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| SHEET NO. | DESIGNATION | B. P. R. APPROVAL | DATE ADOPTED A. OF LATEST REVISION |
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| 7 | ST'D CROSS SECTION | | |
| 8 | ST'D CROSS SECTION | | |
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| 36 | MISCELLANEOUS STANDARDS, SHEET "MJ" | NONE | R-1/4/67 |
| 37 | MISCELLANEOUS STANDARDS, SHEET "MK" | 2/8/66 | A-JULY, 1965 |
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| 39 | MISCELLANEOUS STANDARDS, SHEET "MN" | NONE | R-12/3/68 |
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| 43 | MISCELLANEOUS STANDARDS, SHEET "MR" | 7/19/68 | R-6/17/68 |
| 44 | MISCELLANEOUS STANDARDS, SHEET "MS" | NONE | R-10/3/68 |
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| 59 | ST'D FOR SUPERELEVATION | NONE | A-NOV, 1967 |
| 60 | ST'D DETOUR SIGNS, SHEET 1 | NONE | R-12/10/68 |
| 61 | ST'D DETOUR SIGNS, SHEET 2 | NONE | R-12/10/68 |
| 62 | ST'D DETOUR SIGNS, SHEET 3 | NONE | R-5/6/68 |
| 63 | ST'D DETOUR SIGNS, SHEET 3A | NONE | R-10/28/68 |
| 64 | SIGN DESIGN DETAIL, SHEET 5 | NONE | R-12/10/68 |
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| 66 | CONSTRUCTION IDENTIFICATION SIGNS, SHEET 1 | 6/13/68 | R-4/5/68 |
| 67 | CROSS SECTIONS | | |

SEE SHEET NO. 2

| SHEET NO. | DATE | REVISED |
|-------------|---------|--------------------|
| 11, 25 & 26 | 2-28-69 | Intersection Angle |
| 23 | 1-25-71 | Bearing Equation |
| 9 THRU 33 | 9-9-71 | R/W UP DATED |
| 37 | 2-27-37 | to a R/W DATED |

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

**PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
ST-F PROJECT NO. 95 (8) P.E.
FT-RF PROJECT NO. 95 (9) R/W.
(11) CONST.**

Commencing At A Point Approximately 1,957 Feet East Of And 626 Feet North Of The Southwest Corner Of Section 17, Township 22 North, Range 8 West In Warren County And Running In A Northerly Direction For A Distance Of 3,557.6 Feet To A Point Approximately 2,145 Feet East Of And 719 Feet North Of The Southwest Corner Of Section 7, Township 23 North, Range 8 West, All In Warren County.

GROSS LENGTH:- 7.49 MI.
NET LENGTH:- 7.49 MI.

SCALES:-
PLAN { LONG:- 1"=100' PROFILE { HORIZ:- 1"=100'
TRANS:- 1"=100' VERT:- 1"=10'

MAX. GRADE 2.60%

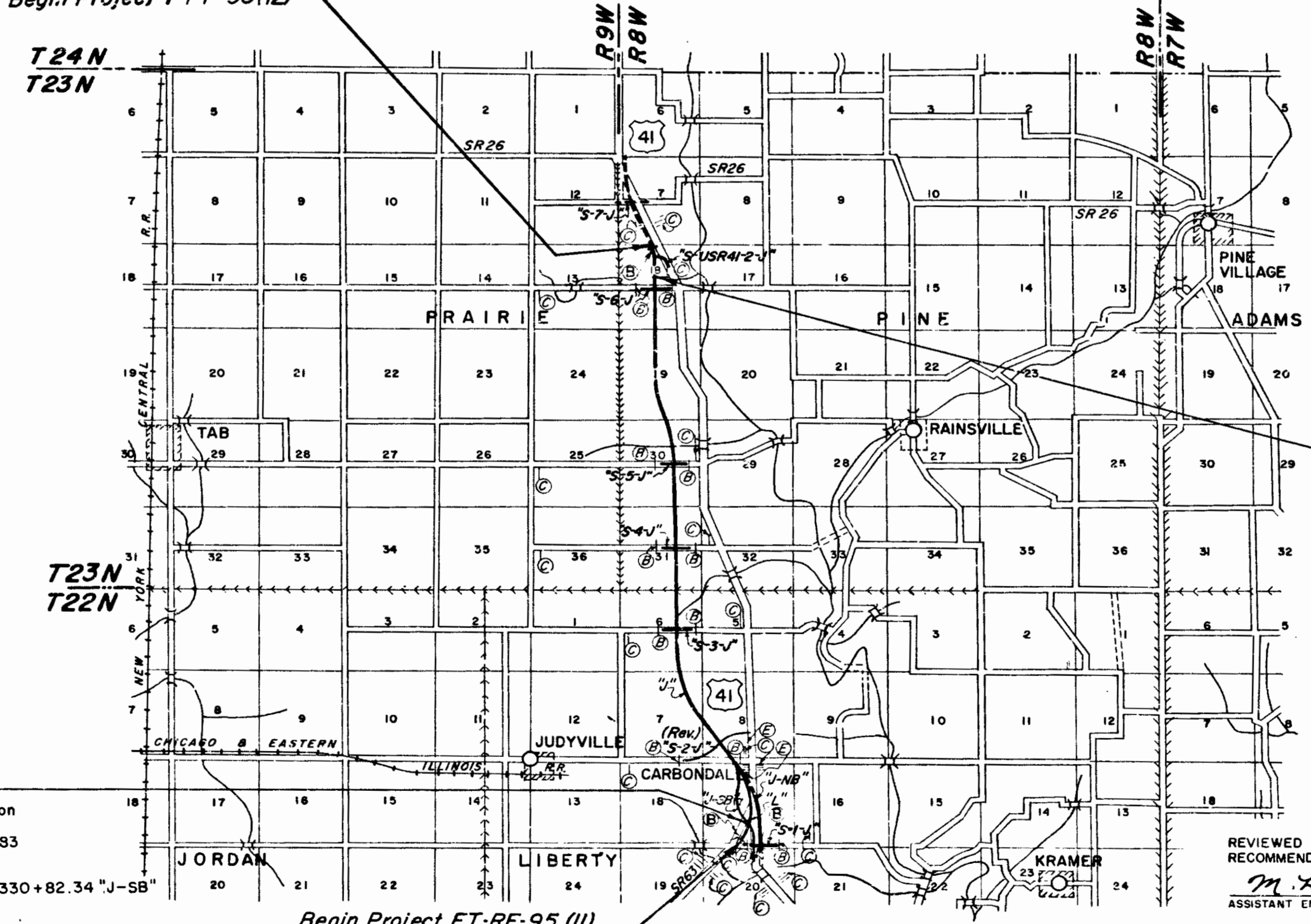
Sta. 715+54.00 Line "J"
End Project FT-RF-95(11)
Begin Project FT-F-95(12)

T24N
T23N

T23N
T22N

STRUCTURE NO 1
To Be Built In Combination
With Road Contract
Bridge File No. 41-86-5923
Project No. FT-RF95(11)
Paving Exception
Sta. 328+37.72 To Sta. 330+82.34 "J-SB"

Begin Project FT-RF-95 (11)
Sta. 319+ 96.4 Line "L"



- LEGEND**
- (A) PERMANENT BARRICADE, Type "III"
 - (B) BARRICADE, TYPE "III"
 - (C) CONSTRUCTION SIGNS, TYPE "A"
 - (D) ST'D SIGN, TYPE M-29 (PERMANENT)

NOTE: WHENEVER FT-F 95(11) APPEARS IN THESE PLANS OR CONTRACT DOCUMENTS IT SHALL BE INTERPRETED AS FT-RF-95 (11)

Plans Prepared By
Engineer Associates, Inc.
425 S. THIRD AVE. EVANSVILLE, IND.

Leo V. Weiss
P.E. No. 5961

APPROVED 9-18-69
[Signature]
CHIEF ENGINEER - INDIANA STATE HIGHWAY COMMISSION

REVIEWED & RECOMMENDED FOR APPROVAL 3-17-69
[Signature]
ASSISTANT ENGINEER OF PLANS AND SPECIFICATIONS

RECOMMENDED FOR APPROVAL 3-18-69
[Signature]
ENGINEER OF PLANS AND SPECIFICATIONS
INDIANA STATE HIGHWAY COMMISSION

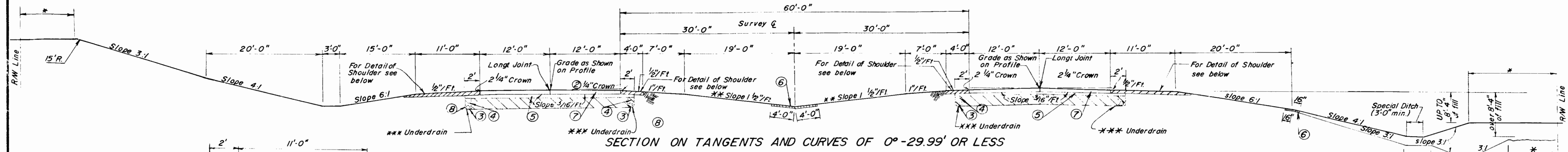
FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION

APPROVED

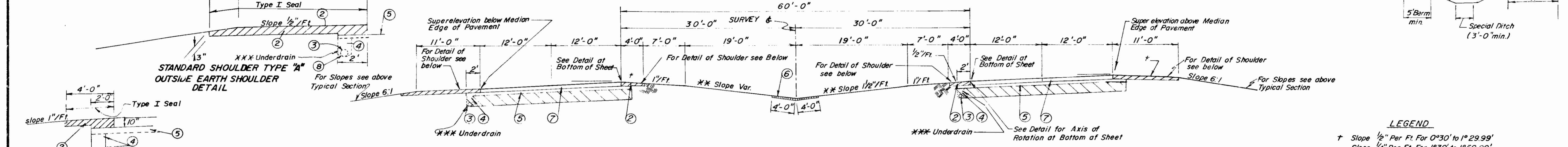
DIVISION ENGINEER _____ DATE _____

INDIANA STATE HIGHWAY COMMISSION
STANDARD SPECIFICATIONS DATED 1971
TO BE USED WITH THESE PLANS.

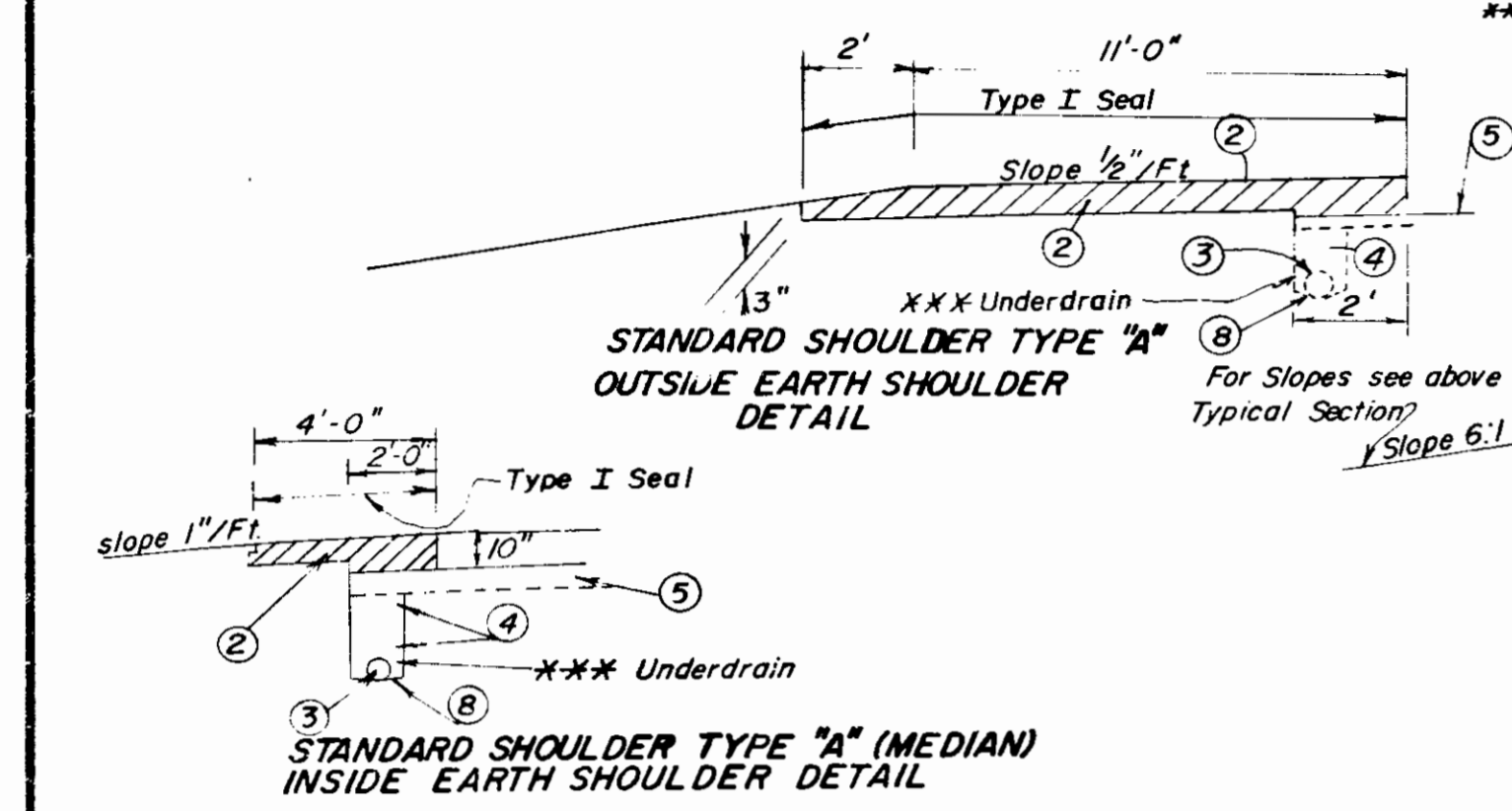
| PROJECT NO. | LINE | SHEET NO. | TOTAL SHEETS | FILE |
|--------------|------|-----------|--------------|------|
| FT-RF-95(11) | J | I | 220 | |



SECTION ON TANGENTS AND CURVES OF 0°-29.99' OR LESS



SECTION ON CURVES TO LEFT OF 0°-30' AND OVER
CURVES TO RIGHT REVERSED
Scale 1/8" = 1'-0"

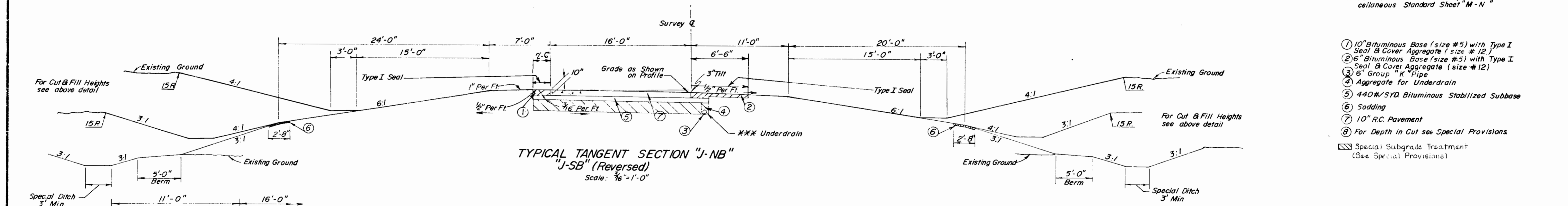


STANDARD SHOULDER TYPE "A" OUTSIDE EARTH SHOULDER DETAIL



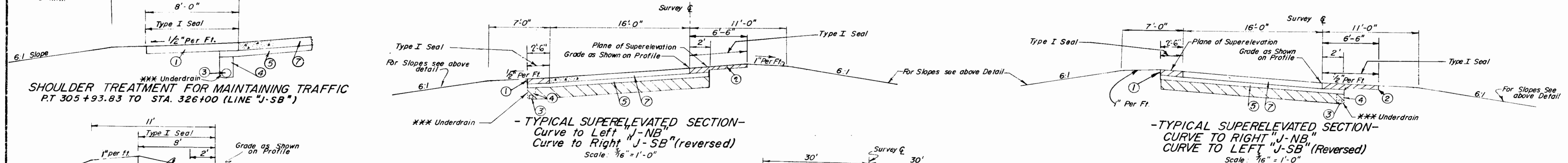
STANDARD SHOULDER TYPE "A" (MEDIAN) INSIDE EARTH SHOULDER DETAIL

- LEGEND**
- † Slope 1/2" Per Ft For 0°30' to 1°29.99'
 - Slope 1/4" Per Ft For 1°30' to 1°59.99'
 - Slope 0" Per Ft For 2°00' & Over
 - * Minimum Desirable Distance 15' For M5'RW (290' Total)
 - ** Minimum Slope 1" Per Foot
Maximum Slope 2" Per Foot For Special Center Ditch
 - *** For Details of Underdrains, See Miscellaneous Standard Sheet "M-N"



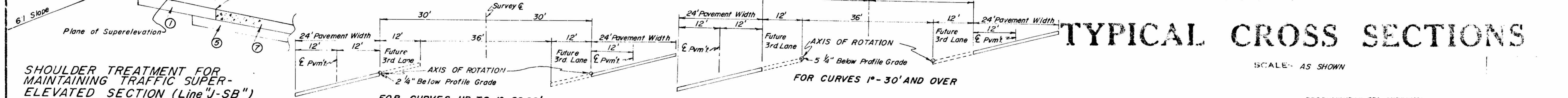
TYPICAL TANGENT SECTION "J-NB" "J-SB" (Reversed)
Scale: 1/8" = 1'-0"

- ① 10" Bituminous Base (size #5) with Type I Seal & Cover Aggregate (size #12)
- ② 6" Bituminous Base (size #5) with Type I Seal & Cover Aggregate (size #12)
- ③ 6" Group "K" Pipe
- ④ Aggregate for Underdrain
- ⑤ 440#/SYD Bituminous Stabilized Subbase
- ⑥ Sodding
- ⑦ 10" R.C. Pavement
- ⑧ For Depth in Cut see Special Provisions
- ☒ Special Subgrade Treatment (See Special Provisions)



TYPICAL SUPERELEVATED SECTION - CURVE TO LEFT "J-NB" "Curve to Right "J-SB"(reversed)
Scale: 1/8" = 1'-0"

TYPICAL SUPERELEVATED SECTION - CURVE TO RIGHT "J-NB" "CURVE TO LEFT "J-SB" (Reversed)
Scale: 1/8" = 1'-0"



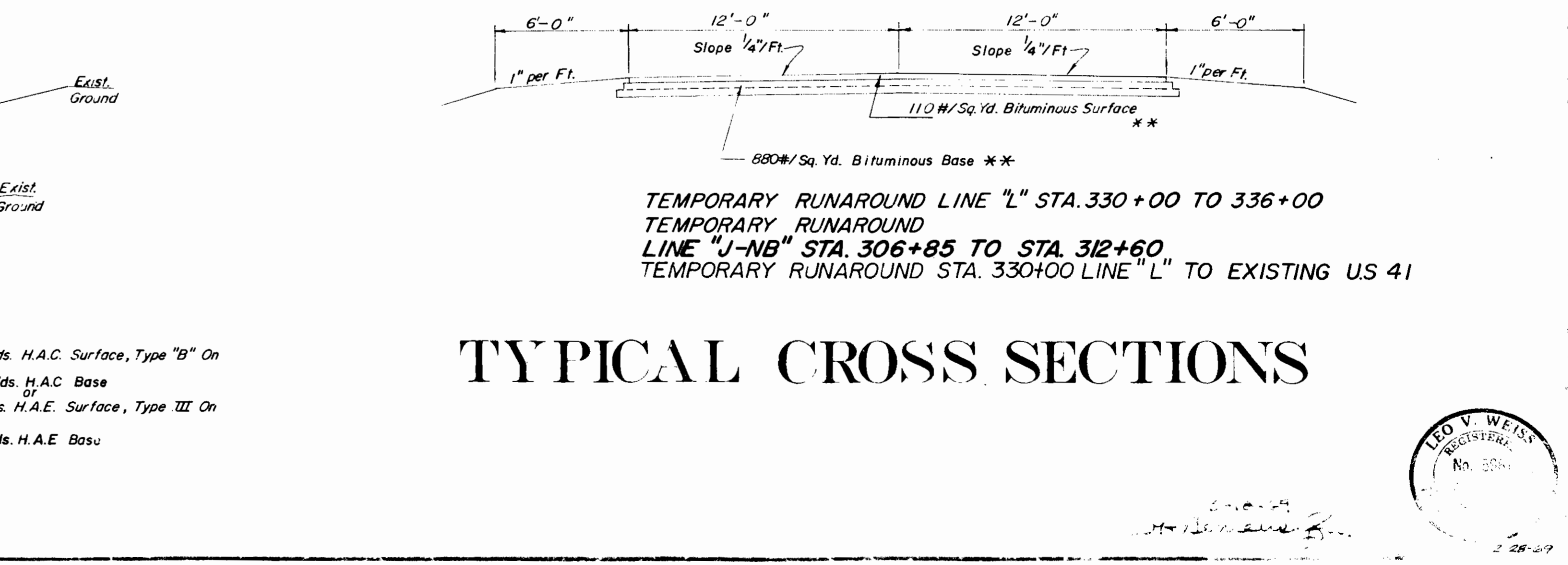
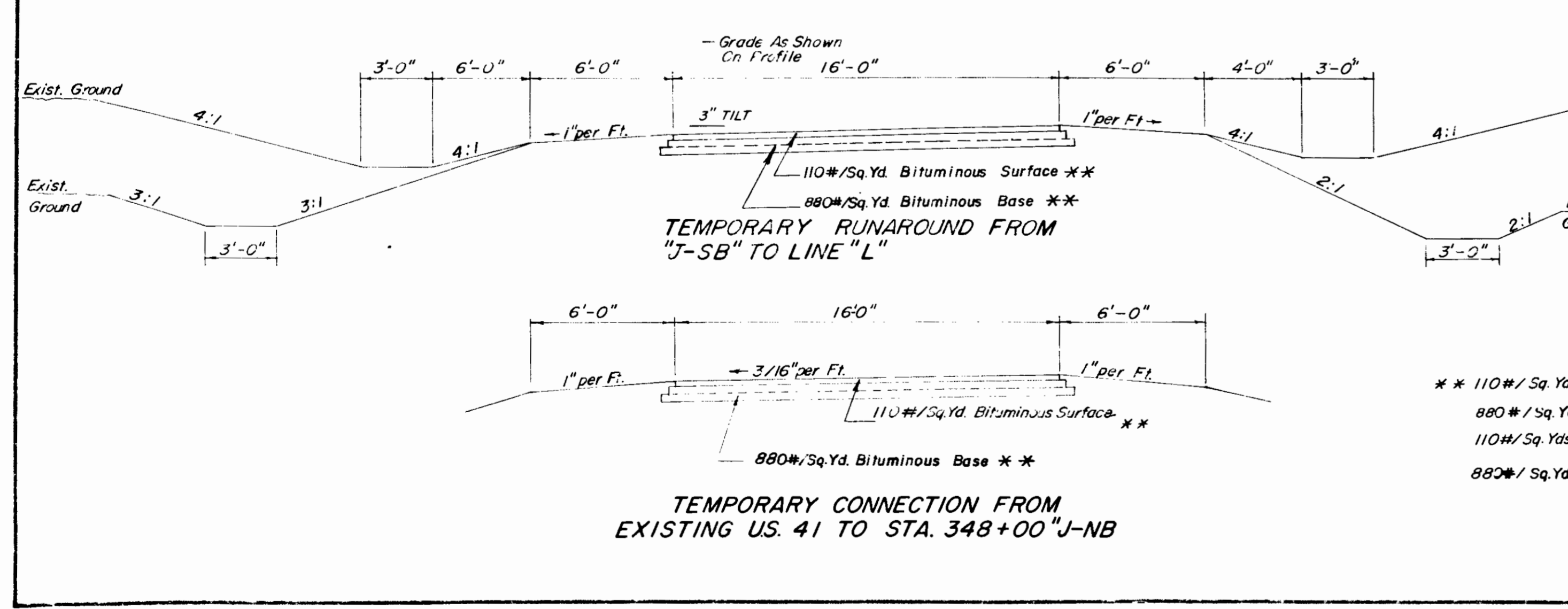
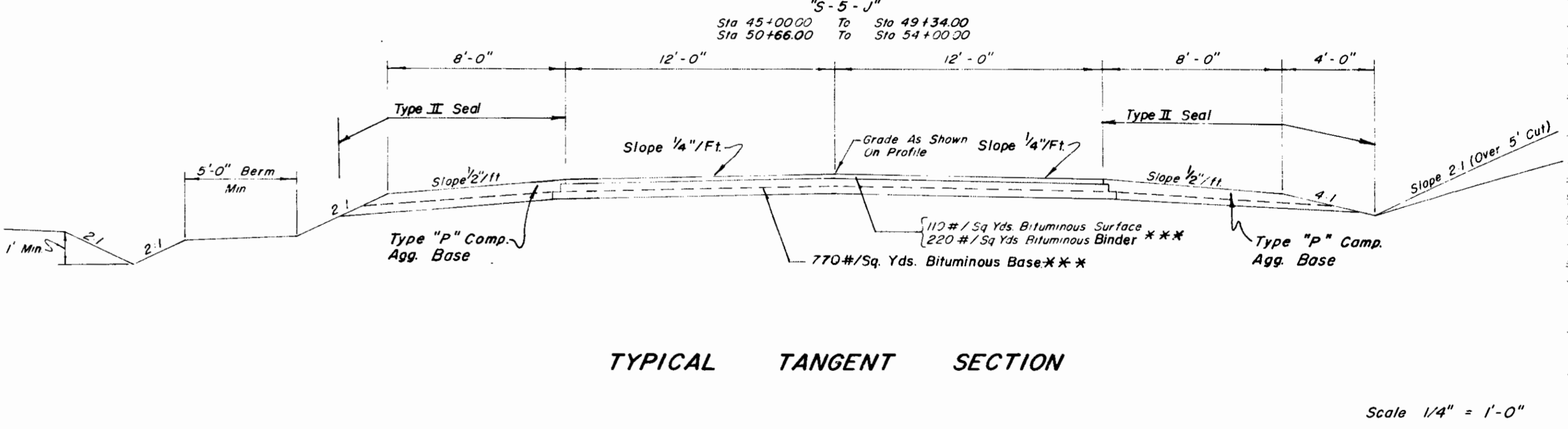
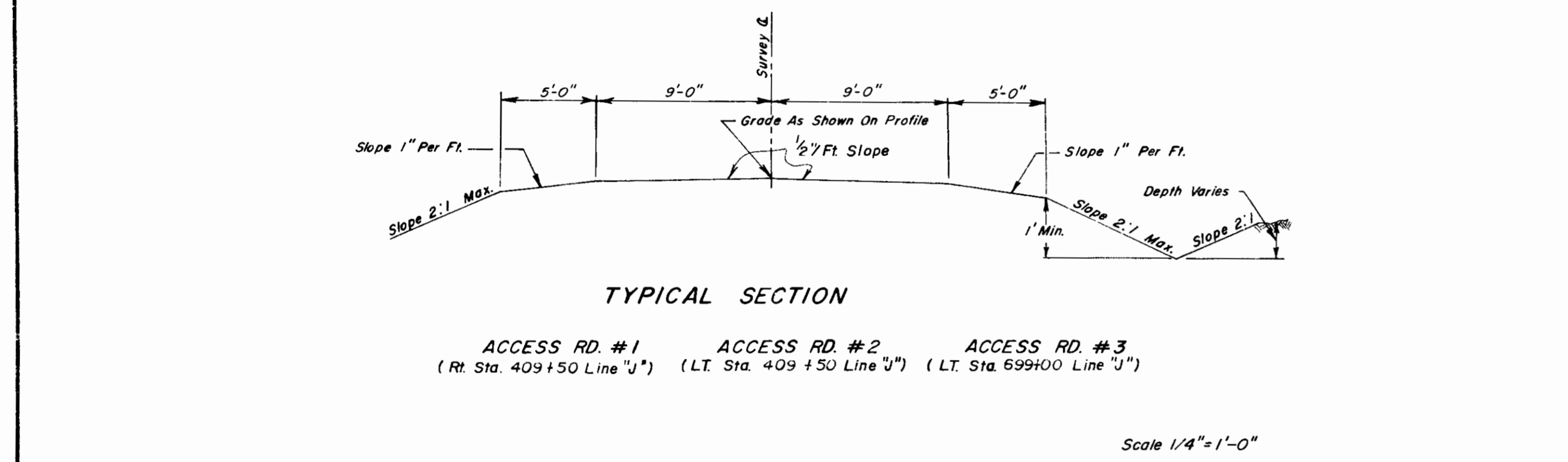
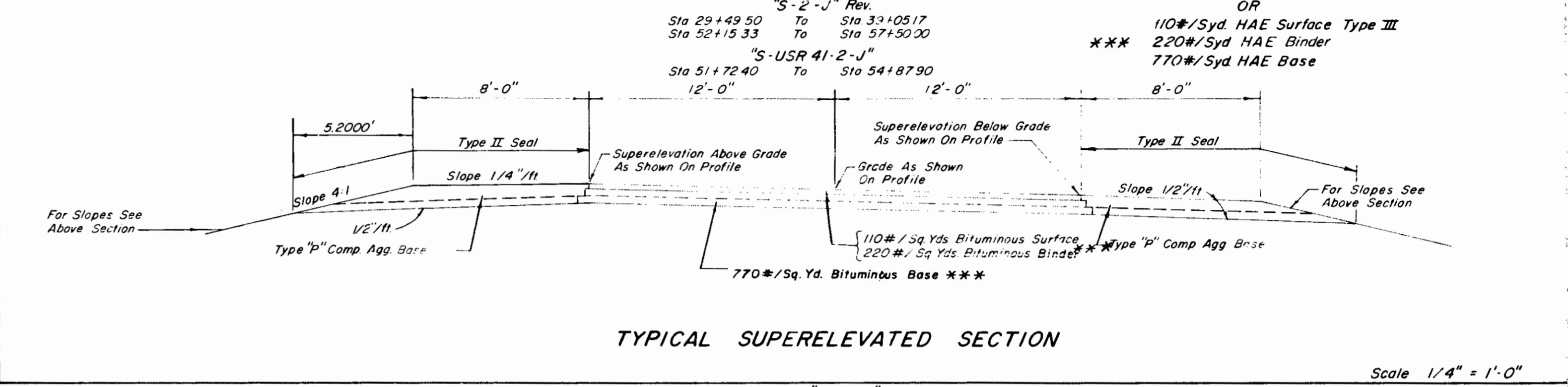
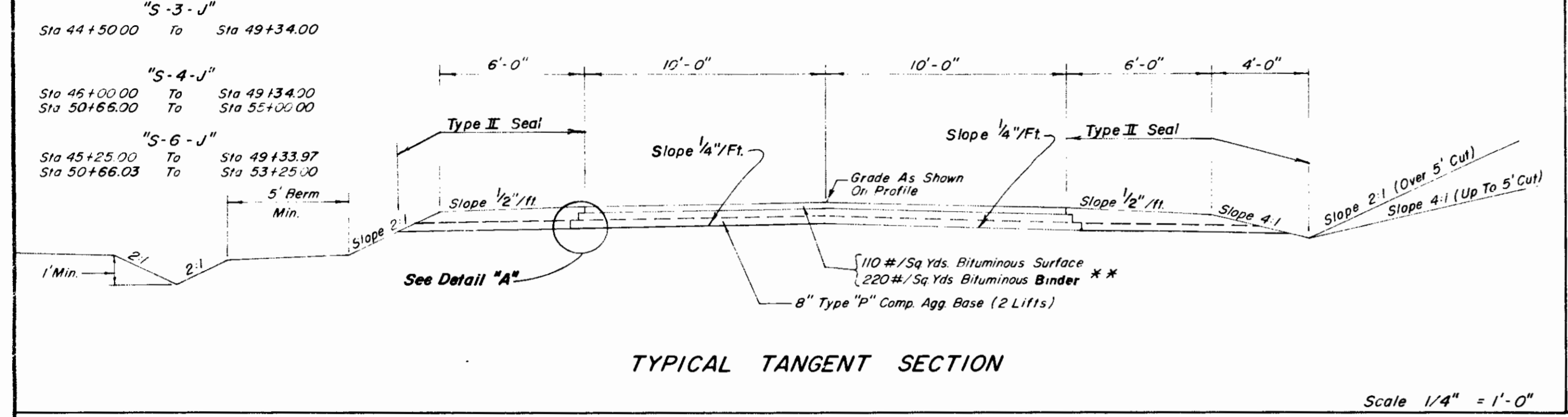
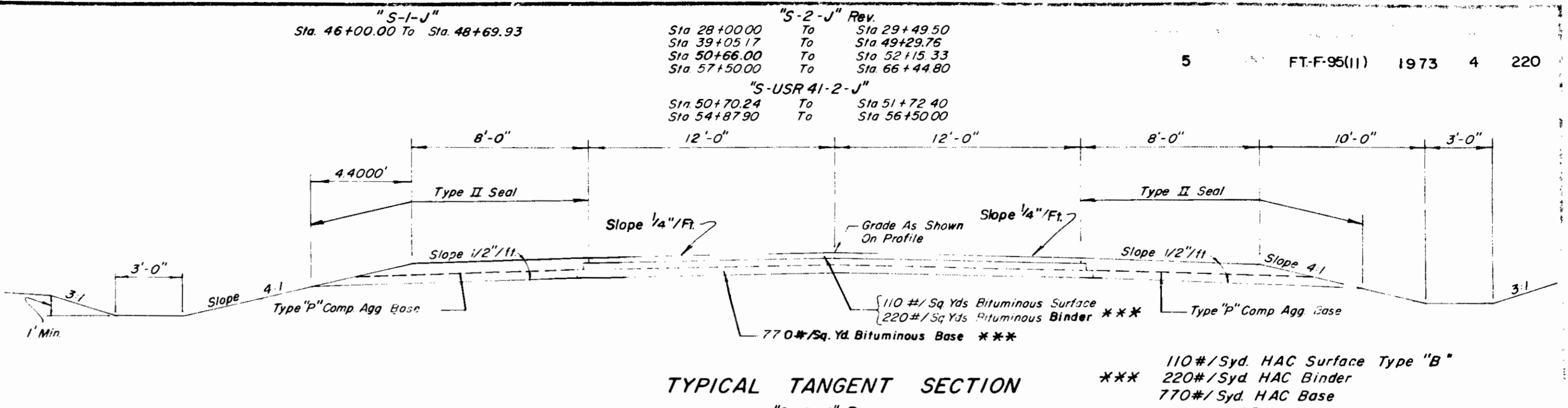
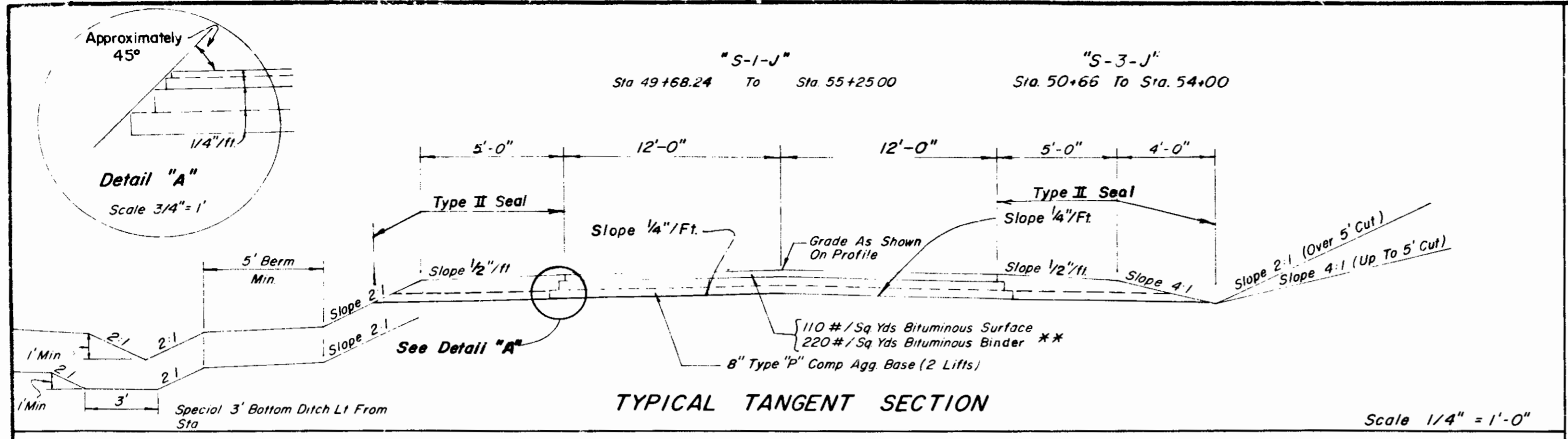
TYPICAL CROSS SECTIONS
SCALE: AS SHOWN



SHOULDER TREATMENT FOR MAINTAINING TRAFFIC SUPER-ELEVATED SECTION (Line "J-SB")



DETAIL SHOWING AXIS OF ROTATION FOR SUPERELEVATION
SHOWN FOR CURVES TO LEFT - CURVES TO RIGHT REVERSED



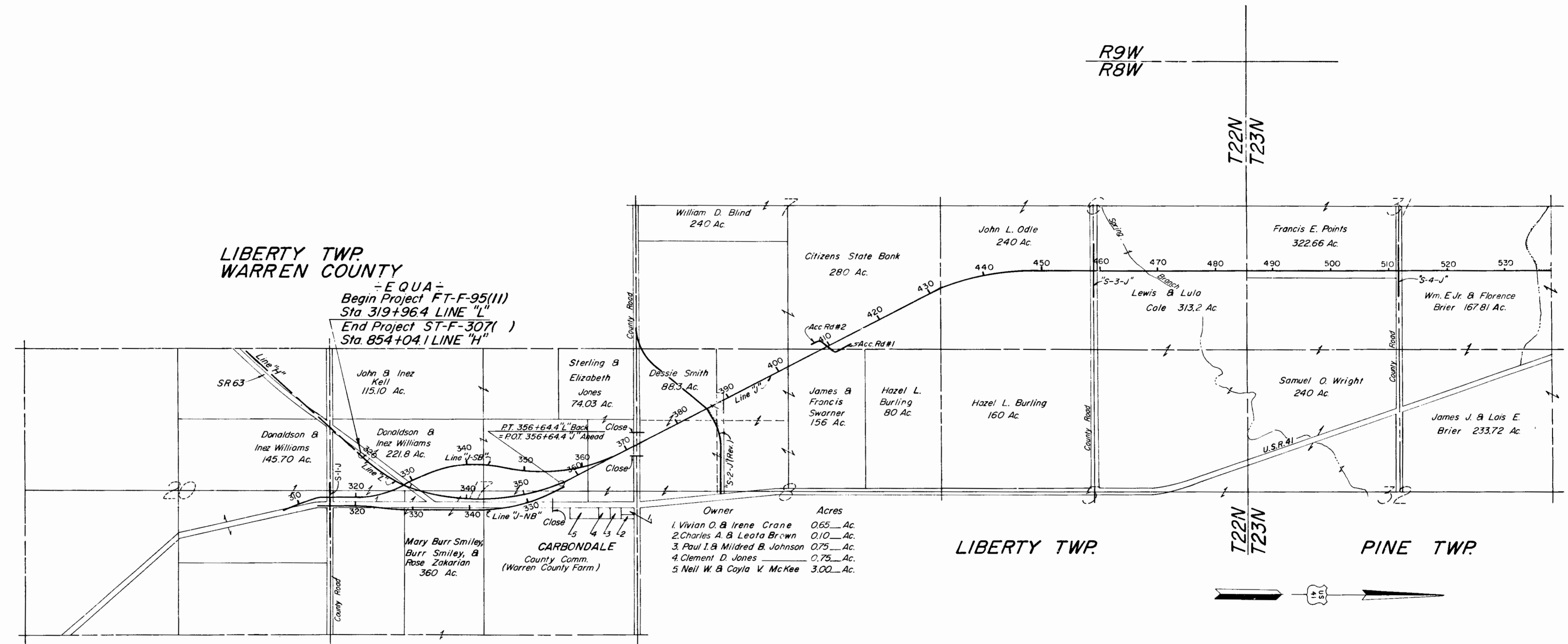
** 110#/Sq Yds. H.A.C. Surface, Type "B" On
 880#/Sq Yds. H.A.C. Base
 OR
 110#/Sq Yds. H.A.E. Surface, Type III On
 880#/Sq Yds. H.A.E. Base

TYPICAL CROSS SECTIONS



LEGEND

 - LANDLOCKED (No Access Provided)



**LIBERTY TWP
WARREN COUNTY**

- EQUA -
Begin Project FT-F-95(11)
Sta 319+96.4 LINE "L"
End Project ST-F-307()
Sta 854+04.1 LINE "H"


LIBERTY TWP.

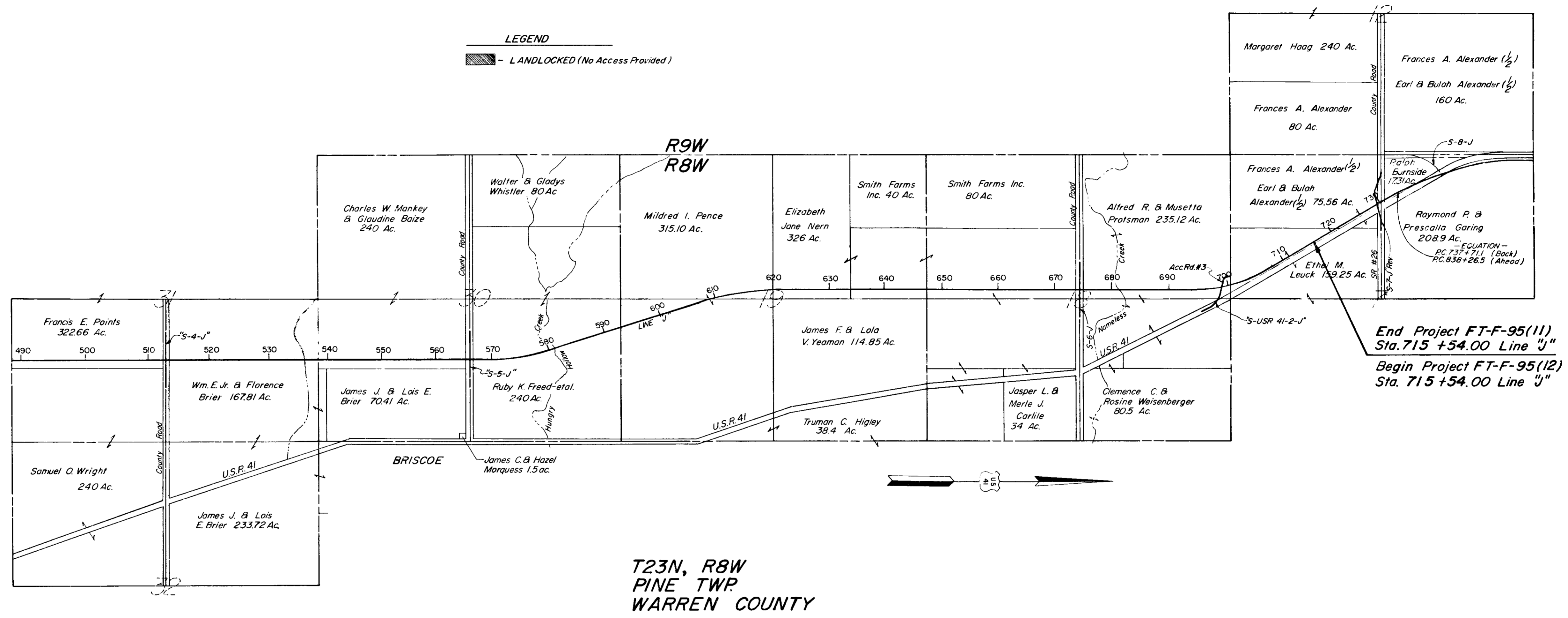
PINE TWP.

PLAT NO. 1
(For Design Dept.)
Scale: 1"=1000'
DETAILS



T23N, R9W
PRAIRIE TWP.
WARREN COUNTY

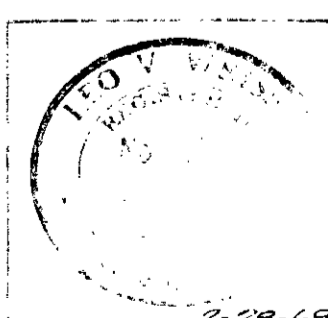
LEGEND
 - LANDLOCKED (No Access Provided)



End Project FT-F-95(11)
Sta. 715 +54.00 Line "J"
Begin Project FT-F-95(12)
Sta. 715 +54.00 Line "J"

T23N, R8W
PINE TWP.
WARREN COUNTY

PLAT NO. 1
(For Design Dept.)
Scale: 1"=1,000'
DETAILS

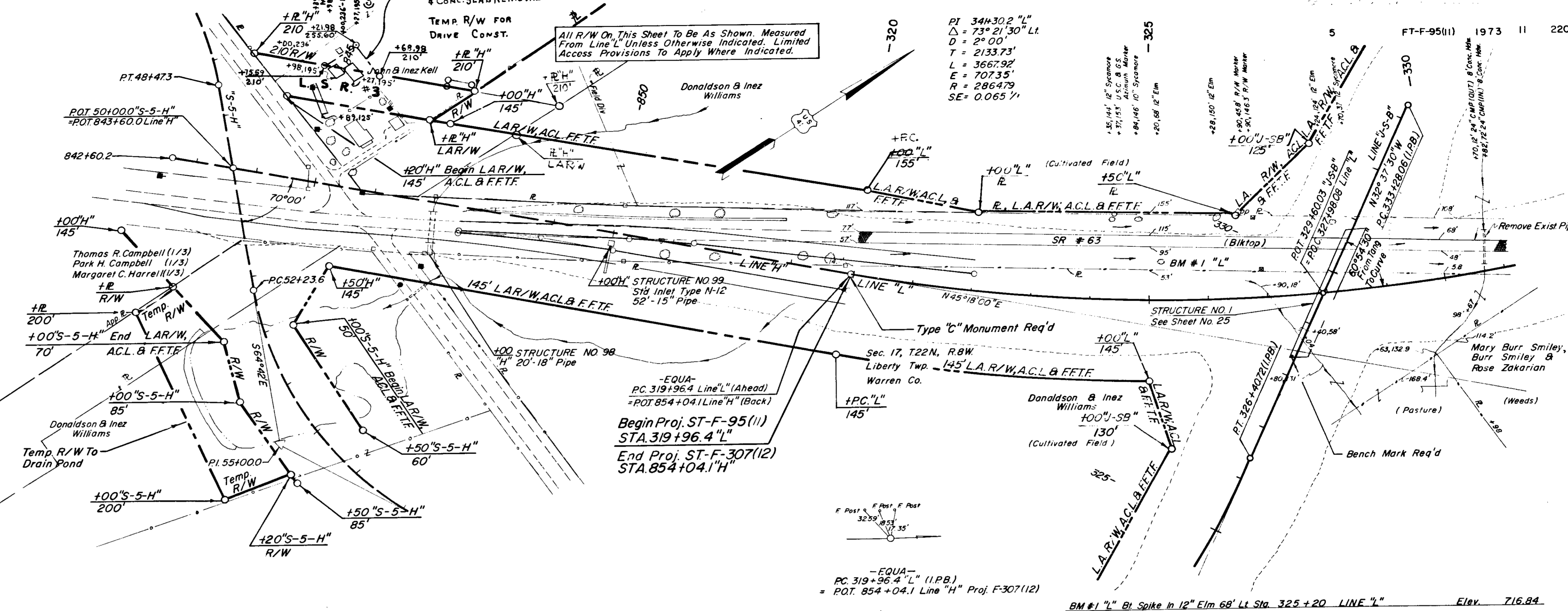


GENERAL NOTES

1. Indiana State Highway Commission Standard Specifications dated 1963 to be used with these plans.
2. Standard divided lane sections for Federal Aid Primary Projects as shown on Sheet No. 2 to be used on this project. "B" Continuously Reinforced Concrete Pavement shall be used.
3. Standard pavement section as shown on Miscellaneous Standards for Continuously Reinforced Concrete Pavement Sheets A B C to be used on this project.
4. Typical cross-section as shown on Sheets No. 3 & 4 to be used on this project.
5. Grade line as shown on profile represents top of finished surface.
6. Standards under notes as listed in the Index on The Title Sheet to be used on this project.
7. All Earth Shoulders, Median Area, Cut, and Fill slopes shall be mulched seeded except where sodding is specified.
8. All Ditches of 1% grade and over shall be sodded except where ditch is in rock cut or where Paved Side Ditch is to be constructed.
9. Sodding shall be placed as shown on Standard and Typical Cross-Sections and on Miscellaneous Standard Sheet "M".
10. Overhaul and Added Haul Quantities as shown in the Balances are for information only.
11. Excavation Quantities as shown include estimated excavation for Public and Private Approaches. See Table on Sheet No. 55.
12. For "Kinds of Pipe" permitted for each size and classification as shown on the Structure Data Sheet, see Miscellaneous Standard Sheet "MP".
13. The minimum grade for Subsurface Drains shall be 0.20% where the profile grade is less than 0.20%, special grades for Subsurface Drains shall be established by the Engineer.
14. The Contractor must accept the plan quantities of Subbase as given on the Estimate of Quantities Sheet.
15. Access Control Line (A.C.L.) to be fenced with Farm Field Type Fence.
16. Curves shall be Super-elevated according to the Misc. Sht. Sheet "Standards For Super-elevation" Adopted Nov. 1967 As Shown On Sheet No. 88.
17. A Keyway Joint is to be constructed on Median side of each pavement.
18. All Highway Drainage Structures over 42" diameter have been designed on the basis of a 10 year storm frequency. (Except Structure Number Two, which has been designed for a 50 year storm frequency.) The elevations of the design headwater for each culvert having a design flood of more than 500 cubic feet per second, are shown on the Plan-Profile Sheets at the culvert locations.
19. County Roads S-1-J, S-2-J, Rev. S-3-J, S-4-J, S-5-J, S-6-J and S-U-S 41-2-J shall have "Edge Lines" and "Skip Center Line" as set out in "Special Provisions" and "Yellow Barrier Lines" shall be placed as shown on plans.
20. The Quantity of "Peat Excavation" as shown on the plans has been Estimated on the basis of Theoretical Cross-Sections, by using Method "A" where it applies and Method "B" where it applies.

