ROAD CONTRACT NO. A-7635

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	1	146

INDEX

SHEET NO.	DESIGNATION	B.P.R. APPROVAL	DATE ADOPTED A.D. 67 LATEST REVISION "R"
1	TITLE SHEET		
2	ST'D. DIV. LANE (INTERSTATE) MAY 1964		
	ST'D. DIV. LANE (INTERSTATE)		R-1-2-68
3	ST'D. CROSS SECTION, E-11-JR (10"-26") (OMIT)		
	ST'D. CROSS SECTION,	NONE	R-11-17-66
	ST'D. CROSS SECTION,		
4-7	TYPICAL CROSS SECTION		
	ST'D. 8 INCH RAMP SECTION		
	ST'D. 10 INCH RAMP SECTION		
8	PLAT NO. 1 FOR DESIGN DEPARTMENT		
9	ST'D. PAVEMENT JOINTS SHEET "A"		
10-36	PLAN AND PROFILE (RETAINING WALL 32-36A)	12-12-67	A-MAY 1967
37-39	TABLE OF QUANTITIES FOR APPROACHES		
39	TABLE OF QUANTITIES		
40-41	STRUCTURE DATA		
42-43	SUBSURFACE DRAINAGE		
44	ESTIMATE OF QUANTITIES		
45	ESTIMATE OF QUANTITIES		
46	MISCELLANEOUS STANDARDS, SHEET "MA"		
47	MISCELLANEOUS STANDARDS, SHEET "MB"	12-19-67	R-11-10-67
48	MISCELLANEOUS STANDARDS, SHEET "MC"	12-19-67	R-11-10-67
49	MISCELLANEOUS STANDARDS, SHEET "MCI"	10-3-66	R-9-6-66
50	MISCELLANEOUS STANDARDS, SHEET "MD"	NONE	R-8-25-67
51	MISCELLANEOUS STANDARDS, SHEET "MDI"	2-8-66	R-10-18-65
52	MISCELLANEOUS STANDARDS, SHEET "ME"	4-28-66	R-4-4-66
53	MISCELLANEOUS STANDARDS, SHEET "ME-2"	2-8-66	A-JULY-1965
54	MISCELLANEOUS STANDARDS, SHEET "MH"	NONE	R-1-2-68
55	MISCELLANEOUS STANDARDS, SHEET "MHI"	2-8-66	R-10-18-65
56	MISCELLANEOUS STANDARDS, SHEET "MI"	NONE	R-1-4-67
57	MISCELLANEOUS STANDARDS, SHEET "MJ"	2-8-66	A-JULY-1965
58	MISCELLANEOUS STANDARDS, SHEET "MJI"	12-12-67	R-8-25-67
59	MISCELLANEOUS STANDARDS, SHEET "MK"	NONE	R-8-25-67
60	MISCELLANEOUS STANDARDS, SHEET "MP"	NONE	R-8-25-67
61	MISCELLANEOUS STANDARDS, SHEET "MS"	11-24-67	R-7-27-67
62	MISCELLANEOUS STANDARDS, SHEET "MSI"	6-21-67	R-5-5-67
63	MISCELLANEOUS STANDARDS, SHEET "MT"	3-7-63	R-1-15-63
64	MISCELLANEOUS STANDARDS, SHEET "MTI"	3-23-67	R-2-27-67
65	MISCELLANEOUS STANDARDS, SHEET "MTIA"	NONE	R-3-16-67
66	MISCELLANEOUS STANDARDS, SHEET "MTIB"	12-12-67	R-3-16-67
67	MISCELLANEOUS STANDARDS, SHEET "MT65"	12-12-67	A-JAN-1967
68	MISCELLANEOUS STANDARDS, SHEET "MB-1"	NONE	R-7-21-67
69	MISCELLANEOUS STANDARDS, SHEET "MB-2"	2-3-66	A-JAN-1965
70	MISCELLANEOUS STANDARDS, SHEET "MD-2"	9-22-66	4-JUNE-1966
71	MISCELLANEOUS STANDARDS, SHEET "MD-3"	2-8-66	R-10-18-65
72	MISCELLANEOUS STANDARDS, SHEET "MII"	8-8-66	R-7-1-66
73	GUARD RAIL GR1	NONE	R-8-25-67
74	GUARD RAIL GR2	NONE	R-1-2-68
75	GUARD RAIL GR3	NONE	R-1-2-68
76	GUARD RAIL GR4	NONE	R-1-2-68
77	ALUMINUM GUARD RAIL DETAILS GR5	NONE	R-1-2-68
78	STEEL TUBE GUARD RAIL DETAILS GR6	NONE	R-11-10-67
79	ST'D. DETOUR SIGNS, SHEET 1	NONE	R-11-10-67
80	ST'D. DETOUR SIGNS, SHEET 2	NONE	A-DEC-1966
81	ST'D. DETOUR SIGNS, SHEET 3	12-12-67	R-4-25-67
82	ST'D. DETOUR SIGNS, SHEET 3A	NONE	A-DEC-1966
83	SPECIAL SIGNS	NONE	A-DEC-1966
84	ST'D. DETOUR SIGNS, SHEET 5	NONE	A-DEC-1966
85	CONSTRUCTION IDENTIFICATION SIGNS, SHEET 1	NONE	A-DEC-1966
86	MISCELLANEOUS STANDARDS, SHEET "MNI"	NONE	R-8-25-67
108	BRIDGE STANDARD BR2	10-23-67	A-MAY-1967
109	BRIDGE STANDARD BR3	1-11-68	R-11-29-67
110	BRIDGE STANDARD BR4	10-23-67	R-9-7-67
111	BRIDGE STANDARD C-1	10-23-67	A-JAN.-1967
112	BRIDGE STANDARD M-1	8-3-67	R-6-16-67
113	BRIDGE STANDARD S2	10-4-62	R-6-21-62
87-146	CROSS SECTIONS	8-3-67	R-2-10-67

REVISIONS

SHEET NO.	DATE	REVISED
11,12,14,20,22, 25 27 & 38	11-19-67	PER DIV. OF L.A.
12, 22 & 38	11-29-67	PER DIV. OF L.A.
13,14,15,21,25, 26,27 & 38	12-6-67	PER DIV. OF L.A. & RD. DESIGN
10,11,13,14,19,23, 25,26 & 38	12-8-67	PER DIV. OF L.A. & RD. DESIGN

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

STATE HIGHWAY DEPARTMENT OF INDIANA.
STANDARD SPECIFICATIONS DATED 1963
TO BE USED WITH THESE PLANS.

REVISIONS

SHEET NO.	DATE	REVISED
10,18 & 19	1-10-68	TEMP. R/W
10,11 & 19	2-7-68	R/W
13,23 & 24	2-19-69	TEMP. R/W
10,11 & 19	5-14-68	REINSTATE R/W ELIMINATED 2-7-68
10,11,15,19,20,26, 27,37 & 38	5-29-68	CLASS III DRIVES
12,21 & 22	5-29-68	TEMP. R/W
12,16,22 & 28	10-10-68	R/W
25 & 27	3-25-70	L.A. R/W
10,11,17,20 & 41	4-13-70	STRUCTURE NOTES

REVISIONS CONT.		
12 & 22	9-14-78	REV. AS PER R/W

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
PROJECT NO. U-74 (47) P.E. (48) R/W (57) CONST.

BEGINNING AT A POINT ON U.S. NO. 52 A DISTANCE OF 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; THENCE RUNNING IN A SOUTHERLY DIRECTION A DISTANCE OF 8,100.00 FEET MORE OR LESS TO A POINT ON U.S. NO. 52, SAID POINT BEING 20.55 FEET EASTERLY AND 262.4 FEET NORTHERLY FROM THE SOUTHWEST CORNER OF THE SOUTHEAST QUARTER OF SECTION 27 T-23-N, R-4-W, FAIRFIELD TOWNSHIP ALL IN TIPPECANOE COUNTY, INDIANA.

GROSS LENGTH:- 1.534 MI.
NET LENGTH:- 1.534 MI.

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

MAX. GRADE 2.26 %

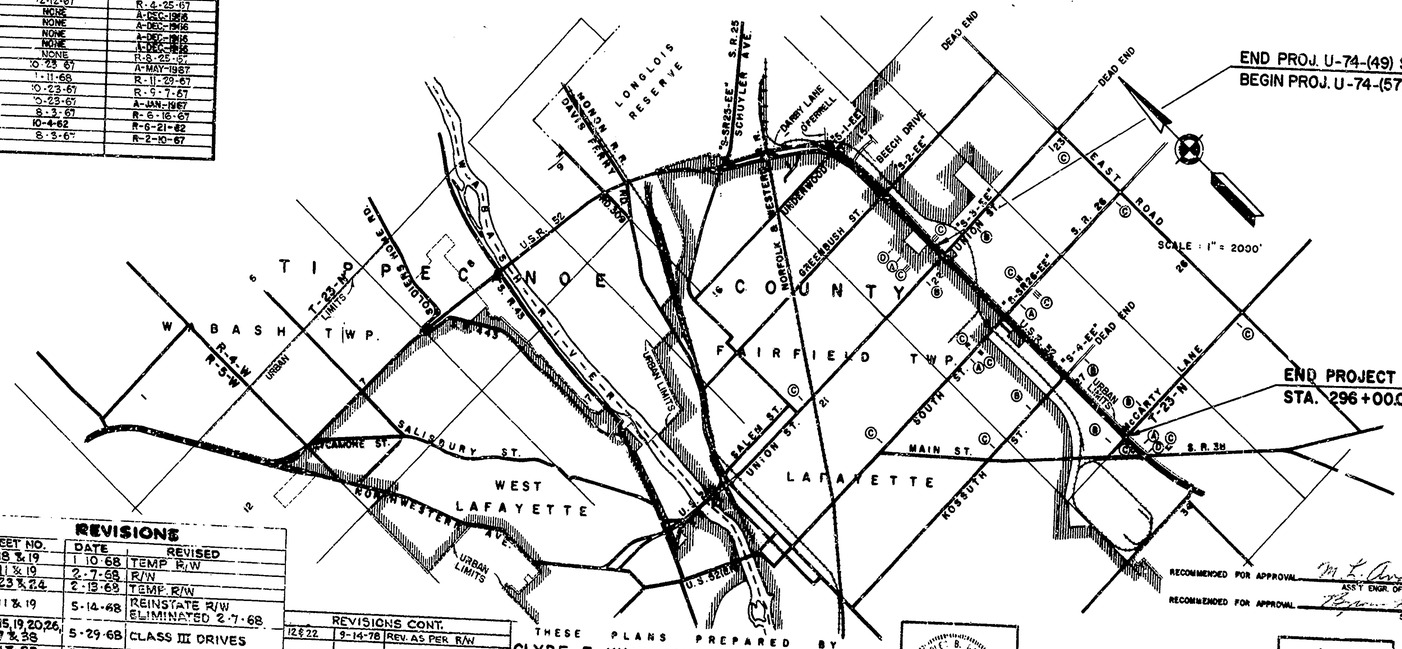
LEGEND

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

DESIGN DATA		
A.D.T. (1967)	28,800	V.P.D.
A.D.T. (1987) PROJECTED	32,650	V.P.D.
D.H.V.	2,800	V.P.H.
DIRECTIONAL DISTRIBUTION	50	%
TRUCKS	9	%
DESIGN SPEED	40	M.P.H.
ACCESS CONTROL	PARTIAL	

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

END PROJECT U-74(57)
STA. 296+00.0 LINE "EE"



APPROVED 2-9-68
CHIEF ENGINEER - INDIANA STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL M. L. Anderson DATE Feb. 8
ASS'T ENGR. OF PLANS AND SPECIFICATIONS
RECOMMENDED FOR APPROVAL Byron J. Flinchum DATE Feb. 8, 1968
SQUAD CHIEF

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

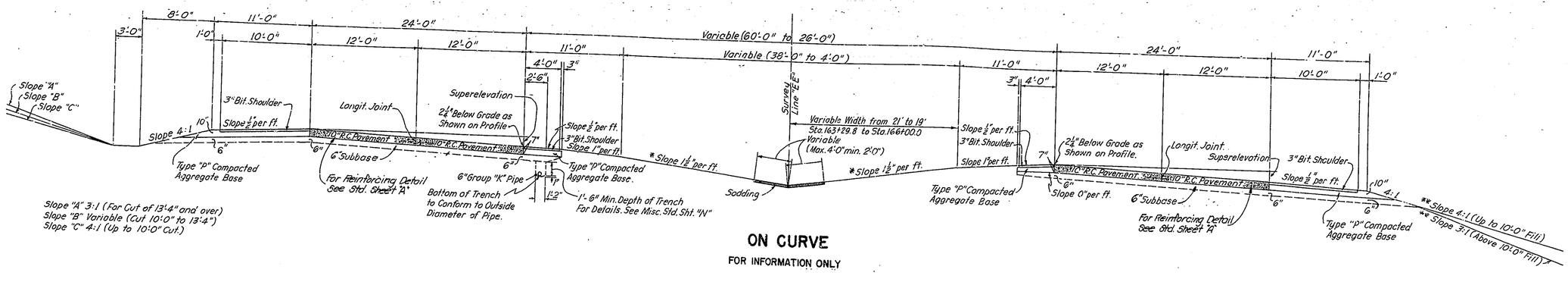
CHARLES R. WILLIAMS NO. 4443 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL 2-8-68
ENGINEER OF PLANS AND SPECIFICATIONS
INDIANA STATE HIGHWAY COMMISSION

BUREAU OF PUBLIC ROADS
DEPARTMENT OF COMMERCE
APPROVED
DIVISION ENGINEER DATE

ROAD FILE :-

November 6, 1961



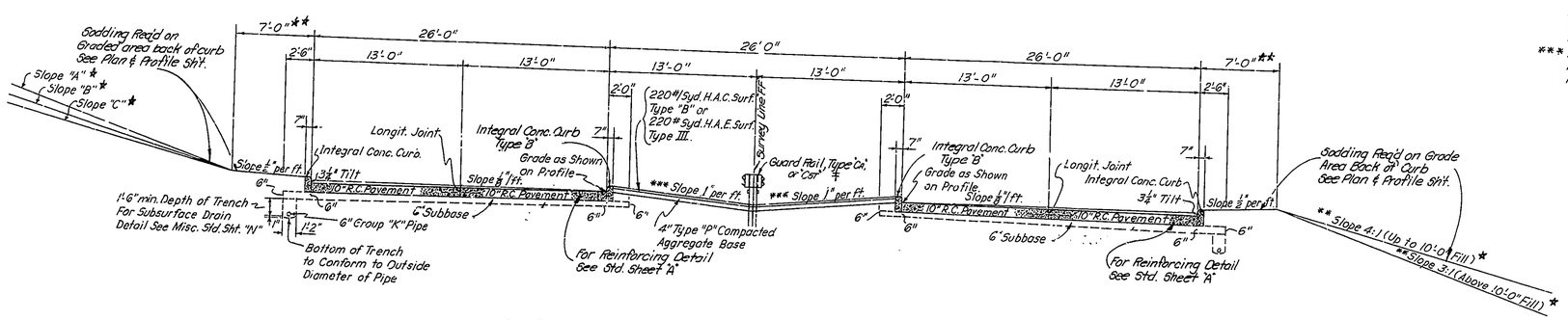
ON CURVE

FOR INFORMATION ONLY

* 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. See Std. Div. Lane (Interstate Sect) May 1994 for Ditch Construction

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



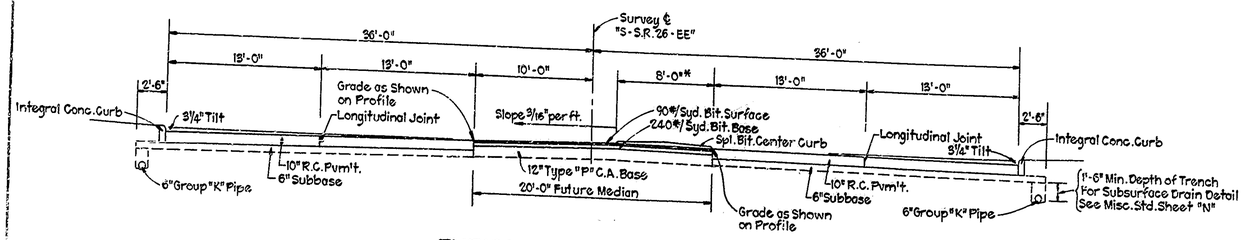
ON TANGENTS AND ON CURVES OF LESS THAN 0°45'

STA. 215+00.00 to STA. 271 + 75.20

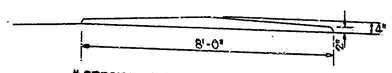
* Construction 2:1 Slopes at Following Locations
Right From Sta. 216+60 To Sta. 219+25
Left From Sta. 219+50 To Sta. 224+00
Right From Sta. 232+00 To Sta. 233+75
Left From Sta. 236+50 To Sta. 244+00
Right From Sta. 242+50 To Sta. 244+25
Left From Sta. 245+20 To Sta. 246+45
Left From Sta. 248+15 To Sta. 248+68

** 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 SECTION FOR "S-S.R.26-EE" FROM STA. 15+43.3 TO STA. 16+73



* SPECIAL BITUMINOUS CENTER CURB
NO SCALE

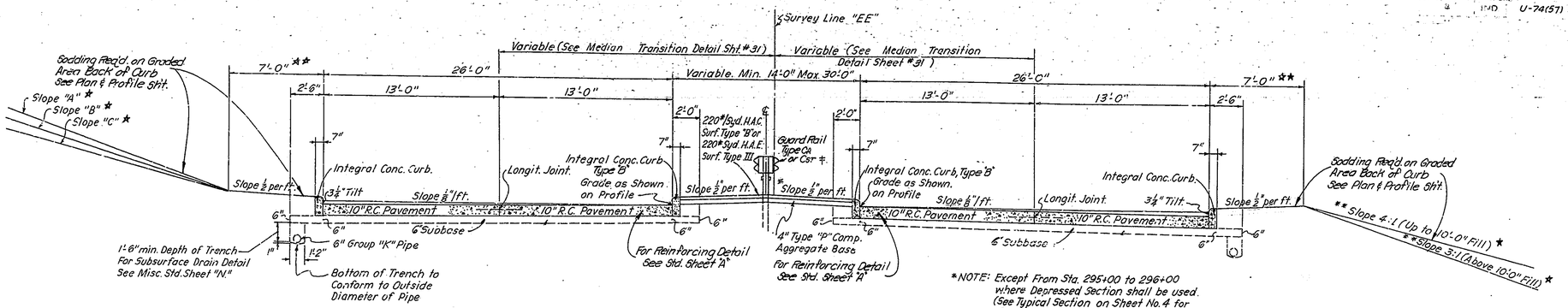
TYPICAL CROSS SECTIONS

SCALE 3/16" = 1'-0"

1-11-68

W.A.T. Behrens

SEPTEMBER 1963



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.)

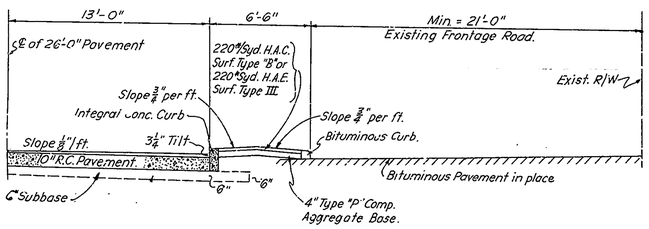
TYPICAL SECTION TO APPLY FROM

STA. 271 + 75.20 TO STA. 296 + 00.00

*NOTE: Except From Sta. 295+00 to 296+00 where Depressed Section shall be used. (See Typical Section on Sheet No. 4 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. See Std. Div. Lane (Interstate Sect) May 1964 for Ditch Construction.

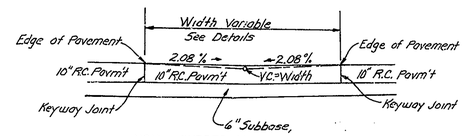


SECTION TO APPLY FROM

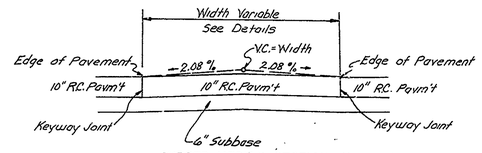
STA. 278 + 90.00 TO STA. 290 + 00.00 ON RT.

* Construction 2:1 Slopes At Following Locations. Left - From Sta. 275+00 To Sta. 285+00

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



NON - CURBED MEDIAN SECTION (RURAL)



CURBED MEDIAN SECTION (URBAN)

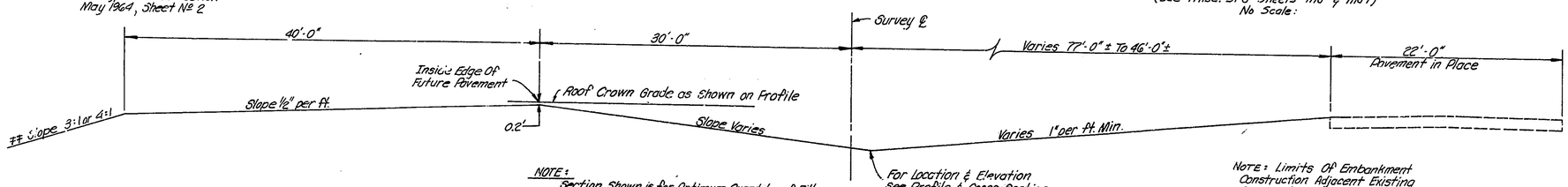
TYPICAL SECTION ALL MEDIAN OPENINGS

(See Misc. Std Sheets mJ & mJ1)
No Scale:

TYPICAL CROSS SECTIONS

SCALE 1/4" = 1'-0"

‡‡ For Ditch Construction See Typical Cross-Section May 1964, Sheet No 2

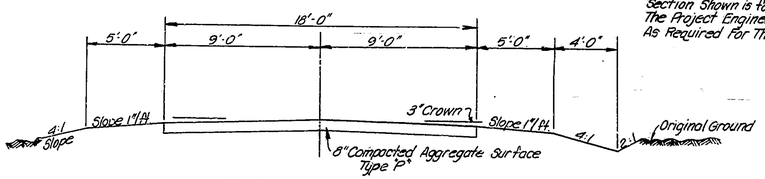


NOTE: Section Shown is for Optimum Quantity of Fill. The Project Engineer Shall Modify The Section As Required For The Quantity Encountered.

Note: Limits Of Embankment Construction Adjacent Existing Pavement. See Cross-Sections

TYPICAL SECTION FOR GRADING

FROM STA. 152+00 TO STA. 160+00
SCALE: 3/16" = 1'



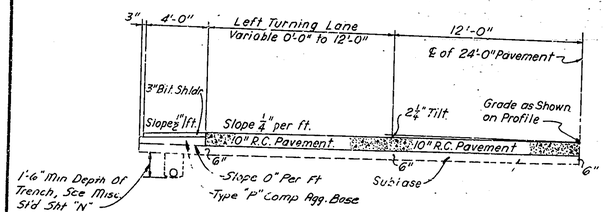
TYPICAL SECTION

PRIVATE DRIVE STA. 158 + 00

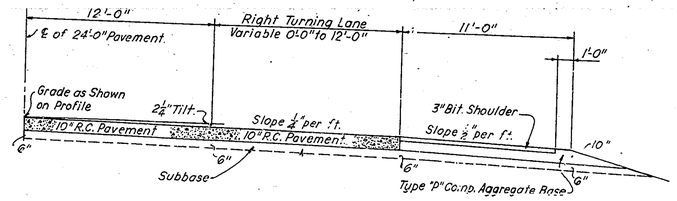
1-11-68

W. H. Behrens

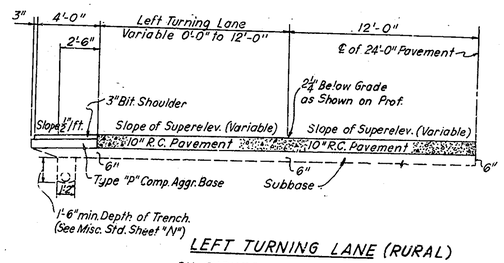
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-741(57)	1967	6	146



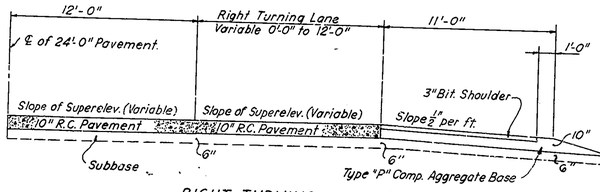
LEFT TURNING LANE (RURAL)
ON TANGENTS AND ON CURVES OF LESS THAN 0°45'



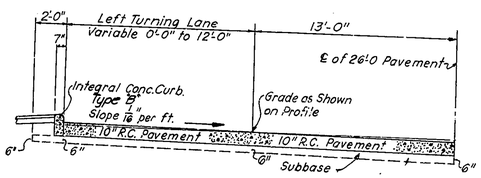
RIGHT TURNING LANE (RURAL)
ON TANGENTS AND CURVES OF LESS THAN 0°45'



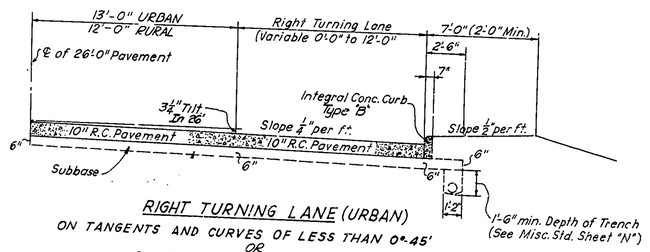
LEFT TURNING LANE (RURAL)
ON CURVES OF 0°45' AND OVER



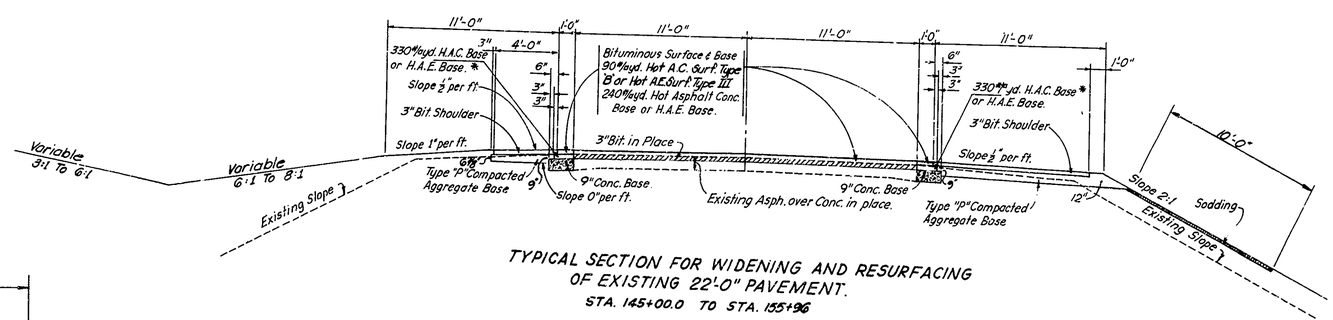
RIGHT TURNING LANE (RURAL)
ON CURVES OF 0°45' AND OVER



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

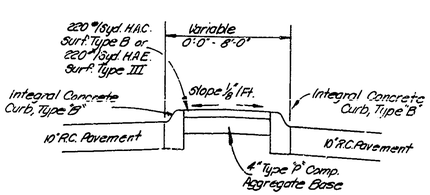


RIGHT TURNING LANE (URBAN)
ON TANGENTS AND CURVES OF LESS THAN 0°-45'
OR
RIGHT TURNING LANE WITH CURB (RURAL)



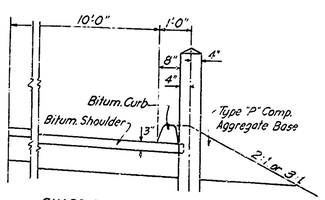
TYPICAL SECTION FOR WIDENING AND RESURFACING
OF EXISTING 22'-0" PAVEMENT.
STA. 145+00.0 TO STA. 155+96

FOR INFORMATION ONLY



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

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



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

TYPICAL CROSS SECTIONS

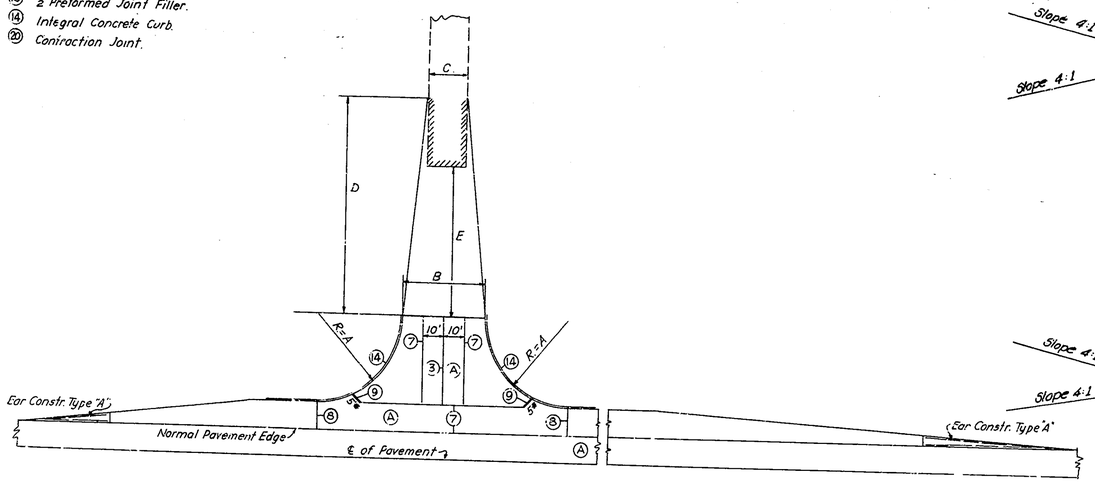
SCALE:- 1/4" = 1'-0"

SUBMITTED FOR APPROVAL 1-11-68

W. H. Behrens

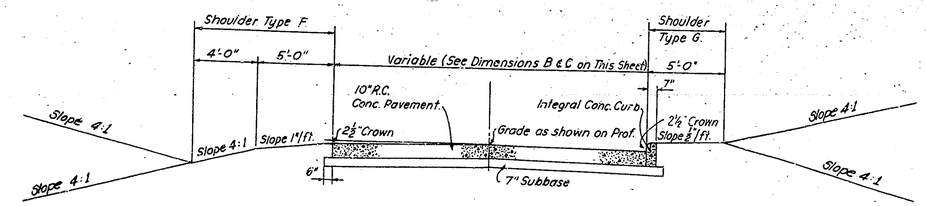
LEGEND

- (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) Coniraction Joint.



