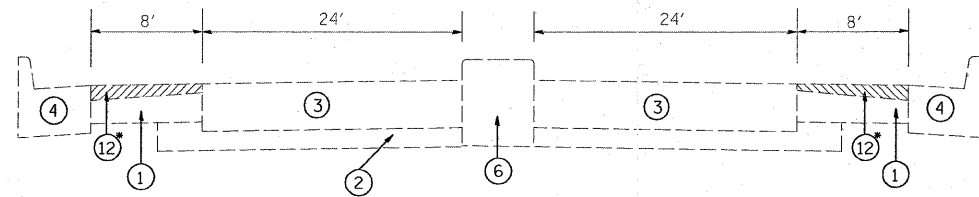
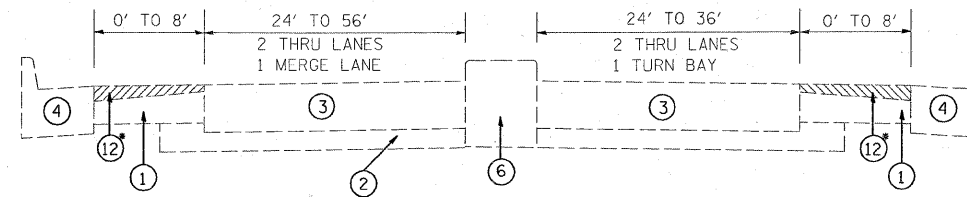


LEGEND

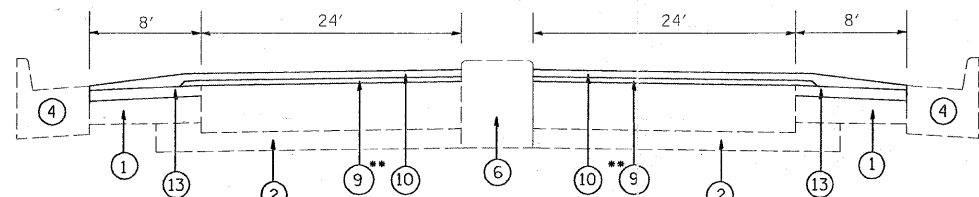
- ① EXISTING STABILIZED SHOULDERS
- ② EXISTING SUB-BASE 4"
- ③ EXISTING 10" PCC PAVEMENT
- ④ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.24
- ⑤ EXISTING TYPE B GUTTER
- ⑥ EXISTING RAISED MEDIAN
- ⑦ EXISTING COMBINATION CONCRETE CURB & GUTTER, TYPE B-6.12
- ⑧ EXISTING AGGREGATE SHOULDER
- ⑨ PROPOSED POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50, (1")
- ⑩ PROPOSED HOT MIX ASPHALT SURFACE COURSE, MIX "D" N70, (1 1/2")
- ⑪ PROPOSED AGGREGATE SHOULDER, TYPE B
- ⑫ PROPOSED HOT MIX ASPHALT SURFACE REMOVAL, (VARIABLE DEPTH)
- ⑬ PROPOSED HOT MIX ASPHALT BINDER COURSE, IL-19.0, N70 (2 1/4")
- ⑭ PROPOSED HOT MIX ASPHALT SURFACE REMOVAL 2 1/4"
- ⑮ PROPOSED PORTLAND CEMENT CONCRETE SURFACE REMOVAL (VAR. DEPTH)
- ⑯ PROPOSED MEDIAN REMOVAL PARTIAL DEPTH



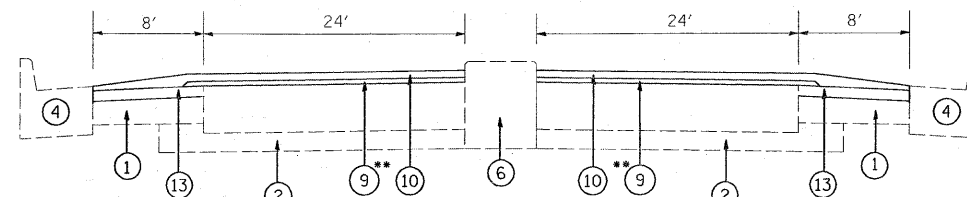
EXISTING TYPICAL SECTION
MEADOW AVE.
CENTERLINE STA. (53+00 TO 56+00) & STA. (82+75 TO 88+95)



