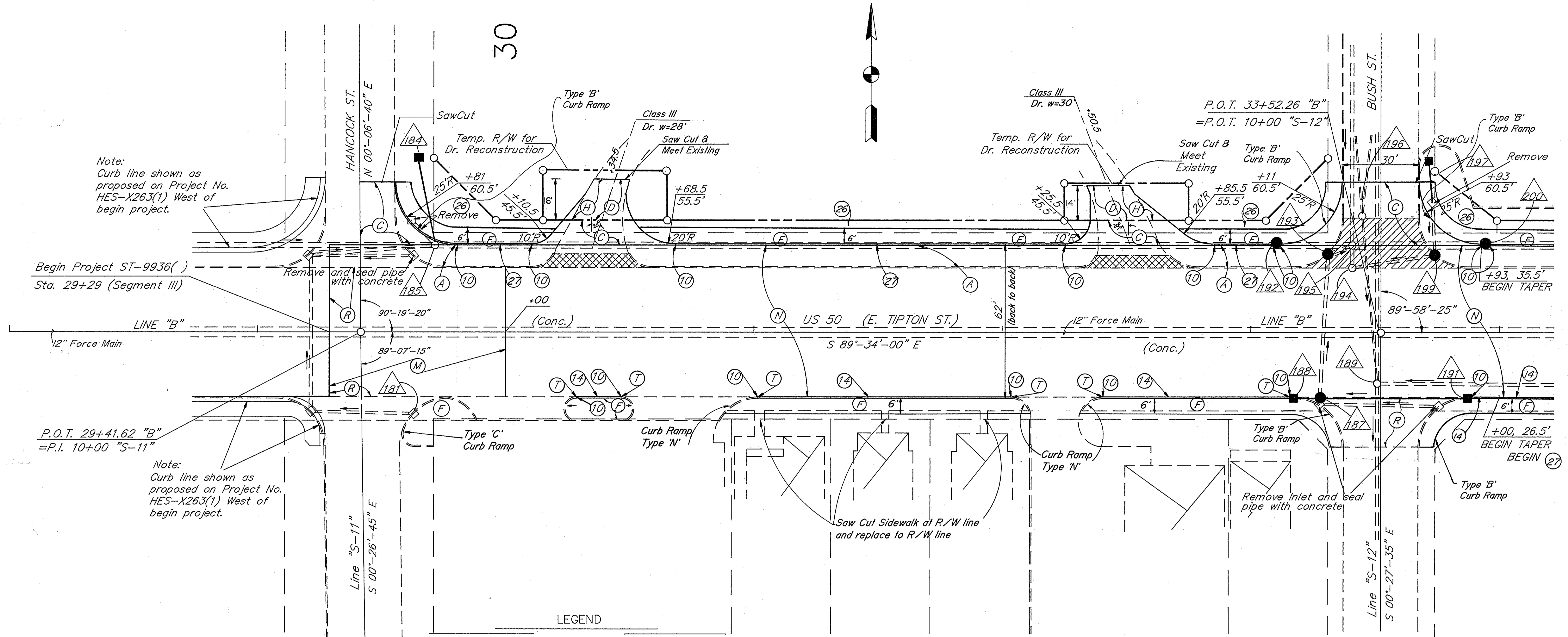
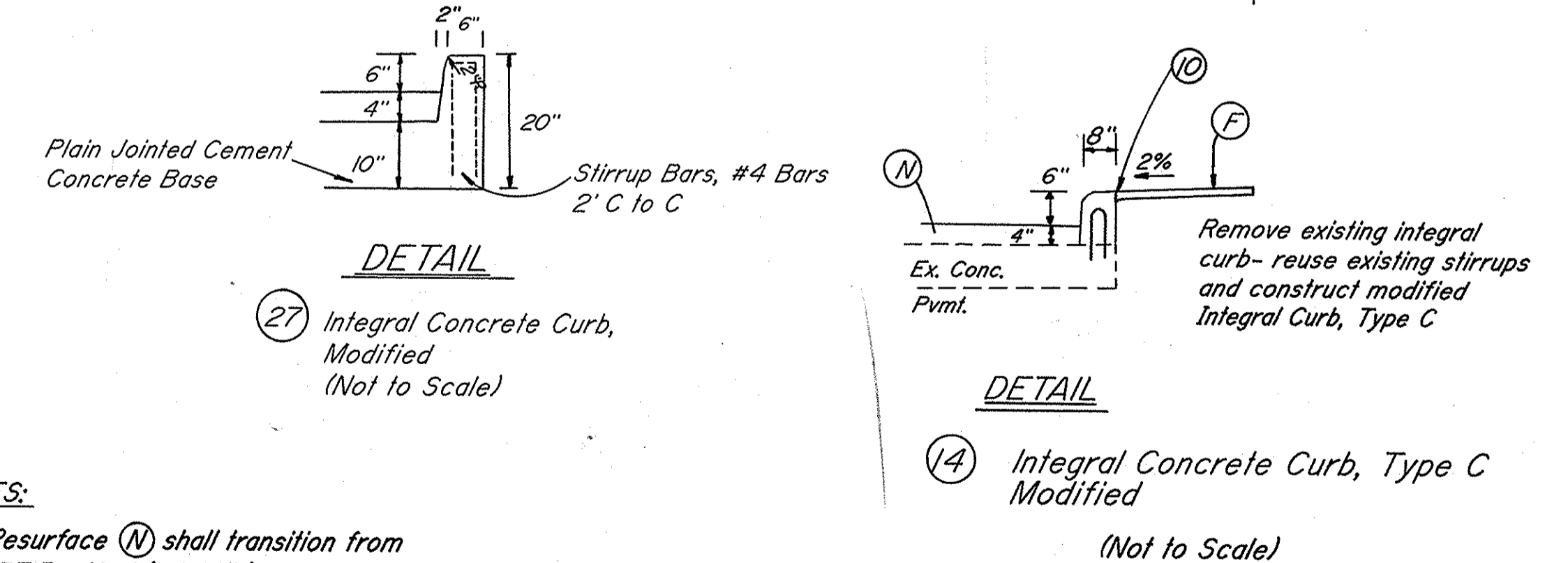


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		51	159



- LEGEND**
- (A) See Typical Section
  - (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
  - (D) 440#/Syd (240 kg/m<sup>2</sup>) HMA for Approaches
  - (F) 4" Concrete Sidewalk
  - (N) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
  - (T) 1/2" Preformed Joint Filler
  - (14) Integral Concrete Curb, Type 'C' (Modified) (See Detail)
  - (26) Sod (Nursery)
  - (27) Integral Concrete Curb (Modified) (See Detail)
  - ▲ Denotes STR. NO. (See Plan & Profile Sheet 32 for Descriptions.)
  - ▨ Concrete Pavement Removal
  - (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
  - ▩ Concrete Driveway Removal (Not a pay item)
  - (M) 1" Minimum Surface Milling (Concrete)
  - (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2" or to meet existing.
  - (R) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline

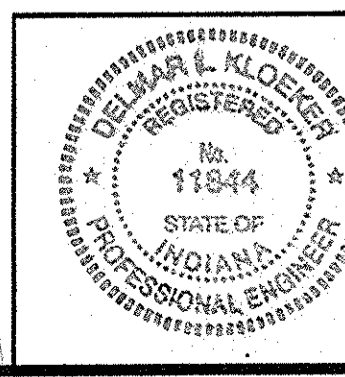


**NOTES:**

- Resurface (N) shall transition from 137.5#/Syd (1 1/4") to 440#/Syd (4") from Sta. 29+29 to Sta. 30+00.

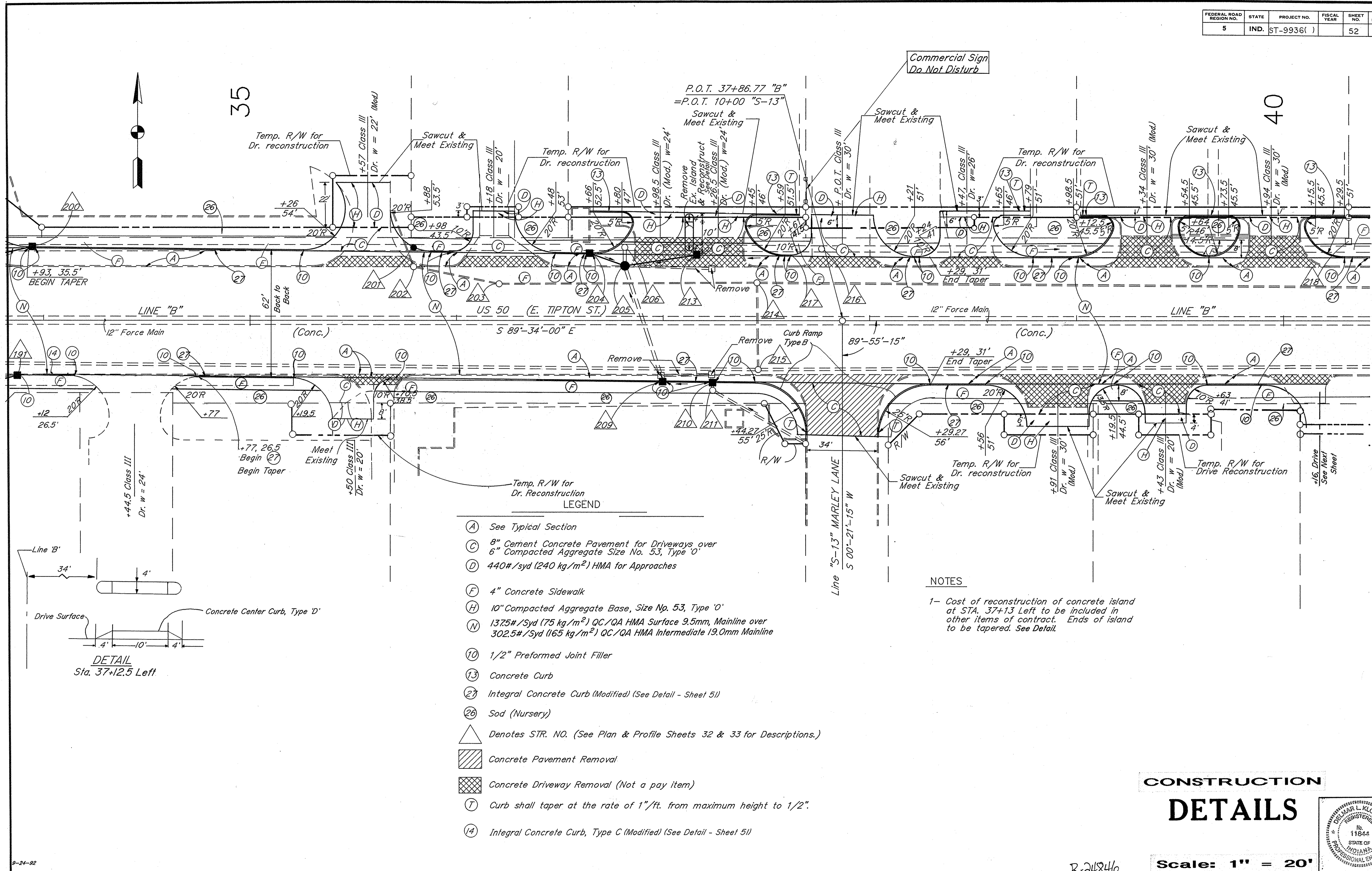
**CONSTRUCTION DETAILS**

Scale: 1" = 20'



R-24846 PART 2 OF 3

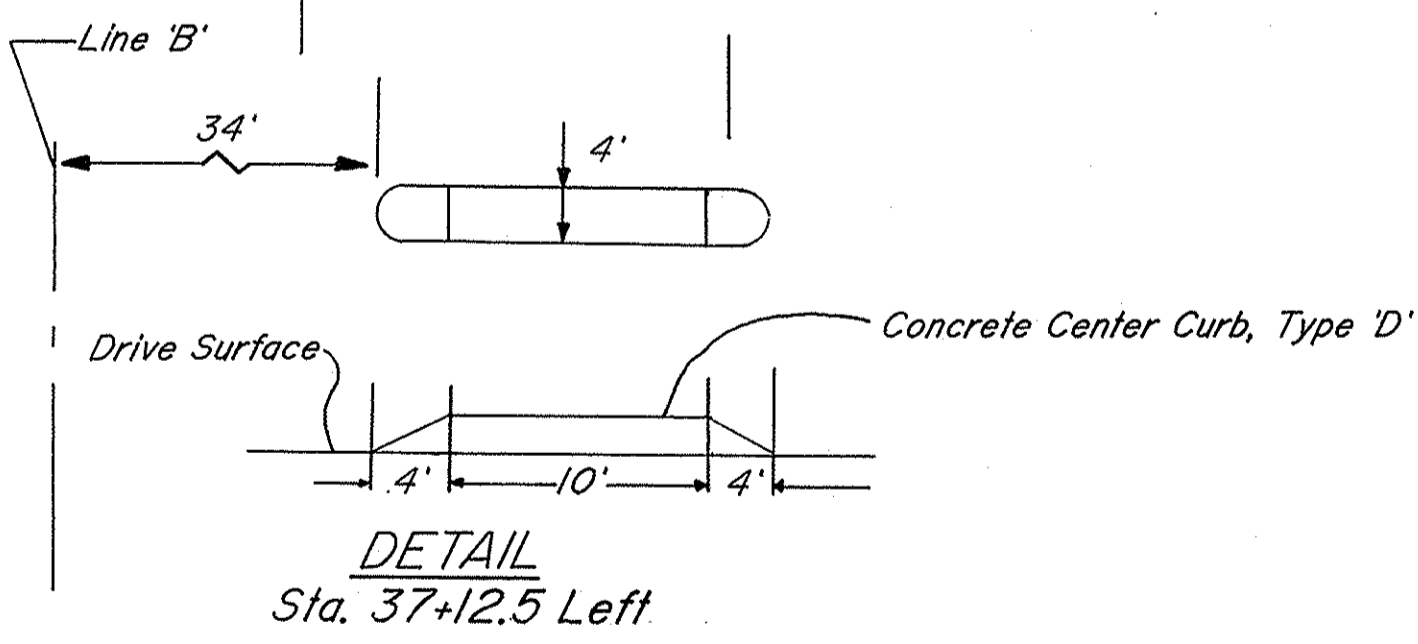
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		52	159



- LEGEND**
- (A) See Typical Section
  - (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
  - (D) 440#/syd (240 kg/m<sup>2</sup>) HMA for Approaches
  - (E) 4" Concrete Sidewalk
  - (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
  - (N) 1375#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
  - (10) 1/2" Preformed Joint Filler
  - (13) Concrete Curb
  - (27) Integral Concrete Curb (Modified) (See Detail - Sheet 51)
  - (26) Sod (Nursery)
  - △ Denotes STR. NO. (See Plan & Profile Sheets 32 & 33 for Descriptions.)
  - ▨ Concrete Pavement Removal
  - ▩ Concrete Driveway Removal (Not a pay item)
  - (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
  - (14) Integral Concrete Curb, Type C (Modified) (See Detail - Sheet 51)

**NOTES**

1- Cost of reconstruction of concrete island at STA. 37+13 Left to be included in other items of contract. Ends of island to be tapered. See Detail.

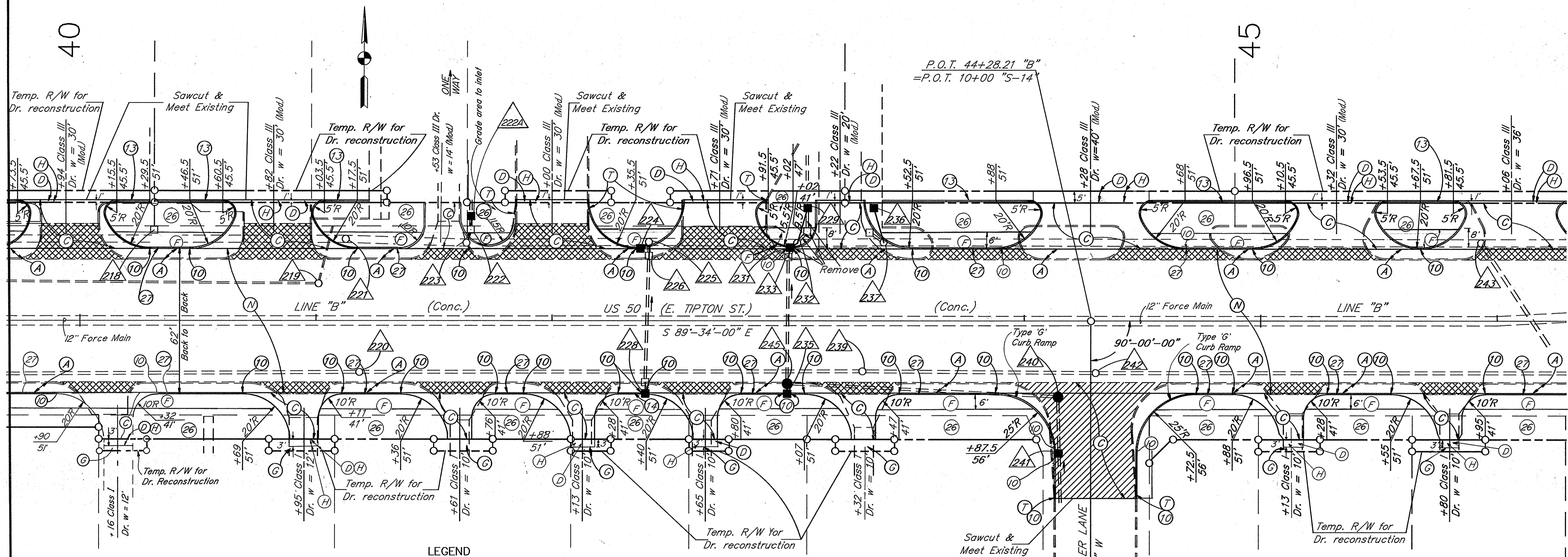


**CONSTRUCTION DETAILS**

Scale: 1" = 20'



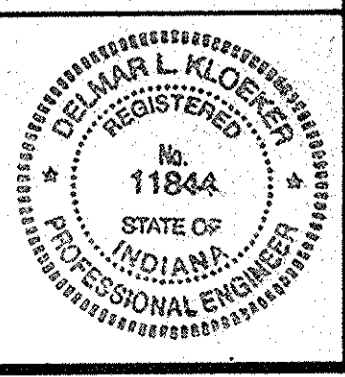
R-24846



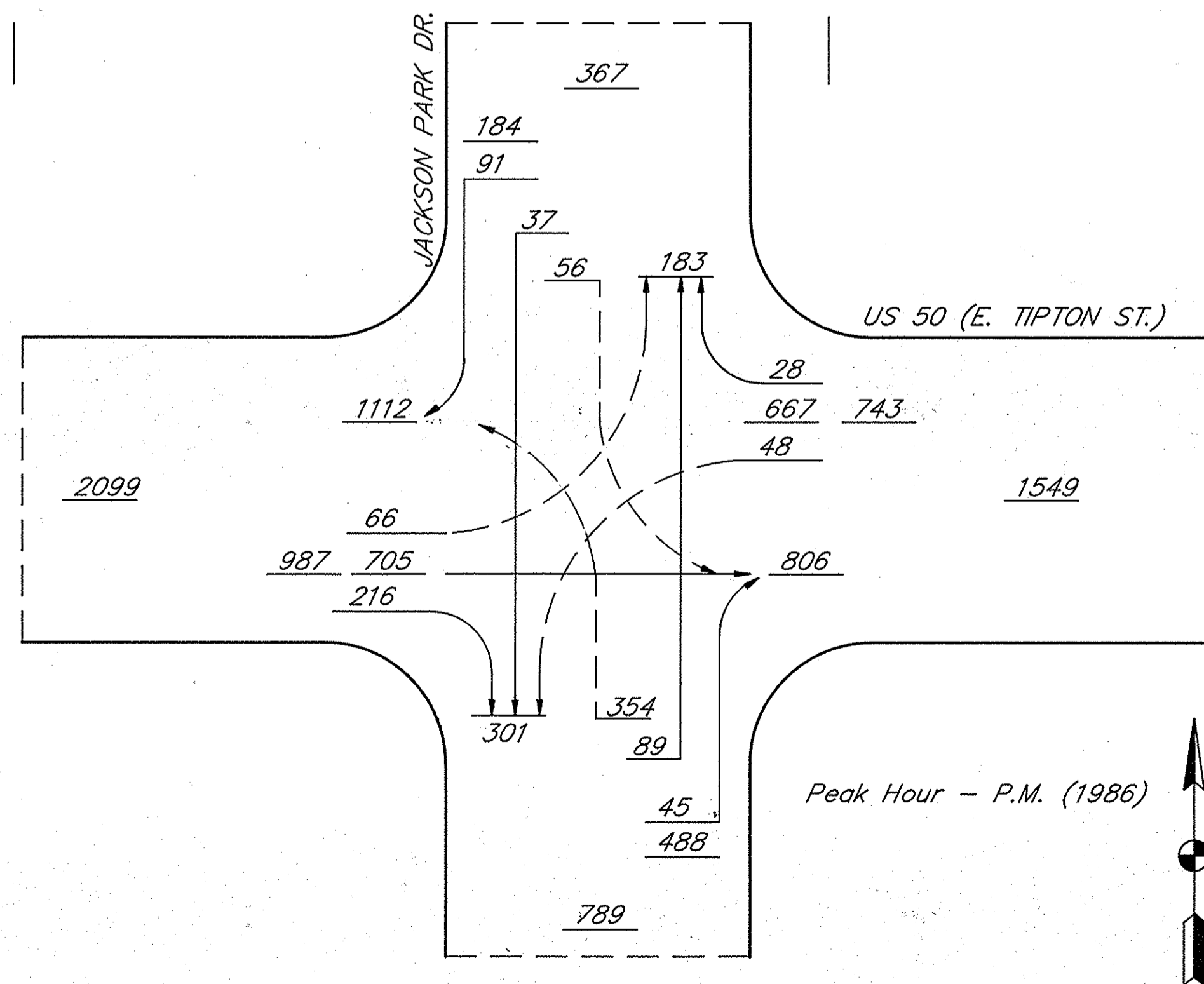
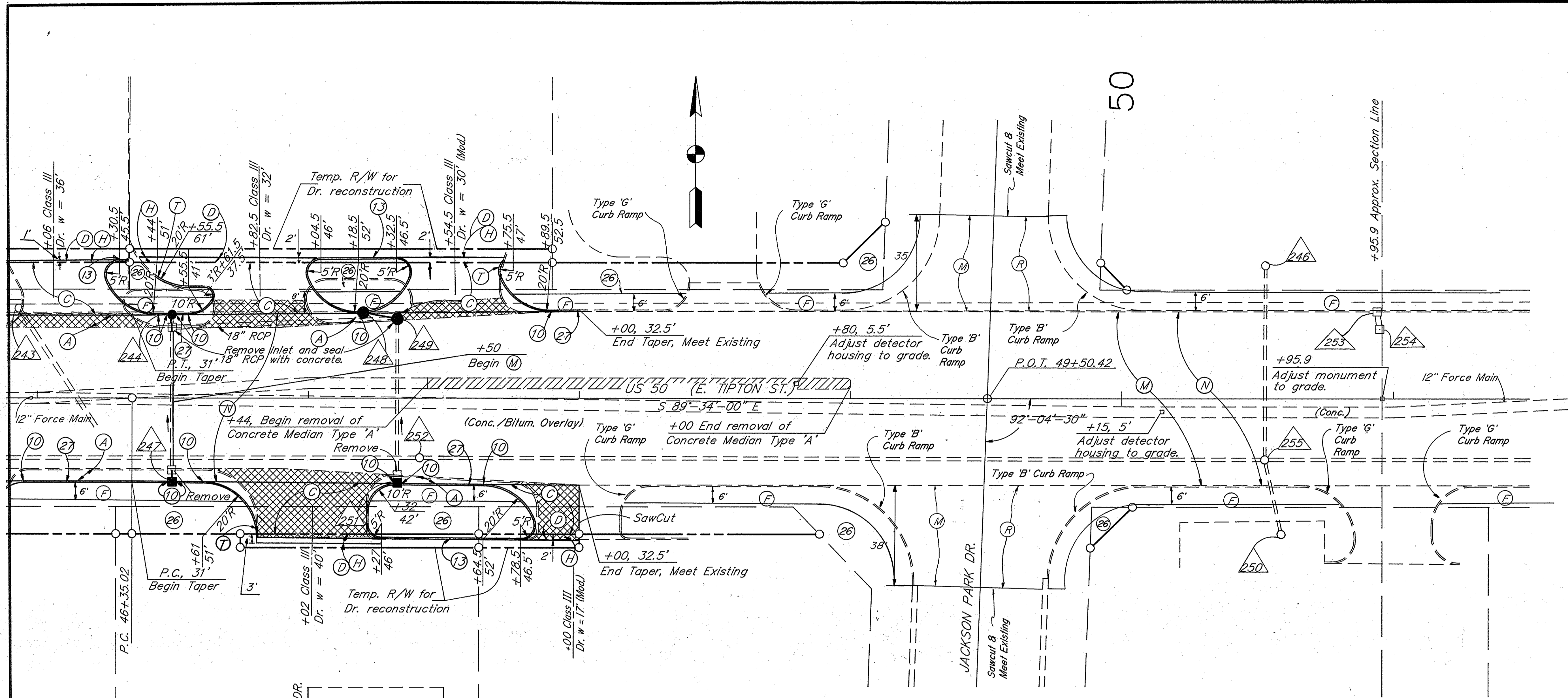
- LEGEND**
- (A) See Typical Section
  - (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
  - (D) 440#/Syd (240 kg/m<sup>2</sup>) HMA for Approaches
  - (G) 4" Compacted Aggregate Base, Size No. 53, Type 'O'
  - (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
  - (N) 1375#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
  - (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
  - (10) 1/2" Preformed Joint Filler
  - (13) Concrete Curb
  - (27) Integral Concrete Curb (Modified) (See Detail - Sheet 51)
  - (26) Sod (Nursery)
  - △ Denotes STR. NO. (See Plan & Profile Sheet 34 for Descriptions.)
  - ▨ Concrete Pavement Removal
  - ▩ Concrete Driveway Removal (Not a pay item)

**CONSTRUCTION  
DETAILS**

Scale: 1" = 20'



B-24846



LEGEND

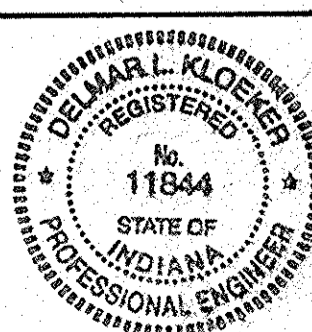
- (A) See Typical Section
- (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 440#/Syd (240 kg/m<sup>2</sup>) HMA for Approaches
- (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
- (M) 1" Minimum Surface Milling (Bituminous)
- (N) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Concrete Curb (Modified) (See Detail - Sheet 51)
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile Sheets 35 for Descriptions.)
- [Cross-hatched] Concrete Driveway Removal (not a pay item)
- [Diagonal lines] Concrete Pavement Removal
- (R) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline

NOTES:  
1. See Detail Sheet 69 for Traffic Signal Details.

CONSTRUCTION

DETAILS

Scale: 1" = 20'



R-24846

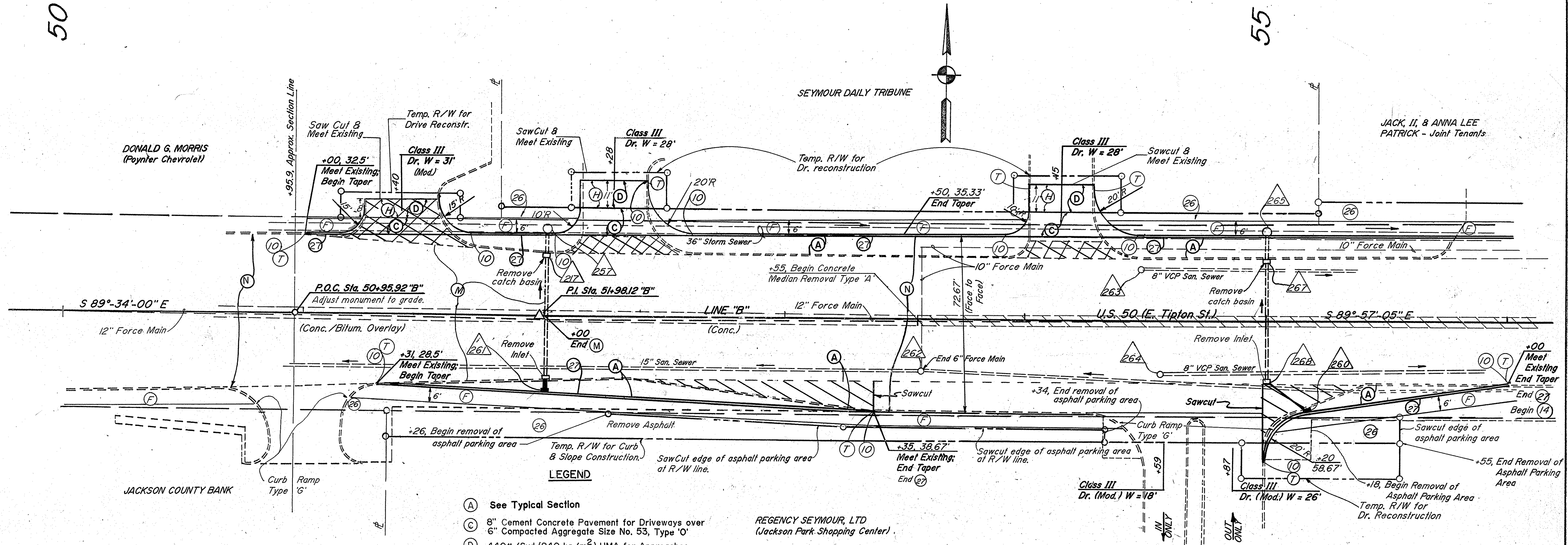
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		55	159

**CURVE DATA**

P.I. Sta. 51 + 48.12  
 $\Delta = 0^\circ-23'-05''$  Lt.  
 $D = 0^\circ-02'-03''$   
 $R = 167,721.70$   
 $T = 563.10$   
 $L = 1126.20$   
 $E = 0.95$   
 $SE = N.C.$

50

55



**LEGEND**

- (A) See Typical Section
- (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 440#/Syd (240 kg/m<sup>2</sup>) HMA for Approaches
- (M) 1" Minimum Surface Milling (Bituminous)
- (N) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
- (O) 1/2" Preformed Joint Filler
- (26) Sod (Nursery).
- △ Denotes STR NO (See Plan & Profile Sheet 36 for Descriptions)
- ▨ Concrete Pavement Removal.
- ▩ Concrete Driveway Removal (Not a pay item)
- (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
- (T) Curb shall taper at the rate of 1" /ft. from maximum height to 1/2".
- (27) Integral Concrete Curb (Modified) (See Detail - Sheet 51)

REGENCY SEYMOUR, LTD  
 (Jackson Park Shopping Center)

**NOTES:**

1. Resurface (N) to transition from 440#/Syd (4") at edge of the pavement (26' right) to 137.5#/ft (1 1/4") at curb (38' right) from Sta. 52+00 (±) to Sta. 55+50 (±).

