

INDEX

Table with columns: SHEET NO., DESIGNATION, B.P.R. APPROVAL, DATE ADOPTED & OF LATEST REVISION. Lists various sheets including title sheets, standards, and guard rail details.

Table with columns: SHEET NO., DATE, REVISED. Lists revisions to sheet 25.

STATE OF INDIANA INDIANA STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED STATE HIGHWAY I PROJECT NO. 94-2 (40) 45 CONSTR. TRI-STATE HIGHWAY

BEGINNING AT A POINT APPROXIMATELY 25593 FEET NORTH AND 23141 FEET EAST OF THE SOUTHWEST CORNER OF SECTION 31, T38N. R34W. AND EXTENDING IN A NORTHEASTERLY DIRECTION APPROXIMATELY 28,203.5 FEET TO A POINT ON THE INDIANA MICHIGAN STATE LINE APPROXIMATELY 820.0 FEET WEST OF THE NORTHEAST CORNER OF THE FRACTIONAL NORTHWEST QUARTER, SECTION 10, T38N. R34W. ALL IN LAPORTE COUNTY.

GROSS LENGTH- 5.341 MI. NET LENGTH- 5.282 MI.

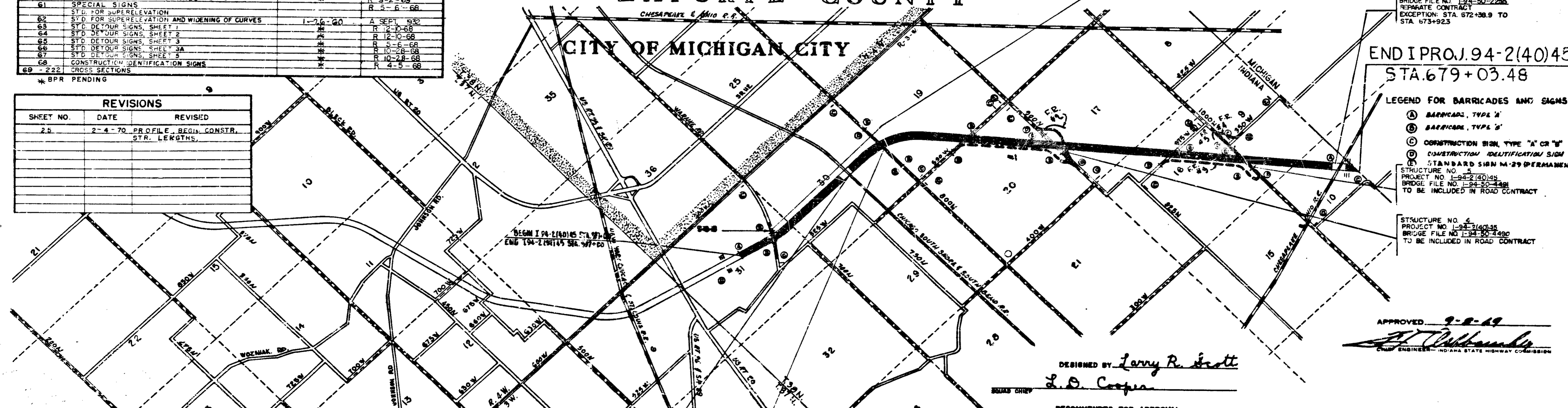
SCALES-

PLAN LONG- 1"=100' PROFILE HORIZ- 1"=100' TRANS- 1"=100' VERT- 1"=10'

LAPORTE COUNTY

MAX. GRADE 2.43 %

CITY OF MICHIGAN CITY



R/W PLANS INCLUDE R/W REQUIRED FOR SEPARATE CONTRACT STRUCTURES 1,2,3,6

Table with columns: FEDERAL ROAD REGION NO., STATE, PROJECT NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS. Values: 4, IND., I-94-2(40)45, 1969, 1, 252.

DESIGN DATA table with columns: A.D.T. (1968), A.D.T. (1968) PROJECTED, D.H.V. 1969, DIRECTIONAL DISTRIBUTION, TRUCKS, D.H.V., DESIGN SPEED, ACCESS CONTROL. Values include 34,950 V.P.D., 67,292 V.P.D., 6,164 V.P.D., 0.6%, 9% A.D.T., 27 M.P.H., FULL.

(2)40 P.E. (40)45 CONSTR. (8)45 R/W (53)45 UTILITIES

SCALE: 1"=2000'

STRUCTURE NO. 8 PROJECT NO. I-94-2(40)45 BRIDGE FILE NO. I-94-2(40)45 SEPARATE CONTRACT EXCEPTION: STA. 672+38.9 TO STA. 673+92.5

END I PROJ. 94-2(40)45 STA. 679+03.48

- LEGEND FOR BARRICADES AND SIGNS: (A) BARRICADE, TYPE 'A', (B) BARRICADE, TYPE 'B', (C) CONSTRUCTION SIGN, TYPE 'A' OR 'B', (D) CONSTRUCTION IDENTIFICATION SIGN, (E) STANDARD SIGN MA-29 PERMANENT. Includes project and bridge file information.

STRUCTURE NO. 4 PROJECT NO. I-94-2(40)45 BRIDGE FILE NO. I-94-2(40)45 TO BE INCLUDED IN ROAD CONTRACT

APPROVED 9-8-69 [Signature] CIVIL ENGINEER - INDIANA STATE HIGHWAY COMMISSION

DESIGNED BY Larry R. Scott

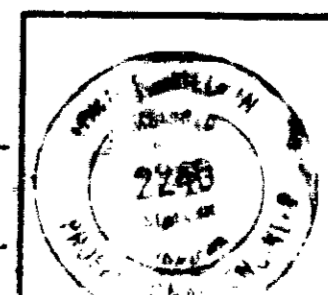
ROADS CHIEF [Signature]

RECOMMENDED FOR APPROVAL

ASSISTANT ENGINEER OF PLANS AND SPECIFICATIONS

RECOMMENDED FOR APPROVAL 9-8-69

[Signature] ASSISTANT ENGINEER OF PLANS AND SPECIFICATIONS, INDIANA STATE HIGHWAY COMMISSION

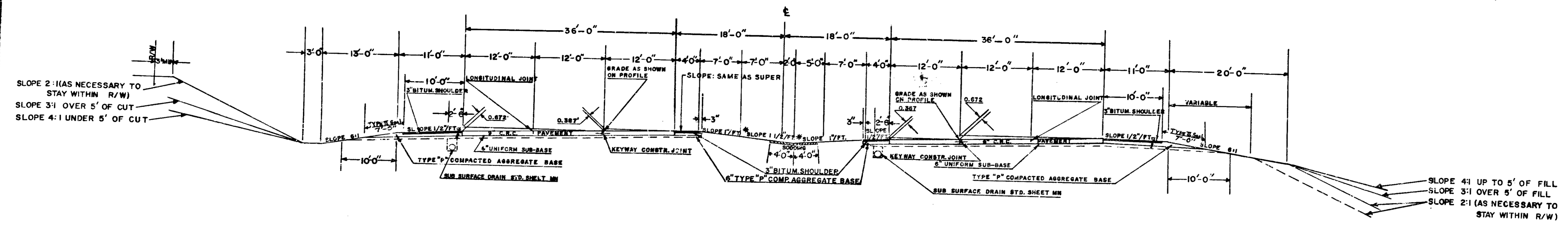


APPROVED BUREAU OF PUBLIC ROADS DEPARTMENT OF COMMERCE DIVISION ENGINEER DATE

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

STRUCTURE NO. 2 PROJECT NO. I-94-2(40)45 BRIDGE FILE NO. I-94-2(40)45 SEPARATE CONTRACT EXCEPTION STA. 486+528 TO STA. 486+71.78

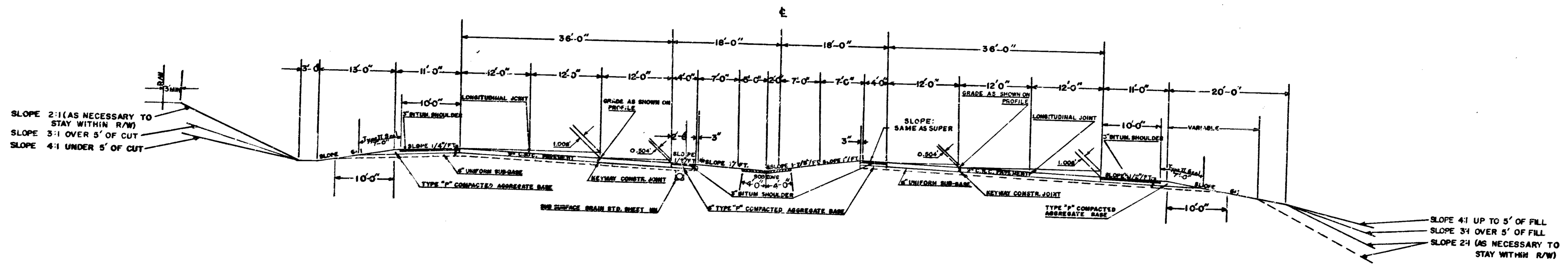
STRUCTURE NO. 3 PROJECT NO. I-94-2(40)45 BRIDGE FILE NO. I-94-2(40)45 SEPARATE CONTRACT NO EXCEPTION



* MINIMUM 3/4" / FT. } FOR SPECIAL CENTER DITCH
 * MAXIMUM 2" / FT. }

LINE 'B'

ON CURVE TO THE LEFT OF 1°-00'
 SCALE: 1/8" = 1'-0"



* MINIMUM 3/4" / FT. } FOR SPECIAL CENTER DITCH
 * MAXIMUM 2" / FT. }

LINE 'B'

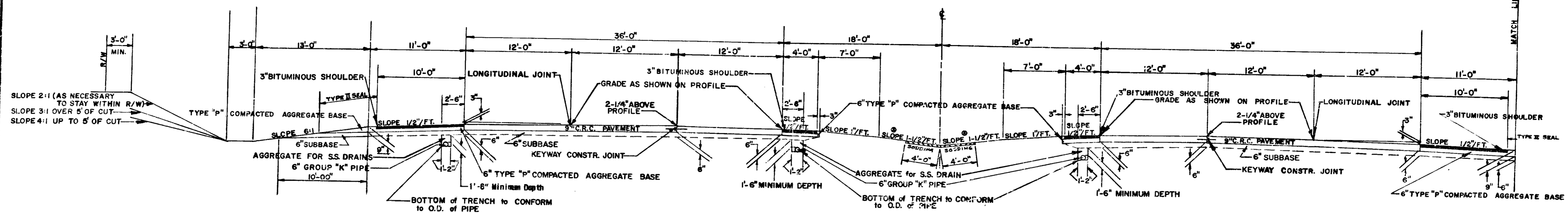
ON CURVE TO THE RIGHT OF 1°-30'
 SCALE: 1/8" = 1'-0"

TYPICAL CROSS SECTIONS

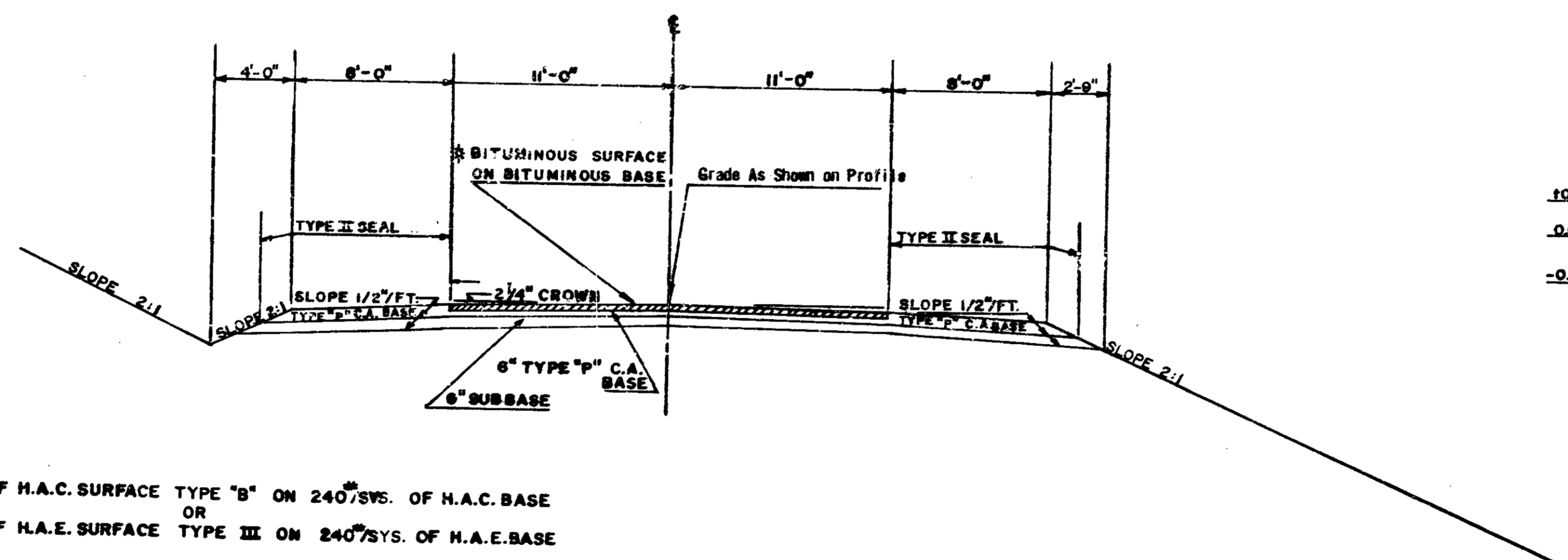
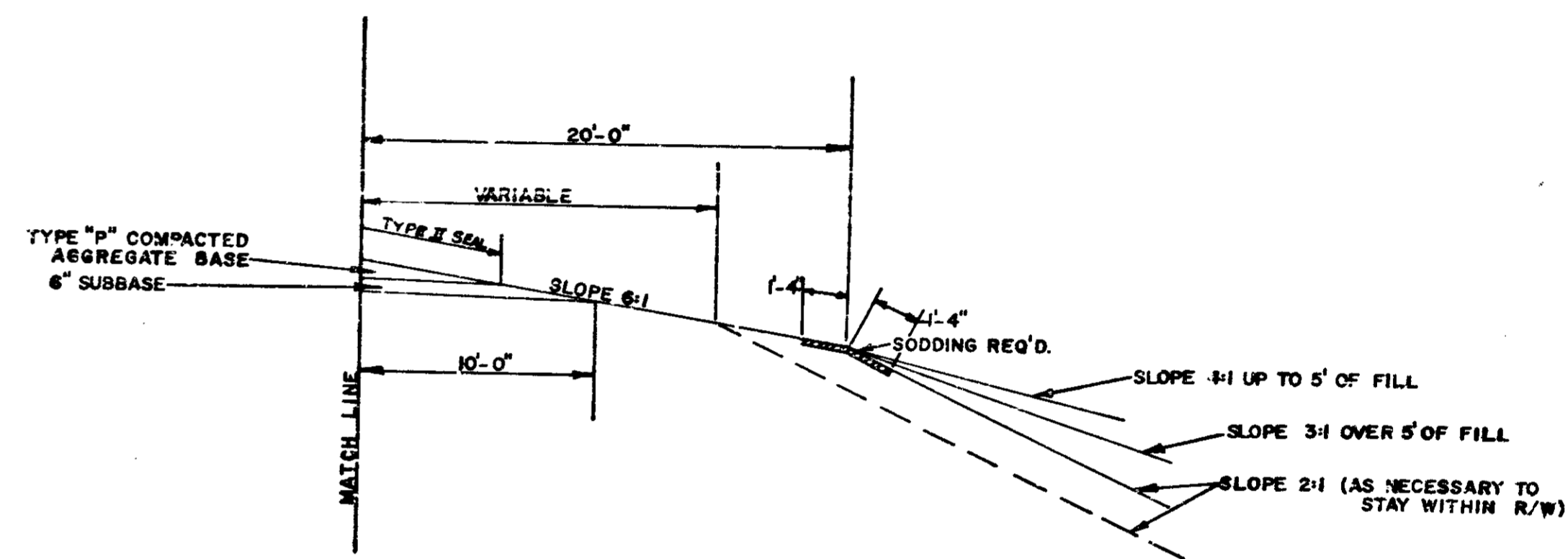
SCALE: 1/8" = 1'-0"

RECOMMENDED FOR APPROVAL 9-8-64

(Signature)

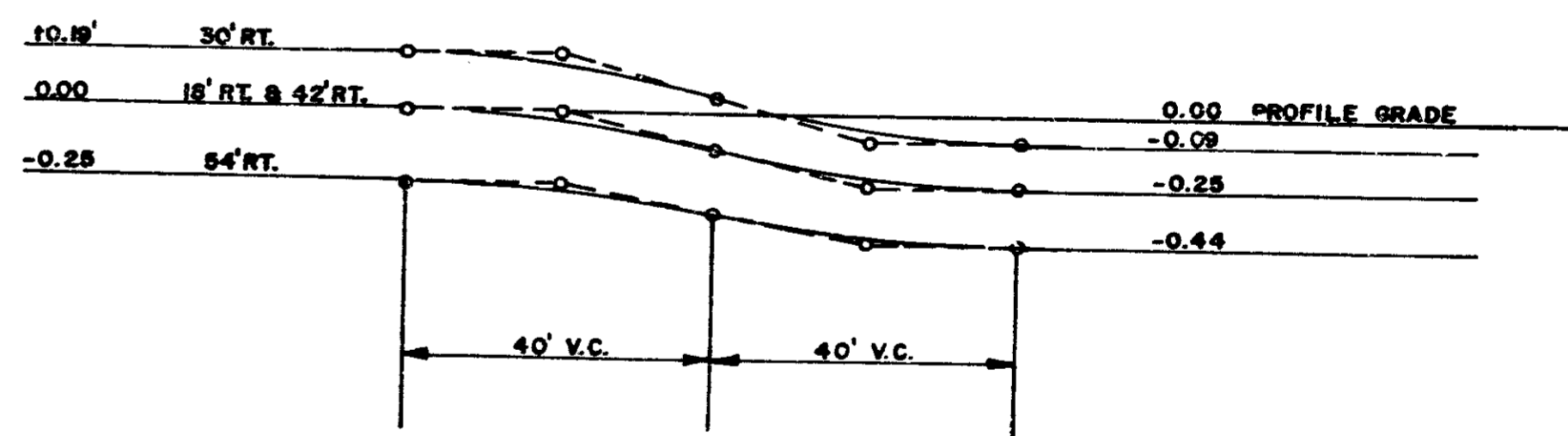


TANGENT LINE "B"
 x MINIMUM 3/4" / FT. } FOR SPECIAL CENTER DITCH
 x MAXIMUM 2" / FT. }



*50/SYS. OF H.A.C. SURFACE TYPE "B" ON 240/SYS. OF H.A.C. BASE
 OR
 90/SYS. OF H.A.E. SURFACE TYPE III ON 240/SYS. OF H.A.E. BASE

TYPICAL SECTION FOR CO. RD. 900N
 SCALE 1"=5'-0"



PAVEMENT EDGE TRANSITIONS
 FROM ROAD CROWN TO TILT SECTION AT
 BRIDGE APPROACH C.C.S. & S.B. RAILROAD
 AND C.&O. RAILROAD

(NOT TO SCALE)

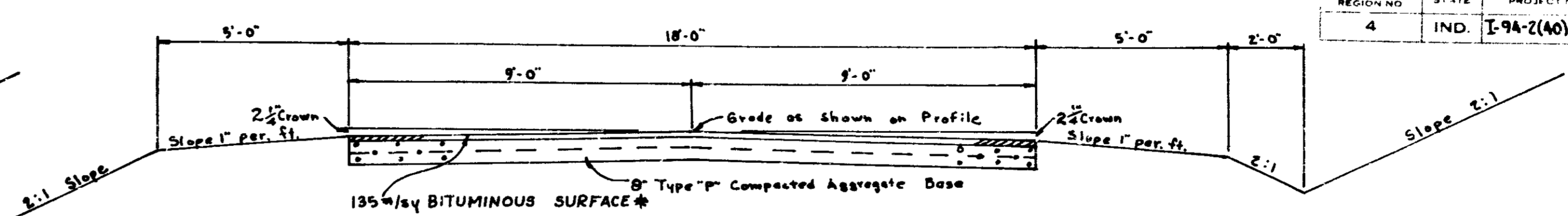
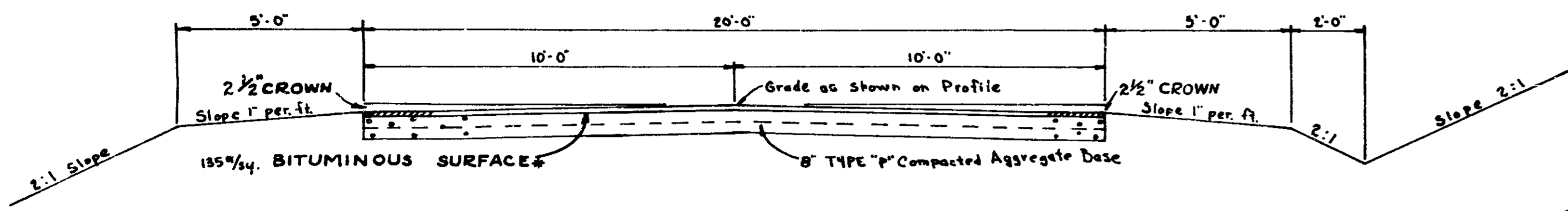
TYPICAL CROSS SECTIONS

SCALE - AS SHOWN

RECOMMENDED FOR APPROVAL 9-8-69

U.A. Bennett

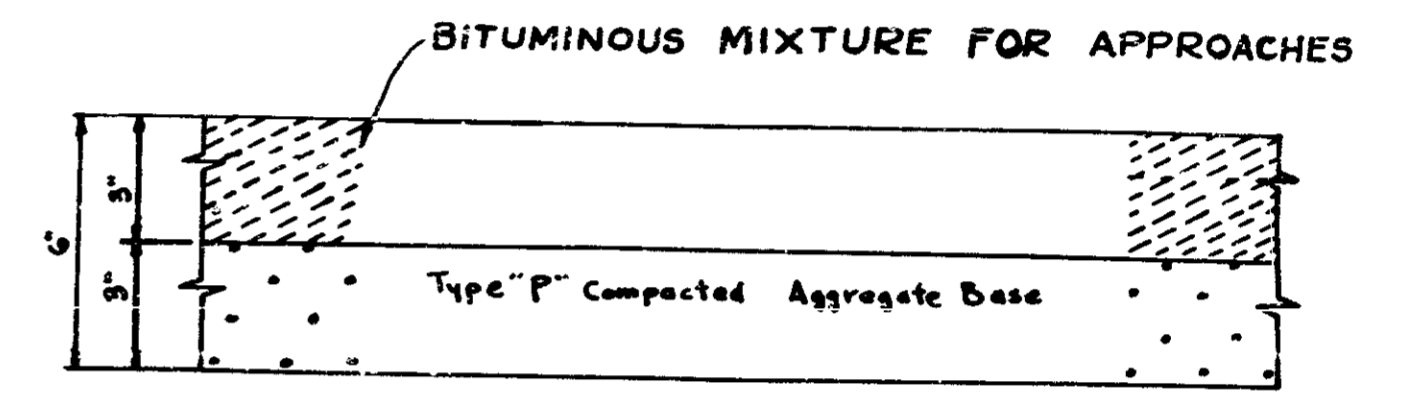
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2(40)45	1969	4	222



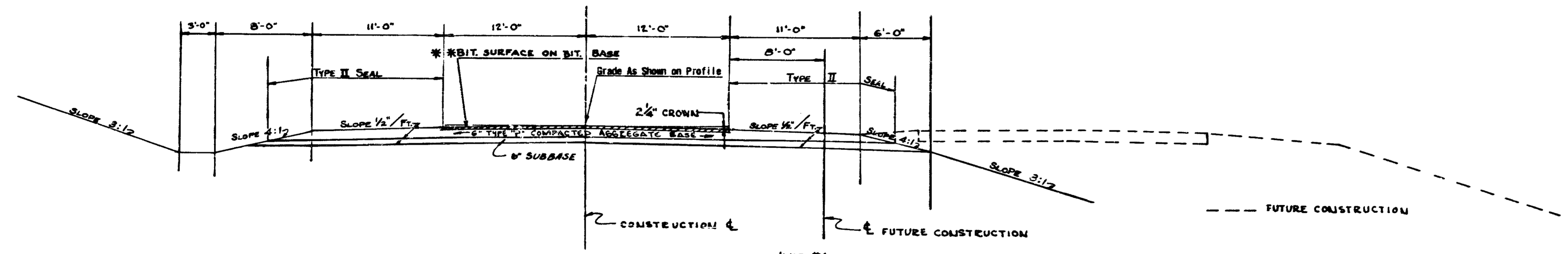
TYPICAL SECTION FOR 20' FRONTAGE ROAD
FRONTAGE ROAD #1, FRONTAGE #3, & FRONTAGE ROAD #4
SCALE: 3/8" = 1'-0"

TYPICAL SECTION FOR 18' FRONTAGE ROADS
FRONTAGE ROAD #2 & FRONTAGE ROAD #5
SCALE: 3/8" = 1'-0"

* 135% Sys. of H.A.C. SURFACE TYPE "A"
OR
135% Sys. of H.A.E. SURFACE TYPE II



PRIVATE DRIVES & MAIL BOX APPROACHES
SCALE: 3" = 1'-0"



CO. ROAD 1000 N (LINE S-7-B REV.)
SCALE 1" = 5'-0"
* 90% Sys. of H.A.C. SURFACE TYPE "B" ON 240% Sys. of H.A.C. BASE
OR
90% Sys. of H.A.E. SURFACE TYPE III ON 240% Sys. of H.A.E. BASE

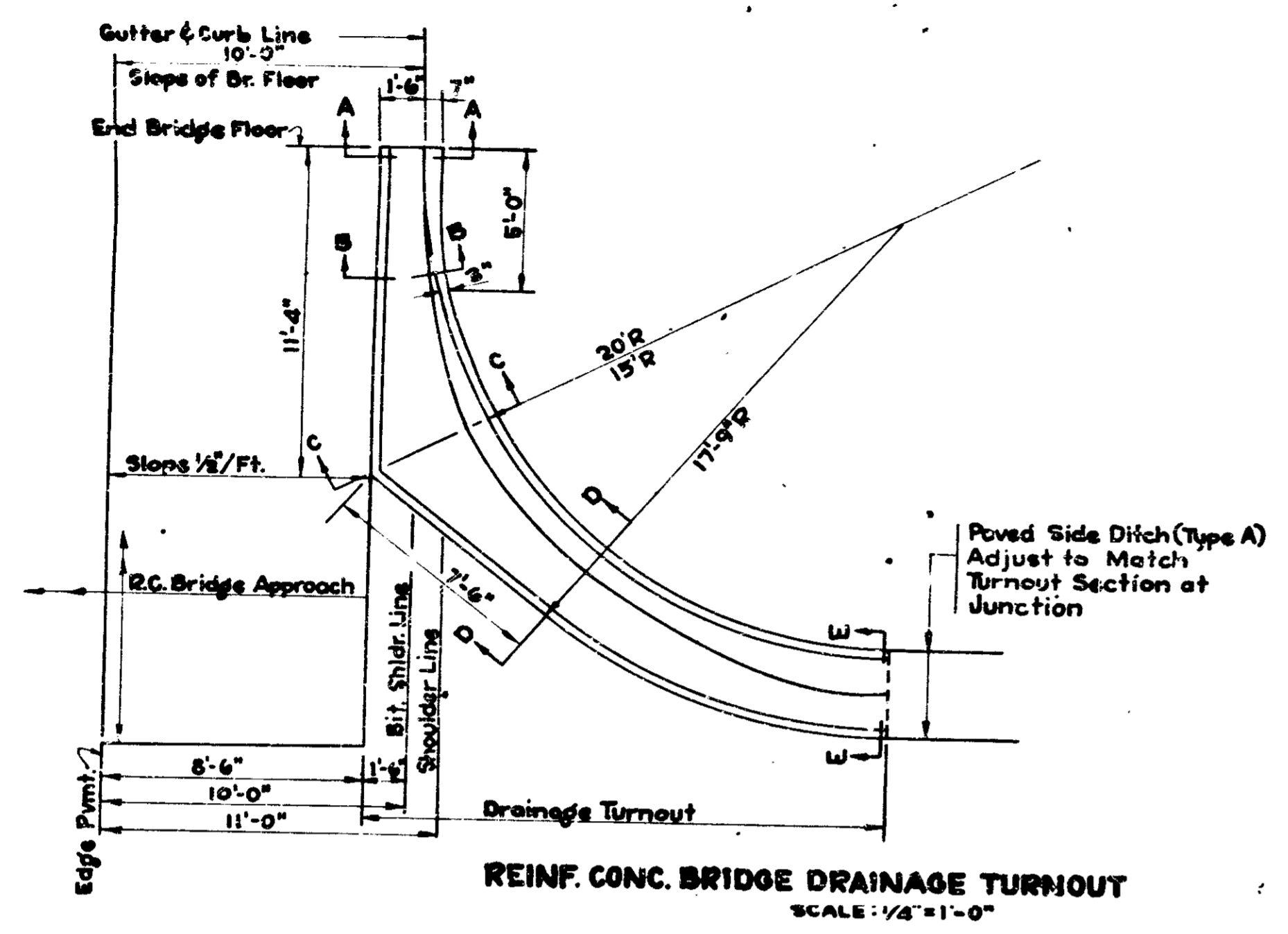
TYPICAL CROSS SECTIONS

SCALE: As Shown

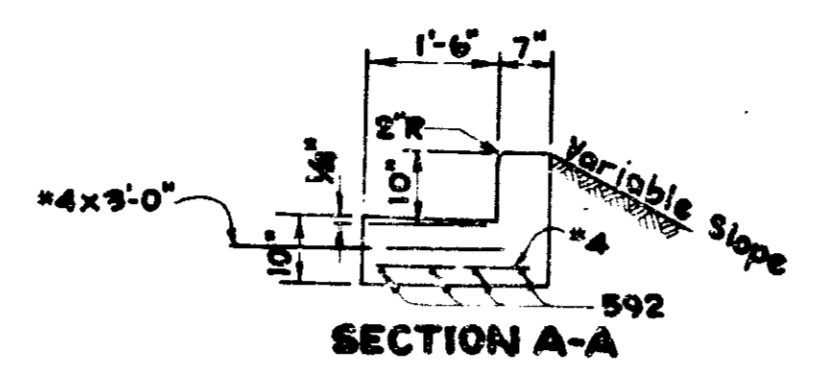
RECOMMENDED FOR APPROVAL 2-8-69

U.N. Behrens

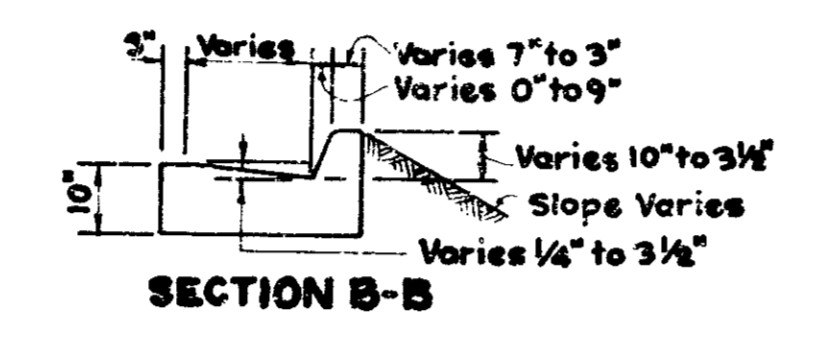
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	94-2(40)45	1969	4A	222



