ROAD CONTRACT NO. R-8347

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	1	172

FOR INDEX SEE SHEET 1-A

SHEET NO.	DESIGNATION	B.P.R. APPROVAL	DATE ADOPTED "A" or LATEST REVISION "R"
1	TITLE SHEET		
2	STD. DIV. LANE (INTERSTATE) MAY 1964		
	STD. DIV. LANE (INTERSTATE)	9-1-64	A-MAY-1964
3	STD. CROSS SECTION, E-11-JR (10'-24')		
	STD. CROSS SECTION,	NONE	R-11-22-66
	STD. CROSS SECTION,		
4-8	TYPICAL CROSS SECTION		
	STD. 8 INCH RAMP SECTION		
	STD. 10 INCH RAMP SECTION		
9	PLAT NO. 1 FOR DESIGN DEPARTMENT		
10	STD. PAVEMENT JOINTS SHEET "A"	5-25-62	R-3-11-62
11-34	PLAN AND PROFILE		
35	TABLE OF QUANTITIES FOR APPROACHES		
36	TABLE OF QUANTITIES		
37-38	STRUCTURE DATA		
39	SUBSURFACE DRAINAGE		
40	ESTIMATE OF QUANTITIES		
41	ESTIMATE OF QUANTITIES		
42	MISCELLANEOUS STANDARDS, SHEET "MN-1"		A-MAY-1967
43	MISCELLANEOUS STANDARDS, SHEET "MA"	2-10-67	R-11-17-66
44	MISCELLANEOUS STANDARDS, SHEET "MB"	9-22-67	R-6-10-66
45	MISCELLANEOUS STANDARDS, SHEET "MC"	10-5-66	R-9-6-66
46	MISCELLANEOUS STANDARDS, SHEET "MC1"	10-5-66	R-9-6-66
47	MISCELLANEOUS STANDARDS, SHEET "MD"	2-8-66	R-10-18-65
48	MISCELLANEOUS STANDARDS, SHEET "MD1"	4-29-66	R-4-4-66
49	MISCELLANEOUS STANDARDS, SHEET "ME"	2-8-66	A-JULY-1965
50	MISCELLANEOUS STANDARDS, SHEET "ME-2"		A-MAY-1967
51	MISCELLANEOUS STANDARDS, SHEET "MH"	2-8-66	R-10-18-65
52	MISCELLANEOUS STANDARDS, SHEET "MH1"	NONE	R-1-4-67
53	MISCELLANEOUS STANDARDS, SHEET "MJ"	2-8-66	A-JULY-1965
54	MISCELLANEOUS STANDARDS, SHEET "MJ1"	NONE	R-11-17-66
55	MISCELLANEOUS STANDARDS, SHEET "MJ2"	2-8-66	A-JULY-1965
56	MISCELLANEOUS STANDARDS, SHEET "MK"	8-15-66	R-7-1-66
57	MISCELLANEOUS STANDARDS, SHEET "ML"	1-13-67	R-11-7-66
58	MISCELLANEOUS STANDARDS, SHEET "MS"	2-8-66	R-10-18-65
59	MISCELLANEOUS STANDARDS, SHEET "MS1"	3-7-53	R-1-15-63
60	MISCELLANEOUS STANDARDS, SHEET "MT"	NONE	R-2-27-67
61	MISCELLANEOUS STANDARDS, SHEET "MT1"	NONE	A-JAN-1967
62	MISCELLANEOUS STANDARDS, SHEET "MT1A"	NONE	A-JAN-1967
63	MISCELLANEOUS STANDARDS, SHEET "MT1B"	NONE	A-JAN-1967
64	MISCELLANEOUS STANDARDS, SHEET "MT6B"	NONE	R-2-2-67
65	MISCELLANEOUS STANDARDS, SHEET "MB-1"	2-8-66	A-JAN-1965
66	MISCELLANEOUS STANDARDS, SHEET "MB-2"	9-22-66	A-JUNE-1966
67	MISCELLANEOUS STANDARDS, SHEET "MD-2"	2-8-66	R-10-18-65
68	MISCELLANEOUS STANDARDS, SHEET "MD-3"	6-5-66	R-7-1-66
69	MISCELLANEOUS STANDARDS, SHEET "MT"	12-27-66	R-9-28-66
70	GUARD RAIL GR1	NONE	R-2-27-67
71	GUARD RAIL GR2	NONE	R-2-27-67
72	GUARD RAIL GR3	NONE	A-JAN-1967
73	GUARD RAIL GR4	NONE	A-JAN-1967
74	ALUMINUM GUARD RAIL DETAILS GR3	NONE	A-JAN-1967
75	STEEL TUBE GUARD RAIL DETAILS GR4	NONE	A-JAN-1967
76	STD. DETOUR SIGNS, SHEET 1	NONE	A-DEC-1968
77	STD. DETOUR SIGNS, SHEET 2	NONE	A-DEC-1966
78	STD. DETOUR SIGNS, SHEET 3	NONE	A-DEC-1966
79	STD. DETOUR SIGNS, SHEET 3A	NONE	A-DEC-1966
80	SPECIAL SIGNS	NONE	A-DEC-1966
81	STD. DETOUR SIGNS, SHEET 4	NONE	A-DEC-1966
82	CONSTRUCTION IDENTIFICATION SIGN, SHEET 1	NONE	A-DEC-1966
83	BRIDGE STANDARD BR1	3-3-54	A-DEC-1963
84	BRIDGE STANDARD BR2	NONE	A-JAN-1967
85	BRIDGE STANDARD BR3	NONE	A-JAN-1967
86	BRIDGE STANDARD BR4	NONE	A-JAN-1967
87	BRIDGE STANDARD C-1	NONE	A-JAN-1967
88	BRIDGE STANDARD M4	NONE	R-1-25-67
89	BRIDGE STANDARD S2	10-4-62	R-5-21-62
90-172	CROSS SECTIONS	NONE	R-2-10-67

REVISIONS

SHEET NO.	DATE	REVISED
17 & 18	10-16-68	R/W REVISED
12-13-17-18-19-20-21-22-23-24 & 26	10-16-68	R/W REVISED
15 & 20	12-18-68	TEMP. R/W
14-15 & 22	3-6-69	R/W REVISED

SHEET NO.	DATE	REVISED
13, 21	8-26-69	BLDG ADDED
15, 19, 23 & 36	9-9-69	O'FERRAL RD
18, 26, & 35	2-13-70	DR & CONNECTS
15, 20 & 35	3-13-70	CL III DRIVE
13, 15, 23 & 26	3-[illegible]-70	LT. TURN LANES
13, 21	4-6-70	RE & R/W
13, 14 & 21	4-16-70	RES. W.
16, 17 & 39	4-[illegible]-70	ST. R. JOYCE
17, 24 & 35	7-10-70	CL III DRIVES
6, 15, 16, 19, 23A, 35 & 37	7-23-70	O'FERRAL ROAD
13, 20 & 21	11-30-70	R/W & DESIGN
1, 17, 37, 40 & 41	2-17-71	CONSTR. DEPT
17 & 25	6-[illegible]-71	LT. TURN LANE
13, 20 & 20A	2-8-[illegible]	R/W
13, 20B	6-29-72	R/W Own Serv Dr
15, 37, & 41	10-19-72	Serv. Drives
1, 13, 16, 19, 23-A, 24	1-13-75	R/W

INDEX FOR RIGHT-OF-WAY PLANS

SHEET NO.	DESCRIPTION
1	TITLE SHEET
3	PLAT NO. 1
4-8	TYPICAL CROSS SECTIONS
9-44	PLAN AND PROFILE
45 & 46	TABLE OF QUANTITIES FOR APPROACHES

NOTE: R/W AS SHOWN ON THESE PLANS INCLUDES THE REQUIRED R/W FOR THE STRUCTURE OVER THE NORFOLK & WESTERN RAILROAD

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

LEGEND

- Ⓐ STANDARD BARRICADE, TYPE "A"
- Ⓑ STANDARD BARRICADE, TYPE "B"
- Ⓒ CONSTRUCTION SIGN, TYPE "A"
- Ⓓ CONSTRUCTION IDENTIFICATION SIGN

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
PROJECT NO. U-74 (47) P.E. (48) R/W (49) CONST.

BEGINNING AT A POINT 66.10 FEET SOUTHWESTERLY OF US. NO. 52 A DISTANCE OF 1507.30 FEET NORTHERLY AND 5,283.3 FEET SOUTHEASTERLY FROM THE SOUTHWEST CORNER OF SECTION 9, T-23-N, R-4-W, FAIRFIELD TOWNSHIP; THENCE RUNNING IN A SOUTHEASTERLY AND SOUTHERLY DIRECTION A DISTANCE OF 8600.00 FEET MORE OR LESS TO A POINT ON US NO. 52, SAID POINT BEING 54.95 FEET EASTERLY AND 2314.85 SOUTHERLY FROM THE NORTHEAST CORNER OF THE NORTHWEST QUARTER OF SECTION 22, T-23-N, R-4-W, FAIRFIELD TOWNSHIP; ALL IN TIPPECANOE COUNTY, INDIANA.

GROSS LENGTH:- 1.629 MI.
NET LENGTH:- 1.629 MI.

SCALES:-
PLAN { LONG:- 1" = 50' / TRANS:- 1" = 50' }
PROFILE { HORIZ:- 1" = 50' / VERT:- 1" = 10' }

MAX. GRADE 4.00 %

DESIGN DATA		
A.D.T. (1970)	28,800	V.P.D.
A.D.T. (1990) PROJECTED	32,650	V.P.D.
D.H.V.	2,600	V.P.H.
DIRECTIONAL DISTRIBUTION	50	%
TRUCKS	8	%
DESIGN SPEED	40	M.P.H.
ACCESS CONTROL	PARTIAL	

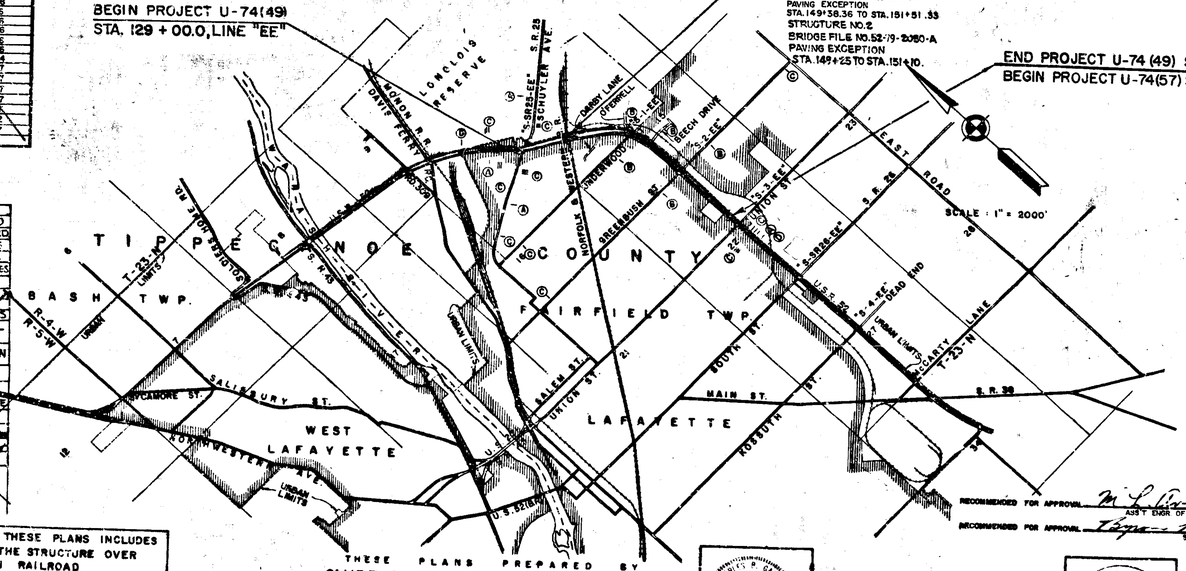
STRUCTURE No. 1
BRIDGE FILE No. 52-79-2030J
PAVING EXCEPTION
STA. 149+38.36 TO STA. 151+51.33

STRUCTURE NO. 2
BRIDGE FILE NO. 52-79-2030-A
PAVING EXCEPTION
STA. 149+25 TO STA. 151+10.

INCLUDED IN THIS PROJECT

BEGIN PROJECT U-74(49)
STA. 129 + 00.0, LINE "EE"

END PROJECT U-74 (49) STA. 215+00 LINE "EE"
BEGIN PROJECT U-74(57) STA. 215+00 LINE "EE"



STATE HIGHWAY DEPARTMENT OF INDIANA.
STANDARD SPECIFICATIONS DATED 1969
TO BE USED WITH THESE PLANS.

THESE PLANS PREPARED BY
CLYDE E. WILLIAMS & ASSOCIATES, INC.
PROFESSIONAL ENGINEERS
SOUTH BEND INDIANAPOLIS
CERTIFIED Charles R. Harlan DATE 1-26-68

November 6, 1969

APPROVED 11-21-69
CHIEF ENGINEER - INDIANA STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL M. L. Anderson DATE 11-19-69
ASS'T ENGR OF PLANS AND SPECIFICATIONS

RECOMMENDED FOR APPROVAL Byron R. Leach DATE 11-18-69
SQUAD CHIEF

RECOMMENDED FOR APPROVAL 11-21-69
ENGINEER OF PLANS AND SPECIFICATIONS
INDIANA STATE HIGHWAY COMMISSION

BUREAU OF PUBLIC ROADS
DEPARTMENT OF TRANSPORTATION
APPROVED
DIVISION ENGINEER DATE

ROAD FILE:-

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS	FILE
U-74(49)		1	172	

UTILITIES

REVISIONS

SHEET NO.	DATE	REVISED

GENERAL NOTES

Standard Divided lane sections for Federal Aid Projects as shown on Sheet No. to be used on this project.

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.

** A 10" R.C. Pavement shall be used.

** Typical cross-section as shown on Sheets No. 4, 5, 6, 7 & 8 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 "NB" specified.

** All Earth Shoulders, Median Area, Cut, and Fill slopes shall be plain or mulched seeded except where sodding is

** 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. 35

** The Area on Lt. of Pavement in Place, from Sta. 151+00 to Sta. 160+00±, is to be Re-Cross Sectioned 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. and Sta. the contractor will be required to remove the present roadway surface and base as directed by the Engineer.

The contractor must accept the plan quantities of "B" Borrow for Structure Backfill as given on the Estimate of Quantities Sheet subject to the conditions as set out in 211.10 of the Standard Specifications.

** For "Kinds of Pipe" permitted for each size and classification as shown on the Structure Data Sheet, see Miscellaneous Standard Sheet "MP" and "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 "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.

** OVERHALL ROAD 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 Sheets No. 32, 33 & 34.

** Special Ditches on Right are Plotted @ Below Datum on Plan & Profile Sheets Except as Noted.

** Special Median & Center Section Cross Slopes [illegible] on Plan & Profile Sheets Except as Noted.

** 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 Semi Ellipse Aluminum Tubular Section or the Steel Tubular Section. (See Special Provisions)

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 Steel Tubular Section

** The Contractor Must Accept the Plan Quantities of Subbase as Given on the Estimate of Quantities Sheet. Subject to the Conditions Set Forth in 304.07 of the Standard Specifications.

** The quantity "Crown Vetch Seeding" shown on the Estimate of Quantities Sheet is to be used at those locations where the slopes are 2:1 or steeper or in an area requiring sand cut or sand fills or as directed by the Engineer.

The quantity of "Pest Excavation" as shown on the plans has been estimated on the basis of theoretical cross-sections by using Method "A" where it applies and Method "B" where it applies.

** 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.

** All Highway Drainage Structures over 42" diameter have been designed on the basis of a 10 year storm frequency. (Except Structure Numbers , which have been designed for a year storm frequency.) The elevations of the design headwater for each culvert having a design flood of more than 500 cubic feet per second, are shown on the Plan-Profile Sheets of the culvert locations.

** Whenever 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 a "Standard Specification for Subbase".

** When reference is made, on the design plans to Subsurface Drains, this reference is to be interpreted as Underdrains and shall conform to the 1969 Standard Specification for Underdrains.

** REPRESENTS GENERAL NOTES REQUIRED

R/W INDEX

SHEET NO	DESIGNATION

INDEX

FEDERAL HIGHWAY REGION NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND	U-74 (49)	1970	1-A	172

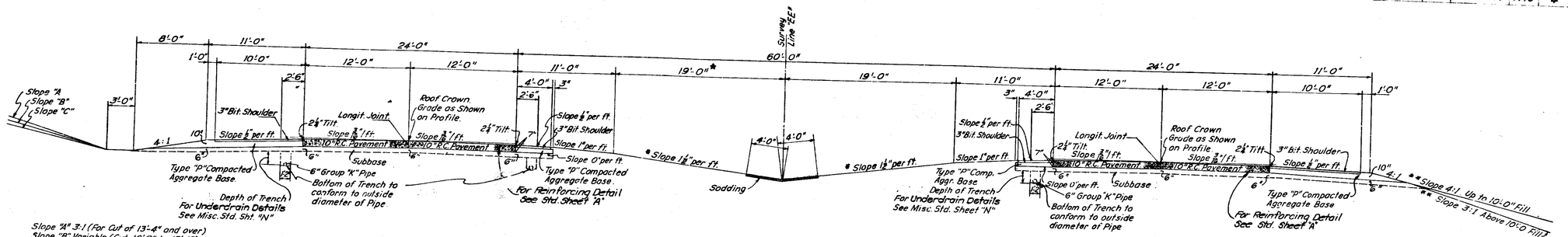
SHEET NO.	DESIGNATION	B P R APPROVAL	DATE ADOPTED "A" OR LATEST REVISION "R"
1	TITLE SHEET		
1-A	INFORMATION SHEET		
2	ST'D DIV. LANE (INTERSTATE) MAY, 1964 VOID		
3	ST'D DIV. LANE ( )		
3	ST'D GROSS SECTION, E-11-JR (10'-24') VOID		
	ST'D SINGLE LANE PAVEMENT SECTIONS		
4-8	TYPICAL CROSS SECTION		
	ST'D RAMP SECTION		
9	PLAT NO. 1		
	ST'D. CONT. REINF. CONC. PAV'T. SHEET "CRC-A"		
	ST'D. CONT. REINF. CONC. PAV'T. SHEET "CRC-B"		
10	ST'D. PAVEMENT JOINTS SHEET "A"		
11-34	PLAN AND PROFILE	2-6-70	R 11-3-69
35	TABLE OF QUANTITIES FOR APPROACHES		
36	TABLE OF QUANTITIES		
37-38	STRUCTURE DATA		
39-39A	SUBSURFACE DRAINAGE - 39A-R.C. BRIDGE DRAINAGE GUTTER		
40-41	ESTIMATE OF QUANTITIES		
42	MISCELLANEOUS STANDARDS, SHEET "MM-1"		
43	MISCELLANEOUS STANDARDS, SHEET "MA"	5-26-70	~ .0
	MISCELLANEOUS STANDARDS, SHEET "MA-1"	6-27-69	R 4-1-69
44	MISCELLANEOUS STANDARDS, SHEET "MA-2"		
	MISCELLANEOUS STANDARDS, SHEET "MB"		
	MISCELLANEOUS STANDARDS, SHEET "MB-1"	1-26-70	R 12 1-69
45	MISCELLANEOUS STANDARDS, SHEET "MB-2"		
46	MISCELLANEOUS STANDARDS, SHEET "MC"		
47	MISCELLANEOUS STANDARDS, SHEET "MC-1"	*	R 9-18-69
48	MISCELLANEOUS STANDARDS, SHEET "MD"	*	R 9-18-69
	MISCELLANEOUS STANDARDS, SHEET "MD-1"	6-30-70	R
	MISCELLANEOUS STANDARDS, SHEET "MD-2"	6-30-70	R
49	MISCELLANEOUS STANDARDS, SHEET "MD-3"		
49-A	MISCELLANEOUS STANDARDS, SHEET "ME"		
50	MISCELLANEOUS STANDARDS, SHEET "ME-1"	8-6-69	R 6-19-69
	MISCELLANEOUS STANDARDS, SHEET "ME-2"	6-11-69	R 4-1-69
	MISCELLANEOUS STANDARDS, SHEET "MG"	11-5-69	R 10-1-69
51	MISCELLANEOUS STANDARDS, SHEET "MH"		
52	MISCELLANEOUS STANDARDS, SHEET "MH-1"	2-8-66	R 10-18-66
53	MISCELLANEOUS STANDARDS, SHEET "MI"	*	R 6-1-69
	MISCELLANEOUS STANDARDS, SHEET "MI-1"	6-25-69	R 4-1-69
54	MISCELLANEOUS STANDARDS, SHEET "MJ"		
55	MISCELLANEOUS STANDARDS, SHEET "MJ-1"	6-20-69	R 4-1-69
	MISCELLANEOUS STANDARDS, SHEET "MK"	5-25-70	R 12-1-69
56	MISCELLANEOUS STANDARDS, SHEET "MN"		
57	MISCELLANEOUS STANDARDS, SHEET "MP"	[illegible]	R 4 [illegible]
57-A	MISCELLANEOUS STANDARDS, SHEET "MP-1"	6-30-70	R [illegible]
	MISCELLANEOUS STANDARDS, SHEET "MR"	4-9-70	R 2-2-70
58	MISCELLANEOUS STANDARDS, SHEET "MS"		
59	MISCELLANEOUS STANDARDS, SHEET "MS-1"	8-25-69	R 6-19-69
60	MISCELLANEOUS STANDARDS, SHEET "MT"	12-19-66	R 10-3-66
61	MISCELLANEOUS STANDARDS, SHEET "MT-1"	6-13-69	R 4-1-69
62	MISCELLANEOUS STANDARDS, SHEET "MT-5"	1-20-70	R 9-2-69
63	MISCELLANEOUS STANDARDS, SHEET "MT-18" VOID	1-21-70	R 12-1-69
64	MISCELLANEOUS STANDARDS, SHEET "MT-7"		
65	MISCELLANEOUS STANDARDS, SHEET "MT-68"	1-21-70	NO [illegible]
66	MISCELLANEOUS STANDARDS, SHEET "MB-1"	*	R 4-1-69
67	MISCELLANEOUS STANDARDS, SHEET "MG-2"	2-8-66	A 7-65
68	MISCELLANEOUS STANDARDS, SHEET "MD-2"	4-21-69	R 10-15-68
69	MISCELLANEOUS STANDARDS, SHEET "MD-5"	2-8-66	R 10-18-66
	MISCELLANEOUS STANDARDS, SHEET "MI-1"	6-11-69	R 4-1-69
	MISCELLANEOUS STANDARDS, SHEET "MV-4"	6-18-69	R 4-1-69
	STD STR CONN FOR EXTENSION		
	STD R C BOX CULV		
	STD R C BOX CULV SK END & WING DET SK		
	STD R C BOX CULV SK END & WING DET SK		
	STD R C CULV W O F		
	STD R C CULV U F		
	STD R C CULV W O F SK		
	STD R C CULV U F SK		
70	GUARD RAIL SHEET GR 1		
71	GUARD RAIL SHEET GR 2	*	R 7-[illegible]
72	GUARD RAIL SHEET GR-3	*	R 7-1-7[illegible]
73	GUARD RAIL SHEET GR-4	*	R 7-[illegible]
74	ALUMINUM GUARD RAIL DETAILS, SHEET GR-5	*	R 6-[illegible]
75	STEEL TUBE GUARD RAIL DETAILS, SHEET GR-6	*	R 2-2-70
	GUARD RAIL PIER CONNECTION DETAILS, SHEET GR-7	*	R 2-2-70
	STEEL BEAM GUARD RAIL, SHEET GR-8		
	ALUMINUM BEAM GUARD RAIL, SHEET GR-9		
75-A	GUARD RAIL SHEET GR-10		
	STD FOR SUPERELEVATION ( )	*	R 2-2-70
76	STD DETOUR SIGNS, SHEET 1		
77	STD DETOUR SIGNS, SHEET 2	10-29-69	R 10-1-69
78	STD DETOUR SIGNS SHEET 3	11-4-69	R 10-1-69
79	STD DETOUR SIGNS SHEET 3A	*	R 7-[illegible]
80	STD DETOUR SIGNS, SHEET 5	9-8-69	R 4-1-69
81	SPECIAL SIGNS	9-8-66	R 4-1-69
82	CONSTRUCTION IDENTIFICATION SIGNS	*	R 4 [illegible]
83	BRIDGE STANDARDS BR-1	9-27-69	R 4-1-69
84	BRIDGE STANDARDS BR-2 VOID		
85	BRIDGE STANDARDS BR 3 VOID		
86	BRIDGE STANDARDS BR 4 VOID		
87	BRIDGE STANDARDS C-1 VOID		
88	BRIDGE STANDARDS M-4 VOID		
89	BRIDGE STANDARDS S-1		
90-172	CROSS SECTIONS	*	R F 1-70

* B.P.R. APPROVAL PENDING

MAY, 1967

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS	FILE
U-74 (49)		1-A	172	

FEDERAL ROAD SECTION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	4	172



ON TANGENTS AND ON CURVES OF LESS THAN 0°-45'

STA. 133 + 52.05 to STA. 163 + 29.80 *** **

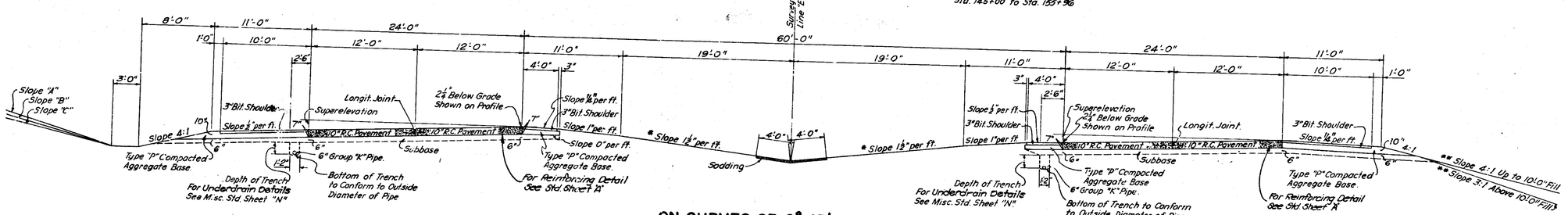
** Embankment For South Approach, Northbound Lane Norfolk & Western Railroad Structure To Be Constructed Under Proj. U-74(57). Sta. 151+10 To Sta. 160+00.

* Variable Width Station 139+33.3 to 145+00.0 Min. 19' Max. 34'
Variable Width Station 159+00 to 163+29.8 Min. 19' Max. 48'

*** See Sheet No. 7 for Typical of Widening & Resurfacing of Existing Pavement Sta. 145+00 to Sta. 155+96

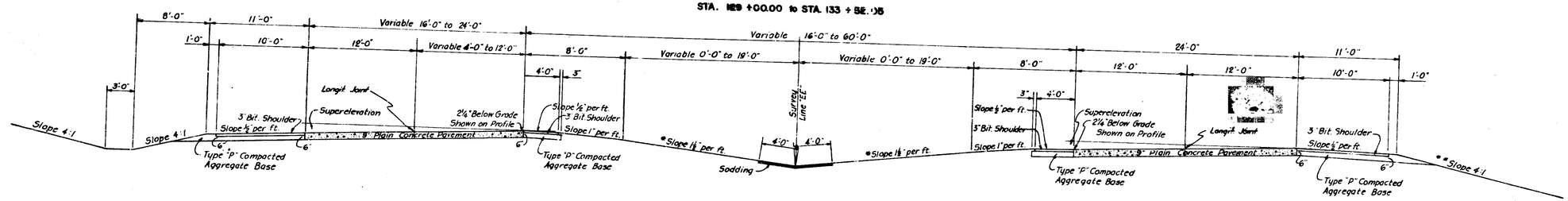
* Min. Slope 1½" per ft. Max. Slope 3" per ft. For Special Center Ditch.

** Fill to be Difference in Elevation Between Shoulder Point and Toe of Slope.



ON CURVES OF 0°-45' AND OVER

STA. 129 + 00.00 to STA. 133 + 52.05



INCIDENTAL CONSTRUCTION

STA. 123 + 33.96 to STA. 129 + 00.00

(SEE DETAIL SHEET # 29)

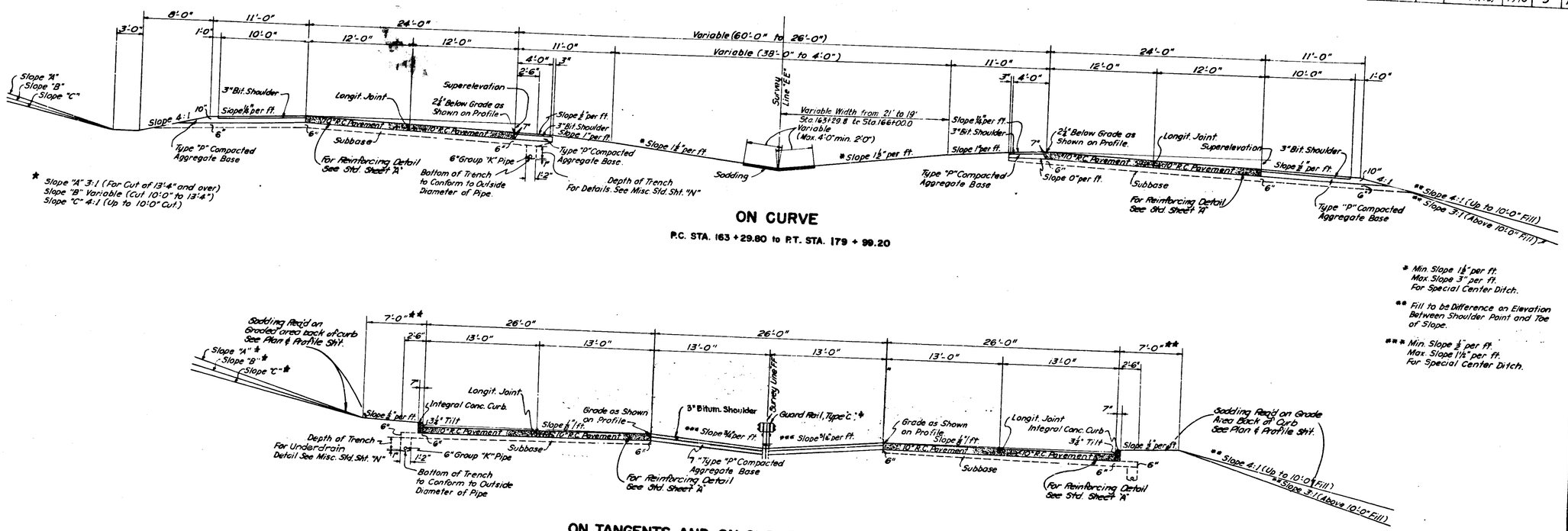
TYPICAL CROSS SECTIONS

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

SUBMITTED FOR APPROVAL 1-11-68

W H Behrens

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	5	172



★ 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.)

ON CURVE

P.C. STA. 163 + 29.80 to P.T. STA. 179 + 99.20

* Min. Slope 1 1/2" per ft.
Max. Slope 3" per ft.
For Special Center Ditch.

** Fill to be Difference on Elevation Between Shoulder Point and Toe of Slope.

*** Min. Slope 1/2" per ft.
Max. Slope 1 1/2" per ft.
For Special Center Ditch.

ON TANGENTS AND ON CURVES OF LESS THAN 0°-45'

STA. 179 + 99.20 to STA. 215+00.00

★★ Variable, Based On 2:1 Slope Construction At Above Location. (See Cross-Sections)

‡ Median Guard Rail to be located equal distance between the two Median Curbs, including turn lanes & all Guard Rail ends to be buried.