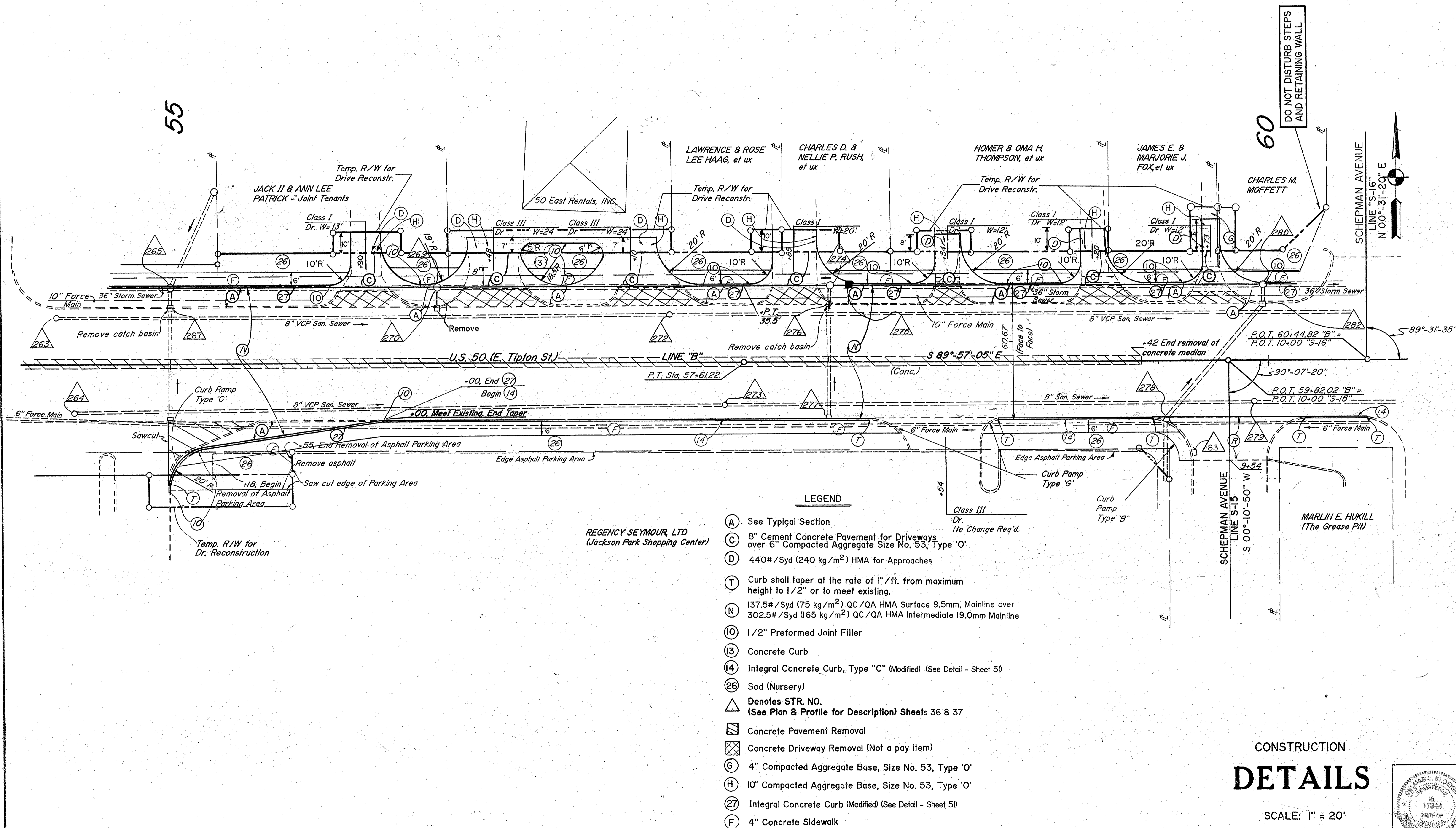
CONSTRUCTION  
**DETAILS**

SCALE: 1" = 20'

R-24846



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936(1)		56	159



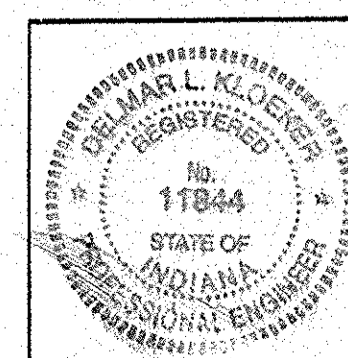
**LEGEND**

- (A) See Typical Section
- (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 440#/Syd (240 kg/m<sup>2</sup>) HMA for Approaches
- (T) Curb shall taper at the rate of 1" / ft. from maximum height to 1/2" or to meet existing.
- (N) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (14) Integral Concrete Curb, Type "C" (Modified) (See Detail - Sheet 51)
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile for Description) Sheets 36 & 37
- ▣ Concrete Pavement Removal
- ▤ Concrete Driveway Removal (Not a pay item)
- (G) 4" Compacted Aggregate Base, Size No. 53, Type 'O'
- (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
- (27) Integral Concrete Curb (Modified) (See Detail - Sheet 51)
- (F) 4" Concrete Sidewalk

**CONSTRUCTION DETAILS**

SCALE: 1" = 20'

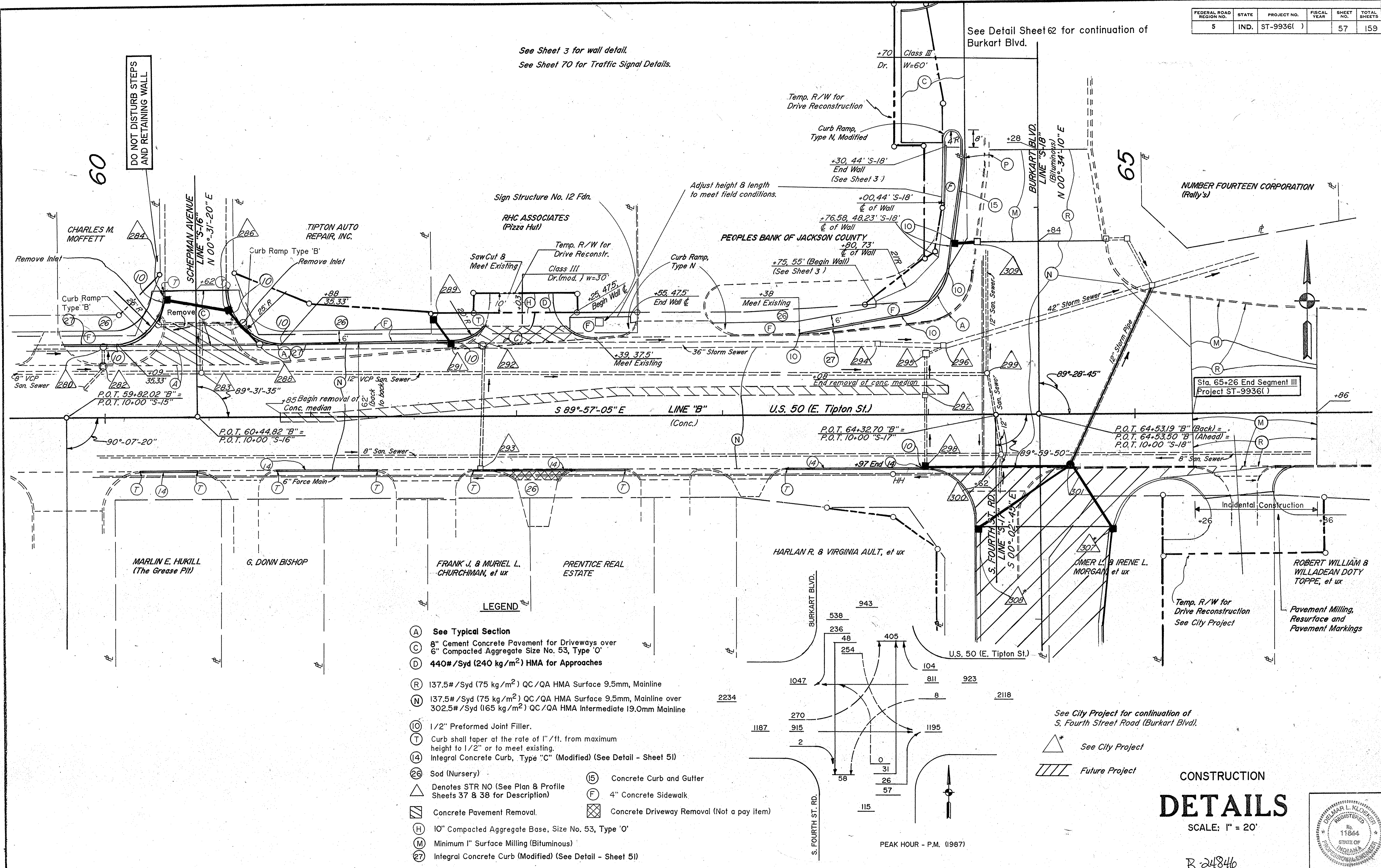
R-24846



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		57	159

See Sheet 3 for wall detail.  
See Sheet 70 for Traffic Signal Details.

See Detail Sheet 62 for continuation of Burkart Blvd.



DO NOT DISTURB STEPS AND RETAINING WALL

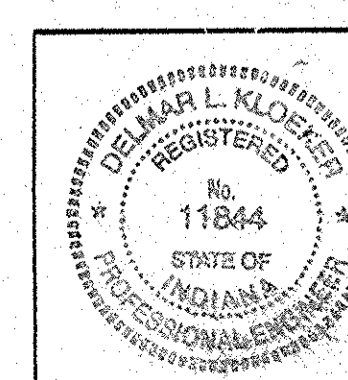
- LEGEND**
- (A) See Typical Section
  - (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
  - (D) 440#/Syd (240 kg/m<sup>2</sup>) HMA for Approaches
  - (R) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline
  - (N) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
  - (10) 1/2" Preformed Joint Filler.
  - (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2" or to meet existing.
  - (14) Integral Concrete Curb, Type "C" (Modified) (See Detail - Sheet 51)
  - (26) Sod (Nursery)
  - (H) 10" Compacted Aggregate Base, Size No. 53, Type 'O'
  - (M) Minimum 1" Surface Milling (Bituminous)
  - (27) Integral Concrete Curb (Modified) (See Detail - Sheet 51)
  - (15) Concrete Curb and Gutter
  - (F) 4" Concrete Sidewalk
  - (X) Concrete Driveway Removal (Not a pay item)

See City Project for continuation of S. Fourth Street Road (Burkart Blvd.)

△\* See City Project

▨ Future Project

CONSTRUCTION  
**DETAILS**  
SCALE: 1" = 20'

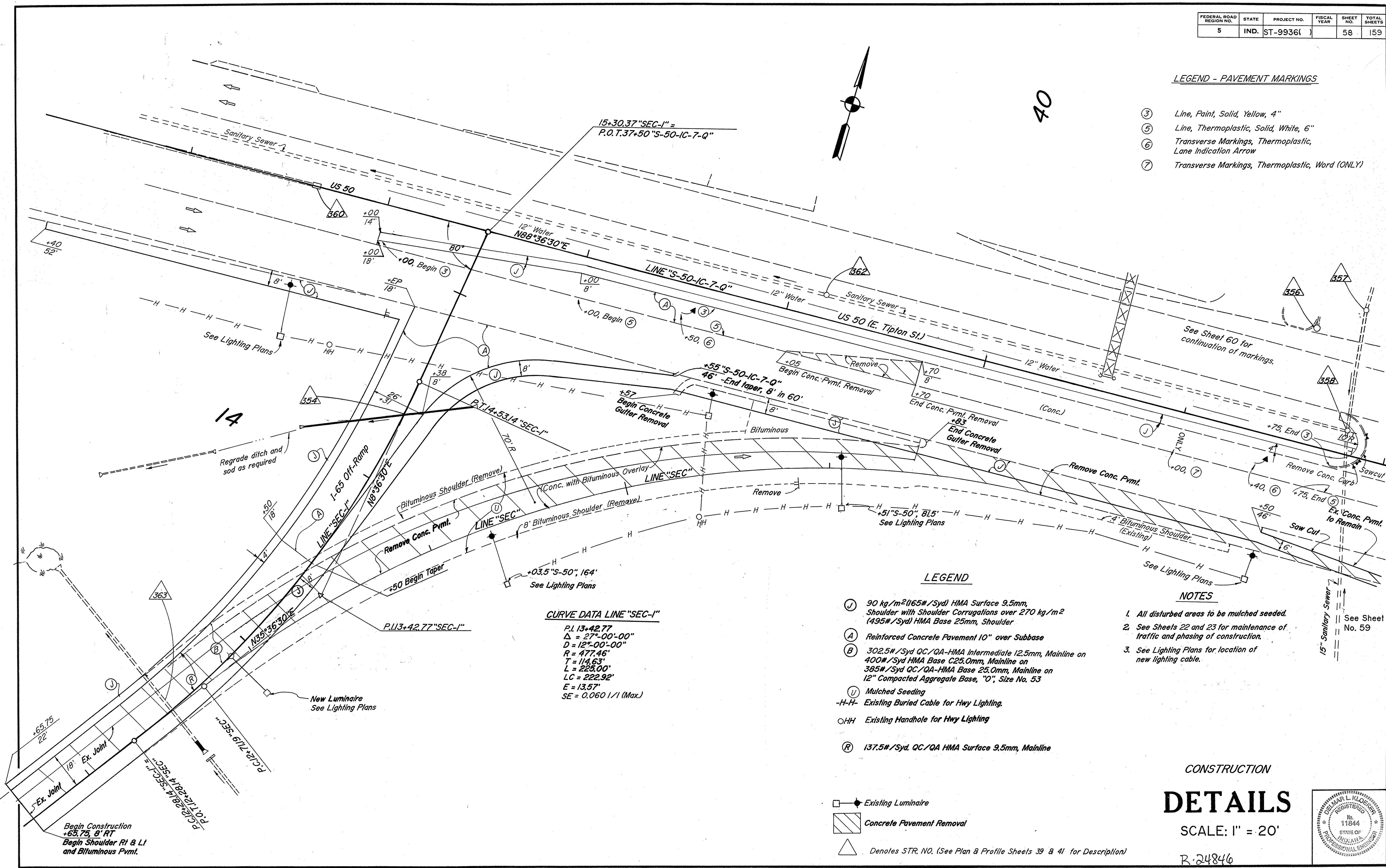


R-24846

PEAK HOUR - P.M. (1987)

**LEGEND - PAVEMENT MARKINGS**

- ③ Line, Paint, Solid, Yellow, 4"
- ⑤ Line, Thermoplastic, Solid, White, 6"
- ⑥ Transverse Markings, Thermoplastic, Lane Indication Arrow
- ⑦ Transverse Markings, Thermoplastic, Word (ONLY)



**LEGEND**

- Ⓝ 90 kg/m<sup>2</sup> (65#/Syd) HMA Surface 9.5mm, Shoulder with Shoulder Corrugations over 270 kg/m<sup>2</sup> (495#/Syd) HMA Base 25mm, Shoulder
- Ⓐ Reinforced Concrete Pavement 10" over Subbase
- Ⓑ 302.5#/Syd QC/QA-HMA Intermediate 12.5mm, Mainline on 400#/Syd HMA Base C25.0mm, Mainline on 385#/Syd QC/QA-HMA Base 25.0mm, Mainline on 12" Compacted Aggregate Base, "O", Size No. 53
- Ⓢ Mulched Seeding
- H-H- Existing Buried Cable for Hwy Lighting.
- ⓄHH Existing Handhole for Hwy Lighting
- Ⓡ 137.5#/Syd. QC/QA HMA Surface 9.5mm, Mainline

- Ⓚ Existing Luminaire
- ▨ Concrete Pavement Removal
- △ Denotes STR. NO. (See Plan & Profile Sheets 39 & 41 for Description)

**NOTES**

1. All disturbed areas to be mulched seeded.
2. See Sheets 22 and 23 for maintenance of traffic and phasing of construction.
3. See Lighting Plans for location of new lighting cable.

**CURVE DATA LINE "SEC-I"**

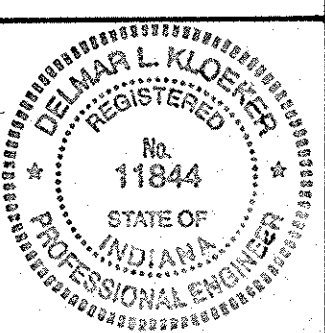
P.I. 13+42.77  
 Δ = 27°-00'-00"  
 D = 12°-00'-00"  
 R = 477.46'  
 T = 114.63'  
 L = 225.00'  
 LC = 222.92'  
 E = 13.57'  
 SE = 0.060 1/1 (Max.)

**CONSTRUCTION**

**DETAILS**

SCALE: 1" = 20'

R-24846



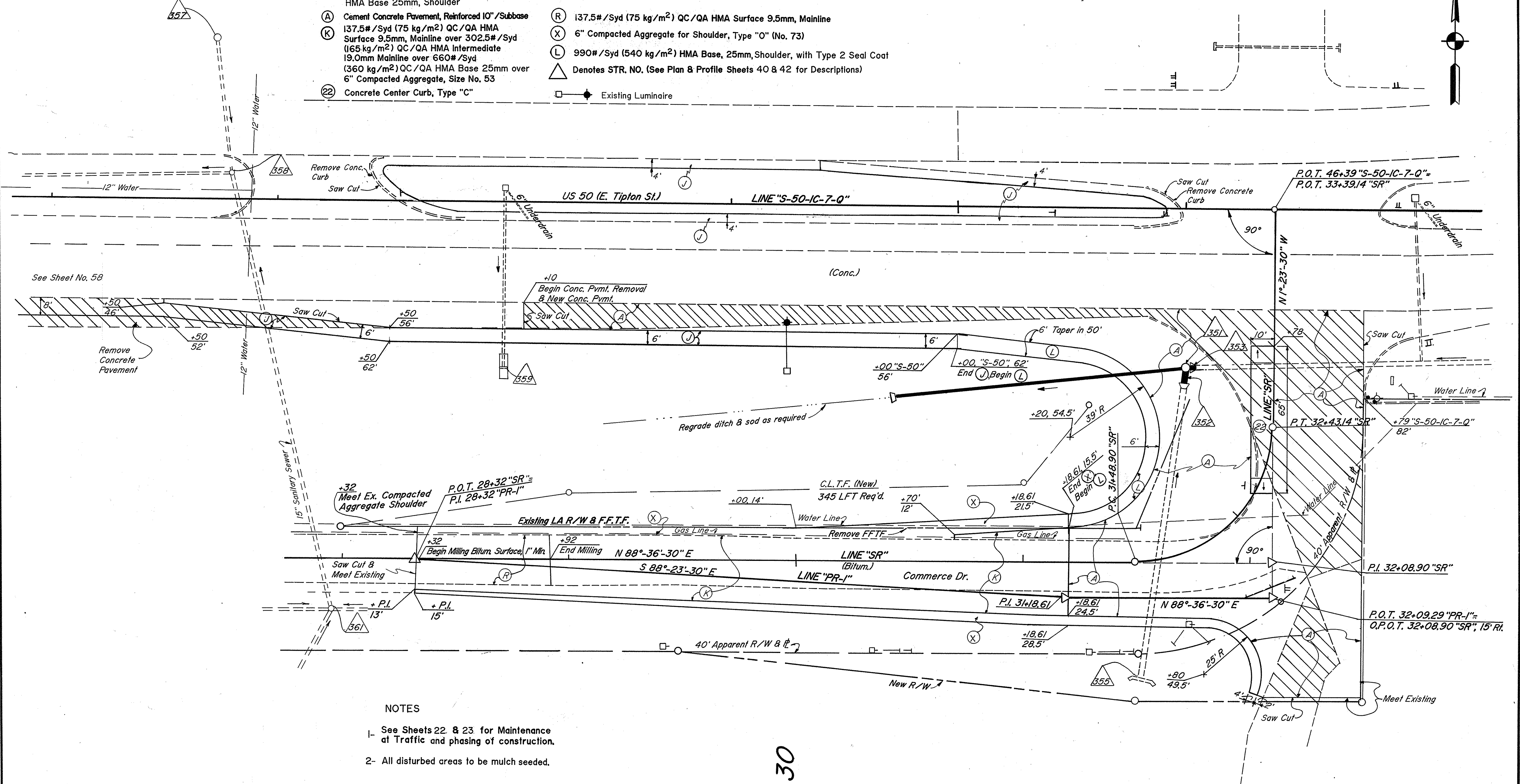


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		59	159

**LEGEND**

- (J) 90 kg/m<sup>2</sup> (165#/Syd) Surface 9.5mm, Shoulder with Shoulder Corrugations over 270 kg/m<sup>2</sup> (495#/Syd) HMA Base 25mm, Shoulder
- (A) Cement Concrete Pavement, Reinforced 10"/Subbase 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline
- (K) Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline over 660#/Syd (360 kg/m<sup>2</sup>) QC/QA HMA Base 25mm over 6" Compacted Aggregate, Size No. 53
- (22) Concrete Center Curb, Type "C"
- (R) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline
- (X) 6" Compacted Aggregate for Shoulder, Type "O" (No. 73)
- (L) 990#/Syd (540 kg/m<sup>2</sup>) HMA Base, 25mm, Shoulder, with Type 2 Seal Coat
- (Triangle) Denotes STR. NO. (See Plan & Profile Sheets 40 & 42 for Descriptions)
- (Square with dot) Existing Luminaire
- (Hatched) Concrete Pavement Removal

45



**NOTES**

- 1- See Sheets 22 & 23 for Maintenance at Traffic and phasing of construction.
- 2- All disturbed areas to be mulch seeded.

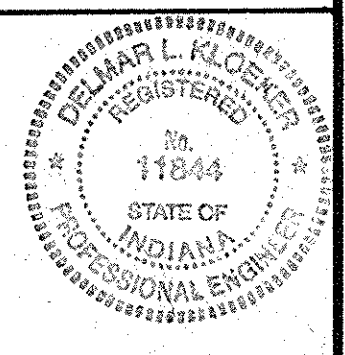
30

Sohio Oil Company.

**CONSTRUCTION DETAILS**

SCALE: 1" = 20'

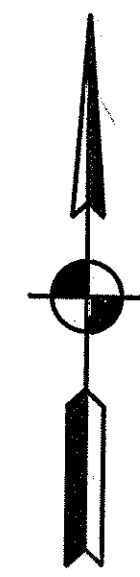
R-24846



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		60	159

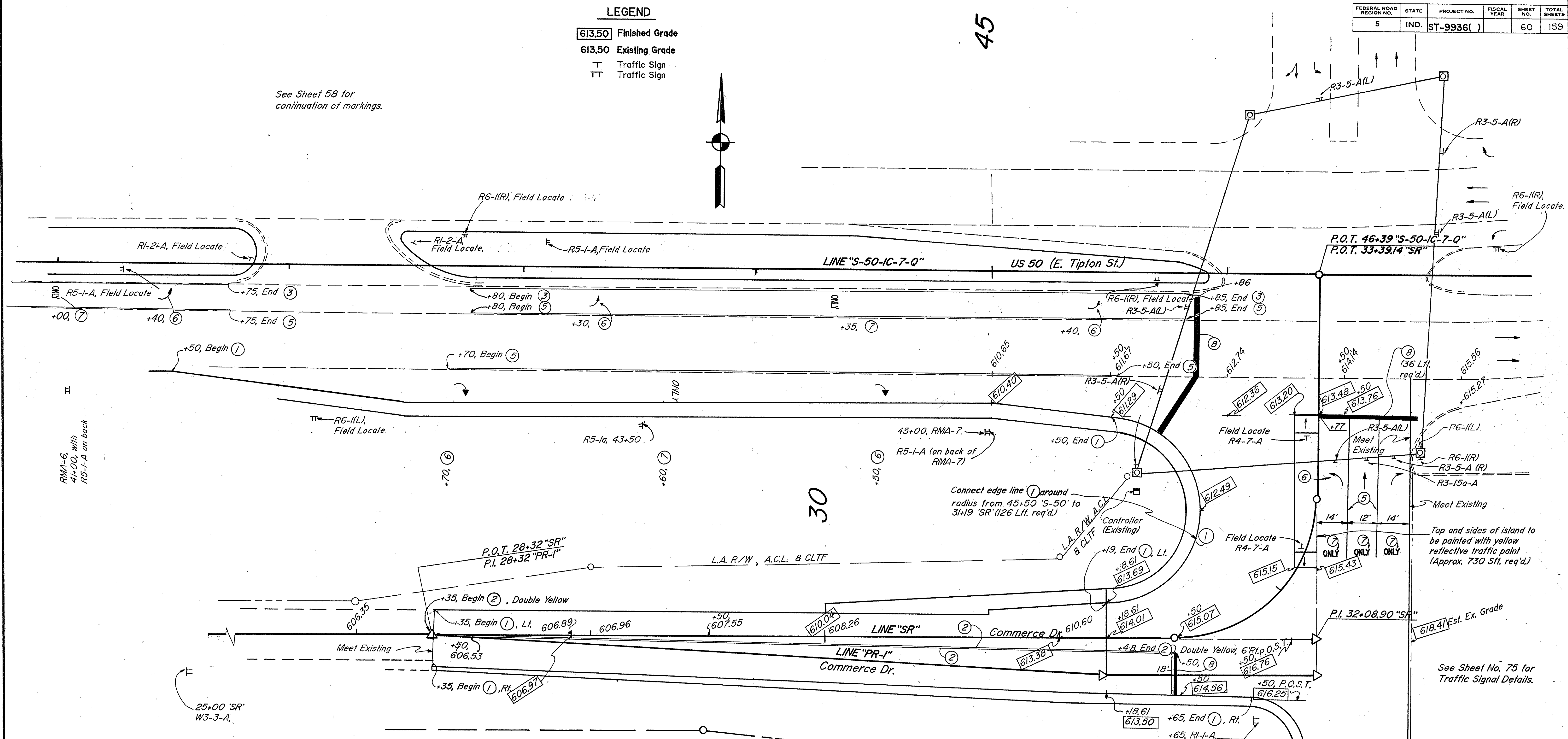
**LEGEND**

- 613.50 Finished Grade
- 613.50 Existing Grade
- T Traffic Sign
- TT Traffic Sign



See Sheet 58 for continuation of markings.

45



**LEGEND-PAVEMENT MARKINGS**

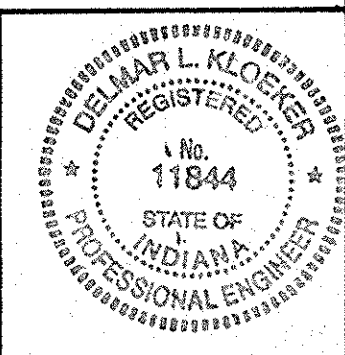
- ① Line, Paint, Solid, White, 4"
- ② Line, Thermoplastic, Solid, Yellow, 4"
- ③ Line, Paint, Solid, Yellow, 4"
- ⑤ Line, Thermoplastic, Solid, White, 6"
- ⑥ Transverse Marking, Thermoplastic, Lane Indication Arrow
- ⑦ Transverse Marking, Thermoplastic, Word(ONLY)
- ⑧ Transverse Marking, Thermoplastic, Stop Line, 24"

**PAVEMENT MARKINGS & SPOT ELEVATIONS**

**DETAILS**

SCALE: 1" = 20'

R-24846



See Sheet No. 75 for Traffic Signal Details.

Top and sides of island to be painted with yellow reflective traffic paint (Approx. 730 Sft. req'd.)

Connect edge line ① around radius from 45+50 'S-50' to 31+19 'SR' (126 Lft. req'd.)

RMA-6, 41+00, with R5-I-A on back

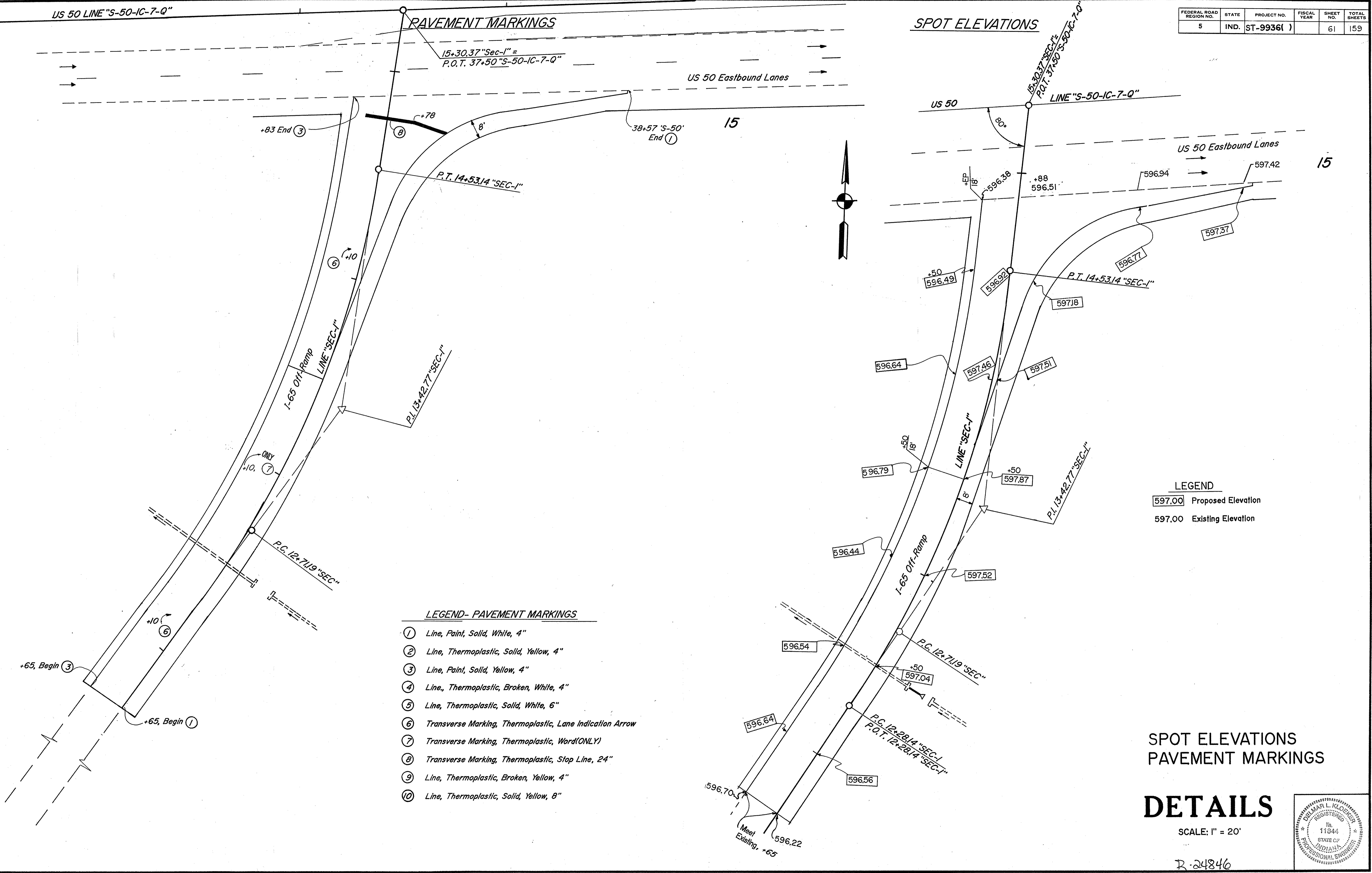
30

US 50 LINE "S-50-IC-7-Q"

PAVEMENT MARKINGS

SPOT ELEVATIONS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		61	159



- LEGEND- PAVEMENT MARKINGS**
- ① Line, Paint, Solid, White, 4"
  - ② Line, Thermoplastic, Solid, Yellow, 4"
  - ③ Line, Paint, Solid, Yellow, 4"
  - ④ Line, Thermoplastic, Broken, White, 4"
  - ⑤ Line, Thermoplastic, Solid, White, 6"
  - ⑥ Transverse Marking, Thermoplastic, Lane Indication Arrow
  - ⑦ Transverse Marking, Thermoplastic, Word(ONLY)
  - ⑧ Transverse Marking, Thermoplastic, Stop Line, 24"
  - ⑨ Line, Thermoplastic, Broken, Yellow, 4"
  - ⑩ Line, Thermoplastic, Solid, Yellow, 8"

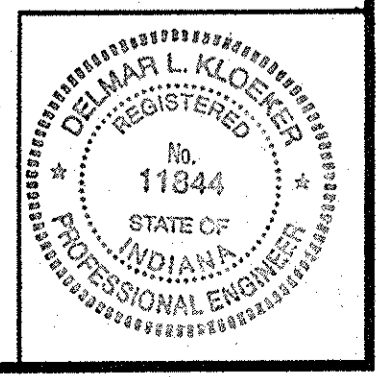
- LEGEND**
- 597.00 Proposed Elevation
  - 596.00 Existing Elevation

SPOT ELEVATIONS  
PAVEMENT MARKINGS

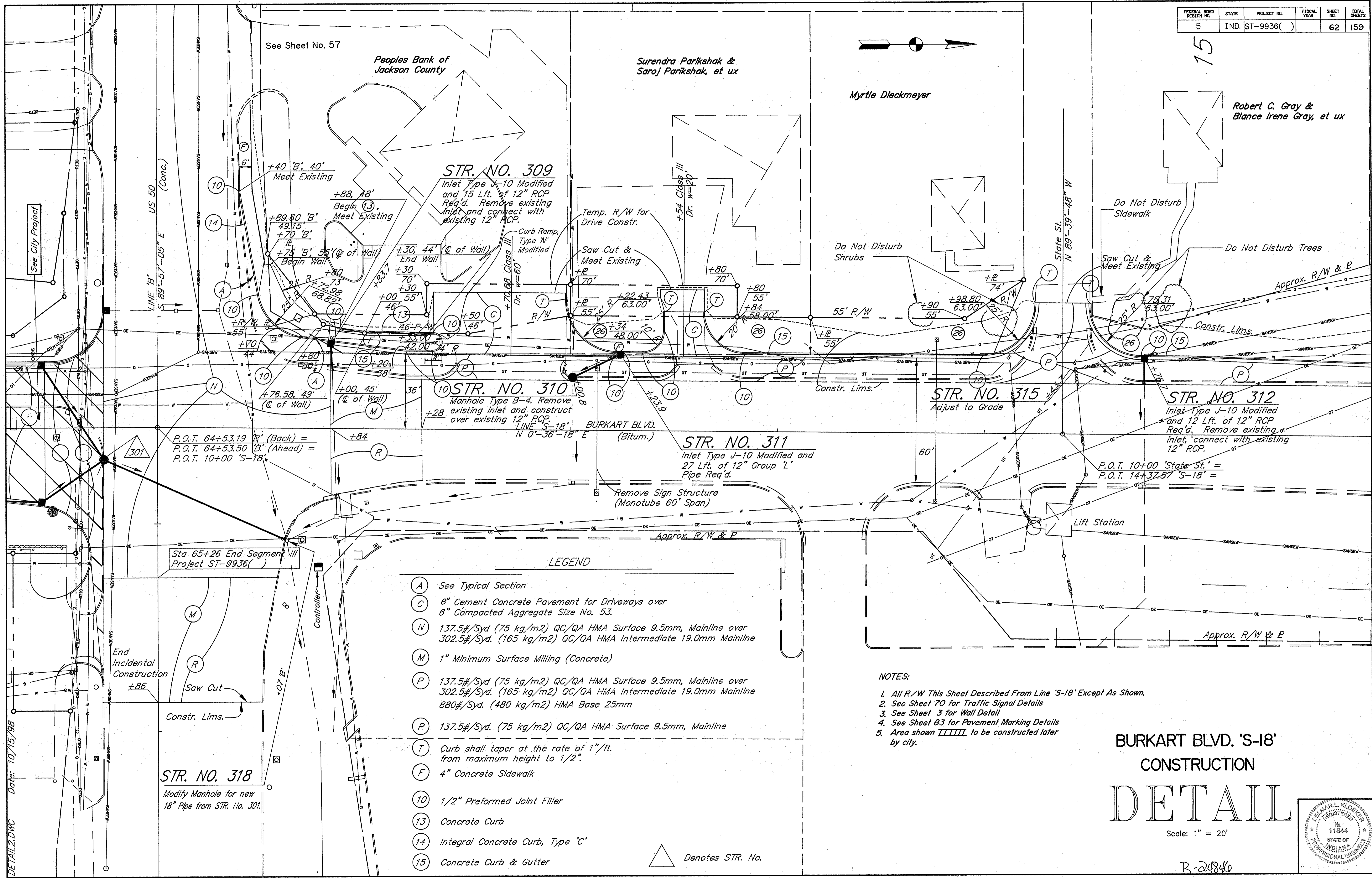
**DETAILS**

SCALE: 1" = 20'

R-24846



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		62	159



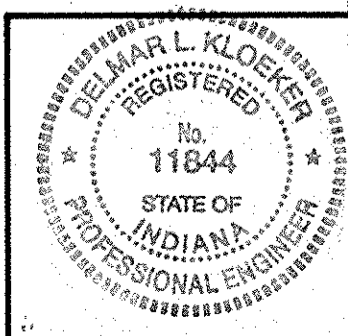
**STR. NO. 318**  
Modify Manhole for new 18" Pipe from STR. No. 301.

- LEGEND**
- (A) See Typical Section
  - (C) 8" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53.
  - (N) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd. (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline
  - (M) 1" Minimum Surface Milling (Concrete)
  - (P) 137.5#/Syd (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd. (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm Mainline 880#/Syd. (480 kg/m<sup>2</sup>) HMA Base 25mm
  - (R) 137.5#/Syd. (75 kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline
  - (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
  - (F) 4" Concrete Sidewalk
  - (10) 1/2" Preformed Joint Filler
  - (13) Concrete Curb
  - (14) Integral Concrete Curb, Type 'C'
  - (15) Concrete Curb & Gutter
- △ Denotes STR. No.

- NOTES:**
- All R/W This Sheet Described From Line 'S-18' Except As Shown.
  - See Sheet 70 for Traffic Signal Details
  - See Sheet 3 for Wall Detail
  - See Sheet 83 for Pavement Marking Details
  - Area shown IIIIII to be constructed later by city.