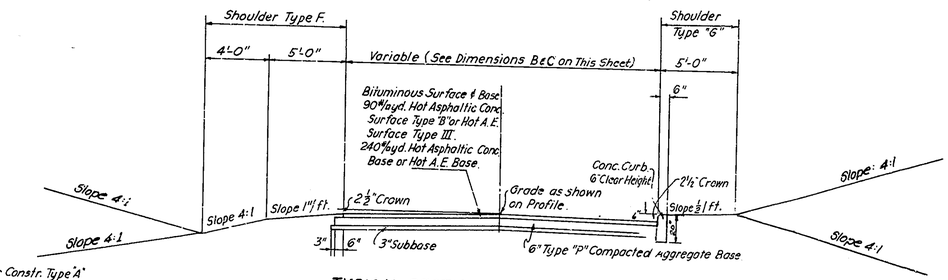
STANDARD APPROACH

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"																	
~~C-SR-25-EE~~	~~135+00.05~~	~~C.R. 25~~	~~17,500~~	~~19,670~~	~~33.6-8.103~~	~~34.6-8.938~~	~~40~~	~~22~~	~~32~~	~~100.6-1147~~	~~100~~	~~115~~	~~100~~	~~CONC.~~	~~CONC.~~	~~F~~	~~G~~	~~27,39~~	~~13~~	
~~—~~	~~170+90.5~~	~~26th STREET~~	~~NONE~~	~~NA~~	~~NONE~~	~~35-8.40~~	~~37~~	~~NONE~~	~~37~~	~~NONE~~	~~NONE~~	~~NONE~~	~~NONE~~	~~NONE~~	~~BIT.~~	~~NONE~~	~~G~~	~~39~~	~~13~~	
~~C-1-EE~~	~~170+61.86~~	~~UNDERWOOD ST.~~	~~NONE~~	~~4,770~~	~~NONE~~	~~40-8.65~~	~~40~~	~~NONE~~	~~39~~	~~NONE~~	~~20~~	~~NONE~~	~~60~~	~~NONE~~	~~BIT.~~	~~NONE~~	~~G~~	~~30~~	~~25~~	
~~—~~	~~190+32.5~~	~~DEECH DRIVE~~	~~NA~~	~~NONE~~	~~40-8.60~~	~~NONE~~	~~40~~	~~24~~	~~NONE~~	~~50~~	~~NONE~~	~~5~~	~~NONE~~	~~CONC.~~	~~NONE~~	~~G~~	~~NONE~~	~~31~~	~~16~~	
~~C-2-EE~~	~~191+85.15~~	~~GREENBUSH ST.~~	~~2,200~~	~~7,100~~	~~40~~	~~40~~	~~40~~	~~22~~	~~40~~	~~200~~	~~NONE~~	~~105~~	~~59~~	~~BIT.~~	~~CONC.~~	~~F~~	~~G~~	~~51~~	~~17~~	
S-3-EE	218+29.8	UNION STREET	6,600	9,320	40	40	40	20	40	100	NONE	149	99	CONC.	CONC.	G	G	19	10	
S-SR.-26-EE	244+97.8	SOUTH STREET	21,450	22,890	40	40	40	20	36.4	100	50	100.7	122.3	CONC.	CONC.	F	G	22	12	
S-4-EE	271+75.2	KOSSUTH STREET	NA	6,450	40	40	40	20	22	100	100	121	9	BIT.	CONC.	F	F	25	17	

PUBLIC ROAD APPROACHES

"NA"- NO TRAFFIC COUNTS AVAILABLE

"NONE"- NO TRAFFIC MOVEMENTS IN DIRECTION SHOWN

TYPICAL CROSS SECTIONS

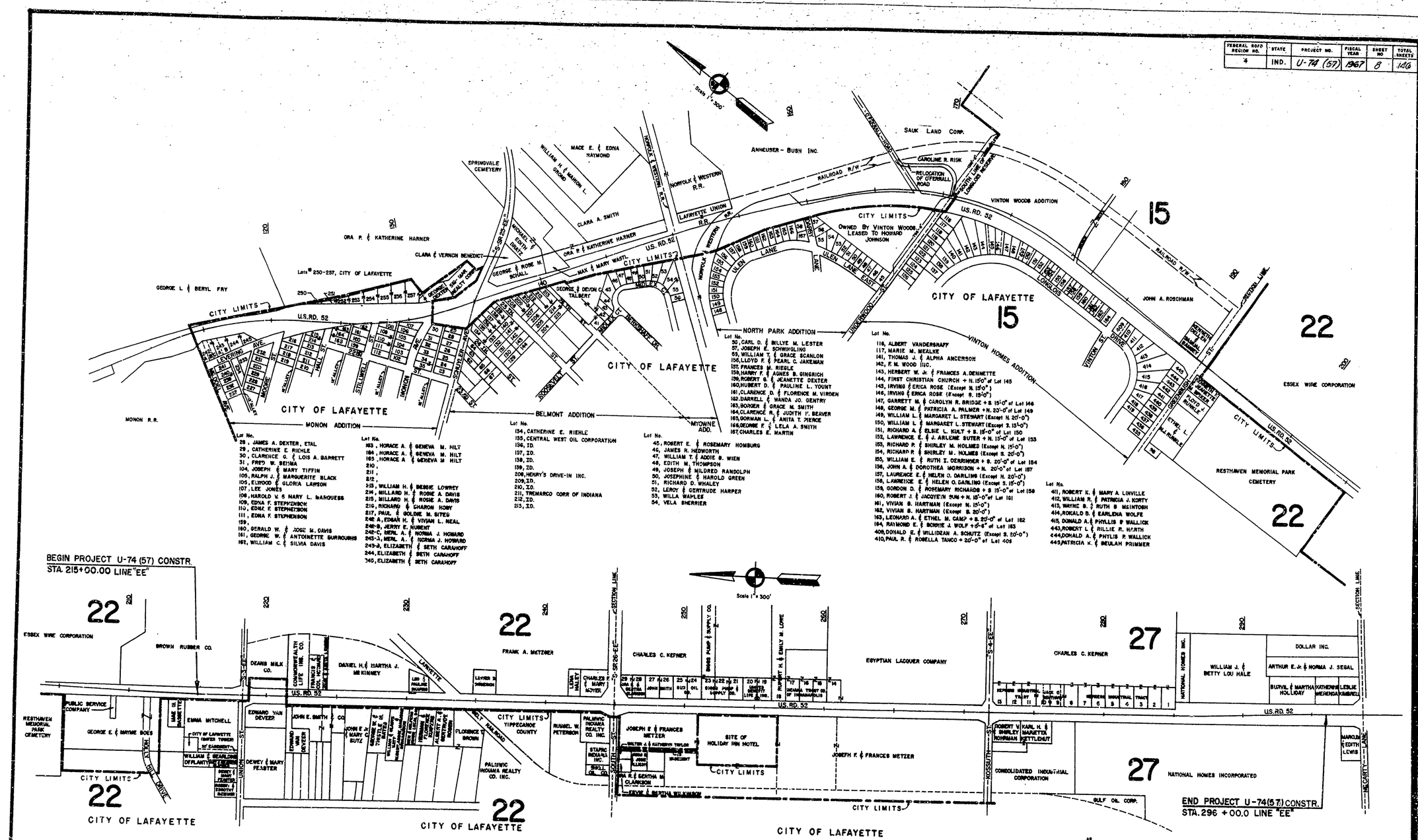
SCALE:- *As Shown*

SUBMITTED FOR APPROVAL *11-11-68*

W. R. Behrens

SEPTEMBER 1963

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-74 (57)	1967	8	116



PLAT # 1 FOR DESIGN DEPT

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

FEDERAL ROAD REGION NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (57)	1967	9A	146

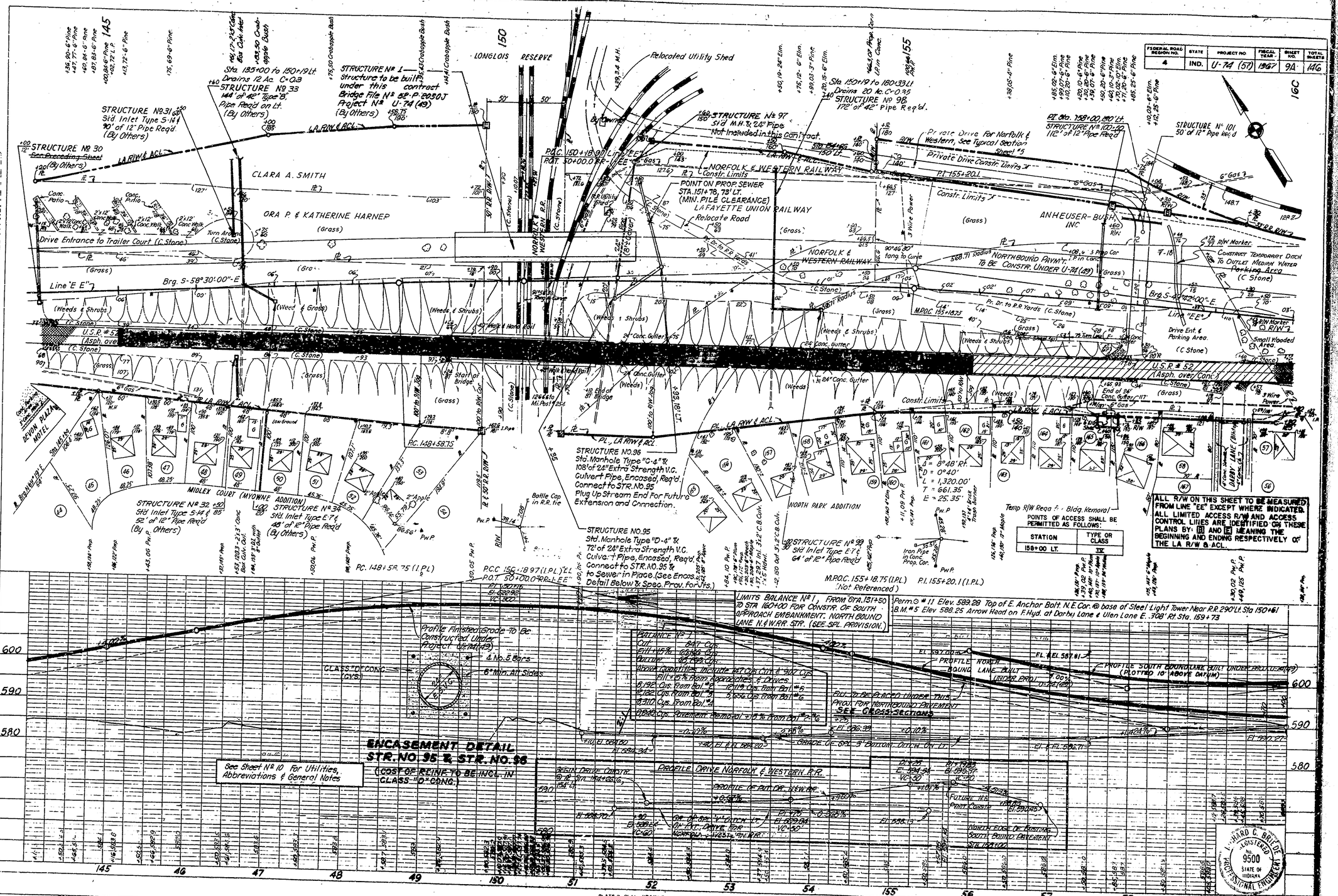


PLATE 3 - PLAN - PROFILE

November 6, 1961

DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 215 +00 TO STA. 220 +00 SEE SHEET # 19

DETAILS OF PROPOSED RETAINING WALL, SEE SHEETS 32-36A

NOTE:
RETAINING WALL & FENCE CONSTRUCTION FROM STA. 209+00 TO STA 217+94 LINE "EE" TO BE BUILT UNDER PROJECT U-74 (57)

NOTE:
2" ± PIPE WITH NOZZLES FOR FIRE PROTECTION SUPPORTED BY FENCE ON LT FROM STA 210+00 TO STA 217+00

FOR DETAILS OF INCIDENTAL CONSTRUCTION STA. 211+25 TO STA. 215+00 SEE SHEET Nº 18

8" PIPE UNDERGROUND (WITH VALVES) FOR SPRINKLER SYSTEM IN BLDG.

END CONSTR. PROJ. U-74 (49) Sta. 215+00 Line "EE"
BEGIN CONSTR. PROJ. U-74 (57) Sta. 215+00 Line "EE"

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

REV. 5-14-68, RESCIND R/W REV. OF 2-7-68

REV. 12-8-67 TEMP. R/W ON RT. STA. 219+40

FEDERAL REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
	IND.	U-74 (57)	1967	10	146

REV. 4-13-70; NOTE FOR STRUCTURE Nº 119

REV. 5-29-68; CLASS III DRIVE ON RT. AT STA. 51+30 "S-3-EE"

BEGIN CONSTRUCTION Sta. 47+60.0 Line S-3-EE

END CONSTRUCTION Sta. 51+90 Line S-3-EE

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

Δ - 1° 41' Lt.
D - 0° 15'
L - 673.3'
T - 336.7
E - 2.47'

STRUCTURE Nº 106 ±00 Std Inlet Type F-7 & 52 L.F. of 18" Pipe Req'd. (Temp. Str.)

STRUCTURE Nº 102 340 L.F. of 6" Perf F.B.C.C.S. Pipe Req'd. Connect To Existing M.H. @ Sta. 212+25, 62' Lt.

STRUCTURE Nº 105 ±00 28 L.F. of 18" Pipe Req'd. Connect to Str. Nº 106 (Temp. Str.)

1 Story Conc. Block BROWN RUBBER CO

This pipe does not connect with this M.H.

STRUCTURE Nº 109A ±00 330 L.F. of 6" Perf F.B.C.C.S. Pipe Req'd.

STRUCTURE Nº 108 ±96 Std. M.H. Type A-4 Req'd. Connect to Existing 84" Sewer (Temp. Str.)

TEMP. R/W FOR WALL CONSTRUCTION

Proposed Retaining Wall

Proposed Retaining 75' Wall

STRUCTURE Nº 113 Std Inlet Type K-10 & 36' of 12" Pipe Req'd.

STRUCTURE Nº 110 Std M.H. Type A-4 & 240' of 30" Pipe Req'd.

STRUCTURE Nº 109A 330 LF 6" Perf F.B.C.C.S. Pipe Req'd

STRUCTURE Nº 114 Std. C.B. Type K-10 & 46' of 12" Pipe Req'd

STRUCTURE Nº 115 Std Inlet Type K-10 & 40' of 12" Pipe Req'd

STRUCTURE Nº 119* Std. M.H. Type A-4 & 145' of 30" Pipe Req'd.

STRUCTURE Nº 122 Std. C.B. Type K-10 & 8' of 12" Pipe Req'd

P.O.T. 218+29.8 "EE"
P.O.T. 50+00.0 "S-3-EE"

P.T. 217+81.2

CITY OF LAFAYETTE

CITY LIMITS

Dean Milk Co. Office 1 Sty Brick

54' L.T. R/W & A.C.L.

Repair Or Replace Fence

12" Conc. Rec. Wall

Asph. over Conc.

U.S.R. Nº 52

Underground Power Cable

GEORGE E. & MAYME BOES

MOLLY HILL DR. (Not A Dedicated St.)

1 Sty Bldg.

Automatic Car Wash

MAE M. BASSETT

STRUCTURE Nº 108 84 L.F. of 12" Pipe Req'd (Temporary Structure)

STRUCTURE Nº 109 60 L.F. of 12" Pipe Req'd (Temp. Str.)

STRUCTURE Nº 107 Std Inlet Type E-7 Req'd. Connect to Existing 12" Storm (Temp. Str.)

STRUCTURE Nº 112 Std C.B. Type K-2 & 6' of 12" Pipe Req'd

Flower Shop 1 Sty. Frame

Produce Mkt. 1 Sty. Frame

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

EMMA MITCHELL

STRUCTURE Nº 117 Std C.B. Type K-10 & 100' of 12" Pipe Req'd

CITY OF LAFAYETTE

STRUCTURE Nº 111 Std Inlet Type K-10 & 48' of 12" Pipe Req'd.

STRUCTURE Nº 121 Std. C.B. Type E-7 & 50' of 12" Pipe Req'd.

STRUCTURE Nº 120 Std Inlet Type K-10 & 52' of 12" Pipe Req'd.

STRUCTURE Nº 123 2 L.F. of Reconstructed M.H. & Adjust Casting to Grade

STRUCTURE Nº 118 Std Inlet Type K-10 & 42' of 12" Pipe Req'd.

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

Sunoco Serv. Sta.

Not Working

Not Working

Drive Ent. to Sunoco

Drive Ent. to Sunoco

Drive Ent. to Sunoco

Drive Ent. to Sunoco

Remove Grass

24' Stone

24' San Sewer

Blacktop

Over Conc.

Gas Line

Water Line

Storm Line

Cable

Guy Pole

Light Pole

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 [illegible] AND [illegible] MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

GAS LINES	INDIANA GAS CO. INC. 1630 N. MERIDIAN STREET % JULIAN PIERCEFIELD INDIANAPOLIS, INDIANA
TELEPHONE	GENERAL TELEPHONE CO. OF IND., INC. 303 E. BERRY STREET FORT WAYNE, INDIANA
UNDERGROUND TEL. CABLE SR. 26	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 NUMBER INDICATING RESPECTIVELY, THE CLASS AND WIDTH OF THE DRIVEWAY REQUIRED.

POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION		TYPE CR CLASS
212 + 55	RT	III
213 + 00	RT	III
214 + 55	RT	III
216 + 07	RT	III
217 + 08	RT	III
218 + 30	LT&RT	III
219 + 54	RT	STREET APPR III

PAVEMENT REMOVAL
Sta. 212+50 To Sta. 220+00 = 1,711 Sys.
UNION STREET = 583 Sys.
PAVEMENT BREAKING
Sta. 214+00 To Sta. 216+00 = 755 Sys

GENERAL NOTES:

1. STD SHEET "A" MAY 1967 FOR REINF. CONCRETE MESH AS SHOWN ON SHEET Nº 9 TO BE USED ON THIS PROJECT.
2. TYPICAL CROSS-SECTION AS SHOWN ON SHEETS Nº 4 & 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 1% 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 AS NOTED.
9. ALL DITCHES ON THIS PROJECT SHALL BE 3' BOTTOM EXCEPT 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 EXCAVATED FOR PUBLIC AND PRIVATE APPROACHES (SEE TABLE ON SHEET Nº 37 & 38).
15. ~~QUANTITIES FOR PIPE CULVERT HEADWALLS ARE BASED ON USING STANDARD HEADWALL FOR RETAINING 2:1 OR 3:1 SLOPES, AND GRADE 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 PROVISION).
19. ALL LIMITED ACCESS R/W (L.A. R/W) NOT TO BE FENCED.
20. ON THE TYPICAL SECTIONS, (URBAN) REFERS TO A CURB 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. BASE & SURFACE CONSTR. DEPTH THICKNESS, FOR PRIVATE & COMMERICAL DRIVES, TO BE SHOWN ON TABLE OF QUANTITIES FOR APPROACHES SHEET Nº 37 & 38

SODDING REQ'D. ON GRADED AREA BACK OF CURB
Sta. 215+00 To Sta. 220+00
356 Sq. Yds. Lt.
333 Sq. Yds. Rt.

BALANCE Nº 2
Cut 13302 Cys. Gr. "B" Spec. Borr. 125% 1983 Cys.
Fill 125% 6999 Cys. Overhaul 8192 Cys
Above Quantities Include 2688 Cys Cut from Line S-3-EE
Above Quantities Include 195 Cys. Cut & 100 Cys Fill 125% from Approaches & Drives
Above Gr. "B" Spec. Borr. 125% to be used as Fill Behind Pref. Wall
Above Quantities Include 5111 Cys Cut & 4655 Cys. Fill 125% & 1513 Cys Gr. "B" Spec. Borr. from Incidental Construction
Above Overhaul to be used in Balance #1

BEGIN PROJECT U-74 (57) Sta. 215+00, El. 661.11

P.C. 211+07.9 (Rd. N.F.)
P.I. 214+44.6 (Rd. N.F.)
P.T. 217+81.2 (Rd. N.F.)
P.O.T. 218+29.8 (Rd. N.F.) "EE"
P.O.T. 50+00.0 "S-3-EE"

B.M. #13 Elev. 656.87 "a" Cut in 1'x1' Conc. Sign Post Base in N.E. Cor. 103' Rt. Sta. 211+83
B.M. #14 Elev. 665.40 "x" Cut in E. Steel Base on Water Tower 324' Rt. Sta. 214+63

UNION STREET

Meet Existing Grade Sta. 212+50 "Bon" 657.30

Connect to Existing 84" Str.

GR. 90" SEWER LT. INV. IN & OUT 656.70

GR. 84" SEWER LT. INV. 658.59

2626 LF GR. Type Cl or Cst. Req'd. Median

2' SHOULDER & 2:1 BACKSLOPE REQ'D ON RT.

INCIDENTAL CONSTRUCTION PAVEMENT

NOTE:
* STRUCTURE (SEE NO. 119) Cl. Marking Type A & 30 [illegible]

300 LF GR. Type Cl or Cst Req'd Median

PROFILE
J. Berry
C. Hinesley
J. Parcells
9-14-00L

205 06 07 08 09 210 11 12 13 14 215 16 17 18 19 220

DETAILS OF PRIVATE APPROACHES FROM STA. 219+00 TO STA. 235+00 SEE SHEET # 19,20&21

REV. 4-13-70; NOTE FOR STRUCTURE NO. 127

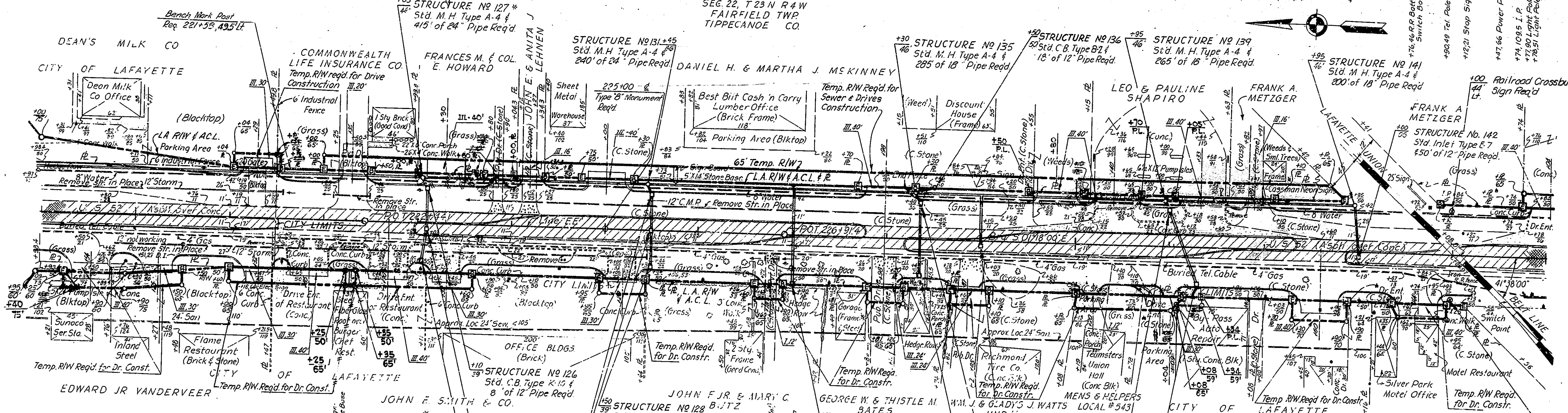
REV. 5-29-68; DRIVE AT STA. 231+04 RT.

REV. 12-8-67 TEMP. R/W ON RT. STA. 219+40 & TEMP. R/W ON RT. AT STA. 222+30

REV. 11-16-67; DRIVES AT STA. 223+30 LT., STA. 229+80 LT. & STA. 231+09 RT. PER DIV. OF L.A.

REV. 5-14-68, RESCIND R/W REV. OF 2-7-68

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (57)	1967	11	146



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION		TYPE OR CLASS	STATION		TYPE OR CLASS
220+25	RT	III	226+78	RT	I
221+32	RT	III	227+98	RT	III
221+29	LT	III	227+98	LT	III
221+85	RT	III	228+87	RT	III
222+35	LT	III	230+20	RT	I
222+70	RT	III	230+40	LT	III
223+32	RT	III	~~230+82~~	~~RT~~	~~III~~
~~223+85~~	~~LT~~	~~I~~	231+33	LT	III
224+19	LT	III	231+89	LT	III
225+00	LT	III	232+60	RT	III
225+20	RT	III	233+64	RT	III
223+30	LT.	III	229+80	LT.	III
			231+09	RT.	III

SODDING REQ'D. ON GRADED AREA BACK OF CURB
Sta. 220+00 to Sta. 235+00
933 Sq. Yds. Lt
900 Sq. Yds. Rt.

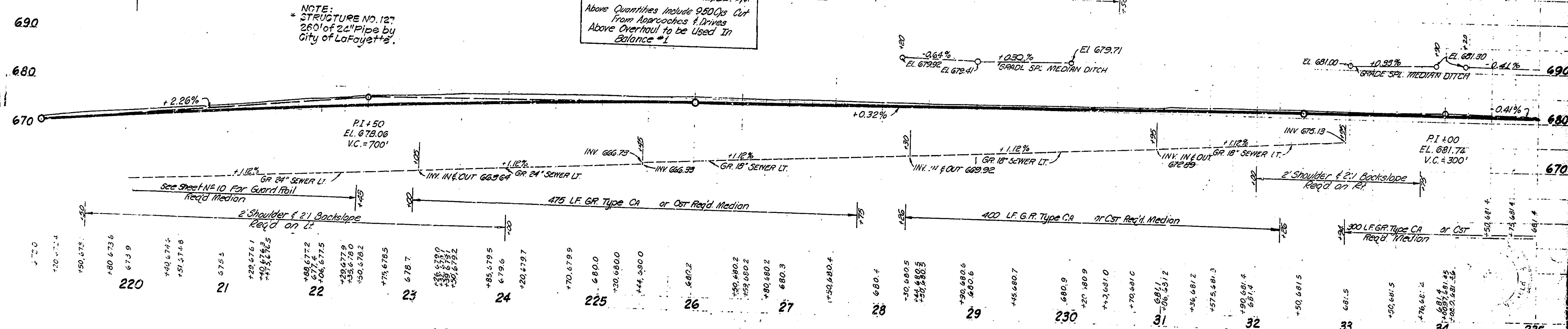
BALANCE Nº 3	
Cut	13,103 Cys.
Fill+25%	921 Cys.
Overhaul	12,182 Cys.

Above Quantities Include 950 Cys Cut From Approaches & Drives
Above Overhaul to be Used In Balance #1

NOTE:
* STRUCTURE NO. 127
260' of 24" Pipe by City of LaFayette.

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. #15 Elev. 676.89 S.E. Cor of 6' Conc. Porch @ Flame Rest. 112' Rt. Sta. 221+12
B.M. #16 Elev. 680.04 Bt. Spk. in W side of 30" Triple Cotton Wood 214' Lt. Sta. 232+00



G. Barry
M. Kayton
J. Peredo

November 6, 1961

U-74 (57) "EE" 11 146

DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 234+00 TO STA. 250+00 SEE SHEET # 21&22

REV. 9-14-78 AS PER R/W

REV. 11-29-67; CLASS III DRIVES ON RT. AT STA. 243+00 & ON LT. AT STA. 246+70 PER DIV. OF L.A.

REV. 11-16-67; ELIMINATE DRIVE ON LT. AT STA. 245+82 PER DIV. OF L.A.

REV. 10-16-68; TEMP. R/W ON RT. AT STA. 246+96 PER DIV. OF L.A.

U-74 (57) 1967 12 146

REV. 5-29-68; TEMP. R/W FOR SEWER CONSTR. AT STA. 240+34 RT. & STA. 241+00 LT.

STRUCTURE NO. 163
216' of 15" Pipe Req'd.
Connect to STR. NO. 160 & to Pipe in Place. Remove Inlet in Place.

STRUCTURE NO. 162
172' of 15" Pipe Req'd.
Connect to STR. NO. 161 & to 15" Pipe in Place.

STRUCTURE NO. 160
Std. Catch Basin Type "K-10" & 30' of 24" Pipe Req'd.
Connect to STR. NO. 158

STRUCTURE NO. 161
Std. Inlet Type "K-10" & 76' of 12" Pipe Req'd.
Connect to STR. NO. 160.

STRUCTURE Nº 146
Std. M.H. Type A-4 & 455' of 18" Pipe Req'd.

STRUCTURE Nº 148
Std. C.B Type E-7 & 8' of 12" Pipe Req'd.

65' TEMP. R/W FOR SEWER CONSTRUCTION

STRUCTURE Nº 158
Std. M.H. Type A-4 & 485' of 30" Pipe Req'd.

STRUCTURE Nº 153
Std. M.H. Type A-4 & 425' of 24" Pipe Req'd.

STRUCTURE Nº 155
Std. C.B Type E-7 & 8' of 12" Pipe Req'd.

STRUCTURE Nº 154
74' of 6" Field Tile Req'd.

STRUCTURE Nº 167
Std. M.H. Type A-4 & 445' of 36" Pipe Req'd.

STRUCTURE Nº 143
Std. Inlet Type K-10 & 42' of 12" Pipe Req'd.

STRUCTURE Nº 144
Std. Inlet Type F-7 & 30' of 12" Pipe Req'd.

STRUCTURE Nº 145
Std. C.B. Type K-10 & 8' of 12" Pipe Req'd.

STRUCTURE Nº 147
Std. C.B. Type E-7 & 102' of 12" Pipe Req'd.

STRUCTURE Nº 149
Std. Inlet Type E-7 & 40' of 12" Pipe Req'd.

STRUCTURE Nº 150
Std. 15" Pipe C.B. & 16' of 12" Pipe Req'd.

STRUCTURE Nº 151
Std. Inlet Type m-10 & 74' of 12" Pipe Req'd.

STRUCTURE Nº 152
Std. C.B. Type K-10 & 6' of 12" Pipe Req'd.

STRUCTURE Nº 157
Std. C.B. Type E-7 & 54' of 12" Pipe Req'd.

STRUCTURE Nº 156
Std. Inlet Type K-10 & 54' of 12" Pipe Req'd.

STRUCTURE Nº 165
Std. Inlet Type K-10 & 76' of 12" Pipe Req'd.

STRUCTURE Nº 164
Std. Inlet Type E-7 & 48' of 12" Pipe Req'd.

STRUCTURE Nº 166
Std. C.B. Type E-10 & 8' of 12" Pipe Req'd.

PAVEMENT REMOVAL
Sta. 235+00 to 250+00 = 3667 Sq. Yds.

POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS	STATION	TYPE OR CLASS
235+04 LT.	III	244+97.8 LT.	STREET APPR.
236+13 LT.	III	246+70 LT.	III
236+365 RT.	III	246+72 RT.	III
236+90 LT.	III	247+95 LT.	III
239+65 LT.	III	248+17 RT.	I
240+77 RT.	III	248+88 LT.	III
242+32 LT.	I	249+78 LT.	III
243+00 LT.	III	249+98 RT.	III
243+00 RT.	III	245+82 LT.	III

SODDING REQ'D. ON GRADED AREA BACK OF CURB
Sta. 235+00 to Sta. 250+00
667 Sq. Yds. Lt.
606 Sq. Yds. Rt.

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.

BEGIN CONSTRUCTION
Sta. 12+80, Line "S-SR-26-EE"

P.O.T. 242+60.3 (Rd. N.F.)
O.P.O.T. 260' Lt. (I.P.L.)
O.P.O.T. 200' Rt. (Rd. N.F.)

P.O.T. 244+97.8 (Rd. N.F.) "EE"
P.O.T. 14+93.3 "S-SR-26-EE"

Perm. ⊙ #12 Elev. 679.41 East Bolt in 2'x2' Conc. Sign Base 51' Rt. Sta. 242+70
B.M. #17 Elev. 680.38 "X" Cut in East Bolt of F. Hyd. N.W. Cor. of South St. & U.S.R. 52, 72' Rt. Sta. 244+64

END CONSTRUCTION
Sta. 16+85, EL. 680.20

GRADE SPECIAL MEDIAN DITCH

GRADE OF "S.R.-26-EE"

GR. 18" SEWER LT.

GR. 24" SEWER LT.

GR. 30" SEWER LT.

See Sheet Nº 11 For Guard Rail Reqd Median

362.5 L.F. G.R. Type CA or Cst Reqd. Median

325 L.F. G.R. Type CA or Cst Reqd. Median

400 L.F. G.R. Type CA or Cst Reqd. Median

2' Shoulder & 2:1 Backslope Reqd. on Lt.

2' Shoulder & 2:1 Backslope Reqd. Rt.

