

## INDEX

SHEET NO.	TITLE SHEET.
2-2A	STANDARD CROSS SECTIONS (OCT 1929, Rev. Nov. 27, 1931, G-8-G) (C-1-G-D Rev. Nov. 27, 1931)
3-19	PLAN AND PROFILE.
7-0	BRIDGE AND CULVERT DATA—ESTIMATE OF QUANTITIES CONC.—BIT. CONC.—BRICK.
21-22	MISCELLANEOUS STANDARDS (SHEET A Rev. 04-24-1931) (SHEET B Rev. Jan. 12, 1927)
23	STD. REINF. CONC. BOX CULVERT JAN. 7, 1926
24	STD. REINF. CONC. CULV.—SLAB TOP TYPE WITHOUT FILL (10'-0" TO 18'-0" SPAN) FEB. 21, 1929
25	STD. REINF. CONC. CULV.—SLAB TOP TYPE UNDER FILL 1'-0" TO 5'-0" (10'-0" TO 20'-0" SPAN) JAN. 7, 1926
27	STD. REINF. CONC. CULV.—SLAB AND GIRDER WITHOUT FILL (20'-0" SPAN) 24'-0" ROADWAY JAN. 31, 1927
26	STD. REINF. CONC. CULV.—SLAB TOP TYPE WITHOUT FILL 10'-0" TO 20'-0" SPAN) 15' SKEW 29'-0" RDWY JULY 11, 1930
	STD. REINF. CONC. CULV.—SLAB TOP TYPE UNDER FILL 1'-0" TO 5'-0" (10'-0" TO 20'-0" SPAN) 15' SKEW.
	STD. REINF. CONC. CULV.—SLAB TOP TYPE WITHOUT FILL 10'-0" TO 20'-0" SPAN) 30° SKEW.
	STD. REINF. CONC. CULV.—SLAB TOP TYPE UNDER FILL 1'-0" TO 5'-0" (10'-0" TO 20'-0" SPAN) 30° SKEW.
	STD. REINF. CONC. CULV.—SLAB TOP TYPE WITHOUT FILL (10'-0" TO 20'-0" SPAN) 45° SKEW.
	STD. REINF. CONC. CULV.—SLAB TOP TYPE (5'-0" TO 10'-0" SPAN) GRAVITY TYPE.
	STD. REINF. CONC. CULV.—SLAB TOP TYPE WITHOUT FILL (12'-0" TO 20'-0" SPAN) GRAVITY TYPE.
	STD. ARCH CULV.
28	STD. PLAN FOR FILLING IN PEAT MARSHES, MAY 1929.
29	DATA FOR SUPER-ELEVATING AND WIDENING OF CURVES, MARCH 1930.
30	STD. DETOUR SIGNS, JAN. 1927.
31-32	CROSS SECTIONS.

STATE OF INDIANA

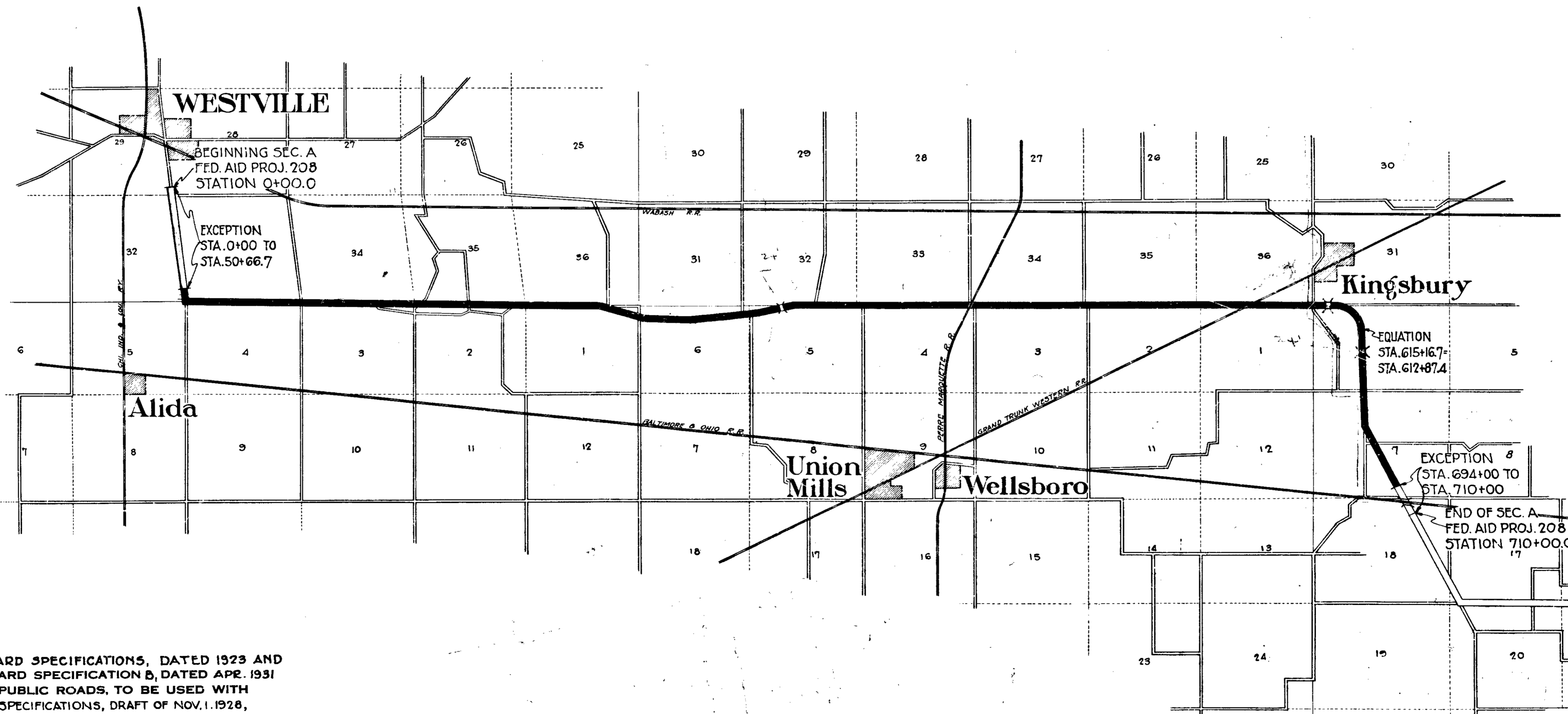
## STATE HIGHWAY COMMISSION

# PLAN AND PROFILE OF PROPOSED STATE HIGHWAY F. A. PROJECT NO. 208 SEC. A WESTVILLE - WALKERTON ROAD.

BEGINNING ON S.R. 43 APPROX. 355' NORTH OF THE SOUTH LINE OF SECTION 29 TOWNSHIP 36 NORTH RANGE 4 WEST AND RUNNING SOUTH AND EAST TO A POINT IN THE NORTH HALF OF SECTION 18 TOWNSHIP 35 NORTH RANGE 2 WEST APPROX. 950' SOUTH OF THE B. & O. R.R. IN LAPORTE COUNTY.

GROSS LENGTH: 13.490 MI.  
NET LENGTH: 12.183 MI.  
SCALES:-  
PLAN (LONG:- 1"=100' PROFILE (HORIZ:- 1"=100'  
(TRANS:- 1"=100' VERT:- 1"=10')

MAX. GRADE=5.00%



INDIANA STATE HIGHWAY STANDARD SPECIFICATIONS, DATED 1923 AND INDIANA STATE HIGHWAY STANDARD SPECIFICATION B, DATED APR. 1931 ON FILE WITH U. S. BUREAU OF PUBLIC ROADS, TO BE USED WITH THESE PLANS, ALSO SUPPLEMENTAL SPECIFICATIONS, DRAFT OF NOV. 1, 1928, AND NOV. 1, 1930.

FEDERAL ROAD DISTRICT NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1931	1	192

SECTION - A

6547  
12  
61287  
12  
62-87

SCALE: 1"=3000'

APPROVED: *R. G. Brown* 2-26-32.  
DIRECTOR INDIANA STATE HIGHWAY COMMISSION

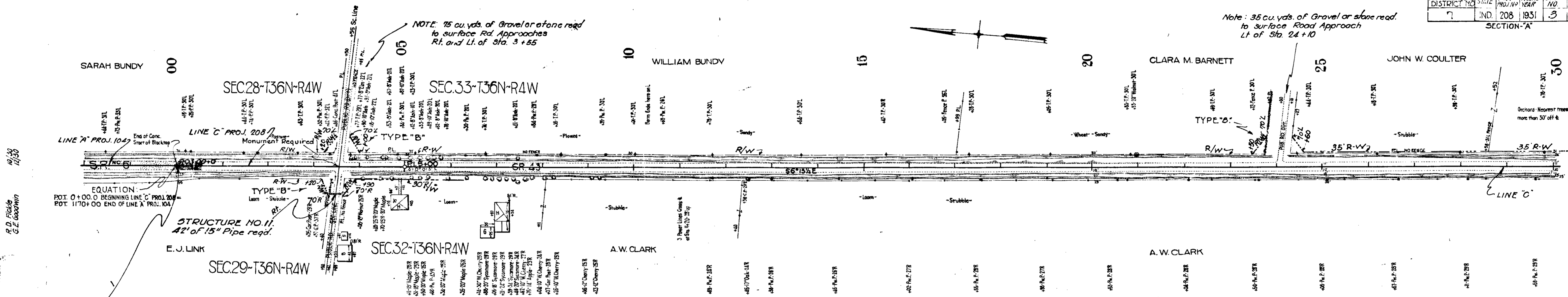
APPROVED: *R. G. Brown* 2-26-32.  
CHIEF ENGINEER INDIANA STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL  
DISTRICT ENGINEER-BUREAU OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL  
CHIEF ENGINEER-BUREAU OF PUBLIC ROADS

APPROVED  
DIRECTOR BUREAU OF PUBLIC ROADS

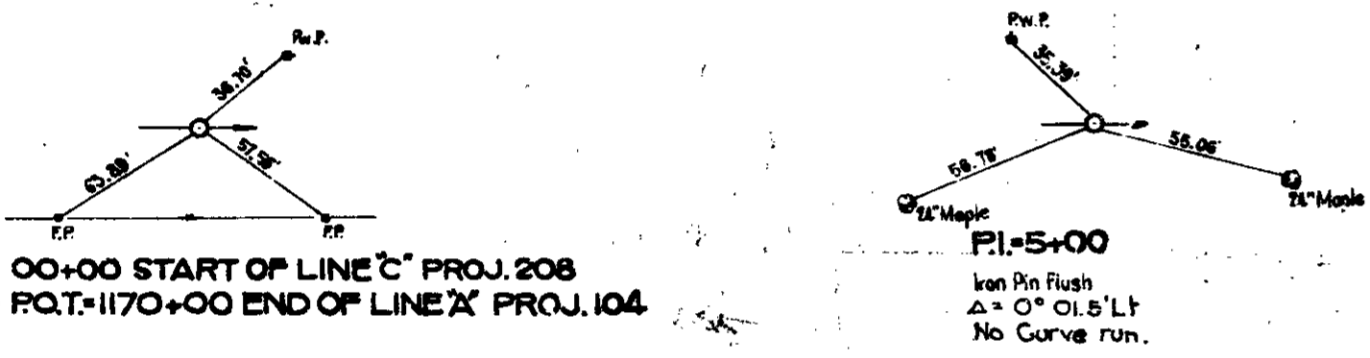
C.E.V. 7-21-31  
J.H. 8-17-31



NOTE: 75 cu. yds. of Gravel or stone road to surface Rd. Approaches Rt. and Lt. of Sta. 3+55

Note: 35 cu. yds. of Gravel or stone road to surface Road Approach Lt of Sta. 24+10

BEGINNING OF F.A. PROJ. 208 SEC. A. STA. 0+00.0



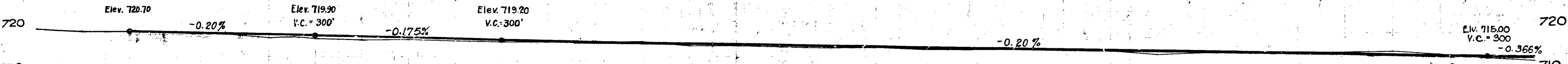
ALL R/W ON THIS SHEET 30' ON EACH SIDE OF E EXCEPT AS SHOWN

NOTE: At all Road Approaches where Metal Surface is used, the Contractor shall salvage that portion of Gravel or Stone in place as specified by Project Engineer

B.M. No. 276 - Elev. 724.28 Doal spike in T.P. 288' Lt of Sta 1161+50 Proj. 104  
 B.M. No. 378 - Elev. 719.24 " " " 20' Elm 78' Rt " " 0+35  
 B.M. No. 400 - Elev. 717.18 " " " 20' Walnut 31' Lt " " 20+92

State Standard Specifications Adopted 1923 and Supplements of Nov. 1, 1928 and Nov. 1, 1930 shall apply in the construction of Concrete, Bituminous Concrete or Brick pavements.  
 Standard Specification B Adopted Apr. 1931, Except Guarantee clauses - Articles 12-H-4, 12-J-4, 12-K-4, 12-L-4, 12-M-4 shall apply in the construction of Asphaltic Macadam and Rock Asphalt on Macadam Bases.  
 Features not covered by the Standard Specification B shall be constructed in accordance with State standard specifications adopted 1923 and supplements thereto.