**BURKART BLVD. 'S-18'**  
**CONSTRUCTION**  
**DETAIL**

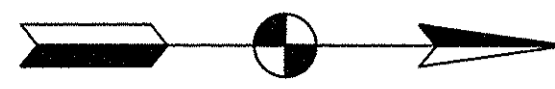
Scale: 1" = 20'



R-24846

DETAIL.DWG Date: 10/15/88

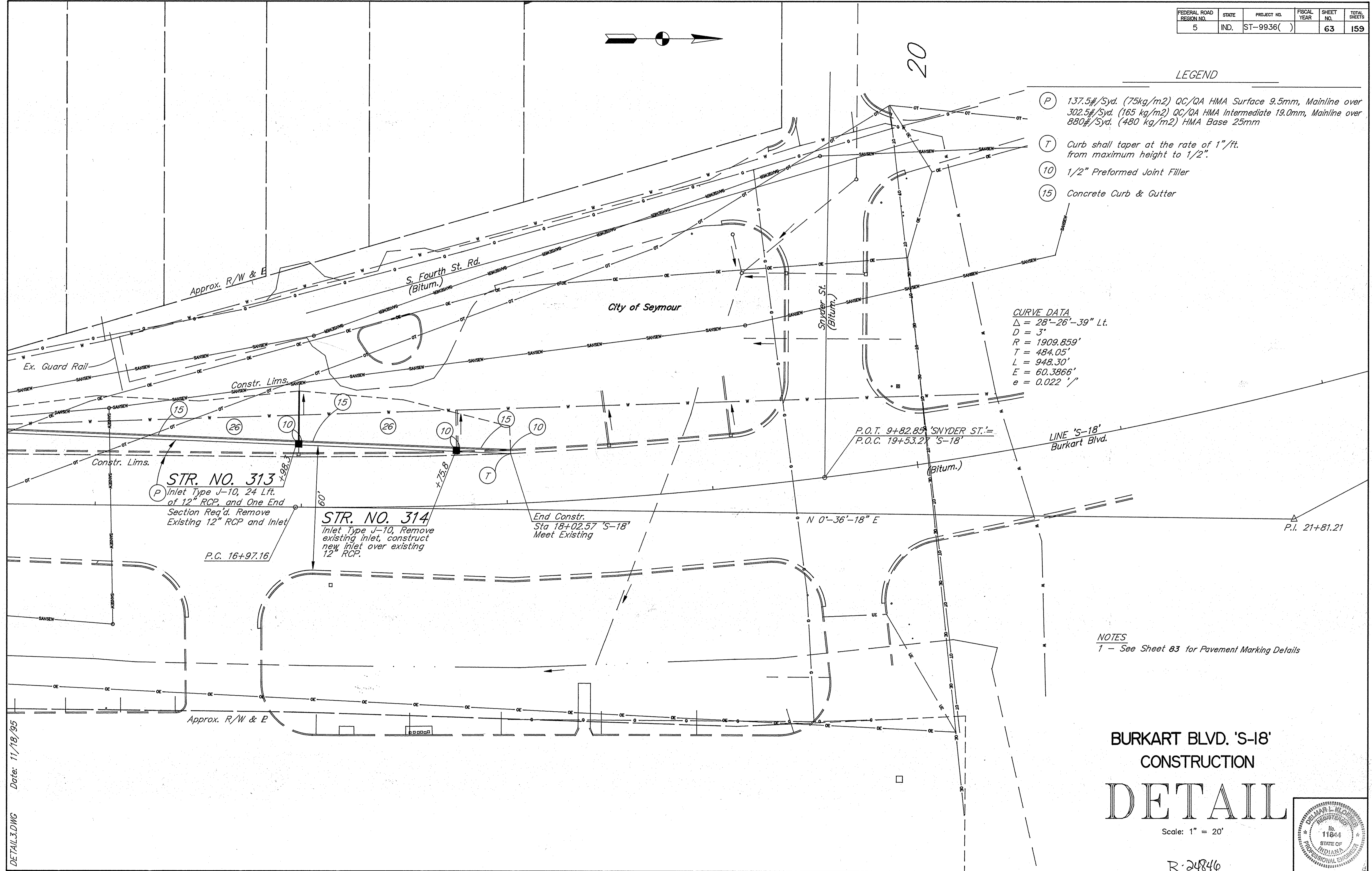
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		63	159



LEGEND

- (P) 137.5#/Syd. (75kg/m<sup>2</sup>) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd. (165 kg/m<sup>2</sup>) QC/QA HMA Intermediate 19.0mm, Mainline over 880#/Syd. (480 kg/m<sup>2</sup>) HMA Base 25mm
- (7) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (15) Concrete Curb & Gutter

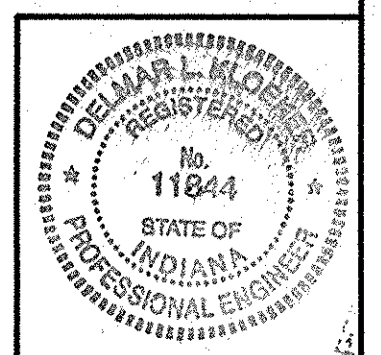
CURVE DATA  
 $\Delta = 28^{\circ}-26'-39''$  Lt.  
 $D = 3''$   
 $R = 1909.859'$   
 $T = 484.05'$   
 $L = 948.30'$   
 $E = 60.3866'$   
 $e = 0.022$  ' /'



NOTES  
 1 - See Sheet 83 for Pavement Marking Details

BURKART BLVD. 'S-18'  
 CONSTRUCTION  
 DETAIL

Scale: 1" = 20'



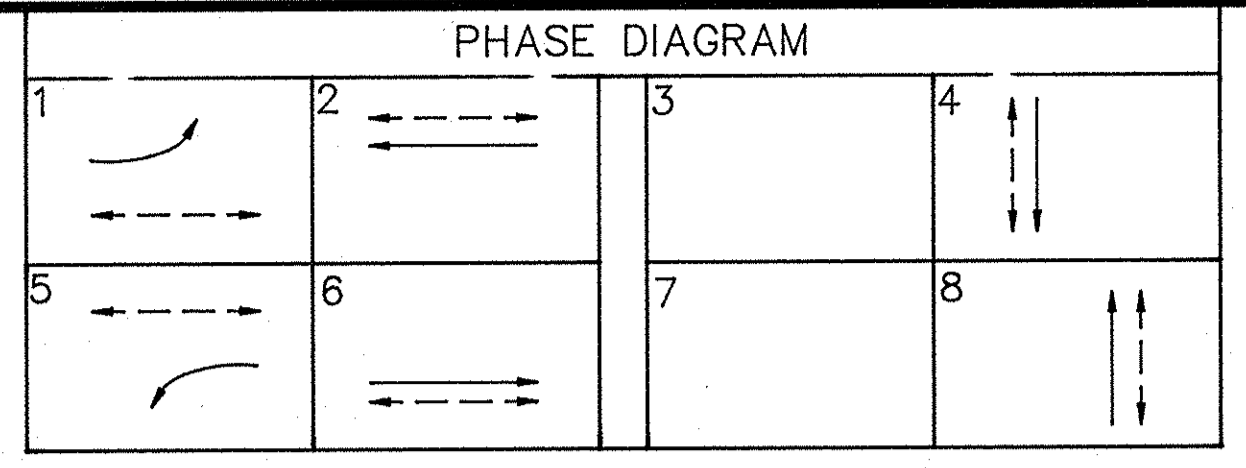
R-24846

DETAIL.DWG Date: 11/18/95

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		64	159

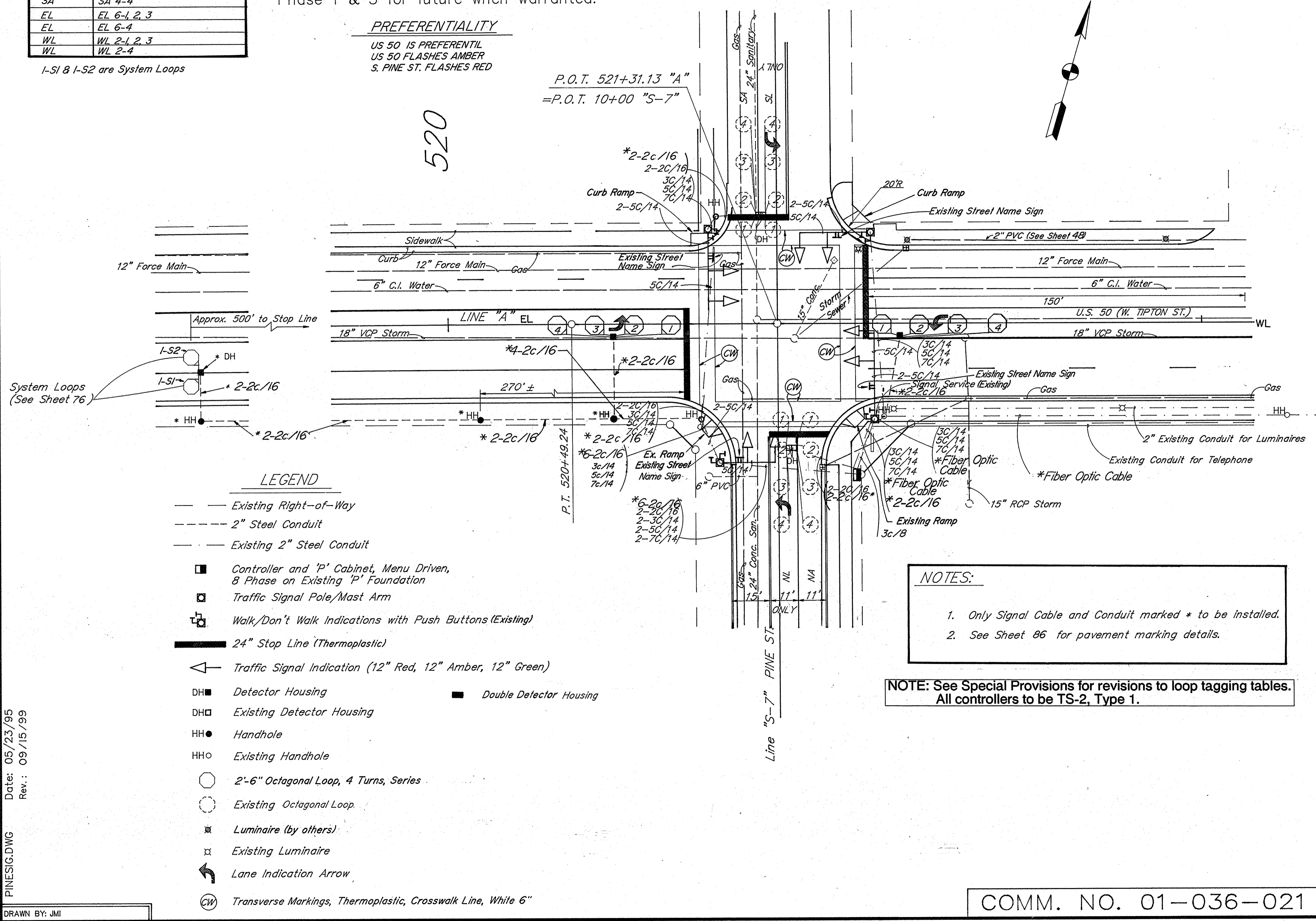
EXISTING LOOPS	
LANE	TAG NO.
NL	NL 8-1,2,3
NA	NA 8-1,2,3
SL	SL 4-1,2,3
SA	SA 4-1,2,3
NL	NL 8-4
NA	NA 8-4
SL	SL 4-4
SA	SA 4-4
EL	EL 6-1,2,3
EL	EL 6-4
WL	WL 2-1,2,3
WL	WL 2-4

I-S1 & I-S2 are System Loops



Phase 1 & 5 for future when warranted.

**PREFERENTIALITY**  
 US 50 IS PREFERENTIAL  
 US 50 FLASHES AMBER  
 S. PINE ST. FLASHES RED



**PREFERENTIALITY**  
 US 50 IS PREFERENTIAL  
 US 50 FLASHES AMBER  
 S. PINE ST. FLASHES RED

**SPEED LIMITS**  
 US 50(W. TIPTON ST.) 30 MPH  
 S. PINE ST. 30 MPH

- LEGEND**
- Existing Right-of-Way
  - - - 2" Steel Conduit
  - - - Existing 2" Steel Conduit
  - Controller and 'P' Cabinet, Menu Driven, 8 Phase on Existing 'P' Foundation
  - Traffic Signal Pole/Mast Arm
  - ⊕ Walk/Don't Walk Indications with Push Buttons (Existing)
  - ▬ 24" Stop Line (Thermoplastic)
  - ◁ Traffic Signal Indication (12" Red, 12" Amber, 12" Green)
  - DH ■ Detector Housing
  - DH □ Existing Detector Housing
  - HH ● Handhole
  - HH ○ Existing Handhole
  - 2'-6" Octagonal Loop, 4 Turns, Series
  - Existing Octagonal Loop
  - ⊗ Luminaire (by others)
  - ⊗ Existing Luminaire
  - ↩ Lane Indication Arrow
  - ⊙ Transverse Markings, Thermoplastic, Crosswalk Line, White 6"

**NOTES:**

- Only Signal Cable and Conduit marked \* to be installed.
- See Sheet 86 for pavement marking details.

**NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.**

Date: 05/23/95  
 Rev.: 09/15/99  
 PINESIG.DWG  
 DRAWN BY: JMI

Rev. by: Kloeker Engineering, P.C.  
 DESIGNED BY: Maurer McMillen Engineers, Inc. DATE: 8-31-93

**INDIANA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF DESIGN**

DESIGN ENGINEER: *Delmar L. Kloeker* 1-21-00 DATE

TRAFFIC SIGNAL MODERNIZATION  
 U.S. 50 (W. TIPTON ST.) & S. PINE ST.  
 SEYMOUR, JACKSON COUNTY  
 SEYMOUR DISTRICT

**CONTRACT NO. R-24846**

DES. NO. 9401320 PROJECT NO. ST-9936( ) YEAR SHEET TOTAL 64 159

SCALE: 1" = 20'

COMM. NO. 01-036-021

NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.

NOTE: PEDESTRIAN PUSH BUTTONS WITH SIGNS (R-10-4-B) TO BE ADDED (8 REQ'D.). ONLY THOSE ITEMS MARKED \* ARE TO BE CONSTRUCTED.

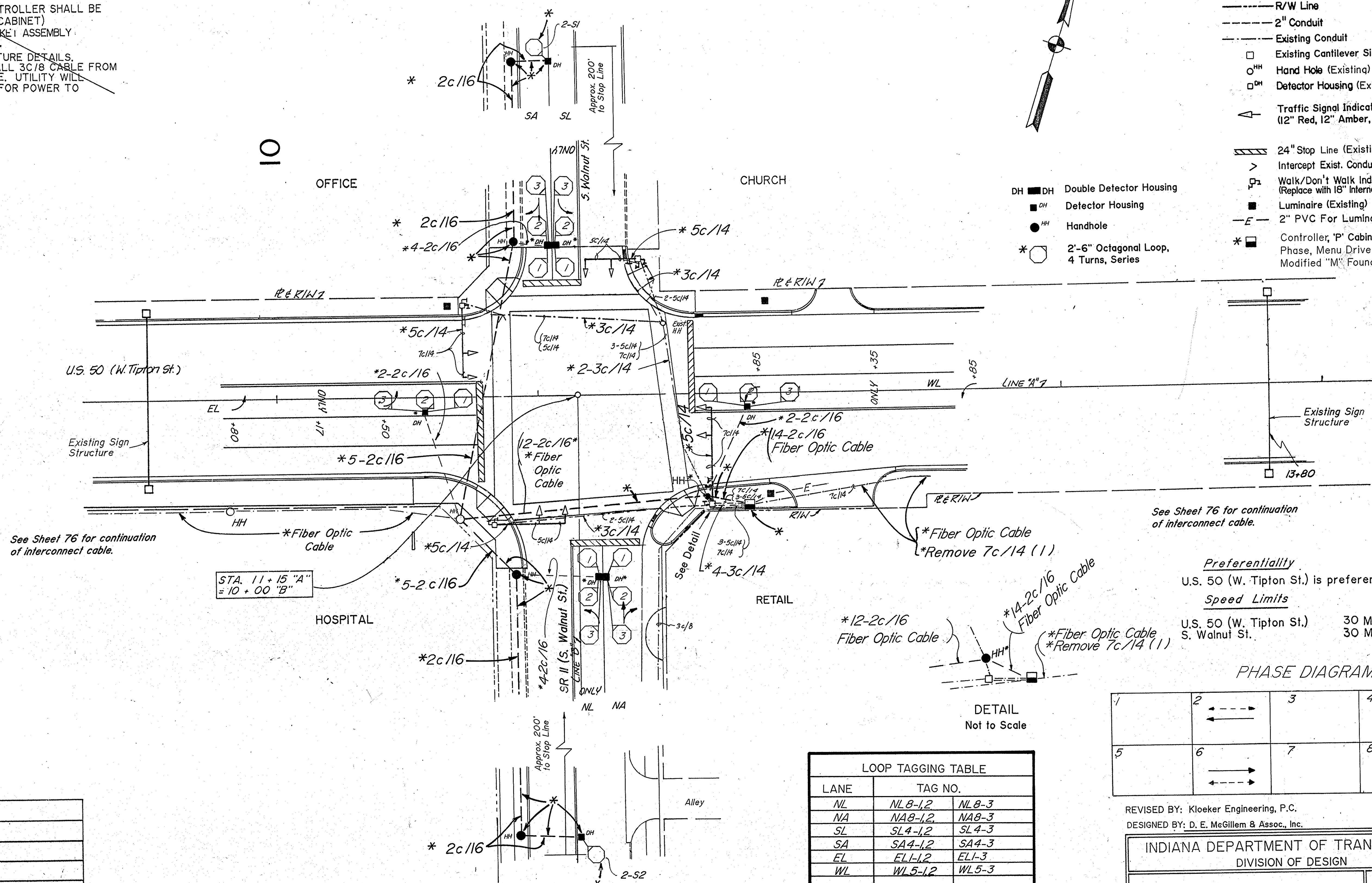
NOTES:

- ALL EXISTING TRAFFIC SIGNAL CABLE TO BE REMOVED.
- ALL EXISTING CONDUIT THAT IS NOT REUSED SHALL BE CAPPED.
- SEE SHEET NO. 21 FOR DETAILS OF TRAFFIC SIGN PLACEMENT ON TRAFFIC SIGNAL STRUCTURES.
- LOCATION OF EXISTING CONDUIT TAKEN FROM IDOH TRAFFIC SIGNAL PLANS. FIELD VERIFY LOCATION.
- THE TRAFFIC SIGNAL SECONDARY CONTROLLER SHALL BE PRE-TIMED, SOLID STATE (TYPE "M" CABINET)
- EIGHT ONE WAY VERTICAL MOUNTING BRACKET ASSEMBLY REQUIRED FOR PEDESTRIAN INDICATIONS.
- SEE SHEETS 19 & 21 FOR SIGN STRUCTURE DETAILS.
- CONTRACTOR WILL FURNISH AND INSTALL 3C/8 CABLE FROM ENTRANCE SWITCH TO LUMINAIRE BASE. UTILITY WILL CONNECT 3C/8 TO LUMINAIRE CABLE FOR POWER TO TRAFFIC SIGNAL.

LEGEND

- R/W Line
- 2" Conduit
- Existing Conduit
- Existing Cantilever Signal Structures
- <sup>HH</sup> Hand Hole (Existing)
- <sup>DH</sup> Detector Housing (Existing)
- ▲ Traffic Signal Indication (Existing) (12" Red, 12" Amber, 12" Green)
- ▨ 24" Stop Line (Existing)
- > Intercept Exist. Conduit
- ◻ Walk/Don't Walk Indications (Existing) (Replace with 18" International Indications)
- ◻ Luminaire (Existing)
- E- 2" PVC For Luminaires (Existing)
- Controller, 'P' Cabinet, 8 Phase, Menu Driven, on Modified "M" Foundation

- DH ■ DH Double Detector Housing
- DH Detector Housing
- HH Handhole
- \* ○ 2'-6" Octagonal Loop, 4 Turns, Series



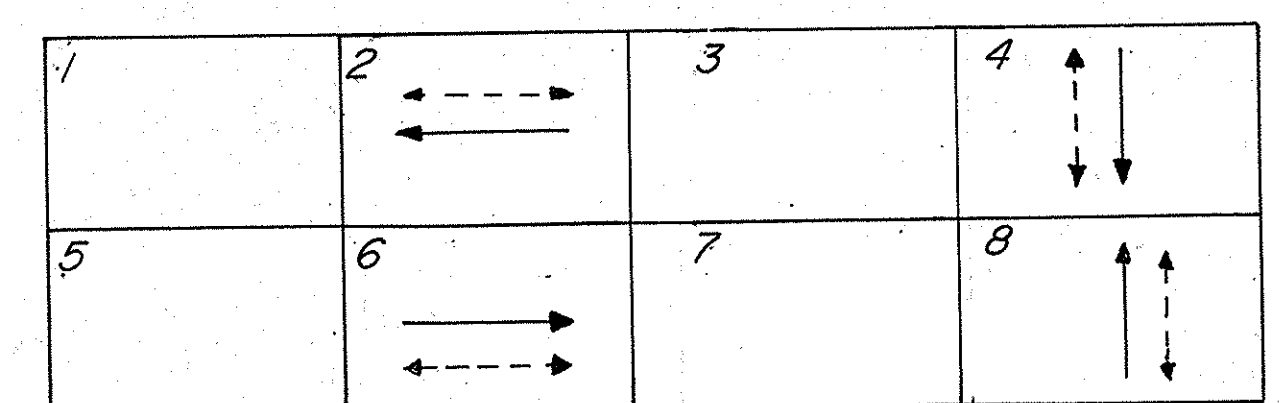
See Sheet 76 for continuation of interconnect cable.

See Sheet 76 for continuation of interconnect cable.

**Preferentiality**  
U.S. 50 (W. Tipton St.) is preferential.

**Speed Limits**  
U.S. 50 (W. Tipton St.) 30 MPH  
S. Walnut St. 30 MPH

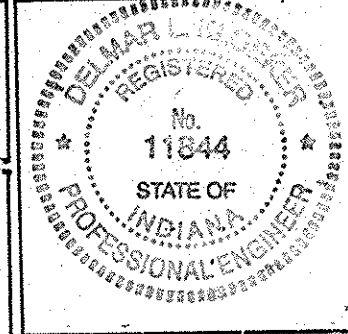
PHASE DIAGRAM



REVISED BY: Kloeker Engineering, P.C. Rev: 9-15-99  
DESIGNED BY: D. E. McGillem & Assoc., Inc. DATE: 7-21-92

INDIANA DEPARTMENT OF TRANSPORTATION  
DIVISION OF DESIGN

DESIGN ENGINEER: *Delmar Kloeker* 1-21-00 DATE  
TRAFFIC SIGNAL MODERNIZATION  
U.S. 50 (W. TIPTON ST.)  
& S.R. 11 (S. WALNUT ST.)  
SEYMOUR  
JACKSON COUNTY  
SEYMOUR DISTRICT



CONTRACT NO. R-24846

SCALE: 1" = 20'

LOOP TAGGING TABLE		
LANE	TAG NO.	
NL	NL 8-1,2	NL 8-3
NA	NA 8-1,2	NA 8-3
SL	SL 4-1,2	SL 4-3
SA	SA 4-1,2	SA 4-3
EL	EL 1-1,2	EL 1-3
WL	WL 5-1,2	WL 5-3

2-S1 and 2-S2 are System Loops

SIGNAL INDICATIONS				SIGNAL SUPPORTS				SIGN STRUCTURES			
NO.	TYPE	VISOR	REMARKS	NO.	TYPE	SPAN/LENGTH	REMARKS	NO.	TYPE	SPAN/LENGTH	LOCATION
8	I	TUNNEL		4	CANTILEVER	28'	10+84, 50' RI.	6	MONOTUBE	50'	STA. 8+35 "B"
7	I	TUNNEL		3	CANTILEVER	38'	11+67, 42.5' RI.	5	MONOTUBE	66'	STA. 13+80 "A"
6	I	TUNNEL		2	CANTILEVER	20'	11+40, 52' LI.	4	MONOTUBE	68'	STA. 9+50 "A"
5	I	TUNNEL		1	CANTILEVER	28'	10+74, 35' LI.	3	MONOTUBE	68'	STA. 9+50 "A"
4	I	TUNNEL									
3	I	TUNNEL									
2	I	TUNNEL									
1	I	TUNNEL									

**NOTES:**

- ALL EXISTING TRAFFIC SIGNAL CABLE TO BE REMOVED.
- ALL EXISTING CONDUIT THAT IS NOT REUSED SHALL BE CAPPED.
- SEE SHEET 14 FOR LOCATION OF TRAFFIC SIGN STRUCTURES AND SHEET 17 FOR DETAILS OF SIGN PLACEMENT.
- LOCATION OF EXISTING CONDUIT TAKEN FROM IDOH TRAFFIC SIGNAL PLANS. FIELD VERIFY LOCATION.
- THE TRAFFIC SIGNAL MASTER CONTROLLER SHALL BE PRE-TIMED, SOLID STATE, (TYPE "M" CABINET)
- ONE 1-WAY PEDESTAL MOUNTING ASSEMBLY WITH SLIPFITTER, ONE 2-WAY PEDESTAL MOUNTING ASSEMBLY WITH SLIPFITTER AND FIVE 1-WAY VERTICAL MOUNTING BRACKET ASSEMBLY REQUIRED FOR PEDESTRIAN INDICATIONS.
- CONTRACTOR WILL FURNISH AND INSTALL 3C/8 CABLE FROM ENTRANCE SWITCH TO LUMINAIRE BASE. UTILITY WILL CONNECT 3C/8 TO LUMINAIRE CABLE FOR POWER TO TRAFFIC SIGNAL.

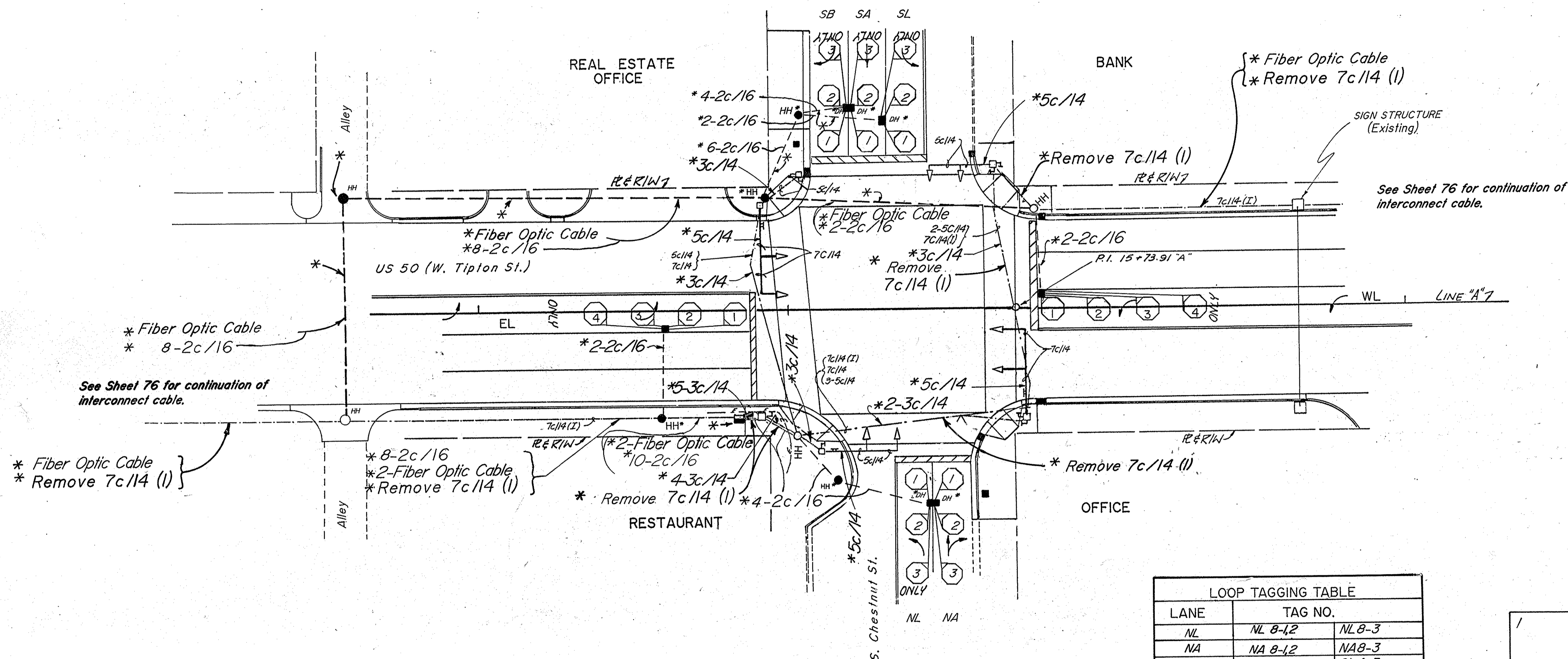
**NOTE:** PEDESTRIAN PUSH BUTTONS WITH SIGN (R-10-48) TO BE ADDED (8 REQ'D.). ONLY THOSE ITEMS MARKED \* ARE TO BE CONSTRUCTED.

**NOTE:** See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.



**LEGEND**

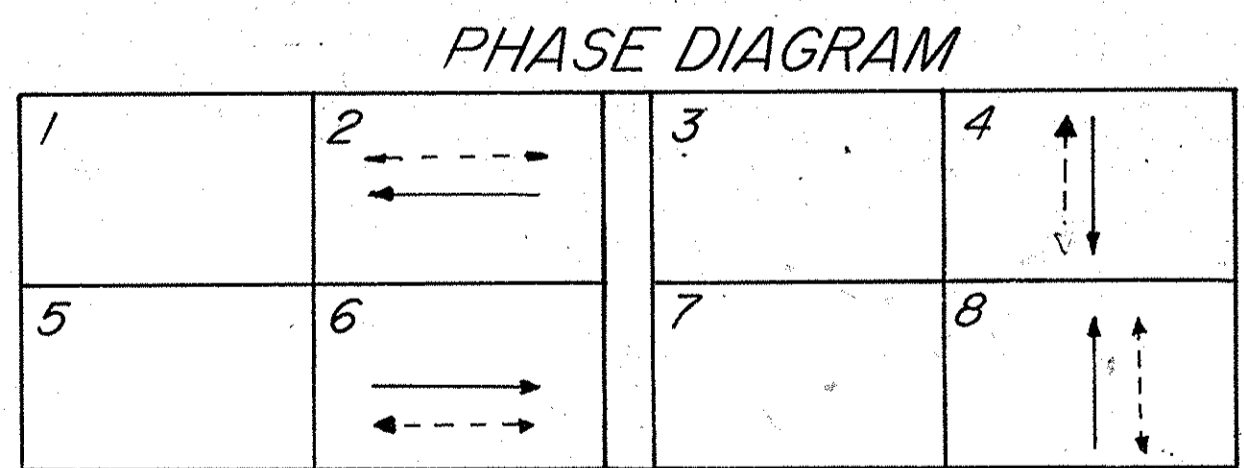
- R/W Line
- - - 2" Conduit
- - - Existing Conduit
- <sup>HH</sup> Hand Hole (Existing)
- <sup>DH</sup> Detector Housing
- <sup>DDH</sup> Double Detector Housing
- ◀ Traffic Signal Indication (Existing) (12" Red, 12" Amber, 12" Green)
- ▨ 24" Stop Line (Existing)
- > Intercept Exist. Conduit
- ◻ Walk/Don't Walk Indication (Existing) (Replace with 18" International Indications)
- Luminaire (Existing)
- E- 2" PVC For Luminaires (Existing)
- <sup>HH</sup> Handhole
- Existing Traffic Signal Cantilever
- ◻ Controller, 'P' Cabinet, 8 Phase, Menu Driven, on Modified "M" Foundation
- 2'-6" Octagonal Loop, 4 Turns, Series



**PREFERENTIALITY**  
US 50 (W. Tipton St.) is preferential

**SPEED LIMITS**  
US 50 (W. Tipton St.) 30 MPH  
S. Chestnut St. 20 MPH

LANE	TAG NO.	
NL	NL 8-1,2	NL 8-3
NA	NA 8-1,2	NA 8-3
SL	SL 4-1,2	SL 4-3
SA	SA 4-1,2	SA 4-3
SB	SB 4-1,2	SB 4-3
EL	EL 6-1, 2, 3	EL 6-4
WL	WL 2-1, 2, 3	WL 2-4



REVISED BY: Kloeker Engineering, P.C.  
DESIGNED BY: D. E. McGillem & Assoc., Inc.

Rev.: 3-8-99  
DATE: 7-20-92

INDIANA DEPARTMENT OF TRANSPORTATION  
DIVISION OF DESIGN

*Delmar L. Kloeker* 1-21-00  
DESIGN ENGINEER DATE

TRAFFIC SIGNAL MODERNIZATION  
U.S. 50 (WEST TIPTON ST.)  
8 S. CHESTNUT ST.  
SEYMOUR  
JACKSON COUNTY  
SEYMOUR DISTRICT

CONTRACT NO. R-24846

SCALE: 1" = 20'

DES. NO.	PROJECT NO.	YEAR	SHEET	TOTAL
9401350	ST-9936( )		66	159

NO.	TYPE	VISOR	REMARKS	NO.	TYPE	SPAN / LENGTH	REMARKS	NO.	TYPE	SPAN / LENGTH	LOCATION
⑥	I	TUNNEL		⑥	PEDESTAL	-	14+92, 34' RI.				
⑦	I	TUNNEL		⑤	CANTILEVER	25'	15+11, 46' RI.				
⑧	I	TUNNEL		④	CANTILEVER	28'	15+77, 35' RI.				
⑨	I	TUNNEL		③	CANTILEVER	20'	15+63, 47' LI.				
⑩	I	TUNNEL		②	PEDESTAL	-	15+04, 44' LI.		④	SPAN & CATENARY	68' 57A-18+85 "A"
⑪	I	TUNNEL		①	CANTILEVER	28'	14+92, 34' LI.		③	SPAN & CATENARY	68' 57A-16+65 "A"



NOTE: See Special Provisions for revisions to loop tagging tables.  
All controllers to be TS-2, Type 1.

LOOP TAGGING TABLE		
LANE	TAG NO.	
NL	NL 3-1,2,3	NL 3-4
NA	NA 8-1,2	NA 8-3
SL	SL 7-1,2,3	SL 7-4
SA	SA 4-1,2,3	SA 4-4
WL	WL 5-1,2	WL 5-3
EL	EL 1-1,2	EL 1-3

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936()		67	159

**NOTES:**

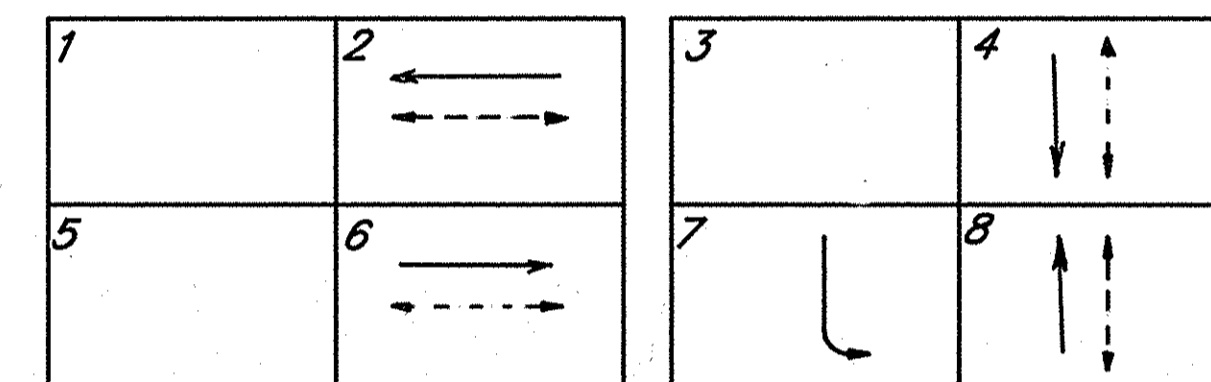
- All wiring shown is to be new.
- Contractor shall remove existing traffic signal poles and foundations.
- Utility to furnish power to top of pole in Northeast quadrant
- See Traffic Sign Plans for placement of RMA-9, RMA-10 and RMA-11.
- See Sheet 81 for pavement markings.

