









# TYPICAL CROSS SECTION STATIONING

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	144-314(2)00	1970	3	324

## EASTBOUND LANE

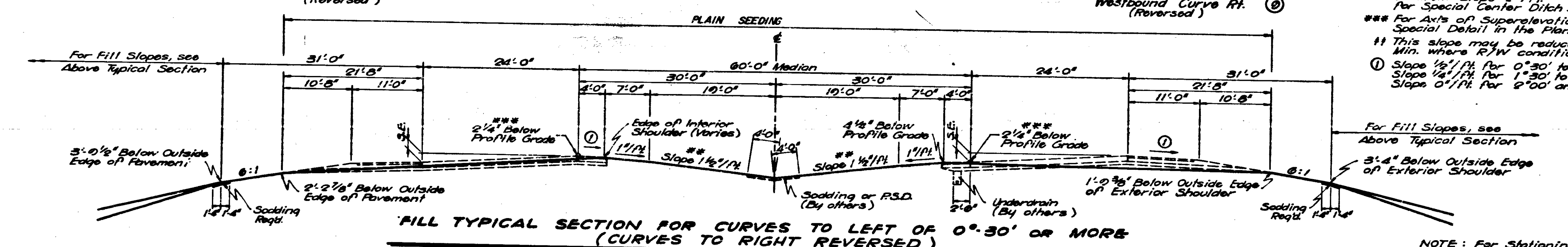
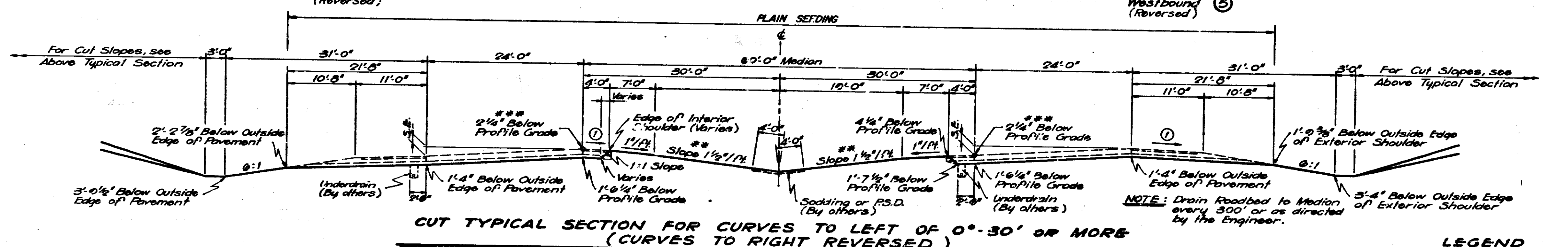
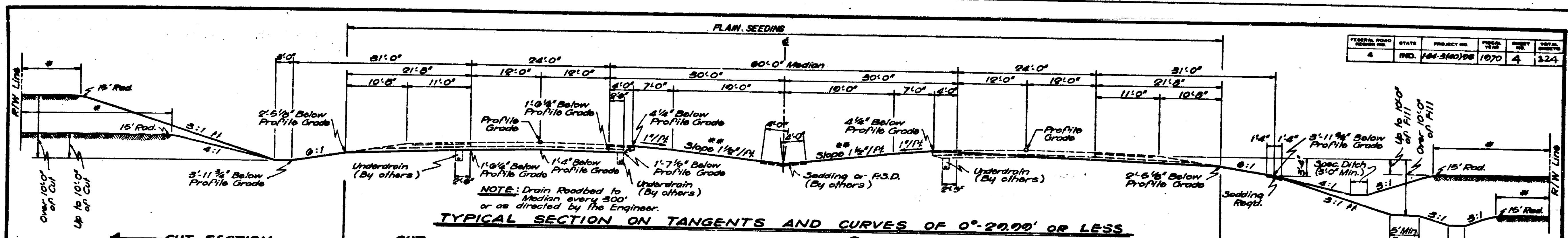
STATION TO STATION	LINE	PAVEMENT SECTION NO.	MEDIAN SECTION NO.
484+00 to 489+69.61	"B"	11	*
489+69.61 to 496+50	"B"	4	*
496+50 to 502+14.90	"B"	3	*
502+14.90 to 507+35	"B"	8	*
507+35 to 512+98.24	"B"	8	14
512+98.24 to 519+35	"B"	8	14
519+35 to 519+50	"B"	3	*
519+50 to 524+102.27	"B"	4	*
524+102.27 to 530+75	"B"	11	*
530+75 to 532+100	"B"	7	*
532+100 to 539+57.03	"B"	10	*
539+57.03 to 547+100	"B"	4	*
547+100 to 549+50	"B"	4	*
549+50 to 550+100	"B"	9	*
550+100 to 554+41.45	"B"	4	*
554+41.45 to 561+100	"B"	17	*
561+100 to 567+100	"B"	20	*
567+100.0 (Back)	"B"	12	*
= 566+99.05 (Ahead)			
566+99.05 to 570+50	"B"	12	*
570+50 to 573+50	"B"	8	*
573+50 to 574+70	"B"	12	*
574+70 to 580+84.31	"B"	12	14
580+84.31 to 582+172.05	"B"	4	14
582+172.05 to 589+45	"B"	4	1
589+45 to 593+32.34	"B"	17	15
EQ : 593+32.34 (Back)			
= 593+32.25 (Ahead)			
593+32.25 to 608+50	"B"	19	15
608+50 to 609+60.92	"B"	7	15
609+60.92 to 620+25	"B"	4	1
620+25 to 622+105.07	"B"	17	15
622+105.07 to 628+20	"B"	20	15
628+20 to 649+64.55	"B"	12	1
649+64.55 to 659+11.59	"B"	4	1
STRUCTURE			
663+22.10 to 663+140	"B"	3	1
663+140 to 671+50	"B"	17	15
671+50 to 674+65	"B"	3	1
674+65 to 680+23.64	"B"	4	1
680+23.64 to 682+33.43	"B"	4	14
682+33.43 to 690+55	"B"	12	14
690+55 to 693+75	"B"	12	*
693+75 to 695+50	"B"	8	*
695+50 to 696+59.43	"B"	20	*
696+59.43 to 707+50	"B"	17	*
707+50 to 713+31.61	"B"	4	*
713+31.61 to 716+40	"B"	11	*
716+40 to 718+20	"B"	7	*
718+20 to 720+50	"B"	11	*
720+50 to 726+75	"B"	7	*
726+75 to 730+35	"B"	7	*
730+35 to 731+25	"B"	7	*
731+25 to 736+25	"B"	11	*
736+25 to 737+85	"B"	7	*
737+85 to 738+100	"B"	11	*
738+100 to 741+00.04	"B"	11	14
741+00.04 to 742+11.41	"B"	4	14
EQ : 742+11.41 (Back)			
= 1122+40.27 (Ahead)			

## WESTBOUND LANE

STATION TO STATION	LINE	PAVEMENT SECTION NO.	MEDIAN SECTION NO.
484+00 to 484+50	"BL"	15/RT	5/RT
484+50 to 490+100	"BL"	9	*
490+100 to 493+104.62	"BL"	3	*
493+104.62 to 494+50	"BL"	5	*
494+50 to 502+90.79	"BL"	2	*
502+90.79 to 511+50	"BL"	10	*
511+50 to 514+96.79	"BL"	6	*
514+96.79 to 522+50	"BL"	2	*
522+50 to 525+42.74	"BL"	2/RT	5/RT
525+42.74 to 526+150	"BL"	9/RT	13/RT
526+150 to 528+150	"BL"	9	*
528+150 to 535+75	"BL"	15	*
535+75 to 539+150	"BL"	21	*
539+150 to 547+11.41	"BL"	13	*
547+11.41 to 545+50	"BL"	2	*
545+50 to 550+25	"BL"	16	*
550+25 to 551+50	"BL"	2	*
551+50 to 552+50	"BL"	5	*
552+50 to 554+75	"BL"	16	*
554+75 to 558+103.39	"BL"	5	*
558+103.39 to 559+75	"BL"	10	*
559+75 to 576+50	"BL"	18	*
576+50 to 578+75	"BL"	18	22
578+75 to 580+150	"BL"	18/RT	6/RT
580+150 to 581+75	"BL"	18/RT	10/RT
581+75 to 584+48.06	"BL"	10	14
EQ : 584+48.06 (Back)			
= 582+72.05 (Ahead)			
582+72.05 to 584+155	"BL"	5	1
584+155 to 586+100	"BL"	2/RT	5/RT
586+100 to 588+30	"BL"	16/RT	5/RT
588+30 to 588+80	"BL"	16/RT	2/RT
588+80 to 593+32.34	"BL"	16	15
EQ : 593+32.34 (Back)			
= 593+32.25 (Ahead)			
593+32.25 to 609+60.92	"BL"	21	15
609+60.92 to 612+50	"BL"	16/RT	2/RT
612+50 to 613+100	"BL"	2/RT	5/RT
613+100 to 615+100	"BL"	5	1
615+100 to 620+25	"BL"	16/RT	2/RT
620+25 to 622+105.07	"BL"	16	15
622+105.07 to 628+20	"BL"	18	15
628+20 to 649+64.55	"BL"	10	1
649+64.55 to 659+11.59	"BL"	5	1
STRUCTURE			
663+22.10 to 672+25	"BL"	16	15
672+25 to 673+50	"BL"	16/RT	2/RT
673+50 to 675+25	"BL"	2	1
675+25 to 680+23.64	"BL"	5	1
EQ : 680+23.64 (Back)			
= 680+23.64 (Ahead)			
680+23.64 to 680+75	"BL"	10	14
680+75 to 685+75	"BL"	6	14
685+75 to 685+50	"BL"	10	14
685+50 to 689+75	"BL"	6	14
689+75 to 690+50	"BL"	10	14
690+50 to 694+23.64	"BL"	10	*
694+23.64 to 706+15	"BL"	16	*
706+15 to 708+100	"BL"	16/RT	5/RT
708+100 to 710+29.68	"BL"	5	*
710+29.68 to 713+25	"BL"	19	*
713+25 to 720+150	"BL"	9	*
720+150 to 738+150	"BL"	15	*
738+150 to 739+175.74	"BL"	13	14
739+175.74 to 742+176	"BL"	5	14
EQ : 742+176.00 (Back)			
= 1122+34.28 (Ahead)			

**DETAILS**  
See Cross Sections for Median Grading

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	104-3(40)98	1970	4	124



- LEGEND**
- \* Minimum distance to R/W Line to be 3'0" in Fill and 5'0" in Cut.
  - \*\* Minimum Slope 1 1/2% Maximum Slope 2 1/2% for Special Center Ditch.
  - \*\*\* For Ax's of Superelevation, see Special Detail in the Plans.
  - †† This slope may be reduced to a 2:1 Min. where R/W conditions warrant.
  - ① Slope 1 1/2% for 0°-30' to 1°-20.00' Slope 1 1/4% for 1°-30' to 1°-50.00' Slope 0 1/2% for 2°00' and Over.

NOTE: For Stationing, see "Typical Cross Section Stationing" Table.

# GRADING TYPICAL CROSS SECTIONS

SCALE: 1/8" = 1'-0"

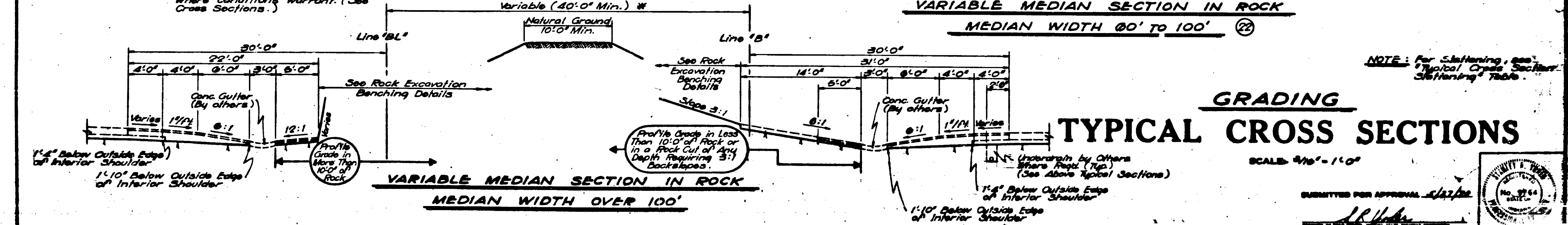
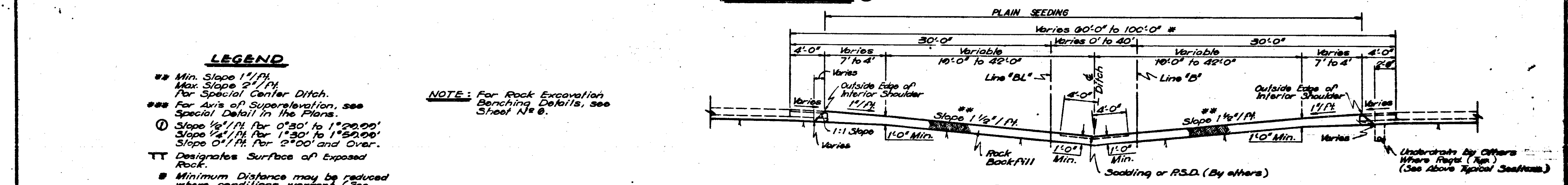
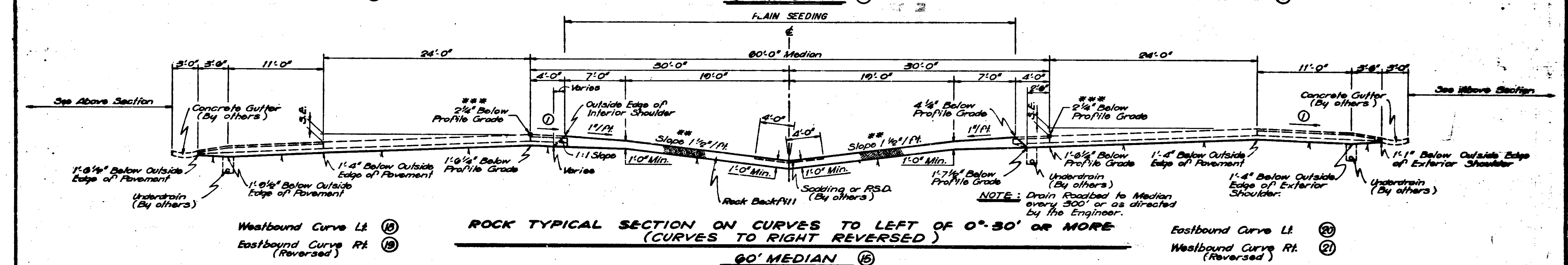
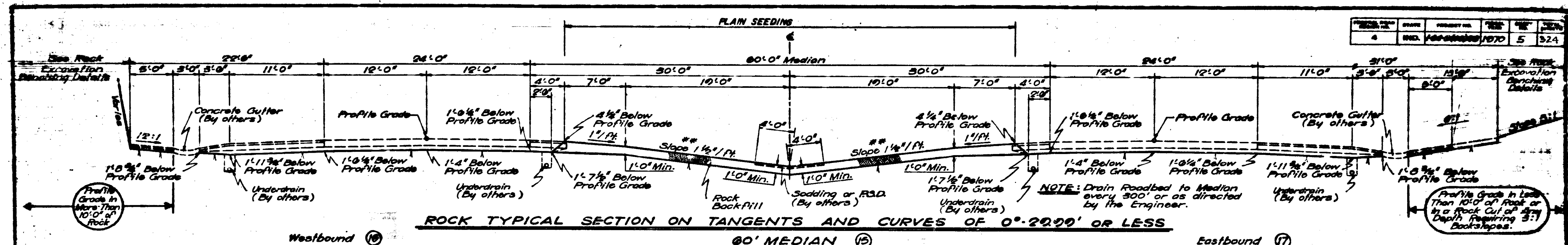
SUBMITTED FOR APPROVAL 8/22/70

*S.P. Jones*



PROJECT NO.	LINE	SHEET	TOTAL SHEETS
104-3(40)98	4	4	124





- LEGEND**
- \*\* Min. Slope 1 1/2%  
Max. Slope 2%  
For Special Center Ditch.
  - \*\*\* For Axis of Superelevation, see Special Detail in the Plans.
  - ① Slope 1/2% for 0°30' to 1°20.00'  
Slope 1/4% for 1°30' to 1°50.00'  
Slope 0% for 2°00' and Over.
  - TT Designates Surface of Exposed Rock.
  - Minimum Distance may be reduced where conditions warrant. (See Cross Sections.)

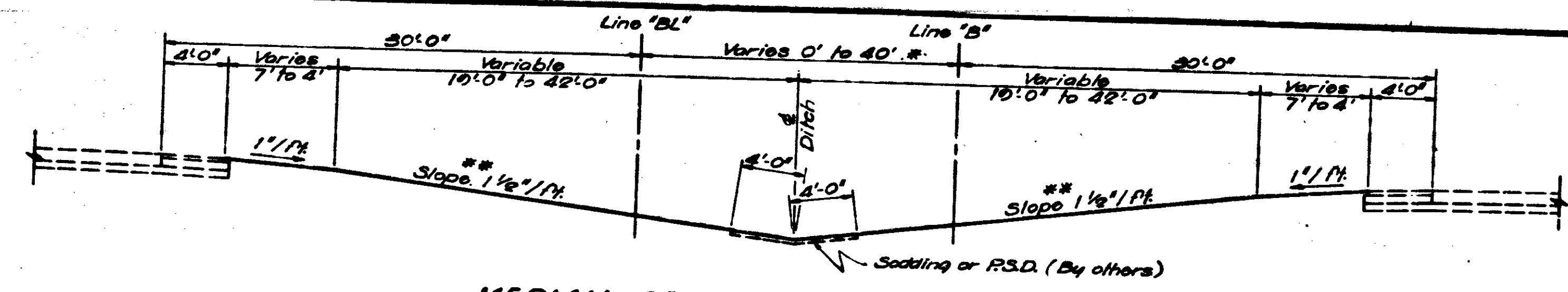
**GRADING  
TYPICAL CROSS SECTIONS**

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

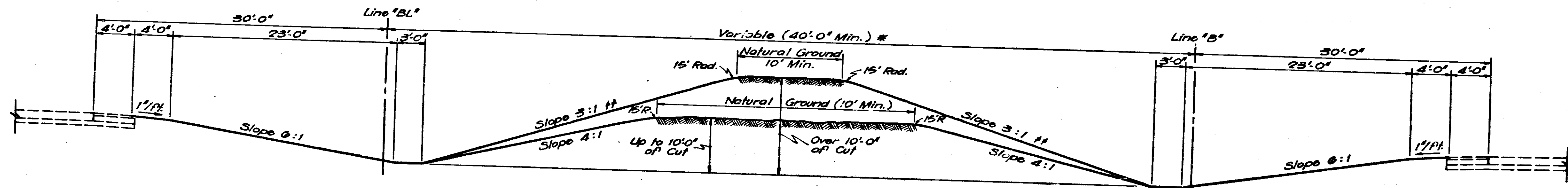




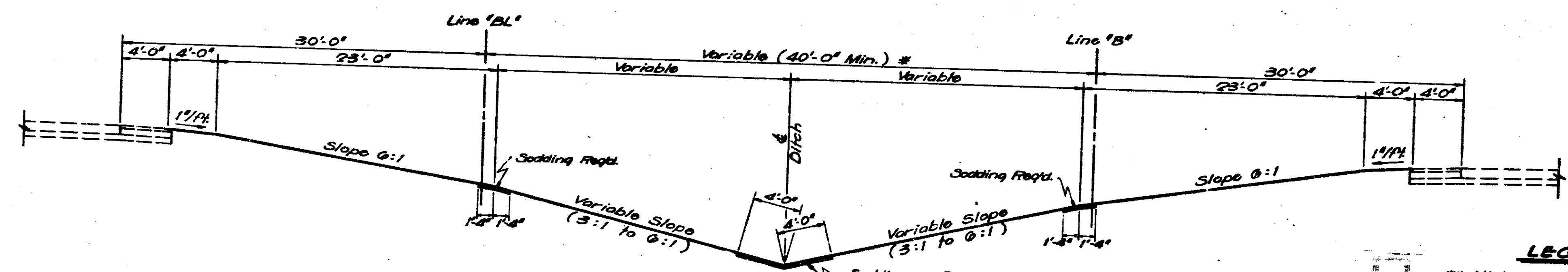
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	104-2100-1070	1970	6	32



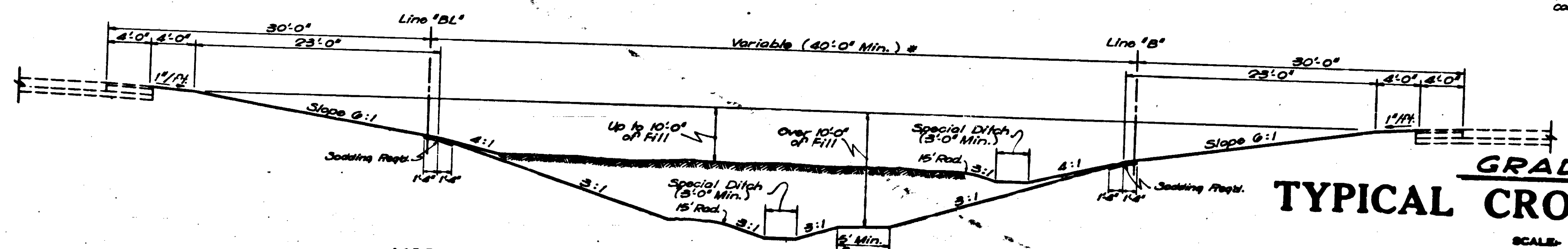
**MEDIAN SECTION IN CUT OR FILL**  
**MEDIAN WIDTH 60' TO 100'** (A)



**MEDIAN SECTION IN CUT**  
**MEDIAN WIDTH OVER 100'**



**MEDIAN SECTION IN FILL WHERE SLOPES INTERSECT**  
**MEDIAN WIDTH OVER 100'**



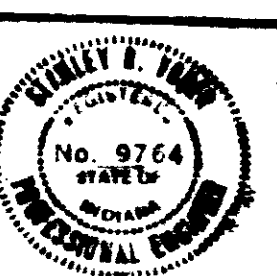
**MEDIAN SECTION IN FILL WHERE SLOPES DO NOT INTERSECT**  
**MEDIAN WIDTH OVER 100'**

**LEGEND**  
 \*\* Minimum Slope 1 1/2:1  
 Maximum Slope 2 1/2:1  
 for Special Center Ditch.  
 †† This slope may be reduced to a  
 2:1 Min. where conditions warrant.  
 \* Minimum distance may be reduced where  
 conditions warrant. (See Cross Sections.)  
 NOTE: For Stationing, see  
 Typical Cross Section  
 Stationing Table.

**GRADING**  
**TYPICAL CROSS SECTIONS**

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

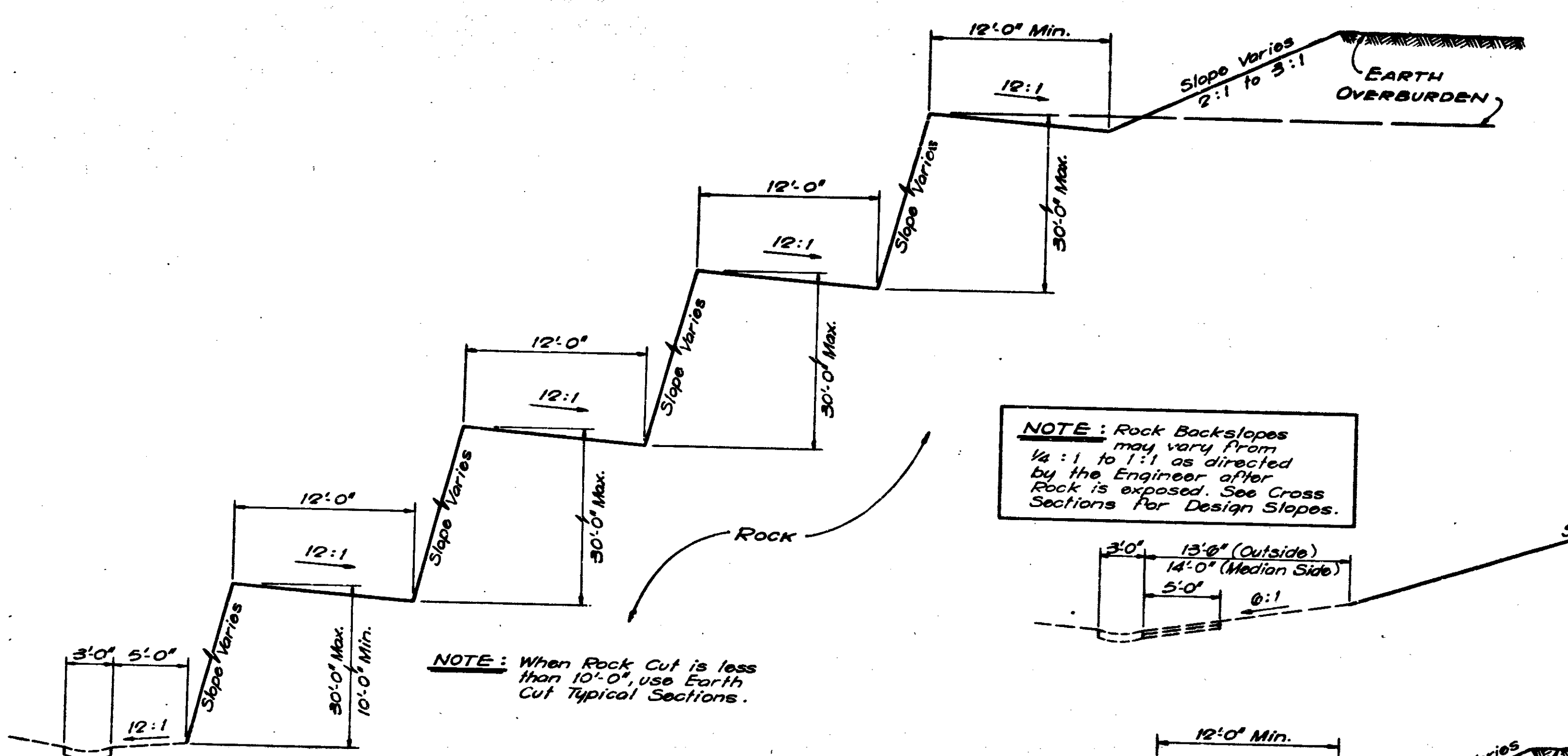
SUBMITTED FOR APPROVAL *[Signature]*



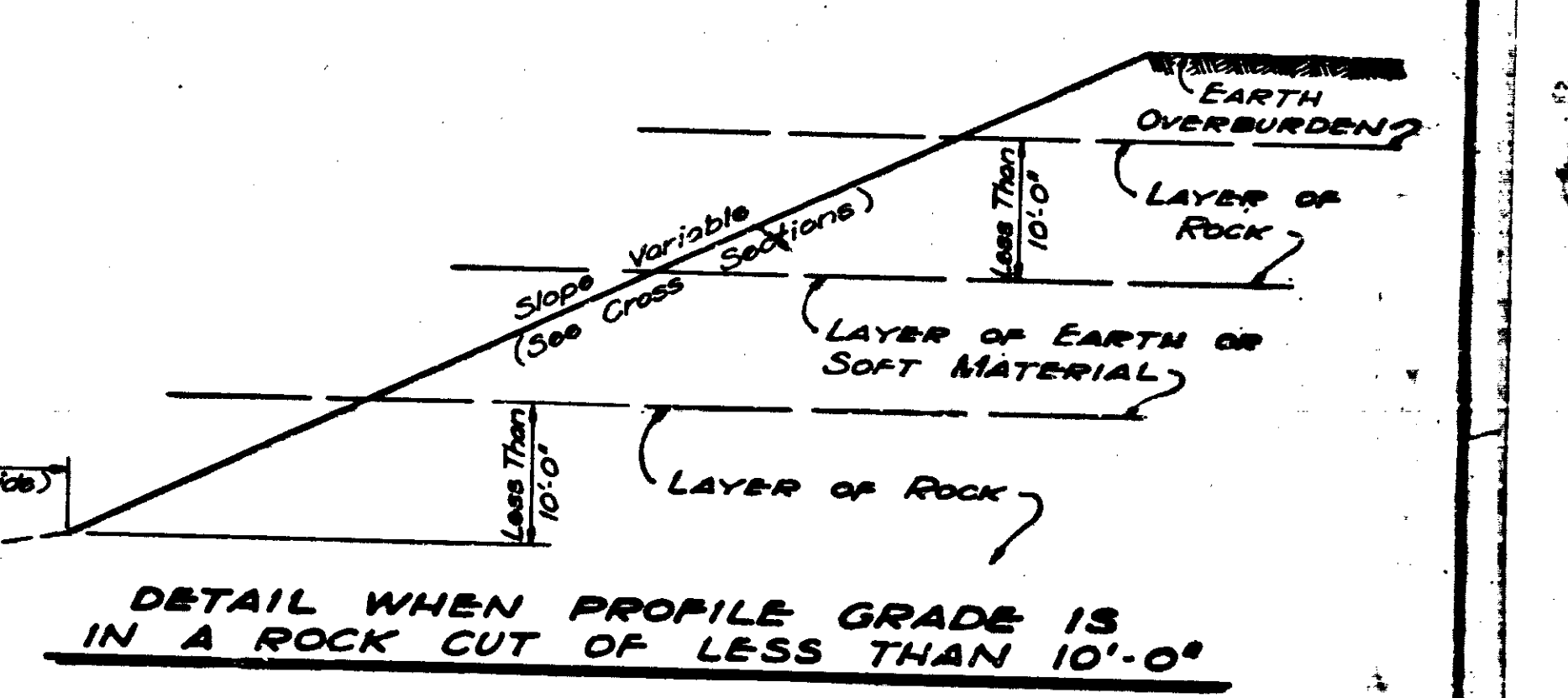
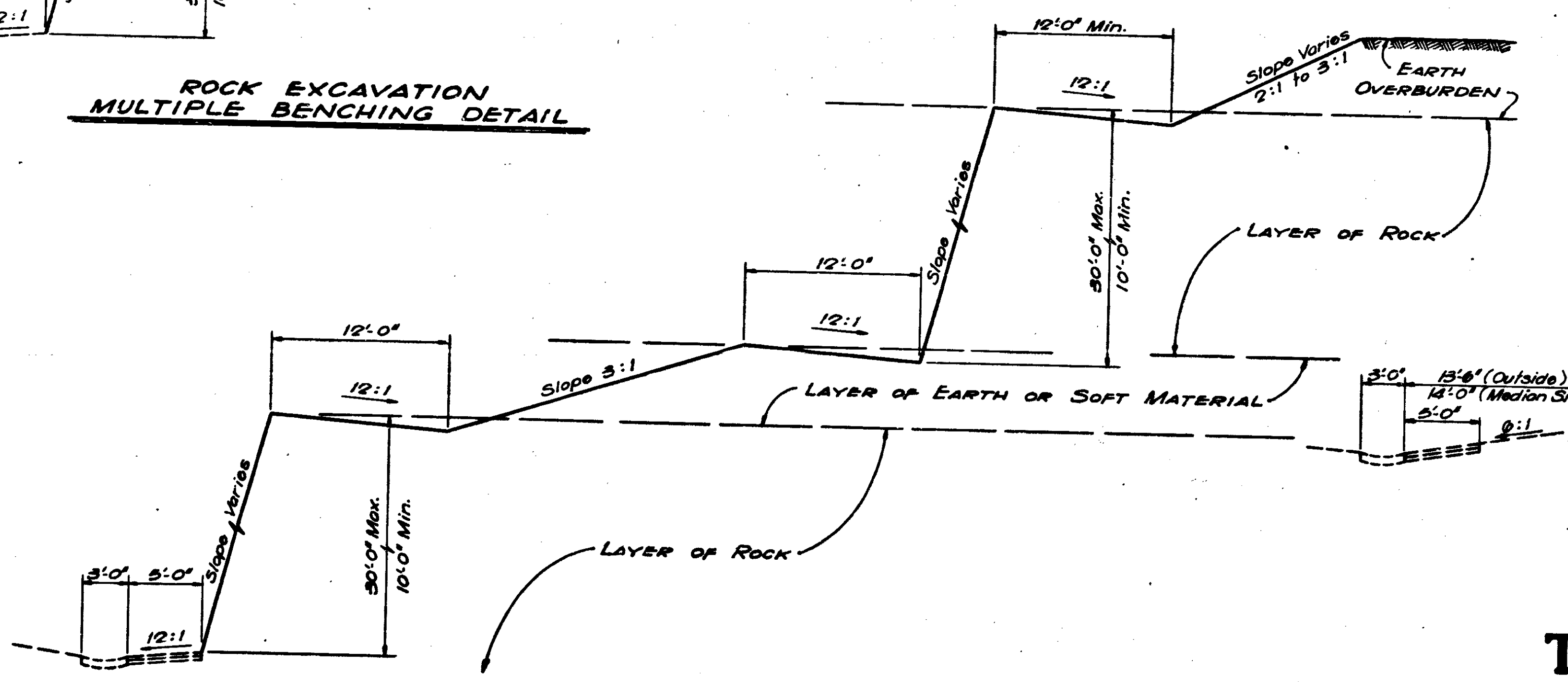
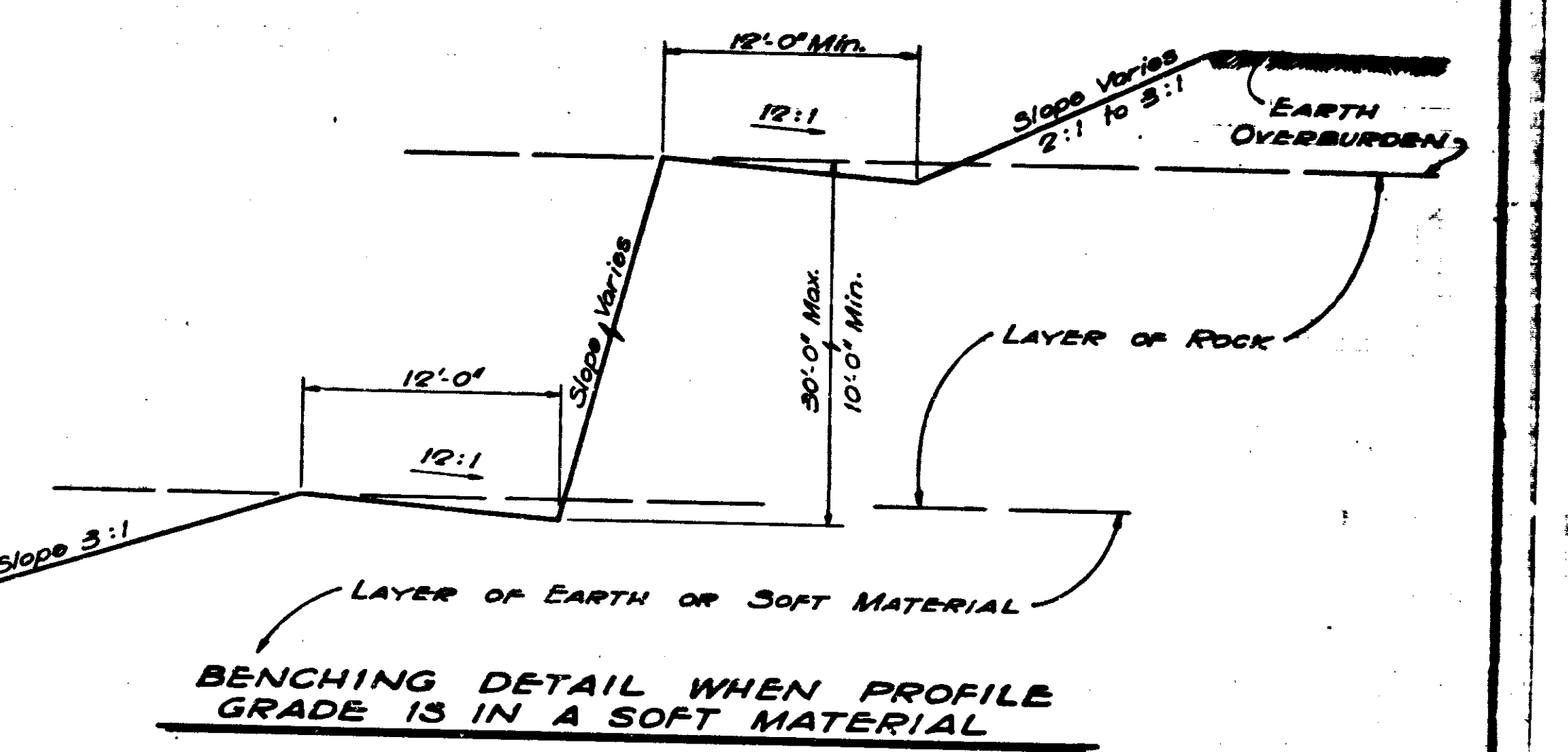
PROJECT NO.	DATE	BY	CHKD.
104-2100-1070			



PROJECT NO.	STATE	PROJECT NO.	DATE	REV.	DATE
4	IND.	148-24208	10/0	7	314



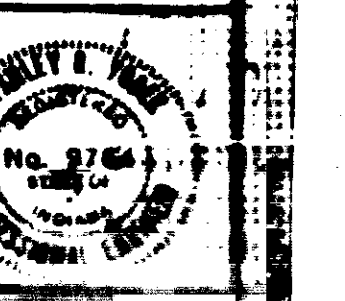
NOTE: Rock Backslopes may vary from 1 1/2:1 to 1:1 as directed by the Engineer after Rock is exposed. See Cross Sections for Design Slopes.



