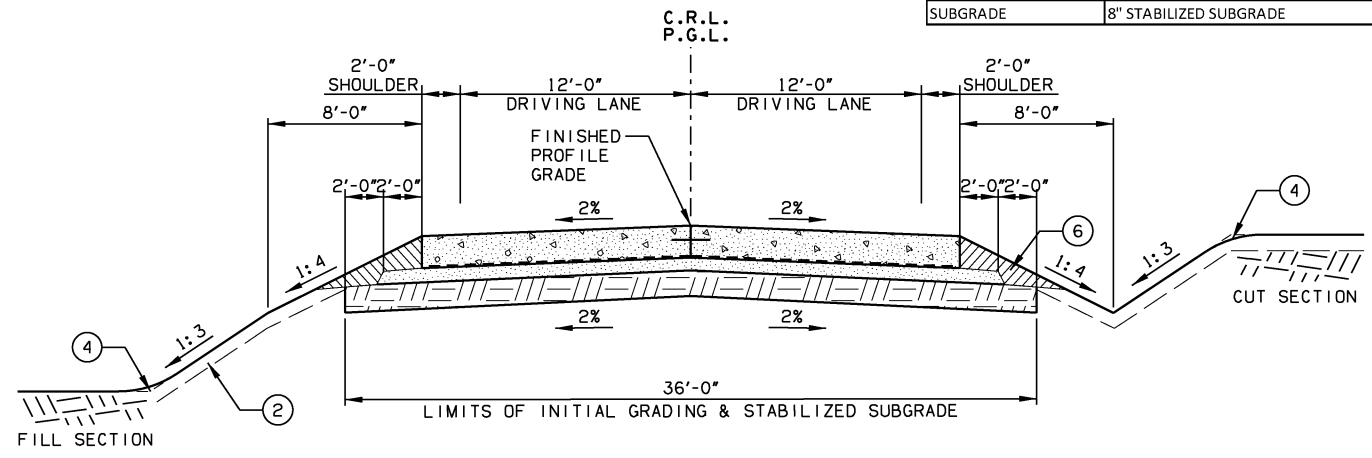


145TH E. AVENUE TYPICAL SECTION NO. 1
NOT TO SCALE

- C.R.L. STA 108+60.00 TO STA. 115+20.46 - TRANSITION 12'-0" TO 0'-0"
- C.R.L. STA. 100+34.00 TO STA. 105+26.02 - CONST. 4" CONC. SIDEWALK
- C.R.L. STA. 108+58.02 TO STA. 110+33.42 - CONST. 4" CONC. SIDEWALK
- C.R.L. STA. 110+33.42 TO STA. 115+20.46 - NO SIDEWALK
- ▲ C.R.L. STA. 100+34.00 TO STA. 105+26.02 - CONST. 4" BRICK DIVIDING STRIP
- ▲ C.R.L. STA. 108+58.02 TO STA. 110+33.42 - CONST. 4" BRICK DIVIDING STRIP

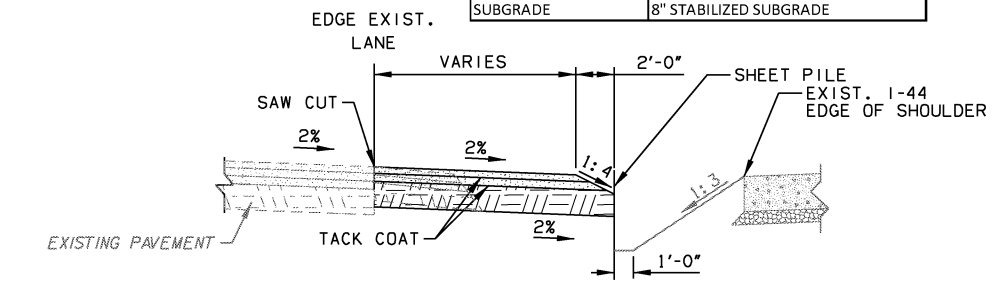
PAVT. STRUCTURE	DRIVING LANES
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE W/ INTEGRAL CURB AND GUTTER
BASE COURSE	4" CEMENT TREATED BASE W/ 15 OZ/SY SEPARATOR FABRIC
SUBGRADE	8" STABILIZED SUBGRADE



153RD E. AVENUE TYPICAL SECTION NO. 1
NOT TO SCALE

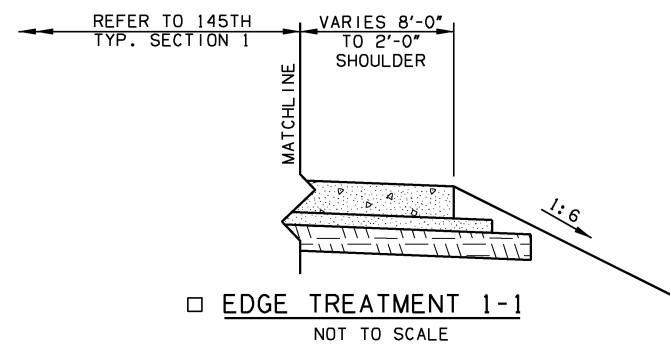
C.R.L. STA. 10+14.00 TO STA. 11+50.00

PAVT. STRUCTURE	DRIVING LANES AND SHOULDER
SURFACE COURSE	9" DOWEL JOINTED P.C. CONCRETE
BASE COURSE	4" CEMENT TREATED BASE W/ 15 OZ/SY SEPARATOR FABRIC
SUBGRADE	8" STABILIZED SUBGRADE



