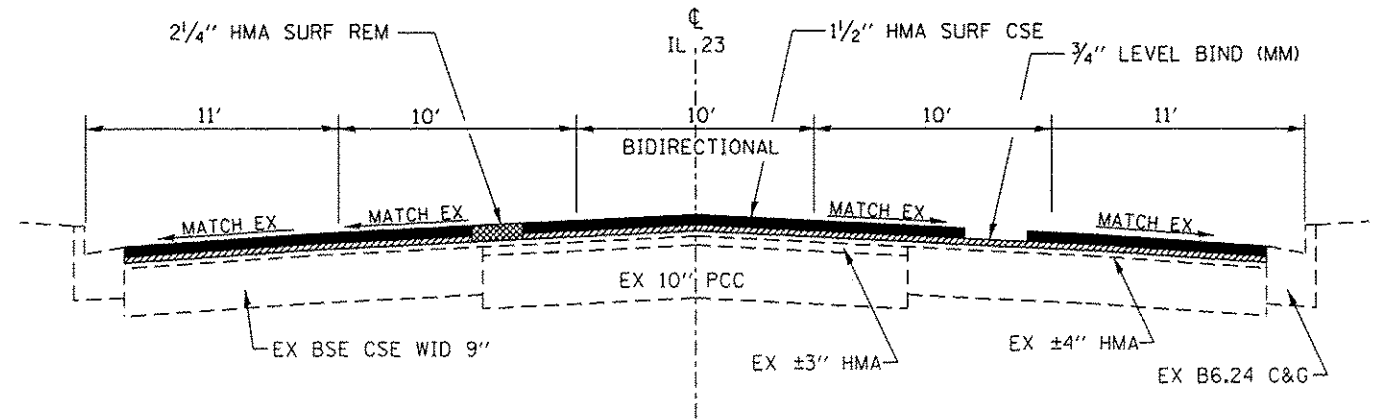


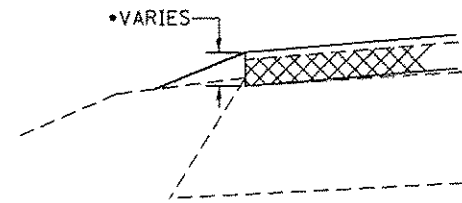
TYPICAL SECTION

STA. 0+00 TO STA. 51+85
RAILROAD OMISSION STA. 24+87 TO STA. 25+10



TYPICAL SECTION

STA. 51+85 TO STA. 80+75
STATION EQUATION: 74+97.2 BK = 74+69.9 AH
STATION EQUATION: 80+75 BK = 35+23 AH (STATIONS DECREASE)



DETAIL

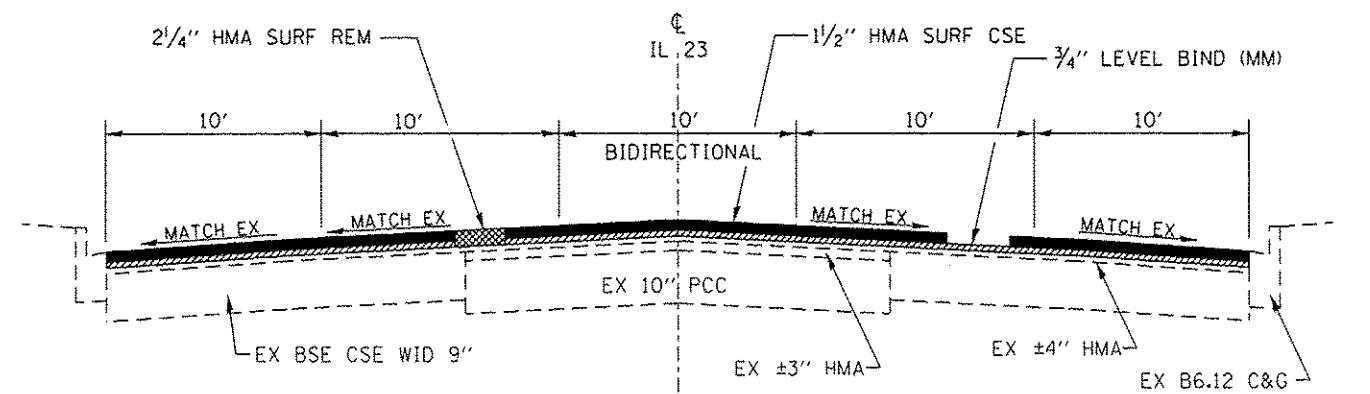
PROPOSED HMA SHOULDERS 6% SLOPE MAXIMUM.

- THE PROPOSED OUTSIDE SHOULDER THICKNESS SHALL MATCH EXISTING. PROPOSED OUTSIDE SHOULDER THICKNESSES WILL VARY AT LOCATIONS WHERE EXISTING SHOULDER SLOPE EXCEEDS THE PROPOSED 6% SLOPE

STRIP REFLECTIVE CRACK CONTROL TREATMENT INCLUDED IN AREAS BETWEEN FAIRVIEW DRIVE AND THE END OF THE PROJECT. THE CONTRACTOR SHALL USE EITHER SYSTEM A OR SYSTEM D. LOCATIONS TO BE DETERMINED BY THE ENGINEER.

MIXTURES TABLE

	HMA SURFACE	HMA LEVEL BINDER	INCIDENTAL HMA SURFACE	HMA SHOULDERS
PG GRADE	PG64-22	PG64-22	PG64-22	PG58-22
DESIGN AIR VOIDS	4.0% @ N50	4.0% @ N50	4.0% @ N50	4.0% @ N50
MIXTURE COMPOSITION	IL 9.5	IL 9.5FG	IL 9.5	IL 9.5
FRICTION				
AGGREGATE	MIXTURE D		MIXTURE C	MIXTURE C
DENSITY TEST METHOD	OCP CORES	OCP CORES	SATISFACTION OF ENGINEER	OCP CORES



TYPICAL SECTION

STA. 35+23 TO STA. 15+38
STATIONS DECREASE