STANDARD SECTION C-8-G ADOPTED AUG. 1931, REV. (Sept. 28, 1931) & (Nov. 27, 1931) & STANDARD SECTION C-8-G ADOPTED OCT. 1929 (Rev. Dec. 1929 - Rev. Nov. 17, 1931) TO BE USED ON THIS PROJECT.  
 Grade line represents top of finished pavement. Grade to be raised 3" for Rock Asphalt & Asphaltic Macadam pavements.  
 STANDARDS UNDER DATE AS LISTED IN INDEX ON TITLE SHEET TO BE USED ON THIS PROJECT. ALL CURVES OF 6" AND OVER TO BE WIDENED ACCORDING TO STANDARDS OF 1930. THE CROWN WILL BE TAKEN OUT ON ALL CURVES OF 6" AND OVER

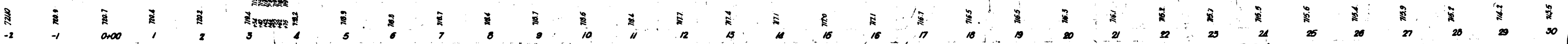


Cut = 450 Cu. Yds.  
 Fill + 20% = 817 Cu. Yds.  
 Special Borrow = 367 Cu. Yds.

Cut = 212 Cu. Yds.  
 Fill + 20% = 867 Cu. Yds.  
 Sp. Borrow = 650 Cu. Yds.

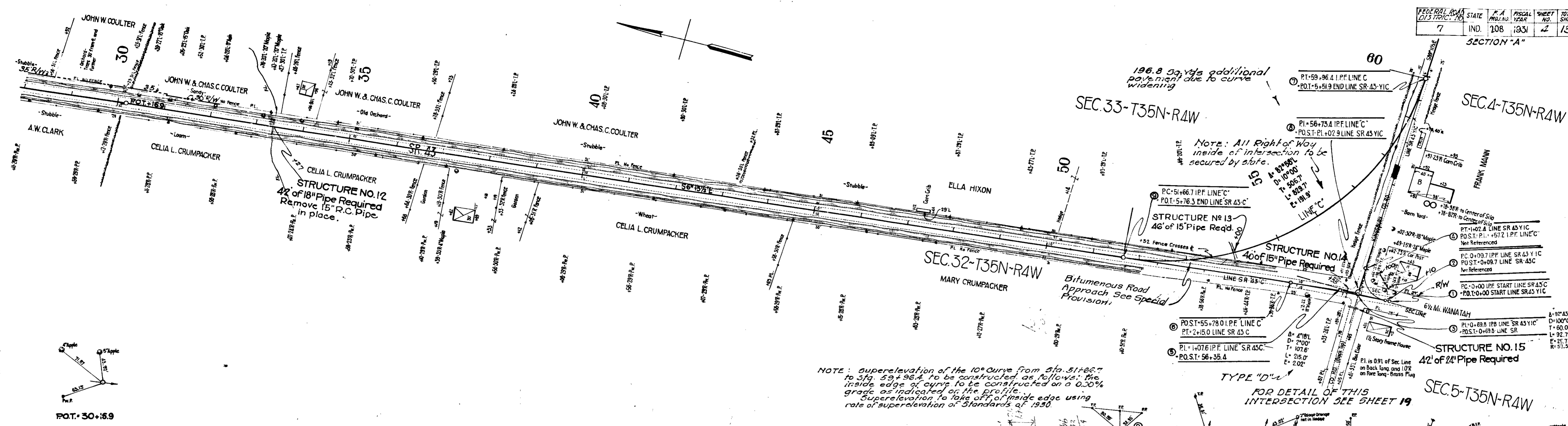
Cut = 499 Cu. Yds.  
 Fill + 20% = 575 Cu. Yds.  
 Borrow = 76 Cu. Yds.

EXCEPTION TO THIS CONTRACT



C.E.D. 7-21-31

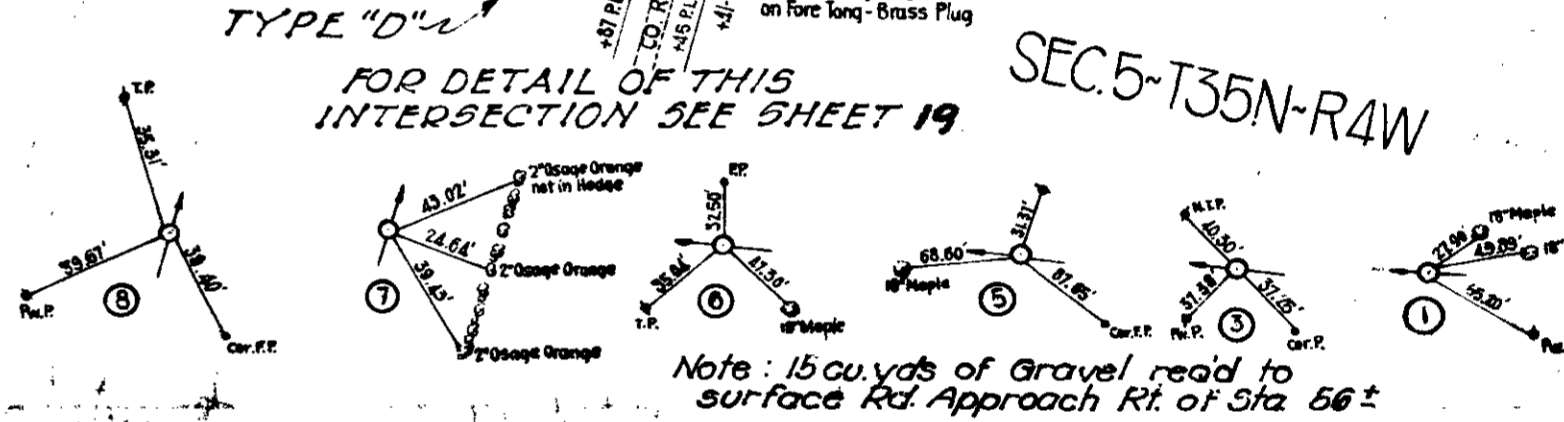
J.H. 8-17-31



196.8 Sq. Yds additional pavement due to curve widening

NOTE: All Right of Way inside of intersection to be secured by state.

NOTE: Super-elevation of the 10° Curve from Sta. 51+66.7 to Sta. 53+96.4 to be constructed as follows: the inside edge of curve to be constructed on a 0.20% grade as indicated on the profile. Super-elevation to take off of inside edge using rate of super-elevation of Standards of 1930.



10/30  
12/30  
A.D. Fickie  
G.L. Goodman

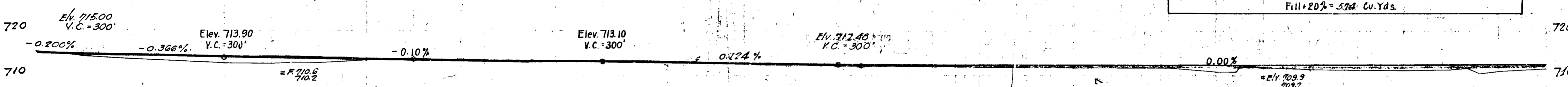
1744-T

M.H. Morgan  
9-31

1745

P.O.T. = 30+5.9  
ALL R/W ON THIS SHEET 30' ON EACH SIDE OF E EXCEPT AS SHOWN  
B.M. No. 5'C - Elev. 712.17 Boat Spike in 18" Maple 30' Lt of Sta. 33+10  
B.M. No. 6'C - " 712.78 " " 24" Apple 84' Lt " " 46+45  
B.M. No. 7'C - " 711.51 " " 20" Maple 153' Rt " " 56+65

On left, Sta 0+00.0 to 36+00.0 Drains 20 Ac. C-0.2



720	710.6	710.8	710.9	711.1	711.1	711.3	711.5	711.7	720
710	Elev. 712.45 V.C. = 300'								710
Sta. →	0	1	2	3	4	5	5+15		
Line S.R. 43Y-1-C Cut = 19 Cu.Yds. Fill + 20% = 574 Cu.Yds.									

Cut = 519 Cu. Yds.  
Fill + 20% = 830 Cu. Yds.  
Sp. Borrow = 311 Cu. Yds.

Cut = 103 Cu. Yds.  
Fill + 20% = 3570 Cu. Yds.  
Special Borrow = 3476 Cu. Yds.

Above Quantities include 9 Cu. Yds. Cut & 574 Cu. Yds. Fill + 20% for Line "S.R. 43-Y-1-C"

EXCEPTION TO THIS CONTRACT

715.2	714.2	713.6	713.1	712.6	712.5	712.7	712.9	712.7	712.4	712.2	712.1	712.1	711.5	711.9	711.7	711.7	710.8	710.9	711.3	711.6	711.4	711.5	711.1	711.3	711.5	711.6	711.4	711.0	711.6			
28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60

C.C.V. 7-4-31  
J.H. 8-17-31

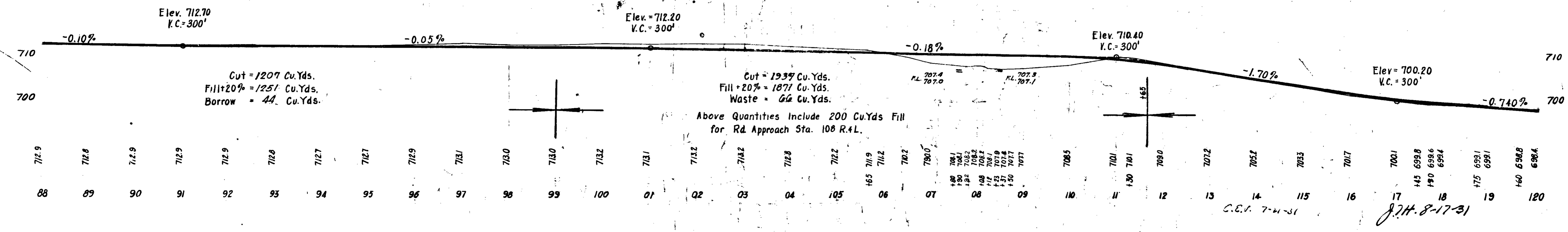
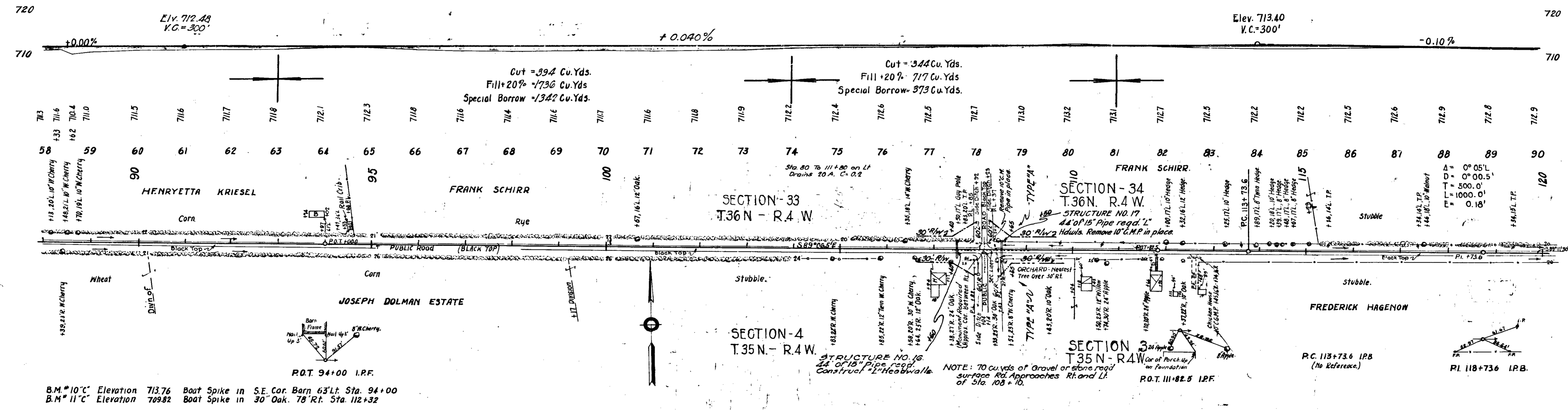
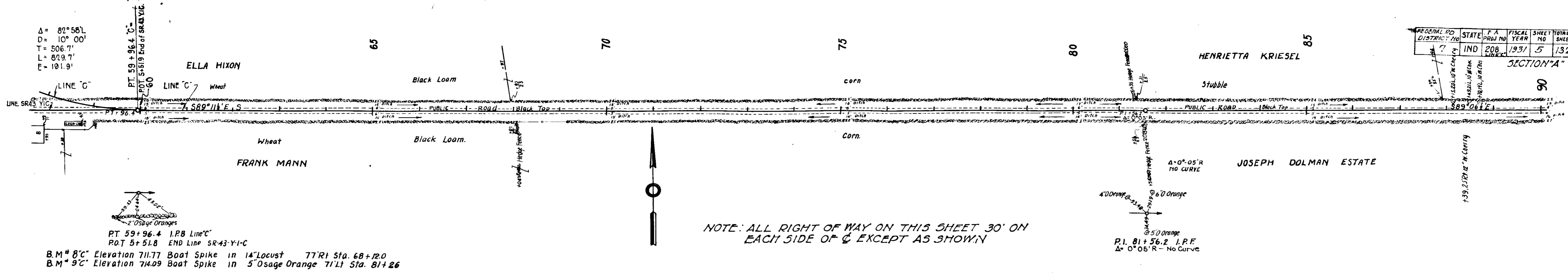
Δ = 82°58'  
 D = 10°00'  
 T = 506.7'  
 L = 829.7'  
 E = 101.9'