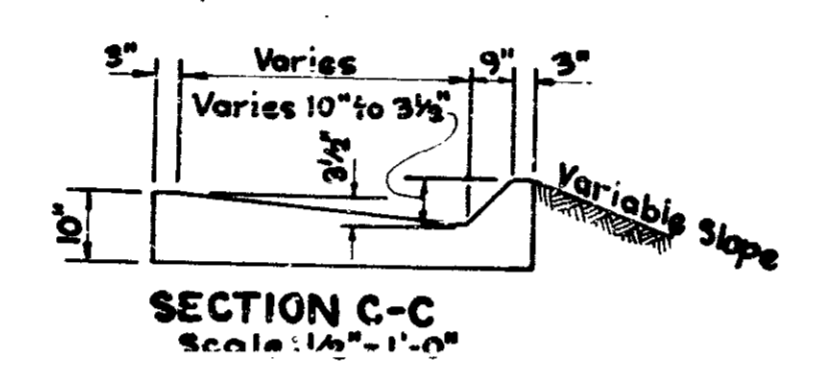
REINF. CONC. BRIDGE DRAINAGE TURNOUT
SCALE: 1/4"=1'-0"



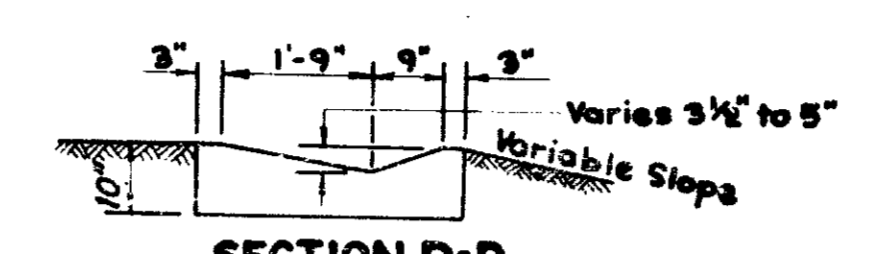
SECTION A-A



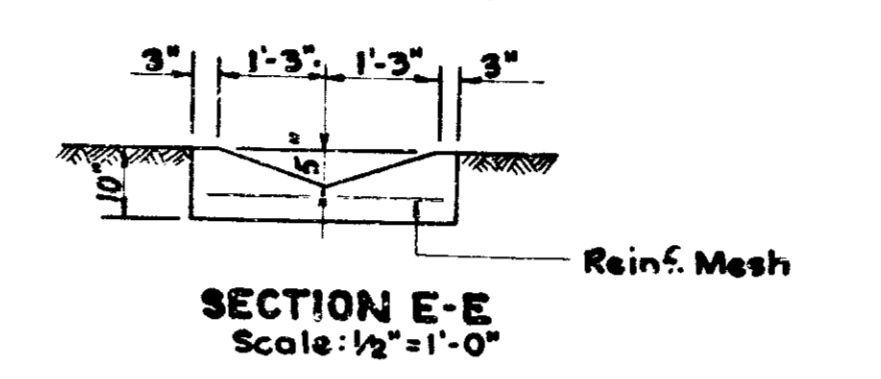
SECTION B-B



SECTION C-C

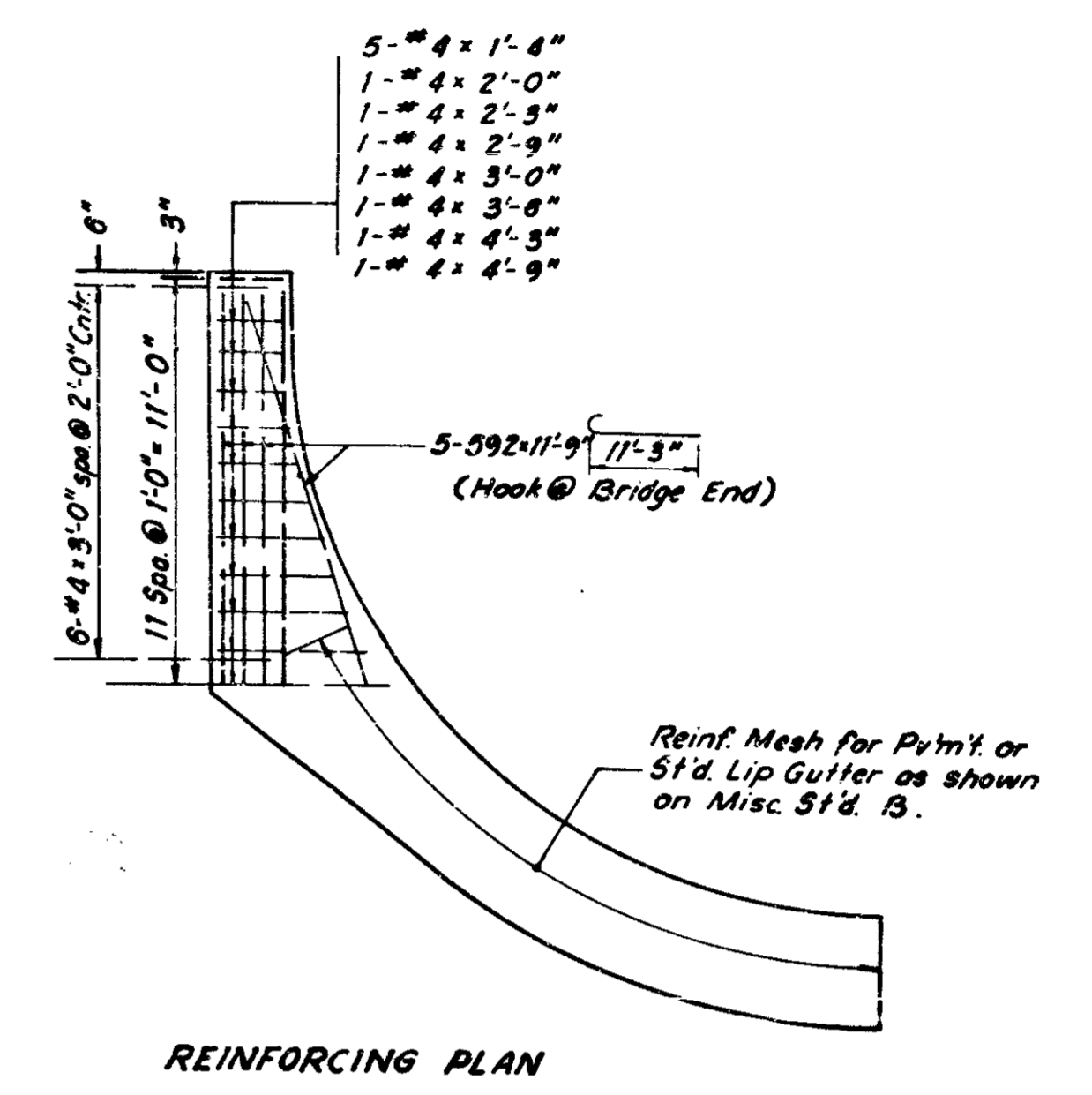


SECTION D-D



SECTION E-E

Note: Reinforced Concrete Bridge Drainage Turnout Will Be Measured and Paid for as 45 Lin. Ft. of Paved Side Ditch, Type "A". The Cost of Reinforcing Steel Including Dowels and Mesh to be included in the Cost of the Reinforced Concrete Bridge Drainage Turnout.



REINFORCING PLAN

REINFORCED CONCRETE BRIDGE DRAINAGE TURNOUT

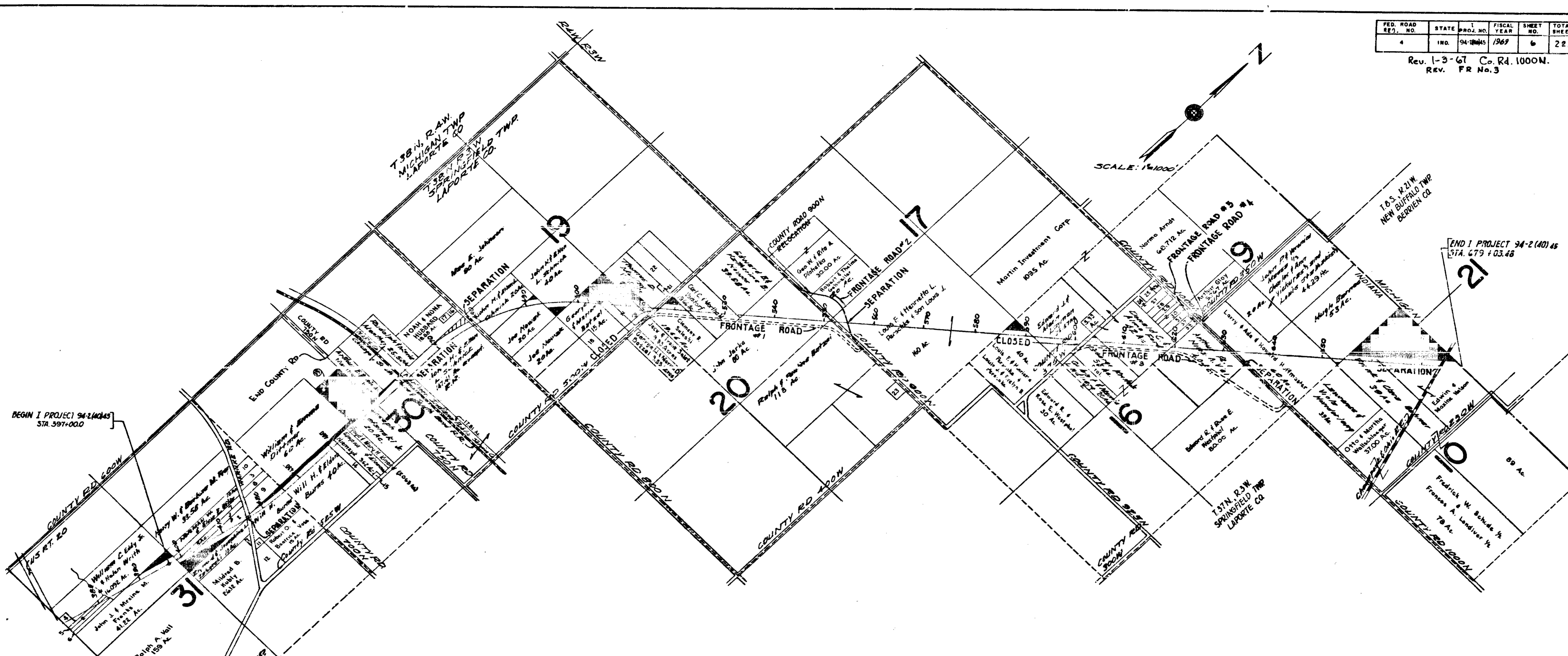
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
94-2(40)45		4A	222

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	94-14045	1969	6	222

Rev. 1-3-67 Co. Rd. 1000N.
REV. FR No. 3

SCALE: 1"=1000'

END I PROJECT 94-2(40)48
STA. 679 +03.48



BEGIN I PROJECT 94-14045
STA. 597+00.0

PARCEL	OWNER	ACREAGE	PARCEL	OWNER	ACREAGE
1	Mildred Bazaine Kuby	.74	26	Louis W. & Hazel Westphal	2.00
2	David F. & Jennie Daron	10.00	27	Oscar M. & Hazel B. Ward	2.00
3	Madeat & Cecilia Polowski	3.38	28	Alfred L. & Norma Westphal	2.00
4	George & Florence Burns	1.24	29	Marvin H. & Mabel Bootz	1.00
5	Kenneth H. & Lenora C. Burns	4.10	30	Charles L. & Joan Forney	2.00
6	Viola E. Burns	2.05	31	Edward N. & Omega Kempf	2.00
7	Western Michigan Investments Inc.	5.00	32	William C. & Patricia Ann Kempf	2.00
8	Joseph J. & Helen E. Wiese	2.70	33	Edward N. & Omega Kempf	2.00
9	Robert T. & Mildred C. Callan	6.27		Marvin H. & Mabel Bootz	2.00
10	Albert & Stefanya Polowski	3.40			
11	Glen E. & Elsie M. Burns	0.758			
12	John D. & Shirley Mc Carty	6.38			
13	Joseph Defanski Jr.	15.00			
14	Paul A. & Patricia A. Mazac	5.00			
15	Patricia Anna Janasky	0.38			
16	E. Ray & Virginia Kennedy	0.77			
17	Jr. Adam Q. & Doris M. Ramey	0.35			
18	Wm. F. & Virginia M. Carter	5.00			
19	Kenneth W. & Dorothy M. Batzel	20.00			
20	Kenneth W. & Dorothy M. Batzel	3.50			
21	Edwin & Myrtle M. Crawford	1.00			
22	Jack L. & Mary C. Johnson	10.00			
23	Jack L. & Bettylou E. Miller	2.00			
24	Oscar M. & Hazel B. Ward	1.00			
25	Louis W. & Hazel Westphal	3.00			

LAND LOCKED
NO ACCESS PROVIDED

ACQUIRE R/W NO
APPROACH PROVIDED

PLAT #1
FOR DESIGN DEPT.
DETAILS

390

395

400

405

410

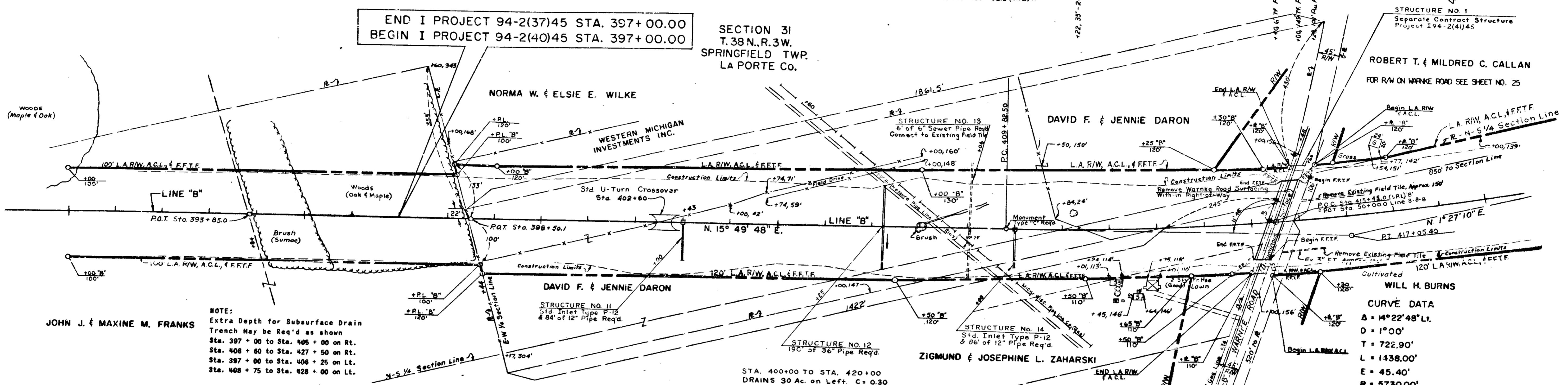
420

- 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

END I PROJECT 94-2(37)45 STA. 397+00.00
 BEGIN I PROJECT 94-2(40)45 STA. 397+00.00

SECTION 3I
 T. 38 N., R. 3W.
 SPRINGFIELD TWP.
 LA PORTE CO.

CHINA WOLF & SONS
 CIVIL ENGINEERS
 1415 W. WASHINGTON
 CHICAGO, ILL. 60604



NOTE:
 Extra Depth for Subsurface Drain Trench May be Req'd as shown Sta. 397+00 to Sta. 405+00 on Rt. Sta. 408+00 to Sta. 427+50 on Rt. Sta. 397+00 to Sta. 406+25 on Lt. Sta. 408+75 to Sta. 428+00 on Lt.

- Standard divided lane sections for Federal Aid Interstate Projects as shown on Sheet No. 2 to be used on this project. A 9" C.R.C. Pavement shall be used.
- Standard pavement section for Continuously Reinforced Concrete Pavement as shown on Sheets 2A, 2B, & 2C to be used on this project.
- Typical cross-sections as shown on Sheets 3, 3A & 4 to be used on this project.
- Standards under dates as listed in Index on Title Sheet to be used on this project.
- All Ditches of 1% grade and over shall be sodded except where ditch is in rock cut or where Paved Side Ditch is to be constructed.
- Sodding shall be placed as shown on Standard and Typical Cross-Sections and on Miscellaneous Standard Sheet "M".
- All Earth Shoulders, Median Area, Cut, and Fill slopes shall be plain or matched sodded except where sodding is specified.
- Overhaul and Added Haul Quantities as shown in the Balances are for information only.
- Excavation Quantities as shown include estimated excavation for Public and Private Approaches. See Table on Sheet No. 29.
- Paper Relocation lines are to be cross-sectioned by the Project Engineer before construction.
- For "Kinds of Pipe" permitted for each size and classification as shown on the Structure Data Sheet, see Miscellaneous Standard Sheet "M".
- The minimum grade for Subsurface Drains shall be 0.20%. Where the profile grade is less than 0.20%, special grades for Subsurface Drains shall be established by the Engineer.
- The Contractor must accept the plan quantities of Subbase as given on the Estimate of Quantities Sheet.
- F.R. #1, F.R. #2 P.R., P.R. #4, S-7-B Rev. & S-6-B shall have "Edge Lines" and "Skip Center Line" as set out in "Special Provisions" and "Yellow Barrier Lines" shall be placed as shown on plans.
- All Limited Access Right-of-Way (L.A. R/W) to be fenced with Chain Link Type Fence (C.L.T.F.) or Farm Field Type Fence (F.F.T.F.) as specified in the plans.
- Frontage Roads shall be Superlevated according to Standards of 1922. Main Road shall be Superlevated according to Transition & Superlevation Sheet No. 27, Co. Road 900 M Shall be Superlevated according to Sheet No. 28.
- All Highway Drainage Structures over 42" diameter have been designed on the basis of a 10 year storm frequency.
- WHEN GUARD RAIL BASIC TYPE "A" IS CALLED FOR ON THIS PROJECT, THE CONTRACTOR SHALL USE THE STEEL BEAM SECTION ONLY. (SEE SPECIAL PROVISIONS.)
- WHEN GUARD RAIL BASIC TYPE "B" IS CALLED FOR ON THIS PROJECT, THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE STEEL BEAM SECTION, THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION OR THE STEEL TUBULAR SECTION. (SEE SPECIAL PROVISIONS.)
- WHEN GUARD RAIL BASIC TYPE "C" IS CALLED FOR ON THIS PROJECT, THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION OR THE STEEL TUBULAR SECTION. (SEE SPECIAL PROVISIONS.)
- THE QUANTITY "FURNISHING AND PLACING SEED (CROWN VETCH)", SHOWN ON THE ESTIMATE OF QUANTITIES SHEET IS TO BE USED AT THOSE LOCATIONS WHERE THE SLOPES ARE 2:1 OR STEEPER OR IN AN AREA REQUIRING SAND CUT OR SAND FILLS OR AS DIRECTED BY THE ENGINEER.
- WHEN GUARD RAIL BASIC TYPE "E" IS CALLED FOR ON THIS PROJECT, THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE STEEL BEAM SECTION, THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION OR THE STEEL TUBULAR SECTION. (SEE SPECIAL PROVISIONS.)
- WHEN GUARD RAIL BASIC TYPE "F" IS CALLED FOR ON THIS PROJECT, THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE STEEL BEAM SECTION, THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION OR THE STEEL TUBULAR SECTION. (SEE SPECIAL PROVISIONS.)
- WHEN GUARD RAIL BASIC TYPE "G" IS CALLED FOR ON THIS PROJECT, THE CONTRACTOR SHALL HAVE THE OPTION OF USING EITHER THE SEMI-ELLIPSE ALUMINUM TUBULAR SECTION OR THE STEEL TUBULAR SECTION. (SEE SPECIAL PROVISIONS.)
- THE CONTRACTOR MUST ACCEPT THE PLAN QUANTITIES OF GRADE "B" SPECIAL BORROW FOR STRUCTURE BACKFILL AS GIVEN ON THE ESTIMATE OF QUANTITIES SHEET.

CURVE DATA
 $\Delta = 14^{\circ}22'48''$ Lt.
 $D = 1^{\circ}00'$
 $T = 722.90'$
 $L = 1438.00'$
 $E = 45.40'$
 $R = 5730.00'$
 UTILITIES

Underground High Pressure Gas Line at Sta. 408+25 owned by Michigan-Wisconsin Pipeline Co. contact Mr. E. D. Newton, District Supt. Crown Point, Indiana. Phone St. John 2311.
 Power Lines owned by Indiana and Michigan Electric Co. 228 West Colfax Avenue, South Bend, Indiana. Phone CE 3-9371.
 Telephone Lines owned by Indiana Bell Telephone Co. 118 East Eighth Street, Michigan City, Indiana. Phone TR 4-4201.
 Pipeline at Sta. 460+95 and High Tension Lines at Sta. 460+76 owned by Northern Indiana Public Service Co. 526 Franklin Street, Michigan City, Indiana. Phone TR 4-4231.

BALANCE NO. 1
 (Sta. 397+00 to Sta. 416+50)
 CUT = 26382 cys.
 FILL 25% = 15695 cys.
 OVERHAUL = 10667 cys.
 ADDED HAUL = 10667 cys.
 ABOVE ADDED HAUL TO BE USED IN BALANCE NO. 3.

P.V.I. 408.00
 Elev. 666.12
 V.C. 800'

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

680

670

660

650

640

630

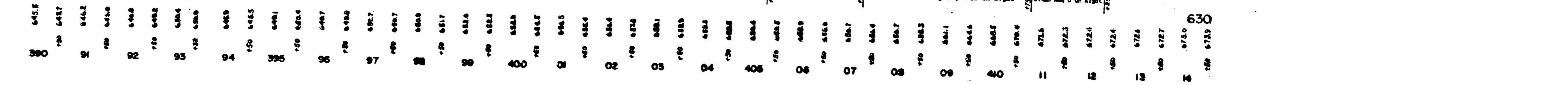
680

670

660

650

640



B.M. #33, EL. 548.32, R.R. SPIKE IN EAST BASE OF 18" OAK, 185' LT. STA. 390+37.
 B.M. #34, EL. 651.67, R.R. SPIKE IN NORTHWEST BASE OF 12" ELM, 175' RT. STA. 390+00.
 B.M. #35, EL. 672.35, 4'-0" OF 1" IRON PIPE IN GROUND AT N-S FENCE LINE, 108' LT. STA. 410+00.
 B.M. #36, EL. 675.70, X-CUT ON WEST END OF CONC. HEADMALL, 204' RT. 414+50.

120

130, 150'-0" SASSAFRAS

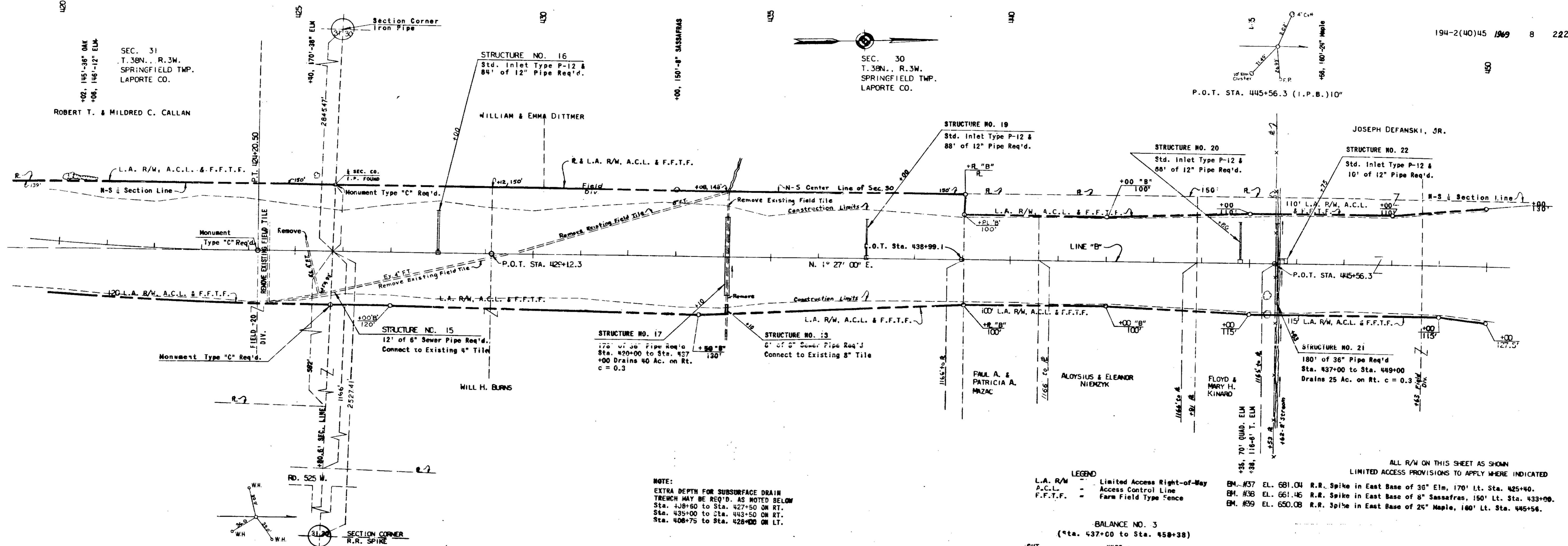
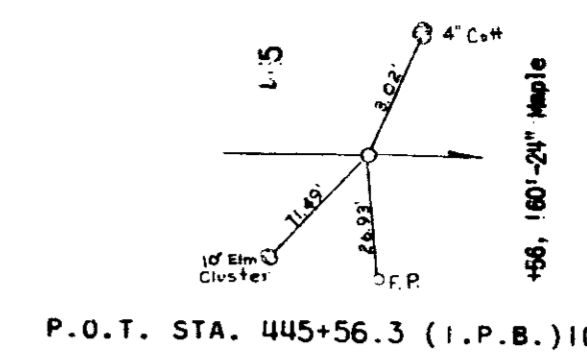
140

150

SEC. 31
T. 38N., R. 3W.
SPRINGFIELD TWP.
LAPORTE CO.

ROBERT T. & MILDRED C. CALLAN

SEC. 30
T. 38N., R. 3W.
SPRINGFIELD TWP.
LAPORTE CO.



NOTE:
EXTRA DEPTH FOR SUBSURFACE DRAIN
TRENCH MAY BE REQ'D. AS NOTED BELOW
Sta. 438+60 to Sta. 427+50 ON RT.
Sta. 435+00 to Sta. 443+50 ON RT.
Sta. 408+75 to Sta. 428+00 ON LT.

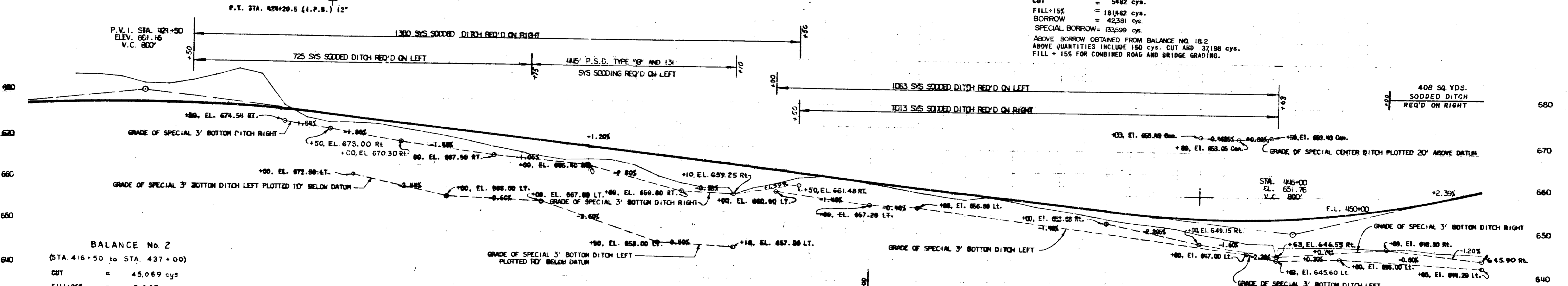
LEGEND
L.A. R/W = Limited Access Right-of-Way
A.C.L. = Access Control Line
F.F.T.F. = Farm Field Type Fence

BM. #57 EL. 681.04 R.R. Spike in East Base of 36' Elm, 170' Lt. Sta. 425+40.
BM. #58 EL. 661.45 R.R. Spike in East Base of 8' Sassafras, 150' Lt. Sta. 433+00.
BM. #59 EL. 650.08 R.R. Spike in East Base of 25' Maple, 160' Lt. Sta. 445+56.

BALANCE NO. 3
(Sta. 437+00 to Sta. 458+38)

CUT = 5482 cys.
FILL+15% = 18142 cys.
BORROW = 42381 cys.
SPECIAL BORROW = 133599 cys.

ABOVE BORROW OBTAINED FROM BALANCE NO. 18.2
ABOVE QUANTITIES INCLUDE 150 cys. CUT AND 37,198 cys.
FILL + 15% FOR COMBINED ROAD AND BRIDGE GRADING.