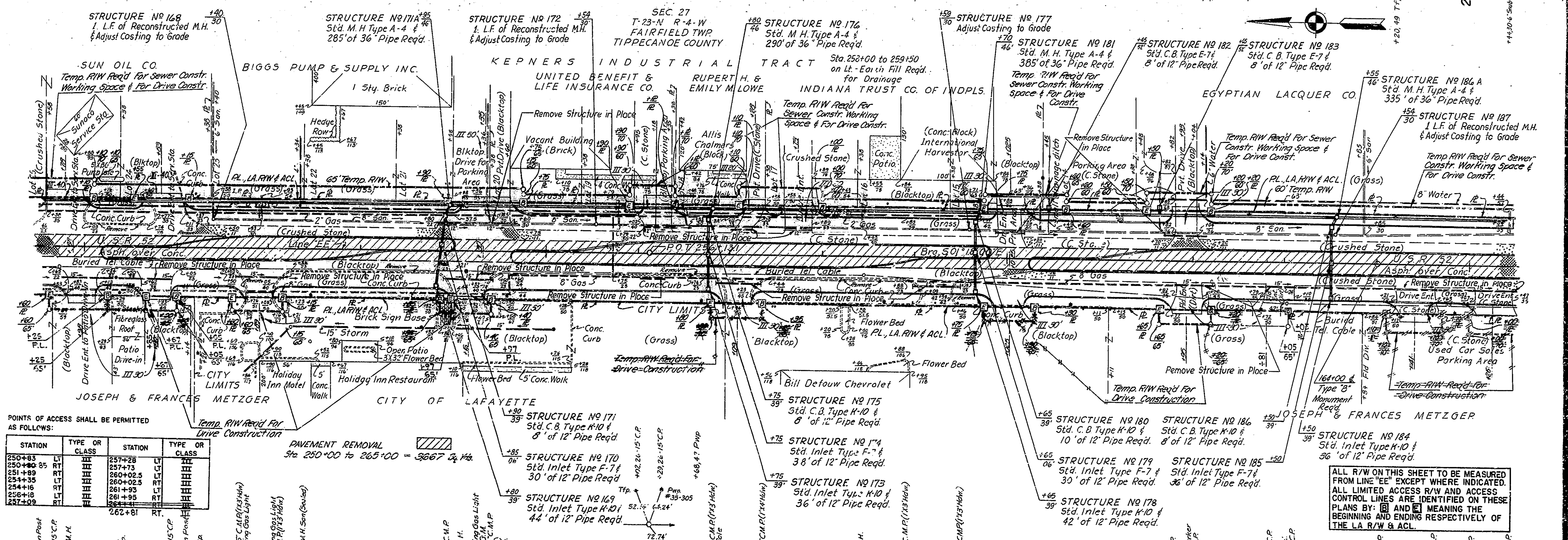
2' Shoulder & 2:1 Backslope Reqd. Lt.

DETAILS OF DRIVEWAYS FROM STA. 250+00 TO STA. 265+00 SEE SHEET # 23&24

REV. 12-8-67 TEMP. R/W ON RT. AT STA. 250+45 & STA. 253+90 & RELOC. CLASS III DRIVE ON RT. AT STA. 250+85.

REV. 2-13-68; TEMP. R/W FOR 2 DRIVES ON RT. REMOVE
REV. 12-6-67; DRIVE LOCATION PER DIV. OF L. A.

U-74(57) 1967 13 146



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

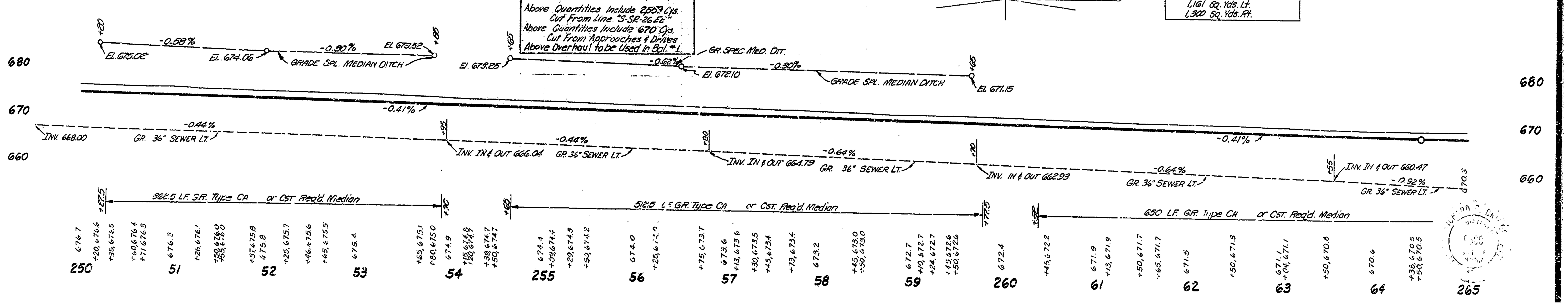
STATION		TYPE OR CLASS	STATION		TYPE OR CLASS
250+83	LT	III	257+28	LT	III
250+~~80~~ 85	RT	III	257+73	LT	III
251+89	RT	III	260+02.5	LT	III
254+35	LT	III	260+02.5	RT	III
254+16	RT	III	261+93	LT	III
256+18	LT	III	261+95	RT	III
257+09	RT	III	~~264+41~~	~~RT~~	~~III~~
			262+81	RT.	III

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.# 18 Elev. 674.85 Bt. Spk. in S.W. side of 15" Cottonwood, 155' Lt. Sta. 254+41.
B.M.# 19 Elev. 675.39 Arrow Head on F.Hyd. @ Egyptian Lacquer Mfg. Co. 175' Lt. Sta. 262+14

BALANCE Nº 4
Cut 18,593 Cys.
Fill +25% 283 Cys.
Overhaul 18,310 Cys.
Above Quantities Include 2,557 Cys. Cut From Line "S-SR-26 EE"
Above Quantities Include 670 Cys. Cut From Approaches & Drives
Above Overhaul to be Used In Bal. # 1

SODDING REQ'D. ON GRADED AREA BACK OF CURB
Sta. 250+00 to Sta. 265+00
1,161 Sq. Yds. Lt.
1,300 Sq. Yds. Rt.



G. Barry
C. Hinesley
J. Peredo

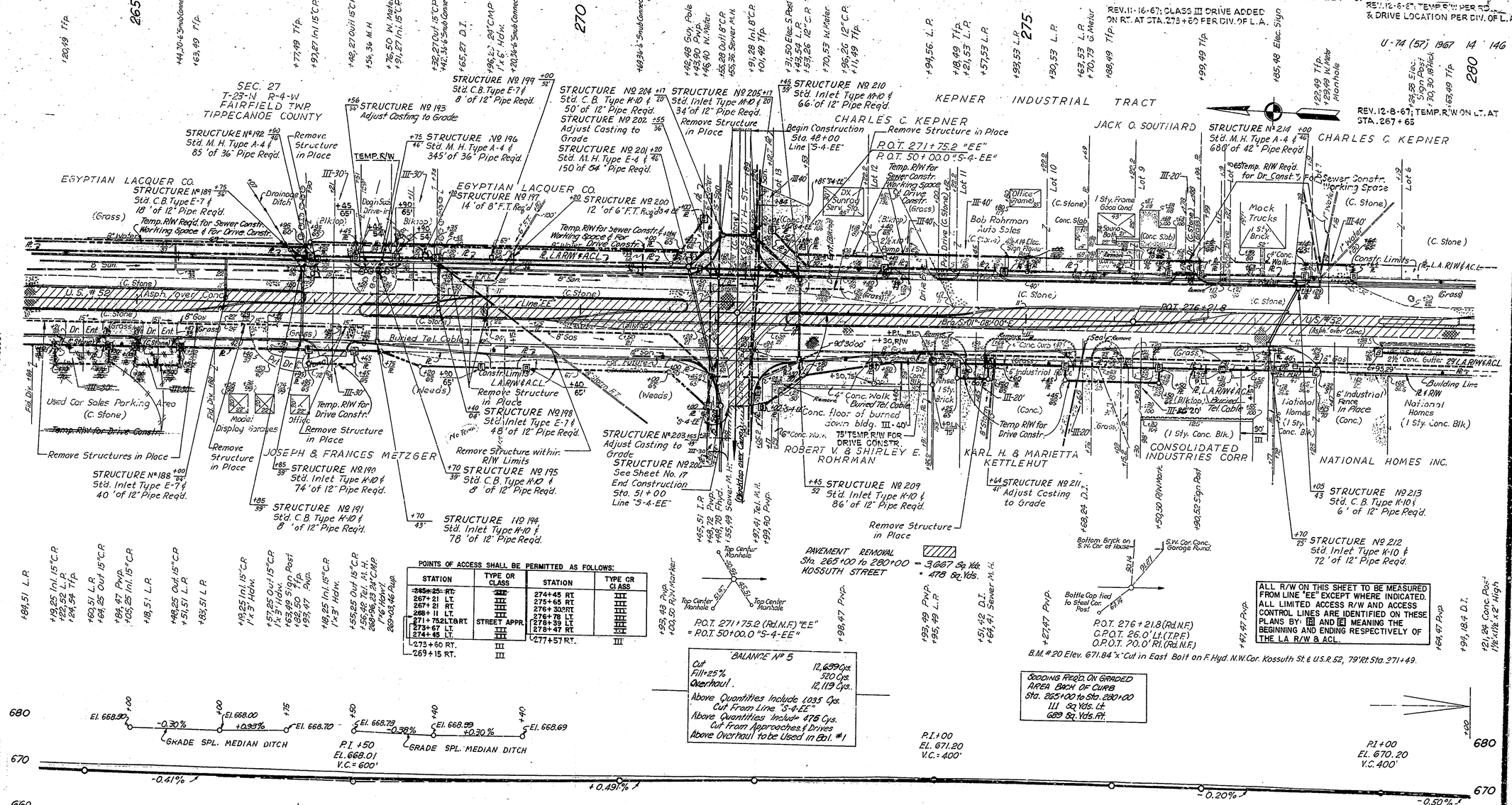
DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 265+00 TO STA. 280+00 SEE SHEETS # 24,25&26 FOR ALIGN. SOUTH OF KOSSUTH SEE SHEET # 31

REV. 11-16-67; CLASS III DRIVE ADDED ON RT. AT STA. 273+60 PER DIV. OF L.A.

REV. 12-8-67; TEMP. R/W PER RD. & DRIVE LOCATION PER DIV. OF L.A.

U-74 (57) 1967 14 146

REV. 12-8-67; TEMP. R/W ON LT. AT STA. 267+65



POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS	STATION	TYPE OR CLASS
~~265+25 RT.~~	~~III~~	274+45 RT.	III
267+21 LT.	III	275+65 RT.	III
267+21 RT.	III	276+30 RT.	III
268+11 LT.	III	276+78 LT.	III
271+75 LT. & RT.	STREET APPR.	278+39 LT.	III
273+67 LT.	III	278+47 RT.	III
274+95 LT.	III	277+57 RT.	III
273+60 RT.	III		
269+15 RT.	III		

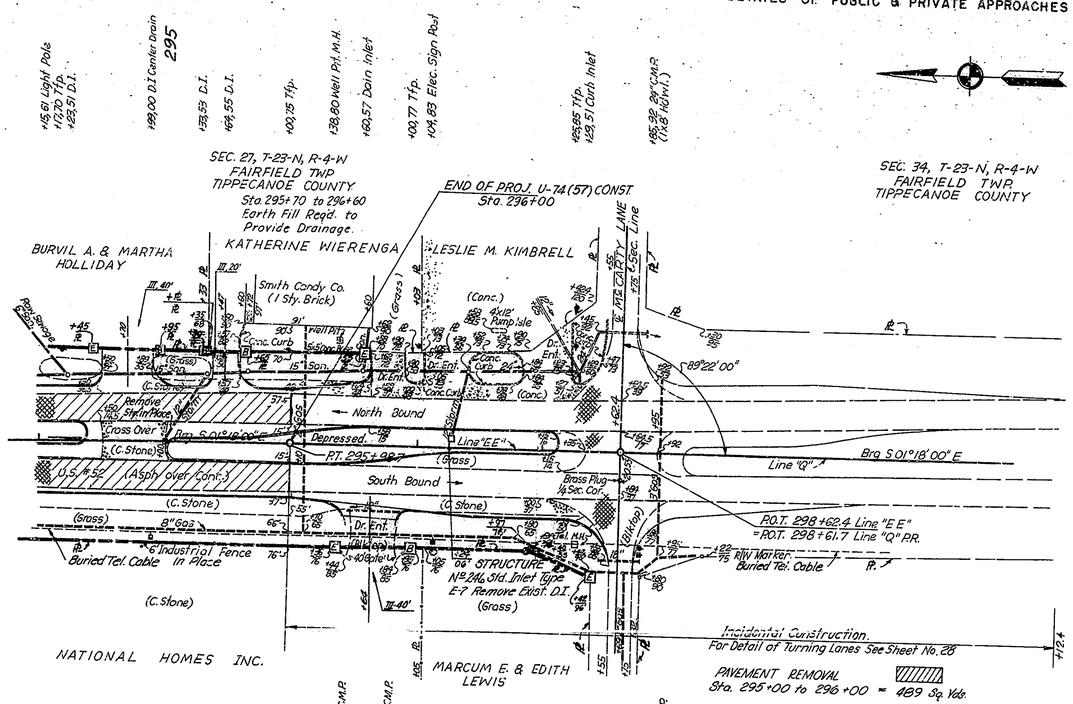
POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS
280+91 LT.	III
283 ~~284~~+04 LT.	III
285+65 LT.	III
285+65 RT.	III
289+00 LT.	III
290+65 LT.	III
292+60 LT.	III
294+70 LT.	III
291+63 LT. (FUTURE III)	

DETAILS OF PUBLIC & PRIVATE APPROACHES FROM STA. 295+00 TO STA. 296+00 SEE SHEET NO. 28

U-74(57) 1967 16

REV. 10-16-68; R/W ON LT. AT STA. 295+33 ON RT. AT STA. 297+97 PER DIV. OF L.A.



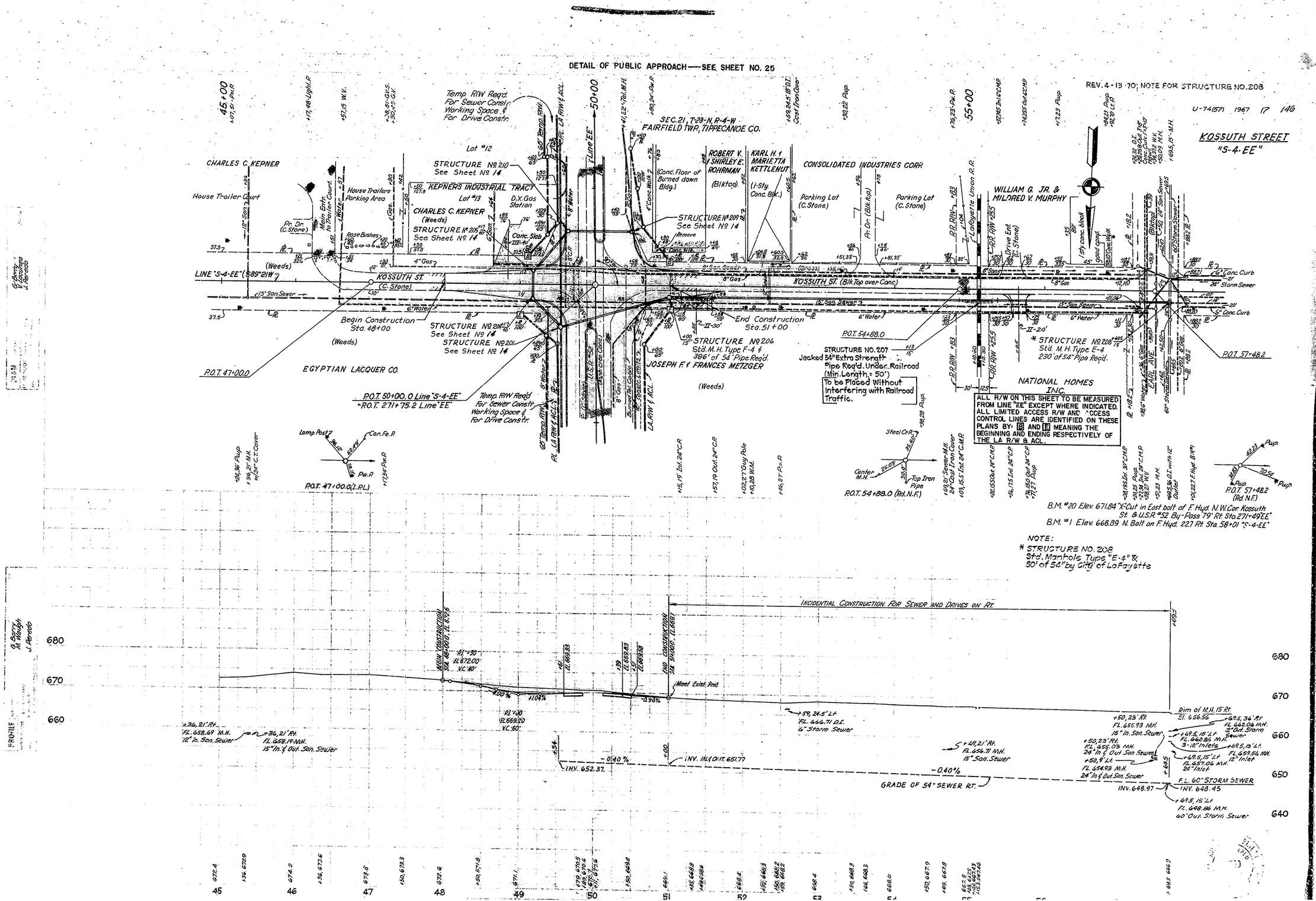
POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS:

STATION	TYPE OR CLASS
295+47 LT.	III
296+64 RT.	III

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. # 23 Elev. 664.73 Bt. Spk. 12" Chinese Elm. 115' Lt. Sta. 298+90
S.H.C.I. B.M. Tipp. C-8 Elev. 662.03 Std. Disc. set in Conc. Inside of 24" V.C.P. 95' Lt. Sta. 308+95
(Plus ¢ Dist. as shown on Sheet #7 of Const. Plans Proj. # 74.)

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

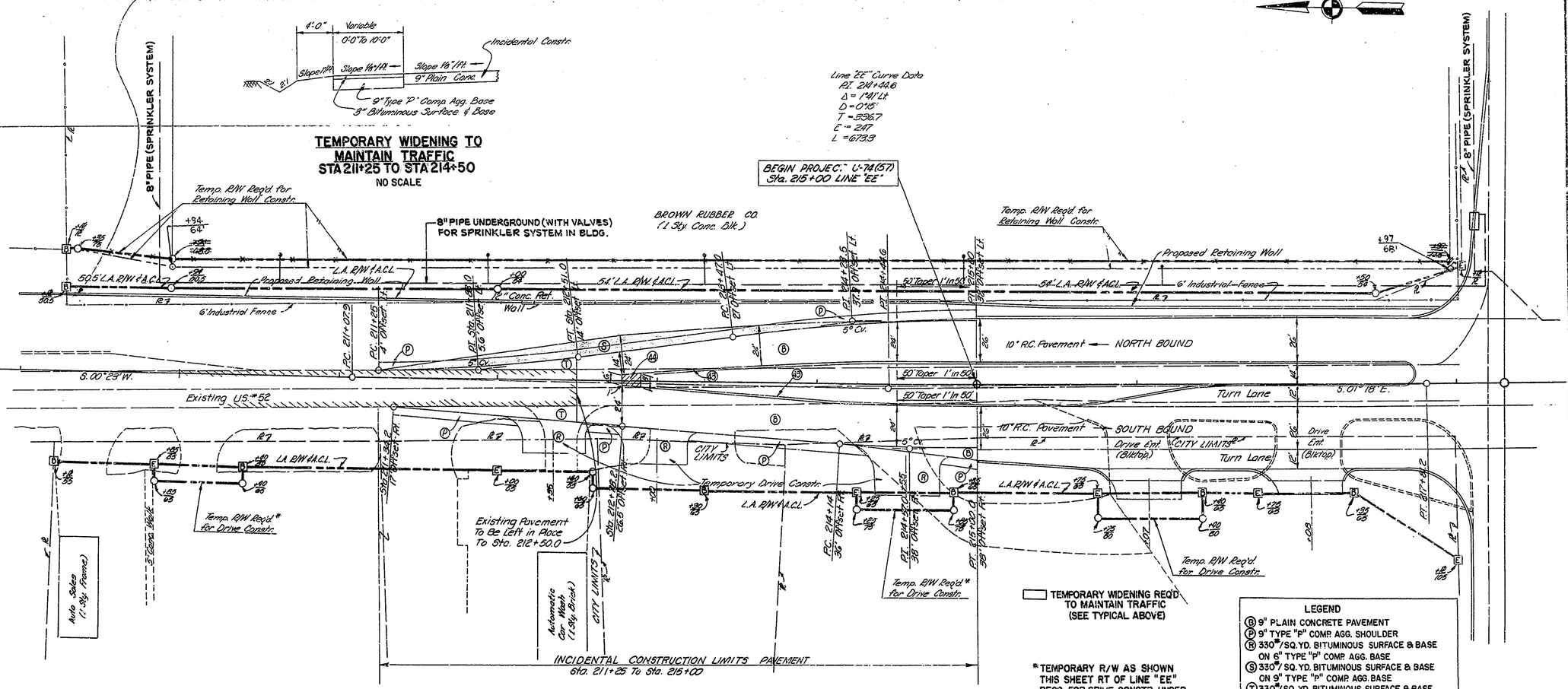

DETAIL OF PUBLIC APPROACH—SEE SHEET NO. 25
REV. 4-13-70; NOTE FOR STRUCTURE NO. 208
U-74(57) 1967 17 146
KOSSUTH STREET
"S-4-EE"
SEC. 21, T-23-N, R-4-W
FAIRFIELD TWP., TIPPECANOE CO.
CHARLES C. KEPNER
House Trailer Court
KEPNERS INDUSTRIAL TRACT
CHARLES C. KEPNER
(Weeds)
STRUCTURE No. 210
See Sheet No. 14
STRUCTURE No. 205
See Sheet No. 14
STRUCTURE No. 209
See Sheet No. 14
ROBERT V. & SHIRLEY E. ROHRMAN
KARL H. & MARIETTA KETTLEHUT
CONSOLIDATED INDUSTRIES CORP.
Parking Lot (C. Stone)
WILLIAM G. JR. & MILDRED V. MURPHY
LINE "S-4-EE" (S89°21'W)
KOSSUTH ST. (C. Stone)
KOSSUTH ST. (Blk. Top over Conc.)
Begin Construction Sta. 48+00
STRUCTURE No. 204
See Sheet No. 14
STRUCTURE No. 201
See Sheet No. 14
End Construction Sta. 51+00
STRUCTURE No. 206
Std. M.H. Type F-4 & 386' of 54" Pipe Req'd.
JOSEPH F. & FRANCES METZGER
(Weeds)
EGYPTIAN LACQUER CO.
P.O.T. 47+00.0
P.O.T. 50+00.0 Line "S-4-EE"
P.O.T. 271+75.2 Line "EE"
P.O.T. 54+88.0
STRUCTURE NO. 207
Jacked 54" Extra Strength Pipe Req'd. Under Railroad (Min. Length = 50')
To be Placed Without Interfering with Railroad Traffic.
* STRUCTURE No. 208
Std. M.H. Type E-4
230' of 54" Pipe Req'd.
P.O.T. 57+48.2
NATIONAL HOMES INC.
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.
P.O.T. 47+00.0 (I.P.L.)
P.O.T. 54+88.0 (Rd. N.F.)
P.O.T. 57+48.2 (Rd. N.F.)
B.M. #20 Elev. 671.84 "X" Cut in East bolt of F. Hyd. N.W. Cor. Kossuth St. & U.S.R. #52 By-Pass 79' Rt. Sta. 271+49 "EE"
B.M. #1 Elev. 668.89 N. Bolt on F. Hyd. 22.7 Rt. Sta. 58+01 "S-4-EE"
NOTE:
* STRUCTURE NO. 208
Std. Manhole Type "E-4" & 50' of 54" by City of LaFayette
INCIDENTIAL CONSTRUCTION FOR SEWER AND DRIVES ON RT.
BEGIN CONSTRUCTION STA. 48+00.0, EL. 672.6
END CONSTRUCTION STA. 51+00.0, EL. 669.1
Meet Exist. Pmt.
GRADE OF 54" SEWER RT.
F.L. 60" STORM SEWER
INV. 648.45
INV. 648.97
INV. 652.37
INV. IN & OUT 651.77
Rim of M.H. 15' Rt. El. 666.56
680
670
660
650
640
45
46
47
48
49
50
51
52
53
54
55

FEDERAL ROAD REGION NO.	STATE	PROJECT NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)		18	146

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

NOTE:
RETAINING WALL CONST. IN THIS PROJECT IS TO BEGIN AT STA. 209+35

TEMPORARY WIDENING TO MAINTAIN TRAFFIC
STA 211+25 TO STA 214+50
NO SCALE



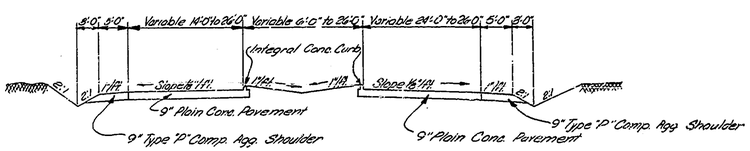
TEMPORARY WIDENING REQ'D TO MAINTAIN TRAFFIC (SEE TYPICAL ABOVE)

*TEMPORARY R/W AS SHOWN THIS SHEET RT OF LINE "EE" REQ'D FOR DRIVE CONSTR. UNDER PROJ. U-74(49)

LEGEND

- (B) 9" PLAIN CONCRETE PAVEMENT
- (P) 9" TYPE "P" COMP. AGG. SHOULDER
- (R) 330#/SQ. YD. BITUMINOUS SURFACE & BASE ON 6" TYPE "P" COMP. AGG. BASE
- (S) 330#/SQ. YD. BITUMINOUS SURFACE & BASE ON 9" TYPE "P" COMP. AGG. BASE
- (T) 330#/SQ. YD. BITUMINOUS SURFACE & BASE ON 9" CONCRETE BASE
- (43) INTEGRAL CONCRETE CURB TYPE "B"
- (44) CONCRETE CENTER CURB TYPE "B"

INCIDENTAL CONSTRUCTION
STA 211+25 TO STA 215+00



TYPICAL SECTION
INCIDENTAL CONSTRUCTION
STA 212+78.2 TO STA 215+00
NO SCALE

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'

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

November 6, 1964

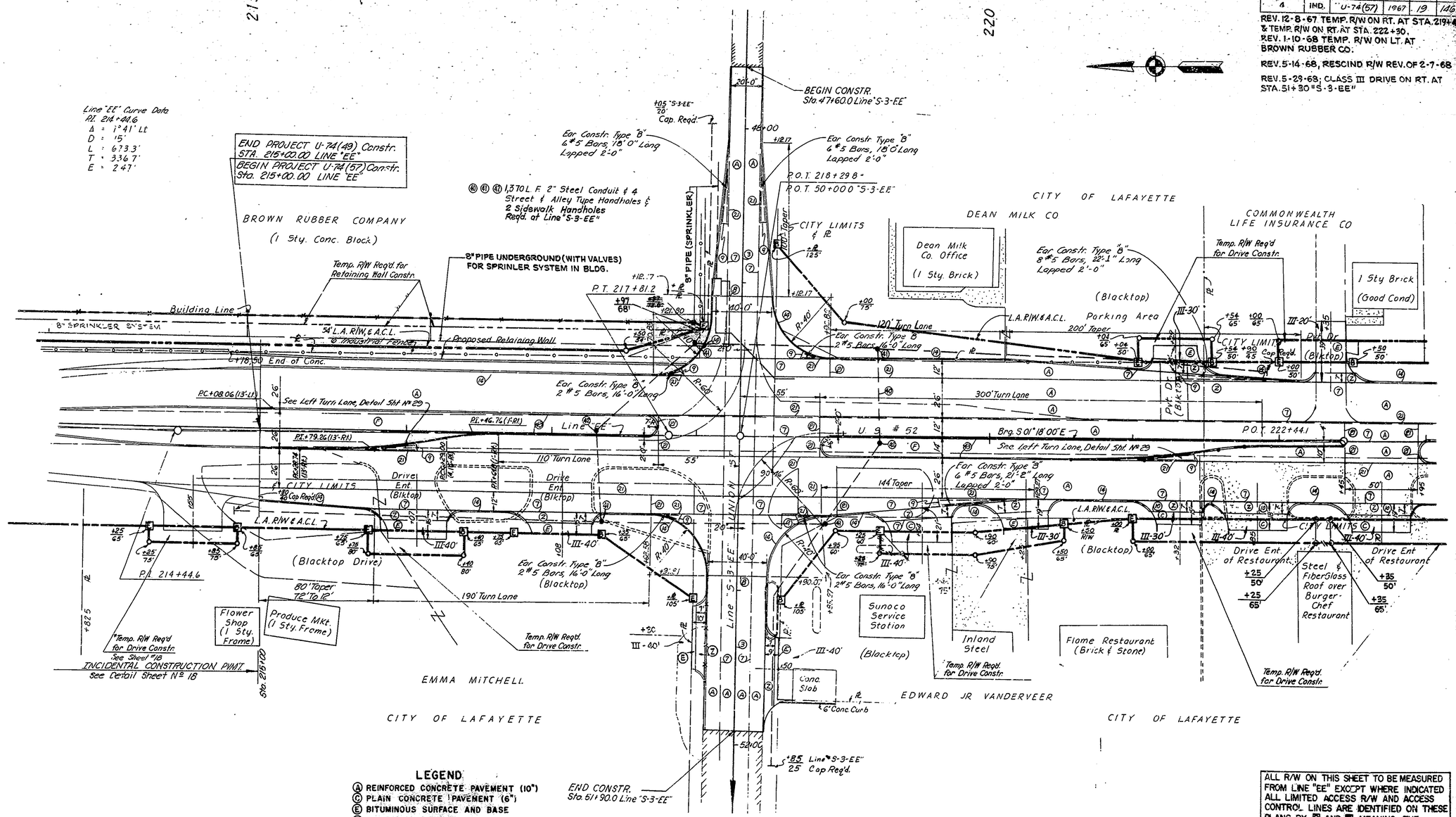
PROJECT NO	LINE	SHEET NO.	TOTAL SHEETS
U-74(57)	EE	18	146

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	19	146

REV. 12-8-67 TEMP. R/W ON RT. AT STA. 219+40 & TEMP. R/W ON RT. AT STA. 222+30.
REV. 1-10-68 TEMP. R/W ON LT. AT BROWN RUBBER CO.

REV. 5-14-68, RESCIND R/W REV. OF 2-7-68

REV. 5-29-68; CLASS III DRIVE ON RT. AT STA. 51+30 "S-3-EE"



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (2) PRIVATE DRIVE PAVEMENT (6")
- (3) LONGITUDINAL JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) 1/2 PREFORMED JOINT FILLER
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (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 LA R/W & ACL.