**GRADING  
TYPICAL CROSS SECTIONS**

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

SUBMITTED FOR APPROVAL

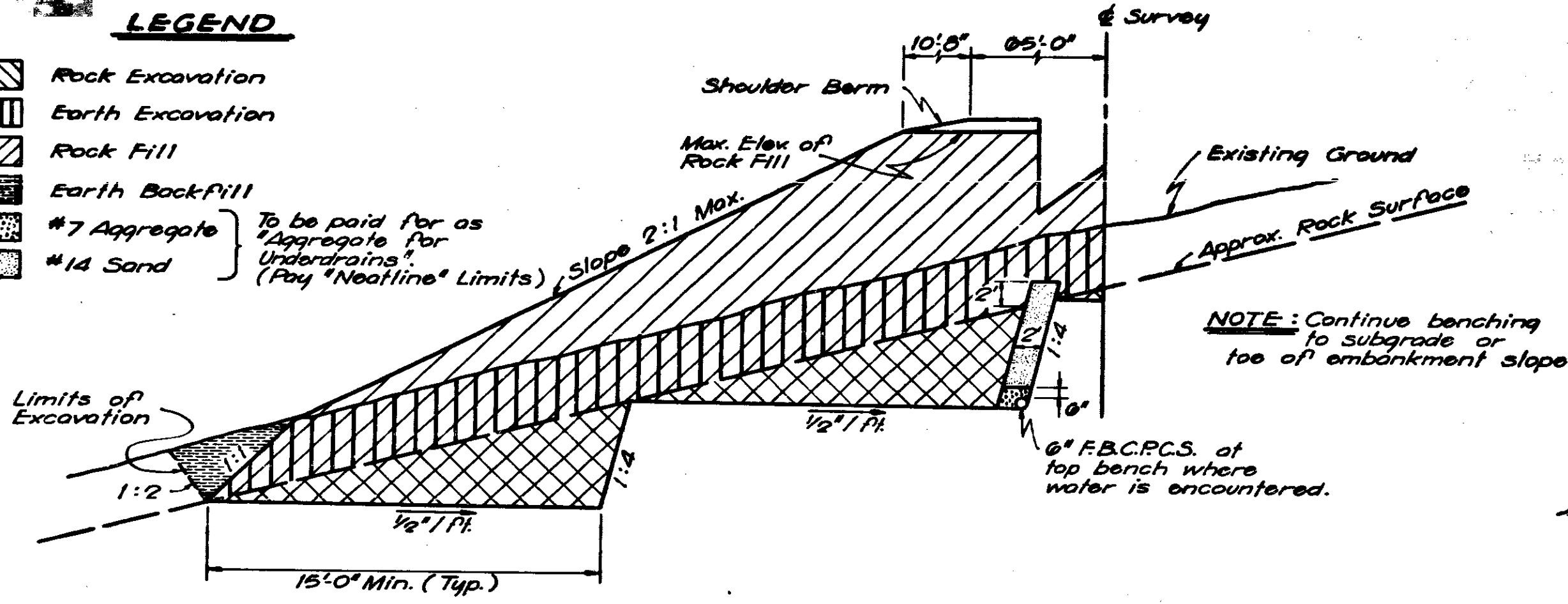


PROJECT NO.	DATE	REV.	DATE
148-24208	10/0	7	314



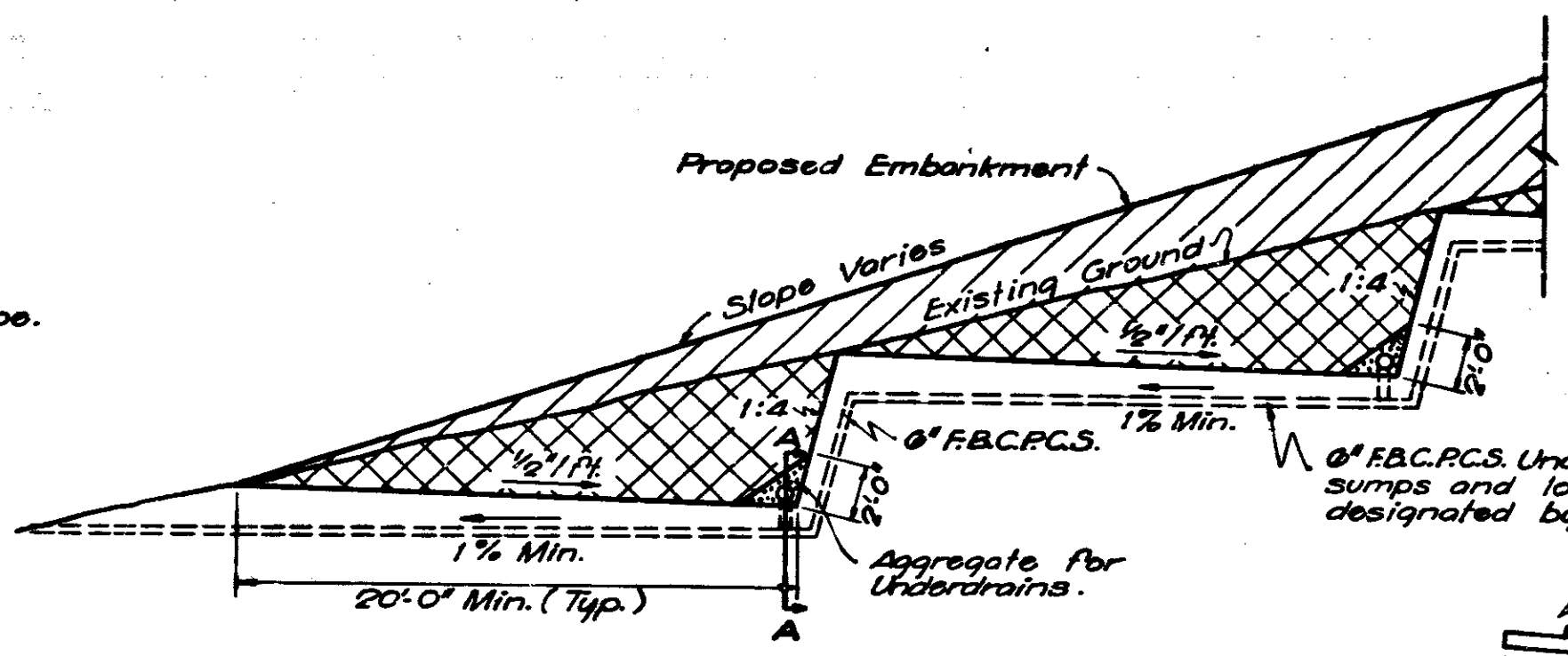
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SECTION	SHEET NO.	TOTAL SHEETS
4	IND.	44-5(20)08	1970	8	324

- LEGEND**
- Rock Excavation
  - Earth Excavation
  - Rock Fill
  - Earth Backfill
  - #7 Aggregate
  - #14 Sand symbol"/> #14 Sand



**EARTH BENCH AND ROCK FILL BUTTRESS DETAIL FOR EMBANKMENT ON SIDEHILL LOCATIONS**

- LEGEND**
- Earth or Rock Embankment
  - Earth Excavation



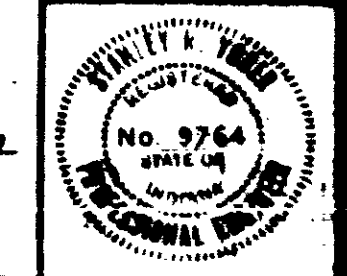
**EARTH BENCH DRAINAGE DETAIL FOR EMBANKMENT ON SIDEHILL LOCATIONS**

**NOTE:** All 6" Pipe used for Benching shown as Undistributed Quantity on "Pipe for Underdrains" Sheet.

**GRADING**  
**TYPICAL CROSS SECTIONS**

SCALE: Not to Scale

SUBMITTED FOR APPROVAL *[Signature]*



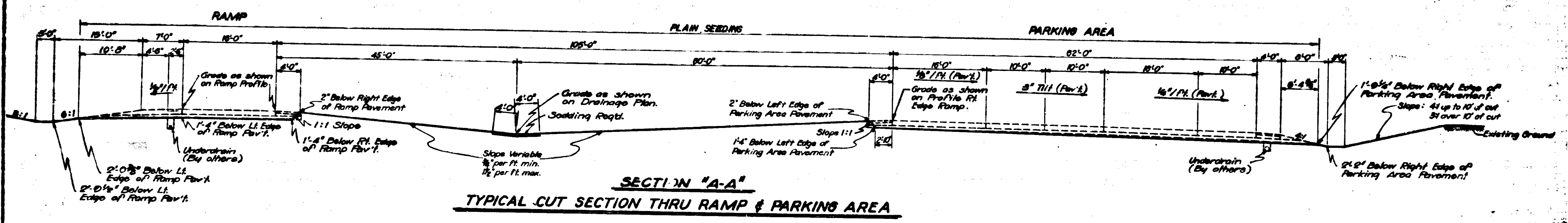
PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
44-5(20)08		8	324



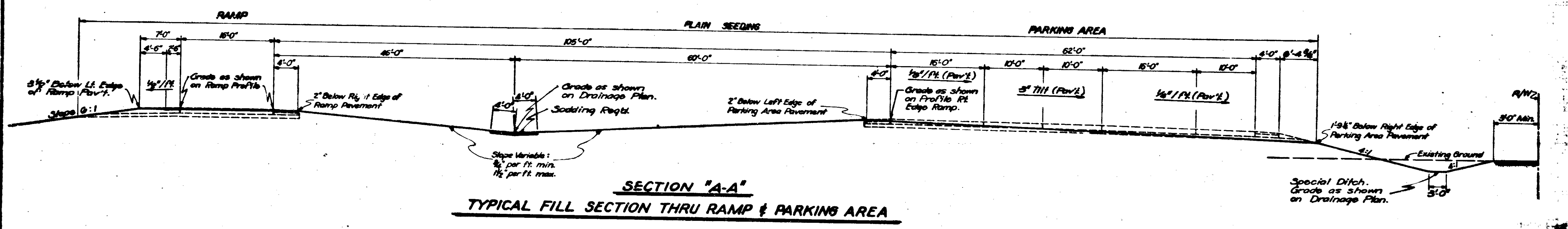




NO.	DATE	PROJECT NO.	ISS.	BY	CHK.
4	MAY 1963	MS-44200-1070	10		SLK



**SECTION "A-A"**  
**TYPICAL CUT SECTION THRU RAMP & PARKING AREA**



**SECTION "A-A"**  
**TYPICAL FILL SECTION THRU RAMP & PARKING AREA**

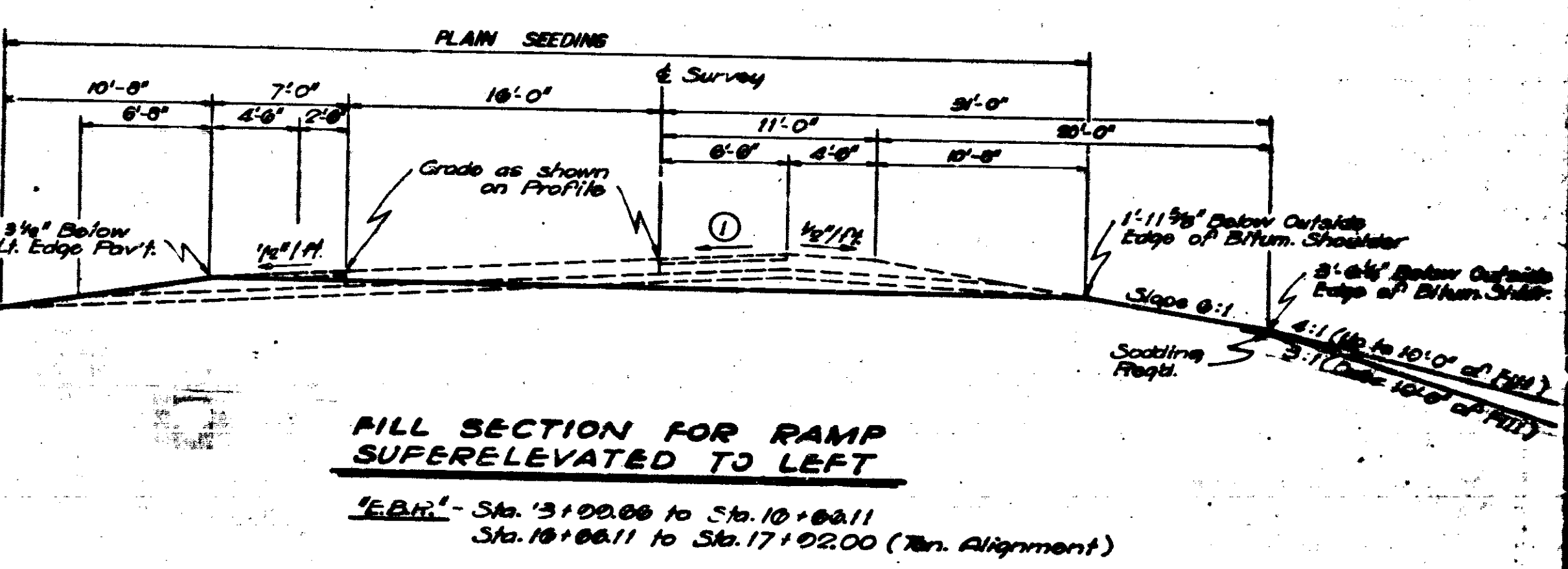
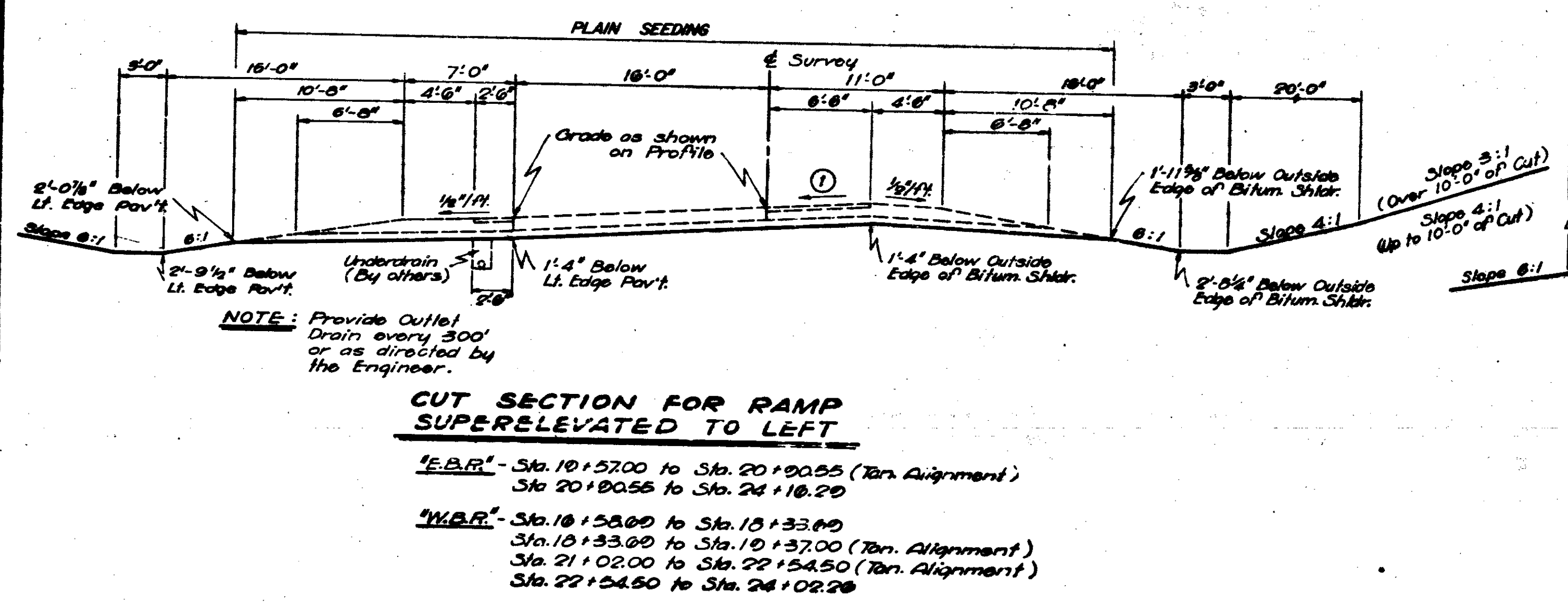
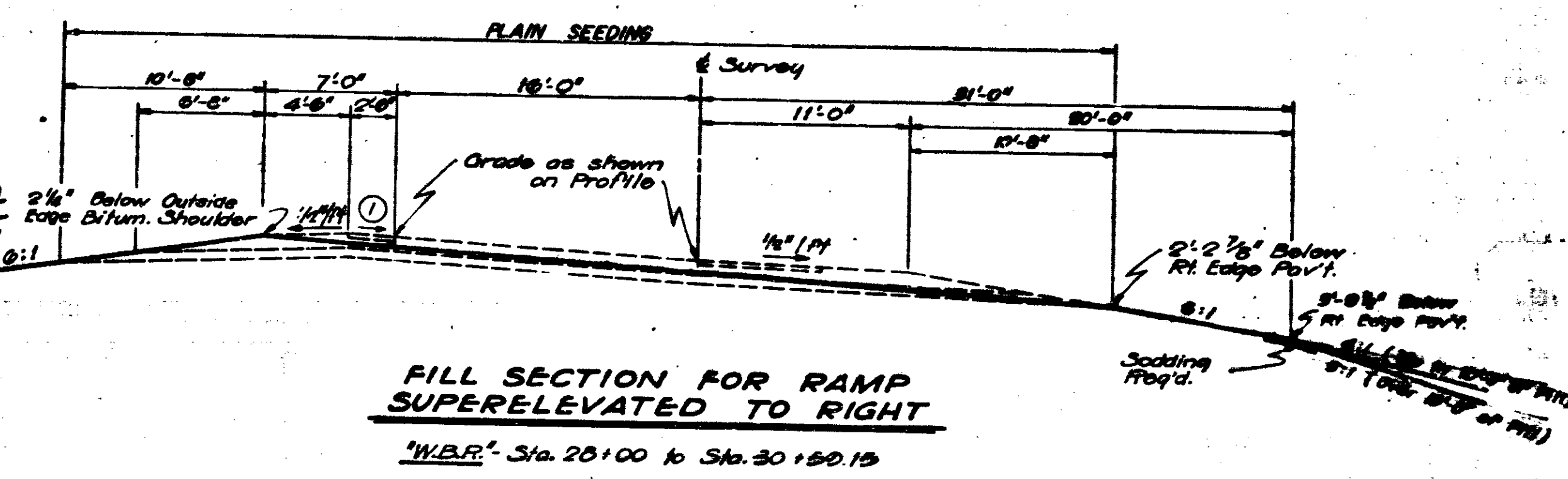
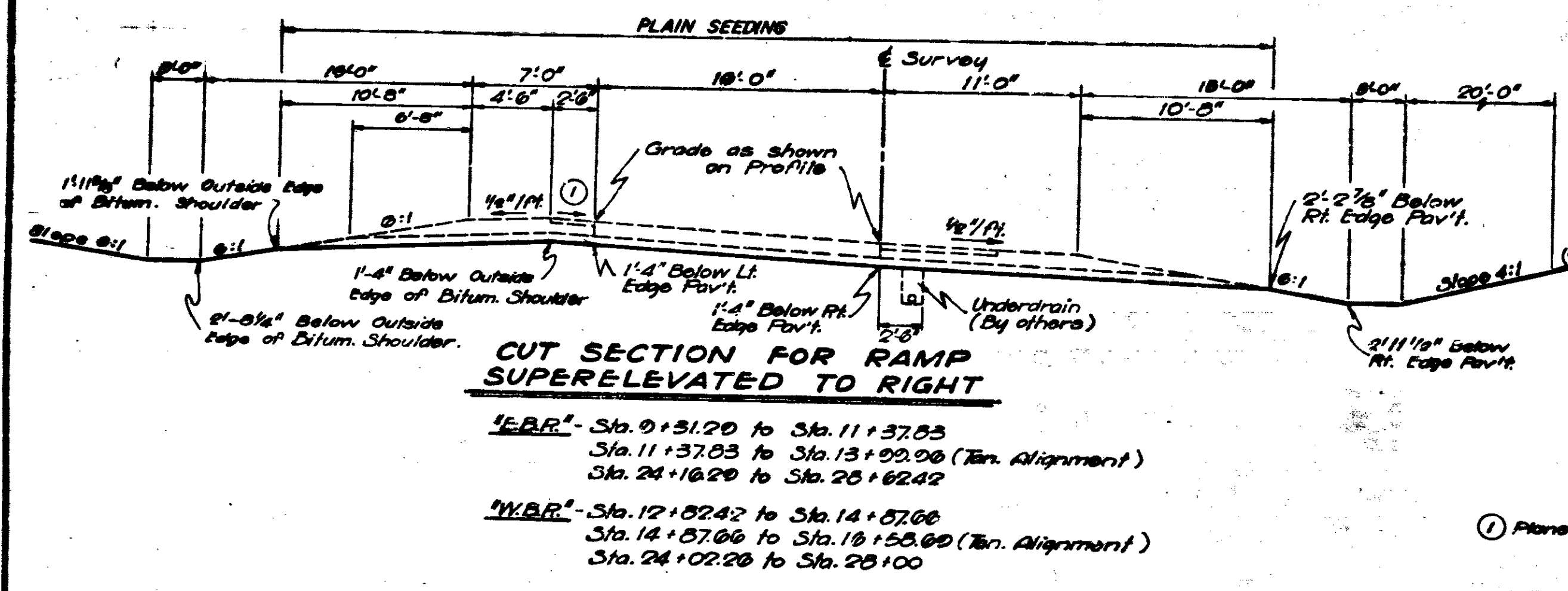
**WEIGH STATION  
 GRADING  
 TYPICAL CROSS SECTIONS**

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

QUANTITIES FOR APPROVAL



PROJECT NO.	DATE	REVISION NO.	BY	CHKD.
4	MAY 1970	11	32.4	



**WEIGH STATION RAMPS**  
**GRADING**  
**TYPICAL CROSS SECTIONS**

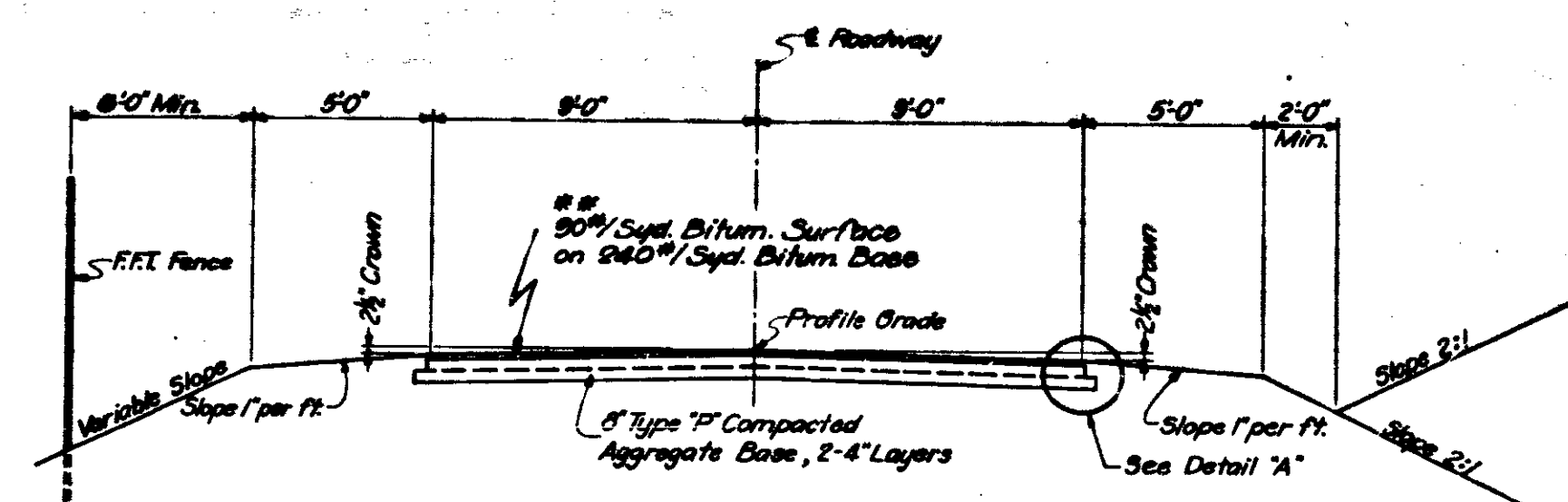
SCALE: 1/4" = 1'-0"

SUBMITTED FOR APPROVAL *[Signature]*



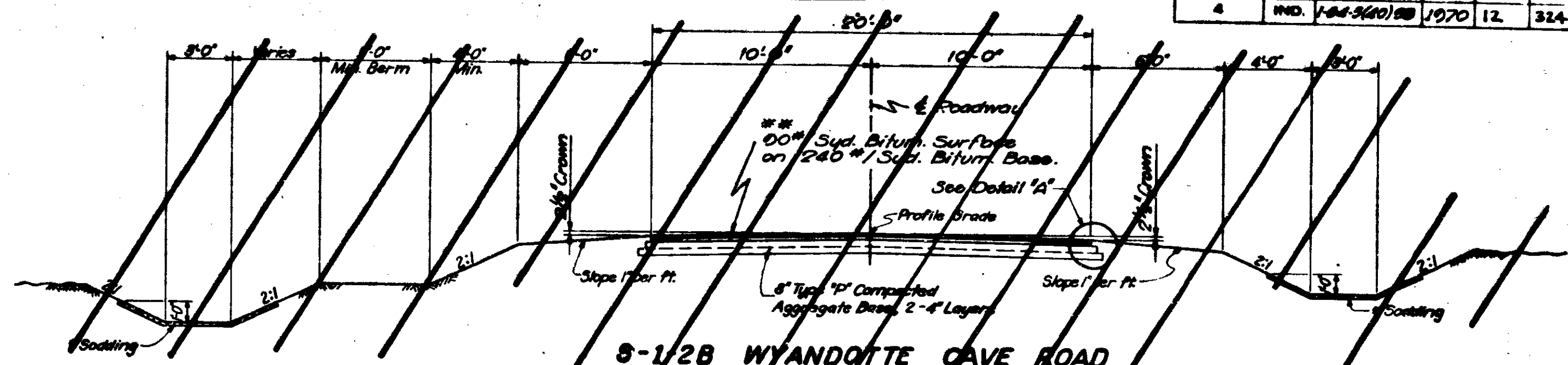


NO. 4	IND.	1-64-340	1970	12	324
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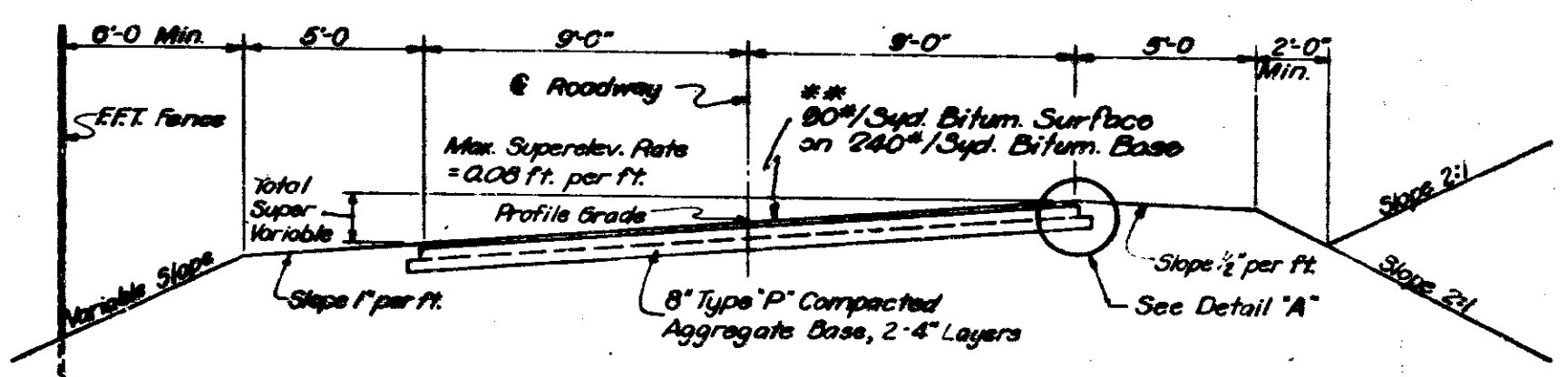
**RELOCATED COUNTY ROADS NO. 4  
ACCESS ROADS NO. 5**

Reloc. Co. Rd. No. 4 - Sta. 7180.00 to Sta. 18150.52 Line F.R. #1-B  
 Reloc. Co. Rd. No. 4 - Sta. 23185.21 to Sta. 41170.72 Line F.R. #1-B  
 Reloc. Co. Rd. No. 4 - Sta. 44118.48 to Sta. 44130.00 Line F.R. #1-B  
 Access Rd. No. 5 - Sta. 10100.00 to Sta. 18189.56 Line A.R. #1



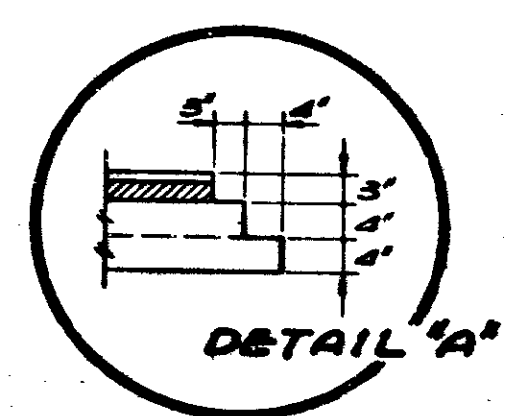
**S-128 WYANDOTTE CAVE ROAD**

Sta. 54175.00 to Sta. 71100.36  
 Sta. 41144.29 to Sta. 10110.00  
 Sta. 7175.74 to Sta. 10101.05  
 Sta. 21120.71 to Sta. 54130.70  
 Sta. 50177.01 to Sta. 00100.00



**ACCESS ROADS NO. 5**

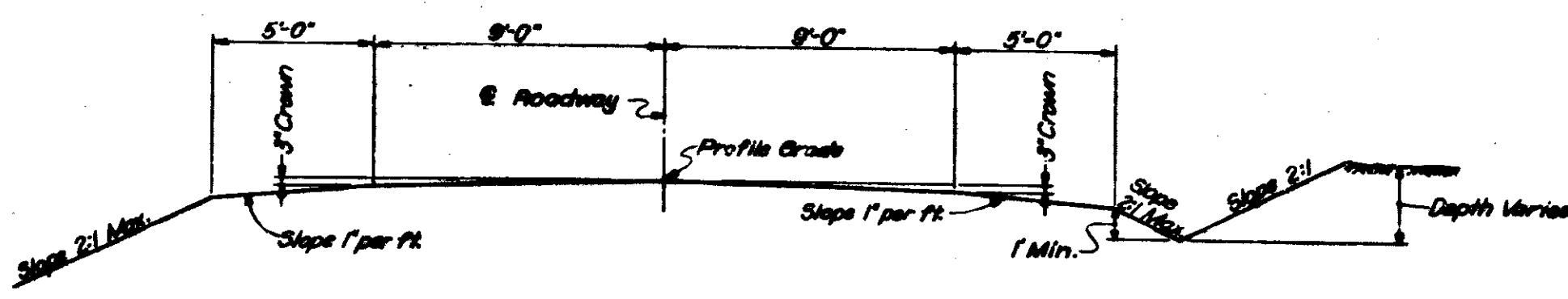
SECTION SHOWS CURVE TO LEFT - CURVE TO RIGHT REVERSED  
 Reloc. Co. Rd. No. 4 - Sta. 18150.52 to Sta. 23185.21 Line F.R. #1-B  
 Reloc. Co. Rd. No. 4 - Sta. 41170.72 to Sta. 44118.48 Line F.R. #1-B  
 Access Road No. 5 - Sta. 18139.56 to Sta. 25154.42 Line A.R. #1



**DETAIL 'A'**

**LEGEND**

\* Sodding as shown for grades 1% and over up to 3%.  
 \*\* H.A.C. Surface Type 'B' on H.A.C. Base  
 or H.A.E. Surface Type III on H.A.E. Base.



**ACCESS ROADS NO. 4**

Access Rd. No. 4 - Sta. 0100.00 to Sta. 9135.50 Line A.R. #1-B

**TYPICAL CROSS SECTIONS**

SCALE: 1/4" = 10'

QUANTITIES FOR APPROXIMATE COST  
 S. R. H. H. H.



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-64-34036	1970	3	32

Rev 6-8-63

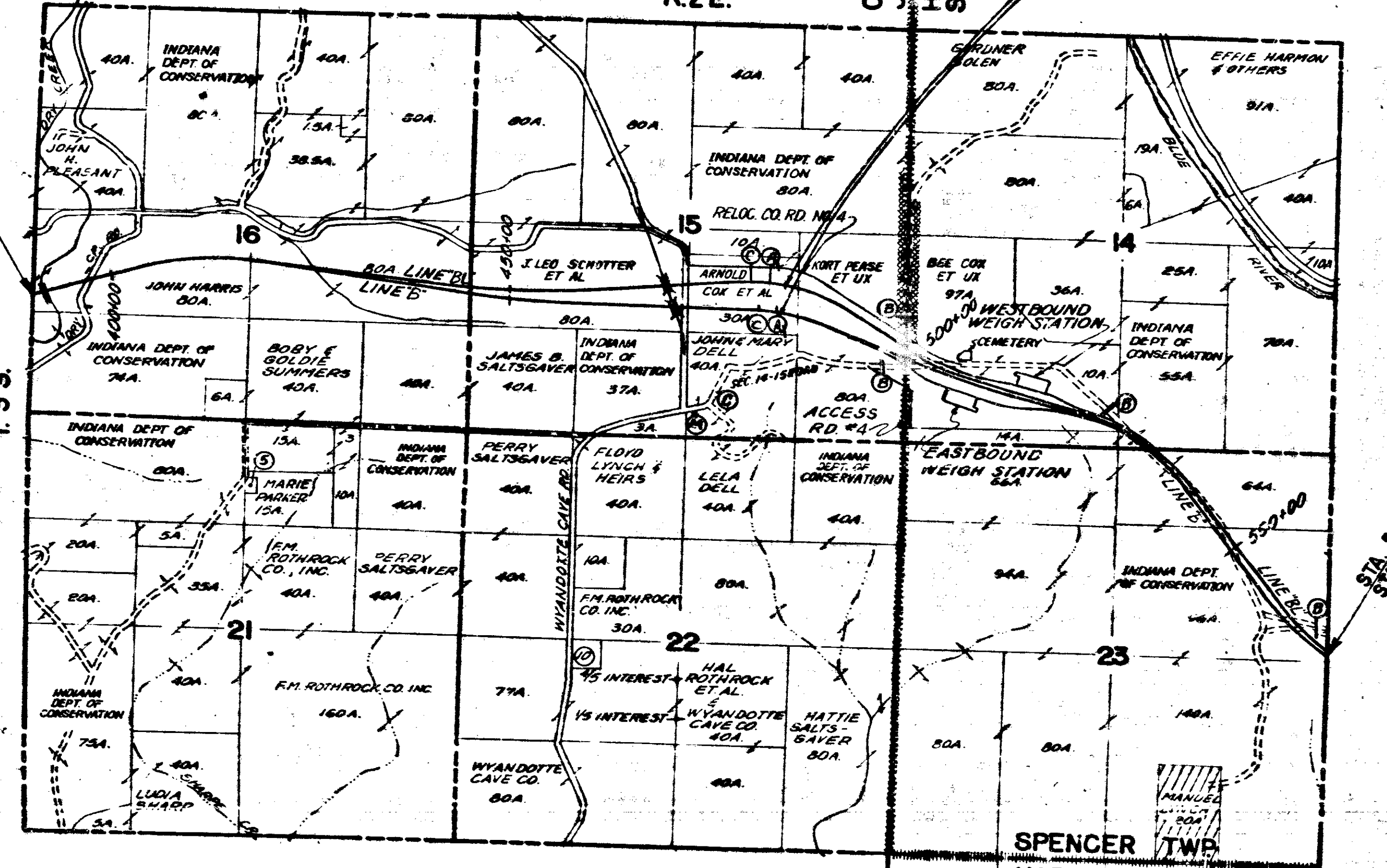
BEGIN 104(b)5 SECTION A14.41-A14.42  
END 104(b)5 SECTION A14.3-A14.41

130186 PE  
(33)86 R/W  
BEGIN PROJECT 1-64-34036  
(41)S. PAVING  
130195 PE  
(33)86 R/W  
END PROJECT 1-64-34036  
(41)S. PAVING

**LEGEND**  
[Hatched Box] UNLOCKED (NO ACCESS PROVIDED)

R.2E.

