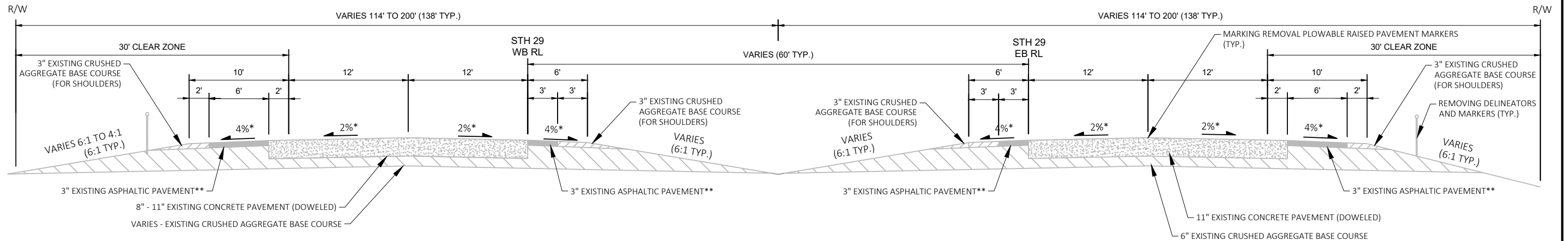


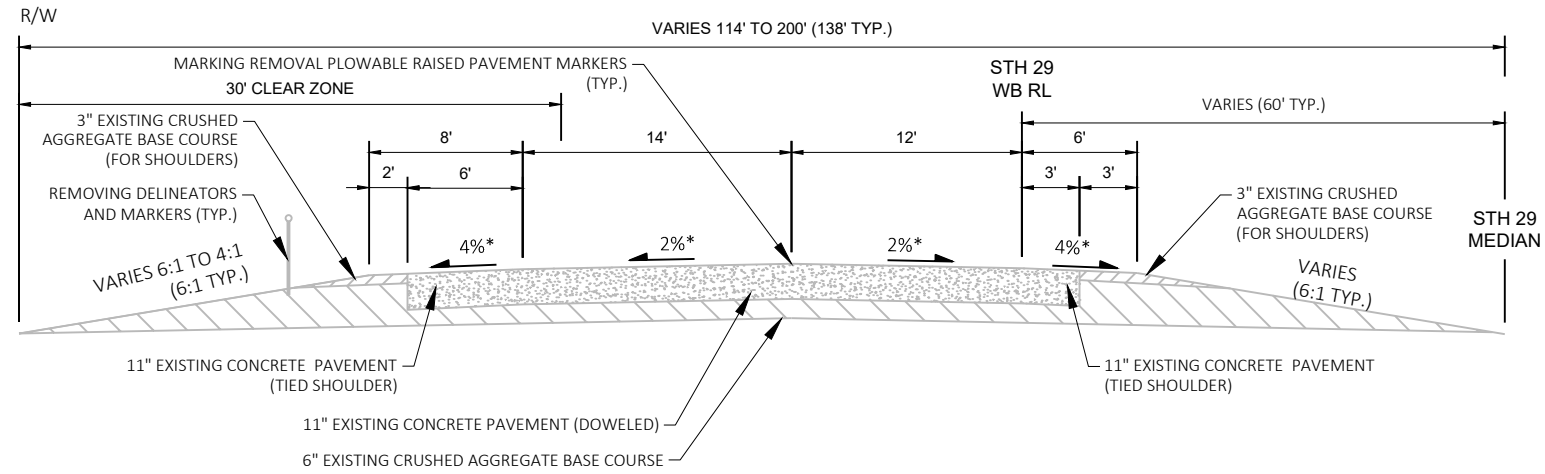
EXISTING TYPICAL SECTION
 STA 1054'WB'+95 - STA 1057'WB'+65

** EXISTING ASPHALTIC SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS. MILLING DEPTH TO BE SET OFF OF THE EXISTING CONCRETE PAVEMENT EDGE.
 * CROSS SLOPE VARIES IN AREAS OF SUPER ELEVATION



