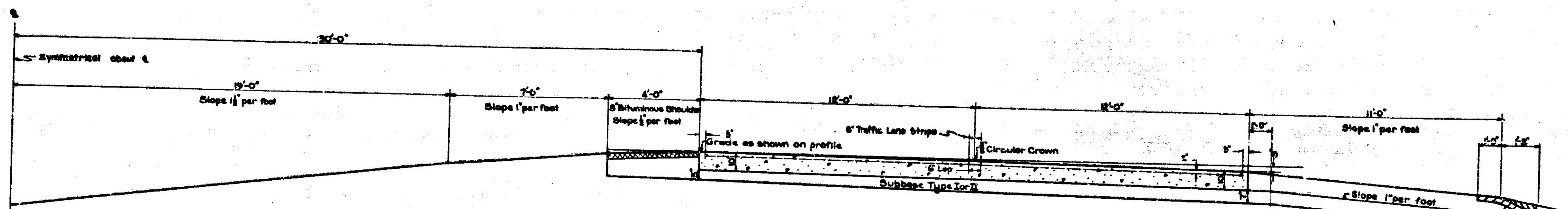
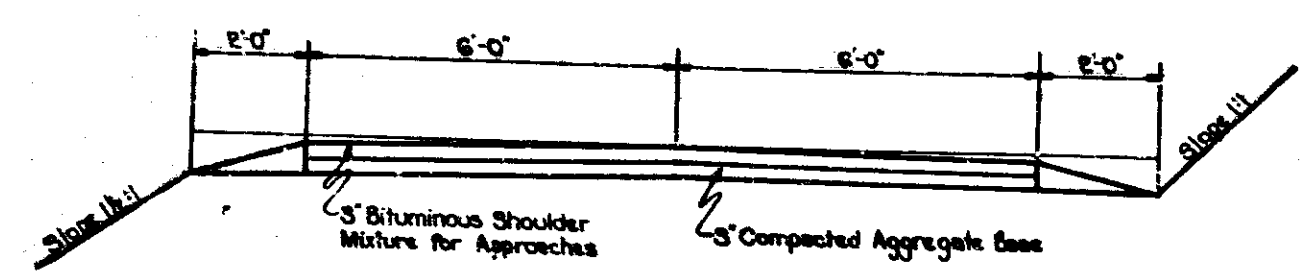
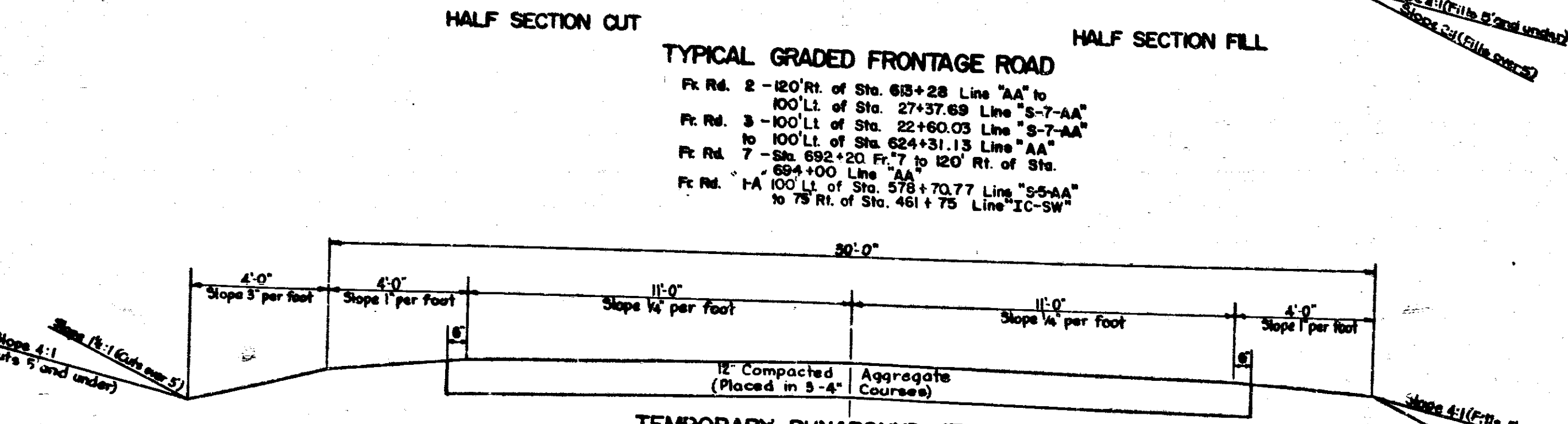
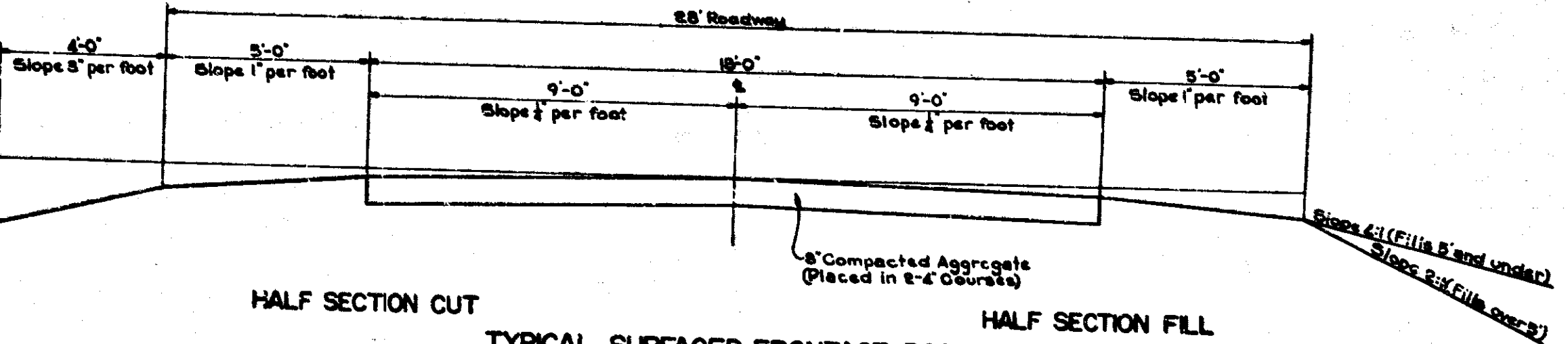
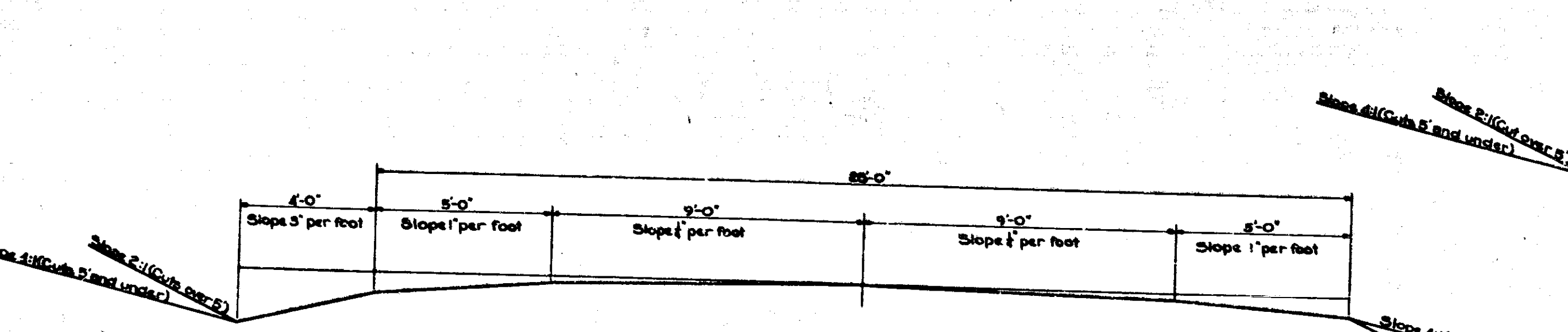
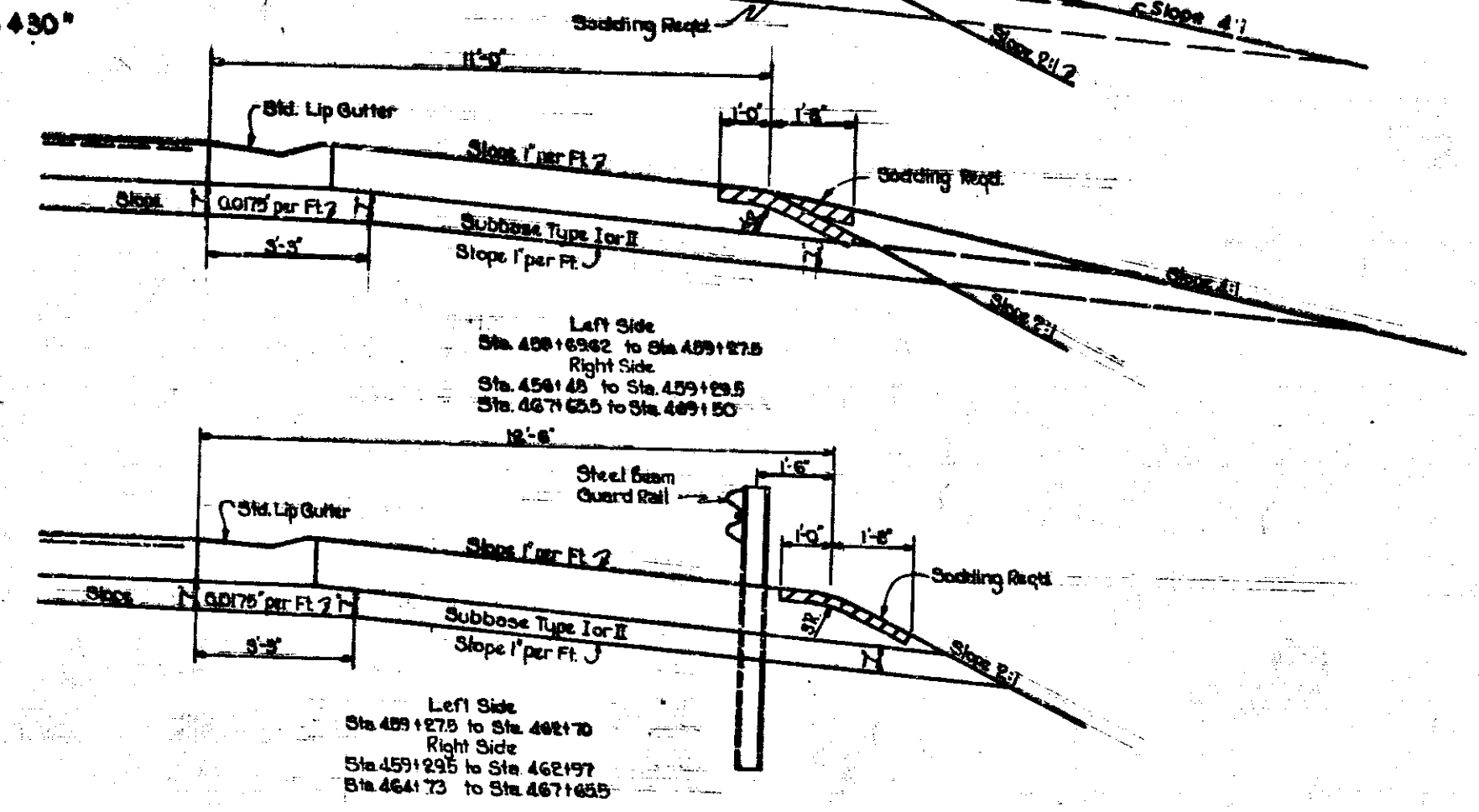
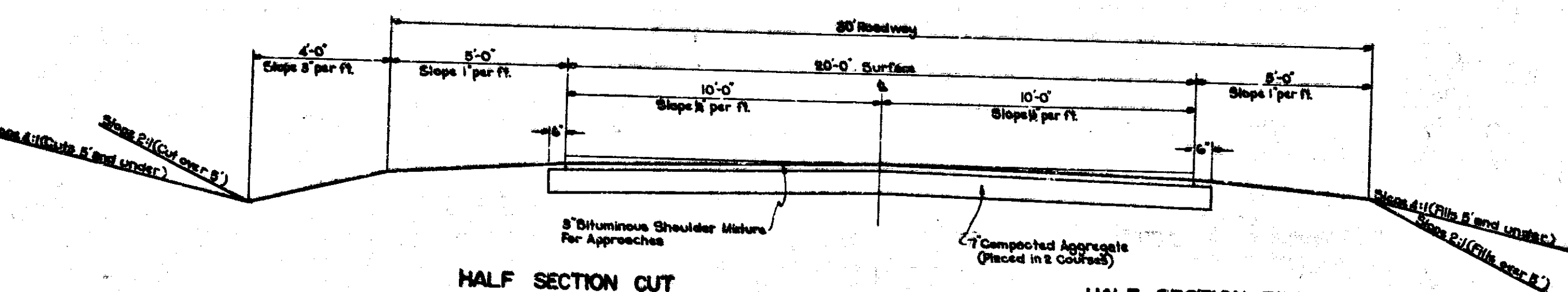


FEDERAL ROAD DISTRICT NO.	STATE	FED. AID PROJ. NO.	FED. AID FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	4490000	1959	4	153

Design Revision 3/20/59



For Additional Details See Sheets 22,24,25,26 & 30*



TYPICAL CROSS SECTIONS

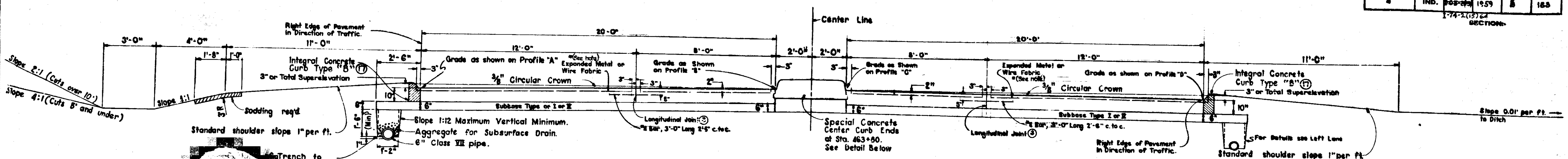
SCALE: 3/8" = 1'-0"

APPROVED: *[Signature]*
 CHIEF ENGINEER

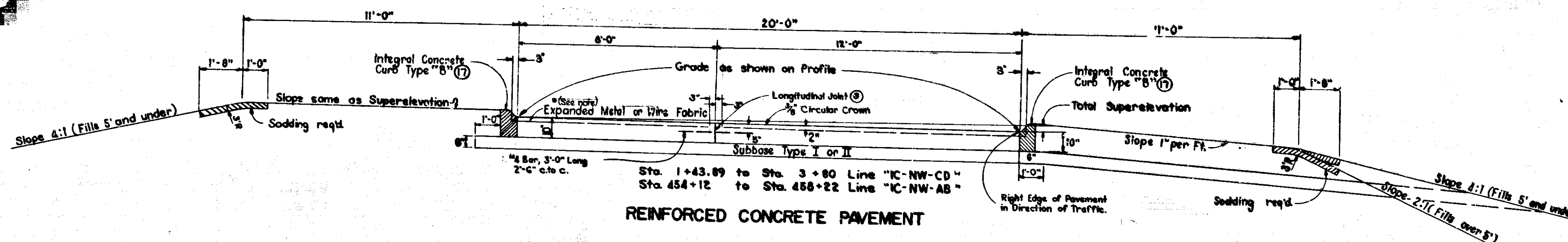
APPROVED: *[Signature]*
 SUPERVISOR

RECOMMENDED FOR APPROVAL: *[Signature]*
 11-26-59

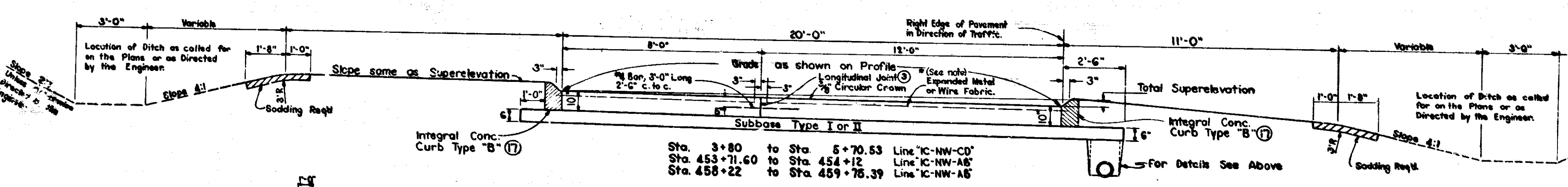
FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	108-27	1957	5	163



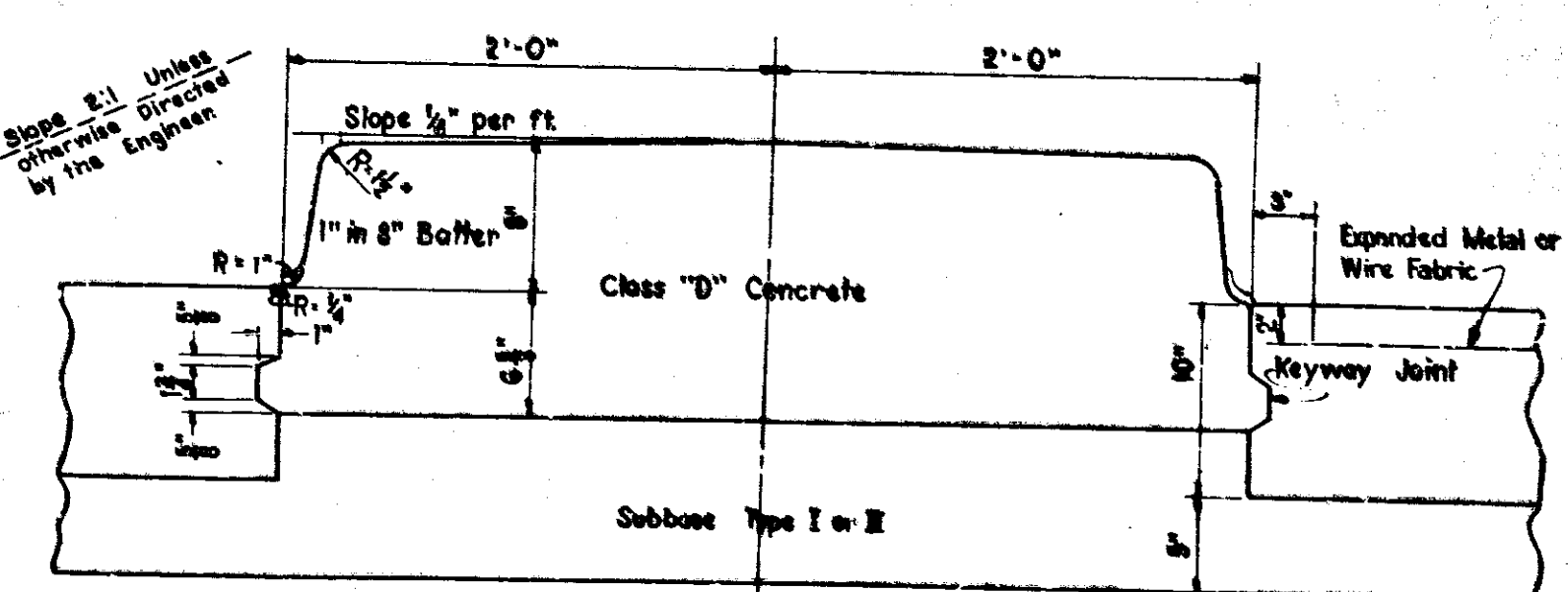
Sta. 459+75.39 to Sta. 464+07.68
REINFORCED CONCRETE PAVEMENT
 Line "C-NWAB & CD"



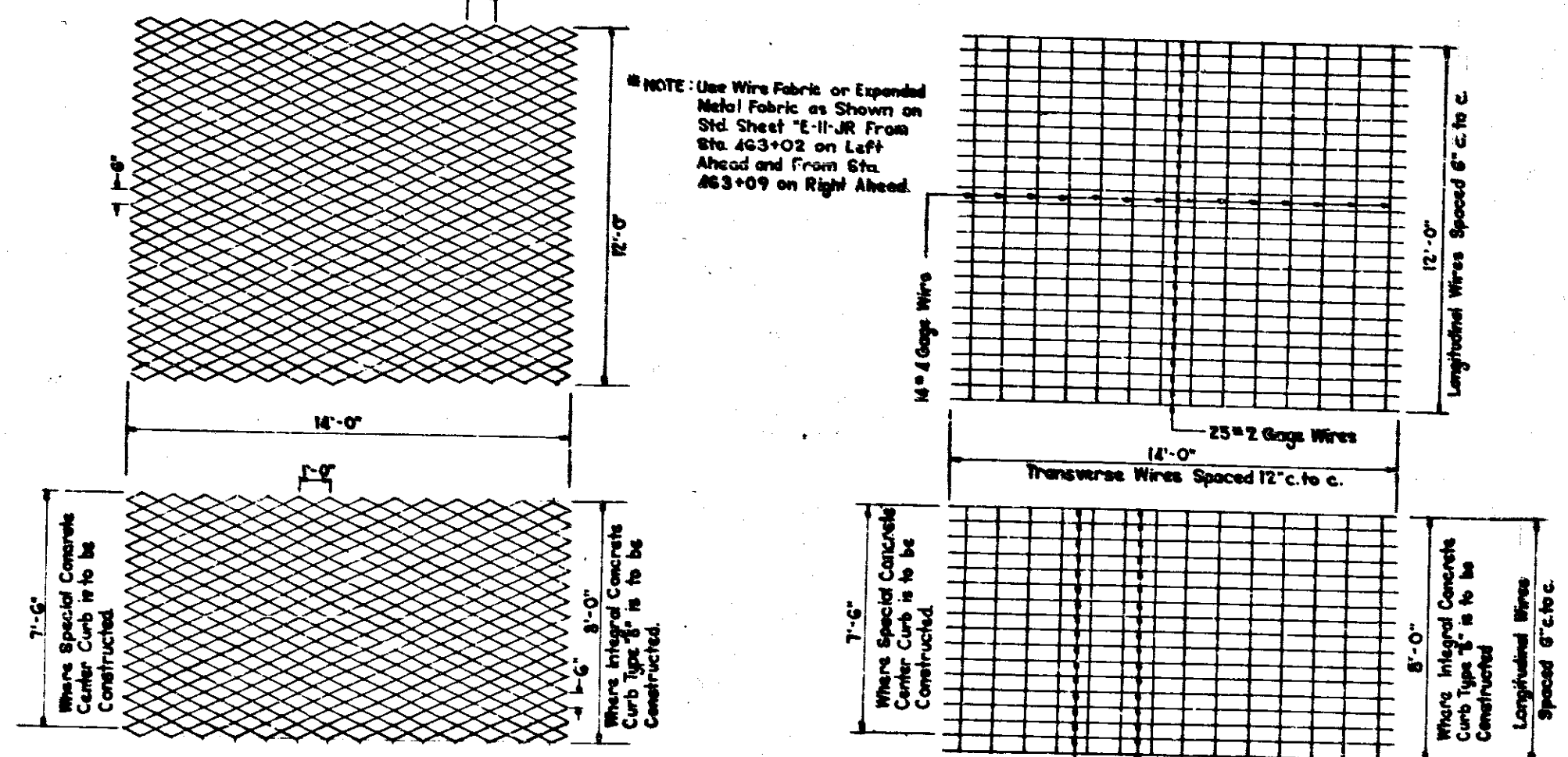
Sta. 454+12 to Sta. 459+75.39
REINFORCED CONCRETE PAVEMENT
 Line "C-NW-AB"



Sta. 453+71.60 to Sta. 459+75.39
REINFORCED CONCRETE PAVEMENT
 Line "C-NW-AB"