FEDERAL RD DISTRICT NO	STATE	P.A. PROJ NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
7	IND	208	1937	5	132

SECTION "A"

10-30  
12-30  
R.D. FICKLE  
& G.E. GOODWIN

10-30  
1-31  
R.D. FICKLE  
& H.H. MORGAN

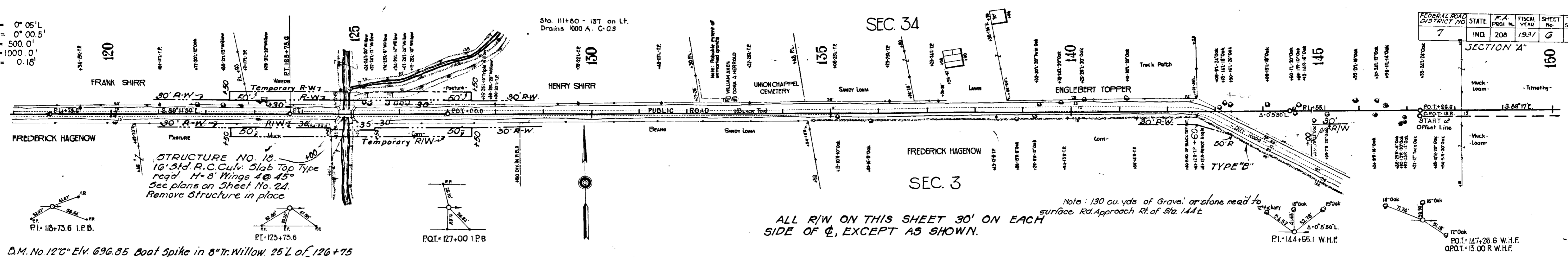


C.E.V. 7-4-31  
 J.H. 8-17-31

A = 0° 05' L  
 D = 0° 00.5'  
 T = 500.0'  
 L = 1000.0'  
 E = 0.18'

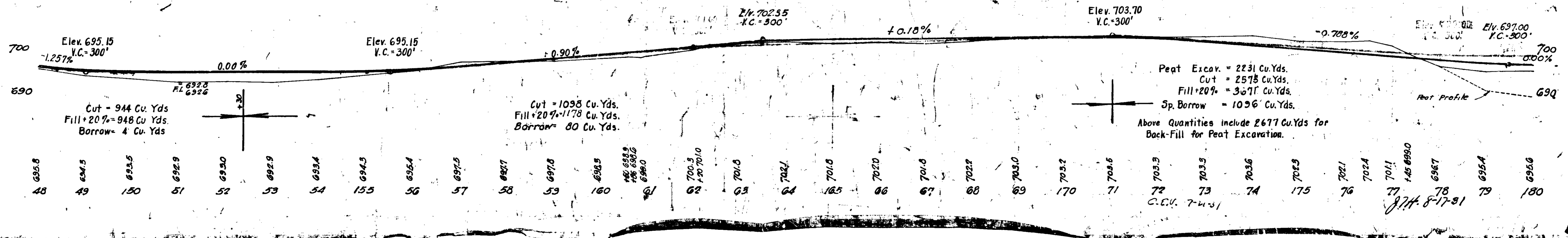
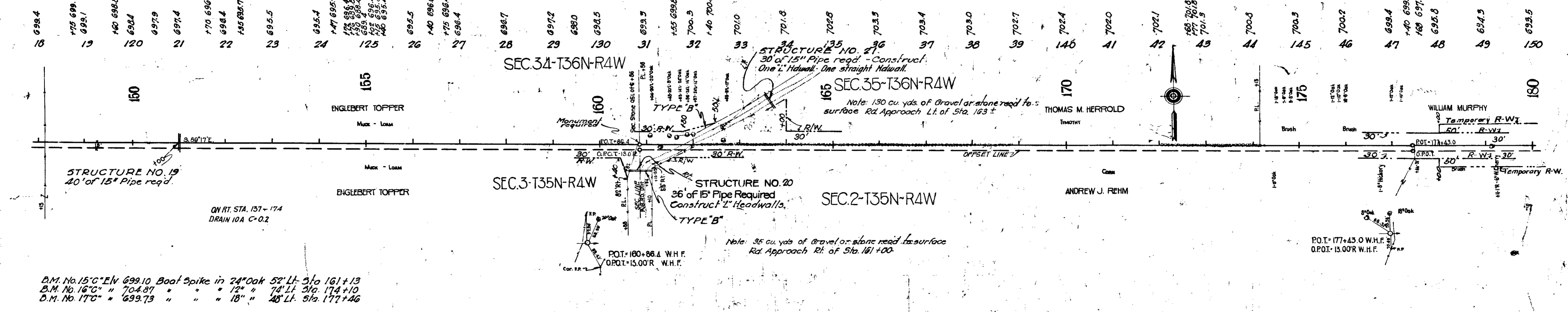
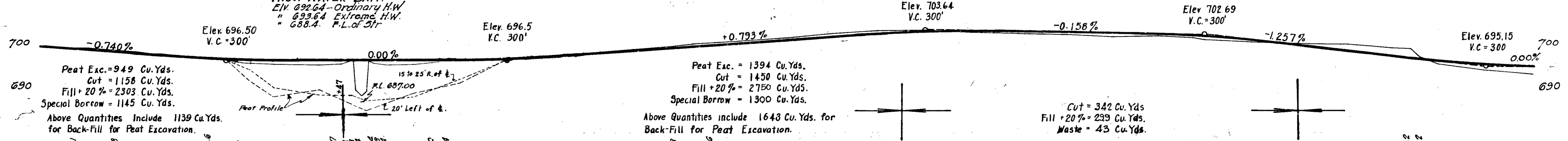
FEDERAL ROAD DISTRICT NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	6	132

SECTION A



B.M. No. 12" C" Elev. 696.85 Boat Spike in 8" Tr. Willow 25' L of 126+75  
 B.M. No. 13" C" " 703.28 " " 15" Oak 51' L of 138+97  
 B.M. No. 14" C" " 698.89 " " 22" Oak 60' L of 147+04

HIGH WATER DATA  
 Elev. 692.64 - Ordinary H.W.  
 " 693.64 - Extreme H.W.  
 " 688.4 - F.L. of 51'



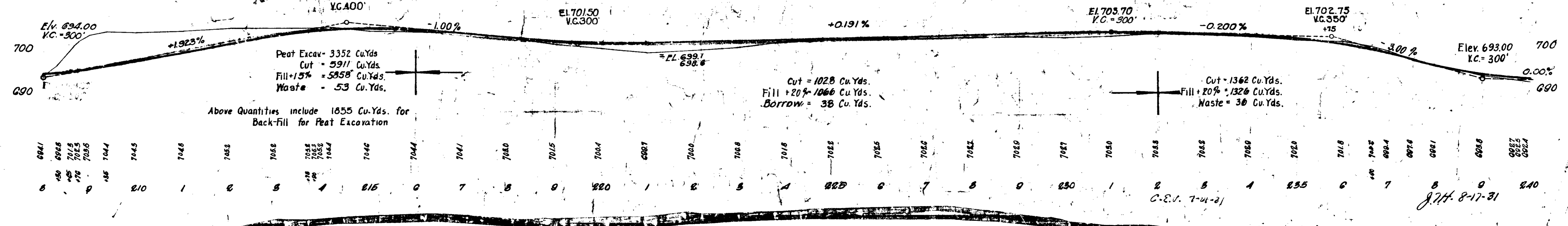
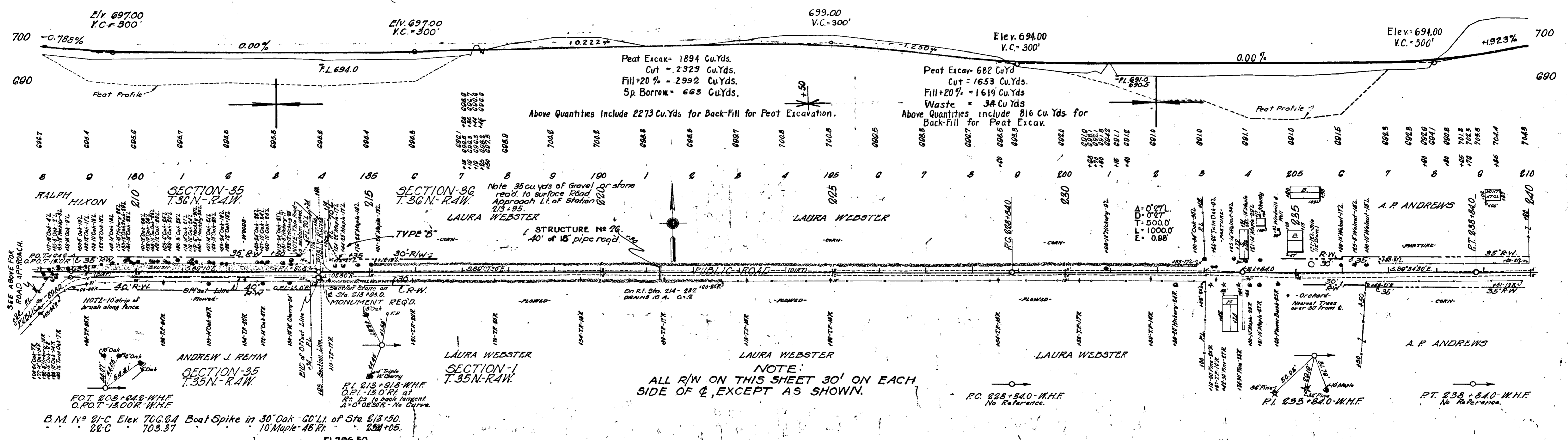
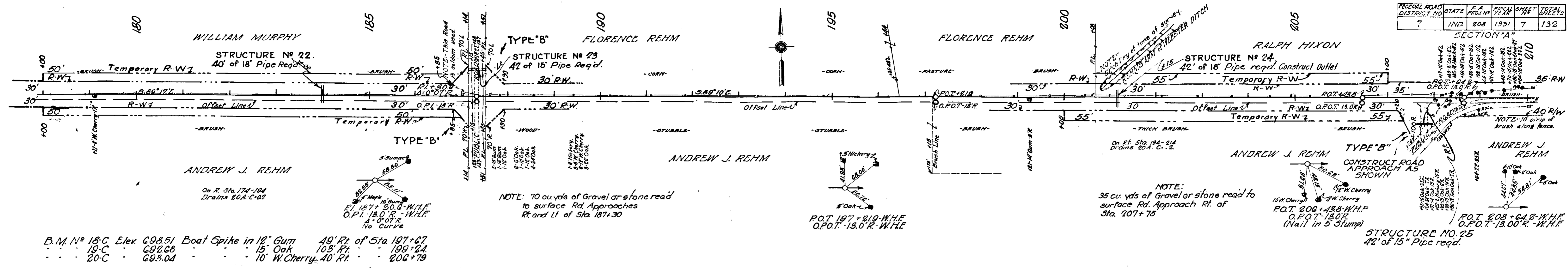
R.D. Fickie 10-30  
 C.E. Goodwin