TYPICAL CROSS SECTIONS

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

SUBMITTED FOR APPROVAL 1-11-68

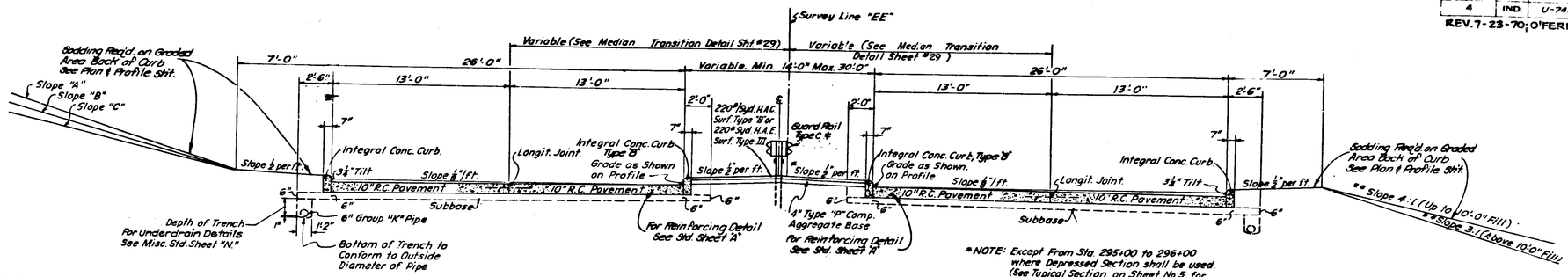
W. H. Behnke
ENGINEER OF ROAD DESIGN, INDIANA STATE HIGHWAY COMMISSION

SEPTEMBER 1963

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(49)	"EE"	5	172	

FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-74(49)	1970	6	172

REV. 7-23-70; O'FERRALL ROAD



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.)

*NOTE: Except From Sta. 295+00 to 296+00 where Depressed Section shall be used. (See Typical Section on Sheet No. 5 for Paved, Depressed Median Section.)

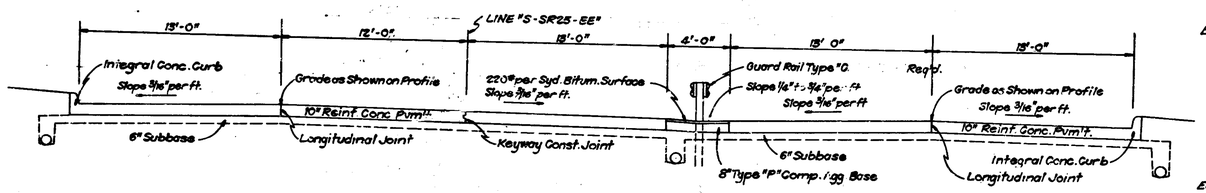
‡ Median Guard Rail to be located equal distance between the two Median Curbs, including turn lanes & all Guard Rail ends to be buried.

** Fill to be Difference in Elevation Between Shoulder Point & Toe of Slope.

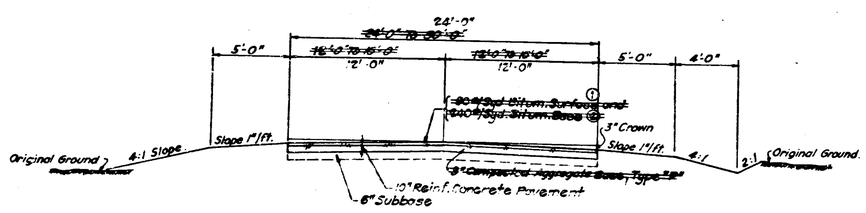
TYPICAL SECTION TO APPLY FROM

STA. 271 + 75.20 TO STA. 296 + 00.00

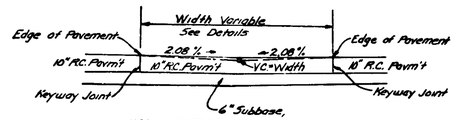
FOR INFORMATION ONLY



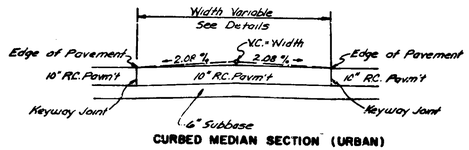
SEC. A-A (SHEET 20 & 21) "S-SR25-EE"



TYPICAL SECTION TO APPLY ON RELOCATED O'FERRALL ROAD



NON - CURBED MEDIAN SECTION (RURAL)



CURBED MEDIAN SECTION (URBAN)

TYPICAL SECTION ALL MEDIAN OPENINGS

(See Misc. St'd Sheets mJ & mJ1)
No Scale:

TYPICAL CROSS SECTIONS

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

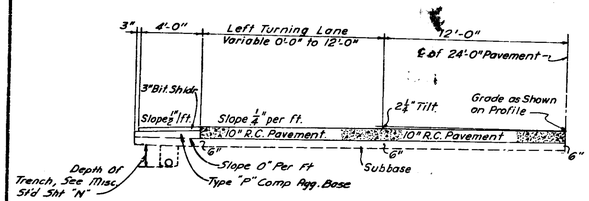
SUBMITTED FOR APPROVAL 9-11-68

W H Behrens

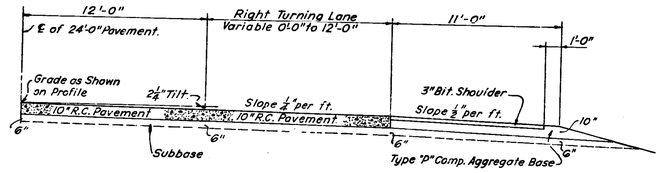
SEPTEMBER 1963

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS	FILE
U-74(49)	EE	6	172	

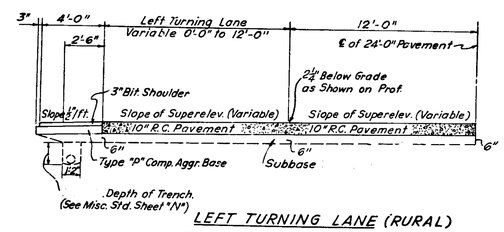
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TO SHEET
4	IND.	U-74(19)	1970	7	172



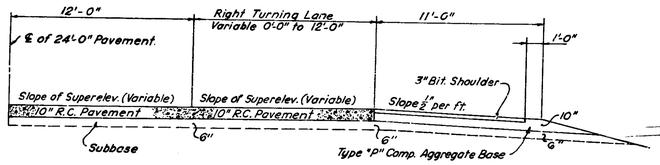
LEFT TURNING LANE (RURAL)
ON TANGENTS AND ON CURVES OF LESS THAN 0°45'



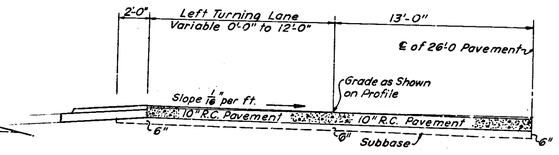
RIGHT TURNING LANE (RURAL)
ON TANGENTS AND CURVES OF LESS THAN 0°45'



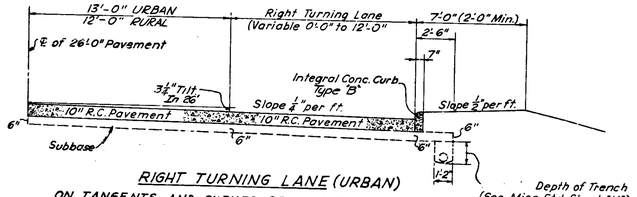
LEFT TURNING LANE (RURAL)
ON CURVES OF 0°45' AND OVER



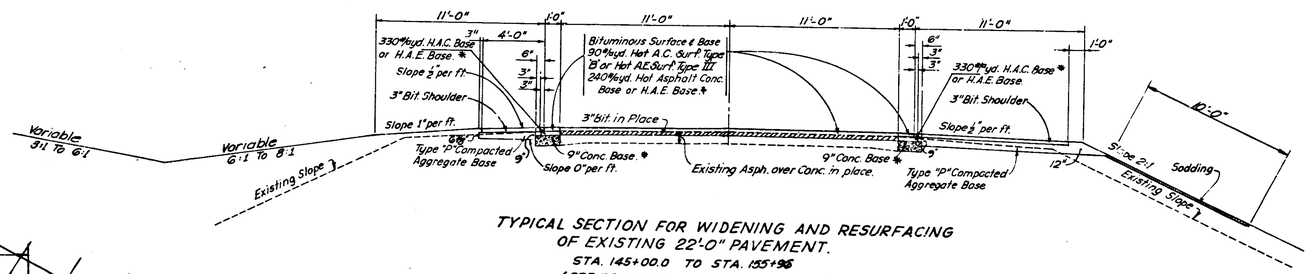
RIGHT TURNING LANE (RURAL)
ON CURVES OF 0°45' AND OVER



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

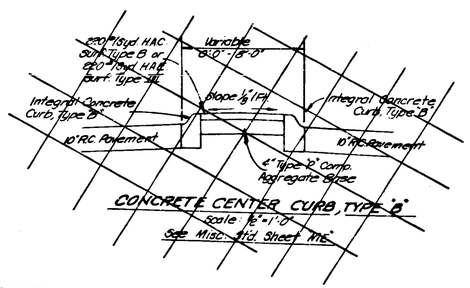


RIGHT TURNING LANE (URBAN)
ON TANGENTS AND CURVES OF LESS THAN 0°45'
OR
RIGHT TURNING LANE WITH CURB (RURAL)

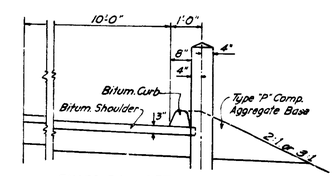


TYPICAL SECTION FOR WIDENING AND RESURFACING
OF EXISTING 22'-0" PAVEMENT.
STA. 145+00.0 TO STA. 155+96
(SEE BRIDGE PLANS FOR GRADE)
+ ADDITIONAL BASE AS REQ'D. FOR WEDGING VERTICAL CURVE

* From Sta. 151+10 to Sta. 155+96
Existing Concrete Gutter
Shall Remain as Base.



CONCRETE CENTER CURB, TYPE "B"
Scale: 1/2" = 1'-0"
See Misc. Std. Sheet "M6"



GUARD RAIL DETAIL
WITH CURB.
Scale 1/2" = 1'-0"

(URBAN) REFERS TO A CURBED TYPICAL SECTION
(RURAL) REFERS TO A NON-CURBED TYPICAL SECTION

TYPICAL CROSS SECTIONS

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

SUBMITTED FOR APPROVAL 1-11-68

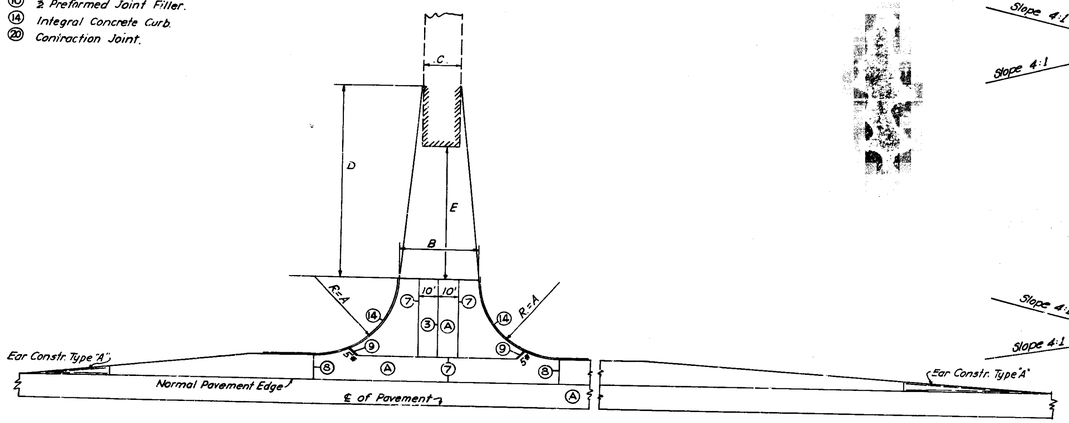
W. R. Behrens

SEPTEMBER 1963

FEDERAL AID REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	8	172

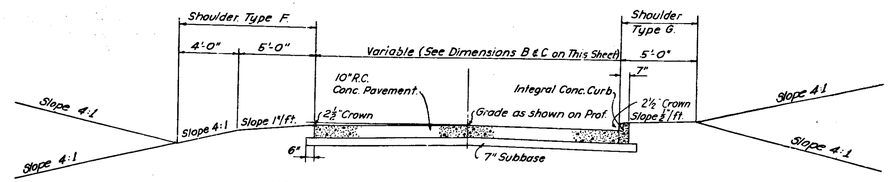
LEGEND

- (A) 10" R.C. 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.



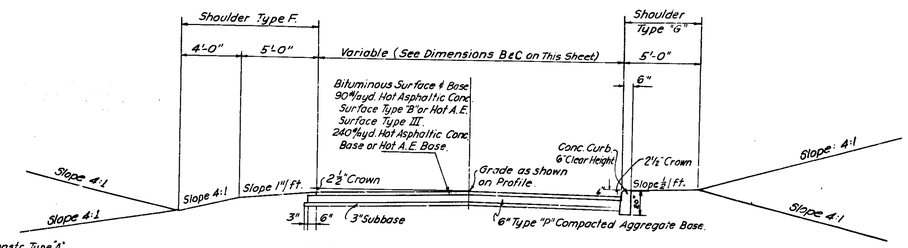
STANDARD APPROACH

Not to Scale



TYPICAL SECTION 10" R.C. CONCRETE PAVEMENT.

Scale ¼" = 1'-0"



TYPICAL SECTION BITUMINOUS SURFACE.

Scale ¼" = 1'-0"

TYPICAL SECTIONS TO APPLY ON PUBLIC ROAD APPROACHES

LINE	STATION	STREET NAME	A.D.T. Lt.	A.D.T. Rt.	A Lt.	A Rt.	B	C Lt.	C Rt.	D Lt.	D Rt.	E Lt.	E 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
			RIGHT OR LEFT OF LINE "EE"																	
S-SR-25-EE	135+00.25	S.R. 25	17,500	12,670	33.6 & 103	34.6 & 83.5	40	22	32	100 & 114.7	100	115	100	CONC.	CONC.	F	G	20-21	13	
	139+98.5	26th STREET	NONE	NA	NONE	25 & 40	27	NONE	27	NONE	NONE	NONE	NONE	NONE	BIT.	NONE	G	21	13	
S-1-EE	170+61.86	UNDERWOOD ST.	NONE	4,370	NONE	40 & 65	40	NONE	38	NONE	20	NONE	20	NONE	BIT.	NONE	G	23	19	
	180+32.5	BEECH DRIVE	NA	NONE	40 & 60	NONE	40	24	NONE	50	NONE	5	NONE	CONC.	NONE	G	NONE	24	16	
S-2-EE	191+85.15	GREENBUSH ST.	2,200	7,180	40	40	40	22	40	200	NONE	109	59	BIT.	CONC.	F	G	24	17	
~~S-3-EE~~	~~210+00.0~~	~~UNION STREET~~	~~9,630~~	~~9,330~~	~~40~~	~~40~~	~~40~~	~~30~~	~~40~~	~~100~~	~~NONE~~	~~140~~	~~90~~	~~CONC.~~	~~CONC.~~	~~G~~	~~G~~	~~34~~	~~18~~	
~~S-SR-25-EE~~	~~241+07.0~~	~~SOUTH STREET~~	~~21,150~~	~~22,000~~	~~40~~	~~40~~	~~40~~	~~50~~	~~35.4~~	~~100~~	~~50~~	~~100.7~~	~~100.7~~	~~CONC.~~	~~CONC.~~	~~F~~	~~G~~	~~37~~	~~20~~	
~~S-4-EE~~	~~271+75.0~~	~~HOOSUTH STREET~~	~~NA~~	~~9,150~~	~~40~~	~~40~~	~~40~~	~~22~~	~~22~~	~~100~~	~~100~~	~~191~~	~~0~~	~~BIT.~~	~~CONC.~~	~~F~~	~~G~~	~~40~~	~~20~~	

PUBLIC ROAD APPROACHES

"NA"- NO TRAFFIC COUNTS AVAILABLE

"NONE"- NO TRAFFIC MOVEMENTS IN DIRECTION SHOWN

TYPICAL CROSS SECTIONS

SCALE: *As Shown*

SUBMITTED FOR APPROVAL *1-11-68*

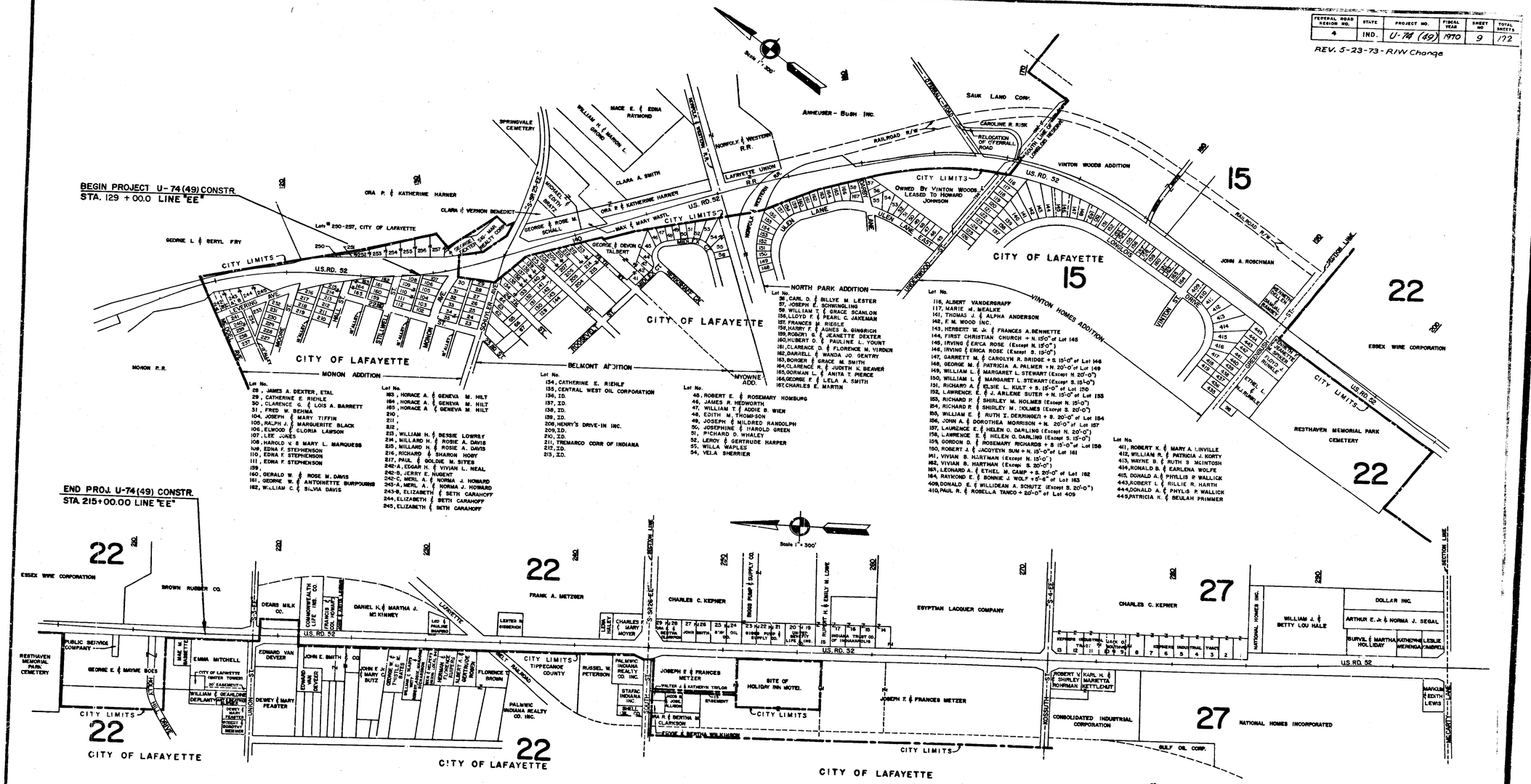
W A Behens

SEPTEMBER 1963

U-74(49) "EE" 8 172

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-74 (49)	1970	9	172

REV. 5-23-73 - R/W Change



PROJECT NO.	LINE	SHEET NO	TOTAL SHEETS	FILE
U-74 (49)	"EE"	9	172	

GAS LINES	INDIANA GAS & WATER CO. INC. 1630 N. MERIDIAN STREET % JULIAN O. PIERCEFIELD INDIANAPOLIS, INDIANA
TELEPHONE	GENERAL TELEPHONE CO. OF IND., INC. 303 E. BERRY STREET FORT WAYNE, INDIANA
UNDERGROUND TEL. CABLE SR. 28	INDIANA BELL TELEPHONE CO. 240 N. MERIDIAN STREET INDIANAPOLIS, INDIANA
POWER LINES	PUBLIC SERVICE OF INDIANA PLAINFIELD, INDIANA
WATER & SEWERS	CITY OF LAFAYETTE

ABBREVIATIONS

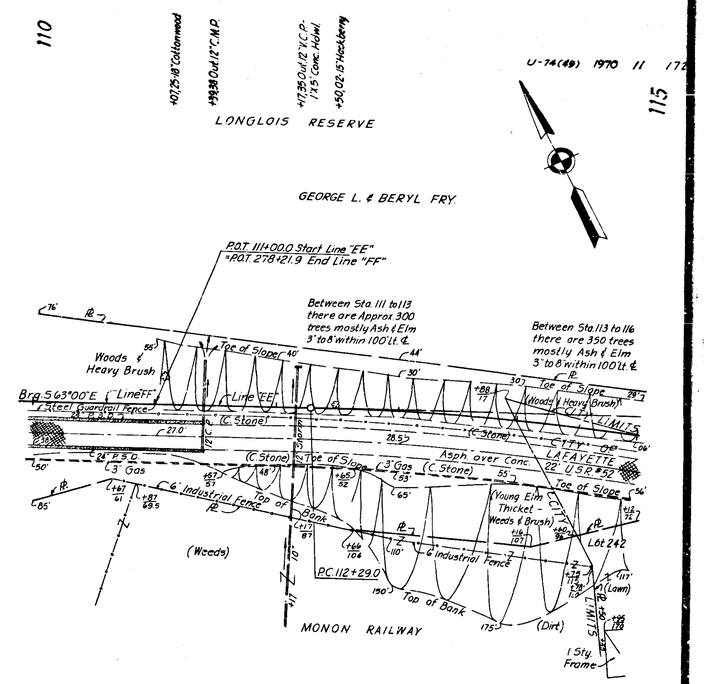
A.C.L. ----- ACCESS CONTROL LINE

L.A. R/W ---- LIMITED ACCESS RIGHT OF WAY
R/W ------- RIGHT OF WAY

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

GENERAL NOTES ON SHEET 1-A

1. STD. SHEET "A", MAY 1967 FOR REINF. CONCRETE MESH AS SHOWN ON SHEET No. 10 TO BE USED ON THIS PROJECT.
2. TYPICAL CROSS-SECTION AS SHOWN ON SHEETS No. 4, 5, 6, 7 & 8 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 NO GRADE AND OVER SHALL BE SODDED EXCEPT WHERE DITCH IS IN ROCK CUT OR 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 WHERE 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. (SEE SPECIAL PROVISION).
14. EXCAVATION QUANTITIES AS SHOWN INCLUDE ESTIMATED EXCAVATION FOR PUBLIC AND PRIVATE APPROACHES. (SEE TABLE ON SHEET No. 36)
15. QUANTITIES FOR PIPE CULVERT HEADWALLS ARE BASED ON USING STANDARD HEADWALLS FOR RETAINING 2:1 OR 3:1 SLOPES, AND PRIVATE DRIVE HEADWALLS FOR RETAINING 4:1 OR FLATTER SLOPES.
16. FOR "KINDS OF PIPE" PERMITTED FOR EACH SIZE AND CLASSIFICATION AS SHOWN ON THE STRUCTURE DATA SHEET, SEE MISC. STANDARD SHEET "D". STRUCTURE LENGTHS SHOWN IN STRUCTURE NOTES DO NOT INCLUDE CONNECTIONS.
17. 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.
18. THE CONTRACTOR MUST ACCEPT THE PLAN QUANTITIES OF SUBBASE AS GIVEN ON THE ESTIMATE OF QUANTITIES SHEET (SEE SPECIAL PROVISIONS).
19. ALL LIMITED ACCESS R/W (L.A. R/W) NOT TO BE FENCED.
20. ON THE TYPICAL SECTIONS, (URBAN) REFERS TO A CURBED SECTION & (RURAL) REFER TO A NON-CURBED SECTION.
21. CONTRACTION JOINTS SHALL BE PLACED AT ALL MANHOLES WITHIN PAVEMENT LIMITS.
22. CONTRACTION JOINTS SHALL BE PLACED AT THE BEGINNING AND END OF ALL RADII, AT STREET AND ALLEY INTERSECTIONS.
23. ALL CURVES SHALL BE SUPERELEVATED IN ACCORDANCE WITH TRANSITION DIAGRAMS SHOWN ON SHEET Nos. 32, 33 & 34 EXCEPT THE 0°54' CURVES FROM APPROXIMATE STA. 272+40 TO STA. 278+85 WHICH SHALL NOT BE SUPERELEVATED.
24. BASE & SURFACE CONSTRUCTION DEPTH, THICKNESS, FOR PRIVATE & COMMERCIAL DRIVES, TO BE AS SHOWN ON TABLE OF QUANTITIES FOR APPROACHES, SHEET No. 35
25. A BUFF WALL SHALL BE CONSTRUCTED IN THE EAST BOUND PAVEMENT LANE STATIONS 105+00 AND 106+26 BETWEEN THE OLD & NEW PAVEMENT.
26. FOUR INCH (4") WHITE EDGE LINES AND A WHITE SKIP CENTERLINE SHALL BE PLACED ON RECONSTRUCTED O'FERRAL ROAD.



FOR DETAIL OF TRANSITION SEE SHEET #29 FOR DETAILS AT STA. 129+00 & AHEAD SEE SHEET #20

REV. 10-16-68; TEMP. R/W RT. OF STA. 123+50 TO STA. 130+00 PER DIV. OF L.A.

U-74(49) 1970 12 172

BEGIN PROJ. U-74(49) CONSTR. STA 129+00

LONGLOIS RESERVE

GEORGE L. & BERYL FRY

ORA P. & KATHERINE HARNER

CITY OF LAFAYETTE

MONON ADDITION

CITY LIMITS

P.C. 125+52.05

P.O.C. 129+52.05

P.L., L.A. R/W & A.C.L.

Δ = 24°30' Rt.
D = 2°30'
T = 497.6
E = 53.40
L = 980.0

Δ = 2°00' Lt
D = 2°30'
L = 600
T = 404.16'
E = 35.36'

Between Sta. 113 to 116 there are approx. 350 trees mostly Ash & Elm 3" to 9" within 100' Lt. ℄

Between Sta. 116 to 119 there are approx. 375 trees mostly Ash & Elm within 100' Lt. ℄

Between Sta. 119 to 122 there are approx. 300 trees mostly Ash & Elm 3" to 12" within 100' Lt. ℄

Between Sta. 122 to 125 there are Approx. 360 trees mostly Ash & Elm 3" to 12" within 150' Lt. of ℄

Between Sta. 125 to 128 there are Approx. 310 trees mostly Ash & Elm 3" to 12" within 150' Lt. of ℄

Between Sta. 113 to 116 there are approx. 20 trees 3"-8" Hackberry within 150' Rt. ℄

Between Sta. 116 & 119 there are 90 trees, mostly Elm 2" to 10" within 150' Rt. ℄

Between Sta. 119 & 122 there are Approx. 160 Trees mostly Elm 3" to 10" within 150' Rt. ℄

P.I. 117+26.6

P.I. 129+56.21

P.O.C. 117+19.0 (I.P.L.)

P.I. 117+26.6 (I.P.L.)

P.O.S.T. P.I. +334.9 (I.P.L.)

P.T. 122+09.0 (Rd. Nail F.)
= O.P.T. 12.0' Rt. (Rd. Nail F.)

P.C. 125+52.05 (I.P.L.)
P.I. +00, EL. 585.52, VC = 600'

P.I. +00

P.I. 129+56.2 (I.P.L.)

P.O.C. 129+52.05 (I.P.L.)

PARCEL #95

PARCEL #94

PARCEL #92

PAVEMENT REMOVAL
Sta. 120+96.3 to 130+00 = 1602 Sq. Yds.

STRUCTURE No 10
26' of 6.4 Sq. Ft. Pipe Arch Reqd.

STRUCTURE No 11
Std. Inlet Type P-12A & 60' of 12" Pipe Reqd.

STRUCTURE No 12
Std. Inlet Type P-12A & 76' of 12" Pipe Reqd.

STRUCTURE No 13
4 L.F. Reconstructed M.H. & Adjust Cast to Grade

TEMP. R/W FOR BLDG. REMOVAL

Remove Structure In Place

Temp. R/W for Bldg. Removal

117' L.A. R/W & A.C.L.

30 L.F. Guard R. Type A Reqd.

17.5 L.F. Guard Rail Type A Reqd.

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

(Not Referenced)

Perm. ⊙ #3 Elev. 581.53 Bt. Spk. in Lamp Pole 262' Rt. Sta. 115+25, Perm. ⊙ #4 Elev. 534.58' "x" Cut in W. end Conc. Hdwl. 53' Rt. Sta. 116+21
Perm. ⊙ #5 Elev. 520.11 Bt. Spk. 8" Maple 92' Lt. Sta. 117+21, Perm. ⊙ #6 Elev. 583.45 "x" Cut in Rim on M.H. 184' Rt. Sta. 117+57
Perm. ⊙ #7 Elev. 520.99 Bt. Spk. 15" Twin Cottonwood 63' Lt. Sta. 120+03, Perm. ⊙ #8 Elev. 583.96 Bt. Spk. in Lamp Pole 127' Rt. Sta. 120+82
B.M. #2 Elev. 553.48 "x" Cut in West End Conc. Hdwl. 23' Rt. Sta. 122+46
Perm. ⊙ #9 Elev. 575.56 Bt. Spk. in 8" Hackberry 50' Rt. Sta. 122+82
B.M. #3 Elev. 589.49 N.W. Cor. of Top Conc. Step 13' Rt. Sta. 128+53

GRADE OF FUTURE DIVIDED LANE PAVEMENT

845 L.F. P.S.D. TYPE "A" REQ'D.
881 SYS. SODDING REQ'D. RT.

EXISTING PAVEMENT TO BE LEFT IN PLACE TO STA. 123+33.98, El. 567.19

GRADE SPL. 3' BOTT. DITCH RT.

GRADE SPL. "V" BOTT. DITCH RT.

GRADE SPL. 3' BOTT. DITCH RT.

GRADE OF SPEC. 3' BOTTOM DITCH LT. (Sta. 130+25)

GRADE OF SPEC. 3' BOTTOM DITCH ON RT.

F.L. 567.00

F.L. 575+00

F.L. & El. 577.00

El. 582.83

El. 581.08

El. 579.85

El. 574.40

El. 559.36

El. 562.28

El. 551.00

El. 548.00

El. 546.00

El. 544.30

F.L. El. 537.0 FOR 3'x2' B. CUL. (OUT) 60' Lt.