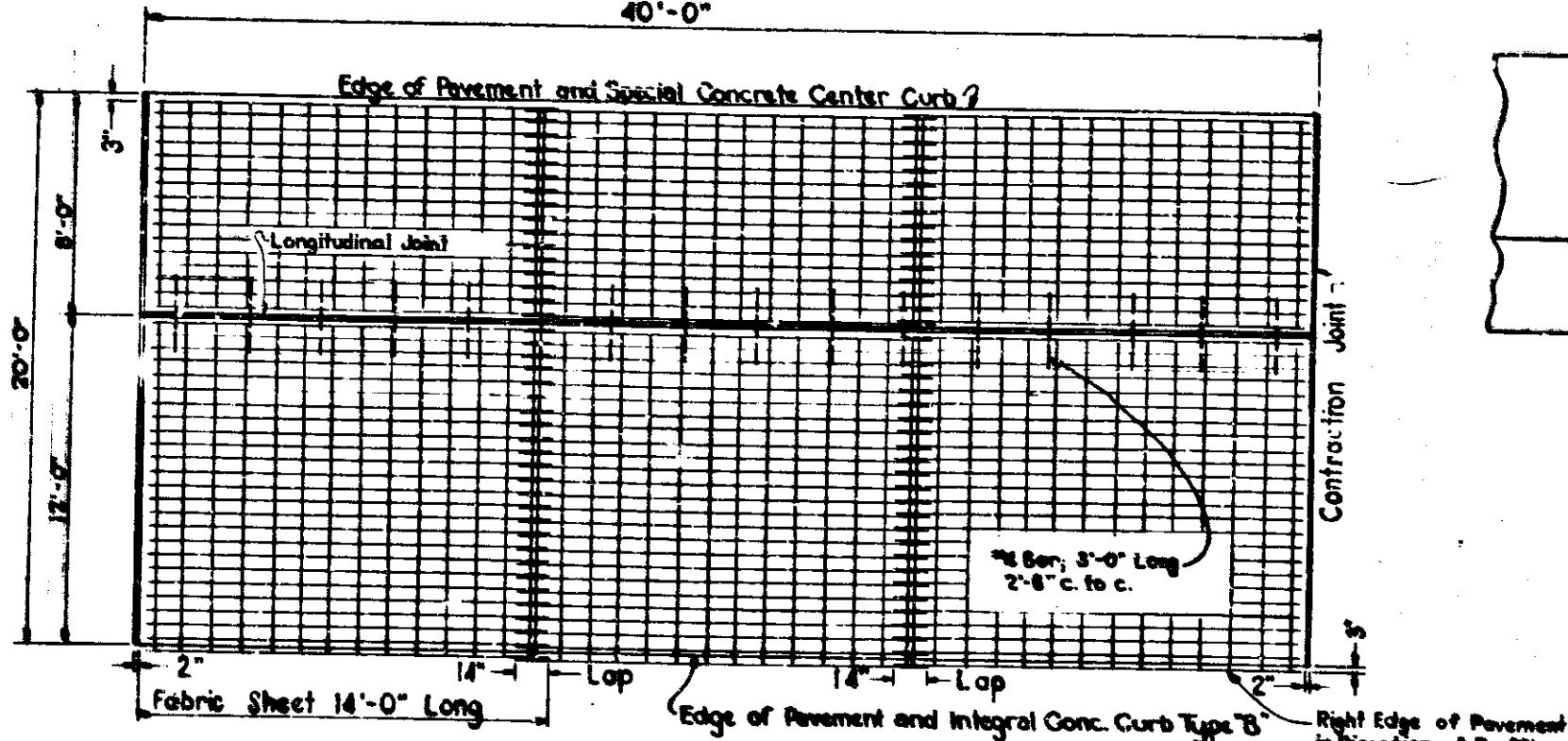


DETAIL OF SPECIAL CONCRETE CENTER CURB
 Scale: 1/2" = 1'-0"



TYPICAL SHEET EXPANDED METAL FABRIC
 Scale: 1/2" = 1'-0"

TYPICAL SHEET WIRE FABRIC
 Scale: 1/2" = 1'-0"



PLAN OF REINFORCED CONCRETE SLAB
 Scale: 3/8" = 1'-0"

TYPICAL CROSS SECTIONS

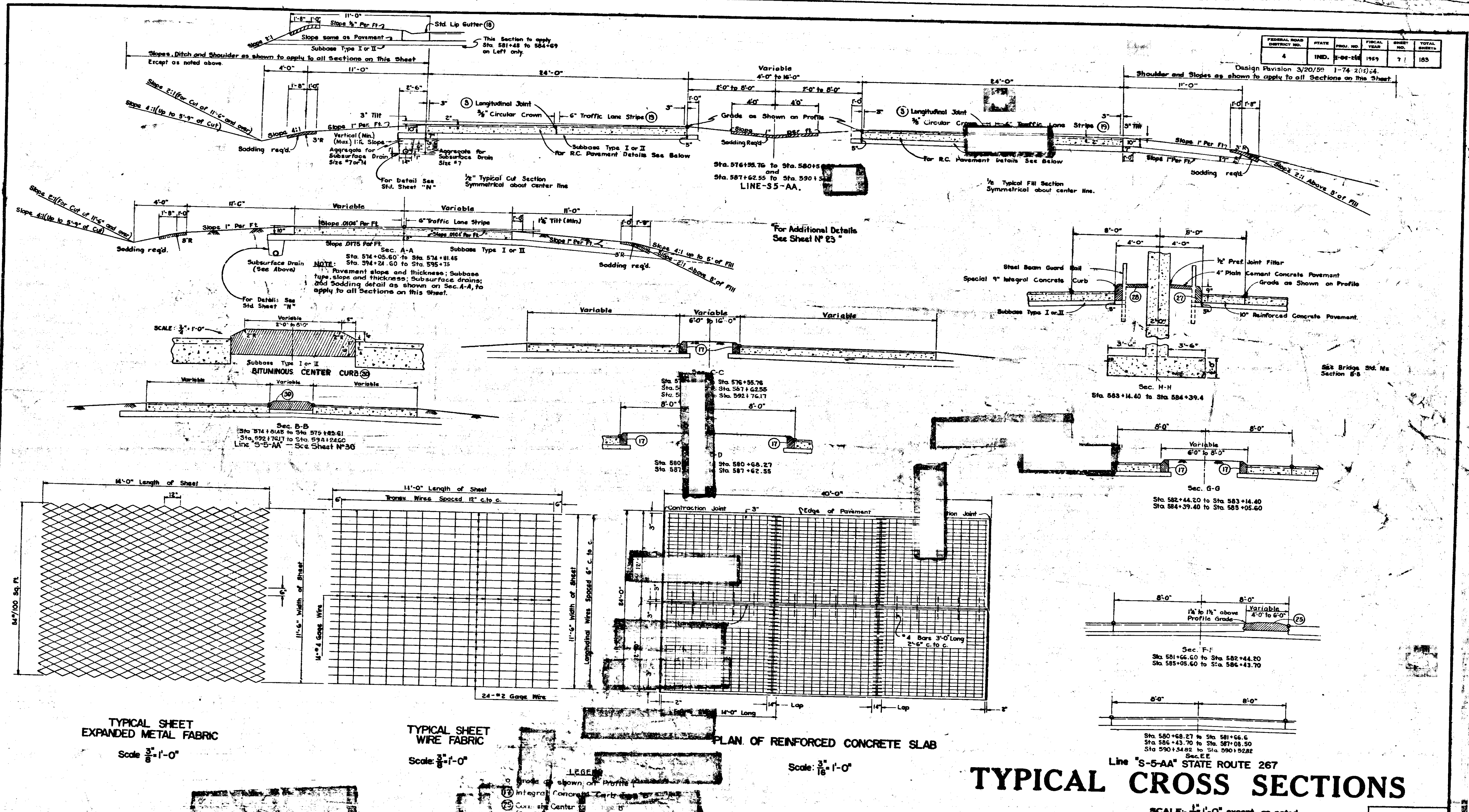
SCALE: 3/8" = 1'-0" except as noted.

APPROVED: *[Signature]*
 CHIEF ENGINEER, STATE DEPARTMENT OF HIGHWAYS
 APPROVED: *[Signature]*
 CHAIRMAN, STATE BOARD OF PUBLIC WORKS

RECOMMENDED FOR APPROVAL: *[Signature]*
 DIVISION OF ROAD DESIGN, STATE DEPARTMENT OF HIGHWAYS

FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	S-56-16	1959	7	185

Design Revision 3/20/58 1-74 2(1)24.



TYPICAL SHEET EXPANDED METAL FABRIC
Scale: 3/8" = 1'-0"

TYPICAL SHEET WIRE FABRIC
Scale: 3/8" = 1'-0"

PLAN OF REINFORCED CONCRETE SLAB
Scale: 3/16" = 1'-0"

TYPICAL CROSS SECTIONS

Line "S-5-AA" STATE ROUTE 267

SCALE: 1/4" = 1'-0" except as noted.

- LEGEND**
- (A) Grade as shown on Profile
 - (B) Integral Concrete Curb
 - (C) Plain Cement Concrete Pavement
 - (D) Bituminous Center Curb
 - (E) Subbase Type I or II
 - (F) Subbase Type I or II
 - (G) Subbase Type I or II
 - (H) Subbase Type I or II
 - (I) Subbase Type I or II

NOTE
Dimensions shown as Variable on this sheet are at locations where pavement edges are at opposite directions. See Sheets 25 and 30 for Curve Data and locations of Sections designated by Letters.

APPROVED: *C.E. Ferguson*
CHIEF ENGINEER

RECOMMENDED FOR APPROVAL: 11-21-58

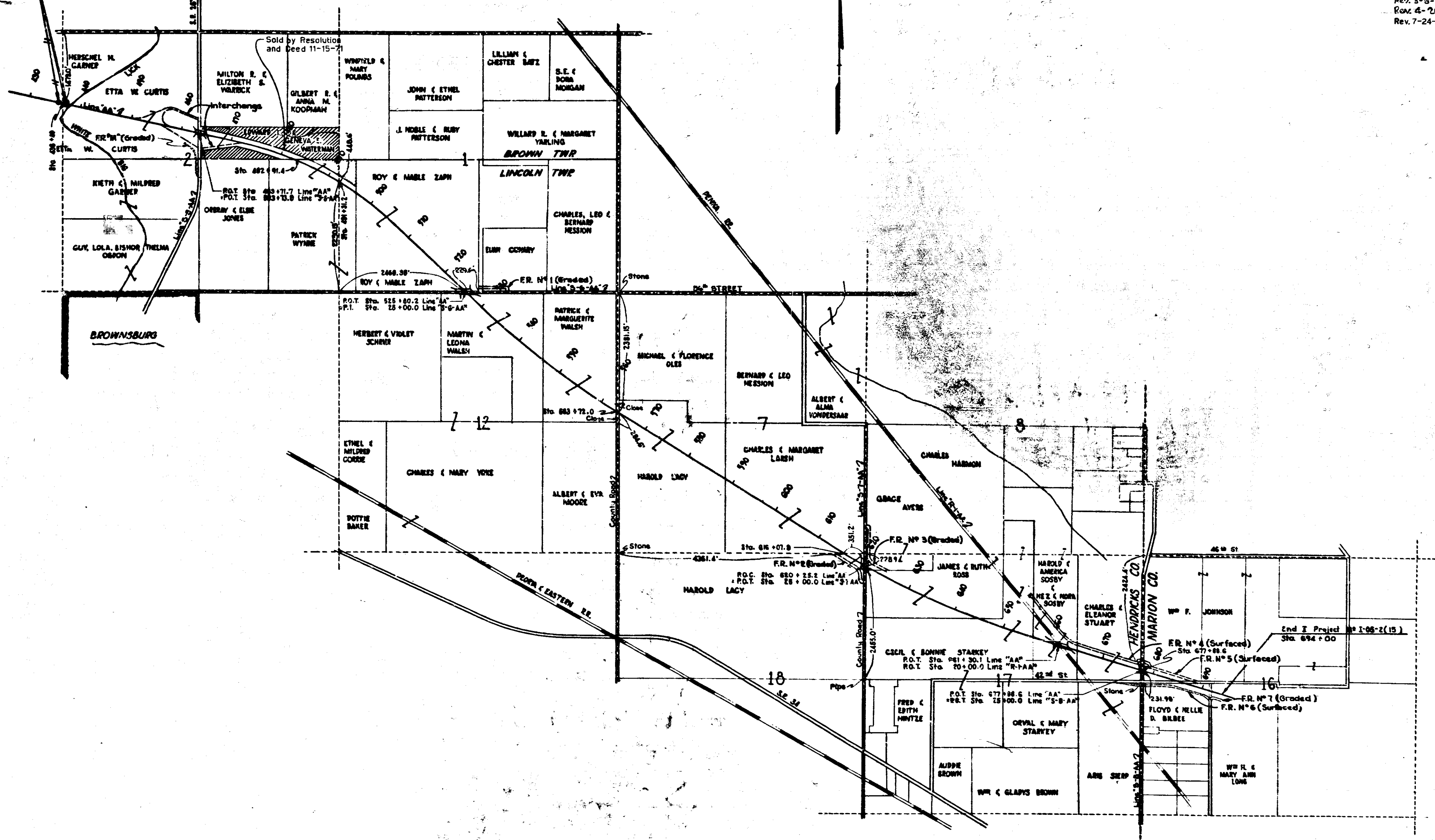
APPROVED: *[Signature]*
MEMBER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIANA

W.H. Rehm
MEMBER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIANA

Begin I Project No I-05-2(15) Item 2
Sta. 436+00.00
436+69.50

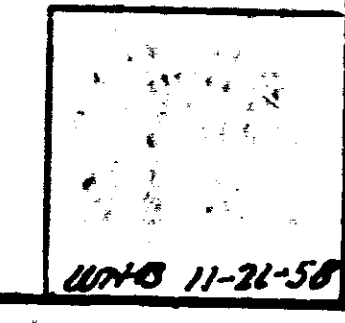
FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	205204	1957	7A	185

1-74-211764
Design Revision 3-25-59
Rev. 3-8-59 Beginning of Project
Rev. 4-26-59 Project Limits, Blm. Access Feas.
Rev. 7-24-72 Prop. Sold by Resolution and Deed.



LEGEND
Buy in Fee Simple

PROJECT NO I-05-2(15)
PLAT NO 1
FOR DESIGN DEPT.
Scale: 1"=1000'



11-21-58

DIVIDED LANE SECTIONS FOR FEDERAL AID INTERSTATE PROJECTS
11-26-57 And STANDARD PAVEMENT SECTIONS E-11-JR Adopted Dec. 1956
TO BE USED WITH THIS SET OF PLANS.

TYPICAL CROSS SECTIONS AS SHOWN ON SHEETS 4,5,6,7 TO BE USED
WITH THIS SET OF PLANS.

State Highway Department of Indiana Standard Specifications dated 1957 to be
used with these plans.
Standards under dates as listed in Index on Title Sheet to be used on this project.
Grade line as shown on profile represents top of finished surface.
All ditches of 12' and over shall be sodded except where ditch is in rock cut or
where Paved Side Ditch is to be constructed. (See Detail on Sheet 33).
All shoulders, cut and fill slopes shall be plain or mulch seeded except where
sodding is specified.

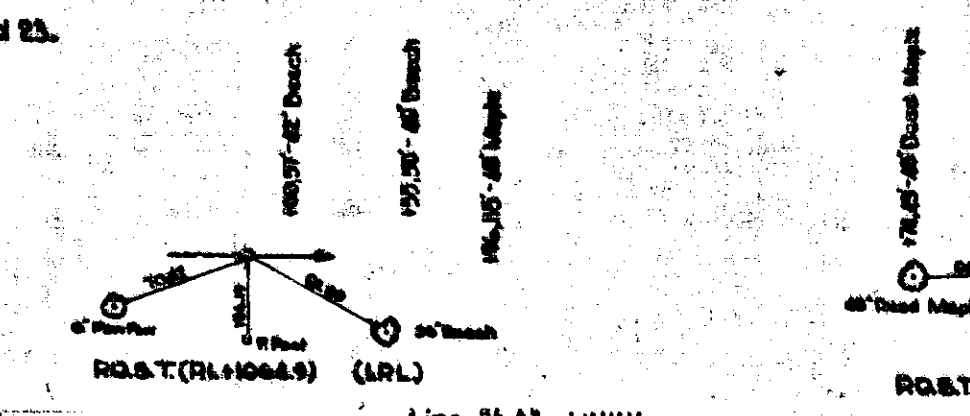
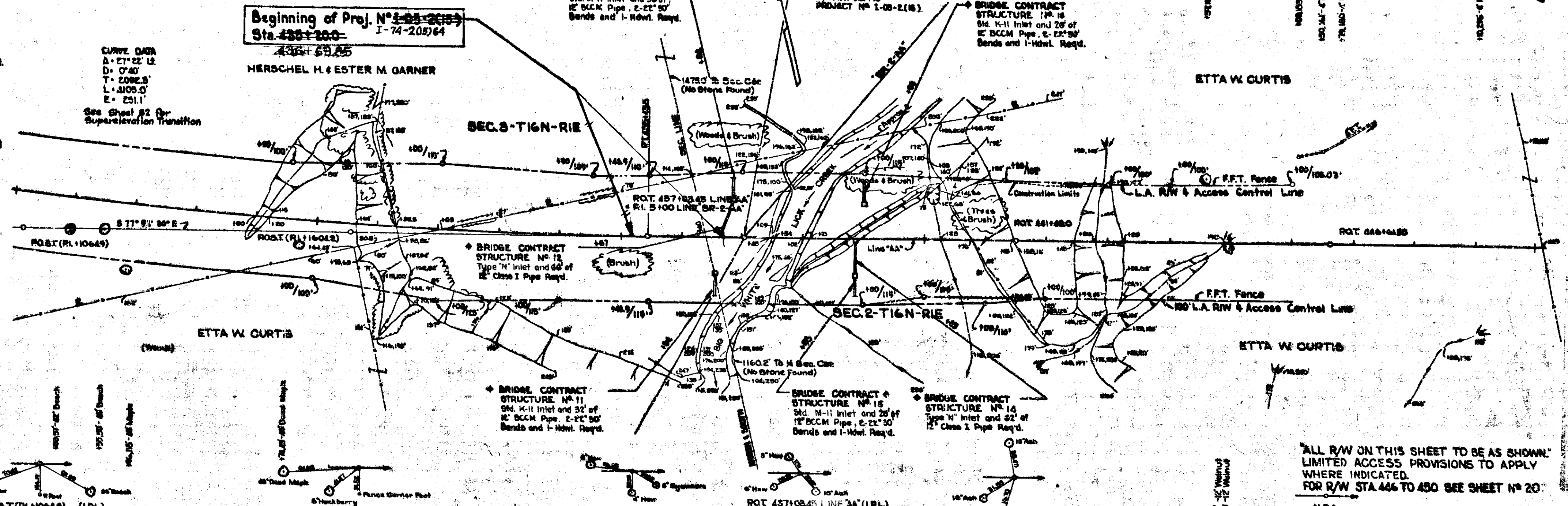
Shoulders are to be sodded as shown on Miscellaneous Standard Sheet 'D'.
Seeding shall be placed along paved side ditch as shown on Miscellaneous Standard
Sheet 'E'.

Excavation quantities as shown on plan & profile sheets include estimated
excavation for private and public approaches. (See Table on Sheet 'F' R)
Paper Relocations, Ramps and Frontage Roads to be cross-sectioned by
Project Engineer before construction, unless covered by original survey.
Curves shall be super-elevated as shown on these plans. Curves of 5' and over
(except Ramps) to be widened according to Standards of R32.

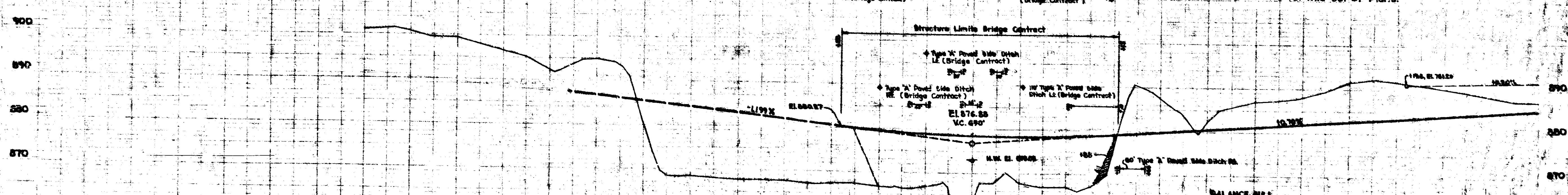
Private Drive and Mail Box approaches shall be constructed to a depth of 6".
The top 3" shall consist of Bituminous Shoulder Mixture for Approaches and
the bottom 3" shall consist of Compacted Aggregate Base. Other details
to be the same as shown on Miscellaneous Standard Sheets 'B' and 'I'.
Existing roadway surface to be removed by the Contractor as shown on the plans
or as directed by the Engineer.

For kinds of pipe permitted for each size and classification as shown in structure
notes, see Miscellaneous Standard Sheet 'P'.
Quantities for Pipe Culvert Headwalls are based on using Standard Headwalls for
retaining 2:1 slopes and Private Drive Headwalls for retaining 4:1 slopes.
All Limited Access Right-of-Way (L.A. R/W) to be fenced with Farm Field Type
Fence (EFT Fence) as specified in the plans.

For location of the Item '4' Plain Cement Concrete Pavement see Sheets 7 and 23.



- Telephone Lines - Line "AA" Utilities
- Power Lines - Indiana Bell Telephone Co.
- Public Service Co. of Indiana Inc.
- Indiana Power & Light Co.
- Indiana Gas & Distribution Corp.
- Texas Eastern Transmission Co.
- Ohio Oil Co.
- Indianapolis, Ind.
- Plainfield, Ind.
- Indianapolis, Ind.
- Danville, Ind.
- Martinville, Ind.

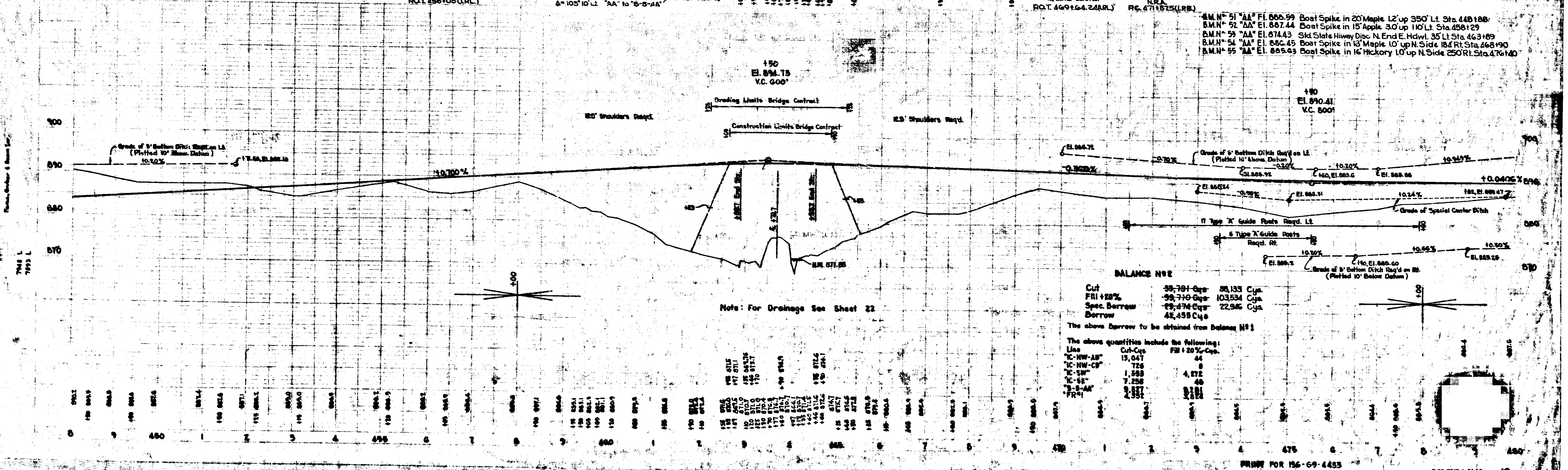
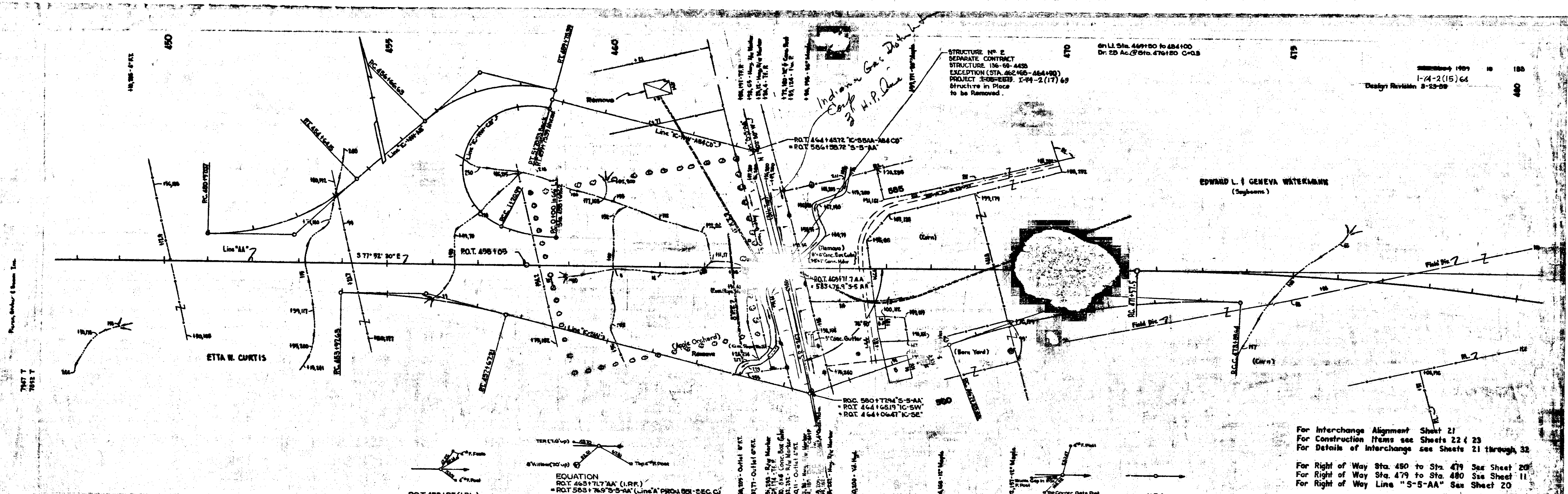


- 12.5' Shoulders Required
- 150' Steel Beam Guard Rail Lt. (Bridge Contract)
- 120' Bituminous Curb Lt. (Bridge Contract)
- 12' Grade Road Type 'X' in Median (Bridge Contract)
- 142.5' Lt. Steel Beam Guard Rail Rt. (Bridge Contract)
- 21.5' Bitum. Curb Rt. (Bridge Contract)
- 12.5' Shoulders Required
- 150' Steel Beam Guard Rail Lt. (Bridge Contract)
- 120' Bituminous Curb Lt. (Bridge Contract)
- 12' Grade Road Type 'X' in Median (Bridge Contract)
- 142.5' Lt. Steel Beam Guard Rail Rt. (Bridge Contract)
- 21.5' Bitum. Curb Rt. (Bridge Contract)

- B.M. #47 AA' Elev. 892.77 Boat Spike in 30' Hickory 15' up 225' Lt. Sta. 435+50
- B.M. #48 AA' Elev. 872.11 Boat Spike in 12' Lymwood 15' up 107' Rt. Sta. 432+27
- B.M. #49 AA' Elev. 865.63 Boat Spike in 30' Sycamore 15' up 275' Rt. Sta. 435+50
- B.M. #50 AA' Elev. 885.94 Boat Spike in 13' Oak 25' up 117' Rt. Sta. 441+86
- B.M. #51 AA' Elev. 886.59 Boat Spike in 20' Maple Lt. up 150' Lt. Sta. 446+88

Items Noted are to be constructed in Separate Contract. Structure No. 1. Steel Beam Guard Rail, Prefabricated Joint Filler and 3' Expansion Joints that are included in the Estimate of Quantities for Separate Contract. Structure No. 1 are also included in the Estimate of Quantities for this set of Plans.

