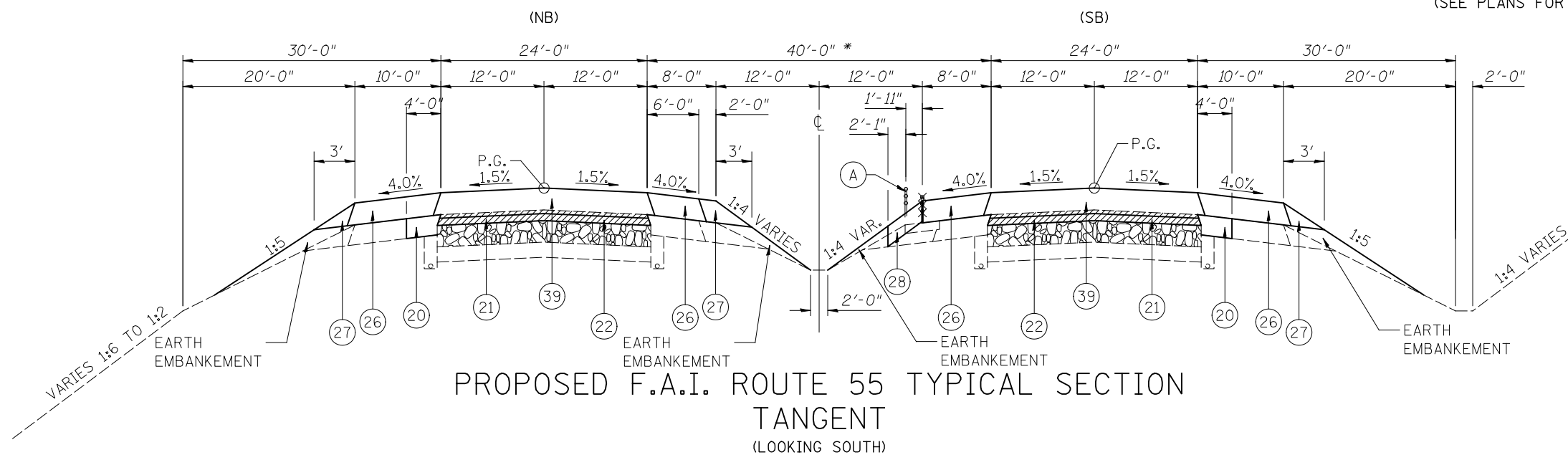


(A) SEE TYPICAL SECTION DETAIL FOR RELOCATION OF CABLE BARRIER.
(SEE PLANS FOR LOCATIONS)

* MEDIAN WIDTH VARIES
(SEE PLANS)

NOTE 1:
PIPE UNDERDRAINS REPLACED DURING
PRE-CONSTRUCTION WORK.
(SEE PRE-STAGE CONSTR. TYPICAL SECTIONS)
(EXCEPT WITHIN THE LIMITS OF THE CONTIN.
REINF. PCC PAVEMENT LOCATIONS.)



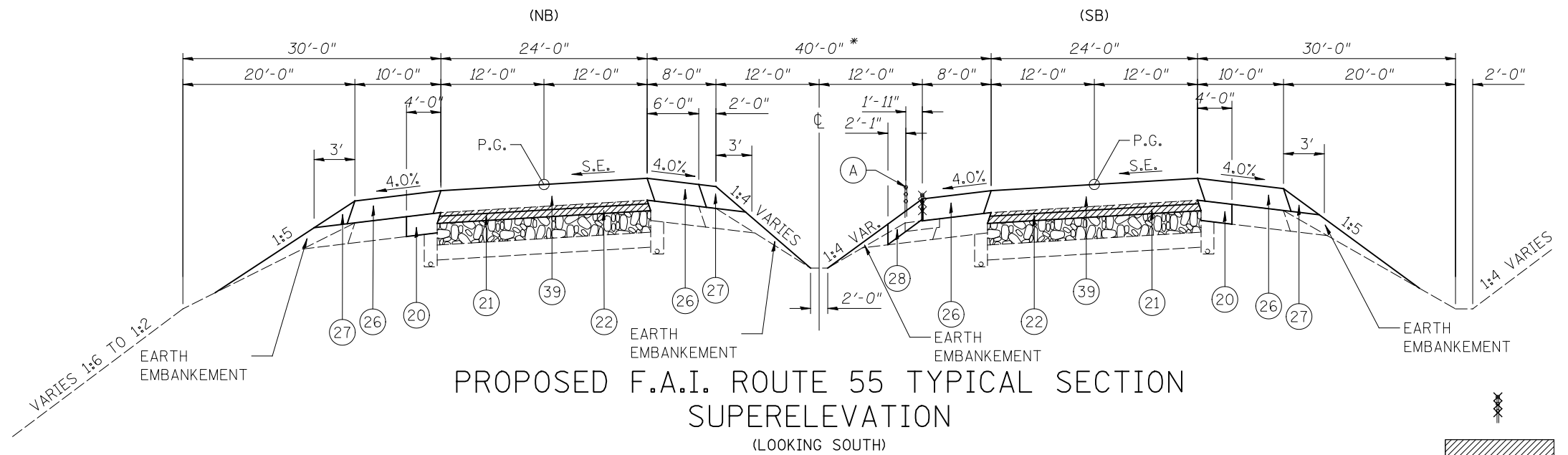
PROPOSED F.A.I. ROUTE 55 TYPICAL SECTION TANGENT
(LOOKING SOUTH)

