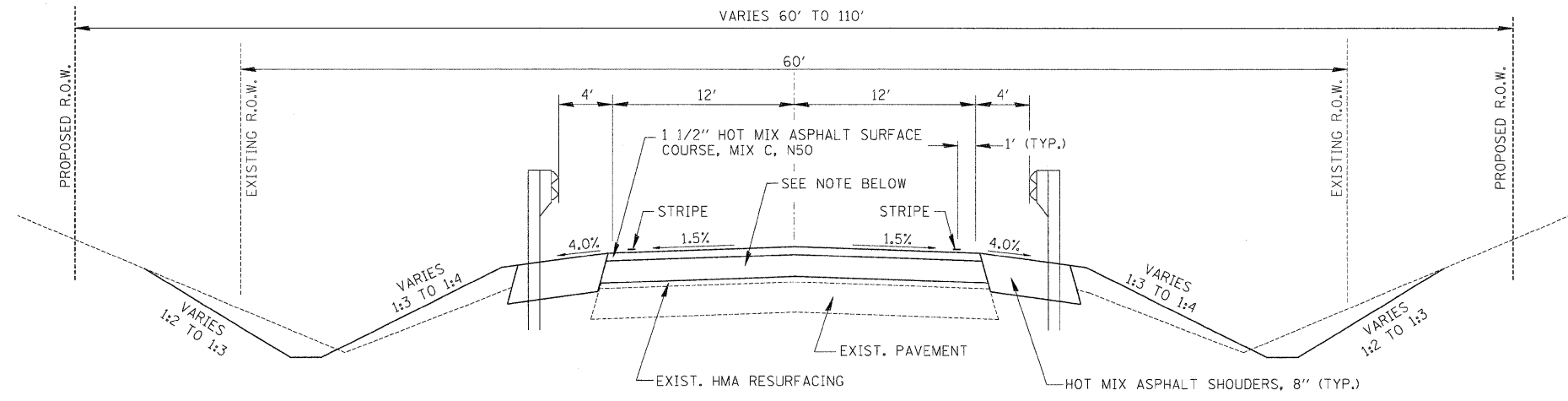


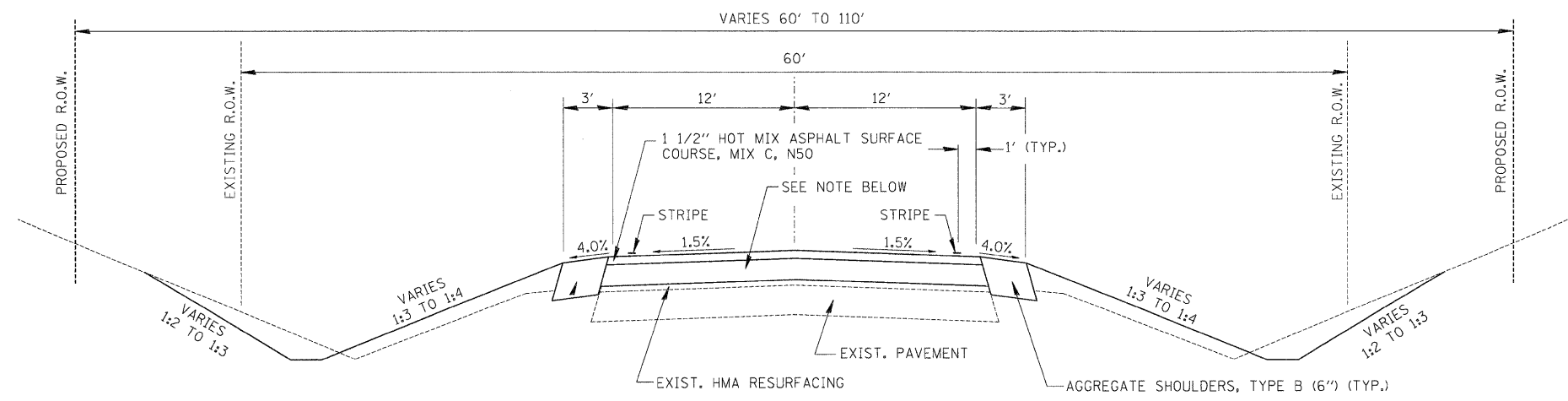
**EXISTING TYPICAL SECTION**

•SHOULDER WIDTH VARIES AT GUARDRAIL LOCATIONS



**PROPOSED TYPICAL SECTION**

STA. 1709+57 TO STA. 1710+72  
STA. 1712+02 TO STA. 1713+18



**PROPOSED TYPICAL SECTION**

STA. 1707+00 TO STA. 1709+57  
STA. 1713+18 TO STA. 1716+00

	HMA BINDER COURSE	HMA LEVEL BINDER	HMA SURFACE	HMA SHOULDERS
PG GRADE**	PG64-22	PG64-22	PG64-22	PG58-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5	IL 19.0
FRICTION AGGREGATE			MIXTURE C	
DENSITY TEST METHOD	CORES*	SATISFACTION OF ENGINEER	CORES	CORES*

\* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUB-GRADE THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

\*\* WHEN RAP EXCEEDS 20%, THE VIRGIN ASPHALT BINDER SHALL BE REDUCED BY ONE GRADE (I.E. 25% RAP WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG64-22 TO BE REDUCED TO PG58-22).

NOTE:  
USE LEVELING BINDER (MACHINE METHOD), N50 WHEN THICKNESS IS 3/4" TO 2 1/4"  
USE HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 WHEN THICKNESS IS GREATER THAN OR EQUAL TO 2 1/4"