BALANCE NO. 2
(STA 416+50 to STA. 437+00)

CUT = 45,069 cys.
FILL+25% = 13,355 cys.
OVERHAUL = 31,714 cys.
ABOVE OVERHAUL TO BE USED IN BALANCE

STATION	CUT	FILL	OVERHAUL
420	21	22	23
425	24	25	26
430	27	28	29
435	30	31	32
440	33	34	35
445	36	37	38
450	39	40	41
455	42	43	44
460	45	46	47
465	48	49	50
470	51	52	53
475	54	55	56
480	57	58	59
485	60	61	62
490	63	64	65
495	66	67	68
500	69	70	71
505	72	73	74
510	75	76	77
515	78	79	80
520	81	82	83
525	84	85	86
530	87	88	89
535	90	91	92
540	93	94	95
545	96	97	98
550	99	100	101
555	102	103	104
560	105	106	107
565	108	109	110
570	111	112	113
575	114	115	116
580	117	118	119
585	120	121	122
590	123	124	125
595	126	127	128
600	129	130	131
605	132	133	134
610	135	136	137
615	138	139	140
620	141	142	143
625	144	145	146
630	147	148	149
635	150	151	152
640	153	154	155
645	156	157	158
650	159	160	161
655	162	163	164
660	165	166	167
665	168	169	170
670	171	172	173
675	174	175	176
680	177	178	179
685	180	181	182
690	183	184	185
695	186	187	188
700	189	190	191
705	192	193	194
710	195	196	197
715	198	199	200
720	201	202	203
725	204	205	206
730	207	208	209
735	210	211	212
740	213	214	215
745	216	217	218
750	219	220	221
755	222	223	224
760	225	226	227
765	228	229	230
770	231	232	233
775	234	235	236
780	237	238	239
785	240	241	242
790	243	244	245
795	246	247	248
800	249	250	251

CWA: W. COLE & SON MAY 59
CWA: W. COLE & SON JUNE 59
CWA: W. COLE & SON MAR 59

81237

CWA: W. COLE & SON MAY 59
CWA: W. COLE & SON MAY 59
CWA: W. COLE & SON MAY 59
CWA: W. COLE & SON MAY 59

8129 L

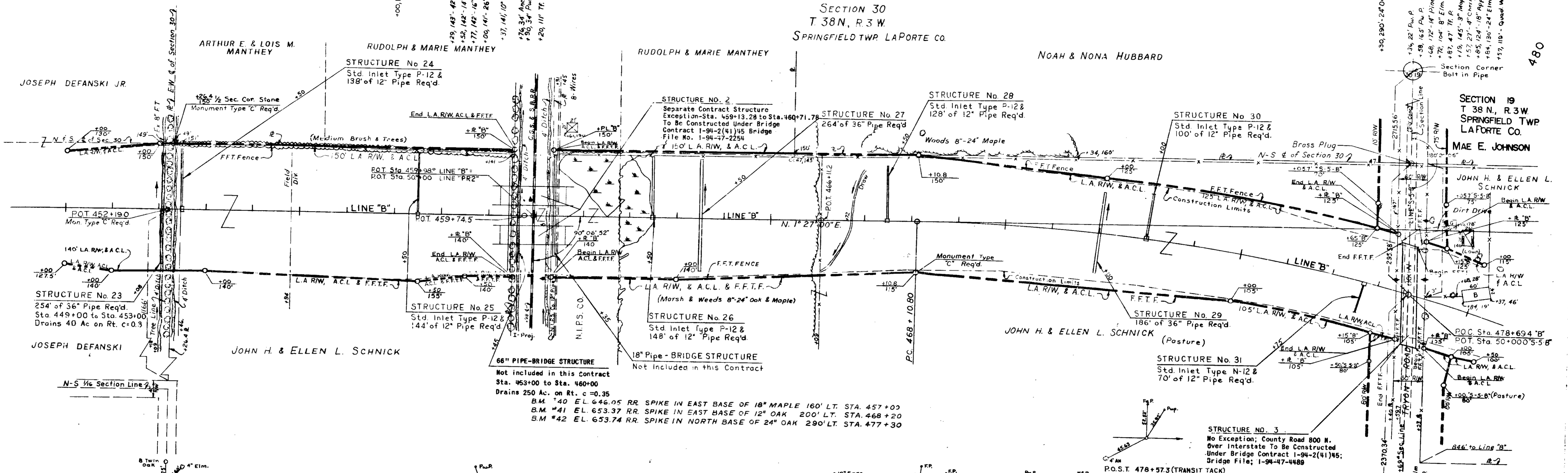
500 Sq. Yds. Pavement Removal
STA. 48+90 to 51+15 Line "S-5-B"

SECTION 30
T. 38 N., R. 3 W.
SPRINGFIELD TWP. LA PORTE CO.

CHAS. W. COLE & SON, MAY 58
CHAS. W. COLE & SON, JUN 58
CHAS. W. COLE & SON, MAR 58

8023T

CHAS. W. COLE & SON, APR 58
CHAS. W. COLE & SON, MAY 58
CHAS. W. COLE & SON, JUN 58
CHAS. W. COLE & SON, OCT 58



66" PIPE-BRIDGE STRUCTURE
Not included in this Contract
Sta. 453+00 to Sta. 460+00
Drains 250 Ac. on Rt. c=0.35
B.M. #40 EL. 646.05 RR SPIKE IN EAST BASE OF 18" MAPLE 160' LT. STA. 457+00
B.M. #41 EL. 653.37 RR SPIKE IN EAST BASE OF 12" OAK 200' LT. STA. 468+20
B.M. #42 EL. 653.74 RR SPIKE IN NORTH BASE OF 24" OAK 290' LT. STA. 477+30

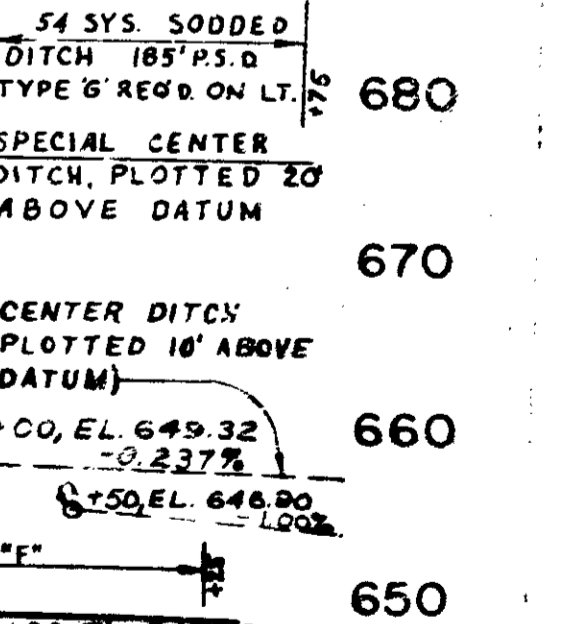
STRUCTURE NO. 3
No Exception; County Road 800 N.
Over Interstate To Be Constructed
Under Bridge Contract I-94-2(41)45;
Bridge File: I-94-47-4489

BALANCE NO. 4
(Sta. 461+46 to Sta. 482+00)

- CUT = 13058 cys.
- FILL+15% = 11951 cys.
- BORROW = 10000 cys.
- SPECIAL BORROW = 11883 cys.
- ABOVE QUANTITIES INCLUDE 25488 cys.
- FILL+15% FOR COMBINED ROAD AND BRIDGE GRADING, ABOVE BORROW OBTAINED FROM BALANCE NO. 5 UNSUITABLE MATERIAL TO BE USED ON SLOPES & SHOULDERS.

SECTION CORNER
IRON PIPE

STA. 474+00
EL. 651.20
900' V.C.
(SPECIAL 3' BOTTOM DITCH ON RIGHT PLOTTED 10' ABOVE DATUM)

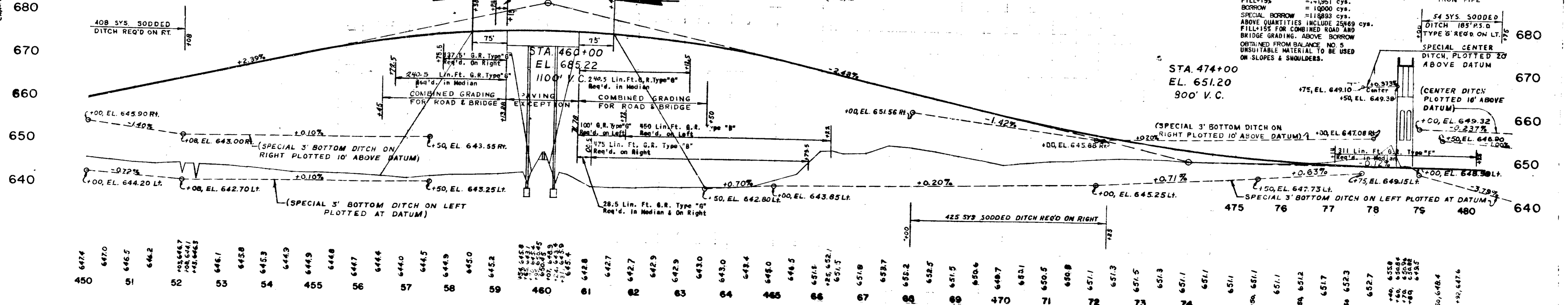


(CENTER DITCH PLOTTED 10' ABOVE DATUM)

(SPECIAL 3' BOTTOM DITCH ON RIGHT PLOTTED 10' ABOVE DATUM)

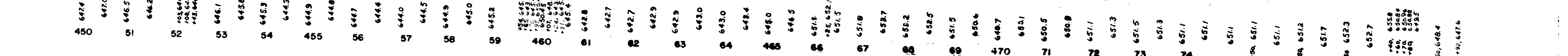
(SPECIAL 3' BOTTOM DITCH ON LEFT PLOTTED AT DATUM)

(SPECIAL 3' BOTTOM DITCH ON LEFT PLOTTED AT DATUM)

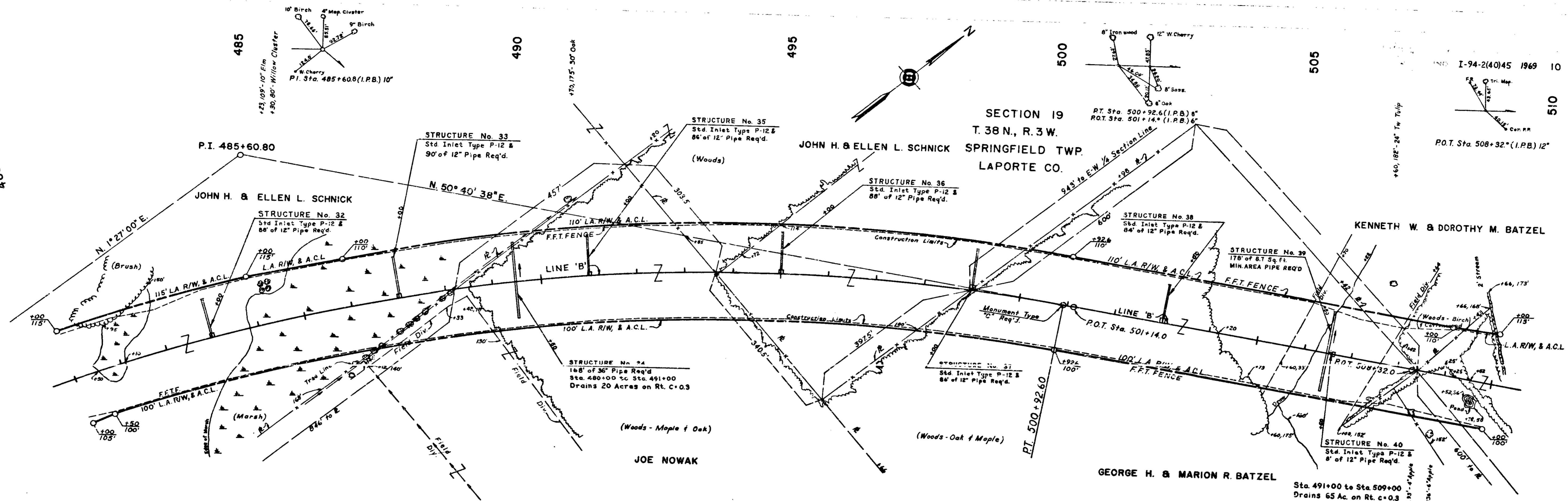


425 SYS SODDED DITCH REQ'D ON RIGHT

475 76 77 78 79 480



SECTION 19
T. 38 N., R. 3 W.
SPRINGFIELD TWP.
LAPORTE CO.



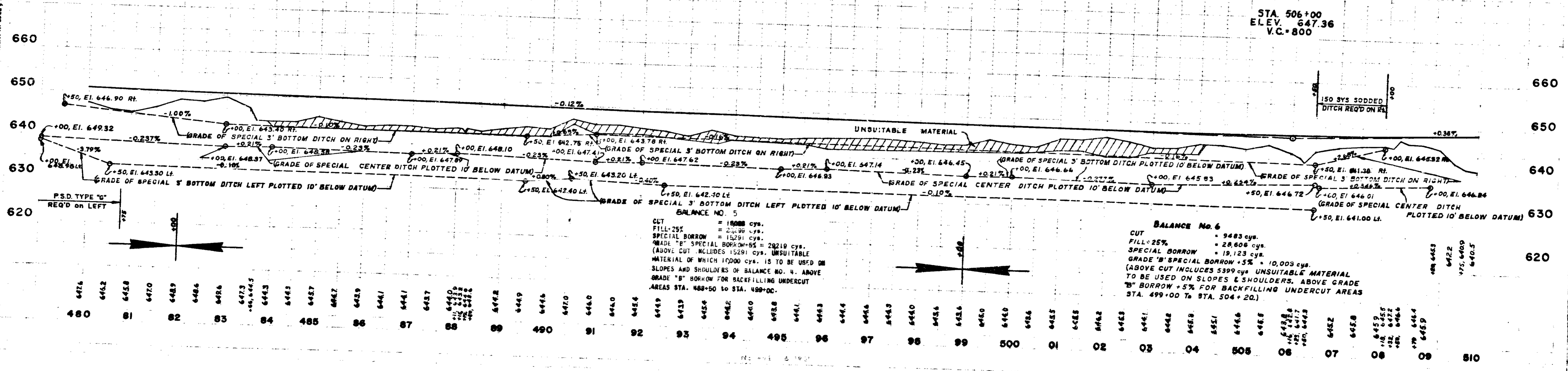
CURVE DATA

Δ	= 49° 13' 38\"
D	= 1° 30'
T	= 1750.00'
L	= 3281.80'
E	= 381.81'
R	= 3820.00'

LEGEND

L.A.R/W - LIMITED ACCESS RIGHT-OF-WAY
 A.C.L. - ACCESS CONTROL LINE
 F.F.T.F. - FARM FIELD TYPE FENCE

B.M. #43 EL. 647.92 R.R. Spike in South Base of 30\" Oak 178' Lt. Sta. 490+70.
 B.M. #44 EL. 648.87 R.R. Spike in North Base of 24\" Twin Sassafras 184' Rt. Sta. 497+24.
 B.M. #45 EL. 645.82 R.R. Spike in South Base of 24\" Twin Tulip 182' Lt. Sta. 507+80.
 ALL R/W ON THIS SHEET AS SHOWN; LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED.



BALANCE NO. 5

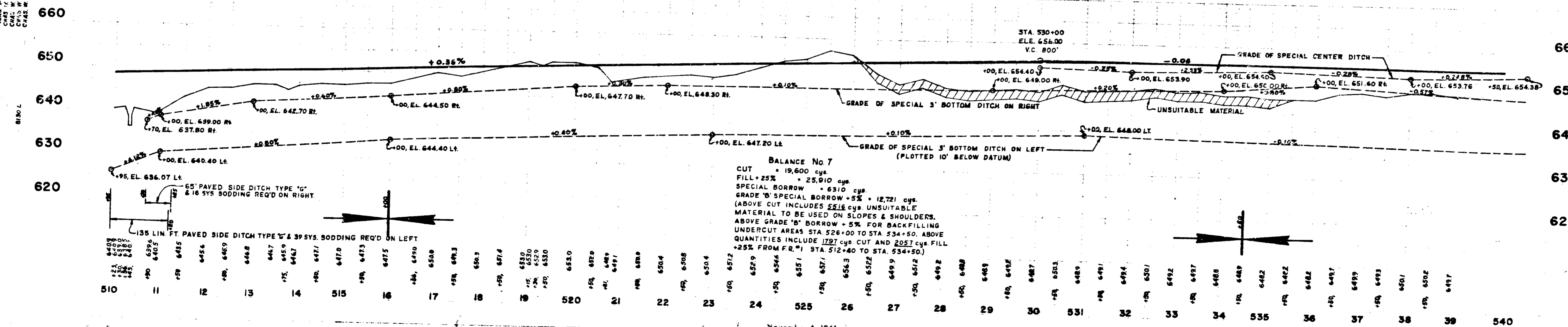
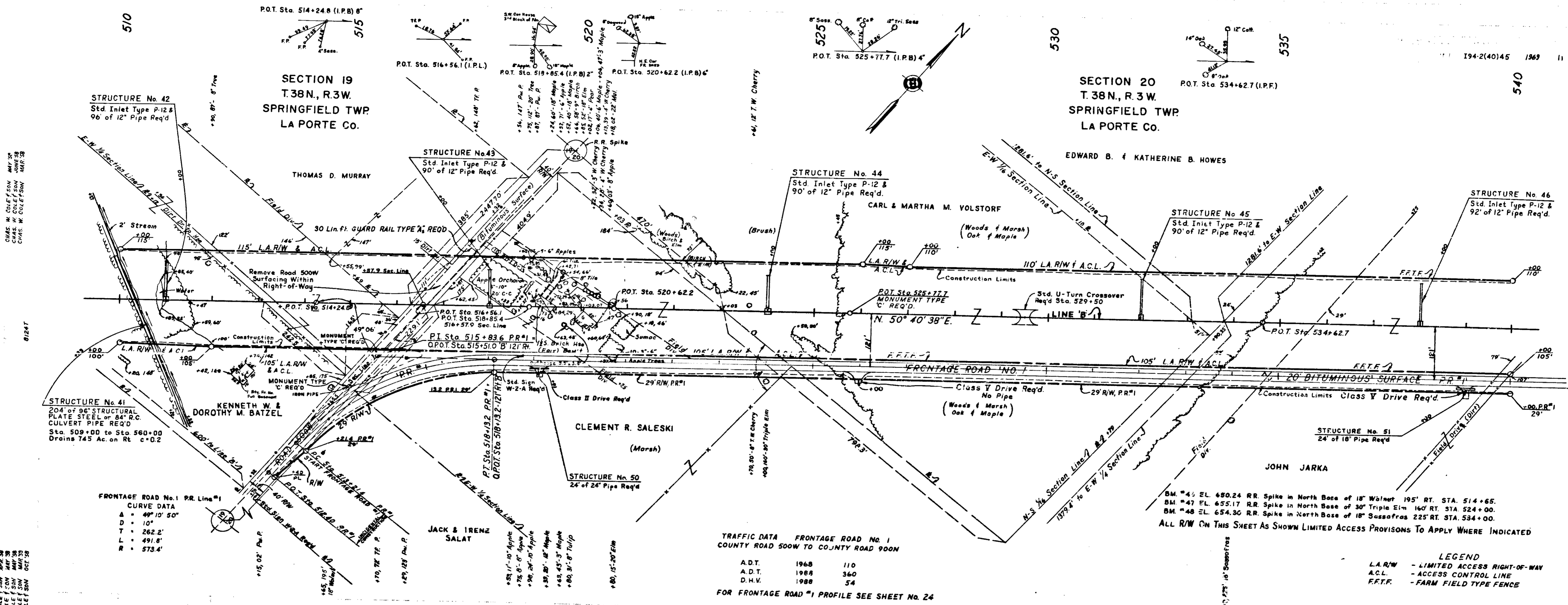
CUT = 19088 cys.
 FILL - 25% = 23399 cys.
 SPECIAL BORROW = 15291 cys.
 GRADE "B" SPECIAL BORROW + 5% = 29219 cys.
 (ABOVE CUT INCLUDES 15291 cys. UNSUITABLE MATERIAL OF WHICH 10000 cys. IS TO BE USED ON SLOPES AND SHOULDERS OF BALANCE NO. 4. ABOVE GRADE "B" BORROW FOR BACKFILLING UNDERCUT AREAS STA. 488+50 TO STA. 498+00.)

BALANCE NO. 6

CUT = 9483 cys.
 FILL - 25% = 28606 cys.
 SPECIAL BORROW = 19123 cys.
 GRADE "B" SPECIAL BORROW + 5% = 10,009 cys.
 (ABOVE CUT INCLUDES 5399 cys. UNSUITABLE MATERIAL TO BE USED ON SLOPES & SHOULDERS. ABOVE GRADE "B" BORROW + 5% FOR BACKFILLING UNDERCUT AREAS STA. 499+00 TO STA. 504+20.)

SECTION 19
T.38N., R.3W.
SPRINGFIELD TWP.
LA PORTE CO.

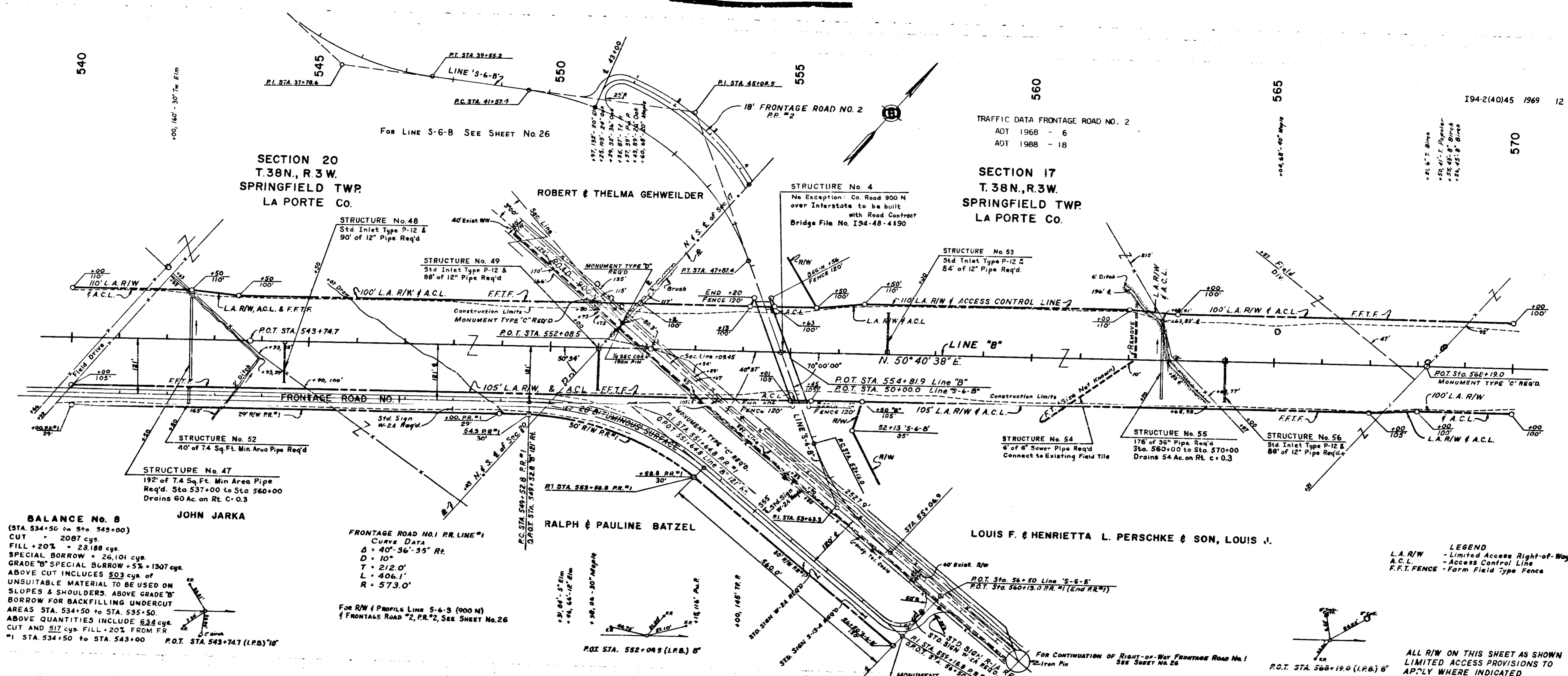
SECTION 20
T.38N., R.3W.
SPRINGFIELD TWP.
LA PORTE CO.



November 6 1961

SECTION 20
T.38N., R.3W.
SPRINGFIELD TWP.
LA PORTE CO.

SECTION 17
T.38N., R.3W.
SPRINGFIELD TWP.
LA PORTE CO.



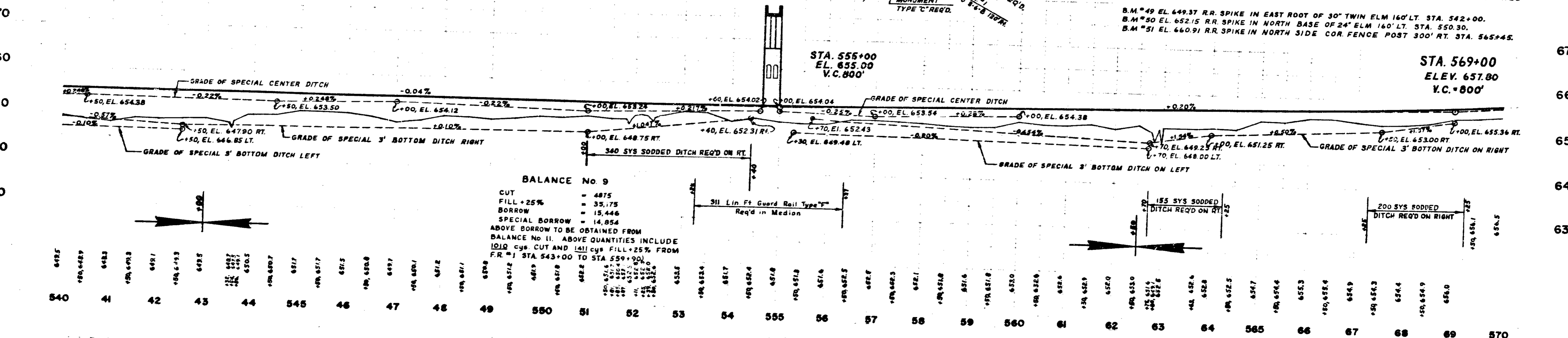
BALANCE No. 8
(STA. 534+50 to Sta. 543+00)
CUT = 2087 cys.
FILL + 20% = 23,188 cys.
SPECIAL BORROW = 26,101 cys.
GRADE "B" SPECIAL BORROW + 5% = 1307 cys.
ABOVE CUT INCLUDES 503 cys. of UNSUITABLE MATERIAL TO BE USED ON SLOPES & SHOULDERS. ABOVE GRADE "B" BORROW FOR BACKFILLING UNDERCUT AREAS STA. 534+50 to STA. 535+50. ABOVE QUANTITIES INCLUDE 634 cys. CUT AND 517 cys. FILL + 20% FROM FR. #1 STA. 534+50 to STA. 543+00 P.O.T. STA. 543+74.7 (L.P.B.) 10'

FRONTAGE ROAD NO. 1 R.R. LINE #1
CURVE DATA
Δ = 40°-36'-35" Rt.
D = 10"
T = 212.0'
L = 406.1'
R = 573.0'

For R/W & PROFILE LINE S-6-S (900 N) & FRONTAGE ROAD #2, P.R.#2, SEE SHEET No. 26

LEGEND
L.A.R/W - Limited Access Right-of-Way
A.C.L. - Access Control Line
F.F.T. FENCE - Farm Field Type Fence

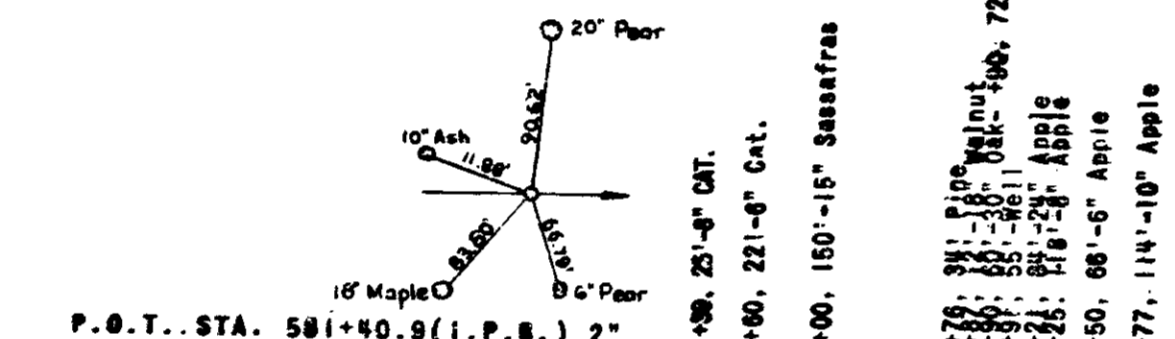
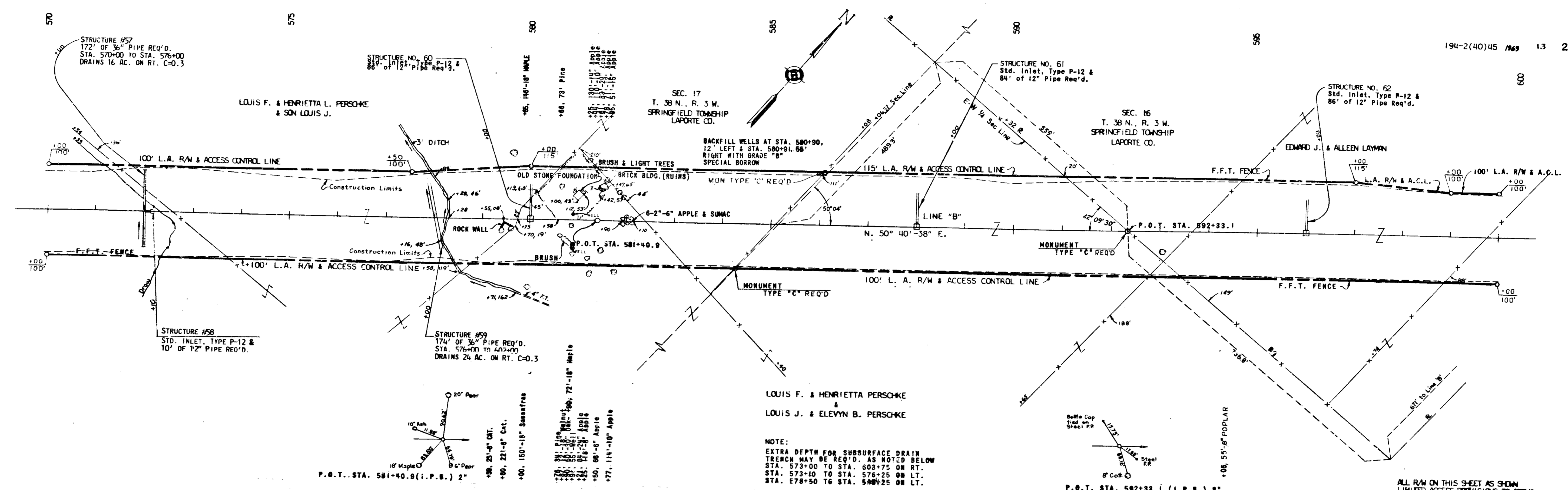
ALL R/W ON THIS SHEET AS SHOWN LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED



BALANCE No. 9
CUT = 4875
FILL + 25% = 35,175
BORROW = 15,446
SPECIAL BORROW = 14,854
ABOVE BORROW TO BE OBTAINED FROM BALANCE No. 11. ABOVE QUANTITIES INCLUDE 1010 cys. CUT AND 1411 cys. FILL + 25% FROM FR. #1 STA. 543+00 TO STA. 559+00

APR 59
MAY 59
JUN 59
MAR 59
CIVIL ENGINEERS & SURVEYORS
CIVIL ENGINEERS & SURVEYORS
CIVIL ENGINEERS & SURVEYORS

APR 59
MAY 59
JUN 59
MAR 59
CIVIL ENGINEERS & SURVEYORS
CIVIL ENGINEERS & SURVEYORS
CIVIL ENGINEERS & SURVEYORS



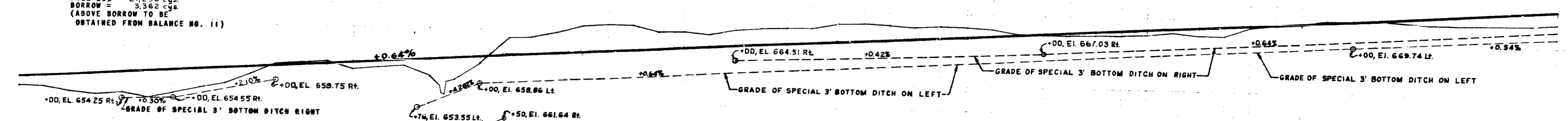
NOTE:
 EXTRA DEPTH FOR SUBSURFACE DRAIN TRENCH MAY BE REQ'D. AS NOTED BELOW
 STA. 573+00 TO STA. 603+75 ON RT.
 STA. 573+10 TO STA. 576+25 ON LT.
 STA. 578+50 TO STA. 588+25 ON LT.