STA. 519+00 TO STA. 545+20 NB
STA. 555+00 TO STA. 640+00 NB
STA. 649+00 TO STA. 670+00 NB
STA. 519+00 TO STA. 546+00 SB
STA. 557+79 TO STA. 640+00 SB
STA. 648+50 TO STA. 670+00 SB

NOTE: ITEM (39) CONSISTS OF:
7" HMA BINDER COURSE, IL 19.OFG, N90
2.5" POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90
2" POLYMERIZED HMA SURFACE COURSE, SMA, N80

NOTE: MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL
MAY BE USED IN THE PROPOSED AGGREGATE SHOULDER, TYPE B
MILLINGS FROM HMA PAVEMENT AND SHOULDER REMOVAL SHALL
NOT BE USED IN THE EARTH EMBANKMENT.

- (20) PROPOSED HMA BASE COURSE WIDENING, 11 1/2" (PLACED DURING PRE-CONSTRUCTION WORK)
- (21) PROPOSED HMA SURFACE REMOVAL (VARIABLE DEPTH)
- (22) PROPOSED AGGREGATE BASE COURSE, TYPE A 4"±
- (23) PROPOSED HMA BINDER COURSE, IL 19.OFG, N90 (VAR. DEPTH)
- (24) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.25"
- (24a) PROPOSED POLYMERIZED HMA BINDER COURSE, IL 19.OFG, N90 2.50"
- (25) PROPOSED POLYMERIZED HMA SURFACE COURSE, SMA, N80 2"
- (26) PROPOSED HMA SHOULDER (VARIABLE THICKNESS)
- (27) PROPOSED AGGREGATE SHOULDER, TYPE B
- (28) CONTRACTOR MATERIAL OPTION (4" PCC OR 5" HMA) SEE SPECIAL PROVISION - WEED CONTROL MOWING STRIP (SPECIAL)
- (29) PROPOSED HMA SURFACE REMOVAL, 3/4" (SLOPE CORRECTIONS)
- (30) PROPOSED NO. 5 TIE BAR, 30" LONG (SEE STD. 483001) TIE BARS SHALL BE INCLUDED IN THE COST OF P.C.C. SHOULDERS 8" (SPECIAL).
- (31) PROPOSED AGGREGATE BASE COURSE, TYPE A 12"
- (32) NOT USED
- (33) PROPOSED CEMENT CONCRETE SHOULDERS 8" (SPECIAL)
- (34) PROPOSED HMA SHOULDER 12"
- (35) PROPOSED PIPE UNDERDRAINS 6"
- (36) PROPOSED SUBGRADE REINFORCEMENT
- (37) PROPOSED CONTINUOUSLY REINFORCED PORTLAND CEMENT CONCRETE PAVEMENT 12"
- (38) PROPOSED PAVEMENT REINFORCEMENT
- (39) PROPOSED HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 11 1/2" (PRIME COAT INSTALLED BETWEEN LIFTS - SEE SCHEDULE)



PROPOSED F.A.I. ROUTE 55 TYPICAL SECTION SUPERELEVATION
(LOOKING SOUTH)

STA. 545+20 TO STA. 547+50 (S.E.-0.019'/FT) NB
STA. 553+50 TO STA. 557+79 (S.E.-0.018'/FT) SB

- EXISTING HTC TO BE REMOVED
- PROPOSED HMA SURFACE REMOVAL (VAR. DEPTH) (VARIES 3"± TO 8"±)
- RUBBLIZE THE EXISTING P.C.C. PAVEMENT (USING METHOD 1 AS DESCRIBED IN THE SPECIAL PROVISIONS)