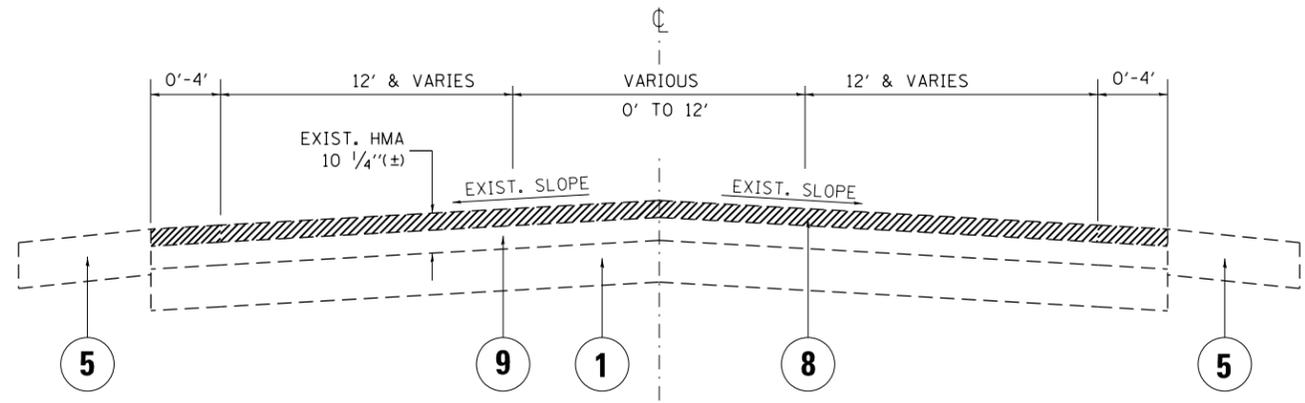


147TH ST.



EXIST. TYPICAL SECTION  
 STA. 27+56 TO STA. 56+60  
 STA. 64+65 TO STA. 92+81  
 STA. 106+63 TO STA. 141+24

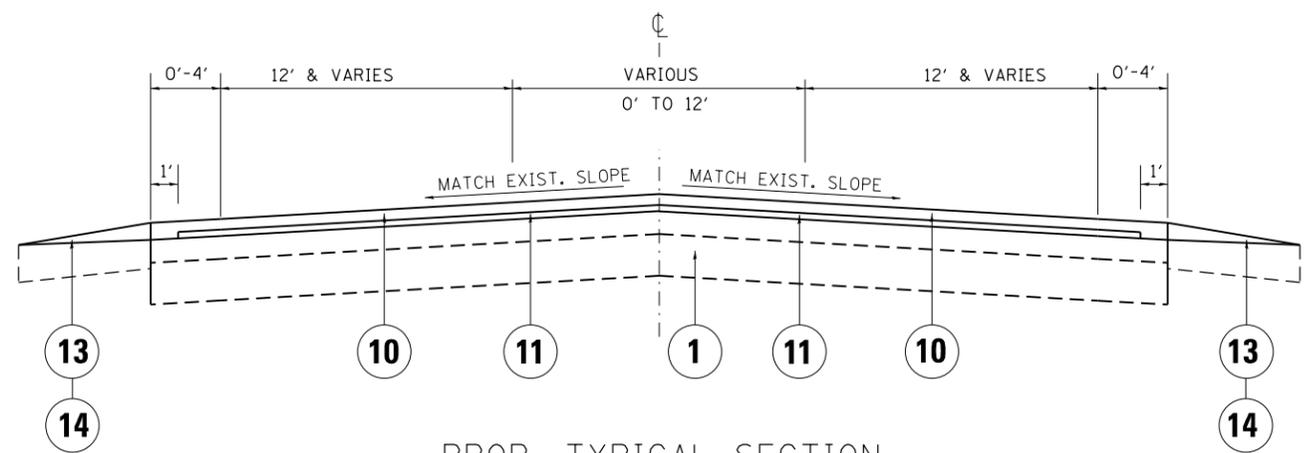
**LEGEND**

- ① EXISTING P.C.C. PAVEMENT, ± 8"
- ② EXISTING P.C.C. SIDEWALK, 5" (TYP.)
- ③ EXISTING MOUNTABLE CORRUGATED MEDIAN
- ④ EXISTING COMB. CURB AND GUTTER
- ⑤ EXISTING AGGREGATE SHOULDER
- ⑥ PROPOSED MEDIAN REMOVAL, PARTIAL DEPTH
- ⑦ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL, (VARIABLE DEPTH) (SEE BD-33)
- ⑧ PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, 2 1/4"
- ⑨ EXISTING HOT-MIX ASPHALT AFTER MILLING, ± 8"
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑪ PROPOSED POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"
- ⑫ PROPOSED POLY. LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 1"
- ⑬ PROPOSED AGGREGATE WEDGE SHOULDER, TYPE B
- ⑭ PROPOSED GRADING AND SHAPING SHOULDERS

**HOT-MIX ASPHALT MIXTURE REQUIREMENTS**

MIXTURE TYPE	AIR VOIDS @ Nos	QMP
<b>PAVEMENT RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, (IL-9.5 mm)	4% @ 70 GYR.	OCP
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	3.5% @ 50 GYR.	OCP
<b>PATCHING</b>		
CLASS D PATCH (HMA BINDER IL-19 mm), 8" AND 16"	4% @ 70 GYR.	OCP
Quality Control for Performance (QCP); Pay for Performance (PFP)		

147TH ST.



PROP. TYPICAL SECTION  
 STA. 27+56 TO STA. 56+60  
 STA. 64+65 TO STA. 92+81  
 STA. 106+63 TO STA. 141+24

NOTES:

- THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN.
- THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 76-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.
- FOR USE OF RECYCLED MATERIALS SEE SPECIAL PROVISIONS.
- QUALITY MANAGEMENT PROGRAM (QMP) IDENTIFIES THE PARTICULAR QUALITY CONTROL SPECIFICATION THAT APPLIES TO THE HMA MIXTURE.

FOR THE EXISTING HMA SURFACE, THE CONTRACTOR SHALL MILL THE ROADWAY FIRST, THEN DO PAVEMENT PATCHING PER BD-22 DETAIL.

WHERE GUARDRAILS ARE PRESENT ON HMA SHOULDER THE MILLING AND RESURFACING LIMIT SHALL BE A MINIMUM OF ONE FOOT AWAY FROM THE GUARDRAIL FACE, UNLESS OTHERWISE SPECIFIED BY THE ENGINEER.