

R-4397 INDEX

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NEW NO.
I-65-2(5)040

FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	03-2(5)	1957	1	173

STATE OF INDIANA
STATE HIGHWAY DEPARTMENT

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

I PROJECT NO. 03-2 (2) RIGHT-OF-WAY AND PRELIMINARY ENGINEERING
(5) CONSTRUCTION
JEFFERSONVILLE TO COLUMBUS

x-sec to Dist.
12-21-60
CPW

REVISIONS		
DATE	SHEET No	REVISED
3-24-58	16	R/W
4-3-58	21	DRIVE
4-3-58	24	APPROACHES
6-14-58	25	R/W
9-11-58	1, 4, 9 & 10	Frontage Road
9-11-58	11, 12 & 20	Frontage Road
9-11-58	24A, 25 & 26	Frontage Road
9-11-58	29, 32 & 33	Frontage Road
9-11-58	71 to 92	Frontage Road
10-8-58	1, 4, 14 & 15	Frontage Road
10-8-58	38 & 24b	Frontage Road
10-8-58	110 to 113	Frontage Road
1-7-59	1	I-65-2(5)Added

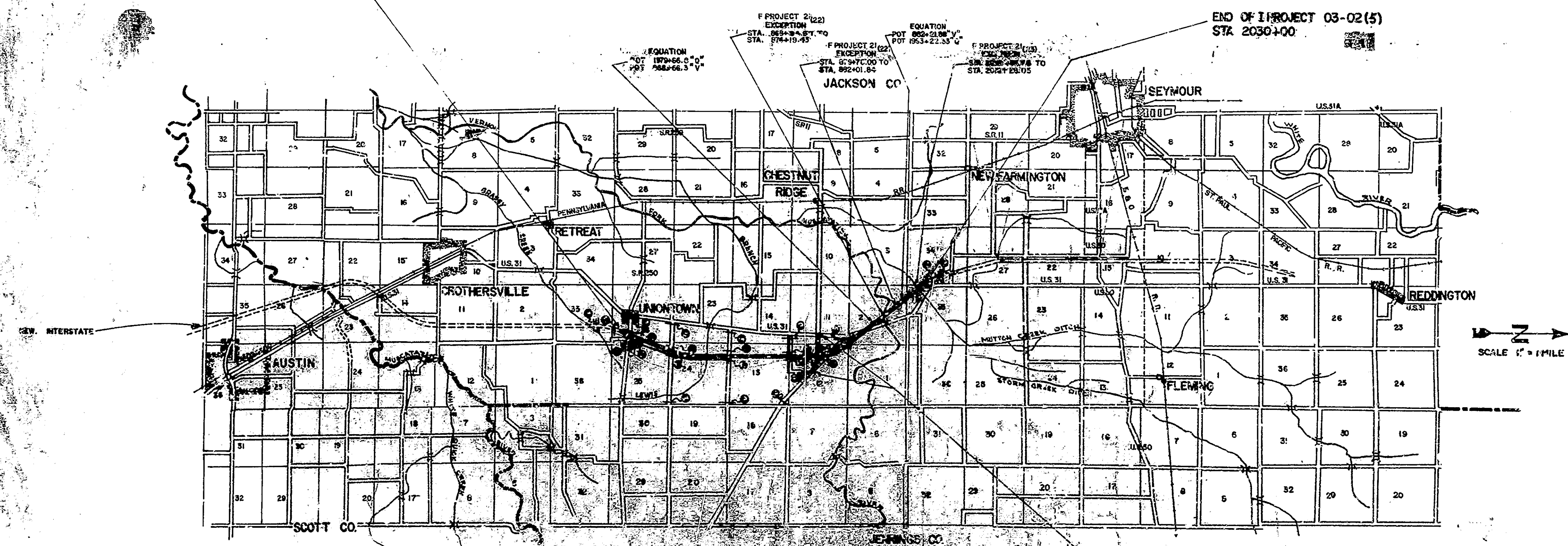
BEGINNING AT A POINT APPROXIMATELY 206.0 FEET NORTH OF THE SOUTH LINE OF SECTION 26, T-5-N, R-6-E AND EXTENDING IN A NORTHERLY DIRECTION A DISTANCE OF 31,200.05 FEET TO A POINT APPROXIMATELY 712.0 FEET NORTH-WEST OF THE EAST LINE OF SECTION 34, T-6-N, R-6-E. ALL IN JACKSON COUNTY.

GROSS LENGTH- 5.909 MI.
NET LENGTH- 5.705 MI.

PLAN { LONG- 1"=100' } PROFILE { HORIZ- 1"=100' }
{ TRANS- 1"=100' } { VERT- 1"=10' }
MAX. GRADE 3.00%

- SIGN LEGEND
- Ⓐ STD. BARRICADE TYPE "A"
 - Ⓑ STD. BARRICADE TYPE "B"
 - Ⓒ TYPICAL SIGN STANDARD

BEGINNING OF I PROJECT 03-02 (5)
STA. 178+00= END I PROJECT 03-02 ()
STA. 178+00



DESIGN DATA

ADT 1955	5225
ADT 1975	13951
DIRECTION	60%
TRUCKS	15%
DESIGN SPEED	70 MPH
ACCESS CONTROL	FULL

PREPARED AND RECOMMENDED BY
R.L.X. QUEBE, & REID ASSOCIATES, INC.
ENGINEERS, INDIANAPOLIS, INDIANA

APPROVED AND ADOPTED 3/31/58
BY STATE HIGHWAY COMMISSION OF INDIANA
[Signature]
CHIEF ENGINEER
APPROVED 3/31/58
[Signature]
CHIEF ENGINEER

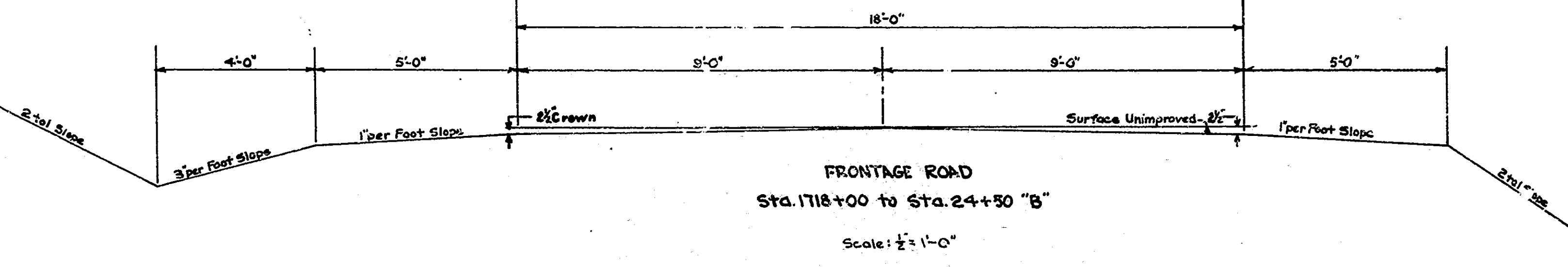
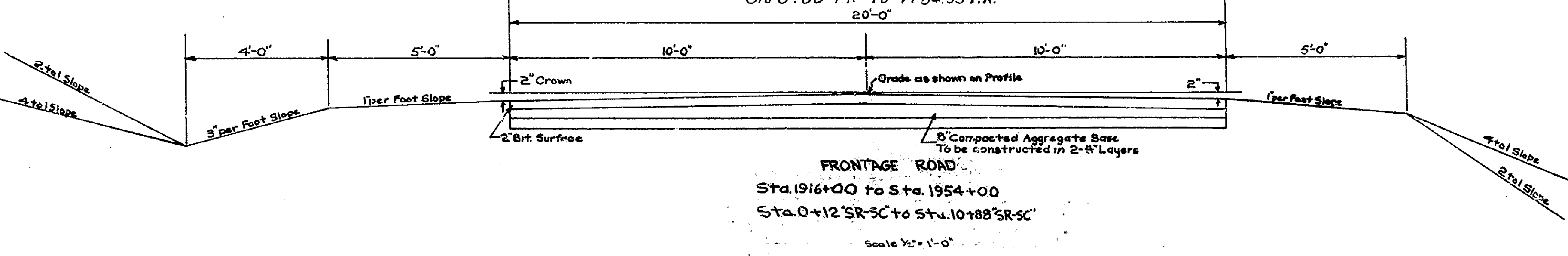
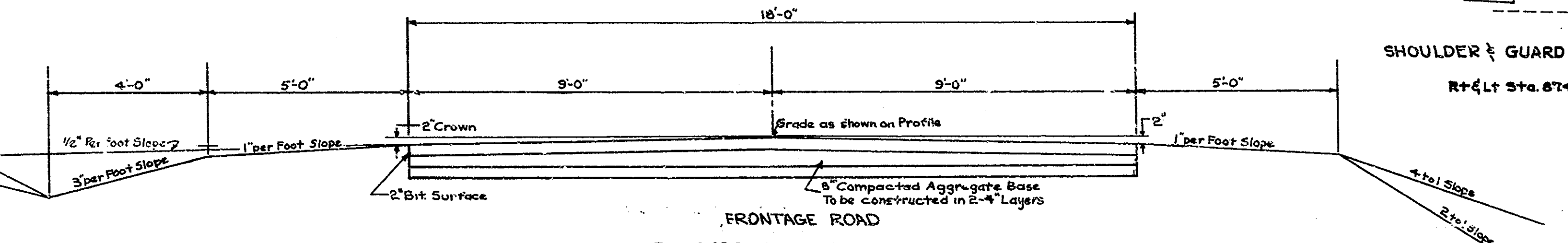
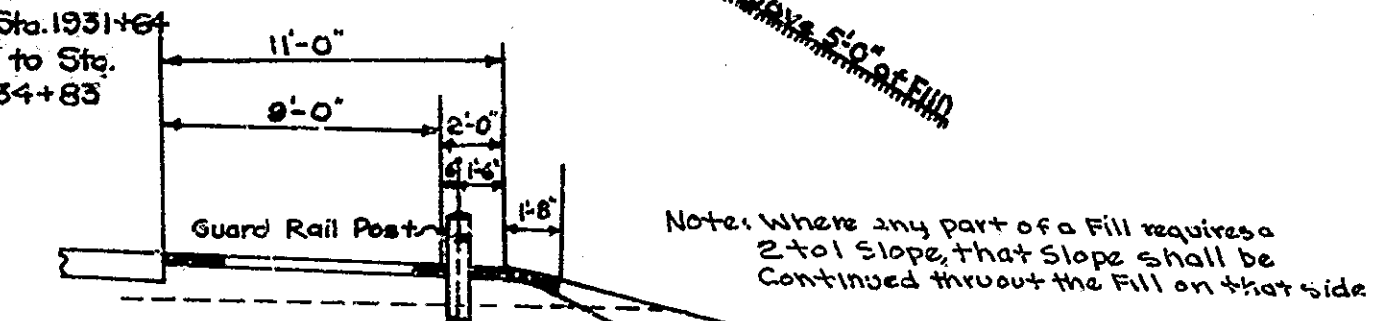
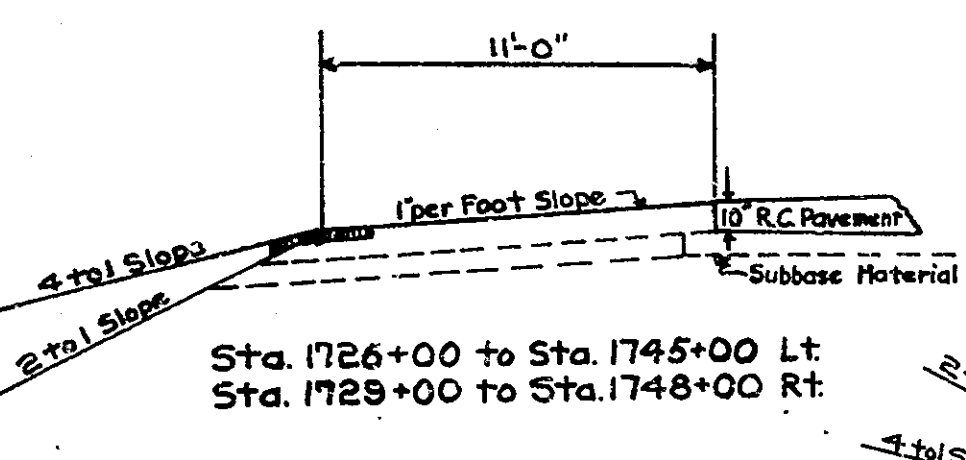
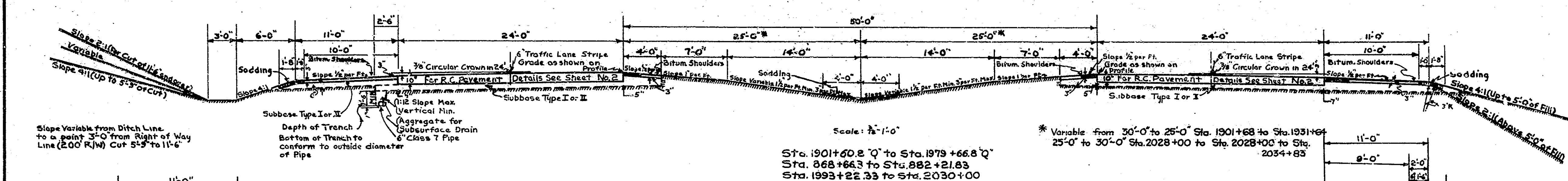
STATE HIGHWAY DEPARTMENT OF INDIANA
STANDARD SPECIFICATIONS DATED 1937 TO
BE USED WITH THESE PLANS

RECOMMENDED FOR APPROVAL 3-20-58
[Signature]



FEDERAL ROAD DIVISION NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1957	A	173

Revised Sept. 11, 1958
Revised Oct. 6, 1958



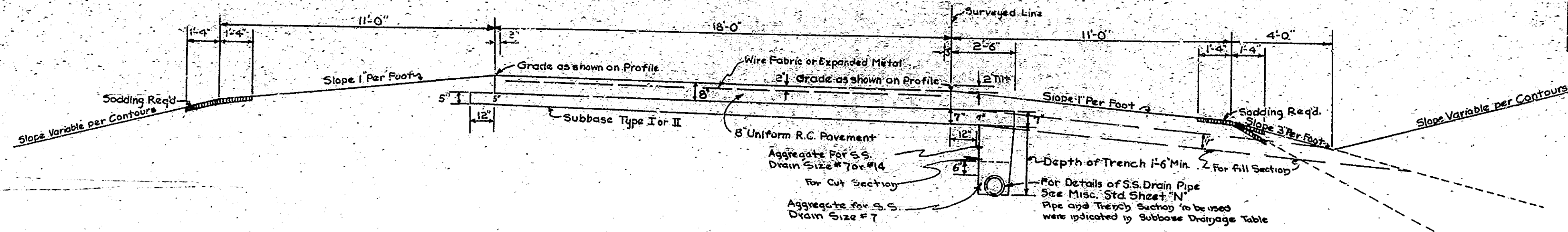
TYPICAL CROSS SECTIONS

SCALE: As Shown

APPROVED: *[Signature]* 3/3/58
CHIEF ENGINEER - STATE HIGHWAY DEPARTMENT OF INDIANA

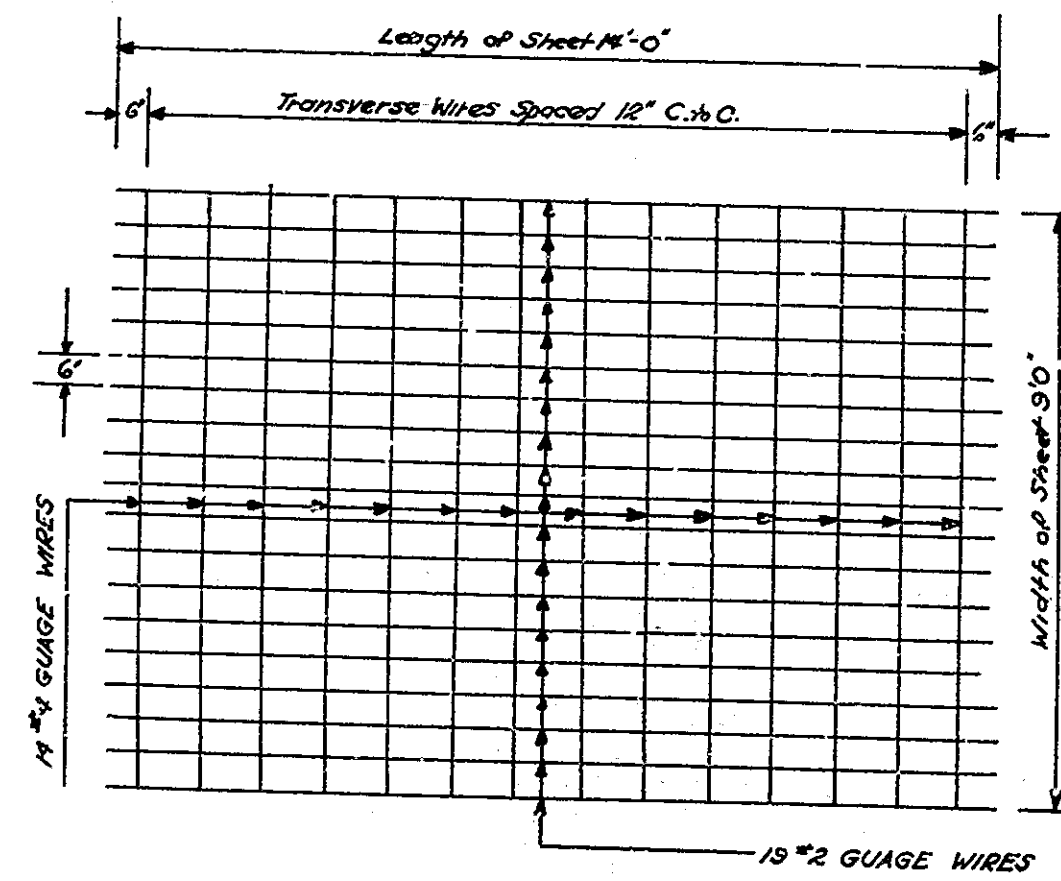
RECOMMENDED FOR APPROVAL: 3-28-58
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ENGINEER OF ROADS DESIGN - STATE HIGHWAY DEPT. OF INDIANA

FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	03-2(5)	1957	5	175

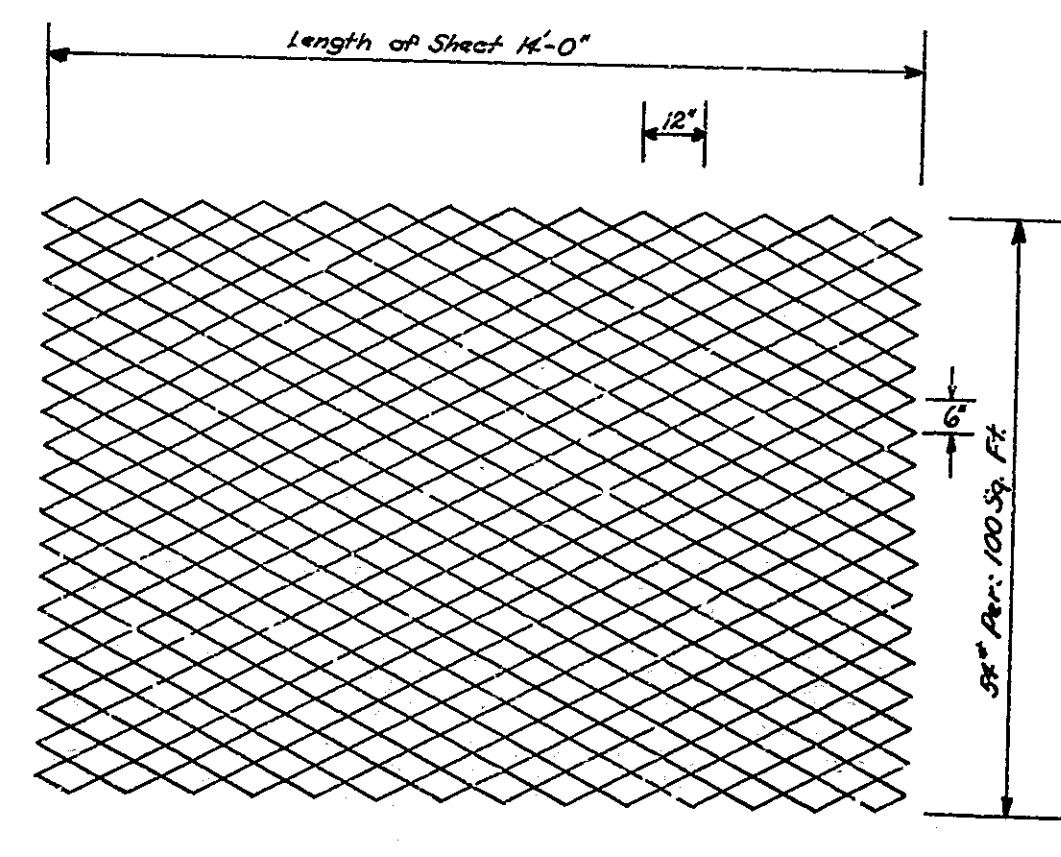


Ramp Connections for SR.250 Interchange

Scale $\frac{1}{4}'' = 1'-0''$

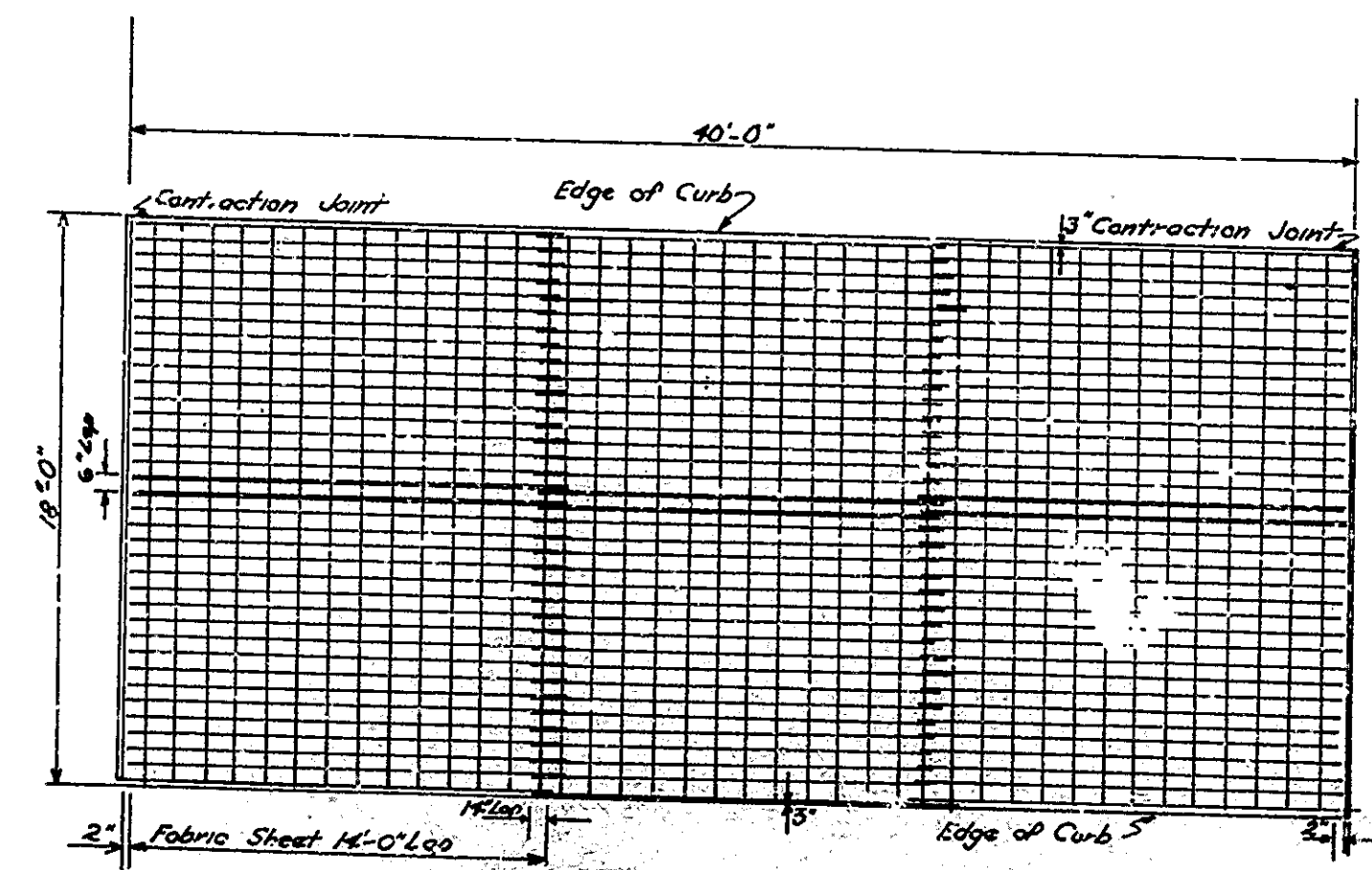


TYPICAL SHEET
WIRE FABRIC



TYPICAL SHEET
EXPANDED METAL

Scale $\frac{1}{8}'' = 1'-0''$



PLANK REINFORCED CONCRETE SLAB

Scale $\frac{3}{4}'' = 1'-0''$

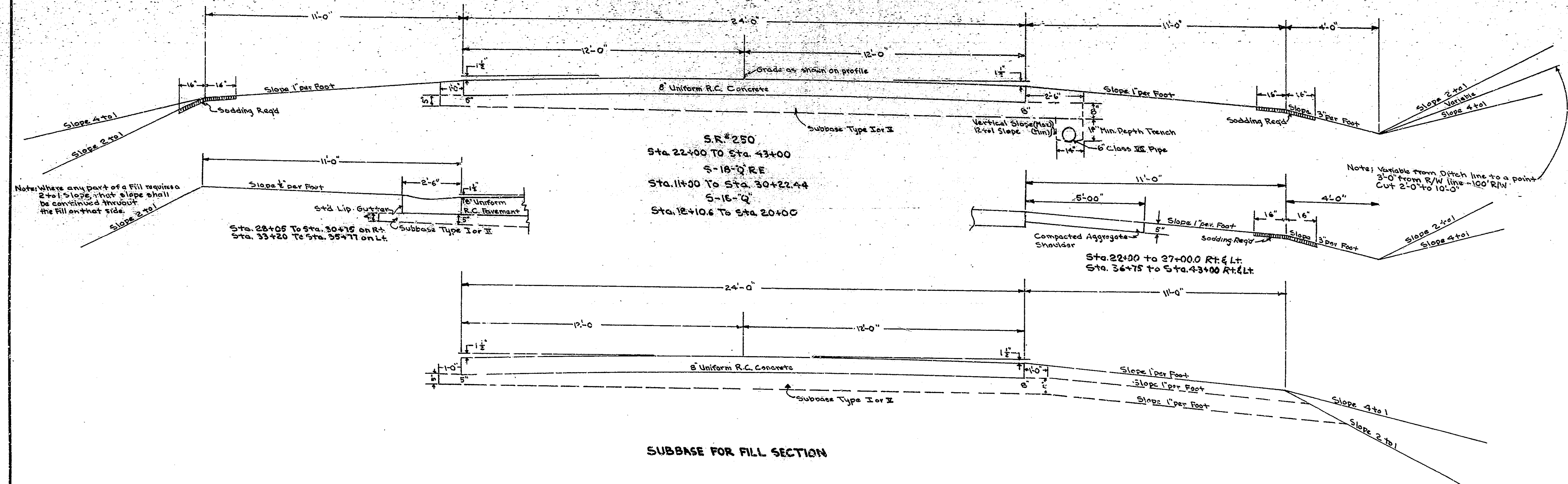
STATION	LENGTH	REMARKS	SUBBASE DRAINAGE	STATION	LENGTH	REMARKS
1717+50 to 1726+50	85	Outlet thru fill at Road/Drainage	1726+00 to 1734+00	420	Outlet thru shoulder Sta. 1726+00	
1726+50 to 1734+50	85	Outlet thru shoulder Sta. 1726+50	1734+00 to 1737+00	245	Outlet thru shoulder Sta. 1727+00	
1734+50 to 1739+50	45	Outlet thru shoulder Sta. 1734+50	1737+00 to 1739+00	220	Outlet thru shoulder Sta. 1731+00	
1739+50 to 1740+00	10	Outlet thru shoulder Sta. 1739+50	1739+00 to 1741+00	220	Outlet thru shoulder Sta. 1739+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1741+00 to 1741+50	50	Outlet thru shoulder Sta. 1741+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1741+50 to 1742+00	50	Outlet thru shoulder Sta. 1741+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1742+00 to 1742+50	50	Outlet thru shoulder Sta. 1742+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1742+50 to 1743+00	50	Outlet thru shoulder Sta. 1742+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1743+00 to 1743+50	50	Outlet thru shoulder Sta. 1743+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1743+50 to 1744+00	50	Outlet thru shoulder Sta. 1743+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1744+00 to 1744+50	50	Outlet thru shoulder Sta. 1744+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1744+50 to 1745+00	50	Outlet thru shoulder Sta. 1744+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1745+00 to 1745+50	50	Outlet thru shoulder Sta. 1745+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1745+50 to 1746+00	50	Outlet thru shoulder Sta. 1745+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1746+00 to 1746+50	50	Outlet thru shoulder Sta. 1746+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1746+50 to 1747+00	50	Outlet thru shoulder Sta. 1746+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1747+00 to 1747+50	50	Outlet thru shoulder Sta. 1747+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1747+50 to 1748+00	50	Outlet thru shoulder Sta. 1747+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1748+00 to 1748+50	50	Outlet thru shoulder Sta. 1748+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1748+50 to 1749+00	50	Outlet thru shoulder Sta. 1748+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1749+00 to 1749+50	50	Outlet thru shoulder Sta. 1749+00	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1749+50 to 1750+00	50	Outlet thru shoulder Sta. 1749+50	
1740+00 to 1740+00	0	Outlet thru shoulder Sta. 1740+00	1750+00 to 1750+00	0	Outlet thru shoulder Sta. 1750+00	

TYPICAL CROSS SECTIONS

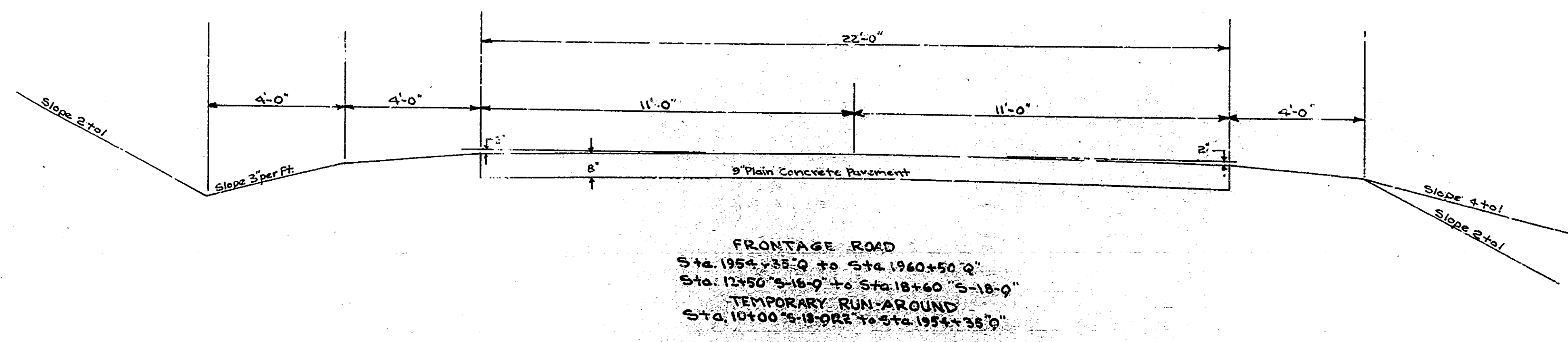
APPROVED *[Signature]* 3/2/58 RECOMMENDED FOR APPROVAL 3-22-58
CHIEF ENGINEER - STATE HIGHWAY DEPARTMENT OF INDIANA

APPROVED *[Signature]* 3/2/58 ENGINEER OF ROAD DESIGN - STATE HIGHWAY DEPT. OF INDIANA
CHIEF ENGINEER - STATE HIGHWAY DEPARTMENT OF INDIANA

FEDERAL ROAD DISTRICT NO.	STATE	F.I.T. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	OS-20	1957	6	175



SUBBASE FOR FILL SECTION



FRONTAGE ROAD
Sta. 1954+35.0 to Sta. 1960+50.0
Sta. 12+50 S-18-Q to Sta. 18+60 S-18-Q
TEMPORARY RUN-AROUND
Sta. 10+00 S-18-QRE to Sta. 1954+35.0

TYPICAL CROSS SECTIONS

SCALE: 1/2" = 1'-0"

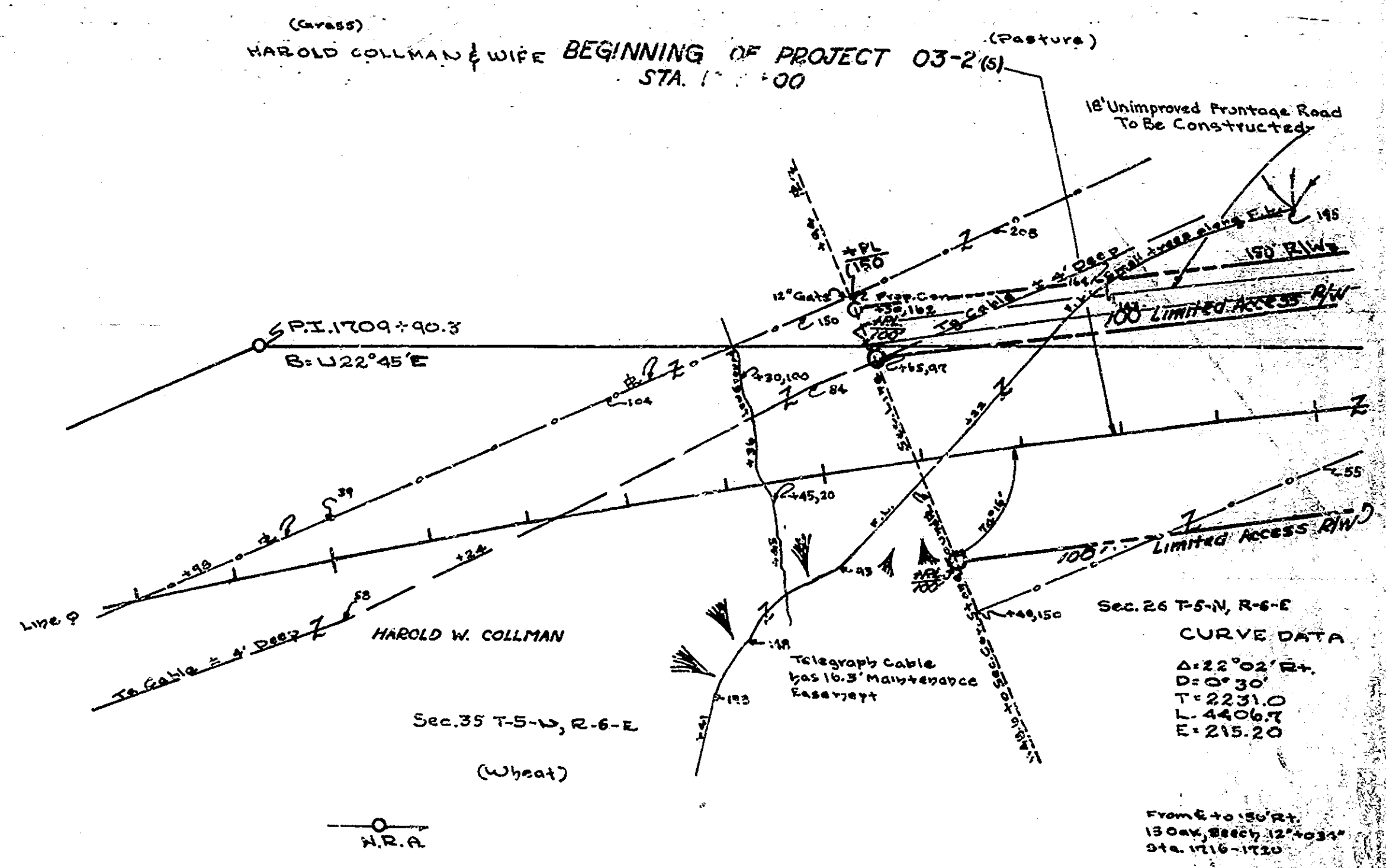
APPROVED *[Signature]* 3/11/58
STATE HIGHWAY DEPARTMENT OF INDIANA