**LEGEND**

- Right-of-Way
- Existing 2" Steel Conduit
- 2" Steel Conduit
- ← One-way, 3-Section (12" Red, 12" Amber, 12" Green) Signal Indication
- ↔ Existing One-Way, 3-Section (12" Red, 12" Amber, 12" Green) Signal Indication
- ↕ Existing One-Way, 5-Section (12" Red, 12" Amber, 12" Green, 12" Amber Arrow, 12" Green Arrow) Signal Indication
- Steel Strain Pole (15" dia x 36' long)
- ⊠ Existing Cantilever Signal Support Pole
- ⊠ Traffic Responsive System Controller, 8 Phase, Menu Driven and Cabinet on "P-1" Foundation
- HH ● Handhole
- HH ○ Existing Handhole
- DH ■ Detector Housing
- 2'-6" Octagonal Loop, 4 Turns, Series
- 24" Stop Line
- Utility Pole
- ∇ Intercept
- ↔ One-Way, 5-Section (12" Red, 12" Amber, 12" Green, 12" Amber Arrow, 12" Green Arrow) Signal Indication
- ⊠ Span Mount Junction Box
- ⊠ Sheet Signs (Span Mount)
- ⊠ Pedestrian Indication, 18", International / Pushbutton
- Fiber Optic Cable 2-2C/16
- CW Transverse Markings, Thermoplastic, Crosswalk Line, White, 6"

4-S1, 4-S2, 4-S3, 4-S4, 4-S5, 4-S6 are System Loops

**PHASE DIAGRAM**



**PREFERENTIALITY**

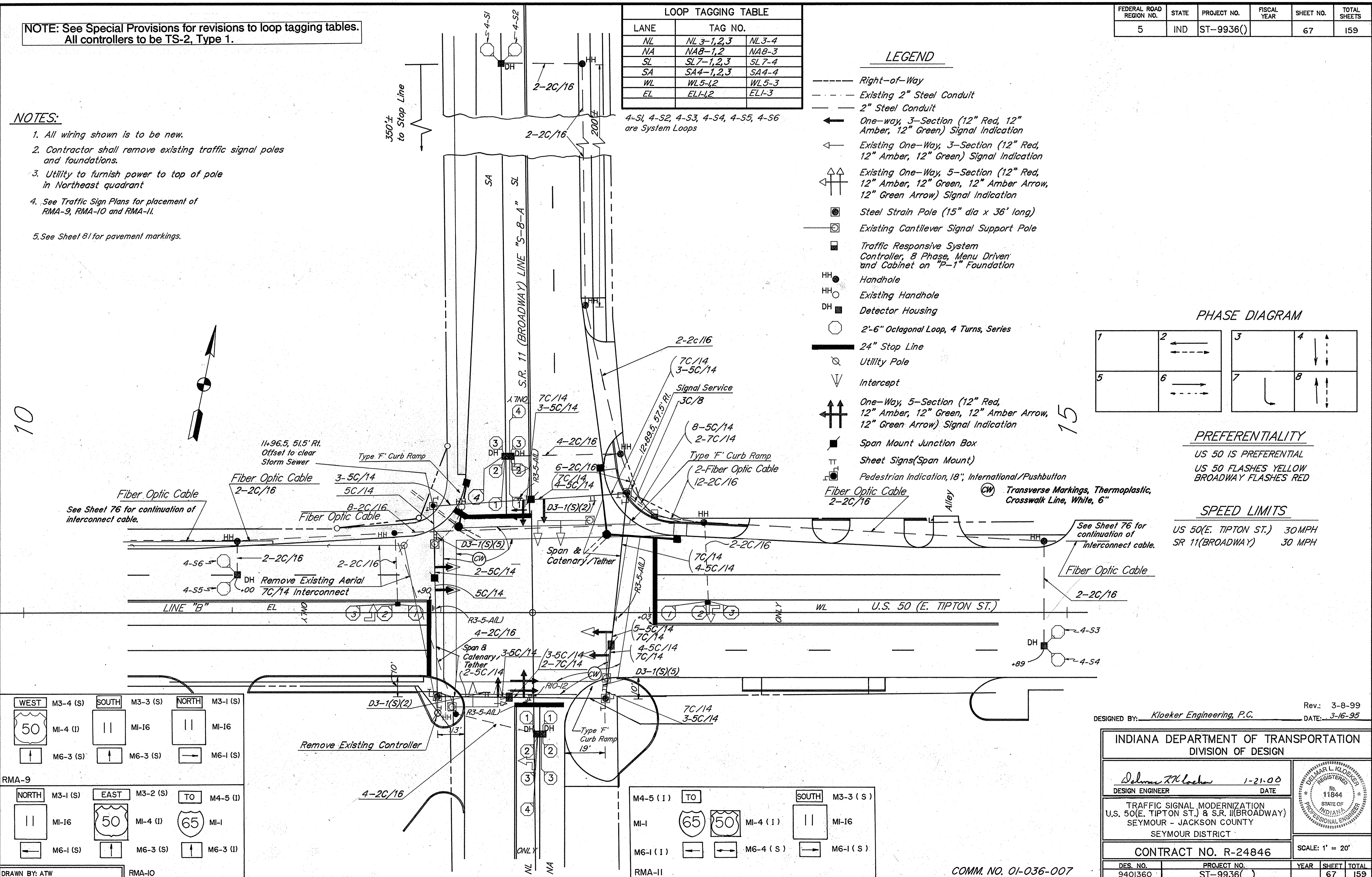
US 50 IS PREFERENTIAL  
US 50 FLASHES YELLOW  
BROADWAY FLASHES RED

**SPEED LIMITS**

US 50 (E. TIPTON ST.) 30 MPH  
SR 11 (BROADWAY) 30 MPH

10

15



**RMA-9**

WEST	M3-4 (S)	SOUTH	M3-3 (S)	NORTH	M3-1 (S)
MI-4 (I)	MI-16	MI-16	MI-16	MI-16	MI-16
M6-3 (S)	M6-3 (S)	M6-3 (S)	M6-3 (S)	M6-1 (S)	M6-1 (S)

**RMA-10**

NORTH	M3-1 (S)	EAST	M3-2 (S)	TO	M4-5 (I)
MI-16	MI-4 (I)	MI-4 (I)	MI-1	MI-1	MI-1
M6-1 (S)	M6-3 (S)	M6-3 (S)	M6-3 (I)	M6-3 (I)	M6-3 (I)

**RMA-II**

M4-5 (I)	TO	SOUTH	M3-3 (S)
MI-1	65	MI-4 (I)	MI-16
M6-1 (I)	50	M6-4 (S)	M6-1 (S)

DESIGNED BY: Kloeker Engineering, P.C. DATE: 3-16-95

Rev.: 3-8-99

**INDIANA DEPARTMENT OF TRANSPORTATION**  
DIVISION OF DESIGN

DESIGN ENGINEER: *Delmar L. Kloeker* 1-21-00 DATE

TRAFFIC SIGNAL MODERNIZATION  
U.S. 50 (E. TIPTON ST.) & S.R. 11 (BROADWAY)  
SEYMOUR - JACKSON COUNTY  
SEYMOUR DISTRICT

CONTRACT NO. R-24846

SCALE: 1" = 20'

DES. NO.	PROJECT NO.	YEAR	SHEET	TOTAL
9401360	ST-9936()		67	159

COMM. NO. 01-036-007

E. TIPTON ST.

S. O'BRIEN ST.

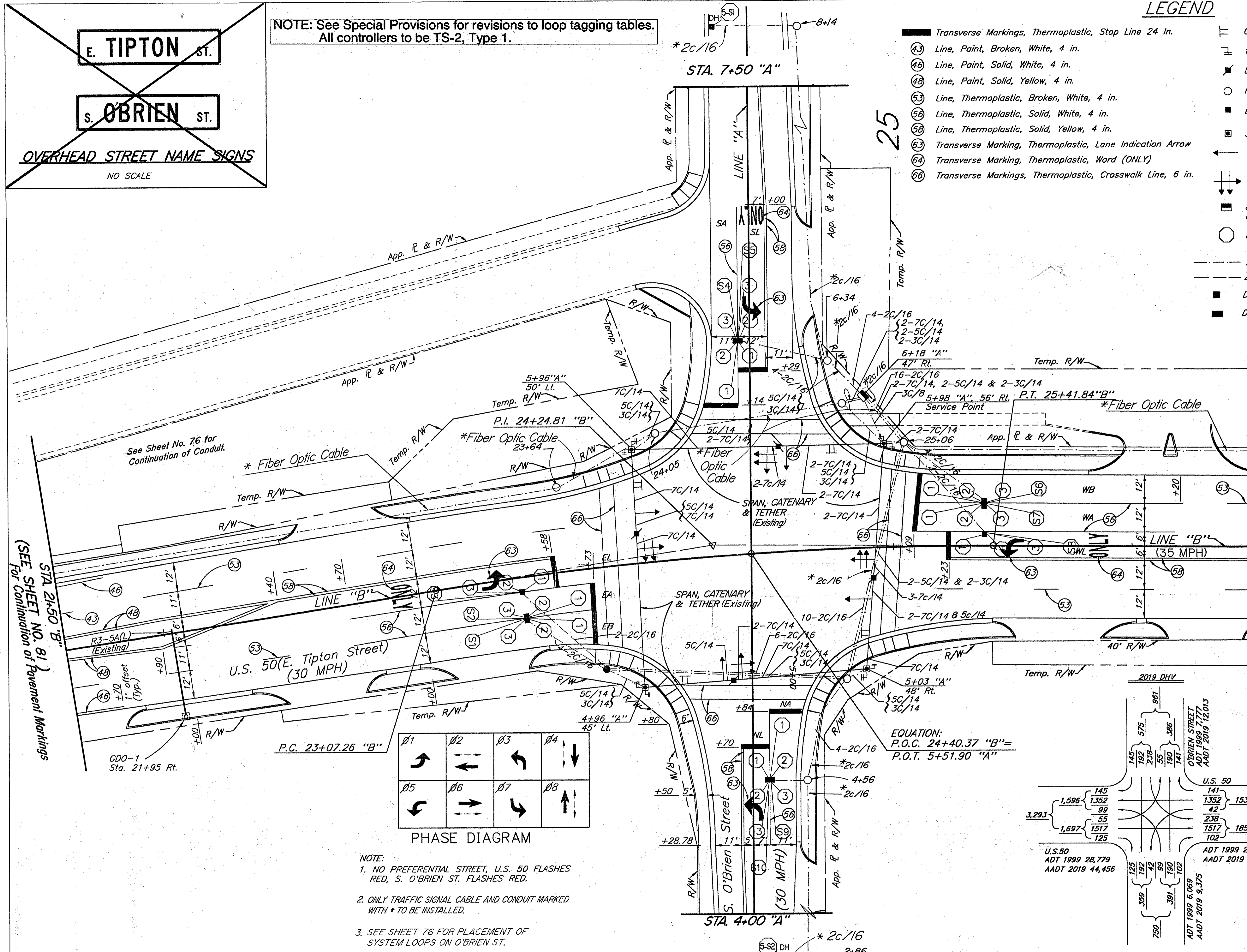
OVERHEAD STREET NAME SIGNS

NO SCALE

NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.

LEGEND

- Transverse Markings, Thermoplastic, Stop Line 24 In.
- Line, Paint, Broken, White, 4 in.
- Line, Paint, Solid, White, 4 in.
- Line, Paint, Solid, Yellow, 4 in.
- Line, Thermoplastic, Broken, White, 4 in.
- Line, Thermoplastic, Solid, White, 4 in.
- Line, Thermoplastic, Solid, Yellow, 4 in.
- Transverse Marking, Thermoplastic, Lane Indication Arrow
- Transverse Marking, Thermoplastic, Word (ONLY)
- Transverse Markings, Thermoplastic, Crosswalk Line, 6 in.
- Overhead Street Name Signs (Existing)
- 12" Walk - Don't Walk Indication (Existing)
- Disconnect Hanger (Existing)
- Handhole, Signal (Existing)
- Detector Housing (Existing)
- 30' Steel Strain Pole (Existing)
- 1-Way, 3-Section (12" Red, 12" Amber, 12 Green) Signal Indication
- 1-Way, 5-Section (12" Red, 12" Amber, 12" Green 12" Amber Arrow, 12" Green Arrow) Signal Indication
- 8-Phase Menu Driven Controller And Cabinet on Existing Type "P-1" Foundation
- Inductive Loop Detector, 2'-6" Octagonal W/4 Turns Wire, In Series
- 2" Galvanized Steel Conduit - Existing
- 2" Galvanized Steel Conduit
- Detector Housing
- Double Detector Housing



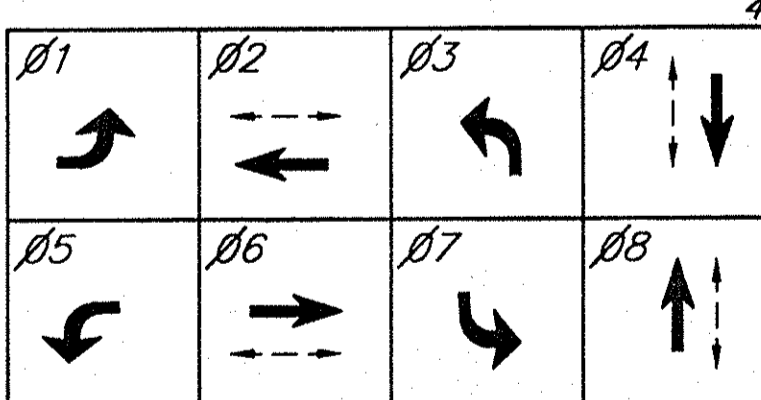
See Sheet 76 for Continuation of Conduit.

See Sheet No. 82 For Continuation of Pavement Markings

Revisions by Kloeker Engineering, P.C. include conduit, fiber optic cable and loop detectors with lead-in for traffic signal system. 9-14-99

SEE SHEET NO. 81 For Continuation of Pavement Markings

See Sheet No. 76 for Continuation of Conduit.



- NOTE:
- NO PREFERENTIAL STREET, U.S. 50 FLASHES RED, S. O'BRIEN ST. FLASHES RED.
  - ONLY TRAFFIC SIGNAL CABLE AND CONDUIT MARKED WITH \* TO BE INSTALLED.
  - SEE SHEET 76 FOR PLACEMENT OF SYSTEM LOOPS ON O'BRIEN ST.

LANE	TAG NUMBER
NL	NL3-1,2,3
NA	NA8-1,2,3
WL	WL5-1,2,3
WA	WA2-1,2,3
WB	WB2-1,2,3
SL	SL7-1,2,3
SA	SA4-1,2,3
EL	EL1-1,2,3
EA	EA6-1,2,3
EB	EB6-1,2,3
EB	EB-S1
EA	EA-S2
EL	EL-S3
SA	SA-S4
SL	SL-S5
WB	WB-S6
WA	WA-S7
WL	WL-S8
NA	NA-S9
NL	NL-S10

Signalized Intersection U.S. 50 & O'Brien St. Seymour, Indiana Jackson County Seymour District

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: BJM 4/99	DRAWN: MJK 4/99	
CHECKED: BJM 4/99	CHECKED: PCG 4/99	REVISED: MJK 8/99

INDIANA DEPARTMENT OF TRANSPORTATION

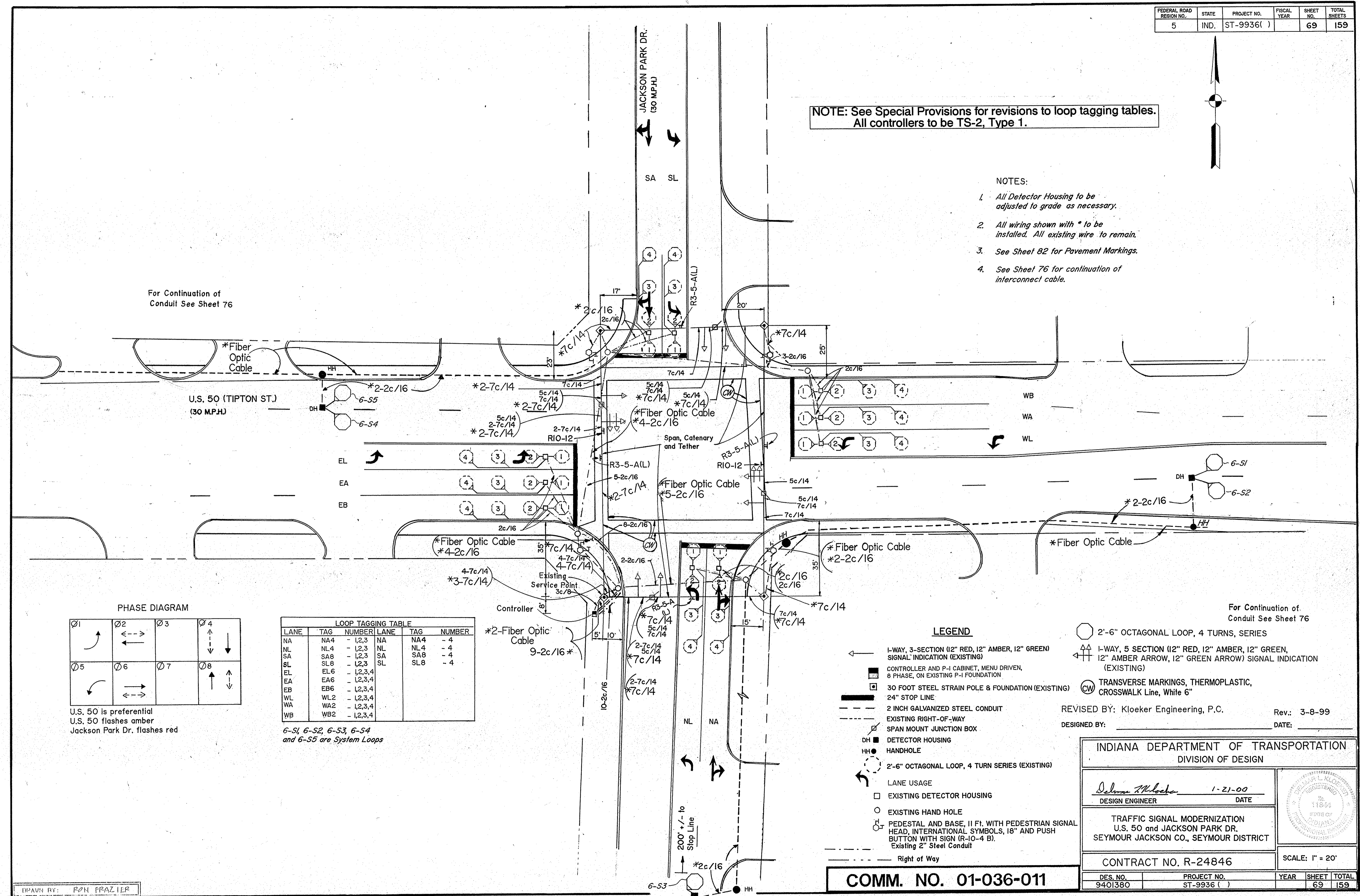
TRAFFIC SIGNAL DETAIL  
U.S. 50 & O'BRIEN ST.

HORIZONTAL SCALE 1"=20'	FEDERAL ROAD REGION NO. 5
VERTICAL SCALE 1"=20'	YEAR 2000
LEVEL BOOK NO.	SHEETS 68 of 159
CONTRACT NO. R-24846	PROJECT NO. ST-9936 ( )



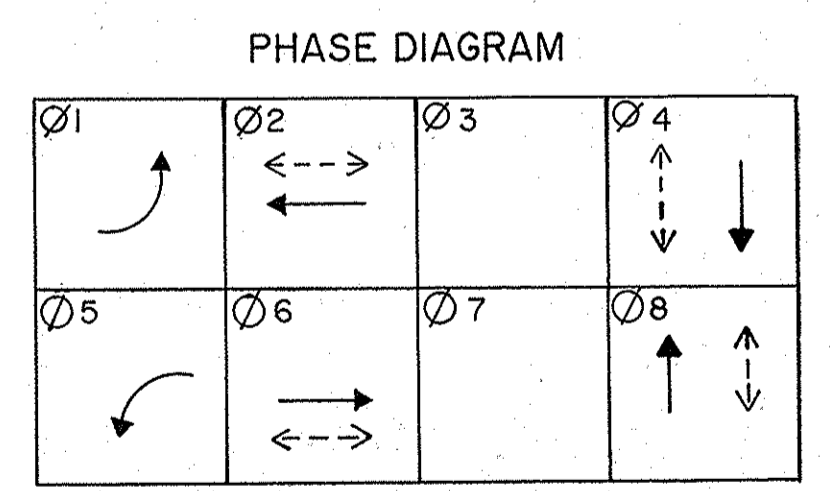
**NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.**

- NOTES:
- All Detector Housing to be adjusted to grade as necessary.
  - All wiring shown with \* to be installed. All existing wire to remain.
  - See Sheet 82 for Pavement Markings.
  - See Sheet 76 for continuation of interconnect cable.



For Continuation of Conduit See Sheet 76

For Continuation of Conduit See Sheet 76



U.S. 50 is preferential  
U.S. 50 flashes amber  
Jackson Park Dr. flashes red

**LOOP TAGGING TABLE**

LANE	TAG	NUMBER	LANE	TAG	NUMBER
NA	NA4	-1,2,3	NA	NA4	-4
NL	NL4	-1,2,3	NL	NL4	-4
SA	SA8	-1,2,3	SA	SA8	-4
SL	SL8	-1,2,3	SL	SL8	-4
EL	EL6	-1,2,3,4			
EA	EA6	-1,2,3,4			
EB	EB6	-1,2,3,4			
WL	WL2	-1,2,3,4			
WA	WA2	-1,2,3,4			
WB	WB2	-1,2,3,4			

6-S1, 6-S2, 6-S3, 6-S4 and 6-S5 are System Loops

**LEGEND**

- ← 1-WAY, 3-SECTION (12" RED, 12" AMBER, 12" GREEN) SIGNAL INDICATION (EXISTING)
- ↻ 1-WAY, 5 SECTION (12" RED, 12" AMBER, 12" GREEN, 12" AMBER ARROW, 12" GREEN ARROW) SIGNAL INDICATION (EXISTING)
- ☐ CONTROLLER AND P-I CABINET, MENU DRIVEN, 8 PHASE, ON EXISTING P-I FOUNDATION
- ☐ 30 FOOT STEEL STRAIN POLE & FOUNDATION (EXISTING)
- 24" STOP LINE
- - - 2 INCH GALVANIZED STEEL CONDUIT
- - - EXISTING RIGHT-OF-WAY
- ☐ SPAN MOUNT JUNCTION BOX
- DH ■ DETECTOR HOUSING
- HH ● HANDHOLE
- 2'-6" OCTAGONAL LOOP, 4 TURN SERIES (EXISTING)
- ↻ LANE USAGE
- ☐ EXISTING DETECTOR HOUSING
- EXISTING HAND HOLE
- PEDESTAL AND BASE, 11 FT. WITH PEDESTRIAN SIGNAL HEAD, INTERNATIONAL SYMBOLS, 18" AND PUSH BUTTON WITH SIGN (R-10-4 B). Existing 2" Steel Conduit
- Right of Way
- 2'-6" OCTAGONAL LOOP, 4 TURNS, SERIES
- ↻ 1-WAY, 5 SECTION (12" RED, 12" AMBER, 12" GREEN, 12" AMBER ARROW, 12" GREEN ARROW) SIGNAL INDICATION (EXISTING)
- ☐ TRANSVERSE MARKINGS, THERMOPLASTIC, CROSSWALK Line, White 6"

REVISED BY: Kloeker Engineering, P.C. Rev.: 3-8-99  
DESIGNED BY: DATE:

INDIANA DEPARTMENT OF TRANSPORTATION  
DIVISION OF DESIGN

*Delmar Kloeker* 1-21-00  
DESIGN ENGINEER DATE

TRAFFIC SIGNAL MODERNIZATION  
U.S. 50 and JACKSON PARK DR.  
SEYMOUR JACKSON CO., SEYMOUR DISTRICT

CONTRACT NO. R-24846 SCALE: 1" = 20'

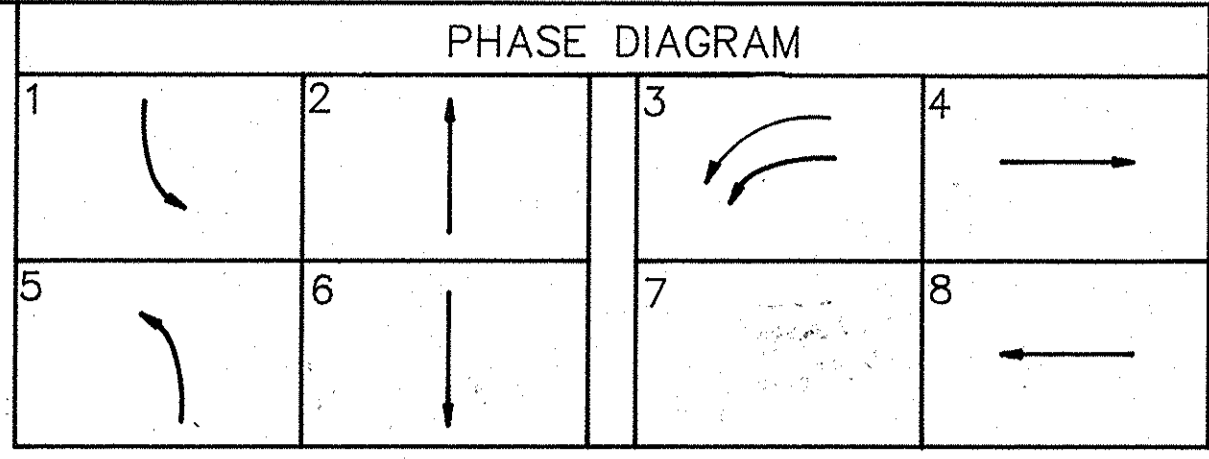
DES. NO.	PROJECT NO.	YEAR	SHEET	TOTAL
9401380	ST-9936 ( )		69	159

**COMM. NO. 01-036-011**

LOOP TAGGING TABLE	
LANE	TAG NO.
NL	NL 4-1,2,3
NA	NA 4-1,2,3
NB	NB 4-1,2,3
SL	SL 3-1,2,3
SA	SA 3-1,2,3
SR	SR 8-1,2,3

7S-1, 7S-2, 7S-4, 7S-5, 7S-6,  
7S-7, 7S-8, 7S-9 are System Loops

COUNT LOOPS	
LANE	TAG NO.
NL	NL 4-4
NA	NA 4-4
NB	NB 4-4
SL	SL 3-4
SA	SA 3-4
SR	SR 8-4

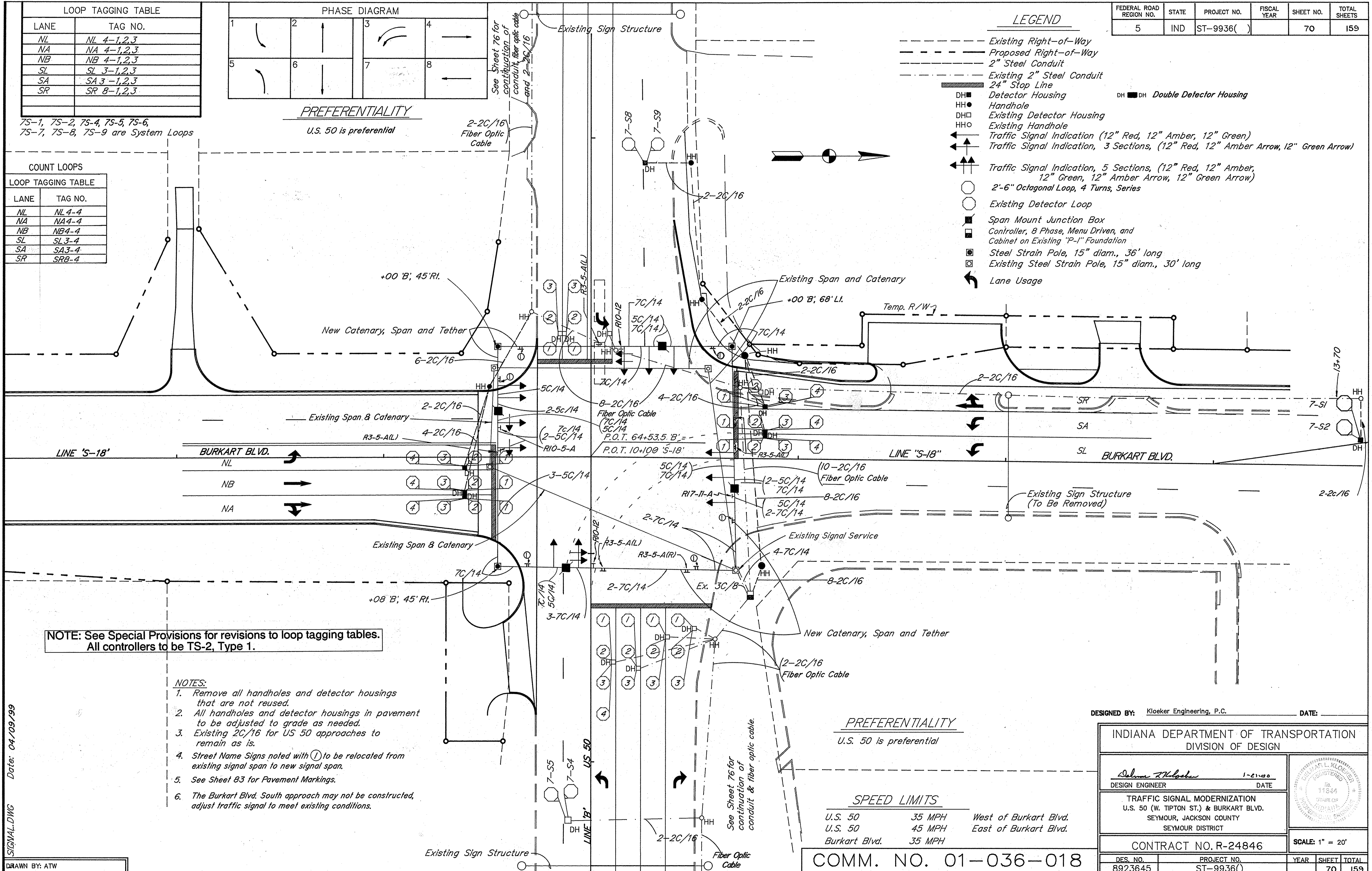


**PREFERENTIALITY**  
U.S. 50 is preferential

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		70	159

**LEGEND**

- Existing Right-of-Way
- - - Proposed Right-of-Way
- 2" Steel Conduit
- Existing 2" Steel Conduit
- 24" Stop Line
- DH ■ Detector Housing
- HH ● Handhole
- DHO □ Existing Detector Housing
- HHO □ Existing Handhole
- ← Traffic Signal Indication (12" Red, 12" Amber, 12" Green)
- ← Traffic Signal Indication, 3 Sections, (12" Red, 12" Amber Arrow, 12" Green Arrow)
- ← Traffic Signal Indication, 5 Sections, (12" Red, 12" Amber, 12" Green, 12" Amber Arrow, 12" Green Arrow)
- 2'-6" Octagonal Loop, 4 Turns, Series
- Existing Detector Loop
- Span Mount Junction Box
- Controller, 8 Phase, Menu Driven, and Cabinet on Existing "P-1" Foundation
- Steel Strain Pole, 15" diam., 36' long
- Existing Steel Strain Pole, 15" diam., 30' long
- ↻ Lane Usage



**NOTE:** See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.

- NOTES:**
- Remove all handholes and detector housings that are not reused.
  - All handholes and detector housings in pavement to be adjusted to grade as needed.
  - Existing 2C/16 for US 50 approaches to remain as is.
  - Street Name Signs noted with ① to be relocated from existing signal span to new signal span.
  - See Sheet B3 for Pavement Markings.
  - The Burkart Blvd. South approach may not be constructed, adjust traffic signal to meet existing conditions.

**PREFERENTIALITY**  
U.S. 50 is preferential

**SPEED LIMITS**

U.S. 50	35 MPH	West of Burkart Blvd.
U.S. 50	45 MPH	East of Burkart Blvd.
Burkart Blvd.	35 MPH	

DESIGNED BY: Kloeker Engineering, P.C. DATE: \_\_\_\_\_

INDIANA DEPARTMENT OF TRANSPORTATION  
DIVISION OF DESIGN

*Delmar Kloeker* 1-21-00  
DESIGN ENGINEER DATE

TRAFFIC SIGNAL MODERNIZATION  
U.S. 50 (W. TIPTON ST.) & BURKART BLVD.  
SEYMOUR, JACKSON COUNTY  
SEYMOUR DISTRICT

CONTRACT NO. R-24846

SCALE: 1" = 20'

DES. NO.	PROJECT NO.	YEAR	SHEET	TOTAL
8923645	ST-9936( )		70	159

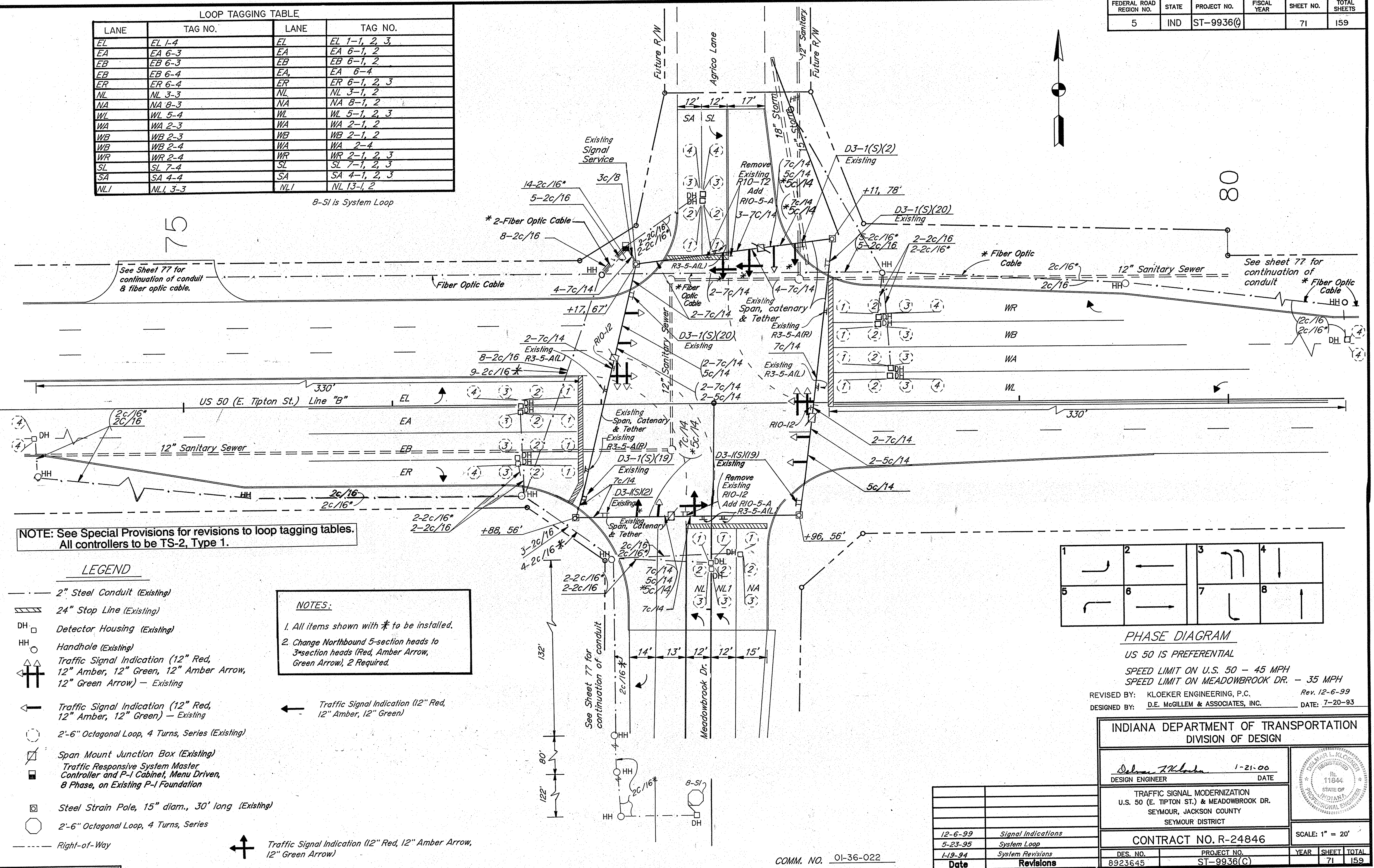
SIGNAL.DWG Date: 04/09/99 DRAWN BY: ATW

COMM. NO. 01-036-018

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936(C)		71	159

LANE	TAG NO.	LANE	TAG NO.
EL	EL 1-4	EL	EL 1-1, 2, 3
EA	EA 6-3	EA	EA 6-1, 2
EB	EB 6-3	EB	EB 6-1, 2
EB	EB 6-4	EA	EA 6-4
ER	ER 6-4	ER	ER 6-1, 2, 3
NL	NL 3-3	NL	NL 3-1, 2
NA	NA 8-3	NA	NA 8-1, 2
WL	WL 5-4	WL	WL 5-1, 2, 3
WA	WA 2-3	WA	WA 2-1, 2
WB	WB 2-3	WB	WB 2-1, 2
WB	WB 2-4	WA	WA 2-4
WR	WR 2-4	WR	WR 2-1, 2, 3
SL	SL 7-4	SL	SL 7-1, 2, 3
SA	SA 4-4	SA	SA 4-1, 2, 3
NLI	NLI 3-3	NLI	NLI 13-1, 2

8-SI is System Loop



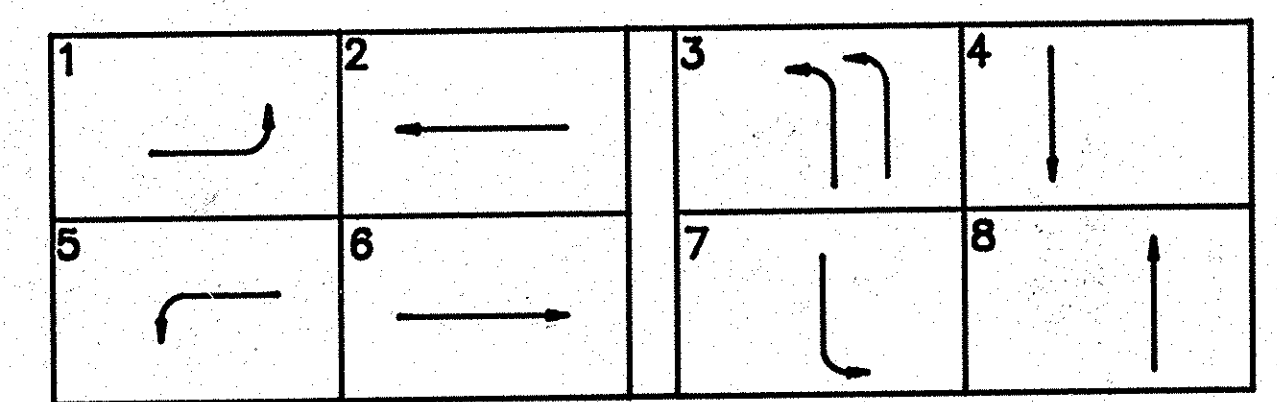
NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.

