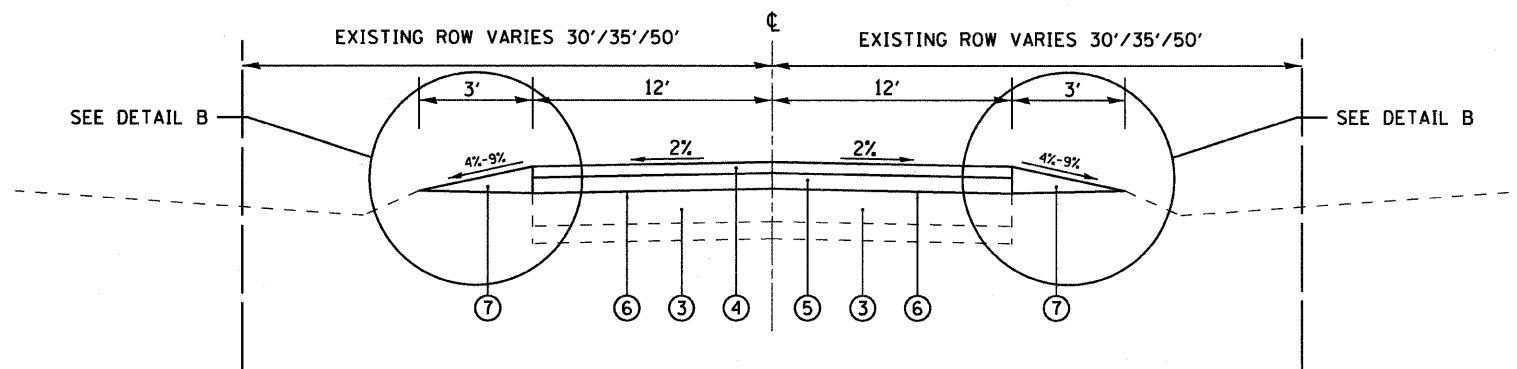


EXISTING TYPICAL SECTION
CHAPEL HILL ROAD

STA. 8+41.43 TO STA. 37+00 (CORRUGATED BITUMINOUS SHOULDERS) (SEE DETAIL A)
 STA. 92+19.55 TO STA. 107+80.36 (BITUMINOUS SHOULDERS) (SEE DETAIL A)
 STA. 132+76.28 TO STA. 169+28.43
 STA. 186+52.89 TO STA. 192+20.48
 STA. 210+47.51 TO STA. 232+73.66



PROPOSED TYPICAL SECTION
CHAPEL HILL ROAD

STA. 8+41.43 TO STA. 37+00 (BITUMINOUS SHOULDERS) (SEE DETAIL B)
 STA. 92+19.55 TO STA. 107+80.36 (BITUMINOUS SHOULDERS) (SEE DETAIL B)
 STA. 132+76.28 TO STA. 169+28.43
 STA. 186+52.89 TO STA. 192+20.48
 STA. 210+47.51 TO STA. 232+73.66

LEGEND

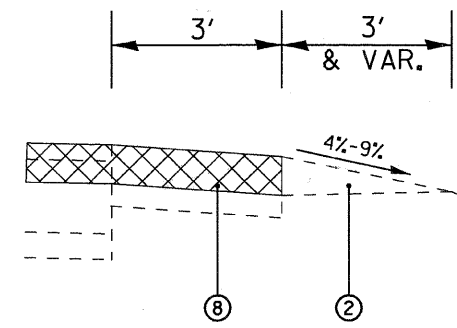
- ① HOT-MIX ASPHALT SURFACE REMOVAL, (SPECIAL), 3 3/4"
- ② EXISTING AGGREGATE SHOULDERS/BITUMINOUS SHOULDERS
- ③ EXISTING HMA BASE COURSE
- ④ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX D, N70, 1 1/2"
- ⑤ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 2 1/4"
- ⑥ PROPOSED BITUMINOUS MATERIALS (PRIME COAT) AND AGGREGATE (PRIME COAT)
- ⑦ PROPOSED AGGREGATE SHOULDERS, TYPE B, (SPECIAL)
- ⑧ EXISTING CORRUGATED SHOULDERS/BITUMINOUS SHOULDERS

NOTE:
 PROPOSED LEVELING BINDER (MACHINE METHOD), N70 (AS NECESSARY FOR SLOPE CORRECTION, 3/4" MINIMUM)

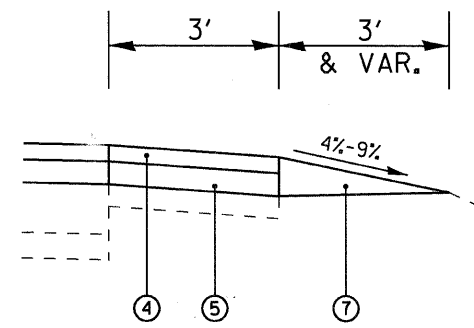
OMISSIONS

- EXIST./PROP. INTERSECTION IMPROVEMENTS FROM STA. 3+00 TO STA. 8+41.43
- EXIST. IMPROVEMENTS FROM STA. 37+00 TO STA. 92+19.55
- EXIST./PROP. INTERSECTION IMPROVEMENTS FROM STA. 107+80.36 TO STA. 132+76.28
- EXIST. IMPROVEMENTS FROM STA. 169+28.43 TO STA. 186+52.89
- EXIST. INTERSECTION IMPROVEMENTS FROM STA. 192+20.48 TO STA. 210+47.51
- EXIST. BRIDGE FROM STA. 217+24.53 TO STA. 223+85.08
- EXIST./PROP. INTERSECTION IMPROVEMENTS FROM STA. 223+73.66 TO STA. 239+04.58

DETAIL A



DETAIL B



PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, (SPECIAL), 3 3/4"

NOTE: CONTRACTOR SHALL MILL BEFORE PATCHING.

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS @ NODES
PAVEMENT RESURFACING:	
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL 9.5 mm)	4% @ 70 GYR.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.
SLOPE CORRECTION:	
LEVELING BINDER (MACHINE METHOD), N70 (IL 9.5 mm)	4% @ 70 GYR.
PATCHING:	
CLASS D PATCHES (HMA BINDER IL-19mm)	4% @ 70 GYR.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SO YD/IN.

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG70-22" AND NON-POLYMERIZED HMA. THE "AC TYPE" SHALL BE "PG 64-22 UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.