



LEGEND

- ① EXISTING PAVEMENT WITH HMA OVERLAY.
- ② EXISTING CONCRETE BARRIER
- ③ EXISTING HMA SHOULDER
- ④ EXISTING CONCRETE CURB AND GUTTER TO BE REMOVED
- ⑤ EXISTING BICYCLE RAILING
- ⑥ EXISTING GUARDRAIL
- ⑦ EXISTING GROUND
- ⑧ EXISTING BIKE PATH TO REMAIN
- ⑨ EXISTING PCC SIDEWALK
- ⑩ EXISTING PARAPET WALL
- ⑪ EXISTING PCC DECK BEAMS
- ⑫ EXISTING RETAINING WALL TO REMAIN
- ⑬ EXISTING HMA WEARING SURFACE TO BE REMOVED (2")
- ⑭ PROPOSED STEEL PLATE BEAM GUARDRAIL WITH 6' POST
- ⑮ PROPOSED COMBINATION CONCRETE CURB AND GUTTER B-6.24
- ⑯ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 1 3/4"
- ⑰ PROPOSED PRECAST PRESTRESSED CONCRETE DECK BEAMS (17" DEPTH)
- ⑱ PROPOSED PARAPET WALL, TYPE F (PAID AS CONCRETE SUPERSTRUCTURE)
- ⑲ PROPOSED PCC SIDEWALK (PAID FOR AS CONCRETE SUPERSTRUCTURE)
- ⑳ PROPOSED BICYCLE RAILING
- ㉑ PROPOSED HOT-MIX ASPHALT COURSE, MIX "D", N70, 2"
- ㉒ PROPOSED WATERPROOFING MEMBRANE SYSTEM
- ㉓ PROPOSED HOT-MIX ASPHALT COURSE, MIX "D", N70, 1 3/4"

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
OPERATION	MIXTURE TYPE	DESIGN AIR VOIDS
ROADWAY	HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR
	CLASS D PATCH (HMA BINDER IL-19 mm)	4% @ 70 GYR
	HMA REPLACEMENT OVER PATCHES (HMA BINDER IL-19 mm)	4% @ 70 GYR
SHOULDER	HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR
BRIDGE APPROACH PAVEMENT CONNECTOR FLEXIBLE, 15"	HMA SURFACE COURSE, MIX "D", N70 (IL-9.5 mm)	4% @ 70 GYR
	LEVELING BINDER (MACHINE METHOD), N70	4% @ 70 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LBS/SQ-YD/IN.

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70 -22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64 -22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.