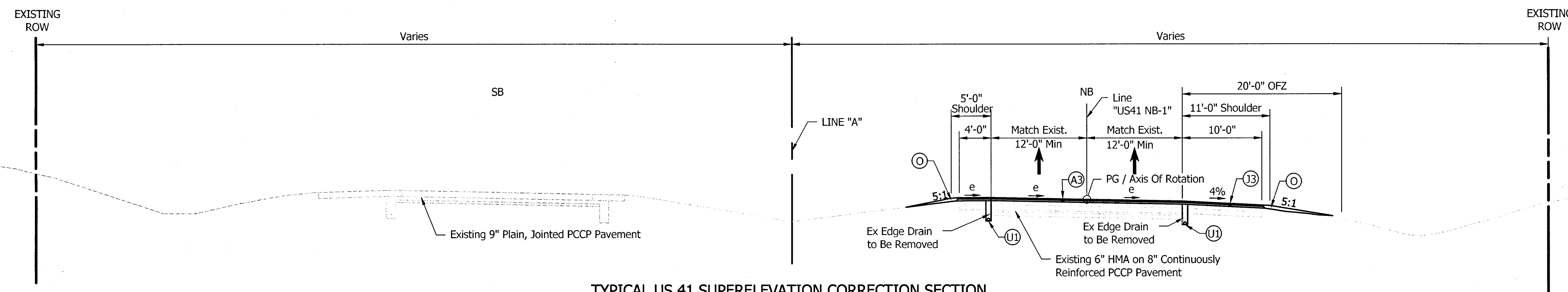


LEGEND

- (A) Mainline Pavement and Inside Shoulder - (Overlay)
 - 220 #/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm - SMA on Milling, Scarification/Profile (0.5" Minimum, Variable Depth For Crown Correction) on Existing HMA Overlay
- (A1) Mainline Pavement and Inside Shoulder - (Overlay on Cracking & Seating)
 - 220 #/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm - SMA on Min. of 275 #/sys QC/QA-HMA, 4, 76, Intermediate, 19.0 mm (Variable Depth For Crown Correction) on Exist. Cement Concrete Pavement with Cracking and Seating
- (A2) Mainline Pavement and Inside Shoulder - (Full Depth)
 - 220 #/sys QC/QA-HMA, 4, 76 Surface, 12.5 mm - SMA on 275 #/sys QC/QA-HMA, 4, 76, Intermediate, 19.0 mm on 330 #/sys QC/QA-HMA, 4, 64, Intermediate, 19.0 mm on 250 #/sys QC/QA-HMA, 5, 76, Intermediate, OG, 19.0 mm on 330 #/sys QC/QA-HMA, 4, 64, Intermediate, 19.0 mm
- (A3) Mainline Pavement and Inside Shoulder - (Superelevation Correction)
 - 220 #/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm - SMA on Minimum of 275 #/sys QC/QA-HMA, 4, 76, Intermediate, 19.0 mm (Variable Depth) on Milling, Scarification/Profile (0.5") on Existing HMA Overlay
- (J) Outside Shoulder Section - (Overlay with Corrugation)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm on Milling, Scarification/Profile (1.25") on Existing HMA Overlay
- (J1) Outside Shoulder Section - (Overlay with Corrugation on Cracking & Seating)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm on 275 #/sys QC/QA-HMA, 1, 64, Intermediate, 19.0 mm on Existing Cement Concrete Pavement with Cracking and Seating
- (J2) Outside Shoulder Section - (Full Depth with Corrugation)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm, on 440 #/sys QC/QA-HMA, 1, 64, Base, 25.0 mm, on 7 in. Compacted Aggregate, No. 53, Base
- (J3) Outside Shoulder Section - (Overlay with Corrugation)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm, on Minimum of 275 #/sys QC/QA-HMA, 1, 64, Intermediate, 19.0 mm (Variable Depth) on Milling, Scarification/Profile (0.5") on Existing HMA Overlay
- (O) Compacted Aggregate, No. 53
- (T) Subgrade Treatment, Type IC
- (U) Underdrain, 6 In., See Detail
- (U1) Underdrain, Retrofit, 4 In., See Detail
- (U2) Underdrain, Retrofit, 6 In., See Detail

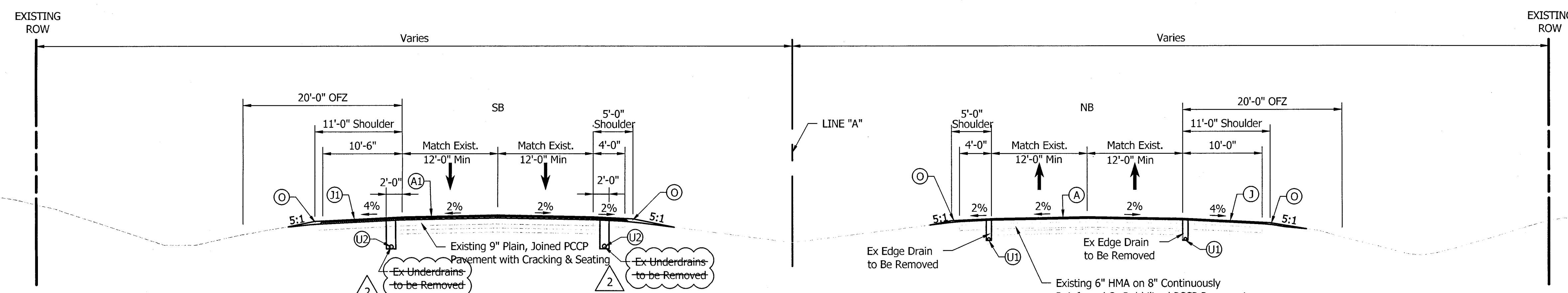
GENERAL NOTES

1. All typical section stations are based on Line "A". Please see plan sheets and profile sheets for location and information on additional alignments.
2. Retrofit underdrains shall be installed prior to Cracking and Seating operation.



TYPICAL US 41 SUPERELEVATION CORRECTION SECTION

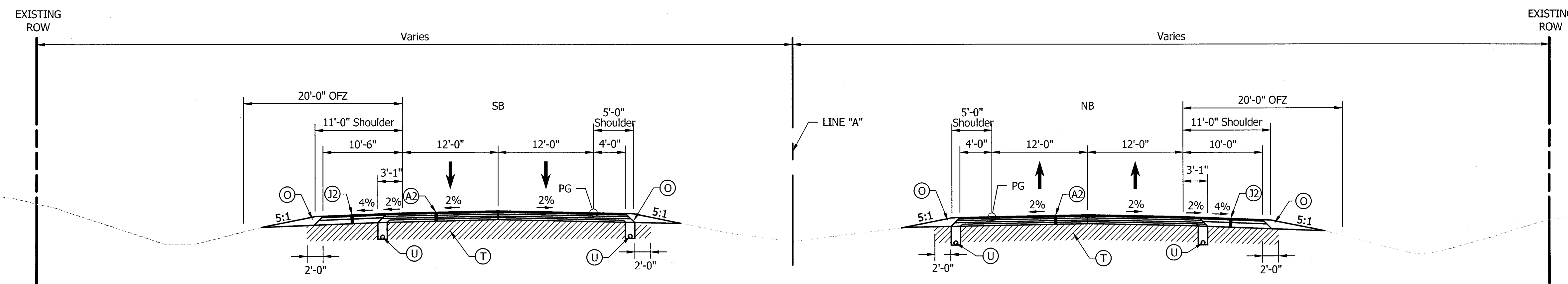
US 41 NB OVERLAY
Sta. 1096+53.78 to 50+07.00 "A"



