

INDEX

Table with columns: SHEET NO., DESIGNATION, B.P.R. APPROVAL, DATE ADOPTED 'A' or LATEST REVISION 'R'. Lists various sheets including title sheets, standards, and estimates.

STATE OF INDIANA INDIANA STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY I-PROJECT NO. 70-3

BEGINNING AT A POINT 145.8 FEET EAST OF THE EAST SECTION LINE OF SECTION 25, T16N, R4E AND RUNNING IN AN EASTERLY DIRECTION 1200 FEET TO A POINT 64.1 FEET EAST OF THE MARION-HANCOCK COUNTY LINE AND EAST SECTION OF SECTION 27, T16N, R2E AND 812.0 FEET NORTH OF THE 1/4 SECTION CORNER.

Code 0526

Table with columns: FEDERAL ROAD DIVISION NO., STATE, PROJ. NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS.

DESIGN DATA table with columns: A.D.T. (1962), A.D.T. (1975) PROJECTED, D.H.V. (1975), DIRECTIONAL DISTRIBUTION, TRUCKS, DESIGN SPEED, ACCESS CONTROL, A.D.T. (1982) PROJECTED.

R/W PLANS FOR THIS JOB INCLUDE R/W FOR SEPARATE CONTRACT STRUCTURES:

URBAN PORTION GROSS LENGTH 1.937 MI. NET LENGTH 1.937 MI.

TOTAL GROSS LENGTH: 4.015 MI. NET LENGTH: 4.015 MI.

RURAL PORTION GROSS LENGTH 2.078 MI. NET LENGTH 2.078 MI.

PLAN LONG: 1"=100' TRANS: 1"=100' PROFILE HORIZ: 1"=100' VERT: 1"=10' MAX. GRADE 0.98%

\*NOTE: SHEET NO. (INTERCHANGE GRADING PLAN) AVAILABLE AT STATE ROAD DESIGN OFFICE: PRINTS ARE AVAILABLE ON REQUEST.

Table with columns: SHEET NO., DATE, REVISED. Lists revisions to various sheets.

R/W INDEX table with columns: SHEET NO., DESCRIPTION. Lists sheet numbers and their descriptions.

LEGEND with symbols for Permanent Barricade Type A, Barricade Type A, Barricade Type B, Typical Sign Standard, Construction Identification Signs.

INDIANA STATE HIGHWAY COMMISSION STANDARD SPECIFICATIONS DATED 1963 TO BE USED WITH THESE PLANS.

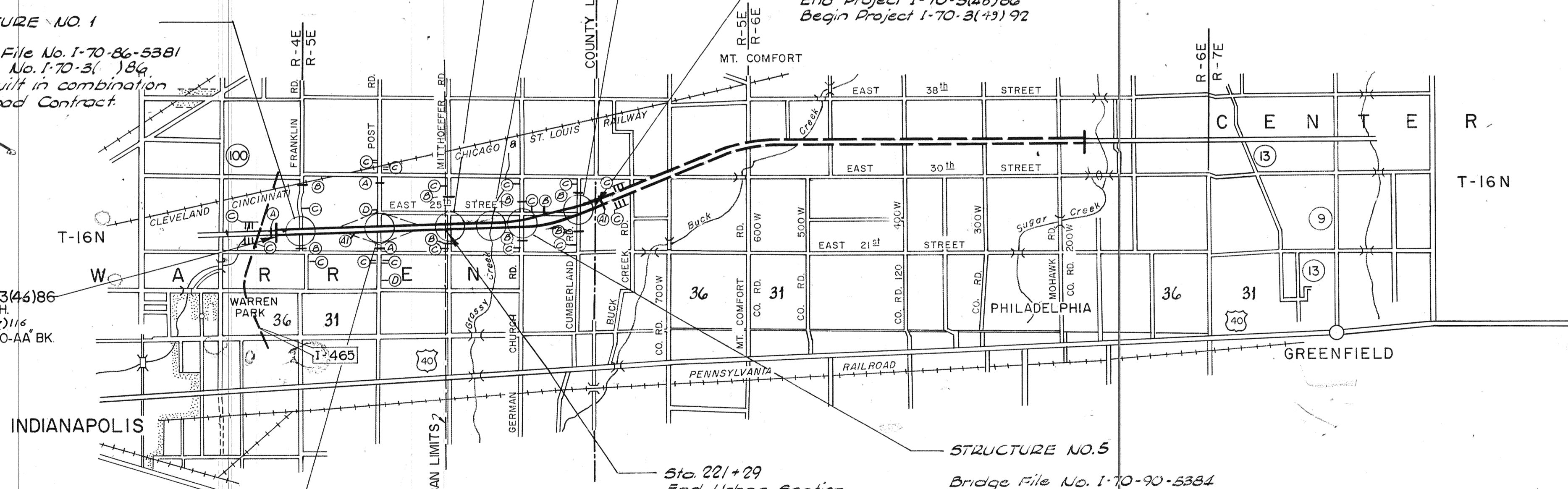
STRUCTURE NO. 1 Bridge File No. I-70-86-5381 Project No. I-70-3(1)86 To be built in combination with Road Contract.

STRUCTURE NO. 3 Bridge File No. I-70-89-5383 Project No. I-70-3(1)86 To be built in combination with Road Contract.

STRUCTURE NO. 4 Bridge File No. I-70-90-5406 Project No. I-70-3(1)86 To be built in combination with Road Contract. Parking Exception Sta. 202+322 to Sta. 203+418.

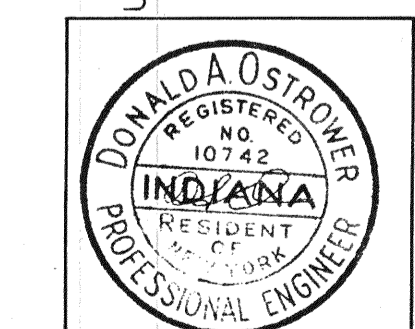
STRUCTURE NO. 6 Bridge File No. I-70-91-5399 Project No. I-70-3(1)86 To be built in combination with Road Contract.

STRUCTURE NO. 5 Sta. 221+29 End Urban Section Begin Rural Section Bridge File No. I-70-90-5384 Project No. I-70-3(1)86 To be built in combination with Road Contract.

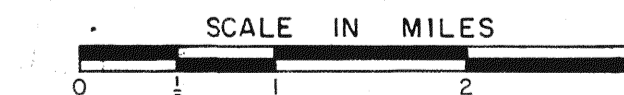


STRUCTURE NO. 2 Bridge File No. I-70-87-5382 Project No. I-70-3(1)86 To be built in combination with Road Contract.

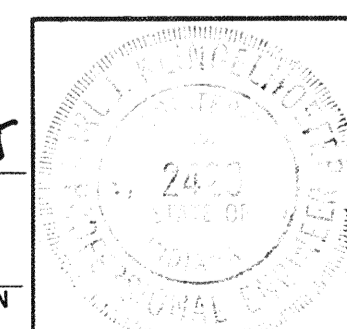
Submitted by [Signature] Date 1-18-65



VOLLMER ASSOCIATES, INC. CONSULTING ENGINEERS LOUISVILLE KENTUCKY



RECOMMENDED FOR APPROVAL 5-25-65 [Signature] ENGINEER OF PLANS & SPEC. INDIANA STATE HIGHWAY COMMISSION



APPROVED 5-26-65 [Signature] CHIEF ENGINEER - INDIANA STATE HIGHWAY COMMISSION

BUREAU OF PUBLIC ROADS DEPARTMENT OF COMMERCE APPROVED [Signature] DIVISION ENGINEER DATE

ROAD FILE: -

REVISIONS (CONT.) table with columns: SHEET NO., DATE, REVISED. Lists further revisions to sheets 8, 9, 38, 3, 8, 9, and 17, 33.

PARCEL LISTING FOR LAND ACQUISITION INDIANA STATE HIGHWAY COMMISSION

Table with columns: PARCEL NUMBER, GRANTOR, CENTER LINE, FROM APPROX STA., TO APPROX STA., PLAN SHEET, BRIDGE, TOTAL AREA, R/W EXISTING, NATURE OF TITLE ACQUIRED, LAND TO BE ACQUIRED, RESIDUE AREA, BLDG. AREA. Includes entries for parcels 1 through 31.

REV. 3-29-67 M.W. MYERS

PARCEL LISTING FOR LAND ACQUISITION INDIANA STATE HIGHWAY COMMISSION

Table with columns: PARCEL NUMBER, GRANTOR, CENTER LINE, FROM APPROX STA., TO APPROX STA., PLAN SHEET, BRIDGE, TOTAL AREA, R/W EXISTING, NATURE OF TITLE ACQUIRED, LAND TO BE ACQUIRED, RESIDUE AREA, BLDG. AREA. Includes entries for parcels 31A through 57.

REV. C.E. LANGE 2-26-68

REV. 10-31-67 M.W. MYERS

REV. 4-28-67 J.R. MCKNEIGHT

REV. 4-28-67 J.R. MCKNEIGHT

REV. 7-26-68 C.E. LANGE

Summary table with columns: FED. RD. DIST. NO., STATE, PROJECT NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS. Values: 4, IND., I-70-3(46)86, 1964, 2, 1.

ROAD I-70 COUNTY-MARION PROJECT I-70-3(46)86 L.A. CODE 0526 DATE 02/14/67

L10-6-01

PARCEL LISTING FOR LAND ACQUISITION  
INDIANA STATE HIGHWAY COMMISSION

PARCEL NUMBER	GRANTOR	CENTER LINE	FROM APPROX STA.	TO APPROX STA.	PLAN SHEET	BRIDGE	TOTAL AREA	R/W EXISTING	NATURE OF TITLE	LAND TO BE ACQUIRED	RESIDUE AREA	BLDG.
57B		S6B	53	55	14+20				TE	0.197AC		*
58	PARKER, LAURA I.	S6B	53	59	20+24		60.000AC	0.682AC	FS	1.850AC	A= 57.463AC	
59	HAND, BERNARD D. ET UX.	S6B	51	53	14+20+24		0.510AC	0.048AC	FS	0.188AC	A= 0.274AC	
60	WEBER, ADOLPHUS ET UX.	BR	317	323	14+20		30.069AC	1.557AC	FS	4.165AC	A= 8.840AC B= 0.059AC C= 0.987AC D= 14.461AC	
61	PERRY, GROVER W. ET UX.	S6B	41	42	20		0.986AC	0.075AC	FS	0.060AC	A= 0.851AC	
62	PERRY, GROVER W. ET UX.	S6B	40	41	20		0.986AC	0.075AC	FS	0.018AC	A= 0.893AC	
63	PARCEL 63 ON PROJECT I-70-3(46) AND PARCEL 1 ON PROJECT I-70-3(49) COVER THE SAME LAND, WITH ACQUISITION THEREOF ENTIRELY UNDER SAID PROJECT I-70-3(49).											
63	PLOENGES, ANTON	BR	323	330	14		105.000AC	1.180AC	FS	4.329AC	A= 27.198AC B= 7.793AC C= 43.069AC D= 15.563AC	
63A		B	330	339	14+15				FS	5.363AC		
63B		B	342	345	15				FS	0.505AC		
64	ELIMINATED 11/10/66											
65	AKERS, CHARLES W. ET UX.	B	253	255	12		0.560AC	0.000AC	TE	0.238AC	A= 0.560AC	
66	HOLST, RICHARD C. ET UX.	B	254	255	12		0.471AC	0.000AC	TE	0.088AC	A= 0.471AC	
67	AMER. FLET. NATL BANK	S3B	42	45	19		91.100AC	1.833AC	FS	0.279AC	A= 87.822AC	
67A		BL	295	302	13+14				FS	1.166AC		
68	KUETEMEIER, MORGAN ET UX.	S-3-B	45	49	13+19		9.901AC	0.490AC	FS	0.210AC	A= 9.201AC	

LIST OF EXCESS LANDS TO BE ACQUIRED  
AND A SEGREGATION BY PROJECTS OF RIGHT OF WAY AREAS AND EXCESS  
LAND AREAS LYING IN TWO OR MORE PROJECTS

PARCEL NUMERAL	TYPE OF TAKING	LAND TO BE ACQUIRED	PROJECT I-70-3(46)86	PROJECT I465-4(37)116	PROJECT I-70-3(49)92
1	FS				
9	EXCESS	105.250AC	105.250AC		
63	FS	10.197AC	4.711AC		5.486AC

\* (ASTERISK) IN THE BRIDGE COLUMN INDICATES THE PARCEL IS PARTIALLY OR COMPLETELY WITHIN THE LIMITS OF A BRIDGE PROJECT.  
\* (ASTERISK) IN THE BLDG. COLUMN INDICATES A BUILDING IS PARTIALLY OR COMPLETELY WITHIN THE LIMITS OF THE R/W REQUIRED.

ACCESS RTS = ONLY ABUTTERS ACCESS RIGHTS TO BE ACQUIRED  
EASMNT RTS = CLEARANCE OF PRIVATE EASEMENT WHICH ENCUMBERS THE TAKING  
CLEAR RESV = CLEARANCE OF RESERVATION IN OLD GRANT OF EASEMENT  
MINERALS = ACQUISITION OF MINERAL RIGHTS FROM OTHER THAN THE FEE OWNER OF THE LAND  
LEASEHOLD = RELEASE OF LEASEHOLD INTEREST  
CONTR. SALE = RELEASE OF CONTRACT INTEREST  
FS = FEE SIMPLE TITLE  
LA = LIMITED ACCESS R/W  
PE = PERMANENT R/W  
OD = QUITCLAIM DEED  
WD = WARRANTY DEED  
TE = TEMPORARY R/W  
TB = TEMPORARY R/W FOR BUILDING REMOVAL ONLY  
PV = PROVISIONAL R/W  
SP = SPECIAL INSTRUMENT FOR CLEARING SPECIAL INTERESTS (OC DEED, SPECIAL R/W GRANT, RELEASE OF LEASEHOLD, ETC.)

REV. 4-28-67  
J.R. MCKNEIGHT  
REV. 2-28-68  
C.E. LANGRISH  
REV. 3-20-68  
C.E. LANGRISH

69	PERINE BUILDERS INC.	B	222	235	11+18		70.250 AC	0.650 AC	FS	6.061 AC	A= 17.950 AC	
69A		B	235	248	11+12				FS	8.301 AC	B= 19.503 AC	
69B		B	222	235	11+18				TE	1.440 AC	C= 17.736 AC	
69C		B	235	248	11+12				TE	1.337 AC	D= 0.049 AC	

FEDERAL ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-346186	1964	3	

43. Leonard D. & Lois A. (wife) Stoner  
 44. Dale K. & Carol (wife) Snider  
 45. Harold J. & Marie A. (wife) Carson  
 REV. 10-10-66 RE & OWNERS STAT. 255; RT. M.W. MYERS

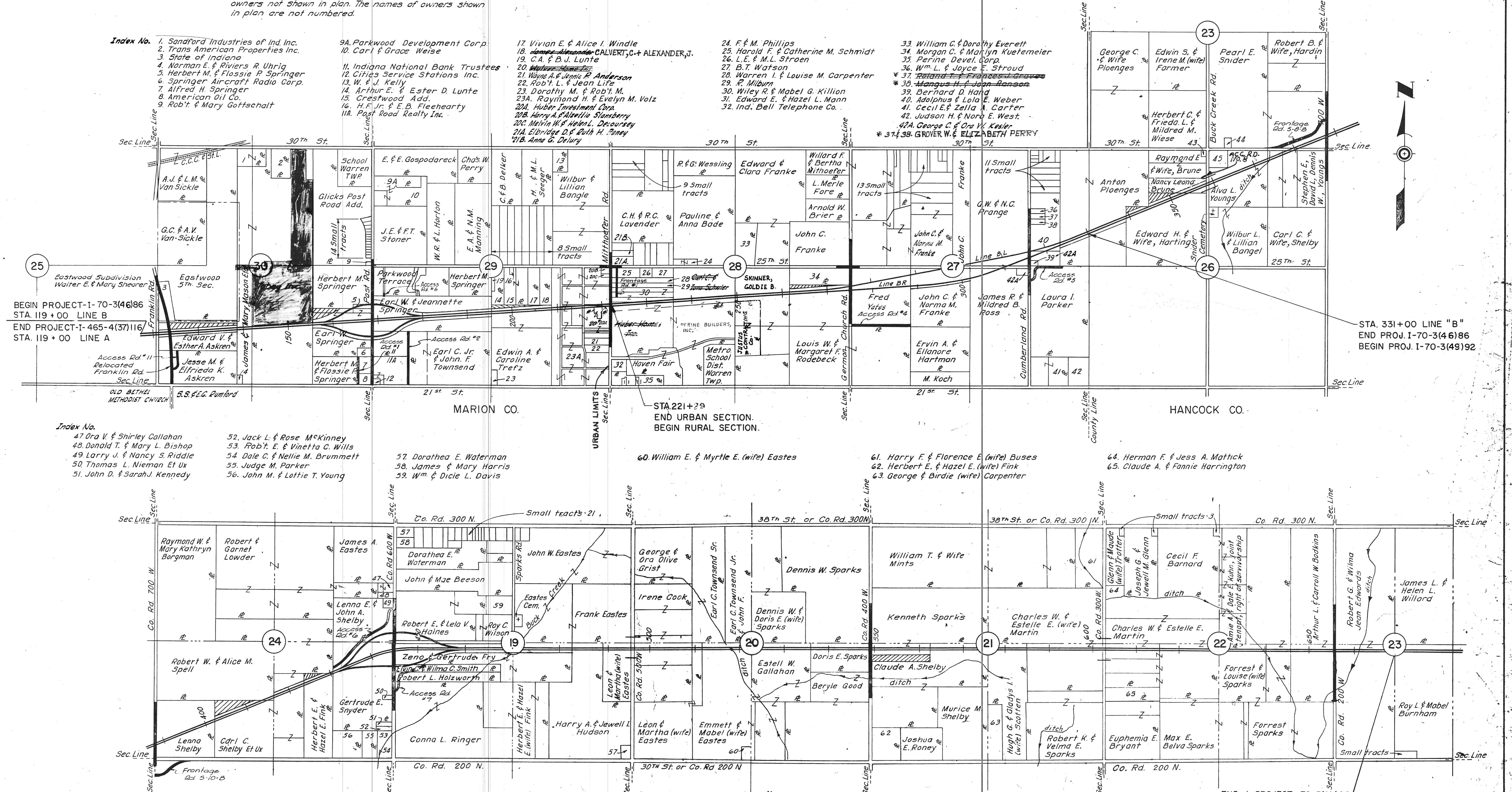
NOTE: Numbered Parcels in Table below indicate the names of owners not shown in plan. The names of owners shown in plan are not numbered.

- Index No.**
- 1. Sanford Industries of Ind. Inc.
  - 2. Trans American Properties Inc.
  - 3. State of Indiana
  - 4. Norman E. & Riviers R. Uhrig
  - 5. Herbert M. & Flossie P. Springer
  - 6. Springer Aircraft Radio Corp.
  - 7. Alfred H. Springer
  - 8. American Oil Co.
  - 9. Robt. & Mary Gottschalt
  - 9A. Parkwood Development Corp.
  - 10. Carl & Grace Weise
  - 11. Indiana National Bank Trustees
  - 12. Cities Service Stations Inc.
  - 13. W. & J. Kelly
  - 14. Arthur E. & Ester D. Lunte
  - 15. Crestwood Add.
  - 16. H. F. Jr. & E. B. Fleeharty
  - 17. Post Road Realty Inc.

- 17. Vivian E. & Alice I. Windle
- 18. ~~James Alexander~~ CALVERT, C. + ALEXANDER, J.
- 19. C.A. & B.J. Lunte
- 20. ~~Wilbur Bangle~~
- 21. Wayne A. & Jennie P. Anderson
- 22. Robt. L. & Jean Life
- 23. Dorothy M. & Robt. M.
- 23A. Raymond H. & Evelyn M. Volz
- 20A. Huber Investment Corp.
- 20B. Harry A. & Alva L. Slansberry
- 20C. Melvin W. & Helen L. Doursoury
- 21A. Elbridge D. & Ruth H. Honey
- 21B. Ann G. Delury

- 24. F. & M. Phillips
- 25. Harold F. & Catherine M. Schmidt
- 26. L.E. & M.L. Stroen
- 27. B.T. Watson
- 28. Warren I. & Louise M. Carpenter
- 29. R. Milburn
- 30. Wiley R. & Mabel G. Killion
- 31. Edward E. & Hazel L. Mann
- 32. Ind. Bell Telephone Co.

- 33. William C. & Dorothy Everett
- 34. Morgan C. & Marilyn Kuetemeier
- 35. Perine Devel. Corp.
- 36. Wm. L. & Joyce E. Stroud
- 37. ~~Richard T. & Frances J. Graves~~
- 38. ~~Mangus H. & Jean Ranson~~
- 39. Bernhard D. Hand
- 40. Adolphus & Lola E. Weber
- 41. Cecil E. & Zella A. Carter
- 42. Judson H. & Nora E. West
- 42A. George C. & Ora V. Kesler
- \* 37 & 38. GROVER W. & ELIZABETH PERRY



BEGIN PROJECT-I-70-3(46)86  
 STA. 119 + 00 LINE B  
 END PROJECT-I-465-4(37)116  
 STA. 119 + 00 LINE A

STA. 331+00 LINE "B"  
 END PROJ. I-70-3(46)86  
 BEGIN PROJ. I-70-3(49)92

MARION CO.

STA 221+29  
 END URBAN SECTION.  
 BEGIN RURAL SECTION.

HANCOCK CO.

- Index No.**
- 47. Ora V. & Shirley Callahan
  - 48. Donald T. & Mary L. Bishop
  - 49. Larry J. & Nancy S. Riddle
  - 50. Thomas L. Nieman Et ux
  - 51. John D. & Sarah J. Kennedy
  - 52. Jack L. & Rose M. Kinney
  - 53. Robt. E. & Vinetta C. Willis
  - 54. Dale C. & Nellie M. Brummett
  - 55. Judge M. Parker
  - 56. John M. & Lottie T. Young

- 57. Dorathea E. Waterman
- 58. James & Mary Harris
- 59. Wm. & Dicie L. Davis

60. William E. & Myrtle E. (wife) Eastes

- 61. Harry F. & Florence E. (wife) Buses
- 62. Herbert E. & Hazel E. (wife) Fink
- 63. George & Birdie (wife) Carpenter

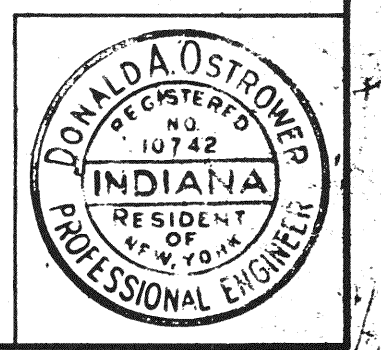
- 64. Herman F. & Jess A. Matlack
- 65. Claude A. & Fannie Harrington

**LEGEND**  
 Landlocked - No Access Provided

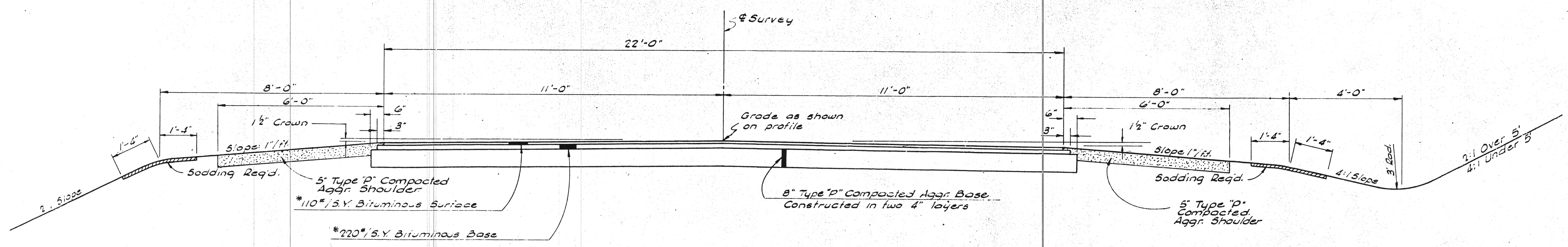
**PLAT #1  
 FOR DESIGN DEPT.**

VOLLMER ASSOCIATES, INC.  
 CONSULTING ENGINEERS  
 LOUISVILLE, KENTUCKY  
 SCALE 1" = 100'  
 JULY 1963

END I-PROJECT 70-3(49)92  
 STA. 668+92.9 LINE B  
 BEGIN I-PROJECT 70-4(12)101  
 STA. 613+278 LINE A

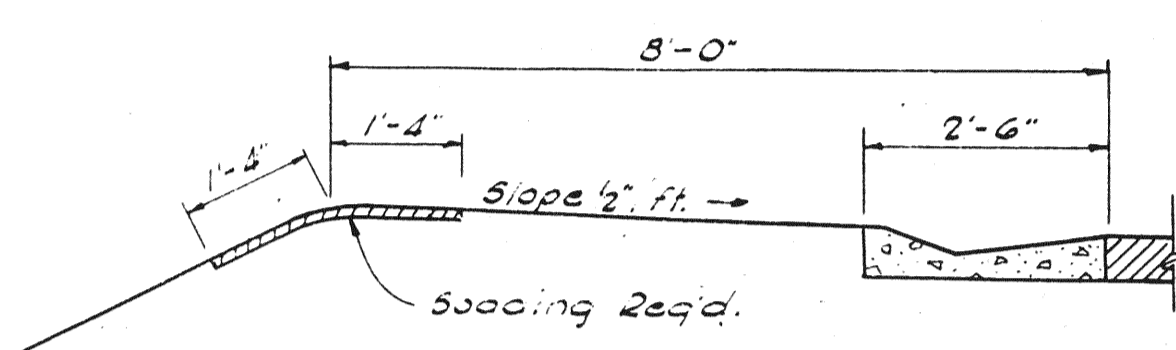


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	1-70-346)86	1964	4	

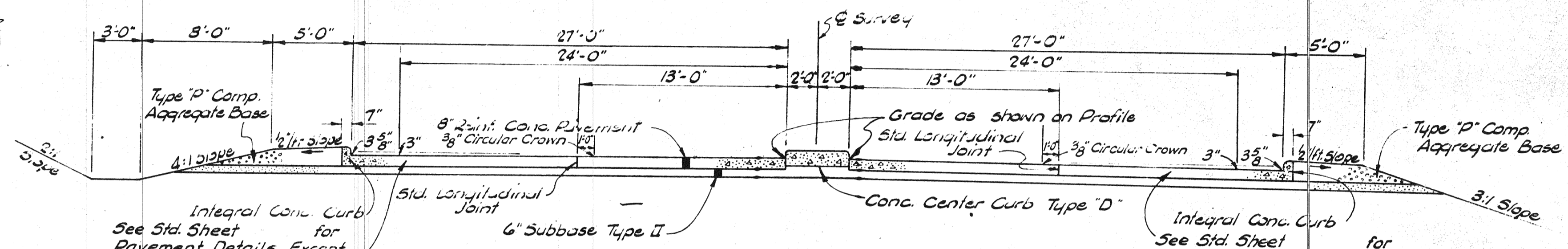


**TYPICAL ROAD SECTION**  
 Mitthoeffer Road (Line 5-2-B) - Sta 38+50.00 to Sta 59+50.00  
 German Church Road (Line 5-3-B) - Sta 39+00.00 to Sta 53+00.00  
 Cumberland Road (Line 5-6-B) - Sta 41+00.00 to Sta 58+80.00

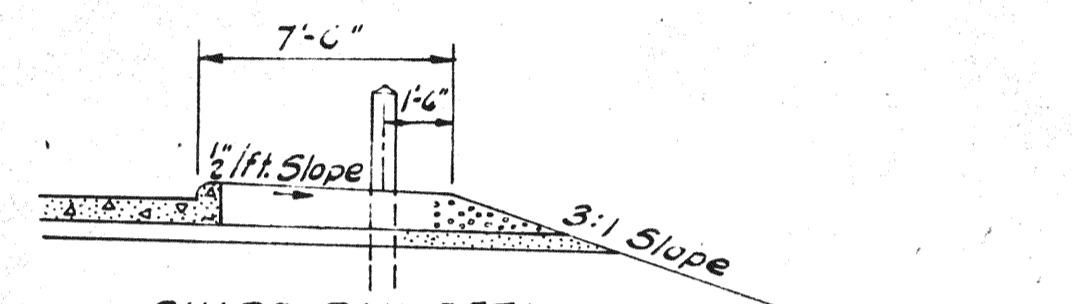
\*NOTE: Bituminous Material Alternates:  
 220#/S.Y. H.A.E. or } Base  
 110#/S.Y. H.A.C. }  
 110#/S.Y. H.A.E. Type II or III } Surface  
 110#/S.Y. H.A.C. Type A or B }



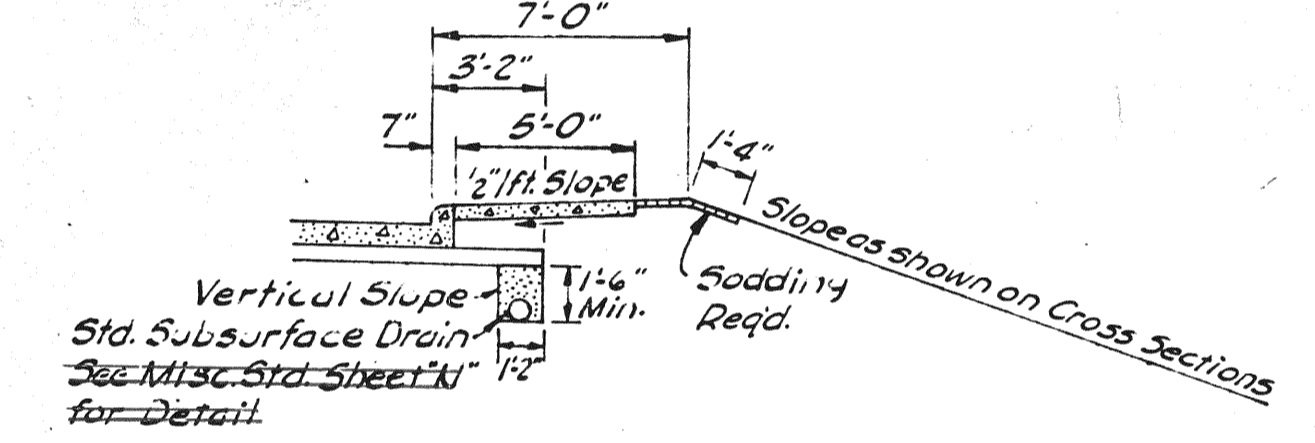
SHOULDER TREATMENT WHERE STANDARD LIP GUTTER IS REQUIRED



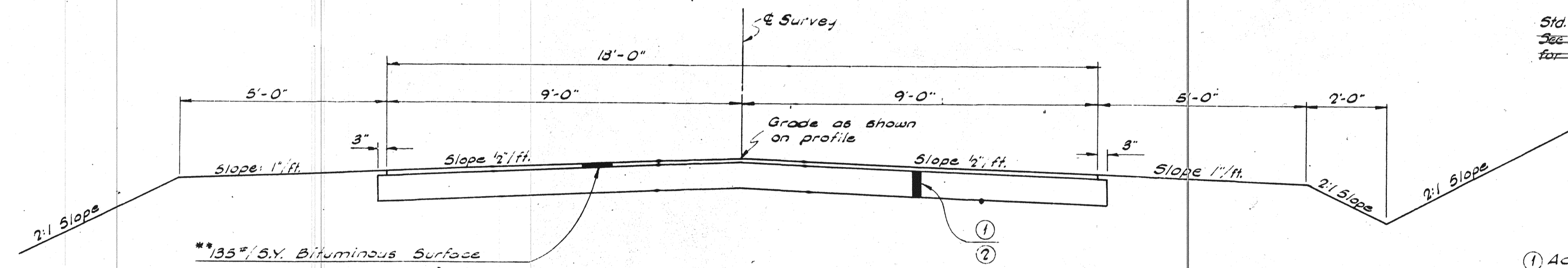
**TYPICAL ROAD SECTION**  
 Franklin Road (Line 5-15-AA Rev.) - Sta 8+00 to Sta 31+00  
 SCALE: 3/16" = 1'-0"



GUARD RAIL DETAIL  
 Shoulder to be widened 2'-0" where Guard Rail is Req'd. (Franklin Road)



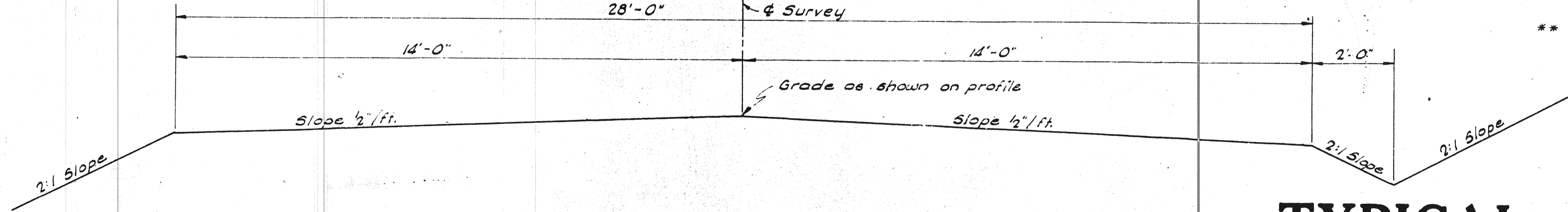
SHOULDER TREATMENT Where Sidewalk is Req'd. (Franklin Rd.)