INCIDENTAL CONSTRUCTION SEE SHEET No. 29

BALANCE #1

Cut	38,917 Cys.
Fill +25%	971 Cys.
Overhaul	37,946 Cys.

Above Quantities Include 2285 Cys. Cut from Line "S-S2-25-EE"
Above Quantities Include 209 Cys. Cut from Line "S-S8.25 EE" Temp. Conn.
Above Quantities Include 144 Cys. Cut from Approaches & Drives
Above Quantities Include 21,594 Cys. Cut & 258 Cys. Fill +25% for Incidental Construction.
Above Overhaul to be used in Bal. No 2

BEGIN PROJ. U-74(49) STA. 129+00

RICHARD C. RAILE
REGISTERED
9:00
STATE OF INDIANA
CIVIL ENGINEER

U-74(49) "EE" 12 172

NOTE: FOR R/W ON LT. FROM STA. 133+80 TO 135+70 SEE SHEET 20-A (REV. 2-8-72)

DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 129+00 TO STA. 145+00 SEE SHEET # 20 & 21

REV. 11-30-70; R/W ON LT. FROM STA. 134+30 TO 135+70.

REV. 4-14-70; ℄'s ON LT. FROM STA. 137 TO STA. 145.

REV. 4-6-70; ℄ & R/W PER DIV OF L.A.

REV. 12-18-68; TEMP. R/W ON RT. AT STA. 132+00 PER DIV. OF L.A.

REV. 10-16-68; TEMP. R/W RT. AT STA. 130+00 & P.L. ON RT. AT STA. 144+00 PER DIV. OF L.A.

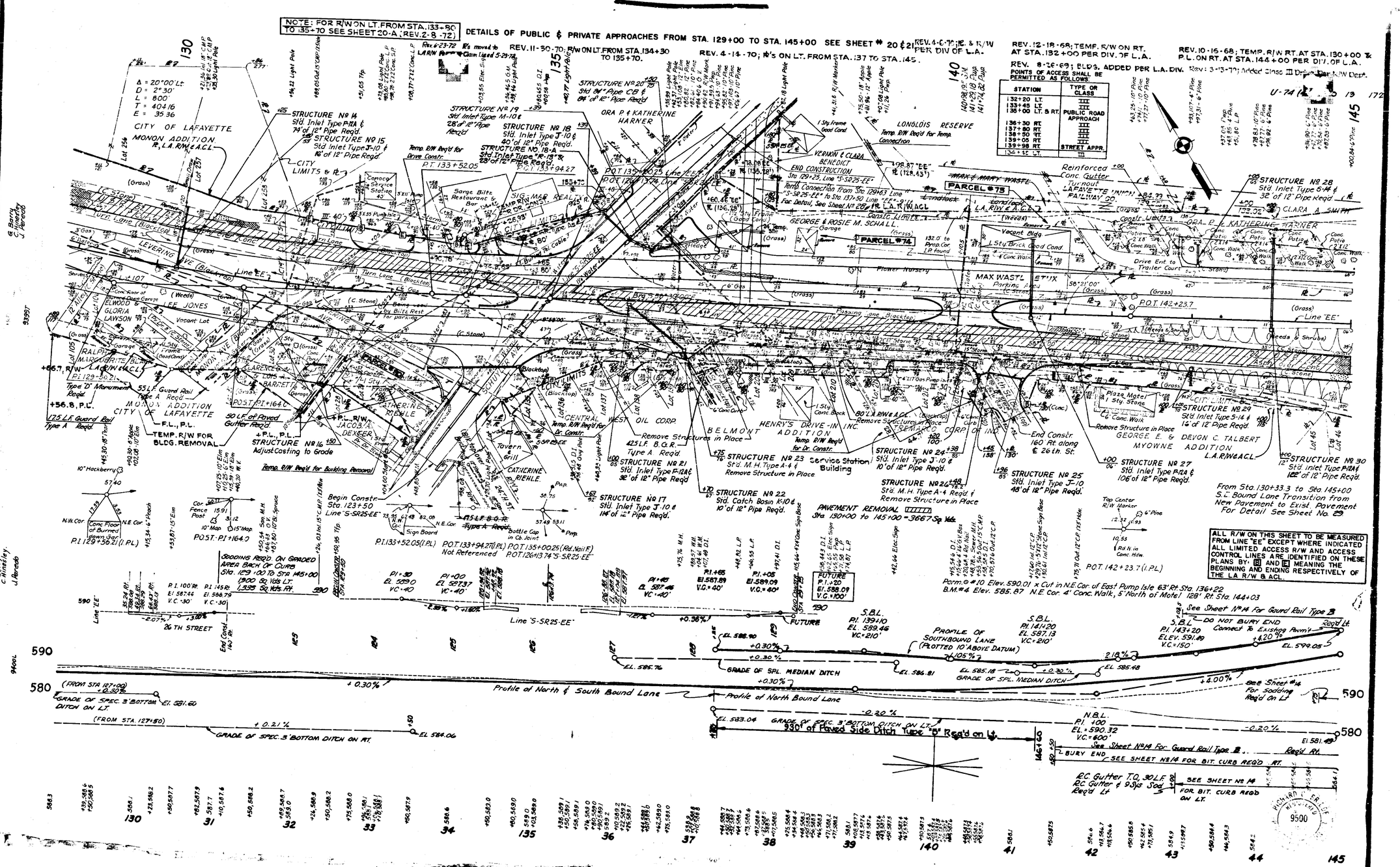
REV. 8-26-69; BLDG. ADDED PER L.A. DIV.

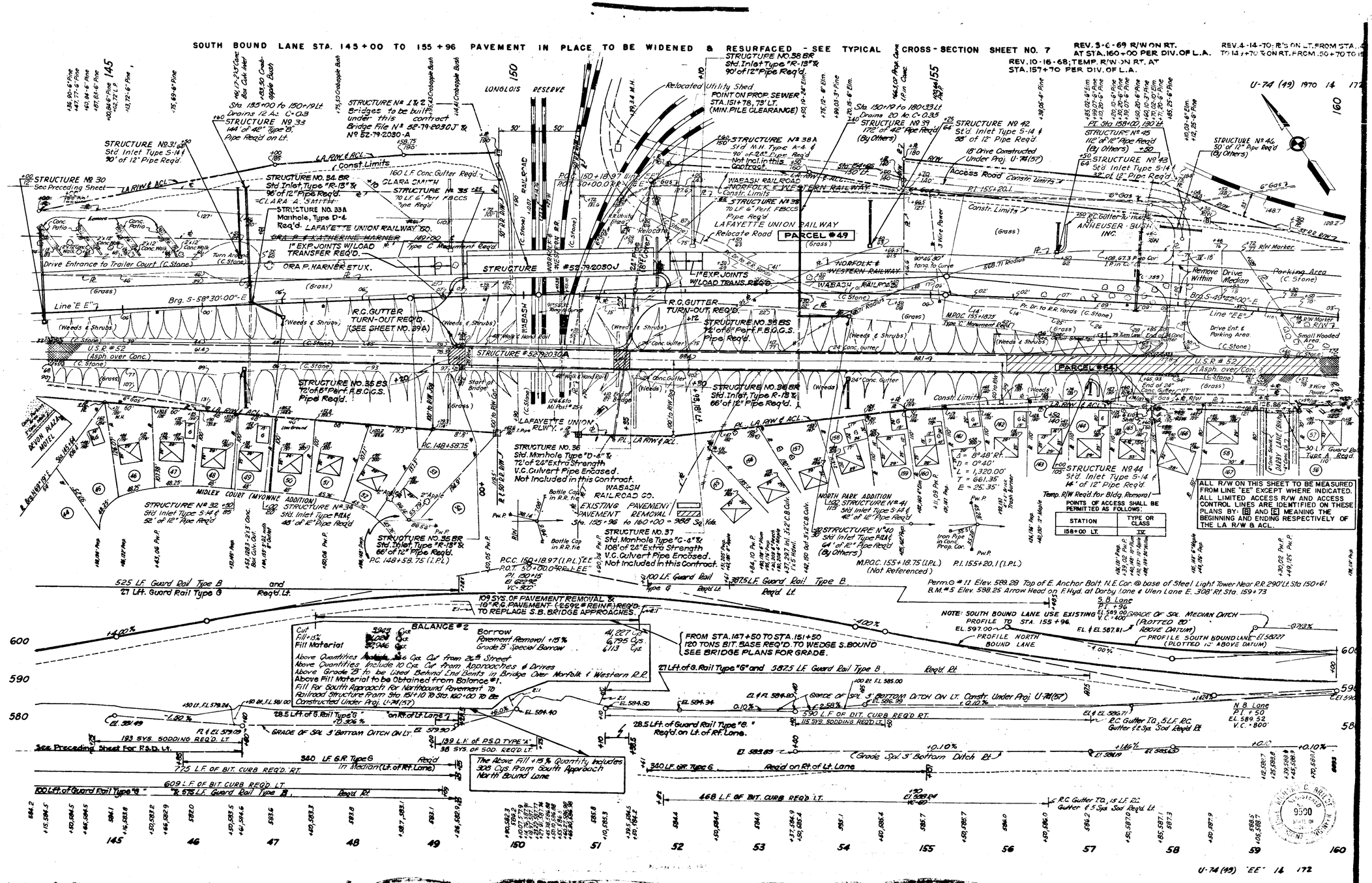
Rev. 6-23-72 ℄'s moved to L.A.R/W Claim Filed 5-29-72

Rev: 3-13-70; Added Class III Drive Per L.A. Dept.

POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS
132+20 LT.	III
133+45 LT.	III
136+00 LT. & RT.	PUBLIC ROAD APPROACH
136+30 RT.	III
137+80 RT.	III
138+50 RT.	III
139+05 RT.	III
139+98 RT.	STREET APPR.
140+55 LT.	III




SOUTH BOUND LANE STA. 145+00 TO 155+96 PAVEMENT IN PLACE TO BE WIDENED & RESURFACED - SEE TYPICAL CROSS-SECTION SHEET NO. 7
REV. 3-6-69 R/W ON RT. AT STA. 160+00 PER DIV. OF L.A.
REV. 10-16-68; TEMP. R/W ON RT. AT STA. 157+70 PER DIV. OF L.A.
U-74 (49) 1970 14 172
LONGLOIS RESERVE
STRUCTURE NO. 38 BR Std. Inlet Type "R-13" & 90' of 12" Pipe Req'd.
POINT ON PROP. SEWER STA. 151+78, 73' LT. (MIN. PILE CLEARANCE)
STRUCTURE No. 33 144' of 42" Type "B" Pipe Req'd on Lt.
STRUCTURE No. 31 Std. Inlet Type S-14 & 90' of 12" Pipe Req'd.
STRUCTURE No. 30 See Preceding Sheet
STRUCTURE No. 34 BR Std. Inlet Type "R-13" & 96' of 12" Pipe Req'd.
STRUCTURE No. 33A Manhole, Type D-4 Req'd.
STRUCTURE No. 35 70 L.F. 6" Perf. FBCCS Pipe Req'd.
STRUCTURE No. 38A Std. M.H. Type A-4 & 90' of 24" Pipe Req'd. Not incl. in this Contract.
STRUCTURE No. 39 172' of 42" Pipe Req'd. (By Others)
STRUCTURE No. 42 Std. Inlet Type S-14 & 58' of 12" Pipe Req'd.
STRUCTURE No. 43 Std. Inlet Type S-14 & 32' of 12" Pipe Req'd.
STRUCTURE No. 46 50' of 12" Pipe Req'd. (By Others)
STRUCTURE No. 38 70 L.F. 6" Perf. FBCCS Pipe Req'd.
LAFAYETTE UNION RAILWAY
PARCEL #49
PARCEL #64
STRUCTURE #52-79-2030J
STRUCTURE #52-79-2030A
R.C. GUTTER TURN-OUT REQ'D. (SEE SHEET NO. 39A)
R.C. GUTTER TURN-OUT REQ'D.
STRUCTURE NO. 35 BS 72' of 6" Perf. F.B.C.G.S. Pipe Req'd.
STRUCTURE NO. 36 BR Std. Inlet Type R-13 & 66' of 12" Pipe Req'd.
STRUCTURE NO. 36 Std. Manhole Type "D-4" & 72' of 24" Extra Strength V.C. Culvert Pipe Encased. Not Included in this Contract.
STRUCTURE NO. 37 Std. Manhole Type "C-4" & 108' of 24" Extra Strength V.C. Culvert Pipe Encased. Not Included in this Contract.
STRUCTURE No. 44 Std. Inlet Type S-14 & 14' of 12" Pipe Req'd.
STRUCTURE No. 32 Std. Inlet Type S-14 & 52' of 12" Pipe Req'd.
STRUCTURE No. 34 Std. Inlet Type PAA & 48' of 12" Pipe Req'd.
STRUCTURE No. 35 BR Std. Inlet Type "R-13" & 66' of 12" Pipe Req'd.
STRUCTURE No. 40 Std. Inlet Type PAA & 64' of 12" Pipe Req'd. (By Others)
MIDLEX COURT (MYOWNE ADDITION)
NORTH PARK ADDITION
DEVON PLAZA MOTEL
DARBY LANE (BIXTON)
ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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.
POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:
STATION | TYPE OR CLASS
158+00 LT. | IV
525 L.F. Guard Rail Type B and 27 Lft. Guard Rail Type G Req'd. Lt.
387.5 L.F. Guard Rail Type B Req'd. Lt.
109 SYS. OF PAVEMENT REMOVAL & 10" R.C. PAVEMENT (2692# REINF.) REQ'D. TO REPLACE S.B. BRIDGE APPROACHES.
BALANCE #2
Borrow
Pavement Removal +15%
Grade "B" Special Borrow
Above Quantities Include 10 Cys. Cut from Approaches & Drives
Above Grade "B" to be Used Behind End Bents in Bridge Over Norfolk & Western R.R.
Above Fill Material to be Obtained from Balance #1.
Fill For South Approach for Northbound Pavement to Railroad Structure From Sta. 151+10 To Sta. 160+00 To Be Constructed Under Proj. U-74(57)
FROM STA. 147+50 TO STA. 151+50 120 TONS BIT. BASE REQ'D. TO WEDGE S. BOUND SEE BRIDGE PLANS FOR GRADE.
NOTE: SOUTH BOUND LANE USE EXISTING PROFILE TO STA. 155+96
PROFILE NORTH BOUND LANE
PROFILE SOUTH BOUND LANE (PLOTTED 10' ABOVE DATUM)
GRADE OF SPL. MEDIAN DITCH (PLOTTED 20' ABOVE DATUM)
27 Lft. of G. Rail Type "G" and 587.5 L.F. Guard Rail Type B Req'd. Rt.
28.5 Lft. of G. Rail Type "G" on Rt. of Lt. Lane
28.5 Lft. of Guard Rail Type "G" Req'd. on Lt. of Rt. Lane.
590 L.F. OF BIT. CURB REQ'D. RT.
115 SYS. SODDING REQ'D. LT.
GRADE OF SPL. 3' BOTTOM DITCH ON LT. Constr. Under Proj. U-74(57)
193 SYS. SODDING REQ'D. LT.
See Preceding Sheet For P.S.D. Lt.
139 L.F. of P.S.D. TYPE "A"
38 SYS. OF SOD. REQ'D. LT.
340 L.F. G.R. Type G Req'd. in Median (Lt. of Rt. Lane)
775 L.F. OF BIT. CURB REQ'D. RT.
609 L.F. OF BIT. CURB REQ'D. LT.
100 Lft. of Guard Rail Type "G" & 575 L.F. Guard Rail Type B Req'd. Rt.
The Above Fill +15% Quantity Includes 308 Cys. From South Approach North Bound Lane
340 L.F. G.R. Type G Req'd. on Rt. of Lt. Lane
468 L.F. OF BIT. CURB REQ'D. LT.
R.C. Gutter T.O., 15 L.F. R.C. Gutter & 5 Sys. Sod Req'd. Lt.
R.C. Gutter T.O., 5 L.F. R.C. Gutter & 2 Sys. Sod Req'd. Rt.
N.B. Lane P.I. +50 EL. 589.52 V.C. = 800'
Perm. ⊙ #11 Elev. 589.28 Top of E. Anchor Bolt N.E. Cor. @ base of Steel Light Tower Near R.R. 290' Lt. Sta. 150+61
R.M. #5 Elev. 588.25 Arrow Head on F. Hyd. at Darby Lane & Ulen Lane E. 308' Rt. Sta. 159+73
145 46 47 48 49 150 51 52 53 54 155 56 57 58 59 160
U-74 (49) "EE" 14 172

FOR DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 160+00 TO STA. 175+00, SEE SHEETS 22 & 23

REV. 3-6-69 R/W ON RT. AT STA. 160+00 PER DIV. OF L.A.

REV. 3-7-69 RELOC. O'FERRALL ROAD
REV. 7-23-70; O'FERRALL ROAD

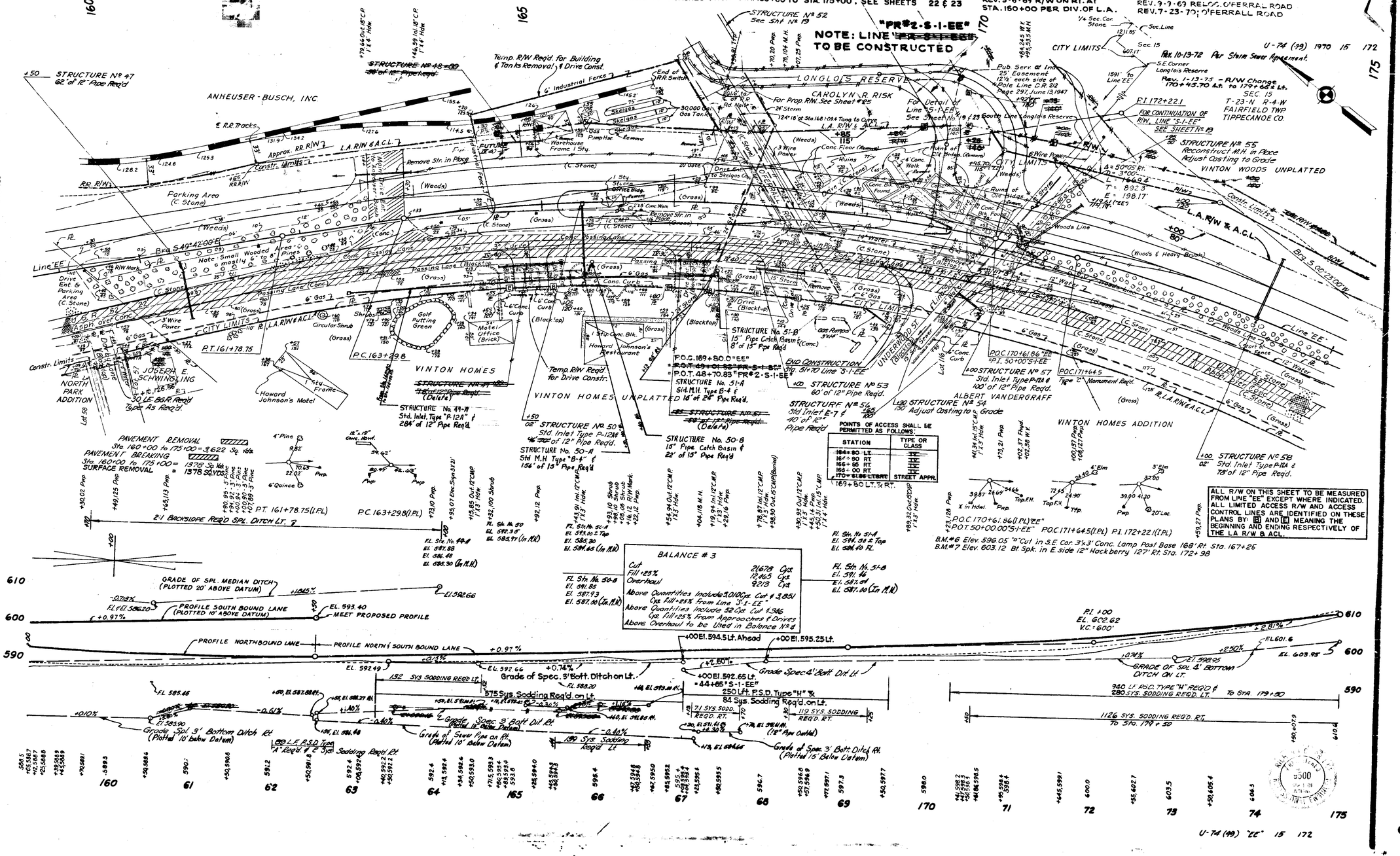
NOTE: LINE "PR#2-S-1-EE" TO BE CONSTRUCTED

U-74 (19) 1970 15 172

Rev. 10-13-72 For Storm Sewer Replacement.

Rev. 1-13-75 – R/W Change 170+45.70 Lt. to 179+66 Lt.

SEC 15
T-23-N R-4-W
FAIRFIELD TWP
TIPPECANOE CO.



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS
164+80 LT.	IV
164+80 RT.	IV
166+65 RT.	IV
169+00 RT.	IV
~~170+81.85 LT. & RT.~~	~~IV~~
169+80 LT. & RT.	STREET APPR.

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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 & ACL.

FOR DETAIL OF PUBLIC APPROACH, SEE SHEET NO. 24

Rev. 1-13-75; R/W Change 170+45.70 Lt. to 179+66 Lt.

U-74(49) 1970 16 172

REV. 4-14-70; NOTE ON STR. NO. 74
REV. 7-23-70; O'FERRALL ROAD

SEC. 15-T23N-R4W
FAIRFIELD TWP.-TIPPECANOE CO.

VINTON WOODS UNPLATTED.

JOHN A. ROSCHMAN

VINTON HOMES ADDITION

VINTON HOMES ADDITION

MEET EXISTING GRADE 110' Lt. of Line "EE" along ℄ Beech Dr.

BEGIN CONSTR. 155' Lt. of Line "EE" along ℄ Beech Dr.

STRUCTURE No. 59 Std. Inl. Type P-11A 62' of 12" Pipe Req'd

STRUCTURE No. 60 Std. Inlet Type J-10¢ 16' of 12" Pipe Req'd.

STRUCTURE No. 61 Adjust Casting to Grade

STRUCTURE No. 62 80' of Group "3" Pipe Req'd Min. End Area 1.9 ft²

STRUCTURE No. 63 Std. Inlet Type J-10¢ 20' of 12" Pipe Req'd.

STRUCTURE No. 64 Std. Inlet Type M-10 72' of 12" Pipe Req'd.

STRUCTURE No. 65 Std. Inl. Type R-13 & 6' of 12" Pipe Req'd.

STRUCTURE No. 66 Std. Inl. Type J-10 26' of 12" Pipe Req'd.

STRUCTURE No. 67 Std. Inl. Type J-10 36' of 12" Pipe Req'd.

STRUCTURE No. 68 Std. Inl. Type R-13 & 36' of 12" Pipe Req'd.

STRUCTURE No. 69 Std. Inlet Type M-10 & 54' of 12" Pipe Req'd.

STRUCTURE No. 70 258' of 15" Pipe

STRUCTURE No. 71 Std. Inl. Type J-10 36' of 12" Pipe Req'd.

STRUCTURE No. 72 Std. Inl. Type R-13 & 36' of 12" Pipe Req'd.

STRUCTURE No. 73 Std. Inlet Type M-10 & 50' of 12" Pipe Req'd.

STRUCTURE No. 74 Std. M.H. Type D-4 & 62' of 42" Pipe Req'd (By City of Lafayette)

POST-PI+441.0

POST-PI+867.8

P.T. 179+99.2

P.O.T. 181+24.6

Brg. S. 0°23'00" W

L.A.R/W-A.C.L.

Line "EE"

Constr. Limits

Remove Existing F.T.

Remove

R.C. Gutter Turnout Type

Beginning of Curb

PAVEMENT REMOVAL Sta. 175+00 to 190+00 - 3,667 Sq. Yds. 487 Cu. Yds.
BEECH DRIVE

POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS
180+32.5 Lt.	STREET APPR.

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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.M.#8 Elev. 630.87 Bf. Spk. in E. side 12" Hackberry 135' Rt. Sta. 178+40
B.M.#9 Elev. 627.58 Bf. Spk. in S.E. root of 26" Hickory 116' Rt. Sta. 184+62.

BALANCE #4

Cut	15,276 Cys.
Fill 95%	96,590 Cys.
Fill to be Obtained (See Below)	20,360 Cys.
Borrow	963 Cys.

Above Quantities Include 1,297 Cys. Cut From Line "S-2-EE"
Above Quantities Include 440 Cys. Cut from Beech Drive
Above Quantities Include 102 Cys. Cut from Approaches & Drives
Above Fill to be Obtained as Follows
9,819 Cys. from Balance No. 3
10,541 Cys. from Balance No. 5

PIPE REQ'D. 25' BEECH DRIVE

See Sheet No. 15 for P.S.D. and Std. Req'd. Lt.

See Sheet No. 15 for S.

+2.81% ; -1.56% ; +2.81% ; +0.37% ; -1.00% ; -0.30% ; +3.30% ; +0.08%

Inv. 631.78 ; Inv. 631.41 ; GR. 42" SEWER LT.

GRADE OF SPL. 4' BOTTOM DITCH ON LT.

GRADE OF SPL. 3' BOTTOM DITCH ON RT.

CONNECT TO EXISTING DITCH @ 104' RT.

1050 L.F. G.R. Type C.

545 L.F. P.S.D. TYPE "H" REQ'D. ON LT.
180 SYS. SODDING REQ'D. ON LT.

125 L.F. P.S.D. TYPE "F" REQ'D. LT.
13 SYS. SODDING REQ'D. LT.
Req'd. Median

BRUCE A. BRIDGE
REGISTERED
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

U-74(49) "EE" 16 172

DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 189+00 TO STA. 205+00 SEE SHEET #24 & 25

REV. 6-7-71; LEFT TURN LANE STA. 199 TO STA. 200+65 ADDED PER PERMIT ENGINEER.

REV: 3-24-70 LT. TURN LANE AT STA. 199 to 200+50 ! DELETED PER B.P.R.
REV. 4-14-70; NOTE ON STR. NO. 76

REV. 10-16-68; R/W ON LT. AT STA. 190+20, ON RT. AT STA. 194+00 & ON RT. AT STA. 203+50 PER DIV. OF L.A.

REV. 7-10-70; CLASS III DRIVES AT STA. 190+20 LT. & 48+73 RT. "S-2-EE"

Rev. 2-17-71; STR. NO. 76 & Grade between Strs. #76 & #80 Per Constr. Dept.

U-74(49) 1970 17 172

STRUCTURE No 75
4 L.F. of Reconstructed M.H. & Adjust Casting to Grade

SEC. 15-T23N-R4W
FAIRFIELD TWP.
TIPPECANOE CO.

SEC. 22-T23N-R4W
FAIRFIELD TWP.
TIPPECANOE CO.

JOHN A. ROSCHMAN

CITY OF LAFAYETTE
PARCEL # 55
KENNETH H. DELLEN & SAMUEL C. RAMSEY

JOHN A. ROSCHMAN

BEGIN CONSTRUCTION
STA. 48+00.0
LINE "S-2-EE"

P.O.T. 191+85.15 "EE"
= P.I. 50+00.0 "S-2-EE"
By Chas. F. Lafayette
STRUCTURE No 76
M.H. Type D-4 & 45' of 42" Pipe Req'd.
STRUCTURE No 79
Std. C.B. Type K-10 & 4' of 12" Pipe Req'd.

STRUCTURE No 78
Std. Inlet Type R-13 & 34' of 12" Pipe Req'd.

P.O.T. 194+29.0

STRUCTURE No 80
Std. M.H. Type D-4 & 30' of 42" Pipe Req'd.

STRUCTURE No 83
Std. C.B. Type K-10 & 6' of 12" Pipe Req'd.

STRUCTURE No 82
Std. Inlet Type R-13 & 42' of 12" Pipe Req'd.

STRUCTURE No 84
2 L.F. of Reconstructed M.H. & Adjust Casting to Grade

STRUCTURE No 89
1 L.F. of Reconstructed M.H. & Adjust Casting to Grade

STRUCTURE No 89A
Adjust Casting to Grade

ESSEX WIRE CORPORATION

STRUCTURE No 85
Std. M.H. Type D-4 & 250' of 42" Pipe Req'd.

STRUCTURE No 88
Std. C.B. Type K-10 & 6' of 12" Pipe Req'd.

Temp. R/W For Sewer Constr.
STRUCTURE No 93
Std. M.H. Type D-4 & 680' of 42" Pipe Req'd.

STRUCTURE No 92
Std. C.B. Type K-10 & 6' of 12" Pipe Req'd.

STRUCTURE No 77
Std. Inlet Type J-10 & 42' of 12" Pipe Req'd.

STRUCTURE No 81
Std. Inlet Type J-10 & 52' of 12" Pipe Req'd.

Remove Drain Inlet & 18" C.M.P. in Place
Seal Drain Inlet of 75' Rt.

STRUCTURE No 87
Std. Inlet Type R-13 & 36' of 12" Pipe Req'd.

STRUCTURE No 86
Std. Inlet Type J-10 & 36' of 12" Pipe Req'd.

STRUCTURE No 91
Std. Inlet Type R-13 & 36' of 12" Pipe Req'd.

STRUCTURE No 90
Std. Inlet Type J-10 & 36' of 12" Pipe Req'd.

192+00 ℄
Type "D" Monument Req'd.

STRUCTURE No 75A
Adjust Casting to Grade

VINTON HOMES ADDITION

CITY OF LAFAYETTE

KENNETH E. & JEANNETTE M. SPIKER

END CONSTRUCTION
STA. 51+50
LINE "S-2-EE"

REST HAVEN MEMORIAL PARK

CITY OF LAFAYETTE

REST HAVEN MEMORIAL PARK.

204+00 ℄
Type "B" Monument Req'd.

Temp. R/W Req'd for Drive Constr.

PAVEMENT REMOVAL
Sta. 190+00 to 205+00 = 5,667 Sq. Yds.

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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.

POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION		TYPE OR CLASS
191+85	LT.	STREET APPR.
195+98	RT.	III
200+94	RT.	III
203+54	RT.	III
200+90	LT.	III (FUTURE)
190+20	LT.	III

SODDING REQ'D ON GRADED AREA BACK OF CURB
Sta. 190+00 to Sta. 205+00
— 5,105 L.F.
857 Sq. Yds. P.P.

B.M. #10 Elev. 655.50 Arrow Head on F. Hyd. @ Green Bush St. 122' Rt. Sta. 191+64
B.M. #11 Elev. 658.64 Bt. Spk. in S.E. side in Cemetery 18" Elm. 191' Rt. Sta. 197+53
B.M. #12 Elev. 661.24 Bt. Spk. in 18" Chinese Elm. 108' Rt. Sta. 203+61

GREENBUSH ST., LINE "S-2-EE"

BEGIN CONSTRUCTION
STA. 48+00, EL. 653.50

P.I. +15
EL. 654.20
VC = 30'

P.I. +30
EL. 654.43
VC = 30'

P.I. +70
EL. 654.48
VC = 30'

P.I. +25
EL. 658.15
VC = 50'

END CONSTRUCTION
STA. 54+50, EL. 652.4

P.O.T. 191+42.85 (I.P.L.)

P.O.T. 191+85.15 (I.P.L.) = P.I. 50+00.0 "S-2-EE"

P.O.T. 194+29.0 (I.P.L.)

