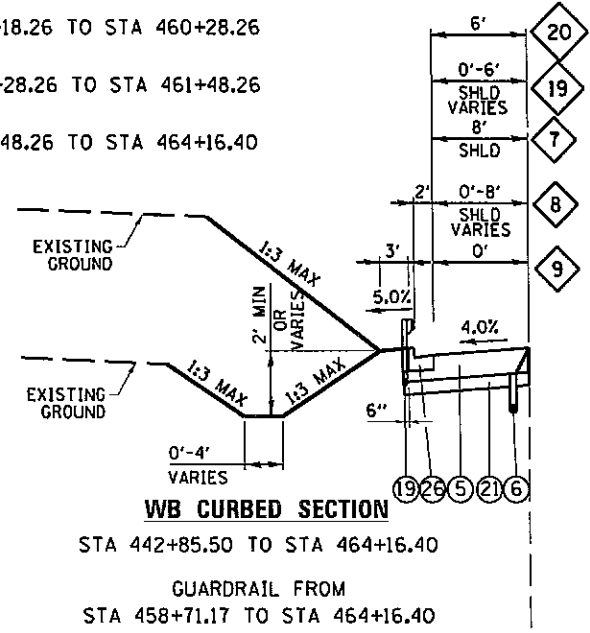
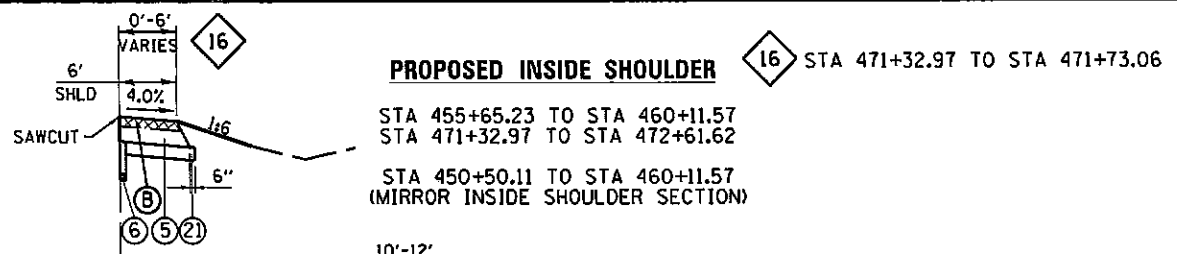


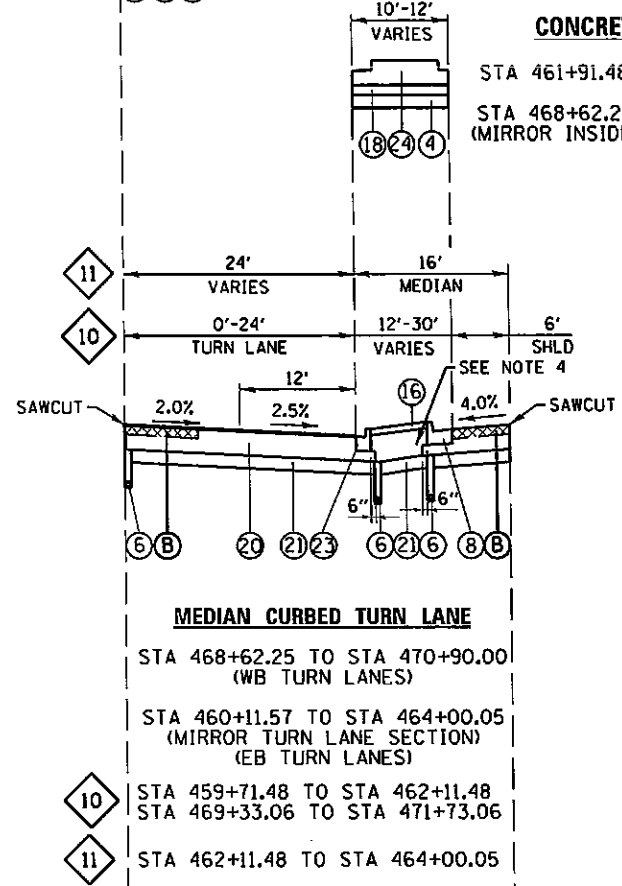
- 7 STA 442+85.50 TO STA 455+76.80
- 8 STA 455+50.26 TO STA 456+18.26
- 9 STA 456+18.26 TO STA 460+28.26
- 19 STA 460+28.26 TO STA 461+48.26
- 20 STA 461+48.26 TO STA 464+16.40