TYPICAL US 41 TANGENT SECTION - OVERLAY

US 41 SB OVERLAY
Sta. 50+25.00 to 195+30.00 "A"
Sta. 197+00.00 to 373+23.29 "A"
Sta. 391+67.96 to 429+70.00 "A"
Sta. 431+25.00 to 466+56.00 "A"

US 41 NB OVERLAY
Sta. 50+07.00 to 195+30.00 "A"
Sta. 197+00.00 to 372+74.72 "A"
Sta. 391+01.75 to 466+56.00 "A"

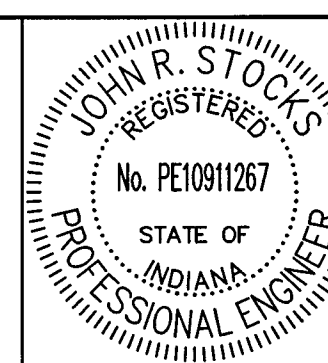


TYPICAL US 41 TANGENT SECTION - FULL RECONSTRUCTION

US 41 SB FULL RECONSTRUCTION
Sta. 195+30.00 to 197+00.00 "A"
Sta. 429+70.00 to 431+25.00 "A"
Sta. 506+82.80 to 507+72.79 "A"

US 41 NB FULL RECONSTRUCTION
Sta. 195+30.00 to 197+00.00 "A"
Sta. 429+70.00 to 431+25.00 "A"
Sta. 506+20.81 to 507+10.72 "A"

- 1 12/31/13 - Revised Station
- 2 1/16/14 - Revised Existing Underdrain Notes



RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	1-22-14
DESIGNED:	HEK	DRAWN:
CHECKED:	WRC	CHECKED:

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
NTS	-
VERTICAL SCALE	DESIGNATION
NTS	0710399
SURVEY BOOK	SHEETS
-	4 of 162
CONTRACT	PROJECT
R-32258	0710399

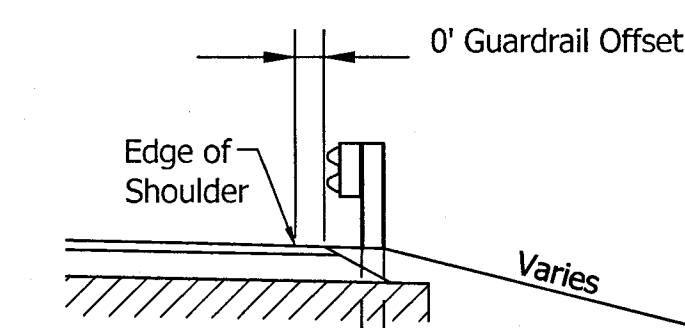
File Name: P:\CDD\12-464-02\Road\Drawings\Typical Cross Sections.dwg Plot Date: 1/22/2014 Plotted By: Stocks, Jack

LEGEND

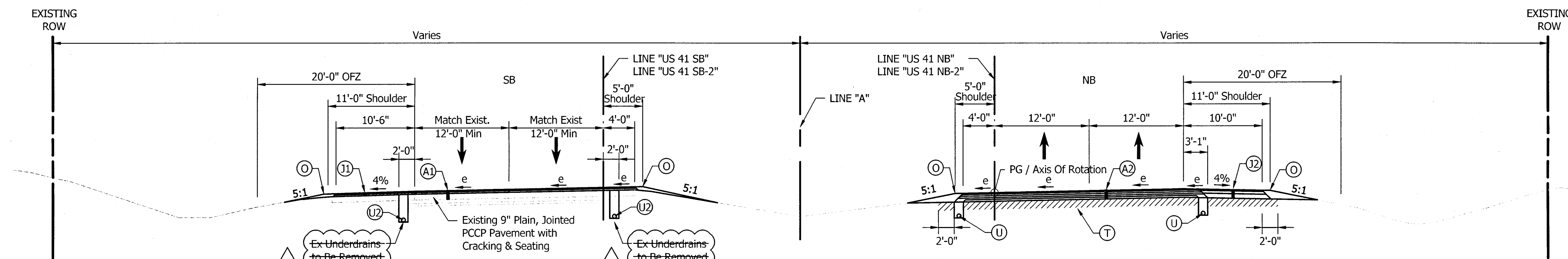
- (A) Mainline Pavement and Inside Shoulder - (Overlay)
 - 220 #/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm - SMA on Milling, Scarification/Profile (0.5" Minimum, Variable Depth For Crown Correction) on Existing HMA Overlay
- (A1) Mainline Pavement and Inside Shoulder - (Overlay on Cracking & Seating)
 - 220 #/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm - SMA on Min. of 275 #/sys QC/QA-HMA, 4, 76, Intermediate, 19.0 mm (Variable Depth For Crown Correction) on Exist. Cement Concrete Pavement with Cracking and Seating
- (A2) Mainline Pavement and Inside Shoulder - (Full Depth)
 - 220 #/sys QC/QA-HMA, 4, 76 Surface, 12.5 mm - SMA on 275 #/sys QC/QA-HMA, 4, 76, Intermediate, 19.0 mm on 330 #/sys QC/QA-HMA, 4, 64, Intermediate, 19.0 mm on 250 #/sys QC/QA-HMA, 5, 76, Intermediate, OG, 19.0 mm on 330 #/sys QC/QA-HMA, 4, 64, Intermediate, 19.0 mm
- (A3) Mainline Pavement and Inside Shoulder - (Superelevation Correction)
 - 220 #/sys QC/QA-HMA, 4, 76, Surface, 12.5 mm - SMA on Minimum of 275 #/sys QC/QA-HMA, 4, 76, Intermediate, 19.0 mm (Variable Depth) on Milling, Scarification/Profile (0.5") on Existing HMA Overlay
- (J) Outside Shoulder Section - (Overlay with Corrugation)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm on Milling, Scarification/Profile (1.25") on Existing HMA Overlay
- (J1) Outside Shoulder Section - (Overlay with Corrugation on Cracking & Seating)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm on 275 #/sys QC/QA-HMA, 1, 64, Intermediate, 19.0 mm on Existing Cement Concrete Pavement with Cracking and Seating
- (J2) Outside Shoulder Section - (Full Depth with Corrugation)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm on 440 #/sys QC/QA-HMA, 1, 64, Base, 25.0 mm, on 7 in. Compacted Aggregate, No. 53, Base
- (J3) Outside Shoulder Section - (Overlay with Corrugation)
 - 220 #/sys QC/QA-HMA, 1, 64, Surface, 12.5 mm on Minimum of 275 #/sys QC/QA-HMA, 1, 64, Intermediate, 19.0 mm (Variable Depth) on Milling, Scarification/Profile (0.5") on Existing HMA Overlay
- (O) Compacted Aggregate, No. 53
- (T) Subgrade Treatment, Type IC
- (U) Underdrain, 6 In., See Detail
- (U1) Underdrain, Retrofit, 4 In., See Detail
- (U2) Underdrain, Retrofit, 6 In., See Detail

GENERAL NOTES

1. All typical section stations are based on Line "A". Please see plan sheets and profile sheets for location and information on additional alignments.
2. Retrofit underdrains shall be installed prior to Cracking and Seating operation.