**LEGEND**

- 2" Steel Conduit (Existing)
- ▨ 24" Stop Line (Existing)
- DH □ Detector Housing (Existing)
- HH ○ Handhole (Existing)
- ▲ Traffic Signal Indication (12" Red, 12" Amber, 12" Green, 12" Amber Arrow, 12" Green Arrow) - Existing
- ◀ Traffic Signal Indication (12" Red, 12" Amber, 12" Green) - Existing
- 2'-6" Octagonal Loop, 4 Turns, Series (Existing)
- ▣ Span Mount Junction Box (Existing)
- ▣ Traffic Responsive System Master Controller and P-I Cabinet, Menu Driven, 8 Phase, on Existing P-I Foundation
- ⊠ Steel Strain Pole, 15" diam., 30' long (Existing)
- 2'-6" Octagonal Loop, 4 Turns, Series
- Right-of-Way

**NOTES:**

- All items shown with \* to be installed.
- Change Northbound 5-section heads to 3-section heads (Red, Amber Arrow, Green Arrow), 2 Required.



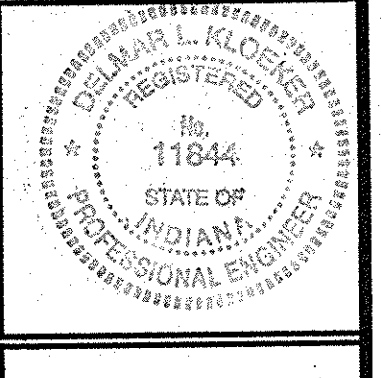
**PHASE DIAGRAM**

US 50 IS PREFERENTIAL  
 SPEED LIMIT ON U.S. 50 - 45 MPH  
 SPEED LIMIT ON MEADOWBROOK DR. - 35 MPH

REVISED BY: KLOEKER ENGINEERING, P.C. Rev. 12-6-99  
 DESIGNED BY: D.E. MCGILLEM & ASSOCIATES, INC. DATE: 7-20-93

INDIANA DEPARTMENT OF TRANSPORTATION  
 DIVISION OF DESIGN

DESIGN ENGINEER: *Delmar L. Kloeker* 1-21-00 DATE  
 TRAFFIC SIGNAL MODERNIZATION  
 U.S. 50 (E. TIPTON ST.) & MEADOWBROOK DR.  
 SEYMOUR, JACKSON COUNTY  
 SEYMOUR DISTRICT



CONTRACT NO. R-24846		SCALE: 1" = 20'	
DES. NO.	PROJECT NO.	YEAR	SHEET TOTAL
8923645	ST-9936(C)		71 159

Date	Revisions
12-6-99	Signal Indications
5-23-95	System Loop
1-19-94	System Revisions

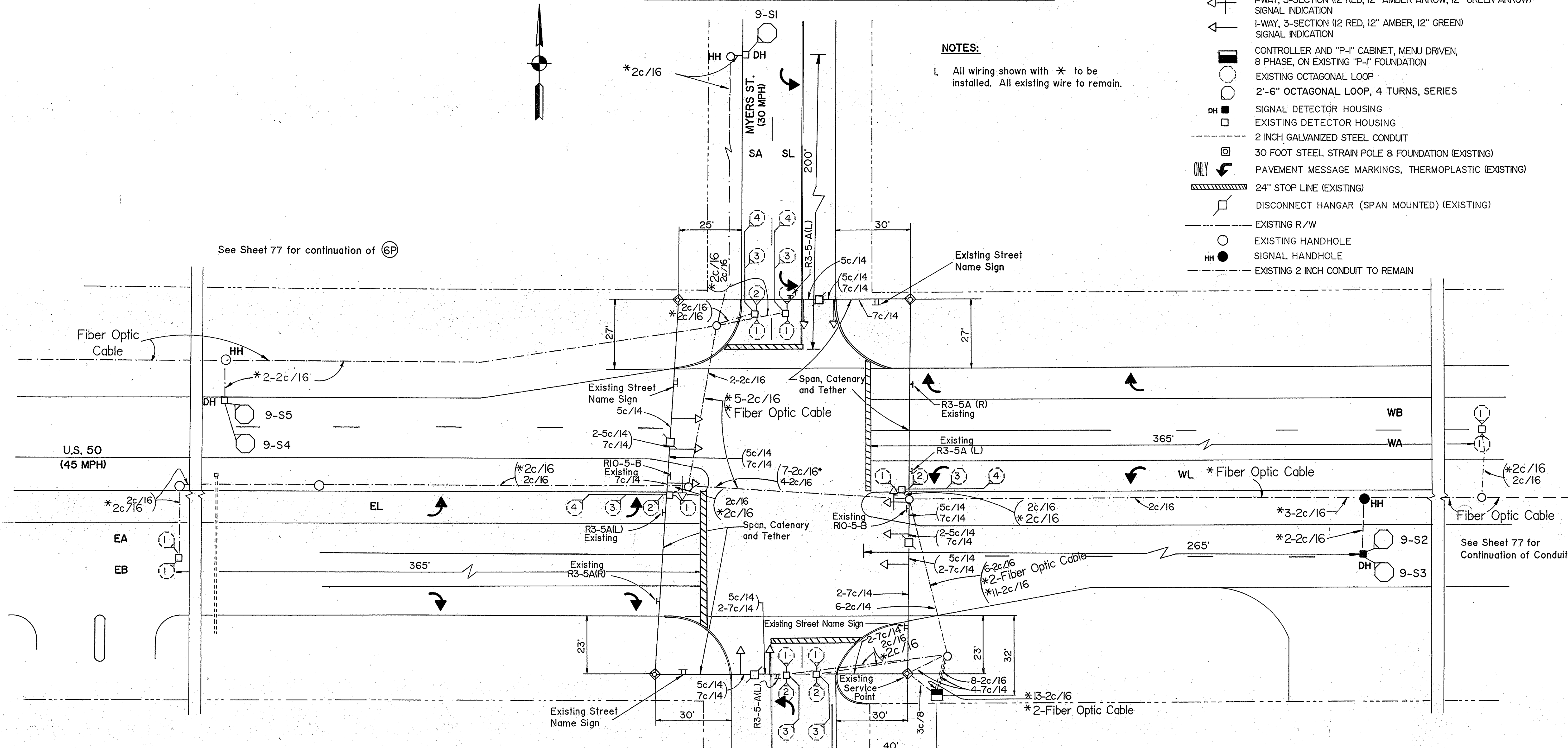
COMM. NO. 01-36-022

DRAWN BY: JMI

NOTE: See Special Provisions for revisions to loop tagging tables.  
All controllers to be TS-2, Type 1.

SIGNAL LEGEND		FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	L-WAY, 3-SECTION (12 RED, 12" AMBER ARROW, 12" GREEN ARROW) SIGNAL INDICATION	5	IND.	ST-9936 ( )		72	159
	L-WAY, 3-SECTION (12 RED, 12" AMBER, 12" GREEN) SIGNAL INDICATION						
	CONTROLLER AND "P-I" CABINET, MENU DRIVEN, 8 PHASE, ON EXISTING "P-I" FOUNDATION						
	EXISTING OCTAGONAL LOOP						
	2'-6" OCTAGONAL LOOP, 4 TURNS, SERIES						
	SIGNAL DETECTOR HOUSING						
	EXISTING DETECTOR HOUSING						
	2 INCH GALVANIZED STEEL CONDUIT						
	30 FOOT STEEL STRAIN POLE & FOUNDATION (EXISTING)						
	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC (EXISTING)						
	24" STOP LINE (EXISTING)						
	DISCONNECT HANGAR (SPAN MOUNTED) (EXISTING)						
	EXISTING R/W						
	EXISTING HANDHOLE						
	SIGNAL HANDHOLE						
	EXISTING 2 INCH CONDUIT TO REMAIN						

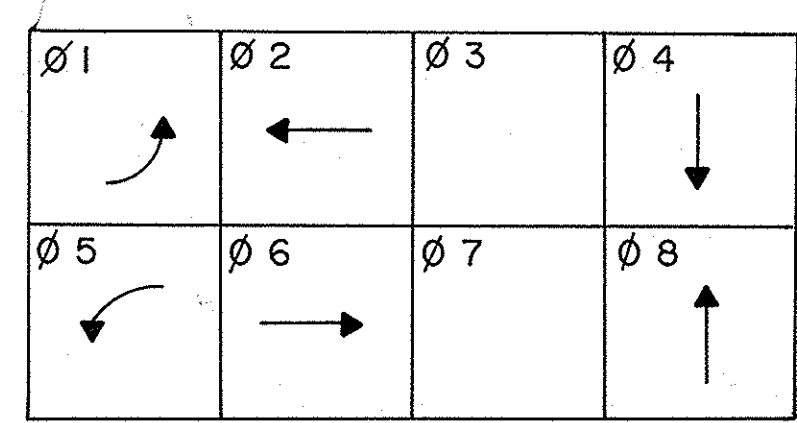
NOTES:  
1. All wiring shown with \* to be installed. All existing wire to remain.



See Sheet 77 for continuation of (6P)

See Sheet 77 for Continuation of Conduit

PHASE DIAGRAM



U.S. 50 is preferential  
U.S. 50 flashes amber  
Meyer St. flashes red

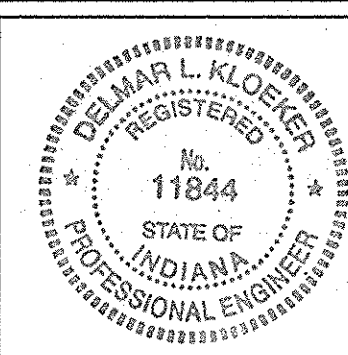
LOOP TAGGING TABLE			
LANE	TAG NUMBER	LANE	TAG NUMBER
NL	NL8 - 1,2	NL	NL8 - 3
NA	NA8 - 1,2,3	NA	NA8 - 4
SL	SL4 - 1,2,3	SL	SL4 - 4
SA	SA4 - 1,2,3	SA	SA4 - 4
EL	EL5 - 1,2,3	EL	EL5 - 4
EA	EA - 1	EB	EB2 - 1
WL	WL1 - 1,2,3	WL	WL1 - 4
WA	WA - 1	WB	WB6 - 1

9-S1, 9-S2, 9-S3, 9-S4  
& 9-S5 are System Loops

System Loops and Fiber Optic Cable added 12-6-99

REVISED BY : Kloeker Engineering, P.C. DATE: 12-6-99

INDIANA DEPARTMENT OF TRANSPORTATION DIVISION OF DESIGN	
DESIGN ENGINEER <i>Delmar L. Kloeker</i>	DATE 1-21-00
TRAFFIC SIGNAL MODERNIZATION U.S. 50 & MYERS ST. SEYMOUR, JACKSON CO., SEYMOUR DISTRICT	
CONTRACT NO. R-24846	DRAWN BY AML
COMM. NO. 01-036-017	DESIGN NO. 8923645
	PROJECT NO. ST-9936 ( )

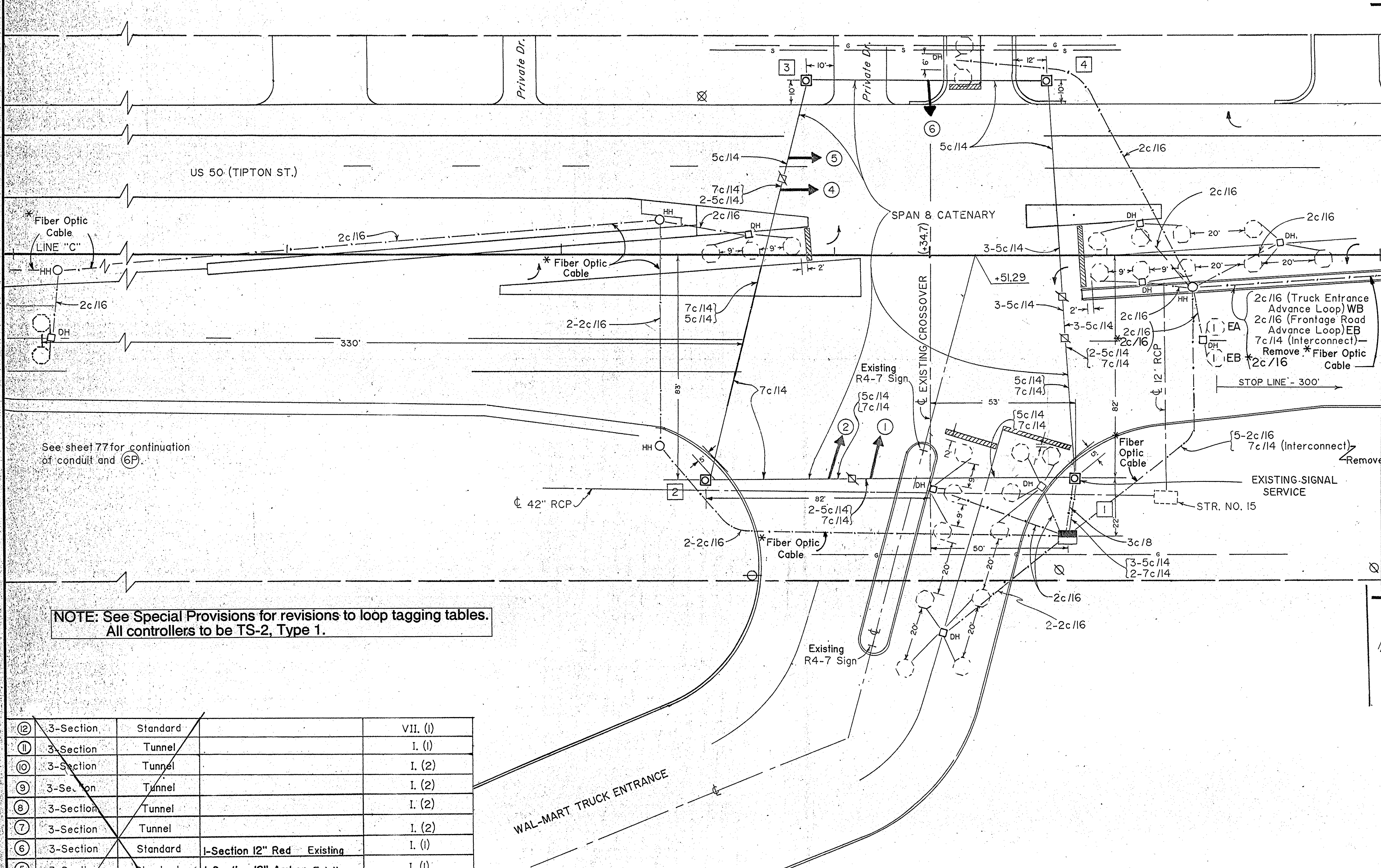
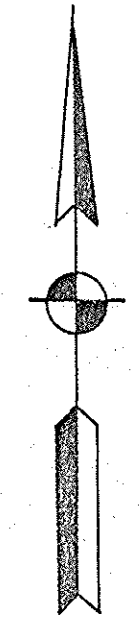


SCALE: 1" = 20'
YEAR SHEET TOTAL
72 159

110

115

Residence Restaurant



MATCH "A", STA. 115+00  
SEE SHEET 74

**LEGEND**

- Existing Right-of-Way
- 2" Steel Conduit
- ⊗<sup>HH</sup> Span Mount Junction Box (Existing)
- <sup>HH</sup> Handhole (Existing)
- <sup>DH</sup> Detector Housing (Existing)
- ⊠ Steel Strain Pole (Existing)
- ⊗ Existing Utility Pole
- ⊗ Existing Light Pole
- ▨ 24" Stop Line (Existing)
- Flasher Controller and Cabinet (P-I) (Existing)
- <sup>g</sup> Underground Gas Line
- <sup>s</sup> Underground Sewer Line
- 2'-6" Octagonal Loop, 4 Turns, Series (Existing)
- Sheet Sign on Span Wire Bracket
- Existing 2" Steel Conduit

**NOTES:**

1. This intersection operates as a flashing beacon and will continue as a flashing beacon.
2. All existing 7c/14 Interconnect Cable to be removed. All other existing wire to remain.
3. All wiring shown with \* to be installed.

**Preferentiality**

US 50 IS PREFERENTIAL  
US 50 FLASHES YELLOW  
TRUCK ENTRANCE FLASHES RED

**Speed Limits**

US 50 - 45 MPH

**NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.**

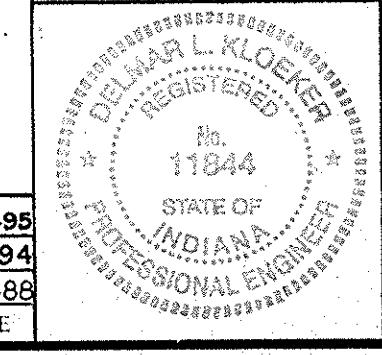
⑫	3-Section	Standard		VII. (1)
⑪	3-Section	Tunnel		I. (1)
⑩	3-Section	Tunnel		I. (2)
⑨	3-Section	Tunnel		I. (2)
⑧	3-Section	Tunnel		I. (2)
⑦	3-Section	Tunnel		I. (2)
⑥	3-Section	Standard	I-Section 12" Red Existing	I. (1)
⑤	3-Section	Standard	I-Section 12" Amber Existing	I. (1)
④	3-Section	Standard	I-Section 12" Amber Existing	I. (1)
③	3-Section	Standard		I. (1)
②	3-Section	Standard	I-Section 12" Red Existing	I. (1)
①	3-Section	Standard	I-Section 12" Red Existing	I. (1)

NO.	TYPE	SPAN/LENGTH	REMARKS	NO.	TYP.	SPAN/LENGTH	LOCATION
4	Steel Strain Pole	32'	Existing	④	○		
3	Steel Strain Pole	32'	Existing	③	○		
2	Steel Strain Pole	32'	Existing	②	○		
1	Steel Strain Pole	32'	Existing	①	○		

REVISED BY: Kloeker Engineering, P.C.  
Rev.: 3-10-99

COMM NO 01-036-020  
**TRAFFIC ENGINEERING STUDIES, INC.**  
Seymour, Indiana 47274

**TRAFFIC SIGNAL INSTALLATION**



DESIGNED SRH	SCALE 1" = 20'	PROJECT LOCATION
DRAWN MJR	PROJECT NO. ST-9936 ( )	US 50 (E. Tipton St.) & Entrance to Distribution Center, Seymour, Indiana
CHECKED SRH	DATE 9-29-88	SHEET 73 OF 159

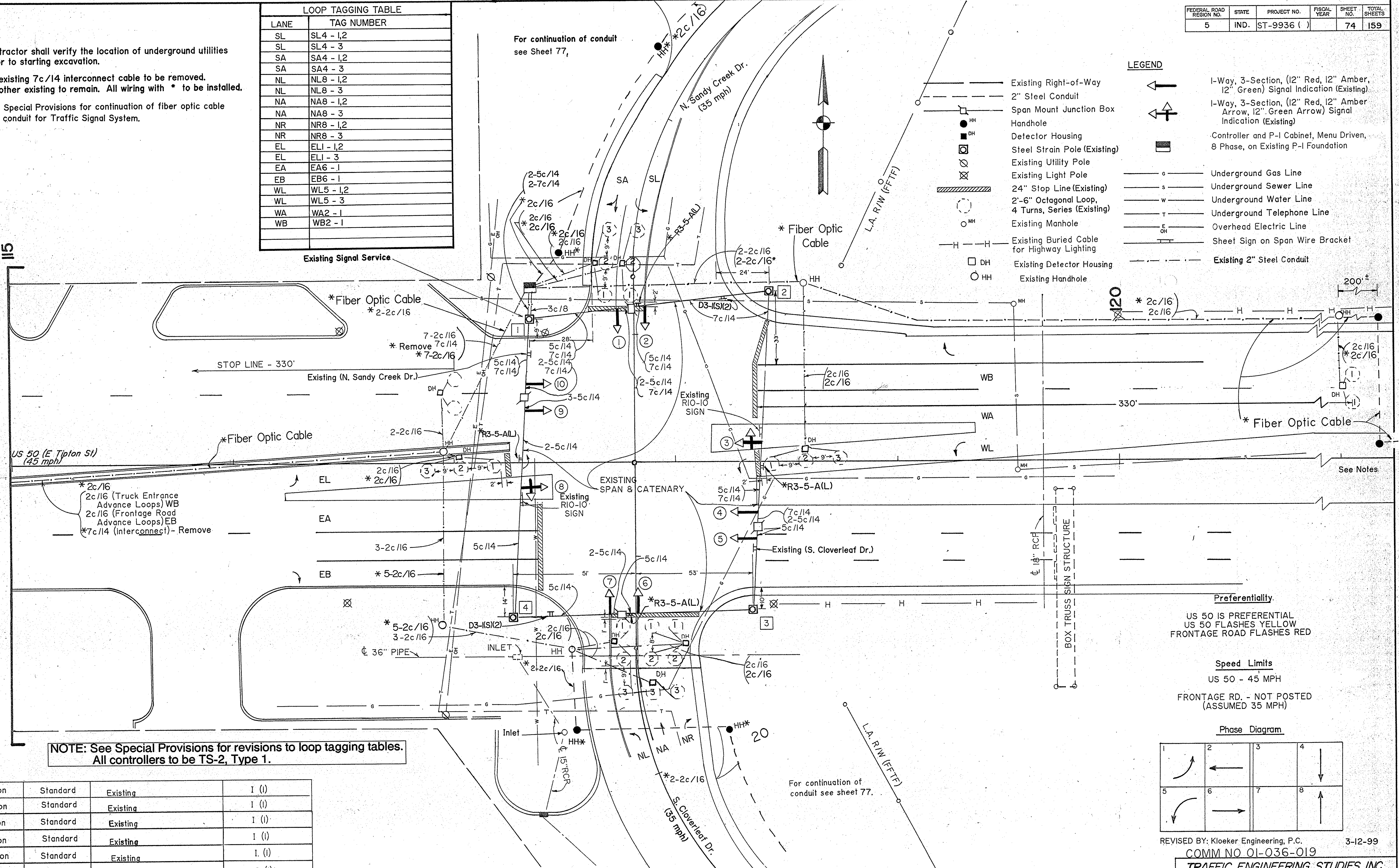
DLK	5-22-99
DLK	2-1-94
SRH	12-18-88
REVISION	DATE

2-24846

- NOTES:**
- Contractor shall verify the location of underground utilities prior to starting excavation.
  - All existing 7c/14 interconnect cable to be removed. All other existing to remain. All wiring with \* to be installed.
  - See Special Provisions for continuation of fiber optic cable and conduit for Traffic Signal System.

LOOP TAGGING TABLE	
LANE	TAG NUMBER
SL	SL4 - 1,2
SL	SL4 - 3
SA	SA4 - 1,2
SA	SA4 - 3
NL	NL8 - 1,2
NL	NL8 - 3
NA	NA8 - 1,2
NA	NA8 - 3
NR	NR8 - 1,2
NR	NR8 - 3
EL	ELI - 1,2
EL	ELI - 3
EA	EA6 - 1
EB	EB6 - 1
WL	WL5 - 1,2
WL	WL5 - 3
WA	WA2 - 1
WB	WB2 - 1

MATCH "A", STA. 115+00 SEE SHEET 73



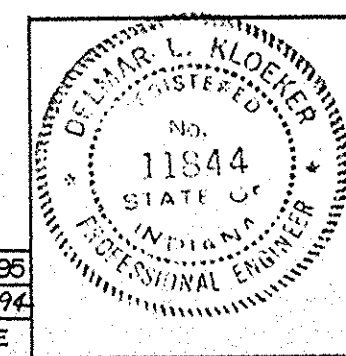
**LEGEND**

	Existing Right-of-Way		1-Way, 3-Section, (12" Red, 12" Amber, 12" Green) Signal Indication (Existing)
	2" Steel Conduit		1-Way, 3-Section, (12" Red, 12" Amber Arrow, 12" Green Arrow) Signal Indication (Existing)
	Span Mount Junction Box		Controller and P-I Cabinet, Menu Driven, 8 Phase, on Existing P-I Foundation
	Handhole		Underground Gas Line
	Detector Housing		Underground Sewer Line
	Steel Strain Pole (Existing)		Underground Water Line
	Existing Utility Pole		Underground Telephone Line
	Existing Light Pole		Overhead Electric Line
	24" Stop Line (Existing)		Sheet Sign on Span Wire Bracket
	2'-6" Octagonal Loop, 4 Turns, Series (Existing)		Existing 2" Steel Conduit
	Existing Manhole		
	Existing Buried Cable for Highway Lighting		
	Existing Detector Housing		
	Existing Handhole		

**NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.**

NO.	TYPE	VISOR	REMARKS	MOUNTING ASSEMBLY	NO.	TYPE	SPAN/LENGTH	REMARKS	NO.	TYPE	SPAN/LENGTH	LOCATION
10	3-Section	Standard	Existing	I (I)								
9	3-Section	Standard	Existing	I (I)								
8	3-Section	Standard	Existing	I (I)								
7	3-Section	Standard	Existing	I (I)								
6	3-Section	Standard	Existing	I (I)								
5	3-Section	Standard	Existing	I (I)								
4	3-Section	Standard	Existing	I (I)	4	Steel Strain Pole	32'	Existing				
3	3-Section	Standard	Existing	I (I)	3	Steel Strain Pole	32'	Existing				
2	3-Section	Standard	Existing	I (I)	2	Steel Strain Pole	32'	Existing				
1	3-Section	Standard	Existing	I (I)	1	Steel Strain Pole	32'	Existing				

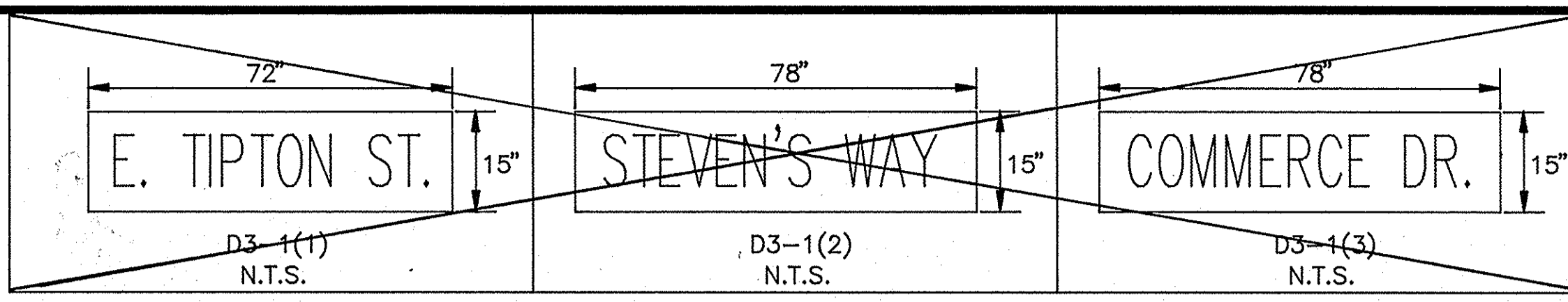
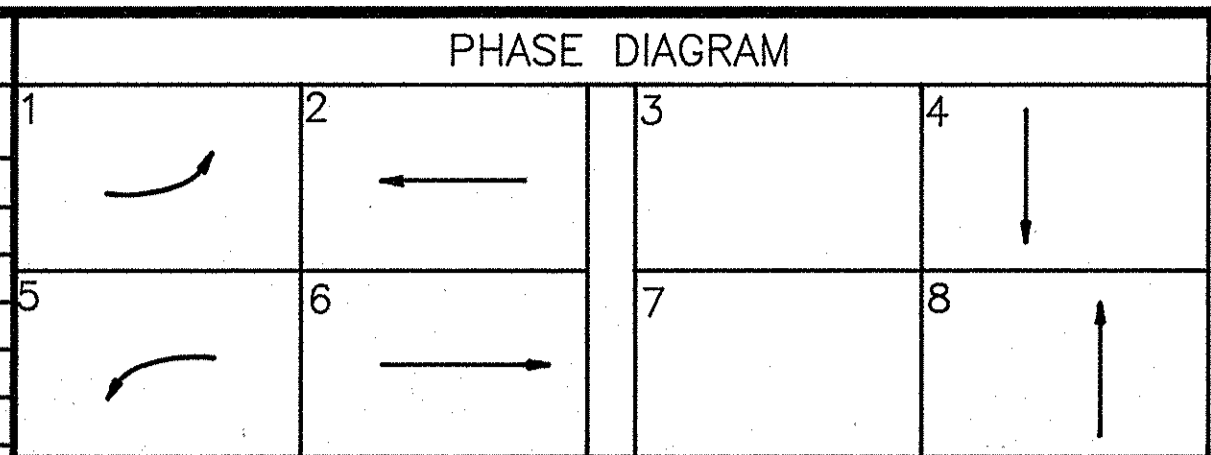
REVISED BY: Kloeker Engineering, P.C. 3-12-99  
 COMM NO 01-036-019  
**TRAFFIC ENGINEERING STUDIES, INC.**  
 Seymour, Indiana 47274



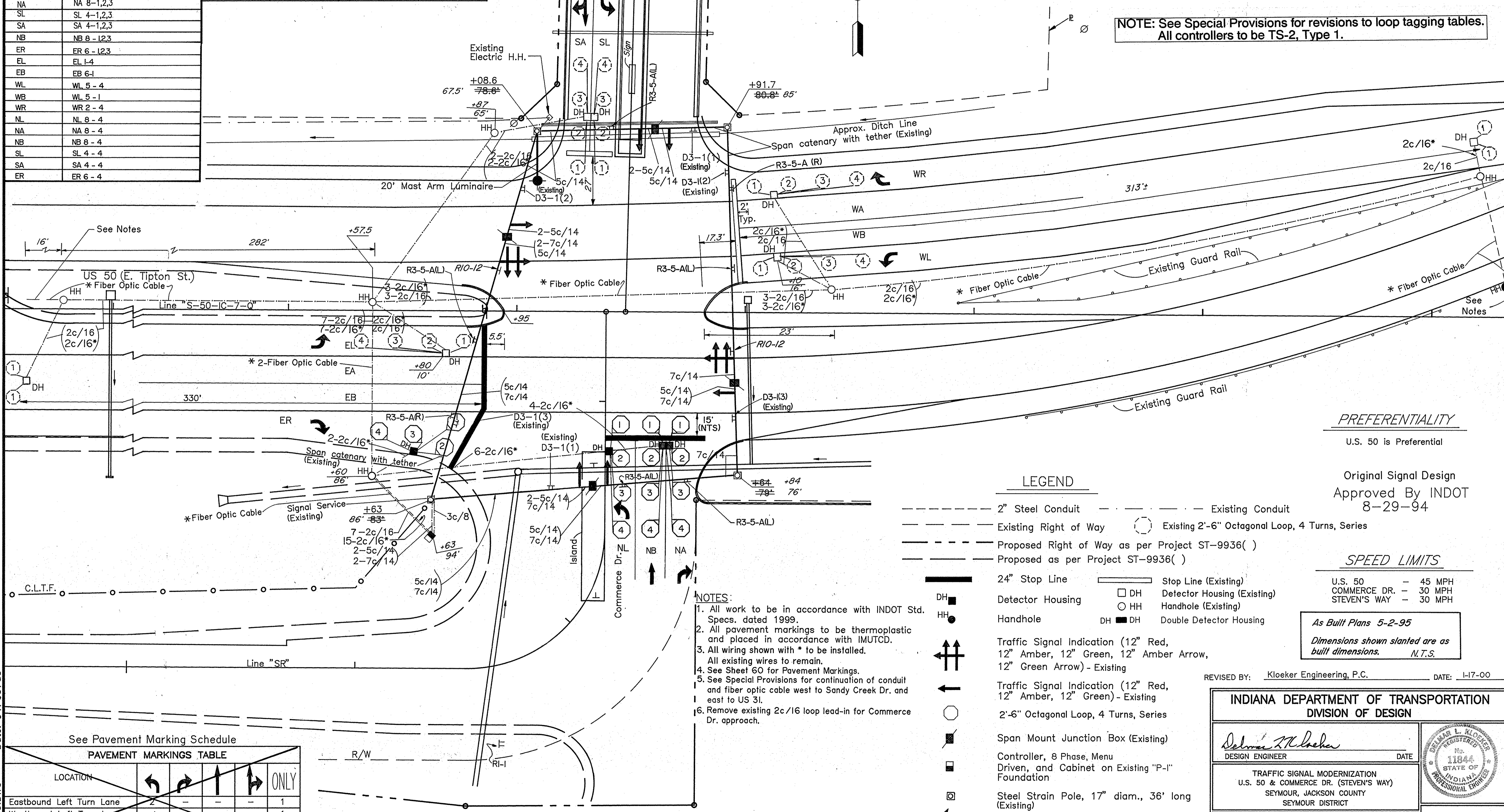
TRAFFIC SIGNAL MODERNIZATION		
DESIGNED SRH	SCALE 1" = 20'	PROJECT LOCATION US 50 (East Tipton St.) & Frontage Road (Sandy Creek Dr.) Seymour, Indiana
DRAWN MJR	PROJECT NO. ST-9936	
CHECKED SRH	DATE 9-29-88	SHEET 74 OF 159



LOOP TAGGING TABLE	
LANE	TAG NO.
EL	EL 1-1,2,3
EA	EA 6-1
WL	WL 5-1,2,3
WA	WA 2-1
WR	WR 2-1,2,3
NL	NL 8-1,2,3
NA	NA 8-1,2,3
SL	SL 4-1,2,3
SA	SA 4-1,2,3
NB	NB 8-1,2,3
ER	ER 6-1,2,3
EL	EL 1-4
EA	EA 6-1
WL	WL 5-4
WB	WL 5-1
WR	WR 2-4
NL	NL 8-4
NA	NA 8-4
NB	NB 8-4
SL	SL 4-4
SA	SA 4-4
ER	ER 6-4



NOTE: See Special Provisions for revisions to loop tagging tables. All controllers to be TS-2, Type 1.