CRAWFORD CO. TWP. 3 N. 3 W.  
HARRISON CO. TWP. 3 N. 3 W.  
SPENCER TWP.



END 104(b)5 SECTION A14.41-A14.42  
BEGIN 104(b)5 SECTION A14.42-A14.5

STA. 389+62.40 'B' BACK  
STA. 389+65.00 'B' AHEAD

STA. 374+00.00 'B' BACK  
STA. 374+98.00 'B' AHEAD

T.3S



COUNTY	TOWNSHIP	SECTION	INDEX	OWNER	ACRES
CRAWFORD	JENNINGS	21	5	LOLA SIBERT	1
HARRISON	HARRISON	26	10	GARLAND SALTSAYER	9
"	"	"	5	DOROTHY K. SMITH	1
"	"	"	6	MICHAEL MURPHY	1
"	"	"	8	RON & FRANCES RUSS	1
"	"	"	11	JAMES C. SIBERT	5

- LEGEND**
- (A) PERMANENT BARRICADE, TYPE A = 2
  - (B) BARRICADE, TYPE B = 2
  - (C) BARRICADE, TYPE C = 4
  - (D) CONSTRUCTION SIGN TYPE A = 7
  - (E) CONSTRUCTION IDENTIFICATION SIGN = 8
  - (F) CONSTRUCTION SIGN TYPE B = 8
  - (G) STANDARD SIGN M-20 = 1

SPENCER TWP.  
HARRISON TWP.  
LOLA SIBERT  
INDIANA DEPT. OF CONSERVATION  
40A. 40A. 40A. 40A.  
WYANDOTTE CAVE CO. INC.  
GEORGE J. SALTSAYER  
JAMES N. SIBERT  
WILLIAM LEFFLER

PROJECT 1-64-34036 R/W  
**PLAT I**  
FOR ROAD DESIGN  
SCALE: 1" = 1000'

FIRST PHASE

November 6, 1961

PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
1-64-34036	7/3	32	32

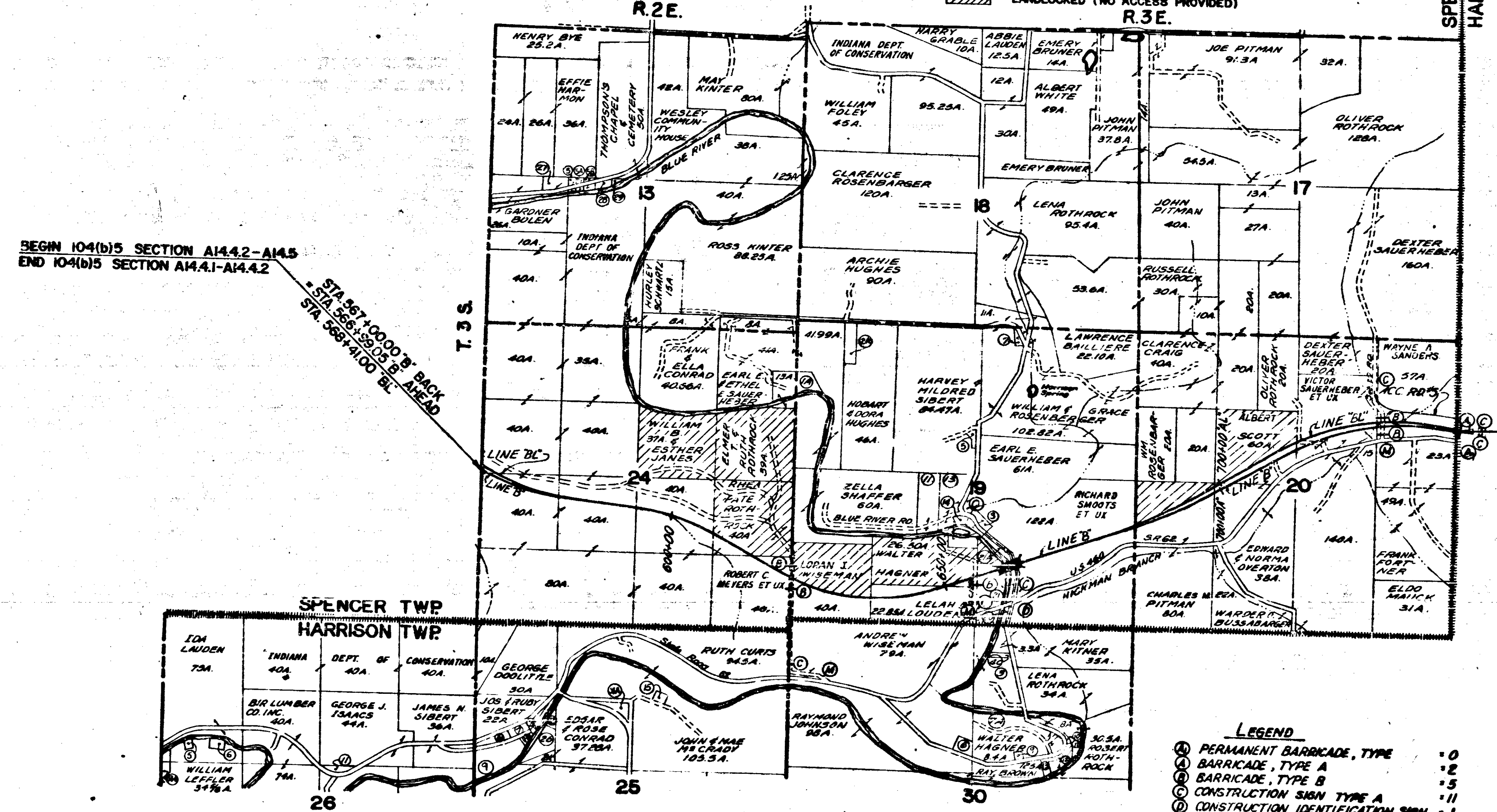


COUNTY	TOWNSHIP	SECTION	PARCEL	OWNER	ACRES
HARRISON	HARRISON	25	7	LAURA SIBERT	0.5
			8	CEMETERY	0.5
			9	LAURA SIBERT	0.5
			10	JAS. & RUBY SIBERT	0.5
			11	BLUE RIVER CHAPEL	0.5
			12	JOS. & RUBY SIBERT	0.5
			13	BENTLEY CONRAD	0.5
			14	BENTLEY CONRAD	0.5
			15	OTIND HOBACK	0.5
			16	THOMAS GRAFT	0.5
			17	JULIUS ROTHROCK	0.5
			18	LENA ROTHROCK	0.5
			19	RHEA ROTHROCK	0.5
			20	BLUE RIVER PARADISE SUBDIVISION	0.5
			21	SCHOOL	0.5
			22	JULIUS ROTHROCK	0.5
			23	LENA ROTHROCK	0.5
			24	VICTOR ROTHROCK	0.5
			25	VICTOR ROTHROCK	0.5
			26	DOROTHY M. SMITH	0.5
			27	MICHAEL MURPHY	0.5
			28	ROY F. FRANCIS	0.5
			29	JAMES N. SIBERT	0.5
			30	JAMES N. SIBERT	0.5

COUNTY	TOWNSHIP	SECTION	PARCEL	OWNER	ACRES
HARRISON	SPENCER	18	5	ALVIN HARMON	0.5
			6	EDWARD LARBERS	0.5
			7	ANNA JACKSON	0.5
			8	HOWARD JACOBS	0.5
			9	EICHOLZ & RUSH	0.5
			10	W.M. BYRANE	0.5
			11	WILLIAM B. & ESTHER M. JAMES	0.5
			12	PHILLIP J. & MANDA L. HUGHES	0.5
			13	DORA, JOHN & ROBERT HUGHES	0.5
			14	HOWARD M. & BARBARA STREET	0.5
			15	SCHOOL	0.5
			16	EARL E. SAUERHEBER	0.5
			17	HARRY SIBERT	0.5
			18	ROY HUGHES	0.5
			19	JULIUS ROTHROCK	0.5
			20	ROBERT ROTHROCK	0.5
			21	FRANK ROTHROCK	0.5
			22	FRANK ROTHROCK	0.5

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	PLAT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	I-64-340	1070	14	524

LEGEND  
 [Hatched Box] LANDLOCKED (NO ACCESS PROVIDED)



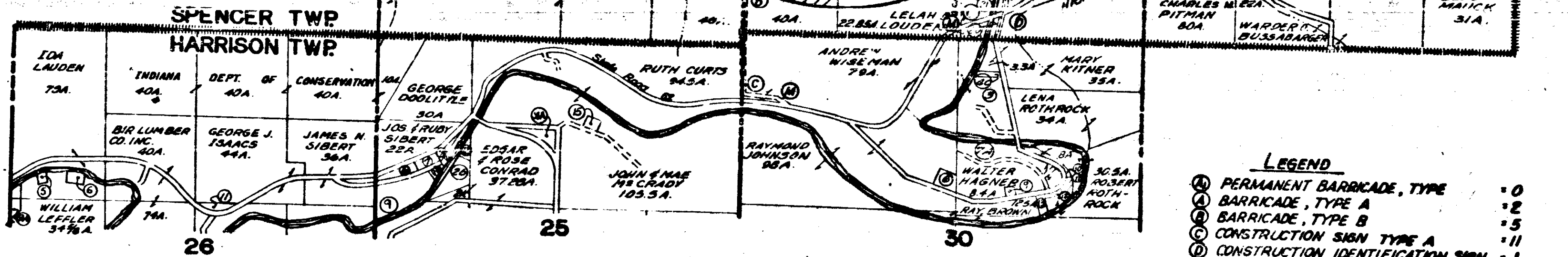
SPENCER TWP  
 HARRISON TWP

BEGIN I04(b)5 SECTION A14.4.2-A14.5  
 END I04(b)5 SECTION A14.4.1-A14.4.2

START 1000' B' BACK  
 STA. 556+20.00 B' AHEAD  
 STA. 568+41.00 B'

(30)86 P.E.  
 (33)86 R/W  
 END PROJECT I-64-3 (40)98 GRADING  
 (41)93 PAVING  
 END I04(b)5 SECTION A14.4.2-A14.5  
 STA. 742+11.41' B' BACK  
 STA. 742+70.00' B' BACK

(31)009 P.E.  
 (32)009 R/W  
 BEGIN PROJECT I-64-3 (34)105 GRADING  
 (35)105 PAVING  
 BEGIN I04(b)5 SECTION A14.5-A15.0.1  
 STA. 1122+38.11' A' AHEAD  
 STA. 1122+32.11' A' AHEAD



- LEGEND
- ① PERMANENT BARRICADE, TYPE A - 0
  - ② BARRICADE, TYPE A - 2
  - ③ BARRICADE, TYPE B - 5
  - ④ CONSTRUCTION SIGN TYPE A - 11
  - ⑤ CONSTRUCTION IDENTIFICATION SIGN - 11
  - ⑥ CONSTRUCTION SIGN TYPE B - 0
  - ⑦ STANDARD SIGN 14-29 - 3

PROJECT I-64-34006 R/W  
**PLAT I**  
 FOR ROAD DESIGN  
 SCALE: 1" = 1000'

H.S. DEL  
 FIRST PHASE

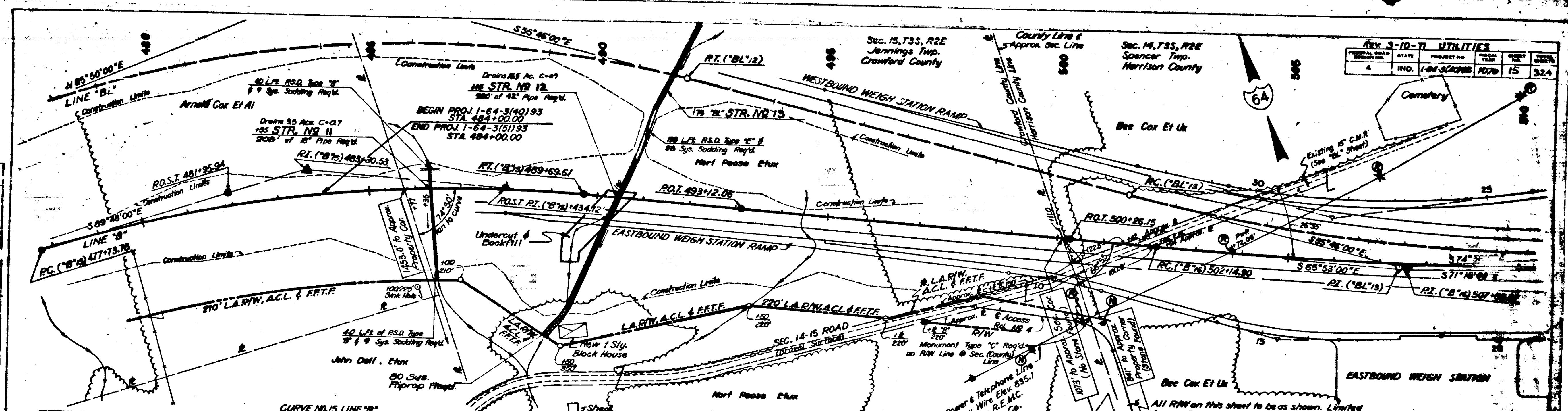
HARRISON CO.

November 6, 1961

PROJECT NO.	DATE	BY	CHECKED	SCALE
I-64-34006	7/2	324		

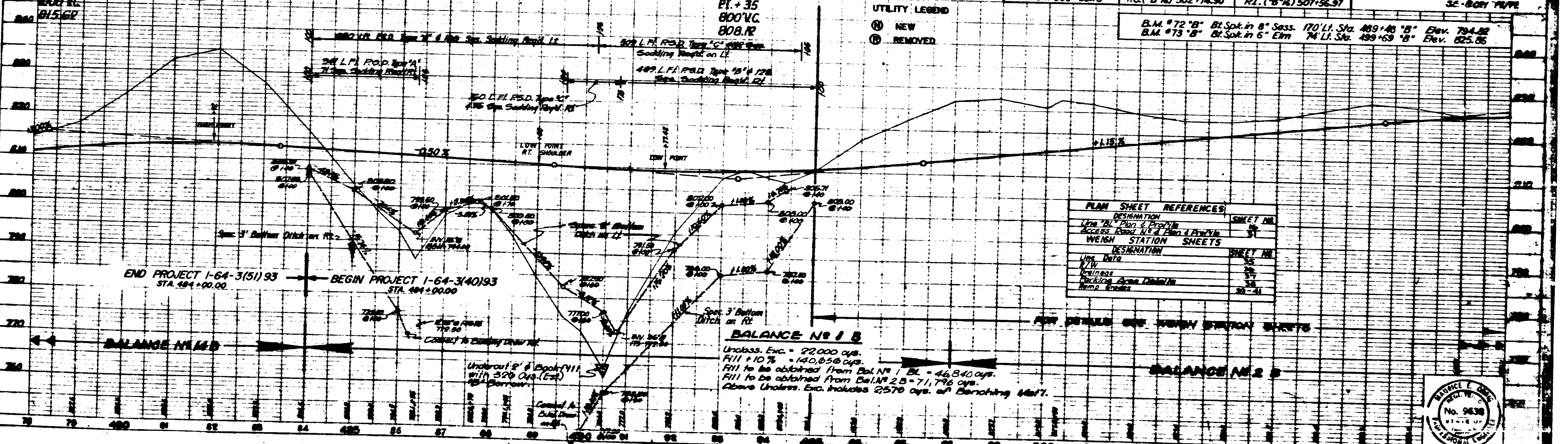


REV. 3-10-71 UTILITIES				
NO.	DATE	BY	REASON	APPROVED
4	IND.	J.C.S.	1070	15 324



CURVE NO. 15 LINE "B"		CURVE NO. 16 LINE "B"		CURVE NO. 17 LINE "B"		CURVE NO. 18 LINE "B"	
PI. + 35	800' VC	PI. + 35	800' VC	PI. + 35	800' VC	PI. + 35	800' VC
808.00		808.00		808.00		808.00	
PC. (B <sup>1</sup> ) 477+73.78	RO. ST. 481+95.94	PC. (B <sup>2</sup> ) 483+00.53	RO. ST. 484+12.00	PC. (B <sup>3</sup> ) 489+69.61	RO. ST. 493+12.05	PC. (B <sup>4</sup> ) 502+14.90	RO. ST. 507+56.97
D = 23° 55' 00" PI.		D = 21° 00' 00" PI.		D = 20° 00' 00" PI.		D = 19° 00' 00" PI.	
L = 1105.93'		L = 1105.93'		L = 1105.93'		L = 1105.93'	
SE = 0.006 PI/PIK		SE = 0.006 PI/PIK		SE = 0.006 PI/PIK		SE = 0.006 PI/PIK	

UTILITY LEGEND  
 (N) NEW  
 (R) REMOVED



PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
LINE "A" PLAN & PROFILE	31
ACCESS ROAD "A" & "B" PLAN & PROFILE	32
WEIGH STATION SHEETS	
DESIGNATION	SHEET NO.
LINE "A" PLAN	33
LINE "B" PLAN	34
LINE "C" PLAN	35
LINE "D" PLAN	36
LINE "E" PLAN	37
LINE "F" PLAN	38
LINE "G" PLAN	39
LINE "H" PLAN	40



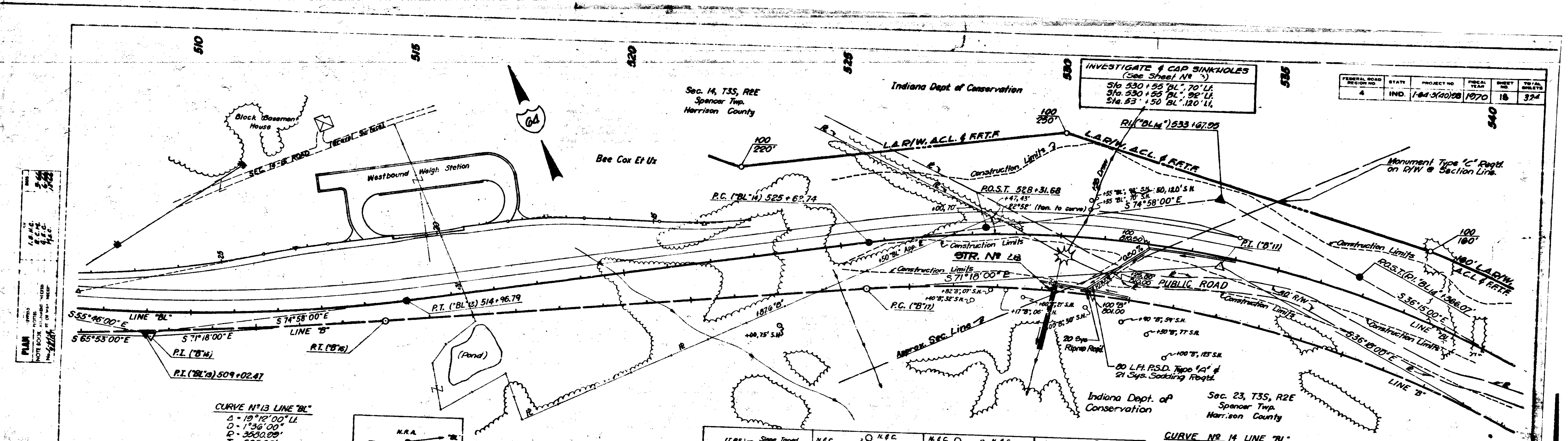












FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS
4	IND.	1-64-3(40)28	1970	18	324

INVESTIGATE & CAP SINKHOLES  
(See Sheet No. 3)  
Sta. 530 + 55 P.I. 70' LI  
Sta. 530 + 55 P.L. 92' LI  
Sta. 53 + 50 P.L. 120' LI

CURVE NO. 13 LINE "BL"  
 $\Delta = 19^{\circ}12'00''$  LI  
 $D = 1^{\circ}36'00''$   
 $T = 3530.00'$   
 $L = 1200.00'$   
 $E = 50.86'$   
 $SE = 0.042$  P.I./PI

CURVE NO. 14 LINE "BL"  
 $\Delta = 38^{\circ}43'00''$  PI  
 $D = 2^{\circ}30'00''$   
 $T = 2291.83'$   
 $L = 1548.67'$   
 $E = 137.34'$   
 $SE = 0.060$  P.I./PI

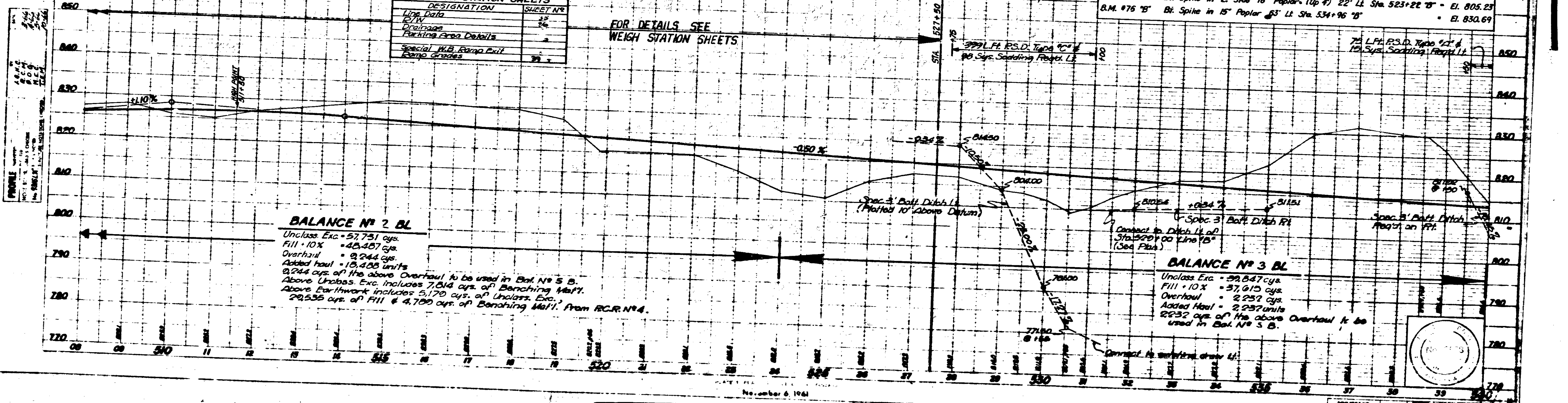
PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
Line "B" Plan & Profile	17
WEIGH STATION SHEETS	
DESIGNATION	SHEET NO.
Line Data	15
Overhaul	16
Fixing Area Details	17
Special M.B. Ramp Exit	18
Ramp Details	19

FOR DETAILS SEE WEIGH STATION SHEETS

- Perm. 0
- Bt. Spike in 56" Oak 48" Rt. Sta. 544+50 "B" - El. 830.19
- B.M. #74 "B" - El. 830.46
- Bt. Spike in 36" Cedar 230' Rt. Sta. 515+95 "B" - El. 830.46
- Bt. Spike in E. Side 18" Poplar (Up 9') 22' Lt. Sta. 523+22 "B" - El. 805.23
- B.M. #75 "B" - El. 830.69
- Bt. Spike in 15" Poplar 63' Lt. Sta. 534+96 "B" - El. 830.69

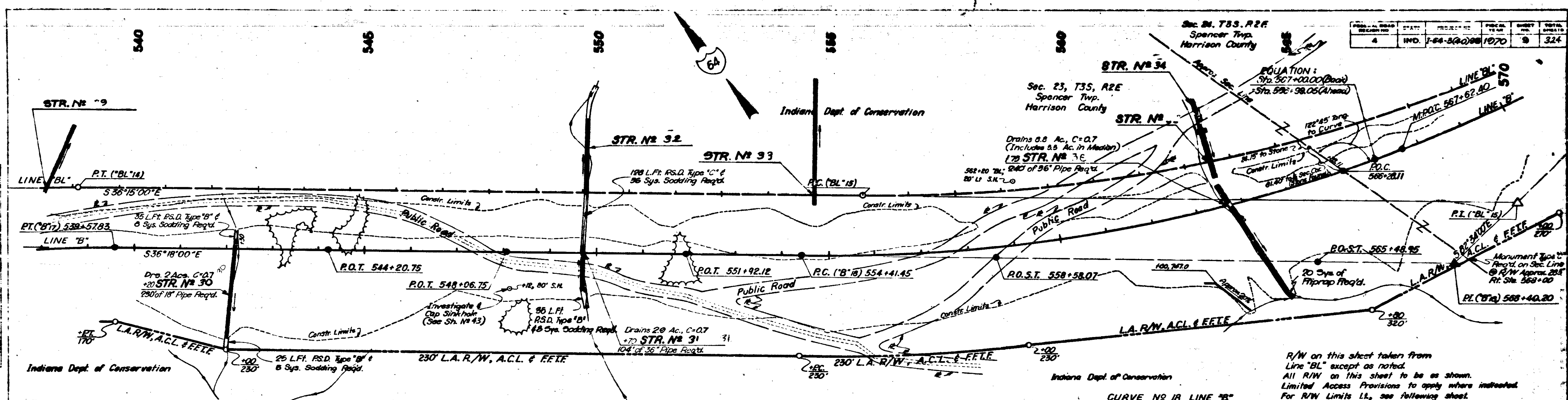
**BALANCE NO. 2 BL**  
 Unclass. Exc. = 57,731 cys.  
 Fill @ 10% = 45,457 cys.  
 Overhaul = 2,244 cys.  
 Added Haul = 12,408 units  
 2,244 cys. of the above Overhaul to be used in Bal. No. 3 B.  
 Above Earthwork includes 5,170 cys. of Unclass. Exc.  
 29,535 cys. of Fill & 4,700 cys. of Benching Mat'l. from R.C.R. No. 4.

**BALANCE NO. 3 BL**  
 Unclass. Exc. = 59,847 cys.  
 Fill @ 10% = 37,615 cys.  
 Overhaul = 2,257 cys.  
 Added Haul = 2,257 units  
 2,257 cys. of the above Overhaul to be used in Bal. No. 5 B.



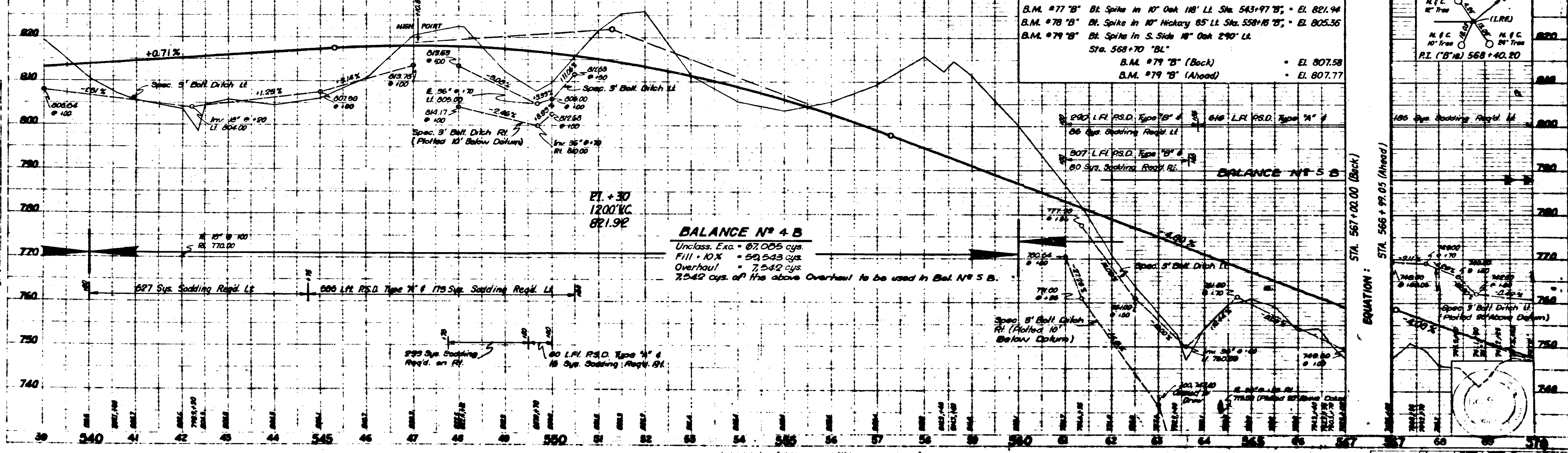
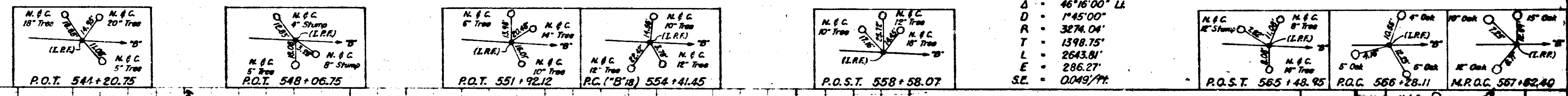


PROJECT NO.	DATE	SCALE	SHEET NO.	TOTAL SHEETS
IND. 1-64-560000	10/70		9	324



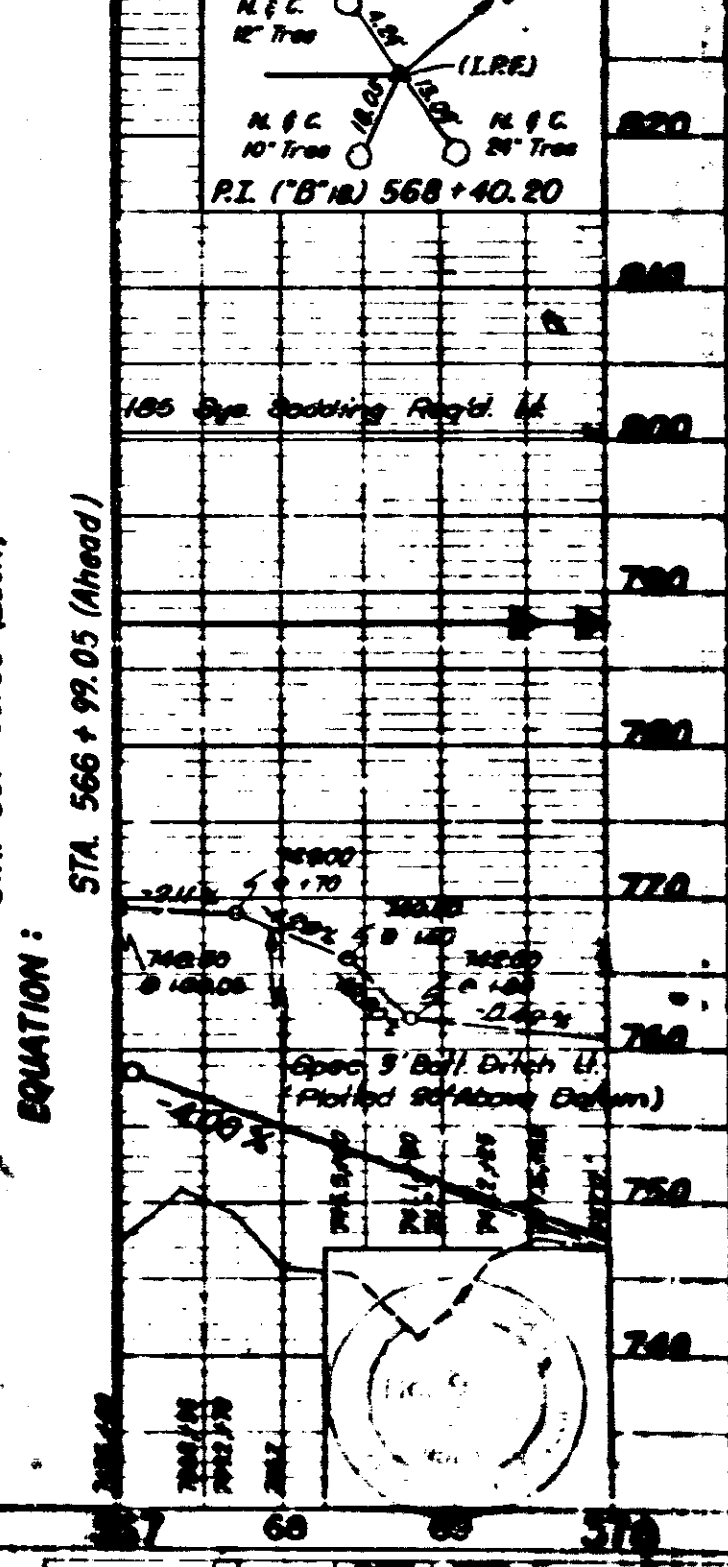
**CURVE NO 18 LINE 'B'**

Δ	46°15'00" LI
D	145°00"
R	3274.04'
T	1398.75'
L	2643.81'
E	286.27'
SE	0.0497%



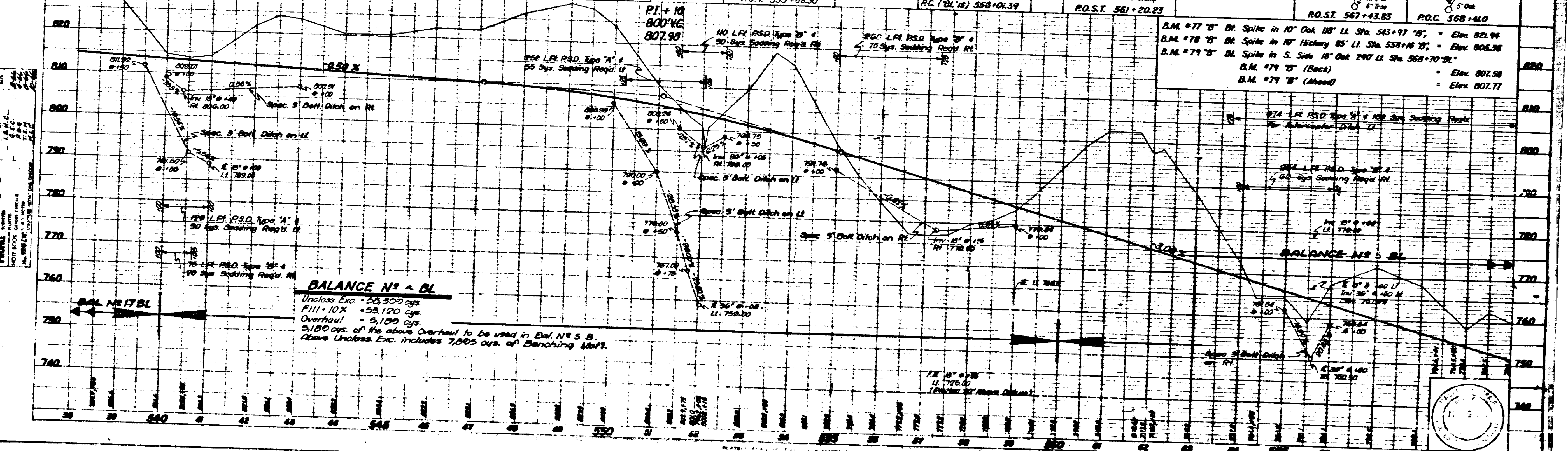
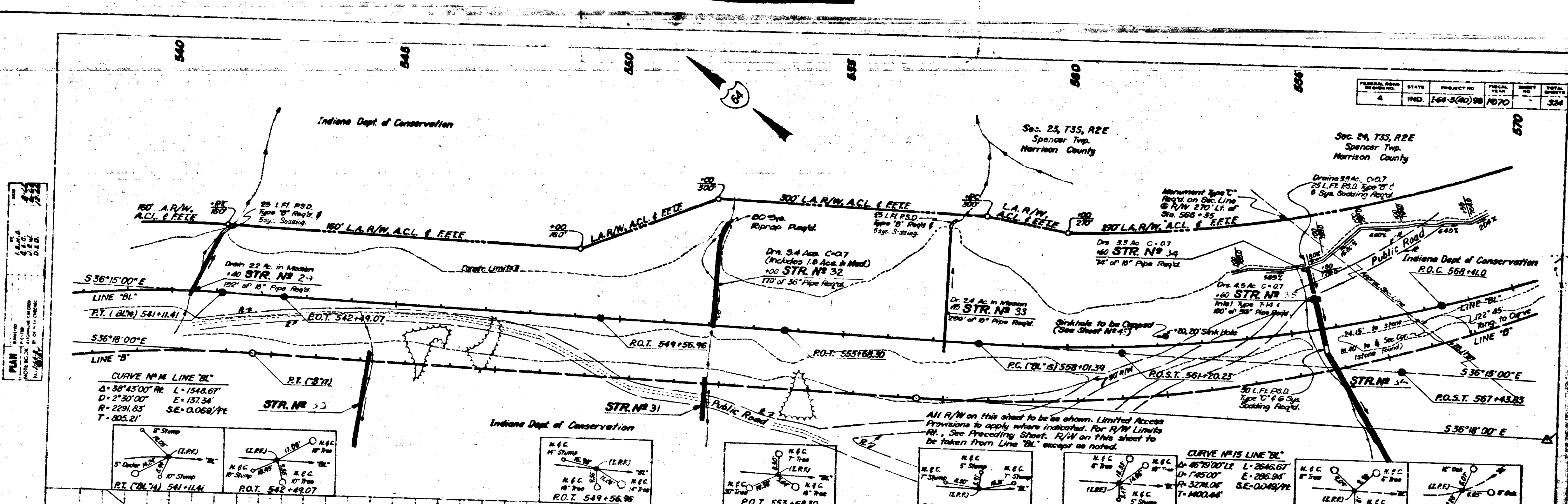
**BALANCE NO 4 B**  
 Unclass. E.R.G. = 67,005 cys.  
 Fill = 10 X = 59,543 cys.  
 Overhaul = 7,542 cys.  
 7,542 cys. of the above Overhaul to be used in Bal. No 5 B.

