



(16) STA 2332+22.32 TO STA 2338+00.00 [577.68']

- (A) EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.06
- (B) PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-6.06
- (C) PROP. CONCRETE MEDIAN, TYPE SM-6.06

**** NOTES:**

- (A) PROP. CONCRETE MEDIAN, TYPE SM-6.06 ALONG WITH SUBBASE GRANULAR MATERIAL, TYPE A 8" WHICH IS ALSO TO BE APPLIED UNDER THE ADJACENT COMB CC&G, TY M-6.06 SHALL BE LOCATED FR. STA. 2335+XX.XX TO 2336+80.07.
- (B) PROP. HMA SHLDR 6 1/2" WIDTH VAR. FR. 0' TO 4'-0" FR. STA 2335+40.02 TO 2335+89.96 RT. PROP. 3' AGGR SHLDR, TY B IS LOCATED FR. STA. 2332+52.32 TO 2335+76.52 RT.
- (C) PCC SURF REM VAR DP IS PROP. FR. STA. 2334+92.92 TO 2335+76.52 FOR REMOVAL OF EXIST. CORRUGATED CONCRETE MEDIAN SURF.

| LEGEND | |
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| ① EXIST. 4" SUB-BASE GRANULAR MATERIAL | ⑩ PROP. COMBINATION CURB AND GUTTER REMOVAL |
| ② EXIST. 8" P.C.C. PAVEMENT | ⑪ PROP. CONCRETE MEDIAN SURFACE REMOVAL |
| ③ EXIST. 8" H.M.A. SHOULDER | ⑫ PROP. SUBBASE GRANULAR MATERIAL, TYPE B 4" |
| ④ EXIST. 4" OVERLAY | ⑬ PROP. SUBBASE GRANULAR MATERIAL, TYPE A 8" |
| ⑤ EXIST. COMBINATION CURB AND GUTTER, TYPE B-6.06 | ⑭ PROP. HMA BASE COURSE 11" *** |
| ⑥ PROP. PAVEMENT REMOVAL | ⑮ PROP. PCC BASE COURSE WIDENING 9" |
| ⑦ PROP. PAVED SHOULDER REMOVAL | ⑯ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 1 1/2" |
| ⑧ PROP. HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) * | ⑰ PROP. STRIP REFLECTIVE CRACK CONTROL TREATMENT |
| ⑨ PROP. HOT-MIX ASPHALT SURFACE REMOVAL, 1 1/2" | ⑱ PROP. HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 1 1/2" |
| | ⑳ PROP. COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24 |
| | ㉑ PROP. CONCRETE MEDIAN SURFACE, 4" |
| | ㉒ PROP. CONCRETE MEDIAN, TYPE SM-4.24 |
| | ㉓ PROP. AGGREGATE WEDGE SHOULDER, TYPE B |
| | ㉔ PROP. MODIFIED URETHANE PAVEMENT MARKING - LINE 5" |
| | ㉕ PROP. MODIFIED URETHANE PAVEMENT MARKING - LINE 8" |
| | ㉖ PROP. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B TYPE B - LINE 5" |
| | ㉗ PROP. PREFORMED PLASTIC PAVEMENT MARKING, TYPE B TYPE B - LINE 6" |

* NOMINAL MILLING DEPTH 1/2" @ 1" OR pg1
 *** WHERE WIDENING IS GREATER THAN 6' OR UNDER NEW TURN LANE