ROAD CONTRACT NO. R-9893

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	1	339

INDEX

SHEET NO.	DESIGNATION	B.P.R. APPROVAL	DATE ADOPTED "A" or LATEST REVISION "R"
	TITLE SHEET		
	STD. DIV. LANE (INTERSTATE)		
	STD. DIV. LANE (INTERSTATE)		
	STD. DIV. LANE (INTERSTATE)		
	STD. CROSS SECTION		
	STD. CROSS SECTION		
	STD. CROSS SECTION		
	TYPICAL CROSS SECTION		
	STD. 8 INCH RAMP SECTION		
	STD. 10 INCH RAMP SECTION		
	STD. PAVEMENT JOINTS SHEET "A"		
	PLAN AND PROFILE		
	STRUCTURE DATA		
	STRUCTURE DATA		
	ESTIMATE OF QUANTITIES		
	ESTIMATE OF QUANTITIES		
	MISCELLANEOUS STANDARDS, SHEET "MA"		
	MISCELLANEOUS STANDARDS, SHEET "MB"		
	MISCELLANEOUS STANDARDS, SHEET "MC"		
	MISCELLANEOUS STANDARDS, SHEET "MCI"		
	MISCELLANEOUS STANDARDS, SHEET "MD"		
	MISCELLANEOUS STANDARDS, SHEET "MDI"		
	MISCELLANEOUS STANDARDS, SHEET "ME"		
	MISCELLANEOUS STANDARDS, SHEET "MF"		
	MISCELLANEOUS STANDARDS, SHEET "MG"		
	MISCELLANEOUS STANDARDS, SHEET "MH"		
	MISCELLANEOUS STANDARDS, SHEET "MI"		
	MISCELLANEOUS STANDARDS, SHEET "MJ"		
	MISCELLANEOUS STANDARDS, SHEET "MK"		
	MISCELLANEOUS STANDARDS, SHEET "MN"		
	MISCELLANEOUS STANDARDS, SHEET "MP"		
	MISCELLANEOUS STANDARDS, SHEET "MQ"		
	MISCELLANEOUS STANDARDS, SHEET "MR"		
	MISCELLANEOUS STANDARDS, SHEET "S"		
	MISCELLANEOUS STANDARDS, SHEET "S-1"		
	MISCELLANEOUS STANDARDS, SHEET "MT"		
	MISCELLANEOUS STANDARDS, SHEET "MU"		
	MISCELLANEOUS STANDARDS, SHEET "MV"		
	MISCELLANEOUS STANDARDS, SHEET "MV-1"		
	SEE SHEET Nº 2 FOR INDEX		
	STD. GUARD RAIL		
	STEEL BEAM GUARD RAIL		
	STD. F-3 SUPERELEVATION		
	STD. FOR SUPERELEVATION AND WIDENING 0° CURVES		
	STD. DETOUR SIGNS, SHEET 1		
	STD. DETOUR SIGNS, SHEET 2		
	STD. DETOUR SIGNS, SHEET 3		
	STD. DETOUR SIGNS, SHEET 4		
	CROSS SECTIONS		

REVISIONS

SHEET NO.	DATE	REVISED
SEE SHEET Nº 2 FOR REVISIONS		

NOTE: NO PROFILOGRAPH REQ'D. ON THIS PROJECT.

INDIANA STATE HIGHWAY COMMISSION
STANDARD SPECIFICATIONS DATED 1974
TO BE USED WITH THESE PLANS.

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
PROJECT NO. U-74 (59) P.E. (60) R/W (61) CONST.

BEGINNING AT A POINT, ON U.S. Nº 52, IN WABASH TOWNSHIP, SAID POINT BEING 44.00' NORTHEASTERLY OF U.S. Nº 52, A DISTANCE OF 2360.85' WESTERLY AND 411.13' SOUTHEASTERLY FROM THE NORTHEAST CORNER OF SECTION 12, T-23-N, R-5-W, WABASH TOWNSHIP, THENCE RUNNING IN A SOUTHEASTERLY AND IN A EASTERLY DIRECTION A DISTANCE OF 10,348.3 FEET MORE OR LESS TO A POINT ON U.S. Nº 52, IN WABASH TOWNSHIP, SAID POINT BEING 70.00 FEET NORTHERLY OF U.S. Nº 52, A DISTANCE OF 1507.30 FEET NORTHERLY AND 3331.60 FEET WESTERLY FROM THE SOUTHWEST CORNER OF SECTION 9, T-23-N, R-4-W, FAIRFIELD TOWNSHIP, ALL IN TIPPECANOE COUNTY, INDIANA.

GROSS LENGTH:- 1.959 MI.
NET LENGTH:- 1.959 MI.
SCALES:- AS NOTED
PLAN {LONG:- 1"=100' TRANS:-1"=100'} PROFILE {HORIZ:-1"=100' VERT:- 1"=10'}

MAX. GRADE 6.00 %

LEGEND

Ⓐ STD. BARRICADE, TYPE III
© CONSTRUCTION SIGN TYPE "A"

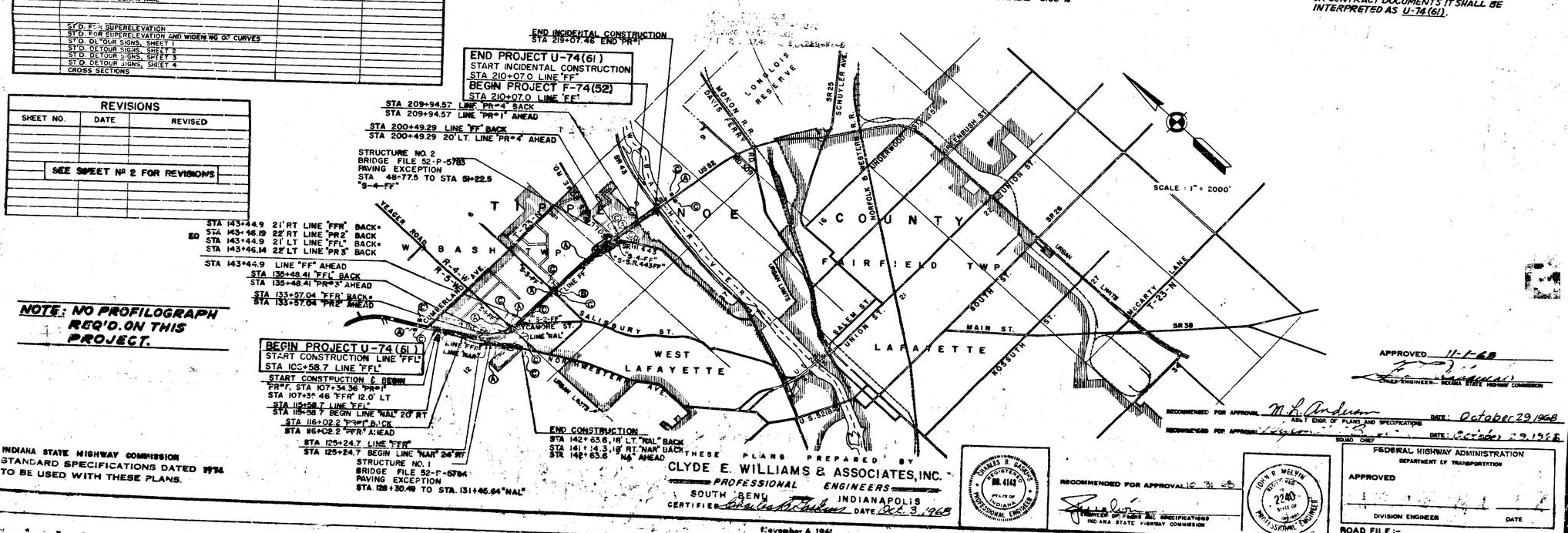
STRUCTURE NO. 1
BRIDGE FILE 52-P-5784
PAVING EXCEPTION
STA 128+30.49 TO STA 131+45.64 "NAL"
TO BE BUILT IN COMBINATION
WITH ROAD CONTRACT

STRUCTURE NO. 2
BRIDGE FILE 52-P-5783
PAVING EXCEPTION
STA 48+77.5 TO STA 51+22.5 "S-4-FF"
TO BE BUILT IN COMBINATION
WITH ROAD CONTRACT

DESIGN DATA		
A.D.T. (1967)	28,800	V.P.D.
A.D.T. (1987) PROJECTED	32,650	V.P.H.
D.H.V.	2,600	V.P.H.
DIRECTIONAL DISTRIBUTION	50	%
TRUCKS	8	D.H.V.%
DESIGN SPEED	40	M.P.H.
ACCESS CONTROL		PARTIAL

NOTE: R/W AS SHOWN ON THESE PLANS INCLUDES THE REQUIRED R/W FOR THE STRUCTURES FOR LINE "S-4-FF" OVER US Nº 52 BY PASS AND LINE "NAL" OVER LINE "FFR" AT NORTHWESTERN AVE.

NOTE: *WHENEVER F-74(54) APPEARS IN THESE PLANS OR CONTRACT DOCUMENTS IT SHALL BE INTERPRETED AS U-74(61).*



THESE PLANS PREPARED BY
CLYDE E. WILLIAMS & ASSOCIATES, INC.
PROFESSIONAL ENGINEERS
SOUTH BEND INDIANAPOLIS
CERTIFIED Charles R. Gehring DATE Oct. 3, 1968

CHARLES R. GEHRING REGISTERED No. 4149 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL 10-31-68
ENGINEER OF PLANS AND SPECIFICATIONS
INDIANA STATE HIGHWAY COMMISSION

JOHN R. MELVIN REGISTERED No. 2240 STATE OF INDIANA PROFESSIONAL ENGINEER

APPROVED 11-1-68
CHIEF ENGINEER - INDIANA STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL M. L. Anderson ASS'T ENGR OF PLANS AND SPECIFICATIONS DATE: October 29, 1968
RECOMMENDED FOR APPROVAL [illegible] SQUAD CHIEF DATE: October 29, 1968

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
APPROVED
DIVISION ENGINEER DATE

November 6, 1961

ROAD FILE:-

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (61)		1	339	

UTILITIES

GAS LINES:	INDIANA GAS & WATER CO., INC. 1630 N. MERIDIAN STREET C/O JULIAN G PIERCEFIELD INDIANAPOLIS, INDIANA
TELEPHONE LINES:	GENERAL TELEPHONE CO. OF INDIANA, INC. 303 E. BERRY STREET FORT WAYNE, INDIANA
POWER LINES:	PUBLIC SERVICE CO. OF INDIANA PLAIN FIELD, INDIANA
SEWER LINES:	CITY OF LAFAYETTE & CITY OF WEST LAFAYETTE
WATER LINES:	CITY OF LAFAYETTE & CITY OF WEST LAFAYETTE 1007 HAPPY HOLLOW ROAD WEST LAFAYETTE, INDIANA

REVISIONS

SHEET NO.	DATE	REVISED
20, 35 & 78	9-2-69	Drive Widened Per Design Dept.
20, 21, 22, 23, 36, 37, 38, 39, 40 & 41	9-2-71	Tops Added.
21, 36 & 78	11-10-71	ELIMINATED CLASS III DRIVE
19, 20, 21, 24, 25, 32, 33, 35, 36, 37, 38, 41, & 50	1-18-73	P's & R/W Revised per R/W Dept.
21, 27, 36, 37 & 78	7-9-73	CLASS III DRIVES
17 & 30	9-12-73	R/W REVISED
2, 28, 66, 78 & 81	11-5-73	Delete Drive, Temp. R/W & Pipe per L.A. Dept. Letter-11-1-73
2, 21, 26, 32, 35, 36 & 50	12-11-73	Revise P, Eliminate Parcel 21A - Added to Parcel 21
2, 19, 20, 32, 35 & 50	12-11-73	Eliminate Building & Temp. R/W left of Sta. 132+00± "FFL"
2, 15, 17, 18, 19, 20, 24, 25, 26, 30, 31 & 50	12-12-73	Rev. per R/W Abstracting
2, 21, 37, 38, 78, 79	12-26-73	Add Cl. III Drs. Rt. Sta. 154+65 & 159+55
21, 36 & 78	4-29-74	RELOCATED CLASS III DRIVE TO STA. 147+47 "FF"
2, 17, 18, 30, 31, 32, & 50	5-31-74	Rev. Access Control per Road Design
2, 19, 20, 35	7-23-74	Add Cl. III Dr., Sta. 48+41 Lt., S-1-FF, per R/W Dept.
35 & 78	8-23-74	CLASS III DRIVE & TEMP. R/W
2, 20, 79 & 83	11-25-74	Guard Rail
3-12, 22, 30-45, 62, 75, 78, 79, 83	3-27-75	Rev. to show pavement change & Temp. Runaround
2, 5, 22, 23, 42, 43, 65, 79, 80, 81, 83, 84	4-11-75	Concrete Median Barrier Added
21, 22, 27, 36, 37, 38, 39, 40, 78, 79, 80, 82, 83, 84 & 192	5-30-75	ADDED STRUCTURES & CLASS III DRIVES.
1, 2, 35A, & 38A	6-9-75	Traffic Signal Plans Added
35 & 78	8-23-75	CLASS III DRIVE

ABBREVIATIONS

A.C.L. ------- ACCESS CONTROL LINES
L.A. R/W ------- LIMITED ACCESS RIGHT OF WAY
R/W ------- RIGHT OF WAY
P ------- PROPERTY LINE
C.L.T.F. ------- CHAIN LINK TYPE FENCE

ALL DRIVEWAYS ON THIS PROJECT ARE IDENTIFIED BY A ROMAN NUMERAL & AN ARABIC NUMERAL INDICATING RESPECTIVELY THE CLASS & WIDTH OF THE DRIVEWAY REQUIRED.

GENERAL NOTES

**	Standard Ramp sections for Project U-74(61) as shown on Sheet No. 13 to be used on this project. (Except that the Standard Cut Ditch shall be 13'-0".)
	Standard ramp section ________ to be used on this project. Pavement thickness shall be ___"
	Standard single lane pavement sections ________ as shown on Sheet No. ___ to be used on this project.
**	10" Plain Concrete Pavement to be Used Reinforced Concrete Slab as Shown on Sheet No. 13A to be used on this Project.
**	Typical cross-section as shown on Sheets No. 3 thru 12 to be used on this project.
**	Standards under dates as listed in the Index on this Sheet to be used on this project.
**	Grade line as shown on profile represents top of finished surface.
**	All Ditches of 1% grade and over shall be sodded except where ditch is in rock cut or where Paved Side Ditch is to be constructed.
**	Sodding shall be placed as shown on Standard and Typical Cross-Sections and on Miscellaneous Standard Sheet "MB"
**	All Earth Shoulders, Median Area, Cut, and Fill slopes shall be plain or mulched seeded except where sodding is specified.
**	Overhaul and Added Haul Quantities as shown in the Balances are for information only.
**	Excavation Quantities as shown include estimated excavation for Public and Private Approaches. See Table on Sheet No. 78.
	The final Cross-Sections of the "Grading Contract" shall be the original cross sections of the "Paving Contract" except that partial or complete cross-sections shall be taken if necessary to determine the actual quantities of Excavation.
	Paper Relocation is to be cross-sectioned by the Project Engineer before construction.
**	Where existing surface is located outside the Limits of new construction between Sta. 45+50 & Sta. 48+00, "S-4-FF" the contractor will be required to remove the present roadway surface and base as directed by the Engineer.
**	Preformed Joint Material for Cross-overs, Drives, Road Approaches and Sidewalk will not be paid for directly, the cost thereof to be included in the Contract Unit Price for the Various items in the Contract.
**	For "Kinds of Pipe" permitted for each size and classification as shown on the Structure Data Sheet, see Miscellaneous Standard Sheet "MP" & "MP-1"
	Such part of existing downspout drains that are disturbed by replacing the curb shall be replaced and connected as directed by the Engineer. Payment for this work shall be included in the Contract unit price for Concrete Curb."
**	The minimum grade for Subsurface Drains shall be 0.20%. Where the profile grade is less than 0.20%, special grades for Subsurface Drains shall be established by the Engineer.
**	The Contractor must accept the plan quantities of Subbase as given on the Estimate of Quantities Sheet. (†)
**	"F.R.#1" & "F.R.#2" shall have 4 "Edge Lines" and "Skip Center Line" as set out in "Special Provisions"
	All Limited Access R/W (L.A. R/W) to be fenced with Chain Link Type Fence (C.L.T.F.) or Farm Field Type Fence (F.F.T.F.) as specified in the plans.
**	Curves shall be Superelevated according to the Standards of 1967 (Except Special "Super-Transitions" shall be detailed on Sheet No. 56 to No. 61; No. 72 to No. 74 & No. 76 to No. 77.
	A Keyway Joint is to be constructed on Median side of each pavement, from Sta. 200+50 PR#4 to Sta. 219+07 PR#1
**	Contraction Joints shall be placed at all manholes within pavement limits.
**	Contraction Joints shall be placed at the beginning and end of all radii, at street and alley intersections.
**	When Guard Rail Type "A" is called for on this project the Contractor shall use the Steel Beam section only.
**	When Guard Rail Type "B" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi Ellipse Aluminum Tubular Section or the Steel Tubular Section.
**	When Guard Rail Type "C" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi Ellipse Aluminum Tubular Section or the Steel Tubular Section.
**	When Guard Rail Type "D" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, or the Semi Ellipse Aluminum Tubular Section.
**	When Guard Rail Type "E" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi Ellipse Aluminum Tubular Section or the Steel Tubular Section.
**	When Guard Rail Type "F" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi Ellipse Aluminum Tubular Section or the Steel Tubular Section.
**	When Guard Rail Type "G" is called for on this project the Contractor shall have the option of using either, the Semi Ellipse Aluminum Tubular Section or the Steel Tubular Section.
**	For Special Subgrade Treatment in Cut Sections, See Typical Section on Sheet No. 4.
**	Wherever reference is made, on the design plans to Subbase Type I or II or Subbase Type II, this reference is to be interpreted as "Subbase" and the materials required will conform to ... "Supplemental Specification for Subbase".
**	The Quantity "Crown Vetch Seeding" ________ Shown on the Estimate of Quantity Sheet is to be Used at those Locations where the Slopes are 3:1 or Steeper or in an Area Requiring Sand Cut or Sand Fills or as Directed by the Engineer.
	(†) Subject to the conditions as set out in 304.07 of the Standard Specifications.
**	Excavation Quantities as Shown on Estimate of Quantities Sheet & Balances have been Revised to include Changes made in Shoulder Design.
**	Special Ditches on Right are Plotted 10' below Datum on Plan & Profile Sheets Except as Noted.
**	Special Median & Center Ditch Grades are Plotted 10' Above Datum on Plan & Profile Sheets Except as Noted.
**	All Ditches on this Project Shall be 3' Bottom Except where Specified.

** REPRESENTS GENERAL NOTES REQUIRED

R/W INDEX

SHEET NO.	DESIGNATION
1, 2	TITLE SHEET
3, 4	PLAT NO. 1
5-14	TYPICAL CROSS-SECTION
15-27	PLAN & PROFILE SHEETS
28-41	SPECIAL DETAIL SHEETS
42-52	SUPER ELEVATION TRANSITION
53-55	NORTHWESTERN INTERCHANGE
56-58	S-SR443-FF INTERCHANGE
59	APPROACH TABLE

Revised 11-25-74

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FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	2	339

SHEET NO.	DESIGNATION	B.P.R. APPROVAL	DATE ADOPTED "A" & LATEST REVISION "R"
1	TITLE SHEET		
2-2A	INFORMATION SHEET		
	ST'D. DIV. LANE ( )		
	ST'D. DIV. LANE ( )		
	ST'D. DIV. LANE ( )		
	ST'D. SINGLE LANE PAVEMENT SECTIONS		
3-12	TYPICAL CROSS SECTION		
12A	DETAILS OF GLARE SCREEN		
13	ST'D. RAMP SECTION (NEW)		
13-A	ST'D. PAVEMENT JOINTS, SHEET "A"	6-18-74	R-2-1-74
		6-14-74	R-1-2-74
	ST'D. CONT. REINF. CONC. PAV'T. SHEET "CRC-A"		
	ST'D. CONT. REINF. CONC. PAV'T. SHEET "CRC-B"		
14	ST'D. PAVEMENT JOINTS SHEET "B"		
15-16	PLAT NO. 1	*	R 7-1-74
17-29	PLAN AND PROFILE		
30-77	DETAILS		
78-79	TABLE OF QUANTITIES END APPROACHES		
80-82	STRUCTURE DATA - UNDERDRAIN TABLE.		
	DEMOLITION PORTION ITEMS		
83-84	ESTIMATE OF QUANTITIES		
85	MISCELLANEOUS STANDARDS, SHEET "MA"		
	MISCELLANEOUS STANDARDS, SHEET "MA-1"	9-29-71	R 1-4-71
	MISCELLANEOUS STANDARDS, SHEET "MA-2"		
86	MISCELLANEOUS STANDARDS, SHEET "MB"		
87	MISCELLANEOUS STANDARDS, SHEET "MB-1"	6-14-74	R 1-2-74
88	MISCELLANEOUS STANDARDS, SHEET "MB-2"	2-8-66	A-JULY 1965
89	MISCELLANEOUS STANDARDS, SHEET "MC"	6-14-74	R 1-2-74
90	MISCELLANEOUS STANDARDS, SHEET "MC-1"	*	R 1-2-74
91	MISCELLANEOUS STANDARDS, SHEET "MD"	*	R 10-1-70
92	MISCELLANEOUS STANDARDS, SHEET "MD-1"	6-14-74	R 1-2-74
93	MISCELLANEOUS STANDARDS, SHEET "MD-2"	6-14-74	R 1-2-74
94	MISCELLANEOUS STANDARDS, SHEET "MD-3"	6-14-74	R 1-2-74
95	MISCELLANEOUS STANDARDS, SHEET "ME"	6-14-74	R 1-2-74
96	MISCELLANEOUS STANDARDS, SHEET "ME-1"	6-9-71	R 3-1-71
97	MISCELLANEOUS STANDARDS, SHEET "ME-2"	6-11-69	R 4-1-69
	MISCELLANEOUS STANDARDS, SHEET "MG"	6-14-74	R 1-2-74
98	MISCELLANEOUS STANDARDS, SHEET "MH-[illegible]"		
99	MISCELLANEOUS STANDARDS, SHEET "MH-2"	2-8-66	R-10-18-65
100	MISCELLANEOUS STANDARDS, SHEET "MI"	9-25-73	R 7-2-73
101	MISCELLANEOUS STANDARDS, SHEET "MI-1"	9-25-73	R 7-2-73
	MISCELLANEOUS STANDARDS, SHEET "MJ"	6-14-74	R 1-2-74
102	MISCELLANEOUS STANDARDS, SHEET "MJ-1"		
	MISCELLANEOUS STANDARDS, SHEET "MK"	6-12-73	R 1-2-73
103	MISCELLANEOUS STANDARDS, SHEET "MN"		
104	MISCELLANEOUS STANDARDS, SHEET "MP"	5-26-70	R 4-1-70
105	MISCELLANEOUS STANDARDS, SHEET "MP-1"	3-12-74	R 2-1-74
106	MISCELLANEOUS STANDARDS, SHEET "MR"	4-9-70	R 2-2-70
107	MISCELLANEOUS STANDARDS, SHEET "MS"	6-14-74	R 1-2-74
108	MISCELLANEOUS STANDARDS, SHEET "MS-1"	3-12-74	R 1-2-74
109	MISCELLANEOUS STANDARDS, SHEET "MT-1"	12-19-68	R 10-3-68
	MISCELLANEOUS STANDARDS, SHEET "MT"	6-14-74	R-1-2-74
	MISCELLANEOUS STANDARDS, SHEET "MT-1A"		
	MISCELLANEOUS STANDARDS, SHEET "MT-1B"		
	MISCELLANEOUS STANDARDS, SHEET "MT-6A"		
	MISCELLANEOUS STANDARDS, SHEET "MT-6B"		
	MISCELLANEOUS STANDARDS, SHEET "MT-12"		
	MISCELLANEOUS STANDARDS, SHEET "MV"		
	MISCELLANEOUS STANDARDS, SHEET "MV-1"		
	MISCELLANEOUS STANDARDS, SHEET "MV-2"		
110	MISCELLANEOUS STANDARDS, SHEET "MP-1"		
	MISCELLANEOUS STANDARDS, SHEET [illegible] 4		
111	STANDARD STRUCTURE CONNECTION FOR EXTENSION	5-28-74	R-2-1-74
	MISCELLANEOUS STANDARDS, SHEET "MB-4"	7-9-73	A-SEPT. 1972
	MISCELLANEOUS STANDARDS, SHEET "MH-2"		
	MISCELLANEOUS STANDARDS, SHEET "MN-1"		
112	BRIDGE STANDARD C-1		
113	BRIDGE STANDARD C-3	*	R-6-1-72
	ST'D. R.C. CULV. [illegible] SK	*	R-6-1-72
	ST'D. R.C. CULV. [illegible] SK.		
114	GUARD RAIL SHEET GR-1		
115	GUARD RAIL SHEET GR-2	6-14-74	R-1-2-74
116	GUARD RAIL SHEET GR-3	7-13-74	A-DEC. 1973
116-A	GUARD RAIL, BURIED ENDS, SHEET GR-10	*	A-SEPT. 1972
	ALUMINUM BEAM GUARD RAIL SHEET GR-3A	7-12-74	R-1-2-74
117	GUARD RAIL SHEET GR-4		
118	ALUMINUM GUARD RAIL DETAILS SHEET GR-5	*	A FEB. 1971
119	STEEL TUBE GUARD RAIL DETAILS SHEET GR-6	2-2-72	R-10-1-71
120	GUARD RAIL PIER CONNECTION DETAILS SHEET GR-7	*	A-FEB. 1971
121	STEEL BEAM GUARD RAIL SHEET GR-8	*	R-1-3-72
122	ALUMINUM BEAM GUARD RAIL SHEET GR-9	*	R-1-2-74
123	ST'D. DETOUR SIGNS SHEET 1	*	R-4-2-72
124	ST'D. DETOUR SIGNS SHEET 2	7-9-73	R-4-2-73
125	ST'D. DETOUR SIGNS, SHEET 3	*	R-1-2-74
126	ST'D. DETOUR SIGNS, SHEET 4	7-9-73	R-4-2-73
127	ST'D. DETOUR SIGNS SHEET 5-A	7-9-73	R-4-2-73
~~128~~	ST'D. [illegible]	7-6-73	A-APR. 1973
129	CONCRETE MEDIAN BARRIER, SHEET "CB-1"	*	R-2-1-73
130-131	INTERCHANGE GRADING PLANS. NOT A PART OF THESE PLANS, ON FILE AT DESIGN OFFICE.	3-12-74	R-1-2-74
132-339	CROSS SECTIONS		

Not Included In This Project → (128)

* B.P.R. APPROVAL PENDING

MAY, 1967

U-74(61) 2 339

FEDERAL ROAD PROJ. NO.	STATE	PROJECT NO.	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS
	IND	U-74(61)	1975	2A	39

MAINTENANCE OF TRAFFIC
PROJECT U-74(61) CONSTR.
STATE HIGHWAY COMMISSION COPY

MAINTAINANCE OF TRAFFIC - PROJECT U-74(61) CONSTRUCTION

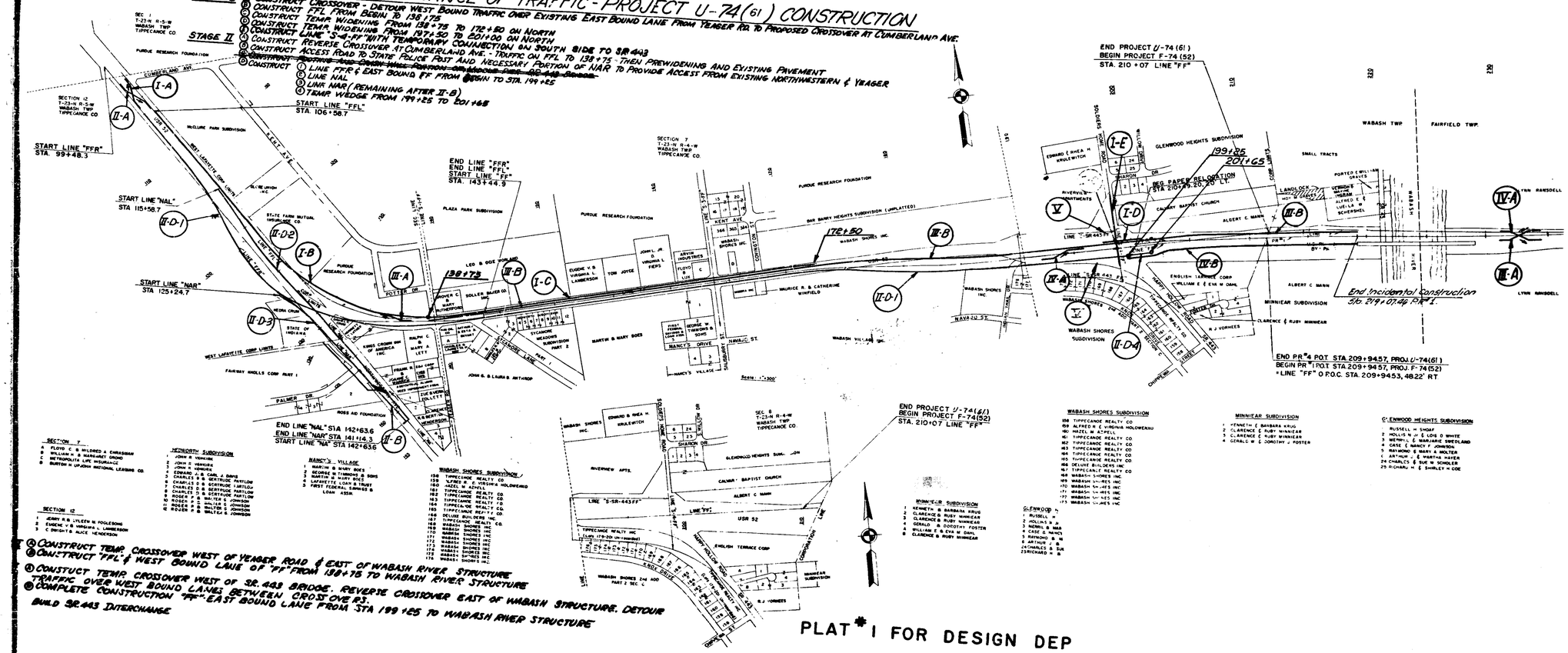
STAGE I

Ⓐ CONSTRUCT CROSSOVER - DETOUR WEST BOUND TRAFFIC OVER EXISTING EAST BOUND LANE FROM YEAGER RD. TO PROPOSED CROSSOVER AT CUMBERLAND AVE.
Ⓑ CONSTRUCT FFL FROM BEGIN TO 138+75
Ⓒ CONSTRUCT TEMP. WIDENING FROM 138+75 TO 172+50 ON NORTH
Ⓓ CONSTRUCT TEMP. WIDENING FROM 197+50 TO 201+00 ON NORTH
Ⓔ CONSTRUCT LINE "S-4" WITH TEMPORARY CONJUNCTION ON SOUTH SIDE TO SR 443
Ⓕ CONSTRUCT REVERSE CROSSOVER AT CUMBERLAND AVE. - TRAFFIC ON FFL TO 138+75 THEN PREWIDENING AND EXISTING PAVEMENT
Ⓖ CONSTRUCT ACCESS ROAD TO STATE POLICE POST AND NECESSARY PORTION OF NAR TO PROVIDE ACCESS FROM EXISTING NORTHWESTERN & YEAGER
Ⓗ ~~CONSTRUCT [illegible]~~
Ⓘ CONSTRUCT
① LINE FFR & EAST BOUND FF FROM BEGIN TO STA. 199+25
② LINE NAL
③ LINK NAR (REMAINING AFTER II-B)
④ TEMP. WEDGE FROM 199+25 TO 201+65

STAGE II

Ⓐ CONSTRUCT TEMP. CROSSOVER WEST OF YEAGER ROAD & EAST OF WABASH RIVER STRUCTURE
Ⓑ CONSTRUCT "FFL" & WEST BOUND LANE OF "FF" FROM 138+75 TO WABASH RIVER STRUCTURE
Ⓒ CONSTUCT TEMP. CROSSOVER WEST OF SR. 443 BRIDGE. REVERSE CROSSOVER EAST OF WABASH STRUCTURE. DETOUR TRAFFIC OVER WEST BOUND LANES BETWEEN CROSSOVERS.
Ⓓ COMPLETE CONSTRUCTION "FF" EAST BOUND LANE FROM STA 199+25 TO WABASH RIVER STRUCTURE

BUILD SR.443 INTERCHANGE

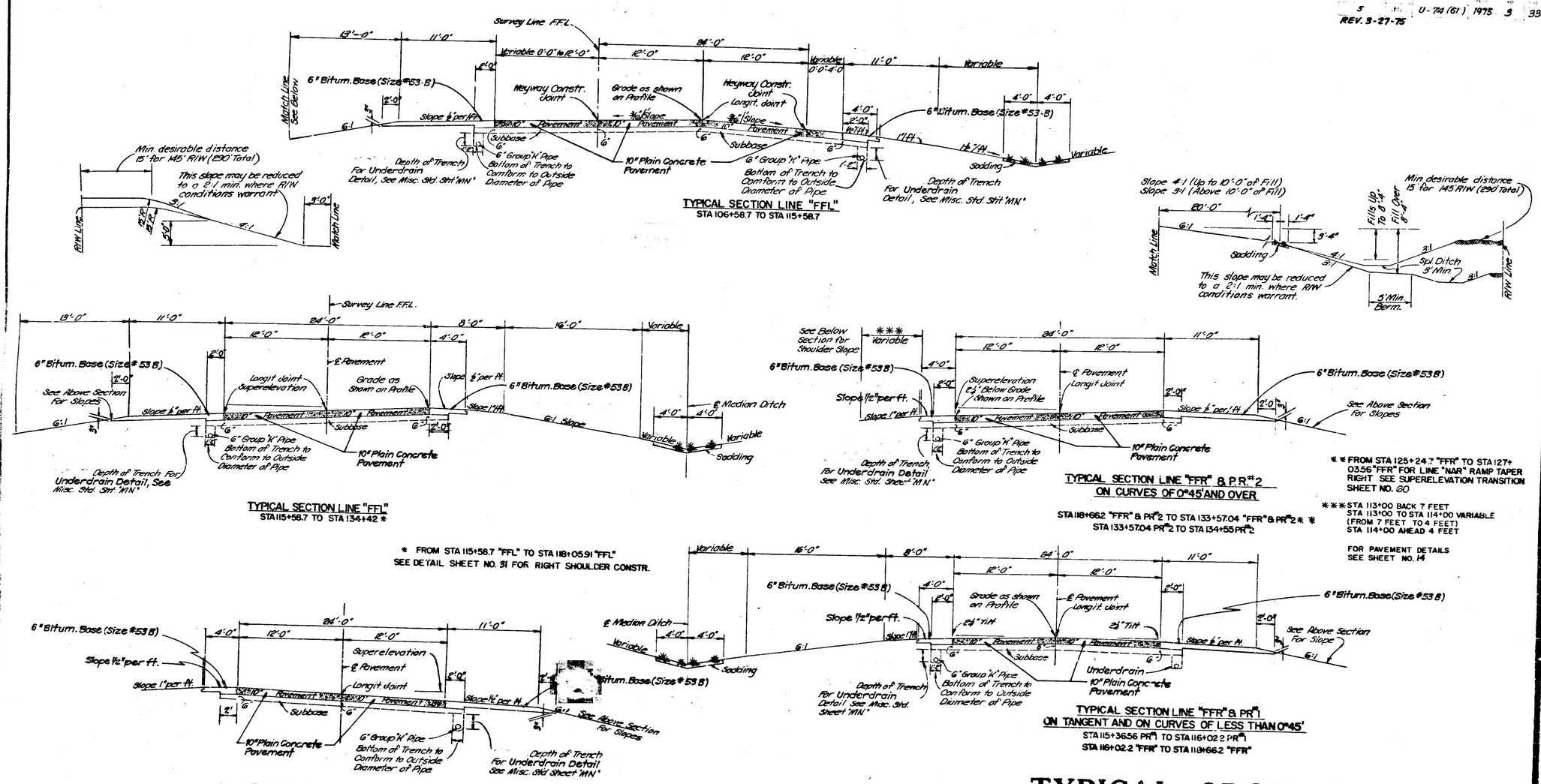


PLAT #1 FOR DESIGN DEP

CLYDE E. WILLIAMS & ASSOCIATES, INC.
PROFESSIONAL ENGINEERS
SOUTH BEND — INDIANAPOLIS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.			
5		U-74 (61)	1975	3	339

REV. 3-27-75



TYPICAL SECTION LINE "FFL"
STA 106+58.7 TO STA 115+58.7

TYPICAL SECTION LINE "FFL"
STA 115+58.7 TO STA 134+42 *

TYPICAL SECTION LINE "FFR" & P.R. #2
ON CURVES OF 0°45' AND OVER

STA 118+66.2 "FFR" & PR #2 TO STA 133+57.04 "FFR" & PR #2 * *
STA 133+57.04 PR #2 TO STA 134+55 PR #2

* * FROM STA 125+24.7 "FFR" TO STA 127+03.56 "FFR" FOR LINE "NAR" RAMP TAPER RIGHT SEE SUPERELEVATION TRANSITION SHEET NO. 60

* * * STA 113+00 BACK 7 FEET
STA 113+00 TO STA 114+00 VARIABLE (FROM 7 FEET TO 4 FEET)
STA 114+00 AHEAD 4 FEET

FOR PAVEMENT DETAILS SEE SHEET NO. 14

* FROM STA 115+58.7 "FFL" TO STA 118+05.91 "FFL"
SEE DETAIL SHEET NO. 31 FOR RIGHT SHOULDER CONSTR.

TYPICAL SECTION LINE P.R. #1
ON CURVE OF 0°45' AND OVER

STA. 107+34.36 P.R. #1 TO STA. 115+36.56 P.R. #1

TYPICAL SECTION LINE "FFR" & PR #1
ON TANGENT AND ON CURVES OF LESS THAN 0°45'

STA 115+36.56 PR #1 TO STA 116+02.2 PR #1
STA 116+02.2 "FFR" TO STA 118+66.2 "FFR"

TYPICAL CROSS SECTIONS

SCALE 3/16" = 1'-0"

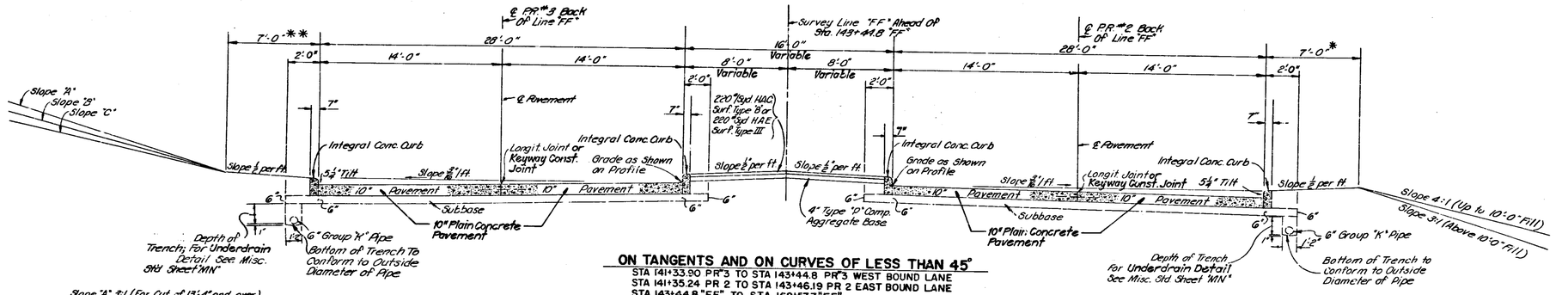
SUBMITTED FOR APPROVAL 10-31-68

W H Behrens

SEPTEMBER 1963

FEDERAL ROAD DESIGN NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	4	339

REV. 3-27-75



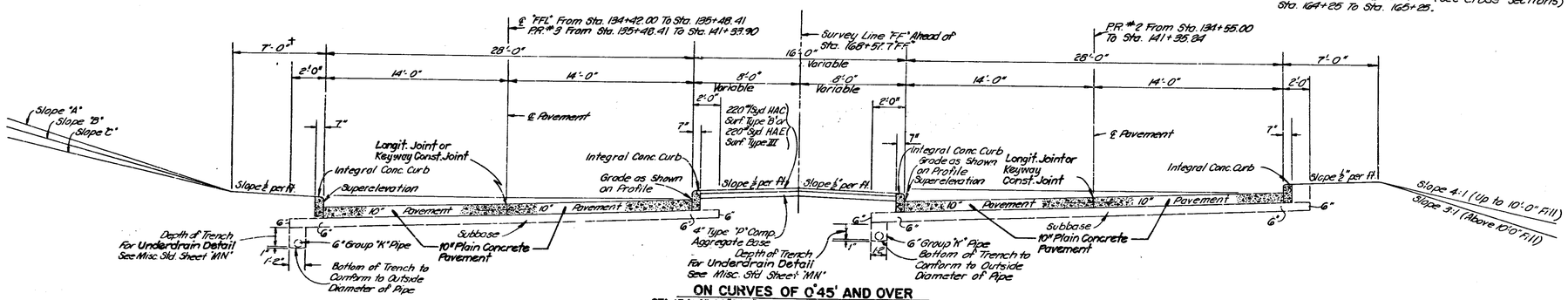
Slope "A" 3:1 (For Cut of 13'-4" and over)
Slope "B" Variable (Cut of 10'-0" to 13'-4")
Slope "C" 4:1 (Up to 10'-0" Cut)

ON TANGENTS AND ON CURVES OF LESS THAN 45°

STA 141+33.90 PR#3 TO STA 143+44.8 PR#3 WEST BOUND LANE
STA 141+35.24 PR 2 TO STA 143+46.19 PR 2 EAST BOUND LANE
STA 143+44.8 "FF" TO STA 168+57.7 "FF"

** Left Shoulder Reduced to 2' Where R/W Conditions Warrant From Line "FF" (See Cross Sections) Sta. 162+25 To Sta. 166+00.

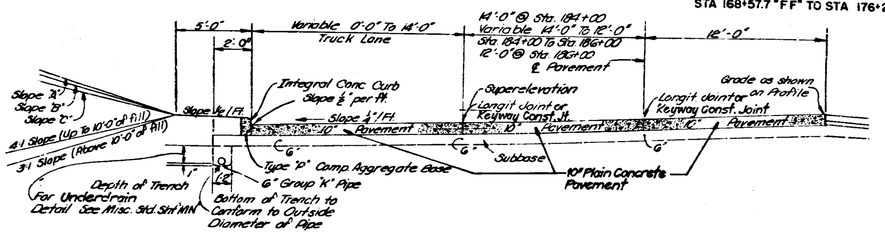
* Right Shoulder Reduced To 2' Where R/W Conditions Warrant From Line "FF" (See Cross Sections) Sta. 164+25 To Sta. 165+25.



ON CURVES OF 0°45' AND OVER

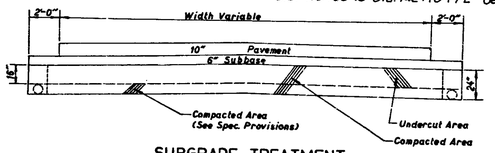
STA 134+42.00 "FFL" TO STA 135+48.41 "FFL" WEST BOUND LANE
STA 135+48.41 PR#3 TO STA 141+33.90 PR#3 WEST BOUND LANE
STA 134+55.00 PR#2 TO STA 141+35.24 PR#2 EAST BOUND LANE
STA 168+57.7 "FF" TO STA 176+21.0 "FF"

† Left Shoulder Reduced To 2' Where R/W Conditions Warrant Sta. 139+90 To Sta. 142+70 "FFL" See Cross Sections.



TRUCK LANE

STA 184+00 TO STA 189+00 LINE "FF"



SUBGRADE TREATMENT IN CUT SECTIONS

TYPICAL CROSS SECTIONS

SCALE: 1/4" = 1'-0"

SUBMITTED FOR APPROVAL 10-31-68

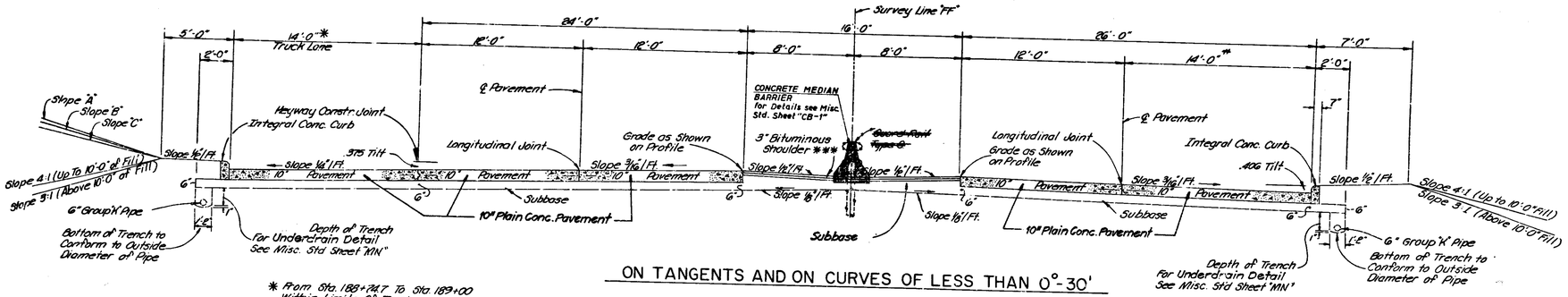
W H Behrens

SEPTEMBER 1963

U-74(61) 4 339

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	5	339

REV. 3-27-75
REV. 4-11-75



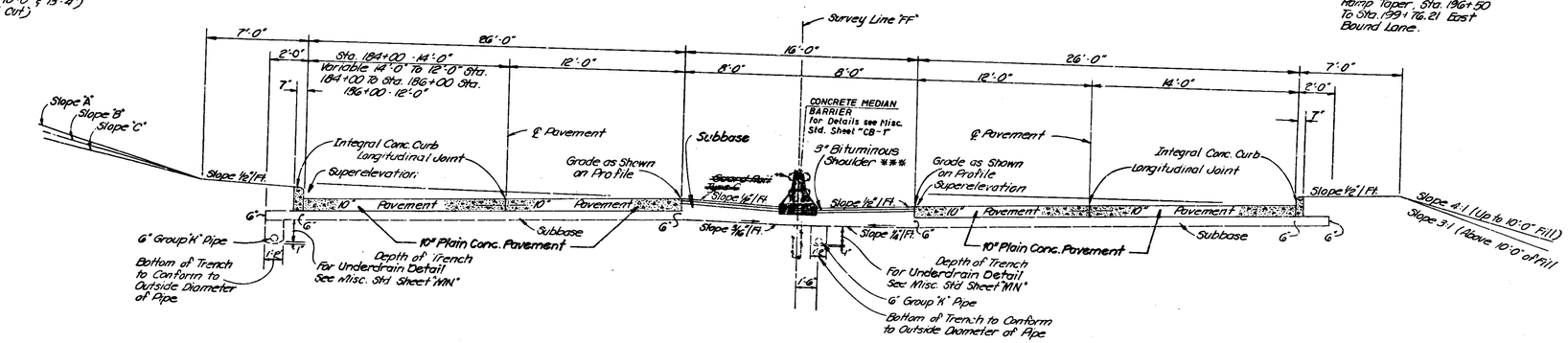
ON TANGENTS AND ON CURVES OF LESS THAN 0°-30'

FROM STA. 188+74.7 TO STA. 199+76.21 LINE "FF"

* From Sta. 188+74.7 To Sta. 189+00 Within Limits Of Truck Lane Taper See Typical Section, Sheet No. 6

Slope "A" 3:1 (For Cut of 13'-4" & Over)
Slope "B" Variable (Cut of 10'-0" & 13'-4")
Slope "C" 4:1 (Up to 10'-0" Cut)

** See Typical Section Below For South Entrance Ramp Taper, Sta. 196+50 To Sta. 199+76.21 East Bound Lane.

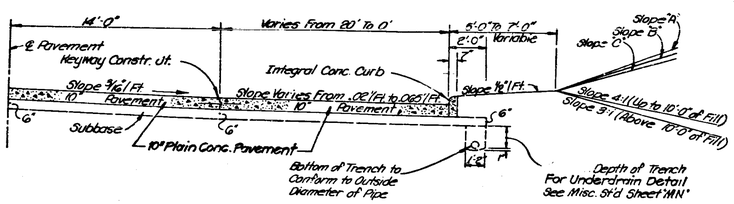


ON CURVES OF 0°-40' AND 1°00'

FROM STA. 176+21.0 TO STA. 188+74.7 LINE "FF" **

** From Sta. 184+00 To Sta. 188+74.7 Within Limits of Truck Lane Taper See Typical Section, Sheet No. 6

*** 90# Syd. Hot Asph. Conc. Surf. Type "B" on 240# Sys. H.A.C. Base or 90# Syd. H.A.E. Surf. Type III on 240# Syd. Hot AE Base



LINE "FF" SOUTH RAMP TAPER

Sta. 196+50 to Sta. 208+90 Line "FF"

See Typical Section Sheets No. 6 & For Shoulder Constr. Ahead of Sta. 201+00, See Detail Sheet No. 43

TYPICAL CROSS SECTIONS

SCALE - 1/4" = 1'-0"

SUBMITTED FOR APPROVAL 10-31-68

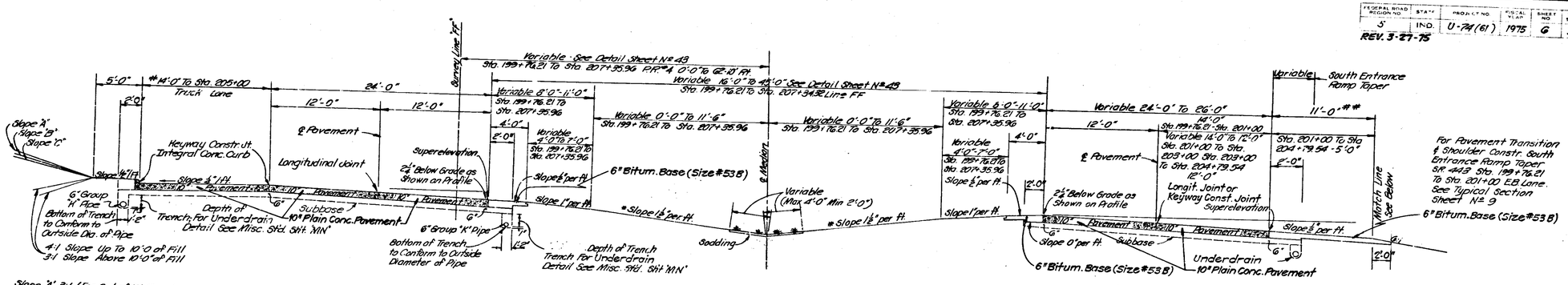
W H Behrens

SEPTEMBER 1963

PROJECT NO.			
U-74 (61)		5	339

FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHTS
5	IND.	U-74 (61)	1975	G	339

REV. 3-27-75



Slope "A" 3:1 (For Cut of 13'-4" and over)
Slope "B" Variable (Cut 10'-0" to 13'-4")
Slope "C" 4:1 (Up to 10'-0" Cut)

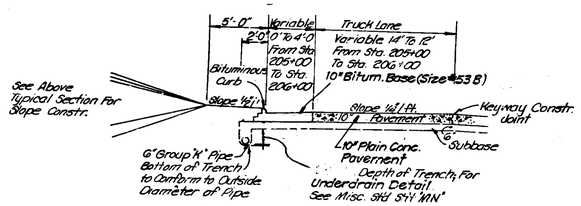
4:1 Slope Up To 10'-0" of Fill
3:1 Slope Above 10'-0" of Fill

See Typical Sections Below For Truck Lane & Shoulder Constr. From Sta. 205+00 To Sta. 207+35.96 W.B. Lane.

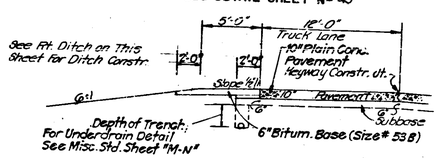
ON CURVES OF 0° 45' AND OVER
STA 199+76.21 "FF" TO STA 207+35.96 PR#4 WEST BOUND LANE
STA 199+76.21 "FF" TO STA 204+79.54 PR#4 EAST BOUND LANE

See Typical Sections Below For Shoulder Construction From Sta. 204+25 To Sta. 204+79.54

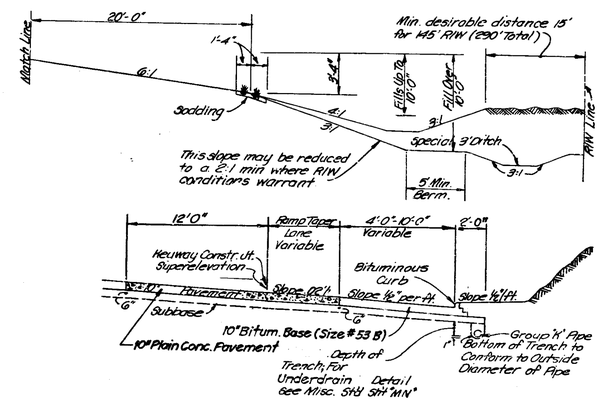
* Min. Slope 1½" per Ft.
Max. Slope 3" per Ft.
For Special Center Ditch



TRUCK LANE PAVEMENT & SHOULDER TAPER - WEST BOUND LANE
STA 205+00 TO STA 206+00 PR#4
SEE DETAIL SHEET Nº 48



OUTSIDE SHOULDER - WEST BOUND LANE
STA 206+00 TO STA 207+35.96 PR#4
SEE DETAIL SHEET Nº 48



SHOULDER CONSTRUCTION-EAST BOUND LANE
STA 204+25 TO STA 204+79.54 PR#4
SEE DETAIL SHEET Nº 48

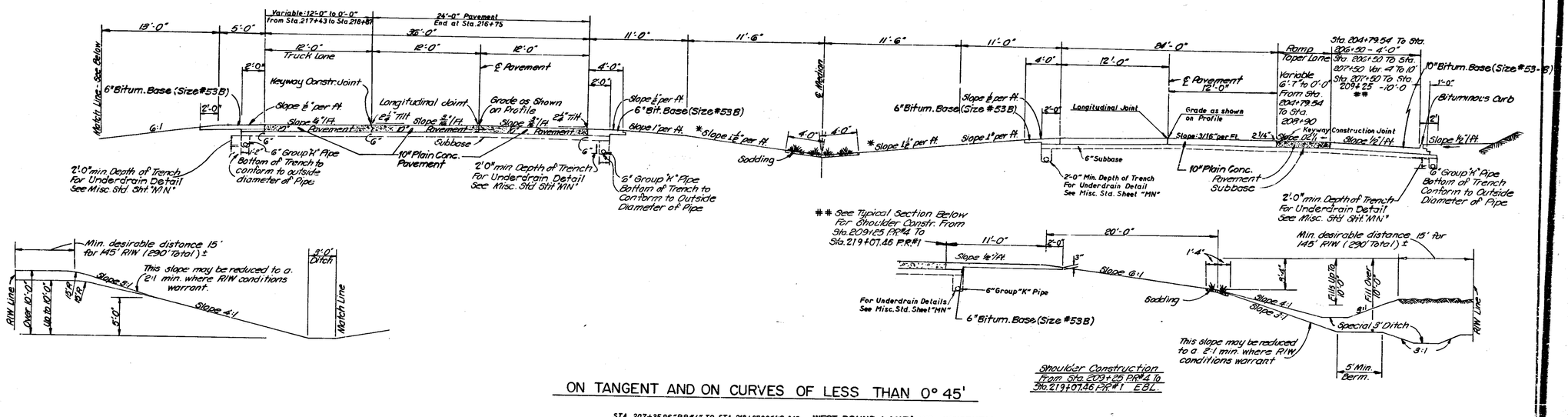
TYPICAL CROSS SECTIONS

SCALE:- 3/16" = 1'-0"

SUBMITTED FOR APPROVAL 10-31-68
W.A. Behnes

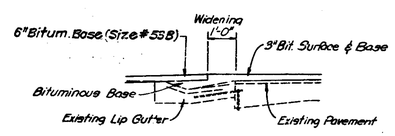
FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IND.	U-74 (61)	1975	7	339

REV. 3-27-75



ON TANGENT AND ON CURVES OF LESS THAN 0° 45'

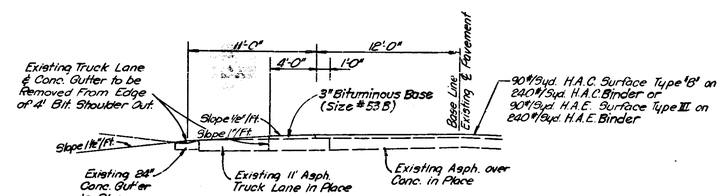
STA. 207+35.96 "P.R.#4" TO STA. 218+37.00 "P.R.#1" WEST BOUND LANE
STA. 204+79.54 "P.R.#4" TO STA. 219+07.46 "P.R.#1" EAST BOUND LANE
INCL. INCIDENTAL CONSTRUCTION



VOID

TYPICAL SECTION E.B.L. USE OF EXISTING LIP GUTTER AS BASE FOR WIDENING LEFT & RIGHT

NO SCALE



VOID

BITUMINOUS SHOULDER CONSTRUCTION OVER EXISTING TRUCK LANE E.B.L.
STA. 209+82.75, 69' RT. TO STA. 218+50, 69' RT. P.R.#1

TYPICAL CROSS SECTIONS

SCALE: 3/16" = 1'-0"

SUBMITTED FOR APPROVAL 10-31-68

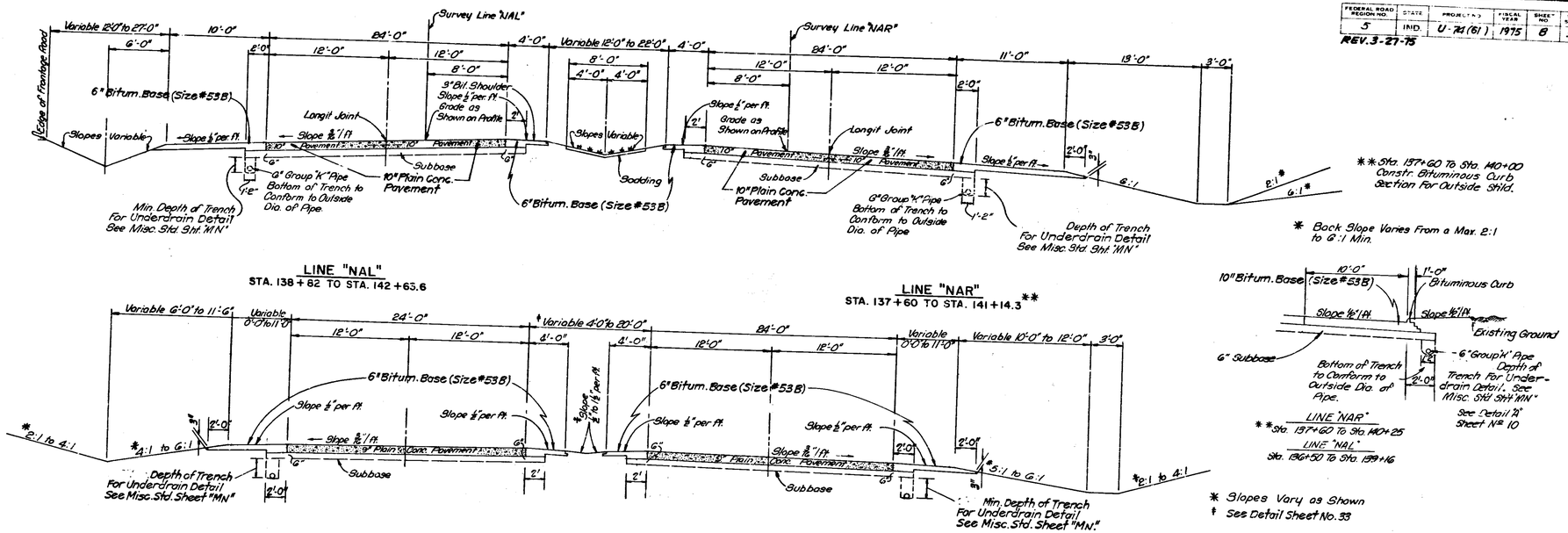
W. H. Behrens

SEPTEMBER 1963

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS
U-74 (61)		7	339

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	8	339

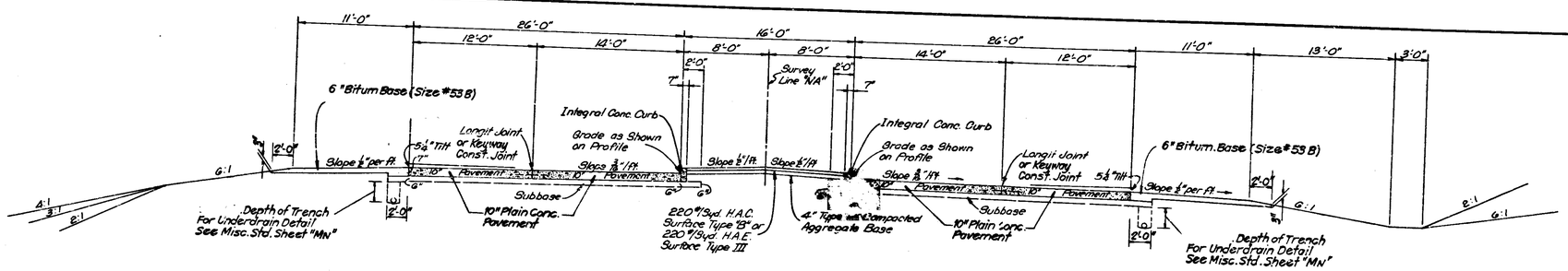
REV. 3-27-75



LINE "NAL"
STA. 138 + 82 TO STA. 142 + 65.6

LINE "NAR"
STA. 137 + 60 TO STA. 141 + 14.3 **

INCIDENTAL CONSTRUCTION LINE "NA"
STA. 142 + 63.6 TO STA. 143 + 63.6



TYPICAL CROSS SECTION LINE "NA"
(FOR INFORMATION ONLY)

TYPICAL CROSS SECTIONS

SCALE - ⅜" = 1'-0"

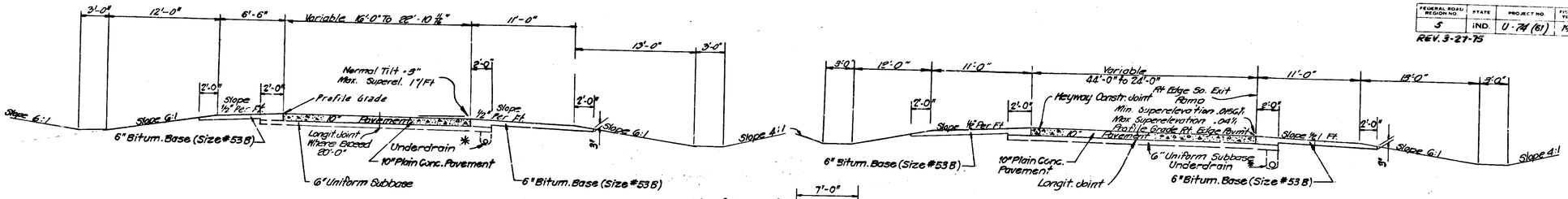
SUBMITTED FOR APPROVAL 10-21-68

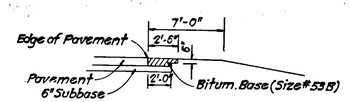
W. H. Bohanon
ENGINEER OF DESIGN

SEPTEMBER 1963

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-741 (61)	1975	9	339

REV. 3-27-75





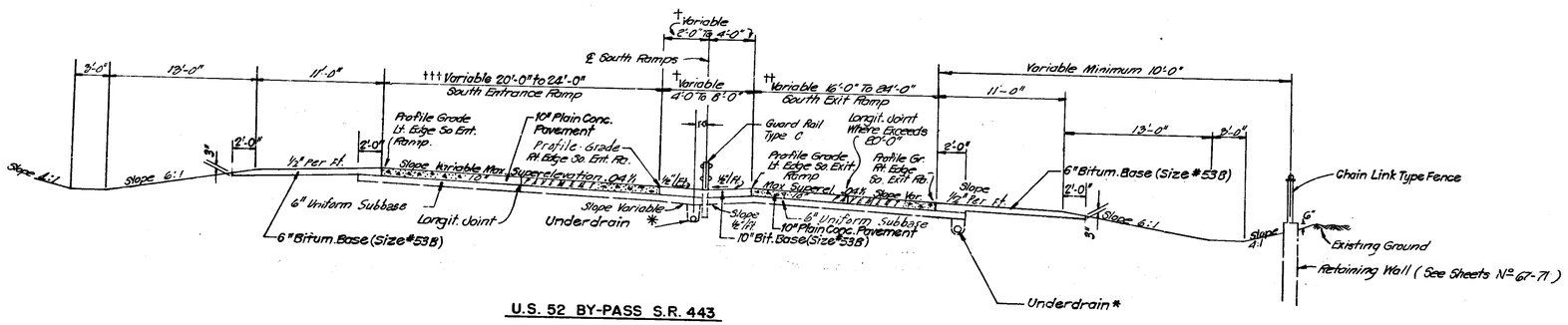
U.S. 52 BY-PASS - S.R. 443 NORTH & SOUTH RAMPS

SOUTH ENTRANCE RAMP	STA. 4+71.43 TO STA. 6+63.02 (20'-0" WIDTH)
SOUTH EXIT RAMP	STA. 0+00.0 TO STA. 3+18.72 (16'-0" WIDTH)
SOUTH EXIT RAMP	STA. 3+18.72 TO STA. 6+63.02 (16'-0" TO 22'-10 11/16" WIDTH)
NORTH ENTRANCE RAMP	STA. 9+03.39 TO STA. 11+04.0 (20'-0" WIDTH)(LEFT SHOULDER 11'-0")
NORTH EXIT RAMP	STA. 10+00.0 TO STA. 11+46.0 (20'-0" WIDTH)

SHOULDER TO BE CONSTRUCTED ON SOUTH ENTRANCE RAMP STA. 5+10 TO STA. 6+15 RT. & ON SOUTH EXIT RAMP STA. 1+50 TO STA. 5+75 LT.

U.S. 52 BY-PASS S.R. 443

RT. EDGE OF SOUTH EXIT RAMP
STA. 11+84.79 TO STA. 13+94.45



U.S. 52 BY-PASS S.R. 443

℄ SOUTH RAMPS STA. 6+92.0 TO 11+98.61

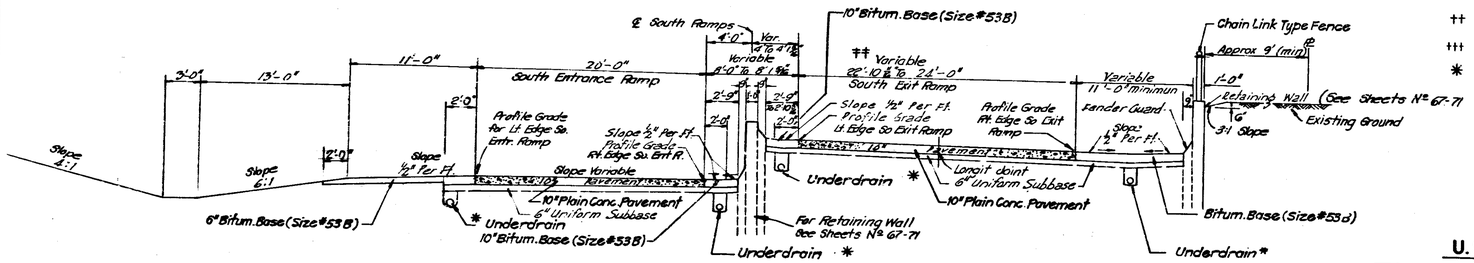
† Width 8'-0" From ℄ South Ramp, Sta. 6+92.0 To Sta. 10+10.77
Width Varies From 8'-0" At Sta. 10+10.77 To 4'-0" At Sta. 11+98.95

* Width 4'-0" From ℄ South Ramp, Sta. 6+92.0 To Sta. 10+10.77
Width Varies From 4'-0" At Sta. 10+10.77 To 2'-0" At Sta. 11+98.95

†† Ramp Width 24'-0" South Exit Ramp, Sta. 7+18.72 To Sta. 10+03.18 Rt. E.P.
Width Varies From 24'-0" At Sta. 10+03.18 To 16'-0" At Sta. 11+84.79

††† Width Varies From 20'-0" at Sta. 8+08.95 to 24'-0" at Sta. 10+10.77 ℄.