R.D. Fickie 10-31  
 R.H. Morgan

1745

8-17-31  
 C.C.V. 7-4-31

FEDERAL ROAD DISTRICT NO.	STATE	P.A. PROJ. NO.	DATE	SHEET NO.	TOTAL SHEETS
7	IND.	808	1931	7	132



10-30  
12-30  
R.D. Fictle  
B.Z. Swadwin

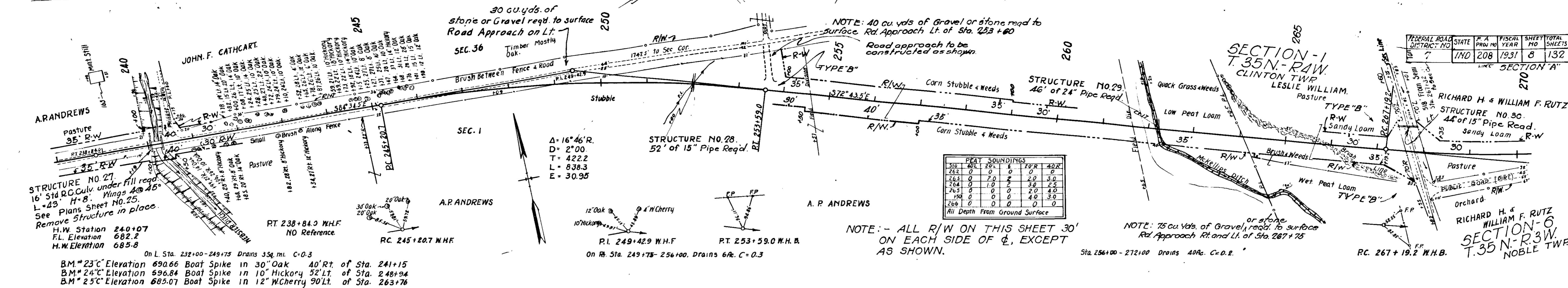
17-30  
17-30  
R.D. Fictle  
H.H. Morgan

17-30

877-8-17-31

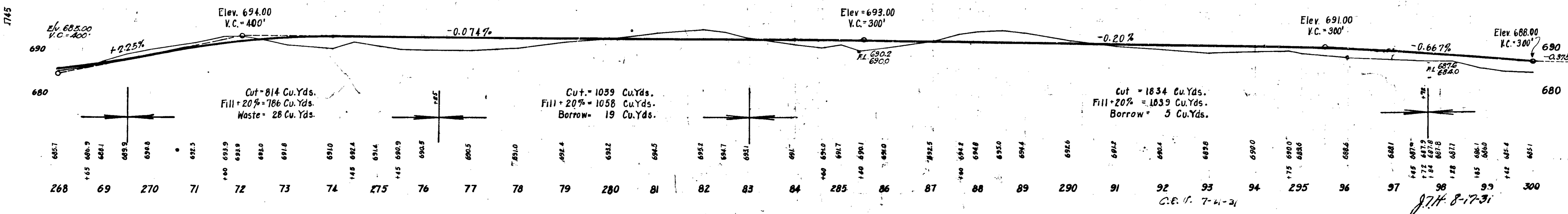
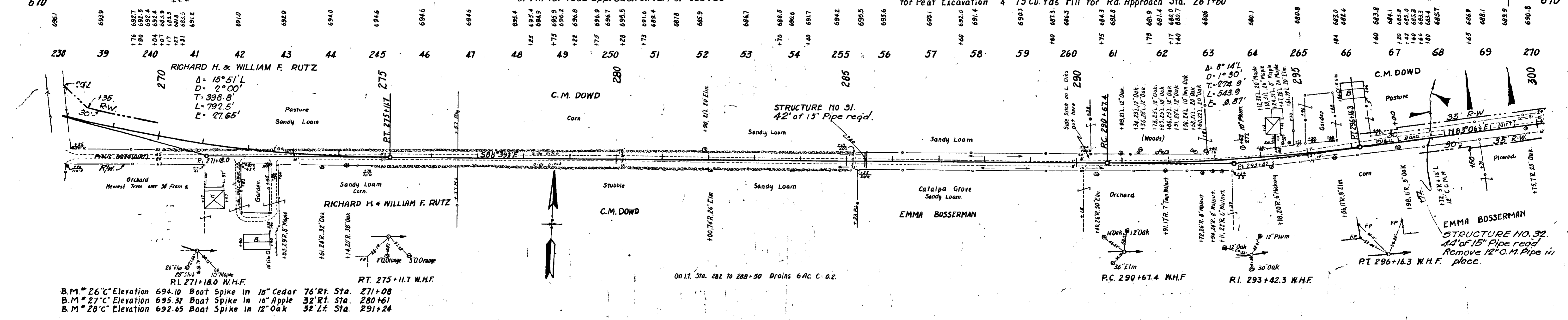
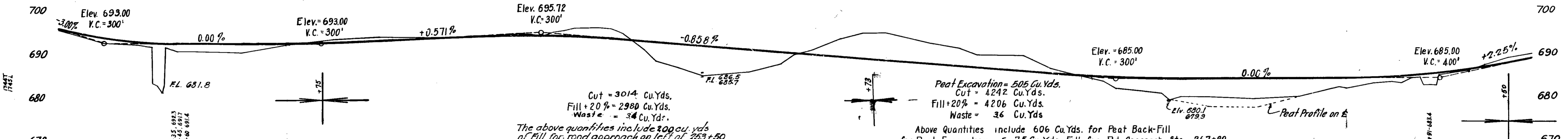
R.D. FICKE  
G.E. GOODWIN

R.D. FICKE  
W.J. BANFORTH



Sta.	40R	25R	10R	40R
263	0	7.0	2	2.0
264	0	1.0	2	3.0
265	0	0	2.0	4.0
266	0	0	4.0	3.0
267	0	0	0	0

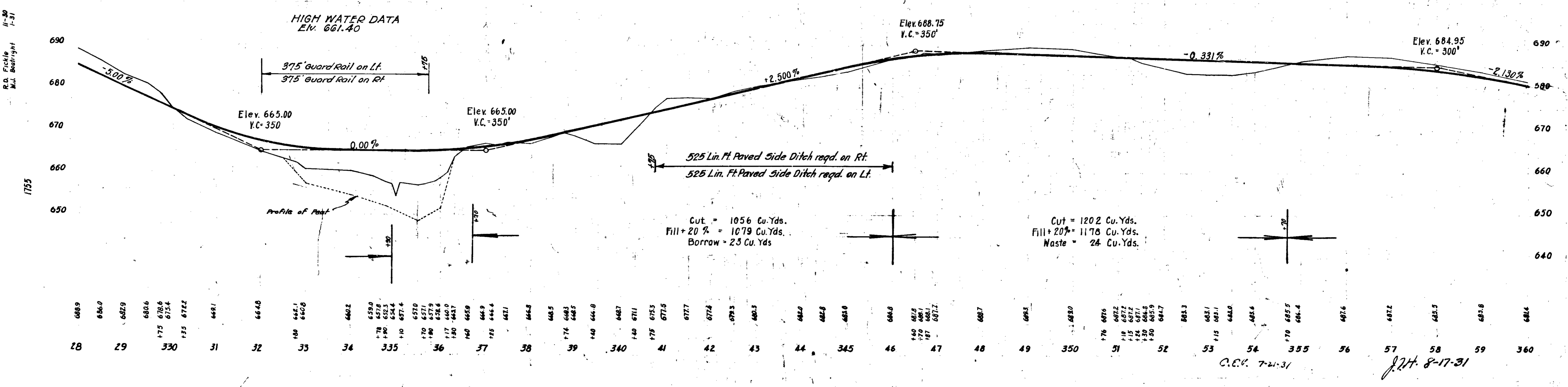
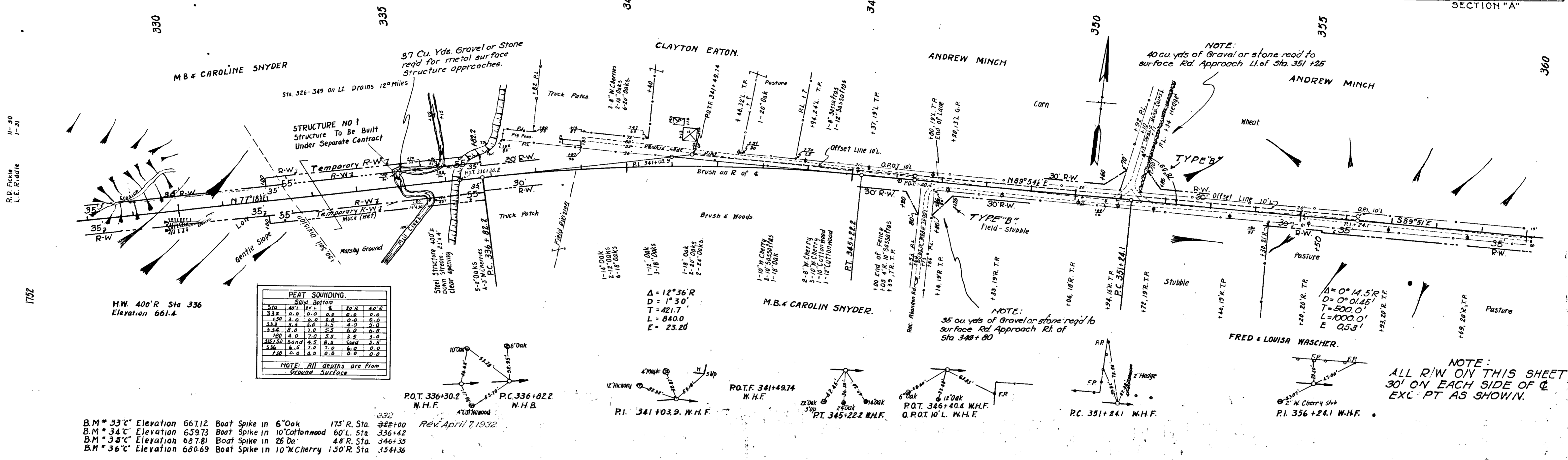
All Depth From Ground Surface

