





# TYPICAL CROSS SECTION STATIONING

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	164-3(33)86	1970	2A	716

## WESTBOUND LANE

STATION TO STATION	LINE	PAVEMENT SECTION N°	MEDIAN SECTION N°
2463+22 to 2464+00	"AL"	5	14
2464+00 to 2465+00	"AL"	5 Lt. 2 Rt.	14
2465+00 to 2465+50	"AL"	2	14
2465+50 to 2467+00.00	"AL"	2 Lt. 16 Rt.	22
EQ: 2467+00.00 Line "AL" Back = 468+33.45 Line "AL" Ahead			
468+33.45 to 473+82.82	"AL"	16	22
473+82.82 to 474+15	"AL"	21	*
474+15 to 474+50	"AL"	9	*
474+50 to 475+25	"AL"	13	*
475+25 to 478+25	"AL"	9 Lt. 13 Rt.	*
478+25 to 484+25	"AL"	13	*
484+25 to 487+25	"AL"	21	*
487+25 to 488+95.82	"AL"	21 Lt. 13 Rt.	*
488+95.82 to 492+25	"AL"	16	*
492+25 to 495+40	"AL"	5	*
495+40 to 500+50	"AL"	16	*
500+50 to 509+25	"AL"	2 Lt. 5 Rt.	*
509+25 to 510+05	"AL"	2	*
510+05 to 510+20	"AL"	2 Lt. 5 Rt.	*
510+20 to 512+77.74	"AL"	5	*
512+77.74 to 527+75	"AL"	18	*
527+75 to 552+66.63	"AL"	18	22
EQ: 552+66.63 Line "AL" Back = 552+28.23 Line "A" Ahead			
552+28.23 to 554+50	"A"	16	15
554+50 to 542+35.86	"A"	5	1
542+35.86 to 544+01.42	"A"	19	1
544+01.42 to 570+30	"A"	5	1
570+30 to 577+10	"A"	18	15
577+10 to 587+10	"A"	5	1
587+10 to 587+80	"A"	16	1
587+80 to 588+84.86	"A"	16	15
EQ: 588+84.86 Line "A" Back = 588+84.86 Line "AL" Ahead			
588+84.86 to 590+70.63	"AL"	16	22
590+70.63 to 595+75	"AL"	21	22
595+75 to 603+82.24	"AL"	21	*
603+82.24 to 515+81.77	"AL"	16	*
615+82.77 to 619+50	"AL"	18	*
619+50 to 625+35	"AL"	6	14
625+35 to 625+50.78	"AL"	6 Lt. 10 Rt.	14
EQ: 625+50.78 Line "AL" Back = 625+58.27 Line "A" Ahead			
625+58.27 to 628+30	"A"	5	1
628+30 to 628+27.99	"A"	2	1
EQ: 628+27.99 Line "A" Back = 7+27.39 Line "B" Ahead			
7+27.39 to 10+25	"B"	2	1
10+25 to 22+25	"B"	5	1
22+25 to 28+00	"B"	2 Lt. 5 Rt.	1
28+00 to 29+50	"B"	5	1
29+50 to 33+21.15	"B"	2	1
EQ: 33+21.15 Line "B" Back = 33+21.15 Line "BL" Ahead			
33+21.15 to 33+35	"BL"	2	14
33+35 to 34+75	"BL"	16	14
34+75 to 38+00	"BL"	16	22
38+00 to 50+25.25	"BL"	16	*
50+25.25 to 57+25	"BL"	21	*
57+25 to 67+60	"BL"	13	*
67+60 to 74+50	"BL"	21	*
74+50 to 79+25	"BL"	13	*
79+25 to 84+90	"BL"	21	*
84+90 to 95+90	"BL"	13	*
95+90 to 96+87.75	"BL"	21	*
96+87.75 to 99+20	"BL"	16	*
99+20 to 100+85	"BL"	16 Lt. 5 Rt.	*
100+85 to 105+80	"BL"	16	*
105+80 to 107+18.39	"BL"	5	*
107+18.39 to 109+75	"BL"	10	*
109+75 to 111+10	"BL"	16 Lt. 10 Rt.	*
111+10 to 122+61.72	"BL"	18	*
122+61.72 to 128+70	"BL"	16	*
128+70 to 130+12	"BL"	Structure - Limits	*

STATION TO STATION	LINE	PAVEMENT SECTION N°	MEDIAN SECTION N°
130+12 to 131+05.7	"BL"	5	*
131+05.7 to 140+60	"BL"	13	*
140+60 to 141+97.25	"BL"	13	14
141+97.25 to 144+50	"BL"	5	14
144+50 to 148+25	"BL"	5	*
148+25 to 151+11.54	"BL"	16	*
151+11.54 to 153+35	"BL"	18	*
153+35 to 162+14.04	"BL"	10	*
162+14.04 to 166+60	"BL"	5	*
166+60 to 167+82	"BL"	Structure - Limits	*
167+82 to 169+75	"BL"	5	*
169+75 to 171+43.79	"BL"	16 Lt. 5 Rt.	*
171+43.79 to 172+20	"BL"	13	*
172+20 to 173+75	"BL"	21 Lt. 13 Rt.	*
173+75 to 175+90	"BL"	13	*
175+90 to 181+28.23	"BL"	21 Lt. 13 Rt.	*
181+28.23 to 184+50	"BL"	16 Lt. 5 Rt.	*
184+50 to 191+68.88	"BL"	5	*
191+68.88 to 199+75	"BL"	10	*
199+75 to 201+50	"BL"	16 Lt. 10 Rt.	*

## EASTBOUND LANE

STATION TO STATION	LINE	PAVEMENT SECTION N°	MEDIAN SECTION N°
2463+00 to 2465+25	"A"	17	14
2465+25 to 2468+60.00	"A"	17	22
EQ: 2468+60.00 Line "A" Back = 467+89.44 Line "A" Ahead			
467+89.44 to 471+37.00	"A"	17	22
471+37.00 to 473+80	"A"	19	22
473+80 to 474+85	"A"	19	*
474+85 to 486+48.00	"A"	11	*
486+48.00 to 495+50	"A"	4	*
495+50 to 495+80	"A"	17	*
495+80 to 501+40	"A"	17	*
501+40 to 503+20	"A"	17 Lt. 3 Rt.	*
503+20 to 505+20	"A"	17 Lt. 4 Rt.	*
505+20 to 509+51.62	"A"	4	*
509+51.62 to 513+55	"A"	12	*
513+55 to 517+55	"A"	20 Lt. 8 Rt.	*
517+55 to 518+20	"A"	20 Lt. 12 Rt.	*
518+20 to 519+00	"A"	20 Lt. 8 Rt.	*
519+00 to 524+15	"A"	20	*
524+15 to 527+80	"A"	20	*
527+80 to 529+37.73	"A"	20 Lt. 12 Rt.	22
529+37.73 to 530+40	"A"	4	22
530+40 to 531+50	"A"	4	14
531+50 to 532+28.23	"A"	4	22
532+28.23 to 538+20	"A"	4	15
538+20 to 542+35.86	"A"	4	1
542+35.86 to 549+00	"A"	11	1
549+00 to 550+25	"A"	19	1
550+25 to 551+75	"A"	19	15
551+75 to 553+00	"A"	19	1
553+00 to 554+81.42	"A"	11	1
554+81.42 to 570+50	"A"	4	1
570+50 to 577+15	"A"	17	15
577+15 to 587+80	"A"	4	1
587+80 to 588+40	"A"	4	15
588+40 to 588+84.86	"A"	17	16
588+84.86 to 595+50	"A"	19	22
595+50 to 601+44.05	"A"	19	*
601+44.05 to 602+25	"A"	17	*
602+25 to 604+75	"A"	17 Lt. 4 Rt.	*
604+75 to 608+50	"A"	17	*
608+50 to 610+50	"A"	17 Lt. 4 Rt.	*
610+50 to 611+17.38	"A"	17	*
611+17.38 to 619+75	"A"	20	*
619+75 to 620+75	"A"	20	22
620+75 to 622+98.73	"A"	8	14
622+98.73 to 625+25	"A"	3	14
625+25 to 625+58.27	"A"	4	14
625+58.27 to 628+30	"A"	4	1
628+30 to 628+27.99	"A"	3	1
EQ: 628+27.99 Line "A" Back = 7+27.39 Line "B" Ahead			
7+27.39 to 10+25	"B"	3	1
10+25 to 29+70	"B"	4	1
29+70 to 33+21.15	"B"	5	1
33+21.15 to 35+00	"B"	7	14
35+00 to 45+01.98	"B"	7	*
45+01.98 to 50+34.45	"B"	17	*
50+34.45 to 67+18.67	"B"	20	*
67+18.67 to 74+70	"B"	17	*
74+70 to 77+06.80	"B"	4	*
77+06.80 to 78+20	"B"	11	*
78+20 to 80+50	"B"	11 Lt. 19 Rt.	*
80+50 to 89+35	"B"	19	*
89+35 to 92+51.47	"B"	11	*
92+51.47 to 102+99.44	"B"	4	*
102+99.44 to 103+35	"B"	12	*
103+35 to 104+65	"B"	Structure - Limits	*
104+65 to 105+40	"B"	12	*
105+40 to 112+30	"B"	20	*
112+30 to 123+10.77	"B"	12	*
123+10.77 to 132+19.72	"B"	4	*
132+19.72 to 143+21.05	"B"	11	*
143+21.05 to 145+75	"B"	4	*

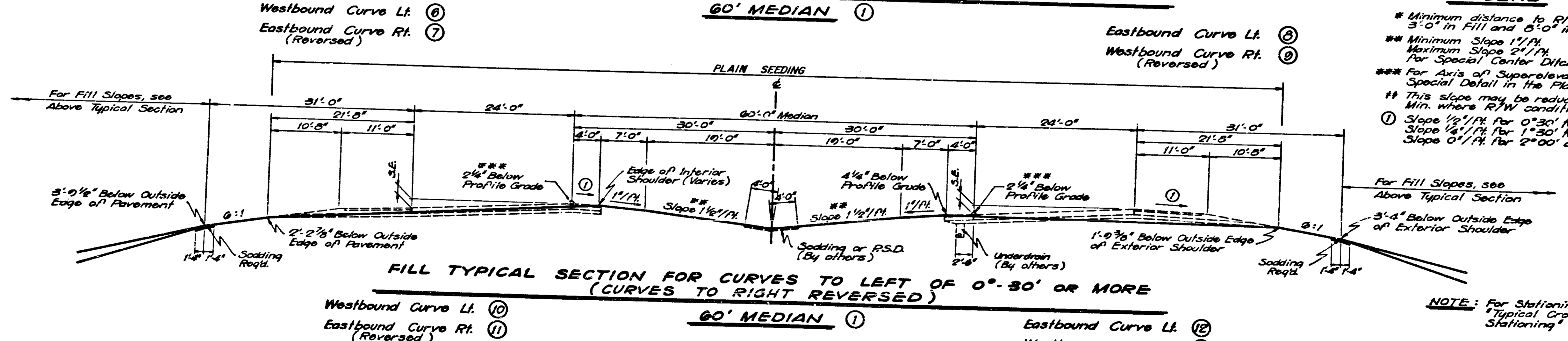
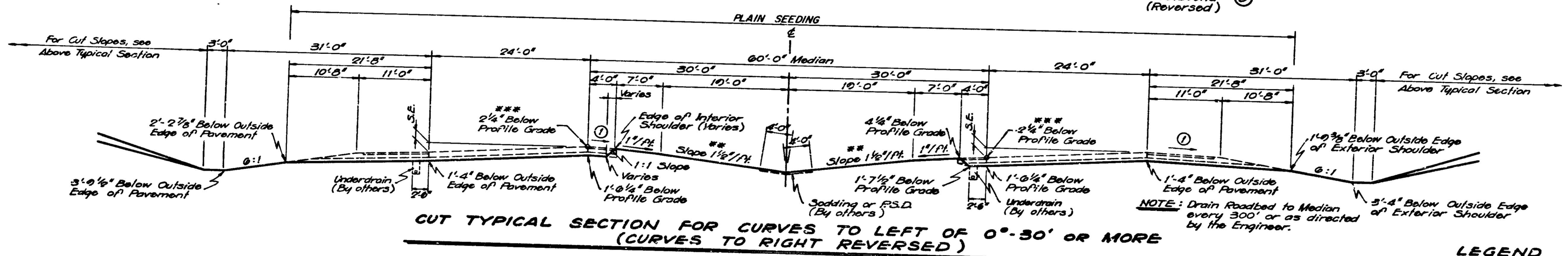
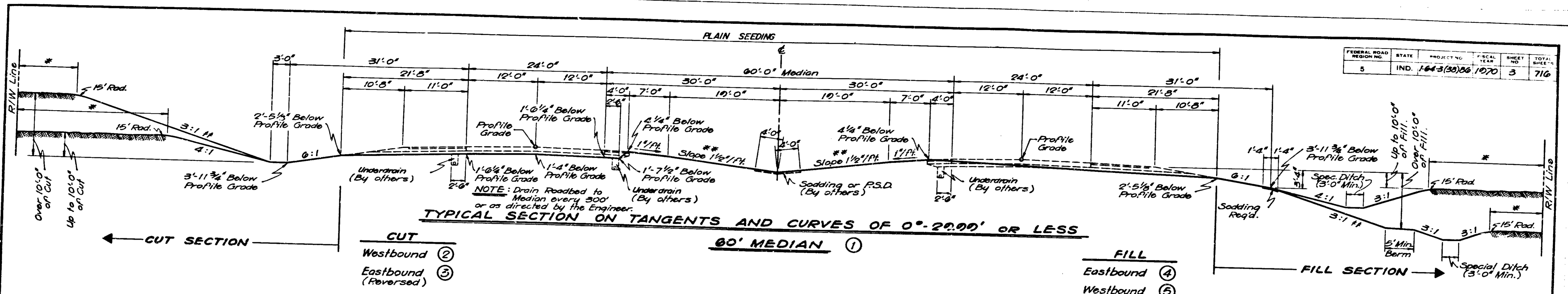
STATION TO STATION	LINE	PAVEMENT SECTION N°	MEDIAN SECTION N°
145+75 to 150+70	"B"	17	*
150+70 to 151+50	"B"	3	*
151+50 to 152+27.99	"B"	4	*
152+27.99 to 153+50	"B"	12	*
153+50 to 159+00	"B"	20	*
159+00 to 159+65	"B"	12	*
159+65 to 192+91.35	"B"	8	*
192+91.35 to 194+10	"B"	3	*
194+10 to 198+00	"B"	4	*
198+00 to 172+28.77	"B"	17	*
172+28.77 to 183+00	"B"	19	*
183+00 to 183+22.10	"B"	7	*
183+22.10 to 192+50	"B"	3	*
192+50 to 193+06.07	"B"	17	*
193+06.07 to 195+30	"B"	20	*
195+30 to 197+00	"B"	12	*
197+00 to 198+50	"B"	20	*

\* - See Cross Sections for median grading.

## DETAILS



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1643(30)06	1970	3	716



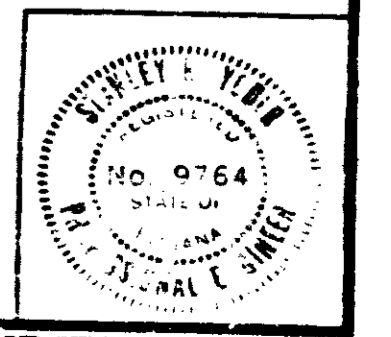
- LEGEND**
- \* Minimum distance to R/W Line to be 3'-0" in Fill and 5'-0" in Cut.
  - \*\* Minimum Slope 1'/ft. Maximum Slope 2'/ft. For Special Center Ditch.
  - \*\*\* For Axis of Superelevation, see Special Detail in the Plans.
  - †† This slope may be reduced to a 2:1 Min. where R/W conditions warrant.
  - ① Slope 1/2' / ft. for 0°-30' to 1°-00.00'  
Slope 1/4' / ft. for 1°-30' to 1°-59.99'  
Slope 0' / ft. for 2°-00' and Over.

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

# GRADING TYPICAL CROSS SECTIONS

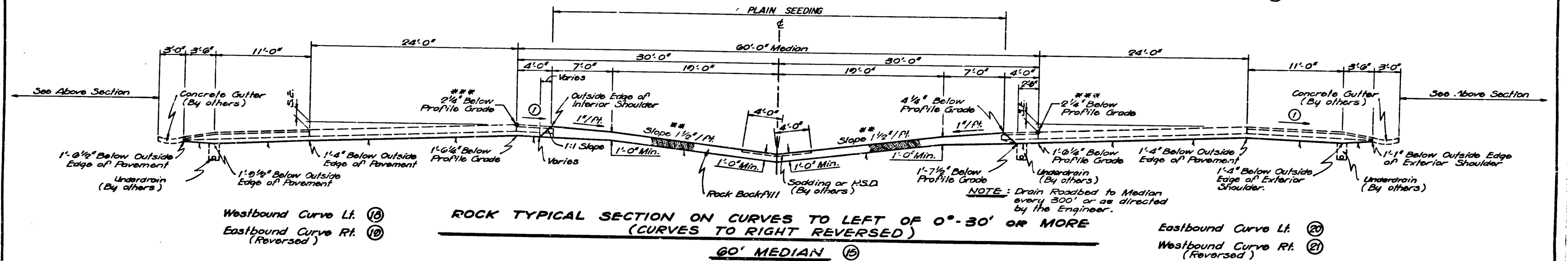
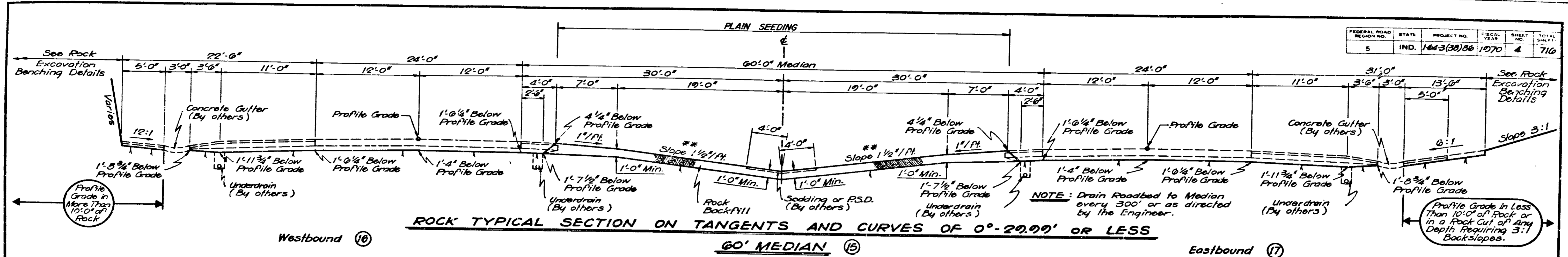
SCALE: 1/8" = 1'-0"

SUBMITTED FOR APPROVAL 4/11/70



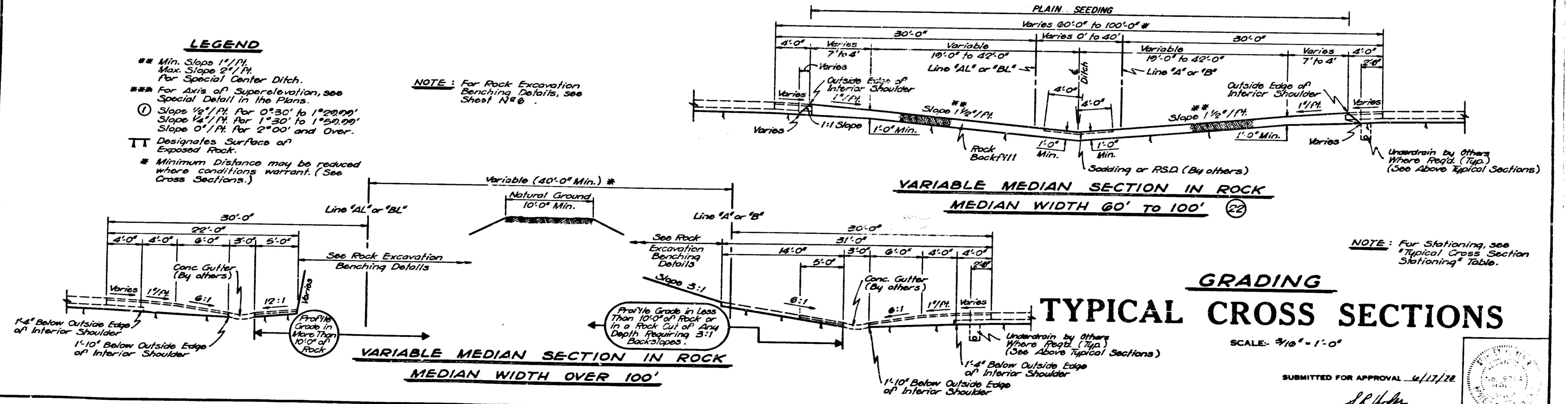
PROJECT NO.	SHEET NO.	TOTAL SHEETS	FILE
1643(30)06	3	716	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	164-3(30)86	1970	4	716



- 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°-29.99' Slope 1% for 1°-30' to 1°-59.99' Slope 0% for 2°-00' and Over.
  - TT Designates Surface of Exposed Rock.
  - \* Minimum Distance may be reduced where conditions warrant. (See Cross Sections.)

**NOTE:** For Rock Excavation Benching Details, see Sheet N#6.



# GRADING TYPICAL CROSS SECTIONS

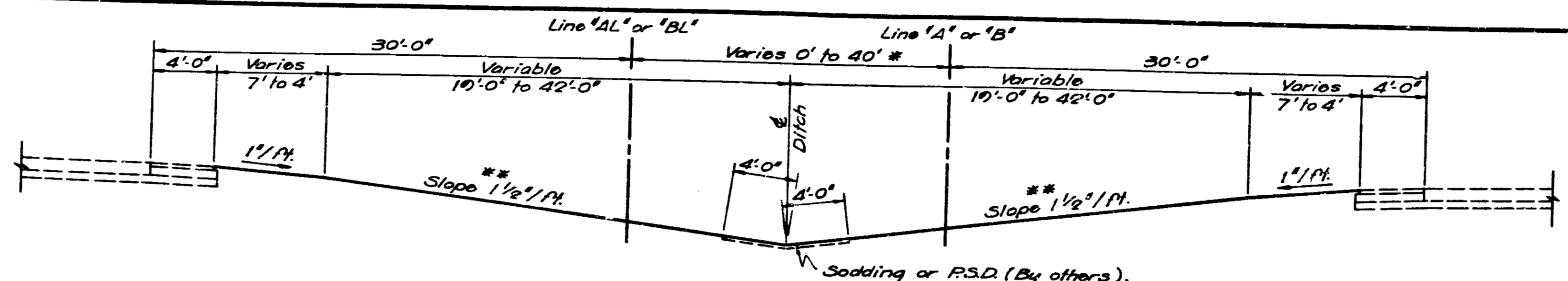
SCALE: 3/16" = 1'-0"

SUBMITTED FOR APPROVAL 4/17/72

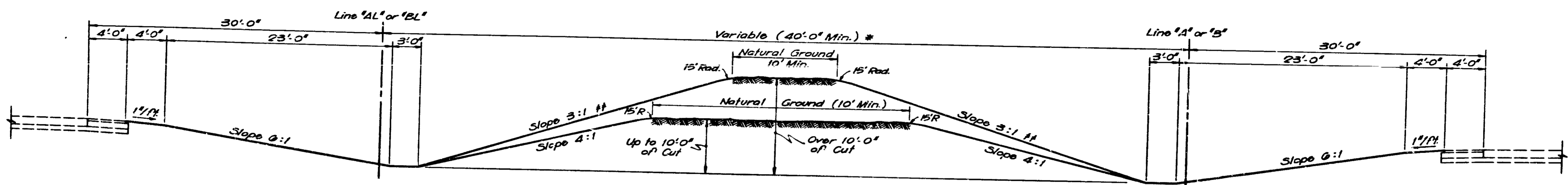


PROJECT NO.	LINE	SHEET	TOTAL	FILE
164-3(30)86		4	716	

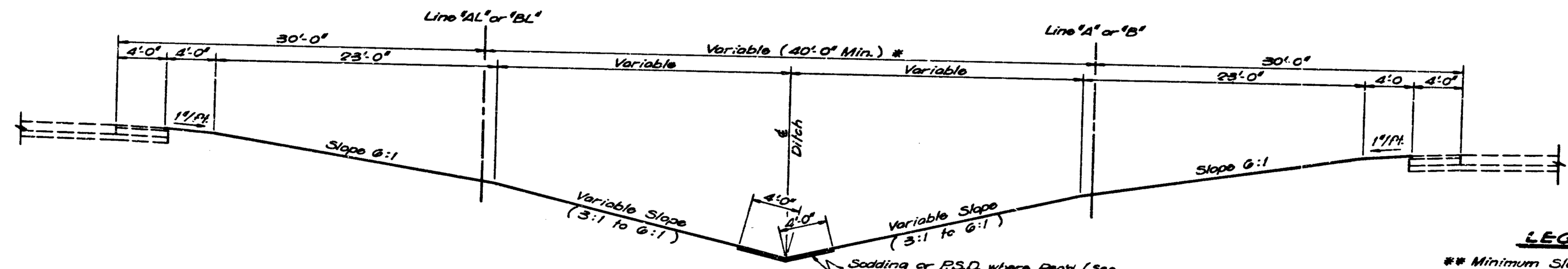
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	104-3(38)36	1970	5	716



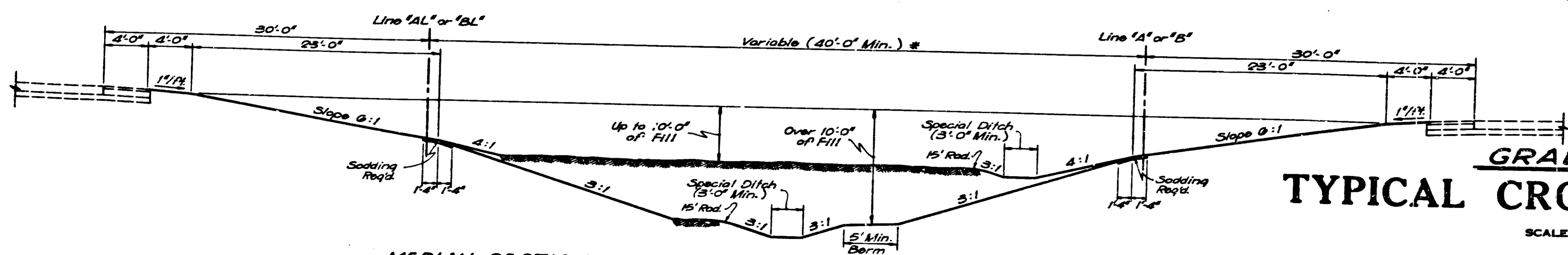
**MEDIAN SECTION IN CUT OR FILL**  
**MEDIAN WIDTH 60' TO 100' (14)**



**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 ft. Maximum Slope 2 ft. 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.)

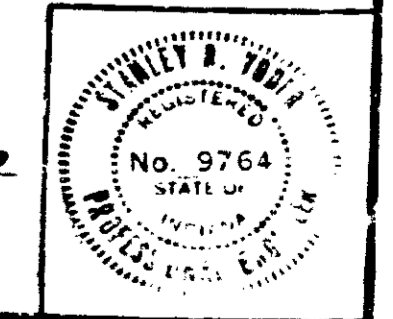
**NOTE:** For Stationing, see "Typical Cross Section Stationing" Table.

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

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

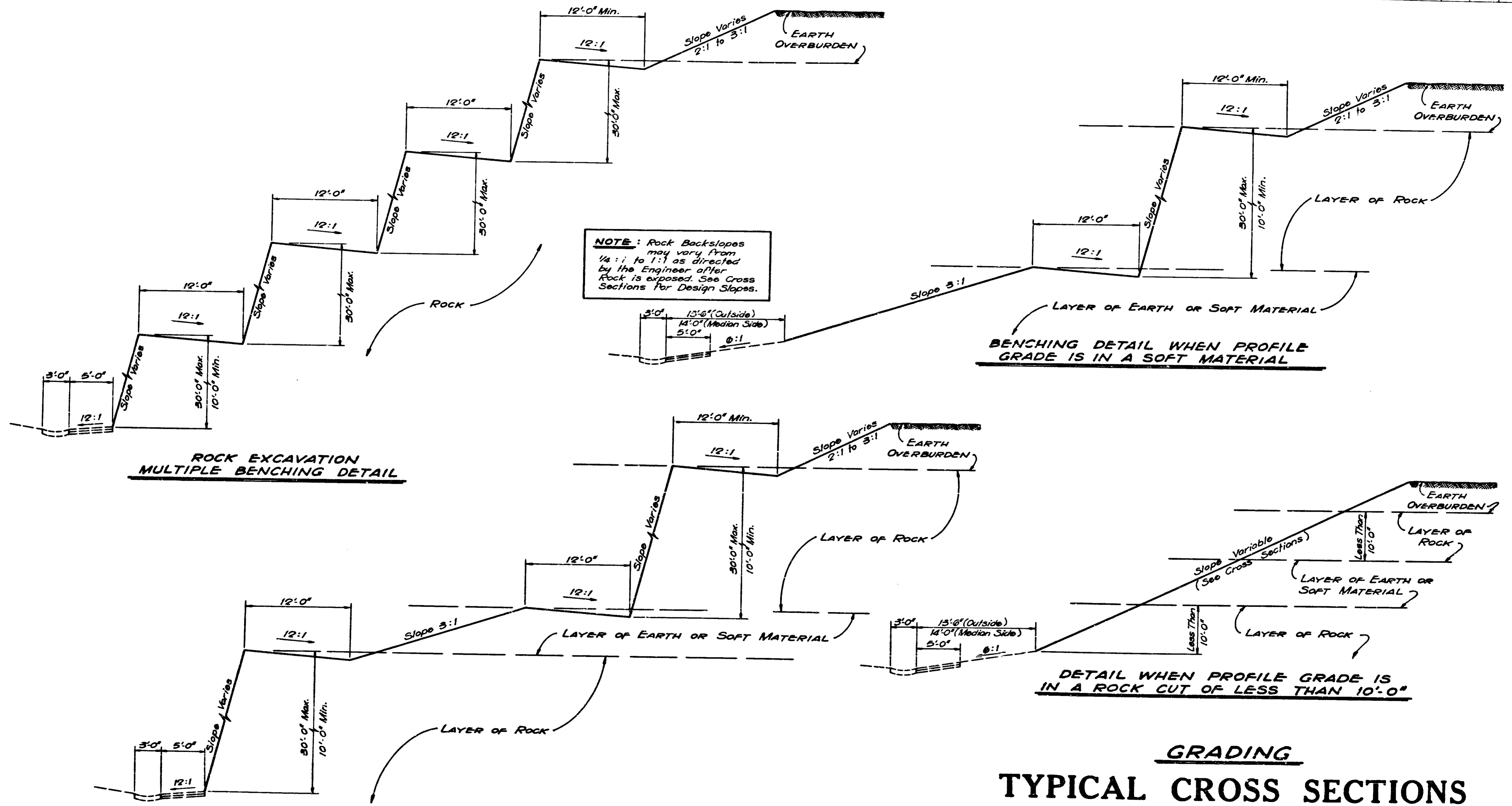
SUBMITTED FOR APPROVAL 4/17/70

*S.R. Hyde*



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
104-3(38)36		5	716	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	144-3(35)56	1970	6	716

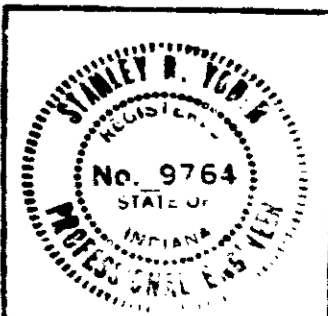


# GRADING TYPICAL CROSS SECTIONS

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

**BENCHING DETAIL WHEN PROFILE GRADE IS IN A ROCK LAYER**





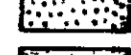
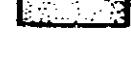
SUBMITTED FOR APPROVAL 4/17/70

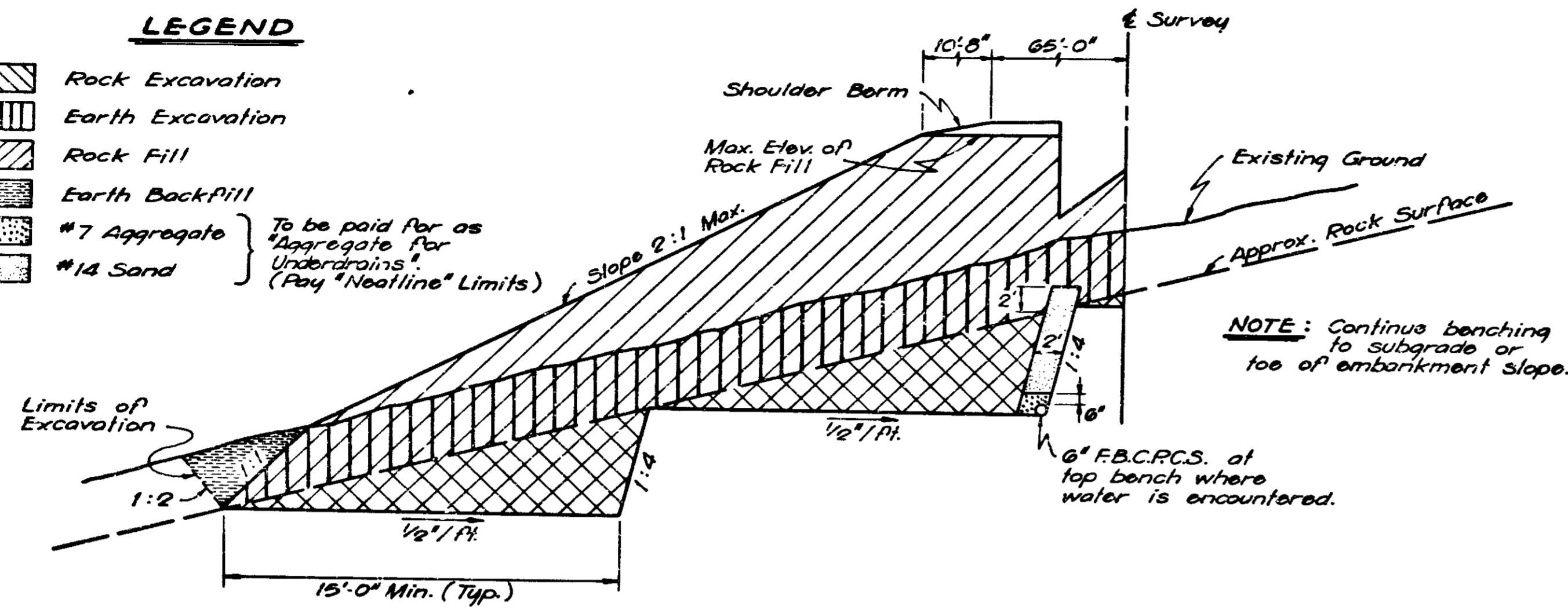


PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
144-3(35)56		6	716	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	164-3(33)06	1970	7	716

**LEGEND**

-  Rock Excavation
  -  Earth Excavation
  -  Rock Fill
  -  Earth Backfill
  -  #7 Aggregate
  -  #14 Sand
- To be paid for as "Aggregate for Underdrains" (Pay "Neatline" Limits)





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

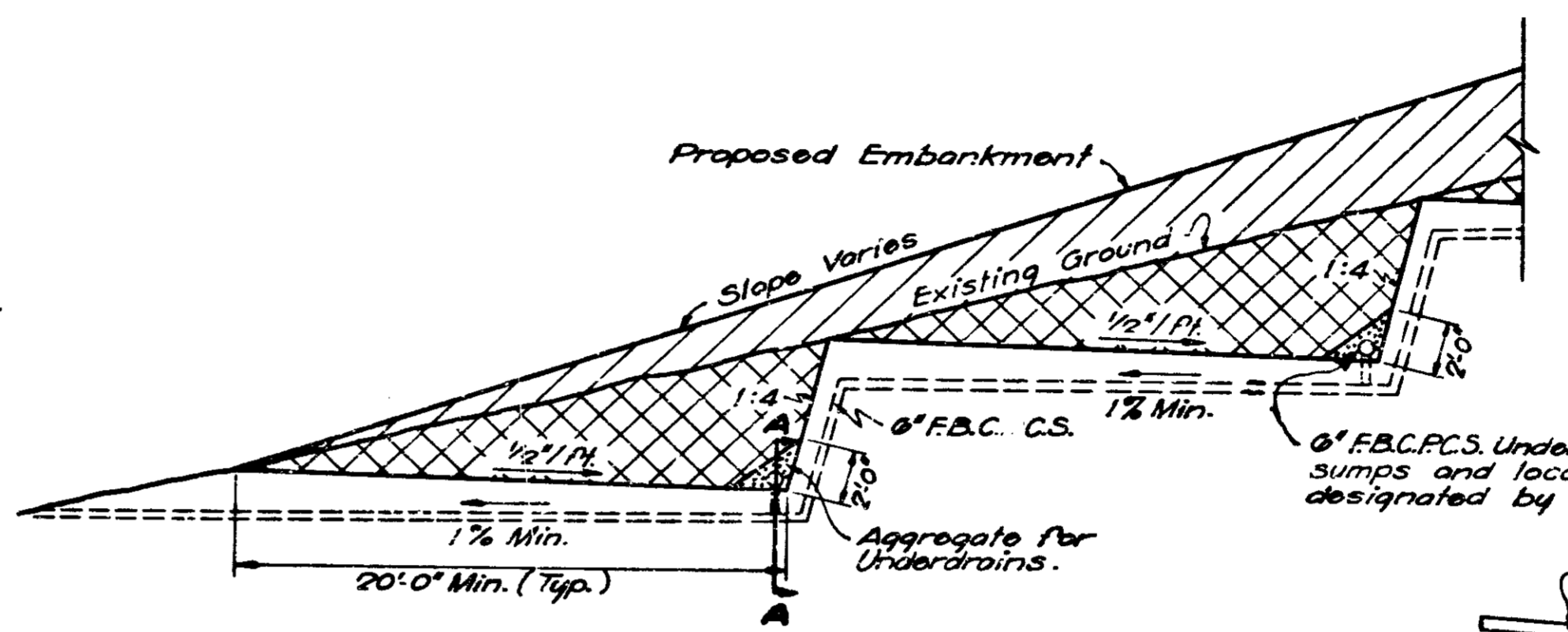
NOTE: Continue benching to subgrade or toe of embankment slope.

6" F.B.C.R.C.S. at top bench where water is encountered.

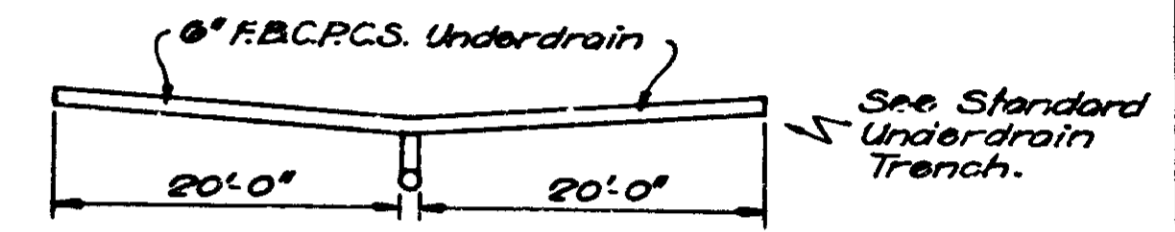
**LEGEND**

-  Earth or Rock Embankment
-  Earth Excavation

NOTE: Continue benching to subgrade or toe of embankment slope.



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



**SECTION "A-A"**

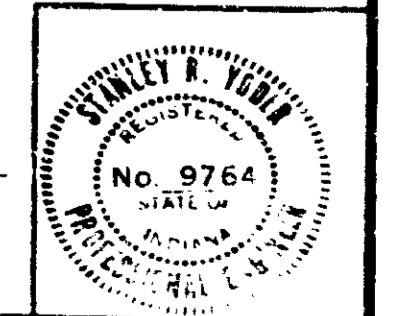
NOTE: All 6" Pipe used for Benching shown as Undistributed Quantify on "Pipe for Underdrains" Sheet.

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

SCALE: Not to Scale

SUBMITTED FOR APPROVAL 4/12/70

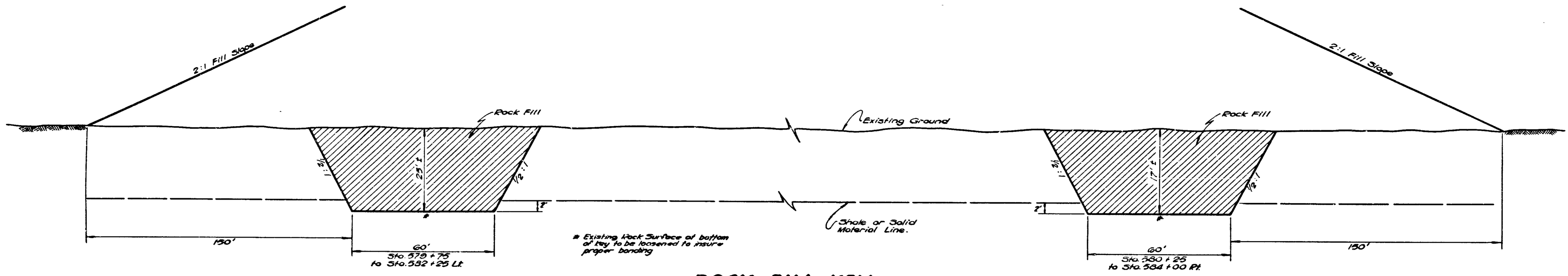
*[Signature]*  
ENGINEER OF ROAD DESIGN - INDIANA HIGHWAY COMMISSION



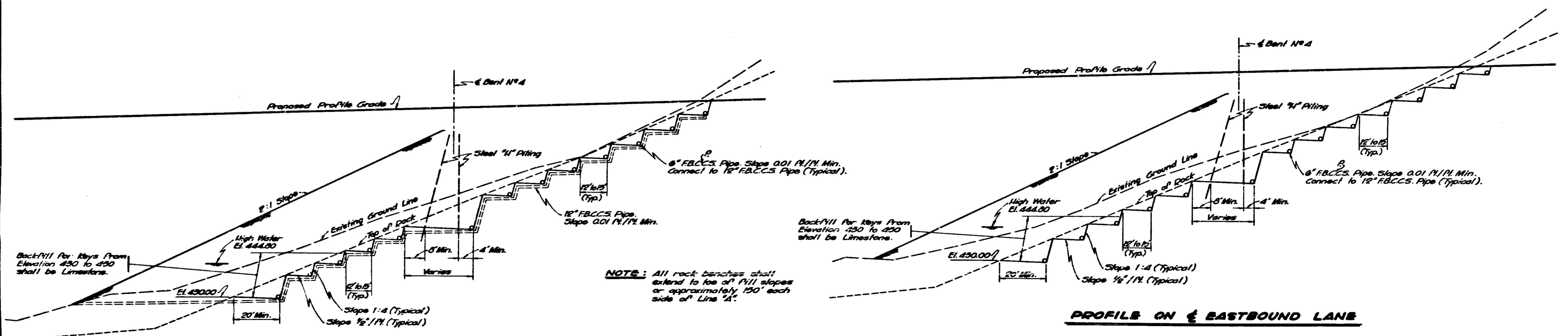
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
164-3(33)06		7	716	



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	REG. YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(35)06	1970	8	716



**ROCK FILL KEY**  
Scale: None



**PROFILE ON WESTBOUND LANE**

**PROFILE ON EASTBOUND LANE**

**NOTE:** All rock benches shall extend to toe of fill slopes or approximately 150' each side of Line "A".

**ROCK BENCHING DETAILS**  
ON  
**EAST BANK OF LITTLE BLUE RIVER**  
STRUCTURE NO 1-64-87-5030  
Scale: 1" = 20'-0"

**TYPICAL CROSS SECTIONS**

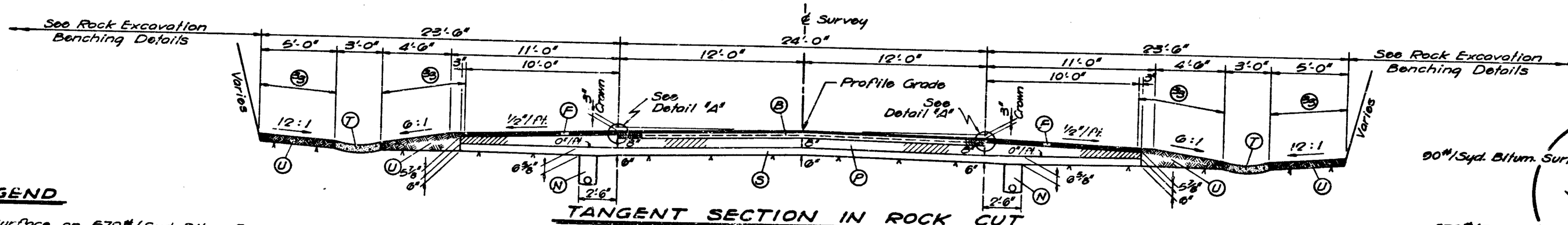
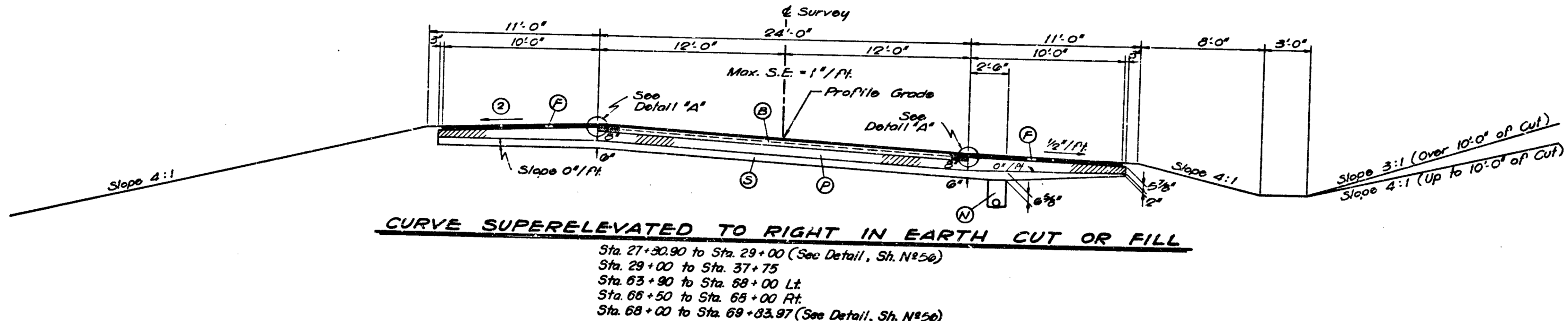
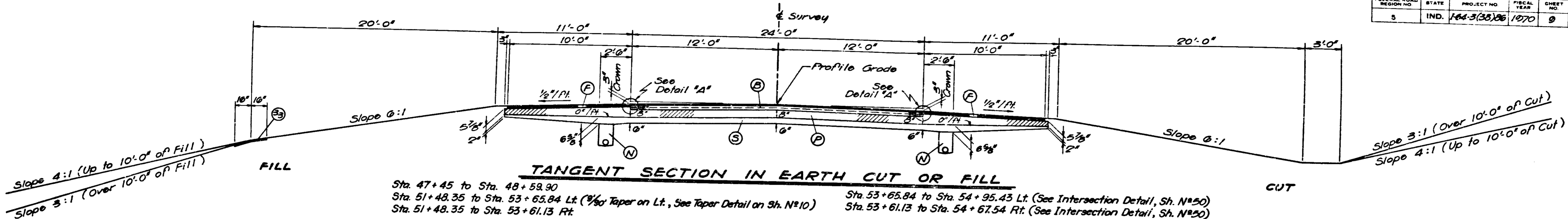
SCALE: As Shown

SUBMITTED FOR APPROVAL 6/17/70

*S.R. [Signature]*



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	164-3(35)26	1970	9	716

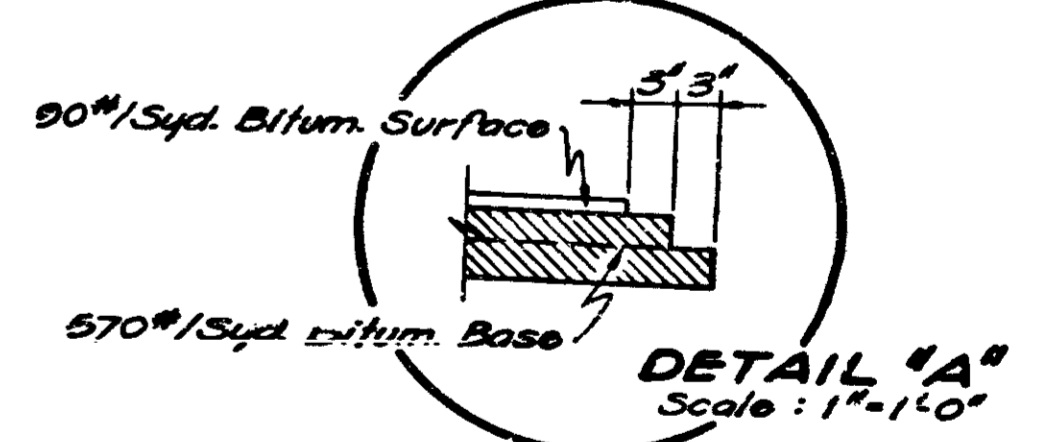


**LEGEND**

- (B) 90#/Syd. Bitum. Surface on 570#/Syd. Bitum. Base. (H.A.C. Surface Type "B" on H.A.C. Base or H.A.E. Surface Type III on H.A.E. Base.)
- (F) 3" Bituminous \*
- (N) Underdrain - For Details, see Misc. Std. Sheet "MN".
- (P) Type "P" Compacted Aggregate Base.
- (S) Subbase
- (T) Concrete Gutter
- (U) Rock Backfill
- (⊕) Sodding
- (TT) Indicates Surface of Exposed Rock.
- (2) Slope 1/2"/ft. - Rate of S.E. up to 0.06"/ft.  
 Slope 1/4"/ft. - Rate of S.E. 0.04"/ft. to 0.06"/ft.  
 Slope 0"/ft. - Rate of S.E. 0.06"/ft. and greater.

\* 3" BITUMINOUS BASE (SIZE NO. 5) WITH A TYPE I SEAL & COVER AGGREGATE (SIZE NO. 12)

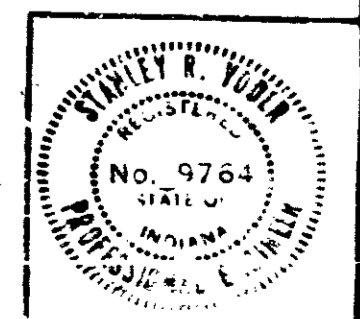
NOTE: For Rock Excavation Benching Details, see Sheet N° 6.



**LINE "S-SR 37-A"**  
**TYPICAL CROSS SECTIONS**

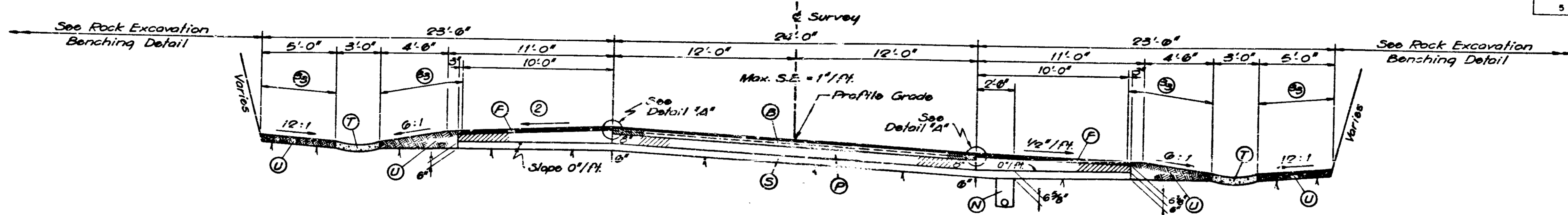
SCALE: 1/4" = 1'-0"

SUBMITTED FOR APPROVAL 4/12/72

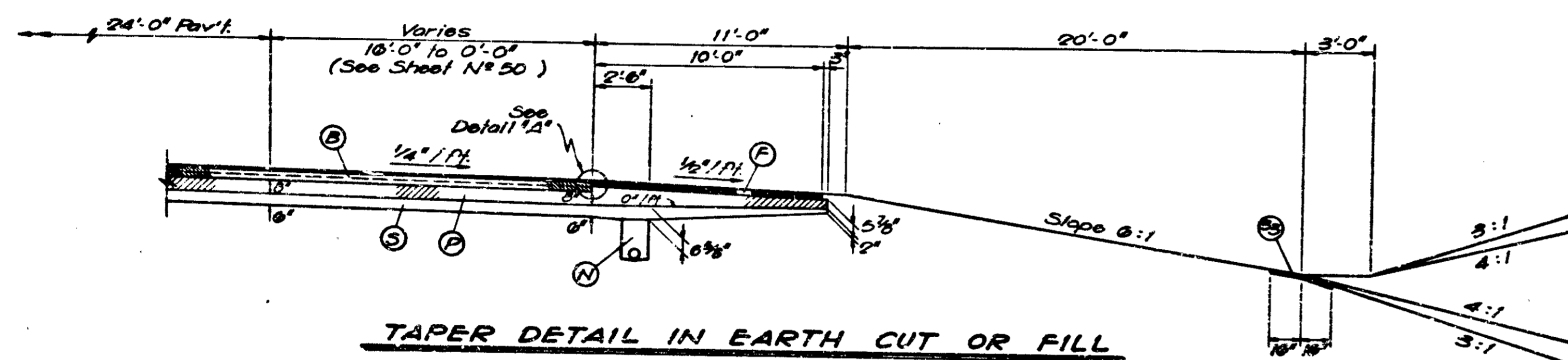


PROJECT NO.	SHEET NO.	TOTAL SHEETS	FILE
164-3(35)26	9	716	

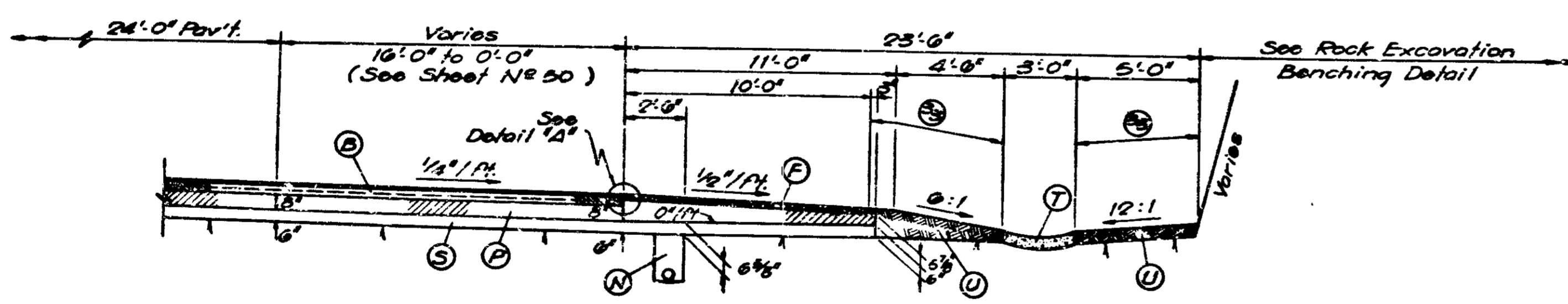
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	164-3(30)86	1970	10	716



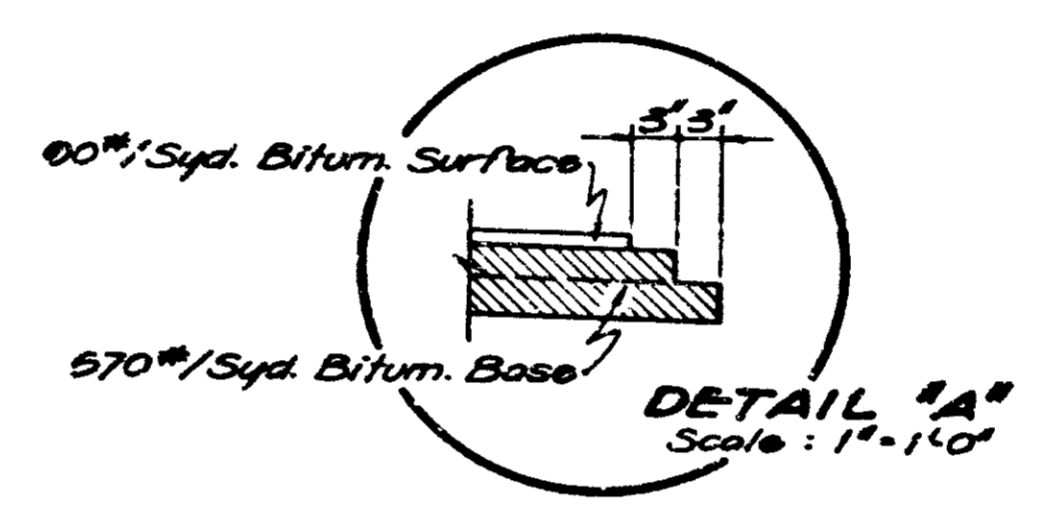
**CURVE SUPERELEVATED TO RIGHT IN ROCK CUT**  
 Sta. 37+75 to Sta. 39+81.89  
 Sta. 57+92.40 to Sta. 63+90 Lt. ( $\frac{1}{8}$ " Slope Taper on Lt., See Taper Detail on This Sheet)  
 Sta. 57+92.40 to Sta. 66+50 Rt.



**TAPER DETAIL IN EARTH CUT OR FILL**  
 Sta. 52+75.84 to Sta. 53+65.84 Lt. ( $\frac{3}{8}$ " Taper)



**TAPER DETAIL IN ROCK CUT**  
 Sta. 44+92.46 to Sta. 45+32.46 Lt. ( $\frac{1}{8}$ " Taper)  
 Sta. 41+54.57 to Sta. 45+04.57 Rt. ( $\frac{1}{8}$ " Taper)  
 Sta. 46+34.16 to Sta. 47+24.16 Rt. ( $\frac{3}{8}$ " Taper)  
 Sta. 54+95.43 to Sta. 59+45.43 Lt. ( $\frac{1}{8}$ " Taper)  
 Sta. 54+67.54 to Sta. 55+07.54 Rt. ( $\frac{1}{8}$ " Taper)

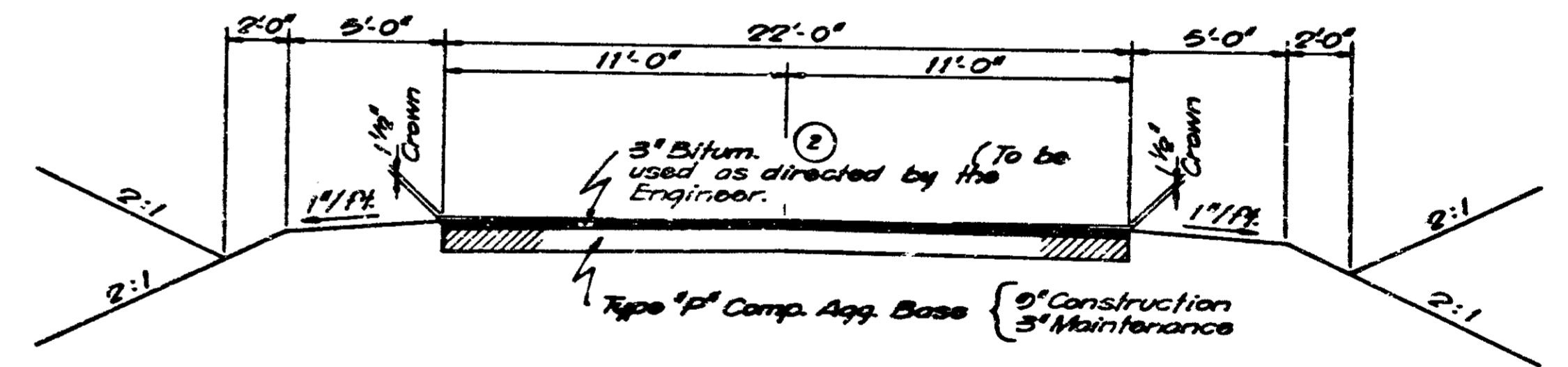


**LEGEND**

- (B) 90#/Syd. Bitum. Surface on 570#/Syd. Bitum. Base. (H.A.C. Surface Type "B" on H.A.C. Base or H.A.E. Surface Type III on H.A.E. Base)
- (F) 3" Bituminous \*
- (N) Underdrain - For Details, see Misc. Std. Sheet "MN".
- (P) Type "P" Compacted Aggregate Base.
- (S) Subbase
- (T) Conc. Gutter
- (U) Rock Backfill
- (TT) Sodding
- TT Indicates Surface of Exposed Rock.

- (2) Slope  $\frac{1}{8}$ "/ft. - Rate of S.E. up to 0.08"/ft.
- Slope  $\frac{1}{4}$ "/ft. - Rate of S.E. 0.08"/ft. to 0.08"/ft.
- Slope 0"/ft. - Rate of S.E. 0.08"/ft. and greater.

**NOTE:** For Rock Excavation Benching Details, see Sheet N#6  
 \* 3" BITUMINOUS BASE (SIZE NO.5) WITH A TYPE I SEAL & COVER AGGREGATE (SIZE NO.12)



**TEMPORARY RUNAROUND**

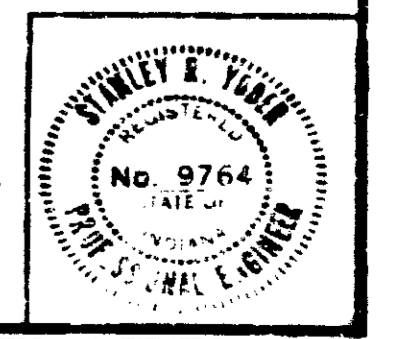
Sta. 0+00.00 to Sta. 9+87.44

- (2) 90% SYD. HOT ASPHALTIC CONCRETE SURFACE, TYPE "B" ON 240# SYD. HOT ASPHALTIC CONCRETE BASE OR 90% SYD. HOT A. E. SURFACE, TYPE III ON 240# SYD. HOT A. E. BASE

**LINE "S-SR 37-A"**  
**TYPICAL CROSS SECTIONS**

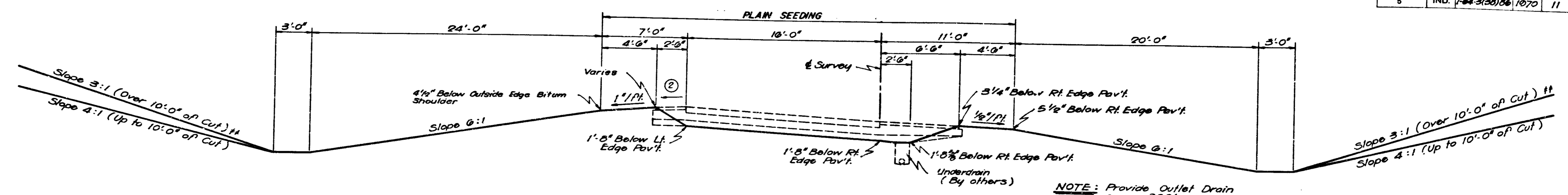
SCALE:  $\frac{1}{8}$ " = 1'-0"

SUBMITTED FOR APPROVAL 4/17/72



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
164-3(30)86		10	716	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-44-3(30)86	1970	11	716

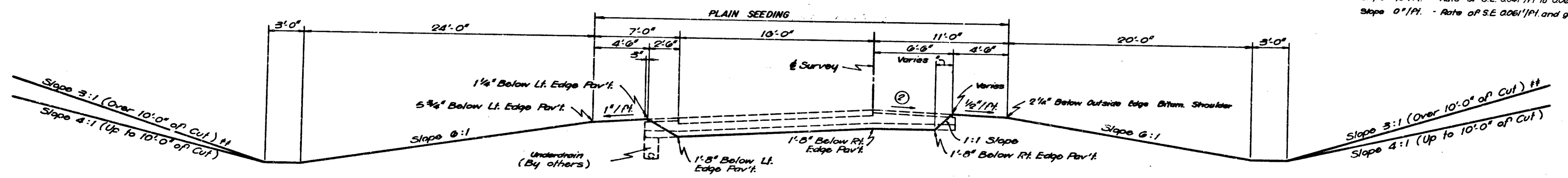


**CUT SECTION FOR RAMPS ON TANGENT OR RAMP CURVES SUPERELEVATED TO RIGHT**  
S.E.R.  
 Sta. 13+20 to Sta. 13+65

NOTE: Provide Outlet Drain every 300' or as directed by the Engineer.

**LEGEND**

- ## This slope may be reduced to a 2:1 Min. where conditions warrant.
- ② Slope 1/21% - Rate of S.E. up to 0.041/ft.
- Slope 1/11% - Rate of S.E. 0.041/ft. to 0.061/ft.
- Slope 0\*/ft. - Rate of S.E. 0.061/ft. and greater.