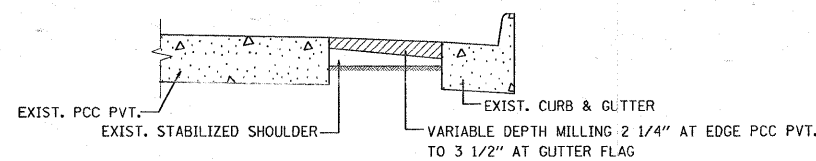
EXISTING TYPICAL SECTION
MEADOW AVE. & CENTER ST.
CENTERLINE STA. 88+95 TO 91+30
(LOOKING EAST)



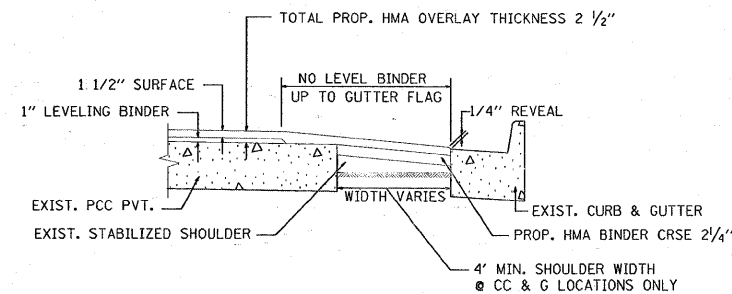
PROPOSED TYPICAL SECTION
MEADOW AVE.
CENTERLINE STA. (53+00 TO 56+00) & STA. (82+75 TO 88+95)



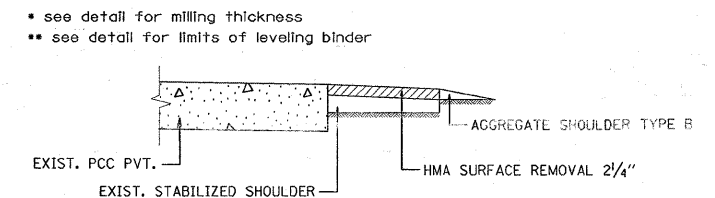
PROPOSED TYPICAL SECTION
MEADOW AVE. & CENTER ST.
CENTERLINE STA. 88+95 TO 91+30
(LOOKING EAST)



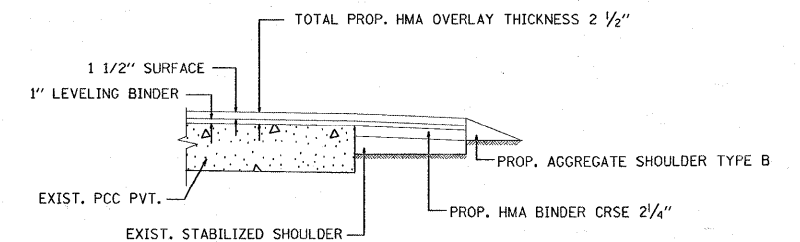
MILLING OF HMA SHOULDERS
ADJACENT TO CURB AND GUTTER



RESURFACING OF HMA SHOULDERS
ADJACENT TO CURB AND GUTTER



MILLING OF HMA SHOULDERS
ADJACENT TO AGGREGATE SHOULDERS



RESURFACING OF HMA SHOULDERS
ADJACENT TO AGGREGATE SHOULDERS

HOT-MIX ASPHALT MIXTURE REQUIREMENTS				
MIXTURE USES	POLYMERIZED LEVELING BINDER (MACHINE METHOD), IL-4.75, N50	HOT-MIX ASPHALT SURFACE COURSE, MIX "D", N70 (IL-9.5 MM)	HOT-MIX ASPHALT REPLACEMENT OVER PATCHES (HMA BINDER IL-19MM)	CLASS D PATCHES (HMA BINDER IL-19MM)
AC TYPE	SBS/SBR PG 76-28/-22	PG 64-22	PG 64-22 *	PG 64-22 *
DESIGN AIR VOIDS	4.0% @ 50 GYR	4.0% @ 70 GYR	4% @ 70 GYR	4% @ 70 GYR

THE UNIT WEIGHT USED TO CALCULATE ALL HOT-MIX ASPHALT SURFACE MIX QUANTITIES IS 112 LBS/SY/IN
* WHEN RAP EXCEEDS 20%, THE NEW ASPHALT BINDER SHALL BE PG 58/22

NOTE: PATCH FIRST