RECOMMENDED FOR APPROVAL 3-22-58
[Signature]

APPROVED *[Signature]* 3/6/58
ENGINEER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIANA

ENGINEER OF ROAD DESIGN, STATE HIGHWAY DEPARTMENT OF INDIANA

I
03-261 1957 8 173
AVIS F. HAZEL GRADY
1720



CURVE DATA
 $\Delta = 22^\circ 02' 24''$
 $D = 0^\circ 30'$
 $T = 2231.0$
 $L = 4406.7$
 $E = 215.20$

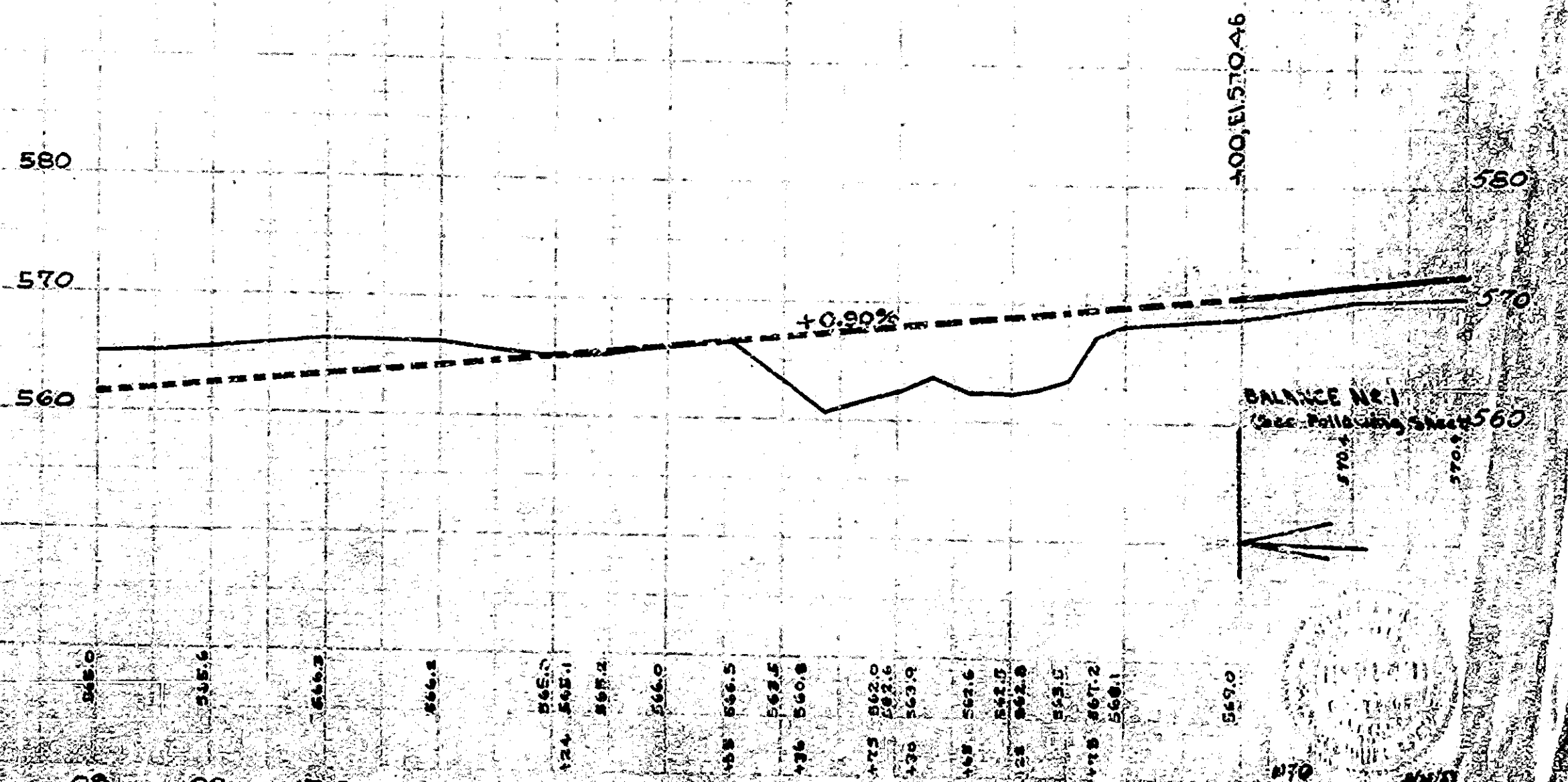
From 6 to 150' Rt.
 130' Oak, 80' by 12" x 34"
 34" x 1716-1720

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

P.I. 1709+40.3 (I.P.B.)

B.M. #195 El. 568.87 Bk. Spl. in 18" Box at 216' Rt. Sta. 1717+40

STANDARD CROSS SECTIONS E-11-JR ADOPTED DEC. 1956 AS SHOWN ON SHEET No. 2, AND STANDARD DIVIDED LANE SECTION (INTERSTATE) REV. NOV. 26, 1957 AS SHOWN ON SHEET No. 3 TO BE USED ON THIS PROJECT. TYPICAL CROSS SECTIONS AS SHOWN SHEETS No. 4 & 5 TO BE USED ON THIS PROJECT.
 State Highway Department of Indiana Standard Specifications Dated 1957 to be used on this Project.
 Standards under dates listed in Index on Title Sheet to be used on this Project.
 Grade line as shown on Plan and Profile represents Top of Finished Grade.
 All Ditches 1% and over to be Saded.
 All embankment Cut and Fill Slopes shall be plain or Mulched Seeded except where Sodding is specified.
 Excavation Quantities as shown on Plan and Profile Sheets include estimated excavation for Private and Public approaches - Sheet No. 29
 On Curves 0'16 to 0'45 the Pavement tilt to be reversed as shown on Sheets No. 3 and No. 22.
 Curves from 0'45 and over shall be Super-elevated according to the standards of 1952 and Sheet No. 22.
 Private Drive and Mail Box approaches shall be constructed to a depth of 6 inches. The top 3 inches shall consist of Bituminous Mixture for base. Other details to be same as shown on Miscellaneous Standard Sheet "Band H".
 --- Indicates Right-of-Way Fence
 The Project Engineer will be required to extend original Cross-Sections from Sta. 16+00 to Sta. 18+75 Line 5-B-P on Rt.

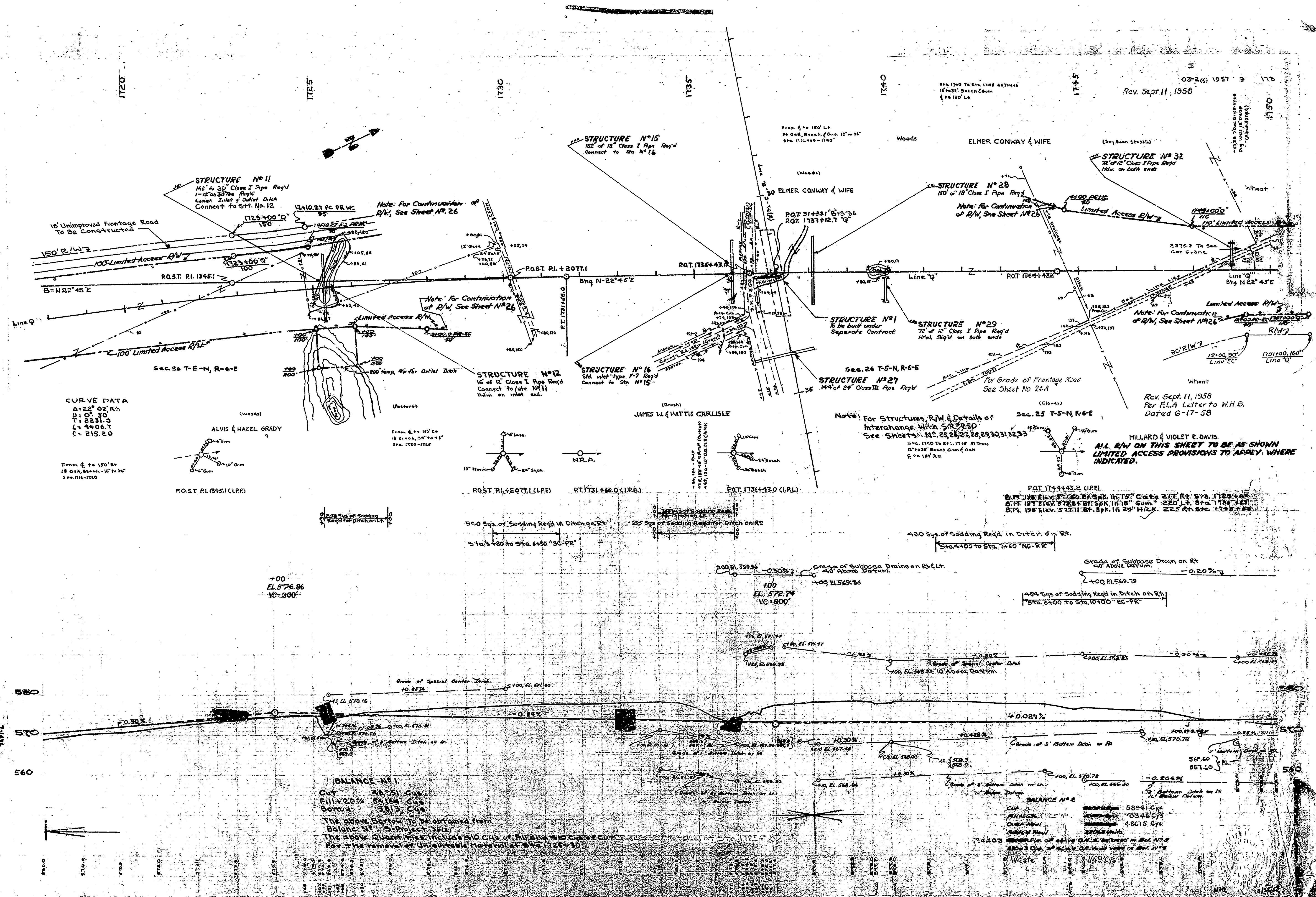


15/2
 1720
 1702

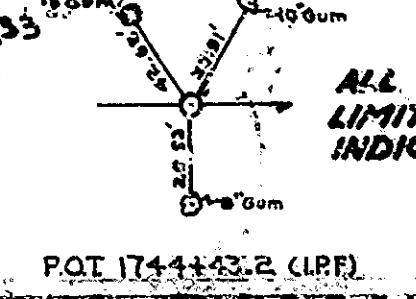
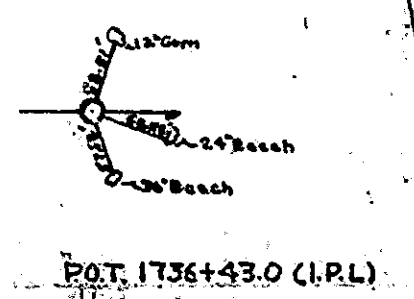
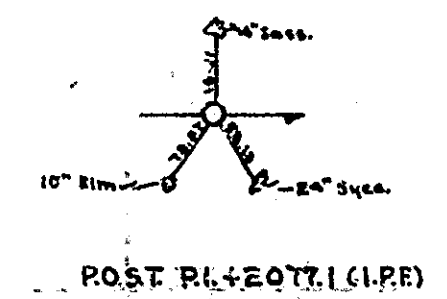
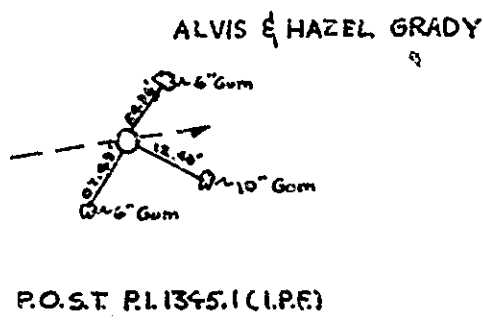
15/2
 1720
 1702

1702

03-24-1957
Rev. Sept 11, 1958



CURVE DATA
Δ=22° 02' R.
D=0' 30"
T=2231.9
L=4406.7
E=215.20

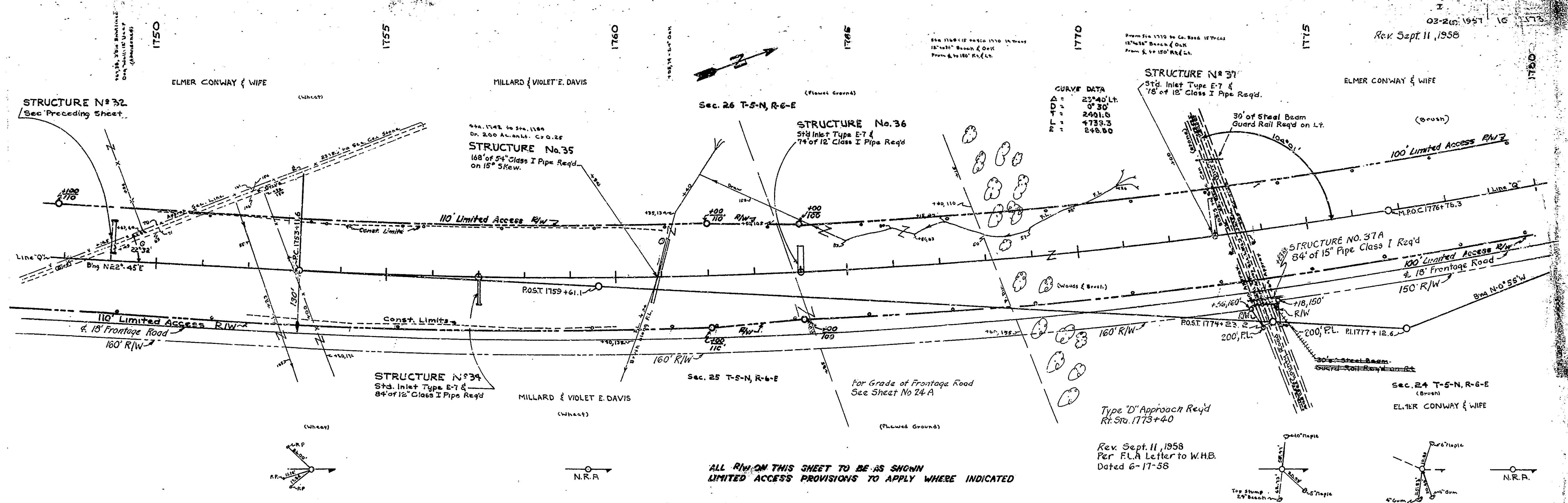


BALANCE #1
CUT 48.51 Cys
Fill 2.0% 5.164 Cys
Borrow 38.13 Cys
The above borrow to be obtained from Balance #1 of Project 352.
The above quantities include 310 Cys of fill and 30 Cys of cut for the removal of unsuitable material at Sta. 1726+30.

BALANCE #2
CUT 244.03 Cys
Fill 2.0% 03.46 Cys
Borrow 240.57 Cys
Waste 1149.65 Cys
The above quantities include 244.03 Cys of fill and 30 Cys of cut for the removal of unsuitable material at Sta. 1726+30.

Sta.	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750
Prop.	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750
Prop.	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750
Prop.	1720	1721	1722	1723	1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746	1747	1748	1749	1750

03-20-1957
 Rev Sept 11, 1958

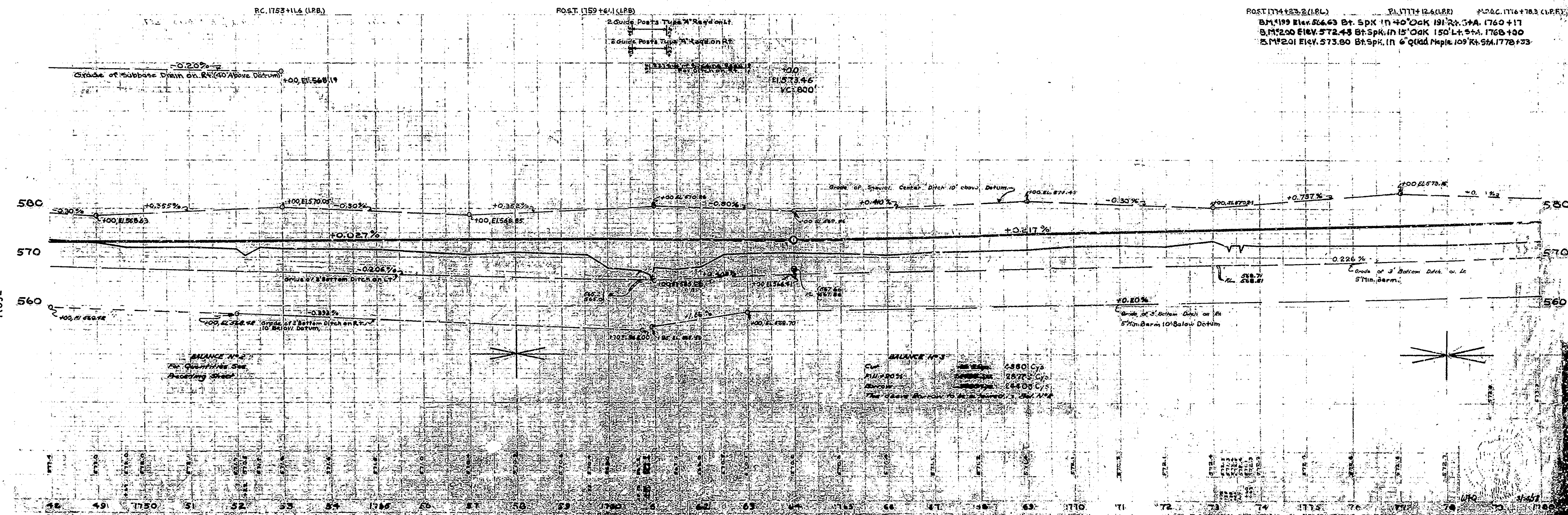


CURVE DATA

Δ	2340.17
D	3° 35'
T	2401.6
M	733.3
P	246.60

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

Rev. Sept. 11, 1958
 Per F.L.A. Letter to W.H.B.
 Dated 6-17-58



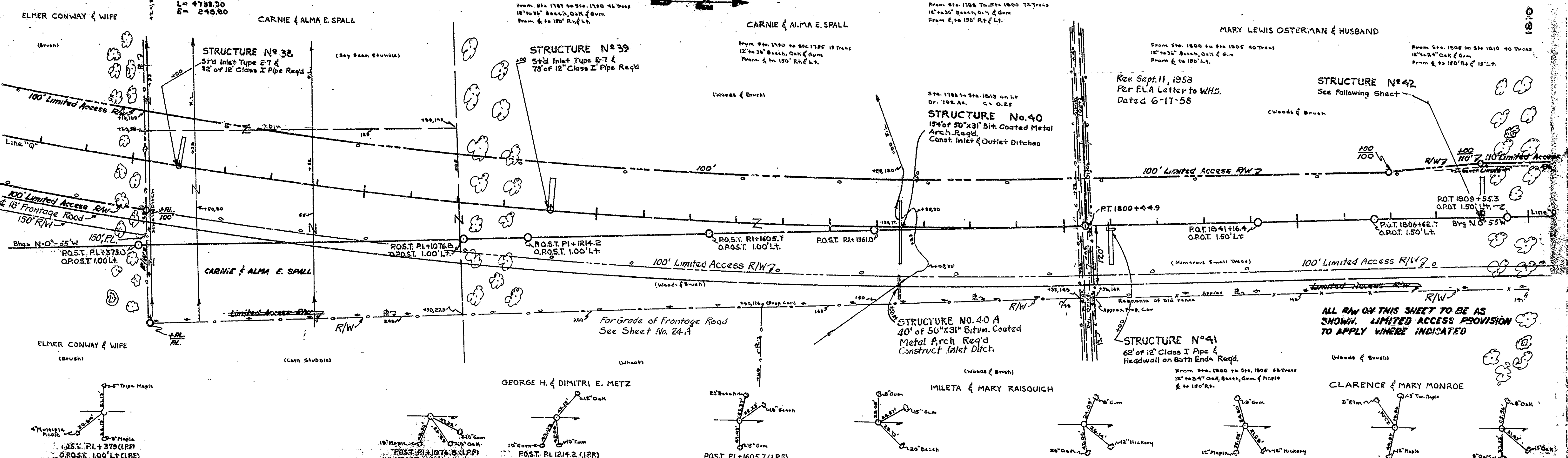
BALANCE #3

Cut	4880 Cys.
Fill	2875 Cys.
Balance	2005 Cys.

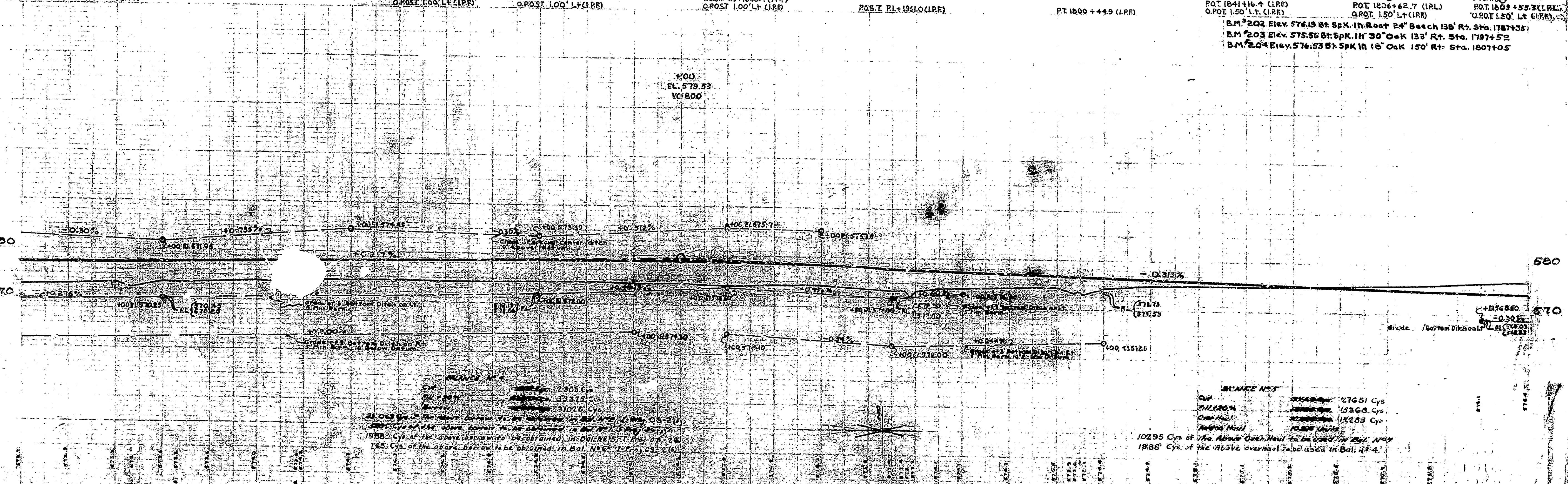
71027

71034

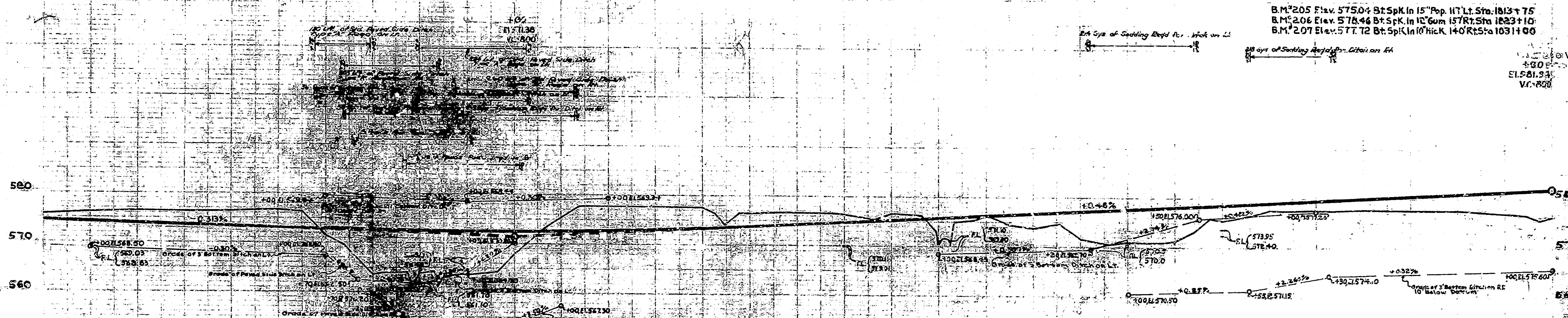
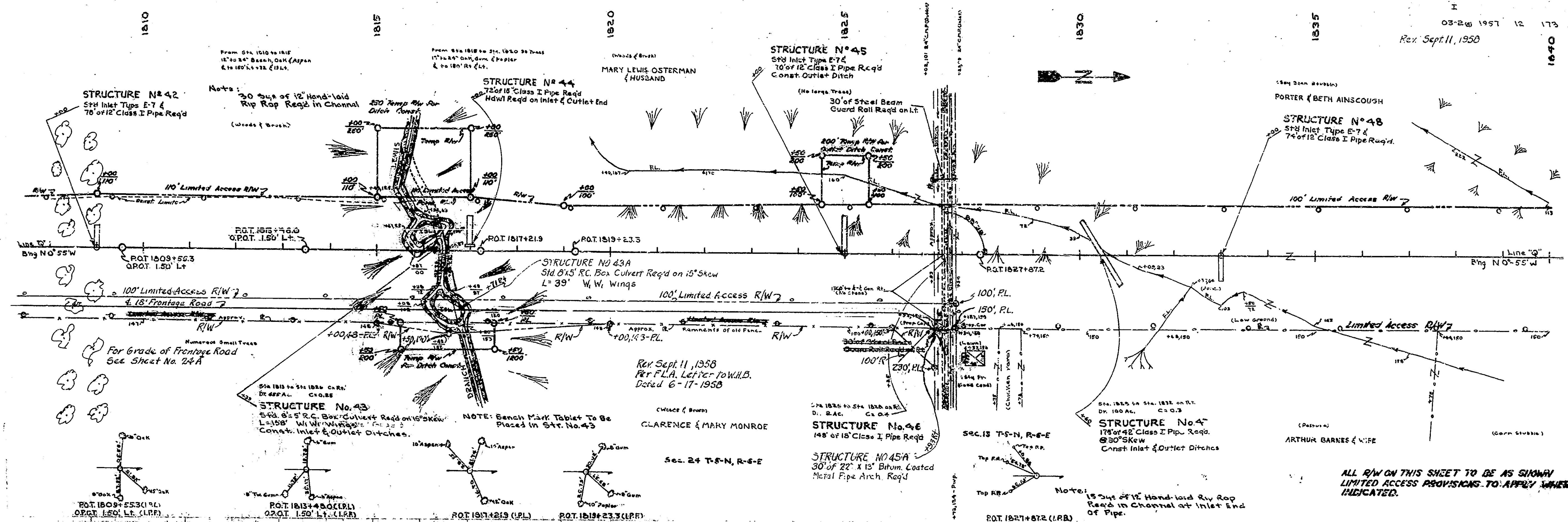
CURVE DATA
Δ = 23°40' Lt
D = 100.00
L = 2401.00
E = 4733.30
F = 248.00



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



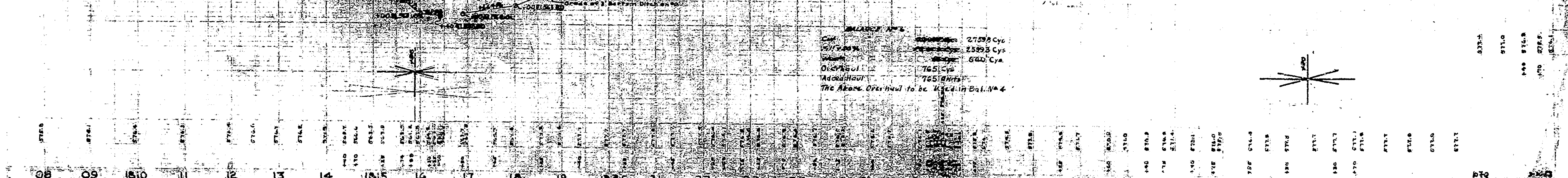
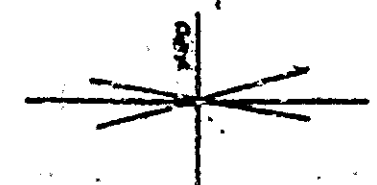
BALANCE AMOUNTS
10295 Cys of 1/2" Above Overhaul to be done in Bal. 1/2" 1/4"
1885 Cys of 1/2" Above Overhaul to be done in Bal. 1/2" 1/4"

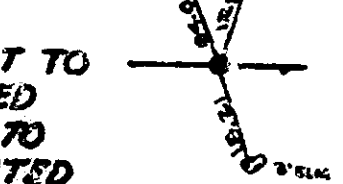
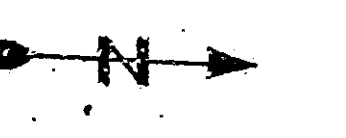
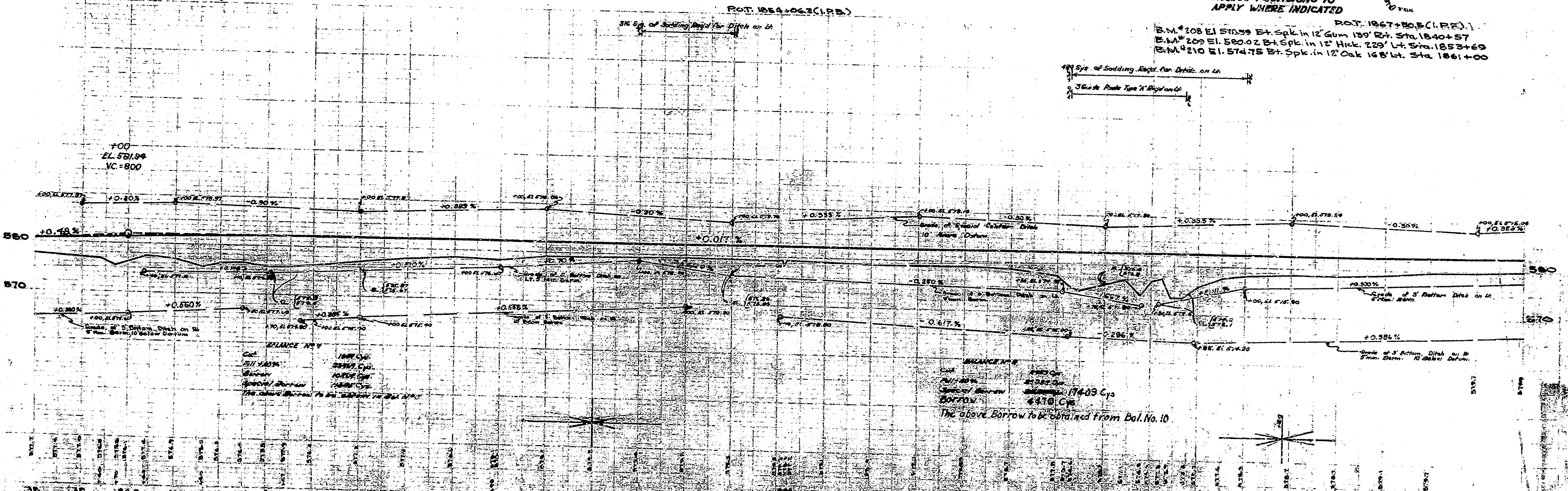
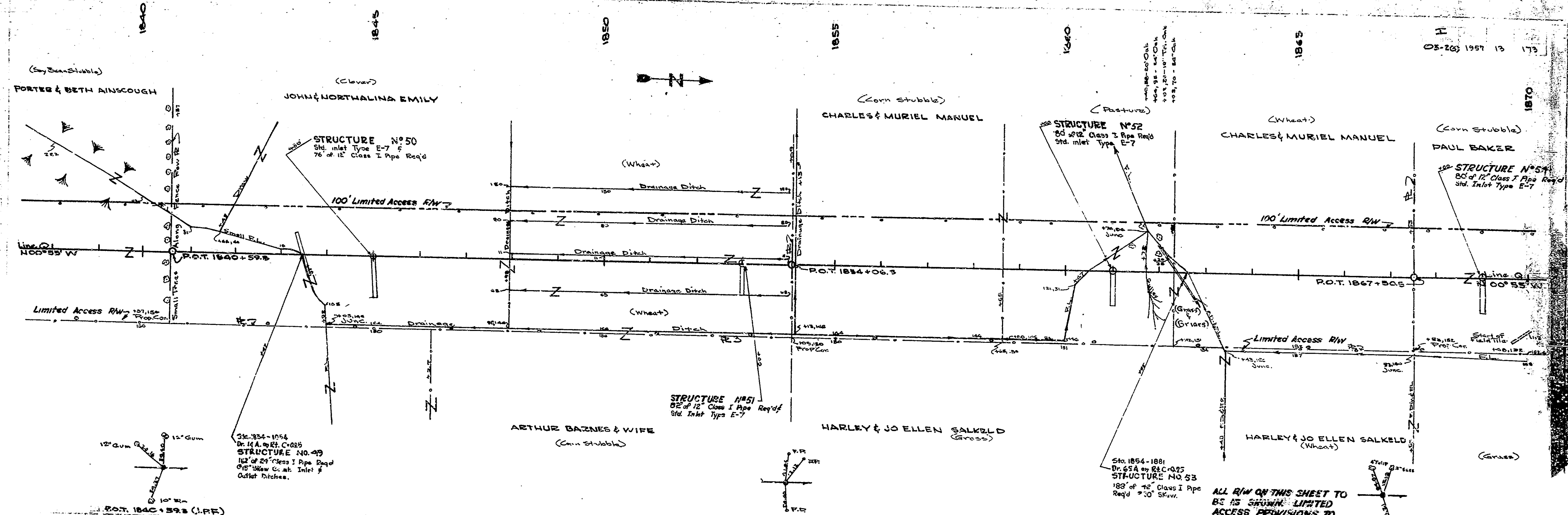


QUANTITIES:

Excavation	2729 Cys
Backfill	2592 Cys
Gravel	640 Cys
Ditch Spoil	765 Cys
Added Spoil	765 Cys

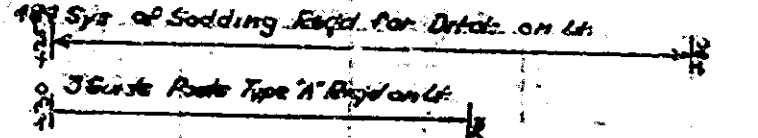
The Above Overhaul to be Used in Bal. No. 4





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

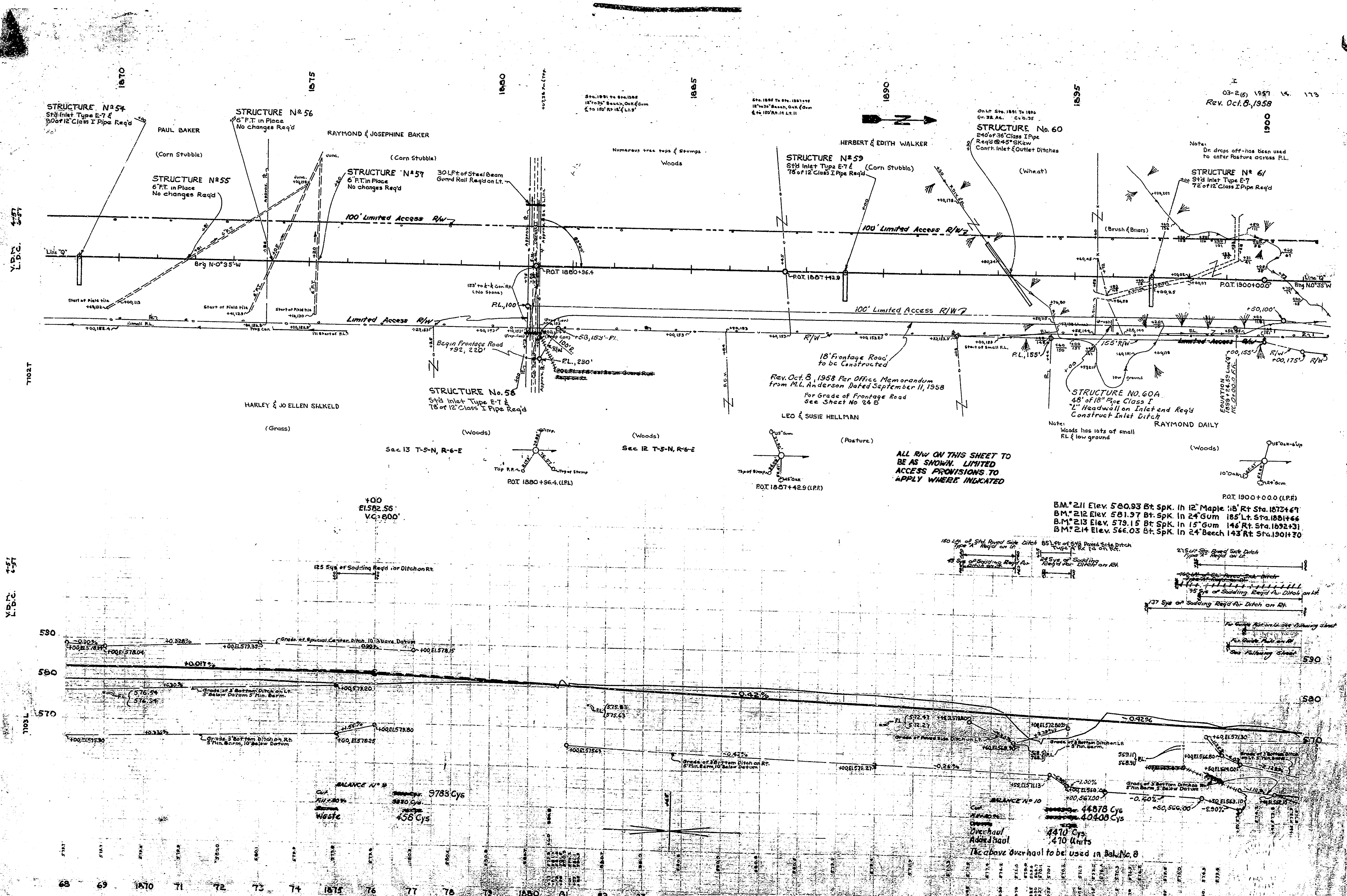
B.M. #208 EL. 510.59 Bt. Spl. in 12" Gum 139' Rt. Sta. 1840+57
B.M. #209 EL. 500.02 Bt. Spl. in 12" Hick 229' Lt. Sta. 1853+69
B.M. #210 EL. 574.75 Bt. Spl. in 12" Oak 148' Lt. Sta. 1861+00



Balance No. 4
Cut 174.09 Cys
Borrow 447.0 Cys
The above borrow to be obtained from Bal. No. 10

03-2(5) 1957 14 173
Rev. Oct. 8, 1958

1900



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

Notes:
On drop off - has been used to enter Pasture across RL.

