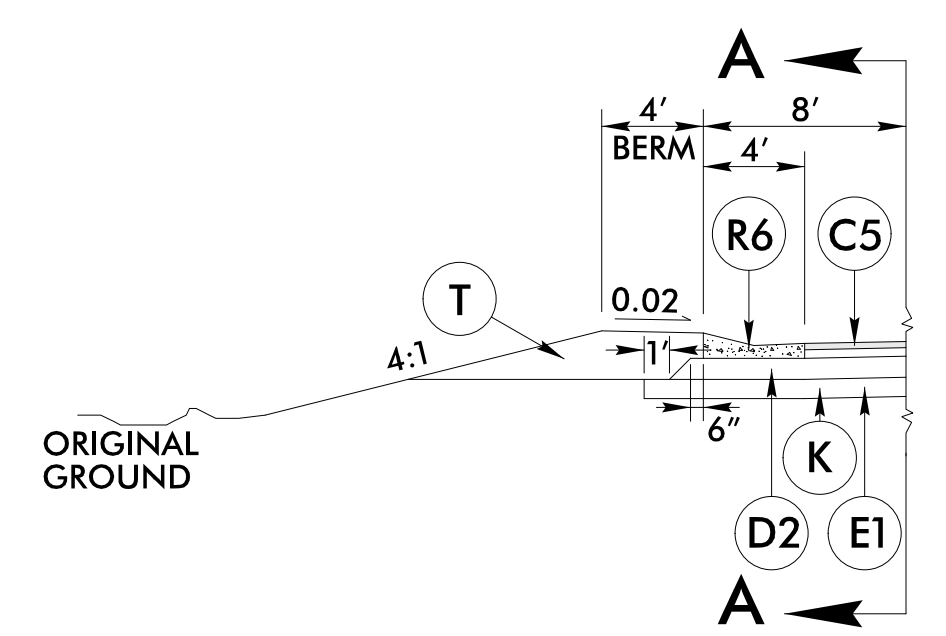


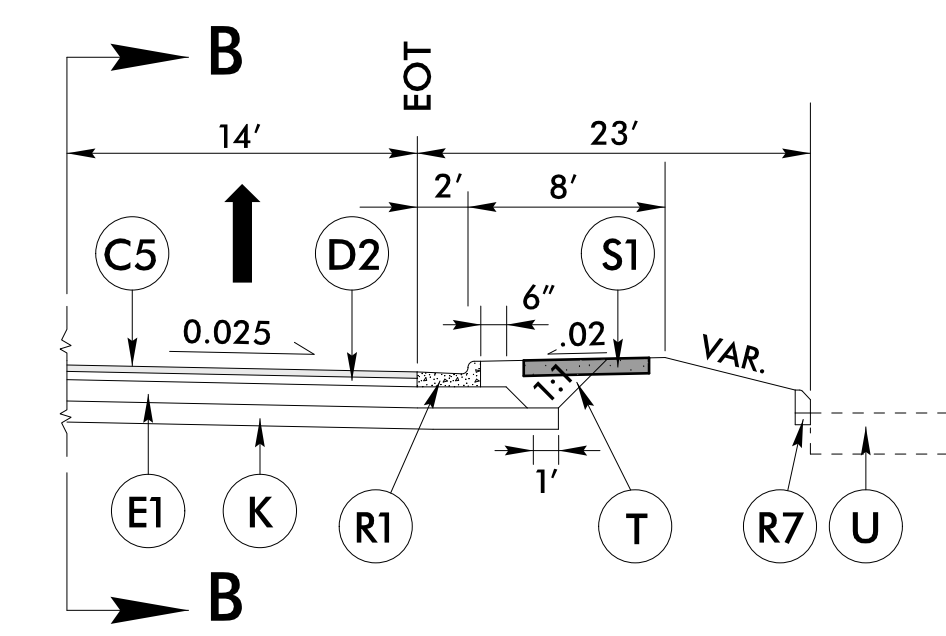
6/22/99

PAVEMENT SCHEDULE (FINAL PAVEMENT DESIGN)	
C1	PROP. APPROX. 1.5" ACSC, TYPE S9.5B
C2	PROP. APPROX. 3" ACSC, TYPE S9.5B
C3	PROP. VAR. DEPTH ACSC, TYPE S9.5B
C4	PROP. APPROX. 1.5" ACSC, TYPE S9.5C
C5	PROP. APPROX. 3" ACSC, TYPE S9.5C
C6	PROP. VAR. DEPTH ACSC, TYPE S9.5C
D1	PROP. APPROX. 2.5" ACIC, TYPE I19.0C
D2	PROP. APPROX. 4" ACIC, TYPE I19.0C
D3	PROP. VAR. DEPTH ACIC, TYPE I19.0C
E1	PROP. APPROX. 4" ACBC, TYPE B25.0C
E2	PROP. VAR. DEPTH ACBC, TYPE B25.0C
J1	PROP. 6" ABC
J2	PROP. 8" ABC
J3	VARIABLE DEPTH ABC
K	PROP. 5" CLASS IV AGGREGATE STABILIZATION