**CUT SECTION FOR RAMP CURVES SUPERELEVATED TO LEFT**

**S.R. 37 INTERCHANGE RAMPS GRADING**  
**TYPICAL CROSS SECTIONS**

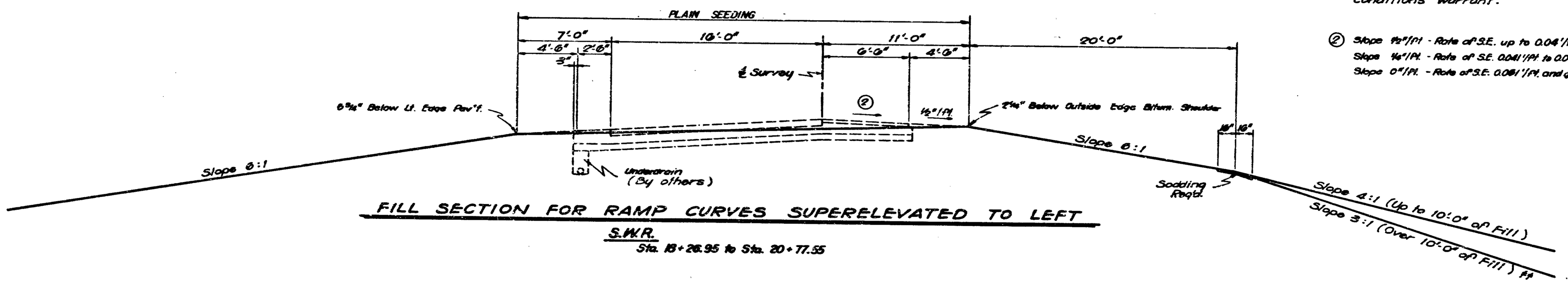
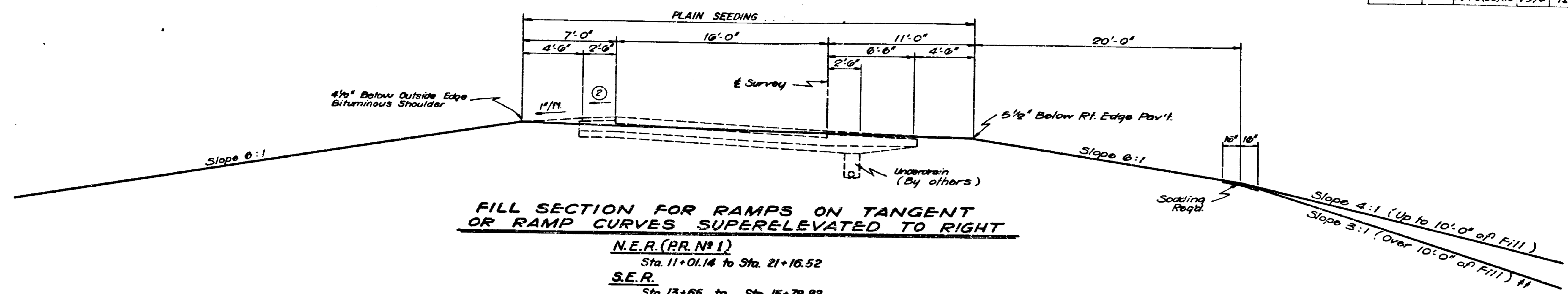
SCALE: 1/4" = 1'-0"

SUBMITTED FOR APPROVAL *[Signature]*



PROJECT NO.	LINE NO.	SHEET NO.	TOTAL SHEETS	FILE
1-44-3(30)86		11	716	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	164-3(38)06	1970	12	716



**LEGEND**

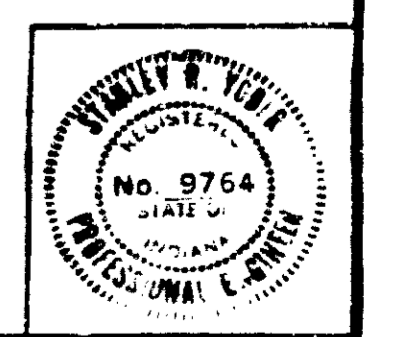
## This slope may be reduced to a 2:1 Min. where conditions warrant.

② Slope 1/2"/ft. - Rate of S.E. up to 0.04"/ft.  
Slope 1/4"/ft. - Rate of S.E. 0.041"/ft. to 0.061"/ft.  
Slope 0"/ft. - Rate of S.E. 0.061"/ft. and greater.

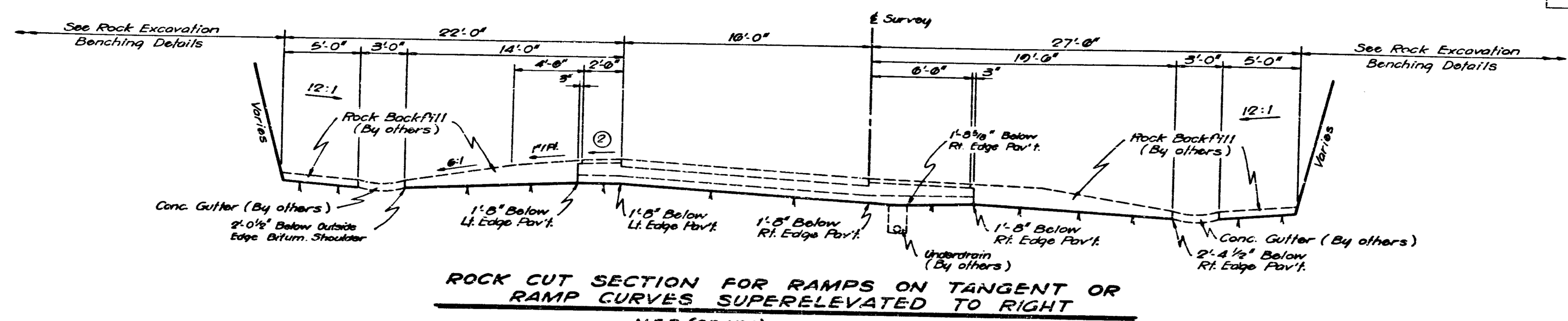
**S.R. 37 INTERCHANGE RAMPS**  
**GRADING**  
**TYPICAL CROSS SECTIONS**

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

SUBMITTED FOR APPROVAL 6/12/70



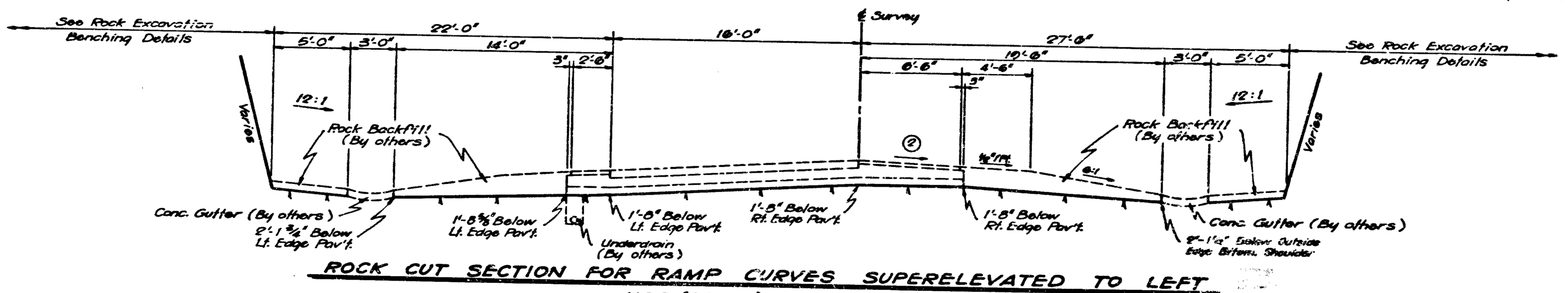
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	104-3(30)06	1970	13	716



**ROCK CUT SECTION FOR RAMPS ON TANGENT OR RAMP CURVES SUPERELEVATED TO RIGHT**

**N.E.R. (P.R. N° 1)**  
Sta. 23+67.20 to Sta. 23+85.81  
**N.W.R.**  
Sta. 4+61.12 to Sta. 14+79.41  
**S.E.R.**  
Sta. 3+87.10 to Sta. 13+20

**LEGEND**  
TT Designates Surface of Exposed Rock.  
② Slope 1/4" / 1' - Rate of S.E. up to 0.041 / 1' / 1'.  
Slope 1/4" / 1' - Rate of S.E. 0.041 / 1' / 1'. to 0.08 / 1' / 1'.  
Slope 0" / 1' - Rate of S.E. 0.081 / 1' / 1' and greater.



**ROCK CUT SECTION FOR RAMP CURVES SUPERELEVATED TO LEFT**

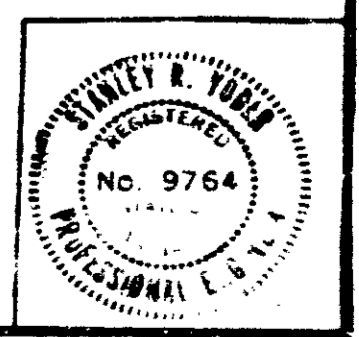
**N.E.R. (P.R. N° 1)**  
Sta. 21+16.52 to Sta. 23+67.20  
**N.W.R.**  
Sta. 1+27.90 to Sta. 4+61.12  
**S.E.R.**  
Sta. 1+27.90 to Sta. 3+87.10

**NOTE:** For Rock Excavation Benching Details, see Sheet N° 6.

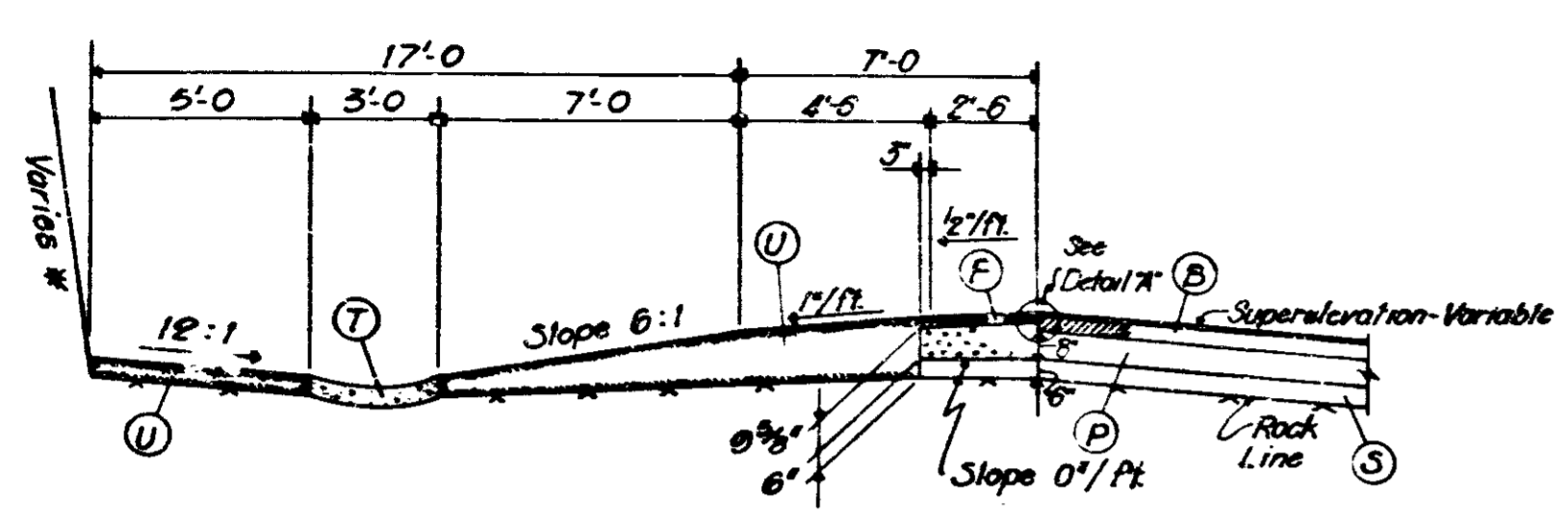
**S.R. 37 INTERCHANGE RAMPS**  
**GRADING**  
**TYPICAL CROSS SECTIONS**

SCALE: 1/4" / 1'

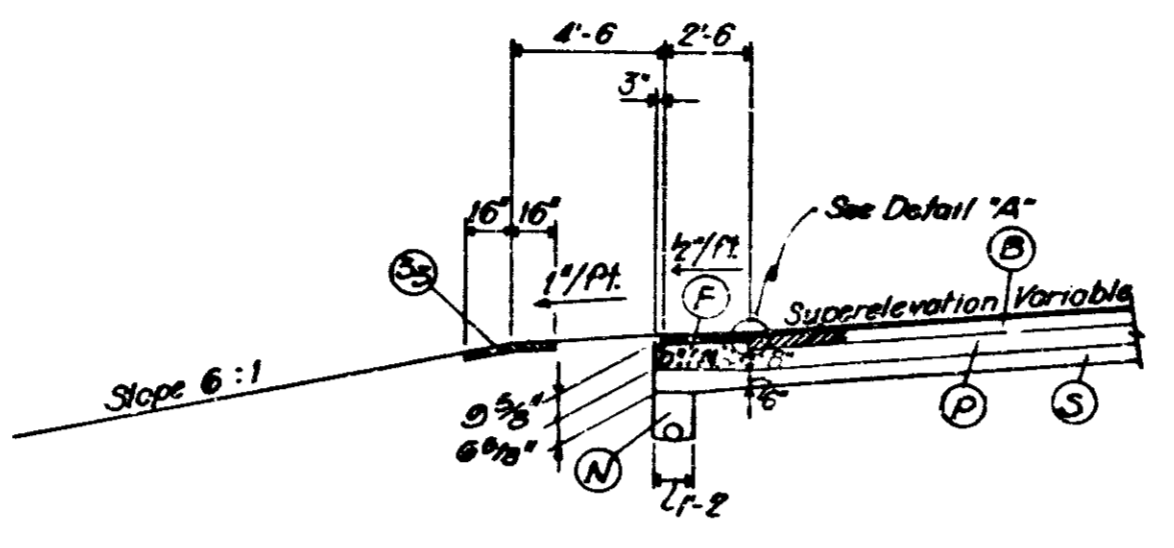
SUBMITTED FOR APPROVAL 4/27/70



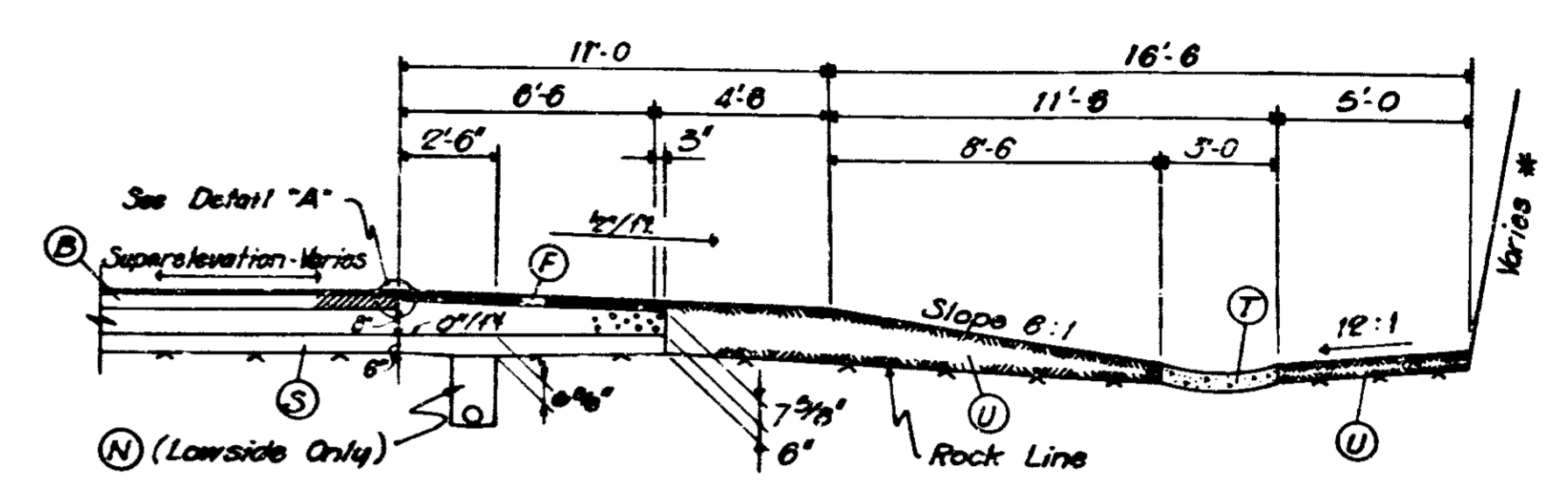
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
104-3(30)06		13	716



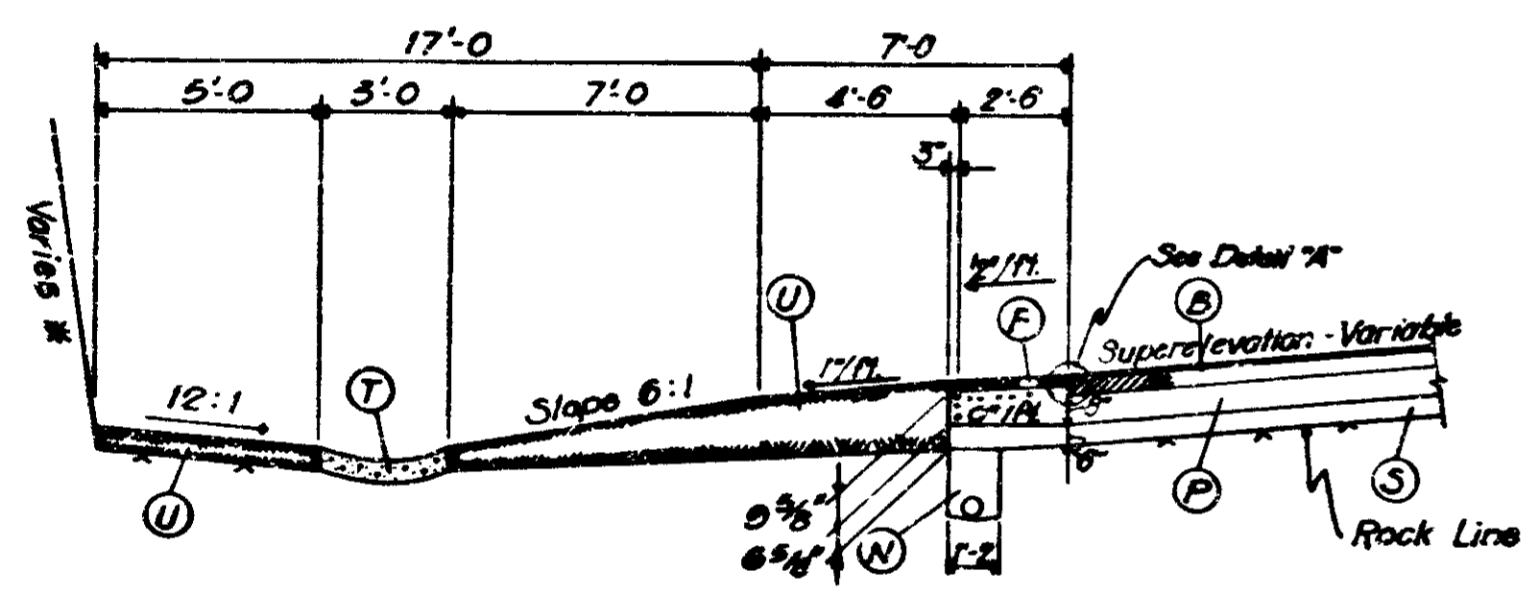
**N.W. Ramp on Lt. Sta 0+21.00 to Sta 0+42.00**  
Scale: 1/4" = 1'-0"



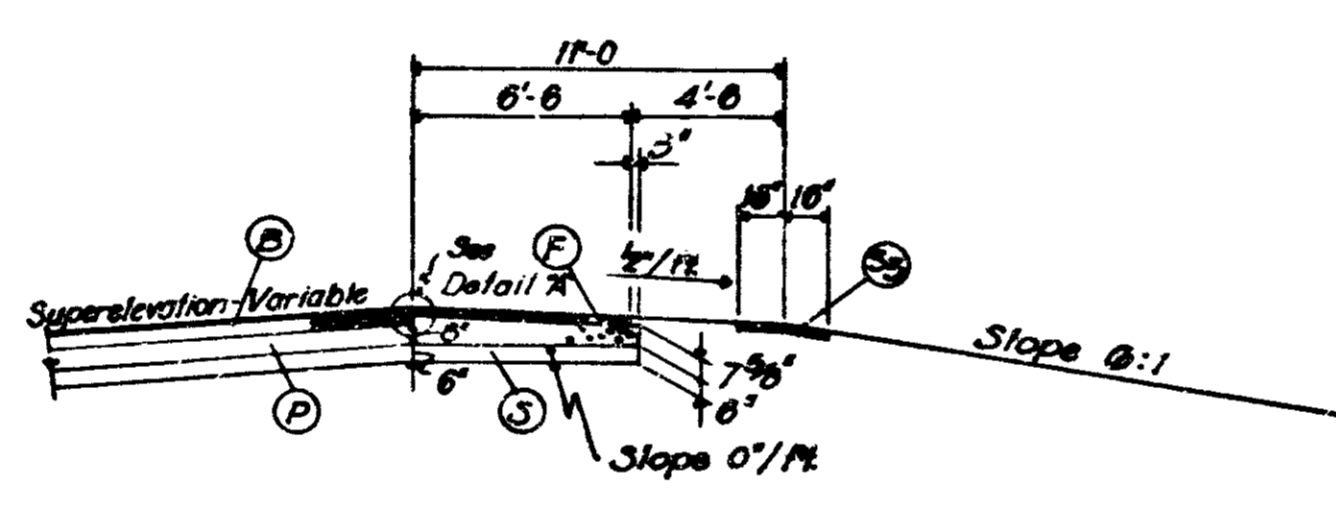
**S.W. Ramp on Lt. Sta 20+77.55 to Sta 21+56.18**  
S.E. Ramp on Lt. Sta. 0+21.00 to Sta. 1+27.90  
N.E. Ramp on Lt. Sta. 23+85.81 to Sta. 24+22  
N.E. Ramp on Lt. Sta. 24+22 to Sta. 24+81.44 (without underdrain)  
Scale: 3/16" = 1'-0"



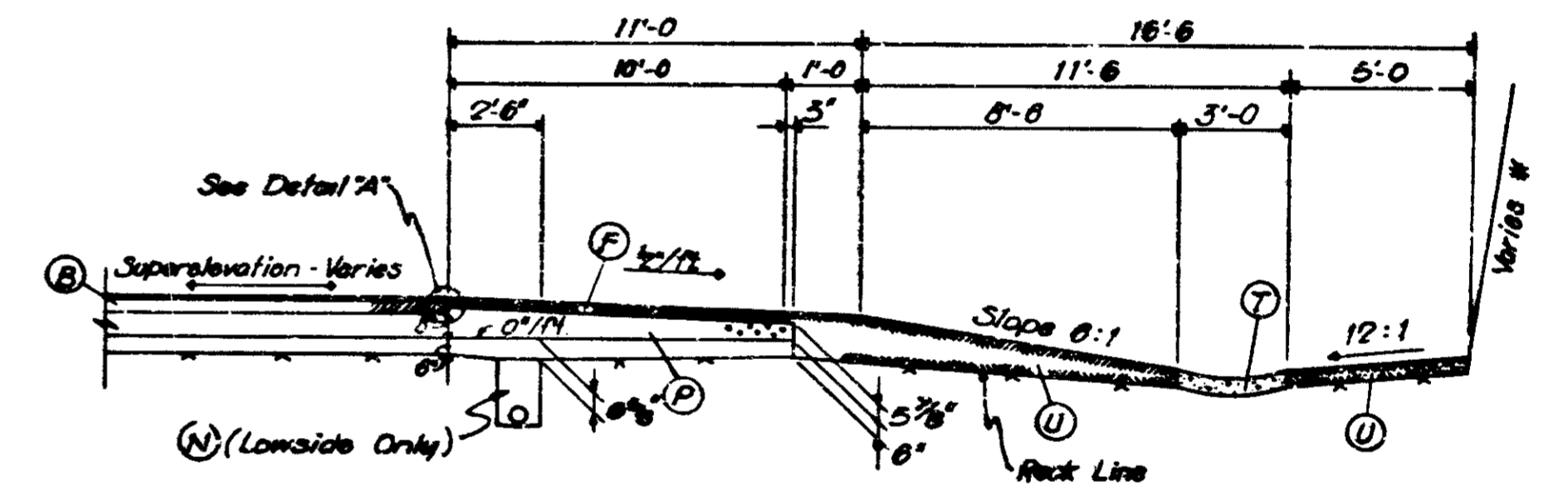
**N.E. Ramp on Rt. Sta 23+85.81 to Sta 24+81.44**  
Scale: 1/4" = 1'-0"



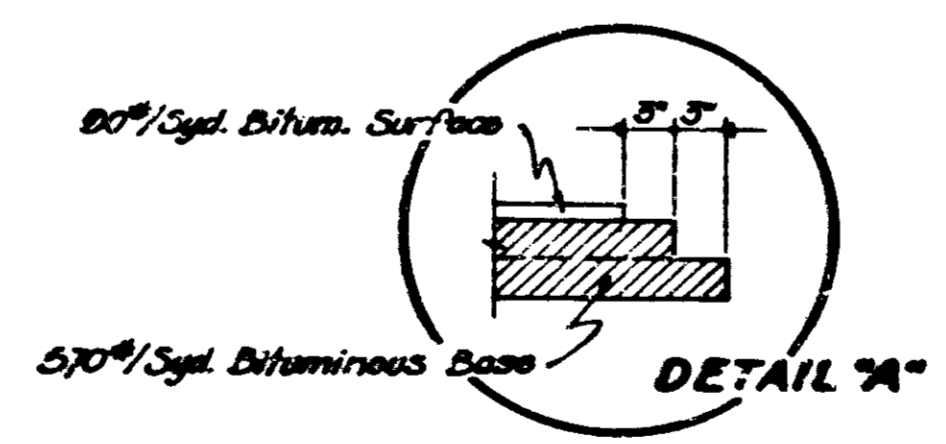
**N.W. Ramp on Lt. Sta 0+42.00 to Sta 1+27.90**  
Scale: 1/4" = 1'-0"



**S.W. Ramp on Rt. Sta 20+77.55 to Sta 21+56.18**  
Scale: 3/16" = 1'-0"



**N.W. Ramp on Rt. Sta 0+12.00 to Sta 1+27.90**  
**S.E. Ramp on Rt. Sta 0+12.00 to Sta 1+27.90**  
Scale: 1/4" = 1'-0"



- LEGEND**
- (B) 90# Syd. Bitum. Surface on 570# Syd. Bitum. Base (H.A.C. Surface Type "B" on H.A.C. Base or H.A.E. Surface Type III on H.A.E. Base).
  - (F) 3" Bituminous \*\*
  - (N) Underdrain For Details, see Misc. Std. Sheet "M N".
  - (P) Type "P" Compacted Aggregate Base.
  - (S) Subbase
  - (T) Concrete Gutter
  - (U) Rock Backfill
  - (V) Sodding
  - \* See Rock Excavation Benching Details, Sheet N# 6.
  - \*\* 3" BITUMINOUS BASE (SIZE NO. 5) WITH A TYPE I SEAL & COVER AGGREGATE (SIZE NO. 12)
- TT Indicates Surface of Exposed Rock.

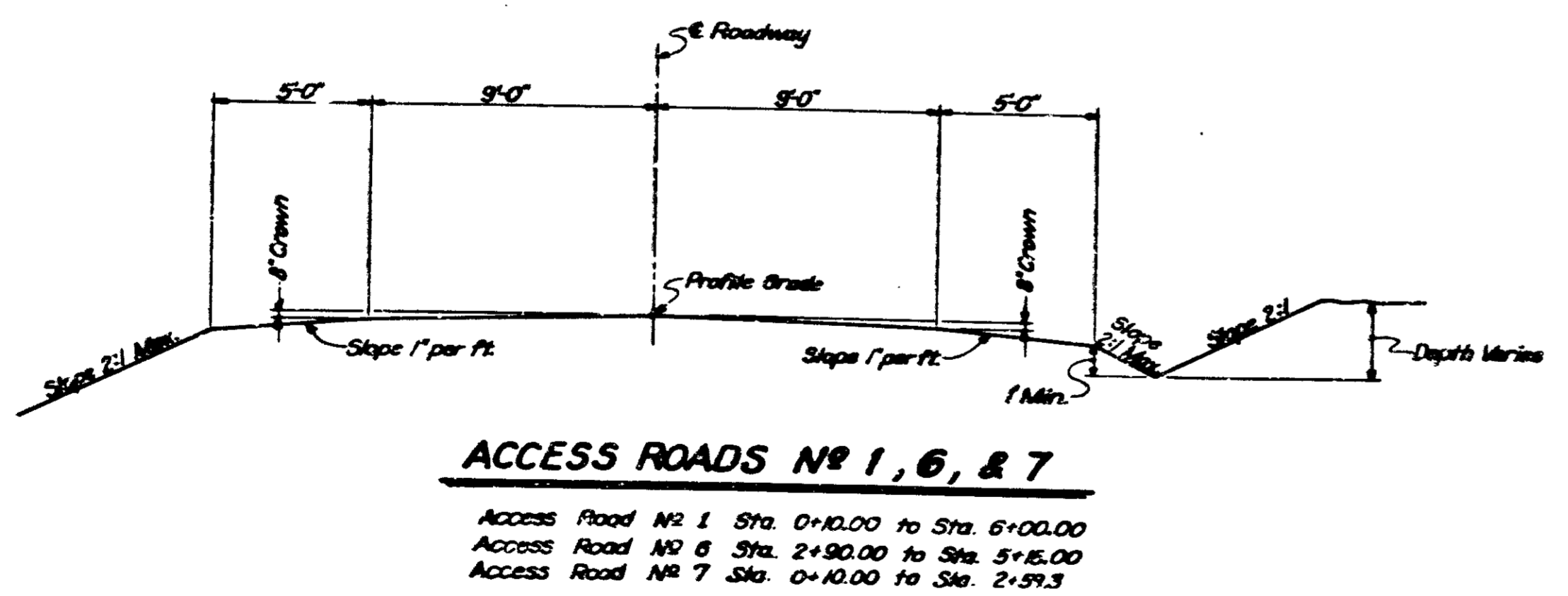
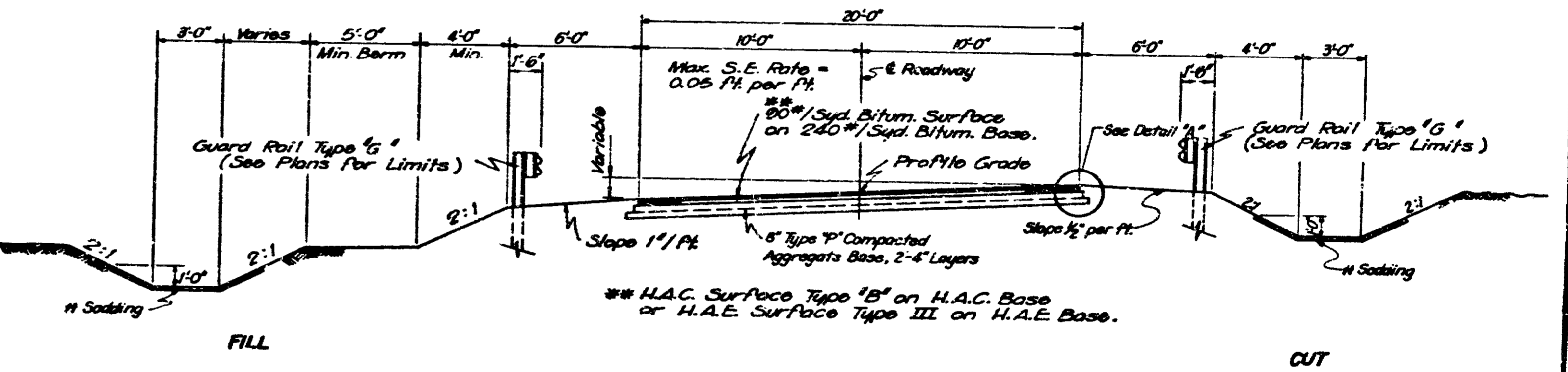
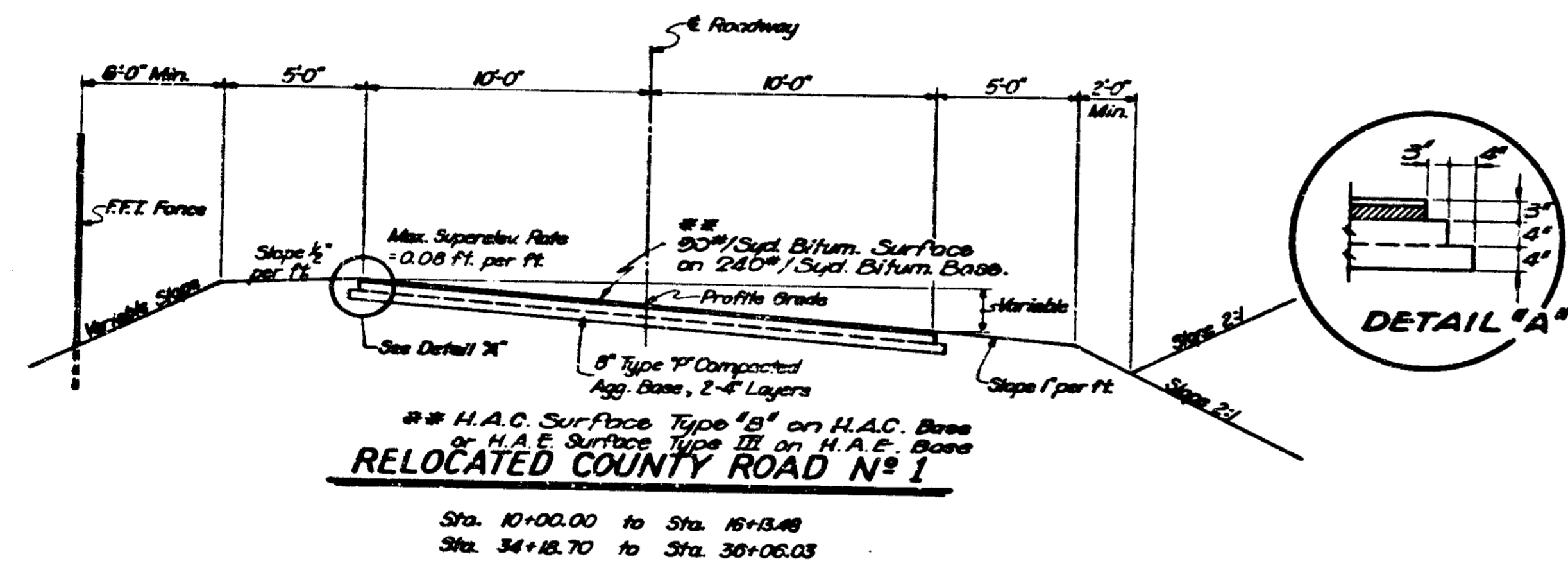
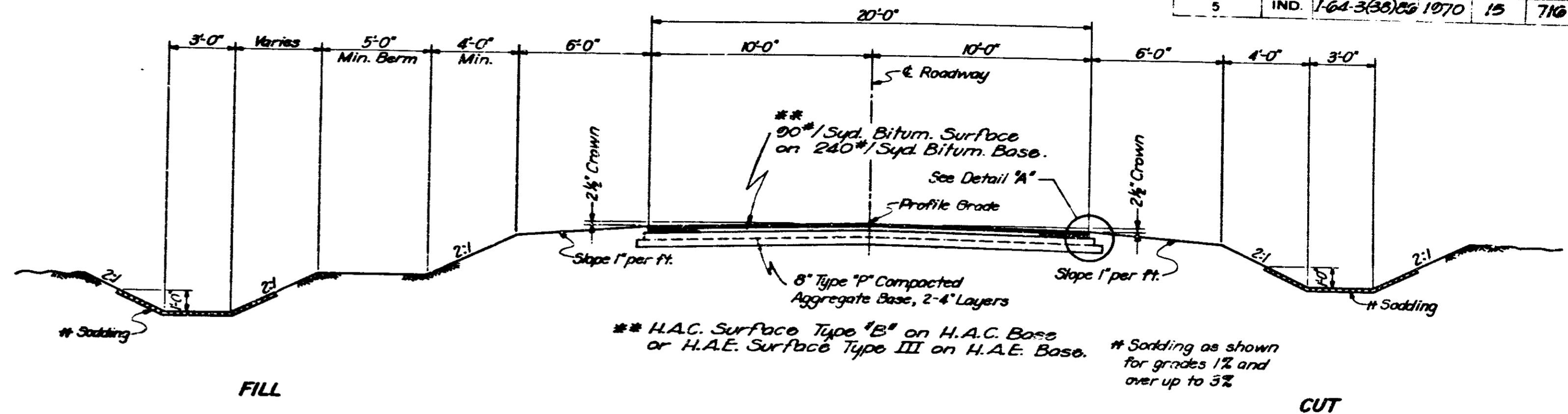
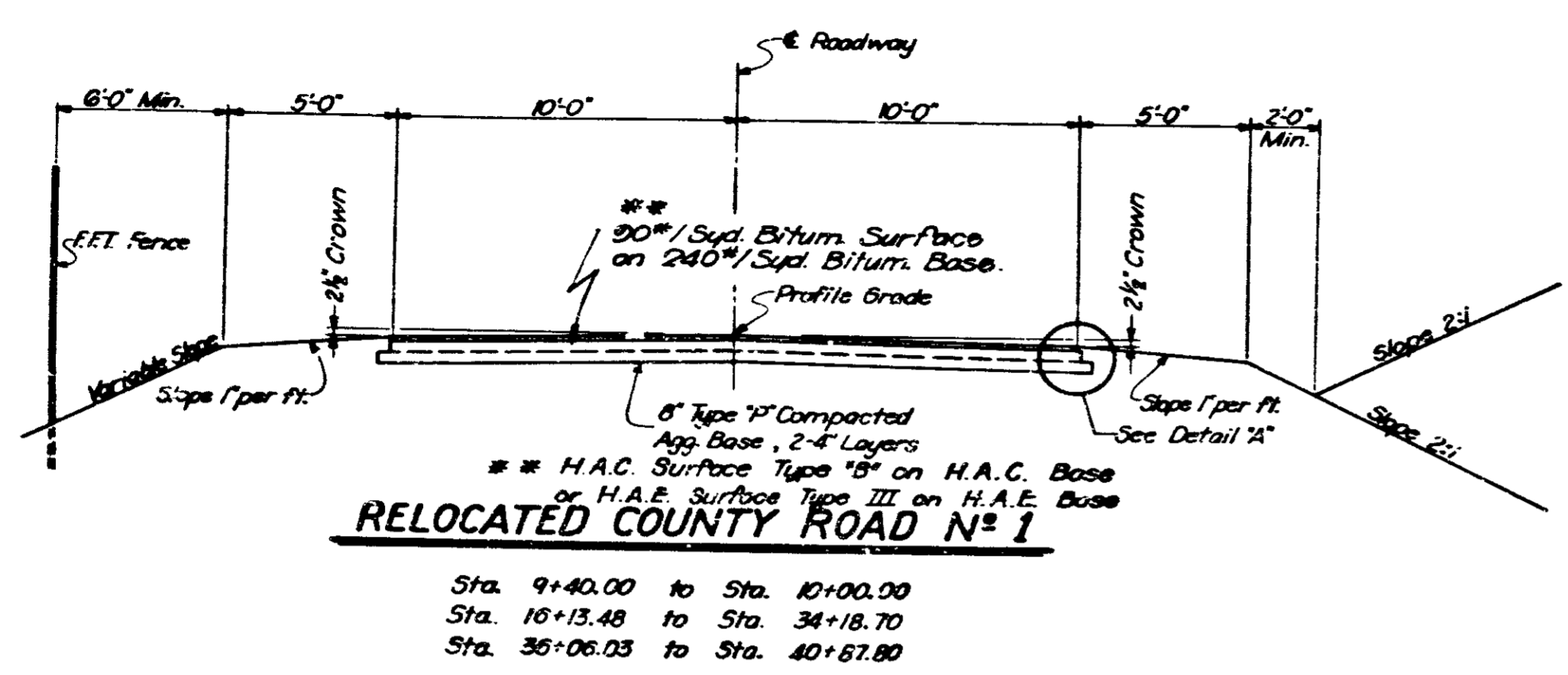
# S.R. 37 RAMPS TYPICAL CROSS SECTIONS

SCALE: As Noted

SUBMITTED FOR APPROVAL 6/17/79



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(38)06	1970	15	716

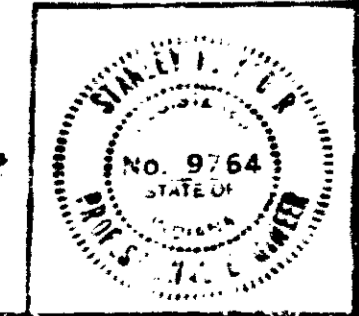


# TYPICAL CROSS SECTIONS

SCALE: 1/2" = 1'-0"

RECOMMEND FOR APPROVAL 4/12/70

SR [Signature]







Drawing  
Not  
Legible

LEGEND

**RIGHT-OF-WAY PLAT #3**  
 PROJECT I-64-3(38) So R/W  
 I-64-3(38) GRADING  
 MOSAIC SCALE 1"=400' SHEET 1 of 11  
 DATE OF PHOTOGRAPHY 3-31-65  
 SOURCE  
 UNCONTROLLED PHOTO MOSAIC  
 INDIANA STATE HIGHWAY DEPARTMENT  
 BUREAU OF PHOTOGRAMMETRY & ELECTRONIC PROCESSES



Drawing  
Not  
Legible

RIGHT-OF-WAY PLAT #3  
 PROJECT I-64 3(33)86 R/W  
 I-64-3(33)86 GRADING  
 MONOC SCALE 1"=400' SHEET 2 of 11  
 DATE OF PHOTOGRAPHY 3/31/65  
 SOURCE  
 UNCONTROLLED PHOTOGRAPHIC  
 NATIONAL STATE OF MISSISSIPPI  
 BUREAU OF PHOTOGRAMMETRY IN ELECTRONIC PROCESS



Drawing  
Not  
Legible

RIGHT-OF-WAY PLAT #3  
 PROJECT I 64 3(38)86 R/W  
 I-64-3(38)86 GRADING  
 MOSAIC SCALE 1" = 400' SHEET 3 of 11  
 DATE OF PHOTOGRAPHY 3-31-65  
 SOURCE  
 UNCONTROLLED PHOTO MOSAIC  
 FEDERAL BUREAU OF SURVEYING  
 BUREAU OF PHOTOGRAMMETRY AND REMOTE SENSING



Drawing  
Not  
Legible

RIGHT-OF-WAY PLAT #3  
 PROJECT 1-64-3(38)86 R/W  
 1-64-3(38)86 GRADING  
 MOSAIC SCALE 1" = 400' SHEET 4 of 11  
 DATE OF PHOTOGRAPHY 3-31-65  
 SOURCE 2 UNCONTROLLED PHOTO MOSAIC  
 HOUSING DEPARTMENT  
 BUREAU OF PHOTOGRAMMETRY AND ELECTRONIC PROCESSES



END PROJECT  
1-64-3(38)86 GRADING  
BEGIN PROJECT  
1-64-3(5)93 GRADING

RIGHT-OF-WAY PLAT #3  
PROJECT 1-64-3(33)86 R/W  
1-64-3(38) GRADING  
MOSAIC SCALE 1" = 400' SHEET 5 OF 11  
DATE OF PHOTOGRAPHY 3-31-65  
SOURCE  
UNCONTROLLED PHOTO MOSAIC  
MINNAPLANS SYSTEMS, INC.  
BUREAU OF PHOTOGRAMMETRY AND ELECTRONIC PROCESSES

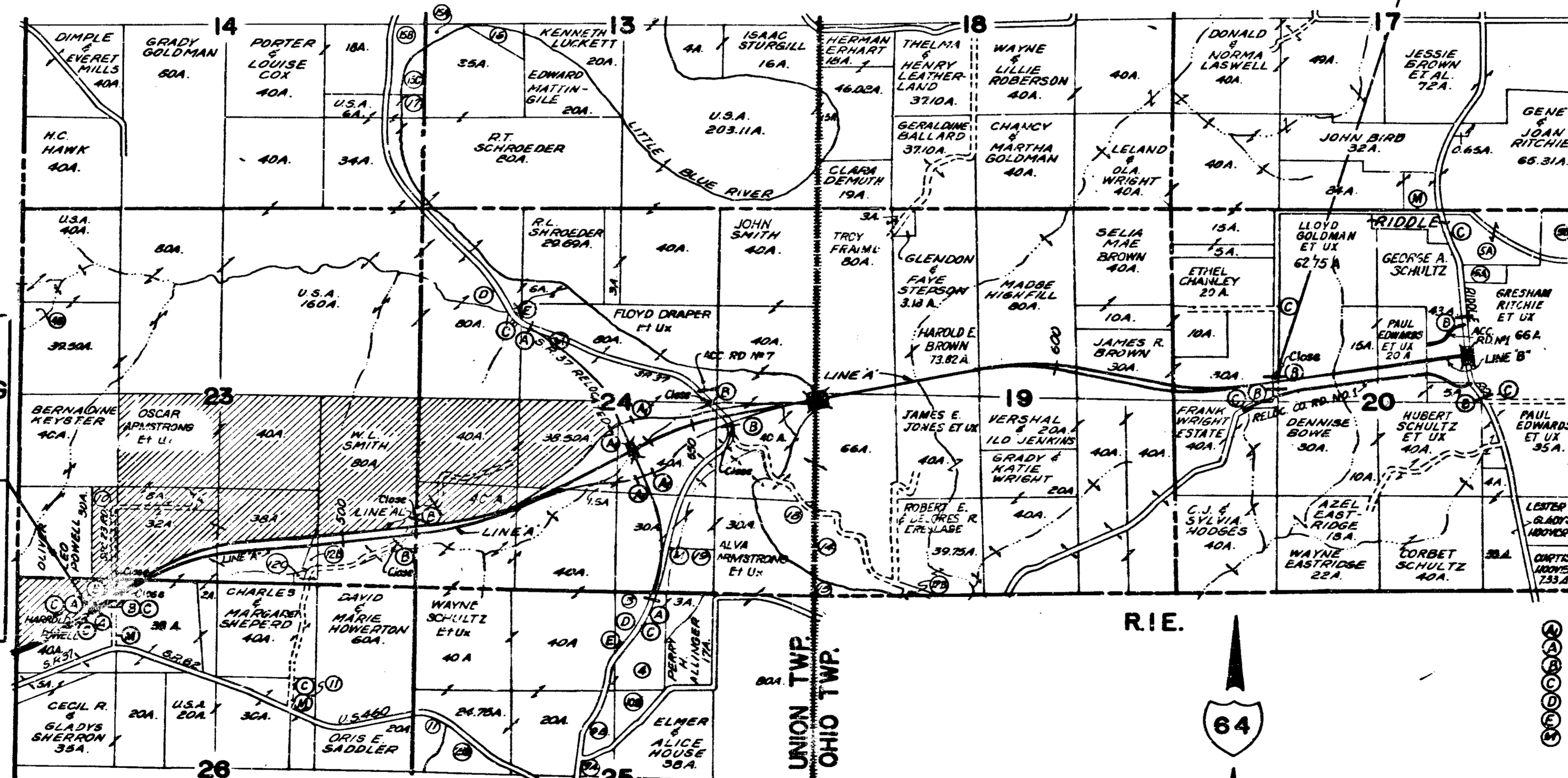
Drawing  
Not  
Legible

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-64-3(8)86	1970	16	710

COUNTY	TOWNSHIP	SECTION	INDEX	OWNER	ACRE
CRAWFORD	UNION	13	15A	CLYDE ROBERTS	2
"	"	13	16	THOMAS & NELLIE MILBY	2.75
"	"	14	15B	GREY ASH ET AL.	9.50
"	"	14	15C	NORMAN BURNSWORTH	0.50
"	"	23	4B	DEWOLA FAULKNER	0.50
"	"	23	10	ESTELLE TIMBERLAKE	10
"	"	23	12B	GEORGE RAINEY ET UX	1
"	"	23	12C	WILLIAM & MARTENIA SMITH	1.82
"	"	24	18	GRANT SATTERFIELD	10
"	"	24	19	ELMER & ALICE HOUSE	10
"	"	25	3	ET H JR. ALLINGER	5
"	"	25	4	ELMER & ALICE HOUSE	15
"	"	25	9A	SNERRIL & BERTHA WRIGHT	4
"	"	25	9B	JOHN F. & ROSA STROUT	6
"	"	25	10B	THOMAS & ARZELLA COLLINS	2
"	"	25	11	RUSSELL & TERESIS UNDERHILL	5
"	"	25	12B	VERSEL D. WRIGHT	16.75
"	OHIO	19	12B	SAMUEL D. WRIGHT	0.25
"	"	19	14	J.C. LONGEST & LEO LAND	10
"	"	15	5A	GRANT SATTERFIELD	25.50
"	"	20	5B	GRESHAM RITCHIE	6.50
"	"	26	6A	GENE & JOAN RITCHIE	4
"	UNION	11	11	SYLVIA SCHULTZ	9
"	"	14	17	ROBERT & MINNIE FISCHER	12
"	"	"	"	R. SCHROEDER	12

LEGEND

LANDLOCKED (NO ACCESS PROVIDED)



END 104(b)5 SECTION A14.1-A14.2  
 BEGIN 104(b)5 SECTION A14.2-A14.3

STA. 629+27.39 'A' BACK  
 STA. 7+27.39 'B' AHEAD

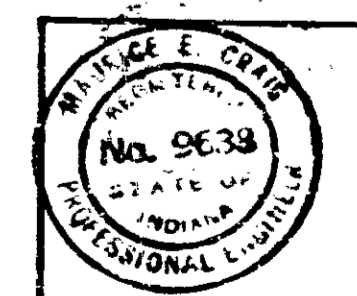
(30)86 PE.  
 (33)86 R/W  
 (38)86 GRADING  
 (39)86 PAVING  
 BEGIN PROJECT I-64-3  
 BEGIN 104(b)5 SECTION A14.1-A14.2  
 STA. 2463+00.00 'A' AHEAD  
 STA. 2463+22.00 'AL' AHEAD

(5)73 PE.  
 (10)73 R/W  
 (22)82 GRADING  
 (26)73 PAVING  
 END PROJECT I-64-2  
 END 104(b)5 SECTION A13-A14.1  
 STA. 2463+00.00 'A' BACK  
 STA. 2463+22.00 'AL' BACK

- LEGEND
- (A) PERMANENT BARRICADE, TYPE A ..... 4
  - (A) BARRICADE, TYPE A ..... 4
  - (B) BARRICADE, TYPE B ..... 10
  - (C) CONSTRUCTION SIGN TYPE A ..... 18
  - (D) CONSTRUCTION IDENTIFICATION SIGN ..... 2
  - (E) CONSTRUCTION SIGN TYPE B ..... 5
  - (M) STD. SIGN M-29 ..... 6

C R A W F O R D C O.

PROJECT I-64-3(8)86 R/W  
 PLAT I  
 FOR ROAD DESIGN  
 SCALE: 1" = 1000'



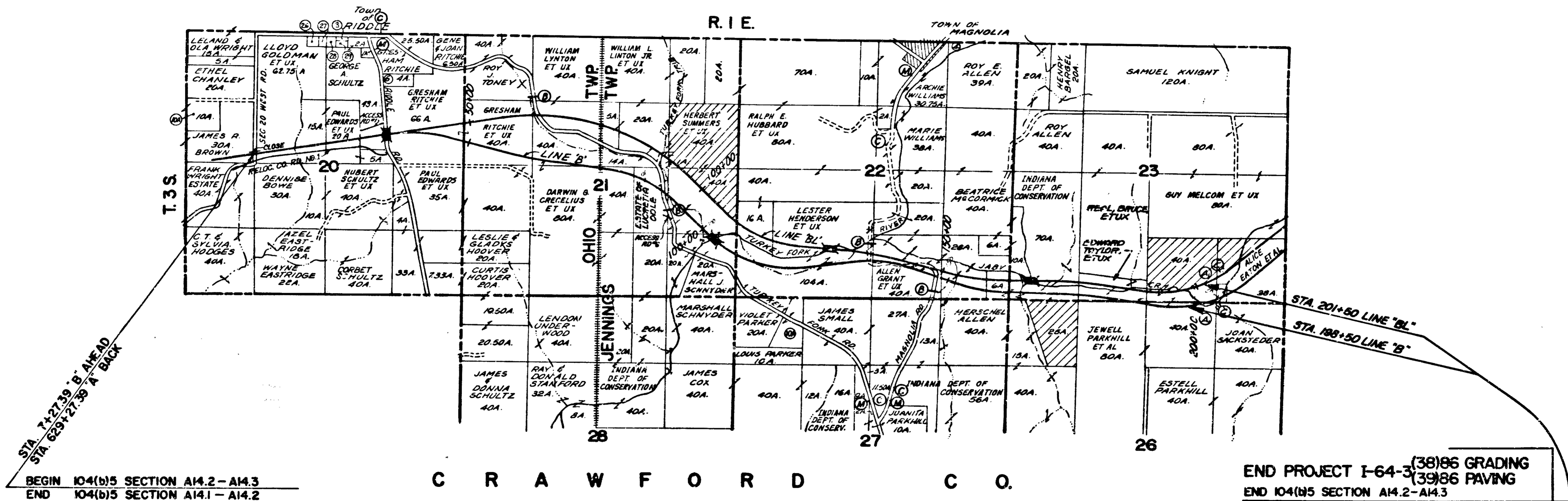
Henry W. Smith  
 FIRST PHASE

PROJECT NO.	LINE	SHEET	TOTAL SHEETS	FILE
I-64-3(8)86		16	710	

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-64-3(38)86	1970	17	716



**LEGEND**  
 LANDLOCKED (NO ACCESS PROVIDED)



STA 7+27.39 'B' AHEAD  
 STA 6+29+27.39 'A' BACK

BEGIN 104(b)5 SECTION A14.2 - A14.3  
 END 104(b)5 SECTION A14.1 - A14.2

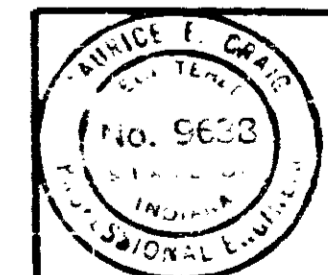
END PROJECT I-64-3(38)86 GRADING  
 END 104(b)5 SECTION A14.2 - A14.3  
 END PROJECT I-64-3(39)86 PAVING  
 BEGIN PROJECT I-64-3(S1)93 GRADING  
 BEGIN 104(b)5 SECTION A14.3 - A14.4.1

**C R A W F O R D C O.**

COUNTY	TOWNSHIP	SECTION	INDEX	OWNER	ACRES
CRAWFORD	OHIO	20	3	U.B. CHURCH	0.33
..	..	20	26	HERMAN CHANLEY	1
..	..	20	27	CEMETERY	0.50
..	..	20	28	..	0.50
..	..	20	29	..	0.50
..	..	20	104	SHNELIA MAE BROWN	1
..	..	20	5	SYLVIA SCHULTZ	1
..	JENNINGS	22	4	H.W. COX	1

- LEGEND**
- (A) PERMANENT BARRICADE, TYPE A ..... 2
  - (A) BARRICADE, TYPE A ..... 0
  - (B) BARRICADE, TYPE B ..... 0
  - (C) CONSTRUCTION SIGN TYPE A ..... 10
  - (D) CONSTRUCTION IDENTIFICATION SIGN ..... 0
  - (E) CONSTRUCTION SIGN TYPE B ..... 0
  - (M) STD SIGN TYPE M-29 ..... 4

PROJECT I-64-3(38)86 R/W  
**PLAT I**  
**FOR ROAD DESIGN**  
 SCALE: 1" = 1000'



*R. E. Green*  
**FIRST PHASE**

PROJECT NO.	SHEET NO.	TOTAL SHEETS	FILE
I-64-3(38)86	17	716	

**PUBLIC UTILITY OWNERS**

**ELECTRIC SERVICE BY:**

DuBois Co. R.E. Co.  
P.O. Box 309  
Jasper, Indiana  
**TELEPHONE SERVICE BY:**  
Lure's Telephone Co.  
P.O. Box 345  
Corydon, Indiana

**BEGIN PROJ. 1-64-3(38)86**  
**STA. 2463 +00.00 LINE "A" AND.**  
**END PROJ. 1-64-2(22)82**  
**STA. 2463 +00.00 LINE "A" BK.**

**LEGEND**

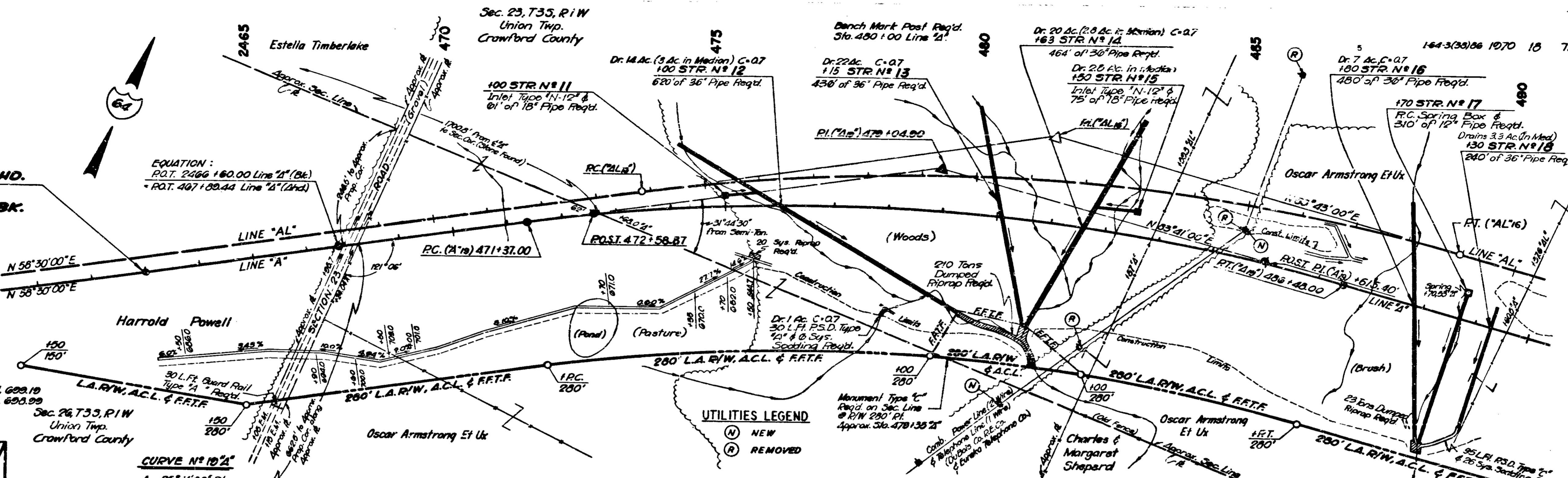
L.A.R.W. ... Limited Access Right-of-Way  
A.C.L. ... Access Control Line  
R/W ... Right-of-Way  
F.F.T.F. ... Farm Field Type Fence  
4 S.B.W. ... 4 Strand Barbed Wire  
... Right-of-Way Marker

**LEVEL EQUATION:**

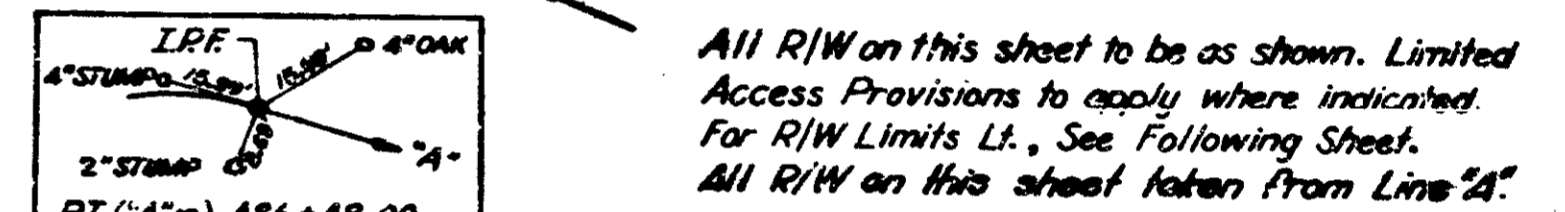
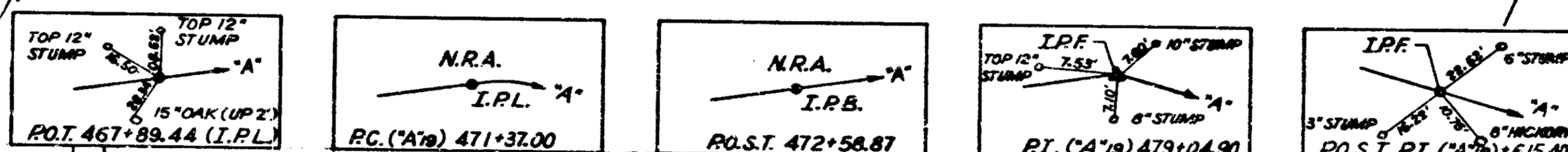
B.M. #1 (Ahd.) LINE "A" Proj. 1-64-3(38)86 - El. 688.19  
B.M. #1 (Bck.) LINE "A" Proj. 1-64-2(22)82 - El. 693.99

**GENERAL NOTES**

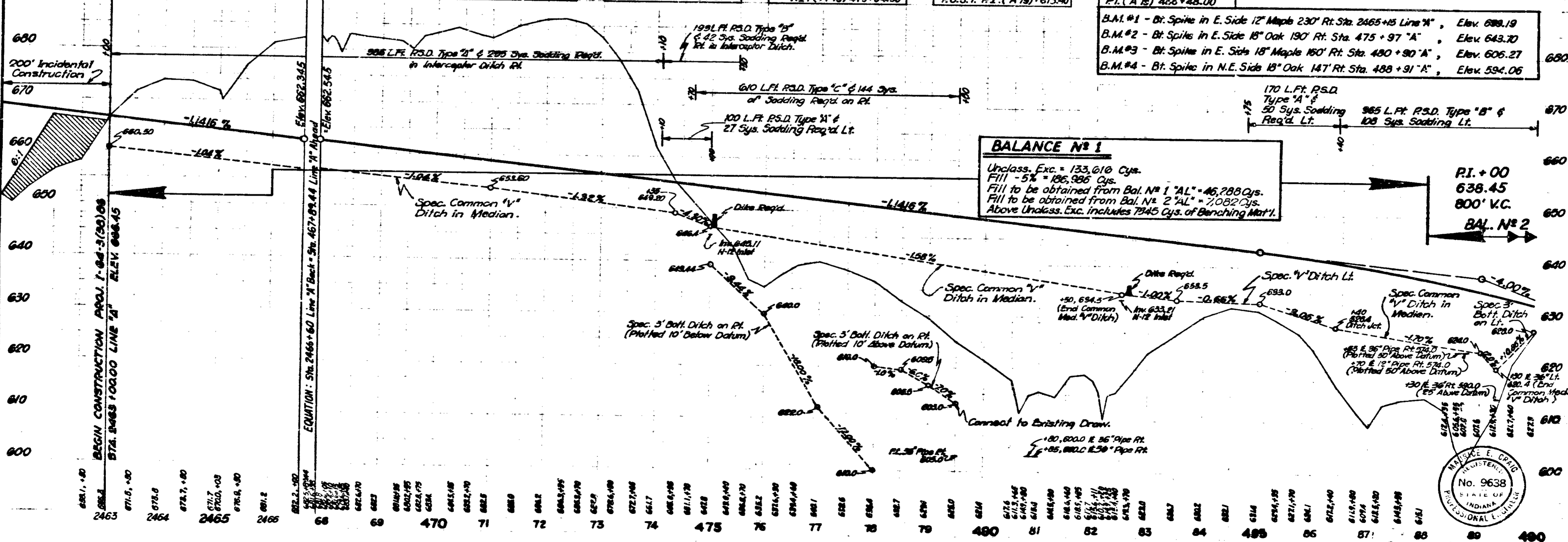
Typical Cross Sections as shown on Sheets 1-64-3(38)86 to be used on this Project. Indiana State Highway Commission Standard Specifications dated 1969 to be used with this Project. Standards under date as listed in the Index on the Title Sheet to be used on this Project. Grab Line as shown on profile represents top of finished surface. Balance No. 1 is 2,500 Foot Long. The Contractor must accept the plan quantities of Subgrade as given in the Conditions of Contract and subject to the conditions of Section 207 of the State Specifications. All the work on this project shall be done in accordance with the specifications in the contract and where there is a conflict between the specifications and the contract, the contract shall govern. All earth shoulders, median areas, cut and fill slopes shall be plain or matched, graded and compacted to a 300% finish. Overhaul and extra haul quantities as shown in the Balance No. 1 for information only. Excavation quantities as shown on Plans and Profiles include estimated excavation for Public and Private Road Approaches (See Section 207.1). Curves on this project shall be 500' minimum length and shall be 11.00' minimum radius. Road and Right-of-Way shall be supervised as shown on Sheets 1-64-3(38)86 and 1-64-2(22)82. Sodding shall be done as shown on Typical Cross Sections and on other Standard Sheet 1-64-3(38)86. No net is to be used on this project. No kind of road, permitted for each mile and description as shown on the Standard Sheet 1-64-3(38)86. All limited access R/W (L.A.R.W.) to be fenced with Farm Field Type Fence (F.F.T.F.) and 4 Strand Barbed Wire (4 S.B.W.) as specified in plans. The minimum grade for underdrains shall be 0.20%. Where the profile grade is less than 0.20%, the underdrains shall be established by the Engineer. The final Cross Sections of the sodding contract shall be the original Cross Sections of the sodding contract. The contractor shall be held responsible for the final cross sections. (General Notes Cont. on Following Sheet)



**CURVE NO. 10 "A"**  
Δ = 25° 11' 00" R/L  
D = 1' 40' 00"  
P = 343.75'  
T = 767.00'  
L = 1511.00'  
E = 84.72'  
SE = 0.042 M/M

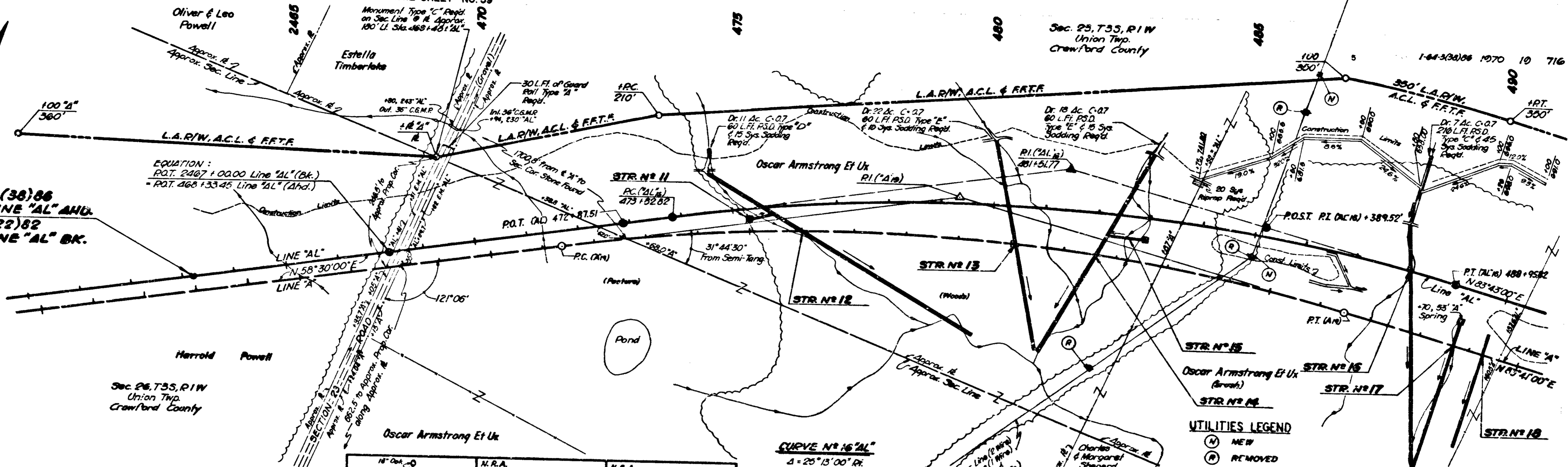


**BALANCE NO. 1**  
Unclass. Exc. = 133,610 Cys.  
Fill - 5% = 186,986 Cys.  
Fill to be obtained from Bal. No. 1 "A" = 46,288 Cys.  
Fill to be obtained from Bal. No. 2 "A" = 7,082 Cys.  
Above Unclass. Exc. includes 7945 Cys. of Batching Mat'l.