BALANCE NO. 1
Balances No. 1 includes 271 Cys. Cut and 839 Cys. Fill (+25%) within the limits of Separate Contract Exception Sta. 435+00 to 441+00.
The above Overhaul is to be placed in Balance No. 1.
The above quantities include the following:
Line 'C' 114' 414 Cys. Cut and 2023 Cys. Fill (+25%)
Line 'C' 114' 414 Cys. Cut and 2023 Cys. Fill (+25%)



7947 T
7952 T

7948 L
7953 L

156-69-4453

1-4-2(15) 64

Design Revision 8-23-68

156-69-4453

1-4-2(15) 64

on L.L. Sta. 484+00 to 499+00
Dr. 40 Ac. @ Sta. 489+50 C+Q2

on L.L. Sta. 499+00 to 507+00
Dr. 20 Ac. @ Sta. 502+00 C+Q2

208-2137 1967 II 185
1-74-2(15) 64

R/W Rev. 7-24-72
R/W Sold by Resolution
and Deed 11-15-71

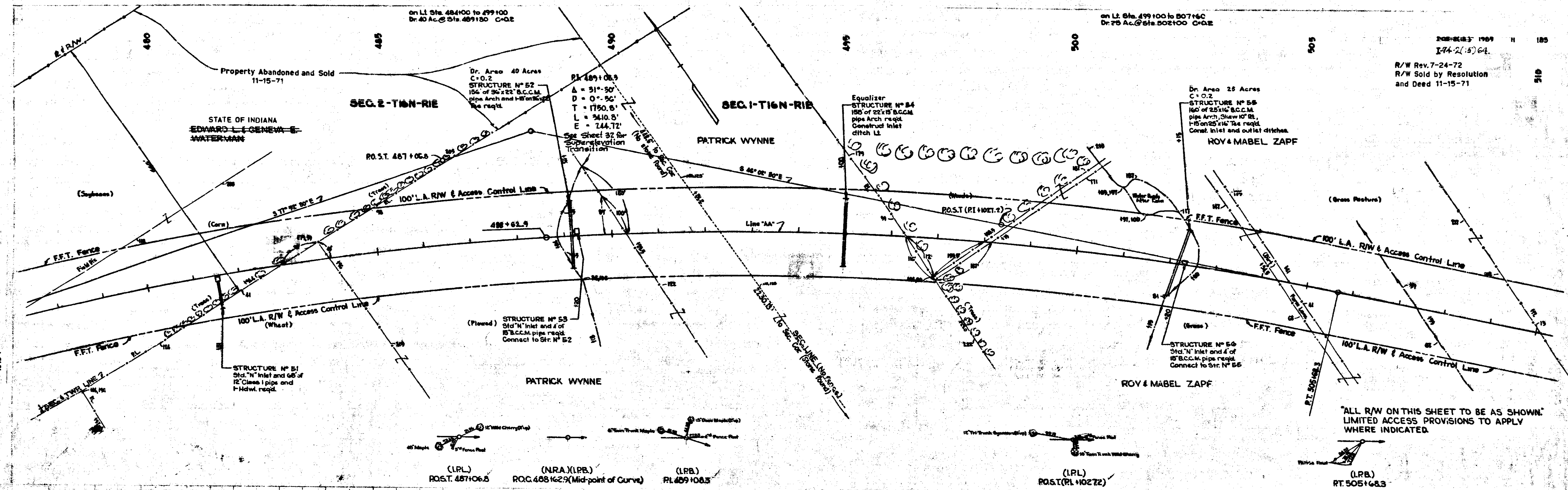
310

Property Abandoned and Sold
11-15-71
STATE OF INDIANA
EDWARD L. COENEWA
WATERMAN

Dr. Area 40 Acres
C+Q2
STRUCTURE # 52
100' of 24" B.C.C.M.
pipe Arch and 10' of
12" Class 1 pipe and
1" hdwl. road.

Dr. Area 25 Acres
C+Q2
STRUCTURE # 54
100' of 24" B.C.C.M.
pipe Arch and 10' of
12" Class 1 pipe and
1" hdwl. road.

Dr. Area 25 Acres
C+Q2
STRUCTURE # 55
100' of 24" B.C.C.M.
pipe Arch and 10' of
12" Class 1 pipe and
1" hdwl. road.



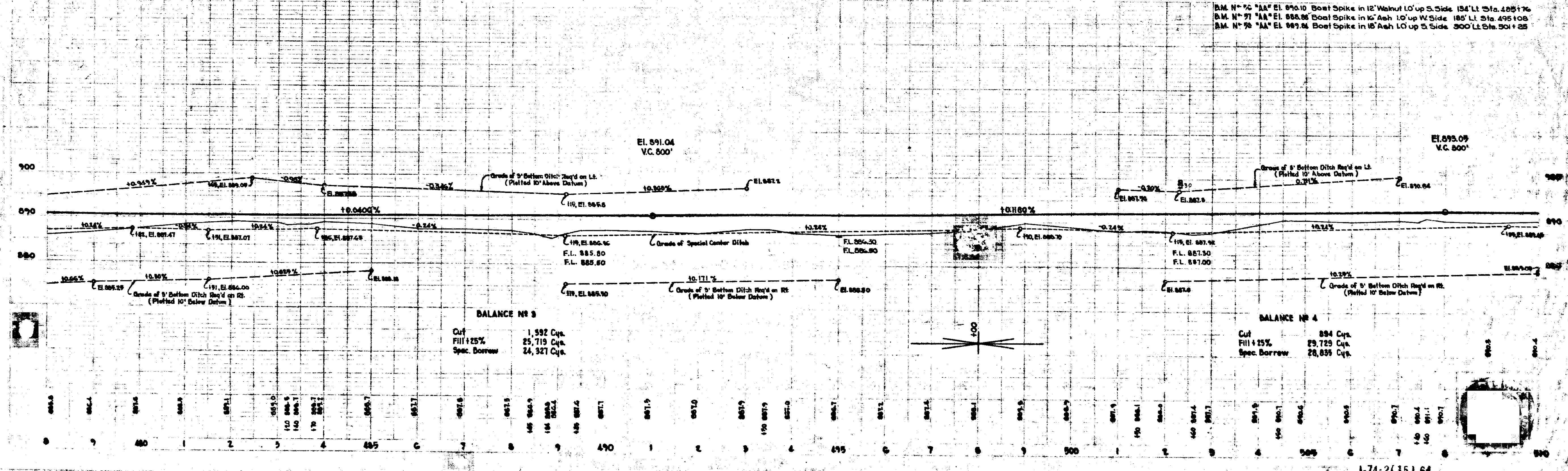
"ALL R/W ON THIS SHEET TO BE AS SHOWN"
LIMITED ACCESS PROVISIONS TO APPLY
WHERE INDICATED.

(LPL) P.O.S.T. 487+06.8 (NRA)(LPL) P.O.C. 488+62.9 (Mid-point of Curve) (LPL) P.L. 489+00.3

(LPL) P.O.S.T.(R.I.) 492+22.2

(LPL) P.L. 505+68.3

B.M. N° 70 "AA" EL. 896.10 Boat Spike in 12" Walnut LO up S. Side 154' Lt. Sta. 485+76
B.M. N° 71 "AA" EL. 888.86 Boat Spike in 10" Ash 10' up W. Side 185' Lt. Sta. 495+08
B.M. N° 72 "AA" EL. 897.84 Boat Spike in 15" Ash LO up S. Side 300' Lt. Sta. 501+25



BALANCE NO 3
Cut 1,592 Cys.
Fill + 25% 25,719 Cys.
Spec. Borrow 24,327 Cys.

BALANCE NO 4
Cut 894 Cys.
Fill + 25% 29,729 Cys.
Spec. Borrow 28,839 Cys.

on LI Dist. 507140 to 588-150 On 50 Aa. C-32

REVISIONS 1959 11 183
I-74-2(15) 64
Rev. 4-25-57 R/W

A=11'00" 30' L.L.
D=0' 00"
T=1' 25.00"
L=247.45'
E=24.80'
See Sheet 82 for
Superelevation Transition

SEC. 1-T16N-R1E

SEC. 12-T16N-R1E

ROY & MABEL ZAPP

EUAN CONARY

MARTIN & LEONA WALSH

STRUCTURE NO. 50
Type 11" Inlet and 4" of
12" Class I Pipe Reqd.
Connect to Structure No. 57

SEPARATE CONTRACT
STRUCTURE NO. 52
NO EXCEPTION
PROJECT NO. 1-08-4781

BRIDGE CONTRACT
STRUCTURE NO. 62
510' of 18" Class I Pipe
to Replace 10' F.T.
2-Type A₂ Horsehoe Reqd.

BRIDGE CONTRACT
STRUCTURE NO. 60
1-Cc Catch Basin and
Woods 20' of 12" B.C.M. Pipe

BRIDGE CONTRACT
STRUCTURE NO. 60
985' of 6" F.T. Reqd.

STRUCTURE NO. 65
1-EI Inlet and 74' of
12" Class I Pipe and
1-Hdvt. Reqd.

STRUCTURE NO. 59
5 1/2" EI Inlet and 32' of
12" Class I Pipe Reqd.
Connect to Structure No. 53

Dr. Area 18 Acres
C.O. 2
STRUCTURE NO. 57
18 1/2" of 12" Class I Pipe and
1-1/2" on 12" Reqd.

BRIDGE CONTRACT
Remove Box Culvert
10' x 12' and 10' x 12'
44' x 12' 30"

BRIDGE CONTRACT
100' Line "AA"
= R.I. 251000 "3-4-64"

BRIDGE CONTRACT
STRUCTURE NO. 64
1-Cc Catch Basin
20' 1/2" of 12" B.C.M. Pipe

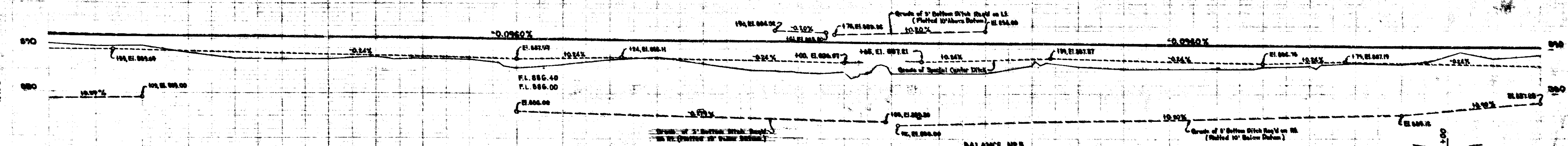
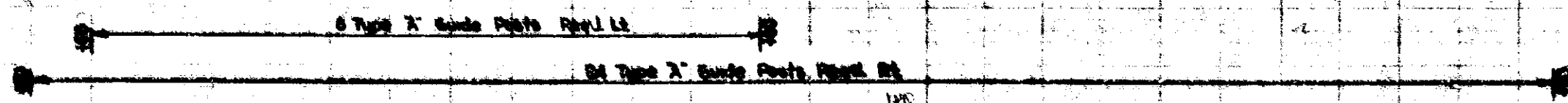
BRIDGE CONTRACT
STRUCTURE NO. 61
182' of 12" Class I Pipe
Reqd.

EQUATION
ROT. 5251002 AA (L.R.F.)
R.I. 251000 "3-4-64"
A=158' 00" 30' RT. "AA" to "B-4-AA"

ALL R/W ON THIS SHEET TO BE AS SHOWN.
LIMITED ACCESS PROVISIONS TO APPLY
WHERE INDICATED.

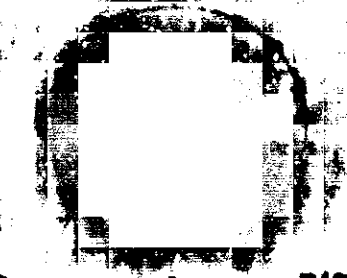
BM N 59 AA' EL 891.74 Boat Spike in 30' Wild Cherry 10' up S. Side 349 LI Sta 510+85
BM N 60 AA' EL 827.37 Boat Spike in 24' Walnut 10' up W. Side 10 LI Sta 522+59
BM N 61 AA' EL 888.11 Boat Spike in 12' Oak 10' up N. Side 32 RT Sta 502+21

Items Noted are to be Constructed
in Separate Contract Structure No. 8.



BALANCE NOS

Cut	1,181 Cys.
Fill + 25%	49,725 Cys.
Spec. Borrow	48,824 Cys.



540

545

550

555

560

565

CURVE DATA
 A - 1175 SPILL
 D = 0' 00"
 L = 1775.00
 I = 3412.68
 E = 86.15
 See Sheet 82 for
 Superelevation Transition

DESIGNED 1959 15 185
 I-74-2(15) 64
 Road-26-G7 Township Line Design

STRUCTURE No. 68
 Type "N" Inlet, 24" of
 18" Class I Pipe and
 1-Hdwl. Req'd.

STRUCTURE No. 69
 Type "N" Inlet and 4' of 18"
 BCCM Pipe Req'd.
 Connect to Structure No. 70

STRUCTURE No. 71
 Type "N" Inlet, 24" of
 18" Class I Pipe and
 1-Hdwl. Req'd.

SEC. 7 T16N, R2E

HAROLD LACY

MARTIN & LEONA WALSH

PATRICK & MARGUERITE WALSH

SEC. 12 T16N, R1E

PATRICK & MARGUERITE WALSH

HAROLD LACY

POST (PI. 10675) (LRL)
 4 O.P.O.S.T. 500' R.L.

RI. 547+26.0 (L.P.B.)

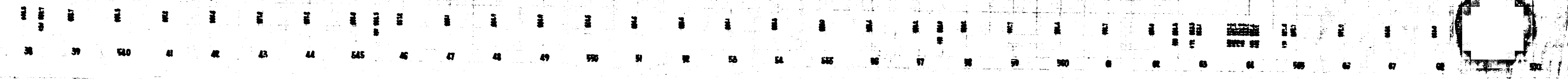
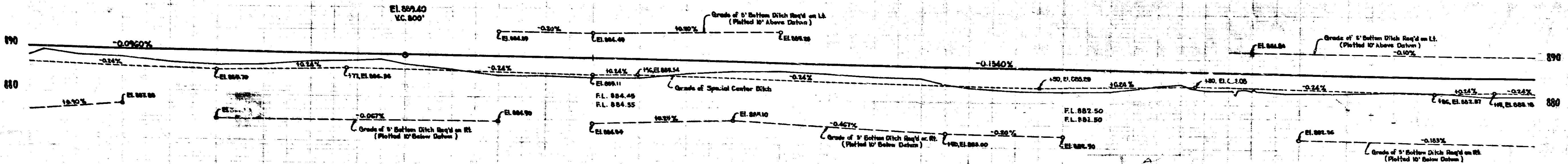
POST (PI. 10675) (LRL)
 4 O.P.O.S.T. 500' R.L.

ALL R/W ON THIS SHEET TO BE AS SHOWN.
 LIMITED ACCESS PROVISIONS TO APPLY
 WHERE INDICATED

BM. 62AA Elev. 886.78 Bl. Spk. in 3' Weald (N. side up) 331' R.L. Sta. 541+75
 BM. 63AA = 886.37 " " " " 36" Oak (N. side up) 155' R.L. = 542+92
 BM. 64AA = 886.94 " " " " 24" Ash " " " " 105' R.L. = 556+10
 BM. 65AA = 887.94 " " " " 18" Walnut (S. side up) 71' L.L. = 560+77
 BM. 66AA = 883.48 " " " " 30" Oak (S. " " " " 127' L.L. = 567+88

BALANCE No 6
 Cut 1,888 Cys.
 Fill + 25% 21,050 Cys.
 Spec. Borrow 19,742 Cys.

BALANCE No 7
 Cut 716 Cys.
 Fill + 25% 35,179 Cys.
 Spec. Borrow 32,463 Cys.



I-74-2(15) 64

570

575

580

585

590

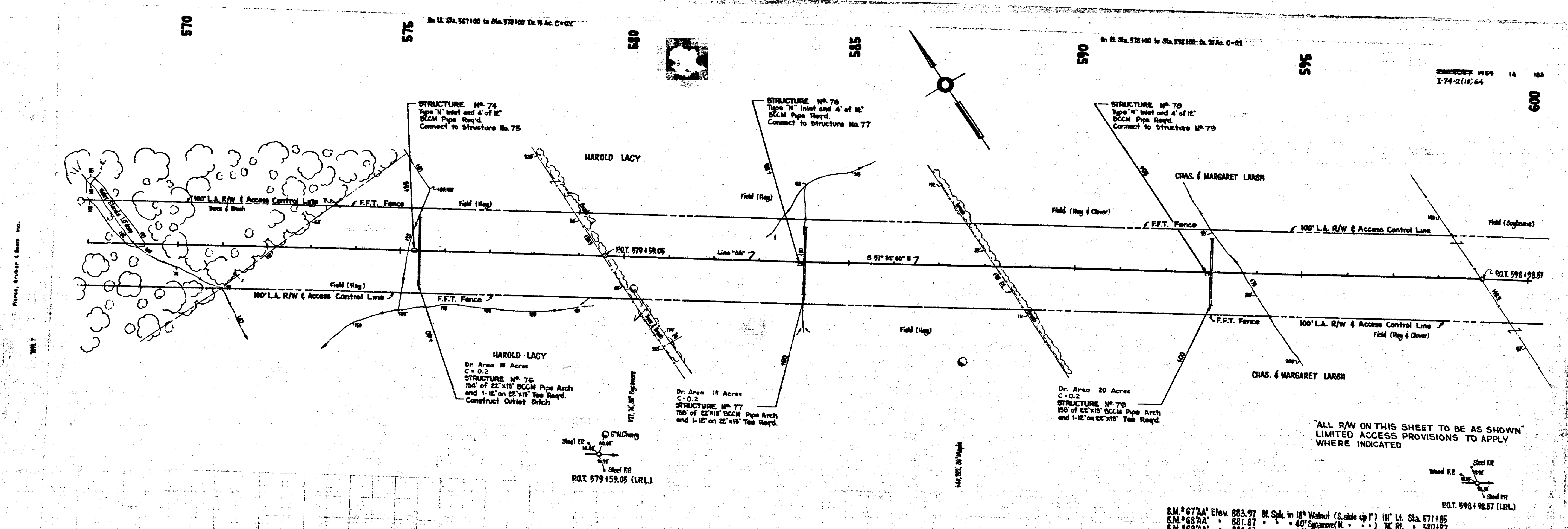
595

600

On L.L. Sta. 567100 to Sta. 578100 Dr. 15 Ac. C=02

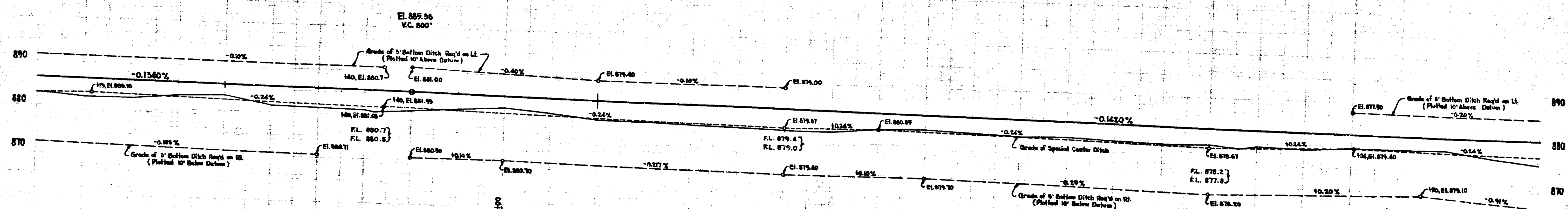
On R.L. Sta. 578100 to Sta. 598100 Dr. 20 Ac. C=02

REVISION 14 150
1-74-2(16) 64

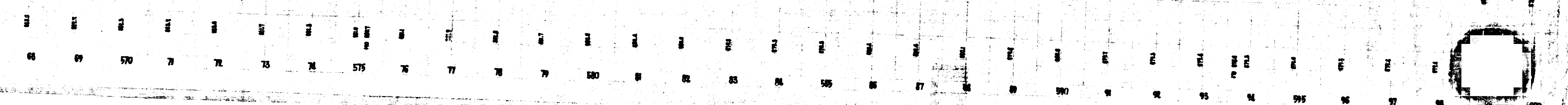


ALL R/W ON THIS SHEET TO BE AS SHOWN
LIMITED ACCESS PROVISIONS TO APPLY
WHERE INDICATED

B.M. 67AA Elev. 883.97 Bl. Spl. in 18" Walnut (S. side up 1') 111' L. Sta. 571+85
 B.M. 68AA • 881.87 • • 40' Spruce (N. • • •) 1/4" R.L. • 580+27
 B.M. 69AA • 884.43 • • 24" Ash (E. • • •) 925' R.L. • 581+52
 B.M. 70AA • 878.27 • • 8" F. Post (W. • • •) 415' L.L. • 596+29



BALANCE NO 8
 Cut 773 Cys.
 Fill 145% 27,858 Cys.
 Spec. Borrow 27,065 Cys.

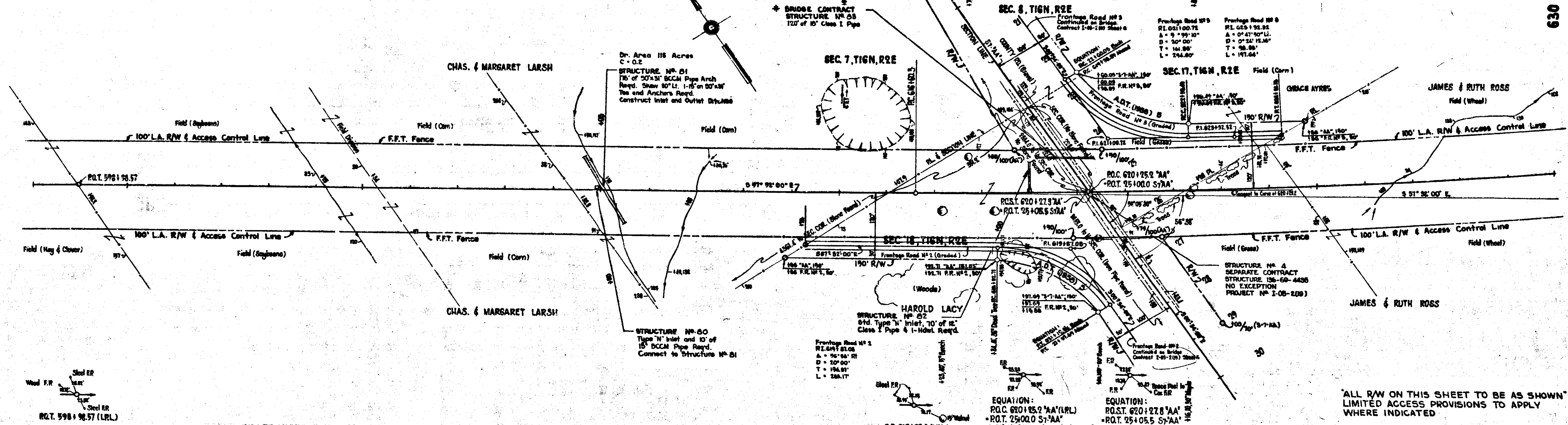


1-74-2(15) 64

600 605 610 615 620 625 630

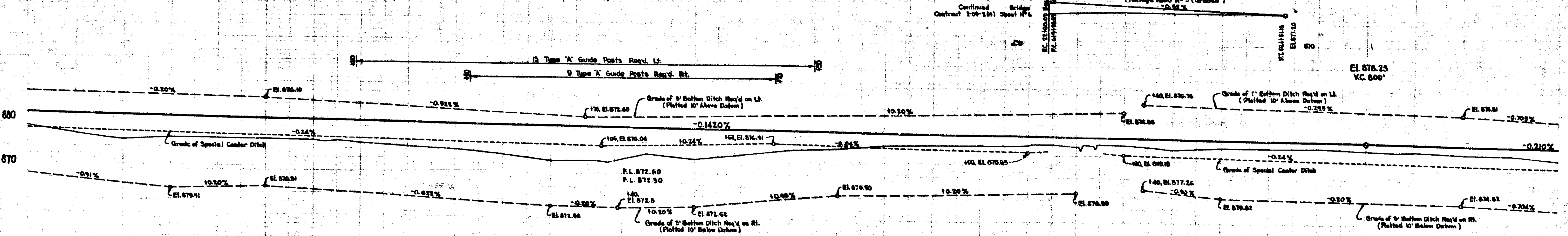
On U.L. Sta. 598+00 to Sta. 620+00 Dr. 15 Ac. C-22
 On U.L. Sta. 601+00 to Sta. 620+00 Dist. 19.4 U.L. Side
 Ditches ahead and away to R.L. Sta. 601+00

REVISIONS 1959 15 158
 1-74-24564



"ALL R/W ON THIS SHEET TO BE AS SHOWN"
 LIMITED ACCESS PROVISIONS TO APPLY
 WHERE INDICATED

E.M. # 71 'AA' Elev. 872.77 Spk. in 8' Cor. F.P. (W side up 15') 305' Rt. Sta. 611+47
 E.M. # 72 'AA' Elev. 877.06 Spk. in 8' Cor. F.P. (W side up 15') 159' Rt. Sta. 619+58
 E.M. # 73 'AA' Elev. 876.57 Spk. in 8' Cor. F.P. (W side up 15') 220' Lt. Sta. 626+29



BALANCE NO 9

Cut	1,409 Cys.
Fill @ 25%	45,825 Cys.
Spec. Borrow	44,414 Cys.

