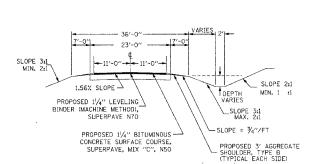
TYPICAL CROSS SECTION EXISTING SLOPE 3:1 MIN. 2:1 CROWN %("/FT. 23"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1"-0" | 1



GENERAL NOTES:

THIS SECTION CONSISTS OF PAVEMENT REMOVAL AND REPLACEMENT SPECIAL, LEVELING BINDER (MACHINE METHOD), AND BITUMINOUS CONCRETE SUFFACE COURSE, SUPERPAVE, MIX "C", NSO, AGGREGATE SHOULDERS, AND OTHER MISCELLANEOUS ITEMS NECESSARY TO COMPLETE THE PROJECT, ALL IN ACCORDANCE WITH THE PLANS, SPECIAL PROVISIONS AND "STANDARD SPECIFICATIONS FOR ROAD AND ERIDGE CONSTRUCTION" ADOPTED JANLIARY 1, 2002.

THE EXISTING GRADE, ALIGNMENT, DRAINAGE STRUCTURES, BASE AND SURFACE WERE CONSTRUCTED UNDER SECTION 40-0 AND SHALL REMAIN IN PLACE, ALL STATIONS REFERRED TO IN THE PLANS AND PROPOSAL ARE REFERENCED TO THE ABOVE MENTIONED SECTIONS.

| MAXIMUM PERCENT OF GRADE | -6.00 % |
|---------------------------------|---------|
| MINIMUM STOPPING SIGHT DISTANCE | 400 FT |
| ESIGN SPEED | 60 MPH |
| URRENT ADT | 500 VPD |
| ESIGN ADT (20 YEAR) | 650 VPD |

THE QUANTITY SHOWN IN THE SUMMARY OF QUANTITIES FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 ALLOWS 151.6 TON FOR THE INTERSECTIONS, SIDEROADS, AND TAPERS; 197.8 TON FOR THE ENTRANCES; 89.3 TON FOR THE MAILBOX TURNOUTS, AND 4396.8 TON FOR THE $1^1\!/\!_2$ " BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50.

A BITUMINOUS TAPER OF 0" TO 3" SHALL BE CONSTRUCTED FROM STATION 0+00 TO STATION 0+50.

THE FOLLOWING RATES HAVE BEEN USED TO CALCULATE PLAN QUANTITIES:

| AGGREGATE SHOULDERS TY. B | 1.8 T / CU YD |
|----------------------------------|------------------------|
| BITUMINOUS CONCRETE | 0.0560 T / SQ YD . INC |
| AGGREGATE PRIME COAT | 0.001 T / SQ YD |
| BITUMINOUS MATERIAL (PRIME COAT) | 0.05 GAL / SQ YD |

IOB # HOSILOGGWH CONTRACT NO. 95434

SUMMARY OF QUANTITIES

| | | | I000 |
|-----------|--------|--|-------------|
| QUANTIT | Y UNII | ITEM | CODE NUMBER |
| 2614.00 | FOOT | SHORT-TERM PAVEMENT MARKING REMOVAL | XX003140 |
| 145.00 | TON | PAVEMENT REMOVAL AND REPLACEMENT (SPECIAL) | XX127400 |
| 7150.00 | TON | LEVELING BINDER (MACHINE METHOD), SUPERPAVE N70 | X4066770 |
| 4835.00 | TON | BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", N50 | X4066414 |
| 3730.00 | GALLON | BITUMINOUS MATERIALS (PRIME COAT) | 40600100 |
| 75.00 | TON | AGGREGATE (PRIME COAT) | 40600300 |
| 61.10 | SQ YD | BITUMINOUS SURFACE REMOVAL - BUTT JOINT | 40600980 |
| 10.20 | SQ YD | TEMPORARY RAMP | 40600990 |
| 2540.00 | TON | AGGREGATE SHOULDERS, TYPE B | 48101200 |
| 1.0 | L SUM | MOBILIZATION | 67100100 |
| 91,877.00 | FOOT | PAINT PAVEMENT MARKING-LINE 4" | 78001110 🕊 |
| 7842.00 | FOOT | SHORT-TERM PAVEMENT MARKING | 70300100 |
| 1.00 | L SUM | TRAFFIC CONTROL AND PROTECTION, STANDARD 701306 | 70100460 |
| 1.00 | L SUM | TRAFFIC CONTROL AND PROTECTION, STANDARD 701336 | 70100600 |
| 327.00 | EACH | RAISED REFLECTIVE PAVEMENT MARKER | 78100100 ⊀ |
| | | | |

*SPECIALITY ITEMS

-EXISTING 3 " SURFACE PLANT MIX (CLASS B) 22' WIDE

EXISTING 8" SOIL

•

PROFESSIONAL DESIGN FIRM LAND SURVEY & PROFESSIONAL ENGINEERING CORPORATION

PHONE: (618)-262-8651 FAX: (618)-263-3327

405 W. STATE ST. SUITE1 PRINCETON, IN 47670

PHONE: (812)--386--7611 FAX: (812)--385--2812

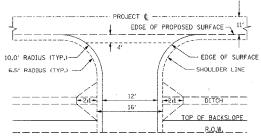
184-000887 (62-032435)(35-002769)



DUSTIN K. BUNTING

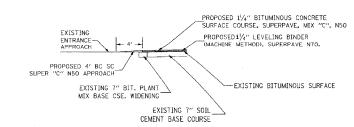
05-09-05 DATE 11-30-05 EXPIRES

DETAIL OF PRIVATE AND FIELD ENTRANCES



NOTE: THE 4' AREA FROM THE EDGE OF SURFACE, AS SHOWN ABOVE, SHALL BE BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C". NSO FOR THE PRIVATE ENTRANCES AND THE FIELD ENTRANCES. THIS QUANTITY IS INCLUDED IN THE DUANTITY FOR BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX "C", NSO.

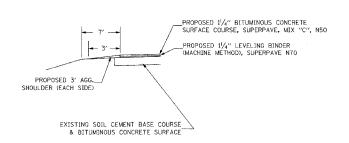
PRIVATE & FIELD ENTRANCE APPROACH DETAIL



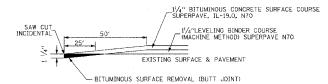
NOTE: IN THE TYPICAL DETAIL ABOVE THE DISTANCE FROM THE CENTERLINE LEFT OR RIGHT AND THE WIDTH OF PAVEMENT REMOVAL AND REPLACEMENT VARIES. SEE SCHEDULE OF PAVEMENT REMOVAL AND REPLACEMENT SPECIAL FOR PROPOSED LOCATIONS.

DETAIL OF PAVEMENT REMOVAL AND REPLACEMENT SPECIAL

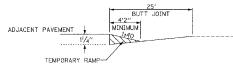
AGGREGATE SHOULDER DETAIL



<u>BUTT JOINT DETAIL</u> STA 260+89.8 TO STA 261+39.8



TEMPORARY RAMP DETAIL



EXISTING GRADE LINE-

LEV BIND MM SUPER N70_

(TYP, BASE REM, AND REPL.)

STA 260+89.8 TO STA 261+39.8