Notes:
Woods has lots of small RL & low ground

Notes:
150' Left of Sid Road Side Ditch Type "A" 3' High on Rt.
85' Left of Sid Road Side Ditch Type "B" 3' High on Rt.
275' Left of Sid Road Side Ditch Type "C" 3' High on Rt.
15' Side of Sodding Reg'd for Ditch on Rt.
25' Side of Sodding Reg'd for Ditch on Rt.
37' Side of Sodding Reg'd for Ditch on Rt.

For Guide Rail on the Following Street
For Guide Rail on the Following Street
See Following Street

BALANCE No. 9
Cut 9783 Cys
Fill 8890 Cys
Waste 458 Cys

BALANCE No. 10
Cut 4478 Cys
Fill 4040 Cys
Waste 4470 Cys
The above overhaul to be used in Bal. No. 8

Rev. Oct. 8, 1958 Per Office Memorandum from M.L. Anderson Dated September 11, 1958 For Grade of Frontage Road See Sheet No. 24 B

Sec 13 T-5-N, R-6-E

Sec 12 T-5-N, R-6-E

ROT 1900+00.0 (L.P.R.)

ROT 1857+42.9 (L.P.R.)

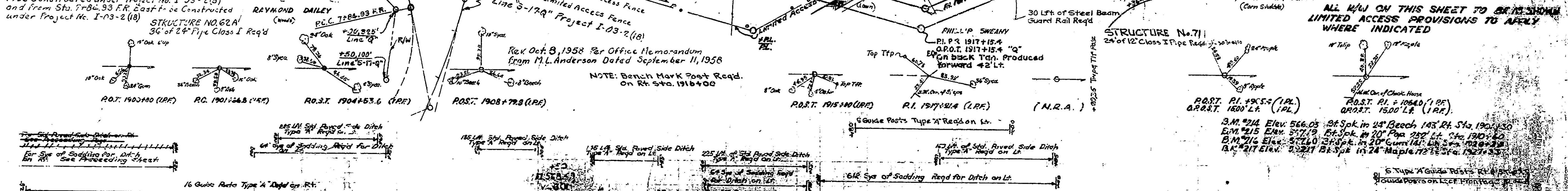
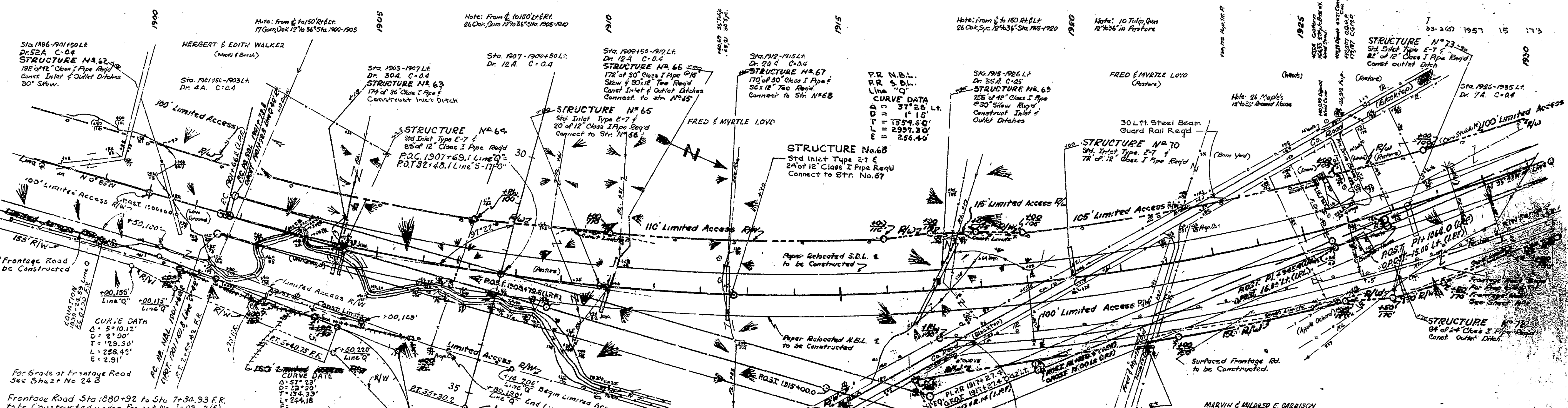
ROT 1880+96.4 (L.P.R.)

400
E1582.55
V.C. 600'

B.M. 211 Elev. 580.93 Bt Spk. in 12" Maple 18' Rt. Sta. 1873+67
B.M. 212 Elev. 581.97 Bt Spk. in 24" Gum 185' Lt. Sta. 1881+66
B.M. 213 Elev. 579.15 Bt Spk. in 15" Gum 146' Rt. Sta. 1892+31
B.M. 214 Elev. 576.03 Bt Spk. in 24" Beech 143' Rt. Sta. 1901+70

68 69 1870 71 72 73 74 1875 76 77 78 79 1880 81 82 83 84 1885 86 87 88 89 1890 91 92 93 94 95 1895 96 97 98 99 100

Rev Oct 8, 1958



Station	Elevation	Notes
1900	52.10	Sta. 1900-1901 R.O.T.
1901	52.10	Sta. 1901-1902 R.O.T.
1902	52.10	Sta. 1902-1903 R.O.T.
1903	52.10	Sta. 1903-1904 R.O.T.
1904	52.10	Sta. 1904-1905 R.O.T.
1905	52.10	Sta. 1905-1906 R.O.T.
1906	52.10	Sta. 1906-1907 R.O.T.
1907	52.10	Sta. 1907-1908 R.O.T.
1908	52.10	Sta. 1908-1909 R.O.T.
1909	52.10	Sta. 1909-1910 R.O.T.
1910	52.10	Sta. 1910-1911 R.O.T.
1911	52.10	Sta. 1911-1912 R.O.T.
1912	52.10	Sta. 1912-1913 R.O.T.
1913	52.10	Sta. 1913-1914 R.O.T.
1914	52.10	Sta. 1914-1915 R.O.T.
1915	52.10	Sta. 1915-1916 R.O.T.
1916	52.10	Sta. 1916-1917 R.O.T.
1917	52.10	Sta. 1917-1918 R.O.T.
1918	52.10	Sta. 1918-1919 R.O.T.
1919	52.10	Sta. 1919-1920 R.O.T.
1920	52.10	Sta. 1920-1921 R.O.T.
1921	52.10	Sta. 1921-1922 R.O.T.
1922	52.10	Sta. 1922-1923 R.O.T.
1923	52.10	Sta. 1923-1924 R.O.T.
1924	52.10	Sta. 1924-1925 R.O.T.
1925	52.10	Sta. 1925-1926 R.O.T.
1926	52.10	Sta. 1926-1927 R.O.T.
1927	52.10	Sta. 1927-1928 R.O.T.
1928	52.10	Sta. 1928-1929 R.O.T.
1929	52.10	Sta. 1929-1930 R.O.T.
1930	52.10	Sta. 1930-1931 R.O.T.
1931	52.10	Sta. 1931-1932 R.O.T.
1932	52.10	Sta. 1932-1933 R.O.T.
1933	52.10	Sta. 1933-1934 R.O.T.
1934	52.10	Sta. 1934-1935 R.O.T.
1935	52.10	Sta. 1935-1936 R.O.T.
1936	52.10	Sta. 1936-1937 R.O.T.
1937	52.10	Sta. 1937-1938 R.O.T.
1938	52.10	Sta. 1938-1939 R.O.T.
1939	52.10	Sta. 1939-1940 R.O.T.
1940	52.10	Sta. 1940-1941 R.O.T.
1941	52.10	Sta. 1941-1942 R.O.T.
1942	52.10	Sta. 1942-1943 R.O.T.
1943	52.10	Sta. 1943-1944 R.O.T.
1944	52.10	Sta. 1944-1945 R.O.T.
1945	52.10	Sta. 1945-1946 R.O.T.
1946	52.10	Sta. 1946-1947 R.O.T.
1947	52.10	Sta. 1947-1948 R.O.T.
1948	52.10	Sta. 1948-1949 R.O.T.
1949	52.10	Sta. 1949-1950 R.O.T.
1950	52.10	Sta. 1950-1951 R.O.T.
1951	52.10	Sta. 1951-1952 R.O.T.
1952	52.10	Sta. 1952-1953 R.O.T.
1953	52.10	Sta. 1953-1954 R.O.T.
1954	52.10	Sta. 1954-1955 R.O.T.
1955	52.10	Sta. 1955-1956 R.O.T.
1956	52.10	Sta. 1956-1957 R.O.T.
1957	52.10	Sta. 1957-1958 R.O.T.
1958	52.10	Sta. 1958-1959 R.O.T.
1959	52.10	Sta. 1959-1960 R.O.T.
1960	52.10	Sta. 1960-1961 R.O.T.
1961	52.10	Sta. 1961-1962 R.O.T.
1962	52.10	Sta. 1962-1963 R.O.T.
1963	52.10	Sta. 1963-1964 R.O.T.
1964	52.10	Sta. 1964-1965 R.O.T.
1965	52.10	Sta. 1965-1966 R.O.T.
1966	52.10	Sta. 1966-1967 R.O.T.
1967	52.10	Sta. 1967-1968 R.O.T.
1968	52.10	Sta. 1968-1969 R.O.T.
1969	52.10	Sta. 1969-1970 R.O.T.
1970	52.10	Sta. 1970-1971 R.O.T.
1971	52.10	Sta. 1971-1972 R.O.T.
1972	52.10	Sta. 1972-1973 R.O.T.
1973	52.10	Sta. 1973-1974 R.O.T.
1974	52.10	Sta. 1974-1975 R.O.T.
1975	52.10	Sta. 1975-1976 R.O.T.
1976	52.10	Sta. 1976-1977 R.O.T.
1977	52.10	Sta. 1977-1978 R.O.T.
1978	52.10	Sta. 1978-1979 R.O.T.
1979	52.10	Sta. 1979-1980 R.O.T.
1980	52.10	Sta. 1980-1981 R.O.T.
1981	52.10	Sta. 1981-1982 R.O.T.
1982	52.10	Sta. 1982-1983 R.O.T.
1983	52.10	Sta. 1983-1984 R.O.T.
1984	52.10	Sta. 1984-1985 R.O.T.
1985	52.10	Sta. 1985-1986 R.O.T.
1986	52.10	Sta. 1986-1987 R.O.T.
1987	52.10	Sta. 1987-1988 R.O.T.
1988	52.10	Sta. 1988-1989 R.O.T.
1989	52.10	Sta. 1989-1990 R.O.T.
1990	52.10	Sta. 1990-1991 R.O.T.
1991	52.10	Sta. 1991-1992 R.O.T.
1992	52.10	Sta. 1992-1993 R.O.T.
1993	52.10	Sta. 1993-1994 R.O.T.
1994	52.10	Sta. 1994-1995 R.O.T.
1995	52.10	Sta. 1995-1996 R.O.T.
1996	52.10	Sta. 1996-1997 R.O.T.
1997	52.10	Sta. 1997-1998 R.O.T.
1998	52.10	Sta. 1998-1999 R.O.T.
1999	52.10	Sta. 1999-2000 R.O.T.

ALL MAN ON THIS SHEET TO BE SHOWN LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED

V.D.M. 3/27 2/57

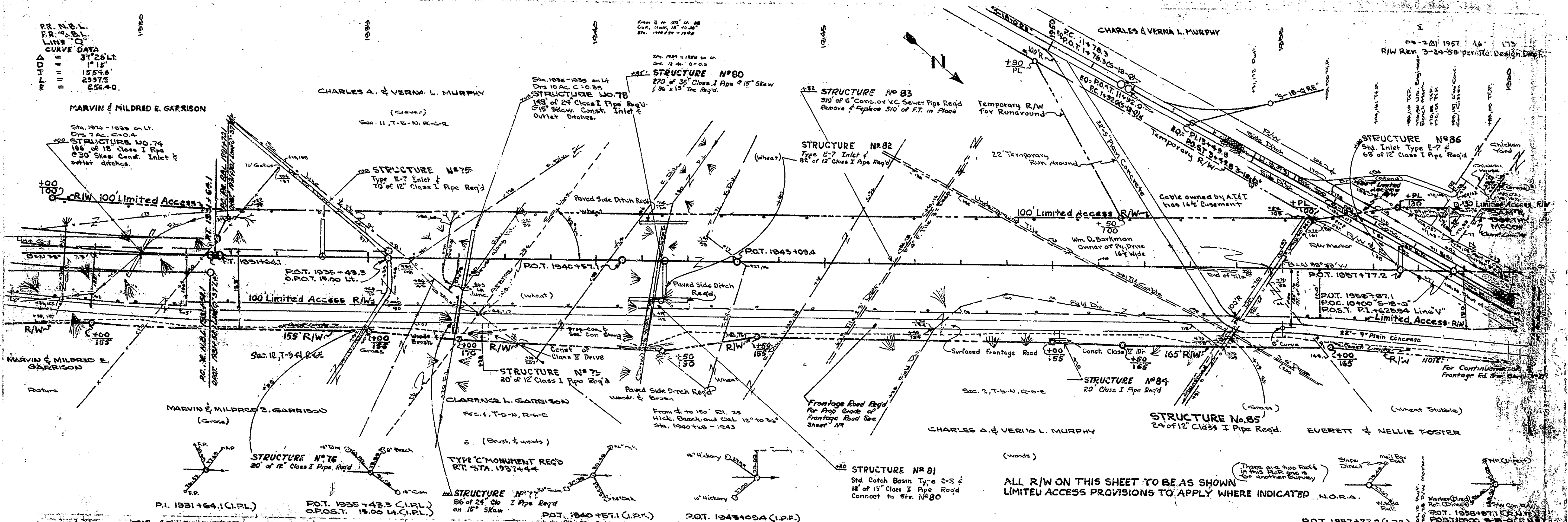
7792 T

7792 T

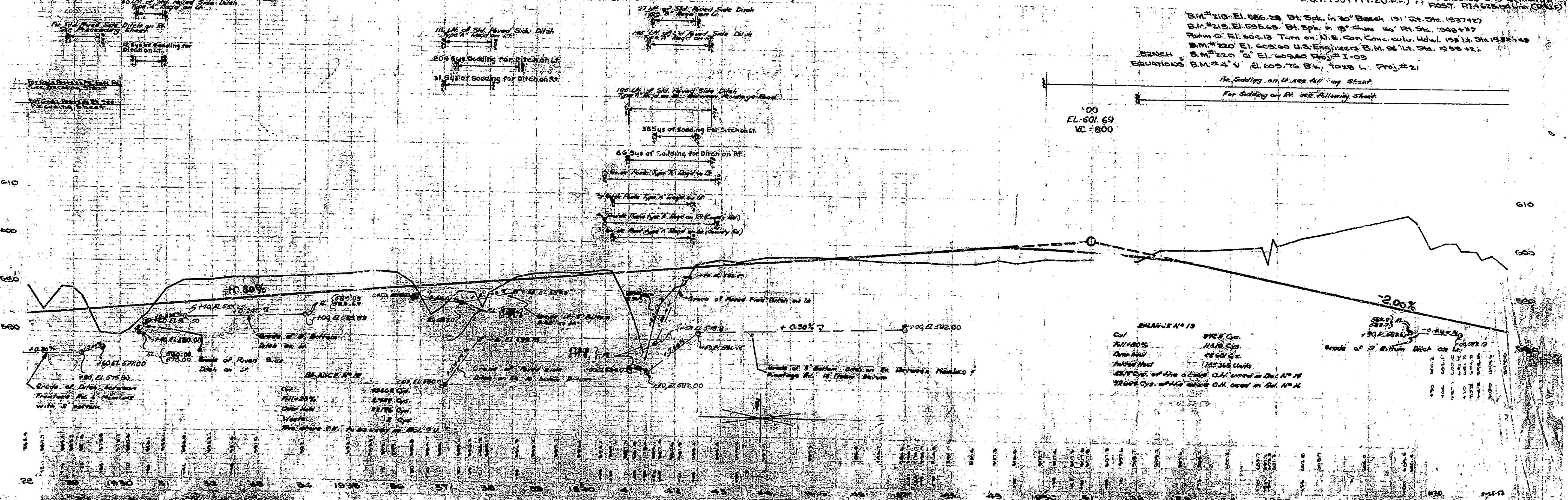
7792 T

RR. N.B.L.
FR. S.B.L.
LINES
CURVE DATA
37' 28" Lt.
115'
155+6
2937.5
256+0

2-20-1967 16 173
R/W Rev. 3-24-58 per R.D. Design Dept.



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



BRANCH #13
Cut
Full 1800
Over 1800
Over 1800
155348 Units
25' Pipe of the 6" Class C.A. used in Det. No. 14
25' Pipe of the 6" Class C.A. used in Det. No. 14

STATION	INVERT ELEVATION	STRUCTURE ELEVATION	PIPE SIZE	PIPE MATERIAL	PIPE SLOPE	REMARKS
1930.00	580.00	580.00	12"	Class I	0.80%	Structure No. 75
1935.00	575.00	575.00	12"	Class I	0.80%	Structure No. 76
1940.00	570.00	570.00	12"	Class I	0.80%	Structure No. 77
1945.00	565.00	565.00	12"	Class I	0.80%	Structure No. 78
1950.00	560.00	560.00	12"	Class I	0.80%	Structure No. 80
1955.00	555.00	555.00	12"	Class I	0.80%	Structure No. 81
1960.00	550.00	550.00	12"	Class I	0.80%	Structure No. 82
1965.00	545.00	545.00	12"	Class I	0.80%	Structure No. 83
1970.00	540.00	540.00	12"	Class I	0.80%	Structure No. 84
1975.00	535.00	535.00	12"	Class I	0.80%	Structure No. 85
1980.00	530.00	530.00	12"	Class I	0.80%	Structure No. 86

STRUCTURE No. 6
Being constructed under
FI Proj. 21 (21)
Bridge Contract No. 2936

APPROACH QUANTITIES FOR STR. NO. 6
12' to 36' sum (5) c. Syc.
150' Lt. & Rt. E.

STRUCTURE No. 93
Std Inlet Type E-7
76' of 12" Class I Pipe Req'd

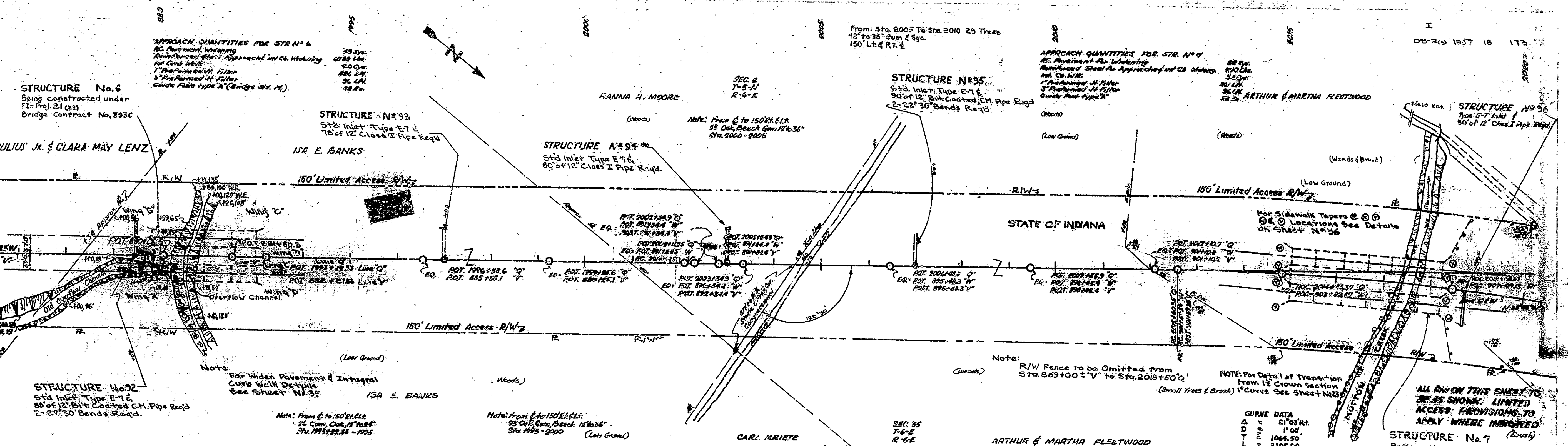
STRUCTURE No. 94
Std Inlet Type E-7
80' of 12" Class I Pipe Req'd

STRUCTURE No. 95
Std Inlet Type E-7
90' of 12" Class I Pipe Req'd

STRUCTURE No. 96
Type E-7 Inlet
90' of 12" Class I Pipe Req'd

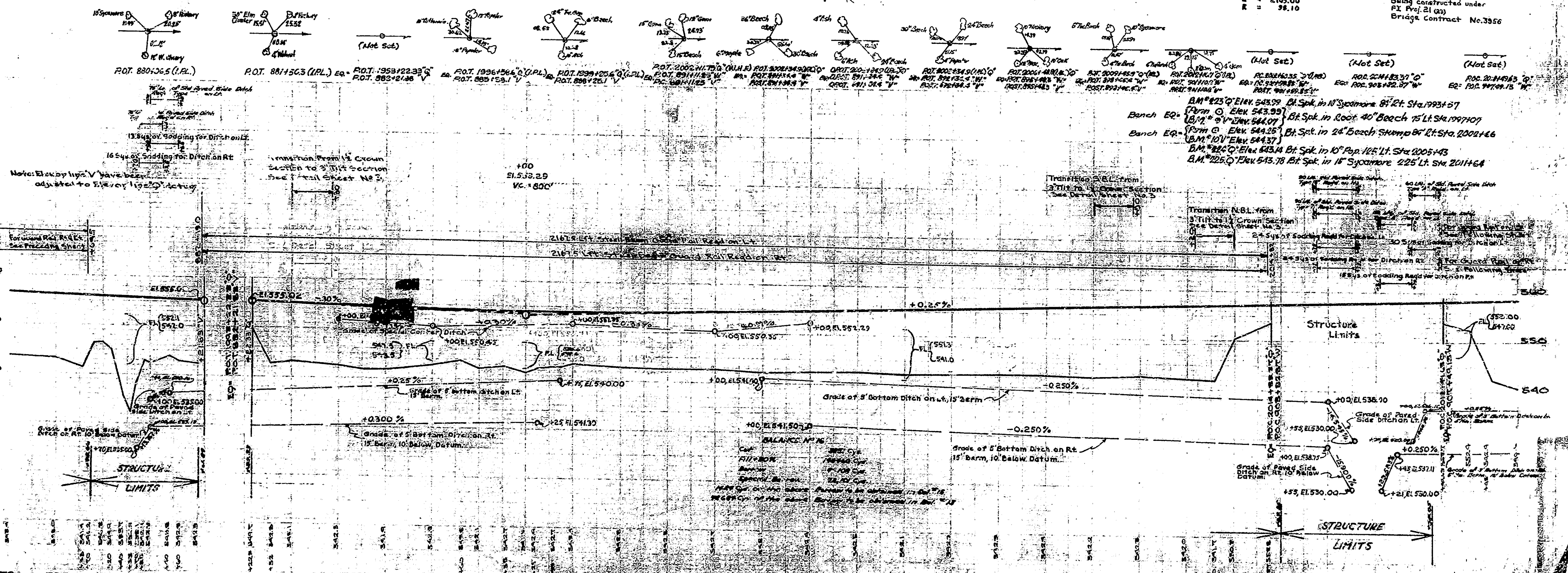
STRUCTURE No. 92
Std Inlet Type E-7
74' of 12" Class I Pipe Req'd

STRUCTURE No. 7
Being constructed under
FI Proj. 21 (23)
Bridge Contract No. 3956



CURVE DATA

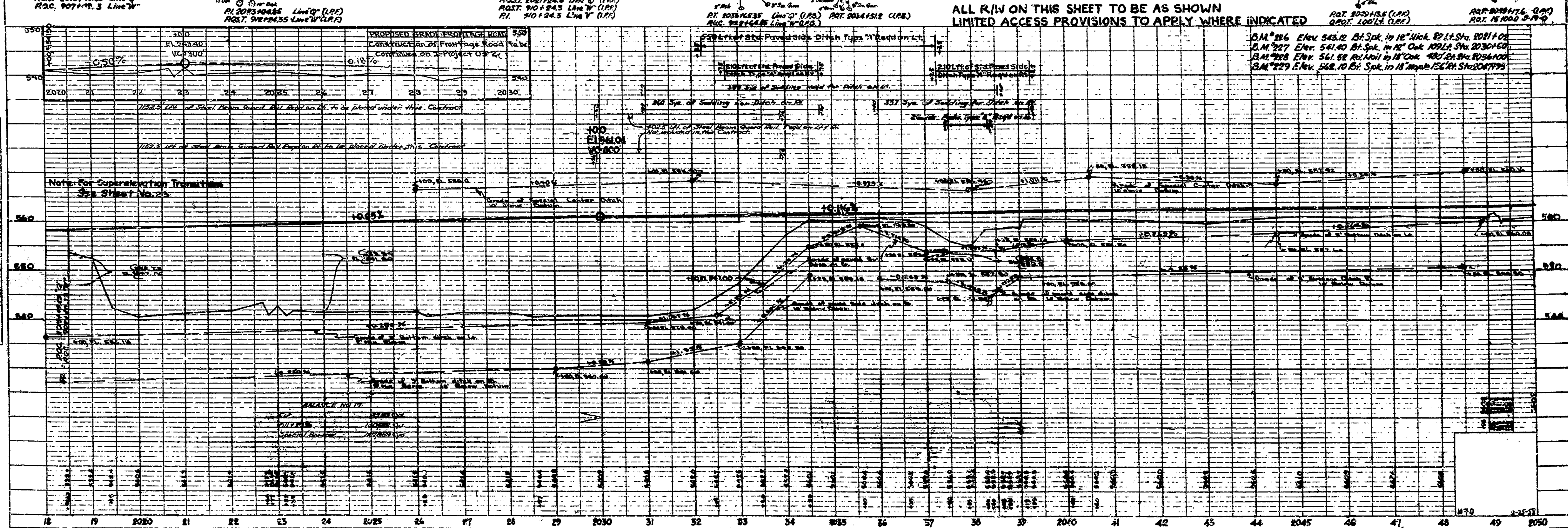
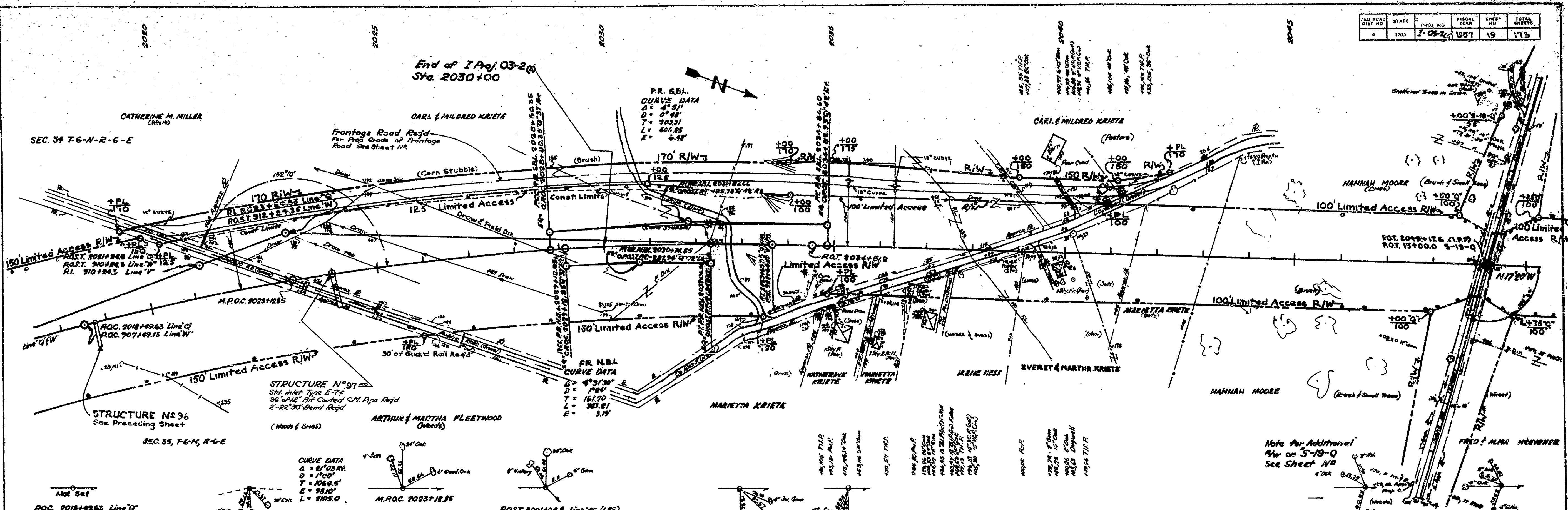
Δ	21° 03' 30"
D	1044.50'
T	2105.00'
R	38.10'