B.M. #77 'B' Bl. Spike in 10" Oak 118' LI Sta. 543+97 'B', - El. 821.94  
 B.M. #78 'B' Bl. Spike in 10" Hickory 85' LI Sta. 558+18 'B', - El. 805.36  
 B.M. #79 'B' Bl. Spike in S. Side 18" Oak 290' LI Sta. 568+70 'B'  
 B.M. #79 'B' (Back) - El. 807.58  
 B.M. #79 'B' (Ahead) - El. 807.77





FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	164-5(40)98	1070	324



PLAN  
 1" = 100'  
 1/8" = 10'

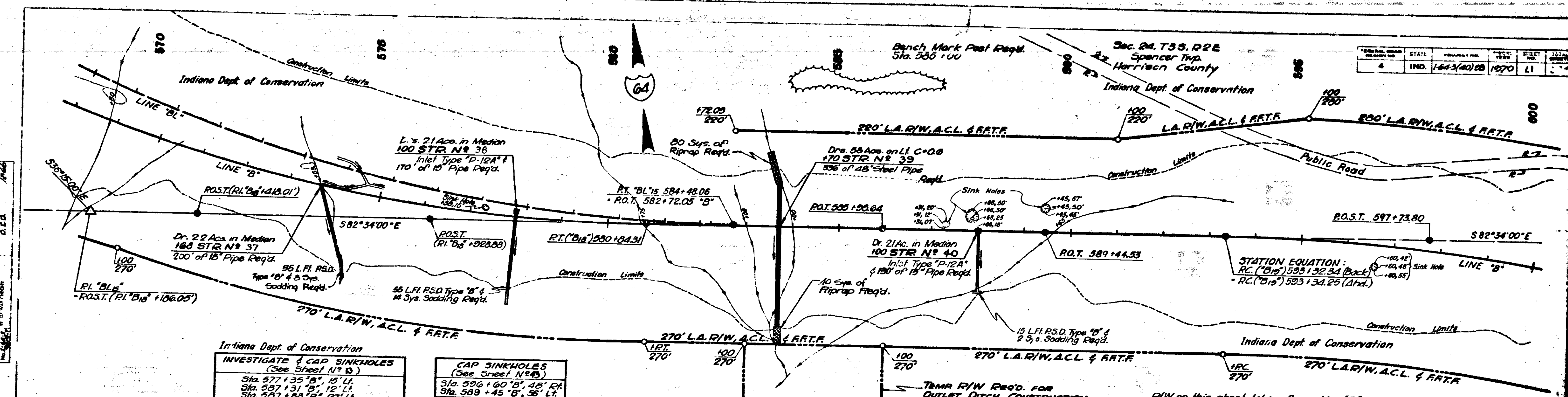
PROFILE  
 1" = 10'  
 1/8" = 1'

November 6, 1968

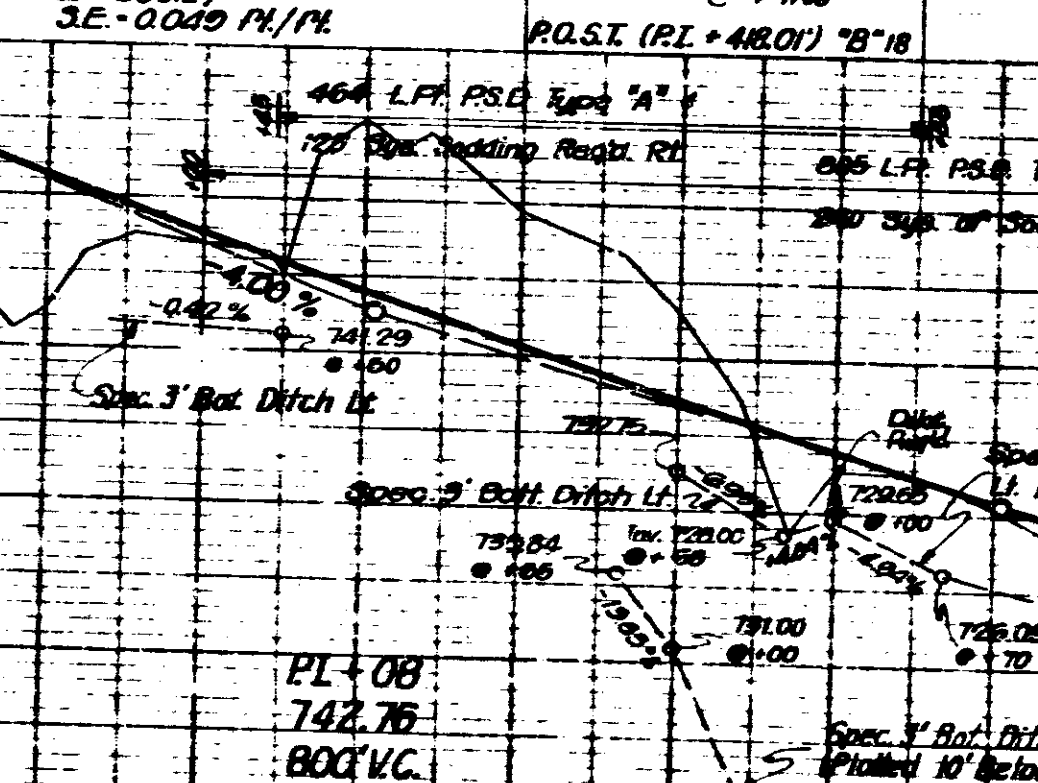
PROJECT NO.	SHEET NO.	TOTAL SHEETS
164-5(40)98	1070	324



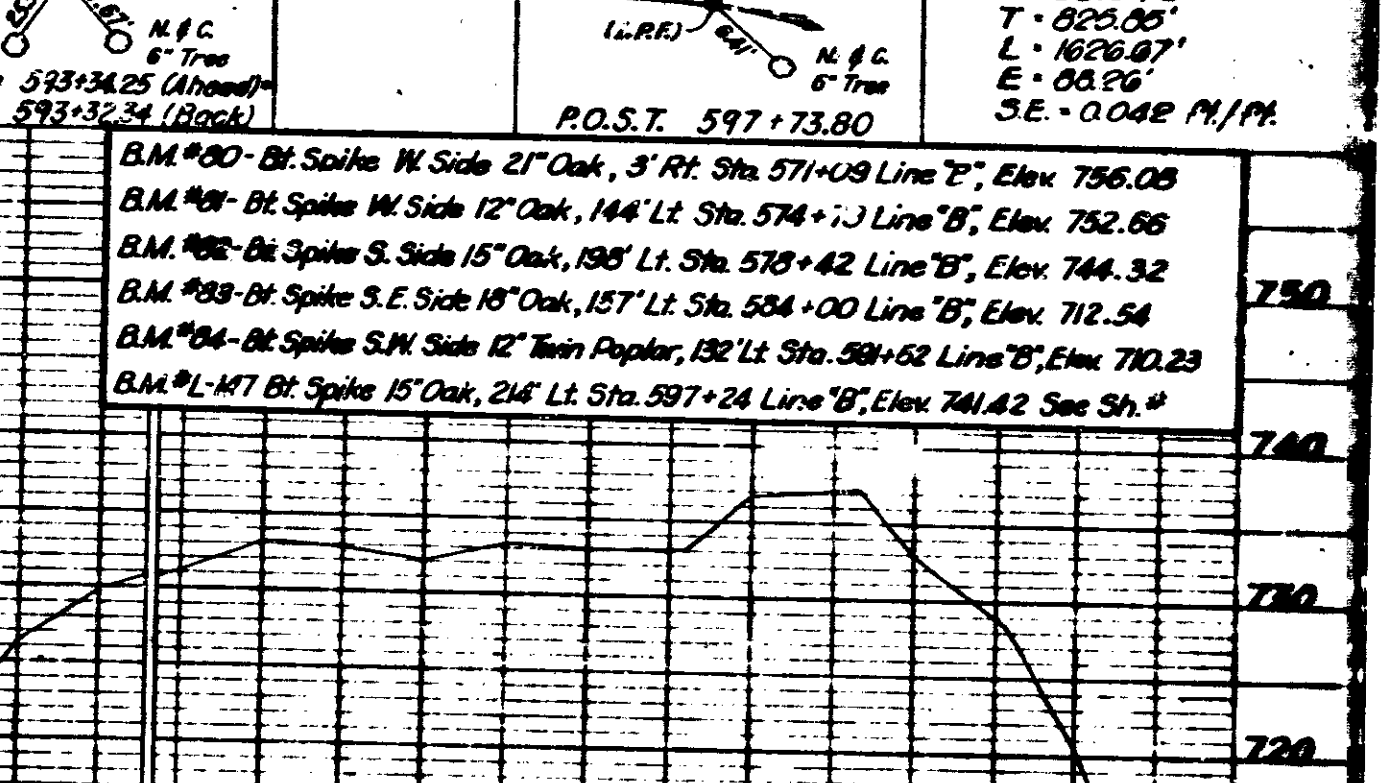
FEDERAL ROAD DISTRICT	STATE	PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
4	IND.	1643(40)28	1070	L1	21



**CURVE NO 18 LINE "B"**  
 Δ = 46°16'00" Lt.  
 D = 145.00'  
 R = 3274.04'  
 T = 1393.75'  
 L = 2643.01'  
 T<sub>2</sub> = 266.27'  
 SE = 0.049 M/1%



**CURVE NO 19 LINE "D"**  
 Δ = 24°24'00" Rt.  
 D = 1750'00"  
 R = 3819.72'  
 T = 826.05'  
 L = 1626.67'  
 E = 68.26'  
 SE = 0.042 M/1%

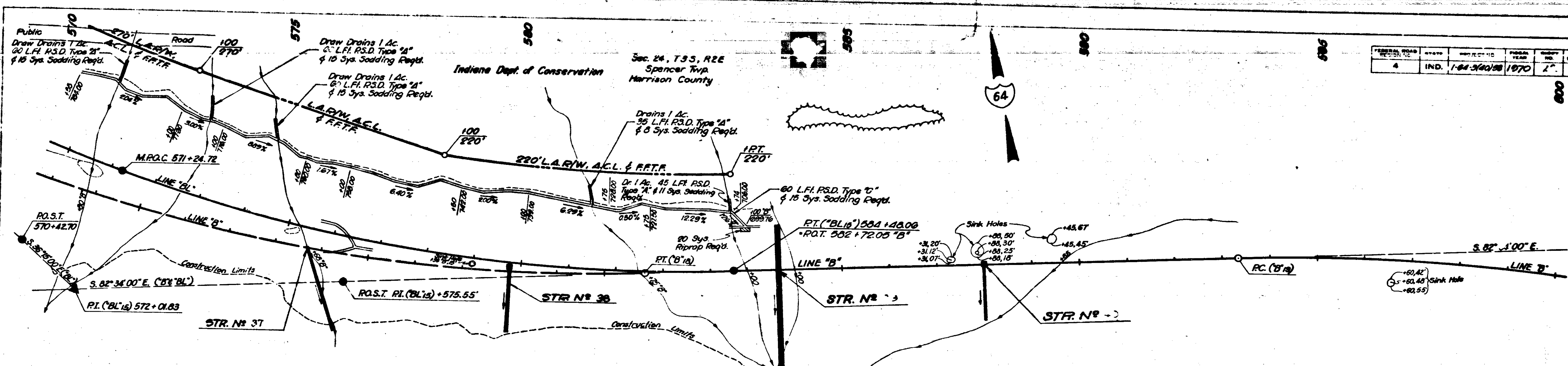


**PLAN**  
 1" = 100'  
 1/8" = 10'

**PROFILE**  
 1" = 10'  
 1/8" = 1'



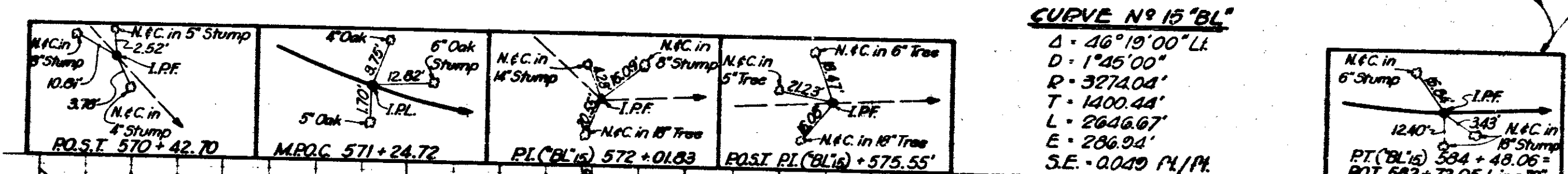
FEDERAL ROAD DISTRICT	STATE	PROJECT NO.	SECTION	DATE	SCALE
4	IND.	1-84-3600-08	1070	1'	32'



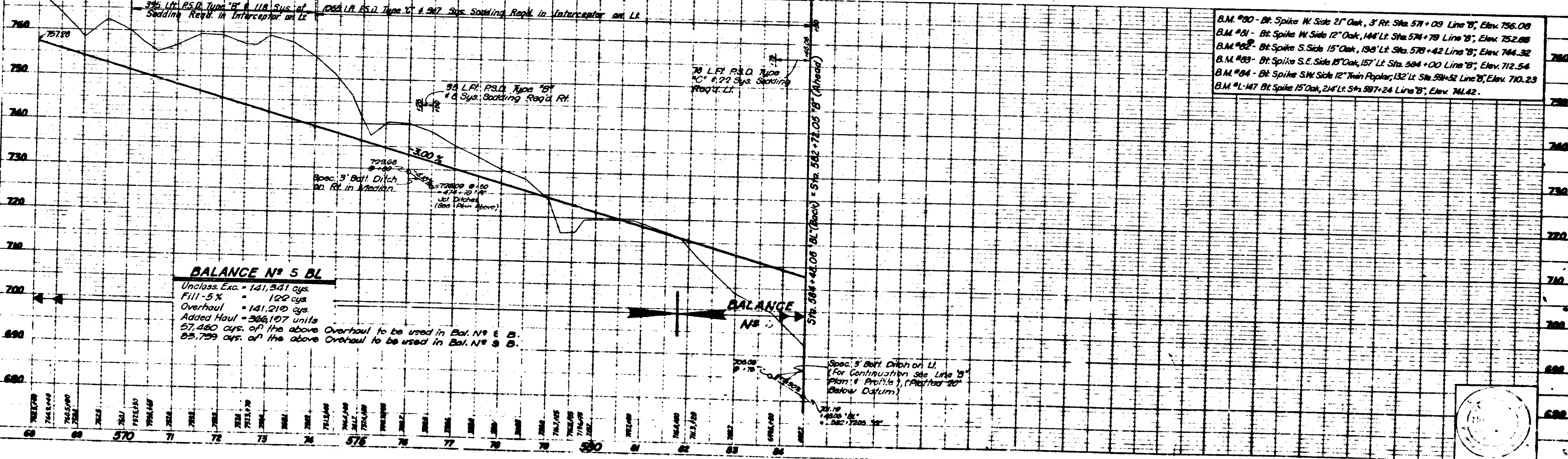
PLAN  
 L.S.M.C.  
 NOTE: BLOCK LETTERS TO BE PLACED IN THE FIELD

Indiana Dept. of Conservation

Sec. 24, T.33, R.2E  
 Spencer Twp.  
 Harrison County



R/W on this sheet taken from Line "BL"  
 All R/W on this sheet to be as shown.  
 Limited Access Provisions to apply  
 where indicated.  
 For R/W Limits Pt. see Preceding Sheet.



B.M. #90 - Bt. Spike W. Side 21' Oak, 3' Rt. Sta. 571+09 Line 'B', Elev. 756.09	760
B.M. #91 - Bt. Spike W. Side 12' Oak, 144' Lt. Sta. 574+79 Line 'B', Elev. 752.08	750
B.M. #92 - Bt. Spike S. Side 15' Oak, 136' Lt. Sta. 576+42 Line 'B', Elev. 744.32	740
B.M. #93 - Bt. Spike S.E. Side 15' Oak, 157' Lt. Sta. 584+00 Line 'B', Elev. 712.54	730
B.M. #94 - Bt. Spike S.W. Side 12' Twin Poplar, 132' Lt. Sta. 584+52 Line 'B', Elev. 710.23	720
B.M. #147 Bt. Spike 15' Oak, 214' Lt. Sta. 587+24 Line 'B', Elev. 741.42.	710
	700
	690
	680

**BALANCE NO 5 BL**  
 Uncl. Exc. = 141,341 cys.  
 Fill - 5 X = 122 cys.  
 Overhaul = 141,219 cys.  
 Added Haul = 368,107 cys.  
 57,460 cys. of the above Overhaul to be used in Bal. No 6 & 8.  
 83,759 cys. of the above Overhaul to be used in Bal. No 9 & 10.

PROFILE  
 L.S.M.C.  
 NOTE: BLOCK LETTERS TO BE PLACED IN THE FIELD

November 6, 1961

PROJECT NO.	LINE	DATE	SCALE
1-84-3600-08	1070	11/6	1"



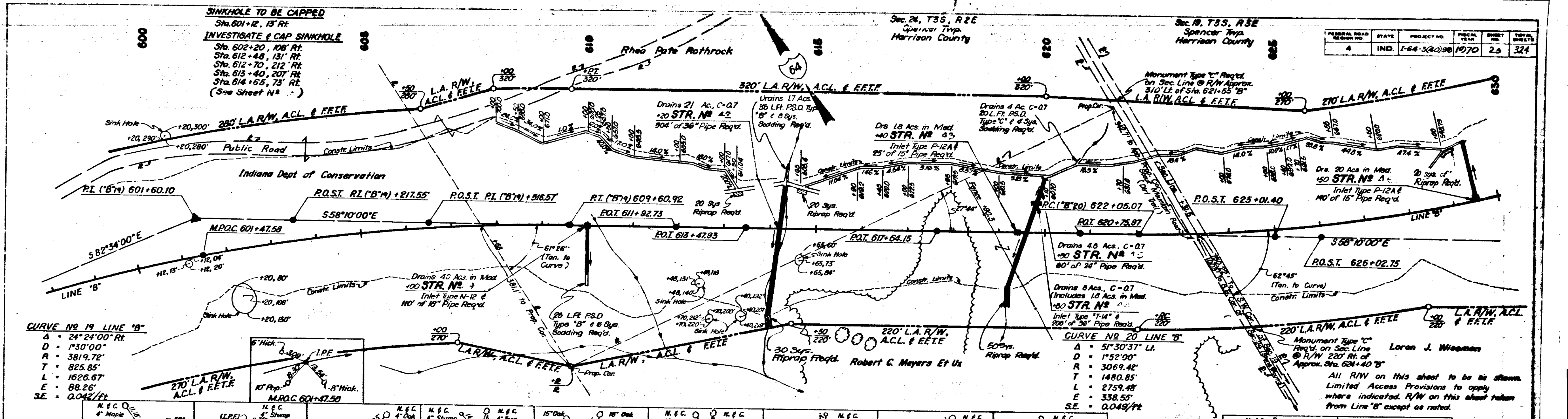
**SINKHOLE TO BE CAPPED**  
Sta. 601+2. 13' Rt.  
**INVESTIGATE & CAP SINKHOLE**  
Sta. 602+20, 108' Rt.  
Sta. 612+48, 131' Rt.  
Sta. 612+70, 212' Rt.  
Sta. 615+40, 207' Rt.  
Sta. 616+65, 73' Rt.  
(See Sheet No. 1)

Sec. 24, T35, R2E  
Greiner Twp.  
Harrison County

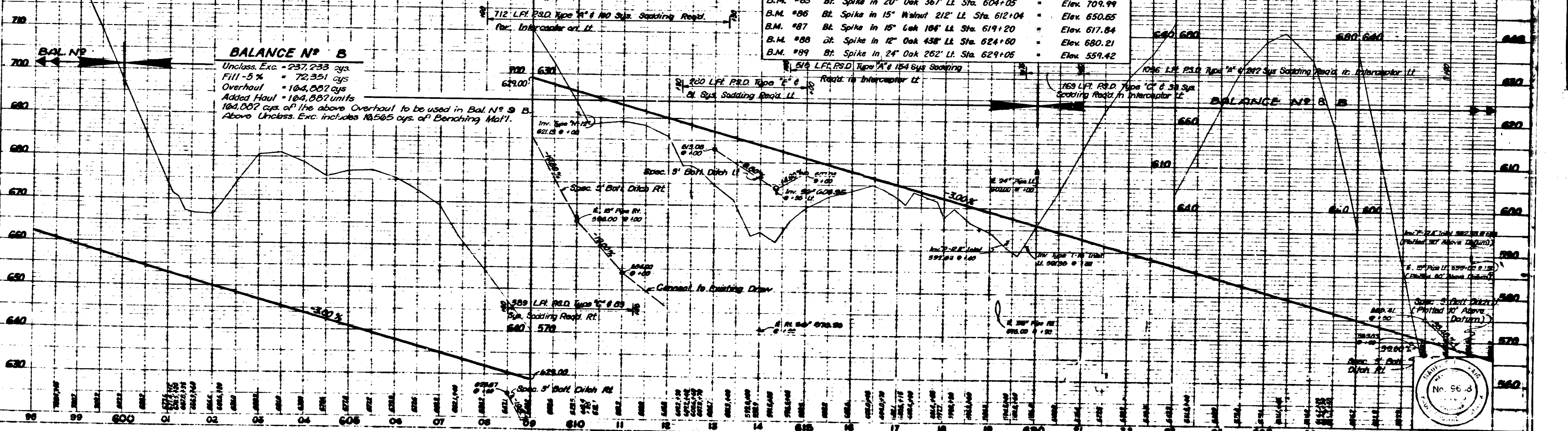
Sec. 18, T35, R2E  
Spencer Twp.  
Harrison County

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-64-34(1)96	1970	26	324

PLAN  
NOTES:  
1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.  
2. ALL CURVES ARE TO BE RUN AS SHOWN.  
3. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD.  
4. ALL ELEVATIONS ARE TO BE MEASURED TO THE CENTERLINE OF THE ROAD.  
5. ALL GRADES ARE TO BE AS SHOWN.  
6. ALL SLOPES ARE TO BE AS SHOWN.  
7. ALL SPACINGS ARE TO BE AS SHOWN.  
8. ALL MATERIALS ARE TO BE AS SHOWN.  
9. ALL CONSTRUCTION IS TO BE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS OF THE STATE OF INDIANA.

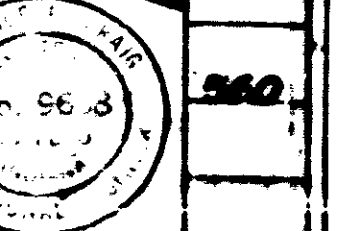


Station	Point	Notes
601+60.10	P.I. (B'74)	M.P.C. 601+47.50
611+92.73	P.O.S.T. P.I. (B'74)	558'10'00"E
613+47.93	P.T. (B'74)	20 Sys. Riprap Req'd.
617+64.15	P.O.T. 617+64.15	20 Sys. Riprap Req'd.
620+75.97	P.O.T. 620+75.97	20 Sys. Riprap Req'd.
622+05.07	P.C. (B'20)	20 Sys. Riprap Req'd.
625+01.40	P.O.S.T. 625+01.40	20 Sys. Riprap Req'd.
626+02.75	P.O.S.T. 626+02.75	20 Sys. Riprap Req'd.



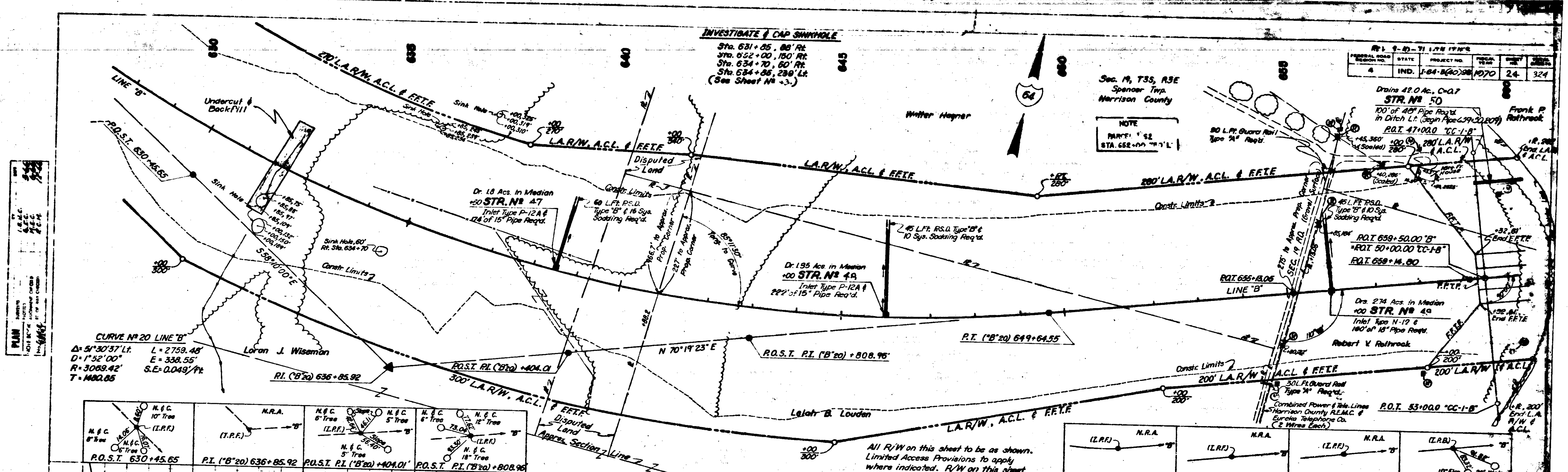
**BALANCE NO. 2**  
Unless Exc. = 237,233 cys  
Fill - 5% = 72,351 cys  
Overhaul = 164,882 cys  
Added Haul = 164,882 units  
164,002 cys. of the above Overhaul to be used in Bal. No. 2 B.  
Above Unless Exc. includes 18,565 cys. of Benching Mat'l.

November 9, 1961



PROJECT NO.	DATE	BY	CHKD.
F-64-34(1)96	11/9/61	LJW	...





**PLAN**

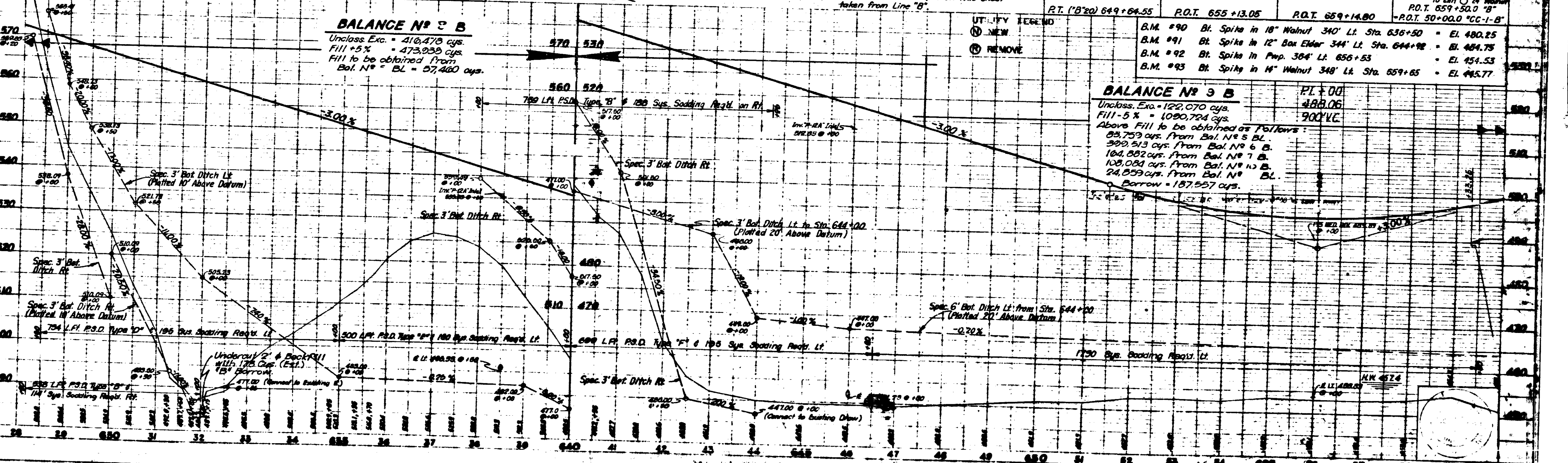
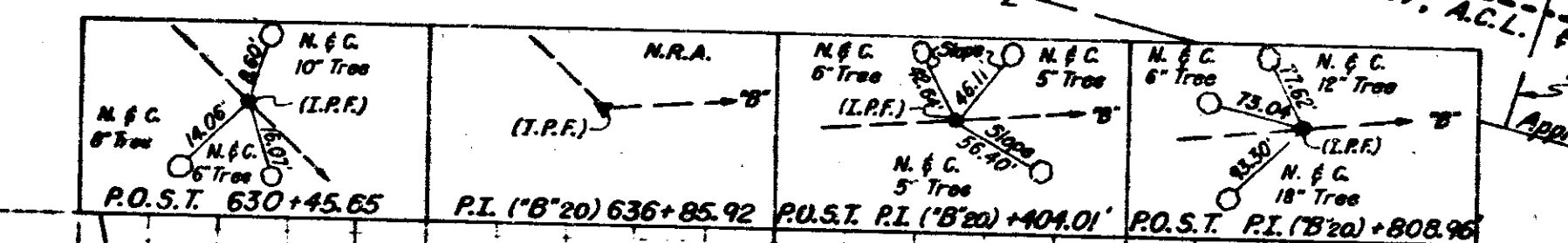
Scale: 1" = 40'

North Arrow

PROJECT NO.	IND. 1-64-1600	DATE	24	SHEET	324
-------------	----------------	------	----	-------	-----

**CURVE NO 20 LINE "B"**

$\Delta = 51^{\circ}30'37''$  L = 2759.45'  
 $D = 1^{\circ}52'00''$  E = 330.55'  
 $R = 3069.42'$  S.E. = 0.049'/ft  
 $T = 1400.85'$



**BALANCE NO 2 B**

Unclass. Exc. = 410,470 cys.  
 Fill @ 5% = 473,930 cys.  
 Fill to be obtained from Bal. N° = BL = 57,460 cys.

**BALANCE NO 3 B**

Unclass. Exc. = 122,070 cys.  
 Fill @ 5% = 1090,724 cys.  
 Above Fill to be obtained as follows:

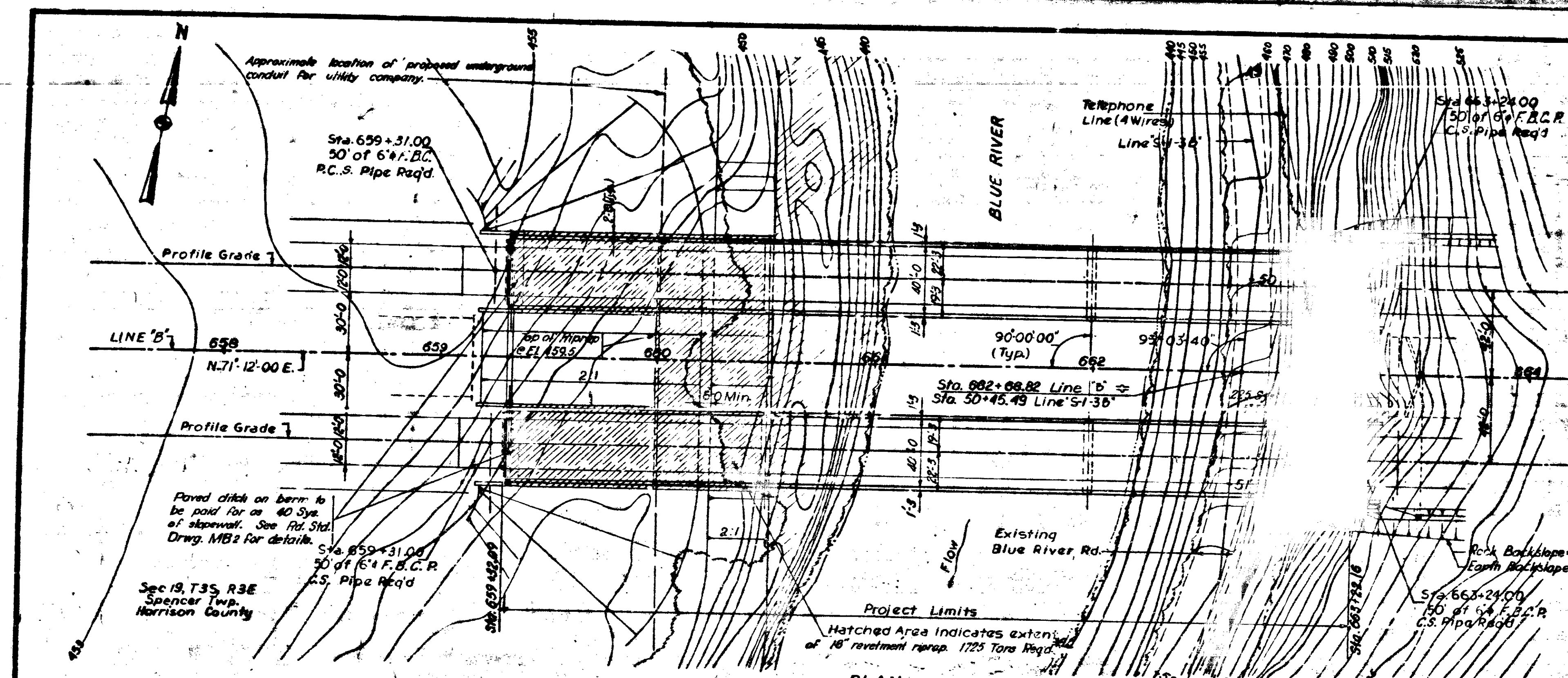
- 83,753 cys. from Bal. N° 5 B.
- 390,513 cys. from Bal. N° 6 B.
- 104,082 cys. from Bal. N° 7 B.
- 108,084 cys. from Bal. N° 10 B.
- 24,859 cys. from Bal. N° BL.
- Borrow = 187,557 cys.