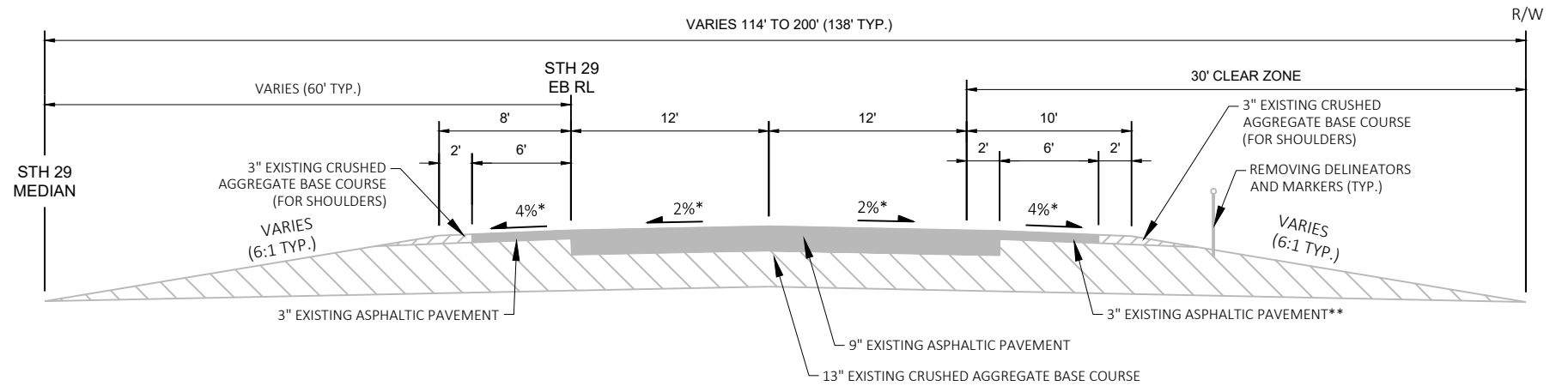
EXISTING TYPICAL SECTION
 STA 1057'WB'+65 - STA 1080'WB'+30
 STA 1086'WB'+33 - STA 1122'WB'+83
 STA 1065'EB'+49 - STA 1084'EB'+05
 STA 1091'EB'+50 - STA 1245'EB'+85

** EXISTING ASPHALTIC SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS. MILLING DEPTH TO BE SET OFF OF THE EXISTING CONCRETE PAVEMENT EDGE.
 * CROSS SLOPE VARIES DUE TO SUPER ELEVATION



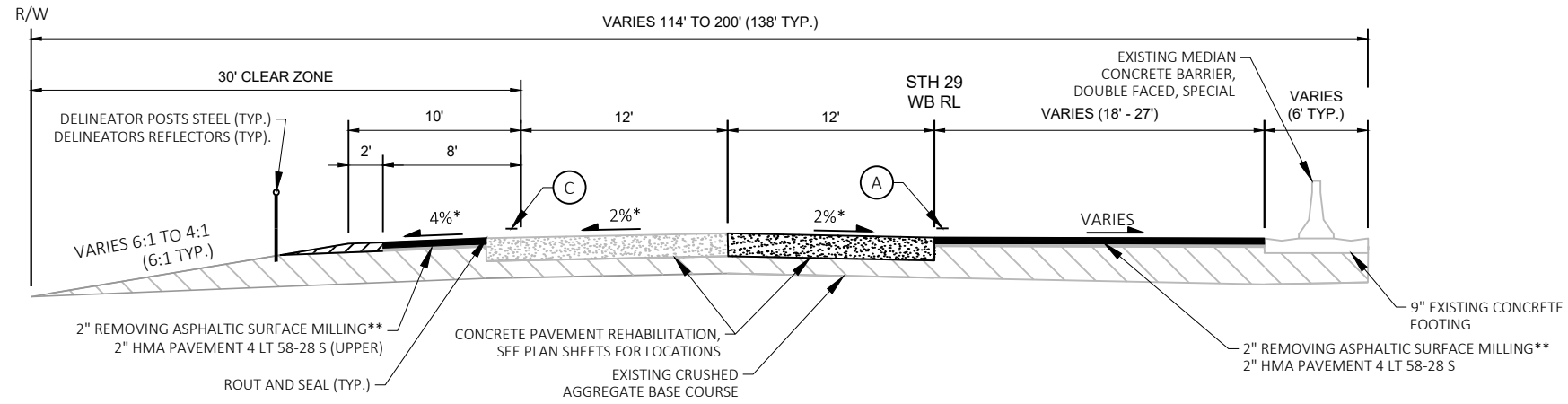
EXISTING TYPICAL SECTION
 STA 1080'WB'+30 - STA 1086'WB'+33