**TYPICAL ROAD SECTION**  
 Surfaced Access Road  
 Access Rd. No. 1 - Sta 50+00.00 to Sta 65+00  
 FR#1 - Sta 41+55.4 to Sta 48+35  
 Access Rd. No. 5 - Sta 47+55.83 to Sta 51+60.00

- ① Access Rd. No. 1:  
 6" Type "P" Compacted Aggr. Base  
 4" Subbase Type II
- ② Access Rd. No. 5 & F.R.#1  
 8" Type "P" Compacted Aggr. Base

\*\* Note: Bituminous Material Alternates  
 135#/S.Y. H.A.C. Surface Type 2  
 135#/S.Y. H.A.E. Surface Type II



**TYPICAL ROAD SECTION**  
 Graded Access Road  
 Access Rd. No. 4 - Sta 50+00.00 to Sta 61+00.00  
 Access Rd. No. 7 - Sta 50+00.00 to Sta 62+00.00  
 Access Rd. No. 5 - Sta 51+60.00 to Sta 57+00.00  
 Access Rd. No. 6  
 Access Rd. No. 11 Sta. 0+00.00 to Sta 35.66

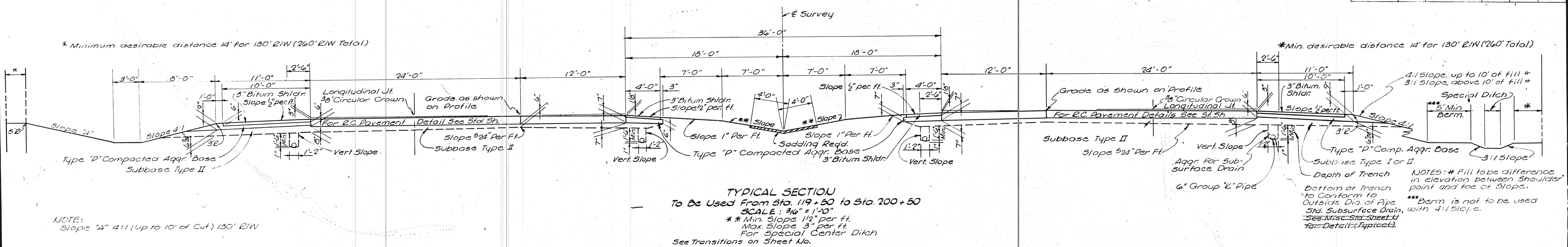
# TYPICAL CROSS SECTIONS

SCALE: 1/2" = 1'-0"  
 (Unless otherwise indicated)

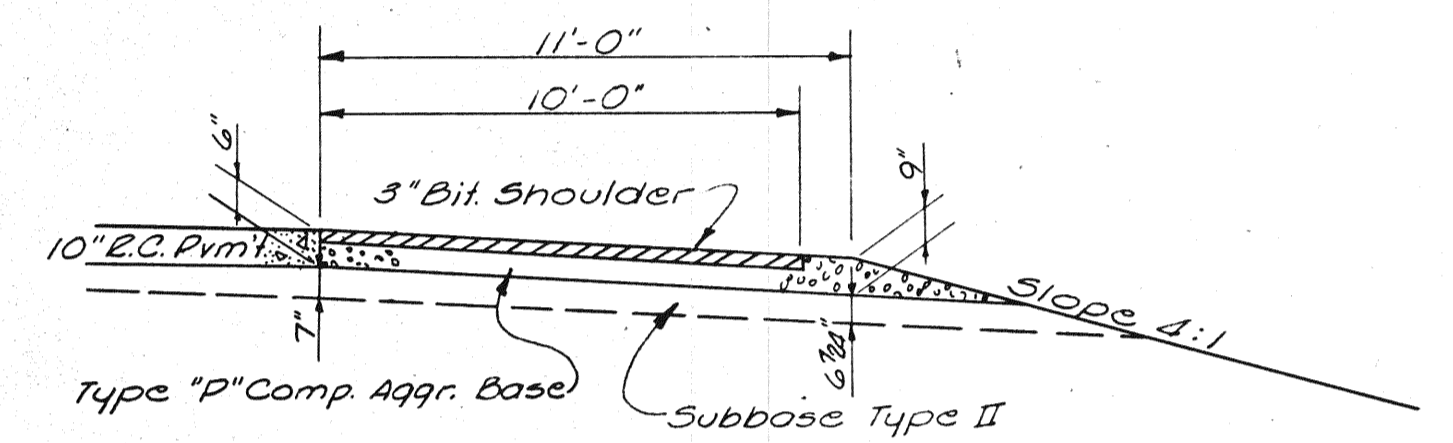
SUBMITTED FOR APPROVAL

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-346)86		4		

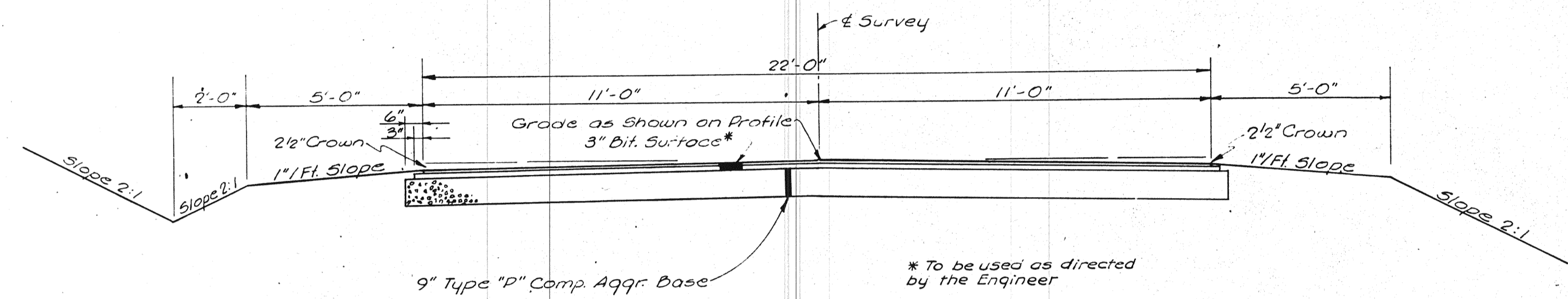
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-346)86	1964	5	



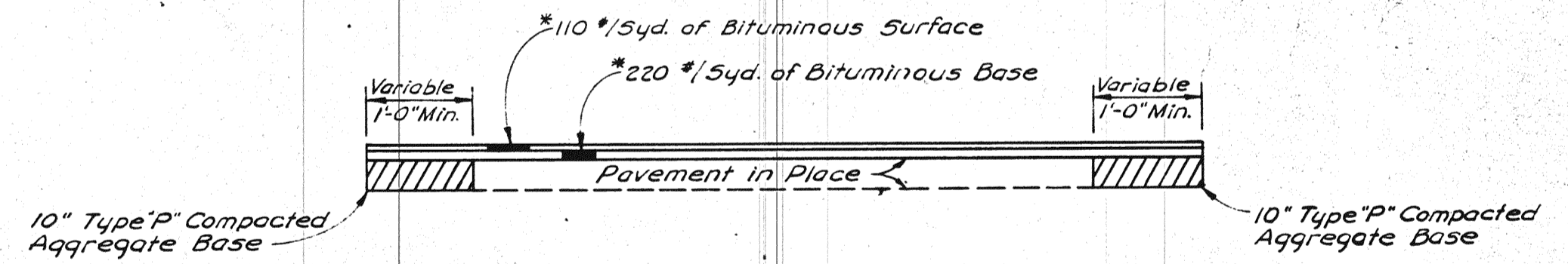
NOTE: Slopes "A" 4:1 (up to 10' of Cut) 130' E/W



NOTES: \* Fill to be difference in elevation between shoulder point and toe of slope.  
\*\*\* Berm is not to be used on Subsurface Drain, with 4:1 slope. See Trans. Sheet 4 for Detail (Typical).



Bituminous Surfaces to Apply:  
Temp. Runaround @ Post Road Sta. 101+58.82 to Sta. 114+40.25  
Temp. Runaround @ Cumberland Rd. Sta. 0+00 to Sta. 20+31.18



NOTE: Bituminous Material Alternates:  
110 #/5yd. H.A.E. Type A or B } Surface  
110 #/5yd. H.A.E. Type II or III }  
220 #/5yd. H.A.E. } Base  
220 #/5yd. H.A.E. }

# TYPICAL CROSS SECTIONS

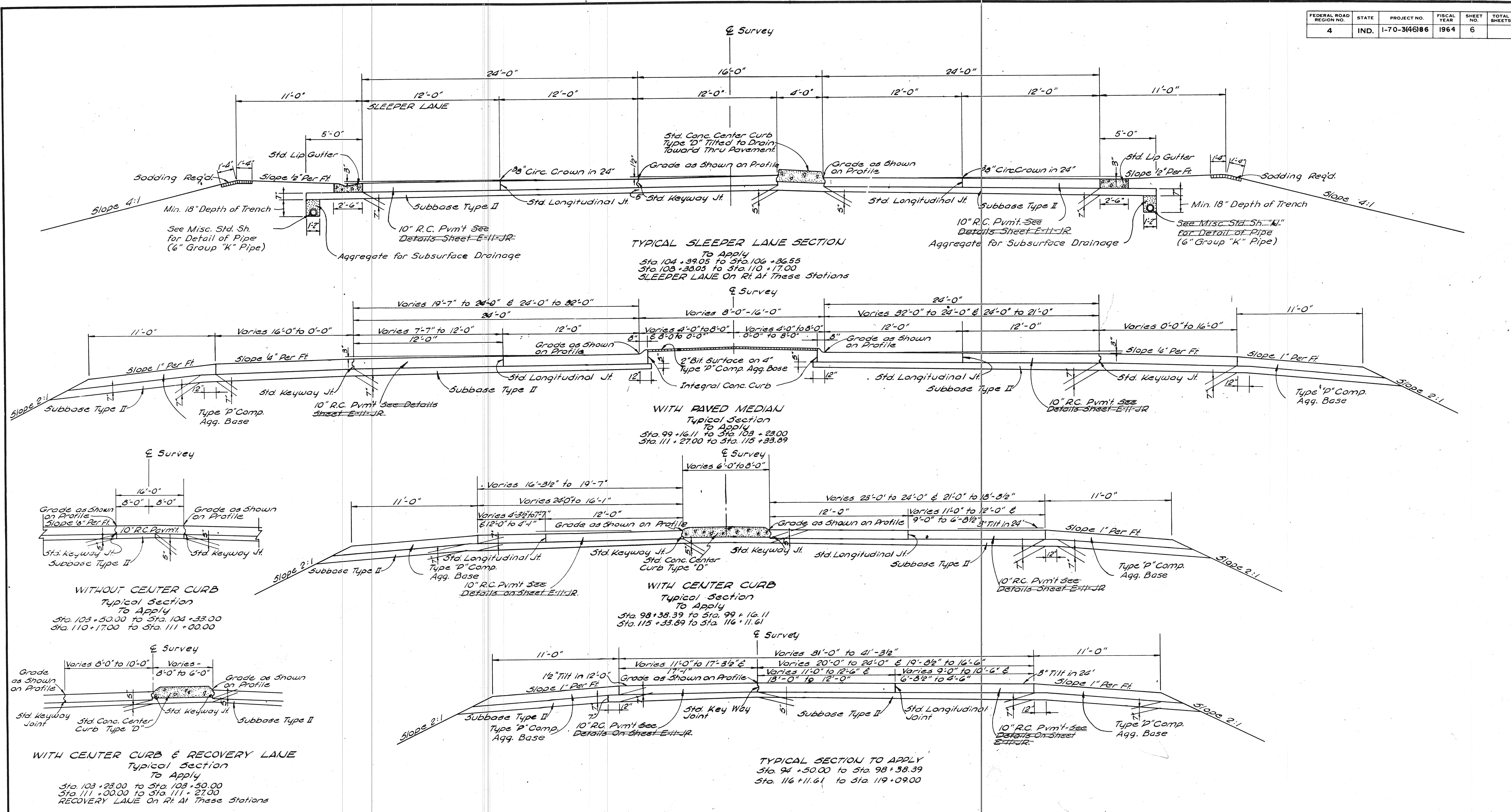
SCALE: as Noted

SUBMITTED FOR APPROVAL \_\_\_\_\_

ENGINEER OF ROAD DESIGN, INDIANA STATE HIGHWAY COMMISSION

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-70-346)86		5		

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-34686	1964	6	



POST ROAD

TYPICAL CROSS SECTIONS

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

SUBMITTED FOR APPROVAL \_\_\_\_\_

ENGINEER OF ROAD DESIGN, INDIANA STATE HIGHWAY COMMISSION

November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-34686		6		

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46) 86	1964	7	

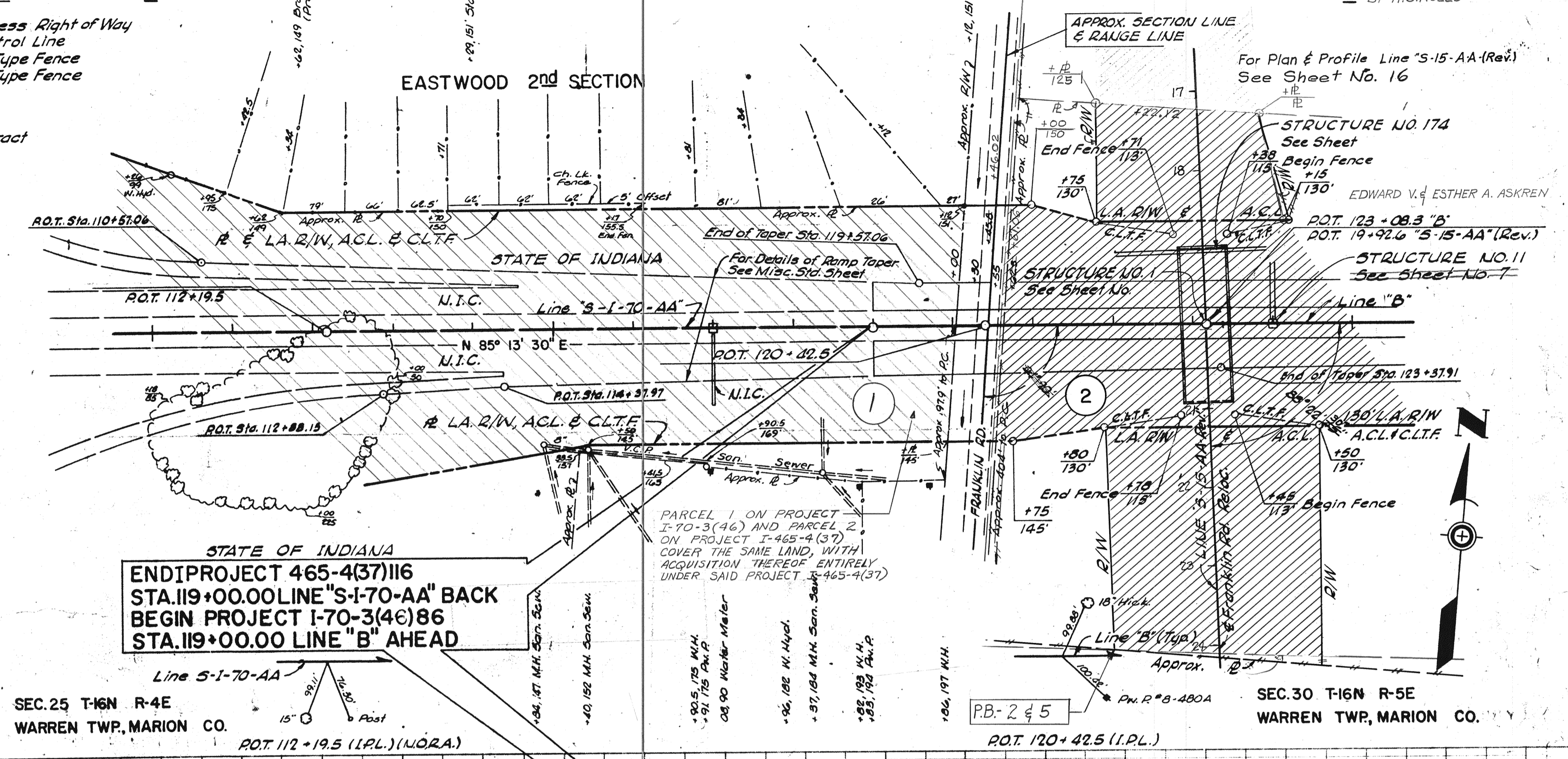
### GENERAL NOTES

Standard divided lane sections for Federal Aid Interstate Projects revised December 1, 1964 as shown on Sheet No. 3 to be used on this project except subbase shall be Type II only. Standard pavement section E-II-JR revised 8-11-61 as shown on Sheet No. 3 to be used on this project. Standard "O" ramp section revised September 27, 1961 to be used on this project. Typical cross sections as shown on Sheets No. 3, 4 & 5 to be used on this project. State Highway Commission of Indiana Standard Specifications dated 1963 to be used with these plans. Standards under dates as listed in index on Title Sheet to be used on this project. Grade line as shown on profile represents top of finished surface. Balance No. 3 is 2475' long (See Special Provisions). The Contractor must accept plan quantities of subbase thru the Interchange Area Sta. 146+50 to Sta. 190+50 amounting to 16,053 Cus. A Keyway Joint is to be constructed on median side of each pavement beyond Sta. 200+50 Line "B". All Ditches of 1% grade and over shall be sodded except where Paved Side Ditch is to be constructed. All Ditches on 3% grade and over shall be paved. All Earth Shoulders, Cut, and Fill slopes shall be plain or mulch seeded except where sodding is specified. Shoulders are to be sodded as shown on Standard and Typical Cross-Sections and on Miscellaneous Standard Sheet "B". Sodding shall be placed along Paved Side Ditch as shown on Miscellaneous Standard Sheet "E". Excavation and Embankment Quantities as shown on Plan and Profile Sheets include estimated quantities for Public and Private Approaches. (See Table on Sheet No. 37). Curves shall be superelevated according to the Standards of January 1961 (Except Special "Superelevation Transition" shall be detailed on Sheets No. 26 & 36). Quantities for Pipe Culvert Headwalls are based on using Standard Headwalls for retaining 2:1 or 3:1 slopes, and Private Drive Headwalls for retaining 4:1 or flatter slopes. For "Kinds of Pipe" permitted for each size classification as shown in Structure Notes, see Misc. Standard Sheets "P" and "Q-1". All Limited Access R/W (L.A. R/W) to be fenced with Farm Field Type Fence (F.F.T.F.) or Chain Link Type Fence (C.L.T.F.) as specified in the plans. The minimum grade for subsurface Drains shall be 0.20%.

### R/W LEGEND

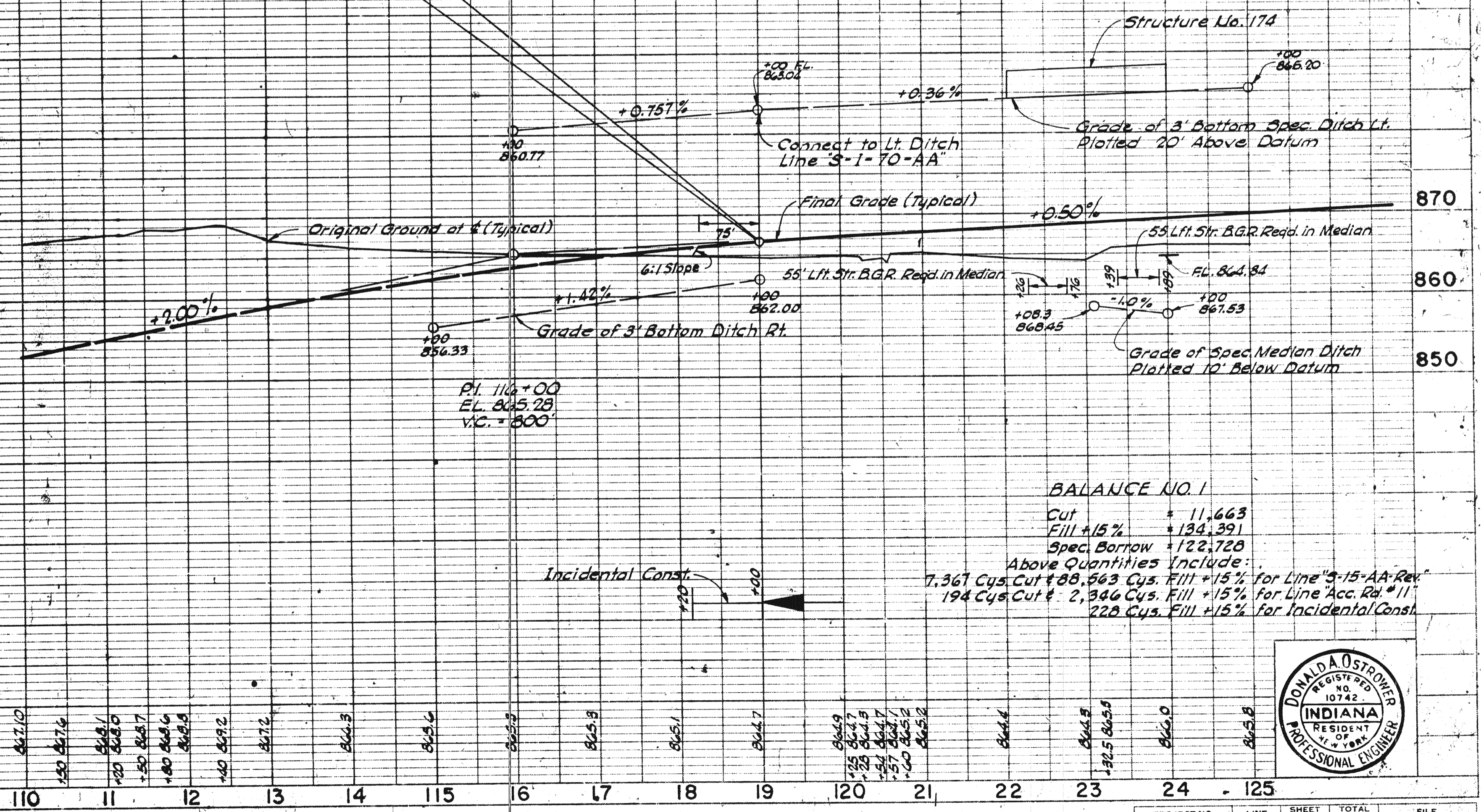
- L.A. R/W - Limited Access Right of Way
- A.C.L. - Access Control Line
- F.F.T.F. - Farm Field Type Fence
- C.L.T.F. - Chain Link Type Fence
- N.I.C. - Not in Contract

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



### UTILITIES

- Telephone Cables & Lines: Indiana Bell Telephone Co. 240 N. Meridian St. Indianapolis, Ind.
- Power Lines: Indianapolis Power & Light Co. W. Morris St. Indianapolis, Ind.
- Water Lines: Indianapolis Water Co. W. 46th St. Indianapolis, Ind.
- Sewers: Indianapolis Sanitary District City-County Bldg. Indianapolis, Ind.
- Gas Lines: Citizens Gas & Coke Utility Co. 2020 N. Meridian St. Indianapolis, Ind.



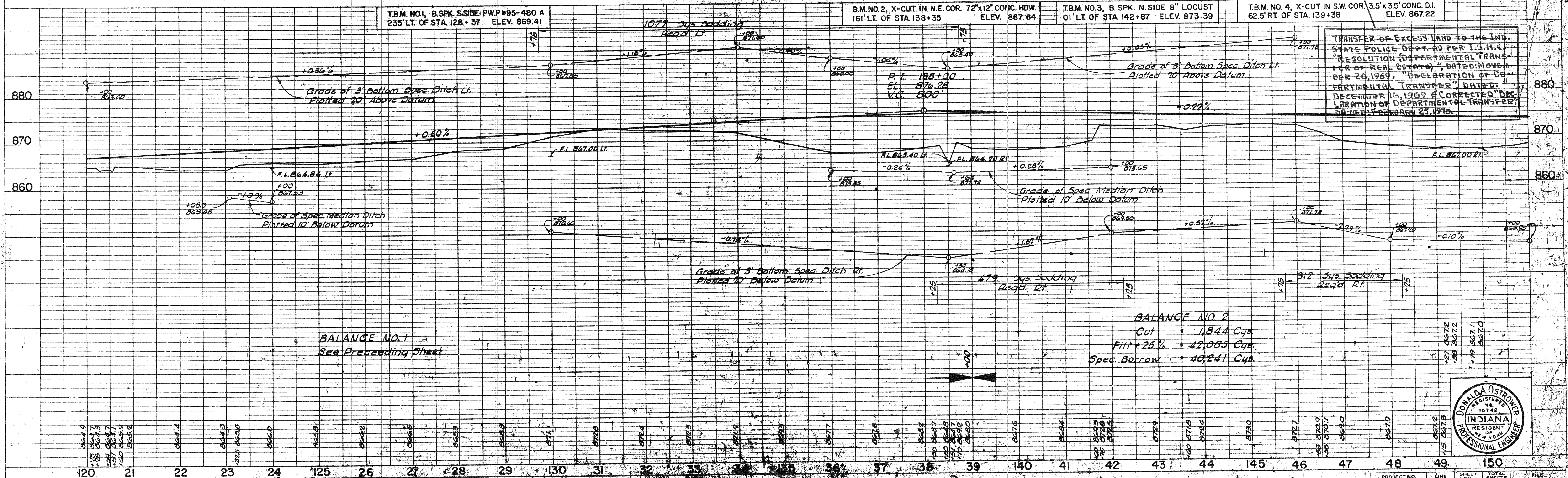
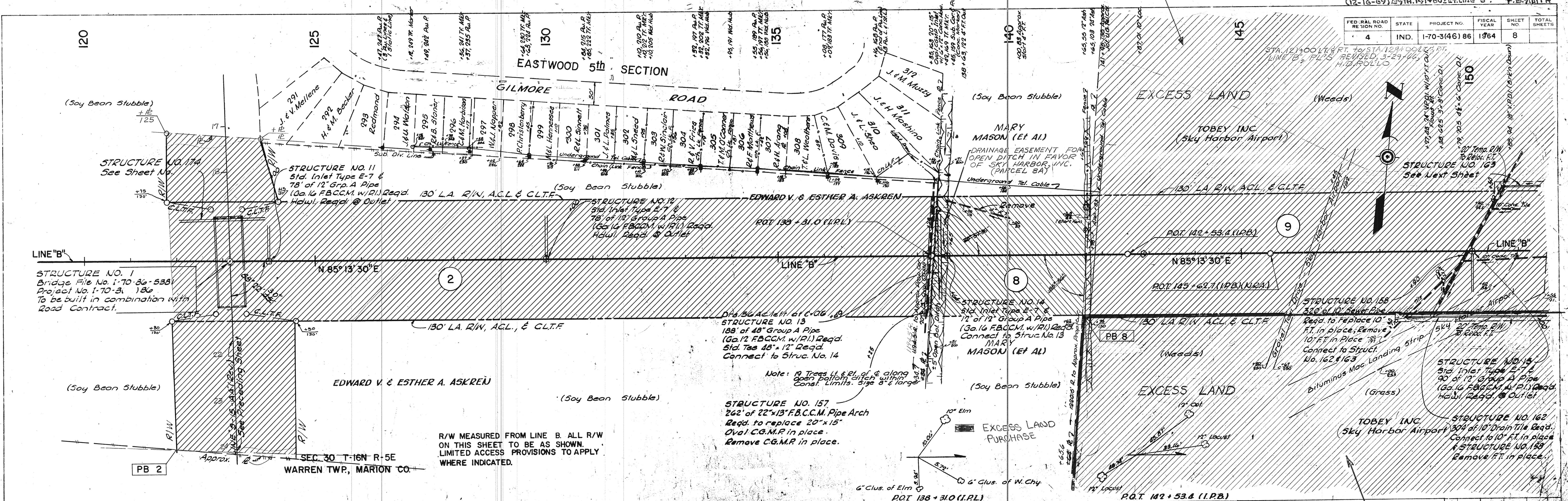
**BALANCE NO. 1**  
 Cut +11,663  
 Fill +15% +134,391  
 Spec. Borrow +122,720  
 Above Quantities Include:  
 7,367 Cus. Cut +15% for Line "S-15-AA-Rev"  
 194 Cus. Cut + 2,346 Cus. Fill +15% for Line Acc. Rd. #11  
 228 Cus. Fill +15% for Incidental Const.



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-70-3(46) 86	B	7		



FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46) 86	1964	8	



TRANSFER OF EXCESS LAND TO THE IND. STATE POLICE DEPT. AS PER I.S.H.C. RESOLUTION (DEPARTMENTAL TRANSFER OF REAL ESTATE), DATED NOVEMBER 20, 1969, "DECLARATION OF DEPARTMENTAL TRANSFER", DATED DECEMBER 15, 1969 & CORRECTED "DECLARATION OF DEPARTMENTAL TRANSFER", DATED FEBRUARY 25, 1970.