* For Details Of Underdrain ------- See Misc. Std. Sheet 'MN'



U.S. 52. BY-PASS S.R. 443

℄ SOUTH RAMPS STA. 6+63.02 TO STA. 6+92.0

** South Exit Ramp Width Varies From 22'-10 11/16" At Sta. 6+63.02 To 24'-0" At Sta. 7+18.72

U.S. 52 BY-PASS - S.R. 443 INTERCHANGE RAMPS

TYPICAL CROSS SECTIONS

SCALE:- 3/16" = 1'-0"

SUBMITTED FOR APPROVAL 12-31-68

W. H. Bahuma

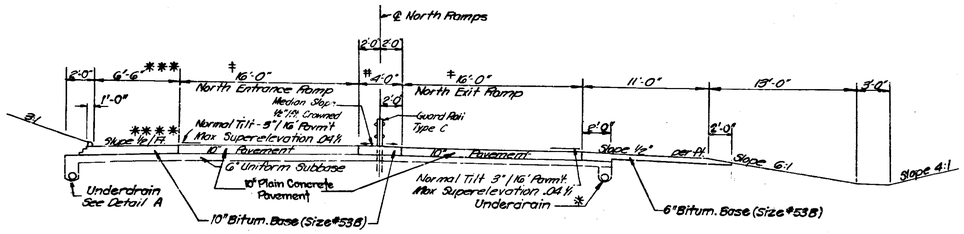
ENGINEER OF RIGHT OF WAY, HIGHWAY DESIGN AND RUN

SEPTEMBER 1963

PROJECT NO.	LINE	SHEET	TOTAL SHEETS
U-741(61)		9	339

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	10	339

REV. 3-27-75



U.S. 52 BY-PASS S-S.R. 443 NORTH RAMPS

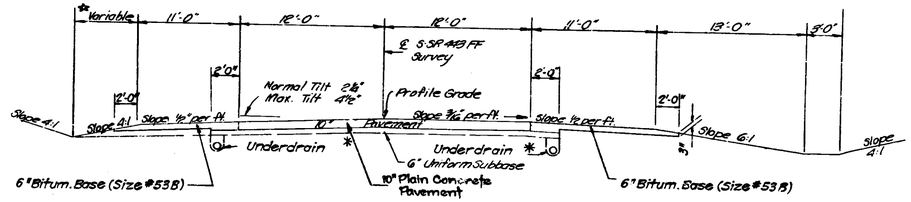
NORTH ENTRANCE RAMP	STA. 11+04.0 TO STA. 12+08.25
NORTH EXIT RAMP	STA. 11+46.0 TO STA. 12+08.25
℄ NORTH RAMPS	STA. 12+08.25 TO STA. 20+05.62

*** For Left Shoulder North Entrance Ramp Sta. 9+03 To Sta. 11+15 See Right Shoulder.

**** Slope Varies From 1/2" per Ft. At Sta. 17+00 To 3/4" Per Ft. At Sta. 17+50

‡ Ramp Width 20'-0" Ahead Of Sta. 12+08.25 ℄ North Ramp Width Varies From 20'-0" At Sta. 12+08.25 To 16'-0" At Sta. 12+58.25 ℄ North Ramps

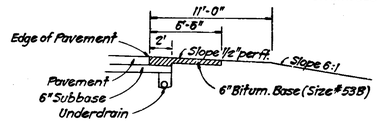
‡‡ Varies From 8'-0" At North Entrance Ramp Sta. 11+04.0 To 4'-0" At Sta. 12+08.25.



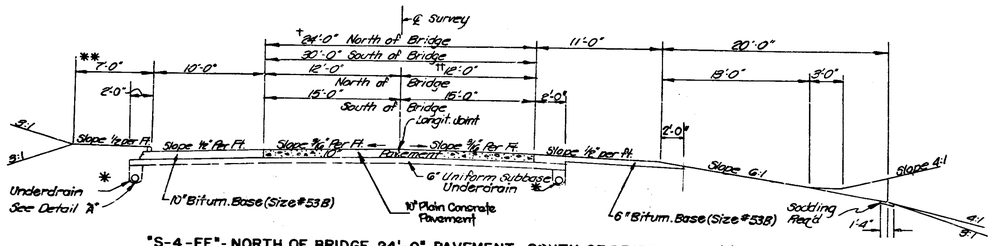
U.S. 52 BY-PASS S-S.R. 443

RT. EDGE OF SOUTH EXIT RAMP
STA. 13+94.45 TO STA. 15+36.19

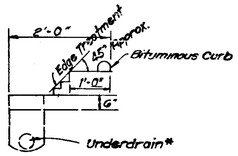
★ Transition To Existing Ditch



SHOULDER TO BE CONSTRUCTED ON
NORTH ENTRANCE RAMP STA. 17+50 TO STA. 20+05.62 LT.
NORTH EXIT RAMP STA. 12+08.25 TO STA. 20+05.62 RT.
SOUTH EXIT RAMP STA. 0+40 TO STA. 5+25 RT.



"S-4-FF"- NORTH OF BRIDGE 24'-0" PAVEMENT - SOUTH OF BRIDGE 30'-0" PAVEMENT



Detail A
No Scale

** Note: Ahead Of Sta. 51+00 Left Shoulder & Ditch (Same as Right Shoulder & Ditch)

‡ Width 24'-0" from Sta. 45+00 To Sta. 47+02.13
Width Varies from 24'-0" At Sta. 47+02.13 To 28'-0" At Sta. 47+52.13
Width 28'-0" from Sta. 47+52.13 To Sta. 48+06. Width 30'-0" from Sta. 48+06 to Bridge.

‡‡ Width 12'-0" from Sta. 45+00 To Sta. 47+02.13
Width Varies from 12'-0" At Sta. 47+07.13 To 16'-0" At Sta. 47+52.13
Width 16' from Sta. 47+52.13 To Sta. 48+06. Width 18'-0" from Sta. 48+06 to Bridge.

* For Details Of Subsurface Drain See Misc. Std. Sheet MN

U.S. 52 BY-PASS - S.R. 443 INTERCHANGE RAMPS

TYPICAL CROSS SECTIONS

SCALE:- 3/16" = 1'-0"

SUBMITTED FOR APPROVAL 10-31-68

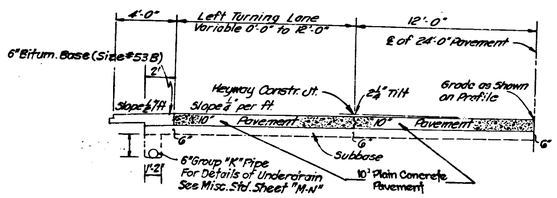
W. H. Bohnke
ENGINEER OF DESIGN

SEPTEMBER 1963

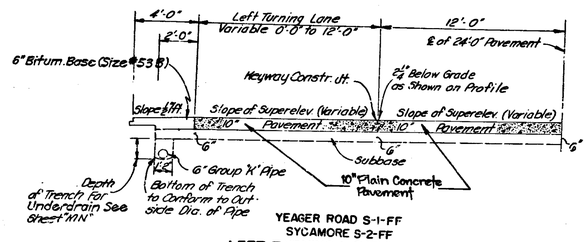
PROJECT NO.	LINE	SHEET NO.	SHEETS
U-74(61)		10	339

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-724 (61)	1975	11	339

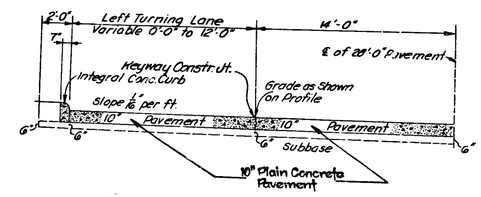
REV. 3-27-75



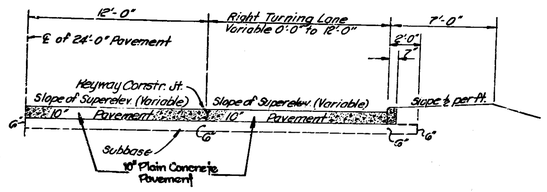
LEFT TURNING LANE (RURAL)
ON TANGENTS AND CURVES OF LESS THAN 0°45'



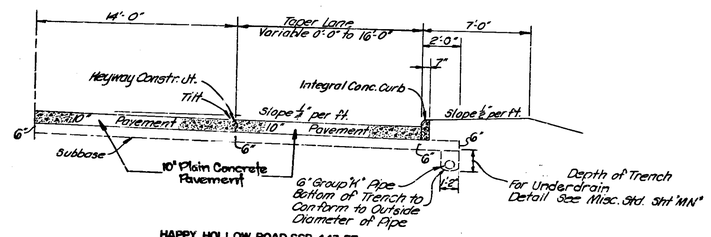
YEAGER ROAD S-1-FF
SYCAMORE S-2-FF
LEFT TURNING LANE (RURAL)
ON CURVES OF 0°45' AND OVER



SALISBURY S-3-FF
LEFT TURNING LANE (URBAN)
ON TANGENTS AND CURVES OF LESS THAN 0°45'



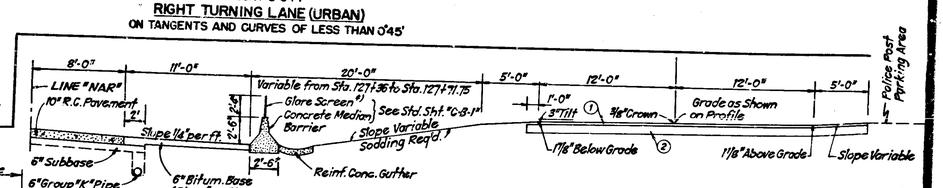
YEAGER ROAD S-1-FF
SYCAMORE S-2-FF
RIGHT TURNING LANE (URBAN)
ON CURVES OF 0°45' AND OVER



HAPPY HOLLOW ROAD SSR-443-FF
SALISBURY S-3-FF
RIGHT TURNING LANE (URBAN)
ON TANGENTS AND CURVES OF LESS THAN 0°45'

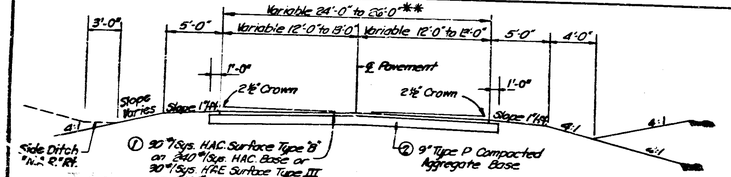
TURNING LANE TYPICAL SECTIONS

SCALE: 1/4" = 1'-0"



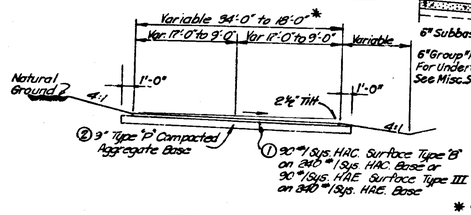
#) For Details of Glare Screen See Details Sheet No. 12A.

TYPICAL SECTION FOR FRONTAGE ROAD NO. 1
STA. 127+36 (127+20 NAR) TO 130+80 (130+80 NAR)
Scale: 3/16" = 1'-0"



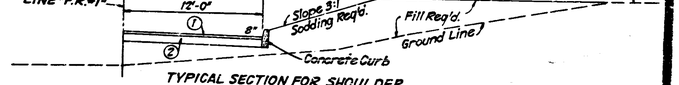
** See Detail Sheet No. 92 & 93 For Pavement Width

TYPICAL SECTION
FRONTAGE ROAD NO. 1
STA. 125+60 TO STA. 133+43.49 F.R. 1
SCALE: 3/16" = 1'-0"



* See Detail Sheet No. 93 For Pavement Width

TYPICAL SECTION
FRONTAGE ROAD NO. 2
STA. 139+00 TO STA. 141+45 N.A.L.
SCALE: 3/16" = 1'-0"



TYPICAL SECTION FOR SHOULDER
STA. 125+60 TO STA. 127+80 RT. "F.R. #1"

TYPICAL CROSS SECTIONS

SCALE:- AS SHOWN

SUBMITTED FOR APPROVAL 10-31-68

W A Cochran

SEPTEMBER 1963

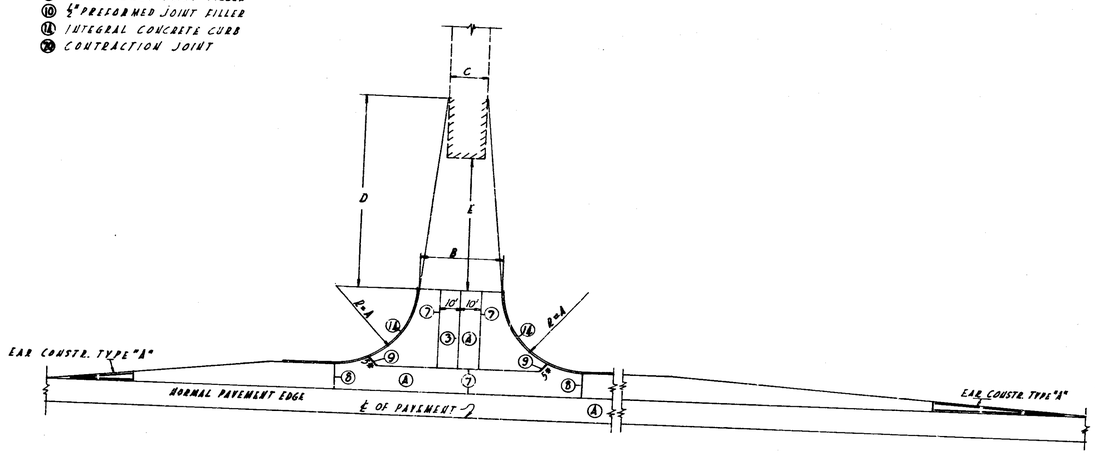
U-724 (61) 11 339

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	12	339

Rev. 3-27-75

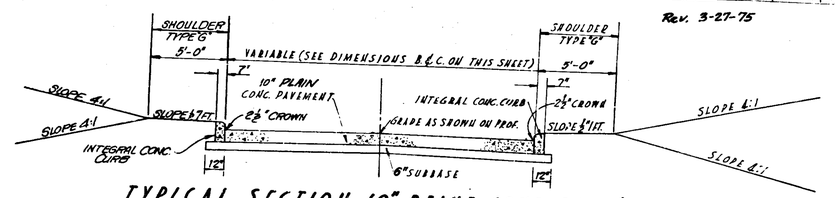
· LEGEND ·

- (A) 10" Plain Concrete Pavement.
- (3) LONGITUDINAL JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) ½" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (20) CONTRACTION JOINT



STANDARD APPROACH

NOT TO SCALE



TYPICAL SECTION 10" REINF. CONC. PAVM'T.

PUBLIC STREET APPROACHES

SCALE = ¼" = 1'-0"

LINE	STATION	STREET NAME	A.D.T. Lt	A.D.T. Rt	A Lt	A Rt	B	C Lt	C Rt	Lt	Rt	Lt	Rt	TYPE OF SURFACE Lt	TYPE OF SURFACE Rt	TYPE OF SHOULDER Lt	TYPE OF SHOULDER Rt	FOR DETAIL SEE SHEET	FOR GRADE SEE SHEET	REMARKS
"S-1-FF"	139+17.07 FFL	YEAGER ROAD	2726		40	40	40	40	22.5					CONC.	CONC.	G	G			
"S-2-FF"	142+24.06	SYCAMORE LANE	NA	1000	40	60	40	NONE	30					NONE	CONC.	G	G			
S-3-FF"	163+68.9	SALISBURY ST.	5500	10990	40	40	(1) 40	41	22-21					CONC.	CONC.	G	G			
"FF"	167+70	COVINGTON ST.	NA	NA	25	25	40	41	NONE					CONC.	NONE	G	G			

(1) "B" LT. = 41'

PUBLIC STREET APPROACHES

"NA"- NO TRAFFIC COUNTS AVAILABLE

"NONE"- NO TRAFFIC MOVEMENTS IN DIRECTION SHOWN

TYPICAL CROSS SECTIONS

SCALE:- AS SHOWN

SUBMITTED FOR APPROVAL 10-31-68

W. H. Behrens

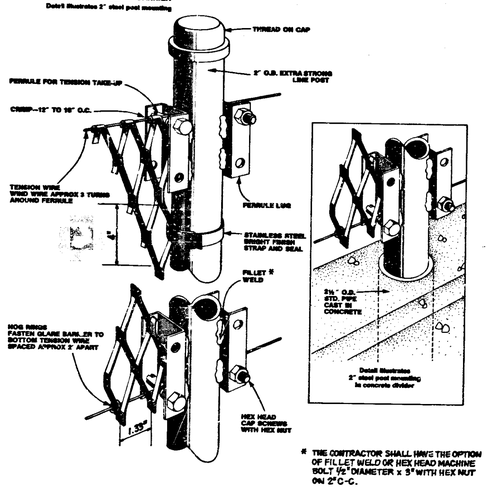
SEPTEMBER 1963

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)		12	339	

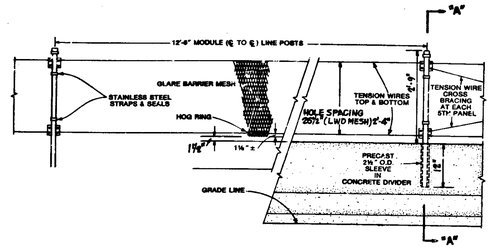
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	12 A	339

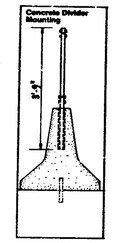
SECTION THRU GLARE BARRIER

Detail illustrates 2" steel post mounting



THE CONTRACTOR SHALL HAVE THE OPTION OF FILLET WELD OR HEX HEAD MACHINE BOLT ½" DIAMETER x 3" WITH HEX NUT ON 2" C-C.





SECTION "A-A"

ITEM	AASHTO DESIGNATION	AASHTO MIN. MATERIAL REQUIREMENTS CLASS
EXPANDED METAL GLARE PANEL 12'-6" SWD x 2'-4", 2'-9" LWD, 18 gage, .050" thick, width 1.35" x 4.34" center-to-center of bridges. Expanded from 2 oz. Hot Dip Galvanized Sheet. Top edge to be stop rolled. Painted in accordance with Specifications shown	A-639	A-666
LINE POST 2" O.D. Extra Strong Pipe with Thread-on Cap. Ferrule Lugs 1½" x 1¼ x11 gage, 4½" long (welded to line post). Painted in accordance with Specifications shown	A-120 A-569	A-120 A-123 Class D-2
TENSION WIRE Top and bottom, American Wire Gage No. 9 (.148" diameter).		A-641 Class 2
HOG RING FASTENER American Wire Gage Fastener No. 12 (.109" diameter).		A-116 Class 2
BOLTS AND NUTS FOR TENSION TAKE-UP ASSY. Hex hd. cap screws ¾" diameter x 2", with hex nut, ¾" hole drilled through stem.	A-307	A-183 Class C
FERRULES FOR TENSION TAKE-UP ¾" I.D. x 1¾" long x 14 gage, with ¾" notch on each end.	A-350	A 123 Class D-3
STRAIGHT STEEL STRAPS AND SEALS Straps .020" x .625" coined strip No. 1 or 2 Finish. Seals .....7 x 1.25" (single t'kness).	A-176 Type 430	
SLEEVE FOR ADDITIONS IN DIVIDER Standard weight pipe sleeve 2½" O.D. (Optional).	A-120	A-120
BOLTS AND NUTS FOR ALTERNATE FERRULE LUG CONNECTIONS Hex head machine bolt ½" diameter x 3" with hex nut.	A-325	

Coating Specifications

Material Expanded metal cut from hot dipped galvanized steel, 2 oz. coating, ASTM-A-525.

Pre-treat To be cleaned and pre-treated with organic coating in accordance with Military Specification TT-C-490.

Primer To be primed after expansion with baked-on Zinc Chromate Epoxy, minimum 0.2 mil. dry film.

Finish Coat To be baked-on Polyester Coating with a minimum 1.8 mil thickness applied by electrostatic spray method after expansion.

Color Interstate Green.

Tests

Color: Color difference method—Color Eye ASTM D-1466.

Gloss: At 60° to 80° measurement on Gardner 60° Glossmeter ASTM D-1471.

Pencil Hardness: To be minimum F as measured by Eagle Turquoise pencils using flat rounded lead at 45° to paint film.

Salt Spray: (Fog) ASTM B-117, 500 hours. Degree of paint blistering ASTM D-714. No more than 50% of the panel face may show blisters and none shall be larger than blister size No. 8.

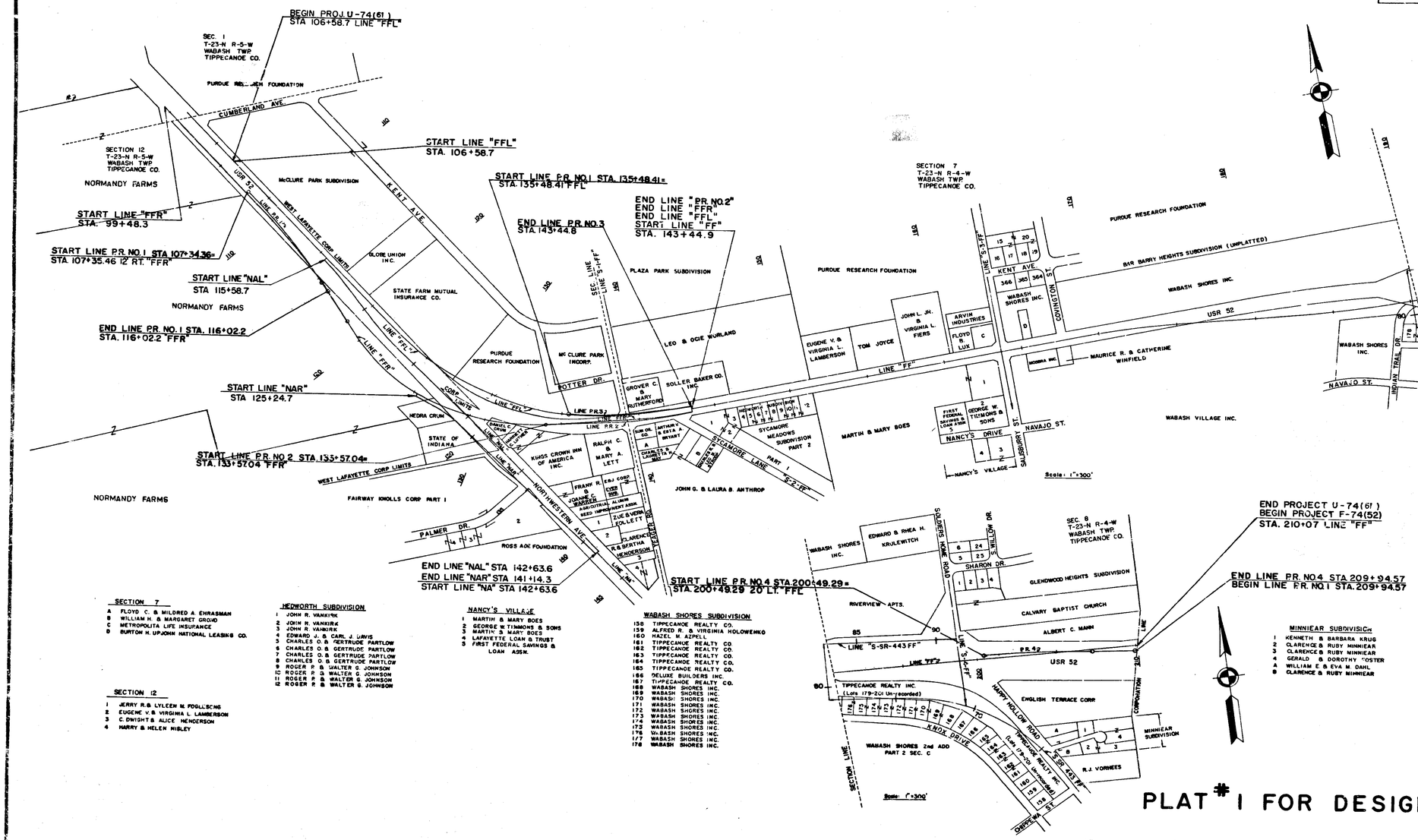
Humidity Resistance: 100% relative humidity at 100°F. 1000 hours may show only slight softening and only a few scattered blisters no larger than blister size No. 8, ASTM D-714.

Water Immersion Test: Organic coating on steel ASTM M-270. 1000 hours submersion in distilled water may show blisters no larger than size No. 8, ASTM D-714.

DETAILS OF GLARE SCREEN

Rev: 12-12-73; Rev. Parcel #2 as per R/W letter 11-7-

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	U-74(61)	1975	15	339



SECTION 7

- A FLOYD C. & MILDRED A. ENRASMAN
- B WILLIAM H. & MARGARET GROUD
- C METROPOLITA LIFE INSURANCE
- D BURTON H. UPJOHN NATIONAL LEASING CO.

SECTION 12

- 1 JERRY R. & LYLEEN M. FOGLESONG
- 2 EUGENE V. & VIRGINIA L. LAMBERSON
- 3 C. DWIGHT & ALICE HENDERSON
- 4 HARRY & HELEN NISLEY

HEDWORTH SUBDIVISION

- 1 JOHN R. VANKIRK
- 2 JOHN R. VANKIRK
- 3 JOHN R. VANKIRK
- 4 EDWARD J. & CARL J. DAVIS
- 5 CHARLES O. & GERTRUDE PARTLOW
- 6 CHARLES O. & GERTRUDE PARTLOW
- 7 CHARLES O. & GERTRUDE PARTLOW
- 8 CHARLES O. & GERTRUDE PARTLOW
- 9 ROGER P. & WALTER G. JOHNSON
- 10 ROGER P. & WALTER G. JOHNSON
- 11 ROGER P. & WALTER G. JOHNSON
- 12 ROGER P. & WALTER G. JOHNSON

NANCY'S VILLAGE

- 1 MARTIN & MARY BOES
- 2 GEORGE W. TIMMONS & SONS
- 3 MARTIN & MARY BOES
- 4 LAFAYETTE LOAN & TRUST
- 5 FIRST FEDERAL SAVINGS & LOAN ASSN.

WABASH SHORES SUBDIVISION

- 158 TIPPECANOE REALTY CO.
- 159 ALFRED R. & VIRGINIA HOLOWENKO
- 160 HAZEL M. AZPELL
- 161 TIPPECANOE REALTY CO.
- 162 TIPPECANOE REALTY CO.
- 163 TIPPECANOE REALTY CO.
- 164 TIPPECANOE REALTY CO.
- 165 TIPPECANOE REALTY CO.
- 166 DELUXE BUILDERS INC.
- 167 TIPPECANOE REALTY CO.
- 168 WABASH SHORES INC.
- 169 WABASH SHORES INC.
- 170 WABASH SHORES INC.
- 171 WABASH SHORES INC.
- 172 WABASH SHORES INC.
- 173 WABASH SHORES INC.
- 174 WABASH SHORES INC.
- 175 WABASH SHORES INC.
- 176 WABASH SHORES INC.
- 177 WABASH SHORES INC.
- 178 WABASH SHORES INC.

MINNIEAR SUBDIVISION

- 1 KENNETH & BARBARA KRUG
- 2 CLARENCE & RUBY MINNIEAR
- 3 CLARENCE & RUBY MINNIEAR
- 4 GERALD & DOROTHY FOSTER
- A WILLIAM E. & EVA M. DAHL
- B CLARENCE & RUBY MINNIEAR

GLENWOOD HEIGHTS SUBDIVISION

- 1 RUSSELL H. SHOAF
- 2 HOLLIHS H. JR. & LOIS D. WHITE
- 3 MERRIL & MARJARIE SWEDLAND
- 4 CASE & NANCY F. JOHNSON
- 5 RAYMOND & MARY A. MOLTER
- 6 ARTHUR J. & MARTHA HAYER
- 24 CHARLES & SUE W. SCHOLER
- 25 RICHARD H. & SHIRLEY N. COE

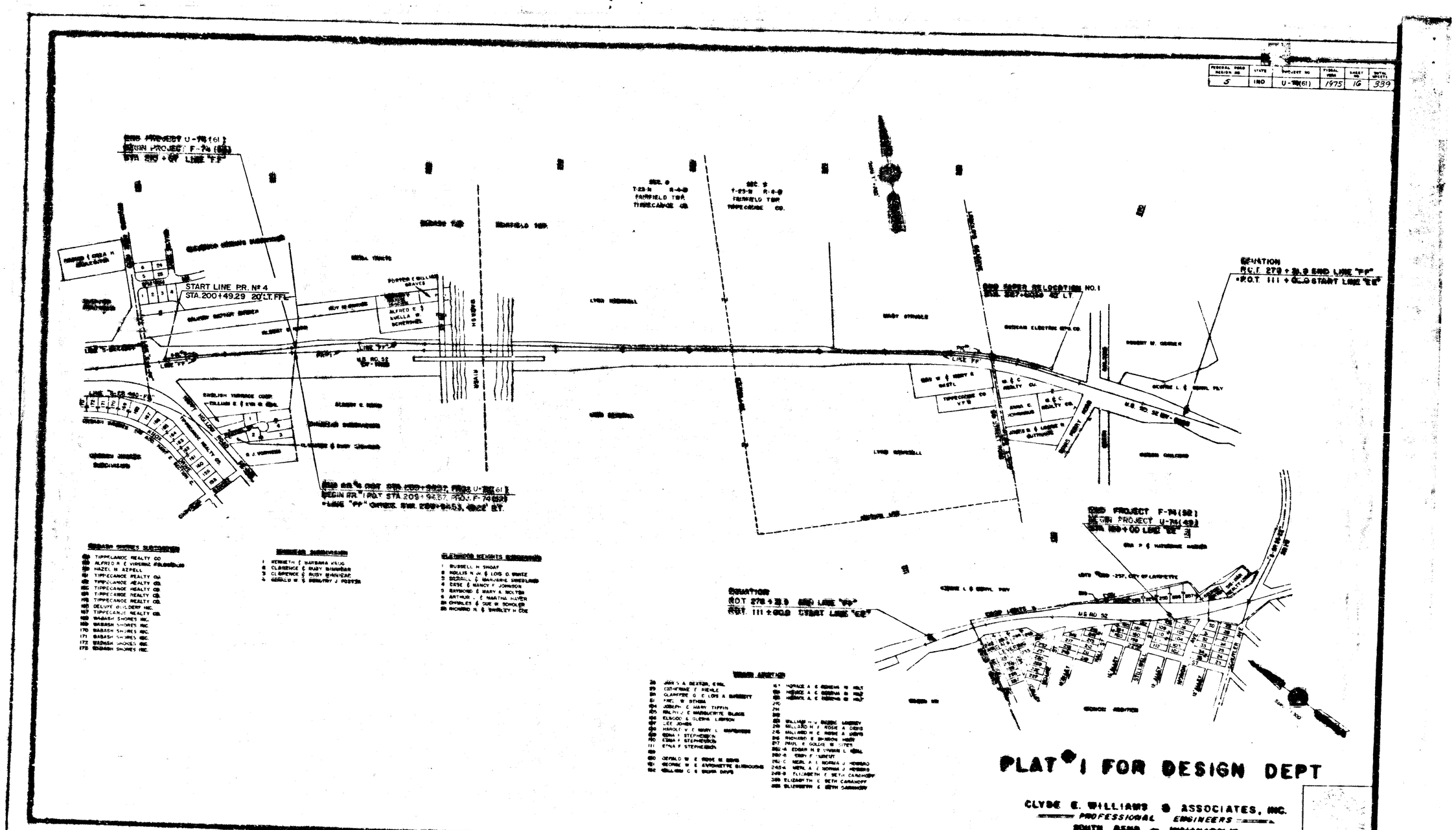
PLAT #1 FOR DESIGN DEPT

CLYDE E. WILLIAMS & ASSOCIATES, INC.
PROFESSIONAL ENGINEERS
SOUTH BEND — INDIANAPOLIS

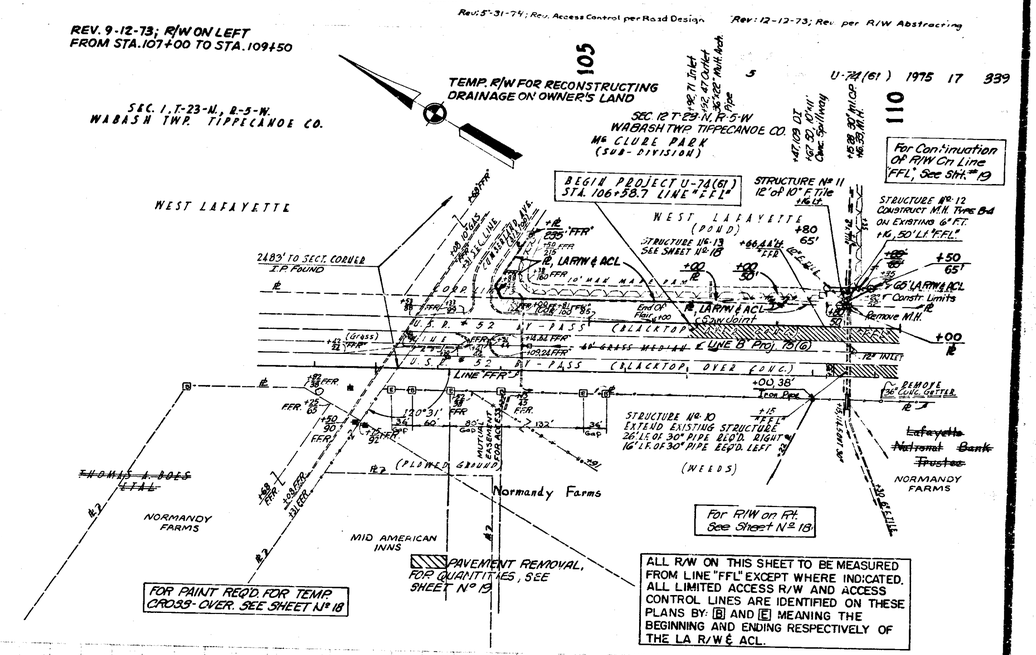
RICHARD C. BALES REGISTERED 5500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	"FF"	15	339	

FEDERAL ROAD DESIGN NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	U-[illegible](61)	1975	16	339



PROJECT NO.	SHEET	TOTAL
U-74(61)	16	339



GENERAL NOTES

1. STD. SHEET "A", MAY 1967 FOR REINF. CONCRETE MESH AS SHOWN ON SHEET № 14 TO BE USED ON THIS PROJECT.
2. TYPICAL CROSS-SECTION AS SHOWN ON SHEETS № 8 THRU 12 TO BE USED ON THIS PROJECT.
3. INDIANA STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS DATED 1963 TO BE USED WITH THESE PLANS.
4. STANDARDS UNDER DATES AS LISTED IN THE INDEX ON THE TITLE SHEET TO BE USED ON THIS PROJECT.
5. GRADE LINE AS SHOWN ON PROFILE REPRESENTS TOP OF FINISHED SURFACE.
6. ALL DITCHES OF 1% GRADE AND OVER SHALL BE SODDED EXCEPT WHERE PAVED SIDE DITCH IS TO BE CONSTRUCTED.
7. SPECIAL DITCHES ON THE RIGHT ARE PLOTTED 10' BELOW DATUM ON PLAN & PROFILE SHEETS EXCEPT AS NOTED.
8. SPECIAL MEDIAN AND CENTER DITCH GRADES ARE PLOTTED 10' ABOVE DATUM ON PLAN & PROFILE SHEETS EXCEPT AS NOTED.
9. ALL DITCHES ON THIS PROJECT SHALL BE 3' BOTTOM EXCEPT WHERE SPECIFIED.
10. SODDING SHALL BE PLACED ALONG PAVED SIDE DITCHES AS SHOWN ON MISCELLANEOUS STANDARD SHEET "E"
11. SODDING QUANTITIES SHOWN ON SUMMARY SHEET INCLUDE SUBGRADE DRAIN OUTLET SODDING NOT SHOWN ON PLAN & PROFILE SHEETS.
12. ALL EARTH SHOULDERS, CUT & FILL SLOPES SHALL BE MULCHED SEEDED EXCEPT WHERE SODDING IS SPECIFIED.
13. OVERHAUL AND ADDED HAUL QUANTITIES AS SHOWN IN THE BALANCES ARE FOR INFORMATION ONLY.
14. EXCAVATION QUANTITIES AS SHOWN INCLUDE ESTIMATED EXCAVATION FOR PUBLIC & PRIVATE APPROACHES (SEE TABLE ON SHEETS № 78)
15. FOR "REMOVE OF PIPE" PERMITTED FOR EACH SIZE AND CLASSIFICATION AS SHOWN ON THE STRUCTURE DATA SHEET, SEE MISC., STANDARD SHEET "MP" STRUCTURE LENGTHS SHOWN IN STRUCTURE NOTES DO NOT INCLUDE CONNECTIONS.
16. THE MINIMUM GRADE FOR "SUBSURFACE DRAINS" SHALL BE 0.20% WHERE THE PROFILE GRADE IS LESS THAN 0.20% SPECIAL GRADES FOR SUBSURFACE DRAINS SHALL BE ESTABLISHED BY THE ENGINEER.
17. THE CONTRACTOR MUST ACCEPT THE PLAN QUANTITIES OF SUBBASE AS SHOWN ON THE ESTIMATE QUANTITIE SHEETS SUBJECT TO THE CONDITIONS AS SET OUT IN 304.07 OF THE STANDARD SPECIFICATIONS.
18. ALL LIMITED ACCESS R/W (L.A.R/W) DOT TO BE FENCED.
19. ON THE TYPICAL SECTIONS, (URBAN) REFERS TO A CURBED SECTION & (RURAL) REFERS TO A NON CURBED SECTION.
20. CONTRACTION JOINTS SHALL BE PLACED AT ALL MANHOLES WITHIN PAVEMENT LIMITS.
21. CONTRACTION JOINTS SHALL BE PLACED AT THE BEGINNING & END OF ALL RADII, AT STREET AND ALLEY INTERSECTIONS.
22. ALL CURVES SHALL BE SUPERELEVATED IN ACCORDANCE WITH TRANSITION DIAGRAMS SHOWN ON SHEETS № 52-61, 72-74 & 76-77
23. BASE & SURFACE CONSTRUCTION DEPTH PRICE LESS, FOR PRIVATE & COMMERCIAL DRIVES TO BE AS SHOWN ON TABLE OF QUANTITIES FOR APPROACHES SHEETS № 78.
24. SODDING SHALL BE PLACED AS SHOWN ON STANDARD AND TYPICAL CROSS-SECTIONS AND ON MISCELLANEOUS STANDARD SHEET "MP".
25. PAPER RELOCATION IS TO BE CROSS-SECTIONED BY THE PROJECT ENGINEER BEFORE CONSTRUCTION.
26. WHEN GUARD RAIL TYPE "A" IS CALLED FOR ON THIS PROJECT THE CONTRACTOR SHALL USE THE STEEL BEAM SECTION ONLY.
27. WHEN GUARD RAIL TYPE "B" IS CALLED FOR ON THIS PROJECT THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE STEEL BEAM SECTION, THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION.
28. WHEN GUARD RAIL TYPE "D" IS CALLED FOR ON THIS PROJECT THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE STEEL BEAM SECTION OR THE SEMI-EHIPSE ALUMINUM TUBULAR SECTION.
29. WHEN GUARD RAIL TYPE "E" IS CALLED FOR ON THIS PROJECT THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE STEEL BEAM SECTION, THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION OR THE STEEL TUBULAR SECTION

FOR CONTINUATION OF GENERAL NOTES,
SEE SHEET № 7

FOR TEMP. CROSS-OVER		L.F. TAPE REQ'D.	L.F. PAINT STRIPE REQ'D.	
LINE	STA. TO STA.	SOLID DOUBLE YELLOW BARRIER	WHITE SKIP ℄	SOLID DOUBLE YELLOW BARRIER TAPE STRIPE
FFL	95+15 - 105+15			2000
FFL & FFR	105+25 FFL - 104+70 FFR	260	190	
FFR & PR#1	104+80 FFR - 114+80 PR#1			2000
FFR	99+00 - 109+00			2000
FFR & FFL	103+50 FFR - 106+40 FFL	260	190	
FFL	106+40 - 116+40			2000

Rev: 5-31-74; Rev. Access Control per Road Design Rev.: 12-12-73; Rev. per R/W Abstracting

U-74(61) 1975 IB 339

SEC. 1, T-23-N, R-5-W
WABASH TWP. - TIPPECANOE CO.

SEC. 12, T-23-N, R-5-W
WABASH TWP. - TIPPECANOE CO.

WEST LAFAYETTE

WEST LAFAYETTE

STRUCTURE No. 11 See Sheet No. 17

(Pond)

10' Man Made Dam

For R/W Reqd. On Lt. See Sheet No. 19

+16.50' STRUCTURE No. 12 Lt. FFL See Sheet No. 17

+16.44' STRUCTURE No. 13 Lt. FFR Adjust Casting to Grade

CORP. LIMITS

USR #52 BY PASS (Conc.)

P.O.T. 99+48.3

Brg. S 31°00'00" E

Line "FFR"

Line "FFL"

Line "B" Proj. 75(6)

Saw Joint

12" Outlet

(Grass)

one way

Line "FFR"

LA R/W & ACL

STRUCTURE No. 10 See Sheet No. 17

(weeds)

Normandy Farms

Remove 15" Conc. Gutter

12" End Gutter

Construction in LA R/W & ACL Limits

EQUATION
P.C. 109+00.0 Line "FFR"
= O.P.O.T. 16+05.0 "B" Proj. 75(6) 44.0' Lt.
= O.P.O.T. 110+64.7 Line "FFL" 88.0' Lt.

P.C. 108+34.36 PR #1 L
O.P.O.T. 108+35.46 "FFR" 120' Lt.

For Continuation OF R/W On Rt. See Sheet No. 50

~~THOMAS A. DOES ETAL~~

NORMANDY FARMS

(Plowed Ground)

FOR PAVEMENT REMOVAL SEE SHEET No. 19

BEGIN CONSTRUCTION
Sta. 107+34.36 Begin PR #1
O.P.O.T. 107+35.46 "FFR" 120' Lt.

MID AMERICAN INN 3

Iron Pin on E.P.

Top R/W Marker

Top Cor. Fen. P.

Pwp

P.O.T. 99+48.3 (I.P.L.)
= O.P.O.T. 25+56.7 "B" Proj 75(6) 44.0' Lt.

Line PR #1	Line "FFR"
Δ - 10°32' Rt.	Δ 10°32' Rt.
D - 1°30'	D - 1°30'
T - 352.1'	T - 352.1'
L - 702.2'	L - 702.2'
E - 16.20'	E - 16.20'

Iron Pin on E.P.

~~Lafayette National Bank Trustee~~

NORMANDY FARMS

Bott. Caps Tied to Fen. P.

P.C. 109+00.0 (I.P.L.)
= O.P.O.T. 16+05.0 "B" Proj. 75(6) 44.0' Lt.
= O.P.O.T. 110+64.7 Line "FFL" 88.0' Lt.

B.M. #1 Elev. 694.44 ¼" Reinforcing Rod set in S. High Tension Pole 24.4' Lt. Sta. 101+85 "FFR"
B.M. #2 Elev. 623.42 X-Cut in N. End Conc. Hdw. 1145' Lt. Sta. 107+46 "FFR"

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "P.R. #1" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

See Sheet No. 19 For Earthwork Balance

Incidental Construction

P.T. +00
El. 701.74
VC 400'

BEGIN CONSTRUCTION
Sta. 107+34.36 PR #1
Sta. 107+35.46 "FFR"

Meet Existing Pavement
Sta. 107+34.36 PR #1
El. 699.55

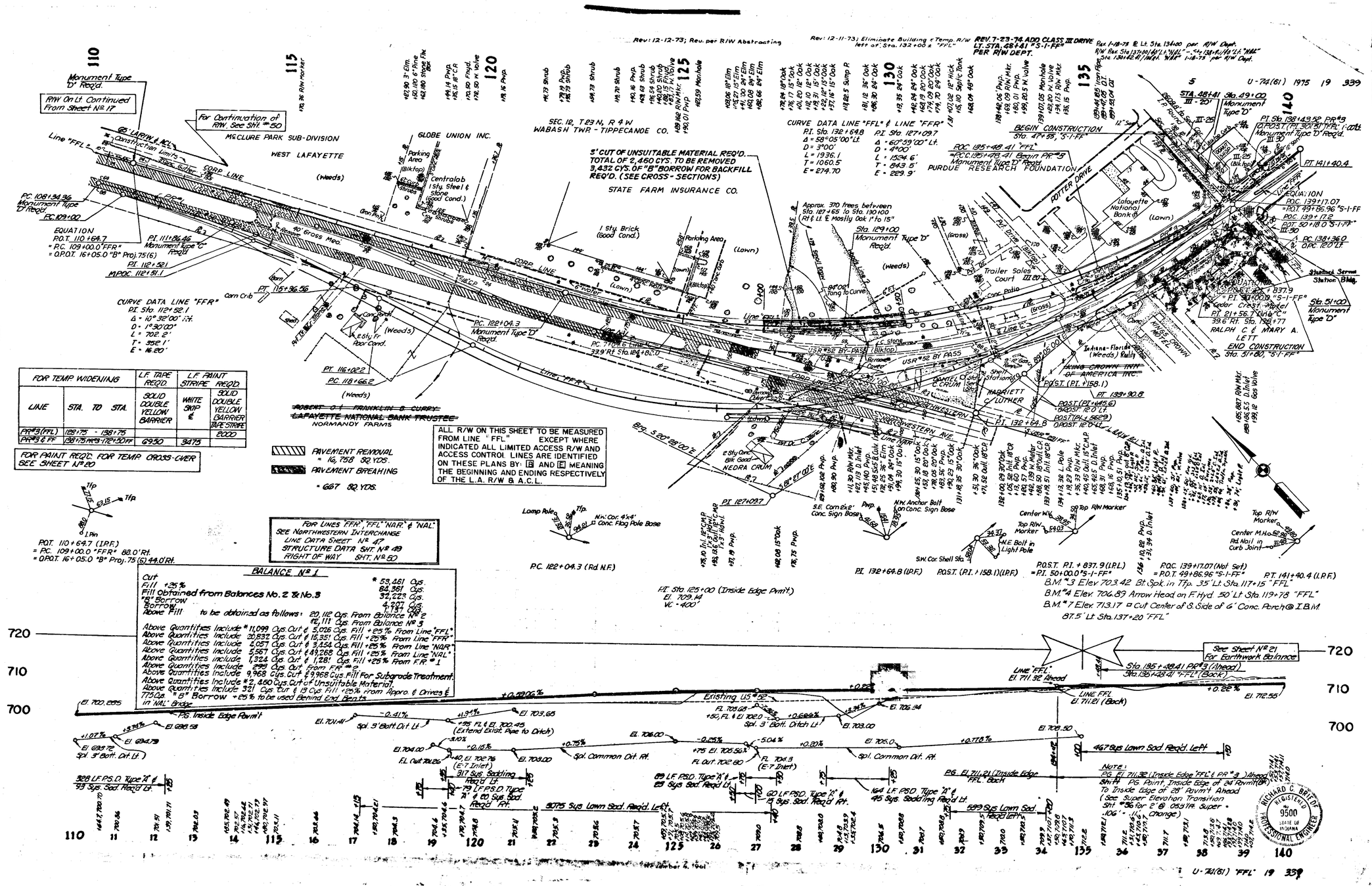
El. 697.91
+66.21 697.40'
El. 699.50
Common V. Dirt Lt. (Median)

710
700
690

95 96 97 98 99 100 01 02 03 04 105 06 07 08 09 110

U-74(61) "FFR" IB 339

RICHARD C. BRICKE
REG. STEREO
9:00
STATE OF INDIANA
PROFESSIONAL ENGINEER



FOR TEMP. WIDENING		L.F. TAPE REQ'D.	L.F. PAINT STRIPE REQ'D.	
LINE	STA. TO STA.	SOLID DOUBLE YELLOW BARRIER	WHITE SKIP ¢	SOLID DOUBLE YELLOW BARRIER TAPE STRIPE
PR#3 (FFL)	128+75 - 138+75			2000
PR#3 & FF	138+75 to 49+17 & 121+00 FF	6950	3475	

BALANCE № 2	
Cut	20,832 Cys.
Fill +25%	15,351 Cys.
Borrow	5,481 Cys.
Above Fill to be obtained as follows:	5,481 Cys. From Balance № 1
Above Quantities Include 20,832 Cys. Cut & 15,351 Cys. Fill +25% From Line "FFR"	
Above Quantities Include 2,057 Cys. Cut & 3,434 Cys. Fill +25% From Line "NAR"	
Above Quantities Include 5,567 Cys. Cut & 49,268 Cys. Fill +25% From Line "NAL"	
Above Quantities Include 1,324 Cys. Cut & 1,281 Cys. Fill +25% From F.R. # 1	
Above Quantities Include 299 Cys. Cut From F.R. # 2	
Above Quantities Include 9,968 Cys. Cut & 9,968 Cys. Fill For Subgrade Treatment.	
Above Quantities Include * 2,460 Cys. Cut of Unsuitable Material.	
Above Quantities Include 321 Cys. Cut & 13 Cys. Fill +25% from Approx. & Drives & 775 Cys. "B" Borrow +25% to be used Behind End Bents in NAL Bridge	

Rev: 12-12-73, Rev per R/W Abstracting

Rev: 1-18-73 ℄'s 11, Sta 134+00 - per R/W Dept. R/W Rev. Sta 137+00 NW'LY, W'LY & Sta 138+00 NW'LY "W/L" Sta. 130+00 R/W/L/W'LY & N'LY 1-18-73 per R/W Dept.

REV. 7-23-74; ADD CLASS III DRIVE LT. STA. 48+41 "S-1-FF" PER R/W DEPT.

Rev: 12-11-73: Eliminate Building & Temp. R/W left of Sta. 132+00 "FFL"

Rev'd 9-2-69; Drive Widened Per Road Design Dept.

Rev'd. 9-2-71; Tree Adds.

Rev. 11-25-74 Guard Rail

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FOR TEMP. CROSS-OVER		L.F. TAPE REQ'D.	L.F. PAINT STRIPE REQ'D.	
LINE	STA. TO STA.	SOLID DOUBLE YELLOW BARRIER	WHITE SKIP ℄	SOLID DOUBLE YELLOW BARRIER TAPE STRIPE
FR-99.4 FFL	126+50 FFL - 136+30 FFL			2000
FR-99.4 & 3	136+30 FFR - 137+25 FFR	140	70	
FR-99.4 & FF	137+25 FFR - 147+25 FF			2000

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Rev: 12-11-73; R Rt. 139+60 ± "PR#2"

Rev. 12-26-73; Add Cl. III Drs. Rt. Sta. 154+65 & 159+55

REV. 5-30-75; ADDED AND REVISED STRUCTURES

* For Working Room Only For Sewer Construction

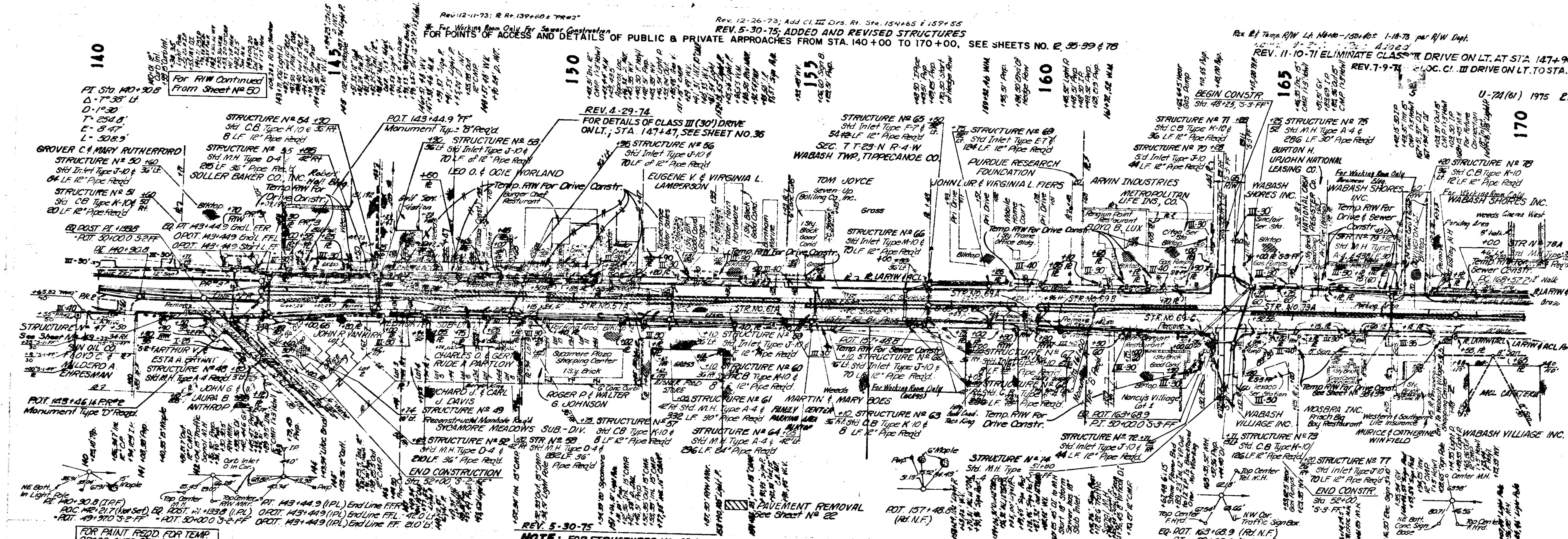
FOR POINTS OF ACCESS AND DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 140+00 TO 170+00, SEE SHEETS NO. 12, 35-39 & 78

Rev. R/W & Temp. R/W Lt. 146+00 - 150+40 ± 1-18-73 per R/W Dept.

REV. 11-10-71 ELIMINATE CLASS III DRIVE ON LT. AT STA. 147+90

REV. 7-9-7? RELOC. CL. III DRIVE ON LT. TO STA. 150+63

U-74(61) 1975 21 339



NOTE: FOR STRUCTURES NO. 49 A, 49 B & 49 C; SEE SHEET NO. 36.
FOR STRUCTURES NO. 57 A & 61 A; SEE SHEET NO. 37
FOR STRUCTURES NO. 69 A, 69 B, 69 C & 73 A; SEE SHEET NO. 38

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: B AND E MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

BM #8 Elev. 717.47 Bt. Spk. N. Side 84" Maple, 160' Rt. Sta. 144+49 Line "FF"
BM #9 Elev. 717.43 X-NE Cor. 6' Conc. Walk @ Scya. Plaza Shop. Center 111' Rt. Sta. 151+05 "FF"
BM #10 Elev. 716.97 Bt. Spk. 10" Cottonwood, 80' Lt. Sta. 158+79 Line "FF"
BM #11 Elev. 717.37 N. End Conc. Pump Is 116' Rt. Sta. 164+09 Line "FF"

FOR PAINT REQ'D FOR TEMP. WIDENING OF P.R. #3 & LINE "FF" SEE SHEET № 19

BALANCE № 2

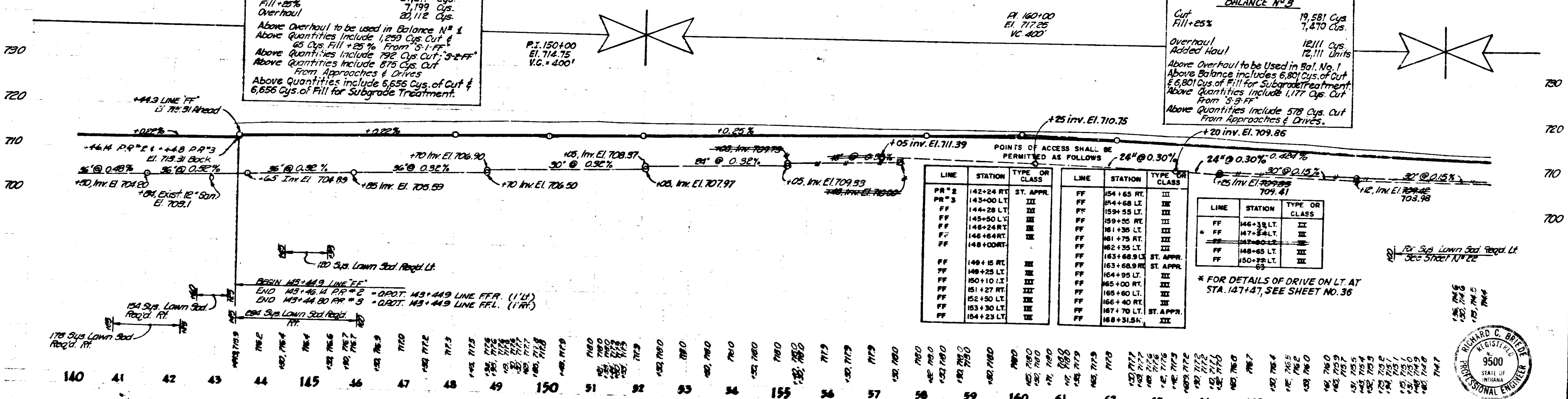
Cut	27,311 Cys.
Fill +25%	7,199 Cys.
Overhaul	20,112 Cys.

Above Overhaul to be used in Balance № 1
Above Quantities Include 1,259 Cys. Cut & 65 Cys. Fill +25% From "S-1-FF"
Above Quantities Include 792 Cys. Cut "S-2-FF"
Above Quantities Include 875 Cys. Cut From Approaches & Drives
Above Quantities include 6,656 Cys. of Cut & 6,656 Cys. of Fill for Subgrade Treatment.

BALANCE № 3

Cut	19,581 Cys.
Fill +25%	7,470 Cys.
Overhaul	12,111 Cys.
Added Haul	12,111 Units

Above Overhaul to be Used in Bal. No. 1
Above Balance includes 6,801 Cys. of Cut & 6,801 Cys. of Fill for Subgrade Treatment.
Above Quantities Include 1,177 Cys. Cut From "S-3-FF"
Above Quantities Include 578 Cys. Cut From Approaches & Drives.



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS

LINE	STATION	TYPE OR CLASS
PR #2	142+24 RT.	ST. APPR.
PR #3	143+00 LT.	III
FF	144+28 LT.	III
FF	145+50 LT.	III
FF	146+24 RT.	III
FF	146+64 RT.	III
FF	148+00 RT.	
FF	149+15 RT.	III
FF	149+25 LT.	III
FF	150+10 LT.	III
FF	151+27 RT.	III
FF	152+50 LT.	III
FF	153+30 LT.	III
FF	154+23 LT.	III

LINE	STATION	TYPE OR CLASS
FF	154+65 RT.	III
FF	154+68 LT.	III
FF	159+55 LT.	III
FF	159+55 RT.	III
FF	161+35 LT.	III
FF	161+75 RT.	III
FF	162+35 LT.	III
FF	163+68.9 LT.	ST. APPR.
FF	163+68.9 RT.	ST. APPR.
FF	164+95 LT.	III
FF	165+00 RT.	III
FF	165+60 LT.	III
FF	166+40 RT.	III
FF	167+70 LT.	ST. APPR.
FF	168+31.5 RT.	III

LINE	STATION	TYPE OR CLASS
FF	146+38 LT.	III
* FF	147+34 LT.	III
~~FF~~	~~147+80 LT.~~	~~III~~
FF	148+65 LT.	III
FF	150+63 LT.	III

* FOR DETAILS OF DRIVE ON LT. AT STA. 147+47, SEE SHEET NO. 36

RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6 1961

FFR FFL FF

REV. 5-30-75; SEWER GRADES AND ADDED DRIVES AT STA. 173+35 RT. & STA. 180+50 RT.

REV. 4-11-75; G.Rail

REV. 3-27-75: Rev. per Road Des

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SEC. 7 T-29-N R-4-W WABASH TWP. TIPPECANOE CO.

SEC. 8 T-29-N R-4-W WABASH TWP. TIPPECANOE CO.

WABASH SHORES INC.

WABASH VILLIAGE INC.

RIVERVIEW APARTMENTS

WABASH SHORES INC. TIPPECANOE CO. READEY

STRUCTURE No. 82 Std. M.H. Type A-4 & 940' of 30" Pipe Req'd.

STRUCTURE No. 85 Std. M.H. Type A-4 & 118' of 30" Pipe Req'd.

STRUCTURE No. 87 Std. C.B. Type K-11 & 36' of 12" Pipe Req'd

STRUCTURE No. 88 Std. M.H. Type A-4 & 44' of 12" Pipe Req'd

STRUCTURE No. 89 Std. Inlet Type J-10 & 40' of 12" Pipe Req'd

STRUCTURE No. 90 Std. C.B. Type K-10 & 74' of 12" Pipe Req'd

STRUCTURE No. 91 Std. Inlet Type J-10 & 32' of 12" Pipe Req'd

STRUCTURE No. 92 Std. M.H. Type D-4 & 370' of 42" Pipe Req'd

STRUCTURE No. 94 Std. M.H. Type D-4 & 334' of 42" Pipe Req'd.

STRUCTURE No. 95 Std. C.B. Type K-10 & 8' of 12" Pipe Req'd

STRUCTURE No. 80 Std. Inlet Type J-10 & 42' of 12" Pipe Req'd

Guard Rail Type A = 30 L.F.

Guard Rail Type A = 55 L.F.

Guard Rail Type As 65 L.F.

~~3,140 L.F. of Guard Rail Type "G" Req'd in Median~~

2305 L.Ft. of Concrete Median Barrier Req'd.

Monument Type "C" Req'd.

Monument Type "B" Req'd.

Sta. 191+00 Monument Type "B" Req'd.

Sta. 195+00 Monument Type "B" Req'd.

Proposed Retaining Wall (SEE DETAIL SHEET NO. 68)

For Continuation Of R/W See Sheet No. 66

For S.R. 443 Interchange Details See Line Data Right of Way Structures Sheet No. 680 681 682

PAVEMENT REMOVAL LINE "FF" 16,101 SYDS.

P.I. Sta. 172+39.9 Δ = 7°58' D = 1°20' T = 382.2' E = 12.70' L = 763.9

P.I. Sta. 189+05.3 Δ = 6°16' D = 0°40' T = 470.6' E = 12.90' L = 940.0'

FOR TEMPORARY WIDENING		L.F. TAPE REQ'D.	L.F. PAINT STRIPE REQ'D	
LINE	STA. TO STA.	SOLID DOUBLE YELLOW BARRIER	WHITE SHIP ℄	SOLID DOUBLE YELLOW BARRIER TAPE STRIPE
FF (Over Ramp)	187+50 – 197+50			2000
FF & FR"4	201+50 FF - 201+50 FR4	800	400	
FR1 & 4 (Exist. Pavm't)	201+50 FR4 - 211+50 FR1			2000
FF	172+50 - 182+50			2000
FOR TEMPORARY CROSS-OVER				
FF (L. Bound)	193+75 - 198+75			2000
FF	193+75 - 194+20	100	50	
FF & FR4 (R. Bound)	194+20 FF - 201+50 FR4			2000

POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS

STATION	TYPE OR CLASS
173+11 LT	III
173+35 RT	III
173+60 LT	III
180+50 LT & RT	III

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE L.A. R/W & A.C.L.

BM. #12 Elev. 712.56 Bt. Spk. In 15" Oak 60' Lt. Sta. 173+91 Line "FF"

BM. #13 Elev. 713.07 Bt. Spk. In 15" Evergreen 123' Lt. Sta. 179+03 Line "FF"

BM. #14 Elev. 718.40 X-Cut In S. Anchor Bolt In 3½"x3½" Conc. Sign Base @ Volkswagen 223' Lt. Sta. 185+25 Line "FF"

BM. #15 Elev. 723.44 U.S.C. & G.S. Triangulation Sta. WAB 1948. Std. Bronze Disc. Set In Conc., 45' Lt. Sta. 190+69 Line "FF"

BM. #16 Elev. 721.58 X-Cut In South Hdw'l. on Std. Highway L.B., 124' Rt. Sta. 199+99 Line "FF"

Existing U.S. #52

-0.424%

-0.7516%

-6.00%

POND 1.5' CUT OF UNSUITABLE MATERIAL REQ'D.
TOTAL 4,085 CYS. TO BE REMOVED (SEE CROSS SECTIONS)

544 Sys. Lawn Sod Req'd. Lt.

For Continuation Lt. Ditch See Pl. Ditch No. Exit Ramp SR 443 Interchange

P.I. +25 El. 722.84 VC = 200'

Drop Manhole

BALANCE No. 4

Cut	18,993 Cys.
Fill +25%	19,281 Cys.
Borrow	4,290 Cys.

Above Quantities incl. 5,136 Cys. Cut & 5,136 Cys. Fill for Subgrade Treatment & 4,085 Cys. Cut Unsuitable Mat'l.

Above Quantities include 77 Cys. Cut & 13 Cys. Fill +25% From Approaches & Drives.

BALANCE No. 5

Cut	110,528 Cys.
Fill +20%	57,917 Cys.
Overhaul	51,204 Cys.
"B" Borrow +%	2,794 Cys.

Bal. No. 5 incl's. 11,232 Cys. Cut & 11,232 Cys. Fill for Subgrade Treatment.

Above Overhaul to be used in Balance No. 6

Above Quantities include 32,994 Cys. Cut & 38 Cys. Fill +25% From "S-SR-443-FF"

Above Quantities include 1,796 Cys. Cut & 676 Cys. Fill +25% From "S-4-FF"

Above Quantities include 89 Cys. Cut From Approaches & Drives.

Above Quantities include 168 Cys. Cut & 168 Cys. Fill to be used for Benching Sta. 209+00 to 210+00 Lt.

Above "B" Borrow Includes 329 Cys. to be used behind "S-4-FF" Bridge

End Bents. Cut Includes 1,207 Cys. Unsuitable Material to be Removed, Waste & Replaced with 3491 Cys. "B" Borrow.

RICHARD C. BRIELE REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 5 196

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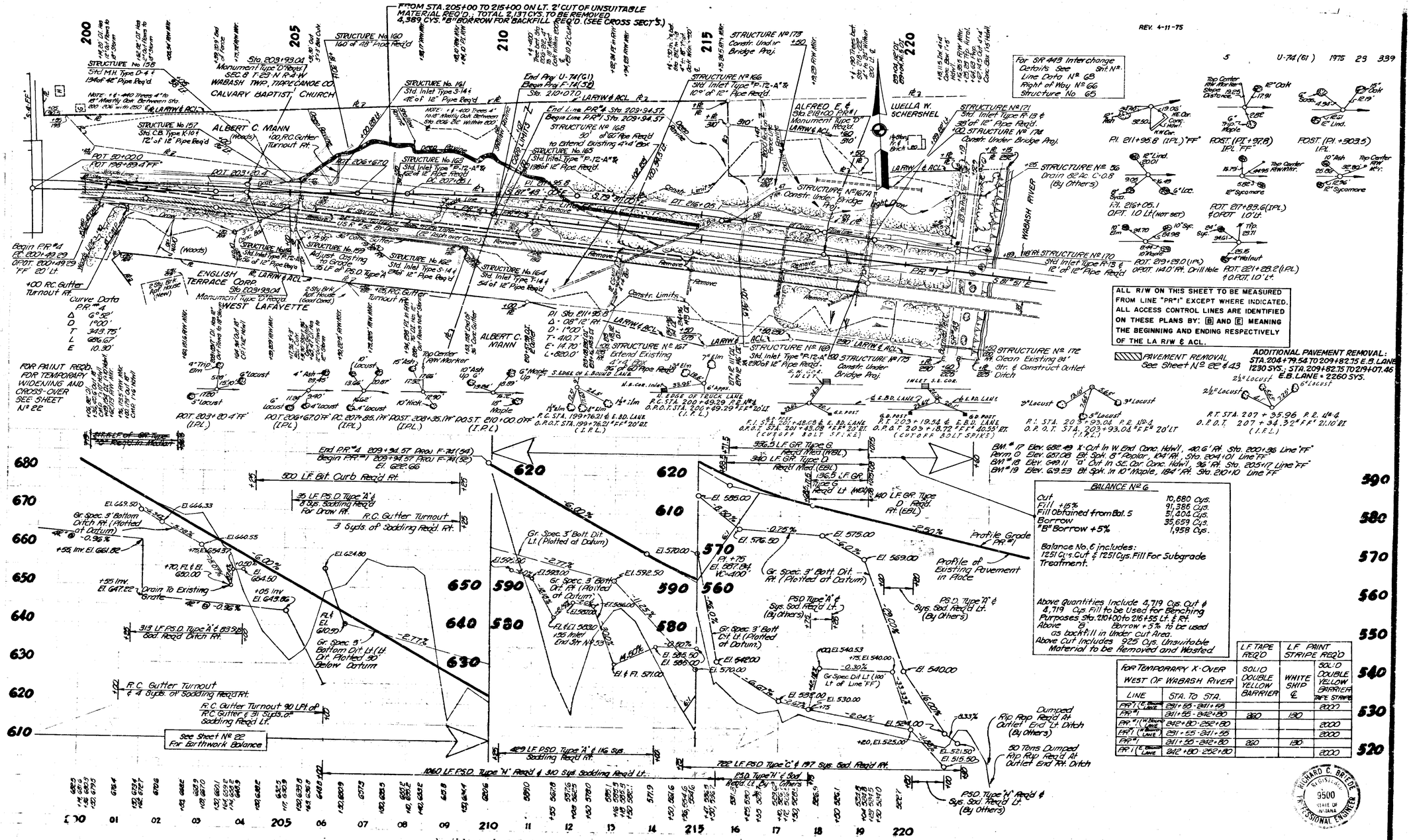

FOR TEMPORARY X-OVER WEST OF WABASH RIVER		L.F. TAPE REQ'D	L.F. PAINT STRIPE REQ'D	
LINE	STA. TO STA.	SOLID DOUBLE YELLOW BARRIER	WHITE SKIP ℄	SOLID DOUBLE YELLOW BARRIER TAPE STRIPE
FRP-1 (℄ Bound. Lane)	291+55 - 241+55			2000
FRP-1	241+55 - 242+80	260	130	
FRP-1 (W. Bound. Lane)	242+80 - 252+80			2000
FRP-1 (℄ Bound. Lane)	291+55 - 241+55			2000
FRP-1	241+55 - 242+80	260	130	
FRP-1 (℄ Bound. Lane)	242+80 - 252+80			2000

RICHARD C. BRIEDE REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

U-74(61) "FF" 29 339

Rev. 12-12-73; Rev. per R/W Abstracting

PUBLIC ROAD APPROACH TYPE "B" REQ'D. STA. 139 + 23 "N A L" LT.

Rev. 12 Lt. Sta. 134+00 J-18-73 per R/W Dept.
R/W Rev. Sta 137+00/40' Lt. "NAL" Sta 138+90/40' Lt. "NAL".
Sta. 139+22.41/100' Lt. "NAR" 1-18-73 per R/W Dept.

FOR LINE "NAL"
SEE NORTHWESTERN INTERCHANGE
LINE DATA SHEET No. 47
RIGHT OF WAY SHEET No. 50
STRUCTURE DATA SHT No. 49

CURVE DATA LINE "NAL"
P.I. Sta 121+73.3
Δ = 10°46' Lt
D = 4°00'
L = 269.2'
T = 135.0'
E = 6.35'

SEC. 12 T 23 N, R 4 W
WABASH TWP.
TIPPECANOE, CO.

PURDUE RESEARCH FOUNDATION

MCCLURE PARK SUB-DIVISION
WEST LAFAYETTE

GLOBE UNION INC.

STATE FARM INSURANCE CO.

A. NISLEY SUB-DIVISION

KING CROWN INN OF AMERICA INC.

WARREN PROPOSED APARTMENT BLDG.