TANGERSG.DWG Date: 04/09/99

See Pavement Marking Schedule

PAVEMENT MARKINGS TABLE	
LOCATION	ONLY
Eastbound Left Turn Lane	1
Westbound Left Turn Lane	1
Westbound Right Turn Lane	1
Northbound Left Turn Lane	1
Southbound Left Turn Lane	1

- NOTES:
- All work to be in accordance with INDOT Std. Specs. dated 1999.
  - All pavement markings to be thermoplastic and placed in accordance with MUTCD.
  - All wiring shown with \* to be installed. All existing wires to remain.
  - See Sheet 60 for Pavement Markings.
  - See Special Provisions for continuation of conduit and fiber optic cable west to Sandy Creek Dr. and east to US 31.
  - Remove existing 2c/16 loop lead-in for Commerce Dr. approach.

- LEGEND
- 2" Steel Conduit
  - Existing Conduit
  - - - Existing Right of Way
  - - - Proposed Right of Way as per Project ST-9936 ( )
  - - - Proposed as per Project ST-9936 ( )
  - 24" Stop Line
  - Stop Line (Existing)
  - DH ■ Detector Housing
  - HH ● Handhole
  - ⬆ Traffic Signal Indication (12" Red, 12" Amber, 12" Green, 12" Amber Arrow, 12" Green Arrow) - Existing
  - 2'-6" Octagonal Loop, 4 Turns, Series
  - Span Mount Junction Box (Existing)
  - Controller, 8 Phase, Menu Driven, and Cabinet on Existing "P-I" Foundation
  - ⊠ Steel Strain Pole, 17" diam., 36' long (Existing)
  - ↶ Lane Usage

PREFERENTIALITY  
U.S. 50 is Preferential

Original Signal Design  
Approved By INDOT  
8-29-94

SPEED LIMITS  
U.S. 50 - 45 MPH  
COMMERCE DR. - 30 MPH  
STEVEN'S WAY - 30 MPH

As Built Plans 5-2-95  
Dimensions shown slanted are as built dimensions. N.T.S.

REVISED BY: Kloeker Engineering, P.C. DATE: 1-17-00

INDIANA DEPARTMENT OF TRANSPORTATION  
DIVISION OF DESIGN

DESIGN ENGINEER: *Delmar Kloeker* DATE: \_\_\_\_\_

TRAFFIC SIGNAL MODERNIZATION  
U.S. 50 & COMMERCE DR. (STEVEN'S WAY)  
SEYMOUR, JACKSON COUNTY  
SEYMOUR DISTRICT

CONTRACT NO. R-24846

DES. NO. \_\_\_\_\_ PROJECT NO. ST-9936 ( ) YEAR 1994 SHEET 75 TOTAL 159

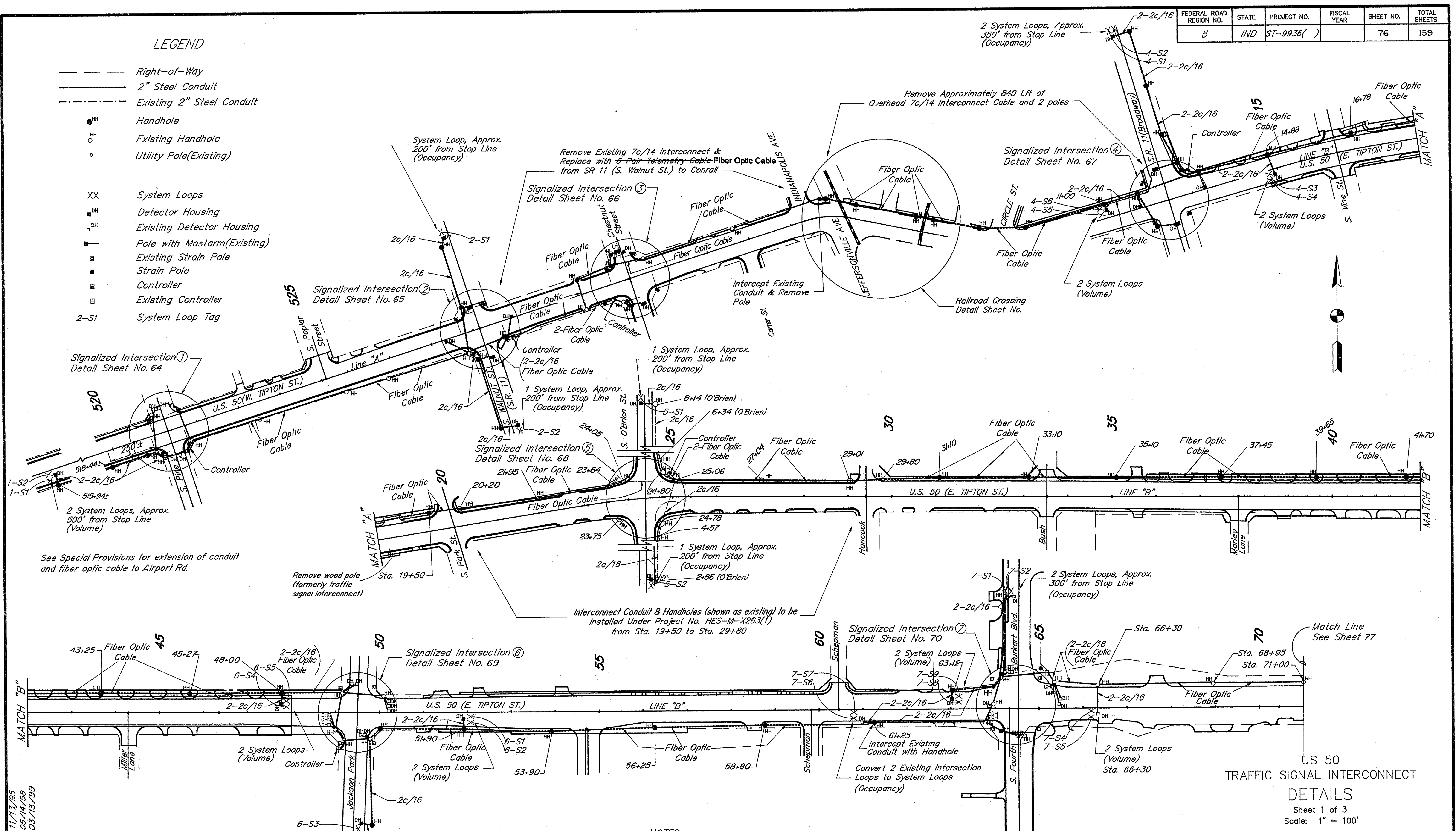
SCALE: 1" = 20'

COMM. NO. 01-036-23

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		76	159

**LEGEND**

- Right-of-Way
- ==== 2" Steel Conduit
- - - Existing 2" Steel Conduit
- HH Handhole
- HH Existing Handhole
- Utility Pole(Existing)
- XX System Loops
- DH Detector Housing
- DH Existing Detector Housing
- Pole with Mastarm(Existing)
- Existing Strain Pole
- Strain Pole
- Controller
- Existing Controller
- 2-S1 System Loop Tag

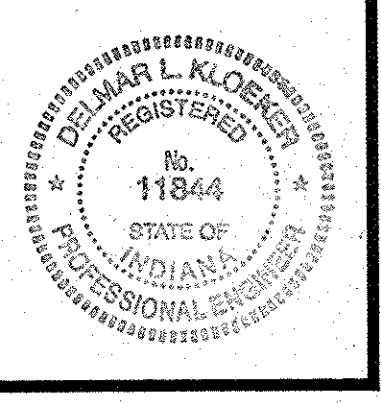


**NOTES**

1. All system detector housings, serving two lanes of traffic shall have the housings installed on the lane line between the lanes served.
2. System Loop Tag designation describes intersection number and loop designation, e.g. x-Sy; x is intersection number and y is loop number.
3. Sta. location of Handholes is approximate. Adjust location so that Handhole is not in street or driveway.
4. Refer to Traffic Signal Detail Sheet for additional details.

US 50  
TRAFFIC SIGNAL INTERCONNECT  
DETAILS  
Sheet 1 of 3  
Scale: 1" = 100'

Date	Revisions
11-28-99	Change to Fiber Optic
9-15-99	Revise System Detectors-O'Brien
5-23-95	System Loop Numbering
2-2-94	Misc. Changes
8-25-92	Labeling Changes
8-25-92	Add Detection to O'Brien



Date: 11/13/95  
 Rev.: 05/14/98  
 Rev.: 03/13/99  
 SONTERC.DWG

Des. No. 8923645

R-24846

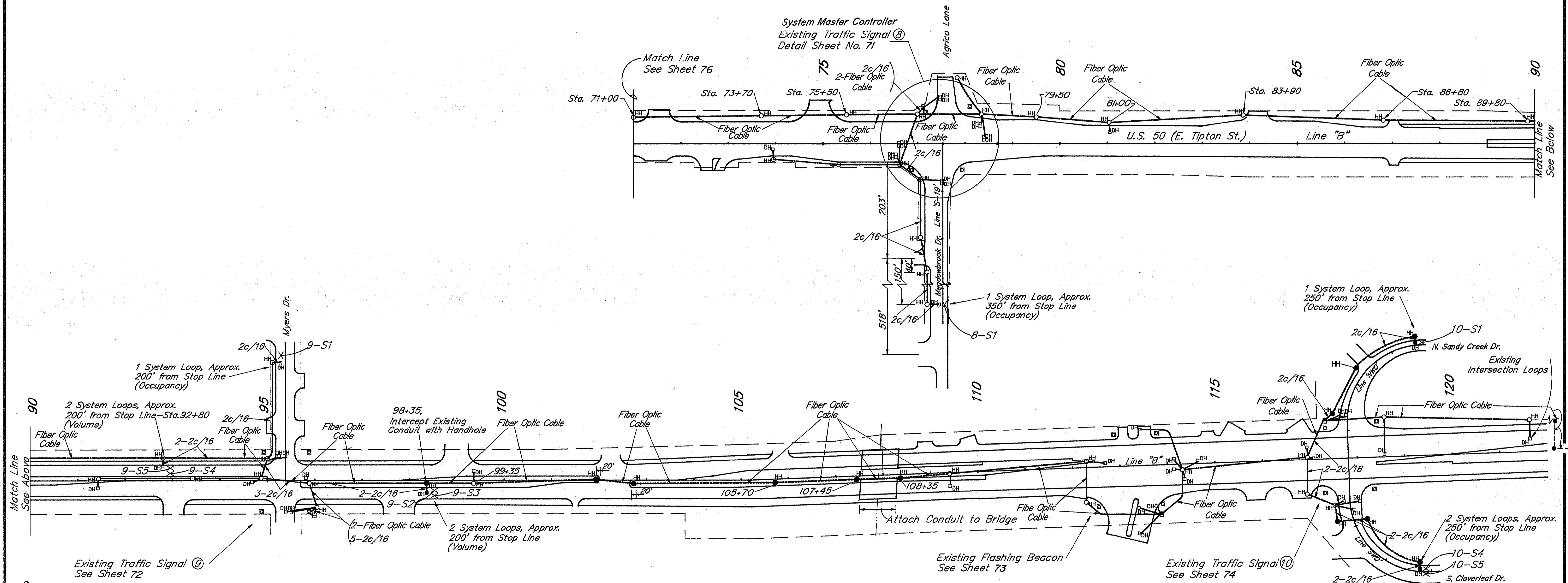
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		77	159

**LEGEND**

- Right-of-Way
- 2" Steel Conduit
- Existing 2" Steel Conduit
- HH Handhole
- HH Existing Handhole
- Utility Pole
- XX System Loops
- DH Detector Housing
- DH Existing Detector Housing
- Existing Controller

**Estimated Quantities**

- Traffic Signal System
- 2" Steel Conduit LFT
  - Handholes Each
  - Detector Housings Each
  - 2C/16 LFT
  - LFT



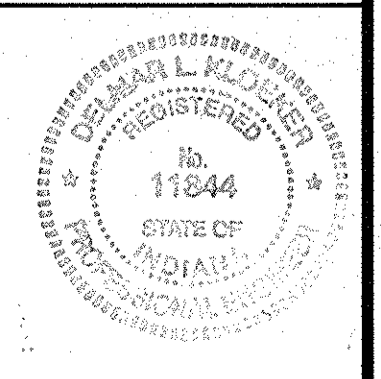
**NOTES:**

1. See Special Provisions for additional details and description of the Traffic Signal System.
2. All system detector housings, serving two lanes of traffic shall have the housings installed on the lane line between the lanes served.
3. All sawcuts, roadway loopwire, telemetry wire, and lead-in wire for the computerized traffic signal system between S. Pine St. and Frontage Rd. shall be installed.
4. Contractor shall contact all utilities prior to placement of conduit. Final field locations of conduit shall be determined by the Project Engineer.

5. All detector housings and handholes to be located by District Traffic.
6. See Special Provisions for continuation of conduit and fiber optic cable to Commerce Dr. and US 31.

US 50  
TRAFFIC SIGNAL INTERCONNECT  
DETAILS  
Sheet 2 of 3  
Scale: 1" = 100'

Date	Revisions
11-28-99	Change to Fiber Optic Cable
5-23-95	System Loop Numbering
2-2-94	Misc. Changes



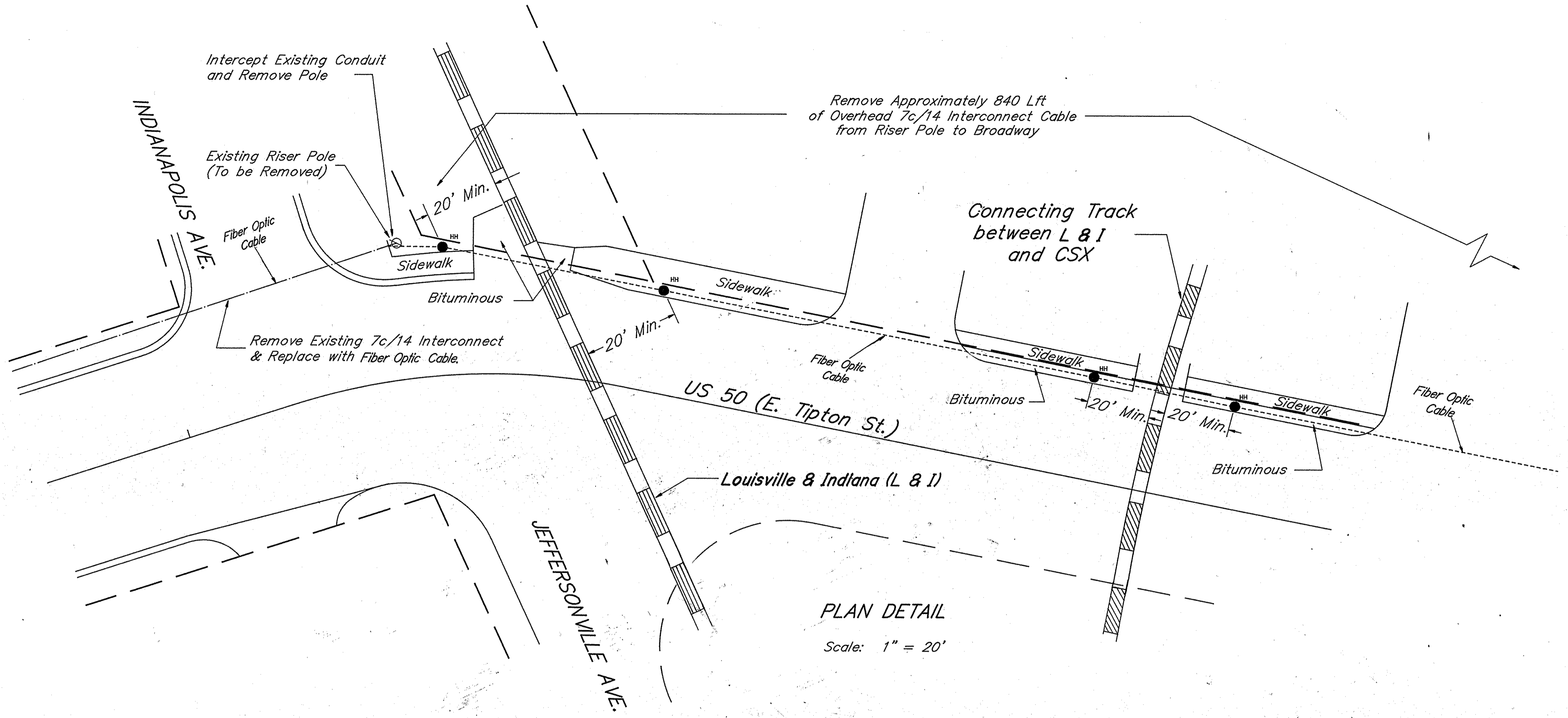
Des. No. 8923645

Date Revisions

R-24846

Date: 11/13/95  
 Rev: 03/13/99  
 SPRINT.DWG

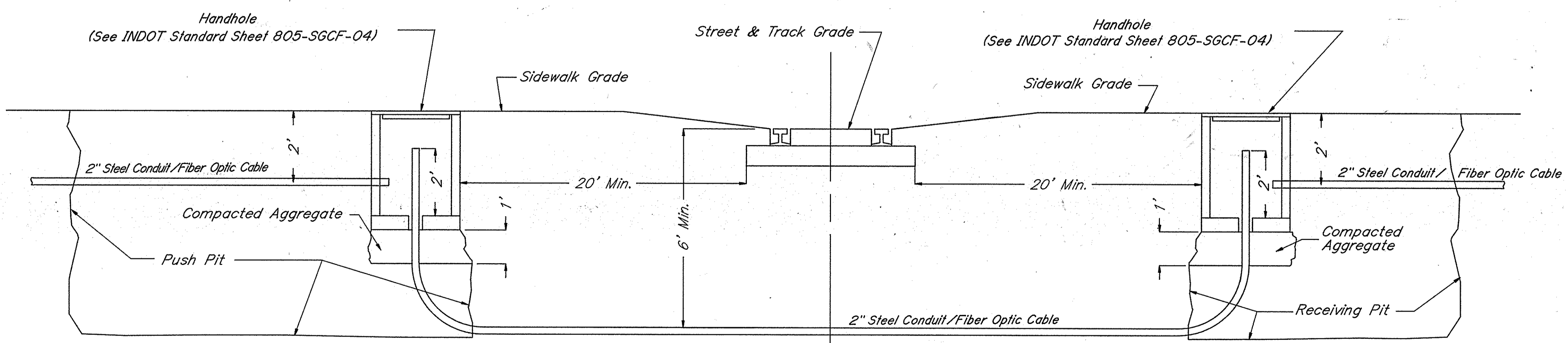
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936		78	159



PLAN DETAIL  
Scale: 1" = 20'

LEGEND

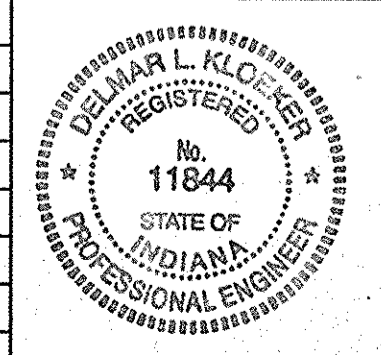
- Right-of-Way
- 2" Steel Conduit
- Existing 2" Steel Conduit
- <sup>HH</sup> Handhole
- ⊗ Utility Pole



TYPICAL RAILROAD CROSSING  
CONDUIT PUSH DETAIL  
Scale: None

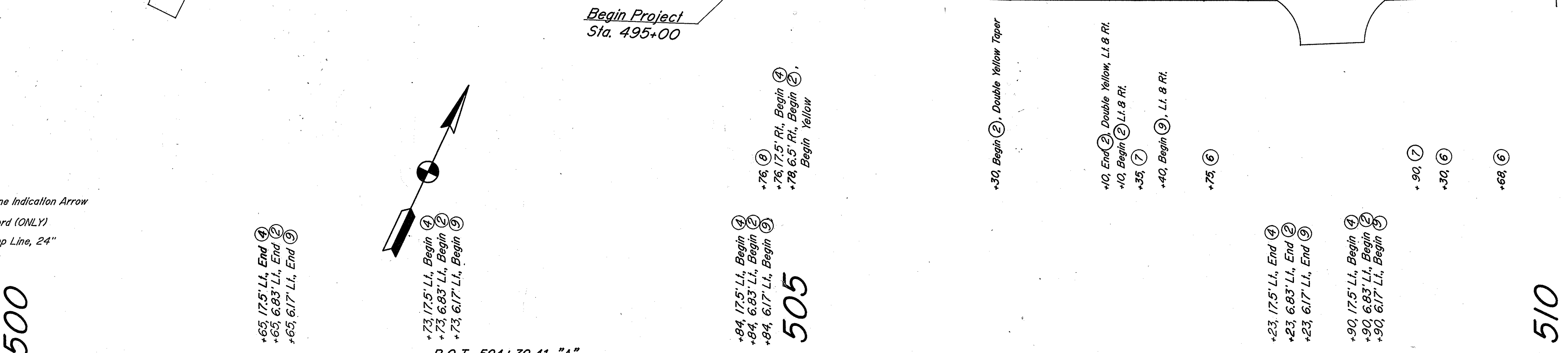
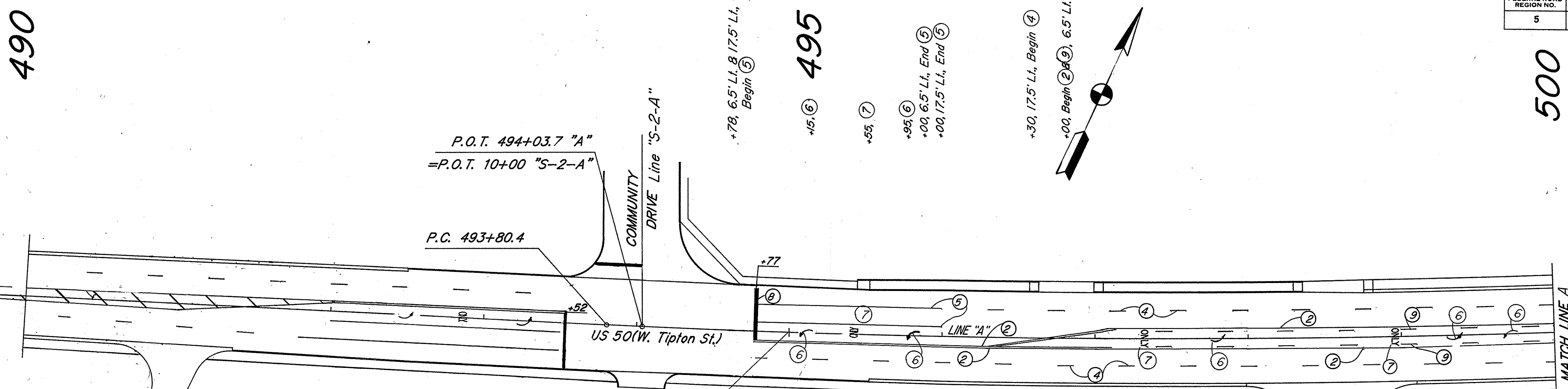
US 50  
TRAFFIC SIGNAL INTERCONNECT  
DETAILS  
Scale: As Shown  
Sheet 3 of 3  
US 50 at Railroad Tracks  
Between  
Jeffersonville Ave. & Circle St.

Date	Revisions
11-28-99	Change to Fiber Optic Cable
8-25-92	Changed Some Labels



R-24846

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-99361		79	159



**LEGEND**

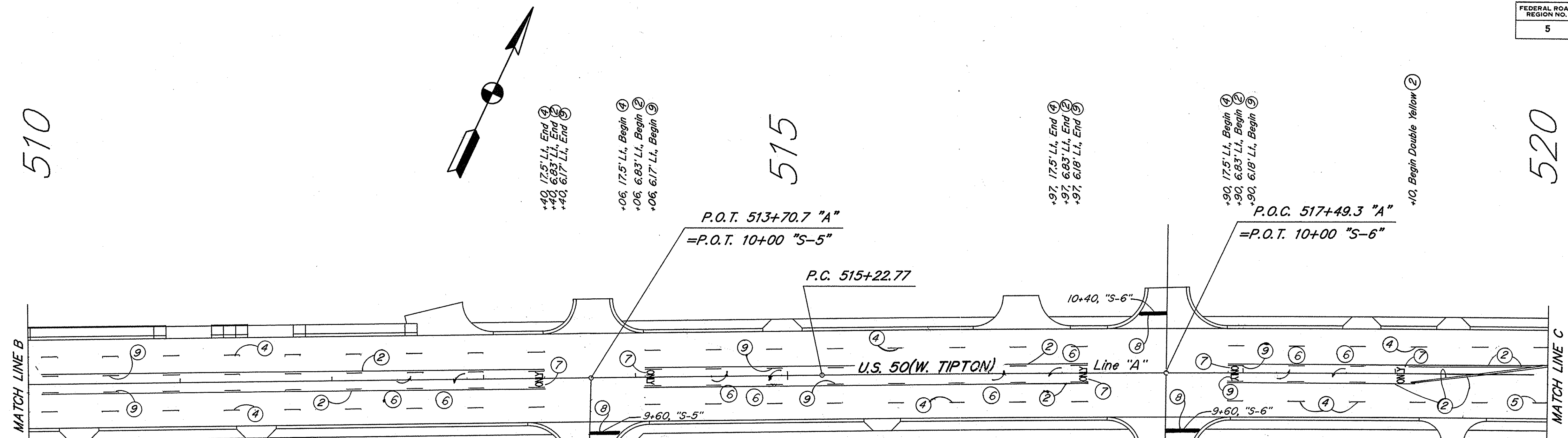
- (2) Line, Thermoplastic, Solid, Yellow, 4"
- (4) Line, Thermoplastic, Broken, White, 4"
- (5) Line, Thermoplastic, Solid, White, 6"
- (6) Transverse Marking, Thermoplastic, Lane Indication Arrow
- (7) Transverse Marking, Thermoplastic, Word (ONLY)
- (8) Transverse Marking, Thermoplastic, Stop Line, 24"
- (9) Line, Thermoplastic, Broken, Yellow, 4"

PAVEMENT MARKINGS  
**DETAILS**  
 SCALE: 1" = 40'  
 SHEET 1 of 5  
 LINE "A"  
 SEGMENT 1

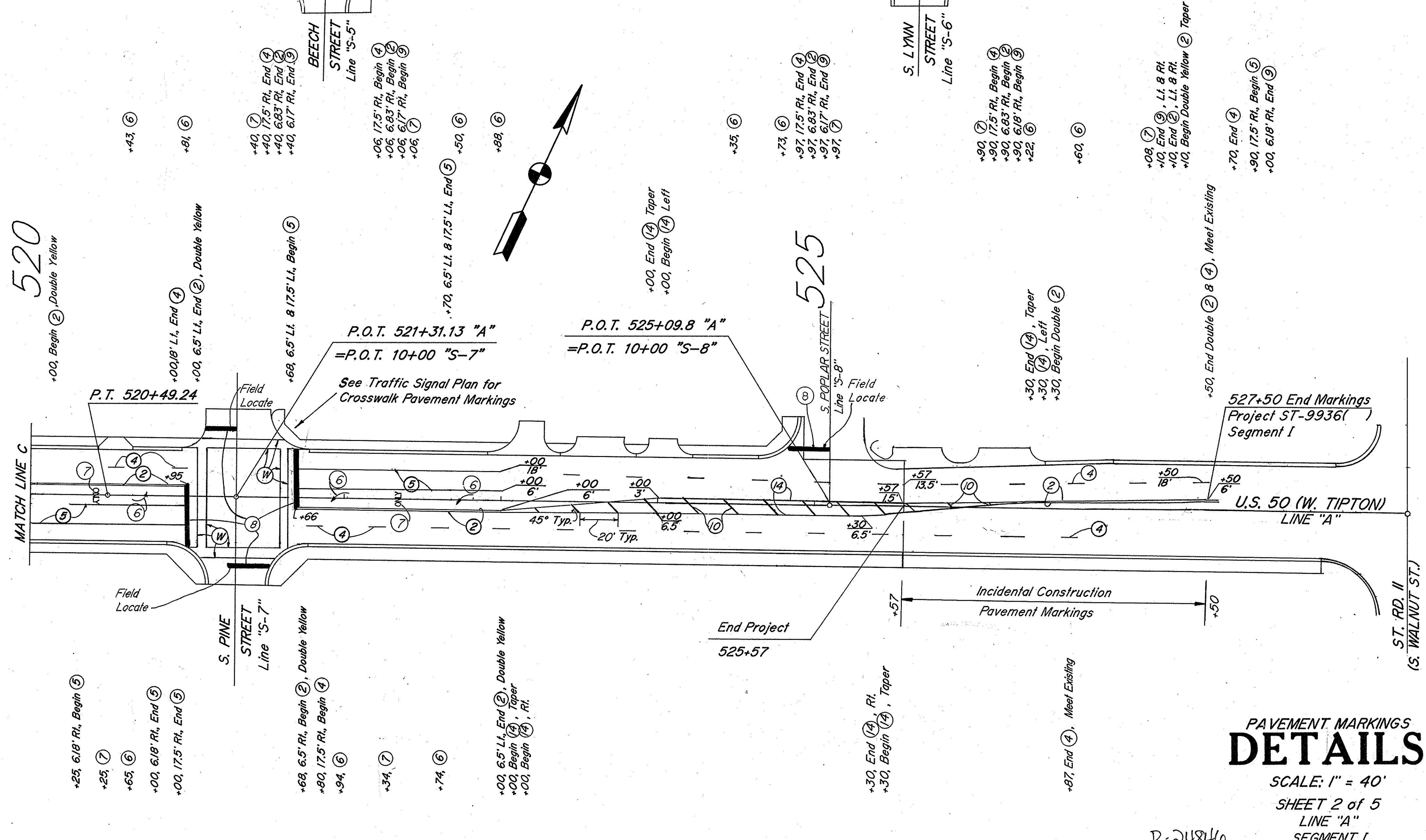


R-24846

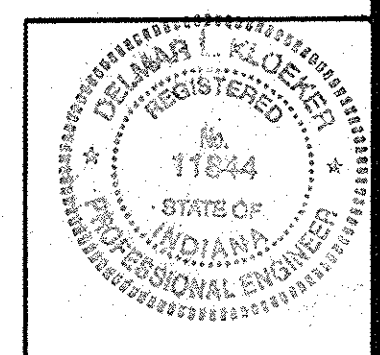
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST- 9936(		80	159



- LEGEND**
- (2) Line, Thermoplastic, Solid, Yellow, 4"
  - (4) Line, Thermoplastic, Broken, White, 4"
  - (5) Line, Thermoplastic, Solid, White, 6"
  - (6) Transverse Marking, Thermoplastic, Lane Indication Arrow
  - (7) Transverse Marking, Thermoplastic, Word(ONLY)
  - (8) Transverse Marking, Thermoplastic, Stop Line, 24"
  - (9) Line, Thermoplastic, Broken, Yellow, 4"
  - (10) Transverse Markings, Thermoplastic, Solid Yellow, Crosshatch Line, 12"
  - (14) Line, Thermoplastic, Solid, Yellow, 8"
  - (W)

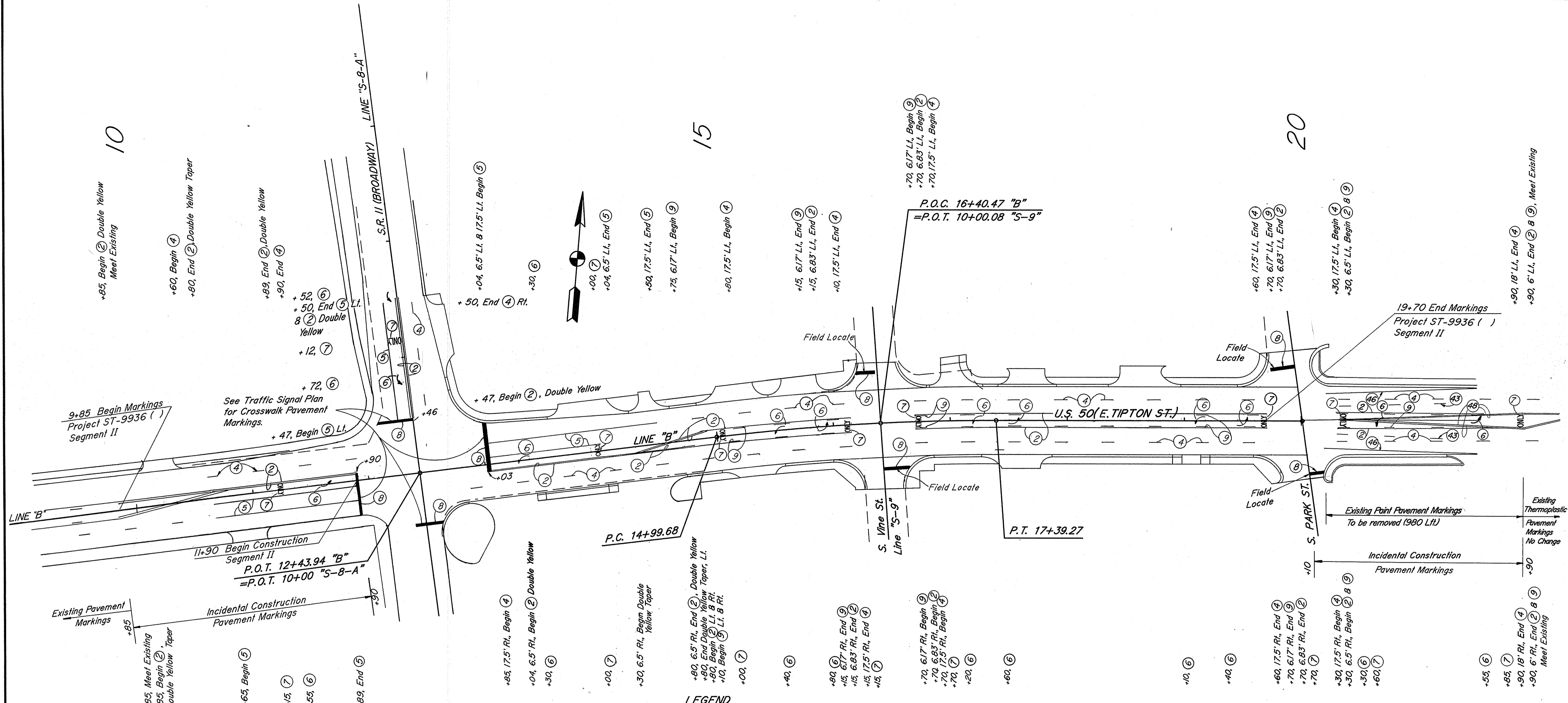


**PAVEMENT MARKINGS  
DETAILS**  
SCALE: 1" = 40'  
SHEET 2 of 5  
LINE "A"  
SEGMENT I



R-24840

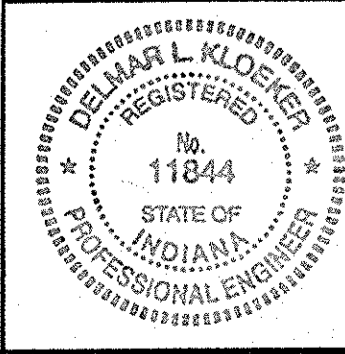
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		81	159