P.I. +00
EL. 656.01
VC = 600'

P.I. +50
EL. 660.00
VC = 600'

GR. SPEC. MED. DITCH
+0.68%
EL. 658.28
EL. 659.56
-0.68%
EL. 659.56
EL. 658.27

+2.81%
+0.38%
-0.54%

See Sheet No 16 For Guard Rail Req'd. Median

812.5 L.F. GR. Type CA or CBT Req'd. Median

716.5 L.F. GR. Type CA or CBT Req'd. Median

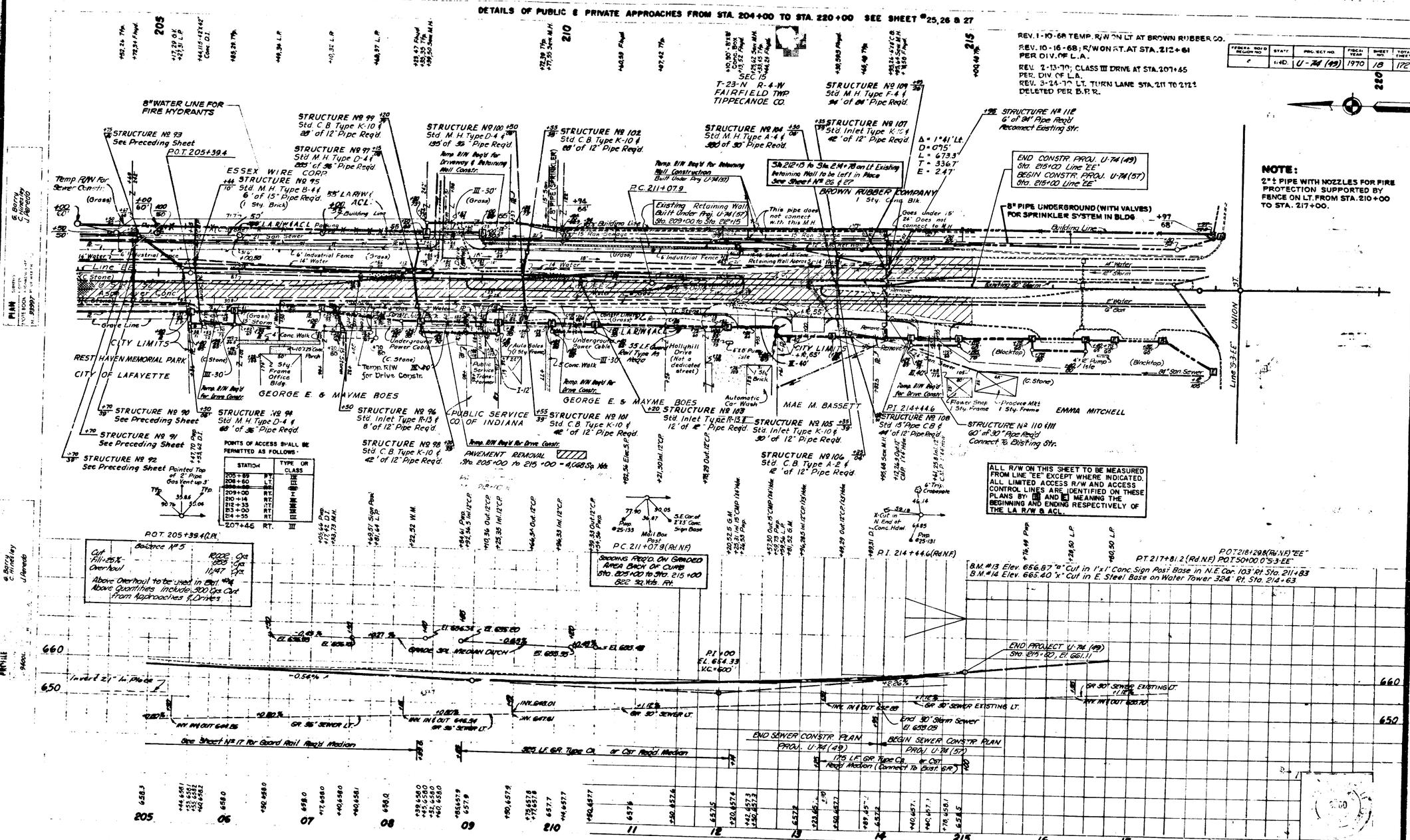
GR. 42" SEWER LT.
INV. IN & OUT 638.77
INV. IN & OUT 640.76
INV. OUT 634.30
GR. 36" SEWER LT.
INV. 642.55
INV. 642.55

U-74(49) "EE" 17 172

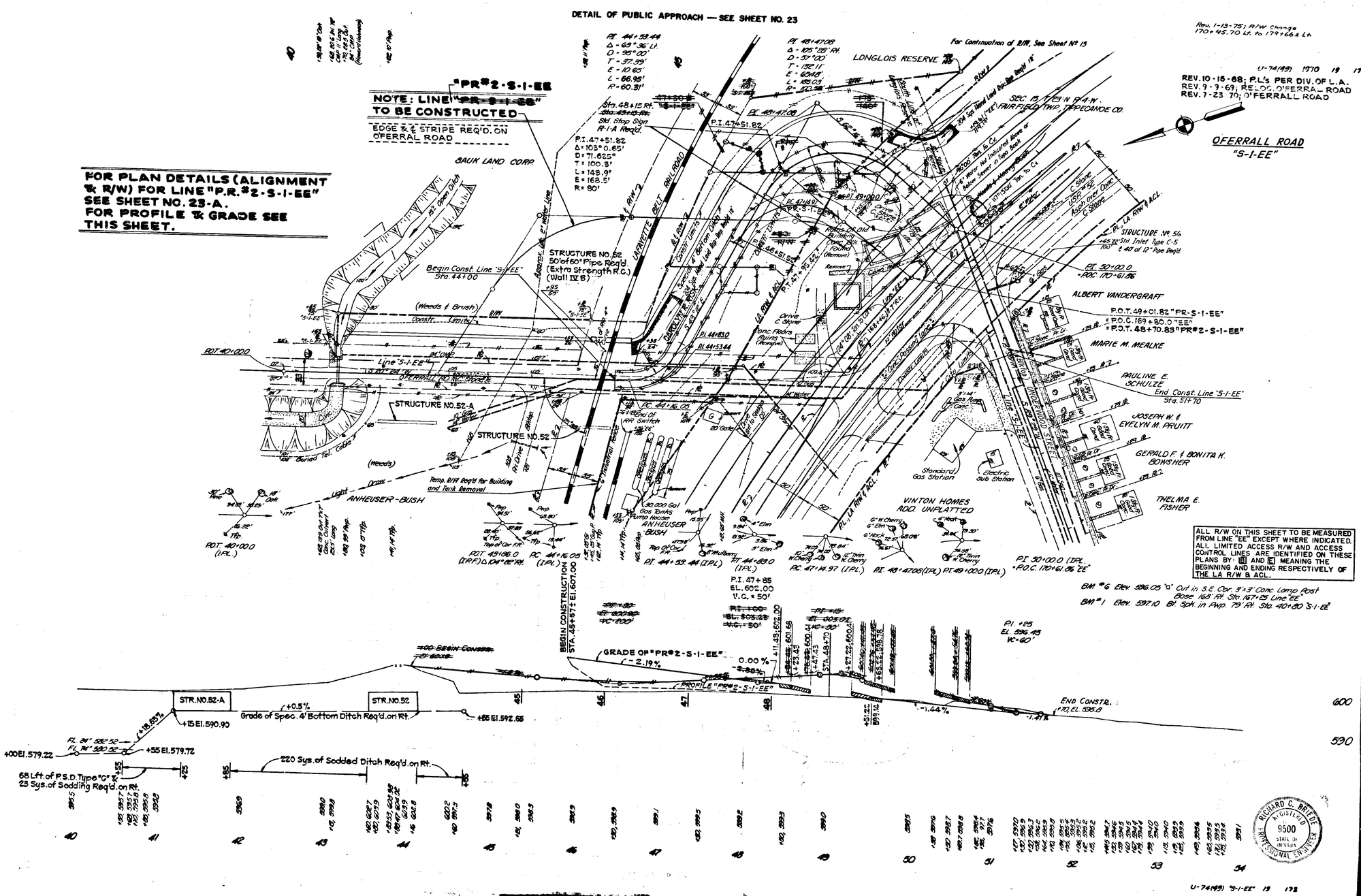
DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 204+00 TO STA. 220+00 SEE SHEET #25, 26 & 27

REV. 1-10-68 TEMP. R/W ON LT AT BROWN RUBBER CO.
REV. 10-16-68; R/W ON RT. AT STA. 212+61 PER DIV. OF L.A.
REV. 2-13-70; CLASS III DRIVE AT STA. 207+45 PER. DIV. OF L.A.
REV. 3-24-70 LT. TURN LANE STA. 211 TO 212.1 DELETED PER B.P.R.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	U-74 (49)	1970	18	172



U-74 (49)	EE	18	172		


DETAIL OF PUBLIC APPROACH — SEE SHEET NO. 23
"PR#2-S-1-EE
NOTE: LINE "PR-S-1-EE" TO BE CONSTRUCTED
EDGE & ℄ STRIPE REQ'D. ON OFERRAL ROAD
FOR PLAN DETAILS (ALIGNMENT & R/W) FOR LINE "P.R.#2-S-1-EE" SEE SHEET NO. 23-A.
FOR PROFILE & GRADE SEE THIS SHEET.
LONGLOIS RESERVE
For Continuation of R/W, See Sheet No 15
REV. 10-15-68; P.L.'s PER DIV. OF L.A.
REV. 9-9-69; RELOC. O'FERRAL ROAD
REV. 7-23-70; O'FERRALL ROAD
OFERRALL ROAD
"S-1-EE"
SAUK LAND CORP.
STRUCTURE NO. 52
50' of 60" Pipe Req'd. (Extra Strength R.C.) (Wall IV B)
STRUCTURE NO. 52-A
STRUCTURE NO. 52
ANHEUSER-BUSH
ALBERT VANDERGRAFT
MARIE M. MEALKE
PAULINE E. SCHULZE
JOSEPH W. & EVELYN M. PRUITT
GERALD F. & BONITA K. BOWSHER
THELMA E. FISHER
VINTON HOMES ADD. UNPLATTED
ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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 #6 Elev. 596.05 "a" Cut in S.E. Cor. 3'x3' Conc. Lamp Post Base 168' Rt. Sta. 167+25 Line "EE"
BM #1 Elev. 597.10 Bt. Spk. in Pwp. 79' Rt. Sta. 40+80 "S-1-EE"
BEGIN CONSTRUCTION STA. 45+57± El. 607.00
GRADE OF "PR#2-S-1-EE"
PROFILE "PR#2-S-1-EE"
STR. NO. 52-A
STR. NO. 52
Grade of Spec. 4' Bottom Ditch Req'd. on Rt.
220 Sys. of Sodded Ditch Req'd. on Rt.
68 Lft. of P.S.D. Type "C" & 23 Sys. of Sodding Req'd. on Rt.
END CONSTR.
RICHARD C. BRIEDE
REGISTERED
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

REV. 2-8-72; R/W ON LT. FROM STA. 133+80 TO STA. 135+70 (SEE SHEET NO. 20-A)

REV. 3-13-70; ADDED CLASS III DRIVE ON LT. AT STA. 134+45 PER DIV. OF L.A.

REV. 11-30-70; R/W ON LT. FROM STA. 134+30 TO 135+70 AND CONST. DESIGN FROM STA. 122+90 TO 124+55.

REV. 10-16-68; TEMP. R/W ON RT. AT STA. 130+00 PER DIV. OF L.A.

REV. 12-18-68 TEMP. R/W ON RT. AT STA. 132+00 PER DIV. OF L.A.

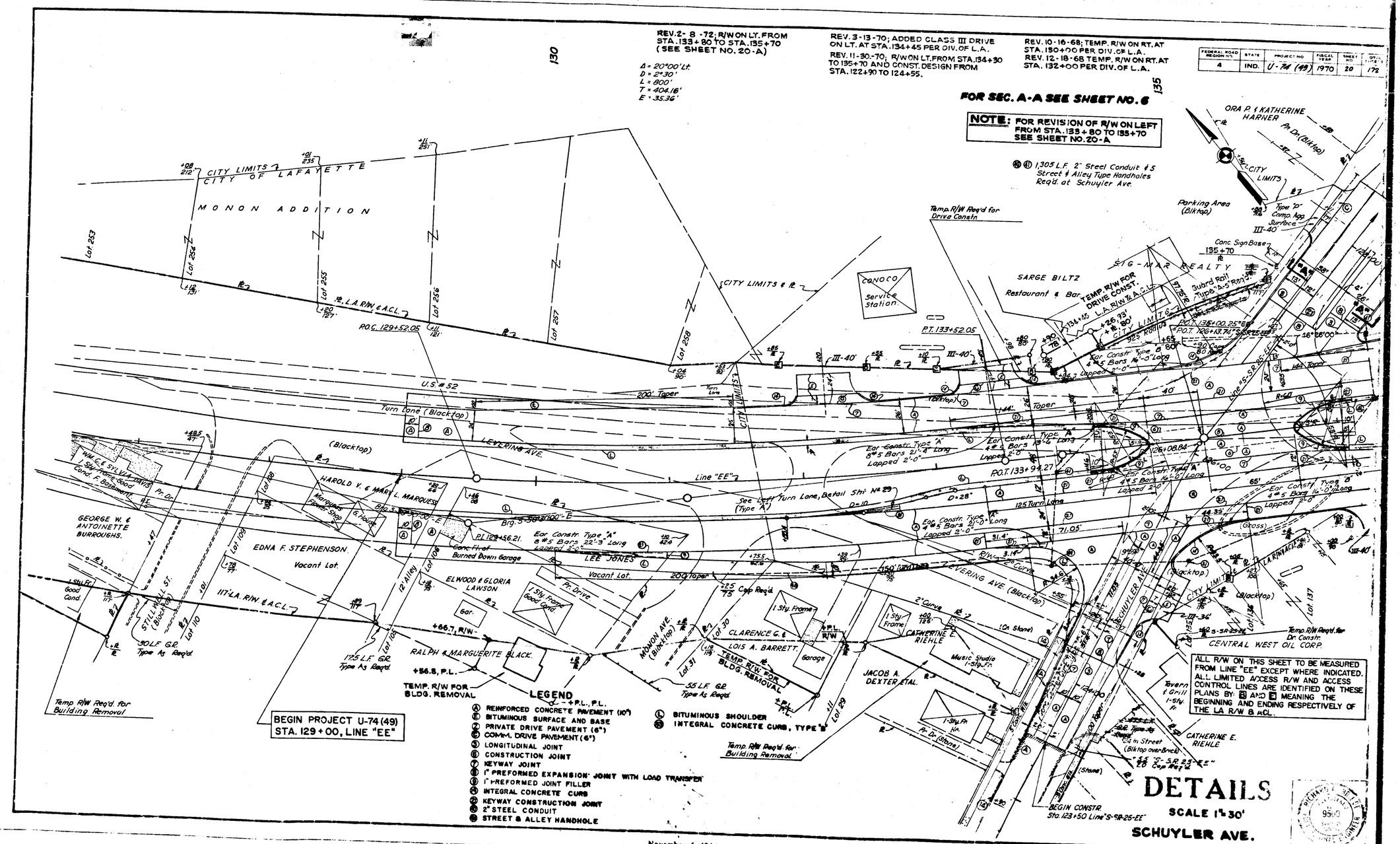
FEDERAL ROAD REGION NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-74 (49)	1970	20	172

$\Delta = 20°00'$ Lt.
$D = 2°30'$
$L = 800'$
$T = 404.16'$
$E = 35.36'$

FOR SEC. A-A SEE SHEET NO. 6

NOTE: FOR REVISION OF R/W ON LEFT FROM STA. 133+80 TO 135+70 SEE SHEET NO. 20-A

(44) (41) 1,305 L.F. 2" Steel Conduit & 5 Street & Alley Type Handholes Req'd. at Schuyler Ave.



DETAILS

SCALE 1" = 30'

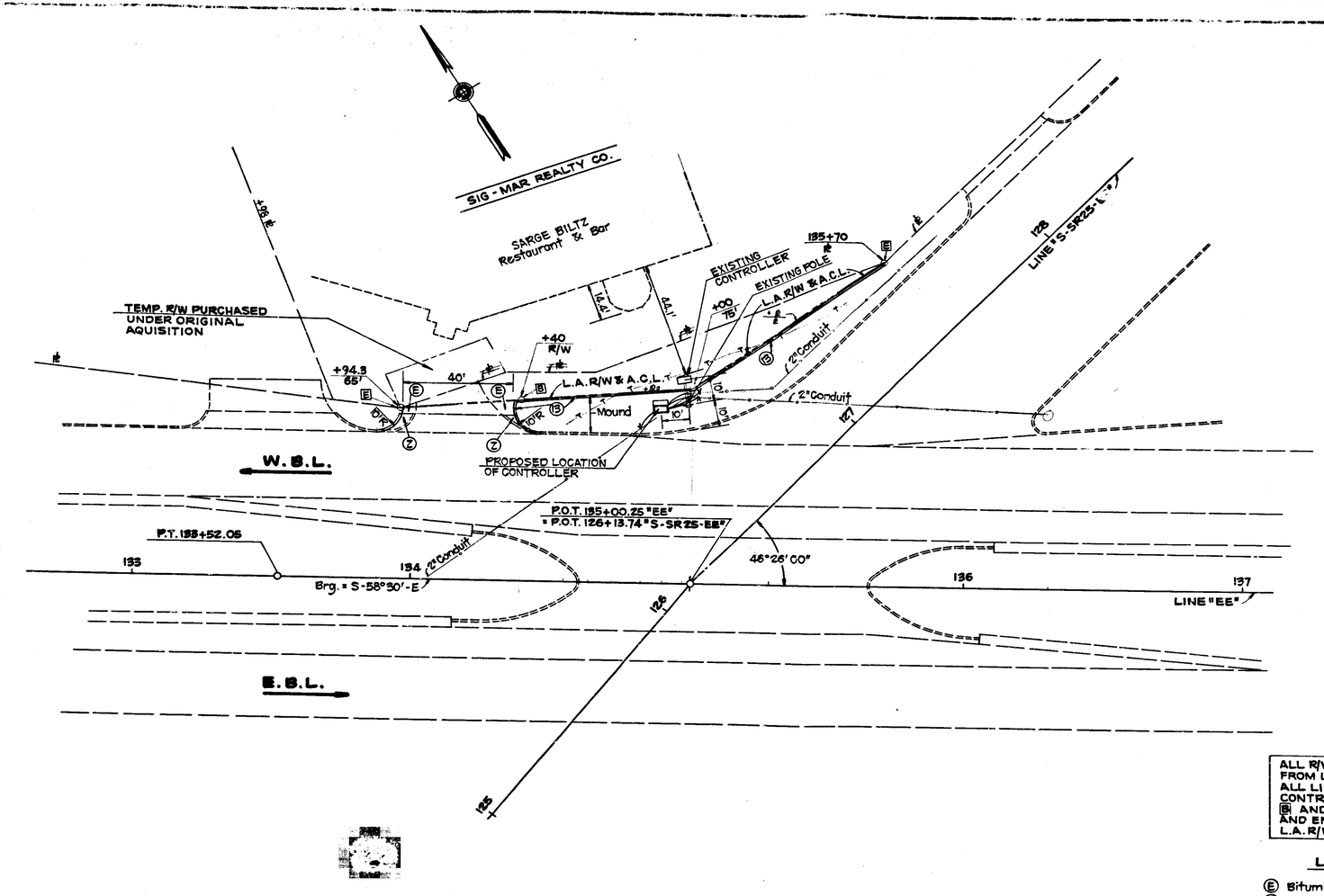
SCHUYLER AVE.

November 6, 1964

U-74 (49) "EE" 20 172

FEDERAL AID PROJECT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	N.D.	U-74 (49)		20-A	172

SHEET ADDED 2-8-72
Rev 6-23-72 R's moved to L.A.R/W
Per Quit Claim Deed 5-23-72



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

LEGEND

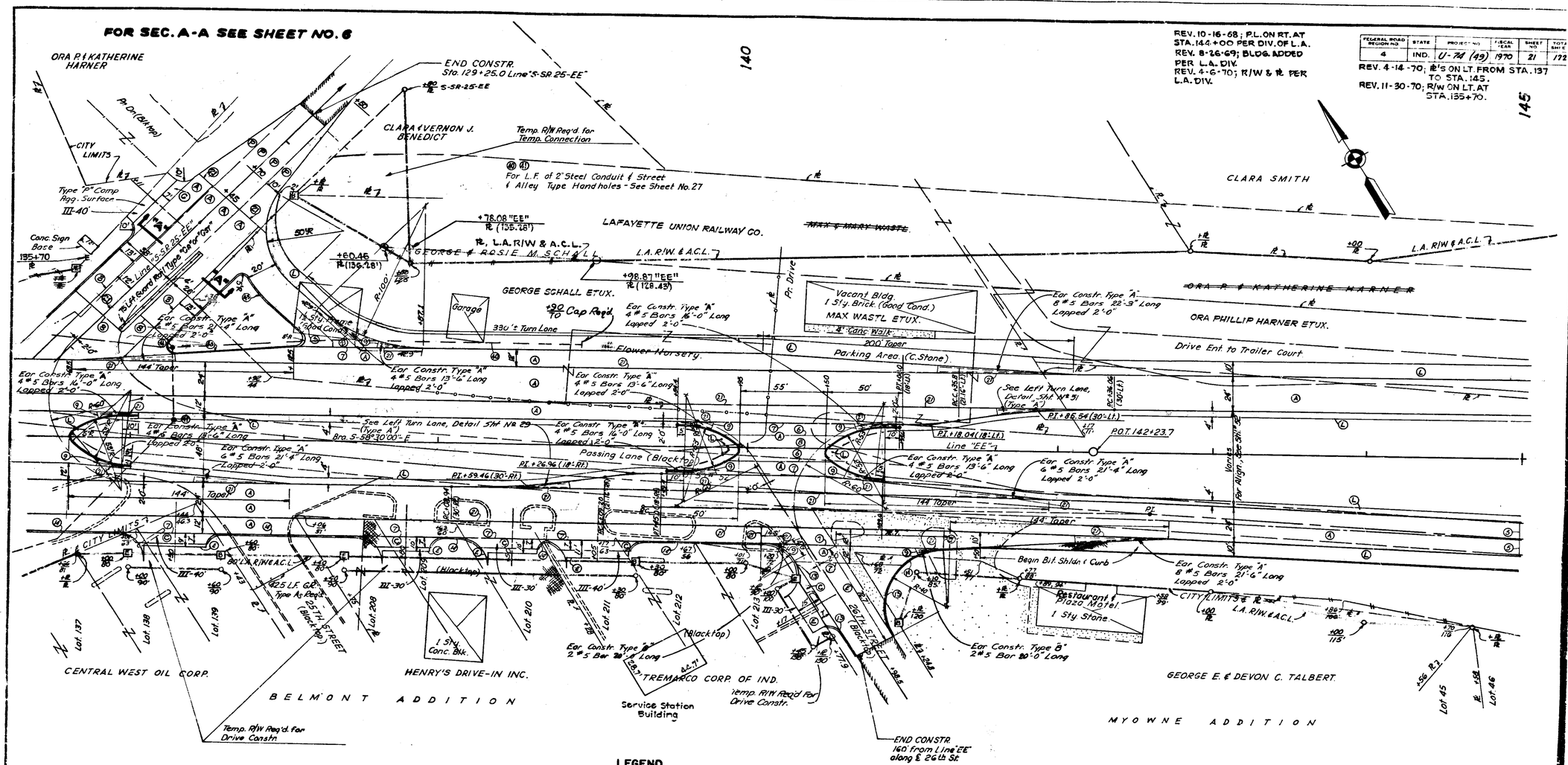
- (E) Bituminous Surface and Base
- (Z) Private Drive Pavement (6")
- (18) Concrete Curb

DETAILS

Scale: 1" = 20'

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (49)	1970	21	172

REV. 10-16-68; P.L. ON RT. AT STA. 144+00 PER DIV. OF L.A.
REV. 8-26-69; BLDG. ADDED PER L.A. DIV.
REV. 4-6-70; R/W & ℄ PER L.A. DIV.
REV. 4-14-70; ℄'S ON LT. FROM STA. 137 TO STA. 145.
REV. 11-30-70; R/W ON LT. AT STA. 135+70.



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (E) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (Z) PRIVATE DRIVE PAVEMENT (6")
- (3) LONGITUDINAL JOINT
- (5) BUTT JOINT
- (6) CONSTRUCTION JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (13) CONCRETE CURB, 6" CLEAR HEIGHT (SEE TYPICAL SECTION)
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (40) 2" STEEL CONDUIT
- (41) STREET & ALLEY HANDHOLE
- (L) BITUMINOUS SHOULDER
- (N) INTEGRAL CONCRETE CURB, TYPE "B"
- (P) 90# BIT. SURFACE & 550# BIT. BASE (PER SYD.) ON 8" COMP. AGG. BASE, TYPE "P"
- (Q) COMM. DRIVE PAVEMENT (6")

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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'

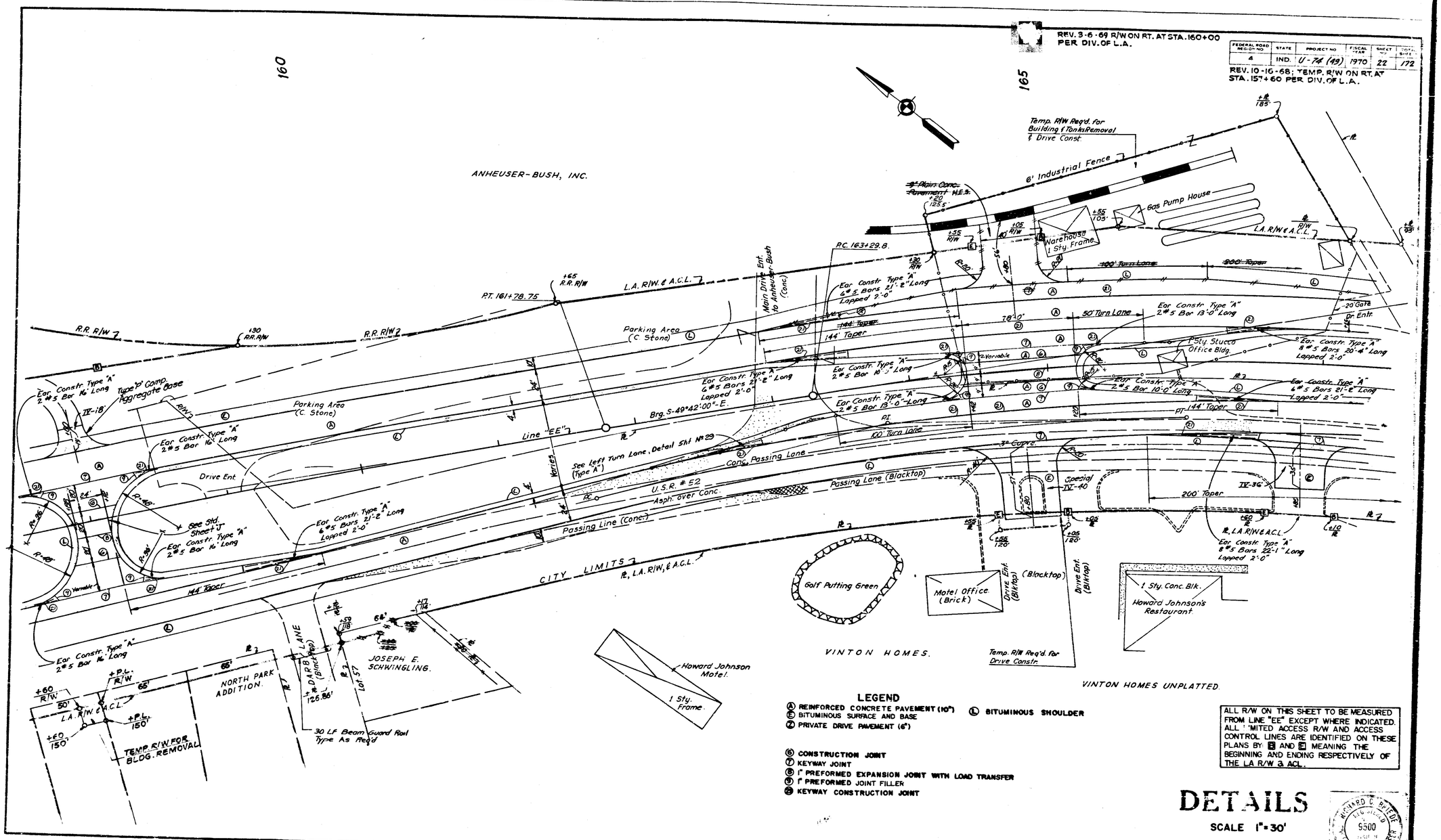
26TH STREET

November 6, 1964

REV. 3-6-69 R/W ON RT. AT STA. 160+00
PER DIV. OF L.A.

FEDERAL ROAD REGULATION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-74 (49)	1970	22	172

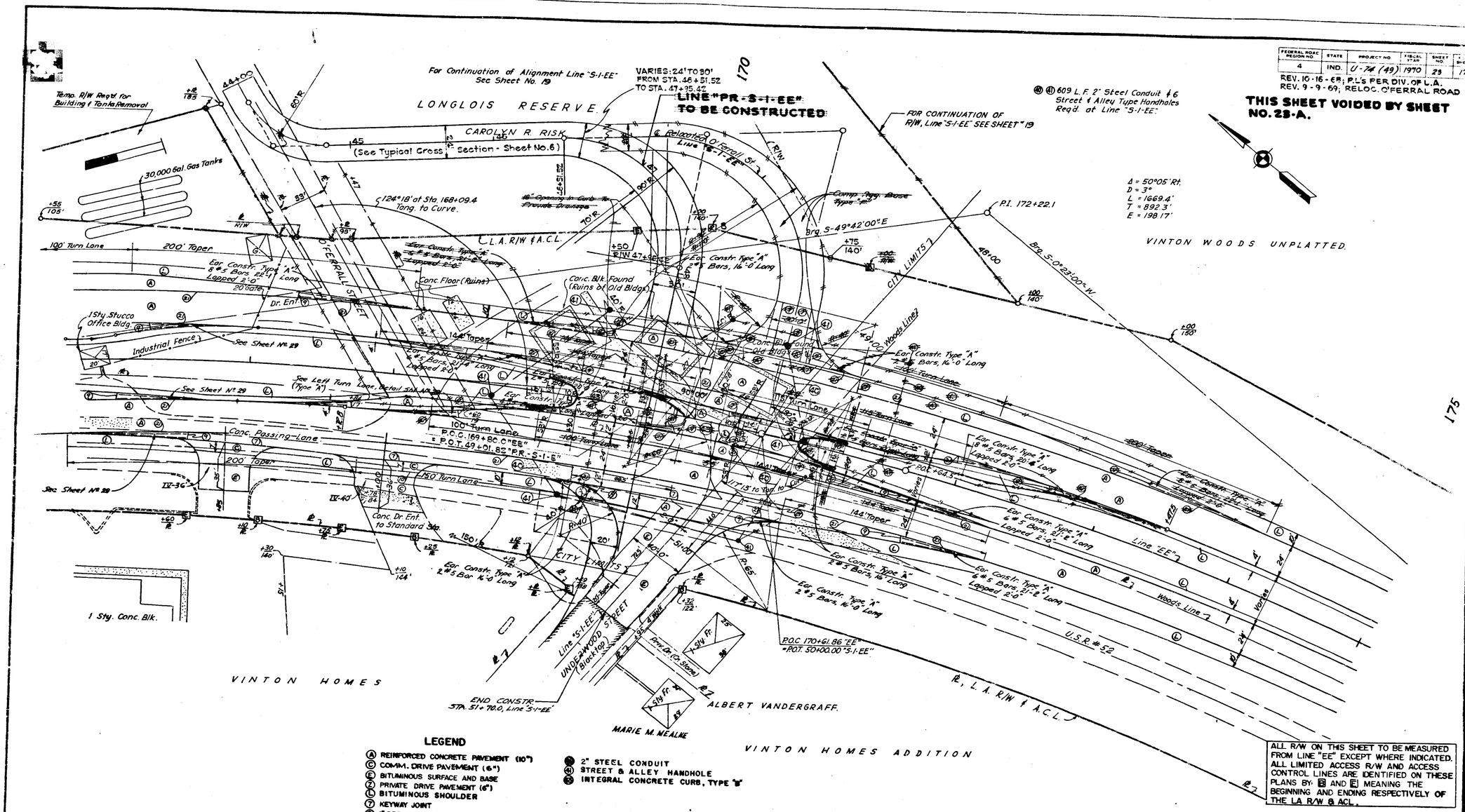
REV. 10-16-68; TEMP. R/W ON RT. AT
STA. 157+60 PER DIV. OF L.A.