NORMANDY FARMS

STATE OF INDIANA

FAIRWAY KNOLLS SUBDIVISION

PAVEMENT REMOVAL

PAVEMENT BREAKING

See Sheet Tfp. No. 19

END CONSTRUCTION
Sta. 142+63.6 "NA"
Sta. 142+63.6 18.0' Lt. NAL.
Sta. 141+14.3 18.0' Rt. NAR

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CURVE DATA LINE "NAL"
P.I. Sta. 116+86.4
Δ = 7°39' Rt.
D = 3°00'
L = 255.0'
T = 127.7'
E = 4.27'

CURVE DATA LINE "NAL"
P.I. Sta. 138+22.4
Δ = 2°58' Rt.
D = 0°24'
L = 741.7
T = 370.9'
E = 4.80'

B.M. "3" FF", Elev. 703.42, Bt. Spk. in Tfp., 35' Lt. Sta. 117+15 "FFL"
B.M. "4" FF", Elev. 706.89, Arrowhead on F. Hyd., 50' Lt. Sta. 119+70 "FFL"
B.M. "5" FF", Elev. 710.52, X-Cut in East Anchor bolt on Radio Tower @ State Police Post, 172' Rt. Sta. 127+38 "FFR"
B.M. "6" FF", Elev. 713.31, X-Cut in Center Conc. Hdwl., 36' Rt. Sta. 132+15 "FFR"
B.M. "1" NA", Elev. 714.11 Top of R/W Marker, 64' Rt. Sta. 143+64.

RICHARD C. BRIERE
REGISTERED
No. 3500
STATE OF INDIANA
PROFESSIONAL ENGINEER

U-741 (61) NAL 24 339

PUBLIC ROAD APPROACH, TYPE "D" REQ'D. STA. 134 + 03 F.R. I (PALMER DR.)

PUBLIC ROAD APPROACH TYPE "B" REQ'D. STA. 137 + 60 N A R RT.

Rev: 12-12-73; Rev. per R/W Abstracting

Rev. R. Lt. Sta. 134+00 "NAL"
R/W Rev. Sta. 133+46.46' Lt. "NAL", Sta. 138+19/46' Lt. "NAL"
Sta. 138+42.41/96.48' "NAR" 1-18-73 per R/W Dept.

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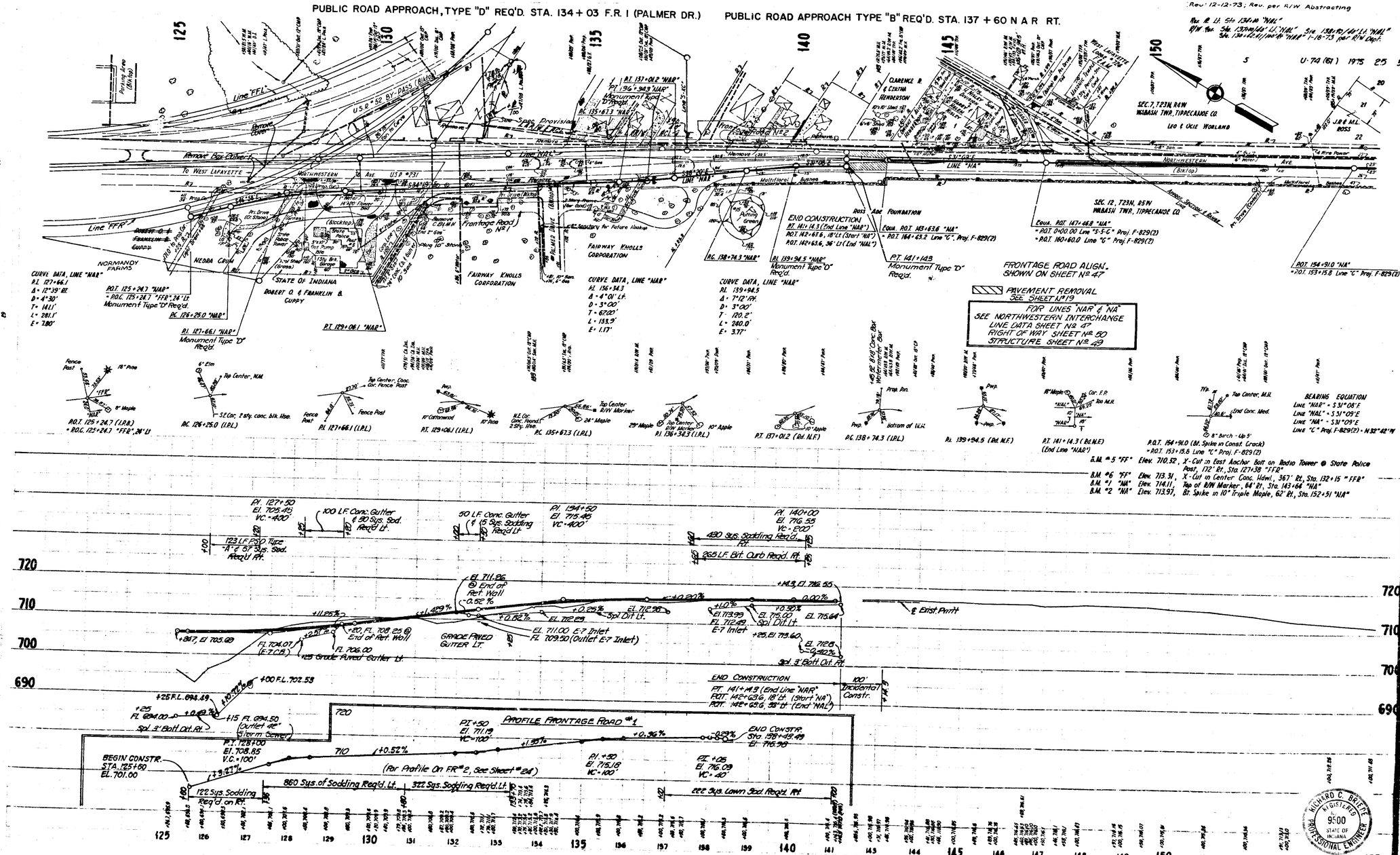

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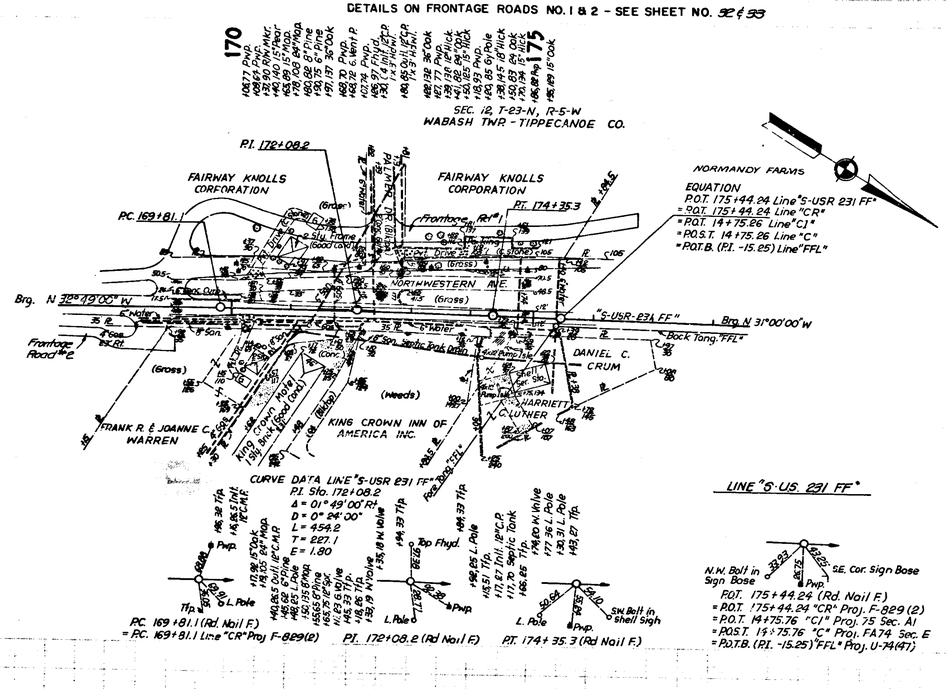
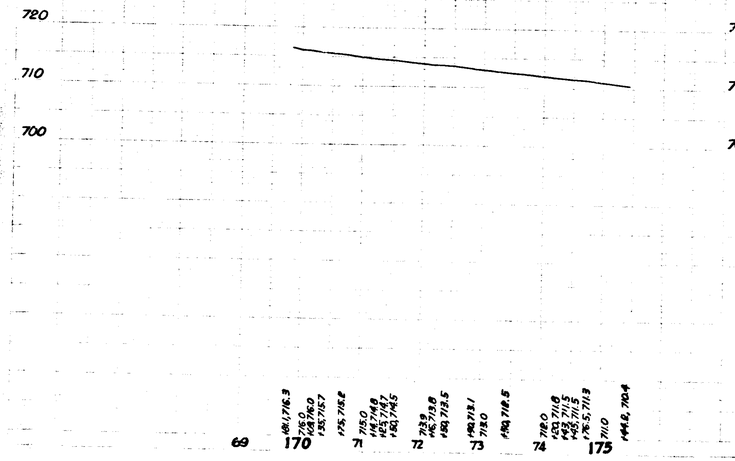
DETAILS ON FRONTAGE ROADS NO. 1 & 2 - SEE SHEET NO. 52 & 53

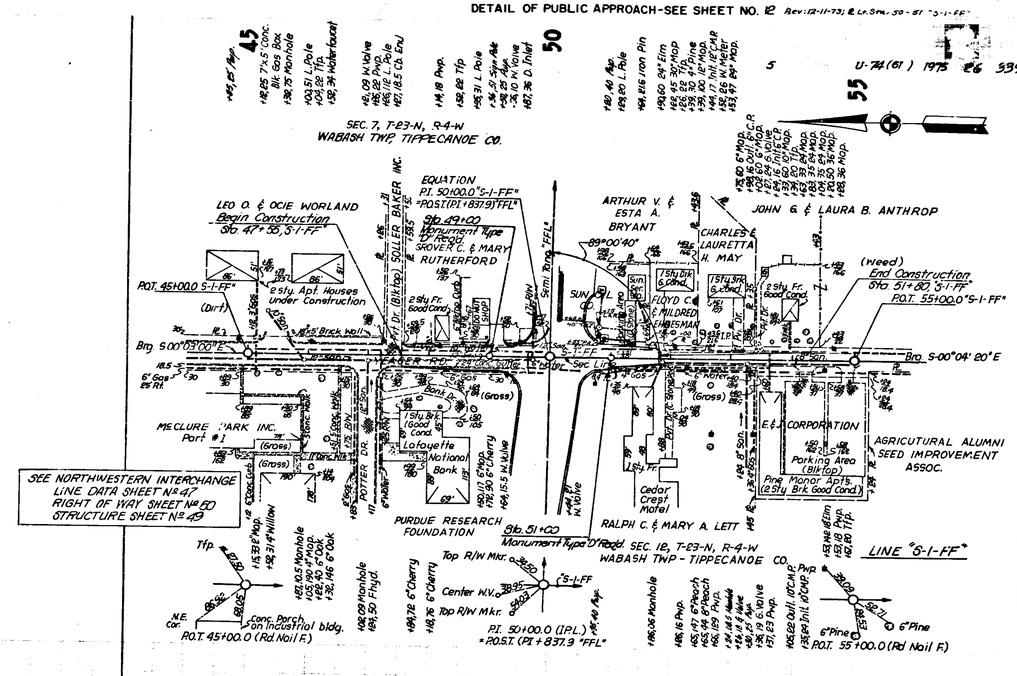


LINE "S-US. 231 FF"

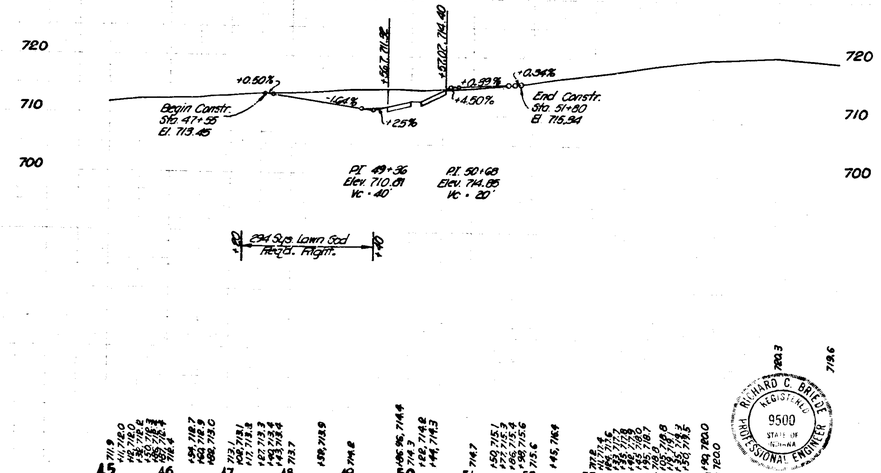


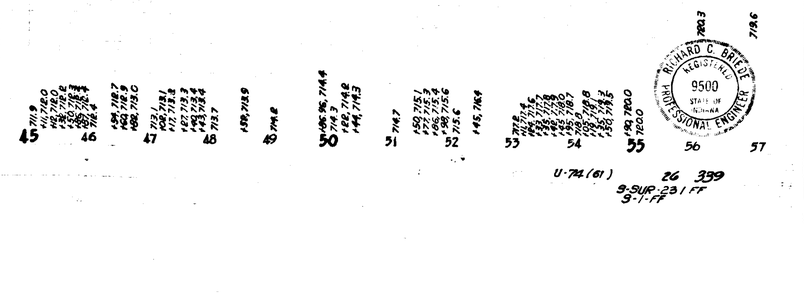
Rev: 12-12-73; Rev. per R/W Abstracting

DETAIL OF PUBLIC APPROACH-SEE SHEET NO. 12 Rev: 12-11-73; & Ln. Sta. 39-51 "S-1-FF"



LINE "S-1-FF"





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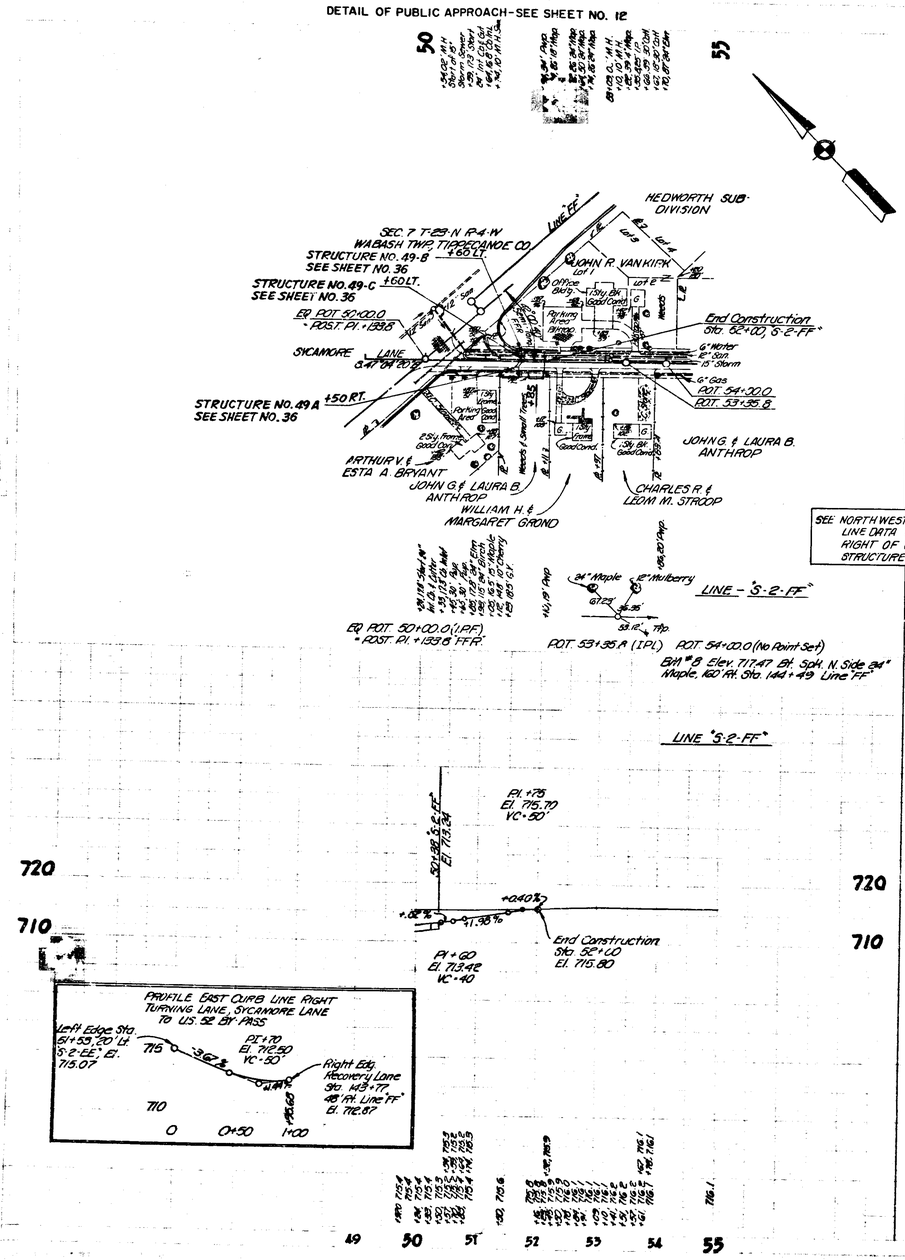
S-SUR-231 FF
S-1-FF

DETAIL OF PUBLIC APPROACH-SEE SHEET NO. 12



SEE NORTHWESTERN INTERCHANGE
LINE DATA SHEET Nº 47
RIGHT OF WAY SHEET Nº 50
STRUCTURE DATA SHEET Nº 49

DETAIL OF PUBLIC APPROACH-SEE SHEET NO. 12

REV. 7-9-73; RELOCATE CLASS III DRIVE TO STA. 51+85 RT. "S-2-FF"
REV. 5-30-75; ADDED STR. NO. 49A, STR. NO. 49B & STR. 49C

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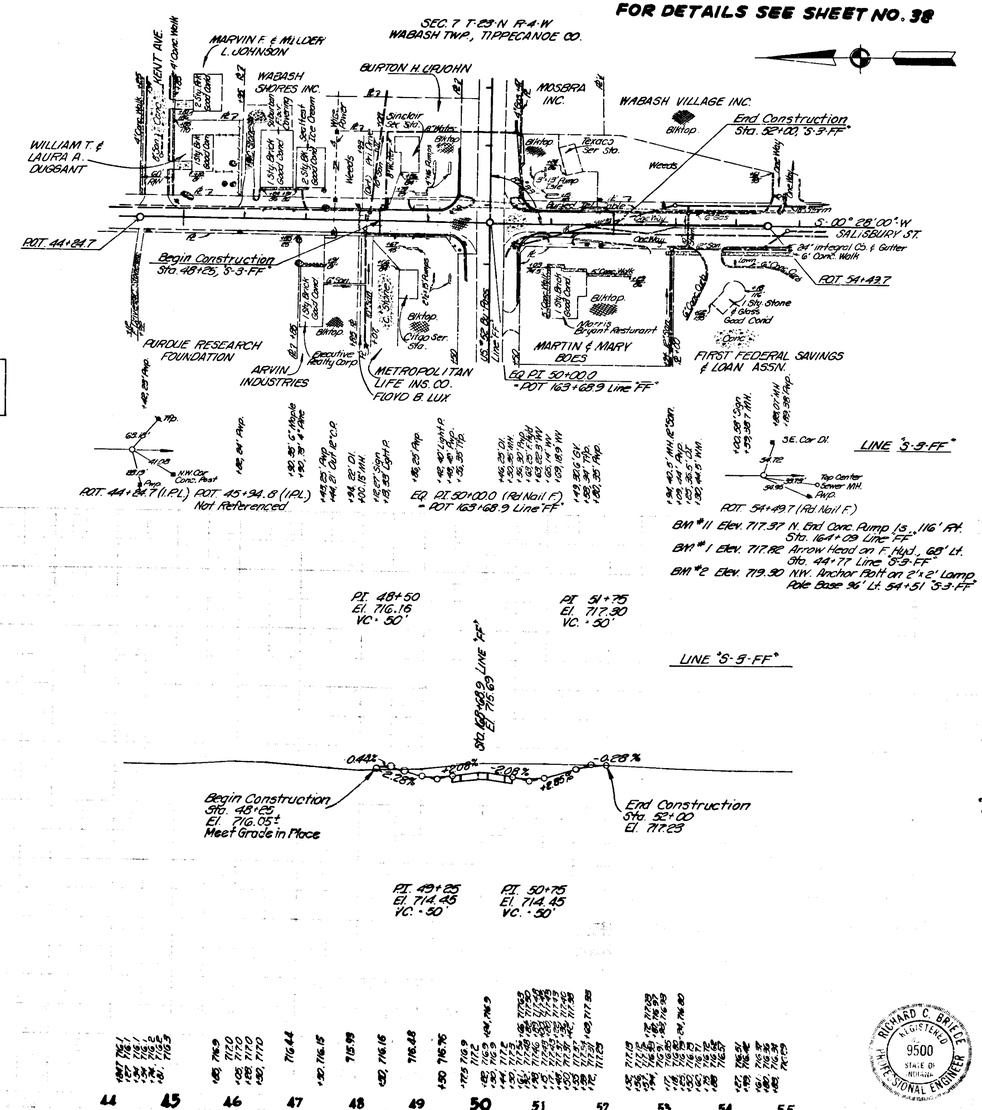
FOR DETAILS SEE SHEET NO. 38



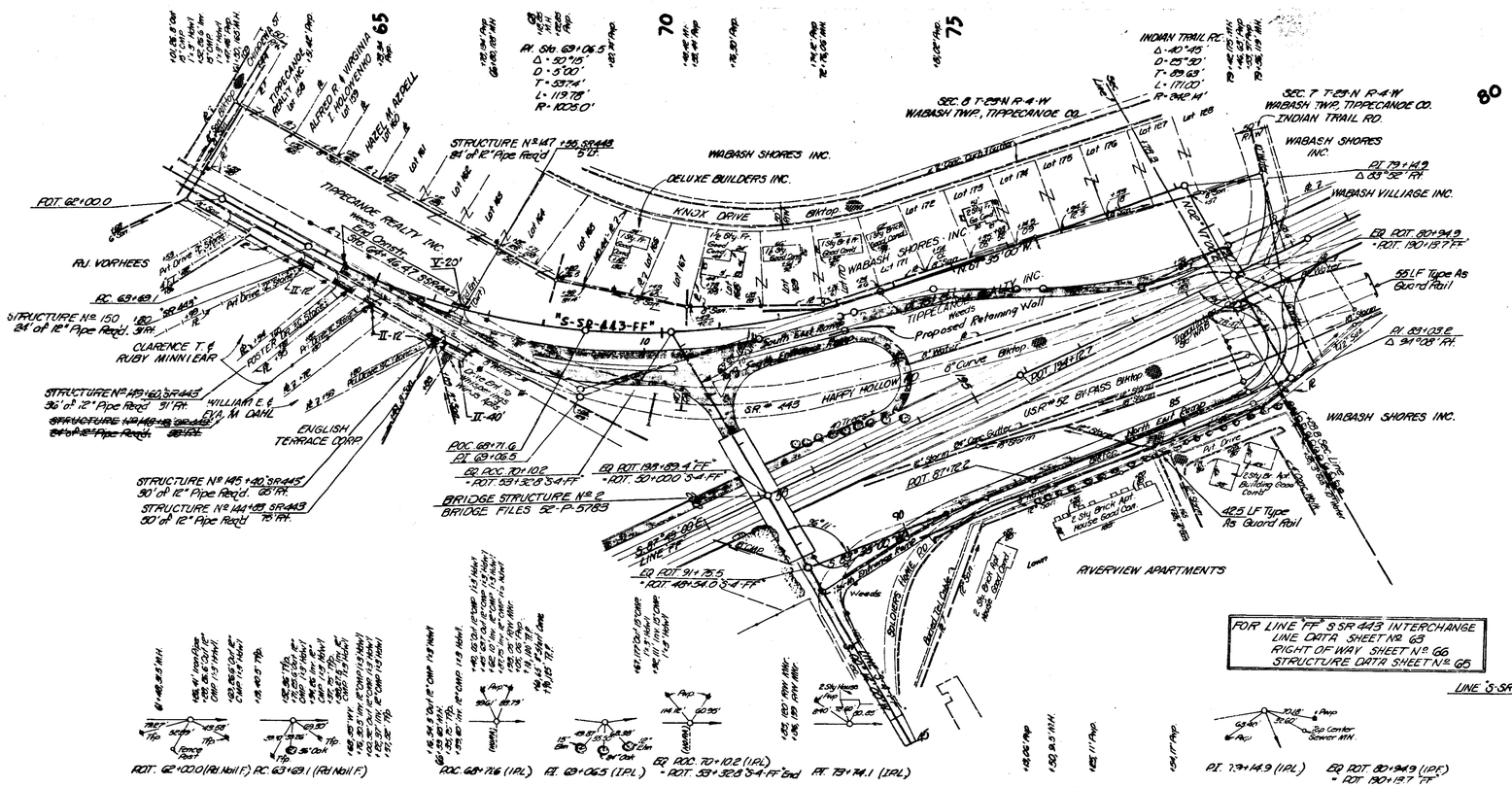
RICHARD C. BRIELE REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

U-74(61) 27 339
S-2-FF
S-3-FF

PUBLIC ROAD APPROACH TYPE "D" REQ'D. STA. 64+60 RT. "S-S.R. 443-FF"

REV. 11-5-73: Delete Drive, Temp. R/W & Pipe per L.A. Dept. 16

5 U-74(61) 1975 28 339



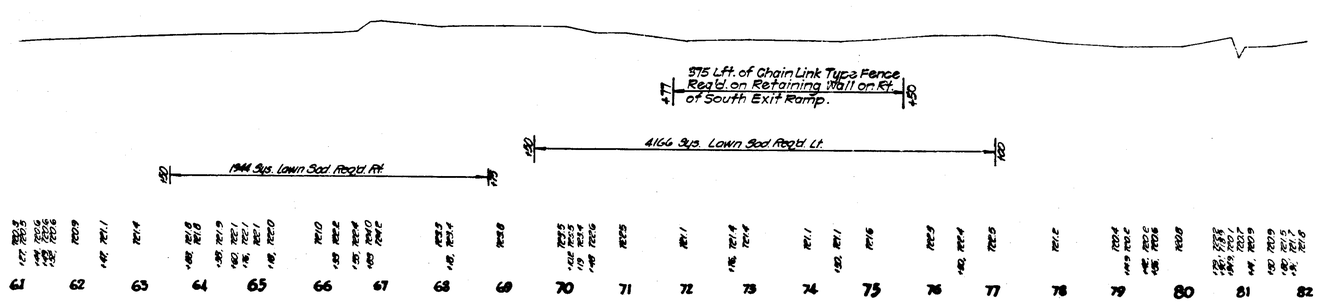
FOR TEMPORARY WIDENING		L.F. TAPE REQ'D.	L.F. PAINT STRIPE REQ'D.	
LINE	STA. TO STA.	SOLID DOUBLE YELLOW BARRIER	WHITE SHIP ℄	SOLID DOUBLE YELLOW BARRIER TAPE STRIPE
SR 443 FF	60+50 - 70+50			2000
SR 443 FF	70+50 - 72+50	400	200	
SR 443 FF	72+50 - 80+00			1500

FOR LINE "FF" S.SR 443 INTERCHANGE
LINE DATA SHEET No. 63
RIGHT OF WAY SHEET No. 66
STRUCTURE DATA SHEET No. 65

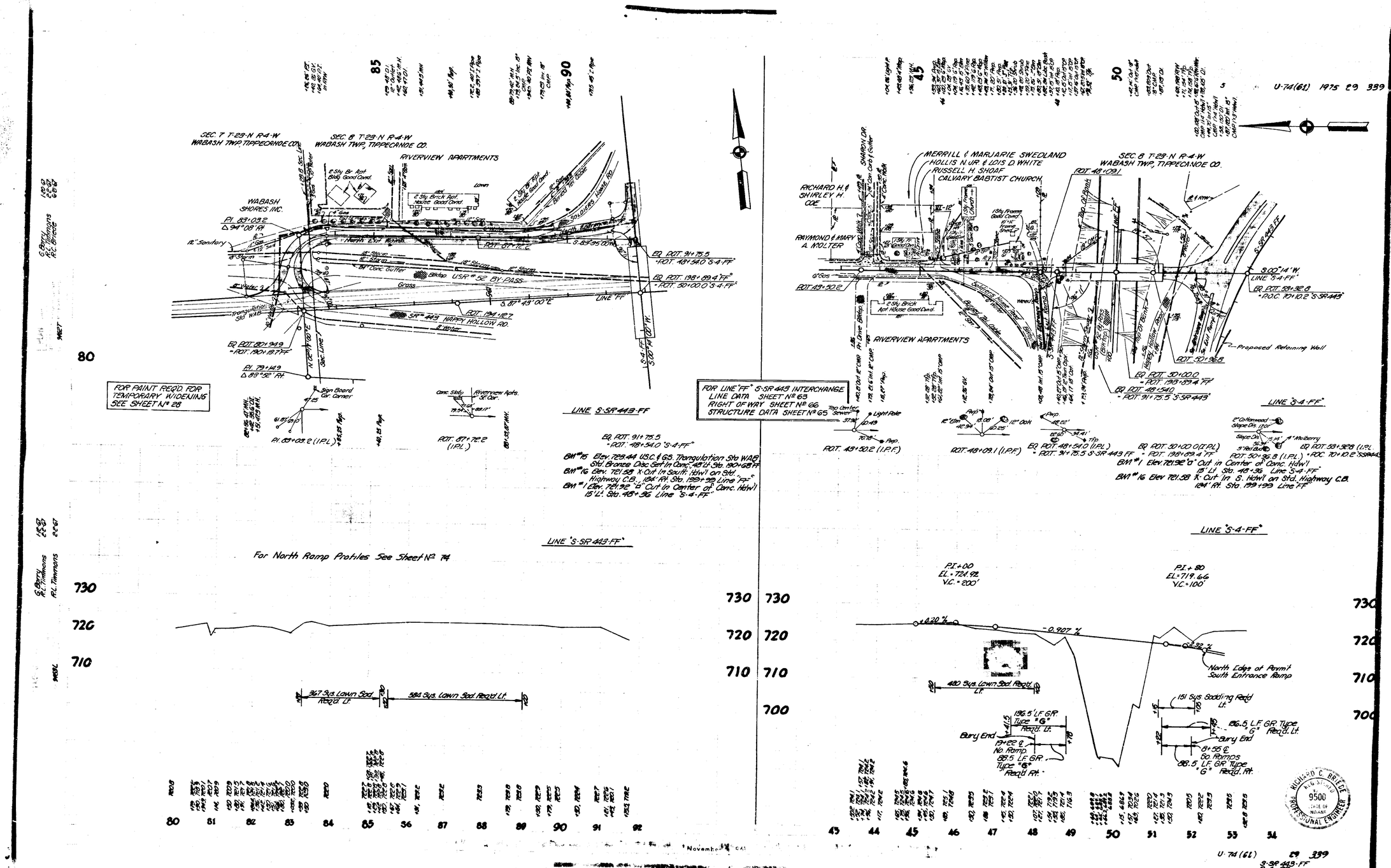
LINE "S-SR 443 FF"

BM # 15 Elev. 729.44 U.S.C. & G.S. Triangulation Sta. WAB 1948 Std. Bronze Disc Set In Conc. 48" Lt. Sta. 190+68 FF
BM # 16 Elev. 721.58 "X" Cut In South Hdwl. on Std. Highway C.B., 124' Rt. Sta. 199+99 Line "FF"
BM # 1 Elev. 719.70 "X" Cut in Center Conc. Hdwl., 265' Lt. Sta. 61+02 "S-SR 443"

For North Ramp Profiles, See Sheet No. 74
For South Ramp Profiles, See Sheet No. 72 & 73



U-74(61) 28 339
S-SR 443-FF


U-74(61) 1975 29 339
SEC. 7 T-23-N R-4-W WABASH TWP. TIPPECANOE CO.
SEC. 8 T-23-N R-4-W WABASH TWP. TIPPECANOE CO.
RIVERVIEW APARTMENTS
WABASH SHORES INC.
PI. 83+03.2
Δ 94°08' RT
12" Sanitary
8" Storm
North Exit Ramp
S 89°35' 00" W
EQ. ROT. 91+75.5
= ROT. 48+54.0 'S-4-FF'
EQ. ROT. 198+89.4 'FF'
= ROT. 50+00.0 'S-4-FF'
Grass
S 87°49' 00" E
LINE 'FF'
SR # 443 HAPPY HOLLOW RD.
ROT. 194+12.7
EQ. ROT. 80+94.9
= ROT. 190+18.7 'FF'
PI. 79+14.9
Δ 83°52' RT
Sign Board Cor. Corner
PI. 83+03.2 (I.P.L.)
ROT. 87+72.2 (I.P.L.)
LINE 'S-SR 443-FF'
EQ. ROT. 91+75.5
= ROT. 48+54.0 'S-4-FF'
BM # 15 Elev. 729.44 U.S.C. & G.S. Triangulation Sta WAB Stc/ Bronze Disc Set in Conc. 48' Lt. Sta. 190+68 FF
BM # 16 Elev. 721.58 X-Cut in South Hdwl on Std. Highway C.B., 18' Rt. Sta. 199+99 Line 'FF'
BM # 1 Elev. 721.92 "a" Cut in Center of Conc. Hdwl 15' Lt. Sta. 48+36 Line 'S-4-FF'
FOR PAINT REQ'D FOR TEMPORARY WIDENING SEE SHEET Nº 28
FOR LINE 'FF' S-SR 443 INTERCHANGE LINE DATA SHEET Nº 65 RIGHT OF WAY SHEET Nº 66 STRUCTURE DATA SHEET Nº 65
For North Ramp Profiles See Sheet Nº 74
MERRILL & MARJARIE SWEDLAND
HOLLIS N. JR. & LOIS D. WHITE
RUSSELL H. SHOAF
CALVARY BAPTIST CHURCH
RICHARD H. & SHIRLEY H. COE
RAYMOND & MARY A. WOLTER
SHARON DR.
SEC. 8 T-23-N R-4-W WABASH TWP. TIPPECANOE CO.
ROT. 48+09.1
S 00°14' W.
LINE 'S-4-FF'
EQ. ROT. 53+32.8
= P.O.C. 70+10.2 'S-SR 443'
Proposed Retaining Wall
ROT. 50+96.8
EQ. ROT. 50+00.0
= ROT. 198+89.4 'FF'
EQ. ROT. 48+54.0
= ROT. 91+75.5 'S-SR 443'
LINE 'S-4-FF'
ROT. 48+09.1 (I.P.F.)
EQ. ROT. 48+54.0 (I.P.L.)
= ROT. 91+75.5 'S-SR 443 FF'
EQ. ROT. 50+00.0 (I.P.L.)
= ROT. 198+89.4 'FF'
BM # 1 Elev. 721.92 "a" Cut in Center of Conc. Hdwl 15' Lt. Sta. 48+36 Line 'S-4-FF'
BM # 16 Elev 721.58 X-Cut In S. Hdwl on Std. Highway C.B. 18' Rt. Sta. 199+99 Line 'FF'
LINE 'S-4-FF'
P.I. + 00
EL. = 724.92
V.C. = 200'
P.I. + 80
EL. = 719.66
V.C. = 100'
+0.20 %
-0.907 %
-0.32 %
North Edge of Permit South Entrance Ramp
367 Sys. Lawn Sod Reqd. Lt.
584 Sys. Lawn Sod Reqd. Lt.
480 Sys. Lawn Sod Reqd. Lt.
156.5' L.F. G.R. Type "G" Reqd. Lt.
Bury End
19+22 @ No. Ramp
88.5 L.F. G.R. Type "G" Reqd. Rt.
151 Sys. Sodding Reqd. Lt.
156.5 L.F. G.R. Type "G" Reqd. Lt.
Bury End
8+56 @ So. Ramps
88.5 L.F. G.R. Type "G" Reqd. Rt.
RICHARD C. BREECE
REGISTERED
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER
U-74 (61) 29 339
S-SR 443-FF
S-4-FF

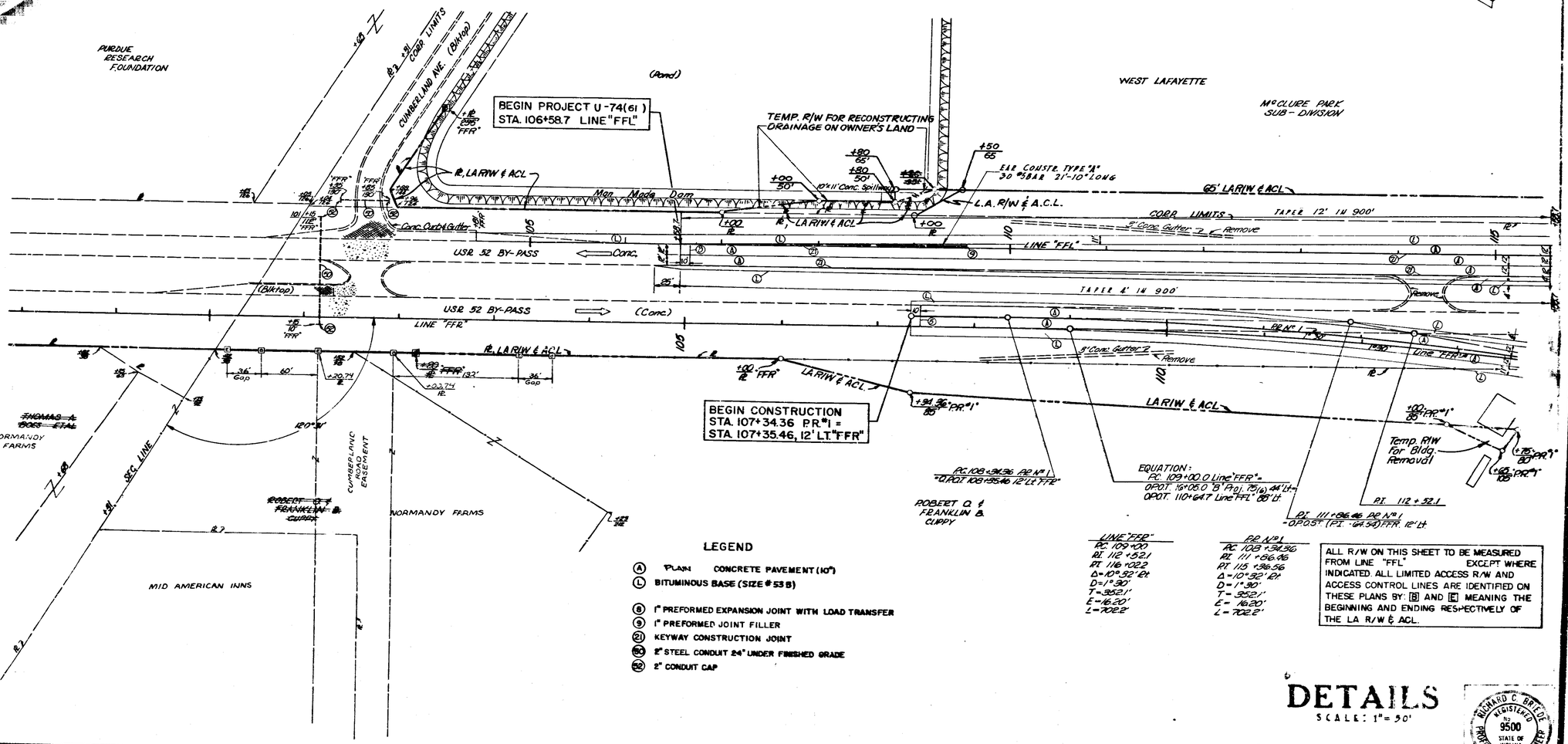
Rev.: 5-31-74; Rev. Access Control per Road Design

Rev.: 12-12-73; Rev. as per R/W Abstracting

Revised 3-27-75

FEDERAL ROAD REGION NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOT. SHEETS
5	IND.	U-74(61)	1975	30	339

REV. 9-12-73; R/W ON LEFT FROM STA. 107+00 TO STA. 109+50



LINE "FFR"
P.C. 109+00
P.T. 112+52.1
P.T. 116+02.2
Δ = 10°52' Rt.
D = 1°30'
T = 352.1'
E = 16.20'
L = 702.2'

P.R. #1
P.C. 108+34.36
P.T. 111+86.46
P.T. 115+36.56
Δ = 10°52' Rt.
D = 1°30'
T = 352.1'
E = 16.20'
L = 702.2'

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FFL" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: B AND E MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (L) BITUMINOUS BASE (SIZE # 53 B)
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (21) KEYWAY CONSTRUCTION JOINT
- (90) 2" STEEL CONDUIT 24" UNDER FINISHED GRADE
- (92) 2" CONDUIT CAP

DETAILS

SCALE: 1" = 50'

RICHARD C. BRIDGE REGISTERED NO. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

Rev. 5-31-74; Rev. Access Control per Road Design

Rev. 12-12-73; Rev. per R/W Abstracting

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	31	339

Revised - 3-21-75

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FFL" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (L) BITUMINOUS BASE (SIZE #53 B)
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (9) 1" PREFORMED JOINT FILLER
- (21) KEYWAY CONSTRUCTION JOINT
- (50) 2" STEEL CONDUIT 24" UNDER FINISHED GRADE
- (51) STREET AND ALLEY HANDHOLE
- (53) "MKA" DETECTOR HOUSING (FURNISHED BY ISHC TRAFFIC DIVISION)
- (52) 2" CONDUIT CAP
- (34) GUARD RAIL TYPE "G"
- (32) BITUMINOUS CURB
- (D) 3" BITUMINOUS MIXTURE FOR APPROACHES ON 7" BITUMINOUS BASE
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER

Line "NAL"
P.C. 115+58.7
P.I. 116+86.4
P.T. 118+13.7
Δ = 7°50' Rt.
D = 5°00'
T = 132.7'
E = 4.27'
L = 255.0'

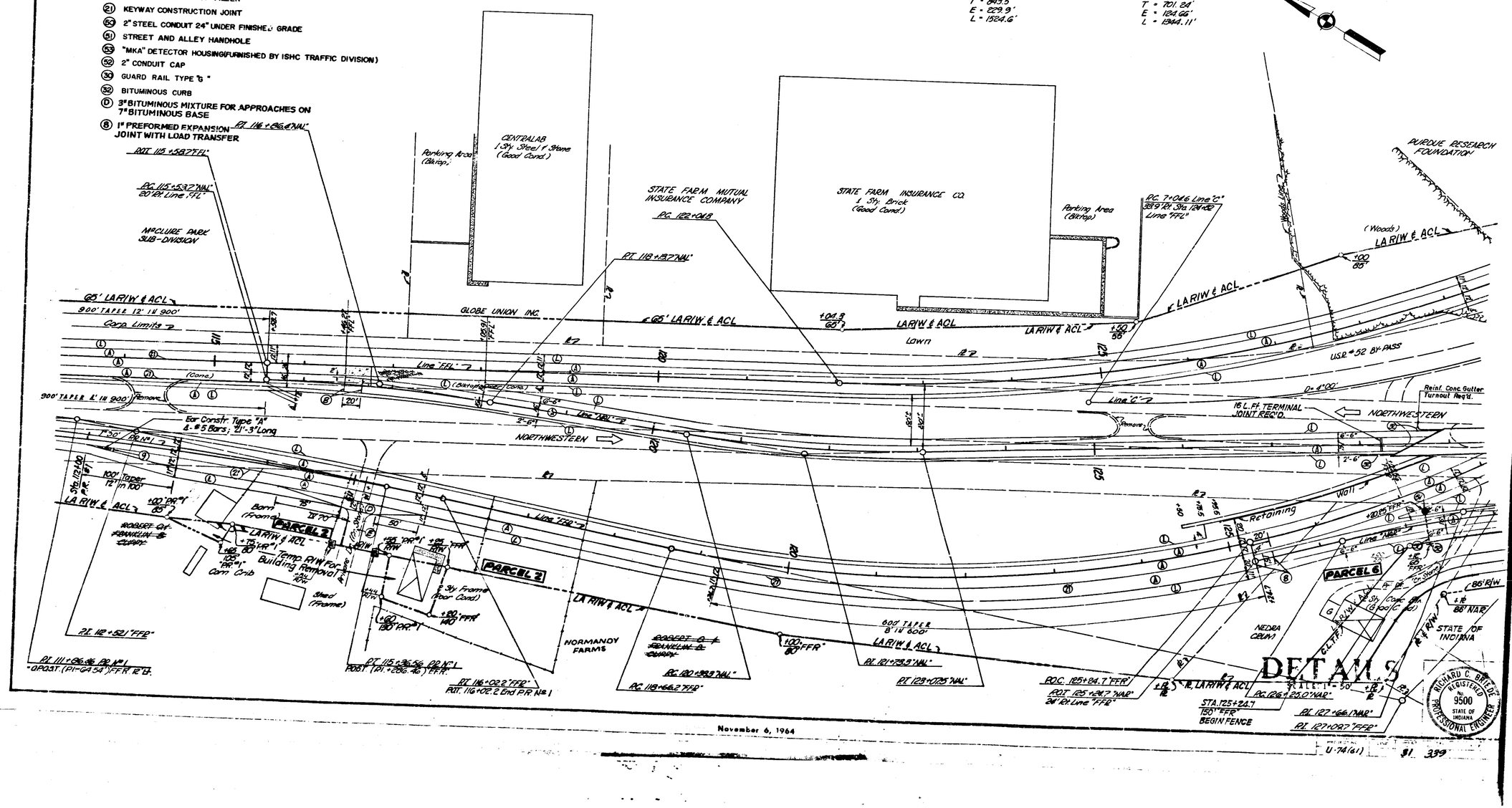
Line "NAL"
P.C. 120+39.3
P.I. 121+73.9
P.T. 123+07.5
Δ = 10°46' Lt.
D = 8°00'
T = 133.0'
E = 6.95'
L = 269.2'

Line "FFD" Original Survey
P.C. 118+66.2
P.I. 127+09.7
P.T. 133+29.8
Δ = 60°59' Lt.
D = 4°00'
T = 843.5'
E = 229.9'
L = 1264.6'

Line "FFR" (New)
P.C. 118+66.2
P.T. 126+87.1
P.T. 133+57.04
Δ = 59°38'01"
D = 4°00'
T = 843.5'
E = 229.9'
L = 1524.6'

Line "FFL" Original Survey
P.C. 122+06.3
P.I. 132+64.8
P.T. 141+40.4
Δ = 53°05' Lt.
D = 5°00'
T = 1060.5
E = 274.7
L = 1396.1

Line "FFL" (New)
P.C. 122+06.3
P.T. 129+05.54
P.C.C. 135+48.41
Δ = 40°19'23.88"
D = 3°00'
T = 701.24'
E = 124.66'
L = 1344.11'



DETAILS

SCALE: 1" = 50'

November 6, 1964

U-74(61) 31 339

Rev: 5-31-74; Rev. Access Control per Road Design

Rev: 12-11-73; Eliminate Building & Temp. R/W left of Sta. 132+00± "FFL"

Rev: 12-11-73; R. Rt. 139-140± "P.R. #2"

Rev. of L.A.R/W Lt. Sta. 134+00 "NAL" 1-18-73 per CN Dept. R/W Rev. Sta. 127+00 Lt. "NAL" Sta. 132+00 of Lin. "BL Line "NAL"

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-241 (61)	1975	32	339

Revised 3-27-75

P.R. #2
P.C. Sta. 135+32.20
P.I. Sta. 139+84.03
P.T. Sta. 141+35.64
Δ 8°58'59"
D 2°57'51"
T 151.85'
E 5.95'
L 303.04'
R 1952.875'

P.R. #3
P.C. Sta. 135+48.41
P.I. Sta. 138+43.52
P.T. Sta. 141+35.90
Δ 17°45'35"
D 8°02'00"
T 295.11'
E 22.91'
L 585.49'
R 1838.875'

Line "FFL" Original Survey
P.C. 122+04.3
P.I. 132+64.8
P.T. 141+40.4
Δ - 58°05'00" Lt.
D - 5°00'
T - 1060.5'
E - 274.7'
L - 1936.1'

Line "FFL" (New)
P.C. 122+04.3
P.I. 129+05.54
P.C.C. 135+48.41
Δ - 40°19'23.85"
D - 3°00'
T - 701.84'
E - 124.66'
L - 1344.11'

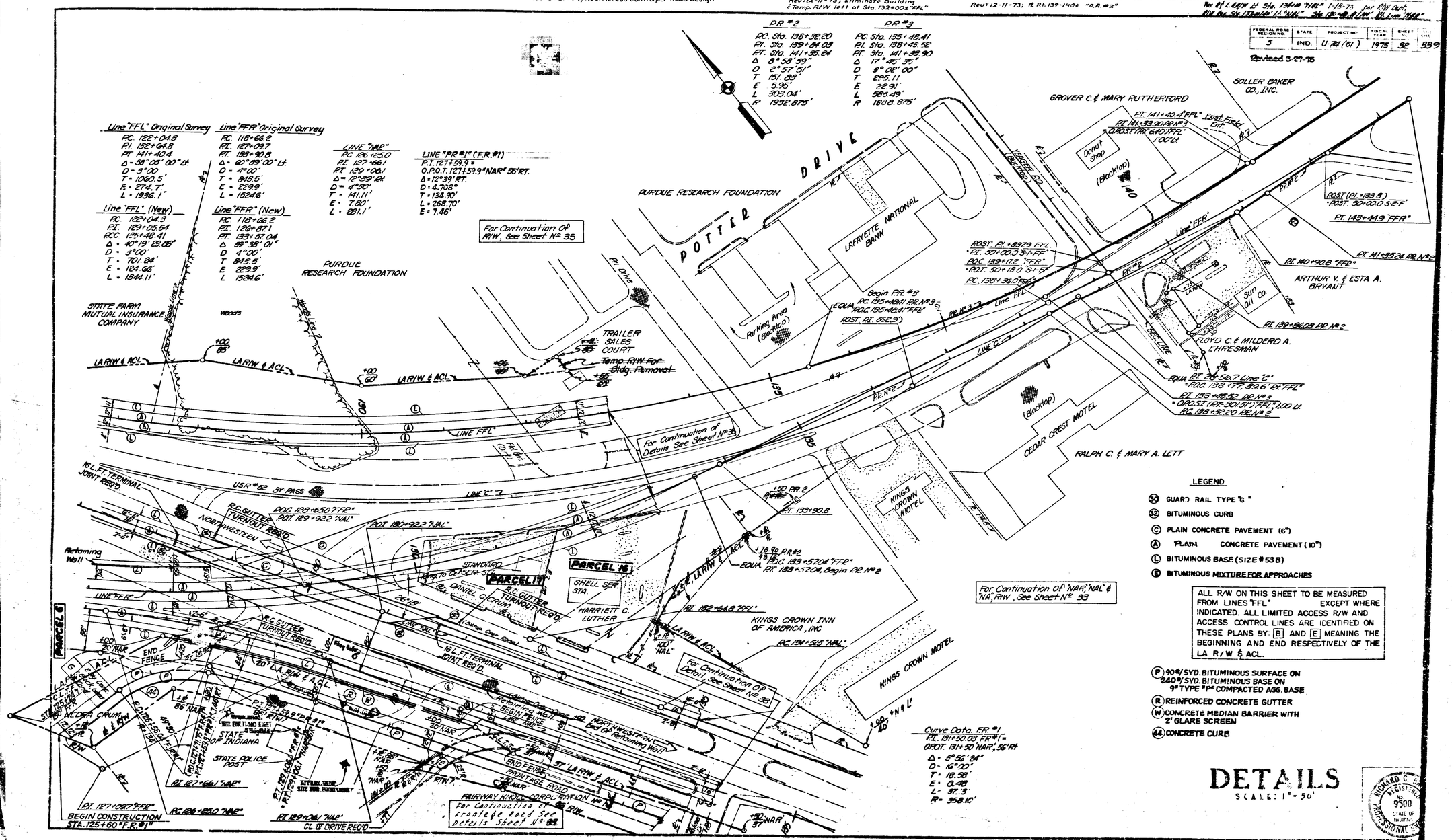
Line "FFR" Original Survey
P.C. 118+66.2
P.I. 127+09.7
P.T. 133+90.8
Δ - 60°59'00" Lt.
D - 4°00'
T - 843.5'
E - 223.9'
L - 1524.6'

Line "FFR" (New)
P.C. 118+66.2
P.I. 126+87.1
P.T. 133+57.04
Δ 59°38'01"
D 4°00'
T 843.5'
E 229.9'
L 1524.6'

LINE "NAL"
P.C. 126+25.0
P.I. 127+66.1
P.T. 129+06.1
Δ = 12°39'04"
D = 4°90'
T - 141.11'
E - 7.80'
L - 281.1'

LINE "PR #1" (F.R. #1)
P.I. 127+59.9 ±
O.P.O.T. 127+59.9 "NAR" 55' RT.
Δ = 12°39' RT.
D = 4.708°
T = 134.90'
L = 268.70'
E = 7.46'

For Continuation Of R/W, See Sheet No. 35



LEGEND

- (30) GUARD RAIL TYPE "G"
- (32) BITUMINOUS CURB
- (C) PLAIN CONCRETE PAVEMENT (6")
- (A) PLAIN CONCRETE PAVEMENT (10")
- (L) BITUMINOUS BASE (SIZE #53 B)
- (E) BITUMINOUS MIXTURE FOR APPROACHES

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINES "FFL" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND END RESPECTIVELY OF THE LA R/W & ACL.

- (P) 90#/SYD. BITUMINOUS SURFACE ON 240#/SYD. BITUMINOUS BASE ON 9" TYPE "P" COMPACTED AGG. BASE
- (R) REINFORCED CONCRETE GUTTER
- (W) CONCRETE MEDIAN BARRIER WITH 2' GLARE SCREEN
- (44) CONCRETE CURB

DETAILS

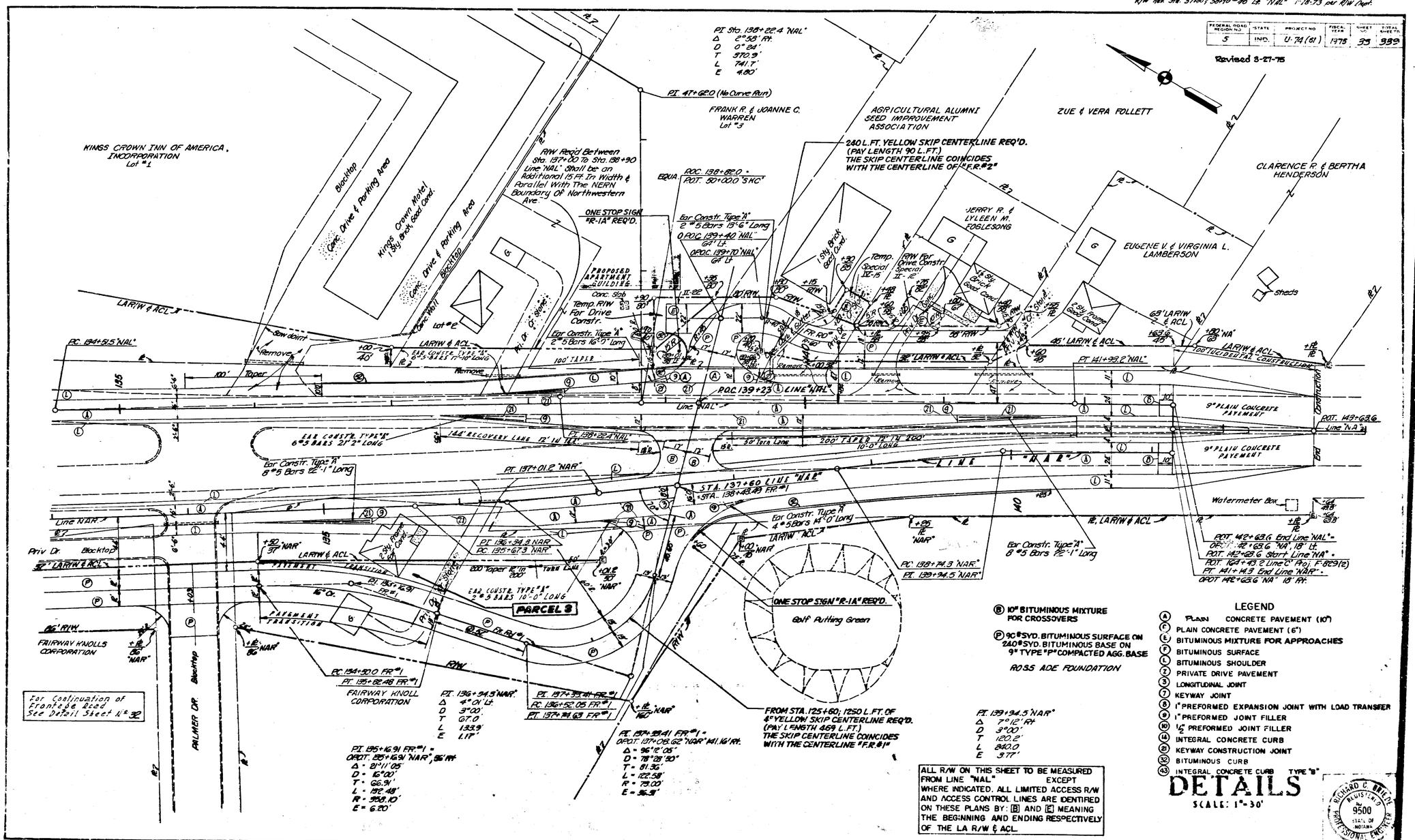
SCALE: 1" = 50'

RICHARD C. SCHAFER REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

R/W flex Sta. 37+00 / 38+10 - 40' Lt. "NAL" 1-18-73 per R/W Dept.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	33	339

Revised 3-27-75



ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "NAL" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: (B) AND (E) MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

(B) 10" BITUMINOUS MIXTURE FOR CROSSOVERS

(P) 9C #SYD. BITUMINOUS SURFACE ON 240 #SYD. BITUMINOUS BASE ON 9" TYPE "P" COMPACTED AGG. BASE

ROSS ADE FOUNDATION

LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (F) BITUMINOUS SURFACE
- (L) BITUMINOUS SHOULDER
- (Z) PRIVATE DRIVE PAVEMENT
- (3) LONGITUDINAL JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) 1/2" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (32) BITUMINOUS CURB
- (43) INTEGRAL CONCRETE CURB TYPE "B"

DETAILS

SCALE: 1" = 30'

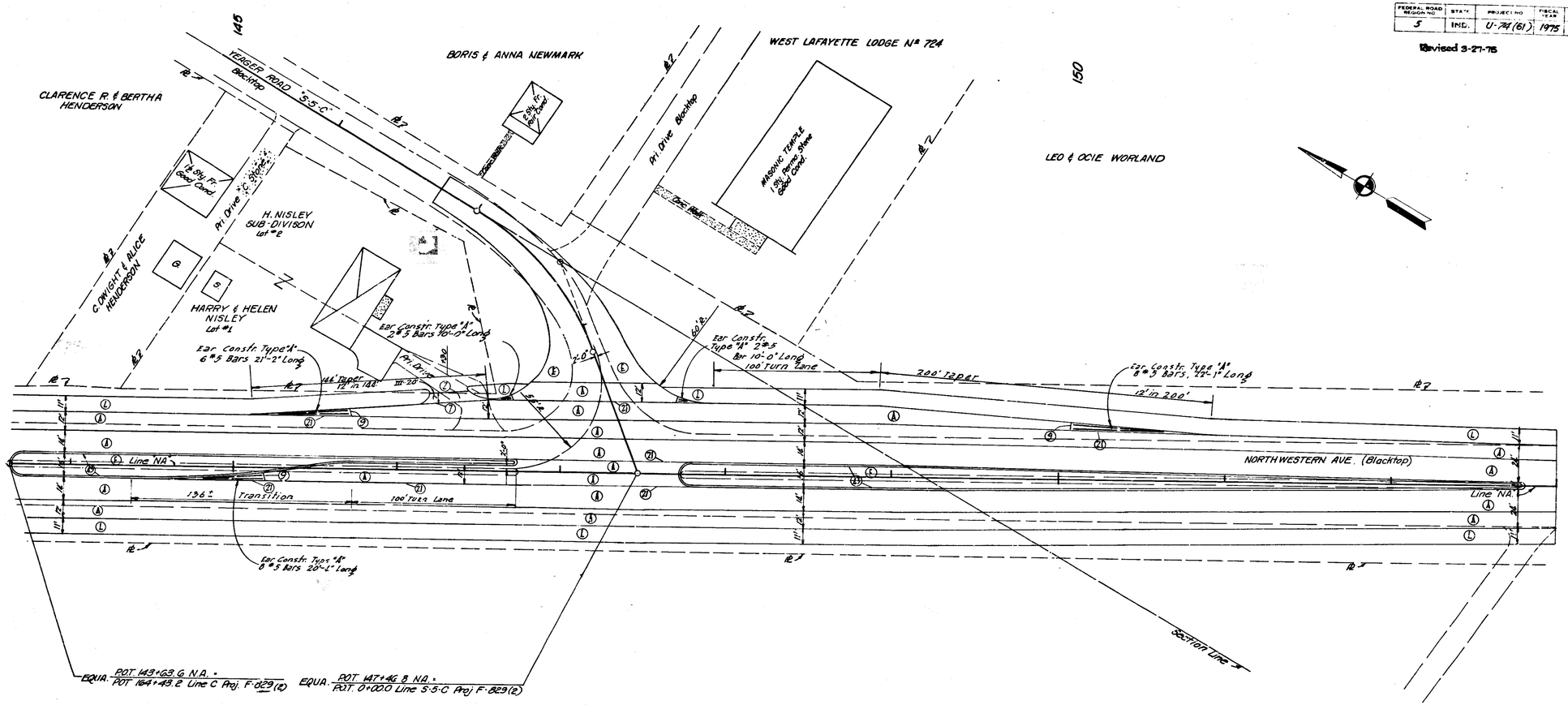
RICHARD C. BAILEY REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

U-74(61) 33 339

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-721(61)	1975	34	339

Revised 3-21-75



ROSS ADE FOUNDATION

LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (L) BITUMINOUS SHOULDER
- (Z) PRIVATE DRIVE PAVEMENT

- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) 1/2" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (43) INTEGRAL CONCRETE CURB TYPE "B"

PROPOSED FUTURE CONSTRUCTION

FOR INFORMATION ONLY

DETAILS

SCALE: 1" = 30'

RICHARD C. BRILEY REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

U-721(61) NA 34 339

Rev: 12-11-73; Eliminate Building & Temp. R/W left of Sta. 132+00 ± "FFL"

Rev: 12-11-73, R. Rt. 139-140 ± "PR #2"

Rev. R/W Sta Plus From 139+05/40'± Rt. PR #2 1-18-73 per R/W Dept.
Rev. R/W Sta Plus From 137+25/30' PR #3 to 138+35 "S-1-FF"

Rev'd 9-2-69; Drive Widened 134+60 Rt. Per Road Design Dept.

FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IND.	U-74(61)	1975	35	339

Rev'd 9-2-71: Topo Advise

REV. 7-23-74; ADDED CLASS III DRIVE ON LT. AT STA. 48+41 "S-1-FF" PER R/W DEPT

REV. 8-23-74; CLASS III DRIVE (SHORTEN RAD.) & REV. TEMP. R/W ON LT. AT STA. 48+41 "S-1-FF" PER R/W DEPT.

Revised 3-27-75

REV. 8-23-76; CLASS III DRIVE ON RT. AT STA. 136+48 "P.R. # 2" PER R/W DEPT.

LINE "FFR" Original Survey
P.C. Sta. 118+66.20
P.I. Sta. 127+09.70
P.T. Sta. 133+90.90
Δ = 60° 59' 00"
D = 4° 00' 00"
T = 843.30'
E = 223.90'
L = 1524.60'

LINE "FFR" (New)
P.C. = Sta. 118+66.20 "FFR"
P.I. Sta. 126+87.10 "FFR"
P.T. Sta. 133+57.04
Δ = 59° 39' 01"
D = 4° 00' 00"
T = 820.90'
E = 218.55'
L = 1490.84'

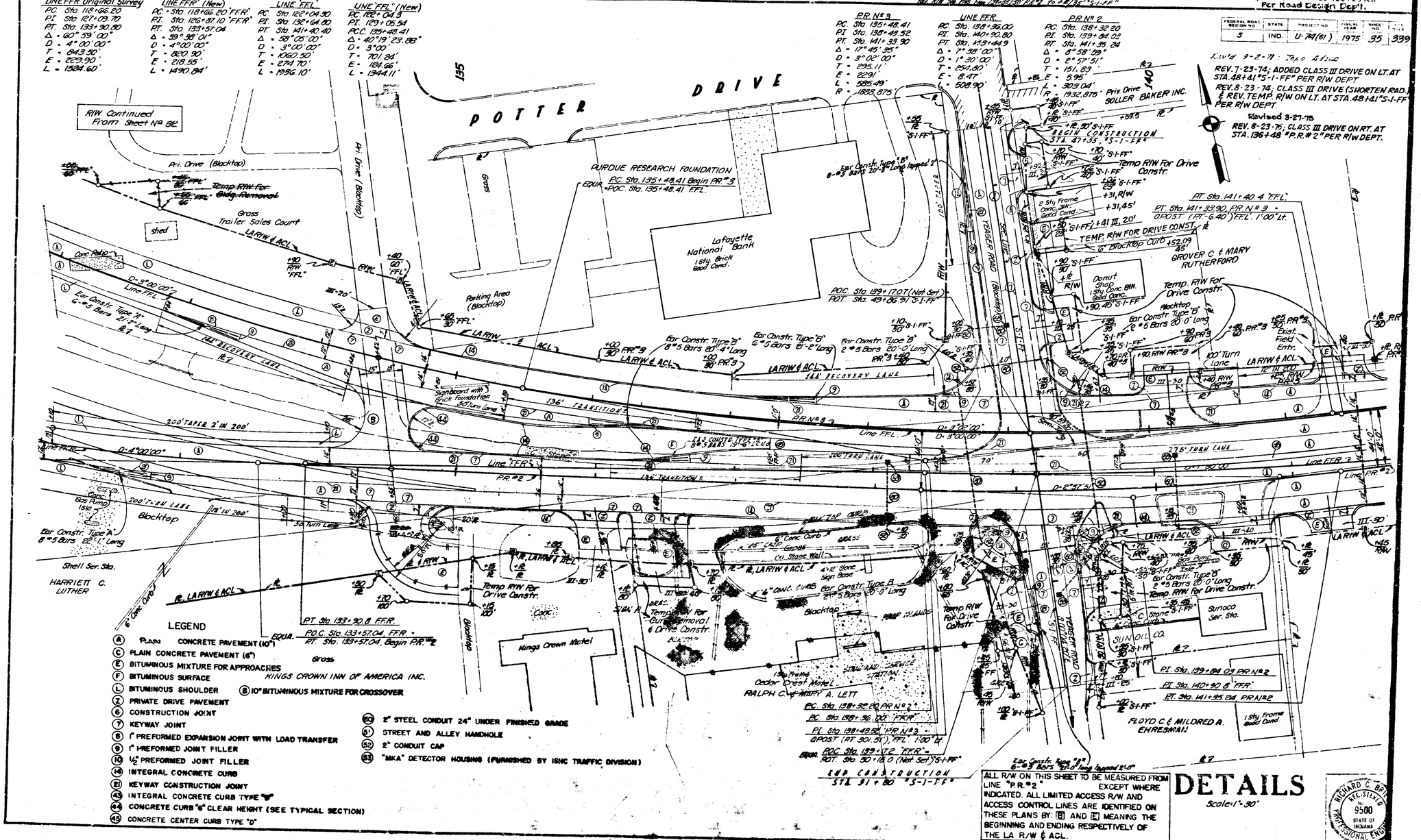
LINE "FFL"
P.C. Sta. 122+04.30
P.T. Sta. 132+64.00
P.T. Sta. 141+40.40
Δ = 58° 25' 00"
D = 3° 00' 00"
T = 1060.50'
E = 274.70'
L = 1996.10'

LINE "FFL" (New)
P.C. 122+04.3
P.I. 129+05.54
P.C.C. 135+48.41
Δ = 40° 19' 23.88"
D = 3° 00'
T = 701.24'
E = 124.66'
L = 1344.11'

P.R. No 3
P.C. Sta. 135+48.41
P.I. Sta. 138+49.52
P.T. Sta. 141+33.90
Δ = 12° 45' 39"
D = 3° 02' 00"
T = 295.11'
E = 22.91'
L = 585.49'
R = 1888.875'

LINE FFR
P.C. Sta. 138+36.00
P.T. Sta. 140+90.80
P.T. Sta. 143+44.9
Δ = 7° 38' 00"
D = 1° 30' 00"
T = 254.80'
E = 8.47'
L = 508.90'

P.R. No 2
P.C. Sta. 138+32.20
P.T. Sta. 139+84.02
P.T. Sta. 141+35.24
Δ = 8° 58' 39"
D = 2° 57' 51"
T = 151.83'
E = 5.95'
L = 303.04'
R = 1932.875'



LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (F) BITUMINOUS SURFACE
- (L) BITUMINOUS SHOULDER
- (B) 10" BITUMINOUS MIXTURE FOR CROSSOVER
- (Z) PRIVATE DRIVE PAVEMENT
- (6) CONSTRUCTION JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) ½" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (43) INTEGRAL CONCRETE CURB TYPE "B"
- (44) CONCRETE CURB "6" CLEAR HEIGHT (SEE TYPICAL SECTION)
- (45) CONCRETE CENTER CURB TYPE "D"
- (24) 2" STEEL CONDUIT 24" UNDER FINISHED GRADE
- (51) STREET AND ALLEY HANDHOLE
- (52) 2" CONDUIT CAP
- (53) "MKA" DETECTOR HOUSING (FURNISHED BY ISHC TRAFFIC DIVISION)

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "P.R. #2" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: (B) AND (E) MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

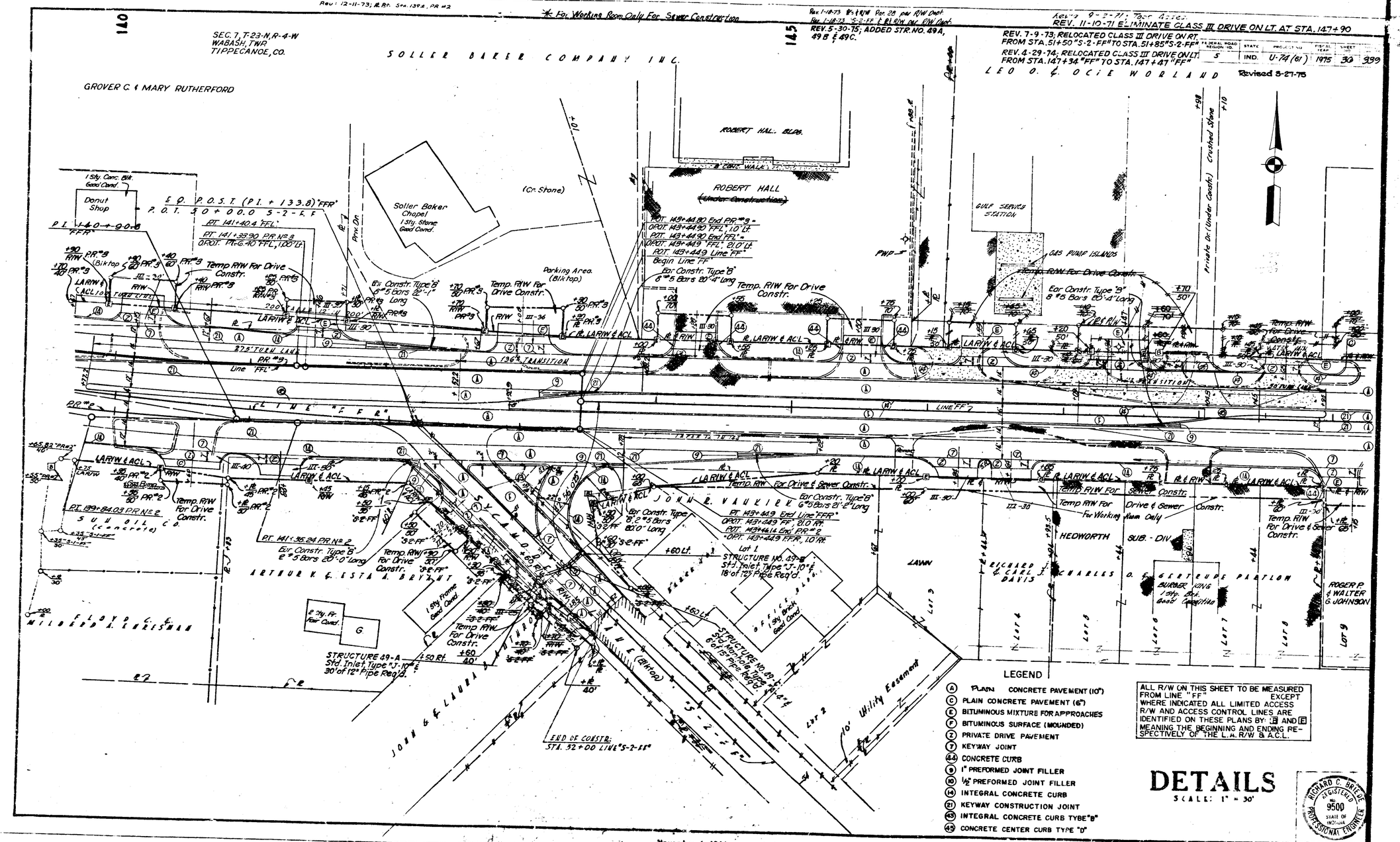
DETAILS

Scale: 1" = 50'

RICHARD C. BOTT REGISTERED No 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

PROJECT NO. U-74 (61) LINE "FFL" "FFR" SHEET 35 TOTAL 339



Rev. 12-11-73; ℞ Rt. Sta. 139.8, PR #2

* For Working Room Only For Sewer Construction

Rev. 1-18-73 P.S. & R/W Par. 28 per R/W Dept.
Rev. 1-18-73 S-2-FF & R/W per R/W Dept.
REV. 5-30-75; ADDED STR. NO. 49A, 49B & 49C.