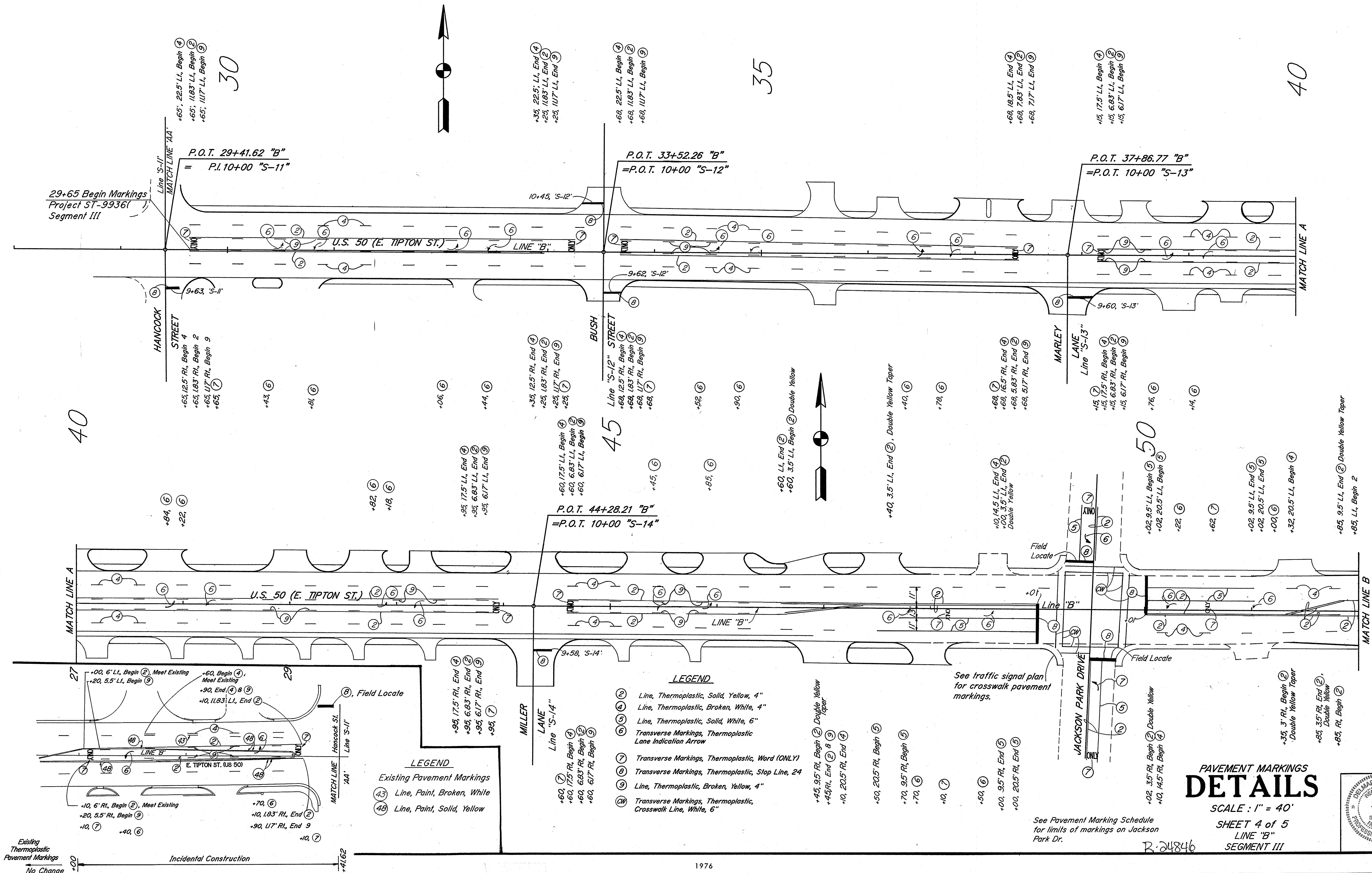
- LEGEND**
- (2) Line, Thermoplastic, Solid, Yellow, 4"
  - (4) Line, Thermoplastic, Broken, White, 4"
  - (5) Line, Thermoplastic, Solid, White, 6"
  - (6) Transverse Marking, Thermoplastic, Lane Indication Arrow
  - (7) Transverse Marking, Thermoplastic, Word(ONLY)
  - (8) Transverse Marking, Thermoplastic, Stop Line, 24"
  - (9) Line, Thermoplastic, Broken, Yellow, 4"

- LEGEND**
- Existing Pavement Markings
- (43) Line, Paint, Broken, White
  - (46) Line, Paint, Solid, White
  - (48) Line, Paint, Solid, Yellow

PAVEMENT MARKINGS  
**DETAILS**  
 SCALE: 1" = 40'  
 SHEET 3 of 5  
 LINE "B"  
 SEGMENT II



R-24846



29+65 Begin Markings  
Project ST-9936  
Segment III

40

30

35

40

45

50

**LEGEND**

- (2) Line, Thermoplastic, Solid, Yellow, 4"
- (4) Line, Thermoplastic, Broken, White, 4"
- (5) Line, Thermoplastic, Solid, White, 6"
- (6) Transverse Markings, Thermoplastic Lane Indication Arrow
- (7) Transverse Markings, Thermoplastic, Word (ONLY)
- (8) Transverse Markings, Thermoplastic, Stop Line, 24"
- (9) Line, Thermoplastic, Broken, Yellow, 4"
- (10) Transverse Markings, Thermoplastic, Crosswalk Line, White, 6"

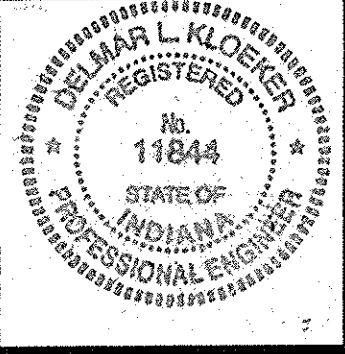
**LEGEND**

- (43) Existing Pavement Markings Line, Paint, Broken, White
- (48) Existing Pavement Markings Line, Paint, Solid, Yellow

See traffic signal plan for crosswalk pavement markings.

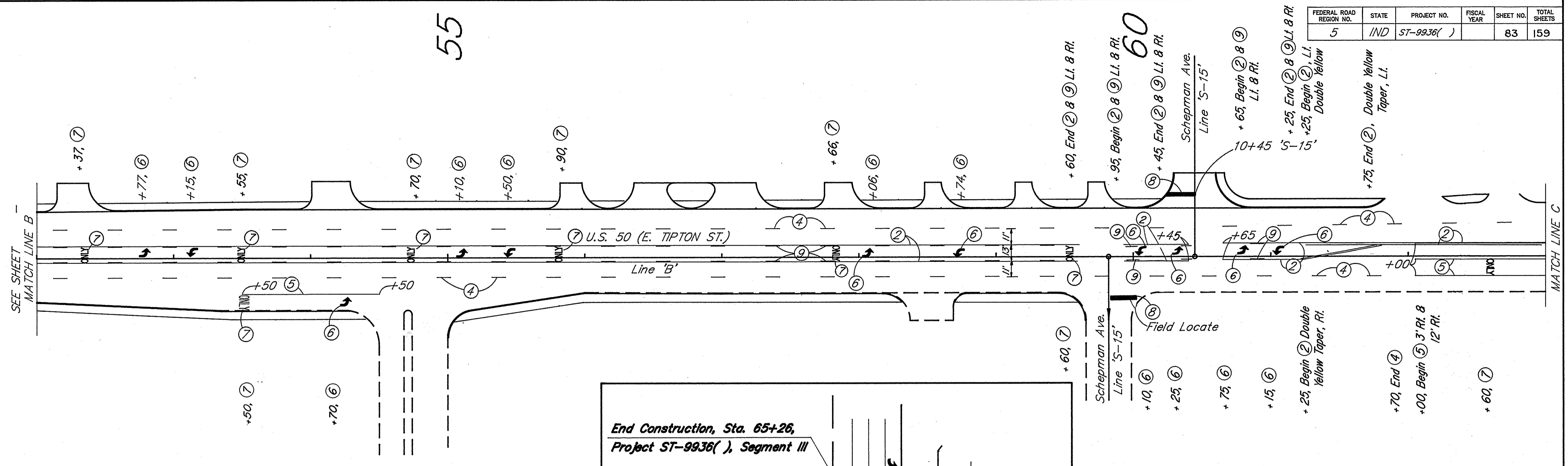
See Pavement Marking Schedule for limits of markings on Jackson Park Dr.

**PAVEMENT MARKINGS DETAILS**  
SCALE: 1" = 40'  
SHEET 4 of 5  
LINE "B"  
SEGMENT III

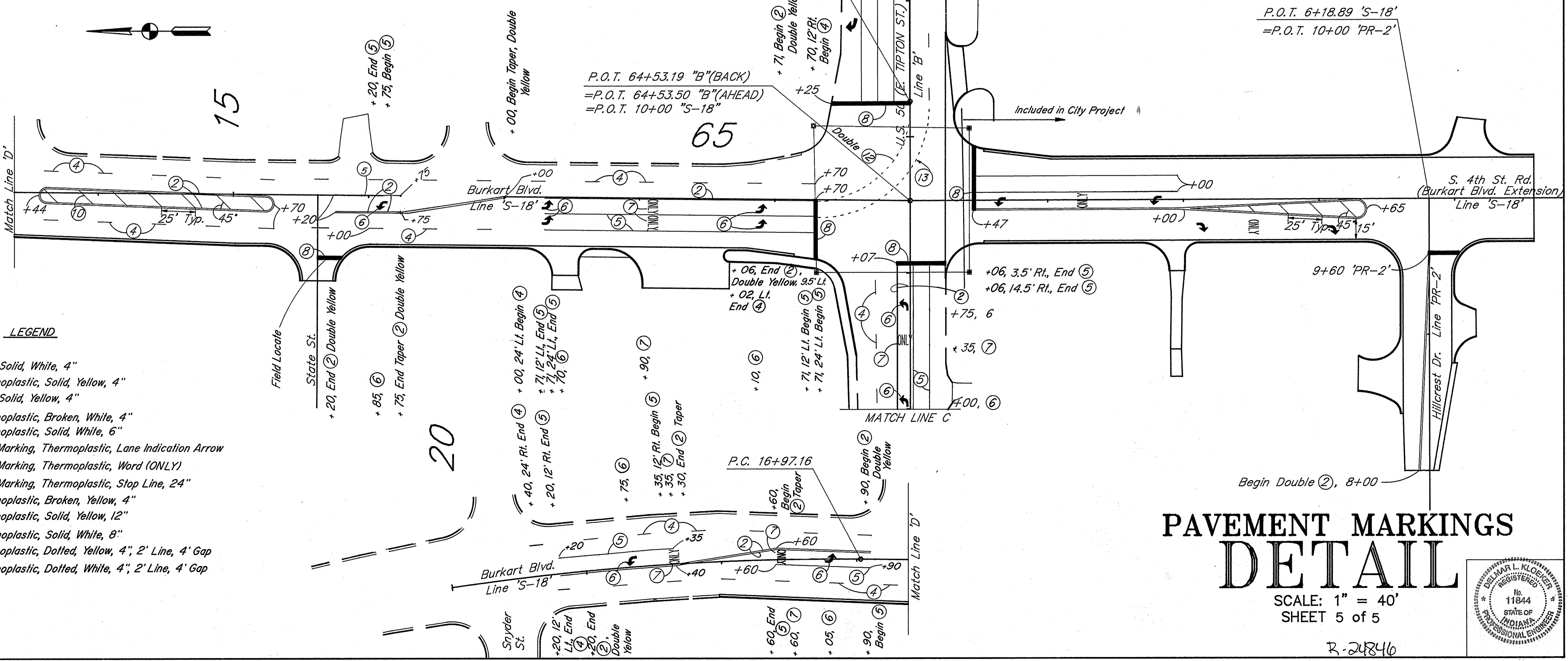




FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9938( )		83	159



End Construction, Sta. 65+26,  
Project ST-9938( ), Segment III

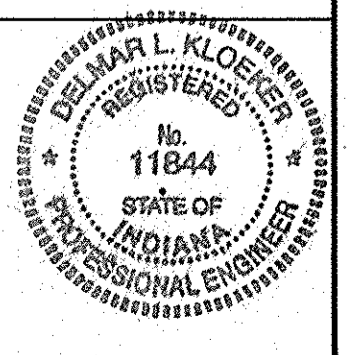


**LEGEND**

- ① Line, Paint, Solid, White, 4"
- ② Line, Thermoplastic, Solid, Yellow, 4"
- ③ Line, Paint, Solid, Yellow, 4"
- ④ Line, Thermoplastic, Broken, White, 4"
- ⑤ Line, Thermoplastic, Solid, White, 6"
- ⑥ Transverse Marking, Thermoplastic, Lane Indication Arrow
- ⑦ Transverse Marking, Thermoplastic, Word (ONLY)
- ⑧ Transverse Marking, Thermoplastic, Stop Line, 24"
- ⑨ Line, Thermoplastic, Broken, Yellow, 4"
- ⑩ Line, Thermoplastic, Solid, Yellow, 12"
- ⑪ Line, Thermoplastic, Solid, White, 8"
- ⑫ Line, Thermoplastic, Dotted, Yellow, 4"; 2' Line, 4' Gap
- ⑬ Line, Thermoplastic, Dotted, White, 4"; 2' Line, 4' Gap

**PAVEMENT MARKINGS  
DETAIL**

SCALE: 1" = 40'  
SHEET 5 of 5



R-24846

D:\5507\16.DWG Date: 04/08/99

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

# STRUCTURE DATA

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		84	159

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A"	CLASS "B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS
									UP STREAM ELEV.	DOWN STREAM ELEV.				STEEL	ALUM.					
SEGMENT I																				
58	496+52	X			12	L	9		566.15	566.12		2	A							A-2 Inlet Connect with STR. No. 59
59	496+52		X		18	L	60		565.95	565.77		16	A							A-3 Inlet Connect with STR. No. 60
60	496+52		X		18	L	9		565.72	564.53		2.5	A							M-10 Inlet Connect with STR. No. 61
61	496+52	X			30	L	212		564.53	563.99		122	A							A-4 Manhole Connect with STR. No. 98
62	496+81	X																		Adjust Casting To Grade
63	497+20	X			12	L	9		566.29	566.26		2	A							A-2 Inlet Connect with STR. No. 64
64	497+20	X			15	L	68		566.16	565.95		16	A							A-3 Inlet Connect with STR. No. 59
65	498+03	X																		Adjust Casting To Grade
66	498+93	X																		Remove
67	498+56	X			15	D	72		Field Adjust			17	A							A-2 Inlet. Remove Existing Inlet and pipe
68	499+11	X			12	L	9		566.81	566.29		2	A							J-10 Inlet Connect with STR. No. 69
69	499+11	X			30	L	259		565.17	564.53		149	A							A-4 Manhole Connect with STR. No. 61
70	498+96.5	X			12	L	9		566.85	566.82		2	A							A-2 Inlet Connect with STR. No. 71
71	498+96.5	X			15	L	177		566.82	566.16		41	A							A-3 Inlet Connect with STR. No. 64
72	502+28	X																		No Change Req'd.-Lift Station
73	502+21	X			18	L	12		567.05	567.00		3.5	A							D-4 Manhole Connect with STR. No. 74
74	502+10	X			23x14	R-I	54		566.41	566.28		31.5	A							M-10 Inlet Connect with STR. No. 152A
75	501+50.5	X			18	L	9		566.15	566.03		2.5	A							M-10 Inlet Connect with STR. No. 77
76	502+45	X																		Adjust Casting To Grade
77	501+50.5	X			30	L	240		565.77	565.17		138	A							A-4 Manhole Connect with STR. No. 69
78	502+77.5	X			15	L	18		566.42	566.33		4.5	A							M-10 Inlet Connect with STR. No. 149
79	5+56'S-2-B"	X			15	L	34		Field Adjust			8	A							M-10 Inlet Connect with STR. No. 78
83	505+91	X																		Adjust Casting To Grade
84	505+05	X																		No Change Required
85	504+30	X			30x19	R-I	153		566.48	566.10		78.5	A							A-4 Manhole Connect with STR. No. 149
86	504+50	X			18	L	63		Field Adjust	566.91		17	A							D-6 Inlet. Remove Existing Inlet-Connect with STR. No. 85
87	504+75.5	X			15	L	48		566.92	566.80		11	A							J-10 Inlet Connect with STR. No. 85
88	504+81	X																		Adjust Casting To Grade
89	504+63	X																		Adjust Casting To Grade
90	505+53	X			15	L	9		567.10	566.27		2	A							J-10 Inlet Connect with STR. No. 91
91	505+53	X							565.27											A-4 Manhole
92	505+53	X			15	L	45		567.12	566.92		10.5	A							J-10 Inlet Connect with STR. No. 128
93	507+18	X																		Adjust Casting To Grade
94	508+01	X			15	L	33		567.64	566.03		8	A							B-15 Inlet Connect with STR. No. 96
95	507+77	X			15	L	28		567.68	567.50		6.5	A							J-10 Inlet Connect with STR. No. 132
96	507+70	X							566.03											Adjust Casting To Grade
97	509+02	X			15	L	4		567.86	567.68		1	A							B-15 Inlet Connect with STR. No. 138
98	494+40																			Existing

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A"	CLASS "B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS	
									UP STREAM ELEV.	DOWN STREAM ELEV.				STEEL	ALUM.						SYS.
SEGMENT I(Con't)																					
99	508+84	X																			Adjust Casting To Grade
100	510+11		X																		Adjust Casting To Grade
101	508+80	X																			Adjust Casting To Grade
102	510+00	X			12	L	12		568.00	567.25		2.5	A								B-15 Inlet Connect with STR. No. 103
103	510+09	X							566.25												A-4 Manhole Remove Existing Inlet
104	510+15	X																			Adjust Casting To Grade
105	510+47.5		X		15	L	8		568.15	568.05		2	B								B-15 Inlet Connect with STR. No. 148
106	513+38	X			15	L	9		569.06	568.93		2	A								C-15 Inlet Connect with STR. No. 107
107	513+33	X							567.56												Remove Existing Inlet A-4 Manhole
108	512+77		X		15	L	6		568.65	568.59		2	B								C-15 Inlet Connect with STR. No. 147
109	513+73	X																			Adjust Casting To Grade
110	514+07	X			15	L	69		569.27	569.06		16	A								B-15 Inlet Connect with STR. No. 106
111	514+10.5	X			15	L	27		568.87	568.81		6.5	A								B-15 Inlet Connect with STR. No. 150
112	515+75.5		X		15	L	33		569.90	569.77		8	B								J-10 Inlet Connect with STR. No. 113
113	515+75.5	X							569.67												A-4 Manhole
114	515+80		X		15	L	27		569.90	569.77		6.5	B								J-10 Inlet Connect with STR. No. 113
115	516+92		X		15	L	66		571.00	Field Adjust		15.5	B								J-10 Inlet Connect with STR. No. 117
116	517+65.5	X			12	L	33		Field Adjust	571.25		6.5	A								J-10 Inlet Connect with STR. No. 120
117	517+50	X							570.83												Adjust Casting To Grade
118	517+50	X																			Adjust Casting To Grade
119	517+91		X		12	L	51		571.65	571.07		10	B								J-10 Inlet Connect with STR. No. 117
120	517+90		X		12	L	51		571.25	571.10		10	B								M-10 Inlet Connect with STR. No. 117
121	519+41.5	X																			Adjust Casting To Grade
122	519+56.5	X							574.03												A-4 Manhole
123	519+99		X		15	L	46		574.21	574.13		11	B								J-10 Inlet Connect with STR. No. 122
124	519+60		X		15	L	33		574.23	574.13		8	B								J-10 Inlet Connect with STR. No. 122
125	519+93.5	X																			Adjust Casting To Grade
126	521+24	X																			Adjust Casting To Grade
127	521+38	X							577.83												Adjust Casting To Grade
128	505+08	X			24	L	78		566.68	566.48		33.5	A								A-4 Manhole Connect with STR. No. 85
129	521+82		X		15	L	54		578.20	578.00		12.5	B								J-10 Inlet Connect with STR. No. 127
130	522+06	X																			M-10 Inlet (Existing)

## LEGEND FOR ABBREVIATION

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

R-24846

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

# STRUCTURE DATA

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		85	159

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS STEEL ALUM.	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS	
									UP STREAM	DOWN STREAM										
									ELEV.	ELEV.										
						SEGMENT I (Con't)														
131	524+94		X																	Adjust Casting To Grade
132	507+50		X		24	L	240		567.28	566.68		102	A							A-4 Manhole Connect with STR. No. 128
133	497+58		X																	Adjust Casting To Grade
134	497+77		X																	Adjust Casting To Grade
135	9+54 "S-2-B"		X		12	L	10					2	A							Pipe Catch Basin (12") Connect with STR. No. 79
136	513+62		X																	Adjust Casting To Grade
137	522+05.8		X																	Adjust Casting To Grade
138	509+02		X		18	L	150		567.66	567.28		40	A							A-4 Manhole Connect with STR. No. 132
144	496+52		X		15	L	3		564.65	564.59		1	A							Pipe Catch Basin (15") Connect with STR. No. 61
145	501+50.5		X		12	L	3		566.17	566.03		1	A							E- 7 Inlet Connect with STR. No. 77
146	513+44		X		12	L	22			568.73		4	A							B-4 Manhole (Eccentric) Connect with STR. No. 151A
147	512+77		X		18	L	219		568.59	568.01		59	A							A-4 Manhole Connect with STR. No. 148
148	510+55		X		18	L	153		568.01	567.66		41	A							A-4 Manhole (Eccentric) Connect with STR. No. 138
149	502+78			X	38x24	R-I	130		566.10	565.77		80	A							A-4 Manhole Connect with STR. No. 77
150	513+84		X		15	L	38		568.81	568.73		9	A							B-4 Manhole Connect with STR. No. 151A
151A	513+45		X		15	L	70		568.73	568.59		16	A							B-4 Manhole Connect with STR. No. 147
152A	501+50.5		X		23x14	R-I	60		566.28	566.15		32	A							M-10 Inlet Connect with STR. No. 75
153A	513+56		X		12	L	8					2	A							Field Adjust
154A	513+62.5		X								5.2									Field Adjust
155A	513+77.5		X								5.2									Field Adjust
156A	513+84		X		12	L	24			568.81		7	A							A-8 Inlet Modified Connect with STR. No. 150

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS STEEL ALUM.	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS		
									UP STREAM	DOWN STREAM											
									ELEV.	ELEV.											
						SEGMENT II															
151	0+68 "S-8-A"		X		15	L	30		602.58	602.49		7	A							J-10 Inlet Connect with STR. No. 152	
152	12+79.5		X						602.39											C-4 Manhole Remove Existing Inlet	
153	13+11		X		15	L	33		602.59	602.49		8	A							J-10 Inlet Connect with STR. No. 152	
154	16+18		X																	J-10 Inlet	
155	16+01.5		X																	J-10 Inlet	
156	16+36		X																	Adjust Casting To Grade	
157	16+24		X						595.78	594.11										C-4 Manhole Remove Existing Inlet	
158	16+24		X		12	L	12		595.92	595.88		2.5	A							J-10 Inlet Connect with STR. No. 157	
159	16+41		X																	Adjust Casting To Grade	
160	16+48		X						595.11											Adjust Casting To Grade	
161	19+72		X		12	L	21		598.56	598.50		4	A							M-10 Inlet Connect with STR. No. 167	
162	16+60		X		12	L	15		594.26	594.21		3	A							J-10 Inlet Connect with STR. No. 160	
163	16+43		X																	Adjust Casting To Grade	
164	16+77		X						594.63	594.34										C-4 Manhole Remove Existing Inlet	
165	16+83		X		12	L	9		599.21	594.73		2	A							J-10 Inlet Connect with STR. No. 164	
166	17+81		X																	Adjust Casting To Grade	
167	19+88		X						598.50											Adjust Casting To Grade	
168	17+99		X		12	L	15		600.64	600.22		3	A							J-10 Inlet Connect with STR. No. 169	
169	18+14		X						600.12											Adjust Casting To Grade & Recon- struct with casting behind curb	
170	18+44		X																	Adjust Casting To Grade	
171	19+44		X		12	L	39		598.78	598.66		8	A							J-10 Inlet Connect with STR. No. 161	
172	12+08		X																	Field Determine	
173	12+12		X		15	L	22					5	A							C-4 Manhole Remove Existing Inlet	
174	16+94		X		12		15		601.48	601.00										J-10 Inlet Connect with STR. No. 172	
					12		15		601.97	601.49											Connect with STR. No. 164

### LEGEND FOR ABBREVIATION

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

R-24846

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

# STRUCTURE DATA

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		86	159

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS					
									COVER	DOWN STREAM				STEEL	ALUM.										
																					UP STREAM	ELEV.	ELEV.	CUYDS.	
						SEGMENT III																			
181	29+63		X																		Adjust Casting To Grade Replace with Type 8 grating				
182																									
183	59+65.5																				Replace with Type 8 grating				
184	29+65	X			12	L		33	598.25	596.68		6.5	A								E-7 Inlet Connect with STR. No. 185				
185	29+71.5	X							596.68	595.85											Reconstruct Manhole A-10 3 LFT Req'd.				
186																									
187	33+29		X						597.96	596.00												C-4 Manhole			
188	33+18	X			12	L		9	597.99	597.96		2	A									J-10 Inlet Connect with STR. No. 187 Adjust Casting To Grade			
189	33+51		X																						
190																									
191	33+89.5	X			12	L		60	598.20	598.02		12	A									J-10 Inlet Connect with STR. No. 187 A-10 Manhole			
192	33+10.25	X							595.85	595.78															
193	33+31	X							596.00	595.78													C-4 Manhole Remove Existing Catch Basin Adjust Casting To Grade		
194	33+41	X																							
195	33+41	X																					Adjust Casting To Grade		
196	33+45	X																					Adjust Casting To Grade		
197	33+72	X			12	L		14	600.00	598.99		3	A										E-7 Inlet Connect with existing 12" VCP		
198																									
199	33+74	X							598.99	595.75														C-4 Manhole Remove Existing Inlet A-10 Manhole	
200	33+94.5	X							595.75	595.67															
201	35+85	X							595.67	595.36														C-4 Manhole Remove Existing Manhole Adjust Casting To Grade	
202	35+79.2	X																						Adjust Casting To Grade	
203	36+20.6	X																						Adjust Casting To Grade	
204	36+64.5	X			12	L		18	598.03	597.73		3.5	A											J-10 Inlet Connect with STR. No. 205	
205	36+81	X							597.73	595.36														C-4 Manhole Remove Existing Catch Basin Reconstruct Manhole Type A-4 3.0 LFT Req'd.	
206	36+81.4	X							595.36	595.16															
207																									
208																									
209	37+01		X		18			6	597.80	597.73		2	A											M-10 Inlet Connect with existing 18" RCP	
210	37+24	X			12	L		21	597.86	597.80		4	A											M-10 Inlet Connect with STR. No. 209 Adjust Casting To Grade	
211	37+24	X																							
212																									
213	37+16.5	X			12	L		36	598.80	598.66		7	A											A-2 Inlet Connect with STR. No. 205 Adjust Casting To Grade	
214	37+45.4	X																							Adjust Casting To Grade
215	37+46	X																							Adjust Casting To Grade
216	37+76.7	X																							Adjust Casting To Grade
217	51+99.5	X			12			3				1	A												Connect with Existing Pipe

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS					
									COVER	DOWN STREAM				STEEL	ALUM.										
																					UP STREAM	ELEV.	ELEV.	CUYDS.	
						SEGMENT III(Con't)																			
218	40+31.4	X																						Adjust Casting To Grade	
219	41+01	X																						Adjust Casting To Grade	
220	41+18.4		X																					Adjust Casting To Grade	
221	41+12.6	X																						Adjust Casting To Grade	
222	41+65.6	X																						Remove Inlet	
222A	41+66	X			12	L		6						Field Determine		2	A							F-7 Inlet	
223	41+63.7	X																						Adjust Casting To Grade	
224	42+35.5	X			12	L		6	597.43	594.32		1.5	A											J-10 Inlet Connect with STR. No. 225 Adjust Casting To Grade	
225	42+35.5	X																							
226	42+41	X			12	L		6				1.5	A											Remove Existing Catch Basin Connect with STR. No. 225	
227																									
228	42+39	X			12			3		598.02		1	A											J-10 Inlet Connect with Existing Pipe	
229	43+08	X			12	L		15	594.29	594.24		3	A											E-7 Inlet Connect with STR. No. 232	
230																									
231	42+98	X			12	L		6	596.34	594.14		1.5	A												M-10 Inlet Connect with STR. No. 232 Adjust Casting To Grade
232	43+04	X																							Adjust Casting To Grade
233	42+99	X			12			3				1	A												Remove Existing Catch Basin Connect with STR. No. 231
234																									
235	42+99	X			12			3	598.03	597.49		1	A												J-10 Inlet Connect with STR. No. 245
236	43+35	X			12	L		15	594.30	594.15		3	A												E-7 Inlet Connect with STR. No. 237 Adjust Casting To Grade
237	43+40.4	X																							
238																									
239	43+31.5	X																							Adjust Casting To Grade
240	44+14	X								596.61															C-4 Manhole Remove Existing Inlet A-2 Inlet Req'd. Connect with Existing Pipe Adjust Casting To Grade
241	44+13	X			12			3				1	A												J-10 Inlet Connect with 12" RCP (Existing)
242	44+30	X																							C-3 Manhole
243	45+93.2	X																							Reconstruct A-4 Manhole 3 LFT Req'd.
244	46+49.6	X			12			6	596.83	596.82		1.5	A												C-3 Manhole
245	42+99	X																							C-4 Manhole
246	50+53	X								596.85															No Change Required
247	46+49.7	X			12			6	596.87	596.85		1.5	A												J-10 Inlet Connect with 12" RCP (Existing)
248	47+18.5	X								596.87	596.84														C-3 Manhole
249	47+28.3	X			12																				

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

# STRUCTURE DATA

\* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		87	159

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A"	18" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS	
									UP STREAM	DOWN STREAM				STEEL	ALUM.						
									ELEV.	ELEV.				CU.YDS.	CU.YDS.						SYS.
						SEGMENT III(Con't)															
250	50+58.8	X							596.66												No Change Required
251	47+32.8	X			12	RCP	3		596.67	596.66		1	A								J-10 Inlet Connect with Existing Pipe Adjust Casting To Grade
252	47+41.1	X																			Adjust Casting To Grade
253	50+94	X																			Adjust Casting To Grade
254	50+95	X																			Adjust Casting To Grade
255	50+52.7	X																			Adjust Casting To Grade
256	51+99	X																			No Change Required
257	51+99.5	X							592.02												C-3 Manhole Reconstruct 3 LFT Req'd.
258																					
259																					
260	55+16	X			12	RCP	21		593.82	593.46		4	A								J-10 Inlet Connect with STR. No. 268
261	51+99.5	X			12	RCP	6		595.81	595.79		1.5	A								J-10 Inlet Connect with Existing Pipe Adjust Casting To Grade
262	53+55	X																			Adjust Casting To Grade
263	54+48	X																			Adjust Casting To Grade
264	54+56	X																			Adjust Casting To Grade
265	55+00	X																			A-10 Manhole Reconstruct 3 LFT Req'd.
266																					
267	55+00	X			12	RCP	3					1	A								Remove Existing Catch Basin Connect with Existing Pipe
268	55+00	X																			A-4 Manhole Remove Existing Inlet
269																					
270	56+21	X							592.87	592.83											A-10 Manhole Remove Existing Manhole
271																					
272	57+27.5	X																			Adjust Casting To Grade
273	57+53	X																			Adjust Casting To Grade
274	58+00	X							588.53												A-4 Manhole Reconstruct 3 LFT Req'd
275	58+16	X																			A-10 Manhole
276	58+00	X			12	RCP	3					1	A								Remove Existing Catch Basin Connect with Existing Pipe
277	58+00	X																			Adjust Casting To Grade Replace Type 10 Grating
278	59+54	X																			Adjust Casting To Grade Replace Type 10 Grating
279	59+95	X																			Adjust Casting To Grade
280	59+99	X																			A-10 Manhole Remove Existing Manhole
281																					
282	59+99	X																			C-4 Manhole Remove Existing Catch Basin
283	60+46.8	X																			Adjust Casting To Grade
284	60+30	X			12	L	30		590.26	590.17		6	A								J-10 Inlet Connect with STR. No. 286
285																					
286	60+60	X			12	L	21		590.17	590.12		4	A								M-10 Inlet Connect with STR. No. 288

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITH- IN EACH GROUP.	LENGTH	SKEW	FLOW LINE		CONCRETE CLASS "A"	18" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY	RIPRAP	PIPE END SECTION	REINF. STEEL	REMARKS		
									UP STREAM	DOWN STREAM				STEEL	ALUM.							
									ELEV.	ELEV.				CU.YDS.	CU.YDS.						SYS.	EA.
						SEGMENT III(Con't)																
288	60+75	X																				A-4 Manhole Reconstruct 3 LFT
289	61+59	X			12	L	15		589.64	589.59		3	A								E-7 Inlet Connect with STR. No. 291	
291	61+68	X																			A-2 Manhole	
292	61+83	X																			C-4 Manhole Remove Existing Inlet	
293	61+82.8	X																			Adjust Casting To Grade Replace Type 8 Grating	
294	63+75.8	X																			Adjust Casting To Grade	
295	63+96.5	X																			Adjust Casting To Grade	
296	64+07.6	X																			Adjust Casting To Grade	
297	63+98	X																			Adjust Casting To Grade	
298	63+98	X							586.66												J-10 Inlet Remove Existing Inlet	
299	64+29.3	X																			Adjust Casting To Grade	
300	64+34.5	X																			Adjust Casting To Grade	
301	64+68.5	X			18	L	96		583.09	582.63		5	B								Adjust Existing Inlet	
						Burkart Blvd. "S-18" - N. of US 50 - SEGMENT III (Con't)																
309	10+83.7	X			12	RCP	15		585.58	585.43		3	A								J-10 Inlet, Modified Remove Existing Inlet	
310	12+00.8								587.12												B-4 Manhole Remove Existing Inlet	
311	12+23.9	X			12	L	27		587.30	587.22		5.5	A								J-10 Inlet, Modified	
312	14+76.7	X			12	RCP	12		590.55	590.35		2.5	A								J-10 Inlet, Modified Remove Existing Inlet	
313	16+98.3	X			12	RCP	24		588.84	588.77		5.0	A								J-10 Inlet Remove Existing 12" RCP & Inlet	
314	17+75.8	X							589.68												J-10 Inlet Remove Existing Inlet	
315	14+43.7																				Adjust To Grade	
318	65+07 'B'	X																			Modify Manhole for new 18" Pipe From STR. No. 301	

### LEGEND FOR ABBREVIATION

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

R-24846

# TEMPORARY EROSION AND SEDIMENT CONTROL

SEGMENT I - Line "A"			PERIMETER PROTECTION	DRAINAGE BARRIER AT SWALE	INTERCEPTOR DITCH	SLOPE DRAIN	STRAW BALE DITCH CHECK	RIPRAP DITCH CHECK	SEDIMENT TRAP	SEDIMENT BASIN	CULVERT PIPE PROTECTION	DROP INLET PROTECTION	CURB INLET PROTECTION	
STATION TO STATION	LEFT	MEDIAN	RIGHT	LFT	LFT	LFT	LFT	LFT	CYD	CYD	EACH	EACH	EACH	
496+52	X		X									2	2	
497+20	X											1	1	
498+56			X											
498+96.5	X													
499+11			X									1	1	
501+50.5			X									1	1	
502+10	X													
502+77.5			X											
504+50			X											
504+75.5			X											
505+53	X		X									2		
507+70	X		X									2		
508+01	X													
509+00			X											
510+00	X													
510+45			X											
513+27.5			X											
513+28			X											
513+38	X													
514+07	X													
514+10.5			X											
515+75.5	X		X									2		
516+92			X											
517+65.5			X											
517+91	X													
517+93			X											
519+60	X													
519+99			X											
521+82	X													
9+55	"S-2-B"		X											
<b>SEGMENT II - Line "B"</b>											TOTAL SEGMENT I	1	8	32
12+12	X													
13+11	X													
16+24			X											
16+60			X											
16+83	X													
17+99	X													
19+44	X													
19+72	X													
10+68	"S-8-A"		X											
<b>SEGMENT III - Line "B"</b>											TOTAL SEGMENT II			9
29+65	X													
33+18			X											
33+72	X													
33+89.5			X											
36+64.5	X													
37+01			X											
37+16.5	X													
37+24			X											
42+35.5	X													
42+39			X											
42+99	X		X									2		
43+08	X													
43+35	X													
44+13			X											
46+49.7			X											
47+32.8			X											
51+99.5			X											
55+16			X											
58+16	X													
60+30	X													
60+60	X													
61+59	X													
61+68	X													
<b>SEGMENT III - Line "S-18"</b>														
10+83.7	X													
12+23.9	X													
14+76.7	X													
16+98.3	X													
17+75.8	X													
<b>SEGMENT IV</b>											TOTAL SEGMENT III		5	24
14+53	"SEC-1"		X											
43+00	45+00'S-50"		X									45		
31+52	"PR-1"		X											
28+32	31+00'PR-1"		X									40		
<b>TOTAL SEGMENT IV</b>													85	
<b>TOTAL PROJECT</b>												3	13	65

# STRUCTURE DATA

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936(C)		88	159

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH FT	SKEW	FLOW LINE			CONCRETE CLASS "A"	"B" BORROW FOR STR. BACKFILL	BACKFILL METHOD	GAGES OR THICKNESS		VELOCITY CYD/EA	RIPRAP CYD/EA	PIPE END SECTION CYD/EA	REINF. STEEL LBS.	REMARKS
									UP STREAM ELEV.	DOWN STREAM ELEV.	STEEL				ALUM.						
<b>SEGMENT IV - Line "S-50"</b>																					
351	46+01		X		36	L	130			608.50	605.90			A							C-4 Manhole, Modified
352	46+00		X		24	CSP	8			608.97	608.50		3.5	A							Remove End Section Connect with STR. No. 351
353	46+05		X		24	CSP	4			609.56	609.50		2.0	A							Remove End Section Connect with STR. No. 351
356	41+51.5																				No Change Required
357	41+73		X																		No Change Required
358	41+79		X																		No Change Required
359	43+00		X		12	RCP	6							I A							I-Type I Grated Box End Section 4:1 Slope, Remove Headwall
360	36+64			X																	No Change Required
362	39+18		X																		No Change Required
<b>Line "SR"</b>																					
361	27+92		X																		No Change Required
<b>Line "PR-1"</b>																					
355	31+52		X		24	CSP															Remove Headwall
<b>Line "SEC-1"</b>																					
354	14+31		X		15	L	86			594.80	593.80		3	B							
363	12+51		X		18	RCP	8			Field Adjust			3	A							Extend Existing Pipe

## LEGEND FOR ABBREVIATION

\*IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN ABOVE ARE TO BE USED.

