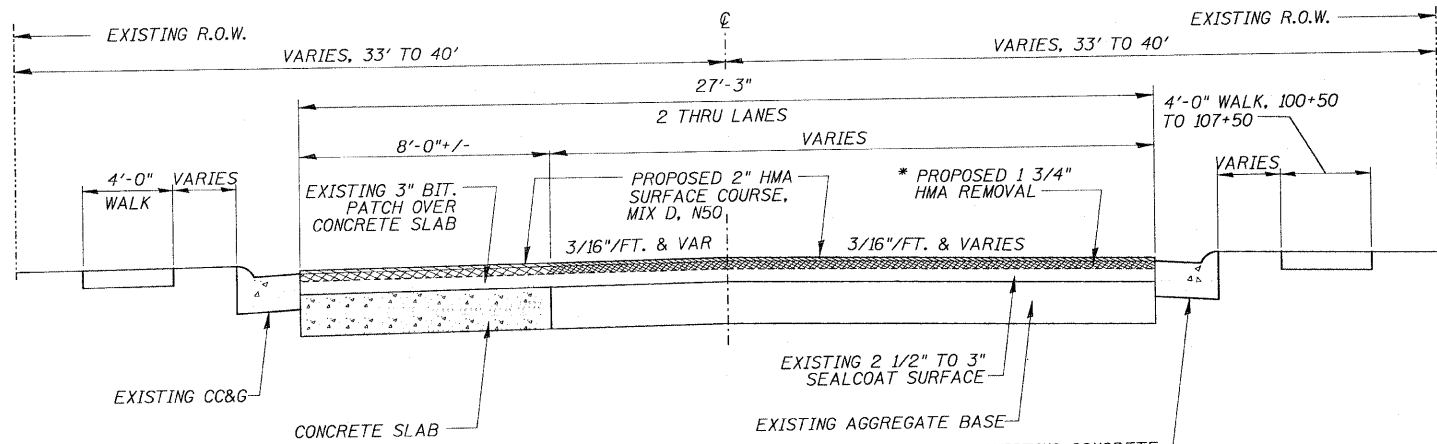
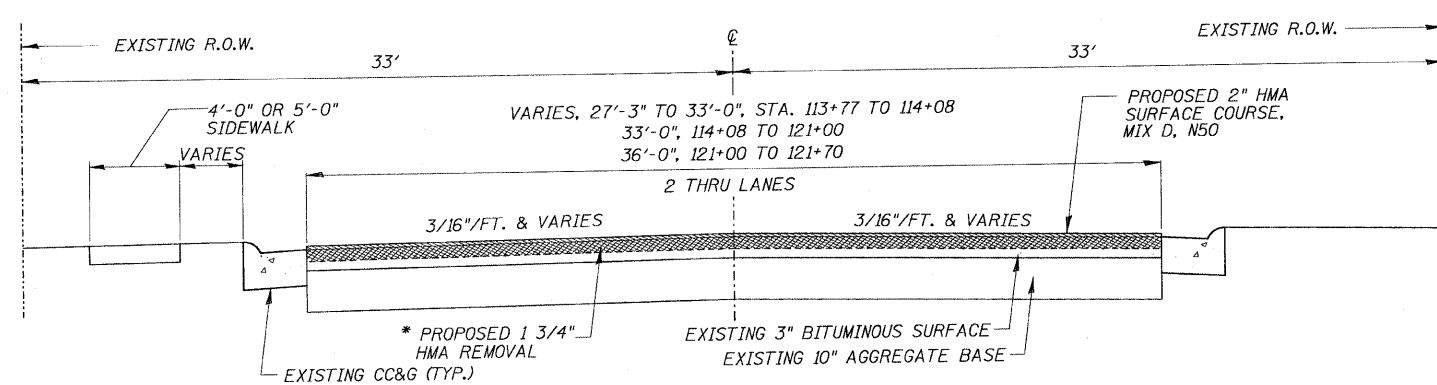