P	PRIME COAT
R1	2'-6" CONCRETE CURB AND GUTTER.
R2	2'-9" CONCRETE CURB AND GUTTER.
R3	1'-6" CONCRETE CURB AND GUTTER. (STD MOUNTABLE)
R4	5" MONOLITHIC CONCRETE ISLAND
R5	SHOULDER BERM GUTTER
R6	EXPRESSWAY GUTTER
R7	8"x18" CURB
R8	1'-6" CONCRETE CURB AND GUTTER. (SP 1'PAN-6" GUTTER)
R9	7" JOINTED CONCRETE (WITHOUT DOWELS REINFORCED WITH A W3.5 x W3.5 OR W5 x W5 WIRE MESH)
R10	9"x18" CONCRETE CURB
S1	4" CONCRETE SIDEWALK
T	EARTH MATERIAL
U	EXISTING PAVEMENT.
W1	WEDGING METHOD NO. 1 - SEE SHEET 2A-1
W2	WEDGING METHOD NO. 2 - SEE SHEET 2A-1

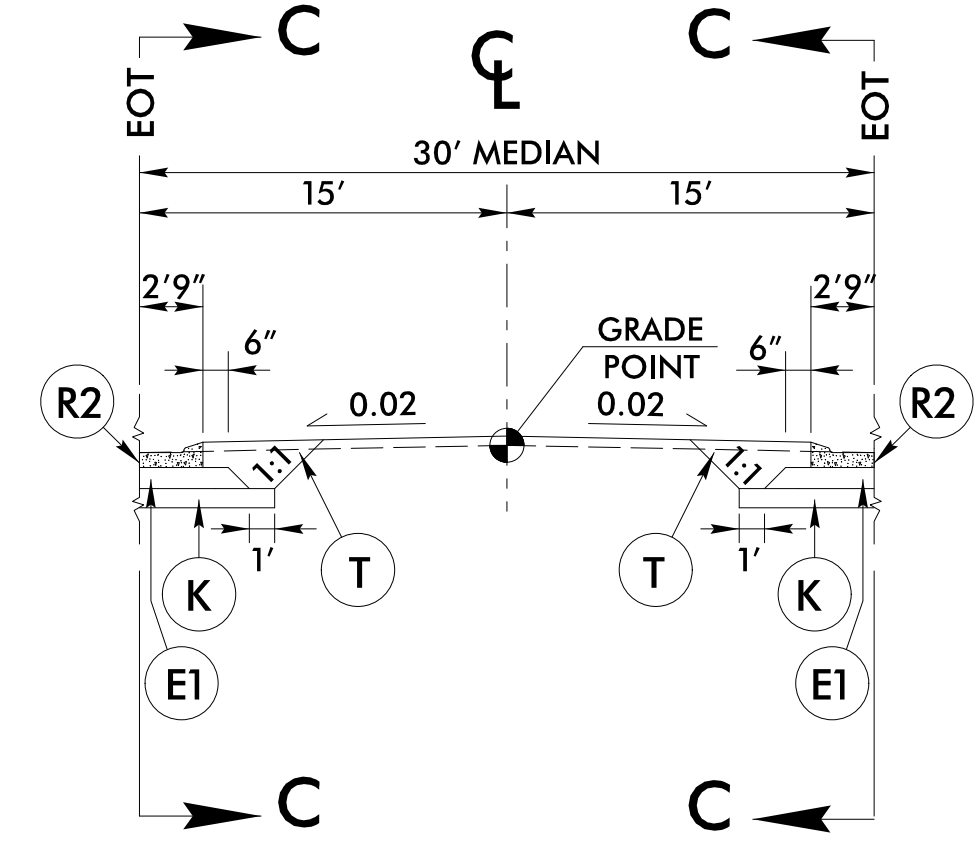
NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.