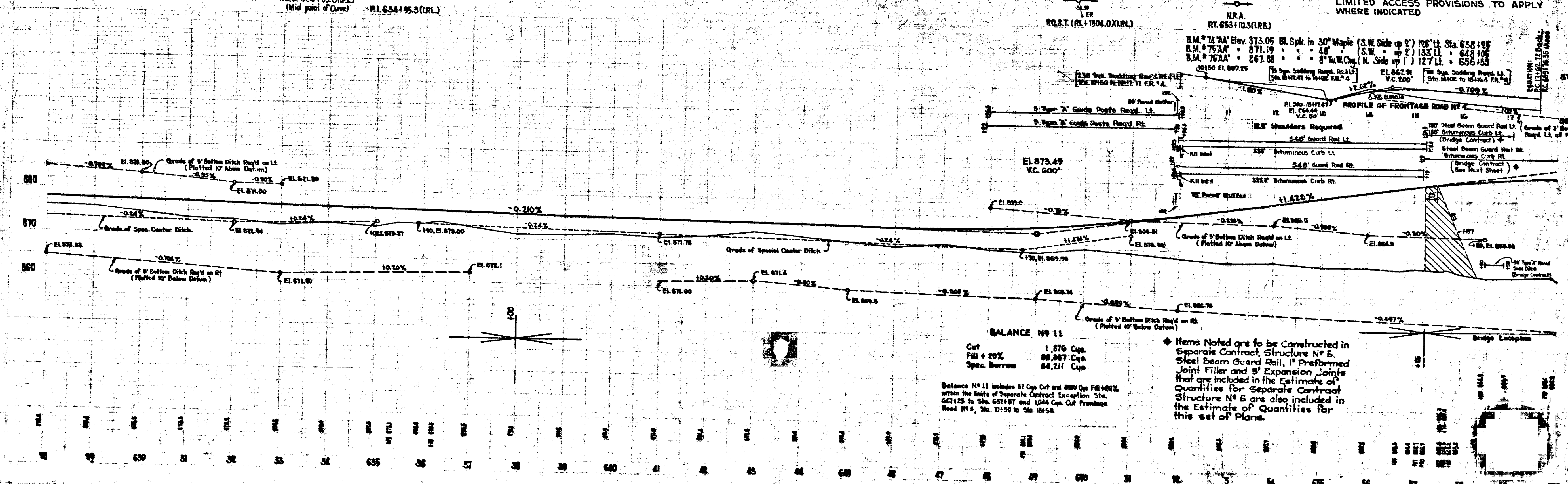
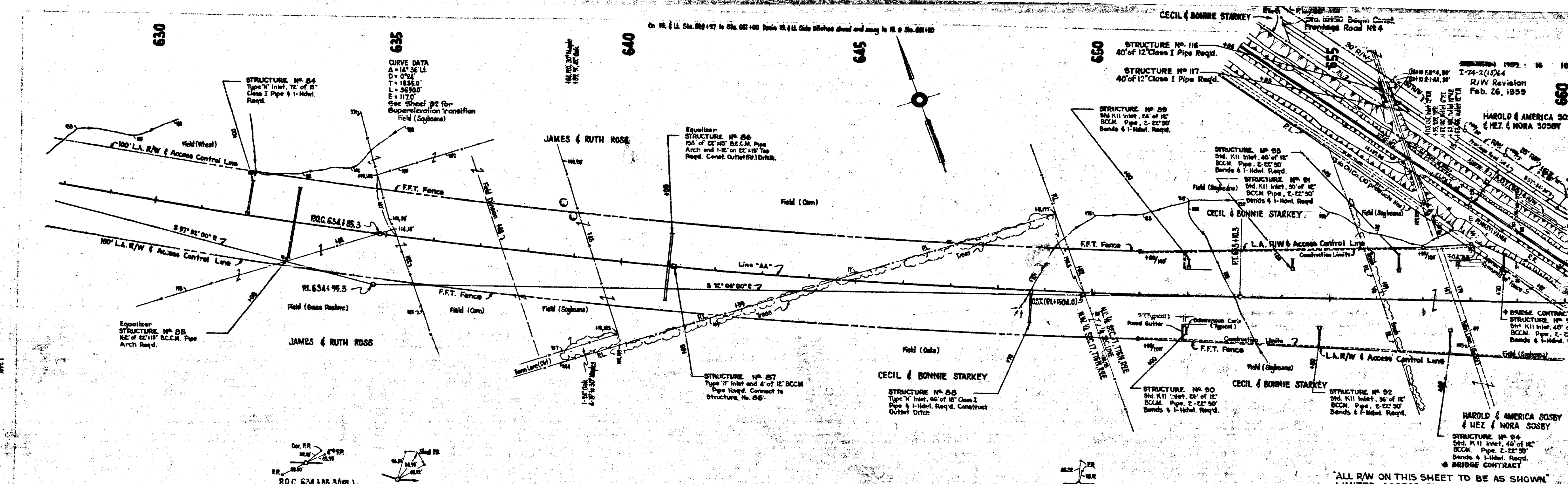
The above quantities include the following:
 Franchise Road No. 2 254 Cys. Cut 26 Cys. Fill @ 25%

BALANCE NO 10

Cut	2,893 Cys.
Fill @ 25%	19,405 Cys.
Spec. Borrow	16,512 Cys.

The above quantities include the following:
 Franchise Road No. 2 2 Cys. Cut 628 Cys. Fill @ 25%
 Franchise Road No. 3 163 Cys. Cut 476 Cys. Fill @ 25%

600	601	602	603	604	605	606	607	608	609	610	611	612	613	614	615	616	617	618	619	620	621	622	623	624	625	626	627	628	629	630
-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----



ALL R/W ON THIS SHEET TO BE AS SHOWN LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED

BALANCE NO 11
 Cut 1,876 Cys.
 Fill + 20% 88,887 Cys.
 Spec. Borrow 84,211 Cys.

Balance No 11 includes 32 Cys. Cut and 890 Cys. Fill 400% within the limits of Separate Contract Exception Sta. 621.25 to Sta. 621.87 and 1,044 Cys. Cut Frontage Road N4, Sta. 0159 to Sta. 0158.

Items Noted are to be Constructed in Separate Contract, Structure No 5. Steel Beam Guard Rail, 1" Prefabricated Joint Filler and 3" Expansion Joints that are included in the Estimate of Quantities for Separate Contract Structure No 5 are also included in the Estimate of Quantities for this set of Plans.

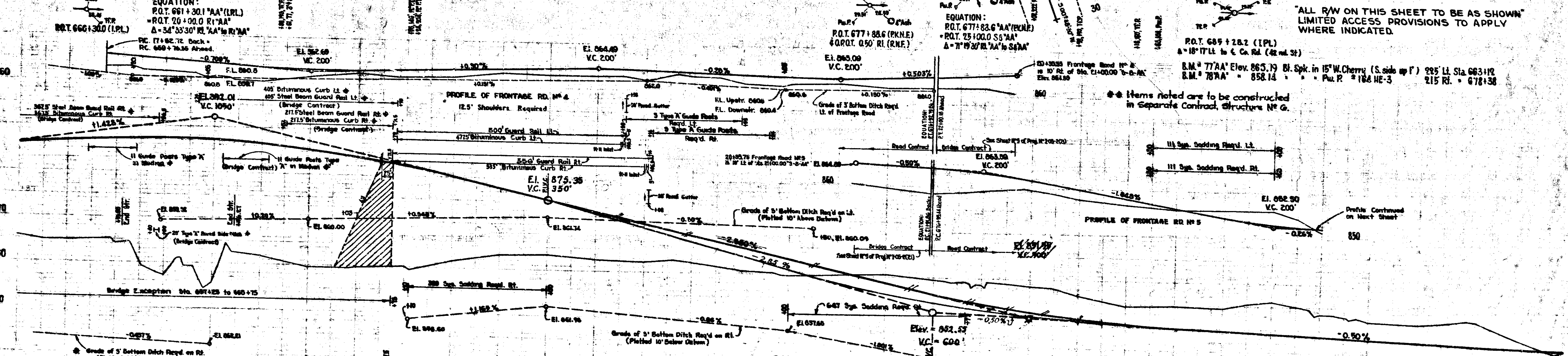
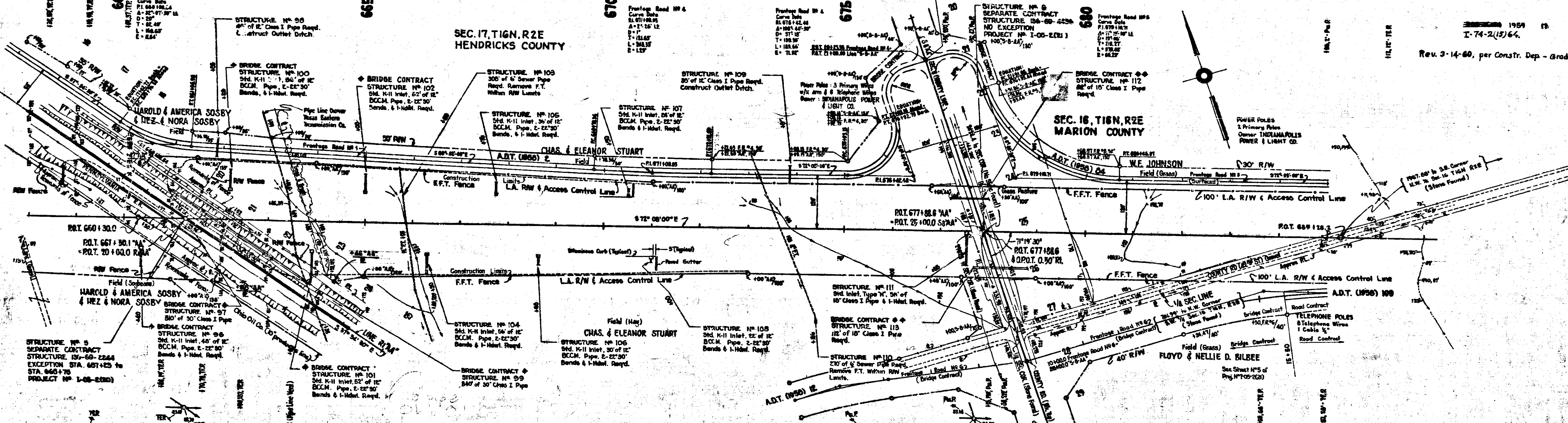
On R.L. Sta. 661+00 to Sta. 662+00 drain to 4.11 Side Ditch back and away to R.L. Sta. 661+00
 On R.L. Sta. 661+00 to Sta. 662+00 drain to 4.11 Side Ditch ahead and away to R.L. Sta. 661+00

On U.S. Sta. 660+00 to Sta. 670+00 drain to 4.11 Side Ditch ahead and away to R.L. Sta. 660+00

1959 11 189
 I-74-2(15) 64
 Rev. 3-14-60, per Constr. Dep. - Grade

SEC. 17, T16N, R2E
 HENDRICKS COUNTY

SEC. 16, T16N, R2E
 MARION COUNTY



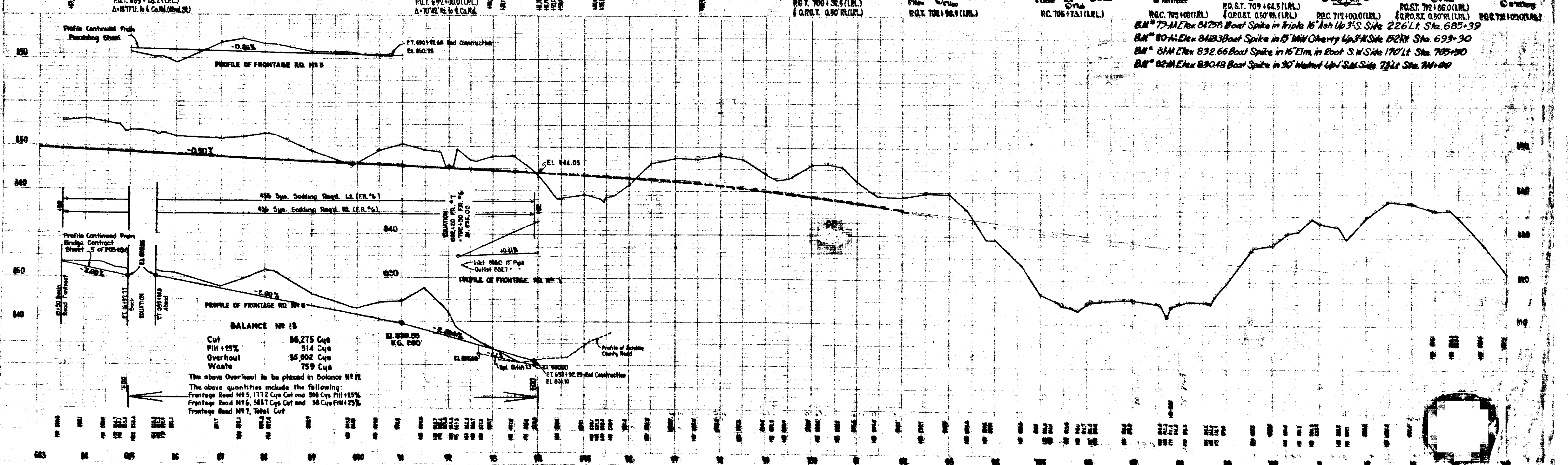
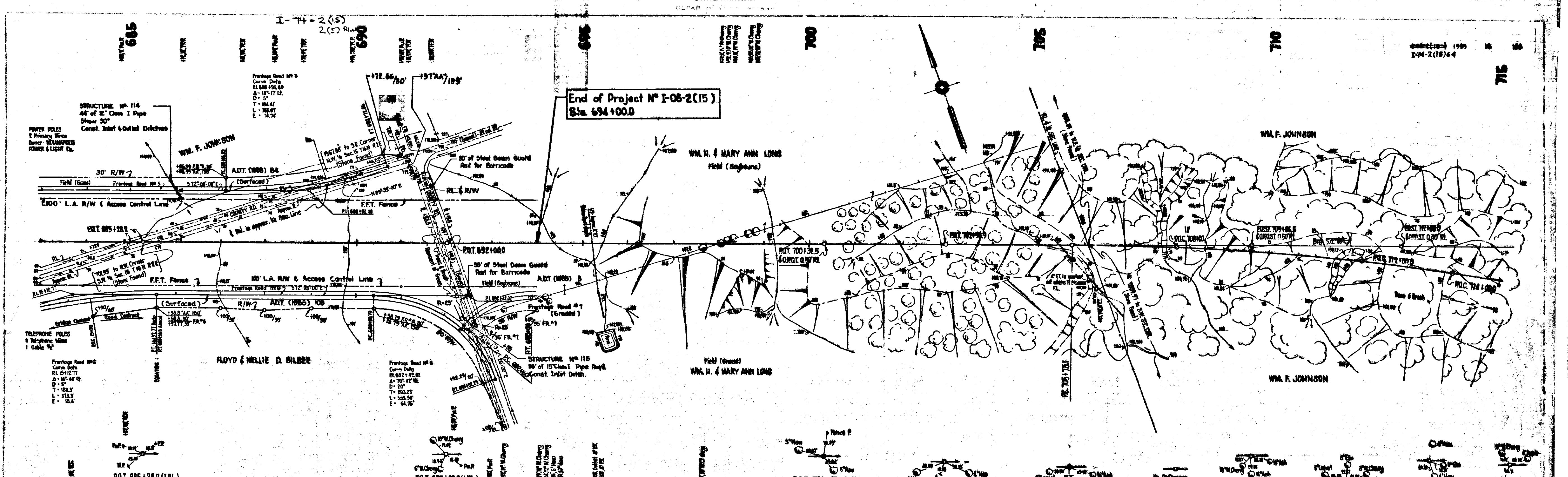
BALANCE NO. 12

Cut	48,177 Cys
Fill +20%	77,179 Cys
Borrow	35,602 Cys

The above quantities include the following:
 Line Cut-Cys Fill 100% Cys
 Frontage Road No. 4 915 1,170 (Sta. 661+77 to 661+78)
 Frontage Road No. 5 1,639 1,566
 Frontage Road No. 6 315 0

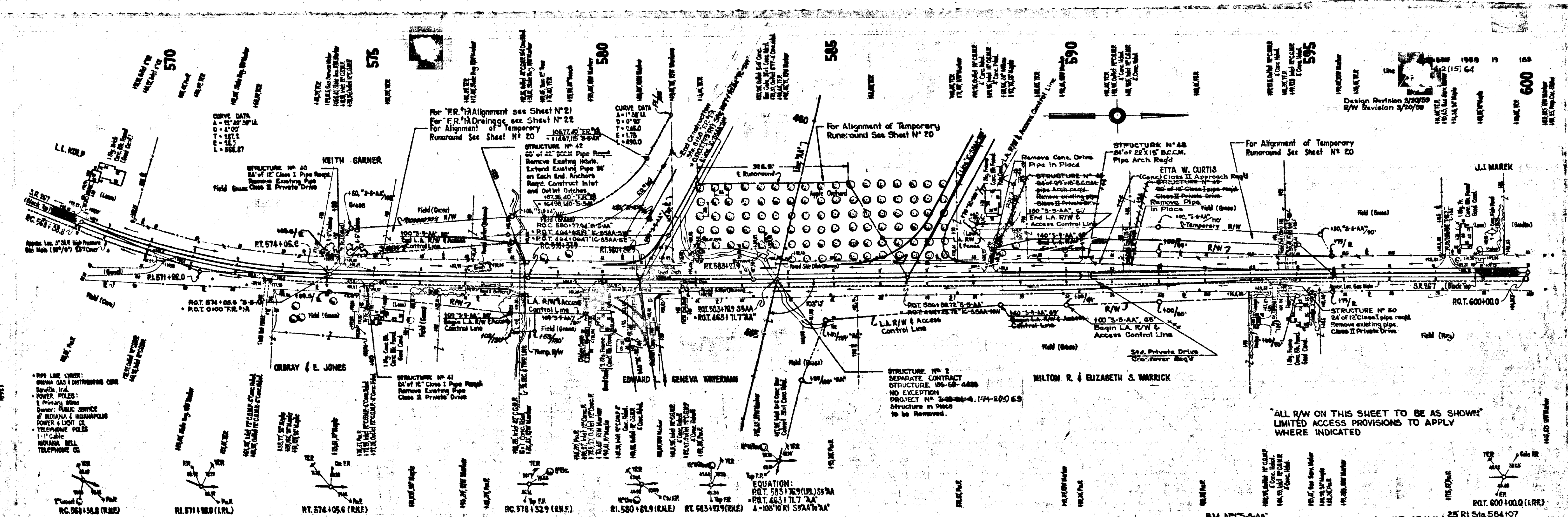
Balance No. 12 includes 20 Cys Cut and 12,544 Cys Fill +20% within the limits of Separate Contract Exception Sta. 665+00 to Sta. 665+75.

39



Design Division 51000
R/W Revision 5/20/78

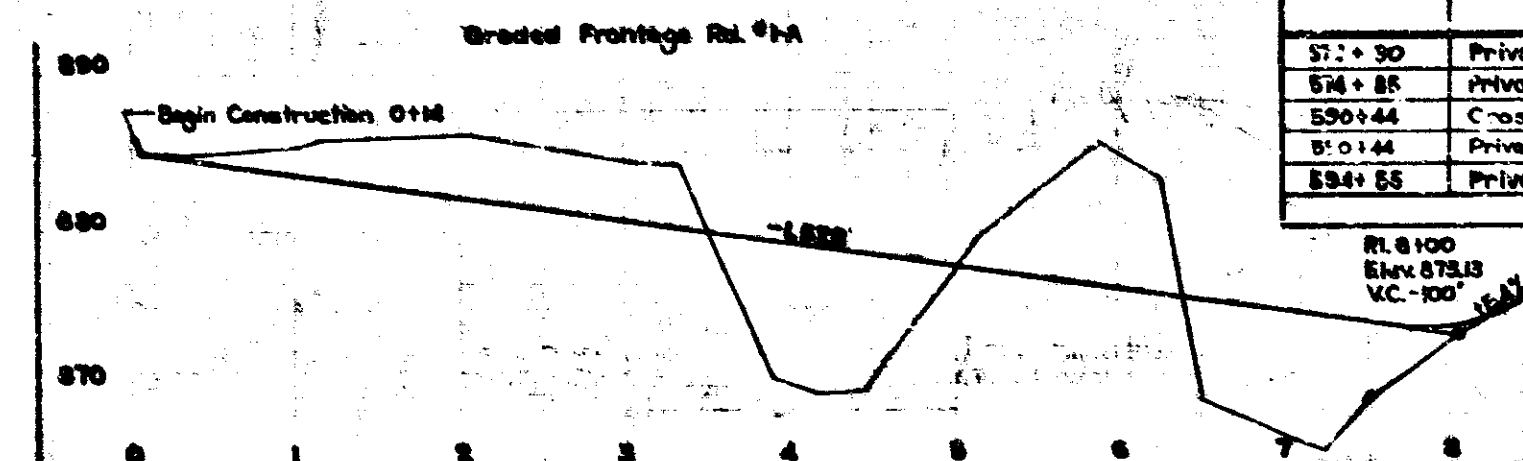
DATE: 10/15/78
BY: J.L. MAREK



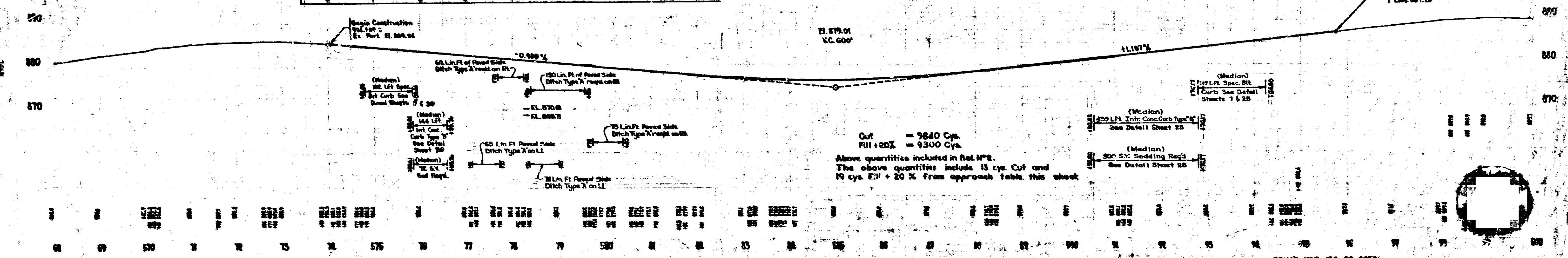
ALL R/W ON THIS SHEET TO BE AS SHOWN
LIMITED ACCESS PROVISIONS TO APPLY
WHERE INDICATED

EQUATION:
P.O.T. 583.175 (L) 53.9 A
P.O.T. 463.171 (A) A
A = 100.70 RI 53.9 A A

APPROACH TABLE "S-S-AA"		CLASS II APPROACHES			MML BOX APPROACHES			C' PLAIN CONCRETE		
LOCATION	DESCRIPTION	TYPE OF CLASS	EXCAVATION		BANK	3' BITUMINOUS SHOULDER MIXTURE FOR APPROACHES	3' AGGREGATE FOR COMPACTED AGGREGATE BASE	3' BITUMINOUS SHOULDER MIXTURE FOR APPROACHES	3' AGGREGATE FOR COMPACTED AGGREGATE BASE	C' PLAIN CONCRETE
			CUT	FILL						
571+50	Private Drive	II	1	32	12	15-25	11	11	2.8	2.8
574+50	Private Drive	II	8	8	12	15-25	11	11	2.8	2.8
579+44	Crossover	III	16	16	12	15-25	11	11	2.8	2.8
571+44	Private Drive	II	4	3	12	15-25	11	11	2.8	2.8
584+55	Private Drive	II	1	45	12	15-25	11	11	2.8	2.8
TOTALS			13	10		24	34	11	11	56