TYPICAL SECTION W/ GUARDRAIL - OUTSIDE SHOULDER
NOT TO SCALE



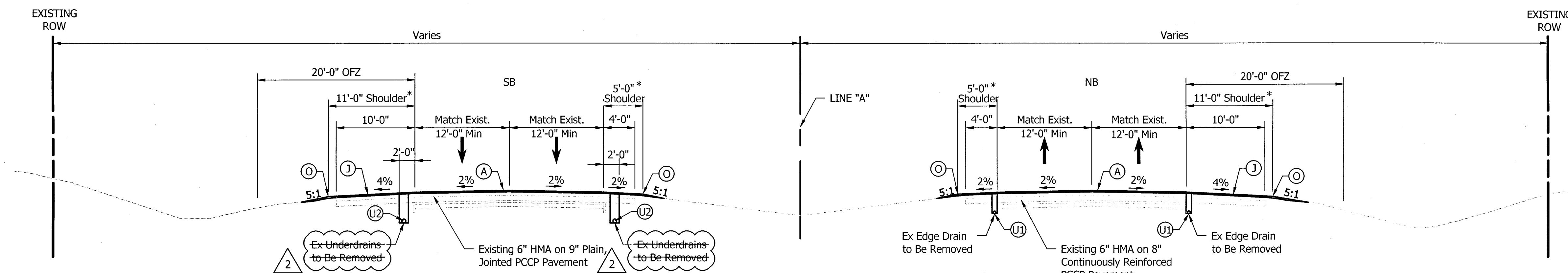
OVERLAY DEPICTED
US 41 SB OVERLAY
Sta. 373+23.29 to 379+82.80 "A"
Sta. 386+54.20 to 391+67.96 "A"
Sta. 478+45.56 to 491+53.49 "A"

TYPICAL US 41 SUPERELEVATION SECTION (Reverse as Necessary)

FULL DEPTH RECONSTRUCTION DEPICTED
US 41 SB FULL RECONSTRUCTION
Sta. 379+82.80 to 382+53.29 "A"
Sta. 383+85.64 to 386+54.20 "A"

US 41 NB OVERLAY
Sta. 372+74.72 to 381+62.20 "A"
Sta. 384+74.10 to 391+01.75 "A"
Sta. 478+33.54 to 491+32.16 "A"

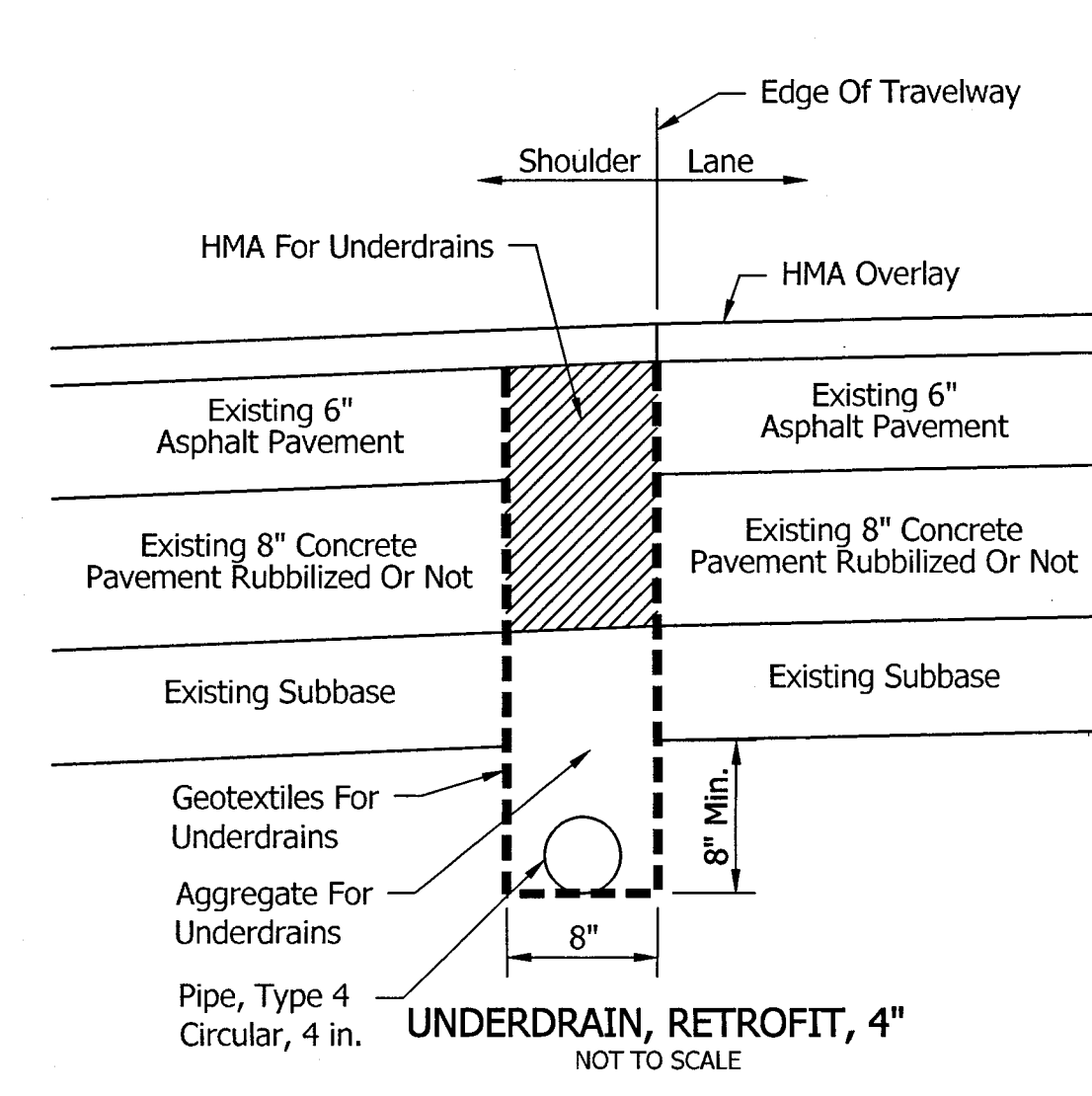
US 41 NB FULL RECONSTRUCTION
Sta. 381+62.20 to 382+55.12 "A"
Sta. 383+87.09 to 384+74.10 "A"