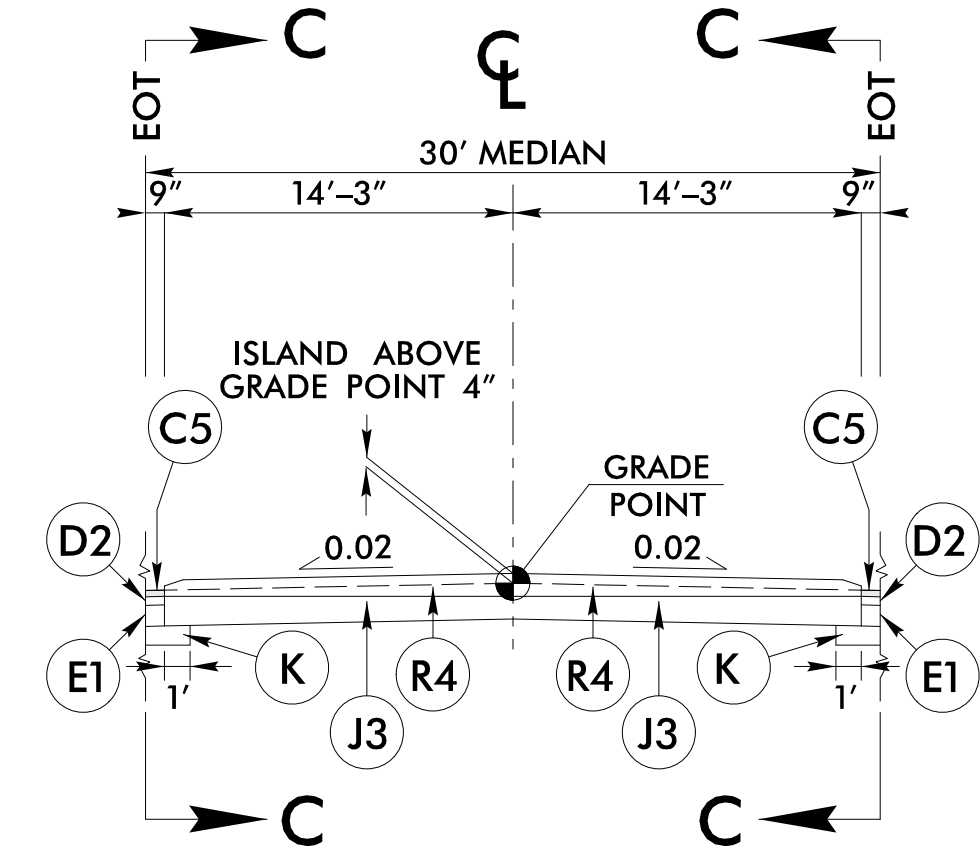
TYPICAL SECTION NO. 3E
EXPRESSWAY GUTTER LOCATIONS
USE TYPICAL SECTION NO. 3E IN CONJUNCTION WITH TYPICAL SECTION NO. 2 & 3
-L- STA. 90+55.53 TO STA. 94+05.63