STRUCTURE LIMITS

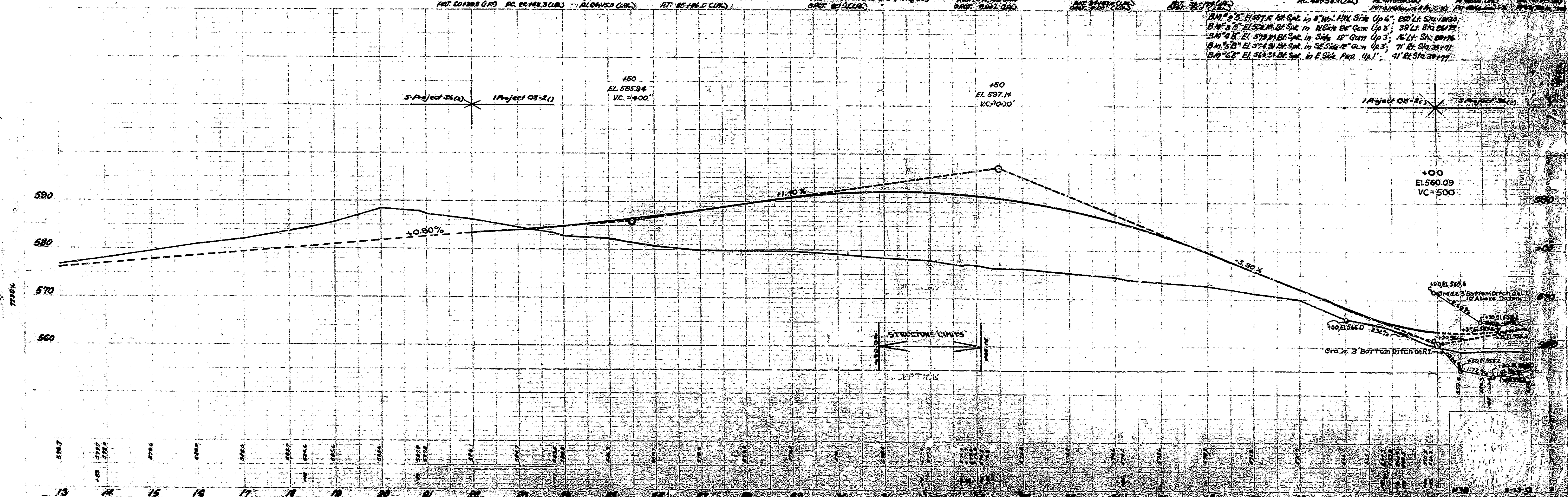
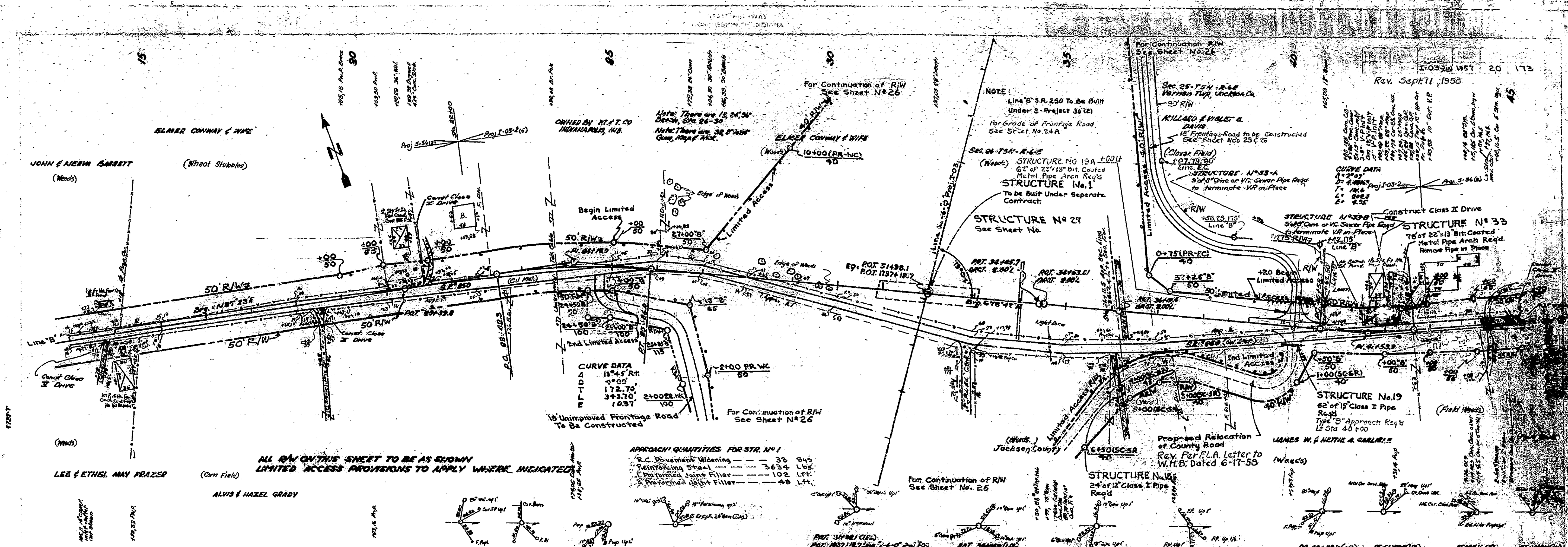
Station	Elevation
81	535.00
82	535.00
83	535.00
84	535.00
85	535.00
86	535.00
87	535.00
88	535.00
89	535.00
90	535.00
91	535.00
92	535.00
93	535.00
94	535.00
95	535.00
96	535.00
97	535.00
98	535.00
99	535.00
100	535.00
101	535.00
102	535.00
103	535.00
104	535.00
105	535.00
106	535.00
107	535.00
108	535.00
109	535.00
110	535.00
111	535.00
112	535.00
113	535.00
114	535.00
115	535.00
116	535.00
117	535.00
118	535.00
119	535.00
120	535.00

NO. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	7-05-23	1957	19	173



PLAN
NOTE BOOK
No. 72864

PROFILE
NOTE BOOK
No. 72864



Rev. Sept 11, 1958

NOTE:
Line 'B' S.A. 250 To Be Built Under S. Project 3672
For Grade of Frontage Road See Sheet No. 24 A

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

Proposed Relocation of County Road
Rev. Per F.L.A. Letter to W.M.B. Dated 6-17-58

NOTE
Line 5-18-Q Rev. 15 To Be Constructed
Under Project 03-2 (17)

STRUCTURE No. 3
To Be Placed Under
Project 03-2 (17)

STRUCTURE No. 4
To Be Placed Under
Project 03-2 (17)

03-2 (17) 21 175
DRIVE REVISED 4-3-58

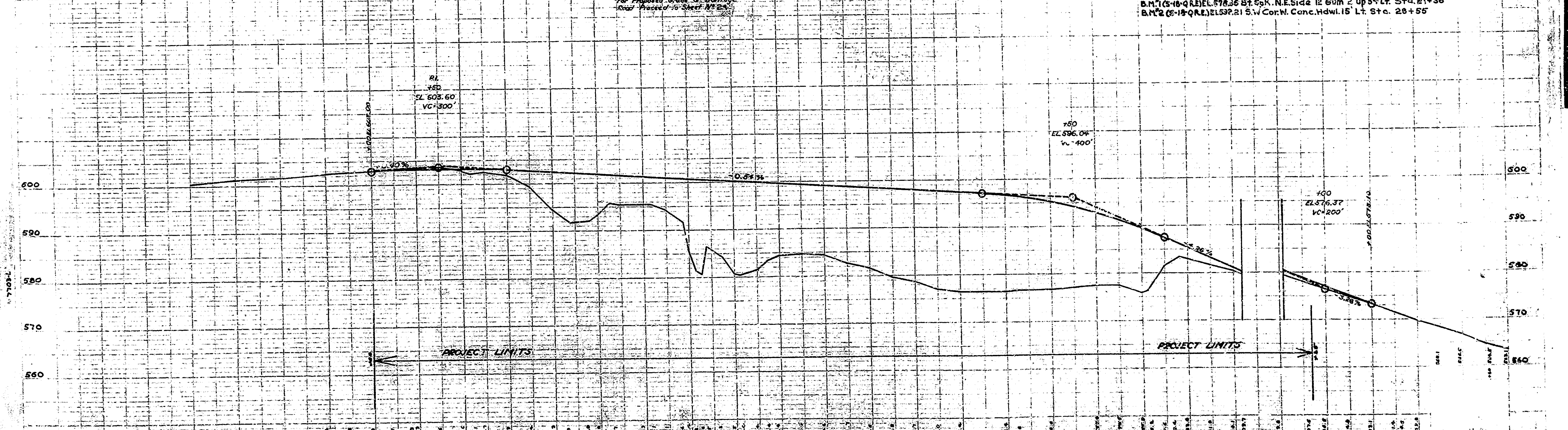
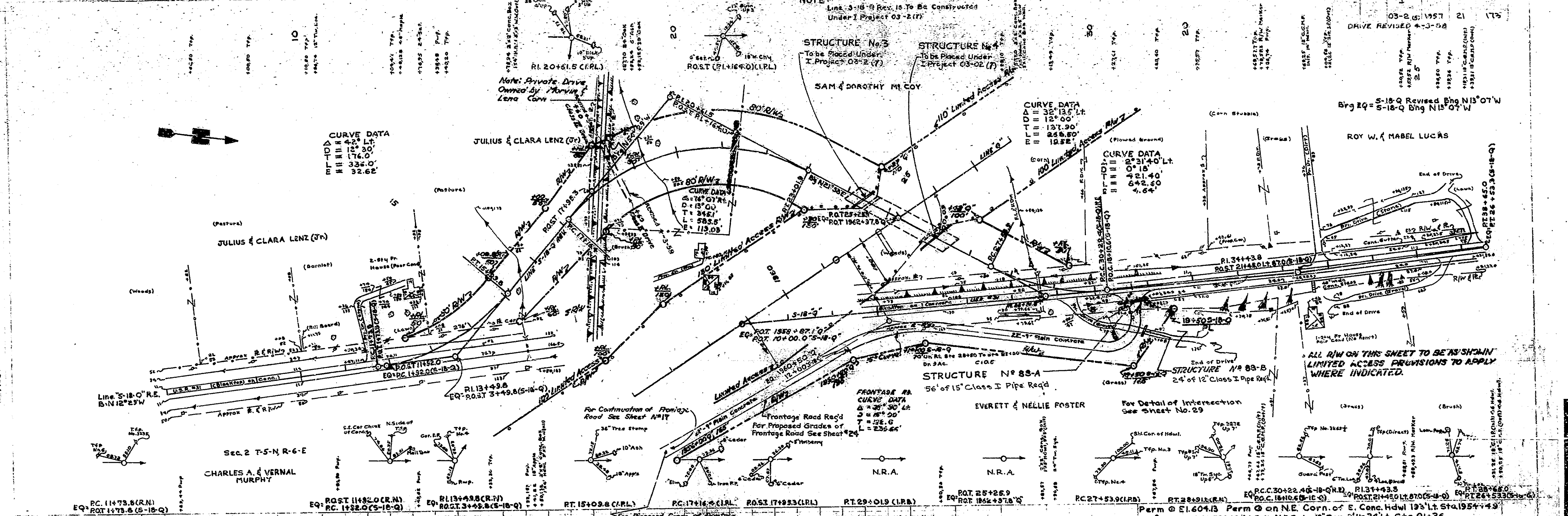
Brg 20 S-18-Q Revised Brg N13°07'W
S-18-Q Brg N13°07'W

CURVE DATA
PT=111.42
PI=118.30
MI=134.86
T=32.88
L=32.62

CURVE DATA
Δ=32°13.5' Lt.
D=12°00'
L=137.90'
T=26.60'
R=18.52'

CURVE DATA
PT=111.42
PI=118.30
MI=134.86
T=32.88
L=32.62

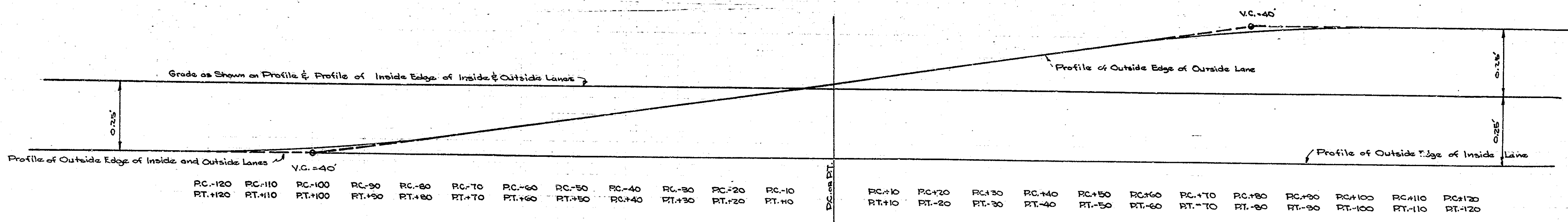
ALL R/W ON THIS SHEET TO BE SHOWN
LIMITED ACCESS PROVISIONS TO APPLY
WHERE INDICATED.



J.R.D.
3-27

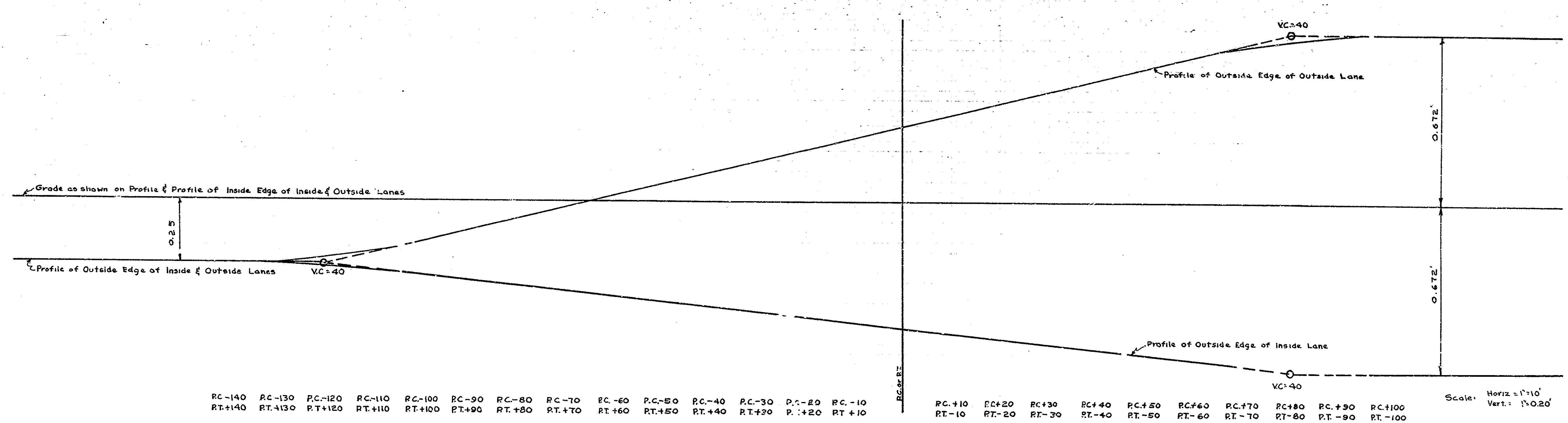
J.R.D.
3-27

J.R.D.
3-27

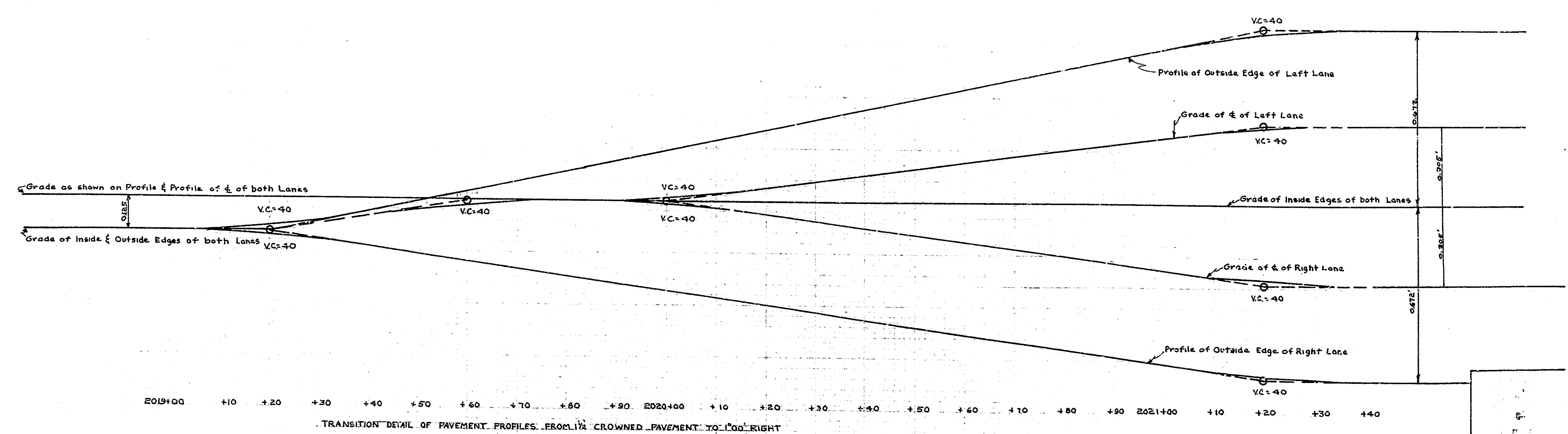


TRANSITION DETAIL FOR REVERSING TILT IN OUTSIDE LANE ON

Scale = Horiz. 1"=10'
Vert. 1"=20'



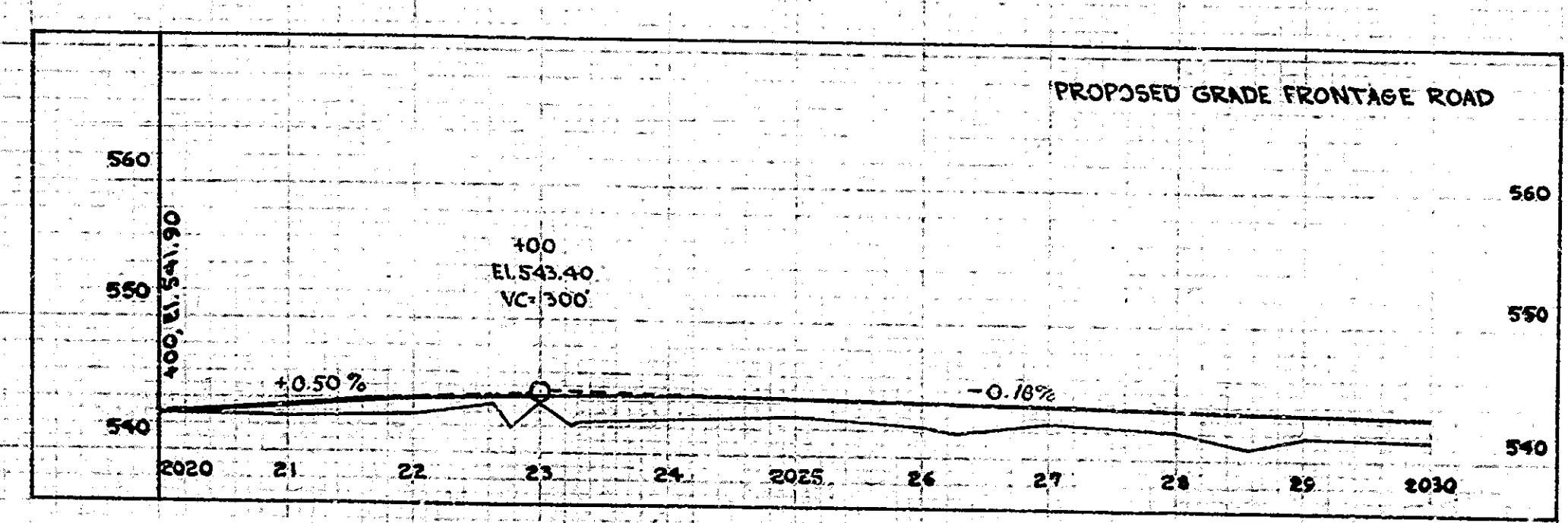
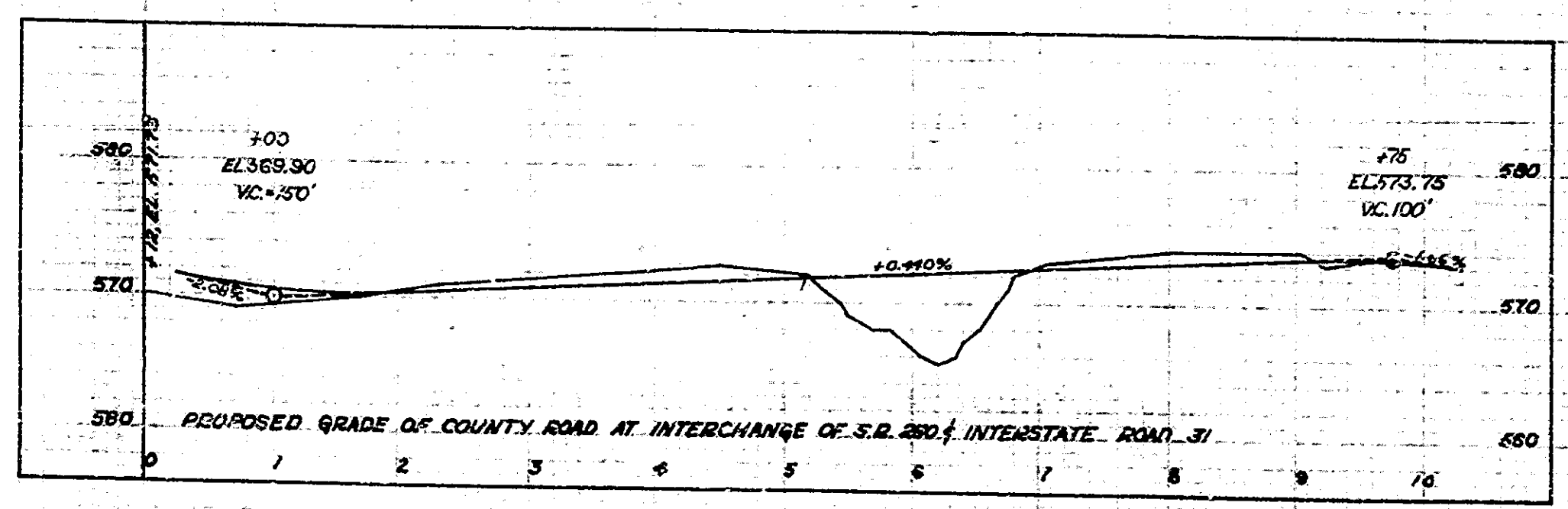
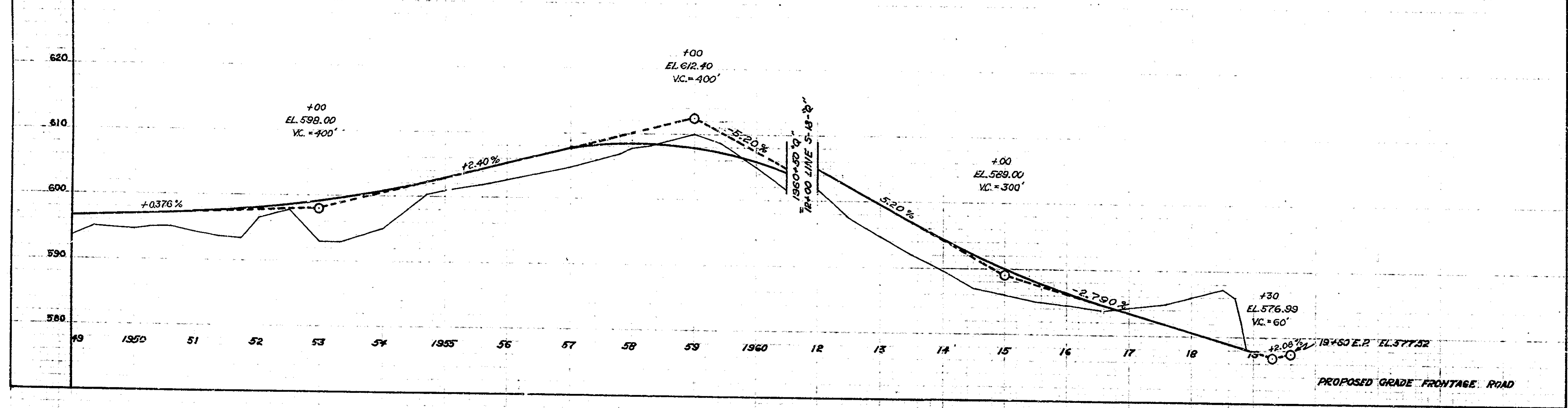
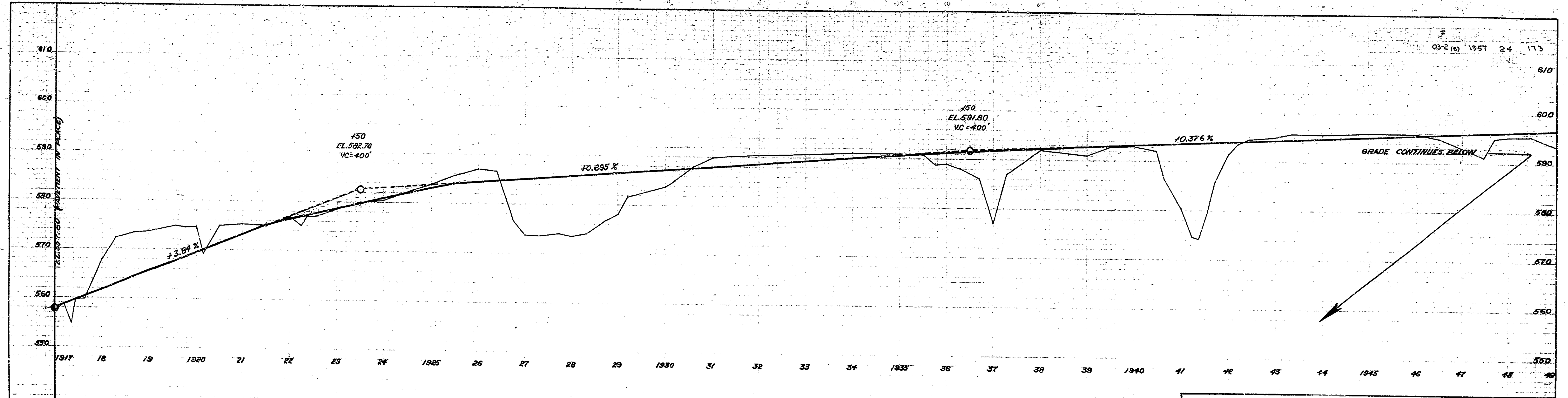
SUPERELEVATION TRANSITION FOR CURVES 1°00' TO 1°29.9' INCL.



TRANSITION DETAIL OF PAVEMENT PROFILES FROM 1/2 CROWNED PAVEMENT TO 100% RIGHT

INDIANA
STATE HIGHWAY DEPARTMENT
CROSS SECTIONS

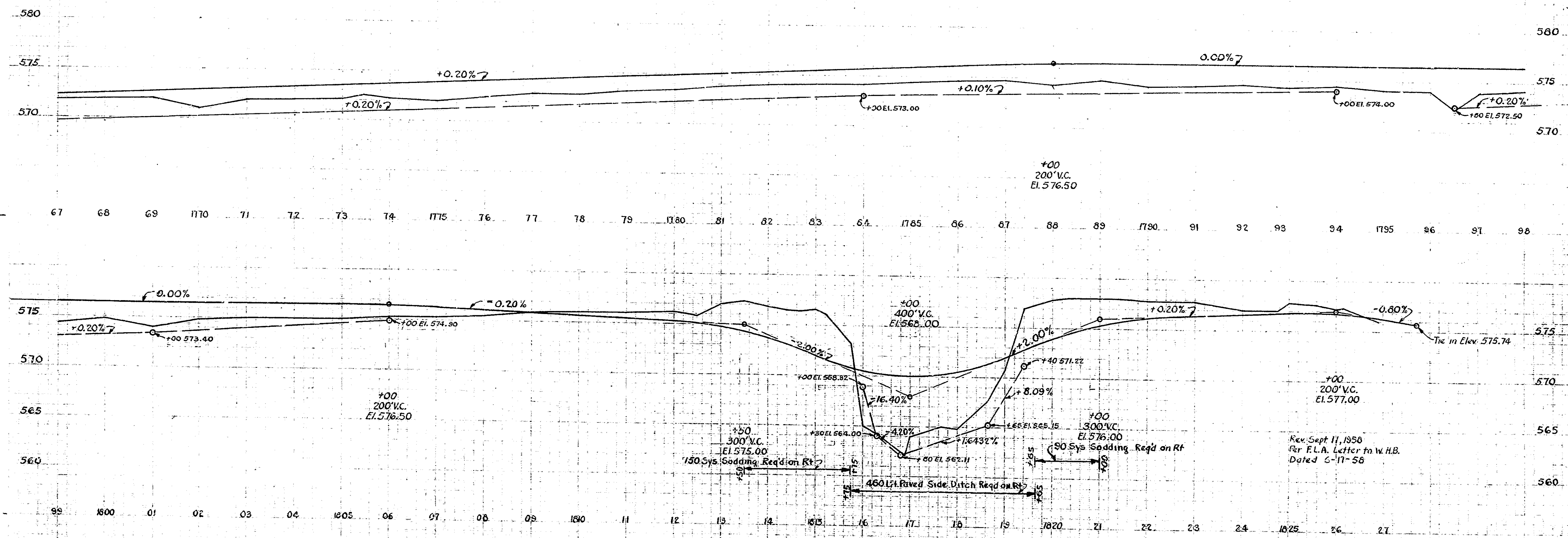
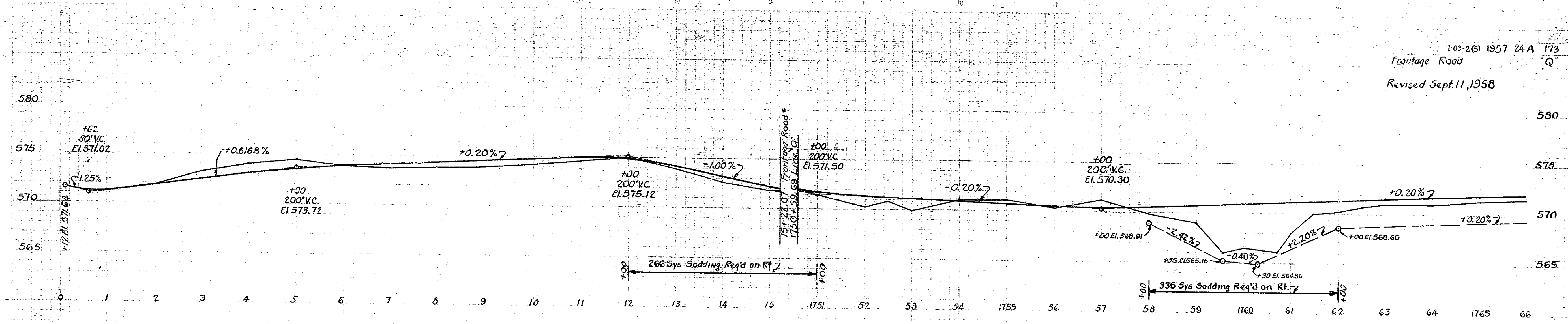
03-2 (S) 1957 24 173



FRONTAGE ROAD GRADES

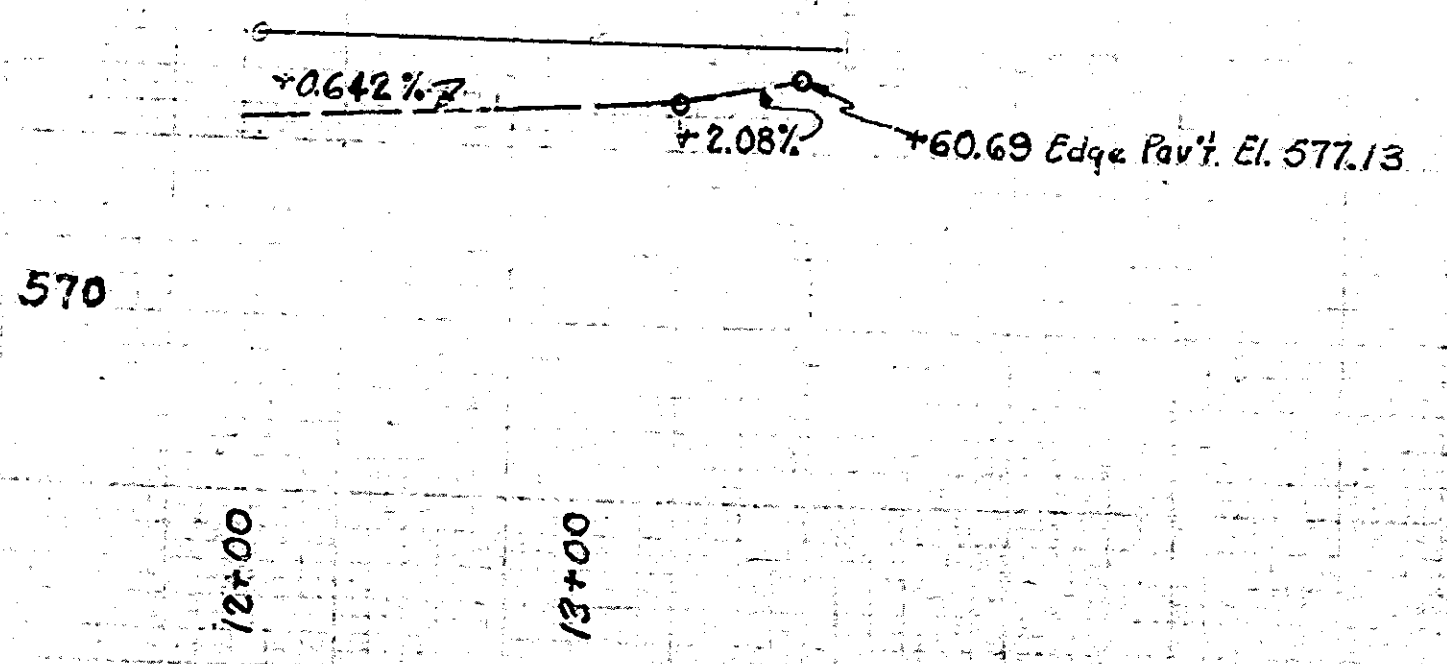
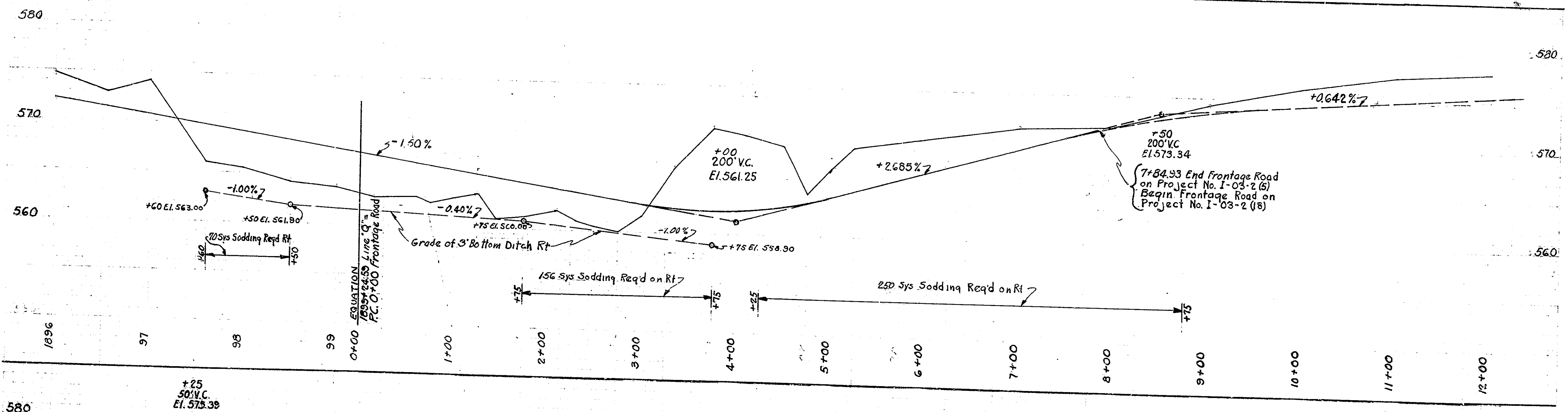
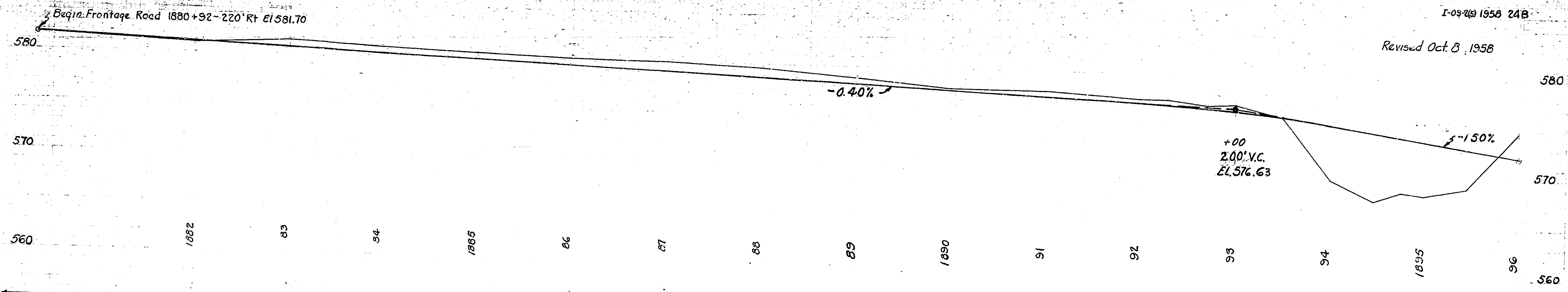
INDIANA
STATE HIGHWAY DEPARTMENT
CROSS SECTIONS

1-03-261 1957 24 A 173
Frontage Road
Revised Sept. 11, 1958



Rev. Sept 11, 1958
Per F.L.A. Letter to W.H.B.
Dated 6-17-58

**GRADE PROPOSED FRONTAGE ROAD
S.R. 250 NORTH TO BARNES ROAD**

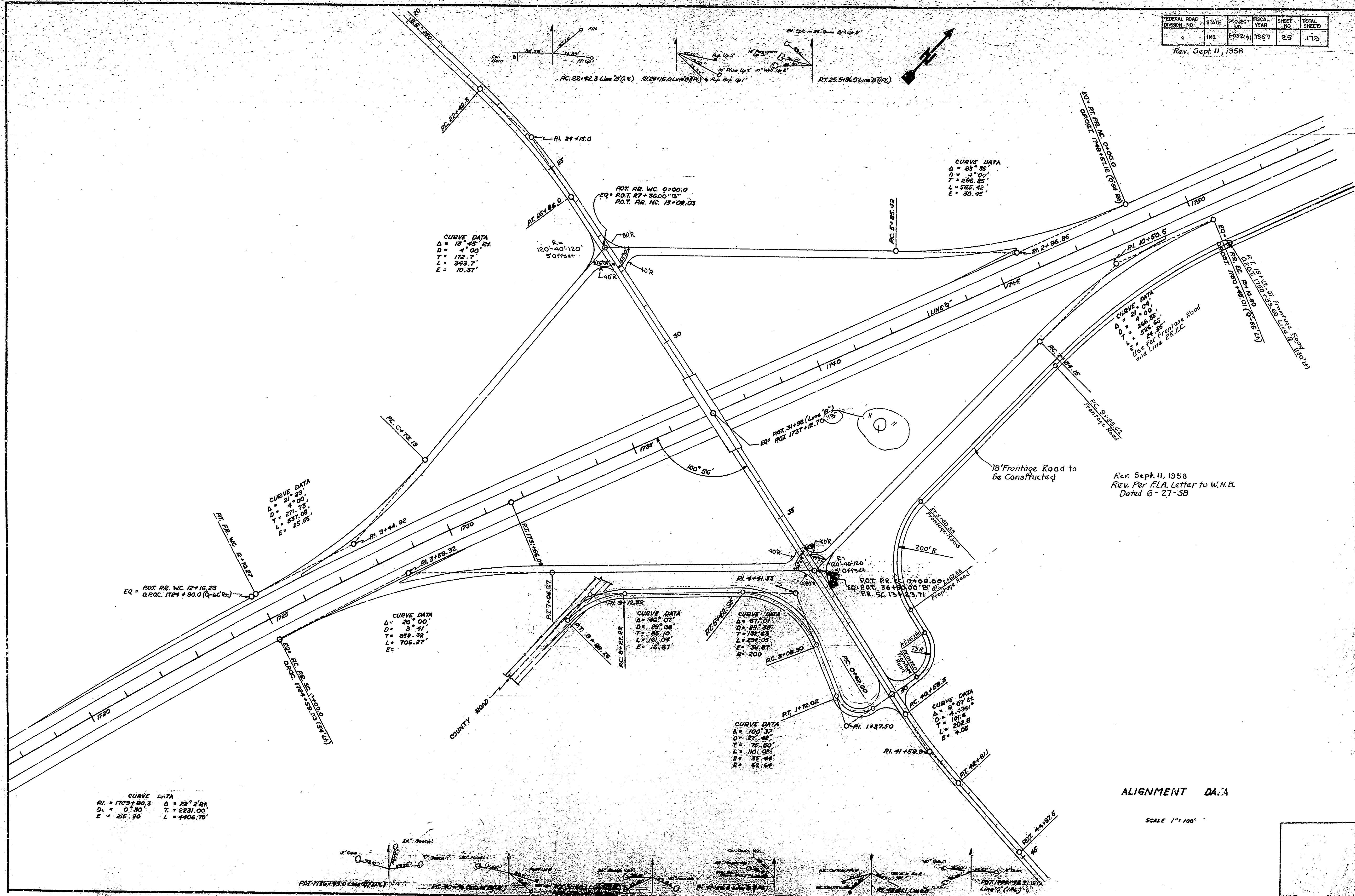


Revised Oct 8, 1958 For Office Memorandum
From M.L. Anderson Dated September 11, 1958

Grade of Proposed Frontage Road
Right Sta 1880+92 North to Comiskey
Pike Road.