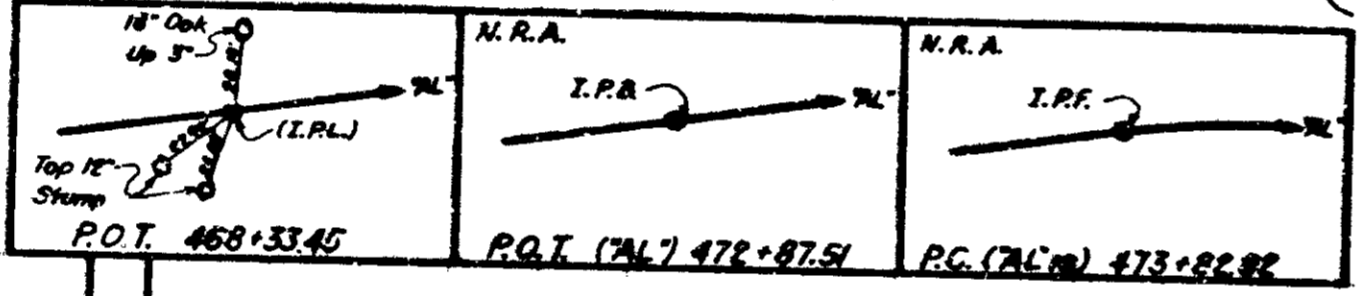
EMERGENCY ACCESS PANEL REQ'D APPROX.  
STA. 2465+00 LT. SEE DETAIL SHEET NO. 59



**BEGIN PROJ. 1-64-3(38)86  
STA. 2463+22.00 LINE "AL" AND  
END PROJ. 1-64-2(22)82  
STA. 2463+22.00 LINE "AL" BK.**

EQUATION:  
P.O.T. 2467+00.00 Line "AL" (Bk.)  
= P.O.T. 2463+33.45 Line "AL" (Ahd.)

**LEVEL EQUATION:**  
B.M. #1 (Ahd.) LINE "A" Proj. 1-64-3(38)86 - E.I. 600.19  
= B.M. #1 (Bck.) LINE "A" Proj. 1-64-2(22)82 - E.I. 600.99



**CURVE NO. 16 "AL"**  
L = 25' 13" 00" Rf.  
D = 1' 40" 00"  
R = 343770'  
T = 783.55'  
L = 183.00'  
E = 84.85'  
SE = 0.042 N/P.

**UTILITIES LEGEND**  
NEW  
REMOVED

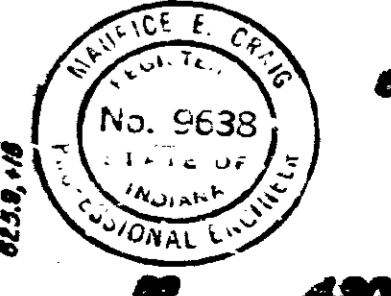
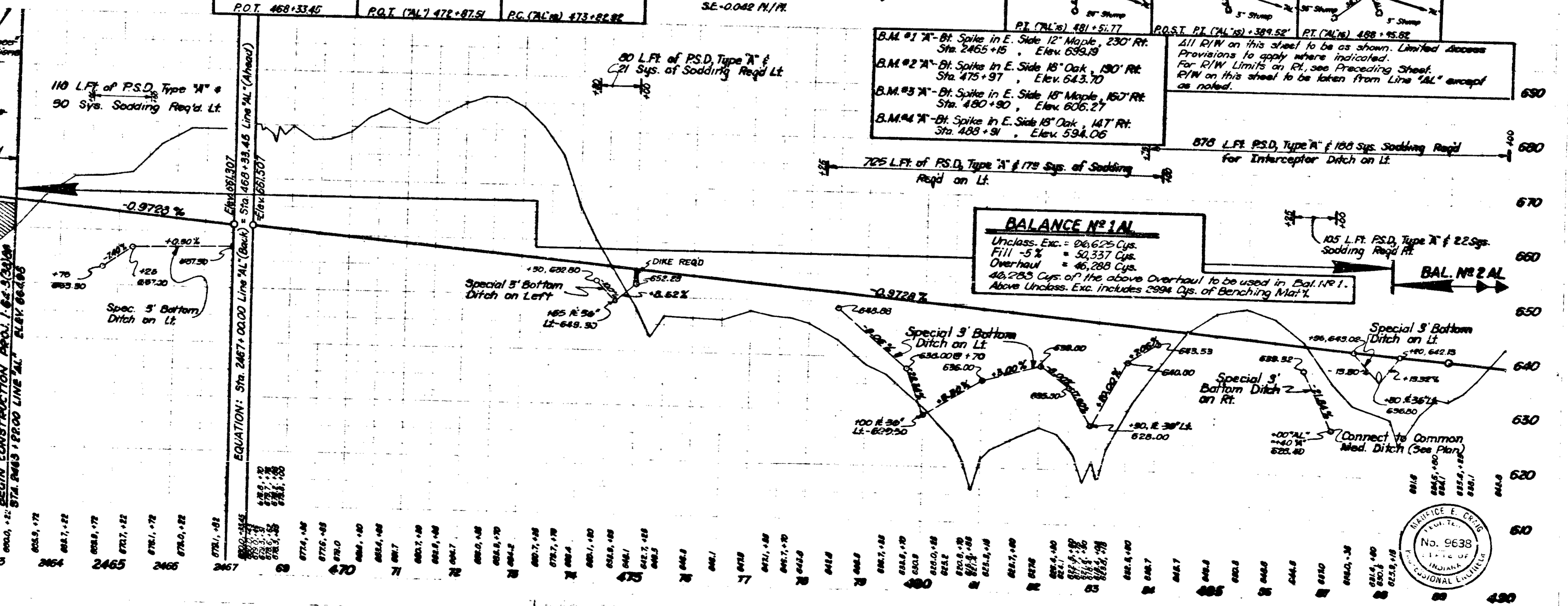
**GENERAL NOTES (Continued)**

- All Curb and Gutter Connections shall have (4") Edge Lines and (1/2") Strip Centerlines set out in the Sta. Spec. Applications and Yellow Barrer Lines shall be placed as shown on the Plans.
- The quantity of Grass Water Seeding shown on the Estimate of Quantities Sheet is to be based at those locations where the slopes are cut or closer or in an area requiring concrete or sand filters as directed by the Engineer.
- The Project Engineer shall establish and refer to all Control Points for the subsequent future project.
- The Contractor shall use of Frost-Proof Flagpole when flagpole is required within 50' of the Pavement.
- All Structures that are noted but not described are described elsewhere in the Plans.
- Monuments located outside construction limits that are not disturbed do not need to be replaced.
- All Highway Drainage Structures over 24" in diameter have been designed on the basis of a 10 year storm frequency. The elevations of the design heights for each culvert having a diameter of more than 36" shall be shown on the Plans and sufficient at all locations.
- When Guard Rail type is called for on this project the Contractor shall use the Steel Beam Section or the Steel Tubular Section.
- When Guard Rail Type is called for on this project, the Contractor shall have the option of using either the Semi-Channel Aluminum Tubular Section or the Steel Tubular Section.

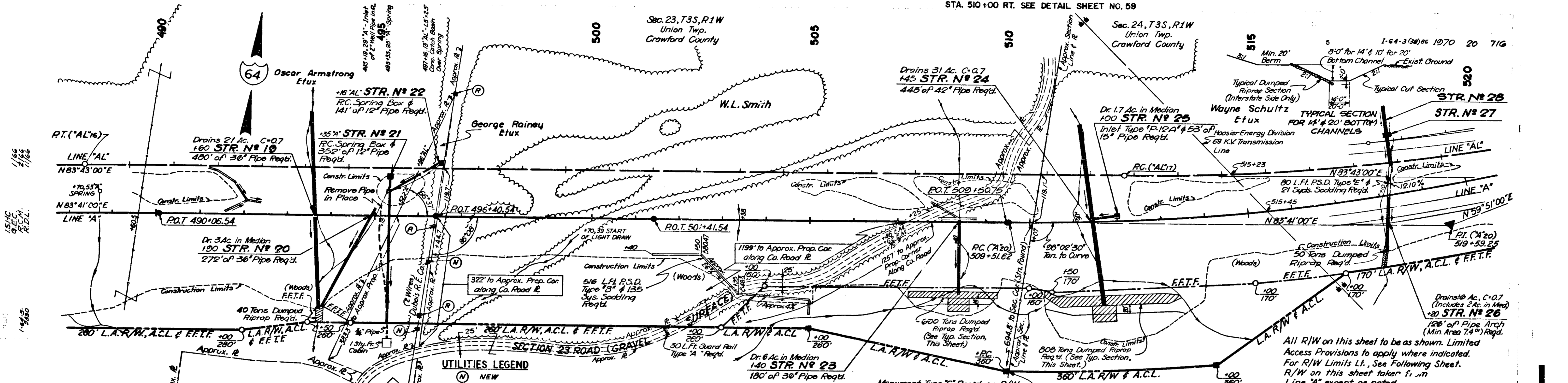
- B.M. #1 "A" - Bt. Spike in E. Side 12" Maple, 230' Rf. Sta. 2465+15, Elev. 639.19
- B.M. #2 "A" - Bt. Spike in E. Side 18" Oak, 190' Rf. Sta. 475+97, Elev. 643.70
- B.M. #3 "A" - Bt. Spike in E. Side 18" Maple, 167' Rf. Sta. 480+90, Elev. 606.27
- B.M. #4 "A" - Bt. Spike in E. Side 18" Oak, 147' Rf. Sta. 488+91, Elev. 594.06

All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits on Rt., see Preceding Sheet. R/W on this sheet to be taken from Line "AL" except as noted.

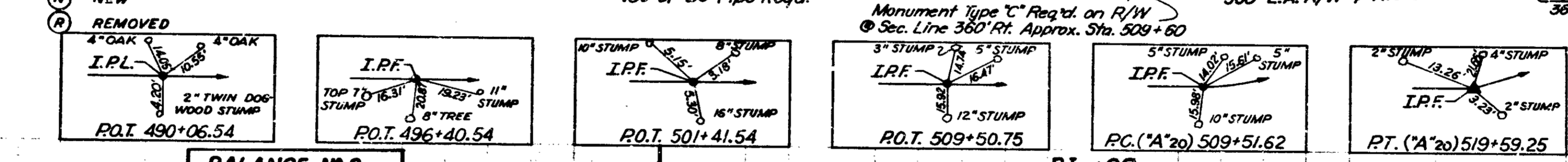
**BALANCE NO. 1 AL**  
Unclass. Exc. = 06,625 Cys.  
Fill = 50,337 Cys.  
Overhaul = 46,288 Cys.  
46,288 Cys. of the above Overhaul to be used in Bal. No. 1. Above Unclass. Exc. includes 2994 Cys. of Benching Mat'.



EMERGENCY ACCESS PANEL REQ'D APPROX.  
STA. 510+00 RT. SEE DETAIL SHEET NO. 59



**UTILITIES LEGEND**



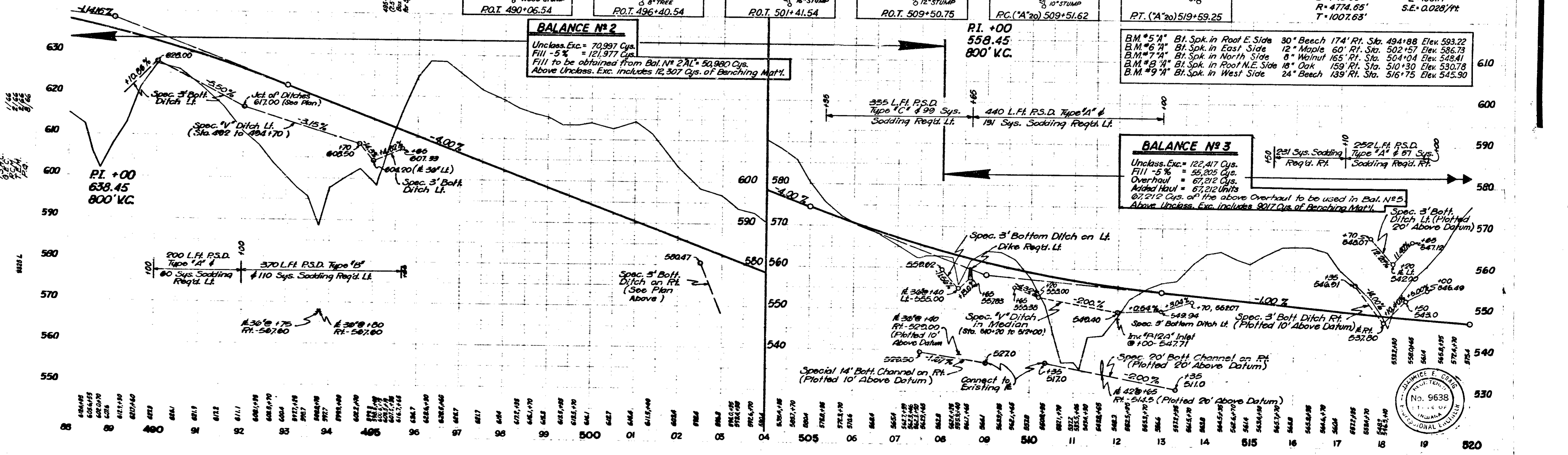
All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits Lt., See Following Sheet. R/W on this sheet taken from Line 'A' except as noted.

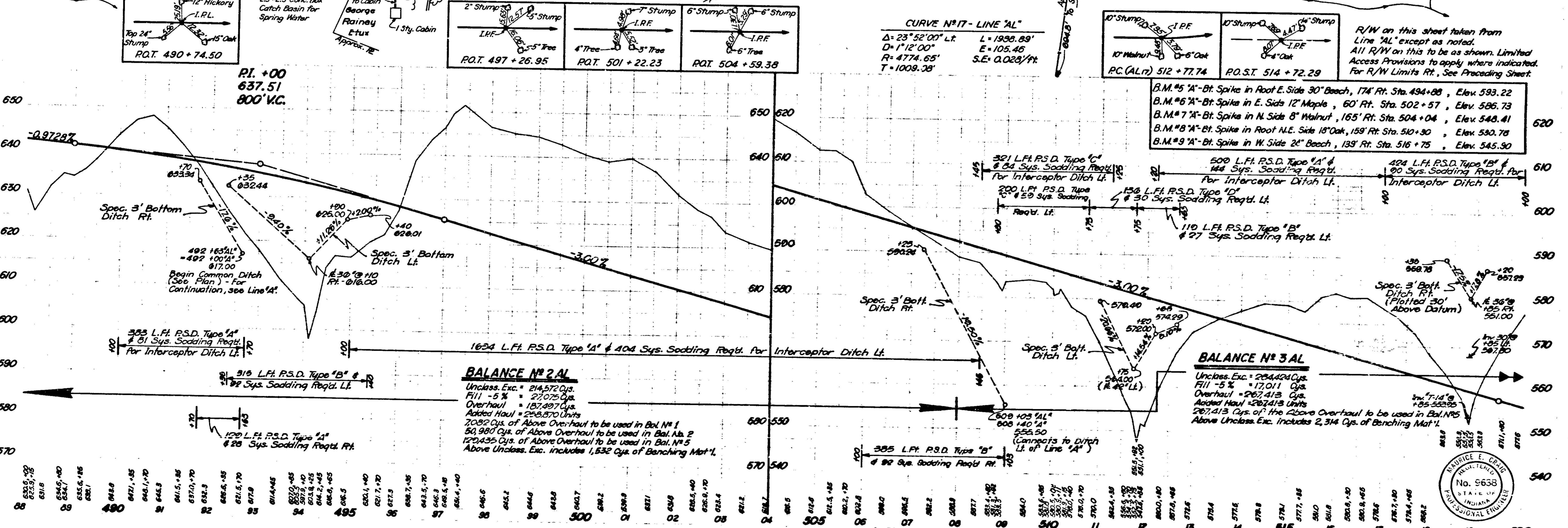
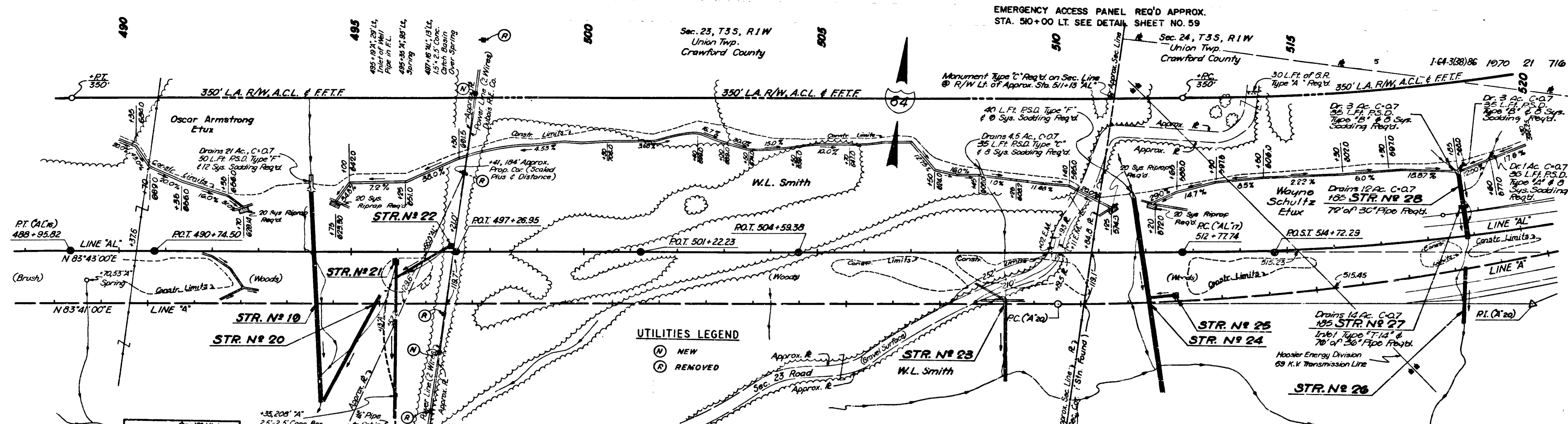
**CURVE NO 20 - LINE 'A'**

$\Delta = 23^\circ 50' 00''$ Lt.	$L = 1986.11'$
$D = 1^\circ 12' 00''$	$E = 105.17'$
$R = 4774.65'$	$S.E. = 0.028'/ft$
$T = 1007.63'$	

**BALANCE #2**  
 Unclass. Exc. = 70,997 Cys.  
 Fill -5% = 121,977 Cys.  
 Fill to be obtained from Bal. #2AL\* 50,980 Cys.  
 Above Unclass. Exc. includes 12,307 Cys. of Benching Mat'l.

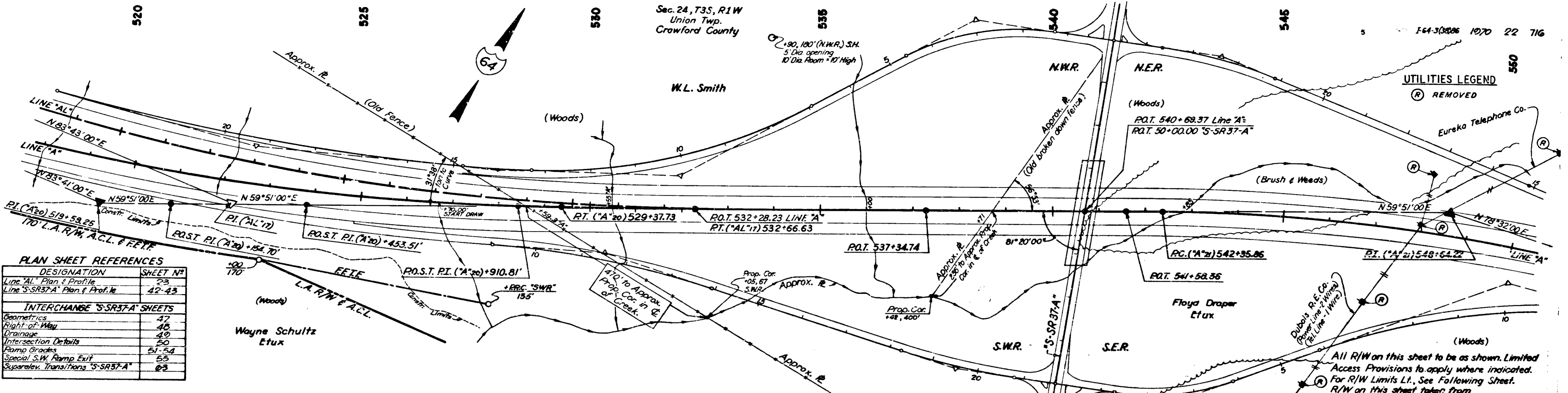
**BALANCE #3**  
 Unclass. Exc. = 122,417 Cys.  
 Fill -5% = 55,205 Cys.  
 Overhaul = 67,212 Cys.  
 Added Haul = 67,212 Units  
 67,212 Cys. of the above Overhaul to be used in Bal. #5  
 Above Unclass. Exc. includes 9017 Cys. of Benching Mat'l.





Sec. 24, T3S, R1W  
Union Twp.  
Crawford County

I-64-33206 1070 22 716

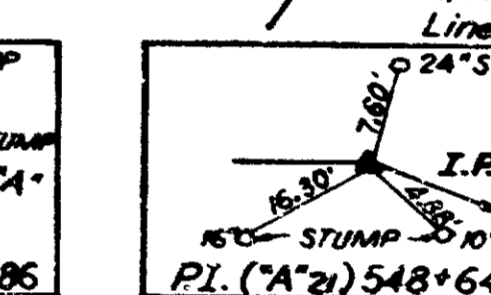
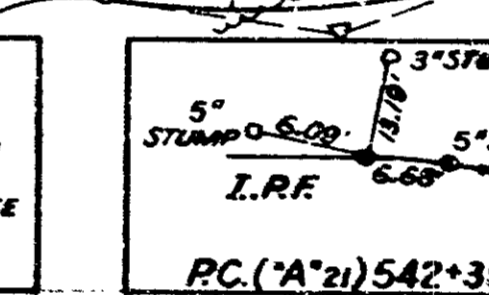
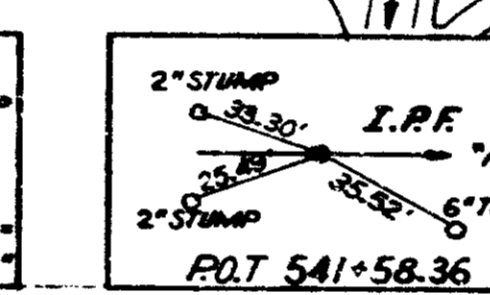
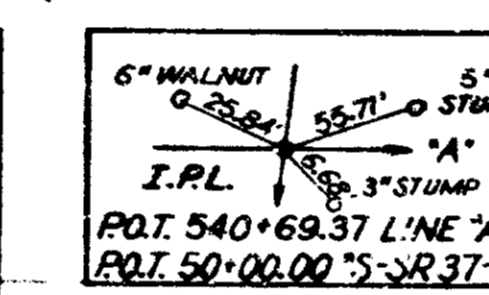
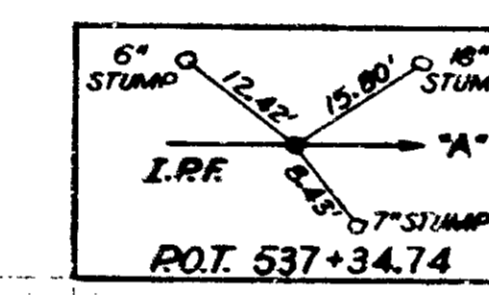
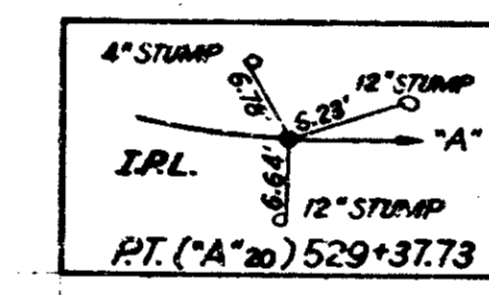
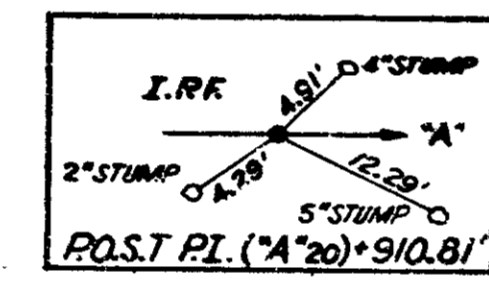
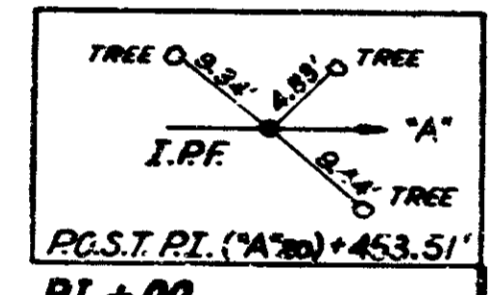
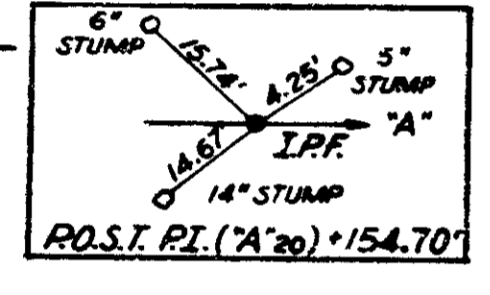


**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line "A1" Plan & Profile	23
Line "S-SR37-A" Plan & Profile	42-43
<b>INTERCHANGE "S-SR37-A" SHEETS</b>	
Geometrics	47
Right-of-Way	48
Drainage	49
Intersection Details	50
Ramp Grades	51-54
Special S.W. Ramp Exit	55
Superelev. Transitions "S-SR37-A"	63

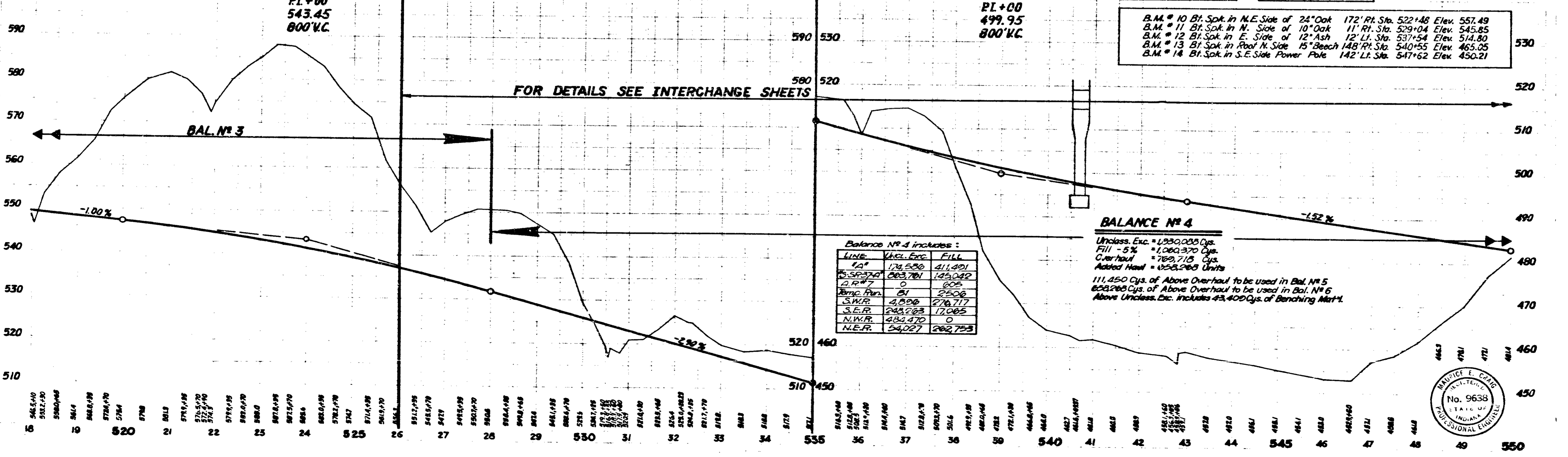
All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits Lt., See Following Sheet. R/W on this sheet taken from Line "A" except as noted.

**CURVE NO 20 - LINE "A"**  
 $\Delta = 23^{\circ}50'00''$  Lt. L = 1986.11'  
 $D = 1^{\circ}12'00''$  E = 105.17'  
 $R = 4774.65'$  S.E. = 0.028/ft.  
 $T = 1007.63'$



**CURVE NO 21 - LINE "A"**  
 $\Delta = 13^{\circ}41'00''$  Rt. L = 1245.58'  
 $D = 1^{\circ}30'00''$  E = 51.34'  
 $R = 3819.72'$  S.E. = 0.042/ft.  
 $T = 628.36'$

B.M. # 10 Bl. Spk. in N.E. Side of 24" Oak	172' Rt. Sta. 522+48	Elev. 557.49
B.M. # 11 Bl. Spk. in N. Side of 10" Oak	11' Lt. Sta. 529+04	Elev. 545.85
B.M. # 12 Bl. Spk. in E. Side of 12" Ash	12' Lt. Sta. 537+54	Elev. 514.80
B.M. # 13 Bl. Spk. in Road N. Side 15" Beech	148' Rt. Sta. 540+55	Elev. 465.05
B.M. # 14 Bl. Spk. in S.E. Side Power Pole	142' Lt. Sta. 547+62	Elev. 450.21

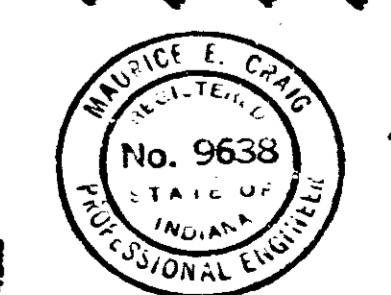


FOR DETAILS SEE INTERCHANGE SHEETS

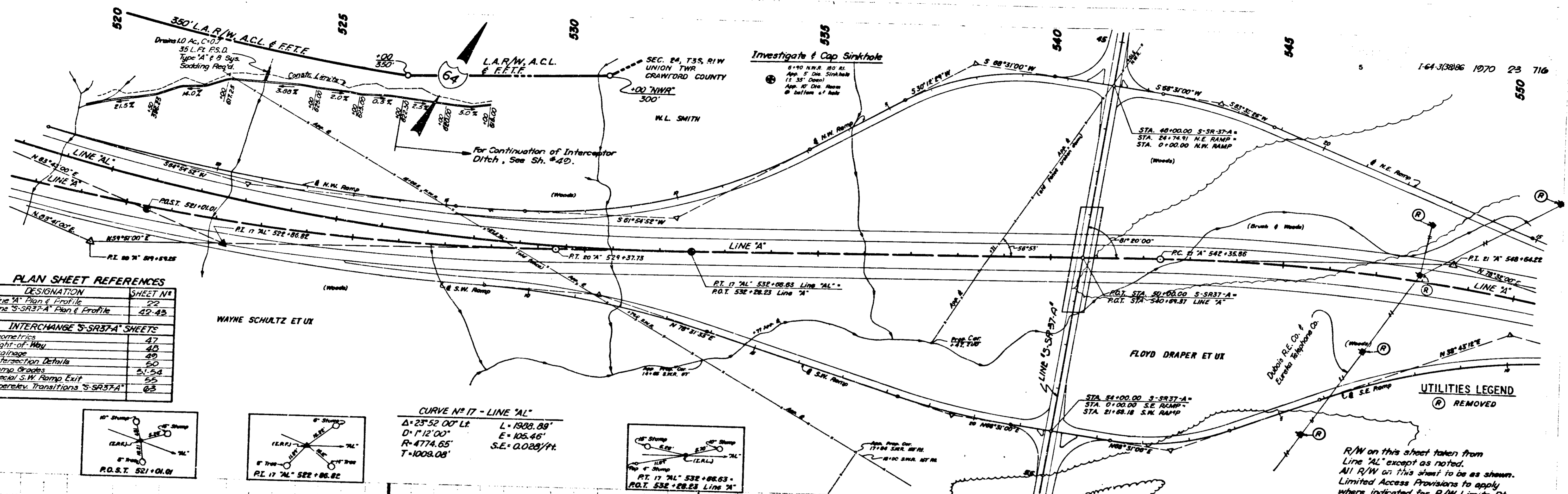
Balance No 4 includes:

LINE	UNCL. EXC.	FILL
"A"	174,500	411,401
"S-SR37-A"	683,701	145,042
"A" # 7	0	605
Ramp Run	51	2506
S.W.R.	4,800	278,717
S.E.R.	243,263	17,065
N.W.R.	433,470	0
N.E.R.	54,027	262,753

**BALANCE NO 4**  
 Unless Exc. = 1,330,025 Cys.  
 Fill = 5% = 1,060,370 Cys.  
 Overhaul = 789,713 Cys.  
 Added Haul = 458,263 Units  
 111,450 Cys. of Above Overhaul to be used in Bal. No 5  
 652,263 Cys. of Above Overhaul to be used in Bal. No 6  
 Above Unless Exc. includes 43,400 Cys. of Benching Mat'l.



I-64-33206 A 22 716



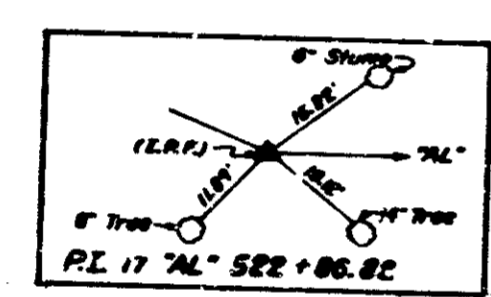
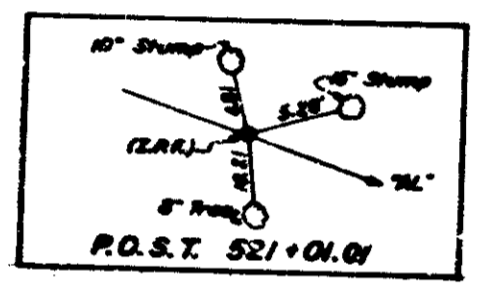
**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line A' Plan & Profile	22
Line S-SR37-A Plan & Profile	42-43

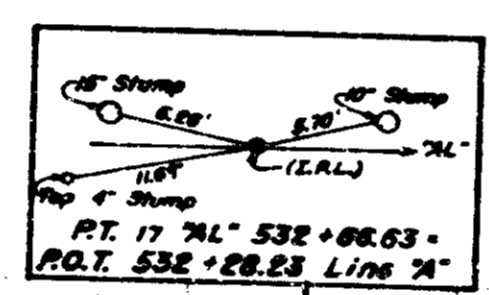
  

**INTERCHANGE S-SR37-A SHEETS**

Geometrics	47
Right-of-Way	48
Utilities	49
Intersection Details	50
Ramp Grades	51-54
Special S.W. Ramp Exit	55
Superelev. Transitions S-SR37-A	63



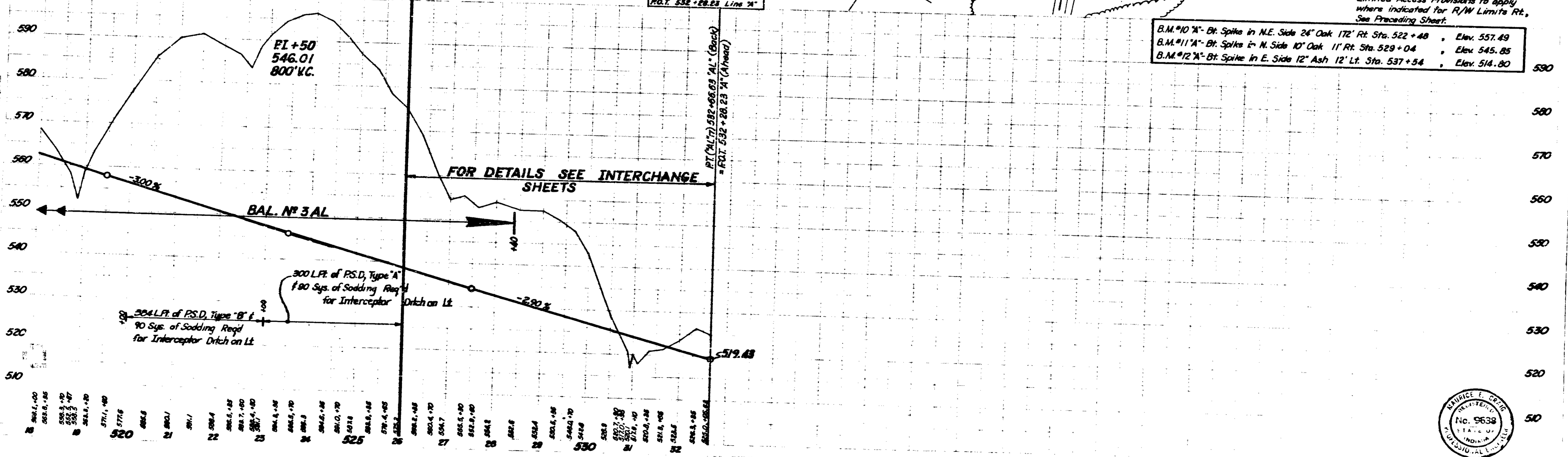
**CURVE NO. 17 - LINE 'A'**  
 $\Delta = 23^{\circ}52'00''$  L = 1908.89'  
 $D = 1^{\circ}12'00''$  E = 105.46'  
 $R = 4774.65'$  S.E. = 0.028/ft.  
 $T = 1009.08'$

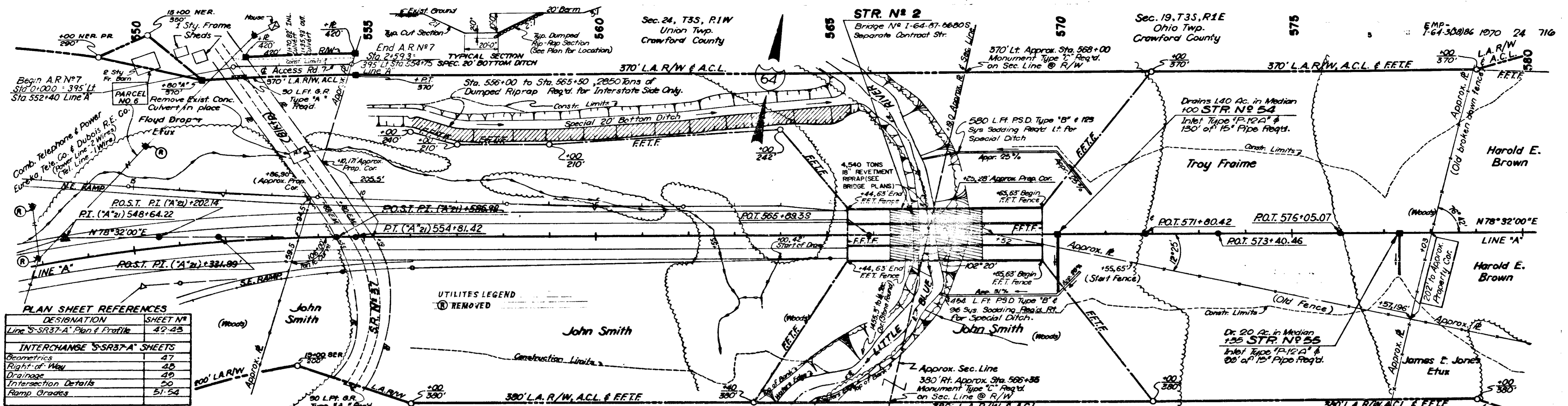


**UTILITIES LEGEND**  
 (R) REMOVED

R/W on this sheet taken from Line 'A' except as noted. All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated for R/W Limits Rt. See Preceding Sheet.

B.M. #10 "A" - Bt. Spike in N.E. Side 24" Oak 172' Rt. Sta. 522+48, Elev. 557.49  
 B.M. #11 "A" - Bt. Spike in N. Side 10" Oak 11' Rt. Sta. 529+04, Elev. 545.85  
 B.M. #12 "A" - Bt. Spike in E. Side 12" Ash 12' Lt. Sta. 537+54, Elev. 514.80

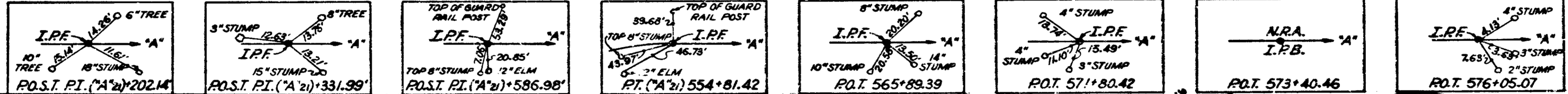




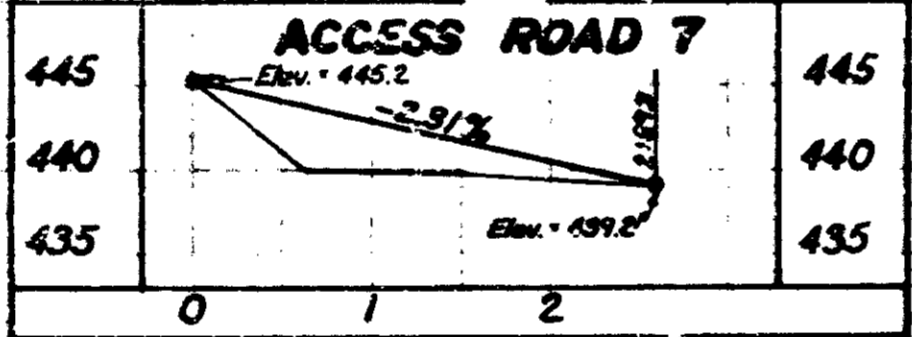
**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line S-SR37-A Plan & Profile	42-43
<b>INTERCHANGE S-SR37-A SHEETS</b>	
Geometrics	47
Right-of-Way	48
Drainage	49
Intersection Details	50
Ramp Grades	51-54

**CURVE N° 21 - LINE "A"**  
 $\Delta = 15^\circ 41' 00''$  Rt.  $L = 1245.56$   
 $D = 1^\circ 30' 00''$   $E = 51.34$   
 $R = 3819.72'$   $SE = 0.046'/ft$   
 $T = 628.36$

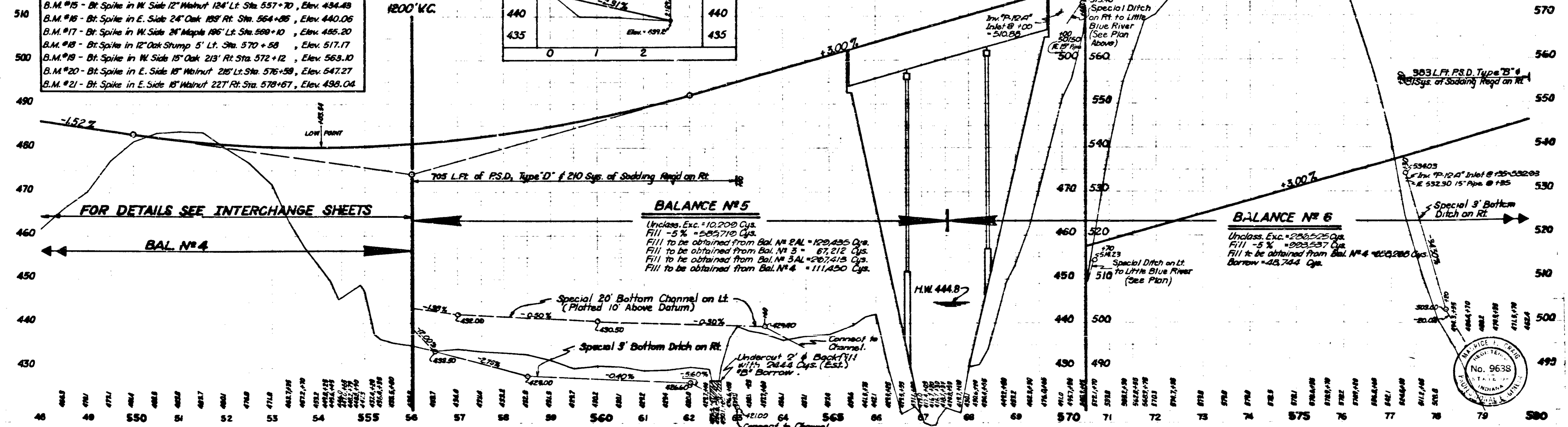


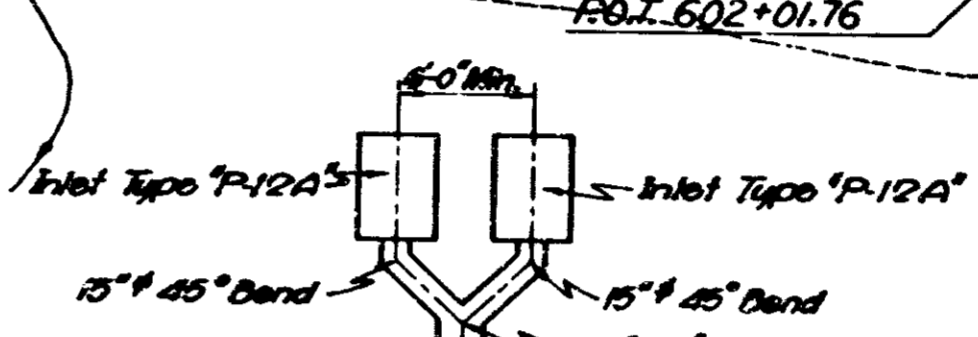
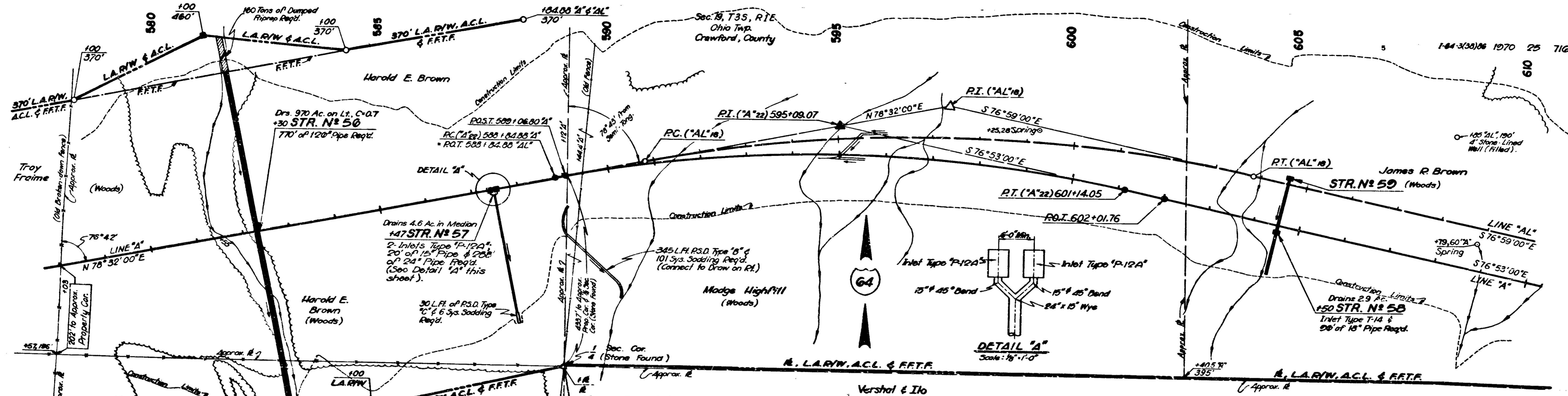
- B.M. L-117X Std. Ind. Flood Control B.M. (Marked CRA 19 1958) 104' Lt. Sta. 553+52 Line "A", Elev. 445.320
- B.M. #15 - Bt. Spike in W. Side 12" Walnut 124' Lt. Sta. 557+70, Elev. 434.49
- B.M. #16 - Bt. Spike in E. Side 24" Oak 185' Rt. Sta. 564+06, Elev. 440.06
- B.M. #17 - Bt. Spike in W. Side 24" Maple 196' Lt. Sta. 568+10, Elev. 455.20
- B.M. #18 - Bt. Spike in W. Side 12" Oak Stump 5' Lt. Sta. 570+58, Elev. 517.17
- B.M. #19 - Bt. Spike in W. Side 15" Oak 213' Rt. Sta. 572+12, Elev. 563.10
- B.M. #20 - Bt. Spike in E. Side 18" Walnut 215' Lt. Sta. 576+59, Elev. 547.27
- B.M. #21 - Bt. Spike in E. Side 18" Walnut 227' Rt. Sta. 578+67, Elev. 498.04



**BALANCE N° 5**  
 Unclass. Exc. = 10,209 Cys.  
 Fill - 5% = 585,710 Cys.  
 Fill to be obtained from Bal. N° 2AL = 120,435 Cys.  
 Fill to be obtained from Bal. N° 3 = 67,212 Cys.  
 Fill to be obtained from Bal. N° 3AL = 207,413 Cys.  
 Fill to be obtained from Bal. N° 4 = 111,450 Cys.

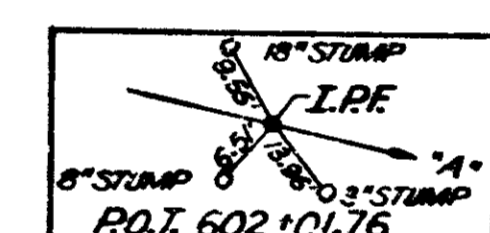
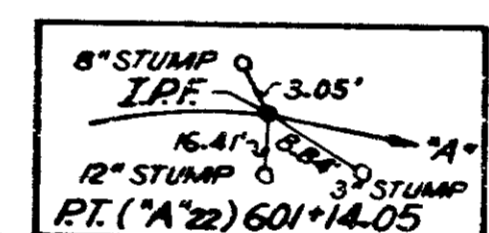
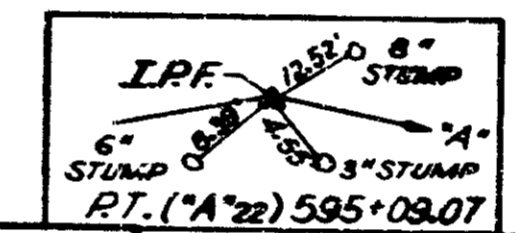
**BALANCE N° 6**  
 Unclass. Exc. = 200,525 Cys.  
 Fill - 5% = 903,537 Cys.  
 Fill to be obtained from Bal. N° 4 = 600,280 Cys.  
 Borrow = 297,744 Cys.





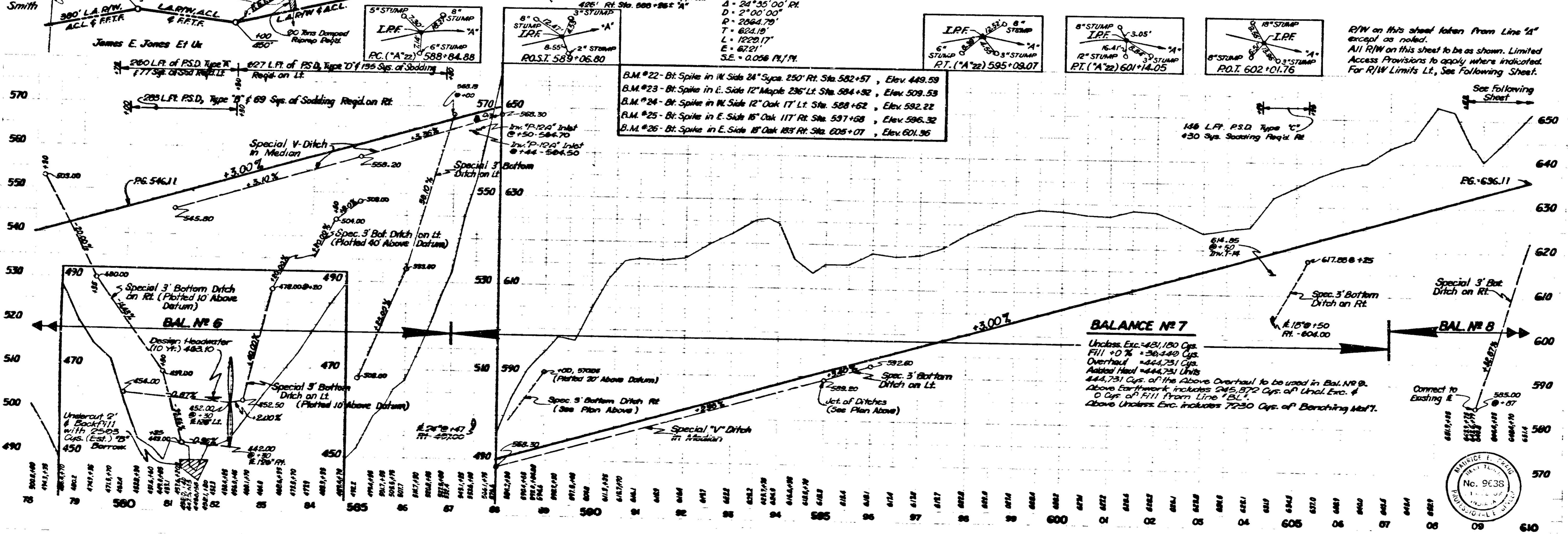
**CURVE NO. 22 "A"**

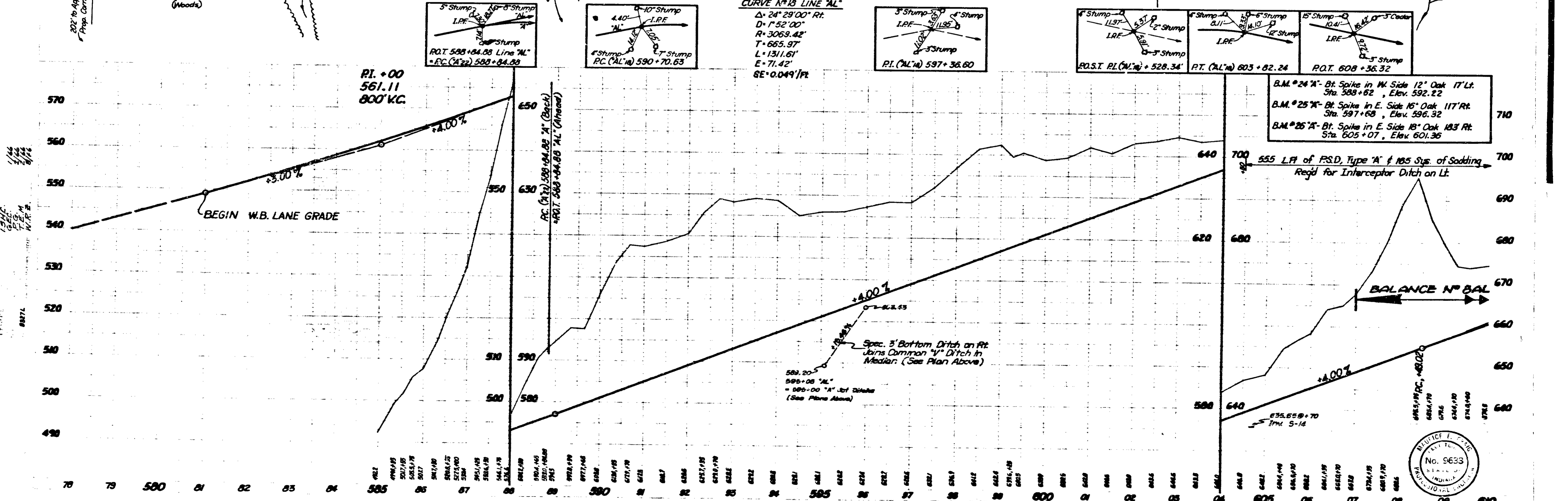
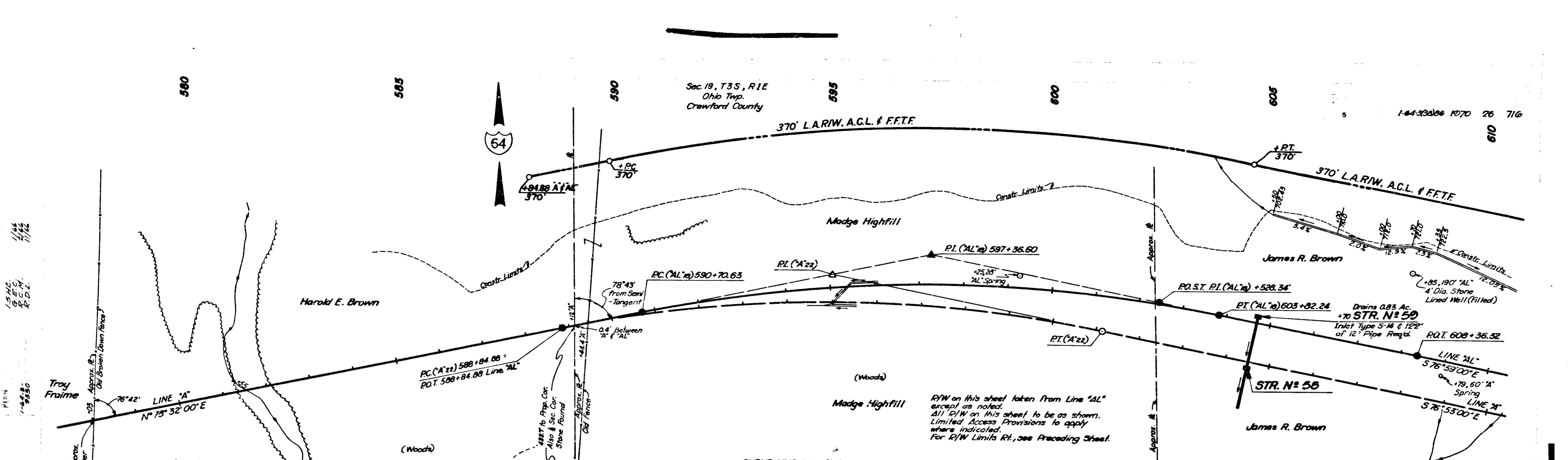
Δ = 24°35'00" RT.
D = 2'00'00"
P = 2094.79'
T = 624.19'
L = 1229.17'
E = 6721'
S.E. = 0.056 PI/PI



R/W on this sheet taken from Line "A" except as noted.  
 All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits Lt., See Following Sheet.

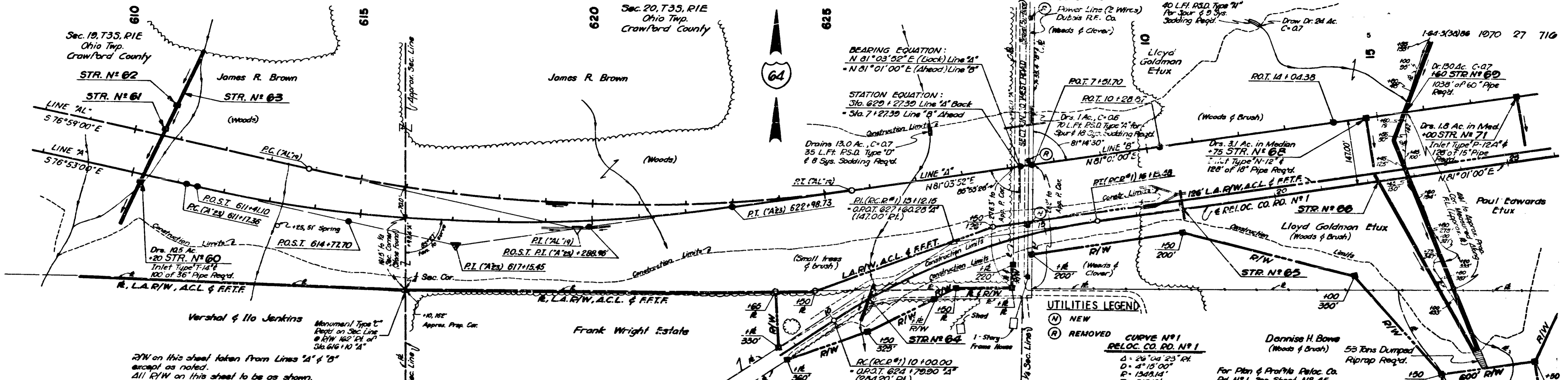
B.M. #22 - Bt. Spike in W. Side 24" Syca. 250' Rt. Sta. 582+57, Elev. 449.59  
 B.M. #23 - Bt. Spike in E. Side 12" Maple 236' Lt. Sta. 584+32, Elev. 509.53  
 B.M. #24 - Bt. Spike in N. Side 12" Oak 17' Lt. Sta. 588+62, Elev. 592.22  
 B.M. #25 - Bt. Spike in E. Side 16" Oak 117' Rt. Sta. 597+68, Elev. 596.32  
 B.M. #26 - Bt. Spike in E. Side 18" Oak 183' Rt. Sta. 606+07, Elev. 601.36



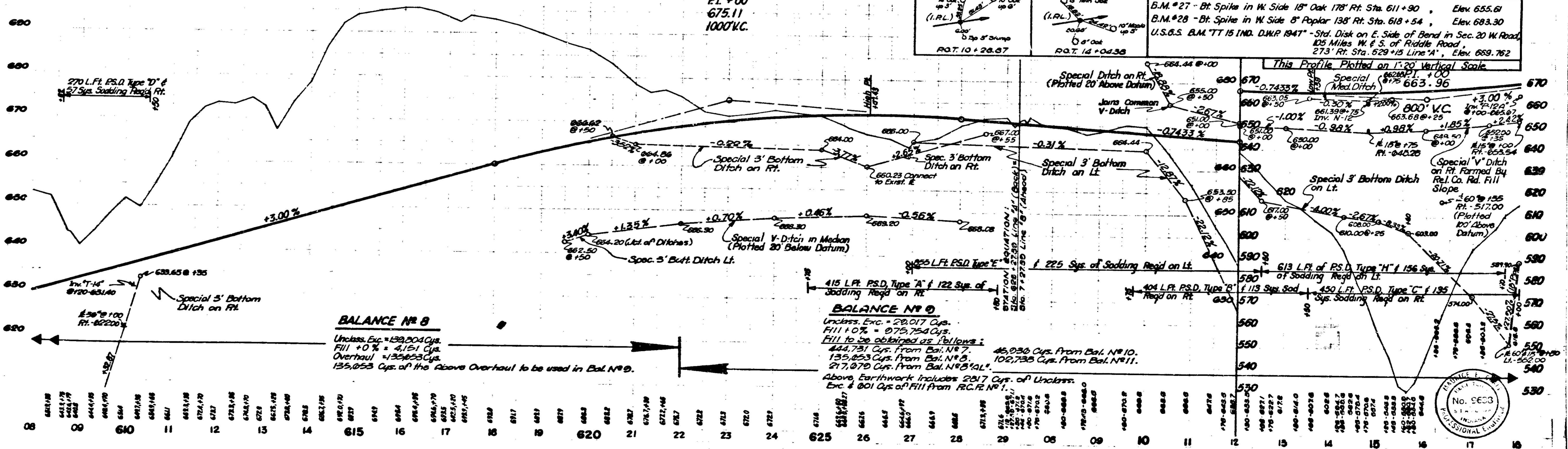
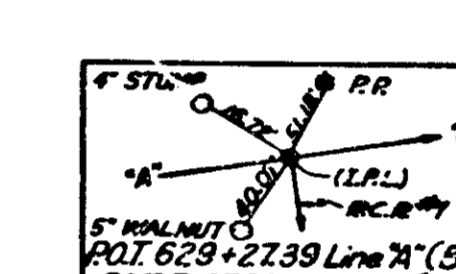
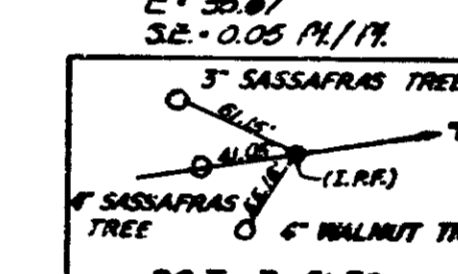
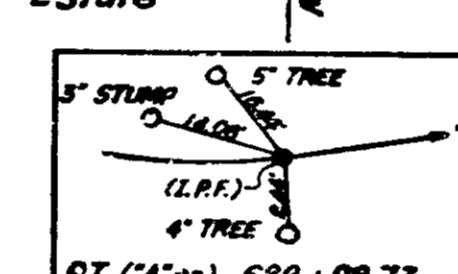
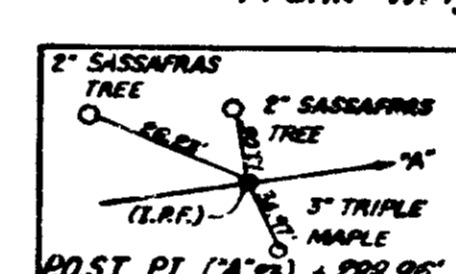
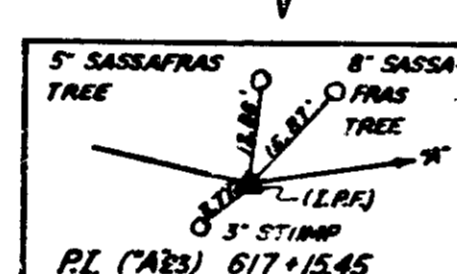
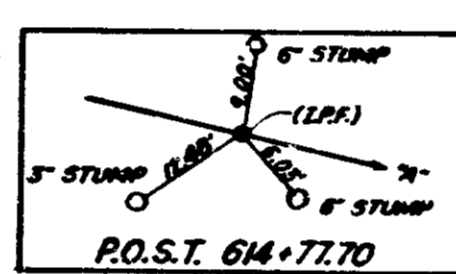
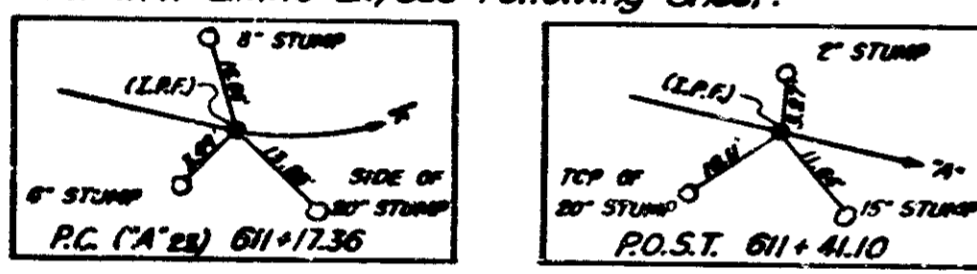


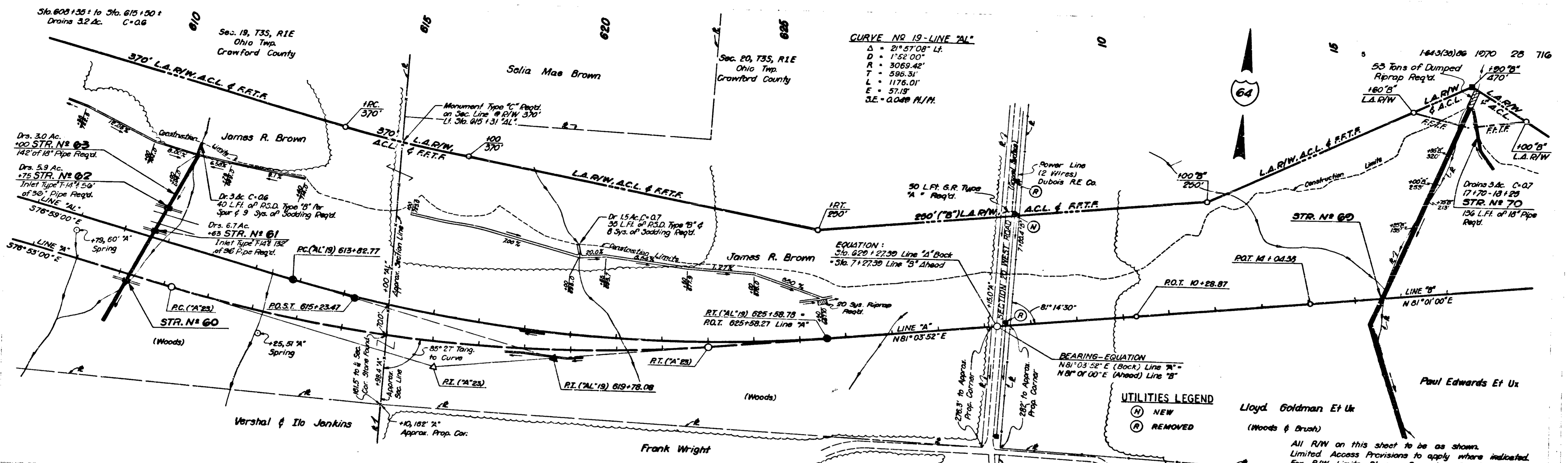
PLAN  
 1/4" = 100'  
 1/8" = 50'  
 1/16" = 25'  
 1/32" = 12.5'  
 1/64" = 6.25'  
 1/128" = 3.125'  
 1/256" = 1.5625'  
 1/512" = 0.78125'  
 1/1024" = 0.390625'  
 1/2048" = 0.1953125'  
 1/4096" = 0.09765625'  
 1/8192" = 0.048828125'  
 1/16384" = 0.0244140625'  
 1/32768" = 0.01220703125'  
 1/65536" = 0.006103515625'  
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R/W on this sheet taken from Lines "A" & "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, See Following Sheet.





