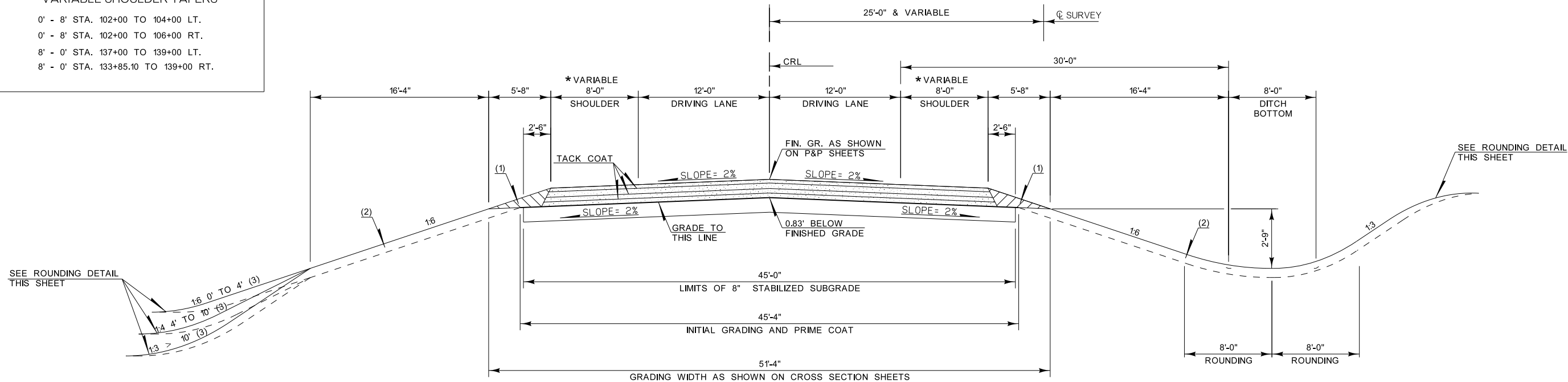


*** VARIABLE SHOULDER TAPERS**

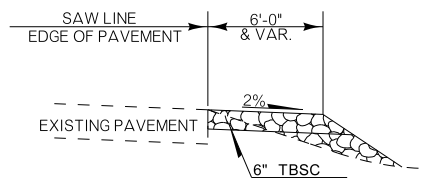
- 0' - 8' STA. 102+00 TO 104+00 LT.
- 0' - 8' STA. 102+00 TO 106+00 RT.
- 8' - 0' STA. 137+00 TO 139+00 LT.
- 8' - 0' STA. 133+85.10 TO 139+00 RT.



TYPICAL NO. 1

STA. 102+00.00 TO STA. 117+63.98
 STA. 119+55.64 TO STA. 139+00.00

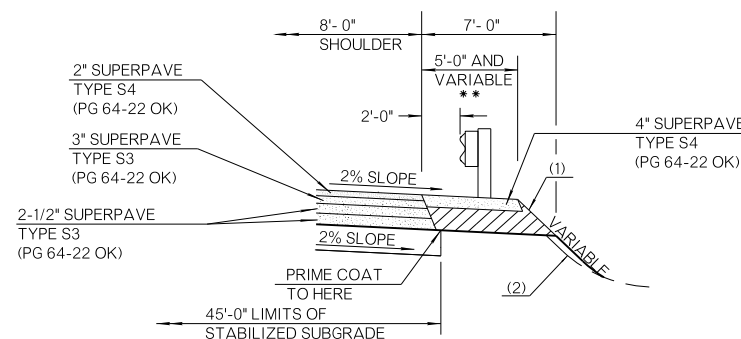
PAVEMENT REQUIREMENT		
10" PAVT. STRUCTURE	12'-0" DRIVING LANES	8'-0" PAVED SHOULDERS
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
	3" SUPERPAVE TYPE S3 (PG 64-22 OK)	3" SUPERPAVE TYPE S3 (PG 64-22 OK)
BASE COURSE	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)
	2.5" SUPERPAVE TYPE S3 (PG 64-22 OK)	2.5" SUPERPAVE TYPE S3 (PG 63-22 OK)