PLAN

DESIGNED BY	DATE
NOTED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

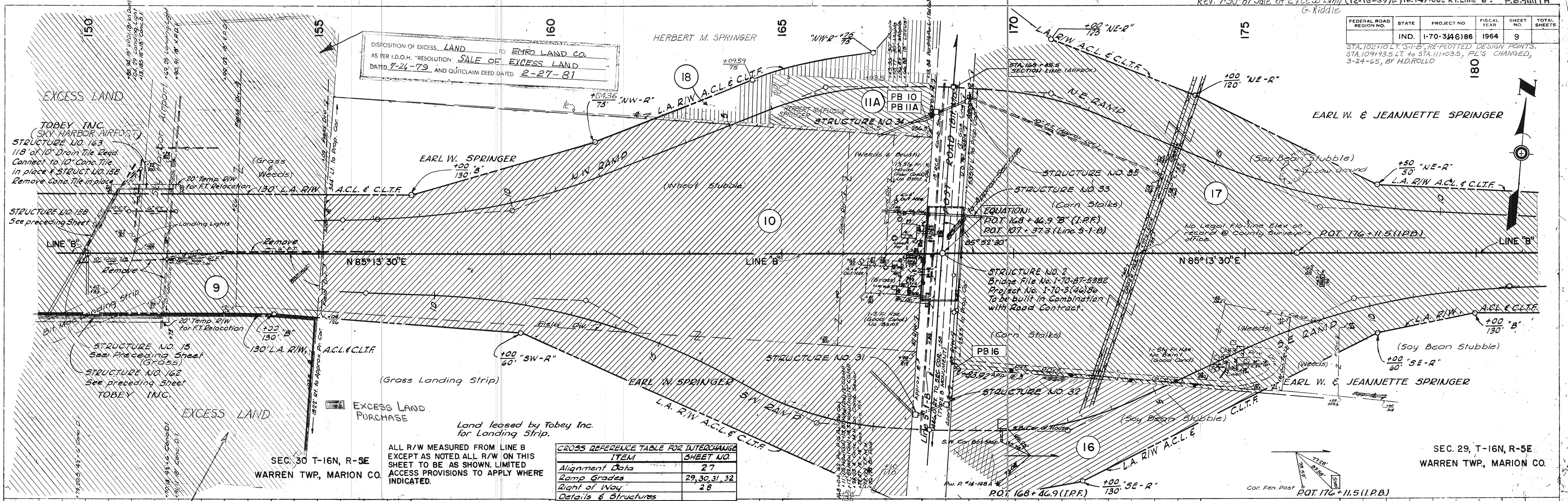
PROFILE

DESIGNED BY	DATE
NOTED BY	DATE
CHECKED BY	DATE
APPROVED BY	DATE

PROJECT NO.	LINE NO.	SHEET NO.	TOTAL SHEETS
I-70-3(46) 86	B	8	

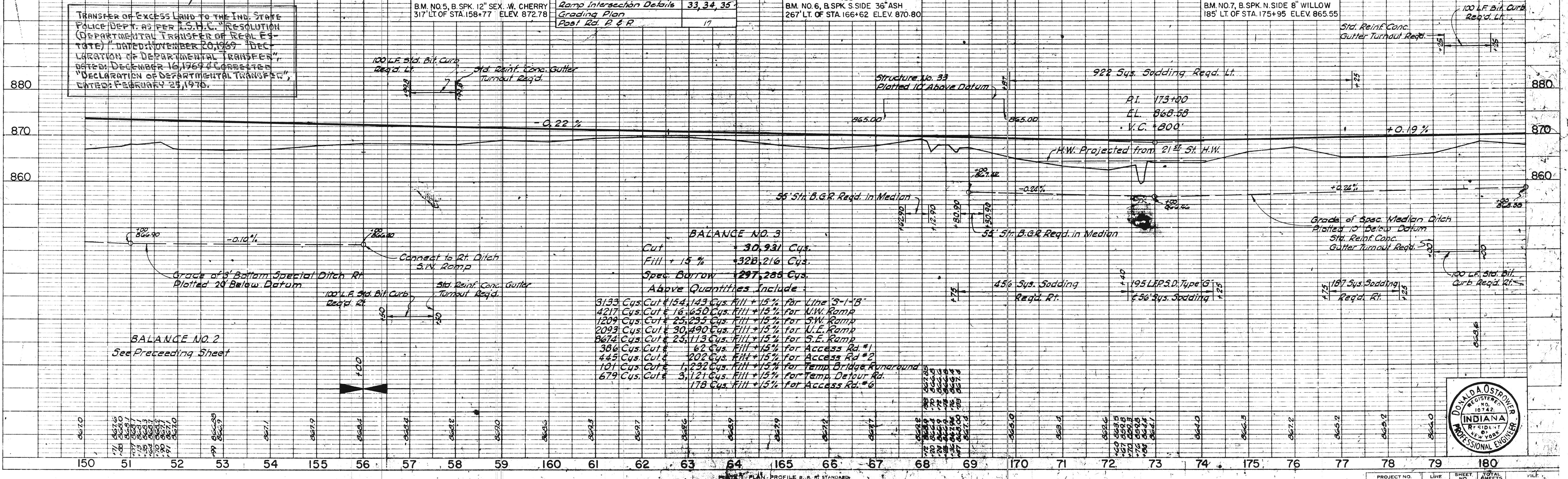
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IND.	1-70-346186	1964	9		

STA. 102+10 TO STA. 104+35, RE-PILOTED DESIGN POINTS. STA. 104+35 TO STA. 111+05, P.L.'S CHANGED. 3-24-65, BY H.D. ROLLO



**CROSS REFERENCE TABLE FOR INTERCHANGE**

ITEM	SHEET NO.
Alignment Data	27
Ramp Grades	29, 30, 31, 32
Right of Way	28
Details & Structures	
Ramp Intersection Details	33, 34, 35
Grading Plan	
Post Rd. R & R	17

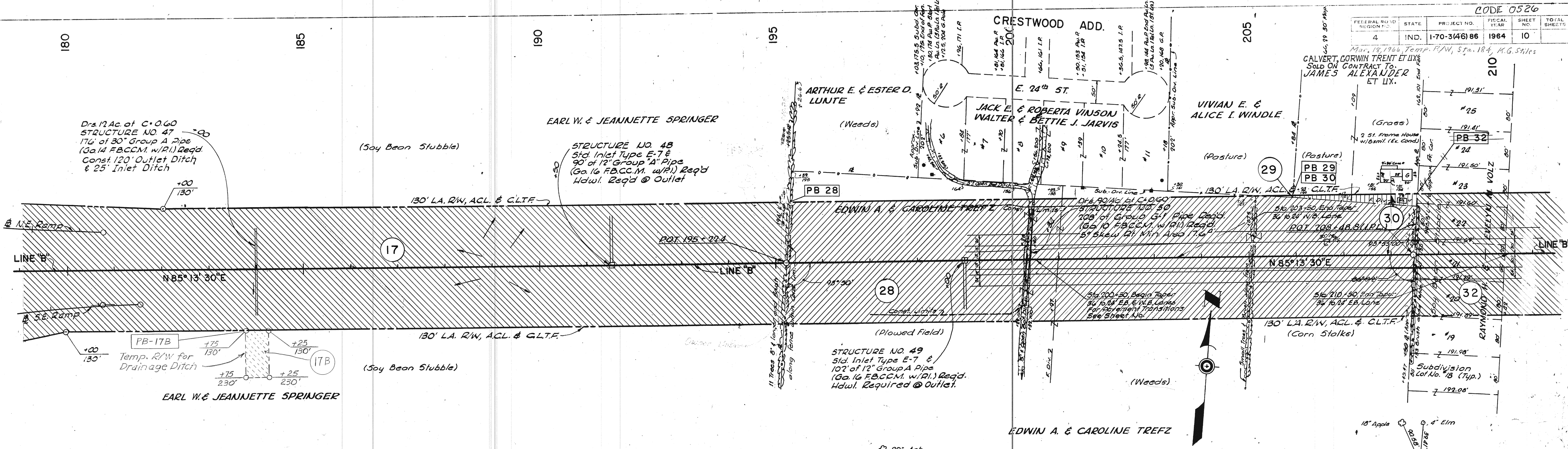


PLAN  
NOTED: BOOK ALIGNMENT CHECKED, NO. 88927, BY J.M.C. & C.M.B. DATE: 11-1-63

PROFILE  
NOTED: GRADES CHECKED, STRUCTURE NOTATIONS CHECKED, D.A.R. DATE: 11-1-63

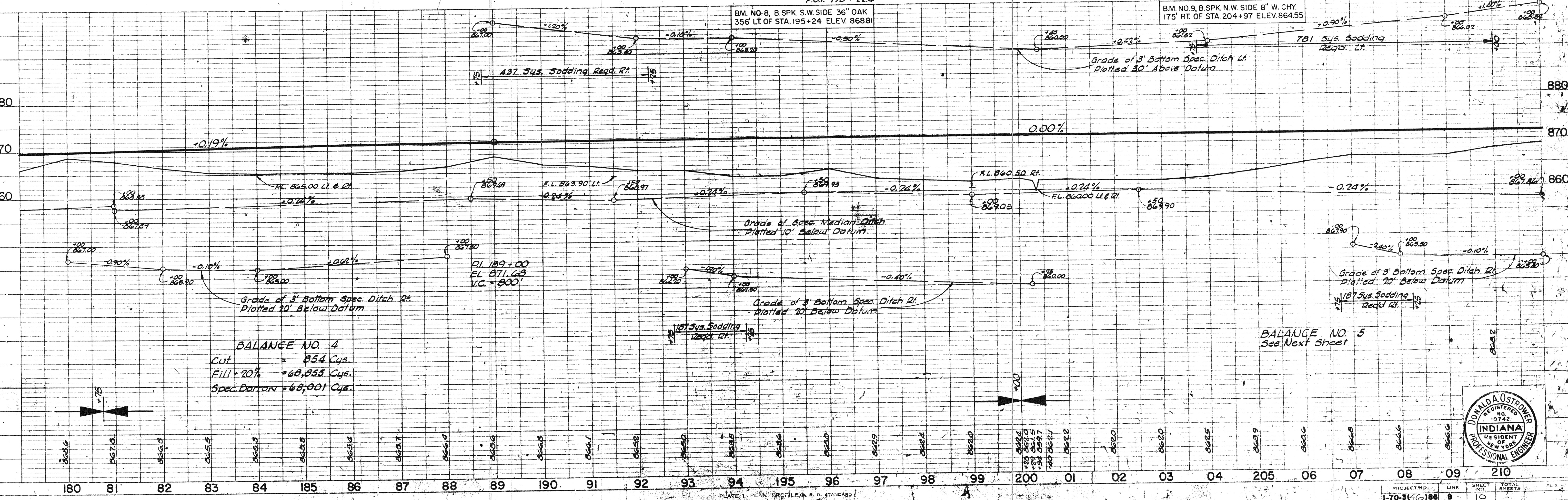


PROJECT NO.	LINE	SHEET	TOTAL SHEETS
1-70-346186	B	9	



SEC. 29 T-16N R-5E  
 WARREN TWP, MARION CO.

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



Rev. 2-14-68, Drainage Rt. Sta 220+00 to Sta 249+00, Add Exst. Culvert @ 217+20. A. PERRY

REV. 2-19-68 ELIMINATED PARCELS 32A, 32B, 32C  
- ADDED TEMP R/W STA 219+50 TO 220+85  
- LINE 'B' ADDED TEMP R/W STA 224+50 TO  
Sta 249+50 BY LINE 'S' CHANGE  
Resub dated 2-14-68

Table with columns: FEDERAL REGION NO., STATE, PROJECT NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS

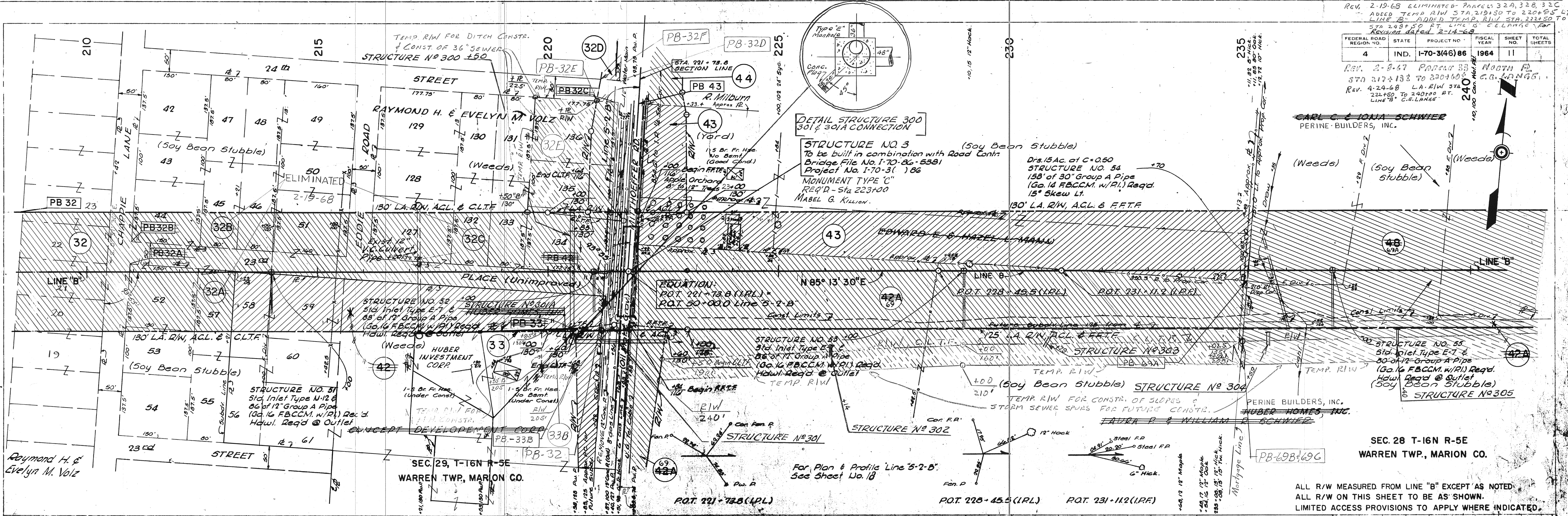
REV. 2-9-67 PARCELS 33 NORTH RD  
STA 217+13.3 TO 230+108  
Rev. 4-24-68 LA-R/W STA  
231+50 TO 240+00 BY  
LINE "S" C.G. LANGE

CARL C. & IONA SCHWIER  
PERINE BUILDERS, INC.

(Weeds)  
(Soy Bean Stubble)

SEC. 28 T-16N R-5E  
WARREN TWP., MARION CO.

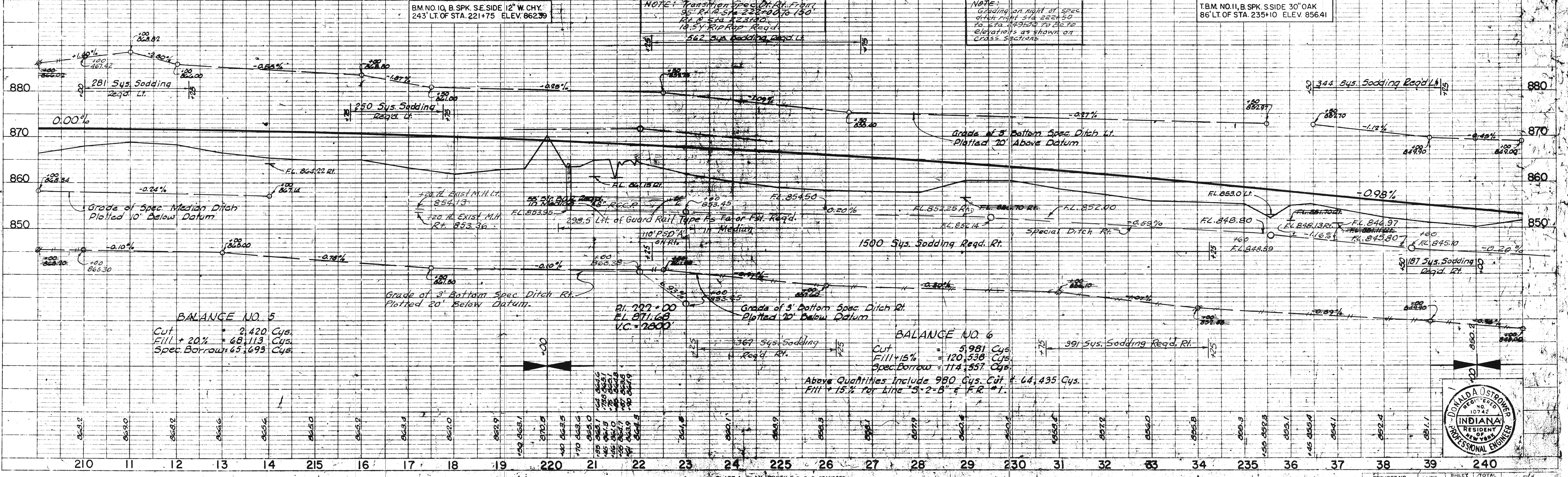
ALL R/W MEASURED FROM LINE "B" EXCEPT AS NOTED.  
ALL R/W ON THIS SHEET TO BE AS SHOWN.  
LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED.



BM. NO. 10, B. SPK. S.E. SIDE 12" W. CHY.  
243' LT. OF STA. 221+75 ELEV. 862.39  
NOTE: Transition Spec. Ditch Rt. 5' R/W STA 221+75 TO 190  
Sta. 249+50  
10.5' Roadway Req'd.  
562' 3/4 Sodding Req'd. Lt.

NOTE: Grading on right of Spec.  
ditch right STA 222+50  
to STA 249+50 to 26.70  
Elevations as shown on  
cross sections

T.M. NO. 11, B. SPK. S. SIDE 30" OAK  
86' LT. OF STA. 235+10 ELEV. 856.41



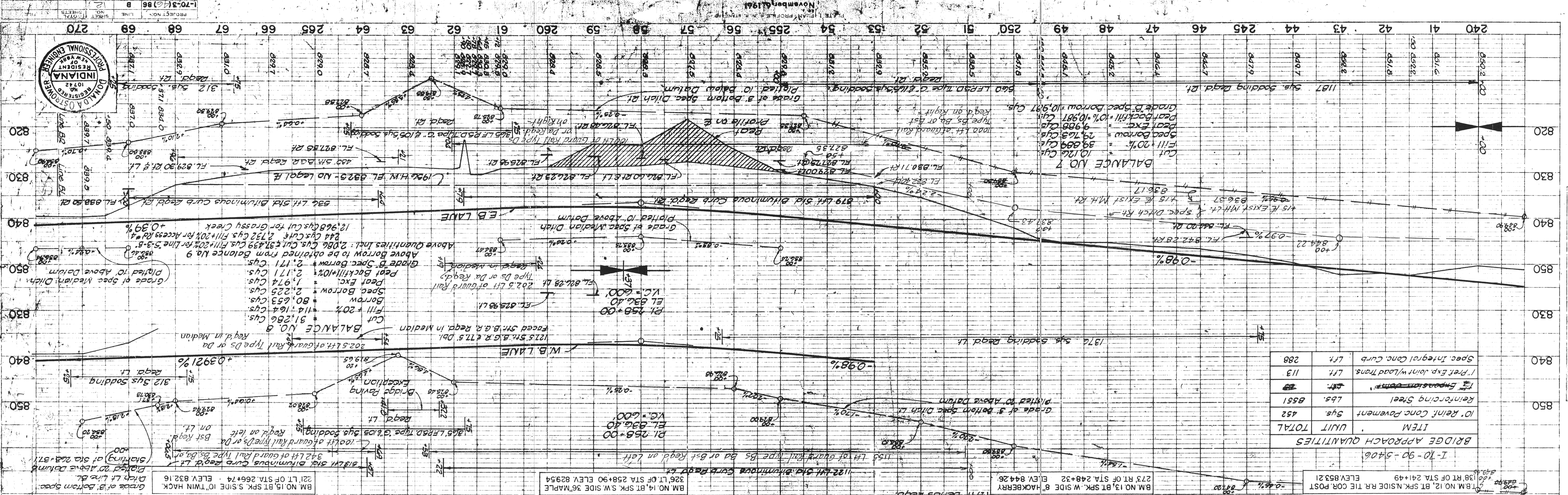
BALANCE NO. 5  
Cut = 2,420 Cys.  
Fill + 20% = 68,113 Cys.  
Spec. Borrow = 65,693 Cys.

BALANCE NO. 6  
Cut = 5,981 Cys.  
Fill + 15% = 120,538 Cys.  
Spec. Borrow = 114,357 Cys.  
Above Quantities Include 980 Cys. Cut & 64,435 Cys.  
Fill + 15% for line "S-2-B" & "F.R."



PLAN  
BY: C.C. MCCL.  
CHECKED: A.C.B.  
DATE: 11-5-61  
DATE NOTED: 9-9-63  
NOTE BOOK: GRAVITY CHECKED  
BY: A. PERRY  
NOTE: NOTATIONS CHECKED: D.A.R.

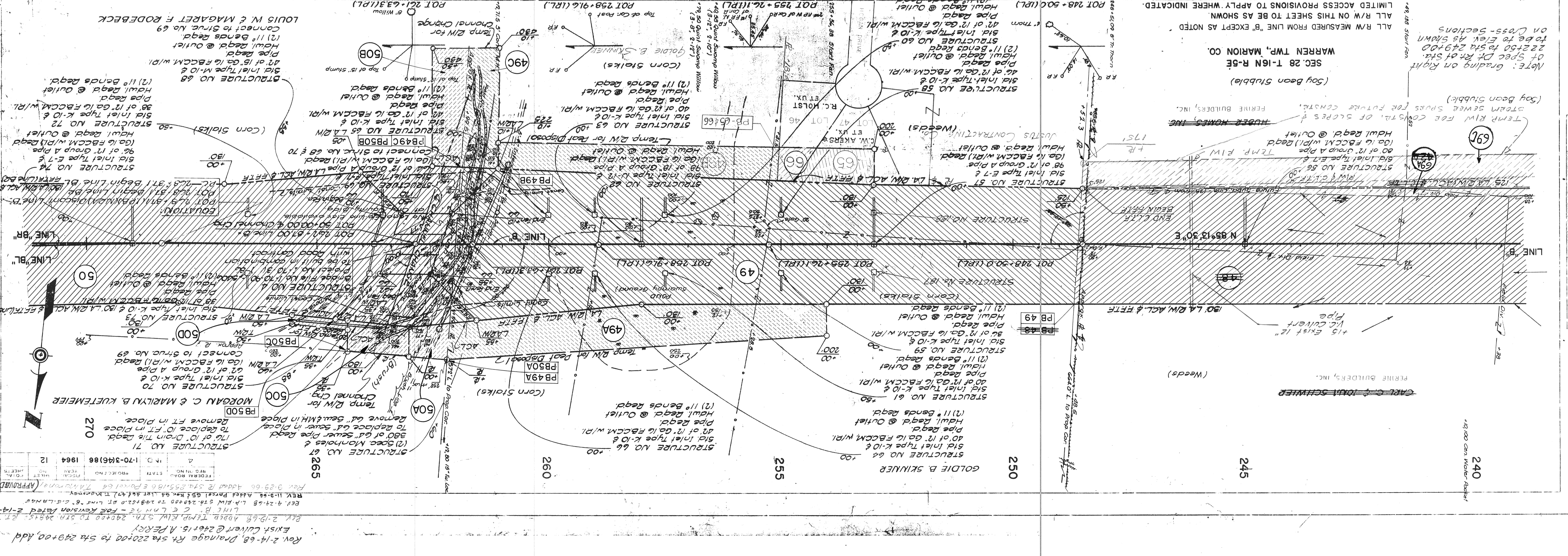
PROFILE  
BY: C.C. MCCL.  
CHECKED: A.C.B.  
DATE: 11-5-61  
DATE NOTED: 9-9-63  
NOTE BOOK: GRAVITY CHECKED  
BY: A. PERRY  
NOTE: NOTATIONS CHECKED: D.A.R.



**BRIDGE APPROACH QUANTITIES**

ITEM	UNIT	QTY
10' Rein. Conc. Pavement	Sys.	452
Reinforcing Steel	Lbs.	8551
Impassive Form	Sq. Ft.	29
1' Pref. Exp. Joint w/ Load Trans.	Lft.	113
Spec. Integral Conc. Curb	Lft.	288
<b>TOTAL</b>		

**PROFILE**  
 SHEET NO. 5-43  
 DATE 11-1-68  
 PROJECT NO. 1-70-3(46)86  
 DRAWING NO. 0-9922



**PLAN**  
 SHEET NO. 5-43  
 DATE 11-1-68  
 PROJECT NO. 1-70-3(46)86  
 DRAWING NO. 0-9922

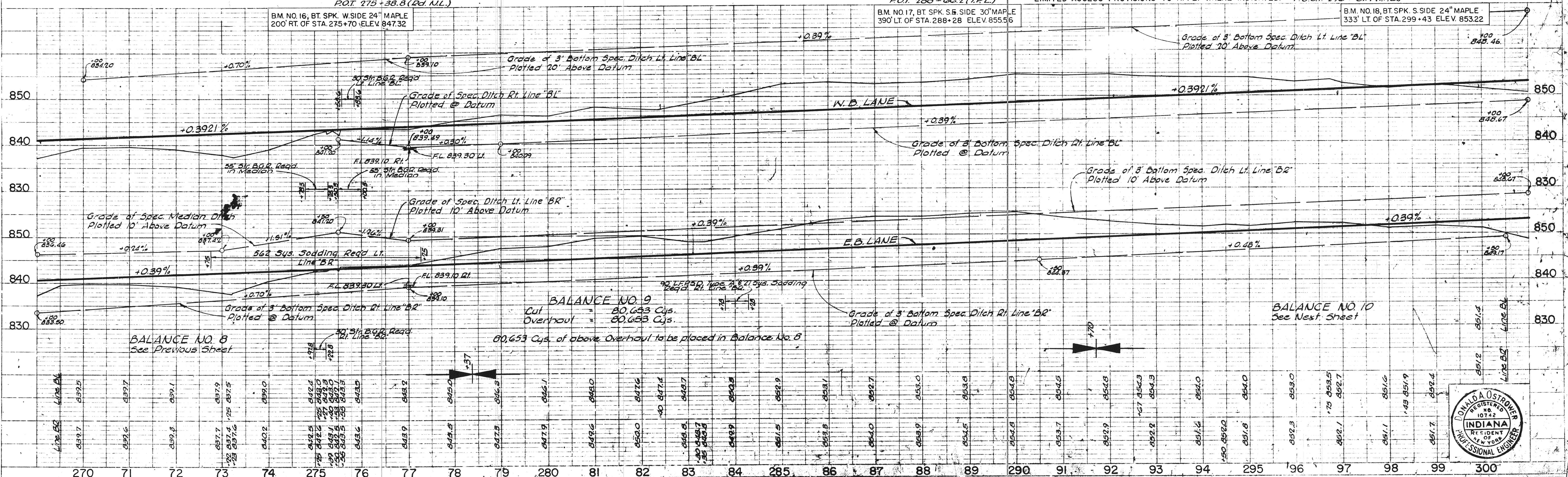
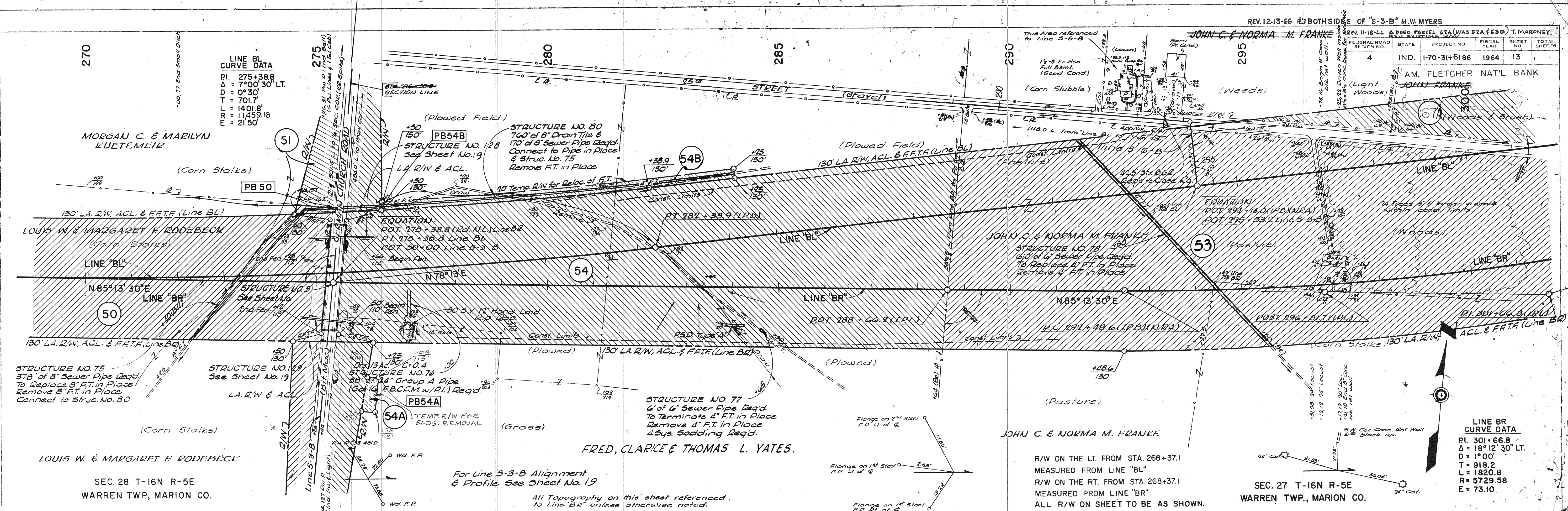
Rev. 2-14-68, Drainage Rn. Sta. 220+00 to Sta. 249+00, Add. Exist. Culvert @ Sta. 241+15, A. PERRY.  
 Rev. 2-19-68, Above Temp. R/W. Sta. 249+00 to Sta. 249+00, R.T. LINE B, C & L. N. 75 - FOR REVISION. DATED 2-14-68.  
 Rev. 11-29-68, Added Parcel 557, Rev. 11-29-68, ST. 249+00 TO STA. 249+00, L.H. BIRD.  
 Rev. 3-29-66, Added R. Sta. 251+00 & Point 64, TANGHEM, APPROVED 10-10-66.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(4)86	1964	13	

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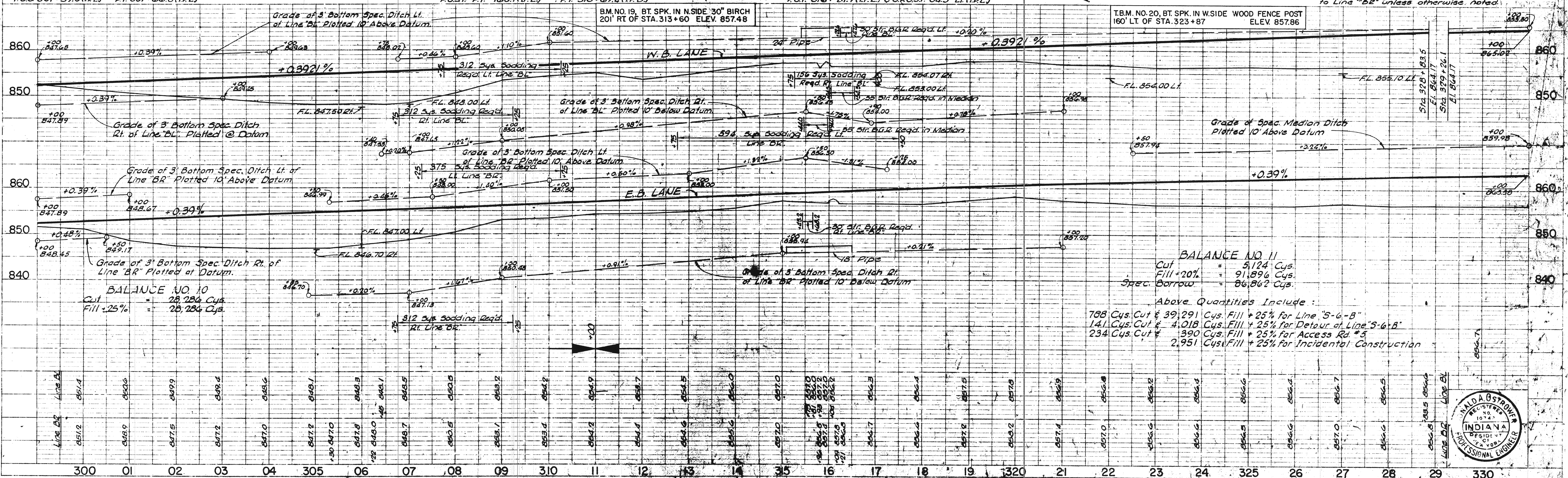
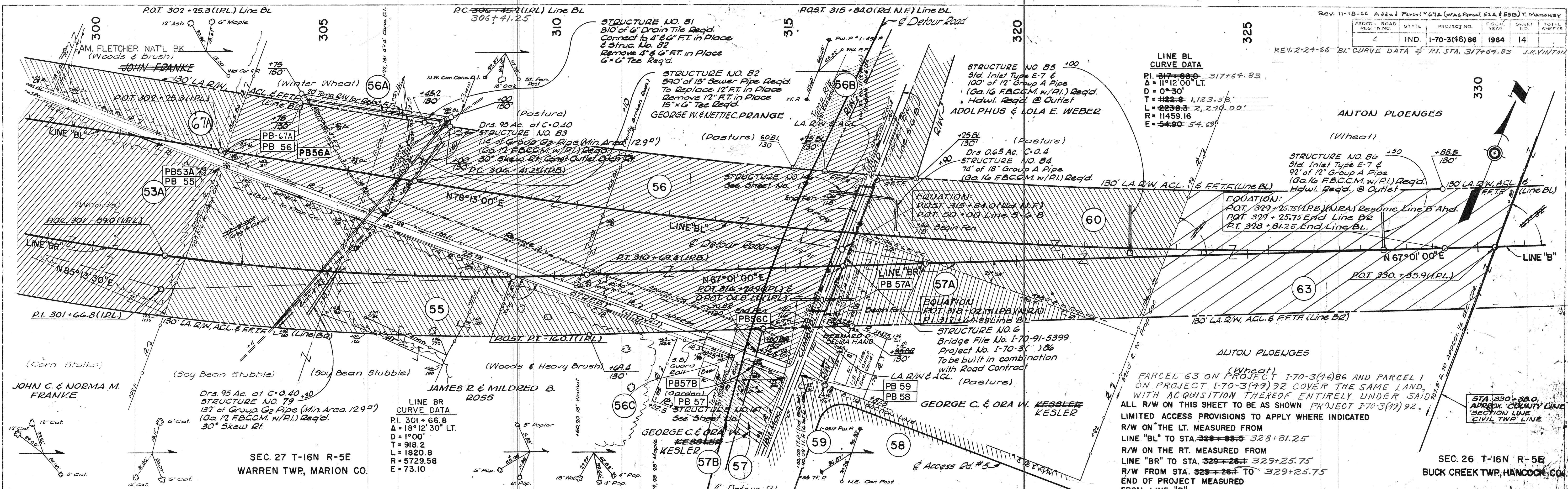
**LINE B CURVE DATA**  
 PI = 275+38.8  
 Δ = 74°00'30" LT.  
 D = 9°30'  
 T = 701.7'  
 RT = 1401.8'  
 E = 11459.16'  
 F = 21.50'

**LINE BR CURVE DATA**  
 PI = 301+66.8  
 Δ = 18°12'30" LT.  
 D = 1°00'  
 T = 918.2'  
 L = 1820.8'  
 R = 5729.58'  
 E = 73.10'



PROJECT NO.	LINE	SHEET	TOTAL SHEETS	FILE
I-70-3(4)86	B	13	13	

PLAN  
 SURVEYED  
 JULY 4, 1963  
 J.C.H. & M.C.B.  
 CIVIL ENGINEERS  
 800 W. 10th St., Des Moines, Iowa  
 No. 89007  
 NOTE: BOOK, PLANS CHECKED  
 DATE: 8-29-63  
 BY: J.C.H.  
 STRUCTURE NOTATION AS CHECKED: D.A.R.



