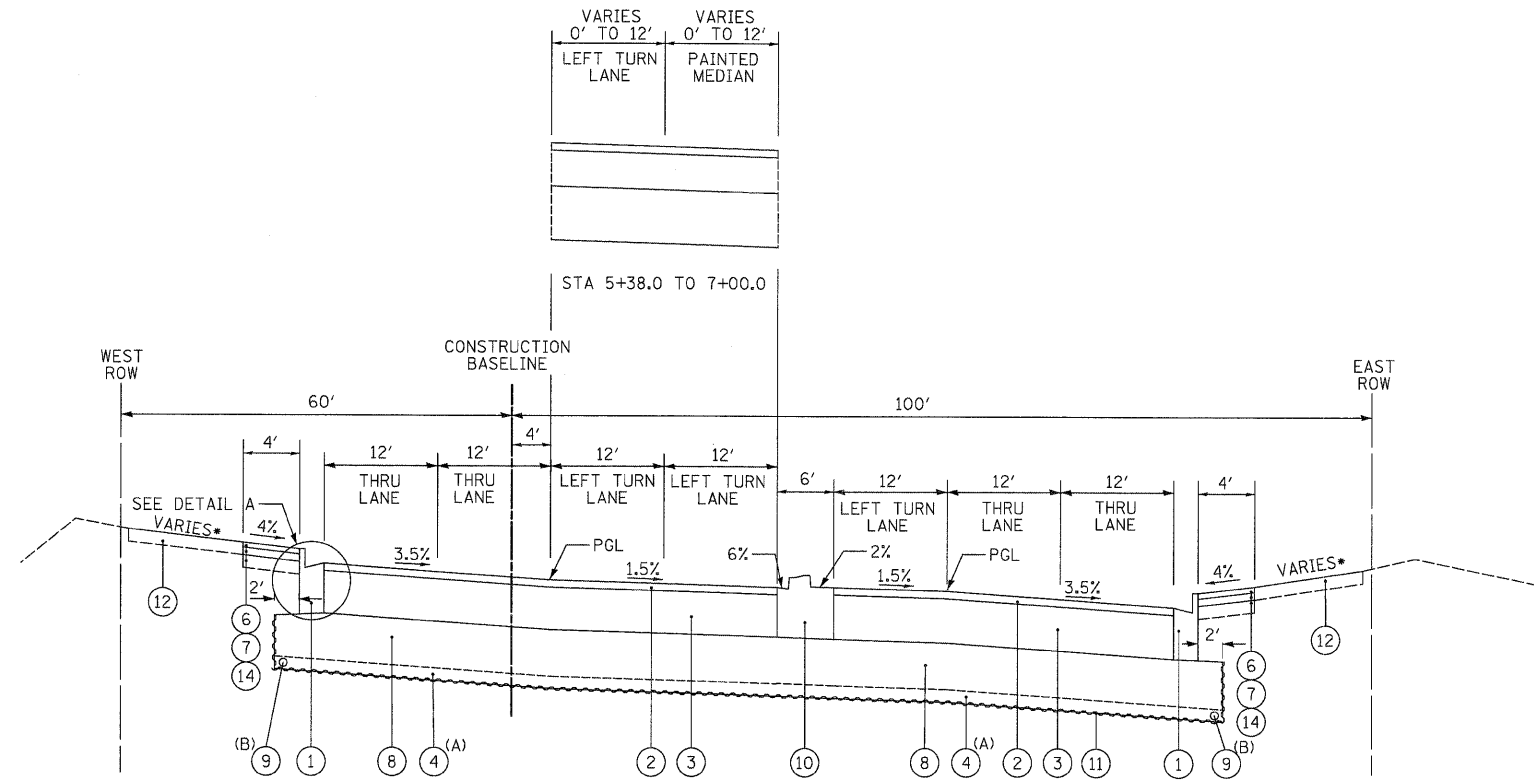


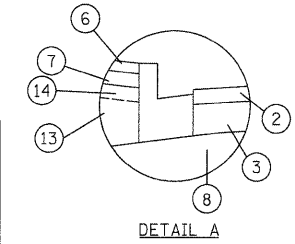
DATE	
BY	
FINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	

DATE	
BY	
ORIGINAL SURVEY	
PLOTTED	
NOTE BOOK	
AREAS CHECKED	
NO.	



PROPOSED TYPICAL SECTION FOR QUENTIN ROAD  
STA 3+92.6 TO STA 7+00.0  
(SUPERELEVATED RIGHT)

(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.



- 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 REMOVAL AND DISPOSAL OF UNSUITABLE MATERIAL AND PROPOSED PGE, SUBGRADE
  - ⑤ NUMBER NOT USED
  - ⑥ PROPOSED HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N50, 1-1/2"
  - ⑦ PROPOSED HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/2"
  - ⑧ PROPOSED AGGREGATE SUBGRADE, 12"
  - ⑨ PROPOSED PIPE UNDERDRAINS, 4" (MODIFIED)
  - ⑩ PROPOSED CONCRETE MEDIAN, TYPE SB-6.24 (MODIFIED)
  - ⑪ PROPOSED GEOTECHNICAL FABRIC FOR GROUND STABILIZATION
  - ⑫ PROPOSED FURNISH AND PLACE TOPSOIL, 4" (SEE LANDSCAPING SHEETS FOR LIMITS)
  - ⑬ PROPOSED FURNISHED EXCAVATION
  - ⑭ PROPOSED AGGREGATE BASE COURSE, TYPE A, 4"
- \* SLOPE AWAY FROM ROAD IN FILL SECTIONS SLOPE TOWARD ROAD IN CUT SECTIONS