5-68
 5-68
 8-68
 8-68
 8-68

5-68
 5-68
 8-68
 8-68
 8-68

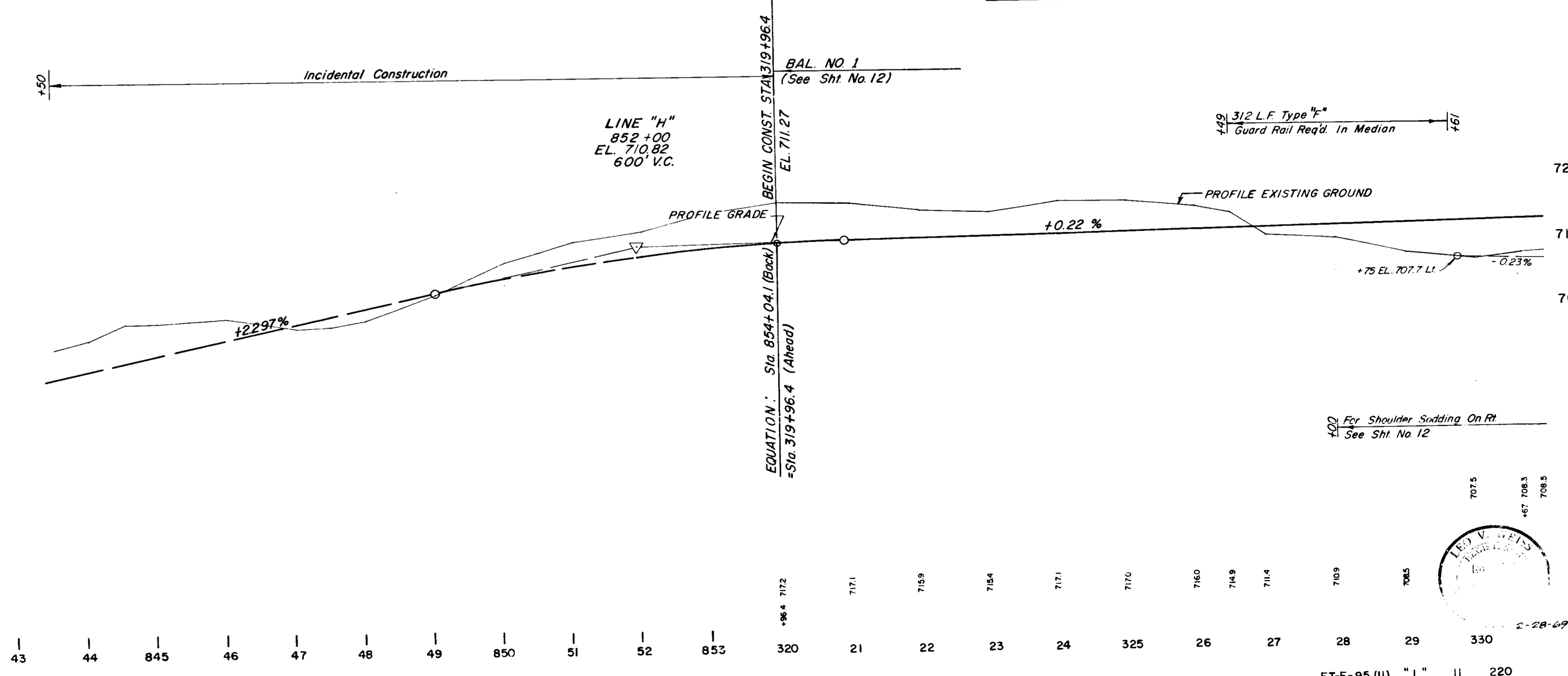


PI 34430.2 "L"
 $\Delta = 73^\circ 21' 30''$ Lt.
 $D = 2^\circ 00'$
 $T = 2133.73'$
 $L = 3667.92'$
 $E = 707.35'$
 $R = 2864.79'$
 $SE = 0.065 \%$

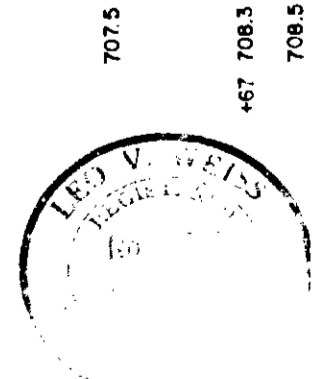
All R/W On This Sheet To Be As Shown, Measured From Line "L" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

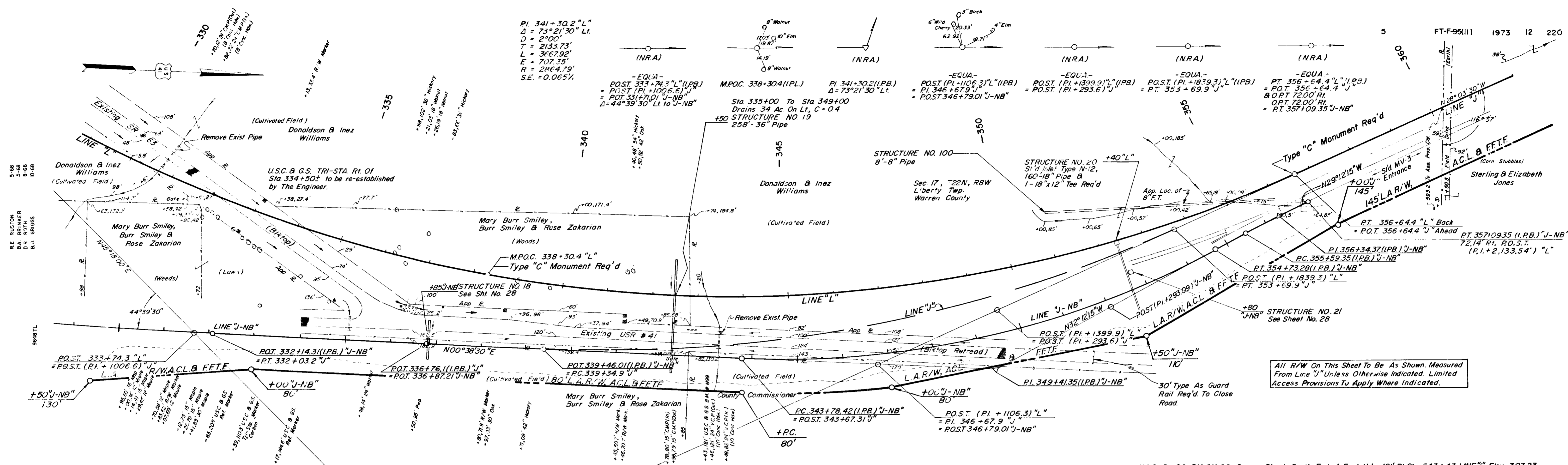
Begin Proj. ST-F-95(11)
 STA. 319+96.4 "L"
 End Proj. ST-F-307(12)
 STA. 854+04.1 "H"

For Plan & Profile Of Line "J-SB"
 See Sheet No. 25



For Shoulder Sodding On Rt See Sht. No. 12





For Plan & Profile Of Line "J-NB" See Sheet No. 28

All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

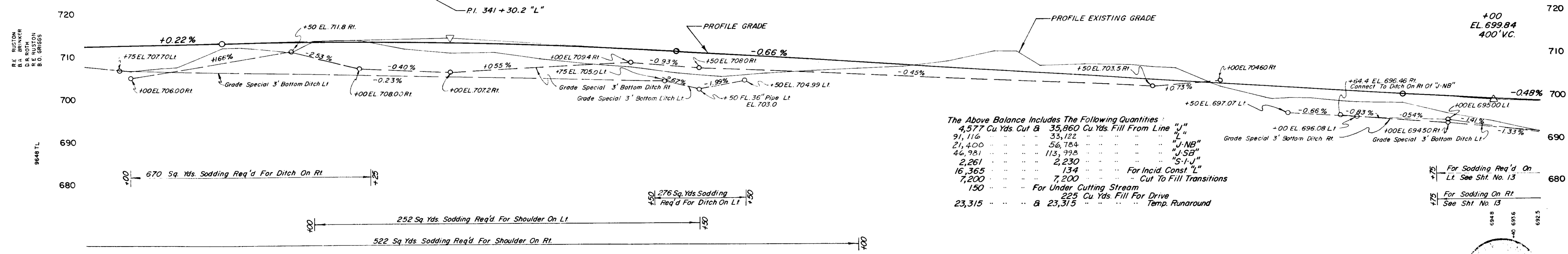
U.S.C. & G.S. BM #99 Bronze Disc In South End of East Hdw. 121' Rt Sta. 543+43 LINE "L" Elev 707.23

BALANCE NO. 1

| | |
|------------|------------------|
| Common Ex. | = 213,365 Cu Yds |
| Fill + 20% | = 325,822 |
| Borrow | = 63,985 |
| "B" Borrow | = 210 |

Fill To Be Obtained As Follows:
 30,008 From Bal. No 4
 7,579 From Bal. No 3
 10,885 From Bal. No 2'B"

118 Sq Yds Sodding Req'd For Shoulder On Lt.
 385 Sq Yds Sodding Req'd For Shoulder On Rt.

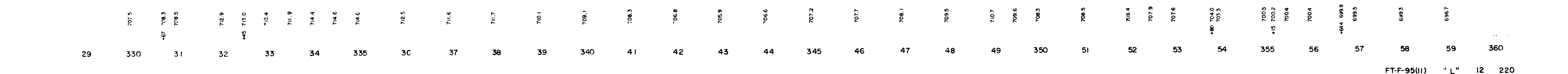


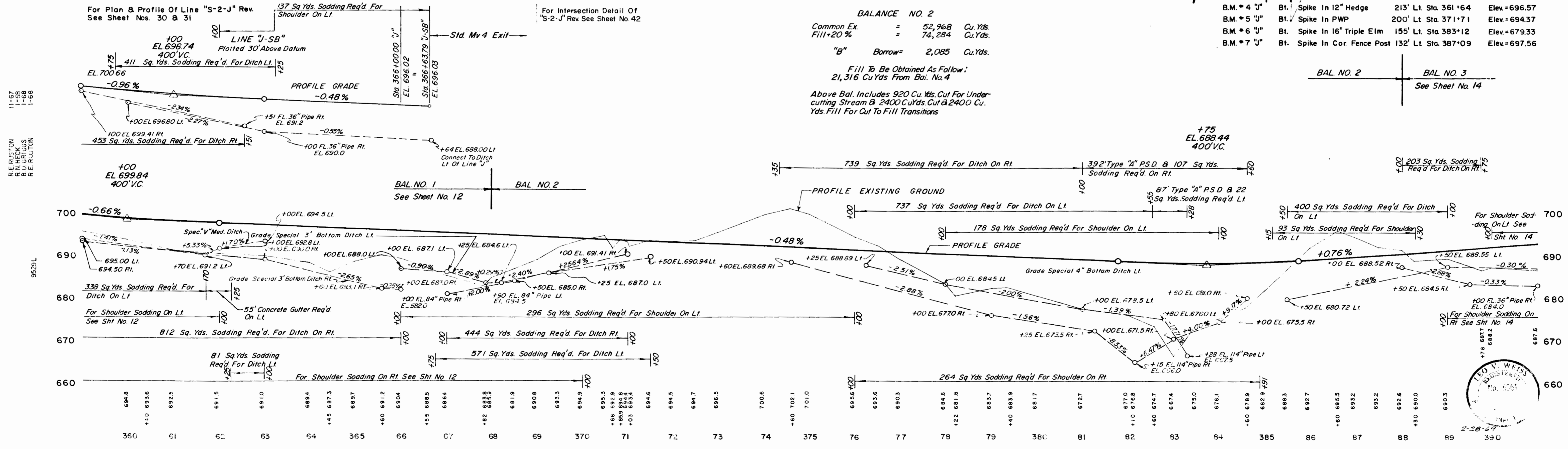
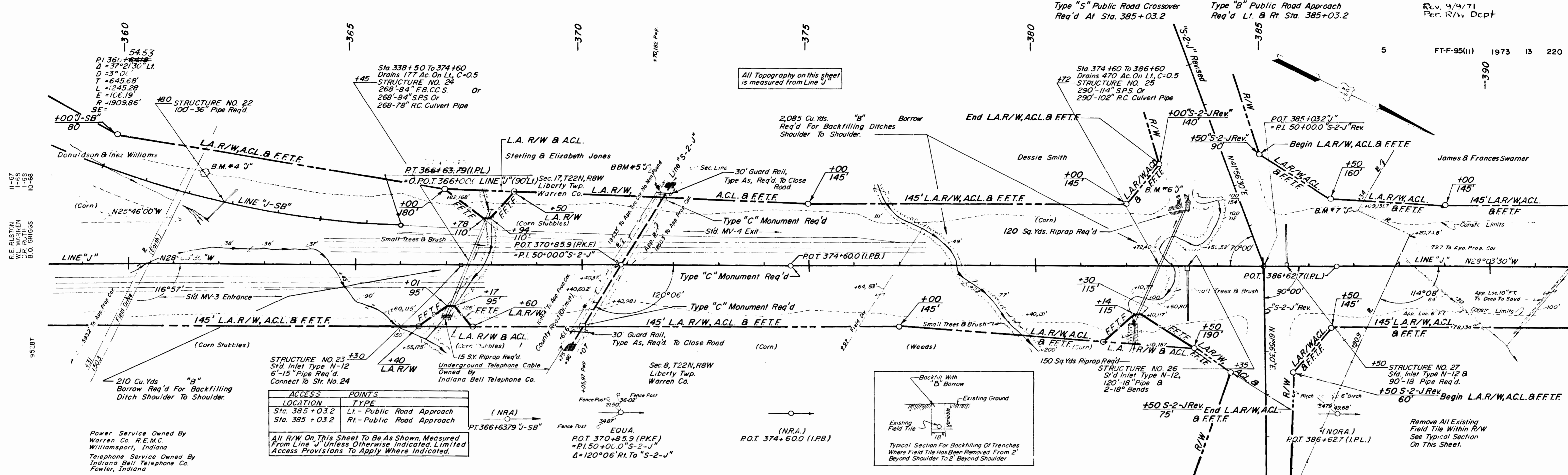
The Above Balance Includes The Following Quantities:

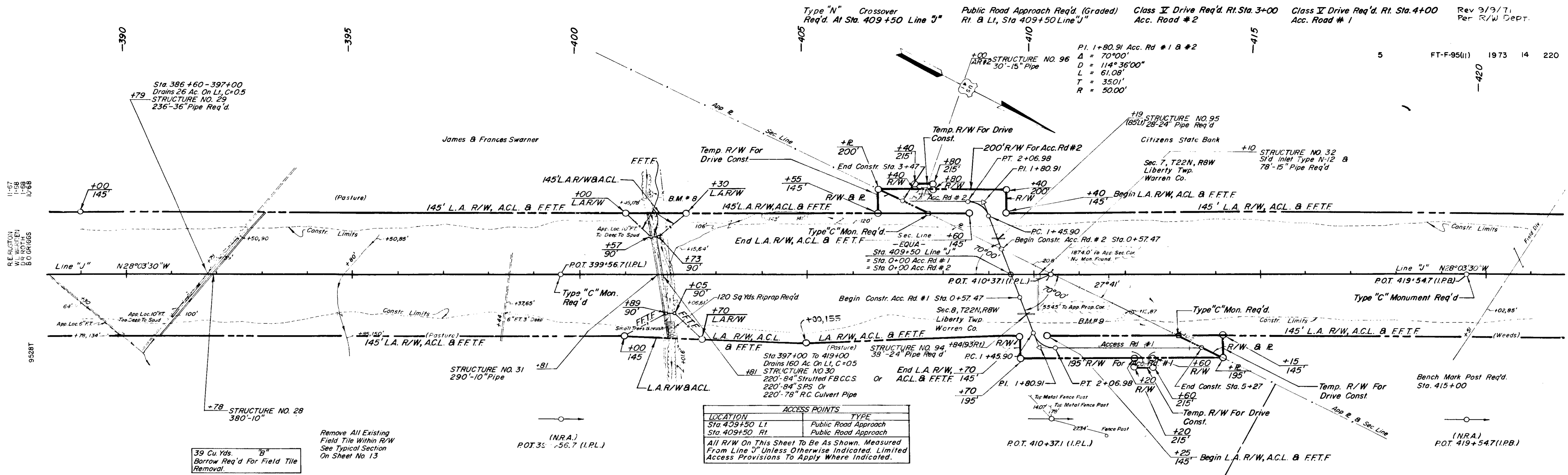
| | | |
|-------------------|-------|-----------------------------------|
| 4,577 Cu Yds. Cut | & | 35,860 Cu Yds. Fill From Line "J" |
| 91,116 | | 33,122 |
| 21,400 | | 56,784 |
| 46,981 | | 113,998 |
| 2,261 | | 2,230 |
| 16,365 | | 134 |
| 7,200 | | 7,200 |
| 150 | | For Under Cutting Stream |
| 23,315 | | 225 Cu Yds. Fill For Drive |
| | | & 23,315 |

Temp. Runaround

For Sodding Req'd On Lt. See Sht. No. 13
 For Sodding On Rt. See Sht. No. 13







39 Cu. Yds. Borrow Req'd For Field Tile Removal.

Remove All Existing Field Tile Within R/W See Typical Section On Sheet No. 13

For Plan & Profile of Access Roads No. 1 & No. 2 See Sheet Nos. 14 & 38

BALANCE NO. 3

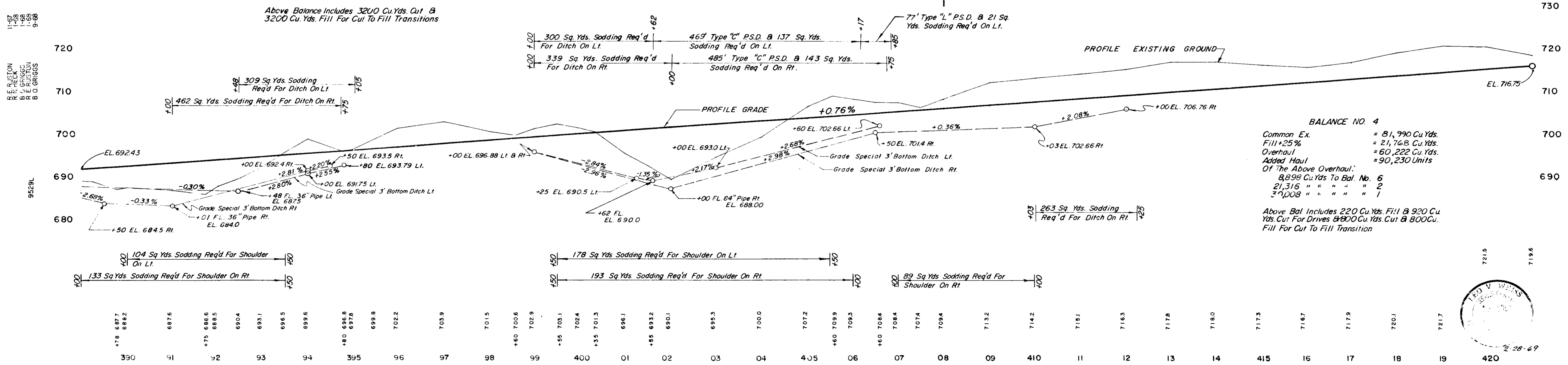
| | |
|------------|-----------------|
| Common Ex. | = 48,097 Cu.Yds |
| Fill+25% | = 40,518 Cu.Yds |
| Overhaul | = 7,579 Cu.Yds |
| Borrow | = 39 Cu.Yds. |
| Added Haul | = 7,579 Units. |

Of The Above Overhaul:
7,579 Cu.Yds To Bal. No. 1

Above Balance Includes 3200 Cu.Yds. Cut & 3200 Cu.Yds. Fill For Cut To Fill Transitions

BM**B"J" Bt. Spike In 10" Willow 187' Lt. Sta. 401+55 Elev.=693.28
BM**9"J" Bt. Spike In Fence Post 87' Rt. Sta. 412+12 Elev.=715.82

BAL. NO. 3 BAL. NO. 4



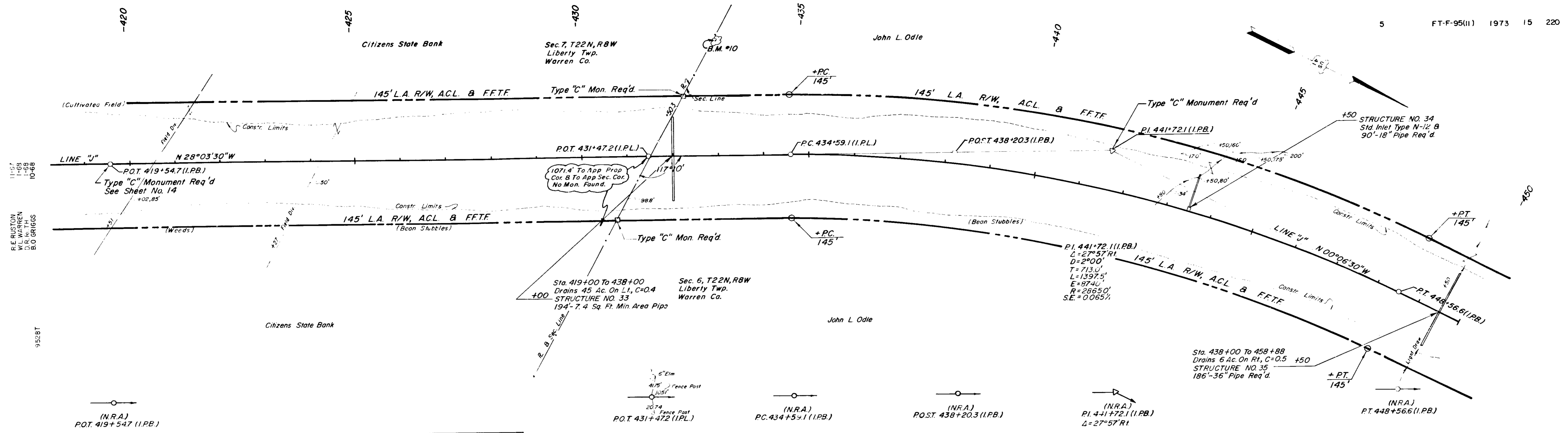
BALANCE NO. 4

| | |
|------------|------------------|
| Common Ex. | = 81,990 Cu.Yds. |
| Fill+25% | = 21,768 Cu.Yds. |
| Overhaul | = 60,222 Cu.Yds. |
| Added Haul | = 90,230 Units |

Of The Above Overhaul:
8,898 Cu.Yds To Bal. No. 6
21,316 " " " " " 2
37,008 " " " " " 1

Above Bal. Includes 220 Cu.Yds. Fill & 920 Cu.Yds. Cut For Drives & 800 Cu.Yds. Cut & 800 Cu.Yds. Fill For Cut To Fill Transition





All R/W On This Sheet To Be As Shown. Measured From Line "U" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

(N.R.A.) P.O.T. 419+54.7 (I.P.B.)

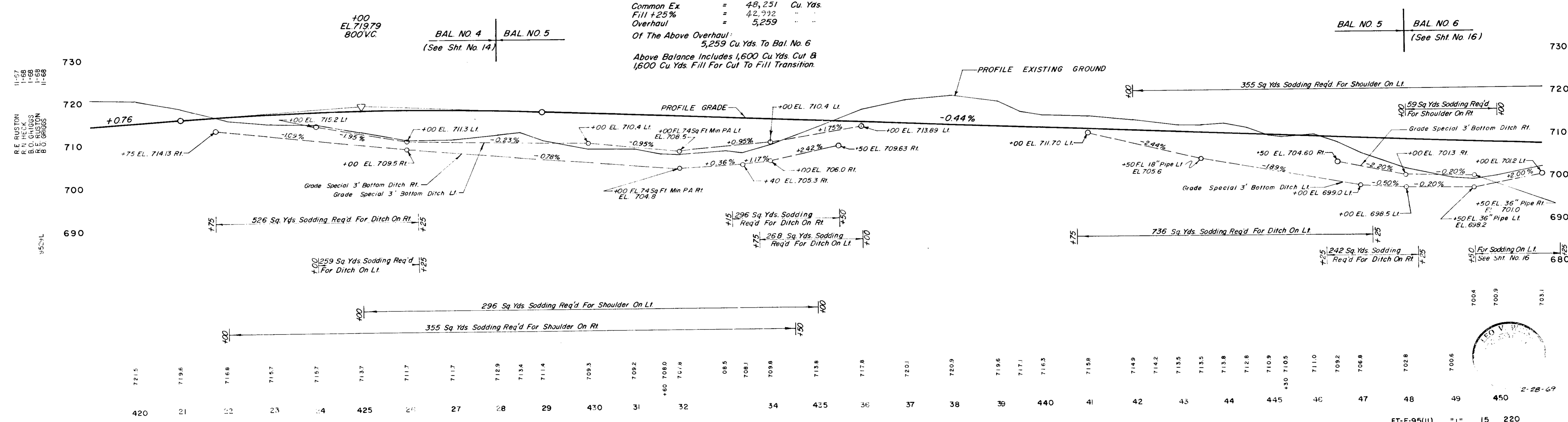
(N.R.A.) P.C. 434+59.1 (I.P.L.)

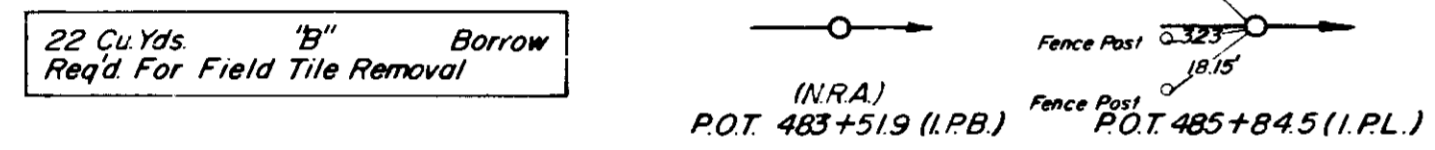
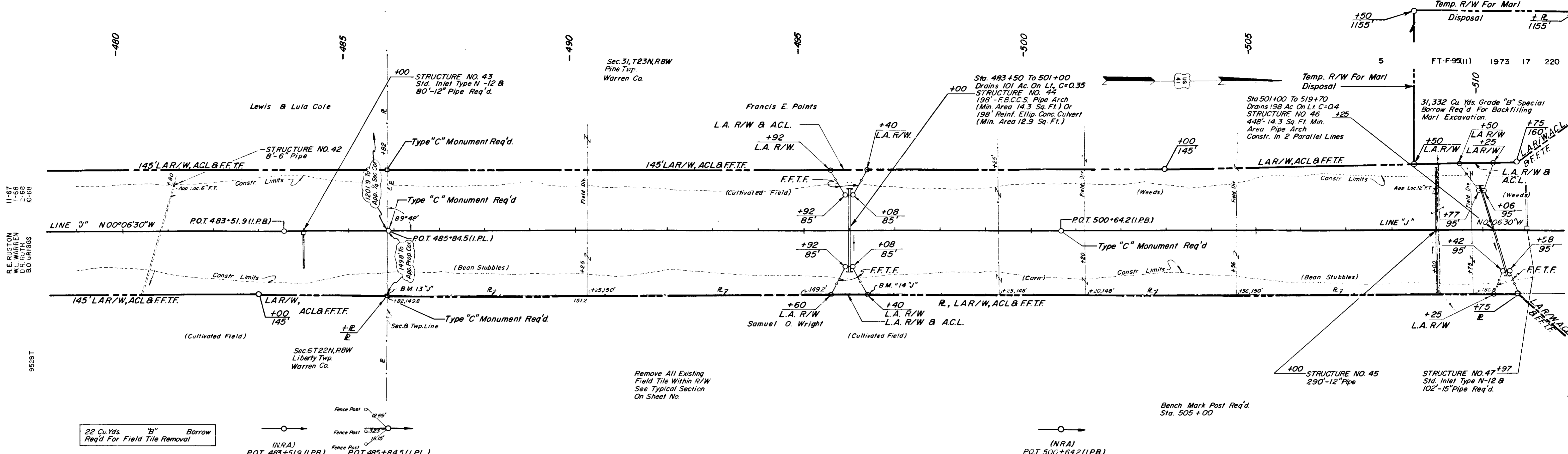
(N.R.A.) P.O.S.T. 438+20.3 (I.P.B.)

(N.R.A.) P.I. 441+72.1 (I.P.B.)

(N.R.A.) P.T. 448+56.6 (I.P.B.)

B.M.*10" Bl. Sp. In 8" Twin Elm 275' Lt. Sta. 432+95 Elev. 719.11





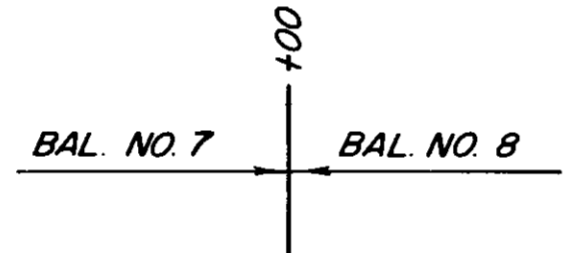
All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access To Apply Where Indicated.

BALANCE NO. 7

| | | | |
|------------|---|--------|----------|
| Common Ex. | = | 45,640 | Cu. Yds. |
| Fill +20% | = | 21,511 | .. |
| Borrow | = | 15,821 | .. |
| "B" Borrow | = | 907 | .. |

The Above Balance Includes 400 Cu. Yds. For Undercutting Stream & 800 Cu. Yds. Cut & 800 Cu. Yds. Fill For Cut To Fill Transitions.

Fill To Be Obtained As Follows:
50 Cu. Yds. From Bal. No. 9



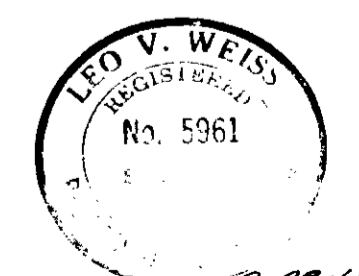
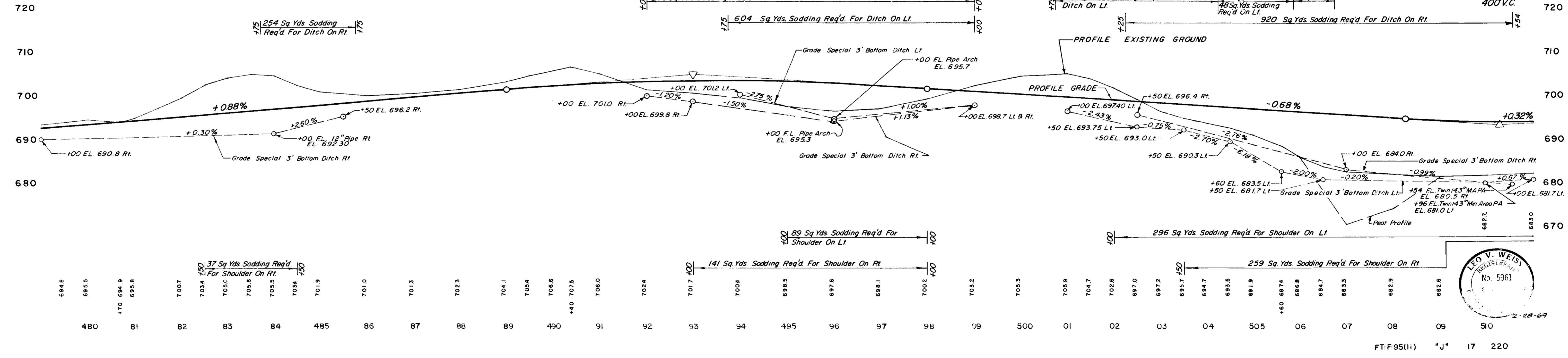
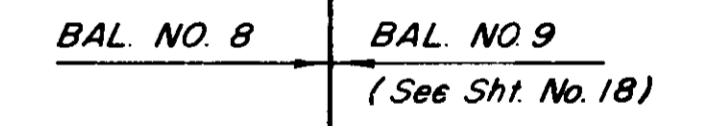
BALANCE NO. 8

| | | | |
|------------|---|--------|----------|
| Common Ex. | = | 48,400 | Cu. Yds. |
| Fill +25% | = | 50,901 | .. |

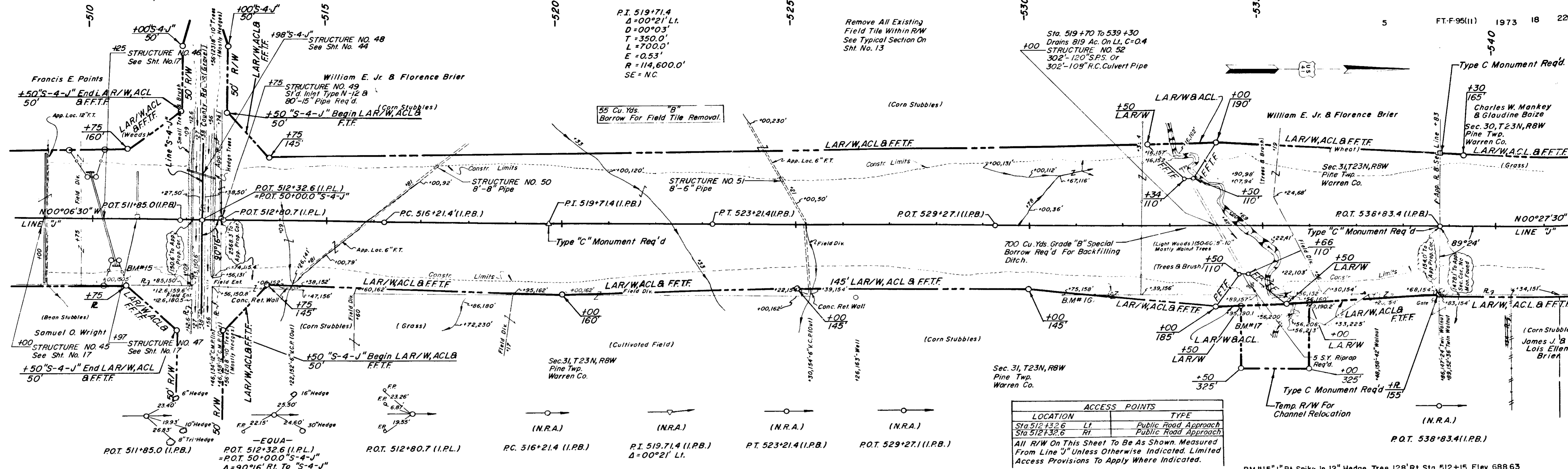
Fill To Be Obtained As Follows:
2,501 Cu. Yds. From Bal. No. 9

The Above Balance Includes 2,400 Cu. Yds. Cut & 2,400 Cu. Yds. Fill For Cut To Fill Transitions.

B.M. #13 "J" Bt. Spike In Cor. F. Post 150' Rt. Sta. 485+82 Elev. 701.01
B.M. #14 "J" Bt. Spike In F. Post 149' Rt. Sta. 496+42 Elev. 699.31



Type "N" Public Road Crossover
Req'd At Sta. 512+32.6
Type "B" Public Road Approach
Req'd Rt. 8 Lt. 512+32.6



PI 519+71.4
Δ=00°21' Lt.
D=00°03'
T=350.0'
L=700.0'
E=0.53'
R=114,600.0'
SE=NC

Remove All Existing
Field Tile Within R/W
See Typical Section On
Sht. No. 13

Sta. 519+70 To 539+30
Drains 819 Ac. On Lt., C=0.4
STRUCTURE NO. 52
302'-120" S.P.S. Or
302'-108" R.C. Culvert Pipe

FT-F-95(11) 1973 18 220

| LOCATION | ACCESS POINTS | TYPE |
|-------------------|---------------|----------------------|
| Sta. 512+32.6 Lt. | | Public Road Approach |
| Sta. 512+32.6 Rt. | | Public Road Approach |

All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

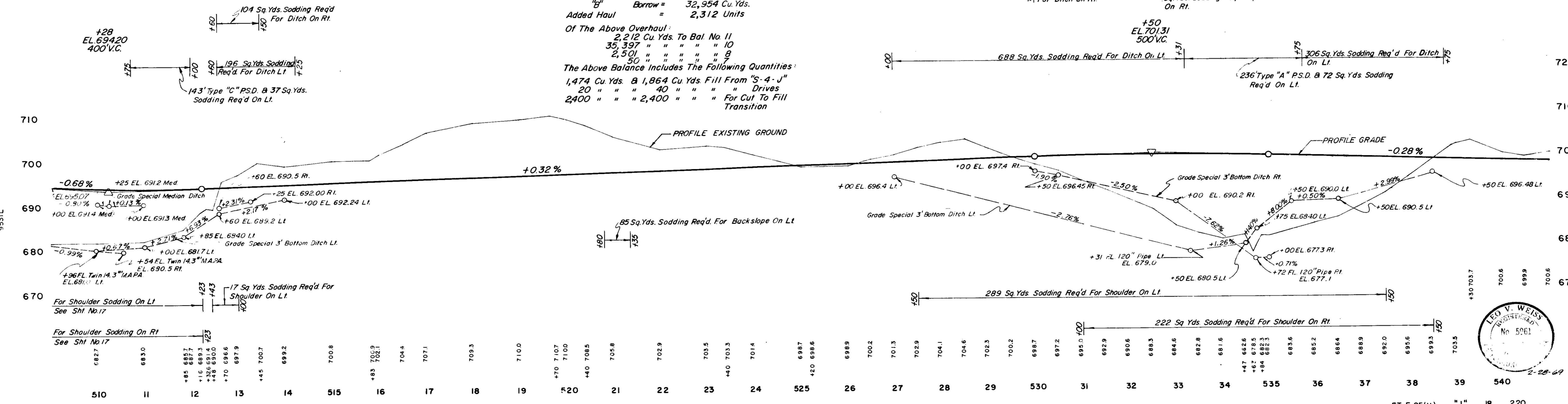
BM #15 "J" Bt Spike in 12" Hedge Tree 128' Rt Sta. 512+15 Elev. 688.63
BM #16 "J" Bt Spike in 20" Walnut 158' Rt Sta. 531+72 Elev. 703.57
BM #17 "J" Bt Spike in 16" Walnut 203' Rt Sta. 535+72 Elev. 682.83

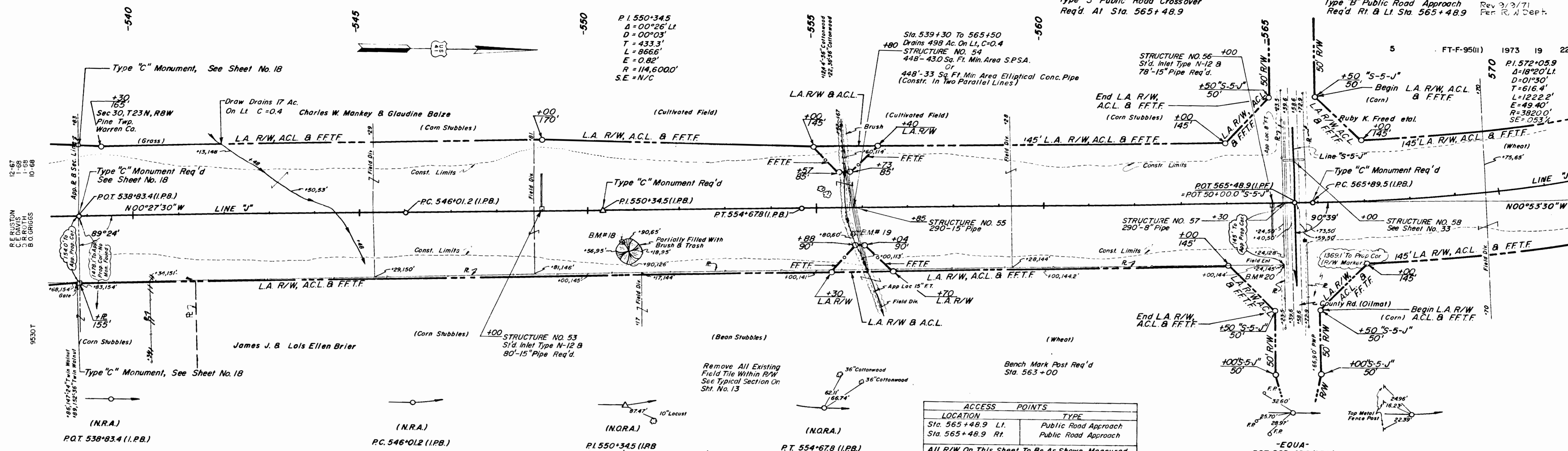
For Plan & Profile Of "S-4-J"
See Sheet No. 33
For Intersection Detail Of "S-4-J"
See Sheet No. 44

BALANCE NO. 9
Common Ex. = 39,611 Cu. Yds.
Peat Ex. = 31,332 Cu. Yds.
Fill + 25% = 48,451 Cu. Yds.
Peat Backfill + 5% = 32,899 Cu. Yds.
Overhaul = 40,160 Cu. Yds.
Borrow = 32,954 Cu. Yds.
Added Haul = 2,312 Units

Of The Above Overhaul:
2,212 Cu. Yds. To Bal. No. 11
35,397 " " " " " 10
2,501 " " " " " 9
The Above Balance Includes The Following Quantities:
1,474 Cu. Yds. & 1,864 Cu. Yds. Fill From "S-4-J"
20 " " " " " 40 " " " " Drives
2,400 " " " " " 2,400 " " " " For Cut To Fill Transition

BAL. NO. 9 BAL. NO. 10
See Sheet No. 19





For Plan & Profile Of "S-5-J"
See Sheet No. 33
For Intersection Detail Of "S-5-J"
See Sheet No. 45

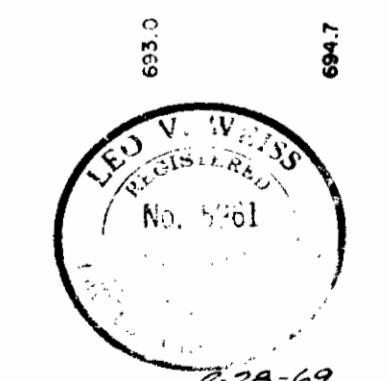
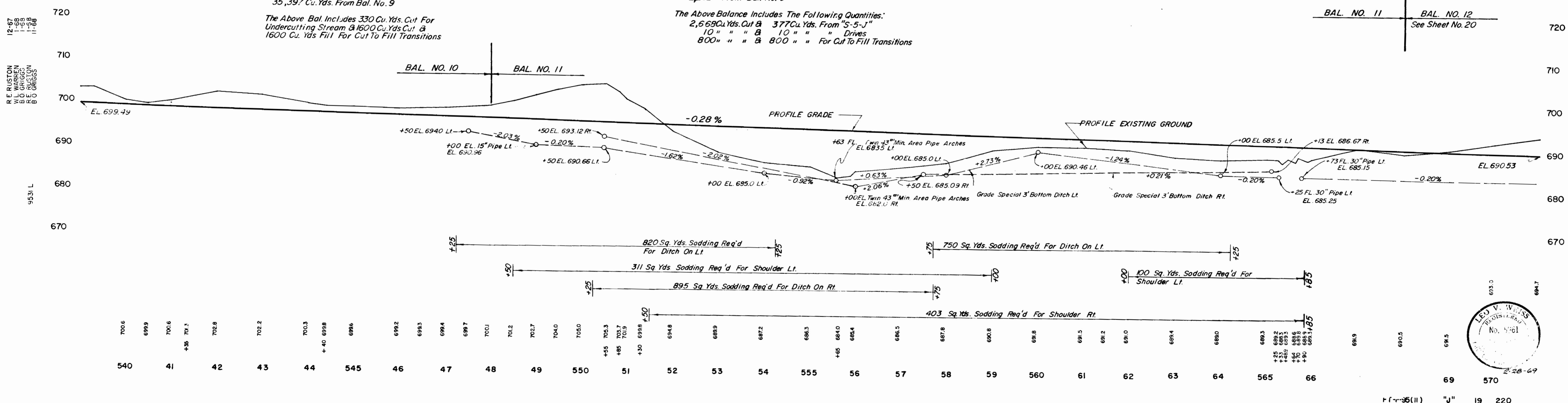
BALANCE NO. 10
Common Ex. = 47,741 Cu.Yds.
Fill +20% = 83,138 Cu.Yds.
"B" Borrow = 700 Cu.Yds.
Fill To Be Obtained As Follow:
35,397 Cu.Yds. From Bal. No. 9
The Above Bal. Includes 330 Cu.Yds. Cut For Undercutting Stream & 1600 Cu.Yds. Cut & 1600 Cu.Yds. Fill For Cut To Fill Transitions

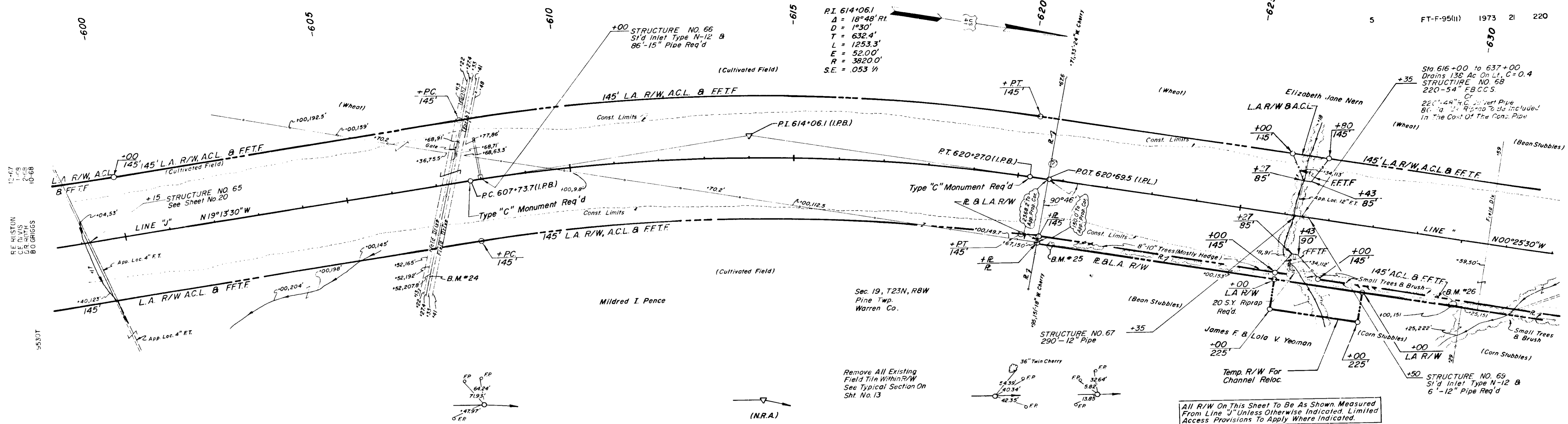
BALANCE NO. 11
Common Ex. = 44,324 Cu.Yds.
Fill +25% = 46,536 Cu.Yds.
Fill To Be Obtained As Follows:
2,212 From Bal. No. 9
The Above Balance Includes The Following Quantities:
2,669 Cu.Yds. Cut & 377 Cu.Yds. From "S-5-J"
10" " " & 10" " " Drives
800" " " & 800" " " For Cut To Fill Transitions

| ACCESS POINTS | |
|-------------------|----------------------|
| LOCATION | TYPE |
| Sta. 565+48.9 Lt. | Public Road Approach |
| Sta. 565+48.9 Rt. | Public Road Approach |

All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

"EQUA"
POT 565+48.9 (I.P.F.)
POT 50+00.0 "S-5-J"
Δ = 90°39' Rt. To "S-5-J"
BM#18"J" Bt. Spike In 12" Elm 78' Rt. Sta. 550+73 Elev. 703.98
BM#19"J" Bt. Spike In 12" Thorn Tree 61' Rt. Sta. 555+78 Elev. 686.06
BM#20"J" □ Cut In Conc. Fence Post Base 146' Rt. Sta. 565+24 Elev. 690.16





12-67
R.E. HUSTON
C.E. DIVIS
R. DIVISION
B.O. GRIGGS
10-68

5830T

12-67
R.E. HUSTON
C.E. DIVIS
R. DIVISION
B.O. GRIGGS
11-68

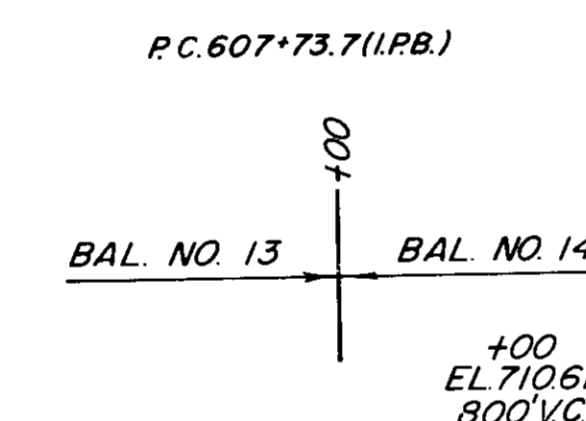
5831L

BALANCE NO 13

| | | | |
|------------|---|--------|---------|
| Common Ex | = | 80,390 | Cu. Yds |
| Fill +25% | = | 11,776 | Cu. Yds |
| Overhaul | = | 68,614 | Cu. Yds |
| Added Haul | = | 76,976 | Units |

Of The Above Overhaul:
 20,727 Cu. Yds. To Bal. No. 17
 14,795 " " " " " 15
 33,092 " " " " " 12

The Above Balance Includes 1,600 Cu. Yds. Cut & 1,600 Cu. Yds. Fill For Cut To Fill Transitions & 540 Cu. Yds. Fill For Drives



PI. 614*06.1
 Δ = 18°48' Rt.
 D = 1'30"
 T = 632.4'
 E = 52.00'
 R = 3920.0'
 S.E. = 0.53 1/4

Remove All Existing Field Till Within R/W See Typical Section On Sht. No. 13

PI. 614*06.1 (I.P.B.)
 Δ = 18°48' Rt.

BALANCE NO. 14

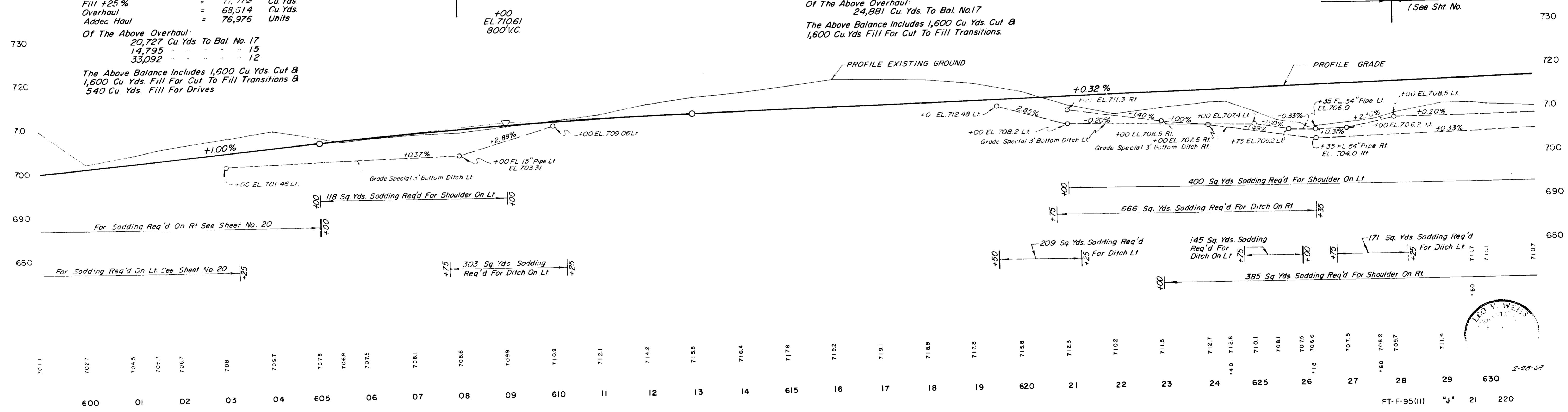
| | | | |
|------------|---|--------|----------|
| Common Ex. | = | 54,902 | Cu. Yds. |
| Fill +25% | = | 32,021 | " |
| Overhaul | = | 2,481 | " |
| Added Haul | = | 49,762 | Units |

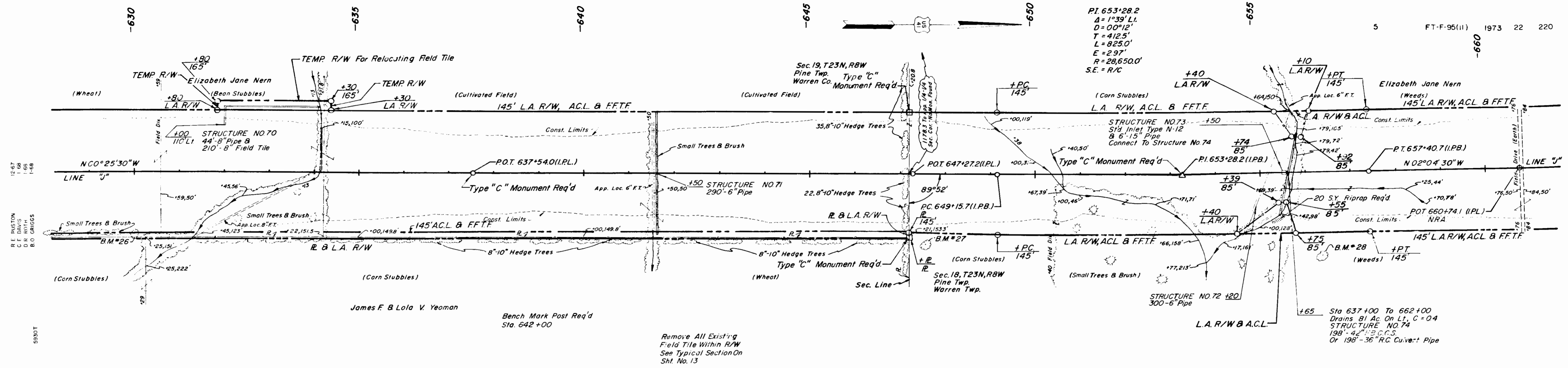
Of The Above Overhaul:
 24,881 Cu. Yds. To Bal. No. 17

The Above Balance Includes 1,600 Cu. Yds. Cut & 1,600 Cu. Yds. Fill For Cut To Fill Transitions.

