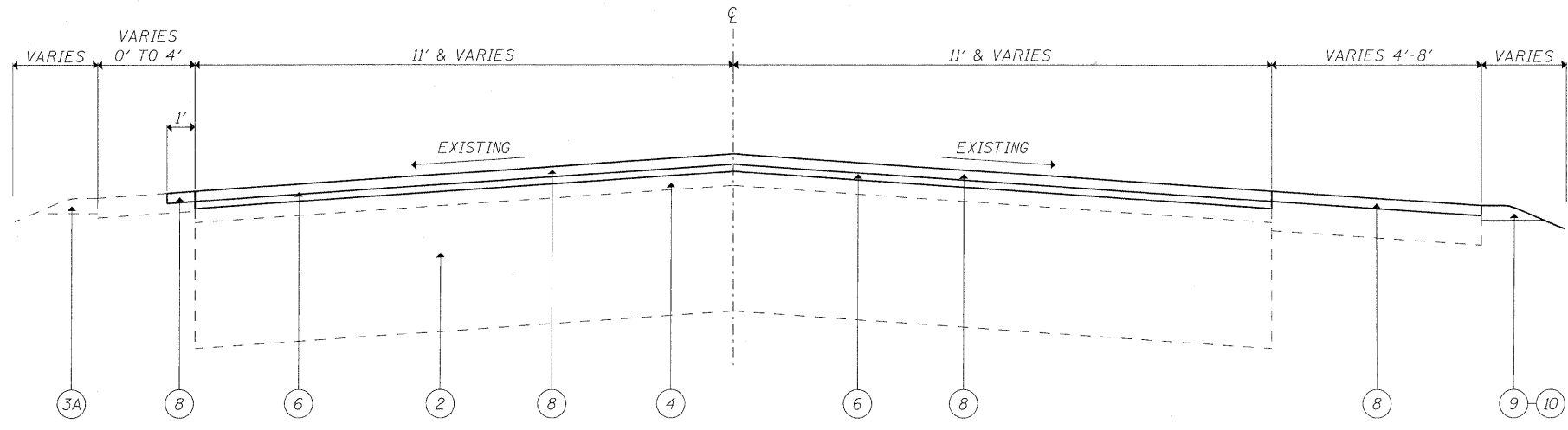


EXISTING TYPICAL SECTION
STA. 43+00 TO STA. 173+00



PROPOSED TYPICAL SECTION
STA. 43+00 TO STA. 173+00

- LEGEND**
- ① EXISTING BITUMINOUS SHOULDER
 - ② EXISTING P.C. CONCRETE PAVEMENT +/- 9"
 - ③ EXISTING HMA SURFACE COURSE +/- 4"
 - ③A EXISTING AGGREGATE SHOULDER
 - ④ HMA MATERIAL AFTER MILLING, +/- 2"
 - ⑤ PROPOSED HMA SURFACE REMOVAL (2 1/4")
 - ⑥ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD) IL-4.75, N50 (3/4")
 - ⑦ PROPOSED HMA SURFACE REMOVAL (1 1/2")
 - ⑧ PROPOSED HMA SURFACE COURSE, MIX "D", N70 (1 1/2")
 - ⑨ PROPOSED AGGREGATE WEDGE SHOULDER
 - ⑩ PROPOSED GRADING AND SHAPING SHOULDERS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS		
MIXTURE TYPE	AC/PG	DESIGN AIR VOIDS
HMA SURFACE COURSE, MIX D, N70. (IL -9.5 mm)	PG 64-22	4% @ 70 GYR
POLYMERIZED LEVELING BINDER (MACHINE METHOD). IL-4.75, N50	SBS-SBR PG 76-28/22	4% @ 50 GYR
CLASS D PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
HMA REPLACEMENT OVER PATCHES (HMA BINDER IL 19 mm)	PG 64-22*	4% @ 70 GYR
DRIVEWAY PAVEMENT REMOVAL AND REPLACEMENT	PG 64-22	4% @ 50 GYR

NOTES:

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE COURSE MIXTURES IS 112 LSB/SQYD/IN.

*WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER IN THE MIX SHALL BE PG 58-22

THE CONTRACTOR SHALL PATCH FIRST BEFORE MILLING

SHOULDER WIDENING GREATER THAN 4' AT VARIOUS LOCATIONS WITHIN THE LIMITS OF IMPROVEMENT