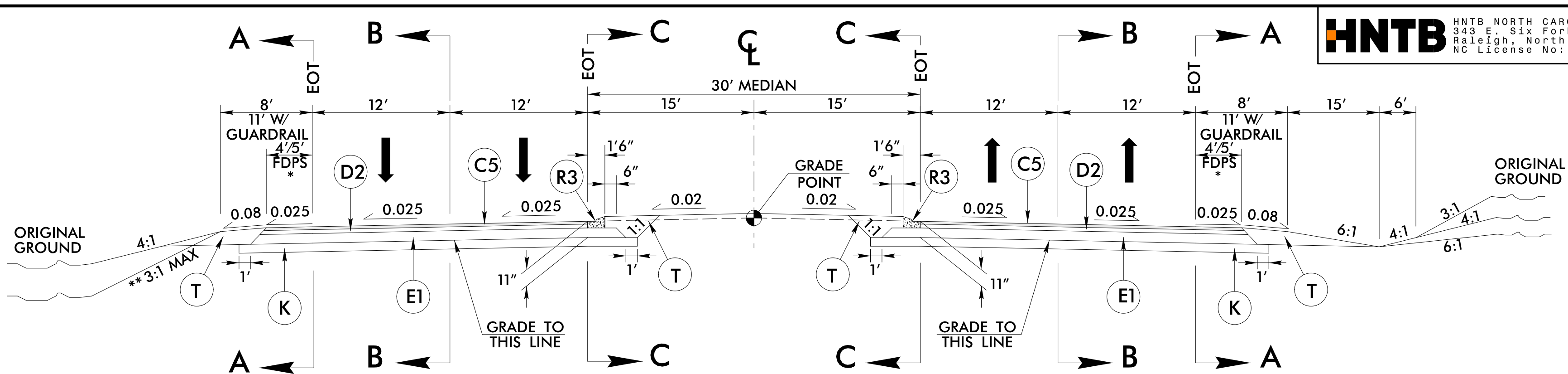
TYPICAL SECTION NO. 3F
CHANNELIZATION WITH 8"x18" CURB
USE TYPICAL SECTION NO. 3F IN CONJUNCTION WITH TYPICAL SECTION NO. 2 & 3
SEE PLANS FOR LOCATIONS



TYPICAL SECTION NO. 3G
2'-9" CONCRETE MEDIAN CURBING
USE TYPICAL SECTION NO. 3G IN CONJUNCTION WITH TYPICAL SECTION NO. 2, 3 & 4
-L- STA. 349+83.39 TO STA. 358+58.75
-L- STA. 362+48.21 TO STA. 368+64.42 (EBL)/368+55.48 (WBL) (BEG. BRIDGE)
-L- STA. 370+05.05 (EBL)/370+18.89 (WBL) (END BRIDGE) TO STA. 370+85.00
-LREV- STA. 370+85.00 TO STA. 379+96.97
-LREV- STA. 381+89.54 TO STA. 387+76.87
-L- STA. 387+76.87 TO STA. 388+47.34 (EBL)/388+63.60 (WBL) (BEG. BRIDGE)
-L- STA. 391+60.09 (EBL)/391+73.86 (WBL) (END BRIDGE) TO STA. 399+33.24