**CURVE NO 19-LINE "A"**  
 Δ = 21°57'08" LF  
 D = 1'52'00"  
 R = 3069.42'  
 T = 596.31'  
 L = 1176.01'  
 E = 57.19'  
 S.E. = 0.0000 P.I.P.

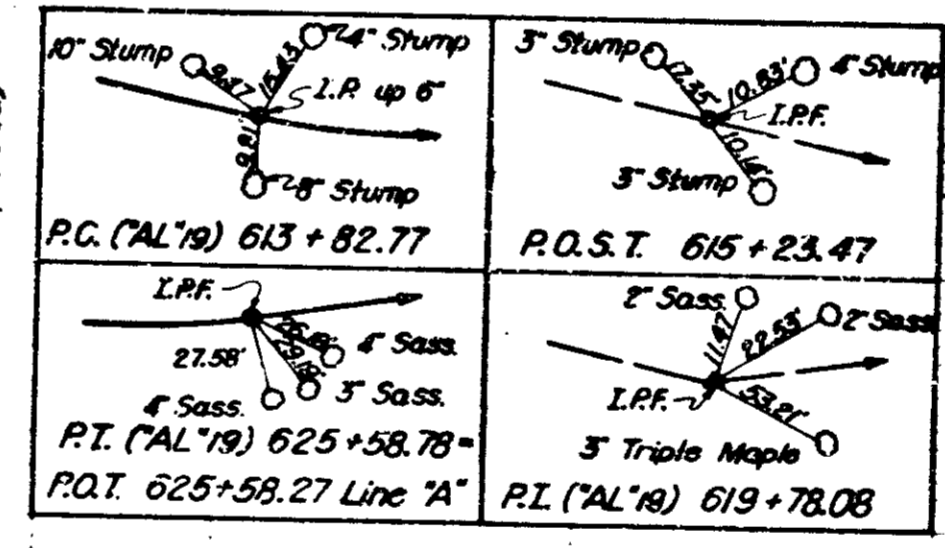
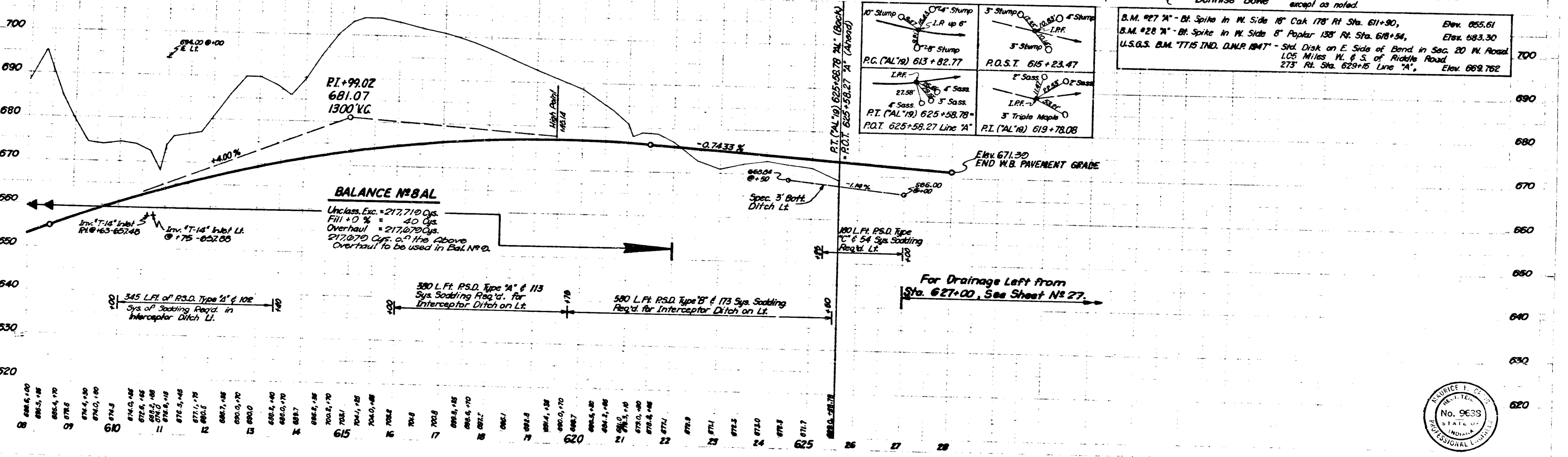
**EQUATION:**  
 Sta. 620 + 27.39 Line "A" Back  
 Sta. 71 + 27.39 Line "B" Ahead

**BEARING-EQUATION**  
 N81°03'52"E (Back) Line "A"  
 N81°01'00"E (Ahead) Line "B"

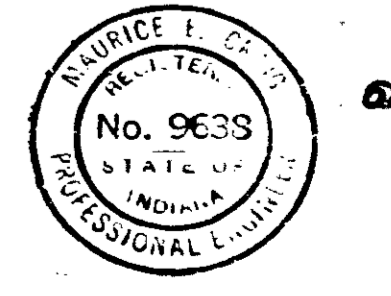
**UTILITIES LEGEND**  
 (N) NEW  
 (R) REMOVED

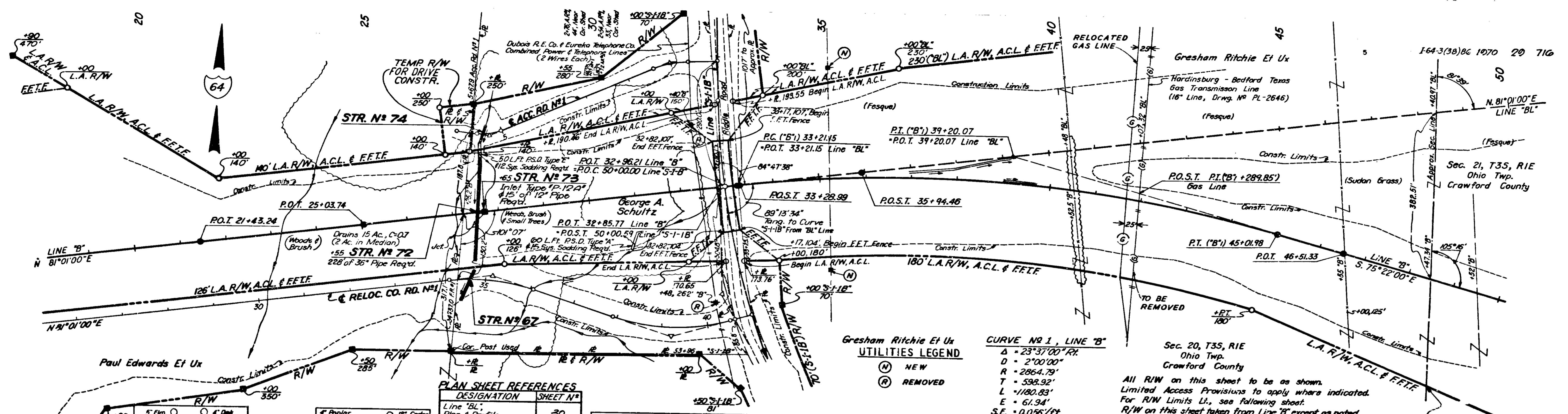
Lloyd Goldman Et Ux  
 (Woods & Brush)

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. R/W on this Sheet taken from Line "A" except as noted.



B.M. #27 "A" - Bl. Spike in W. Side 18" Oak 178' Rt. Sta. 611+90, Elev. 655.61  
 B.M. #28 "A" - Bl. Spike in W. Side 8" Poplar 138' Rt. Sta. 618+54, Elev. 683.30  
 U.S.G.S. B.M. "7715 IND. D.M.P. 1947" - Std. Disk on E. Side of Bend in Sec. 20 W. Road 1.05 Miles W. & S. of Riddle Road, 273' Rt. Sta. 629+15 Line "A", Elev. 669.762





**Gresham Ritchie Et UX UTILITIES LEGEND**

(N) NEW  
(R) REMOVED

**CURVE NO 1, LINE "B"**

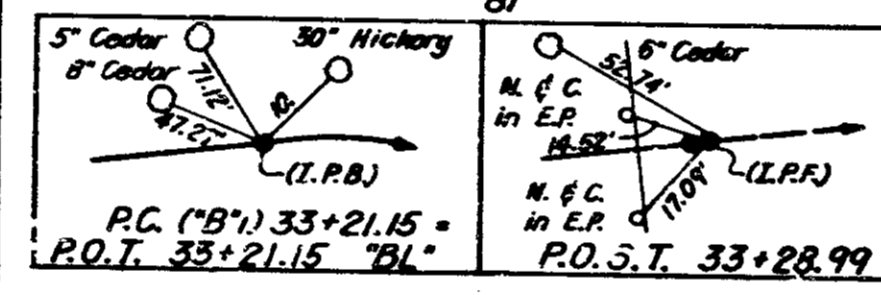
$\Delta = 23^{\circ}37'00"$  R/L  
 $D = 2^{\circ}00'00"$   
 $R = 2864.79'$   
 $T = 598.92'$   
 $L = 1180.83'$   
 $E = 61.94'$   
 $S.E. = 0.055/FT$

Sec. 20, T3S, R1E  
Ohio Twp.  
Crawford County

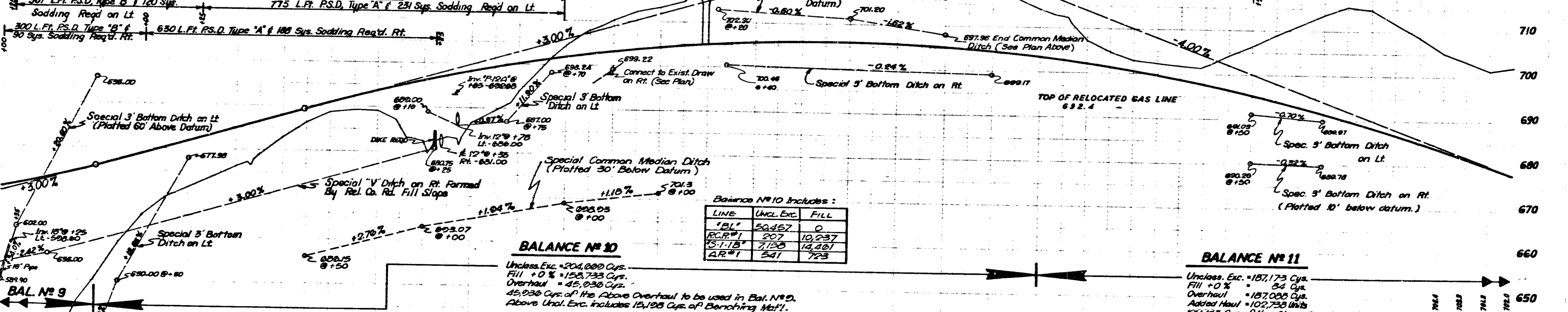
All R/W on this sheet to be as shown.  
Limited Access Provisions to apply where indicated.  
For R/W Limits Lt., see following sheet.  
R/W on this sheet taken from Line "B" except as noted.

**PLAN SHEET REFERENCES**

DESIGNATION	SHEET N°
Line "BL" Plan & Profile	30
Line "S-1-B" Plan & Profile	44
Reloc. Co. Rd. N°1, Plan & Profile	45
Access Rd. N°1, Plan & Profile	46
Final Road Grading Plan	57



B.M. #5 "B"	Bt. Spk. in 15" Poplar 181' Lt. Sta. 24+61	Elev. 694.76
B.M. #6 "B"	Bt. Spk. in 8" Cedar 91' Rt. Sta. 29+88	Elev. 699.51
B.M. #7 "B"	Bt. Spk. in 24" Twin Oak 170' Rt. Sta. 32+80	Elev. 720.64
B.M. #8 "B"	Bt. Spk. in 8" Twin W. Cherry 24' Rt. Sta. 41+08	Elev. 710.01
B.M. #9 "B"	Bt. Spk. in (Dead) 12" Twin W. Cherry 106' Lt. Sta. 45+98	Elev. 715.75



**BALANCE N° 10 Includes:**

LINE	UNCL. EXC.	FILL
"BL"	20,457	0
R.C.R. #1	207	10,237
S-1-B	7,150	14,461
A.R. #1	541	723

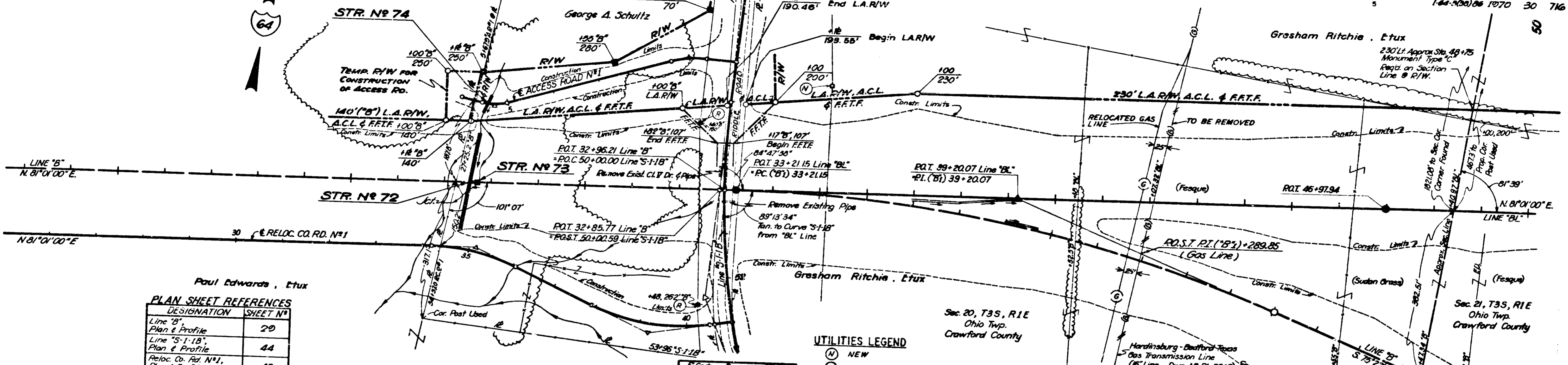
**BALANCE N° 10**

Unless Exc. = 204,680 Cys.  
 Fill + 0% = 158,733 Cys.  
 Overhaul = 45,930 Cys.  
 45,930 Cys. of the Above Overhaul to be used in Bal. N° 9.  
 Above Uncl. Exc. includes 15,123 Cys. of Benching Mat'l.

**BALANCE N° 11**

Unless Exc. = 187,173 Cys.  
 Fill + 0% = 54 Cys.  
 Overhaul = 187,085 Cys.  
 Added Haul = 102,733 Units  
 102,730 Cys. of the Above Overhaul to be used in Bal. N° 9.  
 84,350 Cys. of the Above Overhaul to be used in Bal. N° 12 "BL".



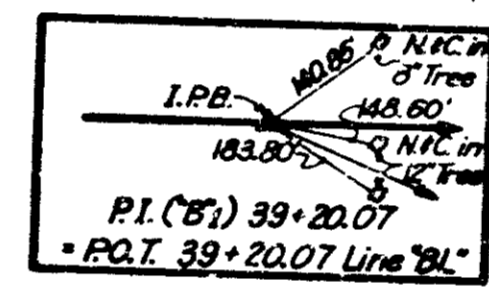
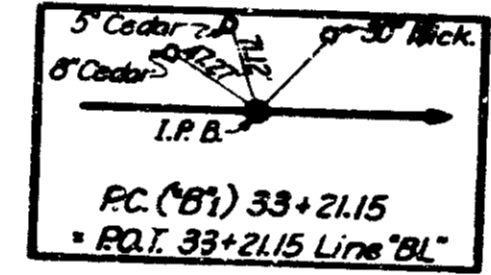


Paul Edwards, Etux

PLAN SHEET REFERENCES	
DESIGNATION	SHEET N°
Line "B", Plan & Profile	20
Line "S-1-B", Plan & Profile	44
Reloc. Co. Rd. N°1, Plan & Profile	45
Access Rd. N°1, Plan & Profile	46
Fiddle Road Grading Plan	57

**UTILITIES LEGEND**

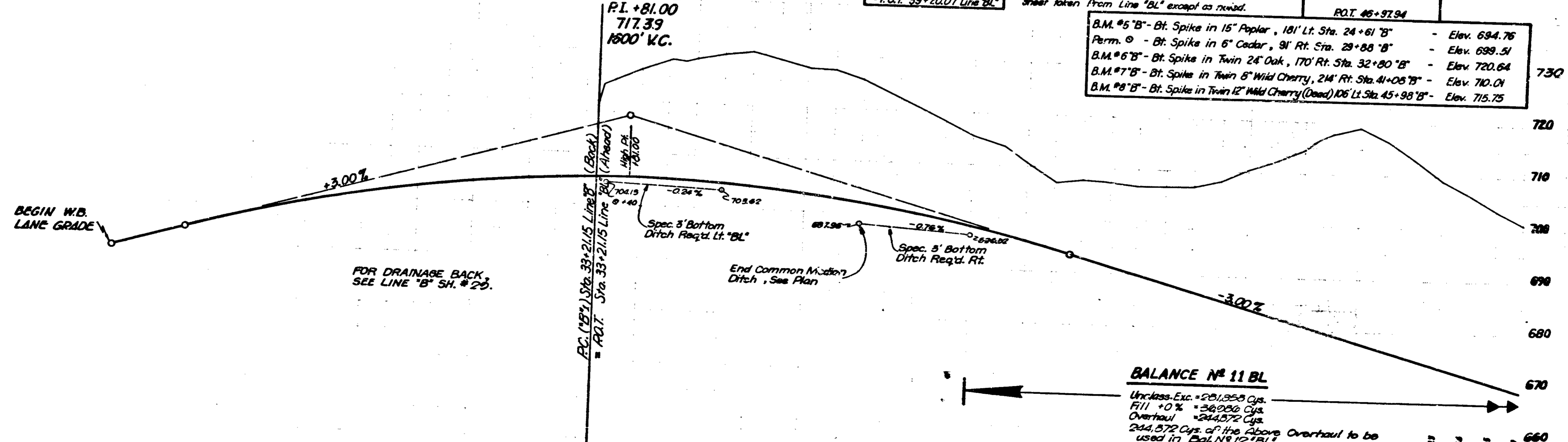
(N) NEW  
(R) REMOVED



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

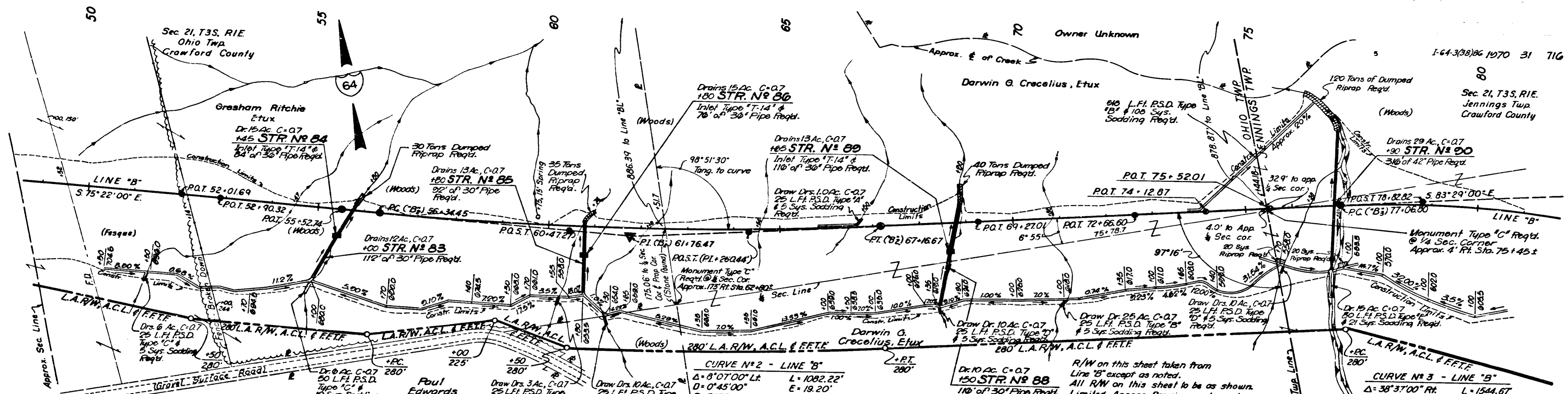
B.M. #5 "B" - Bt. Spike in 15" Poplar, 181' Lt. Sta. 24+61 "B"	- Elev. 694.76
Perm. # - Bt. Spike in 6" Cedar, 91' Rt. Sta. 29+88 "B"	- Elev. 699.51
B.M. #6 "B" - Bt. Spike in Twin 24" Oak, 170' Rt. Sta. 32+80 "B"	- Elev. 720.64
B.M. #7 "B" - Bt. Spike in Twin 8" Wild Cherry, 244' Rt. Sta. 41+05 "B"	- Elev. 710.01
B.M. #8 "B" - Bt. Spike in Twin 12" Wild Cherry (Dead) 106' Lt. Sta. 45+98 "B"	- Elev. 715.75

730  
720  
710  
700  
690  
680  
670  
660  
650



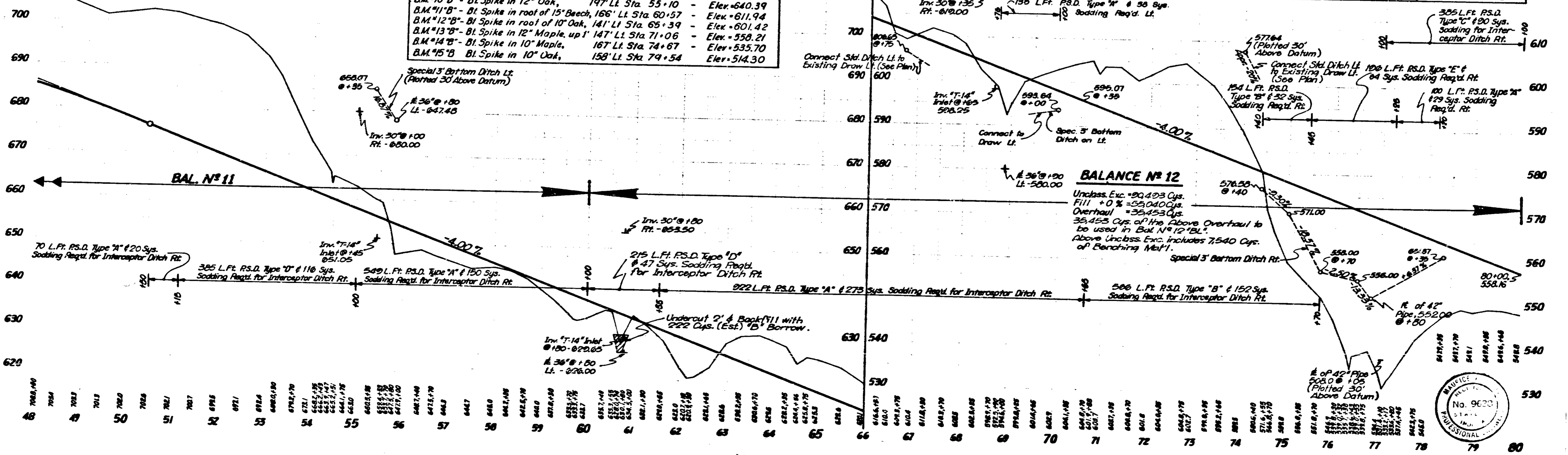
25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50

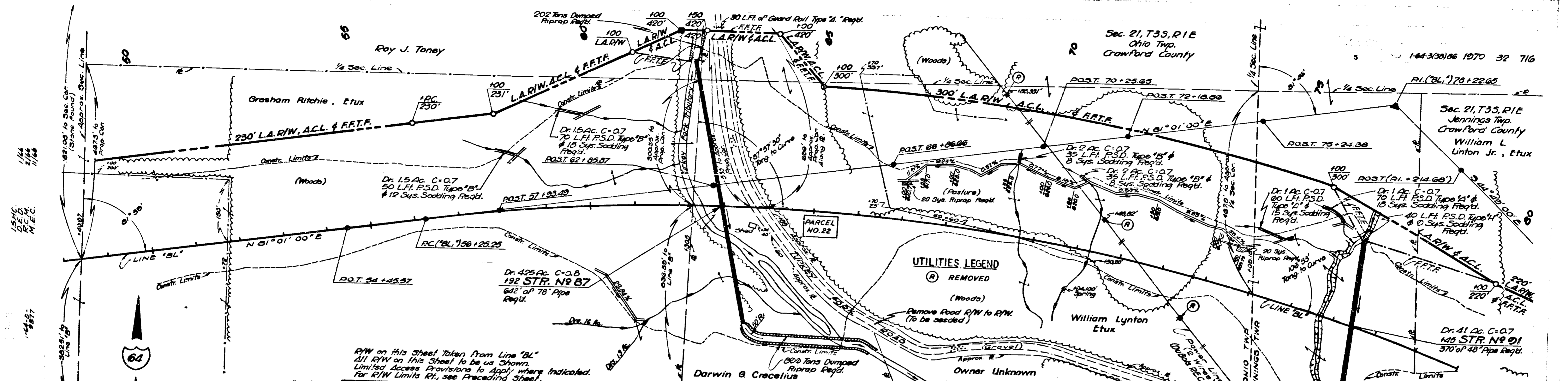




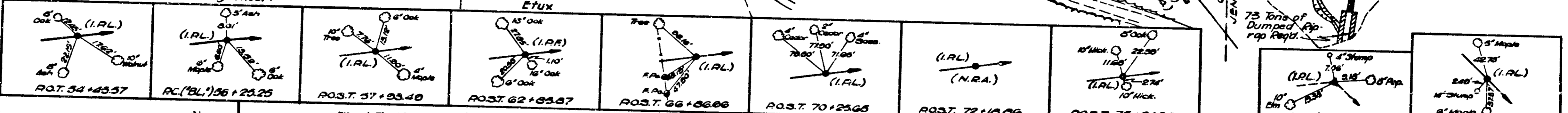
<p>NEC 3" Tree</p> <p>LPL</p> <p>P.O.T. 52.0169</p>	<p>8" Stump @ E</p> <p>LPL</p> <p>P.O.T. 52.90.32</p>	<p>5" Ash</p> <p>LPL</p> <p>P.O.T. 55.52.74</p>	<p>NEC 14" Tree</p> <p>LPL</p> <p>P.C. (B<sub>2</sub>) 56.34.45</p>	<p>18" Map</p> <p>LPL</p> <p>P.O.S.T. 60.47.27</p>	<p>10" Beech</p> <p>LPL</p> <p>P.I. (B<sub>2</sub>) 61.76.47</p>	<p>10" Map</p> <p>LPL</p> <p>P.O.S.T. (P1) 260.44</p>	<p>NEC 8" Tree</p> <p>LPL</p> <p>P.I. (B<sub>2</sub>) 67.16.67</p>	<p>12" Map</p> <p>LPL</p> <p>P.O.T. 69.27.01</p>	<p>14" Ash</p> <p>LPL</p> <p>P.O.T. 72.66.60</p>	<p>12" Map up</p> <p>LPL</p> <p>P.O.T. 74.12.87</p>	<p>8" Oak</p> <p>LPL</p> <p>P.O.T. 75.52.01</p>	<p>8" Beech</p> <p>LPL</p> <p>P.O.T. 77.06.80</p>	<p>12" Elm</p> <p>LPL</p> <p>P.O.S.T. 78.82.82</p>
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B.M. #9 "B" - Bl. Spike in 8" Twin Oak, 148' Lt. Sta. 51+98 - Elev. = 694.17
B.M. #10 "B" - Bl. Spike in 12" Oak, 197' Lt. Sta. 55+10 - Elev. = 640.39
B.M. #11 "B" - Bl. Spike in root of 15" Beech, 166' Lt. Sta. 60+57 - Elev. = 611.94
B.M. #12 "B" - Bl. Spike in root of 10" Oak, 141' Lt. Sta. 65+39 - Elev. = 601.42
B.M. #13 "B" - Bl. Spike in 12" Maple, up 1' 147' Lt. Sta. 71+06 - Elev. = 558.21
B.M. #14 "B" - Bl. Spike in 10" Maple, 167' Lt. Sta. 74+67 - Elev. = 535.70
B.M. #15 "B" - Bl. Spike in 10" Oak, 158' Lt. Sta. 79+54 - Elev. = 514.30

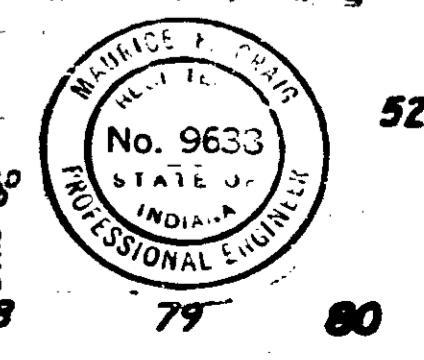
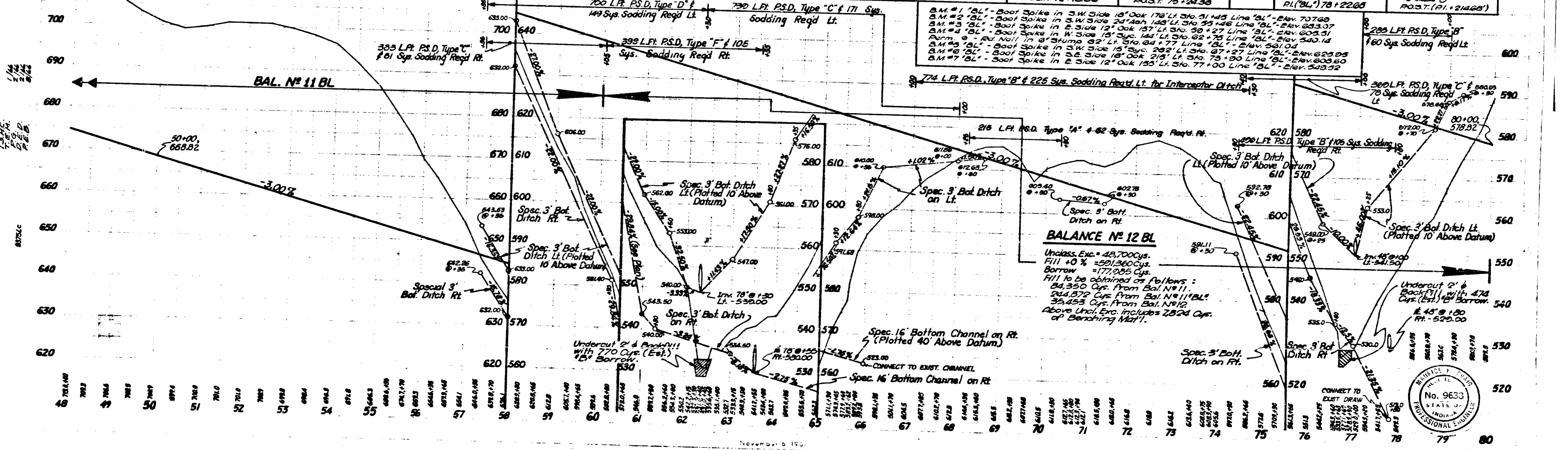




**CURVE NO. 1 'BL'**  
 $\Delta = 54^{\circ}10'00''$  P.A.  
 $D = 1^{\circ}20'00''$  P.A.  
 $R = 4297.18'$   
 $T = 2197.40'$   
 $L = 4062.50'$   
 $E = 329.24'$   
 $SL = 0.035$  H/M

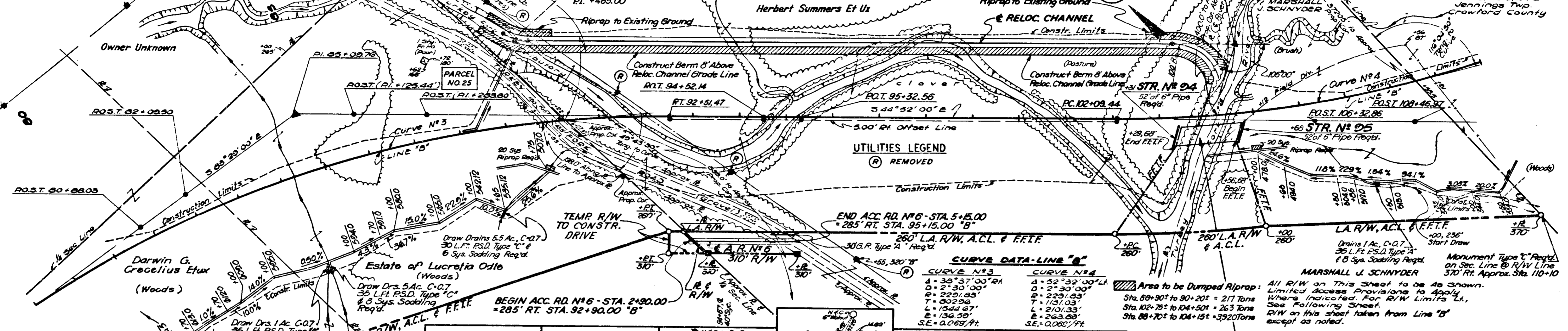
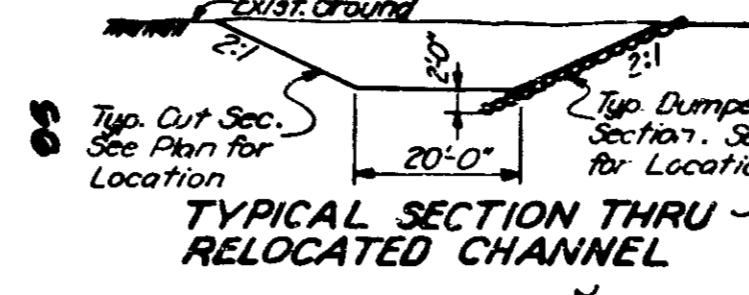
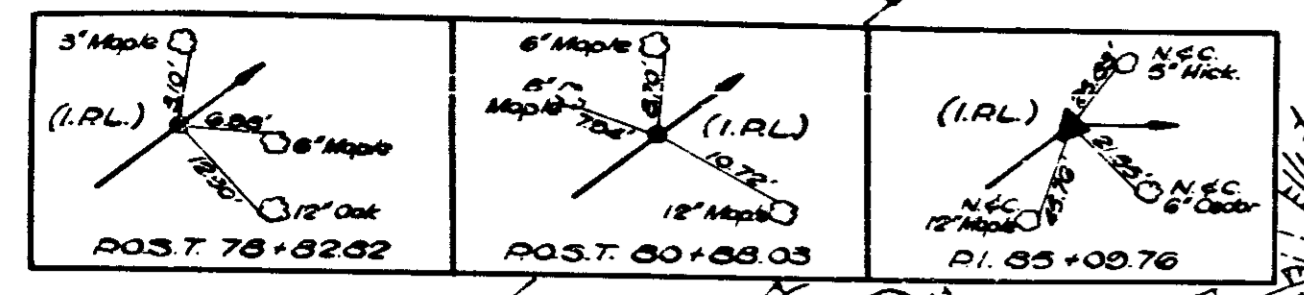


**BALANCE NO. 12 BL**  
 Unclass. Exc. = 48,700 Cys.  
 Fill +0% = 591,360 Cys.  
 Borrow = 177,055 Cys.  
 Fill to be obtained as follows:  
 84,350 Cys. from Bal. No. 11  
 264,872 Cys. from Bal. No. 11  
 35,453 Cys. from Bal. No. 12  
 Above Uncl. Exc. includes 7824 Cys. of Benching Mat'l.



November 6, 1950

Ralph E. Hubbard Et Ux  
Sec 21, T35, R1E  
Jennings Twp.  
Crawford County

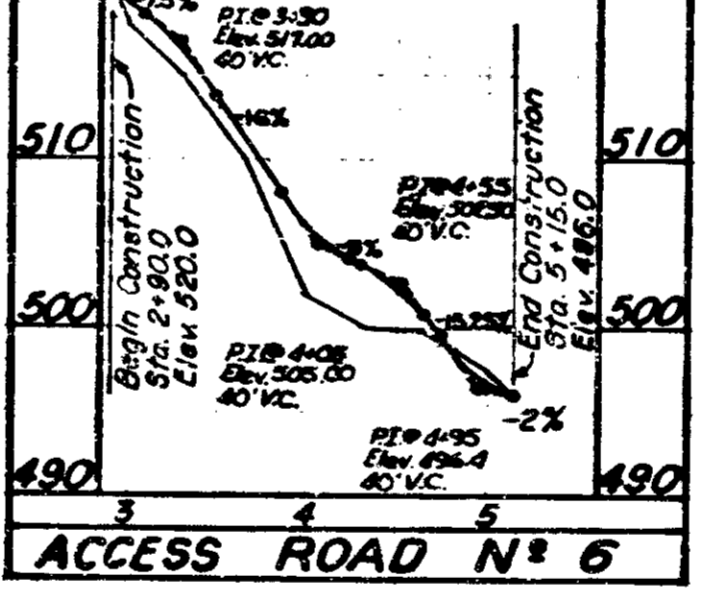
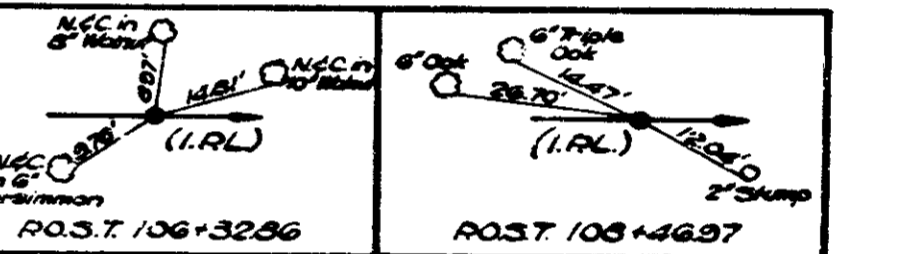


UTILITIES LEGEND  
Ⓡ REMOVED

CURVE DATA-LINE "B"

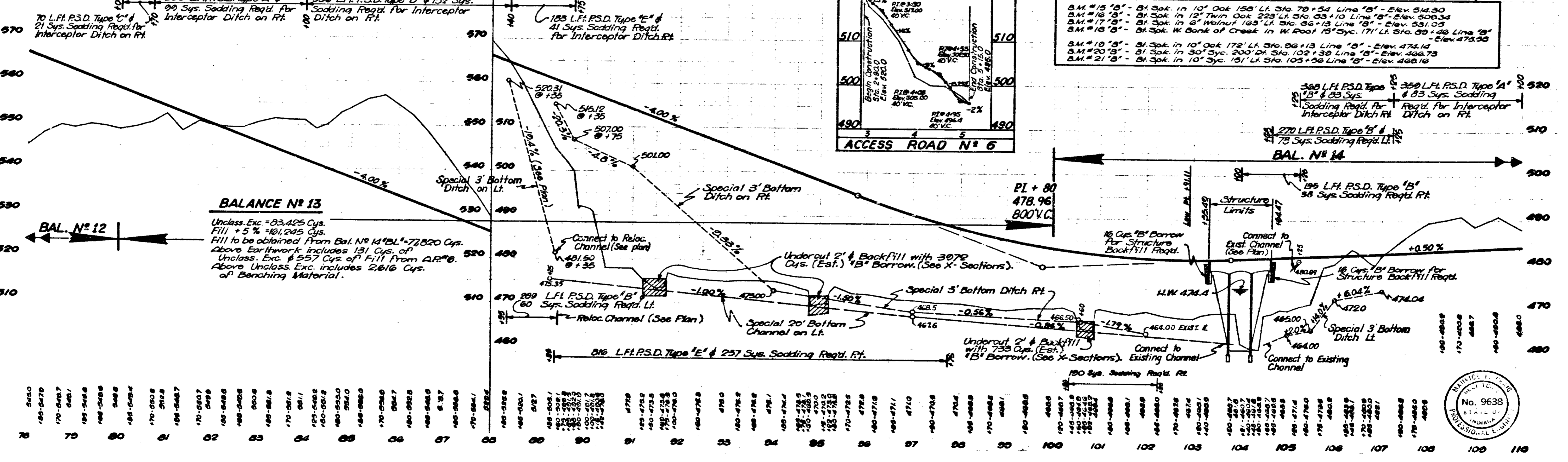
Curve No	Stationing	Radius	Length	Area	SE			
CURVE NO 3	RT. 92+51.47	4° 36' 37" 00" RA	D = 2° 30' 00"	E = 2291.03	T = 302.98	L = 1544.67	E = 136.30	SE = 0.065'/ft
CURVE NO 4	RT. 95+32.56	4° 52' 32" 00" LA	D = 2° 30' 00"	E = 2291.03	T = 302.98	L = 2101.33	E = 243.09	SE = 0.065'/ft

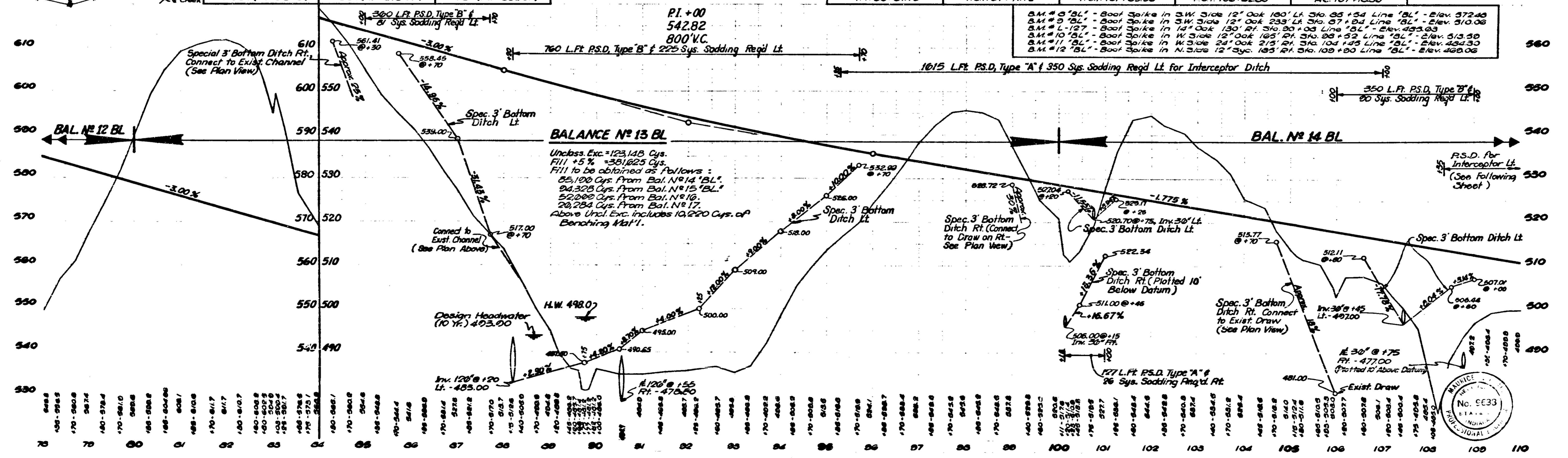
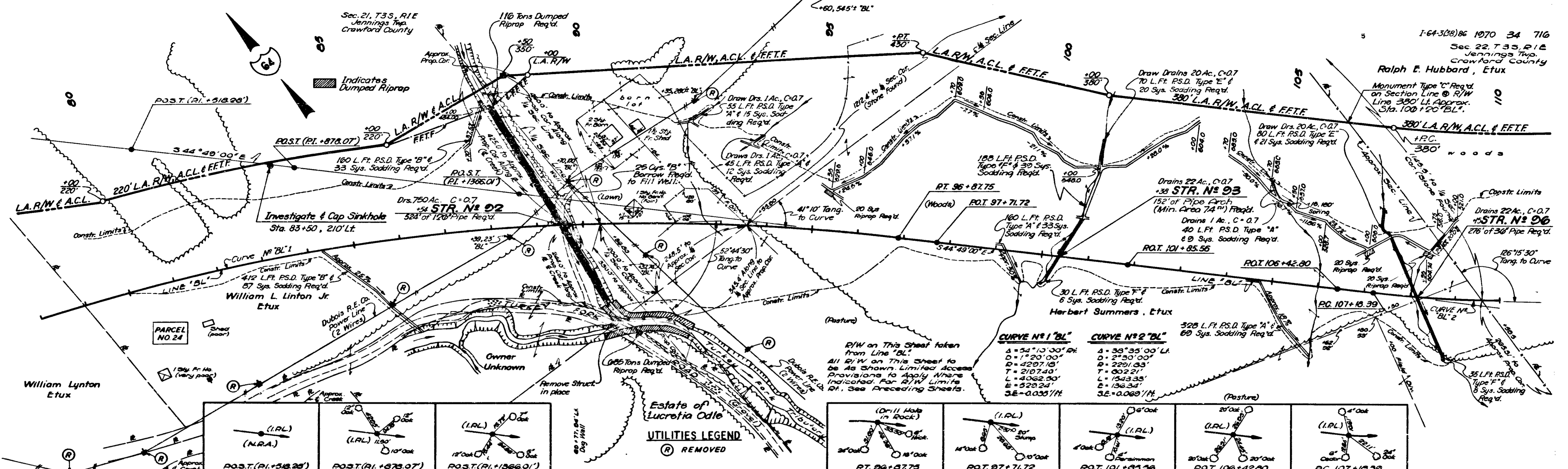
STRUCTURE NO 4  
1-64-01-5082J  
(To be built in combination with Grading Contract)



Area to be Dumped Riprap:

Sta. 88+90 to 90+20 = 217 Tons
Sta. 102+75 to 104+50 = 263 Tons
Sta. 88+70 to 104+15 = 3920 Tons

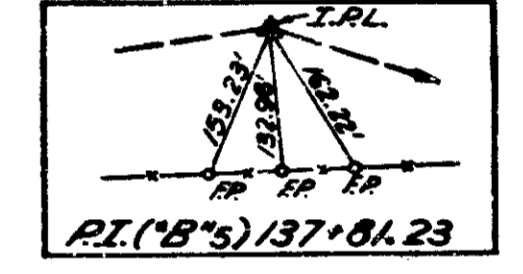
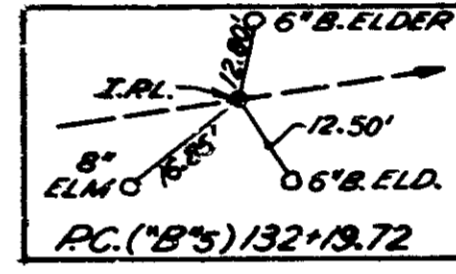
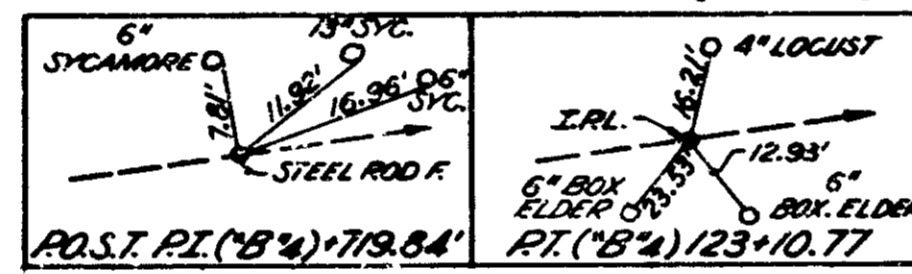
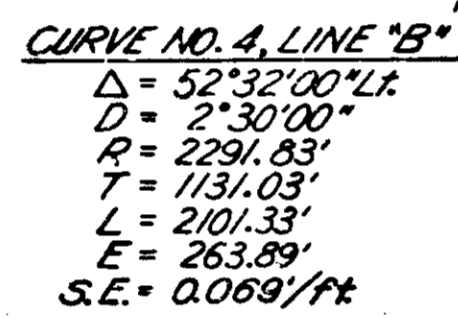
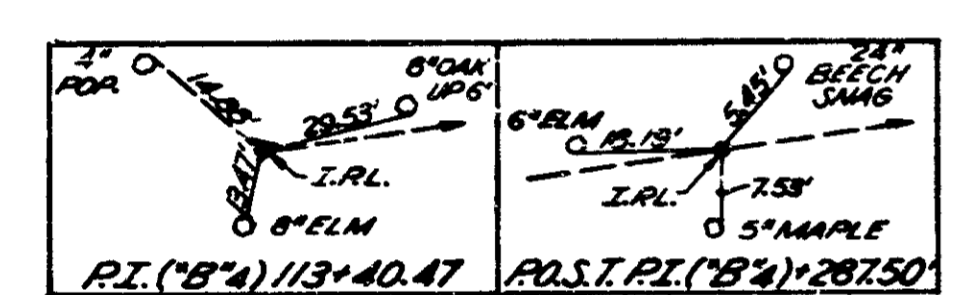
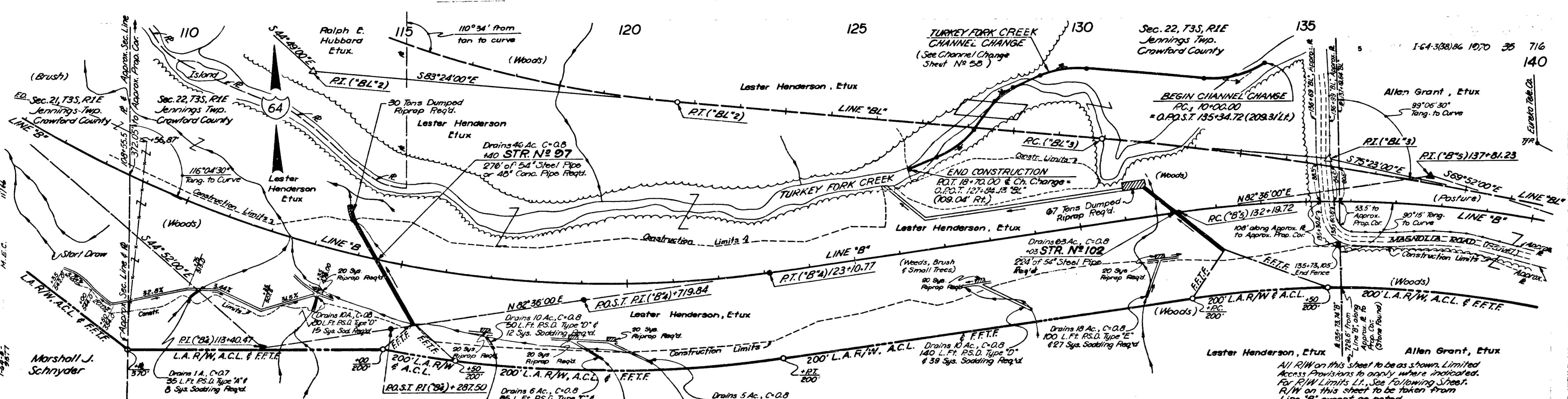




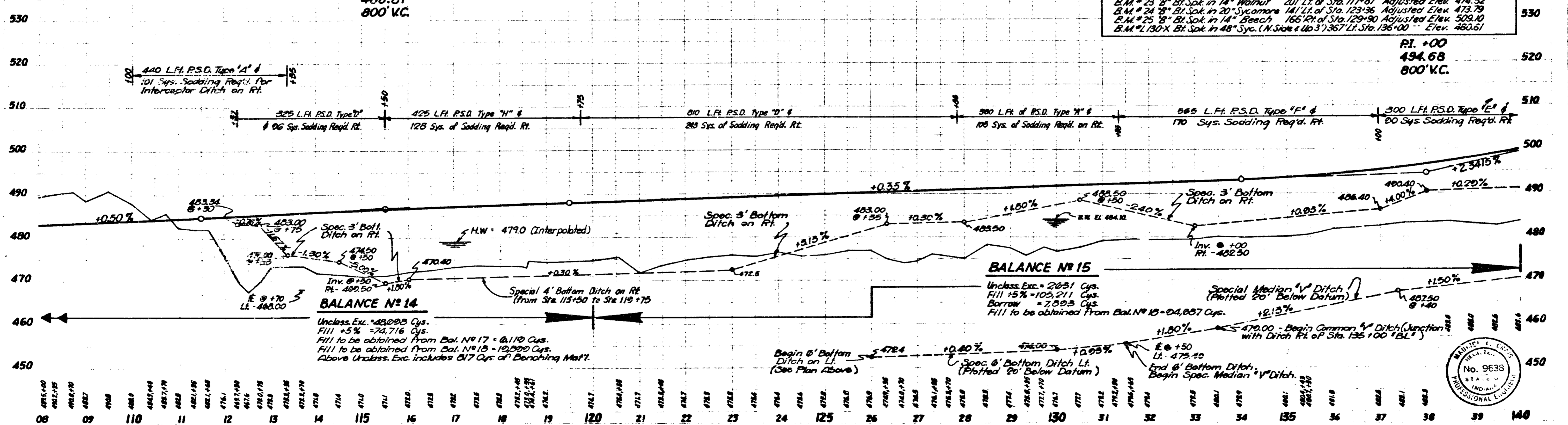
1-64-308)86 1970 34 716  
 Sec. 22, T.35, R.1E  
 Jennings Twp.  
 Crawford County

1-64-308)86 "BL" 34 716





B.M. # 22 "8" Bl. Sok. in 10" Sycamore	175' Lt. of Sta. 111+36	Adjusted Elev. 471.07
B.M. # 23 "8" Bl. Sok. in 14" Walnut	20' Lt. of Sta. 117+87	Adjusted Elev. 474.52
B.M. # 24 "8" Bl. Sok. in 20" Sycamore	14' Lt. of Sta. 123+36	Adjusted Elev. 473.79
B.M. # 25 "8" Bl. Sok. in 14" Beech	165' Rt. of Sta. 129+90	Adjusted Elev. 509.10
B.M. # 130 "8" Bl. Sok. in 48" Syc. (N. Side of Sta. 136+00)	367' Lt. Sta. 136+00	Elev. 480.61



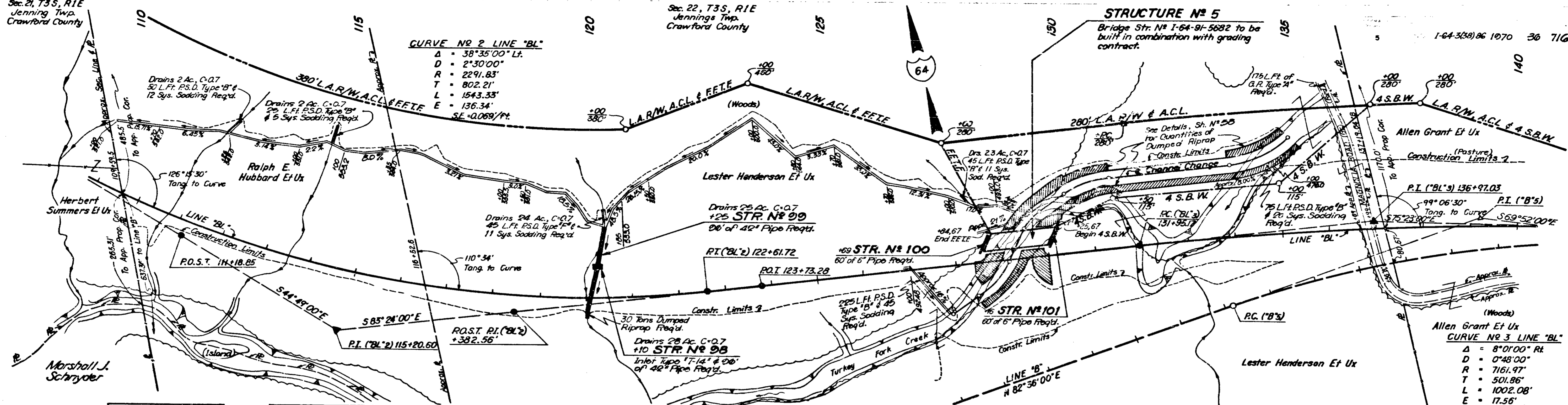
**BALANCE #14**  
 Unless Exc. = 48,000 Cys.  
 Fill +5% = 74,716 Cys.  
 Fill to be obtained from Bal. #17 = 6,110 Cys.  
 Fill to be obtained from Bal. #18 = 19,000 Cys.  
 Above Unless Exc. includes 617 Cys. of Benching Mat'l.

**BALANCE #15**  
 Unless Exc. = 2631 Cys.  
 Fill +5% = 105,211 Cys.  
 Borrow = 7,503 Cys.  
 Fill to be obtained from Bal. #18 = 04,057 Cys.



Sec. 21, T3S, R1E  
Jennings Twp.  
Crawford County

Sec. 22, T3S, R1E  
Jennings Twp.  
Crawford County

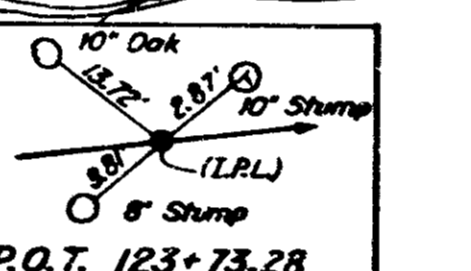
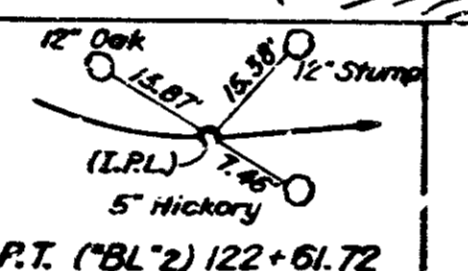
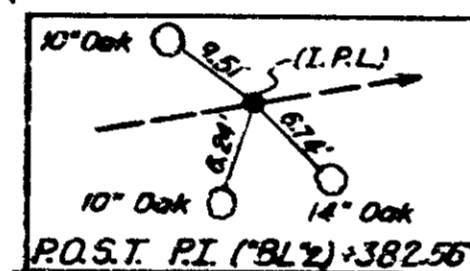
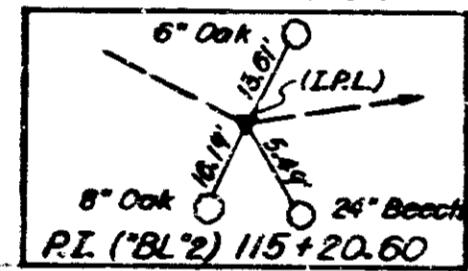
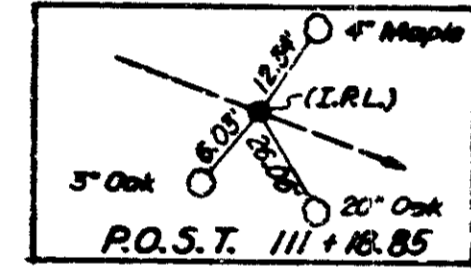


**CURVE NO 2 LINE "BL"**  
 $\Delta = 38^{\circ}35'00''$  Lt.  
 $D = 2^{\circ}30'00''$   
 $R = 2291.83'$   
 $T = 802.21'$   
 $L = 1543.33'$   
 $E = 136.34'$   
 SE = 0.069/ft.

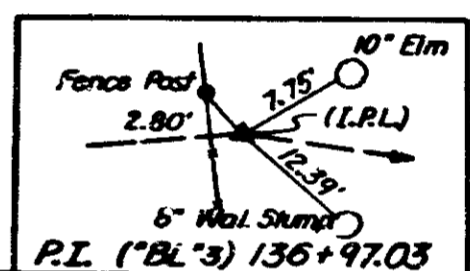
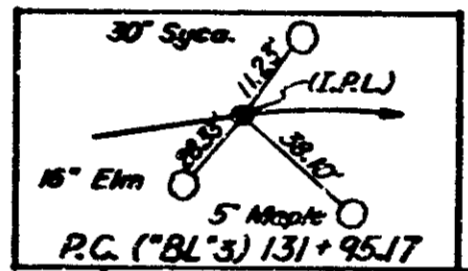
**STRUCTURE NO 5**

Bridge Str. No 1-64-91-5682 to be built in combination with grading contract.