Revised 9-2-71; Tract Added.
REV. 11-10-71 ELIMINATE CLASS III DRIVE ON LT. AT STA. 147+90

REV. 7-9-73; RELOCATED CLASS III DRIVE ON RT. FROM STA. 51+50 "S-2-FF" TO STA. 51+85 "S-2-FF"
REV. 4-29-74; RELOCATED CLASS III DRIVE ON LT. FROM STA. 147+34 "FF" TO STA. 147+47 "FF"

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	30	339

Revised 3-27-75

LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (F) BITUMINOUS SURFACE (MOUNDED)
- (Z) PRIVATE DRIVE PAVEMENT
- (7) KEYWAY JOINT
- (44) CONCRETE CURB
- (8) 1" PREFORMED JOINT FILLER
- (10) 1/2" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (43) INTEGRAL CONCRETE CURB TYBE "B"
- (45) CONCRETE CENTER CURB TYPE "D"

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE L.A. R/W & A.C.L.

DETAILS

SCALE: 1" = 30'

RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

U-74 (61) FF 30 339

Rev. 12-26-73; Add Cl. III Dr. Rt. Sta. 154+65

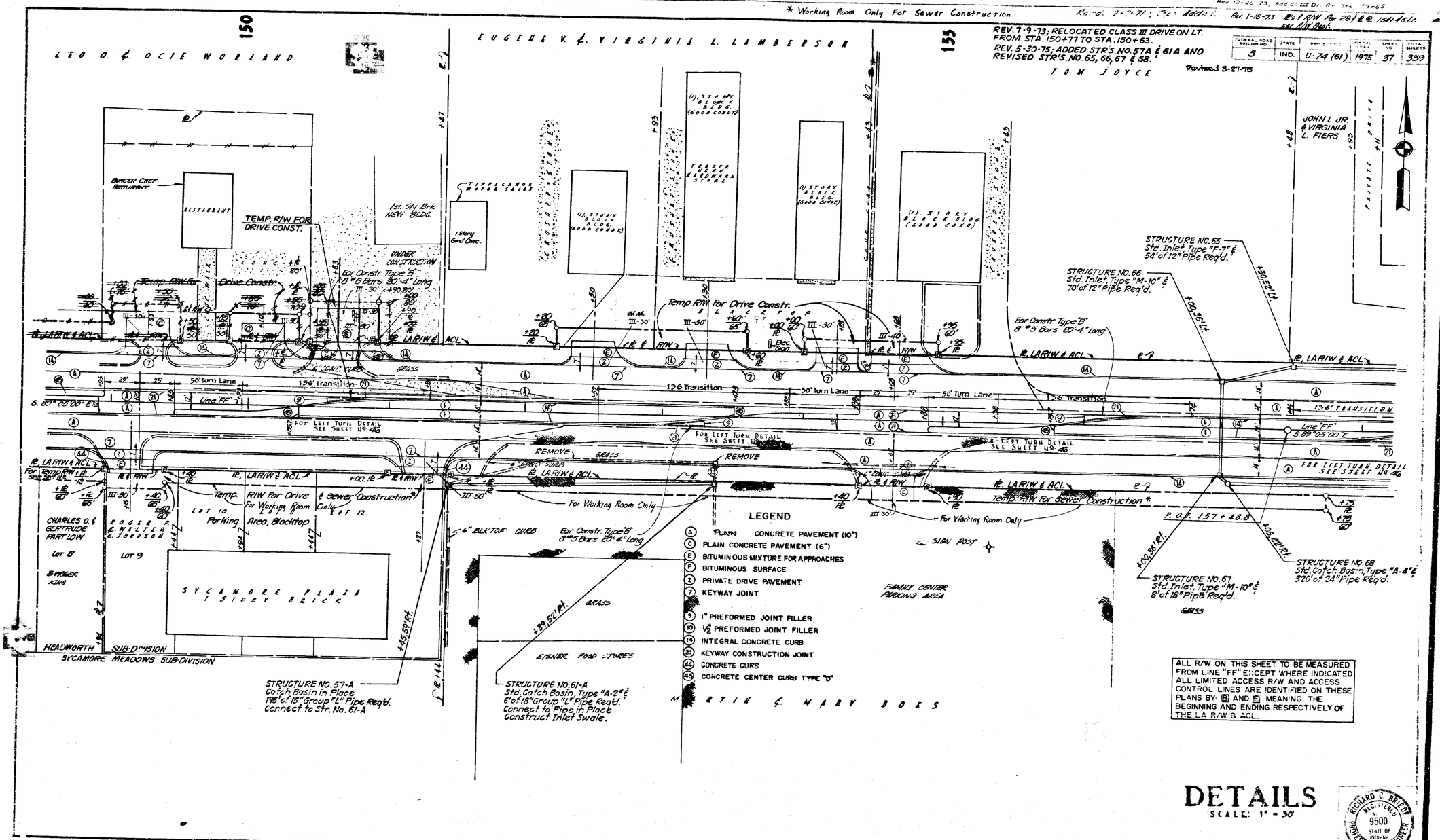
* Working Room Only For Sewer Construction

Rev. 10-2-71; Rev. Additions. Rev. 1-18-73 Rt. of R/W For 28' ℄ @ 154+61.1

REV. 7-9-73; RELOCATED CLASS III DRIVE ON LT. FROM STA. 150+77 TO STA. 150+63.
REV. 5-30-75; ADDED STR'S. NO. 57A & 61A AND REVISED STR'S. NO. 65, 66, 67 & 68.

Revised 3-27-75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	37	399



ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

DETAILS

SCALE: 1" = 30'

RICHARD C. BRIENT REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

U-74(61) FF 37 399

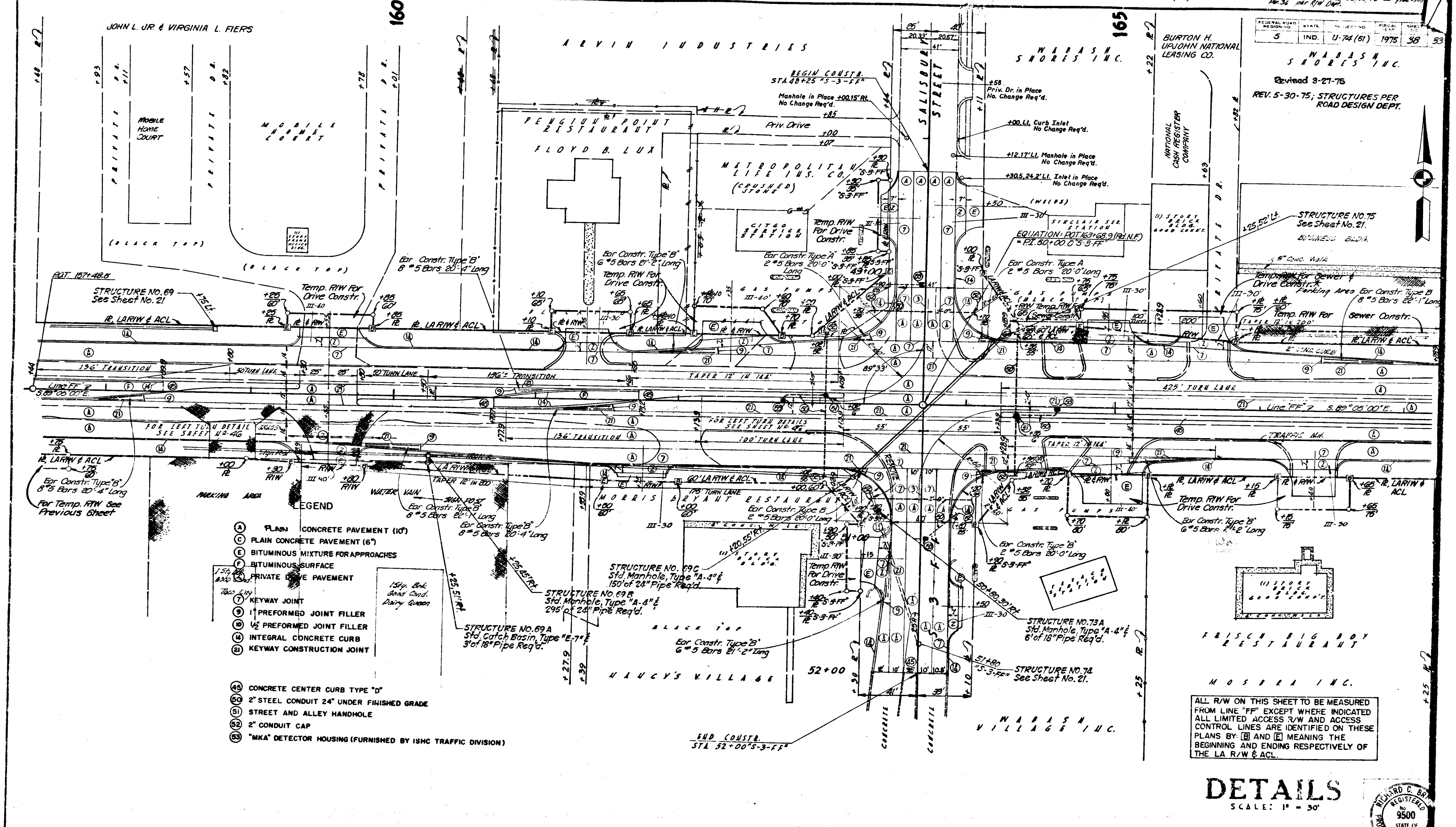
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	
5	IND.	U-74 (61)	1975	38	83

Rev. 12-26-73; Add'l. III Dr. Rt. Sta. 157+
Rev. 9-2-71; Typ. Added
Rev. 1-18-73 Sta. Plus 162+10, 70' Lt (162+10) Par. 36 per R/W Dept.

*Working Room Only For Sewer Construction

Revised 3-27-75

REV. 5-30-75; STRUCTURES PER ROAD DESIGN DEPT.



LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (F) BITUMINOUS SURFACE
- (Z) PRIVATE DRIVE PAVEMENT
- (7) KEYWAY JOINT
- (9) 1" PREFORMED JOINT FILLER
- (10) ½" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (45) CONCRETE CENTER CURB TYPE "D"
- (50) 2" STEEL CONDUIT 24" UNDER FINISHED GRADE
- (51) STREET AND ALLEY HANDHOLE
- (52) 2" CONDUIT CAP
- (53) "MKA" DETECTOR HOUSING (FURNISHED BY ISHC TRAFFIC DIVISION)

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

DETAILS

SCALE: 1" = 30'

RICHARD C. BR... REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENG...

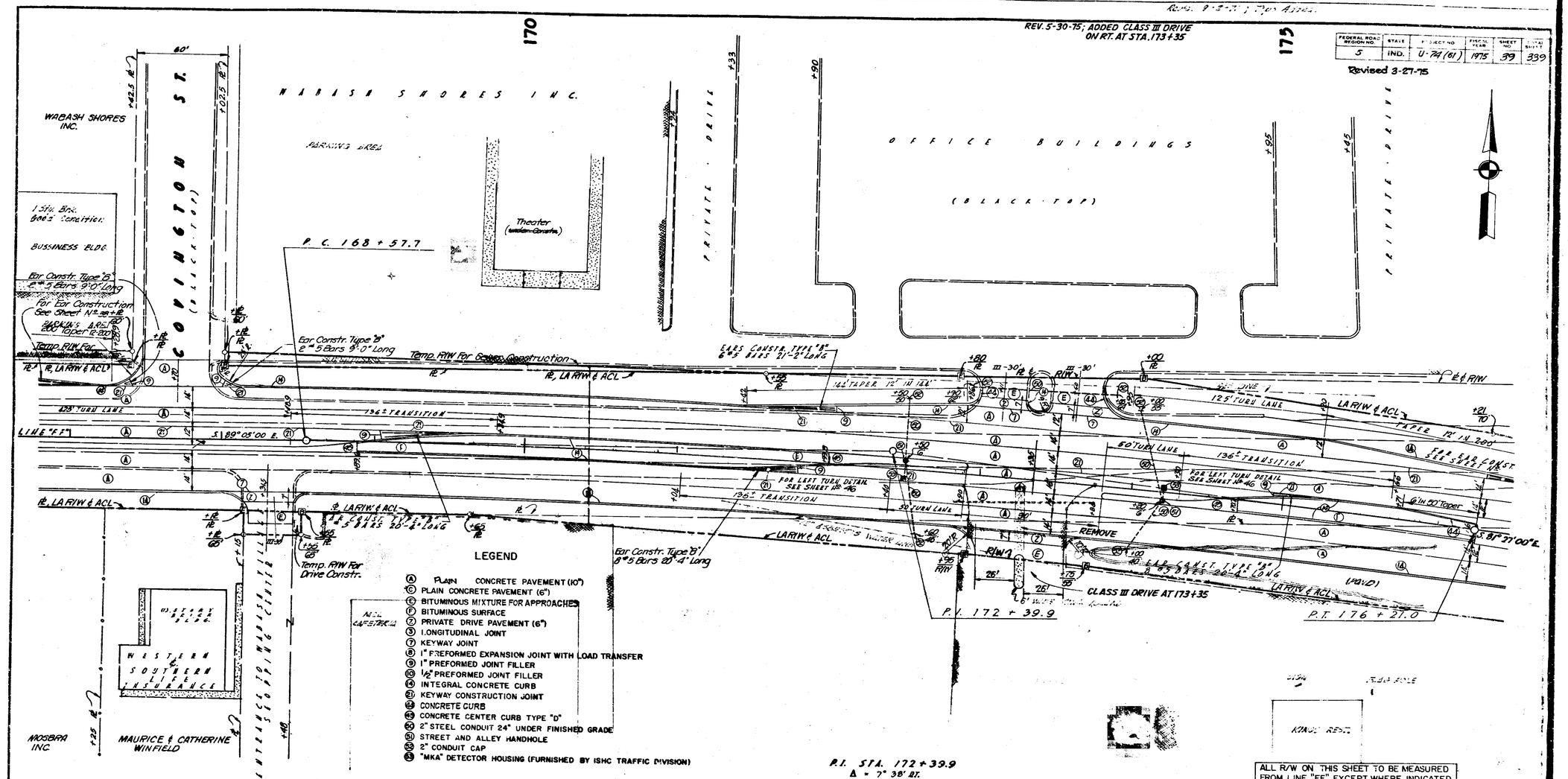
November 6, 1964

U-74 (61) FF 38 339

REV. 5-30-75; ADDED CLASS III DRIVE ON RT. AT STA. 173+35

FEDERAL ROAD REGION NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	39	339

Revised 3-27-75



LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (F) BITUMINOUS SURFACE
- (7) PRIVATE DRIVE PAVEMENT (6")
- (3) LONGITUDINAL JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) 1/2" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (42) CONCRETE CURB
- (43) CONCRETE CENTER CURB TYPE "D"
- (50) 2" STEEL CONDUIT 24" UNDER FINISHED GRADE
- (51) STREET AND ALLEY HANDHOLE
- (52) 2" CONDUIT CAP
- (53) "MKA" DETECTOR HOUSING (FURNISHED BY ISHC TRAFFIC DIVISION)

P.I. STA. 172+39.9
Δ = 7° 38' RT.
D = 1° 00'
T = 382.2
L = 763.3
E = 12.70

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE L.A. R/W & A.C.L.

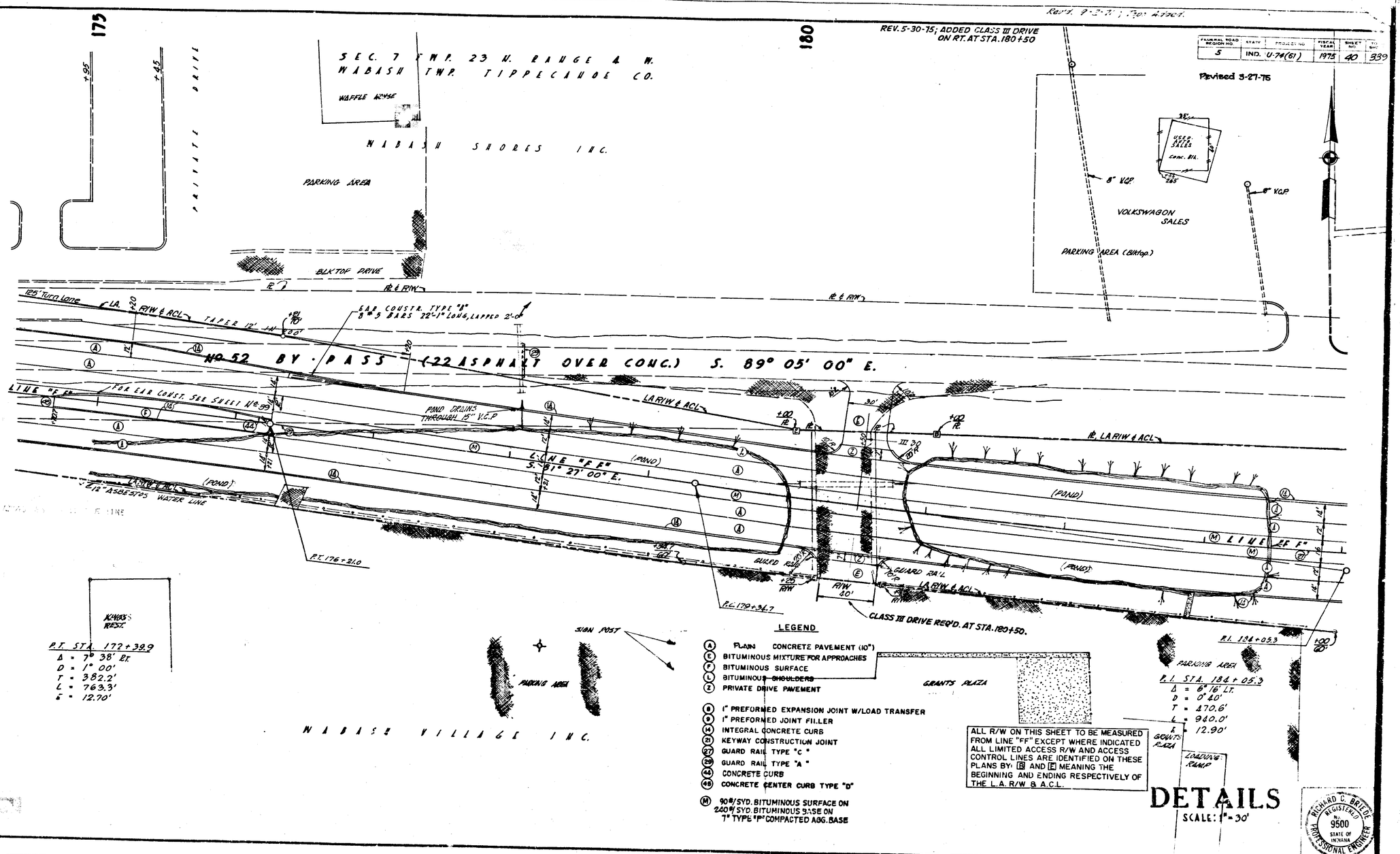
DETAILS

SCALE: 1" = 30'

RICHARD C. BOLLER REGISTERED NO. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

PROJECT NO. U-74 (61) FF SH 39 339



LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (E) BITUMINOUS MIXTURE FOR APPROACHES
- (F) BITUMINOUS SURFACE
- (L) BITUMINOUS SHOULDERS
- (Z) PRIVATE DRIVE PAVEMENT
- (8) 1" PREFORMED EXPANSION JOINT W/LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (27) GUARD RAIL TYPE "C"
- (29) GUARD RAIL TYPE "A"
- (44) CONCRETE CURB
- (48) CONCRETE CENTER CURB TYPE "D"
- (M) 90#/SYD. BITUMINOUS SURFACE ON 240#/SYD. BITUMINOUS BASE ON 7" TYPE "P" COMPACTED AGG. BASE

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE L.A. R/W & A.C.L.

DETAILS

SCALE: 1" = 30'

RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

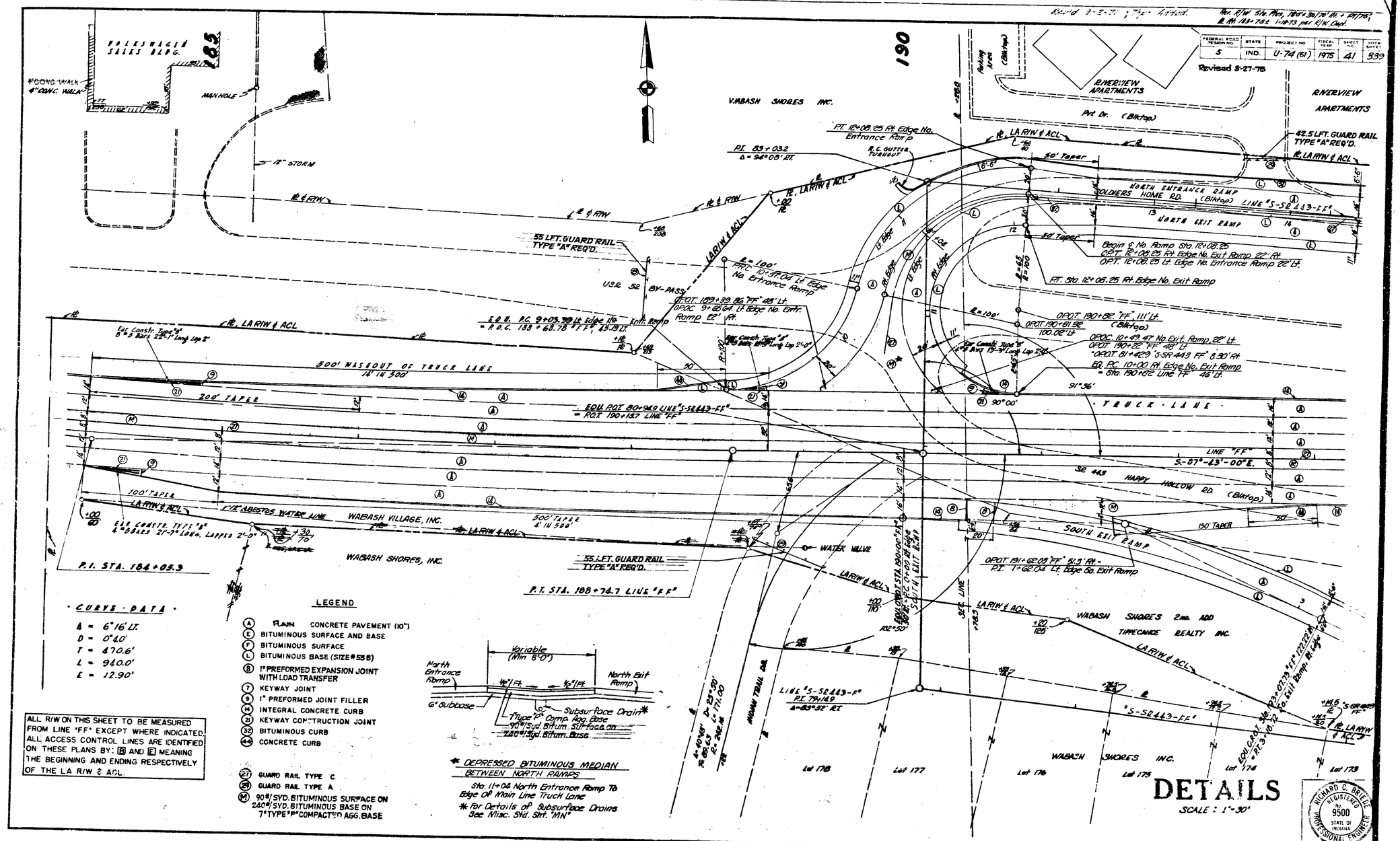
U-74(61) FF 40 339

Revised 7-2-71 ; Typo. Fixed.

Ret. R/W Sta. Pres. 188+39.70' Rt. + 191.76'
& Rt. 183+73± 11.73 per R/W Dept.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	41	339

Revised 3-27-75

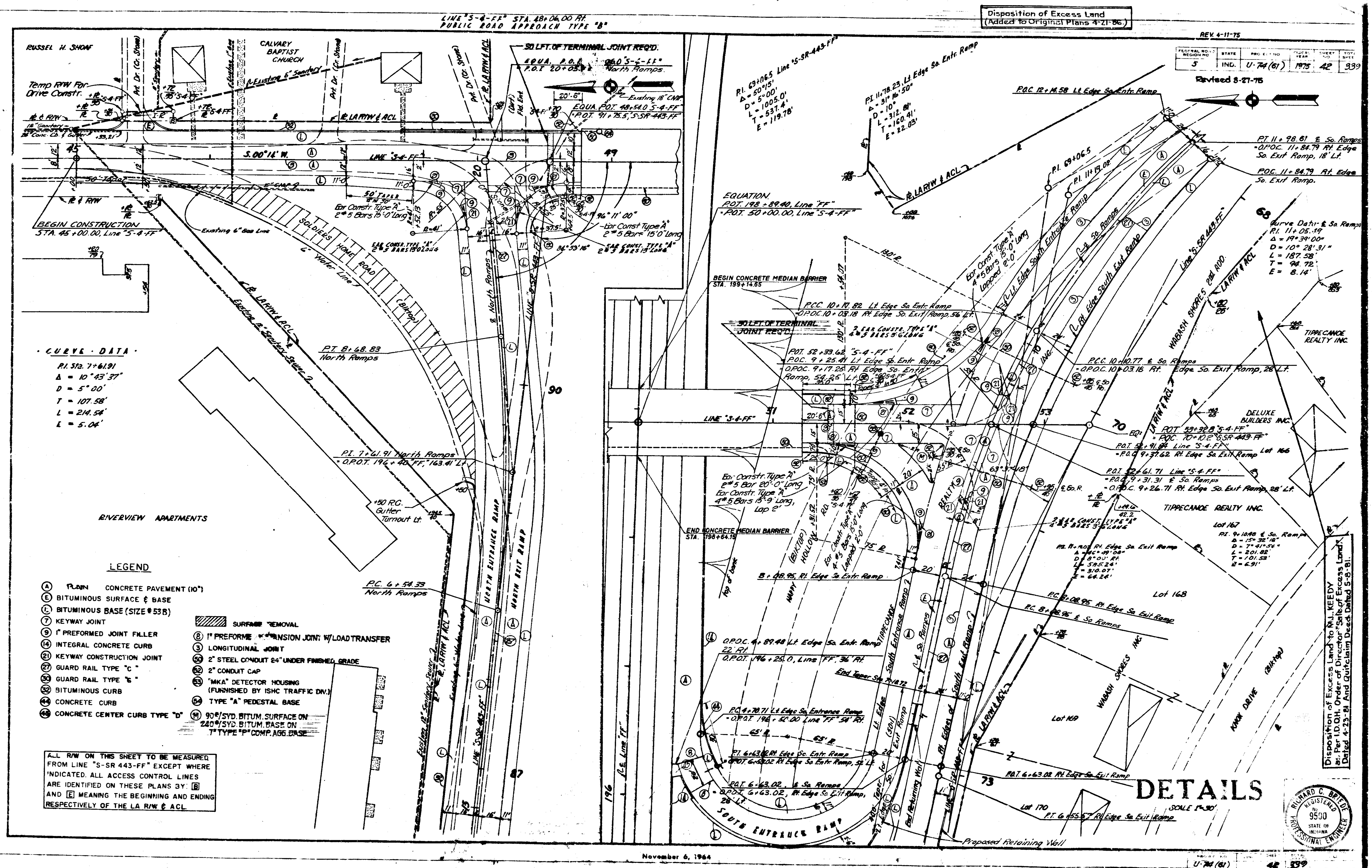


DETAILS

SCALE : 1"=30'

November 6, 1964

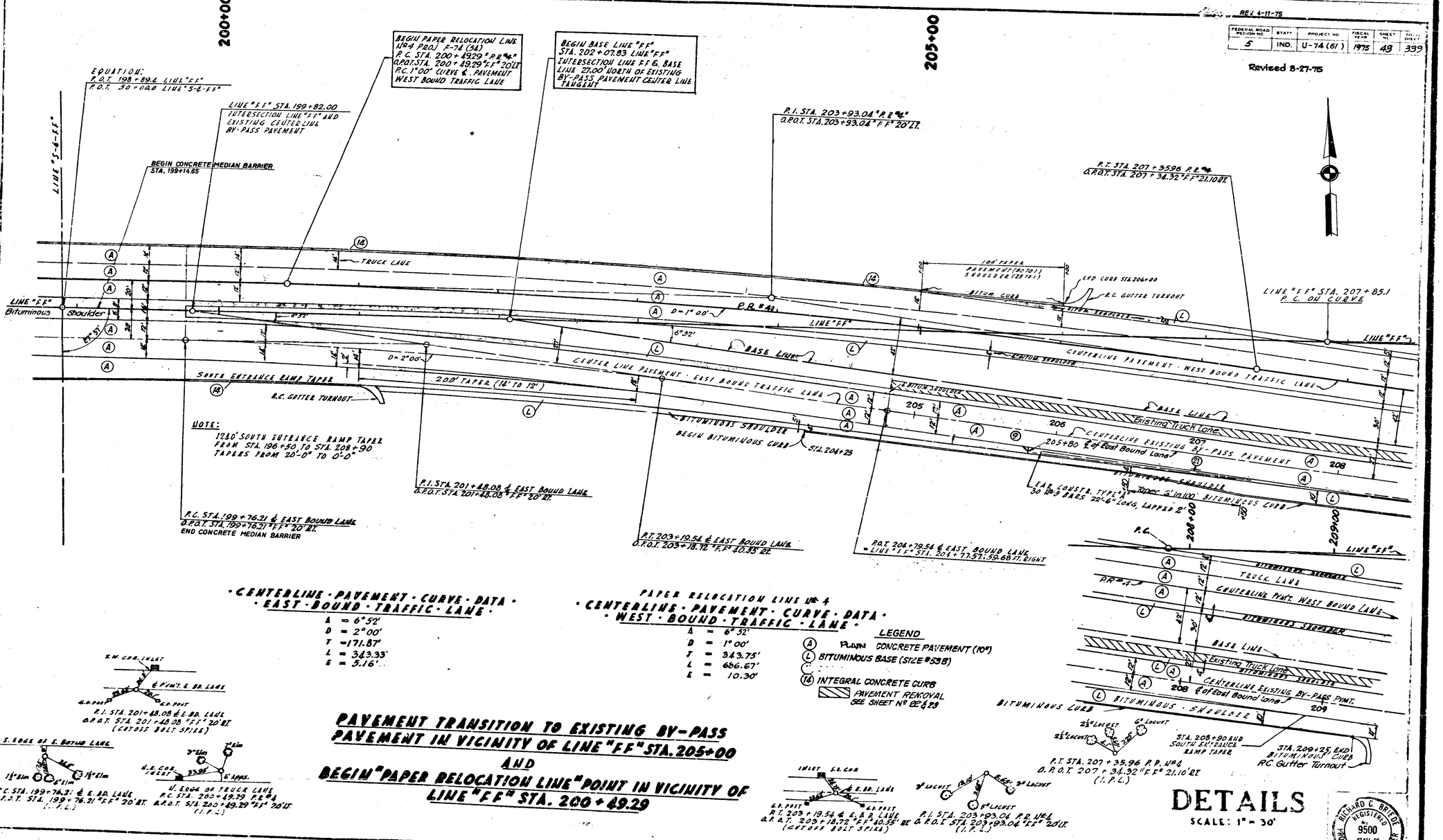
U-74 (61) 41 339


Disposition of Excess Land
(Added to Original Plans 4-21-86.)
REV. 4-11-75
FEDERAL ROAD REGION NO | STATE | PROJECT NO | FISCAL YEAR | SHEET NO | TOTAL SHEETS
5 | IND. | U-74 (61) | 1975 | 42 | 339
Revised 8-27-75
LINE "S-4-FF" STA. 48+06.00 Rt.
PUBLIC ROAD APPROACH TYPE "B"
RUSSEL H. SHOAF
CALVARY BAPTIST CHURCH
Temp R/W For Drive Constr.
Existing 6" Sanitary
Pvt. Dr. (Cr. Stone)
R, LA R/W & ACL
S.00°14' W.
LINE "S-4-FF"
BEGIN CONSTRUCTION
STA. 45+00.00, Line "S-4-FF"
Existing 6" Gas Line
SOLDIERS HOME ROAD
6" Water Line
(Bit.top)
Existing 12" Sanitary Sewer
Ear Constr. Type "A" 2 #5 Bars 15'-0" Long
50' TAPER
30 LFT. OF TERMINAL JOINT REQ'D.
EQUA. P.O.T. 20+05 North Ramps
EQUA. P.O.T. 48+54.0 "S-4-FF"
= P.O.T. 91+75.5 "S-SR-443-FF"
Existing 18" CMP
96° 11' 00"
84° 53' 16"
P.T. 8+68.83 North Ramps
· CURVE · DATA ·
P.I. Sta. 7+61.91
Δ = 10°43'37"
D = 5°00'
T = 107.58'
L = 214.54'
E = 5.04'
P.I. 7+61.91 North Ramps
= O.P.O.T. 196+40 "FF," 163.41' Lt.
+50 R.C. Gutter Turnout Lt.
RIVERVIEW APARTMENTS
P.C. 6+54.33 North Ramps
NORTH ENTRANCE RAMP
NORTH EXIT RAMP
LINE "S-SR-443-FF"
LEGEND
(A) PLAIN CONCRETE PAVEMENT (10")
(E) BITUMINOUS SURFACE & BASE
(L) BITUMINOUS BASE (SIZE #53B)
(7) KEYWAY JOINT
(9) 1" PREFORMED JOINT FILLER
(14) INTEGRAL CONCRETE CURB
(21) KEYWAY CONSTRUCTION JOINT
(27) GUARD RAIL TYPE "C"
(30) GUARD RAIL TYPE "G"
(32) BITUMINOUS CURB
(44) CONCRETE CURB
(48) CONCRETE CENTER CURB TYPE "D"
SURFACE REMOVAL
(8) 1" PREFORMED EXPANSION JOINT W/LOAD TRANSFER
(3) LONGITUDINAL JOINT
(50) 2" STEEL CONDUIT 24" UNDER FINISHED GRADE
(52) 2" CONDUIT CAP
(53) "MKA" DETECTOR HOUSING (FURNISHED BY ISHC TRAFFIC DIV.)
(54) TYPE "A" PEDESTAL BASE
(M) 90#/SYD. BITUM. SURFACE ON 240#/SYD. BITUM. BASE ON 7" TYPE "P" COMP. AGG. BASE
ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "S-SR 443-FF" EXCEPT WHERE INDICATED. ALL ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.
P.I. 69+06.5 Line "S-SR-443-FF"
Δ = 50°15'
D = 5°00'
L = 1005.0'
T = 537.4'
E = 119.78'
P.I. 11+78.23 Lt. Edge So. Entr. Ramp
Δ = 31°16'50"
D = 10°
L = 312.81'
T = 160.41'
E = 22.03'
EQUATION
P.O.T. 198+89.40, Line "FF"
= P.O.T. 50+00.00, Line "S-4-FF"
BEGIN CONCRETE MEDIAN BARRIER
STA. 199+14.65
P.C.C. 10+17.82 Lt. Edge So. Entr. Ramp
= O.P.O.C. 10+03.18 Rt. Edge So. Exit Ramp, 56' Lt.
30 LFT. OF TERMINAL JOINT REQ'D.
P.O.T. 52+33.62 "S-4-FF"
P.O.C. 9+25.41 Lt. Edge So. Entr. Ramp
= O.P.O.C. 9+17.25 Rt. Edge So. Entr. Ramp, 54.25' Lt.
P.O.C. 12+14.58 Lt. Edge So. Entr. Ramp
P.T. 11+98.61 & So. Ramps
= O.P.O.C. 11+84.79 Rt. Edge So. Exit Ramp, 18' Lt.
P.O.C. 11+84.79 Rt. Edge So. Exit Ramp.
Curve Data & So. Ramps
P.I. 11+05.19
Δ = 19°39'00"
D = 10° 28' 31"
L = 187.58'
T = 94.72'
E = 8.14'
Lt. Edge South Entrance Ramp
& So. Ramps
Rt. Edge South Exit Ramp
Line "S-SR 443-FF"
WABASH SHORES 2nd ADD.
TIPPECANOE REALTY INC.
P.C.C. 10+10.77 & So. Ramps
= O.P.O.C. 10+03.18 Rt. Edge So. Exit Ramp, 28' Lt.
DELUXE BUILDERS INC.
EQ: P.O.T. 53+32.8 "S-4-FF"
= P.O.C. 70+10.2 "S-SR-443-FF"
P.O.T. 52+91.84 Line "S-4-FF"
= P.O.C. 9+37.62 Rt. Edge So. Exit Ramp
Lot 166
P.O.T. 52+61.71 Line "S-4-FF"
= P.O.C. 9+31.31 & So. Ramps
= O.P.O.C. 9+26.71 Rt. Edge So. Exit Ramp, 28' Lt.
TIPPECANOE REALTY INC.
Lot 167
P.I. 9+10.48 & So. Ramps
Δ = 15°32'18"
D = 7°41'56"
L = 201.82'
T = 101.53'
E = 6.91'
P.I. 11+11.02 Rt. Edge So. Exit Ramp
Δ = 46°49'08"
D = 8°00' Rt.
L = 585.24'
T = 310.07'
E = 64.24'
Ear Constr. Type "A" 2 #5 Bar 20'-0" Long
Ear Constr. Type "A" 4 #5 Bars 15'-9" Long, Lap 2'
END CONCRETE MEDIAN BARRIER
STA. 198+64.15
HAPPY HOLLOW RD. (Bit.top)
Ear Const. Type "A" 4 #5 Bars 15'-0" Long Lapped 2'-0"
75' R.
8+08.95 Rt. Edge So. Entr. Ramp
P.C. 8+08.95 Rt. Edge So. Exit Ramp
P.C. 8+08.95 & So. Ramps
Lot 168
O.P.O.C. 4+89.48 Lt. Edge So. Entr. Ramp 22' Rt.
O.P.O.T. 196+25.0, Line "FF" 36' Rt.
End Taper Sta. 7+18.72
TIPPECANOE South Entrance Ramp
& So. Ramps
Rt. Edges of South Exit Ramp
WABASH SHORES INC.
KNOX DRIVE (Bit.top)
Lot 169
P.C. 4+70.71 Lt. Edge So. Entrance Ramp
= O.P.O.T. 196+50.00 Line "FF" 54' Rt.
65' R.
P.T. 6+63.02 Rt. Edge So. Entr. Ramp
= O.P.O.T. 6+63.02 Rt. Edge So. Entr. Ramp, 52' Lt.
P.O.T. 6+63.02, & So. Ramps
= O.P.O.T. 6+63.02, Rt. Edge So. Exit Ramp, 28' Lt.
SOUTH ENTRANCE RAMP
Lt. Edge for Exit Ramp
400' Taper
End Retaining Wall
P.O.T. 6+63.02 Rt. Edge So. Exit Ramp
Lot 170
P.T. 6+55.67 Rt. Edge So. Exit Ramp
Proposed Retaining Wall
& Line "FF"
DETAILS
SCALE 1"=30'
RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER
Disposition of Excess Land to M.J. KEEDY as Per I.D.O.H. Order of Director "Sale of Excess Land" Dated 4-23-81 And Quitclaim Deed Dated 5-8-81.
November 6, 1964
U-74 (61) | 42 | 339

REV. 4-11-75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	48	399

Revised 8-27-75



NOTE:
1280' SOUTH ENTRANCE RAMP TAPER FROM STA. 196+50 TO STA. 208+90 TAPERS FROM 20'-0" TO 0'-0"

· CENTERLINE · PAVEMENT · CURVE · DATA ·
· EAST · BOUND · TRAFFIC · LANE ·

Δ = 6°52'
D = 2°00'
T = 171.87'
L = 343.33'
E = 3.16'

PAPER RELOCATION LINE No. 4
· CENTERLINE · PAVEMENT · CURVE · DATA ·
· WEST · BOUND · TRAFFIC · LANE ·

Δ = 6°52'
D = 1°00'
T = 343.75'
L = 686.67'
E = 10.30'

LEGEND
(A) PLAIN CONCRETE PAVEMENT (10")
(L) BITUMINOUS BASE (SIZE #53B)
(14) INTEGRAL CONCRETE CURB
PAVEMENT REMOVAL SEE SHEET No. 22 & 23

PAVEMENT TRANSITION TO EXISTING BY-PASS PAVEMENT IN VICINITY OF LINE "F.F." STA. 205+00
AND
BEGIN "PAPER RELOCATION LINE" POINT IN VICINITY OF LINE "F.F." STA. 200+49.29

DETAILS

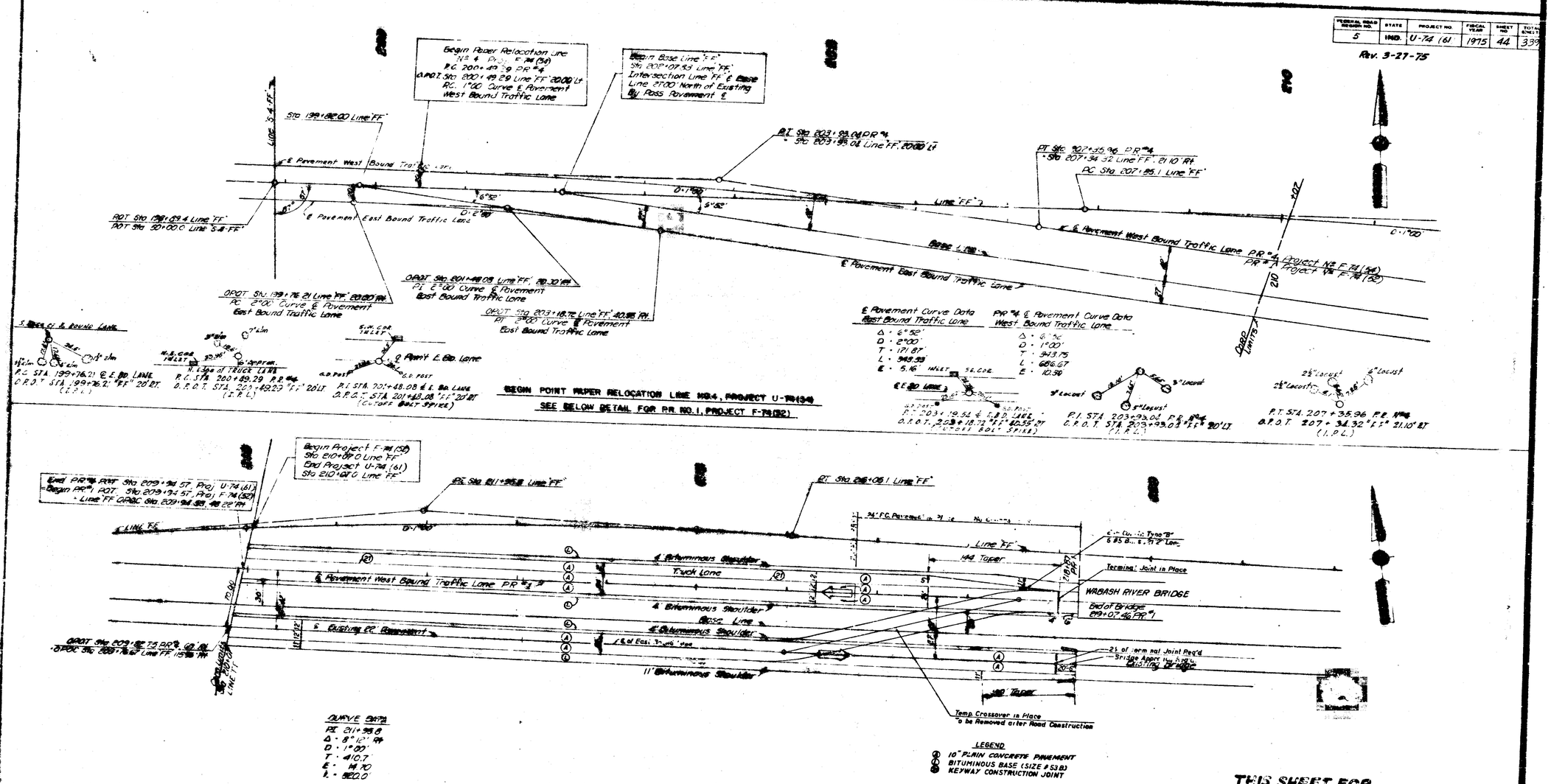
SCALE: 1" = 30'

RICHARD C. BRYDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

FEDERAL ROAD DESIGN NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	44	339

Rev. 3-27-75



LEGEND

- 10" PLAIN CONCRETE PAVEMENT
- BITUMINOUS BASE (SIZE # 53 B)
- KEYWAY CONSTRUCTION JOINT

INCIDENTAL CONSTRUCTION BUILT UNDER PROJECT U-74(61)

THIS SHEET FOR INFORMATION ONLY

DETAILS

SCALE 1" = 50'

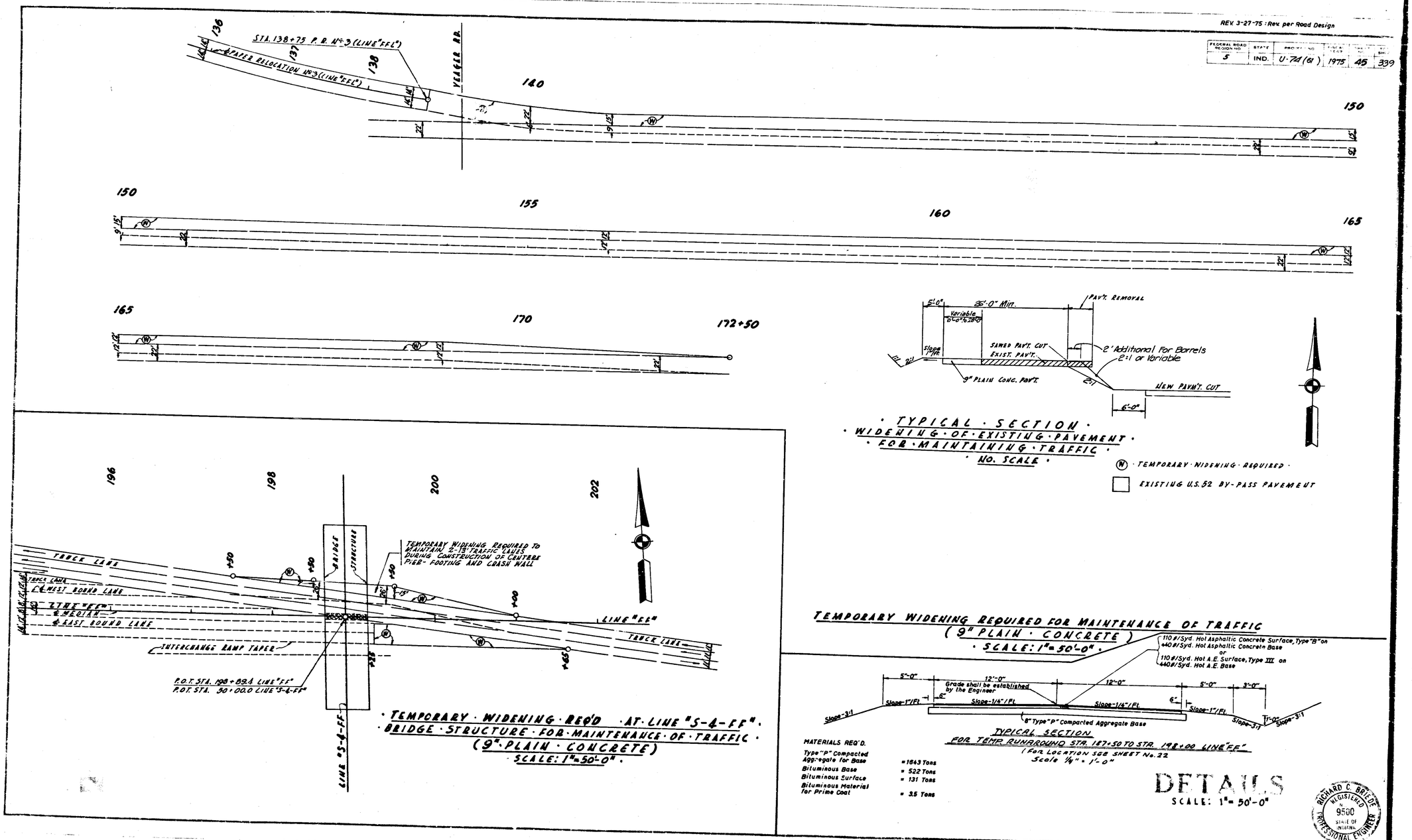
RICHARD C. BRIED REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1952

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (61)	FF	44	339	

REV. 3-27-75 : Rev. per Road Design

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHS.
5	IND.	U-741(61)	1975	45	339



· TYPICAL · SECTION ·
· WIDENING · OF · EXISTING · PAVEMENT ·
· FOR · MAINTAINING · TRAFFIC ·
· NO. SCALE ·

(W) · TEMPORARY · WIDENING · REQUIRED ·

EXISTING U.S. 52 BY-PASS PAVEMENT

· TEMPORARY · WIDENING · REQ'D · AT · LINE "S-4-FF" ·
· BRIDGE · STRUCTURE · FOR · MAINTENANCE · OF · TRAFFIC ·
(9" PLAIN · CONCRETE)
· SCALE: 1" = 50'-0" ·

TEMPORARY WIDENING REQUIRED FOR MAINTENANCE OF TRAFFIC
(9" PLAIN · CONCRETE)
· SCALE: 1" = 50'-0" ·

TYPICAL SECTION
FOR TEMP. RUNAROUND STA. 187+50 TO STA. 198+00 LINE "FF"
(FOR LOCATION SEE SHEET No. 22)
Scale 1/4" = 1'-0"

MATERIALS REQ'D.

Type "P" Compacted Aggregate for Base	= 1643 Tons
Bituminous Base	= 522 Tons
Bituminous Surface	= 131 Tons
Bituminous Material for Prime Coat	= 3.5 Tons

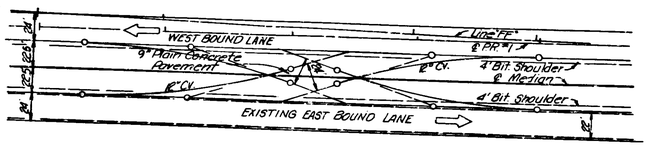
DETAILS

SCALE: 1" = 50'-0"

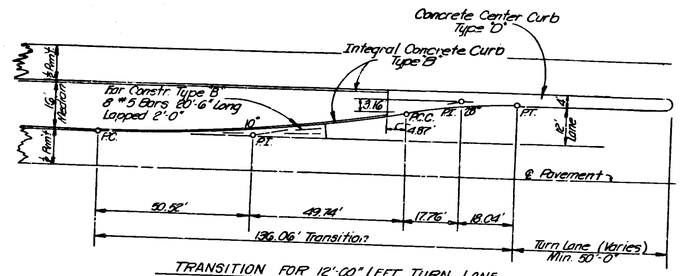
RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
J	IND.	U-741(61)	1975	46	339



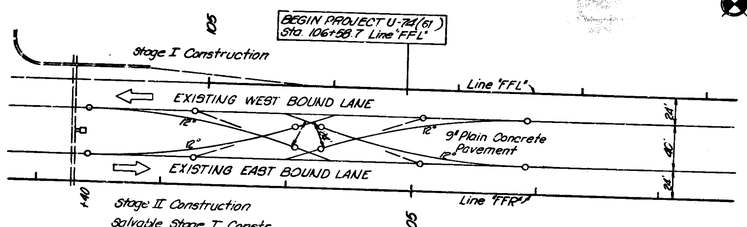
TEMPORARY CROSS-OVER TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF WEST BOUND LANE WEST OF WABASH RIVER BRIDGE.



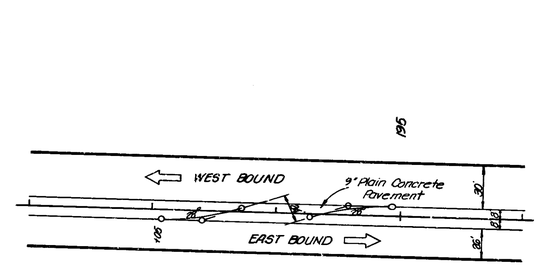
Δ 10°04'44"
D 28°
L 36.00'
T 18.04'
R 204.63'
E 0.79'

Δ 10°04'44"
D 10°
L 100.79'
T 50.52'
R 572.96'
E 2.22'

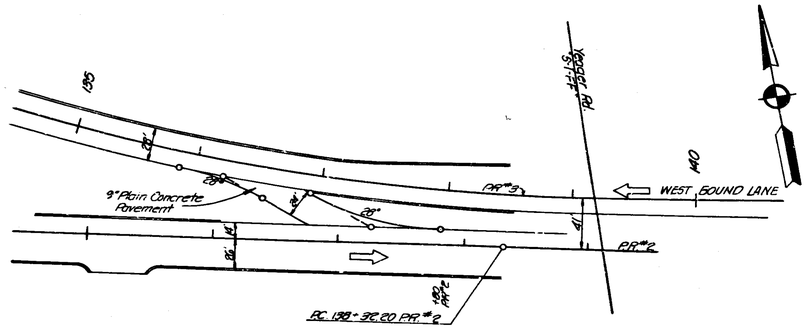
TRANSITION FOR 12'-00" LEFT TURN LANE
Scale = 1" = 20'-0"



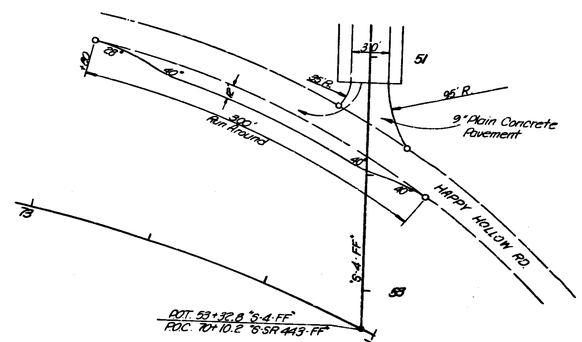
TEMPORARY CROSS-OVER TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF WEST & EAST BOUND LANES



TEMPORARY CROSS-OVER TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF EAST BOUND LANE



TEMPORARY CROSS-OVER TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF WEST BOUND LANE



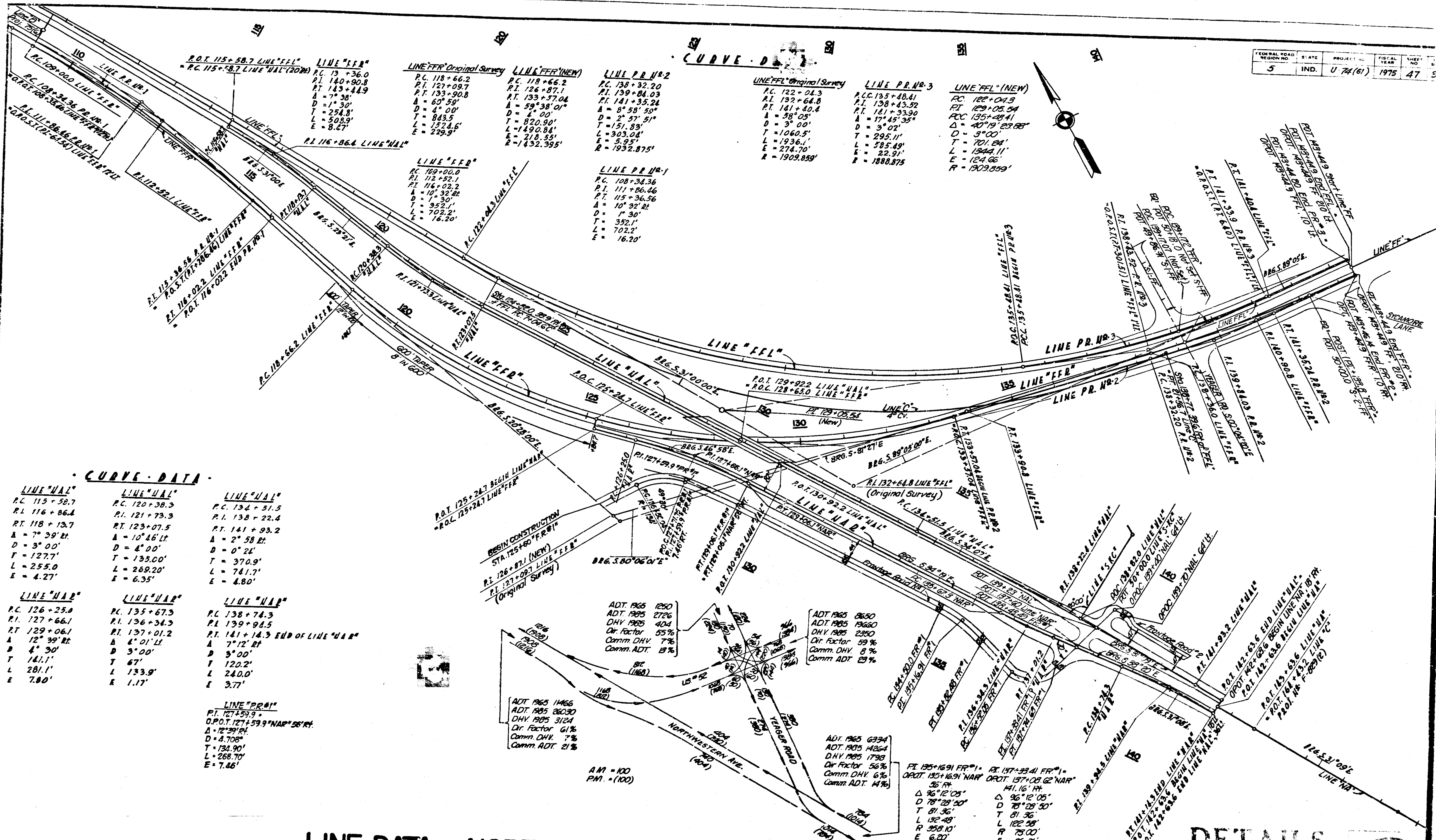
TEMPORARY CROSS-OVER TO MAINTAIN TRAFFIC DURING CONSTRUCTION OF S.R. 443 INTERCHANGE RAMPS.