LEGEND:
 L.A. R/W - LIMITED ACCESS RIGHT-OF-WAY
 A.C.L. - ACCESS CONTROL LINE
 F.F.T. - FARM FIELD TYPE FENCE

ALL R/W ON THIS SHEET AS SHOWN LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED
 BM #52 EL. 662.64 R.R. SPIKE IN NORTH BASE OF 15" SASSAFRAS, 150' RT. STA. 580+00.
 BM #53 EL. 669.79 1/2" OF 1" PIPE IN FENCE 250' RT. STA. 591+05.

BALANCE NO. 10
 CUT = 17,894 cys.
 FILL+25% = 21,256 cys.
 BORROW = 3,362 cys.
 (ABOVE BORROW TO BE OBTAINED FROM BALANCE NO. 11)

BALANCE NO. 11
 CUT = 23,931 cys.
 FILL+25% = 1,249 cys.
 OVERHAUL = 22,682 cys.
 ADDED HAUL = 13,446 cys.
 (ABOVE ADDED HAUL TO BE USED IN BALANCE NO. 9 AND REMAINING OVERHAUL TO BE USED IN BALANCE NO. 10 & 12)



250 LIN. FT. PAVED DITCH REQ'D ON RIGHT

162 LIN. FT. PAVED SIDE DITCH TYPE "G" REQ'D & 45 Sys Sodding Req'd on Rt.

149 LIN. FT. PAVED SIDE DITCH TYPE "G" 13.46 Sys. SODDING REQ'D ON LEFT.

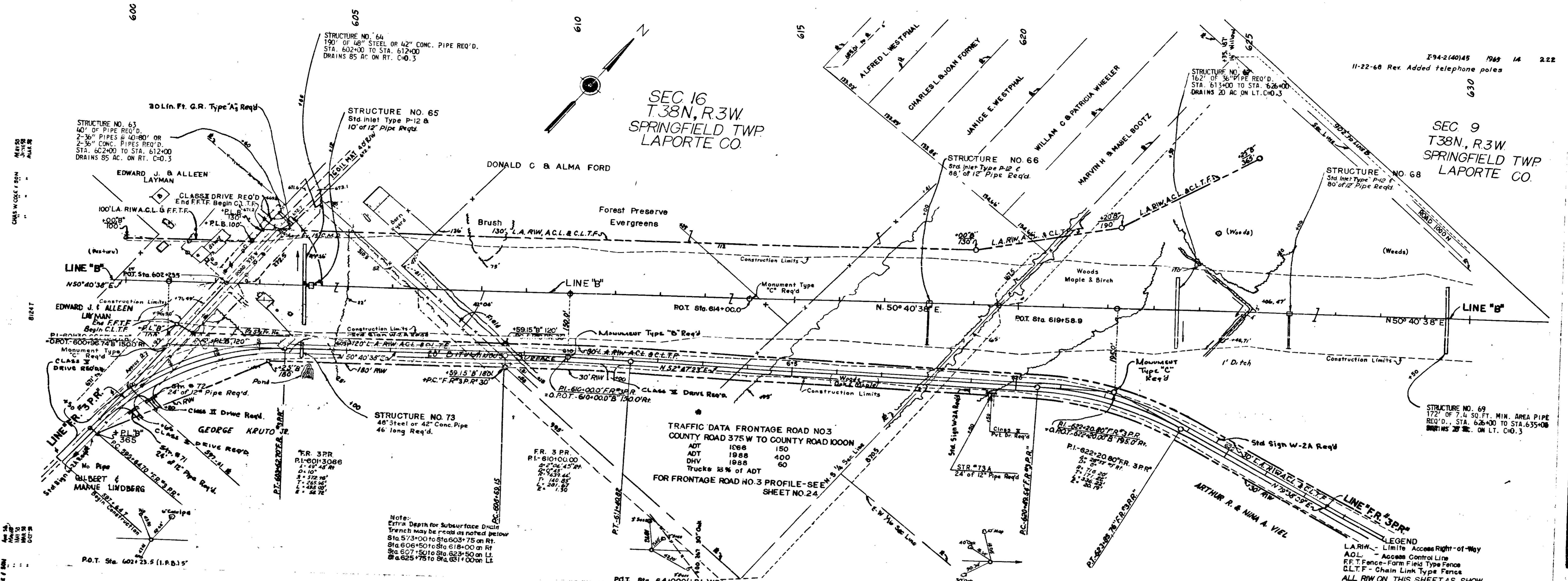
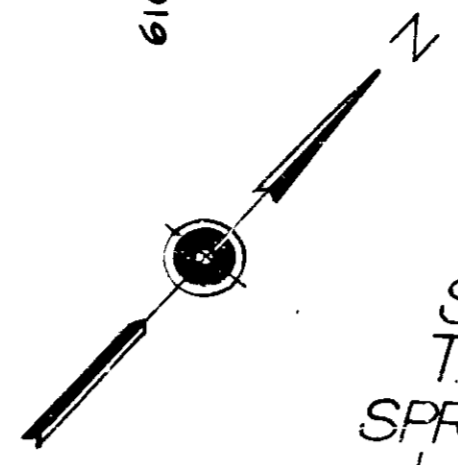
8/24/71

8/30/71

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	00
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SEC 16
 T.38N., R.3W.
 SPRINGFIELD TWP.
 LAPORTE CO.

SEC 9
 T.38N., R.3W.
 SPRINGFIELD TWP.
 LAPORTE CO.



TRAFFIC DATA FRONTAGE ROAD NO.3
 COUNTY ROAD 375 W TO COUNTY ROAD 1000 N

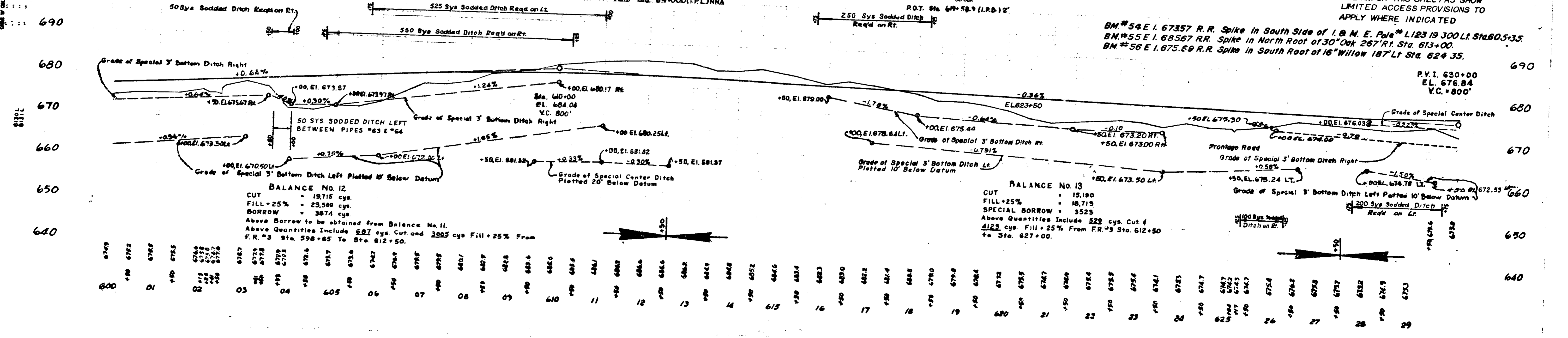
ADT	1066	150
ADT	1988	400
DHV	1988	60
Trucks	13%	of ADT

FOR FRONTAGE ROAD NO.3 PROFILE-SEE SHEET NO.24

Note:
 Extra Depth for Subsurface Drain
 Trench may be read as noted below
 Sta. 573+00 to Sta. 603+75 on Rt.
 Sta. 606+50 to Sta. 618+00 on Rt.
 Sta. 607+50 to Sta. 623+50 on Lt.
 Sta. 625+75 to Sta. 631+00 on Lt.

LEGEND
 L.A.R.W. - Limited Access Right-of-Way
 A.C.L. - Access Control Line
 F.F.T. - Farm Field Type Fence
 C.L.T.F. - Chain Link Type Fence
 ALL R.W. ON THIS SHEET SHOW LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED

BM #54 E. 1.67357 R.R. Spike in South Side of I. & M. E. Pole #1123 19 300 Lt. Sta. 605+35.
 BM #55 E. 1.68567 R.R. Spike in North Root of 30" Oak 267' Rt. Sta. 613+00.
 BM #56 E. 1.67559 R.R. Spike in South Root of 16" Willow 187' Lt. Sta. 624+35.



BALANCE NO. 12

CUT	= 19715 cys.
FILL + 25%	= 23,599 cys.
BORROW	= 3874 cys.

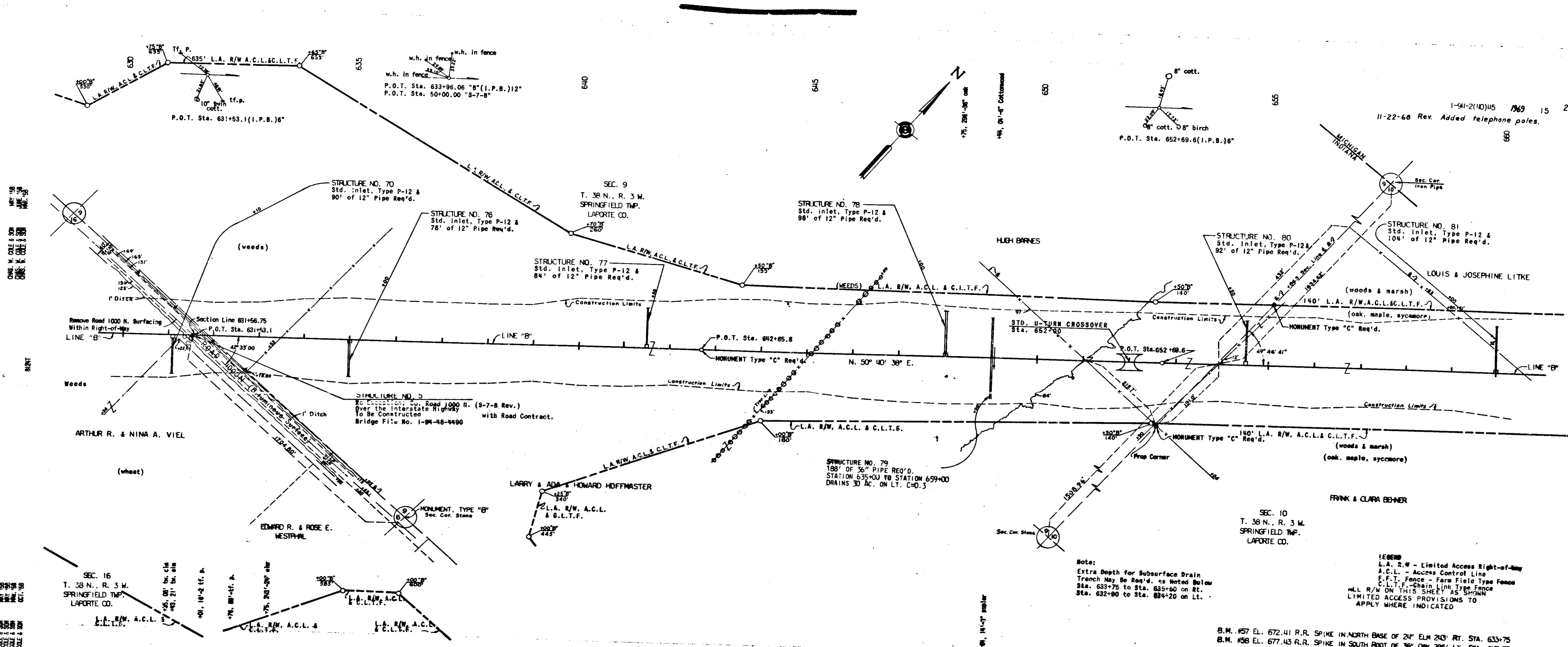
Above Borrow to be obtained from Balance No. 11.
 Above Quantities Include 581 cys. Cut and 2995 cys. Fill + 25% From F.R. #3 Sta. 598+65 To Sta. 612+50.

BALANCE NO. 13

CUT	= 15,190
FILL + 25%	= 18,715
SPECIAL BORROW	= 3523

Above Quantities Include 522 cys. Cut & 4123 cys. Fill + 25% From F.R. #3 Sta. 612+50 to Sta. 627+00.

679	678	677	676	675	674	673	672	671	670	669	668	667	666	665	664	663	662	661	660	659	658	657	656	655	654	653	652	651	650	649	648	647	646	645	644	643	642	641	640
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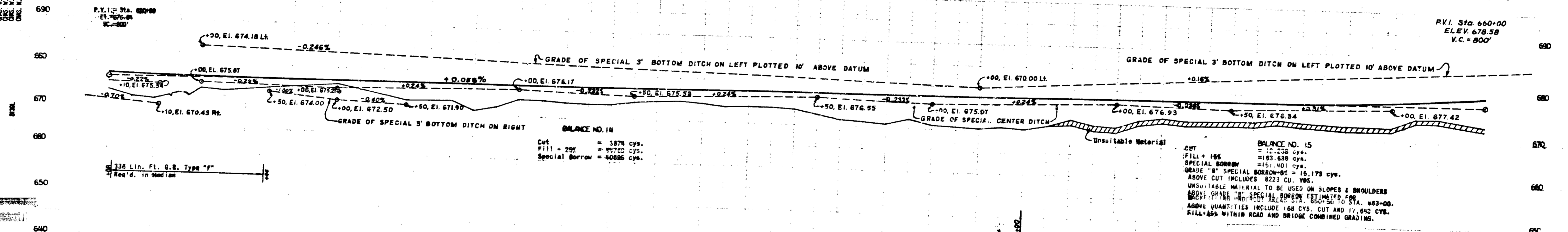


Note:
 Extra Depth for Subsurface Drain
 Trench May Be Req'd. as Noted Below
 Sta. 633+75 to Sta. 635+60 on Rt.
 Sta. 632+90 to Sta. 634+20 on Lt.

LEGEND
 L.A. R/W - Limited Access Right-of-Way
 A.C.L. - Access Control Line
 F.F.F. - Fence - Farm Field Type Fence
 C.L.T.F. - Chain Link Type Fence
 M.L. R/W ON THIS SHEET AS SHOWN
 LIMITED ACCESS PROVISIONS TO
 APPLY WHERE INDICATED

B.M. #57 EL. 672.41 R.R. SPIKE IN NORTH BASE OF 2 1/2" ELN 213' RT. STA. 633+75
 B.M. #58 EL. 677.43 R.R. SPIKE IN SOUTH ROOT OF 36" OAK 286' LT. STA. 647+75

P.V.I. Sta. 660+00
 ELEV. 678.58
 V.C. = 800'



BALANCE NO. 14
 CUT + 25% = 3876 cys.
 FILL + 25% = 49700 cys.
 SPECIAL BORROW = 40885 cys.

BALANCE NO. 15
 CUT = 12,233 cys.
 FILL + 10% = 63,689 cys.
 SPECIAL BORROW = 15,401 cys.
 GRADE "B" SPECIAL BORROW = 15,173 cys.
 ABOVE CUT INCLUDES 8223 CU. YDS.
 UNSUITABLE MATERIAL TO BE USED ON SLOPES & SHOULDERS
 ABOVE GRADE "B" SPECIAL BORROW ESTIMATED FOR
 ABOVE GRADE "B" SPECIAL BORROW STA. 650+50 TO STA. 663+00.
 ABOVE QUANTITIES INCLUDE 168 CYS. CUT AND 17,640 CYS.
 FILL + 10% WITHIN ROAD AND BRIDGE COMBINED GRADINGS.

69	677.8	69	677.8
70	677.9	70	677.9
71	678.0	71	678.0
72	678.1	72	678.1
73	678.2	73	678.2
74	678.3	74	678.3
75	678.4	75	678.4
76	678.5	76	678.5
77	678.6	77	678.6
78	678.7	78	678.7
79	678.8	79	678.8
80	678.9	80	678.9
81	679.0	81	679.0
82	679.1	82	679.1
83	679.2	83	679.2
84	679.3	84	679.3
85	679.4	85	679.4
86	679.5	86	679.5
87	679.6	87	679.6
88	679.7	88	679.7
89	679.8	89	679.8
90	679.9	90	679.9
91	680.0	91	680.0
92	680.1	92	680.1
93	680.2	93	680.2
94	680.3	94	680.3
95	680.4	95	680.4
96	680.5	96	680.5
97	680.6	97	680.6
98	680.7	98	680.7
99	680.8	99	680.8
100	680.9	100	680.9
101	681.0	101	681.0
102	681.1	102	681.1
103	681.2	103	681.2
104	681.3	104	681.3
105	681.4	105	681.4
106	681.5	106	681.5
107	681.6	107	681.6
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109	681.8	109	681.8
110	681.9	110	681.9
111	682.0	111	682.0
112	682.1	112	682.1
113	682.2	113	682.2
114	682.3	114	682.3
115	682.4	115	682.4
116	682.5	116	682.5
117	682.6	117	682.6
118	682.7	118	682.7
119	682.8	119	682.8
120	682.9	120	682.9
121	683.0	121	683.0
122	683.1	122	683.1
123	683.2	123	683.2
124	683.3	124	683.3
125	683.4	125	683.4
126	683.5	126	683.5
127	683.6	127	683.6
128	683.7	128	683.7
129	683.8	129	683.8
130	683.9	130	683.9
131	684.0	131	684.0
132	684.1	132	684.1
133	684.2	133	684.2
134	684.3	134	684.3
135	684.4	135	684.4
136	684.5	136	684.5
137	684.6	137	684.6
138	684.7	138	684.7
139	684.8	139	684.8
140	684.9	140	684.9
141	685.0	141	685.0
142	685.1	142	685.1
143	685.2	143	685.2
144	685.3	144	685.3
145	685.4	145	685.4
146	685.5	146	685.5
147	685.6	147	685.6
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150	685.9	150	685.9
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159	686.8	159	686.8
160	686.9	160	686.9
161	687.0	161	687.0
162	687.1	162	687.1
163	687.2	163	687.2
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167	687.6	167	687.6
168	687.7	168	687.7
169	687.8	169	687.8
170	687.9	170	687.9
171	688.0	171	688.0
172	688.1	172	688.1
173	688.2	173	688.2
174	688.3	174	688.3
175	688.4	175	688.4
176	688.5	176	688.5
177	688.6	177	688.6
178	688.7	178	688.7
179	688.8	179	688.8
180	688.9	180	688.9
181	689.0	181	689.0
182	689.1	182	689.1
183	689.2	183	689.2
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185	689.4	185	689.4
186	689.5	186	689.5
187	689.6	187	689.6
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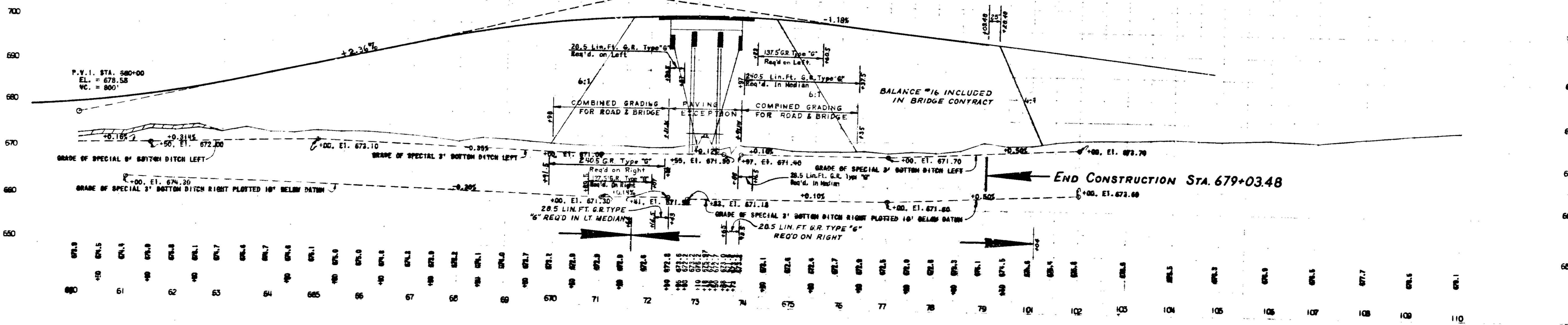
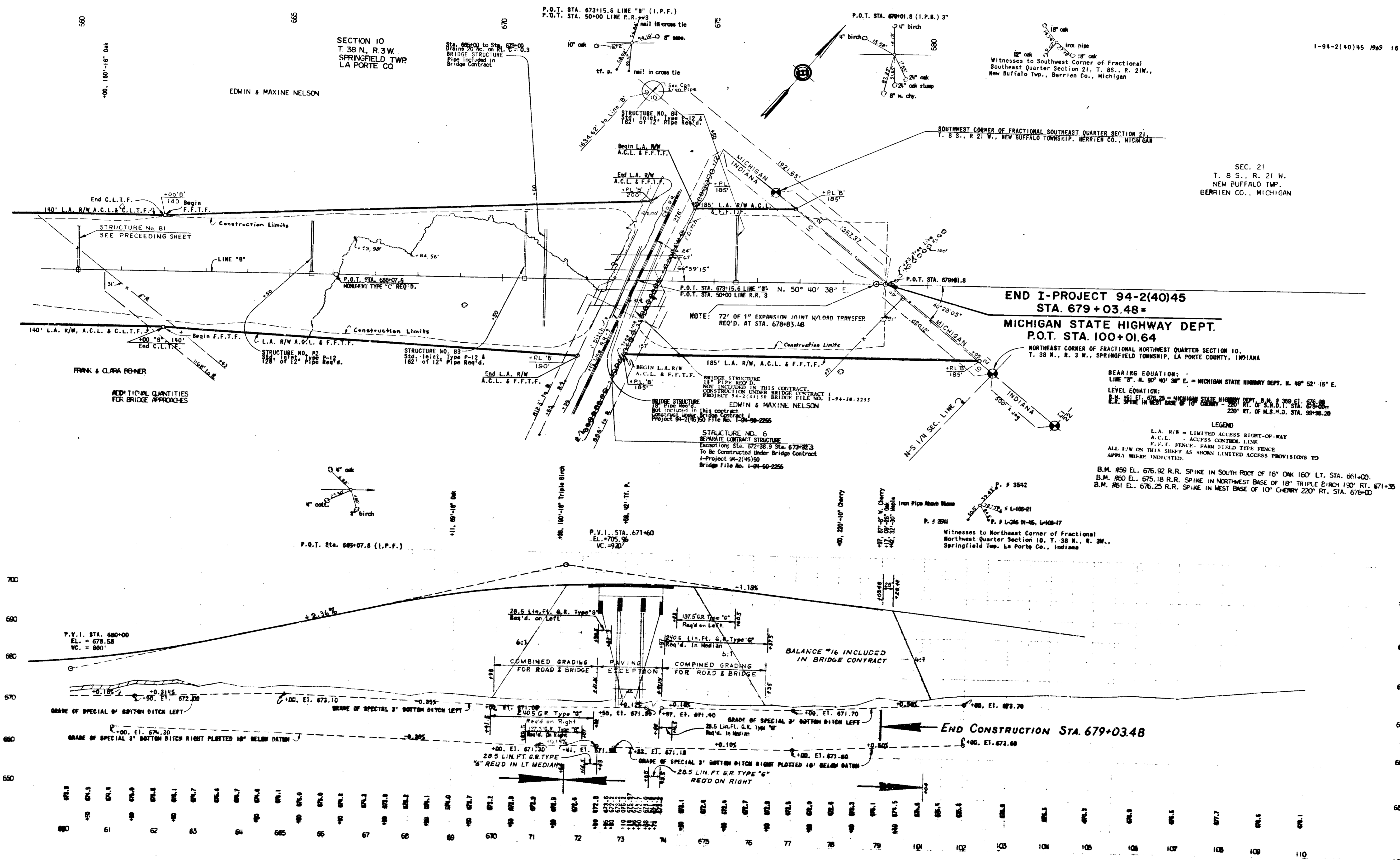
SEE PRECEDING SHEET

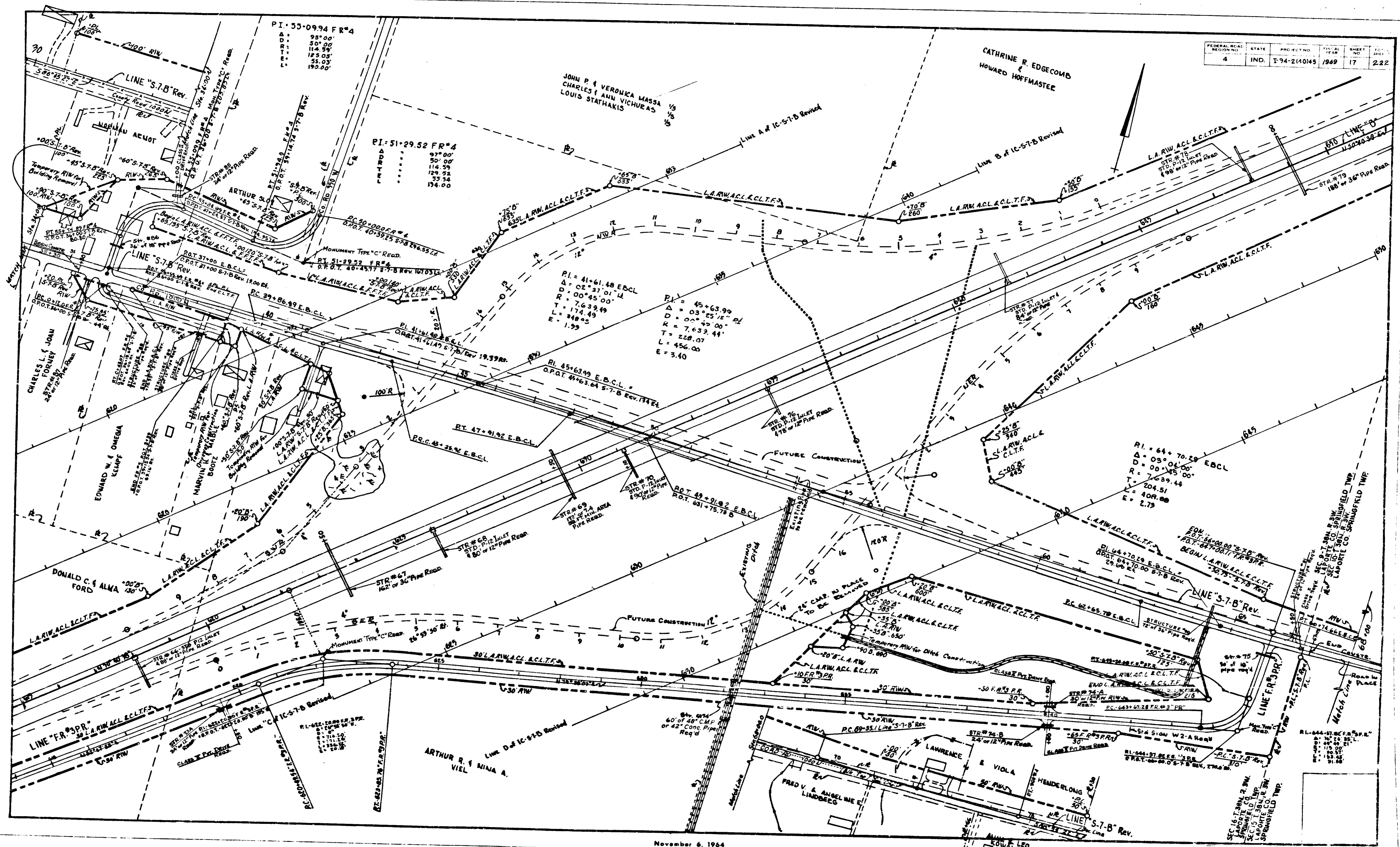
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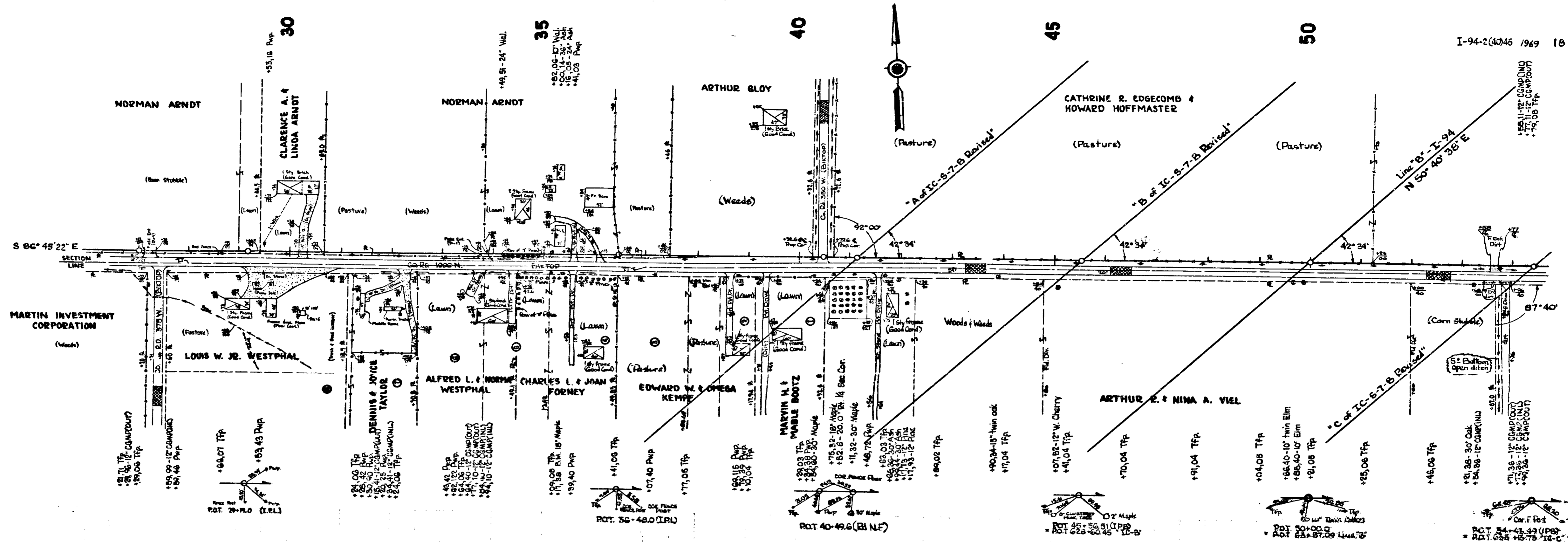
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SEE PRECEDING SHEET





