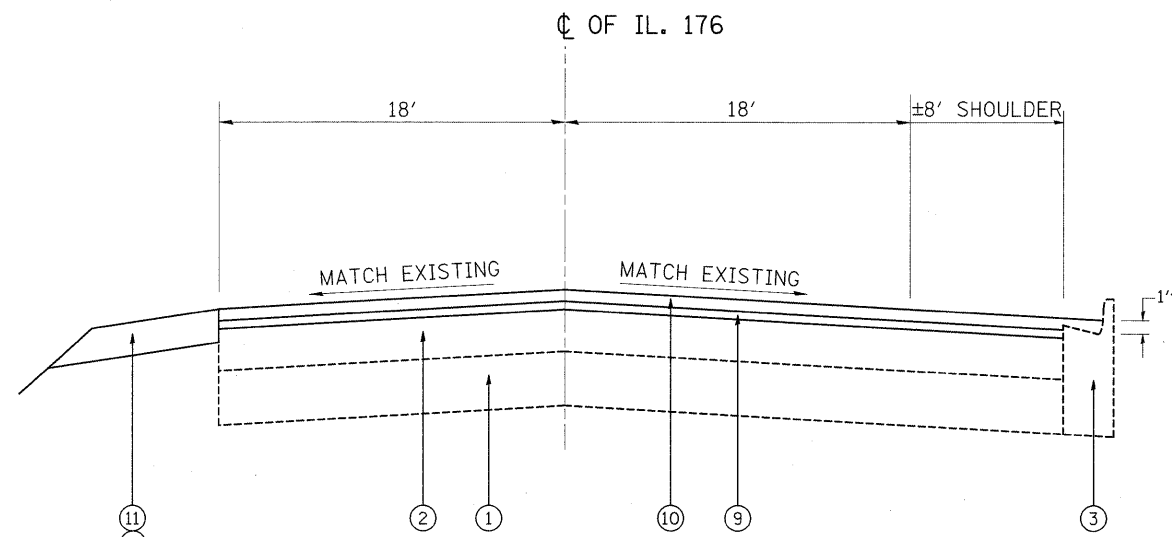


EXISTING TYPICAL CROSS SECTION

STA. 0+00 TO STA. 24+05

(X) EXISTING PAVED SHOULDER LOCATIONS TO BE RESURFACED, SAME AS PER SOUTH SIDE PAVED SHOULDER.



PROPOSED TYPICAL CROSS SECTION

STA. 0+00 TO STA. 24+05

LEGEND

- ① EXISTING PORTLAND CEMENT CONCRETE PAVEMENT 8"
- ② EXISTING HMA PAVEMENT ±8"
- ③ EXISTING COMBINATION CURB AND GUTTER (B-6.12 UNLESS OTHERWISE NOTED ON PLAN)
- ④ EXISTING STABILIZED SUBBASE 6"
- ⑤ EXISTING HMA WIDENING 9"
- ⑥ EXISTING AGGREGATE SHOULDER
- ⑦ PROPOSED HMA SURFACE REMOVAL (2 1/4")
- (X) ⑧ PROPOSED HMA SURFACE REMOVAL (PAVED SHOULDER ONLY)
- ⑨ PROP. POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50 (3/4")
- ⑩ PROPOSED HMA SURFACE COURSE, MIX D, N70 (1 1/2")
- ⑪ PROPOSED GRADING & SHAPING AGGREGATE SHOULDER
- ⑫ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B

MIXTURE USE	AC/PG:	DESIGN AIR VOIDS
HOT MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2" IL-95 MM	PG 64-22	4% @ 70 GYR.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL 4.75, N50, 3/4"	SBS/SBR PGP 64-22 76-28/-22	4% @ 70 GYR.
HMA REPLACEMENT OVER PATHES, 8" BINDER IL-19 MM	PG 64-22*	4% @ 70 GYR.
CLASS D PATCHES BINDER IL-19-MM	PG 64-22*	4% @ 70 GYR.

NOTE:
THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ. YD. IN.

WHEN RAP EXCEEDS 20% THEN NEW ASPHALT BINDER IN THE MIX SHALL BE PG58-22"