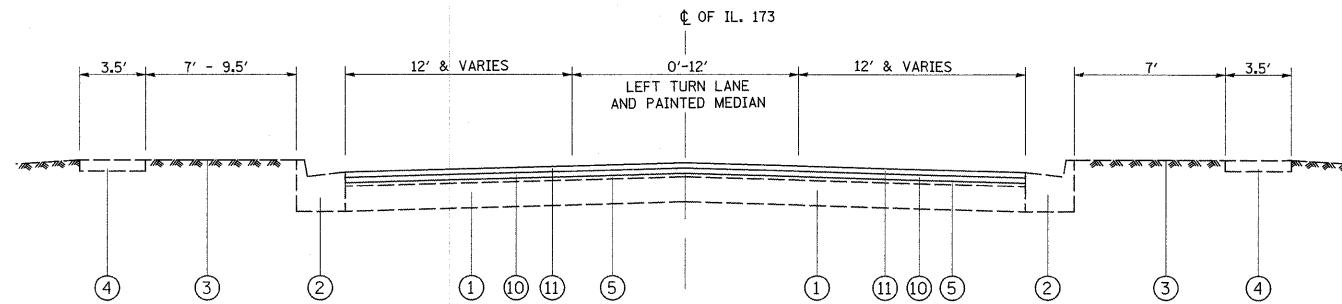
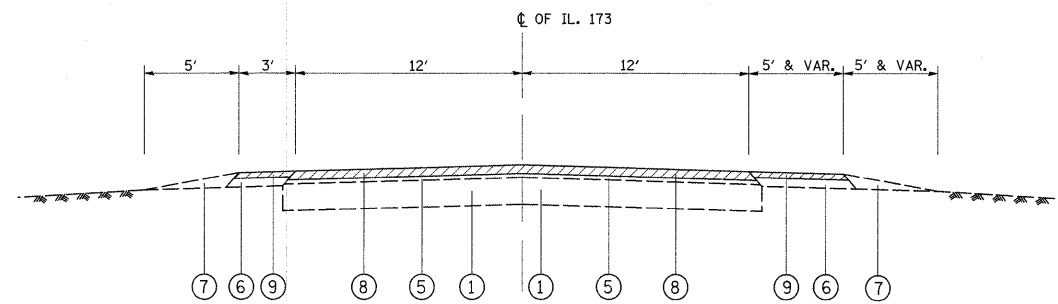


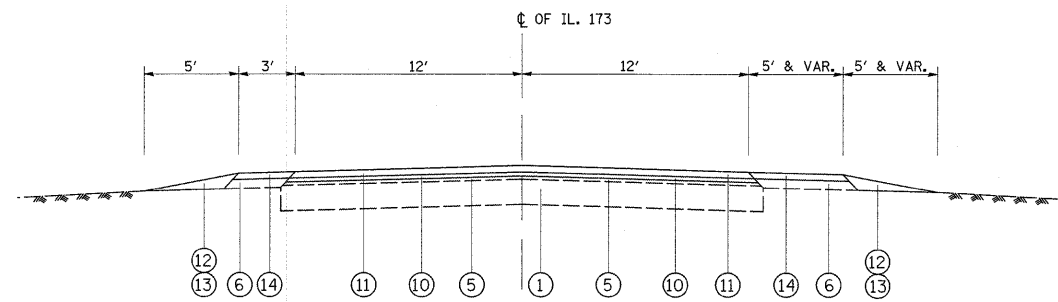
EXISTING TYPICAL SECTION
STA. 17+00 TO STA. 24+50



