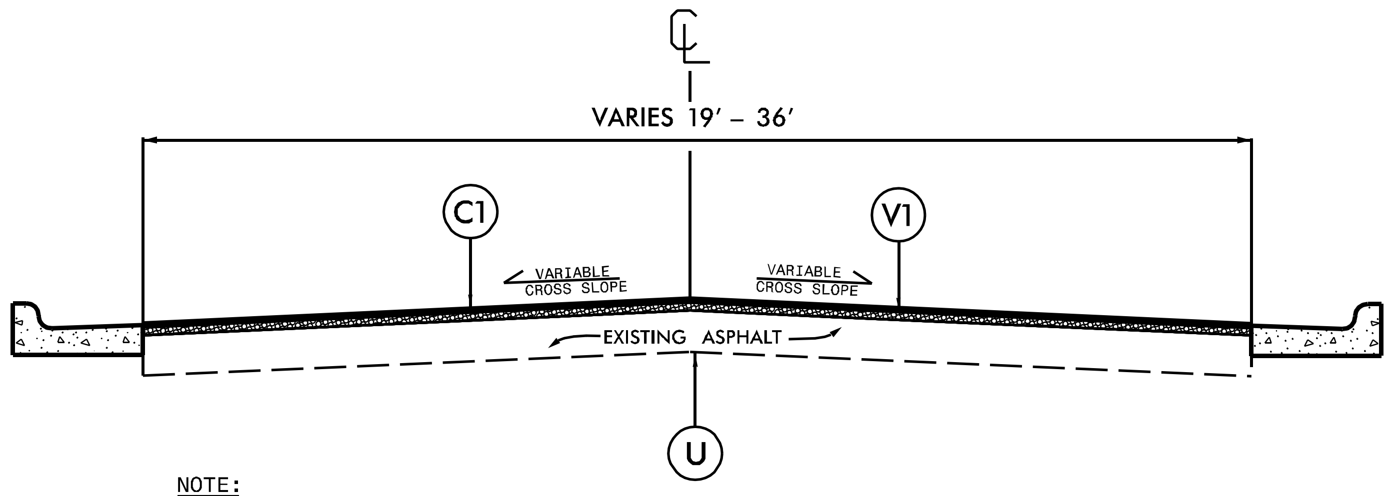
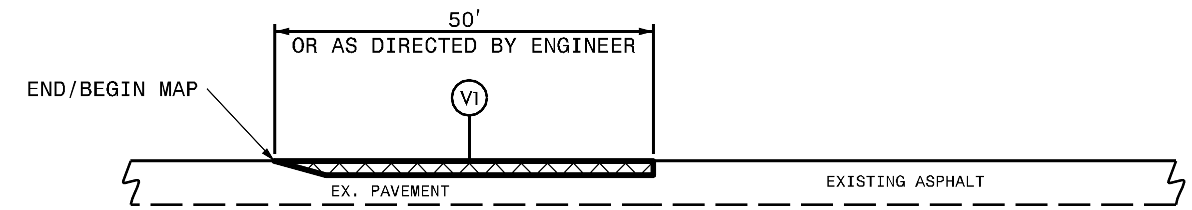
TYPICAL SECTION NO. 1

MAP 1: FROM US 43 TO APPROX. 100′ NORTH OF SR 1654



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.



DETAIL 1

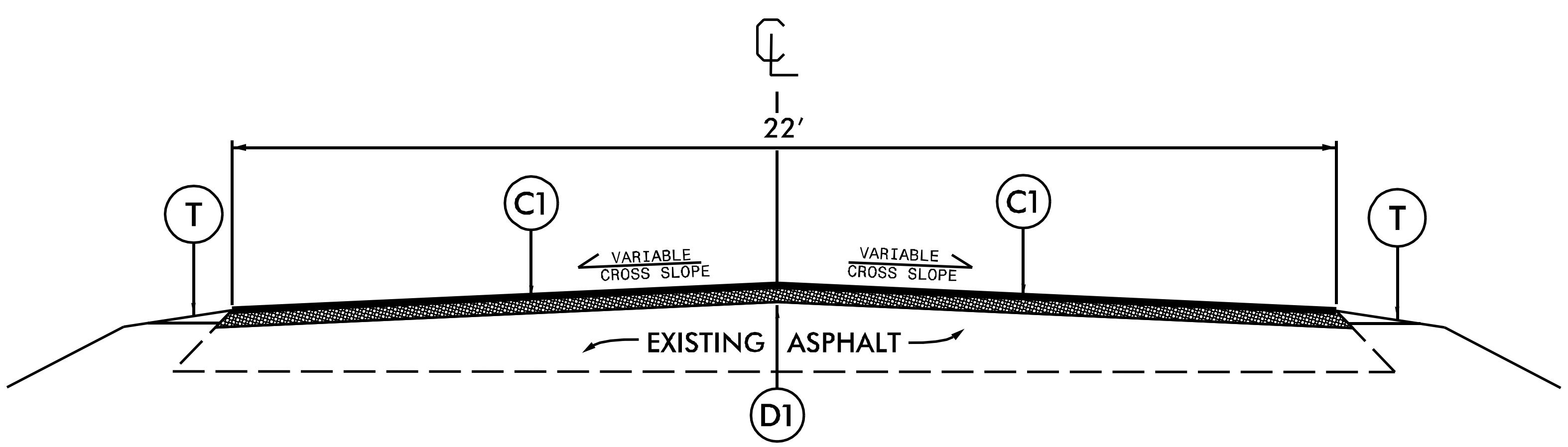
INCIDENTAL MAIN LINE MILLING

NOTE:

1. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS OR AS DIRECTED BY THE ENGINEER.
2. PAVE TO THE END OF THE MILLED SURFACE TO CREATE A SMOOTH TRANSITION.

TYPICAL SECTION NO. 2

MAP 1: FROM APPROX. 100′ NORTH OF SR 1654 TO APPROX. 375′ SOUTH OF US 17 BY–PASS



NOTE:

1. PLACE ASPHALT SURFACE COURSE AT FULL WIDTH OF EXISTING ASPHALT PAVEMENT, AS DIRECTED BY THE ENGINEER.
2. INCLUDES INCIDENTAL MILLING AT THE ENDS OF MAIN LINE SECTIONS OR AS DIRECTED BY THE ENGINEER. SEE DETAIL 1
3. PROVIDE AT LEAST 2 WEEKS ADVANCE NOTICE TO THE RAILROAD'S LOCAL ROADMASTER OR TRACK SUPERVISOR WHEN THE USE OF SLOW-MOVING OR STOPPED EQUIPMENT IS REQUIRED OVER AT-GRADE CROSSINGS.

PAVEMENT SCHEDULE

C1	PROP. APPROX. 1–3/4″ASPHALT CONCRETE SURFACE COURSE, TYPE S 9.5B, AT AN AVERAGE RATE OF 196 LBS PER SQ. YD.
D1	PROP. APPROX. 2.5″ ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE I 19.OB, AT AN AVERAGE RATE OF 285 LBS PER SQ. YD.
T	EARTH MATERIAL
U	EXISTING PAVEMENT
V1	MILLING DEPTH 1–3/4″ FOR THE ENTIRE WIDTH OF ROADWAY.

NOTE: PAVEMENT EDGE SLOPES ARE 1:1 UNLESS SHOWN OTHERWISE.

10/26/98
$$$$$SYSTIME$$$$$
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