DETAILS

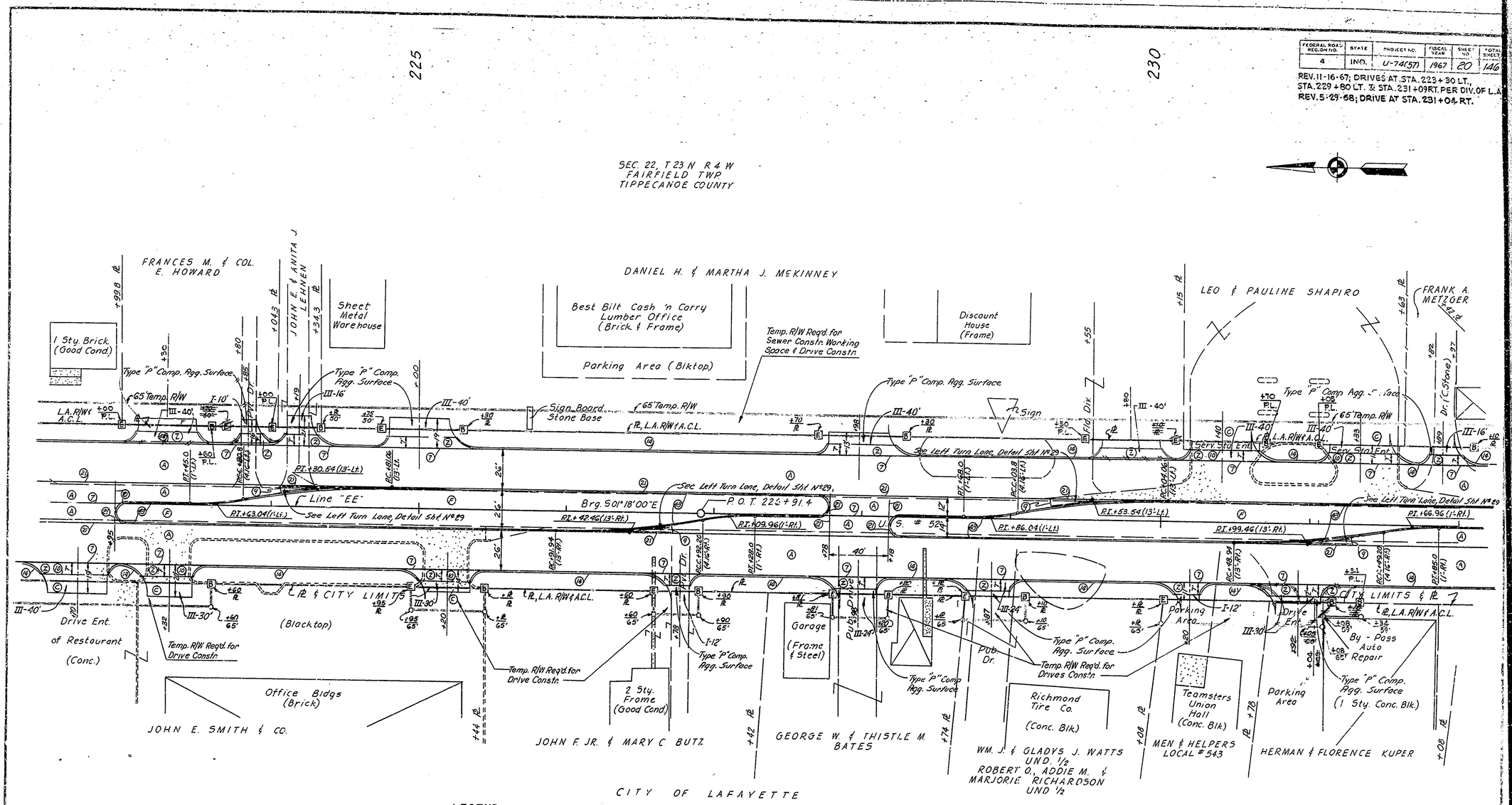
SCALE 1" = 30'

November 6, 1964

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(57)	"EE"	19	146	

FEDERAL ROAD REG. ON NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	20	146

REV. 11-16-67; DRIVES AT STA. 223+30 LT., STA. 229+80 LT. & STA. 231+09 RT. PER DIV. OF L.A.
REV. 5-29-68; DRIVE AT STA. 231+04 RT.



LEGEND

- Ⓐ REINFORCED CONCRETE PAVEMENT (10")
- Ⓒ PLAIN CONCRETE PAVEMENT (6")
- Ⓔ BITUMINOUS SURFACE AND BASE
- Ⓕ BITUMINOUS SURFACE
- Ⓔ PRIVATE DRIVE PAVEMENT (6")
- ⑦ KEYWAY JOINT
- ⑧ 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- ⑨ 1" PREFORMED JOINT FILLER
- ⑩ 1/2 PREFORMED JOINT FILLER
- ⑭ INTEGRAL CONCRETE CURB
- ㉑ KEYWAY CONSTRUCTION JOINT
- ㊸ INTEGRAL CONCRETE CURB TYPE "B"

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'

November 6, 1964

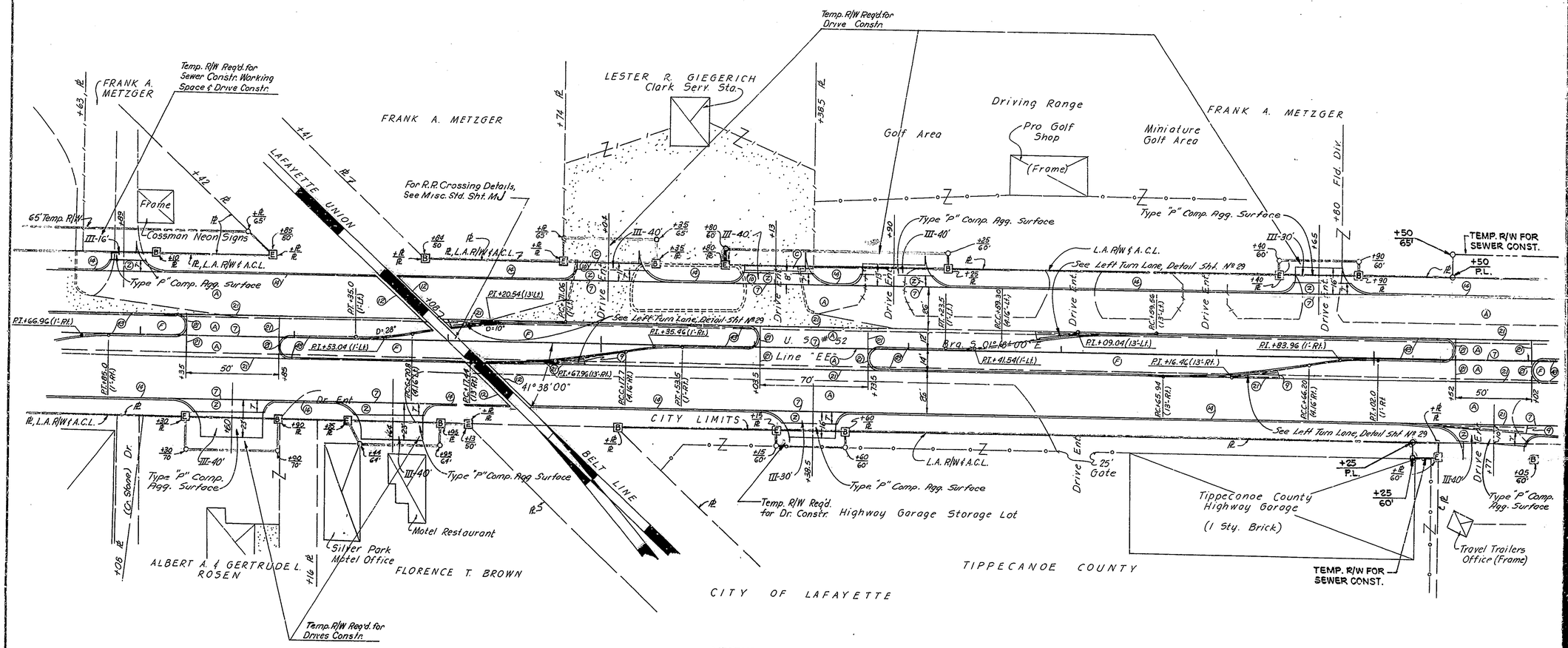
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	21	146

240 REV. 5-29-68; TEMP. R/W FOR SEWER CONST. STA. 240+34 RT. & STA. 241+00 LT.

235

CURVE DATA
Left Turn Lane Transition

Δ=10°04'44"	Δ=10°04'44"
D=10°00'	D=28°00'
L=100.79'	L=36'
T=50.52'	T=18.04'
E=2.22'	E=0.79'
R=572.96'	R=204.63'



LEGEND

- Ⓐ REINFORCED CONCRETE PAVEMENT (10")
- Ⓒ PLAIN CONCRETE PAVEMENT (6")
- Ⓕ BITUMINOUS SURFACE
- Ⓩ PRIVATE DRIVE PAVEMENT (6")
- ⑦ KEYWAY JOINT
- ⑧ 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- ⑨ 1" PREFORMED JOINT FILLER
- ⑩ ½" PREFORMED JOINT FILLER
- ⑫ CONCRETE HEADER, TYPE "A"
- ⑭ INTEGRAL CONCRETE CURB
- ㉑ KEYWAY CONSTRUCTION JOINT
- ㉓ INTEGRL 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'

FEDERAL ROAD SECTION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	U-7415(7)	1967	22	146

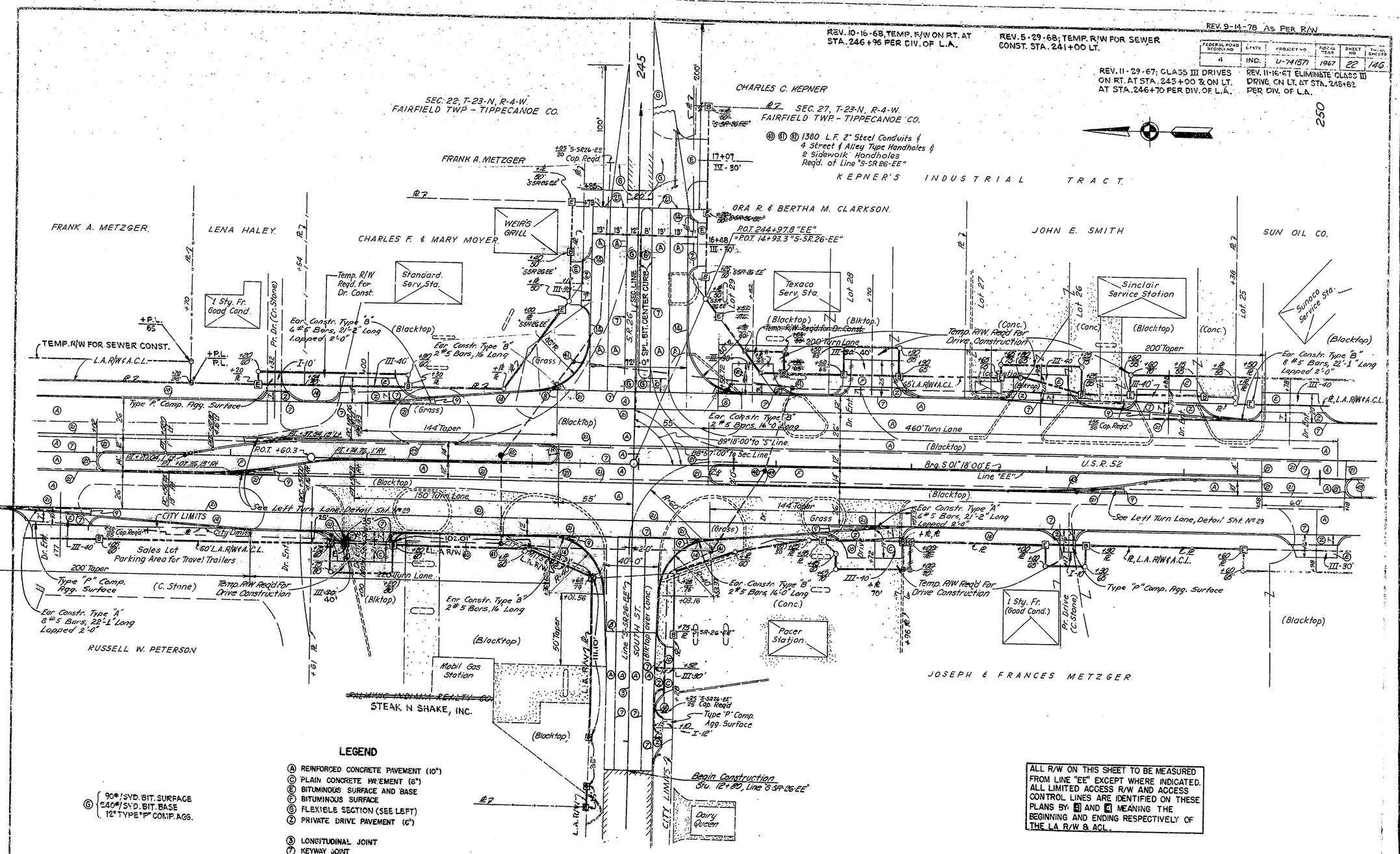
REV. 10-16-68, TEMP. R/W ON RT. AT STA. 246+96 PER DIV. OF L.A.

REV. 5-29-68; TEMP. R/W FOR SEWER CONST. STA. 241+00 LT.

REV. 9-14-78 AS PER R/W

REV. 11-29-67; CLASS III DRIVES ON RT. AT STA. 243+00 & ON LT. AT STA. 246+70 PER DIV. OF L.A.

REV. 11-16-67 ELIMINATE CLASS III DRIVE ON LT. AT STA. 245+62 PER DIV. OF L.A.



LEGEND

- Ⓐ REINFORCED CONCRETE PAVEMENT (10")
- Ⓒ PLAIN CONCRETE PAVEMENT (6")
- Ⓔ BITUMINOUS SURFACE AND BASE
- Ⓕ BITUMINOUS SURFACE
- Ⓖ FLEXIBLE SECTION (SEE LEFT)
- Ⓩ PRIVATE DRIVE PAVEMENT (6")

Ⓖ { 90#/SYD. BIT. SURFACE; 240#/SYD. BIT. BASE; 12" TYPE "P" COMP. AGG.

- 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
- ㉑ 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 LA R/W & ACL.

DETAILS

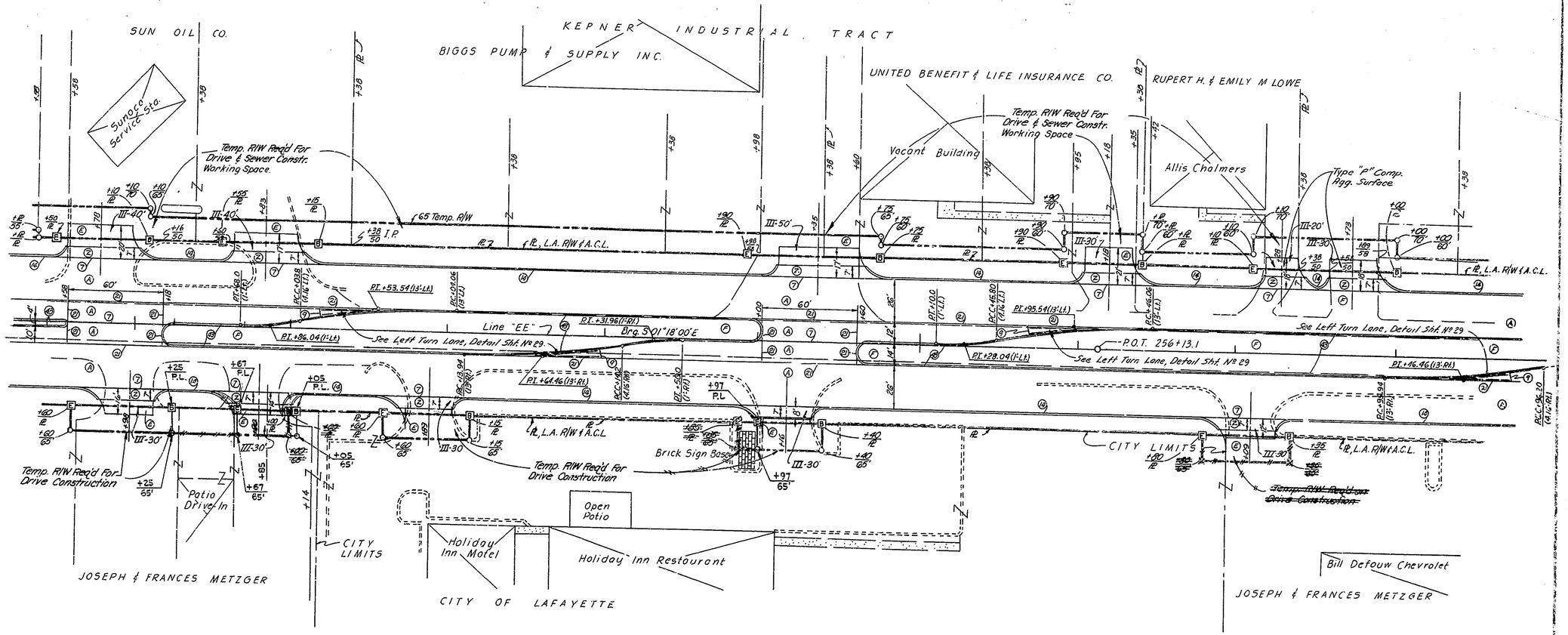
SCALE 1"=30'

November 8, 1964

REV. 12-8-67; TEMP. R/W ON RT. AT STA. 250+45 & STA. 253+90; RELOCATE CLASS III DRIVE ON RT. AT STA. 250+85.

REV. 13-68; TEMP. R/W FOR DRIVE ON RT. STA. 257+09 REMOVED

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	74(57)	1967	23	146



LEGEND

- Ⓐ REINFORCED CONCRETE PAVEMENT (10")
- Ⓔ BITUMINOUS SURFACE AND BASE
- Ⓕ BITUMINOUS SURFACE
- Ⓘ PRIVATE 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
- 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 LA R/W & ACL.

DETAILS

SCALE 1"=30'

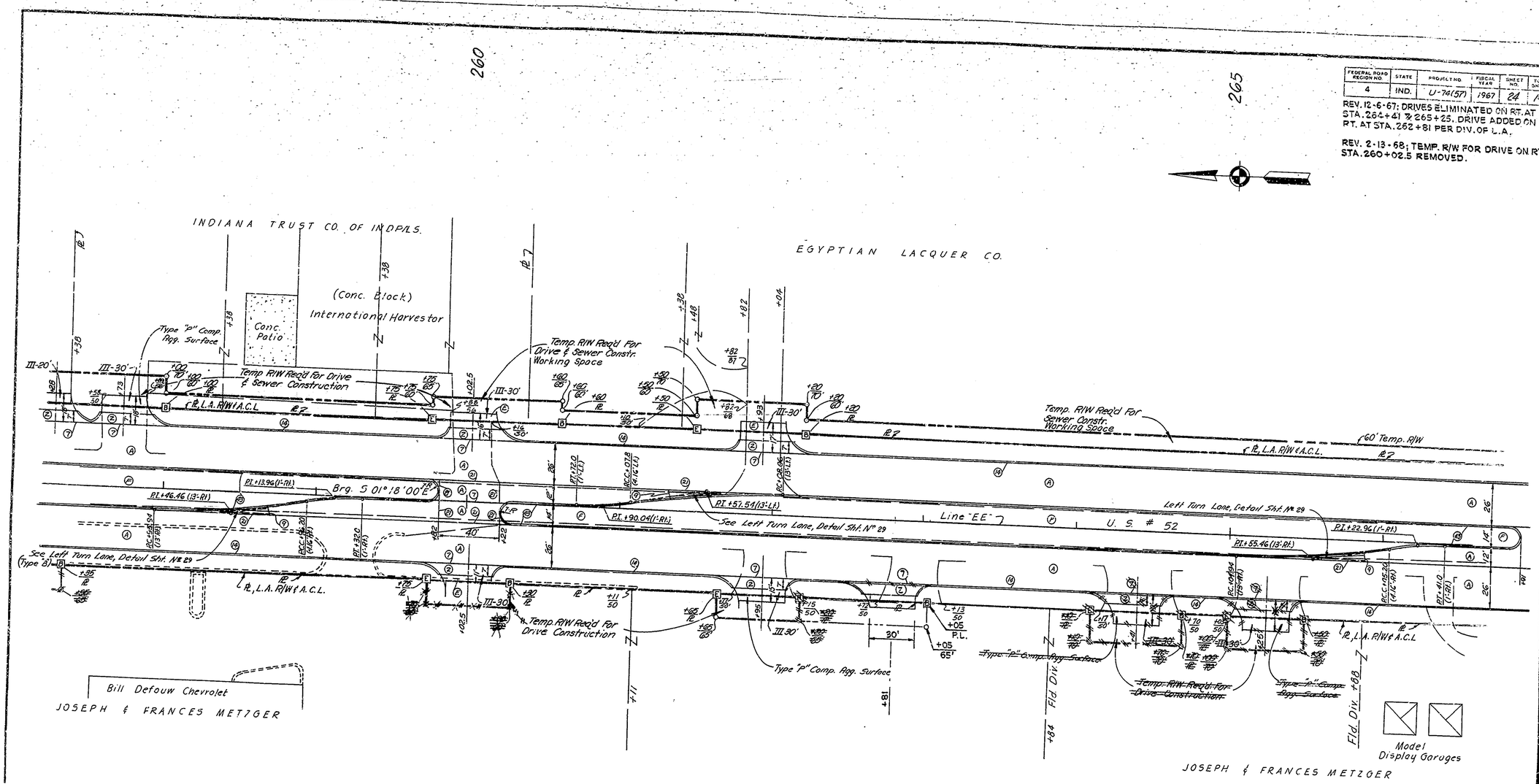
REGISTERED PROFESSIONAL ENGINEER 9500 STATE OF INDIANA

November 6, 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	24	146

REV. 12-6-67; DRIVES ELIMINATED ON RT. AT STA. 264+41 & 265+25. DRIVE ADDED ON RT. AT STA. 262+81 PER DIV. OF L.A.

REV. 2-13-68; TEMP. R/W FOR DRIVE ON RT. STA. 260+02.5 REMOVED.



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (E) BITUMINOUS SURFACE AND BASE
- (C) BITUMINOUS SURFACE
- (2) PRIVATE 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
- (42) 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'

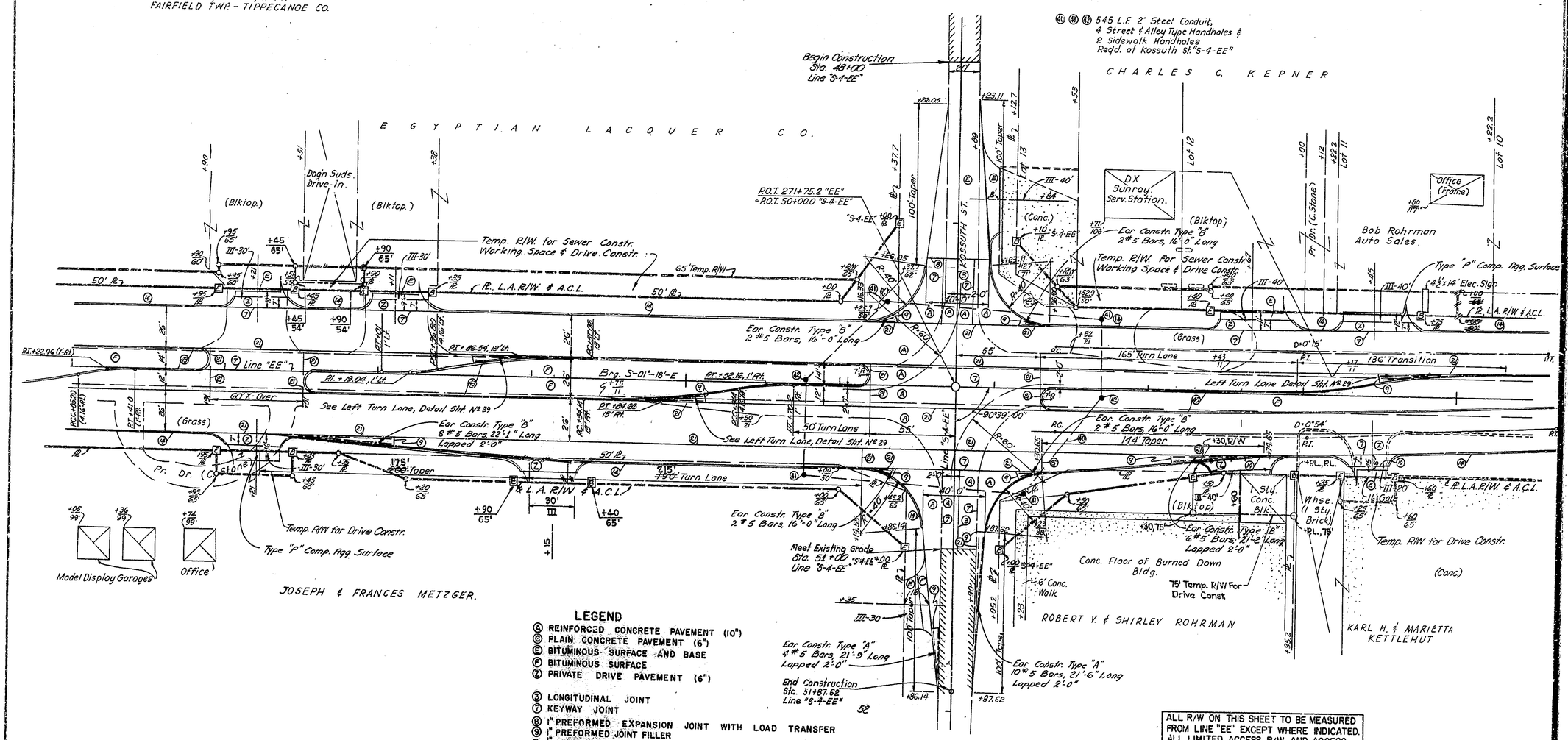
RICHARD C. BRIDGE REGISTERED PROFESSIONAL ENGINEER

November 6, 1963

FOR ALIGN. SOUTH OF KOSSUTH; SEE SHEET NO. 31

REV. 11-16-67; CLASS III DRIVE ADDED ON RT. AT STA. 273+60 PER DIV. OF L.A.
REV. 12-6-67; CLASS III DRIVE ADDED ON RT. AT STA. 269+15 PER DIV. OF L.A.
REV. 12-8-67; TEMP. R/W ON LT. AT STA. 267+65.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	25	146



LEGEND

- Ⓐ REINFORCED CONCRETE PAVEMENT (10")
- Ⓒ PLAIN CONCRETE PAVEMENT (6")
- Ⓔ BITUMINOUS SURFACE AND BASE
- Ⓕ BITUMINOUS SURFACE
- Ⓩ PRIVATE DRIVE PAVEMENT (6")
- 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
- ㉑ 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: Ⓑ AND Ⓔ MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

DETAILS

SCALE 1"=30'

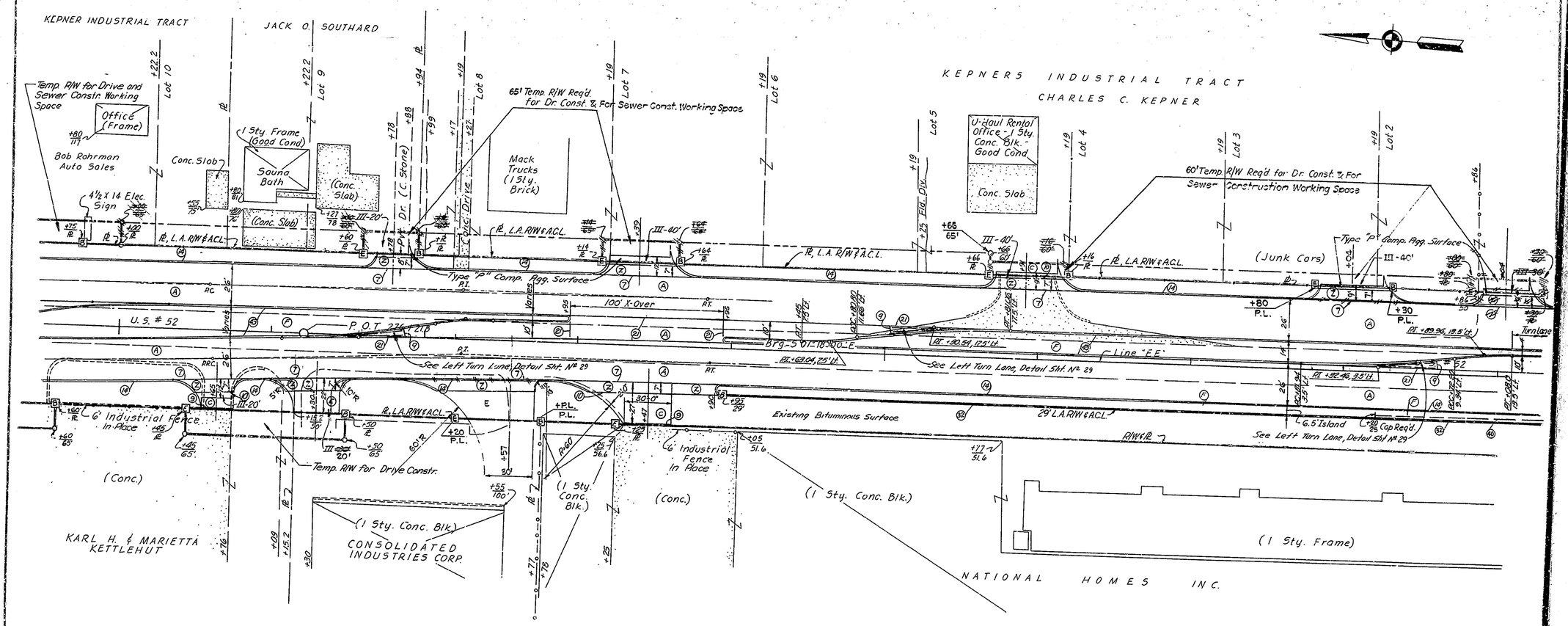
RICHARD C. BRICKER
9500
STATE OF INDIANA
PROFESSIONAL ENGINEER

REV. 12-6-67; TEMP. R/W PER ROAD DESIGN

REV. 12-8-67; MODIFIED DRIVE ON RT. AT STA. 276+30.2; ADDED CLASS III DRIVE ON RT. AT STA. 277+57

REV. 5-29-68; RELOCATE DRIVE ON LT. FROM STA. 284+04 TO STA. 283+04

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	26	146



LEGEND

- Ⓐ REINFORCED CONCRETE PAVEMENT (10")
- Ⓒ PLAIN CONCRETE PAVEMENT (6")
- Ⓔ BITUMINOUS SURFACE AND BASE
- Ⓕ BITUMINOUS SURFACE
- ② PRIVATE DRIVE PAVEMENT (6")
- ⑦ KEYWAY JOINT
- ⑧ 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- ⑨ 1" PREFORMED JOINT FILLER
- ⑩ ½" PREFORMED JOINT FILLER
- ⑭ INTEGRAL CONCRETE CURB
- ㉑ KEYWAY CONSTRUCTION JOINT
- ㉜ BITUMINOUS CURB
- ㊹ 2" STEEL CONDUIT (SEE SH. NO. 42 FOR QUANTITY)
- 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 LA R/W & ACL.