* CROSS SLOPE VARIES IN AREAS OF SUPER ELEVATION



EXISTING TYPICAL SECTION
 STA 1084'EB'+05 - STA 1091'EB'+50

* CROSS SLOPE VARIES DUE TO SUPER ELEVATION

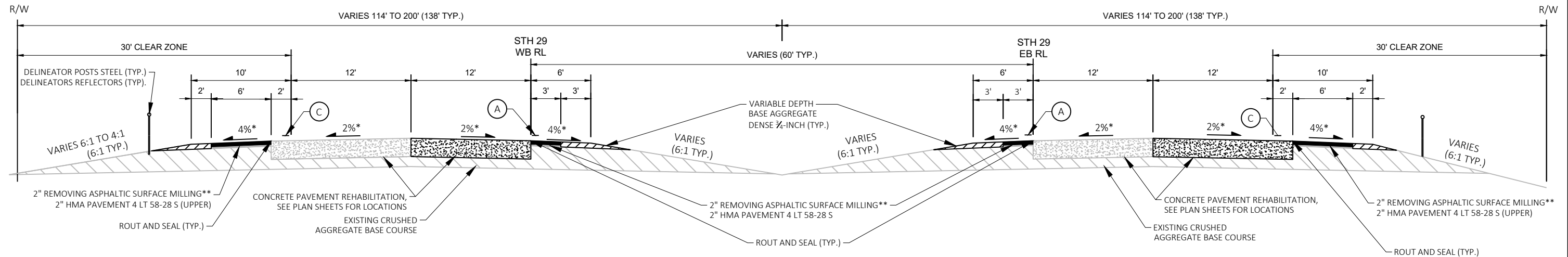


FINISHED TYPICAL SECTION
 STA 1054'WB'+95 - STA 1057'WB'+65

DIAMOND GRIND CONCRETE PAVEMENT PATCHES
 EXTENDING 5-FT FROM OUTER PATCH LIMITS.

- ** EXISTING ASPHALTIC SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS. MILLING DEPTH TO BE SET OFF OF THE EXISTING CONCRETE PAVEMENT EDGE.
- * CROSS SLOPE VARIES DUE TO SUPER ELEVATION

- (C) = CONCRETE SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
- (A) = ASPHALTIC SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