DETAILS

RICHARD C. BRIECE
REGISTERED
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

November 6 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	47	33



· CURVE · DATA ·

LINE "FFR"	LINE "FFR" Original Survey	LINE "FFR" (NEW)	LINE PR No. 2	LINE "FFL" Original Survey	LINE PR. No. 3	LINE "FFL" (NEW)
P.C. 13 +36.0	P.C. 118+66.2	P.C. 118+66.2	P.C. 138+32.20	P.C. 122+04.3	P.C.C. 135+48.41	P.C. 122+04.3
P.I. 140+90.8	P.I. 127+09.7	P.I. 126+87.1	P.I. 139+84.03	P.I. 132+64.8	P.I. 138+43.52	P.I. 129+05.54
P.T. 143+44.9	P.T. 133+90.8	P.T. 133+57.04	P.T. 141+35.24	P.T. 141+40.4	P.T. 141+33.90	P.C.C. 135+48.41
Δ = 7°38'	Δ = 60°59'	Δ = 59°38'01"	Δ = 8°58'59"	Δ = 58°05'	Δ = 17°45'35"	Δ = 40°19'23.88"
D = 1°30'	D = 4°00'	D = 4°00'	D = 2°57'51"	D = 3°00'	D = 3°02'	D = 3°00'
T = 254.8'	T = 843.5	T = 820.90'	T = 151.83'	T = 1060.5'	T = 295.11'	T = 701.24'
L = 508.9'	L = 1524.6'	L = 1490.84'	L = 303.04'	L = 1936.1'	L = 585.49'	L = 1344.11'
E = 8.47'	E = 229.9'	E = 218.55'	E = 5.95'	E = 274.70'	E = 22.91'	E = 124.66'
		R = 1432.395'	R = 1932.875'	R = 1909.859'	R = 1888.875	R = 1909.859'

LINE "FFR"	LINE PR No. 1
P.C. 109+00.0	P.C. 108+34.36
P.I. 112+52.1	P.I. 111+86.46
P.I. 116+02.2	P.T. 115+36.56
Δ = 10°32' Rt.	Δ = 10°32' Rt.
D = 1°30'	D = 1°30'
T = 352.1'	T = 352.1'
L = 702.2'	L = 702.2'
E = 16.20'	E = 16.20'

· CURVE · DATA ·

LINE "NAL"	LINE "NAL"	LINE "NAL"
P.C. 115+58.7	P.C. 120+38.3	P.C. 134+51.5
P.I. 116+86.4	P.I. 121+73.3	P.I. 138+22.4
P.T. 118+13.7	P.T. 123+07.5	P.T. 141+93.2
Δ = 7°39' Rt.	Δ = 10°46' Lt.	Δ = 2°58' Rt.
D = 3°00'	D = 4°00'	D = 0°24'
T = 127.7'	T = 135.00'	T = 370.9'
L = 255.0	L = 269.20'	L = 741.7'
E = 4.27'	E = 6.35'	E = 4.80'

LINE "NAR"	LINE "NAR"	LINE "NAR"
P.C. 126+25.0	P.C. 135+67.3	P.C. 138+74.3
P.I. 127+66.1	P.I. 136+34.3	P.I. 139+94.5
P.T. 129+06.1	P.T. 137+01.2	P.T. 141+14.3 END OF LINE "NAR"
Δ 12°39' Rt.	Δ 4°01' Lt.	Δ 7°12' Rt.
D 4°30'	D 3°00'	D 3°00'
T 141.1'	T 67'	T 120.2'
L 281.1'	L 133.9'	L 240.0'
E 7.80'	E 1.17'	E 3.77'

LINE "P.R.#1"
P.I. 127+59.9 =
O.P.O.T. 127+59.9 "NAR" 56' Rt.
Δ = 12°39' Rt.
D = 4.708°
T = 134.90'
L = 268.70'
E = 7.46'

ADT. 1965	1250
ADT. 1985	2726
DHV 1985	404
Dir. Factor	55%
Comm. DHV.	7%
Comm. ADT.	13%

ADT. 1965	8650
ADT. 1985	19660
DHV 1985	2350
Dir. Factor	59%
Comm. DHV.	8%
Comm. ADT.	23%

ADT. 1965	11466
ADT. 1985	26030
DHV. 1985	3124
Dir. Factor	61%
Comm. DHV.	7%
Comm. ADT.	21%

ADT. 1965	6334
ADT. 1985	14264
D.H.V. 1985	1798
Dir Factor	56%
Comm. DHV.	6%
Comm. ADT.	14%

A.M. = 100
P.M. = (100)

P.I. 135+16.91 F.R.#1 = O.P.O.T. 135+16.91 "NAR" 56' Rt.	P.I. 137+33.41 F.R.#1 = O.P.O.T. 137+08.62 "NAR" 141.16' Rt.
Δ 96°12'05"	Δ 96°12'05"
D 78°28'50"	D 78°28'50"
T 81.36'	T 81.36'
L 132.48'	L 122.58'
R 358.10'	R 73.00'
E 6.20'	E 36.31'

LINE DATA—NORTHWESTERN AVENUE INTERCHANGE

DETAILS
SCALE : 1"=100'

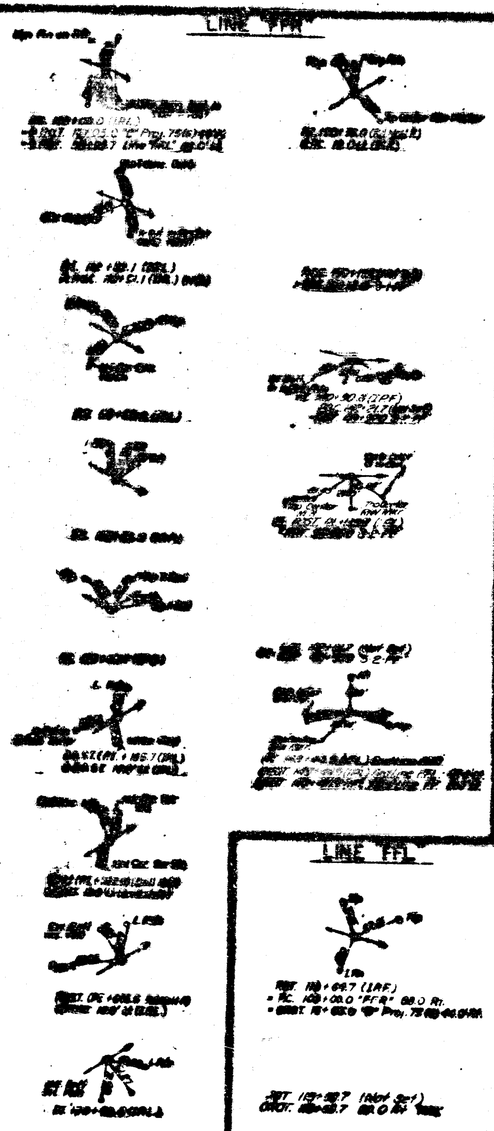
RICHARD C. GRIECE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

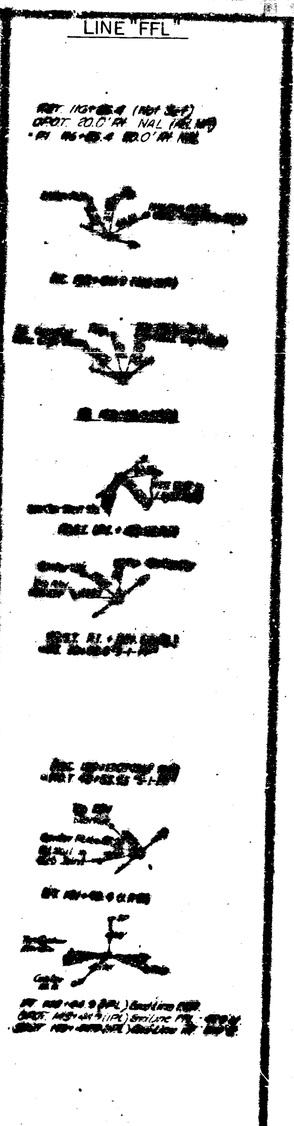
REFERENCE POINTS FOR NORTHWESTERN

FEDERAL AID PROJ. NO.	STATE	FOR INFORMATION ONLY	FISCAL YEAR	SHEET NO.
5	ILLINOIS	U-74 (61)	1975	48	399

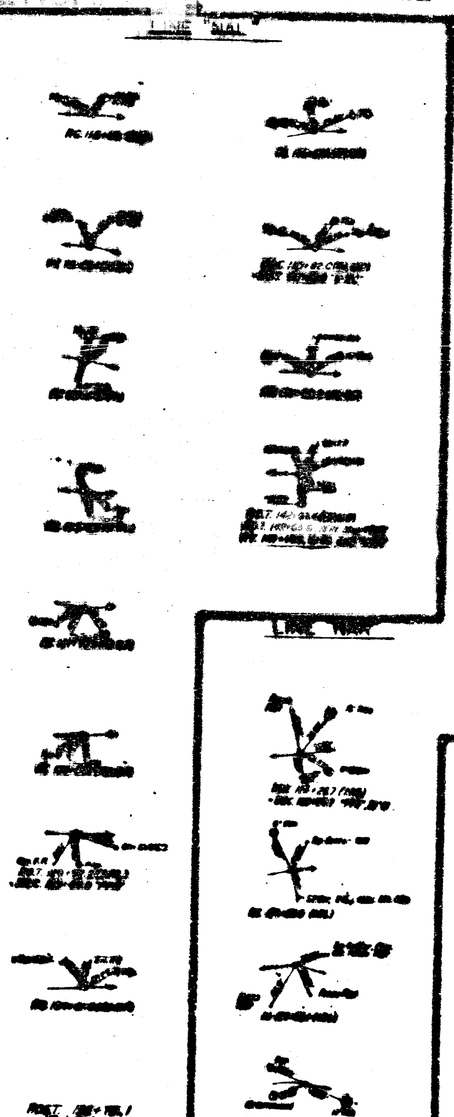
LINE "PAR"



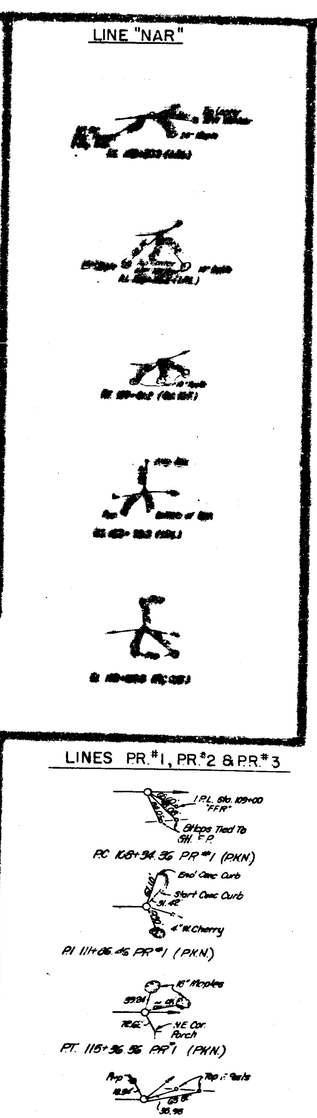
LINE "FFL"



LINE "NAL"



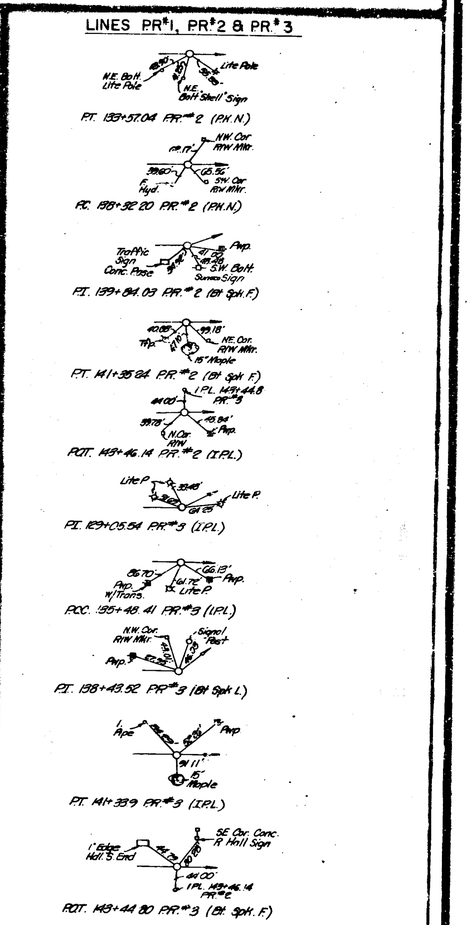
LINE "NAR"



LINE "TFL"

LINE "TRK"

LINES PR.#1, PR.#2 & PR.#3



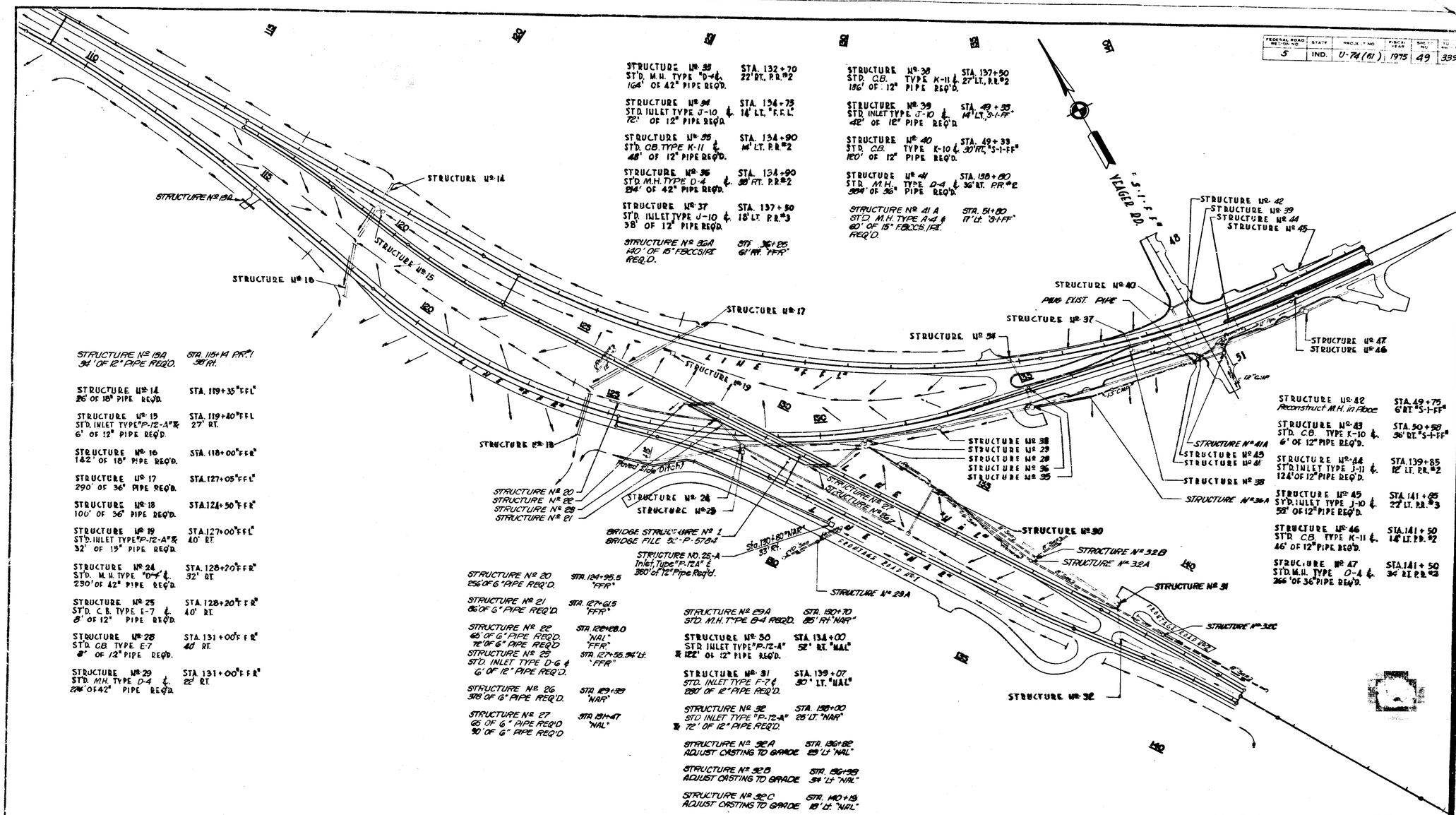
LINES PR.#1, PR.#2 & PR.#3

DETAILS

November 6, 196

U-74 (61)		48	399	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	49	339



STRUCTURES PLAN—NORTHWESTERN AVENUE INTERCHANGE

DETAILS

SCALE: 1"=400'

RICHARD C. GRILLE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

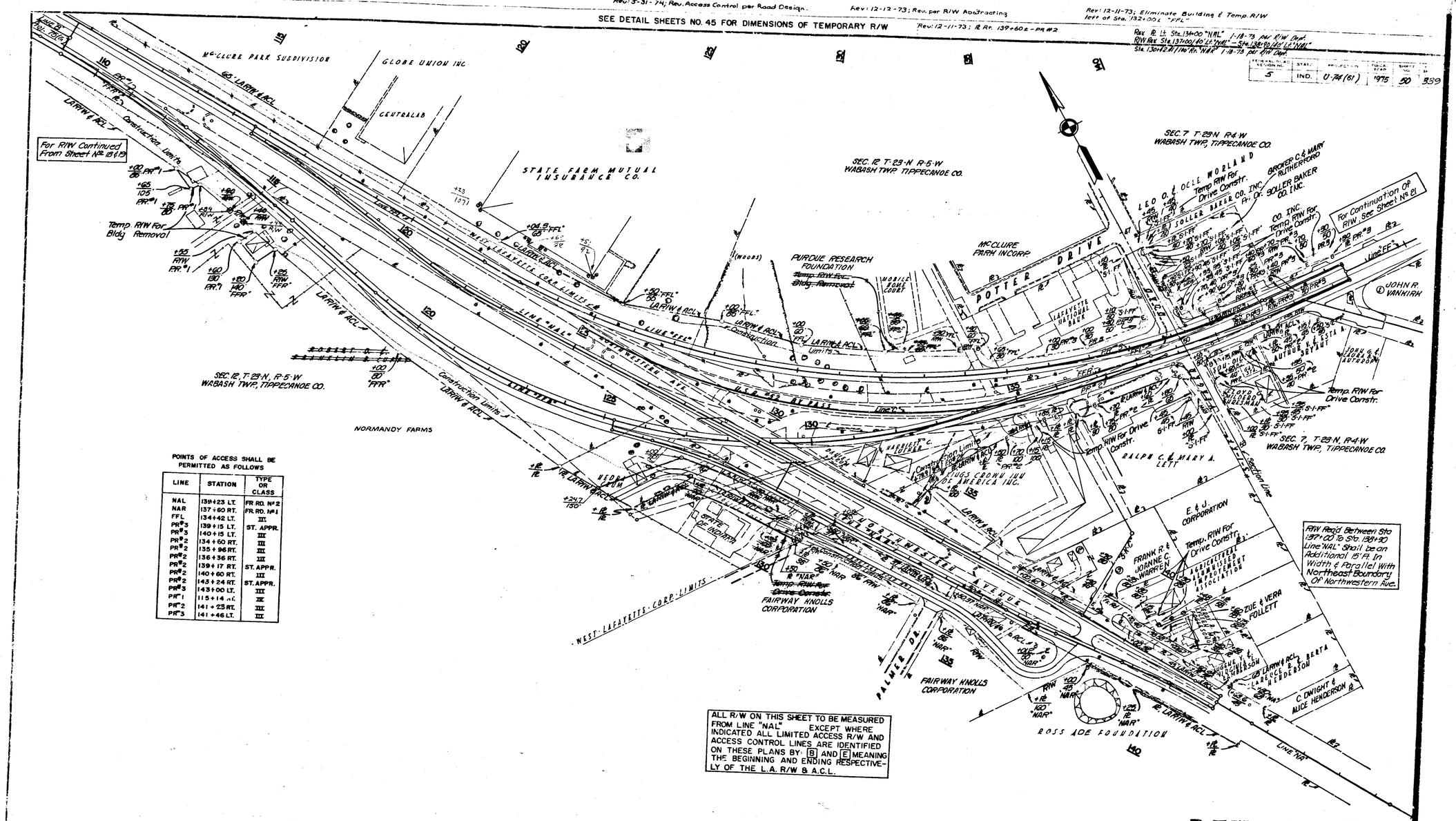
November 6, 1964

Rev: 5-31-74; Rev. Access Control per Road Design. Rev: 12-12-73; Rev. per R/W Abstracting Rev: 12-11-73; Eliminate Building & Temp. R/W left of Sta. 132+00± "FFL"

SEE DETAIL SHEETS NO. 45 FOR DIMENSIONS OF TEMPORARY R/W Rev: 12-11-73; ℞ Rt. 139+60± - PR #2

Rev. ℞ Lt. Sta. 134+00 "NAL" 1-18-73 per R/W Dept.
R/W Rev. Sta. 137+00/40' Lt. "NAL" - Sta. 138+90/40' Lt. "NAL"
Sta. 130+42.41/140' Rt. "NAR" 1-18-73 per R/W Dept.

FEDERAL ROAD SECTION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	50	339



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS

LINE	STATION	TYPE OR CLASS
NAL	139+23 LT.	FR. RD. No. 2
NAR	137+60 RT.	FR. RD. No. 1
FFL	134+42 LT.	III
PR#3	139+15 LT.	ST. APPR.
PR#3	140+15 LT.	III
PR#2	134+60 RT.	III
PR#2	135+96 RT.	III
PR#2	136+36 RT.	III
PR#2	139+17 RT.	ST. APPR.
PR#2	140+60 RT.	III
PR#2	143+24 RT.	ST. APPR.
PR#3	143+00 LT.	III
PR#1	115+14 RT.	III
PR#2	141+23 RT.	III
PR#3	141+46 LT.	III

R/W Reqd Between Sta 137+00 To Sta. 138+90 Line "NAL" Shall be an Additional 15' Ft. In Width & Parallel With Northeast Boundary Of Northwestern Ave.

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "NAL" EXCEPT WHERE INDICATED ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: B AND E MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE L.A. R/W & A.C.L.

RIGHT-OF-WAY—NORTHWESTERN AVENUE INTERCHANGE

DETAILS

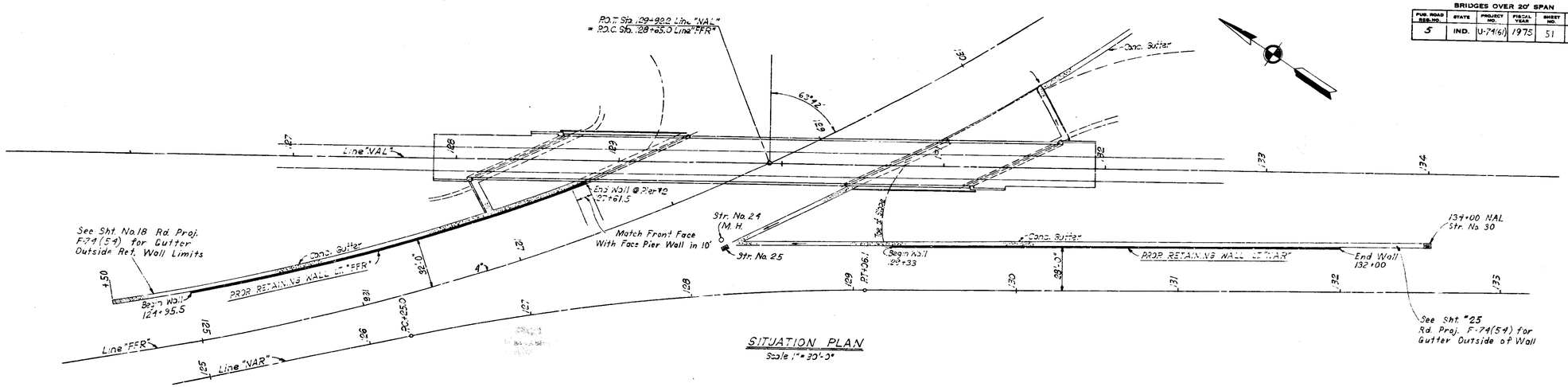
SCALE: 1"=100'

RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 5, 1964

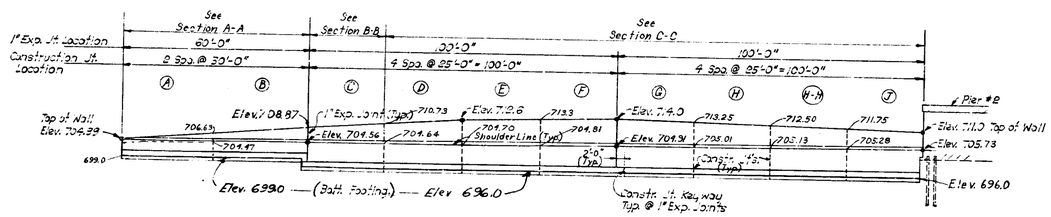
U-74(61) 50 339

BRIDGES OVER 20' SPAN					
FHB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(6)	1975	51	537



SITUATION PLAN

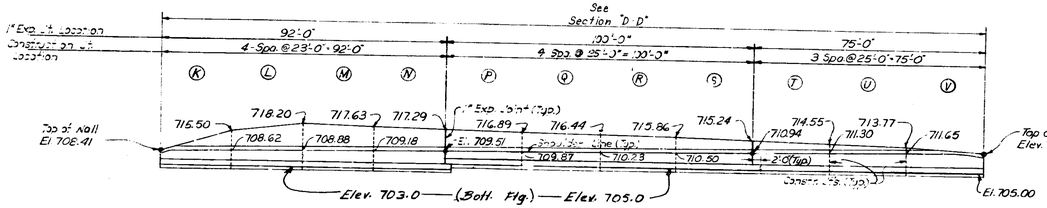
Scale 1" = 30'-0"



RETAINING WALL - LEFT LINE "FFR"

STA. 124+95.5 TO STA. 127+61.5

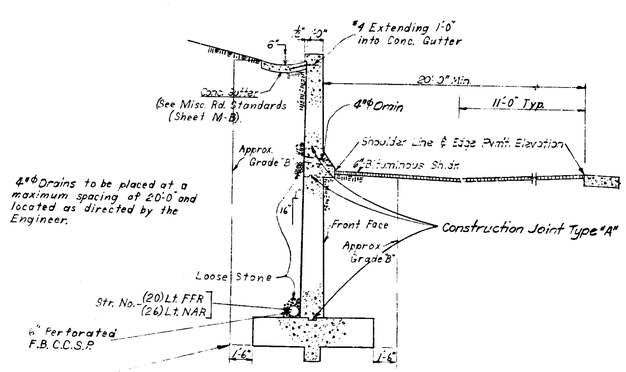
Scale: 1" = 20'-0"



RETAINING WALL - LEFT LINE "NAR"

STA. 129+33 TO STA. 132+00

Scale 1" = 20'-0"



TYP. CALLS "B" BORROW PLACEMENT SECTION

No Scale

For Ret. Wall Lt. of Line "FFR" - Remove unsuitable material as directed by the Engineer to ± 4.0 feet below bottom of footing elev. under common excavation and backfill with "B" Borrow for entire length of wall.

For Ret. Wall Lt. of Line "NAR" - Remove unsuitable material as directed by the Engineer to ± 3.5 feet below bottom of footing elev. under common excavation and backfill with "B" borrow between Sta. 131+00 and 132+00.

For excavation and backfill quantities below footing see Balance Block No. 1 of Plans for Road Project F-74(54) (See Special Provisions)

NOTES: For Construction Joints & 1" Expansion Joint See Bridge Std C5
For Reinforcing Bar Notes & Drains See Bridge Std C5
For Details Ret. Wall Lt. of Line "FFR" see Detail Drawings C2 & C3
For Bill of Materials Ret. Wall Lt. Line "FFR" see Detail Drawing C3
For Details Ret. Wall Lt. of Line "NAR" see Detail Drawings C4, & C5
For Bill of Materials Ret. Wall Lt. Line "NAR" see Detail Drawing C5

RETAINING WALL DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

May 27 1965

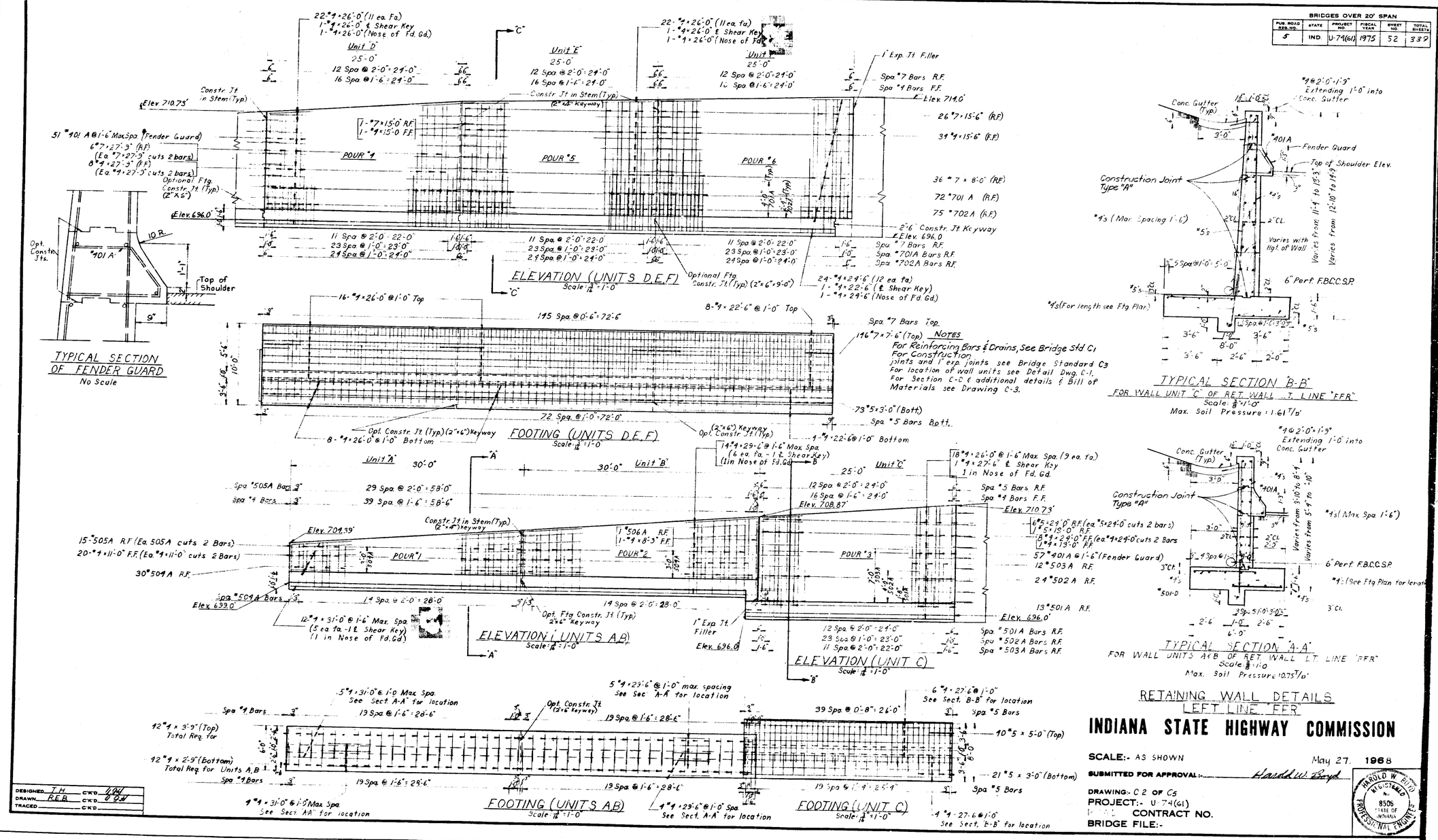
SUBMITTED FOR APPROVAL:- Harold W. Boyd

DRAWING:- C1 OF C5
PROJECT:- U-74(61)
ROAD CONTRACT NO.

DESIGNED T.F.H. C'K'D
DRAWN H.K. C'K'D
TRACED C'K'D

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	FFR & NAR	51		

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	52	339



NOTES
For Reinforcing Bars & Drains, See Bridge Std. C1
For Construction joints and 1" exp. joints see Bridge Standard C3
For location of wall units see Detail Dwg. C-1.
For Section C-C & additional details & Bill of Materials see Drawing C-3.

RETAINING WALL DETAILS
LEFT LINE "FFR"

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS SHOWN

May 27, 1968

SUBMITTED FOR APPROVAL:- Harold W. Boyd

DRAWING:- C 2 OF C5

PROJECT:- U-74(61)

CONTRACT NO.

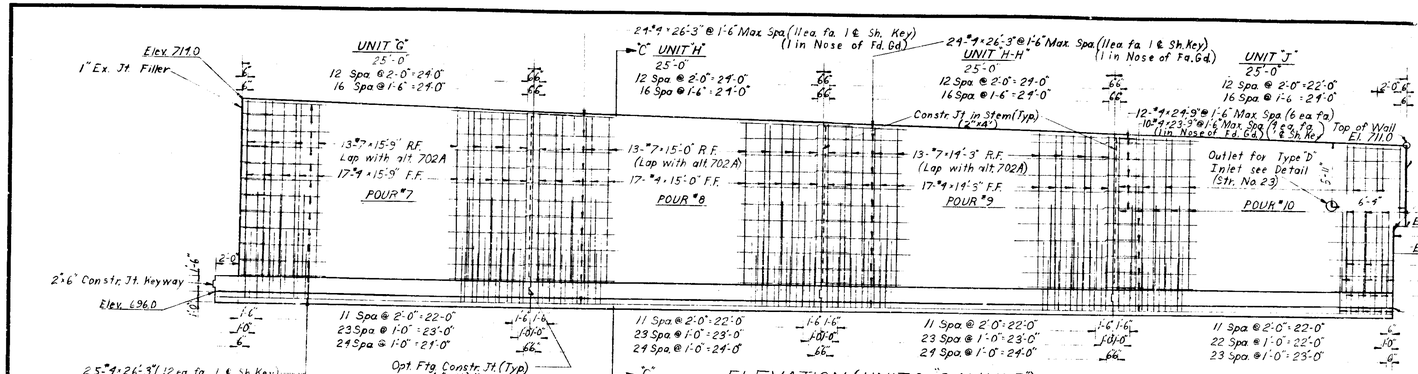
BRIDGE FILE:-

HAROLD W. BOYD REGISTERED No. 8506 STATE OF INDIANA PROFESSIONAL ENGINEER

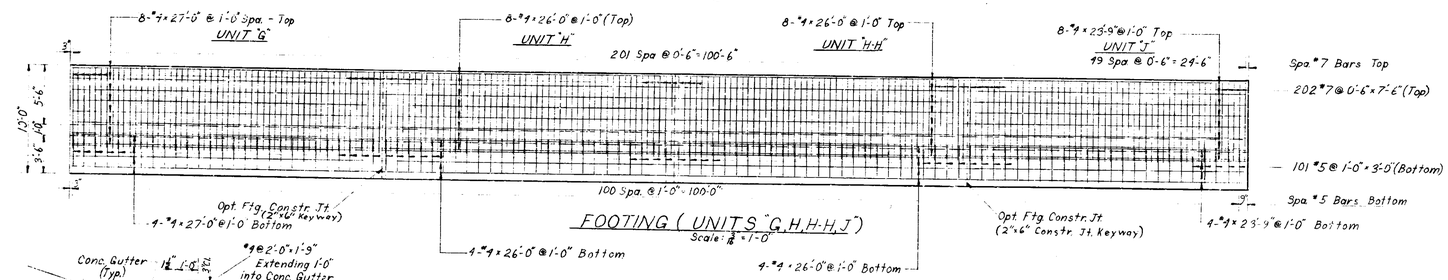
DESIGNED T.H. CK'D. HWB
DRAWN R.E.B. CK'D. HWB
TRACED CK'D.

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	FFR	52	339	

BRIDGES OVER 20' SPAN					
PUB. ROAD SER. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	53	339



ELEVATION (UNITS "G, H, H-H, J")
Scale: 1/16" = 1'-0"



FOOTING (UNITS "G, H, H-H, J")
Scale: 3/8" = 1'-0"

RETAINING WALL LINE "FFR"
BILL OF MATERIALS

REINFORCING STEEL				REINFORCING STEEL			
Mark & Size	No. Bars	Length	Weight (Lbs.)	Mark & Size	No. Bars	Length	Weight (Lbs.)
701A	168	6'-10		701A	175	5'-9	
702A	175	5'-2		#9	12	24'-3	
#7	26	15'-6		#9	11	27'-6	
#7	348	7'-6		#9	23	23'-6	
#7	14	15'-0		#9	21	21'-0	
#7	6	27'-9		#9	42	3'-3	
#7	84	8'-0		#9	42	2'-9	
#7	12	13'-6		#9	8	24'-0	
#7	13	14'-3		#9	117	26'-0	
#7	13	15'-9		#9	1	15'-0	
	Total	No. #7's	13,625#	#9	1	8'-0	
501A	13	9'-3		#9	20	11'-10	
502A	29	6'-7		#9	13	22'-6	
503A	12	9'-7		#9	8	22'-9	
504A	30	5'-7		#9	25	29'-6	
505A	15	17'-2		#9	18	15'-0	
506A	1	10'-10		#9	14	15'-6	
#5	40	7'-0		#9	22	23'-9	
#5	135	3'-0		#9	12	27'-0	
#5	1	13'-0		#9	16	13'-6	
#5	6	24'-0		#9	13	26'-3	
	Total	No. #5's	1,779#	#9	17	14'-3	
				#9	17	15'-9	
						Total No. #9's	7,834#
				Total Steel in Wall			23,238#

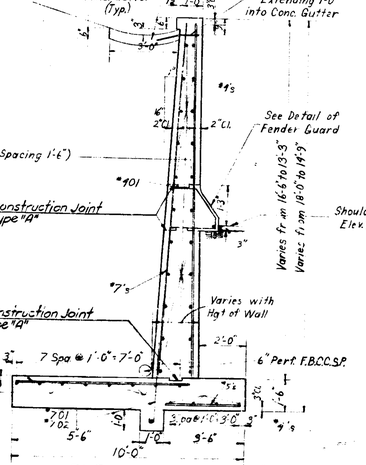
CLASS "A" CONCRETE		Class "A" CONCRETE	
UNIT A		UNIT F	
Pour No. 1	6.00 cys.	Pour No. 6	22.40 cys.
Ftg. Conc.	11.11 cys.	Ftg. Conc.	14.82 cys.
Total for Unit "A"	17.11 cys.	Total for Unit F	37.22 cys.
UNIT B		UNIT G	
Pour No. 2	8.49 cys.	Pour No. 7	22.35 cys.
Ftg. Conc.	11.11 cys.	Ftg. Conc.	14.82 cys.
Total for Unit "B"	19.60 cys.	Total for Unit "G"	37.17 cys.
UNIT C		UNIT H	
Pour No. 3	15.78 cys.	Pour No. 8	21.00 cys.
Ftg. Conc.	12.71 cys.	Ftg. Conc.	14.82 cys.
Total for Unit "C"	28.49 cys.	Total for Unit "H"	35.82 cys.
UNIT D		UNIT H-H	
Pour No. 4	18.89 Cy.	Pour No. 9	19.47 cys.
Ftg. Conc.	14.82 cys.	Ftg. Conc.	14.82 cys.
Total for Unit "D"	33.71 cys.	Total for Unit "H-H"	34.29 cys.
UNIT E		UNIT J	
Pour No. 5	21.14 cys.	Pour No. 10	18.99 cys.
Ftg. Conc.	14.82 cys.	Ftg. Conc.	14.82 cys.
Total for Unit "E"	35.96 cys.	Total for Unit "J"	33.81 cys.
		Total Class "A" Conc.	308 cys.

MISCELLANEOUS			
~~Std. Inlet Type D-6~~	1 Ea.	12" x 0.2-6" CI. Extra Heavy Pipe 6' 0" from Sta. (Length)	5 Lin. Ft.
#6 Perf. F.B.C.C.S.P.		"G" Borrow	1160 cys.
		Conc. Gutter (No. 12 M-D)	260 Lin. Ft.

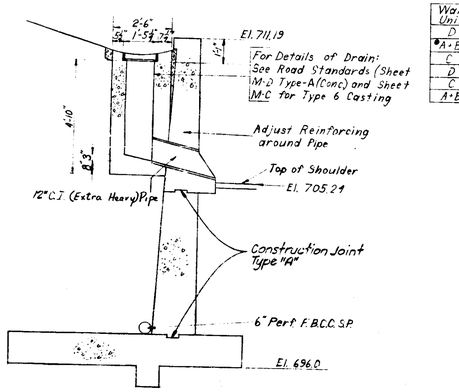
* See Road Proj. Str. Data Sheet for Billing.

NOTES: For Reinforcing Bar Notes & Drains, See Bridge Std. C1
For Construction Joints and
1" Expansion Jt. Details see Bridge Standard C3

RETAINING WALL DETAILS
LEFT LINE FFR



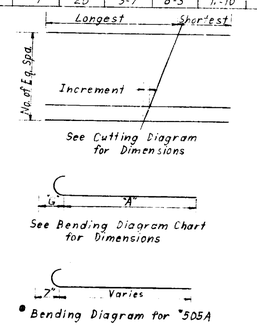
TYPICAL SECTION "C-C"
FOR WALL UNITS D, E, F, G, H-H, & J OF RET. WALL LT. LINE "FFR"
Max. Soil Pressure: 1.92 T/□'



SECTION SHOWING TYPE "D" DRAIN AT STA. 127+55
Scale: 3/8" = 1'-0"

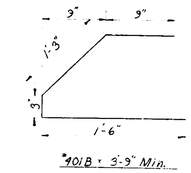
CUTTING DIAGRAM CHART

Wall Unit	Bar Size	No. Bars Required	Shortest	Longest	Length	Inc.
D	#7	6	13'-0"	14'-9"	27'-9"	1½"
*A-B	*505A	15	6'-6"	10'-8"	17'-2"	1½"
C	#5	6	11'-2"	12'-10"	24'-0"	1½"
D	#9	8	13'-0"	14'-9"	27'-9"	1½"
C	#9	8	11'-2"	12'-10"	24'-0"	1½"
A-B	#9	20	3'-7"	8'-3"	11'-10"	1½"



BENDING DIAGRAM CHART

Bar Size	Dim. "A"	Dim. "G"	"A"-"G"
*701A	6'-0"	10"	6'-10"
*702A	4'-4	10"	5'-2"
*502A	5'-0"	7"	5'-7"
*501A	3'-8"	7"	4'-3"
*502A	6'-0"	7"	6'-7"
*503A	8'-0"	7"	9'-7"
*506A	10'-3"	7"	10'-10"



INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS SHOWN

May 27, 1968

SUBMITTED FOR APPROVAL:- Harold W. Boyd

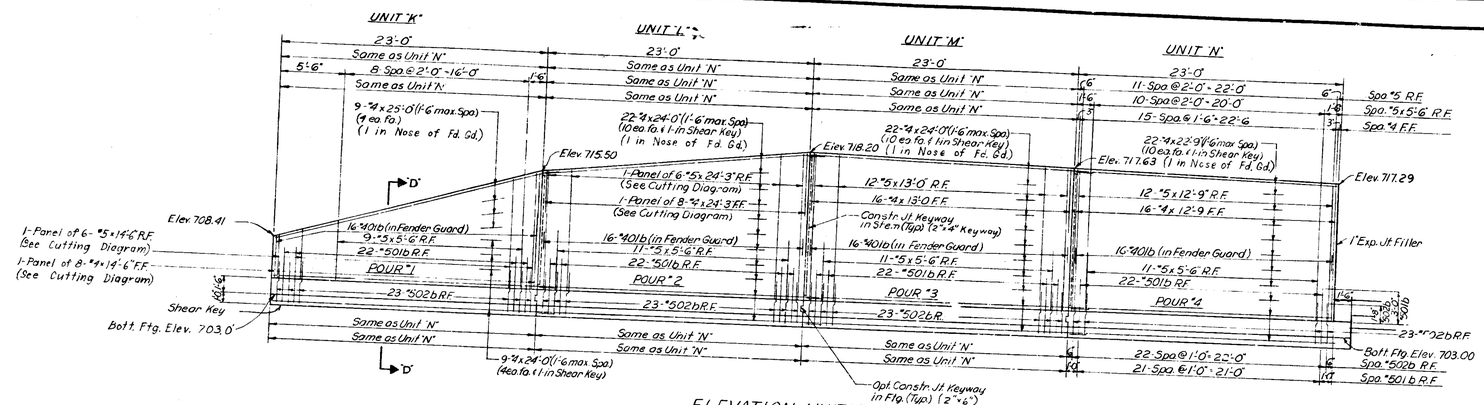
DRAWING:- C3 OF C5
PROJECT:- U-74 (61)
ROAD CONTRACT NO.
BRIDGE FILE:-

HAROLD W. BOYD REGISTERED No. 8506 STATE OF INDIANA PROFESSIONAL ENGINEER

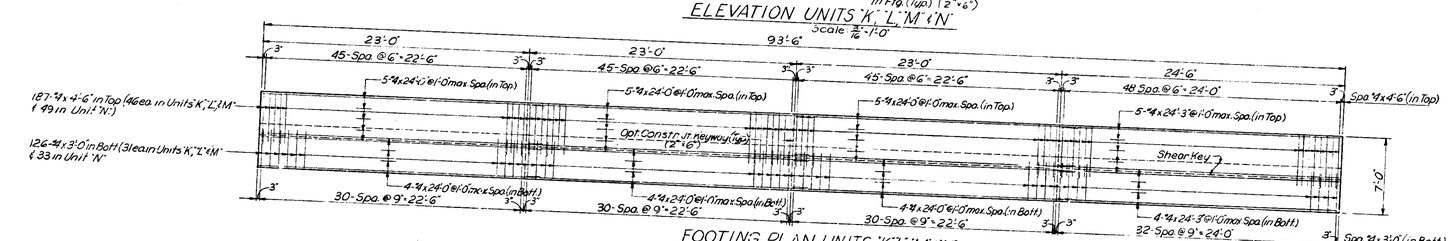
DESIGNED T.H. C'K'D.
DRAWN R.E.B. C'K'D.
TRACED C'K'D.

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	FFR	53	339	

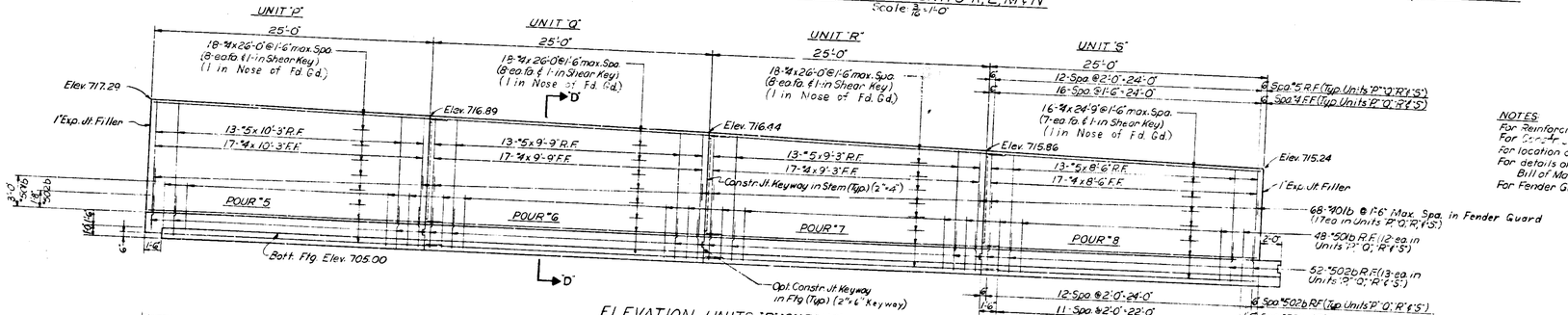
BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U 74(61)	1975	54	339



ELEVATION UNITS "K", "L", "M" & "N"
Scale 3/16" = 1'-0"

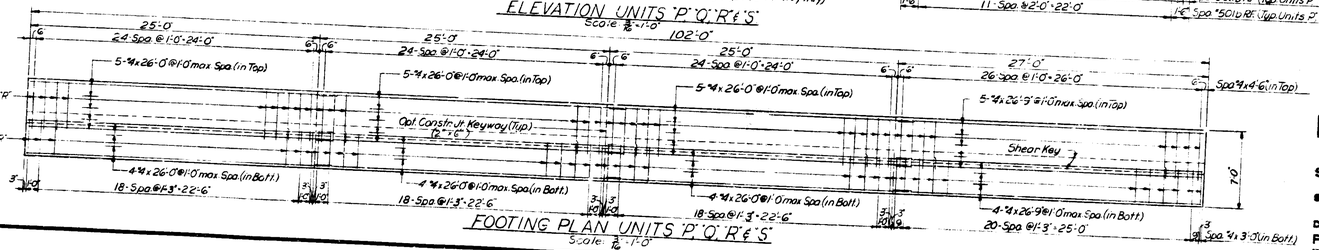


FOOTING PLAN UNITS "K", "L", "M" & "N"
Scale 3/16" = 1'-0"



NOTES:
For Reinforcing Bar Notes & Details, See Drwg. C4.
For Constr. Joints & 1" Expan. Joint, See Bridge Std. C3.
For location of Wall Units, see Drwg. C1.
For details of Typical Section D-D, additional details, and Bill of Materials, see Drwg. C5.
For Fender Guard Details, see Drwg. C2.

ELEVATION UNITS "P", "Q", "R" & "S"
Scale 3/16" = 1'-0"



FOOTING PLAN UNITS "P", "Q", "R" & "S"
Scale 3/16" = 1'-0"

RETAINING WALL DETAILS
LEFT-LINE "NAR"

INDIANA STATE HIGHWAY COMMISSION

SCALE:- 3/16" = 1'-0"

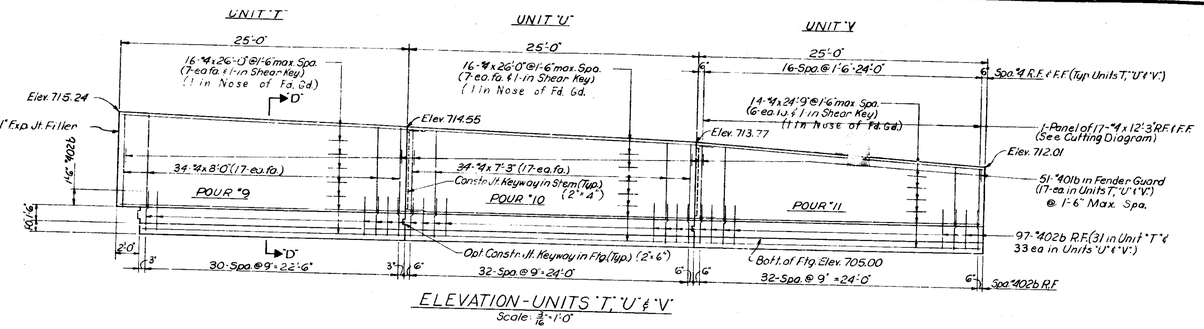
SUBMITTED FOR APPROVAL:- Harold W. Boyd — May 27 1968

DRAWING:- C4 OF C5
PROJECT:- U-74(61)
ROAD CONTRACT NO.
BRIDGE FILE:-

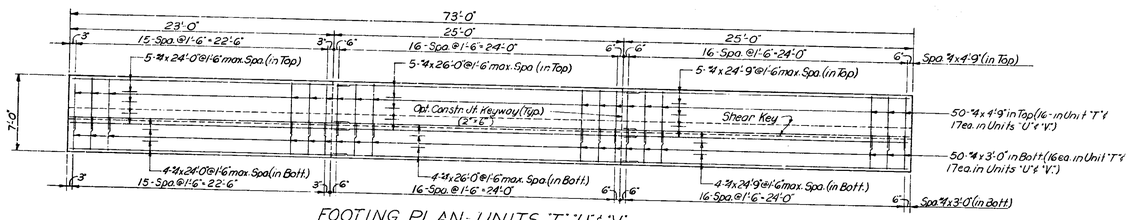
DESIGNED T.F.H. C'K'D. T.F.H.
DRAWN D.E.B. C'K'D. H.W.B.
TRACED C'K'D.

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74	NAR	64		

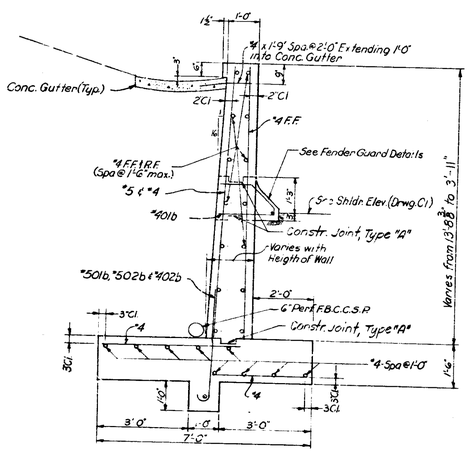
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	75	339



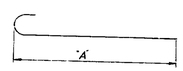
ELEVATION - UNITS "T", "U" & "V"
Scale: 3/16" = 1'-0"



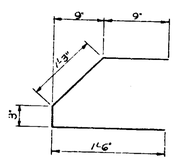
FOOTING PLAN - UNITS "T", "U" & "V"
Scale: 3/16" = 1'-0"



TYPICAL SECTION "D-D"
FOR WALL UNITS "K" "L" "M" "N" "P" "Q" "R" "S" "T" "U" "V"
Scale: 1/2" = 1'-0"
Max. Soil Pressure: 1.61 T/□'



Mark & Size	"A"	Length
#501b	5'-3"	5'-10"
#502b	3'-11"	4'-6"
#402b	3'-9"	4'-3"



#401b x 3'-9"

BILL OF MATERIALS
RETAINING WALL - LEFT-LINE "NAR"

REINFORCING STEEL				REINFORCING STEEL			
Mark & Size	No. of Bars	Length	Weight	Mark & Size	No. of Bars	Length	Weight
#501b	136	5'-10"		#4	89	24'-0"	
#502b	144	4'-6"		#4	22	22'-9"	
#5	6	24'-3"		#4	8	14'-6"	
#5	6	14'-6"		#4	16	13'-0"	
#5	12	13'-0"		#4	16	12'-9"	
#5	12	12'-9"		#4	17	12'-3"	
#5	13	10'-3"		#4	17	10'-3"	
#5	13	9'-9"		#4	17	9'-9"	
#5	13	9'-3"		#4	17	9'-3"	
#5	13	8'-6"		#4	17	8'-6"	
#5	42	5'-6"		#4	34	8'-0"	
				#4	34	7'-3"	
Total #5			2821#	#4	50	4'-9"	
#401b	183	3'-9"		#4	289	4'-6"	
#402b	97	4'-3"		#4	262	3'-0"	
#4	9	26'-9"		#4	134	1'-9"	
#4	122	26'-0"					
#4	9	25'-0"					
#4	33	24'-0"					
#4	17	24'-3"		Total #4			8938#
				Total Reinforcing Steel			11,759#

CONCRETE Class "A"		CONCRETE Class "A"	
Pour #1	5.2 Cuds.	Pour #7	11.8 Cuds.
Ftg. Conc.	9.8 Cuds.	Ftg. Conc.	10.6 Cuds.
Total Conc. in Unit "K"	17.8 Cuds.	Total Conc. in Unit "R"	22.4 Cuds.
Pour #2	14.6 Cuds.	Pour #8	10.9 Cuds.
Ftg. Conc.	9.8 Cuds.	Ftg. Conc.	11.5 Cuds.
Total Conc. in Unit "L"	24.4 Cuds.	Total Conc. in Unit "S"	22.4 Cuds.
Pour #3	16.2 Cuds.	Pour #9	9.9 Cuds.
Ftg. Conc.	9.8 Cuds.	Ftg. Conc.	9.8 Cuds.
Total Conc. in Unit "M"	26.0 Cuds.	Total Conc. in Unit "T"	19.7 Cuds.
Pour #4	15.5 Cuds.	Pour #10	9.0 Cuds.
Ftg. Conc.	10.4 Cuds.	Ftg. Conc.	10.6 Cuds.
Total Conc. in Unit "N"	25.9 Cuds.	Total Conc. in Unit "U"	19.6 Cuds.
Pour #5	13.2 Cuds.	Pour #11	7.3 Cuds.
Ftg. Conc.	10.6 Cuds.	Ftg. Conc.	10.6 Cuds.
Total Conc. in Unit "P"	23.8 Cuds.	Total Conc. in Unit "V"	17.9 Cuds.
Pour #6	2.5 Cuds.	TOTAL CLASS "A" CONC.	243.0 Cuds.
Ftg. Conc.	10.6 Cuds.		
Total Conc. in Unit "Q"	23.1 Cuds.		

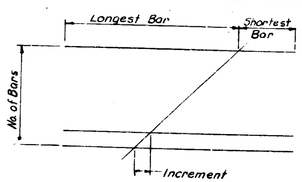
MISCELLANEOUS	
#8" Borrow	70.5 Cuds.
Concrete Gutter (Rd. Std. M8)	267 Lin. Ft.
* 6" Perf. F.B.C.C.S.P.	

* See Road Proj. Structure Data Sht. for Billing.

NOTES:
For Reinforcing Bar Notes & Details, See Bridge Std. C1.
For Constr. Joints & 1" Exp. Jn. Filler, See Bridge Std. C3.
For location of Wall Units, see Drwg. C1.
For Fender Guard Details, see Drwg. C2

CUTTING DIAGRAM CHART

Wall Unit	Bar Size	No. Bars in Panel	Shortest Bar	Longest Bar	Total Length	Increment
L	#5	6	10'-9"	13'-6"	24'-3"	3"
L	#4	8	10'-9"	13'-6"	24'-3"	2 3/16"
K	#5	6	3'-9"	10'-9"	14'-6"	7 3/8"
K	#4	8	3'-9"	10'-9"	14'-6"	5 3/8"
V	#4	17	5'-3"	7'-0"	12'-3	1 5/16"



RETAINING WALL DETAILS & BILL OF MATERIALS
LEFT-LINE "NAR"

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

May 27, 1968

SUBMITTED FOR APPROVAL:- Harold W. Boyd

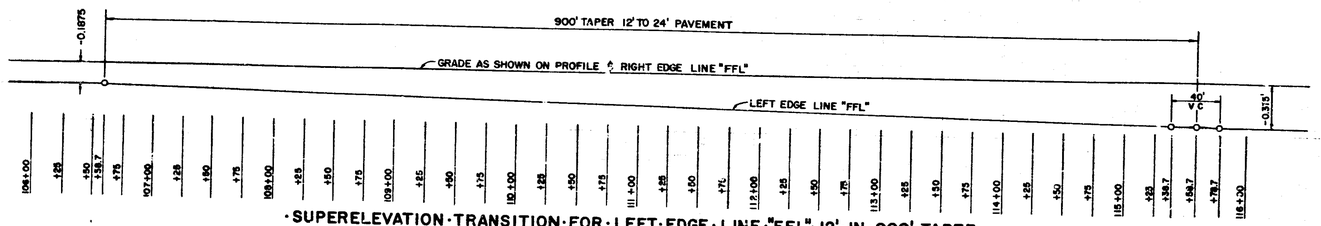
HAROLD W. BOYD REGISTERED No. 8506 STATE OF INDIANA PROFESSIONAL ENGINEER

DRAWING:- C5 OF C5
PROJECT:- U-74(61)
R.P.D. CONTRACT NO.
BRIDGE FILE:-

DESIGNED T.F.H. C'K'D
DRAWN D.E.B. C'K'D
TRACED C'K'D

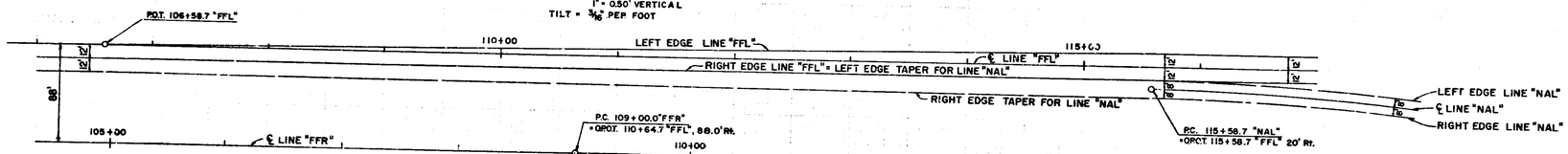
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	NAR	75	339	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	56	339

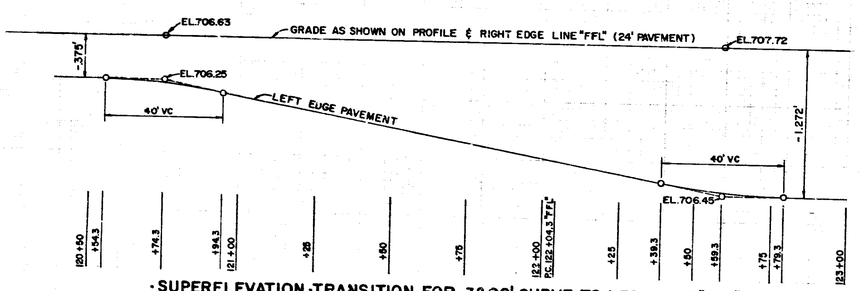


·SUPERELEVATION·TRANSITION·FOR·LEFT·EDGE·LINE·"FFL"·12'·IN·900'·TAPER·

SCALE: 1" = 50' HORIZONTAL
1" = 0.50' VERTICAL
TILT = 3/16" PER FOOT

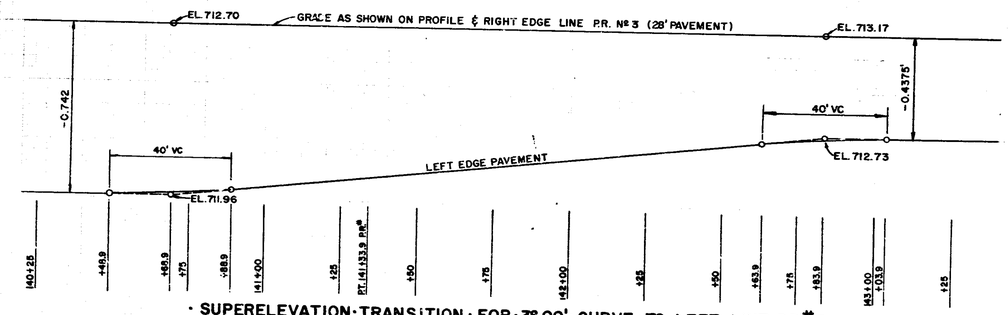


·PLAN·FOR·TRANSITION·FOR·LEFT·EDGE·LINE·"FFL"·12'·IN·900'·TAPER·



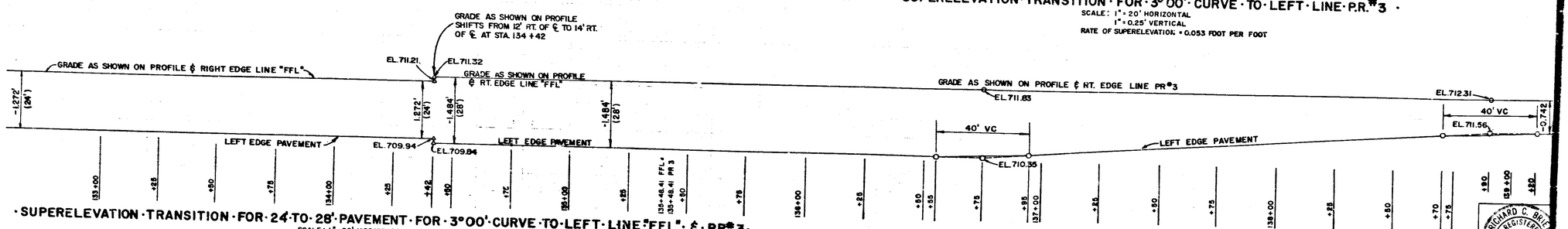
·SUPERELEVATION·TRANSITION·FOR·3°00'·CURVE·TO·LEFT·LINE·"FFL"·

SCALE: 1" = 20' HORIZONTAL
1" = 0.50' VERTICAL
RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT



·SUPERELEVATION·TRANSITION·FOR·3°00'·CURVE·TO·LEFT·LINE·P.R.#3·

SCALE: 1" = 20' HORIZONTAL
1" = 0.25' VERTICAL
RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT



·SUPERELEVATION·TRANSITION·FOR·24·TO·28'·PAVEMENT·FOR·3°00'·CURVE·TO·LEFT·LINE·"FFL"·℄·PR#3·

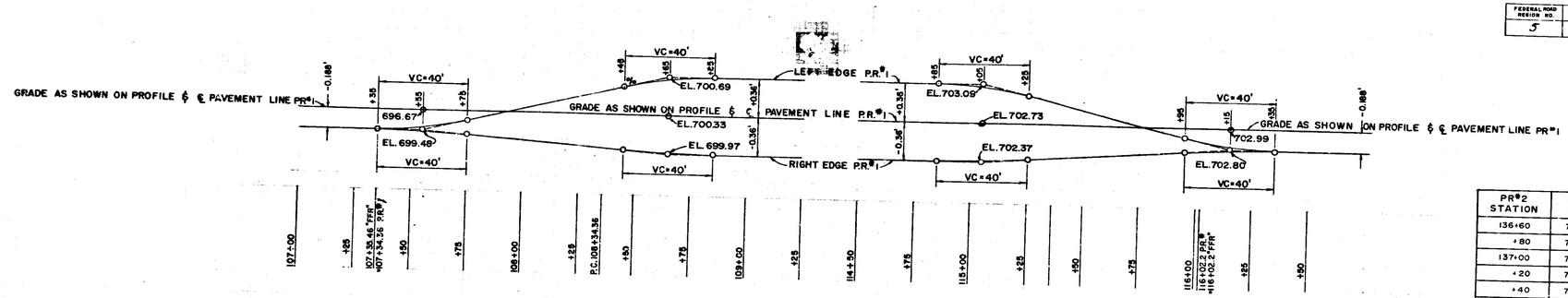
SCALE: 1" = 20' HORIZONTAL
1" = 1.00' VERTICAL
RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT

RICHARD C. BILLE
REGISTERED
No. 9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

LINE "FFL"

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (61)	FFL & PR#3	56	339	

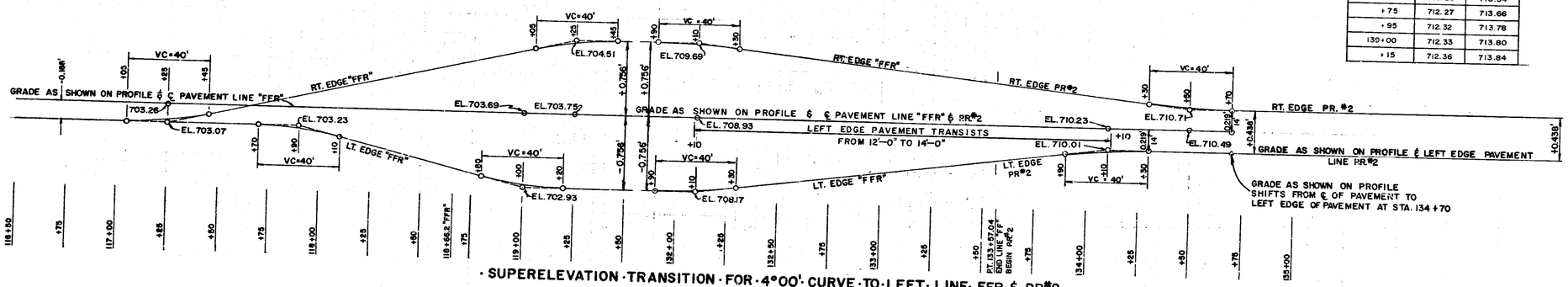
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-741(61)	1975	57	399



· SUPERELEVATION · TRANSITION · FOR · 1°30' · CURVE · TO · RIGHT · LINE · P.R.#1 ·

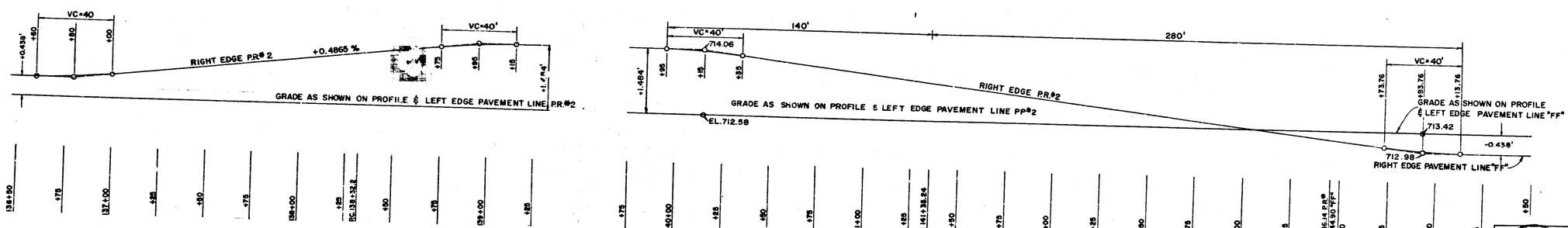
SCALE: 1" = 25' HORIZONTAL
1" = 0.50' VERTICAL
RATE OF SUPERELEVATION = 0.03 FOOT PER FOOT

PR#2 STATION	LEFT EDGE	RIGHT EDGE
136+60	711.49	711.93
+80	711.59	712.05
137+00	711.68	712.22
+20	711.76	712.39
+40	711.84	712.57
+60	711.92	712.75
+80	711.99	712.91
138+00	712.06	713.08
+20	712.12	713.24
+40	712.18	713.40
+60	712.23	713.54
+75	712.27	713.66
+95	712.32	713.78
139+00	712.33	713.80
+15	712.36	713.84



· SUPERELEVATION · TRANSITION · FOR · 4°00' · CURVE · TO · LEFT · LINE · FFR & PR#2 ·

SCALE: 1" = 25' HORIZONTAL
1" = 0.50' VERTICAL
RATE OF SUPERELEVATION = 0.063 FOOT PER FOOT



· SUPERELEVATION · TRANSITION · FOR · 2°57'51" · CURVE · TO · LEFT · LINE · P.R.#2 ·

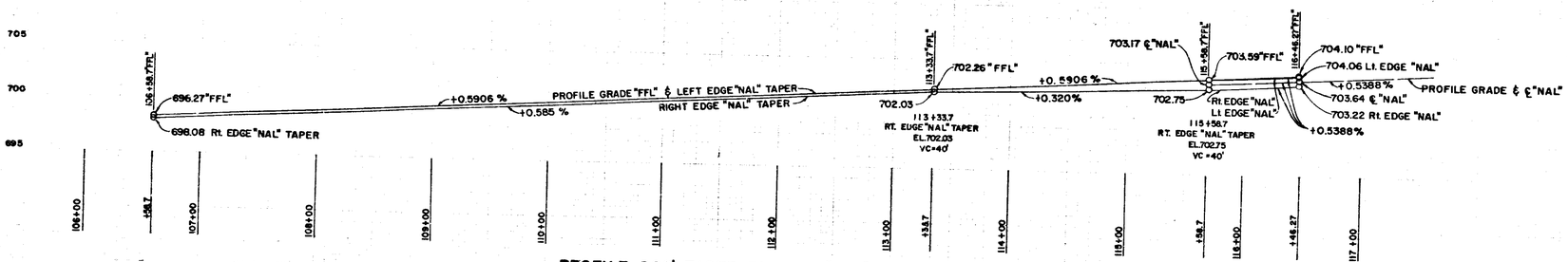
SCALE: 1" = 25' HORIZONTAL
1" = 1.00' VERTICAL
RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT

RICHARD C. BALZER
REGISTERED
No. 9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

LINE "FFR"

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS	FILE
U-741(61)		57	399	

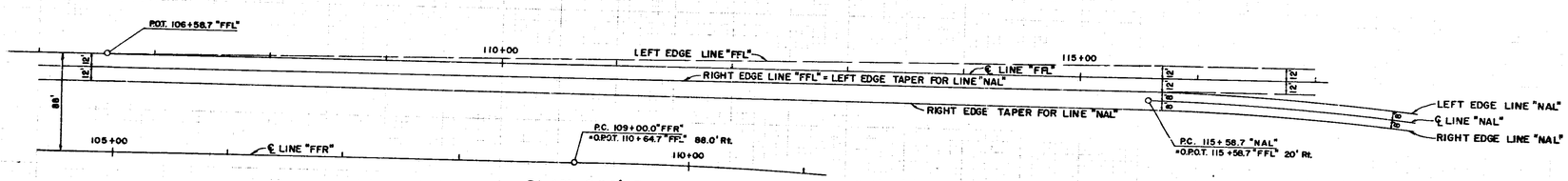
FEDERAL ROAD ADMIN. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	58	339



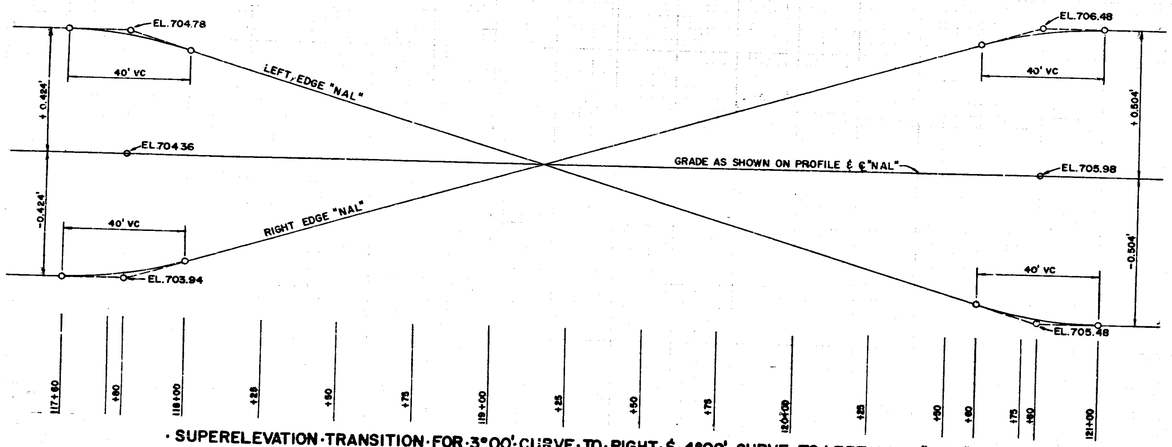
·PROFILE·900'·TAPER·FOR·LINE·"NAL"·

SCALE: 1"=50' HORIZONTAL
1"=5' VERTICAL

NAL STATION	LEFT EDGE	℄ & PROFILE GRADE	RIGHT EDGE
122+67.5	707.37	707.87	708.37
+87.5	707.76	708.24	708.72
123+00	708.05	708.49	708.93
107.5	708.24	708.65	709.06
+20	708.57	708.92	709.27
+40	709.13	709.38	709.64
+47.5	709.34	709.56	709.78
+50	709.42	709.63	709.83
+67.5	709.95	710.07	10.20
+87.5	710.50	710.62	10.74

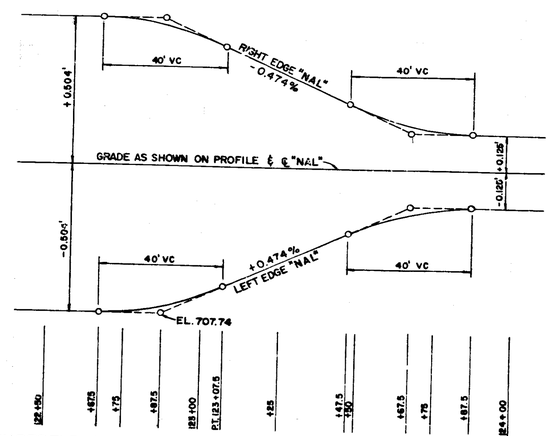


·PLAN·900'·TAPER·FOR·LINE·"NAL"·



·SUPERELEVATION·TRANSITION·FOR·3°00'·CURVE·TO·RIGHT·&·4°00'·CURVE·TO·LEFT·LINE·"NAL"·

SCALE: 1"=20' HORIZONTAL
1"=0.20' VERTICAL
RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT &
0.063 FOOT PER FOOT



·SUPERELEVATION·TRANSITION·FOR·4°00'·CURVE·TO·LEFT·LINE·"NAL"·

SCALE: 1"=20' HORIZONTAL
1"=0.20' VERTICAL
RATE OF SUPERELEVATION = 0.063 FOOT PER FOOT

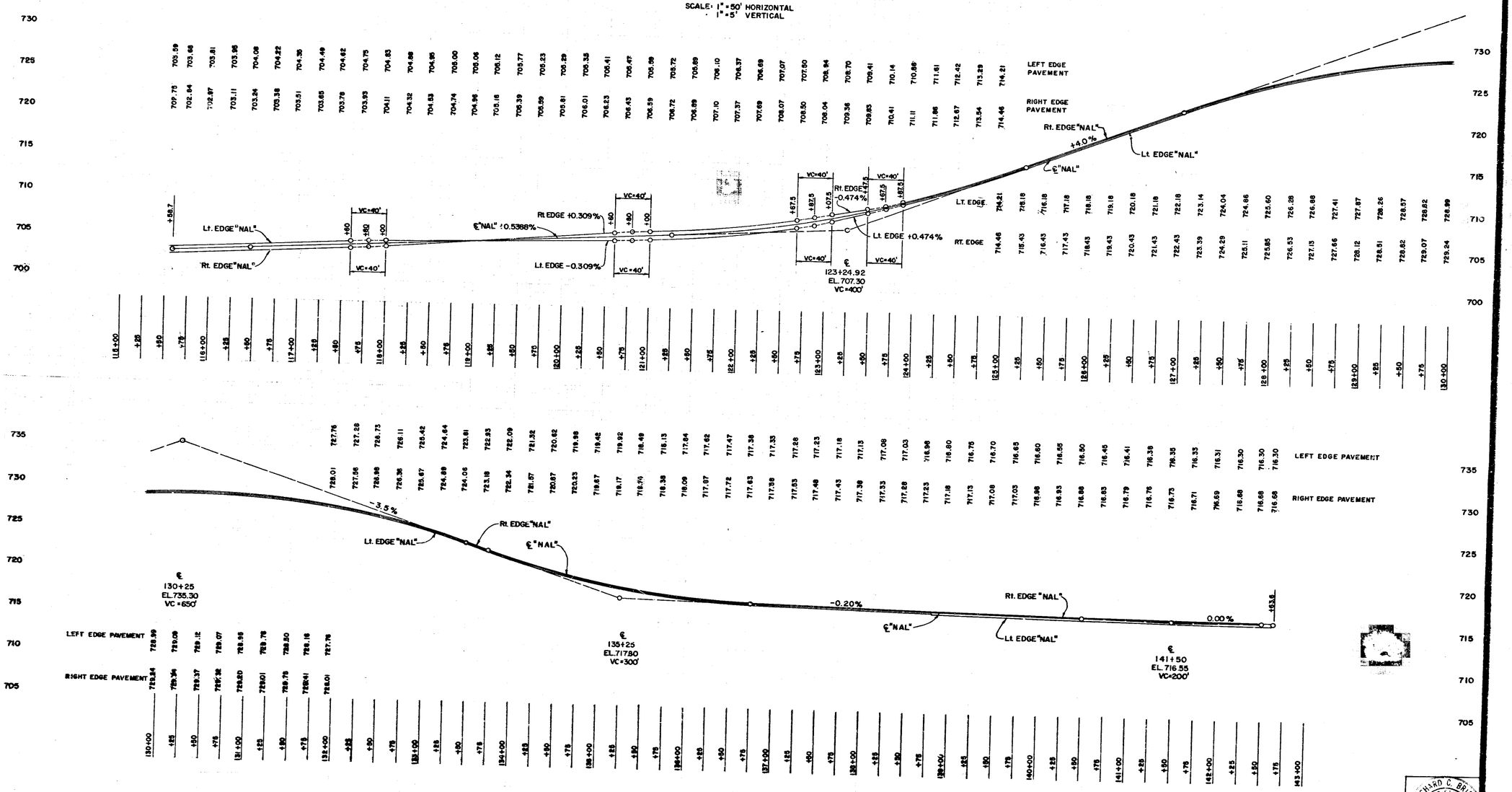
RICHARD C. BRIEDE
REGISTERED
No. 9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (61)	NAL	58	339	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	59	339

LINE "NAL"

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL



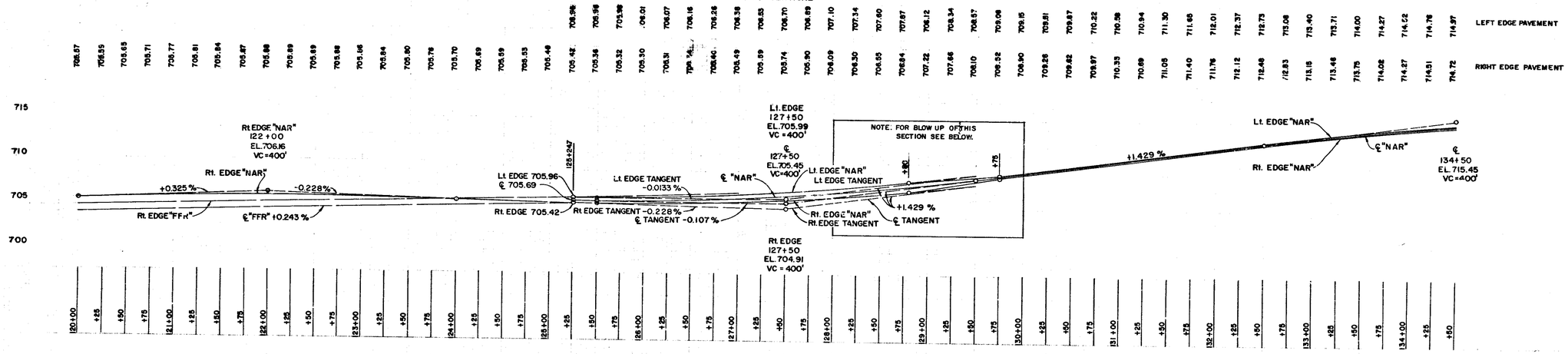
RICHARD C. BRIZEE
REGISTERED
NO. 9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

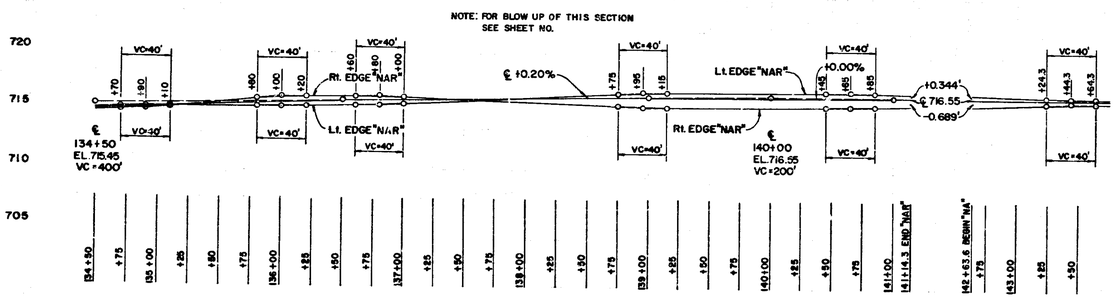
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (61)	"NAL"	59	339	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	60	339

LINE "NAR"

SCALE: 1" = 50' HORIZONTAL
1" = 5' VERTICAL





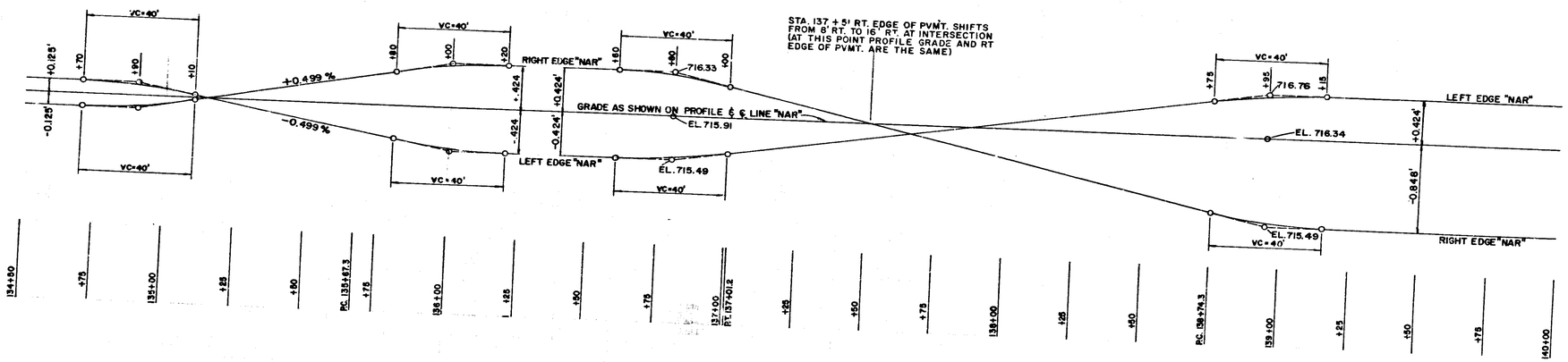
SUPERELEVATION TRANSITION FOR 4° 30' CURVE TO RIGHT LINE "NAR"

SCALE: 1" = 20' HORIZONTAL
1" = 1.00' VERTICAL
RATE OF SUPERELEVATION = VARIABLE

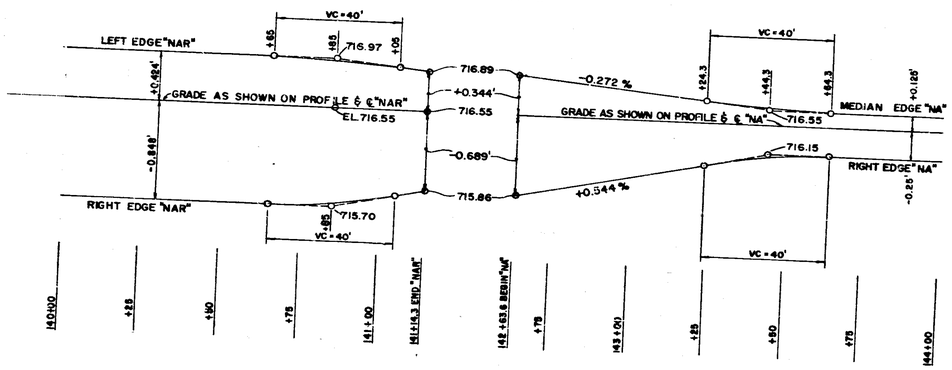
RICHARD C. BRIDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	"NAR"	60	339	

FEDERAL HIGHWAY REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	61	339



NAR STATION	LEFT EDGE	℄ & PROFILE GRADE	RIGHT EDGE
134+70	715.12	714.99	714.86
134+90	715.24	715.14	715.04
135+00	715.27	715.20	715.13
135+10	715.30	715.27	715.24
135+20	715.30	715.33	715.36
135+40	715.32	715.44	715.56
135+60	715.23	715.45	715.45
135+80	715.31	715.63	715.95
136+00	715.29	715.71	716.13
136+20	715.36	715.78	716.20



· SUPERELEVATION · TRANSITION · FOR · 3°00' · CURVE · TO · LEFT ·
· ℄ · 3°00' · CURVE · TO · RIGHT · LINE "NAR" · ℄ "NA" ·

SCALE: 1" = 20' HORIZONTAL
1" = 0.5C' VERTICAL
RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT

RICHARD C. BREEDE REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	NA & NAR	61	339	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	62	339

(A) PLAIN CONCRETE PAVEMENT (10")

FROM STA. 116+46.27 LINE 'NAL'	4,484	S.Yds.
FROM STA. 125+24.7 LINE 'NAR'	3,419	S.Yds.
	8,267	S.Yds.

(B) PLAIN CONCRETE PAVEMENT (9")

LINE 'NA'	534	S.Yds.
	534	S.Yds.

~~(E) BITUMINOUS SURFACE~~

~~FRONTAGE ROAD Nº 1~~	~~98.3~~	~~TONS~~
~~FRONTAGE ROAD Nº 2~~	~~23.3~~	~~TONS~~
	~~121.6~~	~~TONS~~

~~(E) BITUMINOUS BASE~~

~~FRONTAGE ROAD Nº 1~~	~~262.1~~	~~TONS~~
~~FRONTAGE ROAD Nº 2~~	~~61.9~~	~~TONS~~
	~~324.0~~	~~TONS~~

(L) BITUMINOUS BASE, SIZE #53B

LINE 'NAL'	1,151	TONS
LINE 'NAR'	1,060	TONS
LINE 'NA'	95	TONS
	2,306	TONS

(8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER

LINE 'NAL'	56	L.FT.
LINE 'NAR'	56	L.FT.
	112	L.FT.

~~(9) 1" PREFORMED JOINT FILLER~~

~~LINE 'NAL'~~	~~35~~	~~L.FT.~~
~~LINE 'NAR'~~	~~25~~	~~L.FT.~~
	~~60~~	~~L.FT.~~

(24) GUARD RAIL, TYPE G

LINE 'NAL'	294	L.FT.
	294	L.FT.

(25) PAVED SIDE DITCH, TYPE 'A'

LINE 'NAL'	242	L.FT.
LINE 'NAR'	193	L.FT.
	435	L.FT.

GUARD RAIL, TYPE "B"

LINE "NAL"	237	L.FT.
	237	L.FT.

(26) SOD

LINE 'NAL'	3393	S.Yds.
LINE 'NAR'	5,341	S.Yds.
FRONTAGE ROAD Nº 2	50	S.Yds.
	8,784	S.Yds.

(32) BITUMINOUS CURB

LINE 'NAL'	333	L.FT.
LINE 'NAR'	265	L.FT.
	598	L.FT.

CONTRACTION JOINT, D-1

LINE 'NAL'	1,091	L.FT.
LINE 'NAR'	769	L.FT.
	1,860	L.FT.

~~COMPACTED AGGREGATE BASE, TYPE "P"~~

~~LINE 'NAL'~~	~~2,735~~	~~TONS~~
~~LINE 'NAR'~~	~~2,776~~	~~TONS~~
~~LINE 'NA'~~	~~174~~	~~TONS~~
~~FRONTAGE ROAD Nº 1~~	~~1,142~~	~~TONS~~
~~FRONTAGE ROAD Nº 2~~	~~209~~	~~TONS~~
	~~7,036~~	~~TONS~~

SUBBASE

LINE 'NAL'	1,082	C.Yds.
LINE 'NAR'	695	C.Yds.
LINE 'NA'	105	C.Yds.
	1,842	C.Yds.

BITUMINOUS MATERIAL FOR PRIME

LINE 'NAL'	3.86	TONS
LINE 'NAR'	3.80	TONS
LINE 'NA'	0.35	TONS
	8.01	TONS

~~SEAL COAT, TYPE II~~

~~LINE 'NAL'~~	~~10.26~~	~~TONS~~
~~LINE 'NAR'~~	~~8.02~~	~~TONS~~
~~LINE 'NA'~~	~~.37~~	~~TONS~~
	~~18.65~~	~~TONS~~

~~COVERING AGGREGATE~~

~~LINE 'NAL'~~	~~78.4~~	~~TONS~~
~~LINE 'NAR'~~	~~61.3~~	~~TONS~~
~~LINE 'NA'~~	~~2.8~~	~~TONS~~
	~~143~~	~~TONS~~

REINFORCING STEEL FOR PAVEMENT

LINE 'NAL'	2,600	LBS
LINE 'NAR'	184	LBS
	2,784	LBS.

(47) CONCRETE GUTTER

LINE 'NAR'	150	L.FT.
	150	L.FT.

TERMINAL JOINT

LINE "NAL"	32	L.FT.
	32	L.FT.

REINF. CONCRETE GUTTER

LINE "NAL"	90	L.FT.
	90	L.FT.

LEGEND

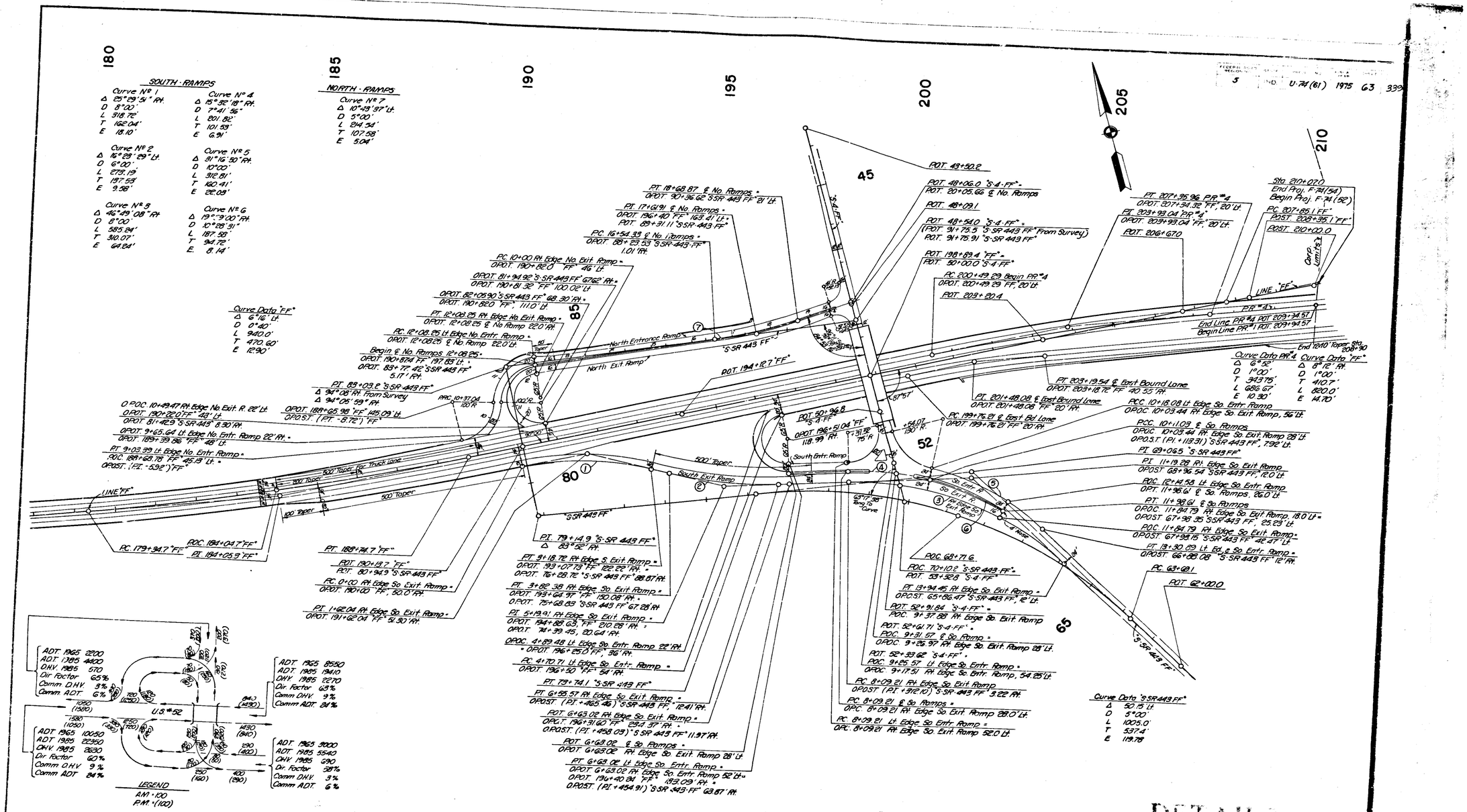
- (A) PLAIN CONCRETE PAVEMENT (10")
- (B) PLAIN CONCRETE PAVEMENT (9")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS SURFACE AND BASE
- (L) BITUMINOUS SHOULDER
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (24) GUARD RAIL TYPE GA OR GST
- (25) PAVED SIDE DITCH TYPE "A"
- (26) SOD
- (28) BITUMINOUS MIXTURE FOR APPROACHES
- (32) BITUMINOUS CURB
- (47) CONCRETE GUTTER

NORTHWESTERN INTERCHANGE QUANTITIES

DETAILS

RICHARD L. BRIDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1976



LINE DATA S.R.443 INTERCHANGE

November 6, 1964

DETAILS

SCALE: 1" = 100'

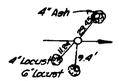
U-74 (61) G3 339

REFERENCE POINTS FOR SR-443 INTERCHANGE

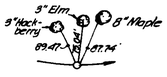
FEDERAL ROAD SECTION	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	64	338

LINE "FF"

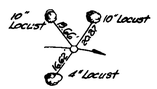
P.C. 179+34.7 (I.P.L.)



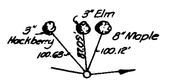
P.O.T. 206+67.0 (I.P.L.)



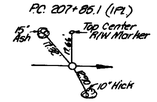
P.O.C. 184+04.7 (I.P.L.)



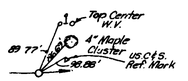
P.C. 207+85.1 (I.P.L.)



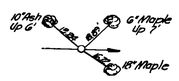
P.I. 184+05.3 (I.P.L.)



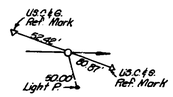
P.O.S.T. 208+35.1 (I.P.L.)



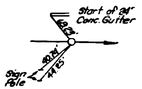
P.T. 188+74.7 (I.P.L.)



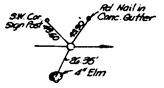
P.O.S.T. 210+00.0 (I.P.L.)



EQ: P.O.T. 190+13.7 (I.P.L.) = P.O.T. 80+94.9 "S-SR-443-FF"



P.O.T. 194+12.7 (I.P.L.)



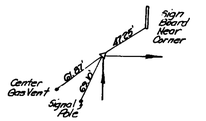
EQ: P.O.T. 198+89.4 (I.P.F.) = P.O.T. 50+00.0 "S-4-FF"

P.O.T. 203+20.4 (I.P.L.)

LINE "SSR 443-FF"

P.T. 73+74.1 (I.P.L.)

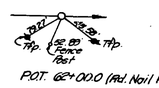
P.I. 79+14.9 (I.P.L.)



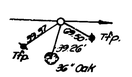
P.I. 83+09.2 (I.P.L.)

P.O.T. 87+72.2 (I.P.F.)

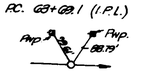
LINE "SSR 443-FF"



P.O.T. 62+00.0 (Rd. Nail F.)

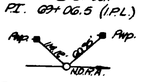


P.C. 63+69.1 (I.P.L.)



P.O.C. 68+71.6 (I.P.L.)

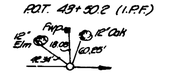
P.T. 69+06.5 (I.P.L.)



EQ = P.O.C. 70+10.2 (I.P.L.) = P.O.T. 55+32.8 "S-4-FF"

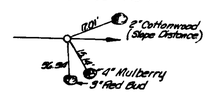
LINE "S-4-FF"

P.O.T. 43+50.2 (I.P.F.)



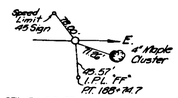
P.O.T. 48+09.1 (Iron Pipe F.)

EQ. P.O.T. 48+54.0 (I.P.L.) = P.O.T. 91+75.5 "SSR 443-FF"

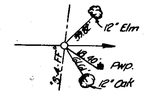


P.O.T. 50+96.8 (I.P.L.)

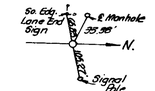
℄ NORTH RAMPS, EXIT & ENTRANCE RAMPS



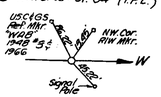
P.T. 9+09.39 Lt. Edg. No. Entr. Ramp (I.P.L.)



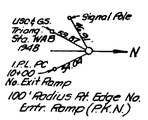
P.O.T. 20+05.66 (I.P.L.) ℄ N. Ramps
EQ = P.O.T. 48+06.0 "S-4-FF"



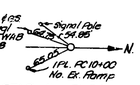
100' Radius for Lt. Edge No. Entr. R.
@ P.R.C. 10+37.04 (I.P.L.)



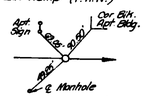
P.C. 10+00.0 (I.P.L.)
Rt. Edge No. Exit Ramp



100' Radius Rt. Edge No. Entr. Ramp (P.K.N.)

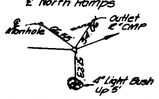


65' Radius Rt. Edge No. Exit Ramp (P.K.N.)

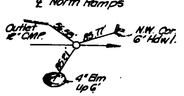


P.O.T. 12+08.25 (P.K.N.)
Begin ℄ North Ramps

P.C. 16+54.33 (P.K.N.)
℄ North Ramps

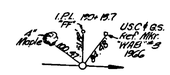


P.I. 17+61.91 (Rt. Bdk. F.)
℄ North Ramps



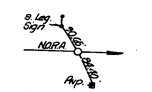
P.T. 18+68.87 (I.P.L.)
℄ North Ramps

RIGHT EDGE, SOUTH EXIT RAMP

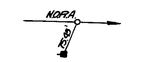


P.C. 0+00.00 Rt. Edge So. Exit Ramp (I.P.L.)

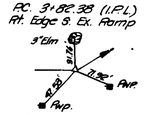
P.I. 1+62.04 (I.P.L.)
Rt. Edge S. Ex. Ramp



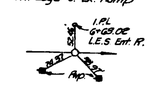
P.T. 3+18.72 (I.P.L.)
Rt. Edge S. Ex. Ramp



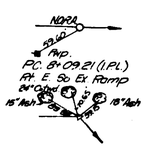
P.C. 3+82.38 (I.P.L.)
Rt. Edge S. Ex. Ramp



P.I. 5+19.91 (I.P.L.)
Rt. Edge S. Ex. Ramp



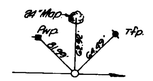
P.T. 6+55.57 (I.P.L.)
Rt. E. So. Ex. Ramp.



P.C. 8+09.21 (I.P.L.)
Rt. E. So. Ex. Ramp

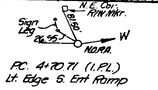
P.T. 11+19.28 (P.K.N.)
Rt. E. S. Ex. Ramp.

RIGHT EDGE, SOUTH EXIT RAMP

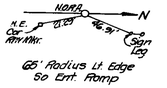


P.T. 13+94.45 (I.P.L.)
Rt. Edge S. Ex. Ramp.

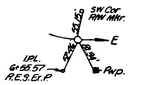
LEFT EDGE, SOUTH ENTRANCE RAMP



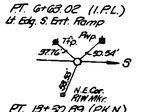
P.C. 4+70.71 (I.P.L.)
Lt. Edge S. Ent. Ramp



65' Radius Lt. Edge So. Ent. Ramp

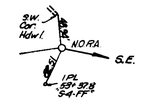


P.T. 6+63.02 (I.P.L.)
Lt. Edg. S. Ent. Ramp

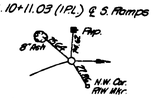


P.T. 13+50.89 (P.K.N.)
Lt. Edg. So. Ent. Ramp

℄ SOUTH RAMPS



P.C.C. 10+11.03 (I.P.L.) ℄ S. Ramps



P.T. 11+98.61 (I.P.L.) ℄ So. Ramps

DETAILS

RICHARD C. BRIEDE
REG. SEAL NO.
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

REV. 4-11-75

FEDERAL AID PROJECT | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS
5 | IND. | U-74(61) | 1975 | 65 | 339

180 185 190 195 200 205 210

STRUCTURE Nº 95 — 185+00"FF" — Std. Inlet Type J-10 ℄, 96' of 12" Pipe Reqd. — 46' Rt.

STRUCTURE Nº 96 — 184+90"FF" — Std. Inlet Type ~~R-13~~ ℄ H-5"℄, 92' of 12" Pipe Reqd. — ℄

STRUCTURE Nº 97 — 184+50"FF" — Std. C.B. Type K-10 ℄, 18' of 12" Pipe Reqd. — 34' Lt.

STRUCTURE Nº 98 — 184+55"FF" — Std. M.H. Type D-4 ℄, 294' of 42" Pipe Reqd. — 48' Lt.

STRUCTURE Nº 99 — 187+50"FF" — Std. Inlet Type J-10 ℄, 88' of 12" Pipe Reqd. — 47' Rt.

STRUCTURE Nº 100 — 187+50"FF" — Std. C.B. Type K-10 ℄, 20' of 12" Pipe Reqd. — 49' Lt.

STRUCTURE Nº 101 — 187+55"FF" — Std. M.H. Type D-4 ℄, 224' of 42" Pipe Reqd. — 58' Lt.

STRUCTURE Nº 102 — 10+00.25 No Ent. — Std. Inlet Type E-7 ℄, 62' of 12" Pipe Reqd. — 30' Lt.

STRUCTURE Nº 103 — 11+00 No EXIT — Std. Inlet Type E-7 ℄, 66' of 12" Pipe Reqd. — 25' Rt.

STRUCTURE Nº 104 — 189+85 "FF" — Std. C.B. Type A-2 ℄, 20' of 12" Pipe Reqd. — 85' Lt.

STRUCTURE Nº 105 — 189+85 "FF" — Std. M.H. Type D-4 ℄, 314' of 42" Pipe Reqd. — 60' Lt.

STRUCTURE Nº 106 — 11+77 No. Exit. — Reconstructed M.H. — 15' Rt.

STRUCTURE Nº 107 — 11+40 No. Ent. — Std. Inlet Type T-14 ℄, 22' of 12" Pipe Reqd. — 7.5' Lt.

STRUCTURE Nº 109 — 193+25 "FF" — Std. Inlet Type J-10 ℄, 78' of 12" Pipe Reqd. — 34' Rt.

STRUCTURE Nº 110 — 193+25 "FF" — Std. C.B. Type K-10 ℄, 28' of 12" Pipe Reqd. — 46' Lt.

STRUCTURE Nº 111 — 193+05 "FF" — DROP M.H. Type D-4 ℄, 314' of 42" Pipe Reqd. — 62' Lt.

STRUCTURE Nº 108 — 18+75 N. Ent. — Std. Inlet Type S-14 ℄, 294' of 12" Pipe Reqd. — 25' Lt.

STRUCTURE Nº 112 — 15+82 N. Exit — Std. Inlet Type R-13 ℄, 68' of 12" Pipe Reqd. — 2' Rt.

STRUCTURE Nº 134 — 19+50 No EXIT — Std. Inlet Type E-7 ℄, 96' of 12" Pipe Reqd. — 52' Lt.

STRUCTURE Nº 135 — 48+39"S-4-FF" — Std. Inlet Type F-7 ℄, 86' of 12" Pipe Reqd. — 40' Lt.

STRUCTURE Nº 136 — 48+69"S-4-FF" — Std. Inlet Type S-14 ℄, 36' of 12" Pipe Reqd. — 22' Lt.

STRUCTURE Nº 137 — 48+69"S-4-FF" — Std. Inlet Type R-13 ℄, 44' of 12" Pipe Reqd. — 29' Rt.

STRUCTURE Nº 138 — 19+50 No EXIT — Std. C.B. Type E-7 ℄, 94' of 12" F.B.C.C.S. Pipe Reqd. — 50' Rt.

STRUCTURE Nº 139 — 198+55"FF" — Drop M.Hole Type D-4 ℄, 294' of 42" Pipe Reqd. — 58' Lt.

STRUCTURE Nº 140 — 48+75 "S-4-FF" — 52' of 6" Perf. F.B.C.C.S. Reqd. 40' of 6" Perf. F.B.C.C.S. P.I. Reqd.

STRUCTURE Nº 141 — 51+25 — 62' of 6" Perf. F.B.C.C.S. Reqd. — "S-4-FF"

STRUCTURE Nº 154 — 201+55 "FF" — Drop M.Hole Type D-4 ℄, 344' of 42" Pipe Reqd. — 69' Lt.

STRUCTURE Nº 153 — 201+50"FF" — Std. C.B. Type K-10 ℄, 24' of 12" Pipe Reqd. — 46' Lt.

STRUCTURE Nº 142 — 9+67, ℄ — Std. Inlet Type R-13 S. ENT. 72' of 12" Pipe Reqd.

STRUCTURE Nº 149 — 52+05, 58' Lt. — Std. Inlet Type F-7 ℄ "S-4-FF" 210' of 15" F.B.C.C.S. Pipe Reqd.

STRUCTURE Nº 151 — 201+00"FF" — Std. Inlet Type J-10 ℄, 56' of 12" Pipe Reqd. — 32' Rt.

STRUCTURE Nº 152 — 201+50"FF" — Std. Inlet Type "P-12-A" & 48' of 12" Pipe Reqd. — 4' Rt.

STRUCTURE Nº 146 — 66+33 S-44.9 — Adjust Casting to Grade — 68' Rt.

STRUCTURE Nº 155 — 203+70 "FF" — Clean Existing Box Culvert in Place — 108' Rt.

STRUCTURE Nº 119 — 4+80 S. EXIT — Std. Inlet Type F-7 & 106' of 12" Pipe Reqd. — 20' Rt.

STRUCTURE Nº 114 — 5+50 S. EXIT — Std. Inlet Type F-7 — 108' of 15" Pipe Reqd. — 60' Lt.

STRUCTURE Nº 115 — 5+27 S. ENT. — Std. C.B. Type E-7 — 36' of 15" Pipe Reqd. — 38' Lt.

STRUCTURE Nº 116 — 196+00"FF" — Std. Inlet Type J-10 — 78' of 18" Pipe Reqd. — 34' Rt.

STRUCTURE Nº 117 — 196+00"FF" — Std. C. Basin Type K-10 ℄, 32' of 18" Pipe Reqd. — 46' Lt.

STRUCTURE Nº 118 — 196+25"FF" — 10' of 12" Pipe Reqd. — 68' Lt.

STRUCTURE Nº 119 — 4+17 S. Exit — 368' of 6" Perf. F.B.C.C.S. Reqd. — 38' Rt.

STRUCTURE Nº 120 — 7+79 S. ENT. — 398' of 6" Perf. F.B.C.C.S. Reqd. — 67' Rt.

STRUCTURE Nº 123 — 7+48 S. EXIT — Std. Inlet Type F-7 ℄, 52' of 12" Pipe Reqd. — 58' Rt.

STRUCTURE Nº 125 — 6+80 S. ENT. — Std. Inlet Type F-7 ℄, 84' of 18" Pipe Reqd. — 28' Lt.

STRUCTURE Nº 126 — 196+25"FF" — Std. ~~C.B.~~ Inlet Type ℄ & 96' of 18" Pipe Reqd. — N-5"

STRUCTURE Nº 127 — 196+25"FF" — Drop M.H. Type D-4 ℄, 230' of 42" Pipe Reqd. — 69' Lt.

STRUCTURE Nº 184 — 7+50 S. RAMPS — Std. Inlet Type R-13 ℄, 158' of 15" Pipe Reqd. — ℄

STRUCTURE Nº 128 — 51+14.5"S-4-FF" — Std. Inlet Type "U-A" ℄, 22' of 18" Pipe Reqd. (Under Bridge Project) — 20.5' Rt.

STRUCTURE Nº 129 — 51+15.5"S-4-FF" — Std. Inlet Type "W-A" 96' of 12" Pipe Reqd. (Under Bridge Project) — 21' Lt.

STRUCTURE Nº 130 — 198+50 "FF" — Std. Inlet Type M-10 ℄, 48' of 12" Pipe Reqd. — 50' Rt.

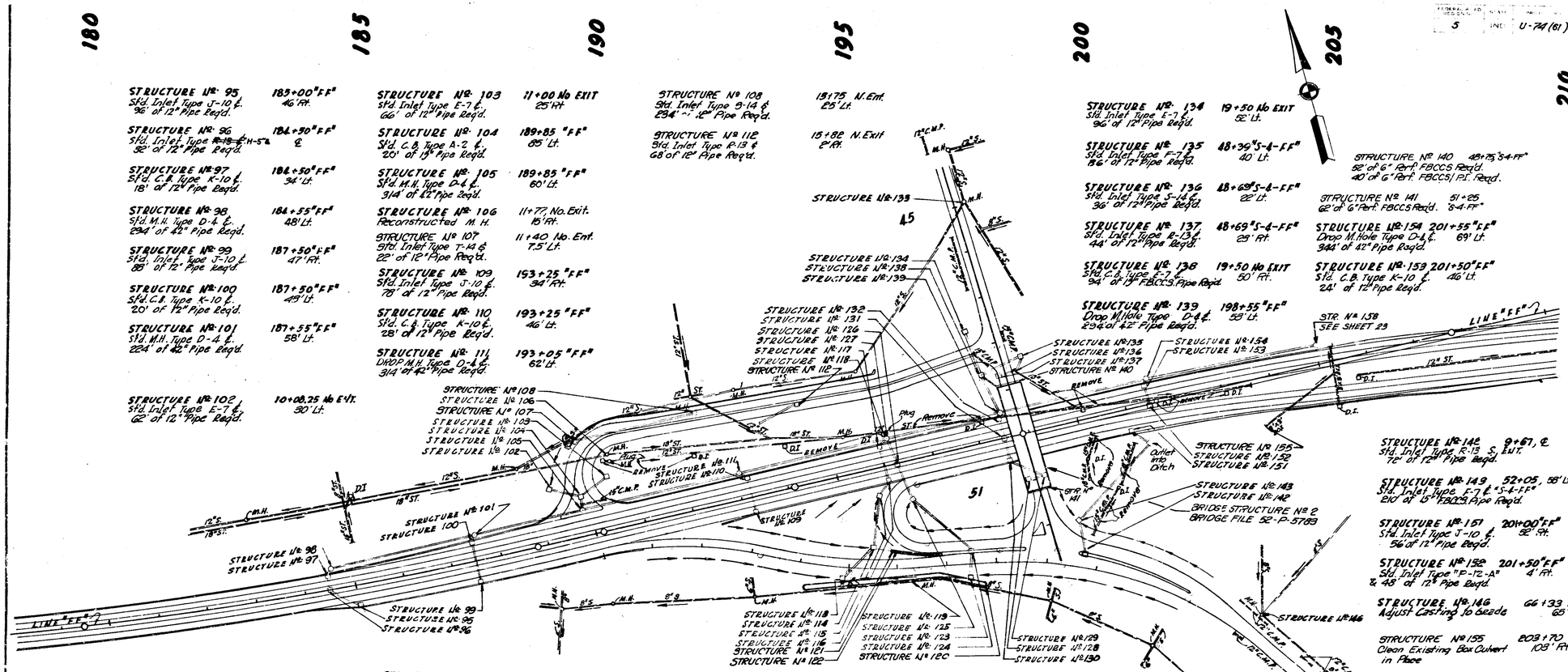
STRUCTURE Nº 131 — 198+50"FF" — Std. Inlet Type R-13 ℄, 44' of 15" Pipe Reqd. — ℄

STRUCTURE Nº 132 — 198+50"FF" — Std. C.B. Type K-10 ℄, 20' of 9" Pipe Reqd. — 46' Lt.

STRUCTURE Nº 133 — 44+96 "S-4-FF" — Adjust Casting to Grade — 68' Lt.

STRUCTURE Nº 121 — 6+92 S. RAMPS — 105' of 6" Perf. F.B.C.C.S. Pipe Reqd. & 46' of 6" F.B.C. Non Perf. C.S. or F.B.C. Non Perf. CAA Pipe Reqd. — 2' Rt.

STRUCTURE Nº 122 — 6+92 S. RAMPS — 102' of 6" Perf. F.B.C.C.S. Pipe Reqd. — 2' Lt.



FOR STRUCTURES Nos. 144, 145, 147-150 See Sheet V-28

DETAILS
SCALE: 1"=100'-0"

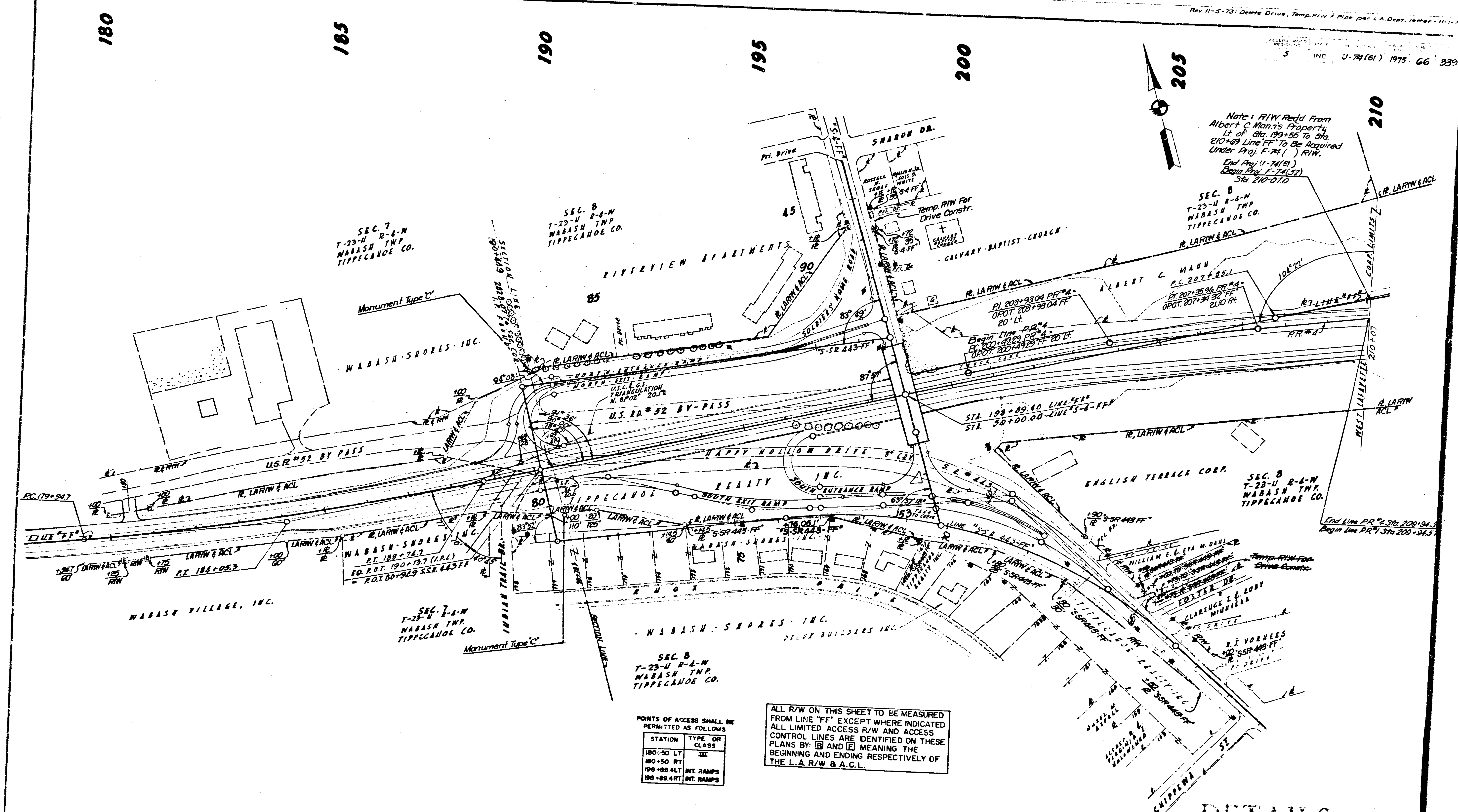
STRUCTURES PLAN FOR S.R.443 INTERCHANGE

November 6, 1964

RICHARD C. BRADY REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

Rev. 11-5-73: Delete Drive, Temp. R/W & Pipe per L.A. Dept. letter - 11-1-73

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	66	339



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS

STATION	TYPE OR CLASS
180+50 LT	III
180+50 RT	
198+89.4 LT	INT. RAMPS
198+89.4 RT	INT. RAMPS

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "FF" EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY: [B] AND [E] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE L.A. R/W & A.C.L.

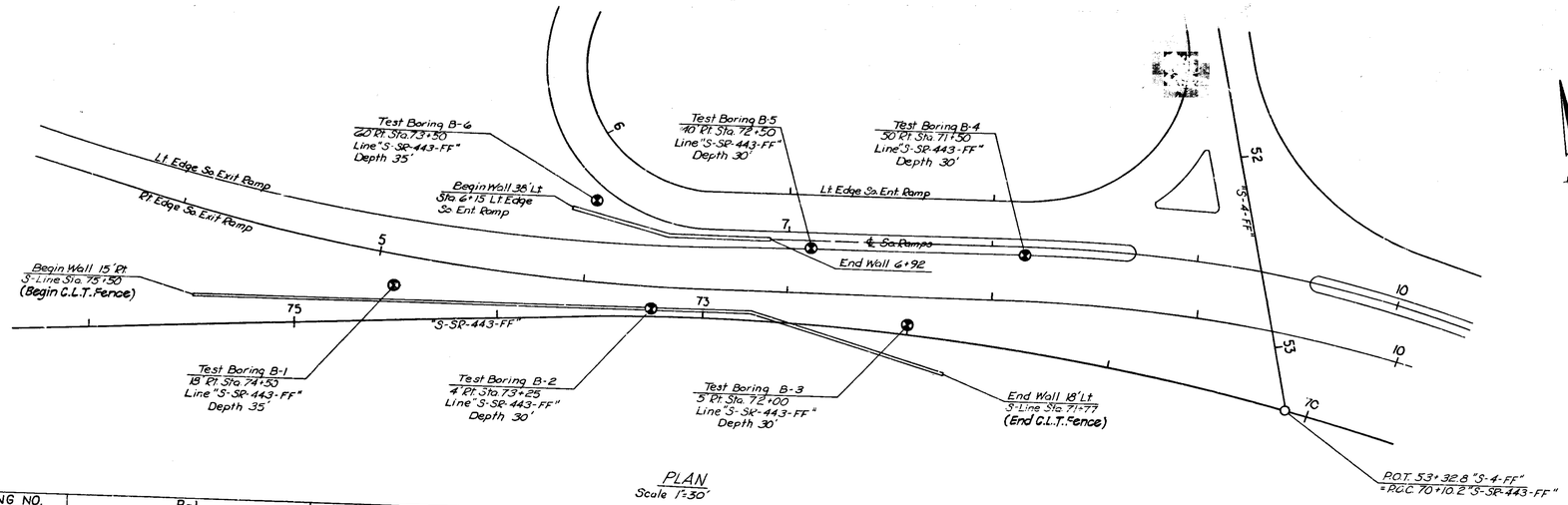
DETAILS

SCALE: 1" = 100'-0"

RICHARD C. BRIEDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

RIGHT OF WAY FOR S.R. 443 INTERCHANGE

November 6, 1964



PLAN
Scale 1"=30'

BORING NO.	B-1	B-2	B-3	B-4	B-5	B-6
STATION	74+50 (Line "S-SR-443-FF")	73+25 (Line "S-SR-443-FF")	72+00 (Line "S-SR-443-FF")	71+50 (Line "S-SR-443-FF")	72+50 (Line "S-SR-443-FF")	73+50 (Line "S-SR-443-FF")
OFFSET	18' Rt.	4' Rt.	5' Rt.	50' Rt.	40' Rt.	60' Rt.
GROUND ELEV.	720.8	721.0	721.1	721.7	721.5	721.4

B-1

SAMPLE NO.	ELEV.	N	DESCRIPTION
	720.8		GROUND LEVEL
	719.8		DARK SILTY CLAY LOAM TOPSOIL
1	717.3	3/4/5	BROWN & GRAY MOTTLED SILTY CLAY LOAM
2	712.3 ▲ 710.3	3/7/6	6" SAND SEAM
3	707.3	4/5/7	STIFF GRAY IMPERVIOUS SILTY CLAY LOAM
4	702.3	3/4/5	
	698.3		
5	697.3 696.3	5/6/9	SAND & FINE GRAVEL
			STIFF GRAY IMPERVIOUS SILTY CLAY LOAM
	693.3		
6	692.3	7/7/13	MED. SOFT (PLASTIC) SILTY LOAM OR SILTY CLAY LOAM
	688.8		
7	687.8	3/3/4	STIFF GRAY IMPERVIOUS SILTY CLAY LOAM
8	683.8	4/6/7	
			End of Boring DEPTH OF BORING 35'

B-2

SAMPLE NO.	ELEV.	N	DESCRIPTION
	721.0		GROUND LEVEL
	719.5		TOPSOIL
1	717.5 719.0	5/5/7	BROWN & GRAY MOTTLED SILTY CLAY LOAM
2	712.5	5/6/8	BROWN CLAY LOAM
3	707.5 707.0	5/6/6 ▲	
			STIFF IMPERVIOUS GRAY CLAY LOAM
4	702.5 702.0	9/9/9	
			WATER SEAM
5	697.5	7/10/12	
6	692.5	3/3/6	
7	691.0	3/5/7	
			End of Boring DEPTH OF BORING 30'

B-3

SAMPLE NO.	ELEV.	N	DESCRIPTION
	721.1		GROUND LEVEL
	720.1		DARK SILTY CLAY LOAM TOPSOIL
1	717.1	3/4/6	BROWN & GRAY MOTTLED STIFF SILTY CLAY LOAM OR SILTY CLAY
2	712.6 711.6	2/2/3	
3	707.6 707.1	3/5/11	STIFF IMPERVIOUS CLAY LOAM
4	702.6 702.1	4/5/7	GRAY SILTY LOAM CHANGING TO CLAY LOAM
5	697.6	5/6/9 ▲	
6	692.6	5/5/7	
7	691.1	4/4/8	
			End of Boring DEPTH OF BORING 30'

B-4

SAMPLE NO.	ELEV.	N	DESCRIPTION
	721.7		GROUND LEVEL
	721.0		DARK SILTY CLAY LOAM TOPSOIL
1	718.2 ▲	3/5/5	BROWN & GRAY MOTTLED STIFF SILTY CLAY LOAM OR SILTY CLAY
2	713.2	6/6/11	
	710.7		WATER SEAM
3	708.6 707.7	4/7/11	
			STIFF GRAY CLAY LOAM
4	703.2	6/7/8	
5	698.2	4/4/7	
6	693.2	4/4/6	
7	691.7	3/4/6	
			End of Boring DEPTH OF BORING 30'

B-5

SAMPLE NO.	ELEV.	N	DESCRIPTION
	721.5		GROUND LEVEL
	721.0		DARK SILTY CLAY LOAM
1	718.0 ▲	4/4/4	BROWN & GRAY MOTTLED SILTY CLAY LOAM
2	713.0 712.0	5/7/8	
	710.2		SAND & GRAVEL WITH WATER
3	708.0	5/6/13	STIFF GRAY IMPERVIOUS CLAY LOAM
4	703.0	6/7/12	
5	698.0	4/5/7	
6	693.0	5/6/13	
7	691.5	5/6/12	
			End of Boring DEPTH OF BORING 30'

B-6

SAMPLE NO.	ELEV.	N	DESCRIPTION
	721.4		GROUND LEVEL
	720.4		DARK SILTY CLAY LOAM TOPSOIL
1	717.9 716.4	5/6/7	BROWN & GRAY MOTTLED SILTY CLAY LOAM
2	712.9 712.4 711.5	2/2/2 ▲	BROWN SILTY CLAY LOAM CHANGING TO GRAY
			SAND & FINE GRAVEL SEAM
3	707.9	4/5/6	PLASTIC GRAY CLAY LOAM STREAKED WITH THIN SAND LAYERS
4	702.9	7/6/10	
5	697.9	5/6/6	
6	692.9	2/2/4	
	688.9		
7	687.9	2/3/4	STIFF GRAY CLAY LOAM
8	686.4	4/5/8	
			End of Boring DEPTH OF BORING 35'

Notes:
▲ Ground Water Encountered
N Indicates the Number of Blows Required to Drive a 1 3/8" I.D., 2" O.D. Split Spoon Sampler 6" by Means of a 140# Weight Falling 30"

SOIL BORINGS

INDIANA STATE HIGHWAY COMMISSION

SCALE: HORIZ. 1"=30'-0"
VERT. 1"=5'-0"

May 27, 1968

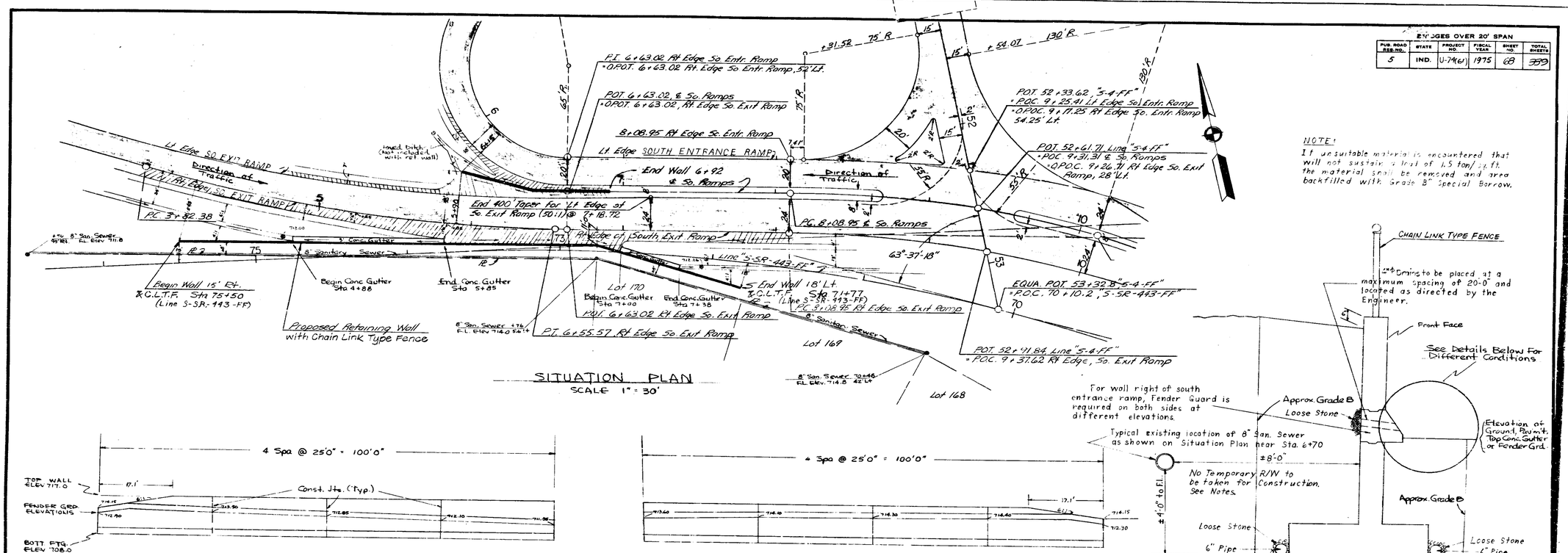
Harold W. Boyd

PROJECT :- U-74 (61)

HAROLD W. BOYD
No. 8506
STATE OF INDIANA
PROFESSIONAL ENGINEER

U-74 (61) 67 399

BRIDGES OVER 20' SPAN					
PUB. ROAD RES. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-79(61)	1975	68	339



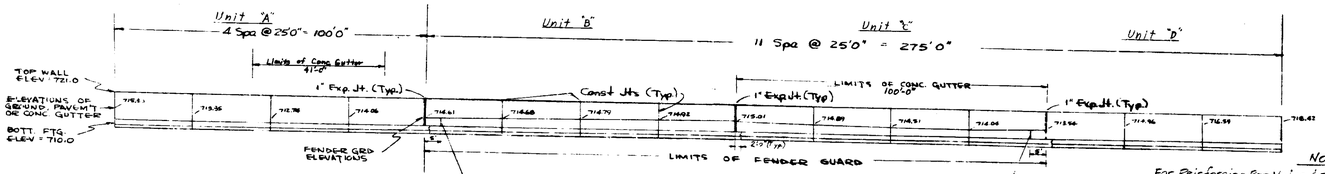
SITUATION PLAN
SCALE 1" = 30'

NOTE:
If unsuitable material is encountered that will not sustain a load of 1.5 ton/sq. ft. the material shall be removed and area backfilled with Grade B Special Borrow.

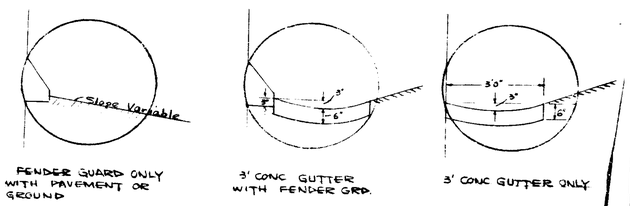
NORTH ELEVATION RETAINING WALL
RIGHT OF SOUTH ENTRANCE RAMP
STA. 6+15 TO STA 6+92
SCALE 1" = 10'

SOUTH ELEVATION RETAINING WALL
RIGHT OF SOUTH ENTRANCE RAMP
STA 6+15 TO STA 6+92
SCALE 1" = 10'

TYPICAL GRADE B PLACEMENT SECTION
NO SCALE



NORTH ELEVATION OF RETAINING WALL
RIGHT OF SOUTH EXIT RAMP
STA 4+17 TO STA 7+79
SCALE 1" = 20'



FENDER GUARD ONLY WITH PAVEMENT OR GROUND

Notes

For Reinforcing Bar Notes & Details, See Bridge Std. C1
For Construction Joints & 1" Expansion Joints, See Bridge Std. C3
For Details Rt. Wall Rt. of South Exit Ramp See Drawings C2 & C3
For Bill of Materials Rt. of South Exit Ramp See Drawing C3
For Details Rt. Wall Rt. of South Entrance Ramp See Drawing C4
For Bill of Materials Rt. of South Entrance Ramp See Drawing C4
For Rt. Wall Rt. of South Exit Ramp there will be no Temporary Right of Way. Contractor to Protect Existing 8" Sanitary Sewer as Necessary by Shoring or as Directed by Engineer.

RETAINING WALL DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS SHOWN

May 27, 196:

SUBMITTED FOR APPROVAL:- Harold W. Boyd

DRAWING:- C1 OF 4

PROJECT:- U-79(61)

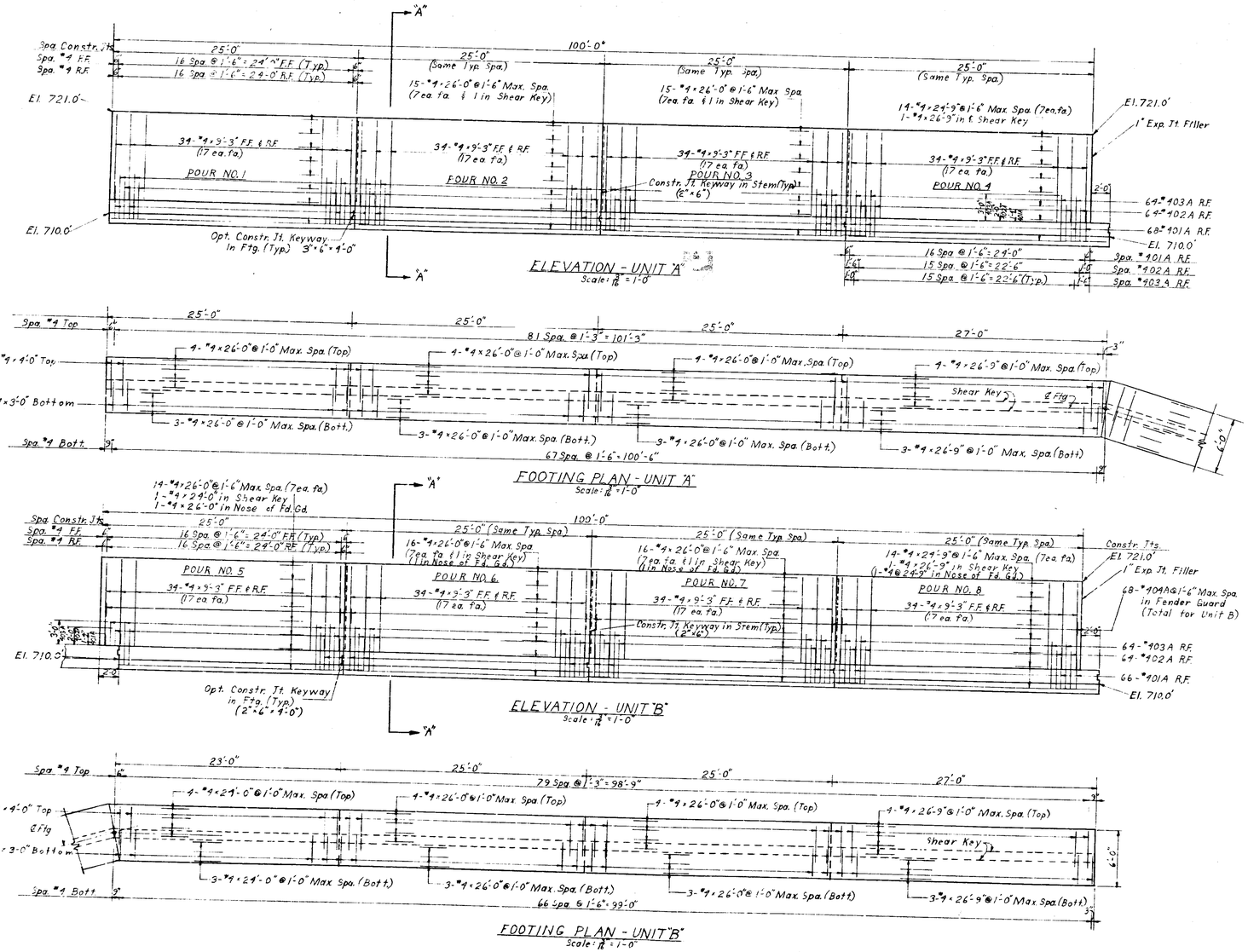
ROAD CONTRACT NO.

DESIGNED T.F.H. C'K'D H.W.B
DRAWN T.F.H. C'K'D T.F.H.
TRACED C'K'D

PROJECT NO	LINE	SHEET NO.	TOTAL SHEETS
U-79		68	339

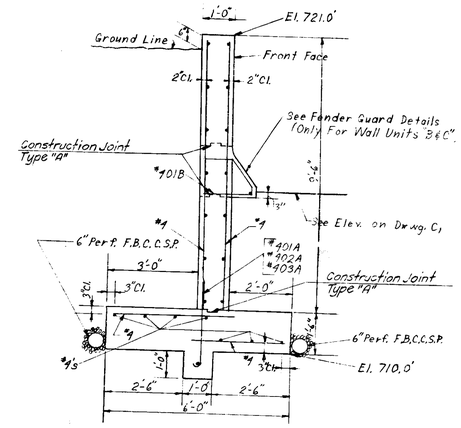
FED. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	62	339

BRIDGES OVER 20' SPAN



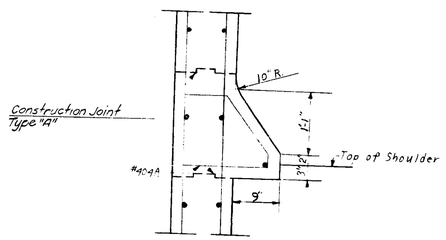
ELEVATION - UNIT "A"
Scale: 1/16" = 1'-0"

FOOTING PLAN - UNIT "A"
Scale: 1/16" = 1'-0"



TYPICAL SECTION "A-A"
Scale: 1/2" = 1'-0"
Max. Soil Pressure: 0.8 T/□'

ELEVATION - UNIT "B"
Scale: 1/16" = 1'-0"



TYPICAL SECTION OF FENDER GUARD
No Scale

FOOTING PLAN - UNIT "B"
Scale: 1/16" = 1'-0"

NOTES:
For Reinforcing Bar Notes & Drwgs. See Bridge Std. C1.
For Constr. Joints & 1" Expan. Joints See [illegible] Std. C3
For Bending Diagram & Bill [illegible] See Drawing C3.

RETAINING WALL DETAILS
RIGHT SOUTH EXIT RAMP

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS SHOWN

May 27, 1968

SUBMITTED FOR APPROVAL:- Harold W. Boyd

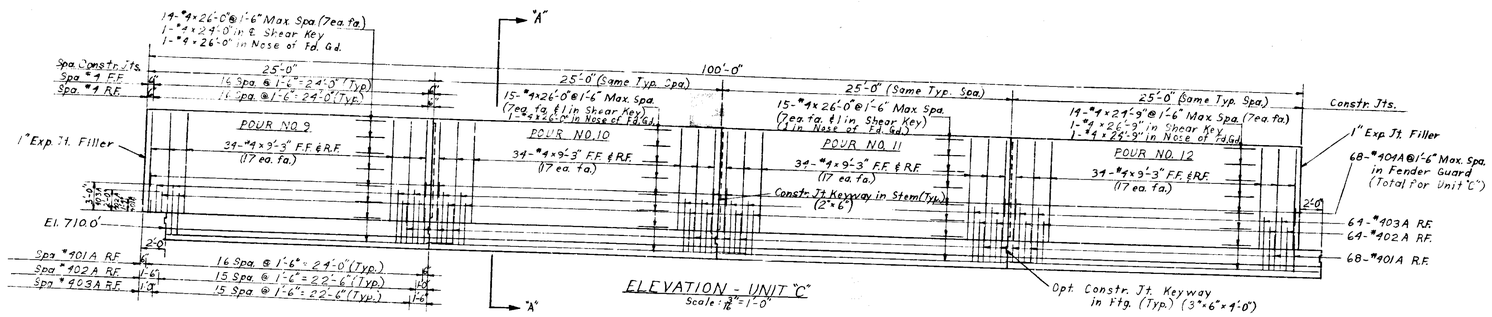
HAROLD W. BOYD REGISTERED 8506 STATE OF INDIANA PROFESSIONAL ENGINEER

DRAWING:- C2 OF 4
PROJECT:- U-74(61)
ROAD CONTRACT NO.

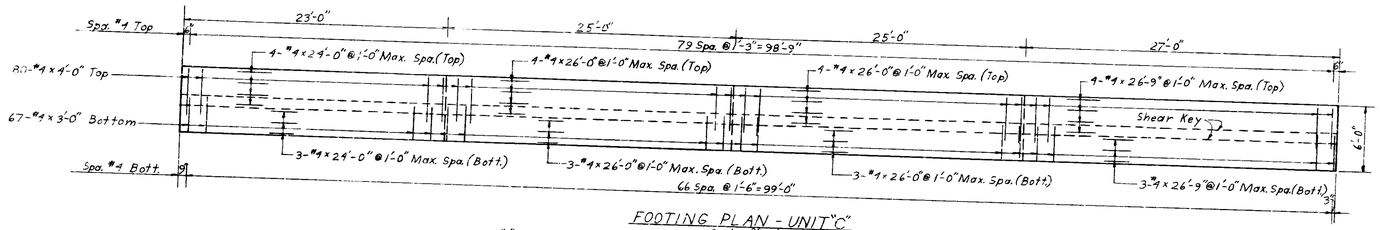
DESIGNED	T.F.H.	C'K'D.	H.W.B.
DRAWN	H.F.B.	C'K'D.	T.F.H.
TRACED		C'K'D.	

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)		62	339	

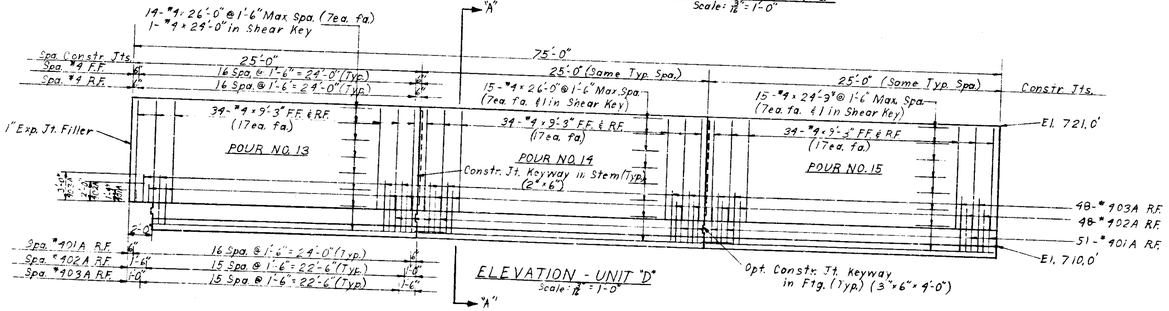
BRIDGES OVER 20' SPAN					
F.I.B. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	70	339



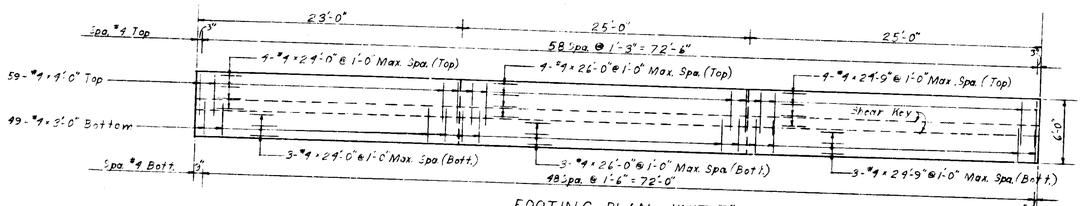
ELEVATION - UNIT "C"
Scale: 3/16" = 1'-0"



FOOTING PLAN - UNIT "C"
Scale: 3/16" = 1'-0"



ELEVATION - UNIT "D"
Scale: 3/16" = 1'-0"



FOOTING PLAN - UNIT "D"
Scale: 3/16" = 1'-0"

BILL OF MATERIALS

REINFORCING STEEL

Mark	Size	No. Bars	Length	Weight (Lbs.)	Mark	Size	No. Bars	Length	Weight (Lbs.)
404A		136	3'-5"		4		24	24'-0"	
403A		240	5'-6"		4		510	3'-3"	
402A		240	4'-6"		4		301	4'-5"	
401A		253	2'-10"		4		281	3'-9"	
4		24	26'-9"						
4		229	26'-0"		Total Steel in Wall				12,812 #
4		66	24'-9"						

CLASS "A" CONCRETE

Pour No. 1	8.80	Pour No. 9	9.16
Ftg. Conc.	9.26	Ftg. Conc.	8.52
Total	18.06	Total	17.68
Pour No. 2	8.80	Pour No. 10	9.16
Ftg. Conc.	9.26	Ftg. Conc.	9.26
Total	18.06	Total	18.42
Pour No. 3	8.80	Pour No. 11	9.16
Ftg. Conc.	9.26	Ftg. Conc.	9.26
Total	18.06	Total	18.42
Pour No. 4	8.80	Pour No. 12	9.16
Ftg. Conc.	10.00	Ftg. Conc.	10.00
Total	18.80	Total	19.16
Pour No. 5	9.16	Pour No. 13	8.80
Ftg. Conc.	8.52	Ftg. Conc.	8.52
Total	17.68	Total	17.32
Pour No. 6	9.16	Pour No. 14	8.80
Ftg. Conc.	9.26	Ftg. Conc.	9.26
Total	18.42	Total	18.06
Pour No. 7	9.16	Pour No. 15	8.80
Ftg. Conc.	9.26	Ftg. Conc.	9.26
Total	18.42	Total	18.06
Pour No. 8	9.16		
Ftg. Conc.	10.00	Total Conc. for Wall	274.0 Cyds.
Total	19.16		

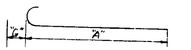
MISCELLANEOUS

6" Perf. F.B.C.P. S.P.*	766 Lin.Ft.	"B" Borrow	785 Cys.
Conc. Gutter (Rd. Std. M-D)	140 Lin.Ft.	Chain Link Type Fence (C.L.T.F.)	375 Lin.Ft.

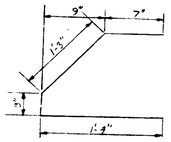
* See Rd. Proj. Structure Data Sheet for Billing.

BENDING DIAGRAM CHART

Bar Size	Dim. "A"	Dim. "G"	"A"+"G"
403A	5'-0"	6"	5'-6"
402A	4'-0"	6"	4'-6"
401A	3'-4"	6"	3'-10"



See Bending Diagram Chart for Dimensions



404A x 9'-5"
FENDER GUARD BARS

NOTES:

For Reinforcing Bar Notes & Drains, See Bridge Std. C1.
For Constr. Joints & 1" Expan. Joints, See Bridge Std. C3.
For Typical Section & Fender Guard Details See Drawing C2

RETAINING WALL DETAILS
RIGHT SOUTH EXIT RAMP

INDIANA STATE HIGHWAY COMMISSION

SCALE:- 3/16" = 1'-0"

May 27, 1968

SUBMITTED FOR APPROVAL:- Harold W. Boyd

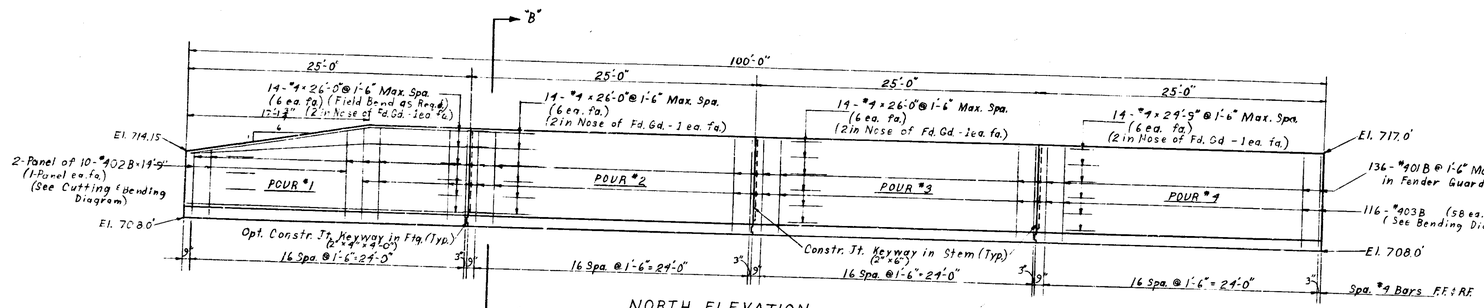
DRAWING:- C3 OF 4
PROJECT:- U-74(61)
ROAD CONTRACT NO.

HAROLD W. BOYD REGISTERED No. 8506 STATE OF INDIANA PROFESSIONAL ENGINEER

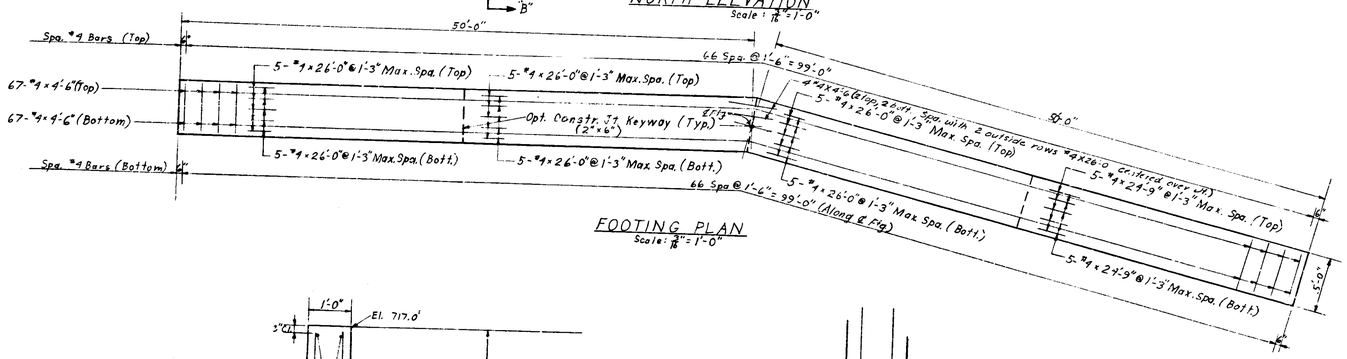
DESIGNED	T.H.	C'K'D	H.W.B.
DRAWN	R.E.B.	C'K'D	T.H.
TRACED		C'K'D	

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)		70	339	

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	71	330



NORTH ELEVATION
Scale: 1/16" = 1'-0"



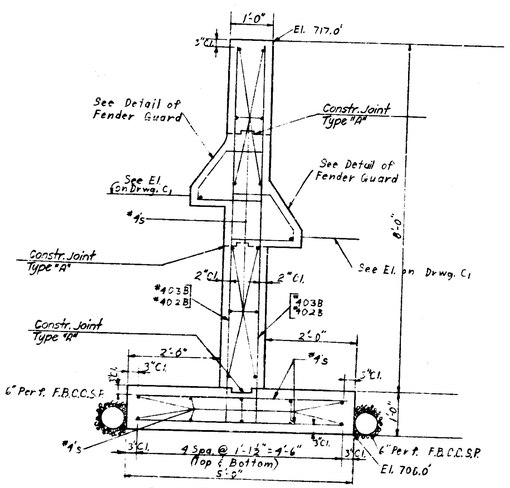
FOOTING PLAN
Scale: 1/16" = 1'-0"

BILL OF MATERIALS

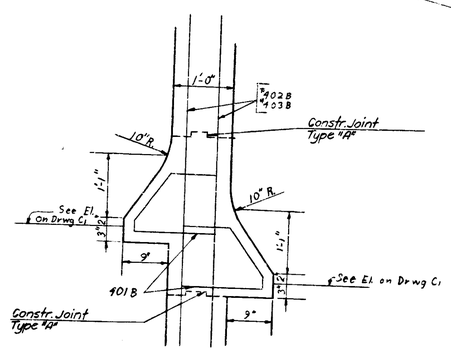
REINFORCING STEEL				CLASS "A" CONCRETE	
Mark & Size	No. Bars	Length	Weight (Lbs)	Concrete	Cubic Yds.
403 B	116	7'-0"		Pour No. 1	7.22
402 B	20	14'-9"		Ftg. Conc.	4.63
401 B	136	3'-5"		Total	11.85
4	72	26'-0"		Pour No. 2	8.13
4	24	24'-9"		Ftg. Conc.	4.63
4	13A	4'-6"		Total	12.76
				Pour No. 3	8.13
Total Steel in Wall			3,268 lbs.	Ftg. Conc.	4.63
				Total	12.76
				Pour No. 4	8.13
MISCELLANEOUS				Ftg. Conc.	4.63
#6 Perf. F.B.C.C.S.P.		204 Lin. Ft.		Total	12.76
"B" Borrow		125 Cys.			
				Total Conc. in Wall	50.1 Cys.

* See Rd. Proj. Structure Data Sheet for Billing.

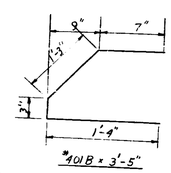
NOTE:
For Reinforcing Bar Notes & Drains, See Bridge Std. C1.
For Constr. Joints & 1" Expan. Joints, See Bridge Std. C3.

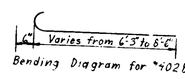


TYPICAL SECTION "B-B"
Scale: 1/4" = 1'-0"
Max. Soil Pressure: 0.37 T/□'

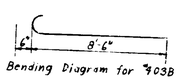


TYPICAL SECTION OF FENDER GUARD
No Scale

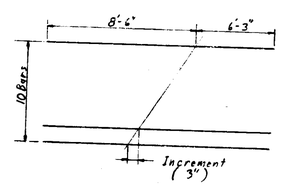




Bending Diagram for #402B



Bending Diagram for #403B



CUTTING DIAGRAM FOR #402B x 14'-9"

RETAINING WALL RIGHT OF SOUTH ENTRANCE RAMP
STA. 6+15 TO 5+92

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS SHOWN

May 27, 1968

SUBMITTED FOR APPROVAL:- Harold W. Boyd

HAROLD W. BOYD REGISTERED No. 8506 STATE OF INDIANA PROFESSIONAL ENGINEER

DRAWING:- 3 OF 4
PROJECT:- U-74(61)
ROUTE CONTRACT NO.

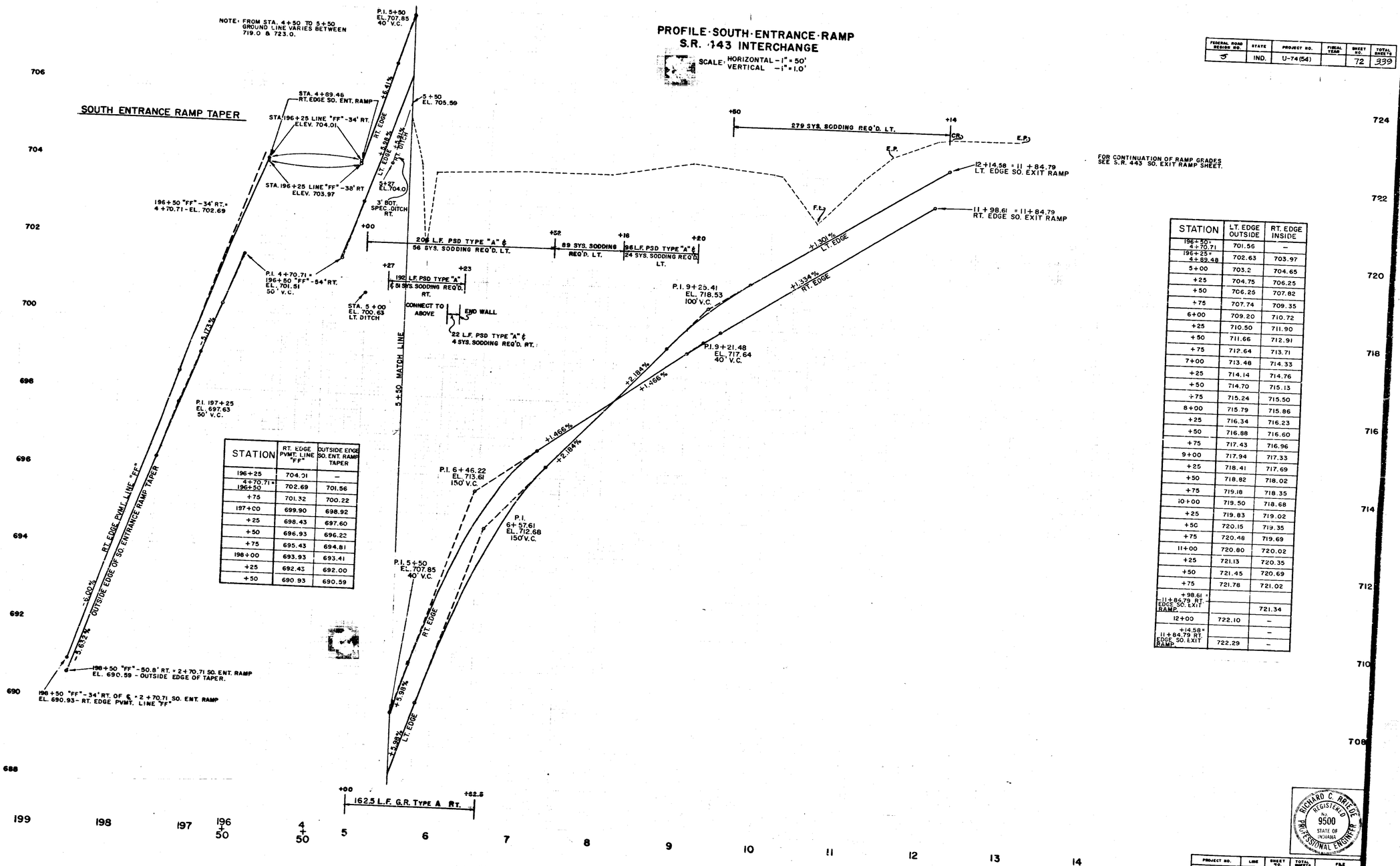
DESIGNED T.F.H.	C'K'D H.W.B.
DRAWN F.E.E.	C'K'D T.F.H.
TRACED	C'K'D

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)			330	

PROFILE · SOUTH · ENTRANCE · RAMP
S.R. 143 INTERCHANGE

SCALE: HORIZONTAL – 1" = 50'
VERTICAL – 1" = 1.0'

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(54)		72	339



FOR CONTINUATION OF RAMP GRADES SEE S.R. 443 SO. EXIT RAMP SHEET.

STATION	RT. EDGE PVMT. LINE "FF"	OUTSIDE EDGE SO. ENT. RAMP TAPER
196+25	704.01	–
4+70.71 = 196+50	702.69	701.56
+75	701.32	700.22
197+00	699.90	698.92
+25	698.43	697.60
+50	696.93	696.22
+75	695.43	694.81
198+00	693.93	693.41
+25	692.43	692.00
+50	690.93	690.59

STATION	LT. EDGE OUTSIDE	RT. EDGE INSIDE
196+50 = 4+70.71	701.56	–
196+25 = 4+89.48	702.63	703.97
5+00	703.2	704.65
+25	704.75	706.25
+50	706.25	707.82
+75	707.74	709.35
6+00	709.20	710.72
+25	710.50	711.90
+50	711.66	712.91
+75	712.64	713.71
7+00	713.48	714.33
+25	714.14	714.76
+50	714.70	715.13
+75	715.24	715.50
8+00	715.79	715.86
+25	716.34	716.23
+50	716.88	716.60
+75	717.43	716.96
9+00	717.94	717.33
+25	718.41	717.69
+50	718.82	718.02
+75	719.18	718.35
10+00	719.50	718.68
+25	719.83	719.02
+50	720.15	719.35
+75	720.48	719.69
11+00	720.80	720.02
+25	721.13	720.35
+50	721.45	720.69
+75	721.78	721.02
+98.61 = 11+84.79 RT. EDGE SO. EXIT RAMP		721.34
12+00	722.10	–
+14.58 = 11+84.79 RT. EDGE SO. EXIT RAMP	722.29	–

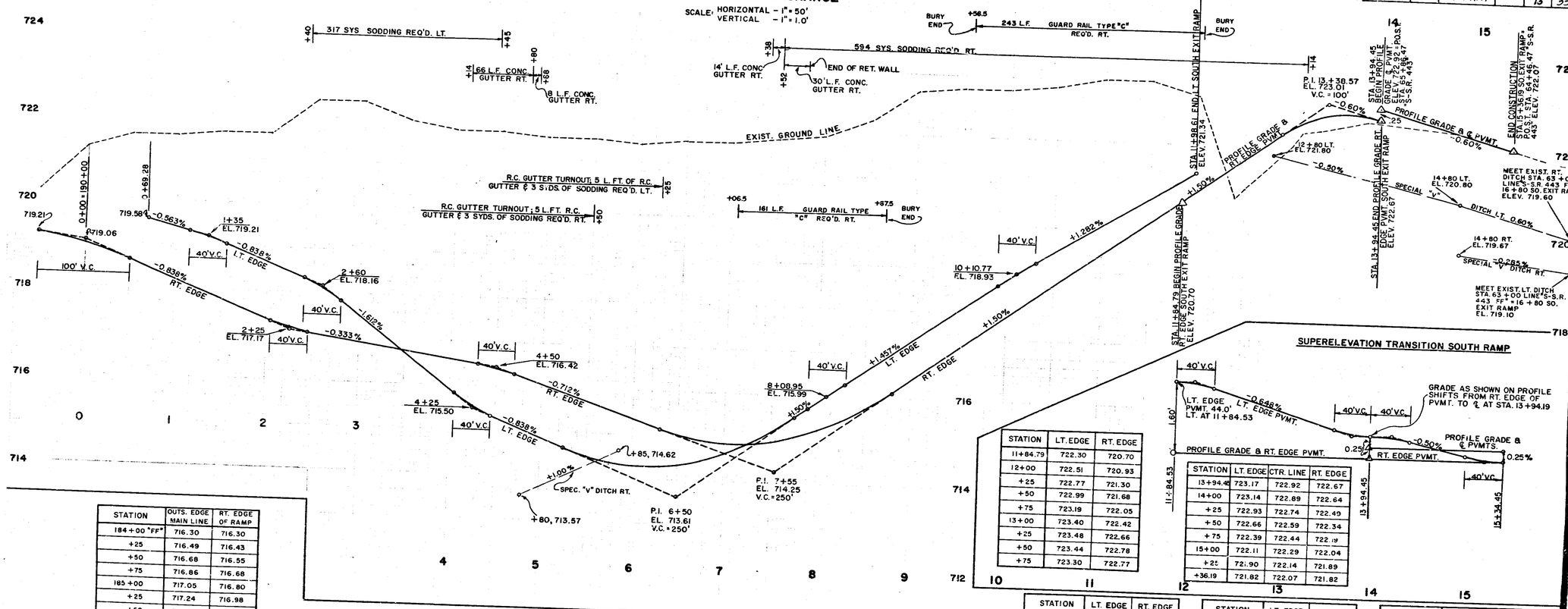
RICHARD C. BRITE JR. REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(54)		72	339	

FEDERAL ROAD SERVICE NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(54)		73	339

PROFILE·SOUTH·EXIT·RAMP
S.R. 443 INTERCHANGE

SCALE: HORIZONTAL – 1" = 50'
VERTICAL – 1" = 1.0'

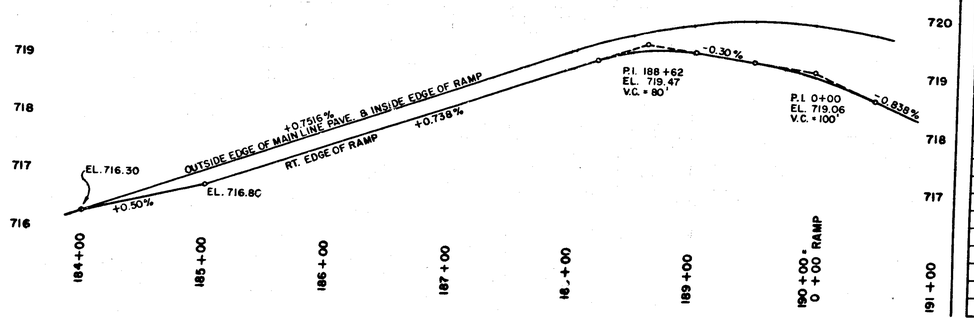


STATION	LT. EDGE	RT. EDGE
11+84.79	722.30	720.70
12+00	722.51	720.93
+25	722.77	721.30
+50	722.99	721.68
+75	723.19	722.05
13+00	723.40	722.42
+25	723.48	722.66
+50	723.44	722.78
+75	723.30	722.77

STATION	LT. EDGE	CTR. LINE	RT. EDGE
13+94.45	723.17	722.92	722.67
14+00	723.14	722.89	722.64
+25	722.93	722.74	722.49
+50	722.66	722.59	722.34
+75	722.39	722.44	722.19
15+00	722.11	722.29	722.04
+25	721.90	722.14	721.89
+36.19	721.82	722.07	721.82

STATION	OUTS. EDGE MAIN LINE	RT. EDGE OF RAMP
184+00 "FF"	716.30	716.30
+25	716.49	716.43
+50	716.68	716.55
+75	716.86	716.68
185+00	717.05	716.80
+25	717.24	716.98
+50	717.43	717.17
+75	717.62	717.35
186+00	717.80	717.54
+25	717.99	717.72
+50	718.18	717.91
+75	718.37	718.09
187+00	718.55	718.28
+25	718.74	718.46
+50	718.93	718.65
+75	719.12	718.88
188+00	719.31	719.01
+25	719.48	719.20
+50	719.63	719.33
+75	719.71	719.38
189+00	719.79	719.36
+25	719.86	719.28
+50	719.91	719.21
+75	719.91	719.11
190+00 = 0+00	719.86	718.99

PROFILE·SOUTH·EXIT·RAMP·TAPER



STATION	LT. EDGE	RT. EDGE
0+00	–	718.99
+25	–	718.83
+50	–	718.64
+69.28	719.58	718.48
+75	719.55	718.43
1+00	719.41	718.22
+25	719.27	718.01
+50	719.08	717.80
+75	718.87	717.59
2+00	718.67	717.38
+25	718.46	717.20
+50	718.24	717.09
+75	717.92	717.00
3+00	717.52	716.92
+25	717.11	716.84
+50	716.71	716.75
+75	716.31	716.67
4+00	715.90	716.59
+25	715.54	716.50

STATION	LT. EDGE	RT. EDGE
4+50	715.29	716.40
+75	715.08	716.24
5+00	714.87	716.06
+25	714.66	715.89
+50	714.48	715.71
+75	714.36	715.53
6+00	714.29	715.35
+25	714.29	715.17
+50	714.34	715.02
+75	714.46	714.91
7+00	714.62	714.86
+25	714.86	714.86
+50	715.14	714.92
+75	715.49	715.04
8+00	715.86	715.21
+25	716.22	715.43
+50	716.59	715.72
+75	716.95	716.05
9+00	717.32	716.43
+25	717.68	716.80
+50	718.05	717.18

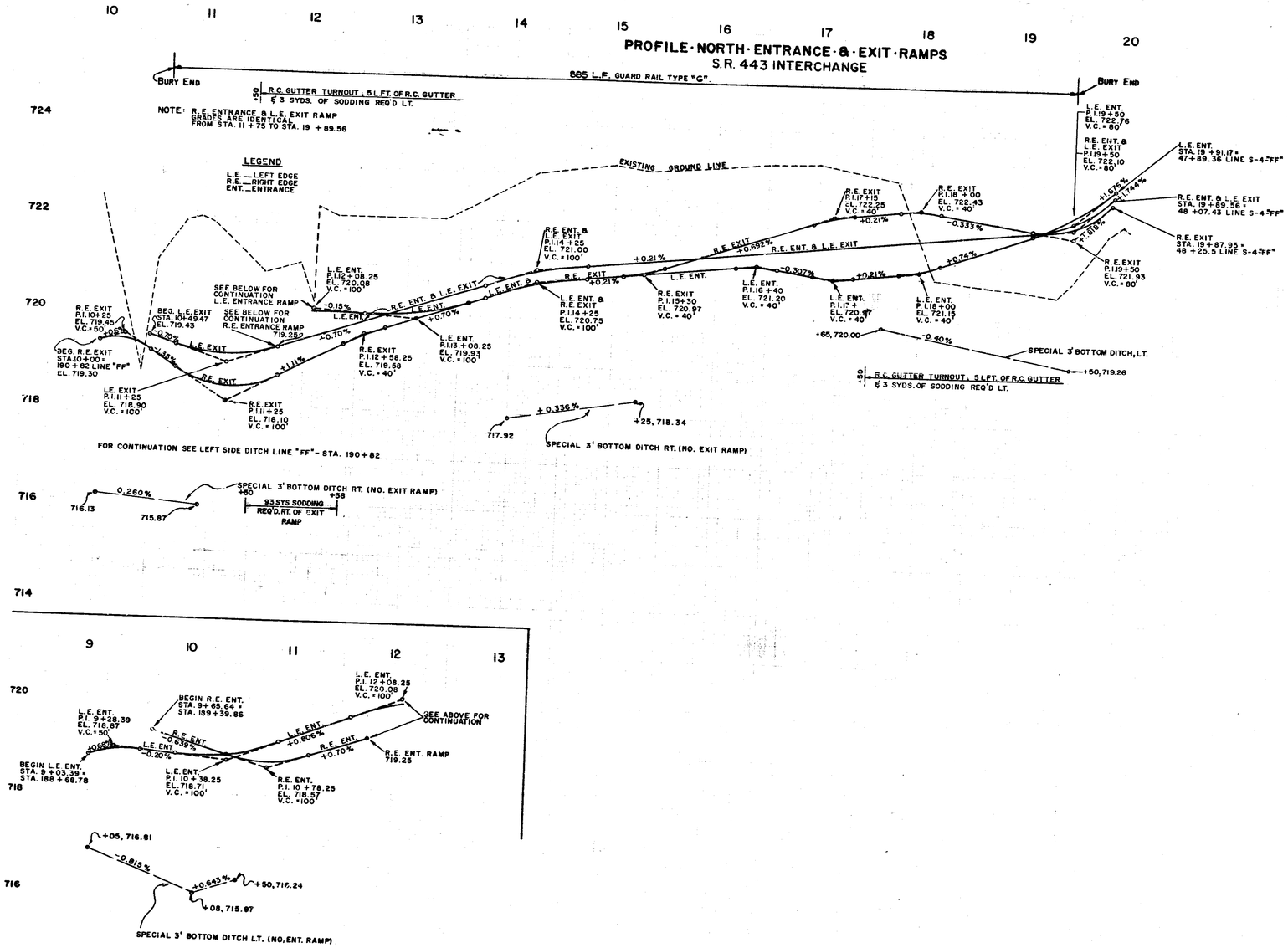
STATION	LT. EDGE	RT. EDGE
9+75	718.41	717.55
10+00	718.78	717.93
+25	719.11	718.30
+50	719.43	718.68
+75	719.75	719.05
11+00	720.07	719.43
+25	720.39	719.80
+50	720.71	720.18
+79	721.04	720.55
11+84.		720.70
+98.61	721.34	

RICHARD C. BAILEY REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(54)		73	339	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(54)		74	339

PROFILE · NORTH · ENTRANCE & EXIT · RAMPS
S.R. 443 INTERCHANGE



STATION	ENTRANCE RAMP		EXIT RAMP	
	LEFT EDGE	RIGHT EDGE	LEFT EDGE	RIGHT EDGE
188+68.78 = 9+03.39	718.76	–	–	–
+25	718.87	–	–	–
+50	718.89	–	–	–
189+39.86 = 9+65.64	718.86	719.29	–	–
+75	718.84	719.23	–	–
10+00	718.80	719.07	–	719.30
+25	718.81	718.91	–	719.33
+49.47			719.43	
+50	718.87	718.76	719.43	719.11
+75	719.02	718.70	719.25	718.78
11+00	719.21	718.75	719.12	718.52
+25	719.41	718.90	719.08	718.41
+50	719.61	719.07	719.12	718.46
+75	719.80	719.25	719.25	718.66
12+00	719.93	719.42	719.43	718.93
+08.25	719.96	719.48		
+25	720.00	719.60	719.60	719.21
+50	720.02	719.78	719.78	719.48
+75	719.99	719.95	719.95	719.70
13+00	720.01	720.13	720.13	719.87
+25	720.10	720.30	720.30	720.05
+50	720.22	720.48	720.48	720.22
+75	720.40	720.65	720.65	720.40
14+00	720.55	720.81	720.81	720.55
+25	720.69	720.94	720.94	720.69
+50	720.78	721.03	721.03	720.78
+75	720.86	721.11	721.11	720.86
15+00	720.91	721.16	721.16	720.91
+25	720.96	721.21	721.21	720.97
+50	721.01	721.26	721.26	721.11
+75	721.07	721.32	721.32	721.28
16+00	721.12	721.37	721.37	721.45
+25	721.17	721.42	721.42	721.63
+50	721.16	721.47	72[illegible]	721.80
+75	721.09	721.53	721[illegible]	721.97
17+00	721.02	721.58	721.58	722.15
+25	721.00	721.63	721.63	722.26
+50	721.04	721.68	721.68	722.37
+75	721.10	721.74	721.74	722.38
18+00	721.18	721.79	721.79	722.40
+25	721.34	721.84	721.84	722.35
+50	721.52	721.89	721.89	722.26
+75	721.71	721.95	721.95	722.19
19+00	721.89	722.00	722.00	722.10
+25	722.09	722.07	722.07	722.04
+50	722.35	722.25	722.25	722.15
+75	722.69	722.56	722.36	722.41
+87.95 = 48+25.5 S-4-FF				722.62
+89.56 = 48+7.43 S-4-FF		722.79	722.79	
+91.17 = 47+89.36 S-4-FF	722.95			

RICHARD C. BREEDE REGISTERED NO. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(54)		74	339	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	75	339

Revised 3-27-75

(A) PLAIN CONCRETE PAVEMENT (10")

	S-4-FF	1,720	S.Yds
	NORTH ENTRANCE RAMP	2,042.6	S.Yds.
	NORTH EXIT RAMP	1,837.9	S.Yds.
FROM STA. 4+89.48	SOUTH ENTRANCE RAMP	1,804.1	S.Yds
FROM STA. 0+45	SOUTH EXIT RAMP	2,554.8	S.Yds.
	COMBINED SOUTH EXIT & ENTR. RAMP	1,170.7	S.Yds.
		11,130.7	S.Yds.

(L) BITUMINOUS BASE (SIZE #53B)

S-4-FF	529.9	TONS
NORTH ENTRANCE RAMP	495.9	TONS
NORTH EXIT RAMP	278.7	TONS
SOUTH ENTRANCE RAMP	503.2	TONS
SOUTH EXIT RAMP	765.7	TONS
NORTH RAMP MEDIAN	219.6	TONS
SOUTH RAMP MEDIAN	180.1	TONS
	2,974.1	TONS

(9) 1" PREFORMED JOINT FILLER

S-4-FF	30	L.FT.
NORTH ENTRANCE RAMP	5	L.FT.
NORTH EXIT RAMP	5	L.FT.
SOUTH ENTRANCE RAMP	5	L.FT.
SOUTH EXIT RAMP	20	L.FT.
	65	L.FT.

(14) INTEGRAL CONCRETE CURB

NORTH EXIT RAMP	45	L.FT.
SOUTH ENTRANCE RAMP	20	L.FT.
	65	L.FT.

(24) GUARD RAIL, TYPES A, C, G

	A	C	G	
S-4-FF			450	L.FT.
NORTH ENTRANCE RAMP	97.5	92.7		L.FT.
SOUTH EXIT RAMP	55.0	40.4		L.FT.
	152.5,	133.1,	450	L.FT.

(25) PAVED SIDE DITCH, TYPE "A"

SOUTH ENTRANCE RAMP	516	L.FT.
	516	L.FT.

(26) SOD

NORTH RAMPS	689	S.Yds
SOUTH RAMPS	7697	S.Yds.
S-4-FF	571	S.Yds.
	9151	S.Yds.

(32) BITUMINOUS CURB

S-4-FF	409	L.FT.
NORTH ENTRANCE RAMP	630	L.FT.
	1,039	L.FT.

(44) CONCRETE CURB

NORTH ENTRANCE RAMP	50	L.FT.
SOUTH ENTRANCE RAMP	50	L.FT.
SOUTH EXIT RAMP	50	L.FT.
	150	L.FT.

(50) CONCRETE CENTER CURB TYPE "D"

SOUTH ENTRANCE RAMP	6.7	S.Yds.
	6.7	S.Yds.

(47) CONCRETE GUTTER

SOUTH EXIT RAMP	108	L.FT.
	108	L.FT.

SUBBASE

S-4-FF	372	C.Yds.
NORTH RAMP	938	C.Yds
SOUTH RAMP	1170	C.Yds.
	2480	C.Yds.

CONTRACTION JOINT, TYPE D-1

S-4-FF	387	L.FT.
NORTH ENTRANCE RAMP	460	L.FT.
NORTH EXIT RAMP	414	L.FT.
SOUTH ENTRANCE RAMP	406	L.FT.
SOUTH EXIT RAMP	575	L.FT.
COMBINED SOUTH EXIT & ENTR. RAMP	263	L.FT.
	2,505	L.FT.

COMPACTED AGGREGATE BASE, TYPE "P"

S-4-FF	21.6	TONS
NORTH RAMP	152.2	TONS
SOUTH RAMP	81.7	TONS
	255.5	TONS

BITUMINOUS SURFACE

S-4-FF	2.5	TONS
NORTH RAMP	17.6	TONS
SOUTH RAMP	9.5	TONS
	29.6	TONS

BITUMINOUS MATERIAL FOR PRIME

S-4-FF	1.90	TONS
NORTH ENTRANCE RAMP	1.62	TONS
NORTH EXIT RAMP	1.28	TONS
SOUTH ENTRANCE RAMP	1.96	TONS
SOUTH EXIT RAMP	3.46	TONS
NORTH RAMP MEDIAN	1.16	TONS
SOUTH RAMP MEDIAN	0.48	TONS
	11.90	TONS

BITUMINOUS MATERIAL FOR TACK

S-4-FF	0.02	TONS
NORTH RAMP	0.13	TONS
SOUTH RAMP	0.07	TONS
	0.22	TONS

REINFORCING STEEL FOR PAVEMENT

S-4-FF	3,475	LBS.
NORTH ENTRANCE RAMP	124	LBS.
NORTH EXIT RAMP	114	LBS.
	3,713	LBS.

REINFORCED CONCRETE GUTTER

NORTH ENTRANCE RAMP	100	L.FT.
SOUTH ENTRANCE RAMP	100	L.FT.
	200	L.FT.

1" PERFORMED EXPANSION JOINT WITH LOAD TRANSFER

SOUTH EXIT RAMP	32	L.FT.
SOUTH ENTRANCE RAMP	40	L.FT.
	72	L.FT.

TERMINAL JOINT AT STRUCTURE

S-4-FF	60	L.FT.

BITUMINOUS BASE

S-4-FF	6.7	TONS
NORTH RAMP	47.0	TONS
SOUTH RAMP	25.2	TONS
	78.9	TONS

LEGEND

- (A) PLAIN CONCRETE PAVEMENT (10")
- (L) BITUMINOUS SHOULDER
- (9) 1" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (24) GUARD RAIL TYPE GA OR GST
- (25) PAVED SIDE DITCH TYPE "A"
- (26) SOD
- (32) BITUMINOUS CURB
- (44) CONCRETE CURB
- (47) CONCRETE GUTTER

SR-443 INTERCHANGE QUANTITIES

DETAILS

RICHARD C. BRIEDE REGISTERED NO. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

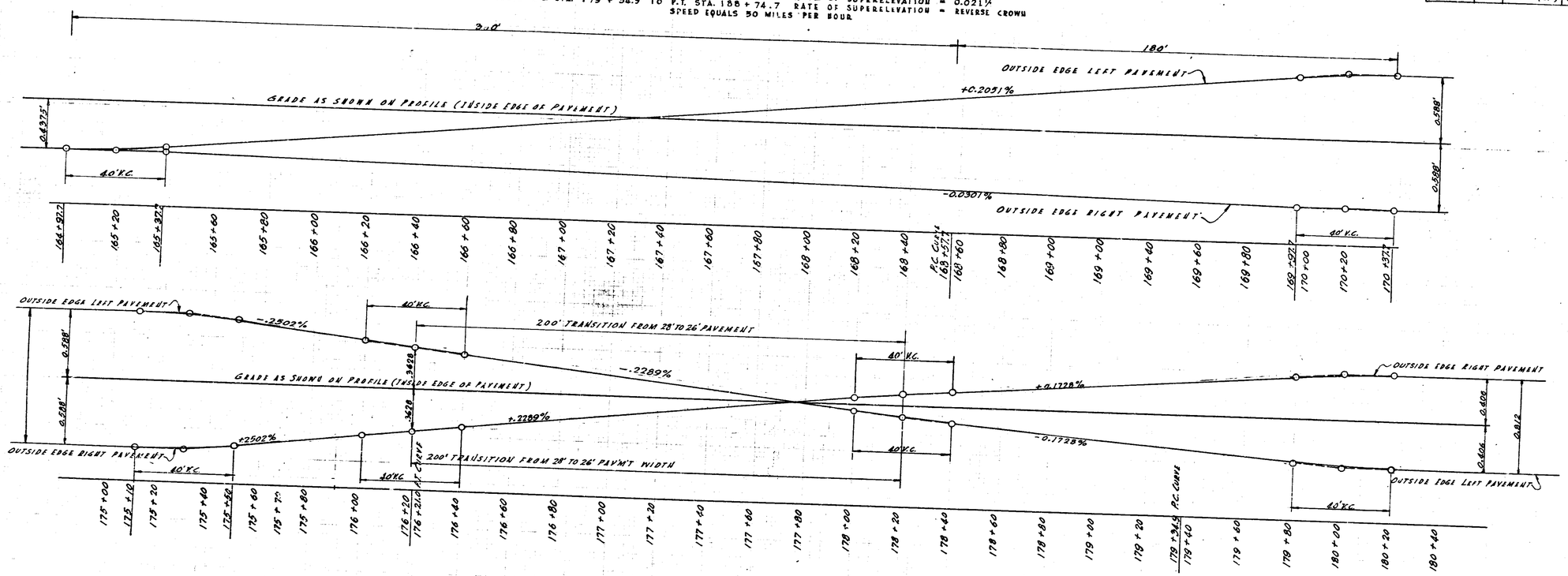
November 6, 1964

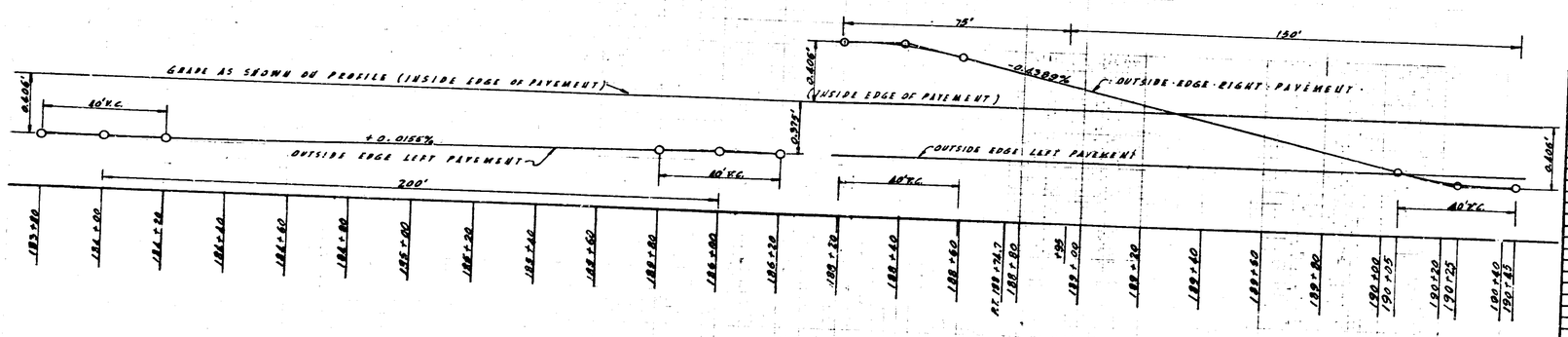
SUPER-ELEVATION-TRANSITION-FOR-1°00'-&-0°40'-CURVES-(26 & 28 PAVEMENT)

SCALES: 1" = 20'-0" HORIZONTAL
1" = 0.40' VERTICAL

1°00' CURVE P.C. STA. 168 + 57.7 TO P.T. STA. 176 + 21.0 RATE OF SUPERELEVATION = 0.021 1/4
0°40' CURVE P.C. STA. 179 + 34.9 TO P.T. STA. 188 + 74.7 RATE OF SUPERELEVATION = REVERSE CROWN
SPEED EQUALS 50 MILES PER HOUR

FEDERAL ROAD REGION NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	76	339





STATION	OUTSIDE EDGE LEFT PAVM'T	OUTSIDE EDGE RIGHT PAVM'T
164+92.7	+0.44	-0.44
165+17.7	+0.43	-0.44
+92.7	+0.40	-0.44
+50	+0.37	-0.45
+75	+0.32	-0.45
166+00	+0.27	-0.45
+25	+0.22	-0.47
+50	+0.17	-0.48
+75	+0.12	-0.48
167+00	+0.07	-0.49
+25	+0.02	-0.50
+50	+0.04	-0.51
+75	+0.09	-0.51
168+00	+0.14	-0.52
+25	+0.19	-0.53
+50	+0.24	-0.54
+75	+0.30	-0.55
169+00	+0.35	-0.55
+25	+0.40	-0.56
+50	+0.45	-0.57
+75	+0.50	-0.58
+92.7	+0.55	-0.58
170+17.7	+0.58	-0.59
+92.7	+0.58	-0.59

STATION	OUTSIDE EDGE LEFT PAVM'T	OUTSIDE EDGE RIGHT PAVM'T
175+10	+0.59	-0.59
+25	+0.58	-0.58
+50	+0.54	-0.54
+75	+0.48	-0.48
176+00	+0.41	-0.41
+25	+0.35	-0.35
+50	+0.29	-0.29
+75	+0.24	-0.24
177+00	+0.18	-0.18
+25	+0.12	-0.12
+50	+0.07	-0.07
+75	+0.01	-0.01
178+00	-0.04	+0.04
+25	-0.10	+0.10
+50	-0.15	+0.15
+75	-0.19	+0.19
179+00	-0.23	+0.23
+25	-0.28	+0.28
+50	-0.32	+0.32
+80	-0.37	+0.37
180+00	-0.40	+0.40
+20	-0.41	+0.41

STATION	OUTSIDE EDGE RIGHT PAVM'T
188+20	+0.41
+25	+0.41
+40	+0.38
+50	+0.36
+55	+0.34
+60	+0.32
+75	+0.25
189+00	+0.14
+25	+0.03
+32.5	-0.00
+50	-0.08
+75	-0.19
+76	-0.19
190+00	-0.30
+05	-0.32
+25	-0.38
+45	-0.41

RICHARD C. SWEETS
REGISTERED
No. 9505
STATE OF INDIANA
PROFESSIONAL ENGINEER

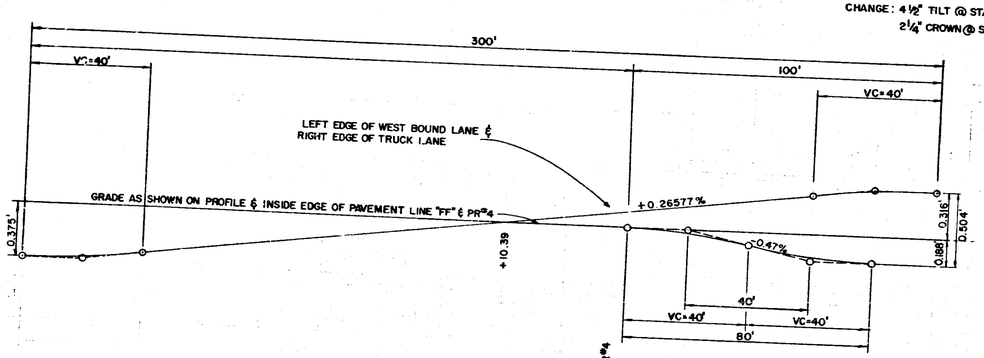
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
U-74 (61)	FF	76	339

FILE

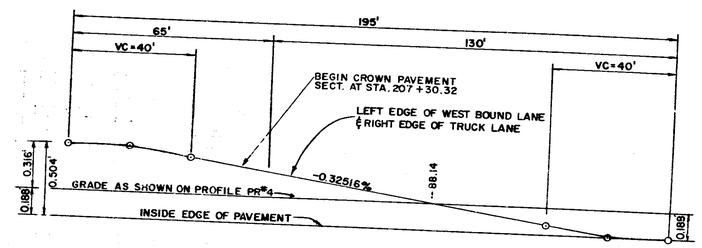
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	77	339

SUPERELEVATION TRANSITION FOR 1°00' CURVE WESTBOUND LANE LINE FF ℄ PR#4

SCALE: 1" = 20' HORIZONTAL
1" = 0.40' VERTICAL
RATE OF SUPERELEVATION = 0.021 FOOT PER FOOT
SPEED = 50 M.P.H
CHANGE: 4½" TILT @ STA. 200+49.29
2¼" CROWN @ STA. 201+29.29



OFFSETS FROM P.G. FOR EASTBOUND LANES		LINE "FF"	OFFSETS FROM P.G. FOR WESTBOUND LANES	
OUTSIDE EDGE	INSIDE EDGE	STATION	INSIDE EDGE	OUTSIDE EDGE
-0.41	0	198+46.21		
		+49.29	0	-.38
-0.38	0	+66.21		
		+69.29	0	-.36
-0.51	0	+86.21		
		+89.29	0	-.32
-0.57	0	199+00	0	-.29
-0.67	0	+20	0	-.24
-0.77	0	+40	0	-.19
-0.87	0	+60	0	-.13
-0.95	0	+76.21		
-0.97	0	+80	0	-.08
-1.05	-.02	+96.21		
-1.07	-.03	200+00	0	-.03
-1.08	-.04	+01.21		
-1.14	-.09	+16.21		
		+20	0	+.03
-1.15	-.10	+21.21		
-1.17	-.17	+36.21		
-1.18	-.17	+40	0	+.06
-1.18	-.18	+41.21		
-1.18	-.18	+49.29	0	+.10



198+43.29 | +69.29 | +89.29 | 199+00 | +25 | +50 | +75 | 200+00 | +25 | BEGIN PR#4 PC 200+49.29 | +50 | +69.29 | +75 | +93.29 | 201+00 | +09.29 | +25 | +29.29 | +49.29 | 206+70.95 | +75 | +90.96 | 207+00 | +10.96 | +25 | P.T. 207+35.96 | +50 | +75 | 208+00 | +25 | +25.96 | +45.96 | +50 | +65.96

OFFSETS FROM P.G. FOR EASTBOUND LANES		PR#4	OFFSETS FROM P.G. FOR WESTBOUND LANES	
OUTSIDE EDGE	INSIDE EDGE	STATION	INSIDE EDGE	OUTSIDE EDGE
-1.18	-.18	200+49.29	0	+.10
-1.18	-.18	+50	0	+.11
-1.18	-.19	+56.21		
-1.18		+60	-.01	+.13
		+69.29	-.02	+.16
-1.18		+80	-.06	+.19
		+89.29	-.09	+.21
-1.17		201+00	-.14	+.24
		+09.29	-.17	+.26
-1.17		+20	-.18	+.29
	-.19	+29.29	-.19	+.30

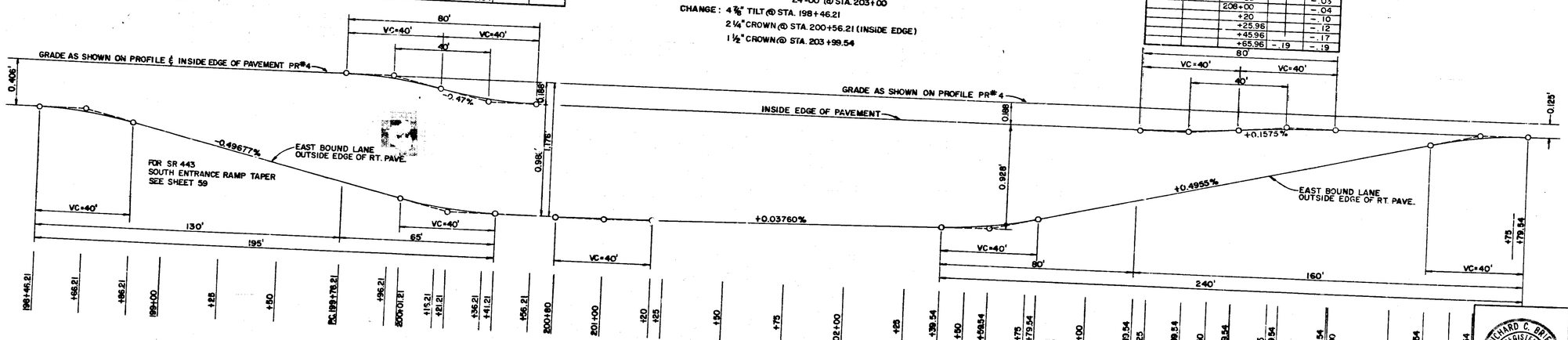
OFFSETS FROM P.G. FOR WESTBOUND LANES		PR#4	OFFSETS FROM P.G. FOR EASTBOUND LANES	
OUTSIDE EDGE	INSIDE EDGE	STATION	INSIDE EDGE	OUTSIDE EDGE
-1.16	-.19	201+40	-.19	+.31
		+49.29	-.19	+.32
-1.15		+60		
-1.15		+80		
-1.14		202+00		
-1.13		+20		
-1.12		+39.54		
-1.09		+59.54		
-1.02		+79.54		
-.92	-.19	203+00		

OFFSETS FROM P.G. FOR EASTBOUND LANES		PR#4	OFFSETS FROM P.G. FOR WESTBOUND LANES	
OUTSIDE EDGE	INSIDE EDGE	STATION	INSIDE EDGE	OUTSIDE EDGE
-.82	-.19	203+19.54		
-.72	-.18	+39.54		
-.62	-.16	+59.54		
-.52	-.12	+79.54		
-.42	-.125	+99.54		
-.42		204+00		
-.32		+20		
-.22		+39.54		
-.15		+59.54		
-.125	-.125	+79.54		

SUPERELEVATION TRANSITION FOR 2°00' CURVE (E.B.L.) PR#4

SCALE: 1" = 20' HORIZONAL
1" = 0.40' VERTICAL
RATE OF SUPERELEVATION = 0.038 FOOT PER FOOT
SPEED = 50 M.P.H
PAVEMENT TRANSITION = 26'-00" @ STA. 201+00 TO
24'-00" @ STA. 203+00
CHANGE: 4⅞" TILT @ STA. 198+46.21
2¼" CROWN @ STA. 200+56.21 (INSIDE EDGE)
1½" CROWN @ STA. 203+99.54

OFFSETS FROM P.G. FOR EASTBOUND LANES		PR#4	OFFSET FROM P.G. FOR WESTBOUND LANES	
OUTSIDE EDGE	INSIDE EDGE	STATION	INSIDE EDGE	OUTSIDE EDGE
		206+70.96	-.19	+.32
		+90.96		+.30
		207+00		+.28
		+10.96		+.25
		+20		+.22
		+40		+.16
		+60		+.09
		+80		-.03
		208+00		-.04
		+20		-.10
		+25.96		-.12
		+45.96		-.17
		+65.96	-.19	-.19



198+46.21 | +66.21 | +86.21 | 199+00 | +25 | +50 | PC 199+76.21 | +96.21 | 200+01.21 | +16.21 | +21.21 | +36.21 | +41.21 | +56.21 | 200+80 | 201+00 | +20 | +25 | +50 | +75 | 202+00 | +25 | +39.54 | +50 | +59.54 | +75 | +79.54 | 203+00 | P.T. 203+19.54 | +25 | +39.54 | +50 | +59.54 | +75 | +79.54 | +96.54 | 204+00 | +25 | +39.54 | +50 | +59.54 | +75 | +79.54

RICHARD C. BREDE
REGISTERED
No. 9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)	"FF"	77	339	

QUANTITIES AND APPROACH TABLE

REV. 8-23-74; RADIUS ON CLASS III DRIVE ON LT. AT STA. 48+41 "S-1-FF" PER R/W DEPT.
REV. 5-30-75; ADDED DRIVES AT STA. 173+35 RT. & STA. 180+50 RT. PER ROAD DESIGN.
REV. 8-23-76; CLASS III DRIVE ON RT. AT STA. 136+48 "P.R.#2" PER R/W DEPT.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	78	3[illegible]

LOCATION (STATION)	LINE	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH "W" FEET	LENGTH "L" FEET	DISTANCE BEYOND R/W LINE FEET	RADII "R" FEET	GRADE (LESS THAN 10% NOT SHOWN) 1 %	GRADE 2 %	EXCAVATION CYS. CUT	EXCAVATION CYS. FILL	BITUM. MIXT. FOR APPROACHES 3" SYS.	BITUMINOUS MATERIAL FOR ROADS (LBS. PER SYD.) SURFACE 90 SYS.	BASE 240 SYS.	BASE 770 SYS.	SURFACE 220 SYS.	BINDER SYS.	BITUMINOUS MIXTURE FOR CROSSOVERS (LBS. PER SYD.) 1100 SYS.	SYS.	SYS.	BITUMINOUS BASE #53B TONS	REINFORCED CONCRETE GUTTER L.FT.	BITUMINOUS MATERIAL FOR: SEAL COAT TONS	PRIME COAT TONS	TACK COAT TONS	TYPE "P" COMPACTED AGGREGATE FOR BASE NO. 53 3" SYS.	5" SYS.	9" SYS.	4" SYS.	TYPE "P" COMPACTED AGGREGATE FOR SURFACE NO. 73 6" SYS.	SYS.	INTEGRAL CONCRETE CURB L.FT.	6" PRIVATE DRIVE PAVEMENT SYS.	6" PLAIN CONCRETE PAVEMENT SYS.	10" PLAIN CONCRETE PAVEMENT SYS.	REINFORCING STEEL FOR PAVEMENT LBS.	6" SUBBASE SYS.	CONCRETE CURB L.FT.	BITUMINOUS CURB L.FT.	SURFACE BEYOND R/W LINE: TYPE "P" COMP. AGG. BASE	BITUM.	CONCRETE	
100+42.7 Rt.	FFR																																									Opening on
101+60.7 Rt.	FFR																																									
103+50.7 Rt.	FFR																																									L.A. R/W & A.C.L.
48+41 Lt.	S-1-FF	III	20	23		10,~~20~~ 10'					33															33						38										
115+14 Rt.	P.R.#1	IV	20	60		10,10		10	20	0	248			137									0.36	0.02		111																
134+42 Lt.	FFL	III	20	21		15,40			30	0	31						191						0.31			31						38					50					Incl. Crossover Rt.
134+60 Rt.	P.R.#2	III	40	75		20,10			183	0	227												0.34			227						43										
135+96 Rt.	P.R.#2	III	30	30		20,5			20	0	77												0.11			77						34										
136+~~38~~48 Rt.	P.R.#2	III	~~30~~ 40	49		5,~~10~~5			20	0	140												0.16			140						26										
139+17.07 Lt.	P.R.#3	Public Road	40 to 30	205		40,40			1259	52																					496			1482	470	1545						Line "S-1-FF" Lt.
139+17.2 Rt.	FFR	Approach	40 to 20	123		40,40																																				Line "S-1-FF" Rt.
47+92.5 Lt.	S-1-FF	III	25	15		10,20			24	0																			22			32										
49+10 Lt.	S-1-FF	III	25	26		10,20		15	172	0	53												0.08			53						32										
51+08 Lt.	S-1-FF	III	30	14		10,20		15	5	0																						35	23									
51+15 Rt.	S-1-FF	III	30	19		20,10		15	10	0	40												0.06			40						35										
51+77 Lt.	S-1-FF	III	25	10		10,20			10	0	9												0.02			9						30										
140+15 Lt.	P.R.#3	III	30	23		10,20		15	78	0	53												0.08			53						35										
140+60 Rt.	P.R.#2	III	40	12		20,10		10	15	0																						43	22									
141+22 Rt.	P.R.#2	III	30	16		20.10			0	10	30												0.04			30						35										
141+46 Lt.	P.R.#3	III	30	16		10,20			18	0	30												0.04			30						35										
P.I.+133.8 Rt.	FFR	Public Road Appr.	40	160		60,40			792	0					226								0.40					226			257			709	84	759						Line "S-2-FF"
50+70 Rt.	S-2-FF	III	25	16		20,10		15	25	0																			25			32										
51+85 Rt.	S-2-FF	III	25	7		20,10			15	0																						32										
143+00 Lt.	P.R.#3	III	36	23		10,20		15	88	0	64												0.10			64						41										
144+28 Lt.	FF	III	30	21		20,20		15	41	0	47												0.07			47						35					20					
145+50 Lt.	FF	III	30	19		20,20		15	50	0	40												0.06			40						35					20					
146+24 Rt.	FF	III	30	15		20.5		15	27	0																			33			31										
146+39 Lt.	FF	III	30	24		10,20			26	0	57												0.08			57						35										
146+64 Rt.	FF	III	30	15		5,10		15	27	0																			28			26										
147+47 Lt.	FF	III	30	25		10,20			42	0	60												0.08			60						35										
148+65 Lt.	FF	III	30	14		10,20			16	0	24												0.03			24						35										
149+15 Rt.	FF	III	30	18		20,10		15	61	0	37												0.06			37						35					10					
149+25 Lt.	FF	III	30	29		10.20		15	97	0																						35	73									
150+10 Lt.	FF	III	30	36		10,20		15	87	0																						35	63									
150+63 Lt.	FF	III	30	40		10,20		10	67	0	110												0.13			110						35										
151+27 Rt.	FF	III	30	13		20,10			23	0	20												0.03			20						35					10					
152+50 Lt.	FF	III	30	19		10,20		15	40	0	40												0.06			40						35										
153+30 Lt.	FF	III	30	20		10,20		15	50	0	43												0.07			43						35										
154+23 Lt.	FF	III	30	18		10,5		15	40	0	37												0.06			37						26										
154+65 Rt.	FF	III	30	24		20,10			15	10	59												0.09			59						35										
154+68 Lt.	FF	III	40	13		5,20			15	0	28												0.05			28						31										
159+55 Lt.	FF	III	40	14		10,20		15	5	0	31												0.05			31						43										
159+55 Rt.	FF	III	40	15		20,10					38												0.06			38						43										
161+35 Lt.	FF	III	30	19		10,20			32	0	40												0.06			40						35										
161+75 Rt.	FF	III	30	10		20.10			10	0	10												0.02			10						35										
162+35 Lt.	FF	III	40	18		10,20		15	38	0	49												0.08			49						43										
163+68.9 Lt.	FF	Public Road	41	127		40,40			1177	0																					460			1449	299	1511						Line "S-3-FF" Lt.
163+68.9 Rt.	FF	Approach	40	152		40,40																																				Line "S-3-FF" Rt.
48+50 Lt.	S-3-FF	III	30	20		10,20			15	0	56												0.06			56						35										
48+60 Rt.	S-3-FF	III	30	12		20,10			10	0	16												0.03			16						35										
51+15 Rt.	S-3-FF	III	30	20		20,10		15	34	0	43												0.07			43						35										
51+50 Lt.	S-3-FF	III	30	9		10,20			15	0	6												0.01			6						35										
164+95 Lt.	FF	III	30	18		10,20		15	45	0	37												0.06			37						35										
165+00 Rt.	FF	III	40	20		20,10		15	61	0	58												0.09			58						43										
165+60 Lt.	FF	III	30	17		10.20		15	29	0	33												0.05			33						35										
166+40 Rt.	FF	III	30	20		20,10		15	43	0	43												0.07			43						35										
167+70 Lt.	FF	Street Approach	42	18		25,25			69	0																					70			114	38	117						Covington Street
168+31.5 Rt.	FF	III	35	15		20.10			27	0	31												0.05			31						41										
173+11 Lt.	FF	III	30	12		10,9			15	0	23												0.04			23						30					10					
173+60 Lt.	FF	III	30	12		9,20			18	0	23												0.04			23						35					20					
180+50 Lt.	FF	III	30	58		10.20			44	10	170												0.25			170						35										
45+45 Lt.	S-4-FF	II	12	18		5,20			5	0	27												0.04		27				20													
63+80 Rt.	S-SR-443	II	12	26		20,5			12	0	55												0.08		55				44													
64+60 Rt.	S-SR-443	Public Road Appr.	20	32		25,25			12	0																			47					51	38	51						Foster Drive
66+55 Rt.	S-SR-443	II	12	24		20,5			10	0	25												0.04		25				23													
66+55 Lt.	S-SR-443	V	20	40		5,20			15	0																																
66+83 Rt.	S-SR-443	II	40	26		20.5			5	0	132												0.19		132																	
137+60 Rt.	NAR	Public Road Appr.	26 to 20	1260		30,75			1324	1025		3594	3594										5.25	0.45			3980															
130+77 Rt.	F.R.#1	IV	20	10		20,20			12	10	37												0.06			37								122	79	122	220					Frontage Road No. 1
134+03 Rt.	F.R.#1	Public Road Appr.	35	25		25,25			36	0		130	130										0.19	0.04			135															
139+23 Lt.	NAL	Public Road Appr.	34 to 18	253		50,50			293	0		492	492				173						0.97	0.06			545							88	62	88						Palmer Road
																																										Frontage Road No. 2
139+00 64' Lt.	NAL	II	22	30		15,0			30	0	89												0.14		89													33				Incl. Crossover Rt.
140+25 Lt.	F.R.#2	IV	15	22		15,5			5	0	43												0.07			43																
140+80 Lt.	F.R.#2	II	12	19		15,10			5	0	32												0.05		32																	
		UNDISTRIBUTED QUANTITIES:									300															300			300				100									
		TOTAL:									3051	4216	4216	137	226		364						11.16	0.57	360	2554	4660	226	542		1283	1755	281	4015	1070	4193	360	33				
173+35 RT.	FF	III	58	20		20,10					87												0.13			87						57										
180+50 RT.	FF	III	40	24		20,10					65												0.09			65						43										

Bituminous Mixt. for Approaches:
0.165 T/Syd. x 3051 = 503 Tons

Bit. Surface:
0.045 T/Syd. x 4216 = 189.72 Tons
0.110 T/Syd. x 226 = 24.86 Tons
TOTAL: = 215 Tons

Bit. Base:
0.120 T/Syd. x 4216 = 505.92 Tons
0.385 T/Syd. x 137 = 52.75 Tons
TOTAL: = 559 Tons

Bituminous Mixt. for Crossovers:
0.550 T/Syd. x 364 = 200 Tons

Type "P" Compacted Aggregate for Base:
0.1667 T/Syd. x 360 = 60.10 Tons
0.2778 T/Syd. x 2554 = 709.50 Tons
0.5000 T/Syd. x 4660 = 2330.00 Tons
0.2222 T/Syd. x 226 = 50.22 Tons
TOTAL: = 3150 Tons

Type "P" Compacted Aggregate for Surface:
0.3333 T/Syd. x 542 = 181 Tons

Contraction Joint "U-1":
0.225 L.Ft./Syd. x 3894 = 876 L.Ft.

Subbase:
0.1667 Cys./Syd. x 4193 = 699 Cys.

ADDITIONAL QUANTITIES:

1) Conc. Median Barrier w/ Glare Screen:
F.R.#1 = 360 L.Ft.

2) Reinforced Concrete Gutter:
F.R.#1 = 425 L.Ft.

3) C.L.T. Fence:
F.R.#1 = 308 L.Ft.

4) White Edge Line:
F.R.#1 = 2280 L.Ft.
F.R.#2 = 480 L.Ft.
TOTAL = 2760 L.Ft.

5) Yellow Skip Centerline:
F.R.#1 = 469 L.Ft.
F.R.#2 = 90 L.Ft.
TOTAL = 559 L.Ft.

6) Stop Sign "R-1A":
F.R.#1 = 1 Ea.
F.R.#2 = 1 Ea.
TOTAL = 2 Ea.

7) R/W Marker:
F.R.#1 = 8 Ea.
F.R.#2 = 5 Ea.
TOTAL = 13 Ea.

8) Sodding:
F.R.#1 = 1304 Sys
F.R.#2 Incl. Line "NAL"
TOTAL = 1304 Sys.

REV. 4-11-75

REV. 11-25-74 Guard Rail

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(61)	1975	79	339

REV. 5-30-75; ADDED DRIVES AT STA. 173+35 RT. AT STA. 180+50 RT. & "B" BORROW PER ROAD DESIGN.

REV. 3-27-75

TABLE OF QUANTITIES

DETAIL			FOR STRUCTURES REINF. STEEL LBS.	FOR STRUCTURES CLASS "A" CONC. CYS.	DELINEATORS TYPE "D-1" EACH	CEMENT CONCRETE BASE (9") SYS.	INTEGRAL CONC. CURB TYPE "B" L.F.	PLAIN CONCRETE PAVEMENT (10") SYS.	PLAIN CONCRETE PAVEMENT (9") † SYS.	PRIVATE DRIVE PAVEMENT (6") SYS.	PLAIN CONCRETE PAVEMENT (6") SYS.	BITUMINOUS SURFACE TONS	BITUMINOUS BASE TONS	REINFORCING STEEL FOR PAVEMENT LBS.	REINFORCING STEEL FOR STRUCTURES LBS.	TYPE "P" COMP. AGGREGATE BASE TONS	TYPE "P" COMP. AGGREGATE SURF. TONS	SUBBASE CYS.	BITUM. MATERIAL FOR TACK COAT TONS	BITUM. MATERIAL FOR PRIME TONS	ARTIFICIAL LANDSCAPE SURFACING MATERIAL SQ. FT.	BITUM. MATERIAL FOR SEAL, TYPE II TONS	TERMINAL JOINT L.F.	BITUMINOUS CURB L.F.	CONCRETE CURB L.F.	INTEGRAL CONC. CURB L.F.	CONCRETE CENTER CURB TYPE "D" SYS.	REINFORCED CONC. GUTTER L.F.	BITUM. MIXTURE FOR APPROACHES TONS	CONTRACTION JOINT TYPE "D-1" L.F.	1" PREF. EXP. JOINT WITH LOAD TRANSFER L.F.	CONCRETE GUTTER L.F.	GUARD RAIL TYPE "A" L.F.	GUARD RAIL TYPE "B" L.F.	GUARD RAIL TYPE "C" L.F.	GUARD RAIL TYPE "D" L.F.	GUARD RAIL TYPE "E" L.F.	GUARD RAIL TYPE "F" L.F.	GUARD RAIL TYPE "G" L.F.	PAVED SIDE DITCH TYPE A L.F.	PAVED SIDE DITCH TYPE C L.F.	PAVED SIDE DITCH TYPE H L.F.	SODDING SYS.	MONUMENT TYPE "D" EACH	SURFACE REMOVAL SYS.	PAVEMENT REMOVAL SYS.	PAVEMENT BREAKING SYS.	BITUMINOUS BASE (SIZE #53B) TONS	DUMPED RIPRAP TONS	R/W MARKERS EACH	COVER AGGREGATE (SIZE #12) TONS
MAIN LINE	"FFL"-"FFR"-"FF"				18			75,869	6,639			521	505	5,665		670	29	13,241	0.53	29.7				635	110	13,949	882	225		34,142	48	185	85	1995					259		1,701	722	1,060	9,970	17		23,970		5,003	50	121	
	P.R. #1, #2, #3 & #4																																																			
NORTHWESTERN AVE. INTERCHANGE	"NAR"-"NAL"-"NA"							8,267	534		71			2,784				1,842		8			32	598				90		3720	112	150		287						294	435		8,784	12		16,758	667	2,306		23	
S.R. 443 INTERCHANGE	N. RAMP; S. RAMP "S-4-FF"							11,131	486			30	79	3,713		256		2,480	0.22	11.9			60	1089	150	65	7	200		3010	72	108	152.5		1,331					450	516		9151			486		2,974		17	
"S-1-FF"																																																				
"S-2-FF"							200																																					294	2						15	
"S-3-FF"																																																			6	
RETAINING WALLS			51,077	878																							40																		837				7	
																																667																				
INCIDENTAL CONST.	"P.R. #1" (WEST OF WABASH RIVER BRIDGE)							5,316	679					1,428				1009		4.30			24							2392																							
APPROACH TABLE	(SHEET NO. 78)							4,015		1,755	281	215	559	1,070		3,150	181	699	0.6	11.2				53	360	1283		425	503	1762						480			473			300	1		2,939		1,106		24	
																																											1304							13	
FOR MAINTAINING TRAFFIC AT DRIVES (UNDISTRIBUTED QUANTITIES)																																																				
TOTAL			51,077	878	18		200	104,598	8338	1,755	352	766	1,143	14,660		3574	210	21,321	2.35	68.10			116	2305	620	15,297	929	940	703	47,016	232	1110	237.5	1331		480		259	1,217	2,652	722	1,060	29,803	32		44,990	667	11,463	50	226	

† INCLUDES QUANTITIES FOR MAINTAINING TRAFFIC

400
Temporary Runaround
From Sta. 187+50 to Sta 198+00 "FF" Lt.

												131	522			1643				3.5																																
MAINLINE																																																					
CLASS III DRIVE AT	STA. 173+35 RT.		CONCRETE MEDIAN BARRIER ADDED					4-11-75				2305 L.FT.																																								
CLASS III DRIVE AT	STA. 180+50 RT.									57						24				0.13									14																							
		TOTAL	(ADDED TO SHEET NO. 53)							43						18				0.09									11																							
ADDITIONAL QUANTITIES										100						42				0.22									25																							

MONUMENT, TYPE "B"	4 EA.
MONUMENT, TYPE "C"	3 EA.
CONDUIT 2"	2104 L.FT.
HANDHOLE	6 EA.
12" HAND LAID RIPRAP	150 SYS.
STD. BARRICADE, TYPE III	9 EA.
CONSTRUCTION SIGNS TYPE "A"	20 EA.
RUMBLE STRIP (UNDISTRIBUTED)	500 L.FT.

"B" BORROW:

BALANCE NO. 1	=	4,207 CYS	
BALANCE NO. 5	=	2,794 "	
BALANCE NO. 6	=	1,958 "	
SHEET NO. 53	=	1,160 "	
SHEET NO. 55	=	705 "	
SHEET NO. 70	=	785 "	
SHEET NO. 71	=	125 "	
SHEET NO. 80	=	~~16,357~~ "	16,663
TOTAL	=	~~28,121~~ CYS. (28,397)	
"B" Borrow			= 8959 CYS.
"B" Borrow for Structures Backfill			= ~~7762~~ CYS. (19,438)

CLASS "A" CONCRETE IN STRUCTURES (RETAINING WALLS)

SHEET NO. 53	=	310.8 CYS
SHEET NO. 55	=	243.0 "
SHEET NO. 70	=	274.0 "
SHEET NO. 71	=	50.1 "
TOTAL	=	877.9 CYS.

REINFORCING STEEL FOR STRUCTURES (RETAINING WALLS)

SHEET NO. 53	=	23,288 Lbs.
SHEET NO. 55	=	11,759 Lbs.
SHEET NO. 70	=	12,812 Lbs.
SHEET NO. 71	=	3,208 Lbs.
TOTAL	=	51,077 Lbs.