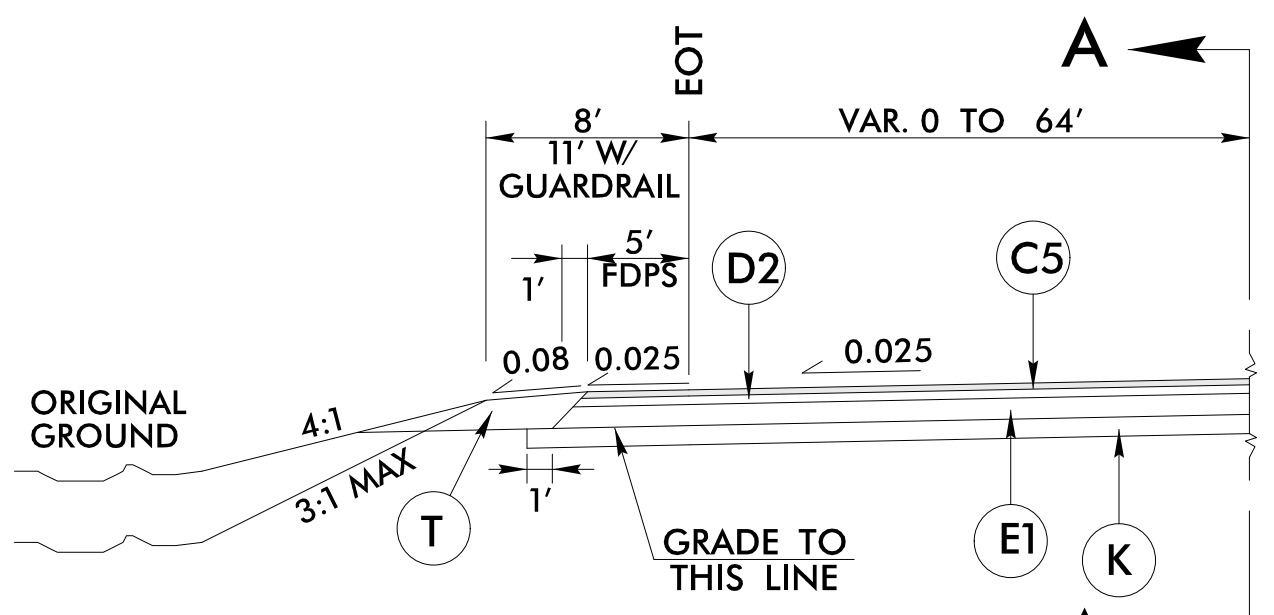


TYPICAL SECTION NO. 3H
CONCRETE MEDIAN UNDERNEATH MIDWAY BRIDGE
USE TYPICAL SECTION NO. 3H IN CONJUNCTION WITH TYPICAL SECTION NO. 3
-L- STA. 78+82.50 TO STA. 79+82.50