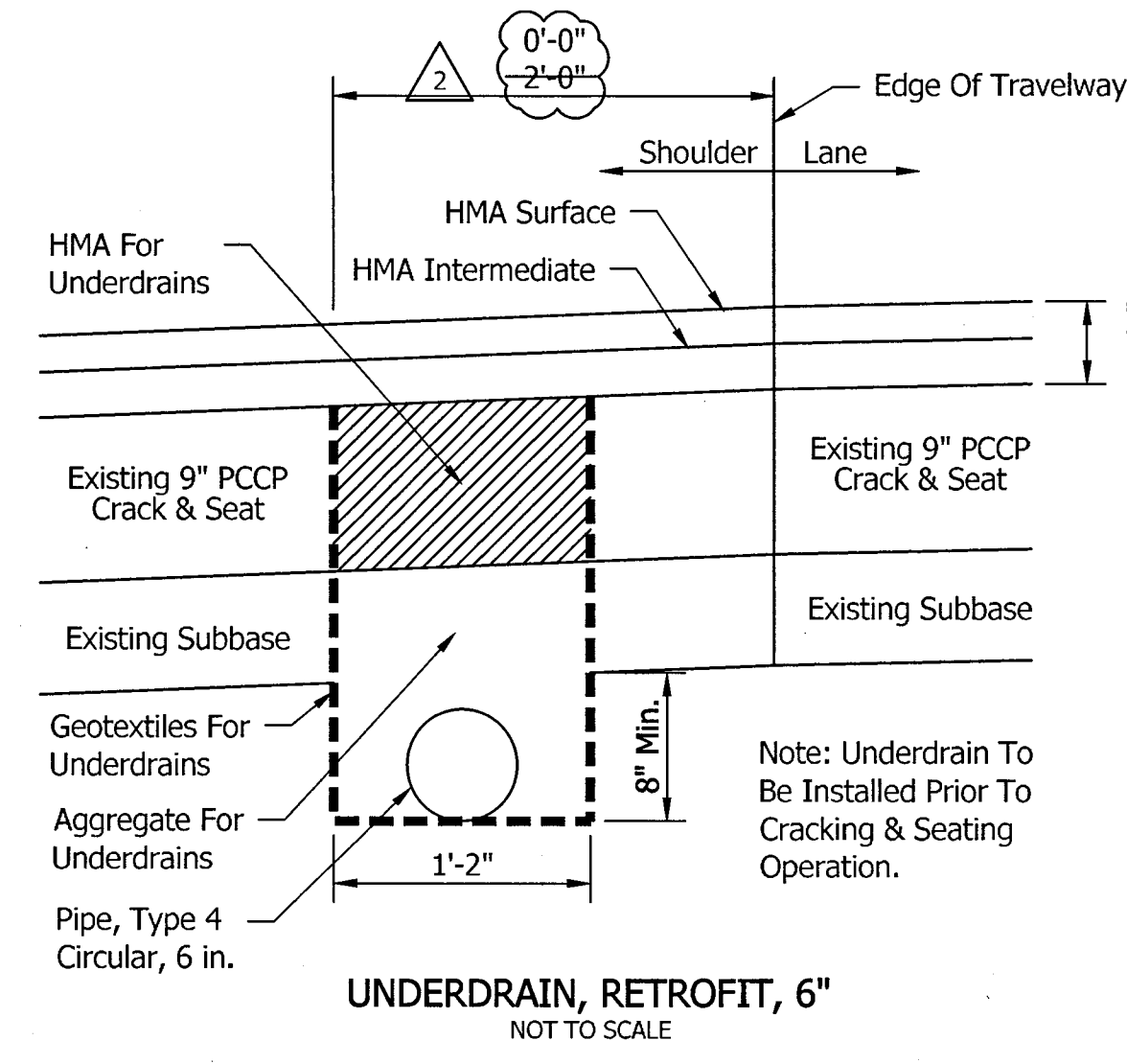
TYPICAL US 41 TANGENT SECTION - OVERLAY

US 41 SB OVERLAY
Sta. 466+56.00 to 478+45.56 "A"
Sta. 491+53.49 to 506+82.80 "A"
* Continue (J) From Sta. 507+72.79 to Sta. 507+94.86 "A"

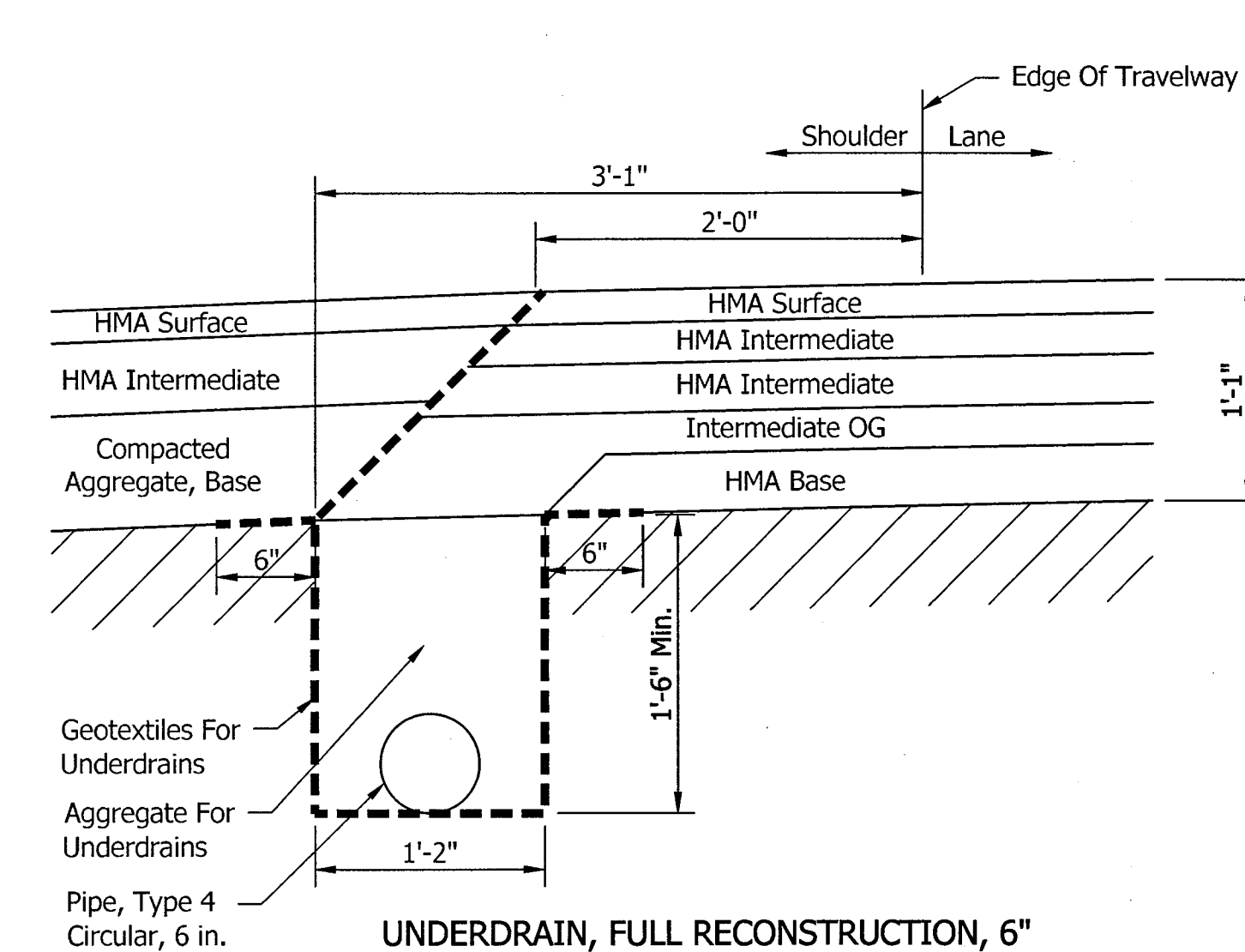
US 41 NB OVERLAY
Sta. 466+56.00 to 478+33.54 "A"
Sta. 491+32.16 to 506+20.81 "A"
* Continue (J) From Sta. 507+10.72 to Sta. 507+37.79 "A"