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (49)	1970	23	172

REV. 10-16-68; P.L's PER DIV. OF L.A.
REV. 9-9-69; RELOC. O'FERRAL ROAD

THIS SHEET VOIDED BY SHEET NO. 23-A.



ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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) REINFORCED CONCRETE PAVEMENT (10")
- (C) COMM. DRIVE PAVEMENT (6")
- (E) BITUMINOUS SURFACE AND BASE
- (Z) PRIVATE DRIVE PAVEMENT (6")
- (L) BITUMINOUS SHOULDER
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (15) ½" PREFORMED JOINT FILLER
- (34) INTEGRAL CONCRETE CURB
- (37) KEYWAY CONSTRUCTION JOINT
- (●) 2" STEEL CONDUIT
- (41) STREET & ALLEY HANDHOLE
- (S) INTEGRAL CONCRETE CURB, TYPE "B"

DETAILS

SCALE 1" = 30'

RELOCATED O'FERRALL RD. & UNDERWOOD STREET

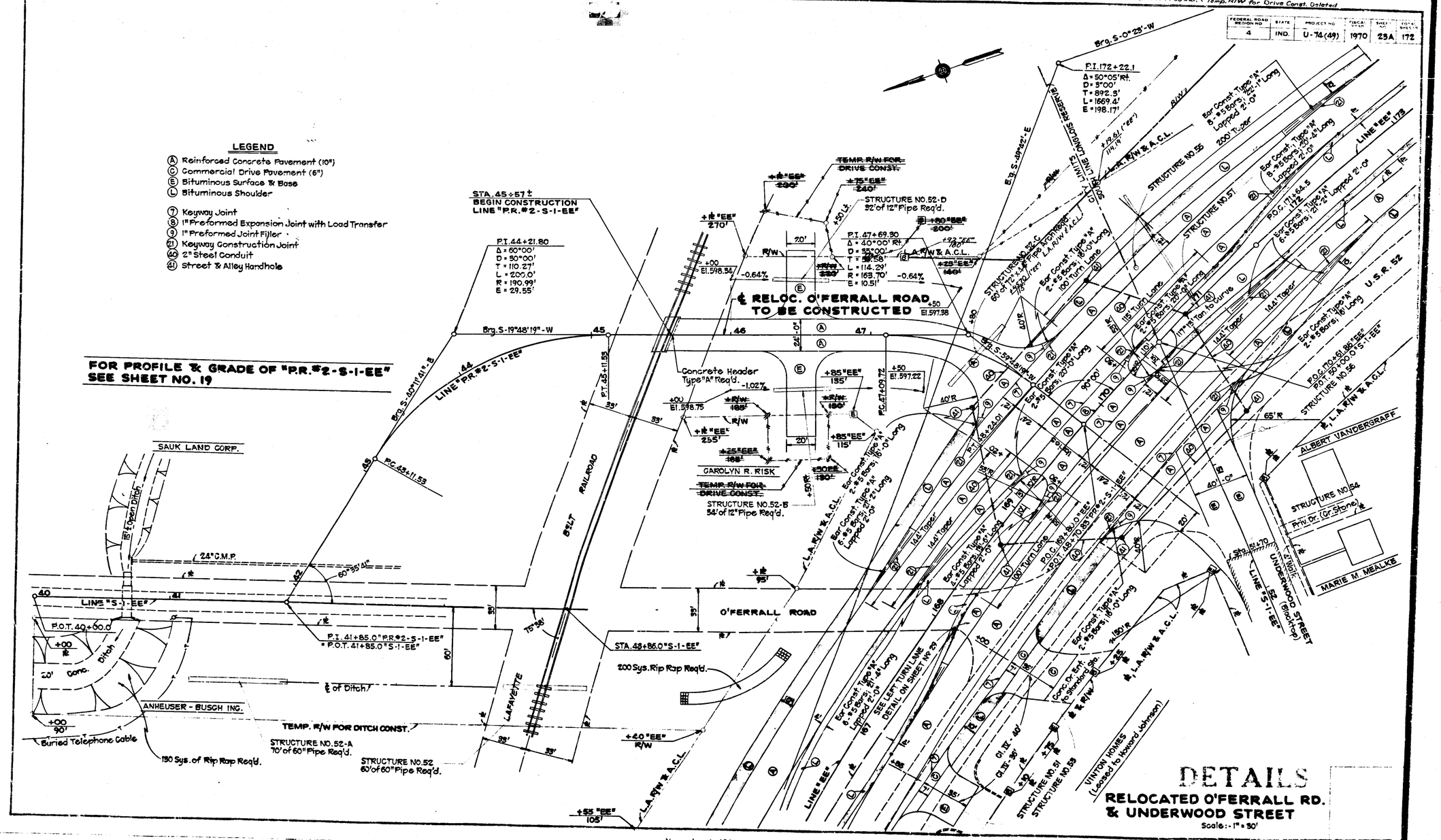
9500

November 6, 1964

U-74 (49) "EE" 23 172

Rev. 1-13-75; R/W Changed
170 + 45.70 Lt. to 179 + 66 ±Lt. & Temp. R/W for Drive Const. Deleted

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	23A	172



November 6, 1964

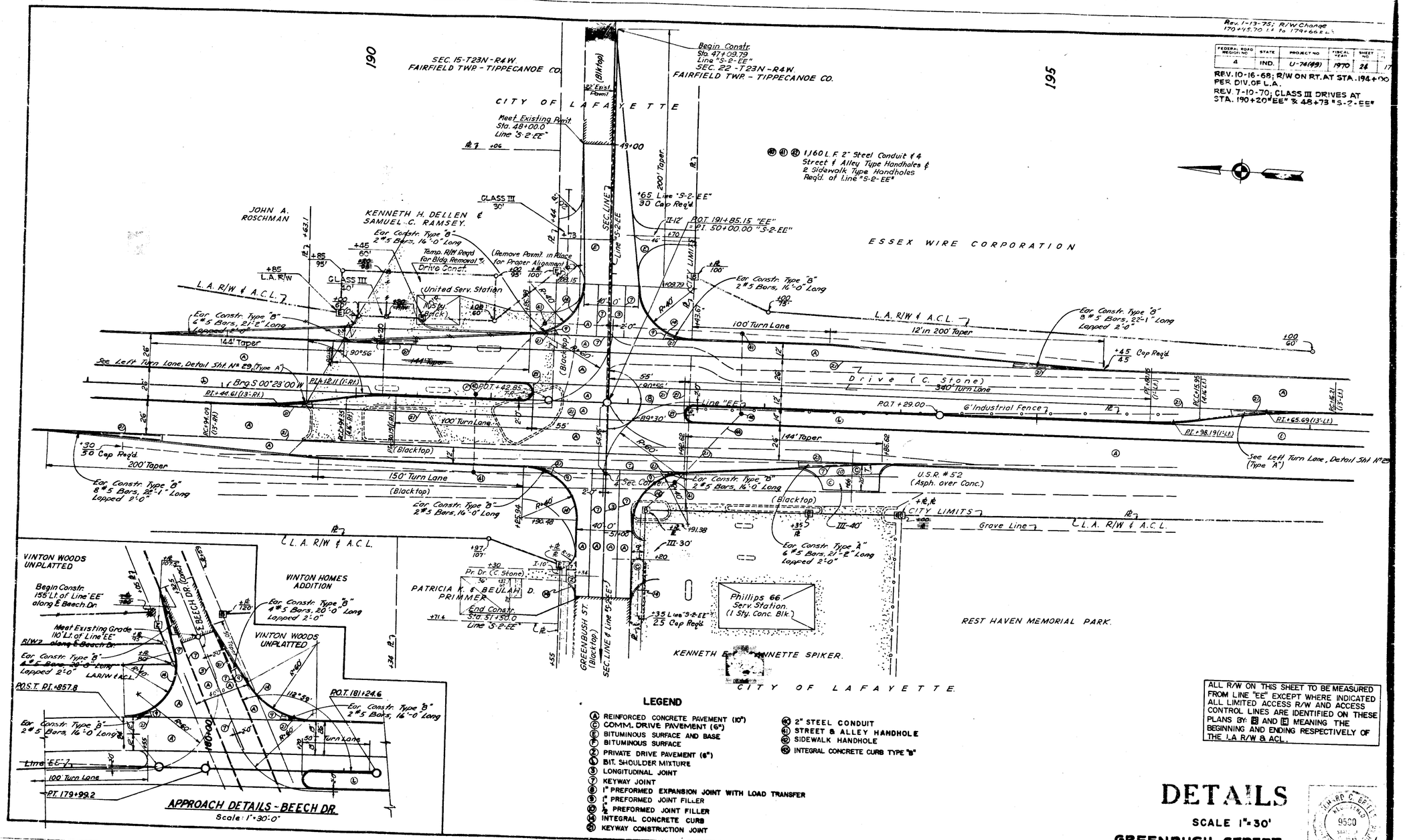
U-74(49) "EE" 23-A 172

Rev. 1-13-75; R/W Change 170+45.70 ℓ to 179+66 ℓ

FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	
4	IND.	U-74(49)	1970	24	172

REV. 10-16-68; R/W ON RT. AT STA. 194+00 PER DIV. OF L.A.

REV. 7-10-70; CLASS III DRIVES AT STA. 190+20 "EE" & 48+73 "S-2-EE"



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (C) COMM. DRIVE PAVEMENT (6")
- (F) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (K) PRIVATE DRIVE PAVEMENT (6")
- (L) BIT. SHOULDER MIXTURE
- (5) LONGITUDINAL JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) ½" PREFORMED JOINT FILLER
- (10) ½ PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (25) KEYWAY CONSTRUCTION JOINT
- (40) 2" STEEL CONDUIT
- (41) STREET & ALLEY HANDHOLE
- (42) SIDEWALK HANDHOLE
- (43) INTEGRAL CONCRETE CURB TYPE "B"

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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 & ACL.

DETAILS

SCALE 1" = 30'

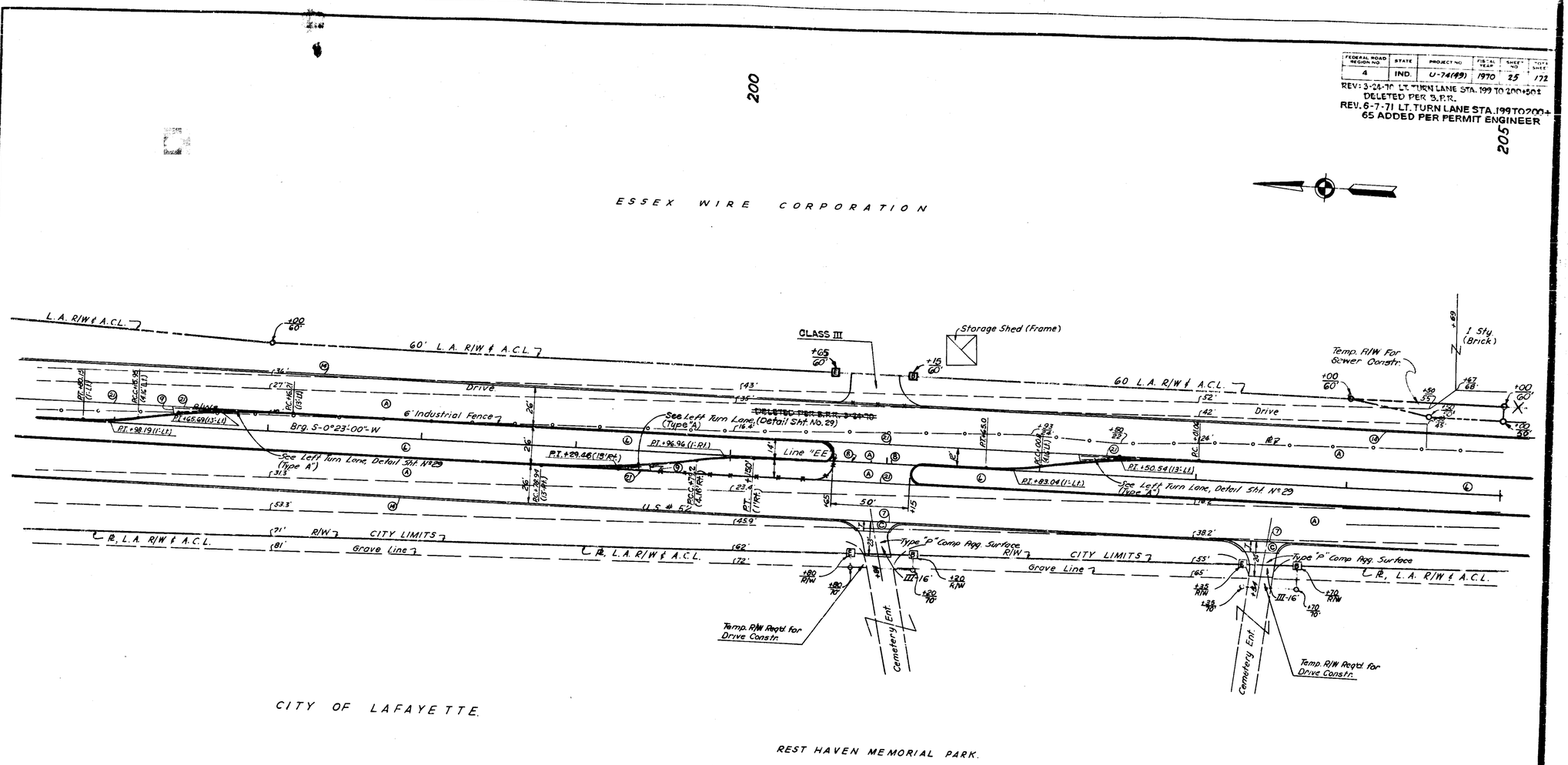
GREENBUSH STREET

RICHARD C. BEATTY REGISTERED 9500 STATE OF INDIANA

November 6, 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	25	172

REV: 3-24-70 LT. TURN LANE STA. 199 TO 200+50±
DELETED PER B.P.R.
REV. 6-7-71 LT. TURN LANE STA. 199 TO 200+
65 ADDED PER PERMIT ENGINEER



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (F) BITUMINOUS SURFACE
- (P) PRIVATE DRIVE PAVEMENT (6")
- (C) COMM. DRIVE PAVEMENT (6")
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (18) INTEGRAL CONCRETE CURB TYPE "B"
- (12) BIT. SHOULDER MIXTURE

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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 & ACL.

DETAILS

SCALE 1" = 30'

REST HAVEN MEMORIAL PARK

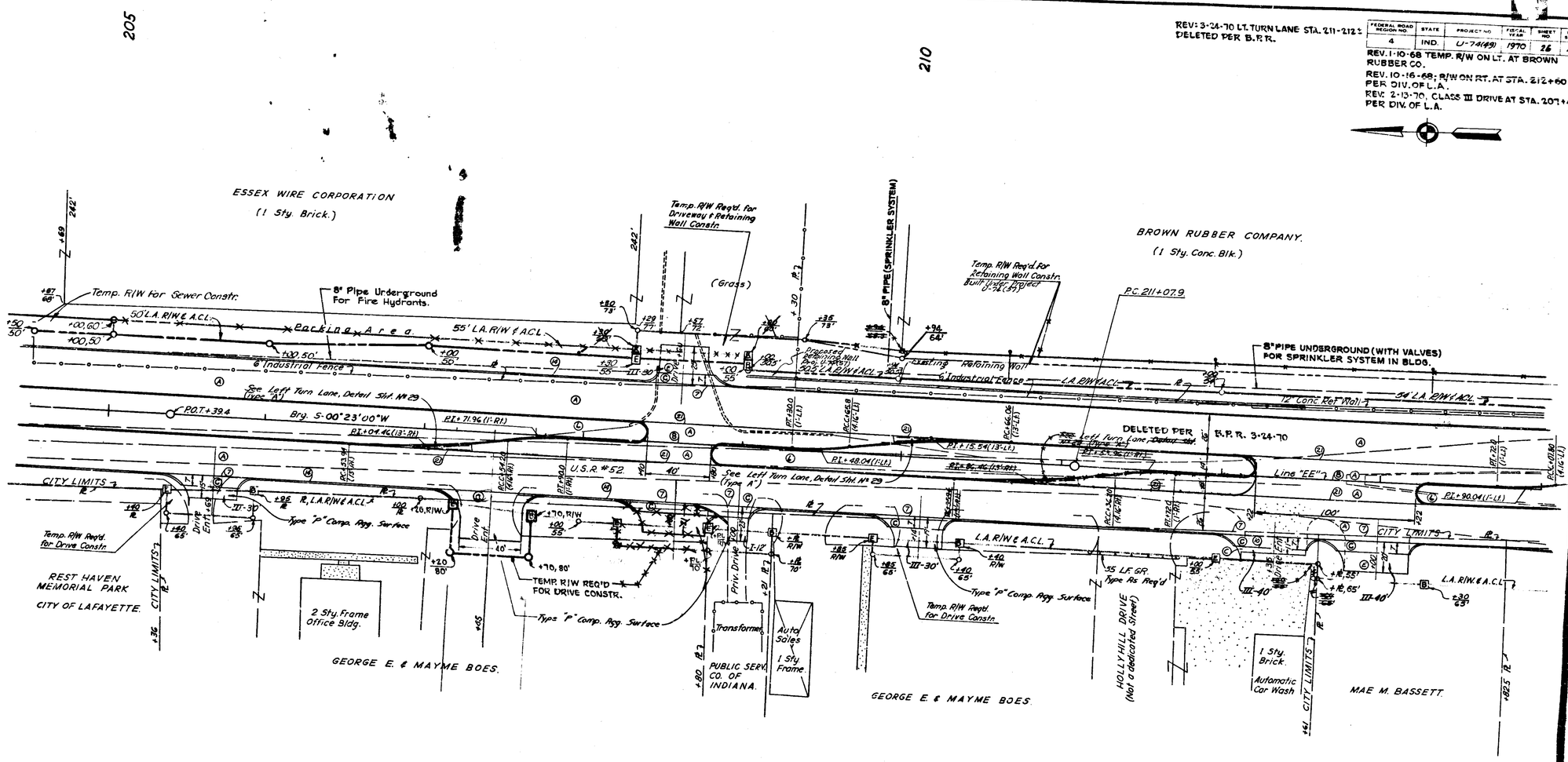
November 6, 1964

U-74(49) "EE" 25 172

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	26	172

REV. 1-10-68 TEMP. R/W ON LT. AT BROWN RUBBER CO.
REV. 10-16-68: R/W ON RT. AT STA. 212+60 PER DIV. OF L.A.
REV. 2-13-70, CLASS III DRIVE AT STA. 207+45 PER DIV. OF L.A.

REV: 3-24-70 LT. TURN LANE STA. 211-212± DELETED PER B.P.R.



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (C) COMM. DRIVE PAVEMENT (6")
- (E) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (Z) PRIVATE DRIVE PAVEMENT (6")
- (L) BIT. SHOULDER MIXTURE
- (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
- (23) KEYWAY CONSTRUCTION JOINT
- (28) INTEGRAL CONCRETE CURB TYPE "B"

ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" 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'

ESSEX WIRE CORP.

November 6, 1964

U-74(49) "EE" 26 172

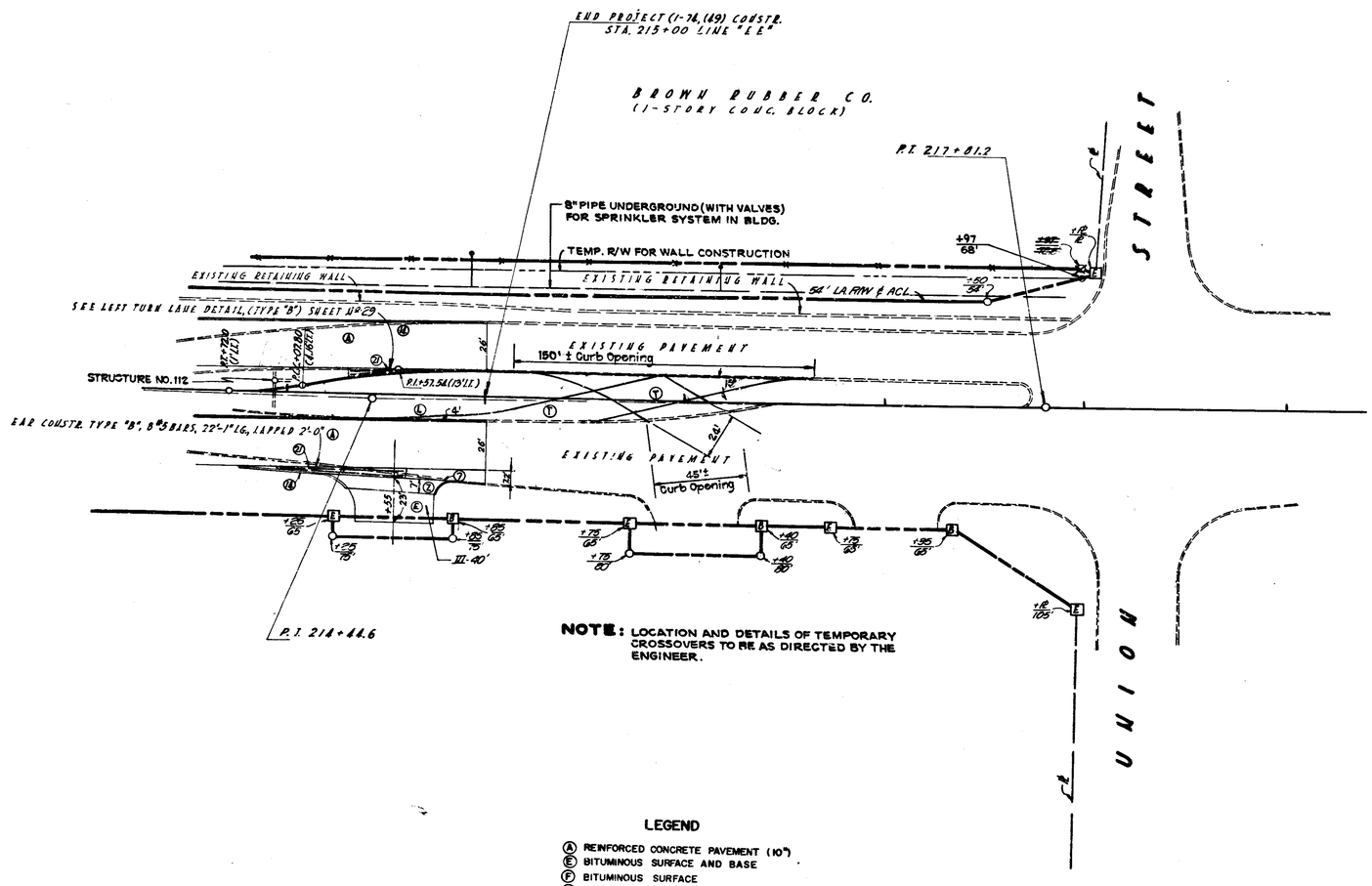
FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-74 (49)	1970	27	172

REV. 1-10-68 TEMP. R/W ON LT. AT BROWN RUBBER CO.

215

· CURVE · DATA ·

A = 1° 41' LT.
D = 0° 15'
L = 673.3'
T = 336.7'
E = 2.47'



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (E) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (2) PRIVATE DRIVE PAVEMENT (6")
- (7) KEYWAY JOINT
- (9) 1" PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (43) INTEGRAL CONCRETE CURB TYPE "B"
- (T) 9" Plain Conc. (Temp. Cross-Over) H.E.S.
- (L) BIT. SHOULDER MIXTURE

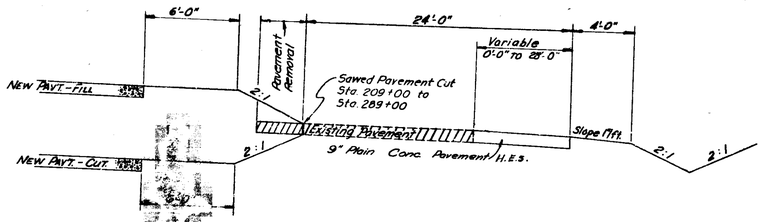
DETAILS

SCALE: 1" = 30'

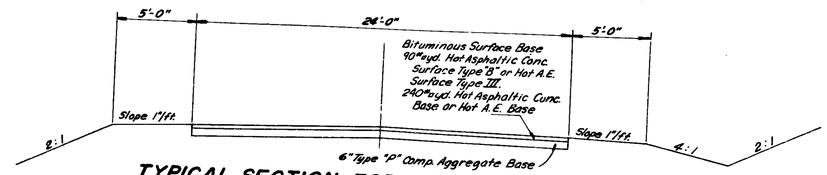
RICHARD C. BOLZE REGISTERED No. 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 6, 1964

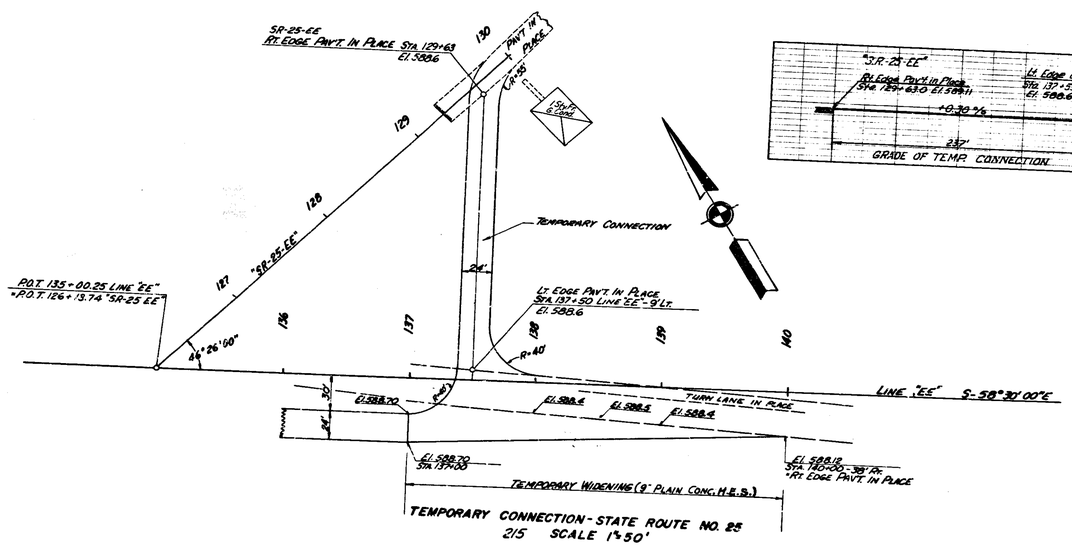
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(69)	1970	28	172

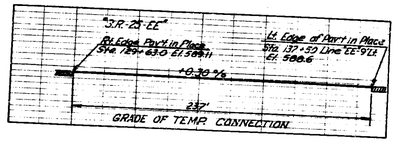


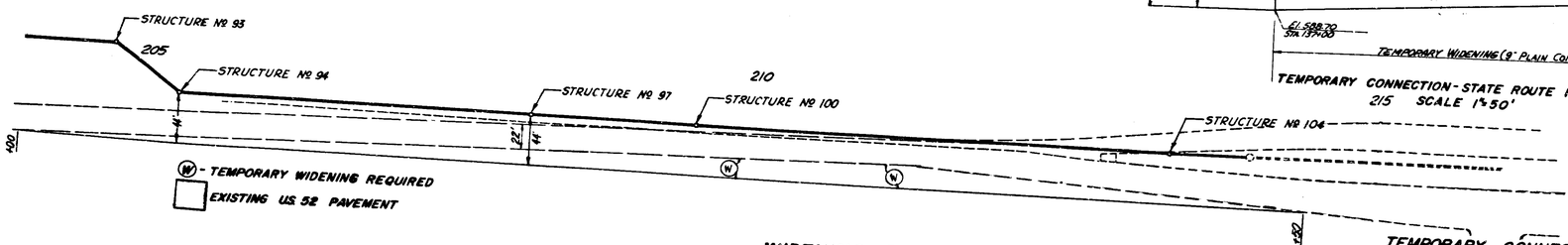
TYPICAL SECTION
WIDENING OF EXISTING PAVEMENT
FOR MAINTAINING TRAFFIC
NO SCALE



TYPICAL SECTION FOR TEMPORARY CONNECTION
NO SCALE







NOTE: LOCATION AND DETAILS OF TEMPORARY CROSSOVERS TO BE AS DIRECTED BY THE ENGINEER.

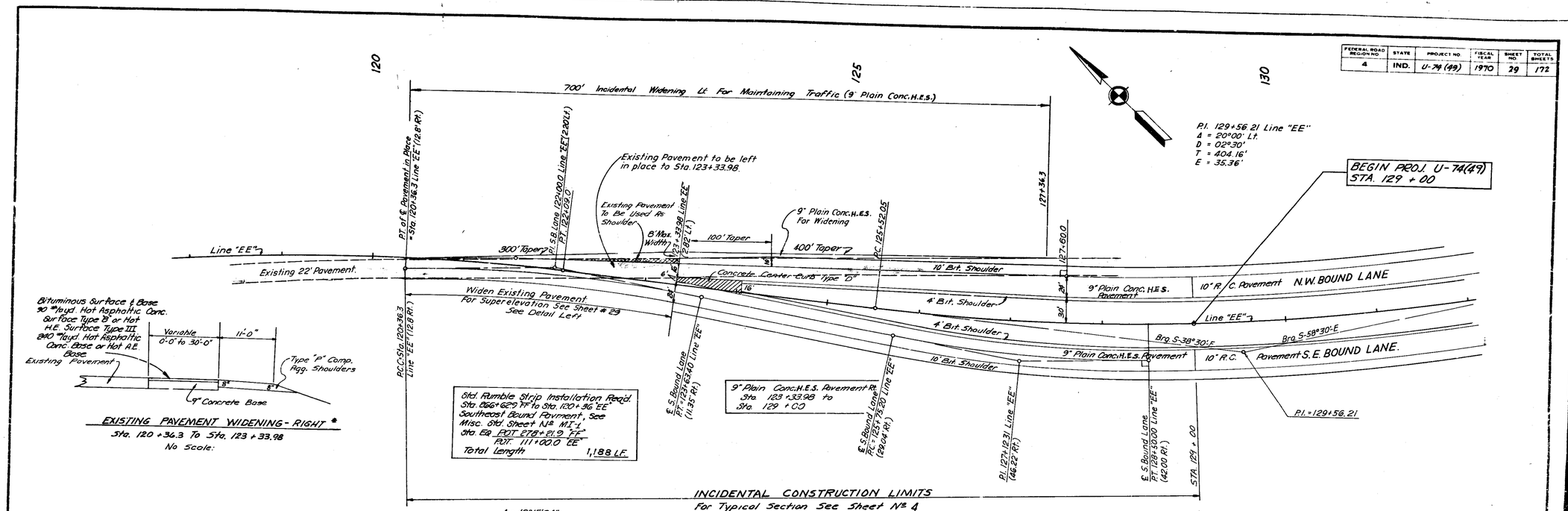
WIDENING REQUIRED FOR MAINTAINING TRAFFIC
(9" PLAIN CONC. H.E.S.)
SCALE 1"=50'

TEMPORARY CONNECTION - STATE ROUTE NO. 25 INCLUDING TYPICAL CROSS-SECTION
AND
TEMPORARY WIDENING REQUIRED FOR MAINTAINING TRAFFIC - INCLUDING TYPICAL CROSS-SECTION

DETAILS
SCALE AS SHOWN

November 6, 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (49)	1970	29	172



INCIDENTAL CONSTRUCTION
PAVEMENT TRANSITION
STA. 120+36.3 TO STA. 129+00.0 AND
LEFT TURN LANES
TYPE "A" – TYPE "B"

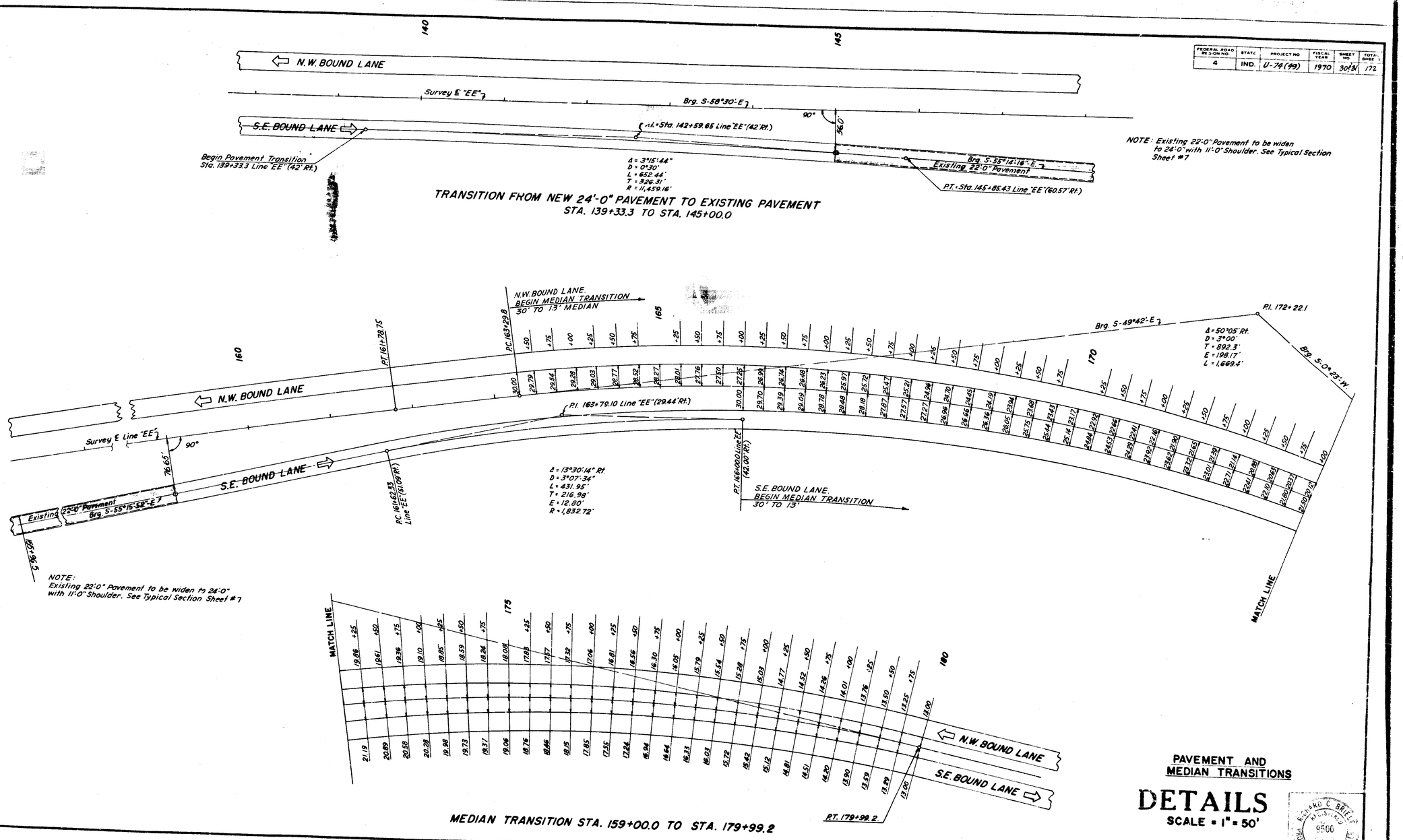
DETAILS

Scale: As Shown

RICHARD C. BOYLE
HIGHWAY
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

November 6, 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	30431	172



PAVEMENT AND MEDIAN TRANSITIONS

DETAILS

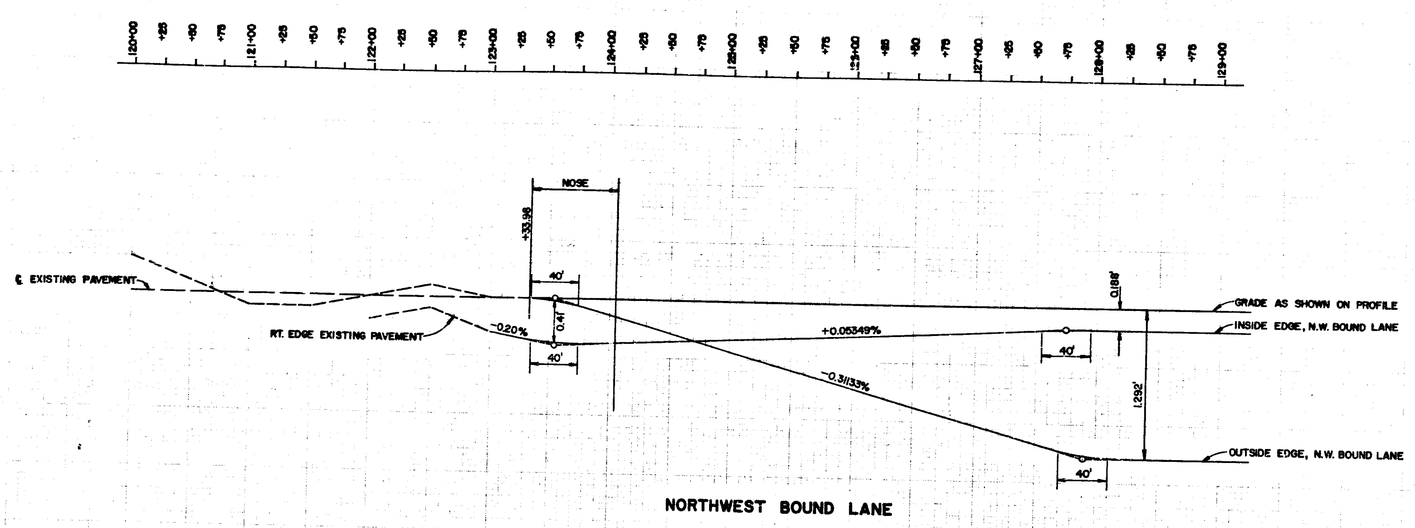
SCALE = 1" = 50'

RICHARD C. BRIELE REGISTERED 9500 PROFESSIONAL ENGINEER

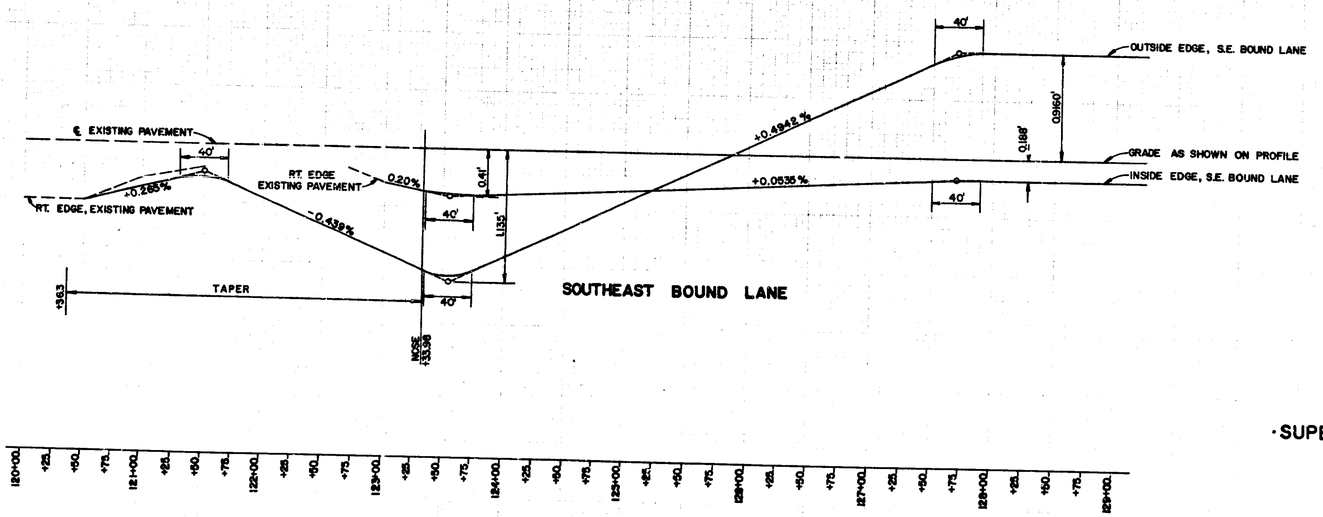
November 6, 1964

U-74(49) "EE" 30431 172

FEDERAL ROAD SERIES NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	IND	U-74(44)	1970	32	172



NORTHWEST BOUND LANE



SOUTHEAST BOUND LANE

STATIONS	OUTSIDE EDGE OF PAVEMENT		INSIDE EDGE OF PAVEMENT ELEV.
	N.W. BOUND LANE ELEV.	S.E. BOUND LANE ELEV.	
120 + 50		547.41	
+ 75		548.98	
121 + 00		550.54	
+ 25		552.11	
+ 50		553.64	
+ 75		555.00	
122 + 00		556.32	
+ 25		557.76	
+ 50		559.20	
+ 75		560.61	
123 + 00		562.01	562.60
+ 25		563.43	564.08
+ 35	565.04	564.00	564.63
+ 50	565.95	564.88	565.55
+ 55	566.25	565.18	565.86
+ 75	567.40	566.42	567.06
124 + 00	568.76	567.99	568.51
+ 25	570.09	569.52	569.94
+ 50	571.42	571.05	571.36
+ 75	572.76	572.59	572.78
125 + 00	574.09	574.12	574.21
+ 25	575.38	575.62	575.59
+ 50	576.59	577.03	576.89
+ 75	577.30	578.34	578.10
126 + 00	578.75	579.59	579.23
+ 25	579.71	580.75	580.28
+ 50	580.58	581.82	581.25
+ 75	581.37	582.82	582.13
127 + 00	582.08	583.72	582.92
+ 25	582.71	584.55	583.65
+ 50	583.24	585.29	584.27
+ 70	583.62	585.80	584.71
+ 75	583.73	585.91	584.82
+ 90	583.99	586.20	585.09

·SUPER·ELEVATION·TRANSITION·FOR·PAVEMENT·

SCALES: 1" = 50' HORIZONTAL
1" = 0.50' VERTICAL

RATE OF SUPERELEVATION = 0.046 FOOT PER FOOT
SPEED EQUALS 50 MILES PER HOUR

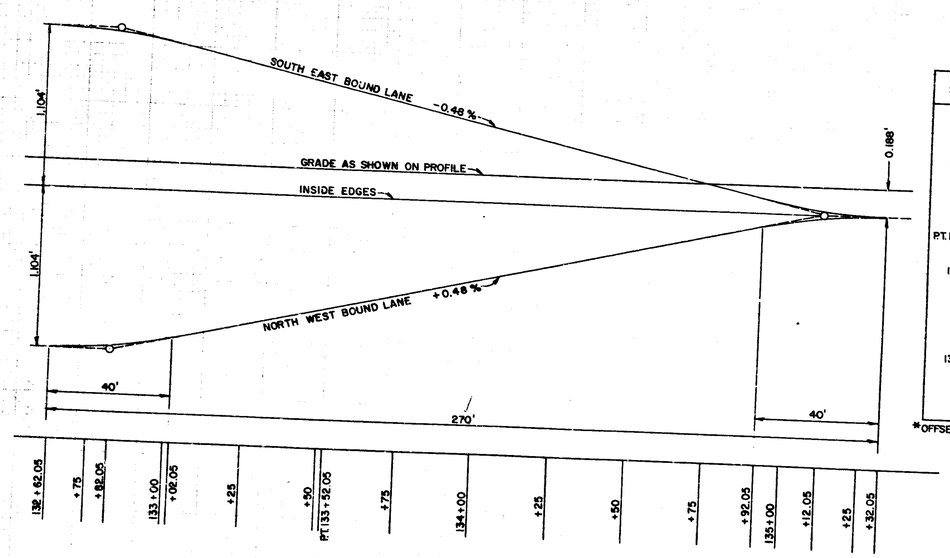
PAVEMENT TRANSITION EQUALS 22' 00" EXISTING TO 2-24' 0" WITH 60' 0" MEDIAN.

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(44)	EE	32	172	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	IND	U-74 (49)	1970	33	172

SUPER · ELEVATION · TRANSITION · FOR · 2° 30' · CURVES · (24' PAVEMENT) ·

SCALES: 1" = 20'-0" HORIZONTAL
1" = 0.40' VERTICAL
RATE OF SUPERELEVATION = 0.046 FOOT PER FOOT
SPEED EQUALS 50 MILES PER HR.



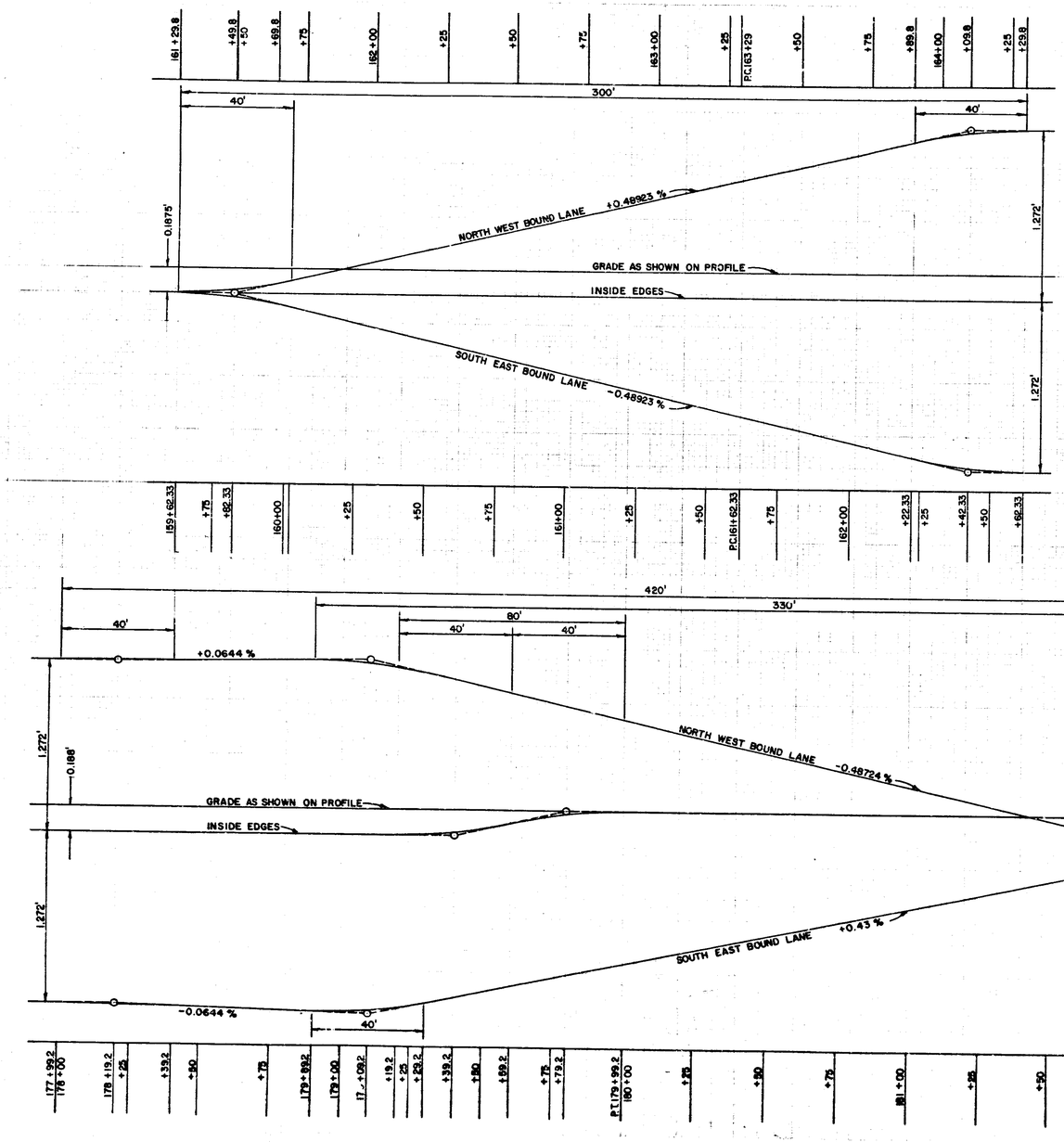
STATIONS	*NORTH WEST BOUND LANE	*SOUTH EAST BOUND LANE
132+62.05	-1.104	+1.104
+75	-1.094	+1.094
+82.05	-1.080	+1.080
133+00	-1.018	+1.018
+02.05	-1.008	+1.008
+25	-0.898	+0.898
+50	-0.778	+0.778
PT.133+52.05	-0.768	+0.768
+75	-0.658	+0.658
134+00	-0.538	+0.538
+25	-0.418	+0.418
+50	-0.298	+0.298
+75	-0.178	+0.178
+92.05	-0.096	+0.096
135+00	-0.062	+0.062
+12.05	-0.004	+0.004
+25	-0.003	+0.003
+32.05	-0.000	+0.000

*OFFSETS FROM INSIDE EDGES (2¼" BELLOW P.G.)

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

PROJECT NO	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (49)	SE	33	172	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	IND	U-76 (44)	1970	34	172



*OFFSET FROM PROFILE GRADE

STATIONS	*NORTH WEST BOUND LANE	STATIONS	*SOUTH EAST BOUND LANE
161+29.8	-0.188	159+62.33	-0.188
+49.8	-0.163	+75	-0.198
50	-0.163	+82.33	-0.213
+69.8	-0.090	160+00	-0.275
+75	-0.065	+02.33	-0.286
162+00	+0.058	+25	-0.397
+25	+0.180	+50	-0.519
+50	+0.302	+75	-0.641
+75	+0.425	161+00	-0.764
163+00	+0.547	+25	-0.886
+25	+0.669	+50	-1.008
P.C.163+29.8	+0.693	P.C.161+62.33	-1.069
+50	+0.791	+75	-1.131
+75	+0.986	162+00	-1.253
+89.8	+0.986	+22.33	-1.362
164+00	+1.030	+25	-1.375
+09.8	+1.060	+42.33	-1.436
+25	+1.083	+50	-1.451
+29.8	+1.084	+62.33	-1.460

*OFFSET FROM PROFILE GRADE

STATIONS	*NORTH WEST BOUND LANE	*SOUTH EAST BOUND LANE	*INSIDE EDGES
177+99.2	+1.084	-1.460	-0.183
178+00	+1.084	-1.460	-0.188
+19.2	+1.087	-1.463	-0.188
+25	+1.090	-1.466	-0.188
+39.2	+1.097	-1.473	-0.188
+50	+1.104	-1.480	-0.188
+75	+1.120	-1.496	-0.188
+89.2	+1.129	-1.505	-0.188
179+00	+1.128	-1.505	-0.188
+09.2	+1.114	-1.493	-0.188
+19.2	+1.086	-1.469	-0.188
+25	+1.064	-1.449	-0.186
+29.2	+1.045	-1.432	-0.182
+39.2	+0.996	-1.389	-0.164
+50	+0.943	-1.343	-0.132
+59.2	+0.898	-1.303	-0.094
+75	+0.821	-1.235	-0.035
+79.2	+0.801	-1.217	-0.024
P.T.179+99.2	+0.703	-1.131	-0.000
180+00	+0.700	-1.128	
+25	+0.578	-1.020	
+50	+0.456	-0.913	
+75	+0.334	-0.805	
181+00	+0.213	-0.698	
+25	+0.091	-0.590	
+50	-0.031	-0.483	
+75	-0.153	-0.375	
+79.2	-0.174	-0.357	
+99.2	-0.247	-0.293	
182+00	-0.249	-0.251	
+19.2	-0.271	-0.271	-0.000

·SUPER·ELEVATION·TRANSITION·FOR·3° 00'·CURVES·

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

RATE OF SUPERELEVATION = 0.053 FOOT PER FOOT
SPEED EQUALS 50 MILES PER HR.

PAVEMENT TRANSITION EQUALS 24' 00" PAVEMENT @ STA. 177+99.2
TO 26' 00" PAVEMENT @ STA. 181+74.41

CHANGE OF 2¼" CROWN @ STA. 180+94.41
TO 3¼" TILT @ STA. 181+74.41

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

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-76 (44)	"EE"	34	172	

REV 7-23-70; O'FERRAL ROAD

REV. 7-10-70; CLASS III DRIVES AT STA. 190+20 LT. & 48+73 RT.

REV. 3-13-70; CLASS III DRIVE AT STA. 134+45 LT.

REV: 2-13-70 CLASS III DRIVE AT 207+45 RT.

TABLE OF QUANTITIES FOR APPROACHES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	35	172

LOCATION	LINE	DESCRIPTION	GRADE LESS THAN 10% NOT SHOWN	DISTANCE BEYOND R/W LINE	EXCAVATION CUT CYDS.	EXCAVATION FILL C.YDS.	LENGTH FT.	WIDTH FT.	RADII FT.	BITUMINOUS MIXTURE FOR APPROACHES S.YDS. LBS. PER S.YD. 110	220	330	TYPE "P" COMPACTED AGGREGATE BASE S. YDS. 5"	3"	6"	PRIVATE DRIVE PAVEMENT S. YDS. 6"	REINF. CONC. PAV'T. S. YDS.	INTEGRAL CONC. CURB L.F.	SUBBASE S. YDS. 6"	1/2" PREF. JT. FILLER L.F.	TYPE "P" COMP. AGGR. SURFACE S.YDS. 6"	1" PREF. JT. FILLER L.F.	1" PREF. EXP. JT. WITH LOAD TRANSFER L.F.	COMM. DRIVE PAVEMENT 6" S.YDS.	CONC. CURB L.F.	PLAIN CONC. PAVEMENT "9" S. YDS.	REMARKS
48+73 Rt.	"S-2-EE"	CLASS III																									
124+92 Rt.	"S-SR-25-EE"	CLASS III	15	7'	30		20'	50'	20'-20'																		
129+11 Lt.	"S-SR-25-EE"	CLASS III			10		24'	36'	10'-20'			52	52												H.E.S.		
48+70 Lt.	"S-2-EE"	CLASS II			40		13	40	10'-20'														45				
51+20 Lt.	"S-2-EE"	CLASS III			7		46	12	15'-25'			76	76	76									44				
51+54 Rt.	"S-2-EE"	CLASS I	10.6		5		9	30	10'-20'																		
117'S of LINE "EE" & 264'S of St.		CLASS III		10'	10'		5'	10'	10'-20'														44				
134+45 Lt.	"EE"	CLASS III					15'	90'	10'-20'			27	27		19												
132+20 Lt.	"EE"	CLASS III																									
133+45 Lt.	"EE"	CLASS III			40		24'	40'	10'-20'			76	76										35	28			
136+30 Rt.	"EE"	CLASS III	15	3'	32		19'	40'	10'-20'			53	53														
137+90 Rt.	"EE"	CLASS III		5"	9		9'	40'	10'-20'			9	9										45				
138+50 Rt.	"EE"	CLASS III		3'	7		10'	30'	10'-20'			10	10										45				
139+05 Rt.	"EE"	CLASS III	11.43	3'	6		10'	30'	10'-20'			10	10										37				
158+00 Lt.	"EE"	CLASS IV	11.43	3	10		11'	40'	10'-20'			18	18										37				
~~164+80 Lt.~~	~~"EE"~~	~~CLASS IV~~						18'	20'-20'														45				
164+90 Rt.	"EE"	CLASS IV Special		~~75'~~		~~770~~	~~36'~~	~~80'~~	~~20'-20'~~											19							
166+85 Rt.	"EE"	CLASS IV		3.5'	90	37	57'	40'	20'-20'			240	240					~~285~~							~~285~~		Construct Radius to New U.S. 52 Only
168+00 Rt.	"EE"	CLASS IV			7	60	~~40'~~	36'	20'-20'			119	119														
193+66 Rt.	"EE"	CLASS III			15	10	36'	40'	20'-20'														153				
200+84 Rt.	"EE"	CLASS III	15		50		20'	40'	10'-20'																		
203+52 Rt.	"EE"	CLASS III	15	2'	20		23'	16'	10'-20'														103				
205+69 Rt.	"EE"	CLASS III	15	8'	20		24'	16'	10'-20'											28			26				
208+60 Lt.	"EE"	CLASS III		8'	20		15'	30'	10'-20'											24			26				
207+45 Rt. ~~208+90~~	"EE"	CLASS III	15	4'	50		25'	30'	10'-20'			60	60							27			37				
209+00 Rt.	"EE"	CLASS I	15	4'	50		21'	40'	10'-20'														37				
210+14 Rt.	"EE"	CLASS III	15	7'	15		23'	12'	10'-20'											62			45				
212+35 Rt.	"EE"	CLASS III	15	4'	25		19'	30'	10'-20'						23					21							
213+00 Rt.	"EE"	CLASS III	11.43		10		11'	40'	10'-20'											40							
214+55 Rt.	"EE"	CLASS III	15		50		20'	40'	10'-20'			58	58										37				
190+20 Lt.	"EE"	CLASS III	15	2'	40		23'	40'	10'-20'			71	71										63				
46+50 Rt.	PR25-1-EE	CLASS IV					20'	40'	10'-20'														45				
46+50 Lt.	PR25-1-EE	CLASS IV					65'	20'	20'-20'			164	164										45				
							52'	20'	20'-20'			135	135														
TOTALS					608	107						1178	1178	76	42					221			1036	28			
~~221+39 Rt.~~	~~"EE"~~	~~CLASS III~~			~~30~~		~~15'~~	~~30'~~	~~10'-20'~~						~~37~~								~~27~~				
222+35 Lt.	"EE"	CLASS III	15	7'	45		18'	40'	10'-20'						45								49				
222+70 Rt.	"EE"	CLASS III	15	11'	65		39'	20'	10'-20'			71	71		25												
223+32 Rt.	"EE"	CLASS III	15	8	50		19'	40'	10'-20'						45												
223+85 Lt.	"EE"	CLASS I	15	9'	40		20'	30'	10'-20'						45								53				
224+19 Lt.	"EE"	CLASS III	15	3'	15		16'	10'	10'-20'						37								45				
225+00 Lt.	"EE"	CLASS III	15	8'	25		21'	16'	10'-20'						22												
225+20 Rt.	"EE"	CLASS III	15	8'	30		19'	40'	10'-20'						26					10							
226+78 Rt.	"EE"	CLASS I		3'	30		14'	30'	10'-20'						45					25							
227+98 Lt.	"EE"	CLASS III	11.43	4'	15		11'	12'	10'-20'						37					53							
227+98 Rt.	"EE"	CLASS III		4'	25		13'	40'	10'-20'						23								24				
228+87 Rt.	"EE"	CLASS III			20		11'	24'	10'-20'						45					6							
230+20 Rt.	"EE"	CLASS I			20		11'	24'	10'-20'						33					27							
230+40 Lt.	"EE"	CLASS III			15		11'	12'	10'-20'						33					6							
230+92 Rt.	"EE"	CLASS III			30		7'	40'	10'-20'						33					6							
231+33 Lt.	"EE"	CLASS III		1'	25		12'	30'	10'-20'						45					6							
231+89 Lt.	"EE"	CLASS III			30		11'	40'	10'-20'						37												
232+60 Rt.	"EE"	CLASS III			25		12'	16'	10'-20'						45					17							
233+64 Rt.	"EE"	CLASS III	15	12'	60		23'	40'	10'-20'						26								18				
235+04 Lt.	"EE"	CLASS III	15	12'	75		23'	40'	10'-20'						45					10							
236+13 Lt.	"EE"	CLASS III			30		11'	40'	10'-20'						45					21							
236+38.5 Rt.	"EE"	CLASS III			15		8'	40'	10'-20'						45					71							
236+90 Lt.	"EE"	CLASS III	11.43		35		16'	30'	10'-20'						45								18				
239+65 Lt.	"EE"	CLASS III	11.43		25		13'	40'	10'-20'						37								4				
240+77 Rt.	"EE"	CLASS III	11.43		35		16'	30'	10'-20'						45					30							
242+32 Lt.	"EE"	CLASS I			30		10'	40'	10'-20'						37					27							
~~240+00 Lt.~~	~~"EE"~~	~~CLASS III~~			10		20'	10'	10'-20'						45					30							
			~~15~~	~~12'~~	~~45~~		~~13'~~	~~40'~~	~~10'-20'~~			~~19~~	~~19~~		~~45~~					13							
																				14							

RICHARD C. BAILEY REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(49)	EE	35	172	

REV. 9-9-69; RELOC. O'FERRAL RD.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-79(49)	1970	36	172

TABLE OF QUANTITIES

DETAIL	DESCRIPTION	LINE	STATION	EXCAVATION CUT C.YDS	EXCAVATION FILL C.YDS	LENGTH FT.	CEMENT CONCRETE BASE (9") SYDS	INTEGRAL CONCRETE CURB, TYPE "B" L.F.	REINFORCED CONC. PAVEMENT (10") S.YDS	PLAIN CONCRETE PAVEMENT (9") H E S S.YDS	PRIVATE DRIVE PAVEMENT (6") S.YDS	COMM. DRIVE PAVEMENT (6") S.YDS	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.** AGGR. SURFACE TONS	SUBBASE C.YDS	BIT. MATERIAL FOR TACK COAT TONS	BIT. MATERIAL FOR PRIME TONS	CONCRETE GUTTER L.F.	GUARD RAIL TYPE C L.F.	BITUMINOUS CURB L.F.	CONCRETE CURB L.F.	INTEGRAL CONC. CURB L.F.	SPECIAL INTEGRAL CONCRETE CURB L.F.	CONCRETE CENTER CURB TYPE "D" S.YDS	REINFORCED CONC. GUTTER L.F.	BITUMINOUS MIXT. FOR APPROACHES TONS	CONTRACTION JOINT TYPE D-1 L.F.	1" PREF. EXP. JOINT WITH LOAD TRANSFER L.F.	1" PREFORMED JOINT FILLER L.F.	1½" EXP. JT. TYPE IA L.F.	BRIDGE RAILING TYPE 5 OR C L.F.	GUARD RAIL TYPE A L.F.	GUARD RAIL TYPE B L.F.	GUARD RAIL TYPE G L.F.	PAVED SIDE DITCH TYPE A L.F.	B L.F.	C L.F.	D L.F.	E L.F.	F L.F.	H L.F.	SODDING S.YDS	TYPE "P"*** COMPACTED AGGR. SHOULDER TONS	CLASS "A" CONCRETE C.YDS	SURFACE REMOVAL S.YDS	PAVEMENT REMOVAL S.YDS	PAVEMENT BREAKING S.YDS	HAND LAID RIP RAP (12") S.YDS	MIXTURE FOR BITUMINOUS SHOULDER TONS
Main Line*		EE		62,047	37,458		95	420	57,549	1,167			109	478	11,302		7976		12,625	5.09	20.08	160	3,075	2,460		6,646	82		410		12,949	166				402.5	2,175	991	2.81	930			193	1,755	12,474		14.1	1,378	20,913	1,378		3,186
Incid. Constr. Beginning		EE		21,554	258		496			3,141			29	60			725			.73	2.46							87										845						682	182			1,668			277
~~Incid. Constr. End~~																																																					
Schuyler Ave.		S-SR-25-EE		2,285	0				2,284				18	71	617		62		489	.06	.20	50				610					514	105																							22
26th Street				366	0				123				19	33	84		91		48	.09	.40				75	50					28	55																						
Relocated O'Ferrall		S-1-EE	¾"PR-S-1-EE"	2594	3951				1,288						67			401	215																																			
Underwood Street		S-1-EE		476	0				158				21	56	67		158		72	.16	.68									99	290	100									68														
Beech Drive				440	0				428						294	1" A			89												36																						330	
Greenbush Street		S-2-EE		1297	0				771				21	57	194		161		198	.16	.69					225					96	115																						
Temp. Conn. To S-SR25-EE				209	0					567			57	151			129			.23	1.01					280					178	110																	487				
UNDISTRIBUTED From Approach Table				608	107						42	1036	58	34			1861		215																																			
Temp. Comm. Dr																		73	43						28					195															7844(1)				567				
TOTALS				91,816	141,675		591	420	62,601	4875	42	1036	300	940	12,705		9,812	674	15,779	6.51	33.52	210	3,075	2,460	103	7,809	82	87	410	594	14,086	909				402.5	2,175	991	1,126	930	68		193	1,755	21,000	182	14.1	1,378	23,635	1,378	330	3,485
																		73												100																							

* INCLUDES QUANTITIES FOR R.C. BRIDGE APPROACH SLAB, STRUCTURE, BRIDGE FILE NO. 52-P-2030J

** 0.4 TONS CALCIUM CHLORIDE REQ. FOR TYPE "P" COMPACTED AGGREGATE SURFACE (FOR DRIVES)

*** 0.3 TONS CALCIUM CHLORIDE REQ'D. FOR TYPE "P" COMPACTED AGGREGATE SHOULDER (FOR SHOULDERS AT NORTH END)

RUMBLE STRIP = 1188 LFT.
(SEE DETAIL SHEET NO. 29 FOR LOCATION)

(1) Slope at R.R. Bridge
Rt. at Sta. 158+00± to 170+00±
S.R. 25
"H" P.S.D.
Along "S-1-EE"
Essex Wire
Misc.

