ROAD CONTRACT NO.

FEDERAL ROAD REGION NO.	STATE	ST. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	779 "A"	1961	1	55

INDEX

SHEET NO.	DESIGNATION	B.P.R. APPROVAL	DATE ADOPTED "A" or LATEST REVISION "R"
1	TITLE SHEET		
	ST'D. DIV. LANE (INTERSTATE)		
	ST'D. DIV. LANE (INTERSTATE)		
	ST'D. DIV. LANE (INTERSTATE)		
	ST'D. CROSS SECTION,		
	ST'D. CROSS SECTION,		
	ST'D. CROSS SECTION,		
2	TYPICAL CROSS SECTION		
	ST'D. 8 INCH RAMP SECTION		
	ST'D. 10 INCH RAMP SECTION		
3-15	ST'D. PAVEMENT JOINTS SHEET "A" PLAN AND PROFILE		
	STRUCTURE DATA		
	STRUCTURE DATA		
16	ESTIMATE OF QUANTITIES		
	ESTIMATE OF QUANTITIES		
	MISCELLANEOUS STANDARDS, SHEET "MA"		
17	MISCELLANEOUS STANDARDS, SHEET "MB"	3-9-61	"R" 2-13-61
	MISCELLANEOUS STANDARDS, SHEET "MC"		
	MISCELLANEOUS STANDARDS, SHEET "MC-1"		
	MISCELLANEOUS STANDARDS, SHEET "MD"		
	MISCELLANEOUS STANDARDS, SHEET "MD-1"		
18	MISCELLANEOUS STANDARDS, SHEET "ME"	8-9-61	"R" 10-14-60
	MISCELLANEOUS STANDARDS, SHEET "MF"		
	MISCELLANEOUS STANDARDS, SHEET "MG"		
	MISCELLANEOUS STANDARDS, SHEET "MH"		
	MISCELLANEOUS STANDARDS, SHEET "MI"		
	MISCELLANEOUS STANDARDS, SHEET "MJ"		
	MISCELLANEOUS STANDARDS, SHEET "MK"		
19	MISCELLANEOUS STANDARDS, SHEET "ML"	5-9-61	"R" 4-11-61
	MISCELLANEOUS STANDARDS, SHEET "MP"		
20	MISCELLANEOUS STANDARDS, SHEET "MQ"	8-9-61	"R" 10-14-60
21	MISCELLANEOUS STANDARDS, SHEET "MR"	11-23-60	"R" 10-24-60
	MISCELLANEOUS STANDARDS, SHEET "S"		
	MISCELLANEOUS STANDARDS, SHEET "S-1"		
	MISCELLANEOUS STANDARDS, SHEET "MT"		
	MISCELLANEOUS STANDARDS, SHEET "MU"		
	MISCELLANEOUS STANDARDS, SHEET "MV"		
	MISCELLANEOUS STANDARDS, SHEET "MV-1"		
	ST'D. GUARD RAIL		
	STEEL BEAM GUARD RAIL		
	ST'D. FOR SUPERELEVATION		
	ST'D. FOR SUPERELEVATION AND WIDENING OF CURVES		
22	ST'D. DETOUR SIGNS, SHEET 1	1-26-62	"A" - Dec. 1961
22A	ST'D. DETOUR SIGNS, SHEET 2	1-26-62	"A" - Dec. 1961
22B	ST'D. DETOUR SIGNS, SHEET 3	1-26-62	"A" - Dec. 1961
22C	ST'D. DETOUR SIGNS, SHEET 4	1-26-62	"R" - 12-1-61
23-55	CROSS SECTIONS		

REVISIONS		
SHEET NO.	DATE	REVISED
6	7-23-62	PROVISIONAL R/W

DESIGN DATA	
A.D.T. (19)	V.P.D.
A.D.T. (19) PROJECTED	V.P.D.
D.H.V.	V.P.D.
DIRECTIONAL DISTRIBUTION	%
TRUCKS	%
DESIGN SPEED	M.P.H.
ACCESS CONTROL	

STATE OF INDIANA

STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED

STATE HIGHWAY

ST. PROJECT NO. 779 "A"

JEFFERSONVILLE-COLUMBUS

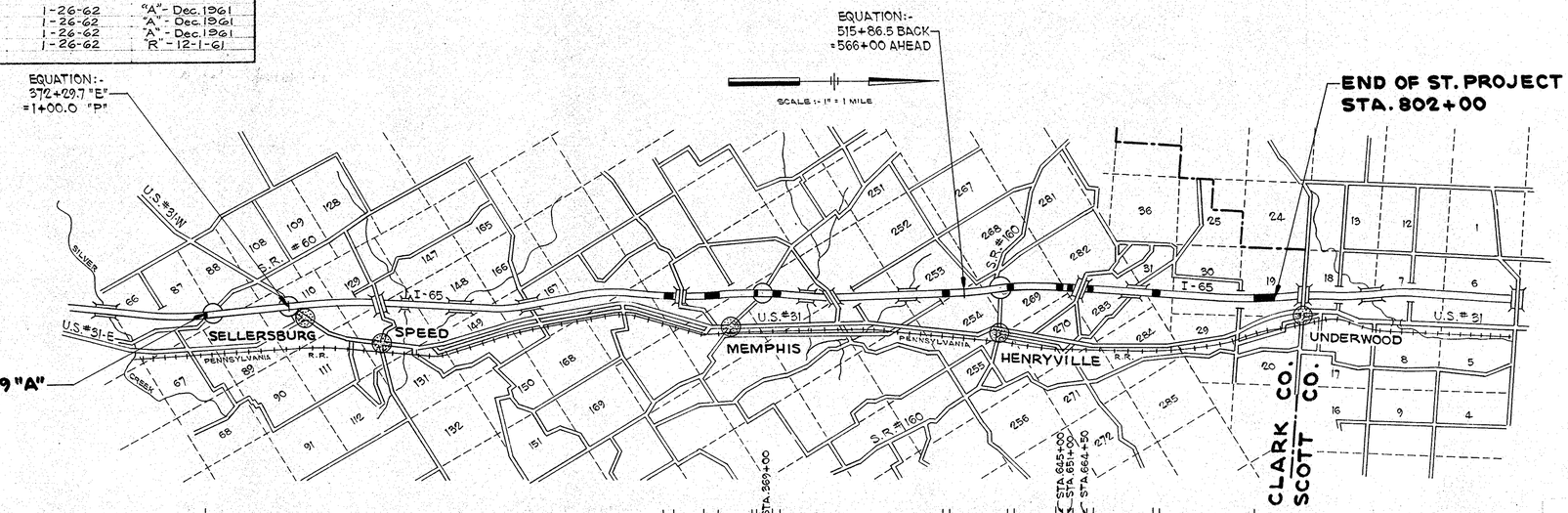
(BEGINNING AT A POINT ON ROAD I-65, APPROXIMATELY 1410 FEET SOUTH OF ROAD S.R. 60 AND PROCEEDING IN A NORTHERLY DIRECTION TO A POINT ON ROAD I-65, APPROXIMATELY 3093 FEET SOUTH OF THE CLARK-SCOTT COUNTY LINE, ALL IN CLARK COUNTY.)

Code 0008

GROSS LENGTH:- 16.084 MI.
NET LENGTH:- ~~1.545~~ 1.423 MI.

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

MAX. GRADE



STATE HIGHWAY DEPARTMENT OF INDIANA.
STANDARD SPECIFICATIONS DATED 1960
TO BE USED WITH THESE PLANS.

RECOMMENDED FOR APPROVAL 11/1/61

ENGINEER OF DESIGN, INDIANA STATE HIGHWAY COMMISSION

APPROVED 11-2-61

CHIEF ENGINEER, INDIANA STATE HIGHWAY COMMISSION

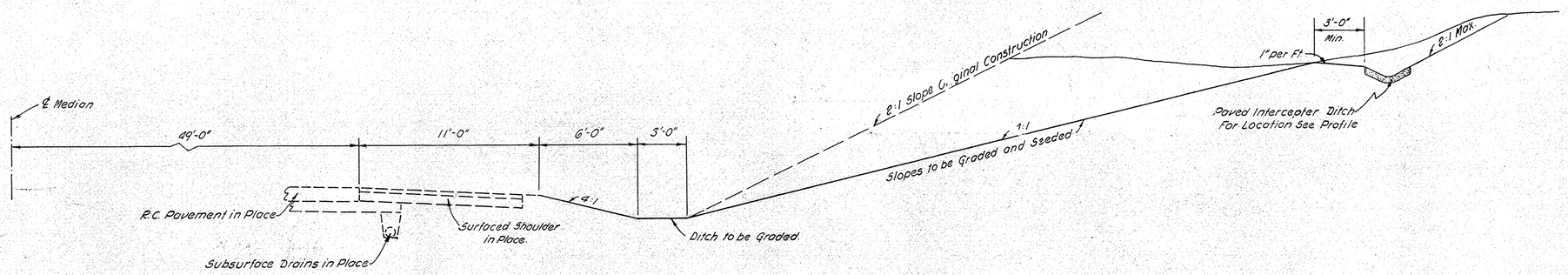
Code: 0008
St. - 779 "A"
I-65 Clark County
15 Sheets

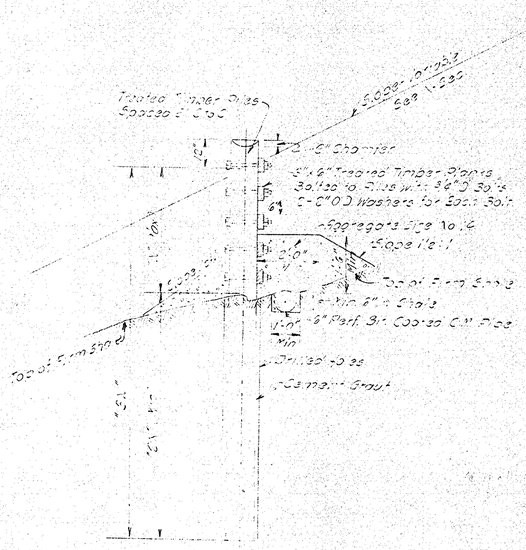
ROAD FILE:-

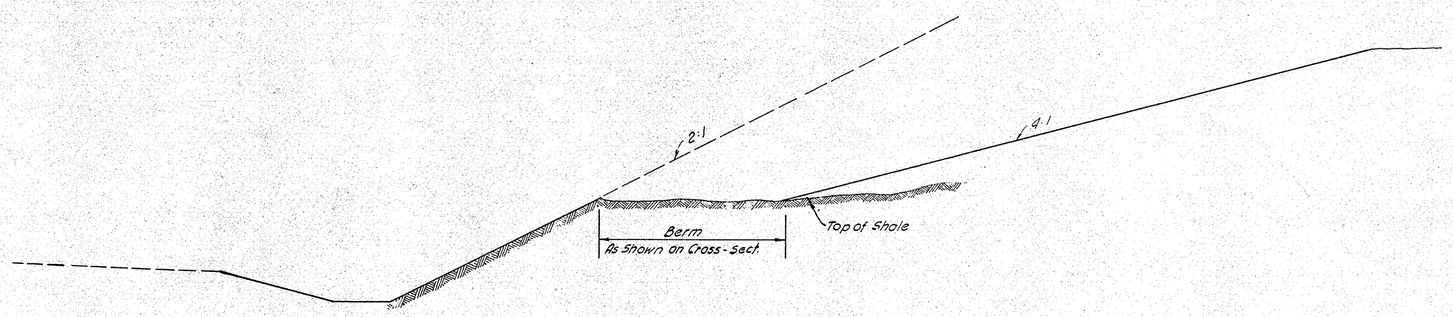
FEDERAL ROAD DIVISION NO.	STATE	S T PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
4	IND.	77.9"A"				

PARCEL	GRANTOR	TOTAL	R/W	RESIDUE LEFT	RESIDUE RIGHT	SHEET NO.
1	AMOS PIXLEY.	1.54 Ac.	0.93 Ac.		0.61 Ac.	4
2	JOHN SIMPSON	8.36 Ac.	0.61 Ac.		7.75 Ac.	5
3	JAMES. HAWES.	34.54 Ac.	0.619 Ac.	33.921 Ac.		6
3-A	" "	15.18 Ac.	0.591 Ac.		14.589 Ac.	6
	James H. & Helen L. Wright ?	22.5 Ac ?				
4	JAMES H. & HELEN L. WRIGHT	22.50 Ac.	0.34 Ac.	22.16 Ac.		7
5	CARL ELROD.	4.76 Ac.	0.33 Ac.	4.43 Ac.		10
6	CLARK STATE FORREST (STATE OF IND)		0.572 Ac.			11
6-A	" " " " "		0.856 Ac.			11
7	LILLIAN STATON	51.31 Ac.	0.38 Ac.	50.93 Ac.		12
8	WILLARD TERRY.	66.80 Ac.	0.37 Ac.		66.43 Ac.	13 & 14

FEDERAL ROAD REGION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	719 A	1966	2	







TYPICAL CROSS SECTIONS

SCALE:- 1½" = 1'-0"

APPROVED _____
CHIEF ENGINEER - INDIANA STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL _____
ENGINEER OF ROAD DESIGN, INDIANA STATE HIGHWAY COMMISSION

SLIDE ON RIGHT. 273+40 — 278+75

STATE HIGHWAY COMMISSION OF INDIANA

FED. ROAD DIST. NO.	STATE	ST PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	~~I-63 (5)~~ 179 A	1957	3	~~5~~

NOTE Sta 273+00 to Sta 301+00 See Sheets No 25, 26, 27 for Drainage, Curbs, Alignment, & R/W Reqd for S.R. 60 Interchange Area.

2,816 Lbs Reinf. Steel Reqd for Bridge Approach Slabs Project No. I-63 (17)

AMOS L. PIXLEY — MEADOW — PASTURE — AMOS L. PIXLEY — SOY BEANS — WEEDS — LAWN

OTTO F. KOEHLER — JOHN K. & MARY E. LONG — ALICE K. & JAMES H. DIETRICH — LEONARD & WILLA KEMPF

Frontage Road (Graded Surface) — Frontage Road Left — Limited Access R/W — Limited Access Line — Construction Limits — R/W

Δ = 10°41' LT.
D = 0°32'
T = 1004.7'
L = 2003.2
E = 46.9

POST 273+82.2 — POST 279+00.0 — POST 282+82.2 — POST 286+50.0

POC 282+00.0 "E" = POT 0+00 S-1-E — POC 286+50.0 = POT 5+00.0 — PI. 283+22.0

PC 273+17.3 — PT 283+20.5 — PI 1+49.1 — PI 4+40.7

STA 275+90 TO 279+00 DR. 2 AC. ON RT. C=0.4

STA. 279+00 TO 282+00 DR. 1.0 AC. ON RT. C=0.4

STA 279+00 TO 311+00 DR. 40 AC. ON RT. C=0.4

~~Sta 279+00 to 311+00 To Be Constructed Under Separate Contract~~

~~All R/W on this sheet to be as shown Limited access provisions to apply where indicated.~~

R/W REQ'D FOR SLIDE SHOWN ON FOLLOWING SHEET.

Electric - R.E.A.

POT. 270+82.1(IPF) — PC. 273+17.3(IPL) — POST. 273+82.2(I.P.L.) — PO.ST. 279+00.0(WHF.) — POT. 0+00.0 S-1-E — PC 0° 59.6(W.H.F.) S-1-E — COR. FR. PI 1+49.1(R.N.) S-1-E — PT. 2+30.9(R.N.) S-1-E — POT 4+00.0(R.N.) S-1-E — PI 283+22.0(I.P.F.) — POT. 5+00.0 S-2-E — (NO REF. AVAIL.) PT 4+40.7(W.H.F.) S2 E. — PI 3+50.8(R.N.) S-2-E.