UTILITY LEGEND

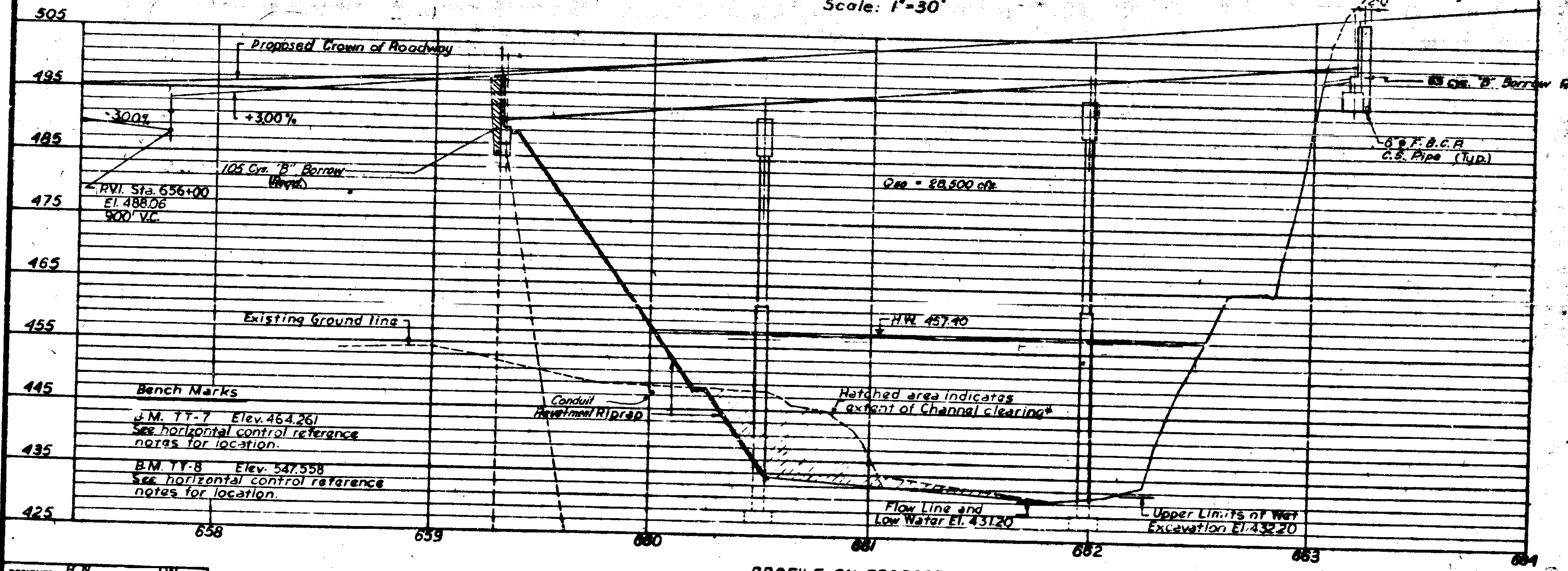
(L.R.F.) NEW  
 (L.R.F.) REMOVE

B.M. #90	Bt. Spike in 18" Walnut 340' Lt. Sta. 636+50	= El. 480.25
B.M. #91	Bt. Spike in 12" Box Elder 344' Lt. Sta. 644+98	= Bl. 484.75
B.M. #92	Bt. Spike in Pmp. 304' Lt. Sta. 656+53	= El. 454.53
B.M. #93	Bt. Spike in 14" Walnut 348' Lt. Sta. 659+65	= El. 445.77





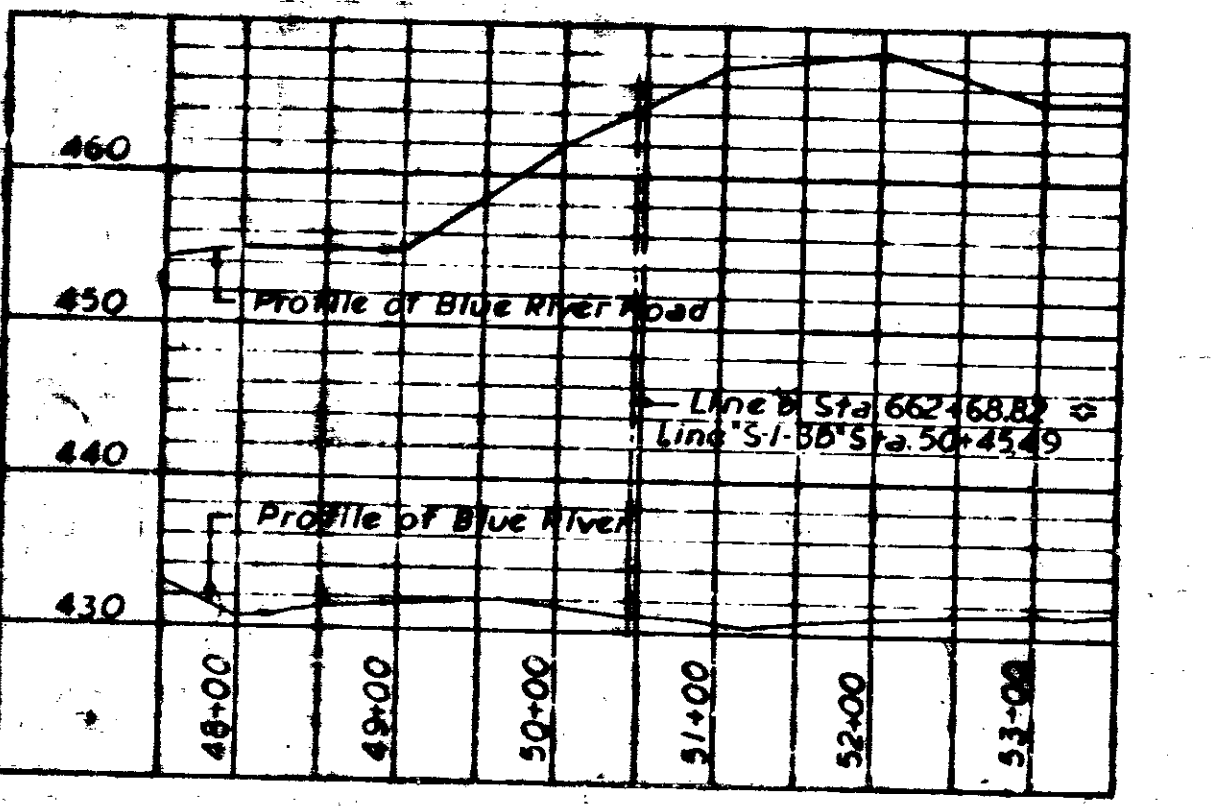
**PLAN**  
Scale: 1"=30'



**PROFILE ON PROPOSED ROADWAY**  
Scale: Horiz: 1"=30'; Vert: 1"=10'

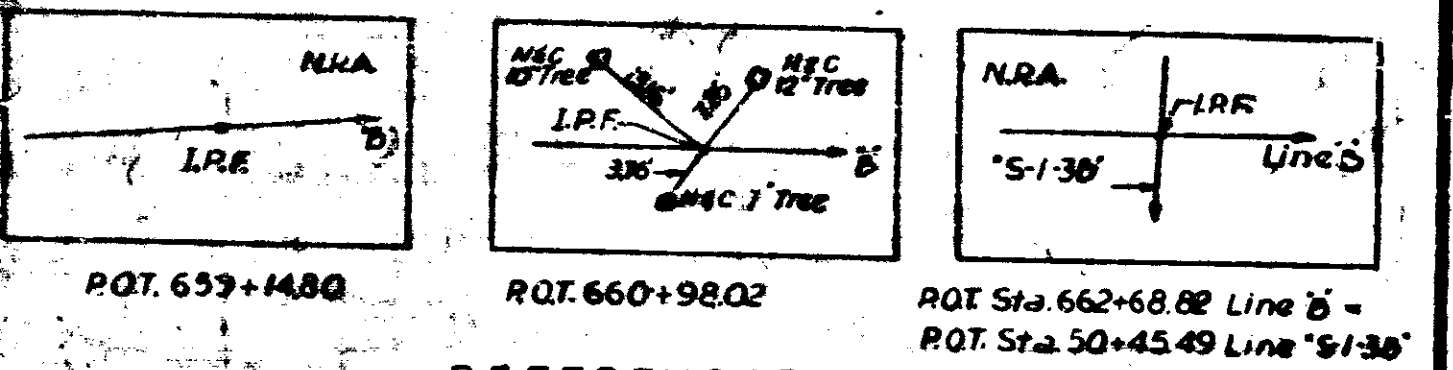
**UTILITIES**  
Telephone Service By Eureka Telephone Company  
P.O. Box 345 Corydon, Indiana.  
Power By Harrison County RENC  
Corydon, Indiana

BRIDGES OVER 20' SPAN				
FILE NO.	STATE	PROJECT	SPAN	NO.
4	IND.	1-64-3 (1928)	1949	24A 324



**PROFILE OF BLUE RIVER AND BLUE RIVER ROAD**  
Scale: Horiz: 1"=100' Vert: 1"=10'

NOTE: All grading and demolition in the vicinity of the structure shall be completed by Grading Contractor prior to the erection of the structural steel.



**REFERENCES**  
Not to Scale

**NOTES**  
Present Structure: None  
See Art. 10203 of the Specifications regarding test Pit data.

\* These items to be constructed by others.

Waterway Area Required = 4850 sq. ft.  
Waterway Area Provided = 4585 sq. ft. 4750  
Drainage Area = 461.0 sq. Miles

**LAYOUT**  
**CONTINUOUS STEEL GIRDER BRIDGES**  
3 SPANS: 119'-0"; 148'-0"; 119'-0" ; SQUARE  
TWO 40'-0" ROADWAYS, &  
TWIN STRUCTURES  
1-64 OVER BLUE RIVER AND BLUE RIVER ROAD

**INDIANA STATE HIGHWAY COMMISSION**  
HARRISON COUNTY

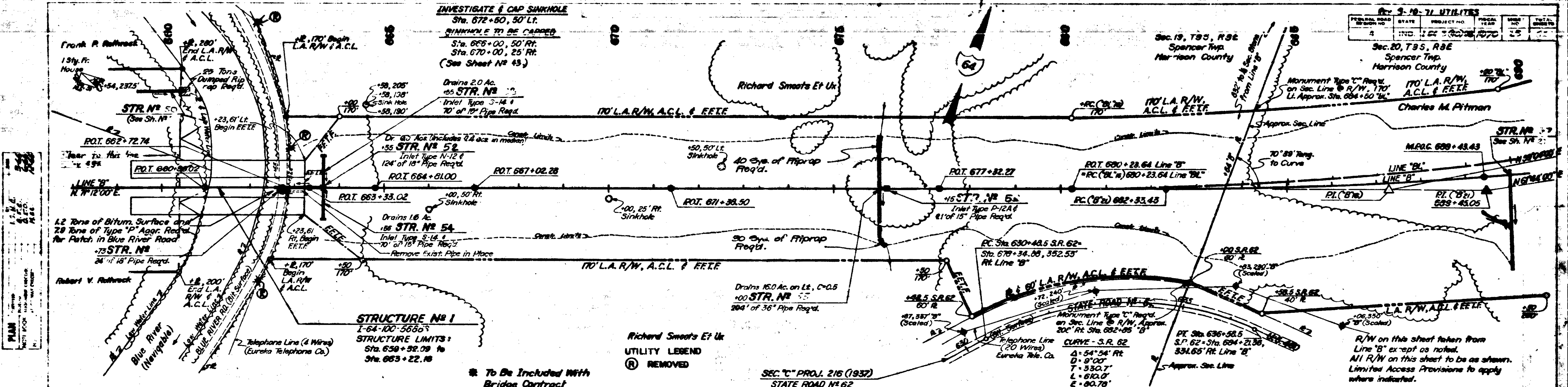
SCALE: AS NOTED  
SUBMITTED FOR APPROVAL: *[Signature]* April 27, 1965

DRAWING: 51 of 15  
PROJECT: 1-64-3(17) 100  
BRIDGE CONTRACT NO.  
BRIDGE FILE: 1-64-100-5885



DESIGNED	J.W.	C.W.D.	J.W.
DRAWN	J.W.	C.W.D.	J.W.
TRACKED	C.W.D.		



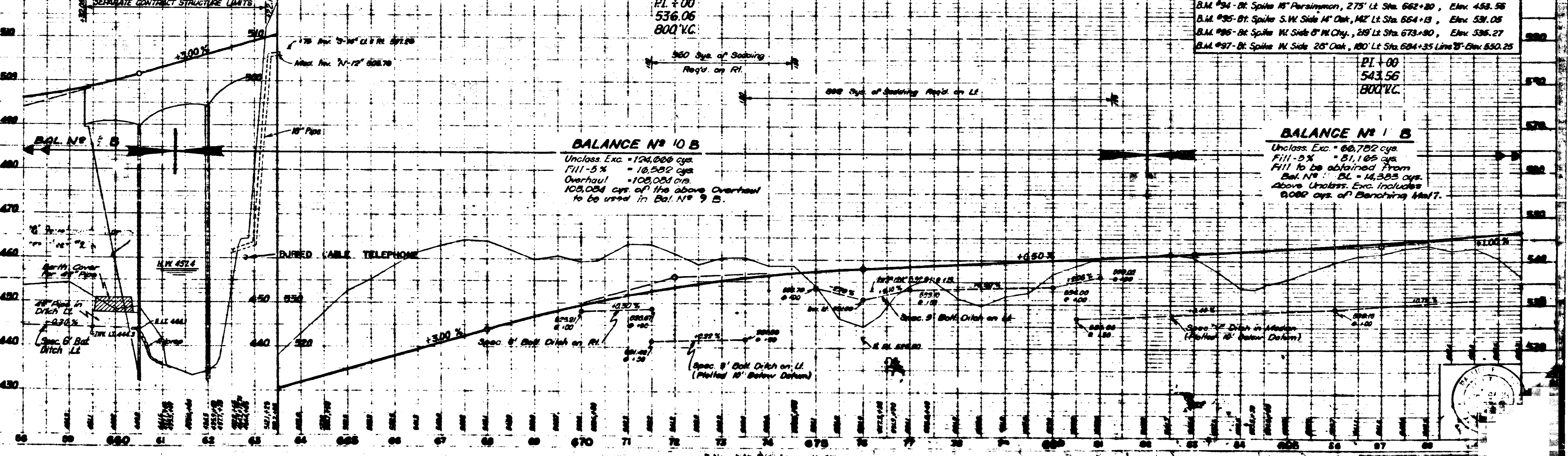


PLAN  
 SCALE  
 1" = 40'

PROFILES  
 SCALE  
 1" = 10'

To Be Included With Bridge Contract

 N.C. in 12' Tree L.R.F. ROT 660+88.02	 N.C. in 12' Tree L.R.F. ROT 662+72.74	 N.C. in 12' Tree L.R.F. ROT 663+33.02	 N.C. in 12' Tree L.R.F. ROT 664+81.00	 N.R.A. L.R.F. ROT 667+02.28	 M.R.A. L.R.F. ROT 671+38.50	 N.C. in 12' Tree L.R.F. ROT 677+32.27	 N.C. in 12' Tree L.R.F. ROT 680+23.64	 N.C. in 12' Tree L.R.F. ROT 682+33.43	 N.C. in 12' Tree L.R.F. ROT 689+43.43
---	---	---	---	---------------------------------------	---------------------------------------	---	---	---	---



B.M. #94 - Bk Spike 15' Persimmon, 275' Lt. Sta. 662+80, Elev. 458.56  
 B.M. #95 - Bk Spike S.W. Side 14' Oak, 142' Lt. Sta. 664+13, Elev. 531.05  
 B.M. #96 - Bk Spike W. Side 6' M. Oak, 218' Lt. Sta. 673+80, Elev. 536.27  
 B.M. #97 - Bk Spike W. Side 25' Oak, 180' Lt. Sta. 684+35 Line 'B', Elev. 550.25

**BALANCE NO 10 B**  
 Unclass. Exc. = 104,000 cys.  
 Fill - 5% = 10,500 cys.  
 Overhaul = 108,084 cys.  
 108,084 cys. of the above Overhaul to be used in Bal. No 9 B.

**BALANCE NO 1 B**  
 Unclass. Exc. = 66,782 cys.  
 Fill - 5% = 51,165 cys.  
 Fill to be obtained from Bal. No 10 B = 14,383 cys.  
 Above Unclass. Exc. Includes 9,088 cys. of Branching Mat.

PROJECT NO. 100-100-100  
 SHEET NO. 10  
 DATE: November 6, 1961



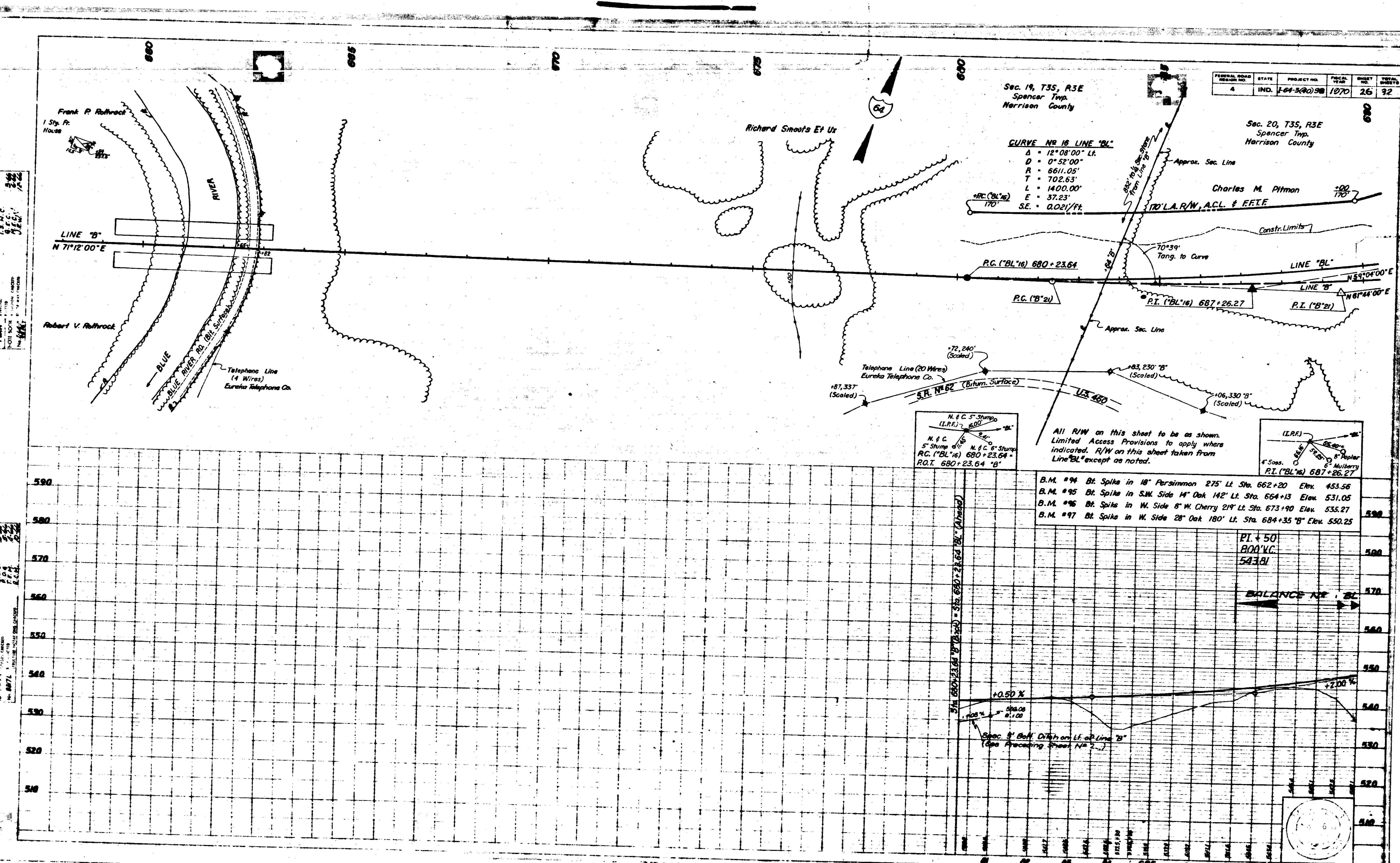
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-64-3(20)98	1970	26	92

Sec. 19, T35, R3E  
Spencer Twp.  
Harrison County

Sec. 20, T35, R3E  
Spencer Twp.  
Harrison County

**CURVE NO 18 LINE "BL"**  
 $\Delta = 12^{\circ}08'00''$  Lt.  
 $D = 0^{\circ}52'00''$   
 $R = 6611.05'$   
 $T = 702.63'$   
 $L = 1400.00'$   
 $E = 37.23'$   
 $S.E. = 0.021/ft.$

Charles M. Pitman



PLAN  
 DATE NOV 6 1961  
 DRAWN BY J. W. HARRIS  
 CHECKED BY J. W. HARRIS  
 SCALE 1" = 40'

PROFILE  
 DATE NOV 6 1961  
 DRAWN BY J. W. HARRIS  
 CHECKED BY J. W. HARRIS  
 SCALE 1" = 20'

N. & C. 5" Stump  
 (L.P.F.) 600'  
 M. & C. 5" Stump  
 (L.P.F.) 600'  
 R.C. (BL'16) 680+23.64  
 P.O.T. 680+23.64 'B'

All R/W on this sheet to be as shown.  
 Limited Access Provisions to apply where  
 indicated. R/W on this sheet taken from  
 Line "BL" except as noted.

(L.P.F.)  
 4" Spas.  
 8" Spas.  
 P.T. (BL'16) 687+26.27

- B.M. #94 Bl. Spike in 18" Persimmon 275' Lt. Sta. 662+20 Elev. 453.56
- B.M. #95 Bl. Spike in S.W. Side 14" Oak 142' Lt. Sta. 664+13 Elev. 531.05
- B.M. #96 Bl. Spike in W. Side 8" W. Cherry 219' Lt. Sta. 673+90 Elev. 535.27
- B.M. #97 Bl. Spike in W. Side 28" Oak 180' Lt. Sta. 684+35 'B' Elev. 550.25

P.T. 450  
 680+VC  
 543.81

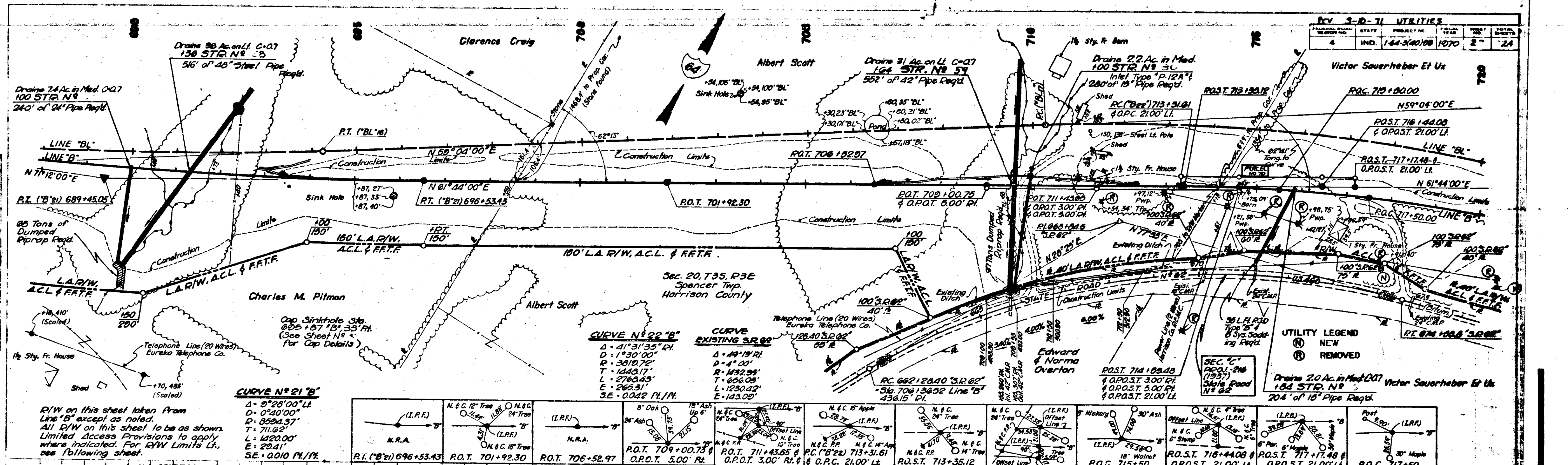
BALANCE NO. 21

November 6 1961

PROJECT NO.	SHEET NO.	TOTAL SHEETS
1-64-3(20)98	26	92

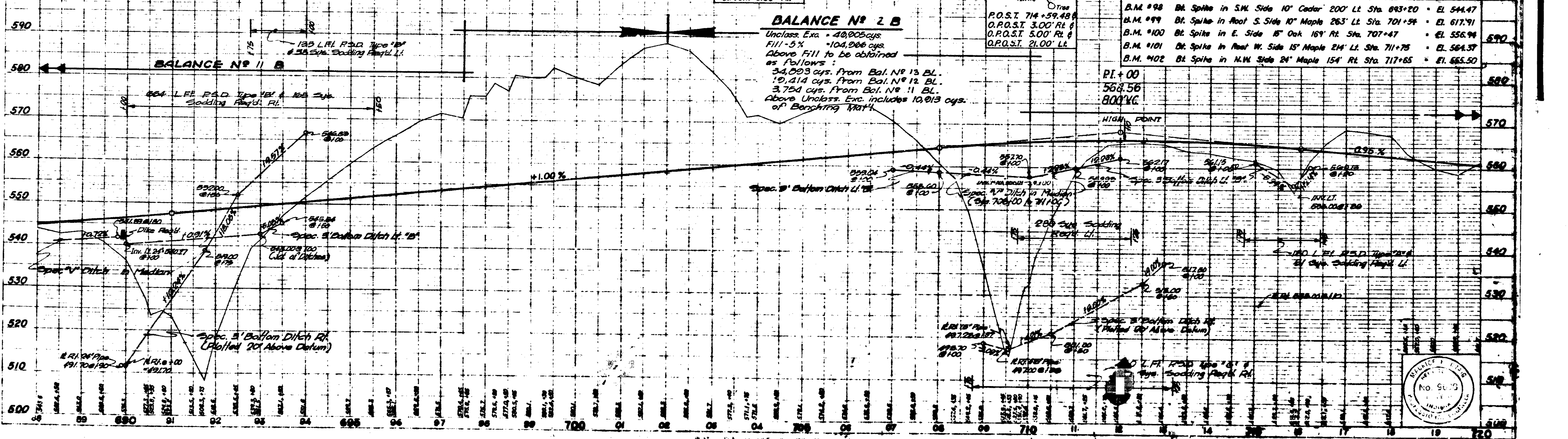


REV.	DATE	BY	DESCRIPTION
1	IND.	1-24-34/198	1070
2			24



R/W on this sheet taken from Line 'B' except as noted. All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits L.R., see following sheet.

Curve No.	Delta	PI	PT	PC	Other Data
CURVE NO 21 'B'	Δ = 9°28'00"	PI = 0°40'00"	PT = 699.437'	PC = 711.02'	L = 1420.00', E = 2941', SE = 0.010 PI/1%
CURVE NO 22 'B'	Δ = 41°31'35"	PI = 1°30'00"	PT = 709.0075'	PC = 3610.75'	L = 2760.43', E = 266.31', SE = 0.022 PI/1%
CURVE EXISTING 3R 22	Δ = 49°19'00"	PI = 4°1'00"	PT = 711+43.65'	PC = 1230.42'	L = 143.00', SE = 0.022 PI/1%



November 6, 1961

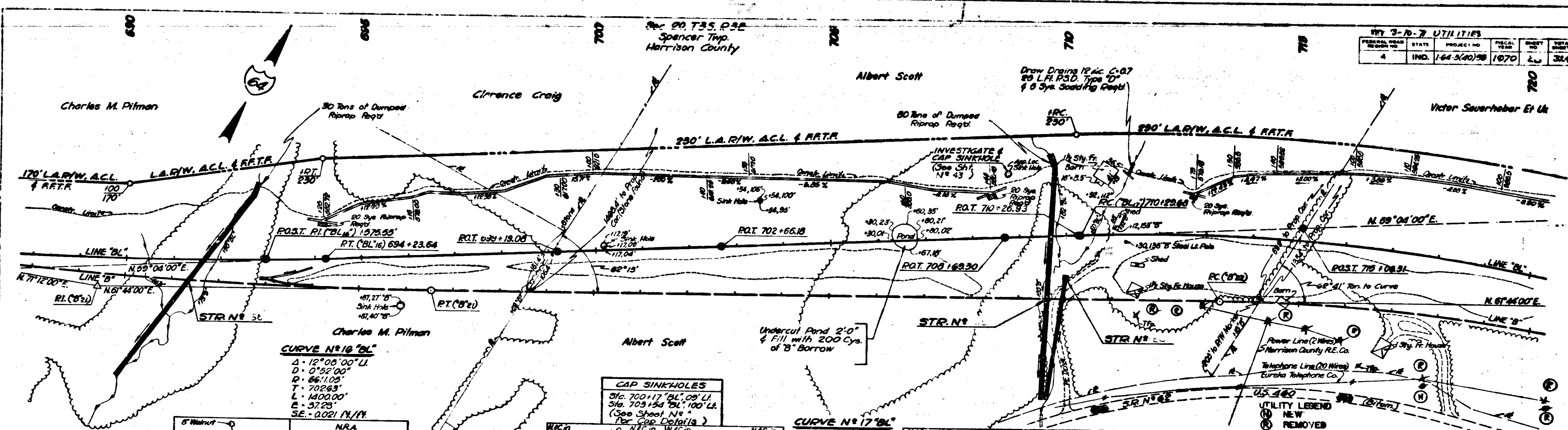


DATE	1-24-34/198	BY	1070
REV.	2		24



Sec 20 T3S, R3E  
Spencer Twp.  
Harrison County

KEY 3-10-7 UTILITIES			
SYMBOL	DESCRIPTION	SYMBOL	DESCRIPTION
(Symbol)	NEW	(Symbol)	REMOVED



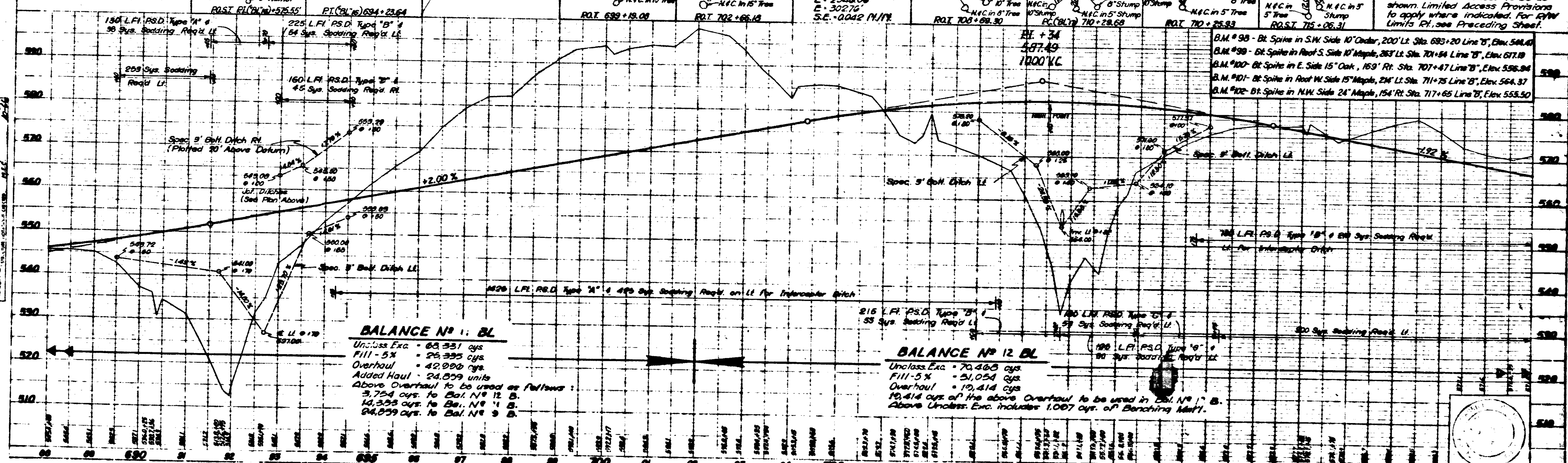
**CURVE NO. 16 "BL"**  
 $\Delta = 12^{\circ}05'00''$   
 $D = 0^{\circ}52'00''$   
 $R = 667.105'$   
 $T = 702.83'$   
 $L = 1400.00'$   
 $E = 37.25'$   
 $SE = 0.021$  N.Y.R.

**CURVE NO. 17 "BL"**  
 $\Delta = 44^{\circ}11'27''$   
 $D = 1^{\circ}30'00''$   
 $R = 3019.72'$   
 $T = 2502.87'$   
 $L = 2946.06'$   
 $E = 302.76'$   
 $SE = 0.042$  N.Y.R.

**GAP SINKHOLES**  
 Sta. 700+17 "BL" 09' LL  
 Sta. 703+54 "BL" 100' LL  
 (See Sheet No. 1 for Gap Details)

**UTILITY LEGEND**  
 (Symbol) NEW  
 (Symbol) REMOVED

R/W on this sheet taken from Line "BL".  
 All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits R.I. see Preceding Sheet.



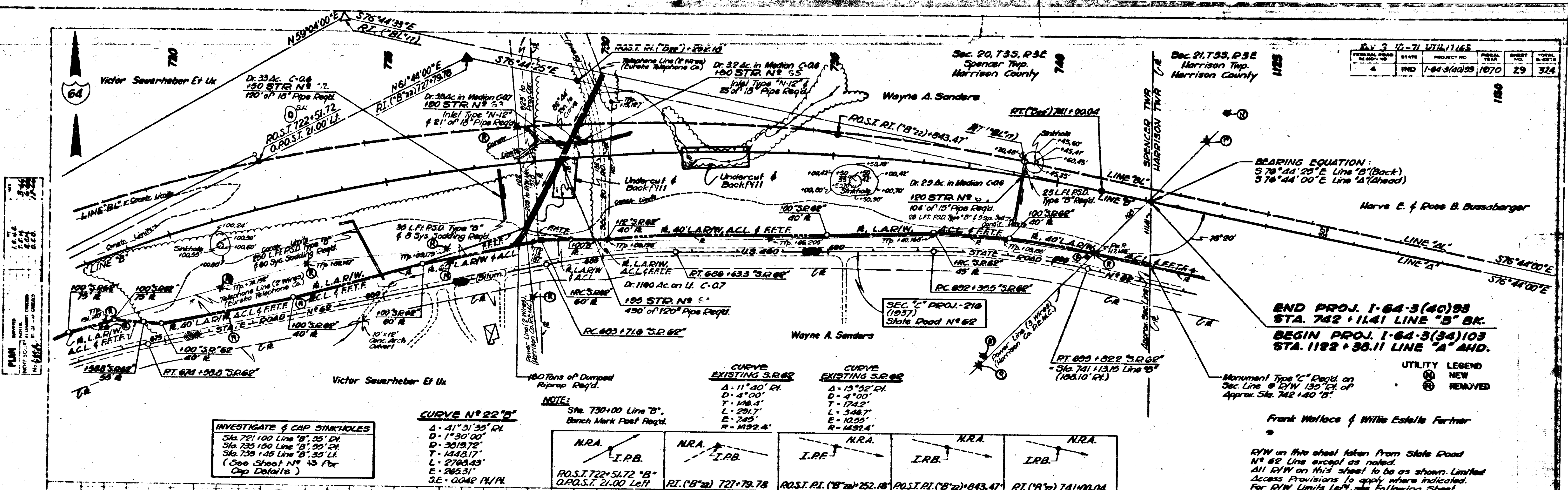
**BALANCE NO. 11 "BL"**  
 Unclass. Exc. = 63,331 cys  
 Fill - 5% = 26,335 cys  
 Overhaul = 42,000 cys  
 Added Haul = 24,059 units  
 Above Overhaul to be used as follows:  
 3,754 cys. to Bal. No. 12 B.  
 14,335 cys. to Bal. No. 11 B.  
 24,059 cys. to Bal. No. 9 B.

**BALANCE NO. 12 "BL"**  
 Unclass. Exc. = 70,465 cys  
 Fill - 5% = 51,054 cys  
 Overhaul = 10,414 cys  
 10,414 cys. of the above Overhaul to be used in Bal. No. 11 B.  
 Above Unclass. Exc. includes 1,007 cys. of Benching Mat'l.