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

R-24846

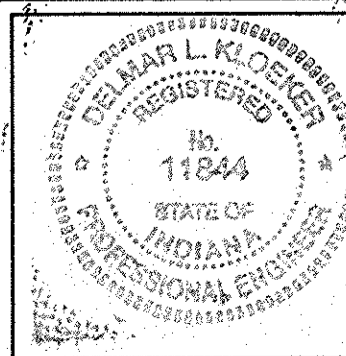

SEGMENT I		STRUCTURE NUMBER																					
		58	59	60	61	63	64	67	68	69	70	71	73	74	75	77	78	79	85	86	87	90	92
PIPE TYPE/ SHAPE /TYPE		L/2	L/1	L/2	L/2	L/2	L/2	D/2	L/2	L/2	L/2	L/2	R-1/1	L/2	L/2	L/2	L/2	R-1/2	L/1	L/1	L/2	L/2	
SMOOTH PIPE SIZE		12" (300mm)	18" (450mm)	18" (450mm)	30" (750mm)	12" (300mm)	15" (375mm)	15" (375mm)	12" (300mm)	30" (750mm)	12" (300mm)	15" (375mm)	18" (450mm)	23" x 14"	18" (450mm)	30" (750mm)	15" (375mm)	15" (375mm)	30" x 19"	18" (450mm)	15" (375mm)	15" (375mm)	15" (375mm)
CORRUGATED PIPE SIZE			18" (450mm)																	18" (450mm)	15" (375mm)		
RCP/ RCHEP (S)	CLASS	II	II	II	II	II	II	II	II	II	II	II	HE-A	II	II	II	II	HE-A	II	II	II	II	
	D <sub>0.30</sub> RATING	50	50	50	50	50	50	60	50	50	50	50	30	50	50	50	50	30	50	50	50	50	
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
CORRUGATED PE PIPE, TYPE S (S) *		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
RIBBED PE PIPE (S) *			OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
SMOOTH WALL PE PIPE (S)*/ MAXIMUM DR		DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	
PROFILE WALL PVC PIPE (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
SMOOTH WALL PVC PIPE (S) *		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE																						
	THICKNESS																						
ZINC COATED (C)	CORR. PROFILE																						
	THICKNESS																						
ZINC COATED W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
ALUM. COATED TYPE 2 (C)	CORR. PROFILE																						
	THICKNESS																						
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE																						
	THICKNESS																						
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE																						
	THICKNESS																						
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE		68mm x 13mm																	68mm x 13mm	68mm x 13mm		
	THICKNESS		2.77mm																	2.77mm	2.77mm		
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE																						
	THICKNESS																						
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE		68mm x 13mm																	68mm x 13mm	68mm x 13mm		
	THICKNESS		1.52mm																	1.52mm	1.52mm		
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE																						
	THICKNESS																						
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE																						
	THICKNESS																						
STR. PLATE STEEL PIPE (C)	CORR. PROFILE																						
	THICKNESS **																						
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE																						
	THICKNESS **																						

SEGMENT I (Con't)		STRUCTURE NUMBER																
		94	95	97	102	105	106	108	110	111	112	114	115	116	119	120	123	124
PIPE TYPE/ SHAPE /TYPE		L/2	L/2	L/2	L/2	L/2	L/2	L/2	L/2	L/1	L/1	L/1	L/1	L/2	L/1	L/1	L/1	L/1
SMOOTH PIPE SIZE		15" (375mm)	15" (375mm)	15" (375mm)	12" (300mm)	15" (375mm)	15" (375mm)	15" (375mm)	15" (375mm)	15" (375mm)	15" (375mm)	15" (375mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	15" (375mm)	15" (375mm)
CORRUGATED PIPE SIZE																		
RCP/ RCHEP (S)	CLASS	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
	D <sub>0.30</sub> RATING	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
CORRUGATED PE PIPE, TYPE S (S) *		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
RIBBED PE PIPE (S) *																		
SMOOTH WALL PE PIPE (S)*/ MAXIMUM DR		DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	
PROFILE WALL PVC PIPE (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
SMOOTH WALL PVC PIPE (S) *		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE																	
	THICKNESS																	
ZINC COATED (C)	CORR. PROFILE																	
	THICKNESS																	
ZINC COATED W/ BPI (C)	CORR. PROFILE																	
	THICKNESS																	
ALUM. COATED TYPE 2 (C)	CORR. PROFILE																	
	THICKNESS																	
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE																	
	THICKNESS																	
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE																	
	THICKNESS																	
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE																	
	THICKNESS																	
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE																	
	THICKNESS																	
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE									68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	
	THICKNESS									2.77mm	2.77mm	2.77mm	2.77mm	2.77mm	2.77mm	2.77mm	2.77mm	
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE																	
	THICKNESS																	
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE									68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	68mm x 13mm	
	THICKNESS									1.52mm	1.52mm	1.52mm	1.52mm	1.52mm	1.52mm	1.52mm	1.52mm	
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE																	
	THICKNESS																	
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE																	
	THICKNESS																	
STR. PLATE STEEL PIPE (C)	CORR. PROFILE																	
	THICKNESS **																	
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE																	
	THICKNESS **																	

**LEGEND**

RCP- REINFORCED CONCRETE PIPE  
RCHEP- REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE  
PE- POLYETHYLENE  
DR- DIMENSION RATIO  
PVC- POLYVINYL CHLORIDE  
BIT- BITUMINOUS  
CORR- CORRUGATION  
BPI- BITUMINOUS PAVED INVERT  
ALUM- ALUMINUM  
STR- STRUCTURAL  
CFP- CONCRETE FIELD PAVING  
CIR- CIRCULAR PIPE  
DEF- DEFORMED PIPE  
(S)- SMOOTH PIPE MATERIAL  
(C)- CORRUGATED PIPE MATERIAL  
OK- ACCEPTABLE FOR USE  
(LS)- LOCK SEAM PIPE REQUIRED  
\*- REFER TO STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER  
\*\*- TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

**SEGMENT I**

	RECOMMENDED FOR APPROVAL	 DESIGN ENGINEER	INDIANA DEPARTMENT OF TRANSPORTATION	SCALE BRIDGE FILE
	DESIGNED:	DRAWN:	PIPE MATERIAL SHEET	DESIGNATION 8923645
	CHECKED:	CHECKED:		SURVEY BOOK
				SHEETS 89 of 159
			CONTRACT R 24846	PROJECT ST-9936

SEGMENT I (Con't)		STRUCTURE NUMBER															
		128	129	132	135	138	144	145	146	147	148	149	150	151A	152A	153A	156A
PIPE GROUP/TYPE		L/2	L/1	L/2	L/2	L/1	L/2	L/2	L/2	L/2	L/2	R-1/1	L/1	L/1	R-1/1	L/1	L/1
SMOOTH PIPE SIZE		24" (600mm)	15" (375mm)	24" (600mm)	24" (600mm)	18" (450mm)	15" (375mm)	12" (300mm)	12" (300mm)	18" (450mm)	18" (450mm)	38" x 24"	15" (375mm)	15" (375mm)	23" x 14"	12" (300mm)	12" (300mm)
CORRUGATED PIPE SIZE			15" (375mm)			18" (450mm)							15" (375mm)	15" (375mm)		12" (300mm)	12" (300mm)
RCP/ RCHEP (S)	CLASS	II	II	II	II	II	II	II	II	II	II	HE-A	II	II	HE-A	II	II
	D <sub>0.03</sub> RATING	50	50	50	50	50	50	50	50	50	50	30	50	50	30	50	50
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK		OK	OK		OK	OK
CORRUGATED PE PIPE, TYPE S (S)		OK		OK	OK	OK	OK	OK	OK	OK	OK		OK	OK		OK	OK
RIBBED PE PIPE (S)		OK		OK	OK	OK	OK	OK	OK	OK	OK		OK	OK		OK	OK
SMOOTH WALL PE PIPE (S)/ MAXIMUM DR		DR=26		DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26		DR=26	DR=26		DR=26	DR=26
PROFILE WALL PVC PIPE (S)		OK		OK	OK	OK	OK	OK	OK	OK	OK		OK	OK		OK	OK
SMOOTH WALL PVC PIPE (S)		OK		OK	OK	OK	OK	OK	OK	OK	OK		OK	OK		OK	OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK						
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE																
	THICKNESS																
ZINC COATED (C)	CORR. PROFILE																
	THICKNESS																
ZINC COATED W/ BPI (C)	CORR. PROFILE																
	THICKNESS																
ALUM. COATED TYPE 2 (C)	CORR. PROFILE																
	THICKNESS																
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE																
	THICKNESS																
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE																
	THICKNESS																
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE																
	THICKNESS																
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE																
	THICKNESS																
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE		68mm x 13mm										68mm x 13mm	68mmx13mm			
	THICKNESS		2.77mm										2.77mm	2.77 mm			
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE																
	THICKNESS																
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE		68mm x 13mm										68mm x 13mm	68mmx13mm		68mmx13mm	68mmx13mm
	THICKNESS		1.52mm										1.52mm	1.52 mm		1.52 mm	1.52 mm
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE																
	THICKNESS																
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE																
	THICKNESS																
STR. PLATE STEEL PIPE (C)	CORR. PROFILE																
	THICKNESS **																
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE																
	THICKNESS **																

SEGMENT II		STRUCTURE NUMBER										
		151	153	158	161	162	165	168	171	173	174	174
PIPE GROUP/TYPE		L/1	L/1	L/2	L/1	L/1	L/2	L/2	L/2	L/1	CSP	CSP
SMOOTH PIPE SIZE		15" (375mm)	15" (375mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	15" (375mm)	12" (300mm)	12" (300mm)
CORRUGATED PIPE SIZE		15" (375mm)	15" (375mm)		12" (300mm)	12" (300mm)				15" (375mm)	12" (300mm)	12" (300mm)
RCP/ RCHEP (S)	CLASS	II	II	II	II	II	II	II	II	II		
	D <sub>0.03</sub> RATING	50	50	50	50	50	50	50	50	50		SLOTTED
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK		DRAIN
CORRUGATED PE PIPE, TYPE S (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK		PIPE
RIBBED PE PIPE (S)												
SMOOTH WALL PE PIPE (S)/ MAXIMUM DR		DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26	DR=26		
PROFILE WALL PVC PIPE (S)												
SMOOTH WALL PVC PIPE (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK		
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK		
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE											
	THICKNESS											
ZINC COATED (C)	CORR. PROFILE											
	THICKNESS											
ZINC COATED W/ BPI (C)	CORR. PROFILE											
	THICKNESS											
ALUM. COATED TYPE 2 (C)	CORR. PROFILE										68mm x 13mm	68mm x 13mm
	THICKNESS										1.63mm	1.63mm
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE										68mm x 13mm	68mm x 13mm
	THICKNESS										1.63mm	1.63mm
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE											
	THICKNESS											
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE										68mm x 13mm	68mm x 13mm
	THICKNESS										1.63mm	1.63mm
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE											
	THICKNESS											
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE	68mm x 13mm	68mm x 13mm								68mm x 13mm	68mm x 13mm
	THICKNESS	2.77mm	2.77mm								1.63mm	1.63mm
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE											
	THICKNESS											
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE	68mm x 13mm	68mm x 13mm		68mm x 13mm	68mm x 13mm				68mm x 13mm		
	THICKNESS	1.52mm	1.52mm									
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE											
	THICKNESS											
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE											
	THICKNESS											
STR. PLATE STEEL PIPE (C)	CORR. PROFILE											
	THICKNESS **											
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE											
	THICKNESS **											

- LEGEND**
- RCP- REINFORCED CONCRETE PIPE
  - RCHEP- REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE
  - PE- POLYETHYLENE
  - DR- DIMENSION RATIO
  - PVC- POLYVINYL CHLORIDE
  - BIT- BITUMINOUS
  - CORR- CORRUGATION
  - BPI- BITUMINOUS PAVED INVERT
  - ALUM- ALUMINUM
  - STR- STRUCTURAL
  - CFP- CONCRETE FIELD PAVING
  - (S)- SMOOTH PIPE MATERIAL
  - (C)- CORRUGATED PIPE MATERIAL
  - OK- ACCEPTABLE FOR USE
  - (LS)- LOCK SEAM PIPE REQUIRED
  - \*\*- TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

**SEGMENT I (Con't) & SEGMENT II**

	RECOMMENDED FOR APPROVAL	<i>Debra J. Baker</i> 1-21-00 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION  PIPE MATERIAL SHEET	SCALE	BRIDGE FILE	
	DESIGNED:	DRAWN:		DESIGNATION	SURVEY BOOK	SHEETS
	CHECKED:	CHECKED:		PROJECT	CONTRACT	90 of 159
				R 24846	ST-9936(C)	



SEGMENT III		STRUCTURE NUMBER																					
		184	188	191	197	204	209	210	213	217	224	226	228	229	231	233	235	236	241	244	247	249	251
PIPE GROUP/TYPE		L/2	L/1	L/1	L/2	L/1	RCP	L/2	L/1	RCP	L/2	L/2	RCP	L/2	L/2	RCP	RCP	L/2	RCP	RCP	L/2	RCP	RCP
SMOOTH PIPE SIZE		12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	18" (450mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	15" (375mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)
CORRUGATED PIPE SIZE		12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)		12" (300mm)	12" (300mm)		12" (300mm)	12" (300mm)		12" (300mm)	12" (300mm)							12" (300mm)	
RCP/ RCHEP (S)	CLASS	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
	D 0.30 RATING	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
CORRUGATED PE PIPE, TYPE S (S)		OK	OK	OK	OK	OK		OK	OK		OK	OK		OK	OK								OK
RIBBED PE PIPE (S)																							
SMOOTH WALL PE PIPE (S)/ MAXIMUM DR		DR=26	DR=26	DR=26	DR=26	DR=26		DR=26	DR=26		DR=26	DR=26		DR=26	DR=26							DR=26	
PROFILE WALL PVC PIPE (S)																							
SMOOTH WALL PVC PIPE (S)		OK	OK	OK	OK	OK		OK	OK		OK	OK		OK	OK							OK	OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		OK	OK	OK	OK	OK		OK	OK		OK	OK		OK	OK							OK	OK
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE																						
	THICKNESS																						
ZINC COATED (C)	CORR. PROFILE																						
	THICKNESS																						
ZINC COATED W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
ALUM. COATED TYPE 2 (C)	CORR. PROFILE																						
	THICKNESS																						
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE																						
	THICKNESS																						
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE																						
	THICKNESS																						
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE																						
	THICKNESS																						
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE																						
	THICKNESS																						
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE																						
	THICKNESS																						
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE																						
	THICKNESS																						
STR. PLATE STEEL PIPE (C)	CORR. PROFILE																						
	THICKNESS **																						
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE																						
	THICKNESS **																						

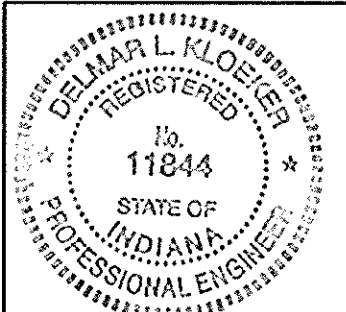
SEGMENT III (Con't)		STRUCTURE NUMBER											
		260	261	267	276	284	286	289	301	309	311	312	313
PIPE GROUP/TYPE		RCP	RCP	RCP	L/2	L/1	L/1	L/2	L/2	RCP	L/1	RCP	RCP
SMOOTH PIPE SIZE		12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)	18" (450mm)	12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)
CORRUGATED PIPE SIZE					12" (300mm)	12" (300mm)	12" (300mm)	12" (300mm)		12" (300mm)			
RCP/ RCHEP (S)	CLASS	II	II	II	II	II	II	II	II	III	III	III	
	D 0.30 RATING	50	50	50	50	50	50	50	50	75	75	75	
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK			
CORRUGATED PE PIPE, TYPE S (S)					OK	OK	OK	OK					
RIBBED PE PIPE (S)													
SMOOTH WALL PE PIPE (S)/ MAXIMUM DR					DR=26	DR=26	DR=26	DR=26					
PROFILE WALL PVC PIPE (S)													
SMOOTH WALL PVC PIPE (S)					OK	OK	OK	OK					
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)					OK	OK	OK	OK					
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE												
	THICKNESS												
ZINC COATED (C)	CORR. PROFILE												
	THICKNESS												
ZINC COATED W/ BPI (C)	CORR. PROFILE												
	THICKNESS												
ALUM. COATED TYPE 2 (C)	CORR. PROFILE												
	THICKNESS												
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE												
	THICKNESS												
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE												
	THICKNESS												
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE												
	THICKNESS												
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE												
	THICKNESS												
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE												
	THICKNESS												
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE												
	THICKNESS												
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE												
	THICKNESS												
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE												
	THICKNESS												
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE												
	THICKNESS												
STR. PLATE STEEL PIPE (C)	CORR. PROFILE												
	THICKNESS **												
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE												
	THICKNESS **												

**LEGEND**

RCP-- REINFORCED CONCRETE PIPE  
 RCHEP-- REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE  
 PE-- POLYETHYLENE  
 DR-- DIMENSION RATIO  
 PVC-- POLYVINYL CHLORIDE  
 BIT-- BITUMINOUS  
 CORR-- CORRUGATION  
 BPI-- BITUMINOUS PAVED INVERT  
 ALUM-- ALUMINUM  
 STR-- STRUCTURAL  
 CFP-- CONCRETE FIELD PAVING  
 (S)-- SMOOTH PIPE MATERIAL  
 (C)-- CORRUGATED PIPE MATERIAL  
 OK-- ACCEPTABLE FOR USE  
 (LS)-- LOCK SEAM PIPE REQUIRED

\*\*-- TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

**SEGMENT III**

	RECOMMENDED FOR APPROVAL <i>Debra L. Kloster</i> DESIGN ENGINEER 1-21-00 DATE	INDIANA DEPARTMENT OF TRANSPORTATION  PIPE MATERIAL SHEET	SCALE	BRIDGE FILE	
	DESIGNED: _____		DRAWN: _____	DESIGNATION	8923645
	CHECKED: _____		CHECKED: _____	SURVEY BOOK	SHEETS
				CONTRACT	91 of 159
			R 24846	PROJECT	ST-9936(C)



PAVED SIDE DITCH & SODDING SUMMARY TABLE -		LOCATION		PAVED SIDE DITCH									SODDING					SEE SHEET NO.			
FROM STATION	TO STATION	LEFT	MEDIAN	ACTUAL LENGTH	CUT OFF WALLS (5' Equivalent Length Each)	LUGS (4' Equivalent Length Each)	TOTAL EQUIVALENT PAY LENGTHS									FOR PAVED SIDE DITCH	FOR DITCHES		FOR MEDIAN	FOR SHOULDER	FOR LAWN
							TYPE														
				LFT.	EACH	EACH	LFT.	LFT.	LFT.	LFT.	LFT.	LFT.	LFT.	LFT.	SYS.	SYS.	SYS.		SYS.	SYS.	
LINE "A" - SEGMENT I																					
495+00	496+00		X																200	43	
496+00	498+10		X																257	43	
498+10	498+33		X																33	43	
498+77	499+10		X																67	44	
499+10	500+00		X																147	44	
500+00	500+96		X																69	44	
502+50	503+95		X																171	44	
504+80	505+05		X																39	45	
508+90	509+80		X																20	45	
510+00	510+20		X																4	46	
510+40	511+40		X																22	46	
511+60	513+50		X																42	46	
512+95	513+53	X																	13	46	
513+93	514+85	X																	20	46	
501+47	502+57	X																	61	44	
514+85	515+50		X																14	46 & 47	
515+05	516+20	X																	26	47	
515+73	516+57		X																19	47	
519+43	519+57		X																17	47	
518+87	519+06	X																	4	47	
519+09	519+30	X																	5	47	
519+50	519+67	X																	4	47	
519+71	521+00	X																	29	47	
521+70	523+05	X																	30	48	
524+14	524+60	X																	10	48	
503+00	507+50	X																	116	44	
511+30	512+50	X																	27	46	
TOTAL SEGMENT I															1,466						
LINE "B" - SEGMENT II																					
10+80	11+40	X																	17	49	
14+50	14+94	X																	32	49	
16+59	16+92	X																	47	50	
17+15	17+50	X																	36	50	
18+80	19+65	X																	20	50	
17+80	18+45	X																	22	50	
15+55	16+00		X																5	50	
17+80	18+65		X																24	50	
TOTAL SEGMENT II															185						
LINE "B" - SEGMENT III																					
29+65	30+20	X																	12	51	
30+55	32+35	X																	40	51	
32+72	33+30	X																	13	51	
33+70	34+00	X																	16	52	
34+00	35+40	X																	31	52	
35+75	36+07	X																	7	52	
36+30	36+80	X																	11	52	
37+42	37+70	X																	43	52	
35+58	37+60		X																45	52	
38+07	38+32	X																	6	52	
38+66	39+12	X																	10	52	
38+15	38+72		X																13	52	
39+08	39+32		X																6	52	
39+54	40+05		X																12	52	
39+53	39+76	X																	42	52	
40+25	40+85		X																14	53	
TOTALS																					

PAVED SIDE DITCH & SODDING SUMMARY TABLE -		LOCATION		PAVED SIDE DITCH									SODDING					SEE SHEET NO.			
FROM STATION	TO STATION	LEFT	MEDIAN	ACTUAL LENGTH	CUT OFF WALLS (5' Equivalent Length Each)	LUGS (4' Equivalent Length Each)	TOTAL EQUIVALENT PAY LENGTHS									FOR PAVED SIDE DITCH	FOR DITCHES		FOR MEDIAN	FOR SHOULDER	FOR LAWN
							TYPE														
				LFT.	EACH	EACH	LFT.	LFT.	LFT.	LFT.	LFT.	LFT.	LFT.	LFT.	SYS.	SYS.	SYS.		SYS.	SYS.	
LINE "B"-SEGMENT III (Con't)																					
41+63	41+83	X																	22	53	
40+15	40+60	X																	60	53	
41+03	41+56	X																	59	53	
42+21	42+50	X																	12	53	
42+91	43+11	X																	22	53	
43+40	44+02	X																	69	53	
44+54	45+10	X																	62	53	
45+54	45+81	X																	27	53	
41+02	41+51		X																11	53	
41+67	42+03		X																8	53	
42+19	42+55		X																8	53	
42+71	43+21		X																11	53	
43+39	44+05		X																15	53	
44+55	45+02		X																13	53	
45+19	45+69		X																11	53	
45+86	46+76		X																18	54	
46+25	46+63	X																	33	54	
47+00	47+37	X																	45	54	
47+75	48+38	X																	14	54	
48+70	49+25	X																	12	54	
47+23	47+82		X																13	54	
48+13	49+20		X																24	54	
49+80	50+80		X																22	54	
51+12	52+26		X																31	55	
51+80	52+13	X																	8	55	
52+50	54+00	X																	33	55	
54+34	55+81	X																	33	55	
56+03	56+31	X																	6	56	
56+66	56+92	X																	29	56	
57+30	57+72	X																	9	56	
58+04	58+47	X																	10	56	
58+67	59+13	X																	10	56	
59+31	59+68	X																	8	56	
59+84	60+25	X																	9	56	
55+00	55+55		X																33	55	
55+55	58+33		X																62	56	
58+72	59+60		X																20	56	
61+95	62+23		X																30	57	
60+69	61+82	X																	25	57	
62+95	63+75	X																	24	57	
TOTAL SEGMENT III																					
LINE "S-18"-SEGMENT III																					
12+00	12+47	X																	31	62	
12+70	14+20	X																	107	62	
14+55	18+03	X																	700	62 & 63	
TOTAL SEGMENT III															2,130						
LINE "SEC-I"-SEGMENT IV																					
13+65	14+00	X																	53	58	
14+50			X																11	58	
LINE "S-50-IC-7-Q" SEGMENT IV																					
43+20	44+70		X																160	59	
TOTALS																					
TOTAL FOR PROJECT																					
TOTAL SEGMENT IV															224						
TOTALS															224				3,781		

R-24846

## SUMMARY OF QUANTITIES AND APPROACH TABLE

LOCATION (STATION)	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH "W" FEET	LENGTH "L" FEET	DISTANCE BEYOND R/W LINE FEET	RADII "R" FEET	GRADE (LESS THAN 10% NOT SHOWN)		EXCAVATION		HMA FOR APPROACHES 440# SYS.	HMA MAINLINE QC/QA					HMA SHOULDER QC/QA			HMA MAINLINE BASE C25 LBS. PER SYD.	HMA WEDGE & LEVEL TONS	SURFACE MILLING, BITUMINOUS SYS.	ASPHALT FOR:			TYPE "O" COMPACTED AGGREGATE FOR BASE NO. 53				CONCRETE PAVEMENT REMOVAL SYS.	REINFORCED CONCRETE PAVEMENT, 10" SYS.	PLAIN JOINTED CEMENT CONC. BASE - 10" SYS.	PLAIN JOINTED CEMENT CONC. BASE - 8" SYS.	8" CEMENT CONC. PAVEMENT FOR DRIVEWAYS SYS.	CONCRETE CURB LFT.	SUBBASE FOR CONCRETE PAVEMENT SYS.	CONCRETE SIDEWALK SYS.	INTEGRAL CURB (MODIFIED) LFT.	SURFACE BEYOND R/W LINE			REMARKS														
						1	2	CUT	FILL		SURFACE	INTERMEDIATE	BASE	SURFACE	BASE	C25	SEAL COAT, 2	PRIME COAT				TACK COAT	6"	10"	4"	12"	TYPE "O" COMP. AGG. BASE	BITUM.										CONCRETE																	
						%	%				SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.				SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.										SYS.	SYS.	SYS.		SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.
LINE A - SEGMENT I																																																							
495+00 to 500+47.10								242	285		3688	3688						374	3313				3688								608		413	632	567	794																			
	496+81 Lt.	III (Modified)	36	16	6	10/20		31		25													25			55	25							55																					
	498+54 Rt.	III (Modified)	42	36	12	35/35		87		56.5													56.5			166.5	56.5							166.5																					
	498+56 Lt.	III (Modified)	40	15	6	10/20		30		27													27			50	27							50																					
500+47.10 to 501+75								136	91		862	862						159	711				862							209		70	217	137	233																				
501+75 to 502+75											674	674											674							188			194	164	82																				
	502+55.9 Rt.	Public Road	23	124		35/35		146			556	442										115			556						160																								
502+75 to 505+05.1								562	38		1551	1551						36	1278				1551							551		308	566	206	300																				
	502+77 Lt.	III	20	19		10/20		21		21													21			33	21								33																				
	504+30.41 Rt.	Public Road	32	88		35/25		22			435	66										369			435	33	21				135																								
	504+94 Rt.	III (Modified)	30	12	3	15/5		18		13			66										13			43	13									43																			
505+05.1 to 509+97.77								843	53		3321	3321						548	2737				3321							1258		351	1289	584	563																				
	506+42 Lt.	III (Modified)	30	12	3	10/20		19		10.5													10.5			39	10.5								39																				
	507+53 Rt.	III (Modified)	30	12	3	20/10		19		10.5													10.5			39	10.5								39																				
	507+64 Lt.	III (Modified)	30	14	5	10/20		22		17													17			40	17								40																				
	508+65.07 Rt.	Public Road	26	30		25/25		44			131.5	131.5											131.5													80																			
	508+51 Lt.	III (Modified)	20	16	7	10/12		20		26.5													26.5			25	26.5									25																			
	508+95 Lt.	III (Modified)	20	16	7	12/3		20		27.5													27.5			23.5	27.5									23.5																			
	509+79 Lt.	III (Modified)	30	12	3	3/3		11																		29	29								29																				
509+97.77 to 515+22.77								700	91		3539	3539						106	3208				3539							1382		189	1416	469	536																				
	510+33 Rt.	I (Modified)	14	9		10/12		8																		21									21																				
	511+06 Lt.	III (Modified)	30	12	3	10/12		18		10																35	10								35																				
	511+60 Lt.	III (Modified)	30	12	3	12/20		20		11																40.5	11								40.5																				
	511+72 Rt.	III (Modified)	25	13	4	18/10		18																		47									47																				
	512+45 Rt.	III (Modified)	25	15	2	10/15		17																		43									43																				
	512+71.5 Lt.	III (Modified)	30	20	11	10/20		31		12													12			66	12								66																				
	513+70.5 Lt.	III (Modified)	26	21	12	20/20		30																		76									76																				
	513+70.7 Rt.	Public Road	29	26		25/25		40			120.5	120.5											120.5			76									76																				
	514+97 Lt.	III (Modified)	14	11	2	10/20		10																		25									25																				
515+22.77 to 520+49.24								704	38		3549	3385											3364							1123			1158	553	627																				
	515+52.35 Rt.	Alley (Modified)	30	20.5		20/10		32																		81.5									81.5																				
	516+54.5 Lt.	III (Modified)	24	12	3	20/20		20		10																40	10								40																				
	517+49.3 Lt.	Public Road	25	25		25/25		38			114.5	114.5												10	114.5	40	10									79																			
	517+49.3 Rt.	Public Road	32	37		20/25		55			168	168														168										71																			
	518+78 Lt.	I (Modified)	13	12	3	10/10		2		4.5															4.5		4.5									14																			
	519+38 Lt.	Alley (Modified)	10	16		10/15		11		12.5																14	12.5									28.7																			
	519+39 Rt.	Alley (Modified)	13	19		15/-		14		7																28.7	7								60.7																				
	519+67 Rt.	III (Modified)	29	15	6	-/15		24																		60.7									60.7																				
520+49.24 to 525+57								211	6		3291	1025											3244							451			498	226	252																				
	521+31.13 Lt.	Public Road	40	25		15/20		43			131	131																																											
	521+31.13 Rt.	Public Road	38	25		25/-		44			132	132																																											
	523+19 Lt.	Alley (Modified)	12	15		15/11.5		11		4.5															4.5	23	4.5										23																		
	523+63 Lt.	III (Modified)	30	12	3	11.5/8		18		10																35	10									35																			
	524+03 Lt.	I (Modified)	18	13	3	8/10		12		6																24	6								24																				
	525+09.8 Lt.	Public Road	2	25		25/-		8			21.5	21.5																								40																			
LINE 'S-2-B'-Kasting Rd. 8+35 Lt.		III	20	16		10/20		19		49																																													



