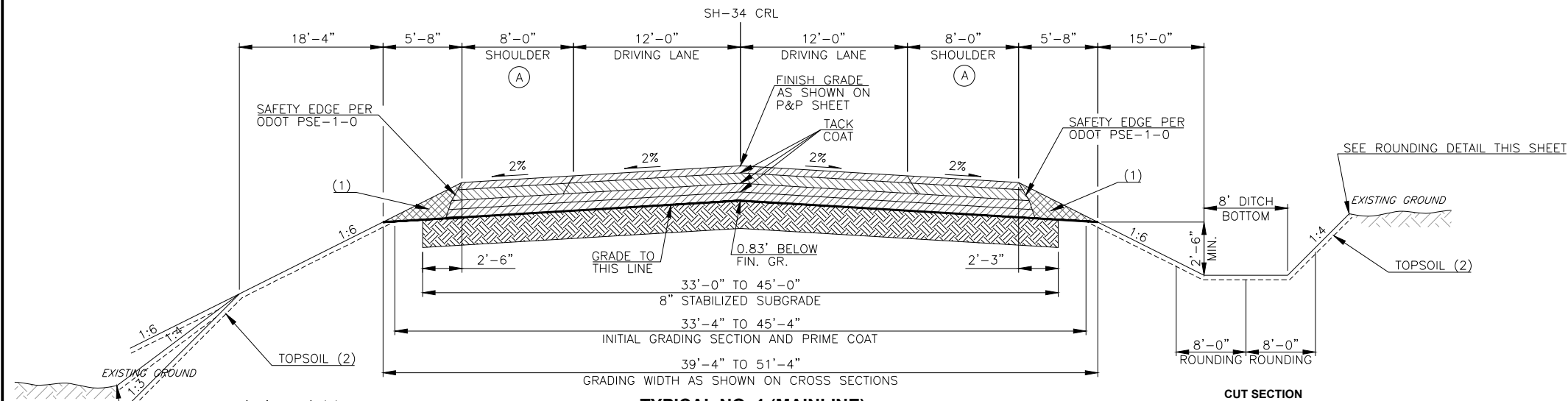


DESCRIPTION	REVISIONS	DATE



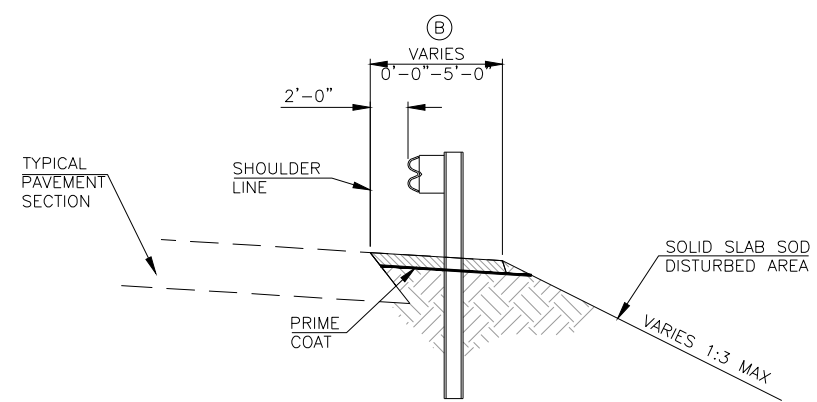
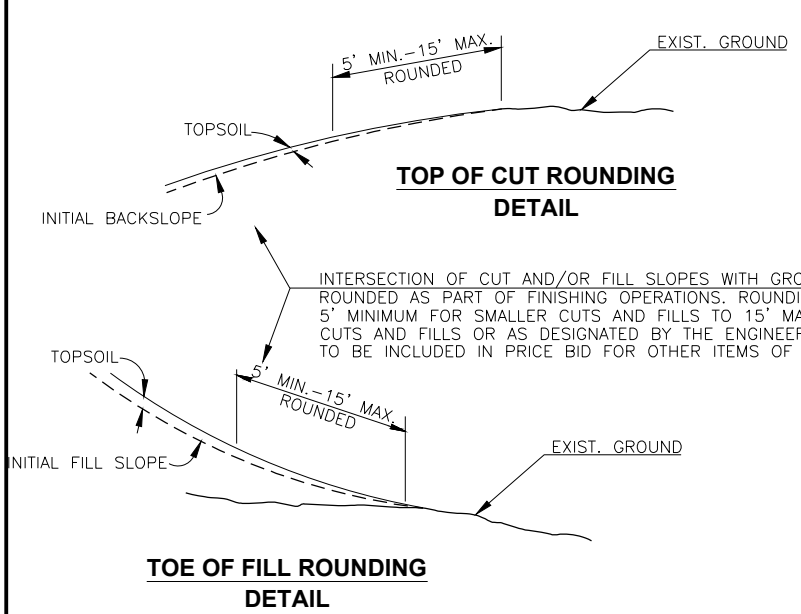
TYPICAL NO. 1 (MAINLINE)
STA. 2434+50.00 TO STA. 2440+35.16
STA. 2443+96.83 TO STA. 2449+50.00

* SEE CROSS SECTIONS FOR VARIATION
 (A) 2'-0" TO 8'-0" FROM STA. 2434+50.00 TO STA. 2435+50.00
 8'-0" TO 2'-0" FROM STA. 2448+50.00 TO STA. 2449+50.00