BM. NO. 28	ELEV. 473.33	SPIKE IN 6" OAK 175' LT. STA. 274+95	
BM. NO. 29	ELEV. 481.10	SPIKE IN 24" MAPLE 130' RT. STA. 282+10	
BM. NO. 30	ELEV. 482.04	SPIKE IN 6" WALNUT 105' RT. STA. 292+35	
BM. NO. 31	ELEV. 500.63	SPIKE IN 8" TW. WALNUT 185' LT. STA. 302+68	

Grade for 20' Surface Frontage Road — Grade of Road in Place — Grade of Frontage Road Left

BALANCE NO. 1
Cut 1434 CY
Waste 1434 CY

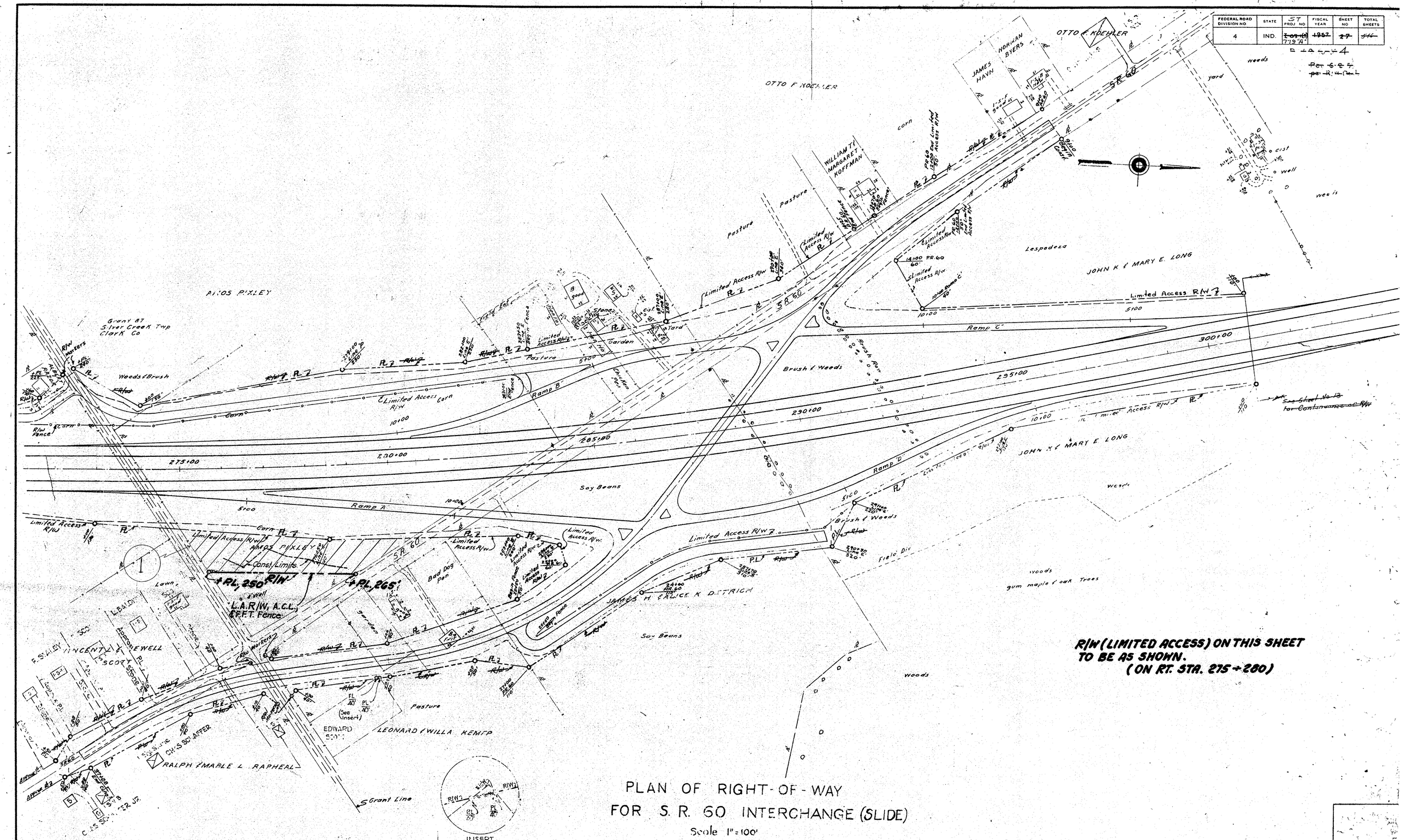
BALANCE NO. 2 — See following Sheet

EXCEPTION +0.80% — EXCEPTION +0.80%

PLATE I PLAN-PROFILE U. S. R. S. STANDARD
INDIANAPOLIS BLUE PRINT & BLUEPRINT COMPANY

PROJ.	LINE	SHEET	FILE
		3	

FEDERAL ROAD DIVISION NO.	STATE	ST PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
4	IND.	~~I-69 (5)~~ 719 "A"	~~1957~~	~~27~~	~~516~~



R/W (LIMITED ACCESS) ON THIS SHEET TO BE AS SHOWN. (ON RT. STA. 275 + 280)

PLAN OF RIGHT-OF-WAY FOR S. R. 60 INTERCHANGE (SLIDE)

Scale 1" = 100'

Federal Road Division No.	State	Project	Fiscal Year	Sheet No.	Total Sheets
4	IND	~~S-03-(11)~~	~~1957~~	~~11~~	~~145~~

ST-179"A"

SLIDE AREA ON RIGHT

GRADED FRONTAGE ROAD BETWEEN STA 303+00 TO STA 313+50 LINE Q PROJ. I-03-1(14) TO BE CONSTRUCTED UNDER PROJ. I-03-1(14)

Sta. 292-309+82 on Lt. Drains 52 Ac. C-0.7

~~STRUCTURE NO. 71 +00 930'-54" CL 3 Pipe Req'd on 45° Skew~~
~~Const. Inlet & Outlet Ditches~~
~~20 SYS. of Rip Rap Req'd on Outlet End.~~

~~STRUCTURE NO. 74 120'-54" CL 3 Pipe Req'd 15° Skew~~
~~STRUCTURE NO. 70 Std. Inlet Type E-7 & 100'-12" CL 1 Pipe Req'd~~
~~Const. Hdwl. on Outlet End~~

~~STRUCTURE NO. 69 Std. Inlet Type E-7 & 88'-12" CL 1 Pipe Req'd~~
~~Const. Hdwl. on Outlet End~~

~~STRUCTURE NO. 79 72'-12" & 71'-Struct. Plate Pipe Arch Req'd 15° Skew~~
~~No. 7 Gage, Sec. Mod. 0.989 in.²~~
~~No. 5 Gage Bot. Plates, Sec. Mod. 0.114 in.²~~
~~Const. Inlet and Outlet Ditches~~
~~+651 Lf.~~
~~Note: 250 Tons Comp. Aggr. Base Req'd. for Temp. Crossing of Co. Rd. #14 at Sta. 309+90~~

309+82 - 329+82
Drs. 800 Acs. C-0.5
Class V Drive Req'd.

~~STRUCTURE NO. 80 230'-54" CL 4-74 Lf-Str. Pl. Pipe Arch Req'd 15° Skew~~
~~No. 5 Gage, Sec. Mod. 0.147 in.²~~
~~No. 3 Gage, Bot. Pls., Sec. Mod. 0.1303 in.²~~
~~Const. Outlet Ditch~~

~~STRUCTURE NO. 83 296'-60" CL 7 Pipe Req'd 45° Bend Req'd.~~

BERTRAM & BERTHA COMBS

Type "B" Approach

~~STRUCTURE NO. 77 392'-6" CL 7 Pipe Req'd.~~
~~301+75 to 311+50 Lt.~~

Type B 5+00 Approach

Const. Graded Frontage Road

128' Limited Access R/W Fence

Posture (Small trees)

~~STRUCTURE NO. 85~~
See Following Sheet
JAMES E. HAWES, SR.

~~STRUCTURE NO. 82 168'-6" CL 7 Pipe Req'd 1-45° Bend Req'd.~~

NINA & ELLA COMBS

~~STRUCTURE NO. 78 Std. Inlet Type E-7 & 106'-12" CL 1 Pipe Req'd Const. Hdwl. on Outlet End Const. Outlet Ditch 20 SYS. of Rip Rap~~

~~STRUCTURE NO. 81 Std. Inlet Type E-7 & 74'-12" CL1 Pipe Req'd. Const. Hdwl. on Outlet End~~

JAMES G. & BESSIE J. STEPHENS

WM. W. & RUTH WEAVER

~~STRUCTURE NO. 66~~
See Preceding Sheet

CLASS V DRIVE ~~Req'd.~~ Constructed on Limits

Const. Graded Frontage Road

150' R/W Req'd.

100' Limited Access R/W Fence

120' Limited Access R/W Fence

100' R/W Req'd.

Coaxial Cable, 36" ± deep - Sta. 289+58

~~36" ± Deep~~

Brush, small trees

Brush Woods

Fld. Div.

Const. Limits

L.A.R/W, A.C.L., & F.F.T. Fence

BERTRAM & BERTHA COMBS

~~STRUCTURE NO. 67 136'-6" CL 7 Pipe Req'd 1-45° Bend Req'd.~~

~~STRUCTURE NO. 68 105'-6" CL 7 Pipe Req'd 1-45° Bend Req'd.~~

~~STRUCTURE NO. 72 132'-6" CL 7 Pipe Req'd 1-45° Bend Req'd.~~

~~STRUCTURE NO. 2 To Be Const. Under Separate Contract Proj. I-03-1(14)~~

~~STRUCTURE NO. 75 & 76 Std. R.C. Spring Box Req'd. 106'-6" BCCMP Req'd. on 15° Skew~~

~~STRUCTURE NO. 73 Std. Inlet Type E-7 & 124'-12" CL 1 Pipe Req'd on 30° Skew Const. Hdwl. on Outlet End~~

ALL R/W ON THIS SHEET ~~100' ON EACH SIDE OF ℄ EXCEPT~~ AS SHOWN. ~~(LIMITED ACCESS TO APPLY WHERE SHOWN)~~

R/W (LIMITED ACCESS) ON THIS SHEET TO BE AS SHOWN. (ON RT. STA. 298 + 304)

Line S-3-Q

N.O.R.A.
P.O.T. 289+24.8 (I.P.F.)
P.O.T. 292+95.3 (I.P.F.)
P.C. 301+60.1 (I.P.F.)
P.O.S.T. 302+00.0 (I.P.L.)
P.O.S.T. 306+00.0 (I.P.F.)
P.O.S.T. 308+75.0 (I.P.F.)
P.O.C. 308+82.6 (I.P.F.)
P.O.T. 7147.7 "S-3-Q" Rev.
P.O.S.T. 310+00.0 (I.P.F.)
P.I. 310+55.9 (I.P.F.)
P.O.S.T. (P.I. +140.5) I.P.F.

B.M. #12 "Q" Elev. 550.55' Boat Spike 18" Walnut 158' Lt. Sta. 289+
B.M. #13 "Q" Elev. 548.35' Boat Spike 10" Walnut 136' Rt. Sta. 290+
B.M. #14 "Q" Elev. 535.26' Boat Spike 6" Sassafras 100' Rt. Sta. 294+
Perm. Q(#) "Q" Elev. 495.28' Boat Spike 18" Shag Hick. 46' Lt. Sta. 307+
B.M. #15 "Q" Elev. 472.83' Boat Spike 12" Sycamore 60' Rt. Sta. 312+
B.M. #16 "Q" Elev. 519.61' Boat Spike 5" Persimmon 60' Lt. Sta. 316+

PROFILE

ELEV. 552.02
V.C. = 1450'

PROFILE GRADE INTERSTATE

GRADE SPEC 3' BOT. DITCH LT.

TOP CASTING 525.69

INV. AT INLET 523.19

BALANCE NO. 6
CUT = 29702 CYDS.
FILL 25% = 26404 CYDS.
OVERHAUL = 9298 CYDS.
ABOVE OVERHAUL TO BE USED IN BALANCE NO. 7

BALANCE NO. 7
CUT = 40906 CYDS.
FILL 25% = 30829 CYDS.
WASTE = 77 CYDS.

BALANCE NO. 8
Cut 10615 CY
Waste 10615 CY

EXCEPTION

450' Farm Field Fence To Be Replaced 180' Farm Field Fence Req'd.

GUIDE POSTS SEE PRECEDING SHEET

INV. DOWNSTREAM 34" UNDER INTERSTATE

TOP CASTING 490.44

INV. AT INLET 484.33

TOP CASTING 476.39

INV. AT INLET 474.39

FIN GRADE OF FRONT. RD. LEFT

FIN GRADE OF FRONT. RD. RIGHT

GRADE SPEC 3' BOT. DITCH RT.

GRADE SPEC 4' BOT. DITCH LEFT

INV. DOWNSTREAM 34" UNDER INTERSTATE

INV. 6'-6" INTERSTATE

INV. DOWNSTREAM 42" UNDER INTERSTATE

FRONT. RD.

STA. 288 89 290 91 92 93 94 295 96 97 98 99 300 01 02 03 04 305 06 07 08 09 310 11 12 13 14 15 16 17 18

PLATE 1—PLAN-PROFILE & TABULATED DATA

The Engineering Co. Chicago

Federal Route Number	State	District	Federal Aid	Sheet No.	Total Sheets
4	IND.	~~7-03-A (1)~~	~~1957~~	~~13~~	~~58~~ 95

ST-7179 A G

REV. 7-23-62 PER R/W DEPT.
PROVISIONAL R/W

SLIDE AREA ON LT. | SLIDE AREA ON RT.

320 325 330 335 340 345 350

Δ = 1° 54' Lt.
D = 0° 57.0'
T = 805.8'
L = 1788.0'
E = 46.50'

L.A.R/W, A.C.L., F.F.T. Fence
+00, 180'
180' R/W
+00, 120'
R/W
PROVISIONAL R/W (TEMP. FENCE REQ'D.)
Const. Limits
P.L.
Std. Ditch
Const. 15 of Type 4 Ditch on slope
Line Q
P.O.T. +55.1
P.O.T. +42.7
P.O.T. +53.6
N 09° 35' W
Elect. fences
Grant 202
ARTHUR & M. HEATH
PAUL & CATHERINE CHERRY
JAMES E. HAWES, SR.
Grant 203
JOSEPH JR & M.C. BREIHOFF
GRANT LINE
GRANT LINE (Grant Co. Rd. 250 S)
L100' Limited Access R/W Fence
200' Temp R/W Reqd for Outlet ditch on Rt.
Trees along fence line
8 Ash - 10"-20"
11 W.Chy - 10"-30"
3 Oak - 8"-14"

319+00 - 329+00 on Rt.
Drs. 9 Ac. C = 0.4
STRUCTURE NO. 84
16B'-24" CL I Pipe Req'd.
30° Skew Const. Inlet and Outlet ditches
~~STRUCTURE NO. 82~~
~~See Preceding Sheet~~

316+25 - 321+00 Rt.
~~STRUCTURE NO. 86~~
~~48.2' - 6" CL I Pipe Req'd.~~

STRUCTURE NO. 86
Std. Inlet Type E-7 &
76' - 12" CL I Pipe Req'd.
Const. Hdw. on Outlet End

329+00 - 342+00 on Lt. Drs 42 Ac. C = 0.5
STRUCTURE NO. 89
246' - 42" CL A Pipe Req'd on 30° skew
105 SYDS Rip Rap Req'd. on Inlet End.
Const. Inlet and Outlet ditches.

STRUCTURE NO. 87 -
108'-6" CL I Pipe Req'd
321+25 to 332+00 Lt.

~~STRUCTURE NO. 88~~
~~106' - 6" CL I Pipe Req'd~~
22+00 - 332+00 Rt.

~~Const Spec 8' Bot. Dit on Lt~~

~~STRUCTURE NO. 91~~
~~816'-6" CL I Pipe Req'd~~
~~Connect to Str. No. 93~~
336+45 to 344+60 Lt.

~~STRUCTURE NO. 92~~
~~512 6" CL I Pipe Req'd~~
~~1-45° Bend Req'd.~~

~~STRUCTURE NO. 90~~
~~Std. Inlet Type E-7 &~~
~~74' - 12" CL I Pipe Req'd~~
~~Const. Hdw. on Outlet End~~

~~STRUCTURE NO. 93~~
~~274'-6" CL I Pipe Req'd~~
~~Connect to Str. No. 95~~
~~344+60 - 347+34 Lt.~~

346+00 - 355+00 on Lt
Drs. 10 Ac. C = 0.4
STRUCTURE NO. 95
214'-24" CL I Pipe Req'd
on 45° Skew
Const. Inlet and outlet ditches

342+00 - 346+00 on Lt Drs. 6 Acs. C = 0.5
~~STRUCTURE NO. 93~~
156'-24" CL I Pipe Req'd
Const. Inlet & Outlet ditches +60

~~STRUCTURE NO. 96~~
~~Std. Inlet Type F-7~~
~~Connect to Str. No. 95~~

~~STRUCTURE NO. 97~~
~~See Following Sheet~~

~~STRUCTURE NO. 98~~
~~See Following Sheet~~

~~ALL R/W ON THIS SHEET 100' ON EACH SIDE OF ℄ EXCEPT AS SHOWN. (LIMITED ACCESS TO APPLY WHERE SHOWN)~~

ALL R/W (LIMITED ACCESS) TO BE AS SHOWN.
ON LT. STA. 319 TO 325
ON RT. STA. 325 TO 331

Δ = 13° - 13' - 30" Rt
D = 0° - 40'
T = 996.4'
L = 1983.7'
E = 57.52'

P.T. 319+45.1
P.O.T. 321+55.1 (I.P.F.)
P.O.T. 326+42.7 (I.P.F.)
P.O.T. 329+53.6 (I.P.F.)
P.C. 337+03.7 (I.P.F.)
P.O.S.T. 339+14.9 (I.P.F.)
P.I. 347+00.1 (I.P.F.) N.O.R.A.

B.M. "16'Q" Elev. 518.61' Boot Spike in 5" Persimmon 69' Rt. Sta. 318+34
B.M. "17'Q" Elev. 535.90' Boot Spike in 8" Persimmon 185' Rt. Sta. 330+00
B.M. "18'Q" Elev. 512.88' Boot Spike in 8" Oak tree 128' Rt. Sta. 337+00
B.M. "19'Q" Elev. 517.43' Boot Spike in 8" Ash tree 373' Rt. Sta. 346+82

421 LF of Fused Tile Interceptor Ditch Req'd. on Lt. Sta. 321+50

300 LF PAVED SIDE DITCH TYPE A AND 893 YDS OF SODDING REQ'D. ON LEFT.

ELEV. 531.02
V.C. = 900

~~BALANCE NO. 2~~
~~CUT = 39466 CYDS.~~
~~FILL 120% = 59,356 CYDS.~~
~~WASTE = 110 CYDS.~~
~~ABOVE QUANTITIES INCLUDE 198 CYDS. FILL FOR INCL. IN AREA CONSTRUCTION ON FRONTAGE ROAD~~

Grade at Fused Interceptor Ditch on Lt. -3.0%

EXCEPTION FROM STA 304+00

BALANCE NO. 1
Cut = 2989 C.Y.
Fill = 2989 C.Y.

BALANCE NO. 3
CUT = 1951 CYS.
WASTE = 1951 CYS.

BALANCE NO. 4
CUT = 895 CYS.
FILL 120% = 100 CYS.
WASTE = 795 CYS.

700 L.Ft. SALVAGING AND ERECTING F.F.T. FENCE AND 150 L.Ft. F.F.T. FENCE REQ'D. ON RT.

~~315 LF TYPE A PAVED SIDE DITCH REQ'D ON LT.~~
~~685 LF TYPE A PAVED SIDE DITCH REQ'D ON RT.~~
SEE PRECEDING SHEET FOR ADDITION ON RT.

SEE PRECEDING SHEET FOR R.S. DITCH ON LT.

475 Lft. Farm Field Type Fence to be Relocated on Left
190 Lft. Farm Field Type Fence Right on Left

~~350 LF TYPE A REQ'D. REQ'D ON LT.~~
~~95 SYDS SODDING REQ'D ON RT.~~

EXCEPTION TO STA 339+00

10 GUIDE POSTS TYPE A REQ'D. IN
10 GUIDE POSTS TYPE A REQ'D. RT.

~~300 LF TYPE A R.S.D. REQ'D ON RT.~~

~~185 LF TYPE A R.S.D. REQ'D ON LT.~~

~~STD. GUARD RAIL REQ'D. 4' LT. ℄ SEE FOLLOWING SHEET~~

PROFILE GRD. OF INTERSTATE IN PLACE

℄ = 0.33%

TOP CASTING 523.39
12" V. A. INLET 520.89
INV. 12" 520.00
FL. 519.00
GRD. SPEC. 3' BOT. DIT. RT.
FL. DIT. RT. 522.98
FL. INV. T 508.50
FL. DIT AND INV. OF 42" PIPE ON LT. = EL. 504.00

TOP CASTING 518.27
INV. F-7 515.10
(N. RT. F-7 515.05)
INV. ON LT. ℄ EL. ELEV. 512.20
INV. ON RT. ELEV. 514.00
INV. ON RT. ELEV. 511.80
GRD. OF SPEC. MED. DIT.
FL. 518.86
GRD. OF SPEC. 3' BOT. DIT. LT.