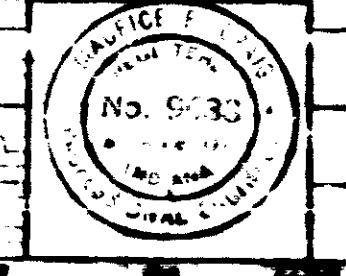
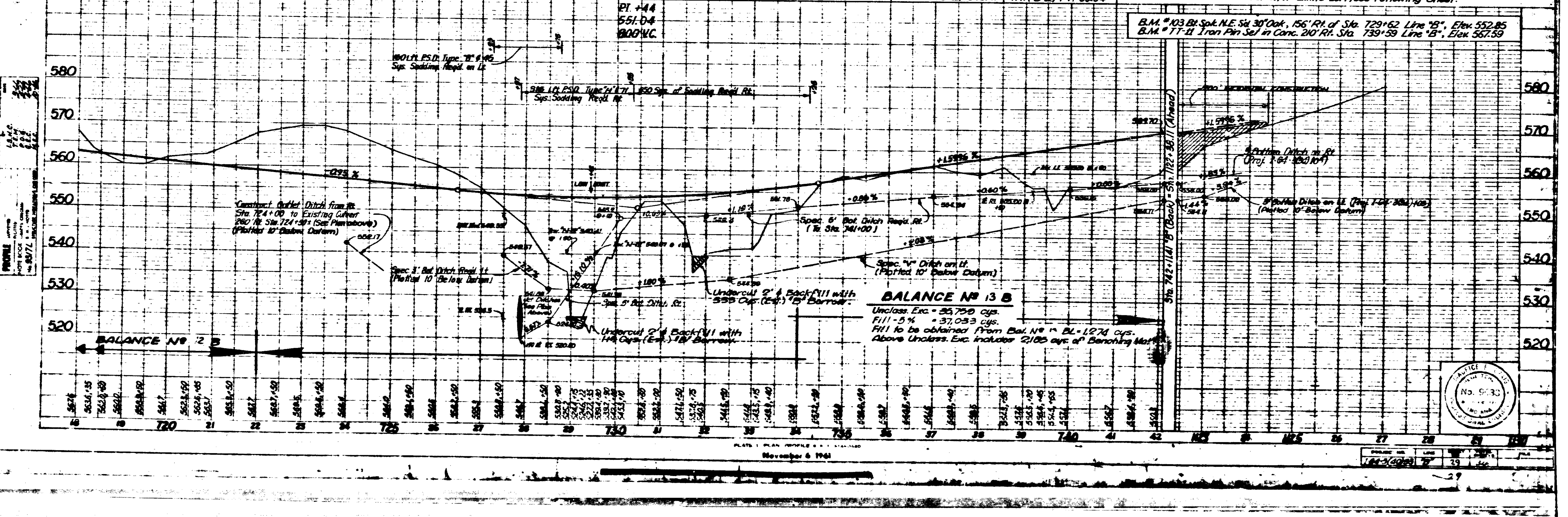
November 6, 1961

PROJECT NO.	DATE	SCALE	SHEET NO.	TOTAL SHEETS
164-3(40)28	10/70	1"=40'	28	384





REV. 3 10-71 UTILITIES					
REVISION NO.	DATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	SCALE
4	IND	1-64-3(40)93	1070	29	3/4"



Frank Wallace & Willis Estelle Partner  
 D/W on this sheet taken from State Road No. 62 Line except as noted. All D/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For D/W Limits Left, see following sheet.

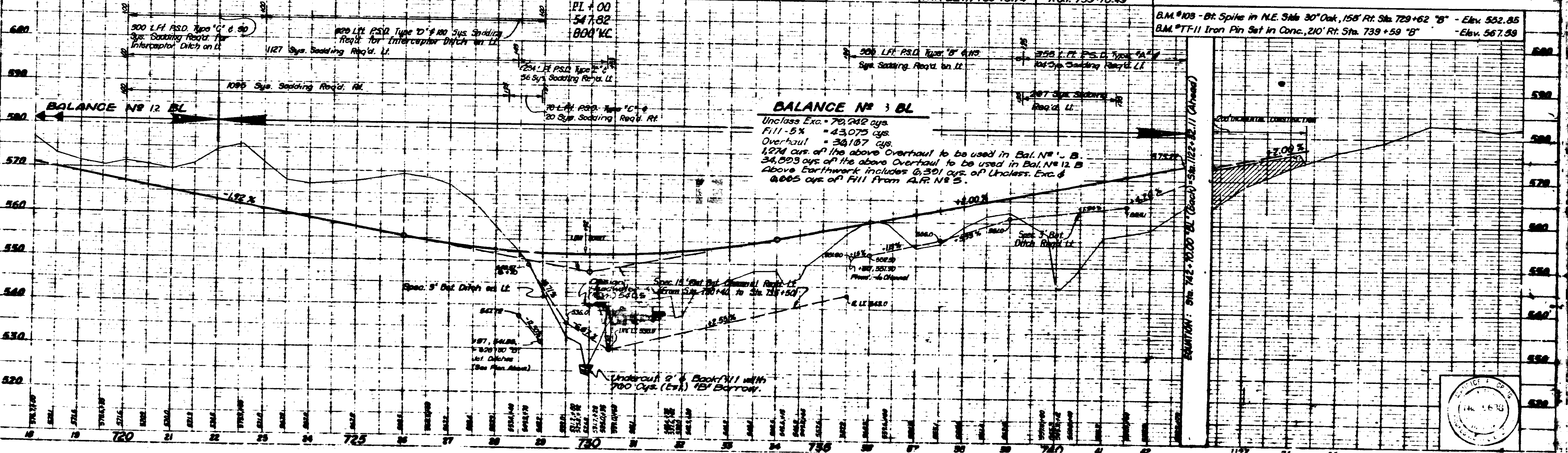
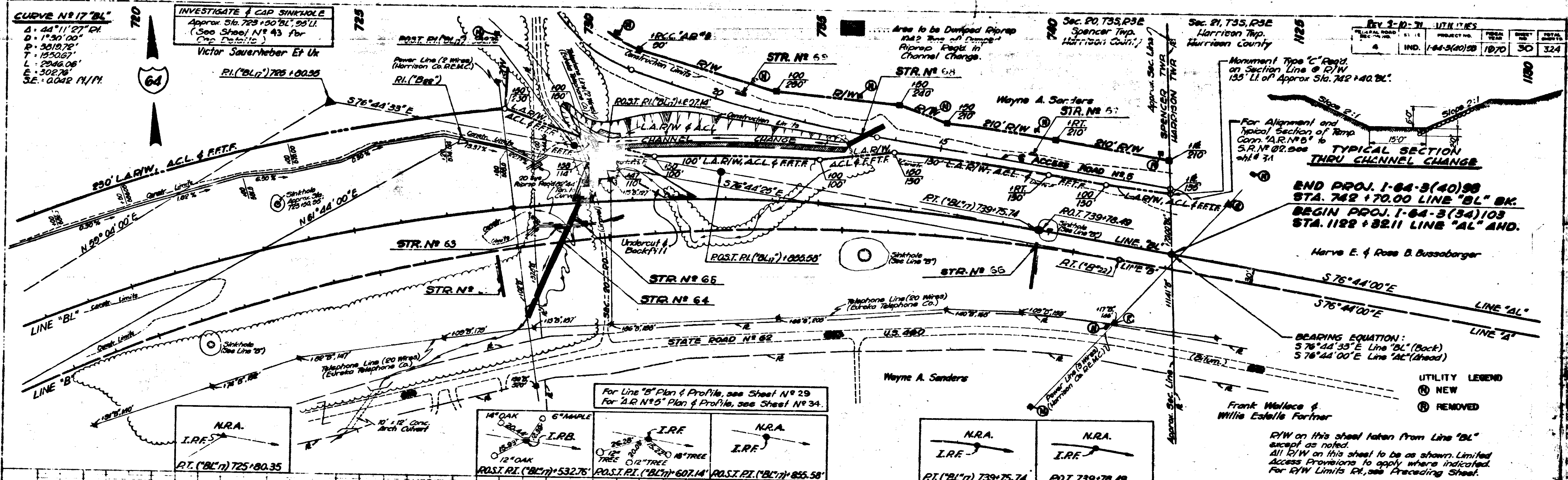
B.M. # 03 Br. Sp. N.E. Sit. 30' Oak, 156' RI. of Sta. 729+62 Line 'B', Elev. 552.85  
 B.M. # 77-II Tran. Pin Set in Conc. 20' RI. Sta. 739+39 Line 'B', Elev. 567.59



**CURVE NO 17 "BL"**  
 $\Delta = 44^{\circ}11'27''$  CH  
 $D = 1^{\circ}30'00''$   
 $R = 3018.79'$   
 $T = 150.067'$   
 $L = 2046.06'$   
 $E = 302.76'$   
 $SE = 0042^{\circ}14'11''$

**INVESTIGATE & CAP SHIMMOLE**  
 Approx. Sta. 725 + 00 BL 35 LI.  
 (See Sheet N° 43 for  
 Cap Details)  
 Victor Sauerheber Et Uk

REV	DATE	BY	CHKD
1	IND. 1-64-3(40)28	10/70	30
2			324



PLAN  
 1/4" = 100'  
 1/8" = 50'  
 1/16" = 25'

PROFILE  
 1/4" = 10'  
 1/8" = 5'  
 1/16" = 2.5'



FEDERAL ROAD DISTRICT	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	1-64-3(0)2	1070	324

TRAFFIC DATA	
1975 ADT	33
1990 ADT	51
1975 DHV	3

### RELOCATED COUNTY ROAD No 4A & 4B (Lines F.R. 1A-B & F.R. 1-B)

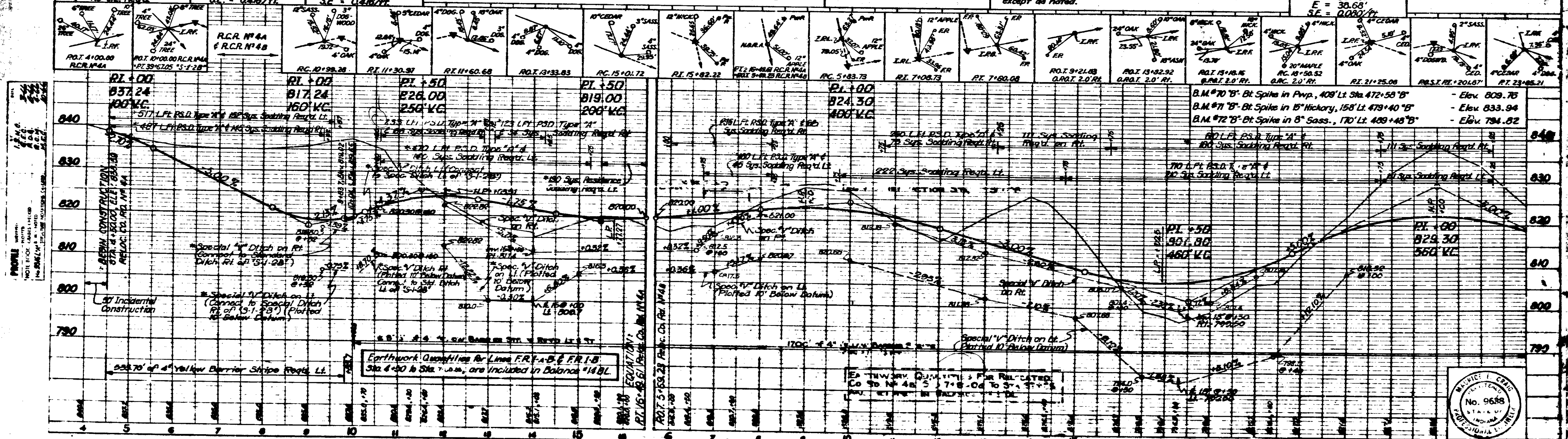
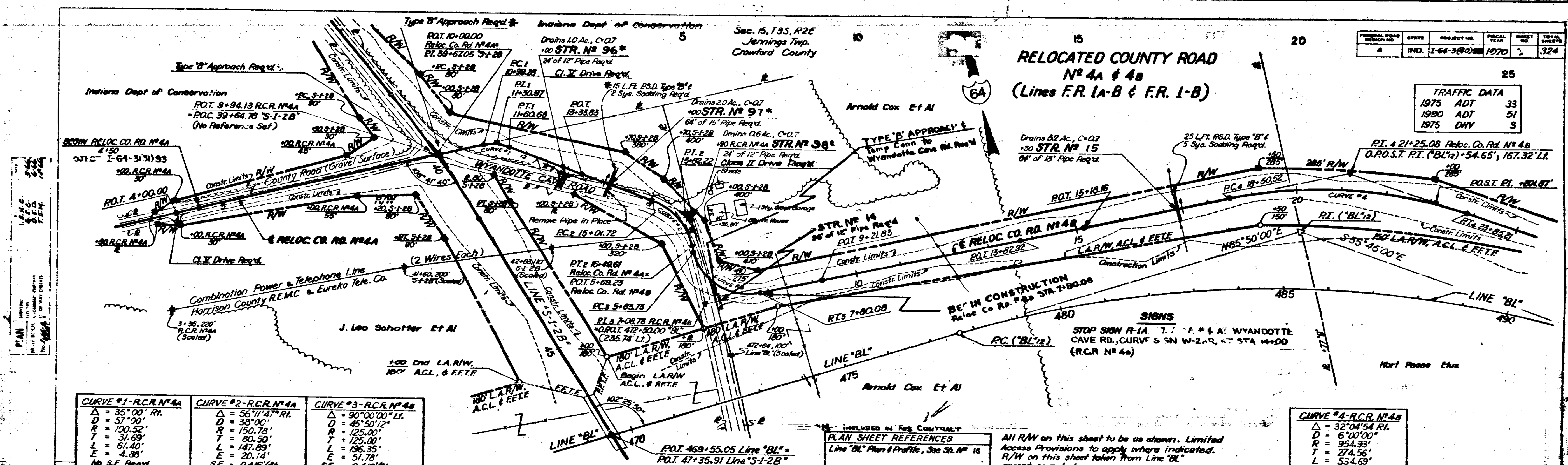


PLATE 1 PLAN PROFILE & VERTICAL CURVES  
November 6, 1968

RELOC. CO. RD. No 4  
(Lines F.R. 1A-B & F.R. 1-B) Section A-1-A to A-1-A-2

Earthwork Quantities for Lines F.R. 1A-B & F.R. 1-B  
Sta 4+50 to Sta 7+00, are included in Balance 1148L

EA NETWORK QUANTITIES FOR RELOCATED  
CO RD No 4B S 7+14.04 TO 3+17+00  
NOT SETTING IN BALANCE 1148L

NO. 9688  
INDIANA  
PROFESSIONAL ENGINEER



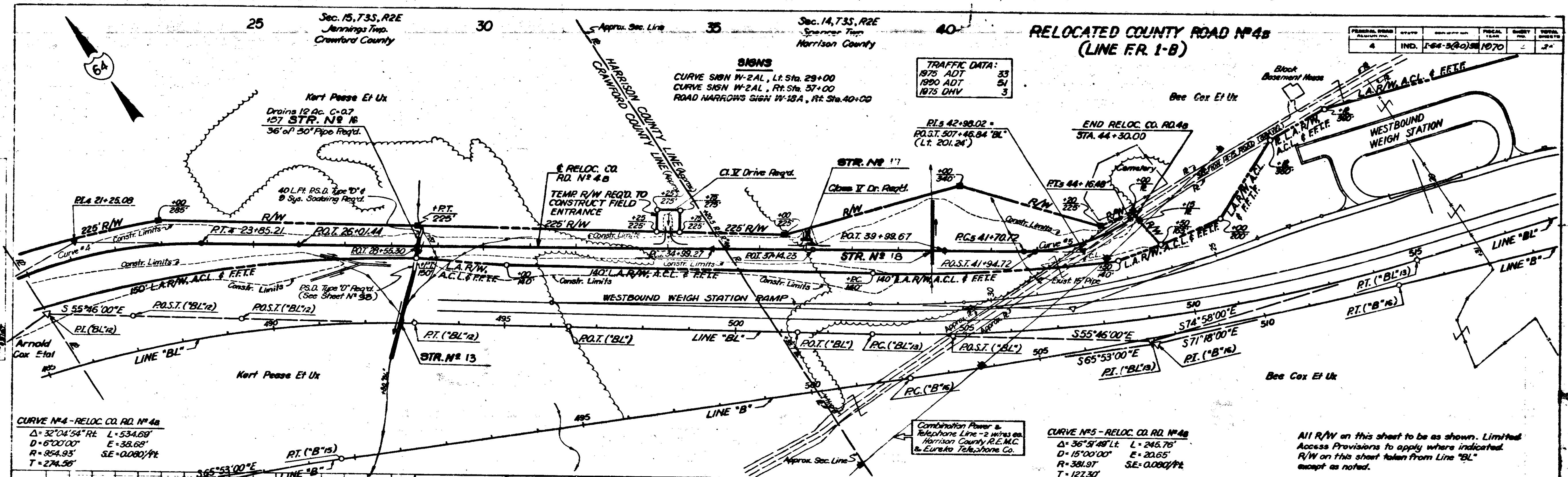
**RELOCATED COUNTY ROAD NO. 4B  
 (LINE FR. 1-B)**

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
4	IND. 1-64-2(4)	1970	2

**SIGNS**  
 CURVE SIGN W-2AL, Lt. Sta. 29+00  
 CURVE SIGN W-2AL, Rt. Sta. 37+00  
 ROAD NARROWS SIGN W-18A, Rt. Sta. 40+00

**TRAFFIC DATA:**

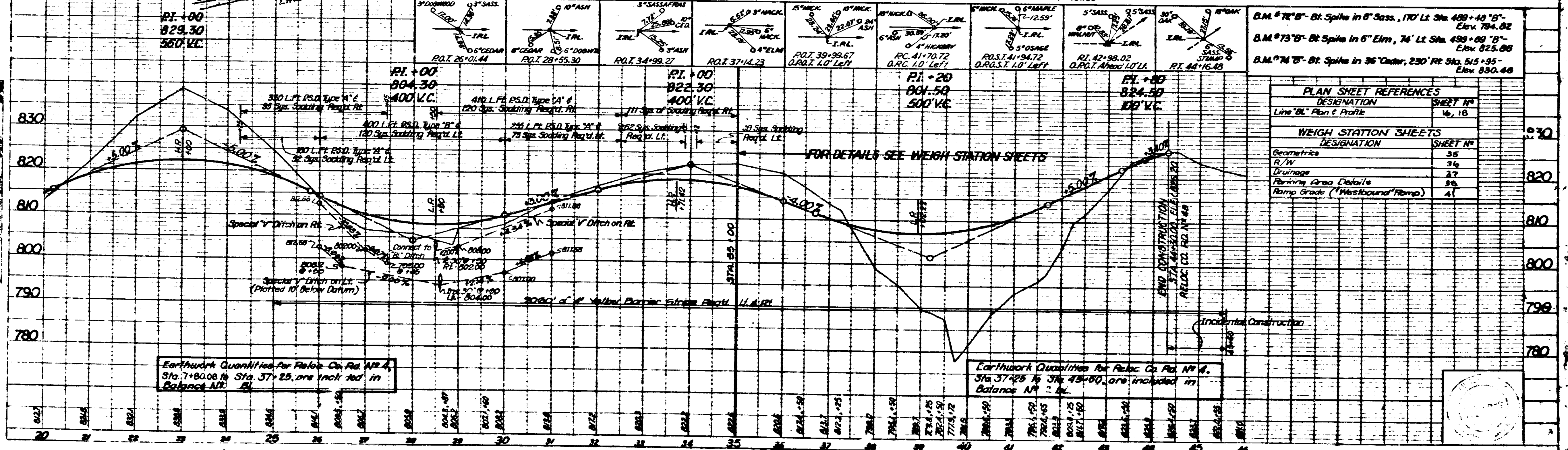
1975 ADT	33
1990 ADT	51
1975 DMV	3



**CURVE #4 - RELOC. CO. RD. NO. 4B**  
 $\Delta = 32^{\circ}04'54''$  RE L = 534.68'  
 $D = 6^{\circ}00'00''$  E = 38.68'  
 $R = 254.93'$  SE = 0.0001/ft  
 $T = 274.59'$

**CURVE #5 - RELOC. CO. RD. NO. 4B**  
 $\Delta = 36^{\circ}51'48''$  RE L = 245.76'  
 $D = 15^{\circ}00'00''$  E = 20.65'  
 $R = 381.97'$  SE = 0.0001/ft  
 $T = 121.30'$

All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. R/W on this sheet taken from Line "BL" except as noted.



Earthwork Quantities for Reloc. Co. Rd. No. 4, Sta. 7+80.08 to Sta. 37+25, are included in Balance No. 1.

Earthwork Quantities for Reloc. Co. Rd. No. 4, Sta. 37+25 to Sta. 45+00, are included in Balance No. 2.

**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line "BL" Plan & Profile	16, 18

**WEIGH STATION SHEETS**

DESIGNATION	SHEET NO.
Geometrics	35
R/W	36
Drainage	37
Parking Area Details	38
Ramp Grade ("Westbound Ramp")	41







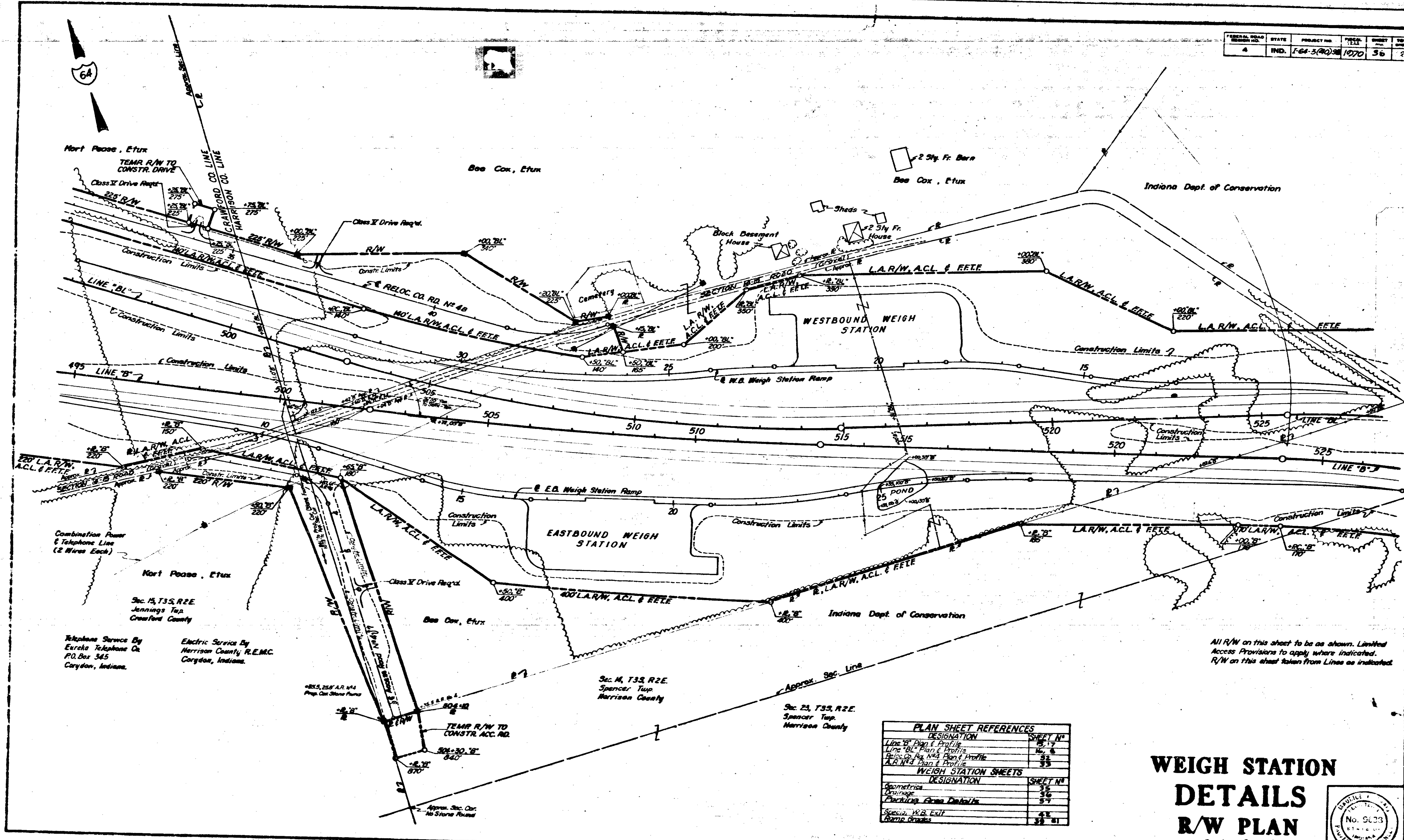








FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	F-4-3(40)38	1070	36



North Pass, Etux  
TEMP R/W TO CONSTR. DRIVE

Boo Cox, Etux

Boo Cox, Etux

Indiana Dept. of Conservation

WESTBOUND WEIGH STATION

EASTBOUND WEIGH STATION

North Pass, Etux

Sec. 15, T35, R2E  
Jennings Twp.  
Crawford County

Telephone Service By  
Eureka Telephone Co.  
P.O. Box 345  
Corydon, Indiana.

Electric Service By  
Harrison County R.E.M.C.  
Corydon, Indiana.

Sec. 16, T35, R2E  
Spencer Twp.  
Harrison County

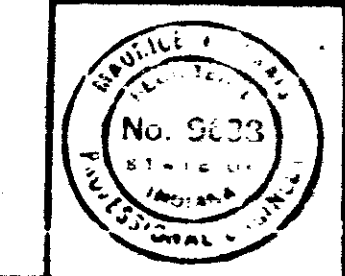
Sec. 25, T35, R2E  
Spencer Twp.  
Harrison County

All R/W on this sheet to be as shown. Limited  
Access Provisions to apply where indicated.  
R/W on this sheet taken from Lines as indicated.

PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
Line 10' Plan & Profile	87
Line 10' Plan & Profile	88
Line 10' Plan & Profile	89
Line 10' Plan & Profile	90
Line 10' Plan & Profile	91
WEIGH STATION SHEETS	
DESIGNATION	SHEET NO.
Geometry	85
Drainage	86
Parking Area Details	87
Specs. W.B. Exit Ramp Grades	88

# WEIGH STATION DETAILS R/W PLAN

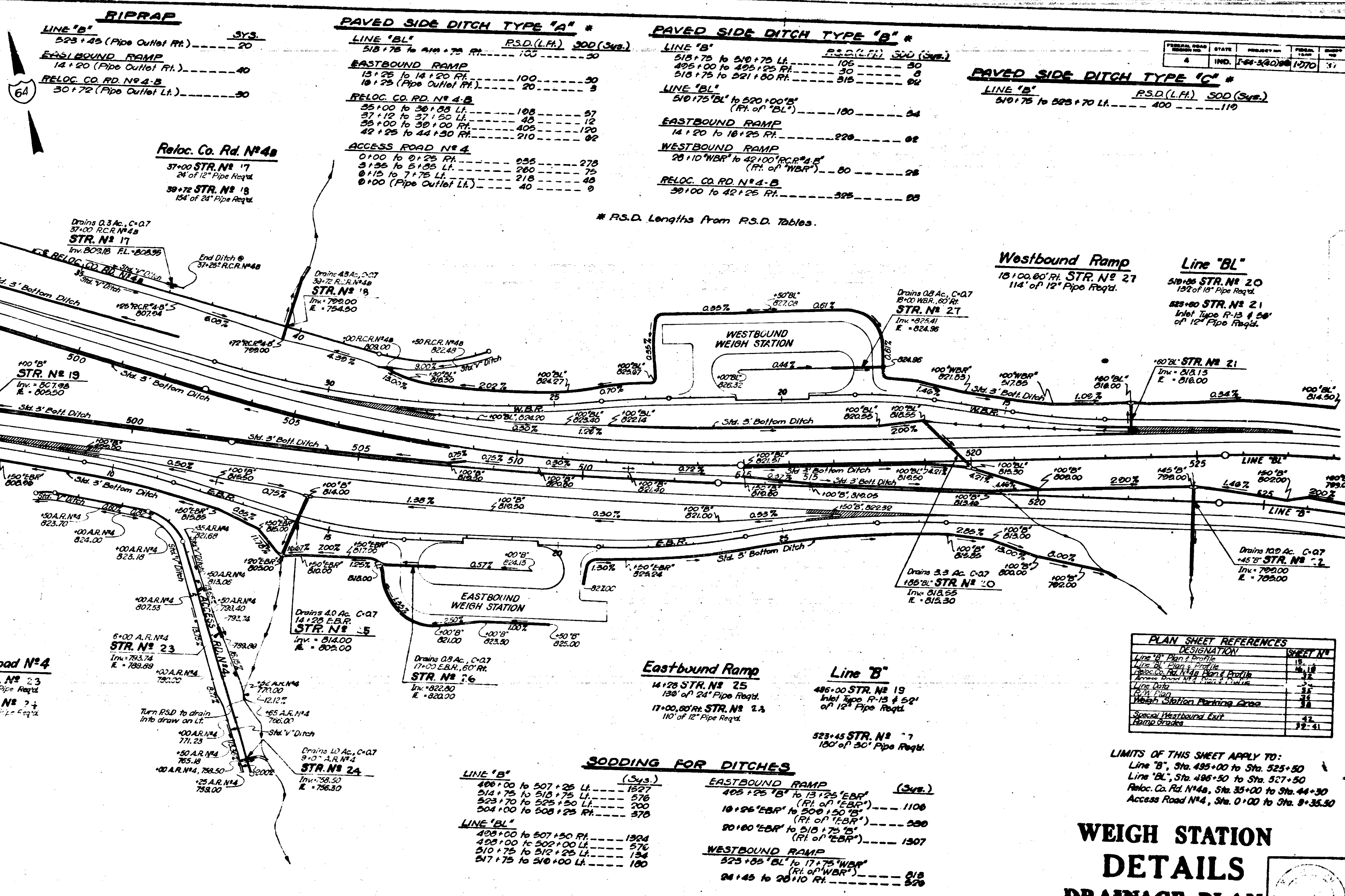
Scale: 1" = 100'



November 6, 1964

PROJECT NO.	LINE	POST MILE	STATION	SCALE
F-4-3(40)38				





**RIPRAP**

LINE "B"	525+25 (Pipe Outlet Rt.)	20
EASTBOUND RAMP	14+20 (Pipe Outlet Rt.)	40
RELOC. CO. RD. N° 4-B	30+72 (Pipe Outlet Lt.)	30

**PAVED SIDE DITCH TYPE "A"**

LINE "BL"	518+75 to 418+75 Rt.	R.S.D. (L.F.)	300 (Sys.)
EASTBOUND RAMP	13+25 to 14+20 Rt.	100	30
RELOC. CO. RD. N° 4-B	10+25 (Pipe Outlet Rt.)	20	3
ACCESS ROAD N° 4	0+00 to 0+25 Rt.	255	278
	3+25 to 5+25 Lt.	200	75
	6+15 to 7+75 Lt.	218	48
	8+00 (Pipe Outlet Lt.)	40	9

**PAVED SIDE DITCH TYPE "B"**

LINE "B"	510+75 to 510+75 Lt.	R.S.D. (L.F.)	300 (Sys.)
	495+00 to 495+25 Rt.	30	9
	518+75 to 521+00 Rt.	315	94
LINE "BL"	510+75 "BL" to 520+00 "B"	(Rt. of "BL")	100
EASTBOUND RAMP	14+20 to 18+25 Rt.	220	82
WESTBOUND RAMP	28+10 "WB" to 42+00 "RCR" "A"	(Rt. of "WB")	80
RELOC. CO. RD. N° 4-B	30+100 to 42+25 Rt.	325	88

**PAVED SIDE DITCH TYPE "C"**

LINE "B"	510+75 to 525+70 Lt.	R.S.D. (L.F.)	SOD (Sys.)
		400	119

**Reloc. Co. Rd. N° 4a**

37+00 STR. N° 17  
24 of 12" Pipe Req'd.

39+72 STR. N° 18  
134 of 24" Pipe Req'd.

**LINE "B"**

495 STR. N° 19  
Inv. = 807.98  
E. = 809.50

**Access Road N° 4**

6+00 STR. N° 23  
30 of 12" Pipe Req'd.

8+00 STR. N° 24  
36 of 12" Pipe Req'd.

**STR. N° 5**

14+25 E.B.R.  
Inv. = 814.00  
E. = 809.00

**STR. N° 24**

9+0 "A.R. N° 4  
Inv. = 758.50  
E. = 758.30

**Eastbound Ramp**

14+25 STR. N° 25  
138 of 24" Pipe Req'd.

17+00, 60' Rt. STR. N° 2A  
110 of 12" Pipe Req'd.

**Line "B"**

485+00 STR. N° 19  
Inlet Type R-13 & 52'  
of 12" Pipe Req'd.

523+45 STR. N° 7  
100 of 30" Pipe Req'd.

**Westbound Ramp**

15+00, 60' Rt. STR. N° 27  
114 of 12" Pipe Req'd.

**Line "BL"**

510+05 STR. N° 20  
132 of 18" Pipe Req'd.

525+80 STR. N° 21  
Inlet Type R-13 & 52'  
of 12" Pipe Req'd.