UNDERDRAIN, RETROFIT, 4"
NOT TO SCALE

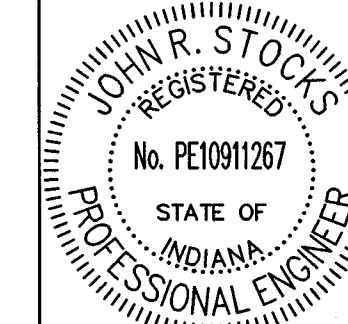


UNDERDRAIN, RETROFIT, 6"
NOT TO SCALE



UNDERDRAIN, FULL RECONSTRUCTION, 6"
NOT TO SCALE

1/16/14 - Revised Existing Underdrain Notes & Retrofit Detail Dimension

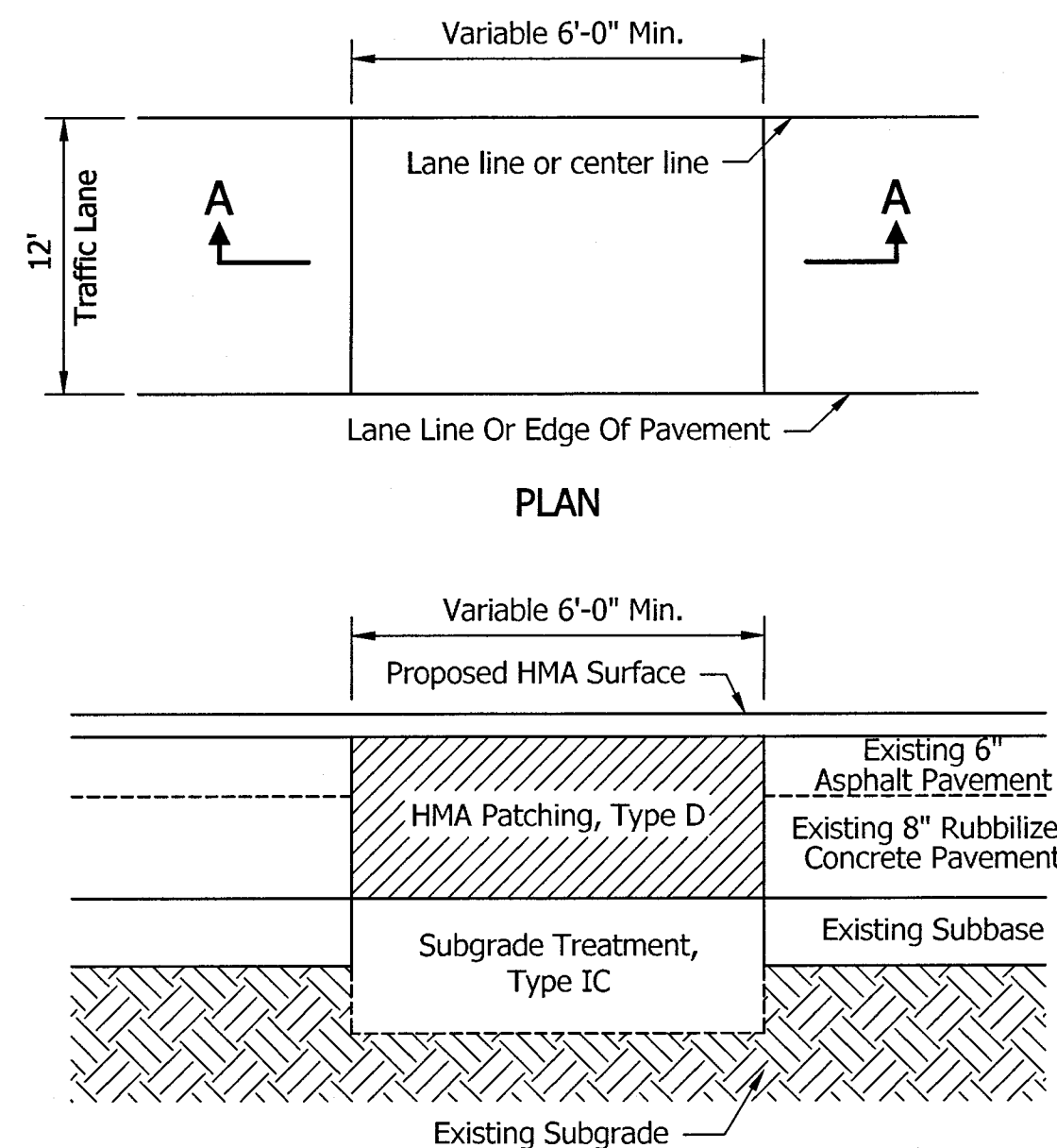


RECOMMENDED FOR APPROVAL	<i>[Signature]</i>	1-22-14
DESIGNED:	HEK	DRAWN:
CHECKED:	WRC	CHECKED:

INDIANA DEPARTMENT OF TRANSPORTATION	
TYPICAL CROSS SECTIONS	

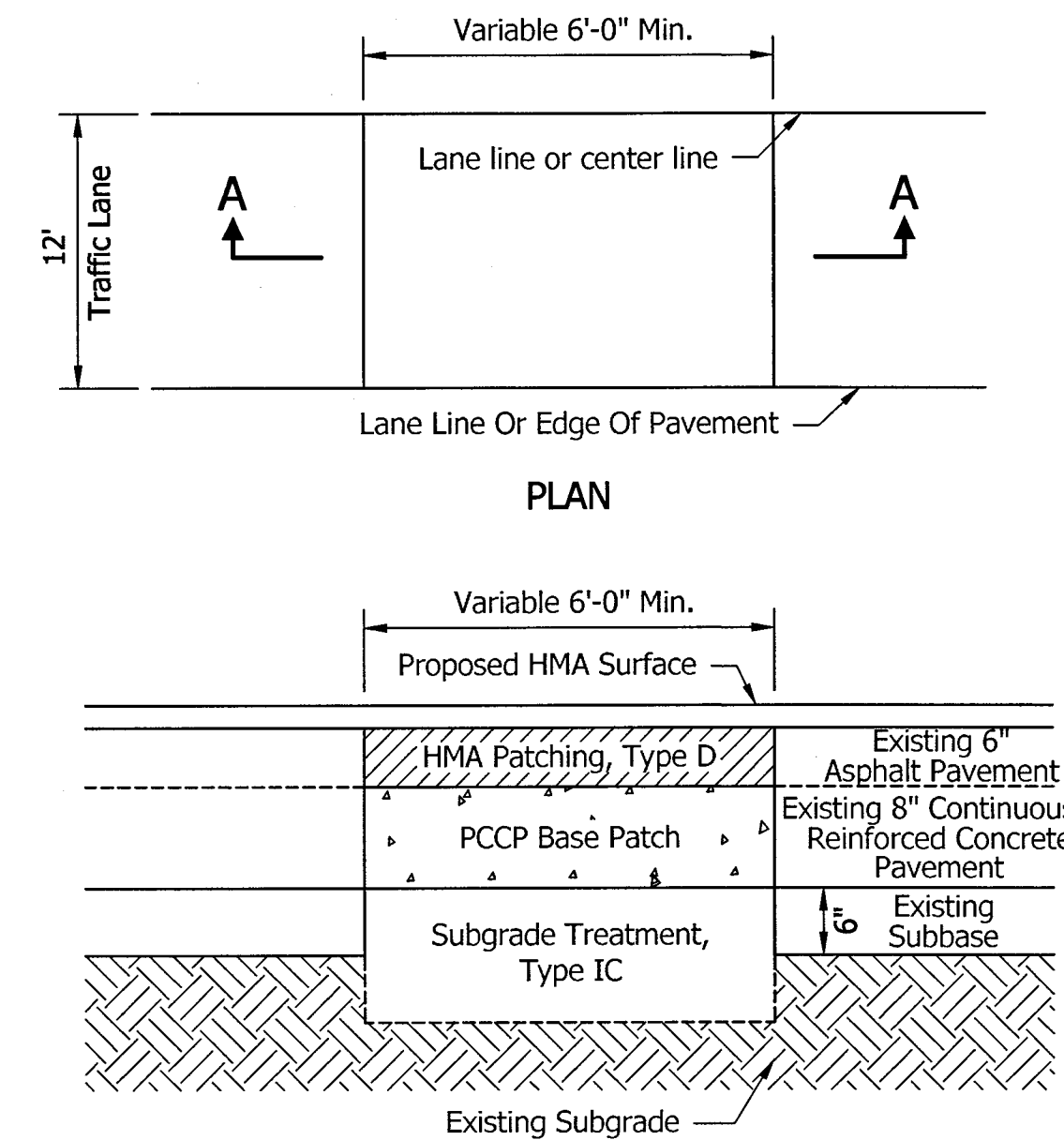
HORIZONTAL SCALE	BRIDGE FILE
VERTICAL SCALE	DESIGNATION
SURVEY BOOK	SHEETS
CONTRACT	PROJECT

File Name: P:\CDM\12-40-02\Road\Drawings\Typical Cross Sections.dwg Plot Date: 1/22/2014 Plotted By: Stokes, Jack



