

PROPOSED LEGEND

- ① PORTLAND CEMENT CONCRETE PAVEMENT 9-3/4" (JOINTED)
- ② SUB-BASE GRANULAR MATERIAL, TYPE A 12"
- ③ SUB-BASE GRANULAR MATERIAL, TYPE A 8"
- ④ AGGREGATE BASE COURSE, TY A, 6"
- ⑤ CONCRETE MEDIAN, TYPE SB-6.24
- ⑥ CONCRETE MEDIAN SURFACE, 4"
- ⑦ CONCRETE MEDIAN SURFACE, CORRUGATED
- ⑧ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 1-1/2"
- ⑨ HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N30 2"
- ⑩ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 2-1/4"
- ⑪ HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50 3"
- ⑫ HOT-MIX ASPHALT SHOULDERS - 6"
- ⑬ AGGREGATE SURFACE COURSE, TYPE B 12"
- ⑭ PORTLAND CEMENT CONCRETE SIDEWALK 4"
- ⑮ TOPSOIL FURNISH AND PLACE, 4"
- ⑯ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑰ COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑱ TYPE B GUTTER (STD. 606201)
- ⑲ AGGREGATE SHOULDERS, TYPE B 6"
- ⑳ LONGITUDINAL CONSTRUCTION JOINT GROUTED-IN-PLACE TIE BARS (STANDARD 420001 & 606001) (INCLUDED IN COST OF CONCRETE PAVEMENT (EPOXY COATED) NO. 6x24" LONG DEFORMED TIE BARS AT 24" O.C.
- ㉑ LONGITUDINAL SAWED JOINT - NO. 6 X 30" LONG DEFORMED TIE BARS (EPOXY COATED) AT 30" O.C. (STANDARD 420001) (INCLUDED IN THE COST OF CONCRETE PAVEMENT)
- ㉒ STEEL PLATE BEAM GUARDRAIL, TYPE B
- ㉓ RETAINING WALL
- ㉔ AGGREGATE SURFACE COURSE, TYPE B 8"
- ㉕ PRISMATIC CURB REFLECTOR
- ㉖ PIPE UNDERDRAINS 4"