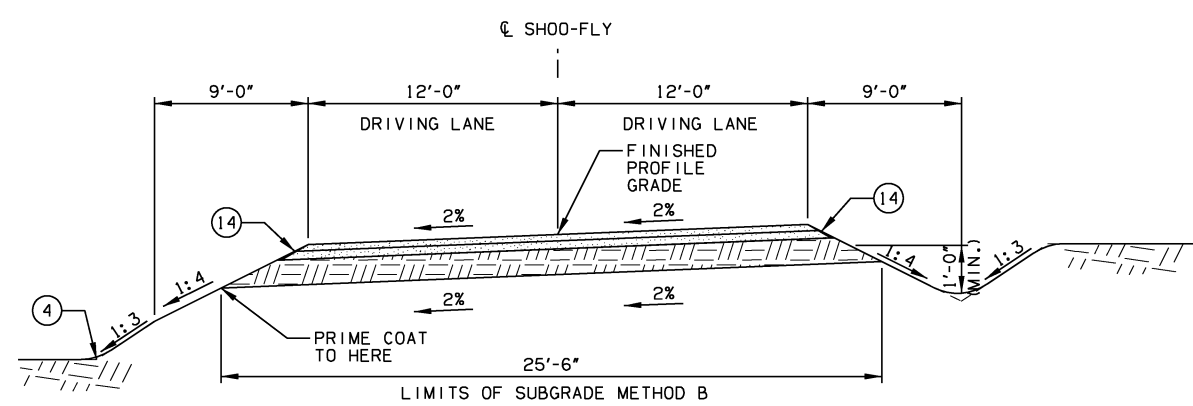
SKELLY DRIVE TEMPORARY PAVEMENT WIDENING TYPICAL SECTION NO. 1
NOT TO SCALE

PAVEMENT STRUCTURE	TRAVEL WAY
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	8" SUBGRADE METHOD 'B'



EDGE TREATMENT 1-1
NOT TO SCALE

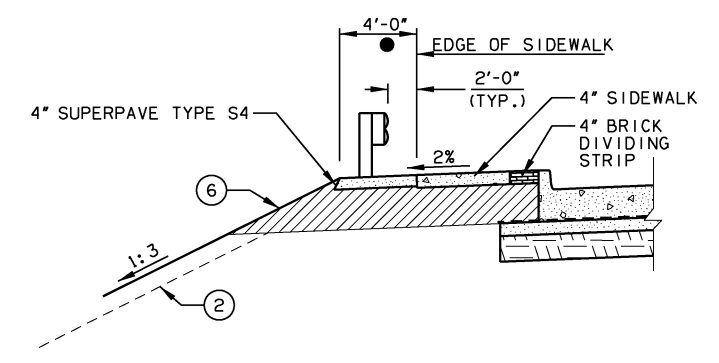
C.R.L. STA. 114+76.41 TO STA. 115+20.46



SHOO-FLY TYPICAL SECTION
NOT TO SCALE

€ SHOO-FLY STA. 10+00.00 TO STA. 12+98.72

PAVEMENT STRUCTURE	DRIVING LANE
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
INTERMEDIATE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
SUBGRADE	8" SUBGRADE METHOD 'B'



GUARDRAIL WIDENING
NOT TO SCALE

- C.R.L. 145TH STA. 104+15.395 TO C.R.L. 145TH STA. 105+26.020 LT. - 4'-0"
- C.R.L. 145TH STA. 104+02.895 TO C.R.L. 145TH STA. 105+26.020 RT. - 4'-0"
- C.R.L. 145TH STA. 108+58.020 TO C.R.L. 145TH STA. 109+81.145 LT. - 4'-0"
- C.R.L. 145TH STA. 108+58.020 TO C.R.L. 145TH STA. 109+68.645 RT. - 4'-0"

- (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.
- (4) SEE ROUNDING DETAIL SHEET 6.
- (6) BACKFILL NOTE: THIS AREA IS TO BE BACKFILLED AND COMPACTED SOIL AS PART OF FINISHING OPERATIONS. COST TO BE INCLUDED IN OTHER ITEMS OF WORK.
- (14) CONSTRUCT ASPHALT SAFETY EDGE PER PSE1-1-0.

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. 10

TYPICAL SECTIONS
(SHEET 8 OF 8)