November 6, 1964

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
U-79(49)	EE	36	172

* IF CONTRACTOR ELECTS TO USE METAL PIPE, GAGES AS SHOWN BELOW ARE TO BE USED

STRUCTURE DATA

REV. 2-17-71; STR. NO. 76 & GRADE BETWEEN Str. Nos. 76 & 80.
Rev. 10-13-72 Added Structures Per Storm Sewer Agreement.
REV. 9-9-69; STRUCTURE NO. 52
REV. 4-14-70; NOTE ON STR. NO. 74 & 76
REV. 7-23-70; O'FERRALL ROAD

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (49)	1970	37	172

STRUCTURE NUMBER	STATION LOCATION	LINE LOCATION	GROUP	SIZE INCH	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW CU.YDS.	METHOD OF BACKFILL	CULVERT PIPE END SECTION EACH	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS * ALUMINUM	CONNECT TO STR.#	REMARKS	PLANS ON SHEET NO.
1	150+18.97	EE			STRUCTURE Nº 1 Out of Sequence													Project Nº U-74(49), Bridge File Nº 52-79-2030J	
49-A	162+50 to				Std. Inlet Type P-12A ℄				587.88										
	165+50 Rt.	EE	L	12		284		7	586.18	585.30		127	(A)				50-A		
50-A	165+50 Rt.	EE			Std. M.H. Type B-4 ℄					585.30									
			L	15		156		8	585.30	584.65		79	(A)				51-A		
50-B	165+60 Rt.	EE		15	Pipe Catch Basin ℄				591.85	587.93									
			L	15		22		5	587.93	587.00		11	(A)				50-A		
51-A	167+13 Rt.	EE			Std. M.H., Type B-4 ℄					584.4									
			L	24		15		8	584.4	584.4		11	(A)					Remove 15' of 21" Pipe in Place; Connect M.H. to 21" Pipe in Place	
51-B	167+20 Rt.	EE		15	Pipe Catch Basin ℄				571.46	587.54									
			L	15		8		4	587.54	587.00		4	(A)				51-A		
10	122+34	"EE"	G	64"		26	30°	4.5	552.00	550.77	1.18		(A		16			Extend to Existing 3'x2' Box Culvert @ Inlet End	12
11	124+25	"EE"	A	12	Std. Inlet Type P-12A	60		2.0	567.77	566.80			(A	1	16				12
12	126+75	"EE"	A	12	Std. Inlet Type P-12A	76		1.5	577.93	577.00			(A	1	16				12
13	127+77	"EE"			Reconstructed M.H.	4												Adjust Casting to Grade	12
14	130+25	"EE"	A	12	Std. Inlet Type P-12A	74		2.5	581.98	581.60			(A	1	16				13
15	130+40	"EE"	L	12	Std. Inlet Type J-10	16		2.0	582.20	581.90			(A				14		13
16	131+50	"EE"			Sanitary M.H. in Place.													Adjust Casting to Grade	13
17	125+16	S-SR25EB	D	12	Std. Inlet Type J-10	114	30°	1.5	584.26	584.06			(B	1	16			~~Construct Headwall on Outlet End~~	13
18	127+39Lt.	S-SR25EB	L	12	Std. Inlet Type J-10	40		1.5	584.07	583.95			(A				18-A		13
18-A	127+39Rt.	S-SR25	L	12	Std. Inlet Type R-13	28		1	583.95	583.82							19		
19	127+39Rt.	S-SR25EB	L	12	Std. Inlet Type M-10	28	45°	2.0	583.82	583.62			(A				20		13
20	136+50	"EE"	L	12	Std. 24" Pipe C. Basin	84	75°	1.5	583.37	583.12			(A	1				Outlet @ Sta. 137+25.	13
21	136+00	"EE"	L	12	Std. Inlet Type P-12A	92	60°	1.5	584.26	584.00			(A				22		13
22	136+70	"EE"	L	12	Std. C. Basin K-10	10		2.5	583.75	583.00			(A				23	Remove Structure in Place	13
23	136+75	"EE"			Std. M.H. Type A-4													Remove Structure in Place	13
24	140+38	"EE"	L	12	Std. Inlet Type J-10	10	15°	3.0	584.06	583.60			(A				26		13
25	140+96	"EE"	L	12	Std. Inlet Type J-10	48	15°	3.0	584.06	583.60			(A				26		13
26	140+48	"EE"			Std. M.H. Type A-4													Remove Structure in Place	13
27	141+00	"EE"	A	12	Std. Inlet Type P-12A	106		6.0	583.68	582.35			(A	1	16				13
28	143+00Lt.	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	32		2.0	592.40	582.00			(A	1	16			1-16° Bend Reqd. & 8 L.F. P.S.D. Type "A" Reqd. & 2 Sq. Yds. of Sodding Req'd.	13
29	143+00Rt.	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	16		2.0	588.10	584.80			(A	1	16				13
30	144+00	"EE"	A	12	Std. Inlet Type P-12A	122		11.0	590.50	581.69			(A	1	16				13·14
31	146+50Lt.	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	90		2.0	605.11	579.35			(A	1	16			1-18° Bend Reqd. & 4 L.F. P.S.D. Type "A" Req'd. & 2 Sq. Yds. of Sodding Req'd.	14
32	146+50 Rt.	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	52		2.0	601.88	581.00			(A	1	16			1-22° Bend Req'd. & 4 L.F. P.S.D. Type "A" Reqd. & 2 Sq. Yds. of Sodding Req'd.	14
33	146+60	"EE"	B	42	Strutted	144		26.0	580.94	579.09	1.25		(A		16		33A	Pipe Anchor Req'd. on Outlet End & Connect to Existing Box Culvert in Place @ Outlet End.	14
33A	146+61	"EE"			Manhole, Type D-4														
34	147+00	"EE"	A	12	Std. Inlet Type P-12A	48		15.0	600.85	580.94			(A		16		33A		14
FOR STRUCTURES 34 BR, 35 BR, 35 BS, 36 BR, 36 BS AND 38 BR SEE FOLLOWING SHEET.																			
35	149+35	"EE"		6	Perf. F.B.C.C.S.	70									18			End Bent Subsurface Drain @ Bridge - 1- Tee Req'd.	14
* 36	151+35 Rt.				(NOT INCLUDED IN THIS CONTRACT)														14
* 37	151+93 Lt.				(NOT INCLUDED IN THIS CONTRACT)														14
38	151+55	"EE"		6	Perf. F.B.C.C.S.	70									18			End Bent Subsurface Drain @ Bridge - 1- Tee Req'd.	14
* 39	153+40	"EE"	B	42		172		24.0	584.80	583.90	3.05				16			Pipe Anchor Req'd. on Inlet End & Connect to Existing Box Culvert in Place @ Outlet End. (By Others)	14
* 40	154+00	"EE"	A	12	Std. Inlet Type P-12A	64		7.0	595.74	584.00					16		39	Connect to Existing Box Culvert (By Others)	14
41	154+00	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	42		2.0	603.43	584.10			(A	1	16			1-22° Bend Reqd., & 5 L.F. P.S.D. Type "A" Req'd. & 2 Sq. Yds. of Sodding Req'd.	14
42	154+25	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	58		2.0	603.37	586.45			(A	1	16			1-18° Bend Req'd., & 7 L.F. P.S.D. Type "A" Req'd. & 2 Sq. Yds. of Sodding Req'd.	14
43	156+50	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	32		2.0	595.58	586.70			(A	1	16			1-18° Bend Req'd., & 11 L.F. P.S.D. Type "A" Req'd. & 4 Sq. Yds. of Sodding Req'd.	14
* 38A	151+60,145Lt.	"EE"	A	30	Std. M.H. Type A-4			12.5	576.60	576.45					16		36	(NOT INCLUDED IN THIS CONTRACT)	14

STRUCTURE NUMBER	STATION LOCATION	LINE LOCATION	GROUP	SIZE INCH	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW CU.YDS.	METHOD OF BACKFILL	CULVERT PIPE END SECTION EACH	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS * ALUMINUM	CONNECT TO STR.#	REMARKS	PLANS ON SHEET NO.
44	157+00	"EE"		12	F.B.C.C.S. Std. Inlet Type S-14	14		2.0	589.93	585.00			(A	1	16			1-22° Bend Reqd., & 6 L.F. P.S.D. Type "A" Reqd. & 2 Sq. Yds. of Sodding Req'd.	14
* 45	157+50	"EE"	A	12		112		7.0	587.81	586.71			(A	2	16			(By Others)	14
* 46	158+00	"EE"	D	12		50		5.5	587.15	586.86			(B	2	16			(By Others)	14
47	160+50	"EE"		12	Steel	62		1.0	586.20	585.46			(B	2	16			See Spec. Prov.	15
~~48~~	~~164+80Lt.~~	~~"EE"~~	~~D~~	~~12~~		~~56~~		~~2.0~~	590.87	590.17		~~5~~	(B	~~2~~	~~16~~	16			15
~~49~~	~~164+80Rt.~~	~~"EE"~~	~~D~~	~~12~~		~~78~~		~~1.0~~	~~587.64~~	~~587.18~~			(B	~~2~~	~~16~~	~~16~~		Delete	15
50	165+50	"EE"	A	12	Std. Inlet Type P-12A	962 ~~70~~		5.0 ~~3.0~~	592.35	585.27 ~~591.00~~			(A	~~1~~	16		50-A		15
~~51~~	~~166+85~~	~~"EE"~~	~~D~~	~~12~~		~~56~~		~~1.5~~	~~590.81~~	~~590.21~~			(B	~~2~~	~~16~~	~~16~~		Delete	15
52-A	41+50 Rt.	S-1-EE	D	60		70													
52	43+95	"S-1-EE"		60	~~Corrugated Steel~~ Extra Strength R.C.	~~48~~ [illegible]			592.17	591.93									15 & 19
53	168+00	"EE"	D	12		60		1.5	592.51	591.61			(B	2	16	16		See Spec. Prov.	15
52-B	46+50 Rt.	"PR-S-2-EE"	D	12		34		2.5											
54	51+64	"S-1-EE"			Sanitary M.H. in Place													Adjust Casting to Grade	15
52-C	47+80	"PR-S-2-EE"	G	17.6 [illegible]		60													
55	170+95 Lt.	"EE"			Manhole in Place													5 Lft. Reconstruct M.H. in Place & Adjust Casting to Grade	15
52-D	46+50 Lt.	"PR-S-2-EE"	D	12		82		1											
56	171+00 Rt.	"EE"	D	12	Std. Inlet Type E-7	40	75°	5.5	594.25	591.30			(B		16			Connect to Existing Storm Sewer	15
57	171+00	"EE"	A	12	Std. Inlet Type P-12A	100		4.0	599.15	594.65			(A	1	16			Outlet in Lt. Ditch @ 171+25.	15
58	174+00	"EE"	A	12	Std. Inlet Type P-12A	78		4.0	604.75	601.60			(A	1	16				15
59	177+00	"EE"	A	12	Std. Inlet Type P-12A	62		2.5	613.54	612.85			(A	1	16				16
60	179+70,60Lt.	"EE"	A	12	Std. Inlet Type J-10	16		1.0	622.88	622.00			(A		16		62	1-12" Tee Req'd	16
61	179+95	"EE"	A		Inlet in Place													Adjust Casting to Grade	
62	180+00,75Lt.	"EE"	G	143"		80		3.0	621.81	621.50	3.42		(B		14				16
63	180+25,58Lt.	"EE"	A	12	Std. Inlet Type J-10	20		1.0	623.03	622.50			(A		16		62	1-12" Tee Req'd.	16
64	180+80,39Rt.	"EE"	A	12	Std. Inlet Type J-10	26		1.0	623.21	622.91			(A		16		65		16
65	180+80,6'Rt.	"EE"	A	12	Std. Inlet Type R-13	6		1.5	622.91	622.61			(A		16		66		16
66	180+80,1'Lt.	"EE"	A	12	Std. Inlet Type M-10	72		2.5	622.61	621.53			(A	1	16				16
67	184+00,39Rt.	"EE"	A	12	Std. Inlet Type J-10	36		1.0	632.72	632.42			(A		16		68		16
68	184+00,℄	"EE"	A	12	Std. Inlet Type R-13	36		1.5	632.42	632.12			(A		16		69		16
69	184+00,39Lt.	"EE"		12	F.B.C.C.S. Std. Inlet Type M-10	54		3.5	632.12	622.72			(A	1	16			2-18° Bends Req'd. & 4 L.F. P.S.D. Type "A" Req'd. & 2 Sq. Yds. Sodding Req'd.	16
70	185+07	"EE"	L	15		258							(A					Connect to Existing Field Tile & Remove Field Tile in Place within R/W	16
71	187+50,39Rt.	"EE"	A	12	Std. Inlet Type J-10	36		1.0	642.56	642.26			(A		16		72		16
72	187+50,℄	"EE"	A	12	Std. Inlet Type R-13	36		1.5	642.26	641.96			(A		16		73		16
73	187+50,39Lt.	"EE"		12	F.B.C.C.S. Std. Inlet Type M-10	50		2.5	641.96	631.90			(A	1	16			2-18° Bends Req'd. & 4 L.F. P.S.D. Type "A" Req'd. & 2 Sq. Yds. Sodding Req'd.	16
† 74	188+00,46Lt.	"EE"	L	42	Std. M.H. Type D-4	62	45°	4.0	631.78	631.41	1.25	55	(B					Outlet @ Sta. 187+50, Construct Anchor on Outlet End	16
75	191+86,65Lt.	"EE"			Reconstructed M.H.	4							(A					Adjust Casting to Grade	17
† 76	192+~~45~~ +50,46Lt.	"EE"	L	42	~~Std.~~ M.H. Type D-4	445		15.5	634.30 ~~634.27~~	631.78		2400 ~~5025~~	(A)				74	† Pipe + B Borrow by City of Lafayette	17
77	192+50,50Rt.	"EE"	L	12	Std. Inlet Type J-10	42		2.0	652.27	651.97			(A				78		17
78	192+50,6'Rt.	"EE"	L	12	Std. Inlet Type R-13	54		1.5	651.97	651.67			(A				79		17
79	192+50,51'Lt.	"EE"	L	12	Std. C.B. Type K-10	4		1.0	649.40	649.00			(A				76		17
80	195+45,46Lt.	"EE"	L	42	Std. M.H. Type D-4	300		15.5	638.77	637.27		3220	(A				76		17
81	195+50,39Lt.	"EE"	L	12	Std. Inlet Type J-10	32		1.0	654.10	653.80			(A				80		17
82	195+50,6'Rt.	"EE"	L	12	Std. Inlet Type R-13	42		1.5	653.80	653.50			(A				81		17
75A	51+06	"S-2-EE"			Manhole in Place													Adjust Casting to Grade	17

METHOD OF BACKFILL

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.

† STRUCTURE NO. 74 & 76, THESE ITEMS ARE PORTION BY CITY OF LAFAYETTE

Mo. A.T. 1/66

* TO BE CONSTRUCTED UNDER PROJECT U-74(57)

JANUARY, 1966

* TO BE CONSTRUCTED UNDER PROJECT U-74(57)

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (49)	"EE"	37	172	

* IF CONTRACTOR ELECTS TO USE METAL PIPE, GAGES AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	38	172

STRUCTURE NUMBER	STATION LOCATION	LINE LOCATION	GROUP	SIZE INCH	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW CU.YDS.	CULVERT PIPE END SECTION EACH	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS ALUMINUM	CONNECT TO STR.#	REMARKS	PLANS ON SHEET NO.
83	195+50.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	653.25	652.95		(A				82		17
84	197+74.24Lt.	"EE"			Reconstructed M.H.	2											Adjust Casting to Grade	17
85	197+95.46Lt.	"EE"	L	42	St'd. M.H. Type D-4	250		15.5	640.02	638.77		2685 (A)				80		17
86	198+00.39Rt.	"EE"	L	12	St'd. Inlet Type J-10	36		1.0	655.05	654.75		(A				87		17
87	198+00, ℄	"EE"	L	12	St'd. Inlet Type R-13	36		1.5	654.75	654.45		(A				88		17
88	198+00.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	654.20	653.90		(A				85		17
89	200+75.30.5Lt.	"EE"			Reconstructed M.H.	1											Adjust Casting to Grade	17
90	204+70.39Rt.	"EE"	L	12	St'd. Inlet Type J-10	36		1.0	654.65	654.35		(A				91		17
91	204+70, ℄	"EE"	L	12	St'd. Inlet Type R-13	36		1.5	654.35	654.05		(A				92		17-18
92	204+70.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	653.80	653.50		(A				93		17-18
93	204+75.46Lt.	"EE"	L	42	St'd. M.H. Type D-4	680		15.0	643.42	640.02		7290				85		17-18
94	205+30.6'Lt.	"EE"	L	36	St'd. M.H. Type D-4	68		12.0	644.26	643.82		465 (A				93		17-18
95	205+44.10Lt.	"EE"	L	15	St'd. M.H. Type B-4	6						(A					Remove Existing D.I. in place, Connect to Existing Flowline	18
96	207+50, ℄	"EE"	L	12	St'd. Inlet Type R-13	8		5.5	653.20	647.52		(A				97	1-12" Tee Req'd. @ Sta. 207+50	18
97	208+15.6'Lt.	"EE"	L	36	St'd. M.H. Type D-4	285		6.0	646.54	644.26		675 (A				94		18
98	208+20.39Rt.	"EE"	L	12	St'd. C.B. Type K-10	42		1.0	653.00	651.00		(A				97		18
99	208+20.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	28		1.0	653.00	651.00		(A				97		18
100	209+50.6Lt.	"EE"	L	36	St'd. M.H. Type D-4	135		4.5	648.01	646.54		200 (A				97		18
101	209+55.39Rt.	"EE"	L	12	St'd. C.B. Type K-10	42		1.0	652.50	651.00		(A				100		18
102	209+55.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	28		1.0	652.50	651.00		(A				100		18
103	210+20, ℄	"EE"	L	12	St'd. Inlet Type R-13	12		3.5	654.00	650.00		(A				104	1-12" Tee Req'd. @ Sta. 210+20	18
104	213+30.6Lt.	"EE"	L	30	St'd. M.H. Type A-4	380		4.0	652.28	648.01		320 (A				100		18
105	213+35.39Rt.	"EE"	L	12	St'd. Inlet Type J-10	30		1.0	654.99	654.69		(A				106		18
106	213+35.4'Rt.	"EE"	L	12	St'd. C.B. Type A-2	12		1.5	654.44	654.00		(A				104		18
107	213+35.39Lt.	"EE"	L	12	St'd. Inlet Type J-10	42		1.0	654.99	654.69		(A				106		18
108	213+50.60Rt.	"EE"	L	12	St'd. 15" Pipe C.B.	44		2.0	654.00	649.35		(B)					Connect to Existing M.H.@ Sta. 213+95, 68' Rt.	18
109	213+95.26Lt.	"EE"	L	24	St'd. M.H. Type F-4	94		4.0	651.00	648.95		45 (A					Connect to Existing M.H.@ Sta. 213+95, 68' Rt., Remove Existing 24" Pipe Between Manholes.	18
~~110~~	~~209+00~~	~~"EE"~~		~~6~~	~~Perf. F.B.C.C.S.~~	~~75~~								~~18~~			~~Pipe @ Retaining Wall~~	~~18~~
111	213+95.6Lt.	"EE"	L	30		60			653.08	652.28		104 (A					Remove M.H.@ 218+95, Connect to Existing 30" Str.	18
89A	203+77.40Lt.	"EE"															Adjust Casting to Grade	17
112	213+95.6Lt.	"EE"	L	24		6											Reconnect Existing 24" Str. & Remove Temporary Manhole, Construction Under Proj. U-74(57)	18
~~[illegible]~~	~~217+50.6'Lt.~~	~~"EE"~~	~~L~~	~~30~~	~~St'd. M.H. Type A-4~~	~~420~~		~~4.5~~	~~656.99~~	~~652.28~~		~~350~~				~~110~~		~~18~~
84BR	149+10Lt.	"EE"		12"	Std. Inlet Type "R-13" F.B.C.C.S. Pipe	96	2					(A	1	16			2 Bends Req'd.	
85BR	149+00Rt.	"EE"		12"	Std. Inlet Type "R-13" F.B.C.C.S. Pipe	66	2					(A	1	16			2 Bends Req'd.	
85BS	149+20Rt.	"EE"		6"	Perf. F.B.C.C.S. Pipe	72												
86BR	151+30Rt.	"EE"		12	Std. Inlet Type "R-13" F.B.C.C.S. Pipe	66	2					(A	1	16			2 Bends Req'd.	
86BS	151+12Rt.	"EE"		6	Perf. F.B.C.C.S. Pipe	72												
88BR	152+10Lt.	"EE"		12	Std. Inlet Type "R-13" F.B.C.C.S. Pipe	90	2					(A	1	16			2 Bends Req'd.	
					UNDISTRIBUTED QUANTITIES													
			L	6"		600												18
			L	8"		400												
			L	10"		250												18
				6"	Draintile	750												18
				8"	Draintile	500												
				10"	Draintile	250												18
124	223+05.39Rt.	"EE"	L	12	St'd. Inlet Type K-10	30		1.0	673.41	673.11						125		19
125	223+10.6Rt.	"EE"	L	12	St'd. Inlet Type F-7	42		1.5	673.11	672.81						126		19
126	223+10.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	672.56	671.00						127		19
127	223+05.46Lt.	"EE"	L	24	St'd. M.H. Type A-4	415		9.5	663.64	658.99						119		19
89A	203+77.40Lt.	"EE"															Adjust Casting to Grade	17
~~[illegible]~~	~~209+00 Lt.~~	~~"EE"~~		~~6~~	~~Perf. F.B.C.C.S.~~	~~385~~								~~18~~			~~Pipe @ Retaining Wall~~	~~18~~

(A — METHOD OF BACKFILL

STRUCTURE NUMBER	STATION LOCATION	LINE LOCATION	GROUP	SIZE INCH	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE UP STREAM ELEV	FLOW LINE DOWN STREAM ELEV	CONCRETE CLASS "D" CU YDS	SPECIAL BORROW GRADE "B" CU YDS.	REINFORCING STEEL LBS	GAGES OR THICKNESS STEEL	GAGES OR THICKNESS ALUMINUM	CONNECT TO STR.#	REMARKS	PLANS ON SHEET NO.
~~128~~	~~225+50.39Rt.~~	~~"EE"~~	~~L~~	~~12~~	~~St'd. Inlet Type K-10~~	~~36~~		~~1.0~~	~~676.37~~	~~676.07~~		~~10~~				~~129~~		~~19~~
129	225+50, ℄	"EE"	L	12	St'd. Inlet Type F-7	36		1.5	675.07	674.77		10				130		19
130	225+50.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	674.52	673.30		5				131		19
131	225+45.46Rt.	"EE"	L	24	St'd. M.H. Type A-4	240		11.5	666.33	663.64		115				127		19
132	227+00.50Rt.	"EE"	L	12	St'd. 15" Pipe C.B.	94		8.0	671.50	668.71		20				135	1-12" Tee Req'd. @ Sta. 227+00	19
133	228+35.39Rt.	"EE"	L	12	St'd. Inlet Type K-10	74		1.0	676.31	676.01		20				134		19
134	228+35.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	675.76	674.00		5				135		19
135	228+30.46Lt.	"EE"	L	18	St'd. M.H. Type A-4	285		11.0	669.92	666.73		85				131		19
136	228+50.50Lt.	"EE"	L	12	St'd. C.B. Type B-2	18		7.5	675.00	674.00		5				135		19
137	229+00.5Rt.	"EE"	L	12	St'd. Inlet Type E-7	48		6.0	678.00	670.95		10				139	1-12" Tee Req'd. @ Sta. 229+00	19
138	231+00.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	676.61	676.00		5				139		19
139	230+95.46Lt.	"EE"	L	18	St'd. M.H. Type A-4	265		8.5	672.89	669.82		80				135		19
140	231+30.39Rt.	"EE"	L	12	St'd. Inlet Type K-10	82		1.0	677.26	676.96		20				138		19
141	232+95.46Lt.	"EE"	L	18	St'd. M.H. Type A-4	200		7.0	675.13	672.89		60				139		19
142	233+00.6Rt.	"EE"	L	12	St'd. Inlet Type E-7	50		4.5	679.00	678.00		15				141		19
143	235+90.39Rt.	"EE"	L	12	St'd. Inlet Type K-10	42		1.0	677.34	677.04		10				144		20
144	235+90.6'Lt.	"EE"	L	12	St'd. Inlet Type F-7	30		1.5	677.04	676.74		10				145		20
145	235+80.39Lt.	"EE"	L	12	St'd. Inlet Type K-10	8		2.0	676.49	676.00		5				146		20
146	235+85.46Lt.	"EE"	L	18	St'd. M.H. Type A-4	455		5.0	675.20	673.20		135				153		20
147	237+00.58Lt.	"EE"	L	12	St'd. C.B. Type E-7	102		3.0	676.00	675.10		25				146	1-12" Tee Req'd. @ Sta. 237+00	20
148	239+45.52Lt.	"EE"	L	12	St'd. C.B. Type E-7	8		4.5	676.00	673.47		5				146	1-12" Tee Req'd. @ Sta. 237+00	20
149	239+61.4'Lt.	"EE"	L	12	St'd. Inlet Type E-7	40		3.5	677.00	673.40		10				146	1-12" Tee Req'd. @ Sta. 237+00	20
150	240+37.58Rt.	"EE"	L	12	St'd. 15" Pipe C.B.	16		1.0	676.00	675.70		5				151		20
151	240+35.41Rt.	"EE"	L	12	St'd. Inlet Type M-10	74		1.5	675.70	675.40		20				152		20
152	240+35.39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	675.15	674.85		5				153		20
153	240+40.46Lt.	"EE"	L	24	St'd. M.H. Type A-4	425		5.0	672.80	670.93		200				158		20
154	241+00.55Lt.	"EE"		6	Field Tile	74						10				155	Remove Field Tile within R/W	20
155	241+50.52Lt.	"EE"	L	12	St'd. Inlet Type E-7	8		3.0	674.50	672.57		5				153	1-12" Tee Req'd. @ Sta. 241+50	20
156	244+25.51Rt.	"EE"	L	12	St'd. Inlet Type K-10	54		4.5	674.67	674.37		15				157		20
157	244+25.6'Lt.	"EE"	L	12	St'd. Inlet Type F-7	54		1.5	674.37	674.00		15				158		20
158	244+65.46Lt.	"EE"	L	30	St'd. M.H. Type A-4	485		5.0	670.53	668.40		405				167		20
159	244+60.59Lt.	"EE"	L	24	St'd. C.B. Type B-8	10		2.5	671.67	671.00		5				158		20
160	15+68.24Lt.	S-SR26EE	L	24	St'd. C.B. Type B-8	22		2.0	672.22	671.92		15				159		20
161	15+68.24Rt.	S-SR26EE	L	12	St'd. Inlet Type K-10	42		1.5	672.77	672.47		10				160		20
162	16+00.25Rt.	S-SR26EE	L	12		38		1.0	676.45	673.02		10				161	Construct Headwall on Inlet End	20
163	16+15.25Lt.	S-SR26EE	L	15		46		1.0	677.35	676.50		15				160	Remove D.I. in Place	20
164	248+30.5'Rt.	"EE"	L	12	St'd. Inlet Type E-7	48		5.5	673.07	668.18		10				158	1-12" Tee Req'd. @ Sta. 248+30	20
165	249+45.39Rt.	"EE"	L	12	St'd. Inlet Type K-10	76		1.0	671.79	671.49		20				166		20
166	249+45.40Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	671.24	670.50		5				167		20
167	249+50.46Lt.	"EE"	L	36	St'd. M.H. Type A-4	445		5.0	668.00	666.04		385				171A		20
163A	244+78.48Lt.	"EE"			Reconstructed M.H.	1											Adjust Casting to Grade	20
~~[illegible]~~	~~214+78 Lt.~~	~~"EE"~~		~~6~~	~~Perf. F.B.C.C.S.~~	~~330~~								~~18~~			~~Pipe @ Retaining Wall~~	~~18~~

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.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	39	172