PROPOSED TYPICAL SECTION
STA. 17+00 TO STA. 24+50



EXISTING TYPICAL SECTION
STA. 24+50 TO STA. 123+50
STA. 141+00 TO STA. 219+50
STA. 232+00 TO STA. 304+88

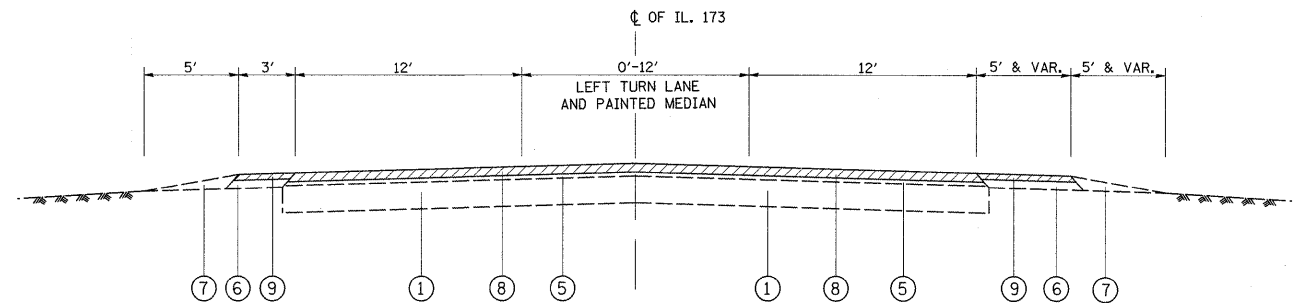


PROPOSED TYPICAL SECTION
STA. 24+50 TO STA. 123+50
STA. 141+00 TO STA. 219+50
STA. 232+00 TO STA. 304+88

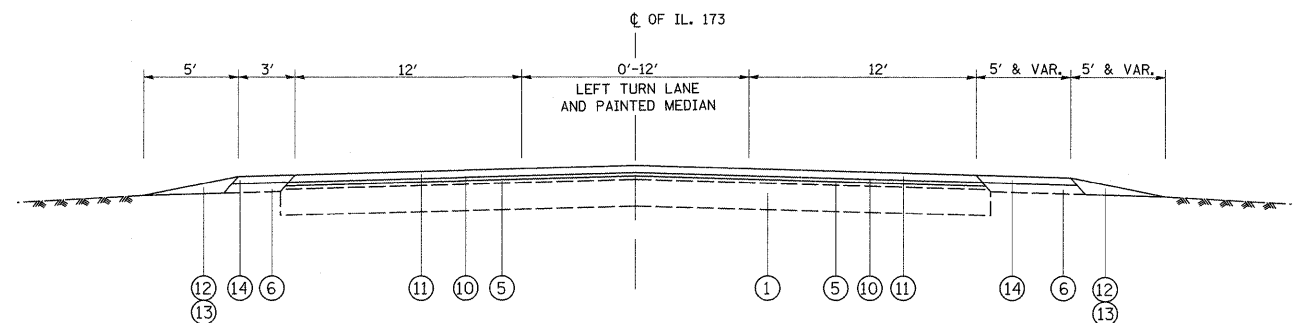
MIXTURE USE	AC/PG	DESIGN AIR VOIDS	REMARKS
HOT-MIX ASPHALT SURFACE COURSE, SUPERPAVE MIX "D", N70, 1 1/2"	PG 64-22	4% @ 70 GYR.	IL-9.5 MM
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	SBS/SBR PG 76-28/-22	4% @ 50 GYR.	
HMA REPLACEMENT OVER PATCHES, 7.5"	PG 64-22*	4% @ 70' GYR.	BINDER HMA IL-19 MM
HMA SHOULDER, 1 1/2" (MIX SAME AS SURFACE COURSE)	PG 64-22	4% @ 70 GYR.	IL-9.5 MM
CLASS "D" PATCHES, 8"	PG 64-22*	4% @ 70 GYR.	BINDER HMA IL-19 MM

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"

- ① EXISTING P.C.C. PAVEMENT
- ② EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ③ EXISTING PARKWAY
- ④ EXISTING P.C.C. SIDEWALK
- ⑤ EXISTING HMA SURFACE REMAINING AFTER SURFACE REMOVAL, 5 3/4"
- ⑥ EXISTING HMA SHOULDER, 8"
- ⑦ EXISTING AGGREGATE SHOULDER
- ⑧ PROPOSED HMA SURFACE REMOVAL, 2 1/4"
- ⑨ PROPOSED HMA SURFACE REMOVAL, 1 1/2"
- ⑩ PROPOSED POLYMERIZED LEVELING BINDER (MM), IL-4.75, N50, 3/4"
- ⑪ PROPOSED HMA SURFACE COURSE, MIX D, N70, 1 1/2"
- ⑫ PROPOSED GRADING AND SHAPING
- ⑬ PROPOSED AGGREGATE SHOULDER, TYPE B, 380 UNITS
- ⑭ PROPOSED HMA SHOULDER, 1 1/2"



EXISTING TYPICAL SECTION
STA. 123+50 TO STA. 141+00
STA. 219+50 TO STA. 232+00



PROPOSED TYPICAL SECTION
STA. 123+50 TO STA. 141+00
STA. 219+50 TO STA. 232+00