November 6, 1964

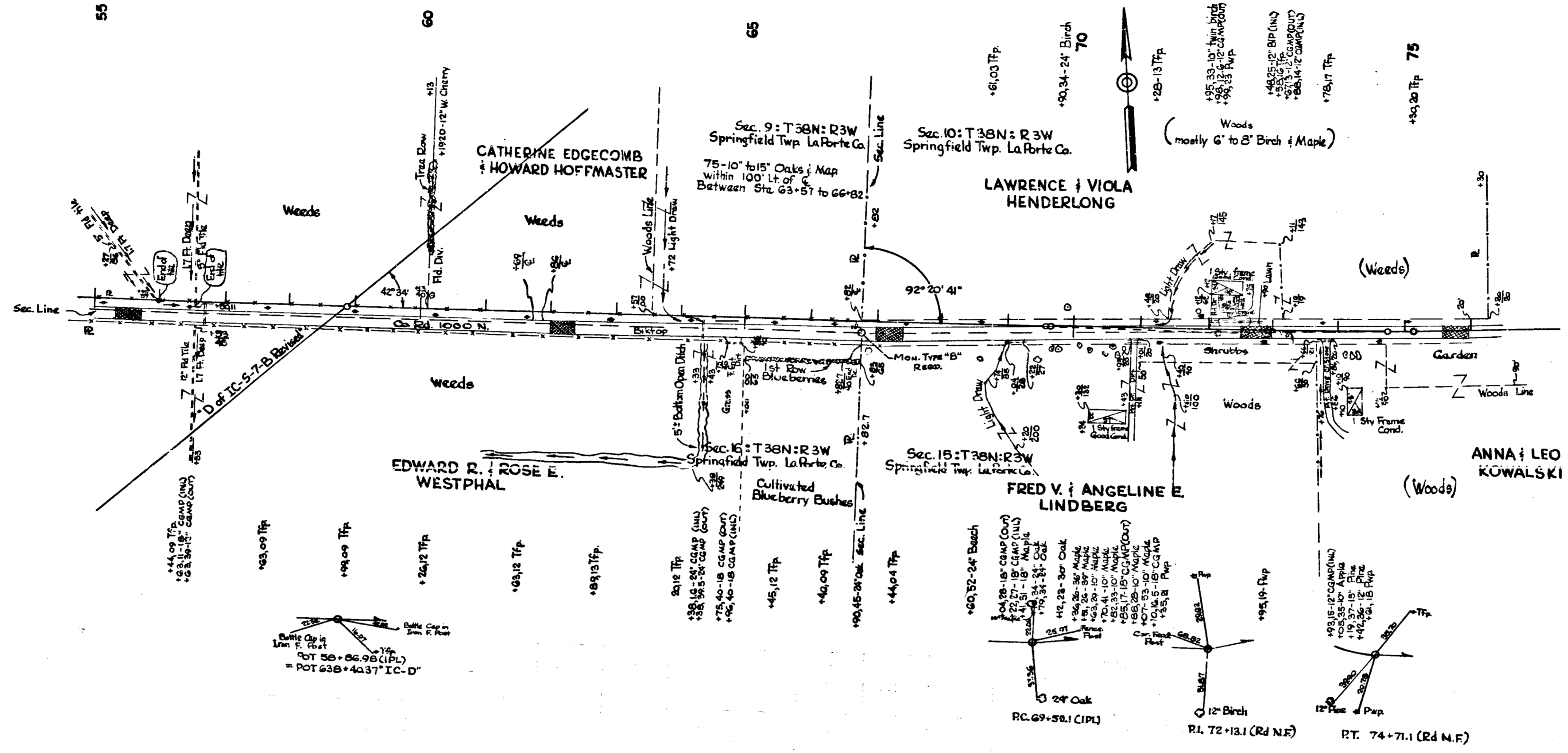


680
670
660
650

680
670
660
650

- 51 668.6
- 52 668.7
- 53 668.8
- 54 668.9
- 55 669.0
- 56 669.1
- 57 669.2
- 58 669.3
- 59 669.4
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- 61 669.6
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- 79 671.4
- 80 671.5
- 81 671.6
- 82 671.7
- 83 671.8
- 84 671.9
- 85 672.0
- 86 672.1
- 87 672.2
- 88 672.3
- 89 672.4
- 90 672.5
- 91 672.6
- 92 672.7
- 93 672.8
- 94 672.9
- 95 673.0
- 96 673.1
- 97 673.2
- 98 673.3
- 99 673.4
- 100 673.5

5-06
BAD



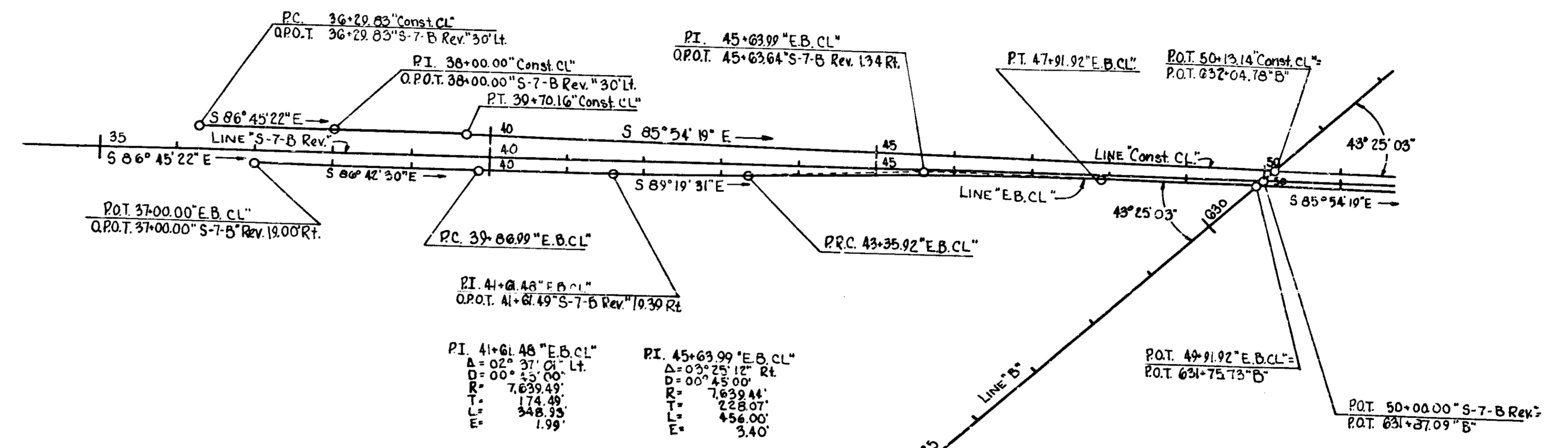
1/4 in. F. Post
 = POT 58+86.98 (IPL)
 = POT 638+4037" IC-D"

670
660
650

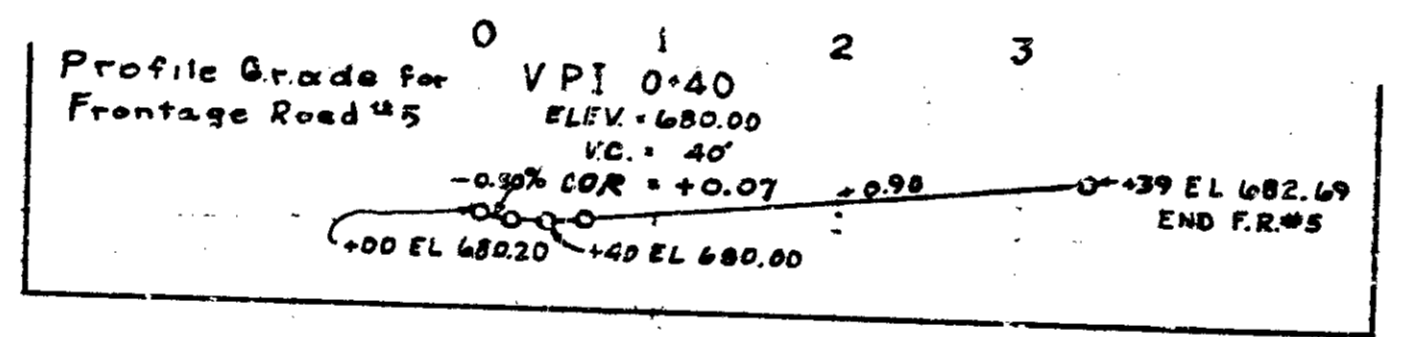
670
660
650

55	670.4
6	682.9
7	687.2
8	688.0
9	688.1
10	688.9
11	671.0
12	672.0
13	688.5
14	688.7
15	688.6
16	688.7
17	688.8
18	688.9
19	689.0
20	689.1
21	689.2
22	689.3
23	689.4
24	689.5
25	689.6
26	689.7
27	689.8
28	689.9
29	690.0
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31	690.2
32	690.3
33	690.4
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38	690.9
39	691.0
40	691.1
41	691.2
42	691.3
43	691.4
44	691.5
45	691.6
46	691.7
47	691.8
48	691.9
49	692.0
50	692.1
51	692.2
52	692.3
53	692.4
54	692.5
55	692.6
56	692.7
57	692.8
58	692.9
59	693.0
60	693.1
61	693.2
62	693.3
63	693.4
64	693.5
65	693.6
66	693.7
67	693.8
68	693.9
69	694.0
70	694.1
71	694.2
72	694.3
73	694.4
74	694.5
75	694.6

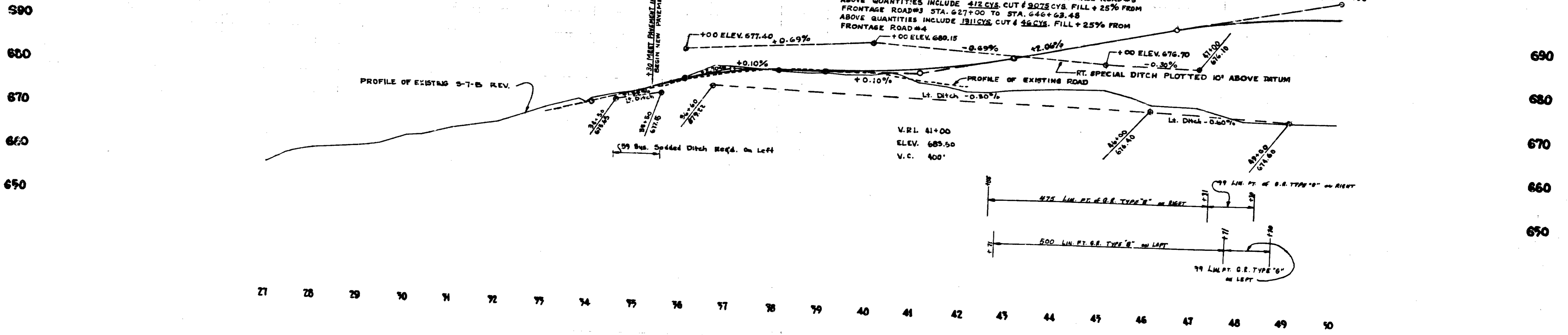
PI. 38+00.00 "Const. CL"
 A = 00° 51' 03" R
 D = 00° 15' 00"
 R = 22,918.31'
 T = 170.11'
 L = 340.33'
 E = 0.63'

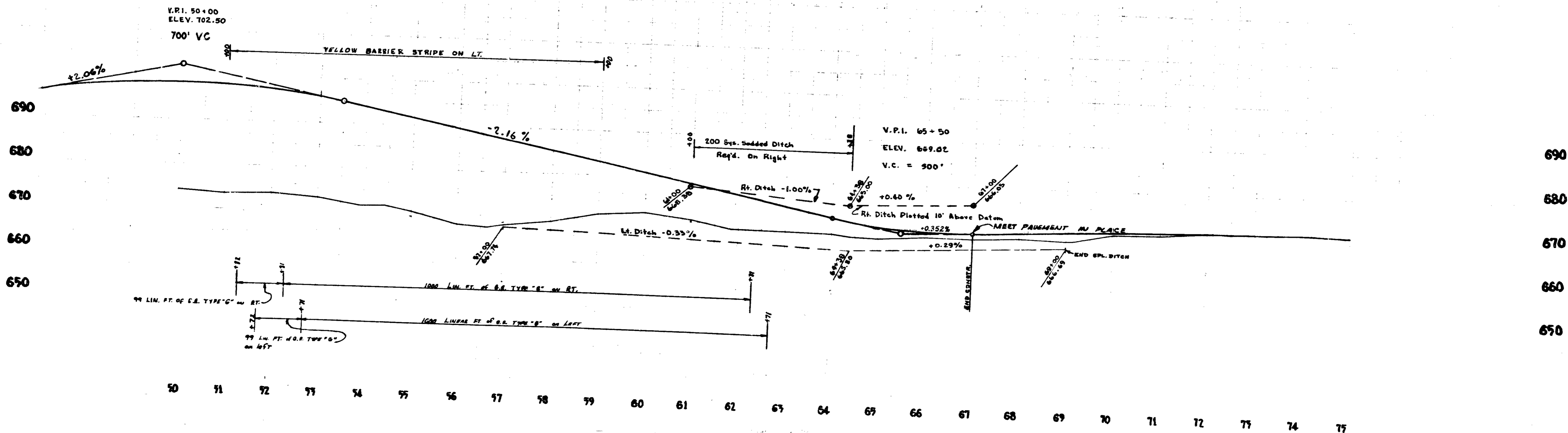
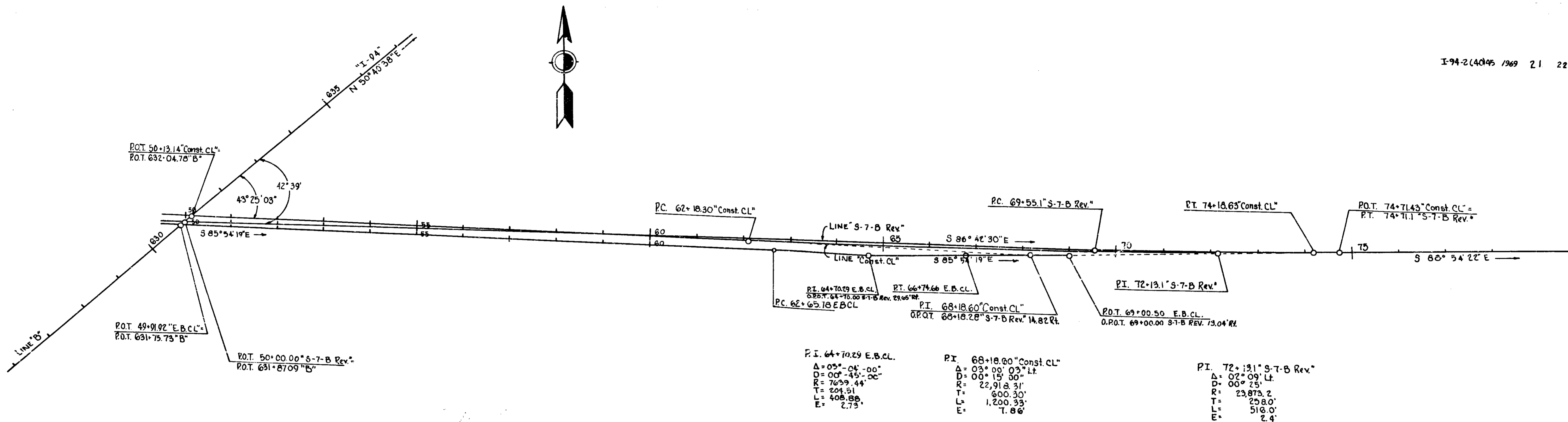


NOTE:
 "Const. CL" is the center line of a future 16' median for four lanes divided.
 "E.B.CL" is the center line of the 24' pavement to be built in this project.
 "S-7-B Rev." is the survey line.

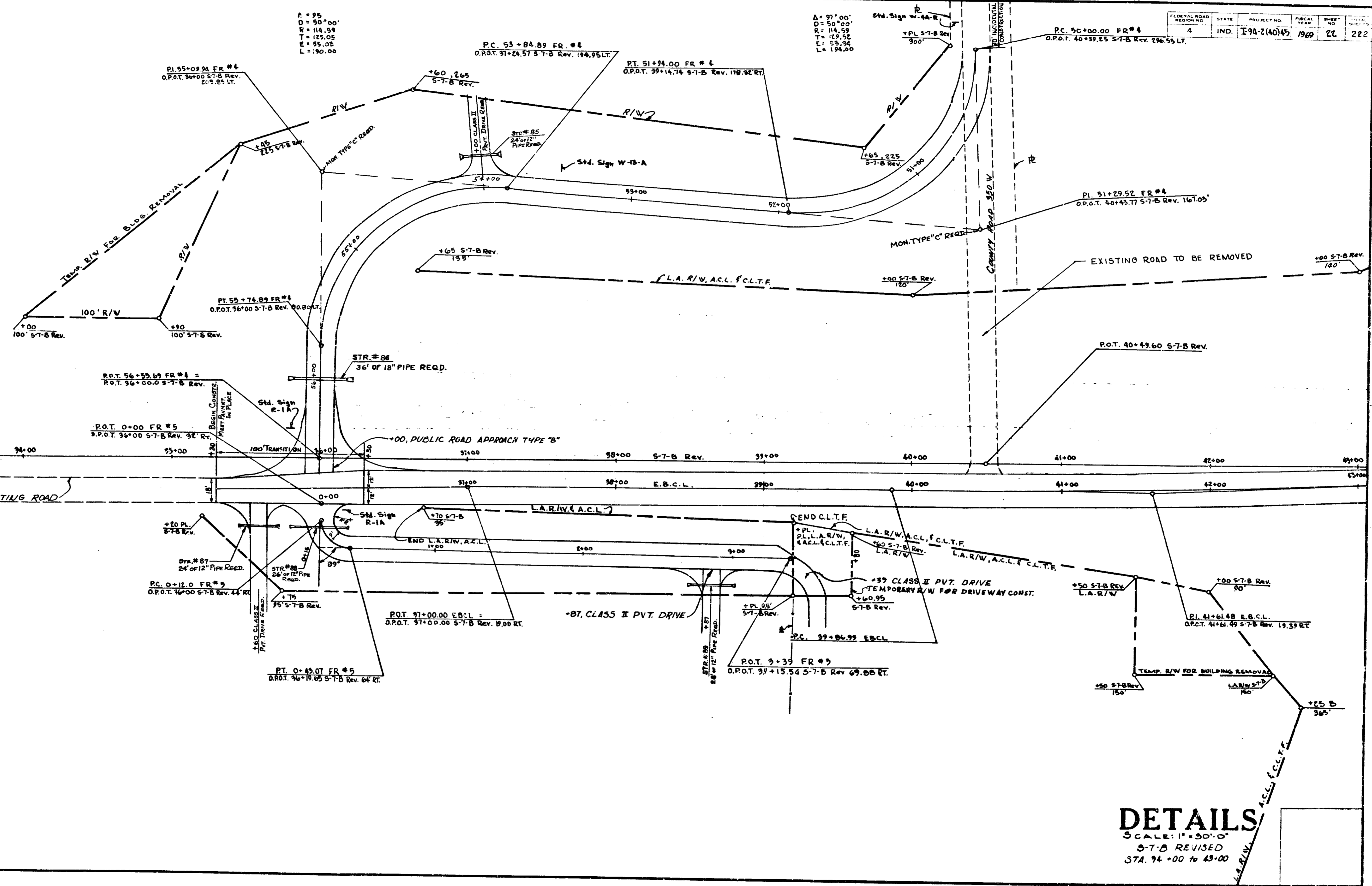


BALANCE No. 14A
 CUT = 8416 CYS.
 FILL + 25% = 137,370 CYS.
 SPECIAL BORROW = 128,954 CYS.
 ABOVE QUANTITIES INCLUDE 427 CYS. CUT FROM FRONTAGE ROAD #5
 ABOVE QUANTITIES INCLUDE 412 CYS. CUT & 2075 CYS. FILL + 25% FROM FRONTAGE ROAD #3 STA. 627+00 TO STA. 646+63.48
 ABOVE QUANTITIES INCLUDE 1211 CYS. CUT & 26 CYS. FILL + 25% FROM FRONTAGE ROAD #4



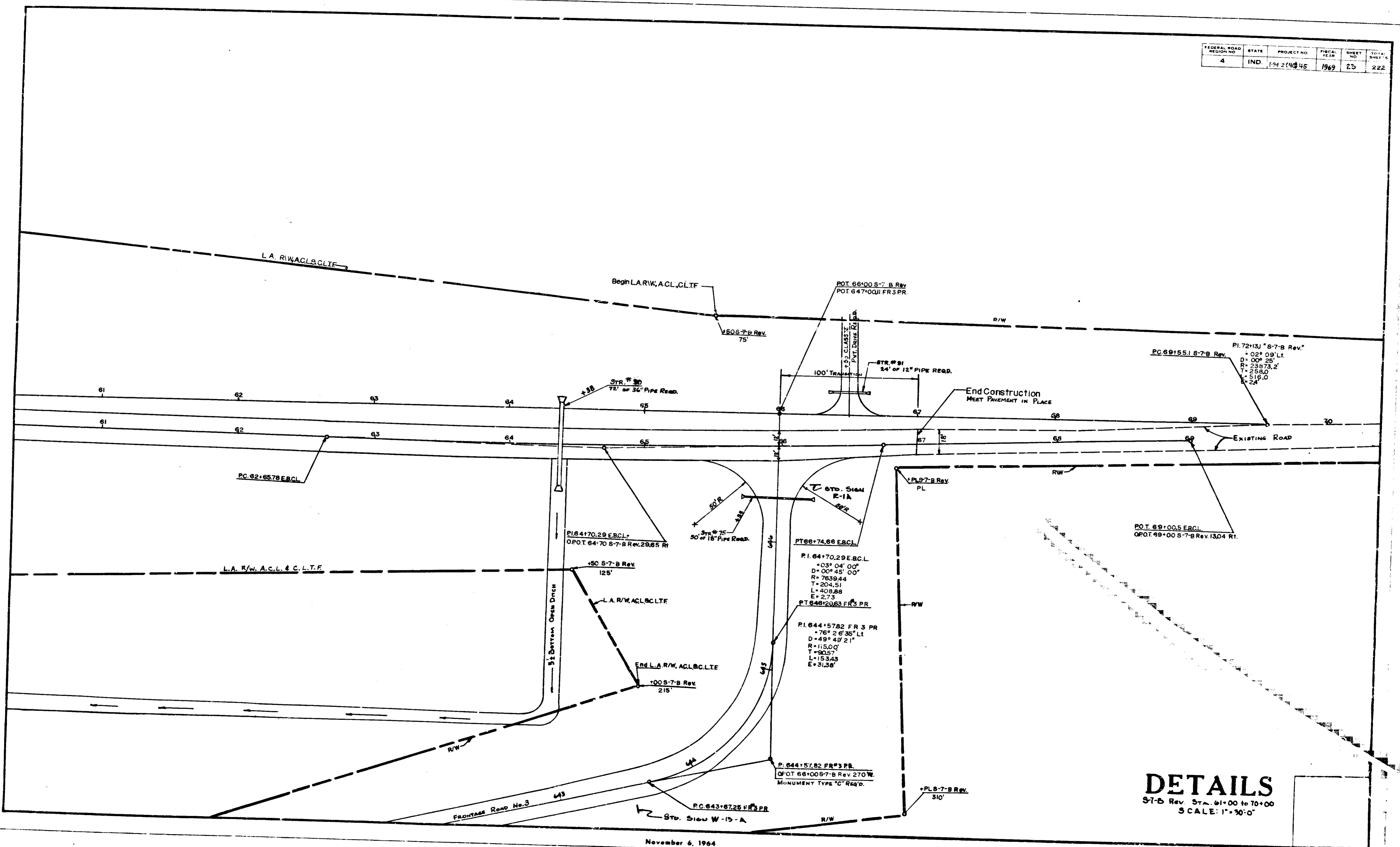


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2(40)45	1969	22	222



DETAILS
 SCALE: 1"=30'-0"
 S-7-B REVISED
 STA. 94+00 TO 43+00

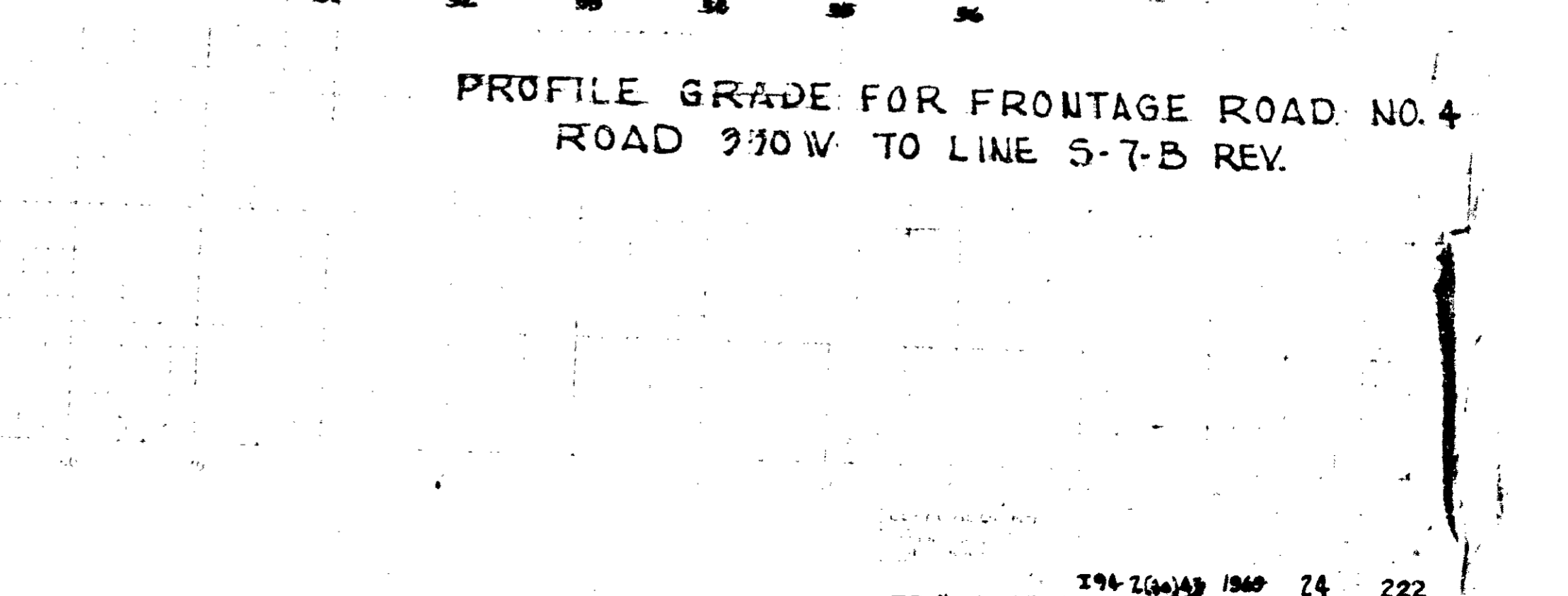
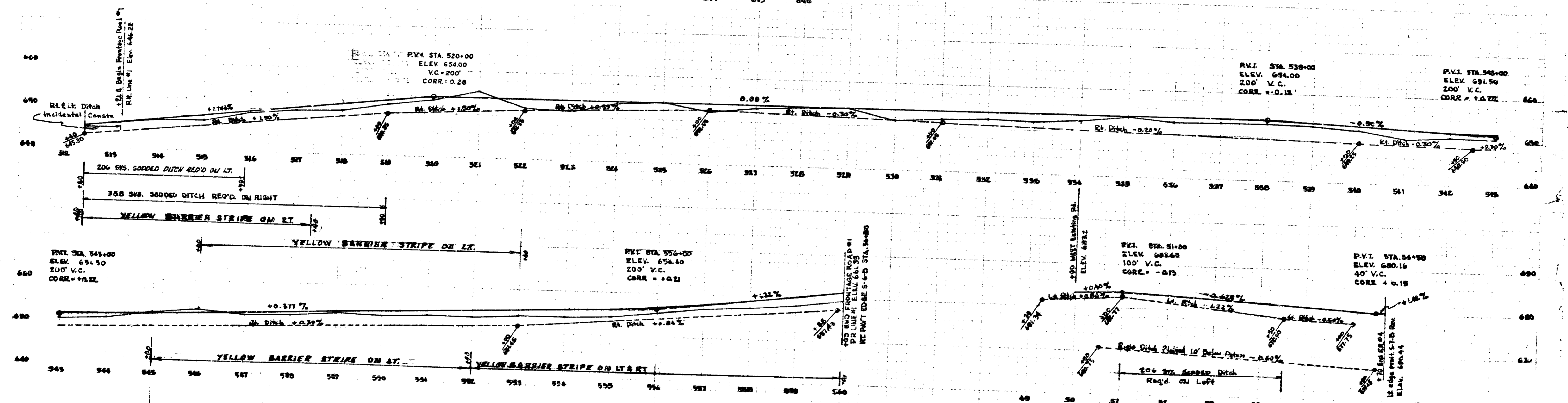
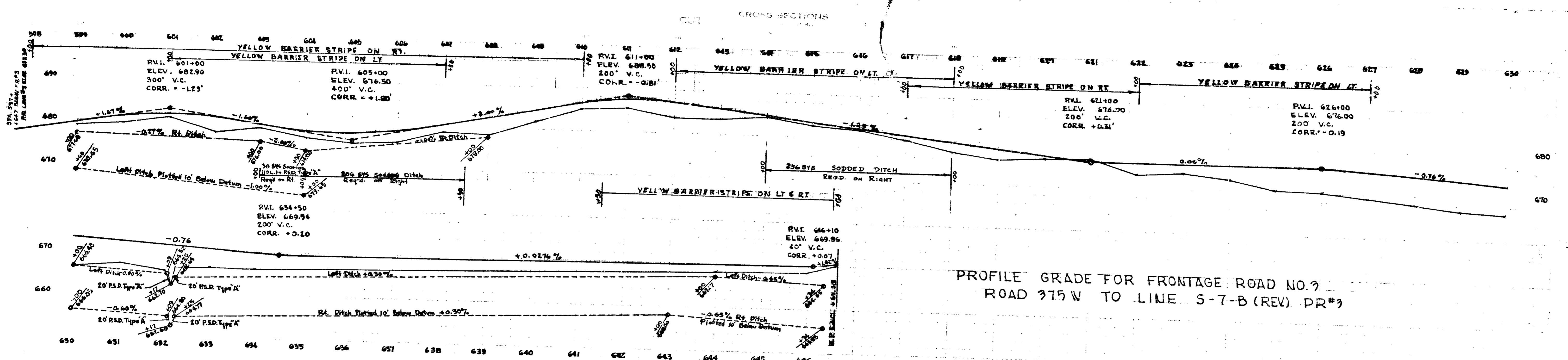
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1942(40)45	1969	23	222