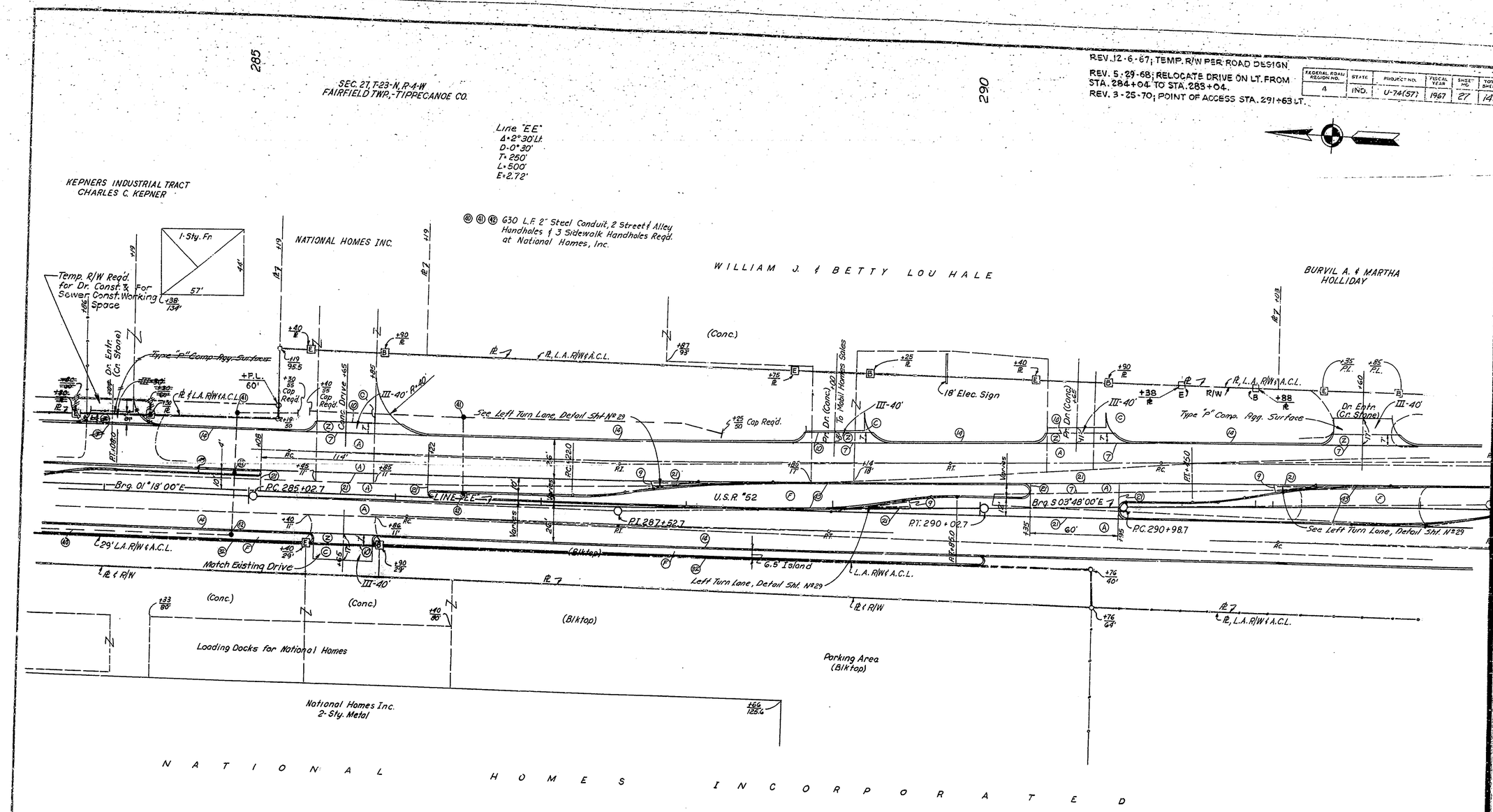
DETAILS

SCALE 1"=30'

November 6, 1964

REV. 12-6-67; TEMP. R/W PER ROAD DESIGN
REV. 5-29-68; RELOCATE DRIVE ON LT. FROM STA. 284+04 TO STA. 283+04.
REV. 3-25-70; POINT OF ACCESS STA. 291+63 LT.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	27	146



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (F) BITUMINOUS SURFACE
- (Z) PRIVATE DRIVE PAVEMENT (6")
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1" PREFORMED JOINT FILLER
- (10) ½" PREFORMED JOINT FILLER
- (13) CONCRETE CURB, 6" CLEAR HEIGHT (SEE TYPICAL SECTION)
- (14) INTEGRAL CONCRETE CURB
- (21) KEYWAY CONSTRUCTION JOINT
- (24) BITUMINOUS CURB
- (40) 2" STEEL CONDUIT
- (41) STREET & ALLEY HANDHOLE
- (42) SIDEWALK HANDHOLE
- (43) INTEGRAL CONCRETE CURB TYPE "B"

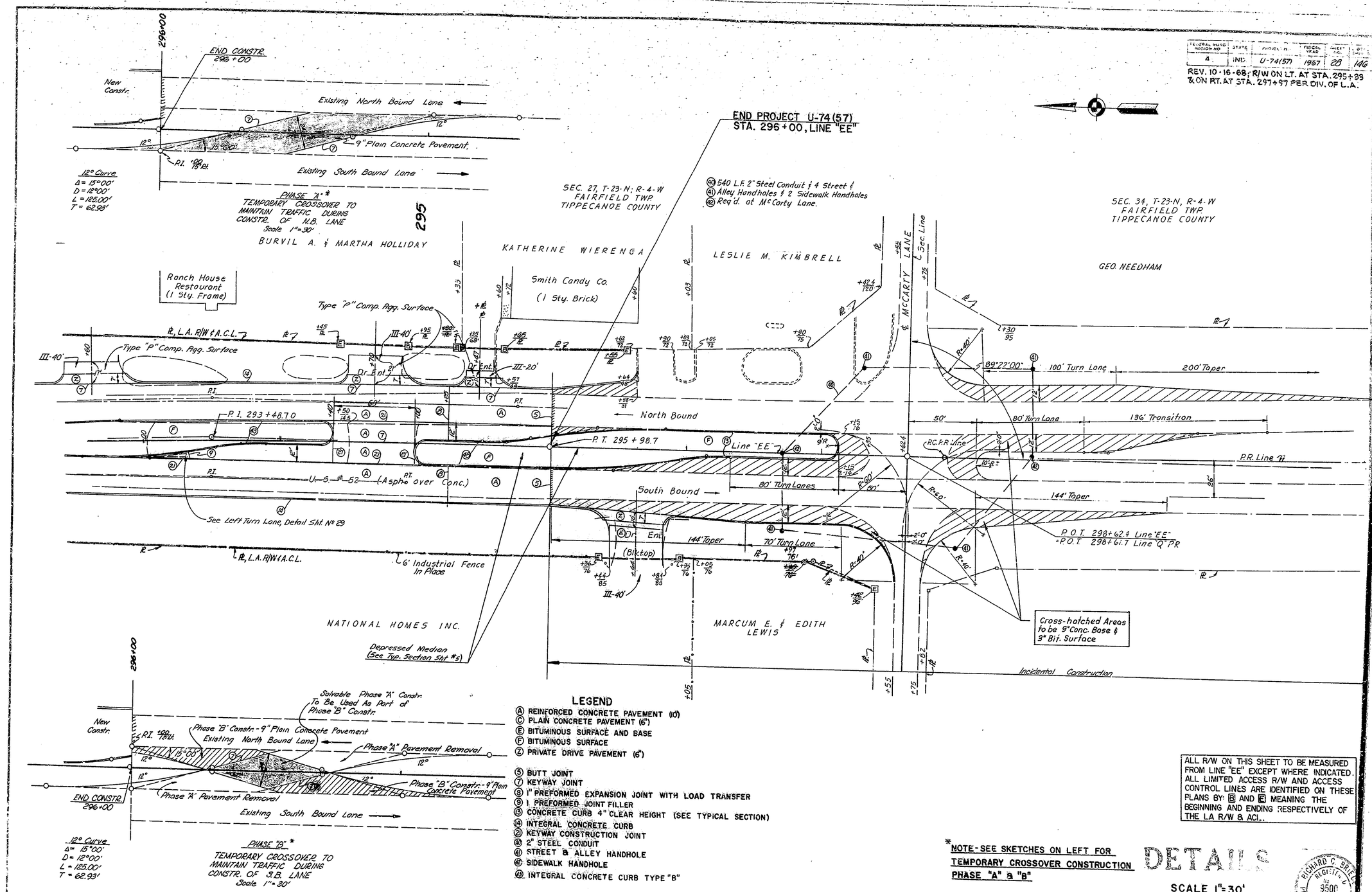
ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE "EE" EXCEPT WHERE INDICATED ALL LIMITED ACCESS R/W AND ACCESS CONTROL LINES ARE IDENTIFIED ON THESE PLANS BY B AND E MEANING THE BEGINNING AND ENDING RESPECTIVELY OF THE LA R/W & ACL.

DETAILS

SCALE 1" = 30'

FEDERAL ROAD NUMBER NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	U-74(57)	1967	28	146

REV. 10-16-68; R/W ON LT. AT STA. 295+39 & ON RT. AT STA. 297+87 PER DIV. OF L.A.



LEGEND

- (A) REINFORCED CONCRETE PAVEMENT (10")
- (C) PLAIN CONCRETE PAVEMENT (6")
- (E) BITUMINOUS SURFACE AND BASE
- (F) BITUMINOUS SURFACE
- (2) PRIVATE DRIVE PAVEMENT (6")
- (5) BUTT JOINT
- (7) KEYWAY JOINT
- (8) 1" PREFORMED EXPANSION JOINT WITH LOAD TRANSFER
- (9) 1 PREFORMED JOINT FILLER
- (13) CONCRETE CURB 4" CLEAR HEIGHT (SEE TYPICAL SECTION)
- (14) INTEGRAL CONCRETE CURB
- (21) 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 LA R/W & ACL.

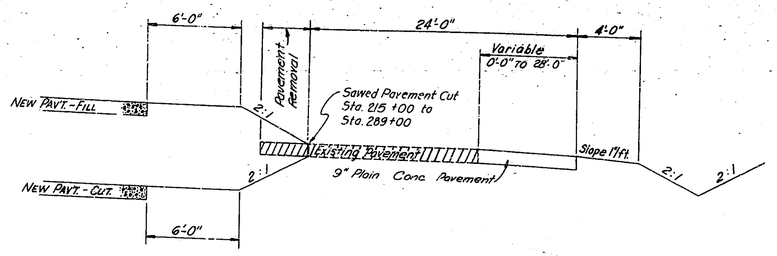
*NOTE-SEE SKETCHES ON LEFT FOR TEMPORARY CROSSOVER CONSTRUCTION PHASE "A" & "B"

DETAILS

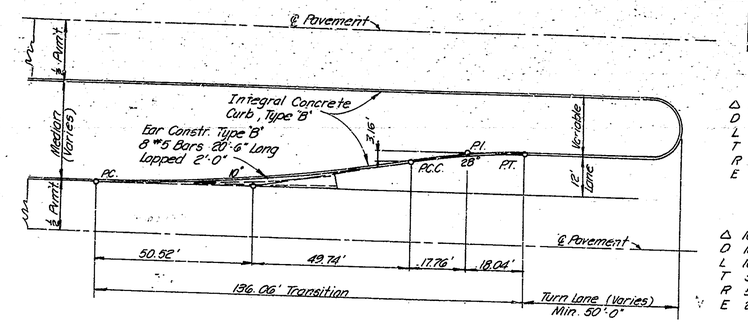
SCALE 1" = 30'

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

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	29	146



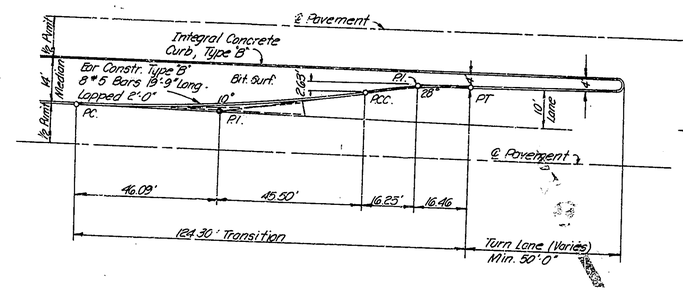
TYPICAL SECTION
WIDENING OF EXISTING PAVEMENT
FOR MAINTAINING TRAFFIC
STA 211+25 TO STA 289+00



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

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

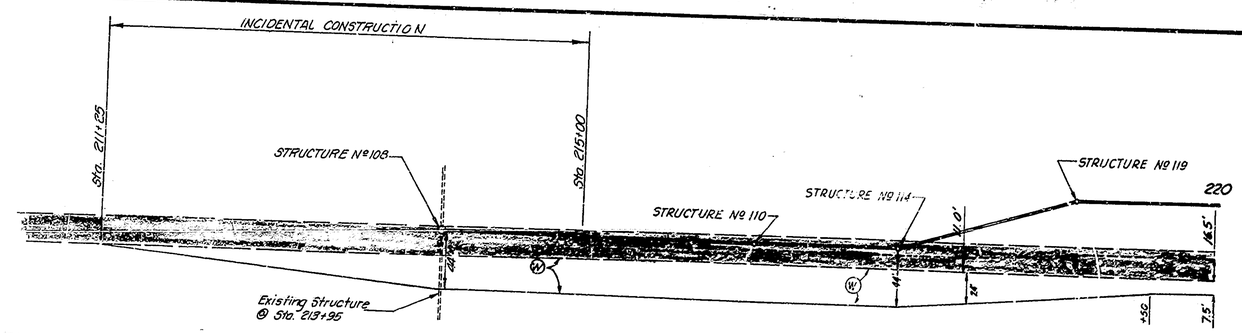
TRANSITION FOR 12'-00" LEFT TURN LANE
Scale: 1" = 20'-00"



Δ 9°11'56"
D 10°00'
L 91.99'
T 46.09'
R 572.96
E 1.85'

Δ 9°11'56"
D 28°00'
L 32.85'
T 16.46'
R 204.63'
E 0.66'

TRANSITION FOR 10'-00" LEFT TURN LANE
Scale: 1" = 20'-00"



(W) - TEMPORARY WIDENING REQUIRED
EXISTING US 52 PAVEMENT

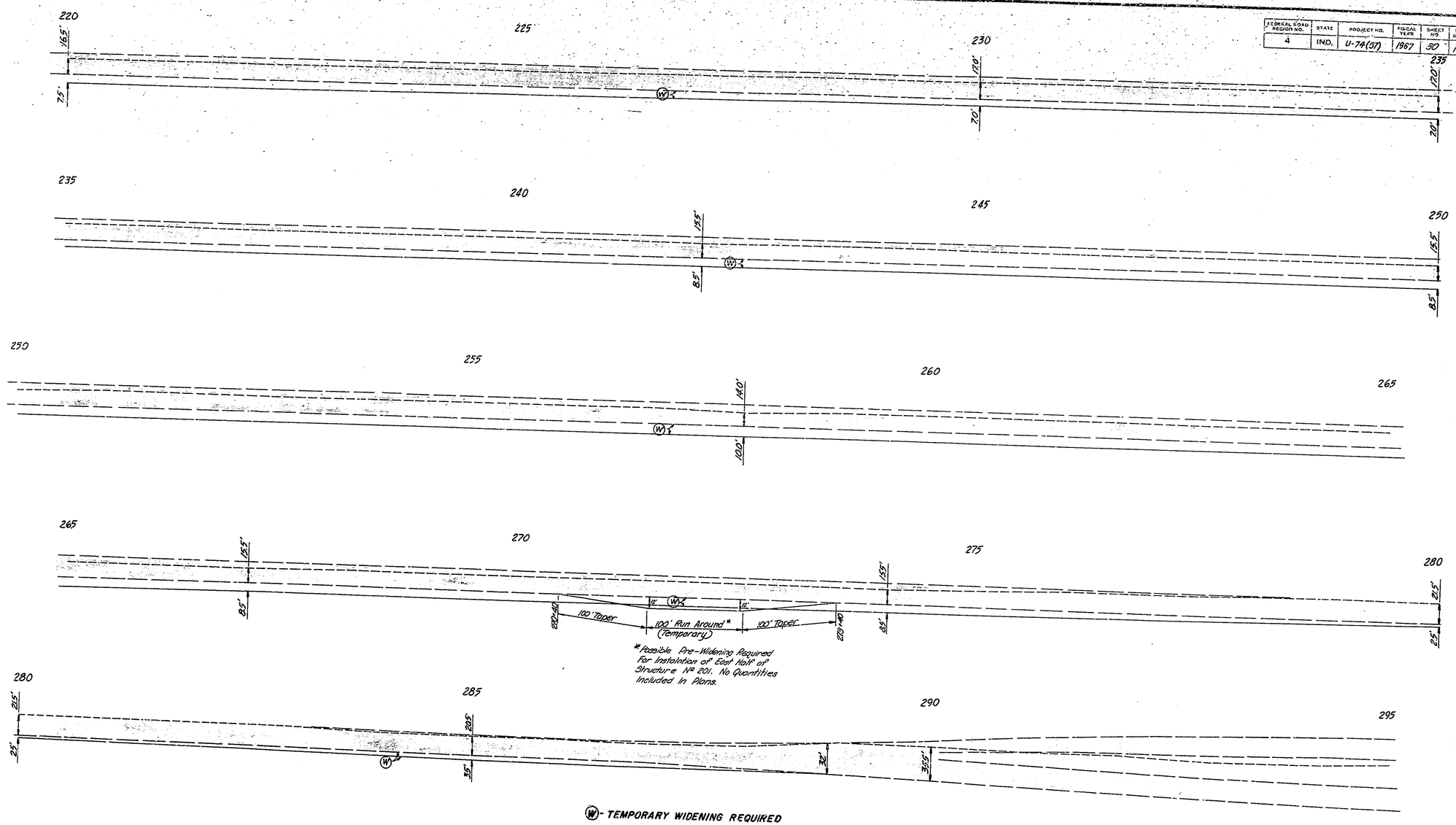
WIDENING REQUIRED FOR MAINTAINING TRAFFIC
(9" PLAIN CONCRETE)
SCALE 1" = 50'

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(57)	1967	30	146



TEMPORARY WIDENING REQUIRED FOR MAINTAINING TRAFFIC

DETAILS

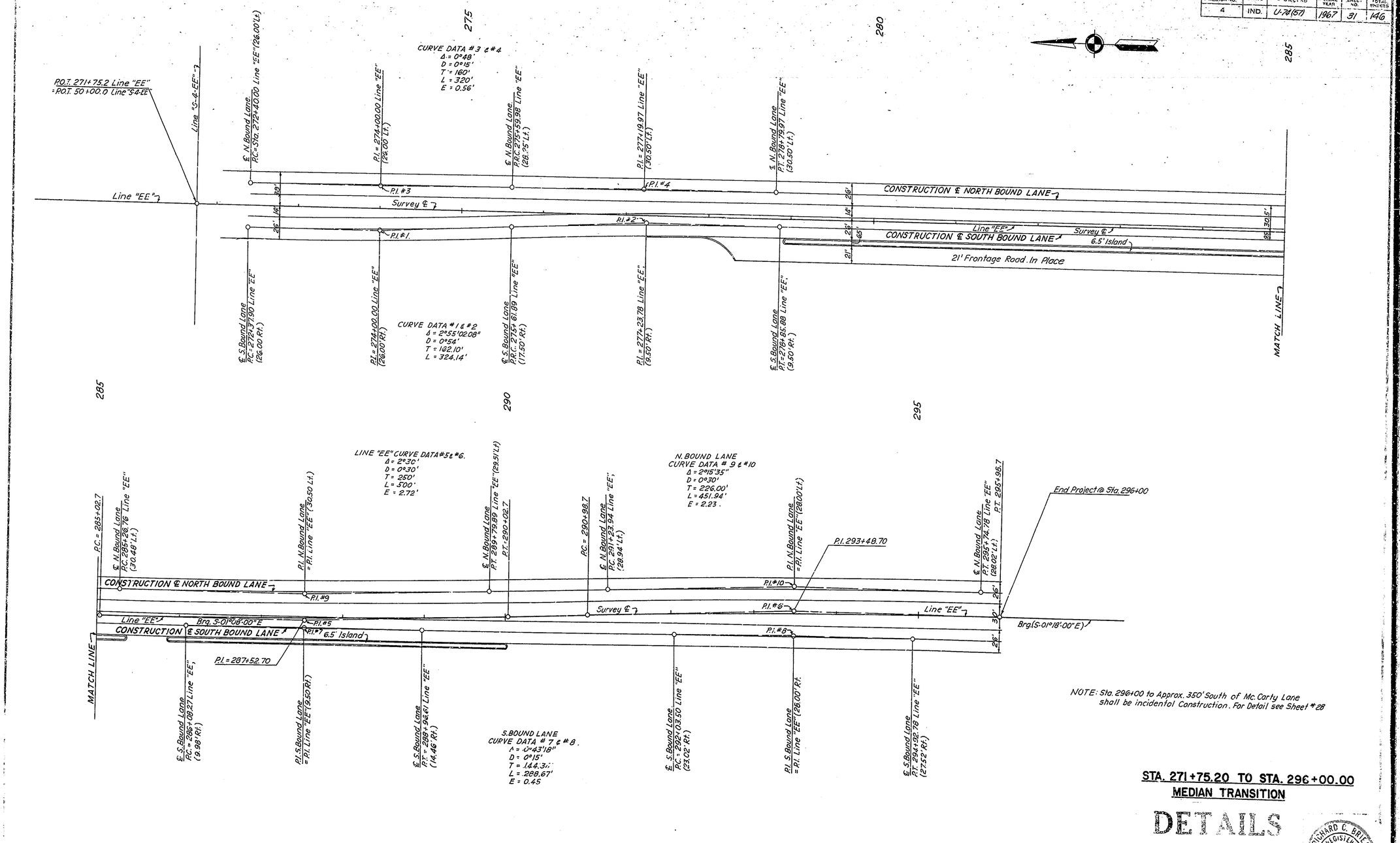
SCALE 1" = 50'

WIDENING REQUIRED FOR MAINTAINING TRAFFIC - 9" PLAIN CONCRETE

RICHARD C. BRAETE REGISTERED No. 0500 STATE OF INDIANA PROFESSIONAL ENGINEER

November 5, 1964

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	31	146



NOTE: Sta. 296+00 to Approx. 350' South of Mc. Carty Lane shall be incidental Construction. For Detail see Sheet #28

STA. 271+75.20 TO STA. 296+00.00
MEDIAN TRANSITION

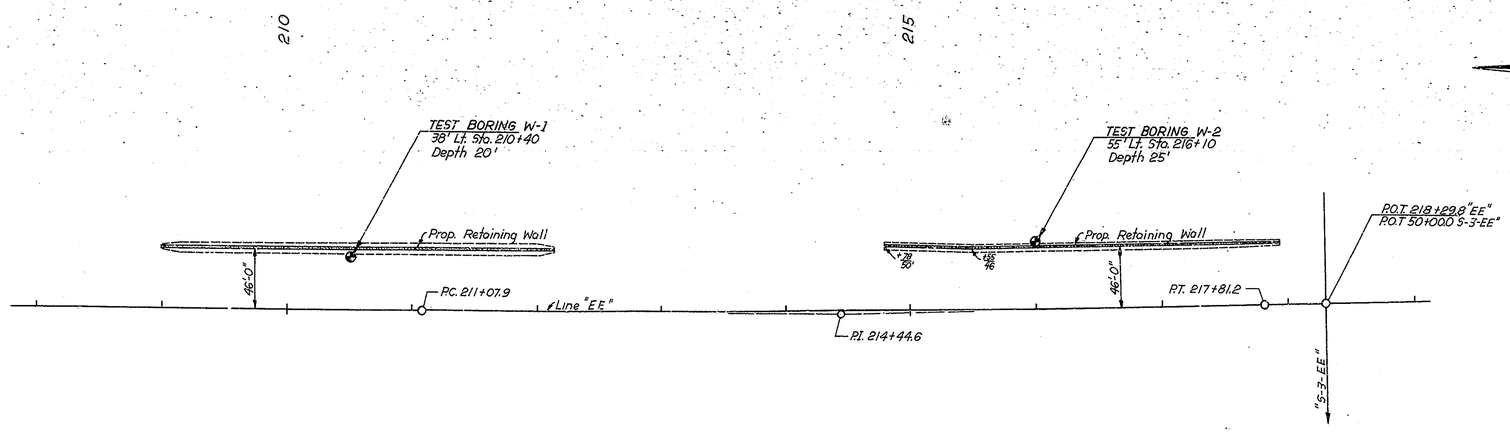
DETAILS

SCALE 1" = 50'

RICHARD C. BRIEGE 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(57)	1967	32	146



PLAN-RETAINING WALLS

Scale 1" = 50'-0"

NOTES:-
▼ Denotes Ground Water Table
N Indicates the number of Blows required to Drive a 1 3/8" I.D., 2" OD Split Spoon Sampler 6" by Means of a 140# Weight Falling 30"

BORING NO.	W-1				W-2			
STATION	210+40				216+10			
OFFSET	38' Lt.				55' Lt.			
GROUND ELEV.	662.4				669.7			
	SAMPLE NO.	EL.	N	DESCRIPTION	SAMPLE NO.	EL.	N	DESCRIPTION
670						669.7		GROUND LEVEL
					1	667.2	24-50-35	BROWN MOIST - VERY DENSE SAND AND GRAVEL
665						665.7		Hit Rock with Sample #1
					2	664.7	2-3-2	
		662.4		GROUND LEVEL	3	662.2	1-1-2	BROWN MOIST VERY SOFT TO VERY STIFF CLAY LOAM WITH TRACES OF FINE GRAVEL
660		660.4		TOPSOIL, GRAY BROWN SLIGHTLY MOIST TO VERY STIFF SANDY LOAM	4	659.7	6-9-9	
	1	659.9	7-8-10	BROWN MOIST, STIFF CLAY LOAM	5	657.2	5-6-8	
	2	657.4	6-6-8					
655		656.9						
	3	654.9	4-5-10	BROWN MOIST, MEDIUM DENSE, SANDY LOAM WITH TRACES OF GRAVEL	6	654.7	8-11-12	
						653.2		
	4	652.4	4-7-9		7	652.2	10-11-14	
650		650.9						
	5	649.9	5-9-15	GRAY MOIST LOAM WITH SOME GRAVEL (HARDPAN)	8	649.7	6-7-10	GRAY VERY STIFF LOAM WITH TRACES OF GRAVEL (HARDPAN)
	6	647.4	11-13-20					
645	7	644.9	12-15-18		9	644.7	6-8-10	
	8	642.4	9-11-12					END OF BORING
640				END OF BORING DEPTH OF BORING 20'-0"				DEPTH OF BORING 25'-0"
635								

SOIL BORINGS

INDIANA STATE HIGHWAY COMMISSION

SCALE: HORIZ. 1" = 50'-0"
VERT. 1" = 5'-0"

Harold W. Boyd 9/21/67

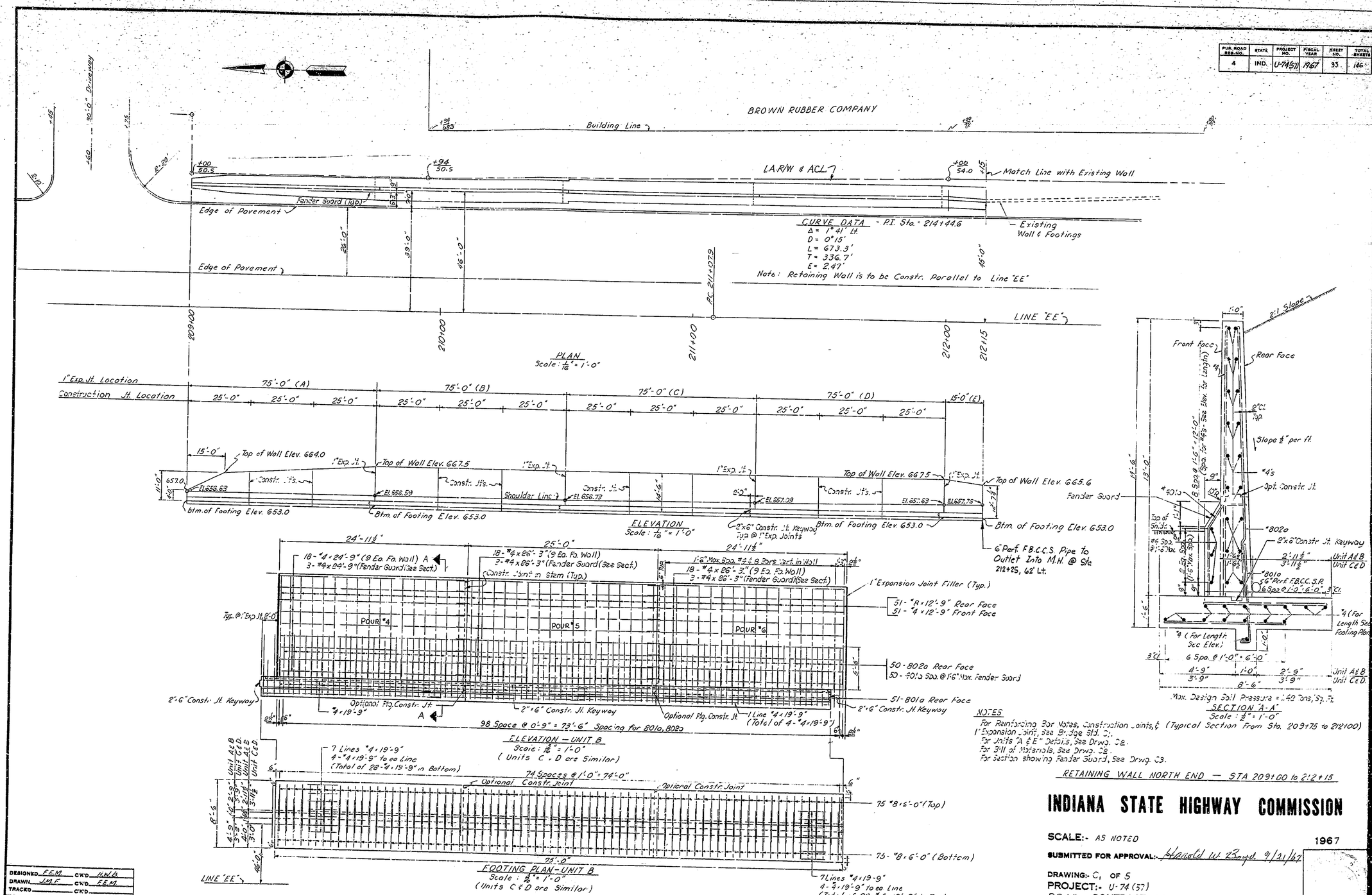
1967

HAROLD W. BOYD REGISTERED

SHEET NO. 32
PROJECT :- U-74 (57)

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE

PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	33	146



NOTES

For Reinforcing Bar Notes, Construction Joints, & 1" Expansion Joint, see Bridge Std. C1.
For Joints "A & E" Details, See Drwg. C2.
For Bill of Materials, See Drwg. C2.
For section showing Fender Guard, See Drwg. C3.

RETAINING WALL NORTH END — STA 209+00 to 212+15

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

1967

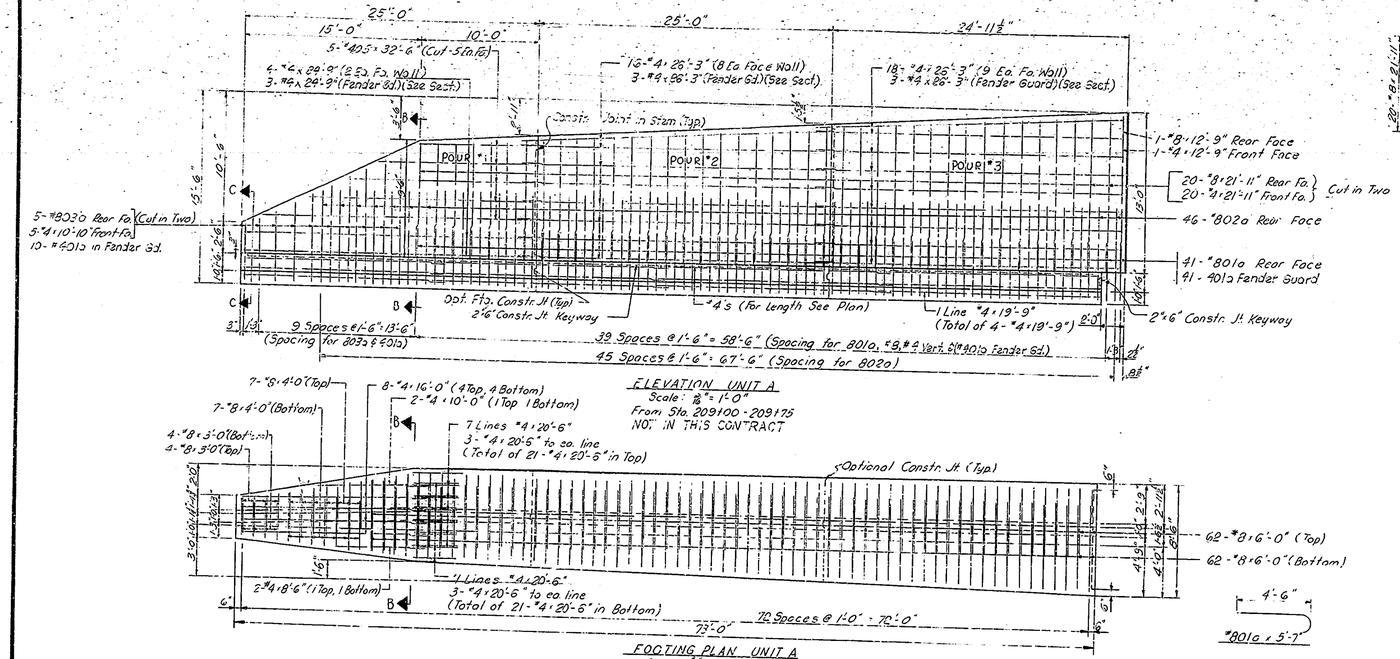
SUBMITTED FOR APPROVAL:- Harold W. Boyd 9/21/67

DRAWING:- C1 OF 5

PROJECT:- U-74 (57)

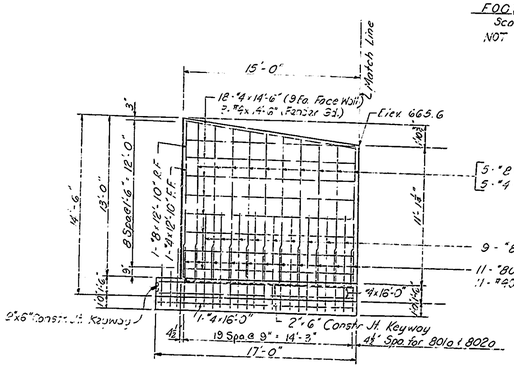
ROAD CONTRACT NO.