**WB CURBED SECTION**  
 STA 442+85.50 TO STA 464+16.40  
 GUARDRAIL FROM  
 STA 458+71.17 TO STA 464+16.40

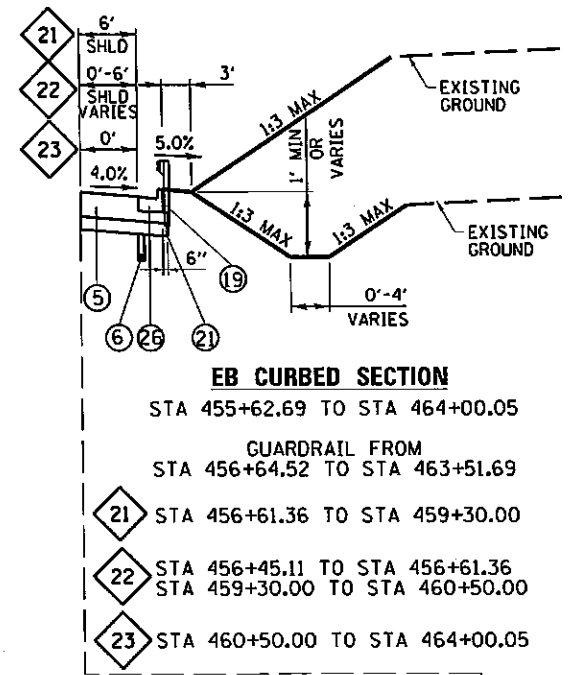


**PROPOSED INSIDE SHOULDER** 16 STA 471+32.97 TO STA 471+73.06  
 STA 455+65.23 TO STA 460+11.57  
 STA 471+32.97 TO STA 472+61.62  
 STA 450+50.11 TO STA 460+11.57  
 (MIRROR INSIDE SHOULDER SECTION)



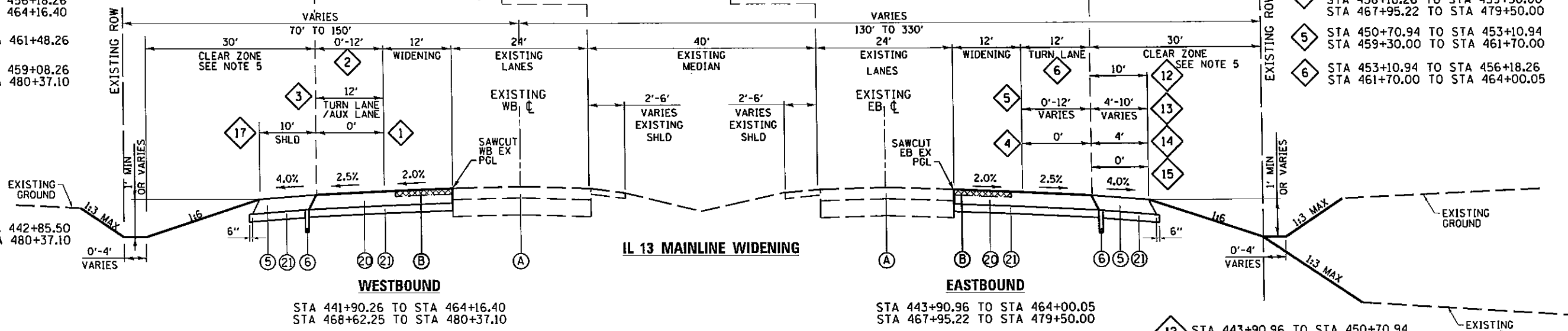
**CONCRETE MEDIAN**  
 STA 461+91.48 TO STA 464+00.05  
 STA 468+62.25 TO STA 469+53.06  
 (MIRROR INSIDE SHOULDER SECTION)

**MEDIAN CURBED TURN LANE**  
 STA 468+62.25 TO STA 470+90.00  
 (WB TURN LANES)  
 STA 460+11.57 TO STA 464+00.05  
 (MIRROR TURN LANE SECTION)  
 (EB TURN LANES)  
 STA 459+71.48 TO STA 462+11.48  
 STA 469+33.06 TO STA 471+73.06  
 STA 462+11.48 TO STA 464+00.05



**EB CURBED SECTION**  
 STA 455+62.69 TO STA 464+00.05  
 GUARDRAIL FROM  
 STA 456+64.52 TO STA 463+51.69  
 21 STA 456+61.36 TO STA 459+30.00  
 22 STA 456+45.11 TO STA 456+61.36  
 STA 459+30.00 TO STA 460+50.00  
 23 STA 460+50.00 TO STA 464+00.05