STRUCTURE DATA

REV. 5-30-75; STRUCTURES PER ROAD DESIGN

REV. 4-11-75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	80	339

STRUCTURE NUMBER	LOCATION	LINE LOCATION	GROUP	SIZE IN.	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	Method Of Backfill	"B" BORROW CU.YDS.	THICKNESS STEEL IN.	THICKNESS ALUMINUM IN.	CULV. END SECT. EACH	CONNECT TO STRUCTURE	REMARKS	PLANS ON SHEET NO.
* 49A	51+50 Rt.	S-2-FF	L	12	Std. Inlet Type "J-10"	30		2.5	711.86			A	6				49C		
* 49B	51+60 Lt.	S-2-FF	L	12	Std. Inlet Type "J-10"	18		2.5	712.06			A	4				49C		36
* 49C	51+60 Lt.	S-2-FF	L	15	Std. M.H. Type "A-4"	6						A	3						36
																		Construct M.H. on Existing 15" Storm Sewer Connect to Existing Pipe.	36
10	109+15	FFL		30	Reinforced Conc. Pipe Lt.	16' Lt		4.0	690.00	689.85		A		0.064		1		Connect to Existing Structure in Place	17
				30	Reinforced Conc. Pipe Rt.	26' Rt		5.0	689.25	688.90		A		0.064		1		Connect to Existing Structure in Place	17
11	109+16 Lt.	FFL	L	10		12						A	5				12		17
12	109+16.50 Lt.	FFL			Construct M.H. Type B-4 Existing Field Tile														17
13	107+66.44 Lt.	FFR			Exist. Drop Inlet														
13A	115+14.38 Rt.	PR 1	O	12		34'		2.0	699.85	699.71		B		0.064	0.060	2		Adjust Casting to Grade	18
14	119+35	FFL		18	Reinforced Conc. Pipe Lt.	26'		2.0	700.45	700.32				0.064				Connect to Existing Structure in Place	49
15	119+40.27 Rt.	FFL	A	12	Std. Inlet Type "P-12-A"	6		3.0	701.26	699.75		A		0.064				Connect to Existing Structure in Place	49
16	118+00	FFR	A	18		142	30°	3.5	697.00	696.00		A		0.064		2			49
17	127+05	FFL	A	36		290	60°	7.0	702.00	698.60		A		0.064		2			49
18	124+50	FFR	A	36		100		3.0	698.40	696.00		A		0.064		2			49
19	127+00.40 Rt.	FFL	A	15	Std. Inlet Type "P-12-A"	32		3.0	702.55	702.21		A		0.064			17		49
20	124+96.5	FFR		6	Perf. F.B.C.C.S.	256								0.052			21	Perf. Pipe For Retaining Wall	49
21	127+61.5	FFR		6	F.B.C.C.S./P.I.	86			697.50	697.16				0.064			24		49
22	128+28.0	NAL		6	Perf. F.B.C.C.S.	65								0.052					
				6	F.B.C.C.S./P.I.	72								0.064			23	End Bent Subsurface Drainage @ Bridge	49
23	127+56.34 Lt.	FFR	A	12	Std Inlet Type D-6	6						A		0.064		1		Outlet Left Line "FFR"	49
24	128+20.32 Rt.	FFR	L	42	Std. M.H. Type D-4	230		5.0	696.99	694.50	1.25	A	443					10 Sys. 12" Hand Laid Rip Rap at Outlet End	49
25	128+20.40 Rt.	FFR	L	12	Std C.B. Type E-7	8		5.0	702.57	695.00		A	6				24		
25A	130+80.33 Rt.	NAR	L	12	Inlet Type "P-12A"	360		2	706.20	702.40		A	89			1			49
26	129+33	NAR		6	Perf. F.B.C.C.S.	378								0.052			24	Perf. Pipe For Retaining Wall	49
27	131+47	NAL		6	Perf. F.B.C.C.S.	65								0.052					
				6	F.B.C.C.S./P.I.	90								0.064			28	End Bent Subsurface Drain @ Bridge	49
28	131+00.40 Rt.	FFR	L	12	Std. C.B. Type E-7	8		10.0	704.86	700.00		A	12				29		
29	131+00.22 Rt.	FFR	L	42	Std. M.H. Type D-4	274		3.0	698.45	696.99		A	375						49
29A	130+70.35 Rt.	NAR			Std. M.H. Type B-4												24		
30	134+00.52 Rt.	NAL	A	12	Std. Inlet Type "P-12-A"	122		10.0	709.50	709.00		A		0.064		1		Construct M.H. Over Exist. 10" San. Sewer	49
31	139+07.30 Lt.	NAL	A	12	Std Inlet Type F-7	280		4.0	712.70	712.15		A		0.064		1			49
32	138+00.25 Lt.	NAR	A	12	Std Inlet Type "P-12-A"	72		4.0	712.99	712.70		A		0.064			31		49
33	132+70.22 Rt.	PR #1	L	42	Std. M.H. Type D-4	164		8.0	699.35	698.45		A	478				29		49
34	134+75.14 Lt.	FFL	L	12	Std Inlet Type J-10	72		5.0	705.96	705.36		A	52				35		49
35	134+90.14 Lt.	PR #2	L	12	Std C.B. Type K-11	48		8.5	705.11	701.50		A	60				36		49
36	134+90.39 Rt.	PR #2	L	42	Std M.H. Type D-4	214		6.0	700.47	699.33		A	487				33		49
36A	136+25.61 Rt.	FFR		15	FBCCS/P.I.	140		1.5	710.20	709.00							36	Connect to Exist. 15" CMP	49
37	137+50.18 Lt.	PR #3	L	12	Std Inlet Type J-10	38		2.0	706.86	706.56		A	12				38		49
38	137+50.27 Lt.	PR #2	L	12	Std C.B. Type K-11	136		8.5	706.31	704.00		A	172				41		49
39	49+33.14 Lt.	S-1-FF	L	12	Std Inlet Type J-10	42		2.5	705.97	705.57		A	16				40		49
40	49+38.30 Rt.	S-1-FF	L	12	Std. C.B. Type K-10	120		9.5	705.32	704.00		A	172				41		49
41	138+80.36 Rt.	PR #2	L	36	Std. M.H. Type D-4	384		7.5	702.90	700.87		A	897				36		49
41A	50+80.11 Lt.	S-1-FF		15	FBCCS/P.I. & Std. M.H. Type A-4	60		1.5	712.20	711.50							31	Construct M.H. Over Exist. 12" CMP	49
42	49+75.6 Rt.	S-1-FF			Reconstruct M.H. in Place	2												Adjust Casting to Grade	49
43	50+58.36 Rt.	S-1-FF	L	12	Std C.B. Type K-10	6		2.5	708.15	704.00		A	2				41		49
44	139+85.12 Lt.	PR #2	L	12	Std Inlet Type J-11	124		3.5	708.90	708.40		A	64				43		49
45	141+85.22 Lt.	PR #3	L	12	Std Inlet Type J-10	58		1.5	709.87	708.28		A	15				46		49
46	141+50.14 Lt.	PR #2	L	12	Std C.B. Type K-11	46		6.5	708.03	705.40		A	43				47		49
47	141+50.34 Rt.	PR #2	L	36	Std. M.H. Type D-4	266		8.0	704.20	702.90		A	660				41		49
48	51+80.3 Lt.	S-2-FF			Std M.H. Type A-4														49
49	50+74.10 Lt.	S-2-FF			Exist. Sewer M.H.													Construct M.H. on Existing 15" Storm Sewer	21
																		Reconstructed M.H. 2.0'	21
32A	136+82.25 Lt.	NAL			Exist. Sanitary M.H.													Adjust Casting To Grade	49
32B	136+98.34 Lt.	NAL			Exist. Sanitary M.H.													Adjust Casting To Grade	49
32C	140+8.18 Lt.	NAL			Exist. Sanitary M.H.													Adjust Casting To Grade	49

STRUCTURE NUMBER	LOCATION	LINE LOCATION	GROUP	SIZE IN.	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	Method Of Backfill	"B" BORROW CU.YDS.	THICKNESS STEEL IN.	THICKNESS ALUMINUM IN.	CULV. END SECT. EACH	CONNECT TO STRUCTURE	REMARKS	PLANS ON SHEET NO.
* 69A	160+25.51 Rt.	FF	L	18	Std. C.B. Type "E-7"	3		4.0	712.17	711.92		A	1				69-B		38
* 69B	160+25.45 Rt.	FF	L	24	Std. M.H. Type "A-4"	295		4.0	710.75	709.85		A	179				69-C	Remove C.Basin & Pipe in Place	38
* 69C	163+20.55 Rt.	FF	L	24	Std. M.H. Type "A-4"	150		5.0	709.86	709.41		A	95				75		38
50	143+60.36 Lt.	FF	L	12	Std. Inlet Type J-10	84		1.5	709.55	709.05		A	22				51		21
51	143+60.50 Rt.	FF	L	12	Std. C.B. Type K-10	20		8.0	708.80	706.00		A	24				52		21
52	143+65.58 Rt.	FF	L	36	Std M.H. Type D-4	210		8.5	704.89	704.20		A	551				47	10 Cyds. Cl. "A" Conc. For Encasement Of 12" San. Sewer @ Sta. 50+68 "S-2-FF" 15' Lt.	21
53	145+90.36 Lt.	FF	L	12	Std Inlet Type J-10	70		1.5	710.89	710.30		A	18				54		21
54	145+90.36 Rt.	FF	L	12	Std. C.B Type K-10	8		7.0	710.05	707.00		A	8				55		21
55	145+86.42 Rt.	FF	L	36	Std. M.H. Type D-4	215		8.5	705.59	704.89		A	564				52		21
56	148+96.36 Lt.	FF	L	12	Std. Inlet Type J-10	74		1.5	711.56	709.26		A	20				57		21
57	148+75.36 Rt.	FF	L	12	Std C.B. Type K-10	8		6.5	709.00	708.00		A	10				58		21
57-A	151+45.59 Rt.	FF	L	15	C.B. in Place	195		2	713.48			A	30				61-A	75 Tons Bit. Mixt. for Patching Req'd.	31
58	148+70.42 Rt.	FF	L	36	Std M.H. Type D-4	282		6.5	706.50	705.59		A	580				55		21
59	152+10.36 Lt.	FF	L	12	Std Inlet Type J-10	70		1.5	711.00	710.50		A	18				60		21
60	152+10.36 Rt.	FF	L	12	Std C.B. Type K-10	8		5.0	710.25	709.00		A	6				61		21
61	152+05.42 Rt.	FF	L	30	Std M.H. Type A-4	332		6.5	707.97	706.90		A	565				58		21
61A	153+39.4 56 Rt.	FF	L	18	Std. C.B. Type A-2	6		3				A	3					Connect to Existing Pipe	31
62	155+10.36 Lt.	FF	L	12	Std. Inlet Type J-10	70		1.5	711.80	711.30		A	18				63		21
63	155+10.36 Rt.	FF	L	12	Std. C.B. Type K-10	8		5.0	711.05	710.00		A	6				64		21
64	155+05.42 Rt.	FF	L	24	Std M.H. Type A-4	296		6.5	709.55	708.57		A	403				61		21
65	157+50.52 Lt.	FF	L	12	Std. Inlet Type F-7	54 ~~72~~		1.0	713.30 ~~713.70~~	712.26 ~~713.09~~		A	~~5~~ 6				66		21
66	157+00 ~~58~~.36 Lt.	FF	L	12	Std Inlet Type M-10	70		1.5	712.26 ~~712.20~~	712.05 ~~711.48~~		A	18				67		21
67	157+00 ~~58~~.36 Rt.	FF	L	18 ~~12~~	Std Inlet ~~C.B.~~ Type ~~K-10~~ M-10	8		4.5	711.80 ~~711.20~~	711.64 ~~710.67~~		A	5				68		21
68	157+05 ~~48~~.12 Rt.	FF	L	24 ~~18~~	Std C.B. ~~M.H.~~ Type A-4	320 ~~231~~		4.0 ~~6.0~~	711.39 ~~710.80~~	710.75 ~~709.79~~		A	192 ~~243~~				69B ~~64~~		21
69	158+75.52 Lt.	FF	L	12	Std Inlet Type E-7	124		1.0	713.70 / 714.30	713.30 / 713.70		A	25				65		21
70	49+28.23 Rt.	S-3-FF	L	12	Std. Inlet Type J-10	44		1.0	711.78	711.28		A	9				71		21
71	49+28.23 Lt.	S-3-FF	L	12	Std C.B. Type K-10	36		4.5	711.03	710.10		A	24				75		21
72	50+71.23 Rt.	S-3-FF	L	12	Std Inlet Type J-10	44		1.0	711.79	711.29		A	9				73		21
73	50+71.23 Lt.	S-3-FF	L	12	Std. C.B. Type K-10	186		2.5	711.04	710.10		A	48				75		21
73A	50+80.30 Rt.	S-3-FF	L	18	Std. M.H. Type A-4	6						A	3					Construct M.H. on Existing 18" Storm Sewer	38
74	51+80	S-3-FF			Std M.H. Type A-4													Construct M.H. On Existing 12" Storm Sewer	21
75	164+25.52 Lt.	FF	L	30	Std. M.H. Type A-4	286		3.0	709.41 ~~709.85~~	708.98 ~~709.46~~		A	257				79		21
~~76~~	~~165+31.60 Lt.~~	~~FF~~	~~L~~	~~24~~	~~Std M.H. Type A-4~~	~~188~~		~~4.0~~	~~709.41~~	~~708.34~~							~~79~~		
77	167+20.36 Rt.	FF	L	12	Std. Inlet Type J-10	70		1.5	711.10	710.82		A	18				78		
78	167+20.36 Lt.	FF	L	12	Std C.B. Type K-10	12		5.0	710.57	710.00		A	9				79		21
78A	169+00 ℄	FF			Std M.H. Type A-4				708.98	708.32									21
79	167+12.05 Lt.	FF	L	30	Std M.H. Type A-4	438		2.0	~~709.46~~	~~708.76~~		A	300				82	Construct M.H. Over Existing 18" Storm Sewer	21
80	171+50.36 Rt.	FF	L	12	Std Inlet Type J-10	42		3.0	709.86	709.00		A	19				81		21
81	171+50.8 Lt.	FF	L	12	Std C.B. Type K-11	36		5.0	709.00	708.76		A	26				82		22
82	171+55.45 Lt.	FF	L	30	Std M.H. Type A-4	340		2.0	708.32 ~~708.76~~	706.60 ~~707.04~~		A	232				85		22
83	175+00.36 Rt.	FF	L	12	Std Inlet Type J-10	40		3.0	707.82	707.40		A	18				84		22
84	175+00.6 Lt.	FF	L	12	Std C.B. Type K-11	44		6.5	707.40	707.10		A	56				85		22
85	175+20.63 Lt.	FF	L	30	Std M.H. Type A-4	118		2.0	706.60 ~~707.04~~	705.92 ~~706.38~~		A	81				88	10 Cyds Cl "A" Conc. For Encasement Of 24" San. Sewer At Sta. 175+85 "FF" 49' Lt.	22
86	176+21.36 Rt.	FF	L	12	Std Inlet Type J-10	36		1.5	706.80	706.45		A	10				87		22
87	176+21 ℄	FF	L	12	Std Inlet Type "H-5" ~~C.B. Type K-11~~	44		6.0	706.23	705.70		A	39				88		22
88	176+21.47 Lt.	FF	L	36	Std. M.H. Type A-4	144		2.0	705.70	704.87		A	125				90		22
89	177+70.36 Rt.	FF	L	12	Std C.B. Type K-10	74		8.0	707.88	705.70		A	88				90		22
89A	177+60.45 Rt.	FF	L	12	Std. Inlet Type E-7	10		3.0	709.5	707.88		A	5				89	Grate Elev. 711.0	22

* OUT OF SEQUENCE

TOTAL:

"B" BORROW	=	16,663 ~~16,387~~ CYS.
CONCRETE CLASS "A" IN STRUCTURES	=	7.48 CYS.
12" HAND LAID RIP-RAP	=	10 SYS.
SODDING	=	10 SYS.
P.S.D. TYPE "A"	=	22 L.FT.
CLASS "A" CONC. IN STRUCTURES FOR ENCASEMENT	=	20 CYS.
BITUM. MIX. FOR PATCHING	=	75 TONS

LEGEND FOR ABBREVIATIONS

F.B.C.C.S/P.I. – FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.
F.B.C.C.A.A/P.I. – FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.
F.B.C.C.S – FULLY BITUMINOUS COATED CORRUGATED STEEL.
F.B.C.C.A.A – FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY.
C.S – CORRUGATED STEEL.
C.A.A – CORRUGATED ALUMINUM ALLOY.
S.P.S – STRUCTURAL PLATE STEEL.
F.B.C.C.S.A/P.I. – FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A.A/P.I. – FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH WITH PAVED INVERT.
F.B.C.C.S.A – FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
F.B.C.C.A.A.A – FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH.
C.S.A – CORRUGATED STEEL ARCH.
C.A.A.A – CORRUGATED ALUMINUM ALLOY ARCH.
S.P.S.A – STRUCTURAL PLATE STEEL ARCH.

Mo.A.T. 1/66

JANUARY, 1966

REV. 11-5-73: Delete Drive, Temp. R/W, & Pipe per L.A. Dept. lette

REV. 4-11-75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	81	339

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION	LINE LOCATION	GROUP	SIZE IN.	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU. YDS.	Method Of Backfill	"B" BORROW CU. YDS.	THICKNESS STEEL IN.	THICKNESS ALUMINUM IN.	CULV. END SECT. EACH	CONNECT TO STRUCTURE	REMARKS	PLANS ON SHEET NO.
90	177+70.41Lt	FF	L	42	Std. M.H. Type D-4	370		8.0	704.47	703.46		A	1078				94		22
91	181+00.34Rt	FF	L	12	Std. Inlet Type J-10	32		1.5	710.89	710.21		A	10				92		22
92	181+00 ℄	FF	L	12	Std Inlet Type ~~R-13~~ "H-5"	32		1.5	709.90	705.62		A	10				93		22
93	181+00.34Lt	FF	L	12	Std C.B. Type K-10	8		11.5	709.62	709.00		A	5				94		22
94	181+05.41Lt	FF	L	42	Std M.H. Type D-4	344		11	703.46	702.41		A	1355				98		22
95	185+00.46Rt	FF	L	12	Std Inlet Type J-10	96		1.5	713.45	713.10		A	25				96		65
96	184+50 ℄	FF	L	12	Std. Inlet Type ~~R-13~~ "H-5"	32		1.5	713.10	712.52		A	10				97		65
97	184+50.34Lt	FF	L	12	Std. C.B. Type K-10	18		15.0	712.27	702.41		A	5				98		65
98	184+55.48Lt	FF	L	42	Std. M.H. Type D-4	294		15.0	702.41	701.93		A	1435				101		65
99	187+50.47Rt	FF	L	12	Std Inlet Type J-10	88		1.5	715.30	714.82		A	23				100		65
100	187+50.49Lt	FF	L	12	Std. C.B. Type K-10	20		10.0	714.57	704.10		A	16				101		65
101	187+55.58Lt	FF	L	42	Std M.H. Type D-4	224		17.0	701.33	700.50		A	306				105		65
102	10+08.25,30Rt	N.E.R.	L	12	Std Inlet Type E-7	62		3.5	714.47	713.75		A	32				104		65
103	11+00.25Rt	N.Ex.R.	L	12	Std Inlet Type E-7	66		3.5	714.37	713.75		A	34				104		65
104	189+85.73Lt	FF	L	15	Std C.B. Type A-2	20		6.0	713.50	713.10		A	20				105		65
105	189+85.60Lt	FF	L	42	Std M.H. Type D-4	314		17.0	700.50	699.36		A	428				111		65
106	11+77.15Rt	N.Ex.R.	L		Reconstruct M.H. In Place	2.5						A						Adjust Casting to Grade	65
107	11+40.75Lt	N.E.R.	L	12	Std Inlet Type T-14	22		3.5	716.72	716.00		A	12			1		Outlet Lt @ Sta. 11+15 N.Ent. Ramp	65
108	13+75.25Lt	N.E.R.	L	12	Std. Inlet Type S-14	234		3.5	717.59	716.72		A	120				107		65
109	193+25.34Rt	FF	L	12	Std. Inlet Type J-10	78		2.5	712.33	711.82		A	30				110		65
110	193+25.46Lt	FF	L	12	Std. C.B. Type K-10	28		5.0	711.57	711.10		A	50				111		65
111	193+05.62Lt	FF	L	42	Drop M.H. Type D-4	314		18	696.10	693.03		A	428				127		65
112	15+82.2Rt	N.Ex.R.	L	12	Std. Inlet Type R-13	68		1.5	718.77	718.34		A	15			1		Outlet Into Rt. Ditch @ Sta 15+25 N.Exit R.	65
113	4+80.20Rt	S.Ex.R.	L	12	Std. Inlet Type F-7	106		4.5	709.50	707.50		A	69				114		65
114	5+50.60Lt	S.Ex.R.	L	15	Std. Inlet Type F-7	108		3.0	707.50	702.25		A	54				115		65
115	5+27.38Rt	S.E.R.	L	15	Std C.B. Type E-7	36		1.5	702.00	700.92		A	11				116		65
116	196+00.34Rt	FF	L	18	Std Inlet Type J-10	78		3.5	700.67	699.51		A	50				117		65
117	196+00.46Lt	FF	L	18	Std C.B. Type K-10	32		8.0	699.26	698.80		A	36				127		65
118	196+25.68Lt	FF	L	12		10		10.0				A	16				127	Existing 12" Storm Sewer is Connected to Str. No 127	65
119	4+17.38Rt	S.Ex.R.		6	Perf. F.B.C.C.S.	368			710.50	710.00				0.052			113	1-T Req'd @ Sta. 4+80; Pipes On Both Sides Of Retaining Wall Flow From Sta. 5+85, El. 710.50 Around Retaining Wall Sta. 4+80 Min. Grade -0.2%	65
120	7+79.67Rt	S.R.		6	Perf. F.B.C.C.S.	398			710.50	710.00				0.052			123	1-T Req'd @ Sta. 7+48; Pipes On Both Sides Of Retaining Wall Flow From Sta. 5+85, El. 710.50 Around Retaining Wall Sta. 7+48 Min. Gr. -0.2%	65
121	6+92.2Rt	S.R.		6	Perf. F.B.C.C.S.	102			708.30	707.90									
				6	F.B.C. Non Perf. C.S. or F.B.C. Non Perf. C.A.A.	46			707.90	707.50				0.052			114	Perf. Pipe On Lt. Side Of Retaining Wall; 1-T Req'd	65
122	6+92.2Lt	S.R.		6	Perf. F.B.C.C.S.	102			708.30	707.90				0.052			121	Perf. Pipe On Rt. Side Of Retaining Wall	65
123	7+48.53Rt	S.R.	L	12	Std Inlet Type F-7	52		6.0	709.50	709.00		A	46				124		65
124	7+50 ℄	S.R.	L	15	Std Inlet Type R-13	158		12.0	709.00	698.64		A	319				125		65
125	4+80.28Lt	S.E.R.	L	18	Std Inlet Type F-7	84		4.0	698.64	698.26		A	60				126		65
126	196+25 ℄	FF	L	18	Std ~~C.B. Type S-14~~ Inlet Type "H-5"	66		9.0	698.01	697.50		A	85				127		65
127	196+25.64Lt	FF	M	42	Drop M.H. Type D-4	230		27.0	674.51	672.30			314				139		65
128	51+14.5,20.6Rt	S-4-FF	L	12	Std. Inlet Type J-A							A					129	For Std. Grate Type "A", See Misc. Road Std. MB4 (By Others)	65
129	51+15.5,21Lt	S-4-FF	L	12	Std Inlet Type W-A							A					130	For Std Grate Type "A", See Misc. Road Std. MB4 (By Others)	65
130	198+50.50Rt	FF	L	12	Std Inlet Type M-10	48		1.5	687.49	687.01		A	13				131		65
131	198+50 ℄	FF	L	15	Std Inlet Type R-13	44		2.0	687.01	686.57		A	16				132		65
132	198+50.46Lt	FF	L	15	Std C.B. Type K-10	20		6.0	686.32	686.00		A	8				139		65
173	215+50	P.R.1		60		210												Constr. Under Bridge Proj.	23
174	218+00	P.R.1		60		246												Constr. Under Bridge Proj.	23
175	219+00	P.R.1		12	Std Inlet Type E-7	250												Constr. Under Bridge Proj.	23

S.A.T. 1/66

STRUCTURE NUMBER	LOCATION	LINE LOCATION	GROUP	SIZE IN.	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU. YDS.	Method Of Backfill	"B" BORROW CU. YDS.	THICKNESS STEEL IN.	THICKNESS ALUMINUM IN.	CULV. END SECT. EACH	CONNECT TO STRUCTURE	REMARKS	PLANS ON SHEET NO.
133	44+96.23Lt	S-4-FF																Adjust Casting to Grade	65
134	19+50.52Lt	N.E.R.	L	12	Std Inlet Type E-7	96		4.0	716.83	708.25		A	56				138		65
135	48+39.40Lt	S-4-FF	L	12	Std Inlet Type F-7	86		6.5	714.30	708.25		A	82				138		65
136	48+69.22Lt	S-4-FF	L	12	Std Inlet Type S-14	36		5.0	718.87	714.30		A	26				135		65
137	49+69.29Rt	S-4-FF	L	12	Std Inlet Type R-13	44		4.5	719.06	718.87		A	29				136		65
138	19+50.50Rt	N.Ex.R.		15	F.B.C.C.S. & Std. C.B. Type E-7	94		5.0	713.70	687.00				0.064			139	1-22° Bend Req'd.	65
139	198+55.53Lt	FF	M	42	Drop MH. Type D-4	294		24.0	664.70	661.82			401				154		65
140	48+75	S-4-FF		6	Perf. F.B.C.C.S.	52								0.052					65
				6	F.B.C.C.S./P.I.	40								0.064			138	1-T Req'd	
141	51+25	S-4-FF		6	Perf. F.B.C.C.S.	62								0.052			129		65
142	9+67 ℄	S.R.	L	12	Std Inlet Type R-13	72		1.5	715.08	714.15		A	19				143		65
143	52+05.58Lt	S-4-FF		15	F.B.C.C.S./P.I. & Std. Inlet Type F-7	210		4.0	714.15	669.50				0.064		1		2-11° Bends Req'd.; Outlet Into Rt. Ditch @ Sta 201+50 Line "FF" 12 L.Ft. of P.S.D. Type "A" & 4; Suds. of Sodding Req'd. Rt.	65
144	66+83.75Rt	SR443	D	12		50		0.5	721.80	721.55		B		0.064	0.060	2			28
145	66+40.65Rt	SR443	D	12		30		1.0	721.53	721.38		B		0.054	0.060	2			28
146	66+33.65Rt	SR443						1.5										Adjust Casting to Grade	65
147	66+55.5Lt	SR443	D	12		24		1.0				B		0.064	0.060	2			28
~~148~~	~~65+16.98Rt~~	~~SR443~~	~~D~~	~~12~~		~~24~~		~~1.0~~	~~720.96~~	~~720.86~~		~~B~~				~~2~~			28
149	64+60.31Rt	SR443	D	12		36		1.0	720.69	720.51		B		0.064	0.060	2			28
150	63+80	SR443	D	12		24		2.0	719.95	719.80		B		0.064	0.060	2		7' Rt. to Lt. Ditch	28
151	201+00.52Rt	FF	A	12	Std Inlet Type J-10	56		4.0	671.54	669.50		A		0.064		1		Outlet Into Rt. Ditch @ Sta. 201.50	65
152	201+50.4Rt	FF	L	12	Std. Inlet Type "P-12-A"	48		1.5	669.40	669.01		A	13				153		65
153	201+50.46Lt	FF	L	12	Std. C.B. Type K-10	24		7.0	668.76	668.40		A	9				154		65
154	201+55.69Lt	FF	M	42	Drop M.H. Type D-4	344		23	647.22	643.86	1.25		469				158		65
155	203+70.10Rt	FF																Clean Existing Box Culvert In Place	65
156	205+00.32Rt	PR4	L	12	Std. Inlet Type "P-12-A"	56		1.5	648.71	648.27		A	15				157		23
157	205+00.26Lt	PR4	L	12	Std. C.B. Type K-10	12		6.0	648.02	645.53		A	6				158		23
158	205+05.38Lt	PR4	L	42	Std. M.H. Type D-4	134		25	643.86	624.80	1.25	A	183					Outlet Into Lt Ditch @ Sta. 206+00	23
159	205+17.97Rt	PR4																Intercept Rt. Draw Water & Adjust Casting @ El. 650.90	23
160	205+31.30Lt	PR4	A	48		160	60°	13.0	615.52	610.50	1.42	A		0.064				Connect to Existing Box Culv. & Outlet Into Lt. Ditch @ Sta. 206+50	23
161	206+00.28Lt	PR4	B	12	Std. Inlet Type S-14	42		23.0	644.24	613.64				0.064			160		23
162	206+50 Rt	EBL	A	12	Std. Inlet Type S-14	274		1.5	640.96	623.01		A		0.064			164		23
163	207+50,34.5Rt	PR4		12	F.B.C.C.S./P.I. & Std. Inlet Type "P-12-A"	162		3.5	633.46	607.70				0.064		1		2-18° Bends Req'd 4 L.Ft. of P.S.D. Type "A", 2 Suds of Sodding Req'd Rt.	23
164	209+85.22Rt	EBL	A	12	Std Inlet Type T-14	54		2.0	623.01	621.90		A		0.064		1		Outlet @ Sta. 209+50	23
165	210+00,34.5	PR4		12	F.B.C.C.S./P.I. & Std. Inlet Type "P-12-A"	138		3.5	618.46	600.80				0.064		1		2-18° Bends Req'd 4 L.Ft. of P.S.D. Type "A" & 2 Suds. of Sodding Req'd Lt.	23
166	213+00,34.5Rt	PR4		12	F.B.C.C.S./P.I. & Std Inlet Type "P-12-A"	108		3.0	600.46	592.50				0.064		1		2-18° Bends Req'd 3 L.Ft. of P.S.D. Type "A" & 1 Suds. of Sodding Req'd Lt.	23
167	213+08 EBL	EBL		60	Reinf. Conc. Pipe	36		11.5	571.00	565.85	1.78	A		0.109				Connect to Existing 4'x4' Box Culv.	23
167A	215+04.7	FF			Std. M.H. Type F-4													By Others	23
168	212+02	PR4		60	Reinf. Conc. Pipe	50 Rt.	45°	17.0	578.00	570.00	1.78	A						Connect to Existing 4'x4' Box Culv @ Sta. 212+02	23
				60	S.P.S. By Others —		45°	57.0	533.30	532.10				Ts. 0.188 Bot. 0.188				Flow from Existing 4'x4' Box Culv. @ Sta. 215+47	
169	216+00,34.5Rt	PR4		12	F.B.C.C.S./P.I. & Std. Inlet Type "P-12-A"	230		4.0	584.68	538.60				0.064		1		2-18° Bends Req'd 3 L.Ft. of P.S.D. Type "A" & 1 Suds of Sodding Req'd Lt.	23
171	218+89.22Lt	PR4	A	12	Std Inlet Type R-13	38		1.5	576.65	575.53		A		0.064			170		
170	218+89.18Rt	PR4		12	F.B.C.C.S./P.I. & Std Inlet Type R-13	12		2.5	575.28	574.20				0.064		1		1-12" T Req'd	23
172	221+50.20Rt	PR4	A	24								A						Clean Exist Str. & Construct Outlet Ditch	23

LEGEND FOR ABBREVIATIONS

F.B.C.C.S/P.I. — FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.
F.B.C.C.A.A/P.I. — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.
F.B.C.C.S. — FULLY BITUMINOUS COATED CORRUGATED STEEL.
F.B.C.C.A.A. — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY.
C.S. — CORRUGATED STEEL.
C.A.A. — CORRUGATED ALUMINUM ALLOY.
S.P.S. — STRUCTURAL PLATE STEEL.
F.B.C.C.S.A/P.I. — FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A.A/P.I. — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH WITH PAVED INVERT.
F.B.C.C.S.A. — FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
F.B.C.C.A.A.A. — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH.
C.S.A. — CORRUGATED STEEL ARCH.
C.A.A.A. — CORRUGATED ALUMINUM ALLOY ARCH.
S.P.S.A. — STRUCTURAL PLATE STEEL ARCH.

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(61)		81	338	

* REV. 5-30-75

FEDERAL ROAD REGION NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	U-74(61)	1975	82	339

UNDERDRAIN DRAINAGE & SPECIAL GRADE TABLE

LINE	EASTBOUND OR WESTBOUND PAV	EDGE LEFT	EDGE RIGHT	STATION	TO STATION	OUTLET THRU STR.	LENGTH OF GROUP "K" PIPE "6" FT.	LENGTH OF NON-PERF. F.B.C.C.S. OR F.B.C.C.A.A. PIPE "6" FT.	CONNECTION REQUIRED EA.	CONNECTION REQUIRED EA.	DELINEATOR POST TYPE D-1 EA.	SODDING REQ'D. SYS.	DRAINS AHEAD	DRAINS BACK	SPECIAL GRADES FROM STA.	FROM ELEV.	TO STA.	TO ELEV.	% OF GRADE	CONNECT TO STR.*	REMARKS	OUTLET LEFT	OUTLET RIGHT
FFL		✓		106+65	111+95	✓	530	36		1	1	2		✓									
FFL		✓		112+00	119+00	✓	700	36	1		1	2		✓									
FFL		✓		119+35	129+00	✓	955	28		1	1	2		✓									
FFL		✓		129+35	134+70	✓	535	28		1	1	2		✓									
FFL		✓		134+75	137+50		275	4		1				✓						34			
PR#3		✓		137+50	141+45		395	4		1				✓									
PR#3		✓		141+50	143+55		205	6		1				✓						37			
FFL			✓	106+58.7	115+58.7	✓	900	62			1	2		✓						45			
PR#1			✓	107+35	117+75	✓	1080	34		1											OUTLET IN LT. DITCH		
PR#2			✓	142+90	143+55		65	6		1	1	2		✓									✓
PR#1		✓		107+35	108+00		95			1			✓		142+90	709.0	143+55	708.57	-0.20	51	SEE LINE "FF" RT.		✓
FFR		✓		115+68	124+65	✓	900	36		1				✓							"Y" to Rt. Underdrn.	✓	
FFR		✓		124+75	134+85	✓	1010	26	1		1	2		✓									
PR#2		✓		134+90	137+45		255	4		1				✓									
PR#2		✓		137+50	139+80		230	12		1				✓						35			
PR#2		✓		139+85	141+45		160	4		1				✓						38			
PR#2		✓		141+50	143+15		165	4		1				✓						44			
																				46			
NAL			✓	115+60	119+20	✓	360	34		1													
NAL		✓		119+15	123+50	✓	435	56		1	1	2		✓									
NAL		✓		136+50	139+05		255	4		1	1	2		✓									✓
NAL		✓		139+10	142+65	✓	355	146	1		1	2	✓		140+38	713.02	142+64	712.56	-0.20	31	RT. DITCH LINE "NAR"		✓
NAR		✓		135+10	137+60		250	110	1	1													
NAR			✓	127+85	133+00	✓	625	20	1					✓	135+10	711.63	136+00	711.81	+0.20		"Y" to Rt. Underdr.		✓
NAR			✓	133+00	140+25		725	70	1		1	2		✓									
NAR				140+25	141+15		90			1				✓	133+00	709.65	140+25	711.75	+0.20	30			✓
FF	W	✓		143+60	145+85		225	4		1				✓	140+25	711.75	141+15	712.36	+0.68		CONNECT TO ABOVE @ 140+25 AT EDGE OF SHOULDER		
FF	E		✓	143+60	145+85		225	4		1				✓						50			
FF	W	✓		145+90	148+70		300	4		1				✓						51			
FF	E		✓	145+85	148+70		285	6		1				✓						53			
FF	W	✓		148+95	152+05		310	4		1				✓						55			
FF	E		✓	148+80	152+05		325	6	1					✓						56			
FF	W	✓		152+10	155+05		295	4		1				✓						57			
FF	E		✓	152+15	155+05		290	6	1					✓						59			
FF	W	✓		155+10	~~157+48~~ 156+95		~~288~~ 185	4	1					✓						60			
FF	E		✓	155+15	~~157+48~~ 156+95		~~230~~ 180	5	1					✓						62			
FF	W	✓		157+~~88~~05	159+50		~~188~~ 245	4												63			
FF	E		✓	157+~~88~~05	159+50		~~185~~ 245	6		1				✓	157+53	712.61	159+50	713.00	+0.20	66			
FF	W	✓		159+50	164+20		470	20		1				✓	157+55	712.11	159+50	712.50	+0.20	67			
FF	E		✓	159+50	167+15		765	90	1				✓		159+50	713.00	162+00	712.46	-0.216	75			
FF	W	✓		164+30	167+10		280	6		1			✓							77			
FF	W		✓	167+20	171+45		425	6		1			✓							79			
FF	E		✓	167+25	171+45		420	90		1			✓							81			
FF	W		✓	171+50	174+95		345	6		1			✓							82			
FF	W		✓	175+05	176+20		115	6		1			✓		174+50	707.60	174+95	707.51	-0.20	84			
FF	E		✓	171+50	176+21		471	6		1			✓		175+05	707.46	176+20	707.23	-0.20	87			
															171+50	708.28	176+21	706.95	-0.28	86			
FF	W		✓	176+25	177+70		145	6		1													
FF	E		✓	176+25	177+70		145	6		1				✓						87			
FF	E	✓		177+75	180+95		320	40		1				✓						88			
FF	W	✓		177+80	180+95		315	6		1				✓						90			
FF	W	✓		181+05	184+50		345	6		1				✓						90			
FF	E	✓		181+05	184+50		345	6		1				✓						93			
FF	E	✓		184+55	187+45		290	46	1					✓						92			
FF	W	✓		184+50	187+45		295	6		1				✓						99			
FF	W	✓		187+55	189+85		230	6		1				✓						95			
FF	E	✓		187+55	189+35		180	50	1					✓						101			
																				131			
FF	W	✓		189+85	193+00		315	16		1			✓										
FF	W	✓		193+25	195+95		270	6		1			✓		189+85	714.05	191+00	713.73	.25	111	CONSTRUCT 4' BELOW SUBGRADE ELEVATION		
FF	E		✓	191+20	195+95		475	80	1				✓							117	CONSTRUCT 4' BELOW SUBGRADE ELEVATION		
FF	W	✓		196+05	198+55		250	8		1			✓							125			
FF	W	✓		198+60	206+00	✓	740	20		1			✓							139	CONSTRUCT 4' BELOW SUBGRADE ELEVATION		
FF	E		✓	196+05	203+50	✓	745	50		1	1	4	✓		205+00	647.24	206+00	642.50			CONSTRUCT 4' BELOW/STA. SUBGRADE ELEV. /205+00		
FF	W		✓	200+00	209+95	✓	995	68		1	1	2	✓								CONSTRUCT 4' BELOW SUBGRADE ELEVATION		
FF	W	✓		206+05	212+90	✓	685	32		1	1	2	✓								OUTLET IN LT. DITCH	✓	
FF	E		✓		209+25		575	4		1	1	2	✓										
PR#1	W	✓		212+95	218+90	✓	595	40		1			✓							164			✓
PR#1	W		✓	210+05	218+90		925			1	1	20	✓								"Y" to Rt. Underdrn.	✓	
PR#1	E		✓	209+30	218+95	✓	965	30		1	1	2	✓								"Y" to Lt. Underdrn.	✓	

US 52 & SR 443 INTERCHANGE RAMPS NORTH	SOUTH	EXIT	ENTRANCE	EDGE LEFT	EDGE RIGHT	STATION	TO STATION	LENGTH OF GROUP "K" PIPE FT.	LENGTH OF NON-PERF. F.B.C.C.S. OR F.B.C.C.A.A. PIPE FT.	CONNECTION REQUIRED EA.	CONNECTION REQUIRED EA.	DELINEATOR POST TYPE D-1 EA.	SODDING REQ'D SYS.	DRAINS AHEAD	DRAINS BACK	SPECIAL GRADES FROM STA.	FROM ELEV.	TO STA.	TO ELEV.	% OF GRADE	CONNECT TO STR.*	REMARKS	OUTLET LEFT	OUTLET RIGHT
	✓	✓			✓	184+00	184+60	60																
	✓	✓			✓	184+60	188+75	415	96		1			✓		184+00	711.30	184+60	711.18	-0.20		CONSTRUCT 4' BELOW		
	✓	✓			✓	188+75	3+50	475	138	1					✓	184+60	711.18	185+00	711.58	+0.50	98	SUBGRADE ELEV.		
	✓	✓		✓		3+45	5+75	230						✓							113	CONSTRUCT 4' BELOW SUBGRADE ELEV.		
	✓	✓		✓		5+75	7+25	150	30		1			✓		5+25	709.25	5+75	708.98	-0.54		CONSTRUCT 4' BELOW		
	✓	✓			✓	7+25	7+45	20							✓	5+75	708.98	6+25	709.08	+0.20	114	SUBGRADE ELEV.		
	✓	✓			✓	7+45	13+50	605	28		1			✓		7+25	709.52	7+45	709.48	-0.20		CONSTRUCT 4' BELOW		
	✓	✓			✓	13+50	15+38	185							✓	7+45	709.46	7+75	709.63	+0.50	123	SUBGRADE ELEV.		
															✓	13+50	717.36	15+35	718.33	+0.52		CONNECT TO ABOVE		
	✓		✓	✓		14+60	15+35	75	30		1				✓							T-REQ'D @ 14+60		
	✓		✓		✓	8+05	11+95	390	55	1					✓	14+60	717.13	15+35	718.33	+1.29		CONSTRUCT 4' BELOW SUBGRADE ELEV.		
	✓		✓	✓		4+70	8+20	350			1				✓						124	CONSTRUCT 4' BELOW SUBGRADE ELEV.		
																						CONNECT @ STA. 196+50		
S-4-FF					✓	45+00	48+55	335	36		1													
S-4-FF				✓		45+00	47+00	200						✓		45+00	719.00	47+00	718.59	-0.205	138	CONSTRUCT 4' BELOW SUBGRADE ELEV.		
S-4-FF				✓		47+00	48+40	140						✓		45+00	719.00	47+00	718.59	-0.205		CONNECT TO BELOW		
S-4-FF				✓		48+40	48+70	30	10		1			✓		48+60	717.39	48+40	716.70	-1.725		CONSTRUCT 4' BELOW		
S-4-FF					✓	51+25	8+20 [S. ENT. RAMP]	135	78	1					✓	48+40	716.70	48+70	716.76	+0.2	135	SUBGRADE ELEV.		
S-4-FF				✓		51+25	52+05	80	20		1			✓							123	CONSTRUCT 4' BELOW SUBGRADE ELEV.		
																					143			
✓			✓	✓		9+05	10+20	113																
✓			✓			10+20	10+50	30	58		1			✓		94+03	713.61	10+20	713.38	-0.2		CONSTRUCT 4' BELOW		
✓			✓		✓	10+45	10+75	35							✓	10+20	713.38	10+50	713.46	+1.13	105	SUBGRADE ELEV.		
✓			✓		✓	10+75	12+80	205			1			✓		10+50	713.36	10+80	713.29	-0.2		CONSTRUCT 4' BELOW SUBGRADE ELEV.		
															✓	10+80	713.29	11+00	713.34	+0.25		CONNECT @ 10+75		
✓		✓			✓	10+05	10+50	45														RT. EDGE N. EXIT R.		
✓		✓			✓	10+50	11+50	100						✓		10+05	713.92	10+50	713.70	-0.49		CONNECT TO BELOW		
✓		✓			✓	11+50	15+00	450	80		1			✓		11+25	715.08	11+50	713.03	-0.20		CONSTRUCT 4' BELOW		
✓			✓	✓		12+75	16+25	350		1					✓	11+50	713.03	12+00	713.52	+0.98	105	SUBGRADE ELEV.		
															✓							CONNECT TO ABOVE @12+50 RT. EDGE		
✓			✓	✓		16+25	17+00	75														N. EXIT RAMP		
✓			✓	✓		17+00	19+25	225	126		1			✓		16+25	715.73	17+00	715.58	-0.20		CONSTRUCT 4' BELOW SUBGRADE ELEV.		
															✓	17+00	715.58	18+00	715.78	+0.20		CONSTRUCT 4' BELOW SUBGRADE ELEV.		
✓		✓			✓	19+15	19+85	70		1					✓							CONNECT TO EXIST. M.H.		
																					138	CONSTRUCT 4' BELOW SUBGRADE ELEV.		
						Sub Total		33,661	1,396	5	28	18	72											

TOTALS:

6" GROUP "K" FOR UNDERDRAIN	33,661 L.Ft.
6" NON PERFORATED F.B.C.C.S. PIPE (G.A. 16-0.052 in.)	2,396 L.Ft.
ADDED FOR BENDS 2' x 72	144 L.Ft.
ADDED FOR TEES 5' x 12	60 L.Ft.
	2,600 L.Ft.
DELINEATOR POSTS	18 Ea.
SODDING	72 Sys.
AGGREGATE FOR UNDERDRAINS 0.09 Cyd/Ft. x 33,661 Ft.	3,030 cyd

RICHARD ... EDE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

REV 4-11-75

Rev. 11-25-74 Guard Rail

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (61)	1975	83	339

REV. 3-27-75
REV. 5-30-75 PER ROAD DESIGN

ESTIMATE OF QUANTITIES

GRADING

CODE NO.	DESCRIPTION	UNIT	QUANTITY
01001	MOBILIZATION	L.S.	1
01002	CLEARING RIGHT-OF-WAY	L.S.	1
[illegible]	REMOVAL OF PERISHABLE MATERIAL	L.S.	
01005	CLEARING	L.S.	
01010	GRUBBING	L.S.	
01015	CLEARING & GRUBBING	L.S.	
02245	TREE REMOVAL 6 INCH	EA.	
02250	TREE REMOVAL 10 INCH	EA.	
02255	TREE REMOVAL 18 INCH	EA.	
02260	TREE REMOVAL 30 INCH	EA.	
02265	TREE REMOVAL 48 INCH	EA.	
02270	TREE REMOVAL 60 INCH	EA.	
02285	REMOVAL OF PRESENT STRUCTURE	EA.	
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (2)	L.S.	1
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (6)	L.S.	1
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (8)	L.S.	1
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ([illegible])	L.S.	1
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ([illegible])	L.S.	1
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
03000	REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
02235	BREAKING PAVEMENT	SYS.	667
02240	REMOVAL OF PAVEMENT (5)	SYS.	44,990
02080	LINEAR GRADING	MILE	
02000	COMMON EXCAVATION	CYS.	240,35[illegible]
02010	ROCK EXCAVATION	CYS.	
02020	UNCLASSIFIED EXCAVATION	CYS.	
02100	PEAT EXCAVATION	CYS.	
02055	EMBANKMENT	CYS.	
02131	EXPLORATORY EXCAVATION	CYS.	
02132	EXPLORATORY DRILLING	LFT.	
02133	EXPLORATORY CORES	LFT.	
02215	CASED TEST HOLE	LFT.	
02220	HOLE FOR TESTING OR FOR DYNAMITING 2 INCH	LFT.	
02225	HOLE FOR TESTING OR FOR DYNAMITING 4 INCH	LFT.	
02290	SETTLEMENT PLATES	EA.	
02295	PIEZOMETERS	EA.	
02300	SAND DRAINS	LFT.	
02270	BORROW	CYS.	35,669
02050	B BORROW	CYS.	8,959
	"B" BORROW FOR STRUCTURE BACKFILL	CYS.	19,438 (~~[illegible]~~)

PAVEMENT

CODE NO.	DESCRIPTION	UNIT	QUANTITY
04000	REPAIRING	MILE	
04010	PORTLAND CEMENT CONCRETE FOR PATCHING	SYS.	
04015	COMPACTED AGGREGATE FOR PATCHING	TON	
04020	BITUMINOUS MIXTURE FOR PATCHING	TON	75
04025	WIDENING WITH BITUMINOUS MIXTURE	TON	
04030	WIDENING WITH CEMENT CONCRETE	SYS.	
04035	WIDENING WITH COMPACTED AGGREGATE	TON	
04040	PORTLAND CEMENT CONCRETE BASE	SYS.	
04045	TYPE P COMPACTED AGGREGATE FOR BASE (SIZE NO. 53) (6)	TON	6,261 (~~6,2[illegible]~~)
04055	TYPE O COMPACTED AGGREGATE FOR BASE (SIZE NO. 53)	TON	
04065	TYPE P COMPACTED AGGREGATE FOR SURFACE (SIZE NO. 73)	TON	210
04075	TYPE O COMPACTED AGGREGATE FOR SURFACE (SIZE NO. 73)	TON	
04085	TYPE P COMPACTED AGGREGATE FOR SHOULDER (SIZE NO. 73)	TON	
04095	TYPE O COMPACTED AGGREGATE FOR SHOULDER (SIZE NO. 73)	TON	
04105	PURE CALCIUM CHLORIDE	TON	1
04115	PURE CALCIUM CHLORIDE (FOR SHOULDERS)	TON	
04125	HOT ASPHALT EMULSION (AE) BASE	TON	
04135	HOT ASPHALT EMULSION (AE) BINDER	TON	
04145	HOT ASPHALT EMULSION (AE) SURFACE	TON	
04155	HOT ASPHALT CONCRETE BASE	TON	
04165	HOT ASPHALT CONCRETE BINDER	TON	
04175	HOT ASPHALT CONCRETE SURFACE	TON	
04255	BITUMINOUS BASE	TON	1,665
	BITUMINOUS BASE (S/2E No. 53B)	TON	11,463
04265	BITUMINOUS BINDER	TON	
04275	BITUMINOUS SURFACE	TON	897
04285	BITUMINOUS MIXTURE FOR SHOULDERS	TON	
04295	BITUMINOUS MIXTURE FOR APPROACHES (7)	TON	728 (~~[illegible]~~)
04300	BITUMINOUS MIXTURE FOR CROSSOVERS	TON	200
04335	FILLING CRACKS & JOINTS IN CONCRETE PAVEMENT OR BASE	TON	
04345	SEALING CRACKS & JOINTS IN BITUMINOUS PAVEMENT	TON	
04355	BITUMINOUS MATERIAL FOR SEAL COAT	TON	
04365	BITUMINOUS MATERIAL FOR PRIME COAT	TON	72
04375	BITUMINOUS MATERIAL FOR TACK COAT	TON	2.4
04385	COVER AGGREGATE	TON	
04386	COVER AGGREGATE NO. 12	TON	
04395	AGGREGATES FOR SHOULDER DRAINS	TON	
	( ) INCLUDES FOR ROAD APPROACHES		
	( ) INCLUDES FOR FRONTAGE ROADS		
	( ) INCLUDES FOR PRIVATE DRIVES		
	( ) INCLUDES FOR COMMERCIAL DRIVES		

CODE NO.	DESCRIPTION	UNIT	QUANTITY
04405	SUBBASE	CYS.	21,521
04406	BITUMINOUS STABILIZED SUBBASE	TON	
05000	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 6 IN	SYS.	
05010	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 7 IN	SYS.	
05020	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 8 IN	SYS.	
05030	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 9 IN	SYS.	
05040	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT 10 IN	SYS.	
05050	REINFORCED CONCRETE PAVEMENT 6 IN	SYS.	
05060	REINFORCED CONCRETE PAVEMENT 7 IN	SYS.	
05070	REINFORCED CONCRETE PAVEMENT 8 IN	SYS.	
05080	REINFORCED CONCRETE PAVEMENT 9 IN	SYS.	
05090	REINFORCED CONCRETE PAVEMENT 10 IN	SYS.	
05100	CONCRETE PAVEMENT, HIGH EARLY STRENGTH 7 IN	SYS.	
05110	CONCRETE PAVEMENT, HIGH EARLY STRENGTH 8 IN	SYS.	
05120	CONCRETE PAVEMENT, HIGH EARLY STRENGTH 9 IN	SYS.	
05130	CONCRETE PAVEMENT, HIGH EARLY STRENGTH 10 IN	SYS.	
05140	PLAIN CONCRETE PAVEMENT 6 IN	SYS.	352
05150	PLAIN CONCRETE PAVEMENT 7 IN	SYS.	
05160	PLAIN CONCRETE PAVEMENT 8 IN	SYS.	
05170	PLAIN CONCRETE PAVEMNET 9 IN (8)	SYS.	8,338
05180	PLAIN CONCRETE PAVEMENT 10 IN	SYS.	104,598
05210	CONCRETE PAVEMENT, PLAIN HIGH EARLY STRENGTH 8 IN	SYS.	
05220	CONCRETE PAVEMENT, PLAIN HIGH EARLY STRENGTH 9 IN	SYS.	
05230	CONCRETE PAVEMENT, PLAIN HIGH EARLY STRENGTH 10 IN	SYS.	
05240	CONTRACTION JOINT, TYPE D-1	LFT.	47,016
05250	1/2 INCH PREFORMED JOINT MATERIAL	LFT.	
05260	1 INCH PREFORMED JOINT MATERIAL	LFT.	
05270	1 1/2 INCH PREFORMED JOINT MATERIAL	LFT.	
05280	EXPANSION JOINT, WITH LOAD TRANSFER 1 IN	LFT.	232
05290	REINFORCING STEEL FOR PAVEMENT	LBS.	14,660
05300	ANCHOR BOLTS	EACH	
05310	TERMINAL JOINTS	LFT.	116
05320	CEMENT CONCRETE PAVEMENT FOR PRIVATE DRIVES (6")	SYS.	1855 (~~[illegible]~~)
05330	CEMENT CONCRETE PAVEMENT FOR COMMERCIAL DRIVES	SYS.	
05340	CEMENT CONCRETE PAVEMENT FOR CROSSOVER	SYS.	
05390	SALVAGED ROAD MATERIAL	CYS.	
	INCLUDES FOR MAINTAINING TRAFFIC		
	(5) PAVEMENT REMOVAL	SYS.	7,804
	(6) TYPE "P" COMPACTED AGGREGATE BASE	TON	500
	(7) BITUMINOUS MIXTURE FOR APPROACHES	TON	200
	(8) PLAIN CEMENT CONCRETE PAVEMENT (9")	SYS	7,804

MISCELLANEOUS

CODE NO.	DESCRIPTION	UNIT	QUANTITY
06000	GUARD RAIL, TYPE A	LFT.	858
06005	GUARD RAIL, TYPE B	LFT.	437
06010	GUARD RAIL, TYPE C 1384	LFT.	~~[illegible]~~
06015	GUARD RAIL, TYPE D	LFT.	400
06020	GUARD RAIL, TYPE E	LFT.	
06025	GUARD RAIL, TYPE F	LFT.	~~[illegible]~~
06030	GUARD RAIL, TYPE G	LFT.	1,217
06031	GUARD RAIL, TYPE H	LFT.	
	CONCRETE MEDIAN BARRIER WITH GLARE SCREEN	LFT.	350
44241	CLASS A CONCRETE FOR GUARD RAIL	CYS.	12
06040	47 IN FENCE, FARM FIELD	LFT.	
06045	48 IN FENCE, CHAIN LINK	LFT.	685
06050	GATE, FARM FIELD	EACH	
06055	GATE, CHAIN LINK	EACH	
06060	RESETTING FENCE, FARM FIELD	LFT.	
06065	RESETTING FENCE, CHAIN LINK	LFT.	
	CONCRETE MEDIAN BARRIER	L.FT.	2305
06070	CONCRETE SIDEWALK	SYS.	
06075	BITUMINOUS SIDEWALK	TON	
06080	RECONSTRUCTED SIDEWALK	SYS.	
06085	RE-LAID SIDEWALK	SYS.	
06090	CURB, INTEGRAL	LFT.	15,297
06095	CURB, INTEGRAL CONCRETE, TYPE B	LFT.	200
06100	CURB, INTEGRAL CONCRETE, TYPE C	LFT.	
06120	CURB, CONCRETE	LFT.	620
06121	CURB, CONCRETE, TYPE B	LFT.	
06130	CURB, BITUMINOUS	LFT.	2,305
06140	CURB & GUTTER, COMBINED	LFT.	
06145	CURB & GUTTER, COMBINED, TYPE B	LFT.	
06150	CURB & GUTTER, COMBINED, TYPE C	LFT.	
06170	GUTTER, STANDARD LIP	LFT.	
06176	CEMENT CONCRETE GUTTER (9)	LFT.	1,110
06185	CONCRETE GUTTER, REINFORCED	LFT.	940
06195	RESET CURB	LFT.	
06200	CENTER CURB, CONCRETE, TYPE A	LFT.	
06205	CENTER CURB, CONCRETE, TYPE B	LFT.	
06210	CENTER CURB, CONCRETE, TYPE C	LFT.	
06215	CENTER CURB, CONCRETE, TYPE D	LFT.	
06240	CENTER CURB, CONCRETE, TYPE A	SYS.	
06245	CENTER CURB, CONCRETE, TYPE B	SYS.	
06250	CENTER CURB, CONCRETE, TYPE C	SYS.	
06255	CENTER CURB, CONCRETE, TYPE D	SYS.	929
06280	CENTER CURB, BITUMINOUS, TYPE A	LFT.	
06285	CENTER CURB, BITUMINOUS, TYPE B	LFT.	
06290	SPECIAL CENTER CURB, BITUMINOUS TYPE A	LFT.	
06295	SPECIAL CENTER CURB, BITUMINOUS TYPE B	LFT.	
06300	CENTER CURB, BITUMINOUS, TYPE A	SYS.	
06305	CENTER CURB, BITUMINOUS, TYPE B	SYS.	
06310	SPECIAL CENTER CURB, BITUMINOUS TYPE A	SYS.	
06315	SPECIAL CENTER CURB, BITUMINOUS TYPE B	SYS.	
06320	CURB REMOVAL	LFT.	
06335	PAVED SIDE DITCH, TYPE A	LFT.	7,682
06340	PAVED SIDE DITCH, TYPE B	LFT.	
06345	PAVED SIDE DITCH, TYPE C	LFT.	722
06350	PAVED SIDE DITCH, TYPE D	LFT.	
06355	PAVED SIDE DITCH, TYPE E	LFT.	
06360	PAVED SIDE DITCH, TYPE F	LFT.	
06365	PAVED SIDE DITCH, TYPE G	LFT.	
06370	PAVED SIDE DITCH, TYPE H	LFT.	1,060
06375	PAVED SIDE DITCH, TYPE J	LFT.	
06380	PAVED SIDE DITCH, TYPE K	LFT.	
06385	PAVED SIDE DITCH, TYPE L	LFT.	
06390	PAVED SIDE DITCH, TYPE M	LFT.	
	(9) INCLUDES FOR RETAIN[illegible]	LFT.	661

CODE NO.	DESCRIPTION	UNIT	QUANTITY
06395	RIPRAP	SYS.	
06400	DUMPED RIPRAP	SYS.	50
06405	REVETMENT RIPRAP	SYS.	
06410	HAND-LAID RIPRAP 6 IN	SYS.	
06415	HAND-LAID RIPRAP 12 IN	SYS.	160
06420	GROUTED RIPRAP 6 IN	SYS.	
06425	GROUTED RIPRAP 12 IN	SYS.	
06430	PLACING HAND-LAID RIPRAP 6 IN	SYS.	
06435	PLACING HAND-LAID RIPRAP 12 IN	SYS.	
06440	PLACING GROUTED RIPRAP 6 IN	SYS.	
06445	PLACING GROUTED RIPRAP 12 IN	SYS.	
06455	SLOPEWALL	SYS.	
06460	CONCRETE SLOPEWALL 4 IN	SYS	
06465	CONCRETE SLOPEWALL 5 IN	SYS.	
06470	CONCRETE HEADER, TYPE A	LFT.	
06475	CONCRETE HEADER, TYPE B	LFT.	
06480	CONCRETE HEADER TYPE C	LFT.	
06481	CEMENT CONCRETE HEADER	LFT.	
06485	RECONSTRUCTED CONCRETE HEADER	LFT.	
06490	RIGHT-OF-WAY MARKER	EACH	226
06495	RESET RIGHT-OF-WAY MARKER	EACH	
06500	MONUMENT, TYPE A	EACH	
06505	MONUMENT, TYPE B	EACH	4
06510	MONUMENT, TYPE C	EACH	3
06515	MONUMENT, TYPE D	EACH	32
06520	RE-ESTABLISHED MONUMENT	EACH	
06525	CASTING ADJUSTED TO GRADE, MONUMENT	EACH	
06526	MONUMENT MARKER D-25	EACH	2
06530	BENCH-MARK POST	EACH	1
06535	RESET BENCH-MARK POST	EACH	
06540	AGRICULTURAL LIMESTONE (1)	TON	23
06545	FERTILIZER (2)	TON	18
06550	MULCHING MATERIAL (3)	TON	34
06551	MULCHING MATERIAL (WOOD CELLULOSE FIBER)	TON	
06553	SEED MIXTURES, CLASS R	LBS.	
06554	SEED MIXTURES, CLASS U (29 Ac.)	LBS.	2,610
06555	SEED MIXTURES, CLASS P	LBS.	
06556	SEED MIXTURES, CLASS TU (16 Ac.)	LBS.	1,440
06557	SEED MIXTURES, CLASS TR	LBS.	
06558	SEED MIXTURES, CLASS CV (10 Ac.)	LBS.	100
06559	MULCHED SEEDING, CLASS R	SYS.	
06560	MULCHED SEEDING, CLASS U	SYS.	
06562	MULCHED SEEDING, CLASS TU	SYS.	
06563	MULCHED SEEDING, CLASS TR	SYS.	
06564	MULCHED SEEDING, CLASS CV	SYS.	
06567	WATER (4)	MG.	359
06570	TOP SOIL	CYS.	
06574	SODDING	SYS.	
06575	SODDING (NURSERY)	SYS.	29,803
06580	STEEL (CONDUIT) 2 IN	LFT.	2,104
06585	STEEL (CONDUIT) 3 IN	LFT.	
06595	P.V.C. (CONDUIT) 2 IN	LFT.	
06600	P.V.C. (CONDUIT) 3 IN	LFT.	
06610	HANDHOLE	EACH	6
06618	RUMBLE STRIP	LFT.	500
	(4) INCLUDES FOR SODDING	MG.	119
	(1) INCLUDES FOR TEMP. SEEDING	TON	
	(2) INCLUDES FOR TEMP. SEEDING	TON	
	(3) INCLUDES FOR TEMP. SEEDING	TON	

CODE NO.	DESCRIPTION	UNIT	QUANTITY
06620	STANDARD BARRICADE, TYPE III	EACH	9
06625	STANDARD BARRICADE, TYPE I	EACH	
06630	PERMANENT BARRICADE, TYPE III	EACH	
06635	PERMANENT BARRICADE, TYPE I	EACH	
06640	CONSTRUCTION SIGN, TYPE A	EACH	25
06645	CONSTRUCTION SIGN, TYPE B	EACH	6
06650	STOP SIGN, TYPE R-1A	EACH	2
06652	DO NOT PASS SIGN, TYPE R-11-A	EACH	
06655	YIELD SIGN, TYPE R-301	EACH	
06657	PASS WITH CARE SIGN, TYPE R-12A	EACH	
06660	CURVE SIGN, TYPE W-2AR	EACH	
06665	CURVE SIGN, TYPE W-2AL	EACH	
06670	REVERSE CURVE SIGN, TYPE W-4AR	EACH	
06675	REVERSE CURVE SIGN, TYPE W-4AL	EACH	
06680	LARGE ARROW SIGN, TYPE W-11A	EACH	
06685	STOP AHEAD SIGN, TYPE W-13A	EACH	
06690	FRONTAGE ROAD SIGN, TYPE M-26	EACH	
06695	NO OUTLET DEAD END SIGN, TYPE M-29	EACH	
06700	RAILROAD ADVANCE WARNING SIGN, TYPE W-32A	EACH	
06705	RAILROAD CROSSBUCK SIGN, TYPE W-33	EACH	
06706	FLASHING ARROW SIGN	EACH	
06707	TEMPORARY ILLUMINATION	LSUM	
06715	TEMPORARY PAVEMENT MARKING (PAINT)	LFT.	11,206
06720	TEMPORARY PAVEMENT MARKING (TAPE)	LFT.	35,500
06725	DELINEATOR WITH POST, TYPE D-1 3 IN	EACH	
06740	DELINEATOR WITH POST, TYPE D-2 3 IN	EACH	
06755	DELINEATOR WITH POST, TYPE D-3 3 IN	EACH	
06770	DELINEATOR POST	EACH	18
06771	FLEXIBLE DELINEATOR POST	EACH	
06711	LINE, SKIP WHITE (4")	LFT.	
06712	LINE, SKIP YELLOW (4")	LFT.	559
06713	LINE, SOLID WHITE (4")	LFT.	2,760
06714	LINE, SOLID YELLOW (4")	LFT.	
06721	SPECIAL MARKINGS	EACH	
	*INCLUDES FOR YELLOW BARRIER STRIPE	LFT.	

CODE NO.	DESCRIPTION	UNIT	QUANTITY
06775	MAINTAINING TRAFFIC	LSUM	1
06776	FHWA ORDER INTERIM 7-2(2) TRAINEES (10)	HRS.	10,000
06780	FIELD OFFICE (ROAD) (120 SQ.FT.)	MOS.	
06785	FIELD OFFICE (ROAD) (240 SQ.FT.)	MOS.	
06790	FIELD OFFICE (ROAD) (300 SQ.FT.)	MOS.	
06800	FIELD OFFICE (ROAD) (400 SQ.FT.)	MOS.	
06802	FIELD OFFICE (ROAD) (440 SQ.FT.)	MOS.	
06803	FIELD OFFICE (ROAD) (500 SQ.FT.)	MOS.	26
06805	FIELD LABORATORY (120 SQ. FT.)	MOS.	
06810	FIELD LABORATORY (240 SQ. FT.)	MOS.	
06815	FIELD LABORATORY (300 SQ. FT.)	MOS.	20
06820	FIELD LABORATORY (400 SQ. FT.)	MOS.	
06825	FIELD OFFICE (BRIDGE) (120 SQ. FT.)	MOS.	
06830	FIELD OFFICE (BRIDGE) (240 SQ. FT.)	MOS.	
06835	FIELD OFFICE (BRIDGE) (300 SQ. FT.)	MOS.	
06840	FIELD OFFICE (BRIDGE) (400 SQ. FT.)	MOS.	
06845	CONSTRUCTION ENGINEERING	LSUM	
	"OWNERS' AND CONTRACTORS' PROTECTIVE LIABILITY INSURANCE"	L.SUM	1

THE QUANTITIES SHOWN ON THIS SHEET INCLUDE THE FOLLOWING ITEMS TO MITIGATE RIGHT-OF-WAY DAMAGES

ITEM	UNIT	QUANTITY

JANUARY 1974

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (6[illegible])		83	339	

ESTIMATE OF QUANTITIES (CON'T.)

REV. 5-30-75 PER ROAD DESIGN

REV. 4-11-75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74(61)	1975	84	339

STRUCTURE SUMMARY

CIRCULAR PIPE: LINEAL FEET

KIND	SIZE	4"	6"	8"	10"	12"	12"	15"	18"	24"	30"	36"	42"	48"	60"
THICKNESS (IN.)	STEEL		0.052			0.064	0.064	0.064	0.064			0.064		0.064	
	ALUMINUM														
GAGE STRUCT. PLATES STEEL	TOP & SIDES														
	BOTTOM														
THICK. STRUCT. PLATES ALUM.	TOP & SIDES														
	BOTTOM														
GROUP A															
GROUP B							908	52	142			590		160	
GROUP D							42								
GROUP						222									
GROUP															
GROUP															
GROUP															
GROUP L							1168	593	283	1061					
GROUP M		600	900	900	612		1035	292	498	398	1514	1510	2876		
GROUP													865		
REINFORCED CONCRETE															
EXTRA STRENGTH CAST IRON									26		42				86
HEAVY DUTY REINF. CONC.			6												
VITRIFIED CLAY CULVERT															
CORR. STEEL OR CORR. ALUM. ALLOY															
FULLY BITUM. COATED CORR. STEEL							671	501							
FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT OR FULLY BITUM. COATED CORR. ALUMINUM ALLOY WITH PAVED INVERT															
FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT															
DRAINTILE		600	900	900	600										
FULLY BITUMINOUS COATED PERFORATED CORR. STEEL			2185												

*STRUTTED

STRUCTURE SUMMARY (CON'T.)

PIPE ARCHES: LINEAL FEET

KIND	SIZE	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM	STEEL	ALUMINUM
GAGE STRUCT. PLATES STEEL	TOP & SIDES																																								
	BOTTOM																																								
THICK. STRUCT. PLATES ALUM.	TOP & SIDES																																								
	BOTTOM																																								
GAGE																																									
GROUP G-																																									
GROUP G-																																									
GROUP G-																																									
GROUP H-																																									
GROUP H-																																									
GROUP H-																																									
CORR. STEEL OR CORR. ALUM. ALLOY PIPE ARCH.																																									
STRUCT. PLATE STEEL OR STRUCT. PLATE ALUMINUM ALLOY PIPE ARCH.																																									
BIT. COAT. CORR. STEEL PIPE ARCH OR BIT. COAT CORR. ALUMINUM ALLOY PIPE ARCH.																																									
BIT. COAT. CORR. STEEL PIPE ARCH WITH PAVED INVERT OR BIT. COAT. CORR. ALUM. ALLOY PIPE ARCH WITH PAVED INVERT.																																									
REINF. ELLIPTICAL CONCRETE.																																									
BIT. COAT. CORR. STEEL PIPE ARCH WITH PAVED INVERT																																									

(8) "SPAN" AND "RISE" WHEN OTHER THAN GROUP "G" OR GROUP "H" IS SPECIFIED.

PIPE: GROUP "K" FOR Underdrains 6"	38,667	LIN.FT.
PIPE: FULLY BIT. COATED NON PERFORATED CORR. STEEL FOR UNDERDRAINS THICKNESS 0.052" 6"	2.5	LIN.FT.
AGGREGATE FOR Underdrains	3030	CYS

AUTO DRAINAGE GATES		
SIZE	HEAD	EACH

CASTINGS ADJUSTED TO GRADE
EACH
10

REINF. CONCRETE SPRING BOXES
EACH

ITEM	UNIT	QUANTITY
CONCRETE CLASS "A" IN STRUCTURES*	CYS	326
REINFORCING STEEL FOR STRUCTURES**	LB	51077
CONCRETE CLASS "F" FOR STRUCTURES	CYS	
CONCRETE CLASS "F" FOR INTEGRAL CURB WALK	CYS	

CASTINGS FURNISHED AND ADJUSTED TO GRADE		
TYPE " "		EACH
TYPE " "		EACH

INLETS	
TYPE	EACH
D-16	1
E-7	5
F-7	8
J-10	~~20~~ 23
J-11	1
P-12-A	12

M-10	~~2~~ 3
R-12	~~4~~ 7
S-14	4
T-14	2
H-5	4

CATCH BASINS	
TYPE	EACH
E-7	~~4~~ 5
K-10	~~20~~ 19
K-11	~~4~~ 5
A-2	~~1~~ 2
~~B-4~~	~~1~~
A-4	1

INLETS USING CASTING IN PLACE	
TYPE	EACH

CATCH BASINS USING CASTING IN PLACE	
TYPE	EACH

MANHOLES	
TYPE	EACH
A-4	~~12~~ 15
D-4	15
D4(Dual)	4
B-4	2

PIPE CATCH BASINS	
SIZE	EACH

RECONSTRUCTED	
	LIN.FT.
MANHOLE	6.5
CATCH BASIN	
INLET	

PIPE CULVERT END SECTIONS	
SIZE	EACH
12"	27
15"	1
18"	2
30"	2
36"	4

* INCLUDES FOR RETAINING WALLS 878 CYS

** INCLUDES FOR RETAINING WALLS 51077 Lbs.

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M-4.7.66

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
U-74(61)		84	339