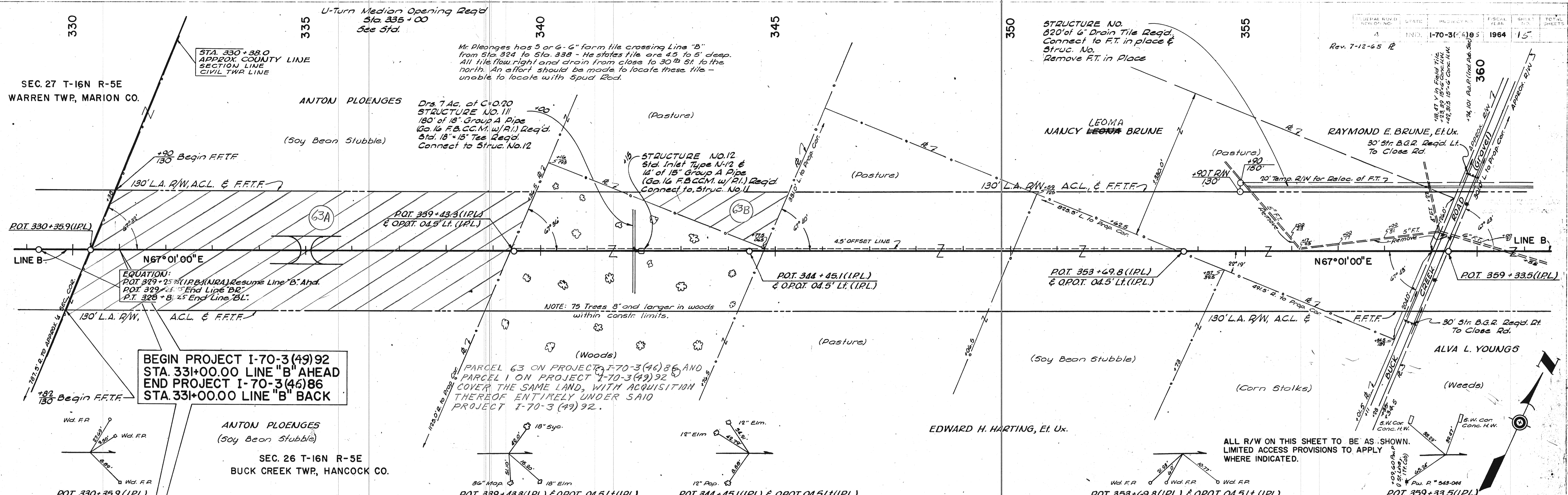
Rev. 11-18-66 Add'l Parcel #67A (Was Parcel #51A & #53B) T. Manoney

FEDERAL ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46)86	1964	14	14

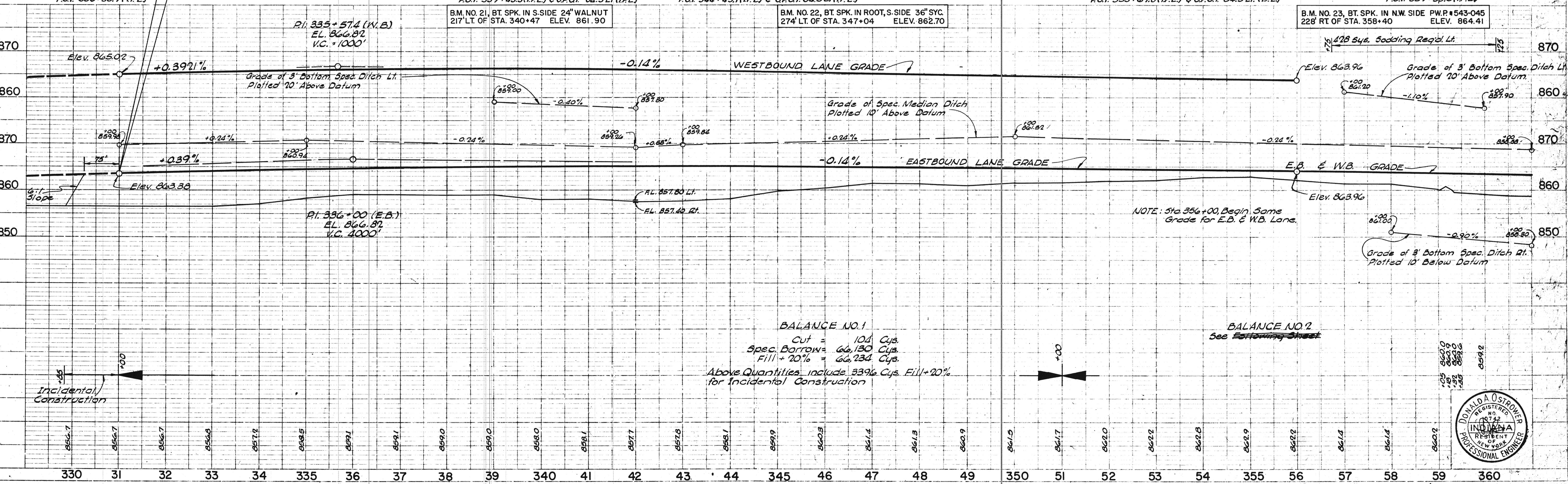
REV. 2-24-66 'BL' CURVE DATA - P.I. STA. 317+64.83 J.K.VINTON



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1	IND.	I-70-3(49)92	15	15



BEGIN PROJECT I-70-3(49)92  
 STA. 33+00.00 LINE "B" AHEAD  
 END PROJECT I-70-3(46)86  
 STA. 33+00.00 LINE "B" BACK



BALANCE NO. 1  
 Cut = 104 Cys.  
 Spec. Borrow = 66,130 Cys.  
 Fill + 20% = 66,234 Cys.  
 Above Quantities include 33% Cys. Fill + 20%  
 for Incidental Construction

BALANCE NO. 2  
 See Estimating Sheet

DATE: 4-63  
 BY: J.S.H.C.  
 CHECKED: C.M.B.  
 DATE: 5-63  
 PLAN  
 SURVEYED: R. OF WAY CHECKED: No. 89027

DATE: 4-63  
 BY: J.S.H.C.  
 CHECKED: C.M.B.  
 DATE: 5-63  
 PROFILE  
 SURVEYED: R. OF WAY CHECKED: No. 89027

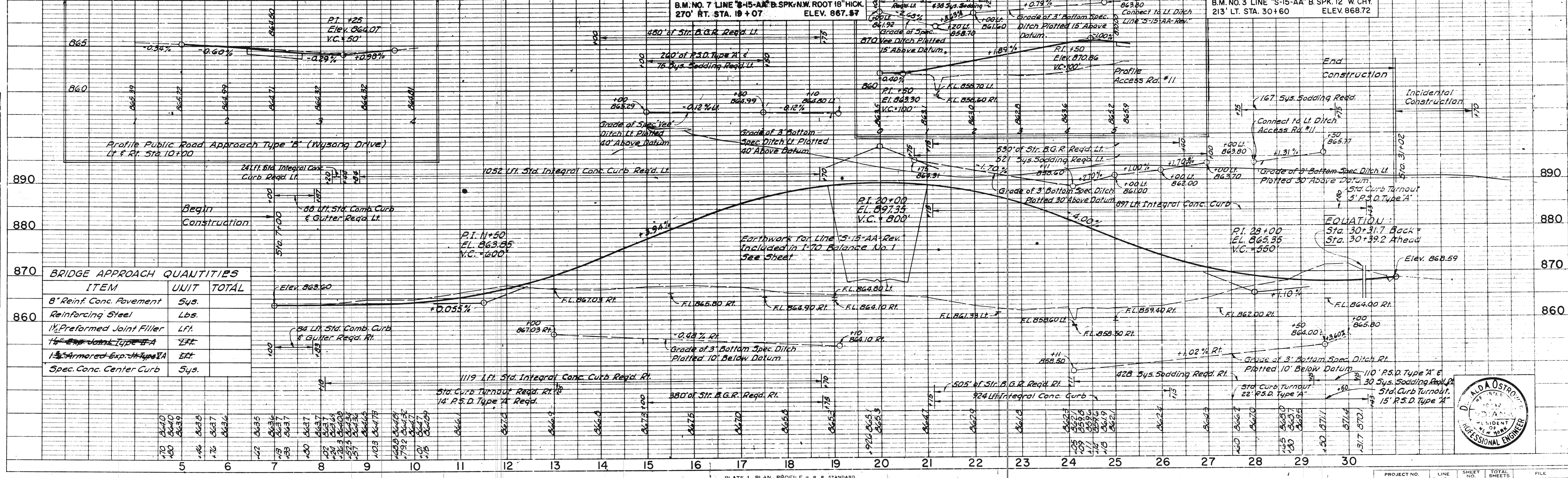
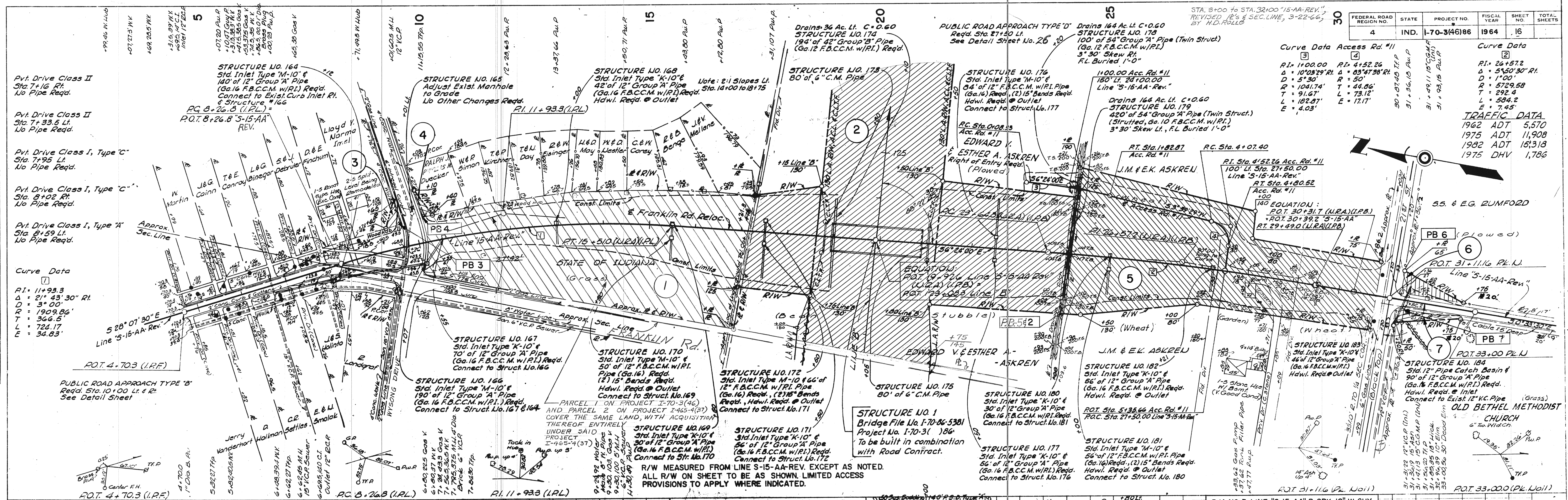




FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-3(4)86	1964	16	

Curve Data Access Rd. #11		Curve Data	
1. 1100.00	2. 4152.26	1. 26+57.2	
Δ = 10°02'29"	Δ = 83°47'38"	Δ = 54°30'30"	
D = 53.30	R = 50'	D = 1120.00	
P = 1041.74	T = 44.46'	R = 5729.58	
L = 91.61'	L = 73.12'	T = 292.4	
E = 4.03'	E = 12.17'	L = 584.2	
		E = 7.45'	

TRAFFIC DATA	
1962 ADT	5,570
1975 ADT	11,908
1982 ADT	15,318
1975 DHV	1,786



DATE: 11/14/64  
 BY: J.C.S.  
 CHECKED: A.C.S.  
 NO. 89227

DATE: 6/19/64  
 BY: J.C.S.  
 CHECKED: A.C.S.  
 NO. 89227



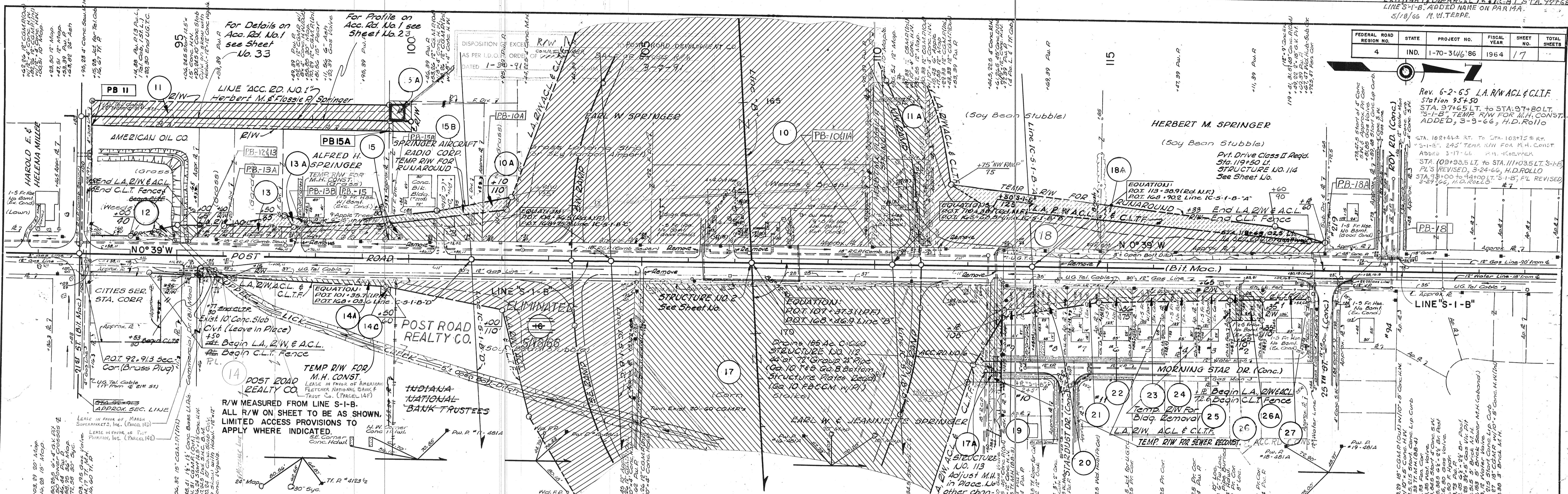
ELIMINATED PARCEL 1 & 2 AT STA. 97+62.82  
LINE S-1-B. ADDED NAME ON PAR 14A.  
5/18/66 M.W.TERPE

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-31186	1964	17	

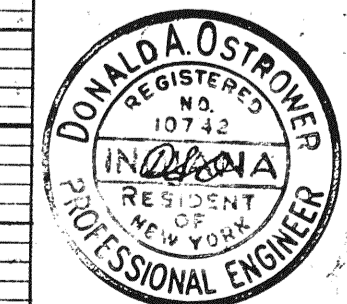
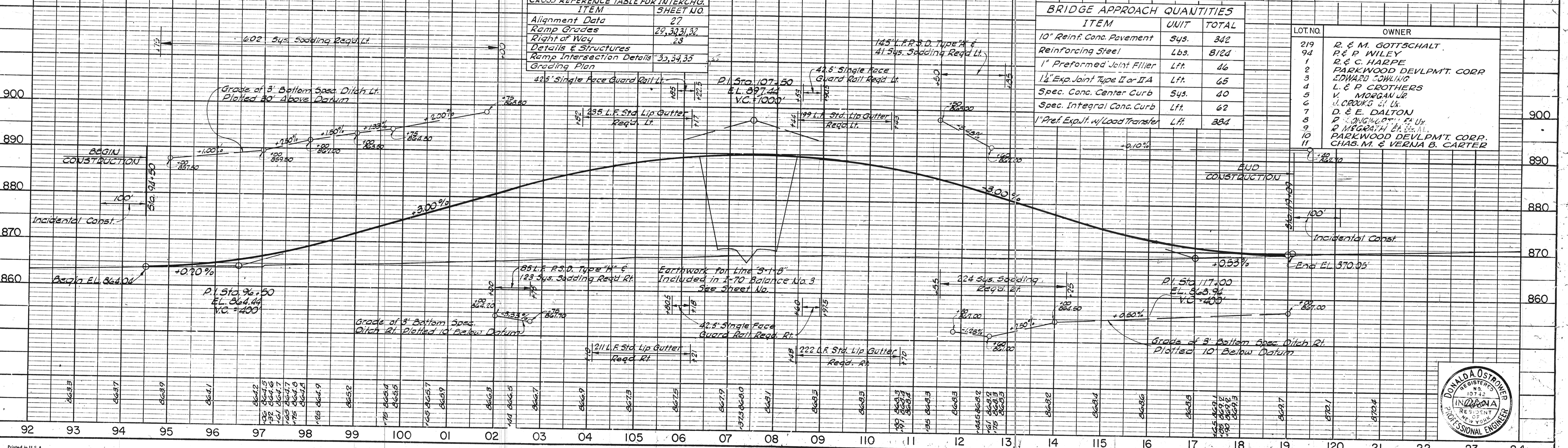
Rev. 6-2-65 L.A. RW ACL & CLTF  
Station 95+50  
STA. 97+65 LT. to STA. 97+80 LT.  
S-1-B. TEMP. R/W FOR M.H. CONST.  
ADDED, 3-9-66, H.D. ROLLO

STA. 102+44 to STA. 102+12 = R.P.  
S-1-B. TEMP. R/W FOR M.H. CONST.  
ADDED, 3-9-66, H.D. ROLLO

STA. 109+35 LT. to STA. 111+03.5 LT. S-1-B  
REVISED, 3-24-66, H.D. ROLLO  
STA. 98+00 to STA. 101+75 S-1-B; FL REVISED  
3-23-66, H.D. ROLLO



B.M. NO. 10A (PROJ. #70, SEC. A1), + CUT ON SE. COR. BOTTOM CONC. STEP, 795' LT. OF STA. 87+39 ELEV. 862.69	B.M. NO. 1 D CUT ON N.E. COR. CONC. STEP @ SPRINGER RAD. CORR., 105' LT. OF STA. 100+23 ELEV. 866.98	B.M. NO. 6, LINE B, B. SPK. S. SIDE 36" A SH 267' LT. OF STA. 166+62 ELEV. 870.80	B.M. NO. 2, + CUT ON S. END OF W. CONC. HWL 26' LT. OF STA. 112+58 ELEV. 866.72	B.M. NO. 3, POINT OF ARROW TOP OF FIRE HYD. N. SIDE ROY RD., 300' LT. OF STA. 121+35 ELEV. 871.85	B.M. NO. 4, POINT OF ARROW TOP OF FIRE HYD. 33' RT. OF STA. 124+06 ELEV. 872.35
--	---	--	--	--	--

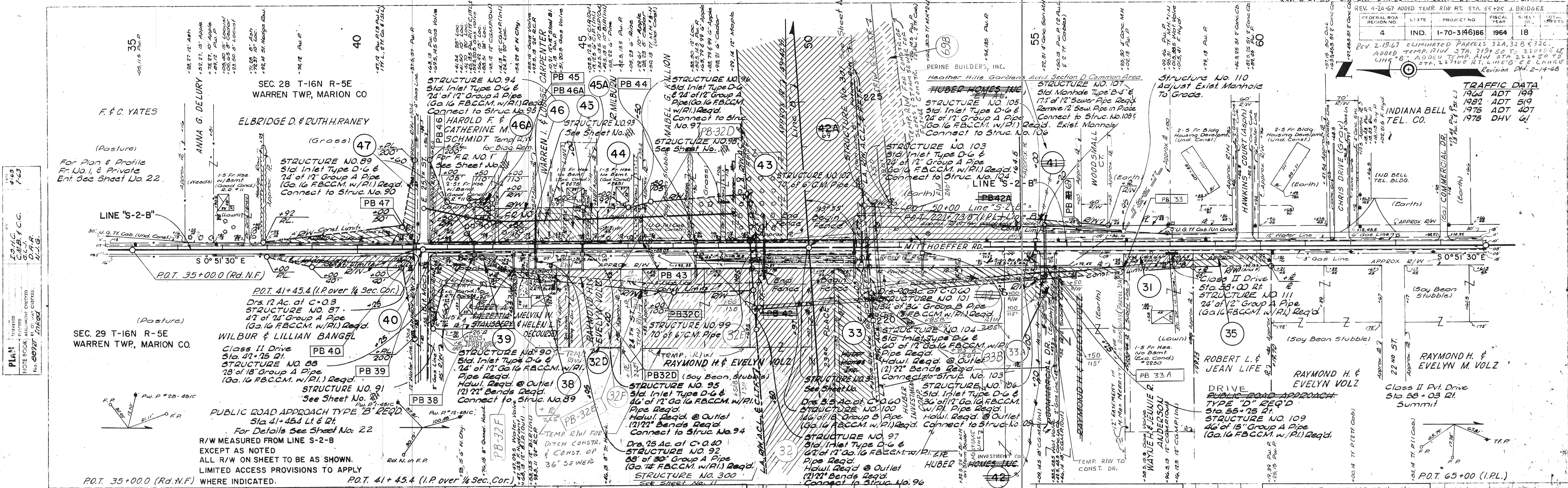


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-346186	1964	18	

**TRAFFIC DATA**

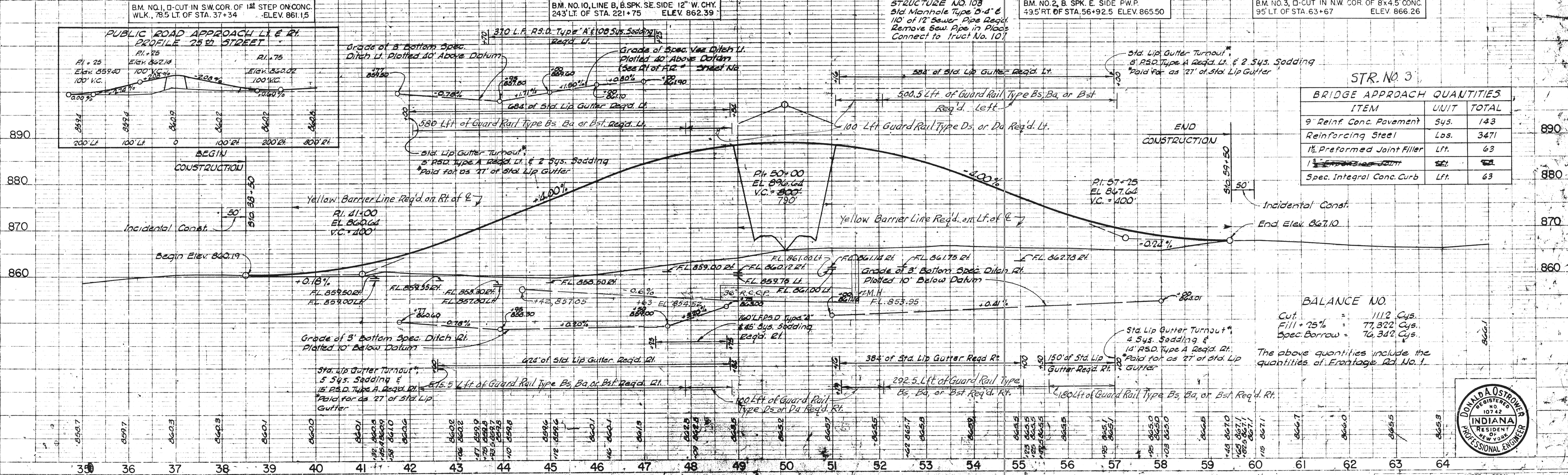
YEAR	ADT	DHV
1964	103	
1962	519	
1975	407	
1975		2

INDIANA BELL TEL. CO.  
 COMMERCIAL DR.  
 HAWKINS COURT (ASBP)  
 WOODSMALL CR.  
 HUBER INVESTMENT CO.  
 HUBER HOMES INC.  
 PERINE BUILDERS, INC.  
 HEATHER HILLS GARDENS  
 HEBER HOMES INC.  
 WOODSMALL CR.  
 HAWKINS COURT (ASBP)  
 HUBER INVESTMENT CO.  
 HUBER HOMES INC.  
 PERINE BUILDERS, INC.  
 HEATHER HILLS GARDENS  
 HEBER HOMES INC.

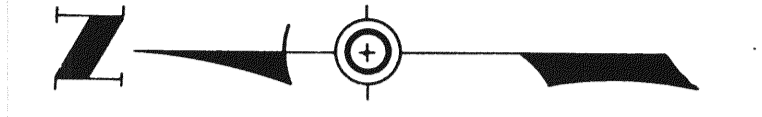


**PLAN**  
 CHECKED BY: J.C.C.  
 DRAWN BY: J.C.C.  
 DATE: 11-1-68  
 NOTE BOOK NO. 100-1000  
 STRUCTURE NOTATIONS CHECKED: D.A.R.  
 L.V.S.

**PROFILE**  
 CHECKED BY: J.C.C.  
 DRAWN BY: J.C.C.  
 DATE: 11-1-68  
 NOTE BOOK NO. 100-1000  
 STRUCTURE NOTATIONS CHECKED: D.A.R.  
 L.V.S.