All R/W On This Sheet To Be As Shown Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

| | | | |
|--------------|-----------------------------------|----------------------|--------------|
| B.M. #24 "J" | Bt. Spike In Fence Post | 208' Rt. Sta. 606.52 | Elev. 709.85 |
| B.M. #25 "J" | Bt. Spike In 24" Wild Cherry | 148' Rt. Sta. 620.95 | Elev. 714.91 |
| B.M. #26 "J" | Bt. Spike In 24" Twin Wild Cherry | 148' Rt. Sta. 630.00 | Elev. 709.04 |





12-67
1-68
C.E. DANIS
B.O. GREGGS
B.O. GREGGS

5930T

12-67
1-68
C.E. DANIS
B.O. GREGGS
B.O. GREGGS

5931L

All R/W On This Sheet To Be As Shown Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

(N.R.A.)
P.O.T. 637+54.0 (I.P.B.)

+50
EL 71973
400VC

BALANCE NO. 15
Common Ex. = 29,886 Cu. Yds.
Fill +25% = 44,681 Cu. Yds.
"B" Borrow = 34 Cu. Yds.
Fill To Be Obtained As Follows:
14,795 Cu. Yds. From Bal. No. 13
Above Bal. Includes 1600 Cu. Yds. Cut & 1600 Cu. Yds. Fill For Cut To Fill Transitions

BAL. NO. 15 BAL. NO. 16

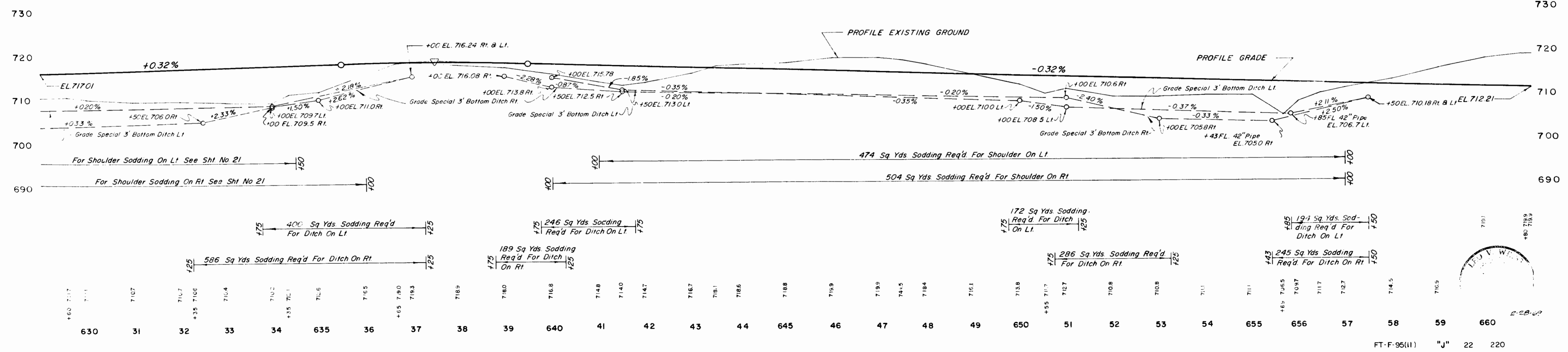
(N.R.A.)
P.C. 649+15.7 (I.P.B.)

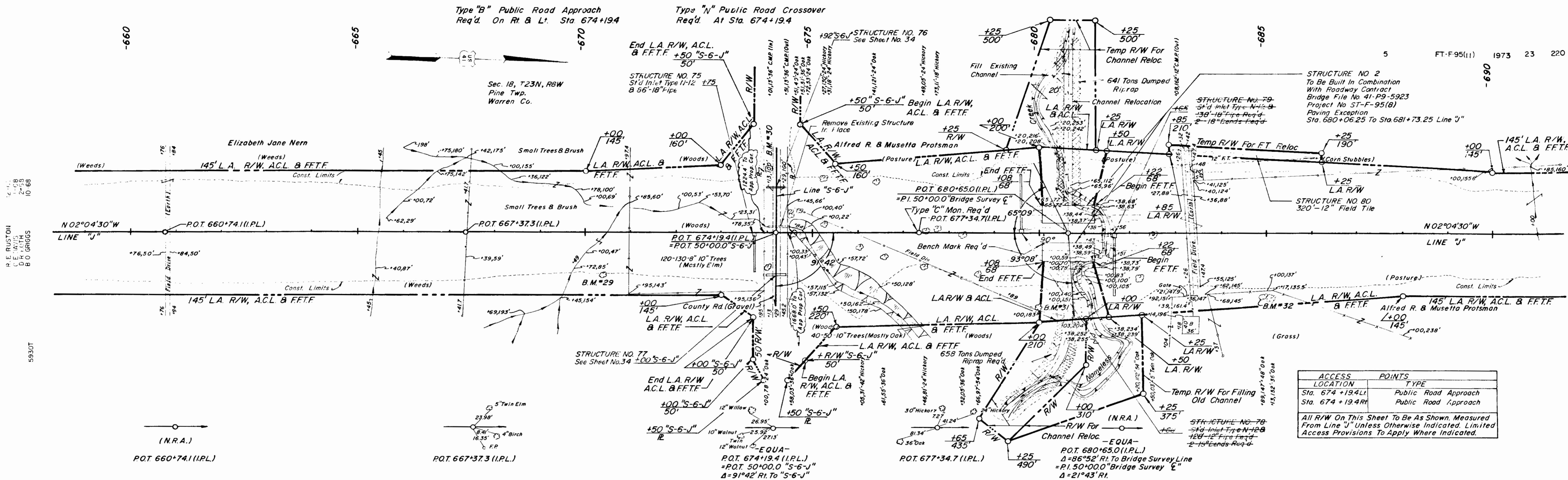
BALANCE NO. 16
Common Ex. = 68,752 Cu. Yds.
Fill +25% = 20,593 Cu. Yds.
Overhaul = 48,159 Cu. Yds.

Of The Above Overhaul:
48,159 Cu. Yds. To Bal. No. 17
The Above Bal. Includes 1600 Cu. Yds. Cut & 1600 Cu. Yds. Fill For Cut To Fill Transition

(N.R.A.)
P.I. 653+28.2 (I.P.B.)

B.M. #26 "J" Bl. Spike In 24" Twin Wild Cherry 148' Rt Sta. 630+00 Elev. 709.04
B.M. #27 "J" Bl. Spike In 12" Hedge Tree 165' Rt Sta. 647+55 Elev. 718.78
B.M. #28 "J" Bl. Spike In 15" Birch 197' Rt Sta. 656+32 Elev. 713.17





| ACCESS LOCATION | POINTS TYPE |
|-----------------|----------------------|
| Sta. 674+19.4L | Public Road Approach |
| Sta. 674+19.4R | Public Road Approach |

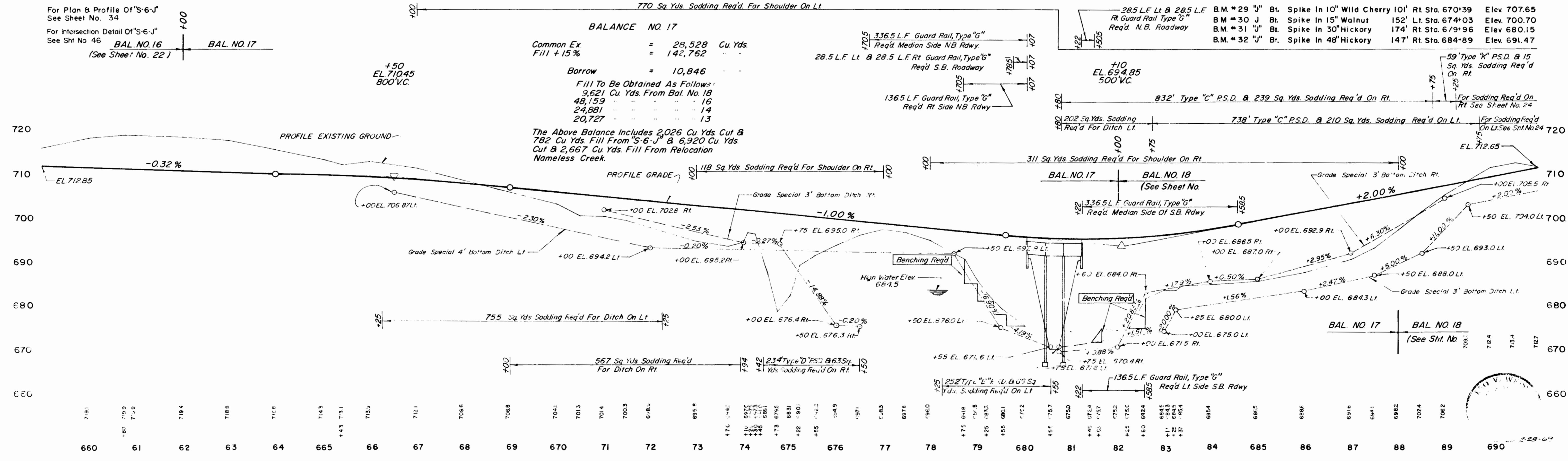
All R/W On This Sheet To Be As Shown, Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

For Plan & Profile Of "S-6-J" See Sheet No. 34
 For Intersection Detail Of "S-6-J" See Sht No 46
 BAL. NO. 16 (See Sheet No. 22) BAL. NO. 17

BALANCE NO. 17

Common Ex. = 28,528 Cu. Yds.
 Fill + 15% = 142,762
 Borrow = 10,846
 Fill To Be Obtained As Follows:
 9,621 Cu. Yds. From Bal. No. 18
 48,159 " " " " " " 16
 24,881 " " " " " " 14
 20,727 " " " " " " 13

The Above Balance Includes 2,026 Cu. Yds. Cut & 782 Cu. Yds. Fill From "S-6-J" & 6,920 Cu. Yds. Cut & 2,667 Cu. Yds. Fill From Relocation Nameless Creek.



BAL. NO. 17 BAL. NO. 18 (See Sht. No. 23)

All R/W On This Sheet To Be As Shown, Measured From Line "J-SB" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

| LOCATION | ACCESS POINTS | TYPE |
|----------------------|---------------------------|------|
| Sta 316+15.15 "J-SB" | LI - Public Road Approach | |

5-68
6-68
7-68
8-68
9-68
10-68

11

5-68
6-68
7-68
8-68

11

For Plan & Profile Of "S-I-J"
See Sheet No. 29

For Intersection Detail "S-I-J"
See Sheet No. 41

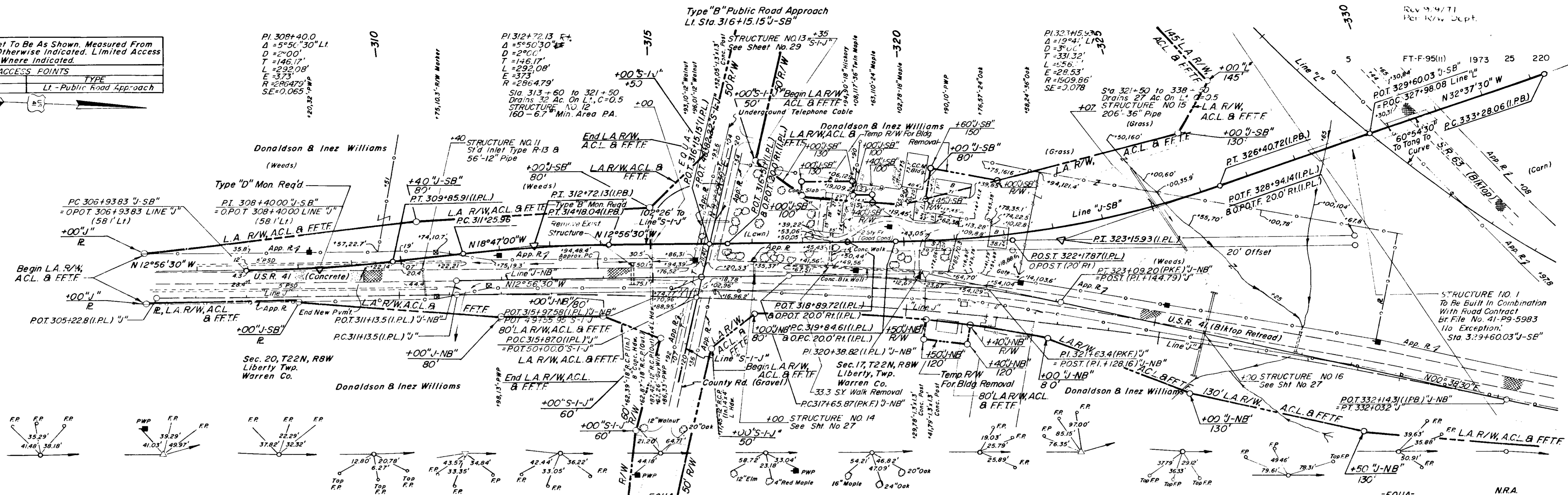
For Plan & Profile Of "J-NB"
See Sheet No. 27

For Plan & Profile Of "L"
See Sheet No. 11

PUBLIC UTILITIES

ELECTRICITY
Warren Co. R.E.M.C.
Williamsport, Ind.

TELEPHONE
Indiana, Bell Telephone Co.
Fowler, Indiana

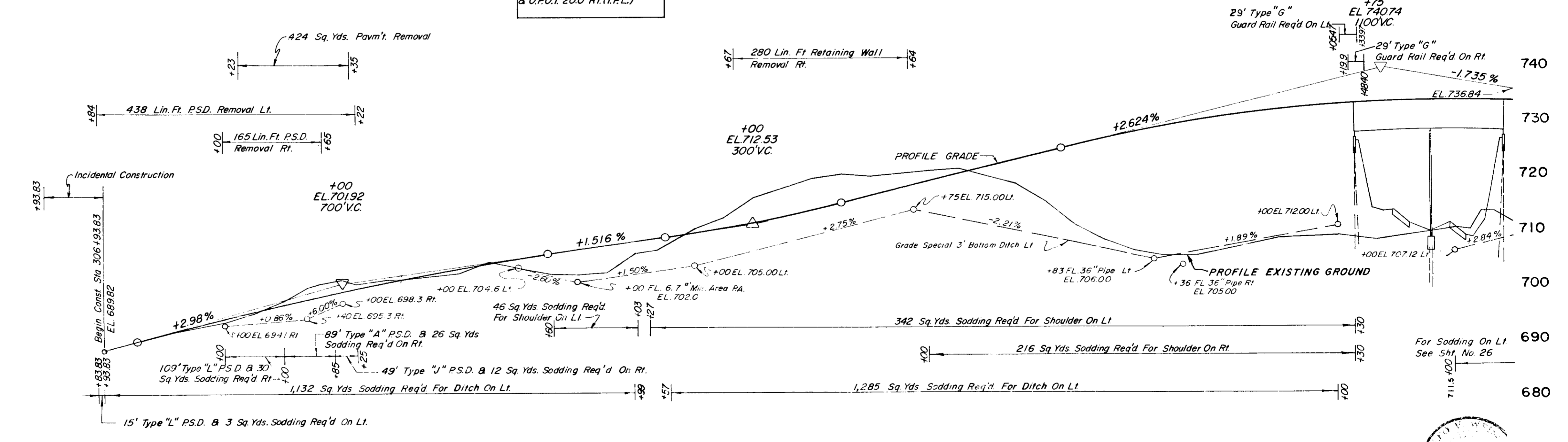


-EQUA- PC. 306+93.83 (I.P.L.) & O.P.C. 58.1 R1 (Not Set) O.P.C. 58.1 R1
= POT. 306+93.83 Line "J" = POT. 308+40.0 Line "J"

-EQUA- PI. 308+40.0 (I.P.L.) & O.P.O.S.T. 58.1 R1 (Not Set) O.P.C. 58.1 R1
= POT. 308+40.0 Line "J"

RT. 309+85.91 (I.P.L.) PC. 311+25.96 (I.P.B.) PI. 312+72.13 (I.P.B.) PT. 314+18.04 (I.P.B.) POT. 316+15.13 (I.P.L.) POT. 318+89.72 (I.P.L.) PC. 319+84.61 (I.P.L.) & O.P.C. 20.0 R1 (I.P.L.) & O.P.O.S.T. 20.0 R1 (I.P.L.) PI. 320+38.82 (I.P.L.) "J-NB" 150' N.B. R/W. POST. 322+17.87 (I.P.L.) PI. 323+15.93 (I.P.L.) RT. 326+40.72 (I.P.B.) POT. 328+94.14 (I.P.L.) POT. 329+60.03 (I.P.B.) PC. 333+28.06 (I.P.B.)

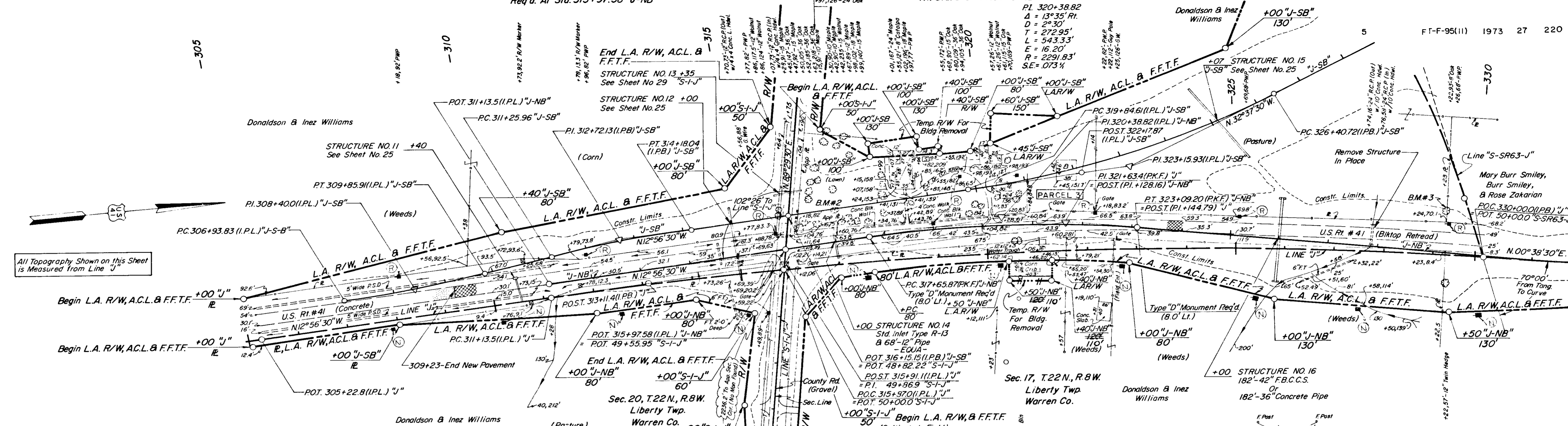
BM. # 3 "J" Bt. Spike in 8" Oak 93' Lt. Sta. 329+22 Elev. 710.12
BM. # 1 "L" Bt. Spike in 12" Elm 68' Lt. Sta. 325+20 Elev. 716.84



| | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|
| 305 | 06 | 07 | 08 | 09 | 310 | 11 | 12 | 13 | 14 | 315 | 16 | 17 | 18 | 19 | 320 | 21 | 22 | 23 | 24 | 325 | 26 | 27 | 28 | 29 | 330 |
|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|----|----|----|----|-----|

Type "T" Public Road Crossover
Req'd. At Sta. 315+97.58 "J-NB"

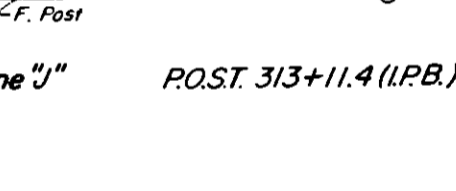
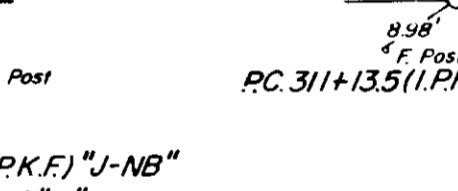
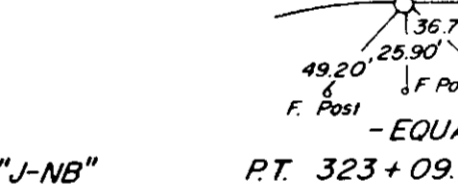
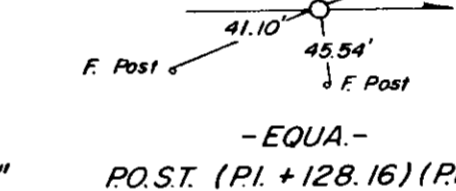
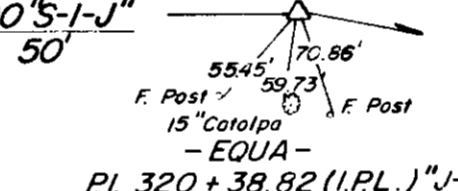
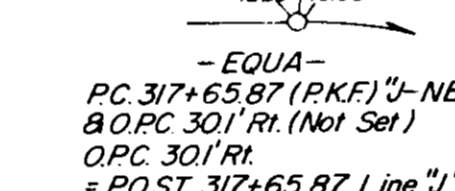
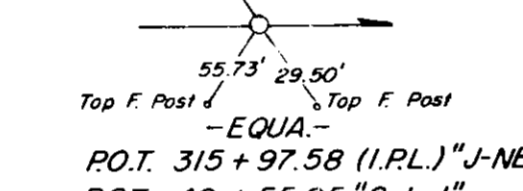
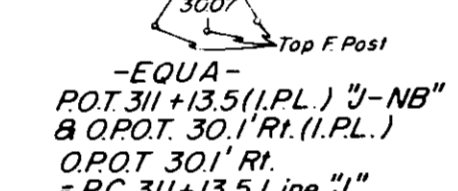
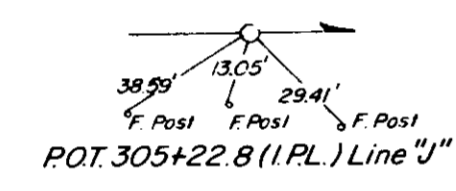
Type "B" Public Road Approach
Rt. Sta. 315+97.58 "J-NB"



All Topography Shown on this Sheet is Measured from Line "J"

All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

| ACCESS POINTS | |
|-----------------------|----------------------------|
| LOCATION | TYPE |
| Sta. 315+97.58 "J-NB" | Rt. - Public Road Approach |

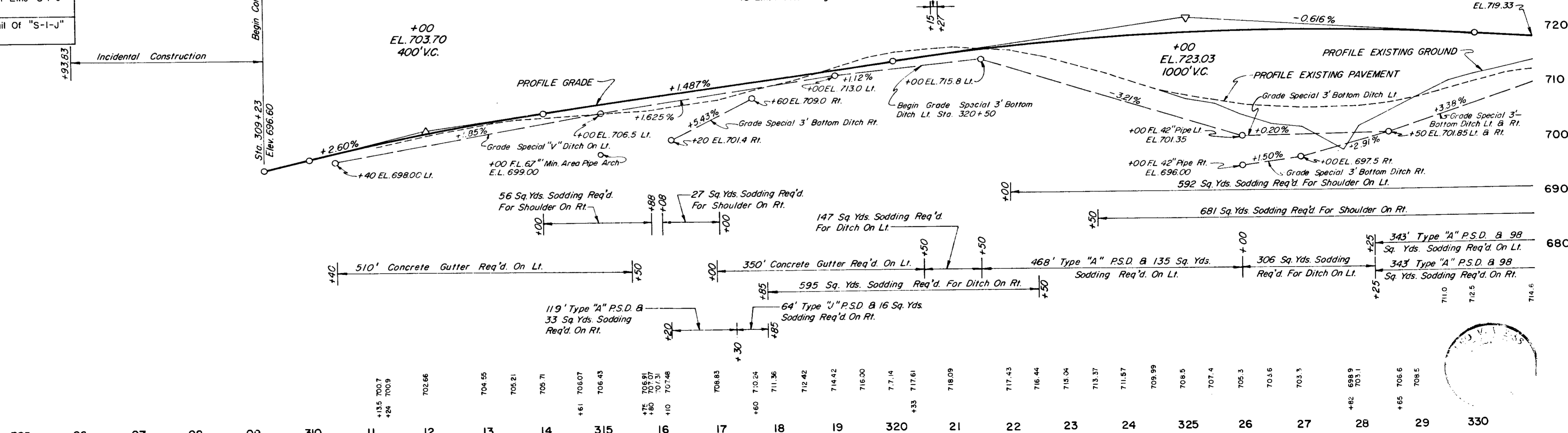


PUBLIC UTILITIES
ELECTRICITY
 Warren Co. R.E.M.C.
 Williamsport, Indiana

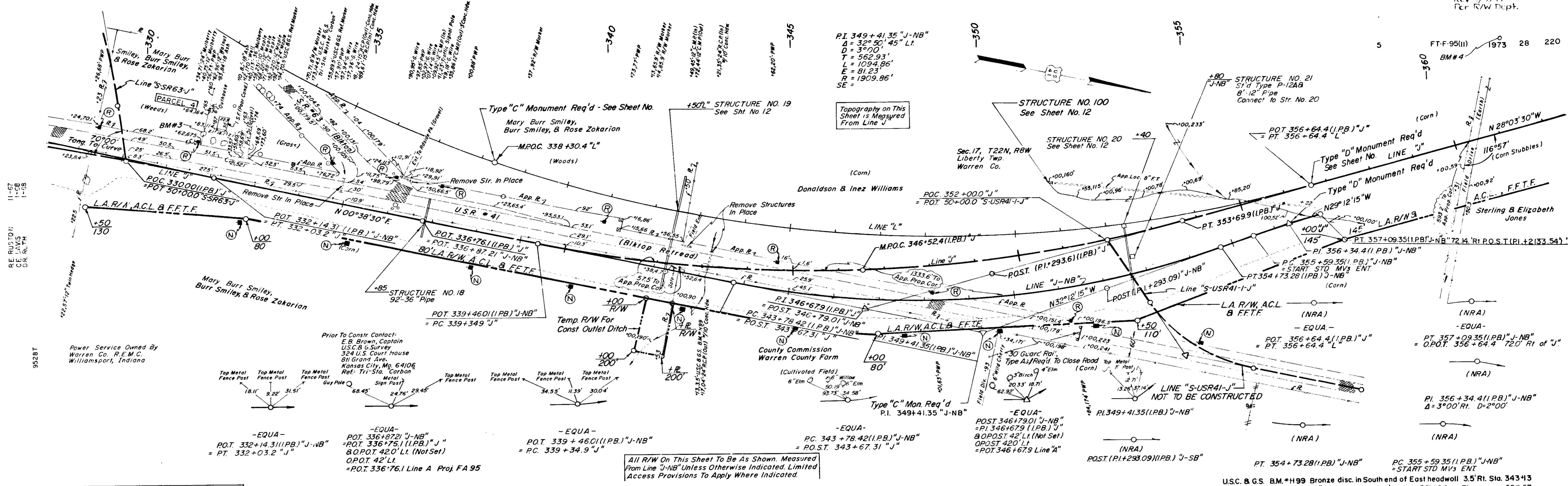
TELEPHONE
 Indiana Bell Telephone Co.
 Fowler, Indiana

| | |
|------------------------------------|------------------|
| For Plan & Profile Of Line "J-SB" | See Sheet No. 25 |
| For Plan & Profile Of Line "S-I-J" | See Sheet No. 29 |
| For Intersection Detail Of "S-I-J" | See Sheet No. 41 |

UTILITIES LEGEND
 (R) REMOVED
 (N) NEW



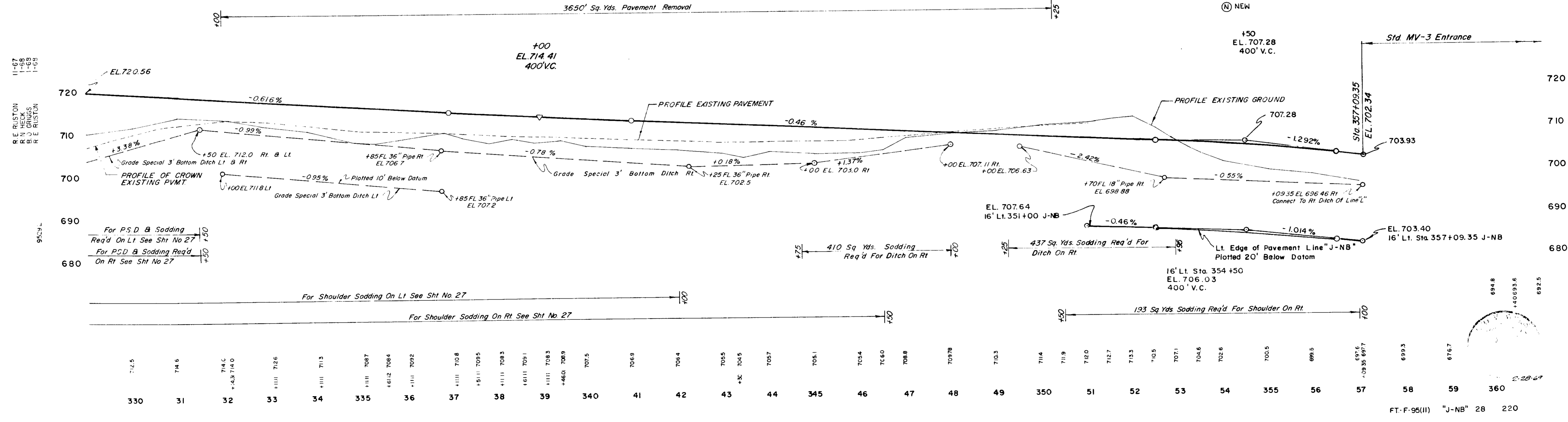
305 06 07 08 09 310 11 12 13 14 315 16 17 18 19 320 21 22 23 24 325 26 27 28 29 330

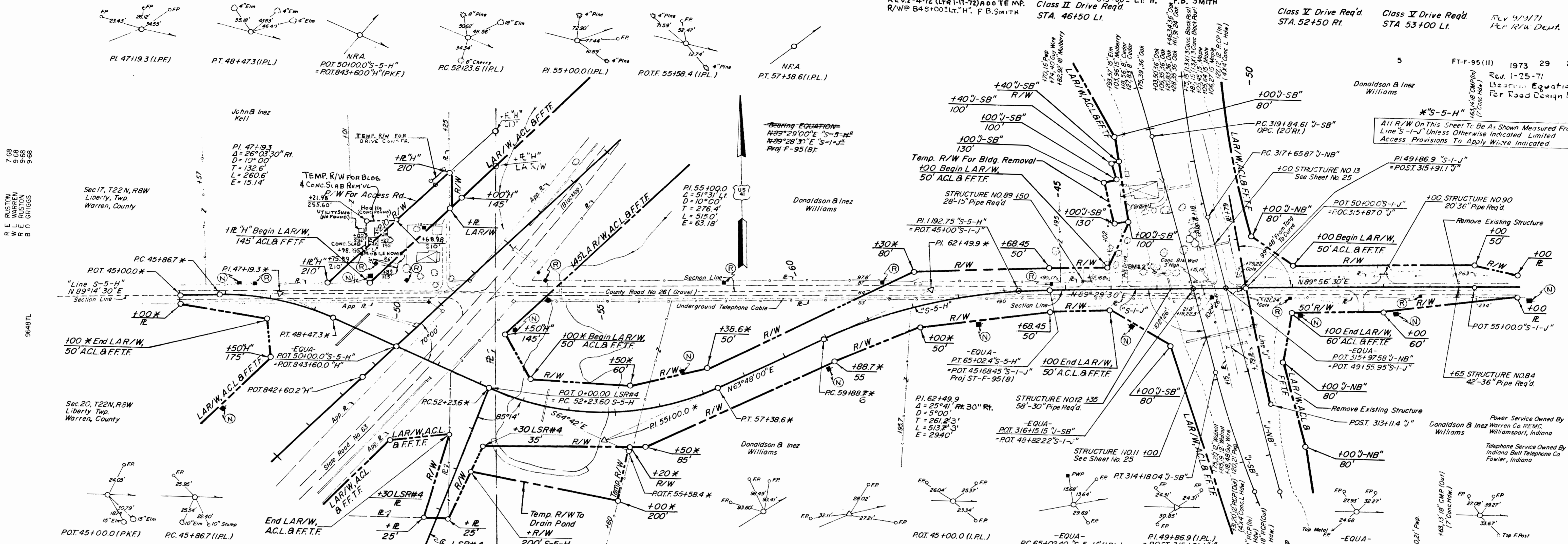


For Plan & Profile Of Line "L"
See Sheet No. 12

All R/W On This Sheet To Be As Shown. Measured
From Line "J-NB" Unless Otherwise Indicated. Limited
Access Provisions To Apply Where Indicated.

UTILITIES LEGEND
 (R) REMOVED
 (N) NEW

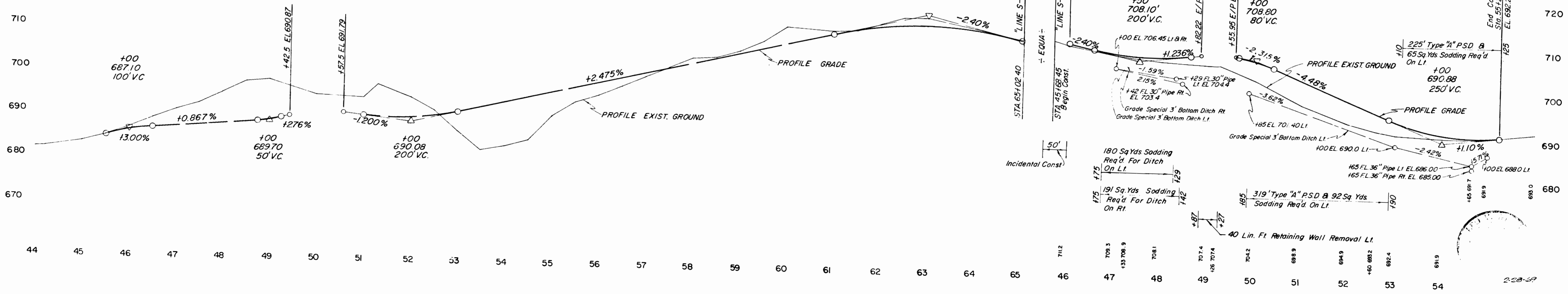




All R/W On This Sheet To Be As Shown Measured From Line S-5-H Unless Otherwise Indicated Limited Access Provisions To Apply Where Indicated

| | |
|------------------------------------|------------------|
| For Plan & Profile of Line "J-SB" | See Sheet No. 25 |
| For Plan & Profile of Line "J-NB" | See Sheet No. 27 |
| For Plan & Profile of Line "L" | See Sheet No. 11 |
| For Intersection Detail Of "S-5-H" | See Sheet No. 41 |

UTILITIES LEGEND
 (R) REMOVED
 (N) NEW



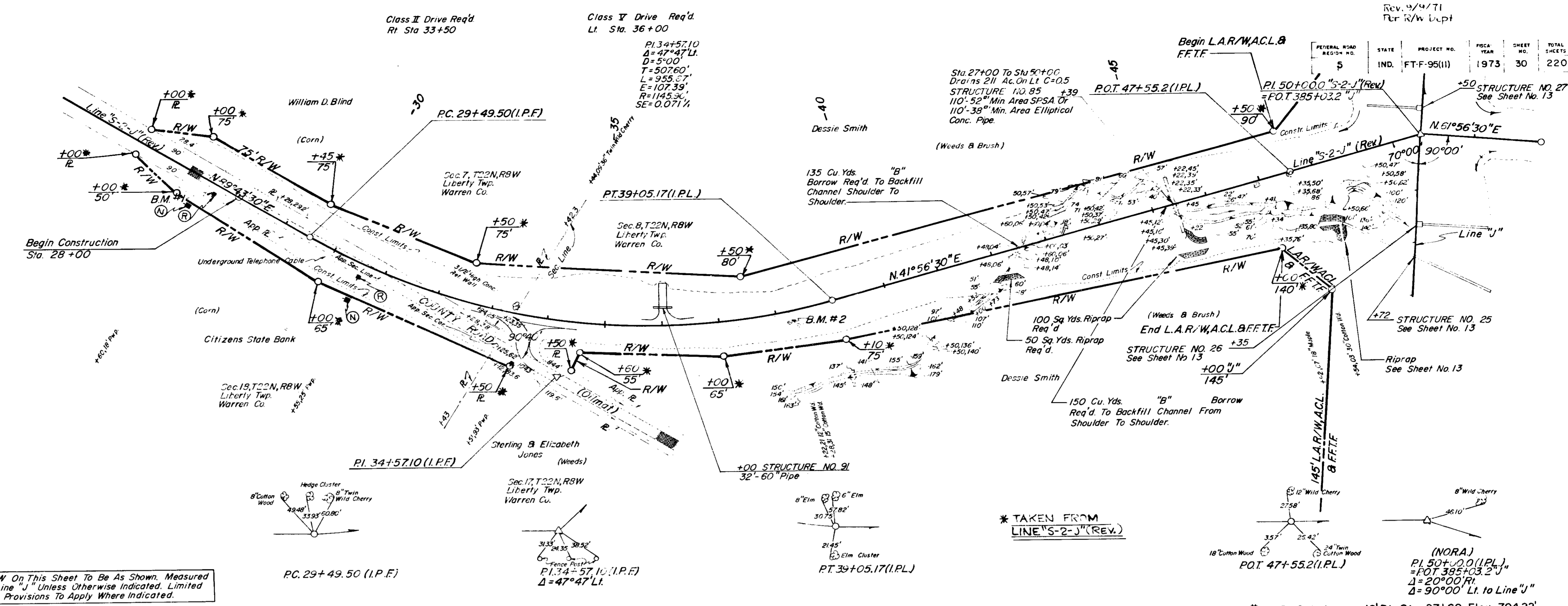
| FEDERAL ROAD DISTRICT NO. | STATE | PROJECT NO. | FOCA YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------------|-------|-------------|-----------|-----------|--------------|
| 5 | IND. | FT-F-95(11) | 1973 | 30 | 220 |

7-68
R. E. RUSTON
W. L. WARREN
B. O. GRIGGS
9-68
9-68
9-68

9648TL

7-68
R. E. RUSTON
W. L. WARREN
B. O. GRIGGS
9-68
9-68
9-68

9648TL



Power Service Owned By
Warren County, R.E.M.C.
Williamsport, Indiana

Telephone Service Owned By
Indiana Bell Telephone Co
Fowler, Indiana

All R/W On This Sheet To Be As Shown, Measured
From Line "J" Unless Otherwise Indicated. Limited
Access Provisions To Apply Where Indicated.

For Plan & Profile Of LINE "J"
See Sheet No. 13

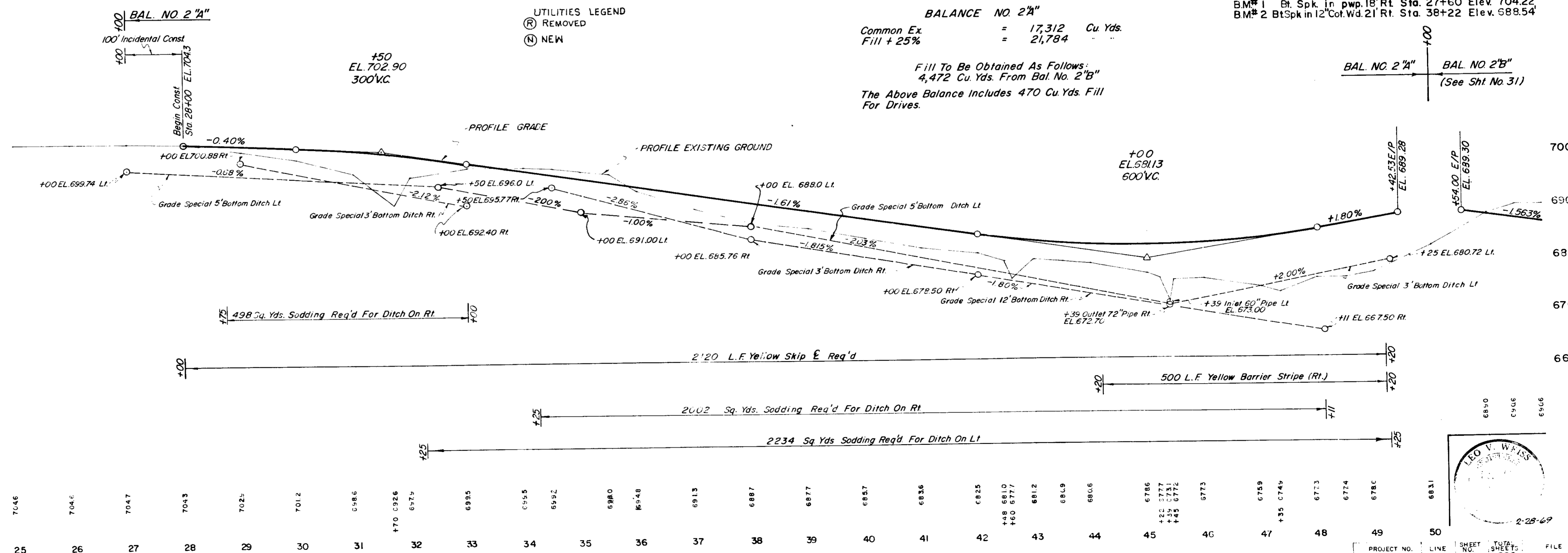
For Intersection Detail
See Sheet No. 42

UTILITIES LEGEND
Ⓡ REMOVED
Ⓝ NEW

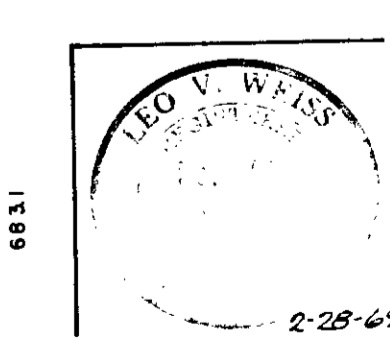
BALANCE NO. 2"A"
Common Ex. = 17,312 Cu. Yds.
Fill + 25% = 21,784

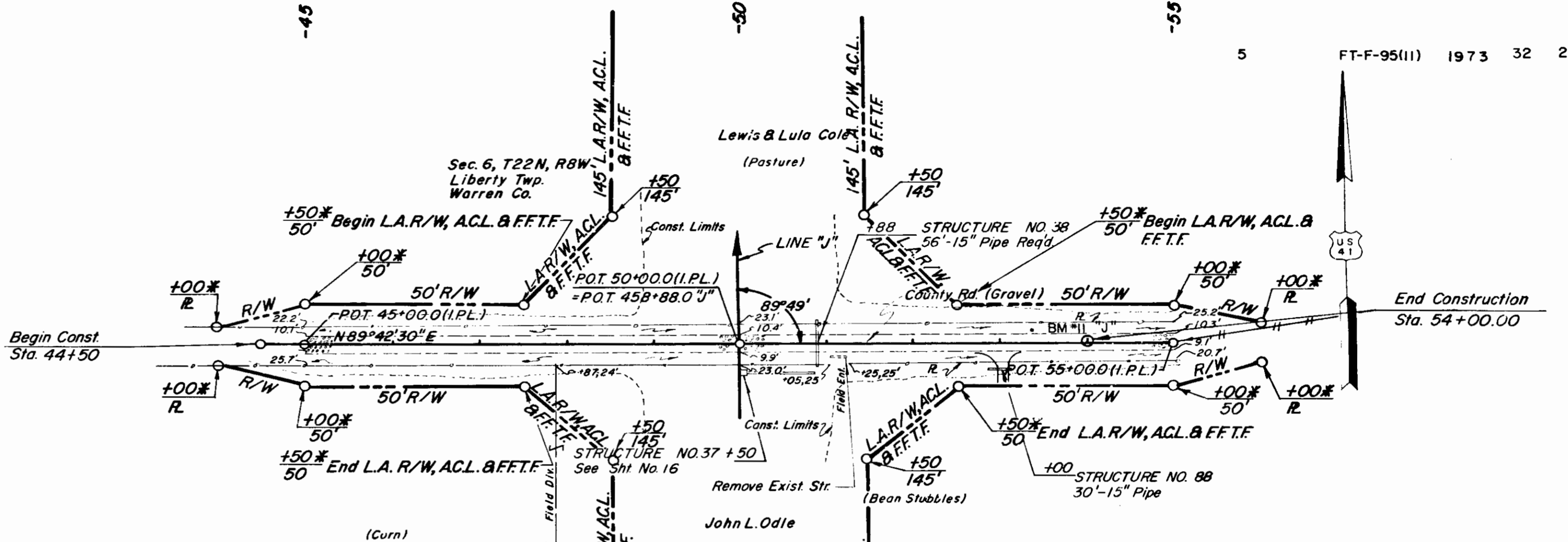
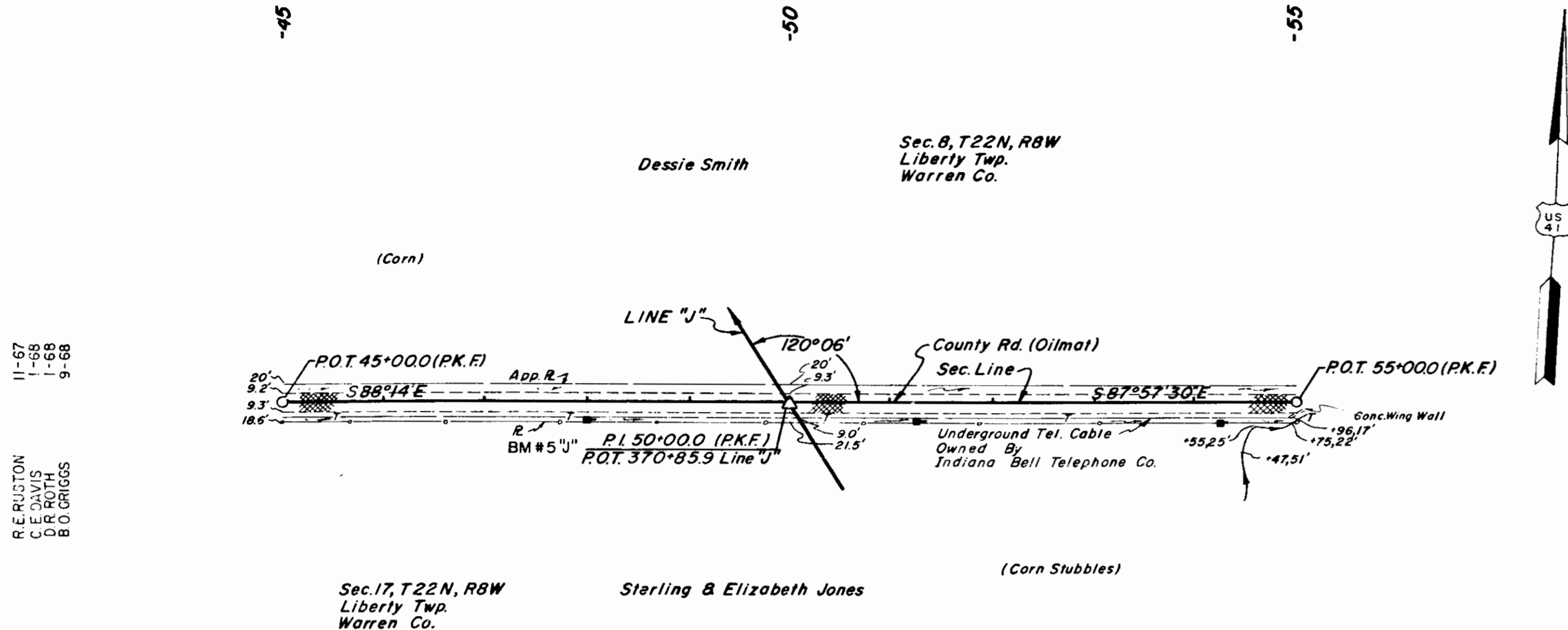
Fill To Be Obtained As Follows:
4,472 Cu. Yds. From Bal. No. 2"B"
The Above Balance Includes 470 Cu. Yds. Fill
For Drives.

BM#1 Bt Spk in pwp. 18' Rt Sta. 27+60 Elev. 704.22'
BM#2 Bt Spk in 12' Cot. Wd. 21' Rt. Sta. 38+22 Elev. 688.54'



| PROJECT NO. | LINE NO. | SHEET NO. | TOTAL SHEETS | FILE |
|-------------|----------|-----------|--------------|------|
| FT-F-95(11) | 2-J | 30 | 220 | |



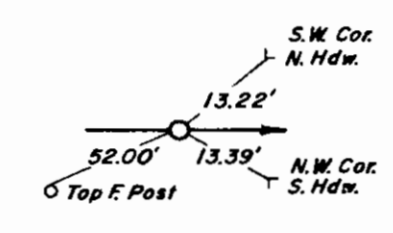
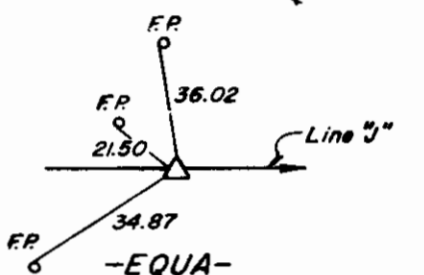


NOT TO BE CONSTRUCTED

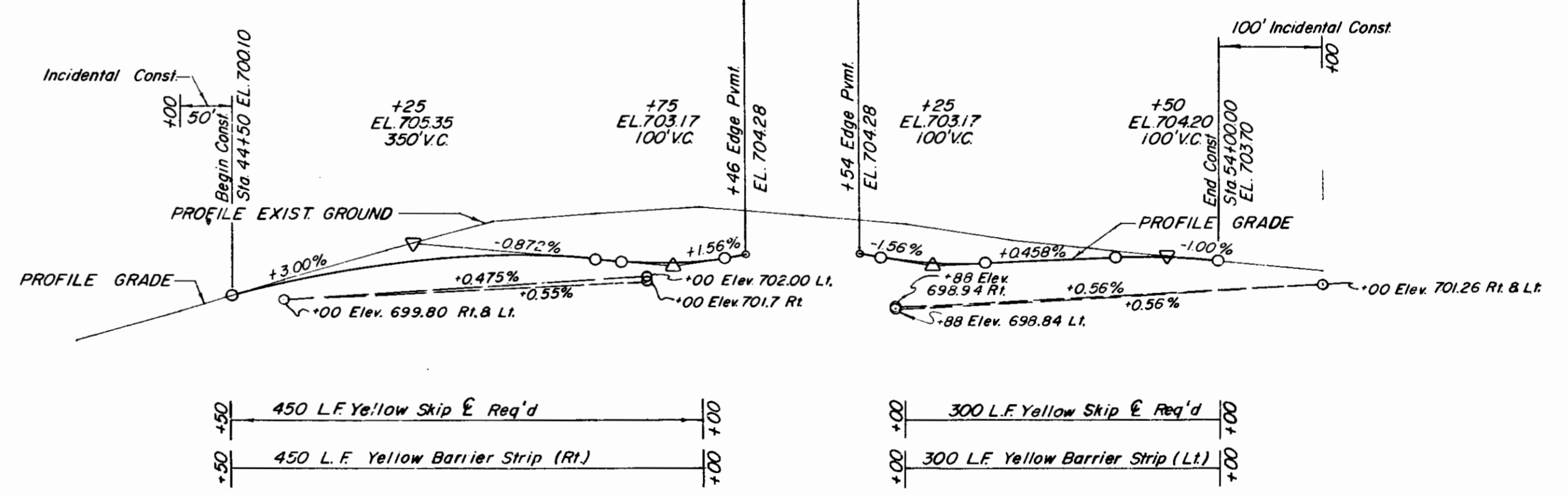
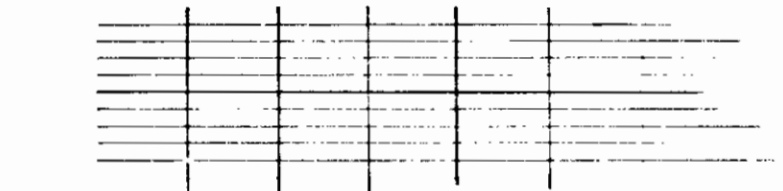
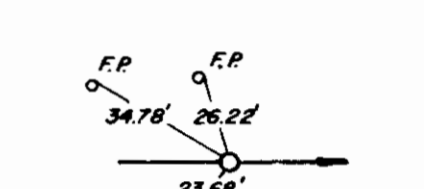
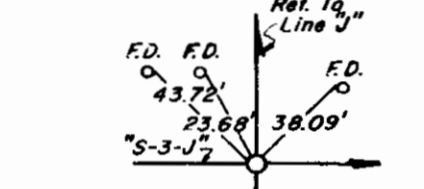
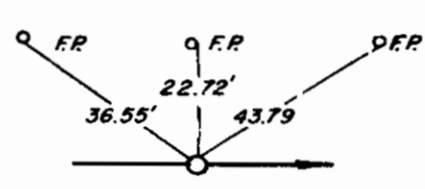
Power Service Owned By
Warren Co. R.E.M.C.
Williamsport, Indiana

Telephone Service Owned By
Indiana Bell Telephone Co.
Fowler, Indiana

LINE "S-2-J"



All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.