DETAILS
 S-7-B Rev. STA. 61+00 TO 70+00
 SCALE: 1" = 30'-0"

November 6, 1964

PROJECT NO.	SHEET NO.	TOTAL SHEETS
1942(40)45	S-7-B Rev. 23	222



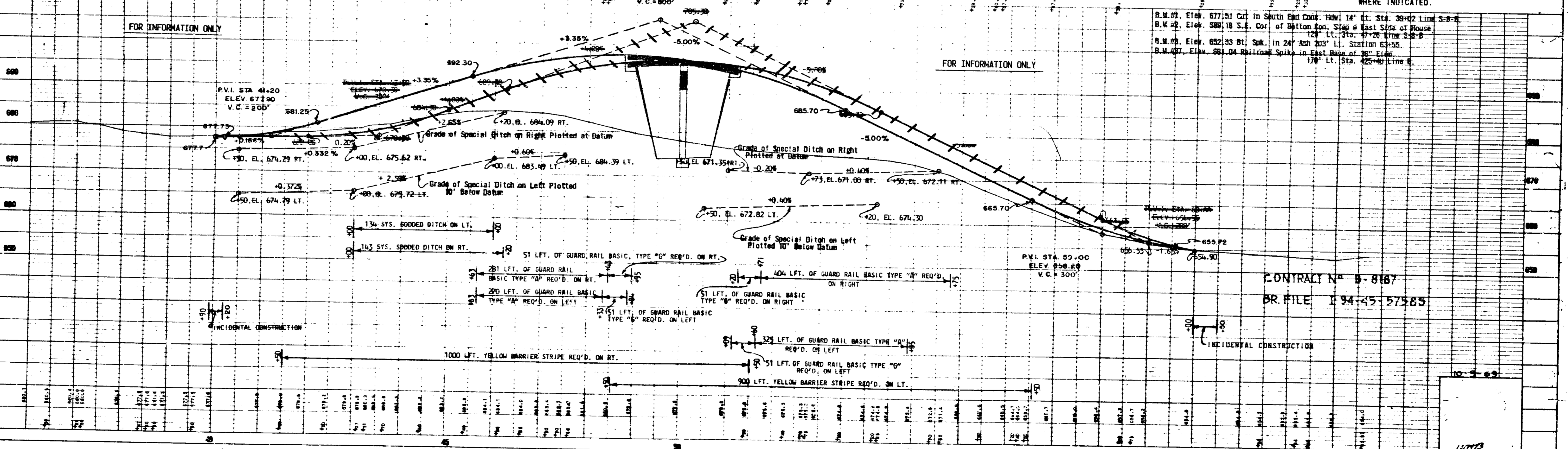
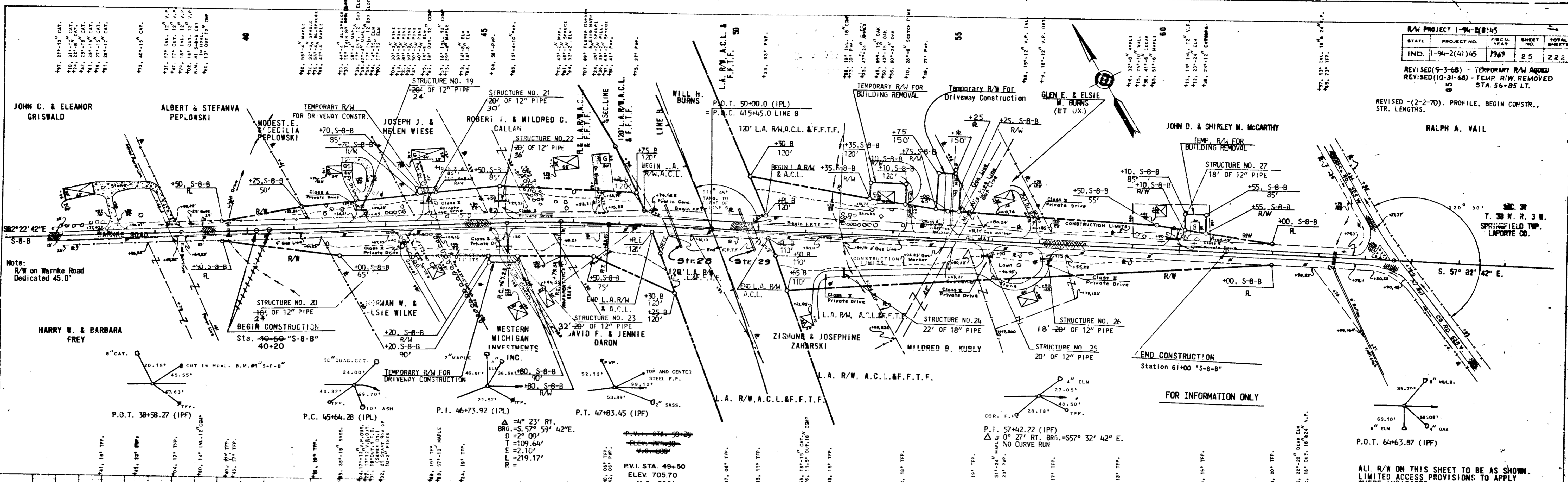
November 6, 1961

STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IND.	1-94-2(4)45	1969	25	222

REVISED(9-3-68) - TEMPORARY R/W ADDED
 REVISED(10-31-68) - TEMP. R/W REMOVED
 STA. 56+85 LT.

REVISED-(2-2-70), PROFILE, BEGIN CONSTR.,
 STR. LENGTHS.

CONTRACT NO. B-8187
 BR. FILE 1-94-45-57585



STATION	DESCRIPTION	ELEVATION	REMARKS
49+00	P.V.I. STA.	705.70	ELEV. 705.70 V.C. = 800'
49+50	P.V.I. STA.	705.70	ELEV. 705.70 V.C. = 800'
50+00	P.V.I. STA.	658.20	ELEV. 658.20 V.C. = 300'
50+00	P.V.I. STA.	658.20	ELEV. 658.20 V.C. = 300'
50+00	P.V.I. STA.	658.20	ELEV. 658.20 V.C. = 300'

MARCH 1968

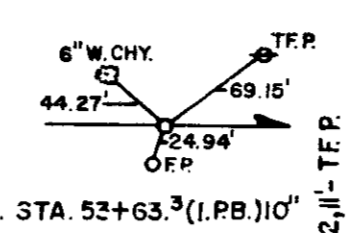
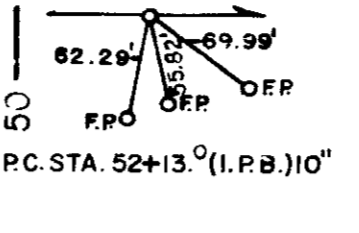
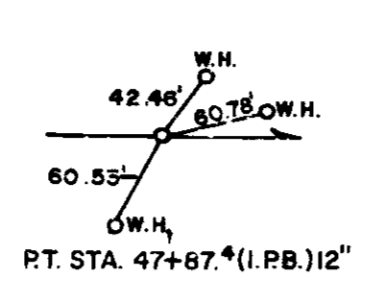
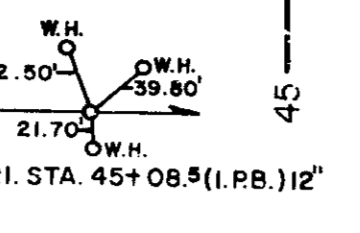
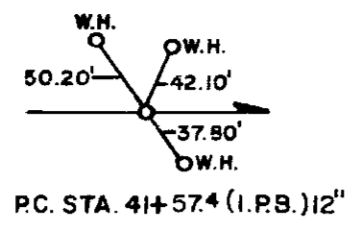
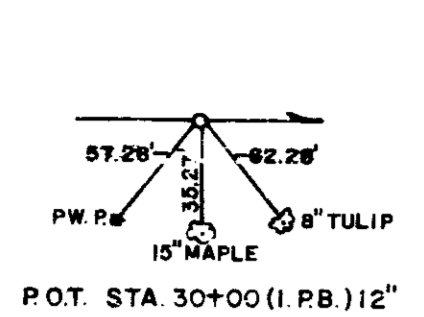
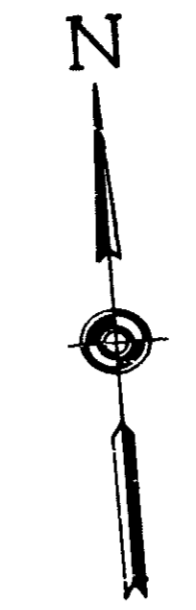
WARNKE ROAD

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-94-2(4)45	S-8-B	25	222	

PLAN SHEET
 SURVEYED BY E. JURGENSKI
 NOTED BY E. JURGENSKI
 CHECKED BY E. JURGENSKI
 NO. 11341, R.T. OF WAY CHANGED

PROFILE SHEET
 SURVEYED BY E. JURGENSKI
 NOTED BY E. JURGENSKI
 CHECKED BY E. JURGENSKI
 NO. 11341, R.T. OF WAY CHANGED

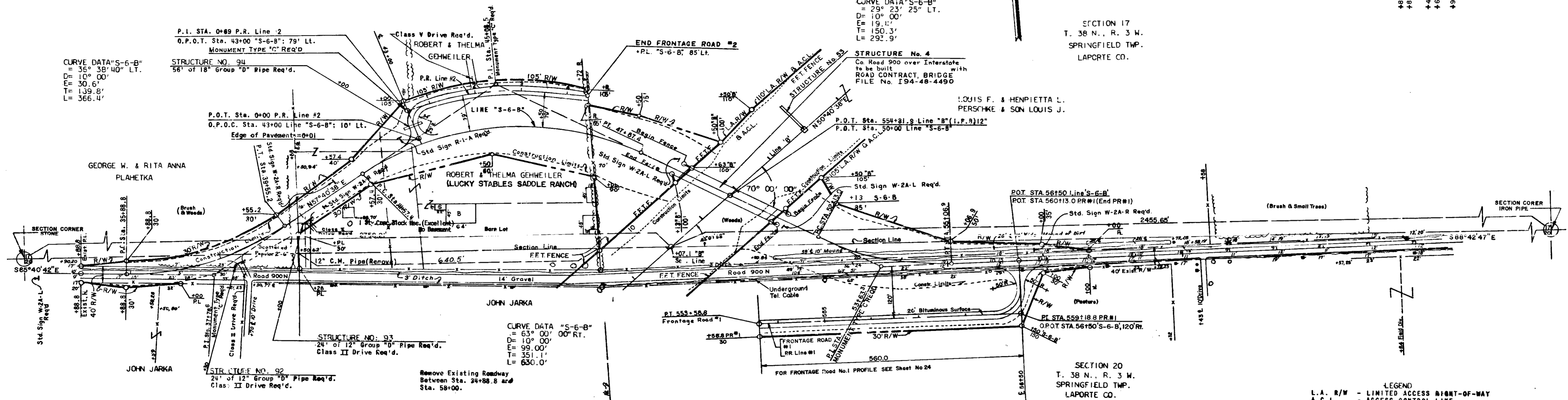
UTMS



CURVE DATA "S-6-B"
D = 35° 38' 40" LT.
E = 10° 00'
T = 139.8'
L = 366.4'

CURVE DATA "S-6-B"
D = 29° 23' 25" LT.
E = 10° 00'
T = 19.1'
L = 150.3'
L = 292.9'

CURVE DATA "S-6-B"
D = 63° 00' 00" RT.
E = 10° 00'
T = 99.00'
L = 351.1'
L = 630.0'

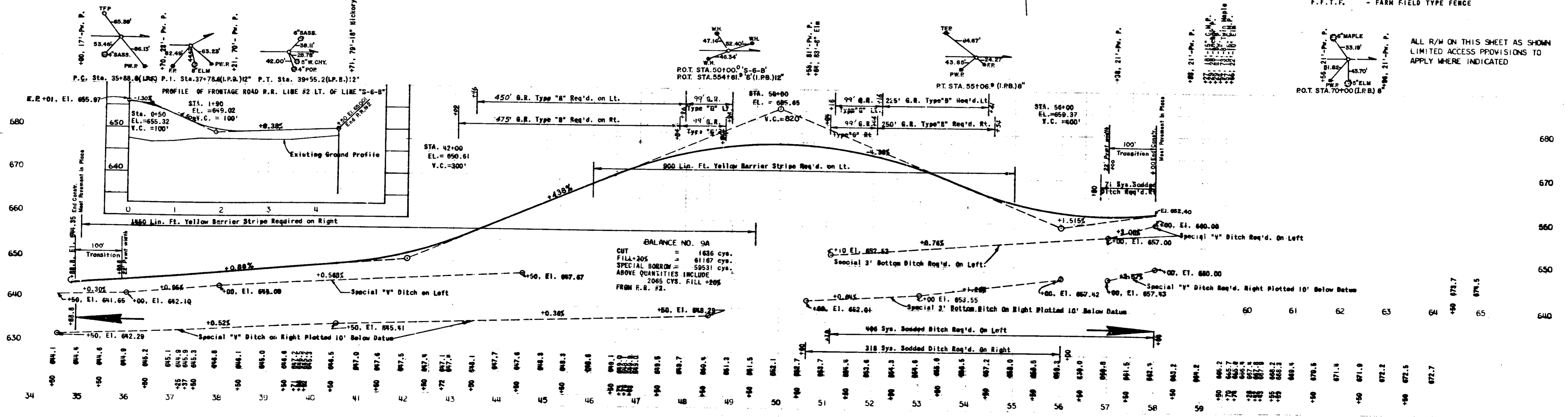


SECTION 17
T. 38 N., R. 3 W.
SPRINGFIELD TWP.
LAPORTE CO.

SECTION 20
T. 38 N., R. 3 W.
SPRINGFIELD TWP.
LAPORTE CO.

LEGEND
L.A. R/W - LIMITED ACCESS RIGHT-OF-WAY
A.C.L. - ACCESS CONTROL LINE
F.F.T.F. - FARM FIELD TYPE FENCE

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



BALANCE NO. 9A
CUT = 1636 cys.
FILL = 20% = 6167 cys.
SPECIAL BORROW = 5953 cys.
ABOVE QUANTITIES INCLUDE
20% EXCESS FILL + 20%
FROM F.R. #2.

LINE S-6-B

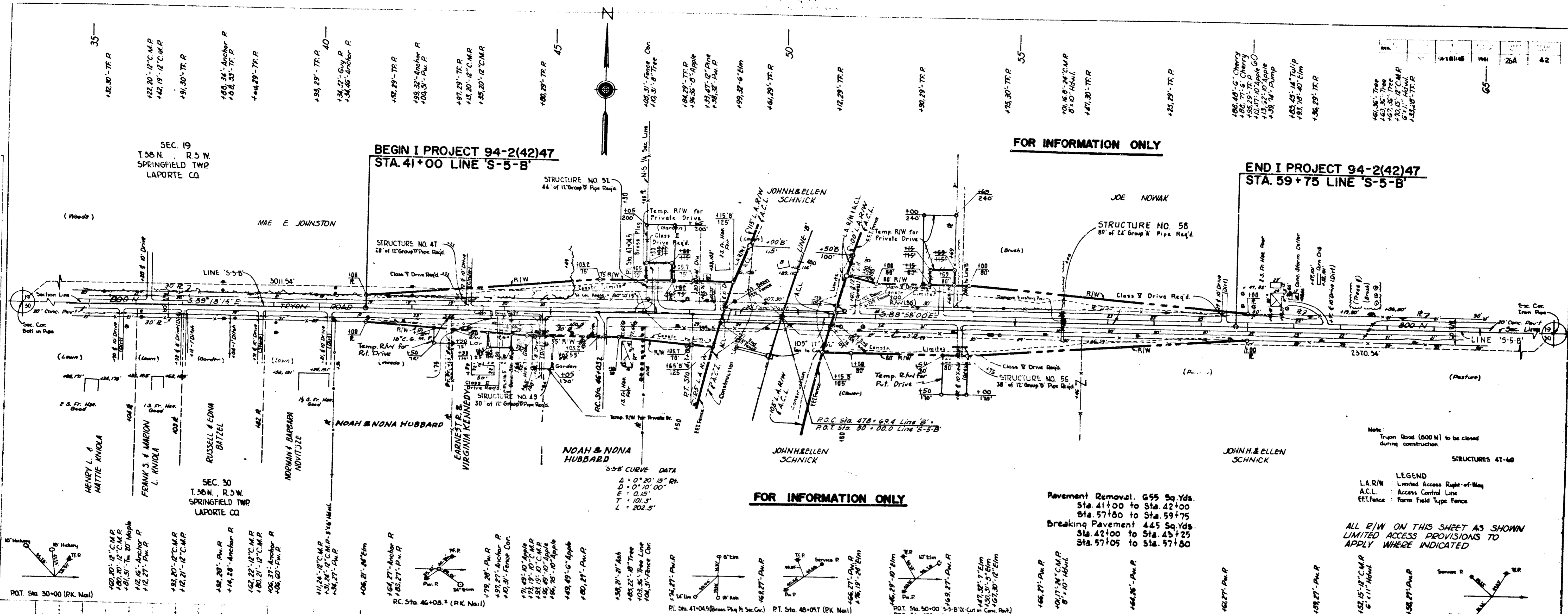
PLAN
CHAS. W. COLE & SONS
INC. BOOK 12, PAGE 2
MAY 1966
CHAS. W. COLE & SONS
MAY 1966

CHAS. W. COLE & SONS
INC. BOOK 12, PAGE 2
MAY 1966
CHAS. W. COLE & SONS
MAY 1966

CHAS. W. COLE & SONS
INC. BOOK 12, PAGE 2
MAY 1966
CHAS. W. COLE & SONS
MAY 1966

PROFILE

CHAS. W. COLE & SONS
INC. BOOK 12, PAGE 2
MAY 1966
CHAS. W. COLE & SONS
MAY 1966



BEGIN I PROJECT 94-2(42)47
STA. 41+00 LINE 'S-5-B'

FOR INFORMATION ONLY

END I PROJECT 94-2(42)47
STA. 59+75 LINE 'S-5-B'

S-5-B CURVE DATA
 $\Delta = 0^\circ 20' 15''$ R.R.
 $D = 0^\circ 10' 00''$
 $E = 0.15'$
 $T = 101.3'$
 $L = 202.5'$

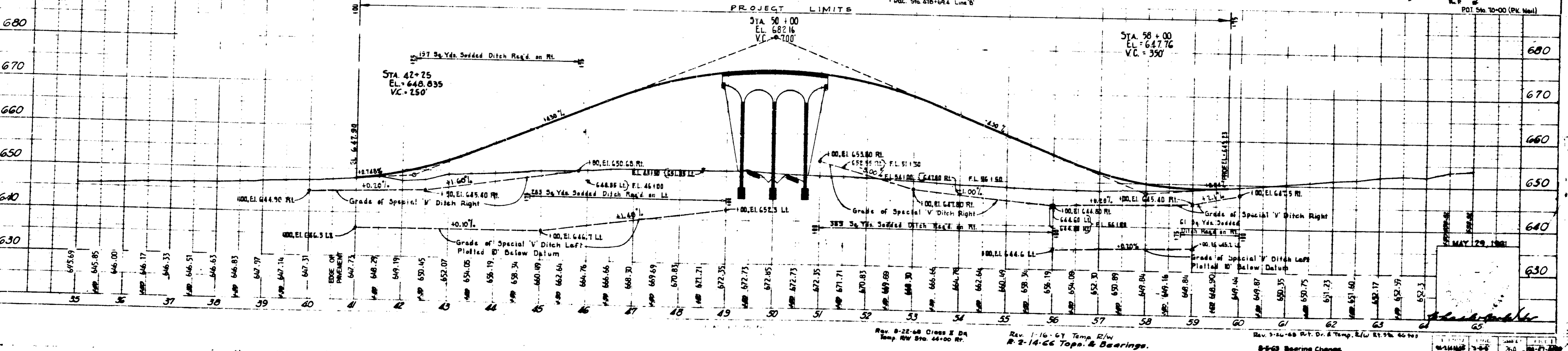
FOR INFORMATION ONLY

Pavement Removal 655 Sq. Yds.
Sta. 41+00 to Sta. 42+00
Sta. 57+80 to Sta. 59+75
Breaking Pavement 445 Sq. Yds.
Sta. 42+00 to Sta. 45+25
Sta. 57+05 to Sta. 57+80

Note: Fryon Road (800 W) to be closed during construction.

LEGEND
L.A.R.W. Limited Access Right-of-Way
A.C.L. Access Control Line
E.F.F. Farm Field Type Fence

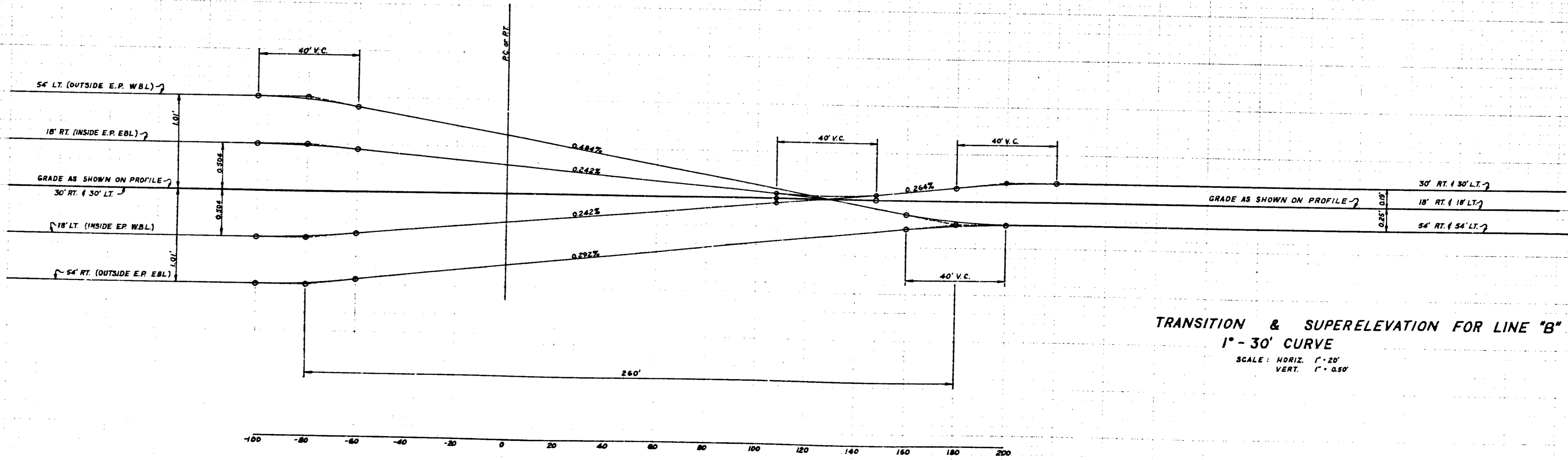
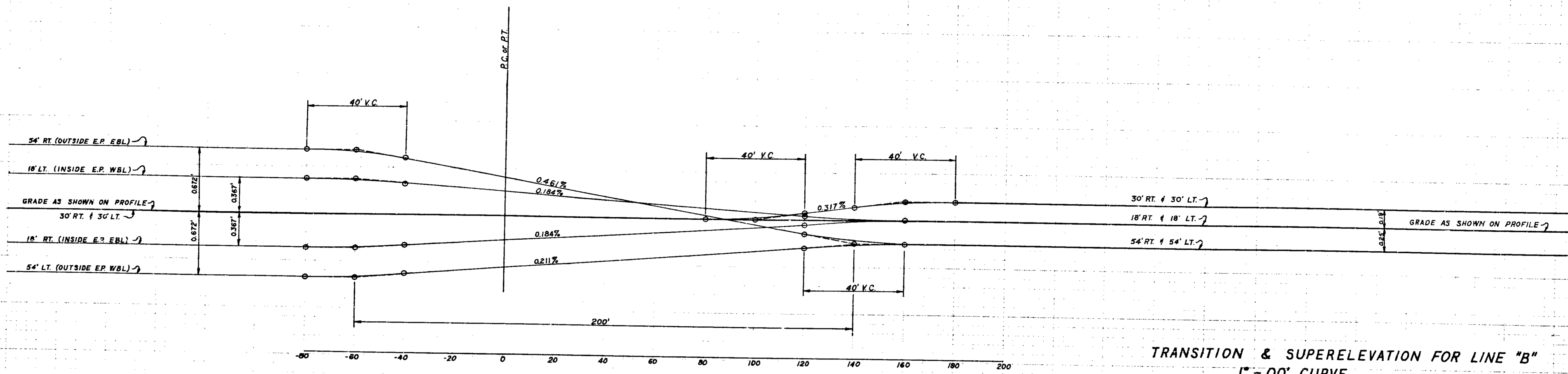
ALL R/W ON THIS SHEET AS SHOWN LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED



Rev. 1-16-67 Temp. E/W
R-2-14-66 Top. & Bearings.
Rev. 5-22-68 R.F. Dr. & Temp. E/W R.T. 9th 46787
Rev. 8-22-68 Class II Dq
Temp. R/W Sta. 44+00 R.T.

MAY 29 1966

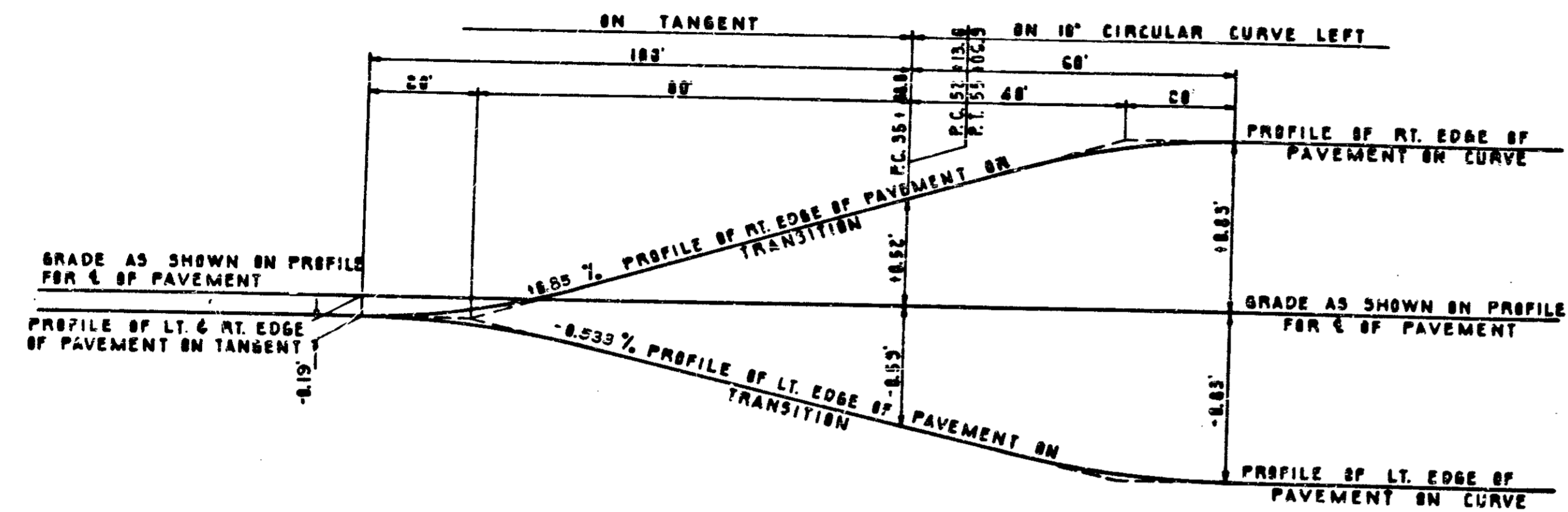
107



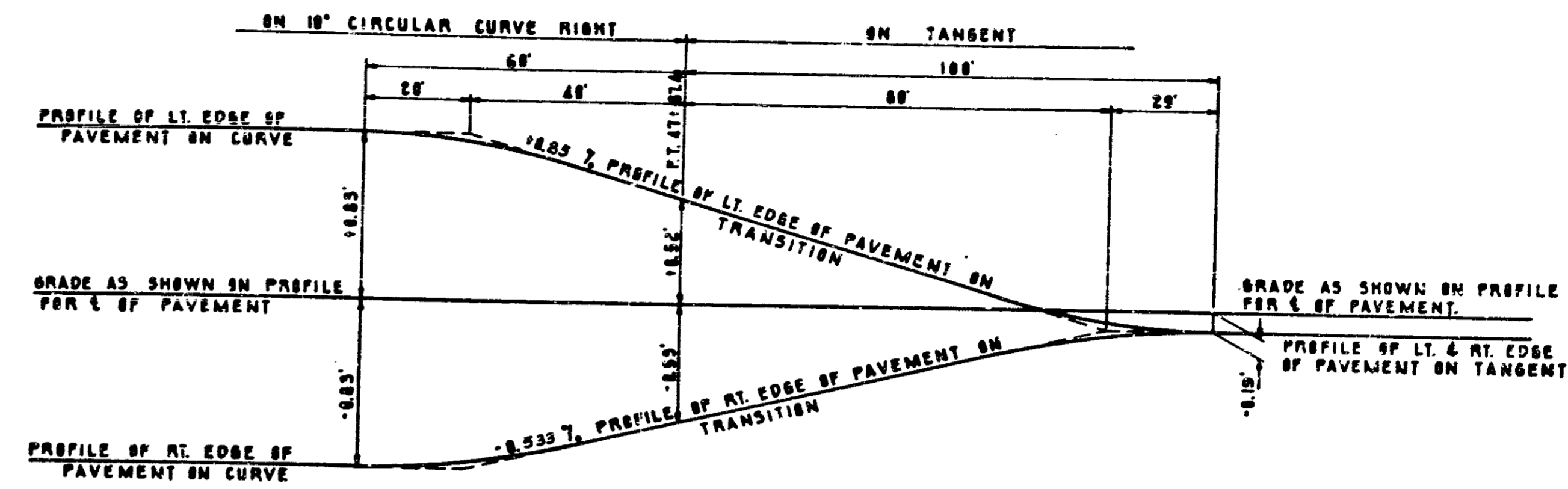
LINE "B"