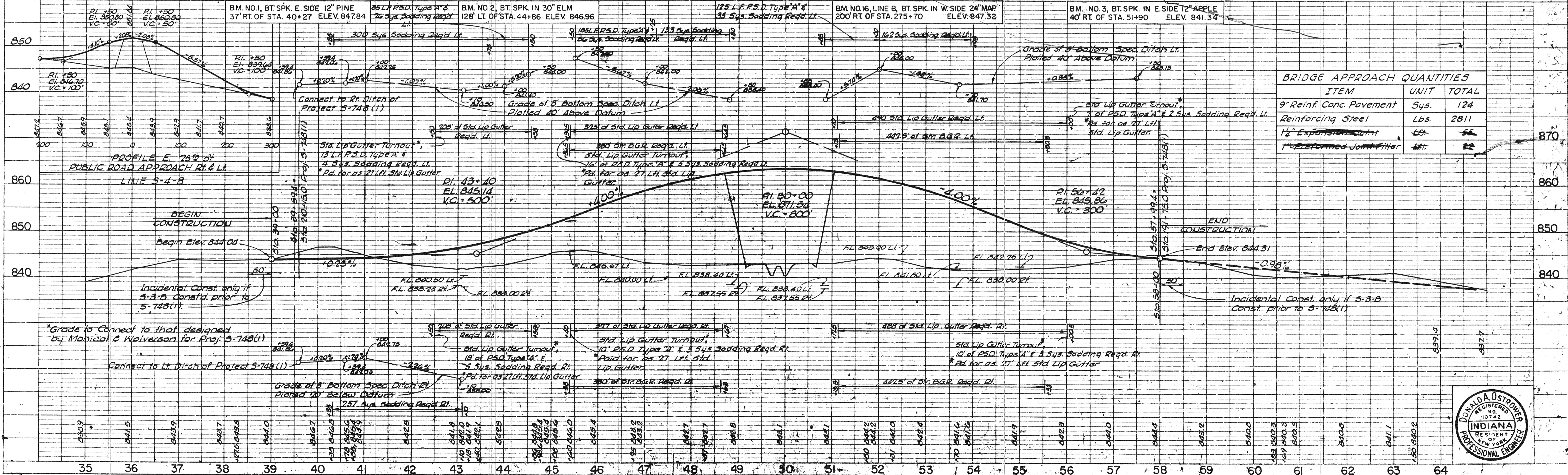
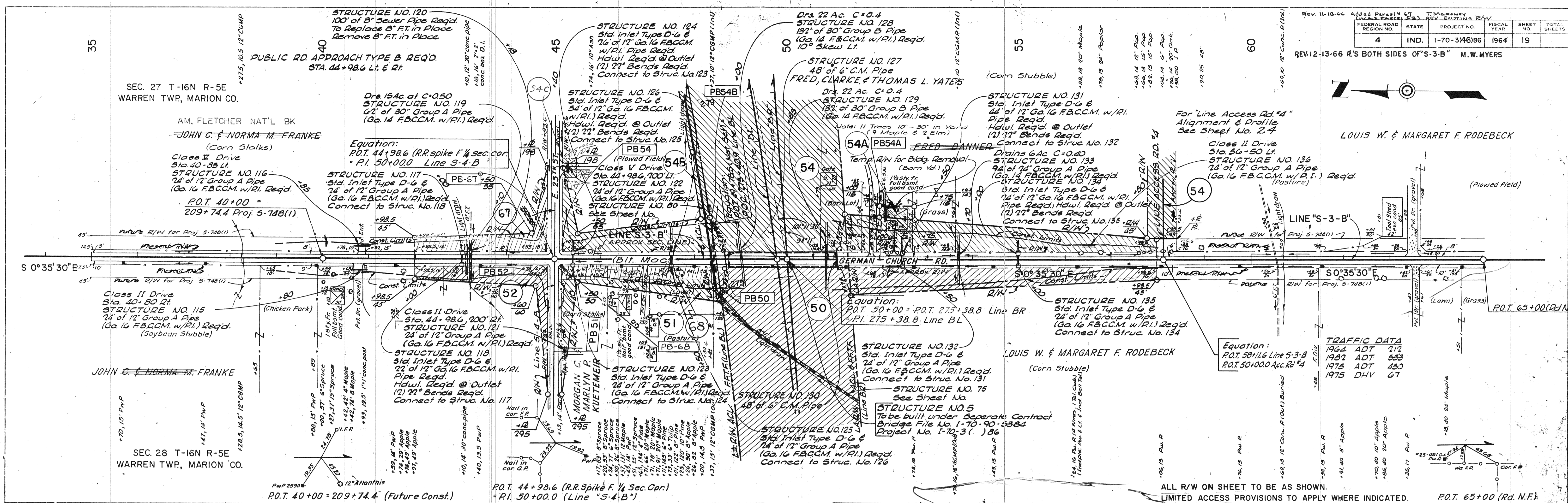


REV-12-13-66 R'S BOTH SIDES OF "S-3-B" M.W. MYERS



PLAN  
 CHECKED BY: J.S.H.C.  
 DRAWN BY: J.S.H.C.  
 DATE: 7-9-63  
 NO. 8702/L

PROFILE  
 CHECKED BY: J.S.H.C.  
 DRAWN BY: J.S.H.C.  
 DATE: 7-9-63  
 NO. 8702/L

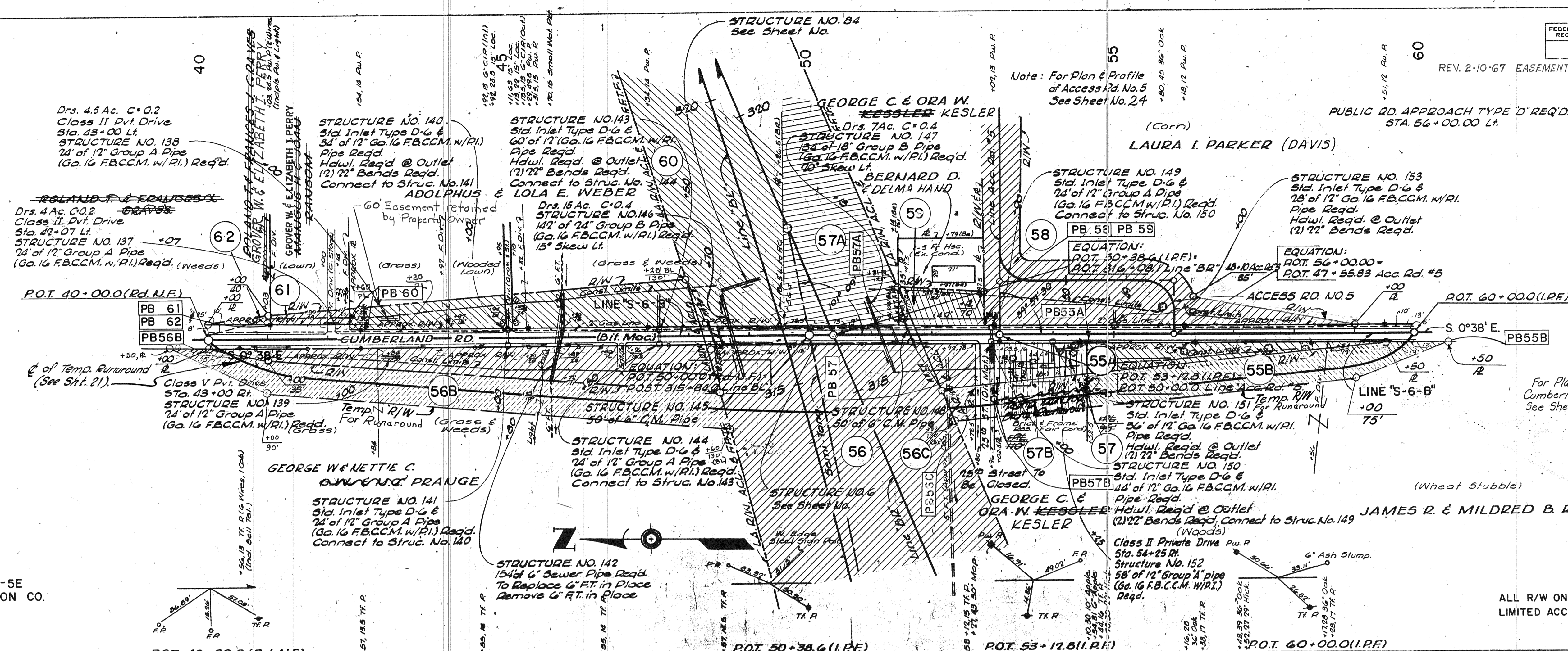


BRIDGE APPROACH QUANTITIES		
ITEM	UNIT	TOTAL
9" Reinf. Conc. Pavement	Sys.	124
Reinforcing Steel	Lbs.	2811
1/2" Expansion Joint	Lt.	56
Preformed Joint Filter	Lt.	22



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46)86	1964	20	

REV. 2-10-67 EASEMENT ADDED STAT. 43+17 M.W. MYERS



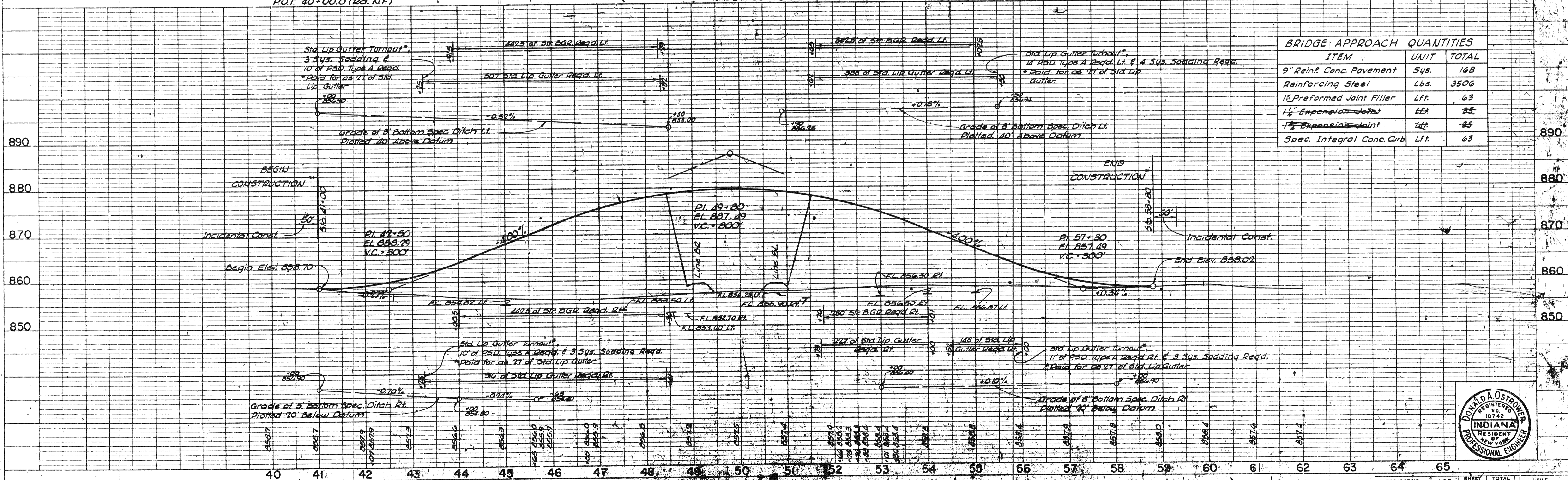
TRAFFIC DATA

1964 A.D.T.	192
1962 A.D.T.	502
1975 A.D.T.	394
1975 D.H.V.	59

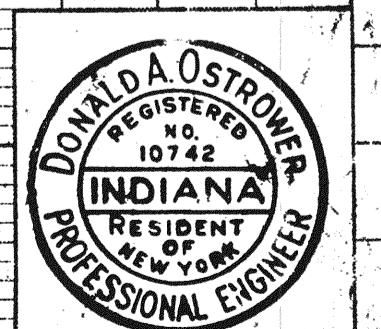
DATE: 3/20/64  
 BY: I.S.H.C.  
 CHECKED: C.M.B. & L.L.G.  
 NO. 099  
 PLAN

SEC. 27 T-16N R-5E  
 WARREN TWP MARION CO.

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



DATE: 3-20-64  
 BY: I.S.H.C.  
 CHECKED: C.M.B. & L.L.G.  
 NO. 099  
 PROFILE

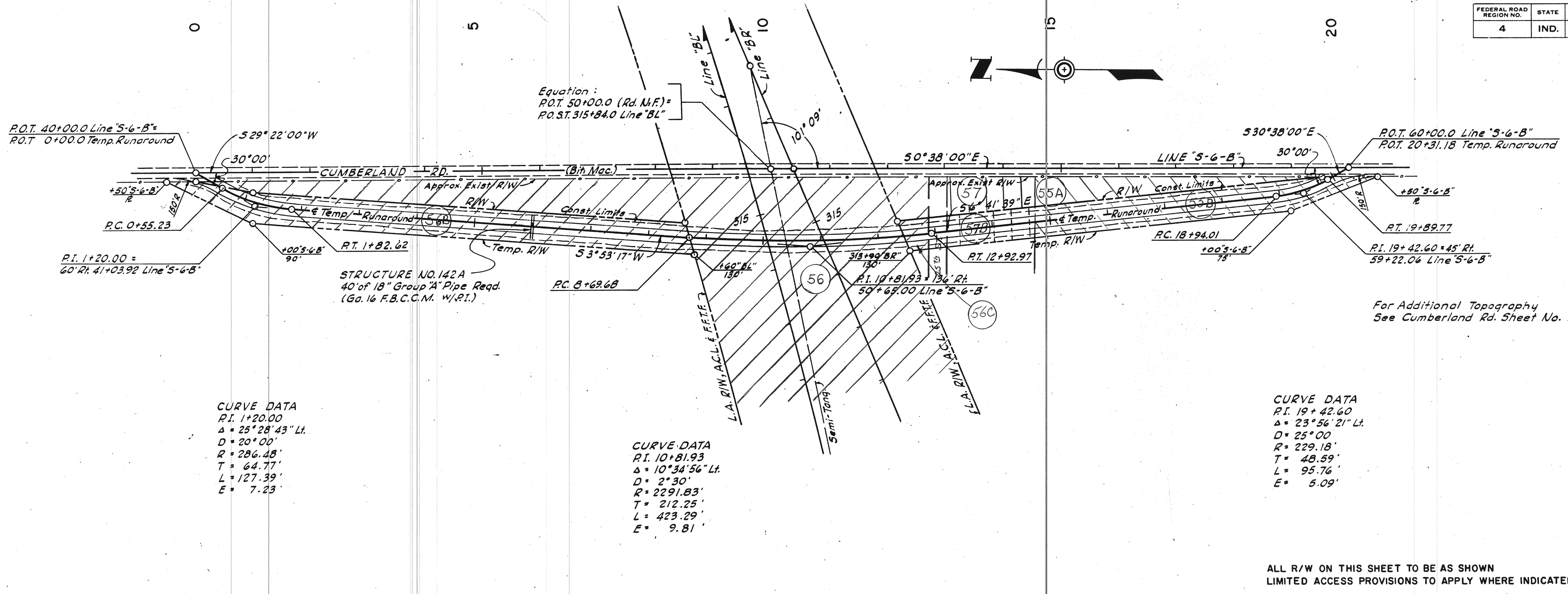


PROJECT NO.	LINE NO.	SHEET NO.	TOTAL SHEETS	FILE
I-70-3(46)86	S-6-B	20		

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-3(46)86	1964	21	

DATE: 10/29/64  
 BY: F.S.H.C.  
 D.A.R.  
 G.L.R.  
 G.L.J.  
 J.B.T.  
 SURVEYED: [ ]  
 PLOTTED: [ ]  
 NOTE BOOK: [ ]  
 NO.:

DATE: 9/22/64  
 BY: F.S.H.C.  
 D.A.R.  
 G.L.R.  
 G.L.J.  
 J.B.T.  
 SURVEYED: [ ]  
 PLOTTED: [ ]  
 NOTE BOOK: [ ]  
 NO.:



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

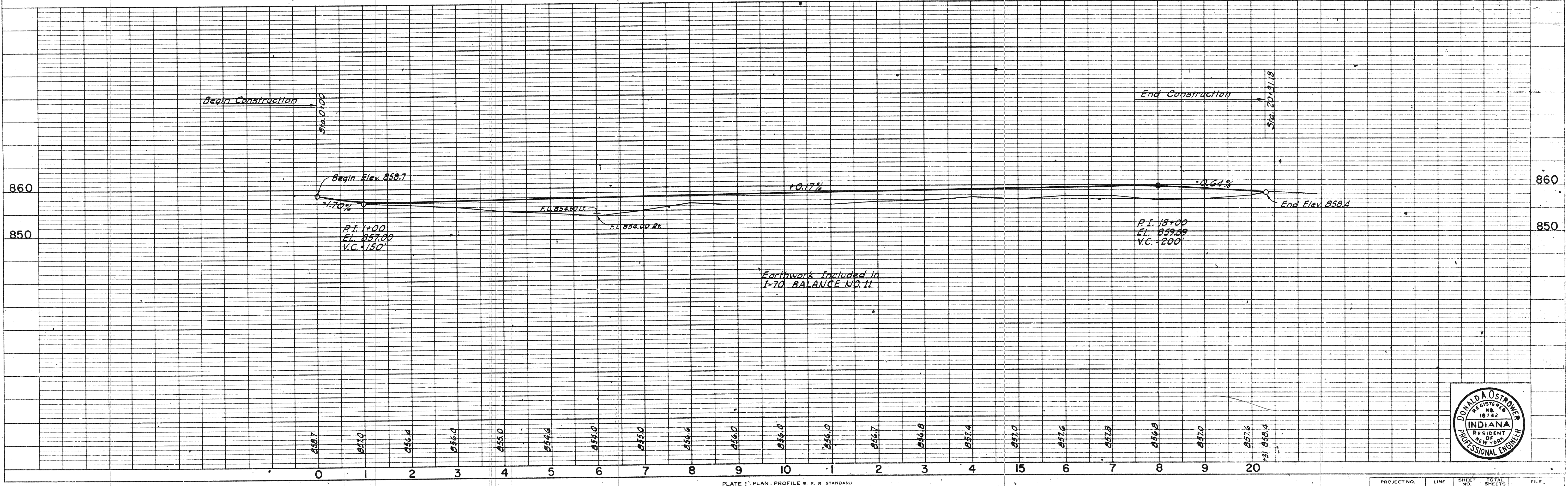


PLATE 1 - PLAN - PROFILE - R.R. STANDARD  
 November 6, 1961

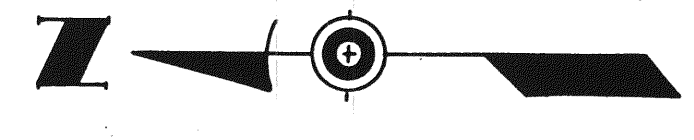
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-3(46)86		21		



Temp. Runaround

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46)86	1964	22	

Rev. 2-14-68, Reduce Size of Str. #93, A. Beck



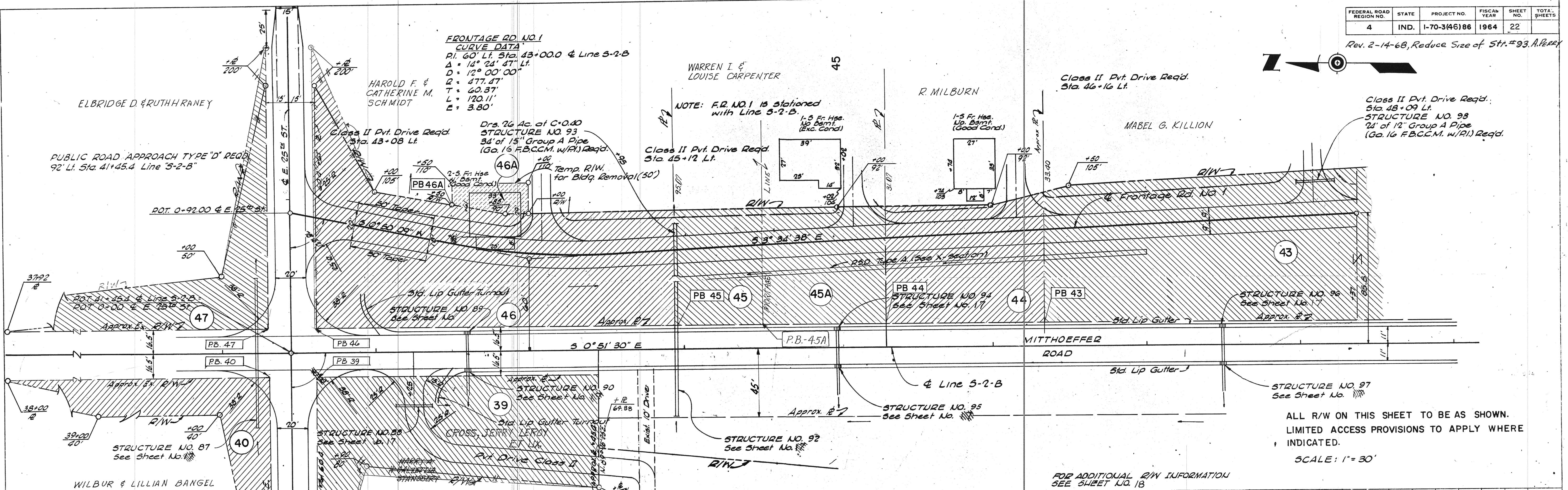
**FRONTAGE RD. NO. 1**  
**CURVE DATA**  
 P.I. 60+11 Sta. 43+00.0 & Line 3-2-B  
 Δ = 14° 24' 47" Lt.  
 D = 12° 00' 00"  
 T = 477.17'  
 L = 60.37'  
 E = 120.11'  
 C = 3.80'

WARREN I & LOUISE CARPENTER

NOTE: F.R. NO. 1 IS STATIONED WITH LINE 3-2-B.

Class II Pvt. Drive Req'd. Sta. 46+16 Lt.

Class II Pvt. Drive Req'd. Sta. 48+03 Lt.  
 STRUCTURE NO. 98  
 24" of 12" Group A Pipe (Ga. 16 FBCCM. w/RI.) Req'd.

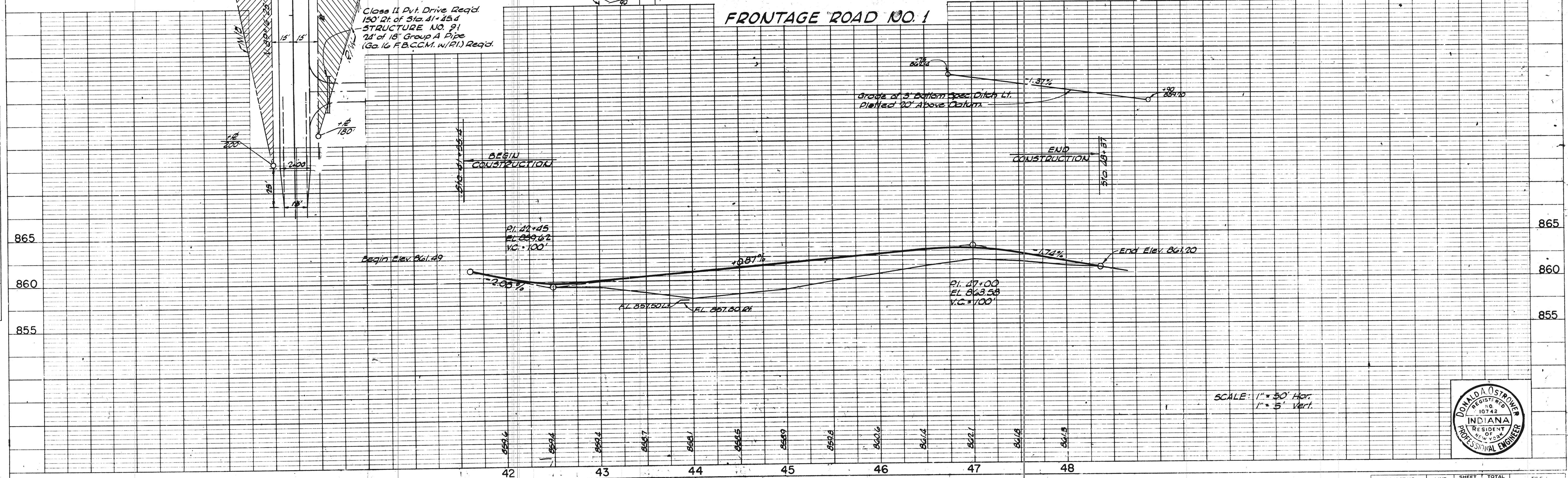


ALL R/W ON THIS SHEET TO BE AS SHOWN. LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED.

SCALE: 1" = 30'

FOR ADDITIONAL R/W INFORMATION SEE SHEET NO. 18

**FRONTAGE ROAD NO. 1**



SCALE: 1" = 30' Hor.  
 1" = 5' Vert.



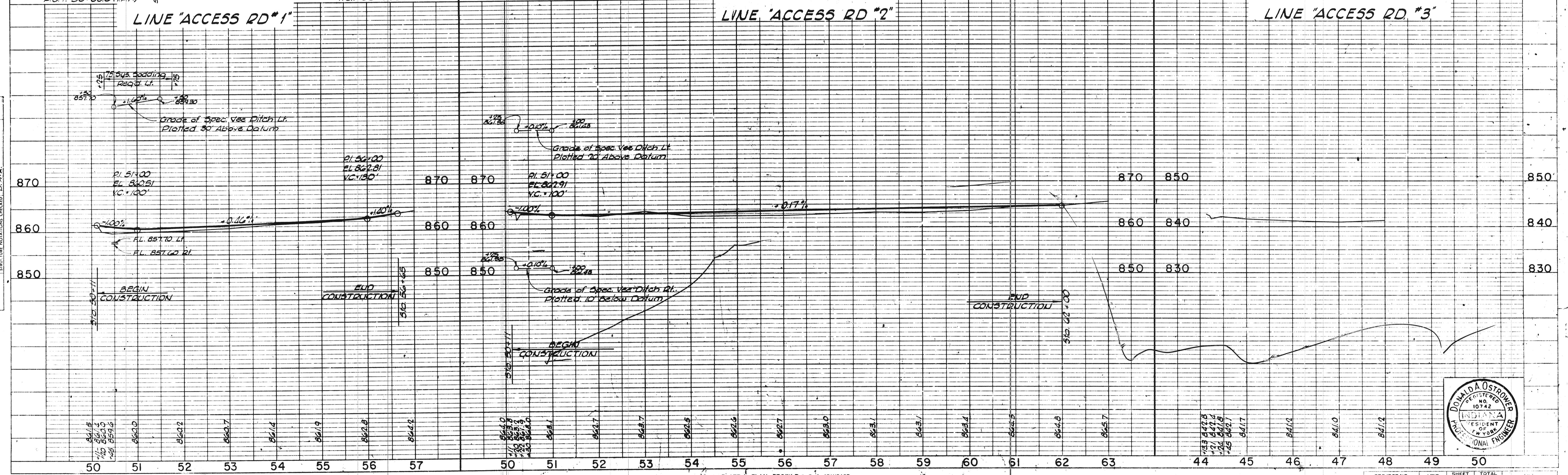
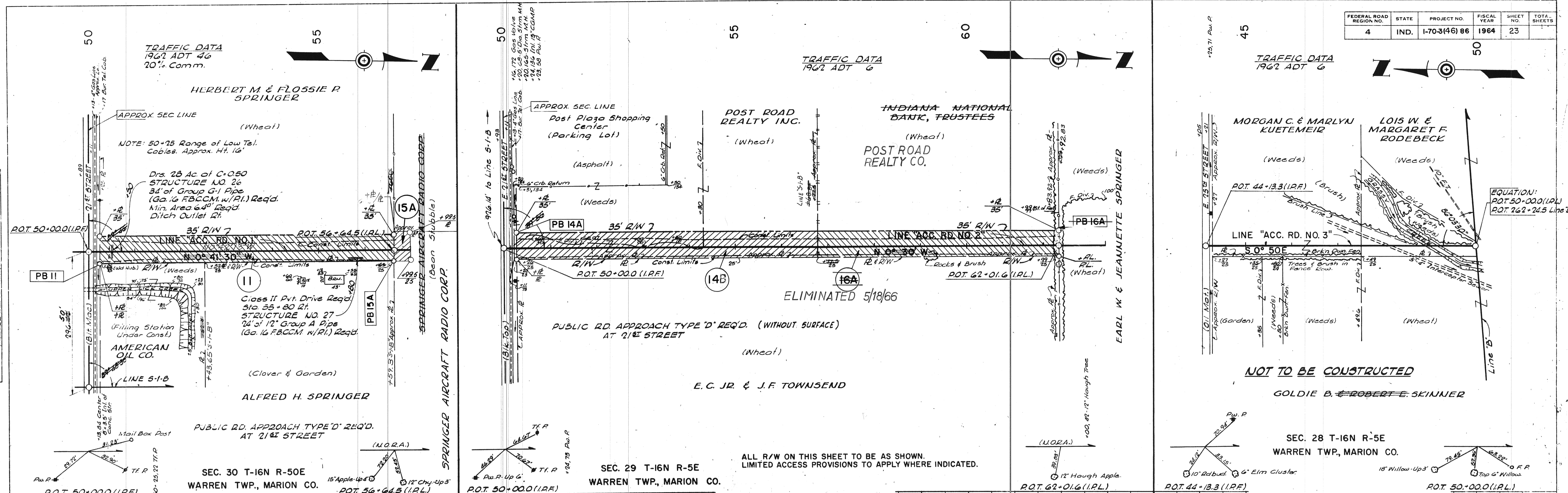
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-70-3(46)86	FR 1	22		

PLAN  
 SURVEYED BY: F.S.H.C.  
 G.A.C.  
 C.M.G.  
 L.J.S.  
 D.A.R.  
 NOTE BOOK NO. 115144  
 DATE: 5/15/64  
 CHECKED BY: F.S.H.C.  
 G.A.C.  
 C.M.G.  
 L.J.S.  
 D.A.R.

PROFILE  
 SURVEYED BY: F.S.H.C.  
 G.A.C.  
 C.M.G.  
 L.J.S.  
 D.A.R.  
 NOTE BOOK NO. 115144  
 DATE: 5/15/64  
 CHECKED BY: F.S.H.C.  
 G.A.C.  
 C.M.G.  
 L.J.S.  
 D.A.R.

ELIMINATED PARCEL 16A AND PLAT STA 97+16.84  
 LINE S-1-B ADDED WIDE ON PAV. 124.  
 5/18/66 R.W.T.E.P.P.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46) 86	1964	23	



DATE: 11-5-63  
 SURVEYED BY: I.S.H.C. N.J.G. C.M.B.  
 PLOTTED BY: A.C.S. D.A.R.  
 CHECKED BY: D.A.R.  
 STRUCTURE NOTATIONS CHECKED: D.A.R.