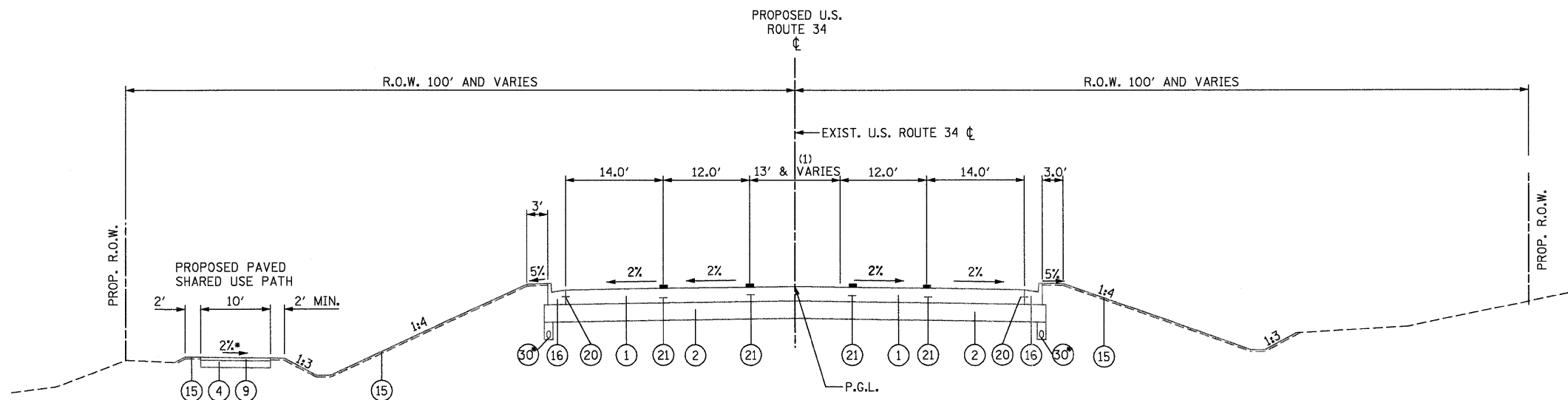
NOTE:
FOR PROP. R.O.W. & PERMANENT EASEMENTS, SEE CROSS SECTIONS

MIXTURES TABLE

	HMA BINDER & TEMP. PAV'T.	HMA LEVEL BINDER	HMA SURFACE	HMA SURFACE (SHARED USE PATH)	HMA SHOULDERS
PG GRADE **	PG 64-22	PG 64-22	PG 64-22	PG 58-22	PG 58-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N30	2.0% @ N30
MIXTURE COMPOSITION	IL 19.0	IL 9.5	IL 9.5	IL 9.5L	IL 19.0
FRICTION AGGREGATE			MIXTURE C	MIXTURE C	
DENSITY TEST METHOD	CORES/ CORRELATION	SATISFACTION OF THE ENGINEER	CORES/ CORRELATION	CORES/ CORRELATION	CORES*

* MATERIAL SHALL BE COMPACTED TO 93.0-97.4 PERCENT OF THE MAXIMUM THEORETICAL DENSITY, EXCEPT THAT WHEN PLACED AS FIRST LIFT ON AN UNIMPROVED SUBGRADE, THE MINIMUM PERCENT COMPACTION SHALL BE 92.0 PERCENT. THE MAXIMUM THEORETICAL DENSITY SHALL BE DETERMINED FROM THE MOVING AVERAGE AS SPECIFIED IN THE QC/QA SPECIFICATION.

** WHEN RAP EXCEEDS 20%, THE VIRGIN ASPHALT BINDER SHALL BE REDUCED BY ONE GRADE (I.E. 25% RAP WOULD REQUIRE A VIRGIN ASPHALT BINDER GRADE OF PG64-22 TO BE REDUCED TO A PG58-22).



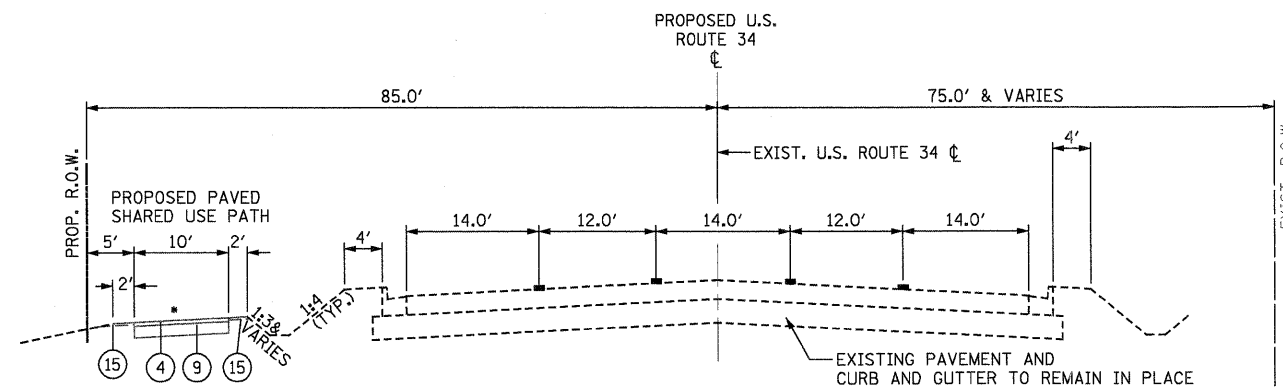
PROPOSED TYPICAL SECTION
U.S. ROUTE 34

STA. 107+00.00 TO STA. 111+25.00

(1) MEDIAN VARIES FROM 13' TO 14'
FROM STA. 110+80.00 TO 111+25.00

* FROM STA. 81+50 TO 84+50
FROM STA. 105+50 TO 108+50

* SLOPE 2% MAX.
DIRECTION VARIES--SEE
CROSS-SECTIONS



PROPOSED TYPICAL SECTION
U.S. ROUTE 34

STA. 111+25.00 TO STA. 118+65.00

* SLOPE 2% MAX.
DIRECTION VARIES--SEE
CROSS-SECTIONS