PROFILE "S-3-J"

11-67
1-68
1-68
1-68
9-68

R. ERUSTON
C. E. DAVIS
D. R. ROTH
B. O. BRIGGS

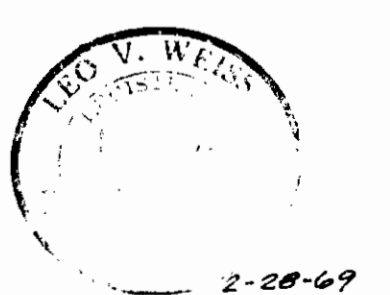
9528T

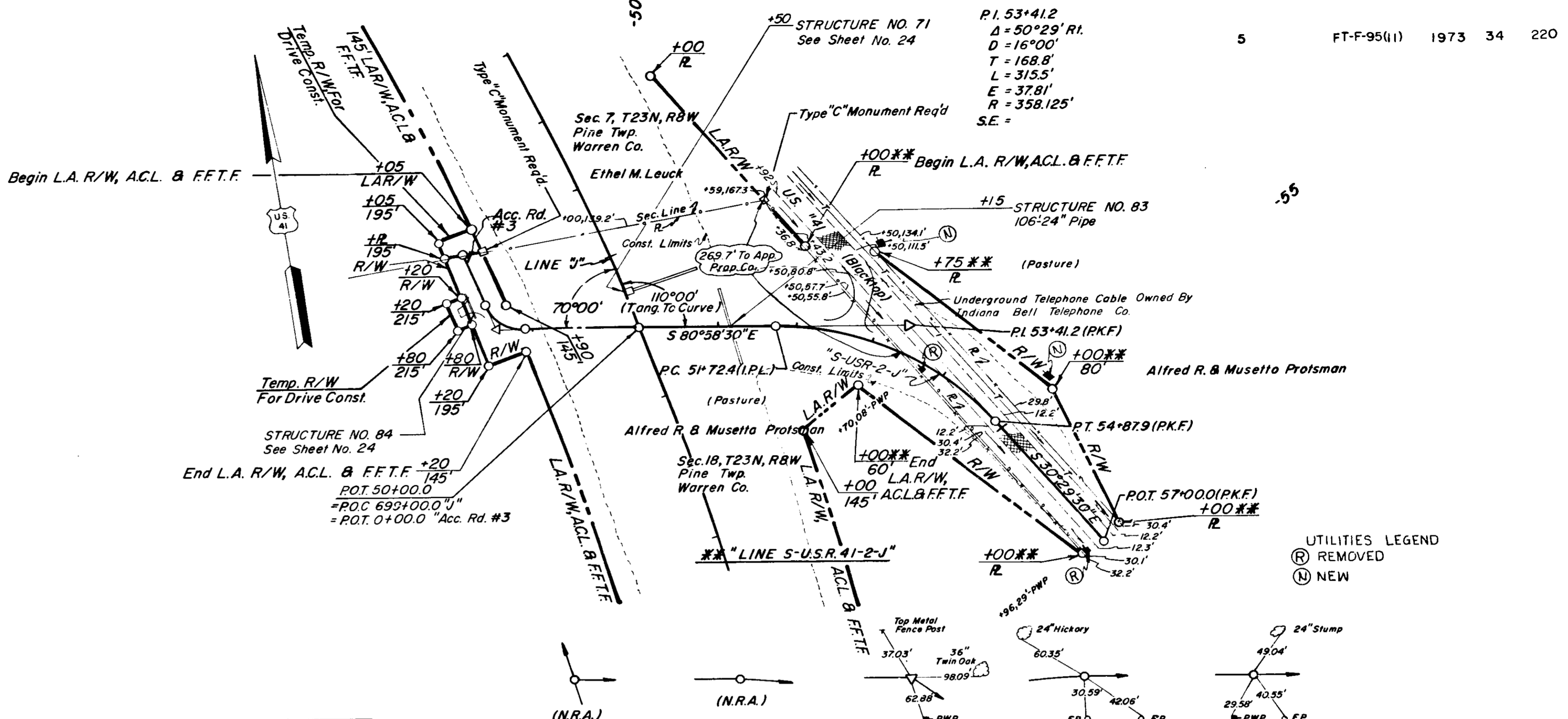
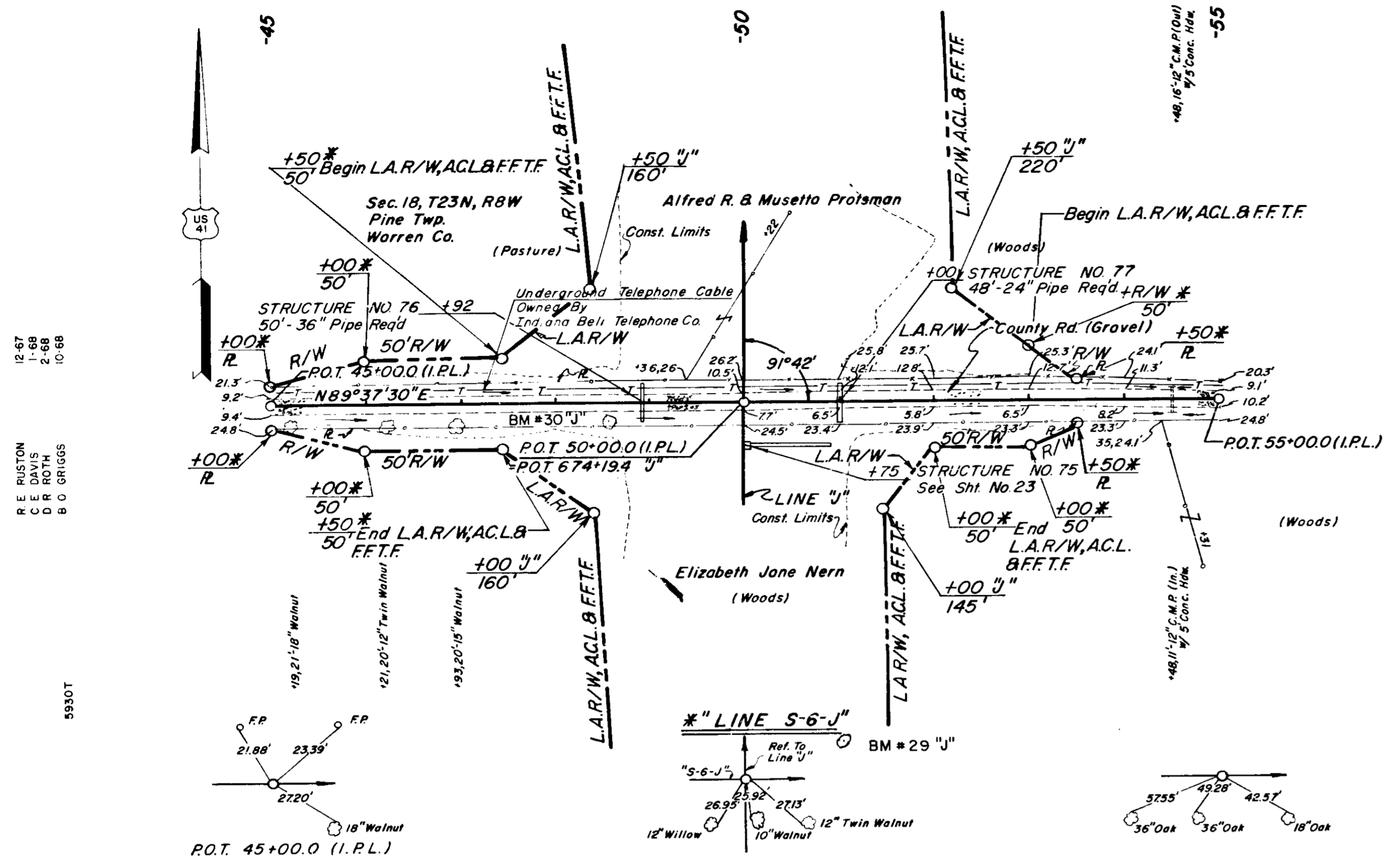
11-67
1-68
1-68
1-68

R. ERUSTON
R. N. HECK
B. O. BRIGGS
R. N. HECK

9529L

| | | | | | | | | | | | | | | | | | | | | | | | |
|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 7018 | 7012 | 7007 | 6998 | 6972 | 6947 | 6922 | 6893 | 6860 | 6843 | 6841 | 6955 | 6986 | 7018 | 7048 | 7077 | 7084 | 7092 | 7082 | 7072 | 7058 | 7047 | 7037 | 7028 |
| 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 | 52 | 53 | 54 | 55 |





12-67 R.E. RUSTON
1-68 D.L. TRAVERS
2-68 B.D. WUSTON
10-68 B.D. GRIGGS

5930T

12-67 R.E. RUSTON
1-68 D.L. TRAVERS
2-68 B.D. WUSTON
11-68 B.D. GRIGGS

5931L

All R/W On This Sheet To Be As Shown. Measured From Line "J" Unless Otherwise Indicated. Limited Access Provisions To Apply Where Indicated.

Power Service Owned By Warren Co. R.E.M.C. Williamsport, Indiana
Telephone Service Owned By Indiana Bell Telephone Co. Fowler, Indiana

For Plan & Profile Of Line "J" See Sheet No. 23

For Intersection Detail See Sheet No. 46

BM # 29 "J" Br. Spike In 10" Wild Cherry 101' Rt. Sta. 670+39 Line "J" Elev. 707.65
BM # 30 "J" Br. Spike In 15" Walnut 152' Lt. Sta. 674+03 Line "J" Elev. 700.70
BM # 31 "J" Rt. Spike In 30" Hickory 174' Rt. Sta. 679+96 Line "J" Elev. 680.15

-EQUA-
P.O.T. 50+00.0 (I.P.L.)
=P.O.T. 674+19.4 "J"
Δ=91°42' Lt. To Line "J"

P.O.T. 55+00.0 (I.P.L.)

For Plan & Profile Of Line "J" See Sheet No. 24

For Intersection Detail See Sht. No. 47

(N.R.A.)
-EQUA-
P.O.T. 50+00.0 (I.P.B.)
=P.O.C. 699+00.0 "J"
Δ=110°00' Lt. To Line "J" (Tang. To Curve)

PC. 51+72.4 (I.P.L.)
P.I. 53+41.2
Δ=50°29' R.I.
D=16°00'
T=168.8'
L=315.5'
E=37.81'
R=358.125'

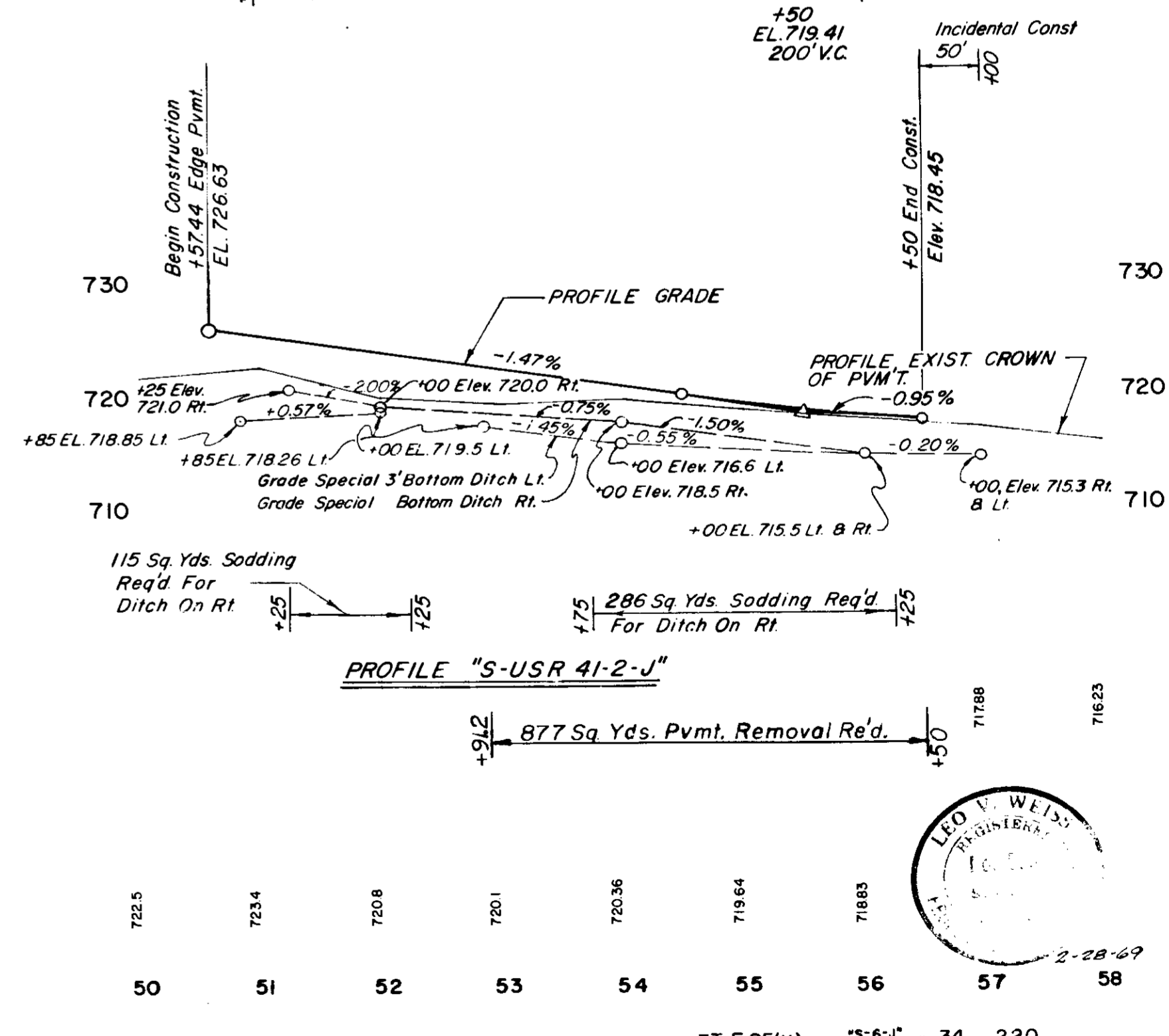
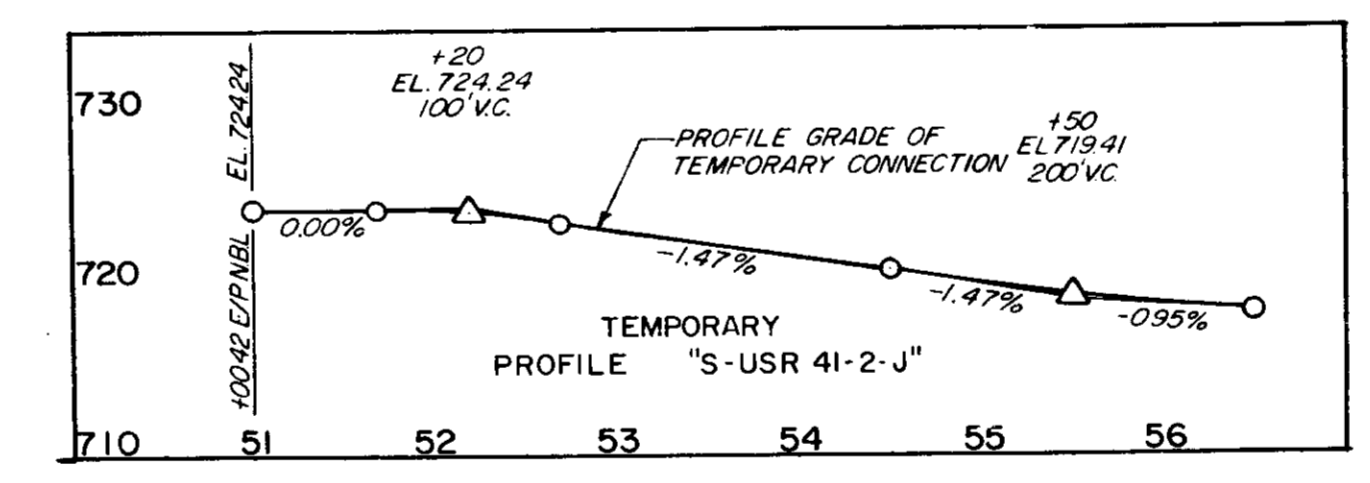
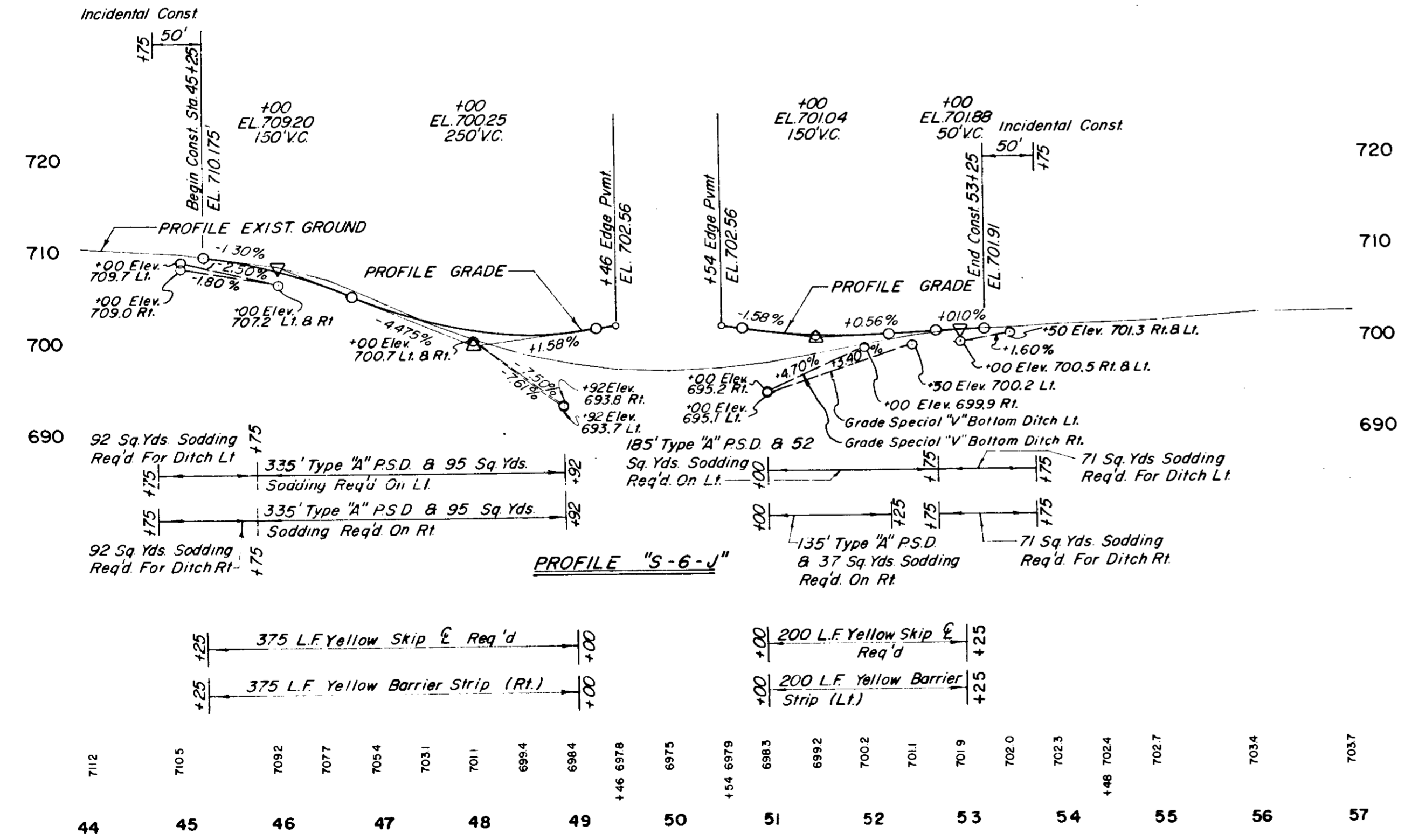
PC. 51+72.4 (I.P.L.)
P.T. 54+87.9 (PK.F.)
Δ=50°29' R.I.

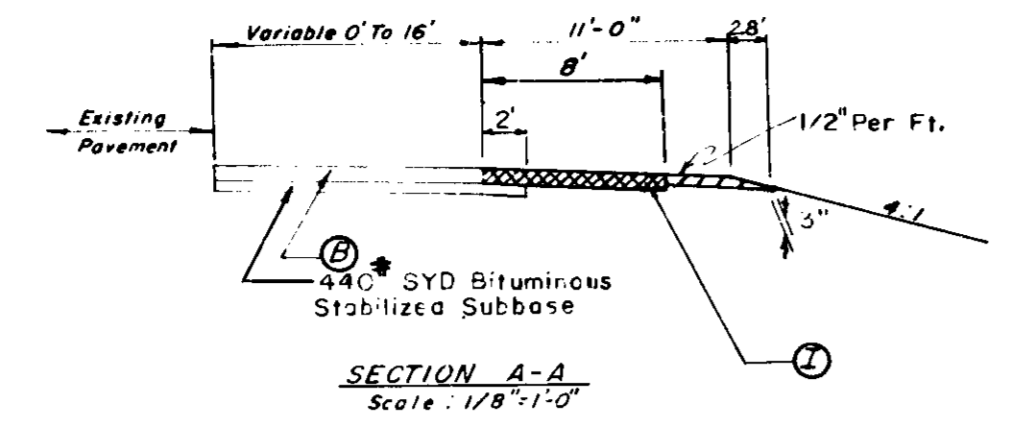
USC & GS BM # A-99 Standard Disc In Conc. Hdw. 128' Rt. Sta. 704+85 Line "J" Elev. 723.19

200 L.F. Yellow Barrier Stripe (Rt) 350 L.F. Yellow Skip E Req'd
500 L.F. Yellow Barrier Stripe (Lt)

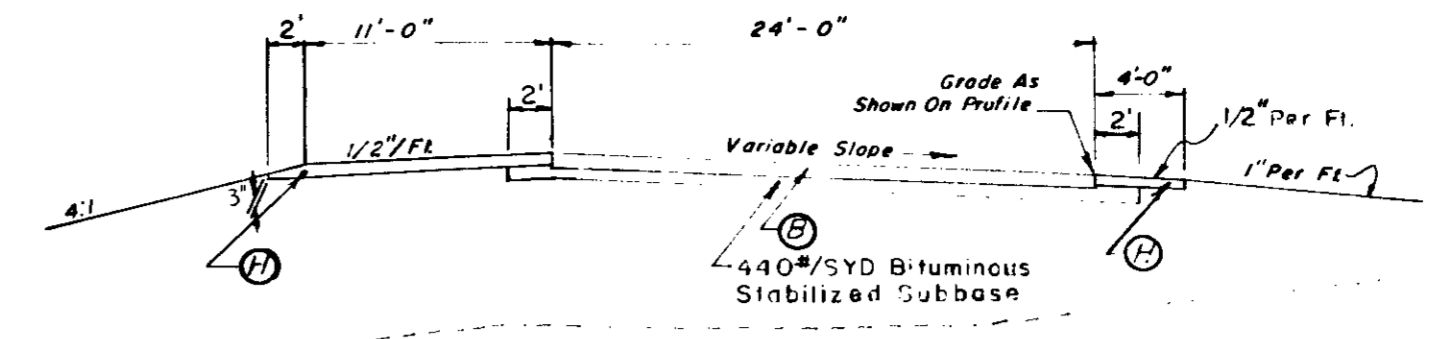
Begin Construction +57.44 Edge Pvm. EL. 726.63
+50 EL. 719.41 200' V.C.
+50 End Const. Elev. 718.45

115 Sq. Yds. Sodding Req'd For Ditch On Rt.
286 Sq. Yds. Sodding Req'd For Ditch On Rt.
877 Sq. Yds. Pvm. Removal Re'd.

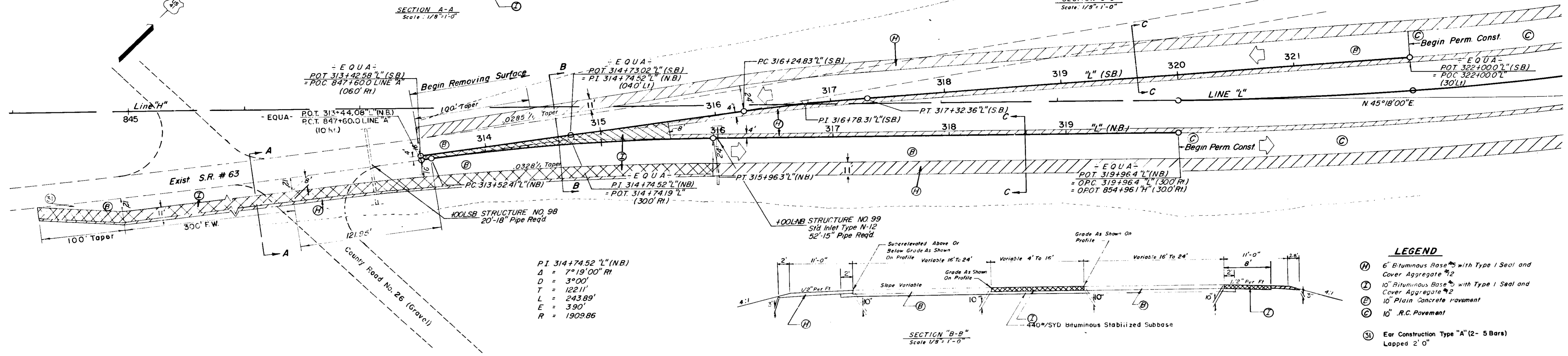




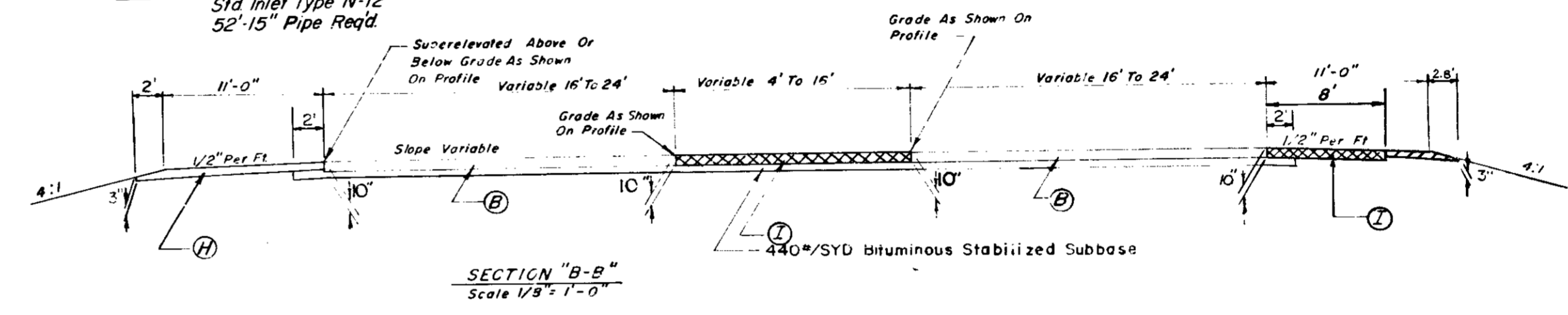
PI 316+78.31" (S.B.)
 $\Delta = 3^\circ 14' 38.4''$
 $D = 3^\circ 00'$
 $T = 54.08'$
 $L = 108.13'$
 $E = 0.77'$
 $R = 1909.86'$



7-68
 10-68
 10-68
 10-68
 RE RUSTON
 DL TRAVENS
 DR ROTH

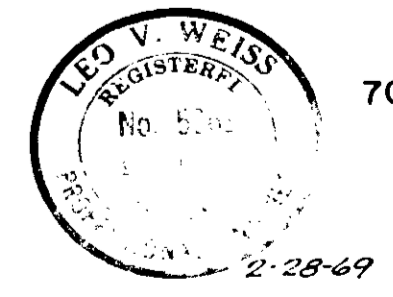
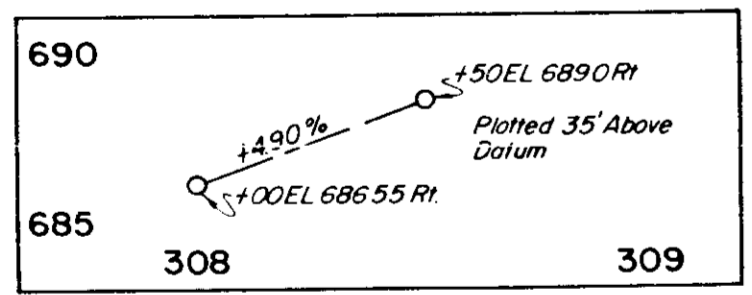
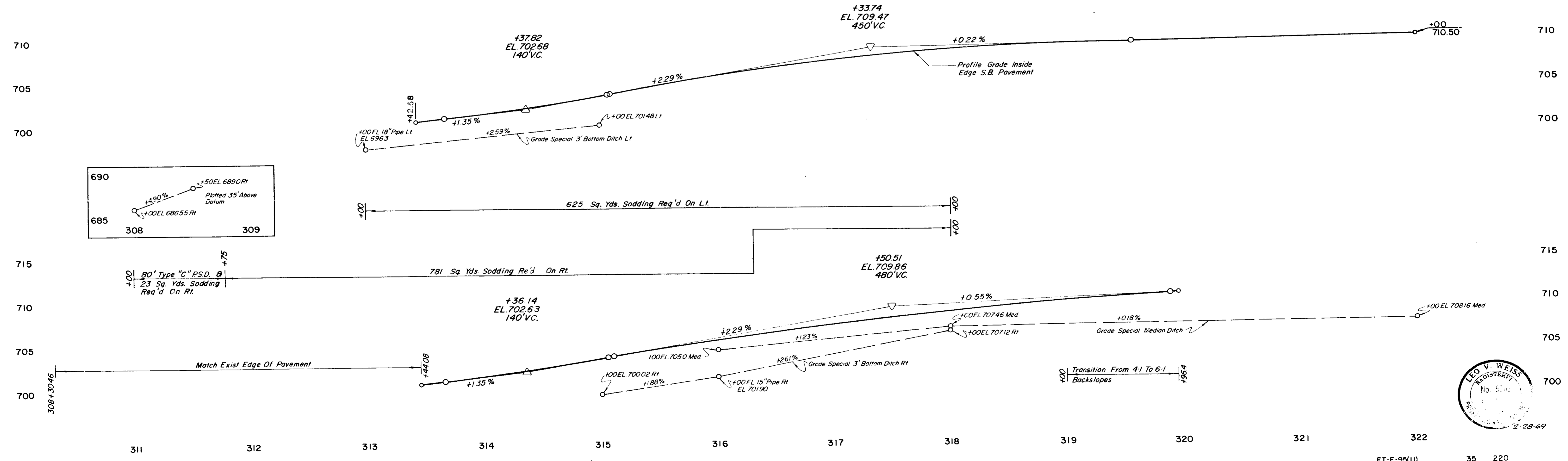


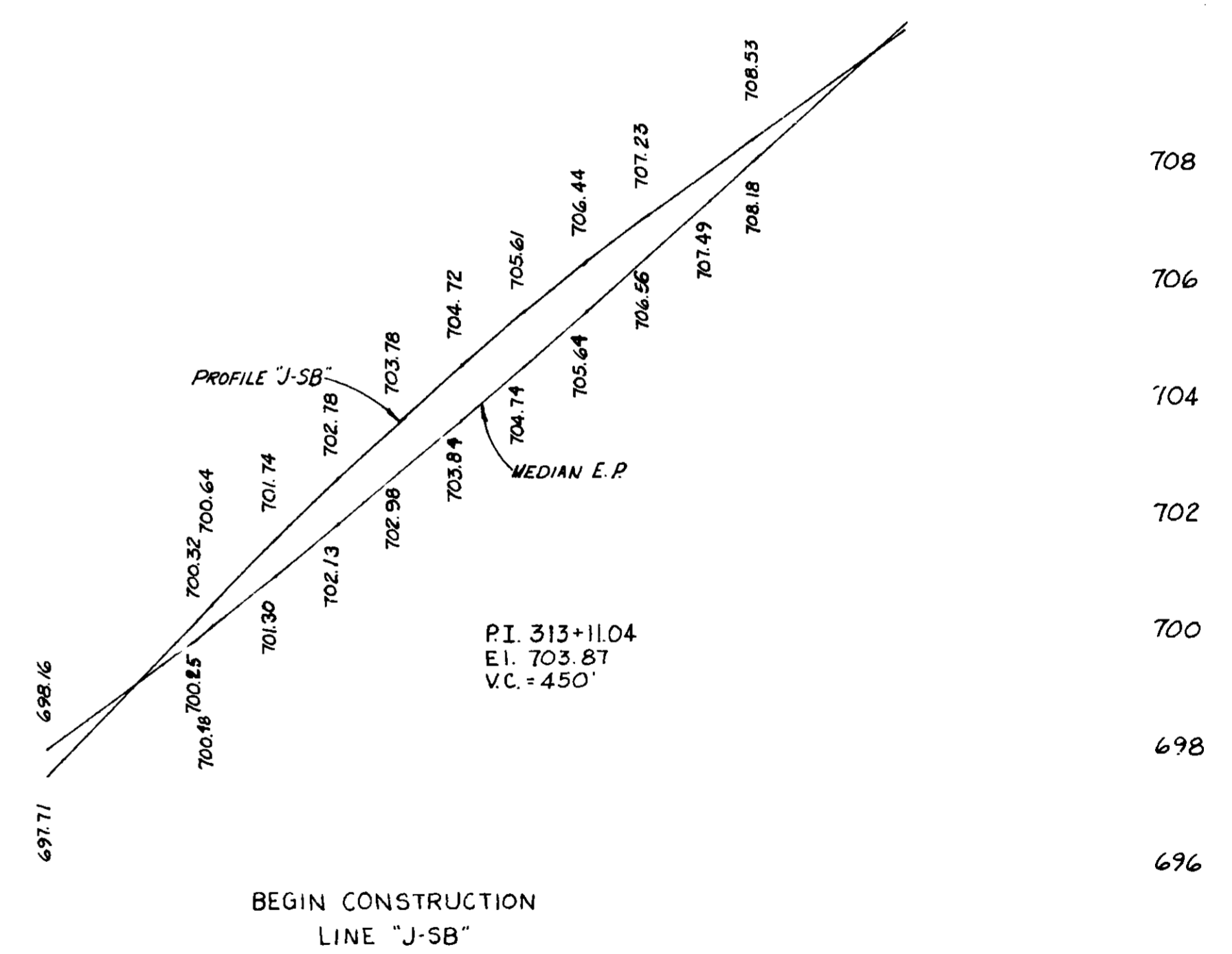
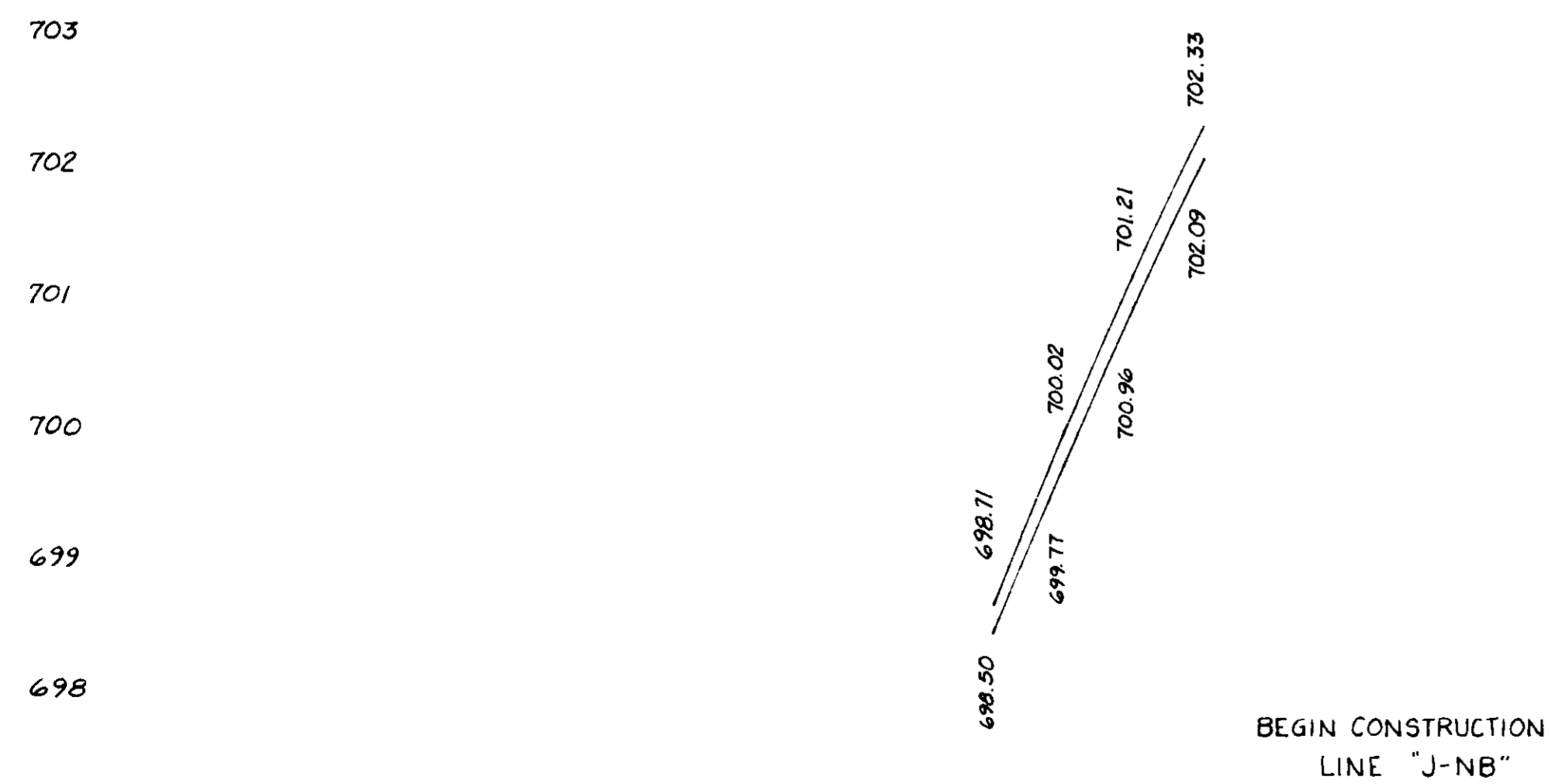
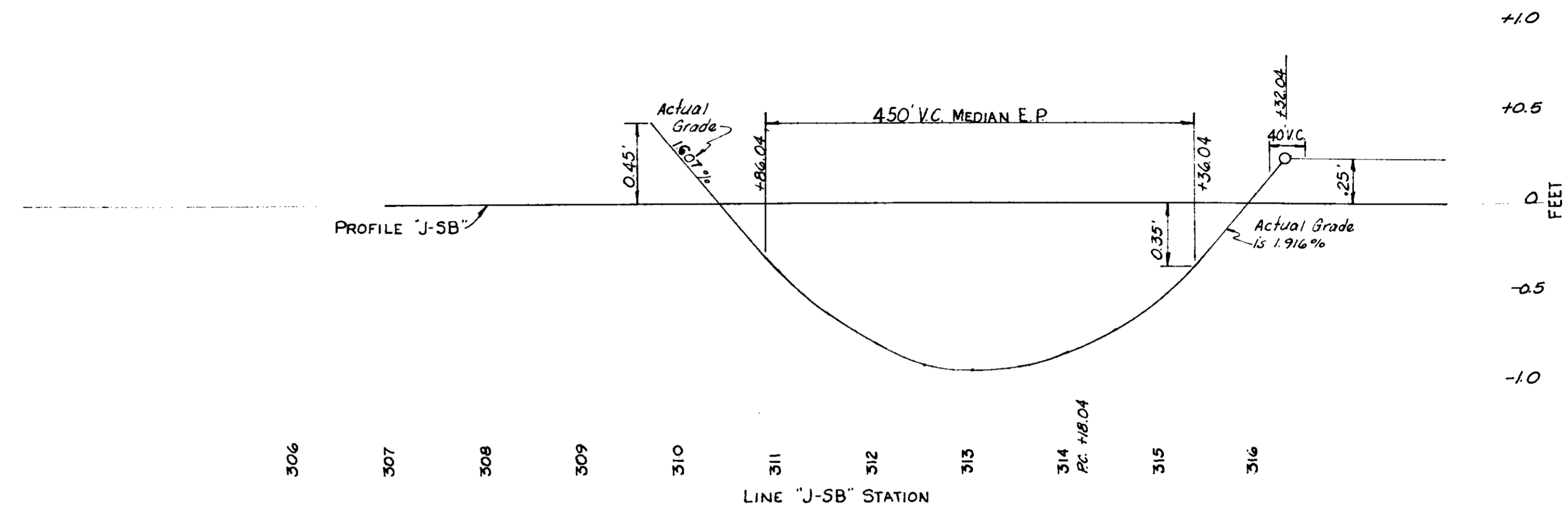
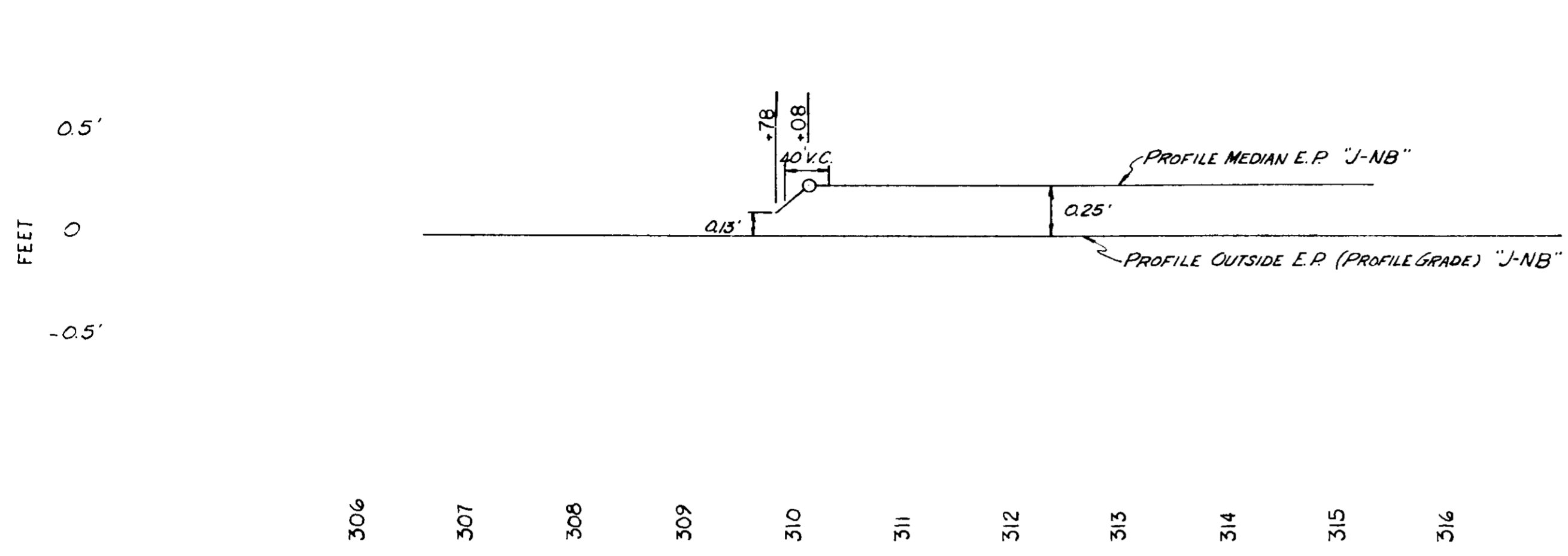
PI 314+74.52" (NB)
 $\Delta = 7^\circ 19' 00''$ RI
 $D = 3^\circ 00'$
 $T = 122.11'$
 $L = 243.89'$
 $E = 3.90'$
 $R = 1909.86'$

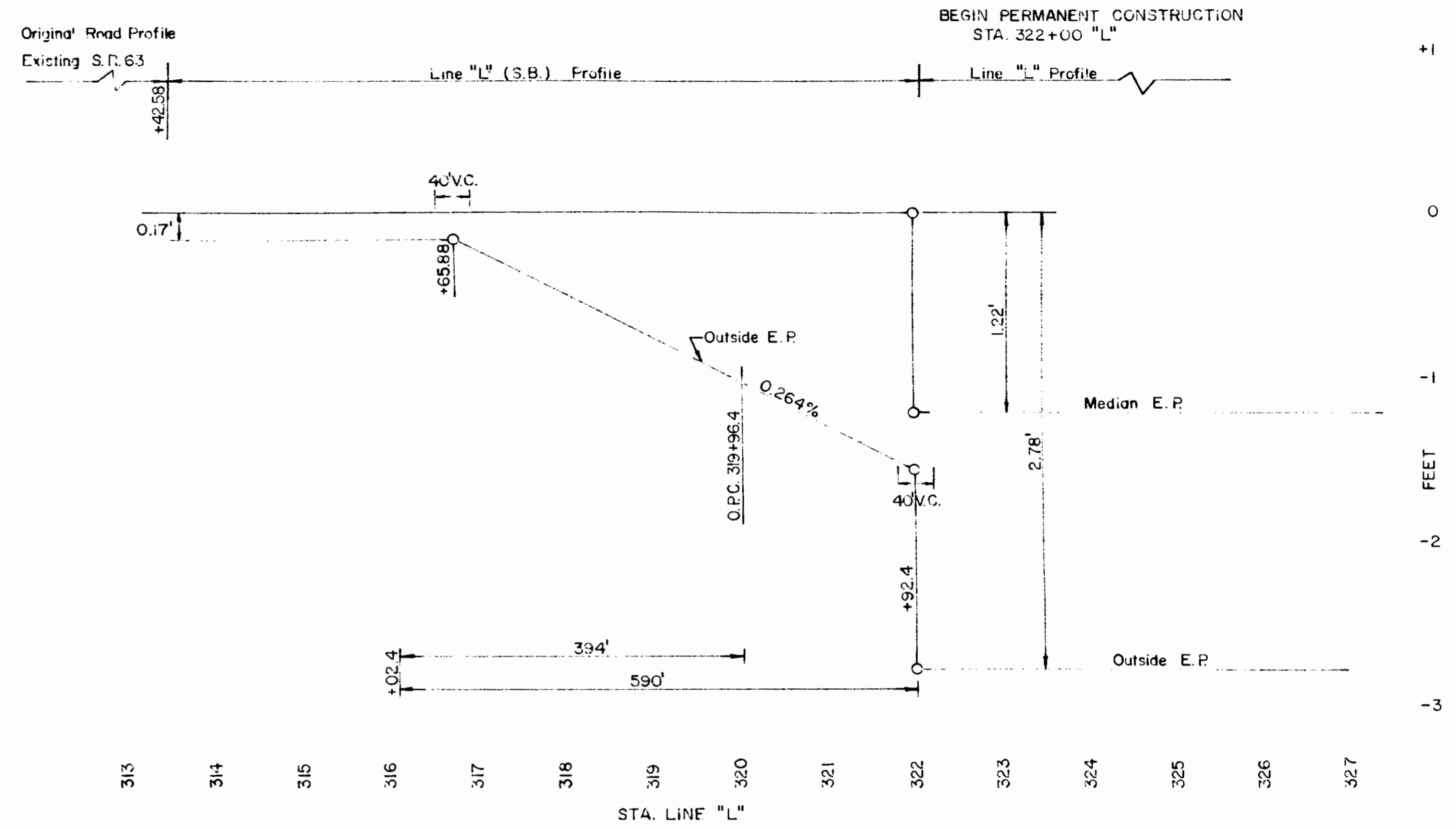
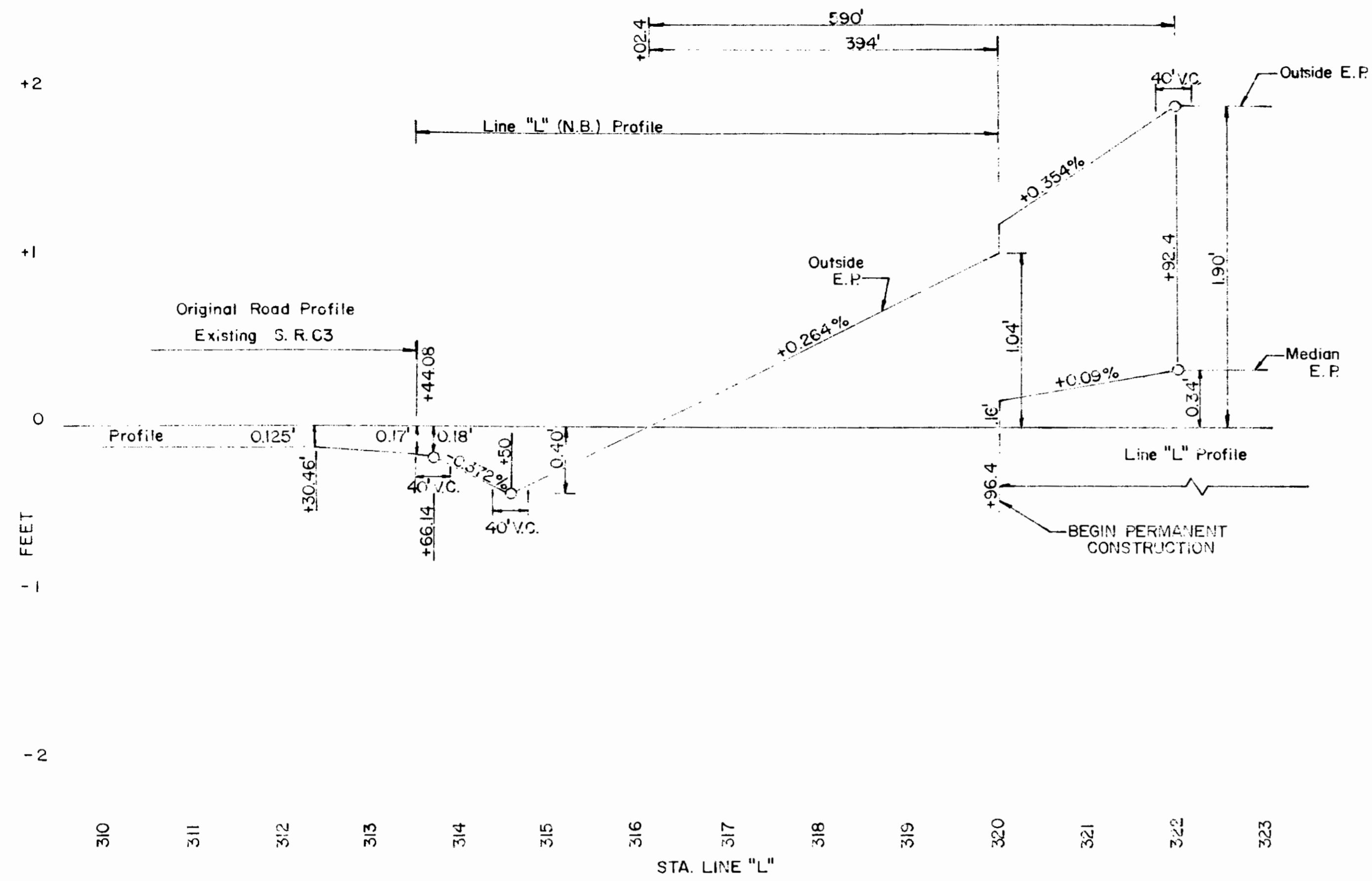


- LEGEND**
- (H) 6" Bituminous Rose^{ms} with Type I Seal and Cover Aggregate #2
 - (L) 10" Bituminous Base^{ms} with Type I Seal and Cover Aggregate #2
 - (C) 10" Plain Concrete Pavement
 - (R) 10" R.C. Pavement
 - (S) Ear Construction Type "A" (2-5 Bars) Lapped 2' 0"

