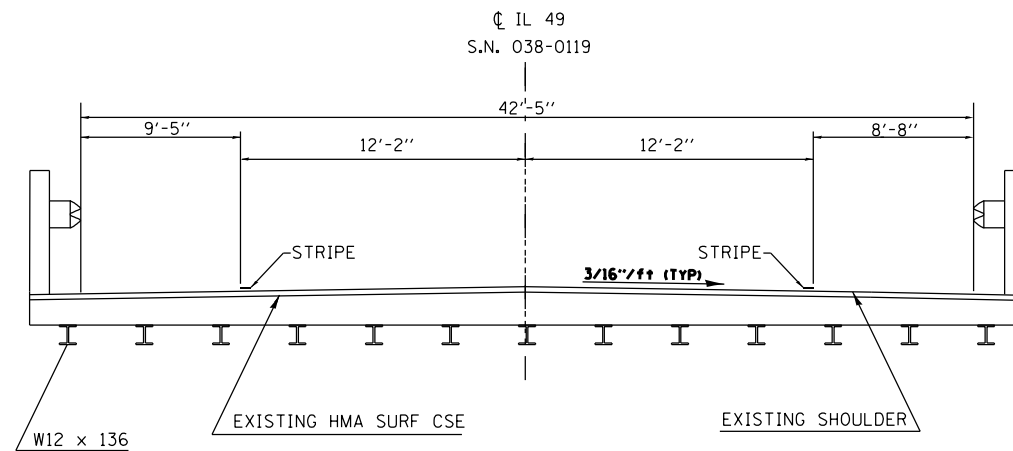
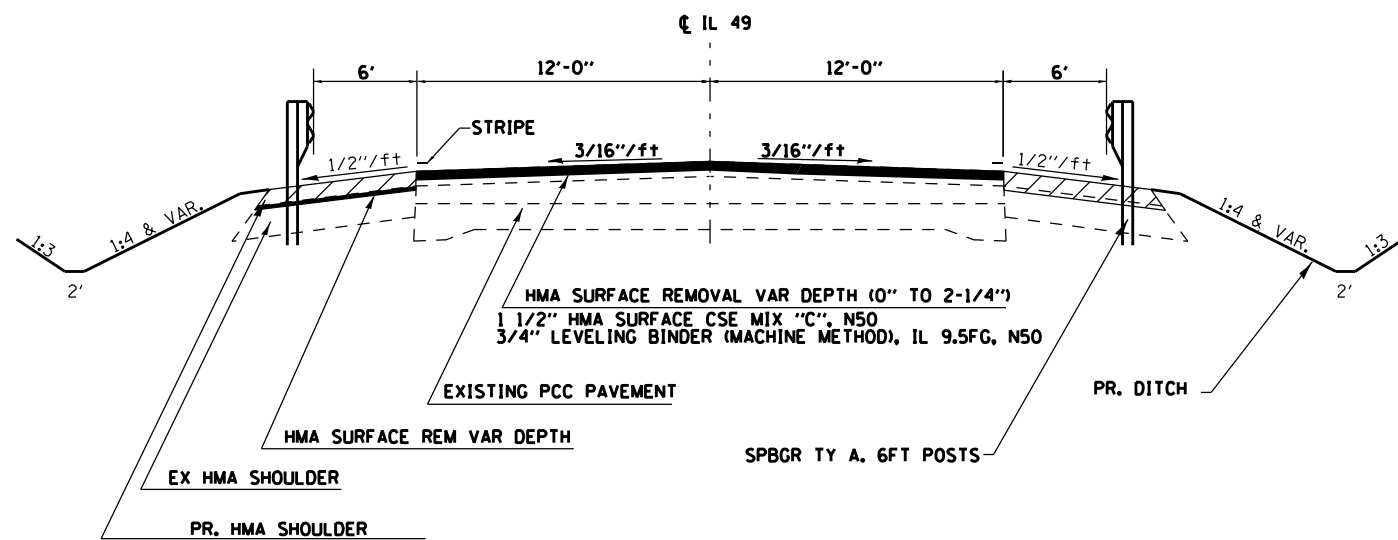


