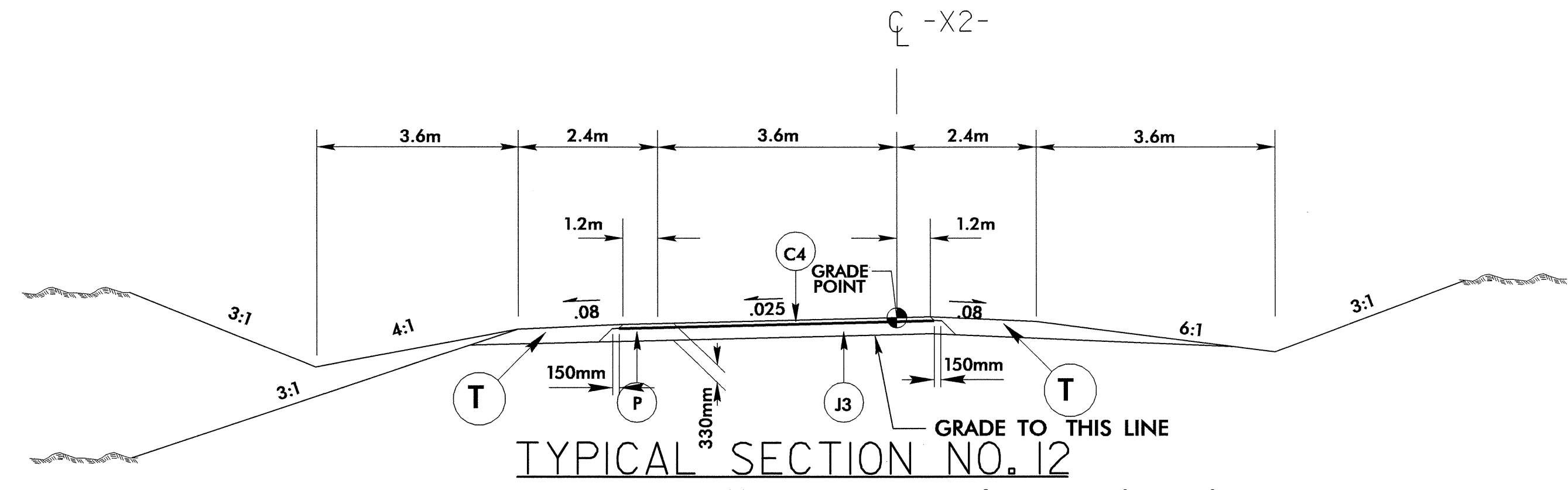


6/16/99

C1	50 mm S9.5B
C2	80 mm S9.5B
C3	VAR. DEPTH S9.5B
C4	80 mm S9.5C
C5	VAR. DEPTH S9.5C
C6	100 mm S12.5C
C7	VAR. DEPTH S12.5C
D1	65 mm I19.0B
D2	VAR. DEPTH I19.0B
D3	65 mm I19.0C
D4	90 mm I19.0C
D5	100 mm I19.0C
D6	VAR. DEPTH I19.0C
E1	75 mm B25.0C
E3	VAR. DEPTH B25.0C
J1	150 mm ABC
J2	200 mm ABC
J3	250 mm ABC
J4	VAR. DEPTH ABC
P	PRIME COAT
R1	750 mm CONC. C&G
U	EXISTING PAVEMENT
W	WEDGING
T	EARTH



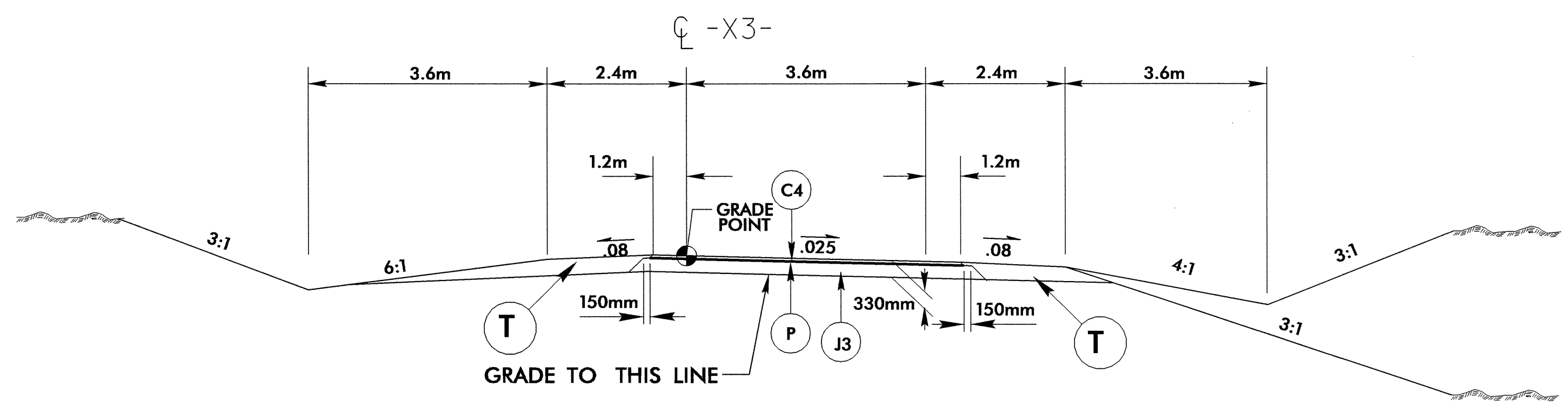
PROJECT REFERENCE NO. R-0513A	SHEET NO. 2-E
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER



**TYPICAL SECTION NO. 12**

- X2- Sta. 9+66.733 - 10+78 Resurfacing & Wedging only
- X2- Sta. 10+78 - 12+63
- X2- Sta. 12+63 - 13+87.234 Resurfacing & Wedging
- X2- Sta. 13+28 - 13+87.234 Widening

NOTE: MILL & RESURFACE AS NEEDED TO RETURN -L- TO NORMAL CROWN ONCE TEMP. X-OVERS ARE REMOVED



**TYPICAL SECTION NO. 13**

- X3- Sta. 8+73.366 - 10+15 Resurfacing & Wedging only
- X3- Sta. 10+15 - 11+13.741
- X3- Sta. 11+13.741 - 11+82.675 Resurfacing & Wedging only
- X3- Sta. 11+82.675 - 13+00
- X3- Sta. 13+00 - 13+90.784 Resurfacing & Wedging
- X3- Sta. 13+28 - 13+90.784 Widening

NOTE: MILL & RESURFACE AS NEEDED TO RETURN -L- TO NORMAL CROWN ONCE TEMP. X-OVERS ARE REMOVED

05-AUG-2004 4:16 PM R0513a.dwg  
mduval AT HD166543