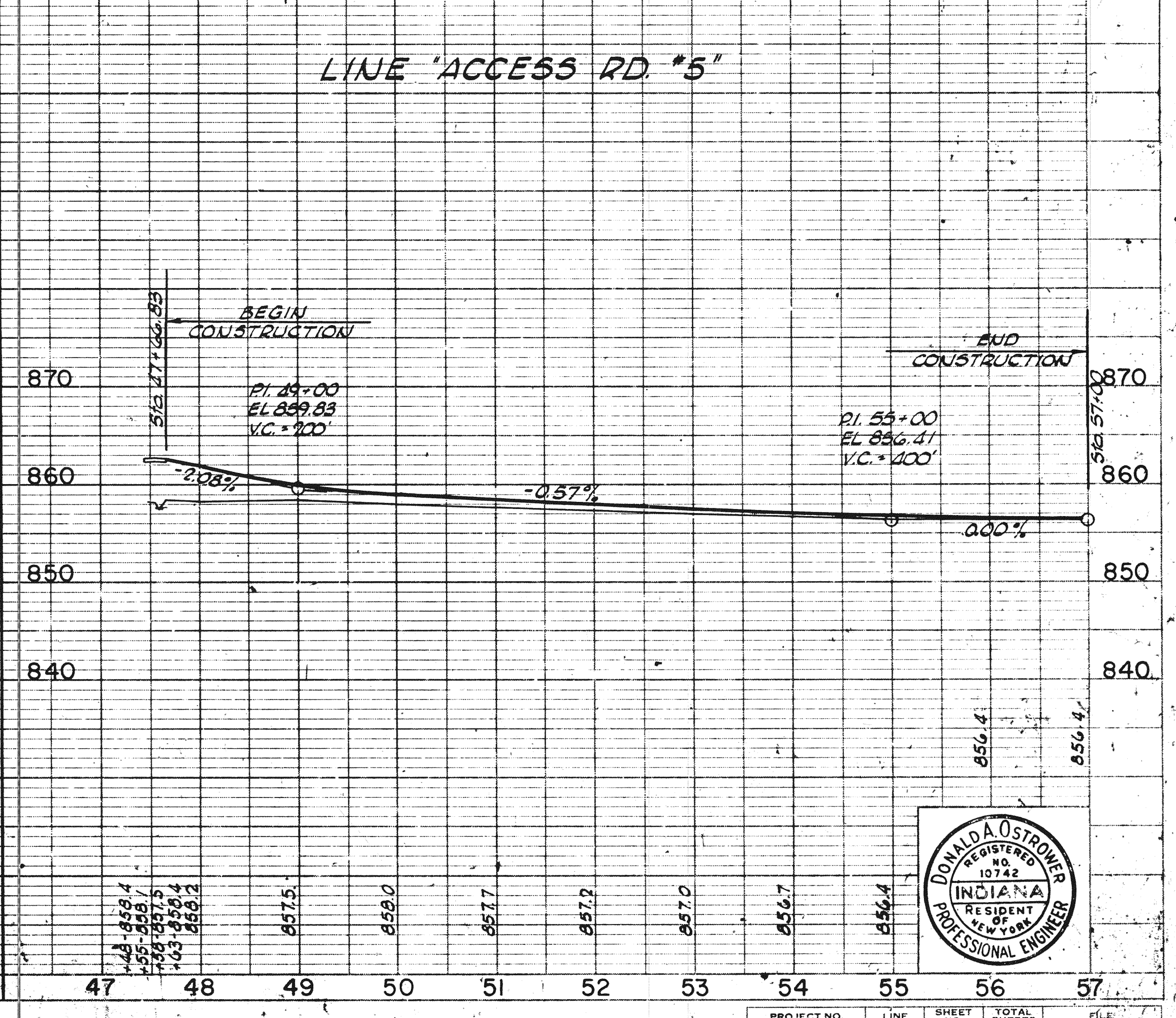
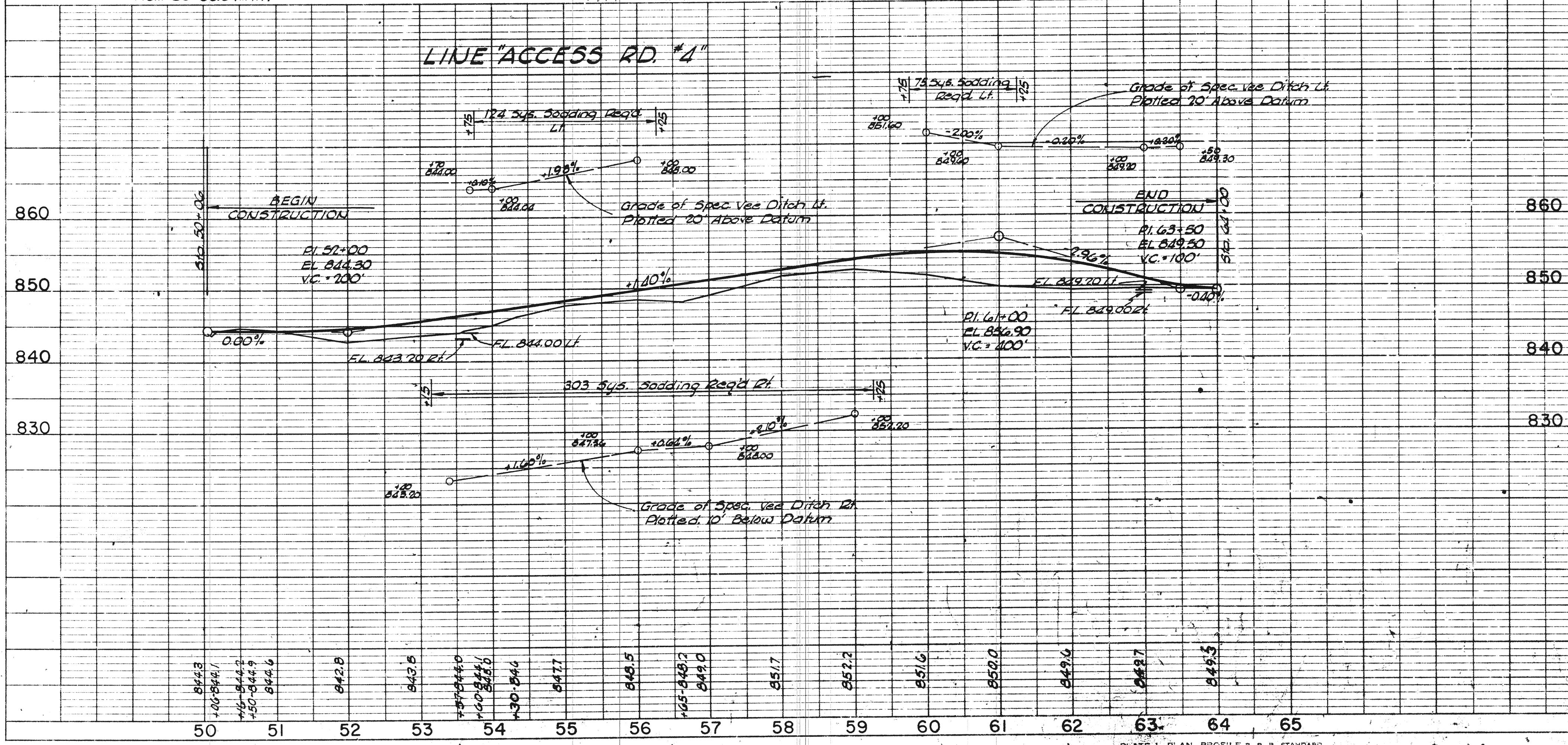
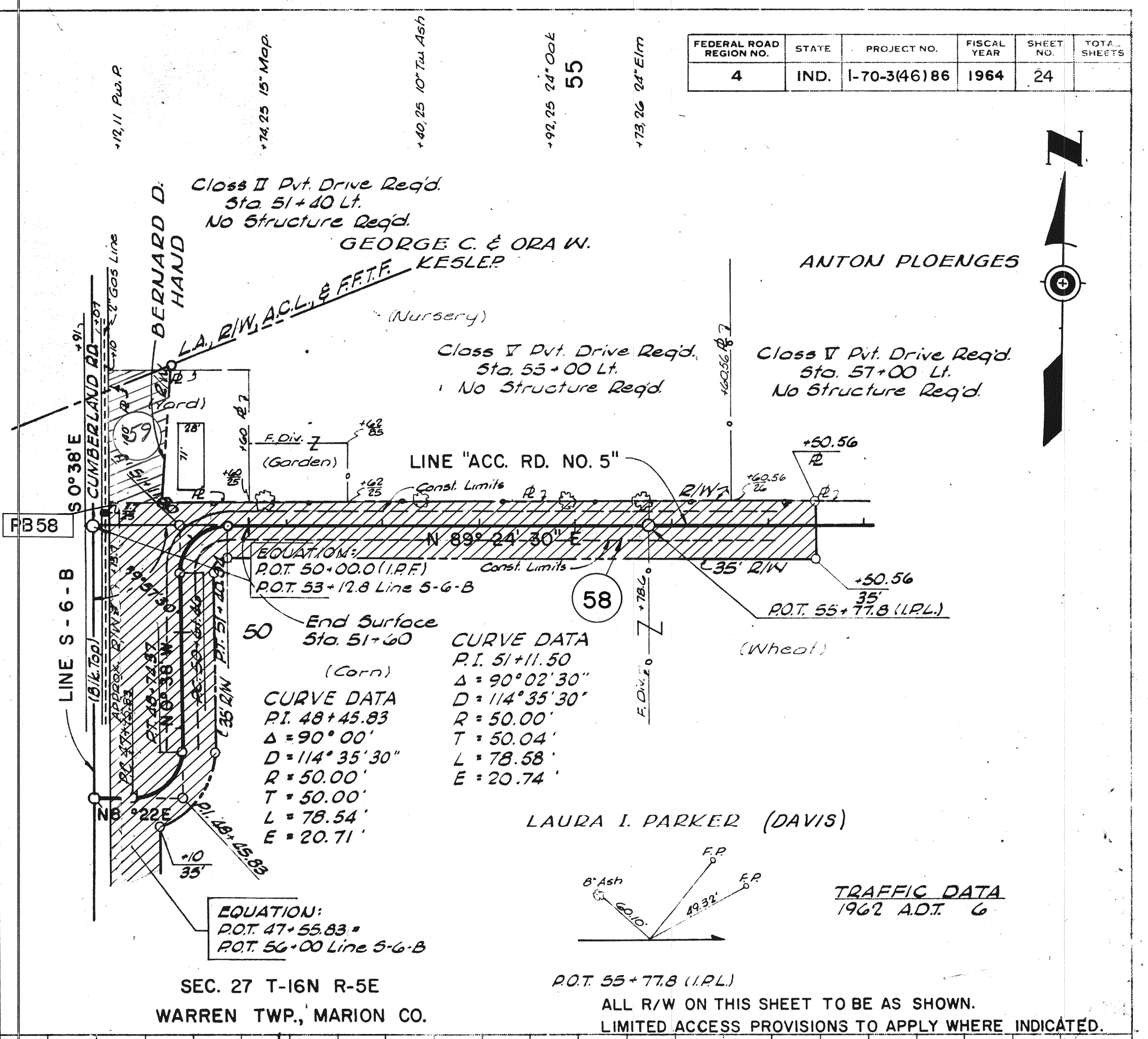
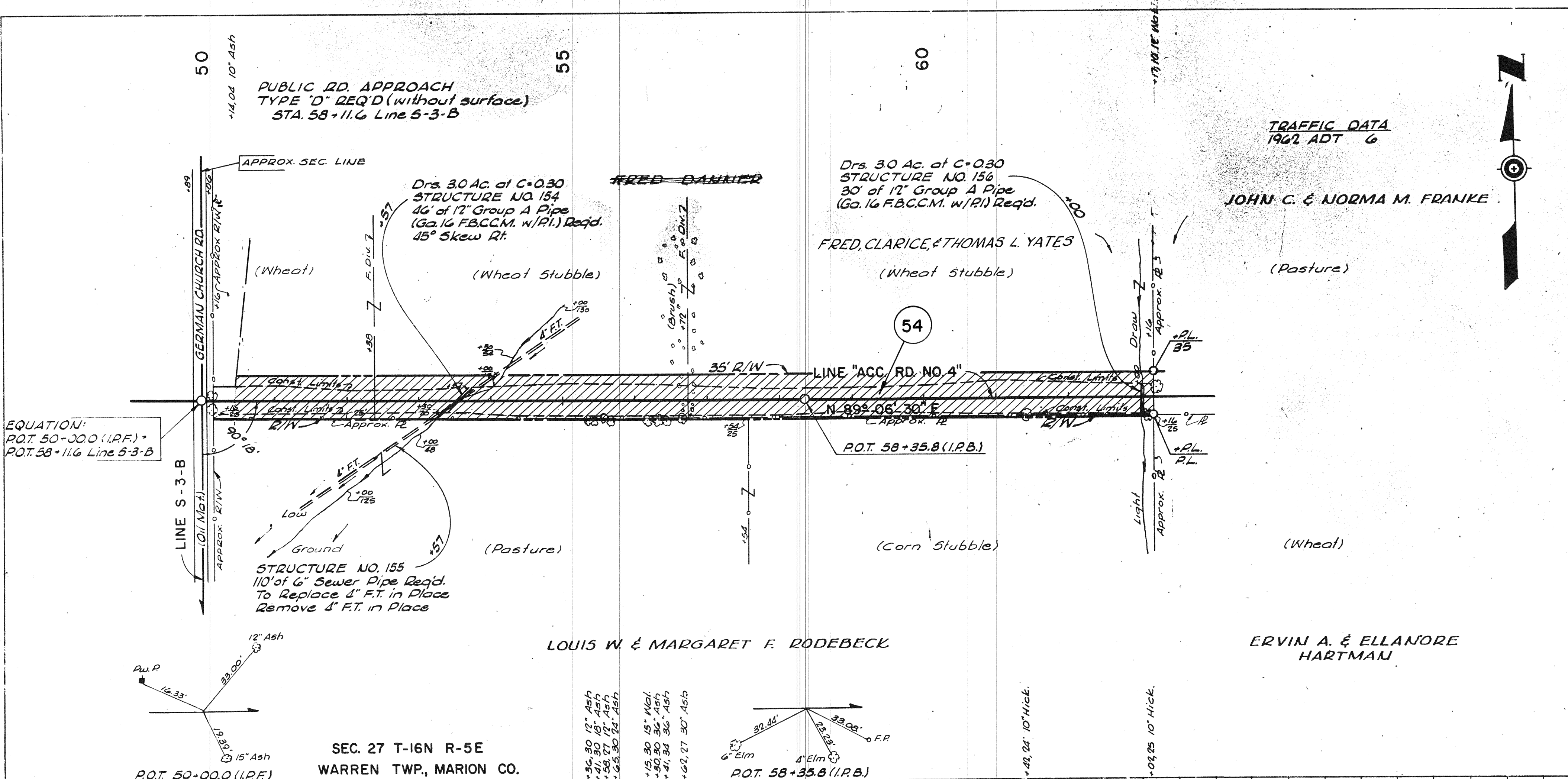
DATE: 11-5-63  
 SURVEYED BY: I.S.H.C. N.J.G. C.M.B.  
 PLOTTED BY: A.C.S. D.A.R.  
 CHECKED BY: D.A.R.  
 STRUCTURE NOTATIONS CHECKED: D.A.R.



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
I-70-3(46) 86	ACC RD. 1	23	



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-346186	1964	24	

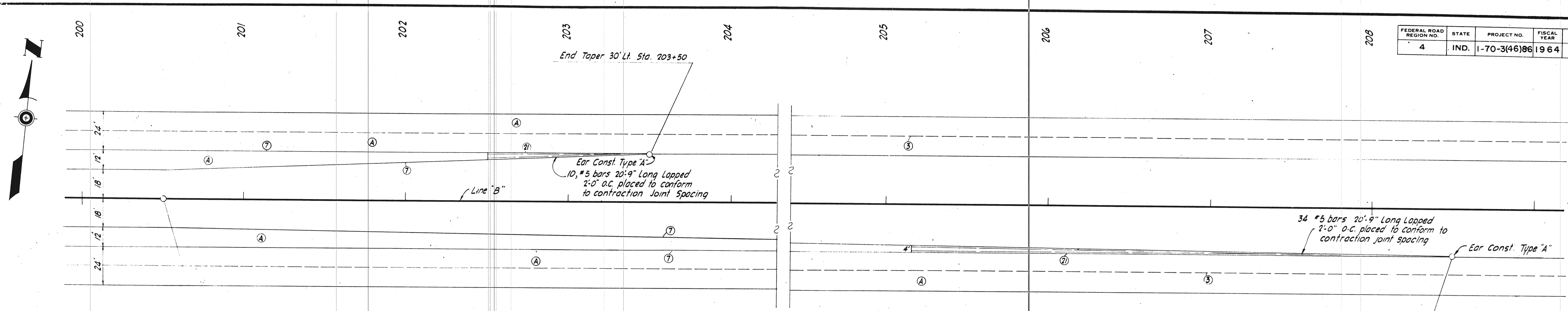


PLAN  
 CHECKED BY: [Signature]  
 DRAWN BY: [Signature]  
 DATE: [Date]  
 PROJECT NO.: [Number]  
 SHEET NO.: [Number]

PROJECT NO.	LINE NO.	SHEET NO.	TOTAL SHEETS	FILE
1-70-346186	ACC. RD.	24		



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-3(46)86	1964	25	

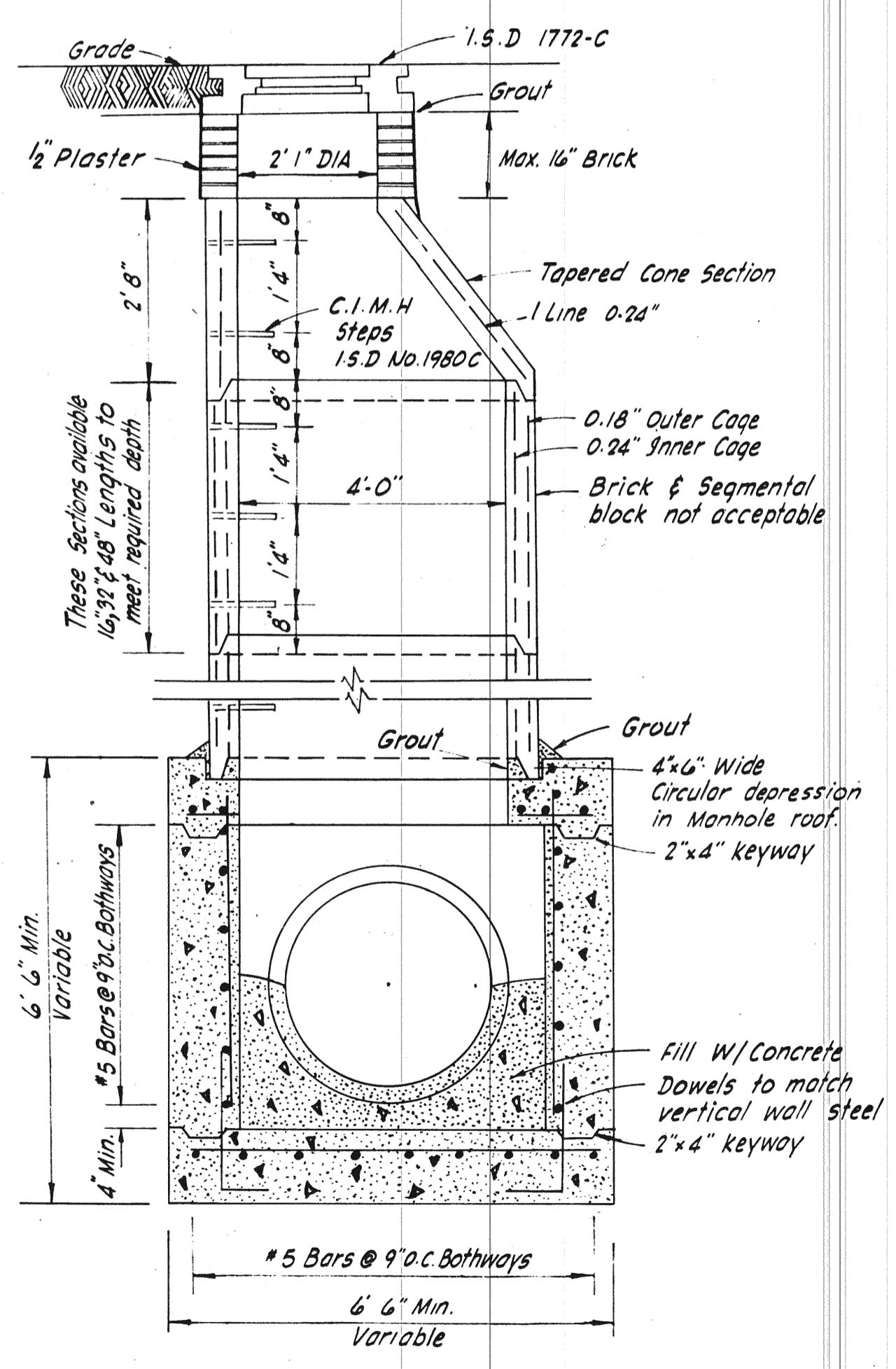


**LEGEND**

- ④ Reinforced Conc. Pmnt. 10"
- ③ Longitudinal Joint.
- ⑦ Keyway Joint.
- ② Keyway Const. Joint.

Sta. 200+50 Begin Taper  
 36' to 24' E.B. & W.B. Lanes  
 Begin Keyway Joint on  
 inside of Pavement

**RAVING DETAIL  
 FOR MAINLINE TAPERS**  
 SCALE: 1"=30'



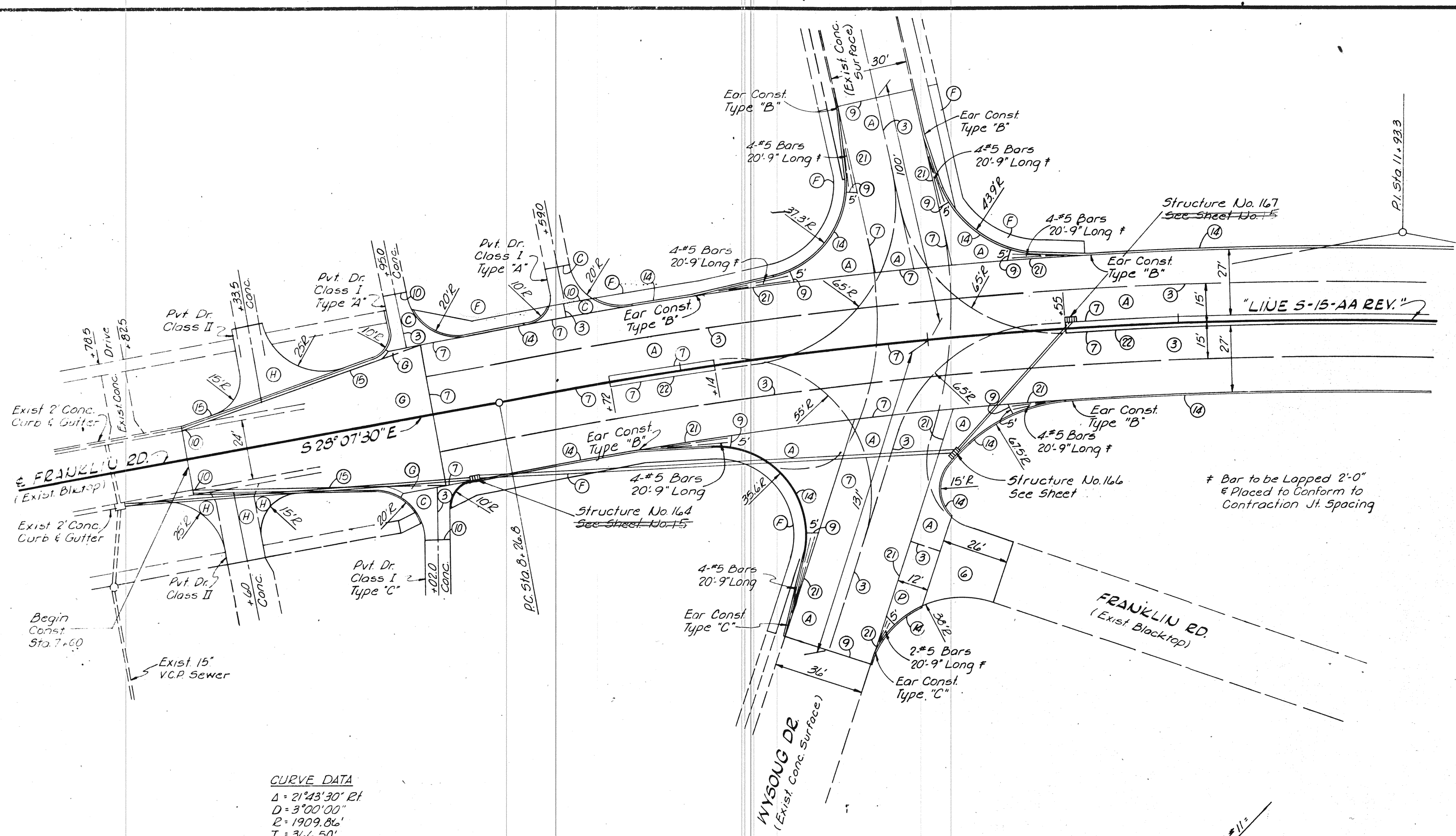
**DETAILS**



November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-3(46)86		25		

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46)86	1964	26	



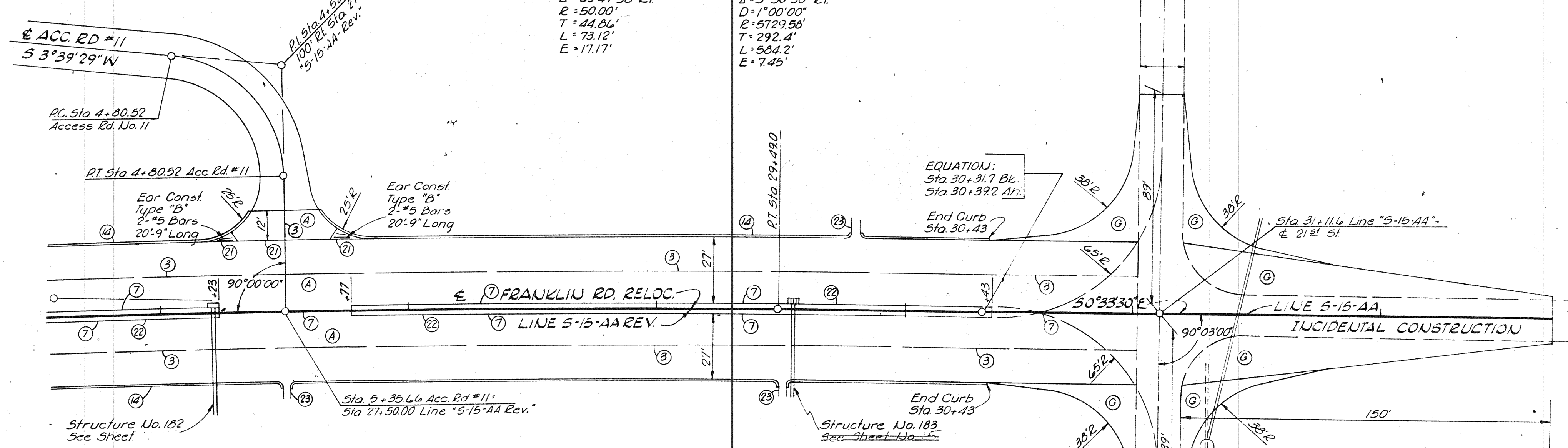
PAVING DETAIL FRANKLIN RD.  
PUBLIC ROAD APPROACH TYPE "B"  
RT. & LT. of WYSONG DRIVE  
SCALE: 1"=30'

**CURVE DATA**  
 $\Delta = 21^{\circ}43'30" E$   
 $D = 3^{\circ}00'00"$   
 $E = 1909.86'$   
 $T = 366.50'$   
 $L = 724.20'$   
 $E = 34.63'$

**CURVE DATA**  
 ACC. RD #11  
 $\Delta = 83^{\circ}47'30" E$   
 $D = 50.00'$   
 $T = 44.86'$   
 $L = 73.12'$   
 $E = 17.17'$

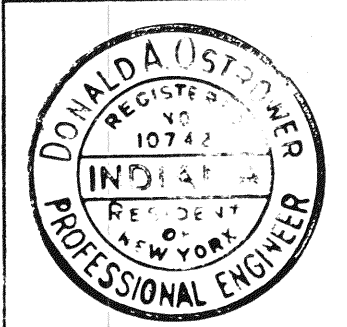
**CURVE DATA**  
 LINE S-15-AA REV.  
 $\Delta = 5^{\circ}50'30" E$   
 $D = 1^{\circ}00'00"$   
 $E = 5729.58'$   
 $T = 292.4'$   
 $L = 594.2'$   
 $E = 7.45'$

- LEGEND**
- ③ Longitudinal Joint
  - ⑦ Keyway Joint
  - ① 1" Preformed Exp. Jt. with Load Transfer
  - ① 1" Preformed Jt. Filler
  - ① 1/8" Preformed Jt. Filler
  - ④ Integral Conc. Curb
  - ④ Combined Curb & Gutter
  - ④ Keyway Construction Jt
  - ④ 4" Concrete Center Curb Type "D"
  - ④ Standard Curb Turnout
  - ⑩ 10" Reinforced Concrete Pavement
  - ⑥ Private Dr. Pavement
  - ⑥ Concrete Sidewalk
  - ⑥ 110 #13y. Bituminous Surface
  - ⑥ 8" Type "P" Compt. Aggr.
  - ⑥ 220 #5y. Bituminous Base
  - ⑥ 110 #13y. Bituminous Surface
  - ⑥ 220 #5y. Bituminous Base
  - ⑥ 3" Type "P" Compt. Aggr. Base
- \*Cost of ⑩ shall be included in the Contract Price for Private Drive Pavement



PAVING DETAIL FRANKLIN RD.  
LINE "S-15-AA" REVISED  
of ACCESS ROAD NO. 11  
& 21<sup>st</sup> St  
SCALE: 1"=30'

# DETAILS



November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-70-3(46)86		26		

**NORTHWEST RAMP CURVE DATA**

P.I. Sta. 12+92.89 $\Delta = 3^{\circ}00'00''$ R.L. $D = 2^{\circ}00'00''$ $R = 2864.79'$ $L = 150.00'$ $T = 75.02'$ $E = 0.98'$	P.I. Sta. 10+02.79 $\Delta = 17^{\circ}20'26''$ R.L. $D = 4^{\circ}00'00''$ $R = 1432.39'$ $L = 433.51'$ $T = 218.43'$ $E = 16.56'$	P.I. Sta. 7+76.90 $\Delta = 21^{\circ}29'10''$ L.L. $D = 8^{\circ}00'00''$ $R = 716.20'$ $L = 268.58'$ $T = 135.89'$ $E = 12.78'$
--	---	---

**NORTHEAST RAMP CURVE DATA**

P.I. Sta. 18+86.17 $\Delta = 18^{\circ}51'34''$ L.L. $D = 8^{\circ}00'00''$ $R = 716.20'$ $L = 235.74'$ $T = 118.94'$ $E = 9.69'$	P.I. Sta. 17+61.52 $\Delta = 20^{\circ}41'35''$ R.L. $D = 4^{\circ}00'00''$ $R = 1432.39'$ $L = 517.34'$ $T = 261.52'$ $E = 23.68'$
---	---

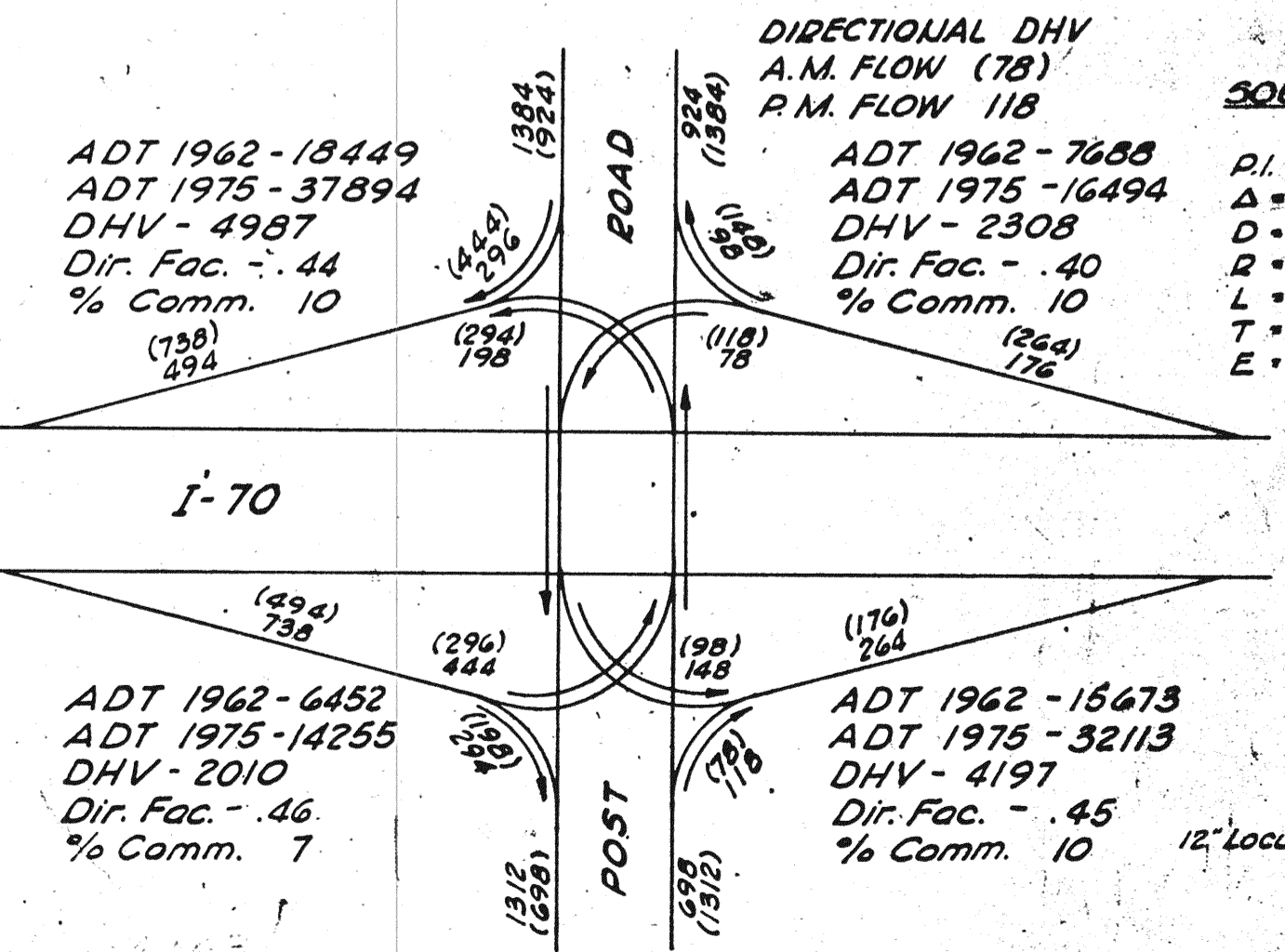
**SOUTHWEST RAMP CURVE DATA**

P.I. Sta. 13+21.29 $\Delta = 25^{\circ}44'28''$ L.L. $D = 4^{\circ}00'00''$ $R = 1432.39'$ $L = 643.83'$ $T = 327.29'$ $E = 36.92'$	P.I. Sta. 18+81.58 $\Delta = 23^{\circ}54'25''$ L.L. $D = 8^{\circ}00'00''$ $R = 716.20'$ $L = 298.84'$ $T = 151.62'$ $E = 15.72'$
---	--

