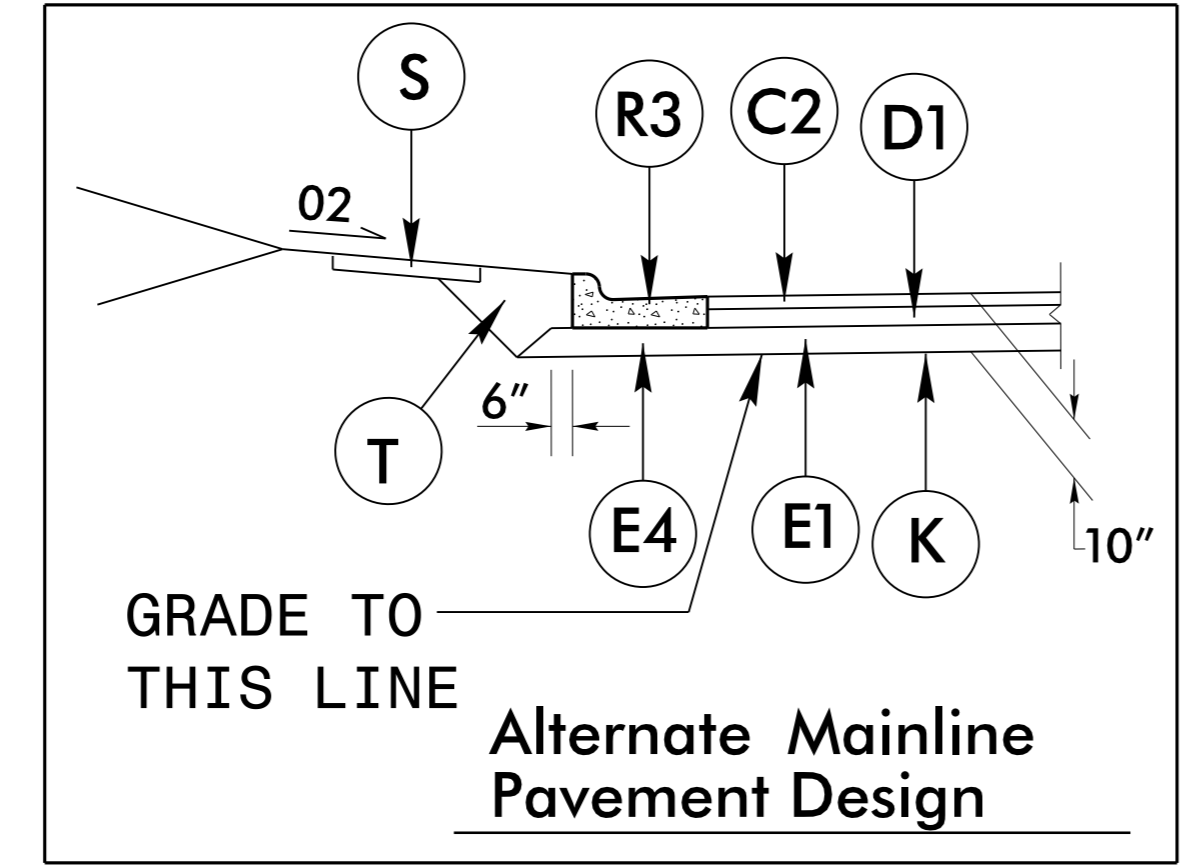
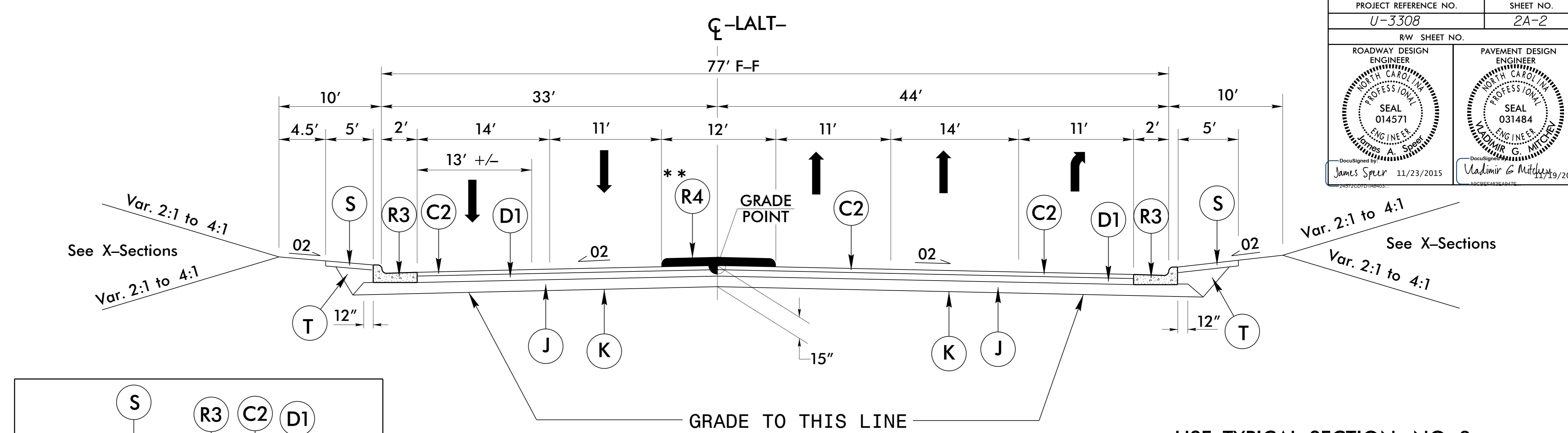