TEMPORARY WIDENING RT.
 STA. 100+00.00 TO STA. 104+65.00
 STA. 136+50.00 TO STA. 141+15.00

PAVEMENT REQUIREMENT	
5" PAVT. STRUCTURE	0'-0" TO 15'-0" VARIABLE DRIVING LANE
SURFACE COURSE	2" SUPERPAVE TYPE S4 (PG 64-22 OK)
BASE COURSE	3" SUPERPAVE TYPE S3 (PG 64-22 OK)

VARIABLE WIDTH TEMPORARY WIDENING RT.
 STA. 100+00.00 TO STA. 101+65.00 0'-0" TO 6'-0"
 STA. 101+65.00 TO STA. 103+00.00 6'-0" TO 6'-0"
 STA. 103+00.00 TO STA. 104+65.00 6'-0" TO 0'-0"
 STA. 136+50.00 TO STA. 138+15.00 0'-0" TO 6'-0"
 STA. 138+15.00 TO STA. 139+50.00 6'-0" TO 6'-0"
 STA. 139+50.00 TO STA. 141+15.00 6'-0" TO 0'-0"



GUARDRAIL TYPICAL SECTION

STA. 115+83.95 TO 117+64.58 LT.
 STA. 114+58.95 TO 117+64.58 RT.
 STA. 119+55.04 TO 122+60.67 LT.
 STA. 119+55.04 TO 121+35.67 RT.

**** VARIABLE WIDTH GUARDRAIL WIDENING**

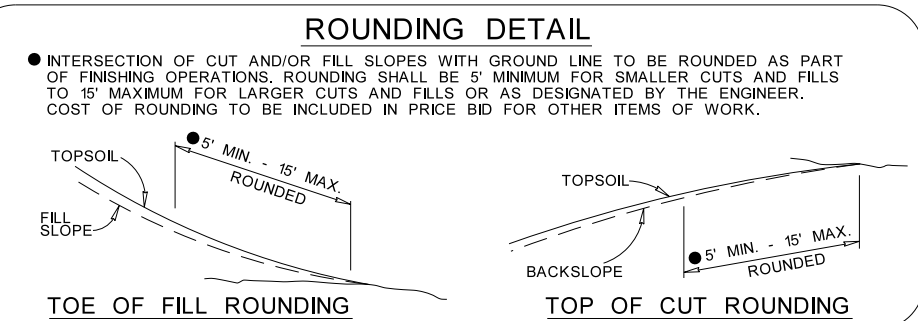
0' TO 5' STA. 115+83.95 TO 116+53.95 LT.
 0' TO 5' STA. 114+58.95 TO 115+28.95 RT.
 5' TO 0' STA. 121+90.67 TO 122+60.67 LT.
 5' TO 0' STA. 120+65.67 TO 121+35.67 RT.

(1) BACKFILL NOTE:
 TO BE BACKFILLED AND COMPACTED AS 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 SPECIFICATIONS. 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 OPERATIONS SHALL BE INCLUDED IN THE PAY ITEM FOR SALVAGED TOPSOIL, LUMP SUM.

THE GRADING LINE AS SHOWN ON THE TYPICAL AND CROSS SECTIONS IS TO THE TOP OF THE TOPSOIL. EARTHWORK QUANTITIES WERE NOT ADJUSTED FOR SALVAGE AND THE TOPSOIL QUANTITY IS INCLUDED IN THE MASS LINE BALANCE.

(3) DISTANCE MEASURED VERTICALLY FROM EDGE OF FINISHED GRADE SHOULDER.



ROUNDING DETAIL

- INTERSECTION OF CUT AND/OR FILL SLOPES WITH GROUND LINE TO BE ROUNDED AS PART OF FINISHING OPERATIONS. ROUNDED SHALL BE 5' MINIMUM FOR SMALLER CUTS AND FILLS TO 15' MAXIMUM FOR LARGER CUTS AND FILLS OR AS DESIGNATED BY THE ENGINEER. COST OF ROUNDED TO BE INCLUDED IN PRICE BID FOR OTHER ITEMS OF WORK.

DESIGN		OKLAHOMA DEPARTMENT OF TRANSPORTATION
DRAWN	DR	ROADWAY DESIGN DIVISION
CHECKED		TYPICAL SECTION
APPROVED		
SQUAD	GREEN	STATE JOB NO. 27968(04) SHEET NO. 0002