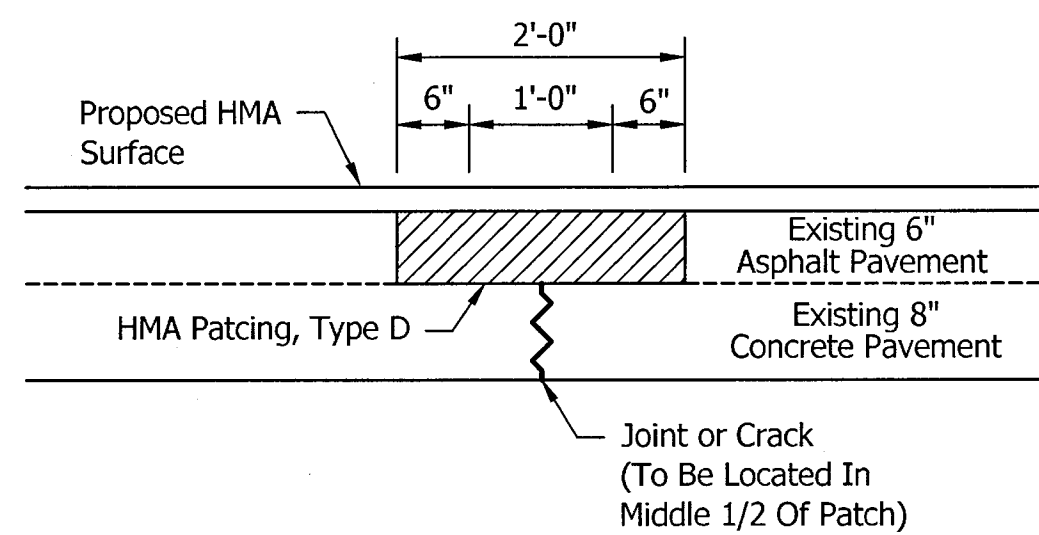
SECTION A-A
FULL DEPTH HMA PATCH DETAIL
NOT TO SCALE

APPROXIMATE LOCATIONS FOR FULL DEPTH HMA PATCHING AREAS				
STATION LINE "A"	LENGTH	WIDTH	PATCH AREA (SYS)	QUANTITY (TON)
103+01	12	24	32.0	24.6
155+00	11	24	29.3	22.6
181+56	6	24	16.0	12.3
247+64	35	24	93.3	71.8
274+15	6	24	16.0	12.3
285+11	8	24	21.3	16.4
315+11	6	24	16.0	12.3
326+61	6	24	16.0	12.3
335+41	6	24	16.0	12.3
369+07	52	12	69.3	53.4
370+17	35	12	46.7	36.0
371+84	12	12	16.0	12.3
372+33	33	12	44.0	33.9
373+53	14	12	18.7	14.4
375+59	13	12	17.3	13.3
377+49	6	55	36.7	28.3
393+25	6	24	16.0	12.3
403+49	12	12	16.0	12.3
406+51	14	12	18.7	14.4
408+60	28	12	37.3	28.7
410+89	110	12	146.7	113.0
415+76	31	12	41.3	31.8
435+06	15	12	20.0	15.4
436+78	34	12	45.3	34.9
439+41	10	12	13.3	10.2
445+10	24	12	32.0	24.6
456+34	32	12	42.7	32.9
469+07	12	12	16.0	12.3
Subtotal			949.9	731.3
Undistributed			130.0	100.0
Total			1079.9	831.3
HMA PATCHING, TYPE D (TON)				831.3
SUBGRADE TREATMENT, TYPE IC (SYS)				1079.9



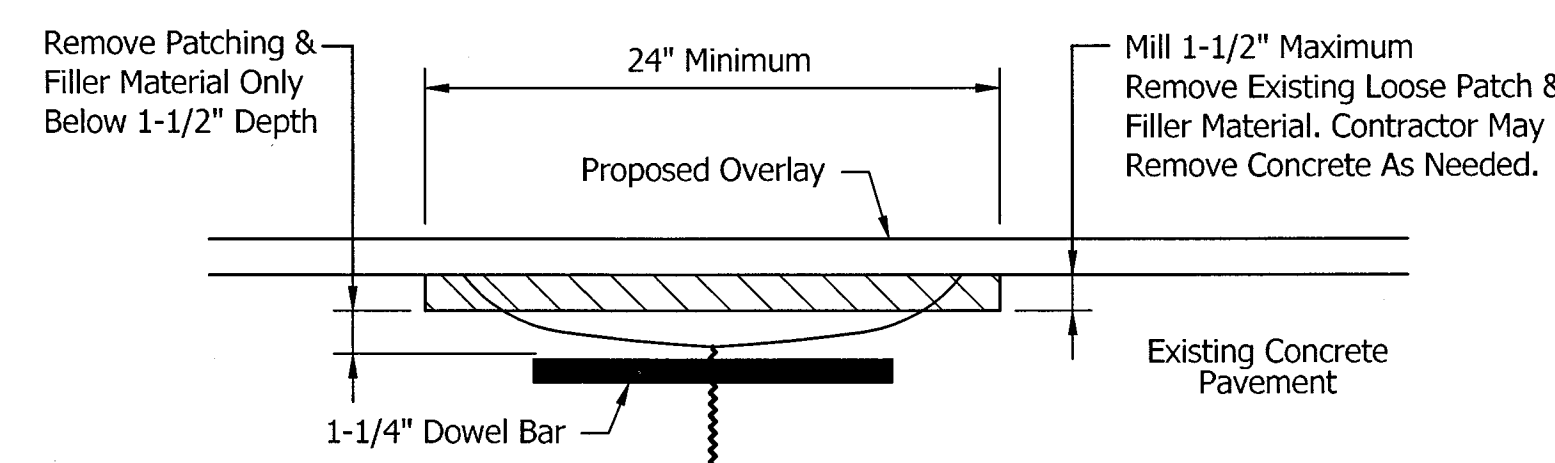
SECTION A-A
FULL DEPTH COMPOSITE PATCH DETAIL
NOT TO SCALE

APPROXIMATE LOCATIONS FOR FULL DEPTH COMPOSITE PATCHING AREAS				
STATION LINE "A"	LENGTH	WIDTH	PATCH AREA (SYS)	QUANTITY (TON)
50+78	20	24	53.3	17.6
61+39	22	24	58.7	19.4
64+85	22	24	58.7	19.4
73+90	12	24	32.0	10.6
78+55	26	24	69.3	22.9
83+40	27	24	72.0	23.8
90+86	6	24	16.0	5.3
92+29	10	24	26.7	8.8
93+82	6	24	16.0	5.3
96+16	6	24	16.0	5.3
97+20	6	24	16.0	5.3
98+49	10	24	26.7	8.8
158+37	10	24	26.7	8.8
162+34	10	24	26.7	8.8
165+80	10	24	26.7	8.8
167+47	6	24	16.0	5.3
170+51	8	24	21.3	7.0
170+66	6	24	16.0	5.3
172+30	6	24	16.0	5.3
173+05	6	24	16.0	5.3
174+41	6	24	16.0	5.3
176+20	8	24	21.3	7.0
178+24	6	24	16.0	5.3
178+42	6	24	16.0	5.3
301+95	10	24	26.7	8.8
303+03	6	24	16.0	5.3
308+69	6	24	16.0	5.3
312+36	8	24	21.3	7.0
378+74	30	12	40.0	13.2
472+83	41	12	54.7	18.1
477+47	42	12	56.0	18.5
499+09	28	12	37.3	12.3
Subtotal			964.1	318.5
Undistributed			333.0	110.0
Total			1297.1	428.5
HMA PATCHING, TYPE D (TON)				428.5
PCCP BASE PATCHING, 9 IN (SYS)				1297.1
D-1 CONTRACTION JOINT (LFT)				528
SUBGRADE TREATMENT, TYPE IC (SYS)				1297.1