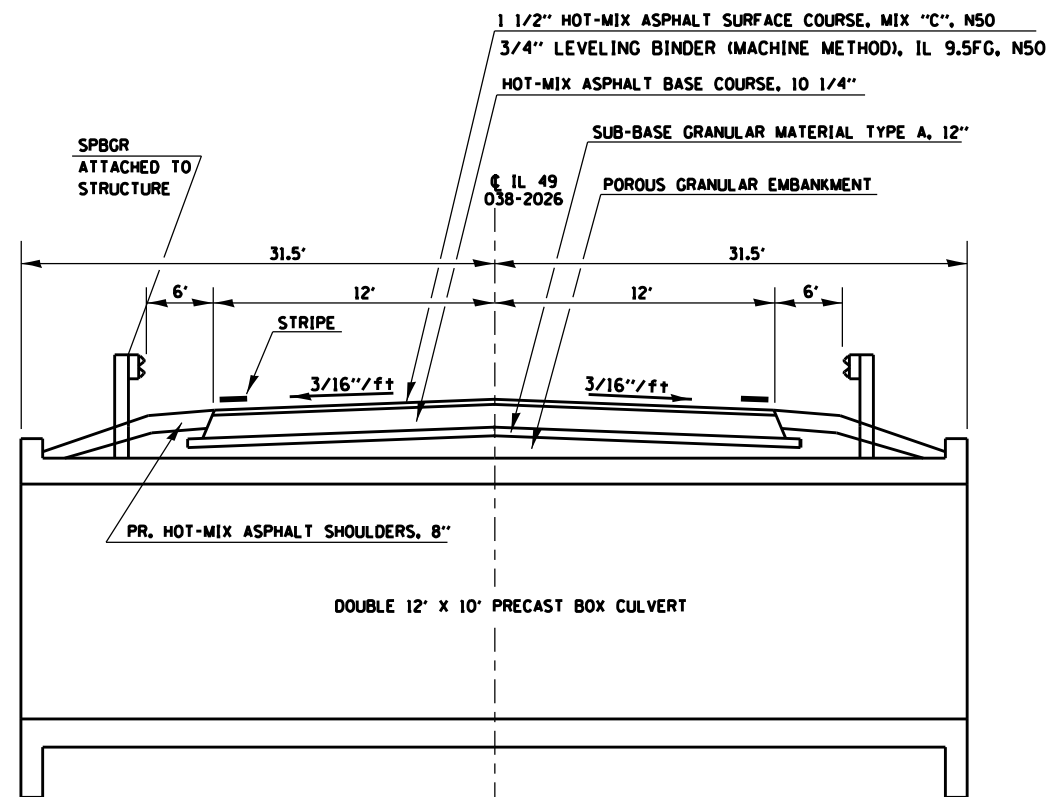
EXISTING ROADWAY TYPICAL SECTION



EXISTING BRIDGE TYPICAL SECTION



PROPOSED ROADWAY TYPICAL SECTION



PROPOSED BRIDGE TYPICAL SECTION

MIXTURES TABLE					
	HMA BASE COURSE	HMA LEVEL BINDER	HMA SURFACE	HMA GUARDRAIL STABILIZATION	HMA SHOULDERS
PG GRADE**	PG-64-22	PG-64-22	PG-64-22	PG-64-22	PG-64-22
DESIGN AIR Voids	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 19.0FG	IL 9.5FG	IL 9.5	IL 19.0FG	IL 19.0FG
FRICTION AGGREGATE			MIXTURE C		
DENSITY TEST METHOD	CORES*	CORES	CORES	SATISFACTION OF ENGINEER	CORES*

*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 OC/OA SPECIFICATION.

**WHEN RAP/RAS ABR EXCEEDS 20 PERCENT, THE HIGH AND LOW VIRGIN ASPHALT BINDER GRADES SHALL EACH BE REDUCED BY ONE GRADE (I.E. 25% ABR WOULD REQUIRE VIRGIN ASPHALT BINDER GRADE OF PG64-22 TO BE REDUCED TO PG58-22).