



PROPOSED TYPICAL SECTION

- * REDUCE MILLING DEPTH IF NECESSARY TO PREVENT MILLING EXISTING CONCRETE PAVEMENT
- ** AT EXISTING SUPERELEVATION LOCATIONS MATCH EXISTING SUPERELEVATION SLOPES

MIXTURES TABLE

	HMA SURFACE	HMA LEVEL BINDER	INCIDENTAL HMA SURFACE	HMA SHOULDERS ***
PG GRADE	PG 64-22	PG 64-22	PG 64-22	PG58-22
MAX % RAP ALLOWABLE**	10	15	10	25
DESIGN AIR VOIDS	4.0% @ N70	4.0% @ N70	4.0% @ N70	3.0% @ N50
MIXTURE COMPOSITION	IL 12.5 OR IL 9.5	IL 9.5	IL 12.5 OR IL 9.5	IL 19.0
FRICION AGGREGATE	MIXTURE D		MIXTURE D	
DENSITY CONTROL METHOD	CORRELATION	SATISFACTION OF ENGINEER	SATISFACTION OF ENGINEER	•

- 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 SUBGRADE 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.
- ** IF RAP OPTION IS SELECTED, THE ASPHALT CEMENT GRADE MAY NEED TO BE ADJUSTED. THIS WILL BE DETERMINED BY THE ENGINEER.
- *** ASPHALT BINDER CONTENT SHALL BE INCREASED ACCORDINGLY TO ACHIEVE 3.0% VOID TARGET FOR SHOULDER MIXES.