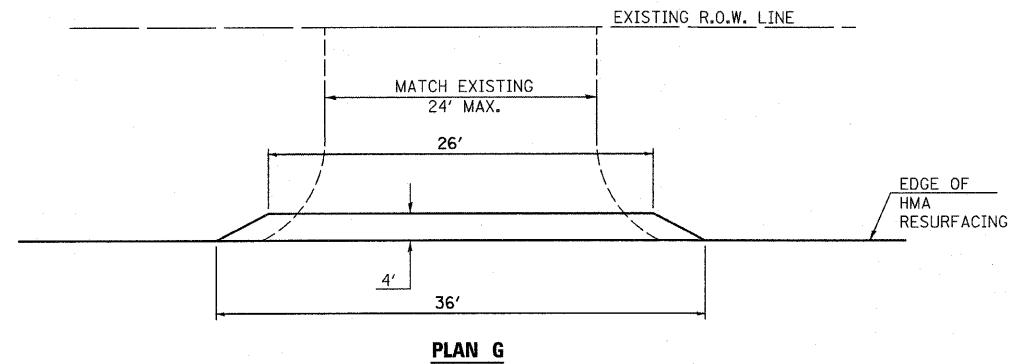
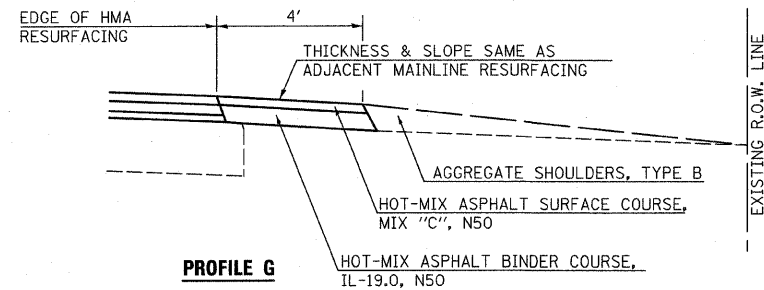


**TYPICAL FIELD ENTRANCE**  
8 @ 13.8 SQ YDS



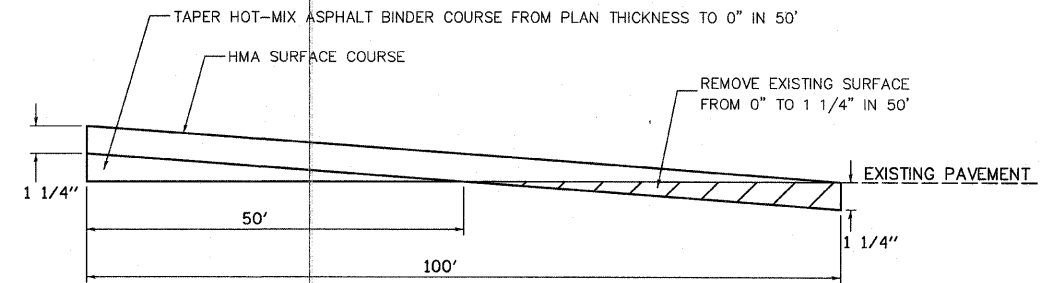
**PLAN G**



**PROFILE G**

**TYPICAL HOT-MIX ASPHALT SURFACE REMOVAL-BUTT JOINT**

- 1 @ 133.3 SQ YDS STA: 241+70.50 (BEGINNING STATION)
- 1 @ 133.3 SQ YDS STA: 346+35.46 (ENDING STATION)
- 1 @ 133.3 SQ YDS STA: 330+50.80 (BRIDGE)
- 1 @ 133.3 SQ YDS STA: 331+59.46 (BRIDGE)



**NOTES:**

1. ALL TEMPORARY & PERMANENT PAVEMENT STRIPING WILL BE DONE BY OTHERS.
2. ALL FIELD ENTRANCES SHALL BE CONSTRUCTED WITH THE EXTENDABLE SCREED WIDENER AND PAID FROM HOT-MIX ASPHALT BINDER AND SURFACE COURSES.
3. ALL SIDE ROAD RETURNS, PRIVATE ENTRANCES, COMMERCIAL ENTRANCES AND RURAL MAILBOX TURNOUTS ARE TO BE CONSTRUCTED AND PAID FROM INCIDENTAL HOT-MIX ASPHALT SURFACING.
4. AGGREGATE SHOULDERS SHALL BE PLACED ALONG ALL SIDEROAD RETURN RADII AND SHALL BE PLACED ALONG AND BEHIND ALL FIELD ENTRANCES, GUADRIL AND GUADRIL RUNOUTS, MAILBOX TURNOUTS AND ALL PRIVATE AND COMMERCIAL ENTRANCES UNLESS SPECIFIED BY THE RESIDENT ENGINEER.

**STEEL PLATE BEAM GUARD RAIL SCHEDULE**

STATION	APPROACH (FT.)	DEPARTURE (FT.)	OVER CULVERT (FT.)	TOTAL (FT.)	TYPE 1 TERMINAL (EA.)	ADJUST GUADRIL (FT.)	ADJUST TYPE 1 TERMINAL (EA.)
298+93 LT.	37.5		162.5	200	2		
298+93 RT.	37.5		162.5	200	2		
331+05 LT.	62.5			62.5	1	137.5	1
331+05 RT.	62.5			62.5	1	137.5	1
<b>TOTALS</b>	<b>200</b>		<b>325</b>	<b>525</b>	<b>6</b>	<b>275</b>	<b>2</b>