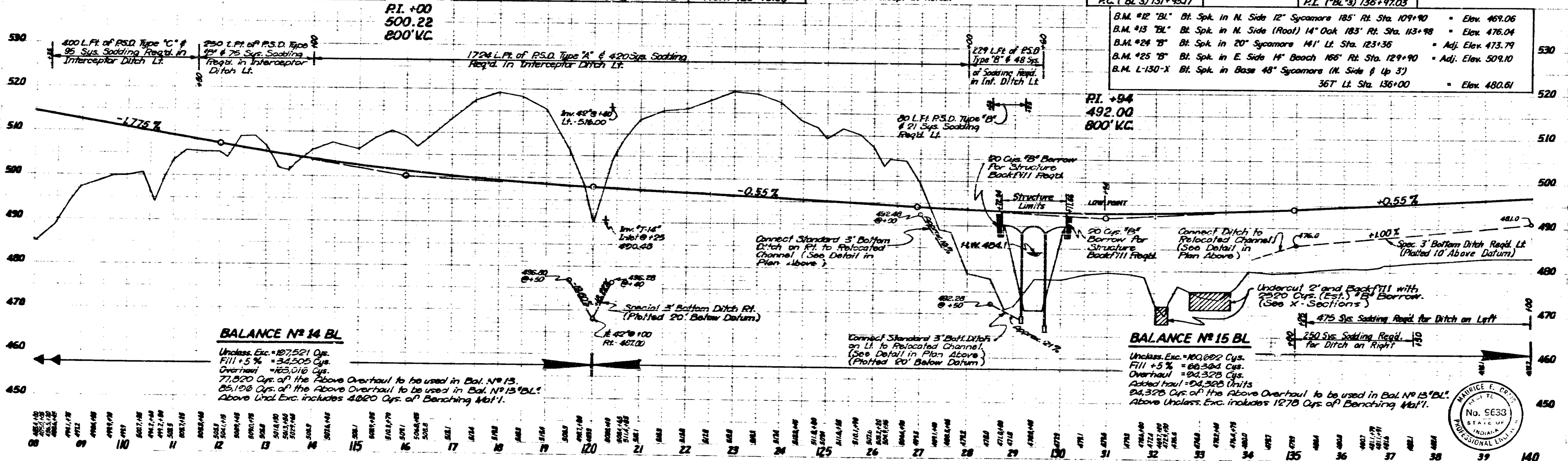
1-64-300-36 716

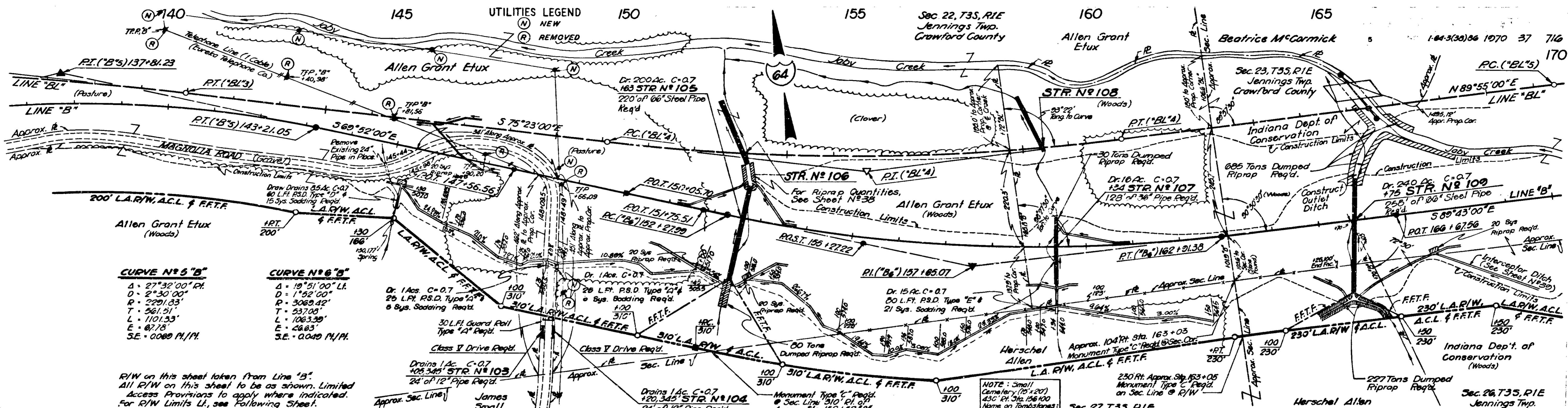


All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated. For R/W Limits R/L, see preceding sheet. R/W on this sheet to be taken from Line "BL" except as noted.



**CURVE NO 3 LINE "BL"**  
 $\Delta = 8^{\circ}01'00''$  Rt  
 $D = 0^{\circ}48'00''$   
 $R = 7161.97'$   
 $T = 501.86'$   
 $L = 1002.08'$   
 $E = 17.56'$   
 S.E. = 0.021/ft.

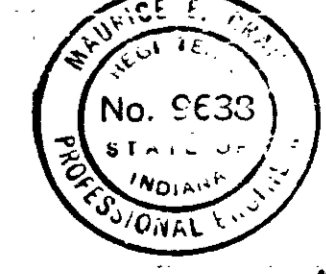
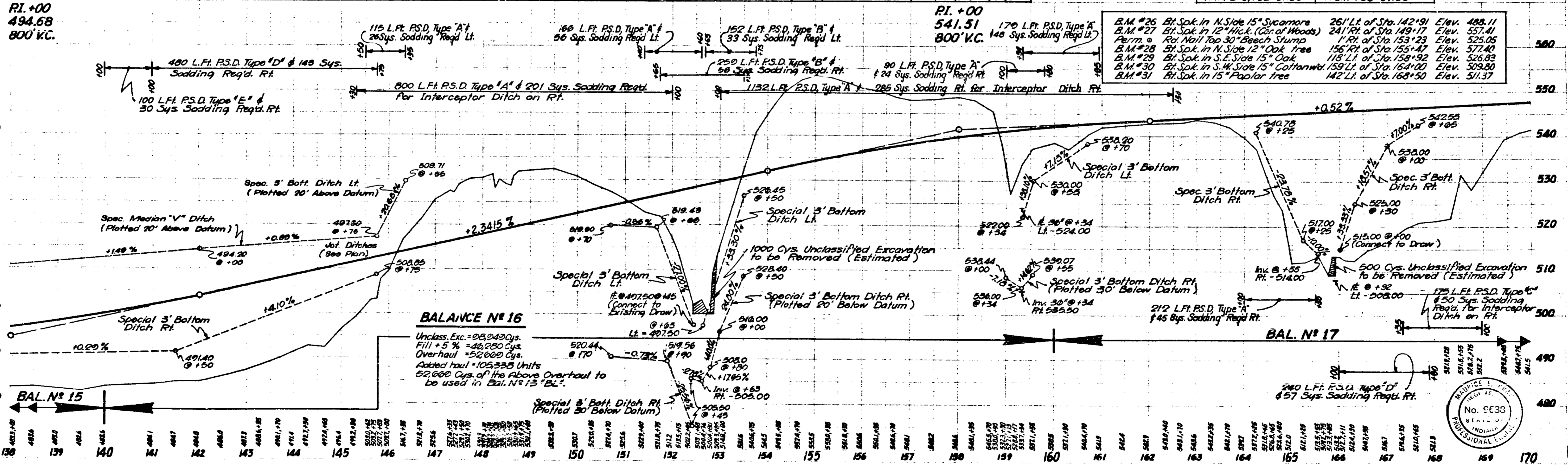
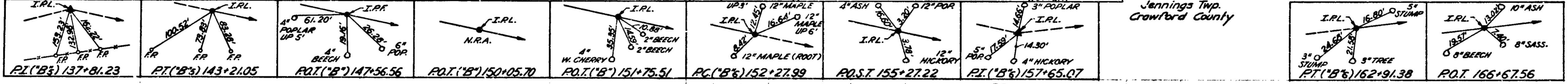




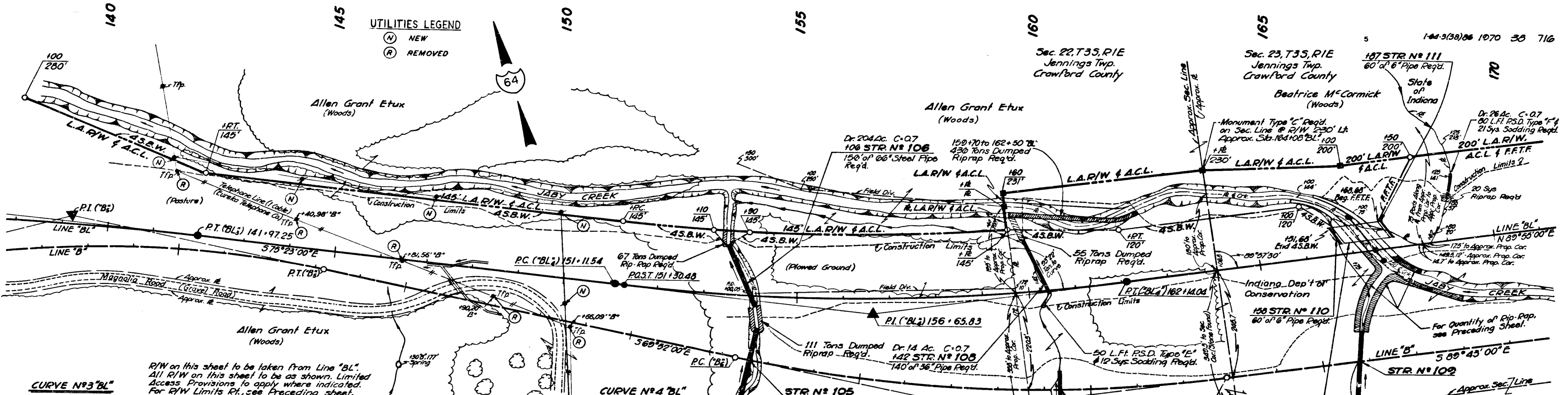
**CURVE NO 5 "B"**  
 $\Delta = 27^{\circ}32'00''$  PI  
 $D = 2^{\circ}30'00''$   
 $R = 2291.83'$   
 $L = 561.51'$   
 $T = 1101.33'$   
 $E = 67.78'$   
 $SE = 0.0089$  H/P.H.

**CURVE NO 6 "B"**  
 $\Delta = 19^{\circ}51'00''$  PI  
 $D = 1^{\circ}52'00''$   
 $R = 3069.42'$   
 $L = 537.00'$   
 $T = 1063.39'$   
 $E = 26.83'$   
 $SE = 0.0049$  H/P.H.

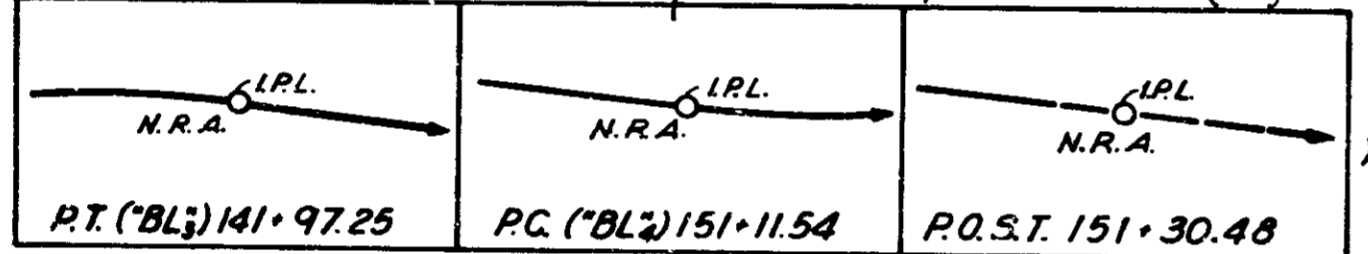
R/W on this sheet taken from Line "B".  
 All R/W on this sheet to be as shown. Limited  
 Access Provisions to apply where indicated.  
 For R/W Limits Lt., see Following Sheet.



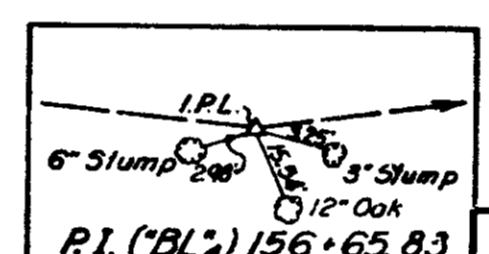
UTILITIES LEGEND  
(N) NEW  
(R) REMOVED



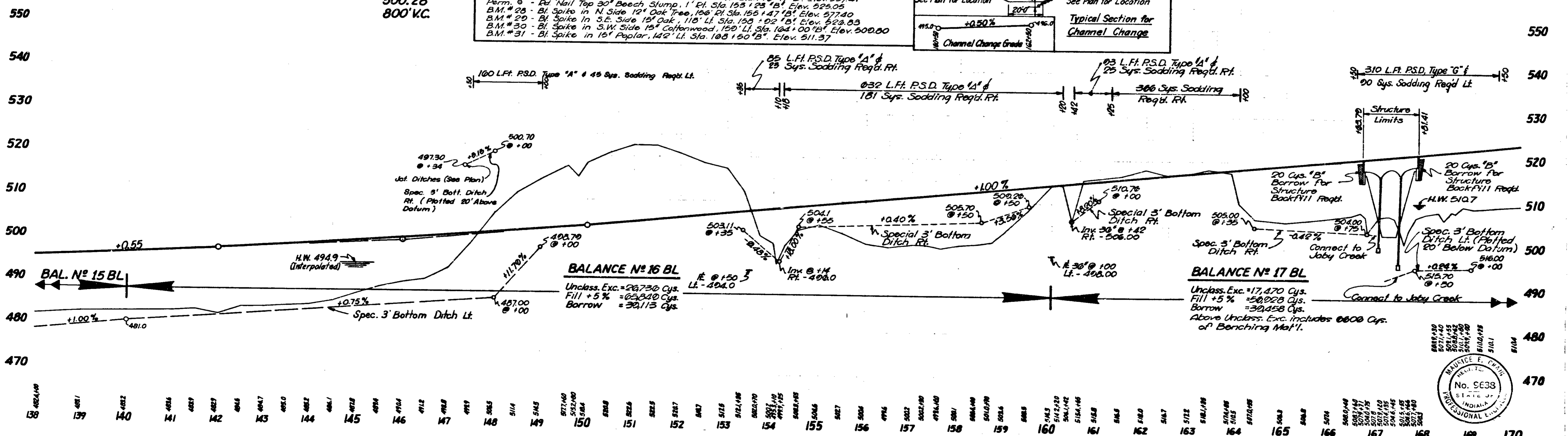
**CURVE NO. 3 "BL"**  
Δ = 8°01'00" P.I.  
D = 0°48'00"  
R = 7161.97'  
L = 501.86'  
T = 1002.05'  
E = 17.96'  
S.E. = 0.021 P.I./P.I.

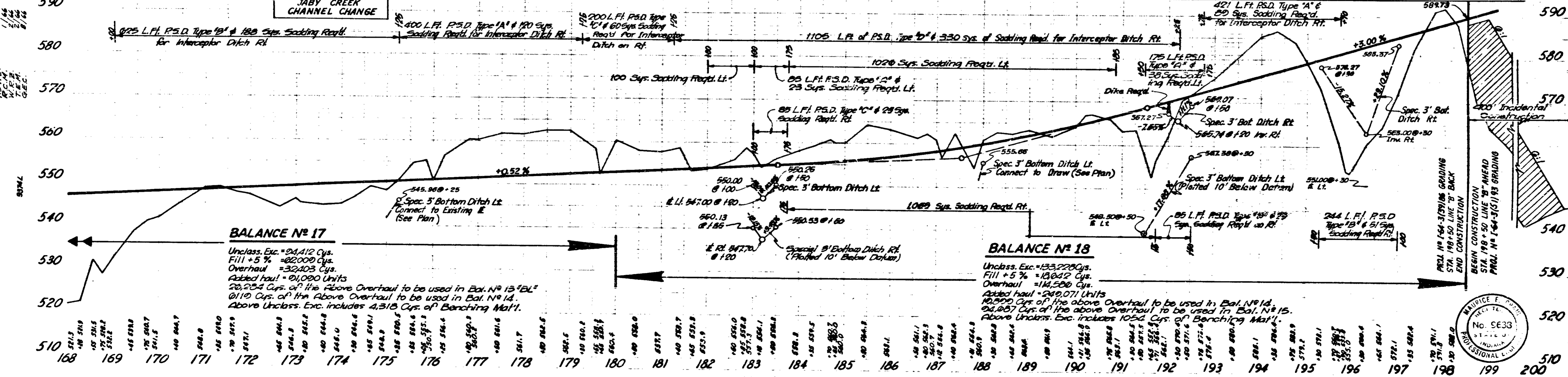
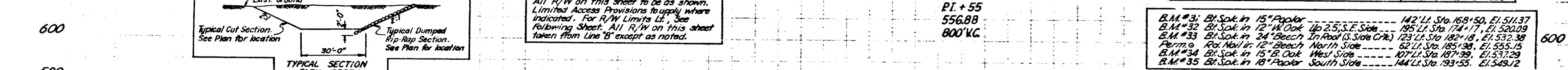
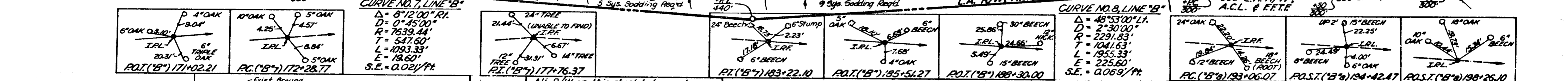
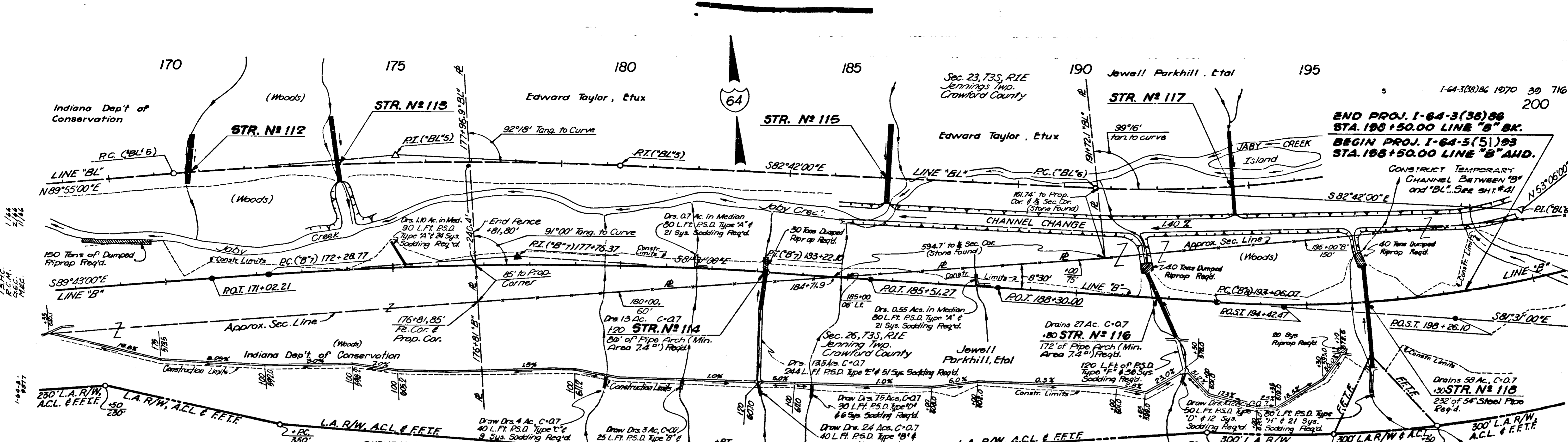


**CURVE NO. 4 "BL"**  
Δ = 14°42'00" L.I.  
D = 1°20'00"  
R = 4297.13'  
L = 554.29'  
T = 1102.90'  
E = 33.60'  
S.E. = 0.035 P.I./P.I.



- B.M. # 26 - Bl. Spike in N. Side 15" Sycamore, 261' Lt. Sta. 142+01.18, Elev. 488.11
- B.M. # 27 - Bl. Spike in 12" Hick (Cut of Woods), 241' Rt. Sta. 149+17.18, Elev. 527.41
- Perm. # - Pat. Nail Top 30" Beech Slump, 1' Rt. Sta. 153+23.18, Elev. 525.05
- B.M. # 28 - Bl. Spike in N. Side 12" Oak Tree, 156' Lt. Sta. 155+47.18, Elev. 577.40
- B.M. # 29 - Bl. Spike in S.E. Side 15" Oak, 110' Lt. Sta. 150+02.18, Elev. 529.83
- B.M. # 30 - Bl. Spike in S.W. Side 15" Cottonwood, 150' Lt. Sta. 164+00.18, Elev. 509.00
- B.M. # 31 - Bl. Spike in 15" Poplar, 142' Lt. Sta. 168+50.18, Elev. 511.37

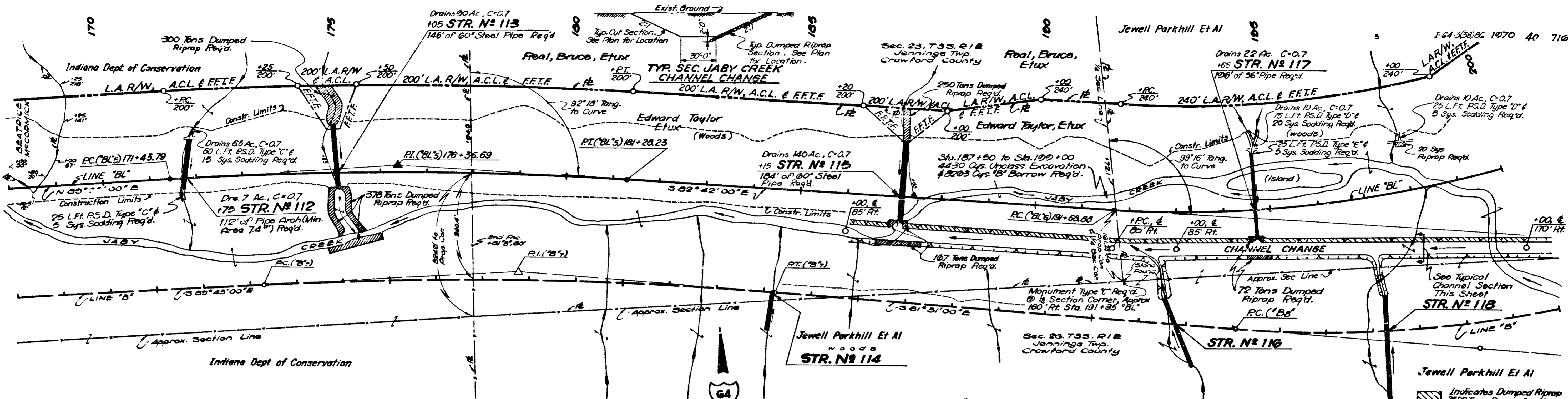




**BALANCE N° 17**  
 Unclass. Exc. = 24,412 Cys.  
 Fill + 5% = 22,000 Cys.  
 Overhaul = 32,403 Cys.  
 Added haul = 91,090 Units  
 26,254 Cys. of the Above Overhaul to be used in Bal. N° 13 'BL'  
 6110 Cys. of the Above Overhaul to be used in Bal. N° 14.  
 Above Unclass. Exc. includes 4,315 Cys. of Benching Mat'l.

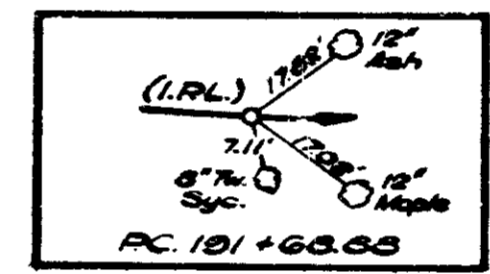
**BALANCE N° 18**  
 Unclass. Exc. = 133,228 Cys.  
 Fill + 5% = 13,042 Cys.  
 Overhaul = 14,500 Cys.  
 Added haul = 249,071 Units  
 10,500 Cys. of the above Overhaul to be used in Bal. N° 14.  
 64,067 Cys. of the above Overhaul to be used in Bal. N° 15.  
 Above Unclass. Exc. includes 1054 Cys. of Benching Mat'l.





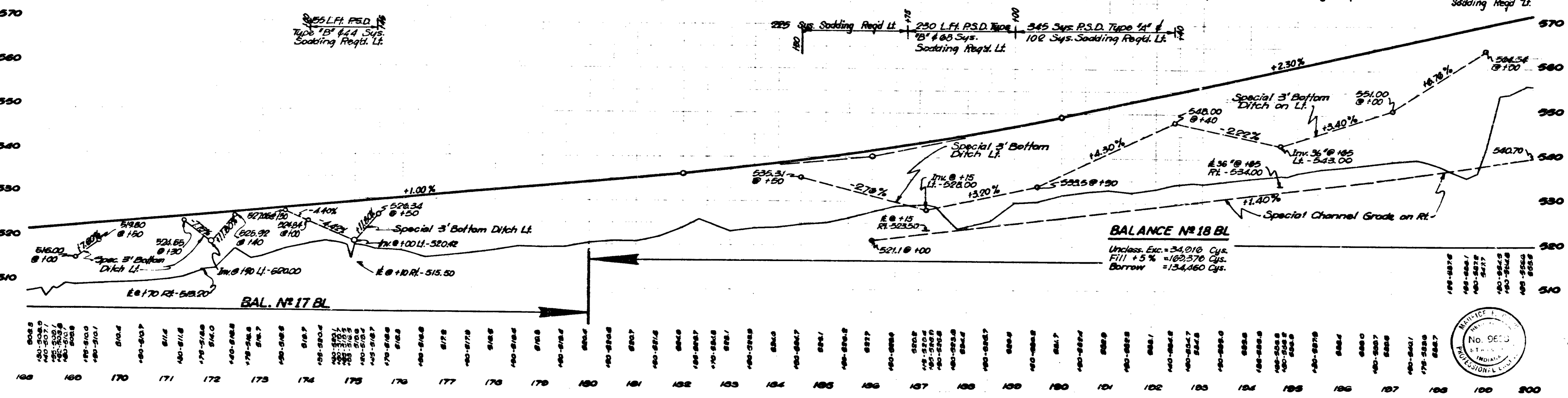
**CURVE DATA - LINE 'BL'**

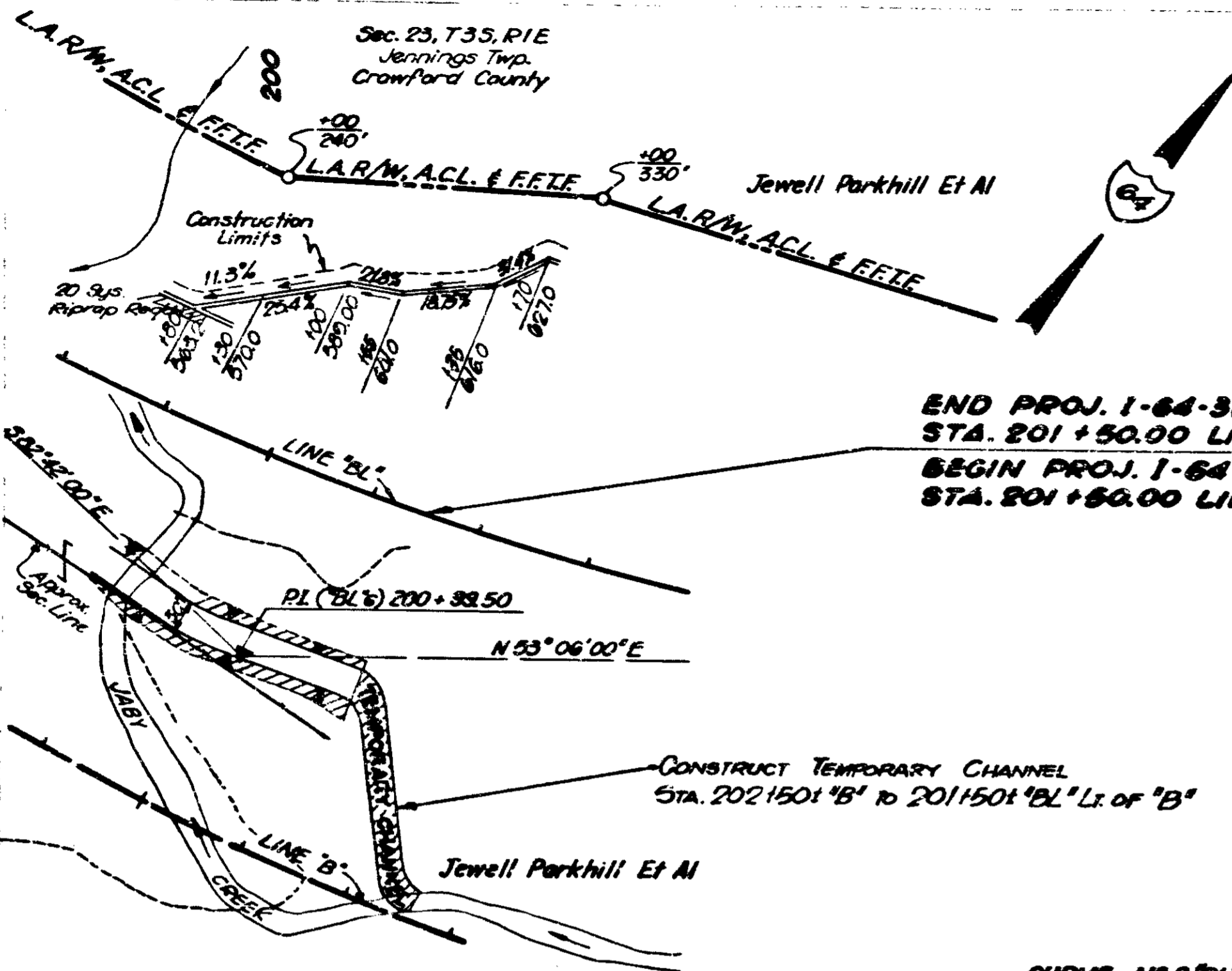
CURVE 'BL'	CURVE 'BL'
A = 7° 25' 00" RT.	A = 44° 12' 00" LT.
D = 3° 45' 00"	D = 2° 30' 00"
E = 7639.44'	E = 2201.83'
F = 1492.00'	F = 1930.69'
L = 954.44'	L = 1768.00'
E = 15.88'	E = 161.74'
SE = 0.021 H/R.	SE = 0.088 H/R.



All R/W on This Sheet to be As Shown Limited Access Provisions to Apply Where Indicated For R/W Limits. See Preceding Sheet. R/W on This Sheet Taken from Line 'BL'.

Indicates Dumped Riprap 2500 Tons Req'd. for Channel Change from Sta. 195+00 to 200+00 Line 'BL'.



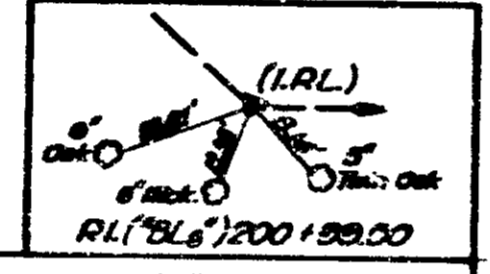


END PROJ. 1-64-3(30)86  
 STA. 201+50.00 LINE "BL" BK.  
 BEGIN PROJ. 1-64-3(51)83  
 STA. 201+50.00 LINE "BL" AHD.

PLAN SHEET  
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270 Tons of Dumped Riprap Req'd. Sta. 200+00 to 201+50.  
 445 Tons of Dumped Riprap Req'd. Sta. 199+00 to 201+50.

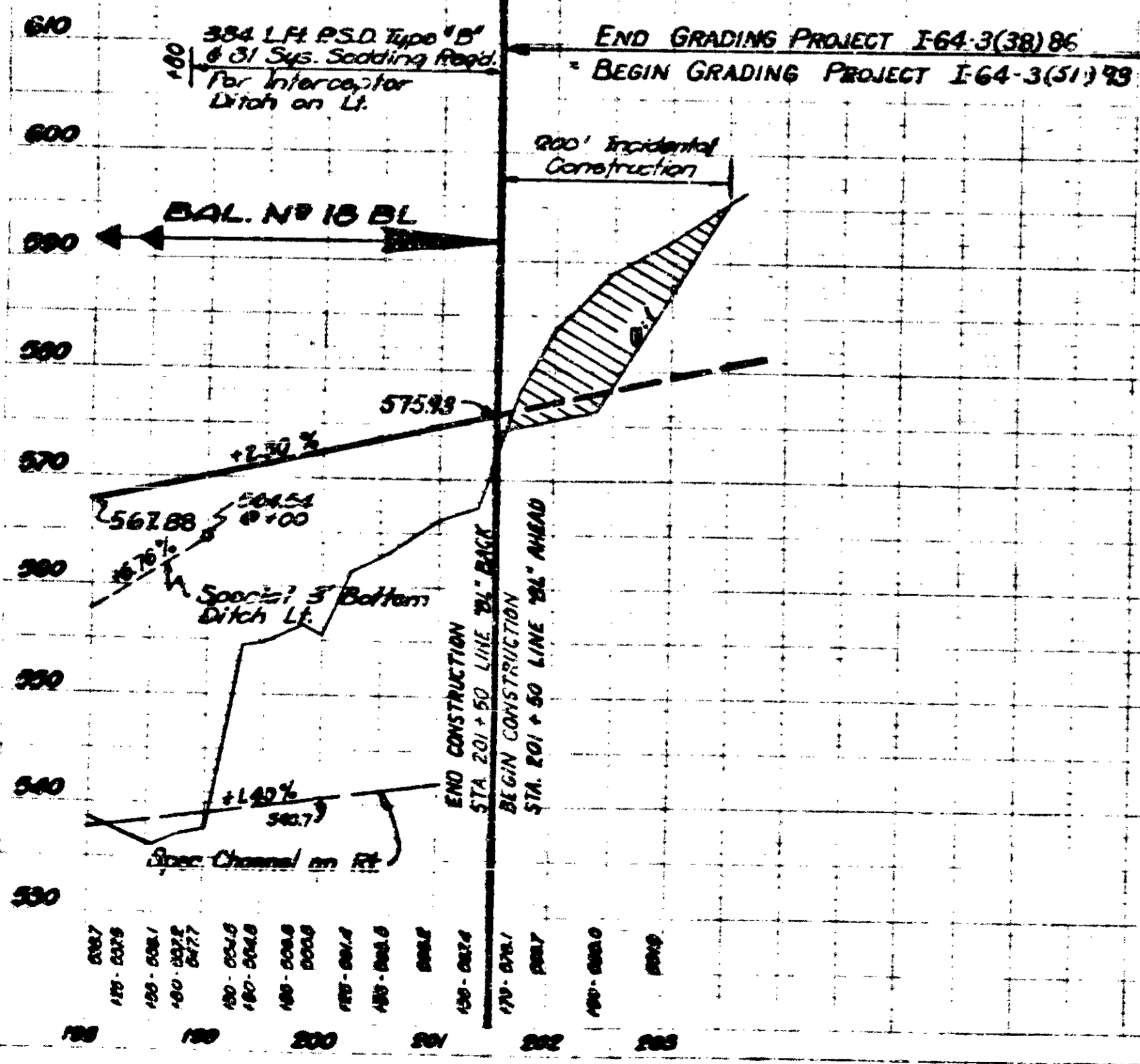
**CURVE N° 6 "BL"**  
 Δ = 44° 12' 00" LL  
 D = 2° 30' 00"  
 R = 2291.85'  
 T = 930.62'  
 L = 1768.00'  
 E = 181.74'  
 S.E. = 0.080 1/14



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

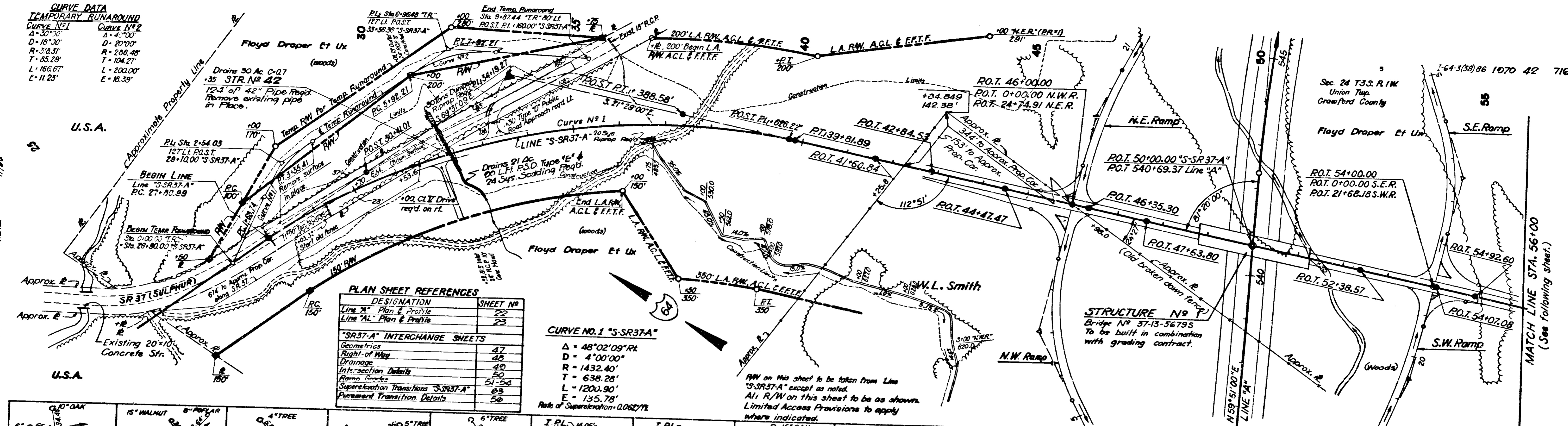
Sec. 26, T35, R1E  
 Jennings Twp.  
 Crawford County

B.M. #36 "B" - Bl. Spk. in W. Side 12" White Oak, 105' LI. Sta. 200+22 "B" Elev. 546.76



**CURVE DATA**  
**TEMPORARY RUNAROUND**

CURVE NO. 1	CURVE NO. 2
Δ = 30°00'	Δ = 45°00'
D = 18°00'	D = 20°00'
R = 318.31'	R = 286.48'
T = 85.28'	T = 104.27'
L = 166.67'	L = 200.00'
E = 11.23'	E = 16.39'

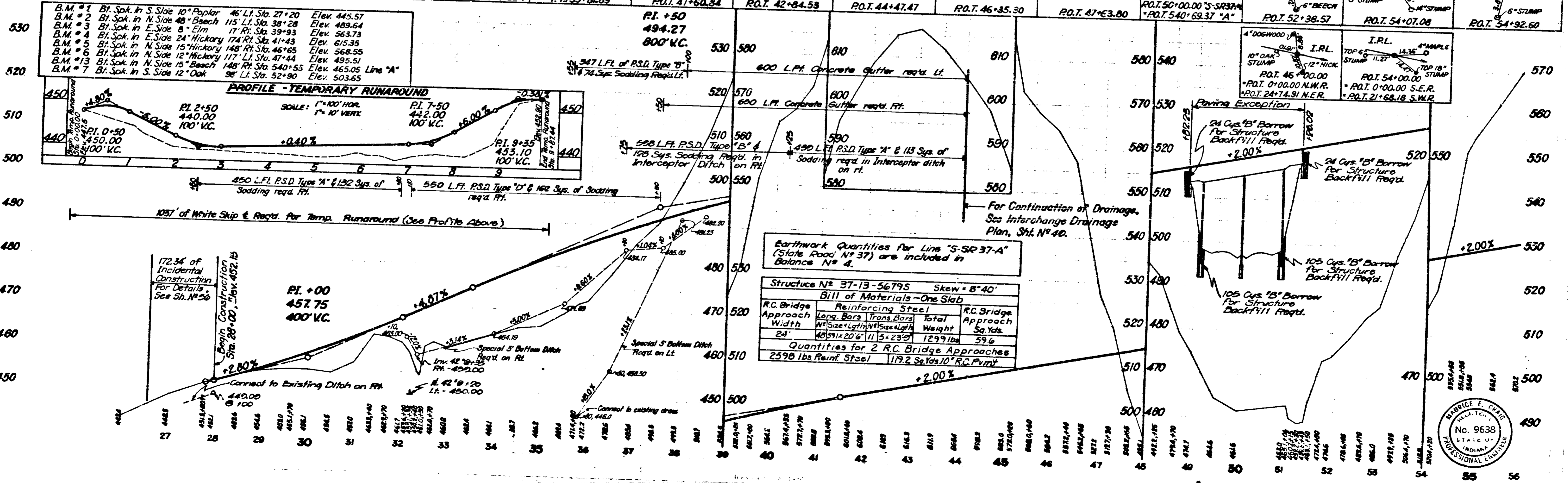
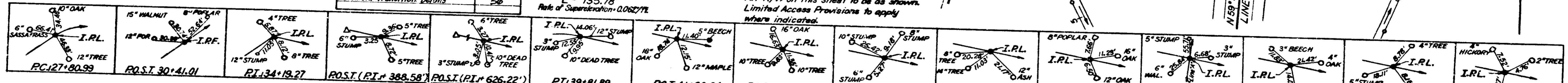


**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line "A" Plan & Profile	22
Line "AL" Plan & Profile	23
<b>"SR37-A" INTERCHANGE SHEETS</b>	
Geometrics	47
Right-of-Way	48
Drainage	49
Intersection Details	50
Planimetrics	51-54
Superelevation Transitions "SR37-A"	53
Pavement Transition Details	50

**CURVE NO. 1 "S-SR37-A"**  
 Δ = 48°02'09" Rk  
 D = 4°00'00"  
 R = 1432.40'  
 T = 638.28'  
 L = 1200.90'  
 E = 135.78'  
 Rate of Superelevation = 0.0627%

R/W on this sheet to be taken from Line "S-SR37-A" except as noted. All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated.

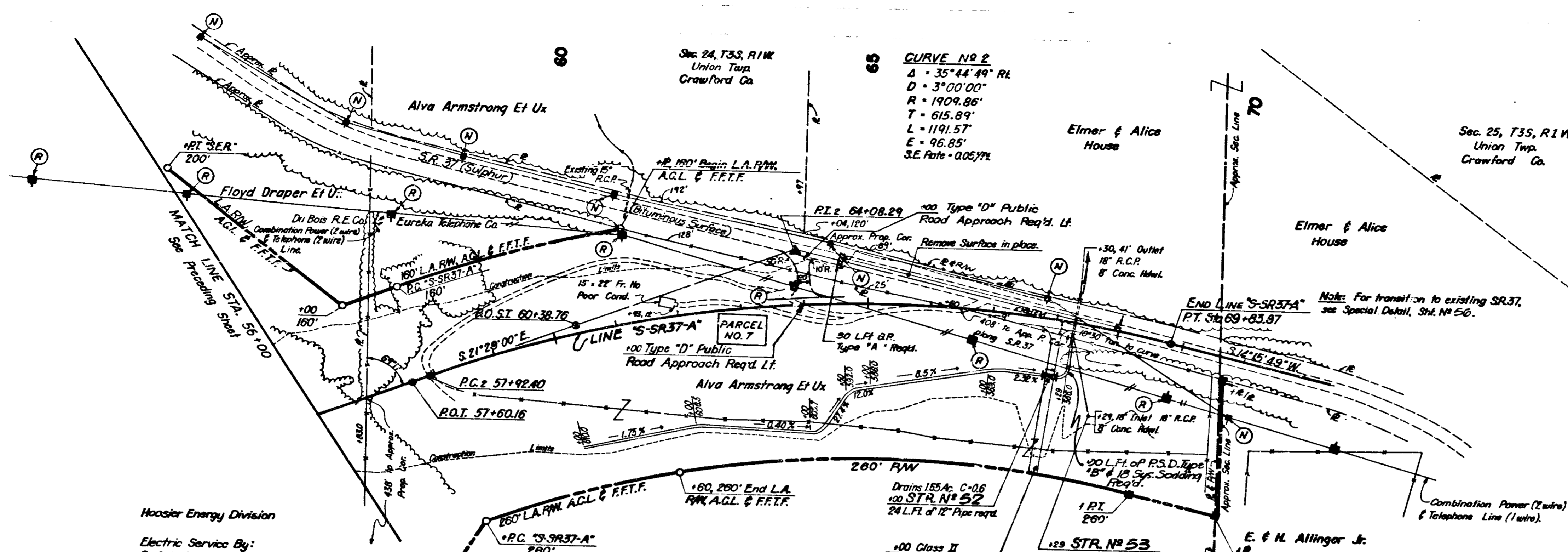


**Earthwork Quantities for Line "S-SR37-A"**  
 (State Road N° 37) are included in Balance N° 4.

Structure N° 37-13-56795	Skew = 8°40'	
<b>Bill of Materials - One Slab</b>		
RC Bridge	Reinforcing Steel	RC Bridge
Approach	Long Bars (Trans Bars)	Approach
Width	N° Size x Lgth (N° Size x Lgth)	Weight
24'	40# x 20' @ 11" @ 23"	1299 lbs
Quantities for 2 RC Bridge Approaches		
2598 lbs Reinf. Steel		119.2 Sq. Yds 10" RC Pymt







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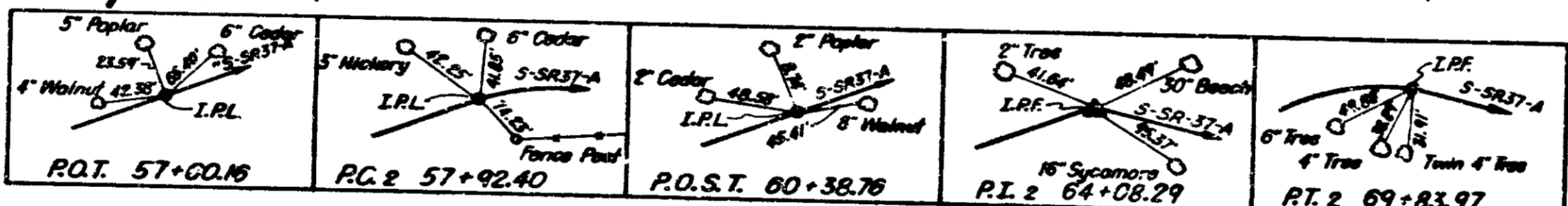
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Hoosier Energy Division  
Electric Service By:  
Du Bois R.E. Co.  
Box 309  
Jasper, Indiana  
Telephone Service By:  
Eureka Telephone Co.  
P.O. Box 345  
Corydon, Indiana



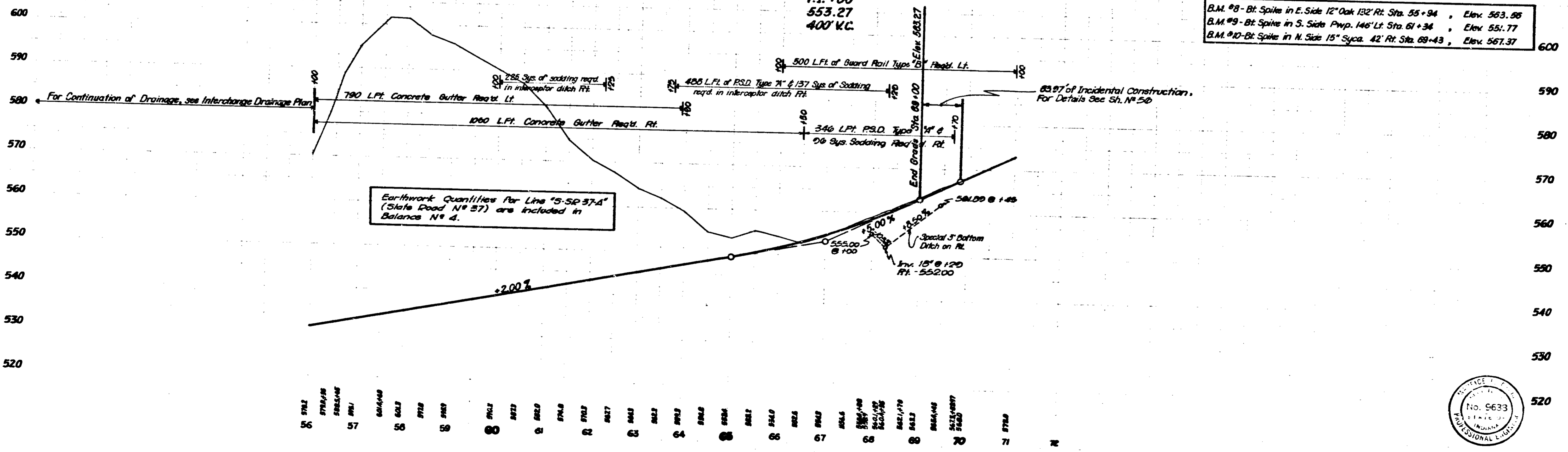
UTILITIES LEGEND  
 (N) NEW  
 (R) REMOVED

PLAN SHEET REFERENCES

DESIGNATION	SHEET NO.
Line "S-SR37-A" Plan & Profile	42
Line "A" Plan & Profile	22
Line "B" Plan & Profile	23
INTERCHANGE SHEETS	
Geometrics	47
Right-of-Way	48
Drainage	49
Superelevation Transitions "S-SR37-A"	53
Pavement Transition Details	54

R/W on this sheet to be taken from "S-SR37-A" except as noted.  
 All R/W on this sheet to be as shown.  
 Limited Access Provisions to apply where indicated.

B.M. #8 - Bit Spike in E. Side 12" Oak 132' Rt. Sta. 55+94, Elev. 563.58  
 B.M. #9 - Bit Spike in S. Side Pwp. 146' Lt. Sta. 61+34, Elev. 551.77  
 B.M. #10 - Bit Spike in N. Side 15" Syca. 42' Rt. Sta. 69+43, Elev. 567.37



Earthwork Quantities for Line "S-SR37-A" (State Road No. 57) are included in Balance No. 4.



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# RIDDLE ROAD (LINE S-1-1B)

**STRUCTURE No 3**  
Bridge Str. No. I-64-89-56815  
To be built in combination  
with grading contract.

Paul Edwards Et Ux

1-64-33886 1970 44 716

S.H.C.  
P.C.  
P.D.L.

1-64-33886 1970

S.H.C.  
P.C.  
P.D.L.

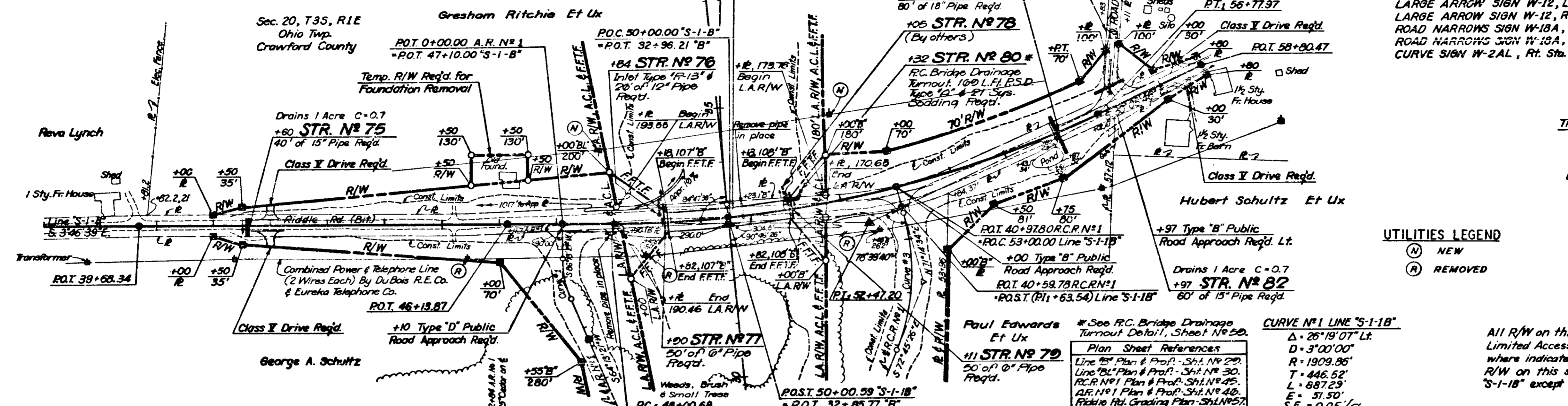
1-64-33886 1970

1-64-33886 1970

1-64-33886 1970

1-64-33886 1970

1-64-33886 1970



- SIGNS**
- STOP SIGN R-1A, Lt. Sta. 57+00
  - LARGE ARROW SIGN W-12, Lt. Sta. 53+00
  - LARGE ARROW SIGN W-12, Rt. Sta. 56+97
  - ROAD NARROWING SIGN W-18A, Lt. Sta. 46+50
  - ROAD NARROWING SIGN W-18A, Rt. Sta. 54+50
  - CURVE SIGN W-2AL, Rt. Sta. 41+50

**TRAFFIC DATA**

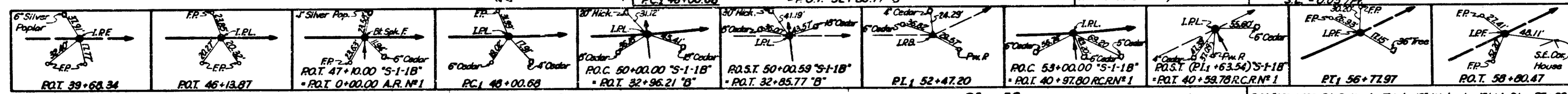
- 1975 ADT 302
- 1985 ADT 406
- 1975 DHV 19
- Design Speed 50 MPH.

- UTILITIES LEGEND**
- (N) NEW
  - (R) REMOVED

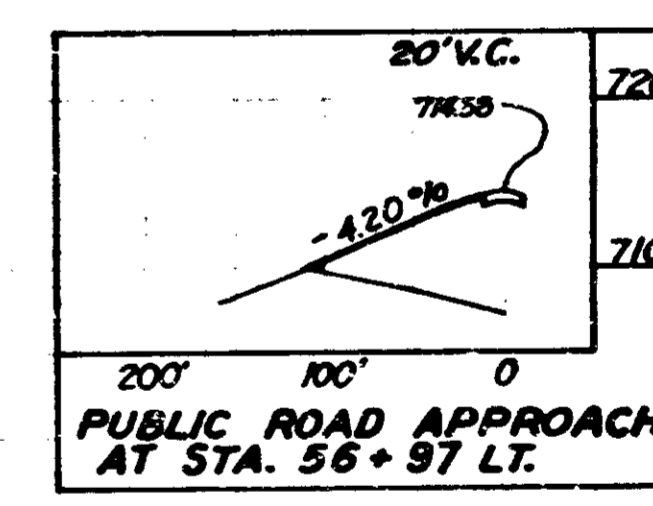
**CURVE No 1 LINE S-1-1B**

- Δ = 26°19'07" Lt.
- D = 3'00'00"
- R = 1909.86'
- T = 446.52'
- L = 887.23'
- E = 51.50'
- S.E. = 0.051/ft

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 S-1-1B except as noted.



B.M. #1 S-1-1B - Bt. Spike in Triple 12" Walnut, 19' Lt. Sta. 37+29	Elev. 735.37
B.M. #2 S-1-1B - Bt. Spike in 4" Silver Poplar, 24' Lt. Sta. 47+10	Elev. 737.53
B.M. #6 B - Bt. Spike in Twin 24" Oak, 170' Rt. Sta. 32+80 B	Elev. 720.64
B.M. #3 S-1-1B - Bt. Spike in Twin 18" Silver Poplar, 54' Lt. Sta. 59+22	Elev. 709.65



Earthwork Quantities for Line S-1-1B (Riddle Road) are included in Balance No 10.

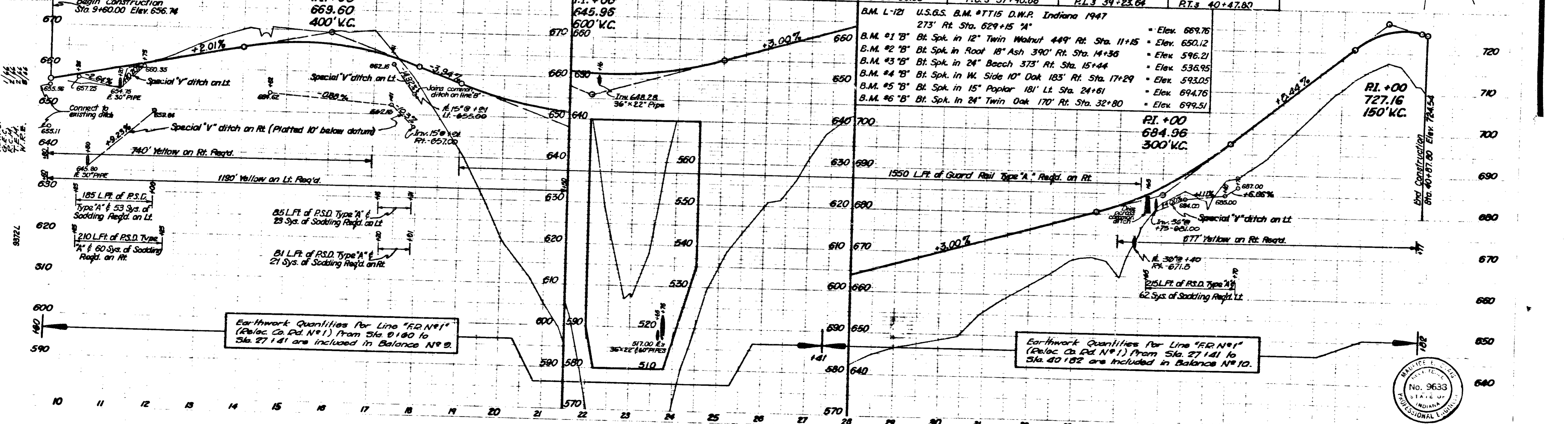
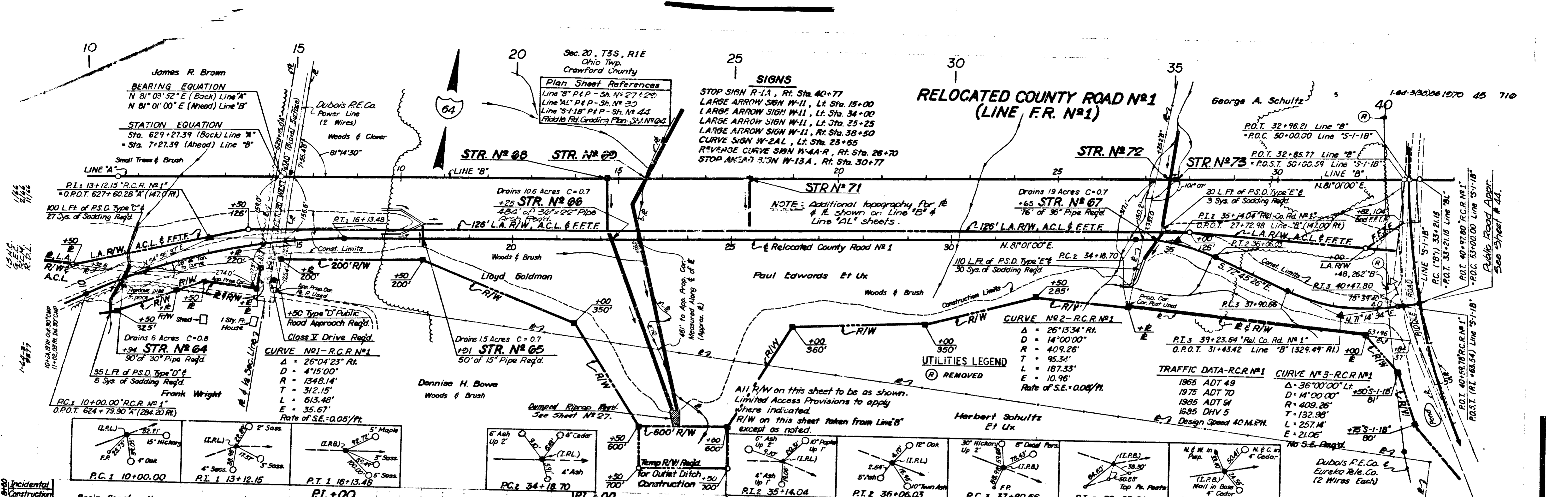
Structure No I-64-89-56815 Skew Square

Bill of Materials - One Slab

R.C. Bridge Approach Width	Reinforcing Steel			R.C. Bridge Approach Sq. Yds.
	Long. Bars	Trans. Bars	Total Weight	
20'	40159	1206	1079 lbs	45.6

Quantities for 2 R.C. Bridge Approaches  
2158 lbs. Reinf. Steel | 91.2 Sq. Yds. 10" R.C. Pvmf.





November 5, 1965

RELOC. CO. RD. NO. 1 (LINE F.R. NO. 1)  
Section A14.2-A14.3

144-3(20)R.C.R. NO. 1 45 716

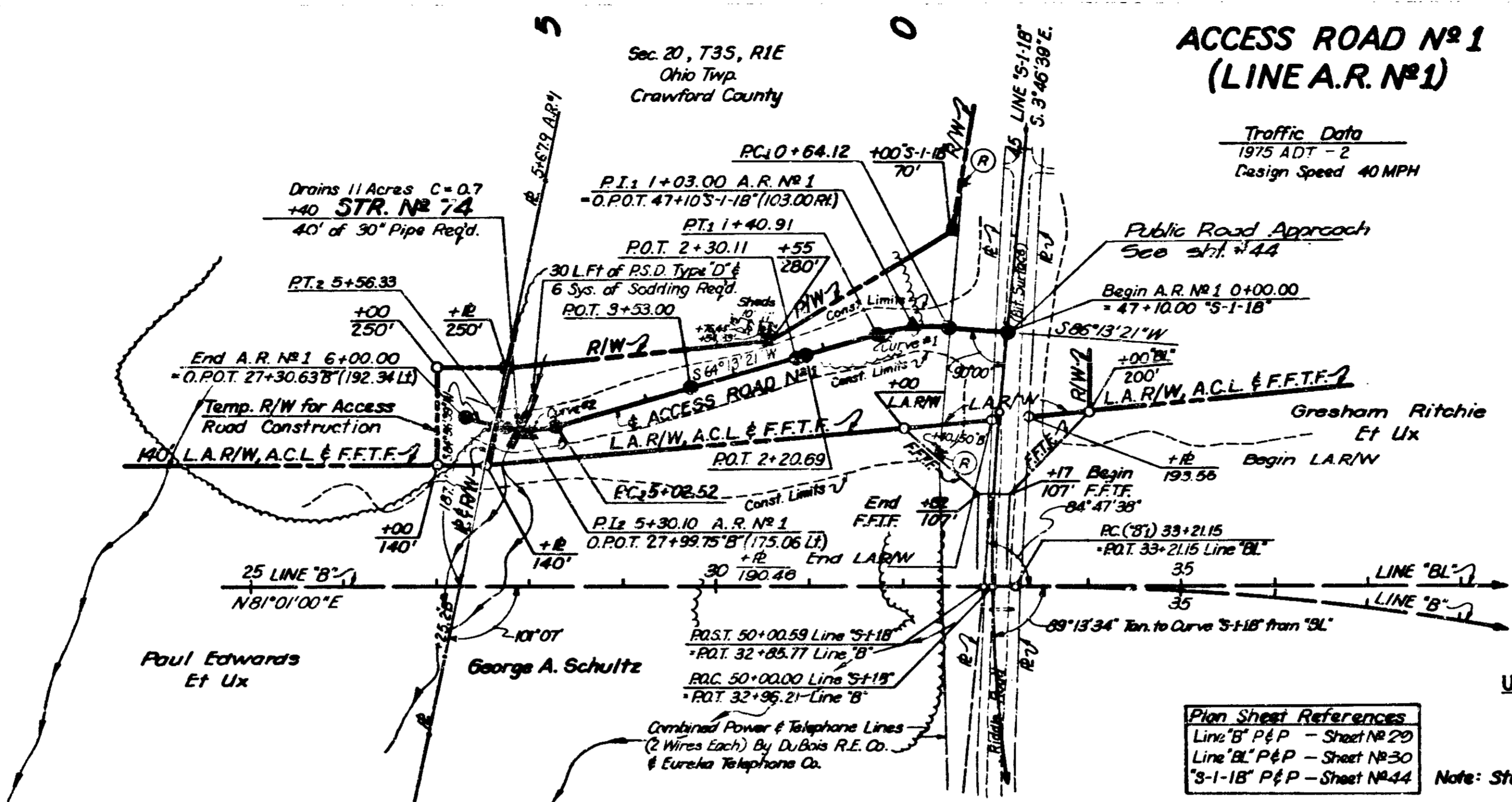


Sec. 20, T35, R1E  
Ohio Twp.  
Crawford County

# ACCESS ROAD N<sup>o</sup> 1 (LINE A.R. N<sup>o</sup> 1)

Traffic Data  
1975 ADT - 2  
Design Speed 40 MPH

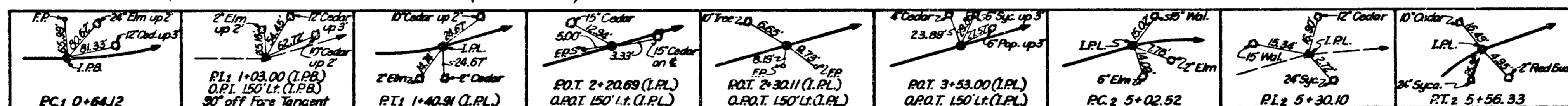
1-64-3(3A)06 PD70 40 716



### UTILITIES LEGEND

Plan Sheet References  
Line 'B' P&P - Sheet N<sup>o</sup> 29  
Line 'BL' P&P - Sheet N<sup>o</sup> 30  
'S-1-18' P&P - Sheet N<sup>o</sup> 44

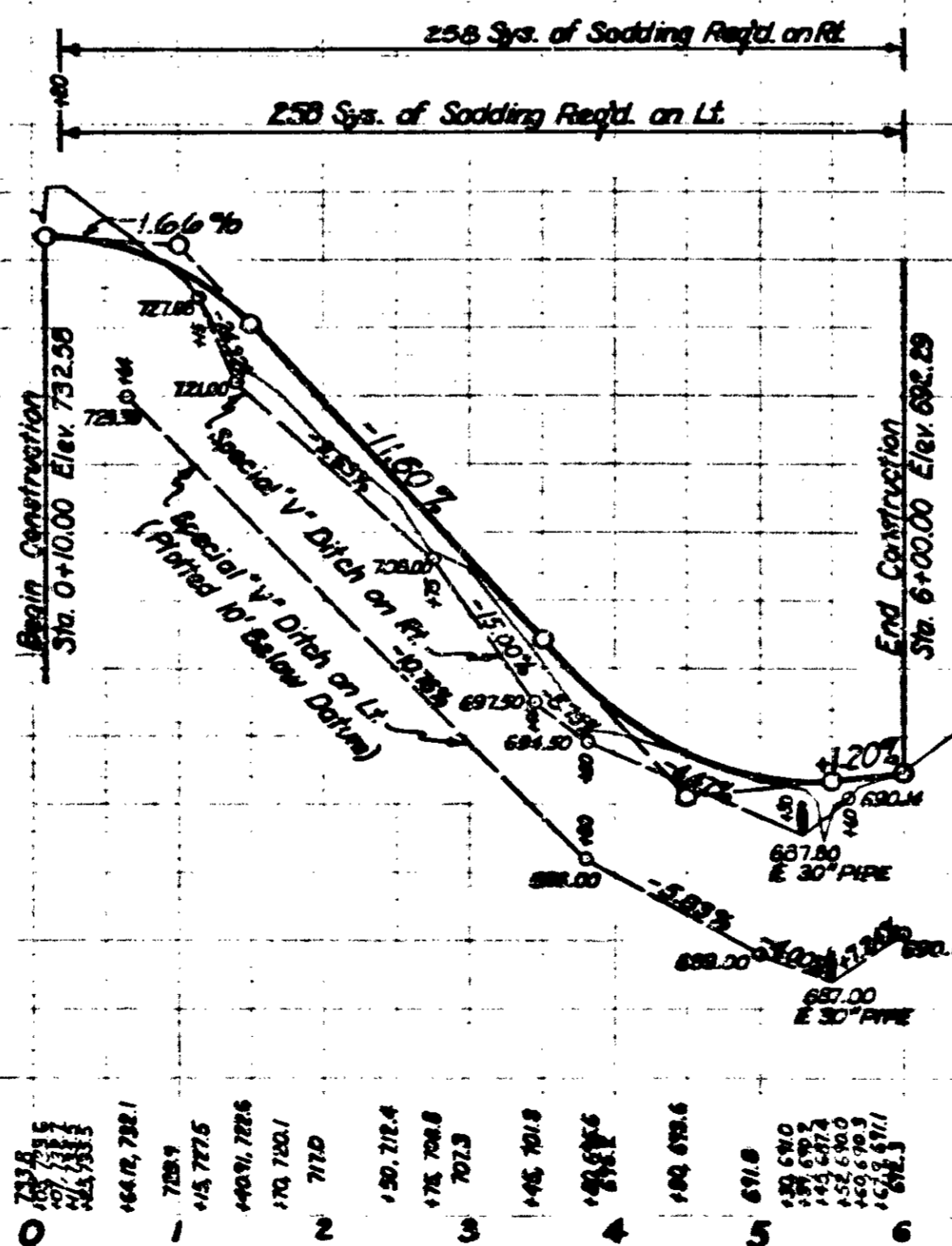
Note: Stationing in plan reversed from profile.