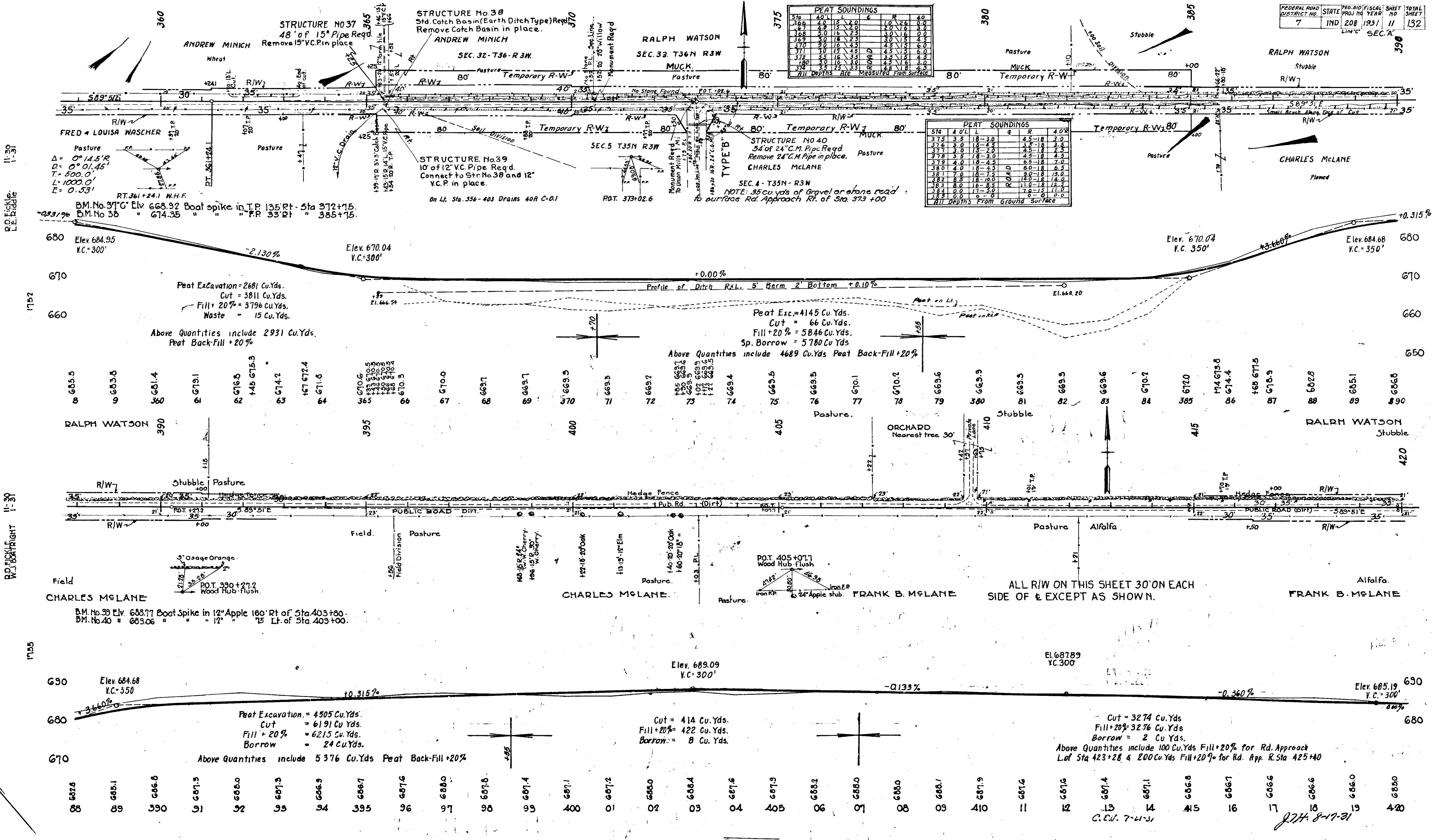


877-8-17-31









PEAT SOUNDINGS

Sta	4.0'	8.0'	12.0'	16.0'	20.0'	24.0'	28.0'	32.0'	36.0'	40.0'
376	4.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
377	4.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
378	4.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
379	4.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
380	4.0	1.5	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0

All Depths Measured From Surface

PEAT SOUNDINGS

Sta	4.0'	8.0'	12.0'	16.0'	20.0'	24.0'	28.0'	32.0'	36.0'	40.0'
375	3.5	1.8	3.0	4.5	1.8	3.0	4.5	1.8	3.0	4.5
376	3.0	1.5	2.0	4.5	1.8	2.5	4.5	1.8	2.5	4.5
377	3.0	1.5	2.0	4.5	1.8	2.5	4.5	1.8	2.5	4.5
378	3.0	1.5	2.0	4.5	1.8	2.5	4.5	1.8	2.5	4.5
379	4.0	1.8	3.0	6.5	1.8	3.0	6.5	1.8	3.0	6.5
380	4.0	1.8	3.0	6.5	1.8	3.0	6.5	1.8	3.0	6.5

All Depths From Ground Surface

Peat Excavation = 2681 Cu.Yds.  
 Cut = 3811 Cu.Yds.  
 Fill + 20% = 3796 Cu.Yds.  
 Waste = 15 Cu.Yds.

Peat Exc. = 4145 Cu.Yds.  
 Cut = 66 Cu.Yds.  
 Fill + 20% = 5846 Cu.Yds.  
 Sp. Borrow = 5780 Cu.Yds.

Peat Excavation = 4505 Cu.Yds.  
 Cut = 6191 Cu.Yds.  
 Fill + 20% = 6215 Cu.Yds.  
 Borrow = 24 Cu.Yds.

Cut = 3274 Cu.Yds.  
 Fill + 20% = 3276 Cu.Yds.  
 Borrow = 2 Cu.Yds.

RD. 11-31  
 11-31  
 11-31

RD. 11-31  
 11-31  
 11-31

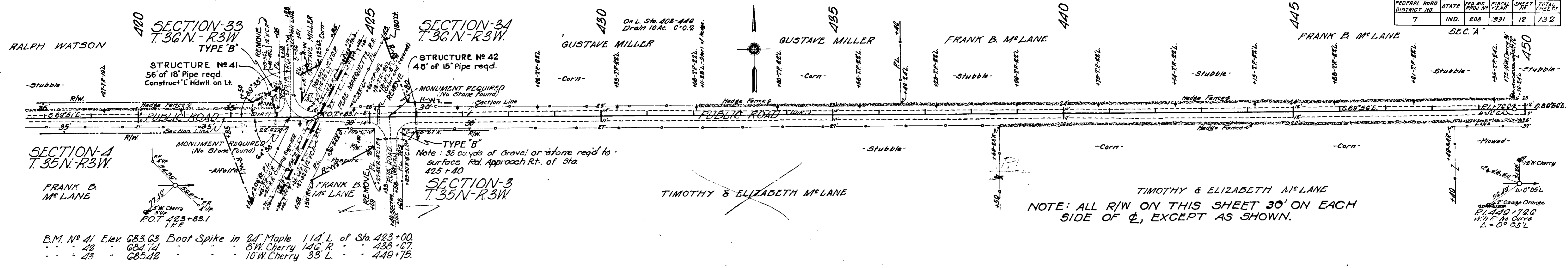
11-31

ALL R/W ON THIS SHEET 30' ON EACH SIDE OF & EXCEPT AS SHOWN.

7/7/31 8-17-31

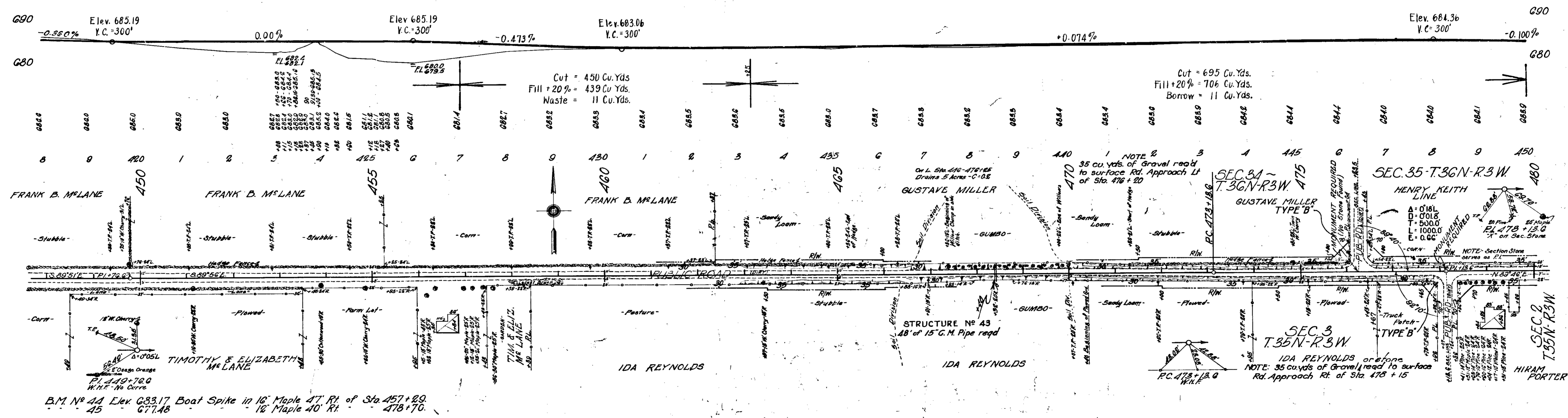
NOTE: 35 cu. yds of Gravel or Stone reqd. for Rd Approach Lt. of Sta. 423 + 20

FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	808	1931	12	132

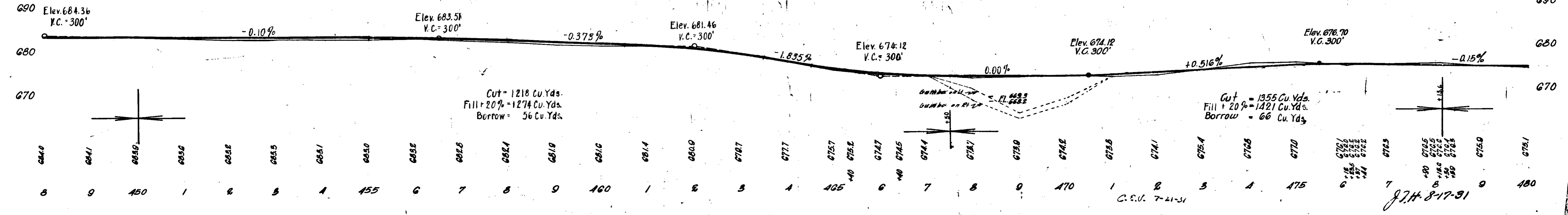


B.M. No 41 Elev. 683.68 Boat Spike in 24' Maple 114' L. of Sta. 423 + 00.  
 40 684.74 8' W. Cherry 146' R. 438 + 67.  
 43 685.42 10' W. Cherry 33' L. 449 + 75.

NOTE: ALL R/W ON THIS SHEET 30' ON EACH SIDE OF  $\phi$ , EXCEPT AS SHOWN.



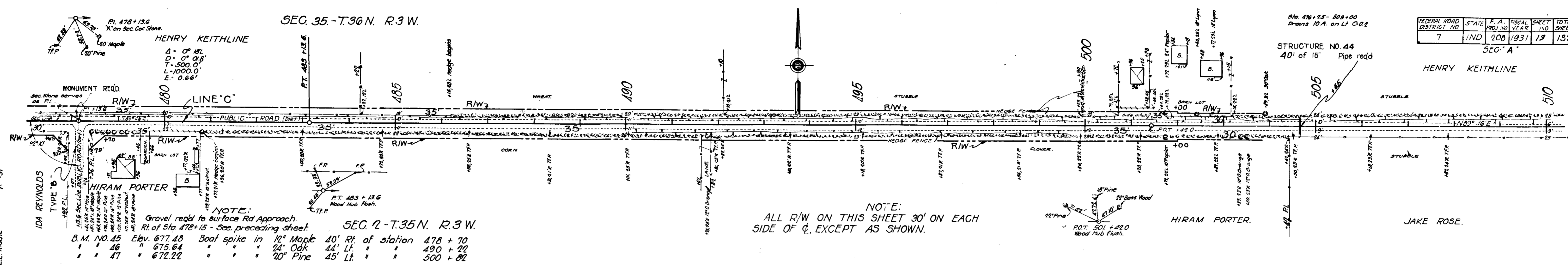
B.M. No 44 Elev. 683.17 Boat Spike in 16' Maple 47' Rt. of Sta. 457 + 29.  
 45 677.48 16' Maple 40' Rt. 478 + 70.