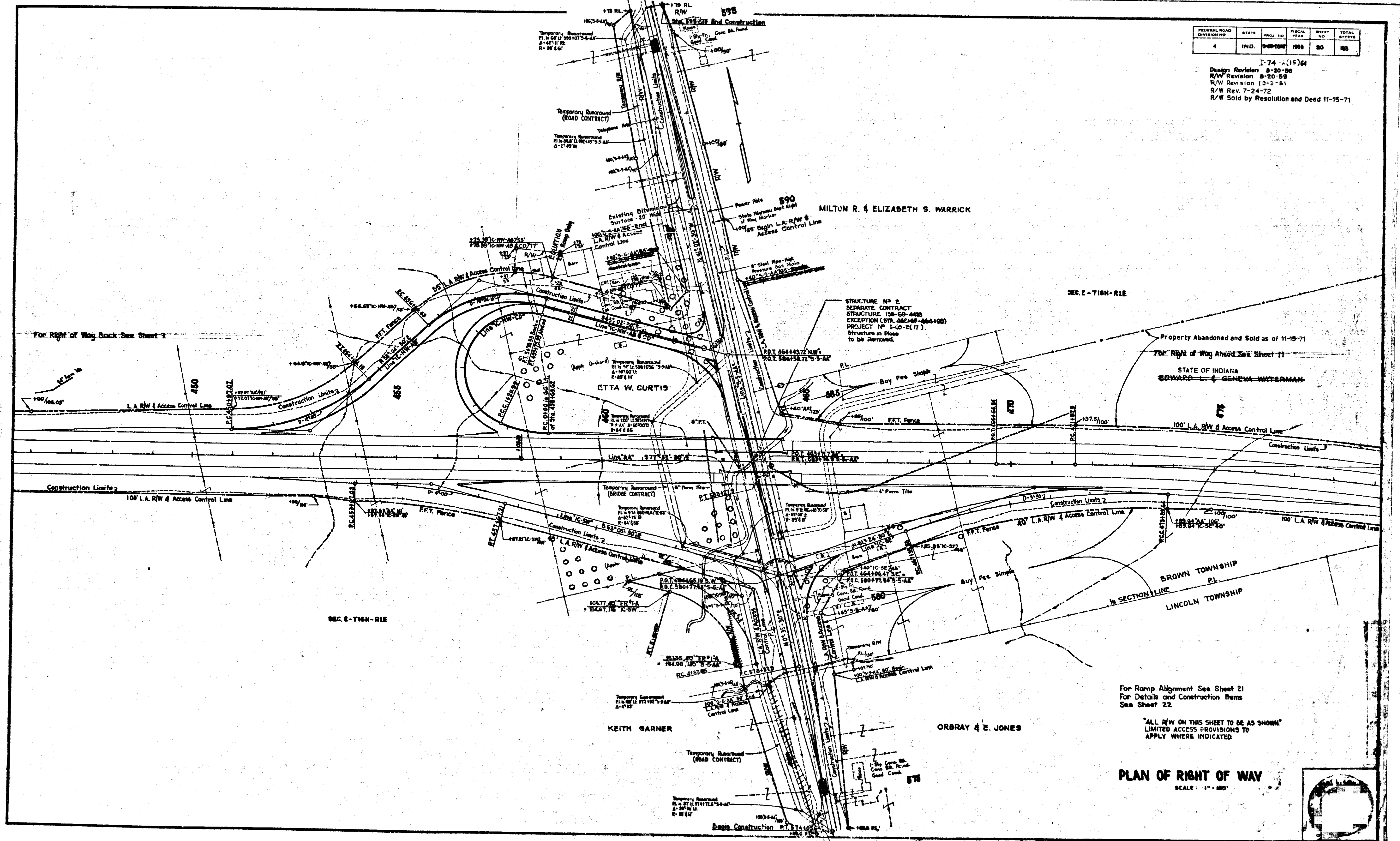
NOTE: For Details and Additional Construction Items See Sheets 22, 23, 25, & 30



Cut = 9840 Cys.
Fill + 20% = 9300 Cys.
Above quantities included in Bid No. 1.
The above quantities include 13 cys. Cut and 19 cys. Fill + 20% from approach table this sheet.

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	136-69-4433	1969	30	185

I-74-1(15)64
 Design Revision 8-20-69
 R/W Revision 8-20-69
 R/W Revision 10-3-61
 R/W Rev. 7-24-72
 R/W Sold by Resolution and Deed 11-15-71



For Ramp Alignment See Sheet 21
 For Details and Construction Items See Sheet 22.

ALL R/W ON THIS SHEET TO BE AS SHOWN
 LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED

PLAN OF RIGHT OF WAY
 SCALE: 1" = 100'



FEDERAL ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	208-008	1968	21	105

7-74-2(15) 64
Design Revision P-10-68

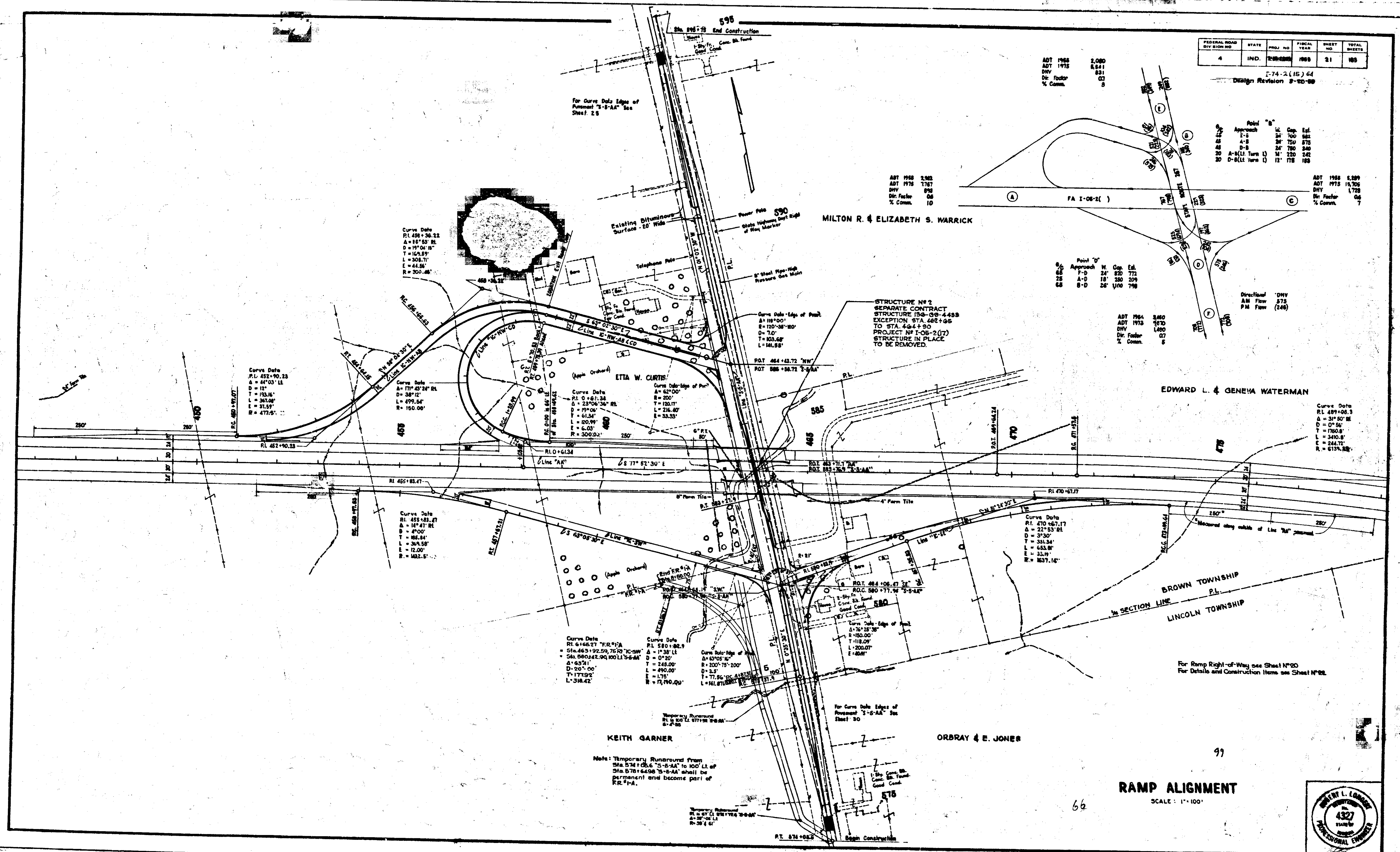
Point	St. No.	Sta. No.	Sta. No.
Approach	34	100	100
A-B	34	100	100
B-C	34	100	100
A-B(LI Turn I)	1	220	242
B-C(LI Turn I)	12	178	188

ADT 1968	ADT 1975	DIV	Dir. Factor	% Comm.
2,080	8,411	831	07	8

ADT 1964	ADT 1975	DIV	Dir. Factor	% Comm.
3,480	16,700	1,480	07	6

Directional 'D' DIV
A.M. Flow 578
P.M. Flow (246)

Curve Data	RL	St. No.	St. No.
RL 499+08.3	A = 31° 50' 16"	D = 0' 56"	T = 1780.8'
	E = 3400.8'	L = 244.72'	R = 6139.88'



RAMP ALIGNMENT
SCALE: 1" = 100'



STRUCTURE NO 17 (481+00 AA')
Spl. Inlet, Type D6 & 36" of 12"
Class I Pipe Req'd. 1-Hdwl. Req'd.
Use Sht. D-5 except 4'-0"

STRUCTURE NO 18 (483+00 AA')
Std. Inlet, Type N' & 76" of 12" Class I
Pipe Req'd. 1-Hdwl. Req'd.

STRUCTURE NO 19 (486+57 AA')
Spl. Inlet, Type D6, 46" of 12"
Class I Pipe & 1-Hdwl. Req'd.
Use Sht. D-5 except 4'-0"

STRUCTURE NO 20 (489+70 AA')
Std. D6 Inlet, 22" of 12" B.C.C.M. Pipe,
2-22" Bends & 1-Hdwl. Req'd.

STRUCTURE NO 21 (490+00 AA')
Std. D6 Inlet, 22" of 12" B.C.C.M. Pipe,
2-22" Bends & 1-Hdwl. Req'd.

STRUCTURE NO 22 (491+00 AA')
Std. D6 Inlet, 22" of 12" B.C.C.M. Pipe,
2-22" Bends & 1-Hdwl. Req'd.

STRUCTURE NO 23 (491+00 AA')
Std. D6 Inlet, 46" of 12" B.C.C.M. Pipe,
4-1-Hdwl. Req'd. Skew 30'. Construct Outlet Ditch

STRUCTURE NO 24 (493+05 AA')
22" of 36" Class I Pipe on 15'0" Skew
and 1-Hdwl. Req'd.

STRUCTURE NO 25 (493+71 AA')
20" of 36" Box Culvert Req'd.

STRUCTURE NO 35 (487+55 TC-NW-AB')
70' of 64" Class I Pipe on 25' Skew Req'd.
Construct Inlet & Outlet Ditches.

STRUCTURE NO 36 (5100 TC-NW-CD')
Std. A3 Inlet, 26" of 12" B.C.C.M. Pipe, 2-22"30"
Bends, & 1-Hdwl. Req'd.

STRUCTURE NO 35 (5+36 TC-NW-CD')
64" of 64" Class I Pipe on 45' Skew Req'd.
Construct Inlet & Outlet Ditches

STRUCTURE NO 36 (489+00 TC-NW-AB & CD')
74' of 10" Class I Pipe Req'd.

STRUCTURE NO 25 (462+88 TC-SW')
66" of 14"x17" Structural Plate Pipe Arch
and 2-Archers Req'd. Skew 10' N.

STRUCTURE NO 37 (463+85 TC-SW')
Std. D6 Inlet, 34" of 12" B.C.C.M. Pipe, 2-22"30"
Bends, & 1-Hdwl. Req'd. Construct Outlet Ditch

STRUCTURE NO 38 (463+50 TC-SW')
Std. D6 Inlet, 46" of 12" B.C.C.M. Pipe, 2-22"30"
Bends, & 1-Hdwl. Req'd. Construct Outlet Ditch

STRUCTURE NO 39 (465+00 TC-SW')
Std. D6 Inlet, 46" of 12" B.C.C.M. Pipe, 2-22"30"
Bends, & 1-Hdwl. Req'd. Construct Outlet Ditch

STRUCTURE NO 39 (465+00 TC-SW')
Std. D6 Inlet, 46" of 12" B.C.C.M. Pipe, 2-22"30"
Bends, & 1-Hdwl. Req'd. Construct Outlet Ditch

STRUCTURE NO 39 (465+00 TC-SW')
Std. D6 Inlet, 46" of 12" B.C.C.M. Pipe, 2-22"30"
Bends, & 1-Hdwl. Req'd. Construct Outlet Ditch

STANDARD PAVED BUTTER

Sta. 484+80 TC-NW-AB (L.S.)	11 LF
Sta. 489+75 TC-NW-AB & CD (L.S.)	11 LF
Sta. 489+75 TC-NW-AB & CD (R.S.)	11 LF
Sta. 489+75 TC-NW-AB & CD (L.S.)	11 LF
Sta. 489+75 TC-NW-AB & CD (R.S.)	11 LF
Sta. 489+75 TC-NW-AB & CD (L.S.)	11 LF
Sta. 489+75 TC-NW-AB & CD (R.S.)	11 LF
Total	66 LF

STANDARD PAVED SIDE DITCH TYPE 'A'

Line 'A' Sta. 481+04 to Sta. 462+70 (R)	178 LF
Line 'C-SW' Sta. 461+87 to Sta. 451+02 (L)	142 LF
Line 'C-SW' Sta. 461+80 to Sta. 462+70 (R)	142 LF
Line 'C-SE' Sta. 467+02 to Sta. 466+66 (L)	36 LF
Sta. 481+00 TC-NW-AB (L.S.)	10 LF
Sta. 459+75 TC-NW-AB & CD (L.S.)	4 LF
Sta. 459+75 TC-NW-AB & CD (R.S.)	4 LF
Sta. 459+75 TC-NW-AB & CD (L.S.)	4 LF
Sta. 459+75 TC-NW-AB & CD (R.S.)	4 LF
Sta. 459+75 TC-NW-AB & CD (L.S.)	4 LF
Sta. 459+75 TC-NW-AB & CD (R.S.)	4 LF
Total	310 LF

SPECIAL CONCRETE CENTER CURB

Sta. 489+75.00 to Sta. 489+75.00 Line 'C-NW-AB & CD'	500 LF (Total)
--	----------------

SITUMINOUS CURB

Sta. 484+46 AA' (L.S.) to Sta. 486+01 AA' (L.S.)	500 LF (Total)
--	----------------

SPECIAL LIP BUTTER

Sta. 489+50 AA' (R)	56 LF (Total)
---------------------	---------------

STEEL BEAM GUARD RAIL

Sta. 489+215 AA' (L.S.) to Sta. 482+70 AA' (L.S.)	562.5 LF
Sta. 459+225 AA' (R) to Sta. 462+87 AA' (R)	367.5 LF
Sta. 464+46 AA' (L.S.) to Sta. 460+01 AA' (L.S.)	355 LF
Sta. 464+75 AA' (R) to Sta. 467+65 AA' (R)	292.5 LF
Sta. 463+02 TC-SW (R) to Sta. 465+62 TC-SW (R)	40 LF
Line 'C-SW' Sta. 462+50 to Sta. 3400 TC-NW-CD (L.S.)	100 LF
Sta. 463+95 TC-SW (L.S.) to Sta. 501+40 S-S-AA' (L.S.)	12.5 LF
Total	1590 LF

GUARD RAIL

Sta. 482+40 TC-SW (R) to Sta. 463+82 TC-SW (R)	192 LF
Sta. 462+35 TC-SW (L.S.) to Sta. 463+85 TC-SW (L.S.)	180 LF
Sta. 501+40 S-S-AA' (L.S.) to Sta. 501+04 S-S-AA' (L.S.)	186 LF
Total	478 LF

STANDARD LIP BUTTER

Line 'S-S-AA' Sta. 501+05 to 504+60 (L.S.)	355 LF
Line 'AA' Sta. 484+46 to 462+87 (R)	360 LF
Line 'AA' Sta. 456+46 to 462+87 (R)	640 LF
Line 'AA' Sta. 464+75 to 466+50 (R)	477 LF
Line 'C-SW' Sta. 462+50 to 463+82 (L.S.)	145 LF
Line 'C-SW' Sta. 462+70 to 463+82 (R)	112 LF
Total	2097 LF

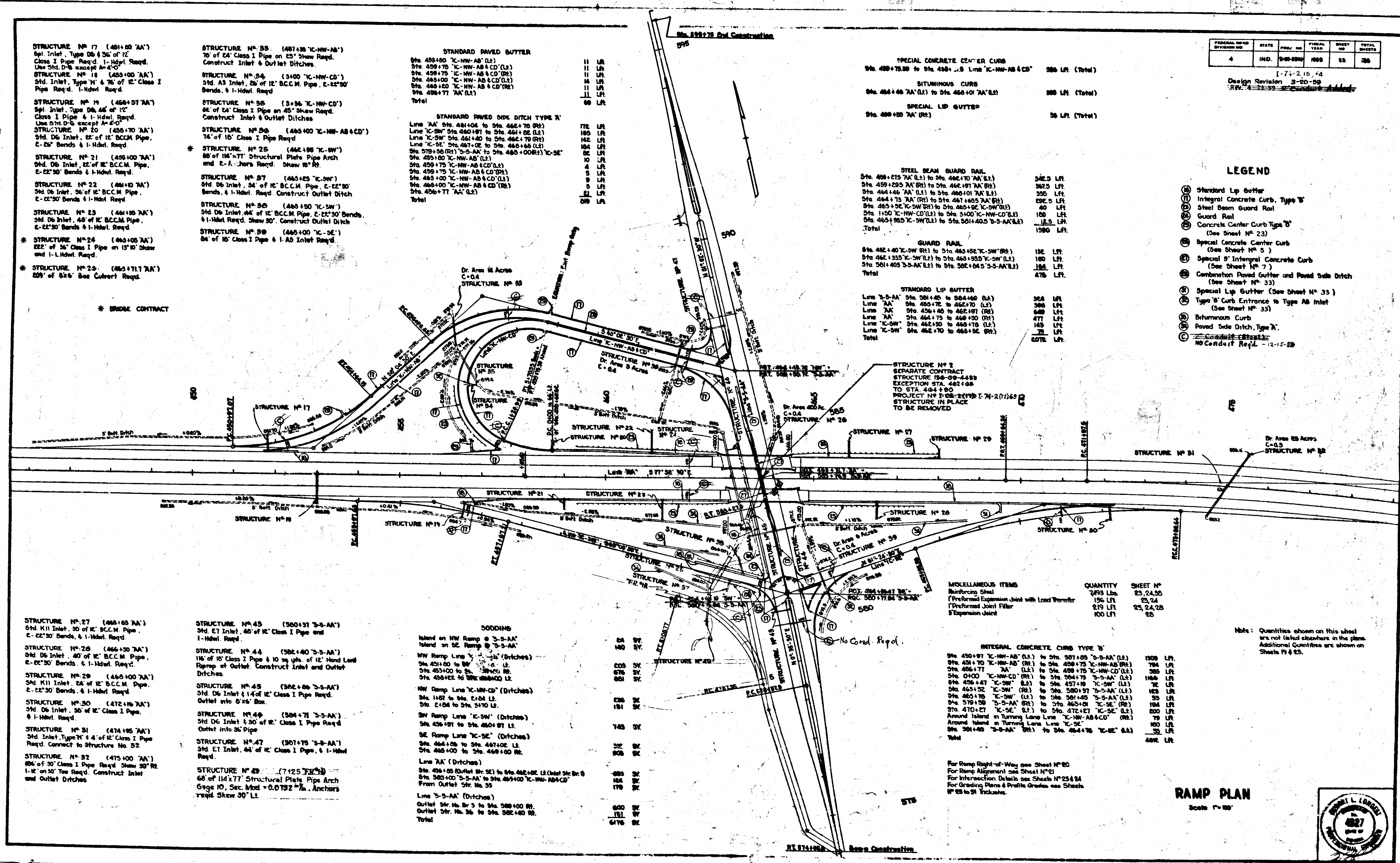
FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	9-99-200	1999	22	100

I-75-215-4
Design Revision 3-20-99
REV. 4-11-99

- LEGEND**
- (1) Standard Lip Gutter
 - (2) Integral Concrete Curb, Type 'B'
 - (3) Steel Beam Guard Rail
 - (4) Guard Rail
 - (5) Concrete Center Curb Type 'B'
 - (6) Special Concrete Center Curb (See Sheet No. 23)
 - (7) Special 'S' Integral Concrete Curb (See Sheet No. 7)
 - (8) Combination Paved Gutter and Paved Side Ditch (See Sheet No. 33)
 - (9) Special Lip Gutter (See Sheet No. 33)
 - (10) Type 'B' Curb Entrance to Type AB Inlet (See Sheet No. 33)
 - (11) Bituminous Curb
 - (12) Paved Side Ditch, Type 'A'
 - (13) Concrete Center Curb (No Conduit Req'd. - 12-15-99)

* BRIDGE CONTRACT

STRUCTURE NO 2 SEPARATE CONTRACT
STRUCTURE 186-09-489
EXCEPTION STA. 482+08
TO STA. 494+90
PROJECT 119-088-2118 E-74-207168
STRUCTURE IN PLACE
TO BE REMOVED



STRUCTURE NO 27 (485+05 AA')
Std. MII Inlet, 30" of 12" B.C.C.M. Pipe,
2-22"30" Bends, & 1-Hdwl. Req'd.

STRUCTURE NO 28 (466+50 AA')
Std. D6 Inlet, 40" of 12" B.C.C.M. Pipe,
2-22"30" Bends, & 1-Hdwl. Req'd.

STRUCTURE NO 29 (466+00 AA')
Std. MII Inlet, 24" of 12" B.C.C.M. Pipe,
2-22"30" Bends, & 1-Hdwl. Req'd.

STRUCTURE NO 30 (472+16 AA')
Std. D6 Inlet, 30" of 12" Class I Pipe,
& 1-Hdwl. Req'd.

STRUCTURE NO 31 (474+16 AA')
Std. Inlet, Type N' & 4" of 12" Class I Pipe
Req'd. Connect to Structure No. 32

STRUCTURE NO 32 (475+00 AA')
86" of 30" Class I Pipe Req'd. Skew 30' N.
1-Hdwl. Req'd. Construct Inlet
and Outlet Ditches

STRUCTURE NO 43 (500+31 S-S-AA')
Std. ET Inlet, 40" of 12" Class I Pipe and
1-Hdwl. Req'd.

STRUCTURE NO 44 (502+40 S-S-AA')
116" of 12" Class I Pipe & 10 sq. yds. of 12" Hand Level
Ramp at Outlet. Construct Inlet and Outlet
Ditches

STRUCTURE NO 45 (502+86 S-S-AA')
Std. D6 Inlet & 14" of 12" Class I Pipe Req'd.
Outlet into 6'x6' Box.

STRUCTURE NO 46 (504+71 S-S-AA')
Std. D6 Inlet & 30" of 12" Class I Pipe Req'd.
Outlet into 36" Pipe

STRUCTURE NO 47 (507+75 S-S-AA')
Std. ET Inlet, 44" of 12" Class I Pipe, & 1-Hdwl
Req'd.

STRUCTURE NO 48 (7125 R.R.)
66" of 14"x17" Structural Plate Pipe Arch
Gate 10, Sec. Mod. = 0.0782 = 7.5. Anchors
req'd. Skew 30' L.

SODDING

Island on NW Ramp @ S-S-AA'	84 SQ. YD.
Island on SE Ramp @ S-S-AA'	140 SQ. YD.
MW Ramp Line 'S-S-AA' (Ditches)	205 SQ. YD.
Sta. 431+00 to 434+00 L.S.	676 SQ. YD.
Sta. 453+00 to 454+00 R.S.	684 SQ. YD.
Sta. 458+42 to 459+00 L.S.	620 SQ. YD.
NW Ramp Line 'C-SW' (Ditches)	181 SQ. YD.
Sta. 431+00 to 434+00 L.S.	743 SQ. YD.
Sta. 453+00 to 454+00 R.S.	743 SQ. YD.
SE Ramp Line 'C-SE' (Ditches)	328 SQ. YD.
Sta. 463+00 to 464+00 L.S.	328 SQ. YD.
Sta. 463+00 to 464+00 R.S.	328 SQ. YD.
Line 'AA' (Ditches)	480 SQ. YD.
Sta. 484+80 Outlet Str. 32 to Sta. 482+82 L.S. (Inlet Str. 32)	184 SQ. YD.
Sta. 484+80 S-S-AA' to Sta. 489+00 TC-NW-AB & CD	170 SQ. YD.
From Outlet Str. No. 33	
Line 'S-S-AA' (Ditches)	600 SQ. YD.
Outlet Str. No. 33 to Sta. 500+00 R.S.	151 SQ. YD.
Outlet Str. No. 36 to Sta. 502+40 R.S.	676 SQ. YD.
Total	6476 SQ. YD.