7-68
 10-68
 10-68
 RE RUSTON
 DL TRAVENS
 DR ROTH

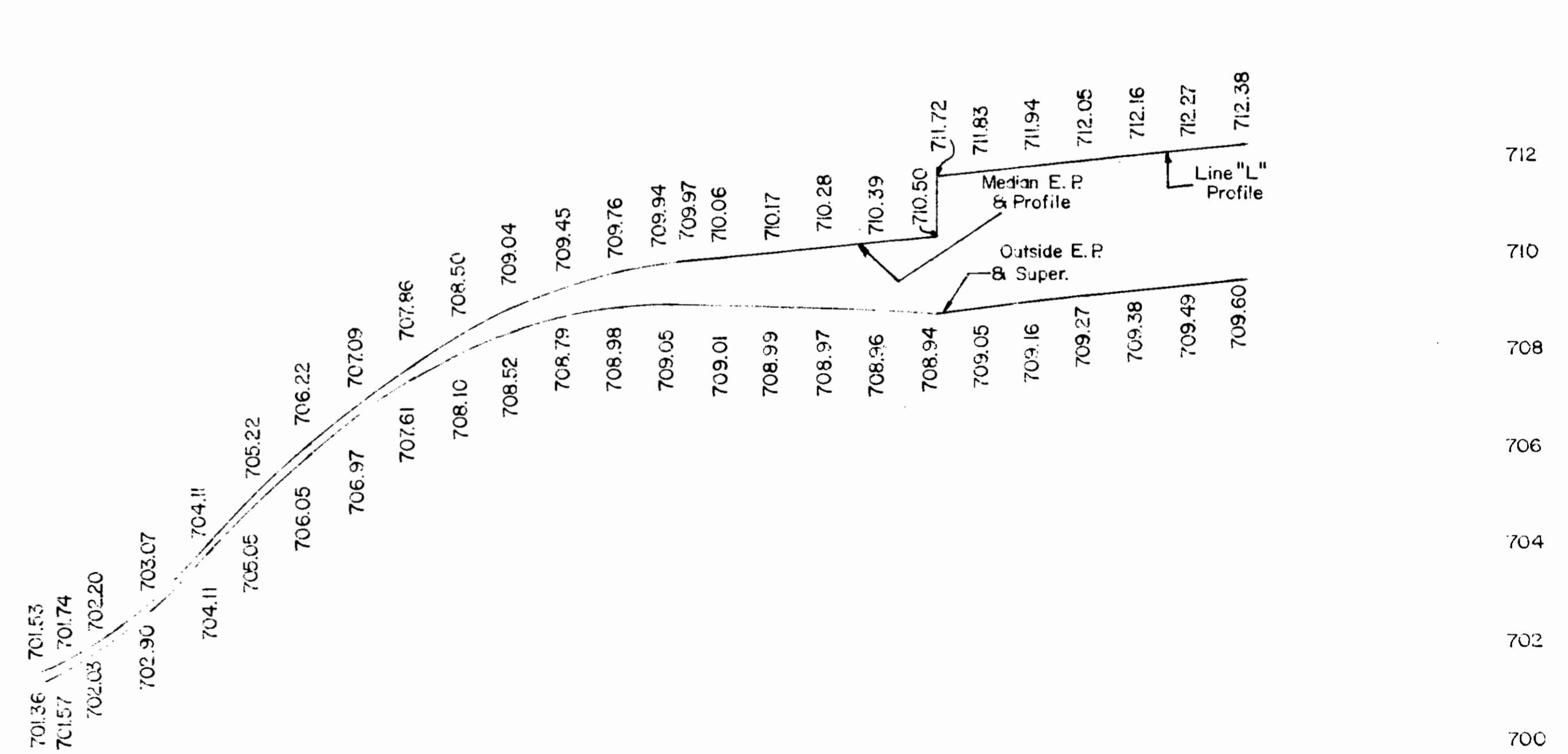
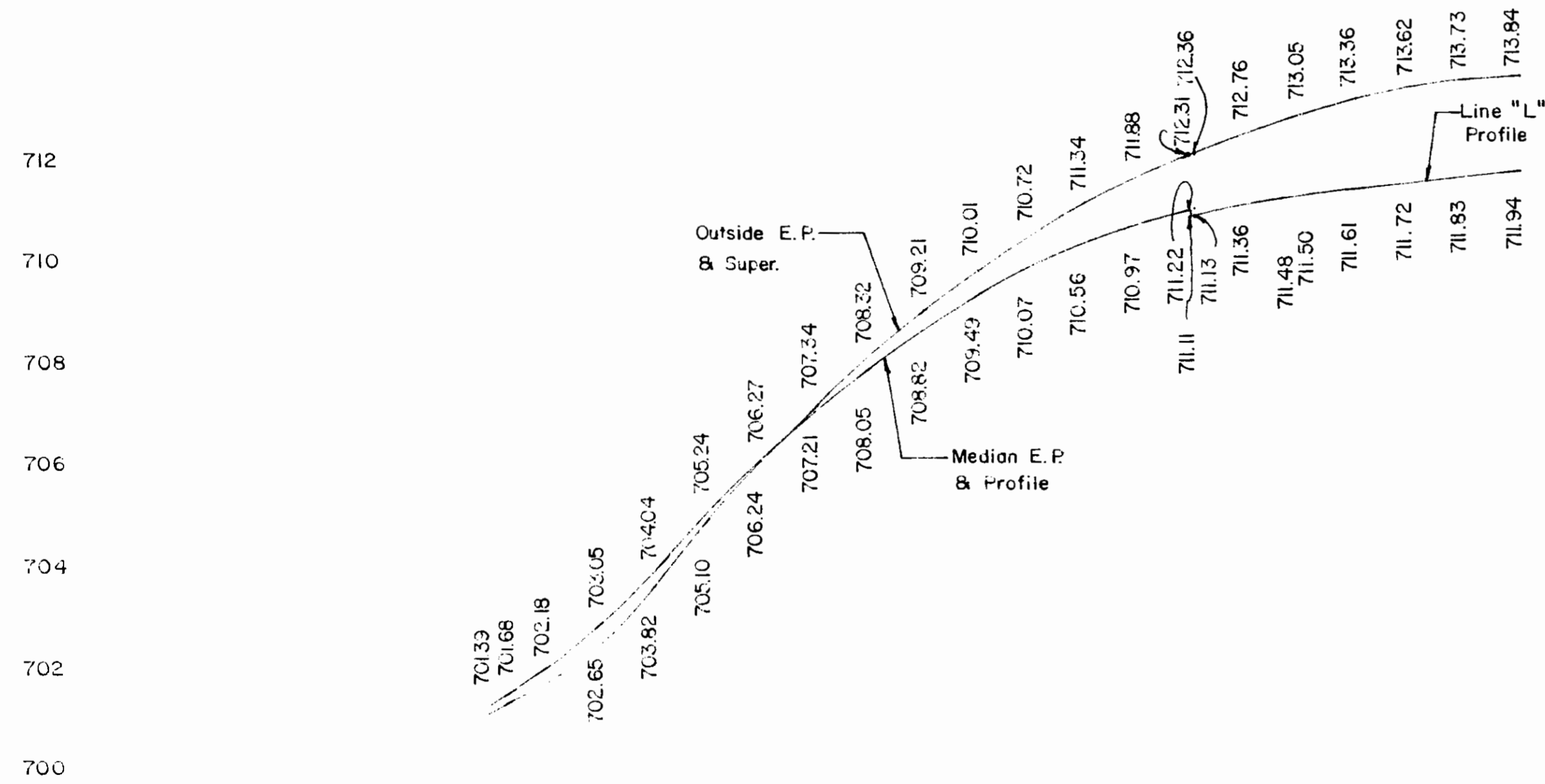


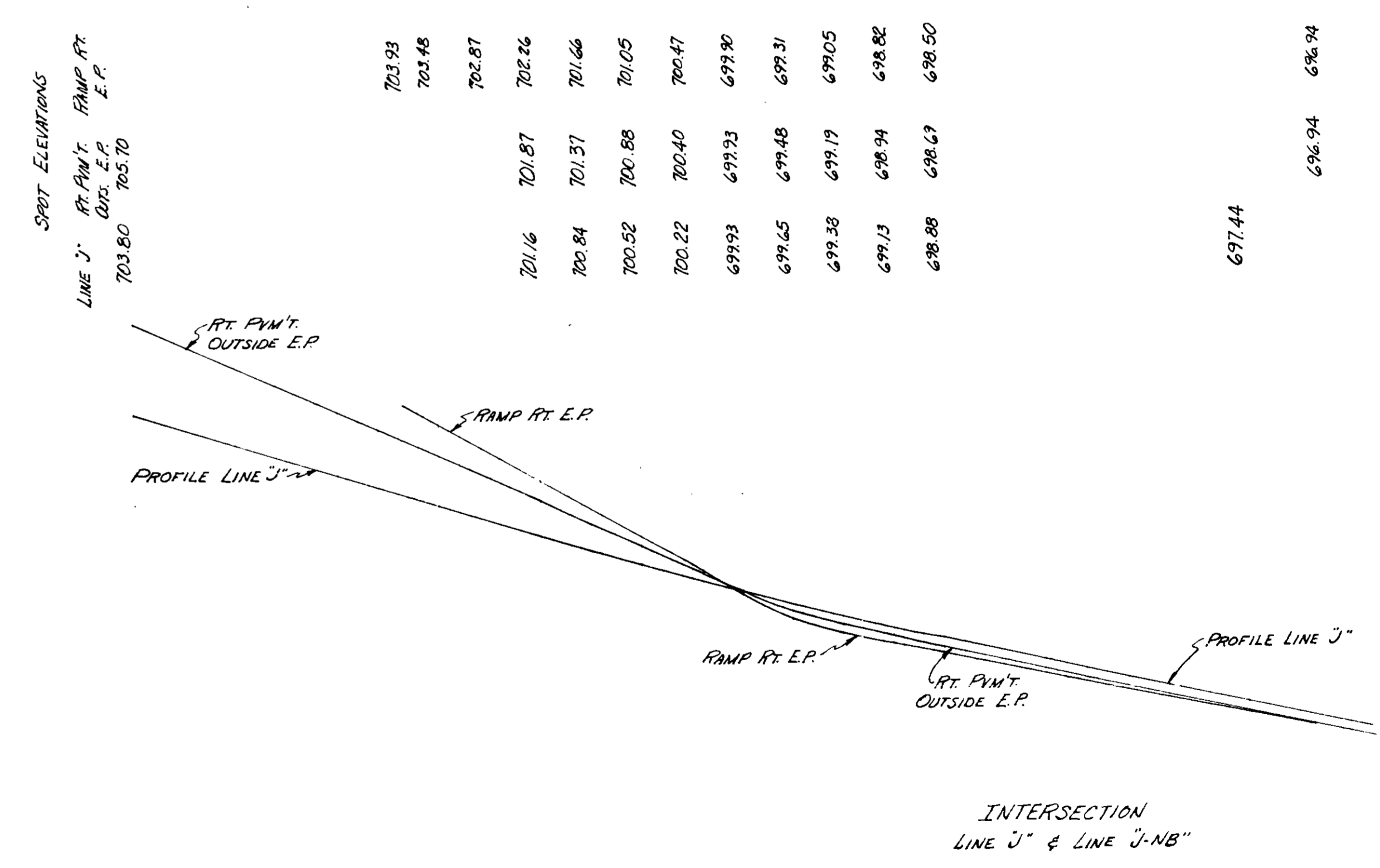
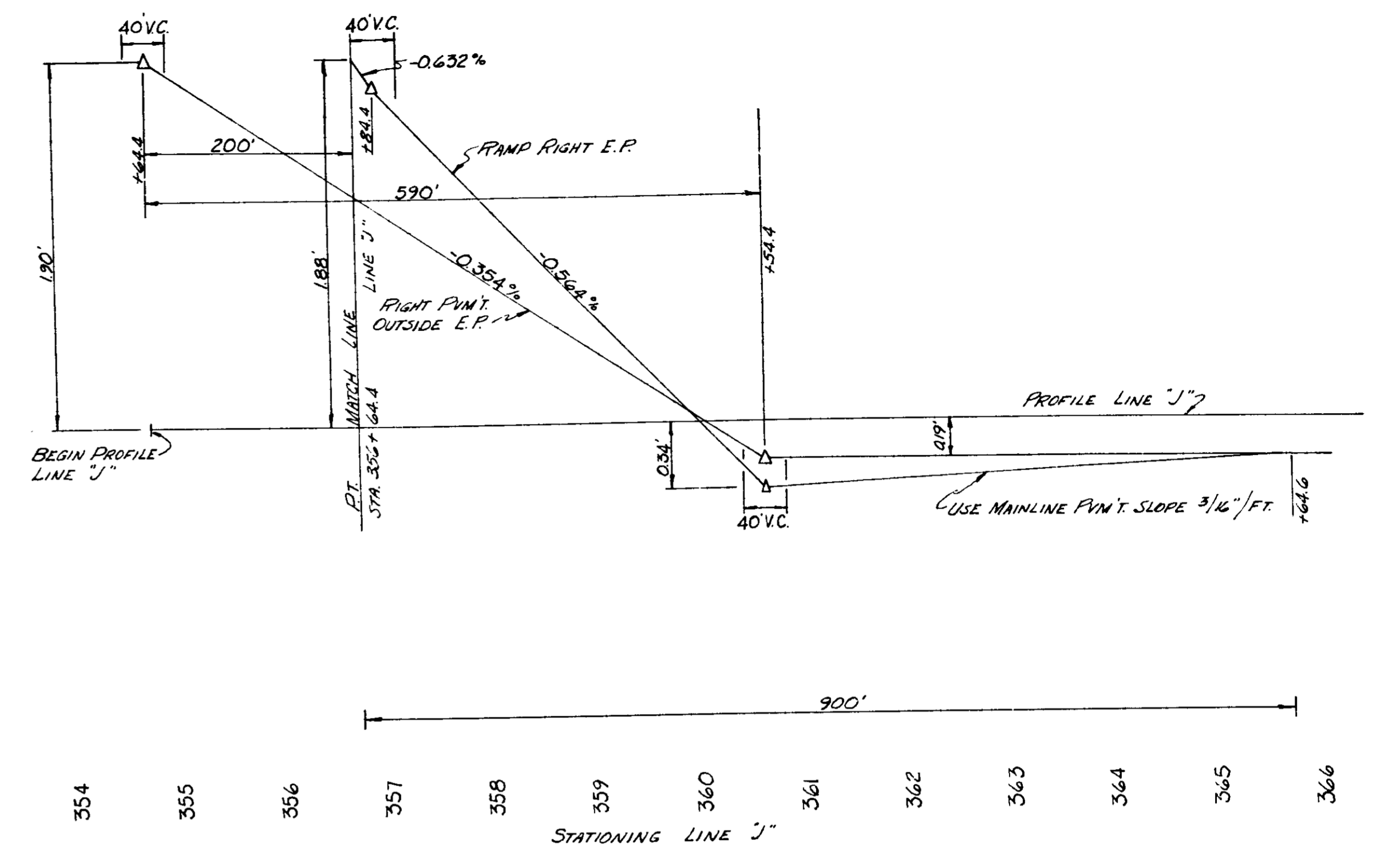
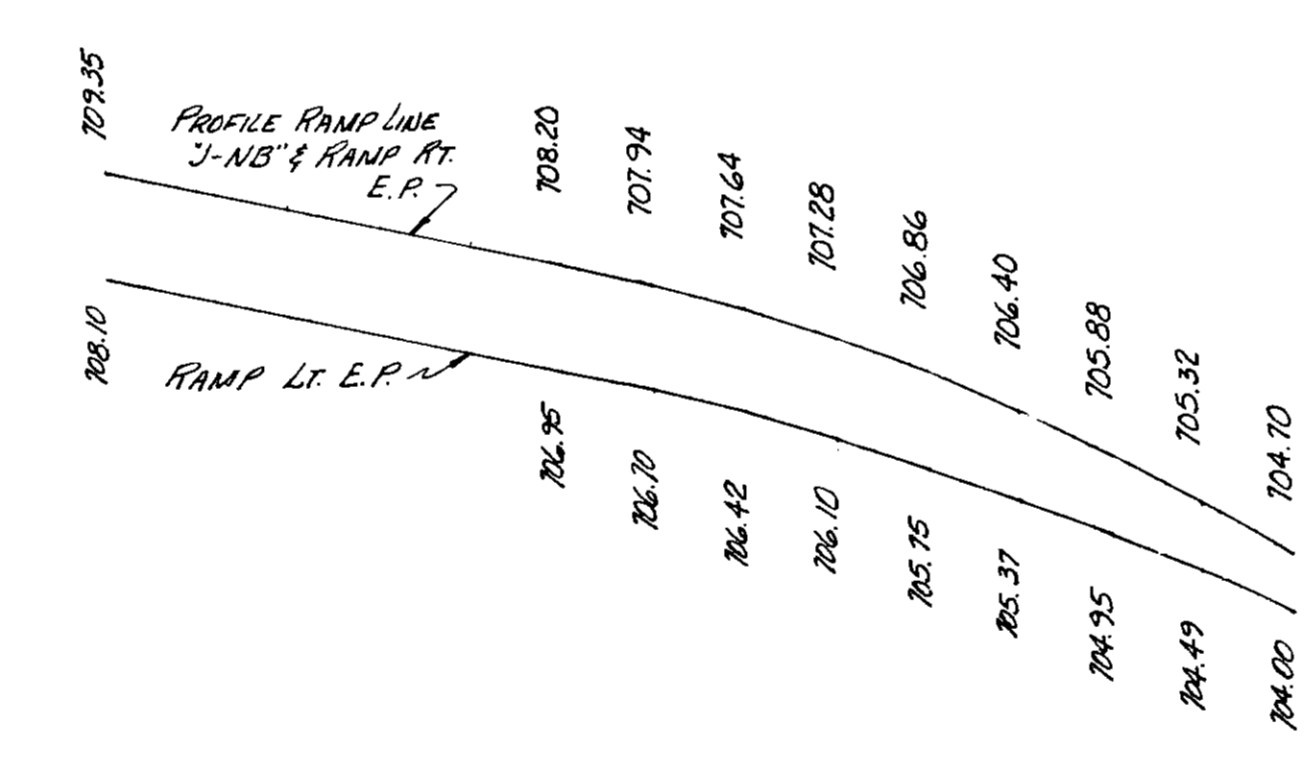
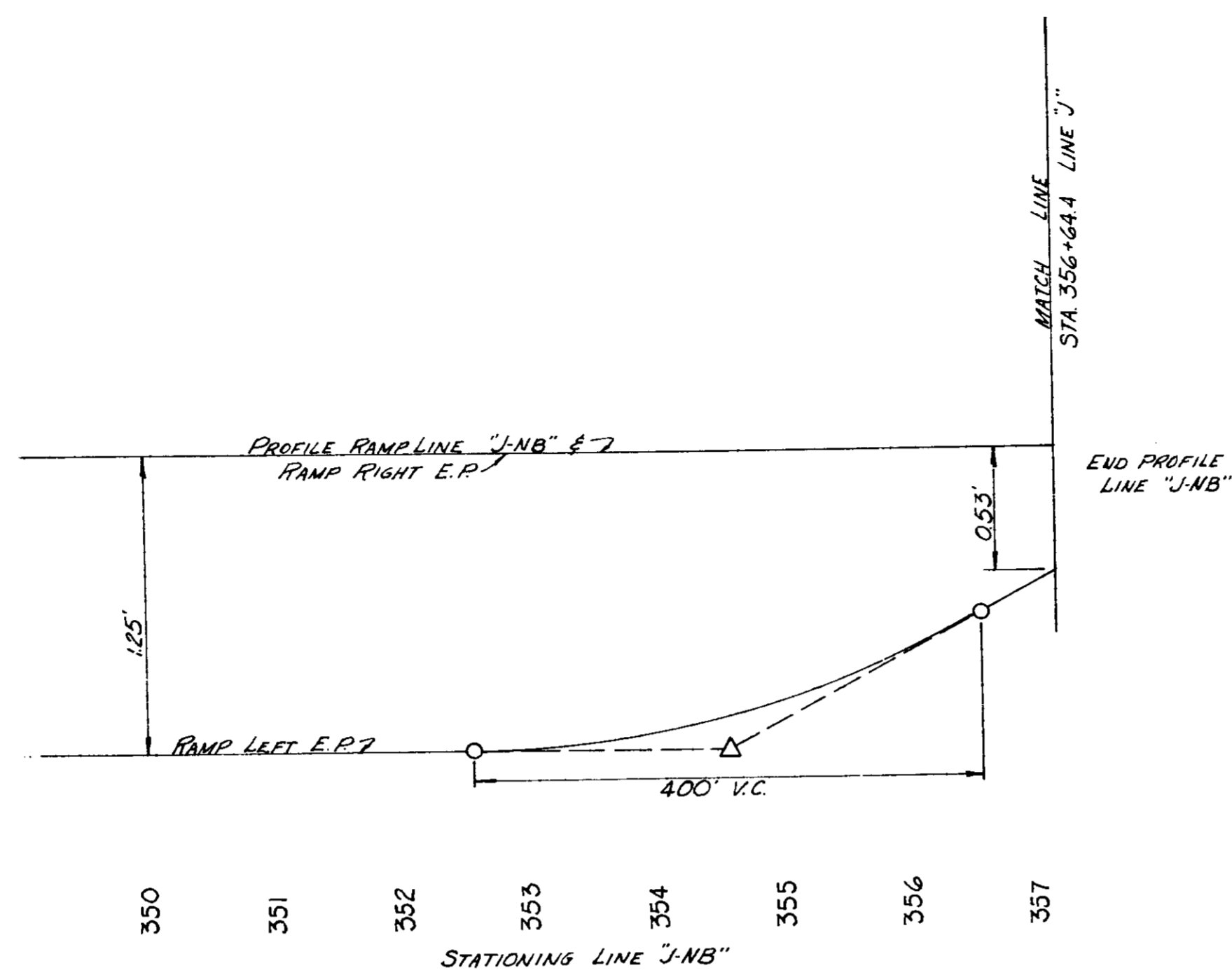




BEGIN CONSTRUCTION
NORTH BOUND LINE "L"

BEGIN CONSTRUCTION
SOUTH BOUND LINE "L"

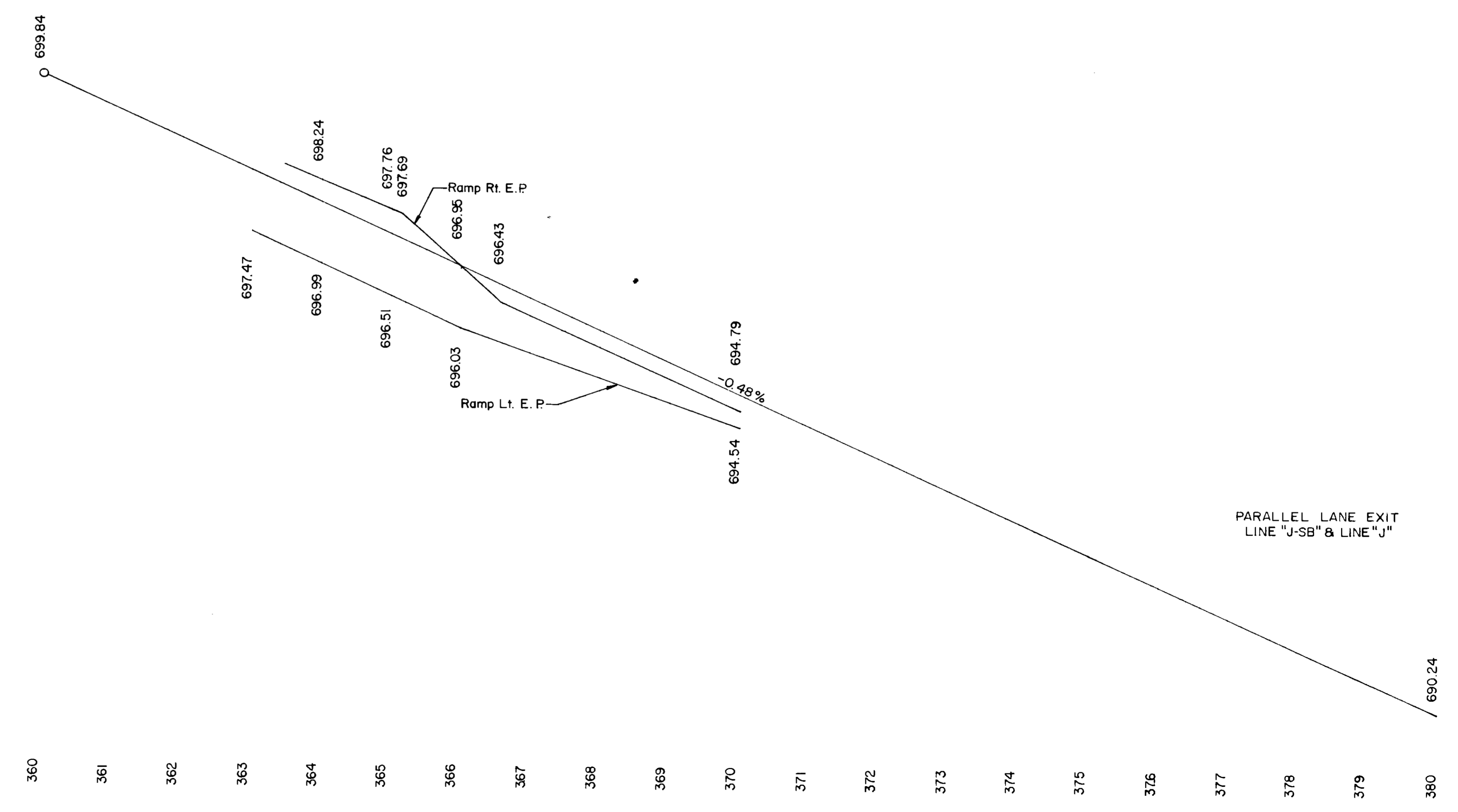
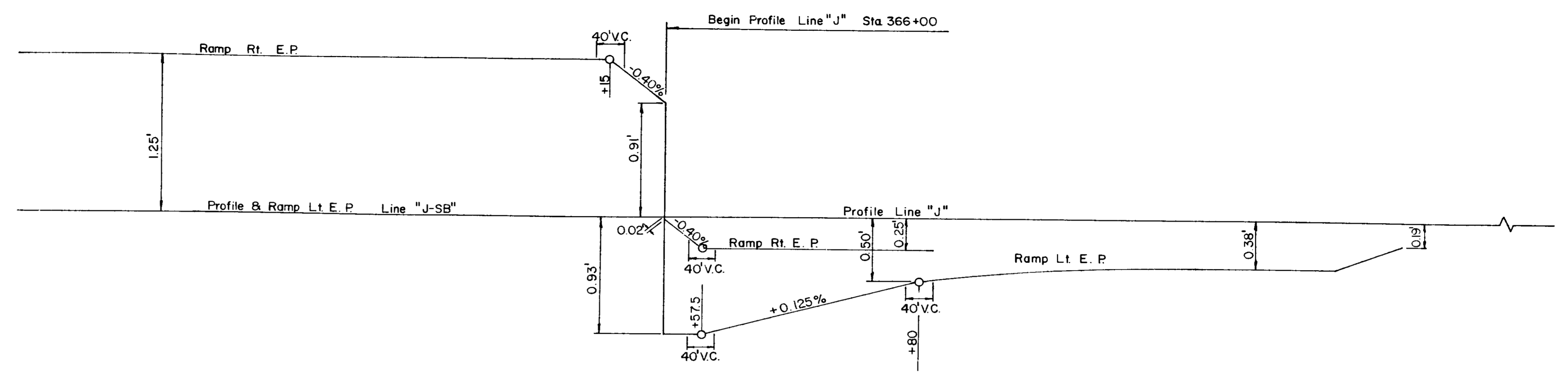


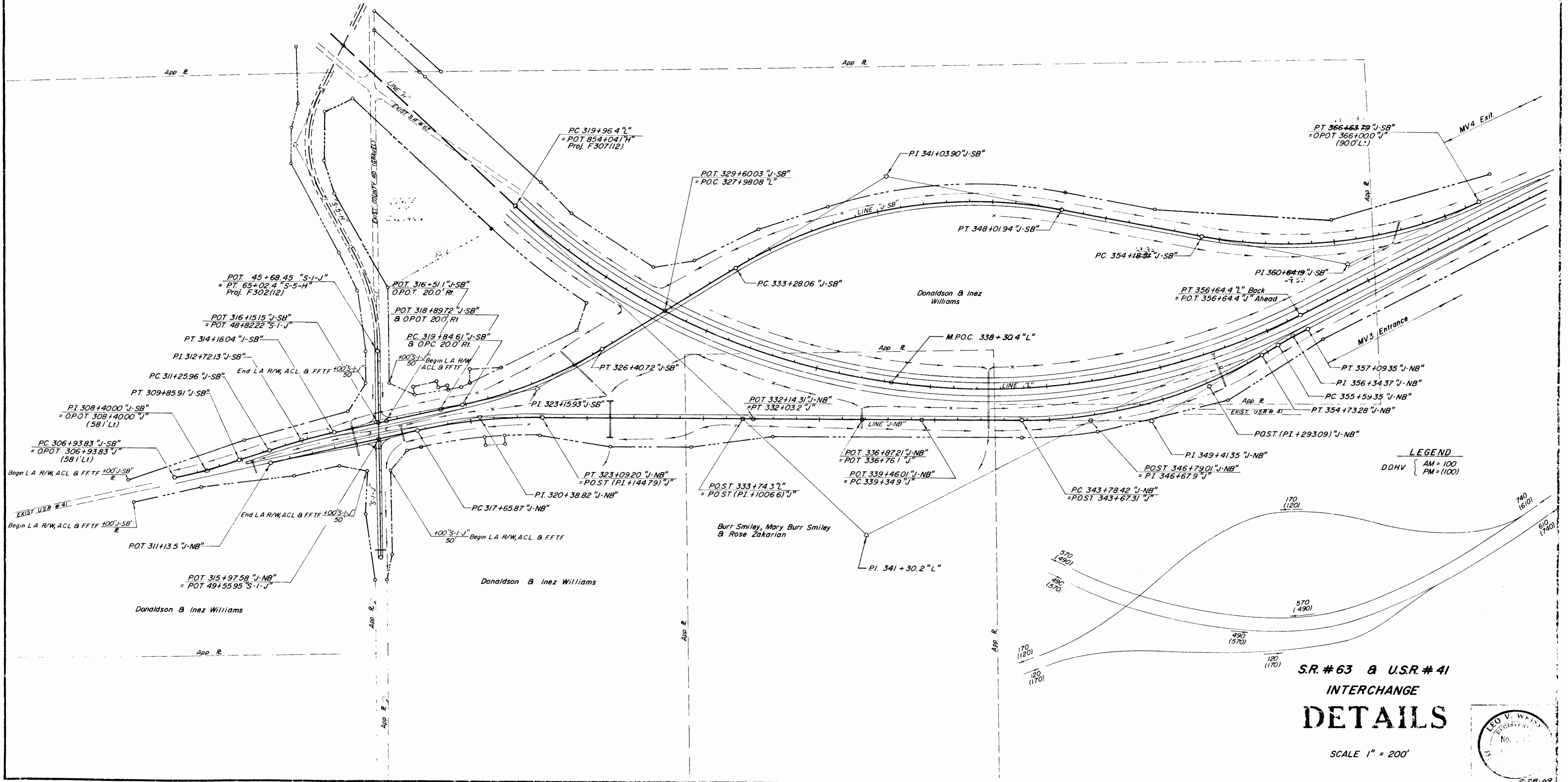


INTERSECTION
LINE 'J' & LINE 'J-NB'

F E E T

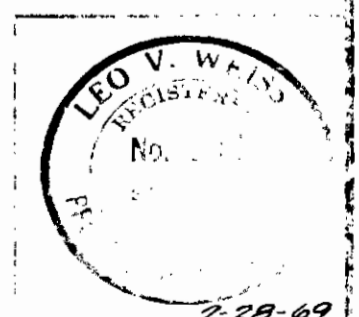
F E E T





**S.R. #63 & U.S.R. #41
INTERCHANGE
DETAILS**

SCALE 1" = 200'



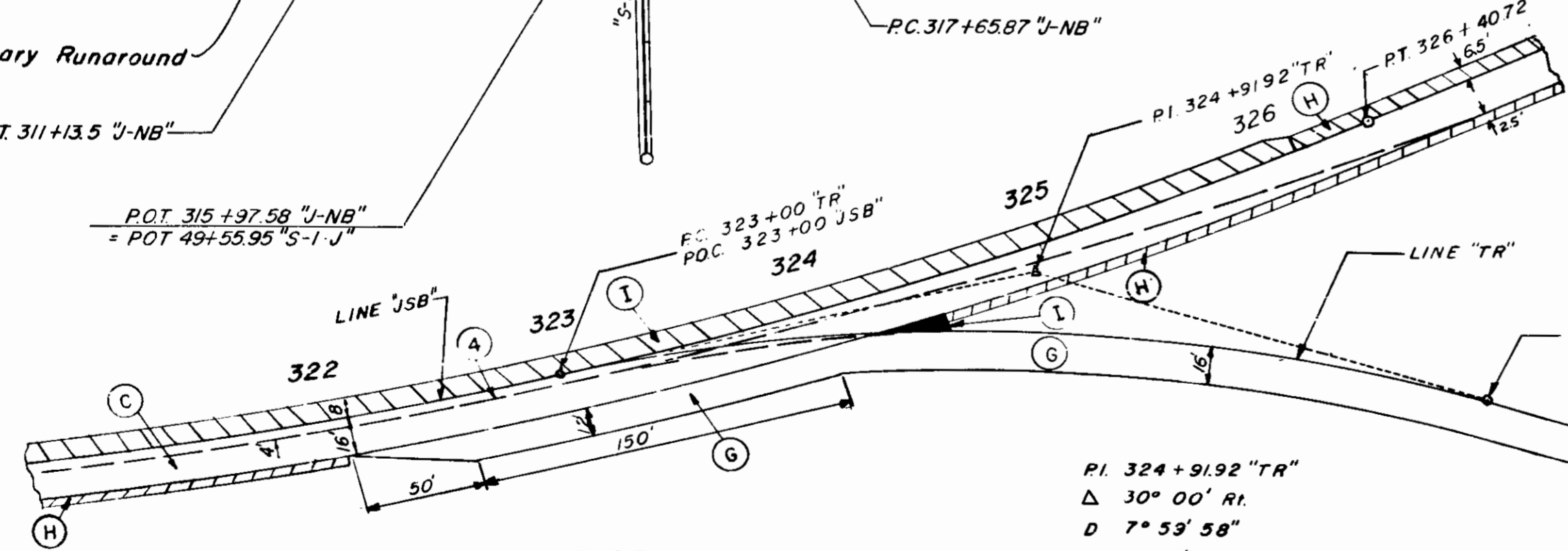
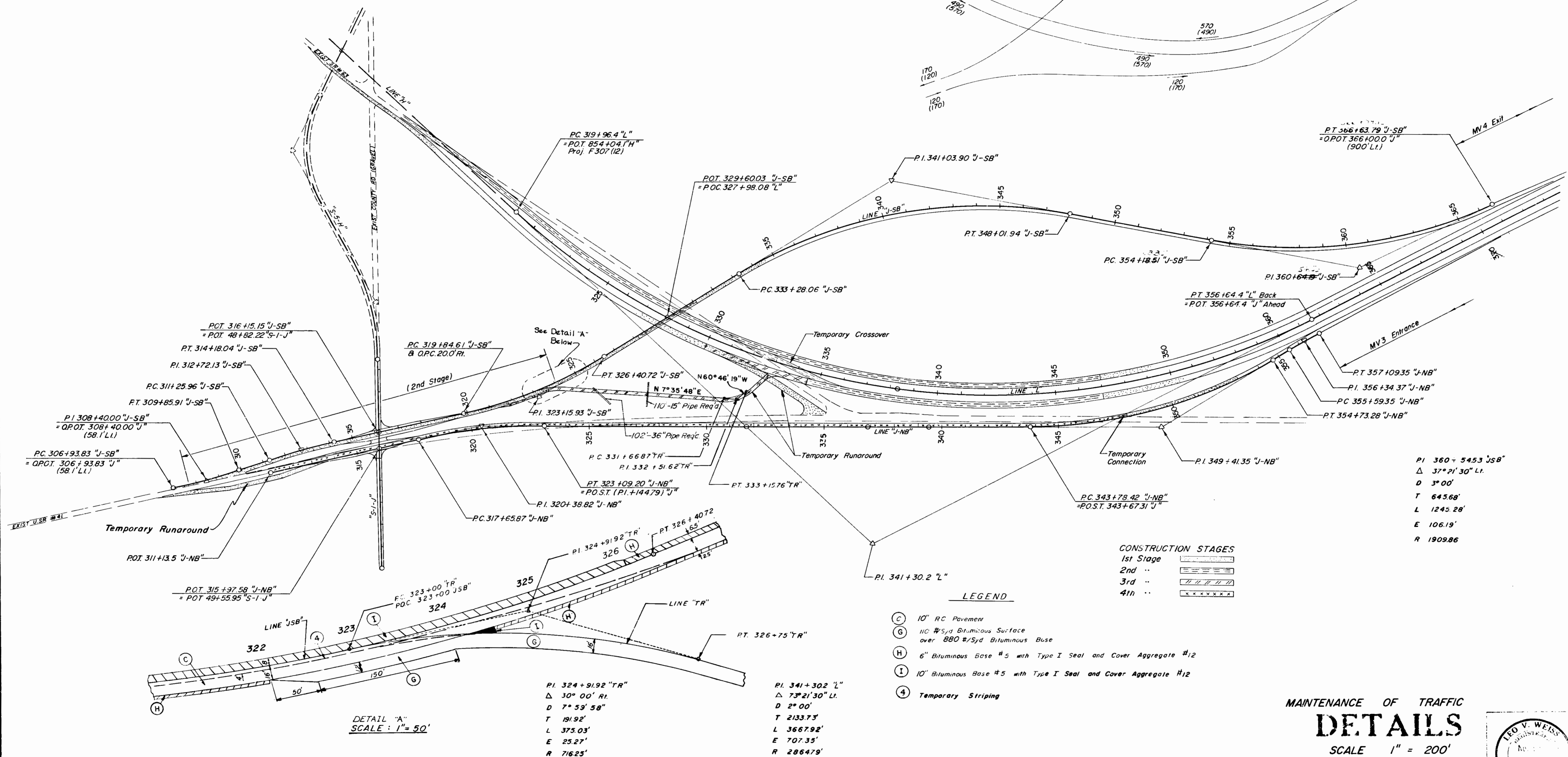
P.I. 312 + 72.13 "J-SB"
 Δ 5° 50' 30"
 D 2° 00'
 T 145.17'
 L 292.08'
 E 373'
 R 285479'

P.I. 323 + 15.93 "J-SB"
 Δ 19° 41' LI
 D 3° 00'
 T 331.32'
 L 656.10'
 E 2953'
 R 1909.86'

P.I. 332 + 51.62 "TR"
 Δ 68° 22' 07" LI
 D 45° 55' 07"
 T 84.75'
 L 148.89'
 R 124.78'

P.I. 341 + 03.9 "J-SB"
 Δ 44° 13' RL
 D 3° 00'
 T 775.84'
 L 1473.88'
 E 151.57'
 R 1909.86'

LEGEND
 DDHV AM = 100
 PM = (100)



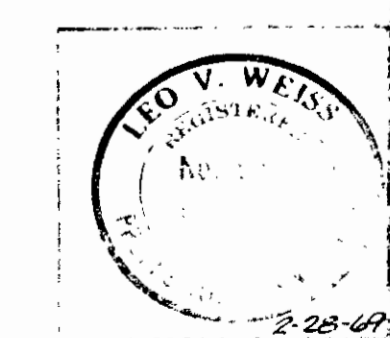
P.I. 324 + 91.92 "TR"
 Δ 30° 00' RL
 D 7° 59' 58"
 T 191.92'
 L 375.03'
 E 25.27'
 R 716.25'

P.I. 341 + 30.2 "L"
 Δ 73° 21' 30" LI
 D 2° 00'
 T 2133.73'
 L 3667.92'
 E 707.35'
 R 286479'

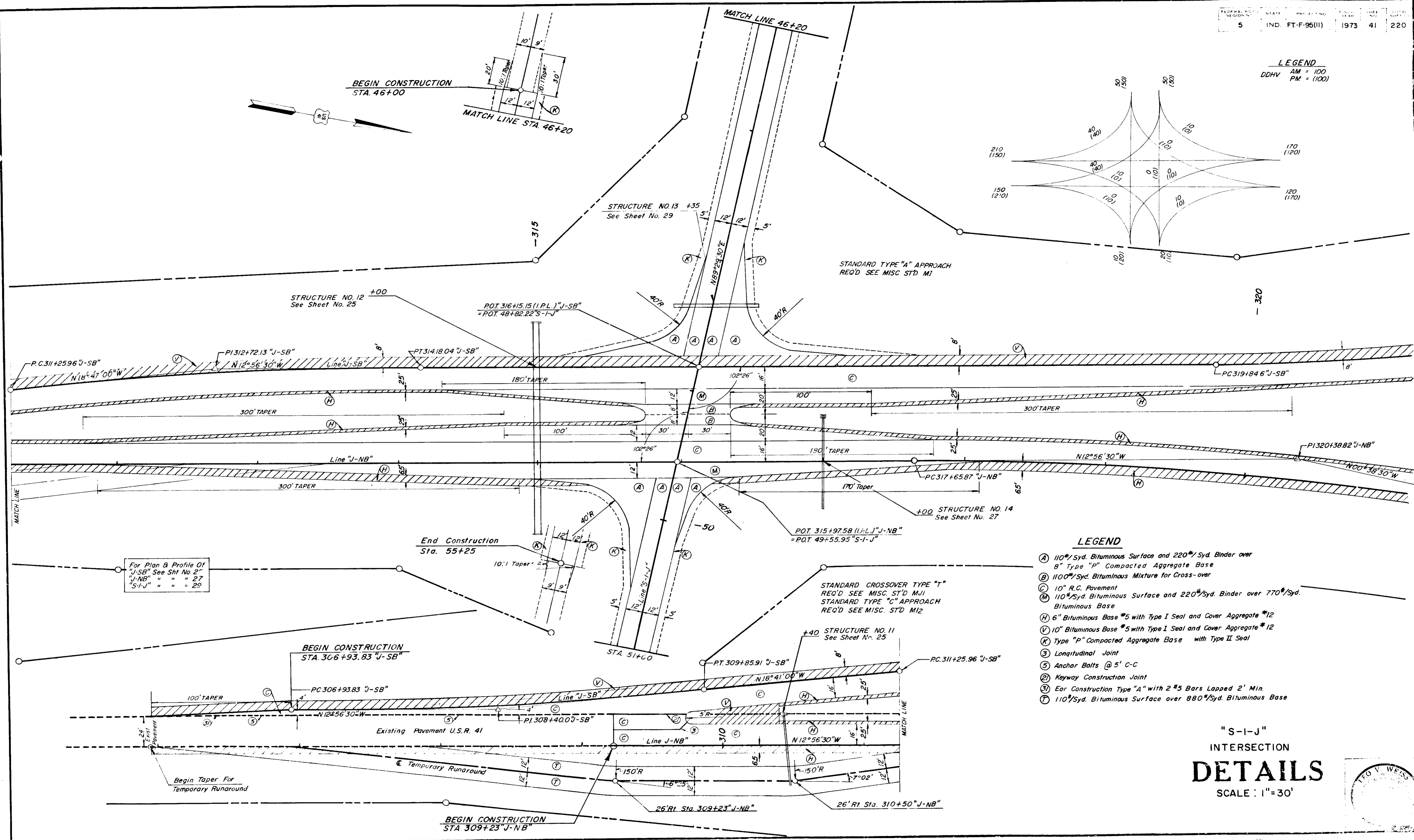
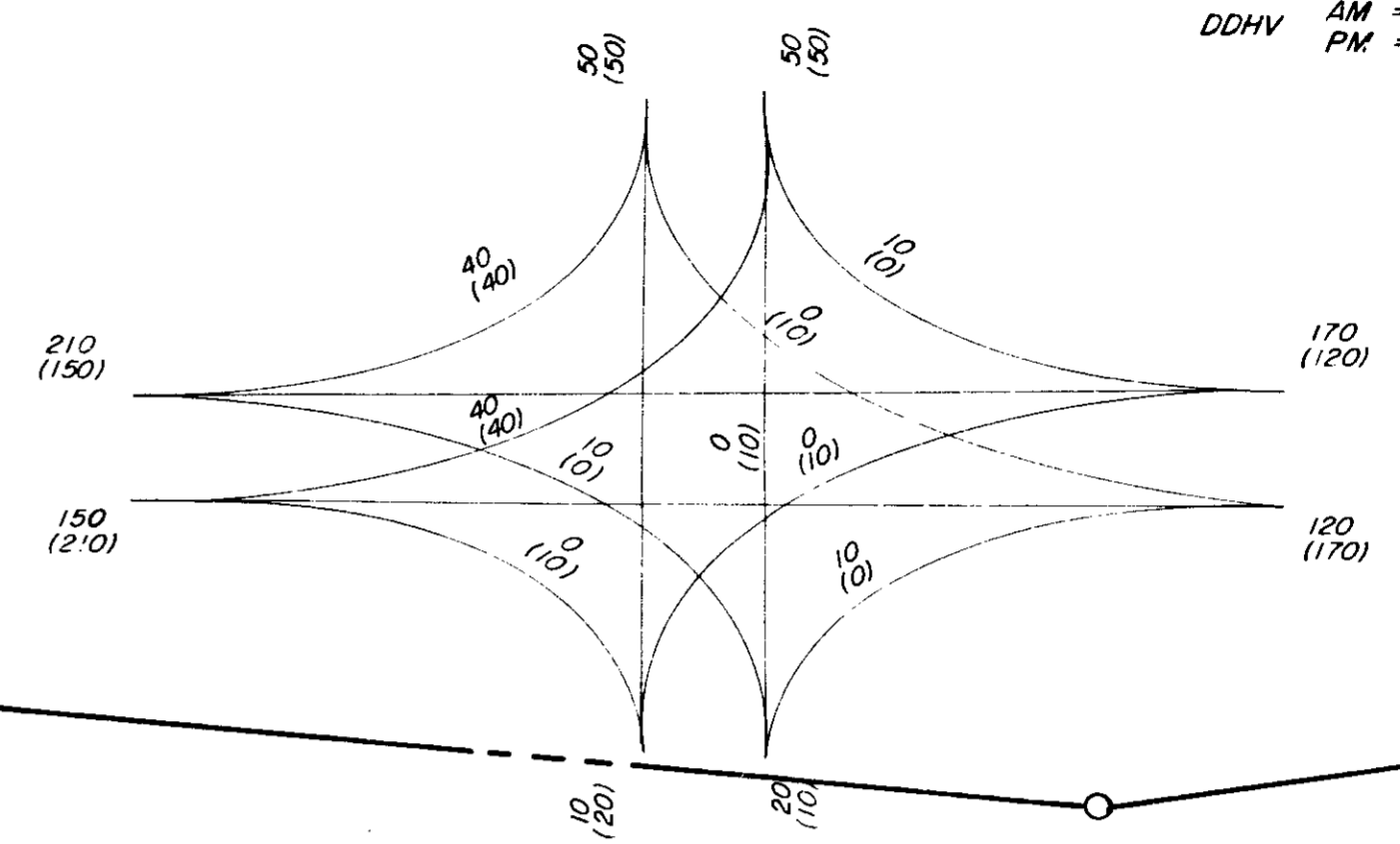
CONSTRUCTION STAGES
 1st Stage [Pattern]
 2nd .. [Pattern]
 3rd .. [Pattern]
 4th .. [Pattern]

LEGEND
 (C) 10" RC Pavement
 (G) 11C #5/4 Bituminous Surface over 880 #/Syd Bituminous Base
 (H) 6" Bituminous Base #5 with Type I Seal and Cover Aggregate #12
 (I) 10" Bituminous Base #5 with Type I Seal and Cover Aggregate #12
 (A) Temporary Striping

MAINTENANCE OF TRAFFIC
DETAILS
 SCALE 1" = 200'



LEGEND
 DDHV AM = 100
 PM = (100)

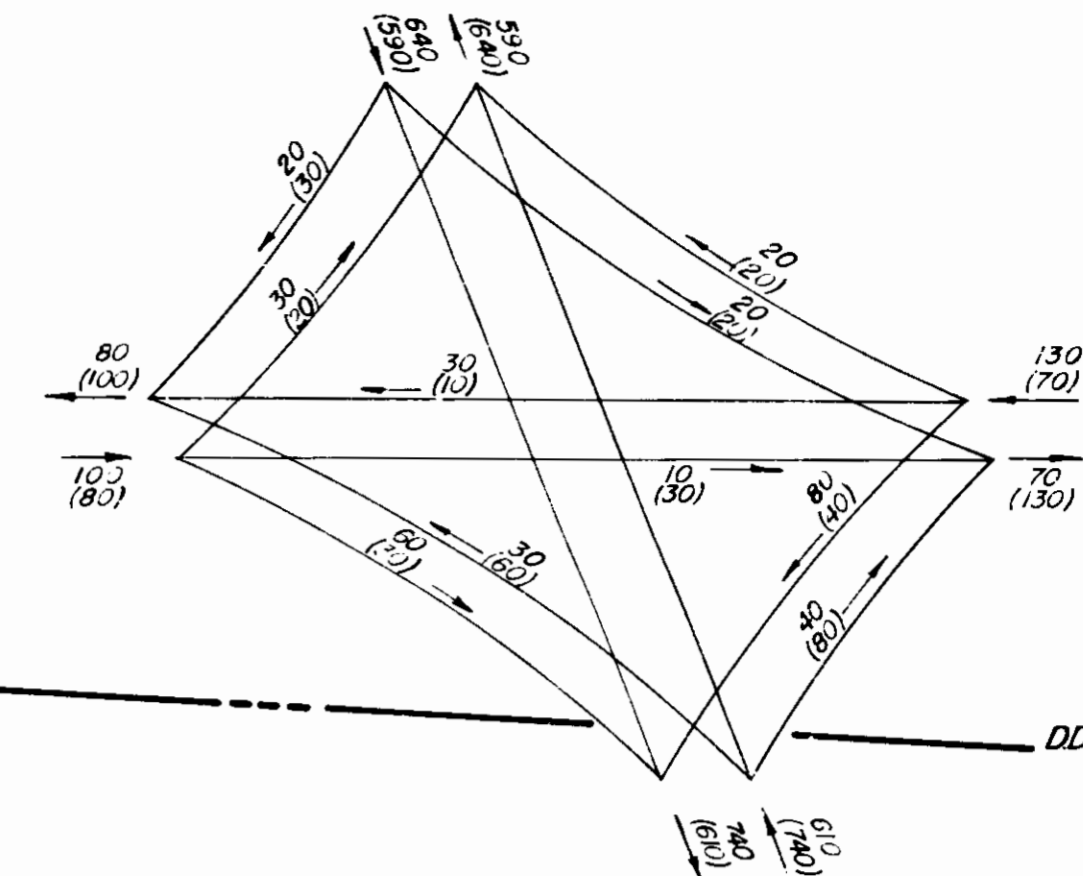
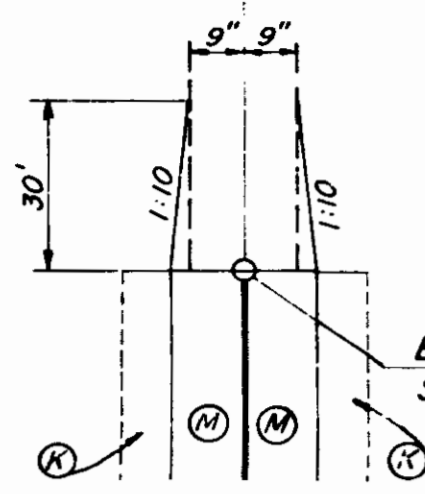


For Plan & Profile Of
 "J-SB" See Sht No. 2
 "J-NB" " " " 27
 "S-I-J" " " " 29

- LEGEND**
- (A) 110#/Syd. Bituminous Surface and 220#/Syd Binder over 8" Type "P" Compacted Aggregate Base
 - (B) 1100#/Syd. Bituminous Mixture for Cross-over
 - (C) 10" R.C. Pavement
 - (M) 110#/Syd. Bituminous Surface and 220#/Syd. Binder over 770#/Syd. Bituminous Base
 - (H) 6" Bituminous Base #5 with Type I Seal and Cover Aggregate #12
 - (V) 10" Bituminous Base #5 with Type I Seal and Cover Aggregate #12
 - (K) Type "P" Compacted Aggregate Base with Type II Seal
 - (3) Longitudinal Joint
 - (5) Anchor Bolts @ 5' C-C
 - (2) Keyway Construction Joint
 - (3) Ear Construction Type "A" with 2 #5 Bars Lapped 2' Min.
 - (T) 110#/Syd. Bituminous Surface over 880#/Syd. Bituminous Base

"S-I-J"
 INTERSECTION
DETAILS
 SCALE: 1"=30'





LEGEND
DDHV { S.A.M. = 100
 { P.M. = (100)

STRUCTURE NO. 25 +72
See Sheet No. 13

+50 STRUCTURE NO. 27
See Sheet No. 13

+35 STRUCTURE NO. 26
See Sheet No. 13

For Plan & Profile Of
"J" See Sheet No. 13
"S-2-J" Rev. See Sht.
Nos. 30 & 31.