874-8-17-31

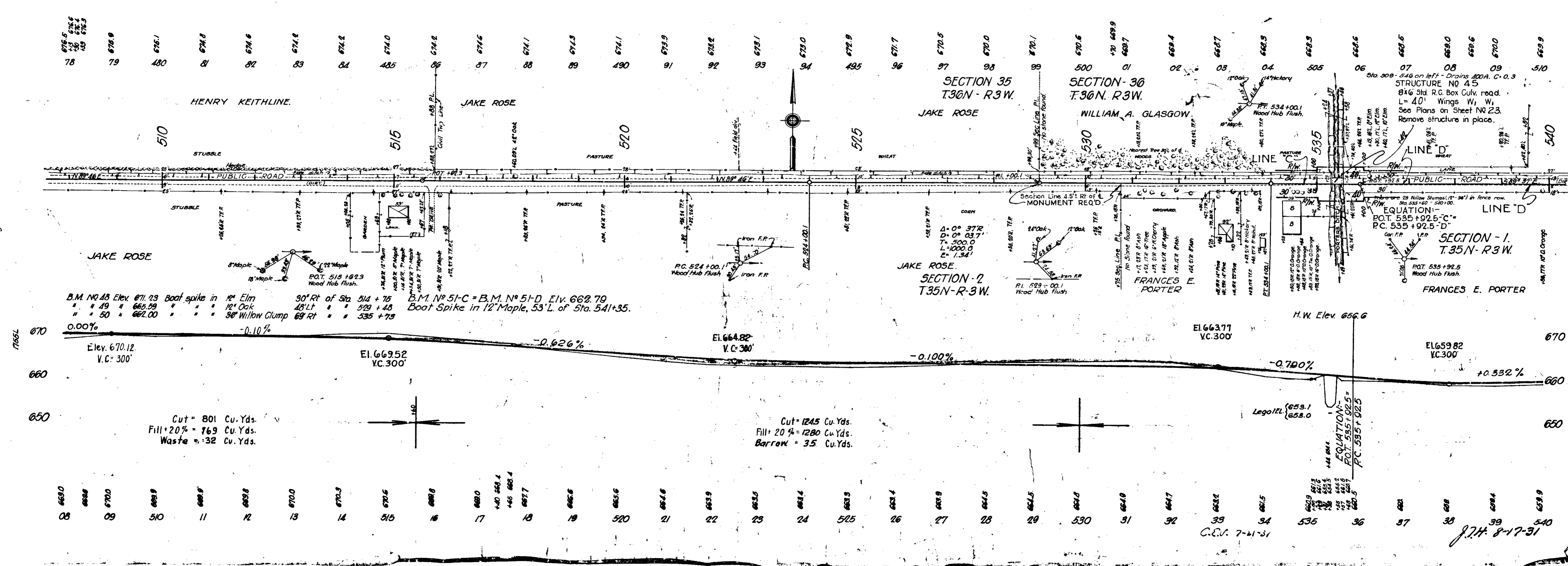
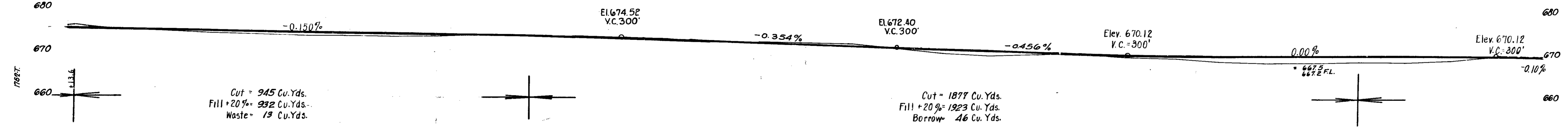
FEDERAL ROAD DISTRICT NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	208	1931	13	132

SEC. 35 - T.36 N. R.3 W.



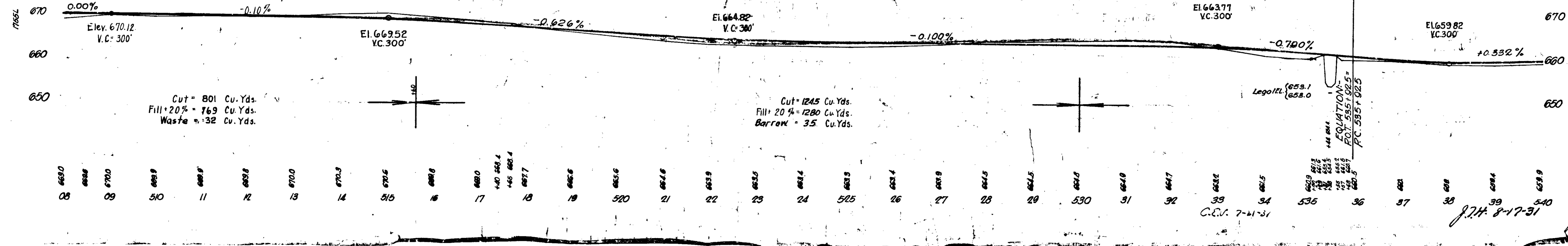
**NOTE:**  
 Gravel road to surface Rd Approach.  
 Rt. of Sta 478+15 - See preceding sheet.  
 B.M. NO. 45 Elev. 677.48 Boat spike in 12" Maple 40' Rt. of station 478 + 70  
 " 46 " 675.64 " " " 24" Oak 44' Lt. " 490 + 22  
 " 47 " 672.22 " " " 20" Pine 45' Lt. " 500 + 82

**NOTE:**  
 ALL R/W ON THIS SHEET 30' ON EACH SIDE OF C., EXCEPT AS SHOWN.



B.M. NO. 48 Elev. 671.23 Boat spike in 12" Elm 30' Rt. of Sta 514 + 75  
 " 49 " 665.39 " " " 12" Oak 43' Lt. " 529 + 48  
 " 50 " 662.00 " " " 30" Willow Clump 69' Rt. " 535 + 79  
 B.M. NO. 51-C = B.M. NO. 51-D Elev. 662.79  
 Boat Spike in 12" Maple, 53' L. of Sta. 541+35.

**NOTE:**  
 Cut = 1245 Cu. Yds.  
 Fill + 20% = 1280 Cu. Yds.  
 Borrow = 35 Cu. Yds.



7.74. 8-17-31

FEDERAL ROAD DISTRICT NO.	STATE	FED AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	208	1931	14	132

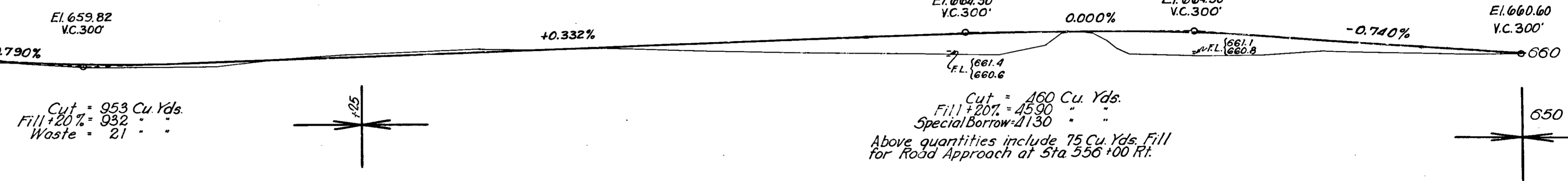
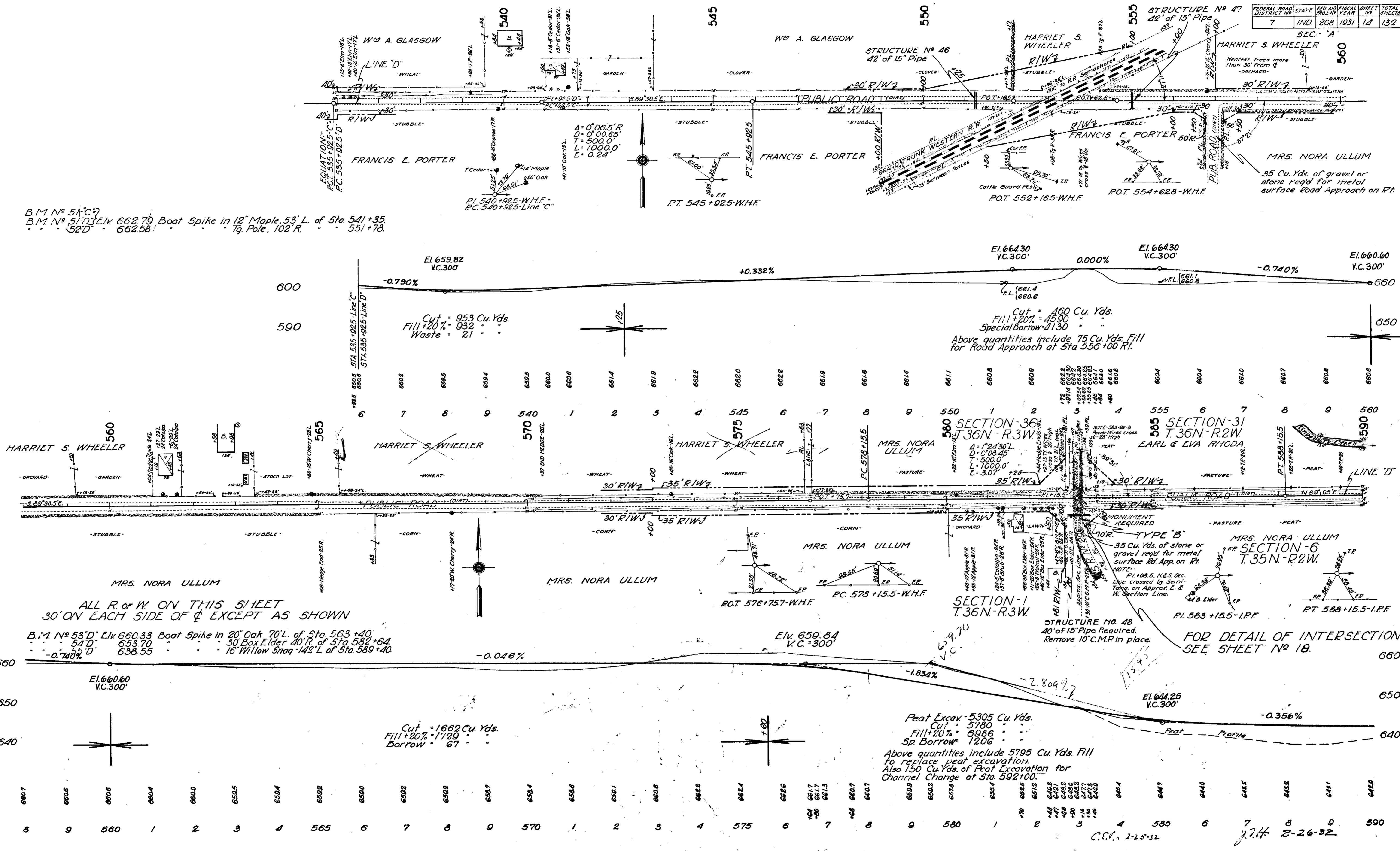
12-30  
8-31  
R.D. Finkle  
G.L. Goodwin  
C.W. Phillips

B.M. No 51-C  
B.M. No 51-D Elev 662.79 Boot Spike in 12" Maple, 53' L. of Sta. 541+35  
52-D 662.58 79 Pole, 102 R. 551+78

1753

12-30  
8-31  
R.D. Finkle  
G.L. Goodwin

1756



ALL R. of W. ON THIS SHEET  
30' ON EACH SIDE OF C EXCEPT AS SHOWN

B.M. No 53-D Elev 660.33 Boat Spike in 20" Oak 70' L. of Sta. 563+40  
54-D 653.70 30' Box Elder 40' R. of Sta. 582+64  
55-D 638.55 16' Willow Snaq 142' L. of Sta. 539+40

Cut = 1662 Cu. Yds.  
Fill + 20% = 1720  
Borrow = 67

Peat Excav = 5305 Cu. Yds.  
Cut = 5180  
Fill + 20% = 6986  
Sp. Borrow = 1206

Above quantities include 5795 Cu. Yds. Fill to replace peat excavation.  
Also 150 Cu. Yds. of Peat Excavation for Channel Excav at Sta. 592+00.

FOR DETAIL OF INTERSECTION  
SEE SHEET No 18.

