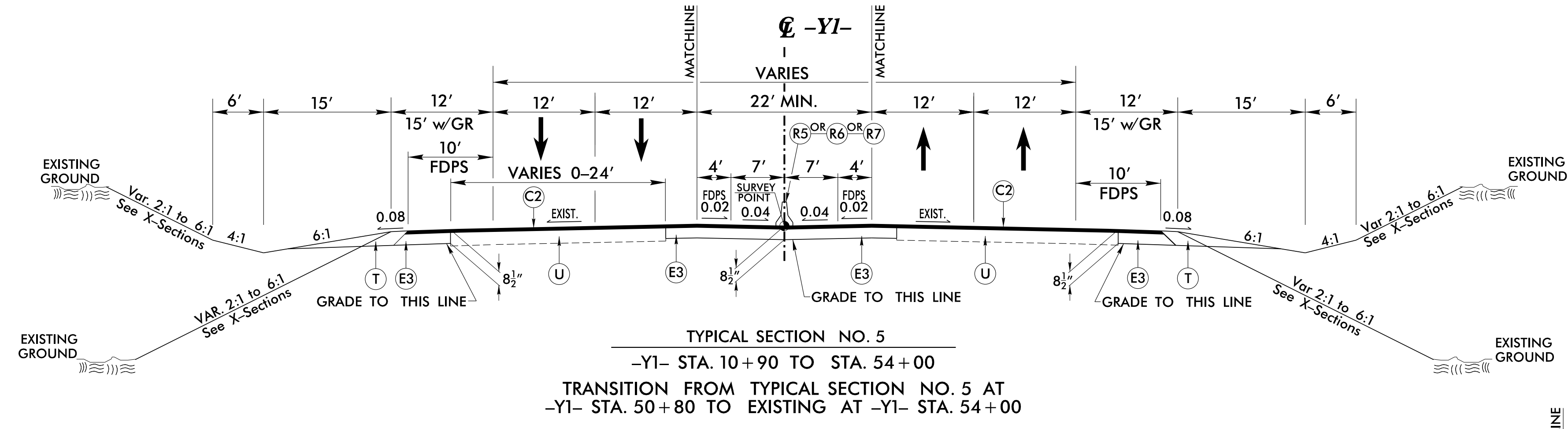


PAVEMENT DESIGN	
C1	3" S9.5B
C2	3" S9.5C
C3	2 1/2" SF9.5A
C4	VAR. S9.5B
C5	VAR. SF9.5A
C6	1 1/2" SF9.5A
C7	1 1/4" SF9.5A
D1	4" I19.0B
D2	4 1/2" I19.0B
D3	2 1/2" I19.0B
D4	VAR. I19.0B
E1	5 1/2" B25.0B
E2	4" B25.0B
E3	5 1/2" B25.0C
E4	VAR. B25.0B
E5	4" B25.0C
J1	10" ABC
J2	8" ABC
J3	VAR. DEPTH ABC
K	LIME OR CEMENT STABILIZATION
N	GEOTEXTILE FOR PAVEMENT STABILIZATION
P	PRIME COAT AT THE RATE OF .35 GAL. PER SQ. YD.
R1	2'-9" MOUNTABLE CURB & GUTTER
R2	2'-6" CONCRETE CURB AND GUTTER.
R3	5" MONOLITHIC CONCRETE ISLAND (KEYED-IN)
R4	CONCRETE EXPRESSWAY GUTTER
R5	DOUBLE FACED CONCRETE BARRIER, TYPE T
R6	DOUBLE FACED CONCRETE BARRIER, TYPE T1
R7	DOUBLE FACED CONCRETE BARRIER, TYPE T2
R8	SINGLE FACED CONCRETE BARRIER
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V	1 1/2" ASPHALT MILLING
W1	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL NO. 1)
W2	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL NO. 2)
W3	VARIABLE DEPTH ASPHALT PAVEMENT (SEE WEDGING DETAIL NO. 3)

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



- (R5) USE DOUBLE FACED CONCRETE BARRIER TYPE T FROM:
-Y1- STA. 19+50 TO -Y1- STA. 23+50
- (R6) USE DOUBLE FACED CONCRETE BARRIER TYPE T1 FROM:
-Y1- STA. 18+46.71 TO -Y1- STA. 19+50
-Y1- STA. 23+50 TO Begin Transition Station
-Y1- STA. 40+50 TO -Y1- STA. 50+80
- (R7) USE DOUBLE FACED CONCRETE BARRIER TYPE T2 FROM:
End Transition Station TO -Y1- STA. 40+50