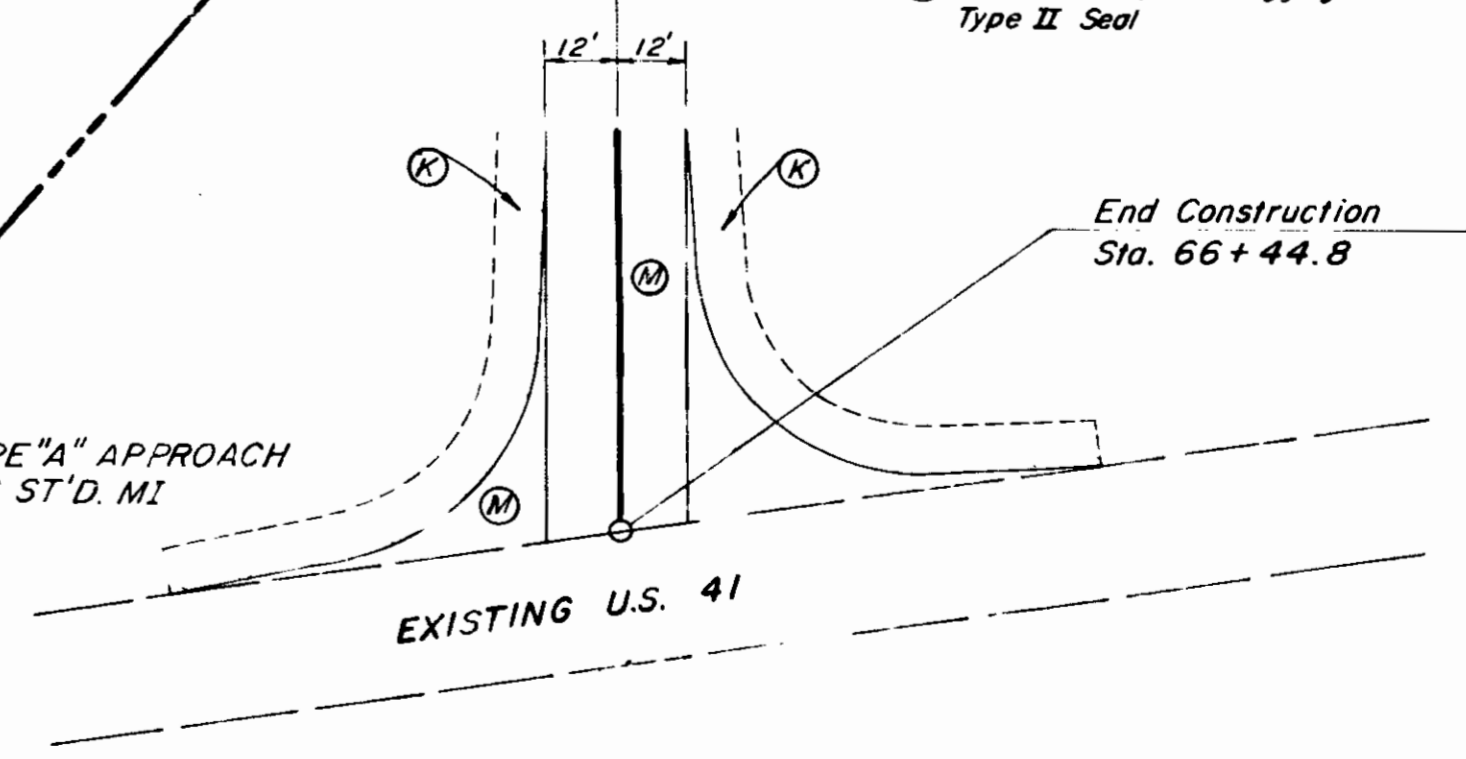
LEGEND

- (B) 110[#] Syd. Bituminous Mixture for Cross-over
- (C) 10" R.C. Pavement
- (3) Longitudinal Joint
- (H) 6" Bituminous Base #5 with Type I Seal and Cover Aggregate #2
- (M) 110[#] Syd. Bituminous Surface and 220[#] Syd. Bituminous Binder over 770[#] Syd. Bituminous Base
- (K) Type "P" Compacted Aggregate Base with Type II Seal

STANDARD CROSSOVER TYPE "S"
REQ'D. SEE MISC. ST'D. M.J1

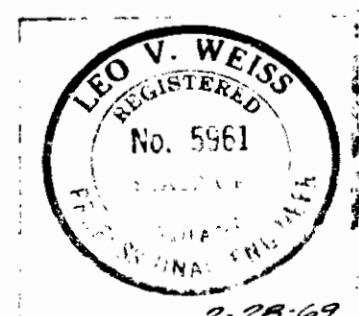
STANDARD TYPE "C" APPROACHES
REQ'D. SEE MISC. ST'D. M12

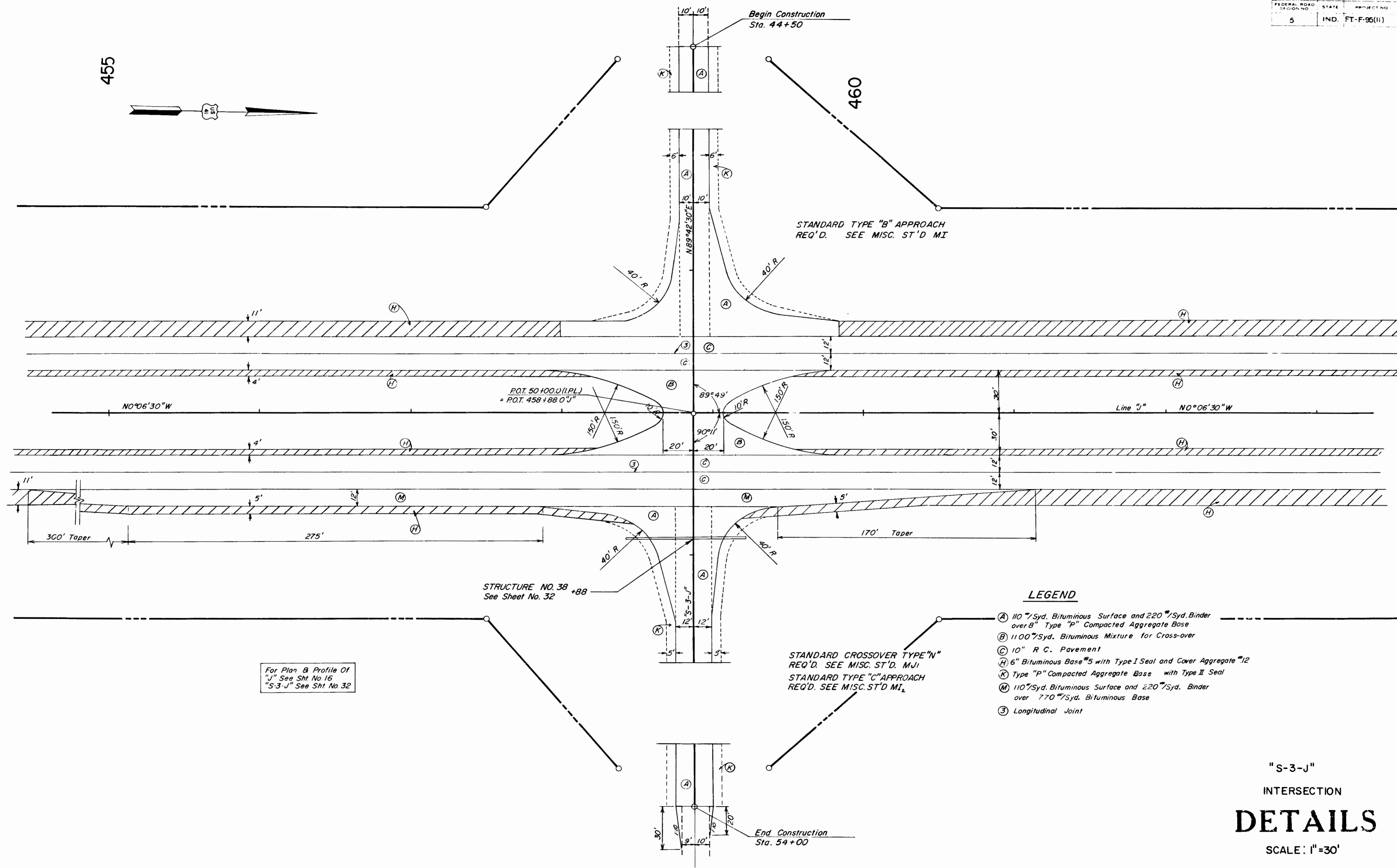
STANDARD TYPE "A" APPROACH
REQ'D. SEE MISC. ST'D. M1



"S-2-J" (Rev.)
INTERSECTION
DETAILS

SCALE: 1" = 30'

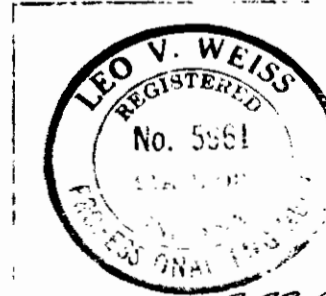




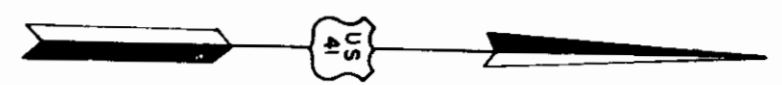
LEGEND

- (A) 110[#]/Syd. Bituminous Surface and 220[#]/Syd. Binder over 8" Type "P" Compacted Aggregate Base
- (B) 1100[#]/Syd. Bituminous Mixture for Cross-over
- (C) 10" R.C. Pavement
- (H) 6" Bituminous Base[#]5 with Type I Seal and Cover Aggregate[#]12
- (K) Type "P" Compacted Aggregate Base with Type II Seal
- (M) 110[#]/Syd. Bituminous Surface and 220[#]/Syd. Binder over 7.70[#]/Syd. Bituminous Base
- (3) Longitudinal Joint

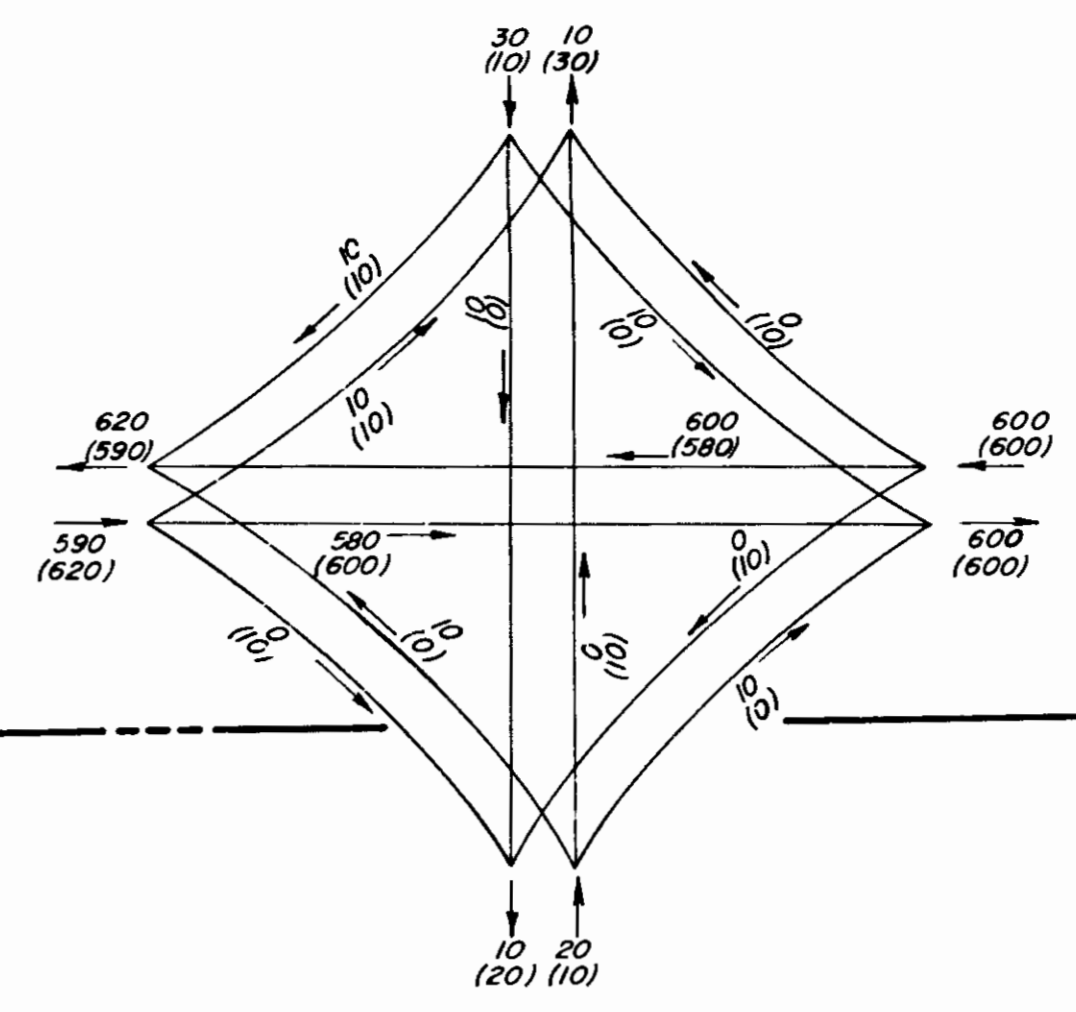
"S-3-J"
INTERSECTION
DETAILS
SCALE: 1"=30'



For Plan & Profile Of
"J" See Sht. No. 16
"S-3-J" See Sht. No. 32



LEGEND
 DDHV F.A.M. = 100
 L.P.M. = (100)



Begin Construction
Sta. 46+00

+98 STRUCTURE NO. 48
See Sheet No. 44

+00 STRUCTURE NO. 45
See Sheet No. 17

+97 STRUCTURE NO. 47
See Sheet No. 17

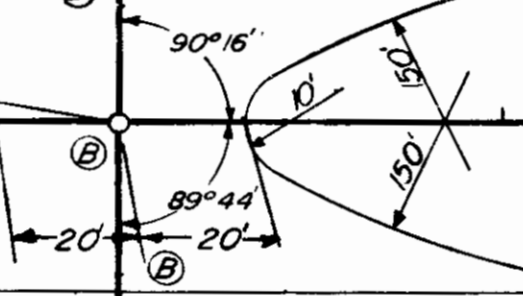
+25 STRUCTURE NO. 46
See Sheet No. 17

+75 STRUCTURE NO. 49
See Sheet No. 18

NO°06'30"W

Line "J" NO°06'30"W

POT. 50+00.0 (I.P.L.)
POT. 512+32.6 "J"



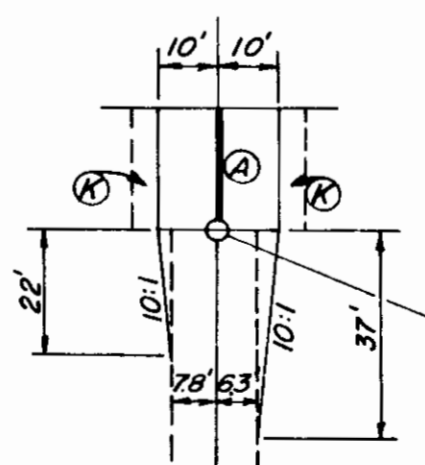
STANDARD CROSSOVER TYPE "N"
REQ'D. SEE MISC. ST'D. MJ1

STANDARD TYPE "B" APPROACHES
REQ'D. SEE MISC. ST'D. MI

For Plan & Profile Of
"J" See Sht No. 18
"S-4-J" See Sht No. 33

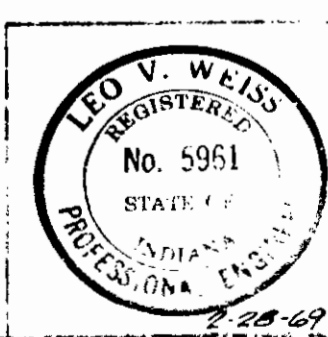
LEGEND

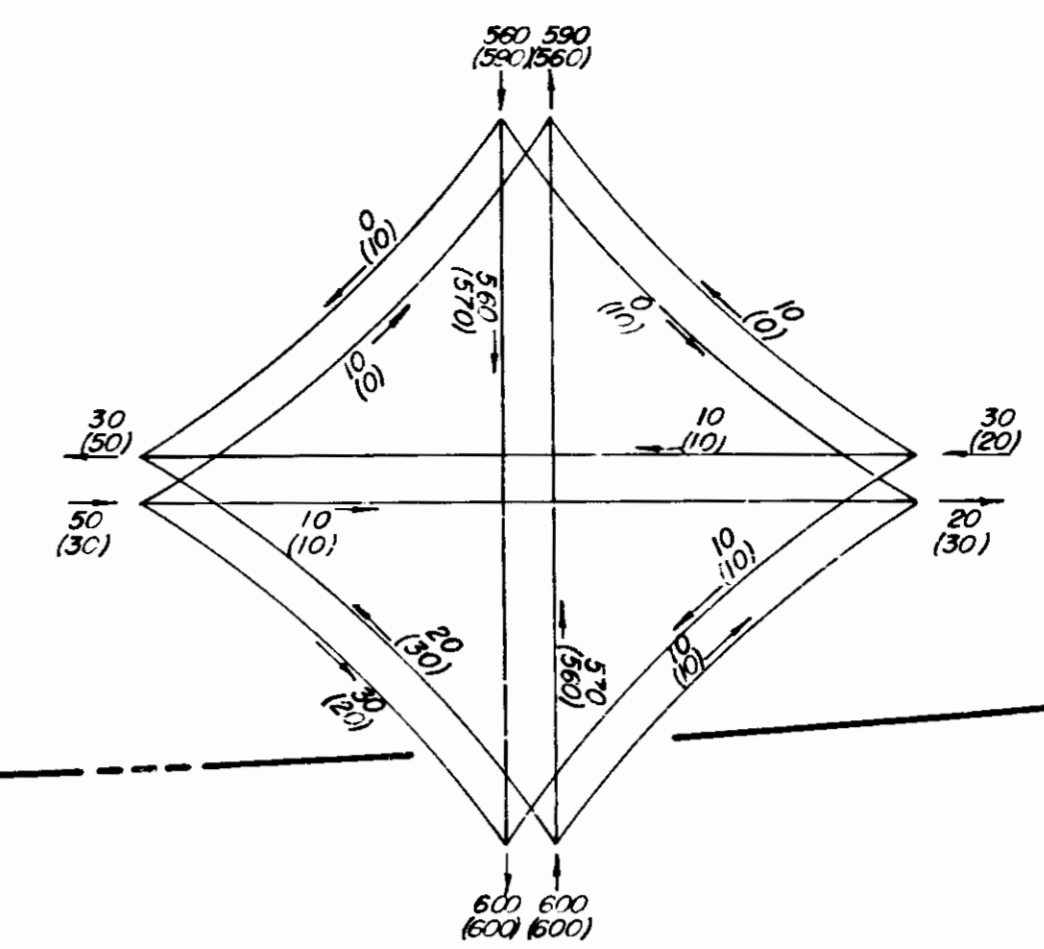
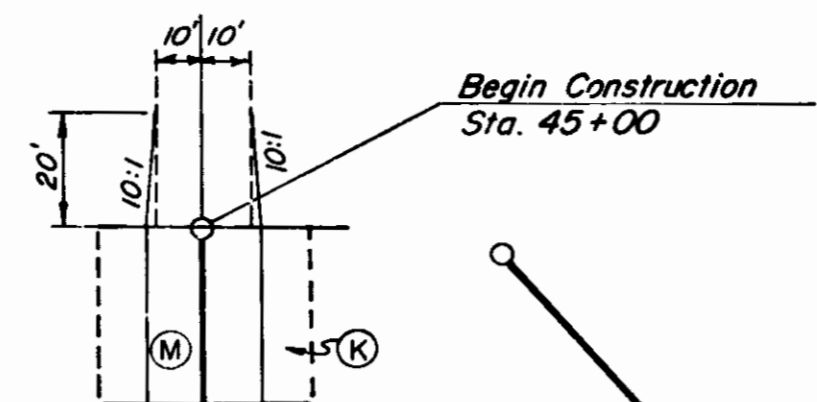
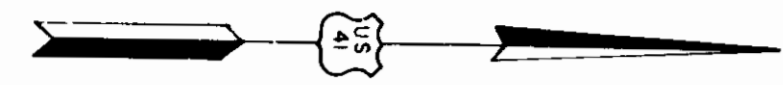
- (B) 110[#]Syd Bituminous Mixture for Cross-over
- (C) 10" R.C. Pavement
- (E) Longitudinal Joint
- (H) 6" Bituminous Base #5 with Type I Seal and Cover Aggregate #12
- (K) Type "P" Compacted Aggregate Base with Type II Seal
- (A) 110[#]Syd Bituminous Surface and 220[#]Syd Bituminous Binder over 8" Type "P" Compacted Aggregate Base



End Construction
Sta. 55+00

"S-4-J"
INTERSECTION
DETAILS
SCALE: 1"=30'





DDHV (A.M. = 100
P.M. = 100)

STRUCTURE NO. 56 +00
See Sheet No. 19

Begin Construction
Sta. 45+00

STRUCTURE NO. 58
See Sheet No. 33

STRUCTURE NO. 57 +30
See Sheet No. 19

P.O.T. 50+00.0 (L.P.L.)
= P.O.T. 565+48.9 "J"

NO 906'30"W
300' TAPER

P.C. 565+89.5

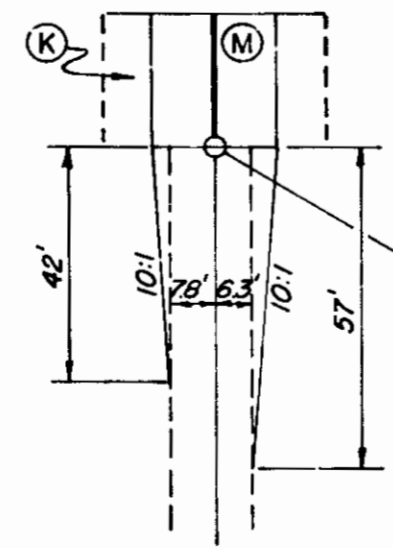
180' TAPER

For Plan & Profile Of
"J" See Sht. No. 19
"S-5-J" See Sht. No. 33

STANDARD CROSSOVER TYPE "S"
REQ'D. SEE MISC. ST'D. MJ1
STANDARD TYPE "B" APPROACHES
REQ'D. SEE MISC. ST'D. MI

LEGEND

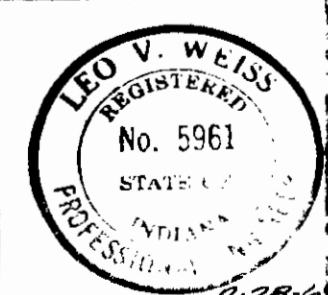
- (C) 10" R.C. Pavement
- (J) Longitudinal Joint
- (D) 1100²/Syd. Bituminous Mixture for Crossover
- (H) 6" Bituminous Base #5 with Type I Seal and Cover Aggregate #12.
- (K) Type "P" Compacted Aggregate Base with Type II Seal
- (M) 110²/Syd. Bituminous Surface and 220²/Syd. Bituminous Binder over 770²/Syd. Bituminous Base



End Construction
Sta. 54+00

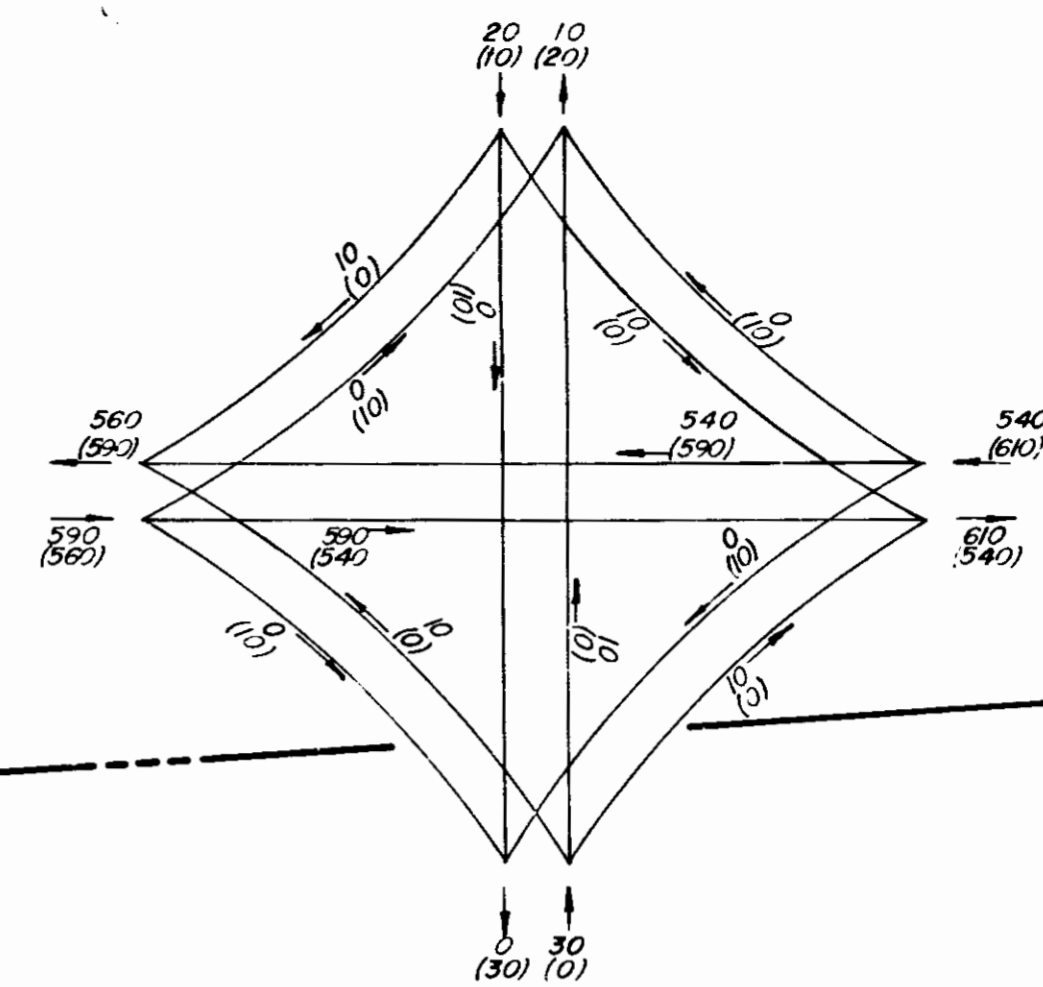
"S-5-J"
INTERSECTION
DETAILS

SCALE: 1"=30'

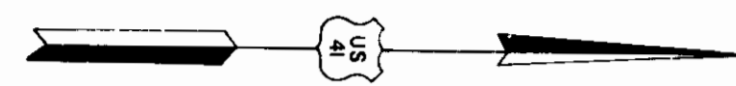


670

675



LEGEND
DDHV (A.M. = 100
P.M. = (100))



STRUCTURE NO. 75 +75
See Sheet No. 23

Begin Construction
Sta. 45+25

+92 STRUCTURE NO. 76
See Sheet No. 34

+00 STRUCTURE NO. 77
See Sheet No. 34

For Plan & Profile Of
"J" See Sht No 23
"S-6-J" See Sht No 34

STANDARD CROSSOVER TYPE "N"
REQ'D SEE MISC. ST'D. MI
STANDARD TYPE "B" APPROACHES
REQ'D SEE MISC. ST'D. MI

LEGEND

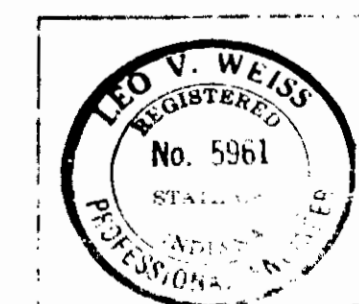
- (B) 1100# Syd. Bituminous Mixture for Cross-over
- (C) 10" R.C. Pavement
- (S) Longitudinal Joint
- (H) 6" Bituminous Base #5 with Type I Seal and Cover Aggregate #12
- (K) Type "P" Compacted Aggregate Base with Type II Seal
- (A) 110# Syd. Bituminous Surface and 220# Syd. Bituminous Binder over 8" Type "P" Compacted Aggregate Base

"S-6-J"

INTERSECTION

DETAILS

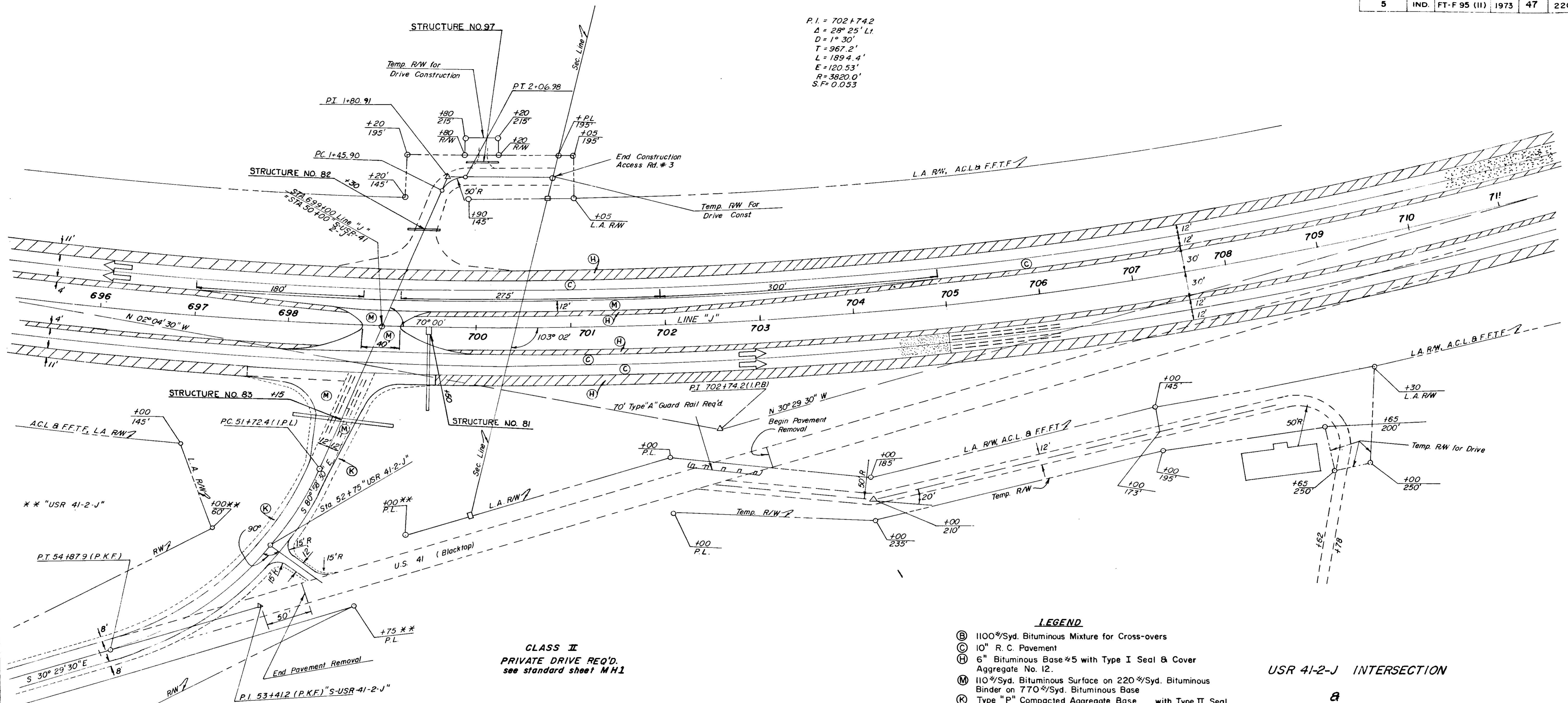
SCALE: 1" = 30'



November 6, 1964

| FEDERAL ROAD DISTRICT NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------------|-------|--------------|-------------|-----------|--------------|
| 5 | IND. | FT-F 95 (11) | 1973 | 47 | 220 |

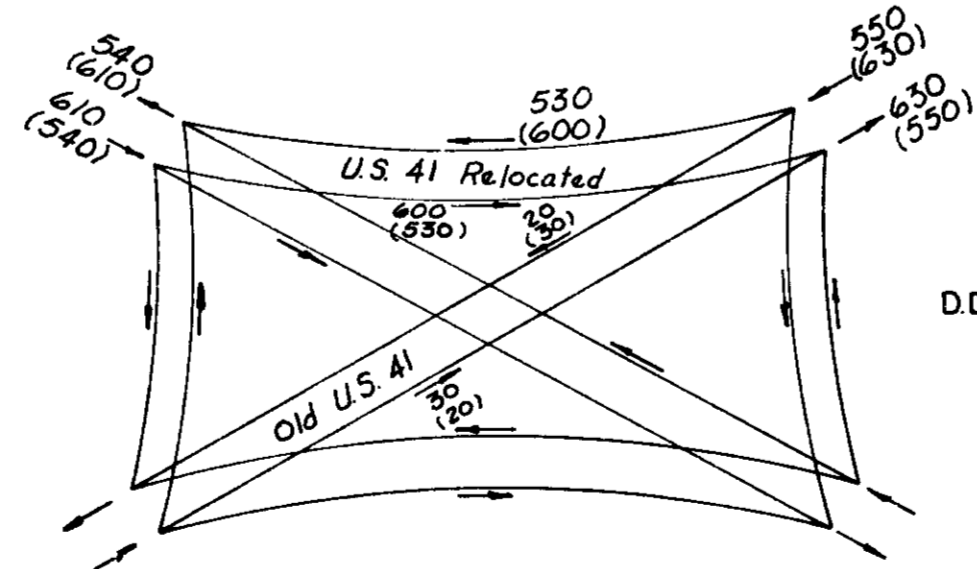
P.I. = 702+74.2
 $\Delta = 28^\circ 25' L$
 $D = 1^\circ 30'$
 $T = 967.2'$
 $L = 1894.4'$
 $E = 120.53'$
 $R = 3820.0'$
 $S.F. = 0.053$



** "USR 41-2-J"

P.I. = 33+41.3
 $\Delta = 50^\circ 24' R$
 $D = 16^\circ 00'$
 $T = 168.8'$
 $L = 315.5'$
 $E = 37.81'$
 $R = 358.125'$
 $S.E. = 07.4'$
 $L = 285'$

CLASS II PRIVATE DRIVE REQ'D.
 see standard sheet MH1



- LEGEND**
- (B) 1100#/Syd. Bituminous Mixture for Cross-overs
 - (C) 10" R. C. Pavement
 - (H) 6" Bituminous Base*5 with Type I Seal & Cover Aggregate No. 12.
 - (M) 110#/Syd. Bituminous Surface on 220#/Syd. Bituminous Binder on 770#/Syd. Bituminous Base
 - (K) Type "P" Compacted Aggregate Base with Type II Seal

- CONSTRUCTION STAGES**
- 1st STAGE [Pattern]
 - 2nd STAGE [Pattern]

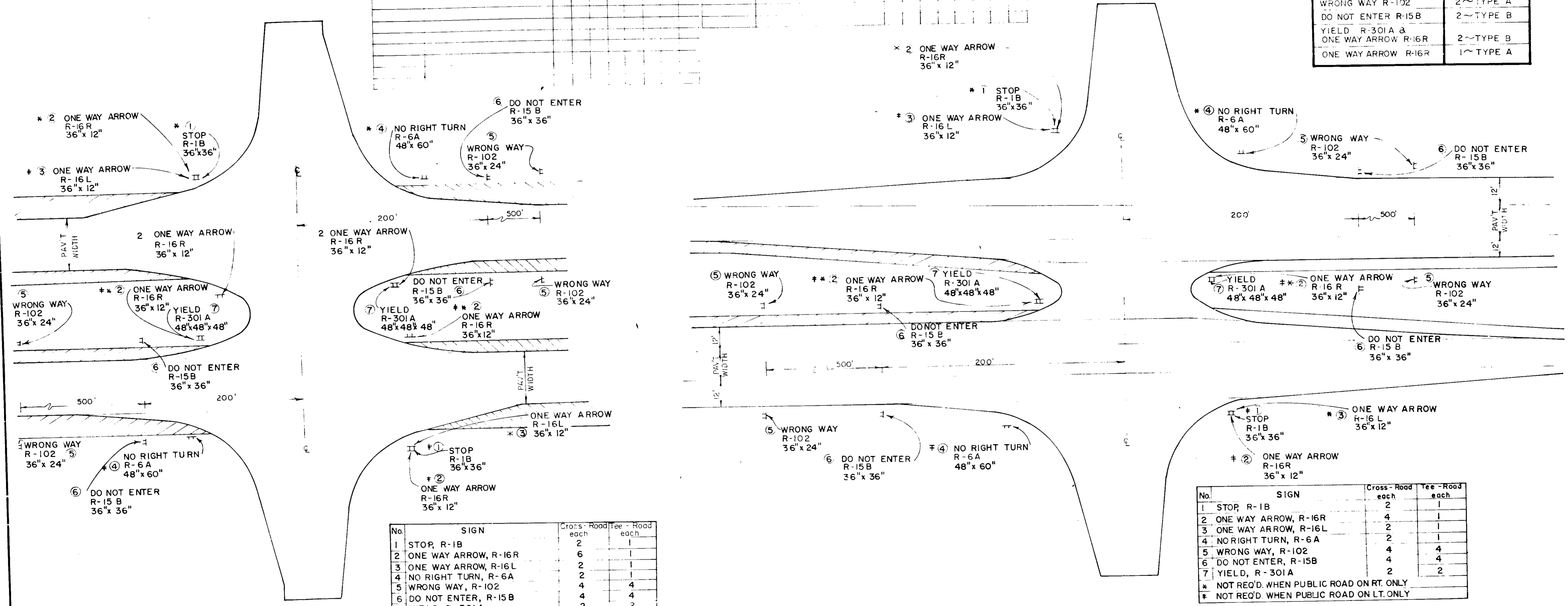
USR 41-2-J INTERSECTION
 a
 ACCESS ROAD # 3
 a
 PRIVATE DRIVE
 Sta 52+75"USR 41-2-J"

DETAILS

SCALE . 1"=50'

| TABLE OF SIGNS | | TYPE OF SIGNS | | | | | | | TABLE OF SIGNS | | TYPE OF SIGNS | | | | | | |
|----------------|-----------------------------|---------------|---|---|---|---|---|---|----------------|-----------------------------|---------------|---|---|---|---|---|---|
| STA. | DESCRIPTION OF INTERSECTION | EACH | | | | | | | STA. | DESCRIPTION OF INTERSECTION | EACH | | | | | | |
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| S-1-J | County Rd. Rt. & Lt. | 2 | 4 | 2 | 2 | 4 | 4 | 2 | | | | | | | | | |
| S-2-J | County Rd. Rt. & Lt. | 2 | 4 | 2 | 2 | 4 | 4 | 2 | | | | | | | | | |
| S-3-J | County Rd. Rt. & Lt. | 2 | 6 | 2 | 2 | 4 | 4 | 2 | | | | | | | | | |
| S-4-J | County Rd. Rt. & Lt. | 2 | 6 | 2 | 2 | 4 | 4 | 2 | | | | | | | | | |
| S-5-J | County Rd. Rt. & Lt. | 2 | 4 | 2 | 2 | 4 | 4 | 2 | | | | | | | | | |
| S-6-J | County Rd. Rt. & Lt. | 2 | 6 | 2 | 2 | 4 | 4 | 2 | | | | | | | | | |
| S-USR41-2-J | County Rd. Rt. | 1 | 1 | 1 | 1 | 4 | 4 | 2 | | | | | | | | | |

| SIGN | POST SIZE |
|--|------------|
| ONE WAY ARROW R-16R, STOP R-1B & ONE WAY ARROW R-16L | 2~TYPE B |
| NO RIGHT TURN R-6A | 2~TYPE Bbb |
| WRONG WAY R-102 | 2~TYPE A |
| DO NOT ENTER R-15B | 2~TYPE B |
| YIELD R-301A & ONE WAY ARROW R-16R | 2~TYPE B |
| ONE WAY ARROW R-16R | 1~TYPE A |



| No. | SIGN | Cross-Road each | Te e - Road each |
|-----|--|-----------------|------------------|
| 1 | STOP, R-1B | 2 | 1 |
| 2 | ONE WAY ARROW, R-16R | 6 | 1 |
| 3 | ONE WAY ARROW, R-16L | 2 | 1 |
| 4 | NO RIGHT TURN, R-6A | 2 | 1 |
| 5 | WRONG WAY, R-102 | 4 | 4 |
| 6 | DO NOT ENTER, R-15B | 4 | 4 |
| 7 | YIELD, R-301A | 2 | 2 |
| * | NOT REQ'D. WHEN PUBLIC RD. ON RT. ONLY | | |
| † | NOT REQ'D. WHEN PUBLIC RD. ON LT. ONLY | | |

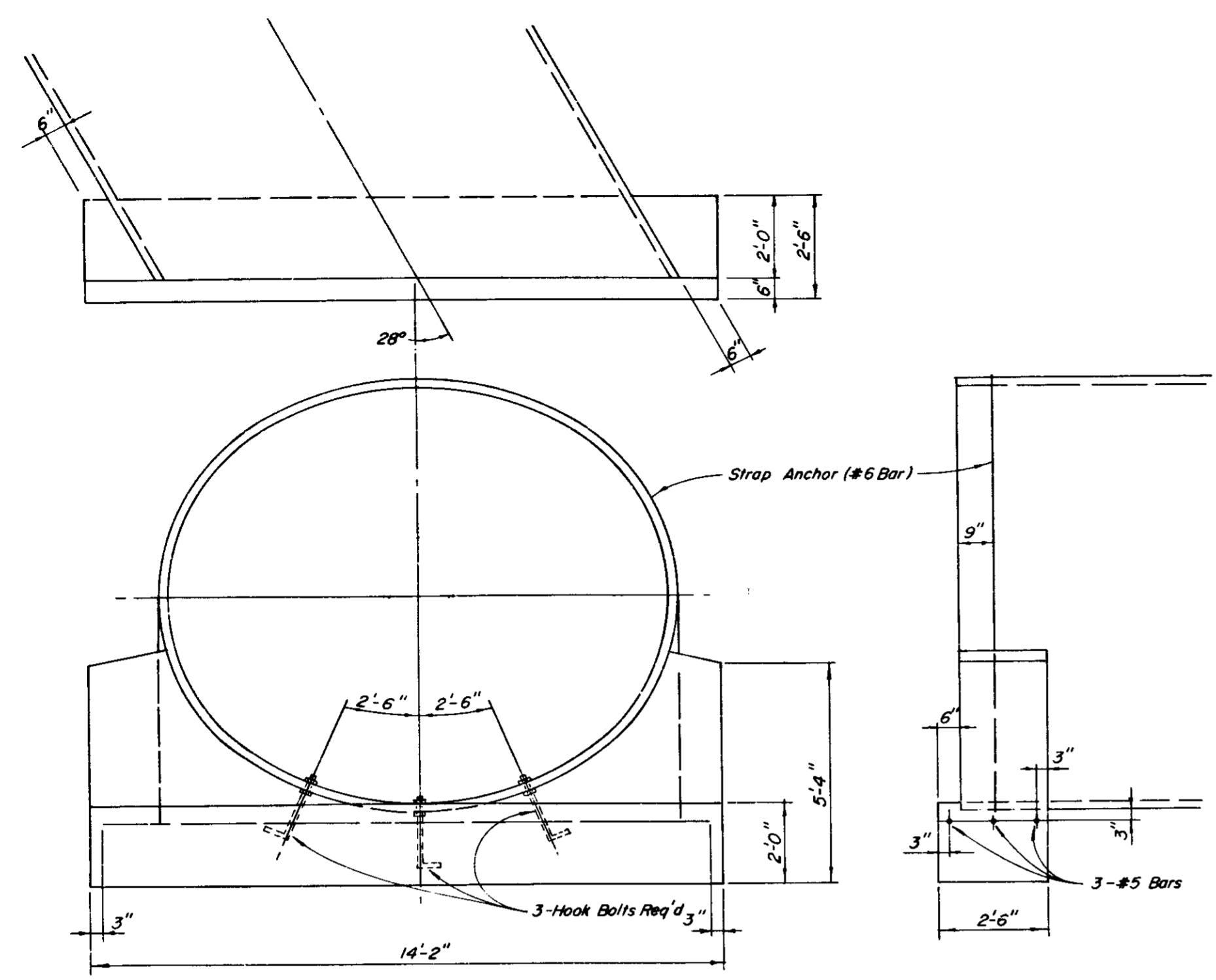
| No. | SIGN | Cross-Road each | Te e - Road each |
|-----|--|-----------------|------------------|
| 1 | STOP, R-1B | 2 | 1 |
| 2 | ONE WAY ARROW, R-16R | 4 | 1 |
| 3 | ONE WAY ARROW, R-16L | 2 | 1 |
| 4 | NO RIGHT TURN, R-6A | 2 | 1 |
| 5 | WRONG WAY, R-102 | 4 | 4 |
| 6 | DO NOT ENTER, R-15B | 4 | 4 |
| 7 | YIELD, R-301A | 2 | 2 |
| * | NOT REQ'D. WHEN PUBLIC RD. ON RT. ONLY | | |
| † | NOT REQ'D. WHEN PUBLIC RD. ON LT. ONLY | | |

County Road and Crossover without Turn Lanes

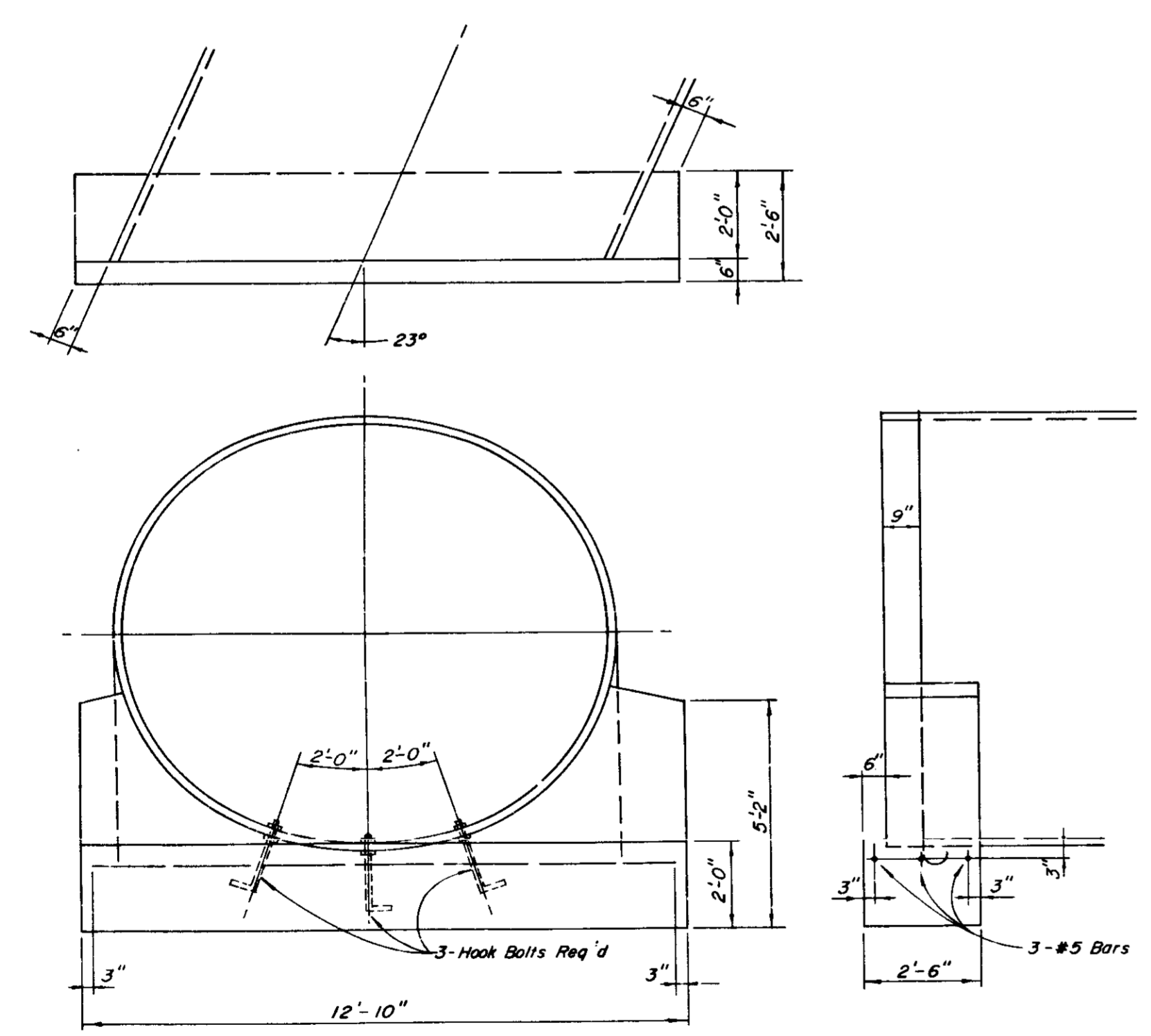
County Road and Crossover with Turn Lanes

DETAILS
SIGNS AT PUBLIC ROAD CROSSINGS

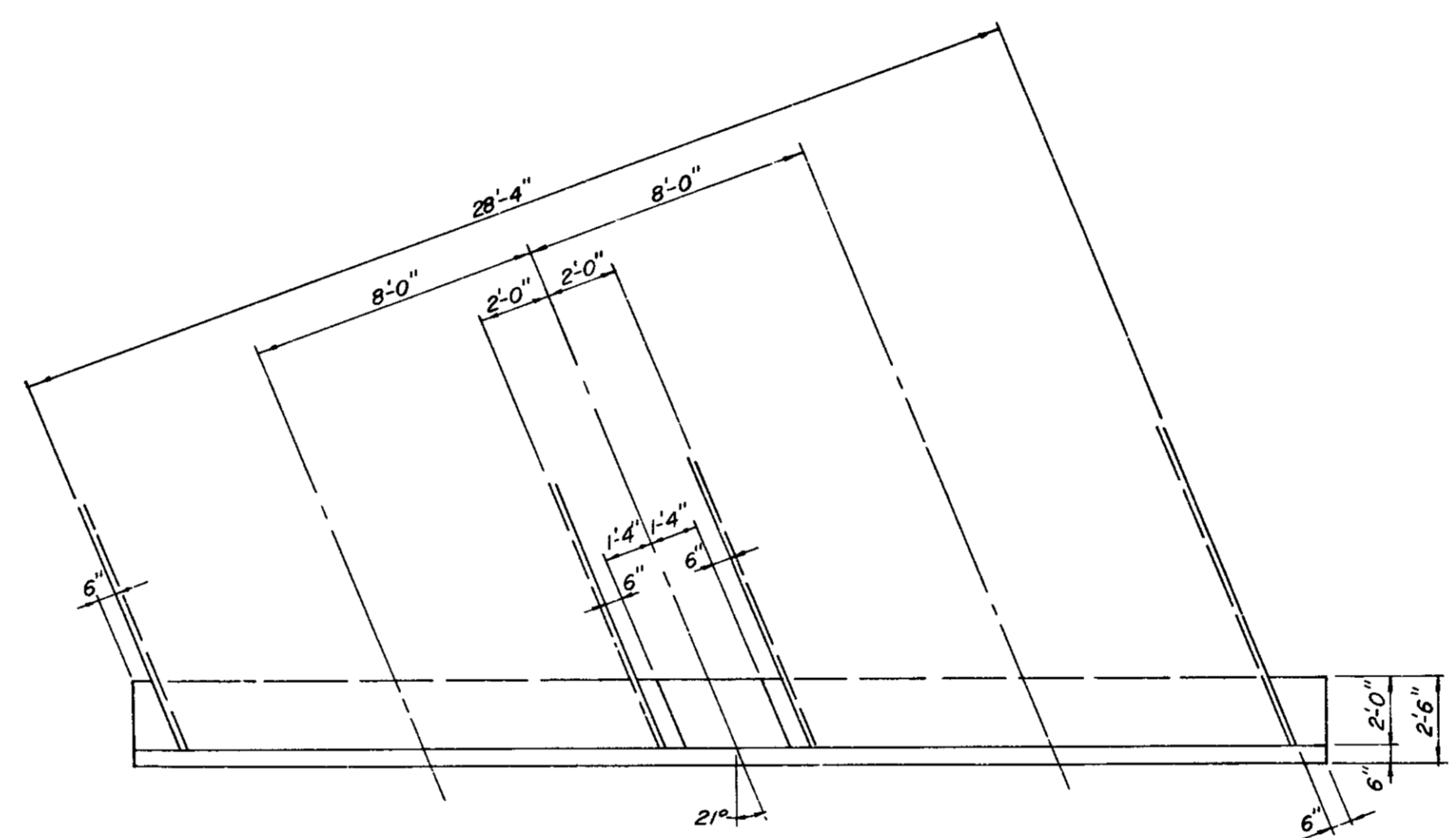
| FEDERAL ROAD REGION NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|-------------------------|-------|-------------|-------------|-----------|--------------|
| 5 | IND. | FT-F-95(1) | 1973 | 48 | 220 |