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 'B' except as noted.

B.M.#2 'S-1-18' - Bt. Spike in 4" Silver Poplar, 24' Lt. Sta. 47+10	Elev. 737.53
B.M.#5 'B' - Bt. Spike in 15" Poplar, 181' Lt. Sta. 24+61	Elev. 694.76

Earthwork Quantities for Line "A.R. N<sup>o</sup> 1" (Access Road N<sup>o</sup> 1) are included in Balance N<sup>o</sup> 10.



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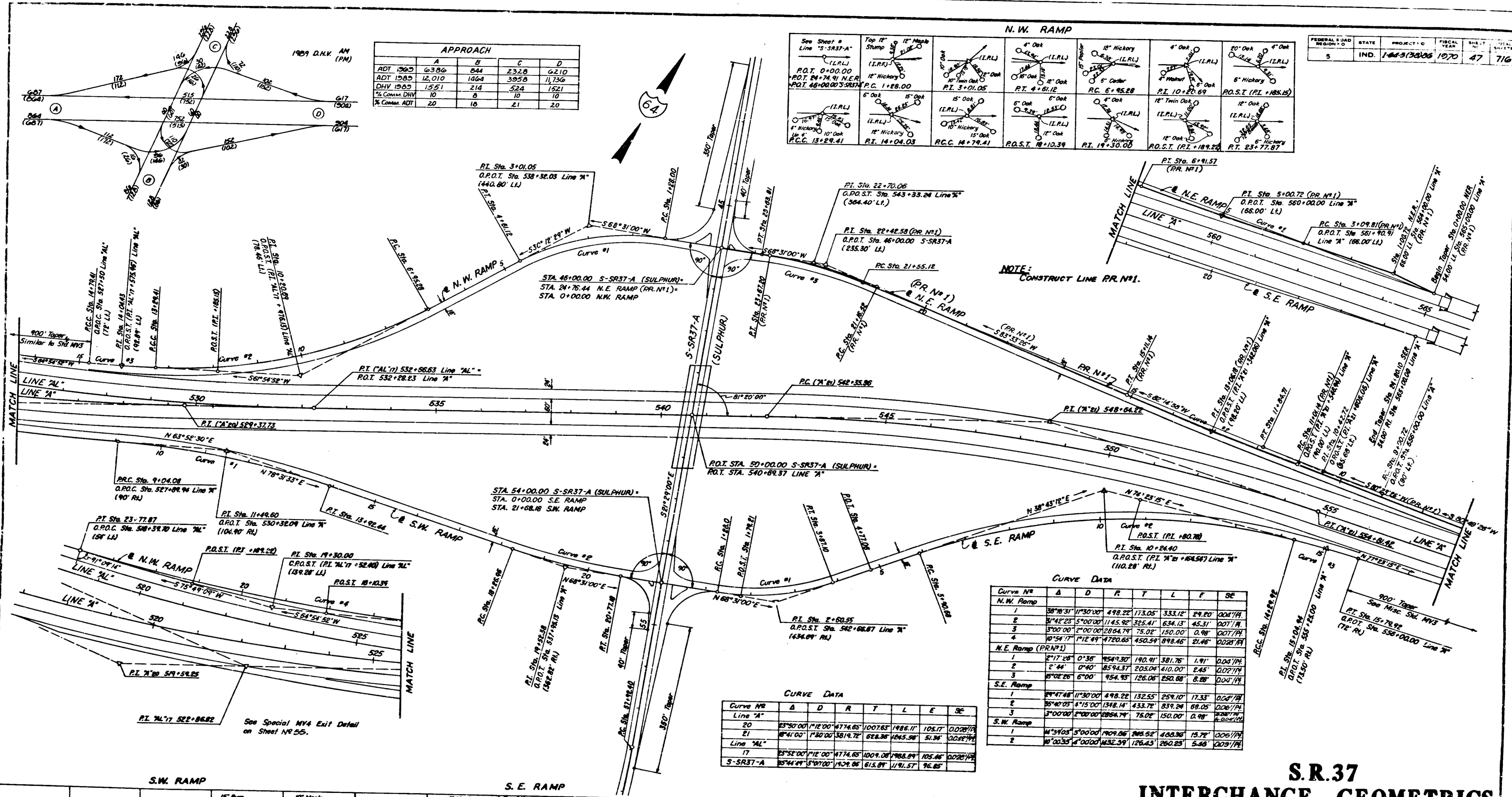


**N.W. RAMP**

See Sheet 4 Line "S-SR37-A" (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	Top 12" 12" Maple Shump on E (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	12" Hickory (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	4" Oak (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	12" Hickory (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	4" Oak (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	12" Hickory (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	4" Oak (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	12" Hickory (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41	4" Oak (L.R.L.) P.O.T. 0+00.00 P.O.T. 24+74.91 N.E. RAMP P.O.T. 46+00.00 S-SR37-A P.C.C. 13+29.41
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**APPROACH**

	A	B	C	D
ADT 1965	6386	644	2328	6210
ADT 1985	12,010	1464	3958	11,736
DHV 1985	1551	214	524	1521
% Comm. DHV	10	8	10	10
% Comm. ADT	20	18	21	20



**CURVE DATA**

Curve No	A	D	R	T	L	F	SE
N.W. Ramp							
1	38°18'31"	1°30'00"	498.22	173.05	333.12	29.20	0.02/19
2	8°42'23"	5°00'00"	1145.92	325.41	634.13	45.31	0.07/19
3	5°00'00"	2°00'00"	2864.79	75.02	150.00	0.98	0.07/19
4	10°54'17"	1°12'49"	1720.65	450.54	898.45	21.46	0.02/19
N.E. Ramp (PR. NO. 1)							
1	2°17'28"	0°36'	954.30	190.91	381.76	1.91	0.04/19
2	2°44'	0°40'	1854.37	205.04	410.00	2.45	0.02/19
3	15°02'26"	6°00'	954.93	126.06	250.68	8.28	0.04/19
S.E. Ramp							
1	2°47'48"	1°30'00"	498.22	132.55	259.10	17.33	0.04/19
2	36°40'05"	5°15'00"	1348.14	433.72	839.24	69.05	0.06/19
3	3°00'00"	2°00'00"	2864.79	75.02	150.00	0.98	0.02/19
S.W. Ramp							
1	1°54'03"	5°00'00"	1104.06	205.52	488.36	15.72	0.06/19
2	10°00'35"	4°00'00"	1432.39	126.43	260.23	5.48	0.03/19

**CURVE DATA**

Curve No	A	D	R	T	L	E	SE
Line "A"							
20	23°30'00"	1°12'00"	4774.65	1007.63	1986.11	105.17	0.02/19
21	18°41'00"	1°30'00"	3819.72	628.38	1845.38	51.34	0.02/19
Line "AL"							
17	25°52'00"	1°12'00"	4774.65	1009.08	1988.09	105.46	0.02/19
S-SR37-A	15°44'49"	5°00'00"	1524.86	615.87	1191.57	96.85	0.02/19

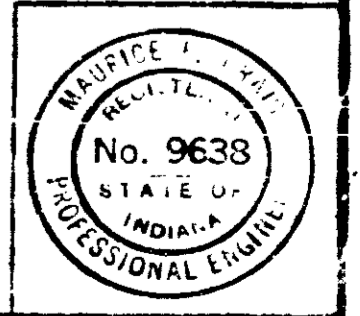
**PLAN SHEET REFERENCES**

DESIGNATION	SHEET NO.
Line "A" Plan & Profile	22-24
Line "AL" Plan & Profile	23
Line "S-SR37-A" Plan & Profile	42-43
INTERCHANGE S-SR37-A SHEETS	
DESIGNATION	SHEET NO.
R/W	45
Drainage	46
Intersection Details	50
Ramp Grades	51-54
Special S.W. Ramp Exit	55
Super-elev. Transitions S.R. 37	63

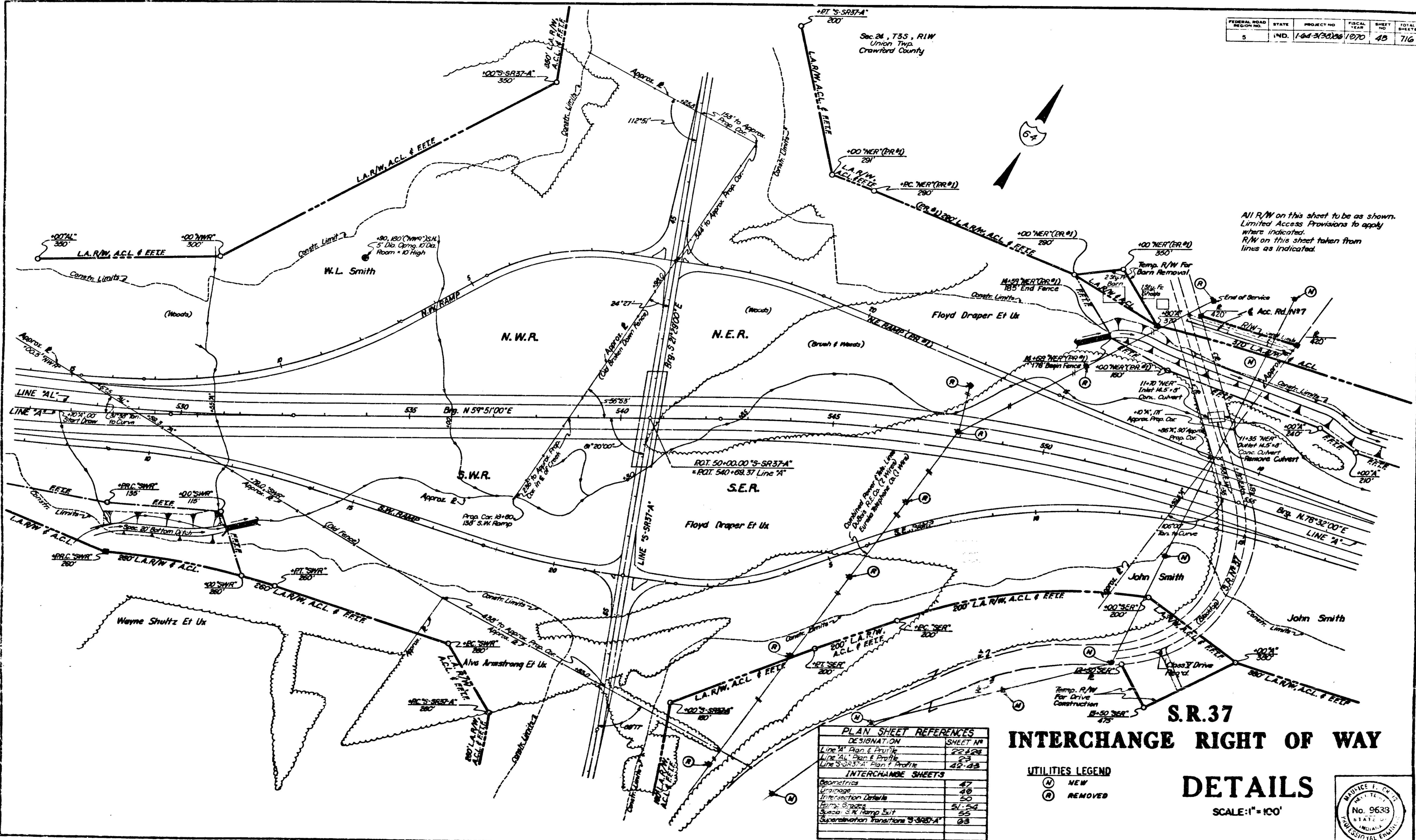
# S.R.37 INTERCHANGE GEOMETRICS

## DETAILS

Scale: 1" = 100'



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(30)00	1970	45	716



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 'A' Plan & Profile	22-24
Line 'AL' Plan & Profile	25
Line 'S-SR37-A' Plan & Profile	42-43
INTERCHANGE SHEETS	
Geometrics	47
Utilities	49
Intersection Details	50
Temp. Grades	51-54
Special S.W. Ramp Exit	55
Superelevation Transitions 'S-SR37-A'	63

# S.R.37 INTERCHANGE RIGHT OF WAY DETAILS

UTILITIES LEGEND	
(N)	NEW
(R)	REMOVED

## SCALE: 1" = 100'



**LINE "A"**

- 533+00 STR. N<sup>o</sup> 29  
Inlet Type "N-12" & 80' of 18" Pipe Req'd.
- 540+00 STR. N<sup>o</sup> 30  
Inlet Type "P-12A" & 132' of 15" Pipe Req'd.
- \*\* 542+57.4 (POST.) STR. N<sup>o</sup> 31  
2144' of 120" S.F.S. Pipe Req'd
- 543+55 STR. N<sup>o</sup> 32  
290' of 30" Pipe Req'd.
- 545+50 STR. N<sup>o</sup> 33  
Inlet Type "P-12A" & 96' of 15" Pipe Req'd.
- 552+50 STR. N<sup>o</sup> 34  
Inlet Type "S-14" & 344' of 15" Pipe Req'd.
- 554+00 STR. N<sup>o</sup> 35  
Inlet Type "N-12" & 236' of 15" Pipe Req'd.

**"N.W.R."**

- 11+70 STR. N<sup>o</sup> 36  
210' of 30" Pipe Req'd.
- 11+70 STR. N<sup>o</sup> 37  
Inlet Type "T-14" & 410' of 30" Pipe Req'd.

**"S.W.R."**

- 5+40 STR. N<sup>o</sup> 38  
Inlet Type "R-13" & 102' of 12" Pipe Req'd.

**"N.E.R." (R.R. N<sup>o</sup> 1)**

- 9+80 STR. N<sup>o</sup> 39  
Inlet Type "R-13" & 174' of 12" Pipe Req'd.
- 13+00 STR. N<sup>o</sup> 40  
Inlet Type "P-12A" & 47' of 15" Pipe Req'd.
- 19+55 STR. N<sup>o</sup> 41  
344' of 42" Pipe Req'd.

PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
Line "A" Plan & Profile	22-124
Line "A" Sign & Profile	23
Line "S-SR37-A" Plan & Profile	42-43
INTERCHANGE SHEETS	
DESIGNATION	SHEET NO.
Geometrics	47
R/W	48
Intersection Details	50
Grade Grades	51-54
Spec. S.W. Frame Exit	55
Superelev. Transitions S.R.37	56

**LINE "S-SR37-A"**

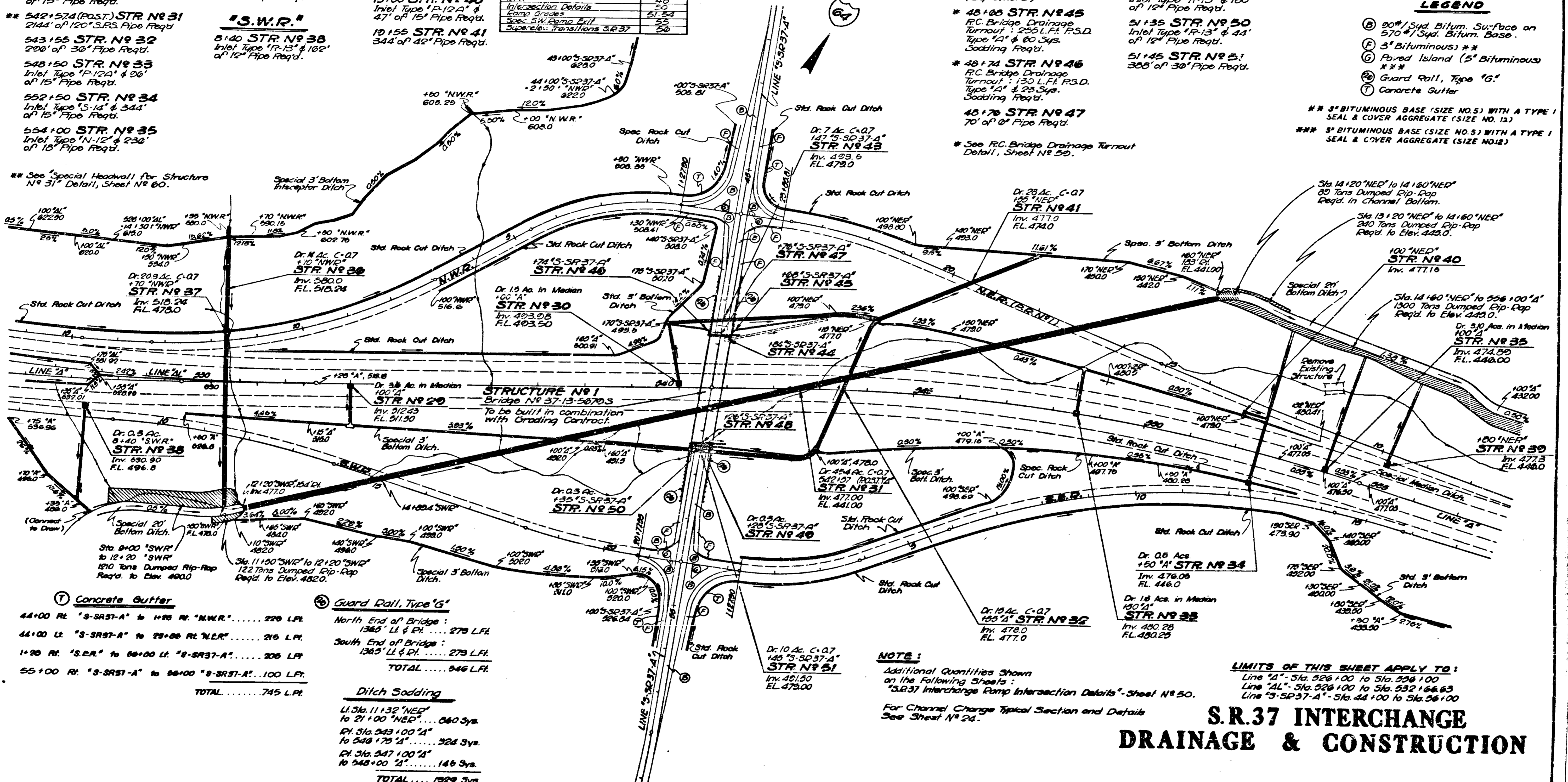
- 45+47 STR. N<sup>o</sup> 43  
320' of 30" Pipe Req'd.
- 45+44 STR. N<sup>o</sup> 44  
(By others)
- \* 45+60 STR. N<sup>o</sup> 45  
P.C. Bridge Drainage Turnout; 255 L.F. P.S.D. Type "A" & 80 Sys. Sodding Req'd.
- \* 45+74 STR. N<sup>o</sup> 46  
P.C. Bridge Drainage Turnout; 150 L.F. P.S.D. Type "A" & 23 Sys. Sodding Req'd.
- 45+76 STR. N<sup>o</sup> 47  
70' of 0" Pipe Req'd.
- 51+26 STR. N<sup>o</sup> 48  
50' of 0" Pipe Req'd.
- 51+28 STR. N<sup>o</sup> 49  
Inlet Type "R-13" & 180' of 12" Pipe Req'd.
- 51+35 STR. N<sup>o</sup> 50  
Inlet Type "R-13" & 44' of 12" Pipe Req'd.
- 51+45 STR. N<sup>o</sup> 51  
308' of 30" Pipe Req'd.

FEDERAL ROAD REG. ON NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(30)36-1070		40	716

**LEGEND**

- (B) 90#/Sq. Bitum. Sur. Face on 570#/Sq. Bitum. Base.
- (E) 3" Bituminous \*\*\*
- (G) Paved Island (5" Bituminous) \*\*\*
- (T) Guard Rail, Type "G"
- (U) Concrete Gutter

\*\* 5" BITUMINOUS BASE (SIZE NO. 5) WITH A TYPE I SEAL & COVER AGGREGATE (SIZE NO. 12)  
\*\*\* 5" BITUMINOUS BASE (SIZE NO. 5) WITH A TYPE I SEAL & COVER AGGREGATE (SIZE NO. 12)



**(U) Concrete Gutter**

- 44+00 Rt. "S-SR37-A" to 1+85 Rt. "N.W.R." ..... 226 L.F.
- 44+00 Lt. "S-SR37-A" to 29+86 Rt. "N.E.R." ..... 216 L.F.
- 1+28 Rt. "S.E.R." to 66+00 Lt. "S-SR37-A" ..... 206 L.F.
- 55+00 Rt. "S-SR37-A" to 66+00 "S-SR37-A" ..... 100 L.F.
- TOTAL ..... 748 L.F.

**(T) Guard Rail, Type "G"**

- North End of Bridge: 138.5' Lt. & Rt. .... 279 L.F.
- South End of Bridge: 138.5' Lt. & Rt. .... 279 L.F.
- TOTAL ..... 546 L.F.

**Ditch Sodding**

- Lt. Sta. 11+32 "NEP" to 21+00 "NEP" ..... 660 Sys.
- Rt. Sta. 543+00 "A" to 546+75 "A" ..... 324 Sys.
- Rt. Sta. 547+00 "A" to 548+00 "A" ..... 146 Sys.
- TOTAL ..... 1929 Sys.

**Paved Side Ditch**  
(See Paved Side Ditch Table, Sheets N<sup>o</sup> 67-70)

**NOTE:**

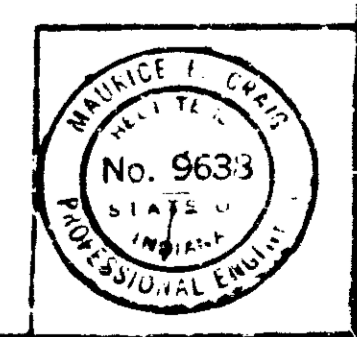
Additional Quantities Shown on the Following Sheets:  
"S.R.37 Interchange Pump Intersection Details"-Sheet N<sup>o</sup> 50.  
For Channel Change Typical Section and Details See Sheet N<sup>o</sup> 24.

**LIMITS OF THIS SHEET APPLY TO:**  
Line "A": Sta. 526+00 to Sta. 556+00  
Line "AL": Sta. 526+00 to Sta. 532+66.63  
Line "S-SR37-A": Sta. 44+00 to Sta. 56+00

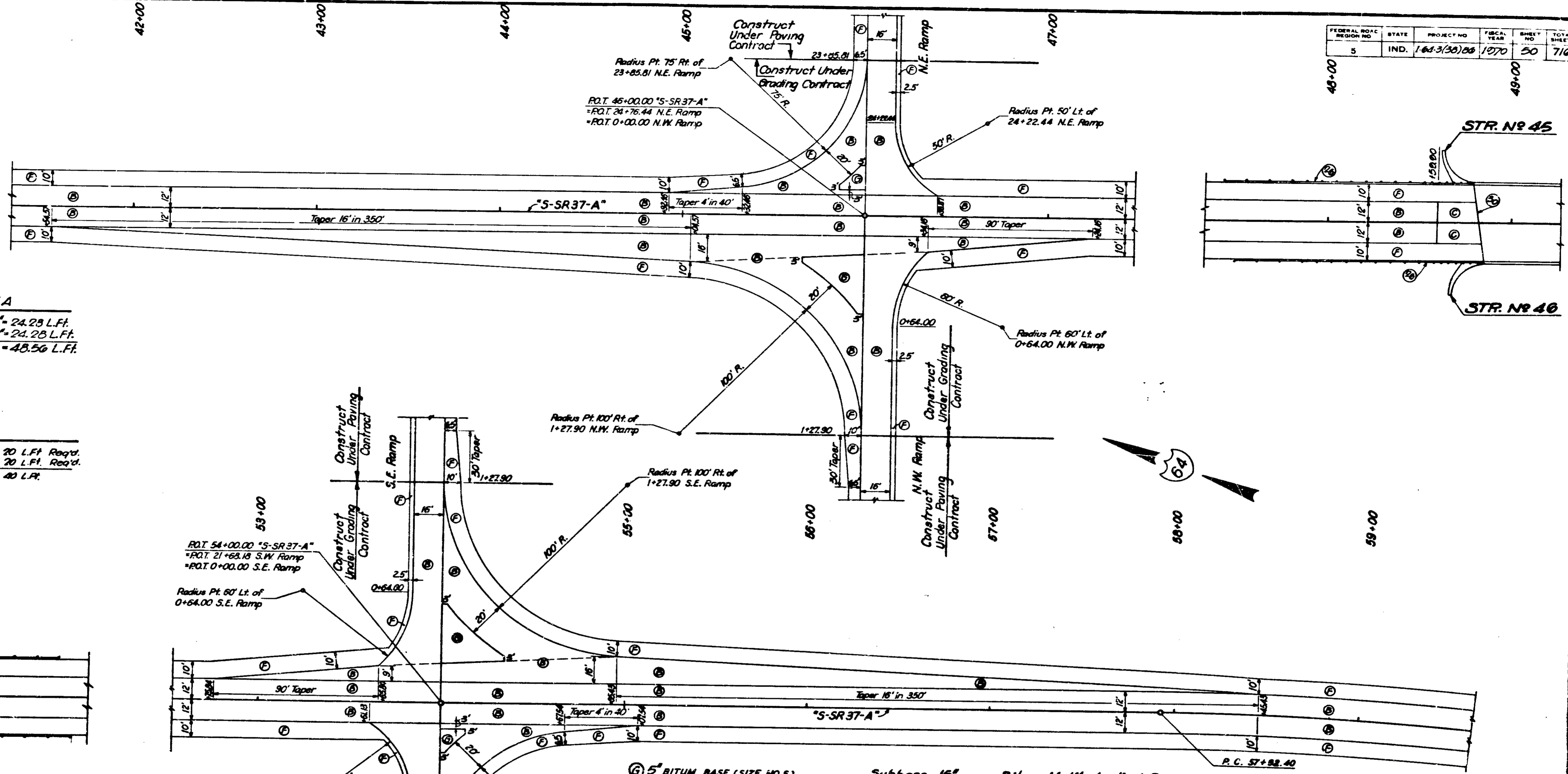
**S.R.37 INTERCHANGE DRAINAGE & CONSTRUCTION**

**DETAILS**

SCALE: 1" = 100'

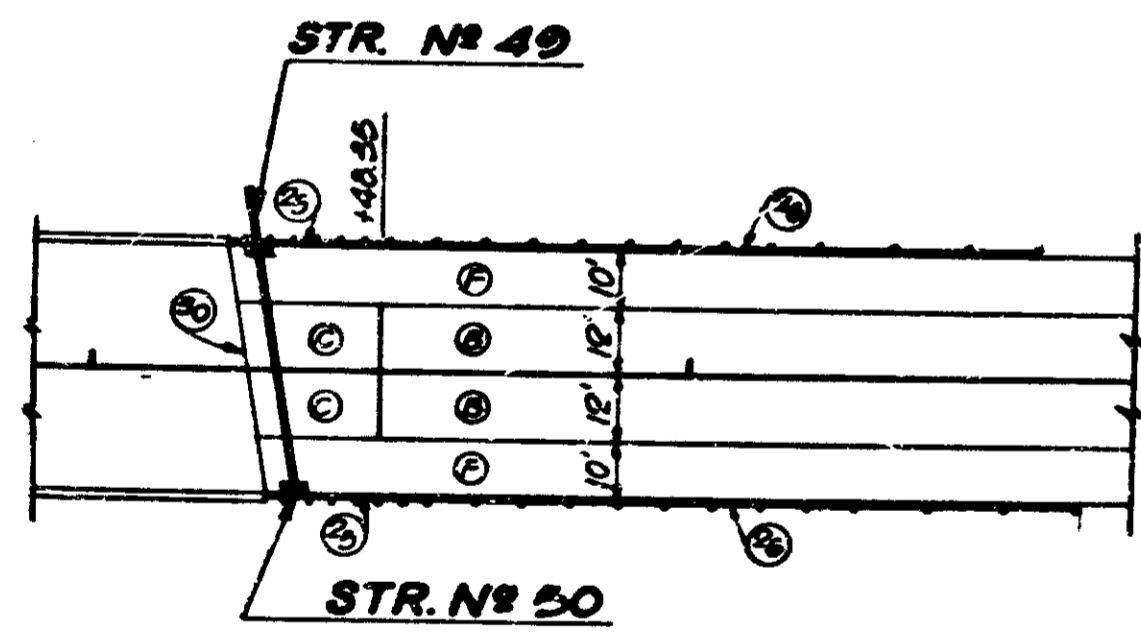


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(30)00	1970	50	716

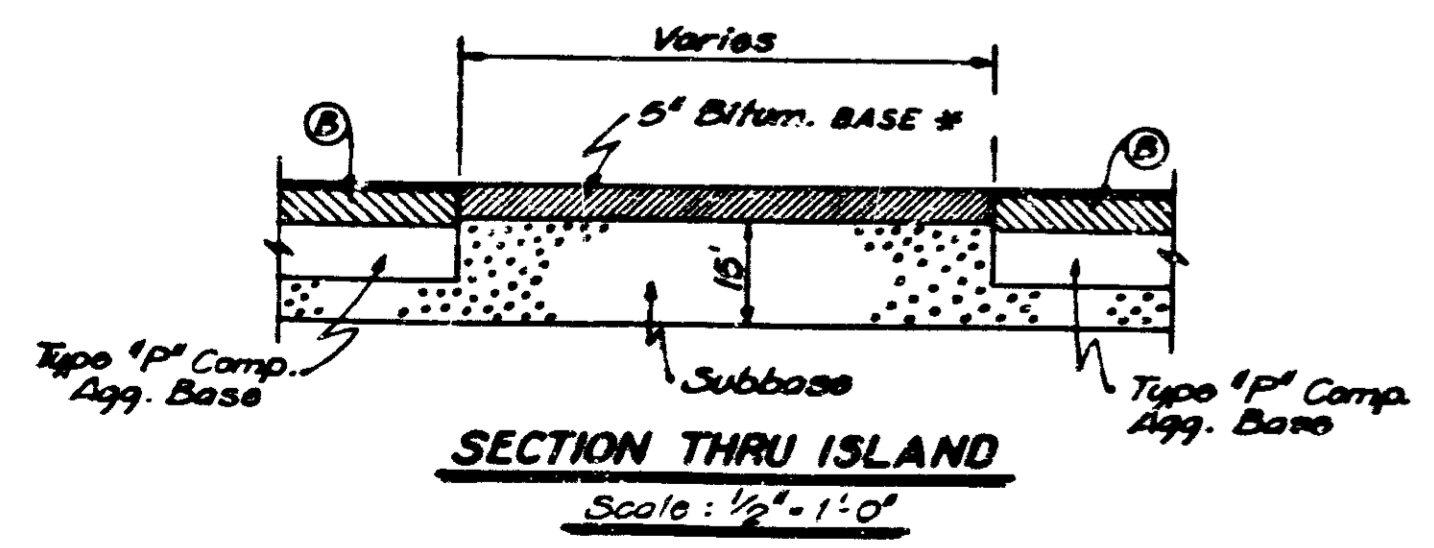


⊕ 1/2" Exp. Joint, Type I.A  
 Sta. 48+02.25 "S-SR37-A" = 24.23 L.Ft.  
 Sta. 51+20.02 "S-SR37-A" = 24.26 L.Ft.  
 Total = 48.56 L.Ft.

⊕ Bitum. Curb  
 Sta. 51+00 ± Lt. "S-SR37-A" 20 L.Ft. Req'd.  
 Sta. 51+00 ± Rt. "S-SR37-A" 20 L.Ft. Req'd.  
 Total 40 L.Ft.



# 5" BITUMINGUS BASE (SIZE NO. 5)  
 WITH A TYPE I SEAL & COVER  
 AGGREGATE (SIZE NO. 12)



5" BITUM. BASE (SIZE NO. 5)	Subbase, 15"	Bitum. Mat'l. Applied, Prime
Island S.E.R. 70 Sys.	70 Sys.	70 Sys.
Island N.E.R. 13 Sys.	13 Sys.	13 Sys.
Island S.W.R. 13 Sys.	13 Sys.	13 Sys.
Island N.W.R. 70 Sys.	70 Sys.	70 Sys.
<b>Total =</b>	<b>166 Sys. x 0.275 Ton/Sys. = 45.7 Tons</b>	<b>166 Sys. x 0.833 Ton/Sys. = 138.3 Tons</b>
	166 Sys. x 0.00125 TON/SYS. = 0.20 TON SEAL	166 Sys. x 0.00140 Ton/Sys. = 0.24 Ton
	166 Sys. x 0.01 TON/SYS. = 1.66 TON COVER AGG. (SIZE NO. 12)	

PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
Line "A" Plan & Profile	22-24
Line "AL" Plan & Profile	23
Line "S-SR37-A" Plan & Profile	42-43
INTERSECTIONS SHEETS	
DESIGNATION	SHEET NO.
Geometrics	42
R/W	43
Drainage	43
Ramp Grades	51-54
Special S.W. Ramp Exit	55
Superelev. Transitions: S.R.37	56

- LEGEND**
- ⊕ 90°/Sys. Bitum. Surface on 570# / Sys. Bitum. Base.
  - ⊕ 9" RC. Pavement (Approach Slab).
  - ⊕ 5" Bituminous "X"
  - ⊕ Paved Island (5" Bitum. Base on 15" Subbase) (See Typical Section this sheet)
  - ⊕ Guard Rail, Type "G"
  - ⊕ 1/2" Expansion Joint, Type I.A (See Bridge Stk. J).
  - ⊕ Bituminous Curb
  - ⊕ # 5" BITUMINGUS BASE (SIZE NO. 5) WITH A TYPE I SEAL & COVER AGGREGATE (SIZE NO. 12)

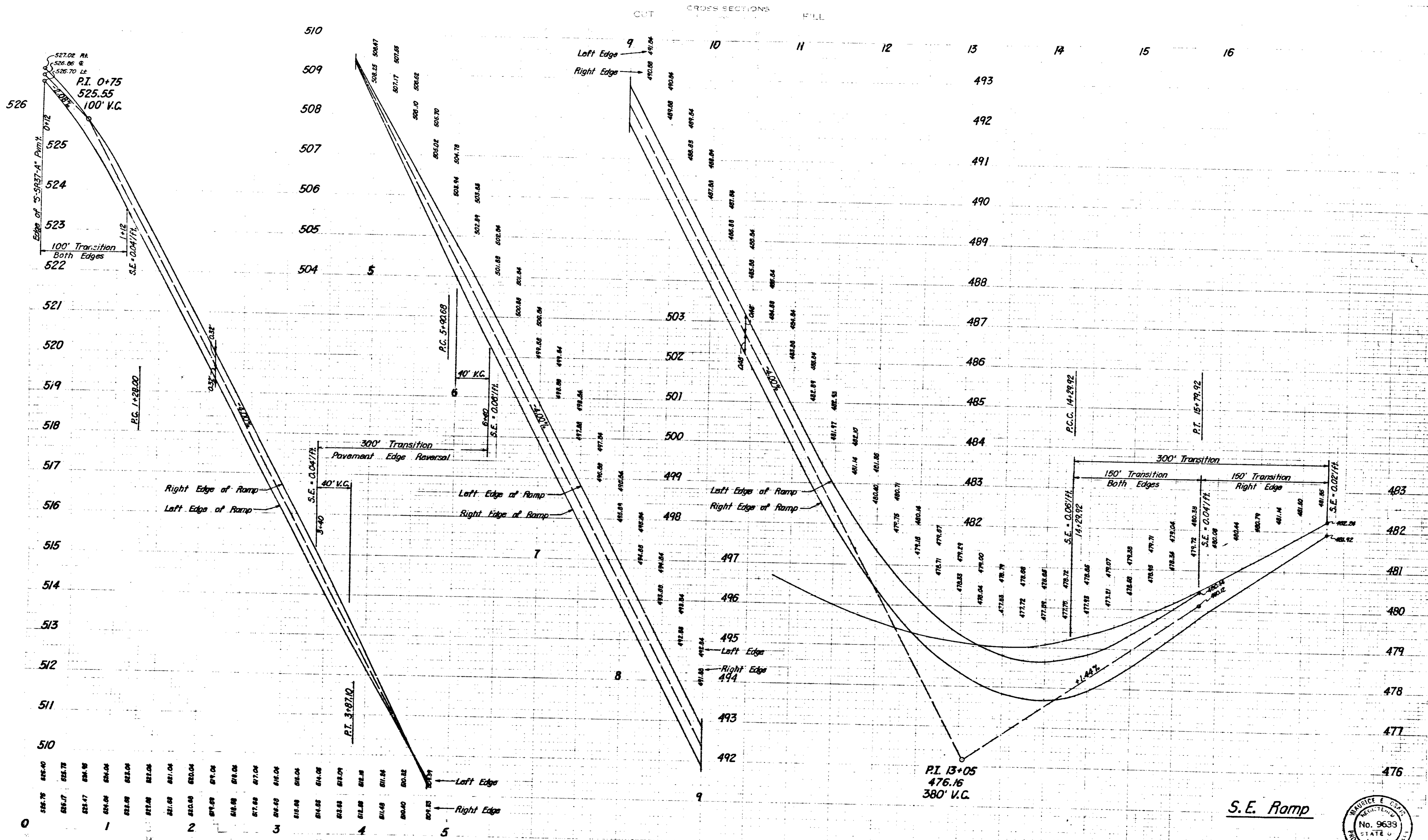
FOR ADDITIONAL QUANTITIES IN THIS AREA  
 SEE SHEETS NO 22-24, 42-43, 40.

# S.R.37 INTERCHANGE RAMP INTERSECTIONS DETAILS

SCALE: 1" = 30'-0"







526  
 Edge of "S-5037-A" Pvm.  
 0+75  
 P.I. 0+75  
 525.55  
 100' V.C.  
 100' Transition  
 Both Edges  
 S.E. = 0.041/Fx

P.C. 1+28.00

Right Edge of Ramp  
 Left Edge of Ramp

300' Transition  
 Pavement Edge Reversal

40' V.C.

Left Edge of Ramp  
 Right Edge of Ramp

P.T. 3+87.10

Left Edge  
 Right Edge

Left Edge  
 Right Edge

Left Edge  
 Right Edge

- 526.40
- 526.37
- 526.35
- 526.34
- 526.33
- 526.32
- 526.31
- 526.30
- 526.29
- 526.28
- 526.27
- 526.26
- 526.25
- 526.24
- 526.23
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- 526.20
- 526.19
- 526.18
- 526.17
- 526.16
- 526.15
- 526.14
- 526.13
- 526.12
- 526.11
- 526.10
- 526.09
- 526.08
- 526.07
- 526.06
- 526.05
- 526.04
- 526.03
- 526.02
- 526.01
- 526.00
- 525.99
- 525.98
- 525.97
- 525.96
- 525.95
- 525.94
- 525.93
- 525.92
- 525.91
- 525.90
- 525.89
- 525.88
- 525.87
- 525.86
- 525.85
- 525.84
- 525.83
- 525.82
- 525.81
- 525.80
- 525.79
- 525.78
- 525.77
- 525.76

CUT CROSS SECTIONS FILL

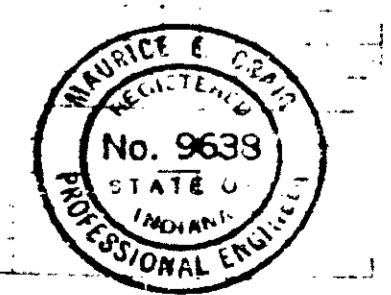
9 10 11 12 13 14 15 16

510  
 509  
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 477  
 476

P.C. 5+92.68  
 40' V.C.  
 S.E. = 0.081/Fx  
 P.C. 14+29.92  
 P.T. 15+79.92  
 300' Transition  
 150' Transition Both Edges  
 150' Transition Right Edge  
 S.E. = 0.041/Fx  
 S.E. = 0.021/Fx  
 P.I. 13+05  
 476.16  
 380' V.C.

S.E. Ramp



November 6, 1961

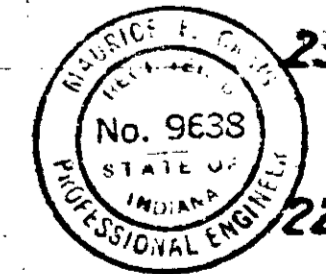
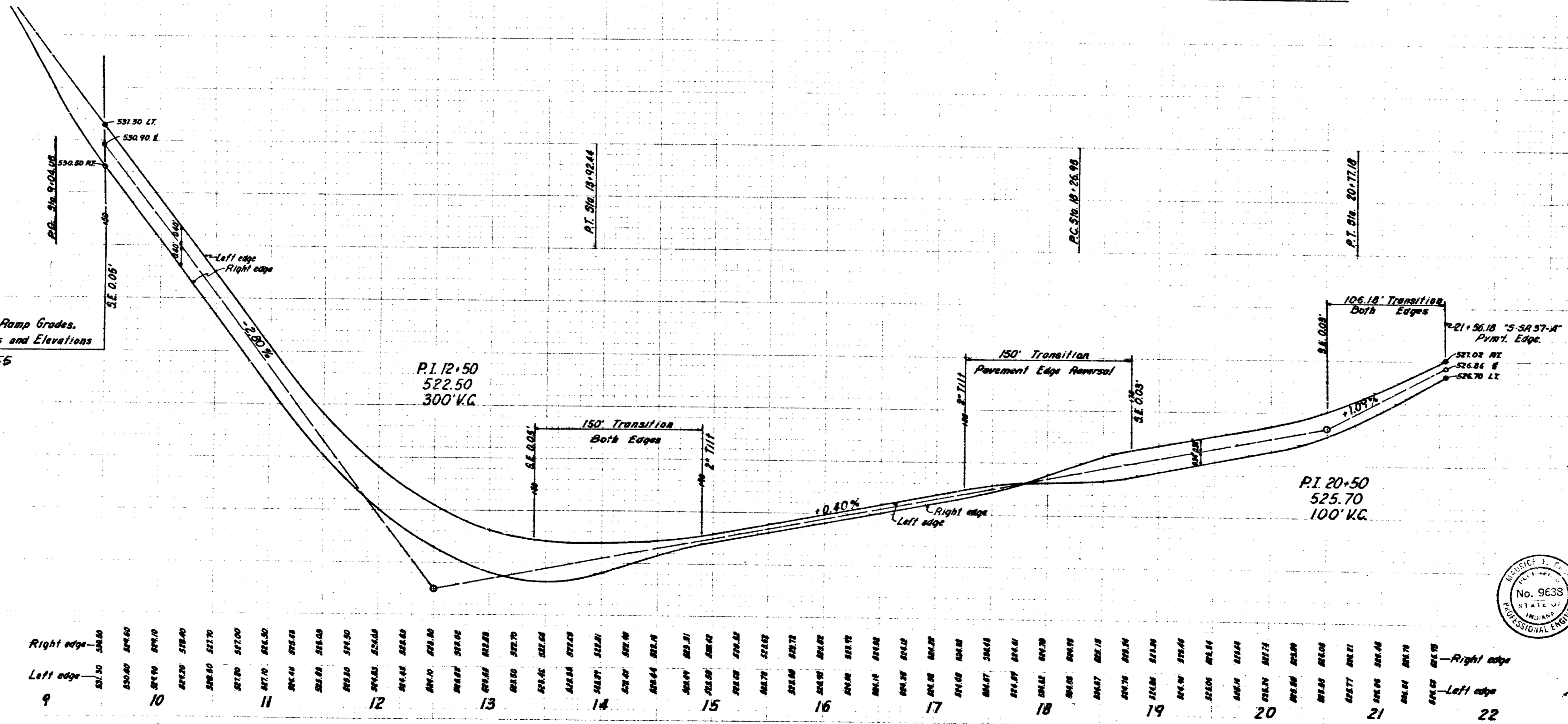
9326 L  
 100-38806 1960 54 716  
 LINE S.E. Ramp

38  
37  
36  
535  
34  
33  
32  
31  
530  
29  
28  
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525  
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525  
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21

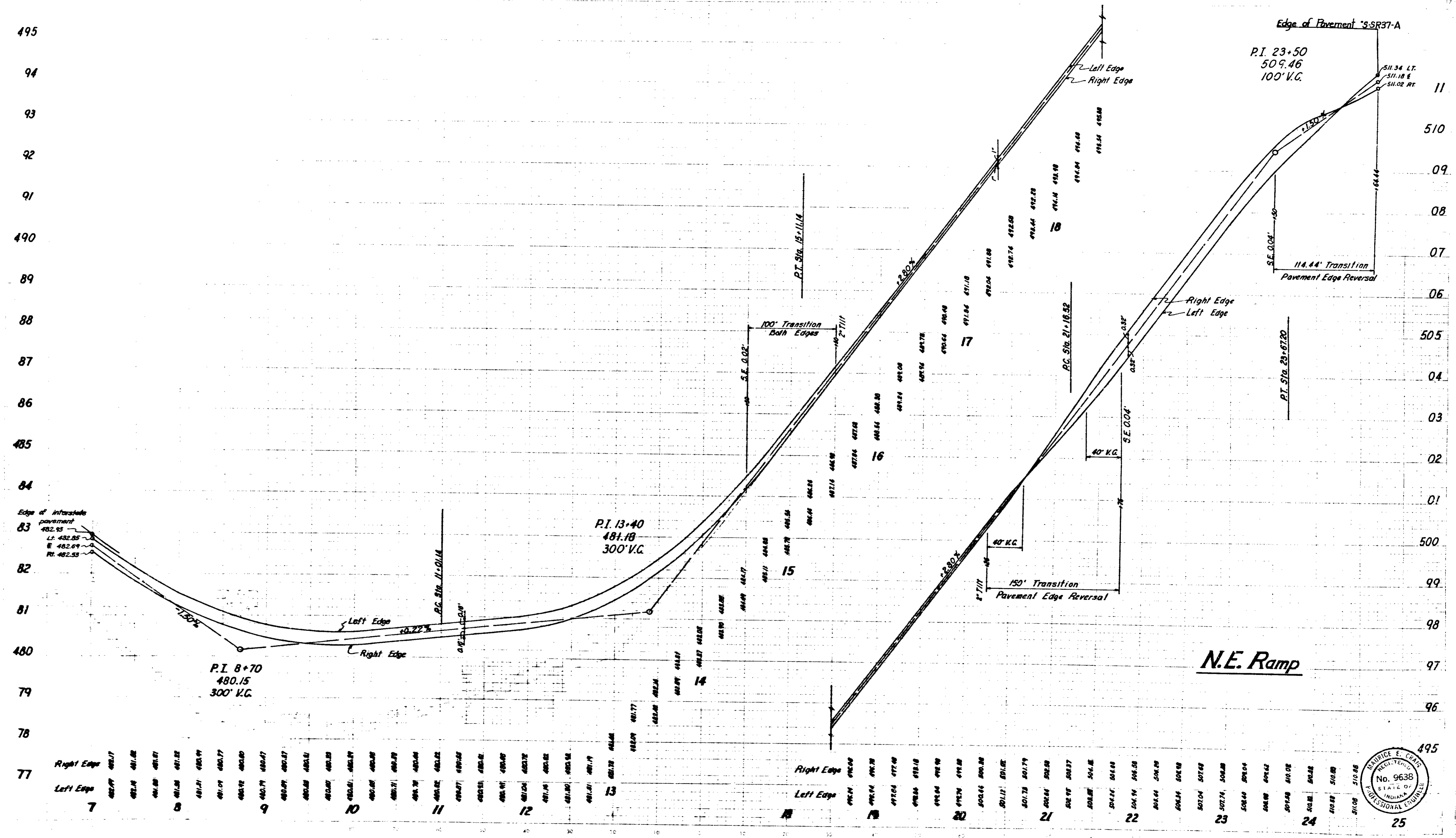
# SW Ramp

For Continuation of Ramp Grades.  
See Detail for Offsets and Elevations  
Sheet No 55



8

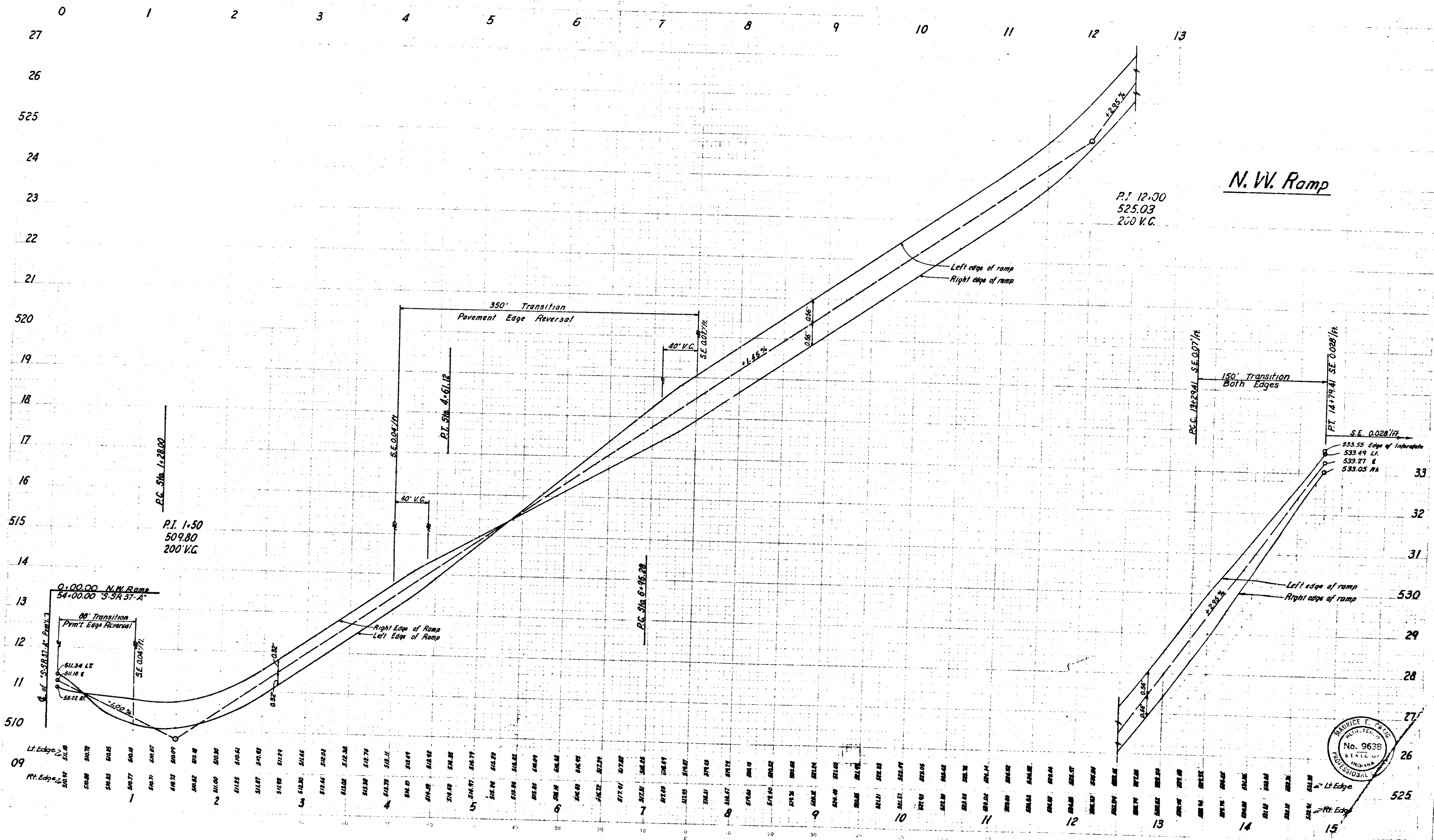
CUT CROSS SECTIONS FILL



November 6, 1961

9326 L  
 IND. 164-363-170 53 716  
 LINE N.E. Ramp

CROSS SECTIONS  
CUT FILL



N.W. Ramp

P.I. 12+00  
525.03  
200' V.C.

P.I. 1-50  
509.80  
200' V.C.

P.C. Sta. 1+28.00

0+00.00 N.W. Ramp  
54+00.00 'S-SR 37-A'

60' Transition  
Pym't Edge Reversal

350' Transition  
Pavement Edge Reversal

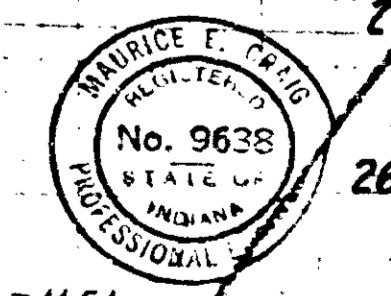
150' Transition  
Both Edges

P.C. Sta. 14+79.4

533.55 Edge of Inlet  
533.49 Lt.  
533.27 R.  
533.05 RA

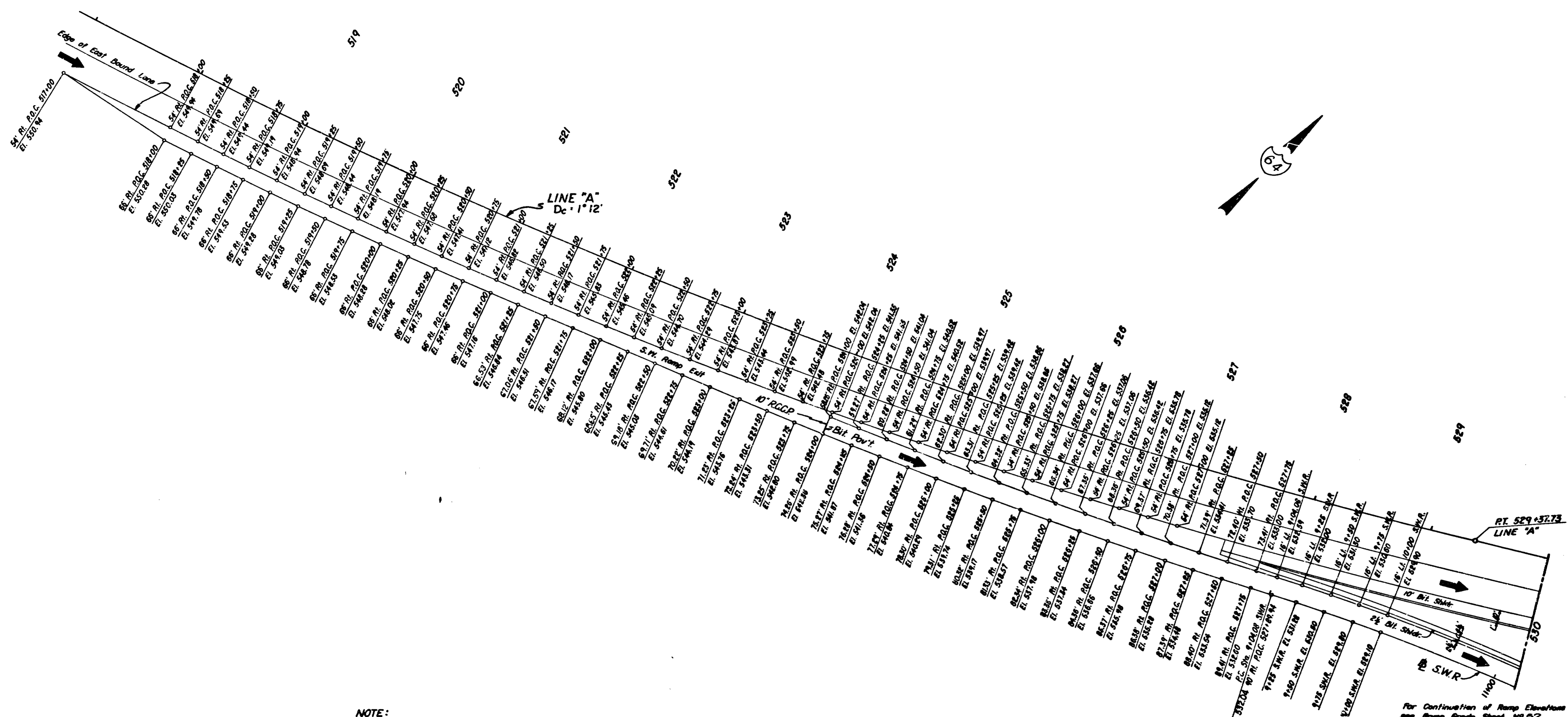
09	509.92	509.94	509.96	509.98	510.00	510.02	510.04	510.06	510.08	510.10	510.12	510.14	510.16	510.18	510.20	510.22	510.24	510.26	510.28	510.30	510.32	510.34	510.36	510.38	510.40	510.42	510.44	510.46	510.48	510.50	510.52	510.54	510.56	510.58	510.60	510.62	510.64	510.66	510.68	510.70	510.72	510.74	510.76	510.78	510.80	510.82	510.84	510.86	510.88	510.90	510.92	510.94	510.96	510.98	511.00	511.02	511.04	511.06	511.08	511.10	511.12	511.14	511.16	511.18	511.20	511.22	511.24	511.26	511.28	511.30	511.32	511.34	511.36	511.38	511.40	511.42	511.44	511.46	511.48	511.50	511.52	511.54	511.56	511.58	511.60	511.62	511.64	511.66	511.68	511.70	511.72	511.74	511.76	511.78	511.80	511.82	511.84	511.86	511.88	511.90	511.92	511.94	511.96	511.98	512.00	512.02	512.04	512.06	512.08	512.10	512.12	512.14	512.16	512.18	512.20	512.22	512.24	512.26	512.28	512.30	512.32	512.34	512.36	512.38	512.40	512.42	512.44	512.46	512.48	512.50	512.52	512.54	512.56	512.58	512.60	512.62	512.64	512.66	512.68	512.70	512.72	512.74	512.76	512.78	512.80	512.82	512.84	512.86	512.88	512.90	512.92	512.94	512.96	512.98	513.00	513.02	513.04	513.06	513.08	513.10	513.12	513.14	513.16	513.18	513.20	513.22	513.24	513.26	513.28	513.30	513.32	513.34	513.36	513.38	513.40	513.42	513.44	513.46	513.48	513.50	513.52	513.54	513.56	513.58	513.60	513.62	513.64	513.66	513.68	513.70	513.72	513.74	513.76	513.78	513.80	513.82	513.84	513.86	513.88	513.90	513.92	513.94	513.96	513.98	514.00
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November 6, 1961



LEVEL AND 93264  
 IND. 1-6-60 1960 54 746  
 LINE N.W. Ramp

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	144-3(20)20	1970	55	716



NOTE: This sheet in Grading Contract is for information only. Pavement and Bituminous Shoulders to be built under Paving Contract.