**SODDING FOR DITCHES**

LINE "B"	(Sys.)
495+00 to 507+25 Lt.	1527
514+75 to 518+75 Lt.	578
523+70 to 525+50 Lt.	200
504+00 to 508+25 Rt.	378
LINE "BL"	
495+00 to 507+50 Rt.	1304
498+00 to 502+00 Lt.	576
510+75 to 512+25 Lt.	134
517+75 to 518+00 Lt.	180

EASTBOUND RAMP	(Sys.)
495+25 "B" to 13+25 "EBR"	1108
18+25 "EBR" to 200+50 "B"	290
20+80 "EBR" to 518+75 "B"	1307
WESTBOUND RAMP	
523+85 "BL" to 17+75 "WB"	818
24+45 to 28+10 Rt.	378

**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line "B" Plan 1 Profile	19
Line "BL" Plan 1 Profile	18
Reloc. Co. Rd. N° 4a Plan 1 Profile	32
Access Road N° 4 Plan 1 Profile	31
Line "B" Plan 2 Profile	31
Line "BL" Plan 2 Profile	31
Weigh Station Parking Area	41
Special Westbound Exit	42
Bridge	32-41

**LIMITS OF THIS SHEET APPLY TO:**

Line "B", Sta. 495+00 to Sta. 523+50

Line "BL", Sta. 495+50 to Sta. 527+50

Reloc. Co. Rd. N° 4a, Sta. 35+00 to Sta. 44+30

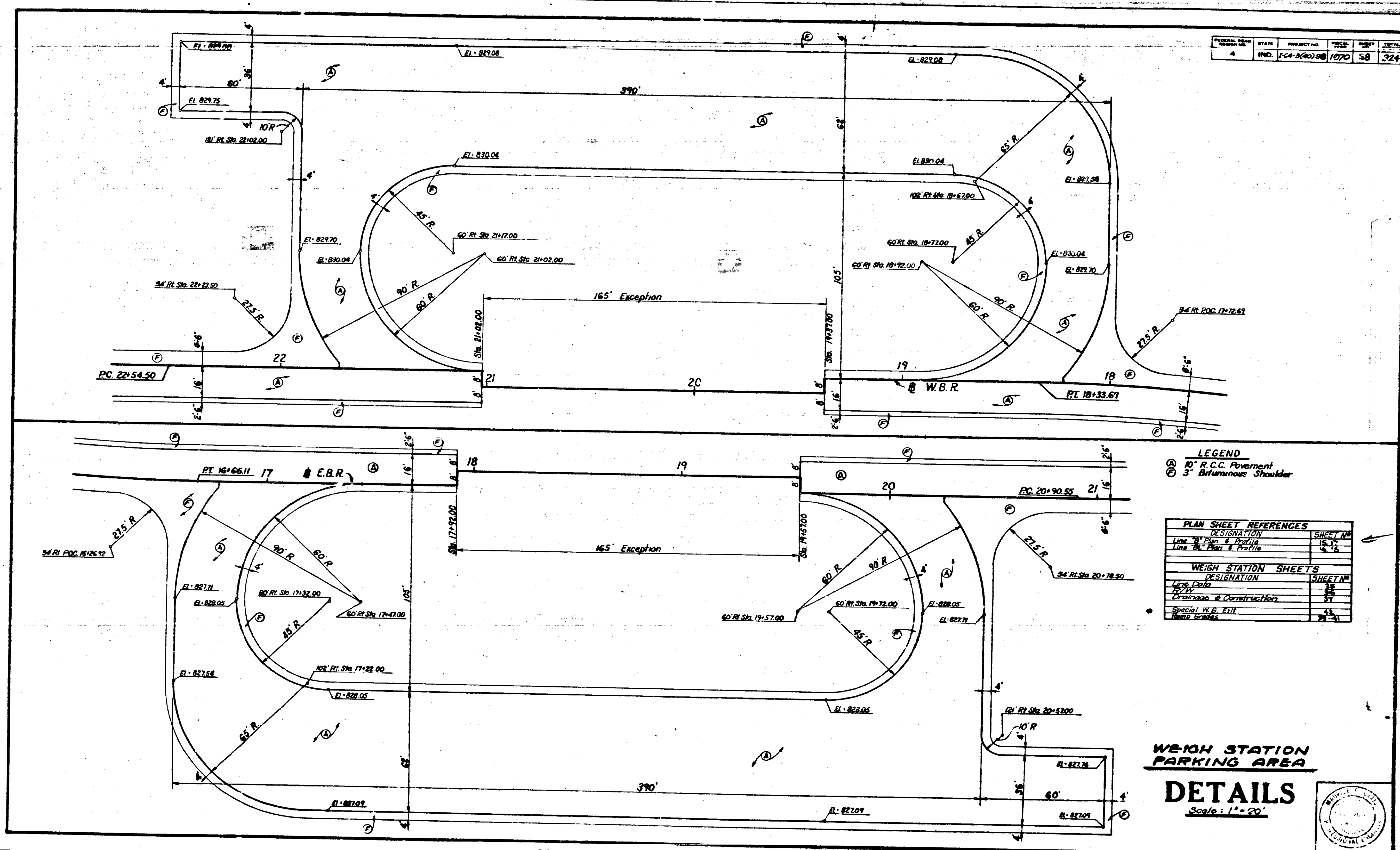
Access Road N° 4, Sta. 0+00 to Sta. 9+35.50

**WEIGH STATION  
DETAILS  
DRAINAGE PLAN**





FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	POST MILE	SHEET	TOTAL
4	IND.	1-4-3(40)98	1070	58	324



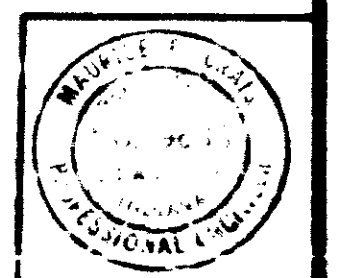
**LEGEND**  
 (A) 10' R.C.C. Pavement  
 (B) 3' Bituminous Shoulder

PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
Line 'A' Plan & Profile	15-17
Line 'B' Plan & Profile	15-16

WEIGH STATION SHEETS	
DESIGNATION	SHEET NO.
Line Data	35
Profile	36
Construction	37
Special W.B. Exit	43
Water Barrier	39-41

**WEIGH STATION PARKING AREA**  
**DETAILS**  
 Scale: 1" = 20'



November 6, 1964

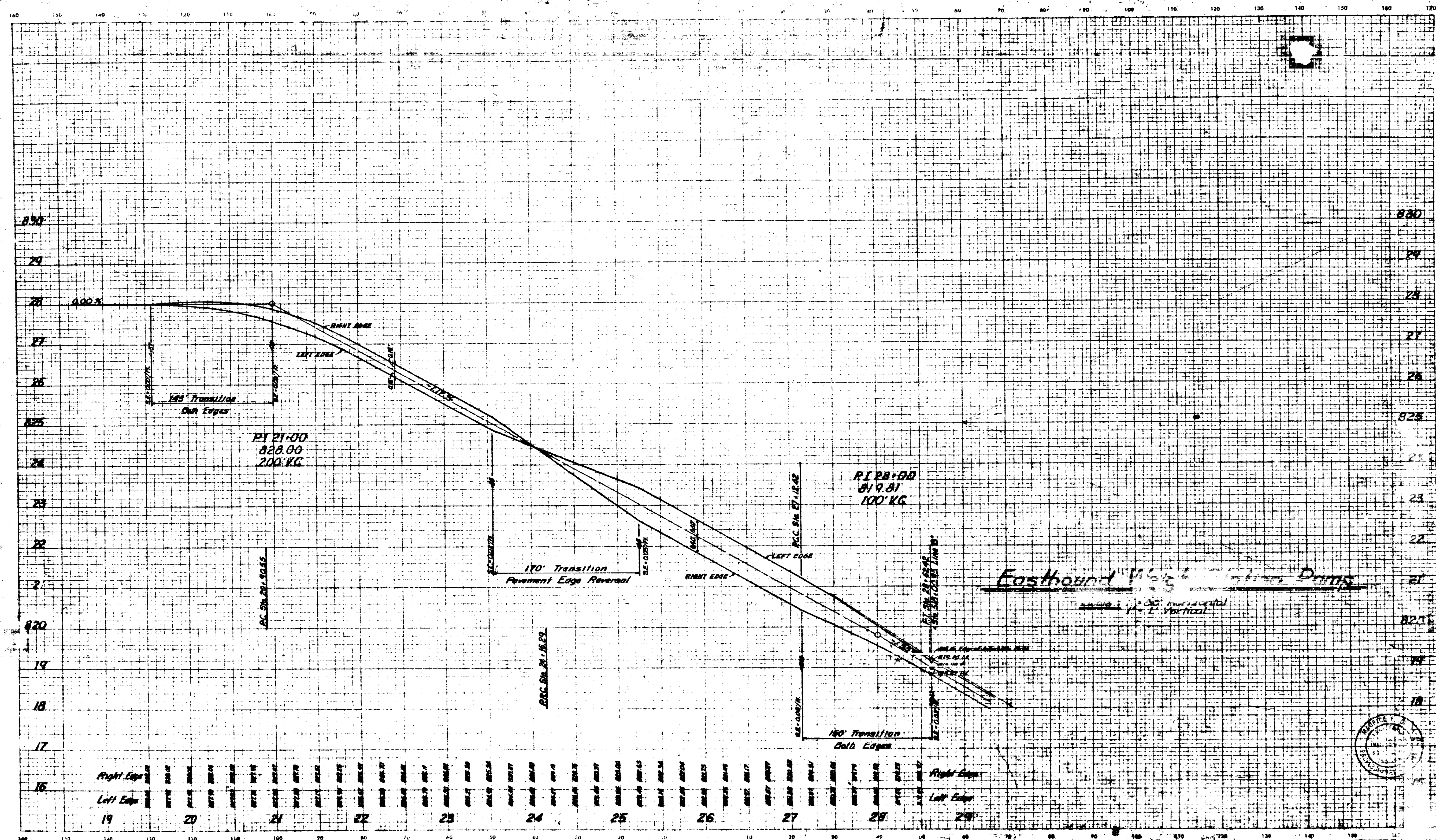
PROJECT NO.	LINE	POST MILE	SHEET	TOTAL
1-4-3(40)98		1070	58	324





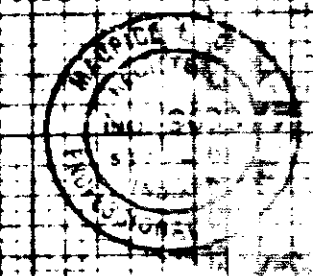


CROSS SECTIONS FILL



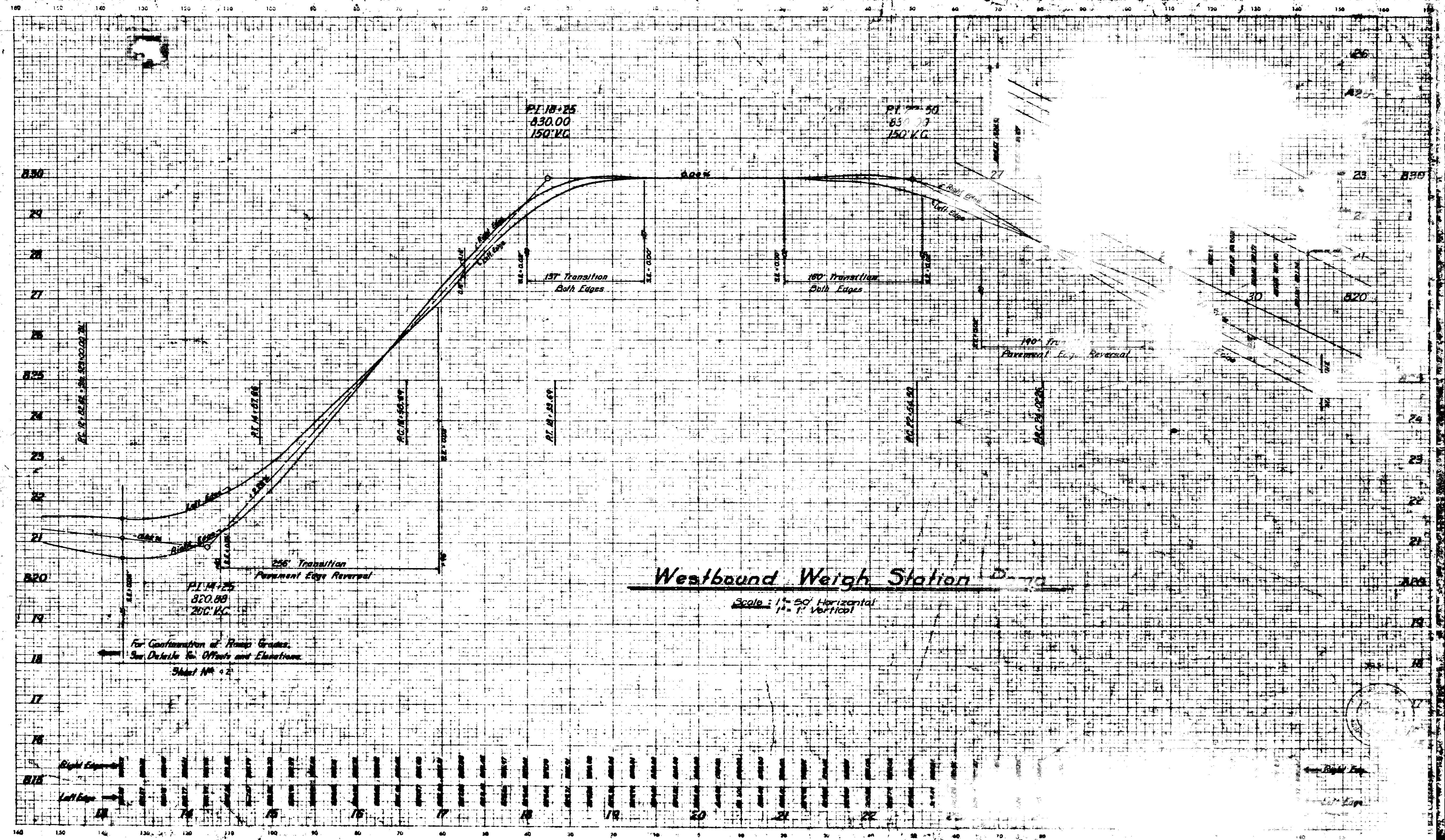
November 6, 1961

LEVEL BOOK NO.	PAGE
FEDERAL ROAD DISTRICT NO.	SECTION NO.
STATE PROJECT NO.	FILE NO.
DATE	SCALE
LINE	





CROSS SECTIONS  
CUT FILL



Westbound Weigh Station D-10

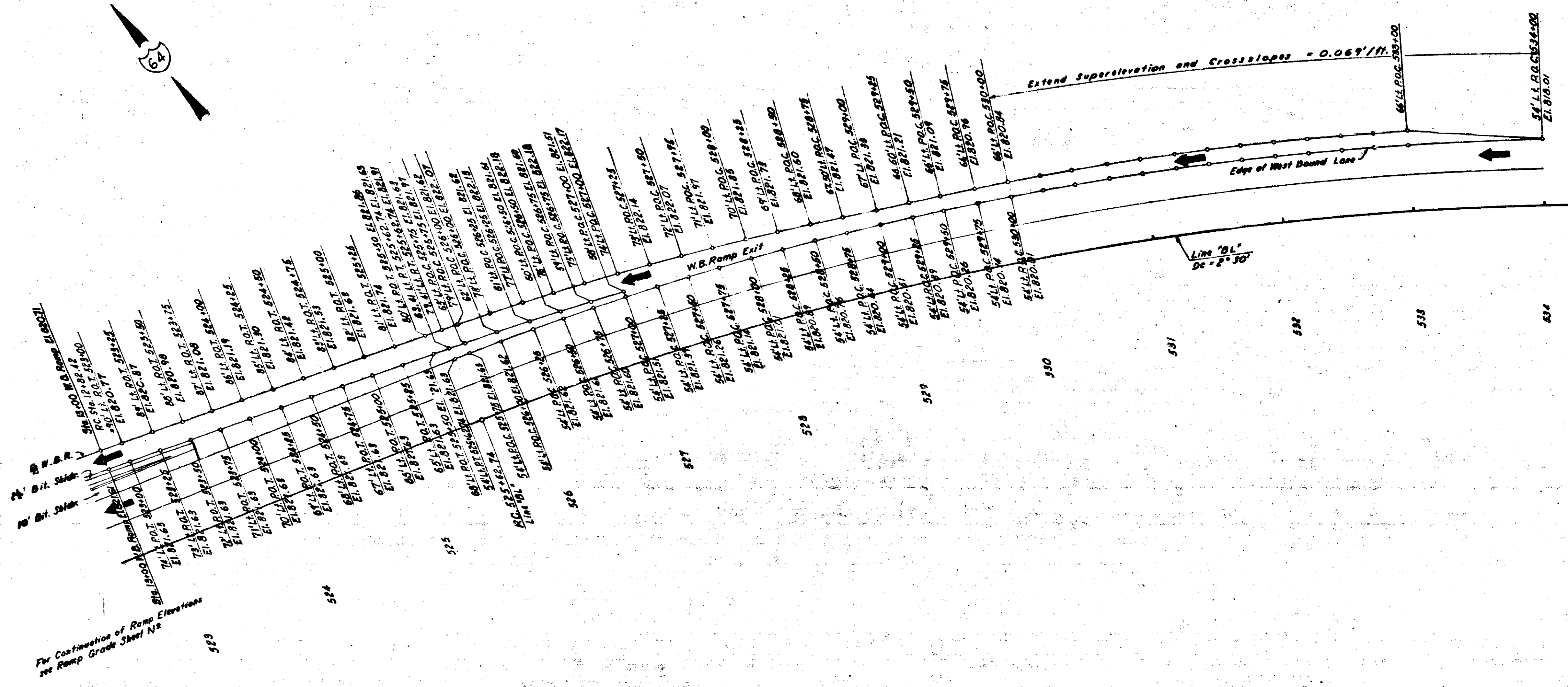
Scale: 1" = 50' Horizontal  
1" = 1' Vertical

For Confirmation of Ramp Grades,  
See Details for Offsets and Elevations,  
Sheet No. 2

November 6, 1964



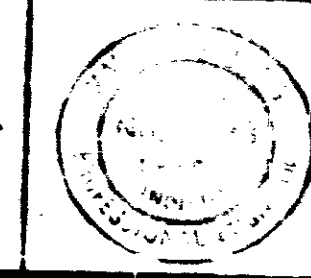
FEDERAL ROAD DISTRICT	STATE	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	154-340-70	1970	42	32



For Continuation of Ramp Elevations see Ramp Grade Sheet No. 523

NOTE: For Continuation of N.B. Ramp Line Data see Sheet No. 523

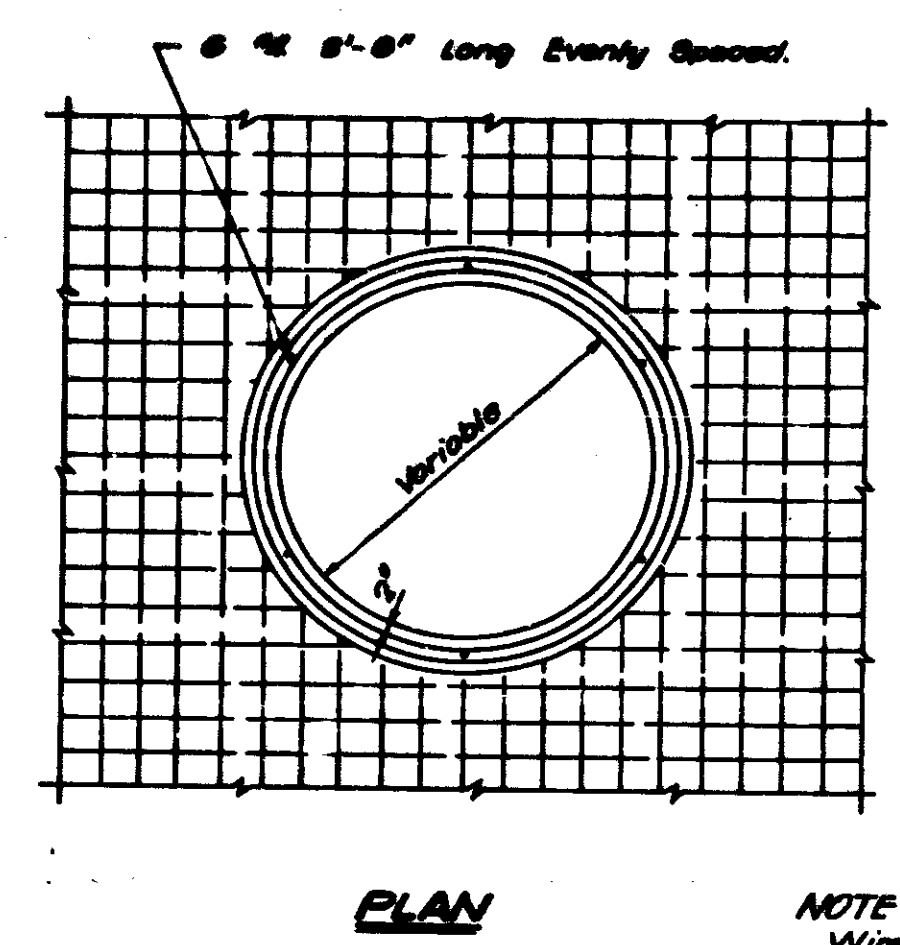
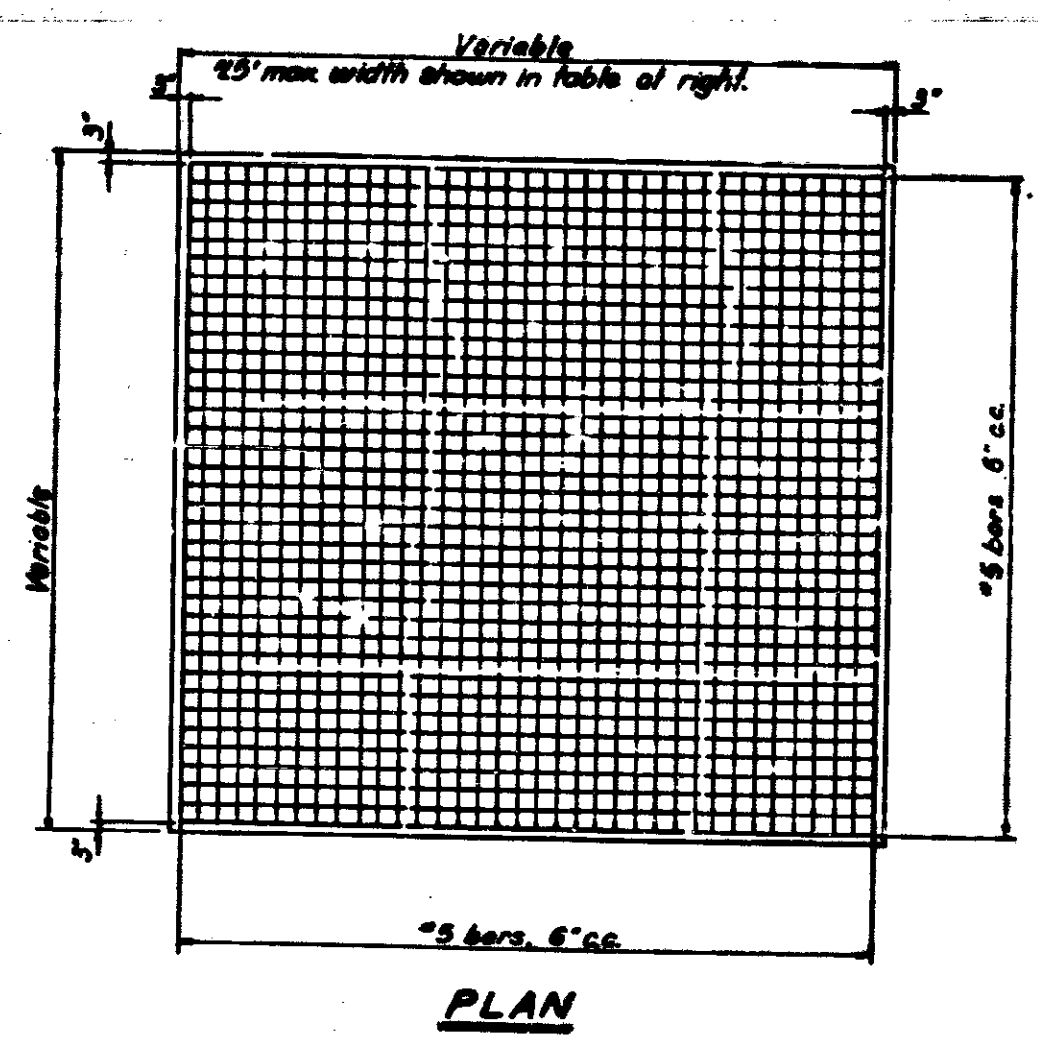
**OFFSETS & ELEVATIONS  
FOR  
SPECIAL WESTBOUND EXIT  
DETAILS  
WEIGH STATION**  
SCALE: 1" = 40'



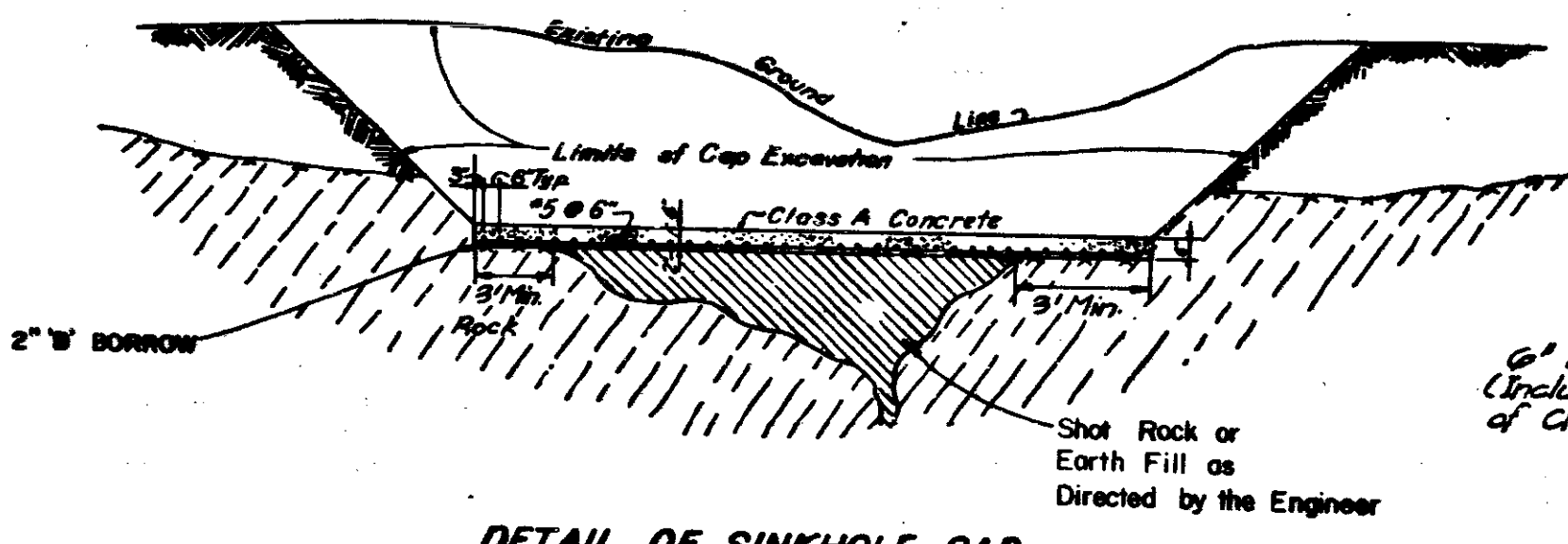
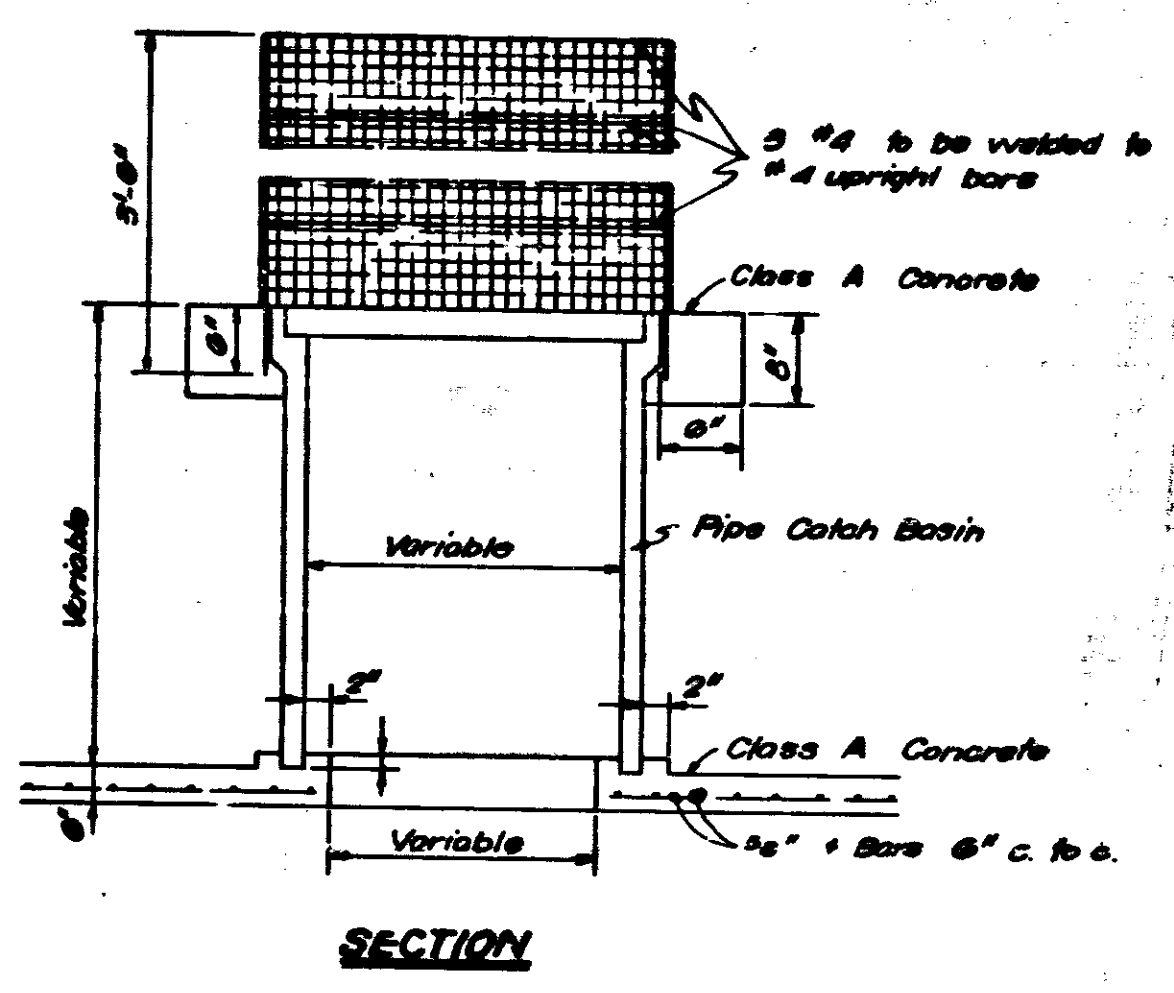
November 6, 1968

PROJECT NO.	LINE	POST MILES	STATION	FILE
154-340-70	22	7.4	523	42

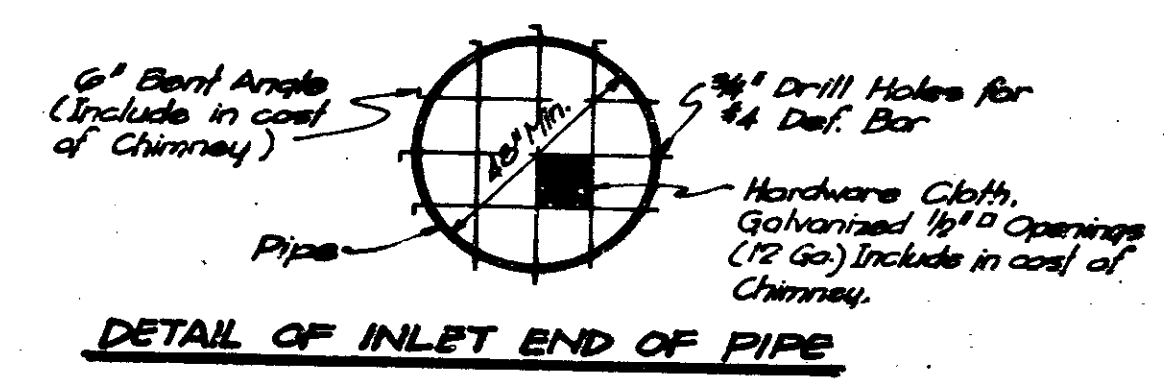




**NOTE:**  
Wire mesh cage to be clipped to each of the #4 upright bars. Pipe catch basin to be paid as separate item.

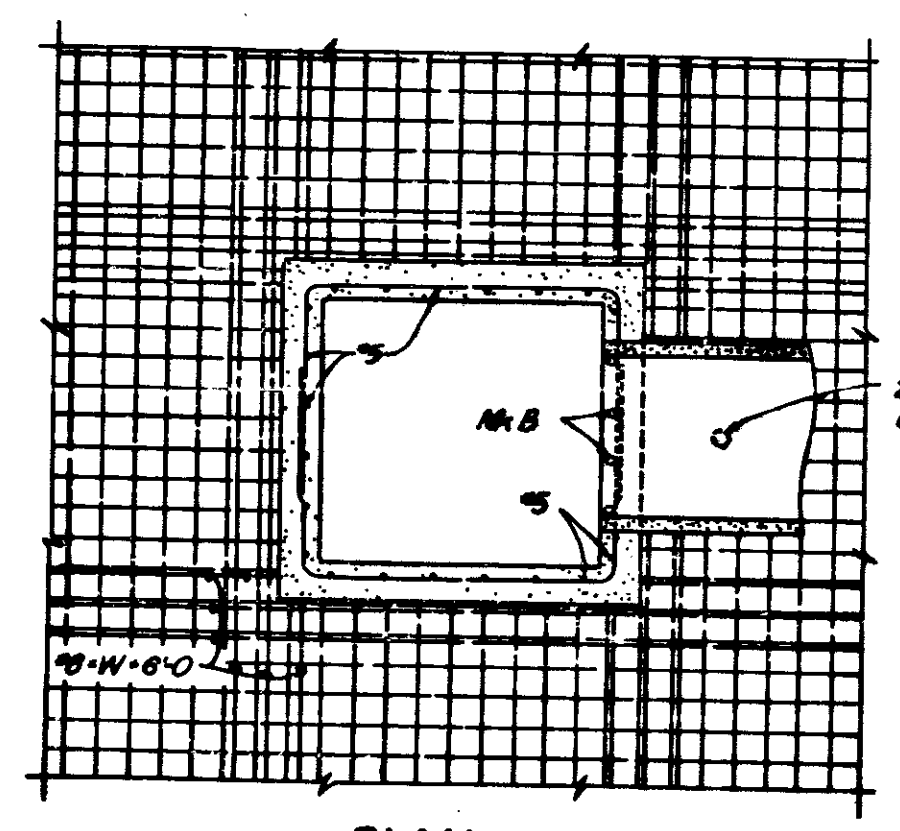


**DETAIL OF SINKHOLE CAP**  
No Scale

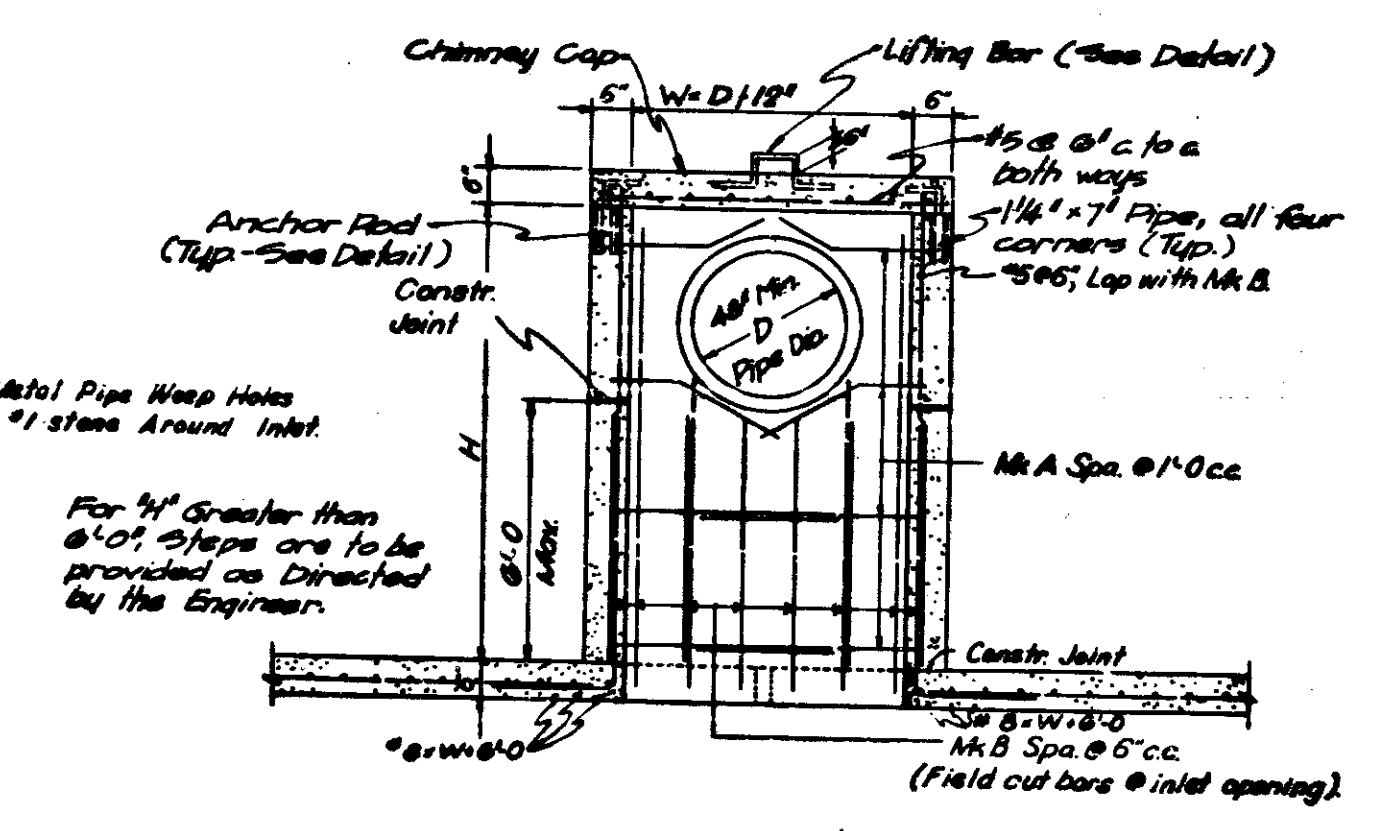


**DETAIL OF INLET END OF PIPE**

**SINKHOLE GAP WITH SPECIAL PIPE CATCH BASIN**

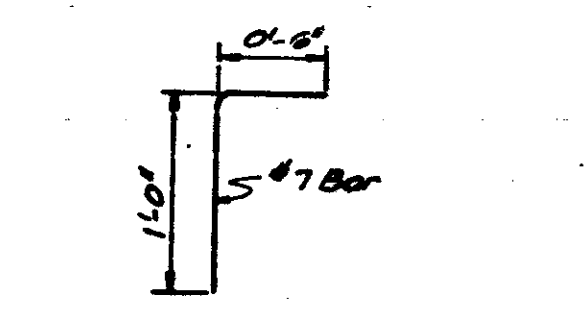
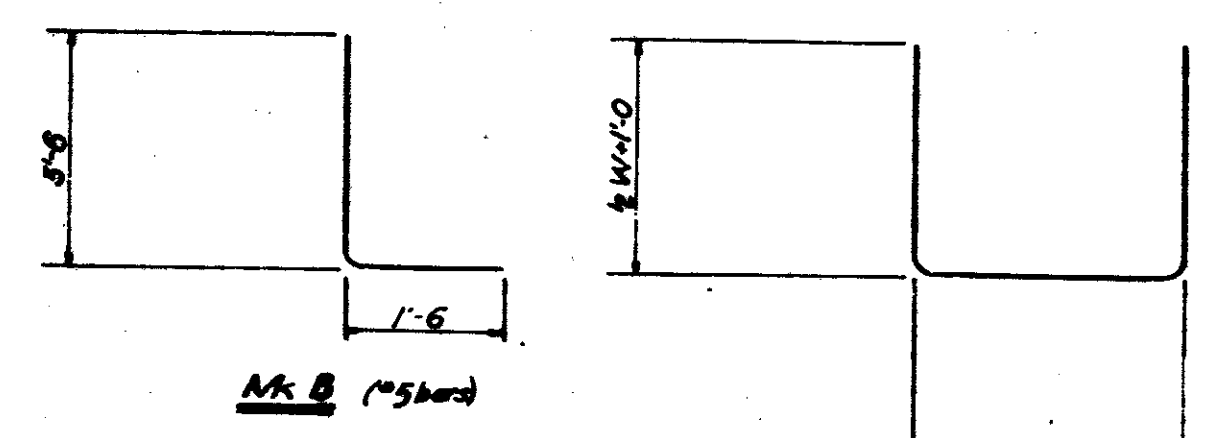


**PLAN**  
Sinkhole cap to be reinforced the same as cap without chimney, except that reinforcing will be omitted within the limits of the chimney.