PARTIAL DEPTH PATCHING DETAIL
NOT TO SCALE

LOCATIONS FOR PARTIAL DEPTH PATCHING AREAS				
STATION LINE "A"	LENGTH	WIDTH	PATCH AREA (SYS)	QUANTITY (TON)
Undistributed				600
Total				600
HMA PATCHING, TYPE D (TON)				600

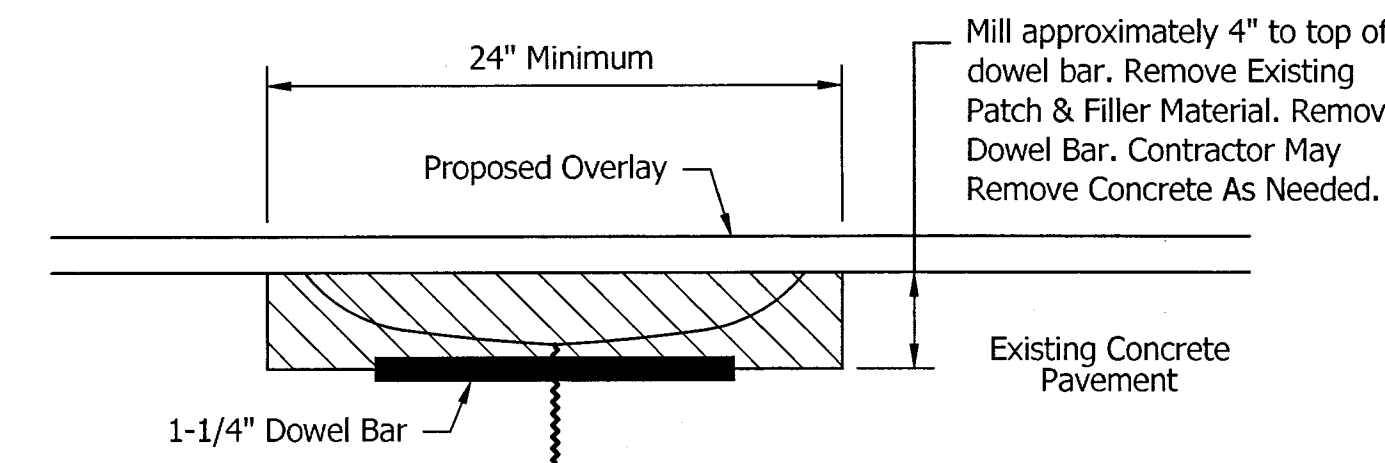


PARTIAL DEPTH PATCHING AT JOINTS - TYPE I
NOT TO SCALE

For Use On Crack & Seat Pavement

1. Mill existing joint to a maximum depth of 1-1/2".
2. Clean out and remove all loose patching or filler material below milled surface.
3. Crack & seat pavement.
4. Fill Remaining void with HMA Patching, Type B.
5. Place overlay.

LOCATIONS FOR TYPE I PARTIAL DEPTH PATCHING AREAS				
STATION LINE "A"	LENGTH	WIDTH	PATCH AREA (SYS)	QUANTITY (TON)
Undistributed	24	2	7500	650
Total				650
HMA PATCHING, TYPE B, TYPE I (TON)				650
ASPHALT FOR TACK COAT (TON)				2.0



PARTIAL DEPTH PATCHING AT JOINTS - TYPE II
NOT TO SCALE

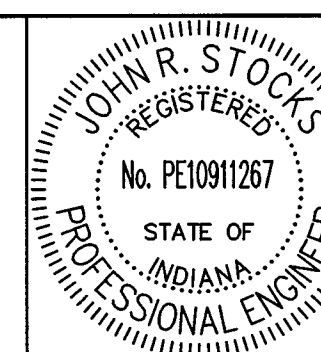
For Use On Crack & Seat Pavement

1. Mill existing joint & remove dowel bars.
2. Clean out and remove all loose patching or filler material below milled surface.
3. Crack & seat pavement.
4. Fill Remaining void with HMA Patching, Type B.
5. Place overlay.

LOCATIONS FOR TYPE II PARTIAL DEPTH PATCHING AREAS				
STATION LINE "A"	LENGTH	WIDTH	PATCH AREA (SYS)	QUANTITY (TON)
Undistributed	24	2	3750	950
Total				950
HMA PATCHING, TYPE B, TYPE II (TON)				950
ASPHALT FOR TACK COAT (TON)				1.0