FL. 519.77

FL. DIT. LT. 504.00
FL. 506.60
FL. DIT. RT. AND INV. ON RT.
503.50

FL. 516.76
INV. 12" 511.69
INV. 24" PIPE ON RT. = 508.00
GRD. OF SPEC. 3' BOT. DIT. RT.
INV. 24" PIPE ON LT. 502.56
GRD. OF SPEC. 3' BOT. DIT. LT.
FL. LT. 496.00

Con. F.P. 52.42'
F.P. 8" W. Chy.
8" Oak
8" Syc.
15" Hick
6" Ash
4" Pers.
6" Hick
4" Tw. Syc.
18" Maple
8" Gum
15" W. Chy
4" Loc.
6" Loc.

Sta. 318 19 320 21 22 23 24 325 26 27 28 29 330 31 32 33 34 335 36 37 38 39 340 41 42 43 44 345 46 47 48 49 350

Elev. 550 540 530 520 510 500 490

PLATE 1—PLAN-PROFILE: C. P. B. & B. E. STANDARD
THE FREDERICK POST CO., Chicago

PLAN
SURVEYED:
PLOTTED
GRADES CHECKED:
ALIGNMENT CHECKED:
R/W LINE
STRUCTURE NO. & TYPE CHKD.
NOTE BOOK
NO. 2384
NO. 2387
DATE 9-22
BY V.O. McDonald
R.D. Lucas
9-22

PROFILE
SURVEYED:
PLOTTED
GRADES CHECKED:
STRUCTURE NO. & TYPE CHKD.
NOTE BOOK
NO. 2384
NO. 2387
DATE 9-22
BY V.O. McDonald
R.D. Lucas
9-22

SLIDE ON LT. See Following Sheet

SLIDE ON LEFT

FEDERAL AID PROJECT | STATE | FISCAL YEAR | SHEET NO. | TOTAL SHEETS
779-A 7

PLAN — SURVEYED | DRAWN | TRACED | GRADES CHECKED | B.M.'S NOTED | STRUCTURE DETAILS CHKD. | ALIGNMENT CHECKED | RT. OF WAY CHECKED | NOTE BOOK | NO. | BY | DATE

PROFILE — SURVEYED | DRAWN | TRACED | GRADES CHECKED | B.M.'S NOTED | STRUCTURE DETAILS CHKD. | NOTE BOOK | NO. | BY | DATE

STRUCTURE NO. 106 See Sheet No. 24A

STRUCTURE NO. 109A See Sheet No. 24A

STRUCTURE NO. 107 See Sheet No. 24A

STRUCTURE NO. 108A See Sheet No. 24A

STRUCTURE NO. 109 See Sheet No. 24C

STRUCTURE NO. 99 See Sheet No. 24A

STRUCTURE NO. 97 See Sheet No. 24A

STRUCTURE NO. 132B See Sheet No. 24A

STRUCTURE NO. 101 See Sheet No. 24A

STRUCTURE NO. 101A See Sheet No. 24A

STRUCTURE NO. 100A See Sheet No. 24A

STRUCTURE NO. 103A See Sheet No. 24B

STRUCTURE NO. 110 See Sheet No. 24A

STRUCTURE NO. 111 See Sheet No. 24A

STRUCTURE NO. 111A See Sheet No. 24A

STRUCTURE NO. 111B See Sheet No. 24A

STRUCTURE NO. 118 24" Inlet Type C-22 76-12"CI. A Pipe Reqd. Const. Hdw. on Outlet End

STRUCTURE NO. 117 483-6" CI. A Pipe Reqd. 1-45° Bend Reqd. 368+40 - 373+15 Rt.

FLOYD R. & JESSIE V. GROSKURD

J.H. & H.L. WRIGHT

G.L. KING

James H. & Helen L. Wright

CHAS. H. DUNLEVY (etux)

348+00 - 7+00 S.W. RAMP

Comm. Pond (Stocked)

Stock Pond

Drain

Trees & brush along fence line

Pasture (Grass & Weeds)

Limited Access R/W Fence

100' R/W Reqd.

150 R/W

Const. Limits

+25, 150'

Begin Limited Access R/W & R/W Fence

End Limited Access R/W & R/W Fence

Line "Q"

Line "S-34-Q"

Line "S-34-A"

Line "S-34-B"

Line "S-34-C"

Line "S-34-D"

Line "S-34-E"

Line "S-34-F"

Line "S-34-G"

Line "S-34-H"

Line "S-34-I"

Line "S-34-J"

Line "S-34-K"

Line "S-34-L"

Line "S-34-M"

Line "S-34-N"

Line "S-34-O"

Line "S-34-P"

Line "S-34-Q"

Line "S-34-R"

Line "S-34-S"

Line "S-34-T"

Line "S-34-U"

Line "S-34-V"

Line "S-34-W"

Line "S-34-X"

Line "S-34-Y"

Line "S-34-Z"

Line "S-34-AA"

Line "S-34-AB"

Line "S-34-AC"

Line "S-34-AD"

Line "S-34-AE"

Line "S-34-AF"

Line "S-34-AG"

Line "S-34-AH"

Line "S-34-AI"

Line "S-34-AJ"

Line "S-34-AK"

Line "S-34-AL"

Line "S-34-AM"

Line "S-34-AN"

Line "S-34-AO"

Line "S-34-AP"

Line "S-34-AQ"

Line "S-34-AR"

Line "S-34-AS"

Line "S-34-AT"

Line "S-34-AU"

Line "S-34-AV"

Line "S-34-AW"

Line "S-34-AX"

Line "S-34-AY"

Line "S-34-AZ"

Line "S-34-BA"

Line "S-34-BB"

Line "S-34-BC"

Line "S-34-BD"

Line "S-34-BE"

Line "S-34-BF"

Line "S-34-BG"

Line "S-34-BH"

Line "S-34-BI"

Line "S-34-BJ"

Line "S-34-BK"

Line "S-34-BL"

Line "S-34-BM"

Line "S-34-BN"

Line "S-34-BO"

Line "S-34-BP"

Line "S-34-BQ"

Line "S-34-BR"

Line "S-34-BS"

Line "S-34-BT"

Line "S-34-BU"

Line "S-34-BV"

Line "S-34-BW"

Line "S-34-BX"

Line "S-34-BY"

Line "S-34-BZ"

Line "S-34-CA"

Line "S-34-CB"

Line "S-34-CC"

Line "S-34-CD"

Line "S-34-CE"

Line "S-34-CF"

Line "S-34-CG"

Line "S-34-CH"

Line "S-34-CI"

Line "S-34-CJ"

Line "S-34-CK"

Line "S-34-CL"

Line "S-34-CM"

Line "S-34-CN"

Line "S-34-CO"

Line "S-34-CP"

Line "S-34-CQ"

Line "S-34-CR"

Line "S-34-CS"

Line "S-34-CT"

Line "S-34-CU"

Line "S-34-CV"

Line "S-34-CW"

Line "S-34-CX"

Line "S-34-CY"

Line "S-34-CZ"

Line "S-34-DA"

Line "S-34-DB"

Line "S-34-DC"

Line "S-34-DD"

Line "S-34-DE"

Line "S-34-DF"

Line "S-34-DG"

Line "S-34-DH"

Line "S-34-DI"

Line "S-34-DJ"

Line "S-34-DK"

Line "S-34-DL"

Line "S-34-DM"

Line "S-34-DN"

Line "S-34-DO"

Line "S-34-DP"

Line "S-34-DQ"

Line "S-34-DR"

Line "S-34-DS"

Line "S-34-DT"

Line "S-34-DU"

Line "S-34-DV"

Line "S-34-DW"

Line "S-34-DX"

Line "S-34-DY"

Line "S-34-DZ"

Line "S-34-EA"

Line "S-34-EB"

Line "S-34-EC"

Line "S-34-ED"

Line "S-34-EE"

Line "S-34-EF"

Line "S-34-EG"

Line "S-34-EH"

Line "S-34-EI"

Line "S-34-EJ"

Line "S-34-EK"

Line "S-34-EL"

Line "S-34-EM"

Line "S-34-EN"

Line "S-34-EO"

Line "S-34-EP"

Line "S-34-EQ"

Line "S-34-ER"

Line "S-34-ES"

Line "S-34-ET"

Line "S-34-EU"

Line "S-34-EV"

Line "S-34-EW"

Line "S-34-EX"

Line "S-34-EY"

Line "S-34-EZ"

Line "S-34-FA"

Line "S-34-FB"

Line "S-34-FC"

Line "S-34-FD"

Line "S-34-FE"

Line "S-34-FF"

Line "S-34-FG"

Line "S-34-FH"

Line "S-34-FI"

Line "S-34-FJ"

Line "S-34-FK"

Line "S-34-FL"

Line "S-34-FM"

Line "S-34-FN"

Line "S-34-FO"

Line "S-34-FP"

Line "S-34-FQ"

Line "S-34-FR"

Line "S-34-FS"

Line "S-34-FT"

Line "S-34-FU"

Line "S-34-FV"

Line "S-34-FW"

Line "S-34-FX"

Line "S-34-FY"

Line "S-34-FZ"

Line "S-34-GA"

Line "S-34-GB"

Line "S-34-GC"

Line "S-34-GD"

Line "S-34-GE"

Line "S-34-GF"

Line "S-34-GG"

Line "S-34-GH"

Line "S-34-GI"

Line "S-34-GJ"

Line "S-34-GK"

Line "S-34-GL"

Line "S-34-GM"

Line "S-34-GN"

Line "S-34-GO"

Line "S-34-GP"

Line "S-34-GQ"

Line "S-34-GR"

Line "S-34-GS"

Line "S-34-GT"

Line "S-34-GU"

Line "S-34-GV"

Line "S-34-GW"

Line "S-34-GX"

Line "S-34-GY"

Line "S-34-GZ"

Line "S-34-HA"

Line "S-34-HB"

Line "S-34-HC"

Line "S-34-HD"

Line "S-34-HE"

Line "S-34-HF"

Line "S-34-HG"

Line "S-34-HH"

Line "S-34-HI"

Line "S-34-HJ"

Line "S-34-HK"

Line "S-34-HL"

Line "S-34-HM"

Line "S-34-HN"

Line "S-34-HO"

Line "S-34-HP"

Line "S-34-HQ"

Line "S-34-HR"

Line "S-34-HS"

Line "S-34-HT"

Line "S-34-HU"

Line "S-34-HV"

Line "S-34-HW"

Line "S-34-HX"

Line "S-34-HY"

Line "S-34-HZ"

Line "S-34-IA"

Line "S-34-IB"

Line "S-34-IC"

Line "S-34-ID"

Line "S-34-IE"

Line "S-34-IF"

Line "S-34-IG"

Line "S-34-IH"

Line "S-34-II"

Line "S-34-IJ"

Line "S-34-IK"

Line "S-34-IL"

Line "S-34-IM"

Line "S-34-IN"

Line "S-34-IO"

Line "S-34-IP"

Line "S-34-IQ"

Line "S-34-IR"

Line "S-34-IS"

Line "S-34-IT"

Line "S-34-IU"

Line "S-34-IV"

Line "S-34-IW"

Line "S-34-IX"

Line "S-34-IY"

Line "S-34-IZ"

Line "S-34-JA"

Line "S-34-JB"

Line "S-34-JC"

Line "S-34-JD"

Line "S-34-JE"

Line "S-34-JF"

Line "S-34-JG"

Line "S-34-JH"

Line "S-34-JI"

Line "S-34-JJ"

Line "S-34-JK"

Line "S-34-JL"

Line "S-34-JM"

Line "S-34-JN"

Line "S-34-JO"

Line "S-34-JP"

Line "S-34-JQ"

Line "S-34-JR"

Line "S-34-JS"

Line "S-34-JT"

Line "S-34-JU"

Line "S-34-JV"

Line "S-34-JW"

Line "S-34-JX"

Line "S-34-JY"

Line "S-34-JZ"

Line "S-34-KA"

Line "S-34-KB"

Line "S-34-KC"

Line "S-34-KD"

Line "S-34-KE"

Line "S-34-KF"

Line "S-34-KG"

Line "S-34-KH"

Line "S-34-KI"

Line "S-34-KJ"

Line "S-34-KK"

Line "S-34-KL"

Line "S-34-KM"

Line "S-34-KN"

Line "S-34-KO"

Line "S-34-KP"

Line "S-34-KQ"

Line "S-34-KR"

Line "S-34-KS"

Line "S-34-KT"

Line "S-34-KU"

Line "S-34-KV"

Line "S-34-KW"

Line "S-34-KX"

Line "S-34-KY"

Line "S-34-KZ"

Line "S-34-LA"

Line "S-34-LB"

Line "S-34-LC"

Line "S-34-LD"

Line "S-34-LE"

Line "S-34-LF"

Line "S-34-LG"

Line "S-34-LH"

Line "S-34-LI"

Line "S-34-LJ"

Line "S-34-LK"

Line "S-34-LL"

Line "S-34-LM"

Line "S-34-LN"

Line "S-34-LO"

Line "S-34-LP"

Line "S-34-LQ"

Line "S-34-LR"

Line "S-34-LS"

Line "S-34-LT"

Line "S-34-LU"

Line "S-34-LV"

Line "S-34-LW"

Line "S-34-LX"

Line "S-34-LY"

Line "S-34-LZ"

Line "S-34-MA"

Line "S-34-MB"

Line "S-34-MC"

Line "S-34-MD"

Line "S-34-ME"

Line "S-34-MF"

Line "S-34-MG"

Line "S-34-MH"

Line "S-34-MI"

Line "S-34-MJ"

Line "S-34-MK"

Line "S-34-ML"

Line "S-34-MM"

Line "S-34-MN"

Line "S-34-MO"

Line "S-34-MP"

Line "S-34-MQ"

Line "S-34-MR"

Line "S-34-MS"

Line "S-34-MT"

Line "S-34-MU"

Line "S-34-MV"

Line "S-34-MW"

Line "S-34-MX"

Line "S-34-MY"

Line "S-34-MZ"

Line "S-34-NA"

Line "S-34-NB"

Line "S-34-NC"

Line "S-34-ND"

Line "S-34-NE"

Line "S-34-NF"

Line "S-34-NG"

Line "S-34-NH"

Line "S-34-NI"

Line "S-34-NJ"

Line "S-34-NK"

Line "S-34-NL"

Line "S-34-NM"

Line "S-34-NN"

Line "S-34-NO"

Line "S-34-NP"

Line "S-34-NQ"

Line "S-34-NR"

Line "S-34-NS"

Line "S-34-NT"

Line "S-34-NU"

Line "S-34-NV"

Line "S-34-NW"

Line "S-34-NX"

Line "S-34-NY"

Line "S-34-NZ"

Line "S-34-OA"

Line "S-34-OB"

Line "S-34-OC"

Line "S-34-OD"

Line "S-34-OE"

Line "S-34-OF"

Line "S-34-OG"

Line "S-34-OH"

Line "S-34-OI"

Line "S-34-OJ"

Line "S-34-OK"

Line "S-34-OL"

Line "S-34-OM"

Line "S-34-ON"

Line "S-34-OO"

Line "S-34-OP"

Line "S-34-OQ"

Line "S-34-OR"

Line "S-34-OS"

Line "S-34-OT"

Line "S-34-OU"

Line "S-34-OV"

Line "S-34-OW"

Line "S-34-OX"

Line "S-34-OY"

Line "S-34-OZ"

Line "S-34-PA"

Line "S-34-PB"

Line "S-34-PC"

Line "S-34-PD"

Line "S-34-PE"

Line "S-34-PF"

Line "S-34-PG"

Line "S-34-PH"

Line "S-34-PI"

Line "S-34-PJ"

Line "S-34-PK"

Line "S-34-PL"

Line "S-34-PM"

Line "S-34-PN"

Line "S-34-PO"

Line "S-34-PP"

Line "S-34-PQ"

Line "S-34-PR"

Line "S-34-PS"

Line "S-34-PT"

Line "S-34-PU"

Line "S-34-PV"

Line "S-34-PW"

Line "S-34-PX"

Line "S-34-PY"

Line "S-34-PZ"

Line "S-34-QA"

Line "S-34-QB"

Line "S-34-QC"

Line "S-34-QD"

Line "S-34-QE"

Line "S-34-QF"

Line "S-34-QG"

Line "S-34-QH"

Line "S-34-QI"

Line "S-34-QJ"

Line "S-34-QK"

Line "S-34-QL"

Line "S-34-QM"

Line "S-34-QN"

Line "S-34-QO"

Line "S-34-QP"

Line "S-34-QQ"

Line "S-34-QR"

Line "S-34-QS"

Line "S-34-QT"

Line "S-34-QU"

Line "S-34-QV"

Line "S-34-QW"

Line "S-34-QX"

Line "S-34-QY"

Line "S-34-QZ"

Line "S-34-RA"

Line "S-34-RB"

Line "S-34-RC"

Line "S-34-RD"

Line "S-34-RE"

Line "S-34-RF"

Line "S-34-RG"

Line "S-34-RH"

Line "S-34-RI"

Line "S-34-RJ"

Line "S-34-RK"

Line "S-34-RL"

Line "S-34-RM"

Line "S-34-RN"

Line "S-34-RO"

Line "S-34-RP"

Line "S-34-RQ"

Line "S-34-RR"

Line "S-34-RS"

Line "S-34-RT"

Line "S-34-RU"

Line "S-34-RV"

Line "S-34-RW"

Line "S-34-RX"

Line "S-34-RY"

Line "S-34-RZ"

Line "S-34-SA"

Line "S-34-SB"

