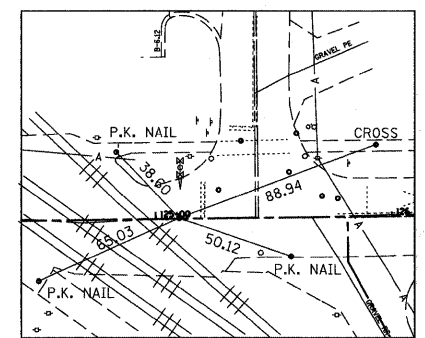
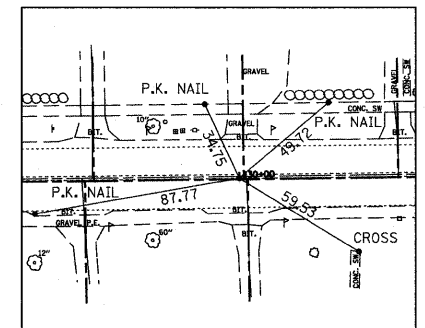


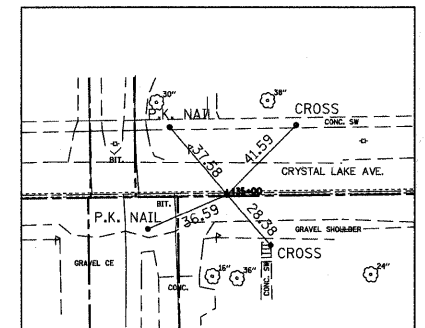
CONTROL POINT NUMBER 1  
P.K. NAIL  
STA. 121+99.92 0.23' LEFT  
N 2,030,490.23  
E 989,918.73



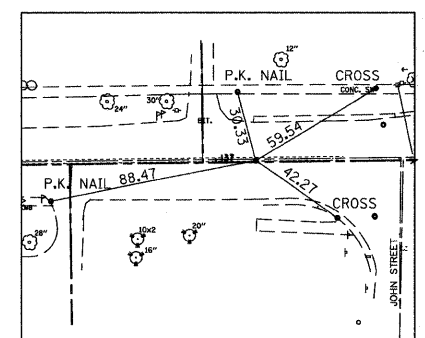
CONTROL POINT NUMBER 2  
P.K. NAIL  
STA. 125+09.93 0.32' LEFT  
N 2,030,494.13  
E 990,228.72



CONTROL POINT NUMBER 3  
P.K. NAIL  
STA. 129+98.12 0.41' LEFT  
N 2,030,500.22  
E 990,718.67



CONTROL POINT NUMBER 4  
P.K. NAIL  
STA. 134+99.94 0.54' LEFT  
N 2,030,506.48  
E 991,218.65



CONTROL POINT NUMBER 5  
P.K. NAIL  
STA. 137+16.93 0.56' LEFT  
N 2,030,509.16  
E 991,435.64

**LEGEND**

- ① EXISTING SIDEWALK, 4' (TYP.)
- ①A PROPOSED HOT-MIX ASPHALT SURFACE REMOVAL, VARIES FROM 0" TO 3"
- ② EXISTING AGGREGATE SHOULDER
- ③ EXISTING SURFACE COURSE, 1 1/2"
- ④ EXISTING BINDER COURSE 1 1/2"
- ⑤ EXISTING HMA BASE COURSE, 6"
- ⑥ EXISTING AGGREGATE SUBGRADE, 4"
- ⑦ PROPOSED PCC SIDEWALK 5", 5' TO 7' WIDE
- ⑧ PROPOSED TYPE B-6.24 CURB AND GUTTER
- ⑨ PROPOSED HMA SURFACE COURSE, MIX "D", N70, 1 1/2"
- ⑩ PROPOSED HMA BINDER COURSE, IL-19.0, N70, 2 1/4"
- ⑪ PROPOSED HMA BASE COURSE, 8"
- ⑫ PROPOSED AGGREGATE SUBGRADE, 12"
- ⑬ PROPOSED TOPSOIL FURNISH AND PLACE, 4"; SODDING, SALT TOLERANT
- ⑭ PROPOSED STRIP REFLECTIVE CRACK CONTROL, 2' WIDE
- ⑮ PROPOSED LEVELING BINDER (MACHINE METHOD), N70, 3/4" MINIMUM