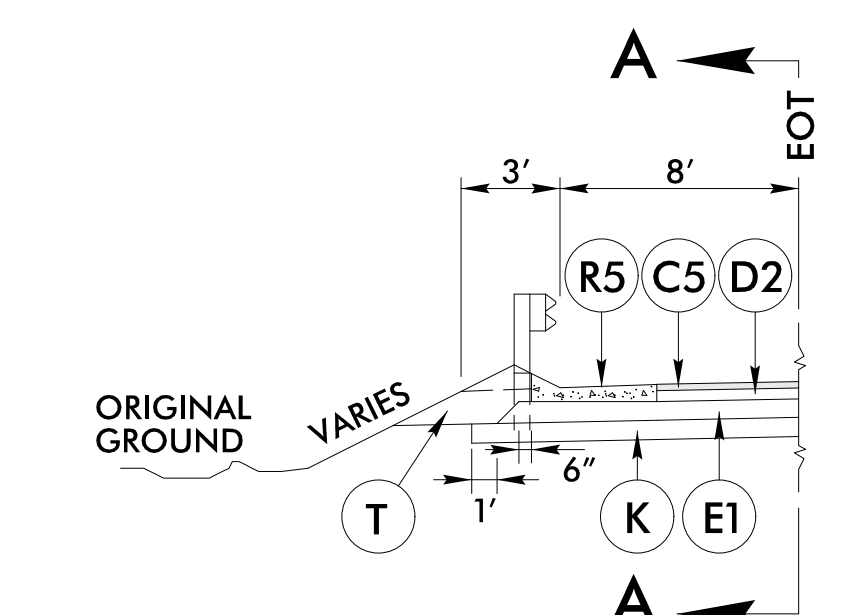


TYPICAL SECTION NO. 3
-L- STA. 54+50.00 TO STA. 76+00.00
-L- STA. 83+05.00 TO STA. 208+00.00
-L- STA. 214+00.00 TO STA. 229+00.00
-L- STA. 243+00.00 TO STA. 290+00.00
-L- STA. 307+10.00 TO STA. 312+89.00
-L- STA. 316+10.00 TO STA. 317+95.00

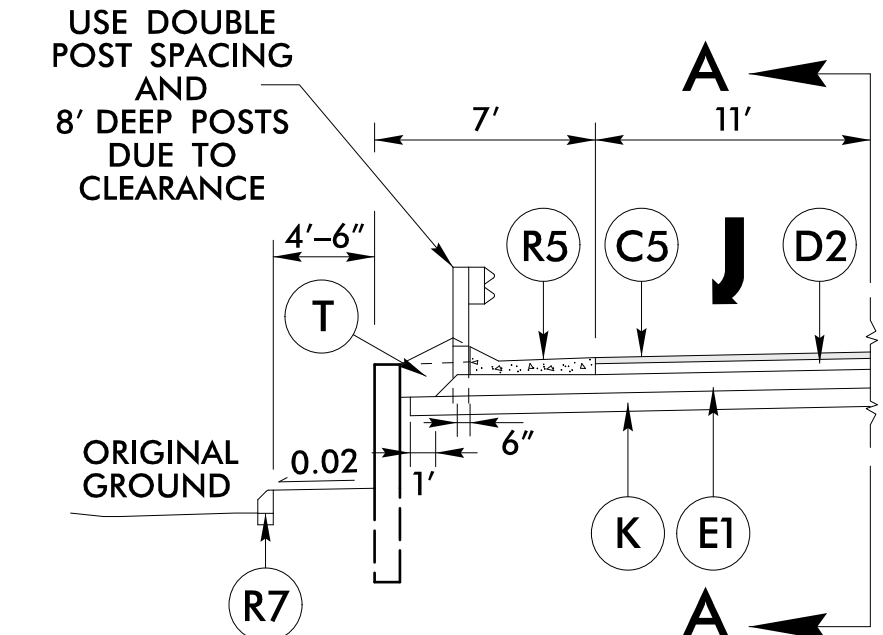
TRANSITION 5' FULL DEPTH PAVED SHOULDERS TO 4' FULL DEPTH PAVED SHOULDERS FROM
-L- STA. 300+54.32 TO STA. 300+94.32.
CONTINUE 4' FULL DEPTH PAVED SHOULDERS FROM
-L- STA. 300+94.32 TO -L- STA. 370+85.00
-LREV- STA. 370+85.00 TO STA. 387+76.87
-L- STA. 387+80.00 R 2 TO -L- STA. 399+33.24 R 2