November 6, 1961

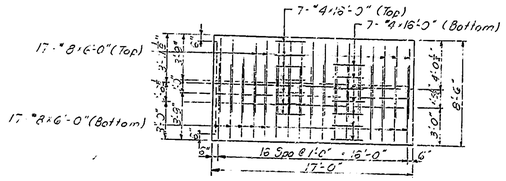


ELEVATION UNIT A
Scale: 3/16" = 1'-0"
From Sta. 209100 - 209175
NOT IN THIS CONTRACT

FOOTING PLAN UNIT A
Scale: 3/16" = 1'-0"
NOT IN THIS CONTRACT



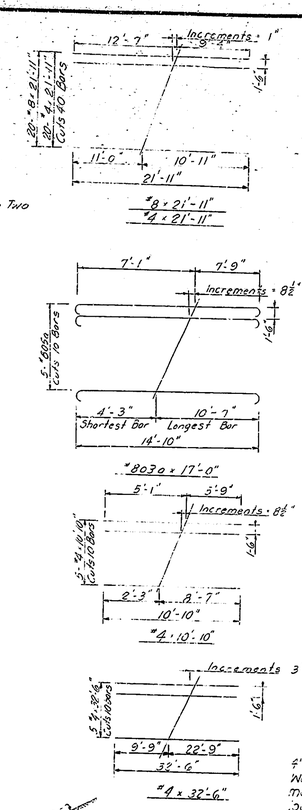
ELEVATION UNIT E
Scale: 3/16" = 1'-0"
From Sta. 212+00 to 212+15

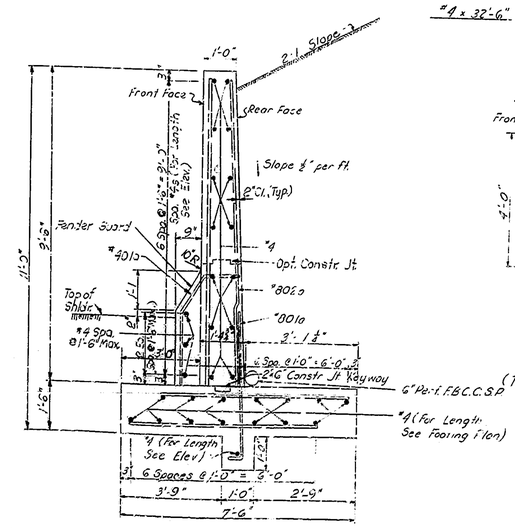


FOOTING PLAN UNIT E
Scale: 3/16" = 1'-0"
From Sta. 212+00 to 212+15

NOTES

For Reinforcing Bar Notes, Construction Joints & Expansion Joints, See Bridge Std. C1.
For additional Details & Location of Units "A & E", See Drwg. C1.
For Section showing Fender Guard, See Drwg. C5.

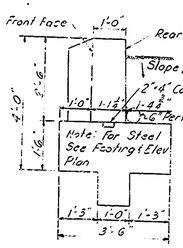




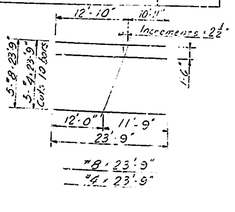
Max. Design Soil Pressure 1.35 Tons/Sq. Ft.

SECTION B-B
Scale: 3/8" = 1'-0"
(Typical Section at Sta. 209+15 (Sta. 212+00)

4" ø Steel Boiler Tubing Weep Holes to be placed at a maximum spacing of 20'-0" and located as directed by the Engineer.



SECTION C-C
Scale: 3/8" = 1'-0"
(Typical Section at Sta. 209+00)



PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(5T)	1967	34	146

RETAINING WALL - NORTH END
BILL OF MATERIALS

REINFORCING STEEL

Mark & Size	No. of Bars	Length	Weight (Lbs.)
#8010	205	5'-7"	
#8020	205	8'-7"	
#8030	5	17'-0"	
#8	5	23'-9"	
#8	20	21'-11"	
#8	1	12'-10"	
#8	154	12'-9"	
#8	608	6'-0"	
#8	14	4'-0"	
#8	8	3'-0"	
	Total	#8	24,699#
#4010	212	4'-6"	
#4	5	32'-6"	
#4	166	28'-3"	
#4	70	22'-0"	
#4	5	23'-9"	
#4	20	21'-11"	
#4	42	20'-6"	
#4	184	19'-9"	
#4	23	5'-3"	
#4	21	14'-6"	
#4	1	18'-0"	
#4	154	12'-9"	
#4	5	10'-10"	
#4	2	10'-0"	
#4	2	8'-6"	
	Total	#4	10,019
Total Reinforcing Steel			34,718

CONCRETE

Class "D" Concrete	
Unit A	
Pour #1	10.3 Cu. Yds.
Pour #2	14.3 Cu. Yds.
Pour #3	16.3 Cu. Yds.
Ftg. Conc.	33.1 Cu. Yds.
Total Class "D" Conc. in A	74.0 Cu. Yds.
Unit B	
Pours #4, 5, 6 (7.5 Cu. Yds. Ea.)	22.5 Cu. Yds.
Ftg. Conc.	38.2 Cu. Yds.
Total Class "D" Conc. in B	60.7 Cu. Yds.
Conc. in Unit C same as B	60.7 Cu. Yds.
Conc. in Unit D same as B	60.7 Cu. Yds.
Unit E	
Pour #13	13.5 Cu. Yds.
Ftg. Conc.	5.5 Cu. Yds.
Total Class D Conc. in E	19.0 Cu. Yds.
Total Class D Concrete	265.1 Cu. Yds.

MISCELLANEOUS

2" Perf. F.B.C.C.S.P.	340 Lin. Ft.
Grade "B" Spec. Borrow	1150 Cu. Yds.

RETAINING WALL NORTH END STA. 209100 to 212+15 DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

1967

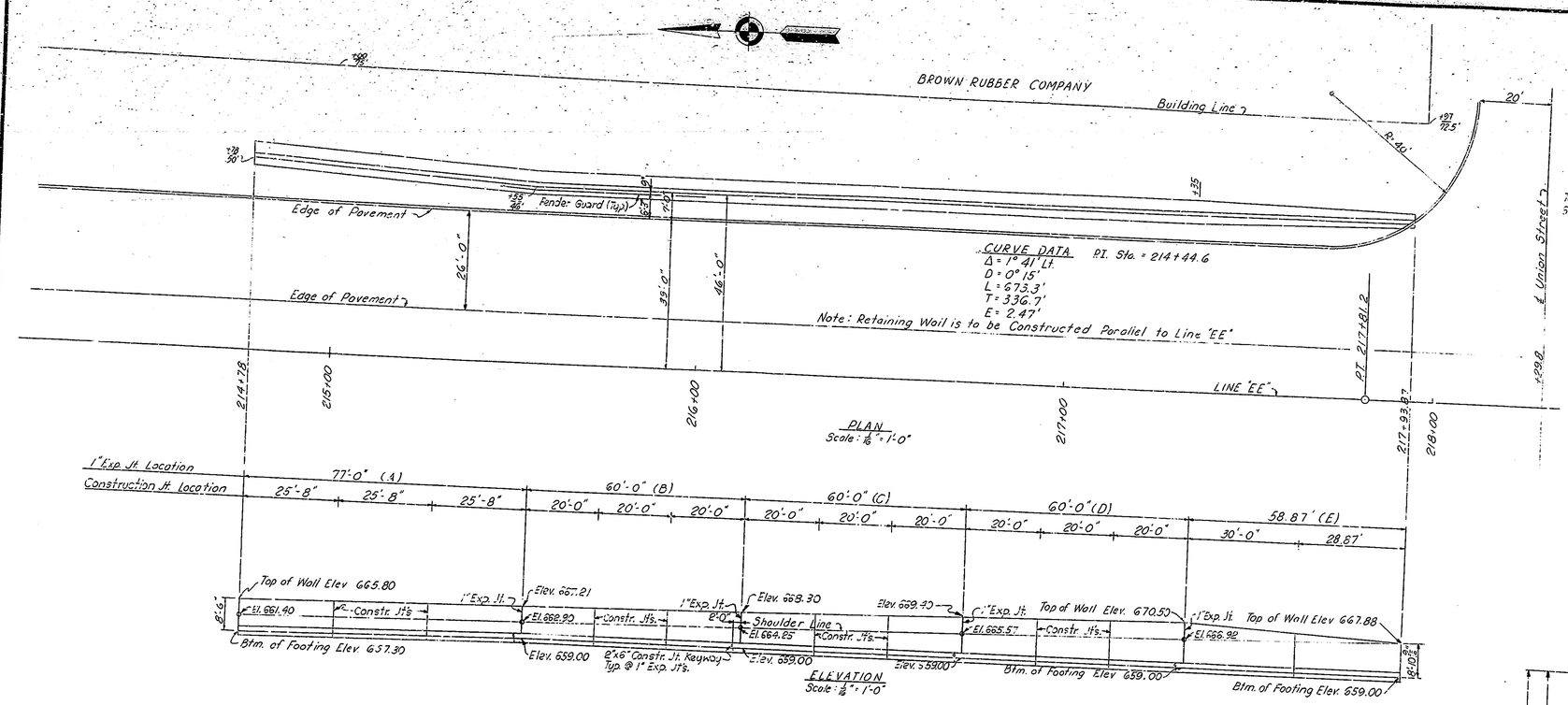
SUBMITTED FOR APPROVAL:- Howard W. Boyd 8/21/67

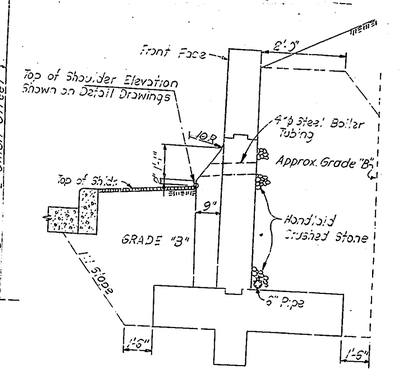
DRAWING:- C2 OF 5
PROJECT:- U-74(5T)
ROAD CONTRACT NO.

DESIGNED F.C.M. CK'D H.W.B.
DRAWN J.M.F. CK'D F.C.M.
TRACED CK'D

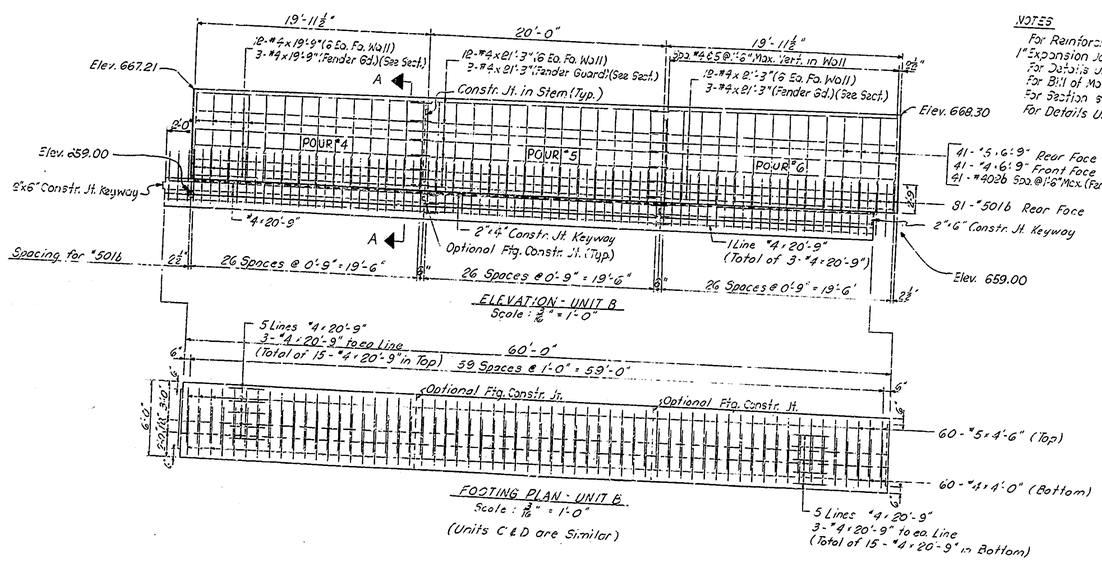
November 6, 1961

PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	35	144



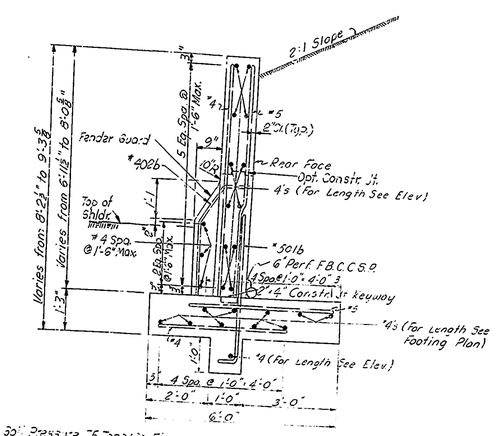


TYPICAL GRADE "B" PLACEMENT SECTION
No Scale



NOTES

For Reinforcing Bar Notes, Construction Joints & 1" Expansion Joints, See Bridge Std. C1.
For Details Units "A & E", See Drwg. C5.
For Bill of Materials, See Drwg. C5.
For Section showing Fender Guard, See Drwg. C4.
For Details Units "C" & "D", See Drwg. C4.



Max. Design Soil Pressure 15 Tons/Sq. Ft.

SECTION "A-A"
STA. 214+78 TO STA 216+15
Scale ½" = 1'-0"

RETAINING WALL SOUTH END STA 214+78 to 217+93.87

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

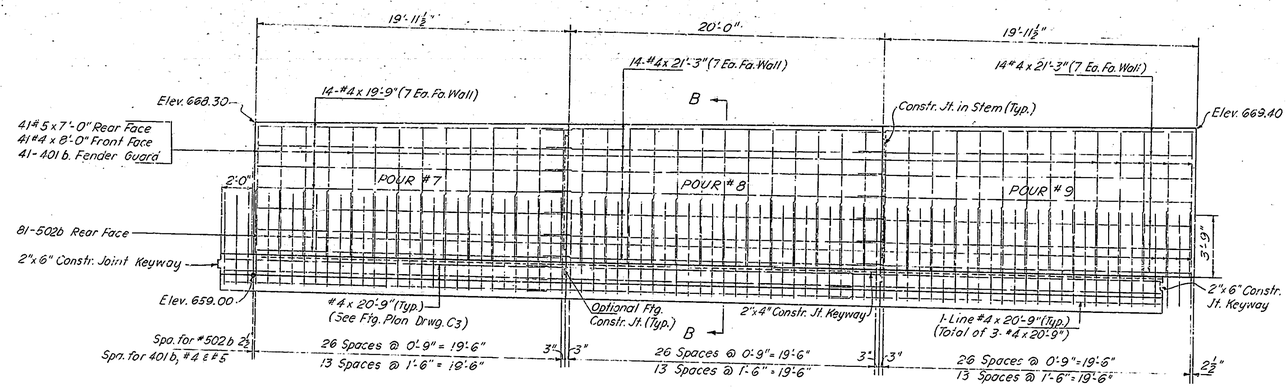
1967

SUBMITTED FOR APPROVAL:- Harold W. Boyd 9/21/67

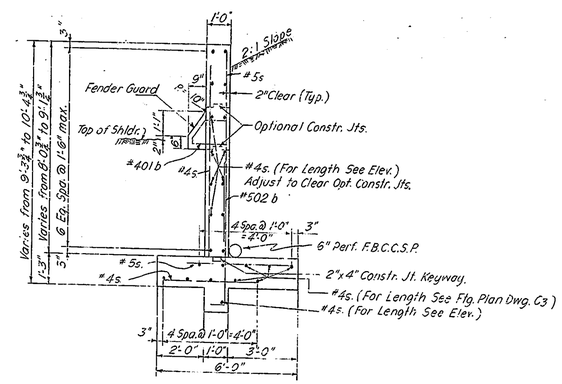
DRAWING:- C3 OF 5
PROJECT:- U-74(57)
ROAD CONTRACT NO.

DESIGNED F.E.M.	CK'D H.W.B.		
DRAWN J.M.F.	CK'D F.E.M.		
TRACED	CK'D		

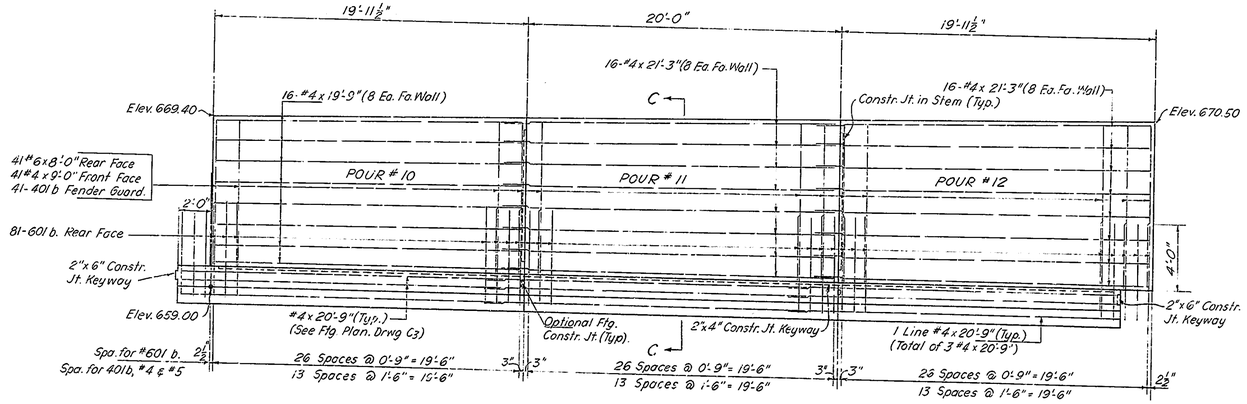
BRIDGES OVER 20' SPAN					
FUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	36	146



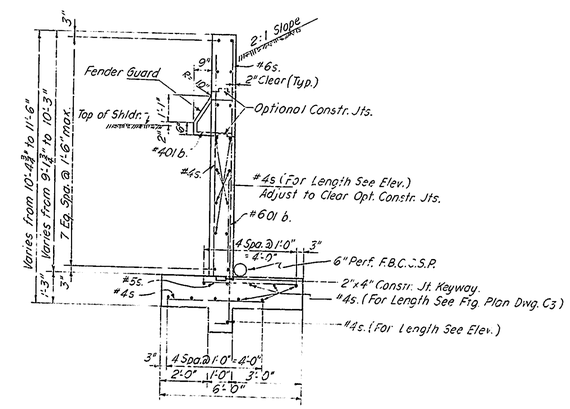
ELEVATION-UNIT "C"
Scale ¼" = 1'-0"



SECTION B-B
Scale ⅜" = 1'-0"



ELEVATION-UNIT "D"
Scale ¼" = 1'-0"



SECTION C-C
Scale ⅜" = 1'-0"

Max. Design Soil Pressure 1.13 Tons/Sq. Ft.

Notes:
For Reinforcing Bar Notes, Construction Joints and 1" Expansion Joints, See Bridge Std. C1.
For additional details & location of Units A, B & E See Dwgs. C3 & C5
4"Ø Steel Boiler Tubing Weep Holes to be placed at a maximum spacing of 20'-0" and located as directed by the Engineer.
For Footing Plan See Drwg. C3.

RETAINING WALL SOUTH END
UNITS "C" & "D" STA. 216+15 TO 217+35

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

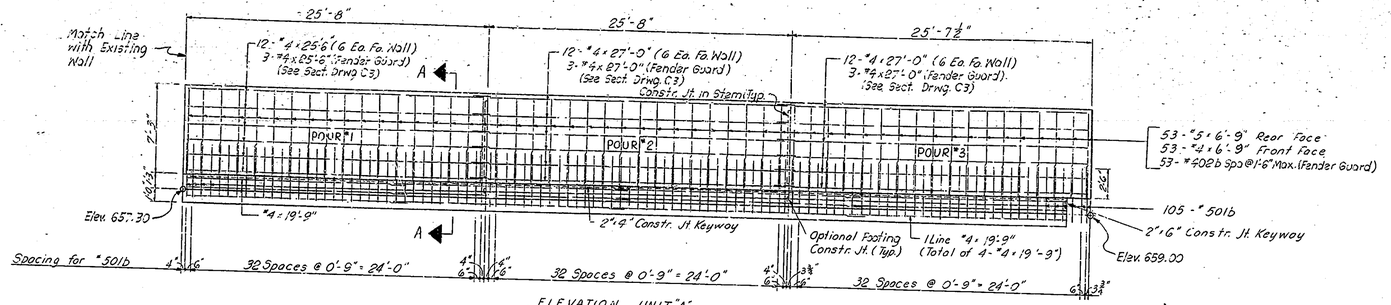
Harold W. Boyd 8/2/67 1967

DRAWING:- C4 OF 5
PROJECT:- U-74(57)
ROAD CONTRACT NO.

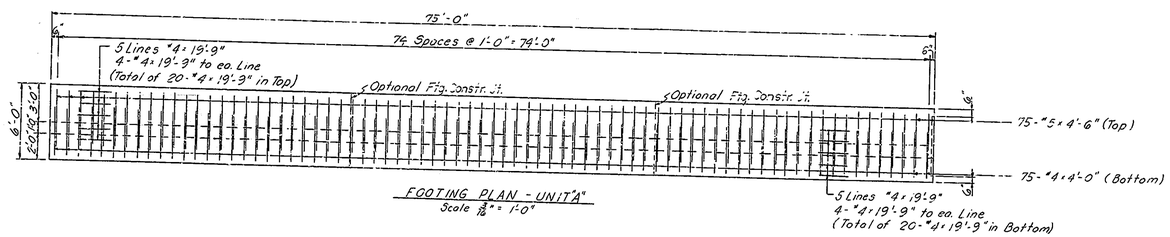
DESIGNED F.E.M. C'K'D J.W.E.
DRAWN J.E.L. C'K'D HB
TRACED C'K'D

HAROLD W. BOYD
REGISTERED PROFESSIONAL ENGINEER

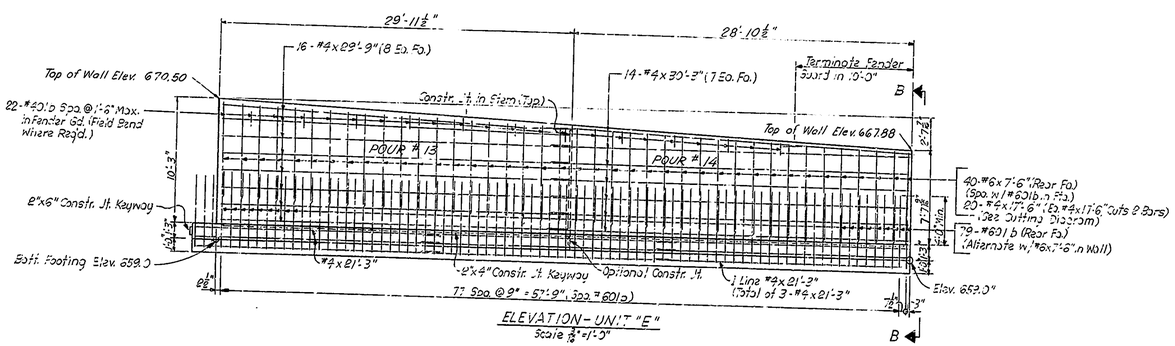
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	36A	146



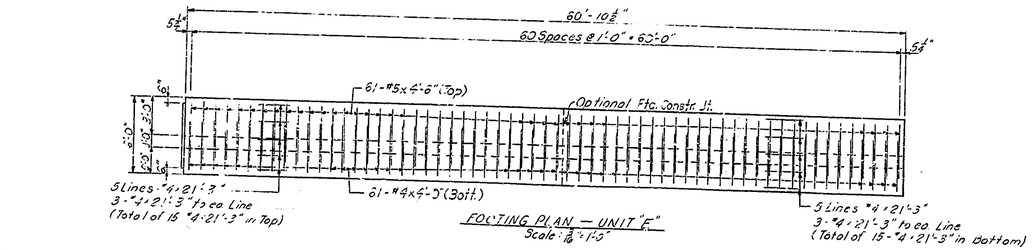
ELEVATION UNIT "A"
Scale: 3/16" = 1'-0"



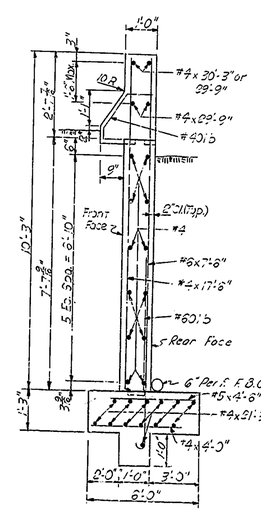
FOOTING PLAN - UNIT "A"
Scale 3/16" = 1'-0"



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



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



SECTION "B-B"
Scale 3/8" = 1'-0"

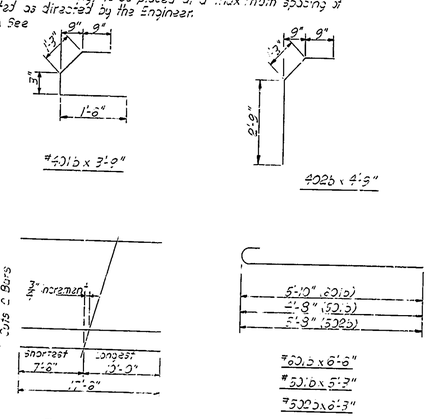
DESIGNED F.E.M.	C'K'D. H.W.B.
DRAWN J.M.F.	C'K'D. F.E.M.
TRACED	C'K'D.

RETAINING WALL SOUTH END
BILL OF MATERIALS

REINFORCING STEEL				CONCRETE	
Mark & Size	No. of Bars	Length	Weight (Lbs)	Class "D" Concrete	
				Unit "A"	
#60lb	160	6'-6"			
#6	41	8'-0"		Pours #1, #2 & #3 (9.2 Cu. Yds. ea.)	27.6 Cu. Yds.
#6	20	7'-6"		Ftg. Conc.	23.7 Cu. Yds.
	Total #6		2506	Total Class D Conc. in A	51.3 Cu. Yds.
				Unit "B"	
#50lb	186	5'-3"		Pours #4, 5 & 6 (7.8 Cu. Yds. ea.)	23.4 Cu. Yds.
#50lb	81	6'-3"		Ftg. Conc.	16.9 Cu. Yds.
#5	41	7'-0"		Total Class D Conc. in "B"	40.3 Cu. Yds.
#5	94	6'-9"		Unit "C"	
#5	316	4'-6"		Pours #7 & 8 (6.9 cu. yds. ea.) (Avg.)	20.7 Cu. Yds.
	Total #5		3991	Ftg. Conc.	19.9 Cu. Yds.
#40lb	104	3'-9"		Total Class D Conc. in "C"	39.6 Cu. Yds.
#40lb	94	6'-3"		Unit "D"	
#4	14	30'-3"			
#4	18	29'-9"		Pours #9, 11 & 12 (7.7 cu. yds. ea.) (Avg.)	23.3 Cu. Yds.
#4	30	27'-0"		Ftg. Conc.	18.9 Cu. Yds.
#4	15	25'-6"		Total Class D Conc. in "D"	42.2 Cu. Yds.
#4	103	21'-3"		Unit "E"	
#4	99	20'-9"		Pour #13	11.4 Cu. Yds.
#4	89	19'-9"		Pour #14	9.3 Cu. Yds.
#4	20	17'-6"		Ftg. Conc.	16.9 Cu. Yds.
#4	21	9'-0"		Total Class D Conc. in "E"	37.6 Cu. Yds.
#4	61	9'-0"			
#4	92	6'-9"		Total Class D Concrete	213.2 Cu. Yds.
#4	316	7'-0"			
				MISCELLANEOUS	
	Total #4		8832	6" Perf. F.B.C.C.S.P.	320 Lin. Ft.
Total Reinforcing Steel			17,729	Grade "B" Spec. Borrow	824 Cu. Yds.

NOTES

For Reinforcing Bar Notes, Construction Joints and Expansion Joints, see Bridge Std. C1.
For additional details & location of Units "B, C & D" See Drwgs. C3 & C4.
Weep Holes (5 #3 Boiler Tubing) to be placed at a maximum spacing of 20'-0" and located as directed by the Engineer.
For Sect. "A-A" See Drwg. C3.



RETAINING WALL SOUTH END STA. 214+78 to 217+93.87 DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED 1967

SUBMITTED FOR APPROVAL:- Harold W. Boyd Bridge Engr.

DRAWING:- C5 OF 5
PROJECT:- U-74(57)
ROAD CONTRACT NO.