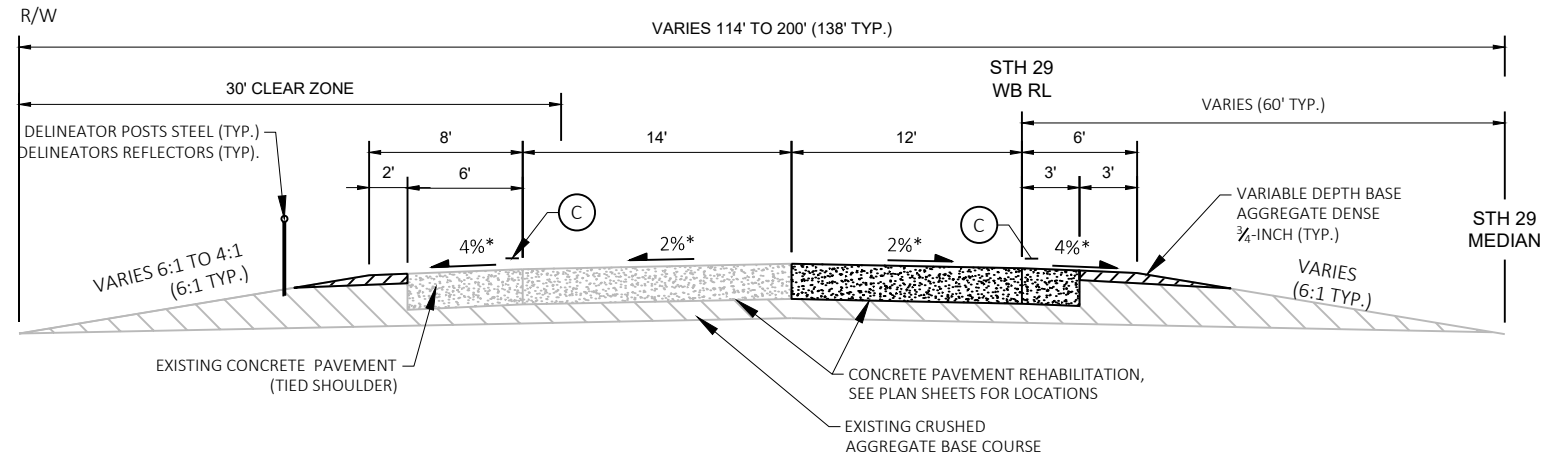


FINISHED TYPICAL SECTION
 STA 1057'WB'+65 - STA 1080'WB'+30
 STA 1086'WB'+33 - STA 1122'WB'+83
 STA 1065'EB'+49 - STA 1084'EB'+05
 STA 1091'EB'+50 - STA 1245'EB'+85

DIAMOND GRIND CONCRETE PAVEMENT PATCHES
 EXTENDING 5-FT FROM OUTER PATCH LIMITS.

- ** EXISTING ASPHALTIC SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS. MILLING DEPTH TO BE SET OFF OF THE EXISTING CONCRETE PAVEMENT EDGE.
- * CROSS SLOPE VARIES DUE TO SUPER ELEVATION

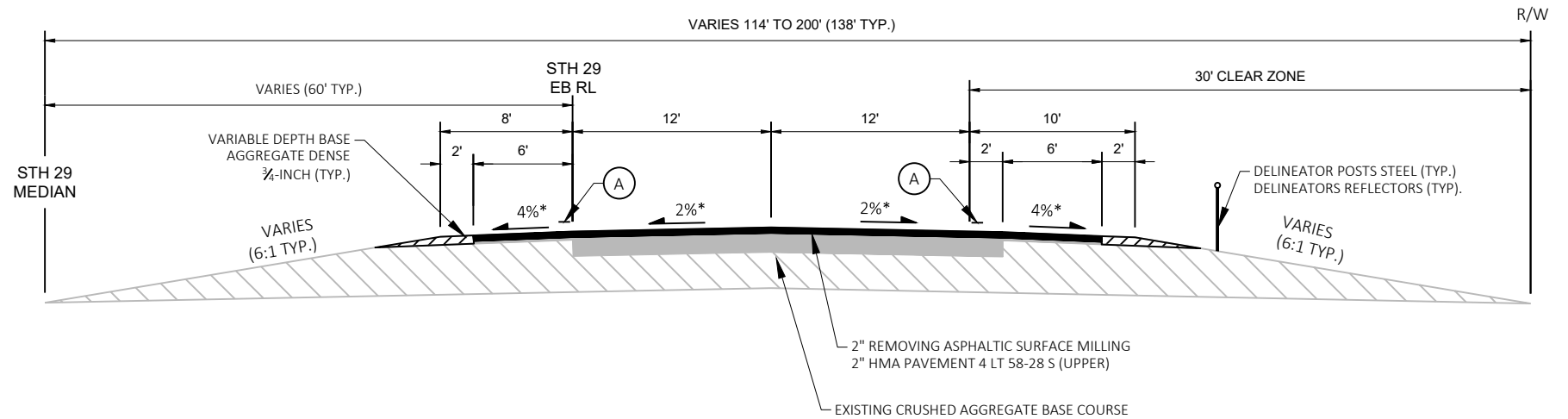
- (C) = CONCRETE SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
- (A) = ASPHALTIC SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY



FINISHED TYPICAL SECTION
 STA 1080'WB'+30 - STA 1086'WB'+33

* CROSS SLOPE VARIES IN AREAS OF SUPER ELEVATION

- (C) = CONCRETE SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
- (A) = ASPHALTIC SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY



FINISHED TYPICAL SECTION
 STA 1084'EB'+05 - STA 1091'EB'+50

* CROSS SLOPE VARIES DUE TO SUPER ELEVATION

- (C) = CONCRETE SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
- (A) = ASPHALTIC SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY