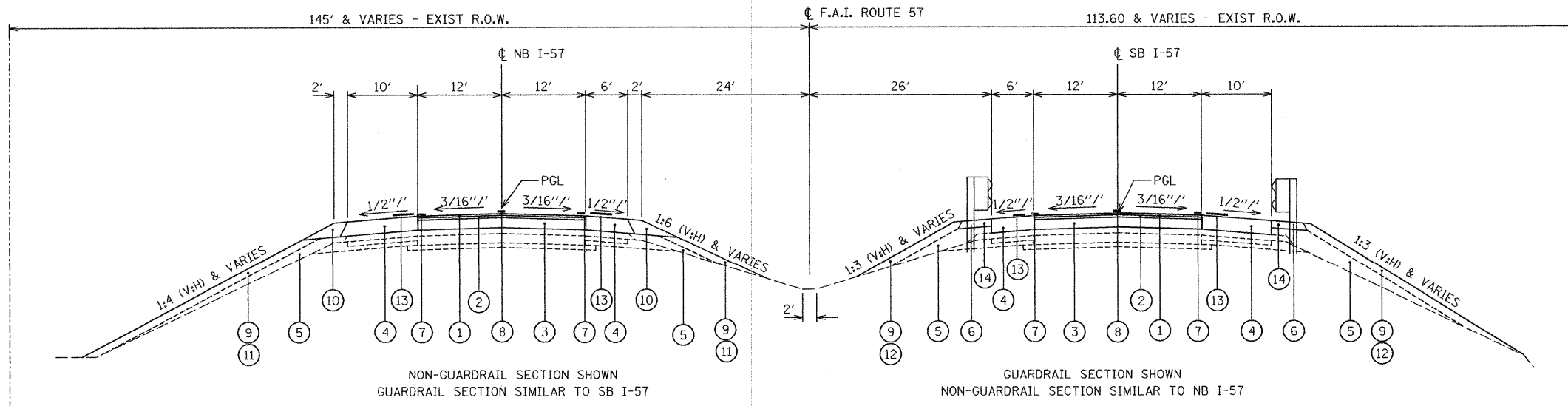


EXISTING ROADWAY TYPICAL SECTION

STA 1352+20.00 TO STA 1357+00.00
 BRIDGE OMISSION STA 1357+00.00 TO STA 1358+04.00
 STA 1358+04.00 TO STA 1362+80.00



PROPOSED ROADWAY TYPICAL SECTION

• STA 1352+20.00 TO STA 1356+94.00
 BRIDGE OMISSION STA 1356+94.00 TO STA 1358+10.00
 • STA 1358+10.00 TO STA 1362+80.00

- ① POLYMERIZED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N90 (1 1/2")
- ② LEVELING BINDER (MACHINE METHOD), N90 (3/4")
- ③ HOT-MIX ASPHALT BINDER COURSE, IL-19.0 N90 DEPTH VARIES TO MEET EXISTING GROUND. LIFTS NOT TO EXCEED 4".
- ④ HOT-MIX ASPHALT SHOULDERS (THICKNESS VARIES, 1 1/2" MIN)
- ⑤ FURNISHED EXCAVATION
- ⑥ STEEL PLATE BEAM GUARDRAIL, TYPE A 6 FT POSTS
- ⑦ EPOXY PAVEMENT MARKING - LINE 4" (SOLID WHITE OR YELLOW) & GROOVING FOR RECESSED PAVEMENT MARKING 5"
- ⑧ PERFORMED PLASTIC PAVEMENT MARKING, TYPE B - INLAID - 6" (DASHED WHITE)
- ⑨ SEEDING, CLASS 3
- ⑩ AGGREGATE SHOULDERS, TYPE B
- ⑪ EROSION CONTROL BLANKET (1V:3H OR FLATTER)
- ⑫ HEAVY DUTY EROSION CONTROL BLANKET (STEEPER THAN 1V:3H)
- ⑬ SHOULDER RUMBLE STRIPS (PLACE AFTER STAGE II CONSTRUCTION)
- ⑭ HOT-MIX ASPHALT STABILIZATION 6" AT STEEL PLATE BEAM GUARDRAIL
- A EXIST HMA SURFACE, 5"
- B EXIST REINFORCED PCC PAVEMENT, 8"
- C STABILIZED SUBBASE, 4"
- D STABILIZED SHOULDER
- E EXIST AGGREGATE SHOULDER
- F EXIST STEEL PLATE BEAM GUARDRAIL
- G EXIST PAVEMENT MARKING
- H EXIST AGGREGATE SHOULDER, TYPE B

MIX DESIGN TABLE

	HMA BINDER & HMA SHLDR (BOTTOM LIFTS)	HMA SURFACE	HMA SHLDR (TOP 2 1/4")	HMA LEVEL BINDER
PG GRADE	PG64-22	SBS PG70-22	PG64-22	PG64-22
DESIGN AIR VOIDS	4.0% @ N90	4.0% @ N90	4.0% @ N90	4.0% @ N90
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5	IL 9.5
FRICTION AGGREGATE		MIXTURE D	MIXTURE C	
DENSITY TEST METHOD	CORES	CORES	CORES**	CORES

• STATIONING INCLUDES 30' OF CONC BRIDGE APPROACH. (SEE BRIDGE PLANS)

** 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.