HAROLD W. B. ... NATIONAL ENGINEER

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	37	146

TABLE OF QUANTITIES FOR APPROACHES

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. 3"	3"	6"	PRIVATE DRIVE PAVEMENT S.YDS. 6"		REINF. CONC. PAV'T. S.YDS.		INTEGRAL CONC. CURB L.F.	SUBBASE TYPE I OR II 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.	PLAIN CONC. PAVEMENT 6" S.YDS.	CONC. CURB L.F.	PLAIN CONC. PAVEMENT "g" S.YDS.	90# SQ.YD. BITUMINOUS SURFACE S.YDS.	240# SQ.YD. BITUMINOUS BASE S.YDS.	REMARKS
																																REV. 11-16-67; DRIVES AT STA. 229+80 LT. & STA. 231+09 RT. PER DIV. OF L.A. REV. 5-29-68; DRIVE AT STA. 231+04 RT.
158+00	Lt.	"EE"	CLASS IV			147	789	350	18'	20'-20'																						
212+35	Rt.	"EE"	TEMPORARY			15		20	40'	10'-20'													719									
213+00	Rt.	"EE"	TEMPORARY				30	21	40'	10'-20'					101														101	101	Temporary Drive	
214+55	Rt.	"EE"	TEMPORARY				50	27	40'	10'-20'					105														105	105	Temporary Drive	
216+07	Rt.	"EE"	CLASS III		5'	30		18'	40'	10'-20'		49	49		152	45													132	132	Temporary Drive
217+08	Rt.	"EE"	CLASS III			40		15'	40'	10'-20'		35	35			45																
219+54	Rt.	"EE"	CLASS III	15	7'	35		21'	40'	10'-20'						45																
220+25	Rt.	"EE"	CLASS III	15	2'	40		19'	30'	10'-20'		40	40			37								62								
221+29	Lt.	"EE"	CLASS III	15		50		18'	30'	10'-20'		37	37			37																
221+32	Rt.	"EE"	CLASS III		4'	30		15'	30'	10'-20'						37																
221+85	Rt.	"EE"	CLASS III	15	7'	45		18'	40'	10'-20'						45								27								
222+35	Lt.	"EE"	CLASS III	15	11'	65		39'	20'	10'-20'		71	71			25								49								
222+70	Rt.	"EE"	CLASS III	15	8	50		19'	40'	10'-20'						45																
223+32	Rt.	"EE"	CLASS III	15	9'	40		20'	30'	10'-20'						37								53								
223+~~85~~ 30	Lt.	"EE"	CLASS ~~II~~ III	15	3'	15		16'	~~30~~ 40	10'-20'						~~32~~ 45								43								
224+19	Lt.	"EE"	CLASS III	15	8'	25		21'	16'	10'-20'						26						40 ~~10~~										
225+00	Lt.	"EE"	CLASS III	15	8'	50		19'	40'	10'-20'						45						25										
225+20	Rt.	"EE"	CLASS III		3'	30		14'	30'	10'-20'						37						53										
226+78	Rt.	"EE"	CLASS I		4'	15		11'	12'	10'-20'						23								24								
227+98	Lt.	"EE"	CLASS III	11.43	4'	25		13'	40'	10'-20'						45						6										
227+98	Rt.	"EE"	CLASS III			20		11'	24'	10'-20'						33						27										
228+87	Rt.	"EE"	CLASS III			20		11'	24'	10'-20'						33						6										
* 230+20	Rt.	"EE"	CLASS I			15		11'	12'	10'-20'						23						6										
230+40	Lt.	"EE"	CLASS III			30		7'	40'	10'-20'						45						6										
231+~~59~~ 04 ~~230+90~~	Rt.	"EE"	CLASS III		1'	25		12'	~~30~~ 40	10'-20'						~~37~~ 45																
231+33	Lt.	"EE"	CLASS III			30		11'	40'	10'-20'						45						23 ~~17~~										
231+89	Lt.	"EE"	CLASS III			25		12'	16'	10'-20'						26								18								
232+60	Rt.	"EE"	CLASS III	15	12'	60		23'	40'	10'-20'						45						10										
233+64	Rt.	"EE"	CLASS III	15	12'	75		23'	40'	10'-20'						45						71										
235+04	Lt.	"EE"	CLASS III			30		11'	40'	10'-20'						45						71										
236+13	Lt.	"EE"	CLASS III			15		8'	40'	10'-20'						45								18								
236+38.5	Rt.	"EE"	CLASS III	11.43		35		16'	30'	10'-20'						37								4								
236+90	Lt	"EE"	CLASS III	11.43		25		13'	40'	10'-20'						45						30										
239+65	Lt.	"EE"	CLASS III	11.43		35		16'	30'	10'-20'						37						27										
240+77	Rt.	"EE"	CLASS III			30		10'	40'	10'-20'						45						30										
242+3?	Lt.	"EE"	CLASS I			10		20'	10'	10'-20'						22						13										
243+00	Lt.	"EE"	CLASS III	15	12'	45		18'	40'	10'-20'		49	49			45						14										
* 229+80	Lt.	"EE"	CLASS III			30		7'	40'	10'-20'						37						17										

RICHARD C. BRIEZE REGISTERED No. 9509 STATE OF INDIANA PROFESSIONAL ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE

TABLE OF QUANTITIES FOR APPROACHES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	38	146

LOCATION	LINE	DESCRIPTION	GRADE LESS THAN 10% NOT SHOWN	DISTANCE BEYOND R/W LINE	EXCAVATION CUT C.YDS.	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 6" S.YDS.	REINF. CONC. PAV'T. S.YDS.		INTEGRAL CONC. CURB L.F.	SUBBASE TYPE I·OR·II 6" S.YDS.	1/2" PREF. JT. FILLER L.F.	TYPE "P" COMP. AGGR. SURFACE 6" S.YDS.	1" PREF. JT. FILLER L.F.	1" PREF. JT. WITH LOAD TRANSFER L.F.	PLAIN CONC. PAVEMENT 6" S.YDS.	CONC. CURB L.F.	PLAIN CONC. PAVEMENT "g" S.YDS.	90#/SQ.YD. BITUMINOUS SURFACE S.YDS.	240#/SQ.YD. BITUMINOUS BASE S.YDS.
243+00	Rt.	"EE"	CLASS III		12'	40		21'	~~30~~ 40	10'-20'																			
~~245+82~~	~~Lt.~~	~~"EE"~~	~~CLASS III~~	~~15~~	~~7'~~	~~40~~		~~21'~~	~~30'~~	~~10'-20'~~		~~47~~	~~47~~		~~37~~ 45														
246+70	Lt.	"EE"	CLASS III	15	11'	45		25'	~~30~~ 40	10'-20'		80	~~80~~	~~60~~ 80	~~37~~ 45										63 ~~47~~				
246+72	Rt.	"EE"	CLASS III		12'	30		19'	40'	10'-20'					45														
247+95	Lt.	"EE"	CLASS III	15	10'	35		20'	40'	10'-20'		58	58		45										53				
248+17	Rt.	"EE"	CLASS I	15	5'	10		16'	10'	10'-20'					22						10								
248+88	Lt.	"EE"	CLASS III	15	4'	30		17'	40'	10'-20'		45	45		45														
249+78	Lt.	"EE"	CLASS III	15	9'	50		20'	40'	10'-20'		58	58		45														
249+98	Rt.	"EE"	CLASS III		5'	20		16'	30'	10'-20'		30	30		37														
250+~~88~~ 86	Rt.	"EE"	CLASS III		3'	20		14'	30'	10'-20'		22	22		37														
250+83	Lt.	"EE"	CLASS III	15	6'	30		17'	40'	10'-20'		44	44		45														
251+89	Rt.	"EE"	CLASS III			15		7'	30'	10'-20'		5	5		37														
254+16	Rt.	"EE"	CLASS III			15		8'	30'	10'-20'		5	5		37														
254+35	Lt.	"EE"	CLASS III	15	6'	35		17'	50'	10'-20'		55	55		53														
256+18	Lt.	"EE"	CLASS III	15	10'	40		21'	30'	10'-20'		47	47		37														
257+09	Rt.	"EE"	CLASS III		1'	15		12'	30'	10'-20'		17	17		37														
257+28	Lt.	"EE"	CLASS III	15	7'	15		18'	20'	10'-20'					29														
257+73	Lt.	"EE"	CLASS III	15	7'	25		18'	30'	10'-20'					37						24								
260+02.5	Lt.	"EE"	CLASS III	15	5'	30		16'	30'	10'-20'		30	30		37						39								
260+02.5	Rt.	"EE"	CLASS III			15		11'	30'	10'-20'		13	13		37														
261+93	Lt.	"EE"	CLASS III	15	6'	25		17'	30'	10'-20'		33	33		37														
261+95	Rt.	"EE"	CLASS III	15	4'	20		15'	30'	10'-20'					37														
262+81 ~~264+41~~	Rt.	"EE"	CLASS III	15	~~3~~ 4'	30		~~19~~ 15'	30'	10'-20'					37						27								
~~265+25~~	~~Rt.~~	~~"EE"~~	~~CLASS III~~	~~15~~	~~8'~~	~~25~~		~~19'~~	~~30'~~	~~10'-20'~~					~~37~~						~~40~~ 27								
267+21	Lt.	"EE"	CLASS III			15		10'	30'	10'-20'		10	10		37						~~40~~								
267+21	Rt.	"EE"	CLASS III		6'	25		16'	30'	10'-20'					37														
268+11	Lt	"EE"	CLASS III			15		9'	30'	10'-20'		7	7		37						30								
273+67	Lt.	"EE"	CLASS III			15		11'	40'	10'-20'		18	18		45														
274+45	Lt.	"EE"	CLASS III		1'	20		12'	40'	10'-20'					45														
274+45	Rt.	"EE"	CLASS III			10		8'	20'	10'-20'					25						22								
275+65	Rt.	"EE"	CLASS III			10		12'	20'	10'-20'					25									7					
276+30.2	Rt.	"EE"	CLASS III			30		22'	~~15'~~ 30'	~~10'-20'~~ 5'-10'		33.50	33.50		~~37~~ 25									12					
276+78	Lt.	"EE"	CLASS III			10		8'	20'	10'-20'					25														
278+39	Lt.	"EE"	CLASS III	11.43		20		12'	40'	10'-20'					45						6								
278+47	Rt.	"EE"	CLASS III			55		27'	30'	60'					72						22								
280+91	Lt.	"EE"	CLASS III			15		9'	40'	10'-20'					45									89					
283 ~~284~~+04	Lt.	"EE"	CLASS III			15		9'	~~30'~~ 40'	10'-20'					~~37~~ 45									9					
285+65	Lt.	"EE"	CLASS III			15		7'	40'	10'-20'					45						~~7~~ 9								
285+65	Rt.	"EE"	CLASS III			30		17'	40'	10'-20'					45														
289+00	Lt.	"EE"	CLASS III			15		8'	40'	10'-20'					45									44					
290+65	Lt.	"EE"	CLASS III			20		11'	40'	10'-20'					45									6					
292+60	Lt.	"EE"	CLASS III			20		17'	40'	10'-20'					45									18					
294+70	Lt.	"EE"	CLASS III	15		35		21'	40'	10'-20'					45						44								
295+47	Lt.	"EE"	CLASS III			10		11'	20'	10'-20'					29						62								
296+64	Rt.	"EE"	CLASS III			20		10'	40'	10'-20'		13	13		45						9								
* 273+60	Rt.	"EE"	CLASS III		5'	5		15'	40'	10'-20'		20	20		45														
° 269+15	Rt.	"EE"	CLASS III			5		7'	30'	10'-20'					37						23								
† 277+57	Rt.	"EE"	CLASS III			60		25'	30'	5'-60'		98	98		56														
51+30	Rt.	"S-3-EE"	CLASS III					10'	40'	10'-20'		13	13		45														
51+50	Lt.	"S-3-EE"	CLASS III			15		9'	40'	10'-20'		9	9		44														
13+10	Rt	"S-SR26-EE"	CLASS I			10		15'	12'	10'-20'					25														
13+52	Rt	"S-SR26-EE"	CLASS III	10.5		20		14'	30'	10'-20'					37						11								
16+17	Lt.	"S-SR26-EE"	CLASS ~~II~~ III			30		24'	30'	20'-20'		64	64		36									24					
16+48	Rt.	"S-SR26-EE"	CLASS ~~II~~ III			25		16'	30'	20'-20'		42	42		36														
48+84	Lt	"S-4-EE"	CLASS III			15		8'	40'	10'-20'		47	47																
51+35	Rt	"S-4-EE"	CLASS II			25		13'	30'	15'-25'		40		40	35														
55+65	Rt	"S-4-EE"	CLASS II			20		24'	20'	15'-25'		68		68															
17+07	Rt.	"S-SR26-EE"	CLASS III			30		20	30'	20'-20'		87	87																
TOTALS						2682	987					1379	1271	108	338	3365					1553			623			338	338	

REMARKS

REV. 11-16-67; DRIVES AT STA. 245+82 LT. & AT STA. 275+60 RT. PER DIV. OF L.A.
REV. 11-29-67; DRIVES AT STA. 243+00 RT. & AT STA. 246+70 LT. PER DIV. OF L.A.
REV. 12-6-67; DRIVES RELOCATED PER DIV. OF L.A.
REV. 12-8-67; DRIVE AT STA. 250+86
REV. 5-29-68 DRIVE AT STA. 51+30 "S-3-EE" & DRIVE AT STA. 283+04

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

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	INC.	U-74(57)		39	146

TABLE OF QUANTITIES

DETAIL	DESCRIPTION	LINE	STATION	EXCAVATION CUY 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") S.YDS	PRIVATE DRIVE PAVEMENT (6") S.YDS	PLAIN CONCRETE PAVEMENT (6") SYDS	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	BIT. MATERIAL FOR SEAL TONS	GUARD RAIL TYPE CA OR CST 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-I L.F.	1" PREF. EXP. JOINT WITH LOAD TRANSFER JOINT FILLER L.F.	SPECIAL BITUM. CENTER CURB S.YDS.	SURFACE REMOVAL S.YDS	GUARD RAIL TYPE As L.F.	GUARD RAIL TYPE Ba OR Bst L.F.	GUARD RAIL TYPE Ga OR Gst L.F.	PAVED SIDE DITCH TYPE A C.F.	B L.F.	C L.F.	D L.F.	E L.F.	F L.F.	G L.F.	SODDING S.YDS TONS	TYPE "P" COMPACTED AGGR. SHOULDER C.YDS.	CLASS "D" CONCRETE S.YDS.	PAVEMENT REMOVAL S.YDS.	PAVEMENT BREAKING S.YDS	MIXTURE FOR BITUMINOUS SHOULDER TONS	CONCRETE HEADER L.F.	CONCRETE CENTER CURB TYPE "B" S.YDS.
MAIN LINE *		E E		51,399	10,276			14,177	58,831	7,051			1,365		6,153	19,440	2,754		10,772		18.22		6,925	1,055		10,830																										
INCID. CONSTR. BEGINN'G.		E E		5,111	4,665		113	420		1,260			13	35			91			.10	.27									12,237	243	185		244									8,812		581.15	28,373	244		180	
INCID. CONSTR. END		E E		418	255		1,311			582			112	158			106			.11														244										63		733	511			9
UNION STREET		S-3-E E		2,688	0				1,391						359				286						430																										
SOUTH STREET		S-SR-26-E E		2559 ~~3897~~	0				1676 ~~1,046~~										563 ~~271~~							680				313		30														582				
KOSSUTH STREET		S-4-E E		1,035	0				647				28	75	440			415			0.65					306				303		30	107													583				
EARL AVE.													18	47	449		134		168	.13	.57					251				146		30																		
FROM APPROACH TABLE				2882	1007						3366	623	15	41			484	518																													478				
																													228																						
TOTALS				63,310	16,193		1,424	14,597	62,545	8,893	3366	623	1,554	364	7,401	19,447	3,590	933	11,589	.69	20.00		6,925	1,055	430	12,067			228	13,999	243	275	107	488								8,812	63	581.15	30,749	755		180	9

* INCLUDES QUANTITIES FOR RETAINING WALL CONSTRUCTION

** 140 TONS CALCIUM CHLORIDE REQ'D. FOR TYPE "P" COMPACTED AGGREGATE SURFACE

RICHARD C. BRILLE REGISTERED No. 9500 STATE OF IDAHO PROFESSIONAL ENGINEER

November 4, 1964

SEE STD. SHEET "MP" FOR ACCEPTABLE TYPES OF PIPE WITHIN EACH GROUP

STRUCTURE DATA

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

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(67)	1967	40	146

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.	Precast Conc. 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		5				82		17
84	197+73.24Lt.	"EE"			Reconstructed M.H.	2						5					Adjust Casting to Grade	17
85	197+95,46Lt.	"EE"	L	42	St'd. M.H. Type A-4	250		15.5	640.02	638.77		275				80		17
86	198+00,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	36		1.0	655.05	654.75		10				87		17
87	198+00, ℄	"EE"	L	12	St'd. Inlet Type F-7	36		1.5	654.75	654.45		10				88		17
88	198+00,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	654.20	653.90		5				85		17
89	200+75,30.5Lt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade	17
90	204+70,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	36		1.0	654.65	654.35		10				91		17-18
91	204+70, ℄	"EE"	L	12	St'd. Inlet Type F-7	36		1.5	654.35	654.05		10				92		17-18
92	204+70,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	653.80	653.50		5				93		17-18
93	204+75,46Lt.	"EE"	L	42	St'd. M.H. Type A-4	680		15.0	643.42	640.82		740				85		17-18
94	205+30,6'Lt.	"EE"	L	36	St'd M.H. Type A-4	68		12.0	644.26	643.82		60				93		18
95	205+44,10Lt.	"EE"	L	15	St'd. M.H. Type B-4	6						5					Remove Existing D.I. in place, Connect to Existing Flowline.	18
96	207+50, ℄	"EE"	L	12	St'd. Inlet Type E-7	8		5.5	653.20	647.52		5				97	1-12" Tee Req'd. @ Sta 207+50	18
97	208+15,6Lt.	"EE"	L	36	St'd. M.H. Type A-4	285		6.0	646.54	644.26		250				94		18
98	208+20,39Rt.	"EE"	L	12	St'd. C.B. Type K-10	42		1.0	653.00	651.00		10				97		18
99	208+20,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	28		1.0	653.00	651.00		10				97		18
100	209+50,6Lt.	"EE"	L	36	St'd. M.H. Type A-4	135		4.5	648.01	646.54		120				97		18
101	209+55,39Rt.	"EE"	L	12	St'd. C.B. Type K-10	42		1.0	652.50	651.00		10				100		18
102	209+55,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	28		1.0	652.50	651.00		10				100		18
103	210+20, ℄	"EE"	L	12	St'd. Inlet Type E-7	12		3.5	654.00	650.00		5				104	1-12" Tee Req'd. @ Sta. 210+20	18
104	213+50,6Lt.	"EE"	L	30	St'd. M.H. Type A-4	380		4.0	652.28	648.01		320				100		18
~~105~~	~~213+35,39Rt.~~	~~"EE"~~	~~L~~	~~12~~	~~St'd. Inlet Type K-10~~	~~30~~		~~1.0~~	~~654.90~~	~~654.60~~		~~10~~				~~106~~		~~18~~
102	209+00Lt.	"EE"		6	Perf. F.B.C.C.S.	340								18			Pipe @ Retaining Wall, Connect to Existing M.H. @ Sta. 212+25, 62Lt.	10
103	212+35Rt.	"EE"	D	12		56		1.0	654.95	654.30		5	2	16			Temporary Str.	10
104	215+00Rt.	"EE"	D	12		54		1.0	654.18	653.56		5	2	16			Temporary Str.	10
105	213+00	"EE"	A	12		28		1.5	654.20	654.00		10	1	16			Temporary Str.	10
106	213+00	"EE"	A	12	St'd. Inlet Type F-7	52	30°	1.5	654.00	653.52		15	1	16		106	Temporary Str. Outlet @ Sta. 213+30	10
107	215+92Rt.	"EE"			St'd. Inlet Type E-7				649.80					16			Temporary Str. Connect to Existing 12" Storm	10
108	219+95Lt.	"EE"			St'd. M.H. Type A-4				653.03	651.70				16			Temporary Str. Connect to Existing 24" Storm	10
109	214+55Rt.	"EE"	D	12		60		1.0	657.70	654.55		5	2	16			Temporary Str.	10
109A	214+78 Lt.	"EE"		6	Perf. F.B.C.C.S.	330											Pipe @ Retaining Wall	10
110	216+35,6Lt.	"EE"	L	30	St'd. M.H. Type A-4	240		2.0	655.70	653.05 (~~652.80~~)		200				108		10
111	216+40,51Rt.	"EE"	L	12	St'd. Inlet Type K-10	48		1.0	660.65	660.00		10				112		10
112	216+40 ℄	"EE"	L	12	St'd. C.B. Type A-2	6		2.0	659.75	659.00		5				110		10
113	216+40,39Lt.	"EE"	L	12	St'd. Inlet Type K-10	36		1.0	660.65	660.00		35				112		10
114	217+50,6Lt.	"EE"	L	30	St'd. M.H. Type A-4	420		4.5	656.99	652.28		350				110		10
115	49+25,20Rt.	"S-3-EE"	L	12	St'd. Inlet Type K-10	40		1.0	664.34	664.04		10				116		10
116	49+25,23Lt.	"S-3-EE"	L	12	St'd. C.B. Type K-10	46		1.5	663.79	663.00		10				119		10
117	50+75,23Rt.	"S-3-EE"	L	12	St'd. C.B. Type K-10	100		2.0	662.78	662.00		25				114		10
118	50+75,22Lt.	"S-3-EE"	L	12	St'd. Inlet Type K-10	42		1.5	664.33	663.03		10				117		10
†119	218+90,46Lt.	"EE"	L	30	St'd. M.H. Type A-4	145		2.0	658.99	656.99		125				114	NOTE: M.H. "A-4", 35' of 30" Group "L" Pipe and Spec. Borrow Grade "B" by City of LaFayette.	10
120	218+95,50Rt.	"EE"	L	12	St'd. Inlet Type K-10	52		1.0	666.19	664.58		15				118		10
121	218+95,6Rt.	"EE"	L	12	St'd. C.B. Type E-7	50		1.5	666.50	658.99		15				119		10
122	218+95,52Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.0	666.00	665.00		5				119		10
123	218+54,53Rt.	"EE"			Reconstructed M.H.	2						5					Adjust Casting to Grade	10
124	223+05,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	30		1.0	673.41	673.11		10				125		11
125	223+10,6'Rt.	"EE"	L	12	St'd. Inlet Type F-7	42		1.5	673.11	672.91		10				126		11
126	223+10,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	672.56	671.00		5				127		11
†127	223+05,46Lt.	"EE"	L	24	St'd. M.H. Type A-4	415		9.5	663.64	658.99		195				119	NOTE: 260' of 24" Group "L" Pipe and Spec. Borrow Grade "B" by City of LaFayette.	11

Mo.A.T. 1/66

REV. 4-13-70; NOTES FOR STR. NO. 119 & NO. 127

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.	Precast Conc. End Section Each	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	675.37	675.07		10				129		11
129	225+50, ℄	"EE"	L	12	St'd. Inlet Type F-7	36		1.5	675.07	674.77		10				130		11
130	225+50,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	674.52	673.30		5				131		11
131	225+45,46Rt.	"EE"	L	24	St'd. M.H. Type A-4	240		11.5	666.33	663.64		115				127		11
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	11
133	228+35,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	74		1.0	676.31	676.01		20				134		11
134	228+35,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	675.76	674.00		5				135		11
135	228+30,46Lt.	"EE"	L	18	St'd. M.H. Type A-4	285		11.0	669.92	666.73		85				131		11
136	228+50,50Lt.	"EE"	L	12	St'd. C.B. Type B-2	18		7.5	675.00	674.00		5				135		11
137	229+00,5'Rt.	"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	11
138	231+00,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	676.61	676.00		5				139		11
139	230+95,46Lt.	"EE"	L	18	St'd. M.H. Type A-4	265		8.5	672.89	669.82		80				135		11
140	231+30,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	82		1.0	677.26	676.96		20				138		11
141	232+95,46Lt.	"EE"	L	18	St'd. M.H. Type A-4	200		7.0	675.13	672.89		60				139		11
142	233+00,6'Rt.	"EE"	L	12	St'd. Inlet Type E-7	50		4.5	679.00	678.00		15				141		11
143	235+90,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	42		1.0	677.34	677.04		10				144		12
144	235+90,6'Lt.	"EE"	L	12	St'd. Inlet Type F-7	30		1.5	677.04	676.74		10				145		12
145	235+80,39Lt.	"EE"	L	12	St'd. Inlet Type K-10	8		2.0	676.49	676.00		5				146		12
146	235+85,46Lt.	"EE"	L	18	St'd. M.H. Type A-4	455		5.0	675.20	673.20		135				153		12
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	12
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	12
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	12
150	240+37,58Rt.	"EE"	L	12	St'd. 15" Pipe C.B.	16		1.0	676.00	675.70		5				151		12
151	240+35,41Rt.	"EE"	L	12	St'd. Inlet Type M-10	74		1.5	675.70	675.40		20				152		12
152	240+35,39Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		2.0	675.15	674.85		5				153		12
153	240+40,46Lt.	"EE"	L	24	St'd. M.H. Type A-4	425		5.0	672.80	670.93		200				158		12
154	241+00,55Lt.	"EE"		6	Field Tile	74						10				155	Remove Field Tile within R/W	12
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	12
156	244+25,51Rt.	"EE"	L	12	St'd. Inlet Type K-10	54		4.5	674.67	674.37		15				157		12
157	244+25,6'Lt.	"EE"	L	12	St'd. Inlet Type F-7	54		1.5	674.37	674.00		15				158		12
158	244+65,46Lt.	"EE"	L	30	St'd. M.H. Type A-4	485		5.0	670.53	668.40		405				167		12
159	~~244+60,39Lt.~~	~~"EE"~~	~~L~~	~~24~~	~~St'd. C.B. Type B-8~~	~~10~~		~~2.5~~	~~671.67~~	~~671.00~~		~~5~~				~~158~~	VOID	12
160	15+68,~~24Lt.~~ (38'Lt.)	"S-SR26EE"	L	24	St'd. C.B. Type ~~B-8~~ K-10	~~22~~ (30')		2.0	672.22	671.92		15				~~159~~ (158)		12
161	15+68,~~24'Rt.~~ (38'Rt.)	"S-SR26EE"	L	12	St'd. Inlet Type K-10	~~42~~ (76')		1.5	672.77	672.47		10				160		12
162	16+00,~~25Rt.~~ (38'Rt.)	"S-SR26EE"	L	~~12~~ (15")		~~38~~ (172')		1.0	676.45	673.02		~~10~~ 15				161	~~Construct Headwall on Inlet End~~, Tee Req'd. Connect to 15" Pipe in Place	12
163	16+15,~~25Lt.~~ (38'Lt.)	"S-SR26EE"	L	15		~~76~~ (216')		1.0	677.35	676.50		15				160	Remove D.I. in Place Connect to 15" Pipe in Place (Tee Req'd.	12
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	12
165	249+45,39Rt.	"EE"	L	12	St'd. Inlet Type K-10	76		1.0	671.79	671.49		20				166		12
166	249+45,40Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	671.24	670.50		5				167		12
167	249+50,46Lt.	"EE"	L	36	St'd. M.H. Type A-4	445		5.0	668.00	666.04		385				171A		12
163A	244+78,48Lt.	"EE"			Reconstructed M.H.	1											Adjust Casting to Grade	12

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.

★ SEE SHEET 41 OF 146 FOR STRUCTURE Nº 95 TO 101

† STRUCTURES NO. 119 & NO. 127, These Portions by City of LaFayette.

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74(57)	"EE"	40	146	

SEE STD. SHEET "MP" FOR ACCEPTABLE TYPES OF PIPE WITHIN EACH GROUP.

STRUCTURE DATA

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

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	41	146

REV. 4-13-70; NOTE FOR STRUCTURE NO. 208

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.
168	251+40.30'Lt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade	13
169	253+80.39'Rt.	"EE"	L	12	St'd. Inlet Type K-10	44		1.0	670.01	669.71		10				170		13
170	253+85.6'Lt.	"EE"	L	12	St'd. Inlet Type F-7	30		1.5	669.71	669.41		10				171		13
171	253+90.39'Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	669.15	668.00		5				171A		13
172	255+54.30'Lt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade	13
173	256+75.39'Rt.	"EE"	L	12	St'd. Inlet Type K-10	36		1.0	668.80	668.50		10				174		13
174	256+75, ℄	"EE"	L	12	St'd. Inlet Type F-7	38		1.5	668.50	668.20		10				175		13
175	256+75.39'Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	667.95	667.00		5				176		13
176	256+80.46'Lt.	"EE"	L	36	St'd. M.H. Type A-4	290		5.5	644.79	662.93		255				181		13
177	259+59.30'Lt.	"EE"															Adjust Casting to Grade	13
178	259+65.39'Rt.	"EE"	L	12	St'd. Inlet Type K-10	42		1.0	667.61	667.31		10				179		13
179	259+65.6'Lt.	"EE"	L	12	St'd. Inlet Type F-7	30		1.5	667.31	667.01		10				180		13
180	259+65.39'Lt.	"EE"	L	12	St'd. C.B. Type K-10	10		2.0	666.76	666.00		5				181		13
181	259+70.46'Lt.	"EE"	L	36	St'd. M.H. Type A-4	385		6.5	662.93	660.47		335						13
182	260+45.52'Lt.	"EE"	L	12	St'd. C.B. Type E-7	8		6.0	667.50	662.20		5				181	1-12" Tee Req'd. @ Sta. 260+45	13
183	261+65.52'Lt.	"EE"	L	12	St'd. C.B. Type E-7	8		6.0	667.50	661.44		5				181	1-12" Tee Req'd. @ Sta. 260+45	13
184	263+50.39'Rt.	"EE"	L	12	St'd. Inlet Type K-10	36		1.0	666.03	665.73		10				185		13
185	263+50, ℄	"EE"	L	12	St'd. Inlet Type F-7	36		1.5	665.73	665.43		10				186		13
186	263+50.39'Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		2.0	665.18	664.50		5				186A		13
187	263+54.30'Lt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade	13
188	266+00.4'Lt.	"EE"	L	12	St'd. Inlet Type E-7	40		8.0	667.00	658.22		10				186A	1-12" Tee Req'd. @ Sta. 266+00	14
189	266+75.56'Lt.	"EE"	L	12	St'd. C.B. Type E-7	18		1.5	666.50	665.50		5				192		14
190	266+85.39'Rt.	"EE"	L	12	St'd. Inlet Type K-10	74		1.0	665.07	664.77		20				191		14
191	266+85.39'Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	664.52	664.00		5				192		14
192	266+90.46'Lt.	"EE"	L	36	St'd. M.H. Type A-4	85		9.0	657.39	656.61		75				196		14
193	267+56.36'Lt.																Adjust Casting to Grade	14
194	267+70.43'Rt.	"EE"	L	12	St'd. Inlet Type K-10	78		1.0	665.28	664.98		20				195		14
195	267+70.39'Lt.	"EE"	L	12	St'd. C.B. Type K-10	8		1.5	664.73	664.00		5				196		14
196	267+75.46'Lt.	"EE"	L	36	St'd. M.H. Type A-4	345		14.0	656.51	653.16		300				201		14
197	268+20	"EE"		8	Field Tile	14				668.00		5				196	Connect to Existing Field Tile, 1-16" Tee Req'd. Remove Field Tile within R/W	14
198	268+40.4'Rt.	"EE"	L	12	St'd Inlet Type E-7	48		9.0	666.00	656.86		10				196	1-12" Tee Req'd. @ Sta. 268+40	14
199	269+00.52'Lt.	"EE"	L	12	St'd. C.B. Type E-7	8		10.5	666.00	656.26		5				196	1-12" Tee Req'd. @ Sta. 268+40	14
200	269+20	"EE"		6	Field Tile	12				657.00		5				196	Connect to Existing Field Tile, 1-16" Tee Req'd. Remove Existing Field Tile within R/W @ Sta. 263+20	14
201	271+20.46'Lt.	"EE"	L	54	St'd. M.H. Type E-4	150		14.5	652.37	657.77		235				206		14
202	271+55.36'Lt.	"EE"															Adjust Casting to Grade	14
203	271+55.49'Rt.	"EE"															Adjust Casting to Grade	14
204	49+17.20'Rt.	"S-4-EE"	L	12	St'd. C.B. Type K-10	50		7.5	665.41	664.50		15				201		14
205	49+17.20'Lt.	"S-4-EE"	L	12	St'd. Inlet Type M-10	34		2.0	665.96	665.66		10				204		14
206	51+00.15'Rt.	"S-4-EE"	L	54	St'd. M.H. Type E-4	386		14.5	651.77			605						17
207	55+13	"S-4-EE"		54	Extra Strength R.C.	50			650.20	650.04							See Special Provisions (To Be Jacked)	17
208	51+69.5 15'Rt.	"S-4-EE"	L	54	St'd. M.H. Type E-4	230†						360					Connect to Existing 60" Storm Sewer. NOTE: M.H., 50' of 54" Group "L" Pipe & Spec. Borrow, Grade "B" by City of LaFayette.	17
209	272+45.52'Rt.	"EE"	L	12	St'd. Inlet Type K-10	86		1.0	666.56	666.26		20				210		14
210	272+45.39'Lt.	"EE"	L	12	St'd. Inlet Type M-10	66		1.5	66[illegible].26	665.96		10				205		14
211	274+64.41'Rt.	"EE"															Adjust Casting to Grade	14
212	277+10.25'Rt.	"EE"	L	12	St'd. Inlet Type K-10	72			666.82	666.52		15				213		14
171A	253+95.46'Lt.	"EE"	L	36	St'd. M.H. Type A-4	285		5.0	666.04	664.79		250				176		13
186A	263+55.46'Lt.	"EE"	L	36	St'd. M.H. Type A-4	335		5.5	660.47	657.39		290				192		13