**BENCHMARKS**

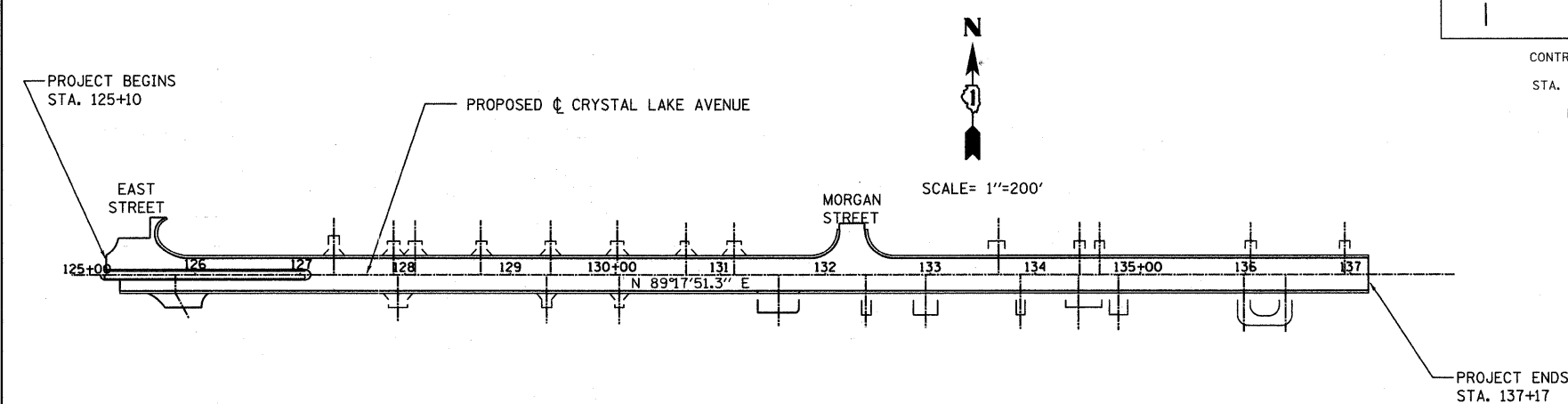
BM "CRYSTAL LAKE 2A" \*6934  
ROD IN CONCRETE W/LID @ NWY OF MAIN ST. & WOODSTOCK AVE.  
9' FROM H.H. 9' E. OF ORANGE WITNESS POST.  
N=2031301.017  
E=988877.201  
ELEV=928.364

BM "CRYSTAL LAKE 2B" \*6834  
ROD IN CONCRETE W/LID +/- 50' S. OF S. ENT. TO \* 100 S. MAIN  
8' OFF BC +/- 50' N. OF ORANGE WITNESS POST.  
+/- 12' FROM F.H.  
N=2029472.530  
S=988973.533  
ELEV=918.778

**SITE BENCHMARKS**

SITE BENCHMARK #1  
CROSS CUT IN SIDEWALK  
AT STATION 137+68.22 30.82' LEFT  
N 2,030,540.55  
E 991,486.54

SITE BENCHMARK #2  
CROSS CUT IN SIDEWALK  
AT STATION 122+15.19 28.30' LEFT  
N 2,030,518.49  
E 989,933.66



**HMA MIXTURE REQUIREMENTS CHART**

MIXTURE TYPE	AIR VOIDS	THICKNESS
<b>ROADWAY WIDENING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	1.5"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.	2.25"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19.0 mm)	4% @ 70 GYR.	8" (3 LIFTS)
<b>ROADWAY RESURFACING</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	1.5"
HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N70	4% @ 70 GYR.	2.25"
HOT-MIX ASPHALT LEVELING BINDER (MACHINE METHOD), N70	4% @ 70 GYR.	0.75"
<b>DRIVEWAYS</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "C", N50 (IL-9.5mm)	4% @ 50 GYR.	2"
HOT-MIX ASPHALT BASE COURSE (HMA BINDER IL-19mm)	4% @ 50 GYR.	CE: 8" (3 LIFTS) PE: 6" (2 LIFTS)
<b>PATCHING</b>		
CLASS D PATCHES, TYPE IV, IL-19mm	4% @ 70 GYR.	10" (3 LIFTS)
<b>TEMPORARY PAVEMENT</b>		
HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5mm)	4% @ 70 GYR.	1.5"
TEMPORARY PAVEMENT (HMA BINDER IL-19mm)	4% @ 70 GYR.	8" (3 LIFTS)

NOTE: THE UNIT WEIGHT USED TO CALCULATE ALL HOT MIX ASPHALT SURFACE MIXTURES IS 112 LBS/SQ YD/IN

THE "AC TYPE" FOR POLYMERIZED HMA MIXES SHALL BE "SBS/SBR PG 70-22" AND FOR NON-POLYMERIZED HMA THE "AC TYPE" SHALL BE "PG 64-22" UNLESS MODIFIED BY DISTRICT ONE SPECIAL PROVISIONS. FOR "PERCENT OF RAP" SEE DISTRICT ONE SPECIAL PROVISIONS.

THE CONTRACTOR SHALL HAVE THE OPTION OF USING PCC PAVEMENT 8" OR HMA PAVEMENT 9 1/2 " FOR TEMPORARY PAVEMENT AS SPECIFIED IN THE SPECIAL PROVISIONS AND THE MIXTURE TABLE ABOVE.

THE CONTRACTOR SHALL MILL BEFORE PATCHING.