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-94-3 (40)AS	1969	28	222

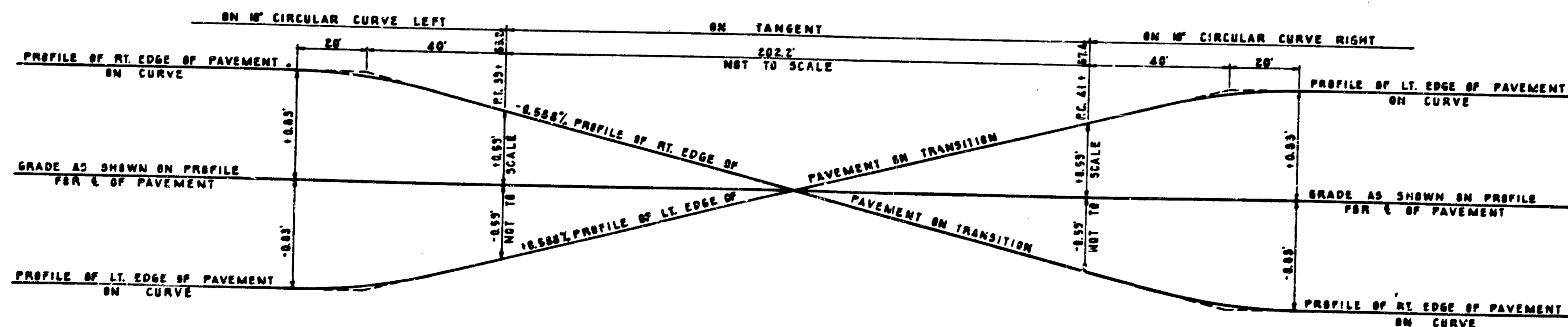
REVISE CROWN 2-20-68



TRANSITION & SUPERELEVATION
FOR
STA. 34 + 88.8 TO STA. 38 + 95.2
AND
STA. 51 + 13.0 TO STA. 56 + 06.9
SCALE: HORIZ. 1" = 20'
VERT. 1" = 0.5'



TRANSITION & SUPERELEVATION
FOR
STA. 42 + 17.4 TO STA. 48 + 87.4
SCALE: HORIZ. 1" = 20'
VERT. 1" = 0.5'



TRANSITION & SUPERELEVATION
FOR
STA. 38 + 95.2 TO STA. 42 + 17.4
SCALE: HORIZ. 1" = 20'
VERT. 1" = 0.5'

METHOD OF OBTAINING SUPERELEVATION

SUBMITTED FOR APPROVAL: *[Signature]*
June 27, 1961
LINE 'S-6-B' (RD. 900N RELOCATED)
STR. NO. 1 94 48 4490

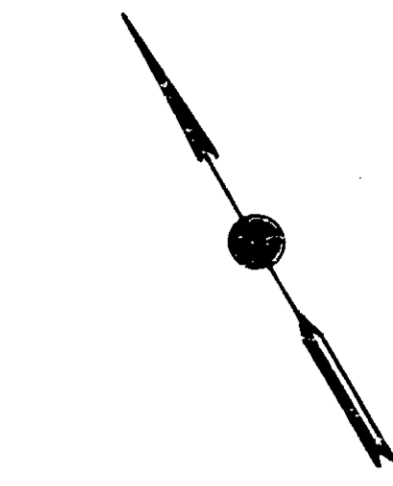
QUANTITIES FOR APPROACHES

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-2(10)N6	1969	20	222

LINE	LOCATION	DESCRIPTION	CUT CYS.	FILL CYS.	WIDTH FT.	LENGTH FT.	RADII FT.	TYPE "P" C.A. BASE		TONS	BITUM. MIX. FOR APPROACHES		PRIME TON	BITUM. SURFACE		SEAL TON	COVERING AGGR.		BITUM. BASE TON
								3" SYS.	8" SYS.		TON			TON			TON		
F.R. #1	513+21 TO 560+03	FRONTAGE RD. #1	3441	3985	20	4692			10650	4734			15.55	718.87	15.55	133.12			
	RT. 519+00	CLASS II PVT. DR.	0	12	12	19	15 & 25	46		8	7.6		0.07						
	RT. 526+00	CLASS V PVT. DR.	0	2	12	19	15 & 25												
	RT. 539+00	CLASS V PVT. DR.	0	2	12	19	15 & 25												
	560+03	PUB. F.D. APPROACH	0	24	20	50	50		119	53			0.17	8.03	0.17	2.08			
F.R. #2	0+01 TO 4+50	FRONTAGE RD. #2	0	2065	18	440			900	400			1.31	60.75	1.31	11.25			
	0+01	PUBLIC RD. APPROACH	0	34	18	25	25		31	14			0.05	2.09	0.05	0.54			
	LT. 2+00	CLASS V PVT. DR.	0	8	12	17	15 & 25												
F.R. #3	597+65 TO 646+63	FRONTAGE RD. #3	1628	16203	20	4898			11150	4956			16.28	752.62	16.28	139.37			
	LT. 598+50	CLASS V PVT. DR.	0	2	12	12	15 & 25												
	RT. 599+65	CLASS II PVT. DR.	0	6	12	36	15 & 25	68		11	11.2		0.10						
	RT. 600+20	CLASS II PVT. DR.	0	4	12	40	15 & 25	74		12	12.2		0.11						
	RT. 611+00	CLASS V PVT. DR.	0	6	12	20	15 & 25												
	RT. 619+50	CLASS V PVT. DR.	0	4	12	20	15 & 25												
	LT. 640+00	CLASS V PVT. DR.	0	5	12	22	15 & 25												
	RT. 640+00	CLASS V PVT. DR.	0	8	12	20	15 & 25												
	646+63	PUBLIC RD. APPROACH	0	20	20	50	50		119	53			0.17	8.03	0.17	2.08			
F.R. #4	50+00 TO 56+70	FRONTAGE RD. #4	191	46	20	670			1532	680			2.24	103.41	2.24	19.15			
	54+00	CLASS II PVT. DR.	7	0	12	56	15 & 25	95		16	15.7		0.14						
	56+70	PUBLIC RD. APPROACH	5	0	20	50	38		112	50			0.15	7.56	0.16	2.96			
F.R. #5	0+00 TO 3+39	FRONTAGE RD. #5	467	0	18	339			578	301			0.99	45.76	0.99	8.46			
	0+00	PUBLIC RD. APPROACH	4	0	18	15	11 & 30		25	11			0.04	1.69	0.04	0.44			
	RT. 2+87	CLASS II PVT. DR.	4	0	12	18	15 & 25	44		7	7.3		0.06						
	RT. 3+39	CLASS II PVT. DR.	4	0	12	30	25	74		12	12.2		0.11						
S-6-B	34+89 TO 58+00	Co. Rd. 900 N.	1636	59102	22	2311				3565			7.25	223.52	10.27	78.35			595
	RT. 38+30	CLASS II PVT. DR.	0	12	12	60	15 & 25	100		17	16.5		0.15						
	RT. 40+00	CLASS II PVT. DR.	0	17	12	19	15 & 25	46		8	7.6		0.07						
S-7-B REV.	35+30 TO 67+00	Co. Rd. 1000 N.	5626	126249	24	3170				6366			10.02	308.88	21.31	162.84			824
	RT. 35+60	CLASS II PVT. DR.	2	0	12	40	15 & 25	74		12	12.2		0.11						
	LT. 66+50	CLASS V PVT. DR.	9	2	12	85	15 & 25	133		22	21.9		0.19						
MAIL BOX APPROACHES (10)																			
										160	77			76.0	0.67				
TOTALS										21385	200.4			56.01	2241.21	69.54	559.66		1420

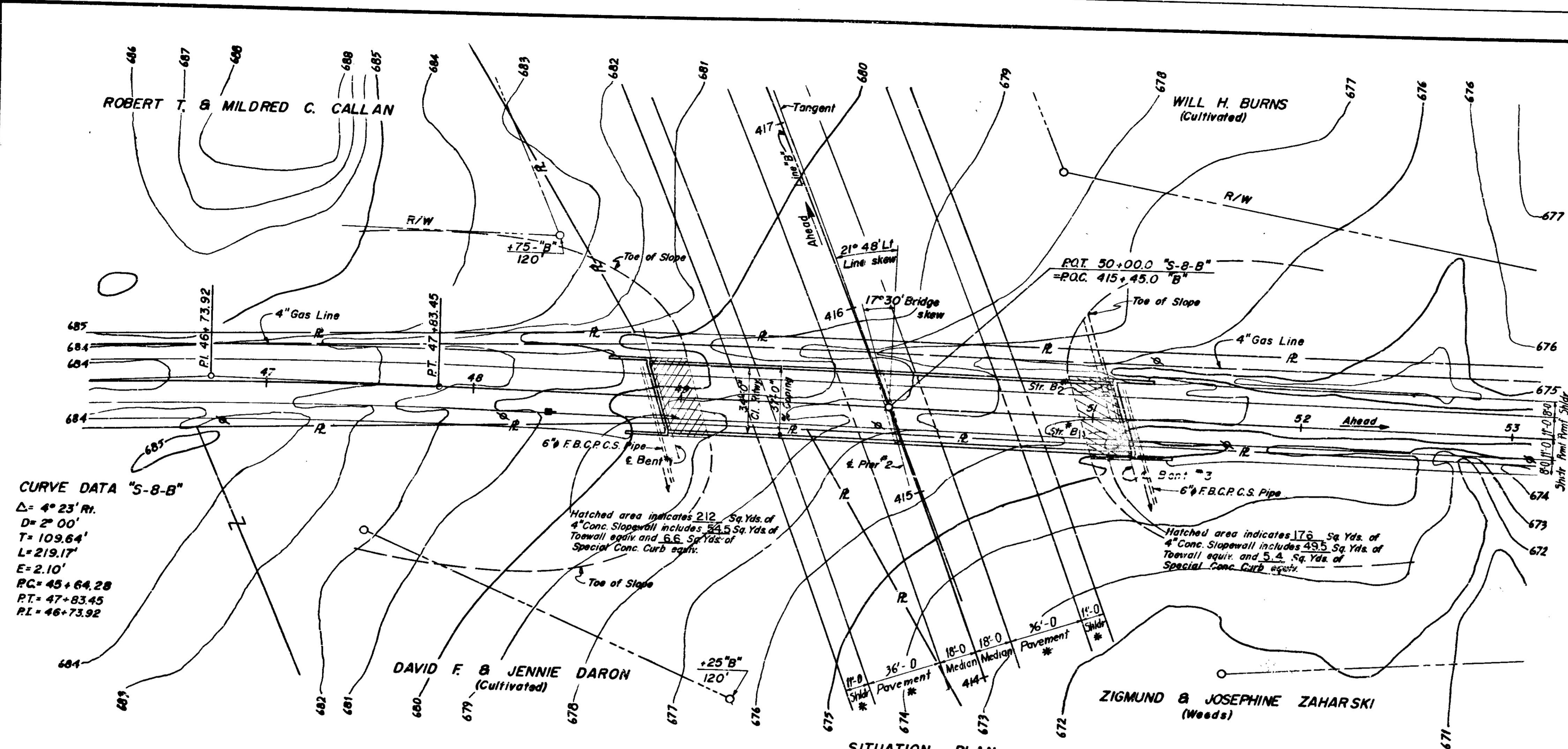
BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2(40)45	1969	50	222

UTILITY OWNERS
 Pw. P.-Ind & Mich Elec. Co.
 Tel. P.-Ind Bell Tel. Co.
 Gas Mich-Mich-Wisc Pipe Line Co.



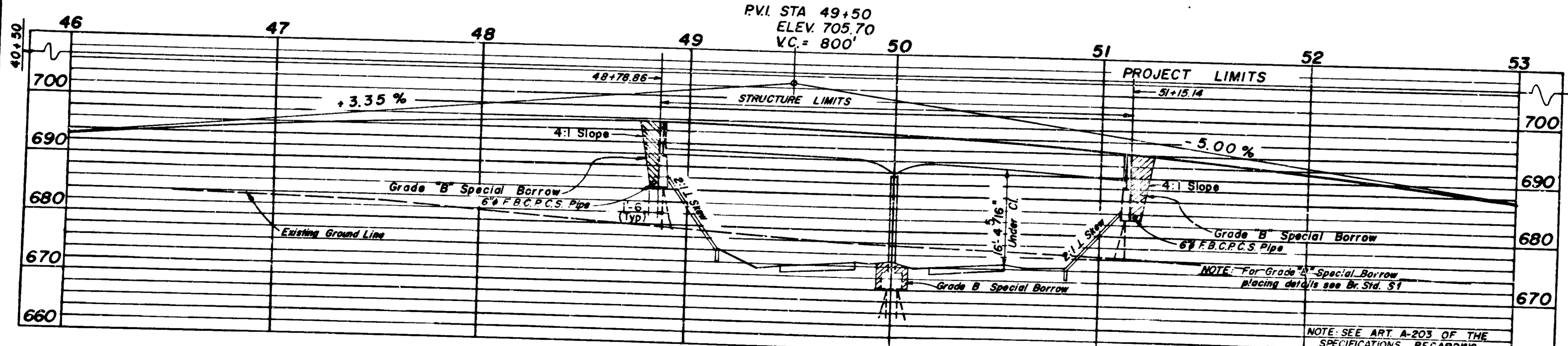
FOR INFORMATION ONLY

Warnke Road, Line "S-B" f & Construction



* Indicates items not included in Bridge Summary.

NOTE:
 For B.M. References & Rdwy. Details not shown on this sheet, see Rdwy. Sheets.
 For Boring Data see Sht. 2.



PROFILE ON PROPOSED & ROADWAY
 SCALES: HORIZ. 1" = 30'-0"; VERT. 1" = 10'-0"

FIELD NOTEBOOK No. _____

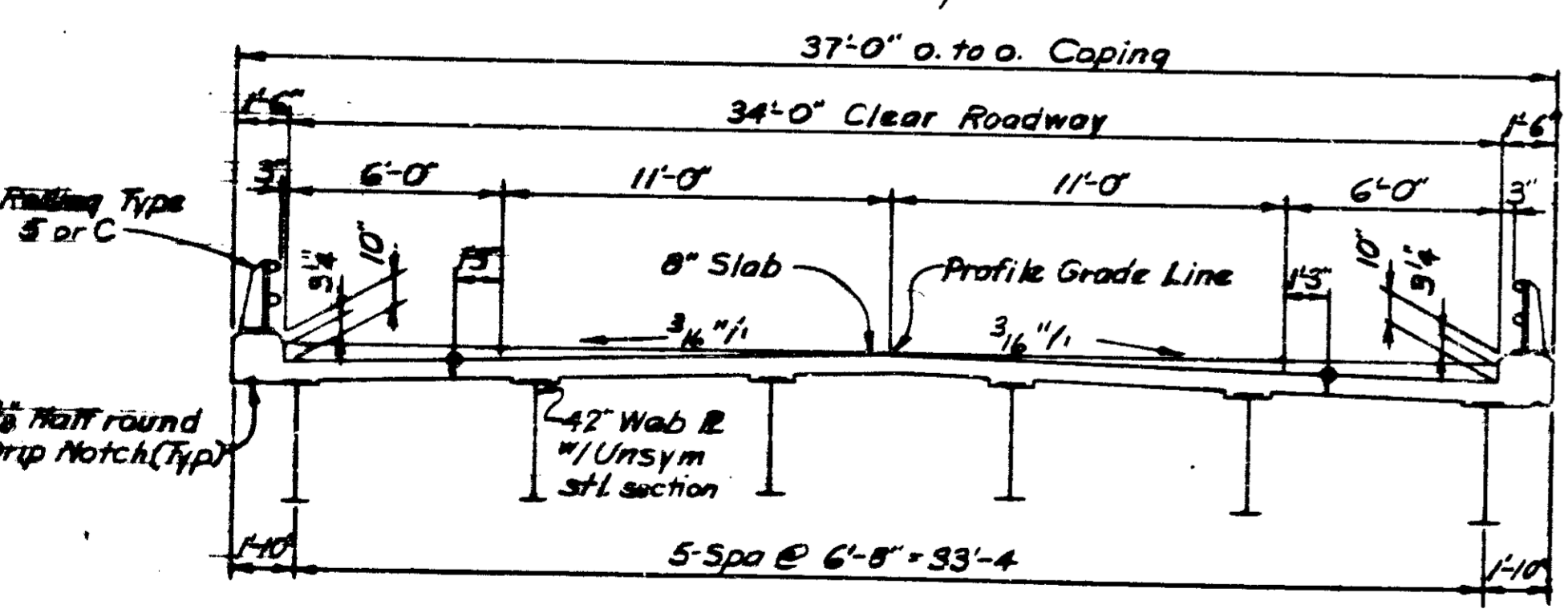
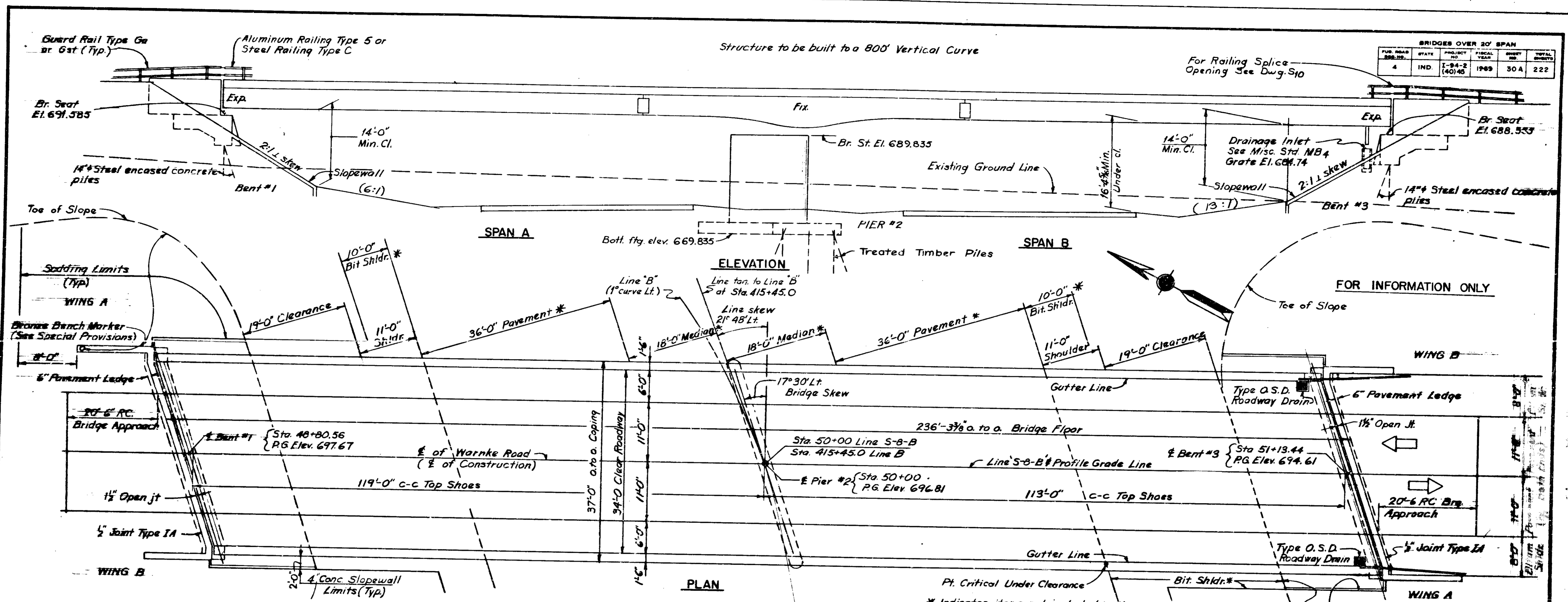
LAYOUT
 CONTINUOUS COMPOSITE WELDED BEAM BRIDGE
 34'-0" CLEAR ROADWAY; 2'-0"-3" CURBS
 WARNKE ROAD OVER I-94
 INDIANA STATE HIGHWAY COMMISSION
 LAPORTE COUNTY

SCALE: AS NOTED
 SUBMITTED FOR APPROVAL: *[Signature]* MARCH 1, 1969
 DRAWING: S₁ OF 10
 PROJECT: I-94-2(40)45 STA. 50+00
 BRIDGE CONTRACT NO.
 BRIDGE FILE: I-94-45-5758S

DESIGNED: *[Signature]* CKB DRL
 DRAWN: *[Signature]* CKB
 TRACED: _____ CKB

PROJECT NO.	LINE	SHEET	TOTAL SHEETS
I-94-2(40)45	S-B	50	222

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2 (40)45	1969	30A	222



CROSS SECTION OF ROADWAY

GENERAL NOTES:

No present structure at proposed bridge site. Depth of footing to be extended if necessary. See Art. E403.2(a) Specifications. For details of sti encased concrete piles, see Brq. Std. C1, Special Prov. and applicable arts. in Specifications. Piles shall be driven to elev necessary to obtain desired bearing. Reinforcing steel covering shall be 2" in top and 1" min. in bottom of floor slabs; 3" in figs; except bottom steel which shall be 4" and 2" in all other parts unless noted. Concrete in Pier to be Class "E". Concrete in superstructure, and entire End Bent to be Class "F". Concrete in slopewalls and steel encased concrete piles to be Class "D". Continuous concrete pours shall be req'd. between constr. jts. as shown on detail plans. Waterproof back of backwalls and bent walls in accordance with the Specifications. Bevel forms 1/4" under copings, and chamfer exposed edges 1" unless noted. Constr. slopewalls at locations shown on Layout. Tolerance in position of pile head maximum 2". All railing posts to be constructed perpendicular to grade.

See Special Provisions for items included in this contract. The top of bent caps and front face of backwalls of Bent #1 and #3 shall be sealed with epoxy resin. See Special Provisions. 2-standard type OS-D roadway drains to be placed as shown on this drawing.

DESIGN DATA

Designed for HS 20-44 loading in accordance with 1965 AASHTO Specifications

TYPICAL SECTIONS

See Roadway Plans Sheets N# 2 & 3.

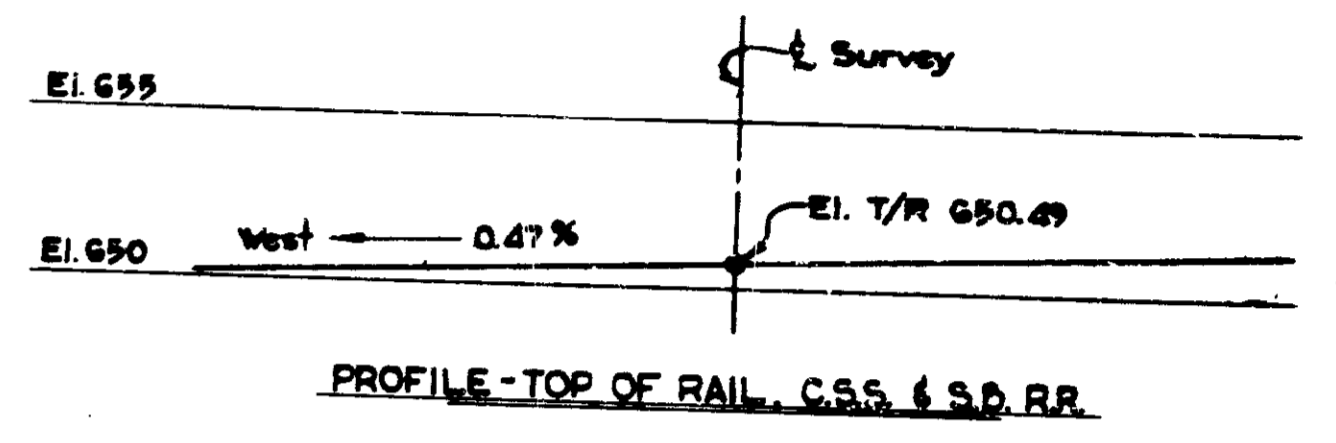
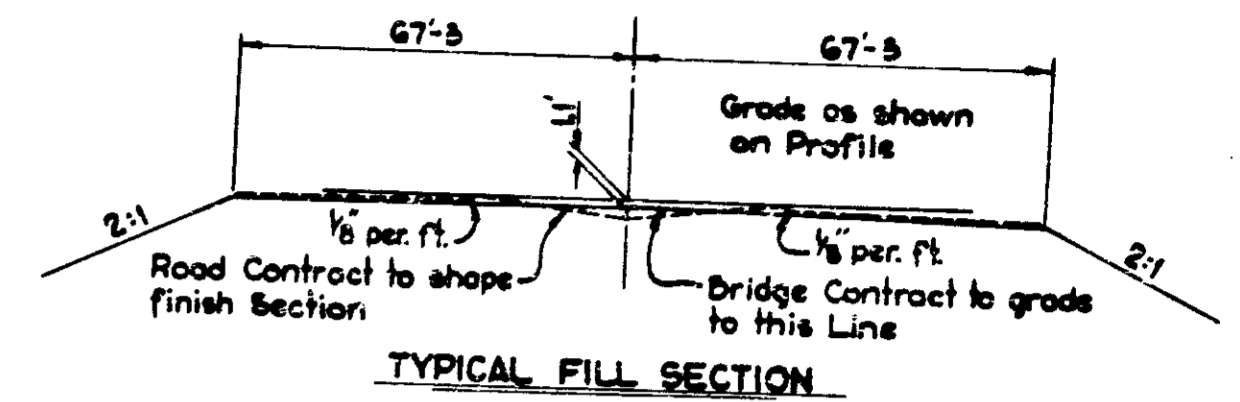
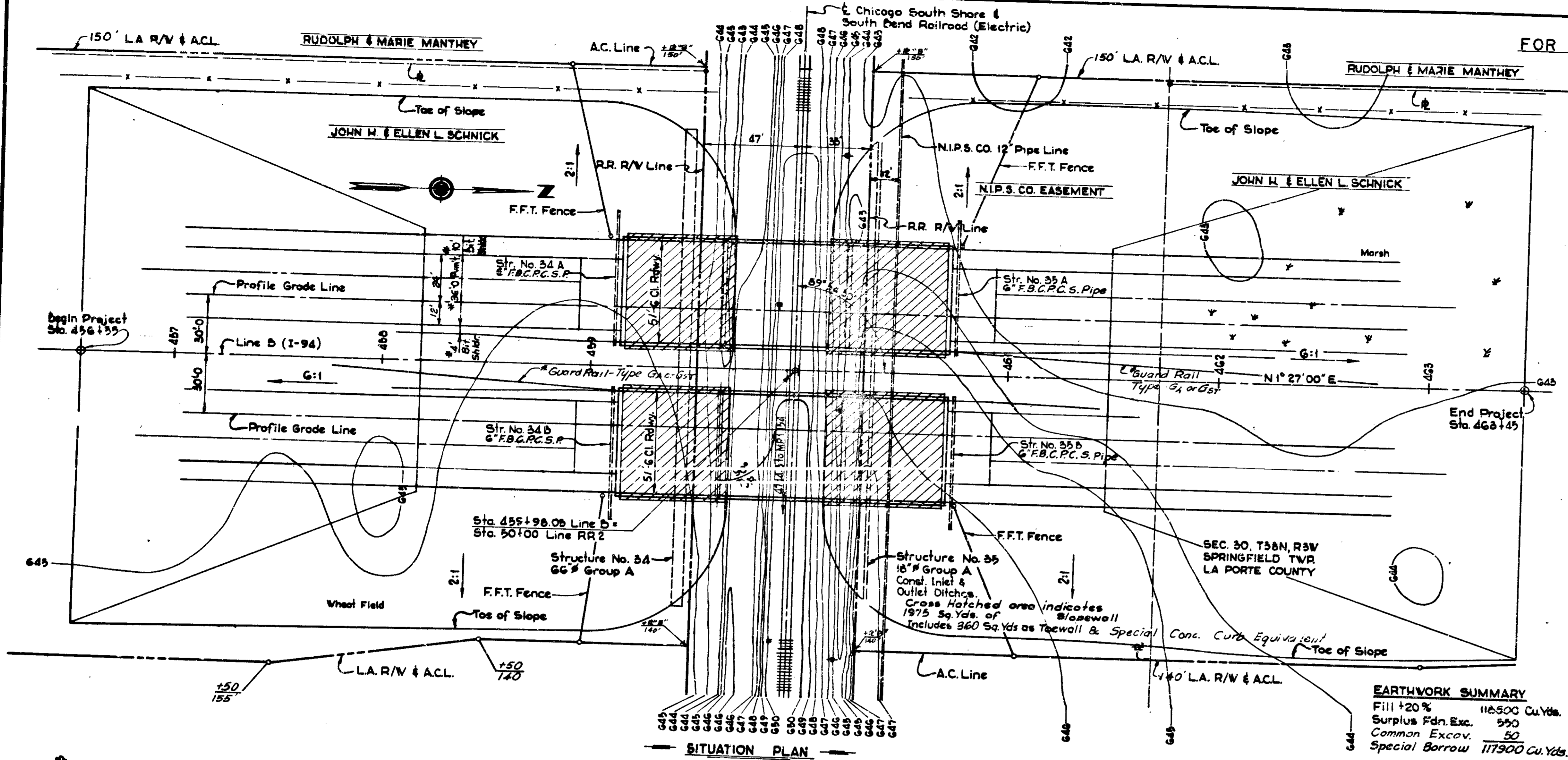
Br. Std.	Rd. Std.	STANDARD DRAWING (Description)
CI		Standard Miscellaneous Details
D		Roadway Drains
BR1		Bridge Railing Type "S"
BR2		Bridge Railing Type "5"
BR3		Bridge Railing Type "C"
BR4		Bridge Railing Type "C"
S1		Typical Details for placing Special Filling Materials
	MB2	Slopewall Curb Details
	MB4	Slopewall and Drainage Details

GENERAL PLAN
 CONTINUOUS COMPOSITE WELDED BEAM BRIDGE
 2-SPANS 113'-0" & 119'-0" ; SKEW 17° 30' LT.
 34'-0" ROADWAY & 2'-0" CURBS
 WARNKE ROAD OVER I-94
INDIANA STATE HIGHWAY COMMISSION

SCALE: NONE
 MARCH 1, 1969
 SUBMITTED FOR APPROVAL: *[Signature]*
 DRAWING: S2 OF 10
 PROJECT: I-94-2(40)45
 BRIDGE CONTRACT NO. Sta. 50+00
 BRIDGE FILE: I-94-45-57852

FOR INFORMATION ONLY

BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-94-2 (41)45	1969	31
				222



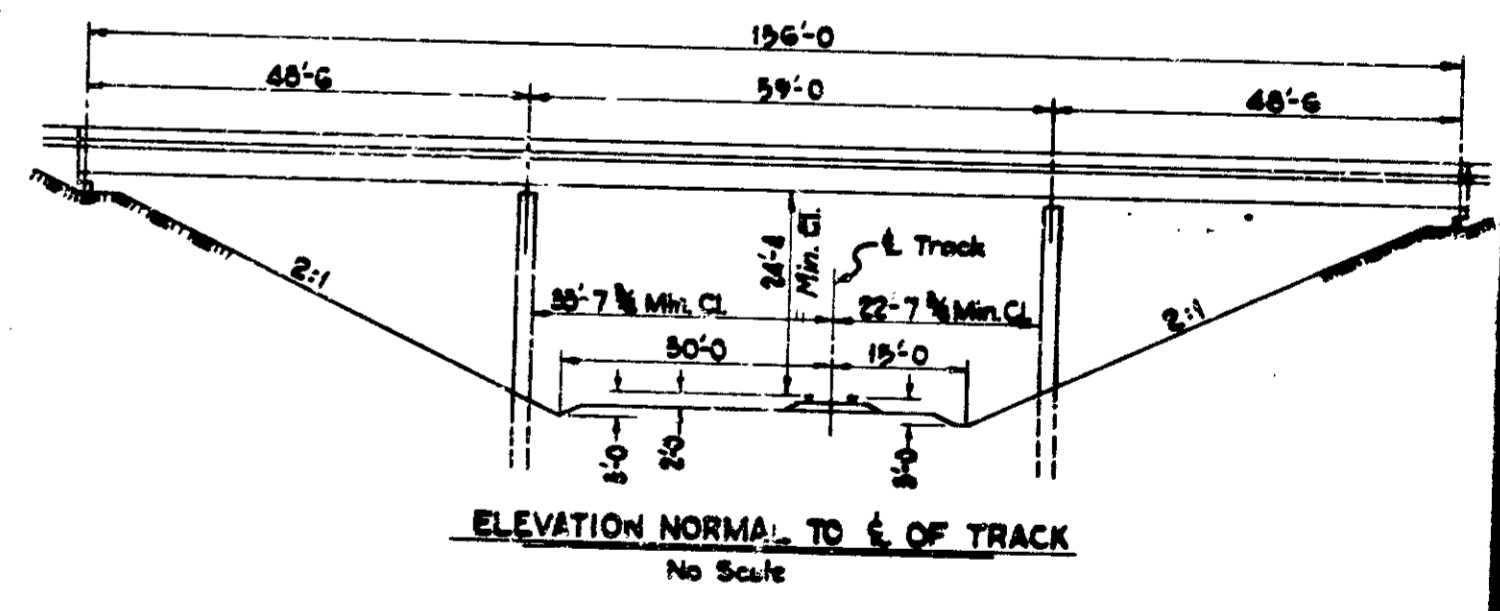
NOTE: * Denotes Items not included in Bridge Contract.