UNDERDRAIN · DRAINAGE & SPECIAL · GRADE · TABLE ·

LINE	NORTHBOUND OR SOUTHBOUND PAV.	LEFT OR RIGHT	STATION TO STATION	LENGTH OF GROUP "K" PIPE FT.	LENGTH OF GROUP F.B.C.C.S. PIPE FT.	CONNECTION REQUIRED 15"x45° BOTT EA.	CONNECTION REQUIRED 15"x90° T EA.	DELINEATOR POST 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
EE	N	LT	129+05 TO 130+25	220	20		✓	1	2		✓							
EE	S	LT	129+05 TO 131+95	290	46		✓	1	2		✓							
EE	S	LT	132+00 TO 138+50	650	108	✓		1	2		✓							OUTLET IN RT. DITCH
EE	N	LT	130+25 TO 141+00	1075							✓	132+00	583.65	133+00	583.85	+0.2%		OUTLET IN RT. DITCH @ STA. 131+00
EE	S	RT	134+65 TO 136+70	205	22		✓				✓	135+50	585.20	138+00	585.71	+0.204%	15	
EE	N	RT	134+60 TO 136+00	140													17	
EE	N	RT	136+00 TO 145+00	900	20		✓			✓		134+60	584.63	136+00	584.35	-0.2%		
EE	S	RT	136+75 TO 138+75	200	6		✓				✓	136+00	584.35	137+00	585.35	+1.0%	21	
EE	S	RT	138+75 TO 140+75	100								136+75	585.34	138+75	585.74	+0.2%	23	
EE	S	RT	140+75 TO 145+00	425	30		✓			✓		138+75	585.74	140+75	584.46	-0.64%		
EE	S	LT	138+50 TO 141+00	250							✓	140+75	584.46	141+00	584.51	+0.2%	23	
EE	S	LT	141+00 TO 142+00	100	14		✓				✓	140+00	585.05	141+00	584.60	-0.45%		
EE	N	RT	145+05 TO 149+50	445	28	✓		1	2		✓	141+00	584.60	141+50	584.95	+0.7%	27	
EE	N	RT	191+52 TO 199+00	748	34	✓		1	2	✓								
EE	N	LT	159+00 TO 161+50	250						✓		161+00	587.57	161+50	587.25	-0.64%		
EE	N	LT	161+50 TO 162+00	50	54		✓	1	2		✓	161+50	587.25	162+00	587.35	+0.20%		OUTLET IN MED. DITCH
EE	N	RT	159+05 TO 162+05	300	24	✓		1	2	✓								
EE	N	RT	162+10 TO 171+00	890	24	✓		1	2		✓	162+10	587.03	163+08	587.23	+0.20%		
EE	S	LT	159+00 TO 160+25	125	44		✓	1	2	✓								
EE	S	RT	159+00 TO 160+45	145	18		✓	1	2	✓								OUTLET IN RT. DITCH
EE	S	RT	160+35 TO 165+50	495	18		✓	1	2		✓	160+55	584.60	162+50	584.99	+0.20%		
EE	S	RT	165+55 TO 173+50	795	18		✓	1	2		✓							
EE	N	RT	171+10 TO 177+00	590	12	✓					✓							
EE	S	RT	173+55 TO 179+95	640	30	✓		1	2		✓						57	
EE	N	RT	177+05 TO 180+00	295	14	✓					✓							
EE	N	LT	181+35 TO 184+00	265	30	✓		1	2		✓						59	
EE	S	RT	180+80 TO 184+00	320			✓				✓							
EE	N	LT	184+00 TO 187+50	350							✓						66	
EE	S	RT	184+30 TO 187+50	330							✓						69	
EE	S	RT	187+50 TO 192+40	490							✓						37	
EE	N	LT	187+50 TO 192+45	495							✓						71	
EE	N	LT	192+50 TO 195+45	295	8	✓					✓						73	
EE	S	RT	192+45 TO 195+40	295	100		✓				✓						76	
EE	N	LT	195+50 TO 197+95	245	8	✓					✓						76	
EE	S	RT	195+45 TO 197+95	250	90		✓				✓						80	
EE	N	LT	198+00 TO 200+98	298	6	✓					✓	198+00	652.96	200+98	653.36	+0.20%	85	
EE	S	RT	197+95 TO 200+98	303	90		✓				✓	197+98	652.96	200+98	653.36	+0.20%	85	

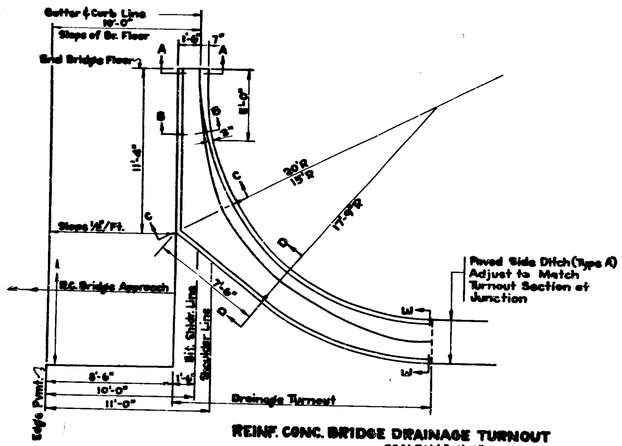
LINE	NORTHBOUND OR SOUTHBOUND PAV.	LEFT OR RIGHT	STATION TO STATION	LENGTH OF GROUP "K" PIPE FT.	LENGTH OF GROUP F.B.C.C.S. PIPE FT.	CONNECTION REQUIRED 15"x45° BOTT EA.	CONNECTION REQUIRED 15"x90° T EA.	DELINEATOR POST EA.	SODDING REQ'D. SYS.	DRAINS AHEAD	DRAINS BACK	SPECIAL GRADES FROM STA.	FROM ELEV.	TO STA.	TO ELEV.	% OF GRADE	CONNECT TO STR#	REMARKS
EE	N	LT	200+98 TO 204+70	372	8	✓				✓								
EE	S	RT	200+98 TO 204+75	377	90		✓			✓		200+98	653.63	203+50	653.13	-0.2%	93	
EE	N	LT	204+75 TO 208+15	340	36		✓			✓		200+98	653.63	203+50	653.13	-0.2%	93	
EE	S	RT	204+80 TO 208+15	335	48		✓			✓							97	
EE	N	LT	208+20 TO 209+50	130	36			✓		✓							99	
EE	S	RT	208+20 TO 209+50	135	48			✓		✓		208+50	650.65	208+50	650.36	-0.29%	100	T Conn. to South
EE	N	LT	209+50 TO 213+25	375								208+50	650.65	209+50	650.36	-0.29%	100	T Conn. to South
EE	S	RT	209+50 TO 213+25	375							✓	209+50	650.36	210+50	650.52	+0.26%	100	
EE	N	LT	213+30 TO 215+00	170	36		✓				✓	209+50	650.36	210+50	650.52	+0.26%	100	
EE	S	RT	213+30 TO 215+00	170	48		✓				✓						104	At Sta 215+00 Connect To Existing Sub-Surf Drainage, Proj. U-74(57)
EE	N	LT	214+35 TO 218+00	365	36		✓										104	
EE	S	RT	216+35 TO 218+50	235	40		✓			✓							108	
EE	N	LT	218+95 TO 223+05	410	10	✓				✓							110	
EE	S	RT	218+95 TO 222+95	400	100		✓			✓							119	
EE	N	LT	223+10 TO 225+45	235	8	✓				✓							119	
EE	S	RT	223+00 TO 225+40	240	90		✓			✓							127	
EE	N	LT	225+50 TO 228+30	280	8	✓				✓							127	
EE	S	RT	225+45 TO 227+00	155	90	✓				✓							131	
EE	S	RT	227+10 TO 228+25	115	8	✓				✓							131	
EE	N	LT	228+35 TO 230+95	260	8	✓				✓							132	
EE	S	RT	228+30 TO 230+95	265	90		✓			✓							135	
EE	N	LT	231+00 TO 233+50	250	8	✓				✓							135	
EE	S	RT	231+00 TO 234+40	340	90		✓			✓		232+50	675.55	233+50	675.75	+0.2%	139	
EE	N	LT	233+70 TO 235+80	210	6	✓				✓		233+00	675.68	234+40	675.96	+0.2%	139	
EE	S	RT	234+60 TO 235+85	125	90		✓			✓		233+70	675.87	234+50	675.71	-0.2%	146	
EE	N	LT	235+85 TO 240+35	450	6	✓				✓							146	
EE	S	RT	235+90 TO 240+40	450	90		✓			✓							153	
EE	N	LT	240+40 TO 244+60	420	18					✓							153	
EE	S	RT	240+45 TO 244+30	385	110	✓				✓							153	
EE	N	LT	244+65 TO 249+45	480	8	✓				✓							158	
EE	S	RT	244+35 TO 249+50	515	92		✓			✓							167	
EE	N	LT	249+50 TO 253+90	440	8	✓				✓							167	
EE	S	RT	249+55 TO 253+95	440	92		✓			✓							171A	
EE	N	LT	253+95 TO 256+75	280	8	✓				✓							171A	
EE	S	RT	253+95 TO 256+80	285	90		✓			✓							176	
EE	N	LT	256+80 TO 259+65	285	8	✓				✓							176	
EE	S	RT	256+80 TO 259+60	280	90		✓			✓							181	

November 6, 1964

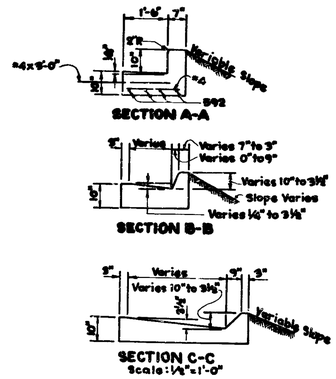
RICHARD C. BREER REGISTERED 9500 STATE OF INDIANA PROFESSIONAL ENGINEER

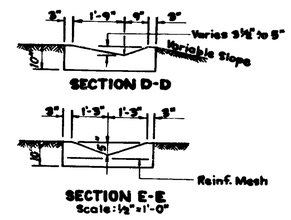
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(49)	EE	39	172	

SHEET NO 99A

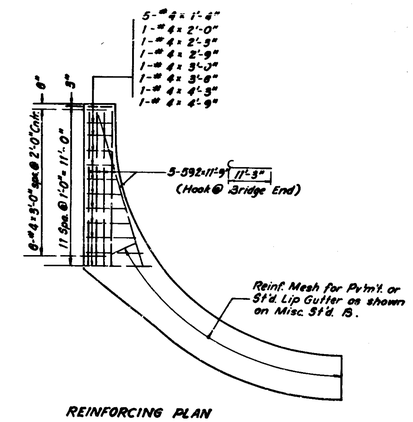


REINF. CONC. BRIDGE DRAINAGE TURNOUT
SCALE: 1/4" = 1'-0"





NOTE: Reinforced Concrete Bridge Drainage Turnout Will Be Measured and Paid for as 45 Lin. Ft. of Paved Side Ditch, Type "A". The Cost of Reinforcing Steel Including Dowels and Mesh to be Included in the Cost of the Reinforced Concrete Bridge Drainage Turnout.



REINFORCING PLAN

REINFORCED CONCRETE BRIDGE DRAINAGE TURNOUT

TURNOUT DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED JANUARY 16, 1970

RECOMMENDED FOR APPROVAL:- ASST. ENGINEER OF BRIDGE DESIGN

DRAWING:- OF
PROJECT:- U-74 (49)
BRIDGE CONTRACT NO.
BRIDGE FILE:- 52-79-2050J

ESTIMATE OF QUANTITIES

Rev. 2-17-71. CITY OF LAFAYETTE PORTION "B" BORROW & DROP MH, Type D-4.

FEDERAL ROAD REGION NO	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(49)	1970	40	172

GRADING

ITEM	UNIT	QUANTITY
REMOVAL OF STRUCTURES AND OBSTRUCTIONS		
CLEARING OF RIGHT-OF-WAY	L.S.	1
GRUBBING		
CLEARING AND GRUBBING		
HEDGE ROWS	STA.	
SCALPING	ACRE	
COMMON EXCAVATION	CYS.	91,816
ROCK EXCAVATION	CYS.	
UNCLASSIFIED EXCAVATION	CYS.	
WATERWAY EXCAVATION	CYS.	
CLASS "Y" EXCAVATION	CYS.	
"B" BORROW	CYS.	20,117
"B" BORROW FOR STRUCTURE BACKFILL	CYS.	
BORROW	CYS.	42,190
LINEAR GRADING	CYS.	
SUBGRADE TREATMENT WATER	M.G.	
PEAT EXCAVATION 1 TO 15 FT.	CYS.	
PEAT EXCAVATION 15 TO 25 FT.	CYS.	
PEAT EXCAVATION 25 TO 35 FT.	CYS.	
SURCHARGE 1 TO 4 FT.	LFT.	
SURCHARGE 4 TO 8 FT.	LFT	
SURCHARGE 8 TO 12 FT.	LFT.	
SURCHARGE 12 TO 16 FT.	LFT.	
SURCHARGE 16 TO 20 FT.	LFT.	
SURCHARGE 20 TO 24 FT.	LFT.	
MACHINE OPERATION	HR.	
MACHINE AVAILABILITY	HR.	
DYNAMITE	LB.	
HOLE FOR TESTING OR FOR DYNAMITING 2 INCH	LFT.	
HOLE FOR TESTING OR FOR DYNAMITING 4 INCH	LFT.	
HOLE FOR TESTING OR FOR DYNAMITING 6 INCH	LFT.	
SURFACE REMOVAL	SYS.	1,378
BREAKING PAVEMENT	SYS.	1,378
REMOVAL OF PAVEMENT (1)	SYS.	23,635
TREE REMOVAL 6 INCH	EA.	
TREE REMOVAL 10 INCH	EA.	
TREE REMOVAL 18 INCH	EA.	
TREE REMOVAL 30 INCH	EA.	
TREE REMOVAL 48 INCH	EA	
TREE REMOVAL 60 INCH	EA.	
SALVAGED STOCKPILED SELECTED MATERIAL	CYS.	
STOCKPILED SELECTED MATERIAL	CYS.	
REMOVAL OF PRESENT STRUCTURE	EA.	
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (49)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (55)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (64)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (78)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (80)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL ( )	L.S.	
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (93)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (94)	L.S.	1
REMOVAL OF HOUSES AND BUILDINGS FROM PARCEL (95)	L.S.	1

PAVEMENT

ITEM	UNIT	QUANTITY
REPAIRING	MILE	
WATER FOR RECONDITIONING	MG	
PORTLAND CEMENT CONCRETE FOR PATCHING	SYS.	
COMPACTED AGGREGATE FOR PATCHING	TON	
BITUMINOUS MIXTURE FOR PATCHING	TON	
WIDENING WITH BITUMINOUS MIXTURE	TON	
WIDENING WITH CEMENT CONCRETE	SYS.	
WIDENING WITH COMPACTED AGGREGATE	TON	
PORTLAND CEMENT CONCRETE BASE 9" (2)	SYS.	591
TYPE "P" COMPACTED (SIZE 53) AGGREGATE FOR BASE (3)	TON.	11,673
TYPE "P" COMPACTED AGGREGATE FOR SURFACE (SIZE 73)	TON	73
TYPE "P" COMPACTED (SIZE 73) AGGREGATE FOR SHOULDER (4)	TON	182
PURE CALCIUM CHLORIDE	TON	1.2
HOT ASPHALT EMULSION (AE) BASE	TON	
HOT ASPHALT EMULSION (AE) BINDER	TON	
HOT ASPHALT EMULSION (AE) SURFACE	TON	
HOT ASPHALT CONCRETE BASE	TON	
HOT ASPHALT CONCRETE BINDER	TON	
HOT ASPHALT CONCRETE SURFACE	TON	
BITUMINOUS COATED AGGREGATE BASE	TON	
BITUMINOUS COATED AGGREGATE BINDER	TON	
BITUMINOUS COATED AGGREGATE SURFACE	TON	
COLD MIXED BITUMINOUS BASE (DENSE GRADED)	TON	
COLD MIXED BITUMINOUS BASE (OPEN GRADED)	TON	
COLD MIXED BITUMINOUS BINDER	TON	
COLD MIXED BITUMINOUS SURFACE	TON	
BITUMINOUS BASE (13) (6)	TON	940
BITUMINOUS BINDER	TON	
BITUMINOUS SURFACE (5)	TON	300
BITUMINOUS MIXTURE FOR SHOULDERS (7)	TON	3,485
BITUMINOUS MIXTURE FOR APPROACHES	TON	394
DRILLED HOLES FOR UNDERSEAL	EA.	
ASPHALT MATERIAL FOR UNDERSEAL	TON	
BITUMINOUS CURING MATERIAL	TON	
FILLING CRACK AND JOINTS IN CONCRETE PAVEMENT OR BASE	TON	
SEALING CRACKS AND JOINTS IN BITUMINOUS PAVEMENT	TON	
BITUMINOUS MATERIAL FOR SEAL COAT	TON	
BITUMINOUS MATERIAL FOR PRIME COAT (8)	TON	35
BITUMINOUS MATERIAL FOR TACK COAT (9)	TON	7
COVER AGGREGATE	TON	
AGGREGATES FOR SHOULDER DRAINS	TON	

ITEM	UNIT	QUANTITY
SUBBASE	CYS.	13,994
CONTINUOUSLY REINFORCED CONCRETE PAVEMENT (")	SYS.	
CONCRETE PAVEMENT REINFORCED (10")	SYS.	62,601
CONCRETE PAVEMENT REINFORCED (")	SYS.	
CONCRETE PAVEMENT HIGH EARLY STRENGTH (")	SYS.	
CONCRETE PAVEMENT HIGH EARLY STRENGTH (")	SYS.	
CONCRETE PAVEMENT PLAIN (6")	SYS.	
CONCRETE PAVEMENT PLAIN (")	SYS	
CONCRETE PAVEMENT PLAIN H.E.S. (9") (10)	SYS.	4,875
CONTRACTION JOINT, TYPE "D-1"	LFT.	14,086
1/2 INCH PREFORMED JOINT MATERIAL	LFT.	
1 INCH PREFORMED JOINT MATERIAL	LFT.	
	LFT.	
EXPANSION JOINT, PREFORMED WITH LOAD TRANSFER-1 INCH	LFT.	909
2" EXPANSION JOINT	LFT.	82
REINFORCING STEEL FOR PAVEMENT	LB.	15,297
ANCHOR BOLTS	EA.	
TERMINAL JOINTS	LFT.	
CEMENT CONCRETE PAVEMENT FOR PRIVATE DRIVES (6")	SYS.	42
CEMENT CONCRETE PAVEMENT FOR COMMERCIAL DRIVES (6")	SYS.	1036
CEMENT CONCRETE PAVEMENT FOR CROSSOVER		
PORTLAND CEMENT FOR CEMENT TREATED BASE	BBL	
WATER FOR CEMENT TREATED BASE	MG	
PROCESSING CEMENT TREATED BASE	CYS.	
IMPORTED MATERIAL FOR CEMENT TREATED BASE	CYS.	
SALVAGED ROAD MATERIAL FOR	CYS.	
INCLUDES FOR MAINTAINING TRAFFIC:		
(1) PAVEMENT REMOVAL	SYS.	3,402
(2) PORTLAND CEMENT CONCRETE BASE 9"	SYS.	496
(3) TYPE "P" COMP. AGG. BASE	TON	1,364
(4) TYPE "P" COMP. AGG. SHLDR.	TON	182
(5) BITUMINOUS SURFACE	TON	80
(6) BITUMINOUS BASE	TON	211
(7) MIXT. FOR BITUM. SHLDR.	TON	277
(8) PRIME	TON	3.57
(9) TACK COAT	TON	0.96
(10) CONC. PVM'T. PLAIN H.E.S. 9"	SYS.	4,875
(11) CENTER CURB, CONC. TYPE "D"	SYS.	87
(12) FOR COMM. ACCESS	TON	100
(13) INCLUDES FOR WEDGING	TON	120
( ) INCLUDES FOR FRONTAGE ROADS	TON	
( ) INCLUDES FOR PRIVATE DRIVES		
( ) INCLUDES FOR COMMERCIAL DRIVES		

MISCELLANEOUS

ITEM	UNIT	QUANTITY
GUARD RAIL, TYPE "A"	LFT.	402.5
GUARD RAIL, TYPE "B"	LFT	2,175
GUARD RAIL, TYPE "C"	LFT.	3,075
GUARD RAIL,	LFT.	
GUARD RAIL,	LFT.	
GUARD RAIL, TYPE "G"	LFT.	991
RESET GUARD RAIL	LFT.	
INCH FENCE, FARM FIELD	LFT.	
INCH FENCE, CHAIN LINK	LFT.	
FEET, BY INCH GATE FARM FIELD	EA.	
FEET BY INCH GATE CHAIN LINK	EA.	
RESETTING FENCE	LFT.	
CONCRETE SIDEWALK	SYS.	
BITUMINOUS SIDEWALK	TON	
BED COURSE MATERIAL	TON	
RECONSTRUCTED SIDEWALK	SYS.	
RE-LAID SIDEWALK	SYS.	
CURB, INTEGRAL, SPECIAL	LFT.	82
CURB, INTEGRAL,	LFT.	7,809
CURB, INTEGRAL, TYPE "B"	LFT.	420
CURB, INTEGRAL, TYPE "C"	LFT.	
CURB, CONCRETE	LFT.	163
CURB, BITUMINOUS	LFT.	2,460
CURB AND GUTTER COMBINED	LFT.	
GUTTER, STANDARD LIP	LFT.	
CONCRETE GUTTER	LFT.	210
CONCRETE GUTTER, REINFORCED	LFT	410
RESET CURB	LFT.	
CENTER CURB, CONCRETE	LFT.	
CENTER CURB, CONCRETE TYPE "D" (11)	SYS.	87
CENTER CURB, CONCRETE TYPE " "	SYS.	
CENTER CURB BITUMINOUS TYPE " "	LFT	
CENTER CURB, BITUMINOUS TYPE " "	SYS.	
PAVED SIDE DITCH, TYPE "A"	LFT.	1,126
PAVED SIDE DITCH, TYPE "C"	LFT.	68
PAVED SIDE DITCH, TYPE "F"	LFT.	193
PAVED SIDE DITCH, TYPE "H"	LFT.	1,735
PAVED SIDE DITCH, TYPE "B"	LFT.	930
PAVED SIDE DITCH, TYPE " "	LFT.	
PAVED SIDE DITCH, TYPE " "	LFT.	
PAVED SIDE DITCH, TYPE " "	LFT.	
PAVED SIDE DITCH, TYPE " "	LFT.	
RIPRAP	SYS.	
DUMPED RIPRAP	TON	
REVETMENT RIPRAP	TON	
HAND-LAID RIPRAP, 6 INCH	SYS.	
HAND-LAID RIPRAP, 12 INCH	SYS.	
GROUTED RIPRAP, 6 INCH	SYS.	
GROUTED RIPRAP, 12 INCH	SYS.	
PLACING HAND-LAID RIPRAP 6"	SYS.	
PLACING HAND-LAID RIPRAP 12"	SYS.	350
PLACING GROUTED RIPRAP 6"	SYS.	
PLACING GROUTED RIPRAP 12"	SYS.	
PRECAST CONCRETE RIPRAP	SYS.	
SLOPEWALL	SYS.	
INCH CONCRETE SLOPEWALL	SYS.	

ITEM	UNIT	QUANTITY
CONCRETE HEADER, TYPE "A"	LFT.	26
CONCRETE HEADER, TYPE "B"	LFT.	
CONCRETE HEADER, TYPE "C"	LFT.	14
RECONSTRUCTED CONCRETE HEADER	LFT.	
RIGHT-OF-WAY MARKER	EA.	85
RESET RIGHT-OF-WAY MARKER	EA.	
MONUMENT TYPE "A"	EA.	
MONUMENT TYPE "B"	EA.	1
MONUMENT TYPE "C"	EA.	3
MONUMENT TYPE "D"	EA.	2
RE-ESTABLISHED MONUMENT	EA.	
CASTING ADJUSTED TO GRADE MONUMENT	EA.	
BENCH-MARK POST	EA.	
RESET BENCH-MARK POST	EA.	
AGRICULTURAL LIMESTONE (1)	TON	19
FERTILIZER (2)	TON	19
MULCHING MATERIAL (3)	TON	89
SEED MIXTURES (19.7 Acres)	LB.	3,152
MULCHED SEEDING	SYS.	
TOP SOIL	CYS.	
SODDING	SYS.	21,000
WATER	M.G.	257
FURNISHING AND PLACING SEED (CROWN-VETCH)	LBS.	
CROWN VETCH SEEDING (2 Ac.)	LBS	20
TEMP. SEED MIXTURE (17.1 Ac.)	LBS.	1,881
TRAFFIC SIGNAL BASE FOUNDATION TYPE " "	EA.	
POLE BASE FOUNDATION TYPE " "	EA.	
STEEL PIPE (CONDUIT) 2"	LFT.	3,074
NON-METALLIC PIPE (CONDUIT)	LFT.	
HANDHOLE FOR STREET OR ALLEY	EA.	15
HANDHOLE FOR SIDEWALK	EA.	2
(1) INCLUDES FOR TEMP. SEEDING	TON	8.6
(2) INCLUDES FOR TEMP. SEEDING	TON	6.8
(3) INCLUDES FOR TEMP. SEEDING	TON	34.2

ITEM	UNIT	QUANTITY

SIGNS AND MARKINGS

ITEM	UNIT	QUANTITY
MAINTAINING TRAFFIC	L.S.	1
STANDARD BARRICADE, TYPE "A"	EA.	4
STANDARD BARRICADE TYPE "B"	EA.	5
PERMANENT BARRICADE TYPE "A"	EA.	
PERMANENT BARRICADE TYPE "B"	EA.	
CONSTRUCTION SIGN, TYPE "A"	EA.	22
CONSTRUCTION SIGN TYPE "B"	EA.	6
STOP SIGN, TYPE R-1-A	EA.	6
YIELD SIGN TYPE R-301	EA.	
CURVE SIGN, TYPE W-2AR	EA.	
CURVE SIGN, TYPE W-2AL	EA.	
REVERSE CURVE SIGN TYPE W-4AR	EA.	
REVERSE CURVE SIGN, TYPE W-4AL	EA.	
LARGE ARROW SIGN, TYPE 4-11A	EA.	
STOP AHEAD SIGN, TYPE W-13A	EA.	
RUMBLE STRIP	LFT.	1,188
FRONTAGE ROAD SIGN, TYPE M-26	EA.	
NO OUTLET SIGN, TYPE M-27	EA.	6
NO OUTLET DEAD END SIGN, TYPE M-29	EA.	
RAILROAD ADVANCE WARNING SIGN TYPE W-32A	EA.	1
RAILROAD CROSSBUCK SIGN TYPE W-33	EA.	1
PAINTED LINE (4")	LFT.	1,500
TEMPORARY PAVEMENT MARKING (TAPE)	LFT	800
TEMPORARY PAVEMENT MARKING (PAINT)	LFT.	2,000
DELINEATOR WITH POST, TYPE "D-1" (")	EA.	
DELINEATOR WITH POST TYPE "D-2" ( )	EA.	
DELINEATOR WITH POST TYPE "D-3" ( )	EA.	
DELINEATOR POST	EA.	14
( ) INCLUDES FOR YELLOW BARRIER STRIPE	EA.	

THE QUANTITIES SHOWN ON THIS SHEET INCLUDE THE FOLLOWING ITEMS FOR CITY OF LAFAYETTE STORM SEWER PORTION

ITEM	UNIT	QUANTITY
"B" BORROW	CYS.	2400 ~~[illegible]~~
PIPE: GROUP "L" 42"	LFT	507
CONCRETE CLASS "A" IN STRUCTURES	CYS.	1.25
MANHOLE, TYPE "D-4"	EACH	1
~~MANHOLE, TYPE "D-4" (DROP)~~	~~EACH~~	~~4~~

ITEM	UNIT	QUANTITY
FIELD OFFICE (ROAD) (500 SQ.FT.)	MO	17
FIELD LABORATORY (120 SQ.FT.)	MO	10
FIELD OFFICE (BRIDGE) (SQ.FT.)	MO.	
CONSTRUCTION ENGINEERING	L.S.	

APRIL 1969

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS	FILE
U-74(49)	"EE"	40	172	

ESTIMATE OF QUANTITIES (CON'T.)

Rev. 2-17-71. MH Type D-4 Added For Constr. Dist.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (49)	1970	41	172

Rev. 10-13-72 Quantities Rev. For Storm Sewer Improvement

STRUCTURE SUMMARY

CIRCULAR PIPE: LINEAL FEET

KIND	SIZE	4"	6"	8"	10"	12"	12"	15"	18"	24"	30"	36"	42"	54"	60"	60" LUMP SUM
GAGE	STEEL															
	ALUMINUM					16	16	16	16	16	16	16	16	16		
GAGE STRUCT. PLATES STEEL	TOP & SIDES															
	BOTTOM															
THICK. STRUCT. PLATES ALUM.	TOP & SIDES															
	BOTTOM															
GROUP A																
GROUP B						~~1060~~ 1106										
GROUP													144*			
GROUP D																
GROUP						~~414~~ 280										
GROUP															70	
GROUP																
GROUP																
GROUP																
GROUP L			600	400	250	~~980~~ 1264	~~264~~ 930		~~100~~ 715	440	485	1250				
REINFORCED CONCRETE																
EXTRA STRENGTH REINF. CONC.																
HEAVY DUTY REINF. CONC.																
VITRIFIED CLAY CULVERT															10	50
STEEL						62										
FULLY BITUM. COATED CORR. STEEL OR FULLY BITUM. CORR. ALUMINUM ALLOY															~~45~~	
FULLY BITUM. COATED CORR. STEEL						758										
FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT																
DRAINTILE, CL. STANDARD			750	500	250											
FULLY BITUMINOUS COATED PERFORATED CORR. STEEL 18 GAUGE		284														

*STRUTTED

STRUCTURE SUMMARY (CON'T.)

PIPE ARCHES: LINEAL FEET

KIND	MIN AREA SQ. FT. *	STEEL	STEEL	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	STEEL	ALUMINUM	STEEL	ALUMINUM
		6.4	14.3	17.6																																											
BARE STRUCT. PLATES STEEL	TOP & SIDES																																														
	BOTTOM																																														
THICK. STRUCT. PLATES ALUM.	TOP & SIDES																																														
	BOTTOM																																														
GAGE		16	14	12																																											
GROUP G-1		26	80	60																																											
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 "J" IS SPECIFIED.

PIPE: GROUP "K" FOR UNDERDRAINS 6"	18,218	LIN. FT.
PIPE: FULLY BIT. COATED NON PERFORATED CORR. STEEL (GAGE 18) FOR UNDERDRAINS 6"	1,988	LIN. FT.
AGGREGATE FOR UNDERDRAINS	1,441	CYS

AUTO DRAINAGE GATES		
SIZE	HEAD	EACH

CASTINGS ADJUSTED TO GRADE	RCINF. CONCRETE SPRING BOXES
EACH	EACH
10	

ITEM	UNIT	QUANTITY
CONCRETE CLASS "A" IN STRUCTURES	CYS	14.10
REINFORCING STEEL FOR STRUCTURES	LB	
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	TYPE	EACH
E-7	1	R-13	14
F-7		P-12A	~~11~~ 12
J-10	16		
M-10	4		
S-14	8		

CATCH BASINS	
TYPE	EACH
A-2	1
K-10	9

M.H. RING AND COVER	
TYPE	EACH

PIPE END SECTION	
TYPE	EACH
12"	58

MANHOLES	
TYPE	EACH
A-4	3
B-4	3 ~~4~~
F-4	1
D-4	~~4~~ 8
D-4 (Drop)	

PIPE CATCH BASINS	
SIZE	EACH
18"	3 ~~4~~
24"	1

RECONSTRUCTED	
	LIN. FT.
MANHOLE	16
CATCH BASIN	
INLET	

STR

M.A.T. 66

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (49)	EE	41	172	