- 1 STA 441+90.26 TO STA 456+18.26  
 STA 461+48.26 TO STA 464+16.40
- 2 STA 459+08.26 TO STA 461+48.26
- 3 STA 456+18.26 TO STA 459+08.26  
 STA 468+62.25 TO STA 480+37.10



**WESTBOUND**  
 STA 441+90.26 TO STA 464+16.40  
 STA 468+62.25 TO STA 480+37.10

**EASTBOUND**  
 STA 443+90.96 TO STA 464+00.05  
 STA 467+95.22 TO STA 479+50.00

- 4 STA 443+90.96 TO STA 450+70.94  
 STA 456+18.26 TO STA 459+30.00  
 STA 467+95.22 TO STA 479+50.00
- 5 STA 450+70.94 TO STA 453+10.94  
 STA 459+30.00 TO STA 461+70.00
- 6 STA 453+10.94 TO STA 456+18.26  
 STA 461+70.00 TO STA 464+00.05

- 12 STA 443+90.96 TO STA 450+70.94  
 STA 467+95.22 TO STA 479+50.00
- 13 STA 450+70.94 TO STA 451+90.84
- 14 STA 451+90.84 TO STA 455+62.69
- 15 STA 455+62.69 TO STA 456+61.36

- NOTES:**
- EASTBOUND LANE STATION RANGES TAKEN FROM EXISTING WESTBOUND ALIGNMENT.
  - WHERE OUTSIDE AND MEDIAN WIDENING OCCURS, EXISTING PAVEMENT AND SHOULDER WILL BE REMOVED.
  - FOR SPECIAL DITCH PROFILES, SEE ROADWAY PLAN AND PROFILE DRAWINGS.
  - THE COARSE AGGREGATE FILL (CA 16) TO SUB-GRADE NOTED IN STANDARD 606301-04 SHALL BE COMPLETED IN ACCORDANCE WITH SECTION 606.09 AND IS INCLUDED IN THE COST PER SQ FT FOR CONCRETE MEDIAN SURFACE, 4-INCH.
  - CLEAR ZONE VALUE IS 22' FROM BEGINNING OF PROJECT TO APPROXIMATELY STA 470+00.00, FROM STA 470+00.00 TO END OF PROJECT CLEAR ZONE IS 30'.
  - THE FULL DEPTH PAVEMENT LAYERS SHALL BE 2" POLYMER SURFACE, 2 1/4" POLYMER BINDER AND THE REMAINING STRUCTURE BEING BINDER.

LEGEND	
(A)	EXISTING HMA PAVEMENT
(B)	PAVED SHOULDER REMOVAL
(C)	EXISTING HMA PAVEMENT TO BE MILLED
(1)	HOT-MIX ASPHALT SURFACE COURSE, MIX C, N90, 1 1/2"
(2)	HOT-MIX ASPHALT BINDER COURSE, IL-19.0, N90, 2 1/2"
(3)	HOT-MIX ASPHALT SHOULDERS, 4"
(4)	AGGREGATE BASE COURSE, TYPE A 8"
(5)	HOT-MIX ASPHALT SHOULDERS, 15 1/4"
(6)	PIPE UNDERDRAINS, 4"
(7)	PROCESSING LIME STABILIZED SOIL MIXTURE 12"
(8)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.24
(9)	PORTLAND CEMENT CONCRETE SIDEWALK 6 INCH
(10)	CONCRETE GUTTER, TYPE A (SPECIAL)
(11)	NOT USED
(12)	HOT-MIX ASPHALT SURFACE COURSE, MIX D, N90, 2 1/2"
(13)	PORTLAND CEMENT CONCRETE SIDEWALK 4 INCH
(14)	CONCRETE GUTTER, TYPE A
(15)	AGGREGATE SHOULDERS, TYPE A 4"
(16)	CONCRETE MEDIAN SURFACE, 4 INCH
(17)	PORTLAND CEMENT CONCRETE PAVEMENT 9 1/2" (JOINTED)
(19)	STEEL PLATE BEAM GUARDRAIL, TYPE A, 6 FOOT POSTS
(20)	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 15 1/4"
(21)	SUBBASE GRANULAR MATERIAL, TYPE A 8"
(22)	HOT-MIX ASPHALT PAVEMENT (FULL DEPTH), 10 3/4"
(23)	COMBINATION CONCRETE CURB AND GUTTER, TYPE B-6.12
(24)	CONCRETE MEDIAN, TYPE SM-6.24
(25)	SUBBASE GRANULAR MATERIAL, TYPE A 12"
(26)	COMBINATION CONCRETE CURB AND GUTTER, TYPE M-4.24