ALL PATCHING LOCATIONS SHALL BE APPROVED BY PROJECT ENGINEER

- 1 12/31/13 - Revised Patching Description
- 2 1/16/14 - Added Patching Details



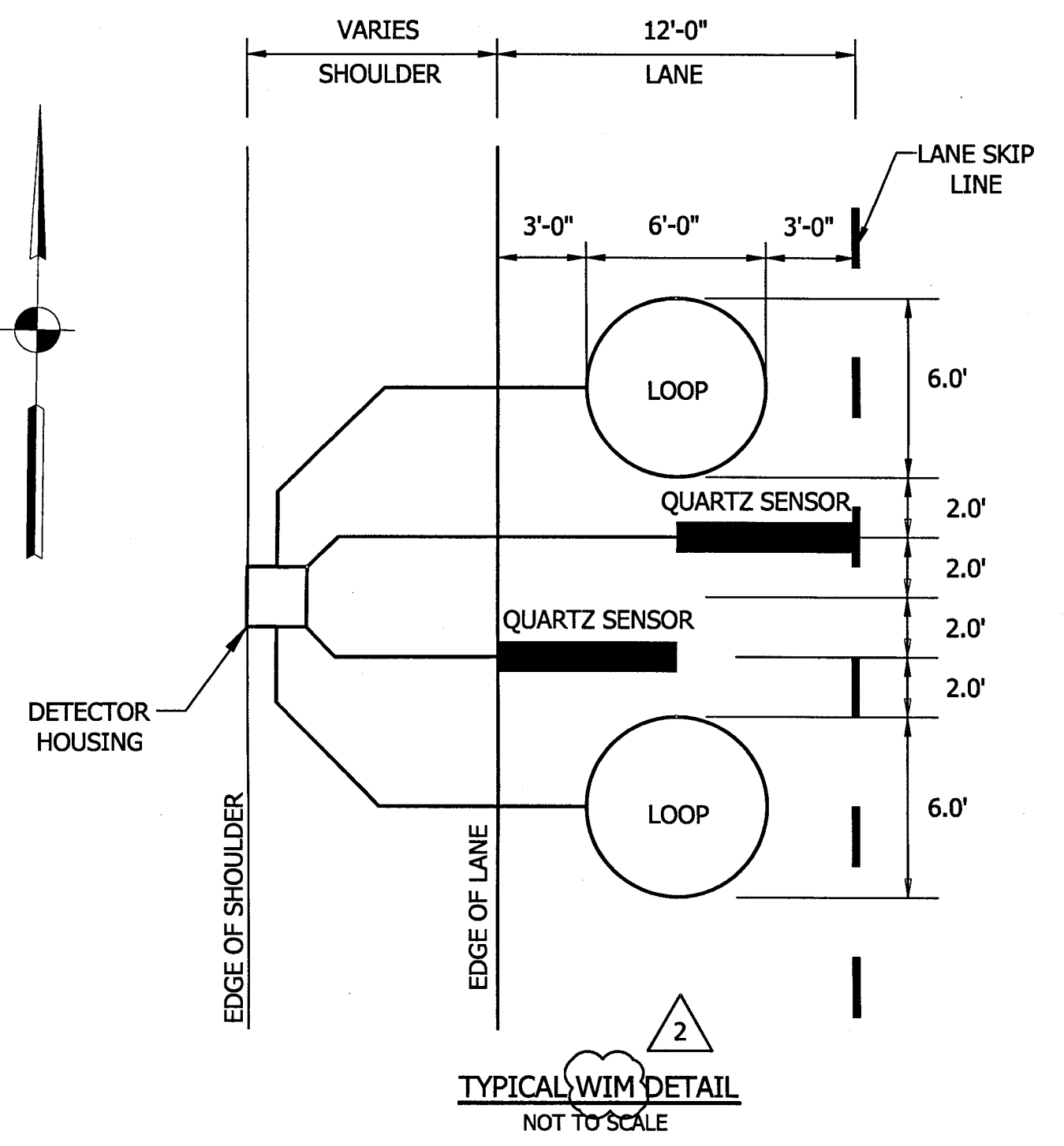
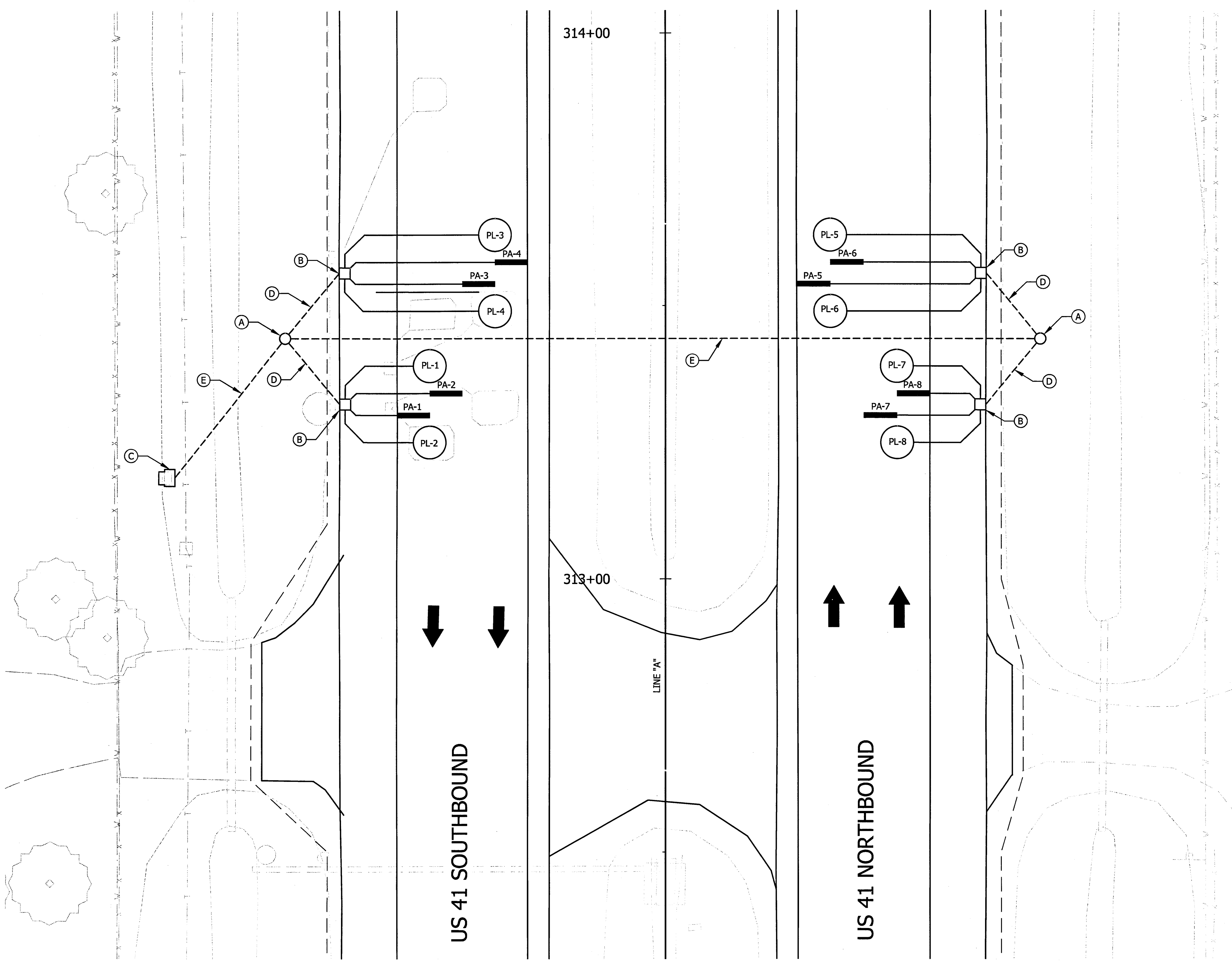
RECOMMENDED FOR APPROVAL: *John R. Stocks* 1-21-14
DESIGN ENGINEER DATE

DESIGNED: CCR DRAWN: JNII
CHECKED: WRC CHECKED: WRC

INDIANA DEPARTMENT OF TRANSPORTATION
MISCELLANEOUS DETAILS

HORIZONTAL SCALE	BRIDGE FILE
NTS	-
VERTICAL SCALE	DESIGNATION
NTS	0710399
SURVEY BOOK	SHEETS
-	6 of 162
CONTRACT	PROJECT
R-32258	0710399

File Name: P:\CTB\12-494-02\Road\Drawings\1/17/2014\Printed\Dr. Stocks_Book

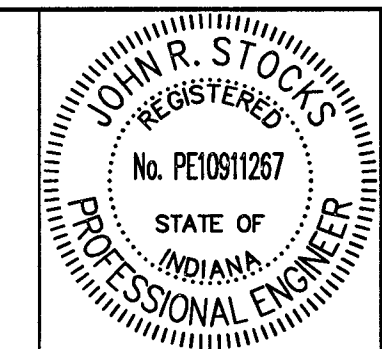


- LEGEND:**
- (A) TRAFFIC MONITORING HANDHOLE
 - (B) TRAFFIC MONITORING DETECTOR HOUSING
 - (C) EXISTING ITS CABINET AND FOUNDATION (TO REMAIN IN PLACE)
 - (D) PROPOSED 2 in. PVC CONDUIT
 - (E) PROPOSED 3 in. PVC CONDUIT

PL-X = PROPOSED LOOP #X
 PA-X = PROPOSED AXIAL #X

- NOTES:**
1. ALL LOOP DETECTORS SHALL BE 6 ft. CIRCULAR LOOPS WITH 4 WRAPS OF WIRE.
 2. AXLE SENSORS IN BITUMINOUS PAVEMENT ARE 6 ft. CLASS/QUARTZ SENSORS.
 3. HIGH DENSITY POLYETHYLENE EHMW PIPE MAY BE USED IN PLACE OF PVC CONDUIT. SIZE SHALL BE AS SHOWN.
 4. **ALL ITEMS ON THIS SHEET PAID FOR AS "WIM STATION, QUARTZ" UNLESS OTHERWISE NOTED.**
 5. REMOVE ALL EXISTING ATR EQUIPMENT UNLESS OTHERWISE NOTED.
 6. CABINET TO HANDHOLE AND HANDHOLE TO HANDHOLE CONDUIT SHALL BE 3 in. MINIMUM. ALL OTHER CONDUITS SHALL BE 2 in. MINIMUM.
 7. ITS SERVICE POINT SHALL BE MAINTAINED.

1/16/14 - Revised WIM Description



RECOMMENDED FOR APPROVAL	<i>J.R. Stocks</i>	DESIGN ENGINEER	DATE	1-17-14
DESIGNED:	BWS	DRAWN:	DJZ	
CHECKED:	JAR	CHECKED:	BWS	

INDIANA
 DEPARTMENT OF TRANSPORTATION

WIM INSTALLATION
 STA. 313+44, LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 10'	
VERTICAL SCALE	DESIGNATION
N/A	0710399
SURVEY BOOK	SHEETS
	63 of 162
CONTRACT	PROJECT
R-32258	0710399