**OFFSETS & ELEVATIONS  
FOR  
SPECIAL S.W.R. EXIT  
DETAILS  
S.R. 37 INTERCHANGE**

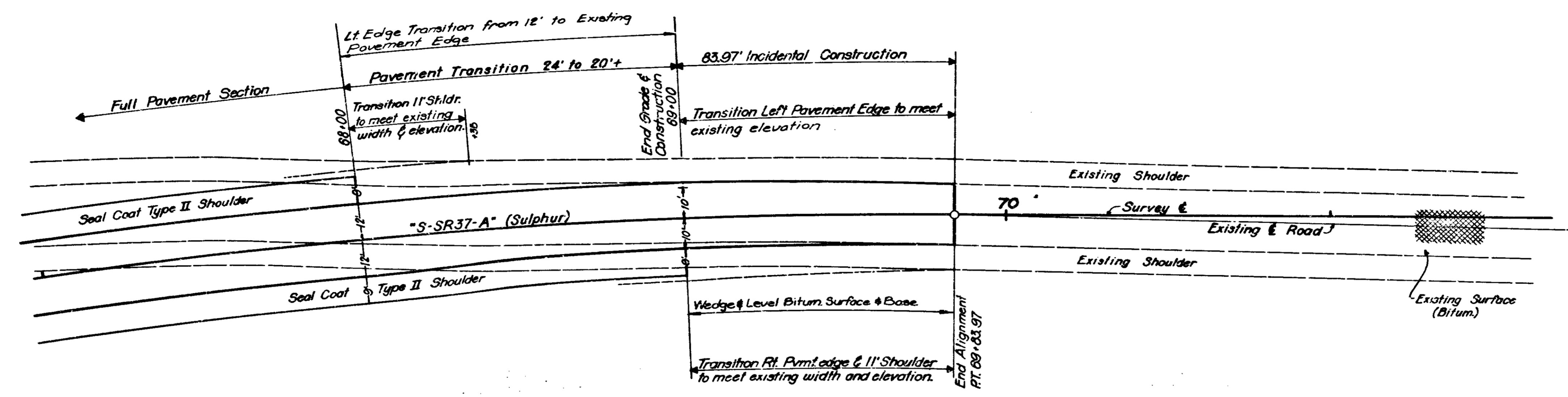
SCALE: 1" = 40'



November 6, 1968

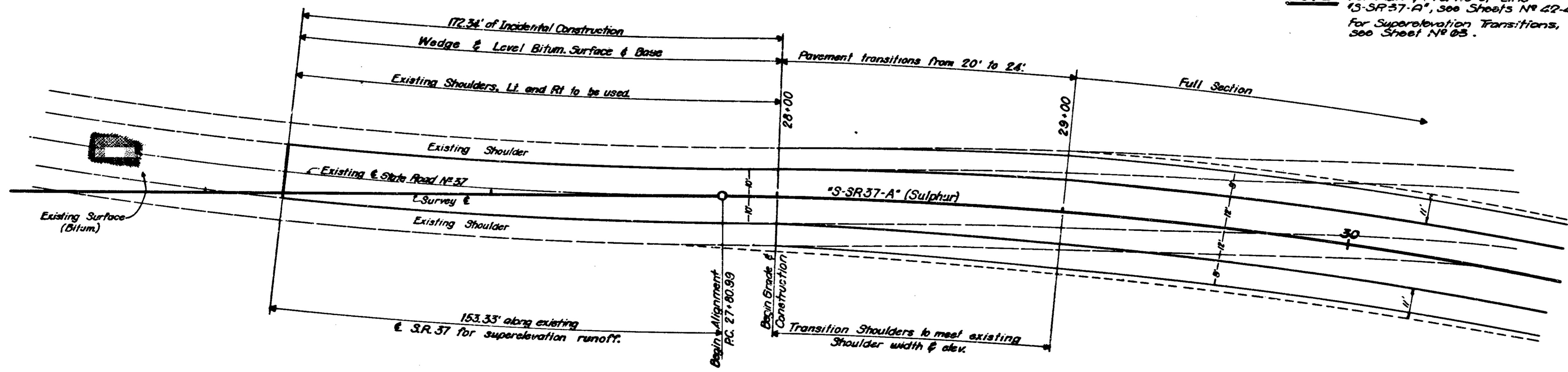
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
144-3(20)20		55	716	

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(2)00	1970	56	716



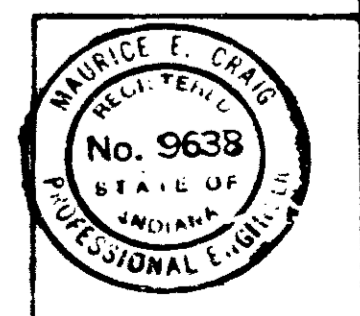
**PAVEMENT TRANSITION DETAIL**  
Scale: 1" = 20'-0"

**NOTE:** For Plan & Profile of Line "S-SR37-A", see Sheets No 42-43. For Superlevation Transitions, see Sheet No 03.



**PAVEMENT TRANSITION DETAIL**  
Scale: 1" = 20'-0"

**DETAILS**

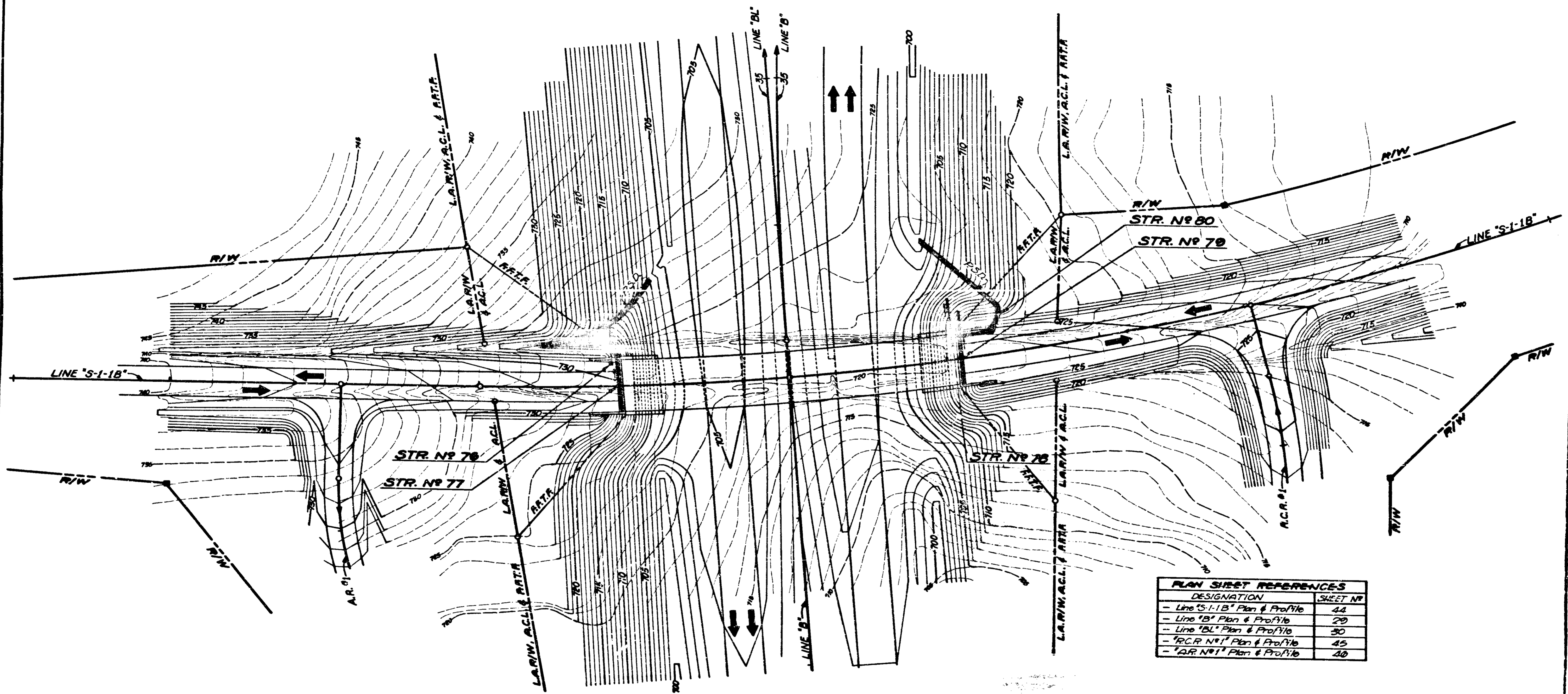


November 6, 1964

PROJECT	LINE	SHEET	TOTAL SHEETS	FILE
1-64-3(2)00		56	716	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	F-64-3(30)66	1970	57	716

55

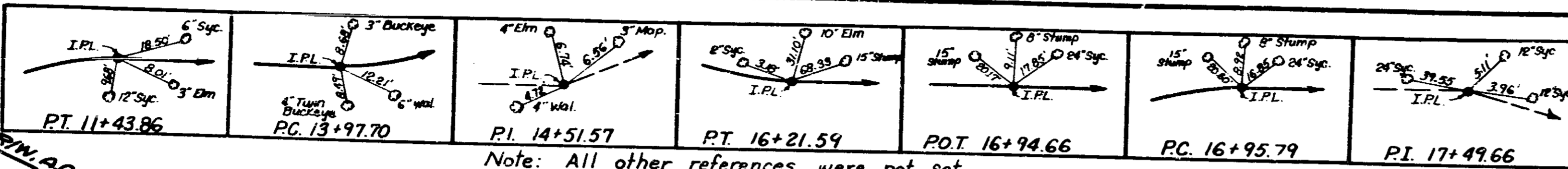


PLAN SHEET REFERENCES	
DESIGNATION	SHEET NO.
- Line 'S-1-B' Plan & Profile	44
- Line 'B' Plan & Profile	29
- Line 'BL' Plan & Profile	30
- 'R.C.R. N°1' Plan & Profile	45
- 'A.R. N°1' Plan & Profile	46

# RIDDLE ROAD GRADING PLAN DETAILS

SCALE: 1" = 30'

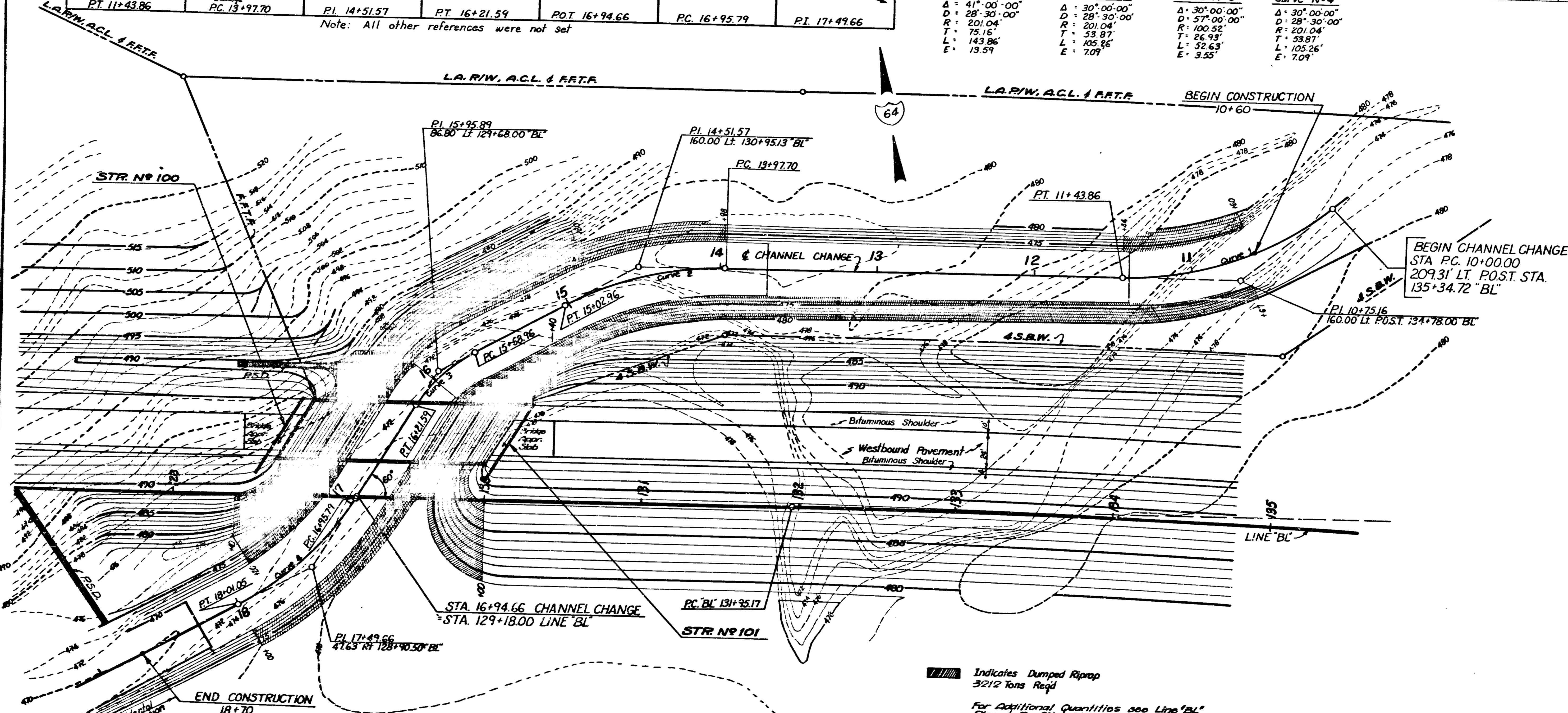




Note: All other references were not set

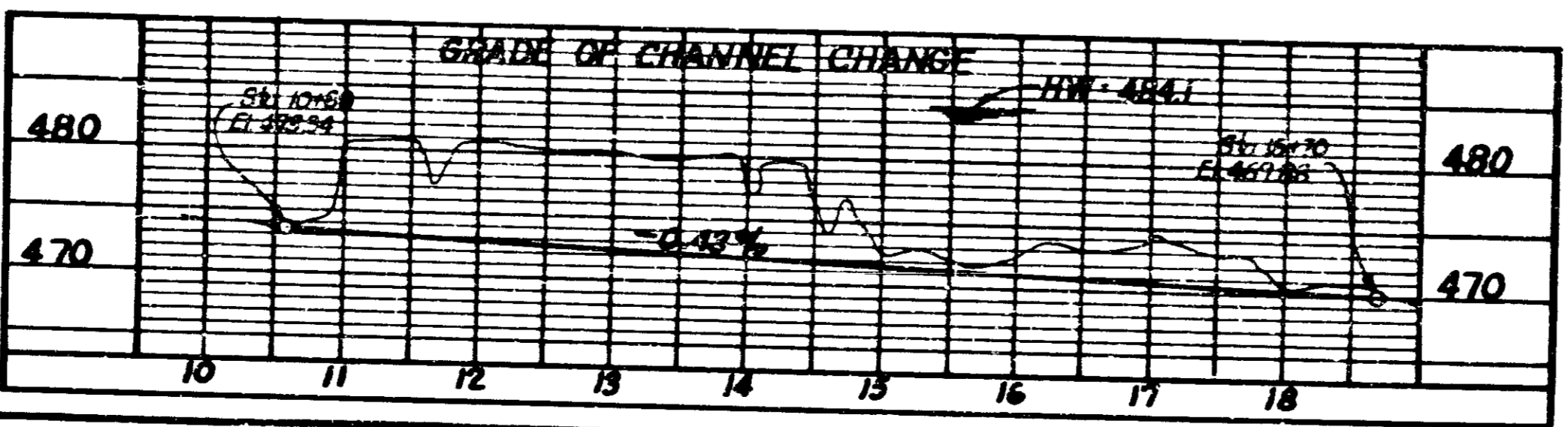
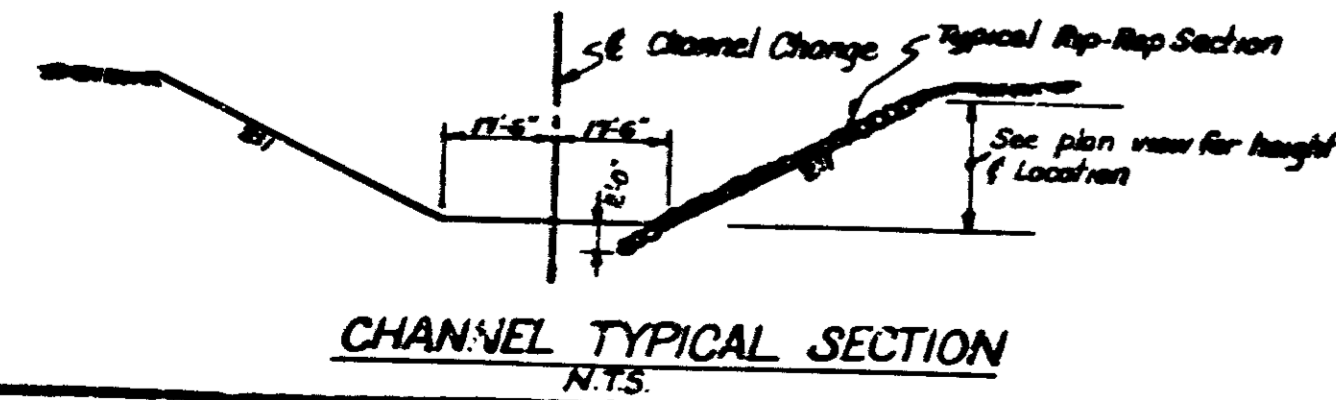
Curve No	Curve No 1	Curve No 2	Curve No 3	Curve No 4
Δ	41° 00' 00"	30° 00' 00"	30° 00' 00"	30° 00' 00"
D	28° 30' 00"	28° 30' 00"	57° 00' 00"	28° 30' 00"
R	201.04'	201.04'	100.52'	201.04'
T	75.16'	53.87'	26.93'	53.87'
L	143.86'	105.26'	52.63'	105.26'
E	13.59'	7.09'	3.55'	7.09'

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(30)06	1970	58	716



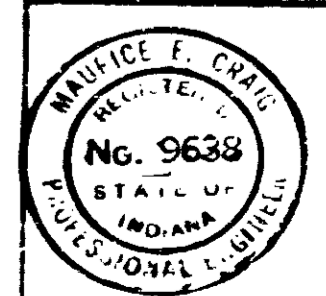
BEGIN CHANNEL CHANGE  
 STA. P.C. 10+00.00  
 209.31' LT. P.O.S.T. STA.  
 135+34.72' BL

Indicates Dumped Riprap  
 3212 Tons Req'd  
 For Additional Quantities see Line 'BL'  
 Plan & Profile, Sheet No 30.

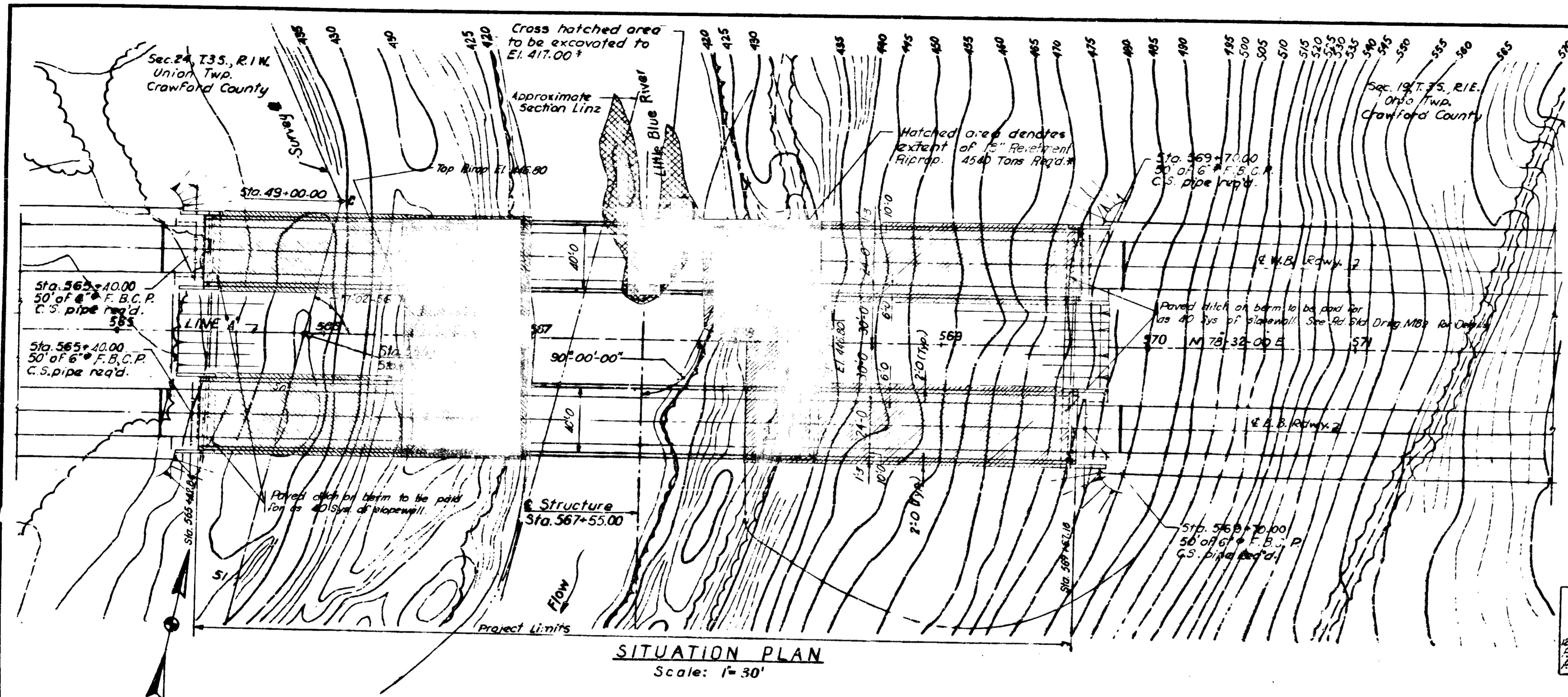


# TURKEY FORK CHANNEL CHANGE GRADING PLAN DETAILS

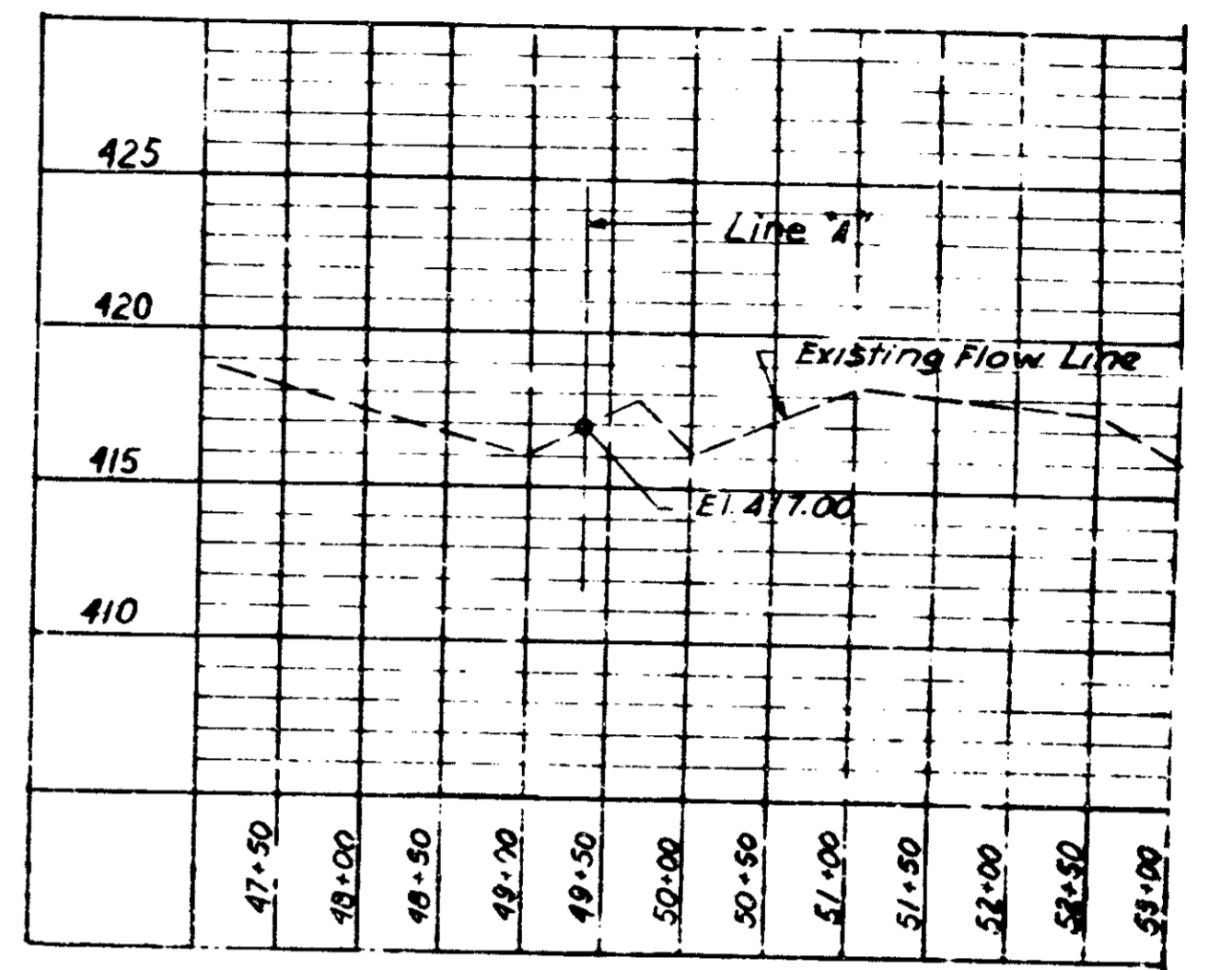
Scale: 1"=30'



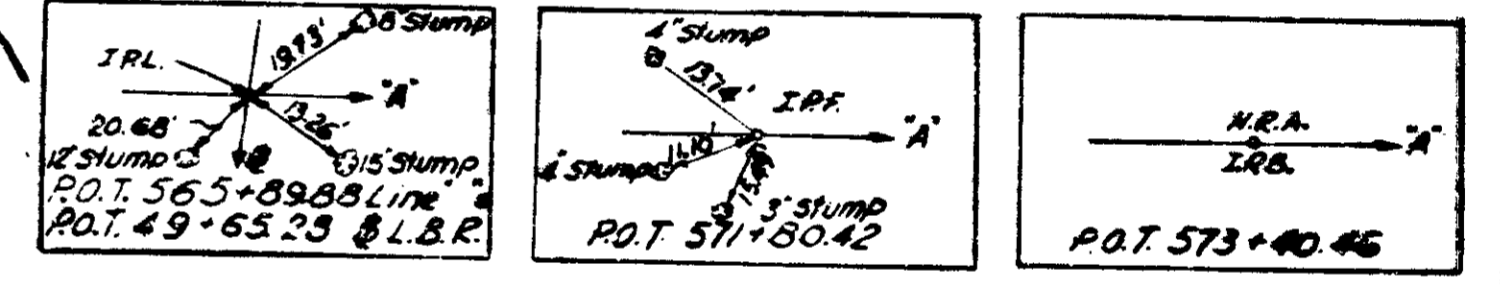




BRIDGES OVER 20' SPAN				
PUB. ROAD	STATE	PROJECT	FISCAL	TOTAL
NO.		NO.	YEAR	SHEETS
4	IND.	1-64-3 (38)86	1969	58A 25



PROFILE OF LITTLE BLUE RIVER  
(Stations along Survey #)  
Scale: Horiz. 1"=100'; Vert. 1"=5'



REFERENCES  
NO SCALE

**NOTE:**  
THIS SHEET INCLUDED ONLY FOR INFORMATION REQUIRED FOR PLACING OF REVETMENT RIPRAP BY ROAD CONTRACTOR. Waterway area required = 3207 sq. ft. Waterway area provided = 3430 sq. ft. Drainage area = 86.6 sq. mi.

Notes:  
Present structure: none  
See Art. 102.05 of the specifications regarding test pit data.  
Survey Books:  
\*These items to be constructed by others.

SUBMITTED FOR APPROVAL *Norman O. Wagoner*  
DATE *May 8, 1969*

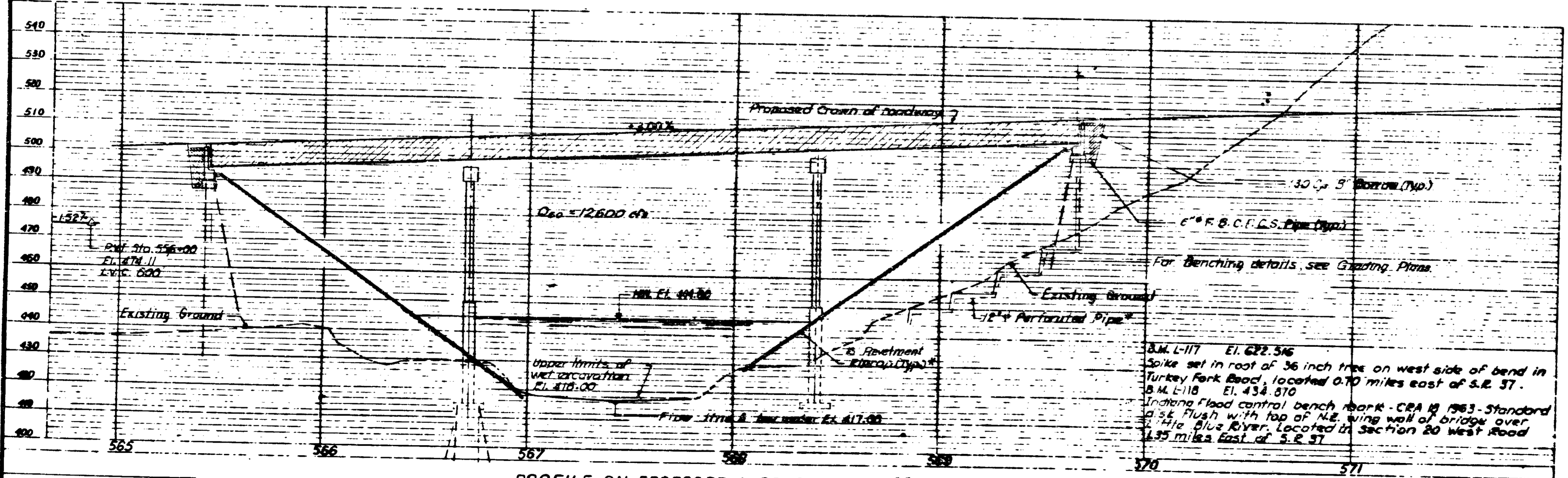


**LAYOUT**  
CONTINUOUS STEEL GIRDER BRIDGES  
3- SPANS: 129'-6", 161'-0", 129'-6" TWIN STRUCTURES  
SKEW: SQUARE; TWO 20'-0" ROADWAYS  
I-64 OVER LITTLE BLUE RIVER

**INDIANA STATE HIGHWAY COMMISSION**  
CRAWFORD COUNTY

SCALE: AS NOTED  
SUBMITTED FOR APPROVAL *Kevin Allen* March 19, 1965

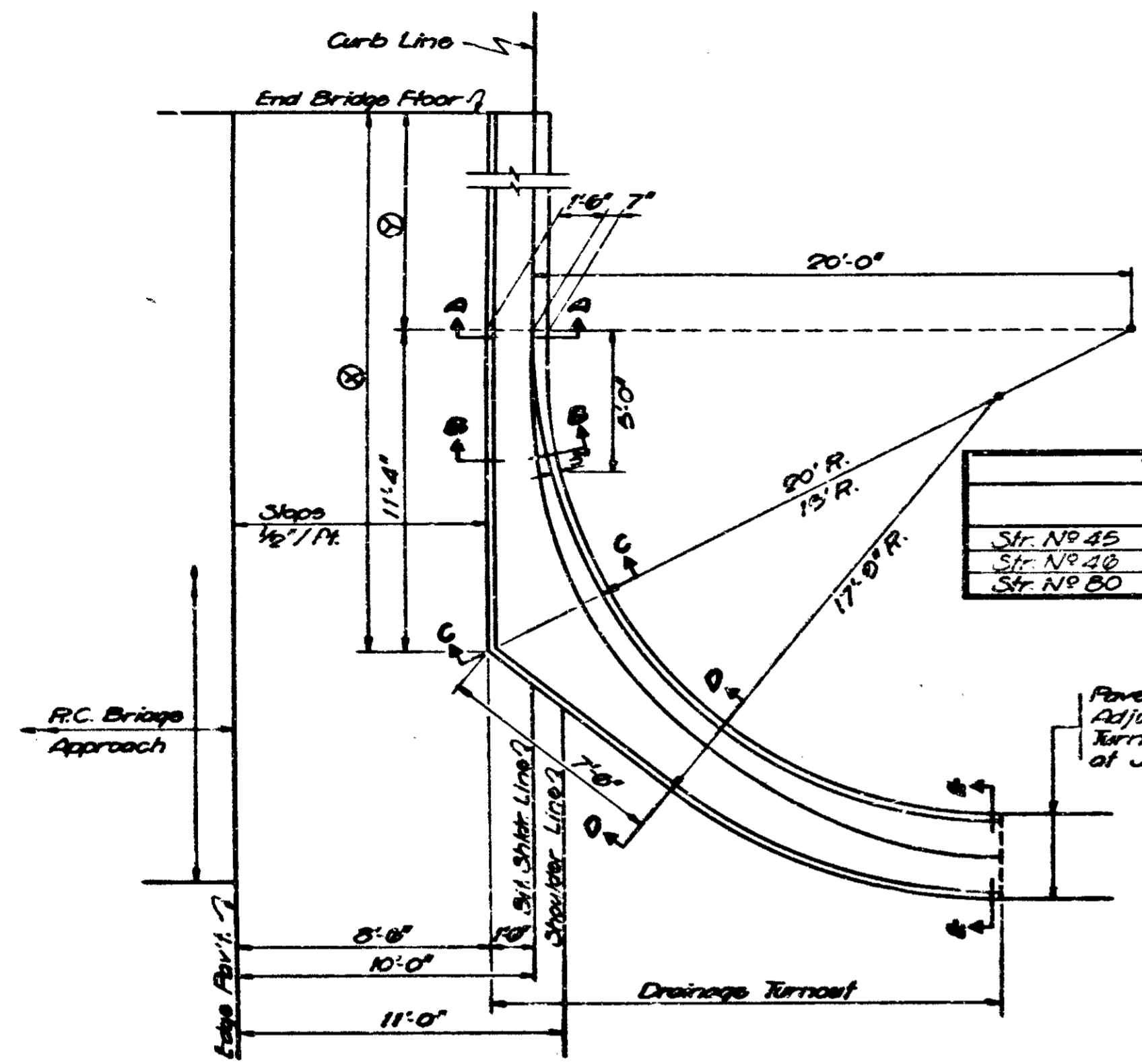
DRAWING: S1 OF 14  
PROJECT: [REDACTED]  
BRIDGE CONTRACT NO. [REDACTED]  
BRIDGE FILE: I-64-87-56805



PROFILE ON PROPOSED ROADWAY (LINE 'A')  
Scale: Horizontal 1"=30'; Vertical 1"=20'

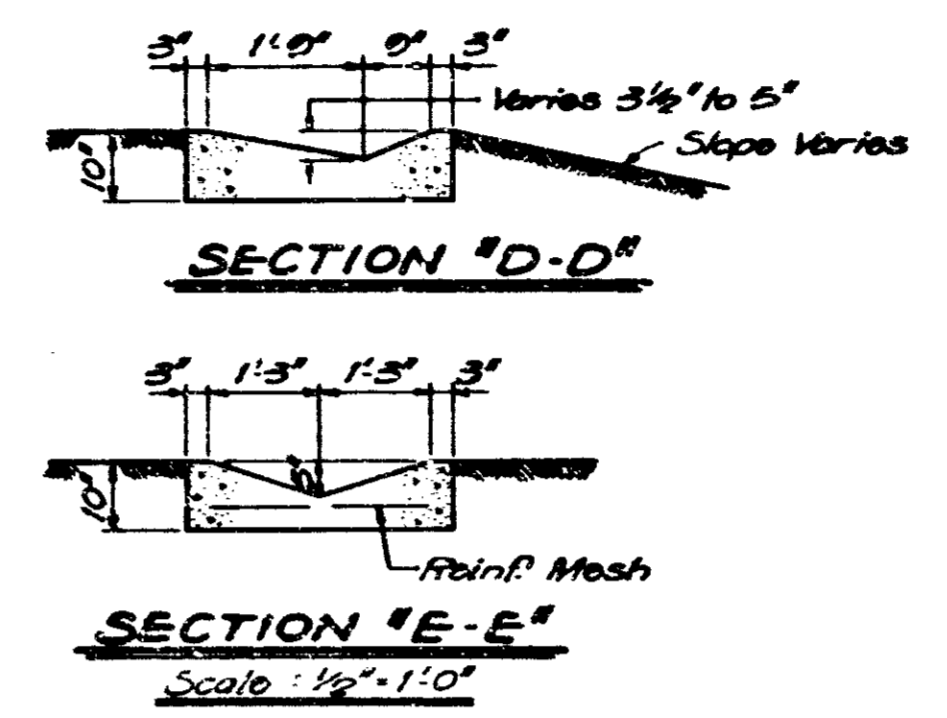
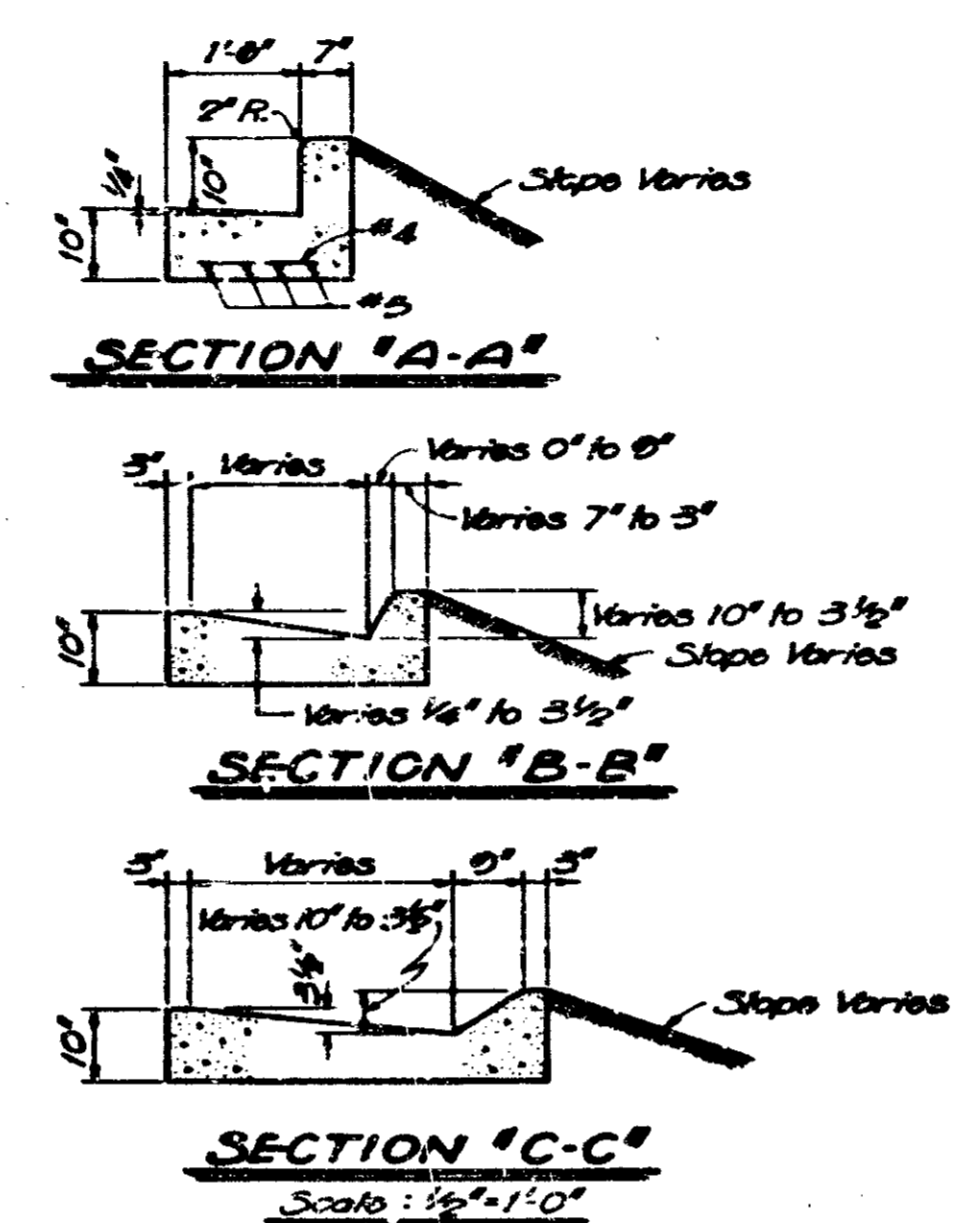
DESIGNED: R.E.M. CKD: A.M.  
DRAWN: D.D. G.M. CKD: R.E.M.  
TRACED: CKD  
Rev. 11-16-71 Riprap deleted

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	104-3 2030	1970	50	716

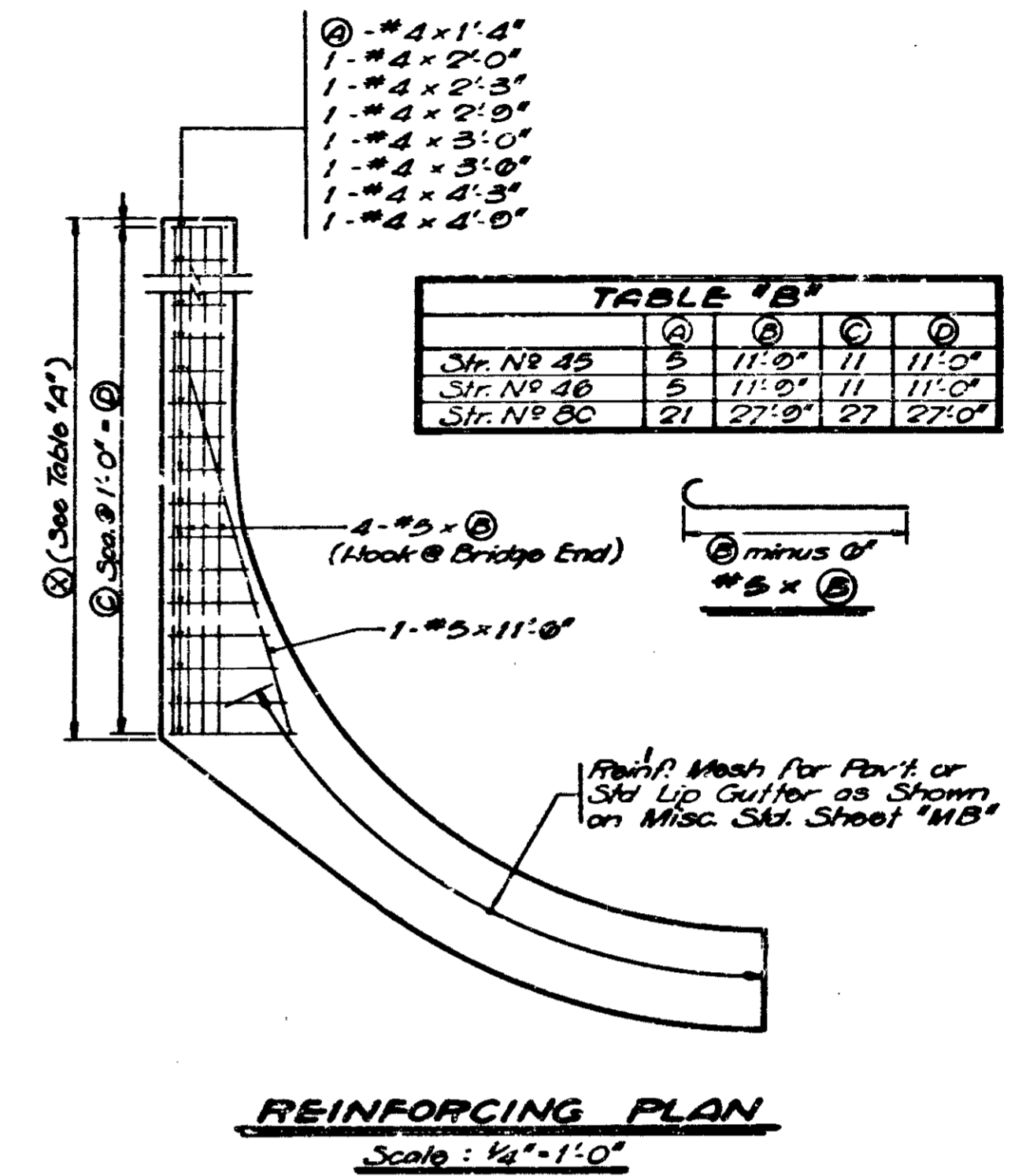


Str. No.	⊗	⊙	PAY ITEM (P.S.C. Table 'A')
Str. No. 45	11'-2"	0	45 L.F.
Str. No. 46	11'-4"	0	45 L.F.
Str. No. 80	27'-4"	16'-0"	61 L.F.

**REIN. CONC. BRIDGE DRAINAGE TURNOUT**  
Scale: 1/4" = 1'-0"

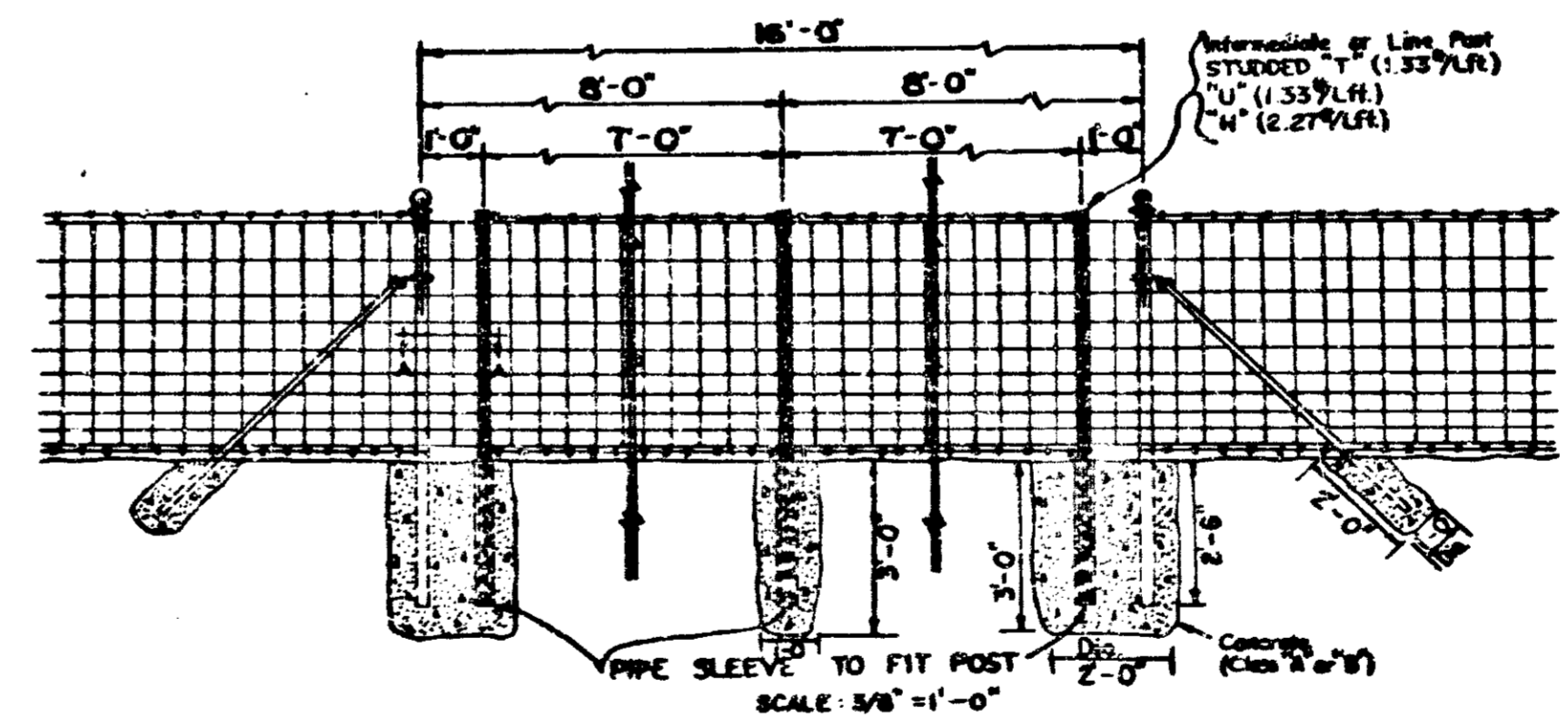


**NOTE:** Reinforced Concrete Bridge Turnout will be measured and paid for as Paved Side Ditch Type 'A', the cost of Reinforcing Steel including DOWELS and MESH to be included in the cost of the Reinforced Concrete Bridge Drainage Turnout. See Table 'A' for Pay Length.

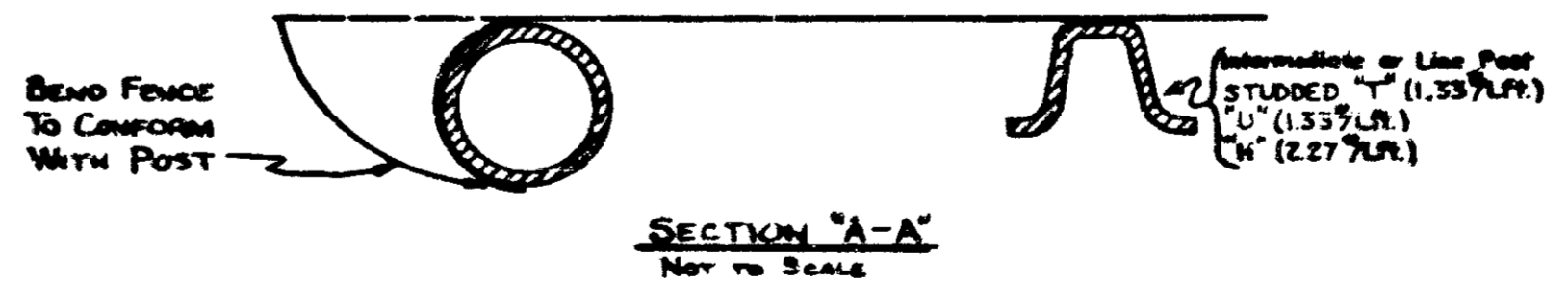


**REINFORCING PLAN**  
Scale: 1/4" = 1'-0"

**R.C. BRIDGE DRAINAGE TURNOUT**

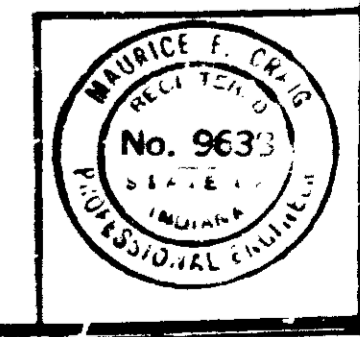


EMERGENCY ACCESS PANELS CONSISTS OF A 16 FOOT WIDE STANDARD FARM FIELD TYPE SECTION OF FENCE ATTACHED TO THREE STANDARD STEEL FENCE POSTS WHICH WILL BE SHORTENED ONE FOOT ON THE LOWER END TO REDUCE THE EMBEDDED LENGTH OF THE FENCE POST TO ONE FOOT - SIX INCHES. THE ENDS OF THE WIRE FENCE FABRIC WILL BE SENT AROUND THE ADJACENT FENCE END POSTS AS SHOWN ON THE PANEL DETAIL SO AS TO PRESENT A REASONABLY CONTINUOUS AND LESS CONSPICUOUS APPEARANCE FROM THE ROADWAY IN ORDER TO DISCOURAGE UNAUTHORIZED USE OF THE ACCESS PANELS.



**EMERGENCY ACCESS PANELS**  
(SEE SPECIAL PROVISIONS)  
TO BE INSTALLED AT APPROXIMATELY  
STATION 20+00 TO LINE "AL" LEFT  
STATION 20+00 TO LINE "AL" LEFT  
STATION 20+00 TO LINE "AL" LEFT  
EXACT LOCATION TO BE DETERMINED  
BY PROJECT ENGINEER.

**DETAILS**

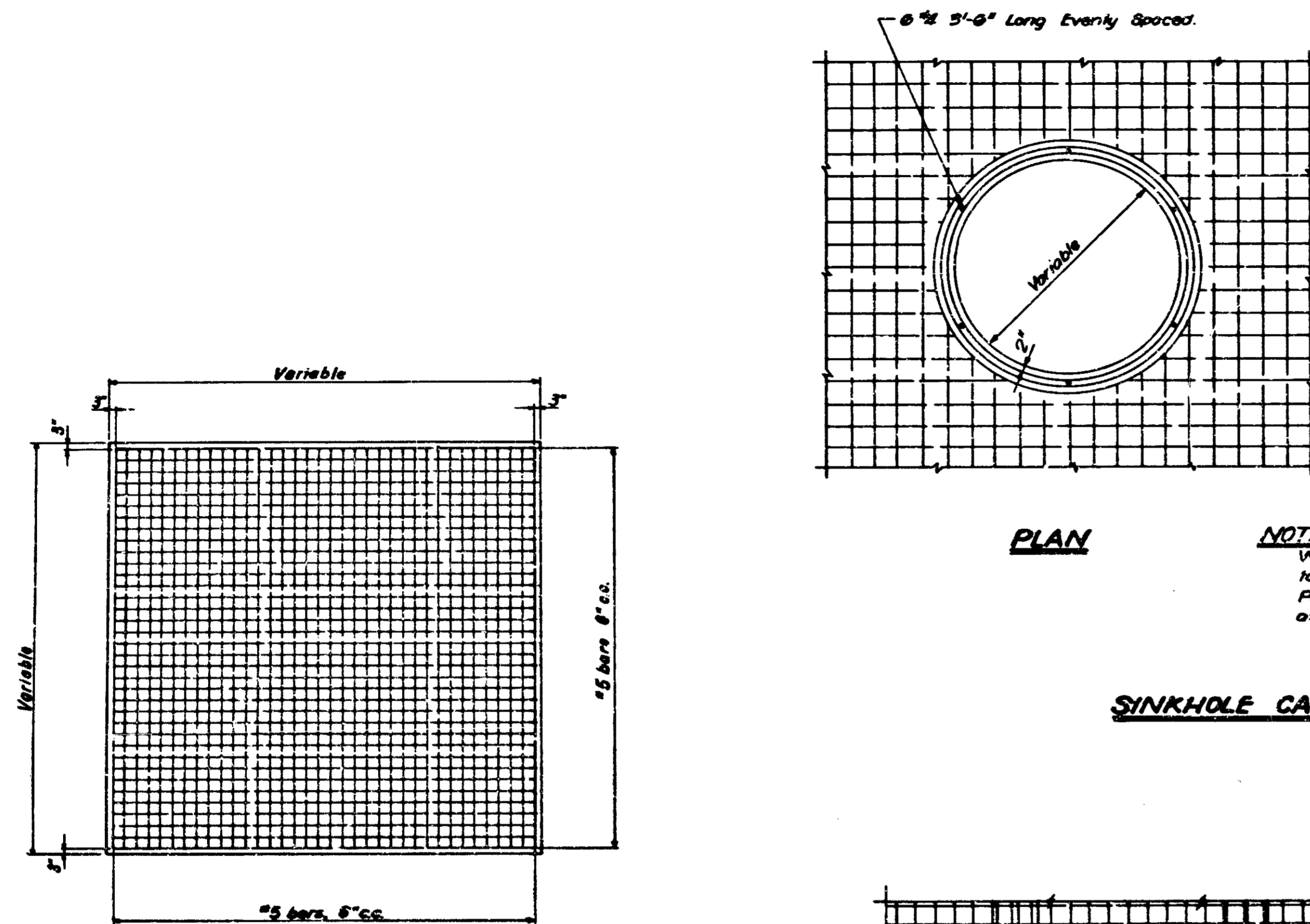


PROJECT NO.	104-35000	DATE	5/50	716
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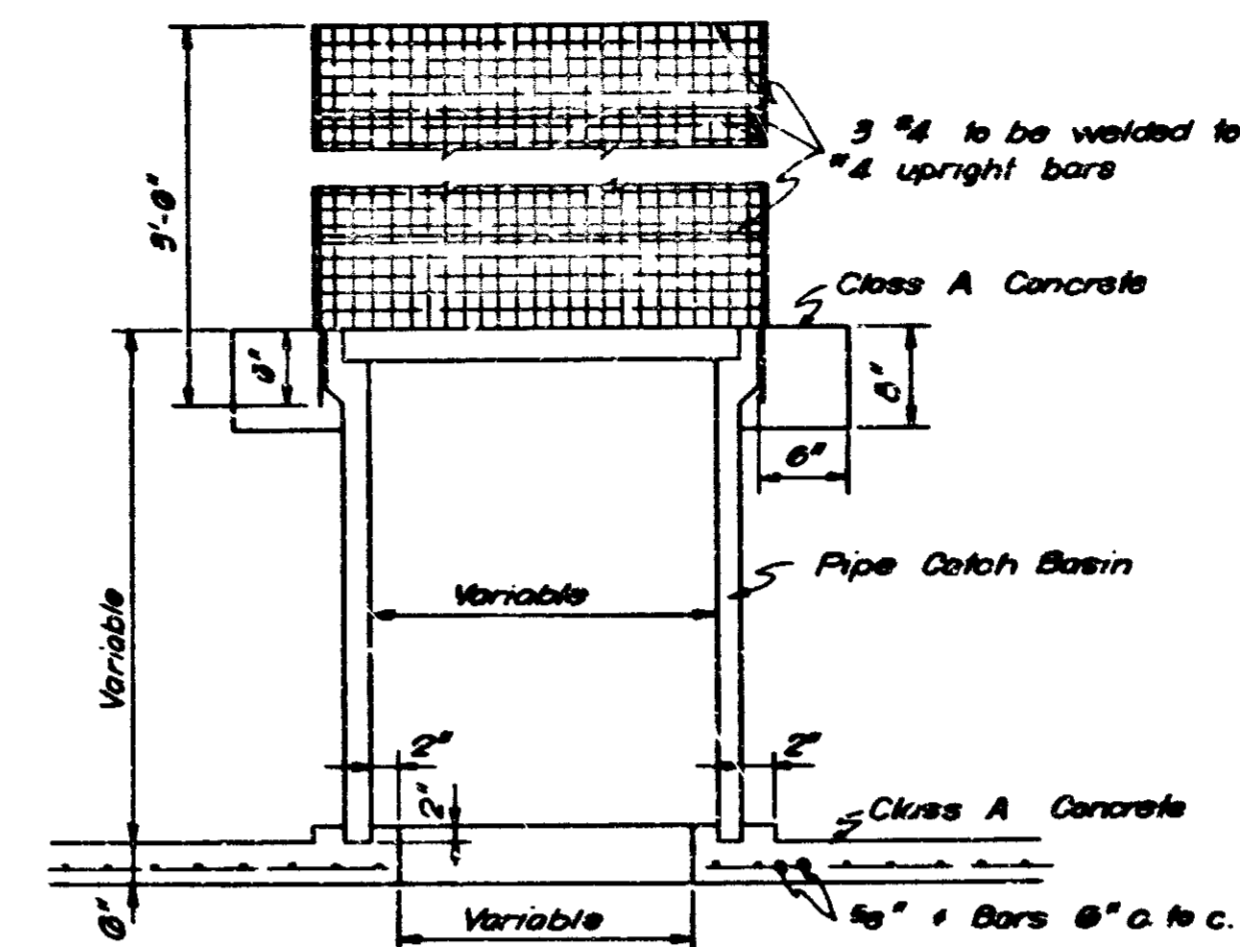
Location	Size	Excavatory	Class "A" Concrete	Reinforcing Steel for Structures	18" Borrows
Station	Feet	Cys	Cys	Lbs	Cys
6+90, 180' Rt. N.W.R.	15x15	1000	4.2	908	21
83+50, 210' Lt. Line "BL"	10x10	1000	1.8	388	9

**NOTES:**  
 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.



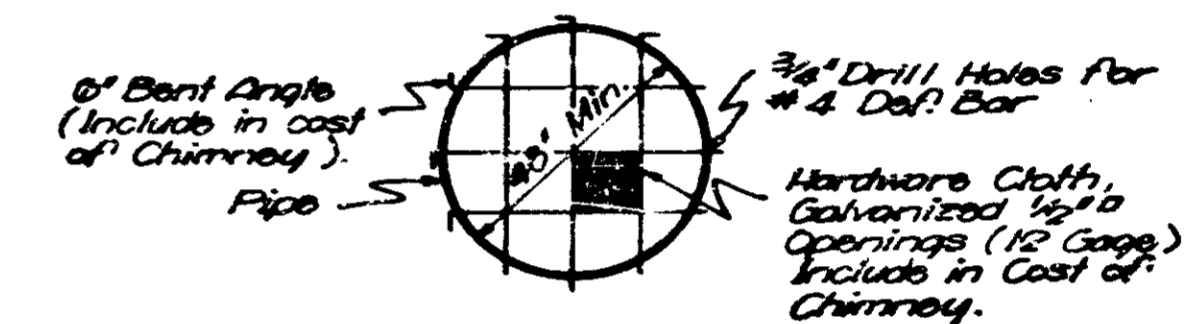
**PLAN**

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

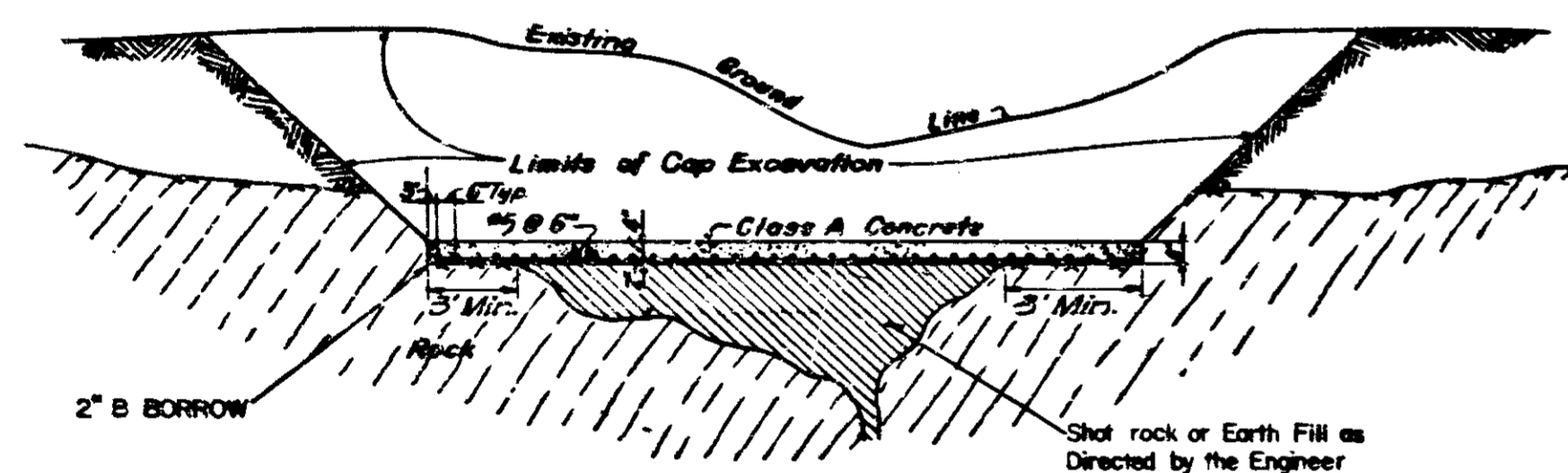


**SECTION**

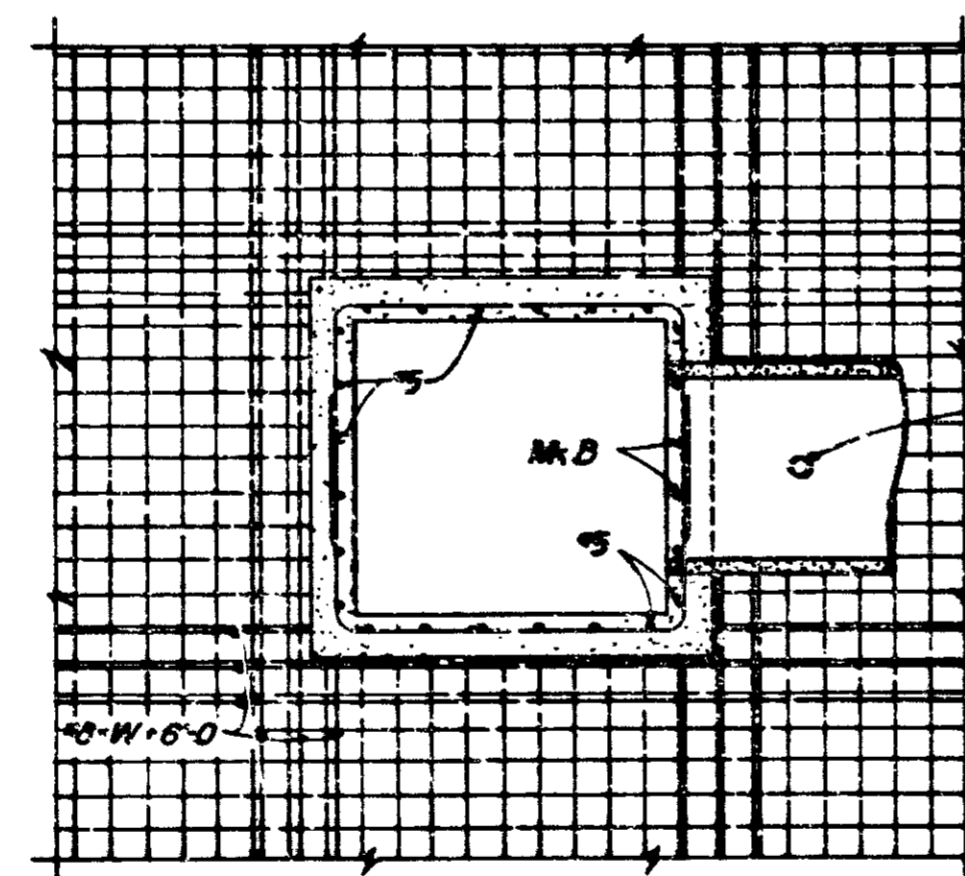
**SINKHOLE CAP WITH SPECIAL PIPE CATCH BASIN**