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	50246	1957	25	175

Rev. Sept. 11, 1958



CURVE DATA
 $\Delta = 13^{\circ} 45' 56''$
 $D = 4^{\circ} 00'$
 $T = 172.7'$
 $L = 343.7'$
 $E = 10.37'$

CURVE DATA
 $\Delta = 23^{\circ} 35'$
 $D = 3^{\circ} 00'$
 $T = 296.85'$
 $L = 525.42'$
 $E = 30.75'$

CURVE DATA
 $\Delta = 4^{\circ} 00'$
 $D = 288.85'$
 $T = 524.65'$
 $L = 949.30'$
 Use For Frontage Road and Line 2 & 3

CURVE DATA
 $\Delta = 25^{\circ} 25'$
 $D = 4^{\circ} 00'$
 $T = 271.73'$
 $L = 537.08'$
 $E = 25.56'$

CURVE DATA
 $\Delta = 26^{\circ} 00'$
 $D = 3^{\circ} 41'$
 $T = 358.32'$
 $L = 706.27'$
 $E = 16.87'$

CURVE DATA
 $\Delta = 94^{\circ} 07'$
 $D = 28^{\circ} 38'$
 $T = 85.10'$
 $L = 161.04'$
 $E = 16.87'$

CURVE DATA
 $\Delta = 67^{\circ} 03'$
 $D = 28^{\circ} 38'$
 $T = 132.63'$
 $L = 239.03'$
 $E = 39.87'$
 $R = 200'$

CURVE DATA
 $\Delta = 101^{\circ} 33'$
 $D = 27^{\circ} 46'$
 $T = 75.50'$
 $L = 110.05'$
 $E = 35.44'$
 $R = 62.67'$

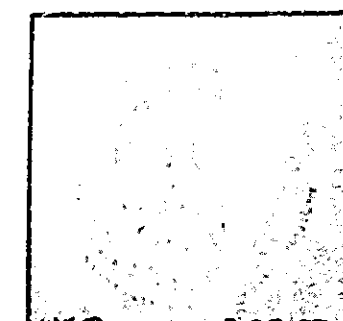
CURVE DATA
 $\Delta = 9^{\circ} 07' 42''$
 $D = 4^{\circ} 36' 17''$
 $T = 101.6'$
 $L = 202.8'$
 $E = 2.08'$

CURVE DATA
 $R_i = 1709 + 80.3$
 $D = 0^{\circ} 30'$
 $E = 215.20'$
 $\Delta = 22^{\circ} 2' 21''$
 $T = 2231.00'$
 $L = 4406.70'$

ALIGNMENT DATA

SCALE 1" = 100'

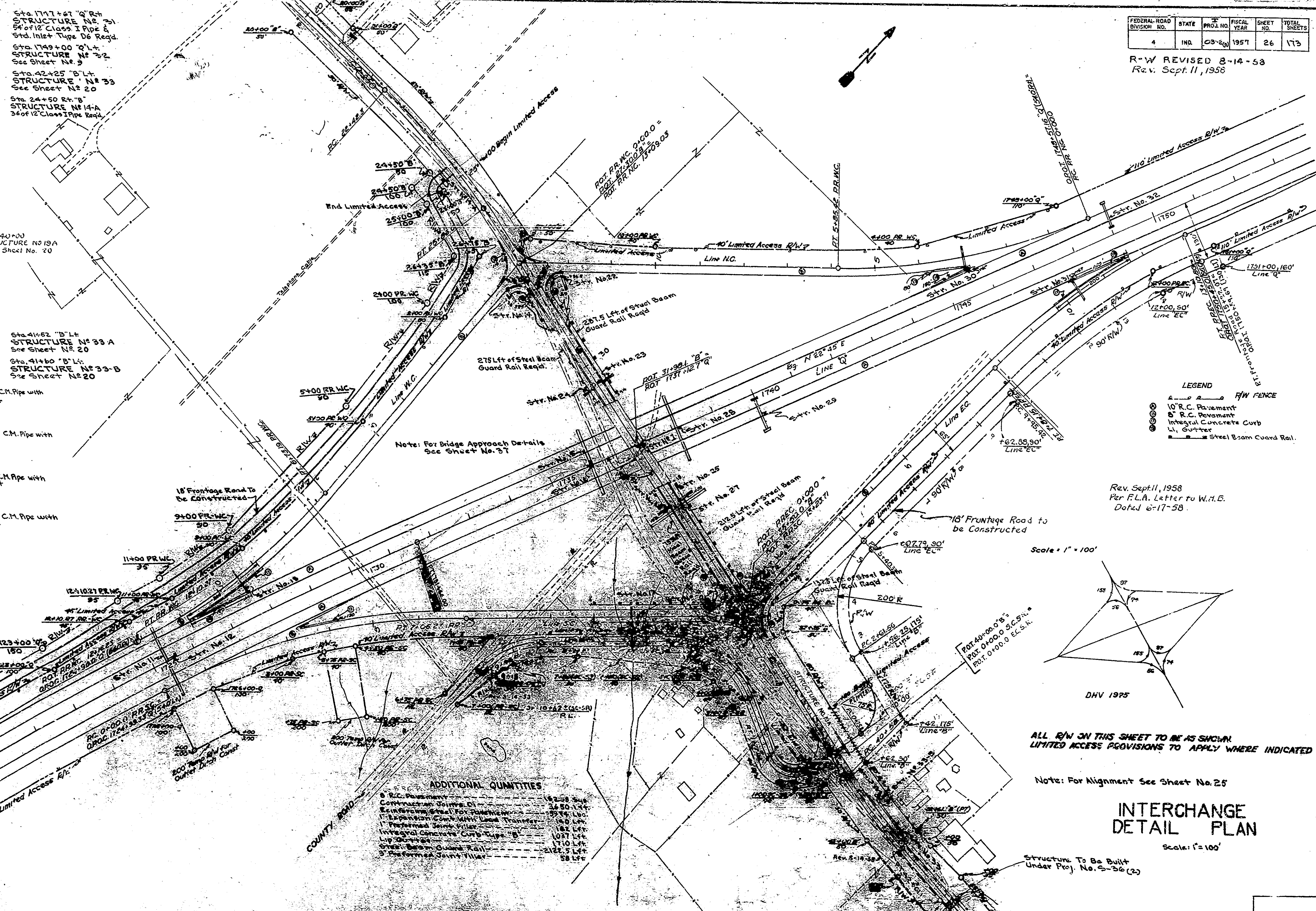
Rev. Sept. 11, 1958
 Rev. Per F.L.A. Letter to W.H.B.
 Dated 6-27-58



FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	CS-200	1957	26	173

R-W REVISED 8-14-58
Rev. Sept. 11, 1958

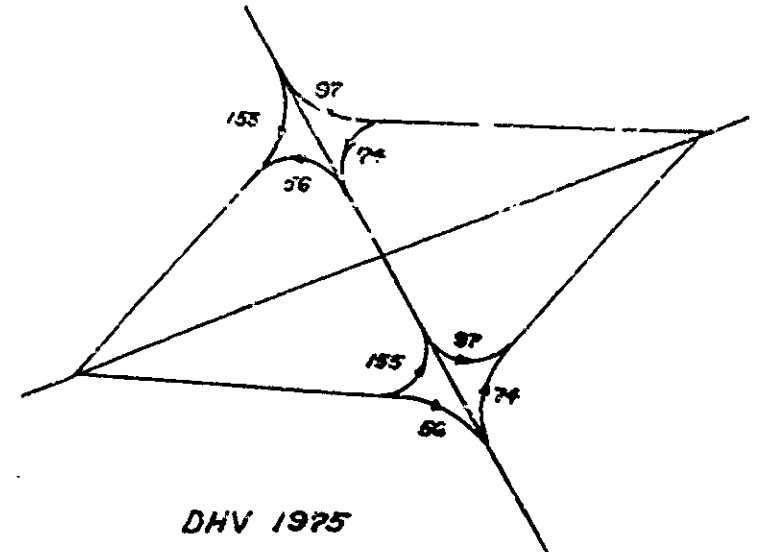
- Sta. 1725+31 "Q" STRUCTURE No. 11 See Sheet No. 9
- Sta. 1725+31 "Q" STRUCTURE No. 12 See Sheet No. 9
- Sta. 1727+85 "D" Lt. STRUCTURE No. 13 54" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 1722 "WC" Lt. STRUCTURE No. 14 20" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 1736+00 "D" STRUCTURE No. 15 See Sheet No. 9
- Sta. 1736+00 "Q" STRUCTURE No. 16 See Sheet No. 9
- Sta. 10+16 "5C" STRUCTURE No. 17 136" of 36" Class I Pipe Reqd.
- Sta. 5+00 "5C5R" STRUCTURE No. 18 See Sheet No. 20
- Sta. 0+55 STRUCTURE No. 19 See Sheet No. 20
- Sta. 12+22 "5C" Lt. STRUCTURE No. 20 20" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 0+68 "5C" Lt. STRUCTURE No. 21 20" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 12+16 "5C" Lt. STRUCTURE No. 22 20" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 30+50 "5C" Lt. STRUCTURE No. 23 44" of 12" Bituminous Coated C.M. Pipe with 2-22" 30' Bends & Std. Inlet Type D-6 Reqd.
- Sta. 30+50 "5C" Rt. STRUCTURE No. 24 56" of 12" Bituminous Coated C.M. Pipe with 2-22" 30' Bends & Std. Inlet Type D-6 Reqd.
- Sta. 33+50 "5C" Lt. STRUCTURE No. 25 56" of 12" Bituminous Coated C.M. Pipe with 2-22" 30' Bends & Std. Inlet Type D-6 Reqd.
- Sta. 33+50 "5C" Rt. STRUCTURE No. 26 42" of 12" Bituminous Coated C.M. Pipe with 2-22" 30' Bends & Std. Inlet Type D-6 Reqd.
- Sta. 34+00 "5C" Rt. STRUCTURE No. 27 See Sheet No. 9
- Sta. 1738+10 "Q" STRUCTURE No. 28 See Sheet No. 9
- Sta. 1740+00 "Q" STRUCTURE No. 29 See Sheet No. 9
- Sta. 1745+62 "Q" Lt. STRUCTURE No. 30 42" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 1717+61 "Q" Rt. STRUCTURE No. 31 54" of 12" Class I Pipe & Std. Inlet Type D-6 Reqd.
- Sta. 1749+00 "Q" Lt. STRUCTURE No. 32 See Sheet No. 9
- Sta. 42+25 "B" Lt. STRUCTURE No. 33 See Sheet No. 20
- Sta. 24+50 Rt. "B" STRUCTURE No. 14-A 36" of 12" Class I Pipe Reqd.
- Sta. 41+62 "B" Lt. STRUCTURE No. 33 A See Sheet No. 20
- Sta. 41+60 "B" Lt. STRUCTURE No. 33-B See Sheet No. 20



- LEGEND
- R/W FENCE
 - 10" R.C. Pavement
 - 5" R.C. Pavement
 - Integral Concrete Curb
 - Li Gutter
 - Steel Beam Guard Rail

Rev. Sept. 11, 1958
Per F.L.A. Letter to W.H.E.
Dated 6-17-58.

Scale: 1" = 100'



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

Note: For Alignment See Sheet No. 25

INTERCHANGE DETAIL PLAN

Scale: 1" = 100'

Structure To Be Built Under Proj. No. 5-56(2)

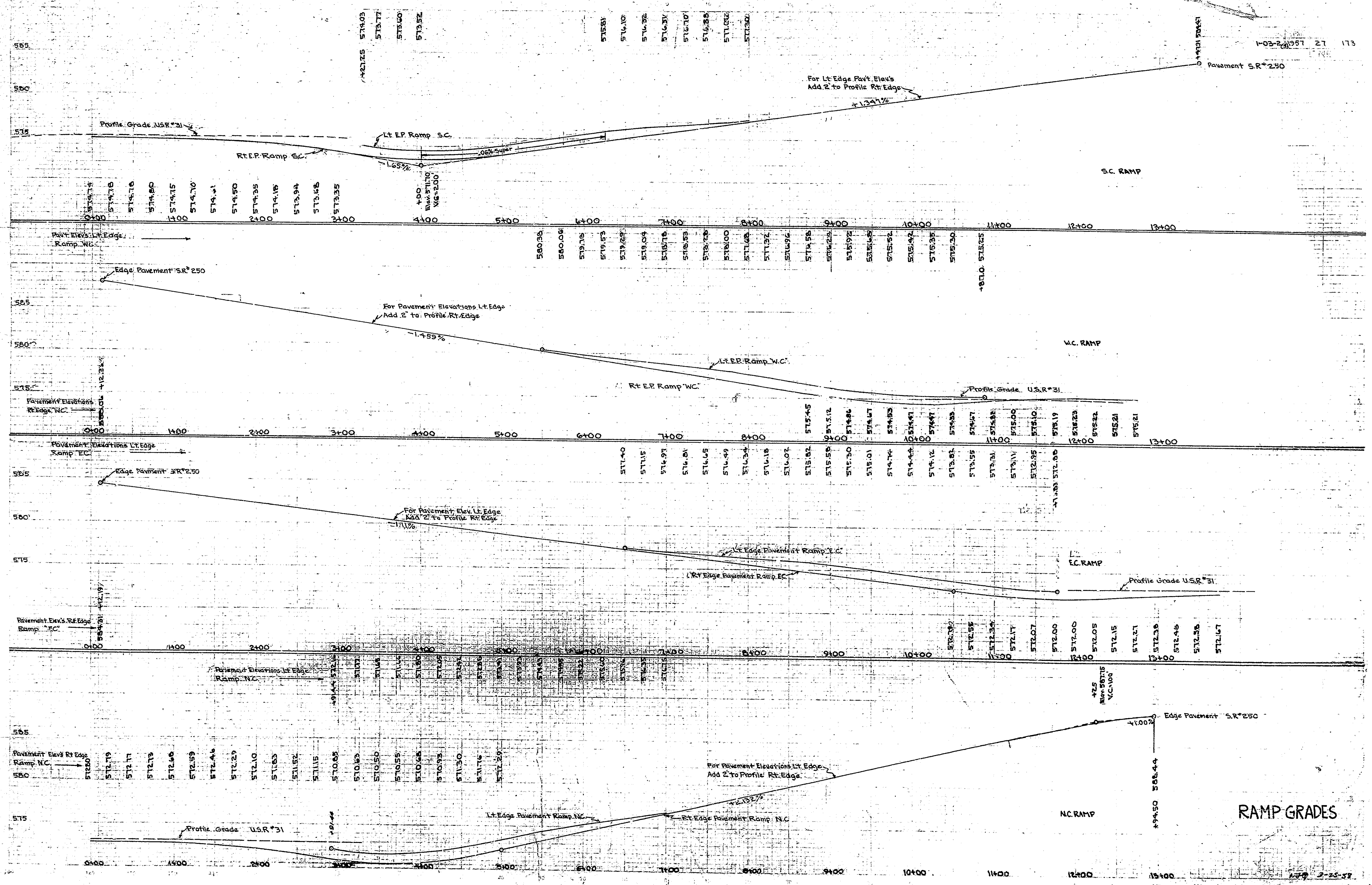
ADDITIONAL QUANTITIES

5" R.C. Pavement	152.58 S.F.
10" R.C. Pavement	34.50 S.F.
Expansion Joint	1.00
Integral Concrete Curb	182 L.F.
Steel Beam Guard Rail	1710 L.F.
Perforated Joint	58 L.F.

NOTE: THESE QUANTITIES INCLUDE QUANTITIES FOR 6" R.C. 2" 20' FROM STA. 22+00 TO STA. 43+00 WHICH INCLUDE THE FOLLOWING: 1" PERFORATED JOINTS FOR STRUCTURE NO. 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 33-A, 33-B, 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, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

STATE OF CALIFORNIA
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

1-03-2, 1957 27 173

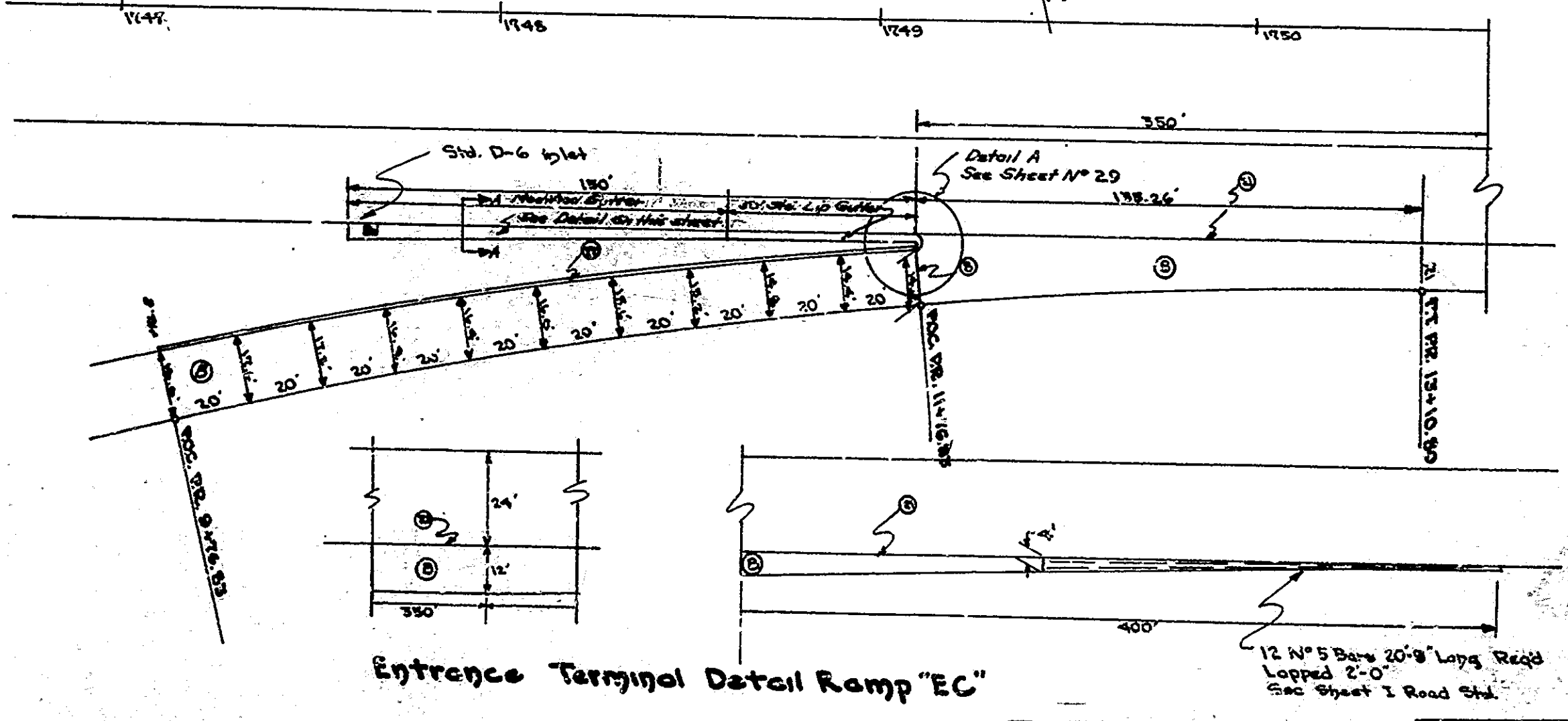
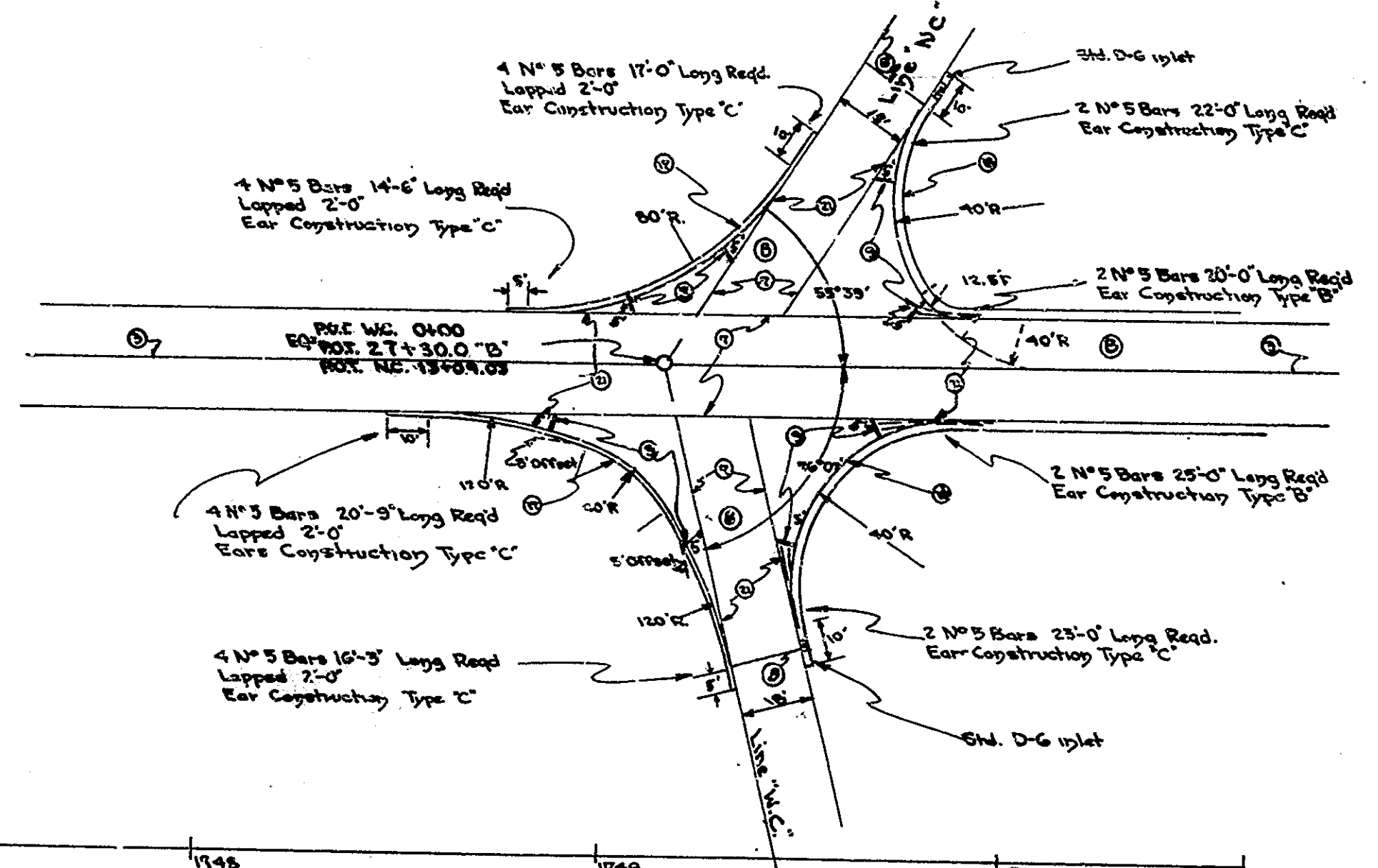
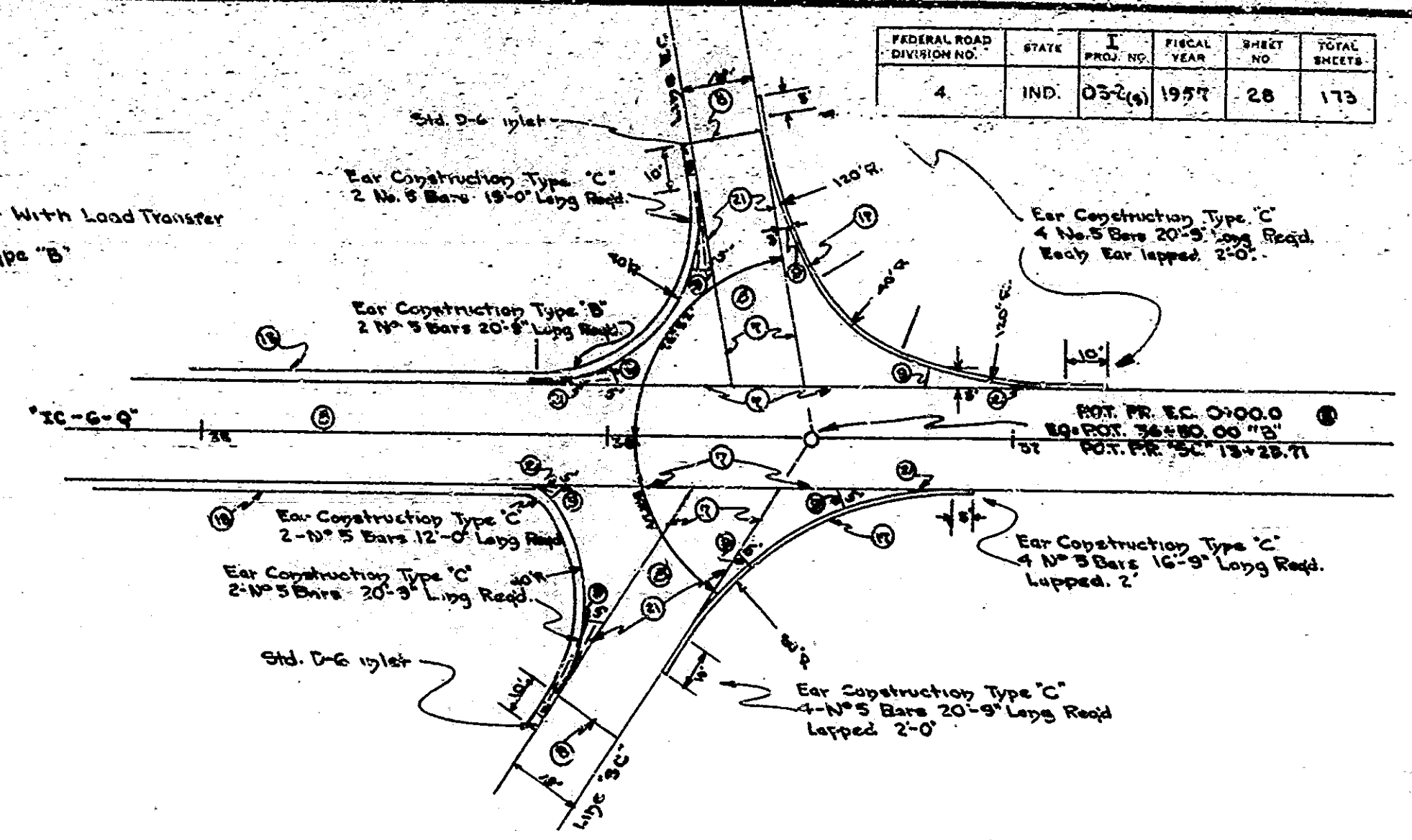
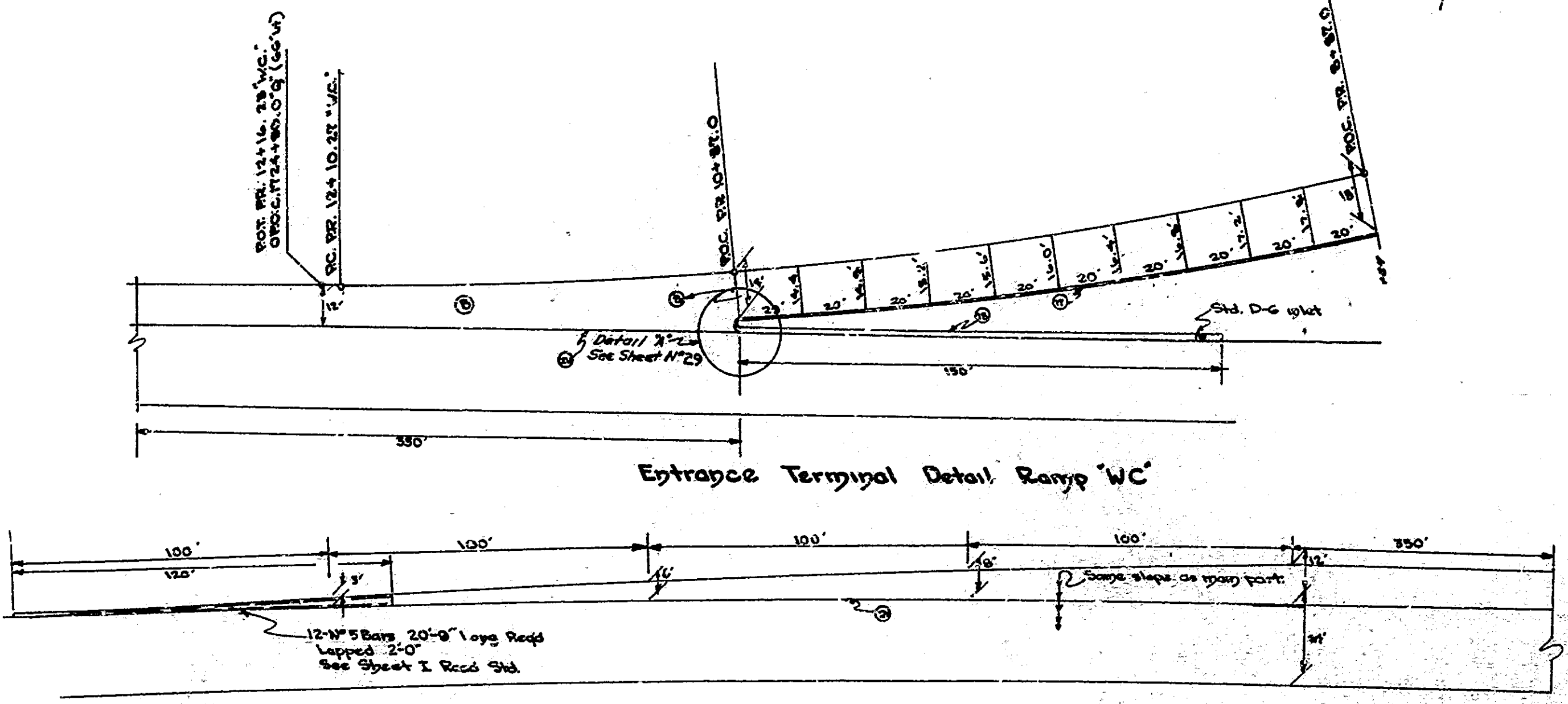
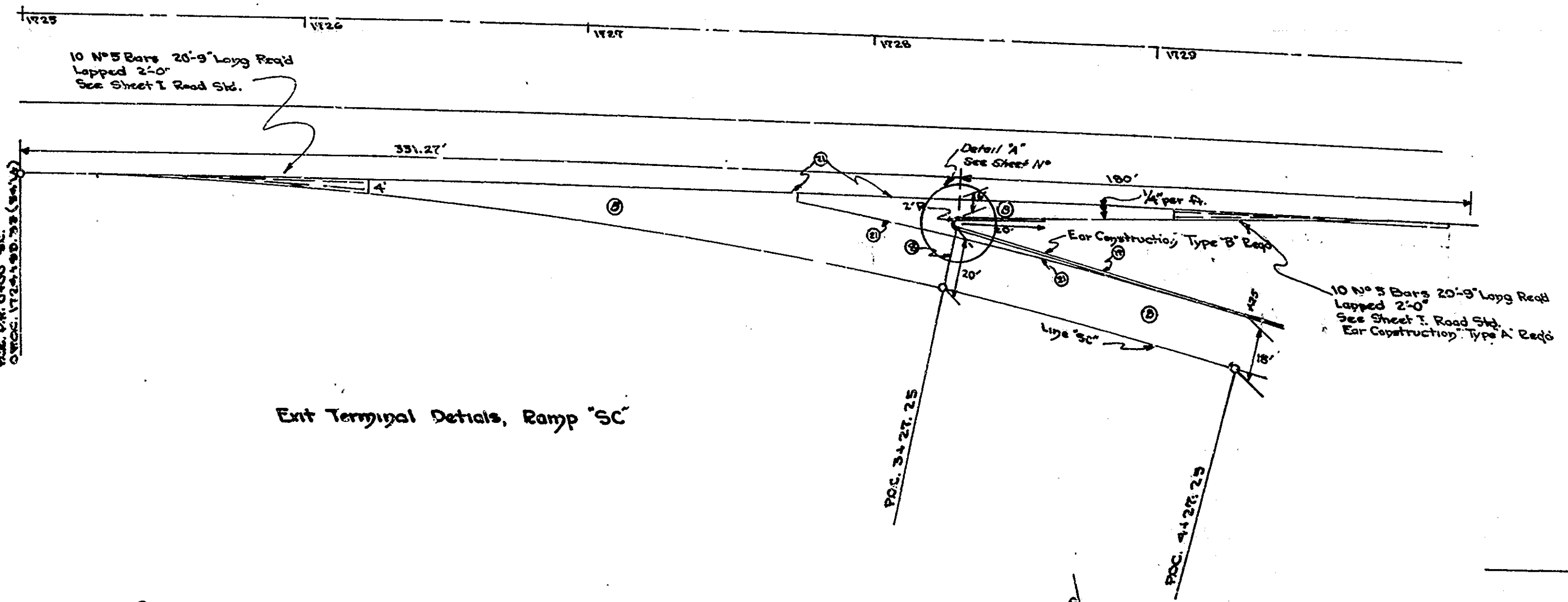
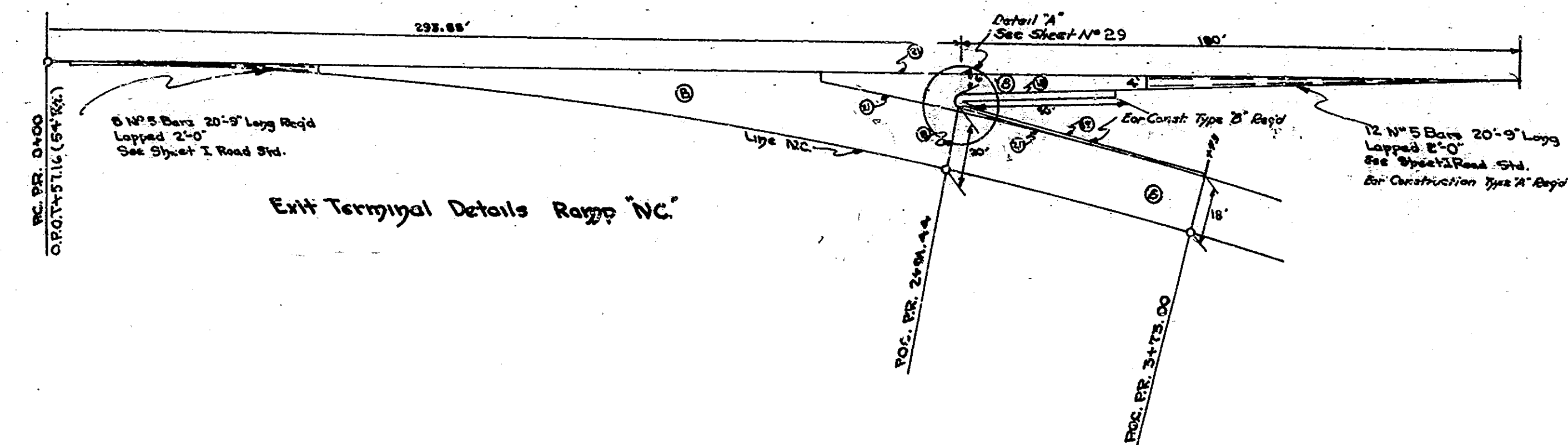