5/14/99

C1	1.5" TYPE S9.5B
C2	3" TYPE S9.5B
C3	VARIABLE DEPTH S9.5B
D1	4" TYPE I19.0B
D2	VARIABLE DEPTH TYPE I19.0B
E1	3" TYPE B25.0B
E2	4" TYPE B25.0B
E3	5" TYPE B25.0B
E4	VAR. DEPTH TYPE B25.0B
J	8" AGGREGATE BASE COURSE
K	SUBGRADE STABILIZATION
L	CLASS IV SUBGRADE STABILIZATION
N1	GEOTEXTILE FOR SOIL STABILIZATION
N2	GEOTEXTILE FOR PAVEMENT STABILIZATION
R1	PROP. 1'6" CONC. CURB AND GUTTER
R2	EXIST. 2'6" CONC. CURB AND GUTTER
R3	PROP. 2'6" CONC. CURB AND GUTTER
R4	PROP. CONCRETE ISLAND
S	PROPOSED CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	PROP. 1.5" ASPHALT MILLING
V2	PROP. 3" ASPHALT MILLING
V3	PROP. ASPHALT MILLING VARIABLE
W	ASPHALT WEDGING (SEE DETAIL)

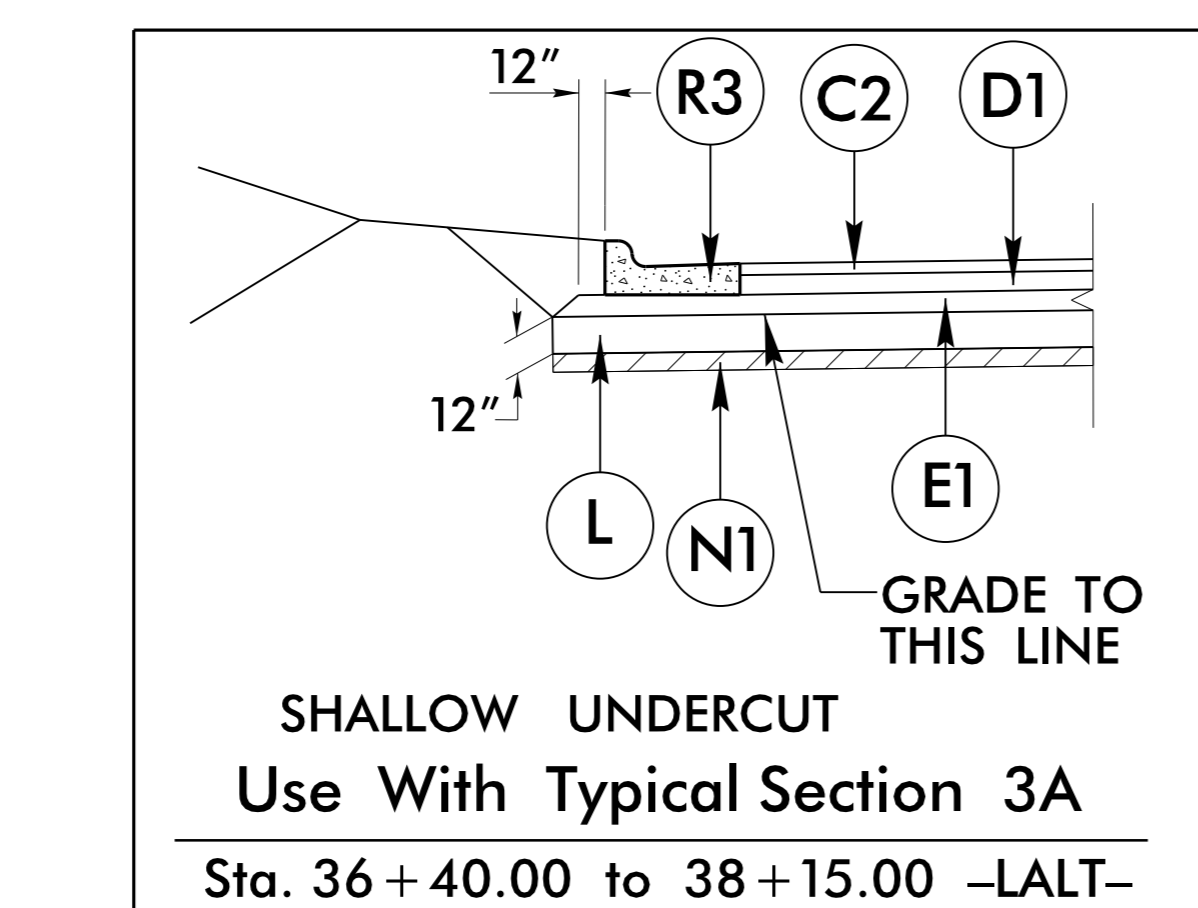
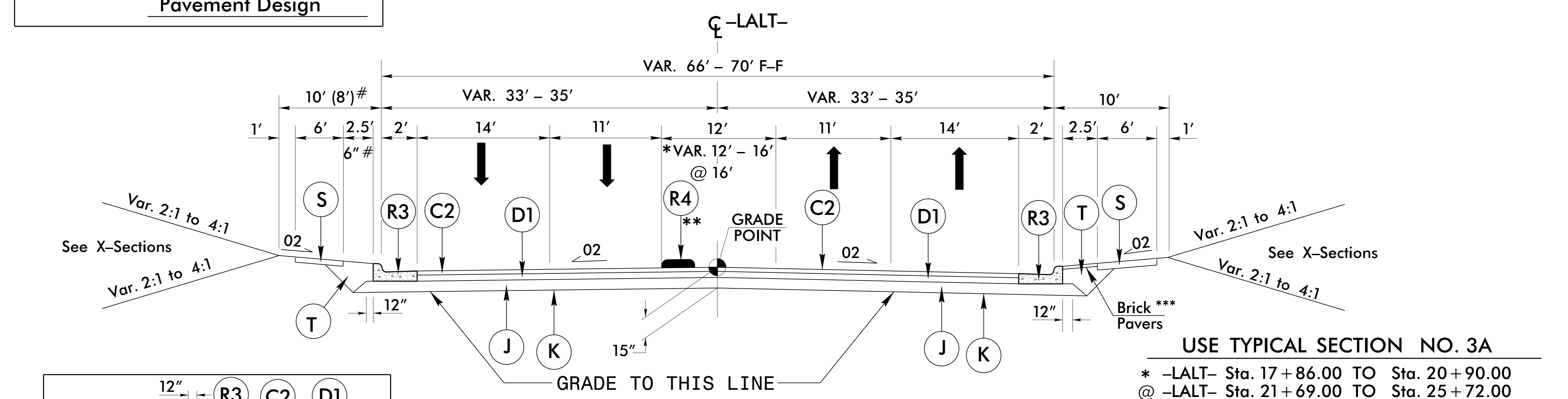
NOTE: ALL SLOPES ARE 1:1 UNLESS OTHERWISE NOTED.