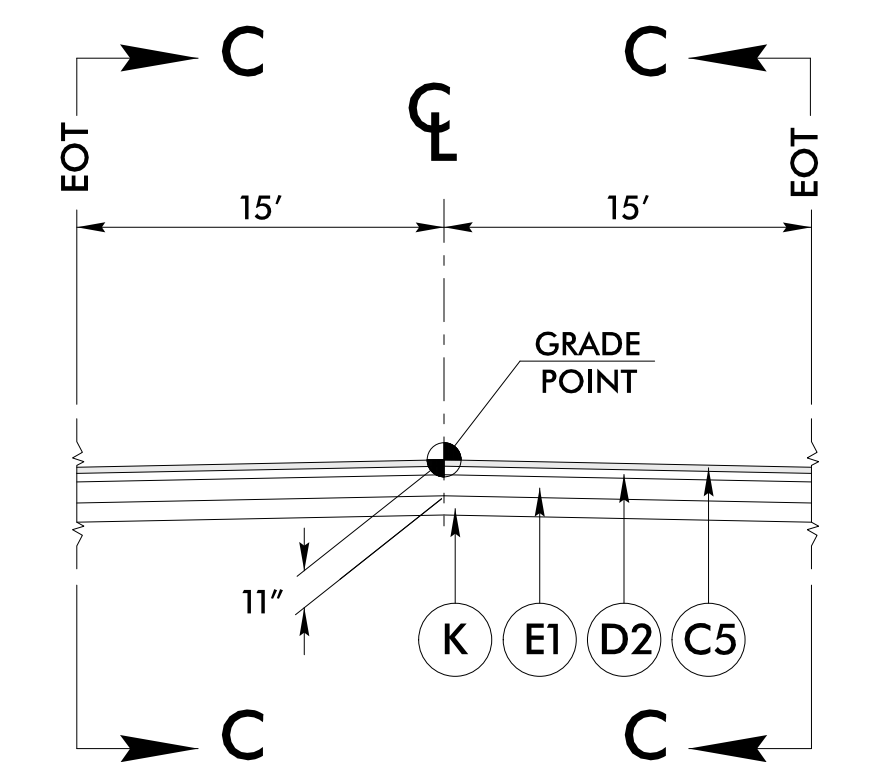
TYPICAL SECTION NO. 3A
U-TURN BULB LOCATIONS
USE TYPICAL SECTION NO. 3A IN CONJUNCTION WITH TYPICAL SECTION NO. 2 & 3
SEE PLANS FOR LOCATIONS



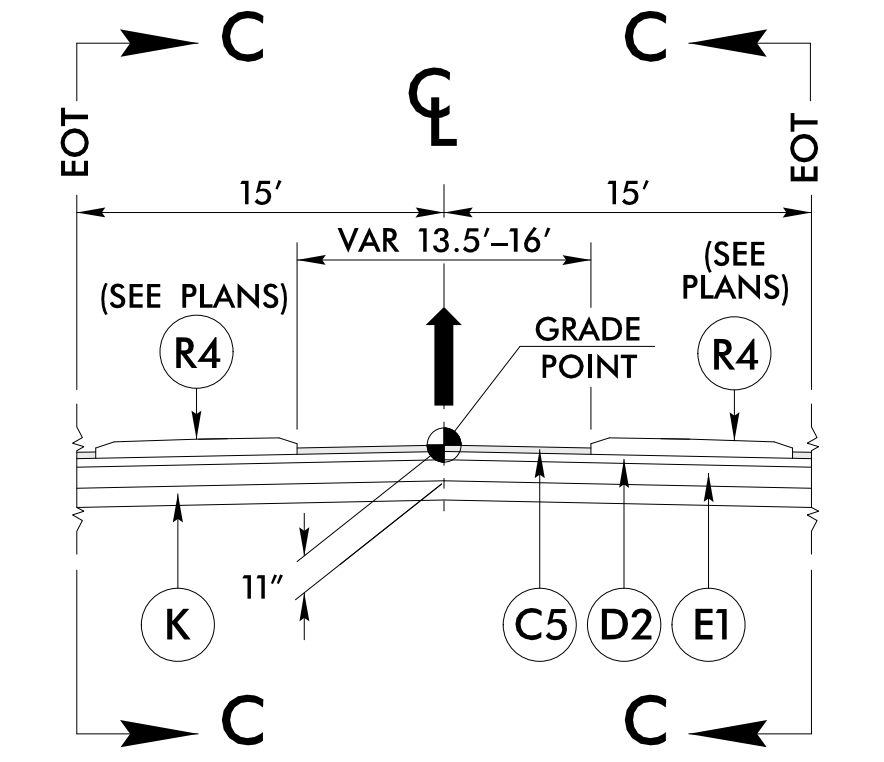
TYPICAL SECTION NO. 3B
SHOULDER BERM GUTTER LOCATIONS
USE TYPICAL SECTION NO. 3B IN CONJUNCTION WITH TYPICAL SECTION NO. 2 & 3
SEE PLANS FOR LOCATIONS



