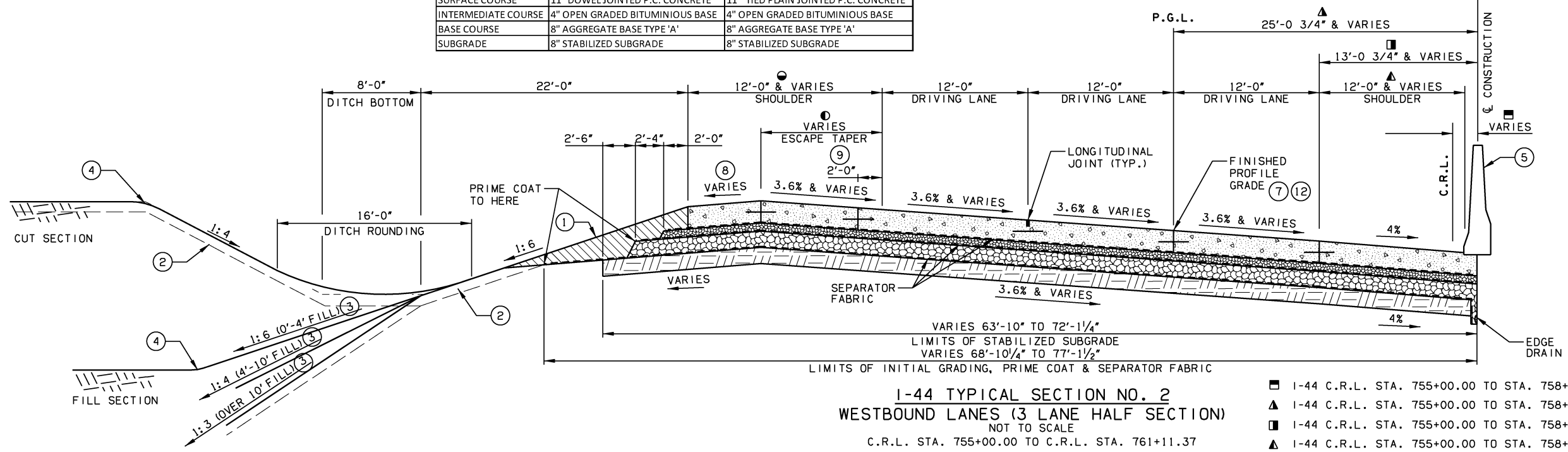


- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 9'-11 1/4" TO 12'-0"
- ▼ 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 1'-6" TO 0'-0"
- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 11'-0" TO 13'-0 3/4"
- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 23'-0" TO 25'-0 3/4"
- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 10'-0" TO 12'-0"

1-44 TYPICAL SECTION NO. 1
EASTBOUND LANES (3 LANE HALF SECTION)
 NOT TO SCALE
 C.R.L. STA. 755+00.00 TO C.R.L. STA. 768+70.17

PAVT. STRUCTURE	DRIVING LANES	SHOULDERS
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" TIED PLAIN JOINTED P.C. CONCRETE
INTERMEDIATE COURSE	4" OPEN GRADED BITUMINIOUS BASE	4" OPEN GRADED BITUMINIOUS BASE
BASE COURSE	8" AGGREGATE BASE TYPE 'A'	8" AGGREGATE BASE TYPE 'A'
SUBGRADE	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE



1-44 TYPICAL SECTION NO. 2
WESTBOUND LANES (3 LANE HALF SECTION)
 NOT TO SCALE
 C.R.L. STA. 755+00.00 TO C.R.L. STA. 761+11.37

- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 1'-6" TO 0'-0"
- ▲ 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 23'-0" TO 25'-0 3/4"
- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 11'-0" TO 13'-0 3/4"
- ▲ 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 9'-11 1/4" TO 12'-0"
- 1-44 C.R.L. STA. 755+00.00 TO STA. 758+00.00 - TRANSITION 10'-0" TO 12'-0"
- 1-44 C.R.L. STA. 759+00.52 TO STA. 761+11.37 - TRANSITION 12'-0" TO 16'-2 1/2"
- 1-44 C.R.L. STA. 756+00.52 TO STA. 758+00.00 - TRANSITION 0'-0" TO 3'-11 3/4"
- 1-44 C.R.L. STA. 758+00.00 TO STA. 761+11.37 - TRANSITION 3'-11 3/4" TO 10'-2 1/2"

- ① BACKFILL NOTE:
THIS AREA IS TO BE BACKFILLED AND COMPACTED AS PART OF FINISHING OPERATIONS. BACKFILL MATERIAL TO BE TBSC TYPE "E", AND PAID AS SUCH. MEASUREMENT BASED ON THEORETICAL CROSS SECTION.
- ② TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND REPLACE IT IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATIONS. RESERVED TOPSOIL SHALL BE SPREAD APPROX. 5" THICK FIRST ON THE COMPLETED SLOPES OF THE CUT SECTION, AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGED TOPSOIL AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE AND EARTHWORK SUMMARY.
- ③ DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED SHOULDER.
- ④ SEE ROUNDING DETAIL SHEET 6.
- ⑤ CONSTRUCT MEDIAN BARRIER. SEE ODOT STD. CLB-1-2.
- ⑦ REVOLVE THE SUPERELEVATION ABOUT THE PROFILE GRADE POINT.
- ⑧ MAXIMUM ROLLOVER FROM TRAFFIC LANE SLOPE TO SHOULDER SLOPE IS 7%.
- ⑨ LONGITUDINAL CONSTRUCTION JOINT OFFSET OF 2'-0" IS REDUCED TO 0'-0" WITHIN ESCAPE TAPER WHERE ADJACENT SLAB WIDTHS BECOME LESS THAN 2'-0". SEE PAVEMENT JOINT LAYOUT SHEETS FOR LOCATIONS.
- ⑫ SEE TRANSITION ON MAINLINE PROFILE, SHEET 63

PAVT. STRUCTURE	DRIVING LANES	SHOULDERS
SURFACE COURSE	11" DOWEL JOINTED P.C. CONCRETE	11" TIED PLAIN JOINTED P.C. CONCRETE
INTERMEDIATE COURSE	4" OPEN GRADED BITUMINIOUS BASE	4" OPEN GRADED BITUMINIOUS BASE
BASE COURSE	8" AGGREGATE BASE TYPE 'A'	8" AGGREGATE BASE TYPE 'A'
SUBGRADE	8" STABILIZED SUBGRADE	8" STABILIZED SUBGRADE

DESIGN	DLT	8/12	TULSA & ROGERS COUNTIES
DRAWN	TML	8/12	
CHECKED	KMM	6/16	
APPROVED			
SQUAD	GARVER		

STATE JOB NO. 21899(04) SHEET NO. 3