C.W. 2-25-32  
J.H. 2-26-32

FEDERAL ROAD DISTRICT NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	208	1931	15	132

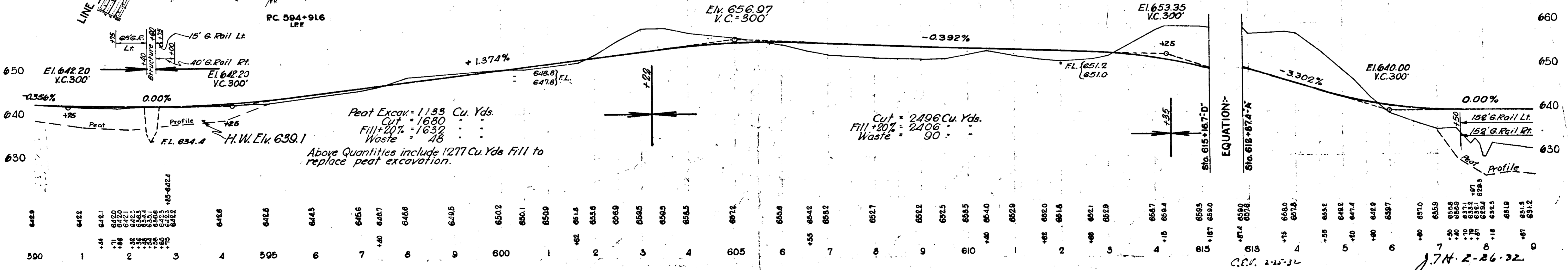
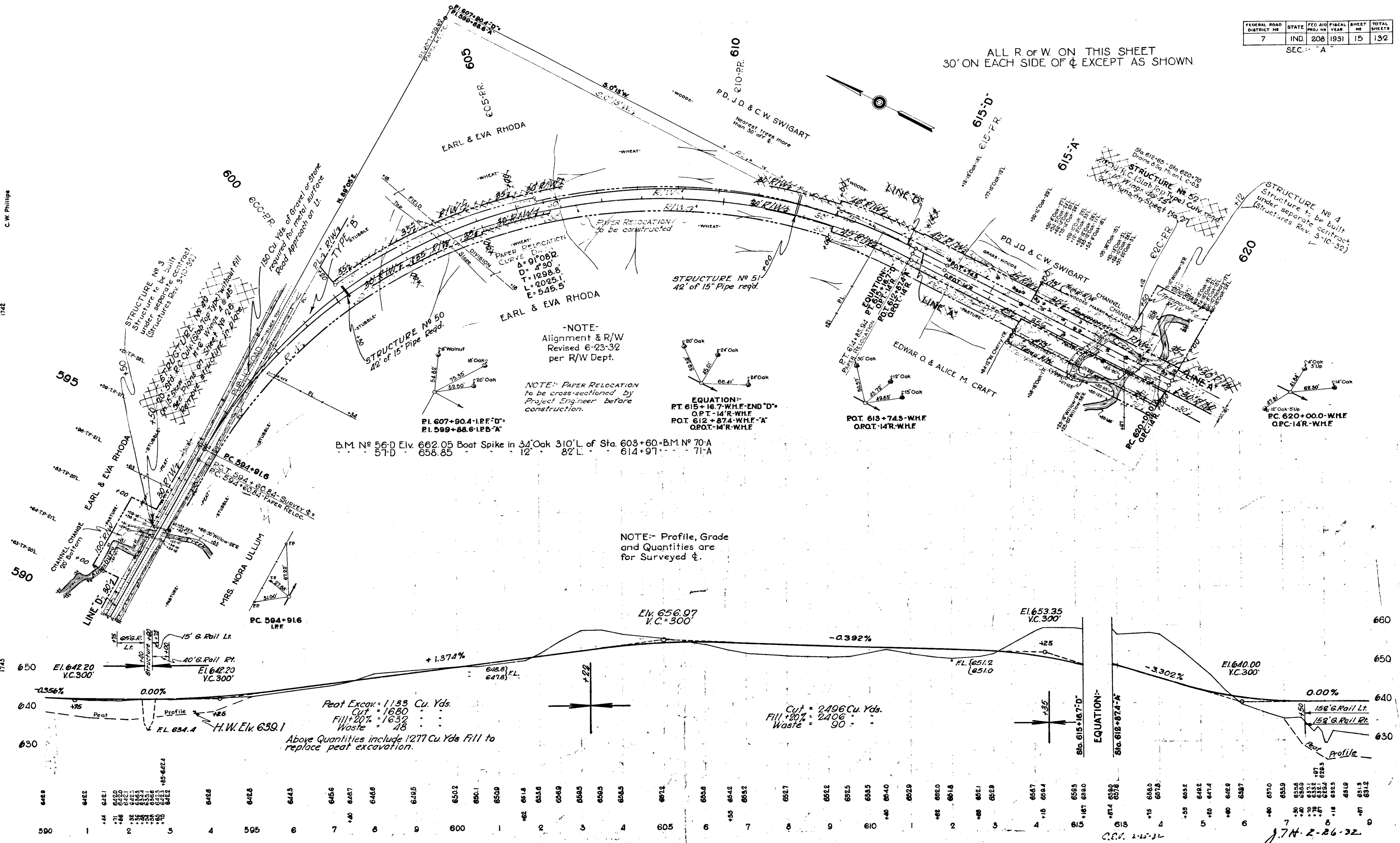
ALL R. of W. ON THIS SHEET  
30' ON EACH SIDE OF  $\phi$  EXCEPT AS SHOWN

12-30  
8-31  
R.D. Finkle  
& E. Goodwin  
C.W. Phillips

1753  
1742

12-30  
8-31  
R.D. Finkle  
& E. Goodwin

1756  
1745



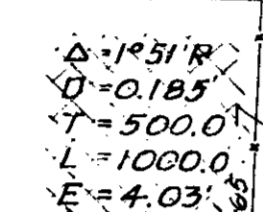
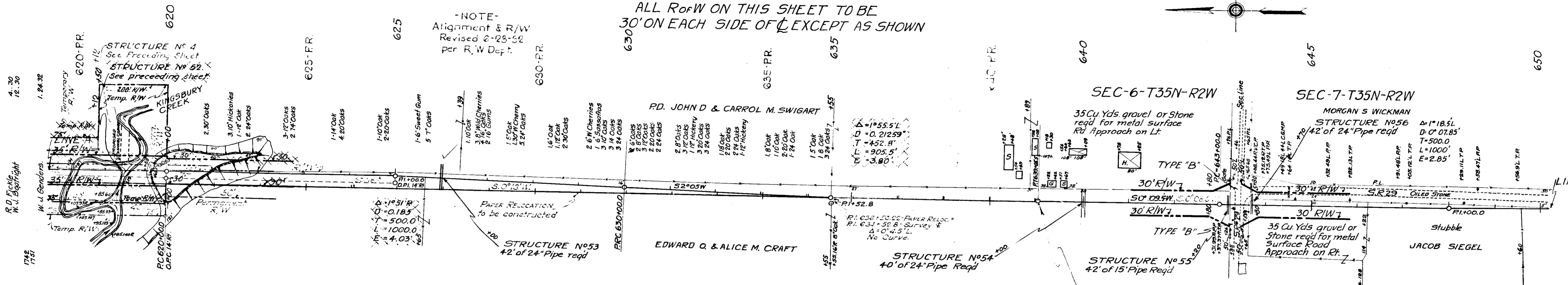
J.T.H. 2-26-32

Sta 620+70 to 631+00 Drains  
10 A on Rt C = 0.3

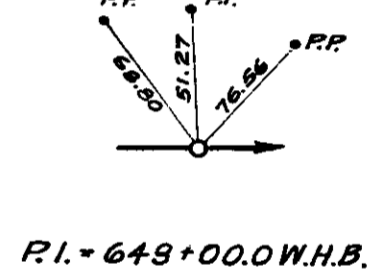
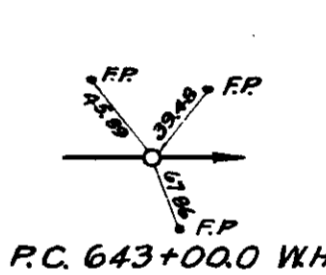
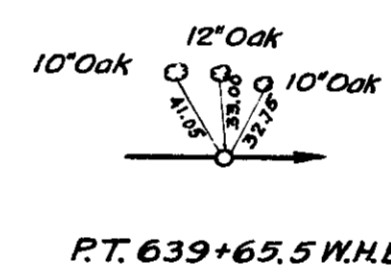
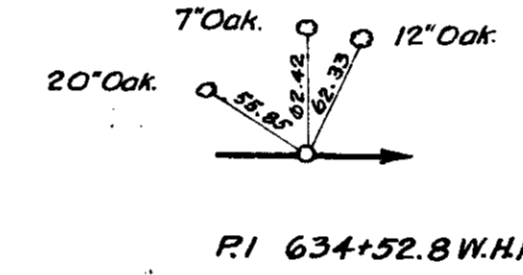
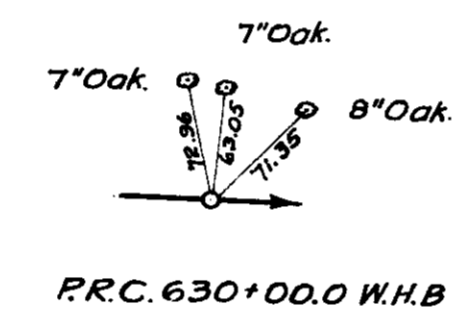
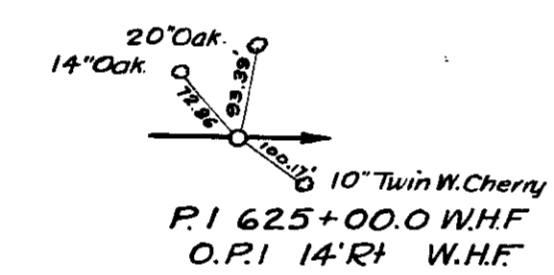
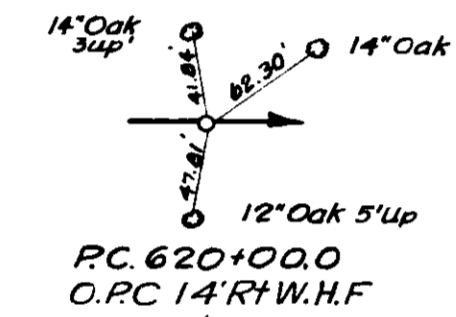
Sta 631 to 651 Drains  
20 A on Rt C = 0.3

-NOTE-  
Alignment & R/W  
Revised 6-23-32  
per R.W. Dept.

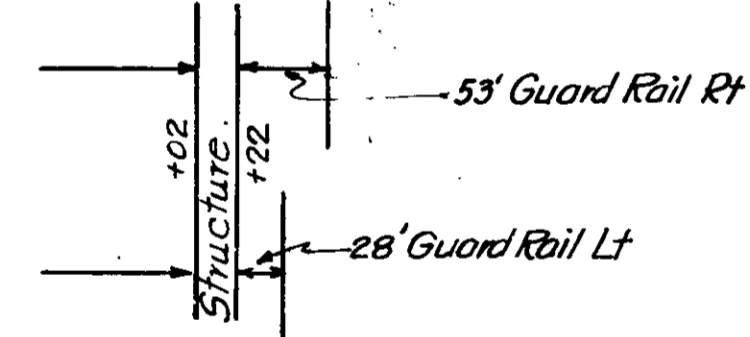
ALL RofW ON THIS SHEET TO BE  
30' ON EACH SIDE OF  $\epsilon$  EXCEPT AS SHOWN



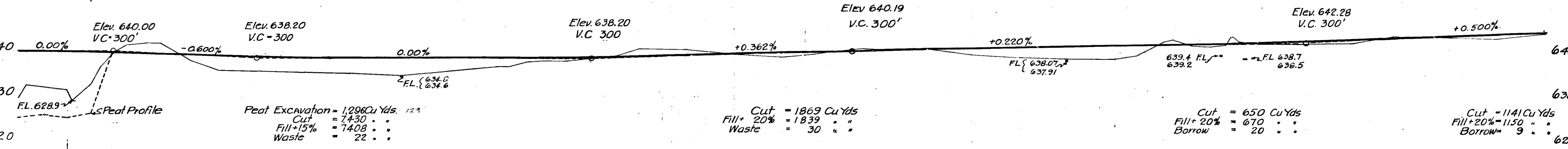
NOTE: PAPER RELOCATION to be cross-sectioned by Project Engineer before construction.



BM #73 Elev. 626.59 Boat Spk in 20" Oak 105' R of Sta 627+30  
BM #74 Elev. 639.60 " " " 15" " 85' L of " 636+82  
BM #75 Elev. 647.51 " " " 12" Apple 135' R " 645+92



NOTE: Profile, Grade and Quantities are for Surveyed  $\epsilon$ .



Peat Excavation = 1,298 Cu Yds. 12%  
Cut = 7430 . . .  
Fill + 15% = 7408 . . .  
Waste = 22 . . .

Cut = 1869 Cu Yds  
Fill + 20% = 1839 . . .  
Waste = 30 . . .

Cut = 650 Cu Yds  
Fill + 20% = 670 . . .  
Borrow = 20 . . .

Cut = 1141 Cu Yds  
Fill + 20% = 1150 . . .  
Borrow = 9 . . .

Above quantities include 1318 Cub Yds. for Peat Back Fill.