MISCELLANEOUS ITEMS

ITEM	QUANTITY	SHEET NO.
Reinforcing Steel	2493 Lbs.	23, 24, 25
Preformed Expansion Joint with Load Transfer	156 LF	23, 24
Preformed Joint Filler	219 LF	23, 24, 25
Expansion Joint	100 LF	25

INTEGRAL CONCRETE CURB TYPE 'B'

Sta. 450+97 TC-NW-AB (L.S.) to Sta. 501+05 S-S-AA' (L.S.)	1500 LF
Sta. 451+70 TC-NW-AB (R.S.) to Sta. 489+75 TC-NW-AB (R.S.)	784 LF
Sta. 456+77 AA' (L.S.) to Sta. 489+75 TC-NW-CD (L.S.)	365 LF
Sta. 0+00 TC-NW-CD (R.S.) to Sta. 504+75 S-S-AA' (L.S.)	1166 LF
Sta. 456+47 TC-SW' (L.S.) to Sta. 457+19 TC-SW' (L.S.)	72 LF
Sta. 463+52 TC-SW' (R.S.) to Sta. 500+37 S-S-AA' (L.S.)	123 LF
Sta. 463+70 TC-SW' (L.S.) to Sta. 501+05 S-S-AA' (L.S.)	33 LF
Sta. 519+50 S-S-AA' (R.S.) to Sta. 463+01 TC-SE' (R.S.)	104 LF
Sta. 470+27 TC-SE' (L.S.) to Sta. 472+27 TC-SE' (L.S.)	200 LF
Around Island in Turning Lane Line 'C-NW-AB & CD' (R.S.)	79 LF
Around Island in Turning Lane Line 'C-SE'	100 LF
Sta. 501+40 S-S-AA' (R.S.) to Sta. 464+76 TC-SE' (L.S.)	32 LF
Total	4894 LF

Note: Quantities shown on this sheet
are not listed elsewhere in the plans.
Additional Quantities are shown on
Sheets 19 & 25.

RAMP PLAN
Scale 1"=50'



Curve Data - Edge of Pavement
 $\Delta = 118^{\circ}00'$
 $R = 120'-35"-120'$
 $O = 7.0'$
 $T = 103.68'$
 $L = 141.55'$

Path of C-50 Vehicle
 $R = 120'-35"-120'$
 $O = 7.0'$

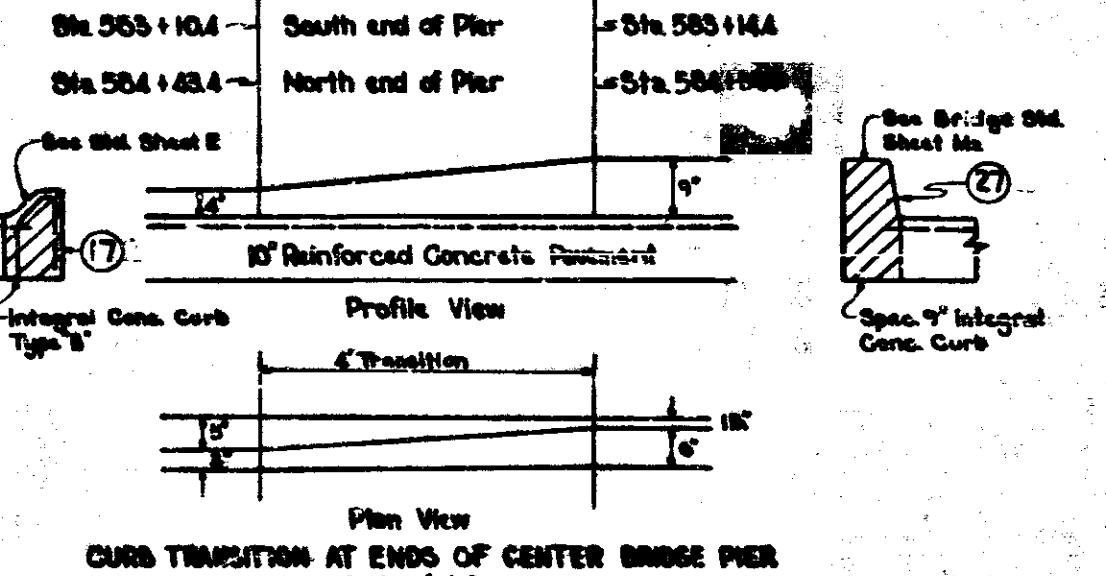
Curve Data - Edge of Pavement
 $\Delta = 62^{\circ}00'$
 $R = 200'$
 $O = 120.17'$
 $T = 216.40'$
 $E = 33.33'$

QUANTITIES ON LINE "S-5-AA" ONLY
 NOT SHOWN ELSEWHERE ON PLANS

Special Conc. Traffic Separating Curb	193 Lft
Special 9" Integral Curb	250 Lft
Integral Conc. Curb Type "B"	423 Lft
Steel Beam Guard Rail	355 Lft
4" Plain Cement Concrete Pavement	111 Sq. Yds.
Sodding	216 Sq. Yds.

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FINANCIAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	100-400	1959	28	48

E-74-2 (15) 64

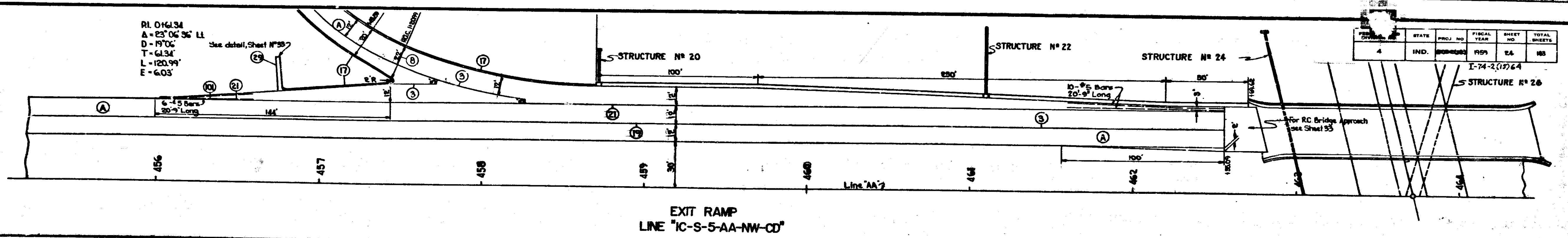


- LEGEND**
- (3) Longitudinal Joint
 - (7) Keyway Joint
 - (8) 1" Preformed Expansion Joint with Load Transfer
 - (9) 1" Preformed Joint Filler
 - (11) Integral Concrete Curb Type "B"
 - (18) Lip Gutter
 - (19) 6" Traffic Lane Stripe
 - (21) Keyway Construction Joint
 - (23) Steel Beam Guard Rail
 - (24) Guard Rail
 - (25) Concrete Center Curb Type "A"
 - (26) Special Concrete Center Curb
 - (27) Special 9" Integral Concrete Curb
 - (28) 4" Plain Cement Concrete Pavement
 - (29) Combination Road Gutter and Road Side Ditch
 - (30) Ear Construction Type "A"
 - (31) Ear Construction Type "B"
 - (32) Reinforced Concrete Pavement
 - (33) Type "B" Curb Entrance to Type "A-3" Inlet

Curve Data - Edge of Pavement
 $\Delta = 76^{\circ}25'35"$
 $R = 150'$
 $T = 118.09'$
 $L = 200.07'$
 $E = 40.91'$

DETAILS
 Scale: 1" = 20'

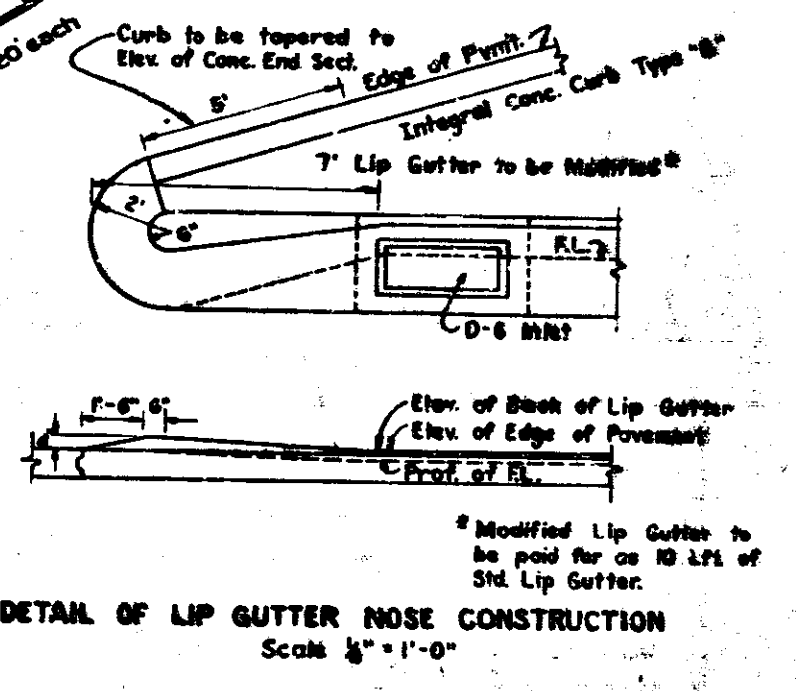
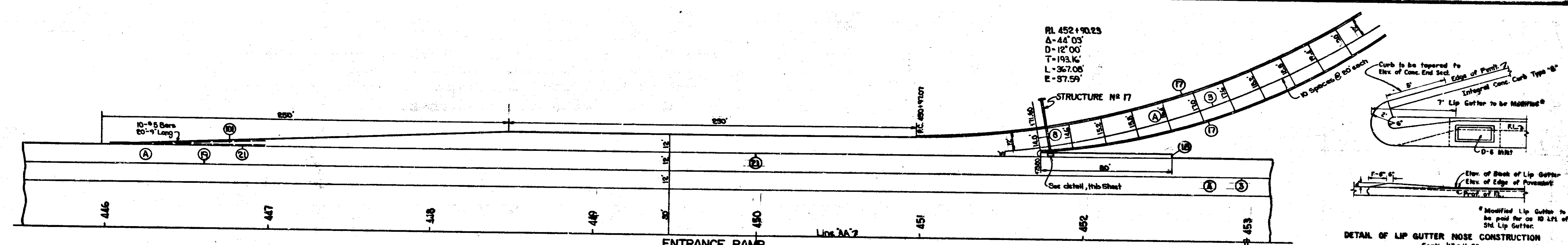
RL 0161.34
 A = 23° 06' 36" LL
 D = 1970'
 T = 61.34'
 L = 120.99'
 E = 6.03'



STATE	PRJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IND.	IND.	1959	24	103

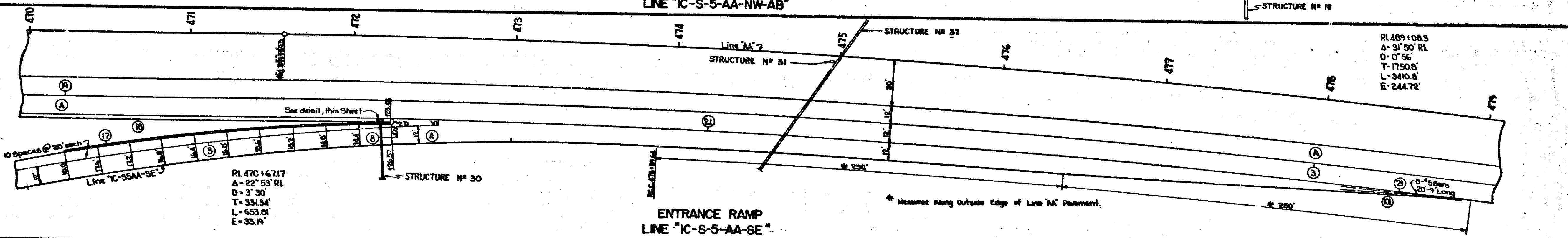
EXIT RAMP
 LINE "IC-S-5-AA-NW-CD"

RL 452+90.23
 A = 44° 03'
 D = 12' 00"
 T = 193.16'
 L = 367.06'
 E = 57.59'



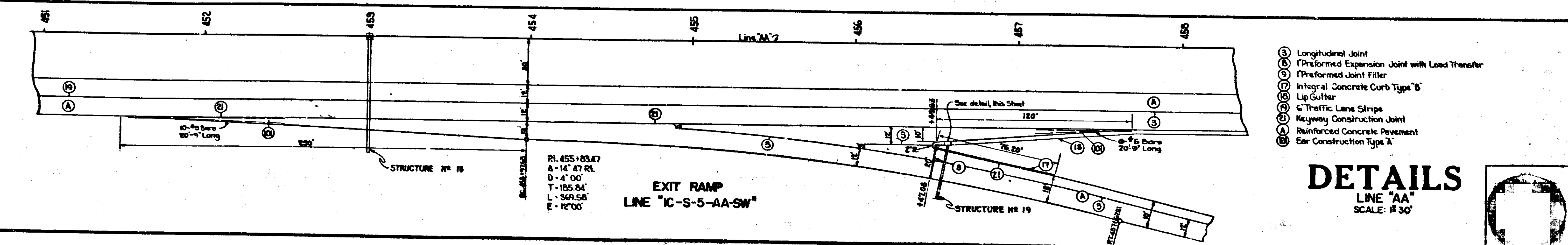
ENTRANCE RAMP
 LINE "IC-S-5-AA-NW-AB"

RL 409+08.3
 A = 31° 50' RL
 D = 0' 56"
 T = 1750.8'
 L = 3410.8'
 E = 244.72'



ENTRANCE RAMP
 LINE "IC-S-5-AA-SE"

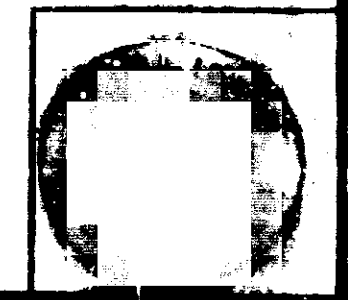
RL 455+03.47
 A = 14° 47' RL
 D = 4' 00"
 T = 185.84'
 L = 369.58'
 E = 12' 00"



EXIT RAMP
 LINE "IC-S-5-AA-SW"

- ⊖ Longitudinal Joint
- ⊕ Preformed Expansion Joint with Load Transfer
- ⊙ Preformed Joint Filler
- ⊗ Integral Concrete Curb Type 'B'
- ⊘ Lip Gutter
- ⊙ Traffic Lane Stripe
- ⊕ Keyway Construction Joint
- ⊗ Reinforced Concrete Pavement
- ⊖ Ear Construction Type 'A'

DETAILS
 LINE "AA"
 SCALE: 1/4" = 30'



CURVE DATA - PAVEMENT EDGES - LINE "S-5-AA"

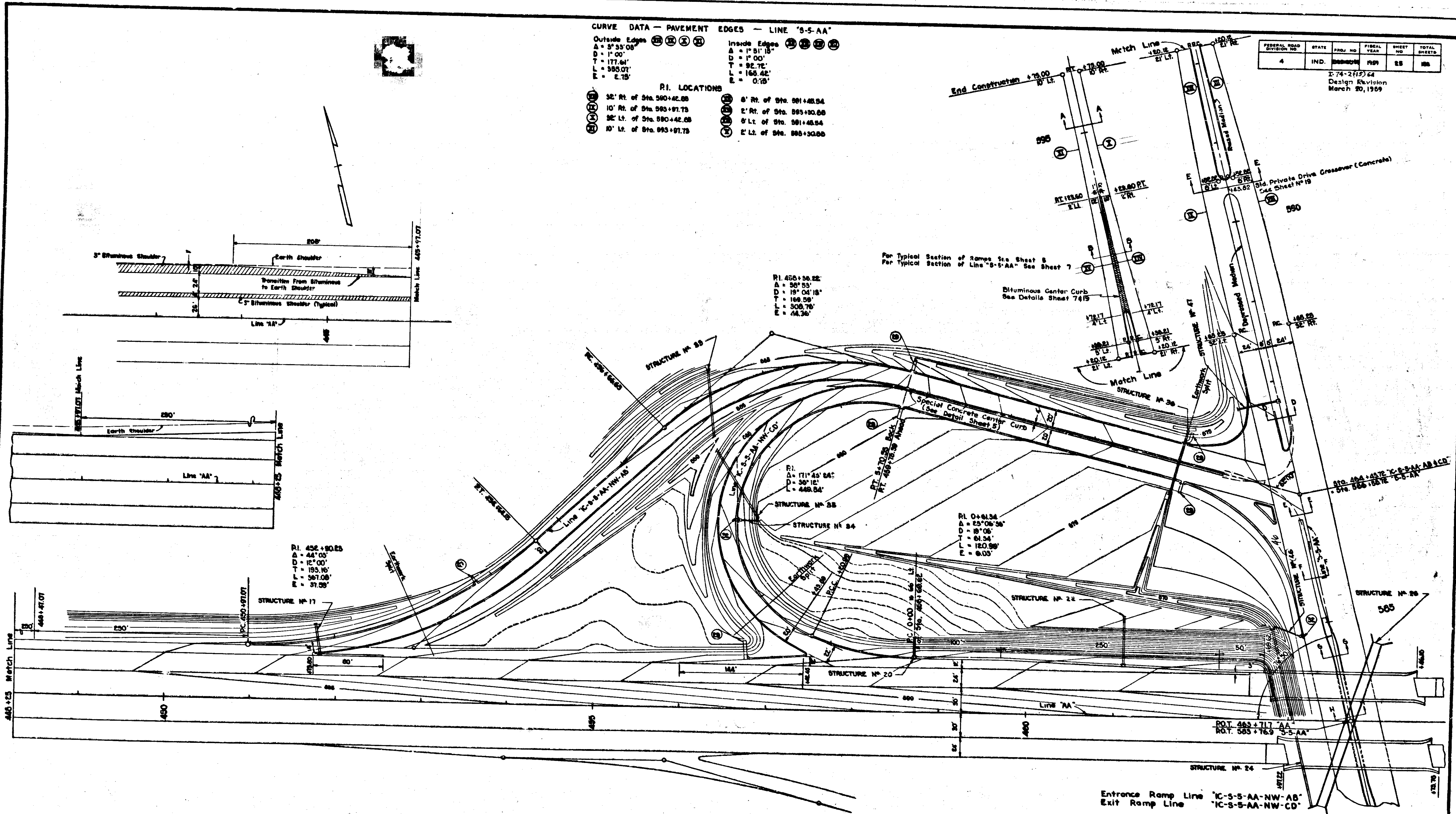
Outside Edges (2) (2) (2) (2)	Inside Edges (2) (2) (2) (2)
A = 3° 35' 00"	A = 1° 31' 15"
D = 1° 00'	D = 1° 00'
T = 171.64'	T = 92.76'
L = 353.07'	L = 165.42'
E = 4.75'	E = 0.75'

RI. LOCATIONS

(1) 32' Rt. of Sta. 590+42.00	(5) 8' Rt. of Sta. 591+45.54
(2) 10' Rt. of Sta. 593+97.75	(6) 2' Rt. of Sta. 593+30.00
(3) 32' Lt. of Sta. 590+42.00	(7) 8' Lt. of Sta. 591+45.54
(4) 10' Lt. of Sta. 593+97.75	(8) 2' Lt. of Sta. 593+30.00

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	IND-100	1959	85	100

E-74-2(15) 64
Design Revision
March 20, 1959



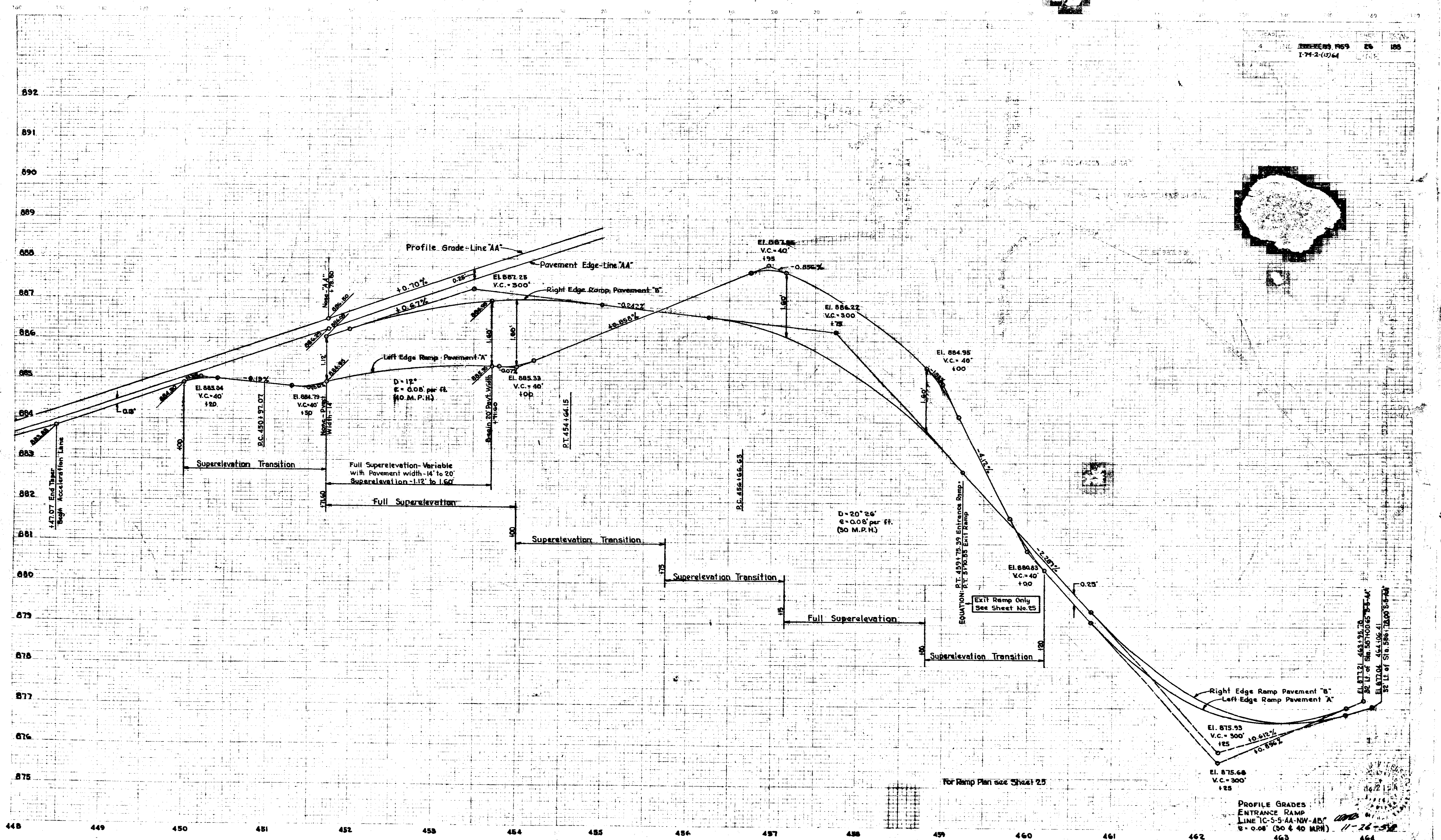
Entrance Ramp Line "IC-S-5-AA-NW-AB"
Exit Ramp Line "IC-S-5-AA-NW-CD"

For Ramp Profile See Sheet 26 (27)

DETAILS
GRADING PLAN
Scale 1" = 50'



INDIANA
STATE HIGHWAY DEPARTMENT
CROSS SECTIONS
CUT FILL



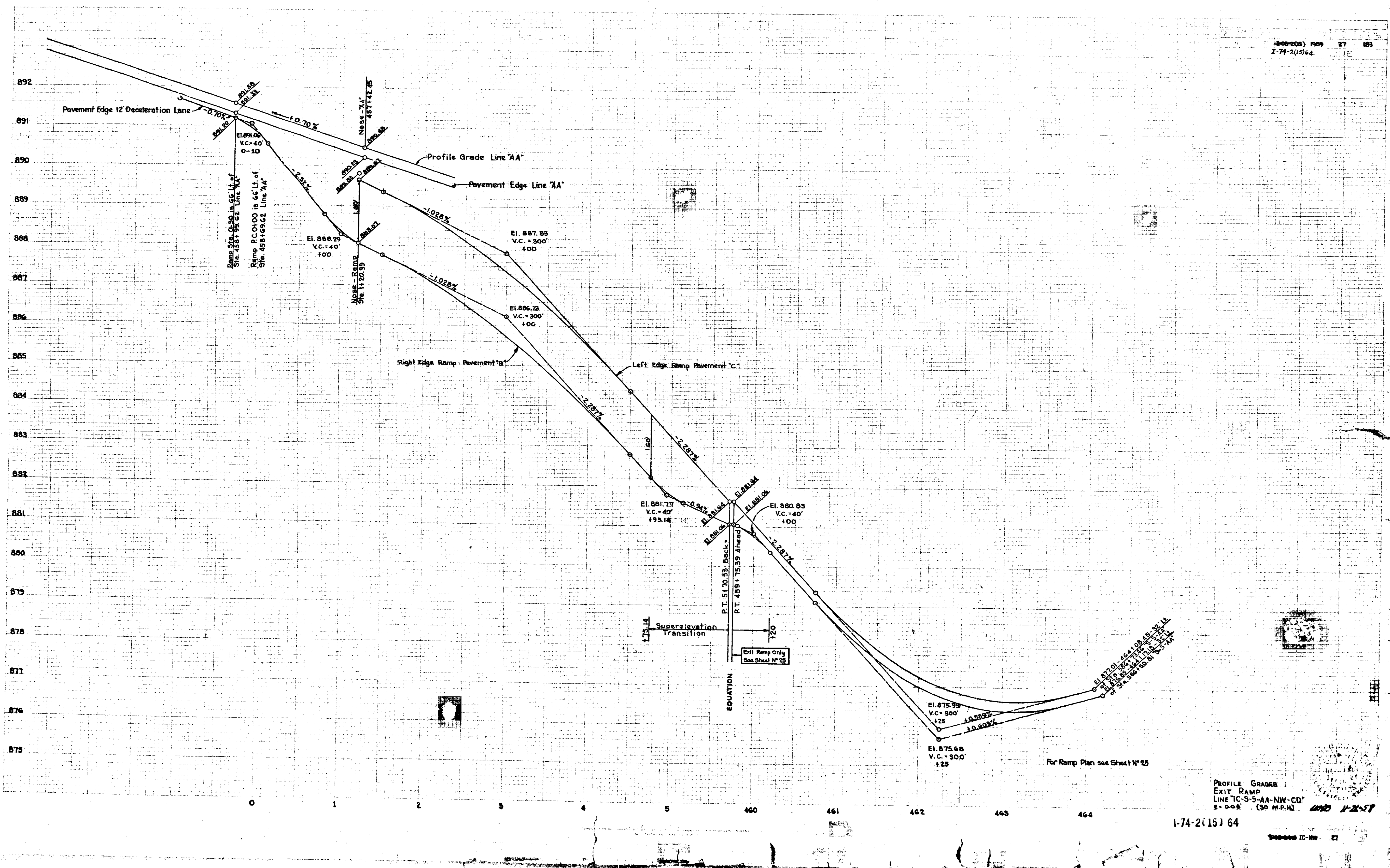
PROFILE GRADES
ENTRANCE RAMP
LINE 1C-5-5-AA-NW-AD
E = 0.08' (30 & 40 M.P.H.)