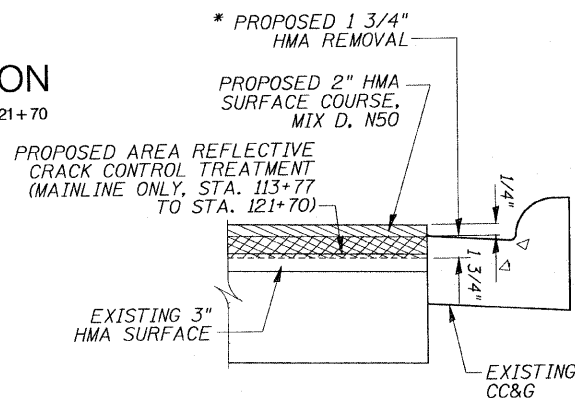
TYPICAL SECTIONS (16TH AVENUE)



TYPICAL SECTION
STATION 100+00 TO STATION 113+76

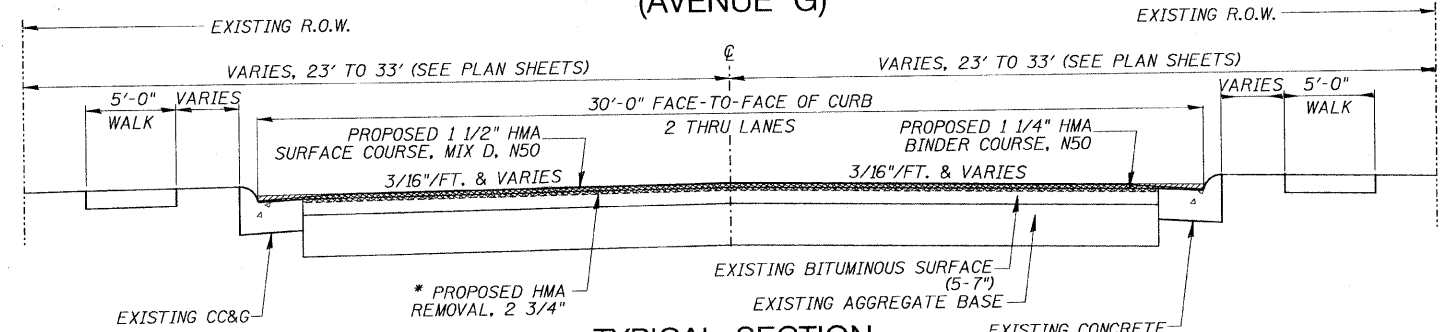


TYPICAL SECTION
STATION 113+77 TO STATION 121+70

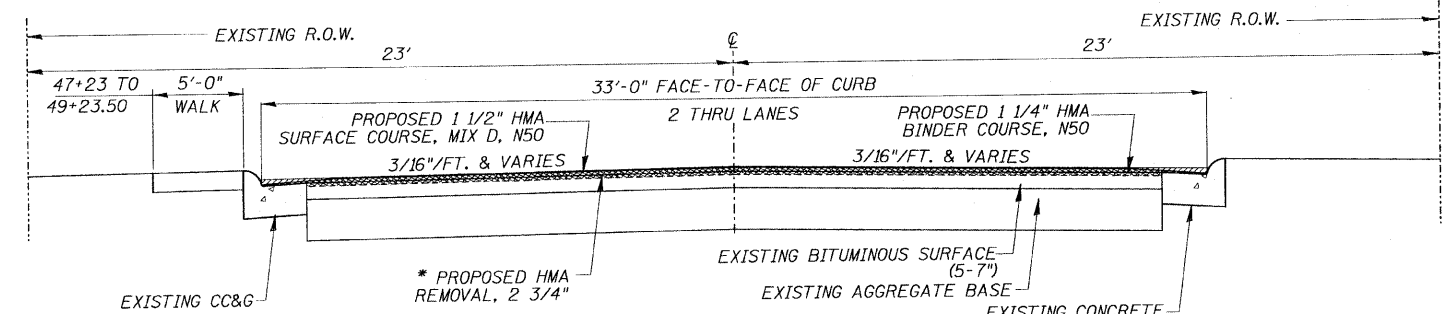


TYPICAL CURB DETAIL

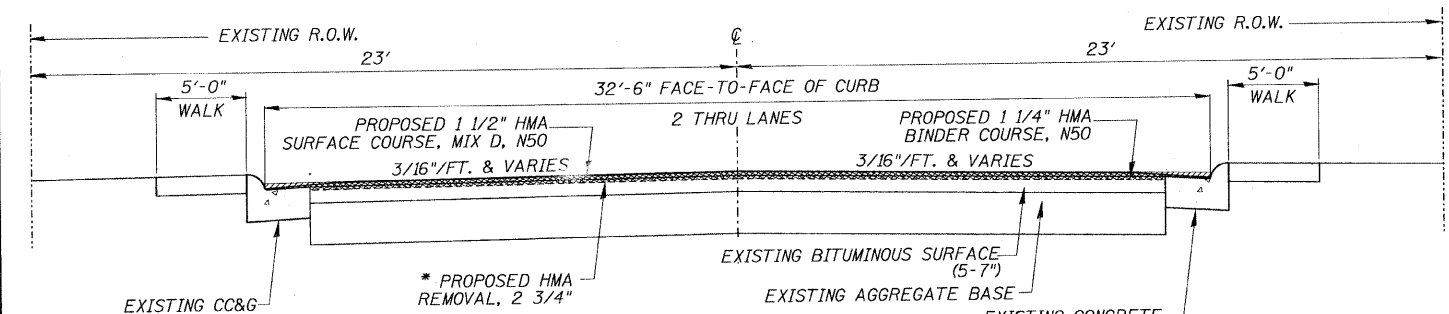
TYPICAL SECTIONS (AVENUE G)



TYPICAL SECTION
STATION 10+34.00 TO STATION 45+39.50

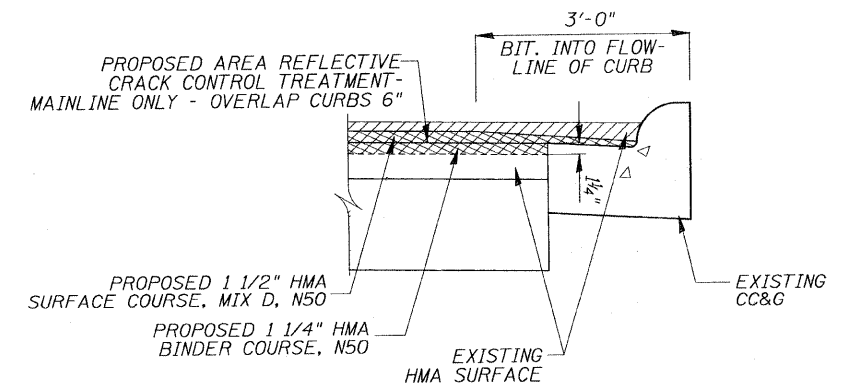


TYPICAL SECTION
STATION 45+39.50 TO STATION 49+23.50



TYPICAL SECTION
STATION 49+23.50 TO STATION 50+70.00

* THE MAXIMUM DROP-OFF HEIGHT BETWEEN TRAVELED LANES SHALL BE EQUAL TO OR LESS THAN 1/2". THEREFORE, THE CONTRACTOR SHALL MAKE MULTIPLE MILLING PASSES IN BOTH LANES SO THAT THE HEIGHT DIFFERENTIAL IN THE VERTICAL MILLED FACE DOES NOT EXCEED 1/2"



TYPICAL CURB TAPER

* THE MAXIMUM DROP-OFF HEIGHT BETWEEN TRAVELED LANES SHALL BE EQUAL TO OR LESS THAN 1/2". THEREFORE, THE CONTRACTOR SHALL MAKE MULTIPLE MILLING PASSES IN BOTH LANES SO THAT THE HEIGHT DIFFERENTIAL IN THE VERTICAL MILLED FACE DOES NOT EXCEED 1/2"