Line "S-34-SC"

Line "S-34-SD"

Line "S-34-SE"

Line "S-34-SF"

Line "S-34-SG"

Line "S-34-SH"

Line "S-34-SI"

Line "S-34-SJ"

Line "S-34-SK"

Line "S-34-SL"

Line "S-34-SM"

Line "S-34-SN"

Line "S-34-SO"

Line "S-34-SP"

Line "S-34-SQ"

Line "S-34-SR"

Line "S-34-SS"

Line "S-34-ST"

Line "S-34-SU"

Line "S-34-SV"

Line "S-34-SW"

Line "S-34-SX"

Line "S-34-SY"

Line "S-34-SZ"

Line "S-34-TA"

Line "S-34-TB"

Line "S-34-TC"

Line "S-34-TD"

Line "S-34-TE"

Line "S-34-TF"

Line "S-34-TG"

Line "S-34-TH"

Line "S-34-TI"

Line "S-34-TJ"

Line "S-34-TK"

Line "S-34-TL"

Line "S-34-TM"

Line "S-34-TN"

Line "S-34-TO"

Line "S-34-TP"

Line "S-34-TQ"

Line "S-34-TR"

Line "S-34-TS"

Line "S-34-TT"

Line "S-34-TU"

Line "S-34-TV"

Line "S-34-TW"

Line "S-34-TX"

Line "S-34-TY"

Line "S-34-TZ"

Line "S-34-UA"

Line "S-34-UB"

Line "S-34-UC"

Line "S-34-UD"

Line "S-34-UE"

Line "S-34-UF"

Line "S-34-UG"

Line "S-34-UH"

Line "S-34-UI"

Line "S-34-UJ"

Line "S-34-UK"

Line "S-34-UL"

Line "S-34-UM"

Line "S-34-UN"

Line "S-34-UO"

Line "S-34-UP"

Line "S-34-UQ"

Line "S-34-UR"

Line "S-34-US"

Line "S-34-UT"

Line "S-34-UU"

Line "S-34-UV"

Line "S-34-UW"

Line "S-34-UX"

Line "S-34-UY"

Line "S-34-UZ"

Line "S-34-VA"

Line "S-34-VB"

Line "S-34-VC"

Line "S-34-VD"

Line "S-34-VE"

Line "S-34-VF"

Line "S-34-VG"

Line "S-34-VH"

Line "S-34-VI"

Line "S-34-VJ"

Line "S-34-VK"

Line "S-34-VL"

Line "S-34-VM"

Line "S-34-VN"

Line "S-34-VO"

Line "S-34-VP"

Line "S-34-VQ"

Line "S-34-VR"

Line "S-34-VS"

Line "S-34-VT"

Line "S-34-VU"

Line "S-34-VV"

Line "S-34-VW"

Line "S-34-VX"

Line "S-34-VY"

Line "S-34-VZ"

Line "S-34-WA"

Line "S-34-WB"

Line "S-34-WC"

Line "S-34-WD"

Line "S-34-WE"

Line "S-34-WF"

Line "S-34-WG"

Line "S-34-WH"

Line "S-34-WI"

Line "S-34-WJ"

Line "S-34-WK"

Line "S-34-WL"

Line "S-34-WM"

Line "S-34-WN"

Line "S-34-WO"

Line "S-34-WP"

Line "S-34-WQ"

Line "S-34-WR"

Line "S-34-WS"

Line "S-34-WT"

Line "S-34-WU"

Line "S-34-WV"

Line "S-34-WW"

Line "S-34-WX"

Line "S-34-WY"

Line "S-34-WZ"

Line "S-34-XA"

Line "S-34-XB"

Line "S-34-XC"

Line "S-34-XD"

Line "S-34-XE"

Line "S-34-XF"

Line "S-34-XG"

Line "S-34-XH"

Line "S-34-XI"

Line "S-34-XJ"

Line "S-34-XK"

Line "S-34-XL"

Line "S-34-XM"

Line "S-34-XN"

Line "S-34-XO"

Line "S-34-XP"

Line "S-34-XQ"

Line "S-34-XR"

Line "S-34-XS"

Line "S-34-XT"

Line "S-34-XU"

Line "S-34-XV"

Line "S-34-XW"

Line "S-34-XX"

Line "S-34-XY"

Line "S-34-XZ"

Line "S-34-YA"

Line "S-34-YB"

Line "S-34-YC"

Line "S-34-YD"

Line "S-34-YE"

Line "S-34-YF"

Line "S-34-YG"

Line "S-34-YH"

Line "S-34-YI"

Line "S-34-YJ"

Line "S-34-YK"

Line "S-34-YL"

Line "S-34-YM"

Line "S-34-YN"

Line "S-34-YO"

Line "S-34-YP"

Line "S-34-YQ"

Line "S-34-YR"

Line "S-34-YS"

Line "S-34-YT"

Line "S-34-YU"

Line "S-34-YV"

Line "S-34-YW"

Line "S-34-YX"

Line "S-34-YY"

Line "S-34-YZ"

Line "S-34-ZA"

Line "S-34-ZB"

Line "S-34-ZC"

Line "S-34-ZD"

Line "S-34-ZE"

Line "S-34-ZF"

Line "S-34-ZG"

Line "S-34-ZH"

Line "S-34-ZI"

Line "S-34-ZJ"

Line "S-34-ZK"

Line "S-34-ZL"

Line "S-34-ZM"

Line "S-34-ZN"

Line "S-34-ZO"

Line "S-34-ZP"

Line "S-34-ZQ"

Line "S-34-ZR"

Line "S-34-ZS"

Line "S-34-ZT"

Line "S-34-ZU"

Line "S-34-ZV"

Line "S-34-ZW"

Line "S-34-ZX"

Line "S-34-ZY"

Line "S-34-ZZ"

ALL R/W ON THIS SHEET TO BE AS SHOWN (Limited Access) ON LT. STA. 369 TO 374

ALL R/W ON THIS SHEET 100' ON EACH SIDE OF ℄ EXCEPT AS SHOWN. LIMIT ACCESS TO APPLY WHERE SHOWN.

P.O.T. (P.I. + 179.9) Drill Hole in Conc. Slab

P.T. 356+87.4 (I.P.F.)

P.O.T. 361+98.7 "Q" Line

P.O.T. 17+16.9 "S-34-Q"

P.O.T. 362+09.7 (I.P.F.)

P.O.T. 369+34.9 (I.P.F.)

P.O.T. 379+65.7 (I.P.F.)

B.M. "20" Elev. 523.66' Boat Spike in Power Pole 15'Rt. Sta. 360+97

Perm. "Q" Elev. 548.92' Boat Spike in 6" Cedar 60' Rt. Sta. 370+60

B.M. "21" Elev. 509.65' Boat Spike in 14" Syc. 25' Rt. Sta. 380+81

BALANCE NO. 10
Cut = 1347 Cyds.
Fill = 183 Cyds.
Waste = 1164 Cyds.

BALANCE NO. 11
Cut = 83,368 Cyds.
Fill + 20% = 60,164 Cyds.
Waste = 22,148 Cyds.
Above quantities include 6.49 Cyds. Cut & 15,361 Cyds. Fill + 20% within structure limits and 42,127 Cyds. Cut & 1,936 Cyds. Fill + 20% from line "S-34-Q"

BALANCE NO. 12
Cut = 28,378 Cyds.
Fill + 20% = 19,913 Cyds.
Waste = 66 Cyds.
Overhaul = 12,340 Cyds.
Above overhaul to be used in Balance No. 13.

BALANCE NO.
Cut = 200 Cu. Yds.
Waste = 200 Cu. Yds.

EXCEPTION (Sta. to Sta 369+00)

EXCEPTION (Sta. 374+00 to Sta. 502+00)

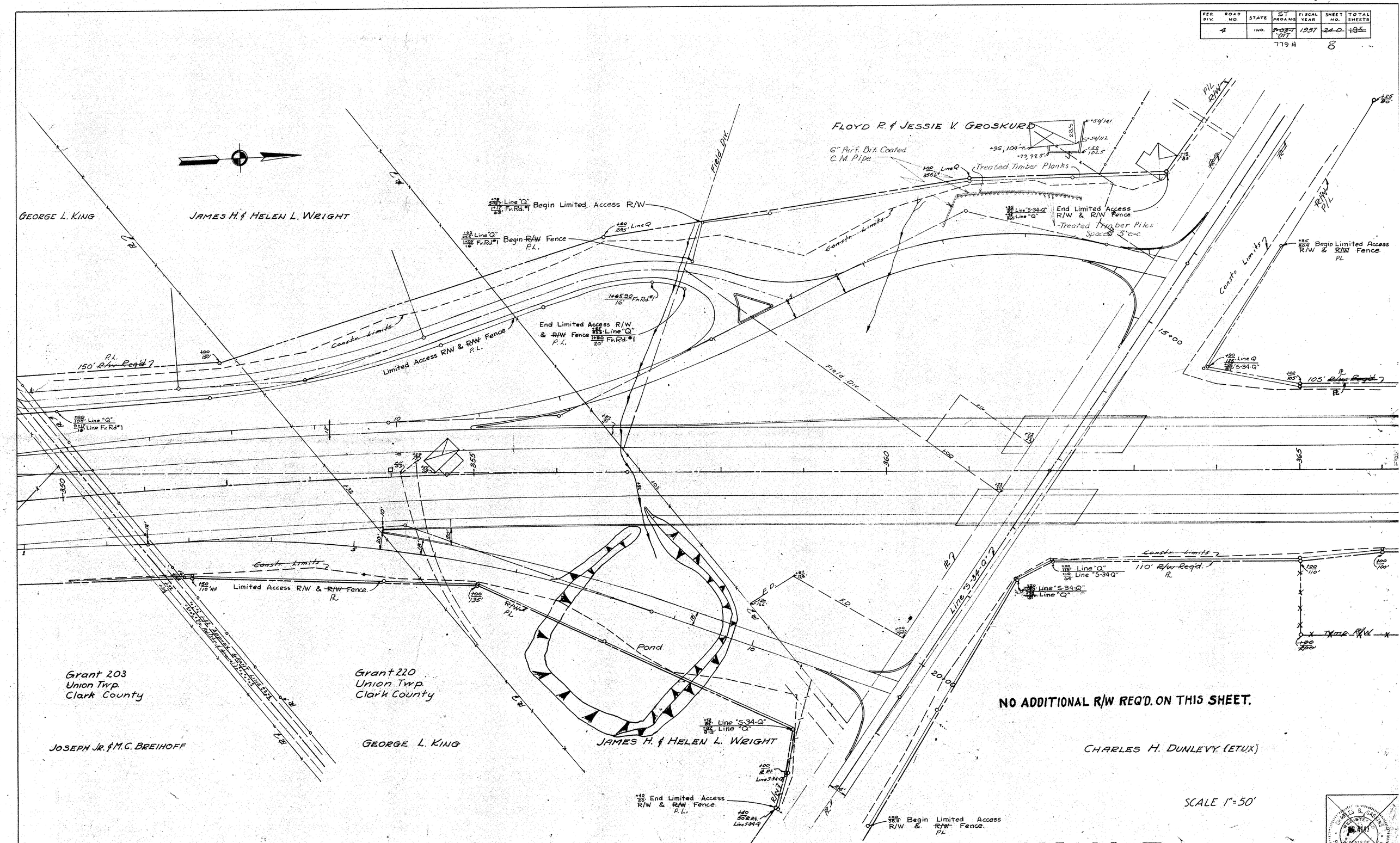
505 Lin. Ft. of Fence (Farm Field Type) To Be Reset
255 Lin. Ft. of Fence (Farm Field Type) Reset on Lt.

PLATE 1—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO

7

FED. DIV.	ROAD NO.	STATE	ST PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4		IND.	~~I-03-1~~ (11)	1957	~~24-D~~	~~195~~

779 A 8



PLAN OF RIGHT-OF-WAY MEMPHIS INTERCHANGE

SLIDE ON RIGHT

FEDERAL ROAD DIVISION NO.	STATE	ROAD NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	57	1957	21	195

719A 9

498+00-519+50 on Rt.
Drs. 14.5 Acs. C=0.5
~~STRUCTURE NO. 159~~
184'-66" CL I Pipe Reqd.
15° Skew - Const. 100 S.Y. Rip Rap - 50 S.Y. on Outlet End & 50 S.Y. on Inlet End - Const. Inlet & Outlet Ditches.

Drs. 5 Acs. on Lt. C=0.5
~~STRUCTURE NO. 160~~
50'-18" CL I Pipe Reqd.
Const. 20 SYDS. Rip Rap on Outlet End.

Δ = 08°04'30" Lt.
D = 0°30'
T = 808.8'
L = 1615.0'
E = 28.50'

THOMAS F. GUERNSEY (etux)

STRUCTURE NO. 161 +10
244'-6" BCCMP Pipe Reqd
Std. Reinf. Conc. Spr. Box Reqd.

~~STRUCTURE NO. 162~~
~~26'-12" BCCMP Reqd.~~

UTILITY OWNERS - LOCATION
REMC
Public Service Co. Ind - Charleston Ind.
Ind. Telephone Corp. - Seymour, Ind.
(In State Forest telephone is owned by State)
REA.
Sellersburg, Ind.

509+00-515+00 on Lt.
Drains 7 Acs C=0.4
STRUCTURE NO. 164
44'-18" CL I Pipe Reqd.

STRUCTURE NO. 165
926'-6" CL I Pipe Reqd.
504+80 to 513+70 Lt.
1-45° Bend Reqd.

EUGENE N. DIEFENBACH (etux)

EQUATION
POT - 515+86.5 Line Q Back
POT - 566+00.0 Line Q Ahead

Drains 10 Acs on Lt. C=0.5
~~STRUCTURE NO. 170~~
~~36'-24" CL I Pipe Reqd.~~
15° Skew

Note: Front Rd on Lt To Be Surfaced from Prin. Drive of 567+50 To Co. Rd at 569+50

~~END PROJECT I-03-1(11)~~
~~578+45.8~~

TRUSTEES - HENRYVILLE Mt. Zion Church
J.C. Bollinger
I.E. Hostetler
Chas. W. Kemper
E.D. Drake

~~STRUCTURE NO. 173~~
~~322'-6" CL I Pipe Reqd.~~
~~1-45° Bend Reqd.~~
~~STRUCTURE NO. 175~~
~~Std. Inlet Type E-7 ¢~~
~~76'-12" CL I Pipe Reqd.~~
~~Const. Hdwl on Outlet End~~

~~STRUCTURE NO. 176~~
~~240'-6" CL I Pipe Reqd.~~
~~1-45° Bend Reqd.~~

Cemetery

LOUIS H. GUERNSEY (etux)

THOMAS B. & CHLOE A. GUERNSEY

MEADE & ELLA TABOR

ELIZABETH E. GUERNSEY
~~STRUCTURE NO. 156~~
See Sheet No.

IVAN L. & GUERNSEY (etux)

LOUIS & ALMA GUERNSEY

STRUCTURE NO. 163
Std. Inlet Type E-7 ¢
86'-12" CL I Pipe Req.
Const Hdwl on Outlet End

Grant 253
Monroe Twp. - Clark County

STRUCTURE NO. 145
Structure in Place
No Change Reqd.

STRUCTURE NO. 160
Std. Inlet Type E-7 ¢
82'-12" CL I Pipe Reqd.
Const Hdwl on Outlet End

STRUCTURE NO. 169
~~26'-12" BCCMP Reqd.~~
Class II Drive Reqd.

STRUCTURE NO. 174
~~774'-6" CL I Pipe Reqd.~~
~~1-45° Bend Reqd.~~

STRUCTURE NO. 172
~~50'-18" CL I Pipe Reqd. 15° Skew~~
~~Const. 20 SYDS. Rip Rap on Outlet End~~

Grant 254
Monroe Twp. - Clark Co.

563+00-579+50 on Lt. Drs. 24 Ac C=0.4
~~STRUCTURE NO. 111~~
~~156'-30" CL I Pipe Reqd.~~
~~20 SYDS. Rip Rap Reqd.~~
~~on Rt.~~

~~ALL R/W ON THIS SHEET 100' ON EACH SIDE OF ℄ EXCEPT AS SHOWN LIMITED ACCESS TO APPLY WHERE SHOWN~~

NO ADDITIONAL R/W REQ'D. ON THIS SHEET

EXCEPTION (Sta. 374+00 to Sta. 502+00)

EXCEPTION (Sta. 504+00 to Sta. 600+00)

BALANCE NO.
Cut = 241 Cys.
Fill = 111 Cys.
Waste = 130 Cys.