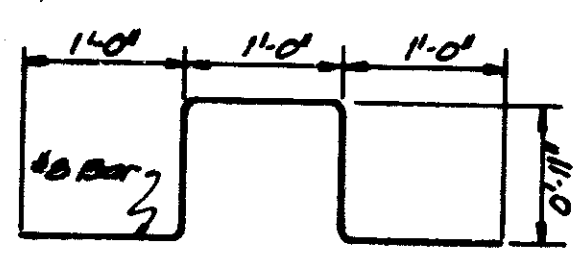


**SECTION**

**SINKHOLE GAP WITH CHIMNEY**



**ANCHOR ROD DETAIL**



**DETAIL OF LIFTING BAR**

**NOTE:**  
Quantities shown are estimates only, based on the limits as shown on the cross-sections. Actual quantities can be determined only after investigation and inspection by the Engineer on construction. Precast Manhole can be used in lieu of poured chimney.

TABLE OF QUANTITIES						
Location	Size	Excavation	Class #2 Conc. for Structures	Reinforcing Steel for Structures	# of Manholes	Cust.
Station	Feet	Cys.	Cys.	Lbs.	Cys.	
626+40, 32' RI Line B	8-8	1200	1.2	250	0	
626+82, 07' RI Line B	8-8	1200	1.2	250	0	
627+00, 16' RI Line B	8-8	1200	1.2	250	0	
627+17, 06' RI Line B	10-10	1200	1.9	396	0	
627+80, 21' RI Line B	10-10	1200	1.9	396	0	
629+00, 30' RI Line B	15-15	1125	4.2	904	21	
629+90, 53' RI Line B	10-10	1200	1.9	396	0	
630+00, 77' RI Line B	15-15	983	4.2	904	21	
631+00, 123' RI Line B	10-10	1200	1.9	396	0	
630+95, 70' LI Line B	10-10	1200	1.9	396	0	
630+55, 37' LI Line B	10-10	1200	1.9	396	0	
648+12, 80' RI Line B	10-10	1200	1.9	396	0	
662+20, 20' LI Line B	8-8	*	1.2	250	0	
677+35, 15' LI Line B	10-10	1200	1.9	396	0	
687+31, 12' LI Line B	8-8	1200	1.2	250	0	
697+85, 57' LI Line B	8-8	1200	1.2	250	0	
699+45, 58' LI Line B	8-8	*	1.2	250	0	
696+60, 48' RI Line B	8-8	*	1.2	250	0	
601+12, 15' RI Line B	8-8	*	1.2	250	0	
602+20, 108' RI Line B	20-20	1200	7.4	1827	37	
612+44, 131' RI Line B	8-8	*	1.2	250	0	
612+70, 212' RI Line B	8-8	*	1.2	250	0	
613+40, 201' RI Line B	10-10	1200	1.9	396	0	
614+65, 13' RI Line B	10-10	1200	1.9	396	0	
651+65, 66' RI Line B	12-12	1200	2.7	574	15	
652+00, 150' RI Line B	12-12	1200	2.7	574	15	
654+70, 60' RI Line B	12-12	1200	2.7	574	15	
654+05, 259' LI Line B	8-8	1200	1.2	250	0	
666+00, 50' RI Line B	15-15	*	4.2	904	21	
670+00, 55' RI Line B	15-15	*	4.2	904	21	
672+50, 50' LI Line B	10-10	1200	1.9	396	0	
695+81, 35' RI Line B	8-8	*	1.2	250	0	
700+17, 08' LI Line B	8-8	*	1.2	250	0	
703+54, 100' LI Line B	8-8	*	1.2	250	0	
703+85, 145' LI Line B	10-10	1200	1.9	396	0	
714+00, 55' RI Line B	10-10	1200	1.9	396	0	
715+80, 45' RI Line B	10-10	1200	1.9	396	0	
723+45, 35' LI Line B	15-15	1210	4.2	904	21	
723+50, 95' LI Line B	15-15	813	4.2	904	21	
622+00, 75' RI Line B	8-8	200	1.2	250	0	
637+30, 120' LI Line B	8-8	200	1.2	250	0	

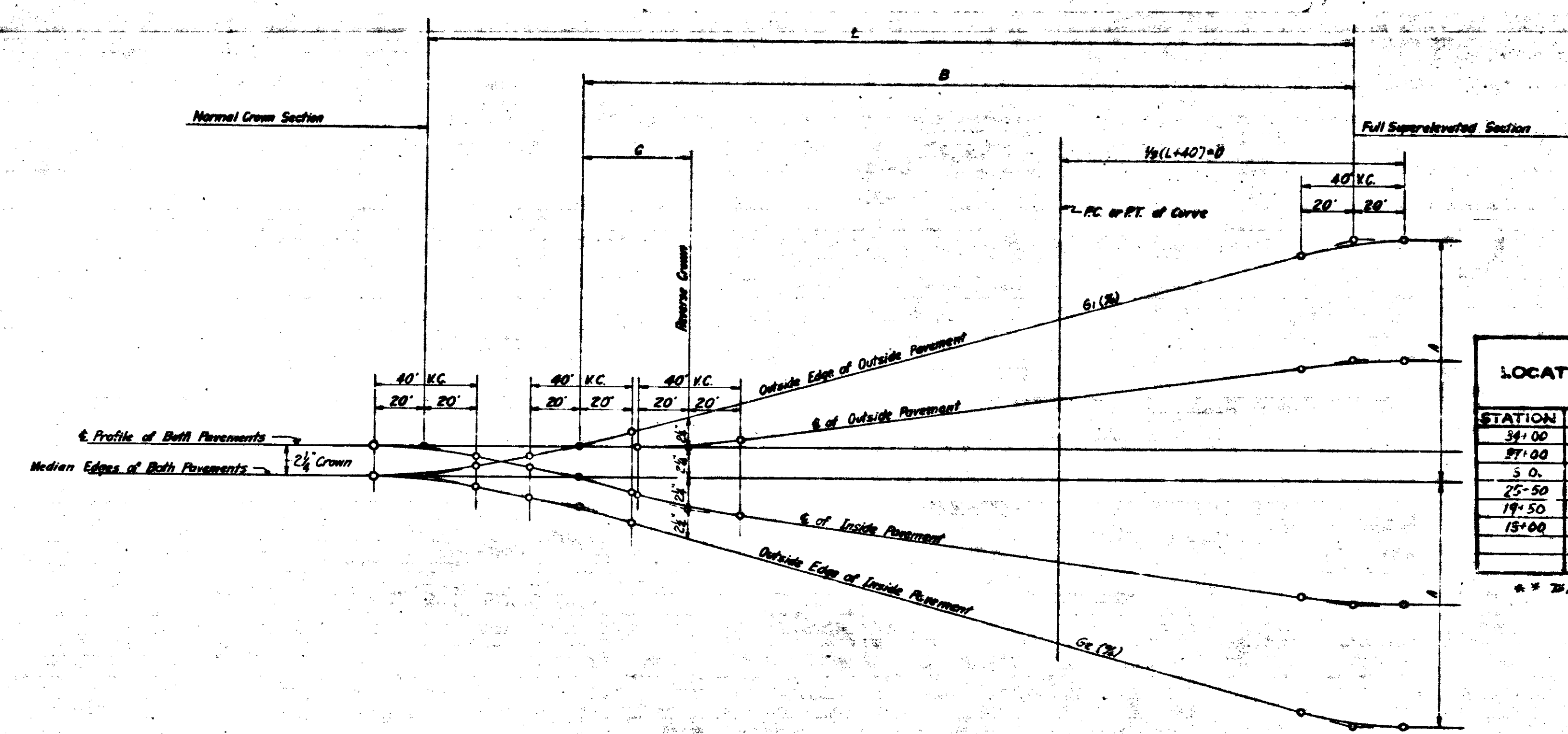
(\* - denotes sinkholes to be capped only. All others to be investigated and capped.)

**DETAILS**  
Scale: None





FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	TOTAL MILES	SHEET NO.	TOTAL SHEETS
4	IND.	104-200-20	10.10	44	524



### APPROACH TABLE

STATION	LINE	DESCRIPTION	EXCAVATION (CU YDS)		WIDTH	RADIUS	GRADE (LESS THAN 10% NOT SHOWN)	LENG. IN FT.	DISTANCE BEYOND R/W LINE IN FT.
			CUT	FILL					
34+00	R.C.R. 4	Class Y Dr. Lt.	50	5	12	15-25	10%	37	2'
37+00	R.C.R. 4	Class Y Dr. Lt.	22	0	12	15-25		37	
5+00	A.R. 4	Class Y Dr. Lt.	0	20	12	15-25		44	
25+50	A.R. 3	Class Y Dr. Lt.	1	5	12	15-25		39	
19+50	A.R. 3	Class Y Dr. Lt.	1	5	12	15-25		41	
15+00	A.R. 3	Class Y L.F. Rt.	2	12	12	15-25		30	

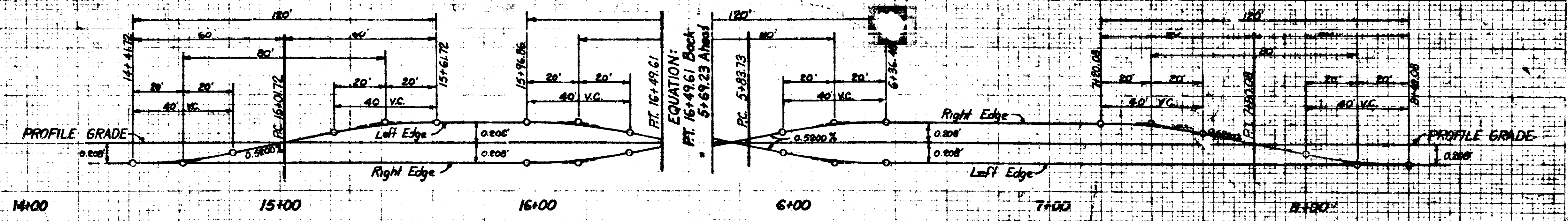
\*\* Temporary P.M. Provided for Drive Excavation

LINE	CURVE NO.	Degree of Curve	Rate of Superelevation	A	B	C	D	L	G1(%)	G2(%)	PC Station	PT Station	Curve No.
B	15	2°-00'	0.026	1.344	240.77	42.41	125.00	335.00		.4433	477+73.70	489+69.61	15 B'
B	16	0°-30'	0.021	0.504	125.40	74.60	80.00	200.00	.2520		502+14.40	512+98.24	16 B'
B	17	2°-15'	0.063	1.512	280.63	39.85	131.33	354.00		.4718	524+02.27	539+57.83	17 B'
B	18	1°-45'	0.049	1.176	240.68	45.80	118.66	316.00	.4105		544+41.15	554+81.69	18 B'
B	19	1°-30'	0.042	1.008	220.55	50.56	112.50	297.50	.3718	.3718	554+41.15	564+81.69	19 B'
B	20	1°-52'	0.049	1.176	249.12	47.40	121.66	325.00	.3966	.3966	579+32.34	589+60.92	20 B'
B	21	0°-40'	0.021	0.504	125.40	74.60	80.00	200.00	.2520		622+05.07	649+64.58	21 B'
B	22	1°-30'	0.042	1.008	220.55	50.56	112.50	297.50	.3718	.3718	682+33.43	696+53.49	22 B'
BL	12	2°-30'	0.069	1.856	299.65	38.38	137.50	372.50	.4899		477+68.62	493+04.62	12 BL'
BL	13	1°-36'	0.042	1.008	227.52	52.16	115.00	303.00	.3604	.3604	502+36.79	514+36.79	13 BL'
BL	14	2°-30'	0.069	1.856	299.65	38.38	137.50	372.50	.4899		525+62.74	541+11.41	14 BL'
BL	15	1°-45'	0.049	1.176	240.68	45.80	118.66	316.00	.4105		554+41.15	564+81.69	15 BL'
BL	16	0°-52'	0.021	0.504	125.40	74.60	80.00	200.00	.2520		600+23.64	634+23.64	16 BL'
BL	17	1°-30'	0.042	1.008	220.55	50.56	112.50	297.50	.3718	.3718	710+28.68	739+76.74	17 BL'

APPROVED AND  
 SUPERELEVATION  
 DETAILS  
 FOR  
 INTERSTATE

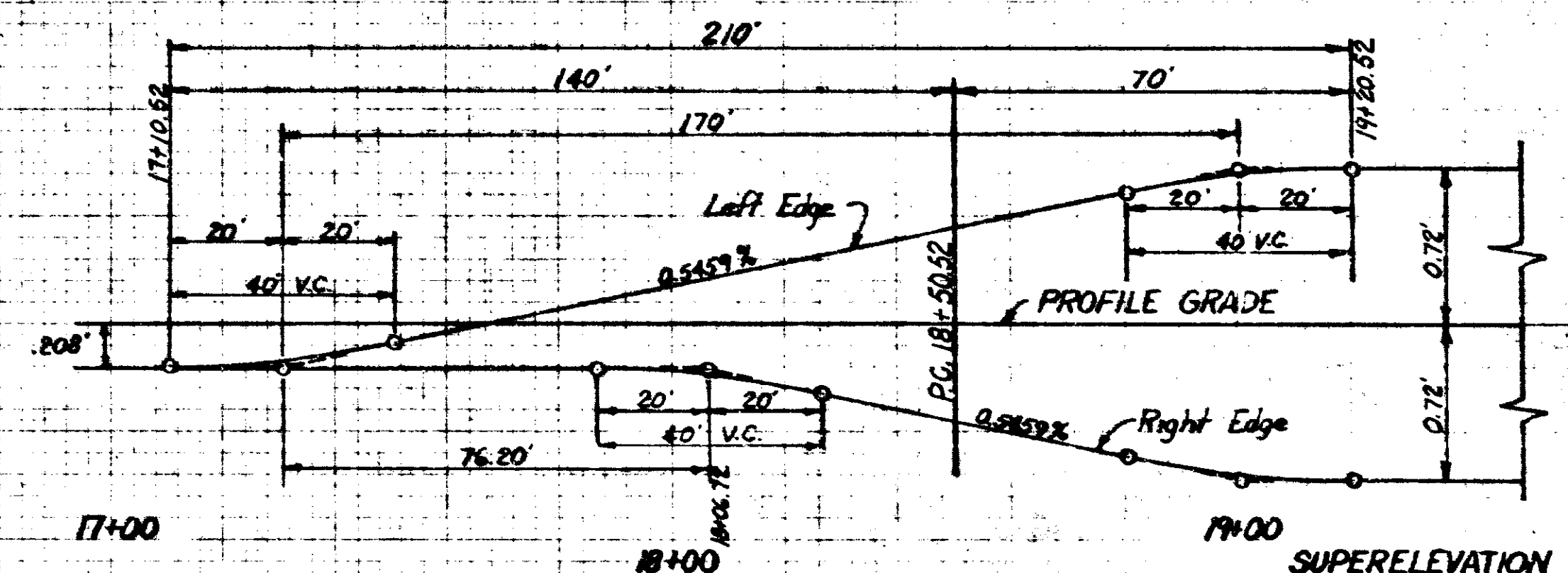




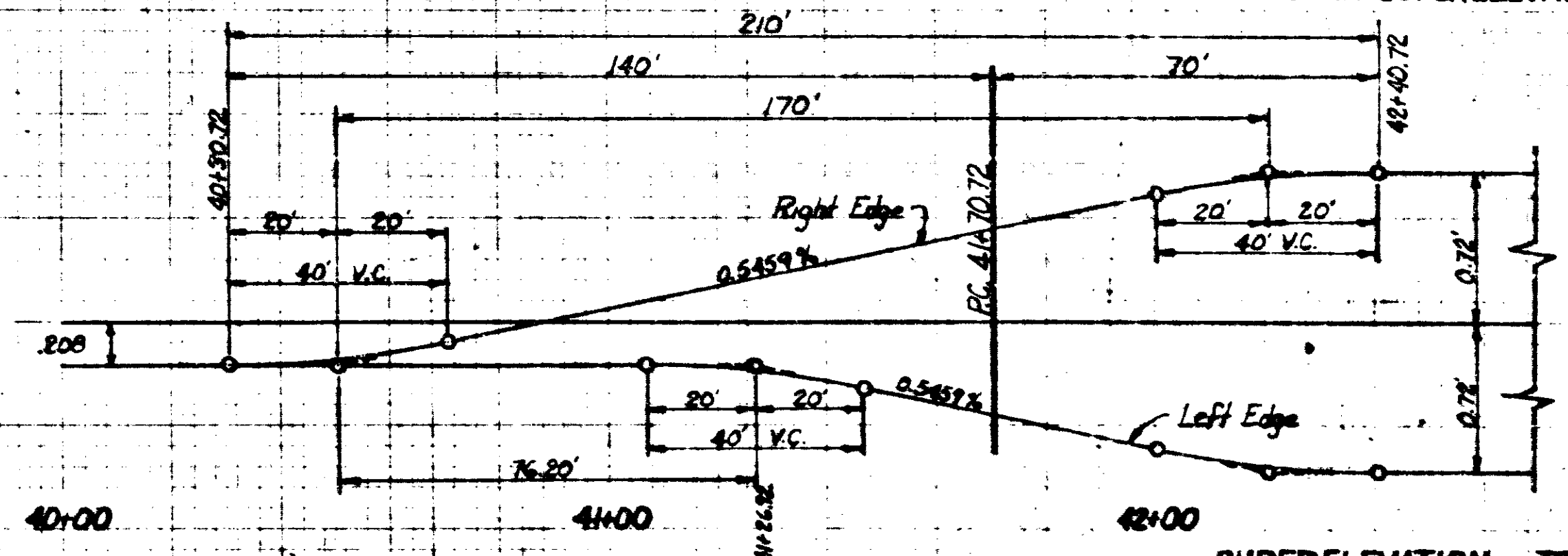
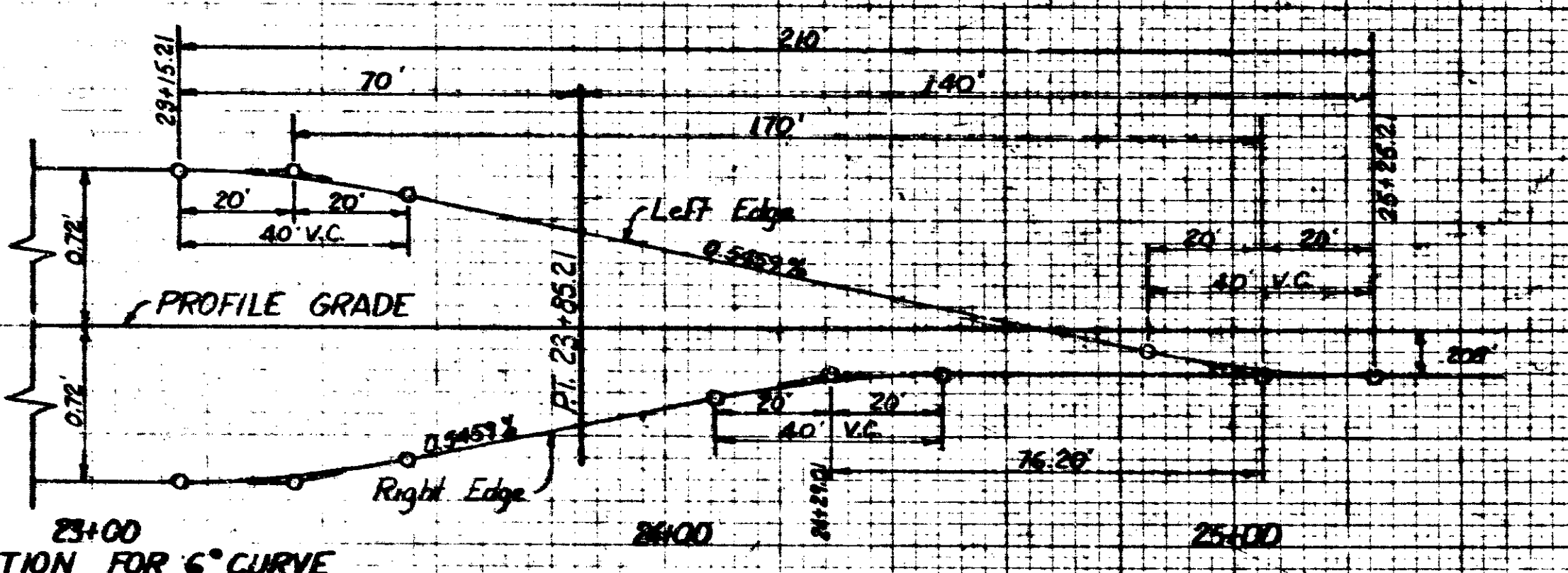


**SUPERELEVATION TRANSITION FOR 38° CURVE**  
 SUPERELEVATION RATE - REVERSE TILT - REMOVE CROWN  
 TOTAL SUPERELEVATION = 0.416'

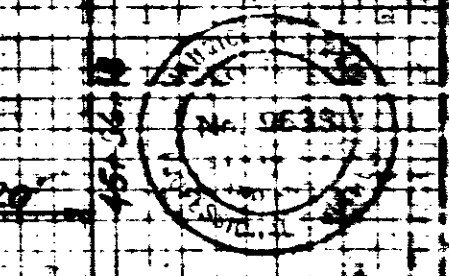
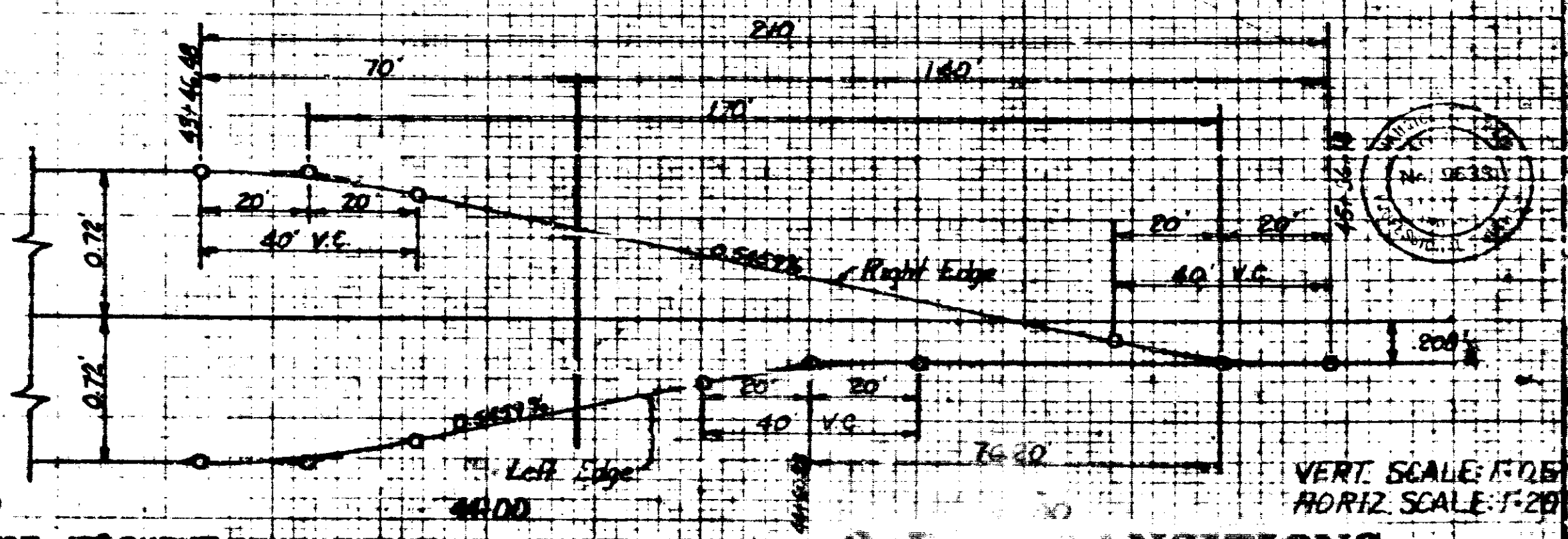
**SUPERELEVATION TRANSITION FOR 45° 50/12 CURVE**  
 SUPERELEVATION RATE - REVERSE TILT - REMOVE CROWN  
 TOTAL SUPERELEVATION = 0.416'



**SUPERELEVATION TRANSITION FOR 6° CURVE**  
 SUPERELEVATION RATE = 0.08'/ft  
 TOTAL SUPERELEVATION = 1.44'



**SUPERELEVATION TRANSITION FOR 15° CURVE**  
 SUPERELEVATION RATE = 0.08'/ft  
 TOTAL SUPERELEVATION = 1.44'



VERT. SCALE: 1/2" = 10'  
 HORIZ. SCALE: 1" = 20'











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

# STRUCTURE DATA

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

FEDERAL ROAD DISTRICT STATE PROJECT NO. FISCAL YEAR SHEET NO. TOTAL SHEETS  
 1-24-100 99 1970 49 304

STATION NUMBER	LOCATION	SIZE	GROUP	DESCRIPTION	LENGTH	SKEW	COVER	FLOW LINE		CONCRETE CLASS	TYPE	GAGES	VELOCITY	RIPRAP	REINFORCING STEEL	REMARKS	SHEET NO.
								UP STREAM ELEV.	DOWN STREAM ELEV.								
11	486+35 "B"	18	B	(Struct.) F.B.C.C.S.	208	4'	23	724.0	772.3	2.50	A	16				15	
12	482+45 "B"	42	B	(Struct.) F.B.C.C.S.	360	16'	45	772.3	743.9		A	12				15	
13	482+75 "B"	36	B	(Struct.)	216	10'	21	798.0	790.0		A	16				15	
14	R.C.R. N° 48	12"	D		36						A	16				15	
15	17+30	18	D		64	9		799.5	792.5		B	15				31	
16	R.C.R. NO. 48	30	D		36	15'	25	805.0	802.0		B	15				31	
17	37+00	12	D		24	1		808.18	808.35		A	16				37	
18	39+72	24	A	C.S. or C.A.A.	54	8		798.0	784.5		B	15				37	
19	498+00 "B"	12	A	N-12 Inlet	52	1.5		807.98	805.5		A	16				37	
20	508+85 "B"	18	A		132	5'		816.56	815.3		A	16				37	
21	523+80 "B"	12	A	N-12 Inlet	56	3		815.13	814.0		A	16				37	
22	523+45 "B"	30	A		180	16		798.0	785.0		A	16				37	
23	6+00	12	D		30	3		793.74	789.69		A	16				37	
24	9+00	12	D		36	2.5		798.5	796.3		B	15				37	
25	14+28	24	A		135	12		814.0	805.0		A	16				37	
26	17+00	12	A		60	5		822.8	820.0		A	16				37	
27	19+00	12	A		64	3		825.41	824.39		A	16				37	
28	228+25 "B"	24	A		152	30'	15	798.90	783.0		A	16				37	
29	340+40 "B"	18	A		152	24'	14	805.0	789.0		A	16				37	
30	342+20 "B"	18	B		230	9'	23	804.0	770.0		A	16				37	
31	349+70 "B"	36	A		104	6		800.0	805.0		A	16				37	
32	352+08 "B"	36	A		178	18		798.0	798.0		A	16				37	
33	357+25 "B"	18	B		228	25		778.2	775.0		A	16				37	
34	365+60 "B"	18	F.B.C.C.S.		74	5		778.8	757.98		A	16				37	
35	385+80 "B"	36	A	T-14 Inlet	100	7		797.98	780.5		A	16				37	
36	363+75 "B"	36	C		240	16'	32	750.0	78.0		A	12				37	
37	373+68 "B"	18	A		200	27'	17	728.0	704.0		A	16				37	
38	378+00 "B"	18	P-12A Inlet & F.B.C.C.S.		170	6		713.38	683.0		A	16				37	
39	388+70 "B"	42	F.B.C.C.S. (STRUTTED)		336	28		695.0	658.0	2.83	A	14				37	
40	388.00 "B"	18	P-12A Inlet & F.B.C.C.S.		130	4		687.98	671.0		A	16				37	
41	400+00 "B"	18	N-12 Inlet & F.B.C.C.S.		110	4		621.13	585.0		A	16				37	
42	414+20 "B"	36	B		304	6'	24	808.95	670.9		A	16				37	
43	419+40 "B"	18	A	P-12A Inlet	25	4		692.93			A	16				37	
44	419+80 "B"	36	A	T-14 Inlet	208	18'		681.38	673.0		A	16				37	
45	424+80 "B"	24	F.B.C.C.S.		60	18'	2	607.0	581.38		A	16				37	
46	429+50 "B"	18	P-12A Inlet & F.B.C.C.S.		140	4		682.38	538.0		A	16				37	
47	434+90 "B"	18	P-12A Inlet & F.B.C.C.S.		174	4		536.38	493.33		A	16				37	
48	444+00 "B"	18	P-12A Inlet & F.B.C.C.S.		228	4		582.58	481.23		A	16				37	
49	454+00 "B"	18	N-12 Inlet & F.B.C.C.S.		180	4		489.88	453.63		A	16				37	
50	459+00 "B"	42	F.B.C.C.S.		100	7		444.30		1.42	A	12				37	

STATION NUMBER	LOCATION	SIZE	GROUP	DESCRIPTION	LENGTH	SKEW	COVER	FLOW LINE		CONCRETE CLASS	TYPE	GAGES	VELOCITY	RIPRAP	REINFORCING STEEL	REMARKS	SHEET NO.
								UP STREAM ELEV.	DOWN STREAM ELEV.								
51	482+75 "B"	18	D		24						A	16				15	
52	483+55 "B"	18	B	N-12 Inlet & F.B.C.C.S.	124	3		805.78			A	16				15	
53	483+95 "B"	18	A	S-14 Inlet	70	2		807.25	806.78		A	16				15	
54	483+35 "B"	18	A	S-14 Inlet	70	2		807.25	806.78		A	16				15	
55	478+00 "B"	36	A		204	10		831.0	822.8		A	16				15	
56	478+15 "B"	18	A	P-12A Inlet	21	8		552.91			A	16				15	
57	480+00 "B"	24	F.B.C.C.S.		240	5		540.27	491.7		A	16				15	
58	481+35 "B"	42	F.B.C.C.S. (STRUTTED)		528	30'	18	587.0	481.7	2.93	A	12				15	
59	702+64 "B"	42	F.B.C.C.S. (STRUTTED)		552	7'	45	554.0	497.0	2.90	A	12				15	
60	710+00 "B"	18	P-12A Inlet & F.B.C.C.S.		280	8'	10	856.01	492.8		A	16				15	
61	718+84 "B"	18	A		204	23'	18	596.0	528.0		A	16				15	
62	727+30 "B"	18	A		120	8		548.33	534.5		A	16				15	
63	728+90 "B"	18	A	N-12 Inlet	21	3		540.41			A	16				15	
64	728+95 "B"	30	S.P.S. (STRUTTED)		430	30'	20	830.0	810.0	6.42	A	10-16	14.0			15	
65	729+30 "B"	18	A	N-12 Inlet	25	3		540.07			A	16				15	
66	729+30 "B"	18	A		104	6		568.3	555.9		A	16				15	
67	13+00	24	D		24			568.76	561.01		A	16				34	
68	15+65	18	S.P.S.		104	4'	6	548.0	543.0	6.08	A	12-16	12.4			34	
69	19+50	24	D		24	1.5		566.45	565.8		A	16				34	
70	25+50	12	D		24	2		564.58	562.4		A	16				34	

LEGEND FOR ABBREVIATIONS  
 F.B.C.C.S./P.L. - FULLY STITCHED COATED CORRUGATED STEEL WITH PAINTED SURF.  
 F.B.C.C.A.A./P.L. - FULLY STITCHED COATED CORRUGATED ALUMINUM ALLOY WITH PAINTED SURF.  
 F.S.C.C.S. - FULLY STITCHED COATED CORRUGATED STEEL.  
 C.S. - CORRUGATED STEEL.  
 C.A.A. - CORRUGATED ALUMINUM ALLOY.  
 S.P.S. - STRUCTURAL PLATE STEEL.  
 F.B.C.C.S.A./P.L. - FULLY STITCHED COATED CORRUGATED STEEL ARCH WITH PAINTED SURF.  
 F.B.C.C.A.A./P.L. - FULLY STITCHED COATED CORRUGATED ALUMINUM ALLOY ARCH WITH PAINTED SURF.  
 F.S.C.C.S.A. - FULLY STITCHED COATED CORRUGATED STEEL ARCH.  
 F.B.C.C.A.A. - FULLY STITCHED COATED CORRUGATED ALUMINUM ALLOY ARCH.  
 C.S.A. - CORRUGATED STEEL ARCH.  
 C.A.A.A. - CORRUGATED ALUMINUM ALLOY ARCH.  
 S.P.S.A. - STRUCTURAL PLATE STEEL ARCH.

NOTE - PIPE LENGTHS GIVEN INCLUDE QUANTITIES FOR ALL BENDS, TEES + STUB TEE CONNECTIONS







# ESTIMATE OF QUANTITIES (CON'T.)

## STRUCTURE SUMMARY

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	1-64-340E	90	324

KIND	SIZE	CIRCULAR PIPE: LINEAL FEET																			
		4"	6"	8"	10"	12"	15"	18"	24"	30"	36"	42"	48"	48"	48"	14"	18"	18"	18"	18"	18"
GAGE	STEEL																				
GAGE STRUCT.	TOP & SIDES																				
PLATE STEEL	BOTTOM																				
GROUP "A"						332	494	650	298		180	792									
GROUP "B"																					
GROUP "C"																					
GROUP "D"						196	64	88	24	24	36		2400								
GROUP																					
GROUP																					
GROUP "L"						800	600	400													
REINFORCED CONCRETE																					
EXTRA STRENGTH REINF. CONC.																					
HEAVY DUTY REINF. CONC.																					
VITRIFIED CLAY CULVERT																					
CORR. STEEL																					
FULLY BITUM. COATED CORR. STEEL																					
FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT																					
STRUCTURAL PLATE STEEL																					
FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT																					
FRAIN TILE																					
FULLY BITUMINOUS COATED PERFORATED CORR. STEEL																					
DRAIN TILE, CLASS STANDARD						800	600	400													
DRAIN TILE, CLASS EXTRA						100	100	100													
DRAIN TILE, CLASS HEAVY DUTY						100	100	100													
*STRUTTED																					

### STRUCTURE SUMMARY (CON'T.)

KIND	MIN AREA SQ. FT. *	PIPE ARCHES: LINEAL FEET																			
		STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL	STEEL
GAGE	STEEL																				
GAGE STRUCT.	TOP & SIDES																				
PLATE STEEL	BOTTOM																				
GROUP G-																					
GROUP H-																					
GROUP I-																					
GROUP J-																					
GROUP K-																					
GROUP L-																					
GROUP M-																					
GROUP N-																					
CONCR. STEEL PIPE ARCH																					
STRUCT. PLATE STEEL PIPE ARCH																					
FULLY BITUM. COATED CORR. STEEL PIPE ARCH																					
FULLY BITUM. COATED CORR. STEEL PIPE ARCH WITH PAVED INVERT.																					
REINF. ELLIPTICAL CONCRETE.																					

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

PIPE GROUP "M" FOR SUBSURFACE DRAINAGE 6"	LINEAL FEET
PIPE FULLY BIT. COATED NON PERFORATED CORR. STEEL (GAGE I) FOR UNDERDRAINS 6"	LINEAL FEET
AGGREGATE FOR UNDERDRAINS	CYS

AUTO DRAINAGE GATES		
SIZE	HEAD	EACH

CASTINGS ADJUSTED TO GRADE	REINF. CONCRETE SPRING BOXES
EACH	EACH

ITEM	UNIT	QUANTITY
CONCRETE CLASS "F" FOR STRUCTURES #	CYS	118.56
REINFORCING STEEL FOR STRUCTURES #	LB	19,103
CONCRETE CLASS "F" FOR STRUCTURES #	CYS	
CONCRETE CLASS "F" FOR INTEGRAL CURB WALK	CYS	
# INCLUDES FOR SIMHOLE CAPS (90 CYS)		
# INCLUDES FOR SIMHOLE CAPS (19103 LB)		

CASTINGS FURNISHED AND ADJUSTED TO GRADE	
TYPE	EACH

INLETS				CATCH BASINS	
TYPE	EACH	TYPE	EACH	TYPE	EACH
N-12	5				
N-12A	2				
R-13	2				
S-14	2				
T-14	2				

INLETS USING CASTINGS IN PLACE		CATCH BASINS USING CASTINGS IN PLACE	
TYPE	EACH	TYPE	EACH

MANHOLES		PIPE CATCH BASINS		RECONSTRUCTED	
TYPE	EACH	SIZE	EACH	EMPTY	

PIPE END SECTION			
SIZE	EACH	SIZE	EACH
12"	18	18"	11
15"	12	24"	15
18"	22	36"	18
24"	15	36"	18
30"	4	36"	18
36"	14	48"	17

END STR  
I-64-3(4)98