11-28-58

1-74-2(15) 64

INDIANA
STATE HIGHWAY DEPARTMENT
GRADE SECTIONS

DESIGNED BY 27 183
I-74-2(15)64



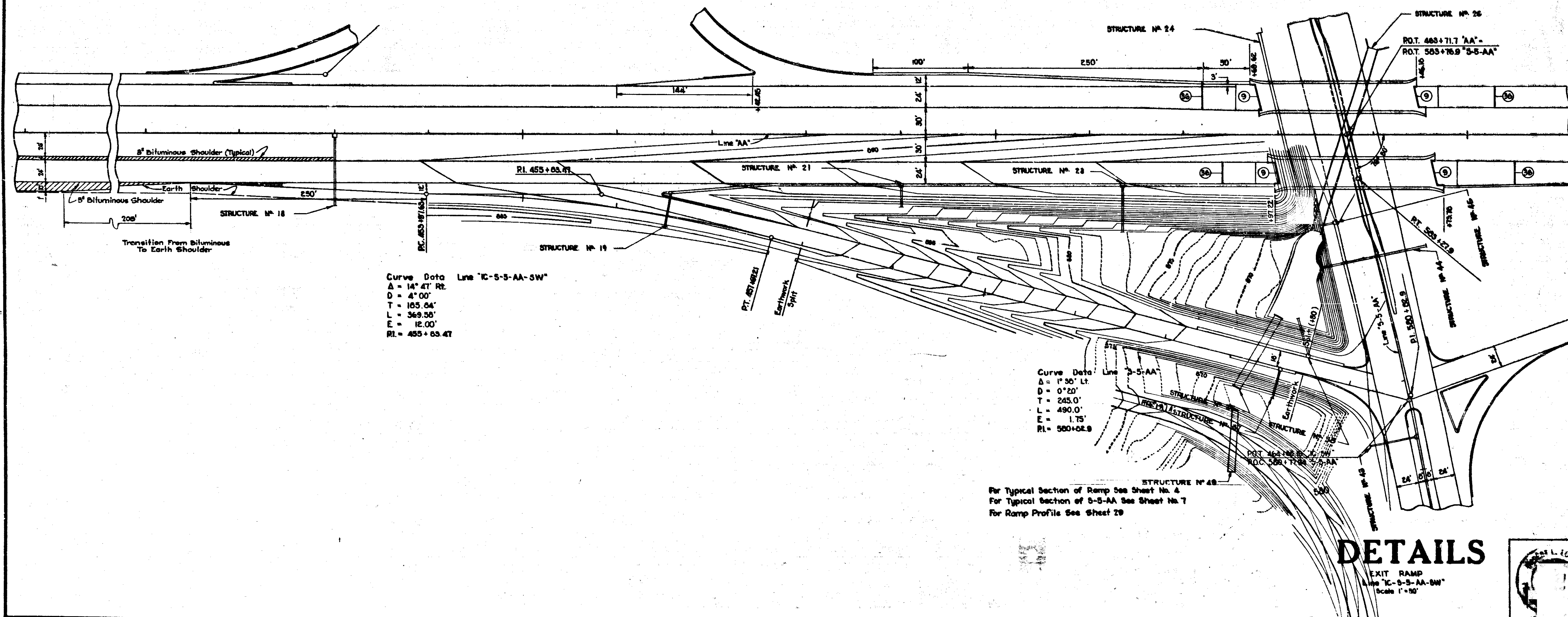
PROFILE GRADES
EXIT RAMP
LINE "IC-S-5-AA-NW-CD"
S-000' (30 M.P.H.)
I-74-2(15) 64

FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	200000	1959	25	185

I-74-2(15) 64

Design Revision: 0/25/58

LEGEND
 (9) 1" Preformed Joint Filler
 (25) 2" Expansion Joint
 (Quantities on sheet 25)



Curve Data Line "IC-5-5-AA-5W"
 Δ = 14° 47' Rt.
 D = 4" 00"
 T = 165.64'
 L = 349.58'
 E = 12.00'
 RI = 455 + 63.47

Curve Data Line "5-5-AA"
 Δ = 1° 30' Lt.
 D = 0° 20"
 T = 245.0'
 L = 490.0'
 E = 1.75'
 RI = 580 + 08.8

For Typical Section of Ramp See Sheet No. 4
 For Typical Section of 5-5-AA See Sheet No. 7
 For Ramp Profile See Sheet 19

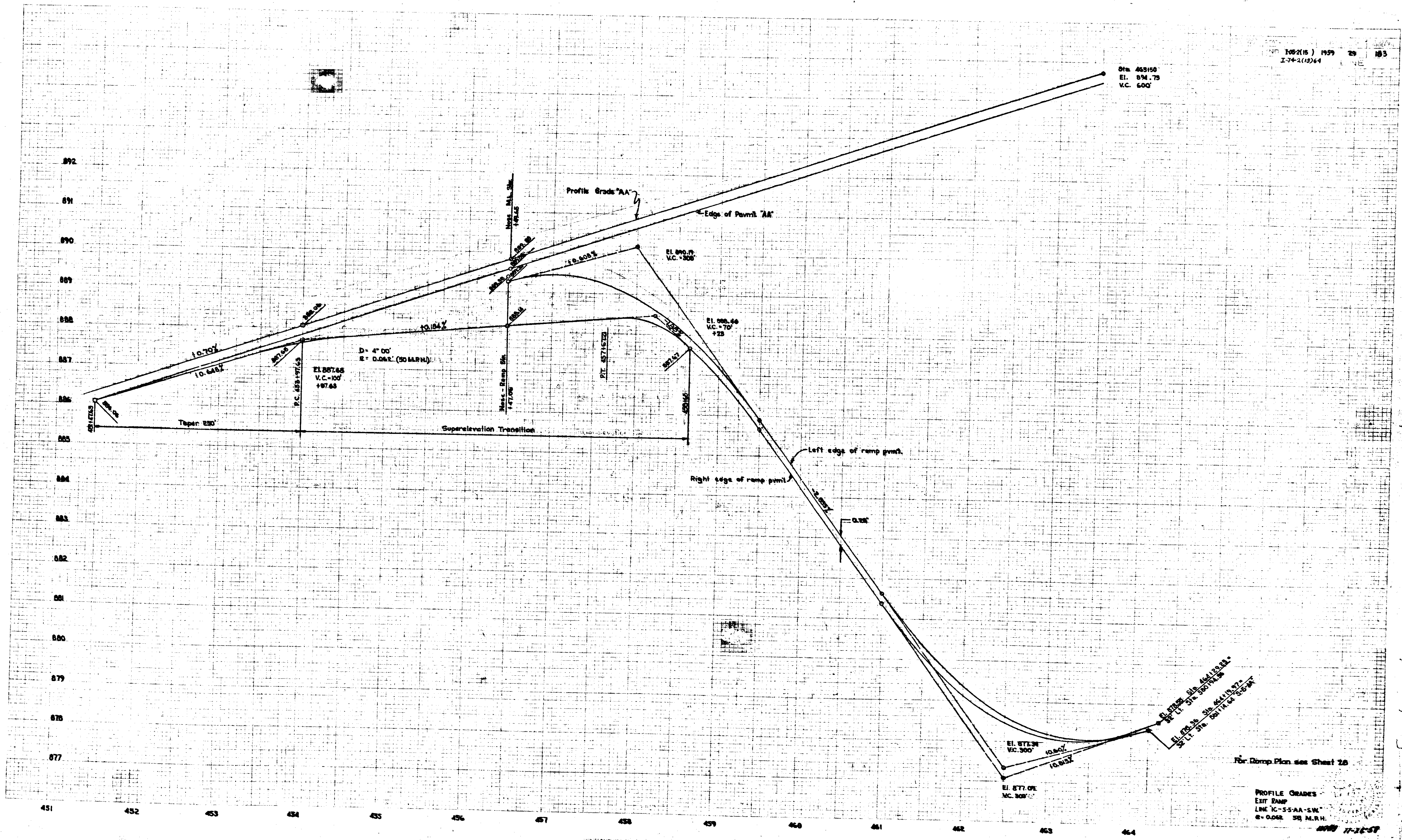
DETAILS

EXIT RAMP
 Line "IC-5-5-AA-5W"
 Scale 1" = 50'



INDIA
STATE HIGHWAY DEPARTMENT
CROSS SECTIONS

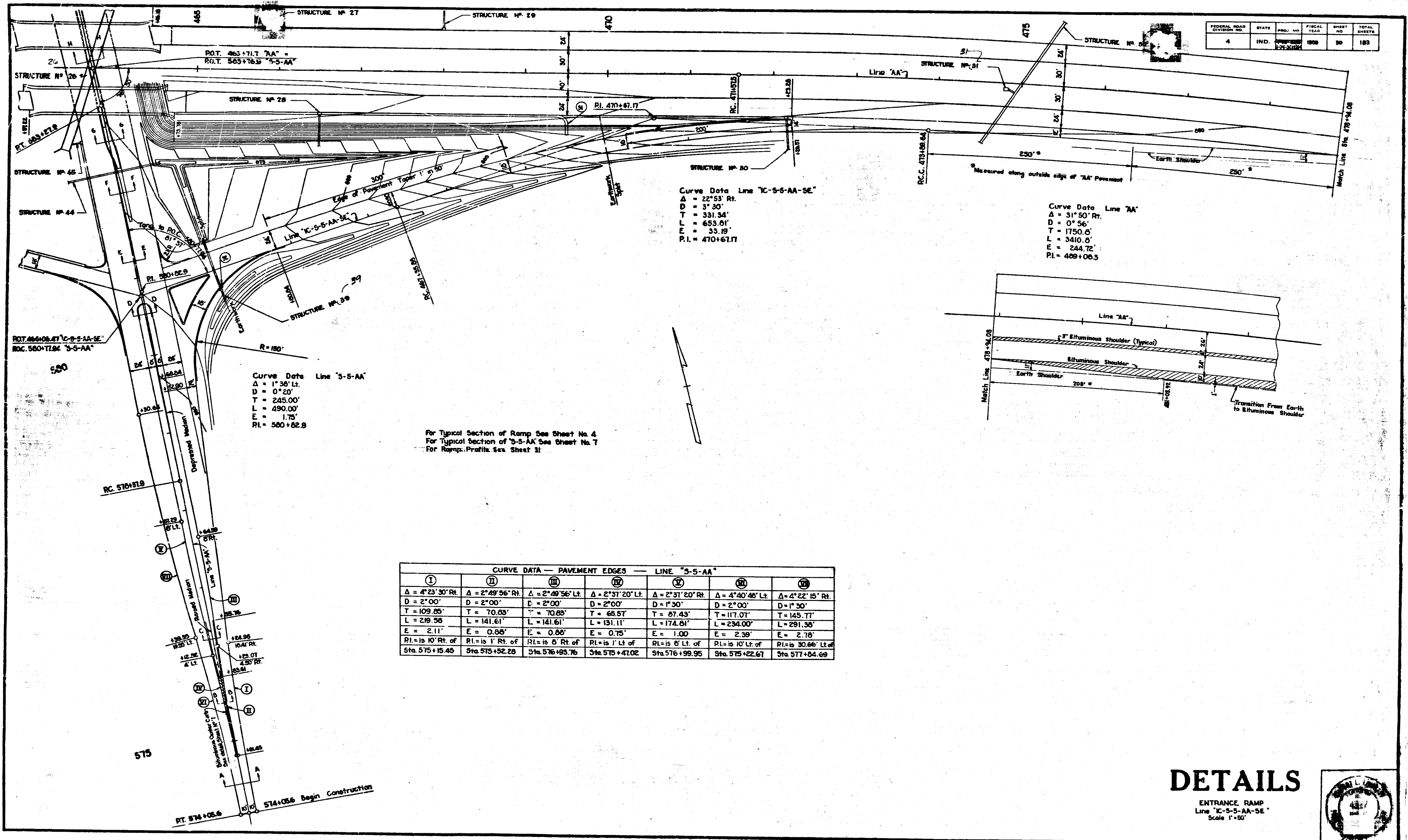
1052(15) 1959 29 103
I-74-2(15)64



Sta. 463.50
El. 877.00
V.C. 500'

PROFILE GRADES
EXIT RAMP
LINE IC-55-AA-SW
S+0.00% SR N.R.H.

FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-25-200	1958	30	183



Curve Data Line "C-S-S-AA-SE"
 $\Delta = 22^{\circ}53'$ Rt.
 $D = 3^{\circ}30'$
 $T = 331.34'$
 $L = 653.01'$
 $E = 33.19'$
 $P.I. = 470+67.17$

Curve Data Line "AA"
 $\Delta = 31^{\circ}50'$ Rt.
 $D = 0^{\circ}56'$
 $T = 1750.0'$
 $L = 3410.0'$
 $E = 244.72'$
 $P.I. = 489+06.5$

Curve Data Line "S-S-AA"
 $\Delta = 1^{\circ}30'$ Lt.
 $D = 0^{\circ}20'$
 $T = 245.00'$
 $L = 490.00'$
 $E = 1.75'$
 $P.I. = 500+82.9$

For Typical Section of Ramp See Sheet No. 4
 For Typical Section of "S-S-AA" See Sheet No. 7
 For Ramps, Profiles See Sheet 3!

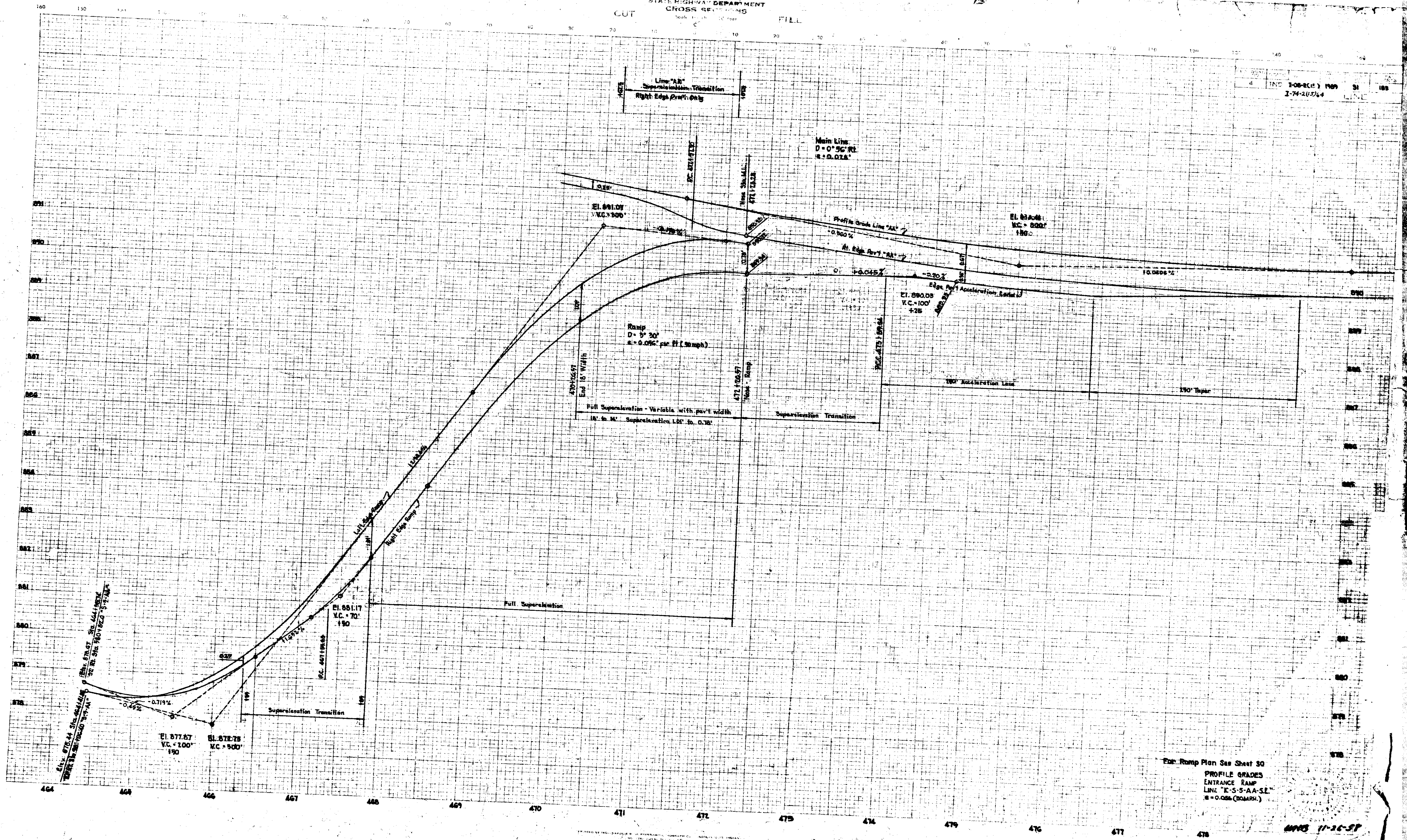
CURVE DATA — PAVEMENT EDGES — LINE "S-S-AA"							
(I)	(II)	(III)	(IV)	(V)	(VI)	(VII)	(VIII)
$\Delta = 4^{\circ}23'30"$ Rt.	$\Delta = 2^{\circ}49'56"$ Rt.	$\Delta = 2^{\circ}49'56"$ Lt.	$\Delta = 2^{\circ}31'20"$ Lt.	$\Delta = 2^{\circ}31'20"$ Rt.	$\Delta = 4^{\circ}40'46"$ Lt.	$\Delta = 4^{\circ}22'15"$ Rt.	
$D = 2^{\circ}00'$	$D = 2^{\circ}00'$	$D = 2^{\circ}00'$	$D = 2^{\circ}00'$	$D = 1^{\circ}30'$	$D = 2^{\circ}00'$	$D = 1^{\circ}30'$	
$T = 109.85'$	$T = 70.83'$	$T = 70.83'$	$T = 66.57'$	$T = 67.43'$	$T = 117.07'$	$T = 145.77'$	
$L = 219.56'$	$L = 141.61'$	$L = 141.61'$	$L = 131.11'$	$L = 174.61'$	$L = 234.00'$	$L = 291.36'$	
$E = 2.11'$	$E = 0.88'$	$E = 0.88'$	$E = 0.75'$	$E = 1.00'$	$E = 2.39'$	$E = 2.76'$	
$P.I. = 10' \text{ Rt. of Sta. } 575+15.45$	$P.I. = 1' \text{ Rt. of Sta. } 575+52.28$	$P.I. = 5' \text{ Rt. of Sta. } 576+93.76$	$P.I. = 1' \text{ Lt. of Sta. } 575+47.02$	$P.I. = 5' \text{ Lt. of Sta. } 576+99.95$	$P.I. = 10' \text{ Lt. of Sta. } 575+22.67$	$P.I. = 30.66' \text{ Lt. of Sta. } 577+64.69$	

DETAILS

ENTRANCE RAMP
 Line "C-S-S-AA-SE"
 Scale 1"=50'



INDIANA STATE HIGHWAY DEPARTMENT
CROSS SECTIONS

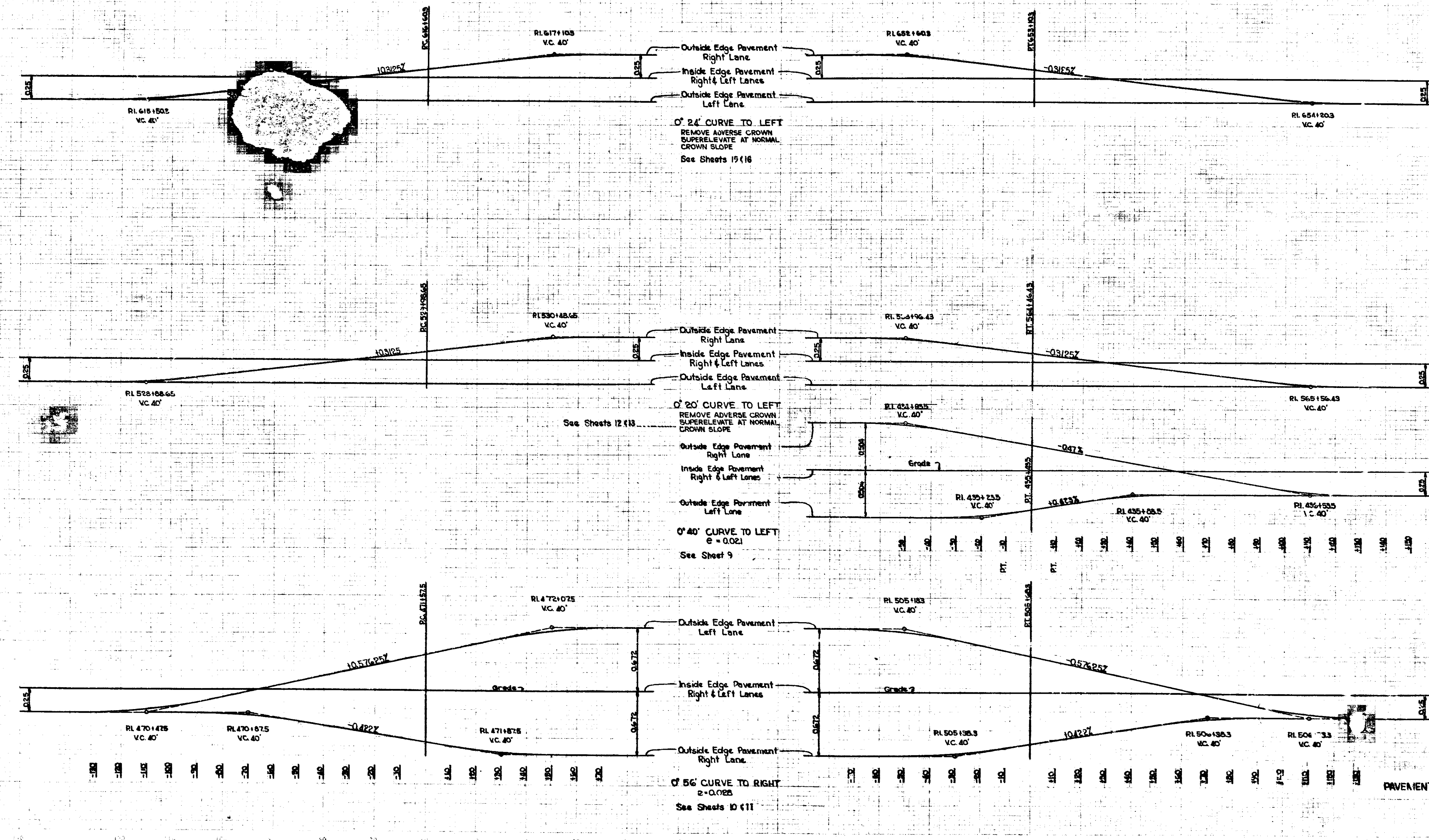


Entr Ramp Plan See Sheet 50
PROFILE GRADES
ENTRANCE RAMP
LINE "E-S-S-AA-SE"
e = 0.05% (DOMPH.)