482 Tons of Revetment Rip-Rap Reqd on Rt.

EQUATION: P.O.T. 515+86.5 Line "Q" back (I.P.L.) = P.O.T. 566+00.0 Line "Q" ahead

BALANCE NO. 19
CUT = 21,084 CYDS.
FILL 25% = 9,892 CYDS.
OVERHAUL = 41,140 STA. YDS.
ADDED HAUL = 4296.3 UNITS
ABOVE OVERHAUL TO BE USED AS FOLLOWS 9,076 CYDS IN BAL NO 18 21,480 CYDS. IN BAL NO 19 ABOVE QUANTITIES INCLUDE 450 CYDS FROM INCIDENTAL CONSTRUCTION AT PAVED END OF PROJECT

P.O.T. 566+16.7 (not set) Approx Grant Line
Δ = 21°45' Lt to Approx Grant Line
Bearing Equation: N 14°03'5" W Ahead = N 14°01' W Back

B.M. #33 "Q" Elev. 509.71 Boat Spike in 14" Hickory 88' Lt. Sta. 482+85
B.M. #34 "Q" Elev. 533.25 Boat Spike in 10" Oak 167' Lt. Sta. 500+79
B.M. #35 "Q" Elev. 538.90 Boat Spike in 15" Tulip 63' Rt. Sta. 509+01
B.M. #36 "Q" Elev. 546.71 Back Boat Spike in 14" Oak 79' Rt. Sta. 516+90
B.M. #36 "Q" Elev. 546.78 Ahead Boat Spike in 14" Oak 79' Rt. Sta. 566+88

PLAN — SURVEYED: 2-G Sta. Party; PLOTTED: V.O. McDonald; CHECKED: 2-27 Luce; NOTE BOOK: 2-56; NO. OF WAY CHECKED: 2-57; STRUCTURE NOTATIONS CHKD.: 2-57

PROFILE — SURVEYED: 2-G Sta. Party; PLOTTED: V.O. McDonald; CHECKED: 2-27 Luce; NOTE BOOK: 2-56; NO. OF WAY CHECKED: 2-57; STRUCTURE NOTATIONS CHKD.:

PLATE 1—PLAN-PROFILE O.P.R. & R.E. STANDARD
THE FREDERICK POST CO., Chicago

Federal Road Division No.	State	Project	Fiscal Year	Sheet No.	Total Sheets
4	Ind	~~[illegible]~~	~~1957~~	~~10~~	~~234~~

REVISED 6-27-1958 — 10

ST. 770 A

PLAN	DATE
SURVEYED	7-56
PLOTTED	2-57
DRAWN BY	R.D.Shaw
TRACED BY	R.D.Shaw
CHECKED	
ALIGNMENT CHECKED	
NOTE BOOK	
R.W.S NOTED	
STRUCTURE QUANTS CHKD.	
NO. 2602	
RT. OF WAY CHECKED	
2/1/2027	

SLIDE ON RIGHT N.E. RAMP

~~STRUCTURE NO. 24~~
~~See Plan Sht No. 24~~
~~8+00 - 9+00 (S.W. RAMP)~~

HENRY & L.G. PROCTOR

~~STRUCTURE NO. 23~~
~~See Preceding Sht.~~

~~STRUCTURE NO. 25~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 36~~
~~See Plan Sheet No. 11~~

~~FOR DETAILS OF RAMP INTERSECTION WITH S.R. 160 SEE SHEET NO. 32 FOR QUANTITIES SEE SHT. NO 36~~

~~STRUCTURE NO. 35~~
~~See Plan Sheet No. 11~~
~~STRUCTURE NO. 52~~
~~See Plan Sheet No. 24~~
~~595+40 - 607+64~~

EMMETT L. MULL (etux.)
Spec. Lip Gutter
See Plan Sheet No.

NOTE: Limited Access R/W Fence Parallel To Graded Front. Rd. and 16' Outside of ℄

~~STRUCTURE NO. 62~~
~~40 of 18" Cl. I Pipe Req'd.~~

Sta. 603+00 - 614+00 on Lt.
Drains 4 Ac. C = 0.4

~~STRUCTURE NO. 61~~
~~164' of 18" Cl. I Pipe Req'd.~~

~~FOR DETAILS OF RAMP EXIT & ENTRANCE WITH U.S. 31 SEE SHEET NO. 29 FOR QUANTITIES SEE SHT. NO 36~~

Sta. 614+00 - 622+00 on Lt.
Drains 115 Ac. C = 0.4

~~STRUCTURE NO. 66~~
~~234 of 54" Cl. I Pipe Req'd.~~
~~30° Skew.~~

~~STRUCTURE NO. 66A~~
~~54" of 54" Class I Pipe Req'd. on 30° Skew~~

~~STRUCTURE NO. 67~~
~~See Following Sheet~~

DONLEY & MELISSIE MULLINS

~~STRUCTURE NO. 64~~
~~172 of 6" Cl. I Pipe~~
~~1 - 45° Bend~~
~~1 - 11½° Bend~~
~~612'85 - 614'50 Lt.~~

~~STRUCTURE NO. 57~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 56~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 21~~
~~See Plan Sheet No. 9~~
~~1+30 - 10+88 (S.E. RAMP)~~

~~STRUCTURE NO. 16~~
~~See Plan Sheet No. 24~~

Sta. 558+50 - 595+50 on Rt.
Drains 7 Ac. C = 0.4

~~STRUCTURE NO. 22~~
~~182' of 18" Cl. I Pipe Req'd. on 30° Skew~~

WARREN & EDITH KOOPMAN

FOR DETAILS OF RAMP EXIT & ENTRANCE WITH U.S. 31 - SEE SHT. NO. 30

~~STRUCTURE NO. 23~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 37~~
~~See Plan Sheet No. 11~~

~~STRUCTURE NO. 54~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 38~~
~~See Plan Sheet No. 11~~

~~STRUCTURE NO. 1~~
Structure to be Constr. Under Separate Contract

~~STRUCTURE NO. 55~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 59~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 58~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 60~~
~~See Plan Sheet No. 24~~

~~STRUCTURE NO. 63 - 30~~
~~Std. Inlet Type E-1 Pl.~~
~~106' of 12" Cl. I Pipe Req'd.~~
~~Const. Hdwl. on Outlet~~
~~End~~

~~STRUCTURE NO. 68~~
~~52' of 54" Cl. I Pipe Req'd. on 30° Skew~~

ALL R/W ON THIS SHEET TO BE AS SHOWN (Limited Access)
CARL & MYRTLE ELROD

FOR DETAILS OF RAMP INTERSECTIONS WITH S.R. 160 - SEE SHEET NO. 33 - FOR QUANTITIES SEE SHEET NO. 36

~~ALL R/W ON THIS SHEET 100' ON EACH SIDE OF ℄ EXCEPT AS SHOWN. (LIMITED ACCESS TO APPLY WHERE SHOWN.)~~

~~FRONTAGE ROAD & R/W REVISED 6-27-1958 PER R/W DEPT.~~

ON RT. STA. 600+00 TO 604+75.

LINNIE B. DIETRICH

Eq: P.O.C. 595+93.8 (I.P.B.) N.R.A. Line Q = P.O.T. 993+51.2 Line "A" Proj. FAS 39

N.R.A. P.O.S.T. 588+23.1 (I.P.B.)
N.R.A. P.O.C. 589+00 (I.P.B.)
N.R.A. P.O.S.T. 594+58.8 (I.P.B.)
(N.R.A.) P.O.S.T. 600+80.4 (I.P.L.)
(N.R.A.) P.I. 607+82.4 (I.P.L.)
(N.R.A.) M.P.O.C. 607+67.9 (I.P.L.)
(N.R.A.) P.O.S.T. = P.I. +71.04' (I.P.L.)
P.O.S.T. = P.I. +101.63' (I.P.L.)

B.M. #38 "Q" Elev. 566.03' Boat Spike in W. side 36" Syc. 6' up 276' Lt. Sta. 592+00
B.M. #39 "Q" Elev. 571.50' Boat Spike in E. side 30" W. Ch. 1' up 212' Lt. Sta. 592+00
B.M. #40 "Q" Elev. 552.24' Boat Spike in E. side 18" Gum 1' up 206' Lt. Sta. 605+00
B.M. #41 "Q" Elev. 548.15' Boat Spike in E. side 36" Oak 1' up 216' Lt. Sta. 610+00

BALANCE NO.
Cut = 13.81 Cu. Yds.
Waste = 13.81 Cu. Yds.

EXCEPTION (Sta. 605+00 to Sta. 640+00)

ABOVE QUANTITIES TO BE USED IN BALANCE NO. 16 PROJ. S-BRM
ABOVE QUANTITIES INCLUDED 26,330 CUBS. CUT AND 12,002 CYDS. FILL + 23% FROM FAS 39 LINE
TRAVIS ROAD APPROACH FRONTAGE ROAD AND INTERCHANGE RAMPS DO NOT INCLUDE 2,716 CYDS CUT BETWEEN STA. 595+30 AUG. 596+60 TO BE EXCAVATED UNDER PROJECT 99-1(20)
THIS 2,716 CYDS TO BE DISPOSED OF AS FOLLOWS
2,945 C.Y. TO WITHIN PROJECT 99-1(20) LIMITS
2,771 C.Y. BETWEEN STA. 595+30 & 595+60
BALANCE NO. IS PROJ. 2-BRM (2)

35 Inch Paved Side Ditch Type A Rock Down Back Slope

Grade of 3:1 "V" Intersector Ditch Rock on R/W N.E. Ramp (Slotted 50' Below Datum)

Toe of Paved Side Ditch Type A Rock Down Back Slope

Line "Q"
Δ = 14°28' Rt.
D = 0°15'
T = 2841.2'
L = 5653.2
E = 175.60'

Line "A"
Δ = 0°51'-5"(Comb.)
D = 2°34'-36" Max.
D = 2°5'-32" Min.
T = 1,400'
L = 2,800'

Eq. P.O.T. 600+80.4 (I.P.L.) = P.I. 607+82.4 (I.P.L.)

P.I. 607+82.4 (I.P.L.) = M.P.O.C. 607+67.9 (I.P.L.)

M.P.O.C. 607+67.9 (I.P.L.) = P.O.S.T. = P.I. +71.04' (I.P.L.)

P.O.S.T. = P.I. +71.04' (I.P.L.) = P.O.S.T. = P.I. +101.63' (I.P.L.)

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	Ind	~~F 003 (19)~~ 779 A	1957	3	11

SLIDE ON LEFT

SLIDE ON LEFT

650 655 660 665 670 675 680

Sta. 648+46, Δ = 35°38' Lt. to Grant Line Fence 316.0' Lt. to Conc Cor. Mon.

FLOYD & BEATRICE ZOLLMAN

Numbers in parentheses indicate trees 10" to 20" Oak & Hickory 0' to 100' Rt. & Lt. & from 648-650

GRANT 269 MONROE TWP. CLARK CO.

Sta. 651+00-657+00 on Lt. Drains 4 Ac. C=0.4

~~STRUCTURE NO. 80~~
~~232' of 5'-0" C.M.P. Pipe Req'd. on 45° Skew~~

Sta. 657+00-667+00 on Lt. Drains 9 Ac. C=0.4

~~STRUCTURE NO. 81~~
~~230' of 24" CL I Pipe Reqd. on 45° Skew~~

Note: 452 Sks. of Conc. Foundation Removal Req'd on this Sheet Between Sta. 660+00 & Sta. 673+00.

STATE OF INDIANA CLARK STATE FOREST

~~STRUCTURE NO. 2 To Be Constructed Under Seperate Contr.~~

GRANT 283 MONROE TWP. CLARK CO.

FORMERLY C.C.C. CAMP L.A., A.C.L., and F.F.T. FENCE

Sta. 674+00-679+25 on Lt. Drains 8 Ac. C=0.4

~~STRUCTURE NO. 91~~
~~218 of 24" CL 3 Pipe Req'd.~~
~~672+40-677+00 +15~~
~~STRUCTURE NO. 90~~
~~470 of 6" CL 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~

PURDUE UNIVERSITY FORESTRY CAMP

These one Sty. Frame Buildings are 10'x12' with 6' between them. Foundations and Floors Concrete - Sand Finish Floor.

GRANT 270 MONROE TWP. CLARK CO.

Sta 652+49.4 Approx. Grant Line Δ = 127°18' Lt. Approx. Grant Line

~~STRUCTURE NO. 78~~
~~46.2' of 6" CL 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~

~~STRUCTURE NO. 79~~
~~Std. Inlet Type E-7 Req'd.~~
~~76' of 12" CL 7 Pipe Req'd.~~
~~Const. Headwall on Outlet End.~~

~~STRUCTURE NO. 84~~
~~Std. Inlet Type E-7 Req'd.~~
~~116' of 12" CL I Pipe Req'd. on 45° Skew~~
~~Const. Headwall on Outlet End~~

~~STRUCTURE NO. 87~~ ±40
~~Std. Inlet Type E-7 Req'd.~~
~~70' of 12" CL I Pipe Req'd.~~
~~Const. Headwall on Outlet End~~

~~STRUCTURE NO. 86~~
~~300' of 6" CL 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~

~~STRUCTURE NO. 85~~
~~858' of 6" CL 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~
~~STRUCTURE NO. 86A~~
~~204' of 6" Sewage Force Main Req'd on 45° Skew (For encasing 8" Water Pipe)~~

~~STRUCTURE NO. 89~~
~~300' of 6" CL 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~

~~NOTE: Remove Exist. Conc. Fdts. Within Const. Limits.~~

~~NOTE: Remove 140 L.F. 6" V.P. within Const. Limits Sta. 666±25 Sta. 667+00-674 on Lt.~~
Drains 17 Ac. C=0.4
~~STRUCTURE NO. 88~~
~~164' of 36" Cl. I Pipe Req'd~~ +95

~~NOTE: Remove All Frame Buildings Within R/W lines.~~

~~NOTE: Remove 3" Water Main Place Temp. Sup. on Ground~~

~~ALL R/W ON THIS SHEET TO BE AS SHOWN. (LIMITED ACCESS)~~

ON LT. STA. 650-657
ON LT. STA. 665-671

~~(LIMITED ACCESS TO APPLY WHERE SHOWN)~~

~~Const. 6' Bot. Channel Chg. W/10' Min. Bott.~~

Old Found'n Floor

Old foundations & flooring 18'x2' with 2.5' between them

~~NOTE: Remove Exist. Conc. Pipe Culv. Hdwls. on Lt. Rt. of Sta. 668+50~~

Sta. 663+89.7 Δ = 51°03'30" Lt. To "S-6-Q" Line

Cl. 3 Drive Req'd.

Equation: P.O.T. 663+89.7 (I.P.L.) Line "Q" = P.O.T. 674+42 Line "S-6-Q" Rev.

Line S-6-Q Revised

Between 650+655 within 100' Rt. & Lt. there are 20 Oak 10"-20"

Between 655+660 within 100' Rt. & Lt. there are 67 Oak 10"-20"

Between 660+665 within 100' Rt. & Lt. there are 63 Oak & Hick. 8"-24"

Between 672+675 4-6" Cott. within 100' Rt. & Lt. 0"-24"

P.O.T. 648+49.4 (I.P.L.)
P.O.T. 650+96.9 (I.P.L.)
P.O.T. 653+03.9 (I.P.L.)
P.O.T. 658+48.2 (I.P.L.)
P.O.T. 667+23.5 (I.P.L.)
P.O.T. 670+80.4 (I.P.L.)
P.O.T. 674+07.8 (I.P.L.)
P.O.T. 677+67.0 (I.P.L.)

B.M. #46 "Q" Elev. 591.58 Boat Spike Root N.W. side 18" Oak. 102' Ch. 30° Lt.
B.M. #47 "Q" Elev. 608.53 Boat Spike in S.W. side 18 Locust 66' Rt. Sta. 660+00
B.M. #48 "Q" Elev. 598.92 Boat Spike in N.W. side 8" Oak. 147' Rt. Sta. 673+00

GRADING EXCEPTION ON ROAD CONTRACT. BRIDGE CONTRACTOR TO EXCAVATE BUTT ENDS AND PLACE ON S-6-Q LINE AS DIRECTED BY THE ENGINEER

Road in Place

BALANCE NO. 5
CUT = 44,912 C. YDS.
FILL @ 20% = 13,720 C. YDS.
WASTE = 31 C. YDS.
OVERHAUL = 29,811 C. YDS.
ABOVE OVERHAUL TO BE USED IN BALANCE NO. 4

BALANCE NO. 6
CUT = 104,300 C. YDS.
FILL @ 20% = 19,936 C. YDS.
OVERHAUL = 82,365 C. YDS.
ABOVE OVERHAUL TO BE USED IN BALANCE NO. 7

PLAN
SURVEYED:
PLOTTED:
ALIGNMENT CHECKED:
NOTE BOOK
NO. 26-227 Rt. OF WAY CHECKED:
26-228

PROFILE
SURVEYED:
PLOTTED:
GRADES CHECKED:
NOTE BOOK
NO. 26-229 B. M.'S NOTED:
26-230 STRUCTURE DETAILS CHKD.

DATE 9-4-57
BY K.B. Lloyd R.D. Lucas

H. W. STOKELY
REGISTERED
No. 2188
STATE OF INDIANA
PROFESSIONAL ENGINEER

K.W.S. 2/18/57

PLATE 1—PLAN-PROFILE, A.T.R. & B.E. STANDARD
THE FREDERICK POST CO., CHICAGO

SLIDE ON LEFT

FEDERAL ROAD DIVISION NO.	STATE	ST PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	Ind	~~F057~~ 7239	~~1957~~	~~77~~	~~224~~

~~REVISED 8-6-1958~~ 12

710 715 720 725 730 735 740

~~STRUCTURE NO. 115~~
~~See Preceding Sht.~~

Sta. 708+00 - 711+00 on Lt.
Drains 7 Ac. C=0.5

~~+38 STRUCTURE NO. 116~~
~~158 of 24" Cl. I Pipe Req'd.~~
~~Const. Inlet & Outlet Ditches~~

COSSEL V. & M.H. HOSTETTLER

Frame sheds

Sta. 711+00 - 717+00 on Lt.
Drains 7 Ac. C=0.5

~~+50 STRUCTURE NO. 120~~
~~178 of 24" Cl. I Pipe Req'd.~~
~~On 15° Skew~~
~~Const. Inlet & Outlet Dit.~~
~~715+85 - 719+35 Lt.~~

JOHN STATON

~~STRUCTURE NO. 122~~
~~419 of 6" Cl. 7 Pipe Req'd.~~
~~1-45° Bend Req'd. +00 (10'-24" Pine - Oak) 185~~

+60, 185'

(10'-24" Pines (6'-10" Hickory

F.F.T. FENCE

Sta. 717+00 - 722+50 on Lt.
Drains 11 Ac. C=0.6

~~STRUCTURE NO. 123~~
~~174 of 30" Cl. I Pipe Req'd~~
~~1-3°-12' Tee Req'd.~~
~~+60 Const. Inlet & Outlet Ditches~~

~~STRUCTURE NO. 125~~
~~158 of 6" Cl. 7 Pipe Req'd~~
~~1-45° Bend Req'd.~~
~~722+50 - 723+30 Lt.~~

SEC. 30 T2N R7E
MONROE TWP. CLARK CO.