PROJECT REFERENCE NO.	SHEET NO.
U-3308	2A-2
R/W SHEET NO.	
ROADWAY DESIGN ENGINEER	PAVEMENT DESIGN ENGINEER
James Spur 11/23/2015	Vladimir G. Mitchev 11/19/2015



TYPICAL SECTION NO. 3

USE TYPICAL SECTION NO. 3
 -LALT- Sta. 15+00.00 TO Sta. 15+55.95 (Begin Bridge)
 -LALT- Sta. 17+36.20 (End Bridge) TO Sta. 17+86.00
 ** SEE PLANS FOR PROPOSED CONCRETE ISLAND LOCATION
 (SEE PLAN VIEW AND INTERSECTION DETAILS FOR SIDEWALK TRANSITIONS)



TYPICAL SECTION NO. 3A

USE TYPICAL SECTION NO. 3A
 * -LALT- Sta. 17+86.00 TO Sta. 20+90.00
 @ -LALT- Sta. 21+69.00 TO Sta. 25+72.00
 -LALT- Sta. 29+76.00 TO Sta. 38+67.00
 -LALT- Sta. 46+76.00 TO Sta. 50+83.00
 -LALT- Sta. 55+22.00 TO Sta. 59+12.00
 -LALT- Sta. 61+67.00 TO Sta. 64+20.00
 # -LALT- Sta. 46+76.00 TO Sta. 48+36.77 Lt
 ** SEE PLANS FOR PROPOSED CONCRETE ISLAND LOCATION
 * MEDIAN TAPER STA. 19+28.00 TO 21+24.00 -LALT-

*** NOTE: BEGIN BRICK PAVERS NORTH OF THE -LALT- (ALSTON AVE) AND -Y4--Y5- (MAIN ST) INTERSECTION. END BRICK PAVERS SOUTH OF THE -LALT- (ALSTON AVE) AND -Y14--Y15- (TAYLOR ST.) INTERSECTION

18-MAY-2015 08:19
 s:\3308\3308-rdy-tp.dgn