**SOUTHEAST RAMP CURVE DATA**

P.I. Sta. 13+09.86 $\Delta = 3^{\circ}00'00''$ R.L. $D = 2^{\circ}00'00''$ $R = 2864.79'$ $L = 150.00'$ $T = 75.02'$ $E = 0.98'$	P.I. Sta. 9+77.25 $\Delta = 20^{\circ}50'25''$ R.L. $D = 4^{\circ}00'00''$ $R = 1432.39'$ $L = 521.01'$ $T = 263.42'$ $E = 24.02'$	P.I. Sta. 7+99.70 $\Delta = 24^{\circ}59'10''$ L.L. $D = 8^{\circ}00'00''$ $R = 716.20'$ $L = 312.33'$ $T = 158.69'$ $E = 17.37'$
--	--	---

**TRAFFIC ANALYSIS**



Note: Transition Width of S.W. Ramp from 18' at Sta. 15+75 to 24' at Sta. 13+00

**NOTE:**  
All other points were set with iron pins but no reference available.

**ALIGNMENT DATA**  
**POST ROAD INTERCHANGE**  
SCALE: 1" = 100'

**DETAILS**



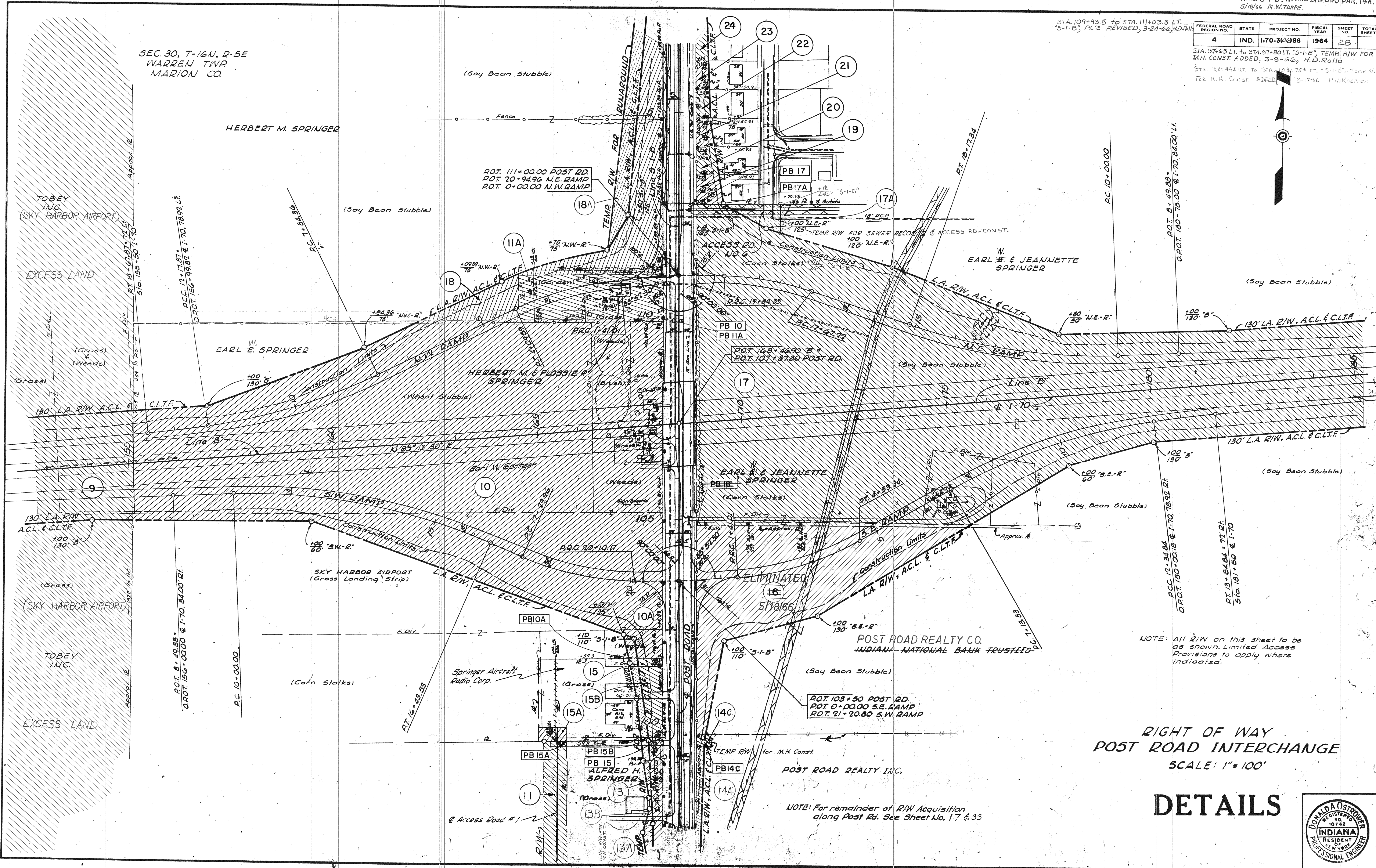
November 6, 1964

STA. 109+93.5 TO STA. 111+03.5 LT.  
 "S-1-B", PL'S REVISED, 3-24-66, H.D. R. 111

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-34(186)	1964	28	

STA. 97+65 LT. TO STA. 97+80 LT. TEMP. R/W FOR M.H. CONST. ADDED, 3-3-66, H.D. R. 111  
 STA. 101+44 RT. TO STA. 101+75 RT. "S-1-B", TEMP. R/W FOR M.H. CONST. ADDED, 3-17-66, H.D. R. 111

SEC. 30, T-16N, R-5E  
 WARREN TWP  
 MARION CO.



NOTE: All R/W on this sheet to be as shown. Limited Access Provisions to apply where indicated.

RIGHT OF WAY  
 POST ROAD INTERCHANGE  
 SCALE: 1" = 100'

DETAILS

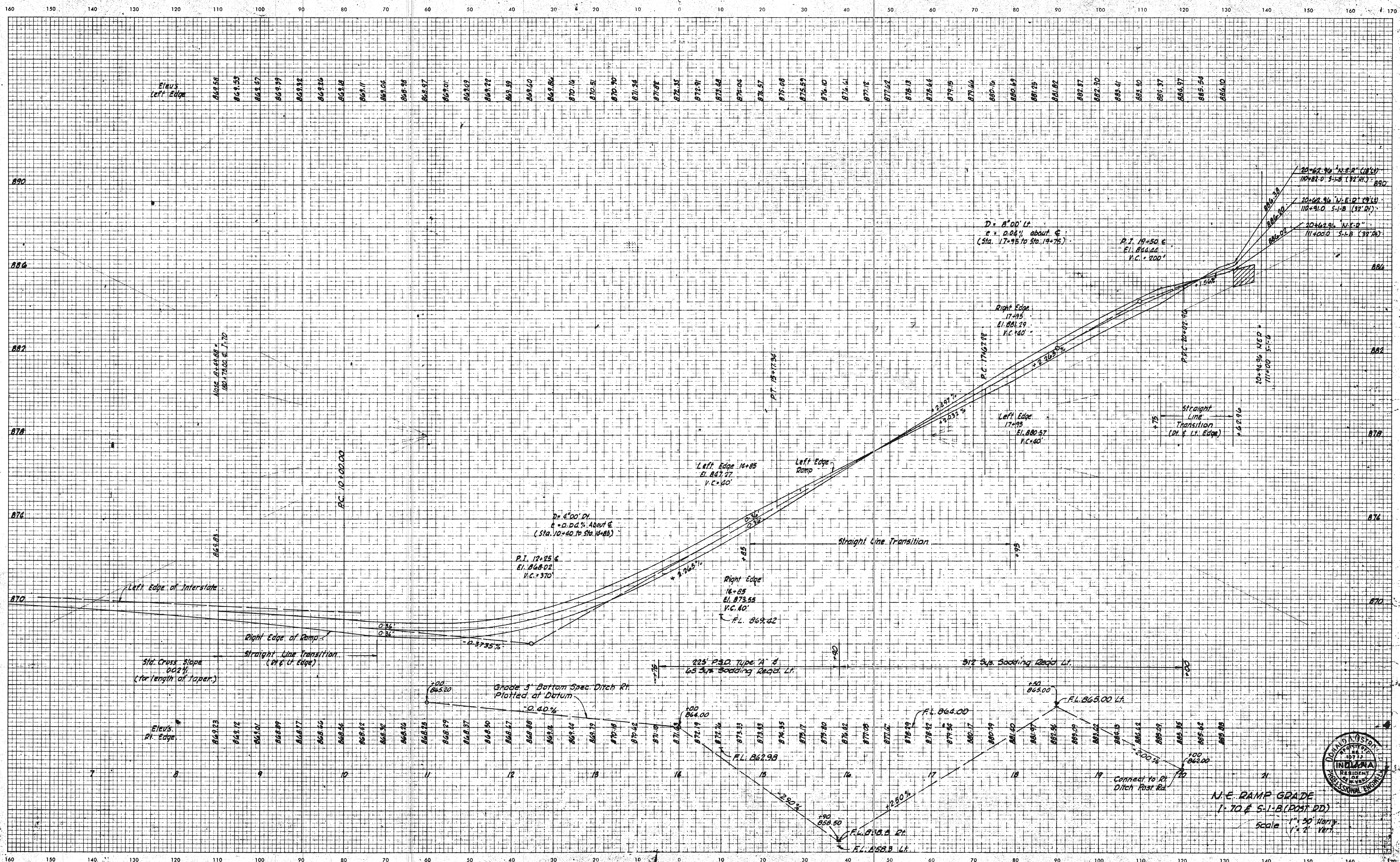
NOTE: For remainder of R/W Acquisition along Post Rd. See Sheet No. 17 & 33



November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-34(186)				

CUT CROSS SECTIONS FILL  
Scale: 1 inch = 10 feet



Std. Cross Slope 0.22% (for length of taper)

Grade 3' Bottom Spec. Ditch R/L Plotted at Datum

225 P.S.D. Type 'A' & 65 3/4" Sodding Road Lt.

512 Sub. Sodding Road Lt.

N.E. RAMP GRADE  
1:70 & 5:1-B (POST DD)  
Scale 1" = 20' Horiz.  
1" = 2' Vert.

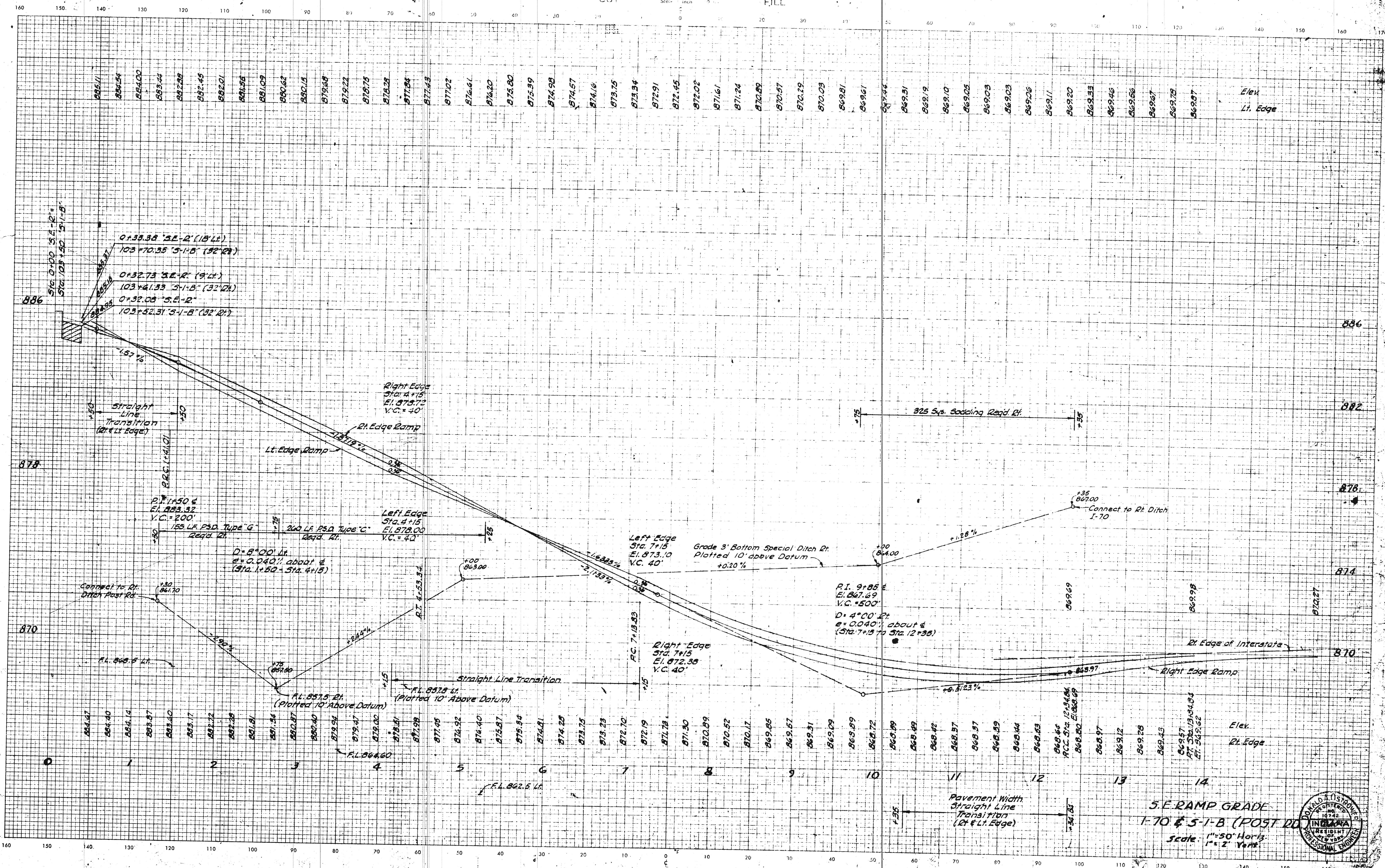


PLATE 3

November 6, 1961

LEVEL BOOK NO.		FILE	
FEDERAL ROAD REGION NO.	STATE	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-70-3(46)86	1964 29
LINE			

CUT CROSS SECTIONS FILL



0+33.38 "S.E.-R" (18' Lt.)  
 103+70.35 "S-I-B" (32' Rt.)  
 0+32.73 "S.E.-R" (9' Lt.)  
 103+42.33 "S-I-B" (32' Rt.)  
 0+32.08 "S.E.-R"  
 103+52.31 "S-I-B" (32' Rt.)

P.I. 1+50.6  
 E.I. 873.32  
 V.C. = 200'  
 185' L.F. P.S.D. Type "G"  
 260' L.F. P.S.D. Type "C"  
 D = 8° 00' Lt.  
 e = 0.040' about 4  
 (Sta. 1+50 - Sta. 4+15)

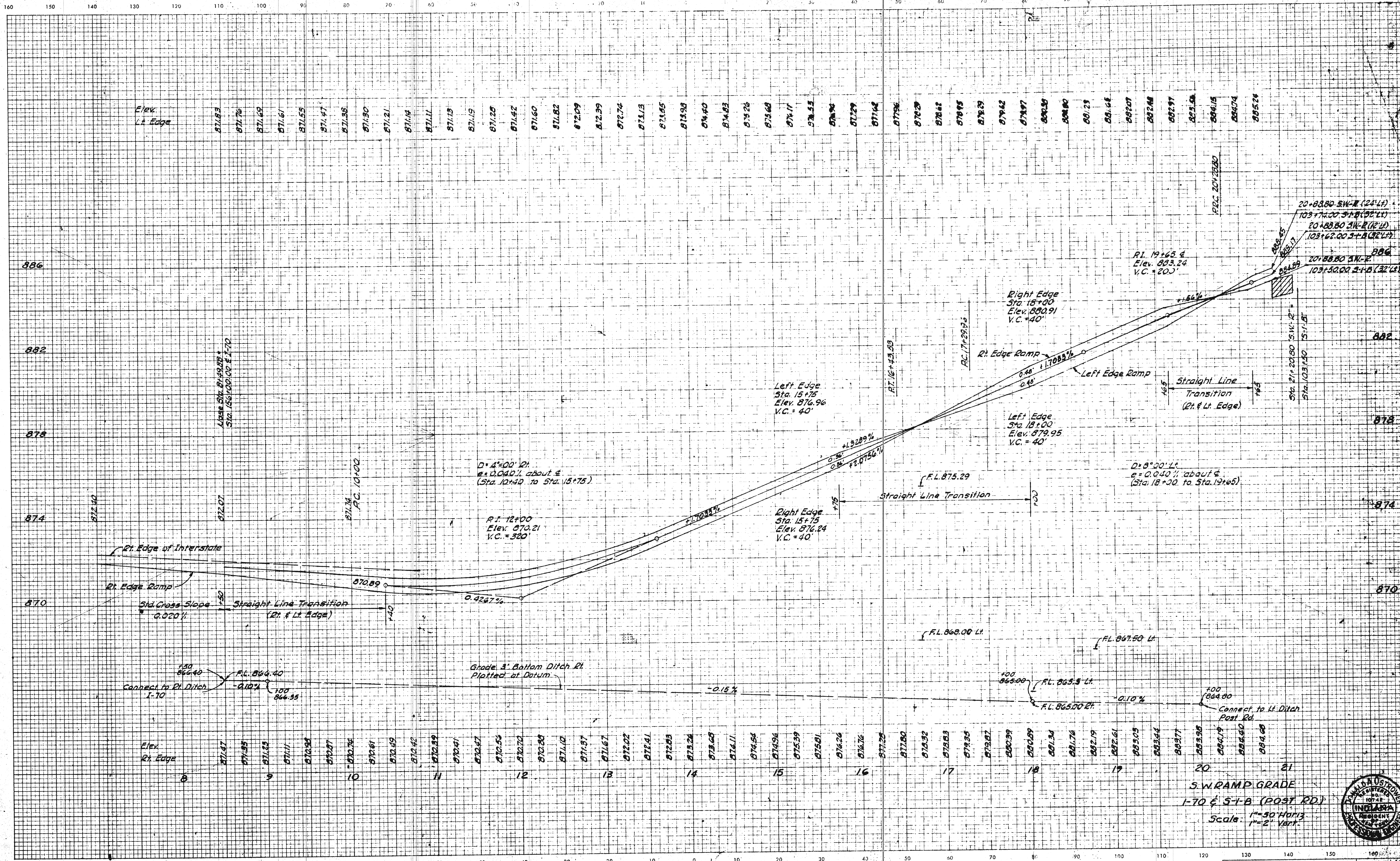
P.I. 9+85.6  
 E.I. 867.69  
 V.C. = 500'  
 D = 4° 00' Lt.  
 e = 0.040' about 4  
 (Sta. 7+5 to Sta. 12+35)

S.E. RAMP GRADE  
 I-70 & S-I-B (POST RD)  
 Scale: 1" = 50' Horiz.  
 1" = 2' Vert.



Nov 1964

CROSS SECTIONS  
Scale 1 inch = 10 feet



COPY TO 1-70

November 6, 1961

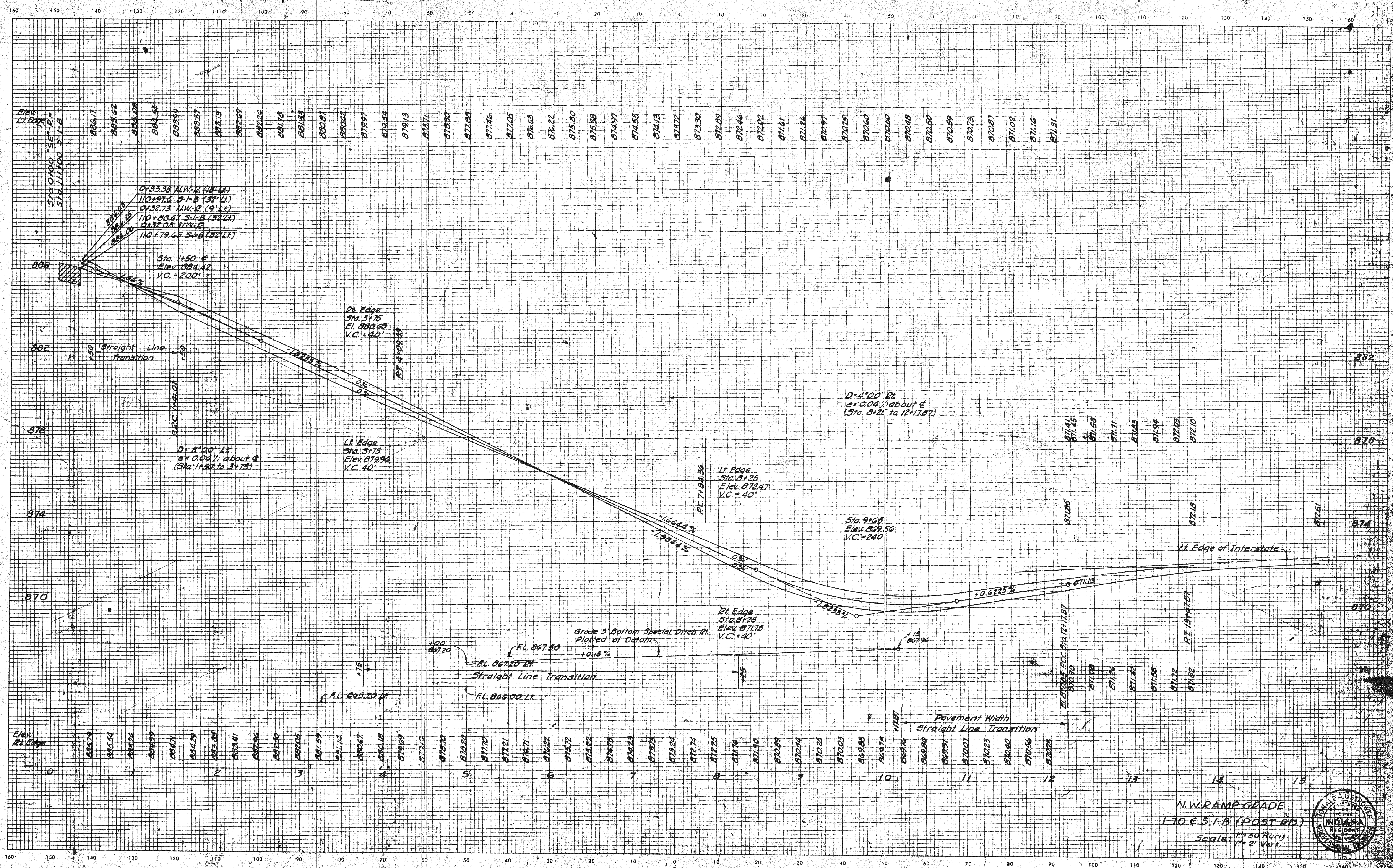
SW RAMP GRADE  
I-70 & S-1-B (POST RD.)  
Scale: 1" = 50' Horiz.  
1" = 2' Vert.



LEVEL BOOK NO.		FILE	
FEDERAL ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR
4	IND.	1-70-3(4)B	1964
SHEET NO.		TOTAL SHEETS	
31		31	



CROSS SECTIONS  
Scale: 1" = 10' feet



N.W. RAMP GRADE  
1:70 & 3:1-B (POST RD.)  
Scale: 1" = 50' Horiz.  
1" = 2' Vert.



November 6, 1961

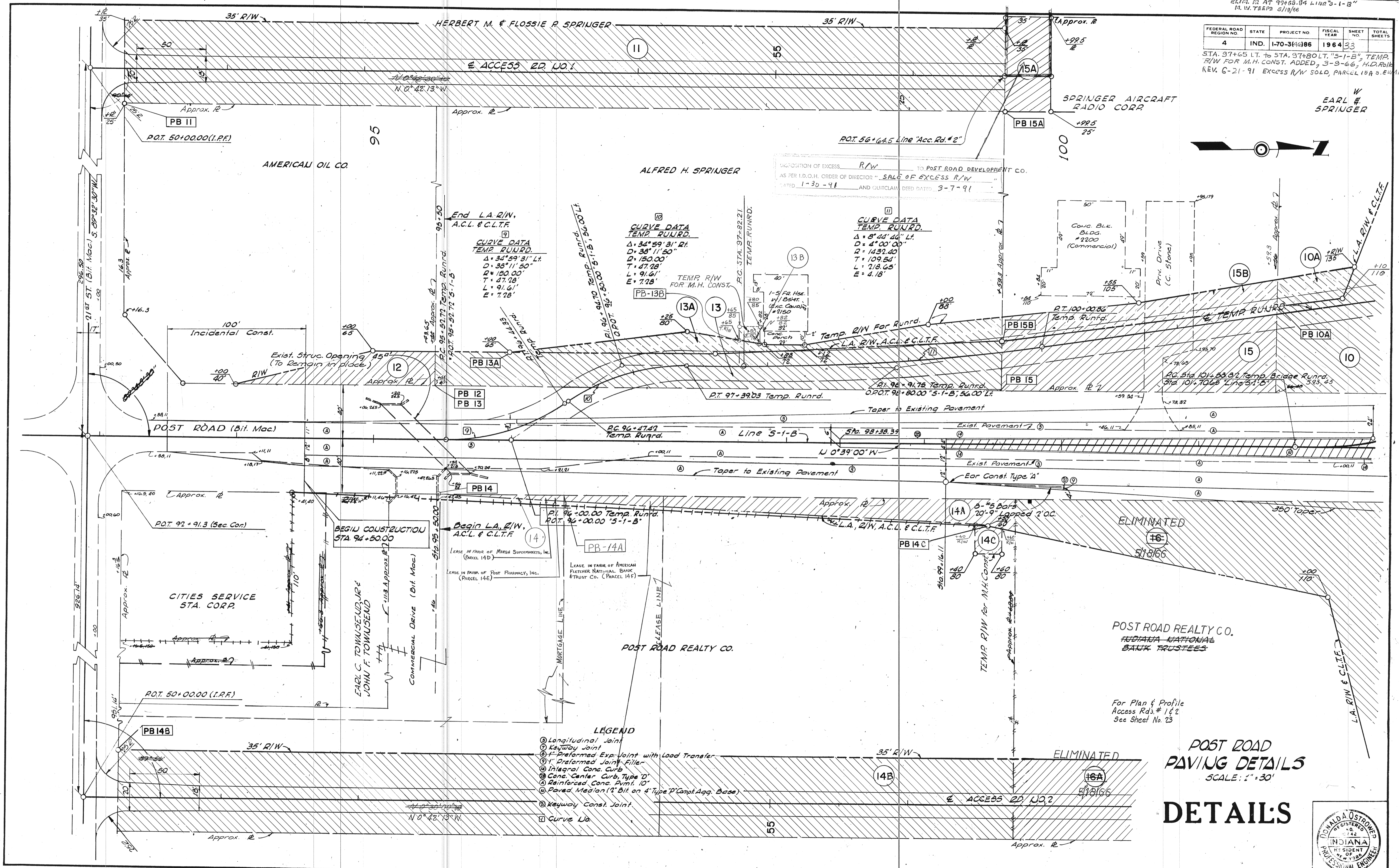
DAC - 11-12-23

LEVEL BOOK NO.		FILE	
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR
4	IND.	1-70-3(4)186	1964
SHEET NO.		TOTAL SHEETS	
32		32	

ELIM. PAR. 16 & 16A. RODED. NAME ON PAR. 16A  
 ELIM. 13 AT 97+69.84 LINE 5-1-B  
 M. W. TEEPA 5/19/66

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-34(8)86	1964	33	

STA. 97+65 LT. TO STA. 97+80 LT. "5-1-B" TEMP. R/W FOR M.H. CONST. ADDED, 3-9-66, H.D. POLK REV. 6-21-91 EXCESS R/W SOLD, PARCEL 18A S. ELMWAY



DISPOSITION OF EXCESS R/W TO POST ROAD DEVELOPMENT CO. AS PER I.D.O.H. ORDER OF DIRECTOR "SALE OF EXCESS R/W" DATED 1-30-91 AND QUITCLAIM DEED DATED 3-7-91

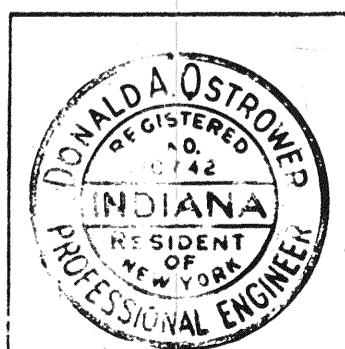
**CURVE DATA TEMP. RUNRD.**  
 $\Delta = 34^{\circ}59'31''$  Lt.  
 $D = 38''11'50''$   
 $R = 150.00'$   
 $T = 47.28'$   
 $L = 91.61'$   
 $E = 7.28'$

**CURVE DATA TEMP. RUNRD.**  
 $\Delta = 8^{\circ}04'40''$  Lt.  
 $D = 4^{\circ}00'00''$   
 $R = 1437.40'$   
 $T = 109.54'$   
 $L = 218.65'$   
 $E = 4.18'$

- LEGEND**
- ① Longitudinal Joint
  - ② Keyway Joint
  - ③ Preformed Exp. Joint with Load Transfer
  - ④ Preformed Joint Filler
  - ⑤ Integral Conc. Curb
  - ⑥ Conc. Center Curb, Type 'D'
  - ⑦ Reinforced Conc. Punt. 10"
  - ⑧ Paved Median (1" Bit on 4" Type 'D' Comp. Agg. Base)
  - ⑨ Keyway Const. Joint
  - ⑩ Curve Ua