PAVEMENT REQUIREMENT			
10" PAVT. STRUCTURE	12'-0" DRIVING LANES	2'-0" TO 8'-0" PAVED SHOULDERS	0'-0" TO 5'-0" GUARDRAIL WIDENING SECTION
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 70-28 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)	4" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 70-28 OK) 2-2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK) 2-2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	

- (1) BACKFILL NOTE:
THIS AREA TO BE BACKFILLED AND COMPACTED AS A PART OF THE FINISHING OPERATIONS. QUANTITY IS MEASURED IN UNCLASSIFIED BORROW.
- (2) TOPSOIL NOTE:
THE CONTRACTOR SHALL STRIP ALL OF THE AVAILABLE TOPSOIL, STOCKPILE IT, AND PLACE IT BACK ON THE SECTION IN ACCORDANCE WITH SECTION 205 OF THE STANDARD SPECIFICATION. RESERVED TOPSOIL SHALL BE SPREAD FIRST ON THE COMPLETED SLOPES OF THE CUT SECTIONS AND THE REMAINDER ON COMPLETED FILL SLOPES OR OTHER PRIORITY AREAS LOCATED BY THE ENGINEER. ALL ADDITIONAL COSTS ASSOCIATED WITH OPERATION SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM. THE GRADING LINE IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASSLINE BALANCE.
- (3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER

ROUNDING DETAIL



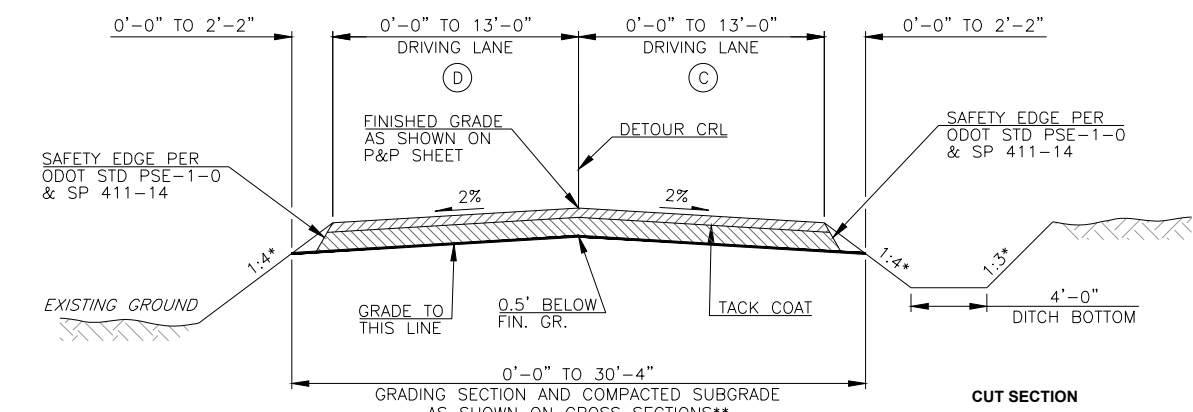
TYPICAL NO. 2 (GUARDRAIL WIDENING)

LEFT
 STA. 2437+26.41 TO STA. 2440+35.16
 STA. 2443+96.83 TO STA. 2447+80.58

RIGHT
 STA. 2436+51.41 TO STA. 2440+35.16
 STA. 2443+96.83 TO STA. 2447+05.58

(B) 0'-0" TO 5'-0" FROM STA. 2437+26.41 TO STA. 2437+96.41
 5'-0" FROM STA. 2437+96.41 TO STA. 2440+35.16
 5'-0" FROM STA. 2443+96.83 TO STA. 2447+10.52
 5'-0" TO 0'-0" FROM STA. 2447+10.52 TO STA. 2447+80.58

(B) 0'-0" TO 5'-0" FROM STA. 2436+51.41 TO STA. 2437+21.41
 5'-0" FROM STA. 2437+21.41 TO STA. 2440+35.16
 5'-0" FROM STA. 2443+96.83 TO STA. 2446+35.58
 5'-0" TO 0'-0" FROM STA. 2446+35.58 TO STA. 2447+05.58



TYPICAL NO. 3 (DETOUR)

STA. 2428+49.86 TO STA. 2455+03.88

* SEE CROSS SECTIONS FOR VARIATION
 ** SUBGRADE TO BE COMPACTED AS PER SPECIFICATIONS. COST TO BE INCLUDED IN EARTHWORK.

- (C) 0'-0" TO 13'-0" FROM STA. 2428+49.86 TO STA. 2430+28.68
 13'-0" FROM STA. 2430+28.68 TO STA. 2453+69.43
 13'-0" TO 0'-0" FROM STA. 2453+69.43 TO STA. 2455+03.88
- (D) 0'-0" TO 13'-0" FROM STA. 2430+28.68 TO STA. 2430+96.24
 13'-0" FROM STA. 2430+96.24 TO STA. 2453+03.33
 13'-0" TO 0'-0" FROM STA. 2453+03.33 TO STA. 2453+69.43

PAVEMENT REQUIREMENT	
6" PAVT. STRUCTURE	0'-0" TO 13'-0" DRIVING LANES
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	4" SUPERPAVE TYPE S3 (PG 64-22 OK)

FILENAME: 2 TYPICAL SECTIONS.DWG

DESIGN	SH-34 OVER N. PERSIMMON CREEK	WOODWARD COUNTY
DRAWN		
CHECKED		
CEC	TYPICAL SECTIONS	
	STATE JOB NO. 28827(04)	SHEET NO. 2