Sta. 722+50 - 729+00 on Lt.
Drains 15 Ac. C=0.5

~~+15 STRUCTURE NO. 126~~
~~100 of 30" Cl. I Pipe Req'd.~~
~~1-36"x12" Tee Req'd.~~
~~on 30° Skew~~
~~Const. Inlet & Outlet Ditches~~

~~Monument Type "C" Req'd.~~

LEWIS EDMANSON

Sta. 729+00 - ~~734+00~~ 734+00 on Lt.
Drains 30 Ac. C=0.5

~~STRUCTURE NO. 131~~
~~210 of 36" Cl. 3 Pipe Req'd.~~
~~on 15° Skew~~
~~Const. Inlet & Outlet Dit.~~

Sta. 734+00 - 739+00 on Lt.
Drains 17 Ac. C=0.5

~~+25 STRUCTURE NO. 132~~
~~210 of 36" Cl. 3 Pipe Req'd.~~
~~on 30° Skew~~
~~Const. Inlet & Outlet Dit.~~

738+25 - 740+20 Lt.
~~STRUCTURE NO. 135~~
~~201 of 6" Cl. 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~

8'/8" Oak - Hickory

(Pine Thicket)

~~STRUCTURE NO. 129~~
~~30' of 6" Cl. 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~
~~725+85 - 729+10 Lt.~~

~~STRUCTURE NO. 127~~
~~26 of 12" Cl. I Pipe Req'd.~~
~~Connect to Str. No. 126~~

(10'-18" Maple Oak, Pine)

~~STRUCTURE NO. 130~~
~~St'd Inlet Type E-7 Req'd.~~
~~88' of 12" Cl. I Pipe Req'd.~~
~~Const. Hdwl. on Outlet End~~

~~185' of Temp. R/W Req'd for Const. Outlet Ditches~~

~~STRUCTURE NO. 135~~
~~St'd Inlet Type E-7 Req'd.~~
~~100' of 12" Cl. I Pipe Req'd.~~
~~Const. Hdwl. on Outlet End~~

~~ALL R/W ON THIS SHEET TO BE AS SHOWN~~ (Limited Access) ON Lt. 715+00 TO 719+50

~~SIDE OF~~ & EXCEPT AS SHOWN. (LIMITED ACCESS TO APPLY WHERE SHOWN.)

~~FRONTAGE ROAD & R/W REVISED 8-6-1958 PER R/W DEPT.~~

~~STRUCTURE NO. 117~~
~~72 of 24" Cl. I Pipe Req'd~~

GRANT 283
MONROE TWP-CLARK TWP

~~STRUCTURE NO. 118~~
~~44 of 24" Cl. I Pipe Req'd.~~
~~Const. Outlet Ditch~~

~~STRUCTURE NO. 124~~
~~454 of 6" Cl. 7 Pipe Req'd.~~
~~1-45° Bend Req'd.~~

~~STRUCTURE NO. 125A~~
~~58' of 30" Class 1 Pipe Req'd.~~
~~Construct outlet ditch~~

~~STRUCTURE NO. 126A~~
~~74' of 30" Class 1 Pipe Req'd. on 30° Skew.~~

SEC. 31 T2N. R7E
MONROE TWP. CLARK CO.

HERBERT & MABEL LITTEN

~~Const. Graded Front. Road~~
~~710+30 - 711+86 Rt.~~

~~Std Inlet Type E-7 Req'd.~~
~~20' of 12" Cl. I Pipe Req'd.~~
~~Connect to Structure No. 123~~

Const. Graded Frontage Road

~~Const. Graded Front. Road~~
~~714+90 - 719+35 Rt.~~

~~Const. Graded Front. Road~~

Approx. Property Line

~~Const. Graded Front. Road~~
~~725+55 - 729+65 Rt.~~

~~Const. Graded Front. Road~~

~~Const. Graded Front. Road~~
~~737+75 - 739+10 Rt.~~

Const. Limits

Limited Access R/W Fence

Thick Underbrush

Line "Q"

P.O.T. 230

P.O.T. 1818

P.O.T. 1954

P.O.T. 1364

P.O.T. 1483

P.O.T. 928

P.O.T. 1826

P.O.T. 1466

P.O.T. 1420

N 30° 30' E

88° 27'

Broken fence

(weeds)

(Pine Thicket)

Brick Chimney

Frame House

Frame Shed

Frame Garage

Brick House

Brick Garage

Brick Shed

Brick Chicken Coop

Frame Chicken Coop

Frame Corn Crib

Frame Barn

Frame Tobacco Barn

Brick Tobacco Barn

Brick Silo

Concrete Silo

Metal Silo

Concrete Block Silo

Tile Silo

Stone Silo

Brick Milk House

Frame Milk House

Concrete Block Milk House

Tile Milk House

Stone Milk House

Brick Smoke House

Frame Smoke House

Concrete Block Smoke House

Tile Smoke House

Stone Smoke House

Brick Poultry House

Frame Poultry House

Concrete Block Poultry House

Tile Poultry House

Stone Poultry House

Brick Hog House

Frame Hog House

Concrete Block Hog House

Tile Hog House

Stone Hog House

Brick Sheep House

Frame Sheep House

Concrete Block Sheep House

Tile Sheep House

Stone Sheep House

Brick Cattle House

Frame Cattle House

Concrete Block Cattle House

Tile Cattle House

Stone Cattle House

Brick Horse House

Frame Horse House

Concrete Block Horse House

Tile Horse House

Stone Horse House

Brick Mule House

Frame Mule House

Concrete Block Mule House

Tile Mule House

Stone Mule House

Brick Donkey House

Frame Donkey House

Concrete Block Donkey House

Tile Donkey House

Stone Donkey House

Brick Goat House

Frame Goat House

Concrete Block Goat House

Tile Goat House

Stone Goat

SLIDE ON RIGHT

SLIDE ON Rt.
SEE NEXT SHEET

ST 779 "A"

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	Ind	~~F-047 (10)~~	~~1957~~	~~43~~	~~234~~
				18	

770 775 780 785 790 795 800

SEC. 30 T2N R7E MONROE TWP. CLARK CO.

SEC. 19 T2N R7E MONROE TWP. CLARK CO.

Sta. 764+00 - 779+00 on Lt.
Drains 222 Ac. C=0.5
~~STRUCTURE NO. 140~~
~~218' of 72" CL. 1 Pipe Req'd. on 30° Skew~~
~~Const. Outlet Ditch~~

~~Note: Remove Existing Pipe Under Co. Rd. and Const. Inlet & Ditch as shown.~~

~~60 Lin. ft. of Steel Beam Grd. Rail Req'd on Lt.~~

Note: Power line along S.W.C. R.O.W. owned P.S.I.

~~STRUCTURE NO. 146~~
~~Bad Poaching Sheet~~

ANCEL & EDITH BROWN (Woods)

Timber Line

Limited Access ~~R/W~~ Fence

(Corn)

Line "Q"

~~NO. 146-CE~~

P.O.T. 1139

P.O.T. 1170

(Weeds)

Limited Access ~~R/W~~ Fence

~~762+50 - 775+89 P.I.~~
~~STRUCTURE NO. 147~~
~~13-18" of 6" CL. 7 Pipe Req'd~~
~~1 - 46° Bend Req'd~~

C.B. & MAGGIE HENRETTY

~~STRUCTURE NO. 148~~
~~Sta. Inlet Type E-7 Req'd~~
~~78' of 12" CL. 1 Pipe Req'd~~
~~Const. Hdwl. on Outlet End~~

3' Oak up 4
8" Pine up 1
3' Oak up 2

P.O.T. 773+15.9 (I.P.L.)

Sta. 779+00 - 781+00 on Lt.
Drains 93 Ac. C=0.4
~~STRUCTURE NO. 152~~
~~45' of 58"x36" SCGMP Pipe Arch Req'd~~
~~1 - 15° & 1 - 45° Bend Req'd~~
~~1 - 15° & Frontage Rd.~~
~~Const. Inlet Ditch~~

~~STRUCTURE NO. 150~~
~~Sta. Inlet Type E-7 Req'd.~~
~~92' of 12" CL. 1 Pipe Req'd.~~
~~Const. Hdwl. on Outlet End.~~
~~Const. Ditch on Outlet End.~~

Sta. 779+41.5 Approx. Sec. Line (Top Stone) (No Stone Found)

EQ. P.O.T. 779+17.0 (I.P.L.)
- P.O.T. 101+30.0 "S-8-0"

~~25 L.F. of Steel Beam Grd. Rail Req'd on Rt.~~

Sta. 781+00 - 785+00 on Lt.
Drains 237 Ac. C=0.4
~~STRUCTURE NO. 155~~
~~62' of 72" CL. 1 Pipe Req'd.~~
~~1 - 15° & Frontage Rd.~~

~~STRUCTURE NO. 154~~
~~214' of 72" CL. 3 Pipe Req'd on 15° Skew~~

~~STRUCTURE NO. 153~~
~~Sta. Inlet Type E-7 Req'd.~~
~~100' of 12" CL. 1 Pipe Req'd.~~
~~Const. Hdwl. Outlet End~~

~~STRUCTURE NO. 151~~
~~210' of 18" CL. 3 Pipe Req'd on 15° Skew~~

WILLARD & E. TERRY

& Frontage Road Curve Data
Δ = 8°56'
D = 0°53'30"

P.C. 787+53.9

~~STRUCTURE NO. 157~~
~~56 L.F. of 6" CL. 7 Pipe Req'd~~
~~1 - 45° Bend Req'd~~
787+03 - 793+00 +00 1852

~~STRUCTURE NO. 156~~
~~Sta. Inlet Type E-7 Req'd.~~
~~72' of 12" CL. 1 Pipe Req'd.~~
~~Const. Hdwl. on Outlet End.~~

~~STRUCTURE NO. 158~~
~~12-18' of 6" CL. 7 Pipe Req'd~~
~~1 - 15° Bend Req'd~~
786+71 - 793+30 Rt.

~~STRUCTURE NO. 160~~
~~58' of 18" CL. 1 Pipe Req'd~~

Δ = 19°18' Lt.
D = 0°-4'
T = 798.7'
L = 1580.9'
E = 99.16'

HENRY & SARAH RARDEM

~~STRUCTURE NO. 163~~
~~64' of 18" CL. 1 Pipe Req'd~~

220' R/W

Limited Access R/W Fence

Const. Limits

155' R/W

~~STRUCTURE NO. 164~~
~~See Following Sheet~~
Sta. 798+00 - 806+18 on Rt.
Drains 3 Ac. C = .5
~~STRUCTURE NO. 162~~
~~+80 - 18" x 18" 3 Pipe Req'd~~
~~1 - 12" x 18" T.C. Req'd.~~

~~STRUCTURE NO. 161~~
~~3 - 18" Diam. Type E-7 Req'd~~
~~3 of 18" CM. Pipe Req'd.~~
~~1 - 22½° Bends Req'd.~~
~~Connect to Structure No. 162~~

C.A.C.L. F.F.T. FENCE
Sta. 793+00 - 798+00 on Rt.
Drains 3 Ac.

~~STRUCTURE NO. 159~~

+00, 155' P.T.
+50, P.T.
+00, 170'

Const. Limits
Limited Access R/W Fence
18°-24' Cut Slope
~~Const. 1 Bot. Channel Change on Rt. W/8" Min. Berm Between Sta. 787+00 - 800+00~~
110' R/W
155' R/W

10' Thick
18' Thick
10' Thick
24' Oak
10' Oak
24" Oak
10' Oak
18" Oak
18" Oak
18" Oak
18" Oak
18" Oak

P.O.T. 789+74.6 (I.P.L.)
P.O.S.T. 792+95.6 (I.P.L.)
P.I. 795+52.6 (I.P.L.)
M.P.O.C. 795+48.3 (I.P.L.)
P.O.S.T. (P.I. 796+24.3) I.P.L.

~~ALL R/W ON THIS SHEET TO BE AS SHOWN (Limited Access)~~
~~ALL R/W ON THIS SHEET 100' ON EACH SIDE OF ℄ EXCEPT AS SHOWN.~~
~~(LIMITED ACCESS TO APPLY WHERE SHOWN)~~ ON RT. 791+50 TO 800

N.P.A.
P.C. 787+53.9 (I.P.B.)

B.M. "61" "O" Elev. 622.14	Boat Spike in S.E. side	12" Tw. Oak up 1'	159 Lt. Sta. 771+47
B.M. "62" "Q" Elev. 600.77	Boat Spike in N. side	10" Pine up 5'	232 Lt. Sta. 778+94
B.M. "63" "Q" Elev. 629.53	Boat Spike in S. side	15" Hick. up 5'	130 Lt. Sta. 789+80
B.M. "64" Q Elev. 652.56	Boat Spike in W. side	24" Oak up 5	120 Rt. Sta. 796+46

~~460 L.F. R.S.D. Type "A" Req'd on Lt.~~
~~328 Sq. Yds. Sodding Req'd on Lt.~~
~~160 L.F. R.S.D. Type "A" Req'd on Lt.~~
~~480 Sq. Yds. Sodding Req'd on Lt.~~
~~240 L.F. R.S.D. Type "A" Req'd on Rt.~~
~~2465 Sq. Yds. Sodding Req'd on Lt. & Rt.~~
~~180 L.F. R.S.D. Type "B" Req'd on Rt.~~
~~245 L.F. R.S.D. Type "A" Req'd on Lt.~~
~~187.5 Sq. Yds. Sodding Req'd on Lt.~~
~~130 L.F. R.S.D. Type "A" Req'd on Rt.~~
~~187.5 Sq. Yds. Sodding Req'd on Rt.~~
~~2745 Sq. Yds. Sodding Req'd on Rt.~~
~~725 Sq. Yds. Sodding Req'd on Lt.~~
~~186 Sq. Yds. Sodding Req'd on Rt.~~
~~933 Sq. Yds. Sodding Req'd on Lt. & Rt.~~

182 Lin. Ft. Paved Side Ditch, Type "A" (Interceptor Ditch) Req'd on Rt.
73 Lin. Ft. of Paved Side Ditch, Type "A" Req'd to Drain Back Slope

100 Rt. El. 741.80
135 Rt. El. 732.00
121 Rt. El. 725.40

Grade of Sp'l. V. Interceptor Ditch Req'd. on Rt. (Plotted 10' Above Datum)

For Dirt Quantities See Sheet No. 13

BALANCE No. 12

CUT	41,101 CYDS.
FILL 130%	114,661 CYDS.
BORROW	73,560 CYDS.

ABOVE BORROW TO BE OBTAINED AS FOLLOWS:
72,414 CYDS. FROM BALANCE No. 13 AND 660 CYDS. FROM BALANCE No. 11

GRD. OF SURFACED FRONTAGE RD. ON LT. IN Place

GRD. OF SPEC. MEDIAN DITCH
GRD. OF INTERSTATE IN PLACE
GRD. OF SPEC. 3' BOT. DIT. ON LT.
GRD. OF SPEC. 3' BOT. DIT. ON RT.
GRD. OF SPEC. 3' BOT. DIT. ON LT. OF INTERSTATE
GRD. OF SPEC. 3' BOT. DIT. ON LT. OF FRONTAGE ROAD
GRD. OF 4' W/BOT. CHANNEL CHANGE ON RT.
GRD. SPEC. 3' BOT. DIT. ON LT.
~~60 GUIDE POSTS TYPE "A" REQ'D ON RT.~~
EXISTING DITCH P.L.

Cut = 765 Cu. Yds.
Waste = 765 Cu. Yds.

INV. OF PIPE UNDER FRONTAGE RD. PIPE UNDER INTER NOT SHOWN

EXCEPTION (Sta. 750 to Sta. 800+00)

100' Lin. Ft. Fence (Farm Field Type) to be removed
15 Lin. Ft. Fence (Farm Field Type) removed on Rt.

PLATE 1—PLAN PROFILE B. P. R. STANDARD
FREDERICK POST CO., CHICAGO

PLAN / PROFILE

SURVEYED — DATE
DRAWN — BY
TRACED — BY
GRADES CHECKED — BY
B. M.'S NOTED — BY
ALIGNMENT CHECKED — BY
NOTE BOOK — NO. OF WAY CHECKED
NO. 26-32
26-33

DATE 2-56 / 2-57
BY K.G.B. / R.D.Z.

HUBERT STORY
REGISTERED
No. 2185
STATE OF INDIANA
SURVEYOR

13

SLIDE ON RIGHT
SEE PRECEDING SHEET

ST 79A

FEDERAL ROAD DIVISION NO.	STATE	PROJ NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	Ind	~~163~~ 180	~~61~~ 62	~~20~~ 14	~~224~~

PLAN — SURVEYED ____ PLOTTED ____ NOTE BOOK ____ NO. 76-67 ____ 76-68 ____ ALIGNMENT CHECKED ____ R/W MONS. CHECKED ____ DATE ____ BY R.G. Shutt

PROFILE — SURVEYED ____ PLOTTED ____ NOTE BOOK ____ NO. 76-67 ____ 76-68 ____ GRADES CHECKED ____ R/W MONS. CHECKED ____ DATE ____ BY R.G. Shutt

Parallel Tangent to Curve ℄ Interstate @ 798+ Y

Δ = 4°34' Lt. D = 0°15' Front. Rd.

Δ = 0°18' Lt. D = 0°54' T = 798.7' L = 1588.9' E = 49.78'

HENRY & SARAH RARDEN

CARL HARDY

JOHN W. & HETTIE WITT

WILLARD & E. TERRY

ANTHONY & MAYBELLE ROBBINS

UTILITIES
Indiana Telephone Corp - Seymour, Ind
Local Address: 718 W. McClain Ave. Scottsburg
Power - Clark Co. - R.E.M.C. - Sellersburg
Scott Co. P.S.C.I. - Scottsburg

STRUCTURE No 170 — 1100 lb. 15" I Typ. Reqd. — Sta. 80+50 - 9½ Ort. Lt. Dres. Typ. — 1-15" CL I Typ. Reqd.

STRUCTURE No 171 — 1-15" CL I Pipe Reqd. — 1-15" Bend Reqd.

STRUCTURE No 172 — 1-15" CL I Pipe Reqd. — 1-15" Bend Reqd.

STRUCTURE No 173 — 6-7' Pipe Reqd. — 144 L.F. 7' Pipe Reqd. — 144 L.F. 7' Pipe Reqd. — Const. Limits

STRUCTURE No 176 — 1-36" CL I Pipe Reqd. — 1-15" CL I Typ. Reqd. — Sta. 815+29 Lt. Proj. 29 Acc. C.O.4

STRUCTURE No 177 — 1-CL I Pipe Reqd. — See Following Sht.

STRUCTURE No 178 — See Following Sht.

STRUCTURE No 179 — See Preceding Sht. — 1-6' CL II Pipe Reqd. — 1-15" Bend Reqd. — 414 L.F. 15" Pipe Reqd. — 1-15" End Reqd.