**POST ROAD PAVING DETAILS**  
 SCALE: 1" = 30'

**DETAILS**

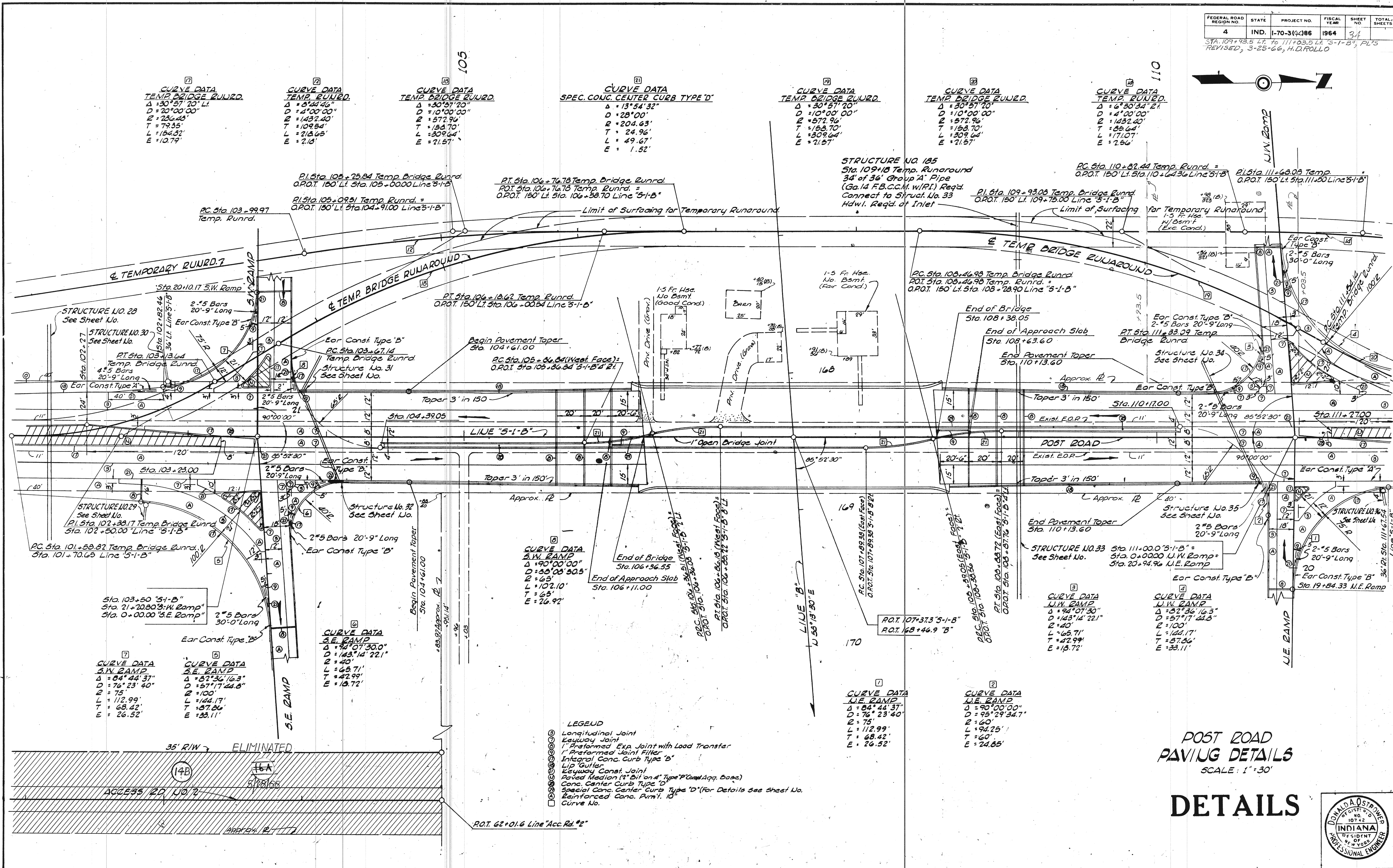
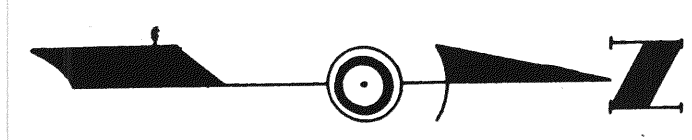


November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-34(8)86	S-1-B	33		

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(4)86	1964	34	

STA. 109+93.5 LT. TO 111+03.5 LT. S-1-B, PL'S REVISED, 3-25-66, H.D. ROLLO



**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 30° 57' 20"  
D = 20' 00' 00"  
R = 236.45'  
T = 79.35'  
L = 136.82'  
E = 10.79'

**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 3° 41' 46"  
D = 4' 00' 00"  
R = 1432.40'  
T = 109.84'  
L = 213.65'  
E = 2.13'

**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 30° 57' 20"  
D = 10' 00' 00"  
R = 572.94'  
T = 153.70'  
L = 309.64'  
E = 21.57'

**CURVE DATA**  
SPEC. CONC. CENTER CURB TYPE 'D'  
Δ = 13° 54' 32"  
D = 28' 00"  
R = 204.63'  
T = 24.96'  
L = 49.67'  
E = 1.52'

**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 30° 57' 20"  
D = 10' 00' 00"  
R = 572.94'  
T = 153.70'  
L = 309.64'  
E = 21.57'

**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 30° 57' 20"  
D = 10' 00' 00"  
R = 572.94'  
T = 153.70'  
L = 309.64'  
E = 21.57'

**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 30° 57' 20"  
D = 10' 00' 00"  
R = 572.94'  
T = 153.70'  
L = 309.64'  
E = 21.57'

**CURVE DATA**  
TEMP. BRIDGE RUNRD.  
Δ = 6° 30' 34" 21"  
D = 4' 00' 00"  
R = 1432.40'  
T = 85.64'  
L = 171.07'  
E = 2.56'

**CURVE DATA**  
S.W. RAMP  
Δ = 84° 44' 37"  
D = 76° 23' 40"  
R = 75'  
L = 112.99'  
T = 68.42'  
E = 26.52'

**CURVE DATA**  
S.E. RAMP  
Δ = 57° 36' 16.3"  
D = 57° 17' 44.8"  
R = 100'  
L = 144.17'  
T = 87.06'  
E = 33.11'

**CURVE DATA**  
S.E. RAMP  
Δ = 90° 07' 30.0"  
D = 143° 14' 22.1"  
R = 40'  
L = 65.71'  
T = 42.99'  
E = 13.72'

**CURVE DATA**  
S.W. RAMP  
Δ = 90° 00' 00"  
D = 35° 05' 50.5"  
R = 65'  
L = 102.10'  
T = 65.92'  
E = 26.92'

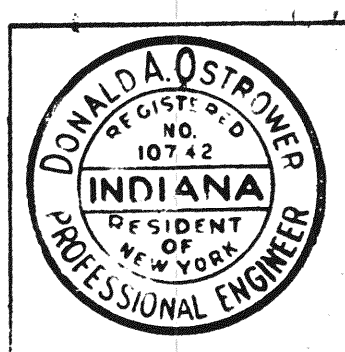
**CURVE DATA**  
U.E. RAMP  
Δ = 84° 44' 37"  
D = 76° 23' 40"  
R = 75'  
L = 112.99'  
T = 68.42'  
E = 26.52'

**CURVE DATA**  
U.W. RAMP  
Δ = 94° 07' 30"  
D = 143° 14' 22.1"  
R = 40'  
L = 94.25'  
T = 60'  
E = 24.85'

- LEGEND**
- ⊙ Longitudinal Joint
  - ⊙ Keyway Joint
  - ⊙ 1" Preformed Exp. Joint with Load Transfer
  - ⊙ Integral Conc. Curb Type 'B'
  - ⊙ Lip Gutter
  - ⊙ Keyway Const. Joint
  - ⊙ Paved Median (4" Bit on 4" Type 'P' Comp. Agg. Base)
  - ⊙ Conc. Center Curb Type 'D'
  - ⊙ Special Conc. Center Curb Type 'D' (For Details See Sheet No. 10)
  - ⊙ Reinforced Conc. Paving 10"
  - ⊙ Curve No.

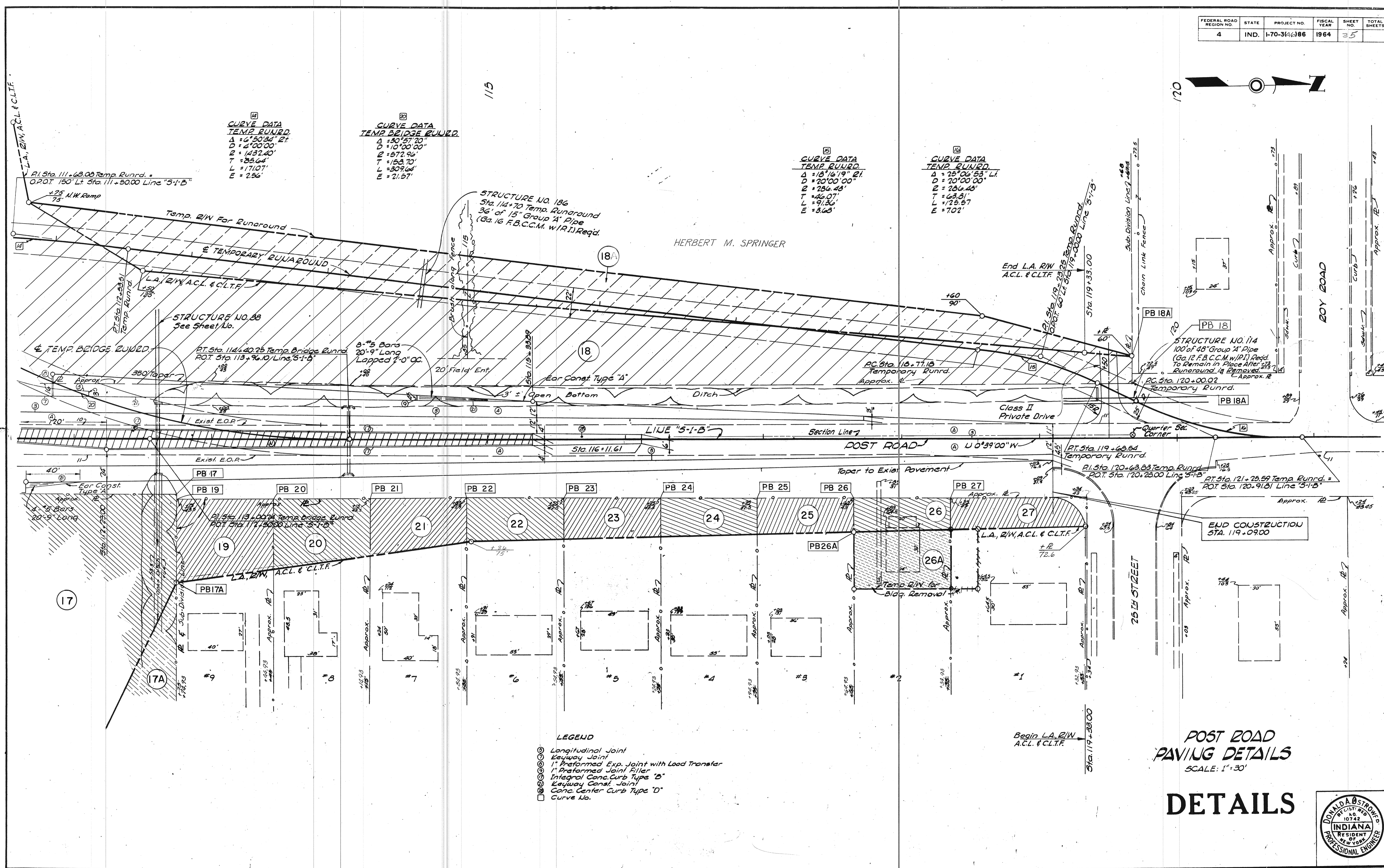
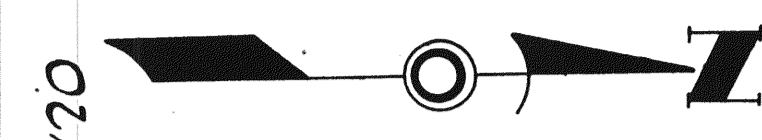
POST ROAD  
PAVING DETAILS  
SCALE: 1" = 30'

# DETAILS



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-70-3(4)86	S-1-B	34		

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-3(4)86	1964	35	



**CURVE DATA  
TEMP. RUNRD.**  
 $\Delta = 45^{\circ}58'21''$   
 $D = 4^{\circ}00'00''$   
 $R = 1432.40'$   
 $T = 35.64'$   
 $L = 171.07'$   
 $E = 2.56'$

**CURVE DATA  
TEMP. BRIDGE RUNRD.**  
 $\Delta = 30^{\circ}57'20''$   
 $D = 10^{\circ}00'00''$   
 $R = 572.92'$   
 $T = 153.70'$   
 $L = 309.64'$   
 $E = 21.57'$

**CURVE DATA  
TEMP. RUNRD.**  
 $\Delta = 18^{\circ}16'19''$   
 $D = 20^{\circ}00'00''$   
 $R = 286.43'$   
 $T = 46.07'$   
 $L = 91.36'$   
 $E = 3.63'$

**CURVE DATA  
TEMP. RUNRD.**  
 $\Delta = 25^{\circ}06'53''$   
 $D = 20^{\circ}00'00''$   
 $R = 286.43'$   
 $T = 63.81'$   
 $L = 125.57'$   
 $E = 7.02'$

- LEGEND**
- ⊙ Longitudinal Joint
  - ⊙ Keyway Joint
  - ⊙ 1" Preformed Exp. Joint with Lead Transfer
  - ⊙ 1" Preformed Joint Filler
  - ⊙ Integral Conc. Curb Type "B"
  - ⊙ Keyway Const. Joint
  - ⊙ Conc. Center Curb Type "D"
  - Curve No.

**POST ROAD  
PAVING DETAILS**  
 SCALE: 1" = 30'

**DETAILS**



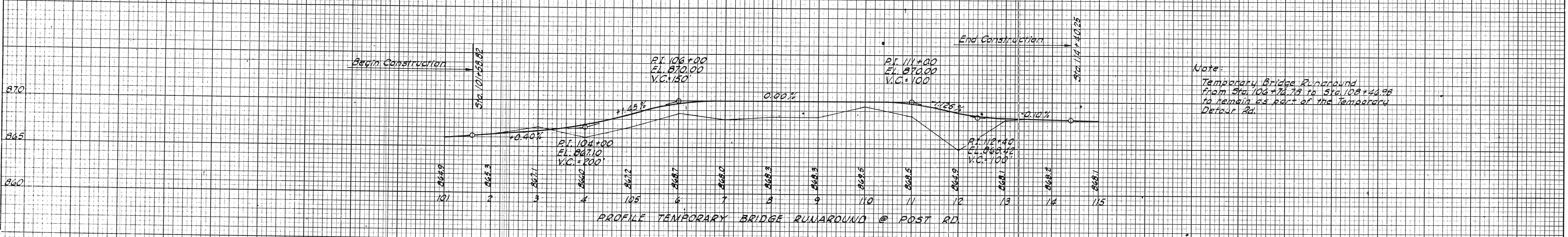
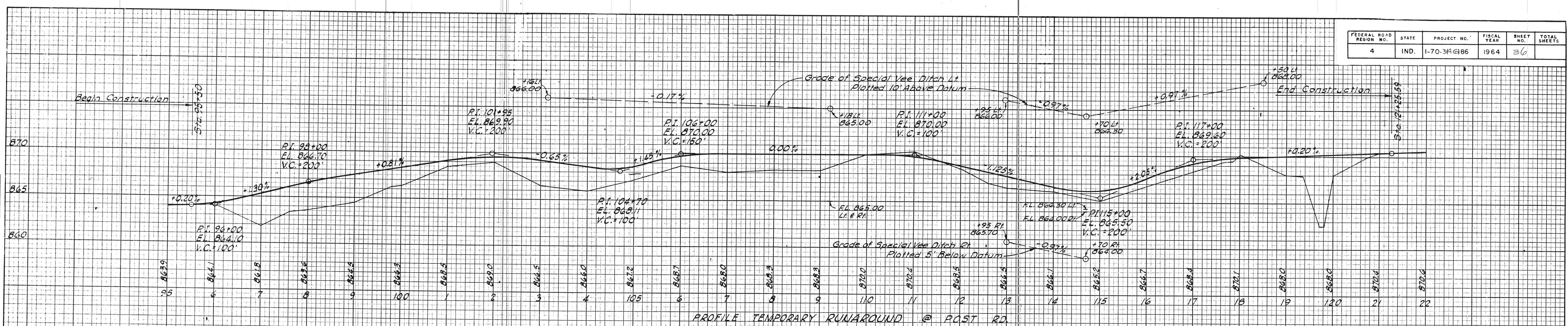
November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-3(4)86	S-1-B	35		

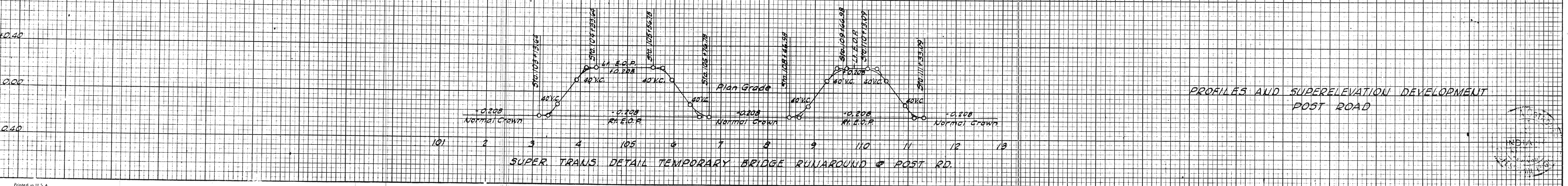
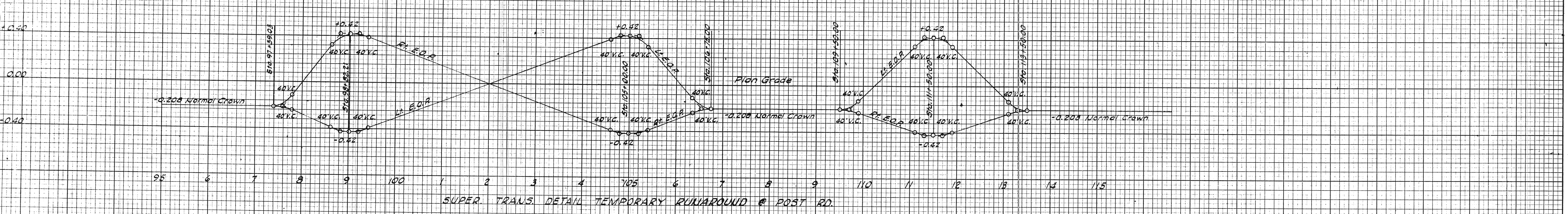
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-34(86)	1964	36	

DATE: 7-0-62  
BY: D.A.R.  
SURVEYED: [ ]  
PLOTTED: [ ]  
TEMPLATE: [ ]  
AREAS CHECKED: [ ]

DATE: 7-0-62  
BY: D.A.R.  
SURVEYED: [ ]  
PLOTTED: [ ]  
TEMPLATE: [ ]  
AREAS CHECKED: [ ]



Note:  
Temporary Bridge Runaround from Sta 104+70 to Sta 108+46.99 to remain as part of the Temporary Detour Rd.



PROFILES AND SUPERELEVATION DEVELOPMENT  
POST ROAD

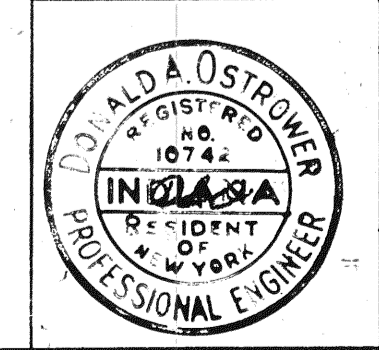
Stud. 36

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-70-3(4)86	1964	37	

## APPROACH TABLE

DETAIL	DESCRIPTION	LINE	STATIONS	EXCAVATION		LENGTH FT.	WIDTH FT.	RADI FT.	SURFACE REQ'D SYS.	6" P.C. PAVEMENT SYS.	REINF. STEEL FOR PAVEMENT LBS.	BITUMINOUS SURFACE BITUMINOUS BASE				SUBBASE TYPE II CYS.	SURFACE (WIDTH) IN PLACE FT.	10" REINF. CONC. PAVEMENT. SYS.	1" PREFORMED JOINT FILLER FT.	DISTANCE* BEYOND R/W LINE FT.	APP. REQ. SPEC. CONSIDERATIONS	GRADE LESS THAN 10% NOT SHOWN		
				CUT	FILL							110"	135"	220"	3"								8"	6"
				CYS.	CYS.							TONS.	TONS.	TONS.	TONS.								TONS.	TONS.
Private Drive	Class II	S-2-B	42+25 Lt.		310	190	12	15-25	273			15	30	46					150					
Public Rd. Appr.	Type D	S-2-B	92' Lt Sta. 41+45.4	**	681.6	18	25-25	1400			94			646								Frontage Rd. No.1		
Private Drive	Class II	F.R.No.1	43+03 Lt.	5	3	25	12	15-25	54			3	6	9										
Private Drive	Class II	F.R.No.1	45+12 Lt.		16	29	12	15-25	59			3	7	10					10			10%		
Private Drive	Class II	F.R.No.1	46+16 Lt.		11	28	12	15-25	57			3	6	10					7			10%		
Private Drive	Class II	F.R.No.1	48+09 Lt.	3	10	25	12	15-25	54			3	6	9										
Private Drive	Class II	S-2-B	150' Lt. Sta. 41+45.4		7	25	12	15-25	54			3	6	9					7			10%		
Public Rd. Appr.	Type B	S-2-B	41+45.4 Lt. & Rt.		820	428	20	35-35	1021			56	112		456									
Public Rd. Appr.	Type D	S-2-B	55+25 Lt.		456	88	12	25-25											27			10%		
Private Drive	Class II	S-2-B	53+03 Lt.		32	42	12	15-25	76			4	8	13										
Private Drive	Class II	S-3-B	40+80 Lt.	12	5	36	12	15-25	68			4	7	11										
Private Drive	Class I	S-3-B	40+85 Lt.	6	5	30	12	15-25																
Public Rd. Appr.	Type B	S-3-B	44+98.6 Lt. & Rt.		2437	473	20	35-35	1132			62	124		506									
Private Drive	Class I	S-3-B	200' Lt. Sta. 44+98.6	5		25	12	15-25											15			10%		
Private Drive	Class II	S-3-B	200' Lt. Sta. 44+98.6		10	25	12	15-25	54			3	6	9					5			10%		
Private Drive	Class II	S-3-B	56+50 Lt.		43	42	12	15-25	76			4	8	13										
Public Rd. Appr.	Type D	S-3-B	53+11.6 Lt.	244	2732	1396	28	25-25														Access Rd. No.4		
Private Drive	Class II	S-6-B	42+07 Lt.		16	30	12	15-25	60			3	7	10										
Private Drive	Class II	S-6-B	43+00 Lt.		57	50	12	15-25	87			19	39	4					200					
Private Drive	Class I	S-6-B	43+00 Lt.		35	40	12	15-25																
Private Drive	Class II	S-6-B	54+25 Lt.		972	148	12	15-25	218			12	24	36					90			10%		
Public Rd. Appr.	Type D	S-1-B	296.42' Lt. Sta. 92+91.3	386	62	654	18	25-25	1348			91			459	154						Access Rd. No.1		
Private Drive	Class II	Acc. Rd. No.1	56+80 Lt.	15	4	33	12	15-25	64			4	7	11					17			10%		
Public Rd. Appr.	Type D	S-1-B	926.14' Lt. Sta. 92+91.3	445	202	1189	28	25-25														Access Rd. No.2		
Private Drive	Class II	S-1-B	119+50 Lt.	12		55	12	15-25	93			5	10	15										
Public Rd. Appr.	Type D	S-6-B	56+00 Lt.	234	390	933.17	18	25-25	828			56			375							Access Rd. No.5		
Private Drive	Class II	Acc. Rd. No.5	51+40 Lt.	5		25	12	15-25	54			3	6	9					9					
Private Drive	Class I	Acc. Rd. No.5	55+00 Lt.	15		25	12	15-25																
Private Drive	Class I	Acc. Rd. No.5	57+00 Lt.	5		25	12	15-25																
Private Drive	Class II	S-15-AA-Rev.	7+33.5 Lt.	10		29	12	15-25	66			4	7	11										
Private Drive	Class II	S-15-AA-Rev.	7+16 Rt.	9		27	15	15-25	75			4	8	12										
Private Drive	Class I, Type "C"	S-15-AA-Rev.	7+95 Lt.	7		21	10	10-20	38	38														
Private Drive	Class I, Type "C"	S-15-AA-Rev.	8+02 Rt.	7		22	10	10-20	35	35														
Private Drive	Class I, Type "C"	S-15-AA-Rev.	8+59 Lt.	7		20	10	10-20	40	40														
Public Rd. Appr.	Type "B"	S-15-AA-Rev.	10+00 Lt.	120		70	30	37.7-43.9	362		346				63		362	20						
Public Rd. Appr.	Type "B"	S-15-AA-Rev.	10+00 Rt.	302		100	36	35.6-47.5	728		303	5	9		112		643	20						
Public Rd. Appr.	Type "D"	S-15-AA-Rev.	27+50 Lt.			506.66	28	25-25	56		87				9		56		110			Access Rd. No.11		

# DETAILS



\* RIGHT-OF-ENTRY REQUIRED FOR CONSTRUCTION BEYOND R/W LINE.  
 \*\* EARTHWORK FOR FRONTAGE RD. NO.1 INCLUDED IN MITTHOEFFER RD. QUANTITIES

Made by D.G.R. Date  
 Traced by J.O. Date  
 Checked by H.M. Date

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-70-3(4)86		37		

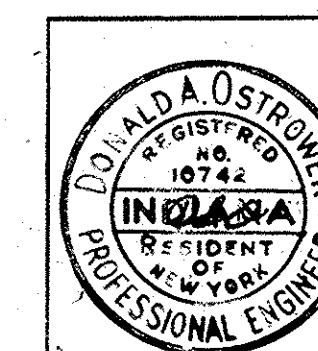
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-70-3(46)86	1964	37	

## APPROACH TABLE

DETAIL	DESCRIPTION	LINE	STATIONS	EXCAVATION		LENGTH FT.	WIDTH FT.	RADIUS FT.	SURFACE REQ'D SYS.	6" P.C. PAVEMENT SYS.	REINF. STEEL FOR PAVEMENT LBS.	BITUMINOUS SURFACE		TYPE "P" COMPACTED AGGREGATE BASE			SUBBASE TYPE I CYS.	SURFACE (WIDTH) IN PLACE FT.	10" REINF. CONC. PAVEMENT. SYS.	1" PREFORMED JOINT FILLER FT.	DISTANCE* BEYOND R/W LINE FT.	APP. REQ. SPEC. CONSIDERATIONS	GRADE LESS THAN 10% NOT SHOWN	
				CUT CYS.	FILL CYS.							110# TONS.	135# TONS.	220# TONS.	3" TONS.	8" TONS.								6" TONS.
Private Drive	Class II	5-2-B	42+25 Lt.		310	190	12	15-25	273			15	30	40						150				
Public Rd. Appr.	Type D	5-2-B	92' Lt Sta. 41+45.4	**	681.6	18	25-25	1400				94		646									Frontage Rd. No.1	
Private Drive	Class II	F.R. No.1	43+03 Lt.	5	3	25	12	15-25	54			3	6	9										
Private Drive	Class II	F.R. No.1	45+12 Lt.		16	29	12	15-25	59			3	7	10						10		10%		
Private Drive	Class II	F.R. No.1	46+16 Lt.		11	28	12	15-25	57			3	6	10						7		10%		
Private Drive	Class II	F.R. No.1	48+09 Lt.	3	10	25	12	15-25	54			3	6	9										
Private Drive	Class II	5-2-B	150' Lt. Sta. 41+45.4		7	25	12	15-25	54			3	6	9						7		10%		
Public Rd. Appr.	Type B	5-2-B	41+45.4 Lt. & Rt.		820	428	20	33-33	1071			56	112		456									
Public Rd. Appr.	Type D	5-2-B	55+25 Lt.		456	83	12	25-25												27		10%		
Private Drive	Class II	5-2-B	53+03 Lt.		32	42	12	15-25	76			4	8	13										
Private Drive	Class II	5-3-B	40+80 Lt.	12	5	36	12	15-25	68			4	7	11										
Private Drive	Class V	5-3-B	40+85 Lt.	6	5	30	12	15-25																
Public Rd. Appr.	Type B	5-3-B	44+93.6 Lt. & Rt.		2437	478	20	33-33	1132			62	124		506									
Private Drive	Class V	5-3-B	200' Lt. Sta. 44+93.6	5		25	12	15-25												15		10%		
Private Drive	Class II	5-3-B	200' Lt. Sta. 44+93.6		10	25	12	15-25	54			3	6	9						5		10%		
Private Drive	Class II	5-3-B	56+50 Lt.		43	42	12	15-25	76			4	8	13										
Public Rd. Appr.	Type D	5-3-B	53+11.6 Lt.	244	2732	1396	25	25-25															Access Rd. No.4	
Private Drive	Class II	5-6-B	42+07 Lt.		16	30	12	15-25	60			3	7	10										
Private Drive	Class II	5-6-B	43+00 Lt.		57	50	12	15-25	87			19	39	4						200				
Private Drive	Class V	5-6-B	43+00 Lt.		35	40	12	15-25																
Private Drive	Class II	5-6-B	54+25 Lt.		972	146	12	15-25	218			12	24	36						90		10%		
Public Rd. Appr.	Type D	5-1-B	296.42' Lt. Sta. 92+91.3	356	62	654	18	25-25	1348						459	154							Access Rd. No.1	
Private Drive	Class II	Acc. Rd. No.1	55+80 Lt.	15	4	33	12	15-25	64			4	7	11						17		10%		
Public Rd. Appr.	Type D	5-1-B	926.14' Lt. Sta. 92+91.3	445	202	1139	25	25-25															Access Rd. No.2	
Private Drive	Class II	5-1-B	119+50 Lt.	12		55	12	15-25	93			5	10	15										
Public Rd. Appr.	Type D	5-6-B	56+00 Lt.	234	390	933.17	18	25-25	828					375									Access Rd. No.5	
Private Drive	Class II	Acc. Rd. No.5	51+40 Lt.	5		25	12	15-25	54			3	6	9						9				
Private Drive	Class V	Acc. Rd. No.5	55+00 Lt.	15		25	12	15-25																
Private Drive	Class V	Acc. Rd. No.5	57+00 Lt.	5		25	12	15-25																
Private Drive	Class II	5-15-AA-Rev.	7+33.5 Lt.	10		29	12	15-25	66			4	7	11										
Private Drive	Class II	5-15-AA-Rev.	7+16 Rt.	9		27	15	15-25	75			4	8	12										
Private Drive	Class I, Type "C"	5-15-AA-Rev.	7+95 Lt.	7		21	10	10-20	38	38														
Private Drive	Class I, Type "C"	5-15-AA-Rev.	8+02 Rt.	7		22	10	10-20	35	35														
Private Drive	Class I, Type "C"	5-15-AA-Rev.	8+59 Lt.	7		20	10	10-20	40	40														
Public Rd. Appr.	Type "B"	5-15-AA-Rev.	10+00 Lt.	120		70	30	31.3-43.9	362	346					63	362	20							
Public Rd. Appr.	Type "B"	5-15-AA-Rev.	10+00 Rt.	302		100	36	35.6-41.5	728	303	5	9		38	112	643	20							
Public Rd. Appr.	Type "D"	5-15-AA-Rev.	27+50 Lt.			506.66	28	25-25	56		87				9	56			110				Access Rd. No.11	

\* RIGHT-OF-ENTRY REQUIRED FOR CONSTRUCTION BEYOND R/W LINE.  
 \*\* EARTHWORK FOR FRONTAGE RD. NO. 1 INCLUDED IN MITTHOEFFER RD. QUANTITIES

# DETAILS



Made By: D.G.R. Date: \_\_\_\_\_  
 Traced By: J.O. Date: \_\_\_\_\_  
 Checked By: L.M. Date: \_\_\_\_\_