TYPICAL SECTION NO. 3C
RETAINING WALL LOCATION 1 & 2
USE TYPICAL SECTION NO. 3C IN CONJUNCTION WITH TYPICAL SECTION NO. 3
-L- STA. 232+85.84 TO STA. 236+48.52
-L- STA. 237+02.93 TO STA. 237+90.00



TYPICAL SECTION NO. 3D
UNDIVIDED MEDIAN LOCATIONS
USE TYPICAL SECTION NO. 3D IN CONJUNCTION WITH TYPICAL SECTION NO. 2, 3 & 4
-L- STA. 144+10.68 TO STA. 145+59.48
-L- STA. 210+13.64 TO STA. 211+59.10
-L- STA. 338+30.00 TO STA. 340+85.00
-L- STA. 359+60.70 TO STA. 361+42.69
-LREV- STA. 380+96.94 TO STA. 381+89.54
-L- STA. 405+24.79 R 2 TO STA. 406+70.21 R 2
-L- STA. 424+22.24 R 2 TO STA. 425+74.65 R 2



TYPICAL SECTION NO. 3i
MONOLITHIC ISLAND LOCATIONS
USE TYPICAL SECTION NO. 3i IN CONJUNCTION WITH TYPICAL SECTION NO. 2, 3 & 4
-L- STA. 63+86.05 TO STA. 68+55.00
-L- STA. 71+75.00 TO STA. 72+32.00
-L- STA. 78+82.50 TO STA. 79+82.50
-L- STA. 100+84.25 TO STA. 109+15.00
-L- STA. 143+10.70 TO STA. 144+10.68
-L- STA. 145+59.48 TO STA. 146+79.35
-L- STA. 209+13.67 TO STA. 210+13.64
-L- STA. 211+59.10 TO STA. 217+15.00
-L- STA. 230+21.56 TO STA. 235+93.06
-L- STA. 239+05.00 TO STA. 241+51.50
-L- STA. 254+14.00 TO STA. 258+69.00
-L- STA. 269+47.04 TO STA. 274+02.09
-L- STA. 300+19.32 TO STA. 302+84.32
-L- STA. 322+85.00 TO STA. 338+30.00
-L- STA. 340+85.00 TO STA. 349+83.39
-L- STA. 358+58.75 TO STA. 359+60.70
-L- STA. 361+42.69 TO STA. 362+48.21
-LREV- STA. 379+96.97 TO STA. 380+96.94
-L- STA. 403+83.44 R 2 TO STA. 405+24.79 R 2
-L- STA. 406+70.21 R 2 TO STA. 407+89.93 R 2
-L- STA. 416+87.50 R 2 TO STA. 424+22.24 R 2
-L- STA. 425+74.65 R 2 TO STA. 428+37.02 R 2



PROJECT REFERENCE NO. R-5021	SHEET NO. 2A-2
ROADWAY DESIGN ENGINEER <i>[Signature]</i>	PAVEMENT DESIGN ENGINEER <i>[Signature]</i>
11/1/2021	11/2/2021
DOCUMENT NOT CONSIDERED FINAL UNLESS ALL SIGNATURES COMPLETED	

28-SEP-2021 15:49
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NOTE: SEE PLANS FOR SUPERELEVATIONS, TURN LANES, AUXILIARY LANES, MONOLITHIC ISLANDS, CURB & GUTTER, AND LANE TAPER LOCATIONS.