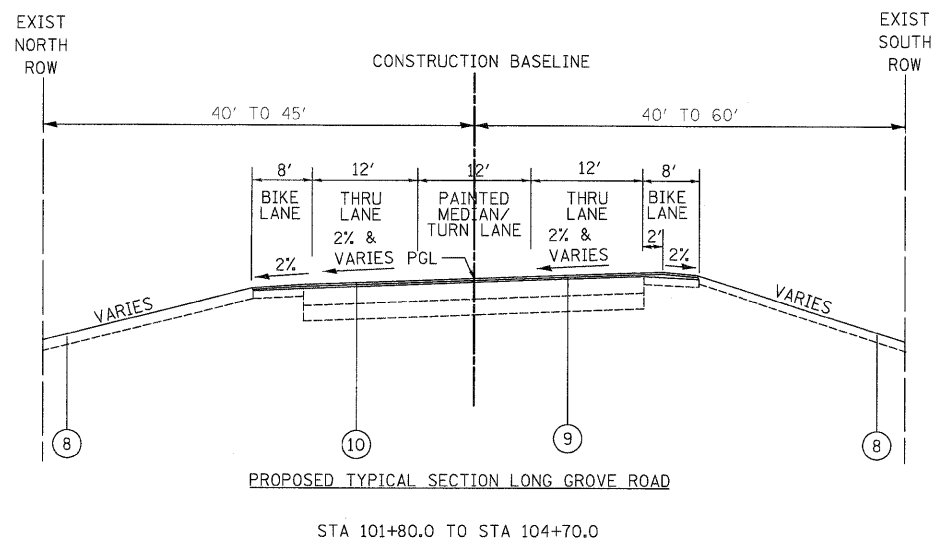


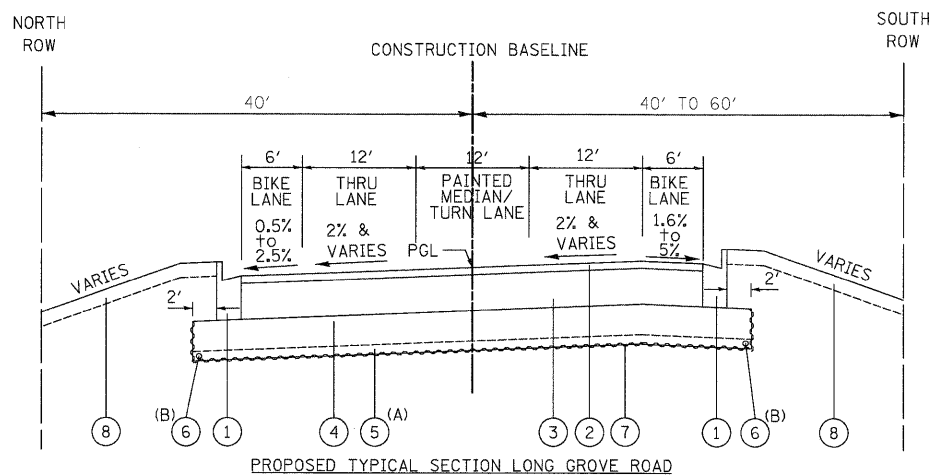
DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
 NOTE BOOK _____
 AREAS CHECKED _____



PROPOSED LEGEND

- ① PROPOSED COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
- ② PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 2"
- ③ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8-1/2"
- ④ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑤ REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND PROPOSED PGE, SUBGRADE
- ⑥ PROPOSED PIPE UNDERDRAINS, 4" (MODIFIED)
- ⑦ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
- ⑧ PROPOSED FURNISH AND PLACE TOPSOIL, 4" (SEE LANDSCAPING SHEETS)
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4" MIN.
- ⑩ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70, 1-1/2"

DATE _____
 BY _____
 SURVEYED _____
 PLOTTED _____
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Superelevation Variables		
Radius of curve*	4092.660	ft.
Max speed =	40.000	mph
Width of lane =	18.000	ft.
e (BLRS Fig. 29-3C) =	0.020	#/f
Max Grade =	2.010	%
Normal Slope =	0.020	#/f
PC =	102+58.79	
PT =	108+33.42	
e _{max}	4.0	%
K =	0.0085	
RS (BLRS Fig. 29-3D) =	172.00	
L ₁ = L _{min} (BLRS Fig. 29-3C) =	28.00	ft
TR (BLRS Fig. 29-3C) =	28.00	ft

Superelevation Stationing and Elevations							
Transition Point	PGL	Station	Super Rate	EB EOL	WB EOL	Super Rate	
Beginning of Overlay	806.40	Existing	101+80.00	0.022	806.80	805.98	-0.023
Existing Super	806.11		102+00.00	0.021	806.52	805.73	-0.023
	805.13		102+50.00	0.020	805.49	804.77	-0.020
Full Super	804.33		103+00.00	0.020	804.69	803.97	-0.020
Full Super	804.02		103+50.00	0.020	804.38	803.66	-0.020
Full Super	803.84		104+00.00	0.020	804.20	803.48	-0.020
Full Super	803.69		104+50.00	0.020	804.05	803.33	-0.020
Overlay to Reconstruct	803.71		104+70.00	0.018	804.03	803.39	-0.018
Full Super	803.82		105+00.00	0.015	804.09	803.55	-0.015
Full Super	804.09	Intersection	105+50.00	See Intersection Grading Plan			
Full Super	804.76	Intersection	106+00.00	See Intersection Grading Plan			
Full Super	804.88	Intersection	106+50.00	See Intersection Grading Plan			
Full Super	805.74		107+00.00	0.015	806.01	805.47	-0.015
Full Super	806.95		107+50.00	0.020	807.31	806.59	-0.020
Full Super	808.39		108+00.00	0.020	808.75	808.03	-0.020
Full Super	808.95	C =	108+19.42	0.020	809.31	808.59	-0.020
Zero	809.64	B =	108+47.42	0.000	809.64	809.28	-0.020
	809.75		108+50.00	-0.002	809.72	809.39	-0.020
Normal	810.31	A =	108+75.42	-0.020	809.95	809.95	-0.020
	810.75		109+00.00	-0.020	810.39	810.39	-0.020
Existing Super	811.41		109+50.00	-0.002	811.38	811.05	-0.020
Existing Super	811.76		110+00.00	0.012	811.98	811.40	-0.020
End of Reconstruct	811.88		110+20.00	0.016	812.17	811.50	-0.021
Existing Super	812.12	Existing	110+50.00	0.023	812.63	811.70	-0.022

(A) SEE SOIL NOTE AND CROSS SECTION SHEETS FOR LOCATIONS AND DEPTH OF UNDERCUTTING
 (B) UNDER DRAINS AT THE OUTSIDE EDGE OF THE PAVEMENT DRAIN THE AGGREGATE SUBGRADE WITH TRANSVERSE UNDERDRAINS INSTALLED APPROXIMATELY EVERY 300 FT TO 500 FT, AT THE LOW POINTS OF THE PROFILE, AND AT ANY UNDERCUTS DETERMINED IN THE FIELD.