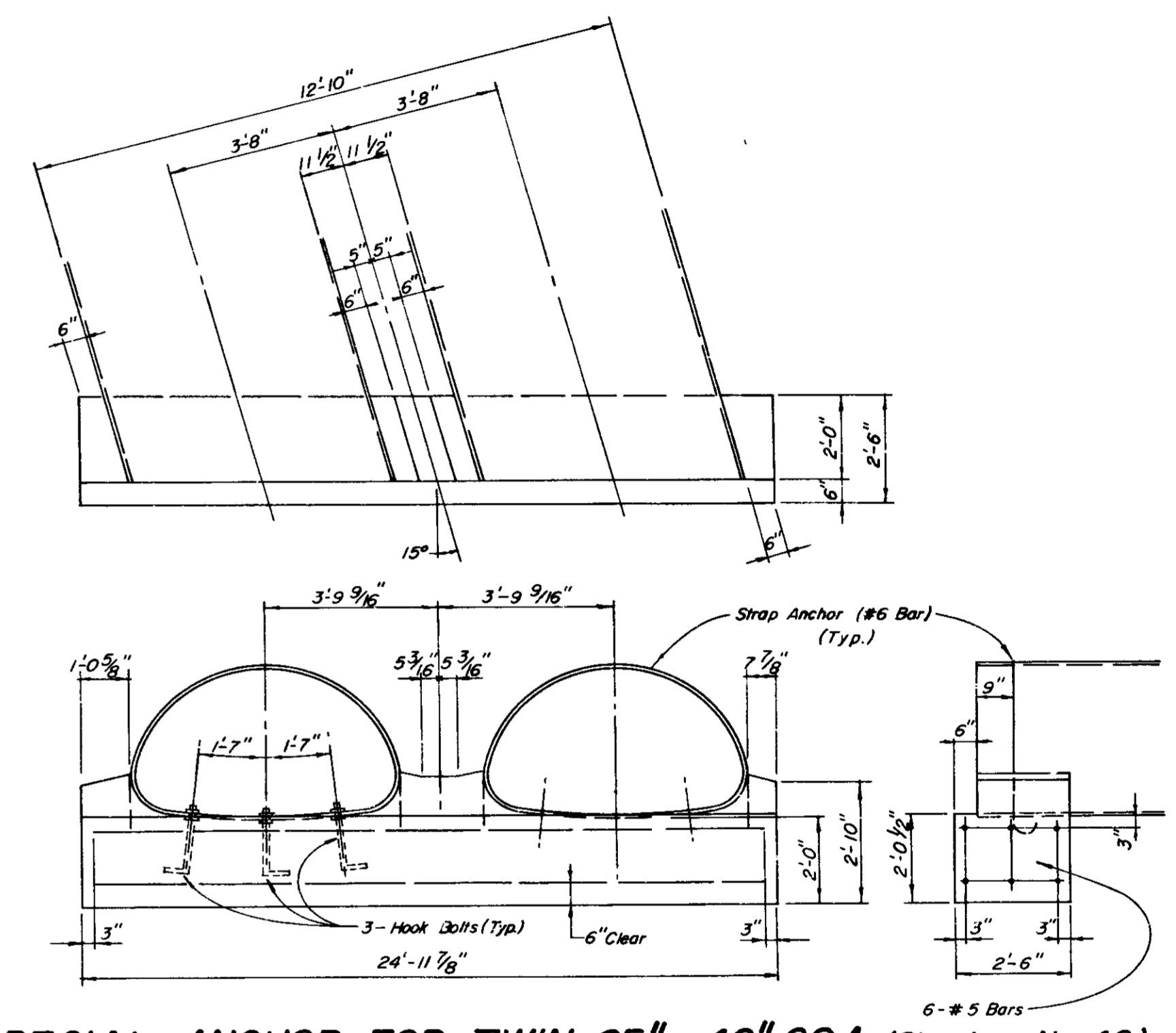
SPECIAL ANCHOR FOR 120" S.P.S. (Structure No. 52)
 STA. 534+00 "J"
 Scale: $\frac{3}{8}$ " = 1'-0"



SPECIAL ANCHOR FOR 114" S.P.S. (Structure No. 25)
 STA. 382+72 "J"
 Scale: $\frac{3}{8}$ " = 1'-0"

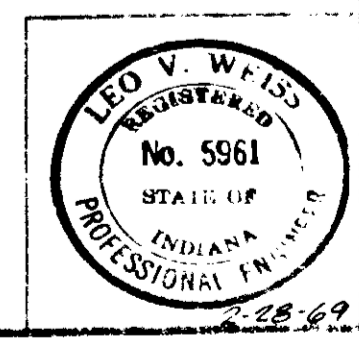


SPECIAL ANCHOR FOR TWIN 144" S.P.S. (Structure No. 60)
 STA. 580+35 "J"
 Scale: $\frac{1}{4}$ " = 1'-0"

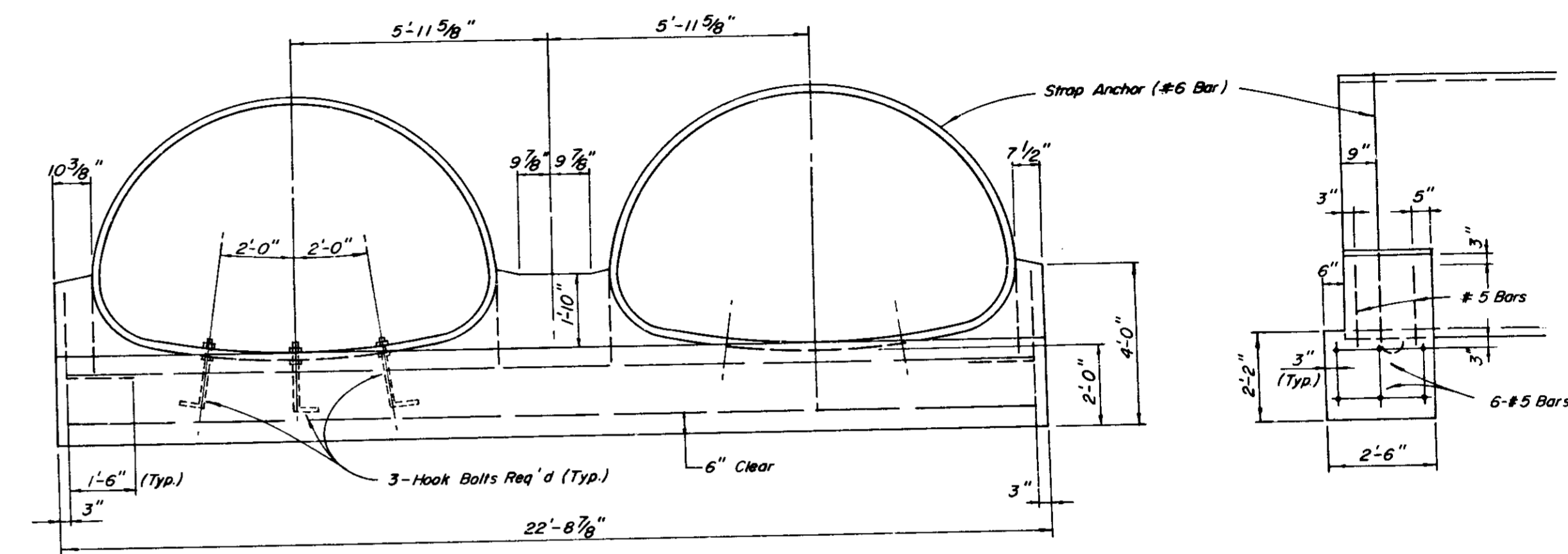
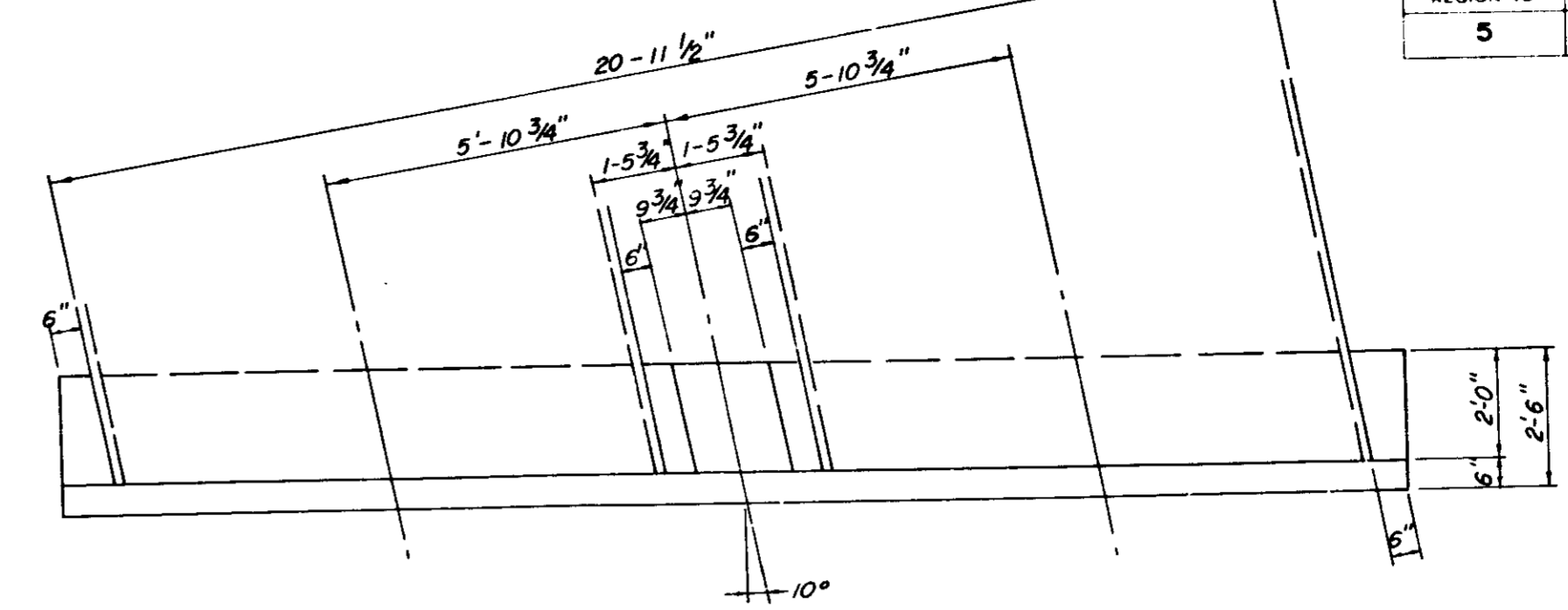
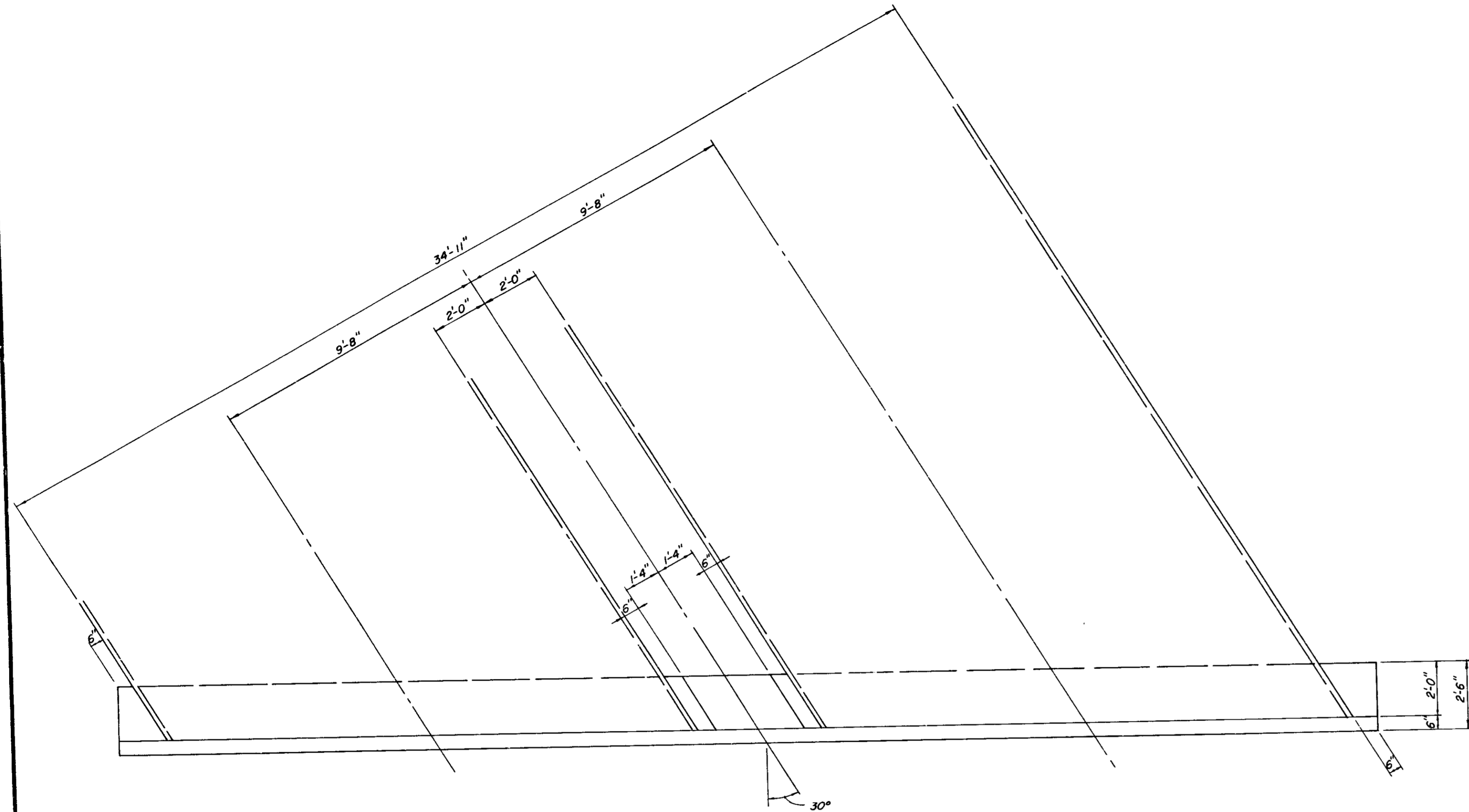


SPECIAL ANCHOR FOR TWIN 65" x 40" C.S.A. (Structure No. 46)
 STA. 510+25 "J"
 Scale: $\frac{3}{8}$ " = 1'-0"

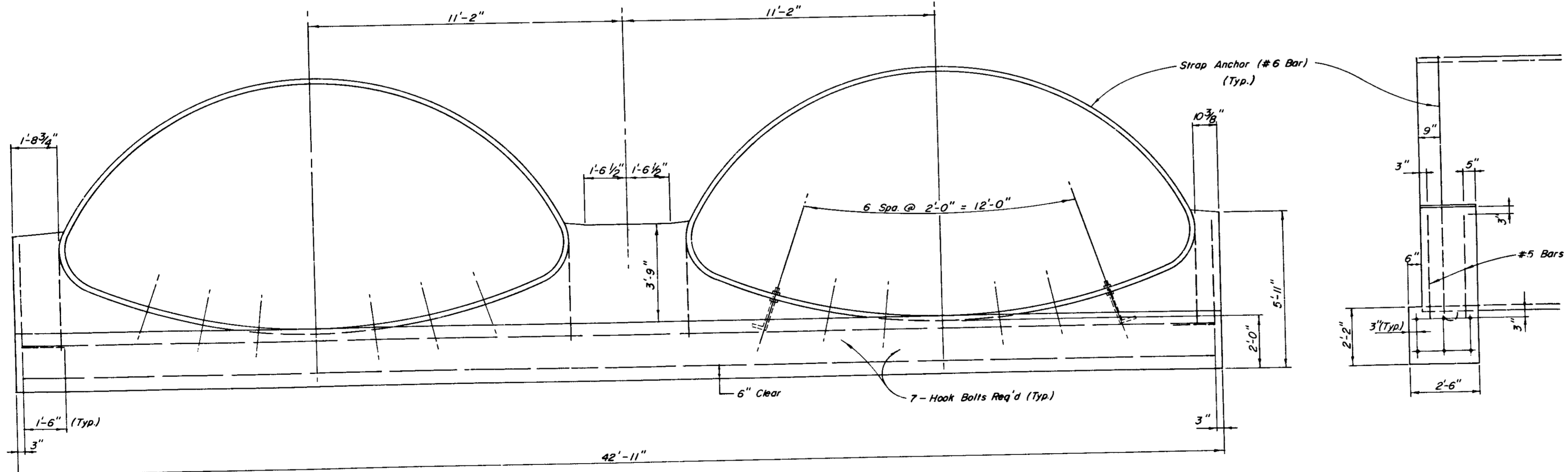
DETAILS



| FEDERAL ROAD DISTRICT NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------------|-------|-------------|-------------|-----------|--------------|
| 5 | IND. | FT-F-95(II) | 1973 | 49 | 220 |

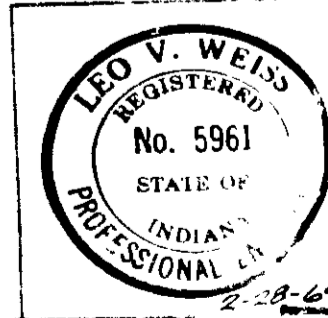


SPECIAL ANCHOR FOR TWIN 8'-10" x 6'-1" S.P.S.A. (STRUCTURE NO. 54)
 STA. 555+80 "J"
 Scale: 3/8" = 1'-0"



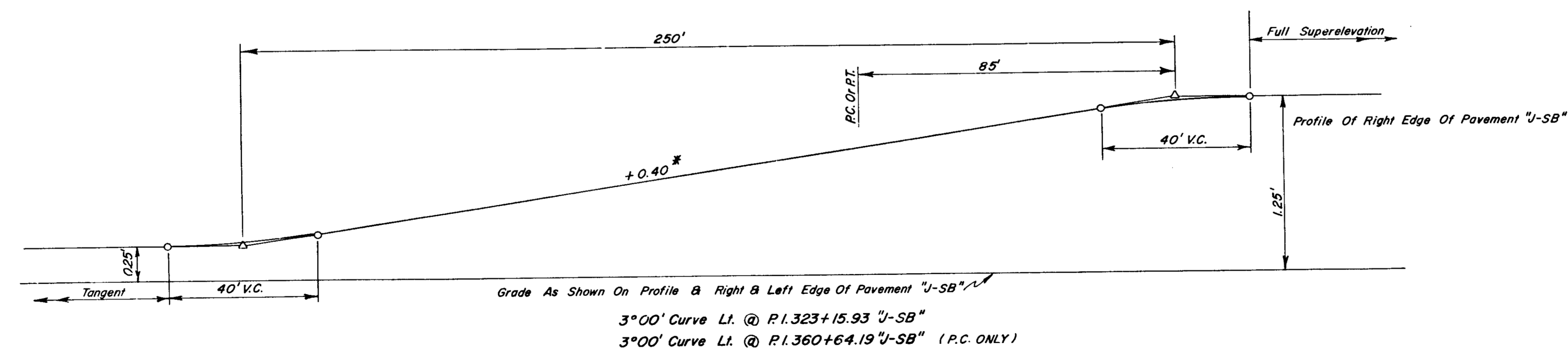
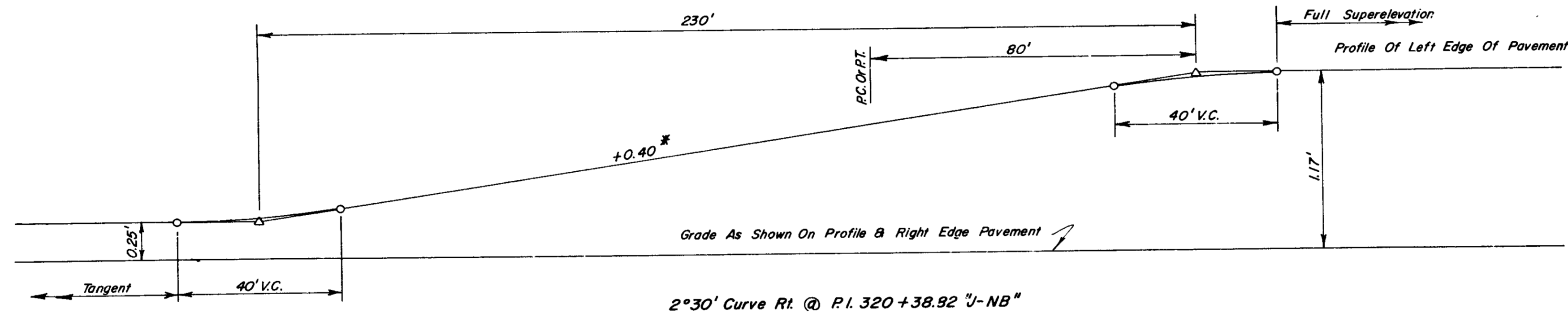
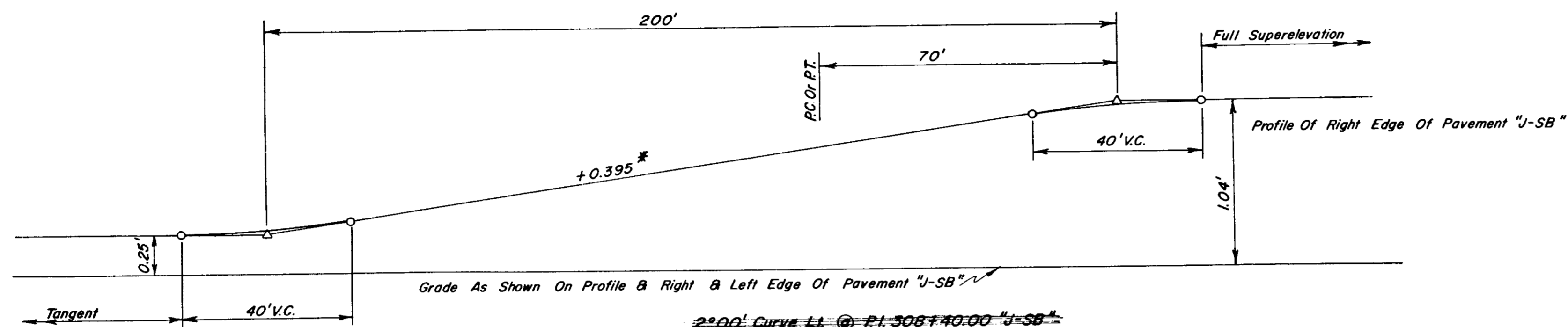
SPECIAL ANCHOR FOR TWIN 15-4 x 9'-3" S.P.S.A. (STRUCTURE NO. 38)
 STA. 468+00 "J"
 Scale: 3/8" = 1'-0"

DETAILS



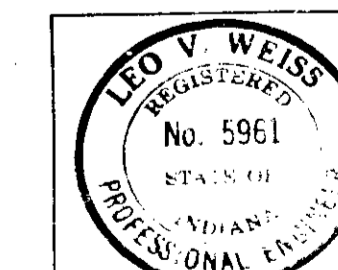
| PROJECT NO. | LINE | SHEET NO. | TOTAL SHEETS | FILE |
|-------------|------|-----------|--------------|------|
| FT-F-95(II) | | 50 | 220 | |

* The Rate Of Change Shown Is To Be Added To The Profile Percent Of Grade For Transition Into Superelevation & Subtracted From Profile Percent Of Grade For Transition Out Of Superelevation



SUPERELEVATION TRANSITIONS

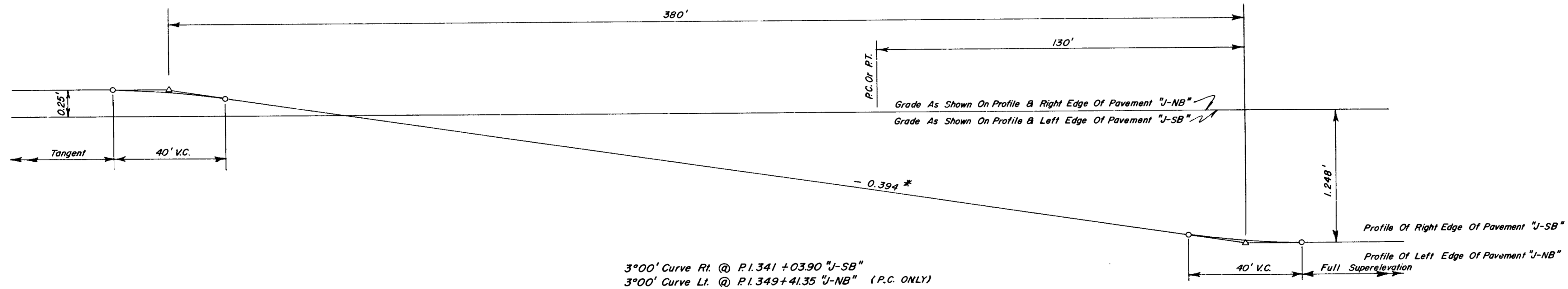
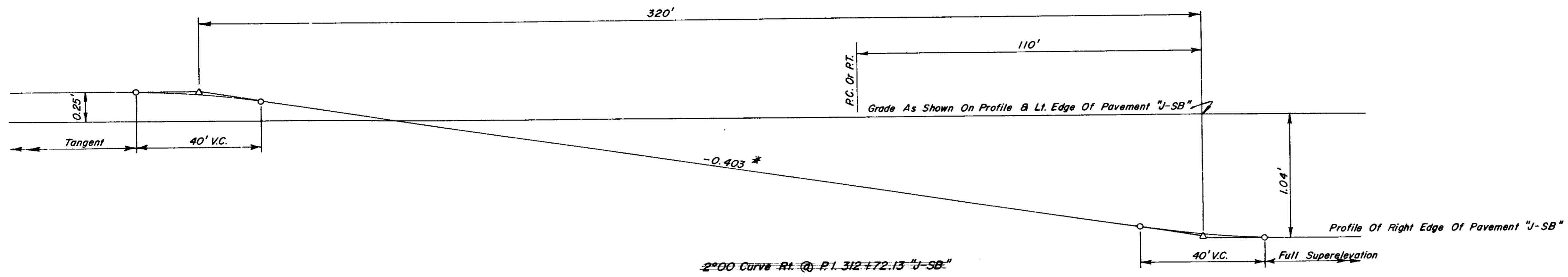
SCALE: HORIZ. 1" = 20'
VERT. 1" = 0.50'



| PROJECT NO. | LINE | SHEET NO. | TOTAL SHEETS | FILE |
|-------------|------|-----------|--------------|------|
| FT-F-95(II) | | 50 | 220 | |

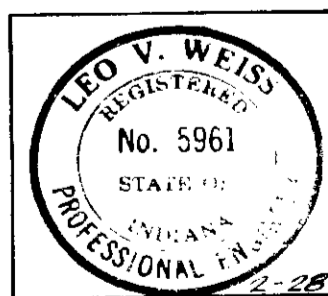
| PROJECT NO. | LINE | SHEET NO. | TOTAL SHEETS | FILE |
|-------------|------|-----------|--------------|------|
| FT-F-95(1) | | 51 | 220 | |

* The Rate Of Change Shown Is To Be Added To The Profile Percent Of Grade For Transition Into Superelevation & Subtracted From Profile Percent Of Grade For Transition Out Of Superelevation



SUPERELEVATION TRANSITIONS

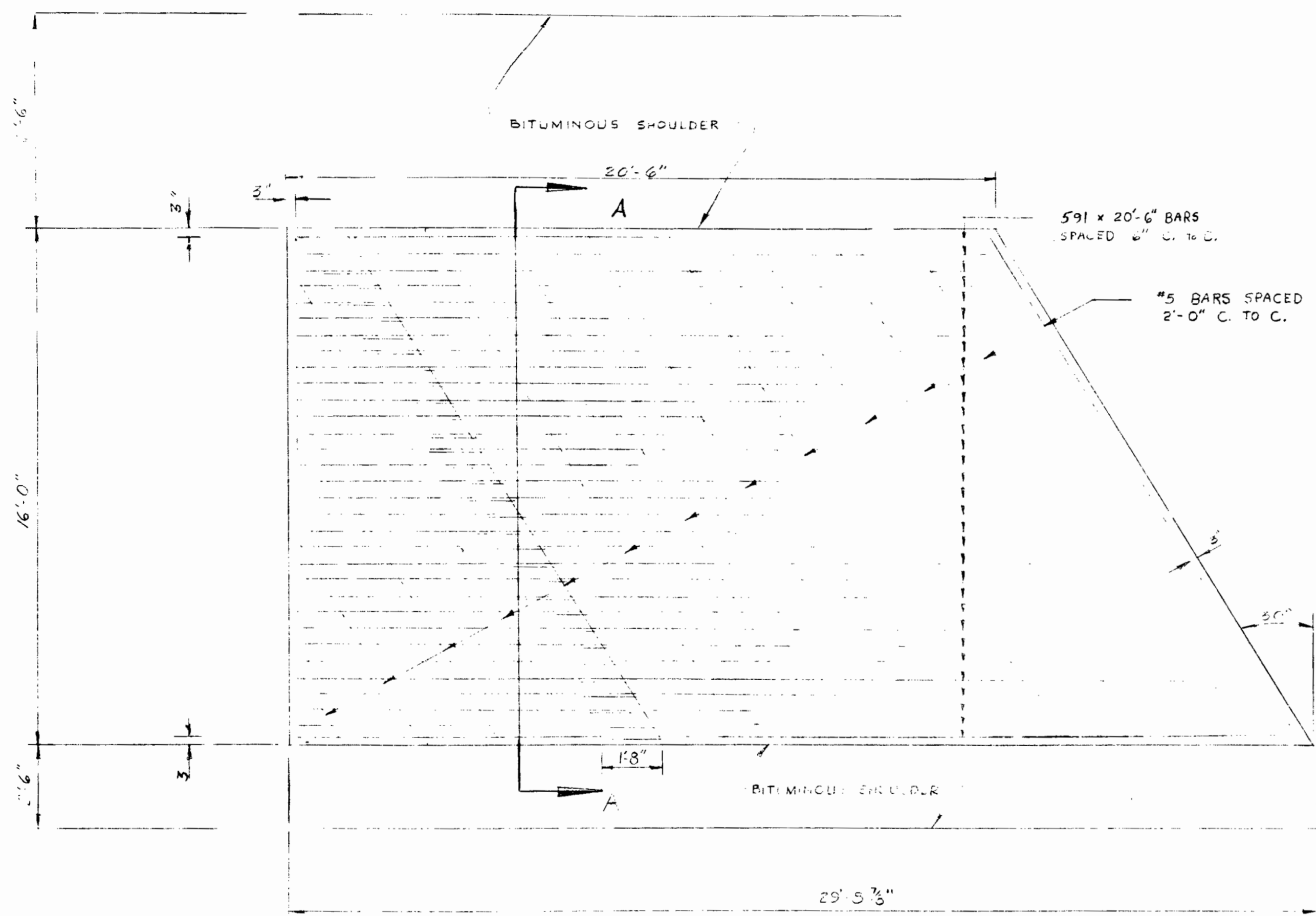
SCALE: HORIZ. 1" = 20'
VERT. 1" = 0.50'



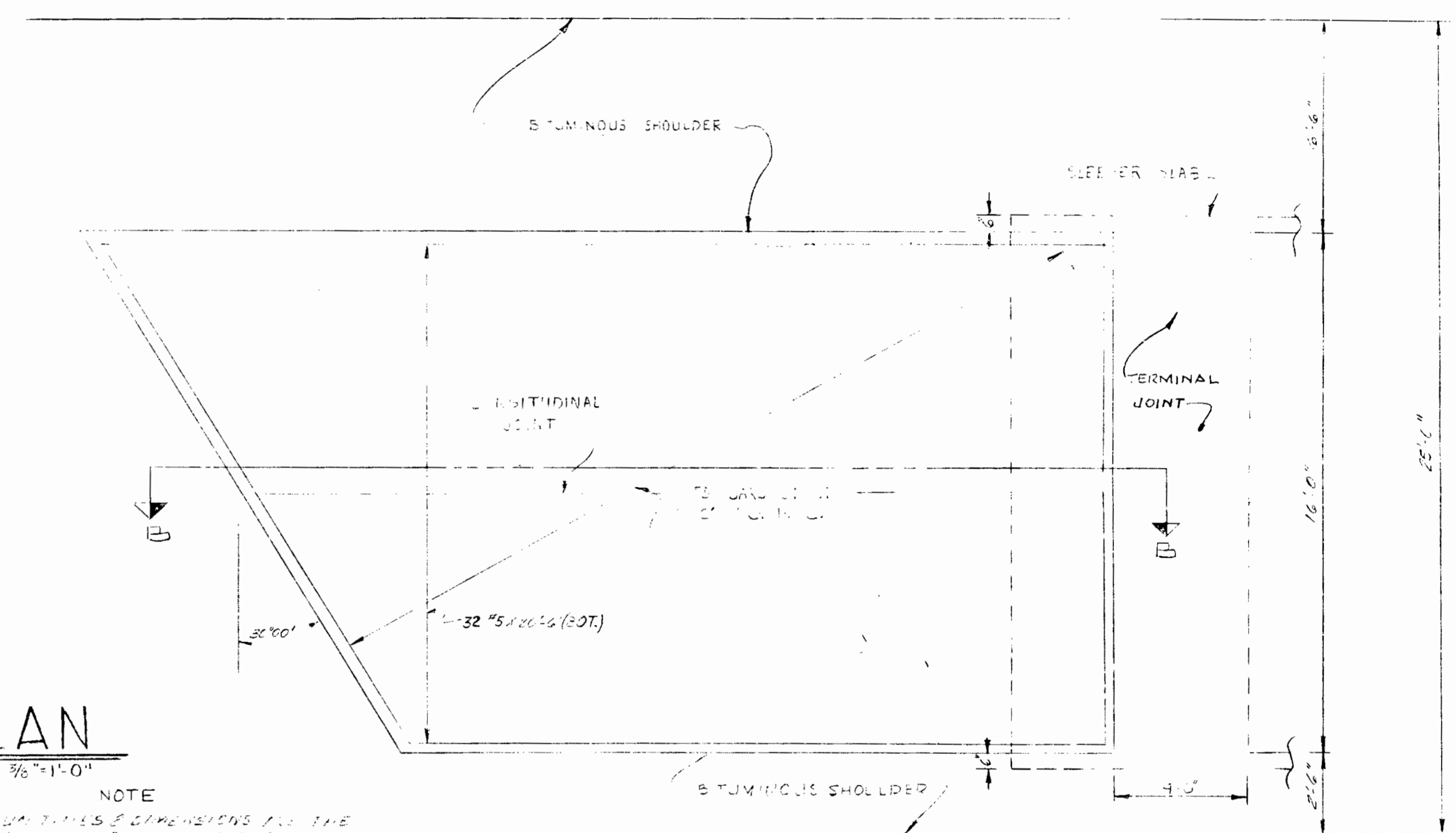
| PROJECT NO. | LINE | SHEET NO. | TOTAL SHEETS | FILE |
|-------------|------|-----------|--------------|------|
| FT-F-95(1) | | 51 | 220 | |

| BRIDGES OVER 20' SPAN | | | | | |
|-----------------------|-------|---------|--------|-------|--------|
| PUB. ROAD | STATE | PROJECT | FISCAL | SHEET | TOTAL |
| NO. | | NO. | YEAR | NO. | SHEETS |
| 5 | IND. | 55(11) | 1973 | 52 | 220 |

| BILL OF MATERIAL FOR TWO SLABS | |
|---|-----------|
| RC PAVEMENT | 10650 YDS |
| REINF STEEL FOR PAVEMENT | 2683 LBS |
| TERMINAL JOINT FOR CONTINUOUSLY REINF CONC. PVM'T | 32 LF |
| EXP JOINT MATERIAL | 26 LF |



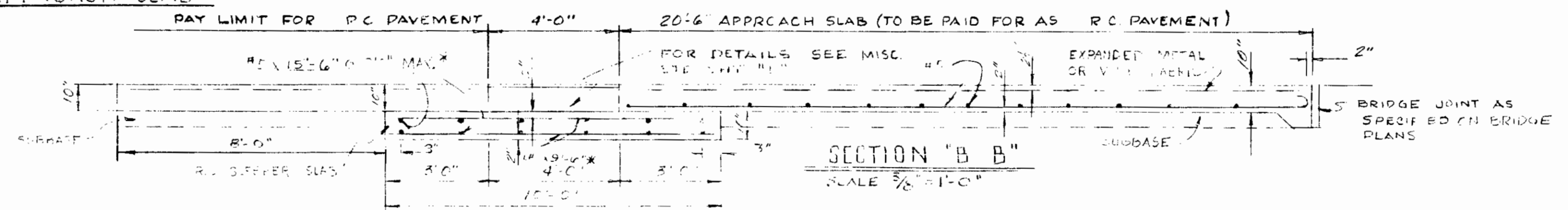
SOUTH APPROACH SLAB



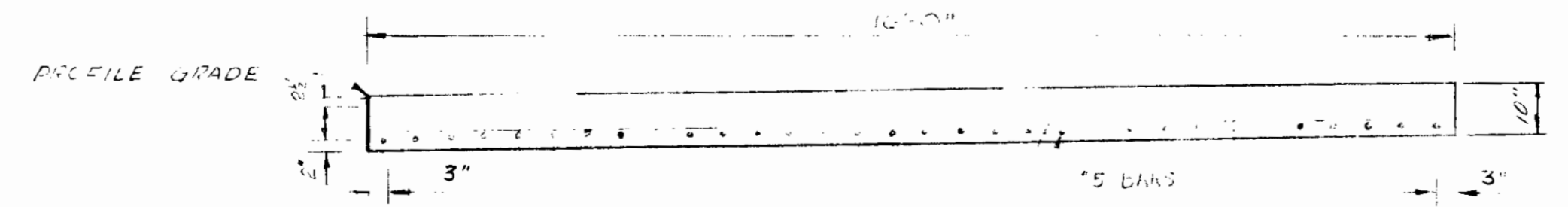
NORTH APPROACH SLAB

PLAN

SCALE 3/8" = 1'-0"
 NOTE
 ALL DIMENSIONS & DIMENSIONS TO THE CENTER LINE UNLESS OTHERWISE NOTED



SECTION "B B"

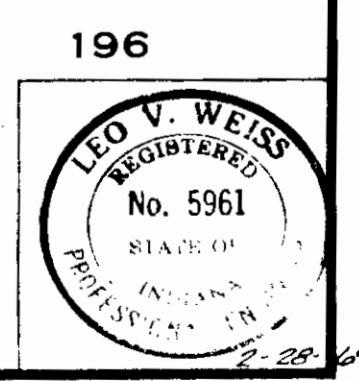


SECTION "A-A"

INDIANA STATE HIGHWAY COMMISSION

SCALE: AS SHOWN

SUBMITTED FOR APPROVAL: _____
 DRAWING OF _____
 PROJECT: FT 55 (11)
 BRIDGE CONTRACT NO. _____
 BRIDGE FILE: 11-86-1173



DESIGNED: V. C.
 DRAWN: W. W. C.A.
 TRACED: C.K.D.

November 6, 1961

| PROJECT NO. | LINE | SHEET NO. | TOTAL SHEETS | FILE |
|-------------|------|-----------|--------------|------|
| 55(11) | | 52 | 220 | |

PAVED SIDE DITCH & SODDING SUMMARY TABLE

| STATION TO STATION | PAVED SIDE DITCH (LINEAL FT.) | | | | | | SODDING (SQUARE YARDS) | | | | | |
|----------------------|-------------------------------|------------|-------------|------------|---------------|------------|------------------------|----------------------|-------------|---------------|---------------|--|
| | TYPE | PAY LENGTH | NO. OF LUGS | PAY LENGTH | CUT OFF WALLS | PAY LENGTH | TOTAL PAY LENGTH | FOR PAVED SIDE DITCH | FOR DITCHES | FOR SHOULDERS | TOTAL SYS SOD | |
| LINE "L" | | | | | | | | | | | | |
| 311+00 to 311+75 | C | 75 | | | | | 75 | 23 | | | 23 | |
| 311+75 to 318+00 Rt. | | | | | | | | | 781 | | 781 | |
| 313+00 to 318+00 Lt. | | | | | | | | | 625 | | 625 | |
| 328+00 to 346+00 Rt. | | | | | | | | | 522 | | 522 | |
| 330+00 to 335+25 Rt. | | | | | | | | 670 | | | 670 | |
| 334+00 to 342+50 Lt. | | | | | | | | | 252 | | 252 | |
| 341+00 to 343+50 Lt. | | | | | | | | | 276 | | 276 | |
| LINE "J" | | | | | | | | | | | | |
| 357+00 to 362+00 Lt. | | | | | | | | | 118 | | 118 | |
| 357+00 to 370+00 Rt. | | | | | | | | | 385 | | 385 | |
| 358+75 to 361+70 Lt. | | | | | | | | 338 | | | 338 | |
| 358+75 to 366+00 Rt. | | | | | | | | 812 | | | 812 | |
| 362+25 to 363+00 Lt. | | | | | | | | 81 | | | 81 | |
| 366+00 to 376+00 Lt. | | | | | | | | | 296 | | 296 | |
| 366+75 to 371+50 Lt. | | | | | | | | 571 | | | 571 | |
| 367+00 to 371+00 Rt. | | | | | | | | 444 | | | 444 | |
| 374+35 to 381+00 Rt. | | | | | | | | 739 | | | 739 | |
| 376+00 to 382+55 Lt. | | | | | | | | 737 | | | 737 | |
| 376+00 to 384+91 Rt. | | | | | | | | | 264 | | 264 | |
| 378+00 to 384+00 Lt. | | | | | | | | 178 | | | 178 | |
| 381+00 to 384+60 Rt. | A | 360 | 3 | 12 | 4 | 20 | 392 | 107 | | | 107 | |
| 382+55 to 383+28 Lt. | A | 73 | 1 | 4 | 2 | 10 | 87 | 22 | | | 22 | |
| 385+15 to 388+30 Lt. | | | | | | | | | 93 | | 93 | |
| 385+50 to 389+00 Lt. | | | | | | | | 400 | | | 400 | |
| 388+00 to 389+75 Rt. | | | | | | | | 203 | | | 203 | |
| 389+00 to 393+50 Rt. | | | | | | | | | 133 | | 133 | |
| 390+00 to 393+50 Lt. | | | | | | | | | 104 | | 104 | |
| 391+00 to 394+75 Rt. | | | | | | | | 462 | | | 462 | |
| 392+48 to 395+05 Lt. | | | | | | | | 309 | | | 309 | |
| 399+00 to 401+62 Lt. | | | | | | | | 300 | | | 300 | |
| 399+00 to 402+00 Rt. | | | | | | | | 339 | | | 339 | |
| 399+50 to 405+50 Lt. | | | | | | | | 178 | | | 178 | |
| 399+50 to 406+00 Rt. | | | | | | | | 193 | | | 193 | |
| 401+62 to 406+17 Lt. | C | 455 | 3 | 12 | 1 | 5 | 469 | 137 | | | 137 | |
| 402+00 to 406+75 Rt. | C | 475 | 3 | 12 | 2 | 10 | 485 | 143 | | | 143 | |
| 406+17 to 406+85 Lt. | L | 68 | 1 | 4 | 1 | 5 | 77 | 21 | | | 21 | |
| 407+07 to 410+00 Rt. | | | | | | | | | 89 | | 89 | |
| 410+03 to 412+25 Rt. | | | | | | | | 263 | | | 263 | |
| 421+75 to 426+25 Rt. | | | | | | | | 526 | | | 526 | |
| 422+00 to 434+50 Rt. | | | | | | | | | 355 | | 355 | |
| 424+00 to 426+25 Lt. | | | | | | | | | 259 | | 259 | |
| 425+00 to 435+00 Lt. | | | | | | | | | 296 | | 296 | |
| 433+15 to 435+50 Rt. | | | | | | | | 296 | | | 296 | |
| 433+75 to 436+00 Lt. | | | | | | | | 268 | | | 268 | |
| 440+75 to 447+25 Lt. | | | | | | | | 736 | | | 736 | |
| 442+00 to 454+00 Lt. | | | | | | | | | 355 | | 355 | |
| 446+25 to 448+25 Rt. | | | | | | | | 242 | | | 242 | |
| 448+00 to 450+00 Rt. | | | | | | | | | 59 | | 59 | |
| 449+50 to 451+25 Lt. | | | | | | | | 200 | | | 200 | |
| 453+00 to 454+00 Rt. | | | | | | | | | 30 | | 30 | |
| 454+75 to 456+00 Lt. | | | | | | | | 145 | | | 145 | |
| 456+75 to 458+75 Rt. | | | | | | | | 242 | | | 242 | |
| 459+00 to 460+00 Rt. | | | | | | | | | 15 | | 15 | |
| 461+25 to 463+75 Lt. | | | | | | | | 303 | | | 303 | |
| 463+00 to 476+00 Lt. | | | | | | | | | 385 | | 385 | |
| 463+75 to 467+00 Lt. | B | 325 | 3 | 12 | 2 | 10 | 347 | 98 | | | 98 | |
| 465+25 to 465+54 Rt. | K | 29 | 1 | 4 | 1 | 5 | 38 | 9 | | | 9 | |
| 465+54 to 468+66 Rt. | B | 312 | 3 | 12 | 1 | 5 | 329 | 94 | | | 94 | |
| 466+00 to 478+00 Rt. | | | | | | | | | 355 | | 355 | |
| 467+19 to 468+75 Lt. | E | 156 | 1 | 4 | 2 | 10 | 170 | 47 | | | 47 | |
| 468+85 to 472+25 Rt. | | | | | | | | 358 | | | 358 | |
| 474+75 to 479+75 Rt. | | | | | | | | 604 | | | 604 | |
| 474+75 to 477+25 Lt. | | | | | | | | 293 | | | 293 | |
| 482+50 to 484+50 Rt. | | | | | | | | | 37 | | 37 | |
| 485+75 to 485+75 Rt. | | | | | | | | 254 | | | 254 | |
| 492+00 to 499+00 Rt. | | | | | | | | 800 | | | 800 | |
| 495+00 to 498+00 Rt. | | | | | | | | | 141 | | 141 | |

PAVED SIDE DITCH & SODDING SUMMARY TABLE

| STATION TO STATION | PAVED SIDE DITCH (LINEAL FT.) | | | | | | SODDING (SQUARE YARDS) | | | | | |
|----------------------|-------------------------------|------------|-------------|------------|---------------|------------|------------------------|----------------------|-------------|---------------|---------------|--|
| | TYPE | PAY LENGTH | NO. OF LUGS | PAY LENGTH | CUT OFF WALLS | PAY LENGTH | TOTAL PAY LENGTH | FOR PAVED SIDE DITCH | FOR DITCHES | FOR SHOULDERS | TOTAL SYS SOD | |
| 493+75 to 499+00 Lt. | | | | | | | | | | | 604 | |
| 495+00 to 498+00 Lt. | | | | | | | | | | 89 | 89 | |
| 500+75 to 504+25 Lt. | | | | | | | | | | 419 | 419 | |
| 502+00 to 512+23 Lt. | | | | | | | | | | 296 | 296 | |
| 502+25 to 510+54 Rt. | | | | | | | | | 920 | | 920 | |
| 503+50 to 512+23 Rt. | | | | | | | | | | 259 | 259 | |
| 504+25 to 505+85 Lt. | A | 160 | 2 | 8 | 2 | 10 | 178 | 48 | | | 48 | |
| 505+85 to 506+75 Lt. | | | | | | | | | 94 | | 94 | |
| 510+75 to 512+00 Lt. | C | 125 | 2 | 8 | 2 | 10 | 143 | 37 | | | 37 | |
| 512+43 to 513+00 Lt. | | | | | | | | | | 17 | 17 | |
| 512+60 to 513+50 Rt. | | | | | | | | | 104 | | 104 | |
| 512+60 to 514+25 Lt. | | | | | | | | | 196 | | 196 | |
| 520+80 to 521+35 Lt. | | | | | | | | | | | 85 * | |
| 527+00 to 533+31 Lt. | | | | | | | | | 688 | | 688 | |
| 527+50 to 537+50 Lt. | | | | | | | | | 289 | | 289 | |
| 530+00 to 532+75 Rt. | | | | | | | | | 328 | | 328 | |
| 531+00 to 538+50 Rt. | | | | | | | | | 222 | | 222 | |
| 532+75 to 534+72 Rt. | A | 197 | 2 | 8 | 2 | 10 | 215 | 60 | | | 60 | |
| 535+31 to 535+75 Lt. | A | 214 | 3 | 12 | 2 | 10 | 236 | 72 | | | 72 | |
| 535+75 to 538+75 Lt. | | | | | | | | | 306 | | 306 | |
| 547+25 to 554+25 Lt. | | | | | | | | | 820 | | 820 | |
| 548+50 to 559+00 Lt. | | | | | | | | | | 311 | 311 | |
| 550+25 to 557+75 Rt. | | | | | | | | | 895 | | 895 | |
| 551+50 to 556+85 Rt. | | | | | | | | | | 403 | 403 | |
| 551+75 to 564+25 Lt. | | | | | | | | | 750 | | 750 | |
| 562+00 to 565+85 Lt. | | | | | | | | | | 100 | 100 | |
| 571+75 to 574+75 Rt. | | | | | | | | | 352 | | 352 | |
| 574+00 to 585+00 Rt. | | | | | | | | | | 326 | 326 | |
| 577+25 to 579+78 Lt. | D | 253 | 3 | 12 | 2 | 10 | 275 | 76 | | | 76 | |
| 578+00 to 579+25 Rt. | | | | | | | | | 143 | | 143 | |
| 578+00 to 596+00 Lt. | | | | | | | | | | 533 | 533 | |
| 579+25 to 580+79 Rt. | C | 154 | 2 | 8 | 2 | 10 | 172 | 47 | | | 47 | |
| 580+75 to 593+00 Lt. | | | | | | | | | 1870 | | 1870 | |
| 580+95 to 585+25 Rt. | F | 430 | 3 | 12 | 2 | 10 | 452 | 129 | | | 129 | |
| 585+25 to 586+25 Rt. | | | | | | | | | 136 | | 136 | |
| 586+75 to 592+39 Rt. | | | | | | | | | 838 | | 838 | |
| 589+00 to 596+00 Rt. | | | | | | | | | | 207 | 207 | |
| 593+09 to 605+00 Rt. | | | | | | | | | 1748 | | 1748 | |
| 593+10 to 603+25 Lt. | | | | | | | | | 1183 | | 1183 | |
| 605+00 to 609+00 Lt. | | | | | | | | | | 118 | 118 | |
| 607+15 to 610+25 Lt. | | | | | | | | | 303 | | 303 | |
| 619+50 to 621+25 Lt. | | | | | | | | | 209 | | 209 | |
| 620+75 to 626+35 Rt. | | | | | | | | | 666 | | 666 | |
| 621+00 to 634+50 Lt. | | | | | | | | | | 400 | 400 | |
| 623+00 to 636+00 Rt. | | | | | | | | | | 385 | 385 | |
| 624+75 to 626+00 Lt. | | | | | | | | | 145 | | 145 | |
| 626+75 to 628+25 Lt. | | | | | | | | | 171 | | 171 | |
| 632+25 to 637+25 Rt. | | | | | | | | | 586 | | 586 | |
| 633+75 to 637+25 Lt. | | | | | | | | | 400 | | 400 | |
| 638+75 to 640+25 Rt. | | | | | | | | | 189 | | 189 | |
| 639+75 to 641+75 Lt. | | | | | | | | | 246 | | 246 | |
| 640+00 to 657+00 Rt. | | | | | | | | | | 504 | 504 | |
| 641+00 to 657+00 Lt. | | | | | | | | | | 474 | 474 | |
| 649+75 to 651+25 Lt. | | | | | | | | | 172 | | 172 | |
| 650+75 to 653+25 Rt. | | | | | | | | | 286 | | 286 | |
| 655+43 to 657+50 Rt. | | | | | | | | | 245 | | 245 | |
| 655+85 to 657+50 Lt. | | | | | | | | | 194 | | 194 | |
| 666+25 to 672+25 Lt. | | | | | | | | | 755 | | 755 | |
| 667+00 to 673+00 Lt. | | | | | | | | | | 770 | 770 | |
| 669+00 to 673+94 Rt. | | | | | | | | | | | | |

