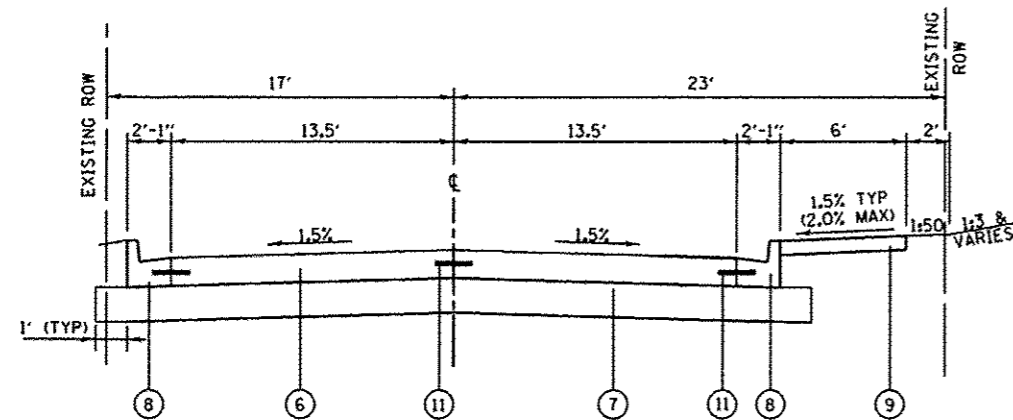


TYPICAL SECTION LEGEND

- ① EXISTING OIL & CHIP / PCC PAVEMENT, 8"
- ② EXISTING OIL & CHIP PAVEMENT
- ③ EXISTING CURB AND GUTTER, BARRIER TYPE
- ④ EXISTING CURB AND GUTTER, MOUNTABLE TYPE
- ⑤ EXISTING PORTLAND CEMENT SIDEWALK
- ⑥ PROPOSED PORTLAND CEMENT CONCRETE PAVEMENT, 8"
 - a. SEE HIGHWAY STANDARD BLR 10 FOR:
 - PAVEMENT JOINT LAYOUT
 - TIE BAR PLACEMENT IN PAVEMENT
 - LONGITUDINAL JOINT DETAIL
 - TRANSVERSE JOINT DETAIL
 - b. SEE HIGHWAY STANDARD 606001 FOR:
 - CONCRETE CURB AND GUTTER JOINT LAYOUT
 - DOWEL BAR AND TIE BAR PLACEMENT IN CURB AND GUTTER
 - c. TRANSVERSE PAVEMENT JOINTS SHALL BE AT 15' INTERVALS
 - d. PORTLAND CEMENT CONCRETE PAVEMENT SHALL HAVE A TYPE A FINISH
- ⑦ PROPOSED SUBBASE GRANULAR MATERIAL, TYPE A 12"
- ⑧ PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.18
- ⑨ PROPOSED PORTLAND CEMENT CONCRETE SIDEWALK, 4"
- ⑩ PROPOSED INCIDENTAL HOT-MIX ASPHALT SURFACING FOR PARKING LOT, 3"
- ⑪ PROPOSED TIE BARS, SEE HIGHWAY STANDARD BLR 10
- ⑫ PROPOSED AGGREGATE BASE COURSE, TYPE A 6"
- ⑬ EXISTING HOT-MIX ASPHALT PARKING LOT PAVEMENT
- ⑭ EXISTING SUBBASE GRANULAR MATERIAL



PROPOSED CHERRY STREET
STA. 19+75.07 TO STA. 19+93.79

HOT-MIX ASPHALT MIXTURE REQUIREMENTS TABLE

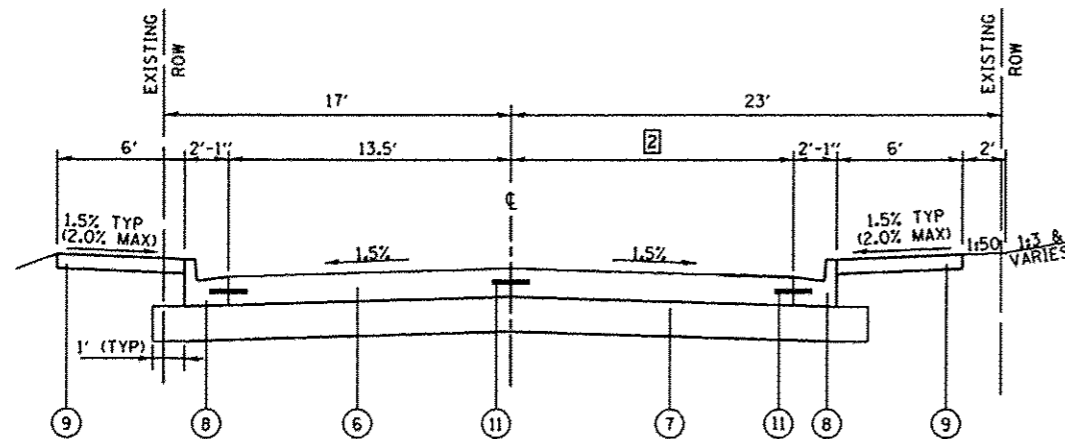
MIXTURE USE(S):	INCIDENTAL HOT-MIX ASPHALT RESURFACING
AC/PG:	PG 64-22
DESIGN AIR VOIDS:	Ndes=50
FRICTION AGGREGATE	MIXTURE "C"

TYPICAL SECTION NOTES

- ① STA. 16+19.47 TO STA. 16+63.47 CROSS SLOPE TRANSITIONS FROM -1.5% TO +1.5%
STA. 16+63.47 TO STA. 17+57.82 CROSS SLOPE IS +1.5%
STA. 17+57.82 TO STA. 18+01.82 CROSS SLOPE TRANSITIONS FROM +1.5% TO -1.5%
- ② PAVEMENT WIDTH TRANSITIONS FROM 11.5' TO 13.5' AT STA. 18+47.01 LT TO STA. 19+33.63 LT AND STA. 18+92.75 RT TO STA. 19+60.76 RT
- ③ YARD IS GRADED AT 1:3 FROM STA. 14+72.44 RT TO STA. 16+25.00 RT AND GRADED AT 1:50 FROM STA. 16+25.00 RT TO STA. 17+07.57 RT.

STRUCTURAL DESIGN DATA

CHERRY STREET RIGID PAVEMENT DESIGN FOR CLASS II ROADWAY		
STRUCTURAL DESIGN TRAFFIC:	YEAR 2022	
PV = 2841	SU = 120	MU = 30
PERCENT OF STRUCTURAL DESIGN TRAFFIC IN DESIGN LANE:		
P = 50%	S = 50%	M = 50%
TRAFFIC FACTOR:	0.34	
SUBGRADE SUPPORT RATING	IBR = POOR	
USE:	8" PCC PAVEMENT (NON-REINFORCED) 12" GRANULAR SUBBASE	



PROPOSED CHERRY STREET
STA. 19+49.05 TO STA. 19+75.07