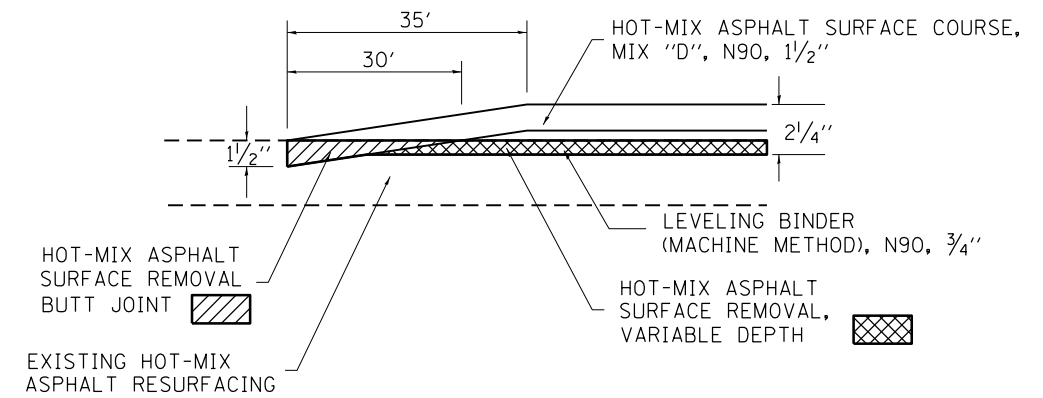


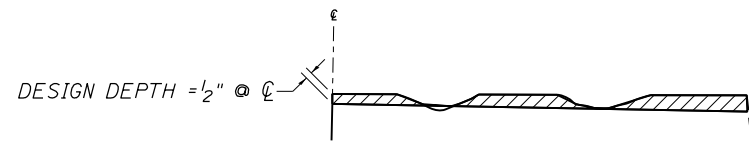
MILLING TRANSITION DETAIL

STA. 90+65.0 TO STA. 91+00.0
 STA. 105+00.0 TO STA. 105+35.0
 STA. 124+65.0 TO STA. 125+00.0
 STA. 132+00.0 TP STA. 132+35.0



BUTT JOINT DETAIL

STA. 31+87.0 TO STA. 32+22.0
 STA. 8+40.0 TO STA. 8+75.0
 STA. 11+11.0 TO STA. 11+46.0
 STA. 229+72.0 TO STA. 230+07.0



NOTES:

1. MILLING SHALL BE DONE TO ATTAIN A 3/16 "/FT. SLOPE IN CROWN SECTIONS
2. EXISTING S.E. AND S.E. TRANSITIONS SHALL BE MAINTAINED UNLESS OTHERWISE SHOWN ON THE PLANS.
3. MILLING TO THE BOTTOM OF WHEEL RUTS SHALL NOT BE NECESSARY UNLESS REQUIRED TO OBTAIN SLOPE OR THE DESIGN DEPTH AT CENTERLINE.
4. THE AVERAGE DEPTH OF MILLING IS ESTIMATED TO BE 1/2" BUT MAY VARY IN ISOLATED LOCATIONS.

BENCHMARKS

B. M. #	STATION	OFFSET	ELEV.	DESCRIPTION
560	189+55	24' LT.	486.926	CHISELED "X" ON THE NORTH BOLT OF A FIRE HYDRANT AT THE INTERSECTION OF IL 250 AND OAK STREET 24' SOUTH OF IL 250, 18' EAST OF OAK STREET
561	173+85	74' LT.	470.222	CHISELED SQUARE ON THE NORTHEAST CORNER OF THE WEST HEADWALL 74' SOUTH OF IL 250 AND 18' WEST OF THE CENTERLINE OF CORPORATION LINE STREET
562	151+10	23' LT.	438.264	CHISELED SQUARE ON THE SOUTHEAST CORNER OF A BRIDGE STRUCTURE #051-2001 23' SOUTH OF IL 250 +/- 700' WEST OF TR 900E
563		320' RT.	441.28	CHISELED SQUARE ON THE SOUTH HEADWALL OF A BOX CULVERT 19' EAST OF 900E AND +/- 320' NORTH OF IL 250

HOT-MIX ASPHALT SURFACE REMOVAL (VARIABLE DEPTH) DETAIL