**DETAIL OF INLET END OF PIPE**



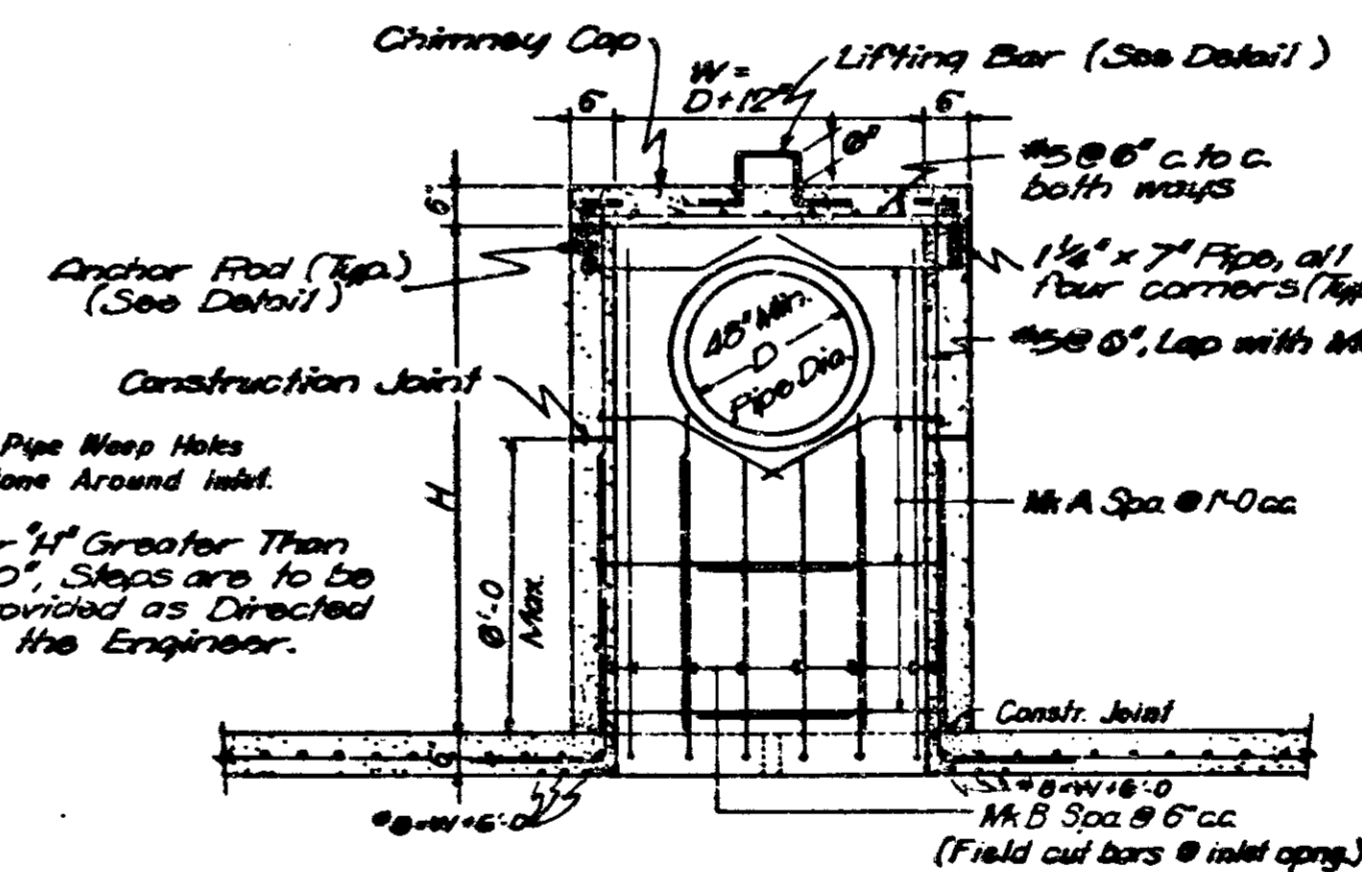
**DETAIL OF SINKHOLE CAP**  
 No Scale



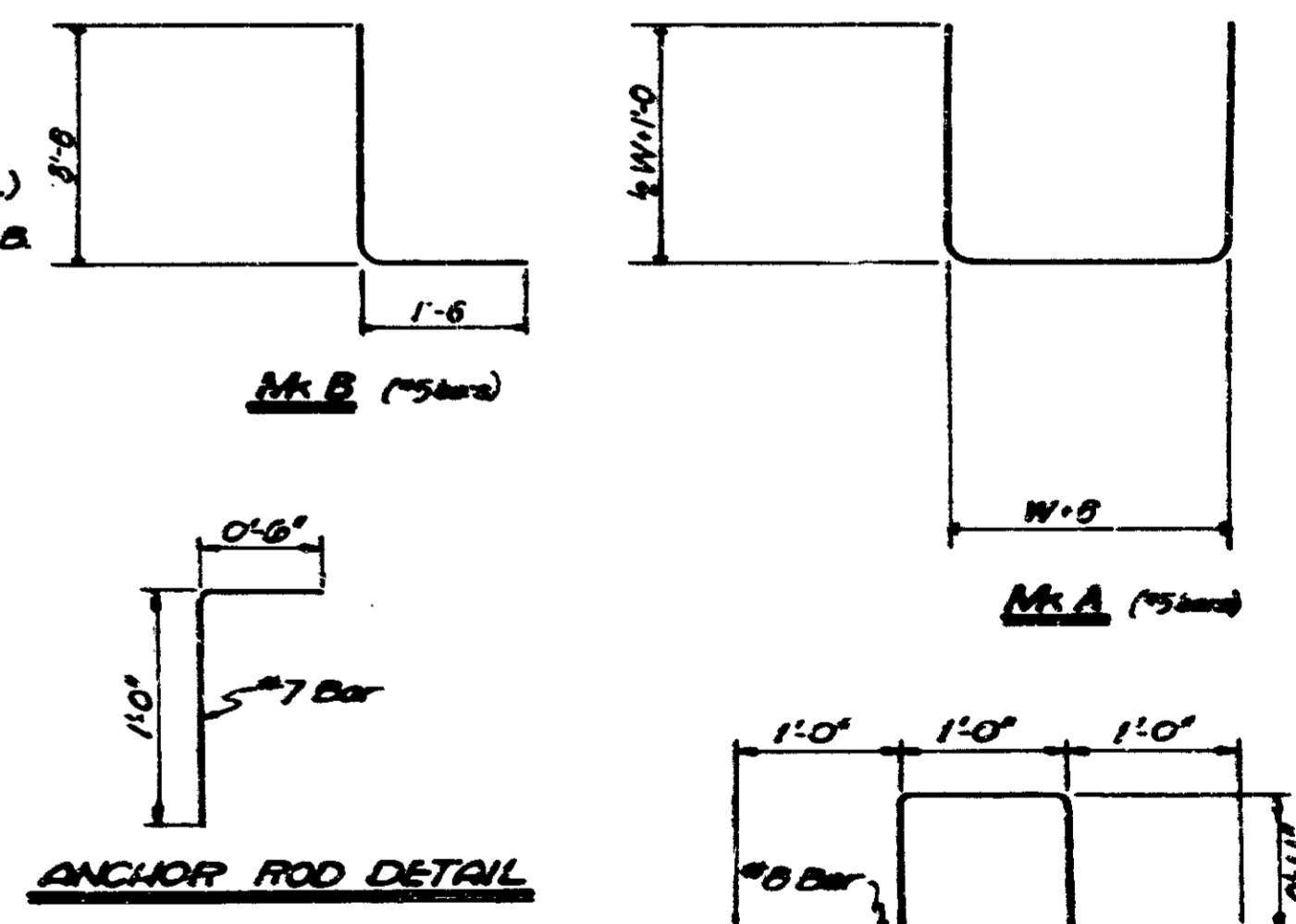
**PLAN**

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

**SINKHOLE CAP WITH CHIMNEY**



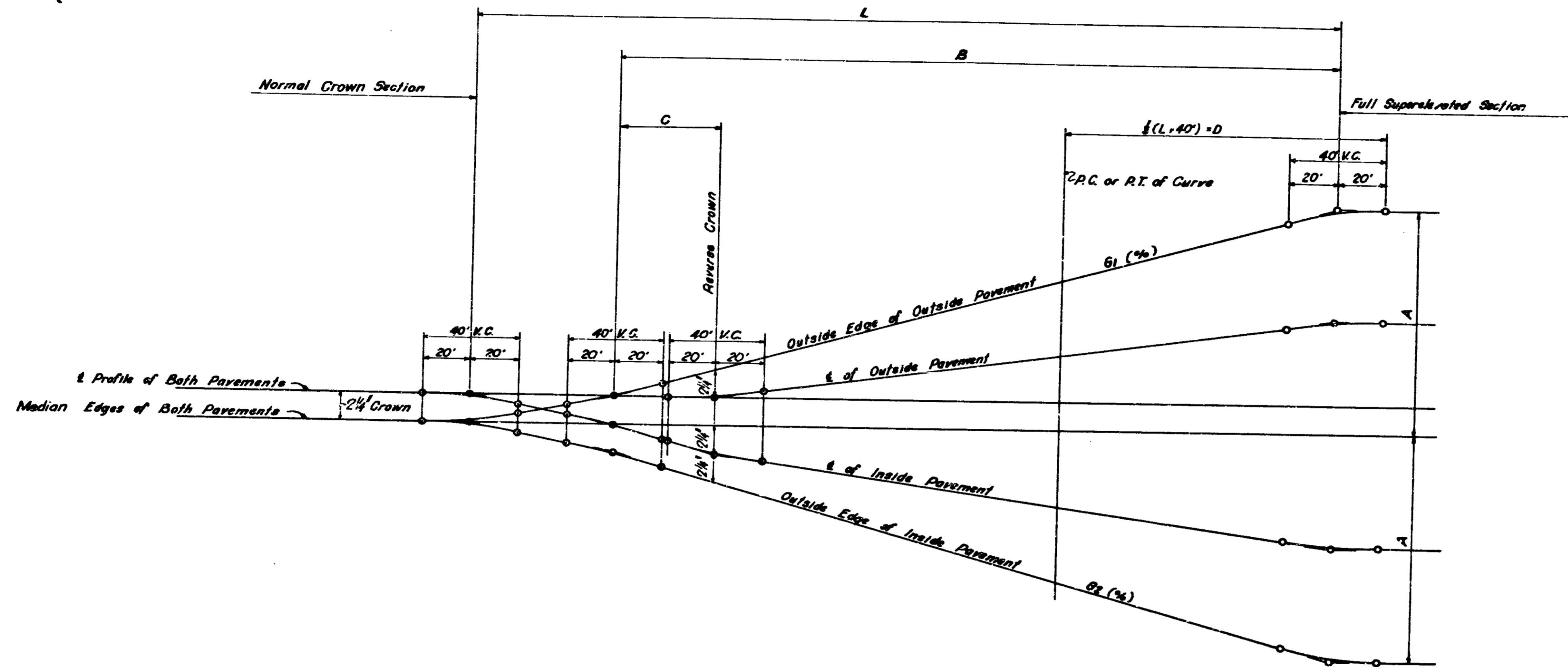
**SECTION**



**DETAILS**  
 Scale: None



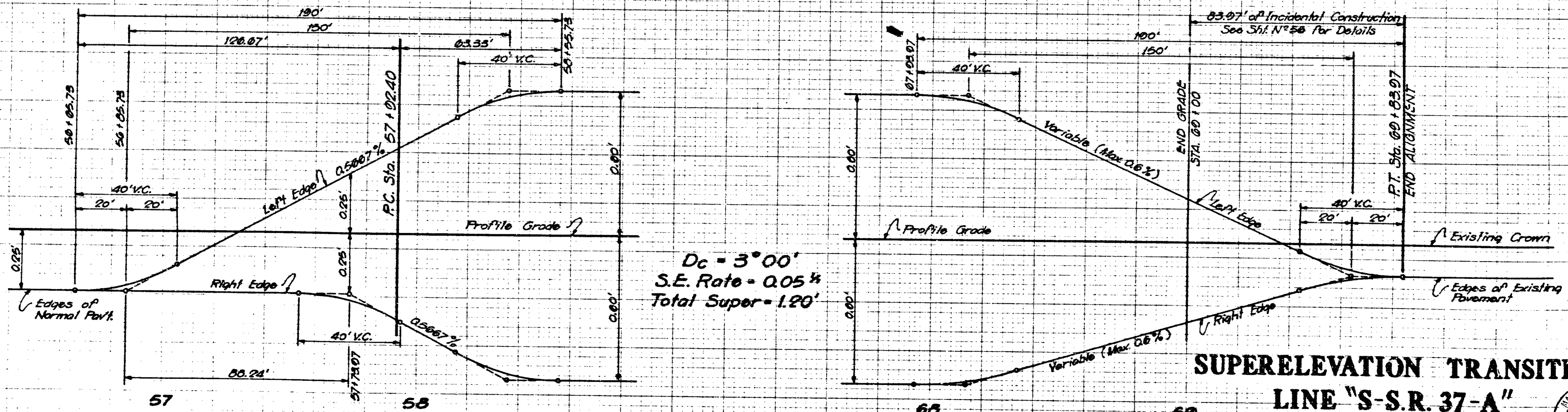
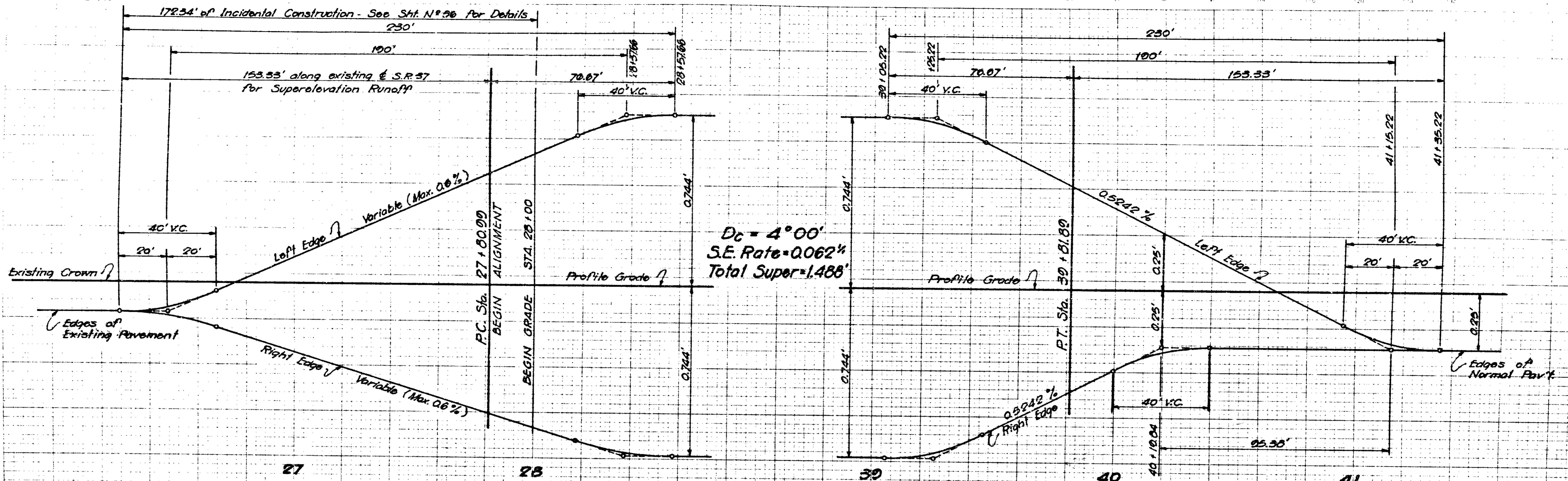
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-3(20)00	1970	62	716



LINE	CURVE No.	Degree of Curve	Rate of Superelevation	A	B	C	D	L	G1 (%)	G2 (%)	P.C. Station	P.T. Station	Curve No.
A	19	1°-40'	0.042	1.008	292.16	53.89	116.67	310.00			471+37.00	482+48.00	19 "A"
AL	16	1°-40'	0.042	1.008	292.16	53.89	116.67	310.00	.3532		473+82.92	488+95.82	16 "AL"
A	20	1°-12'	0.028	0.672	190.26	73.90	105.00	275.00	.2544		509+51.62	529+37.73	20 "A"
AL	17	1°-12'	0.028	0.672	190.26	73.90	105.00	275.00		.2544	512+77.74	532+66.63	17 "AL"
A	21	1°-30'	0.042	1.008	220.55	60.56	112.50	297.50	.3718	.3718	542+35.86	554+81.42	21 "A"
A	22	2°-00'	0.056	1.344	260.77	42.41	125.00	335.00		.4433	588+64.08	601+14.05	22 "A"
AL	18	1°-52'	0.049	1.176	249.12	47.40	121.67	325.00	.3966		590+70.63	603+82.24	18 "AL"
A	23	1°-52'	0.049	1.176	249.12	47.40	121.67	325.00	.3966		611+17.36	622+98.78	23 "A"
AL	19	1°-52'	0.049	1.176	249.12	47.40	121.67	325.00		.3966	613+82.77	625+98.78	19 "AL"
B	1	2°-00'	0.056	1.344	260.77	42.41	125.00	335.00		.4433	33+21.15	45+01.98	1 "B"
B	2	0°-45'	0.021	0.504	116.73	69.45	80.00	200.00	.2707		56+34.45	67+16.67	2 "B"
BL	1	1°-20'	0.035	0.840	205.16	59.16	108.33	285.00	.3178		56+25.25	96+87.75	1 "BL"
B	3	2°-30'	0.069	1.656	299.65	38.36	137.50	372.50		.4899	77+06.60	92+51.67	3 "B"
B	4	2°-30'	0.069	1.656	299.65	38.36	137.50	372.50	.4899		102+09.44	123+10.77	4 "B"
BL	2	2°-30'	0.069	1.656	299.65	38.36	137.50	372.50		.4899	107+18.39	122+61.72	2 "BL"
B	5	2°-30'	0.069	1.656	299.65	38.36	137.50	372.50	.4899		132+19.72	143+21.05	5 "B"
BL	3	0°-45'	0.021	0.504	116.73	69.45	80.00	200.00	.2707		131+95.17	141+97.25	3 "BL"
B	6	1°-52'	0.049	1.176	249.12	47.40	121.67	325.00	.3966		152+27.99	162+91.38	6 "B"
B	7	0°-45'	0.021	0.504	116.73	69.45	80.00	200.00		.2707	172+28.77	183+22.10	7 "B"
BL	4	1°-20'	0.035	0.840	205.16	59.16	108.33	285.00	.3178		151+11.54	162+14.04	4 "BL"
BL	5	0°-45'	0.021	0.504	116.73	69.45	80.00	200.00	.2707		171+43.79	181+28.23	5 "BL"
B	8	2°-30'	0.069	1.656	299.65	38.36	137.50	372.50	.4899		193+06.87	212+61.40	8 "B"
BL	6	2°-30'	0.069	1.656	299.65	38.36	137.50	372.50		.4899	191+68.88	209+36.88	6 "BL"

**SUPERELEVATION  
 DETAILS  
 FOR  
 INTERSTATE**

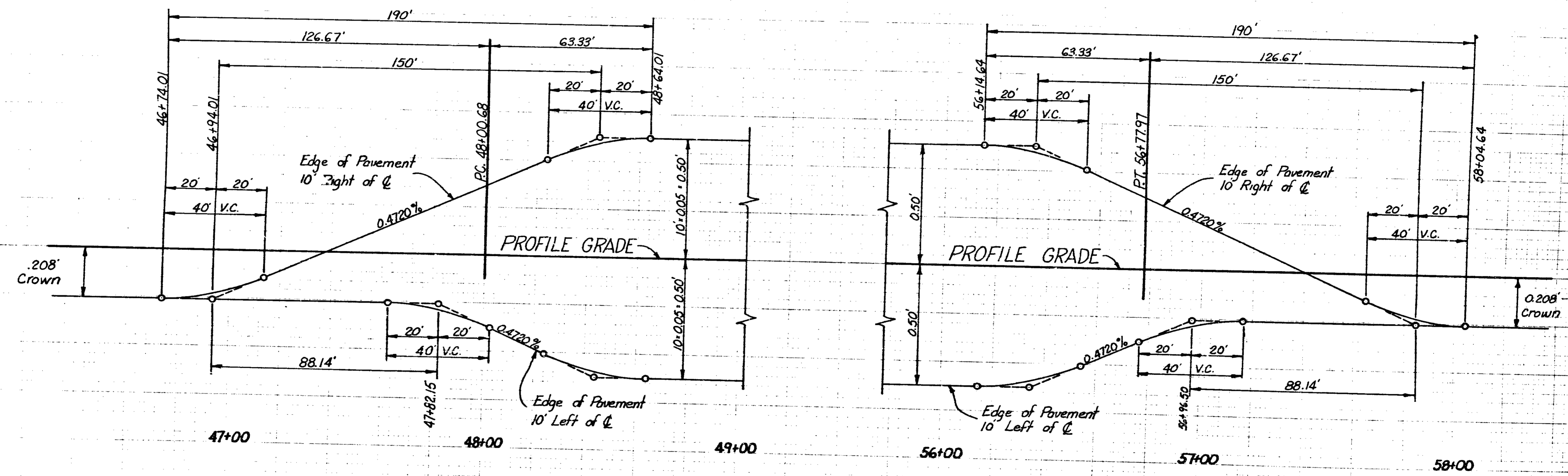




**SUPERELEVATION TRANSITIONS**  
**LINE "S-S.R. 37-A"**

Scale: 1" = 20.0' Horiz.  
1" = 0.2' Vert.

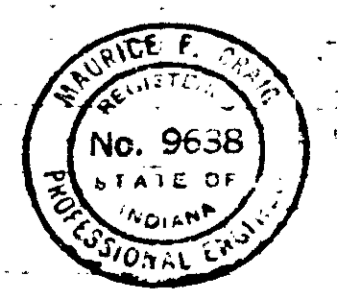


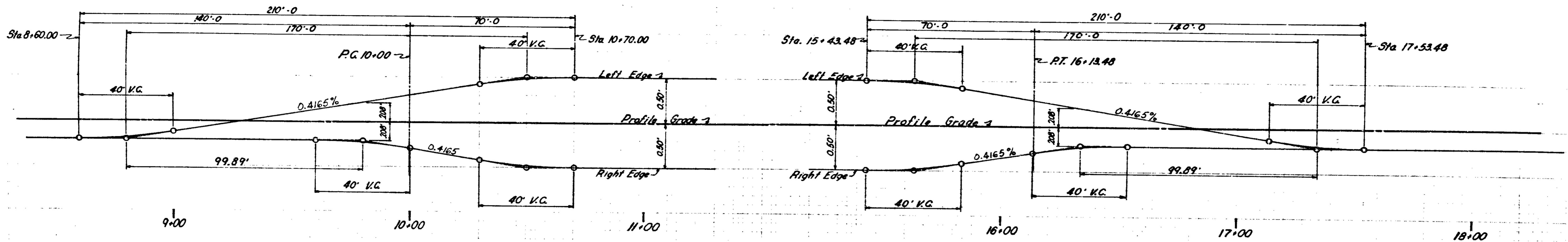


**SUPERELEVATION TRANSITION FOR 3° CURVE**

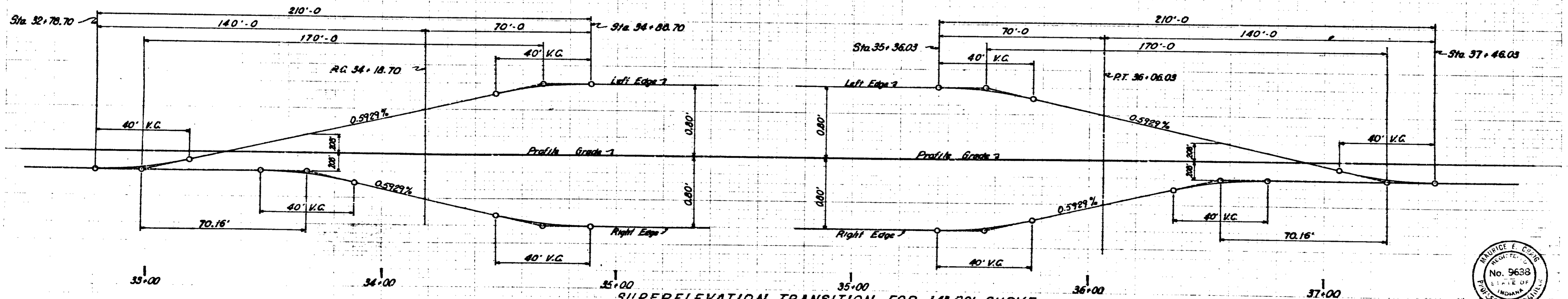
S.E. Rate = 0.05'/ft  
 Total S.E. = 1.00' for 20' Pavement  
 SCALE: Vert = 1" = 0.2'  
 Horiz = 1" = 20'

**SUPERELEVATION TRANSITION  
 RIDDLE RD.  
 LINE "S-1-1B"**





**SUPERELEVATION TRANSITION FOR 4°-15' CURVE**  
 RATE OF SUPERELEVATION = 0.05'/ft.  
 TOTAL SUPERELEVATION = 1.00'  
 VERTICAL SCALE: 1" = 0.50'  
 HORIZONTAL SCALE: 1" = 20'



**SUPERELEVATION TRANSITION FOR 14°-00' CURVE**  
 RATE OF SUPERELEVATION = 0.08'/ft.  
 TOTAL SUPERELEVATION = 1.60'  
 VERTICAL SCALE: 1" = 0.50'  
 HORIZONTAL SCALE: 1" = 20'

**SUPERELEVATION TRANSITIONS  
 FOR RELOC. CO. RD. NO. 1**





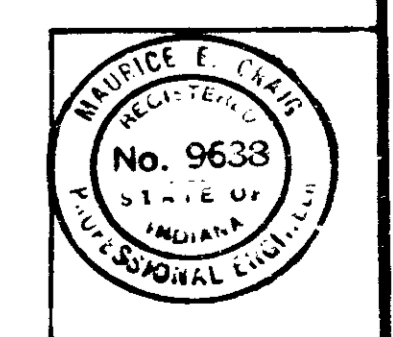
## PIPE FOR UNDERDRAINS

LINE	LOCATION		6" GROUP "K" PIPE LFT.		NON PERFORATED 6" OUTLETS				STATION	AGGREGATE FOR UNDERDRAINS CYS	DELINEATOR POSTS EACH	SODDING SQ. YDS.	6" FBCPCS	REMARKS
	FROM STATION	TO STATION	LEFT	RIGHT	TEE	90° ELBOW	45° ELBOW	FBCSP LFT.						
	"S-SR37-A"	28+00	48+59.90		2060	1	1	1						
"NWR"	0+22	1+27.90	106							10				Special Grade Req'd from Sta. 0+22 to Sta. 1+27.90, Connect to "S-SR37-A" under drain at Sta. 46+15Rf.
"S-SR37-A"	51+48.35	69+00		1752				42	51+18	162	1	2		
"SWR"	20+77.55	21+56.18	79					42	20+47	11	1	2		
"S-SR37-A"	37+50	48+59.90	1110					42	37+20	104	1	2		
"NER"	23+85.81	24+22	36					42	23+56	8	1	2		
"S-SR37-A"	51+48.35	57+92.40	644					42	51+18	62	1	2		
"SER"	0+21	1+27.90	107					42	1+58	14	1	2		
Undistributed										370			5000	Earth benching (See Sheet No 7)
Undistributed										860			2000	Rock benching (Assume 2'x6' end area for aggregate, See Sheet No 7)
<b>Sub-Totals</b>			2082	3812	1	1	7	309		1812	7	14	7000	
<b>Totals</b>			5915 *		1	1	7	309		1812	7	14	7000	

\* Includes Tees and Elbows.

Note: All C.S. Pipe to be 18 Gauge.  
 Additional Length Allowance:  
 5L.Ft. for each tee connection.  
 2L.Ft. for each elbow.

# DETAILS

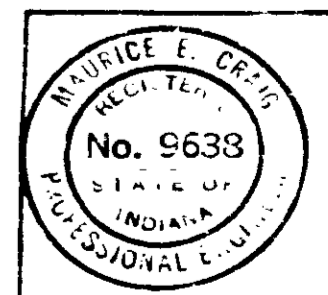


# P A V E D   S I D E   D I T C H

STA. TO STA.	LOCATION	LUGS		T Y P E (Station Length-cutoff walls & lugs not included)											SOD SYDS.	TOTAL LENGTH FEET
		EACH	CUTOFF WALL EACH	A	B	C	D	E	F	G	H					
2463+00 to 474+10	Rt. "A" (Interceptor)		1	981										295	985	
474+10 to 475+50	Rt. "A" (Interceptor)	12	1		140									42	198	
474+10 to 475+00	Lt. "A"		2	90										27	100	
474+70 to 479+50	Rt. "A"	30	2			480								144	610	
478+00	Rt. "A" (Spur)		2	20										6	30	
484+75 to 486+40	Lt. "A"		1	165										50	170	
486+40 to 490+00	Lt. "A"		1		360									108	365	
489+30	Rt. "A" (Pipe Outlet)		2			85								26	95	
2464+50 to 2465+50	Lt. "AL"		2	100										30	110	
474+30 to 475+00	Lt. "AL"		2	70										21	80	
474+65	Lt. "AL" (Pipe Inlet)		2				50							15	60	
478+25 to 484+00	Lt. "AL"	35	2	575										173	725	
480+15	Lt. "AL" (Pipe Inlet)		2					50						15	60	
482+90	Lt. "AL" (Pipe Inlet)		2					50						15	60	
483+75 to 490+00	Lt. "AL" (Interceptor)	62	1	625										188	878	
486+25 to 487+00	Rt. "AL"	5	2	75										22	105	
487+80	Lt. "AL" (Pipe Inlet)	14	2		150									45	216	
490+00 to 492+00	Lt. "A"			200										60	200	
492+00 to 495+65	Lt. "A"		1		365									110	370	
501+40 to 505+00	Rt. "A"	14	2		450									135	516	
505+35 to 508+65	Lt. "A"		1			330								99	335	
508+65 to 513+00	Lt. "A"		1	435										131	440	
517+10 to 519+00	Rt. "A"	13	2	180										57	252	
518+25	Lt. "A" (Between Pipes)		2				70							21	80	
490+00 to 492+70	Lt. "AL" (Interceptor)	27	1	270										81	333	
491+70 to 492+65	Rt. "AL"	9		93										28	129	
492+35 to 495+40	Lt. "AL"		2		305									92	315	
484+10	Lt. "AL" (Pipe Inlet)		2					40						12	50	
495+00 to 508+45	Lt. "AL" (Interceptor)	71	1	1345										404	1634	
506+00 to 509+05	Rt. "AL"	18	2		303									92	385	
508+50	Lt. "AL" (Spur)		2			25								8	35	
508+45 to 511+25	Lt. "AL" (Interceptor)	9	1		280									84	321	
508+80 to 510+75	Lt. "AL"		1		195									59	200	
510+75 to 511+75	Lt. "AL"	9					100							30	136	
511+75 to 512+65	Lt. "AL"	6	1		90									27	119	
511+75	Lt. "AL" (Pipe Inlet)		2					30						9	40	
512+20 to 517+00	Lt. "AL" (Interceptor)	6	1	480										144	509	
517+00 to 520+00	Lt. "AL" (Interceptor)	31			300									90	424	
TOTALS																

STA. TO STA.	LOCATION	LUGS		T Y P E (Station Length-cutoff walls & lugs not included)											SOD SYDS.	TOTAL LENGTH FEET
		EACH	CUTOFF WALL EACH	A	B	C	D	E	F	G	H					
518+80	Lt. "AL" (Spur)		2		25									8	35	
518+90	Lt. "AL" (Spur)		2		25									8	35	
519+50	Lt. "AL" (Spur)		2	25										8	35	
522+90	Lt. "AL" (Spur)		2	25										8	35	
520+00 to 523+00	Lt. "AL" (Interceptor)	21			300									90	384	
523+00 to 526+00	Lt. "AL" (Interceptor)				300									90	300	
525+75 to 527+35	Rt. "A"	15	2			275								82	345	
527+35	Rt. "A" (Pipe Outlet)		2	50										15	60	
529+50 to 532+75	Rt. "A"		1	330										99	335	
533+00	Rt. "A" (Pipe Outlet)		3			20								6	35	
532+75 to 538+60	Rt. "A"	1			575									173	580	
542+50	Rt. "A" (Between Pipes)		3				70							21	85	
546+75 to 547+25	Rt. "A"		3			60								18	75	
539+00 "A" to 48+65 "S-SR 37-A"	Lt. "A"		1	100										30	105	
543+50	Lt. "A" (Between Pipes)		2			120								36	130	
548+50	Lt. "A" (Pipe Outlet)		3		30									9	45	
526+00 to 528+00 "AL" 14+35 "NWR"	Lt. "AL" (Interceptor)				185									56	185	
2+50 "NWR" to 4+25 "NWR"	Rt. "NWR" (Interceptor)				265									80	265	
4+25 "NWR" to 11+35 "NWR"	Rt. "NWR" (Interceptor)	1					700							210	705	
4+50 "NWR"	Rt. (Spur)		2			80								6	30	
11+35 "NWR" to 14+35 "NWR" 528+00 "AL"	Rt. "NWR" (Interceptor)	10	1		235									71	280	
11+35 "NWR"	Rt. (Spur)		2			20								6	30	
9+80 "NER"	Rt. (Pipe Outlet)		2	40										12	50	
11+10 "NER"	Rt. (Pipe Outlet)		2		40									12	50	
12+80 "NER"	Rt. (Pipe Outlet)		2		40									12	50	
14+60 "NER" to 19+00 "NER"	Rt. "NER"	1					450							135	455	
18+60 "NER"	Rt. (Pipe Inlet)		2					30						9	40	
19+00 "NER" to 21+25 "NER"	Rt. "NER"	1			230									69	235	
21+15 "NER"	Lt. "NER" (Between Pipes)		2					30						9	40	
12+10 "SWR" to 55+00 "S-SR 37-A"	Rt. "SWR"		2			990								300	1005	
7+00 "SER" to 547+00 "A"	Lt. "SER"		2	130										39	140	
13+25 "SER" to 15+80 "SER" 556+00 "A"	Rt. "SER"	20	1		240									87	375	
47+75 "S-SR 37-A" to 48+65 "S-SR 37-A"	Rt. "S-SR 37-A"	9	1	100										30	141	
48+65 "S-SR 37-A"	Rt. (Pipe Inlet)		2			10								5	20	
48+68 "S-SR 37-A"	Lt. (R.C. Bridge Drainage Turnout)		2	245										60	255	
48+65 "S-SR 37-A"	Rt. (Pipe Outlet)		2		10									3	20	
48+74 "S-SR 37-A"	Rt. (R.C. Bridge Drainage Turnout)		2	120										23	130	
27+50 to 31+90	Rt. "S-SR 37-A"		2	440										132	450	
32+10 to 37+50	Rt. "S-SR 37-A"											540		162	550	
TOTALS																

## D E T A I L S



# PAVED SIDE DITCH

STA. TO STA.	LOCATION	LUGS EACH	CUT-OFF WALL EACH	TYPE (Station Length-cutoff walls & lugs not included)											SOD SYDS.	TOTAL LENGTH FEET	STA. TO STA.	LOCATION	LUGS EACH	CUT-OFF WALL EACH	TYPE (Station Length-cutoff walls & lugs not included)											SOD SYDS.	TOTAL LENGTH FEET			
				A	B	C	D	E	F	G	H	A	B	C							D	E	F	G	H											
				35+55 to 38+00	Lt. "S-SR37-A"	22	2		245																			74	347	10+25 to 12+00	Lt. "R.C.R. N#1"				2	175
36+75 to 40+25	Rt. "S-SR37-A" (Interceptor)	42	1		425													128	598	10+25 to 12+25	Rt. "R.C.R. N#1"		2	200											60	210
40+25 to 44+00	Rt. "S-SR37-A" (Interceptor)	16			375													113	439	17+16 to 17+81	Lt. "R.C.R. N#1"		2	75											23	85
32+40	Rt. "S-SR37-A" (Pipe Inlet)		2						80									24	90	17+20 to 17+81	Rt. "R.C.R. N#1"		2	71											21	81
66+50 to 69+70	Rt. "S-SR37-A"	4	2	320														96	346	10+40	Rt. "R.C.R. N#1" (Pipe Outlet)		2				25								8	35
63+75 to 68+29	Rt. "S-SR37-A" (Interceptor)	6	2	454														137	488	11+50	Lt. "R.C.R. N#1" (Pipe Inlet)		2				90								27	100
68+30	Rt. "S-SR37-A" (Between Pipes)	5	2		60													18	90	34+66 to 36+70	Lt. "R.C.R. N#1"		2	205											62	215
556+00 to 563+00	Rt. "A"		1					700										210	705	34+60	Lt. "R.C.R. N#1" (Between Pipes)		2					10							3	20
567+10 to 570+70	Lt. "A"	40	2		410													123	280	4+80	Rt. "A.R.N#1" (Pipe Inlet)		2				20								6	30
567+40 to 570+45	Rt. "A"	31	2		320													96	454	46+75 to 49+15	Lt. "S-1-B"	9	2		250										75	290
577+30 to 580+00	Rt. "A"	27	1		270													81	383	53+40 to 56+00	Rt. "B-1-B"		2	260											78	270
579+75 to 582+30	Lt. "A"		1	255														77	280	51+32	Lt. "S-1-B" (R.C. Bridge Drainage Turnout)	7	2	131											21	100
580+00 to 582+30	Rt. "A"	12	1		230													69	283	50+50 to 51+15	Rt. "B" (Interceptor)		1	65											20	70
582+30 to 586+80	Lt. "A"							450										135	627	51+15 to 55+00	Rt. "B" (Interceptor)						385								116	385
587+47	Rt. "A" (Pipe Outlet)		2			20												6	30	55+00 to 60+00	Rt. "B" (Interceptor)	11	1	300											150	549
588+75 to 590+00±	Rt. "A"		2		335													101	345	51+40	Rt. "B" (Interceptor Spur)		2			15									5	25
604+25 to 605+25	Rt. "A"	9	2			100												30	146	55+00	Rt. "B" (Interceptor Spur)		2			40									12	50
604+50 to 610+00	Lt. "AL" (Interceptor)		1	550														165	555	60+15	Rt. "B" (Interceptor Spur)		2			15									5	25
608+62 to 610+50	Rt. "A"	18	2				185											57	270	60+00 to 61+55	Rt. "B" (Interceptor)	15					135								47	215
624+75 to 628+80	Rt. "A"		2	405														122	415	61+55 to 70+85	Rt. "B" (Interceptor)	3		910											273	922
610+00 to 613+40	Lt. "AL" (Interceptor)		1	340														102	345	70+65 to 75+70	Rt. "B" (Interceptor)	14	1		505										152	566
611+00	Lt. "AL" (Pipe Inlet)		2		30													9	40	61+25	Rt. "B" (Interceptor Spur)		2				15								5	25
616+00 to 619+75	Lt. "AL" (Interceptor)		1	375														113	380	66+75	Lt. "B" (Outlet to Draw)		2	15											5	25
619+75 to 625+50	Lt. "AL" (Interceptor)		1		575													173	580	68+35	Rt. "B" (Interceptor Spur)		2				15								5	25
620+00	Lt. "AL" (Spur)		2		25													8	35	75+80	Rt. "B" (Interceptor Spur)		2				15								5	25
625+25 "AL" to 627+00 "A"	Lt. "AL" & "A"		1			175												54	180	68+75 to 70+00	Lt. "B"		2	125										38	135	
627+00 "A" to 12+50 "B"	Lt. "A" & "B"	25	1					750										225	855	71+00	Rt. "B" (Interceptor Spur)		2			15								5	25	
627+50	Lt. "A" (Spur)		2					25										8	35	74+00 to 76+60	Lt. "B" (Outlet to Draw)	37	2		360										108	548
9+75 to 13+50	Rt. "B"	6	1		375													113	404	74+40 to 75+45	Rt. "B"	11	1		105									32	154	
7+70	Lt. "B" (Spur)		2	60														18	70	75+45 to 77+25	Rt. "B"	4						160						54	198	
12+50 to 17+70	Lt. "B"	22	1															156	613	77+25 to 78+20	Rt. "B"		1	85										29	100	
13+50 to 18+00	Rt. "B"					450												135	450	77+00 to 80+00	Rt. "B" (Interceptor)	20	1			300								90	395	
12+80	Lt. "B" (Spur)		2															30	40	78+80	Rt. "B" (Pipe Inlet)		2						70					21	80	
18+00 to 21+00	Rt. "B"					300												90	300	57+35 to 62+30	Lt. "BL"	50	1				485						149	200		
21+00 to 27+25	Rt. "B"		1	625														188	630	62+30 to 63+00	Lt. "BL"	41	1			570								171	739	
18+25 to 22+25	Lt. "B"	39	1		400													120	561	57+35 to 60+05	Rt. "BL"	27	1			270								81	383	
22+25 to 29+95	Lt. "B"		1	770														231	775	60+05 to 63+55	Rt. "BL"	11	1						350					105	388	
27+75	Lt. "B" (Between Pipes)		2															12	50	58+30	Lt. "BL" (Interceptor Spur)		2			40								12	60	
30+90	Rt. "B" (Outlet to Draw)		2	50														15	60	60+60	Lt. "BL" (Interceptor Spur)		2			60								18	70	

## DETAILS

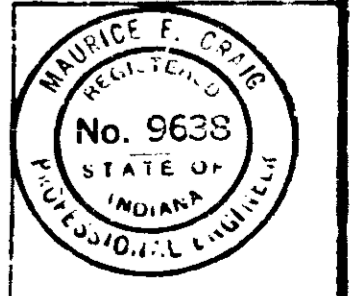


# PAVED SIDE DITCH

STA. TO STA.	LOCATION	LUGS EACH	CUTOFF WALL EACH	TYPE (Station Length - cutoff walls & lugs not included)								SOD SYDS.	TOTAL LENGTH FEET
				A	B	C	D	E	F	G	H		
67+00 to 74+50	Lt. "BL" (Interceptor)	6			750							225	774
68+25 to 70+20	Rt. "BL"		2	205								62	215
69+30	Lt. "BL" (Interceptor Spur)		2		25							6	35
70+60	Lt. "BL" (Interceptor Spur)		2		25							6	35
74+40 to 77+00	Lt. "BL"	26	1			260						78	369
77+00 to 79+00	Lt. "BL"	20	1		200							60	205
74+30 to 77+80	Rt. "BL"	34	2		350							106	496
75+00	Lt. "BL" (Interceptor Spur)		2	50								15	60
76+20	Lt. "BL" (Interceptor Spur)		2	60								18	70
77+00	Lt. "BL" (Pipe Inlet)		2								30	9	40
80+00 to 80+70	Rt. "B" (Interceptor)					70						21	70
80+70 to 84+00	Rt. "B" (Interceptor)				330							99	330
84+00 to 88+40	Rt. "B" (Interceptor)	24					440					132	536
85+40 to 89+75	Rt. "B" (Interceptor)							135				41	143
80+30	Rt. "B" (Interceptor Spur)		2		20							6	30
84+25	Rt. "B" (Interceptor Spur)		2	25								6	35
84+30	Rt. "B" (Interceptor Spur)		2			25						6	35
85+60	Rt. "B" (Interceptor Spur)		2			20						6	30
88+35	Lt. "B" (Outlet to Channel)	21	1		200							60	289
89+35 to 97+25	Rt. "B"	4	2					790				237	816
104+00 to 105+25	Rt. "B"		2		125							38	135
104+65 to 107+25	Lt. "B"		2		260							78	270
105+25 to 107+25	Rt. "B" (Interceptor)	22	1		275							83	368
107+25 to 110+00	Rt. "B" (Interceptor)	21			275							83	359
107+00	Rt. "B" (Interceptor Spur)		2	25								6	35
84+30 to 86+20	Rt. "BL" (Outlet to Channel)	26	2		290							87	412
85+00 to 87+70	Lt. "BL"	20	2		270							81	360
87+70 to 88+20	Lt. "BL" (Outlet to Channel)	10	2		110							33	160
88+20 to 95+70	Lt. "BL"		2		750							225	760
92+50	Lt. "BL" (Interceptor Spur)		2	45								15	55
93+70	Lt. "BL" (Interceptor Spur)		2	35								12	45
95+35 to 107+00	Lt. "BL" (Interceptor)	110	2		1105							350	1615
99+00 to 99+60	Rt. "BL" (Outlet to Draw)	10	2		110							33	160
100+15 to 101+00	Rt. "BL"	6	2		85							26	127
100+80	Lt. "BL" (Pipe Inlet)	12	2						130			39	168
100+10	Rt. "BL" (Pipe Outlet)		2						20			6	30
101+00	Lt. "BL" (Interceptor Spur)		2						60			20	70
104+40 to 106+00	Rt. "BL" (Outlet to Draw)	22	2		230							69	323
104+00	Lt. "BL" (Interceptor Spur)		2		30							9	40
108+00 to 109+00	Lt. "BL"	10	2		300							30	350

STA. TO STA.	LOCATION	LUGS EACH	CUTOFF WALL EACH	TYPE (Station Length - cutoff walls & lugs not included)								SOD SYDS.	TOTAL LENGTH FEET		
				A	B	C	D	E	F	G	H				
107+30	Lt. "BL" (Pipe Inlet)		2										21	80	
108+80	Rt. "BL" (Pipe Outlet)		2										8	35	
110+00 to 113+35	Rt. "B" (Interceptor)	25	1		335								101	440	
112+30 to 115+50	Rt. "B"		1						320				86	325	
115+50 to 119+75	Rt. "B"												425	128	425
119+75 to 127+85	Rt. "B"								810				243	810	
127+85 to 131+85	Rt. "B"										350		105	350	
131+35 to 137+00	Rt. "B"												565	170	565
137+00 to 140+00	Rt. "B"										300		90	300	
110+100	Rt. "B" (Interceptor Spur)		2	25									6	35	
117+20	Rt. "B" (Interceptor Spur)		2						40				12	60	
118+30	Rt. "B" (Interceptor Spur)		2						75				23	85	
120+00	Rt. "B" (Interceptor Spur)		2						100				30	110	
128+00	Rt. "B" (Interceptor Spur)		2						130				39	140	
131+30	Rt. "B" (Interceptor Spur)		2								90		30	100	
108+35 to 111+50	Lt. "BL" (Interceptor)	20	1						315				95	400	
111+50 to 114+00	Lt. "BL" (Interceptor)										250		75	250	
114+00 to 128+00	Lt. "BL" (Interceptor)	81									1450		480	1764	
128+00 to 129+60	Lt. "BL" (Interceptor)	16	1						180				48	228	
128+53 to 129+23	Lt. "BL"		2						70				21	80	
127+10 to 127+75	Rt. "BL" (Outlet to Draw)	20	2						135				45	225	
111+20	Lt. "BL" (Interceptor Spur)		2						40				12	50	
113+60	Lt. "BL" (Interceptor Spur)		2						15				5	25	
113+60	Rt. "BL" (Pipe Outlet)		2						20				3	30	
120+00	Lt. "BL" (Pipe Inlet)		2										11	45	
127+40	Rt. "BL"	14	2						150				45	214	
128+30	Lt. "BL" (Interceptor Spur)		2						35				11	45	
135+00	Lt. "BL" (Outlet to Channel)		2						65				20	75	
140+00 to 141+00	Rt. "B"										100		30	100	
141+00 to 145+75	Rt. "B"		1								475		143	480	
145+30 to 152+00	Rt. "B" (Interceptor)	30	2						670				201	800	
145+50 to 146+35	Lt. "B"	5	2						85				26	115	
151+40 to 152+60	Lt. "B"	9	2						120				36	160	
152+65 to 153+76	Lt. "B"	6	2						110				33	152	
151+65 to 153+50	Rt. "B"	16	2						185				56	259	
153+00 to 162+50	Rt. "B" (Interceptor)	43	2						950				285	1132	
159+00 to 159+80	Rt. "B"		2						80				20	80	
159+34 to 160+95	Lt. "B"		2						161				48	179	
164+00 to 165+52	Rt. "B"	13	2						150				45	212	

## DETAILS



# PAVED SIDE DITCH

STA. TO STA.	LOCATION	LUGS EACH	CUT-OFF WALL EACH	TYPE (Station Length-cutoff walls & lugs not included)								SOD SYDS.	TOTAL LENGTH FEET
				A	B	C	D	E	F	G	H		
				166+00 to 167+00	Rt. "B"	10	2				100		
167+35 to 168+00	Rt. "B" (Interceptor)		2			165						50	175
145+30	Rt. "B" (Interceptor Spur)		2									15	60
148+80	Rt. "B" (Interceptor Spur)		2	15								5	25
149+00	Rt. "B" (Interceptor Spur)		2	15								5	25
150+35	Rt. "B" (Pipe Inlet)		2					70				21	80
147+50 to 149+00	Lt. "BL"		2	150								45	180
153+35 to 154+10	Rt. "BL"		2	75								23	85
154+18 to 160+20	Rt. "BL"	5	2	602								181	632
160+42 to 161+25	Rt. "BL"		2	83								25	83
166+50 to 169+30	Lt. "BL"		2							300		90	310
169+20	Lt. "BL" (Interceptor Spur)		2						70			21	80
160+40	Rt. "BL" (Pipe Inlet)		2				40					12	50
169+00 to 175+25	Rt. "B" (Interceptor)			625								188	625
175+25 to 179+25	Rt. "B" (Interceptor)			400								120	400
179+25 to 181+25	Rt. "B" (Interceptor)				200							60	200
181+25 to 182+25	Rt. "B" (Interceptor)		1				1100					330	1105
182+75 to 185+70	Rt. "B" (Interceptor)	20	2	285								80	421
183+00 to 183+75	Rt. "B"		2		75							23	85
181+75 to 182+20	Rt. "B"		2		75							23	85
185+30 to 187+00	Rt. "B"	16	2		170							51	244
183+00 to 183+75	Lt. "B"		2	75								23	85
181+50 to 182+75	Lt. "B"	10	2	125								38	175
175+20	Lt. "B"		2	80								24	90
179+70	Rt. "B" (Interceptor Spur)		2		30							9	40
181+50	Rt. "B" (Interceptor Spur)		2		15							5	25
181+60	Lt. "B" (Outlet to Draw)		2	70								21	80
183+20	Rt. "B" (Pipe Inlet)	16	2					170				51	244
183+20	Rt. "B" (Interceptor Spur)		2			20						6	30
188+00	Lt. "B" (Outlet to Draw)		2	70								21	80
182+30	Rt. "B" (Pipe Inlet)		2						110			36	120
182+30	Rt. "B" (Interceptor Spur)		2			40						12	50
186+40	Rt. "B" (Pipe Inlet)		2							70		21	80
174+00 to 175+45	Lt. "BL"		2		145							44	155
186+75 to 189+00	Lt. "BL"		1		225							68	230
189+00 to 192+40	Lt. "BL"		1	340								102	345
184+40 to 188+25	Lt. "BL"		1				385					116	390
188+25 to 189+50	Lt. "BL"		1		125							38	130
171+70	Rt. "BL" (Pipe Outlet)		2		15							5	25

STA. TO STA.	LOCATION	LUGS EACH	CUT-OFF WALL EACH	TYPE (Station Length-cutoff walls & lugs not included)								SOD SYDS.	TOTAL LENGTH FEET
				A	B	C	D	E	F	G	H		
				171+90	Lt. "BL" (Pipe Inlet)		2		50				
184+80	Lt. "BL" (Interceptor Spur)		3			60						20	75
184+80	Lt. "BL" (Pipe Inlet)		2				15					5	25
186+00	Lt. "BL" (Interceptor Spur)		2			15						5	25
188+00 to 201+50	Lt. "BL" (Interceptor)	26	2	270								81	334

## DETAILS



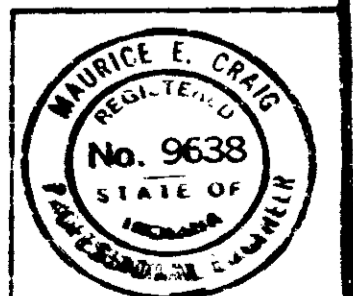
## APPROACH TABLE

**DESIGN DATA AND QUANTITIES BASED ON MAX. OF 10% GRADE EXCEPT AS NOTED**

STATION	LINE	DESCRIPTION	EXCAVATION (CU YDS.)		WIDTH (FT)	RADIUS (FT)	GRADE (LESS THAN 10% NOT SHOWN)	LENGTH (FT)	DISTANCE BEYOND R/W LINE **	BITUMINOUS SURFACE (SYS.)				BITUMINOUS MIXTURE FOR APPROACHES (SYS.)		CONCR. AGG. BASE TYPE "D" (SYS.)		BITUMINOUS MATERIAL FOR PRIME COAT (TONS)	REMARKS	
			CUT	FILL						90'	135'	240'	570'	330'	135'	3"	6"			
32100 RL	5-SR374	Class V Drive	0	20	12	15-25	138													
33130 LI	5-SR374	Type "D" Appr.	0	3834	20	25-25	11%	290		617		617				617		27		
34100 LI	5-SR374	Type "D" Appr.	0	23	20	25-25		35					108			108		22		
34100 (R)	5-SR374	Spec. Type "D" Appr.	0	38	20	10-50		35					140			140		23		
38100 RL	5-SR374	Class II Drive	0	83	12	15-25	26%	248		351		351			351			26		
14130 (R)	R.C.R.#1	Class V Drive	0	10	12	15-25		15												
14130 RL	R.C.R.#1	Type "D" Appr.	107	0	20	25-25	10%	68					181			181		23		
42100 LI	"S-1-B"	Class V Drive	0	10	12	15-25		33												
42100 RL	"S-1-B"	Class V Drive	0	10	12	15-25	11%	28												
47110 RL	"S-1-B"	Type "D" Appr.	*	*	20	25-25		35					109			109		22		
53100 RL	"S-1-B"	Type "B" Appr.	*	*	20	35-38		*		*			*		*	*		*		
56197 LI	"S-1-B"	Type "B" Appr.	0	204	20	35-77.5		131.50		417		417			417			27		
57150 (R)	"S-1-B"	Class V Drive	0	10	12	15-25		8												
58140 LI	"S-1-B"	Class V Drive	0	0	12	15-25		14												
58140 RL	"S-1-B"	Class V Drive	0	0	12	15-25		14												
140105 (R)	"B"	Class V Drive	0	10	12	15-25		10												
140120 (R)	"B"	Class V Drive	0	10	12	15-25		5												
13160 (R)	5-SR 28374	Class V Drive	0	400	12	15-25		110												

\* Included in Access Road or Relocated County Road Quantities.  
 \*\* Temporary R/W Required for Drive Construction.

# DETAILS



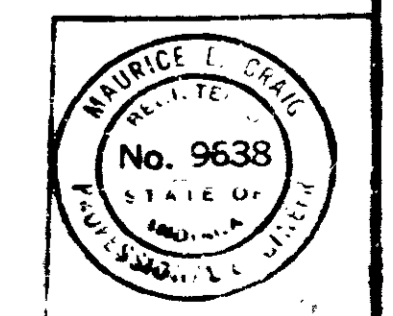
### TABLE OF QUANTITIES

DETAIL	DESCRIPTION	LINE	STATIONS	Net Length FT.	Subbase Cys.	Type "P" Compacted Aggregate Base Tons	Bituminous Surface Tons	Bituminous Base Tons	Bituminous Mixture for Approaches Tons	Bituminous BASE SIZE NO. 5 Tons	Bituminous Material For Prime Coat Tons	Bituminous Material For Tack Coat Tons	BITUMINOUS MATERIAL FOR SEAL COAT TON	COVER AGGREGATE SIZE NO. 12 TON	# Reinforced Concrete Pavement Sqs.	Reinforcing Steel for Pavement Lbs.	1/2-Joint Type I.A. L.Ft.	Riprap Sqs.	Dumped Riprap Tons	Revetment Riprap Tons	Paved Side Ditch Type "A" L.Ft.	Paved Side Ditch Type "B" L.Ft.	Paved Side Ditch Type "C" L.Ft.	Paved Side Ditch Type "D" L.Ft.	Paved Side Ditch Type "E" L.Ft.	Paved Side Ditch Type "F" L.Ft.	Paved Side Ditch Type "G" L.Ft.	Paved Side Ditch Type "H" L.Ft.	Bituminous Curb L.Ft.	Concrete Gutter L.Ft.	Guard Rail Type "A" L.Ft.	Guard Rail Type "B" L.Ft.	Guard Rail Type "G" L.Ft.	4" Fence (Farm Field Type) L.Ft.	Fence (4 Strand Barbed Wire) L.Ft.						
																																				Plan and Profile	Mainline	"A" & "B"	2453+00 - 198+50	55,195.56	
Plan and Profile	Mainline	"AL"	2463+72 - 552+00.03	6811.18																																					
Plan and Profile	Mainline	"AL"	555+34.00 - 672+38.75	3,673.90																																					
Plan and Profile	Mainline	"BL"	55+21.15 - 201+50.00	16,828.85																																					
Interchange	N.W. Ramp	"NWR"	1+27.90 - 23+77.67																																						
Interchange	N.E. Ramp	"NER"	0+00.00 - 23+85.01																																						
Interchange	S.W. Ramp	"SWR"	217+00.00 - 227+83.44																																						
Interchange	S.E. Ramp	"SER"	22+04.00 - 24+77.56																																						
Plan and Profile	State Road 37	"S-SR37A"	1+27.90 - 24+00.10	4,482.98	3500	12563	640	4010	4020	1451	32.9	0.2	11	87	120	2598	49																								
Plan and Profile	Temp Runaround		0+00.00 - 9+87.44	987.44		1609	108	290																																	
Plan and Profile	Riddle Road	"S-1B"	41+00.00 - 38+30.00	1700.00		1676	164	600			55				92	2158	40																								
Plan and Profile	Reloc. Co. Rd #1	"FRN#1"	9+80.00 - 40+87.80	3127.80		3358	319	1169	220		11.1																														
Plan and Profile	Access Rd #1	"AR.N#1"	0+00.00 - 6+00.00	590.00		40					0.2																														
Plan and Profile	Access Rd #7	"AR.N#7"	0+00.00 - 2+50.30	250.30					18.0																																
Plan and Profile	Access Rd #6	"P.R."	2+90.00 - 5+15.00	225.00																																					
<b>TOTALS :</b>					<b>3500</b>	<b>17255</b>	<b>1232</b>	<b>6068</b>	<b>89</b>	<b>1451</b>	<b>49.7</b>	<b>0.2</b>	<b>11</b>	<b>87</b>	<b>212</b>	<b>4756</b>	<b>80</b>	<b>609</b>	<b>28874</b>	<b>4,540</b>	<b>28304</b>	<b>10,100</b>	<b>3,310</b>	<b>3,530</b>	<b>3,700</b>	<b>2,107</b>	<b>335</b>	<b>1,005</b>	<b>60</b>	<b>1090</b>		<b>1910</b>	<b>500</b>	<b>1002</b>	<b>6927</b>	<b>378</b>					

DETAIL	DESCRIPTION	LINE	STATIONS	Construction Sign Type "A" Each	Construction Sign Type "B" Each	Standard Barricades, Type "A" Each	Standard Barricades, Type "B" Each	Permanent Barricades Type "A" Each	Standard Sign M-20 Each	TEMPORARY MARKING TAPE L.Ft.	Stop Sign R-1A Each	Large Arrow Sign, W-11 Each	Curve Sign, W-2-AL Each	Reverse Curve Sign, W-4A-R Each	Stop Ahead Sign, W-13-A Each	Road Narrow Sign, W-18-A Each	Large Arrow Sign, W-12 Each	4" Painted Line L.Ft.	Right-of-way Markers Each	Monuments Type "C" Each	Bench Mark Post Each	Bedding Sqs.	Agricultural Limestone Tons	Fertilizer Tons	Seed Mixtures Lbs.	Mulching Material Tons	Plain Seeding for Roadway Lbs.	Seed Mixture Crown Vetch Lbs.	Class "A" Concrete Cys.	Exploratory Excavation Cys.	"B" Borrow Cys.	Exploratory Drilling L.Ft.	Delinicator Post Each	TEMPORARY SEED MIXTURE LBS.	WATER MG			
																																				(See above)	Mainline	"A" & "B"
	Mainline	"AL"																																				
	Mainline	"AL"																																				
	Mainline	"BL"																																				
	N.W. Ramp	"NWR"																																				
	N.E. Ramp	"NER"																																				
	S.W. Ramp	"SWR"																																				
	S.E. Ramp	"SER"																																				
	State Road 37	"S-SR37A"																																				
	Temp Runaround																																					
	Riddle Road	"S-1B"																																				
	Reloc. Co. Rd #1	"FRN#1"																																				
	Access Rd #1	"AR.N#1"																																				
	Access Rd #7	"AR.N#7"																																				
	Access Rd #6	"P.R."																																				
<b>TOTALS :</b>				<b>28</b>	<b>6</b>	<b>4</b>	<b>14</b>	<b>6</b>	<b>9</b>	<b>400</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>18217</b>	<b>63</b>	<b>20</b>	<b>1</b>	<b>751</b>	<b>70</b>	<b>41,040</b>	<b>701</b>	<b>10,200</b>	<b>3,005</b>	<b>3,534</b>	<b>2,000</b>	<b>1,376</b>	<b>607</b>	<b>2450</b>	<b>7</b>					

\* 18,211 INCLUDES 2463 TEMP LINE ON RUNAROUND

### DETAILS



See Std. Sheet "MP" for acceptable types of pipe within each group.

# STRUCTURE DATA

\* If contractors elects to use Metal pipe, gages as shown below are to be used

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-643086	1970	73	716

STRUCTURE NUMBER	LOCATION	SIZE INCHES	GROUP	DESCRIPTION	LENGTH FEET	SKEW	COVER FEET	FLOW LINE		CONCRETE CLASSIFICATION	TO BARRIERS	METHOD OF BACKFILL	GAGES OR THICKNESS		PIPE END SECTIONS	VELOCITY (C.O.R.) FT./SEC.	REMARKS	PLANS ON SHEET NO.
								UP STREAM ELEV.	DOWN STREAM ELEV.				STEEL	ALUMINUM				
11	475100A	18	A	N-12 Inlet	61		5	645.11				B	16				Connect to Str. No. 12	18
12	476100A	36	B	(Strutted)	620	55°	23	609.5	609.0			A	16		2		Construct Inlet & Outlet Ditches	18
13	48015A	36	C	(Strutted)	436	17°	27	629.5	600.0			A	12		2		1.45" Wye Reqd. (18" x 24")	18
14	481150A	36	C	(Strutted)	464	19°	37	628.0	600.0			A	12		2		Construct Inlet & Outlet Ditches	18
15	482150A	18	A	N-12 Inlet	75		17	623.21				B	16				Construct Inlet & Outlet Ditches	16
16	483150A	36	C	(Strutted)	480	18°	36	636.00	574.00			A	10		2		1.70" Wye Reqd. (18" x 36")	18
17	488170A	12		R.C. Spring Box F.B.C.C.S.	310		41		574.00			A	16		1		Connect to Str. No. 14	18
18	489130A	36	B	(Strutted)	240		25	604.00	580.00			A	16		2		Construct Inlet & Outlet Ditches	18
19	492160A	36	C	(Strutted)	480	3°	32	646.00	567.00			A	12		2		Construct Inlet & Outlet Ditches	18
20	494190A	36	A		172	27°	19	604.20	567.00			A	16		2		Construct Outlet Ditch	20
21	495135A	12	A	R.C. Spring Box	352		16					A	16		1		1.60" Wye Reqd. (18" x 24")	20
22	497110A	12	A	R.C. Spring Box	141		2					B	16				Connect to Str. No. 21	20
23	508140A	36	A		180		14	555.0	529.00			A	16		2		Connect to Str. No. 21	20
24	511145A	42	B	(Strutted)	448	6°	25	564.0	541.50	2.50		A	16				Construct Inlet Ditch	20
25	512100A	18	A	P-12A Inlet	53		10	547.71				B	16				1. Tee Reqd. (5" x 42")	20
26	515120A	36	A	7.4 Min. Area	126	9°	9	542.0	537.00	2.15		A	16				Connect to Str. No. 24	20
27	518160A	36	A	T-14 Inlet	72		5	563.95	551.00			A	16		1		Construct Inlet & Outlet Ditches	20
28	518165A	30		F.B.C.C.S.	72		4	567.8	553.95	2.89		B	16				Construct Outlet Ditch	21
29	523120A	18	A	N-12 Inlet	86		1	542.35	511.50			A	16		1		2.18" Bands Reqd. Connect to Str. No. 27	22
30	540120A	18	A	P-12A Inlet	182	10°	5	488.25	488.50			A	16		1			40
31	542180A	120		S.P.S. with Conc. P.I. (STRUTTED)	1144	62°	Var.	4720	4410	2.7		A	8				* From Inlet end: 168'-10" to 200'-7" from 1162' to 1164' 200'-7" to 201'-0" from 1164' to 1166' See Detail #60	40
32	543185A	36	A		220	20°	18	478.00	477.00			A	16		2			40
33	543185A	18	A	P-12A Inlet	96		4	480.25	482.25			A	16		1			40
34	552180A	18		S-12 Inlet & F.B.C.C.S.	344	6°	6	476.05	446.00			A	16		1		2.11" Bands Reqd. 1. Tee Reqd. (16" x 18")	40
35	554100A	18		N-12 Inlet & F.B.C.C.S.	1242	7°	4	424.25	446.20			A	16		1		2.11" Bands Reqd.	40
36	554100A	36		F.B.C.C.S.	210	6°	4	562.0	558.24	4.06		B	16				2.18" Bands Reqd. Connect to Str. No. 37	40
37	554100A	36		T-14 Inlet & F.B.C.C.S.	410	5°	5	576.24	478.00			A	16		1		2.18" Bands Reqd.	40
38	554100A	12		R-13 Inlet & F.B.C.C.S.	168	2°	2	580.00	496.20			A	16		1		2.18" Bands Reqd.	40
39	554100A	12		R-13 Inlet & F.B.C.C.S.	174	4°	4	473.0	446.0			A	16		1		2.11" Bands Reqd.	40
40	554100A	18		P-12A Inlet & F.B.C.C.S.	27	6°	6	477.15				B	16				Connect to Str. No. 34	40
41	554100A	42	A		344	48°	20	477.00	474.00	2.50		A	16				Construct Inlet & Outlet Ditches	40
42	554100A	42	A		124	10°	10	462.0	460.0	2.15		A	16				Construct Inlet Ditch Remove Existing Pipe in Place	42
43	554100A	36	B	(Strutted)	330	17°	25	498.50	470.00			A	16		2			42
44	554100A			R.C. Bridge Drainage Turnout													By Others	42
45	554100A			R.C. Bridge Drainage Turnout													Pay Item: Road Side Ditch, Type 9, See Table	42
46	554100A			F.B.C.C.S.	72	5°	5										Pay Item: Road Side Ditch, Type 8, See Table	42
47	554100A			F.B.C.C.S.	50	5°	5											42
48	554100A	12		R-13 Inlet & F.B.C.C.S.	180	3°	3	479.0				B	16		1			42
49	554100A	12	A	R-13 Inlet	44	5°	5					A	16				2.11" Bands Reqd.	42
50	554100A	36	C	(Strutted)	388	6°	24	491.50	470.00			A	12		2		Connect to Str. No. 49	42
51	554100A	12	D		24	6°	6	567.0	566.4			B	16	16	2		Construct Inlet & Outlet Ditches	42
52	554100A	18		R.C.	24	6°	6	552.0	561.55			B	16		1			42
53	554100A	18		P-12A Inlet & F.B.C.C.S.	130	5°	5	528.8	501.50			A	16		1		Connect to Existing Pipe in Place, Core Center Point	43
54	554100A	18	A	P-12A Inlet	86	6°	6	562.25	552.50			A	16		1		2.18" Bands Reqd.	43

STRUCTURE NUMBER	LOCATION	SIZE INCHES	GROUP	DESCRIPTION	LENGTH FEET	SKEW	COVER FEET	FLOW LINE		CONCRETE CLASSIFICATION	TO BARRIERS	METHOD OF BACKFILL	GAGES OR THICKNESS		PIPE END SECTIONS	VELOCITY (C.O.R.) FT./SEC.	REMARKS	PLANS ON SHEET NO.	
								UP STREAM ELEV.	DOWN STREAM ELEV.				STEEL	ALUMINUM					
56	589100A	126		Special S.P.S. (Strutted)	770		25	452.0	442.0	6.79		A	1				9.1	By Others - See Special Provisions	25
57	592144A	18		P-12A Inlet & F.B.C.C.S.	10		1	564.5				B	16				2.45" Bands Reqd.	25	
58	592144A	18		P-12A Inlet & F.B.C.C.S.	10		1	564.0				B	16				2.45" Bands Reqd.	25	
59	592144A	24		F.B.C.C.S.	288		4	564.0				B	16				2.18" Bands Reqd. 1. Wye Reqd. (18" x 24")	25	
60	601170A	12	A	T-14 Inlet	26		0	624.25	604.00			A	16		1			25	
61	601170A	12	A	S-14 Inlet & F.B.C.C.S.	192		0	635.65	604.25			B	16				2.18" Bands Reqd. Connect to Str. No. 56	26	
62	601170A	36	A	T-14 Inlet	100	11°	0	634.40	629.00			A	16		1			27	
63	601170A	36	A	T-14 Inlet & F.B.C.C.S.	132	11°	0	635.85	604.40			B	16				2.18" Bands Reqd. Connect to Str. No. 60	28	
64	601170A	36	A	T-14 Inlet	56	11°	1	657.85	657.45			A	16				Connect to Str. No. 61	28	
65	61100A	18		F.B.C.C.S.	182	11°	2	624.00	657.85	1.15		B	16				2.18" Bands Reqd. Connect to Str. No. 61	28	
66	61100A	30	D		90	5.4°	7	664.75	645.00			B	16	16	2		Construct Inlet & Outlet Ditches	45	
67	61100A	18	D		60		4	657.00	655.00			B	16	16	2			45	
68	61100A	36	D	C.S.A.	484	20°	3	648.25	572.00			B	16	16	2		2.18" Bands Reqd.	45	
69	61100A	36	D		76	30°	7	681.00	671.80			B	16	16	2		Construct Outlet Ditch	45	
70	61100A	18		N-12 Inlet & F.B.C.C.S.	108		4	661.39	648.25			B	16		1		2.18" Bands Reqd.	27	
71	61100A	60		Special S.P.S. (Strutted)	1038		195	552.00	572.00	3.72		A	1				10.9	By Others - See Special Provisions	27
72	61100A	18		F.B.C.C.S.	126		1	599.00	559.00			B	16		2		1.45" Wye Reqd. (18" x 24")	28	
73	61100A	18		P-12A Inlet & F.B.C.C.S.	126		4	665.67	659.34			A	16		1		1.15" Elbow Reqd. 2. 22" Bands Reqd.	28	
74	61100A	36	A		228	9°	11	626.00	661.00			A	16		2		2.18" Bands Reqd.	27	
75	61100A	12	A	P-12A Inlet	15		7	622.65				B	16				1. Tee Reqd. (18" x 36")	29	
76	61100A	30	D		40		2	667.80	667.00			B	16	12	2		Connect to Str. No. 72	29	
77	61100A	16	D		40		2	731.28	731.74			B	16	16	2		Construct Outlet Ditch	46	
78	61100A	18	D		26		3					B	16	16	1			44	
79	61100A	6	F.B.C.C.S.		50													44	
80	61100A	18	D		80		14	706.00	706.00			B	16	16	2		By Others	44	
81	61100A	36	D		60		5					B	16	16	2		Pay Item: Road Side Ditch, Type 9, See Table	44	
82	61100A	30	D		112	25°	2	600.00	651.05	2.89		A	16					44	
83	61100A	30		F.B															







# ESTIMATE OF QUANTITIES (CON'T.)

## STRUCTURE SUMMARY

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	1-64-330X6	1970	76	76

KIND	SIZE	CIRCULAR PIPE: LINEAL FEET																				PIPE ALTERNATES				
		4"	6"	8"	10"	12"	15"	18"	24"	30"	36"	36"	42"	42"	48"	54"	60"	60"	66"	76"	120"	120"	126"	4" STEEL 10' CORR.	14"	
BASE STRUCT.	TOP & SIDES																									
PLATES STEEL	BOTTOM																									
THICK STRUCT.	TOP & SIDES																									
PLATES ALUM.	BOTTOM																									
GROUP A						552	377	312			1948															
GROUP B											1456															
GROUP C												1768	480													
GROUP D									98	150	80			130	76											
GROUP E																										
GROUP F																										
GROUP G																										
GROUP H																										
GROUP I																										
GROUP J																										
GROUP K																										
GROUP L																										
GROUP M																										
GROUP N																										
REINFORCED CONCRETE																										
STRUCT. PLATE STEEL																										
WITH CONC. PAVED INVERT																										
FULLY BITUM. COATED CORR. STEEL OR REINFORCED CONCRETE																										
FULLY BITUM. COATED CORR. STEEL OR STRUCT. PLATE STEEL																										
FULLY BITUM. COATED CORR. STEEL																										
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