Above quantities include 25 Cu Yds of cut for Rd. Appro. Sta 643+46

R.D. Fictle, W.J. Bendars, H.H. Morgan, (repealed) Landers, 23 32

1743

629.4	631.9	631.9	632.6	635.5	635.2	635.1	634.6	635.5	636.6	636.6	637.6	637.9	637.9	638.3	639.0	640.7	640.5	639.5	638.9	639.5	640.0	640.8	640.8	639.4	638.9	638.4	638.5	639.2	642.3	642.9	641.7	641.3	641.8	643.6	642.4	642.0	642.0	642.1	643.7	643.6	643.4	643.1	644.3
8	9	9	9	620	1	2	3	4	625	6	7	8	9	630	1	2	3	4	635	6	7	8	9	640	1	2	3	4	645	6	7	8	9	650	1	2	3	4	6	7	8	9	650

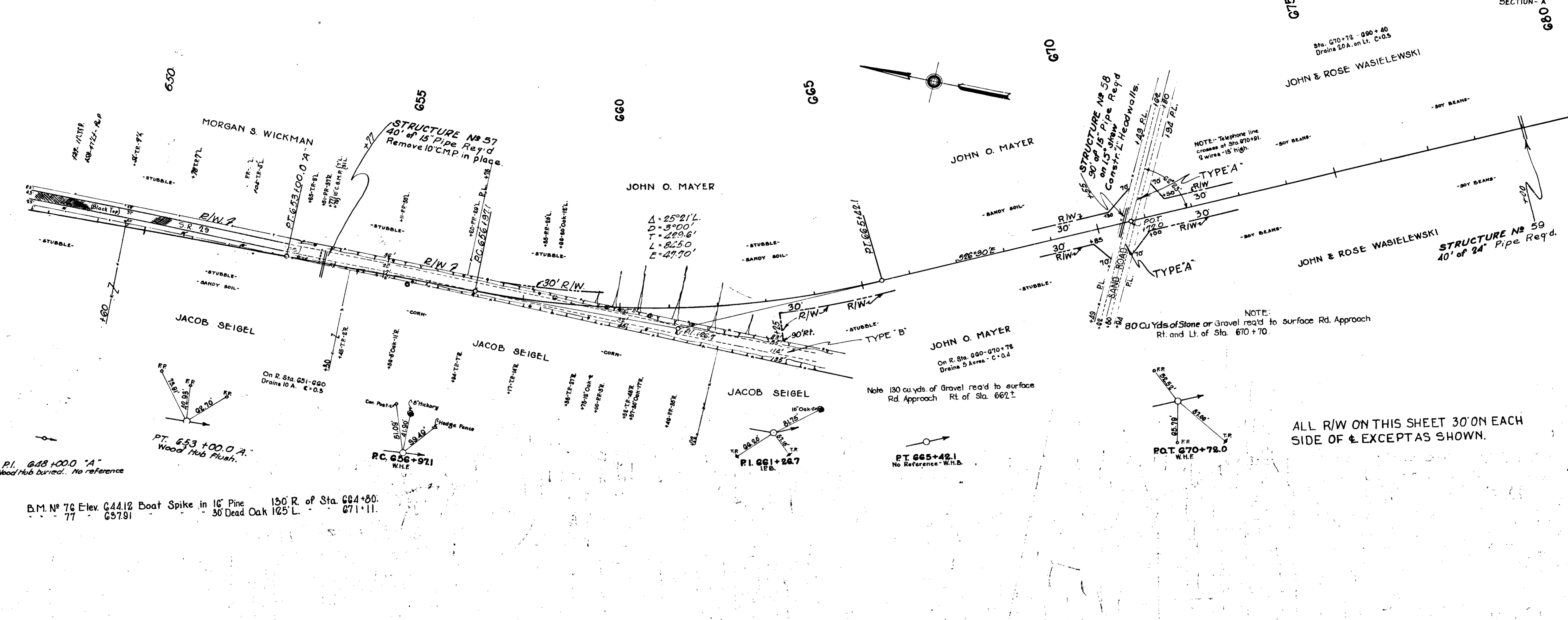
C.E.K. 2-25-32

J.H. 2-26-32

SECTION - 'A'

R.D. Pickett  
W.J. Doughty

R.D. Pickett  
W.J. Doughty



B.M. No 76 Elev. 644.12 Boat Spike in 16\"/>

P.I. 648+00.0 'A'  
Wood Hub buried. No reference

EV. 645.28  
V.C. = 300'

EV. 644.48  
V.C. = 300'

EV. 638.48  
V.C. = 300'

EV. 635.00  
V.C. = 300'

Cut = 1499 Cu. Yds  
Fill = 207,1558  
Borrow = 59  
Above quantities include 24 Cu. Yds. of  
Fill for road approach at Sta. 670+72.

ALL R/W ON THIS SHEET 30' ON EACH  
SIDE OF E. EXCEPT AS SHOWN.

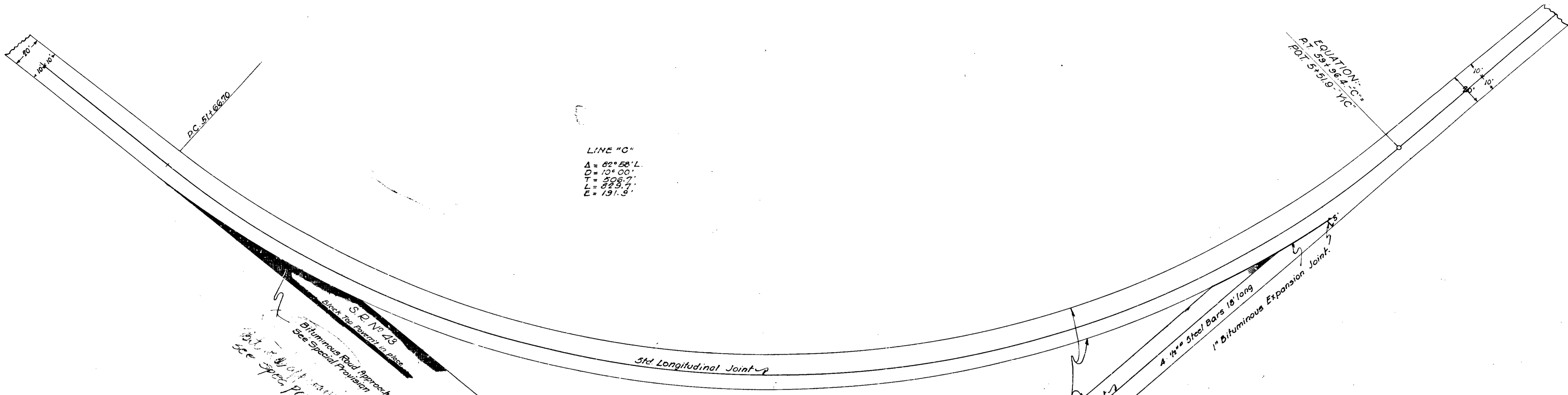
650	651	652	653	654	655	656	657	658	659	660	661	662	663	664	665	666	667	668	669	670	671	672	673	674	675	676	677	678	679	680

J.H. 8-17-31





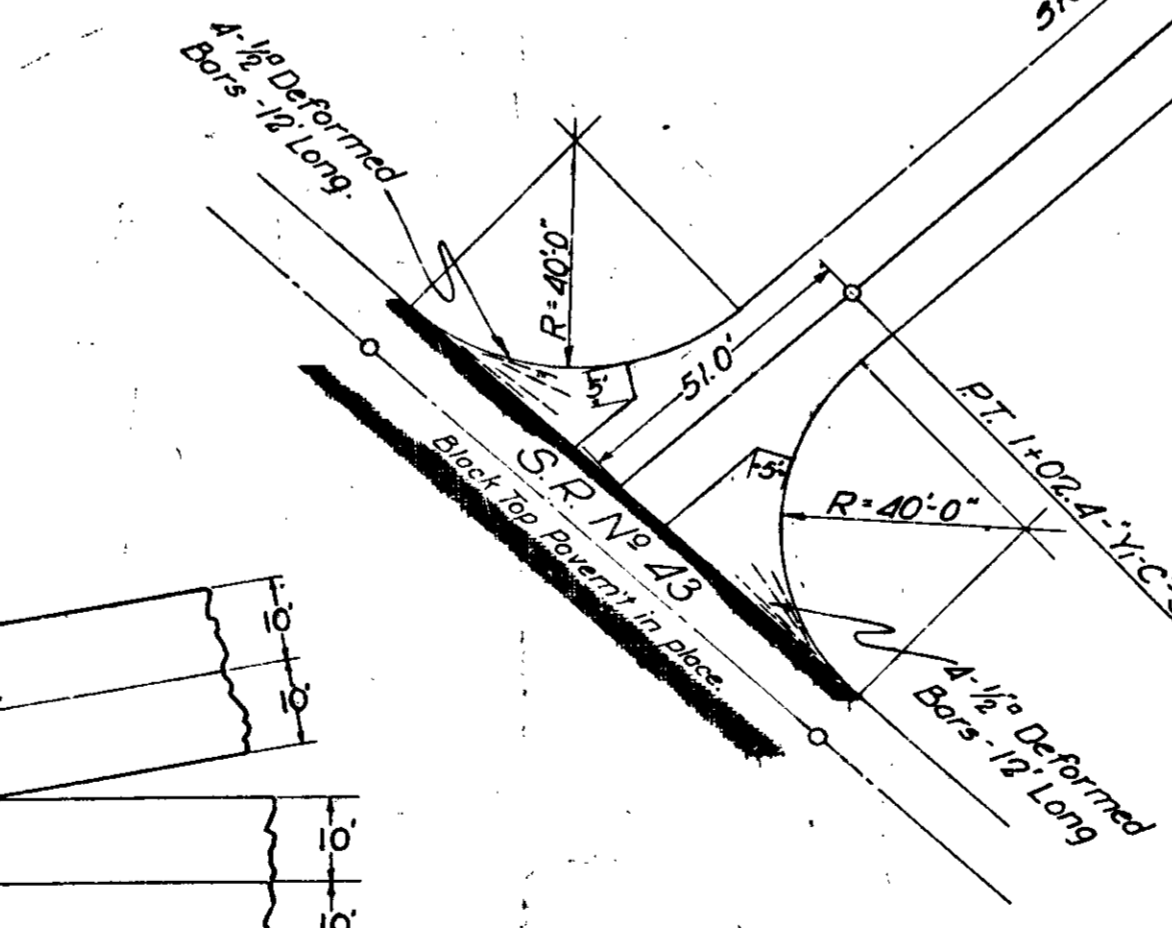
PLAN	DATE	BY	CHECKED



LINE "C"  
 $\Delta = 82^\circ 58' L$   
 $D = 10^\circ 00'$   
 $T = 508.7'$   
 $L = 825.7'$   
 $E = 131.9'$

Additional Quantities  
 987.2 Sq. Yds. Pavement  
 375.5 Lin. Ft. Shoulders  
 1709.3 Lbs. Marginal Bars  
 935.0 Sq. Yds. Brick  
 39.0 Lin. Ft. 1" Expansion Joint  
 375.5 Lin. Ft. Metal Shoulders  
 1. Bituminous Road Approach

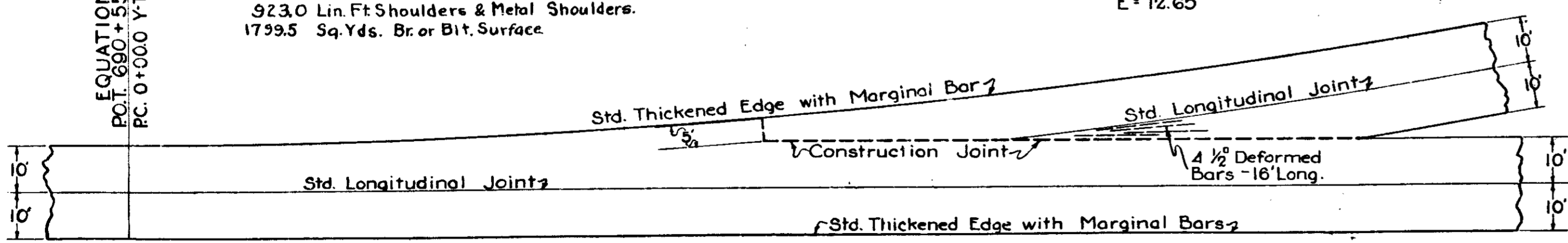
DETAIL OF INTERSECTION TO BE CONSTRUCTED AT STA. 55+00.  
 LINE "C"  
 Scale 1"=30'



EQUATION:  $Y = 55.6 - A^2$   
 P.O.T. 690+55.6  
 P.C. 0+000 Y-TH-3 PAPER RE-LOC.

ADDITIONAL QUANTITIES for Y-TH-3  
 1918.6 Sq. Yds. Pavement  
 3182.0 lbs. Steel  
 923.0 Lin. Ft. Shoulders & Metal Shoulders  
 1799.5 Sq. Yds. Br. or Bit. Surface

$\Delta = 14^\circ 29' L$   
 $D = 3.645'$   
 $T = 200.0'$   
 $L = 397.4'$   
 $E = 12.65'$



DETAIL OF CONNECTION  
 Sta 690+55.6 LINE "A" AND Y-TH-3 PAPER RE-LOCATION  
 SCALE: 1"=20'-00"

J.H. 8-17-31