Superelevation Variables		
Radius of curve*	1386.700	ft.
Max speed =	45.000	mph
Width of lane =	24.000	ft.
e (BLRS Fig. 29-3C) =	0.035	f/f
Max Grade =	0.539	%
Normal Slope =	0.020	f/f
PC =	02+99.52	
PT =	12+15.10	
e <sub>max</sub>	4.0	%
K =	0.0148	
RS (BLRS Fig. 29-3D) =	185.00	
L <sub>1</sub> = L <sub>min</sub> (BLRS Fig. 29-3C) =	71.00	ft
TR (BLRS Fig. 29-3C) =	31.00	ft

Superelevation Stationing and Elevations									
Transition Point	NB PGL		Station	Super Rate	SB Lt EOP	SB PGL	NB RT EOP	Super Rate	NB Lt EOP
Normal	806.80	A =	02+23.02	-0.020	806.32	806.80	806.32	-0.020	806.80
	806.65		02+50.00	-0.005	806.70	806.81	806.17	-0.020	806.65
Zero	806.63	B =	02+54.02	0.000	806.81	806.81	806.15	-0.020	806.63
	806.47	C =	02+97.20	0.020	807.33	806.85	805.99	-0.020	806.49
Edge Breakpoint	806.37	D =	02+99.52	0.021	807.27	806.77	805.87	-0.021	806.41
	806.38		03+00.00	0.021	807.28	806.78	805.88	-0.021	806.42
Full Super	806.26	E =	03+25.02	0.035	807.53	806.69	805.42	-0.035	806.33
Full Super	806.14		03+50.00	0.035	807.44	806.60	805.30	-0.035	806.24
Full Super	806.07		04+00.00	0.035	807.45	806.61	805.23	-0.035	806.25
Full Super	806.19		04+50.00	0.035	807.57	806.73	805.35	-0.035	806.37
Full Super	806.48		05+00.00	0.035	807.86	807.02	805.64	-0.035	806.66
Full Super	806.79		05+50.00	0.035	808.17	807.33	805.95	-0.035	806.97
Full Super	807.10		06+00.00	0.035	808.48	807.64	806.26	-0.035	807.28
Full Super	807.42		06+50.00	0.035	808.80	807.96	806.58	-0.035	807.60
Full Super	807.73	Intersection	07+00.00	0.035	809.02	808.18	806.89	-0.035	807.73
Full Super	808.04	Intersection	07+50.00	0.035	809.37	808.53	807.20	-0.035	808.04
Full Super	808.36	Intersection	08+00.00	0.035	809.74	808.90	807.52	-0.035	808.36
Full Super	808.67		08+50.00	0.035	810.04	809.20	807.83	-0.035	808.67
Full Super	808.98		09+00.00	0.035	810.34	809.50	808.14	-0.035	808.98
Full Super	809.30		09+50.00	0.035	810.63	809.79	808.46	-0.035	809.30
Full Super	809.61		10+00.00	0.035	810.92	810.08	808.77	-0.035	809.61
Full Super	809.92		10+50.00	0.035	811.20	810.36	809.08	-0.035	809.92
Full Super	810.24		11+00.00	0.035	811.48	810.64	809.40	-0.035	810.24
Full Super	810.55		11+50.00	0.035	811.74	810.90	809.71	-0.035	810.55
Full Super	810.80	E =	11+89.60	0.035	811.92	811.08	809.96	-0.035	810.80
	810.86		12+00.00	0.029	811.82	811.12	810.16	-0.029	810.86
PT	810.96	D =	12+15.10	0.021	811.70	811.19	810.46	-0.021	810.96
Edge Breakpoint	810.97	C =	12+17.42	0.020	811.68	811.20	810.49	-0.020	810.97
	811.18		12+50.00	0.006	811.49	811.35	810.70	-0.020	811.18
Zero	811.25	B =	12+60.60	0.000	811.40	811.40	810.77	-0.020	811.25
Normal	811.44	A =	12+91.60	-0.020	811.05	811.53	810.96	-0.020	811.44

HOT-MIX ASPHALT MIXTURE REQUIREMENTS	
MIXTURE TYPE	AIR VOIDS
<b>RESURFACING</b>	
HOT-MIX SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 1-1/2" & 2"	4% @ 70 Gyr.
POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, 3/4"	4% @ 50 Gyr.
<b>FULL DEPTH PAVEMENT</b>	
HOT-MIX SURFACE COURSE, MIX "D", N70 (IL 9.5 mm), 2"	4% @ 70 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70, 8-1/2" (3 LIFTS)	4% @ 70 Gyr.
<b>SHOULDERS</b>	
HOT-MIX SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 1-1/2"	4% @ 50 Gyr.
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 2-1/2" & 4-1/2" (1 LIFT)	4% @ 50 Gyr.
<b>DRIVEWAYS</b>	
HOT-MIX SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 2-1/2"	4% @ 50 Gyr.
<b>BIKEPATH</b>	
HOT-MIX SURFACE COURSE, MIX "D", N50 (IL 9.5 mm), 3"	4% @ 50 Gyr.
<b>PATCHING</b>	
CLASS D PATCHES (HMA BINDER IL-19 mm)	4% @ 70 Gyr.
<b>TEMPORARY PAVEMENT</b>	
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N50, 8" (3 LIFTS)	4% @ 50 Gyr.

THE UNIT WEIGHT USED TO CALCULATE ALL HMA SURFACE MIXTURE QUANTITIES IS 112 LBS/SQ YD/IN  
THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG-70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS.  
FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.