RAMP GRADES

3-25-57

FEDERAL ROAD DIVISION NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	03-6	1957	28
			28	173

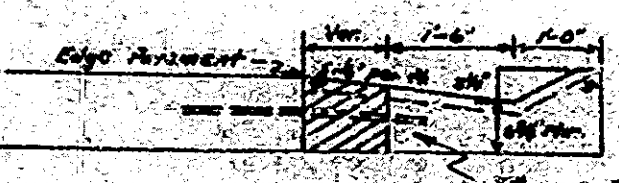
- LEGEND**
- ① Uniform R.C. Pavement
 - ② Longitudinal Joint
 - ③ Keyway Joint
 - ④ Prefabricated Expansion Joint With Load Transfer
 - ⑤ Prefabricated Joint Piles
 - ⑥ Integral Concrete Curb Type "B"
 - ⑦ Lip Gutter
 - ⑧ Key Construction Joint



DETAILS

Wire Fabric or Expanded Sheet Metal Fabric (See Sheet E) Shall Apply Only for Reinforcing Details

Shaded Area on Gutter to be paid for on Reinforced Concrete



Scale: 1" = 30'

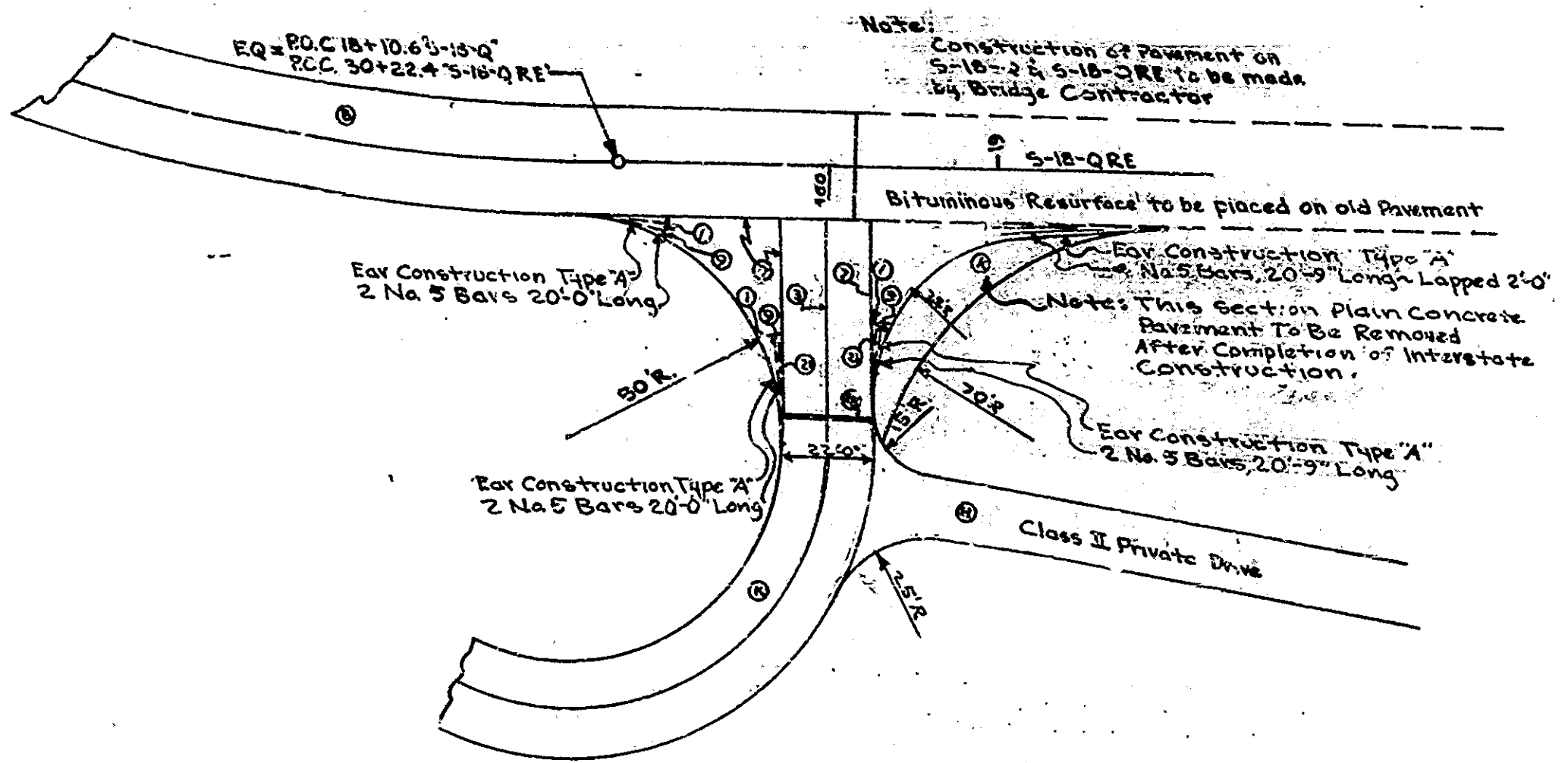
FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	02-200	1957	29	175

APPROACHES REVISED 4-3-58
Revised Sept. 11, 1958.

LOCATION	DESCRIPTION	EXCAVATION CU. YDS.		LENGTH L.	WIDTH		END II "A"	CONTRACTED 186' BASE SYS.			BITUM SUBBASES	REINFORCED CONCRETE PAVEMENT SYS.	REINFORCED STEEL FOR PAVEMENT LBS.	PLAIN CONCRETE PAVEMENT 9" SYS.
		CUT	FILL		PAVEMENT	SHOULDERS		3"	5"	8"				
34+00 to (S.S.B. - S.S. 250)	CLASS II	5		40	12		15-25							
40+00 to (S.R. 250) (0+21+10-88)	TYPE "B"		40	1076	20		38			2167	99	102		
48+00 to (S.R. 250)	CLASS II		5		12		15-25	71						
182+00 to 182+00.00 of Ser. Av.	CLASS II			25	12		15-25	54						
182+00.00 to 182+00.00 of Ser. Av.	CLASS II			20										
182+00.00 to 182+00.00 of Ser. Av.	CLASS II		5	36										
182+00.00 to 182+00.00 of Ser. Av.	CLASS II		5	70										
182+00.00 to 182+00.00 of Ser. Av.	CLASS II		27	30										
182+00.00 to 182+00.00 of Ser. Av.	CLASS II		27	30	12		15-25	60		60				
182+00.00 to 182+00.00 of Ser. Av.	CLASS II		180	319	30-32		30-32		8522	8522				
182+00.00 to 182+00.00 of Ser. Av.	CLASS II		70	70	12		15-25	114		114				3440
182+00.00 to 182+00.00 of Ser. Av.	FRONTAGE ROAD		0	20	Unimproved									
182+00.00 to 182+00.00 of Ser. Av.	CLASS II			70	2.2		100'							1760
182+00.00 to 182+00.00 of Ser. Av.	TYPE "B"			60	20		15-25							
182+00.00 to 182+00.00 of Ser. Av.	TYPE "D"			9773.4	18		30'		2454	2454				
182+00.00 to 182+00.00 of Ser. Av.	TYPE "D"			73	20		25'		180	180				

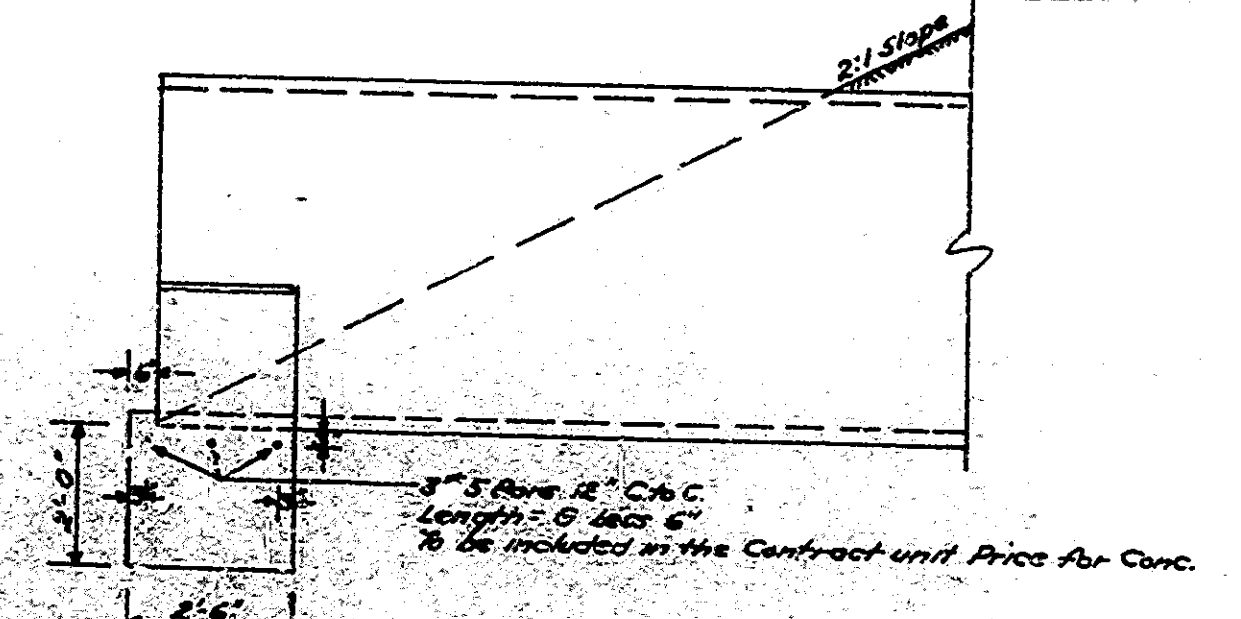
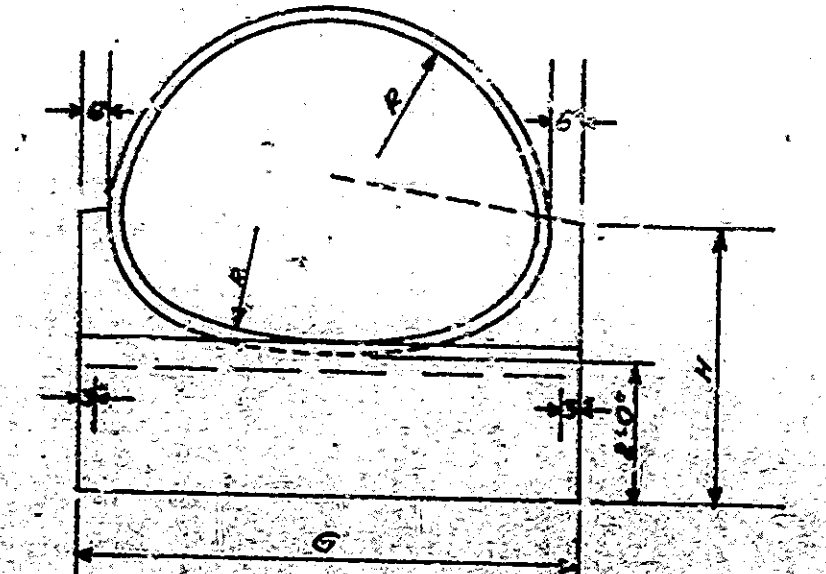
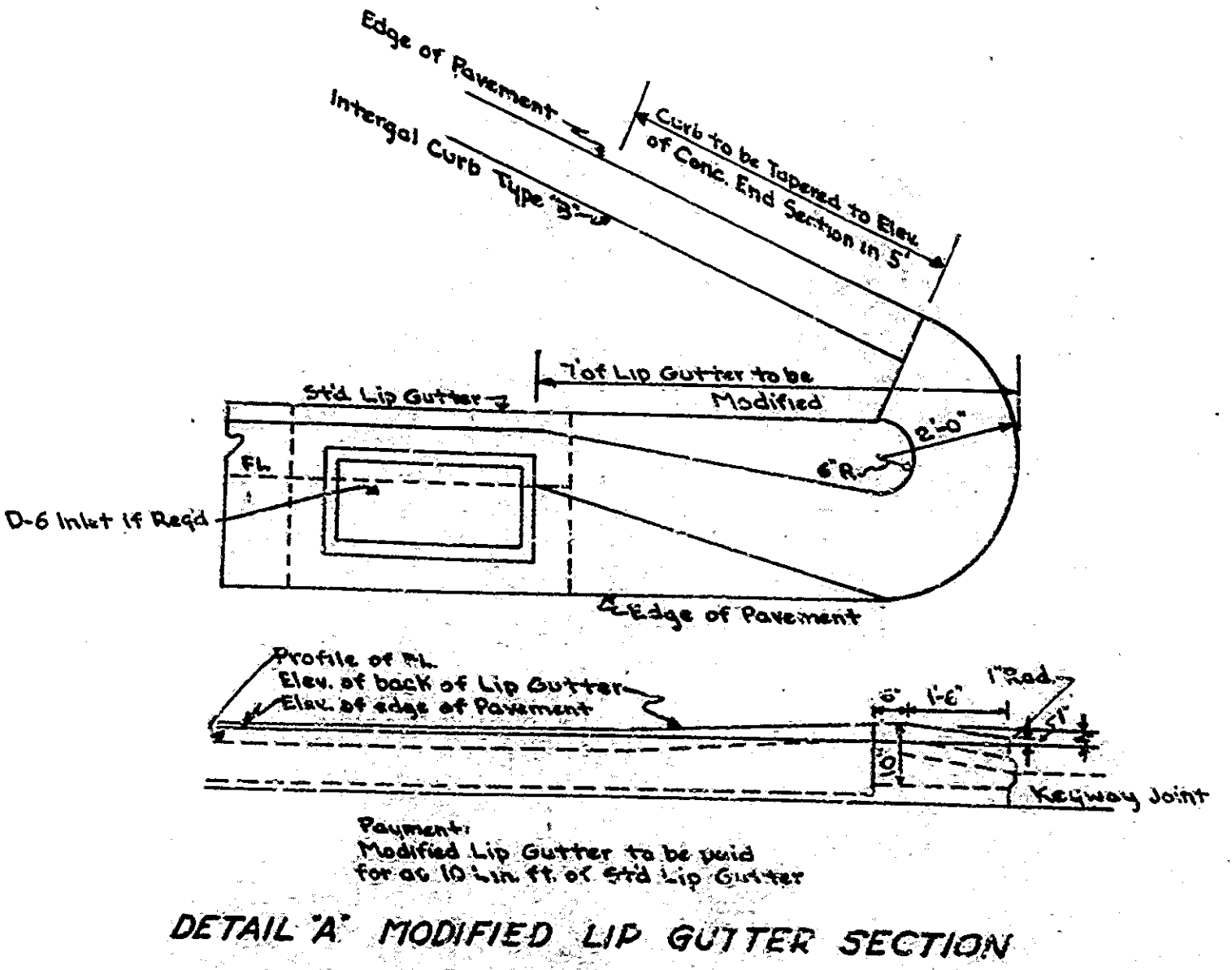
Check Location - Shows 27+80± on TR & TR

- LEGEND**
- ① 6" Uniform R.C. Pavement
 - ② 2" Bituminous Mixture (for Shoulders)
 - ③ Compacted Aggregate Base
 - ④ 2" Bituminous Mixture (for Shoulders)
 - ⑤ Compacted Aggregate Base
 - ⑥ 3" Plain Concrete Pavement Thickened Edges
 - ⑦ Longitudinal Joint
 - ⑧ Keyway Joint
 - ⑨ Expansion Joint With Load Transfer
 - ⑩ Preformed Joint Filler
 - ⑪ Keyway Construction Joint



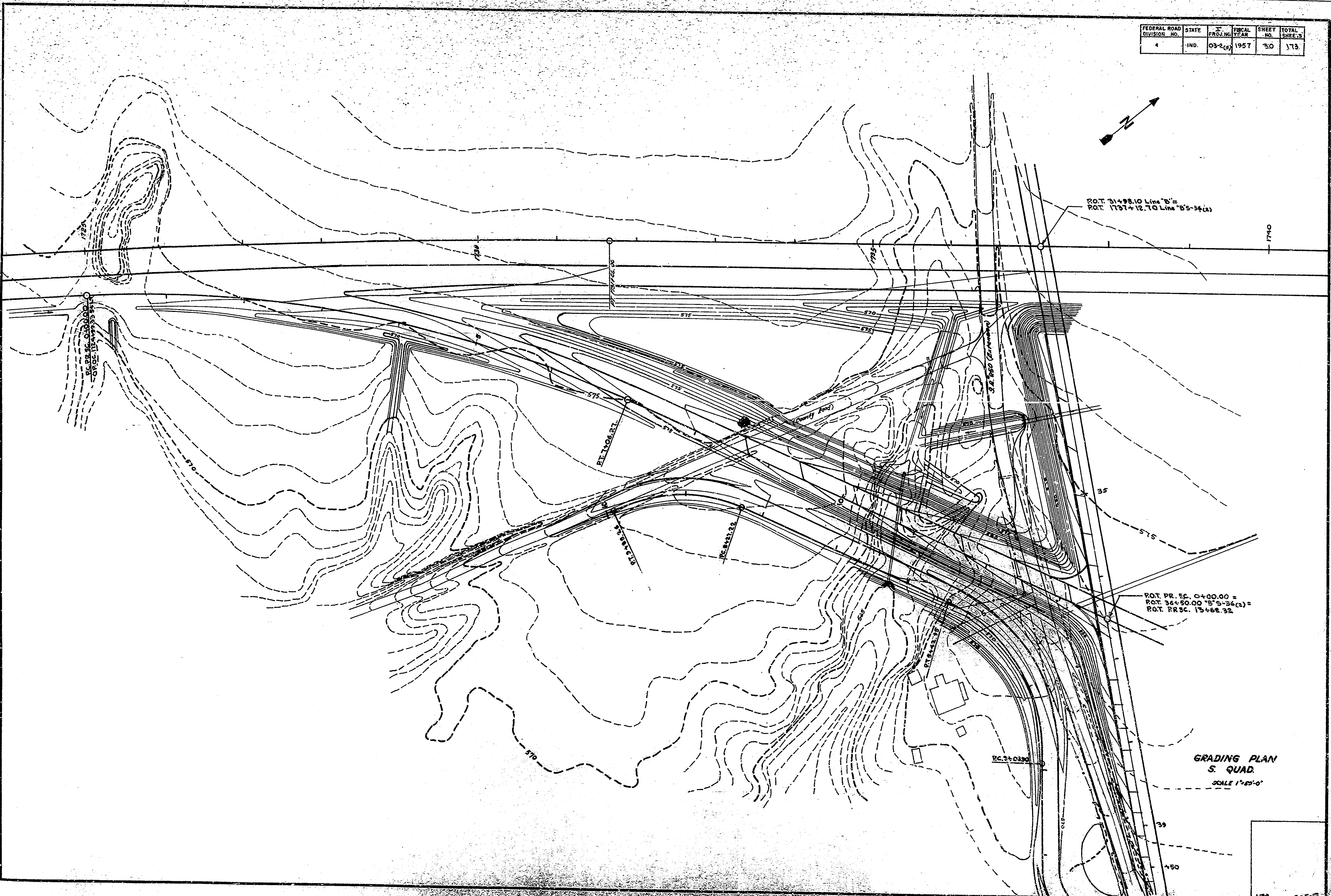
DETAIL FRONTAGE ROAD CONNECTION - STA. 18+60 "5-18-Q"
Scale: 1" = 30'

CM. PIPE ARCH ANCHORS				
SPAN"	RISE"	H"	G"	CYS CONC. 2 ANCHORS
30"	31"	2'-8"	5'-3"	2.13



DETAILS

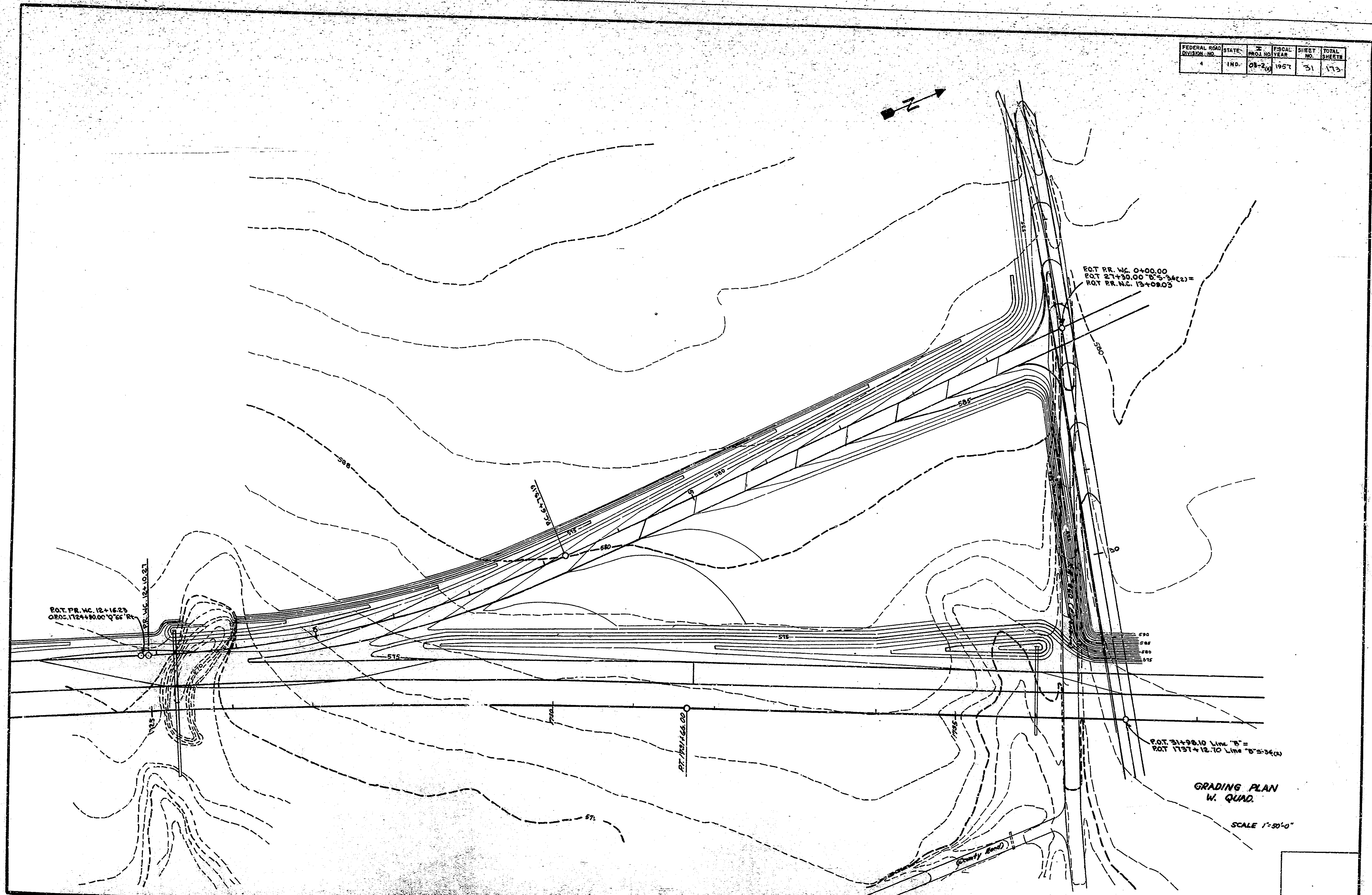
FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	03-2(6)	1957	30	173



GRADING PLAN
S. QUAD.
SCALE 1"=40'

ATP
3-2-57

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	01-2	1957	31	173



P.O.T. P.R. NO. 12+16.23
 O.P.O.C. 112+40.00 Q'66 P.R.

P.O.T. P.R. NO. 0+00.00
 P.O.T. 27+30.00 "B" S-34(2)
 P.O.T. P.R. NO. 13+08.03

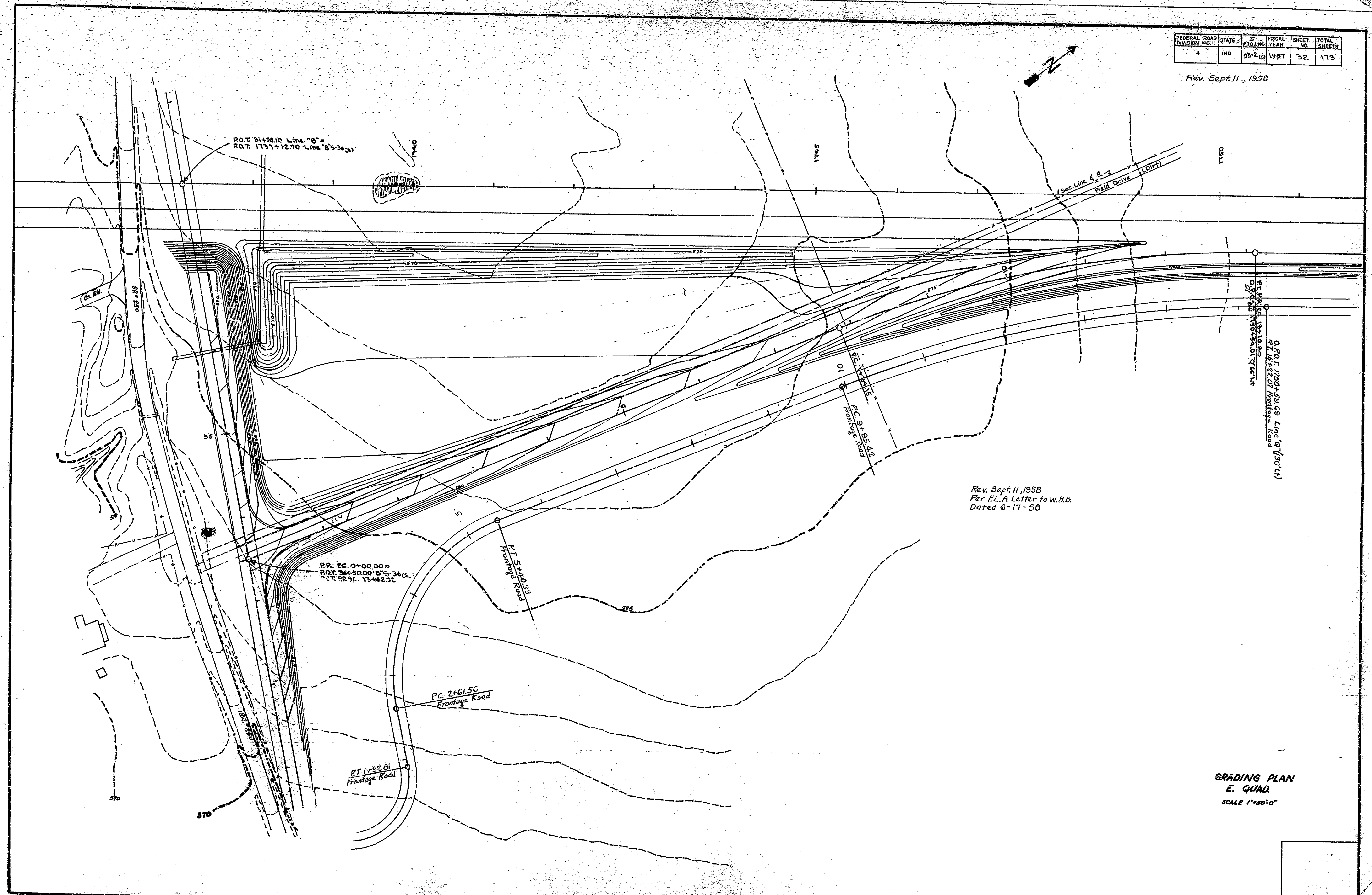
P.O.T. 31+98.10 Line "B"
 P.O.T. 1137+12.70 Line "B" S-34(2)

GRADING PLAN
 W. QUAD.

SCALE 1"=50'-0"

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	03-2(9)	1951	32	173

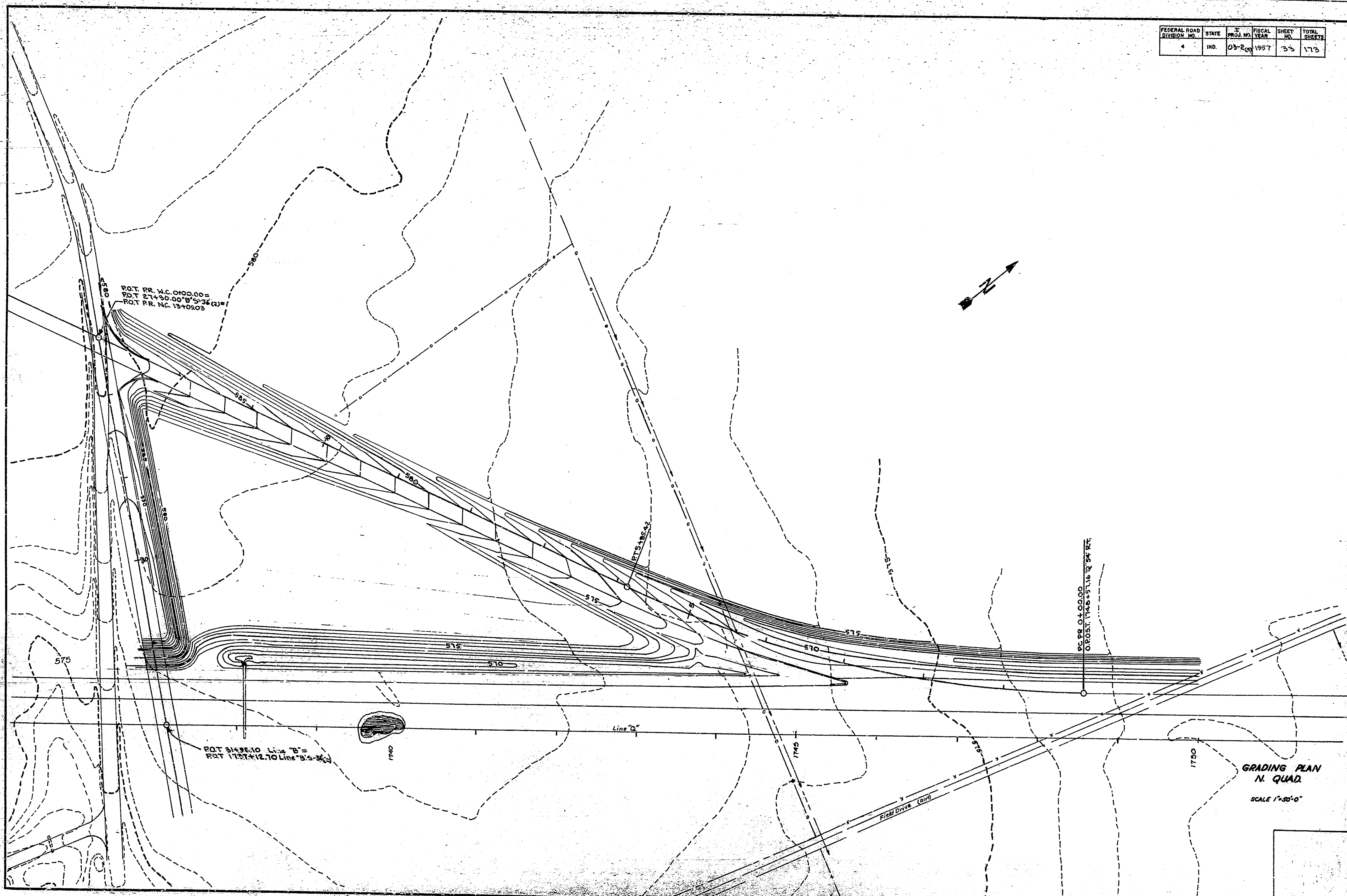
Rev. Sept. 11, 1958



Rev. Sept. 11, 1958
 Per E.L.A. Letter to W.H.B.
 Dated 6-17-58

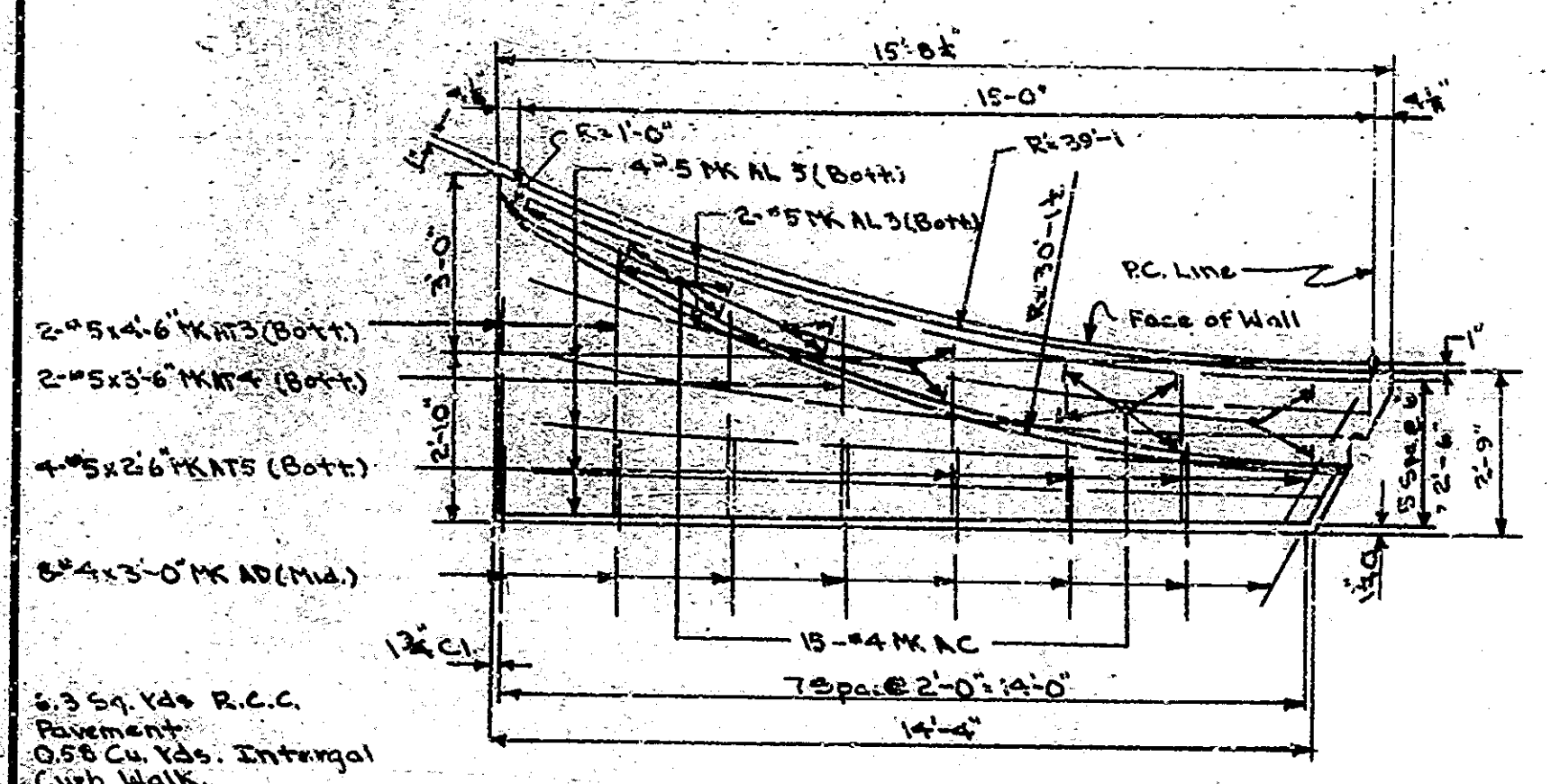
GRADING PLAN
 E. QUAD.
 SCALE 1"=40'-0"

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	03-2	1957	35	173

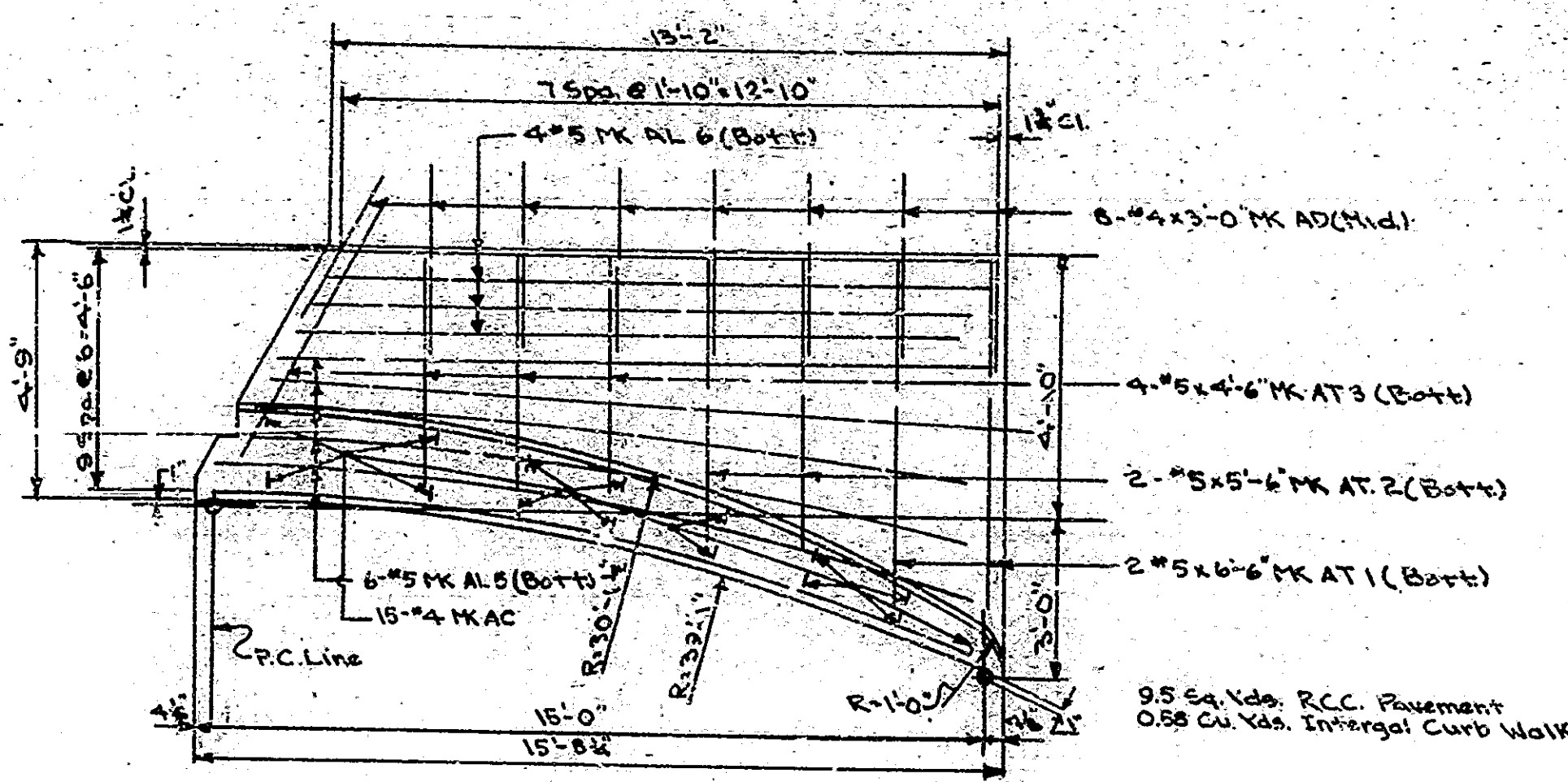


GRADING PLAN
N. QUAD.
SCALE 1"=50'-0"

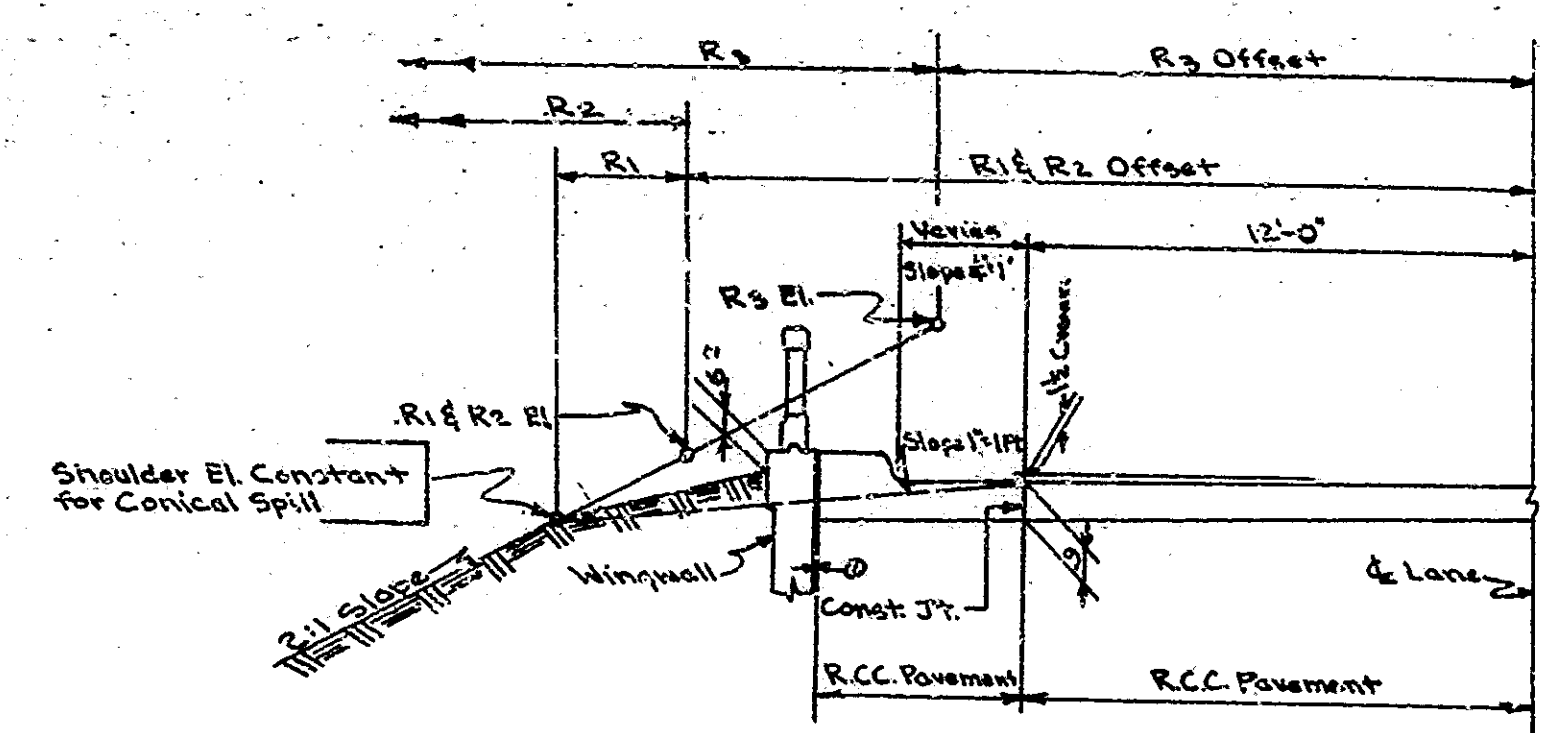
FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	0320	1957	34	173



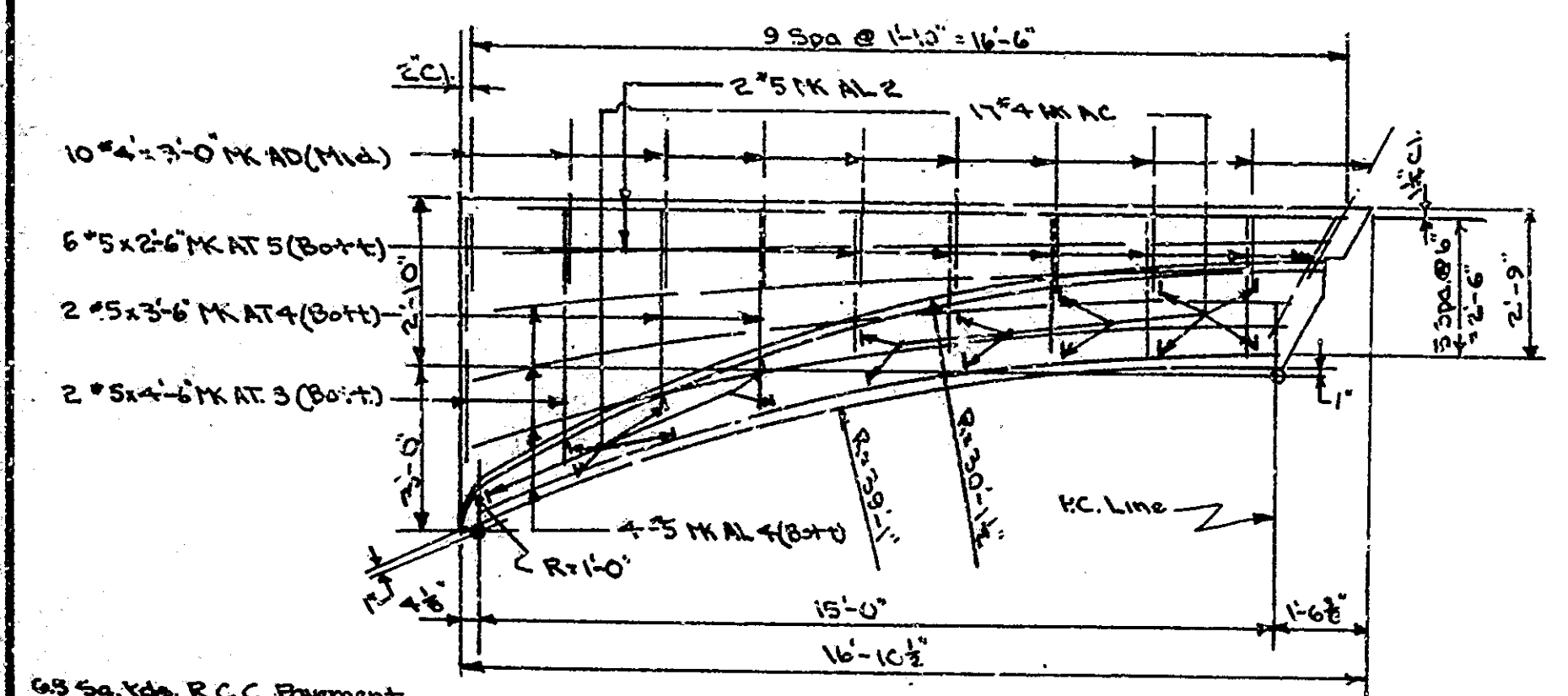
WING "B" (SOUTH BOUND LANE)
WING "D" (NORTH BOUND LANE SAME BY 180° ROTATION)



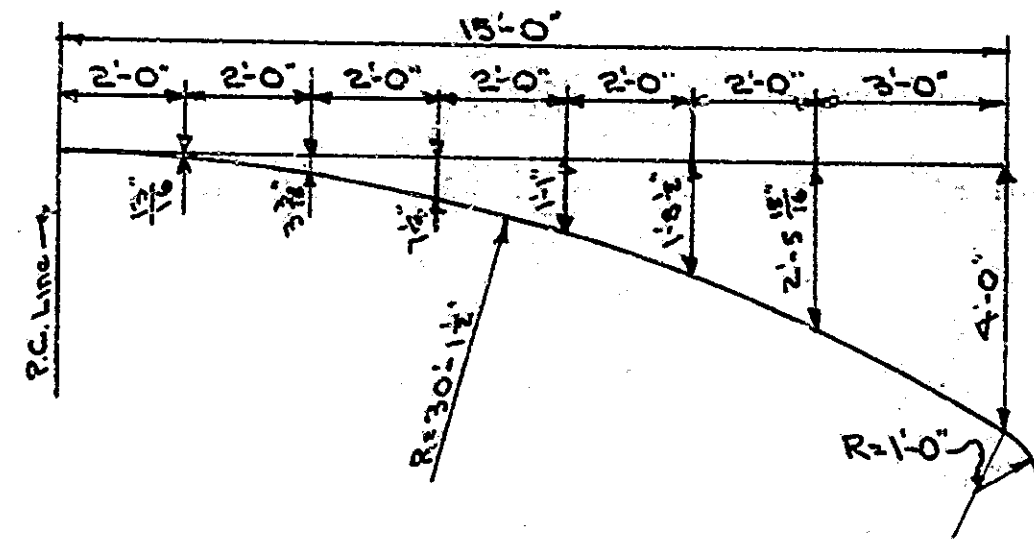
WING "D" (SOUTH BOUND LANE)
WING "B" (NORTH BOUND LANE SAME BY 180° ROTATION)



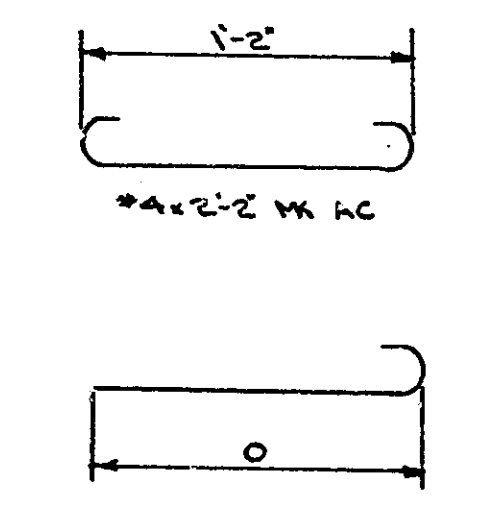
SECTION AA
(See General Plan for Location)
Fill at other Wings Similar
Scale: 1/2" = 1'-0"



WING "A" (SOUTH BOUND LANE)
WING "C" (NORTH BOUND LANE SAME BY 180° ROTATION)



OFFSETS TO INTERGRAL CURB WALK GUTTER LINE



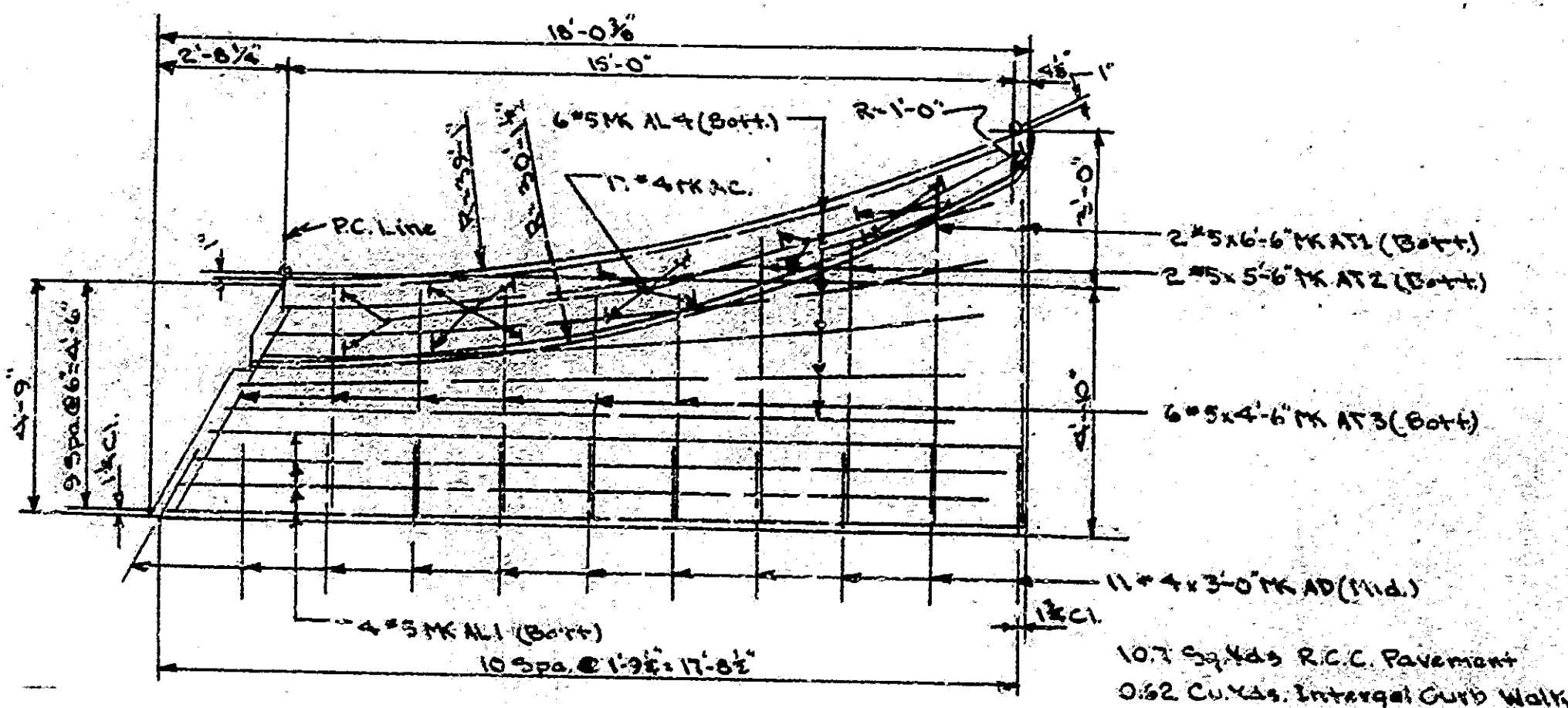
MARK	SIZE	Q	LENGTH
AL 1	#5	16	9'-7"
AL 2	#5	16	0'-7"
AL 3	#5	15	6'-1"
AL 4	#5	15	0'-7"
AL 5	#5	14	0'-7"
AL 6	#5	12	9'-4"

BILL OF MATERIALS (S.B. LANE)
(N.B. LANE-SAME)

MARK	SIZE	Q	LENGTH	WEIGHT
#5 AL 1	4	17	4'	
#5 AL 2	2	16	7'	
#5 AL 3	2	16	1'	
#5 AL 4	10	15	7'	
#5 AL 5	10	14	7'	
#5 AL 6	4	13	4'	
#5 AT 1	4	6	6'	
#5 AT 2	4	5	6'	
#5 AT 3	14	4	6'	
#5 AT 4	4	3	6'	
#5 AT 5	10	2	6'	
TOTAL #5				667#
#4 AD	37	3	0'	
#4 AC	64	2	2'	
TOTAL #4				167#
Total Steel				834#

CONCRETE	
R.C.C. Pavement	73.05 Sq. Yds.
Class "P" Int. Curb Walk	2.4 Cu. Yds.

Notes:
For details of intergral curb walk, see Br. Std. M2.
Top of curb shall be parallel to grade.



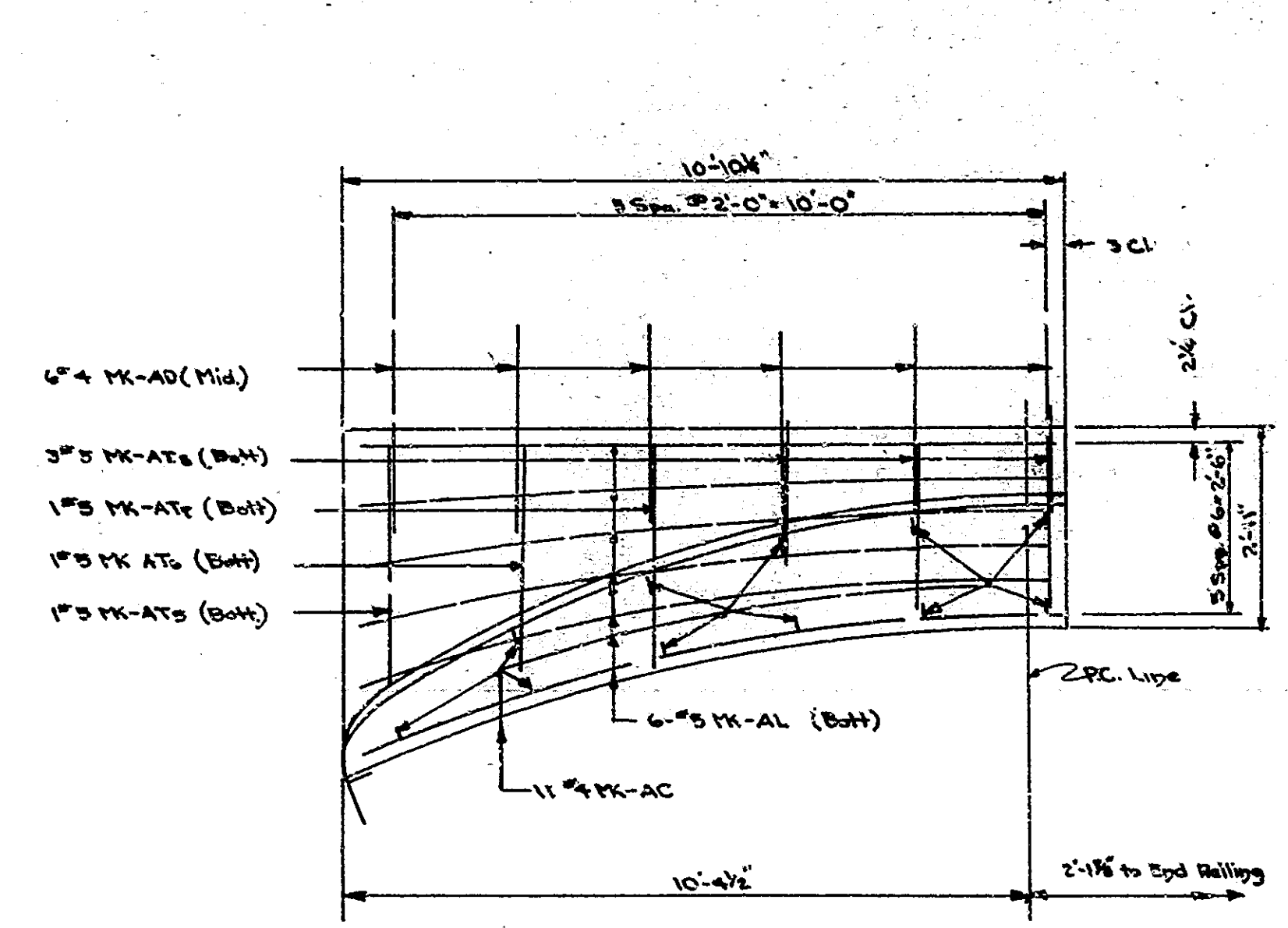
WING "C" (SOUTH BOUND LANE)
WING "A" (NORTH BOUND LANE SAME BY 180° ROTATION)

SIDEWALK TAPER DETAILS

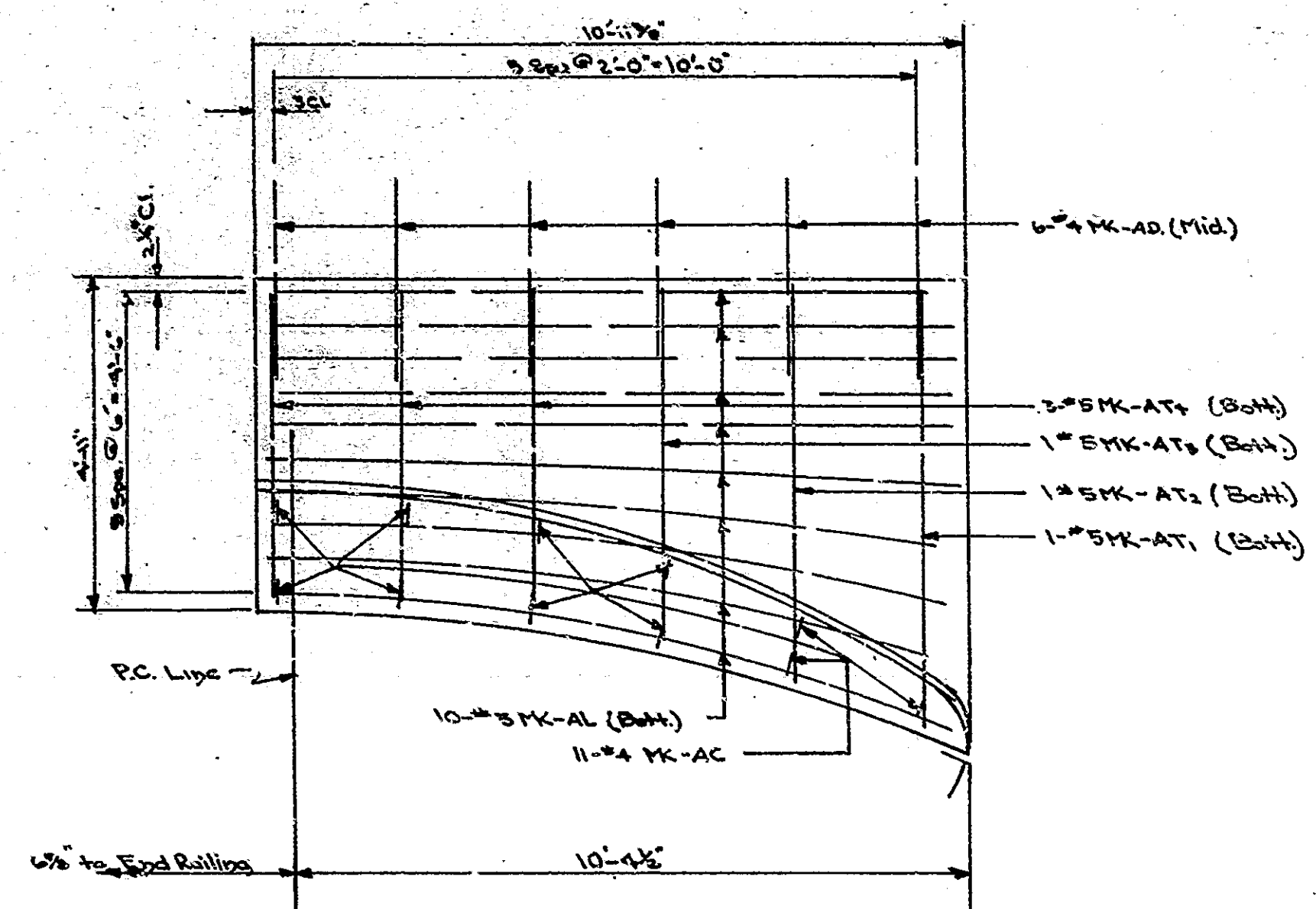
FOR STRUCTURE NO. 5 ON STIMMIST V

DETAILS

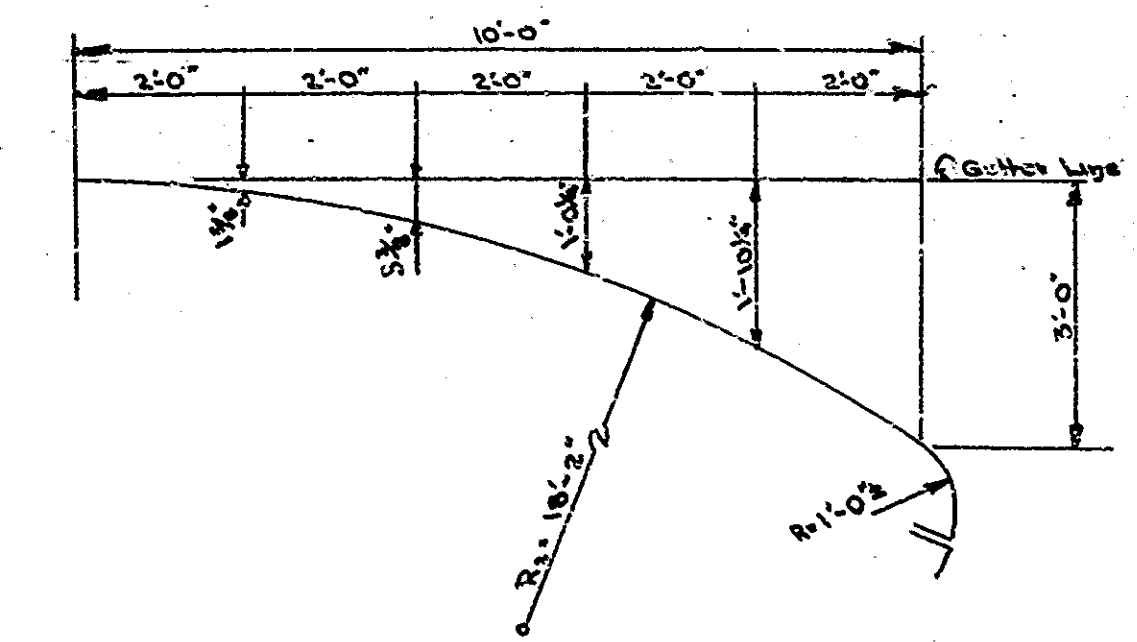
FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	05-210	1957	35	173



4.4 Sq Yds RCC Form, .05 Cu Yds Integral Curb-Walk
WING 'A'
 Scale 1/2" = 1'-0"
 WING 'B' OPPOSITE HAND



6.9 Sq Yds RCC Form, .05 Cu Yds Integral Curb-Walk
WING 'D'
 Scale 1/2" = 1'-0"
 WING 'C' OPPOSITE HAND

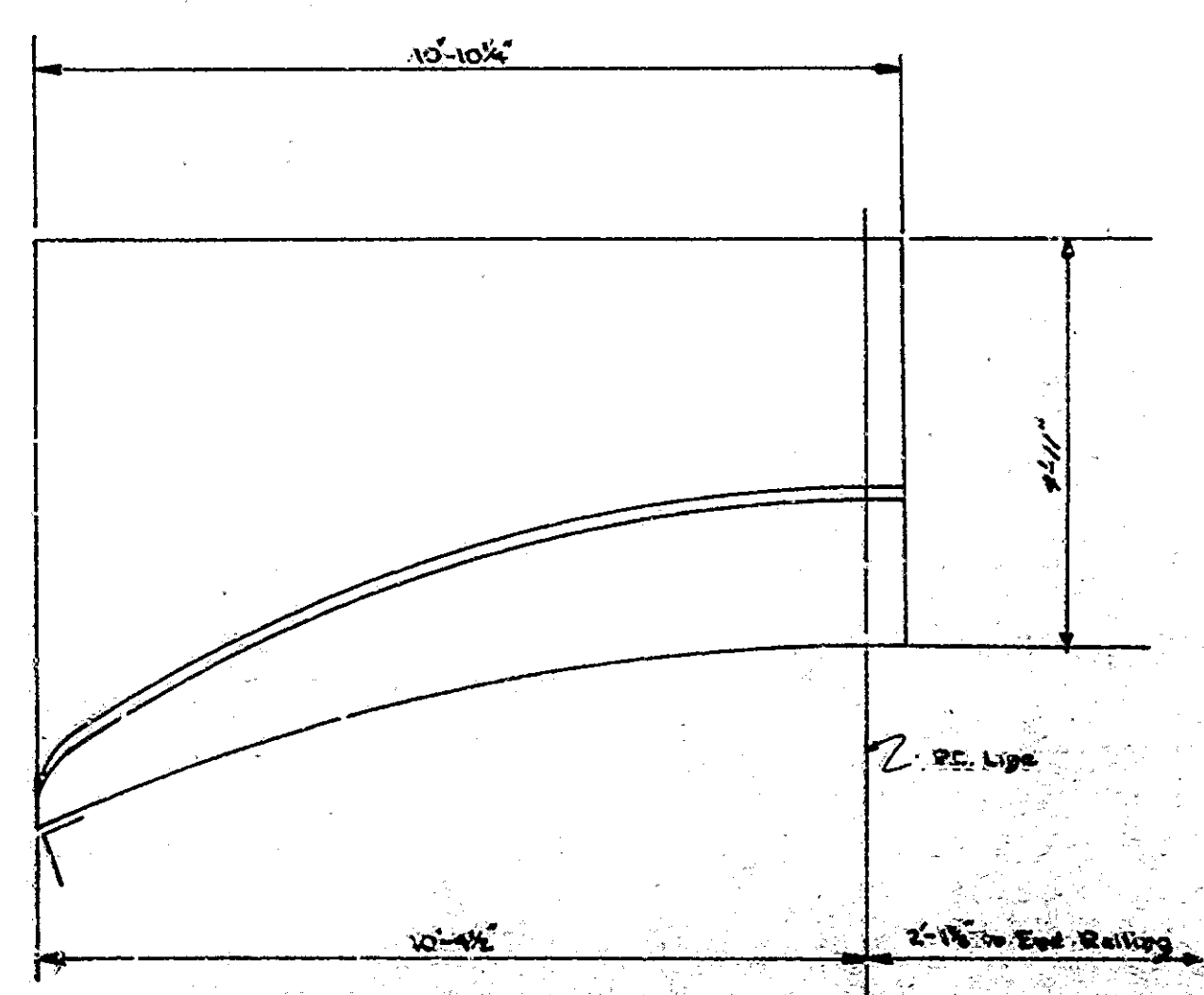


OFFSETS TO INTEGRAL CURB WALK FROM GUTTER LINE
 Scale 1/2" = 1'-0"

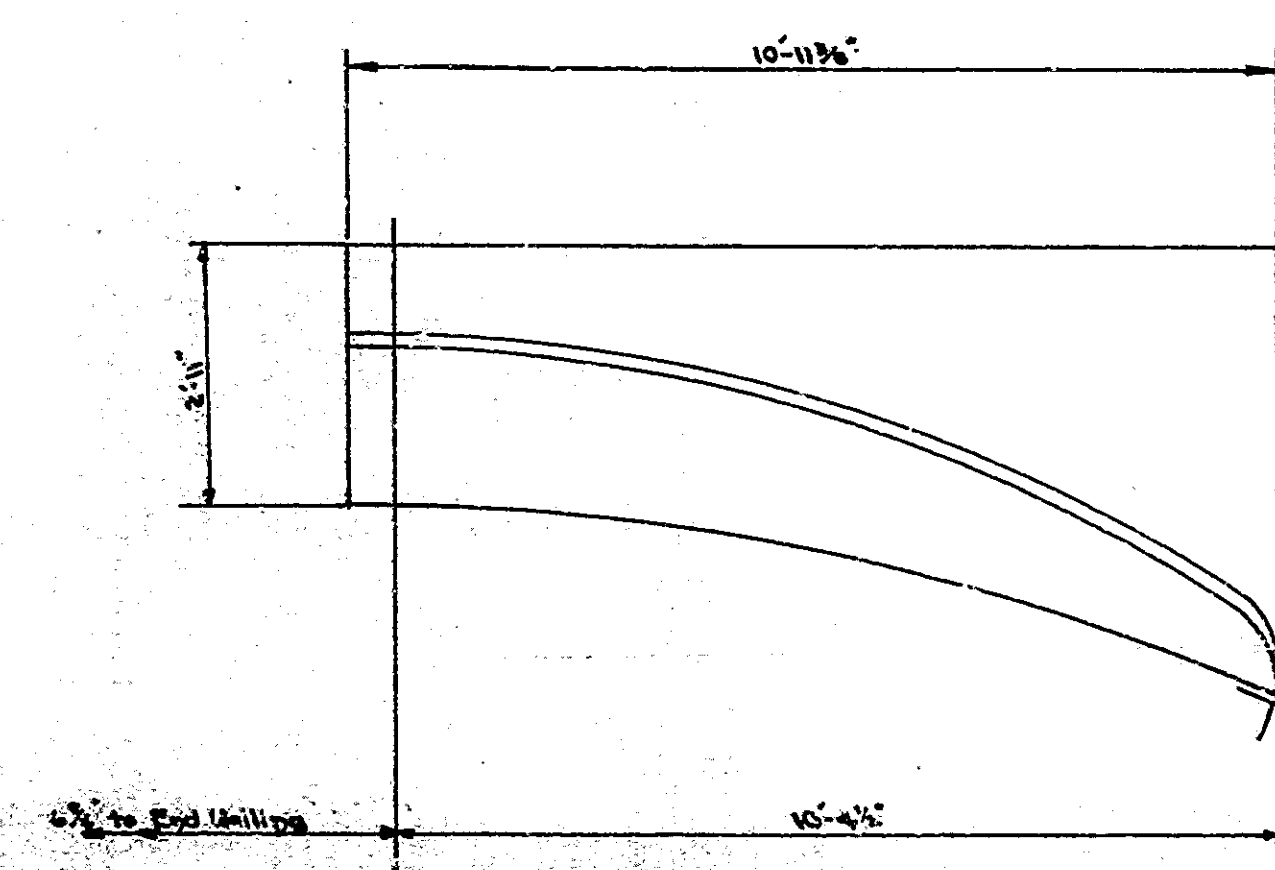
BILL OF MATERIALS NB. LANE
 SB. LANE SAME UNLESS NOTED

REINFORCING STEEL			
SIZE	NO. OF BARS	LENGTH	WEIGHT
#5 AL	32	11'-0"	
#5 AT1	2	6'-5"	
#5 AT2	2	8'-5"	
#5 AT3	2	8'-3"	
#5 AT4	6	28'-0"	
#5 AT5	2	4'-0"	
#5 AT6	2	3'-8"	
#5 AT7	2	3'-3"	
#5 AT8	6	2'-0"	
Total # 5			422#
#4 AC	44	2'-2"	
#4 AD	24	3'-0"	
Total # 4			112#
Total Steel			534#
CONCRETE			
RCC. Form			
SB Lane		22.45 Yds	
NB Lane		27.45 Yds	
Total		49.90 Yds	
Class F Integral Curb Walk			
SB Lane		2.0 Cu Yds	
NB Lane		2.0 Cu Yds	
Total Class F		4.0 Cu Yds	

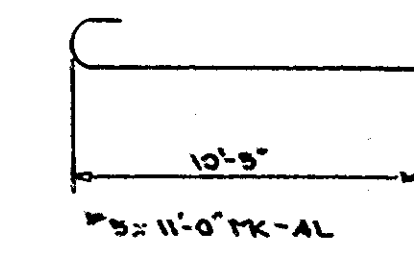
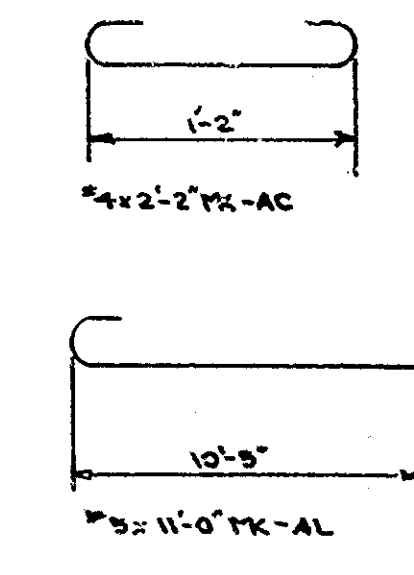
NOTES:
 For integral Curb Walk detail see En. Std. M2 except top of curb shall be parallel to Grade.



6.8 Sq Yds RCC Form, .05 Cu Yds Integral Curb-Walk
WING 'A'
 Scale 1/2" = 1'-0"
 WING 'B' OPPOSITE HAND
 For Reinforcing Steel Details, See WING 'D' SB Lane



4.4 Sq Yds RCC Form, .05 Cu Yds Integral Curb-Walk
WING 'D'
 Scale 1/2" = 1'-0"
 WING 'C' OPPOSITE HAND
 For Reinforcing Steel Details, See WING 'A' SB Lane

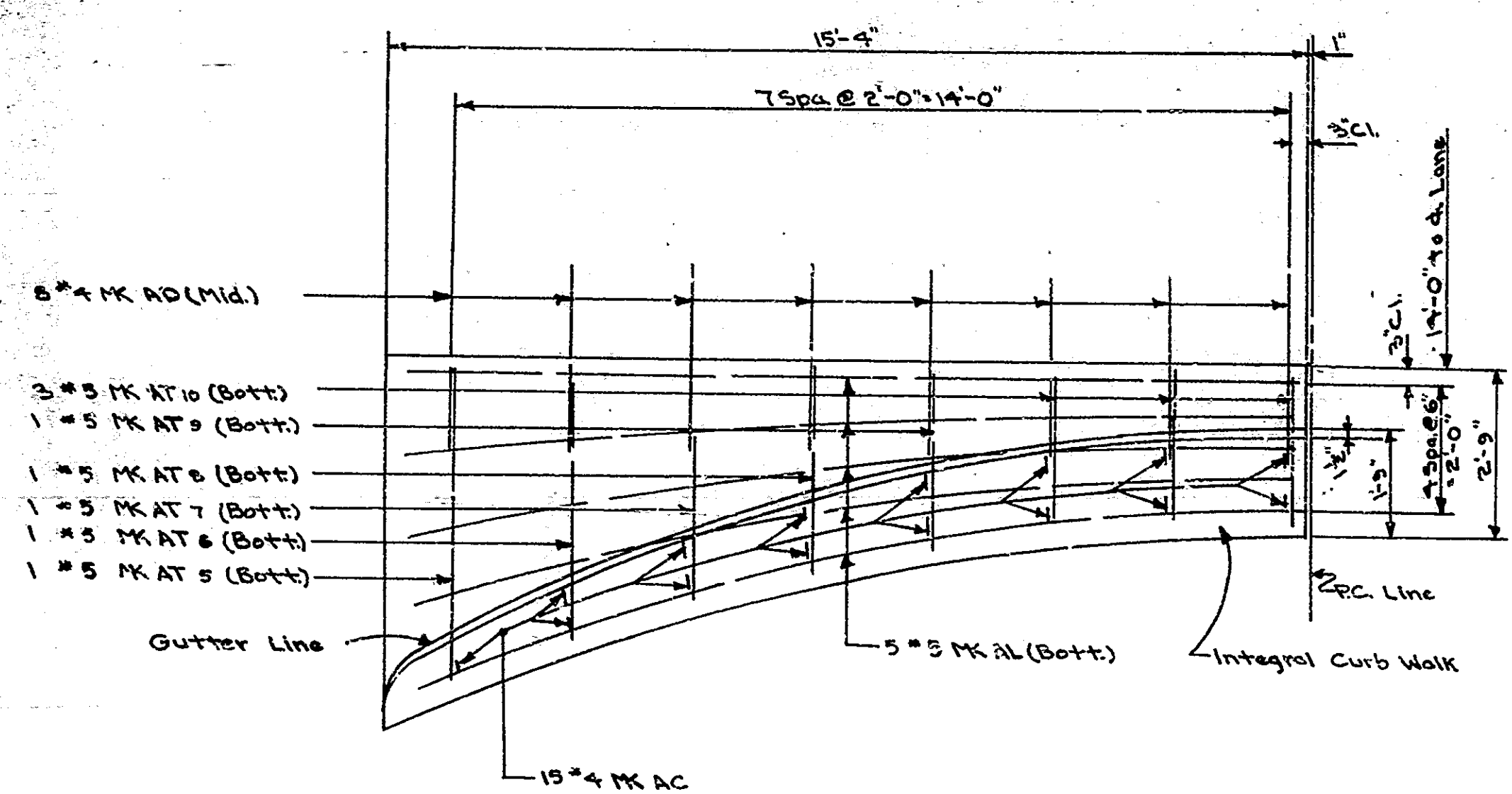


SIDEWALK TAPER DETAILS
 For STRUCTURE No. 51-581+00' V'
DETAILS

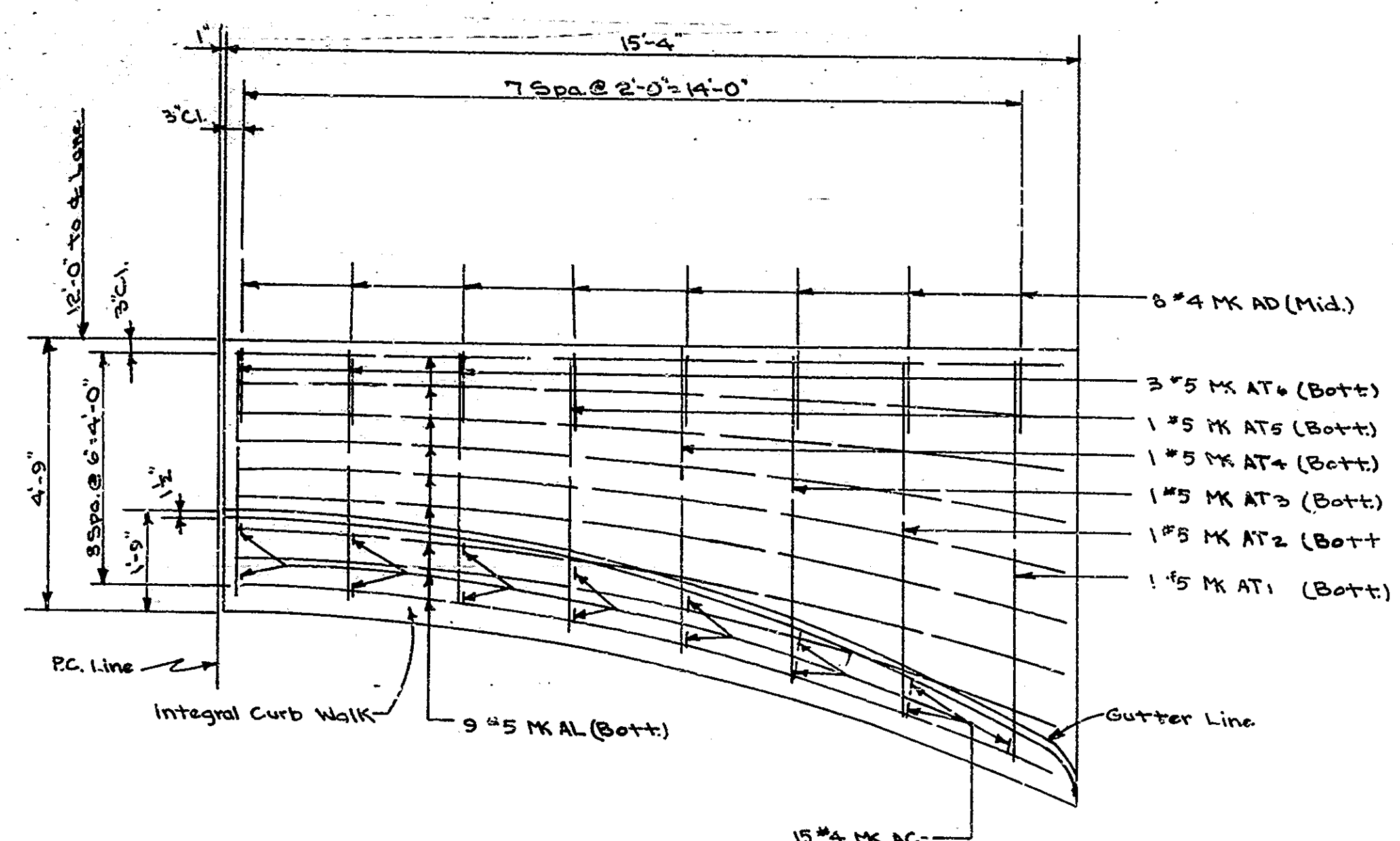
NB. LANE

SB. LANE

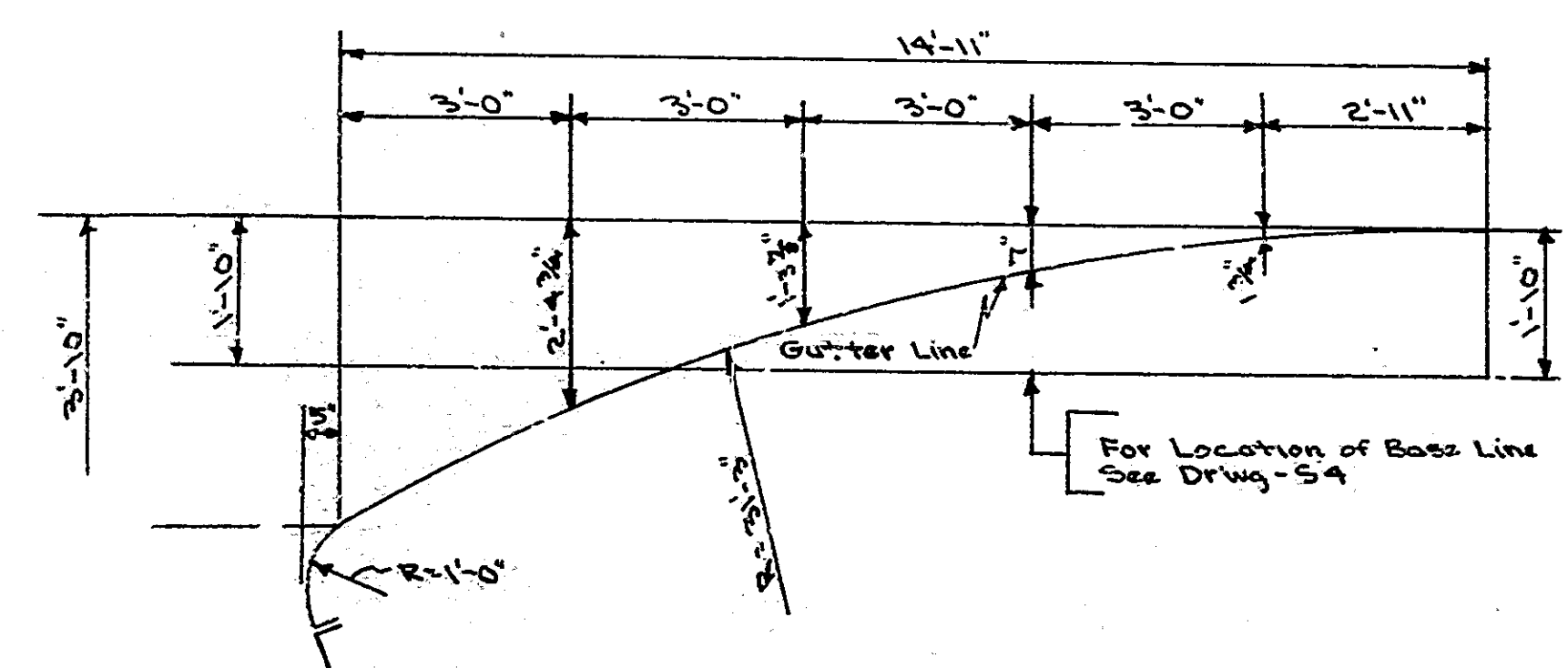
FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	03-20	1957	36	173



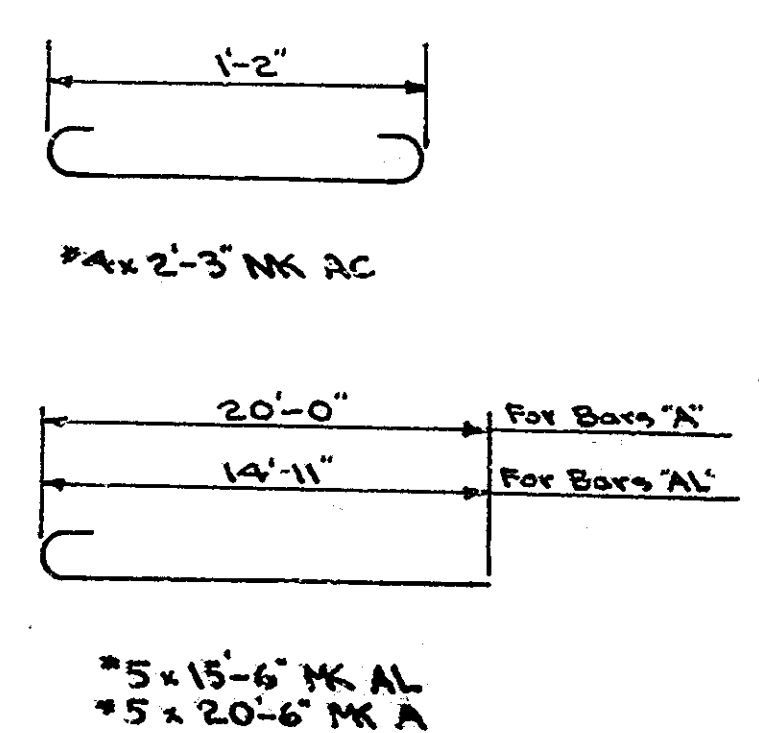
DETAIL "V" (DETAIL "W" OPP. HAND)



DETAIL "X" (DETAIL "Y" OPP. HAND)



OFFSETS TO INTEGRAL CURB WALK



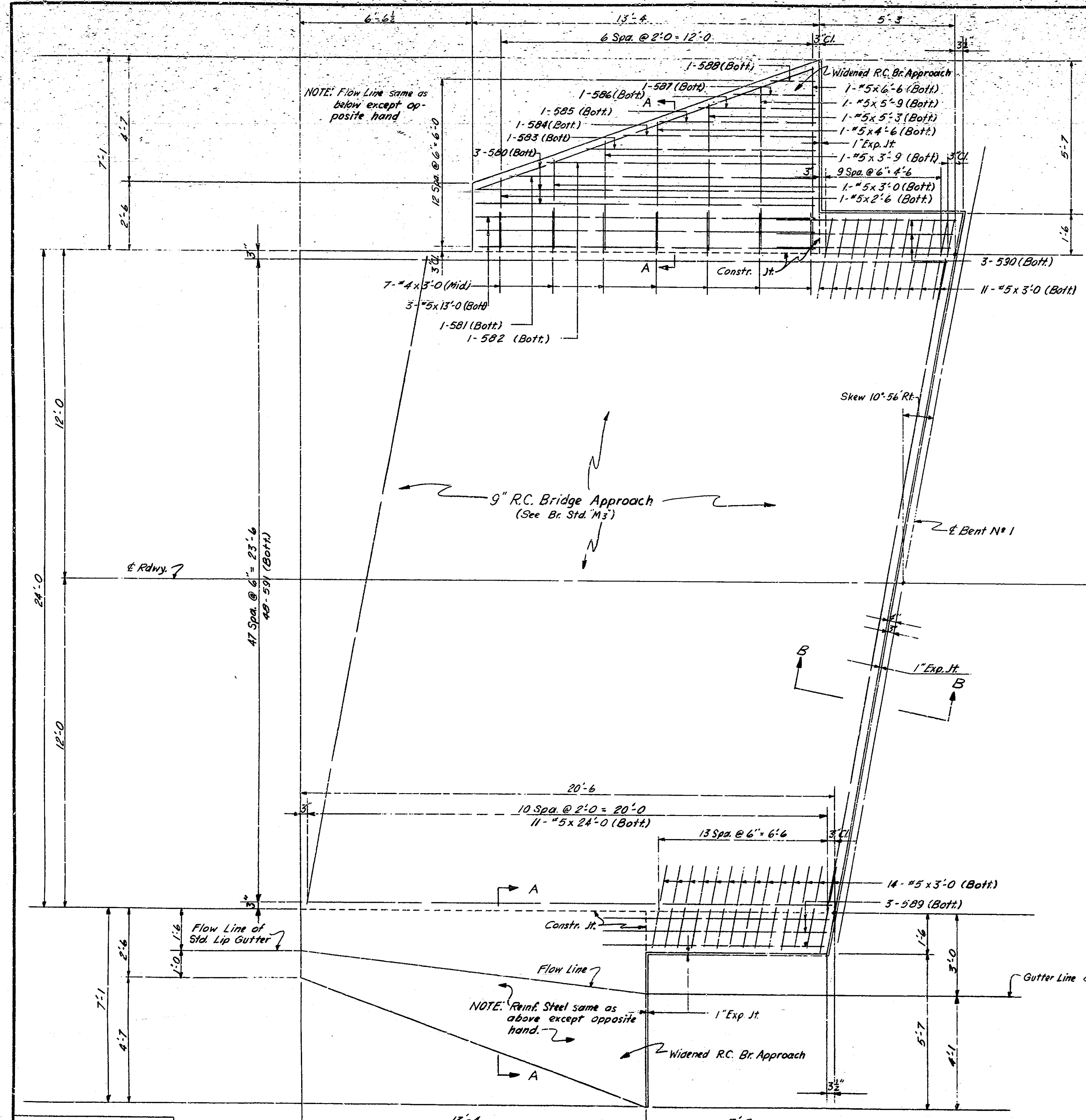
BILL OF MATERIALS
S.B. LANE (N.B. LANE SAME)

REINFORCING STEEL			
SIZE & MARK	NO. OF BARS	LENGTH	WEIGHT
#5 A	104	20'-6"	
#5 B	11	23'-6"	
#5 B	11	23'-6"	
#5 AL	20	15'-0"	
#5 AT 1	2	6'-0"	
#5 AT 2	2	6'-0"	
#5 AT 3	2	5'-9"	
#5 AT 4	2	5'-9"	
#5 AT 5	4	4'-9"	
#5 AT 6	0	4'-9"	
#5 AT 7	2	3'-9"	
#5 AT 8	2	3'-9"	
#5 AT 9	2	2'-9"	
#5 AT 10	6	2'-3"	
TOTAL #5 3401#			
#4 AC	60	2'-3"	
#4 AD	32	3'-0"	
TOTAL #4 154#			
TOTAL STEEL 3,555#			
CONCRETE			
R.C. Pavement		11.0 cu yd	
Class "F"			
Integral Curb Walk		2.6 cu yd	

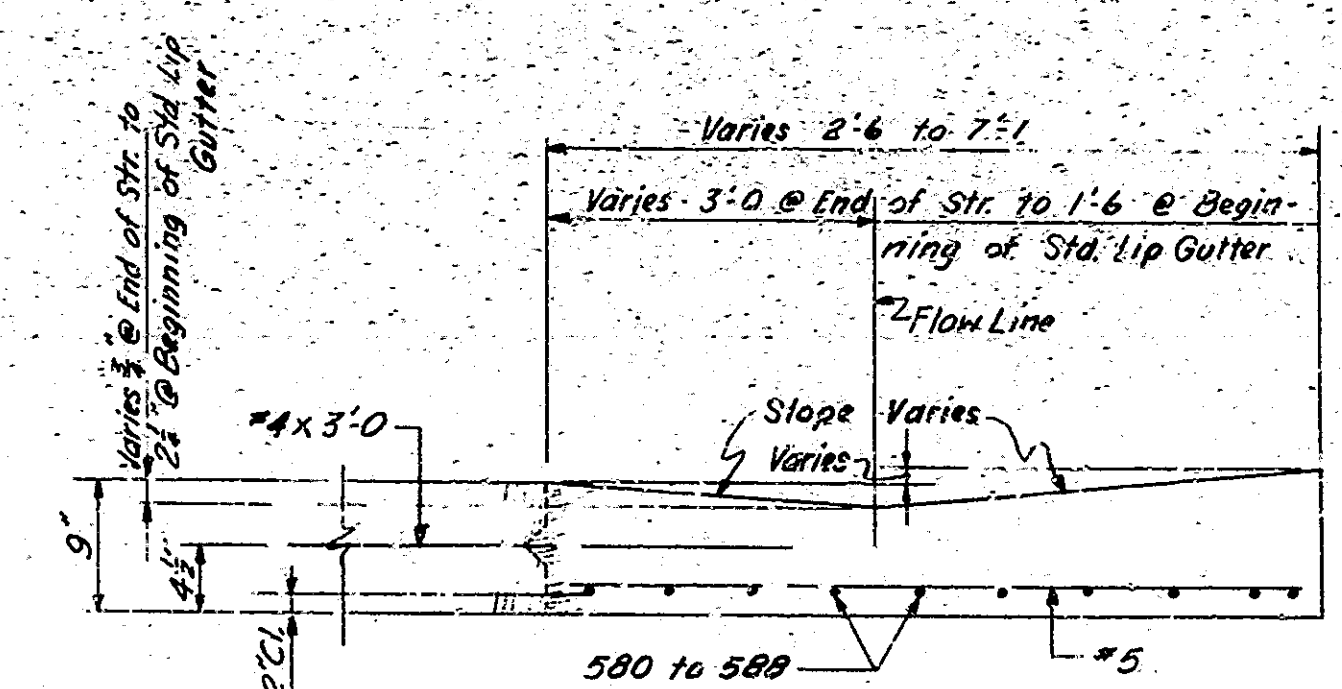
Note: For Integral Curb Walk Details-See Bridge Std. M2.

SIDEWALK TAPER DETAILS
For STRUCTURE NO. 7 Sta. 2014+00.0'

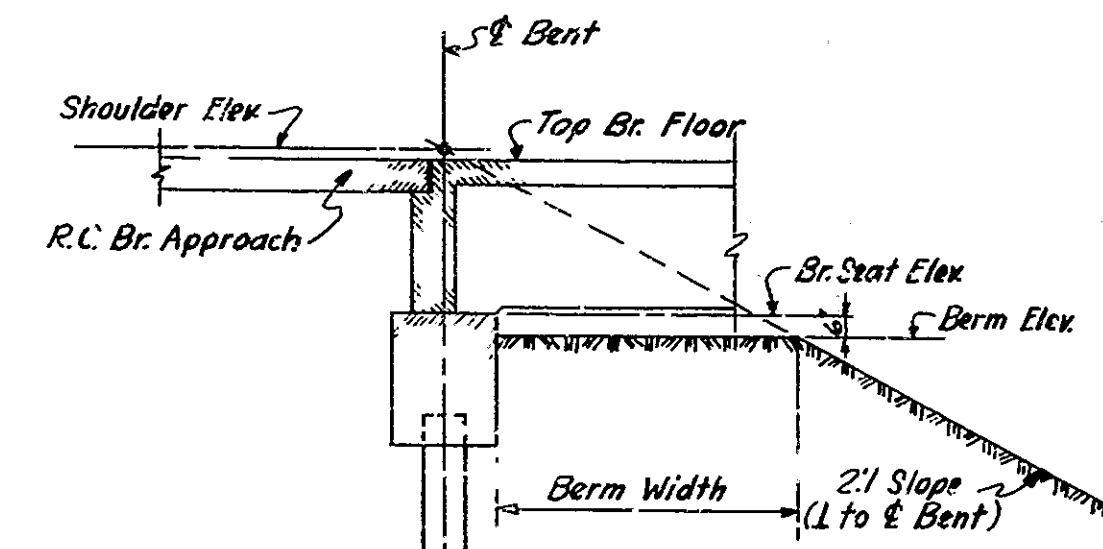
DETAILS



PLAN - R.C. BRIDGE APPROACH PAVEMENT @ BENT NO. 1
 PLAN @ BENT NO. 5 SAME BY 180° ROTATION SCALE: 1/4" = 1'-0"



NOTE: Warp section to Std. Lip Gutter section @ end of Widened R.C. Br. Approach
 SECTION A-A
 Scale: 1/4" = 1'-0"



SHOWING EARTH SPILL AT END BENTS
 SECTION B-B
 Scale: 1/4" = 1'-0"

BRIDGES OVER 20' SPAN					
FOR ROAD DIV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-03	1957	37	175
		-2(6)			

SIZE AND MARK	Q	LENGTH
580	13'-0"	13'-7"
581	12'-0"	12'-7"
582	10'-6"	11'-1"
583	9'-0"	9'-7"
584	7'-7"	8'-2"
585	6'-2"	6'-9"
586	4'-9"	5'-4"
587	3'-3"	3'-10"
588	1'-9"	2'-4"
589	0'-8"	9'-3"
590	7'-0"	7'-7"
591	20'-0"	20'-6"

BILL OF MATERIALS
 R.C. BRIDGE APPROACH
 PAVEMENT @ BENT NO. 1
 (R.C. BRIDGE APPROACH PAVMT @ BENT NO. 5 SAME)

REINFORCING STEEL			
SIZE AND MARK	NO. OF BARS	LENGTH	WEIGHT
580	6	13'-7"	
581	2	12'-7"	
582	2	11'-1"	
583	2	9'-7"	
584	2	8'-2"	
585	2	6'-9"	
586	2	5'-4"	
587	2	3'-10"	
588	2	2'-4"	
589	3	9'-3"	
590	3	7'-7"	
591	48	20'-6"	
#5	11	24'-0"	
#5	6	13'-0"	
#5	2	6'-6"	
#5	2	5'-9"	
#5	2	5'-3"	
#5	2	4'-6"	
#5	2	3'-9"	
#5	27	3'-0"	
#5	2	2'-6"	
TOTAL #5			1789 #
#4	14	3'-0"	28 #
TOTAL STEEL			1817 #
CONCRETE			
9" R.C. Pavmt.			771 sq. yd.
MISCELLANEOUS			
1" Exp. Jt.			51 Lin. Ft.

APPROACH DETAILS & BILL OF MATERIALS
 STATE HIGHWAY DEPARTMENT OF INDIANA
 JACKSON COUNTY
 SCALE: AS NOTED

STRUCTURE DATA

FEDERAL ROAD DIVISION NO. STATE I PROJ. NO. FISCAL YEAR SHEET NO. TOTAL SHEETS

Table with columns: STRUCTURE NUMBER, LOCATION, DESCRIPTION, SIZE, SKEW, LENGTH, HEIGHT, WINGS, FLOW LINE, CONCRETE CLASS, SPECIAL BORROW GRADE, REINFORCING STEEL, REMARKS, PLANS ON SHEET NO.

Table with columns: STRUCTURE NUMBER, LOCATION, DESCRIPTION, SIZE, SKEW, LENGTH, HEIGHT, WINGS, FLOW LINE, CONCRETE CLASS, SPECIAL BORROW GRADE, REINFORCING STEEL, REMARKS, PLANS ON SHEET NO.

Revised Sept 11, 1956
REMARKS
Revised Oct 8, 1958