STRUCTURE No 180 — 1196 L.F. 6' CL I Pipe Reqd. — 1-15" Bend Reqd.

Note: Power line & poles owned P.S.I. is on side of drive (Has Electric Rate No. 2 Cust. No.)

Note: This structure constructed by Hardy, Terry & Robbins

Limited Access R/W Fence (F.F.T.) — Limited Access R/W Fence — Limited Access Fence — Const. Limits — Timber Line — Fence — Ditch — Creek — Pasture — Woods — Weeds — Gravel Rd. — Asphalt Rd. — Concrete Rd. — Gravel Drive — Concrete Drive — Asphalt Drive — Concrete Walk — Asphalt Walk — Gravel Walk — Steps — Concrete Steps — Asphalt Steps — Gravel Steps — Concrete Curb — Asphalt Curb — Gravel Curb — Concrete Gutter — Asphalt Gutter — Gravel Gutter — Concrete Ditch — Asphalt Ditch — Gravel Ditch — Concrete Swale — Asphalt Swale — Gravel Swale — Concrete Berm — Asphalt Berm — Gravel Berm — Concrete Median — Asphalt Median — Gravel Median — Concrete Island — Asphalt Island — Gravel Island — Concrete Shoulder — Asphalt Shoulder — Gravel Shoulder — Concrete Pavement — Asphalt Pavement — Gravel Pavement — Concrete Base — Asphalt Base — Gravel Base — Concrete Subbase — Asphalt Subbase — Gravel Subbase — Concrete Subgrade — Asphalt Subgrade — Gravel Subgrade — Concrete Fill — Asphalt Fill — Gravel Fill — Concrete Cut — Asphalt Cut — Gravel Cut — Concrete Excavation — Asphalt Excavation — Gravel Excavation — Concrete Backfill — Asphalt Backfill — Gravel Backfill — Concrete Embankment — Asphalt Embankment — Gravel Embankment — Concrete Borrow — Asphalt Borrow — Gravel Borrow — Concrete Waste — Asphalt Waste — Gravel Waste — Concrete Spoil — Asphalt Spoil — Gravel Spoil — Concrete Stockpile — Asphalt Stockpile — Gravel Stockpile — Concrete Salvage — Asphalt Salvage — Gravel Salvage — Concrete Reuse — Asphalt Reuse — Gravel Reuse — Concrete Disposal — Asphalt Disposal — Gravel Disposal — Concrete Removal — Asphalt Removal — Gravel Removal — Concrete Demolition — Asphalt Demolition — Gravel Demolition — Concrete Abandonment — Asphalt Abandonment — Gravel Abandonment — Concrete Relocation — Asphalt Relocation — Gravel Relocation — Concrete Adjustment — Asphalt Adjustment — Gravel Adjustment — Concrete Protection — Asphalt Protection — Gravel Protection — Concrete Temporary — Asphalt Temporary — Gravel Temporary — Concrete Permanent — Asphalt Permanent — Gravel Permanent — Concrete Seeding — Asphalt Seeding — Gravel Seeding — Concrete Sodding — Asphalt Sodding — Gravel Sodding — Concrete Mulching — Asphalt Mulching — Gravel Mulching — Concrete Fertilizing — Asphalt Fertilizing — Gravel Fertilizing — Concrete Liming — Asphalt Liming — Gravel Liming — Concrete Watering — Asphalt Watering — Gravel Watering — Concrete Maintenance — Asphalt Maintenance — Gravel Maintenance — Concrete Repair — Asphalt Repair — Gravel Repair — Concrete Replacement — Asphalt Replacement — Gravel Replacement — Concrete Reconstruction — Asphalt Reconstruction — Gravel Reconstruction — Concrete Rehabilitation — Asphalt Rehabilitation — Gravel Rehabilitation — Concrete Resurfacing — Asphalt Resurfacing — Gravel Resurfacing — Concrete Overlay — Asphalt Overlay — Gravel Overlay — Concrete Underlay — Asphalt Underlay — Gravel Underlay — Concrete Base Course — Asphalt Base Course — Gravel Base Course — Concrete Subbase Course — Asphalt Subbase Course — Gravel Subbase Course — Concrete Subgrade Course — Asphalt Subgrade Course — Gravel Subgrade Course — Concrete Fill Course — Asphalt Fill Course — Gravel Fill Course — Concrete Cut Course — Asphalt Cut Course — Gravel Cut Course — Concrete Excavation Course — Asphalt Excavation Course — Gravel Excavation Course — Concrete Backfill Course — Asphalt Backfill Course — Gravel Backfill Course — Concrete Embankment Course — Asphalt Embankment Course — Gravel Embankment Course — Concrete Borrow Course — Asphalt Borrow Course — Gravel Borrow Course — Concrete Waste Course — Asphalt Waste Course — Gravel Waste Course — Concrete Spoil Course — Asphalt Spoil Course — Gravel Spoil Course — Concrete Stockpile Course — Asphalt Stockpile Course — Gravel Stockpile Course — Concrete Salvage Course — Asphalt Salvage Course — Gravel Salvage Course — Concrete Reuse Course — Asphalt Reuse Course — Gravel Reuse Course — Concrete Disposal Course — Asphalt Disposal Course — Gravel Disposal Course — Concrete Removal Course — Asphalt Removal Course — Gravel Removal Course — Concrete Demolition Course — Asphalt Demolition Course — Gravel Demolition Course — Concrete Abandonment Course — Asphalt Abandonment Course — Gravel Abandonment Course — Concrete Relocation Course — Asphalt Relocation Course — Gravel Relocation Course — Concrete Adjustment Course — Asphalt Adjustment Course — Gravel Adjustment Course — Concrete Protection Course — Asphalt Protection Course — Gravel Protection Course — Concrete Temporary Course — Asphalt Temporary Course — Gravel Temporary Course — Concrete Permanent Course — Asphalt Permanent Course — Gravel Permanent Course — Concrete Seeding Course — Asphalt Seeding Course — Gravel Seeding Course — Concrete Sodding Course — Asphalt Sodding Course — Gravel Sodding Course — Concrete Mulching Course — Asphalt Mulching Course — Gravel Mulching Course — Concrete Fertilizing Course — Asphalt Fertilizing Course — Gravel Fertilizing Course — Concrete Liming Course — Asphalt Liming Course — Gravel Liming Course — Concrete Watering Course — Asphalt Watering Course — Gravel Watering Course — Concrete Maintenance Course — Asphalt Maintenance Course — Gravel Maintenance Course — Concrete Repair Course — Asphalt Repair Course — Gravel Repair Course — Concrete Replacement Course — Asphalt Replacement Course — Gravel Replacement Course — Concrete Reconstruction Course — Asphalt Reconstruction Course — Gravel Reconstruction Course — Concrete Rehabilitation Course — Asphalt Rehabilitation Course — Gravel Rehabilitation Course — Concrete Resurfacing Course — Asphalt Resurfacing Course — Gravel Resurfacing Course — Concrete Overlay Course — Asphalt Overlay Course — Gravel Overlay Course — Concrete Underlay Course — Asphalt Underlay Course — Gravel Underlay Course — Concrete Base Course Course — Asphalt Base Course Course — Gravel Base Course Course — Concrete Subbase Course Course — Asphalt Subbase Course Course — Gravel Subbase Course Course — Concrete Subgrade Course Course — Asphalt Subgrade Course Course — Gravel Subgrade Course Course — Concrete Fill Course Course — Asphalt Fill Course Course — Gravel Fill Course Course — Concrete Cut Course Course — Asphalt Cut Course Course — Gravel Cut Course Course — Concrete Excavation Course Course — Asphalt Excavation Course Course — Gravel Excavation Course Course — Concrete Backfill Course Course — Asphalt Backfill Course Course — Gravel Backfill Course Course — Concrete Embankment Course Course — Asphalt Embankment Course Course — Gravel Embankment Course Course — Concrete Borrow Course Course — Asphalt Borrow Course Course — Gravel Borrow Course Course — Concrete Waste Course Course — Asphalt Waste Course Course — Gravel Waste Course Course — Concrete Spoil Course Course — Asphalt Spoil Course Course — Gravel Spoil Course Course — Concrete Stockpile Course Course — Asphalt Stockpile Course Course — Gravel Stockpile Course Course — Concrete Salvage Course Course — Asphalt Salvage Course Course — Gravel Salvage Course Course — Concrete Reuse Course Course — Asphalt Reuse Course Course — Gravel Reuse Course Course — Concrete Disposal Course Course — Asphalt Disposal Course Course — Gravel Disposal Course Course — Concrete Removal Course Course — Asphalt Removal Course Course — Gravel Removal Course Course — Concrete Demolition Course Course — Asphalt Demolition Course Course — Gravel Demolition Course Course — Concrete Abandonment Course Course — Asphalt Abandonment Course Course — Gravel Abandonment Course Course — Concrete Relocation Course Course — Asphalt Relocation Course Course — Gravel Relocation Course Course — Concrete Adjustment Course Course — Asphalt Adjustment Course Course — Gravel Adjustment Course Course — Concrete Protection Course Course — Asphalt Protection Course Course — Gravel Protection Course Course — Concrete Temporary Course Course — Asphalt Temporary Course Course — Gravel Temporary Course Course — Concrete Permanent Course Course — Asphalt Permanent Course Course — Gravel Permanent Course Course — Concrete Seeding Course Course — Asphalt Seeding Course Course — Gravel Seeding Course Course — Concrete Sodding Course Course — Asphalt Sodding Course Course — Gravel Sodding Course Course — Concrete Mulching Course Course — Asphalt Mulching Course Course — Gravel Mulching Course Course — Concrete Fertilizing Course Course — Asphalt Fertilizing Course Course — Gravel Fertilizing Course Course — Concrete Liming Course Course — Asphalt Liming Course Course — Gravel Liming Course Course — Concrete Watering Course Course — Asphalt Watering Course Course — Gravel Watering Course Course — Concrete Maintenance Course Course — Asphalt Maintenance Course Course — Gravel Maintenance Course Course — Concrete Repair Course Course — Asphalt Repair Course Course — Gravel Repair Course Course — Concrete Replacement Course Course — Asphalt Replacement Course Course — Gravel Replacement Course Course — Concrete Reconstruction Course Course — Asphalt Reconstruction Course Course — Gravel Reconstruction Course Course — Concrete Rehabilitation Course Course — Asphalt Rehabilitation Course Course — Gravel Rehabilitation Course Course — Concrete Resurfacing Course Course — Asphalt Resurfacing Course Course — Gravel Resurfacing Course Course — Concrete Overlay Course Course — Asphalt Overlay Course Course — Gravel Overlay Course Course — Concrete Underlay Course Course — Asphalt Underlay Course Course — Gravel Underlay Course Course — Concrete Base Course Course Course — Asphalt Base Course Course Course — Gravel Base Course Course Course — Concrete Subbase Course Course Course — Asphalt Subbase Course Course Course — Gravel Subbase Course Course Course — Concrete Subgrade Course Course Course — Asphalt Subgrade Course Course Course — Gravel Subgrade Course Course Course — Concrete Fill Course Course Course — Asphalt Fill Course Course Course — Gravel Fill Course Course Course — Concrete Cut Course Course Course — Asphalt Cut Course Course Course — Gravel Cut Course Course Course — Concrete Excavation Course Course Course — Asphalt Excavation Course Course Course — Gravel Excavation Course Course Course — Concrete Backfill Course Course Course — Asphalt Backfill Course Course Course — Gravel Backfill Course Course Course — Concrete Embankment Course Course Course — Asphalt Embankment Course Course Course — Gravel Embankment Course Course Course — Concrete Borrow Course Course Course — Asphalt Borrow Course Course Course — Gravel Borrow Course Course Course — Concrete Waste Course Course Course — Asphalt Waste Course Course Course — Gravel Waste Course Course Course — Concrete Spoil Course Course Course — Asphalt Spoil Course Course Course — Gravel Spoil Course Course Course — Concrete Stockpile Course Course Course — Asphalt Stockpile Course Course Course — Gravel Stockpile Course Course Course — Concrete Salvage Course Course Course — Asphalt Salvage Course Course Course — Gravel Salvage Course Course Course — Concrete Reuse Course Course Course — Asphalt Reuse Course Course Course — Gravel Reuse Course Course Course — Concrete Disposal Course Course Course — Asphalt Disposal Course Course Course — Gravel Disposal Course Course Course — Concrete Removal Course Course Course — Asphalt Removal Course Course Course — Gravel Removal Course Course Course — Concrete Demolition Course Course Course — Asphalt Demolition Course Course Course — Gravel Demolition Course Course Course — Concrete Abandonment Course Course Course — Asphalt Abandonment Course Course Course — Gravel Abandonment Course Course Course — Concrete Relocation Course Course Course — Asphalt Relocation Course Course Course — Gravel Relocation Course Course Course — Concrete Adjustment Course Course Course — Asphalt Adjustment Course Course Course — Gravel Adjustment Course Course Course — Concrete Protection Course Course Course — Asphalt Protection Course Course Course — Gravel Protection Course Course Course — Concrete Temporary Course Course Course — Asphalt Temporary Course Course Course — Gravel Temporary Course Course Course — Concrete Permanent Course Course Course — Asphalt Permanent Course Course Course — Gravel Permanent Course Course Course — Concrete Seeding Course Course Course — Asphalt Seeding Course Course Course — Gravel Seeding Course Course Course — Concrete Sodding Course Course Course — Asphalt Sodding Course Course Course — Gravel Sodding Course Course Course — Concrete Mulching Course Course Course — Asphalt Mulching Course Course Course — Gravel Mulching Course Course Course — Concrete Fertilizing Course Course Course — Asphalt Fertilizing Course Course Course — Gravel Fertilizing Course Course Course — Concrete Liming Course Course Course — Asphalt Liming Course Course Course — Gravel Liming Course Course Course — Concrete Watering Course Course Course — Asphalt Watering Course Course Course — Gravel Watering Course Course Course — Concrete Maintenance Course Course Course — Asphalt Maintenance Course Course Course — Gravel Maintenance Course Course Course — Concrete Repair Course Course Course — Asphalt Repair Course Course Course — Gravel Repair Course Course Course — Concrete Replacement Course Course Course — Asphalt Replacement Course Course Course — Gravel Replacement Course Course Course — Concrete Reconstruction Course Course Course — Asphalt Reconstruction Course Course Course — Gravel Reconstruction Course Course Course — Concrete Rehabilitation Course Course Course — Asphalt Rehabilitation Course Course Course — Gravel Rehabilitation Course Course Course — Concrete Resurfacing Course Course Course — Asphalt Resurfacing Course Course Course — Gravel Resurfacing Course Course Course — Concrete Overlay Course Course Course — Asphalt Overlay Course Course Course — Gravel Overlay Course Course Course — Concrete Underlay Course Course Course — Asphalt Underlay Course Course Course — Gravel Underlay Course Course Course — Concrete Base Course Course Course Course — Asphalt Base Course Course Course Course — Gravel Base Course Course Course Course — Concrete Subbase Course Course Course Course — Asphalt Subbase Course Course Course Course — Gravel Subbase Course Course Course Course — Concrete Subgrade Course Course Course Course — Asphalt Subgrade Course Course Course Course — Gravel Subgrade Course Course Course Course — Concrete Fill Course Course Course Course — Asphalt Fill Course Course Course Course — Gravel Fill Course Course Course Course — Concrete Cut Course Course Course Course — Asphalt Cut Course Course Course Course — Gravel Cut Course Course Course Course — Concrete Excavation Course Course Course Course — Asphalt Excavation Course Course Course Course — Gravel Excavation Course Course Course Course — Concrete Backfill Course Course Course Course — Asphalt Backfill Course Course Course Course — Gravel Backfill Course Course Course Course — Concrete Embankment Course Course Course Course — Asphalt Embankment Course Course Course Course — Gravel Embankment Course Course Course Course — Concrete Borrow Course Course Course Course — Asphalt Borrow Course Course Course Course — Gravel Borrow Course Course Course Course — Concrete Waste Course Course Course Course — Asphalt Waste Course Course Course Course — Gravel Waste Course Course Course Course — Concrete Spoil Course Course Course Course — Asphalt Spoil Course Course Course Course — Gravel Spoil Course Course Course Course — Concrete Stockpile Course Course Course Course — Asphalt Stockpile Course Course Course Course — Gravel Stockpile Course Course Course Course — Concrete Salvage Course Course Course Course — Asphalt Salvage Course Course Course Course — Gravel Salvage Course Course Course Course — Concrete Reuse Course Course Course Course — Asphalt Reuse Course Course Course Course — Gravel Reuse Course Course Course Course — Concrete Disposal Course Course Course Course — Asphalt Disposal Course Course Course Course — Gravel Disposal Course Course Course Course — Concrete Removal Course Course Course Course — Asphalt Removal Course Course Course Course — Gravel Removal Course Course Course Course — Concrete Demolition Course Course Course Course — Asphalt Demolition Course Course Course Course — Gravel Demolition Course Course Course Course — Concrete Abandonment Course Course Course Course — Asphalt Abandonment Course Course Course Course — Gravel Abandonment Course Course Course Course — Concrete Relocation Course Course Course Course — Asphalt Relocation Course Course Course Course — Gravel Relocation Course Course Course Course — Concrete Adjustment Course Course Course Course — Asphalt Adjustment Course Course Course Course — Gravel Adjustment Course Course Course Course — Concrete Protection Course Course Course Course — Asphalt Protection Course Course Course Course — Gravel Protection Course Course Course Course — Concrete Temporary Course Course Course Course — Asphalt Temporary Course Course Course Course — Gravel Temporary Course Course Course Course — Concrete Permanent Course Course Course Course — Asphalt Permanent Course Course Course Course — Gravel Permanent Course Course Course Course — Concrete Seeding Course Course Course Course — Asphalt Seeding Course Course Course Course — Gravel Seeding Course Course Course Course — Concrete Sodding Course Course Course Course — Asphalt Sodding Course Course Course Course — Gravel Sodding Course Course Course Course — Concrete Mulching Course Course Course Course — Asphalt Mulching Course Course Course Course — Gravel Mulching Course Course Course Course — Concrete Fertilizing Course Course Course Course — Asphalt Fertilizing Course Course Course Course — Gravel Fertilizing Course Course Course Course — Concrete Liming Course Course Course Course — Asphalt Liming Course Course Course Course — Gravel Liming Course Course Course Course — Concrete Watering Course Course Course Course — Asphalt Watering Course Course Course Course — Gravel Watering Course Course Course Course — Concrete Maintenance Course Course Course Course — Asphalt Maintenance Course Course Course Course — Gravel Maintenance Course Course Course Course — Concrete Repair Course Course Course Course — Asphalt Repair Course Course Course Course — Gravel Repair Course Course Course Course — Concrete Replacement Course Course Course Course — Asphalt Replacement Course Course Course Course — Gravel Replacement Course Course Course Course — Concrete Reconstruction Course Course Course Course — Asphalt Reconstruction Course Course Course Course — Gravel Reconstruction Course Course Course Course — Concrete Rehabilitation Course Course Course Course — Asphalt Rehabilitation Course Course Course Course — Gravel Rehabilitation Course Course Course Course — Concrete Resurfacing Course Course Course Course — Asphalt Resurfacing Course Course Course Course — Gravel Resurfacing Course Course Course Course — Concrete Overlay Course Course Course Course — Asphalt Overlay Course Course Course Course — Gravel Overlay Course Course Course Course — Concrete Underlay Course Course Course Course — Asphalt Underlay Course Course Course Course — Gravel Underlay Course Course Course Course

ALL R/W ON THIS SHEET TO BE AS SHOWN (LIMITED ACCESS). ON RT. TO 802.