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.	CULVERT PIPE END SECTION EACH	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS ALUMINUM	CONNECT TO STR.*	REMARKS	PLANS ON SHEET NO.
213	278+05.45'Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		1.5	666.27	665.50		5				214		14
214	278+00.46'Lt.	"EE"	L	42	St'd. M.H. Type A-4	680		14.0	654.13	652.77		700				201		14
215	279+94.30'Rt.	"EE"	L	12	St'd. Inlet Type B-2	14		1.0	665.93			5				216	Connect to Existing M.H.	15
216	279+94.184'Rt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade, 1 M.H. Ring & Cover Req'd.	15
217	280+00.55'Lt.	"EE"	L	12	St'd. C.B. Type E-7	10		13.0	666.50	656.50		5				220	1-12" Tee Req'd. @ Sta. 280+00	15
218	281+50.24'Rt.	"EE"	L	12	St'd. Inlet Type K-10	62		1.0	665.33	665.03		15				219		15
219	281+50.24'Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		1.5	664.78	664.00		5				220		15
220	281+45.50'Lt.	"EE"	L	42	St'd. M.H. Type A-4	345		13.5	654.82	654.13		375				214		15
221	282+41.30'Rt.	"EE"	L	12	St'd. Inlet Type B-2	14		1.0	664.74			5				222		15
222	282+41.175'Rt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade, 1 M.H. Ring & Cover Req'd.	15
223	283+50.54'Lt.	"EE"	L	12	St'd. C.B. Type E-7	10		10.0	660.00	657.00		5				226	1-12" Tee Req'd. @ Sta. 283+50	15
224	285+30.24'Rt.	"EE"	L	12	St'd. Inlet Type K-10	62		1.0	662.34	662.04		15				225		15
225	285+30.44'Rt.	"EE"	L	12	St'd. C.B. Type K-10	6		1.5	663.08	662.50		5				226		15
226	285+25.50'Lt.	"EE"	L	36	St'd. M.H. Type A-4	380		12.5	655.93	655.22		330				220		15
227	285+37.54'Rt.	"EE"	L	12	St'd. C.B. Type E-7	14		12.0	665.00	664.00		5				226		15
228	285+385.30'Rt.	"EE"	L	12	St'd. Inlet Type B-2	62		1.0	663.47			5				229		15
229	285+38.[illegible]Rt.	"EE"			Reconstructed M.H.	1						5					Adjust Casting to Grade, 1 M.H. Ring & Cover Req'd.	15
230	285+91.34'Rt.	"EE"			St'd C.B. Type K-10			1.0	662.91			5				231	Connect to Existing 18" Storm Sewer	15
231	285+91.19'Rt.																Adjust Casting to Grade, 1 M.H. Ring & Cover Req'd.	15
232	286+50.53'Lt.	"EE"	L	12	St'd. C.B. Type E-7	8		7.5	664.50	657.75		5				238	1-12" Tee Req'd. @ Sta. 286+50	15
233	287+503.5'Rt.	"EE"	L	12	St'd. C.B. Type B-2	12		1.5	662.94			20					Connect to Existing 15" Storm Sewer, 1-12" Tee Req'd.	15
234	288+40.24'Rt.				Reconstructed M.H.	1						5					Adjust Casting to Grade, 1 M.H. Ring & Cover Req'd.	15
235	290+00, Lt.	"EE"		6	Field Tile	70						5				238	Remove Existing Field Tile within R/W	15
236	290+30.32'Rt.	"EE"	L	12	St'd. Inlet Type K-10	68		1.0	662.34	662.04		15				237		15
237	290+30.435'Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		1.5	661.79	661.00		5				238		15
238	290+25.49'Lt.	"EE"	L	30	St'd. M.H. Type A-4	500		8.5	657.38	656.38		420				226		15
239	293+50.405'Rt.	"EE"	L	12	St'd. Inlet Type K-10	80		1.0	660.86	660.56		20				240		15
240	293+50.42'Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		1.5	660.31	660.00		5				241		15
241	293+45.48'Lt.	"EE"	L	24	St'd. M.H. Type A-4	320		6.5	658.42	657.78		150				238		15
242	294+30.42'Rt.	"EE"	L	12	St'd. Inlet Type K-10	80		1.0	660.80	660.50		20				243		15
243	294+30.42'Lt.	"EE"	L	12	St'd. C.B. Type K-10	6		1.5	660.25	659.75		5				244		15
244	294+25.40'Lt.	"EE"	L	24	St'd. M.H. Type A-4	80		4.5	658.58	658.42		40				241		15
245	294+23.51'Rt.	"EE"															Adjust Casting to Grade	15
246	297+24.6'Lt.	"EE"			St'd. Inlet Type E-7							5					Connect to Existing 12" Storm Sewer, Remove Existing D.I. in Place.	16
95	151+35.20'Rt. to 151+93.18'Lt.	"EE"		24"	Std Manhole, Type "D-4" & E.S. Vit. Clay Culvert	72'		29	576.4	576.5±	20	40					To be Encased, See Spec. Provisions for Joints.	
96	151+93.18'Lt.	"EE"		24"	Std. Manhole, Type "C-4" & E.S. Vit. Clay Culvert	108'		29	576.5±	Field	30	60					To be Encased, See Spec. Prov. for Joints, Plug Upstream.	
97	NOT INCLUDED	IN			THIS CONTRACT													
98	153+40	EE	B	42		172		24.0	584.80	583.90	3.05	45		16			Construct Anchor on Outlet End & Connect to Existing Box Culvert in Place @ Outlet End.	
99	154+00	EE	A	12	Std Inlet Type E-7	64		7.0	595.74	584.00		5		16		98		
100	157+50	EE	A	12		112		7.0	587.81	586.71		15	2	16				
101	158+00	EE	0	12		50		5.5	587.15	586.86		5	2	16			Under Drive	

LEGEND FOR ABBREVIATIONS

F.B.C.C.S/P.I. — FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.
F.B.C.C.A.A/P.I. — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.
F.B.C.C.S — FULLY BITUMINOUS COATED CORRUGATED STEEL.
F.B.C.C.A.A — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY.
C.S — CORRUGATED STEEL.
C.A.A — CORRUGATED ALUMINUM ALLOY.
S.P.S — STRUCTURAL PLATE STEEL.
F.B.C.C.S.A/P.I. — FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A.A/P.I. — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH WITH PAVED INVERT.
F.B.C.C.S.A — FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
F.B.C.C.A.A.A — FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH.
C.S.A — CORRUGATED STEEL ARCH.
C.A.A.A — CORRUGATED ALUMINUM ALLOY ARCH.
S.P.S.A — STRUCTURAL PLATE STEEL ARCH.

MO.A.T. 1/66

† STRUCTURE NO. 208, These Portions by City of LaFayette.

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	42	146

SUBSURFACE 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.M. PIPE FT.	CONNECTION REQUIRED 15"&45° EA.	CONNECTION REQUIRED 90° EA.	GUIDE POST TYPE "A" REQ'D. 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~~	~~130+00 TO 130+30~~	~~300~~	~~30~~	~~✓~~		~~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		✓	132+00	583.65	133+00	583.85	+0.2%		OUTLET IN RT. DITCH
EE	N	LT	130+25 TO 141+00	1075							✓	135+50	585.20	138+00	585.71	+0.204%		OUTLET IN RT. DITCH @ STA. 131+00
EE	S	RT	134+65 TO 136+70	205	22		✓				✓						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	8	✓					✓	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+30 TO 141+00	270							✓	140+75	584.46	141+00	584.57	+0.2%	23	
EE	S	RT	141+00 TO 145+00	400	14		✓			✓		140+00	585.05	141+00	584.60	-0.45%		
EE	N	RT	143+05 TO 140+30	445	18	✓		1	2		✓	141+00	584.60	141+50	584.95	+0.7%	27	
EE	N	RT	131+92 TO 139+00	748	34	✓		1	2	✓								
EE	N	LT	132+00 TO 161+30	250						✓		161+00	587.32	161+50	587.25	-0.64%		
EE	N	LT	161+30 TO 162+00	50	54		✓	1	2		✓	161+50	587.25	162+00	587.35	+0.20%		OUTLET IN RED. DITCH
EE	N	RT	139+05 TO 162+05	305	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+25	125	18	✓		1	2	✓								OUTLET IN RT. DITCH
EE	S	RT	160+25 TO 162+50	225	18	✓		1	2		✓	160+55	584.80	162+50	584.99	+0.20%		
EE	S	RT	165+25 TO 172+50	725	18	✓		1	2		✓							
EE	N	RT	171+10 TO 177+00	590	12	✓					✓							
EE	S	RT	173+55 TO 179+95	640	50	✓		1	2		✓						57	
EE	N	RT	177+05 TO 180+00	295	14	✓					✓							
EE	N	LT	182+35 TO 185+00	265	50	✓		1	2		✓						59	
EE	S	RT	180+80 TO 184+00	320		✓					✓							
EE	N	LT	184+80 TO 187+50	350							✓						64	
EE	S	RT	184+00 TO 187+50	350							✓						69	
EE	S	RT	187+50 TO 192+40	490							✓						67	
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		✓				✓						75	
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	✓					✓						80	
~~EE~~	~~S~~	~~RT~~	~~197+95 TO 200+98~~	~~303~~	~~90~~	~~✓~~					✓	198+00	652.96	200+98	653.56	+0.20%	85	
											~~✓~~	~~197+95~~	~~652.96~~	~~200+98~~	~~653.56~~	~~+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.M. PIPE FT.	CONNECTION REQUIRED 15"&45° EA.	CONNECTION REQUIRED 90° EA.	GUIDE POST TYPE "A" REQ'D. 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	215+05 TO 216+30	125	120	✓					✓							
EE	S	RT	215+05 TO 216+30	125	80	✓					✓							Outlet Back Into Temp. Constr. Dit. At Sta. 214+20
EE	N	LT	216+35 TO 218+90	255	30		✓				✓							
EE	S	RT	216+35 TO 218+90	255	40		✓				✓						110	
EE	N	LT	218+35 TO 223+05	410	10	✓					✓						110	
EE	S	RT	218+95 TO 222+95	400	100		✓				✓						119	
EE	N	LT	223+10 TO 225+65	255	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+90	385	110	✓					✓						158	
EE	N	LT	244+85 TO 249+45	460	8	✓					✓						158	
EE	S	RT	244+35 TO 249+50	515	90		✓				✓						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+85 TO 259+70	285	90		✓				✓						181	
																	181	

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

November 6, 1964

PROJECT NO	LINE	SHEET	TOTAL

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74(57)	1967	45	146

SUBSURFACE · 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.M. PIPE FT.	CONNECTION REQUIRED 15 EA.	45 EA.	90 EA.	T EA.	GUIDE POST TYPE "A" REQ'D. EA.	SODDING REQ'D. SYS.	DRAINS AHEAD	DRAINS BACK	SPECIAL GRADES FROM STA.	FROM ELEV.	TO STA.	TO ELEV.	% OF GRADE	CONNECT TO STRUCTURE NO.	REMARKS
EE	N	LT.	259+70 To 263+60	360	8		✓													
EE	S	RT.	259+75 To 263+65	390	90			✓				✓							186A	
EE	N	LT.	263+55 To 266+85	335	8		✓					✓							186A	
EE	S	RT.	263+60 To 266+90	335	90				✓			✓		264+50	663.53	266+85	662.98	-0.23%	189	
EE	N	LT.	266+95 To 267+70	75	8		✓							264+50	663.53	266+90	662.98	-0.23%	189	
EE	S	RT.	266+90 To 267+70	80									✓	266+95	662.97	267+70	663.12	+0.20%	189	
EE	N	LT.	267+75 To 271+20	345	8			✓					✓	266+90	662.98	267+70	663.14	+0.20%	189	"T" Conn. to South
EE	S	RT.	267+75 To 271+15	340	92			✓					✓	267+75	662.99	269+50	663.36	+0.21%	196	
EE	N	LT.	271+25 To 274+85	360	8		✓						✓	267+75	662.99	269+50	663.36	+0.21%	196	
EE	S	RT.	271+20 To 274+85	365	106			✓					✓	272+50	664.73	274+85	665.20	+0.20%	201	
EE	N	LT.	274+85 To 277+95	310	8		✓					✓		272+50	664.73	274+85	665.20	+0.20%	201	
EE	S	RT.	274+85 To 278+00	315	78			✓				✓		274+85	665.28	278+00	664.65	-0.20%	214	
EE	N	LT.	278+00 To 281+40	340	8		✓					✓		274+85	665.28	278+00	664.65	-0.20%	214	
EE	S	RT.	278+05 To 281+45	340	72			✓				✓							220	
EE	N	LT.	281+45 To 285+20	375	8		✓					✓							220	
EE	S	RT.	281+50 To 285+25	375	72			✓				✓							226	
EE	N	LT.	285+25 To 290+20	495	8			✓				✓							226	
EE	S	RT.	285+30 To 290+25	495	80			✓				✓							238	
EE	N	LT.	290+25 To 293+40	315	6		✓					✓							238	
EE	S	RT.	290+30 To 293+45	315	86			✓				✓		292+50	658.98	293+40	658.74	-0.27%	241	
EE	N	LT.	293+50 To 294+25	75	8		✓							292+50	658.98	293+45	658.78	-0.21%	241	
EE	S	RT.	293+45 To 294+20	75									✓	293+50	658.79	294+25	658.80	+0.60%	241	
EE	N	LT.	294+30 To 296+00	170	8		✓						✓	293+45	658.78	294+25	658.94	+0.20%	241	"T" Conn. to South
EE	S	RT.	294+25 To 296+00	175	88			✓					✓						244	
													✓						244	

LINE	NORTHBOUND OR SOUTHBOUND PAV.	LEFT OR RIGHT	STATION TO STATION	LENGTH OF GROUP "K" PIPE FT.	LENGTH OF GROUP F.B.C.C.M. PIPE FT.	CONNECTION REQUIRED 15 EA.	45 EA.	90 EA.	T EA.	GUIDE POST TYPE "A" REQ'D. EA.	SODDING REQ'D. SYS.	DRAINS AHEAD	DRAINS BACK	SPECIAL GRADES FROM STA.	FROM ELEV.	TO STA.	TO ELEV.	% OF GRADE	CONNECT TO STRUCTURE NO.	REMARKS

November 6, 1964

RICHARD C. HRTT REGISTERED 9566 STATE OF INDIANA PROFESSIONAL ENGINEER

ESTIMATE OF QUANTITIES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (57)		44	146

GRADING

ITEM	UNIT	QUANTITY
CLEARING RIGHT-OF-WAY	LS	1
LINEAR GRADING	MILE	
COMMON EXCAVATION	CYS	65,370
SOLID ROCK EXCAVATION	CYS	
WATERWAY EXCAVATION	CYS	
CLASS "Y" EXCAVATION	CYS	
WET EXCAVATION	CYS	
UNCLASSIFIED EXCAVATION	CYS	
SPECIAL BORROW	CYS	
OVERHAUL	CYS	
ADDED HAUL	UNITS	
PEAT EXCAVATION	CYS	
PEAT EXCAVATION 15 TO 25 FT.	CYS	
PEAT EXCAVATION 25 TO 35 FT.	CYS	
SURCHARGE 4'	LFT	
SURCHARGE 4'- 8'	LFT	
SURCHARGE 8'- 12'	LFT	
SURCHARGE 12'- 16'	LFT	
SURCHARGE 16'- 20'	LFT	
SURCHARGE 20'- 24'	LFT	
MACHINE OPERATION	HRS	
MACHINE AVAILABILITY	HRS	
2" CASED TEST HOLE	LFT	
4" CASED TEST HOLE	LFT	
6" CASED TEST HOLE	LFT	
2" CASED DYNAMITE HOLES	LFT	
4" CASED DYNAMITE HOLER	LFT	
6" CASED DYNAMITE HOLES	LFT	
DYNAMITE	LB	14,300
GRADE "B" SPECIAL BORROW	CYS	10,199 ~~10,199~~
PAVEMENT REMOVAL (1)	SYS	30,749
SALVAGED PAVEMENT	SYS	
SURFACE REMOVAL	SYS	488
BREAKING PAVEMENT (2)	SYS	755
CURB REMOVAL	LFT	
CENTER CURB REMOVAL		
CENTER CURB REMOVAL		
COMBINED CURB AND GUTTER REMOVAL	LFT	
LIP GUTTER REMOVAL	LFT	
GUTTER REMOVAL	LFT	
WALK REMOVAL	SYS	
STEPS REMOVAL	SYS	
GUARD RAIL SALVAGE	LFT	
RETAINING WALL REMOVAL		
RETAINING WALL REMOVAL		
PAVED SIDE DITCH REMOVAL	LFT	
REMOVAL OF PRESENT STRUCTURE	LUMP SUM	
REMOVAL OF PRESENT STRUCTURE	LUMP SUM	
TREE REMOVAL	IN/CUR	

PAVEMENT

ITEM	UNIT	QUANTITY
CEMENT CONC. BASE (3) (9")	SYS	1,424
CEMENT CONCRETE BASE (")	SYS	
H.E.S. CEMENT CONCRETE BASE (")	SYS	
H.E.S. CEMENT CONCRETE BASE (")	SYS	
CONCRETE PATCHES	SYS	
CLASS I CONCRETE PATCHES	SYS	
CLASS II CONCRETE PATCHES	SYS	
CLASS III CONCRETE PATCHES	SYS	
CLASS IV CONCRETE PATCHES	SYS	
BITUMINOUS MIXTURE FOR PATCHES	TON	
CLASS I BITUMINOUS PATCHES	TON	
CLASS II BITUMINOUS PATCHES	TON	
CLASS III BITUMINOUS PATCHES	TON	
CLASS IV BITUMINOUS PATCHES	TON	
HOT ASPHALTIC CONCRETE BASE WIDENING	TON	
HOT A.E. BASE WIDENING	TON	
CONCRETE WIDENING	SYS	
FILLING CRACKS AND JOINTS	TON	
BITUMINOUS MATERIAL FOR UNDERSEAL	TON	
DRILLING HOLES	EACH	
SUBBASE	CYS	11,589 ~~11,589~~
SUBBASE, TYPE I OR II	CYS	
SALVAGED ROAD MATERIAL FOR SUBBASE	CYS	
BITUMINOUS COATED AGGREGATE (DENSE GRADED)	TON	
TYPE "P" COMPACTED AGGREGATE BASE (4)	TON	5,920
TYPE "P" COMPACTED AGGREGATE SURFACE	TON	933
TYPE "P" COMPACTED AGGREGATE SHOULDER (5)	TON	63
PURE CALCIUM CHLORIDE (FOR SHOULDERS)	TON	3
HOT ASPHALTIC CONCRETE BASE	TON	
HOT ASPHALTIC CONCRETE BINDER	TON	
HOT ASPHALTIC CONCRETE BINDER FOR WEDGE AND LEVELING	TON	
HOT ASPHALTIC CONCRETE SURFACE, TYPE " "	TON	1554
BITUMINOUS SURFACE (6)	TON	~~1,526~~
BITUMINOUS BASE (7)	TON	364 ~~282~~
HOT A.E. BASE	TON	
HOT A.E. BINDER	TON	
HOT A.E. BINDER FOR WEDGE AND LEVELING	TON	
HOT A.E. SURFACE, TYPE " "	TON	
MIXTURE FOR BITUMINOUS SHOULDER	TON	
BITUMINOUS MATERIAL APPLIED, PRIME (8)	TON	20.0 ~~19.15~~
BITUMINOUS MATERIAL APPLIED, TACK COAT (9)	TON	1
BITUMINOUS MATERIAL APPLIED, SEAL	TON	
COVERING AGGREGATE	TON	
AGGREGATE FOR SHOULDER DRAINS	TON	

ITEM	UNIT	QUANTITY
REINFORCED CEMENT CONCRETE PAVEMENT (10")	SYS	62,545 ~~62,245~~
REINFORCED CEMENT CONCRETE PAVEMENT (")	SYS	
REINFORCED CEMENT CONCRETE PAVEMENT (")	SYS	
H.E.S. REINFORCED CEMENT CONCRETE PAVEMENT (")	SYS	
H.E.S. REINFORCED CEMENT CONCRETE PAVEMENT (")	SYS	
H.E.S. REINFORCED CEMENT CONCRETE PAVEMENT (")	SYS	
PLAIN CEMENT CONCRETE PAVEMENT (10) (9")	SYS	8,893
PLAIN CEMENT CONCRETE PAVEMENT (6")	SYS	623 ~~807~~
H.E.S. PLAIN CEMENT CONCRETE PAVEMENT (")	SYS	
PRIVATE DRIVE PAVEMENT (6")	SYS	5,365 ~~5,365~~
COMMERICAL DRIVE PAVEMENT	SYS	
CEMENT CONCRETE FOR CROSSOVER	SYS	
BITUMINOUS MIXTURE FOR CROSSOVER	TON	
REINFORCING STEEL FOR PAVEMENT	LB	7,401
CONTRACTION JOINT, TYPE "D-1"	LFT	13,999
1 INCH PREFORMED EXPANSION JOINT WITH LOAD TRANSFER	LFT	243
½ INCH PREFORMED JOINT FILLER	LFT	
1 INCH PREFORMED JOINT FILLER	LFT	275
½ INCH PREFORMED JOINT FILLER	LFT	
INCH EXPANSION JT. (TYPE)	LFT	
INCH EXPANSION JT. (TYPE)	LFT	
INCH EXPANSION JT. (TYPE)	LFT	
INCH EXPANSION JT. (TYPE)	LFT	
ANCHOR BOLTS	EACH	
BITUMINOUS MIXTURE FOR FRONTAGE ROADS	TON	
BITUMINOUS MIXTURE FOR APPROACHES	TON	228
SALVAGED ROAD MATERIAL FOR APPROACHES	CYS	
SALVAGED ROAD MATERIAL FOR BASE	CYS	
SALVAGED SURFACE MATERIAL FOR APPROACHES	CYS	
INCLUDES FOR MAINTAINING TRAFFIC		
(1) PAVEMENT REMOVAL	SYS	1315
(2) PAVEMENT BREAKING	SYS	511
(3) CEMENT CONC BASE (9")	SYS	1424
(4) TYPE "P" COMP AGG. BASE	TON	2,527
(5) TYPE "P" COMP. AGG. SHLDR.	TON	63
(6) BITUMINOUS SURFACE	TON	125
(7) BITUMINOUS BASE	TON	193
(8) PRIME	TON	.27
(9) TACK	TON	.34
(10) PLAIN CEMENT CONC. PVMT	SYS	2529
(11) CONC. CENTER CURB, TYPE "B"	SYS	9
(12) INTEGRAL CONC. CURB, TYPE B	LFT	420
(13) CONCRETE CURB	LFT	430
( ) INCLUDES FOR FRONTAGE ROADS	TON	
( ) INCLUDES FOR PRIVATE DRIVES AND MAIL BOX APPROACHES	TON	
( ) INCLUDES FOR WEDGE AND LEVELING	TON	

MISCELLANEOUS

ITEM	UNIT	QUANTITY
6 INCH HAND LAID RIPRAP	SYS	
12 INCH HAND LAID RIPRAP	SYS	
GROUTED RIPRAP	SYS	
RIPRAP	SYS	
PLACING HAND LAID RIPRAP 6"	SYS	
PLACING HAND LAID RIPRAP 12"	SYS	
PRECAST CONCRETE RIPRAP	SYS	
SLOPEWALL	SYS	
CONCRETE SLOPEWALL (")	SYS	
STANDARD LIP GUTTER	LFT	
PAVED SIDE DITCH, TYPE "A"	LFT	
PAVED SIDE DITCH, TYPE " "	LFT	
PAVED SIDE DITCH, TYPE " "	LFT	
PAVED SIDE DITCH, TYPE " "	LFT	
PAVED SIDE DITCH, TYPE "G"	LFT	
SPECIAL INTEGRAL CONC. CURB	LFT	
INTEGRAL CONCRETE CURB	LFT	12,067
INTEGRAL CONCRETE CURB TYPE "B"	LFT	14,597
INTEGRAL CONCRETE CURB TYPE "C"	LFT	
CONCRETE CURB	LFT	430
CONCRETE CURB, TYPE "B"	LFT	
BITUMINOUS CURB	LFT	1,055
CONCRETE GUTTER	LFT	
COMBINED CONCRETE CURB AND GUTTER	LFT	
RECONSTRUCTED CONCRETE CURB	LFT	
RECONSTRUCTED COMIBINED CONCRETE CURB AND GUTTER	LFT	
RESET CURB	LFT	
CONCRETE CENTER CURB	SYS	
CONCRETE CENTER CURB	SYS	
CONCRETE CENTER CURB TYPE "B" (11)	SYS	9
CONCRETE CENTER CURB TYPE " "	SYS	
CONCRETE CENTER CURB TYPE " "	SYS	
CONCRETE CENTER CURB TYPE " "	SYS	
SPECIAL BITUMINOUS CENTER CURB	SYS	105
BITUMINOUS CENTER CURB TYPE " "	SYS	
STRAIGHT BEAM GUARD RAIL	LFT	
DOUBLE-FACED STRAIGHT BEAM GUARD RAIL	LFT	
CHOP-CURVED BEAM GUARD RAIL	LFT	
SHOP-CURVED DOUBLE-FACED BEAM GUARD RAIL	LFT	
RESET WIRE-ROPE GUARD RAIL	LFT	
RESETTING GUARD RAIL	LFT	
GUARD RAIL POST	EACH	
WIRE-ROPE GUARD RAIL	LFT	
GUARD RAIL, TYPE CA OR CST	LFT	6,905
GUARD RAIL, TYPE GA OR GST	LFT	
GUARD FENCE	LFT	
RESET GUARD FENCE		
FENCE (FARM FIELD TYPE)	LFT	
FENCE (CHAIN LINK TYPE) 6'	LFT	435
FENCE (BARBED WIRE)	LFT	
GATES (SINGLE)	EACH	
GATES (DOUBLE)	EACH	
RESETTING FARM FIELD TYPE FENCE	LFT	
RESETTING CHAIN LINK TYPE FENCE 6'	LFT	435
GUIDE POST, TYPE "A"	EACH	
GUIDE POST, TYPE " "	EACH	
RESET GUIDE POST	EACH	
DELINEATORS, TYPE " "	EACH	
DELINEATORS, TYPE " "	EACH	
BARRICADES, TYPE "A"	EACH	4
BARRICADES, TYPE "B"	EACH	6
PERMANENT BARRICADES, TYPE "A"	EACH	
PERMANENT BARRICADES, TYPE "B"	EACH	
TYPICAL SIGN STANDARDS	EACH	30
STANDARD SIGNS	EACH	

ITEM	UNIT	QUANTITY
CONCRETE HEADER, TYPE "A"	LFT	180
CONCRETE HEADER, TYPE "B"	LFT	
RECONSTRUCTED CONCRETE HEADER	LFT	
CEMENT CONCRETE SIDE WALK	SYS	
EXPANSION JOINT FOR SIDEWALK	LFT	
CROSSWALK	SYS	
RIGHT-OF-WAY MARKERS	EACH	54
RESET RIGHT-OF-WAY MARKERS	EACH	
MONUMENTS, TYPE "B"	EACH	4
MONUMENTS, TYPE " "	EACH	
MONUMENTS RE-ESTABLISHED	EACH	
CASTINGS ADJUSTED TO GRADE, MONUMENTS	EACH	
BENCH MARK POST	EACH	2
RESETTING BENCH MARK POST	EACH	
RAILROAD SIGN TYPE "A"	EACH	
RAILROAD CROSSBUCK SIGN, TYPE "B"	EACH	
ADVANCE RAILROAD WARNING SIGN	EACH	
CONDUIT (2")	LFT	4,465
HAND HOLE FOR STREET AND ALLEY	EACH	18
HAND HOLE FOR SIDEWALK	EACH	11
PEDESTAL FOUNDATION, TYPE "A"	EACH	
PEDESTAL FOUNDATION, TYPE "B"	EACH	
STEEL POLE FOUNDATION, TYPE "A"	EACH	
STEEL POLE FOUNDATION, TYPE "B"	EACH	
SODDING	SYS	8,812
FURNISHING AND PLACING AGRICULTURAL LIMESTONE	TON	34
FURNISHING AND PLACING FERTILIZER	TON	5
FURNISHING AND PLACING SEED	LB	1176
FURNISHING AND APPLYING MULCHING MATERIAL	TON	43
PLAIN SEEDING	SYS	
MULCHED SEEDING	SYS	
AGRICULTURAL OATS	LB	
AGRICULTURAL RYE	LB	692
FILLET WELD	LFT	
STEEL FOR RECONSTRUCTED EXPANSION JOINT	LB	
MAINTAINING TRAFFIC	LS	1

ITEM	UNIT	QUANTITY
PAINT FOR TEMPORARY PAVEMENT STRIPE	LFT.	1,000
TAPE FOR TEMPORARY PAVEMENT STRIPE	LFT.	1,000

ITEM	UNIT	QUANTITY

THE QUANTITIES SHOWN ON THIS SHEET INCLUDE THE FOLLOWING ITEMS TO MITIGATE RIGHT-OF-WAY DAMAGES

ITEM	UNIT	QUANTITY

Mc A.T. 1/66

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
U-74 (57)	"FF"	44	146	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	U-74 (57)		45	140

ESTIMATE OF QUANTITIES (CON'T.)

STRUCTURE SUMMARY

CIRCULAR PIPE: LINEAL FEET

KIND / SIZE	4"	6"	8"	10"	12"	12"	15"	18"	24"	30"	36"	42"	54"	60"
GAGE STEEL		18			16	16						16		
GAGE STRUCT. PLATES STEEL TOP & SIDES														
GAGE STRUCT. PLATES STEEL BOTTOM														
THICK. STRUCT. PLATES ALUM. TOP & SIDES														
THICK. STRUCT. PLATES ALUM. BOTTOM														
GROUP A														
GROUP B					256									
GROUP												172		
GROUP D														
GROUP					220									
GROUP														
GROUP														
GROUP														
GROUP L		600	400	250	3,234		398	1,205	1,510	1,485	2,550	1,025	766	
GROUP														
REINFORCED CONCRETE														
EXTRA STRENGTH REINF. CONC.														
HEAVY DUTY REINF. CONC.													‡50	
VITRIFIED CLAY CULVERT														
CORR. STEEL														
FULLY BITUM. COATED CORR. STEEL														
EXTRA STRENGTH VITRIFIED CLAY CULVERT PIPE									180					
FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT														
DRAINTILE (FIELD TILE)		906	514	250										
FULLY BITUMINOUS COATED PERFORATED CORR. STEEL		670												

*STRUTTED

‡ Pipe to be Jacked

STRUCTURE SUMMARY (CON'T.)

PIPE ARCHES: LINEAL FEET

KIND / MIN AREA SQ. FT. *	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
GAGE STRUCT. PLATES STEEL TOP & SIDES																																										
GAGE STRUCT. PLATES STEEL BOTTOM																																										
THICK. STRUCT. PLATES ALUM. TOP & SIDES																																										
THICK. STRUCT. PLATES ALUM. BOTTOM																																										
GAGE																																										
GROUP G-																																										
GROUP G-																																										
GROUP G-																																										
GROUP H-																																										
GROUP H-																																										
GROUP H-																																										
CORR. STEEL OR CO/R. 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. CO/R. STEEL PIPE ARCH WITH PAVED INVERT OR BIT. COAT. CORR. ALUM. ALLOY PIPE ARCH WITH PAVED INVERT.																																										
REINF. ELLIPTICAL CONCRETE.																																										
BIT. CO/R. CORR. STEEL PIPE ARCH WITH PAVED INVERT																																										

(*) "SPAN" AND "RISE" WHEN OTHER THAN GROUP "G" OR GROUP "H" IS SPECIFIED.

PIPE: GROUP "K" FOR SUBSURFACE DRAINAGE 6"	16,085	LIN. FT.
PIPE: FULLY BIT. COATED NON PERFORATED CORR. STEEL 6"	2,605	LIN. FT.
AGGREGATE FOR SUBSURFACE DRAINAGE	1,271	CYS

AUTO DRAINAGE GATES		
SIZE	HEAD	EACH

CASTINGS ADJUSTED TO GRADE
EACH
16

REINF. CONCRETE SPRING BOXES
EACH

ITEM	UNIT	QUANTITY
CONCRETE CLASS "D" FOR STRUCTURES	CYS	581
REINFORCING STEEL FOR STRUCTURES	LB	49,447
CONCRETE CLASS "F" FOR STRUCTURES	CYS	
CONCRETE CLASS "F" FOR INTEGRAL CURB WALK	CYS	
CONC. CLASS "D" FOR ENCASEMENT	CYS.	50

CASTINGS FURNISHED AND ADJUSTED TO GRADE		
TYPE "4"	5	EACH
TYPE " "		EACH

INLETS			
TYPE	EACH	TYPE	EACH
B-2	5		
E-7	10		
F-7	9		
K-10	27		
M-10	3		

CATCH BASINS	
TYPE	EACH
A-2	1
B-2	2
B-8	–
E-7	11
K-10	24

TYPE	EACH

CULVERT PIPE END SECTION	
TYPE	EACH
12"	12

MANHOLES	
TYPE	EACH
A-4	23
E-4	3
C-4	1
D-4	1

PIPE CATCH BASINS	
SIZE	EACH
18"	2

RECONSTRUCTED	
	LIN. FT.
MANHOLE	10
CATCH BASIN	
INLET	

M-6.7.66

JANUARY, 1966

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE