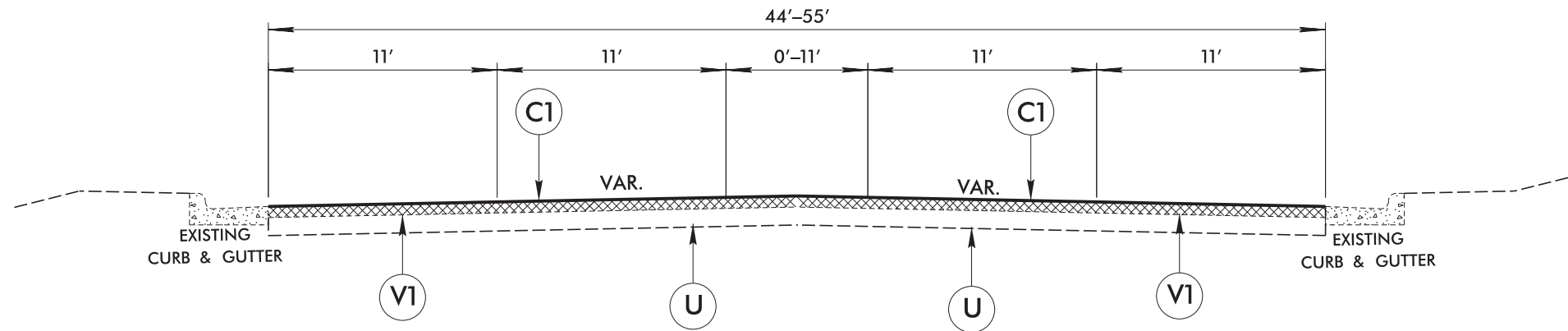


\* "PATCHING EXISTING PAVEMENT" HAS BEEN INCLUDED AS A PAY ITEM ON MAPS  
 PATCHING MAY OR MAY NOT BE NEEDED, DEPENDING ON THE CONDITION OF THE  
 MAP SURFACE AT THE TIME PAVING SESSION BEGINS. AREAS TO BE DELINEATED BY THE ENGINEER.

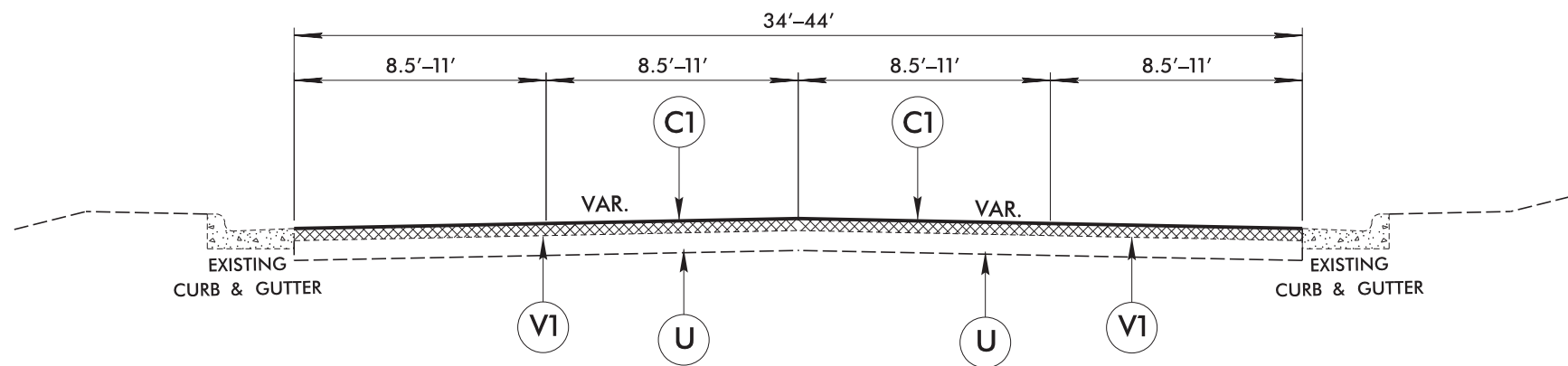
\* MILL AND REPLACE  
 \* SIGNAL DEVICES TO BE INSTALLED PRIOR TO FINAL RESURFACING.



### TYPICAL SECTION NO. 16

MAP 3 – WADE AVE. FROM ST. MARY'S ST. TO 300' WEST ST. MARY'S ST. – 300'

\* MILL AND REPLACE  
 \* SIGNAL DEVICES TO BE INSTALLED PRIOR TO FINAL RESURFACING.



### TYPICAL SECTION NO. 17

MAP 3 – WADE AVE. FROM  
 300' WEST OF ST. MARY'S ST. TO 140' EAST OF DANIEL'S ST. – 460'

NOTES: SEE SHEET 17 FOR DETAILS OF:

- PATCHING EXISTING PAVEMENT
- UTILIZE INCIDENTAL MILLING TO MAKE PAVEMENT TIE-INS
- DETAIL OF PROJECT LIMITS AT SIGNALIZED Y LINES
- DETAIL OF PROJECT LIMITS AT UNSIGNALIZED Y LINES

PAVEMENT SCHEDULE	
C1	PROP. APPROX. 1½" ASPHALT CONCRETE SURFACE COURSE, TYPE S9.5C, AT AN AVERAGE RATE OF 168 LBS. PER SQ. YD.
T	SHOULDER GRADING
U	EXISTING PAVEMENT
V1	MILLING OF EXISTING ASPHALT PAVEMENT AT DEPTH OF 1½"