NOV 11-26-57

STATE HIGHWAY DEPARTMENT
CROSS SECTIONS

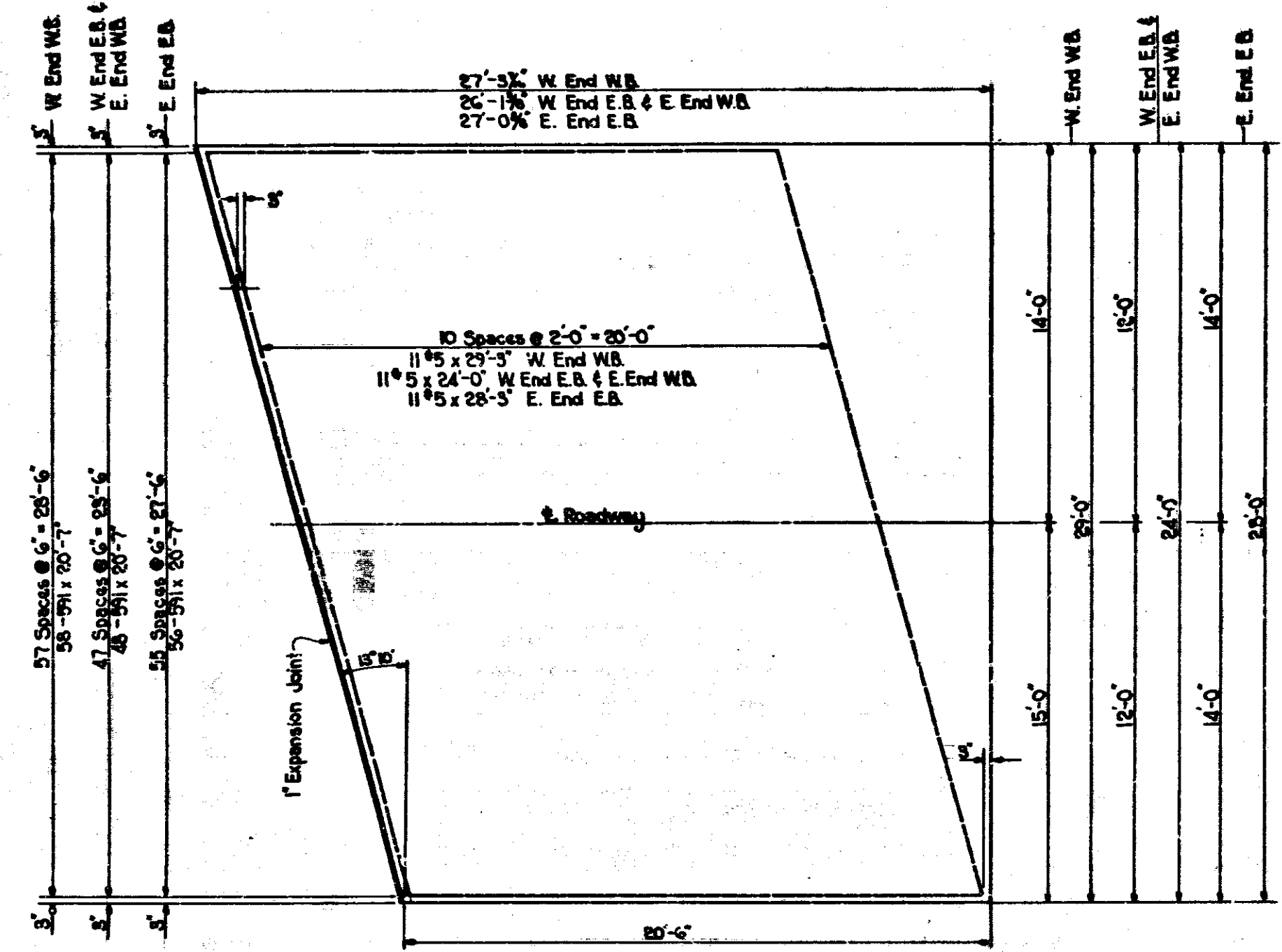
105-2(5) 1959 32 188
X-74-2(15) 64 AA



PAVEMENT EDGE TRANSITIONS
LINE "AA"

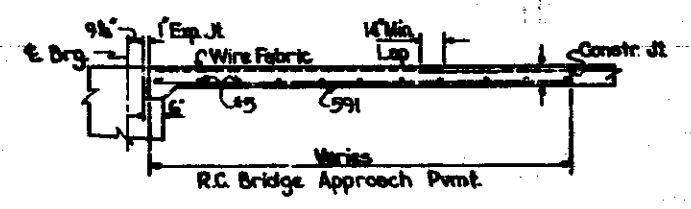
11-16-58

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	174-3022	R39	48	100

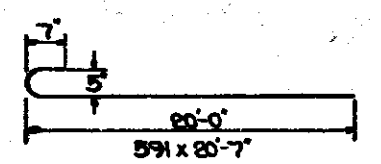


STRUCTURE NO. 2
R.C. BRIDGE APPROACH
Scale: 1/4" = 1'-0"

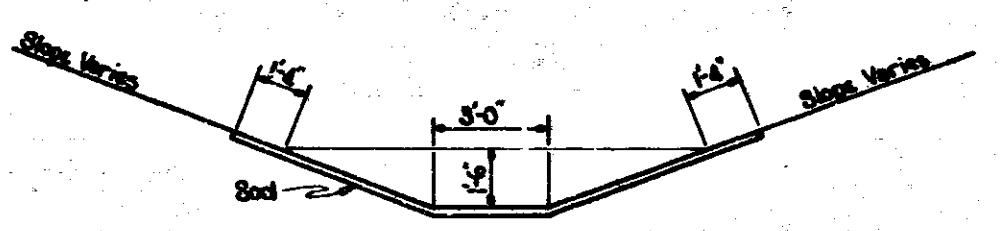
Size & Mark	No. of Bars	Length	Weight	Lane
#9	104	20'-7"		East bound
#5	11	28'-3"		"
#5	11	24'-0"		"
#9	106	20'-7"		West bound
#5	11	29'-3"		"
#5	11	24'-0"		"
TOTAL	STEEL		5710 #	
R.C. Pavement			276.2 Sq. Yds.	



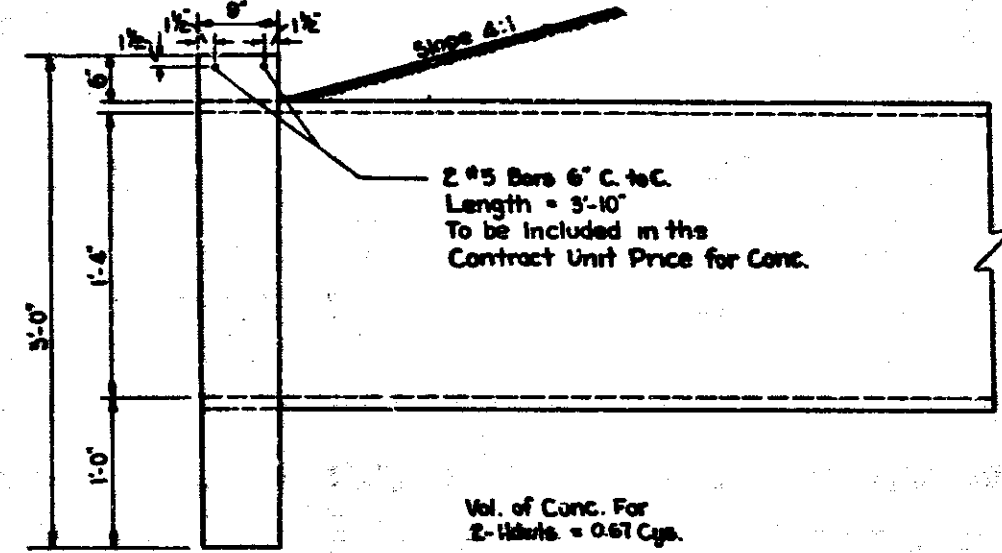
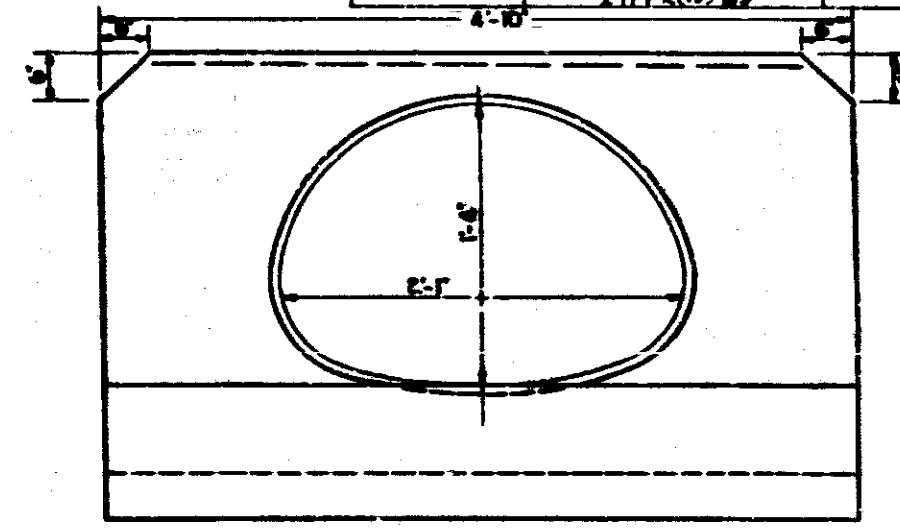
LONGITUDINAL SECTION THRU
R.C. BRIDGE APPROACH PAVT.
Scale: 1/4" = 1'-0"



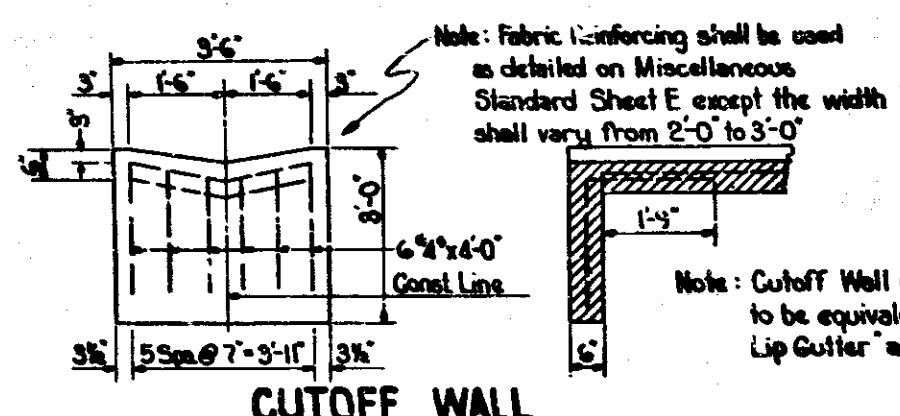
BENDING DIAGRAM
Not to Scale



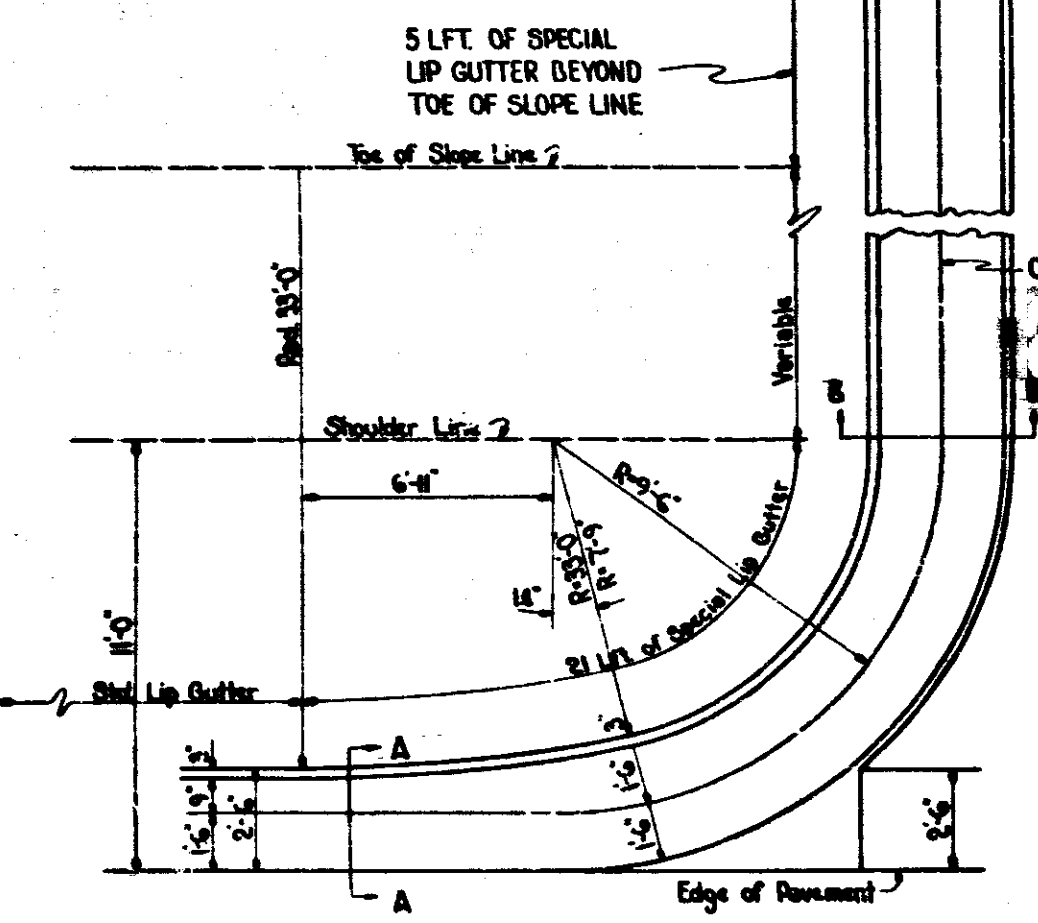
SODDED DITCH DETAIL
Scale: 1/4" = 1'-0"



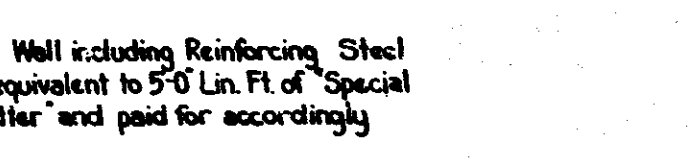
DETAIL OF HEADWALL FOR
25x16 C.M. PIPE ARCH
Not to Scale
STRUCTURE NO. 55
Sheet II



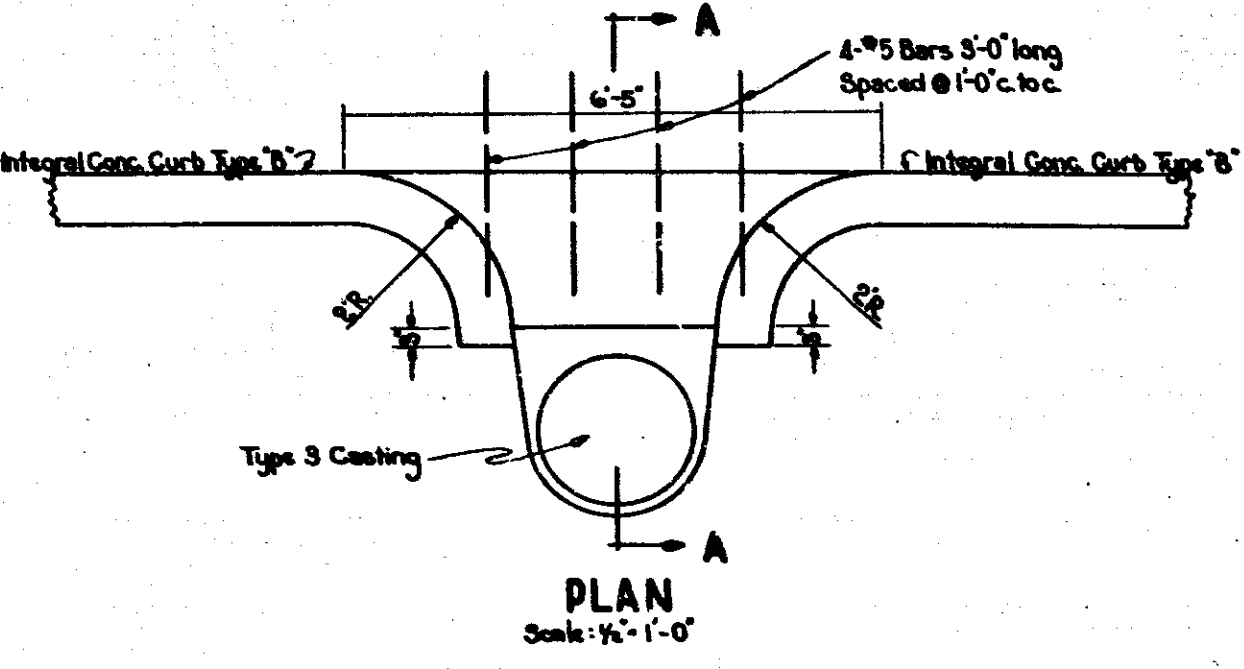
CUTOFF WALL
Scale: 1/4" = 1'-0"



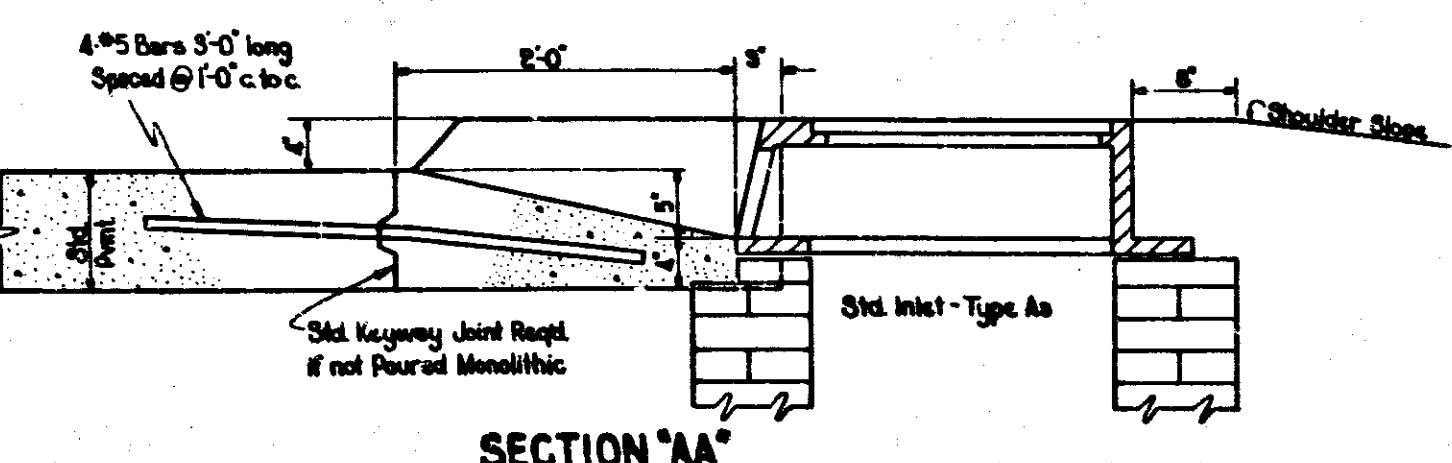
DETAIL OF SPECIAL LIP GUTTER
Scale: 1/4" = 1'-0"
See Sheet 22



SECTION A-A
SCALE: 1" = 10"

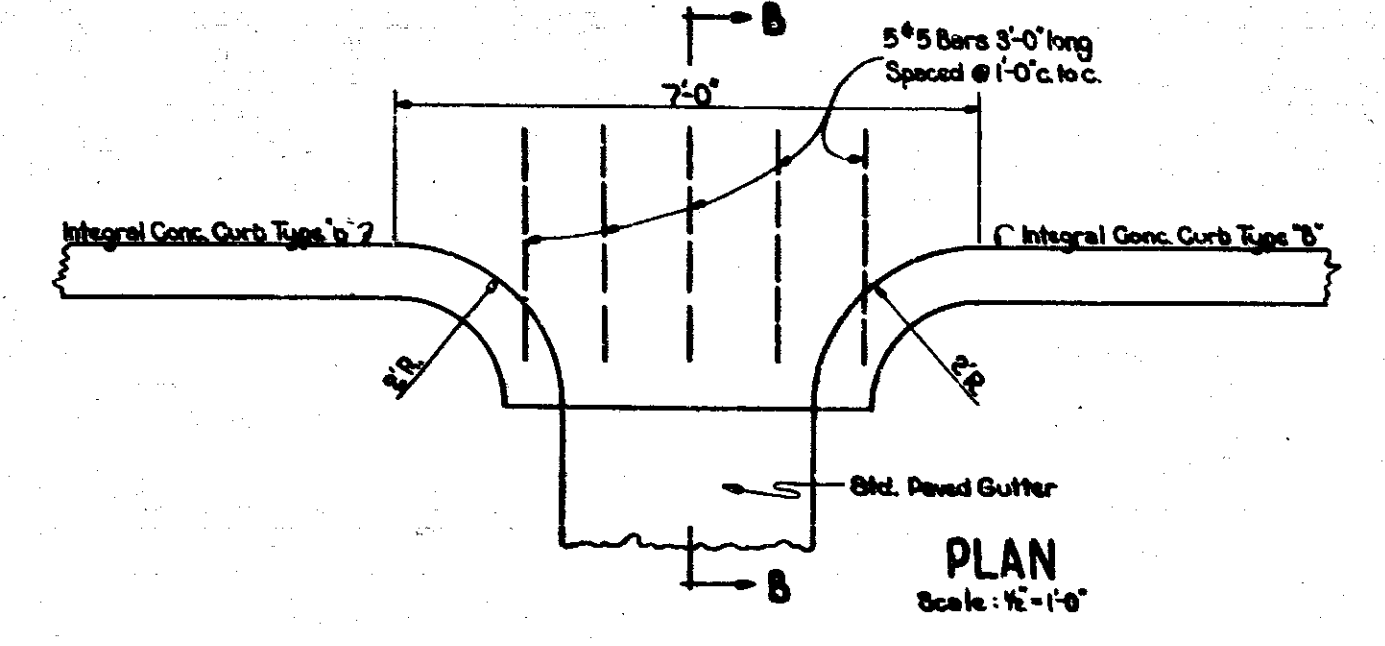


PLAN
Scale: 1/4" = 1'-0"

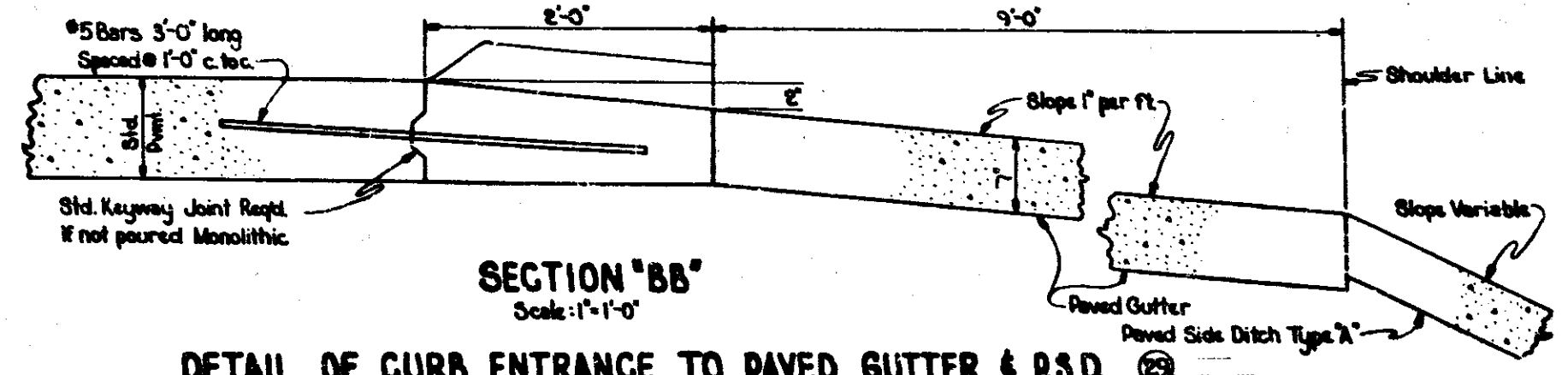


SECTION "AA"
Scale: 1" = 1'-0"

DETAIL OF ENTRANCE TO TYPE A3 INLET
See Sheets 22, 23 & 25



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



SECTION "BB"
Scale: 1" = 1'-0"

DETAIL OF CURB ENTRANCE TO PAVED GUTTER & R.S.D.
See Sheets 22, 23 & 25

DETAILS
Scales as Noted



STRUCTURE DATA

FEDERAL ROAD DIVISION NO. 4 STATE IND. PROJECT NO. 312-55-77 FISCAL YEAR 1955 SHEET NO. 34 TOTAL SHEETS 185

I-74-20264
Design Revision 3-24-69

Table with columns: STRUCTURE NUMBER, LOCATION, SIZE, DESCRIPTION, SKEW, LENGTH, GUIDE POSTS, LINE, FLOW LINE (UP/DN STREAM), CONCRETE CLASS, SPECIAL BORROW, BORROW, STEEL, REMARKS, SHEET NO.

Table with columns: STRUCTURE NUMBER, LOCATION, SIZE, DESCRIPTION, SKEW, LENGTH, GUIDE POSTS, LINE, FLOW LINE (UP/DN STREAM), CONCRETE CLASS, SPECIAL BORROW, BORROW, STEEL, REMARKS, SHEET NO.

Note: An allowance of 2' of pipe is made for each 22' 30" bend and each Tee. This 2' is included in the length shown for applicable pipe.