PAVED SIDE DITCH & SODDING SUMMARY TABLE

| STATION TO STATION | PAVED SIDE DITCH (LINEAL FT.) | | | | | | SODDING (SQ. YARDS) | | | | | |
|----------------------|-------------------------------|------------|-------------|------------|---------------|------------|---------------------|----------------------|-------------|---------------|---------------|--|
| | TYPE | PAY LENGTH | NO. OF LUGS | PAY LENGTH | CUT OFF WALLS | PAY LENGTH | TOTAL PAY LENGTH | FOR PAVED SIDE DITCH | FOR DITCHES | FOR SHOULDERS | TOTAL SYS SOD | |
| 689+75 to 697+25 Lt. | | | | | | | | | 987 | | 987 | |
| 693+00 to 698+50 Rt. | | | | | | | | | 163 | | 163 | |
| 699+00 to 708+00 Rt. | | | | | | | | | 267 | | 267 | |
| 700+00 to 707+00 Lt. | | | | | | | | | 207 | | 207 | |
| 705+00 to 709+25 Lt. | | | | | | | | 400 | | | 400 | |
| 706+75 to 710+25 Rt. | | | | | | | | 371 | | | 371 | |
| LINE "J-SB" | | | | | | | | | | | | |
| 306+83 to 306+94 Lt. | L | 10 | | | 1 | 5 | 15 | 3 | | | 3 | |
| 306+94 to 315+99 Lt. | | | | | | | | 1132 | | | 1132 | |
| 309+00 to 310+00 Rt. | L | 100 | 1 | 4 | 1 | 5 | 109 | 30 | | | 30 | |
| 310+00 to 310+85 Rt. | A | 85 | 1 | 4 | | | 89 | 26 | | | 26 | |
| 310+85 to 311+25 Rt. | J | 40 | 1 | 4 | 1 | 5 | 49 | 12 | | | 12 | |
| 314+60 to 316+03 Lt. | | | | | | | | | 46 | | 46 | |
| 316+27 to 328+30 Lt. | | | | | | | | | 342 | | 342 | |
| 316+57 to 328+00 Lt. | | | | | | | | 1285 | | | 1285 | |
| 321+00 to 328+30 Rt. | | | | | | | | | 216 | | 216 | |
| 330+00 to 332+25 Lt. | | | | | | | | 233 | | | 233 | |
| 330+85 to 345+00 Lt. | | | | | | | | | 390 | | 390 | |
| 330+85 to 337+50 Rt. | | | | | | | | | 197 | | 197 | |
| 335+75 to 342+75 Lt. | | | | | | | | | 792 | | 792 | |
| 358+75 to 362+51 Rt. | | | | | | | | | 453 | | 453 | |
| 359+75 to 363+25 Lt. | | | | | | | | | 411 | | 411 | |
| 362+00 to 366+68 Lt. | | | | | | | | | 137 | | 137 | |
| LINE "J-NB" | | | | | | | | | | | | |
| 314+00 to 315+88 Rt. | | | | | | | | | 56 | | 56 | |
| 316+08 to 317+00 Rt. | | | | | | | | | 27 | | 27 | |
| 316+20 to 317+30 Rt. | A | 110 | 1 | 4 | 1 | 5 | 119 | 35 | | | 35 | |
| 317+30 to 317+85 Rt. | J | 55 | 1 | 4 | 1 | 5 | 64 | 16 | | | 16 | |
| 317+85 to 322+50 Rt. | | | | | | | | | 595 | | 595 | |
| 320+50 to 321+50 Lt. | | | | | | | | | 147 | | 147 | |
| 321+50 to 326+00 Lt. | A | 450 | 2 | 8 | 2 | 10 | 468 | 135 | | | 135 | |
| 322+00 to 342+00 Lt. | | | | | | | | | 592 | | 592 | |
| 323+50 to 346+50 Rt. | | | | | | | | | 681 | | 681 | |
| 326+00 to 328+25 Lt. | | | | | | | | | 306 | | 306 | |
| 328+25 to 331+50 Lt. | A | 325 | 2 | 8 | 2 | 10 | 343 | 98 | | | 98 | |
| 328+25 to 331+50 Rt. | A | 325 | 2 | 8 | 2 | 10 | 343 | 98 | | | 98 | |
| 344+75 to 348+00 Rt. | | | | | | | | | 410 | | 410 | |
| 349+25 to 352+95 Rt. | | | | | | | | | 437 | | 437 | |
| 350+50 to 357+00 Rt. | | | | | | | | | 193 | | 193 | |
| LINE "S-1-J" | | | | | | | | | | | | |
| 46+75 to 48+29 Lt. | | | | | | | | | 180 | | 180 | |
| 46+75 to 48+42 Rt. | | | | | | | | | 191 | | 191 | |
| 49+85 to 52+90 Lt. | A | 305 | 1 | 4 | 2 | 10 | 319 | 92 | | | 92 | |
| 53+10 to 55+25 Lt. | A | 215 | | | 2 | 10 | 225 | 65 | | | 65 | |
| LINE "S-2-J" | | | | | | | | | | | | |
| 28+75 to 33+00 Rt. | | | | | | | | | 498 | | 498 | |
| 32+25 to 49+25 Lt. | | | | | | | | | 2234 | | 2234 | |
| 34+25 to 48+11 Rt. | | | | | | | | | 2002 | | 2002 | |
| 51+00 to 52+75 Lt. | | | | | | | | | 200 | | 200 | |
| 51+25 to 53+25 Rt. | | | | | | | | | 228 | | 228 | |
| 52+75 to 57+25 Lt. | A | 450 | 3 | 12 | 4 | 20 | 482 | 135 | | | 135 | |
| 53+25 to 55+60 Rt. | A | 235 | 1 | 4 | 2 | 10 | 249 | 71 | | | 71 | |
| 55+60 to 62+25 Rt. | | | | | | | | | 158 | | 158 | |
| 57+25 to 60+25 Lt. | | | | | | | | | 300 | | 300 | |
| 63+00 to 66+14 Lt. | | | | | | | | | 360 | | 360 | |
| 63+00 to 66+23 Rt. | | | | | | | | | 368 | | 368 | |
| LINE "S-4-J" | | | | | | | | | | | | |
| 45+75 to 46+75 Lt. | | | | | | | | | 71 | | 71 | |
| 47+75 to 49+25 Lt. | | | | | | | | | 102 | | 102 | |
| 50+90 to 53+75 Lt. | A | 285 | 2 | 8 | 2 | 10 | 303 | 86 | | | 86 | |
| 53+75 to 55+25 Lt. | | | | | | | | | 140 | | 140 | |
| LINE "S-5-J" | | | | | | | | | | | | |
| 44+75 to 49+00 Lt. | | | | | | | | | 378 | | 378 | |
| 44+75 to 49+00 Rt. | | | | | | | | | 378 | | 378 | |

PAVED SIDE DITCH & SODDING SUMMARY TABLE

| STATION TO STATION | PAVED SIDE DITCH (LINEAL FT.) | | | | | | SODDING (SQ. YARDS) | | | | | |
|--------------------------|-------------------------------|------------|-------------|------------|---------------|------------|---------------------|----------------------|-------------|---------------|---------------|--|
| | TYPE | PAY LENGTH | NO. OF LUGS | PAY LENGTH | CUT OFF WALLS | PAY LENGTH | TOTAL PAY LENGTH | FOR PAVED SIDE DITCH | FOR DITCHES | FOR SHOULDERS | TOTAL SYS SOD | |
| LINE "S-6-J" | | | | | | | | | | | | |
| 44+75 to 45+75 Lt. | | | | | | | | | | | 92 | |
| 44+75 to 45+75 Rt. | | | | | | | | | | | 92 | |
| 45+75 to 48+92 Lt. | A | 317 | 2 | 8 | 2 | 10 | 335 | 95 | | | 95 | |
| 45+75 to 48+92 Rt. | A | 317 | 2 | 8 | 2 | 10 | 335 | 95 | | | 95 | |
| 51+00 to 52+75 Lt. | A | 175 | | | 2 | 10 | 185 | 52 | | | 52 | |
| 51+00 to 52+75 Rt. | A | 125 | | | 2 | 10 | 135 | 37 | | | 37 | |
| 52+75 to 53+75 Lt. | | | | | | | | | | | 71 | |
| 52+75 to 53+75 Rt. | | | | | | | | | | | 71 | |
| LINE "S-USR41-2-J" | | | | | | | | | | | | |
| 51+25 to 52+25 Rt. | | | | | | | | | | | 115 | |
| 53+75 to 56+25 Rt. | | | | | | | | | | | 286 | |
| MEDIAN DITCH | | | | | | | | | | | | |
| 315+60 "L" to 708+00 "J" | | | | | | | | | | | 35,118 | |
| TOTALS | | | | | | | | | | | | |
| | | | | | | | | | | TYPE "A" | 5038 | |
| | | | | | | | | | | "B" | 676 | |
| | | | | | | | | | | "C" | 2914 | |
| | | | | | | | | | | "D" | 509 | |
| | | | | | | | | | | "E" | 422 | |
| | | | | | | | | | | "F" | 452 | |
| | | | | | | | | | | "J" | 113 | |
| | | | | | | | | | | "K" | 97 | |
| | | | | | | | | | | "L" | 201 | |

SOUTHBOUND

UNDERDRAIN TABLE

NORTHBOUND

| | | | | | |
|-------------------------|-------|-------------|-------------|-----------|--------------|
| FEDERAL ROAD REGION NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| 5 | IND. | FTF-95(II) | 1973 | 548 | 220 |

| REMARKS | OUTSIDE E.P. | | | | | | | | | | | STATION |
|------------------------|--------------------------|----------------------|----------------|---------|-----------------------------------|----------|----------|--------|------------|-------------------|---------|---------|
| | CONNECT TO STRUCTURE No. | OUTLET THRU SHOULDER | DELINATOR POST | SODDING | TEES | | | BENDS | AT STATION | 6" GROUP "K" PIPE | STATION | |
| | | | | | EACH | | | | | | | |
| | | | | | 6" NON PERE FB CCS PIPE (18 GAGE) | 6" to 6" | 6" to 6" | | | | | |
| LINE "J-SB" | I | I | | 40 | | | I | 317+50 | 1050 | 317+50 | | |
| LINE "H" - LINE "L" | I | I | | 40 | | | I | 850+25 | 1983 | 850+25 | | |
| CONNECT TO "J-SB" | | | | 20 | I | | 3 | 370+00 | 915 | 370+00 | | |
| LINE "J-SB" | I | I | | 35 | | | I | 370+00 | 1948 | 370+00 | | |
| LINE "J-SB" - LINE "J" | I | I | | 30 | I | | 2 | 383+00 | 1300 | 383+00 | | |
| | I | I | | 40 | | | | 392+50 | 1850 | 392+50 | | |
| | I | I | | 40 | | | | 411+00 | 1500 | 411+00 | | |
| | I | I | | 40 | | | I | 431+65 | 565 | 431+65 | | |
| | I | I | | 40 | | | | 460+00 | 850 | 460+00 | | |
| | I | I | | 30 | I | | | 475+25 | 1825 | 475+25 | | |
| | I | I | | 30 | I | | | 511+00 | 1750 | 511+00 | | |
| | I | I | | 40 | | | | 549+00 | 1650 | 549+00 | | |
| | I | I | | 40 | | | | 567+00 | 1800 | 567+00 | | |
| | I | I | | 30 | I | | | 584+00 | 1700 | 584+00 | | |
| | | | | | | | | 584+00 | 2054 | 584+00 | | |
| | | | | | | | | 604+54 | | 604+54 | | |
| | | | | | | | | 623+47 | 1403 | 623+47 | | |
| | | | | | | | | 637+50 | 1770 | 637+50 | | |
| | | | | | | | | 655+20 | 1980 | 655+20 | | |
| | | | | | | | | 675+00 | 600 | 675+00 | | |
| | | | | | | | | 681+00 | 1700 | 681+00 | | |
| | | | | | | | | 681+00 | 1450 | 681+00 | | |
| | | | | | | | | 698+00 | | 698+00 | | |
| | | | | | | | | 712+50 | | 712+50 | | |

| STATION | 6" GROUP "K" PIPE | MEJIAN OR INSIDE E.P. | | | | | | | | | | | REMARKS |
|---------|-------------------|-----------------------|-------|-----|-----------------------------------|----------|----------|---------|----------------|----------------------|--------------------------|----|-------------|
| | | AT STATION | BENDS | WYE | TEES | | | SODDING | DELINATOR POST | OUTLET THRU SHOULDER | CONNECT TO STRUCTURE No. | | |
| | | | | | EACH | | | | | | | | |
| | | | | | 6" NON PERE FB CCS PIPE (18 GAGE) | 6" to 6" | 6" to 6" | | | | | | |
| 310+50 | 550 | 310+50 | I | | | | | | | | 10 | II | LINE "J-SB" |
| 316+00 | | | | | | | | | | | | | |
| 358+75 | 825 | 367+00 | I | | | | | | | | 40 | 23 | LINE "J" |
| 367+00 | 1635 | 383+35 | | | | | | | | | 30 | 26 | |
| 383+35 | 865 | 383+35 | | | | | | | | | | | |
| 392+00 | 1840 | 392+00 | | | | | | | | | 40 | | |
| 410+40 | 1560 | 410+40 | | | | | | | | | 40 | | 32 |
| 426+00 | 1720 | 443+20 | | | | | | | | | 40 | | 34 |
| 443+20 | 1500 | 458+20 | | | | | | | | | 40 | | 36 |
| 458+20 | 1704 | 475+24 | | | | | | | | | 30 | | 41 |
| 475+24 | 1826 | 475+24 | | | | | | | | | | | |
| 493+50 | 1747 | 510+97 | | | | | | | | | 30 | | 47 |
| 510+97 | 2153 | 510+97 | | | | | | | | | | | |
| 532+50 | 1620 | 548+70 | | | | | | | | | 40 | | 53 |
| 548+70 | 1600 | 564+70 | I | | | | | | | | 40 | | 56 |
| 564+70 | | | | | | | | | | | | | |
| 581+30 | 258 | 583+88 | | | | | | | | | 30 | | 61 |
| 583+88 | 982 | 583+88 | | | | | | | | | | | |
| 593+70 | 1460 | 593+70 | | | | | | | | | 40 | | 64 |
| 608+30 | 1850 | 608+30 | | | | | | | | | 40 | | 66 |
| 626+80 | 1070 | 626+80 | | | | | | | | | 40 | | 69 |
| 637+50 | 1770 | 655+ | | | | | | | | | 40 | | 73 |
| 655+20 | 1825 | 673+45 | | | | | | | | | 40 | | 75 |
| 673+45 | 820 | 681+65 | | | | | | | | | 30 | | 79 |
| 681+65 | 822 | 681+65 | | | | | | | | | | | |
| 689+87 | | | | | | | | | | | | | |

| REMARKS | MEJIAN OR INSIDE E.P. | | | | | | | | | | | STATION |
|---------------------|--------------------------|----------------------|----------------|---------|-----------------------------------|----------|----------|-------|------------|-------------------|---------|---------|
| | CONNECT TO STRUCTURE No. | OUTLET THRU SHOULDER | DELINATOR POST | SODDING | TEES | | | BENDS | AT STATION | 6" GROUP "K" PIPE | STATION | |
| | | | | | EACH | | | | | | | |
| | | | | | 6" NON PERE FB CCS PIPE (18 GAGE) | 6" to 6" | 6" to 6" | | | | | |
| LINE "H" - LINE "L" | 19 | | | | 5 | | | I | 850+00 | 3618 | 850+00 | |
| | 20 | | | | 40 | | | I | 352+10 | | 352+10 | |
| LINE "J-NB" | 21 | | | | 25 | | | I | 352+80 | 1595 | 336+85 | |
| | | | | | | | | | | | 352+80 | |
| LINE "L" - LINE "J" | 23 | | | | 40 | | | I | 367+00 | 1410 | 352+10 | |
| | 26 | | | | 30 | I | | | 383+35 | 1635 | 367+00 | |
| | | | | | | | | | 383+35 | 865 | 383+35 | |
| | | | | | | | | | 392+00 | 1840 | 392+00 | |
| | I | I | | | 40 | | | I | 392+00 | 1840 | 410+40 | |
| | 32 | | | | 40 | | | I | 410+40 | 1560 | 410+40 | |
| | | | | | 40 | | | I | 431+65 | 565 | 426+00 | |
| | | | | | | | | | 431+65 | | 431+65 | |
| | 36 | | | | 40 | | | I | 458+20 | 670 | 458+20 | |
| | 41 | | | | 30 | I | | | 475+24 | 1704 | 458+20 | |
| | | | | | | | | | 475+24 | 1826 | 475+24 | |
| | 47 | | | | 30 | I | | | 510+97 | 1747 | 493+50 | |
| | | | | | | | | | 510+97 | 2153 | 510+97 | |
| | 53 | | | | 40 | | | I | 548+70 | 1620 | 532+50 | |
| | 56 | | | | 40 | | | I | 564+70 | 1600 | 548+70 | |
| | 61 | | | | 30 | I | | | 583+88 | 1918 | 564+70 | |
| | | | | | | | | | 583+88 | 2066 | 583+88 | |
| | | | | | | | | | 604+54 | | 604+54 | |
| | | | | | | | | | 623+47 | 1403 | 623+47 | |
| | 73 | | | | 40 | | | I | 655+20 | 1770 | 637+50 | |
| | 75 | | | | 40 | | | I | 673+45 | 1825 | 655+20 | |
| | 79 | | | | 30 | I | | | 681+65 | 820 | 673+45 | |
| | | | | | | | | | 681+65 | 1755 | 681+65 | |
| | 81 | | | | 40 | | | I | 699+20 | 1330 | 699+20 | |
| | | | | | | | | | 712+50 | | 712+50 | |

| STATION | 6" GROUP "K" PIPE | OUTSIDE E.P. | | | | | | | | | | | REMARKS | |
|---------|-------------------|--------------|-------|-----|-----------------------------------|----------|----------|---------|----------------|----------------------|--------------------------|---|---------|-------------|
| | | AT STATION | BENDS | WYE | TEES | | | SODDING | DELINATOR POST | OUTLET THRU SHOULDER | CONNECT TO STRUCTURE No. | | | |
| | | | | | EACH | | | | | | | | | |
| | | | | | 6" NON PERE FB CCS PIPE (18 GAGE) | 6" to 6" | 6" to 6" | | | | | | | |
| 309+23 | 2762 | 309+23 | I | | | | | | | | 35 | I | I | LINE "J-NB" |
| 336+85 | | 336+85 | | | | | | | | | 35 | | | |
| 358+75 | 1125 | 370+00 | | | | | | | | | 40 | | | LINE "J" |
| 370+00 | 300 | 383+00 | | | | | | | | | 30 | | | |
| 383+00 | 800 | 383+00 | | | | | | | | | | | | |
| 391+00 | 2000 | 391+00 | | | | | | | | | 40 | | | |
| 411+00 | 1500 | 411+00 | | | | | | | | | 40 | | | |
| 426+00 | 2000 | 446+00 | | | | | | | | | 40 | | | |
| 446+00 | 1400 | 460+00 | | | | | | | | | 40 | | | |
| 460+00 | 1525 | 475+25 | | | | | | | | | 30 | | | |
| 475+25 | 1825 | 475+25 | | | | | | | | | | | | |
| 493+50 | 1750 | 511+00 | | | | | | | | | 30 | | | |
| 511+00 | 2150 | 511+00 | | | | | | | | | | | | |
| 532+50 | 1650 | 549+00 | | | | | | | | | 40 | | | |
| 549+00 | 1370 | 562+70 | I | | | | | | | | 40 | | | |
| 562+70 | | | | | | | | | | | | | | |
| 581+30 | 270 | 584+00 | | | | | | | | | 30 | | | |
| 584+00 | 2000 | 584+00 | | | | | | | | | | | | |
| 604+00 | 2000 | 604+00 | | | | | | | | | 40 | | | |
| 624+00 | 1350 | 624+00 | | | | | | | | | 40 | | | |
| 637+50 | 1770 | 655+20 | | | | | | | | | 40 | | | |
| 655+20 | 1980 | 675+00 | | | | | | | | | 40 | | | |
| 675+00 | 600 | 681+00 | | | | | | | | | 30 | | | |
| 681+00 | 887 | 681+00 | | | | | | | | | | | | |
| 689+87 | | | | | | | | | | | | | | |

STRUCTURE DATA

| | | | | | |
|---------------------------|-------|-------------|-------------|-----------|--------------|
| FEDERAL ROAD DISTRICT NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
| 5 | IND. | FT-F-95(11) | 1973 | 56 | 220 |

| STRUCTURE NUMBER | LOCATION | SIZE INCHES | GROUP | DESCRIPTION | LENGTH FEET | SKEW | COVER | FLOW LINE | | CONCRETE CLASS 'D' | "B" BORROW | METHOD OF BACKFILL | GAGES OR THICKNESS | | REMARKS | VELOCITY | CULVERT PIPE END SECTION | PLANS ON SHEET NO. |
|------------------|--------------|-------------|-------|--|-------------|------|--------|-----------------|-------------------|--------------------|------------|--------------------|--------------------|----------|--|-------------|--------------------------|--------------------|
| | | | | | | | | UP STREAM ELEV. | DOWN STREAM ELEV. | | | | STEEL | ALUMINUM | | | | |
| 11 | 310+40 J-S-B | 12 | A | ST'D. INLET TYPE R-13 | 56 | 0° | 3 | 695.5 | 695.3 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 25 | |
| 12 | 315+00 J-S-B | 12 | A | 43" x 27" | 160 | 0° | 6 | 702.0 | 699.0 | 2.13 | | A | 16 | | CONST. INLET & OUTLET DITCHES | 0 | 25 | |
| 13 | 48+35 S-1-J | 30 | D | | 58 | 13° | 2 | 704.4 | 703.4 | | | B | 16 | 12 | CONST. INLET & OUTLET DITCHES | 2 | 29 | |
| 14 | 317+00 J-NB | 12 | A | ST'D. INLET TYPE R-13 | 68 | 0° | 4 | 707.10 | 706.00 | | | A | 16 | | CONST. OUTLET DITCH | 95 146 | 1 | 27 |
| 15 | 325+07 J-SB | 36 | B | | 206 | 15° | 22 | 706.0 | 705.0 | | | A | | | CONST. INLET & OUTLET DITCHES | 2 | 27 | |
| 16 | 326+00 J-NB | 42 | A | F.B.C.C.S. OR CONCRETE PIPE | 182 | 0° | 19 | 701.35 | 696.0 | 2.50 | | A | | | CONST. INLET & OUTLET DITCHES 20 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 9.5 14.6 | 0 | 27 |
| 17 | 330+45 L | 36 | A | DELETE | 204 | 25° | 7 | 705.4 | 705.2 | | | | | | CONST. INLET & OUTLET DITCHES | 2 | | |
| 18 | 336+85 J-NB | 36 | A | | 92 | 0° | 6 | 707.2 | 706.7 | | | A | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 28 | |
| 19 | 342+50 L | 36 | A | | 258 | 0° | 7 | 703.0 | 702.5 | | | A | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 12 | |
| 20 | 352+40 L | 18 | A | ST'D. INLET TYPE N-12 & 18" x 12" TEE | 160 | 0° | 8 | 699.69 | 698.88 | | | A | 16 | | CONST. OUTLET DITCH, CONNECT TO STR. NO. 21 | 1 | 12 | |
| 21 | 352+80 J-NB | 12 | A | ST'D. INLET TYPE P-12A | 8 | 0° | 4 | 701.94 | 699.31 | | | A | 16 | | CONNECT TO STR. NO. 20 | 0 | 28 | |
| 22 | 362+80 J-SB | 36 | A | | 100 | 30° | 8 | 691.2 | 690.0 | | | A | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 13 | |
| 23 | 367+30 J | 15 | A | ST'D. INLET TYPE N-12 | 6 | 0° | 6 | 691.02 | 686.00 | | | A | 16 | | CONNECT TO STR. NO. 24 | 0 | 13 | |
| 24 | 367+45 J | 84 | A | STRUTTED F.B.C.C.S. OR S.P.S. (1-84" x 15" TEE REQ'D) OR RC CULVERT PIPE | 268 | 21° | 7 | 684.5 | 682.0 | 4.31 | | A | 12T/10B | | CONST. INLET & OUTLET DITCHES | 114 173 | 0 | 13 |
| 25 | 382+72 J | 114" | A | S.P.S. OR RC CULVERT PIPE | 290 | 23° | 17 | 667.5 | 666.0 | 7.66 | | A | 12T/10B | | CONST. INLET & OUTLET DITCHES (SKEWED END ON PIPE) 40 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 78 135 | 0 | 13 |
| 26 | 383+35 J | 18 | A | ST'D. INLET TYPE N-12 & 18" BENDS | 120 | 0° | 5 | 694.13 | 672.5 | 0 | | A | 16 | | 15 L.F. TYPE "B" P.S.D. REQ'D. AT OUTLET | 1 | 13 | |
| 27 | 385+50 J | 18 | A | ST'D. INLET TYPE N-12 | 90 | 0° | 5 | 684.86 | 681.00 | 0 | | A | 16 | | 18 L.F. TYPE "B" P.S.D. REQ'D. AT OUTLET | 1 | 13 | |
| 28 | 391+78 J | 10 | L | | 380 | 39° | 10 | | 0 | 56 | | A | | | CONNECT TO EXISTING 10" FIELD TILE | 0 | 14 | |
| 29 | 391+79 J | 36 | A | | 236 | 39° | 6 | 687.50 | 684.00 | 0 | | A | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 14 | |
| 30 | 401+81 J | 84 | A | STRUTTED F.B.C.C.S. OR S.P.S. OR RC CULVERT PIPE | 220 | 10° | 9 | 690.0 | 688.0 | 4.35 | | A | 12T/10B | | CONST. INLET & OUTLET DITCHES 30 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 105 161 | 0 | 14 |
| 31 | 401+81 J | 10 | L | | 290 | 10° | 18 | | 0 | 43 | | A | | | CONNECT TO EXISTING 10" FIELD TILE | 0 | 14 | |
| 32 | 410+10 J | 15 | A | ST'D. INLET TYPE N-12 | 78 | 0° | 3 | 703.55 | 702.70 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 14 | |
| 33 | 432+00 J | 74" | A | 45" x 29" | 194 | 0° | 8 | 708.5 | 704.8 | 2.13 | | A | 16 | | CONST. INLET & OUTLET DITCHES | 0 | 15 | |
| 34 | 443+50 J | 18 | A | ST'D. INLET TYPE N-12 | 90 | 0° | 6 | 706.73 | 705.6 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 15 | |
| 35 | 443+50 J | 36 | A | | 186 | 0° | 7 | 701.00 | 698.20 | | | A | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 15 | |
| 36 | 458+50 J | 15 | A | ST'D. INLET TYPE N-12 | 78 | 0° | 4 | 699.93 | 699.00 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 16 | |
| 37 | 50+88 S-3-J | 15 | D | | 56 | 0° | 3 | 698.85 | 698.71 | | | B | 16 | 16 | CONST. INLET & OUTLET DITCHES | 2 | 32 | |
| 38 | 468+00 J | 109" | A | TWIN 33" S.P.S.A. 180" x 111" OR TWIN ELLIP. CONC. PIPE 97" x 151" | 664 | 30° | 12 | 676.20 | 675.00 | 23.54 | | A | 10T/8S | | CONST. INLET & OUTLET DITCHES (SKEWED ENDS ON PIPE) 90 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 79 153 | 0 | 16 |
| 39 | 466+25 J | 15 | D | | 46 | 5 | 685.4 | 681.8 | | | B | 16 | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 16 | |
| 40 | 467+70 J | 24 | D | | 56 | 7 | 678.80 | 677.00 | | | B | 16 | 16 | | CONST. INLET & OUTLET DITCHES | 2 | 16 | |
| 41 | 474+24 J | 18 | A | ST'D. INLET TYPE N-12 | 98 | 0° | 6 | 685.50 | 679.80 | | | A | 16 | | 16 L.F. TYPE "B" P.S.D. REQ'D. AT OUTLET | 1 | 16 | |
| 41A | 474+94 J | 8 | L | | 290 | 0° | 10 | | | | | A | | | CONNECT TO EXISTING 8" F.T. | 0 | 16 | |
| 42 | 481+00 J | 6 | A | F.B.C.C.S. | 8 | 1 | | | | | | A | 16 | | CONNECT TO EXISTING 6" F.T. & OUTLET IN SIDE DITCH LT. | 0 | 17 | |
| 43 | 484+00 J | 12 | A | ST'D. INLET TYPE N-12 | 80 | 0° | 4 | 693.11 | 692.30 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 17 | |
| 44 | 496+00 J | 14 3" | A | F.B.C.C.S.A. 65" x 40" | 198 | 0° | 5 | 695.7 | 695.3 | 2.69 | | A | 14 | | CONST. INLET & OUTLET DITCHES | 0 | 17 | |

| STRUCTURE NUMBER | LOCATION | SIZE INCHES | GROUP | DESCRIPTION | LENGTH FEET | SKEW | COVER | FLOW LINE | | CONCRETE CLASS 'D' | "B" BORROW | METHOD OF BACKFILL | GAGES OR THICKNESS | | REMARKS | VELOCITY | CULVERT PIPE END SECTION | PLANS ON SHEET NO. |
|------------------|-------------|-------------|-------|---|-------------|------|-------|-----------------|-------------------|--------------------|------------|--------------------|--------------------|----------|--|-----------|--------------------------|--------------------|
| | | | | | | | | UP STREAM ELEV. | DOWN STREAM ELEV. | | | | STEEL | ALUMINUM | | | | |
| 45 | 509+00 J | 12 | L | | 290 | 0° | 16 | | | | | A | | | CONNECT TO EXISTING 12" F.T. | 0 | 17 | |
| 46 | 510+25 J | 14 3" | G2 | 224' TWIN STRUCTURES 65" x 40" | 448 | 15° | 9 | 681.00 | 680.5 | 10.64 | | A | 14 | | CONST. INLET & OUTLET DITCHES (SKEWED ENDS ON PIPE) | 49 77 | 0 | 17 |
| 47 | 510+97 J | 15 | A | ST'D. INLET TYPE N-12 & 2-18" BENDS | 102 | 0° | 5 | 689.71 | 681.7 | | | A | 16 | | 18 L.F. TYPE "B" P.S.D. REQ'D. AT OUTLET | 1 | 17 | |
| 48 | 48+98 S-4-J | 15 | D | | 60 | 16° | 6 | 689.2 | 685.0 | | | B | 16 | 16 | CONST. INLET & OUTLET DITCHES | 2 | 33 | |
| 49 | 512+75 J | 15 | A | ST'D. INLET TYPE N-12 | 80 | 0° | 4 | 690.07 | 689.50 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 18 | |
| 50 | 517+40 J | 6 | A | F.B.C.C.S. | 8 | 45° | 1 | | | | | A | 16 | | CONNECT TO EXISTING 6" F.T. & OUTLET IN SIDE DITCH LT. | 0 | 18 | |
| 51 | 524+50 | 6 | A | F.B.C.C.S. | 8 | 30° | 1 | | | | | A | 16 | | CONNECT TO EXISTING 6" F.T. & OUTLET IN SIDE DITCH LT. | 0 | 18 | |
| 52 | 534+00 J | 120" | A | S.P.S. OR RC CULVERT PIPE | 302 | 28° | 16 | 679.00 | 677.10 | 8.12 | | A | 12T/10B | | CONST. INLET & OUTLET DITCHES (SKEWED ENDS ON PIPE) 50 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 87 165 | 0 | 18 |
| 53 | 549+00 J | 15 | A | ST'D. INLET TYPE N-12 | 80 | 0° | 4 | 691.77 | 690.96 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 19 | |
| 54 | 555+80 J | 430" | A | 224' TWIN SPSA 106" x 73" OR 224' TWIN REINF. ELLIP. CONC. PIPE 98" x 63" | 448 | 10° | 6 | 683.50 | 682.00 | 10.78 | | A | 12T/10B | | CONST. INLET & OUTLET DITCHES (SKEWED ENDS ON PIPE) 40 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 67 145 | 0 | 19 |
| 55 | 555+85 | 15 | L | | 290 | 10° | 15 | | | | | A | | | CONNECT TO EXISTING 15" F.T. | 0 | 19 | |
| 56 | 565+00 J | 15 | A | ST'D. INLET TYPE N-12 | 78 | 0° | 3 | 687.29 | 686.60 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 19 | |
| 57 | 565+30 | 8 | L | | 290 | 0° | 8 | | | | | A | | | CONNECT TO EXISTING 8" F.T. | 0 | 19 | |
| 58 | 49+00 S-5-J | 30 | D | | 48 | 0° | 2 | 685.25 | 685.15 | | | B | 16 | 12 | CONST. INLET & OUTLET DITCHES | 2 | 33 | |
| 59 | 574+50 J | 12 | A | ST'D. INLET TYPE N-12 | 86 | 0° | 5 | 684.63 | 684.00 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 20 | |
| 60 | 580+35 J | 144" | A | TWIN 284' S.P.S. OR TWIN 284' RC CULVERT PIPE | 568 | 21° | 16 | 666.00 | 663.20 | 20.88 | | A | 12T/10B | | CONST. INLET & OUTLET DITCHES (SKEWED ENDS ON PIPE) 40 SQ. YDS. RIPRAP TO BE INCLUDED IN COST OF CONC. PIPE | 94 226 | 0 | 20 |
| 61 | 583+88 J | 15 | A | ST'D. INLET TYPE N-12 | 94 | 0° | 6 | 682.01 | 675.00 | | | A | 16 | | 14 L.F. TYPE "B" P.S.D. REQ'D. AT OUTLET | 1 | 20 | |
| 62 | 592+74 J | 30 | D | 85' RT. | 70 | 0° | 2 | 688.30 | 688.97 | | | B | 16 | 12 | CONST. INLET & OUTLET DITCHES | 2 | 20 | |
| 63 | 593+35 J | 36 | D | 94' LT. | 70 | 0° | 2 | 689.88 | 688.88 | | | B | 16 | 12 | CONST. INLET & OUTLET DITCHES | 2 | 20 | |
| 64 | 593+40 J | 15 | A | ST'D. INLET TYPE N-12 | 88 | 0° | 3 | 689.97 | 689.16 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 20 | |
| 65 | 599+15 J | 6 | L | | 290 | 15° | 3 | | | | | A | | | CONNECT TO EXISTING 4" F.T. | 0 | 20 | |
| 66 | 608+00 J | 15 | A | ST'D. INLET TYPE N-12 | 86 | 0° | 5 | 704.31 | 703.31 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 21 | |
| 67 | 626+35 J | 12 | L | | 290 | 0° | 12 | | | | | A | | | CONNECT TO EXISTING 12" F.T. | 0 | 21 | |
| 68 | 626+35 J | 54 | A | (1-54" x 12" TEE) F.B.C.C.S. OR RC CULVERT PIPE | 220 | 0° | 7 | 706.00 | 704.00 | | | A | 14 | | CONST. INLET & OUTLET DITCHES 35 SQ. YDS. RIPRAP REQ'D. (TO BE INCLUDED IN COST OF CONC. PIPE) | 0 | 21 | |
| 69 | 626+50 J | 12 | A | ST'D. INLET TYPE N-12 | 6 | 0° | 5 | 711.19 | 707.00 | | | A | 16 | | CONNECT TO STR. NO. 69 | 0 | 21 | |
| 70 | 632+00 J | 8 | P | FIELD TILE & 2-90° BENDS | 210 | 0° | 11 | | | | | B | | | CONNECT TO EXISTING 8" F.T. LT. CONNECT TO NEW 8" F.T. | 0 | 22 | |
| 71 | 641+50 J | 6 | L | | 290 | 0° | 8 | | | | | A | | | CONNECT TO EXISTING 6" F.T. | 0 | 22 | |
| 72 | 655+20 J | 6 | L | | 300 | 15° | 8 | | | | | A | | | CONNECT TO EXISTING 6" F.T. | 0 | 22 | |
| 73 | 655+50 J | 15 | A | ST'D. INLET TYPE N-12 | 6 | 0° | 3 | 709.05 | 708.00 | | | A | 16 | | CONNECT TO STR. NO. 74 | 0 | 22 | |
| 74 | 655+65 J | 48 | A | F.B.C.C.S. (1-48" x 15" TEE) OR RC CULVERT PIPE | 198 | 12° | 4 | 706.70 | 705.00 | 2.83 | | A | 16 | | CONST. INLET & OUTLET DITCHES | 75 113 | 0 | 22 |
| 75 | 673+75 J | 18 | A | ST'D. INLET TYPE N-12 | 86 | 0° | 4 | 698.28 | 696.00 | | | A | 16 | | CONST. OUTLET DITCH | 1 | 23 | |
| 76 | 48+92 S-6-J | 36 | D | | 50 | 0° | 5 | 693.85 | 693.75 | | | B | 16 | 16 | CONST. INLET & OUTLET DITCHES | 2 | 34 | |
| 77 | 51+00 S-6-J | 30 | D | | 48 | 0° | 5 | 695.20 | 695.10 | | | B | 16 | 16 | CONST. INLET & OUTLET DITCHES | 2 | | |

LIBERTY TOWNSHIP
WARRIEN COUNTY

Citizens State Bank

Citizens State Bank

RES. A
John ...
RES. B #1
RES. A
RES. B
RES. C
RES. D
RES. E

FT-F-95(11)
BEGIN PROJECT STA. 319+96+ LINE "L"
END PROJECT F-307 STA. 854+04+ LINE "H"
+06.84*
+04.62*
+64.55*
+64.55*

RES. A

RES. B

RES. B

RES. B

RES. A

RES. E

CARBONDALE

| PARCEL | ACRES | OWNER |
|--------|-------|----------------|
| 0.65 | | Walter ... |
| 0.10 | | Charles A. ... |
| | | ... |

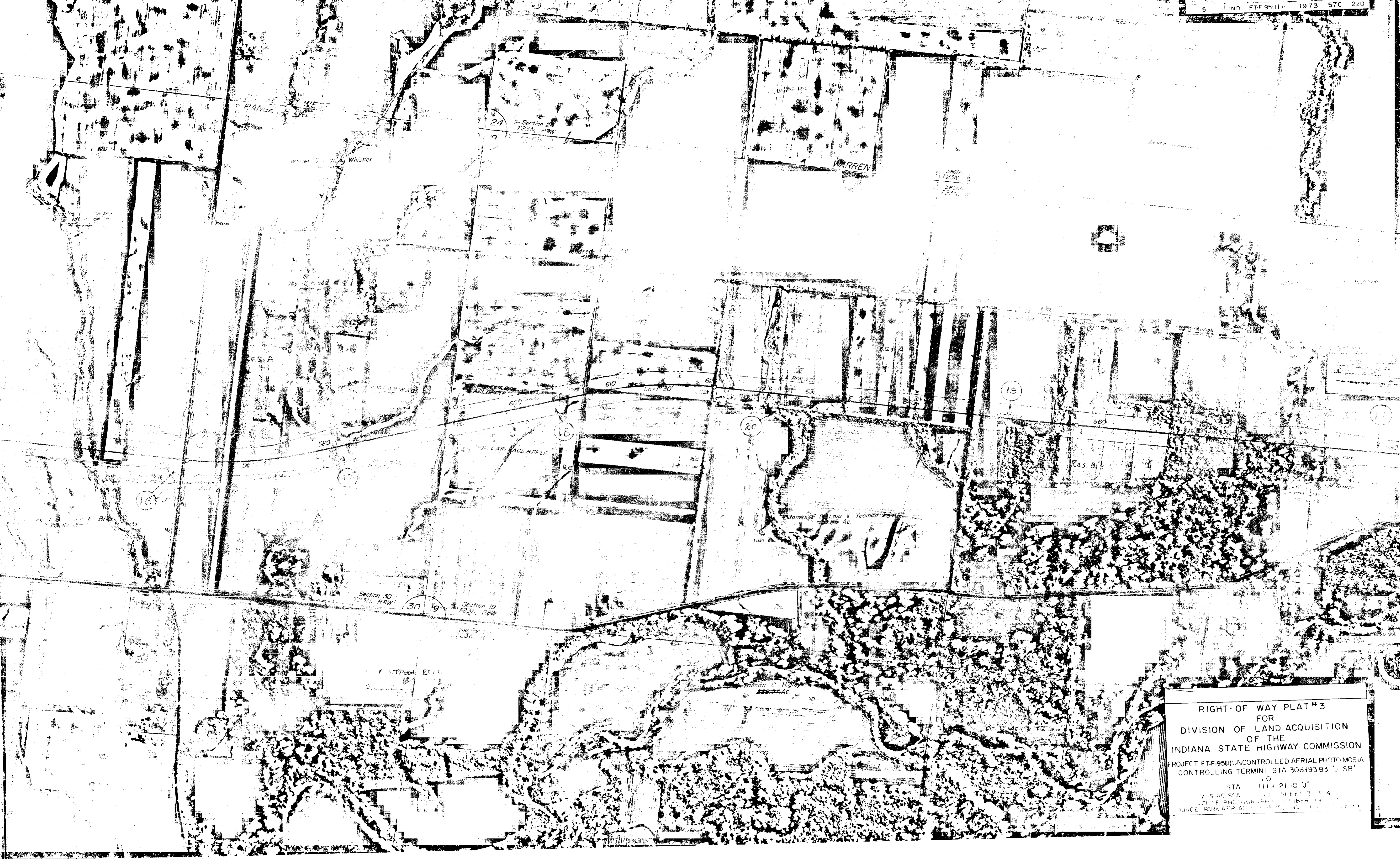
Mary ...
County Commissioner ...

* ADJUSTED FOR CLOSURE
R/W PURPOSES ONLY

RIGHT-OF-WAY PLAT #3
FOR
DIVISION OF LAND ACQUISITION
OF THE
INDIANA STATE HIGHWAY COMMISSION
PROJECT FT-F-95(11) UNCONTROLLED AERIAL PHOTO MOSAIC
CONTROLLING TERMINI STA 306+93.83 "J-SB"
TO
STA 1111+21.0 "J"
MOSAIC SCALE 1"=400' SHEET 1 OF 4
DATE OF PHOTOGRAPHY OCTOBER 10, 1967
SOURCE PARK AERIAL SURVEYS, INC., LOUISVILLE, KY



RIGHT-OF-WAY PLAT #3
 FOR
 DIVISION OF LAND ACQUISITION
 OF THE
 INDIANA STATE HIGHWAY COMMISSION
 PROJECT FT-F-95(UNCONTROLLED AERIAL PHOTO MOSAIC)
 CONTROLLING TERMINI STA 306+93.83 "J-SB"
 TO
 STA 1111+2110 "J"
 MOSAIC SCALE 1"=400' SHEET 2 OF 4
 DATE OF PHOTOGRAPHY OCTOBER 9, 1967
 SOURCE PARK AERIAL SURVEYS, INC., LOUISVILLE, KY



RIGHT-OF-WAY PLAT #3
 FOR
 DIVISION OF LAND ACQUISITION
 OF THE
 INDIANA STATE HIGHWAY COMMISSION
 PROJECT FT-F-9500 UNCONTROLLED AERIAL PHOTO MOSAIC
 CONTROLLING TERMINI STA 306+93.83 "U-SB"
 STA 1111+21.10 "U"
 AS SHOWN SCALE 1" = 100' SHEET 3 OF 4
 AERIAL PHOTOGRAPHED OCTOBER 1973
 SOURCE: PARK AFR AT 1:25,000, IND. GEO. SURV. 1973

ESTIMATE OF QUANTITIES (CON'T.)

STRUCTURE SUMMARY

| FEDERAL ROAD DISTRICT NO. | STATE | PROJECT NO. | FISCAL YEAR | SHEET NO. | TOTAL SHEETS |
|---------------------------|-------|-------------|-------------|-----------|--------------|
| 5 | IND. | FT-F-95(II) | 1973 | 59 | 220 |

| KIND | SIZE | CIRCULAR PIPE: LINEAL FEET | | | | | | | | | | | | | | | | | | |
|---|-------------------|----------------------------|----|----|-----|------|------|------|-----|------|------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|------------------|-----------------|-----|
| | | 4" | 6" | 8" | 10" | 12" | 15" | 18" | 24" | 30" | 36" | 42" STEEL CONC. | 54" STEEL CONC. | 64" STEEL CONC. | 72" STEEL CONC. | 102" STEEL CONC. | 120" STEEL CONC. | 144" STEEL CONC. | 48" STEEL CONC. | 60" |
| GAGE | STEEL ALUMINUM | 18 | | | | 16 | 16 | 16 | 16 | 16 | | | | | | | | | 12 | |
| GAGE STRUCT. PLATES | STEEL TOP & SIDES | | | | | | | | | | | | | | | | | | 12 | |
| THICK. STRUCT. PLATES | STEEL BOTTOM | | | | | | | | | | | | | | | | | | 10 | |
| THICK. STRUCT. PLATES | ALUM. TOP & SIDES | | | | | | | | | | | | | | | | | | | |
| THICK. STRUCT. PLATES | ALUM. BOTTOM | | | | | | | | | | | | | | | | | | | |
| GROUP "A" | | | | | | 328' | 930' | 684' | | | | | | | | | | | 872' | |
| GROUP "B" | | | | | | | | | | | | | | | | | | | 206' | |
| GROUP "D" | | | | | | | | 362' | 52' | 224' | 224' | | | | | | | | 182' | |
| GROUP "L" | | | | | | | | | | | | | | | | | | | | |
| GROUP "P" | | | | | | | | | | | | | | | | | | | | |
| DRAIN TILE CLASS STANDARD | | | | | | | | | | | | | | | | | | | | |
| REINFORCED CONCRETE | | | | | | | | | | | | | | | | | | | | |
| EXTRA STRENGTH REINF. CONC. | | | | | | | | | | | | | | | | | | | | |
| HEAVY DUTY REINF. CONC. | | | | | | | | | | | | | | | | | | | | |
| VITRIFIED CLAY CULVERT | | | | | | | | | | | | | | | | | | | | |
| CORR. STEEL OR CORR. ALUM. ALLOY | | | | | | | | | | | | | | | | | | | | |
| FULLY BITUM. COATED CORR. STEEL | | | | | | | | | | | | | | | | | | | | |
| STRUCTURAL PLATE STEEL OR R.C. CULVERT | | | | | | | | | | | | | | | | | | | | |
| FULLY BITUM. COATED CORR. STEEL WITH PAVED INVERT OR FULLY BITUM. COATED CORR. ALUMINUM ALLOY WITH PAVED INVERT | | | | | | | | | | | | | | | | | | | | |
| FULLY BITUM. COATED CORR. STEEL OR REINFORCED CONCRETE CULVERT | | | | | | | | | | | | | | | | | | | | |
| STRUCTURAL PLATE STEEL OR STRUTTED F.B.C.C.S. OR REINFORCED CONCRETE CULVERT | | | | | | | | | | | | | | | | | | | | |

* STRUTTED
 1 INCLUDES 14' FOR TEES & BENDS
 2 INCLUDES 14' FOR TEES & BENDS
 3 INCLUDES 20' FOR BENDS
 4 INCLUDES 7500' UNDISTRIBUTED
 5 INCLUDES 5000' UNDISTRIBUTED
 6 INCLUDES 2500' UNDISTRIBUTED
 7 INCLUDES 4000' UNDISTRIBUTED
 8 INCLUDES 2000' UNDISTRIBUTED
 9 INCLUDES 1000' UNDISTRIBUTED

STRUCTURE SUMMARY (CON'T.)

| KIND | MIN AREA SQ. FT. # | PIPE ARCHES: LINEAL FEET | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--------------------|--------------------------|-------|-------|----------------|----------------|----------------|----------------|----------------|----------------|-------|-------|-------|-------|-------|-------|-------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | STEEL | STEEL | STEEL | STEEL CONCRETE | STEEL CONCRETE | STEEL CONCRETE | STEEL CONCRETE | STEEL CONCRETE | STEEL CONCRETE | STEEL | STEEL | STEEL | STEEL | STEEL | STEEL | STEEL | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM | ALUMINUM |
| GAGE STRUCT. PLATES | STEEL TOP & SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THICK. STRUCT. PLATES | STEEL BOTTOM | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THICK. STRUCT. PLATES | ALUM. TOP & SIDES | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| THICK. STRUCT. PLATES | ALUM. BOTTOM | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GROUP G-2 | | 160 | 194 | 448 | | | | | | | | | | | | | | | | | | | | | | | | |
| GROUP G- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GROUP H- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GROUP H- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| GROUP H- | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CORR. STEEL OR CORR. ALUM. ALLOY PIPE ARCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| STRUCT. PLATE STEEL ARCH OR REINF. ELLIPTICAL CONCRETE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIT. COAT. CORR. STEEL PIPE ARCH OR GROUP R-2 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| REINF. ELLIPTICAL CONCRETE | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| BIT. COAT. CORR. STEEL PIPE ARCH | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

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

| | | | |
|--|----|---------|---------|
| PIPE GROUP "K" FOR UNDERDRAINS | 6" | 141,430 | LN. FT. |
| PIPE FULLY BIT. COATED NON PERFORATED CORR. STEEL FOR UNDERDRAINS (Gr. 18) | 6" | 2,695 | LN. FT. |
| AGGREGATE FOR UNDERDRAINS | | 12,729 | CYS |
| PIPE FULLY BIT. COAT NON PERFORATED CORR. STEEL | 8" | | LN. FT. |

| AUTO DRAINAGE GATES | | |
|---------------------|------|------|
| SIZE | HEAD | EACH |
| | | |

| CASTINGS ADJUSTED TO GRADE | REINF. CONCRETE SPRING BOXES |
|----------------------------|------------------------------|
| EACH | EACH |

| ITEM | UNIT | QUANTITY |
|---|------|----------|
| CONCRETE CLASS "A" IN STRUCTURES | CYS | 117 |
| REINFORCING STEEL FOR STRUCTURES | LB | |
| CONCRETE CLASS "F" FOR STRUCTURES | CYS | |
| CONCRETE CLASS "F" FOR INTEGRAL CURS WALK | CYS | |

| CASTINGS FURNISHED AND ADJUSTED TO GRADE | | |
|--|---|------|
| TYPE | " | EACH |
| | | |

| INLETS | | | | CATCH BASINS | |
|--------|------|------|------|--------------|------|
| TYPE | EACH | TYPE | EACH | TYPE | EACH |
| N-12 | 22 | | | | |
| P-12A | 1 | | | | |
| R-13 | 2 | | | | |

| INLETS USING CASTING IN PLACE | | CATCH BASINS USING CASTING IN PLACE | |
|-------------------------------|------|-------------------------------------|------|
| TYPE | EACH | TYPE | EACH |
| | | | |

| MANHOLES | | PIPE CATCH BASINS | | RECONSTRUCTED | |
|----------|------|-------------------|------|---------------|---------|
| TYPE | EACH | SIZE | EACH | | LN. FT. |
| | | | | | |

| PIPE END SECTION | | | | | |
|------------------|------|-----------|------|--|--|
| SIZE | EACH | SIZE | EACH | | |
| 12" | 6 | 18" X 11" | | | |
| 15" | 31 | 22" X 13" | | | |
| 18" | 10 | 25" X 16" | | | |
| 24" | 8 | 29" X 18" | | | |
| 30" | 8 | 36" X 22" | | | |
| 36" | 20 | 43" X 27" | | | |