~~ALL R/W ON THIS SHEET 100' ON EACH SIDE~~
~~WHERE NO LIMITED ACCESS IS SHOWN~~
~~LIMITED ACCESS TO APPLY WHERE SHOWN~~

P.O.S.I. P.I. + 543.2 (I.P.L.) — P.I. 803+42.8 — P.O.T. 806+88 (I.P.L.) — P.O.T. 807+35.2 I.P.B. — P.O.T. 831+66.6 (I.P.L.) — P.I. 826+43.6 (I.P.B.)

B.M. #65 'O' Elev. 644.36 Boat Spike W. side 12" Oak up 1' 167 Rt. Sta. 802+07.
B.M. #66 'O' Elev. 645.03 "cut in Top SW Cor. S.A.S. Conc. Cistern Cover 155' Rt. Sta. 805+90
B.M. #67 'O' Elev. 655.34 Boat Spike in W. side 14" Elm up 1' 63 Rt. Sta. 815+11

Cut = 1044 Cu. Yds.
Waste = 1044 Cu. Yds.

Exception El. Std. 'V' Ditch 639.04

GRD. OF INTERSTATE IN PLACE

GRD. SPEC. 3' BOT. DIT. ON RT.

GRD. OF STD. 'V' DIT. ON RT. OF FR. RD.

GRD. OF SPEC. 'V' DIT. ON RT OF FRONT. RD.

GRD. OF SURFACED FRONTAGE RD. IN PLACE

GRD. OF SPEC. 3' BOT. DIT. LT.

GRD. SPEC. 3' BOT. DIT. ON RT.

GRD. OF SPEC. 3' BOT. DIT. LT. OF INTER.

GRD. OF SPEC. 3' BOT. DIT. LT. OF FRONTAGE RD.

GRD. OF FRONT. RD. LT.

GRD. SPEC. 3' BOT. DIT. ON LT.

GRD. SPEC. 3' BOT. DIT. LT.

INV. PIPE UNDER INTER. 642.50 PIPE UNDER FR. RD. NOT SHOWN

INV. & F.L. RT. 631.28

F.L. LT. 636.47 — F.L. RT. 637.15

F.L. RT. 643.99 — F.L. RT. 642.64

F.L. LT. 645.89 — F.L. LT. 647.82 — F.L. LT. 643.55 — F.L. RT. 638.52

F.L. LT. 640.61 — F.L. LT. 637.60

INV. 636.86 — F.L. LT. 628.87 — F.L. LT. 629.00 — F.L. LT. 628.00

INV. & F.L. LT. 621.50

INV. RT. & 3.00' BOT. DIT. LT.

F.L. LT. 612.00 & INV. OF PIPE UNDER FRONT. RD. PIPE UNDER INTER. NOT SHOWN

F.L. LT. 614.27 — F.L. 612.80

Top Cast. 644.32 — Top Cast. 638.36

Inv. 643.50

Elev. 65.2' I.C. Unk — Elev. 65.2' I.C. Unk

P.I. FRONT. RD. ELEV. 648.00 V.C. 600'

P.I. FRONT. RD. ELEV. 652.00 V.C. 400'

P.I. FRONT. RD. ELEV. 644.80

P.I. FRONT. RD. ELEV. 633.18 V.C. 400'

Elev. 632.50 V.C. 800'

-1.50% — +1.95% — +0.623% — +4.70% — +14.80% — +9.92% — -1.68% — +2.06% — -0.30% — +2.20% — -1.28% — -1.66% — +1.35% — -3.20% — +2.23% — -0.30% — +2.50% — -4.75%

+140.0' — +134.194 — +190.130' — +150.200 — +150.155 — +100.130

Limited Access R/W Fence (F.F.T.) — Limited Access R/W Fence — Limited Access Fence — Const. Limits — Timber Line — Fence — Ditch — Creek — Pasture — Woods — Weeds — Gravel Rd. — Asphalt Rd. — Concrete Rd. — Gravel Drive — Concrete Drive — Asphalt Drive — Concrete Walk — Asphalt Walk — Gravel Walk — Steps — Concrete Steps — Asphalt Steps — Gravel Steps — Concrete Curb — Asphalt Curb — Gravel Curb — Concrete Gutter — Asphalt Gutter — Gravel Gutter — Concrete Ditch — Asphalt Ditch — Gravel Ditch — Concrete Swale — Asphalt Swale — Gravel Swale — Concrete Berm — Asphalt Berm — Gravel Berm — Concrete Median — Asphalt Median — Gravel Median — Concrete Island — Asphalt Island — Gravel Island — Concrete Shoulder — Asphalt Shoulder — Gravel Shoulder — Concrete Pavement — Asphalt Pavement — Gravel Pavement — Concrete Base — Asphalt Base — Gravel Base — Concrete Subbase — Asphalt Subbase — Gravel Subbase — Concrete Subgrade — Asphalt Subgrade — Gravel Subgrade — Concrete Fill — Asphalt Fill — Gravel Fill — Concrete Cut — Asphalt Cut — Gravel Cut — Concrete Excavation — Asphalt Excavation — Gravel Excavation — Concrete Backfill — Asphalt Backfill — Gravel Backfill — Concrete Embankment — Asphalt Embankment — Gravel Embankment — Concrete Borrow — Asphalt Borrow — Gravel Borrow — Concrete Waste — Asphalt Waste — Gravel Waste — Concrete Spoil — Asphalt Spoil — Gravel Spoil — Concrete Stockpile — Asphalt Stockpile — Gravel Stockpile — Concrete Salvage — Asphalt Salvage — Gravel Salvage — Concrete Reuse — Asphalt Reuse — Gravel Reuse — Concrete Disposal — Asphalt Disposal — Gravel Disposal — Concrete Removal — Asphalt Removal — Gravel Removal — Concrete Demolition — Asphalt Demolition — Gravel Demolition — Concrete Abandonment — Asphalt Abandonment — Gravel Abandonment — Concrete Relocation — Asphalt Relocation — Gravel Relocation — Concrete Adjustment — Asphalt Adjustment — Gravel Adjustment — Concrete Protection — Asphalt Protection — Gravel Protection — Concrete Temporary — Asphalt Temporary — Gravel Temporary — Concrete Permanent — Asphalt Permanent — Gravel Permanent — Concrete Seeding — Asphalt Seeding — Gravel Seeding — Concrete Sodding — Asphalt Sodding — Gravel Sodding — Concrete Mulching — Asphalt Mulching — Gravel Mulching — Concrete Fertilizing — Asphalt Fertilizing — Gravel Fertilizing — Concrete Liming — Asphalt Liming — Gravel Liming — Concrete Watering — Asphalt Watering — Gravel Watering — Concrete Maintenance — Asphalt Maintenance — Gravel Maintenance — Concrete Repair — Asphalt Repair — Gravel Repair — Concrete Replacement — Asphalt Replacement — Gravel Replacement — Concrete Reconstruction — Asphalt Reconstruction — Gravel Reconstruction — Concrete Rehabilitation — Asphalt Rehabilitation — Gravel Rehabilitation — Concrete Resurfacing — Asphalt Resurfacing — Gravel Resurfacing — Concrete Overlay — Asphalt Overlay — Gravel Overlay — Concrete Underlay — Asphalt Underlay — Gravel Underlay — Concrete Base Course — Asphalt Base Course — Gravel Base Course — Concrete Subbase Course — Asphalt Subbase Course — Gravel Subbase Course — Concrete Subgrade Course — Asphalt Subgrade Course — Gravel Subgrade Course — Concrete Fill Course — Asphalt Fill Course — Gravel Fill Course — Concrete Cut Course — Asphalt Cut Course — Gravel Cut Course — Concrete Excavation Course — Asphalt Excavation Course — Gravel Excavation Course — Concrete Backfill Course — Asphalt Backfill Course — Gravel Backfill Course — Concrete Embankment Course — Asphalt Embankment Course — Gravel Embankment Course — Concrete Borrow Course — Asphalt Borrow Course — Gravel Borrow Course — Concrete Waste Course — Asphalt Waste Course — Gravel Waste Course — Concrete Spoil Course — Asphalt Spoil Course — Gravel Spoil Course — Concrete Stockpile Course — Asphalt Stockpile Course — Gravel Stockpile Course — Concrete Salvage Course — Asphalt Salvage Course — Gravel Salvage Course — Concrete Reuse Course — Asphalt Reuse Course — Gravel Reuse Course — Concrete Disposal Course — Asphalt Disposal Course — Gravel Disposal Course — Concrete Removal Course — Asphalt Removal Course — Gravel Removal Course — Concrete Demolition Course — Asphalt Demolition Course — Gravel Demolition Course — Concrete Abandonment Course — Asphalt Abandonment Course — Gravel Abandonment Course — Concrete Relocation Course — Asphalt Relocation Course — Gravel Relocation Course — Concrete Adjustment Course — Asphalt Adjustment Course — Gravel Adjustment Course — Concrete Protection Course — Asphalt Protection Course — Gravel Protection Course — Concrete Temporary Course — Asphalt Temporary Course — Gravel Temporary Course — Concrete Permanent Course — Asphalt Permanent Course — Gravel Permanent Course — Concrete Seeding Course — Asphalt Seeding Course — Gravel Seeding Course — Concrete Sodding Course — Asphalt Sodding Course — Gravel Sodding Course — Concrete Mulching Course — Asphalt Mulching Course — Gravel Mulching Course — Concrete Fertilizing Course — Asphalt Fertilizing Course — Gravel Fertilizing Course — Concrete Liming Course — Asphalt Liming Course — Gravel Liming Course — Concrete Watering Course — Asphalt Watering Course — Gravel Watering Course — Concrete Maintenance Course — Asphalt Maintenance Course — Gravel Maintenance Course — Concrete Repair Course — Asphalt Repair Course — Gravel Repair Course — Concrete Replacement Course — Asphalt Replacement Course — Gravel Replacement Course — Concrete Reconstruction Course — Asphalt Reconstruction Course — Gravel Reconstruction Course — Concrete Rehabilitation Course — Asphalt Rehabilitation Course — Gravel Rehabilitation Course — Concrete Resurfacing Course — Asphalt Resurfacing Course — Gravel Resurfacing Course — Concrete Overlay Course — Asphalt Overlay Course — Gravel Overlay Course — Concrete Underlay Course — Asphalt Underlay Course — Gravel Underlay Course — Concrete Base Course Course — Asphalt Base Course Course — Gravel Base Course Course — Concrete Subbase Course Course — Asphalt Subbase Course Course — Gravel Subbase Course Course — Concrete Subgrade Course Course — Asphalt Subgrade Course Course — Gravel Subgrade Course Course — Concrete Fill Course Course — Asphalt Fill Course Course — Gravel Fill Course Course — Concrete Cut Course Course — Asphalt Cut Course Course — Gravel Cut Course Course — Concrete Excavation Course Course — Asphalt Excavation Course Course — Gravel Excavation Course Course — Concrete Backfill Course Course — Asphalt Backfill Course Course — Gravel Backfill Course Course — Concrete Embankment Course Course — Asphalt Embankment Course Course — Gravel Embankment Course Course — Concrete Borrow Course Course — Asphalt Borrow Course Course — Gravel Borrow Course Course — Concrete Waste Course Course — Asphalt Waste Course Course — Gravel Waste Course Course — Concrete Spoil Course Course — Asphalt Spoil Course Course — Gravel Spoil Course Course — Concrete Stockpile Course Course — Asphalt Stockpile Course Course — Gravel Stockpile Course Course — Concrete Salvage Course Course — Asphalt Salvage Course Course — Gravel Salvage Course Course — Concrete Reuse Course Course — Asphalt Reuse Course Course — Gravel Reuse Course Course — Concrete Disposal Course Course — Asphalt Disposal Course Course — Gravel Disposal Course Course — Concrete Removal Course Course — Asphalt Removal Course Course — Gravel Removal Course Course — Concrete Demolition Course Course — Asphalt Demolition Course Course — Gravel Demolition Course Course — Concrete Abandonment Course Course — Asphalt Abandonment Course Course — Gravel Abandonment Course Course — Concrete Relocation Course Course — Asphalt Relocation Course Course — Gravel Relocation Course Course — Concrete Adjustment Course Course — Asphalt Adjustment Course Course — Gravel Adjustment Course Course — Concrete Protection Course Course — Asphalt Protection Course Course — Gravel Protection Course Course — Concrete Temporary Course Course — Asphalt Temporary Course Course — Gravel Temporary Course Course — Concrete Permanent Course Course — Asphalt Permanent Course Course — Gravel Permanent Course Course — Concrete Seeding Course Course — Asphalt Seeding Course Course — Gravel Seeding Course Course — Concrete Sodding Course Course — Asphalt Sodding Course Course — Gravel Sodding Course Course — Concrete Mulching Course Course — Asphalt Mulching Course Course — Gravel Mulching Course Course — Concrete Fertilizing Course Course — Asphalt Fertilizing Course Course — Gravel Fertilizing Course Course — Concrete Liming Course Course — Asphalt Liming Course Course — Gravel Liming Course Course — Concrete Watering Course Course — Asphalt Watering Course Course — Gravel Watering Course Course — Concrete Maintenance Course Course — Asphalt Maintenance Course Course — Gravel Maintenance Course Course — Concrete Repair Course Course — Asphalt Repair Course Course — Gravel Repair Course Course — Concrete Replacement Course Course — Asphalt Replacement Course Course — Gravel Replacement Course Course — Concrete Reconstruction Course Course — Asphalt Reconstruction Course Course — Gravel Reconstruction Course Course — Concrete Rehabilitation Course Course — Asphalt Rehabilitation Course Course — Gravel Rehabilitation Course Course — Concrete Resurfacing Course Course — Asphalt Resurfacing Course Course — Gravel Resurfacing Course Course — Concrete Overlay Course Course — Asphalt Overlay Course Course — Gravel Overlay Course Course — Concrete Underlay Course Course — Asphalt Underlay Course Course — Gravel Underlay Course Course — Concrete Base Course Course Course — Asphalt Base Course Course Course — Gravel Base Course Course Course — Concrete Subbase Course Course Course — Asphalt Subbase Course Course Course — Gravel Subbase Course Course Course — Concrete Subgrade Course Course Course — Asphalt Subgrade Course Course Course — Gravel Subgrade Course Course Course — Concrete Fill Course Course Course — Asphalt Fill Course Course Course — Gravel Fill Course Course Course — Concrete Cut Course Course Course — Asphalt Cut Course Course Course — Gravel Cut Course Course Course — Concrete Excavation Course Course Course — Asphalt Excavation Course Course Course — Gravel Excavation Course Course Course — Concrete Backfill Course Course Course — Asphalt Backfill Course Course Course — Gravel Backfill Course Course Course — Concrete Embankment Course Course Course — Asphalt Embankment Course Course Course — Gravel Embankment Course Course Course — Concrete Borrow Course Course Course — Asphalt Borrow Course Course Course — Gravel Borrow Course Course Course — Concrete Waste Course Course Course — Asphalt Waste Course Course Course — Gravel Waste Course Course Course — Concrete Spoil Course Course Course — Asphalt Spoil Course Course Course — Gravel Spoil Course Course Course — Concrete Stockpile Course Course Course — Asphalt Stockpile Course Course Course — Gravel Stockpile Course Course Course — Concrete Salvage Course Course Course — Asphalt Salvage Course Course Course — Gravel Salvage Course Course Course — Concrete Reuse Course Course Course — Asphalt Reuse Course Course Course — Gravel Reuse Course Course Course — Concrete Disposal Course Course Course — Asphalt Disposal Course Course Course — Gravel Disposal Course Course Course — Concrete Removal Course Course Course — Asphalt Removal Course Course Course — Gravel Removal Course Course Course — Concrete Demolition Course Course Course — Asphalt Demolition Course Course Course — Gravel Demolition Course Course Course — Concrete Abandonment Course Course Course — Asphalt Abandonment Course Course Course — Gravel Abandonment Course Course Course — Concrete Relocation Course Course Course — Asphalt Relocation Course Course Course — Gravel Relocation Course Course Course — Concrete Adjustment Course Course Course — Asphalt Adjustment Course Course Course — Gravel Adjustment Course Course Course — Concrete Protection Course Course Course — Asphalt Protection Course Course Course — Gravel Protection Course Course Course — Concrete Temporary Course Course Course — Asphalt Temporary Course Course Course — Gravel Temporary Course Course Course — Concrete Permanent Course Course Course — Asphalt Permanent Course Course Course — Gravel Permanent Course Course Course — Concrete Seeding Course Course Course — Asphalt Seeding Course Course Course — Gravel Seeding Course Course Course — Concrete Sodding Course Course Course — Asphalt Sodding Course Course Course — Gravel Sodding Course Course Course — Concrete Mulching Course Course Course — Asphalt Mulching