DENCH MARKS (U.S.C. & G.S. DATUM)
 D.M. #40 El. 646.05 R.R. Spike in East Base of 18" Maple, 160' Lt. Sta. 457+00
 D.M. #41 El. 653.97 R.R. Spike in East Base of 12" Oak, 200' Lt. Sta. 468+20

TRAIN TRAFFIC DATA:
 41 Passengers Daily - 7 Days
 4 Freight Daily - 7 Days

UTILITY OWNERS:
 Electric: Chicago South Shore & South Bend Railroad Co. South Bend, Indiana & NIPSCO
 Gas: Northern Indiana Public Service Co. Michigan City, Indiana

EARTHWORK SUMMARY
 Fill +20% 112,500 Cu.Yds.
 Surplus Fdn. Exc. 950
 Common Excav. 50
 Special Borrow 117,900 Cu.Yds.

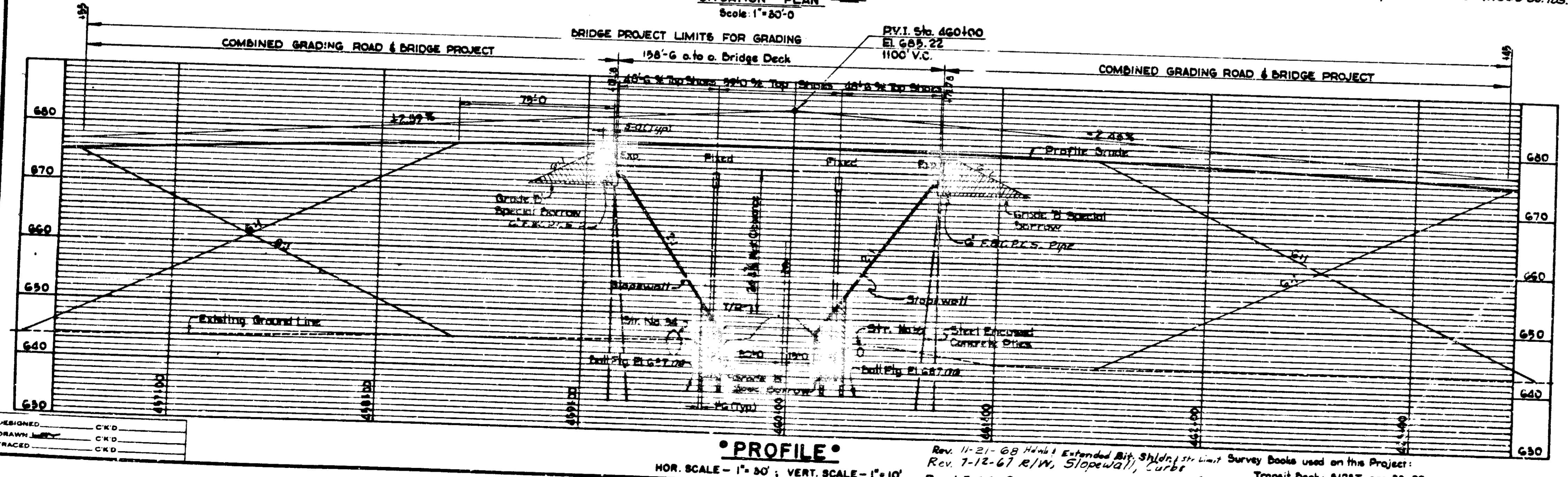


LAYOUT
 TWIN CONTINUOUS STEEL BEAM BRIDGES
 3 SPANS: 48'-6", 59'-0", 48'-6" SQUARE
 2 5'-6" CLEAR ROADWAYS 2 0'-3" CURBS EACH BRIDGE
 OVER C.S.S. & S.B. R.R.

INDIANA STATE HIGHWAY COMMISSION
 LAPORTE COUNTY

SCALE: As Noted JULY 8, 1969

SUBMITTED FOR APPROVAL: [Signature]
 DRAWING: S1 OF 9
 PROJECT: I-94-2(41)45 & Str. Sta. 459+92.55
 BRIDGE CONTRACT NO.
 BRIDGE FILE: I-94-47-2294

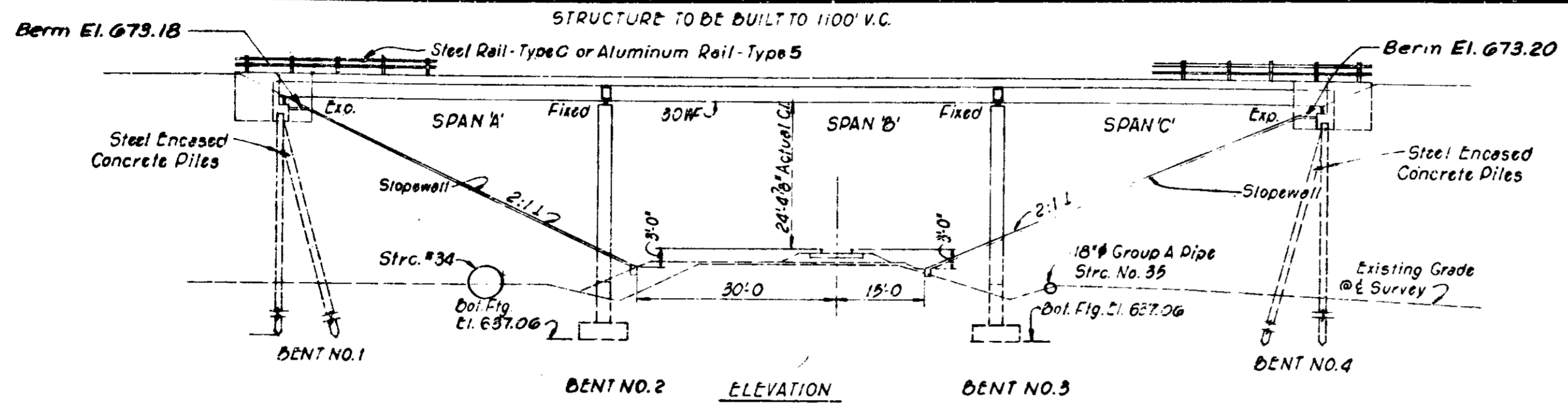


PROFILE

HOR. SCALE - 1"=20' ; VERT. SCALE - 1"=10'

Rev. 11-21-68 Hunk Extended Bls. Shldr. Str. Limit Survey Books used on this Project
 Rev. 7-12-67 R/W, Slope Wall, Curbs
 Rev. 1-5-66 Plan, Pipes, Roadway, Grade &
 Transit Book: 8125T, pgs 28-29
 Level Book: 8127L, pgs 64-69, pgs 84-86

DESIGNED: C.W.D.
 DRAWN: C.W.D.
 TRACED: C.W.D.



NOTE: Slab thickness as shown on plans to be increased 1" to provide 2" top cover on slab steel. This change shall be made by raising grade on structure 1". No change in structure elevations is required except those affected by raising floor surface, including coping and wingwalls.

The approach grade to be warped to match bridge floor.

No revisions have been made in these plans for this change except concrete quantities which have been revised.

The State shall maintain, or provide for the maintenance of, the bridge structure, approach grades, and structures number 34 and number 35.

"The Railroad shall maintain its own roadway and track, the structures supporting the same, the drainage thereof, and all other railroad facilities."

BRIDGES OVER 20' SPAN					
FISCAL YEAR	PROJECT NO.	SHEET NO.	TOTAL SHEETS	STATE	ROAD NO.
1968	I-94-2(41)45	31 A	222	IND.	4

GENERAL NOTES

No present structure at proposed bridge site.

Depth of footing to be extended if found necessary. See Art. B403.2(a) of Specifications.

Piles shall have a minimum bearing value shown on detail drawings. Determine pile lengths by Art. F.204 of Specifications.

For details of steel encased piles see Br. Std. C, Special Provisions and applicable articles in the Specifications.

Piles shall be driven to elevation necessary to obtain desired bearing.

For pay items covering this structure see "Bridge Summary."

Reinforcing steel covering shall be 1/2 inches in top and 1 inch minimum in bottom of floor slabs, 3 inches in footing except bottom steel which shall be 4 inches, and 2 inches in all other parts unless noted.

Concrete in footings and Collision wall to be Class "C" and bent caps to be Class "F".

Concrete in superstructure, and steel encased conc. piles to be Class "D".

Concrete in bent columns, slope walls, and steel encased conc. piles to be Class "D".

Continuous concrete pours shall be required between construction joints as shown on detail plans.

Waterproof back of mudwalls in accordance with the specifications.

Bevel forms 1/4 inch under copings; and chamfer exposed edges 1/2 inch unless noted.

Construct Slope wall at locations as shown on Layout.

Tolerance in position of pile head maximum 2 inches.

* Terminal joint for C.R.C. Pavement to be placed in the Approach Pavement.

All railing posts to be constructed perpendicular to grade.

See special provisions for items included in this contract.

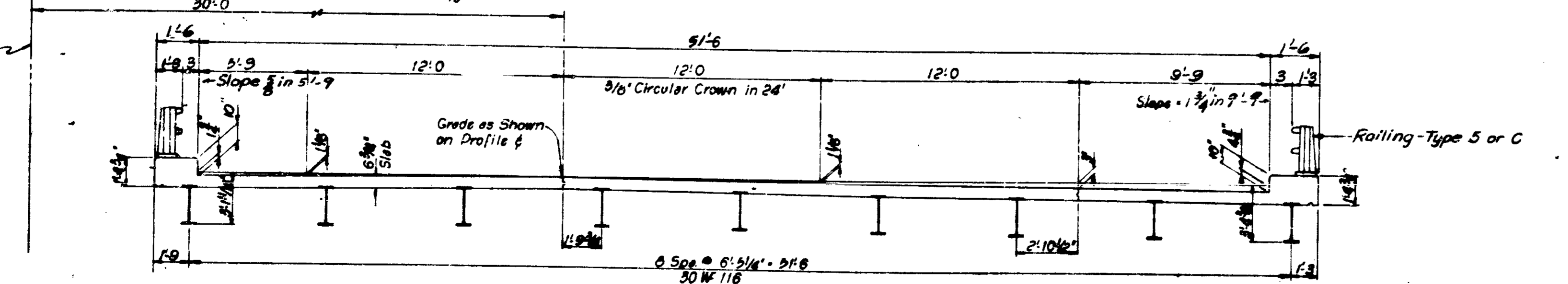
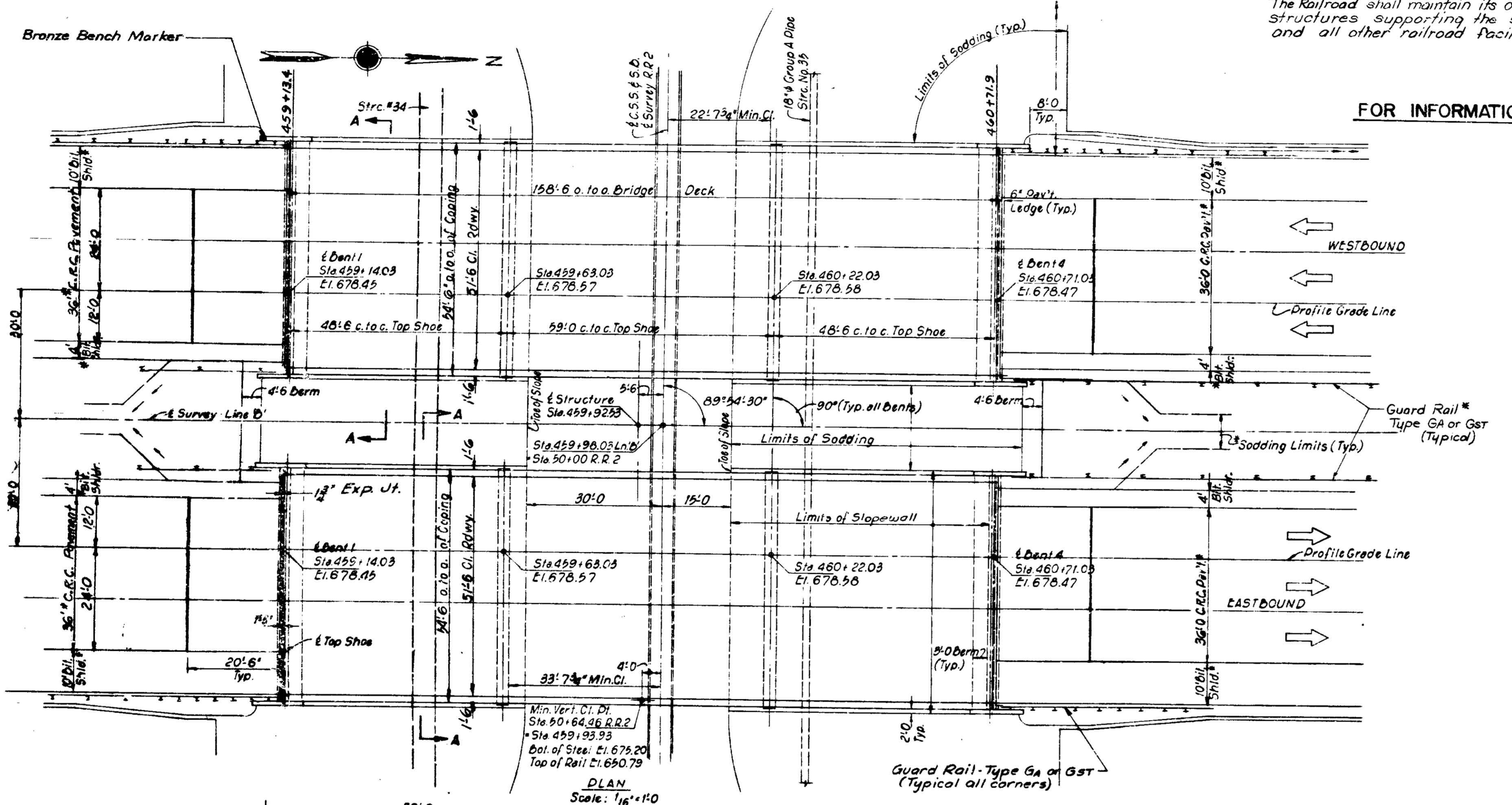
The front face of mudwalls and tops of caps at Bents 1 & 4 shall be sealed with two coats of epoxy resin. See Special Prov.

TYPICAL SECTIONS: See Typical Section for Rd. Project I-94-2(40) 65

DESIGN DATA: Designed for HS20-44 loading in accordance with 1985 A.A.S.H.O. Specifications. Main carrying members checked for 2-24,000 lb. axes spaced 4'-0" on centers.

JOINT LEGEND: 1/2" Exp. Jt. same as 1" Exp. Jt. shown on Br. Std. C except for width.

* Denotes items not included in Bridge Contract.



STANDARD DRAWINGS

Br. Std.	Road Std.	Purpose
C1		Reinforcing Bar Nests, Pile Splices, Notch at ends of beams, Exp. Jt.
M1		Slope wall Details
M2		Railing Details
C2		Perf. C.S. Piles behind End Bents
M21		Pipe Anchors
ME		Pipe Culv. End Sections
M4		Backfill for Structures

GENERAL PLAN
TWIN CONTINUOUS STEEL BEAM BRIDGE
3 SPANS 48'-6", 99'-0", 48'-6" SQUARE
2'-5 1/2" CLEAR ROADWAYS 2'-0 1/2" CURBS EACH BRIDGE
OVER C.S.S. & S.B. R.R.
LAPORTE COUNTY

INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED

DATE: JULY 8, 1968

SUBMITTED FOR APPROVAL: [Signature]

DRAWING: S₂ OF 3

PROJECT: I-94-2(41)45

BRIDGE CONTRACT NO: [Number]

BRIDGE FILE: I-94-47-2234

Rev. 7-12-67 Notes, Std. Drawgs., Curbs, Joints
Rev. 2-28-67 Notes, C.R.C. Abutment
Rev. 12-18-64 Railing, Std. Drawgs., [Number]
Rev. 1-5-66 Plan, Elev., Section, A-A Notes, Std. Drawgs., Design Data

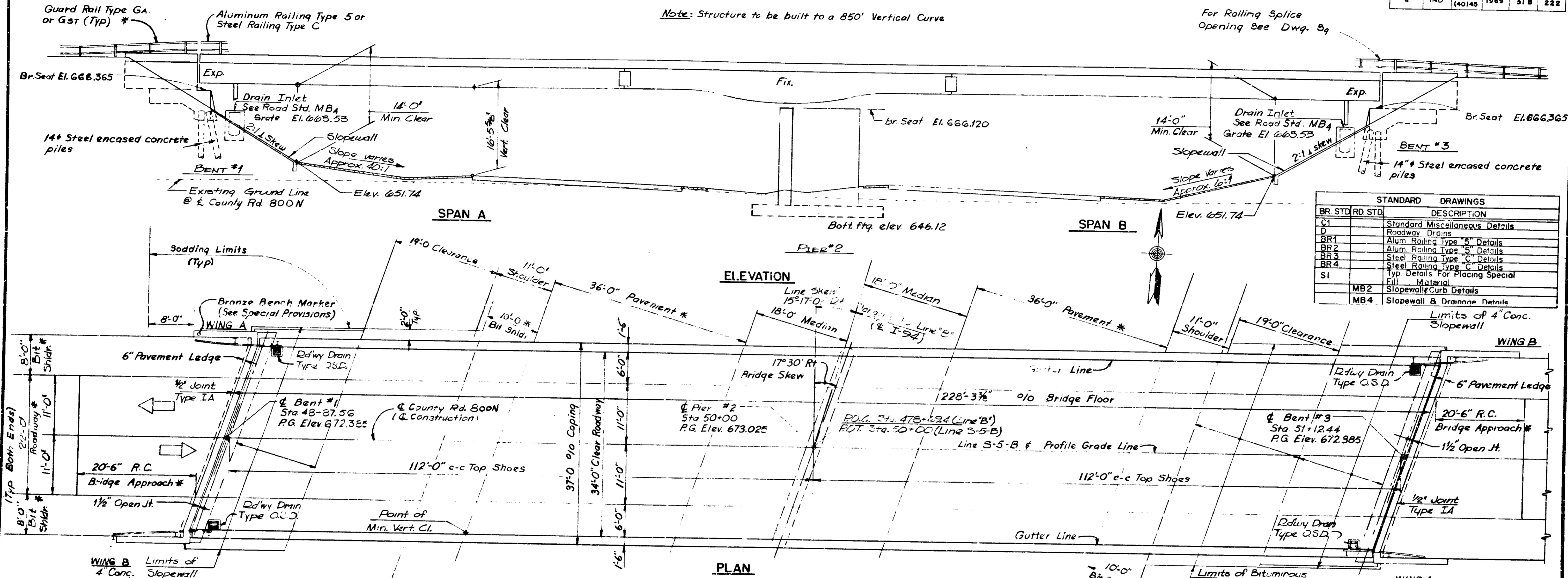
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DRAWN	CKD
TRACED	CKD

FOR INFORMATION ONLY

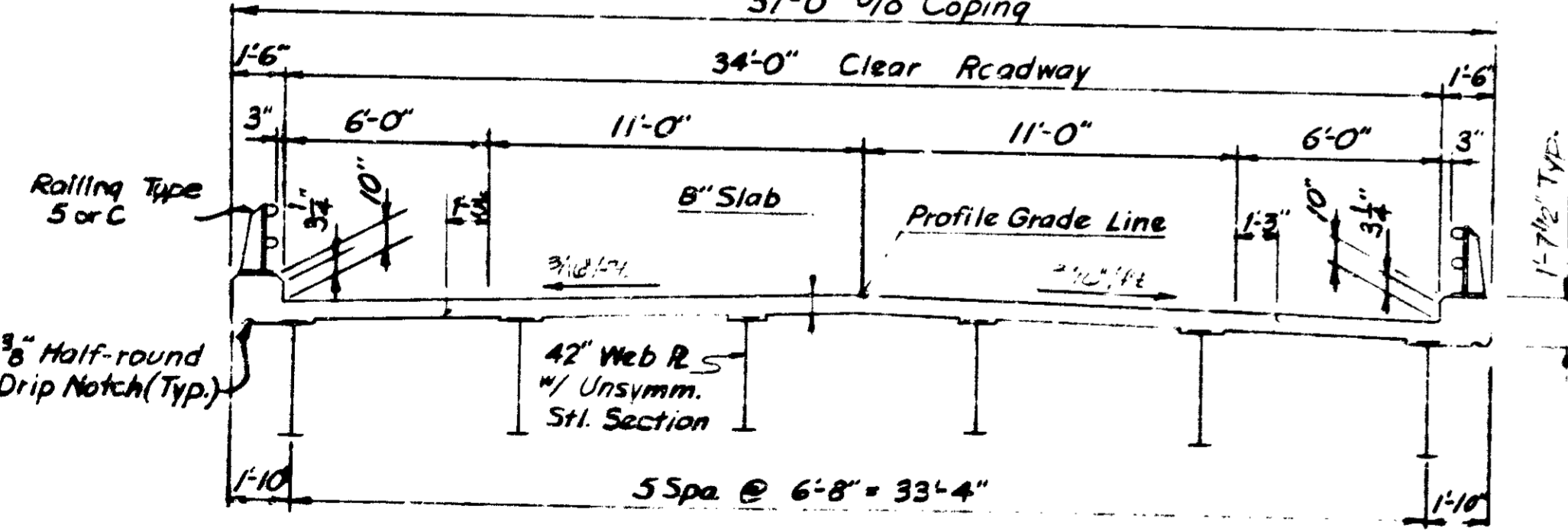
BRIDGES OVER 20' SPAN				
PUB. ROAD FILE NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND	I-94-2 (40)45	1969	222

Note: Structure to be built to a 850' Vertical Curve

For Railing Splice Opening See Dwg. 89



BR. STD.	RD. STD.	DESCRIPTION
C1		Standard Miscellaneous Details
D		Roadway Drains
BR1		Alum. Railing Type "5" Details
BR2		Alum. Railing Type "5" Details
BR3		Steel Railing Type "5" Details
BR4		Steel Railing Type "5" Details
S1		Typ. Details For Placing Special Fill Material
MB2		Slopedwall & Curb Details
MB4		Slopedwall & Drainage Details



CROSS SECTION OF ROADWAY
Scale 1/4" = 1'-0"

GENERAL NOTES

No present structure at proposed bridge site. Depth of footing to be extended if found necessary. See Art. B403.2(a) Specifications. For details of steel encased conc. piles, see Br. Std. C, Special Prov. and applicable articles in Specifications. Piles shall be driven to elevation necessary to obtain desired bearing. Reinforcing steel covering shall be 2" in top and 1" min. in bottom of floor slabs; 3" in ftgs. except batt. steel which shall be 1" and 2" in all other parts unless noted. Concrete in footing and pier stem to be Class "E". Concrete in superstructure and bent piers to be Class "D". Concrete in slopedwalls and steel encased conc. piles to be Class "D". Continuous concrete pours shall be req'd. between constr. jts. as shown on detail plans. Waterproof back of mudwalls and bent wingwalls in accord. with Specifications. Bevel forms & under copings, and chamfer exposed edges 1" unless noted. Construct 4" concrete curbs at locations shown on the drawing and on Layout. Tolerance in position of pile head 2" max. All railing posts to be constructed perpendicular to grade. See Special Provisions for items included in this contract. The top of bent caps and front face of mudwalls of #1 and #3 shall be sealed with epoxy resin. See Special Provisions. 4 standard type CS-D roadway drains to be placed as shown on this drawing, and on Dwg. S8. *Indicates items not included in Bridge Summary.

DESIGN DATA

Designed for HS 20-44 loading in accordance with 1967 A.A.S.H.O. Specifications.

TYPICAL SECTIONS

See Roadway Plans

GENERAL PLAN

CONTINUOUS COMPOSITE WELDED BEAM BRIDGE
2 SPANS @ 112'-0", SKEW 17° 30' RT.
34'-0" ROADWAY & 2'-0" CURBS
CO. RD. 800N OVER I-94

INDIANA STATE HIGHWAY COMMISSION
LA PORTE COUNTY

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

DECEMBER 17, 1968

SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: S2 OF 9
PROJECT: I-94-2(40)45
BRIDGE CONTRACT NO.
BRIDGE FILE: I-94-47-44895



DESIGNED: G.E.K.	CRD: TCY
DRAWN: G.E.K.	CRD: TCY & MDM
TRACED: R.G. Waugha	CRD: MDM

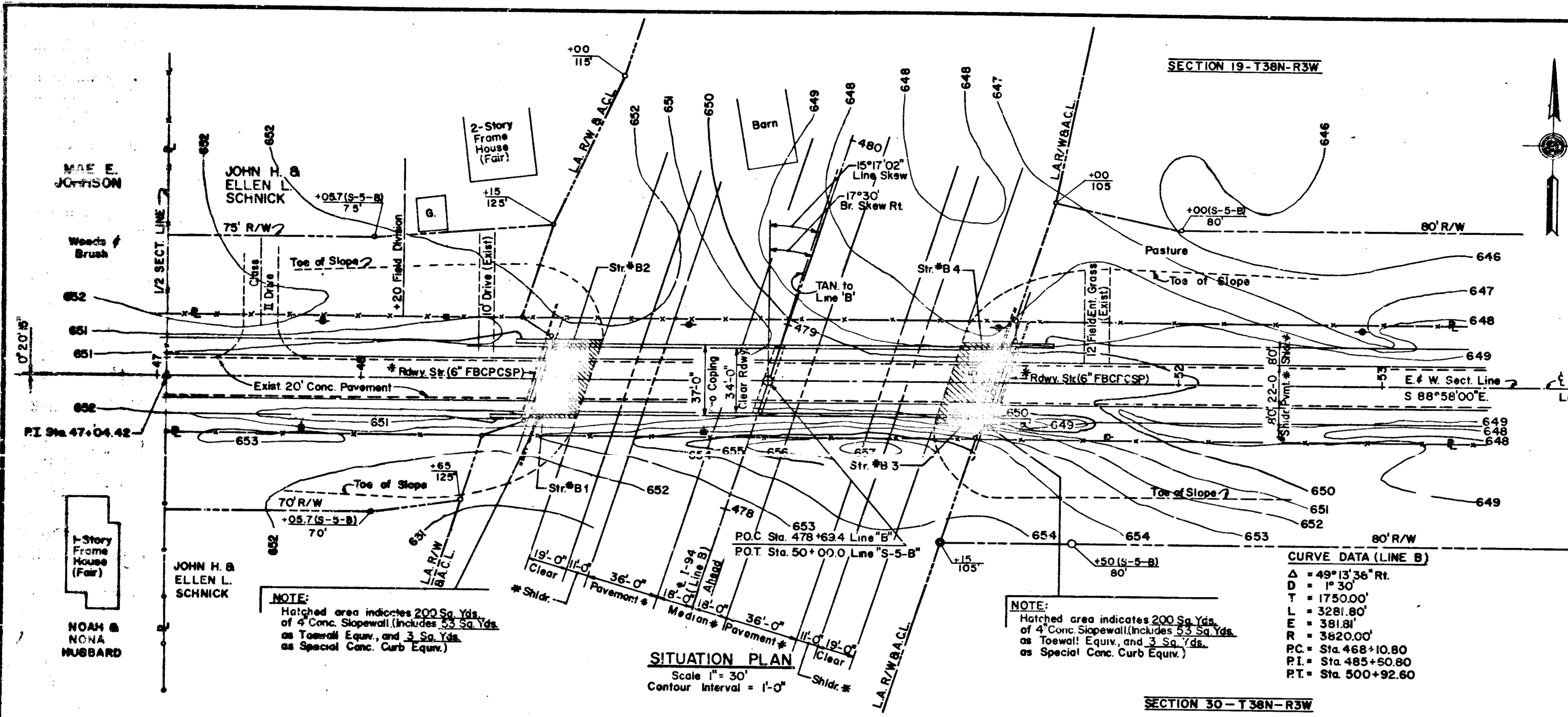
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-94-2(40)45	5-B	31 B	222	

BRIDGE OVER			
FILE NO.	STATE	PROJECT	DATE
4	IND.	I-94-2(40)45	DEC 92

UTILITY OWNERS

TELEPHONE LINES
General Telephone Co. of Indiana.

POWER LINES
Indiana & Michigan Electric Co.



NOTE:
Hatched area indicates 200 Sq. Yds. of 4" Conc. Slope wall (includes 53 Sq. Yds. as Toewall Equiv. and 3 Sq. Yds. as Special Conc. Curb Equiv.)

NOTE:
Hatched area indicates 200 Sq. Yds. of 4" Conc. Slope wall (includes 53 Sq. Yds. as Toewall Equiv. and 3 Sq. Yds. as Special Conc. Curb Equiv.)

CURVE DATA (LINE B)

Δ	= 49°13'36" Rt.
D	= 1°30'
T	= 1750.00'
L	= 3281.80'
E	= 381.81'
R	= 3620.00'
PC	= Sta. 468+10.80
PI	= Sta. 485+50.80
PT	= Sta. 500+92.60

SITUATION PLAN
Scale 1" = 30'
Contour Interval = 1'-0"

FOR INFORMATION ONLY

BENCH MARKS (U.S.C. & G.S.)

BM # 42- Elev. 653.74 RR Spike in North base of 24" Oak
290' Left. Sta. 477+30

BM # 43- Elev. 647.92 RR Spike in South base of 30" Oak
175' Left. Sta. 490+70

SURVEY BOOKS

Level - 8129L page 43 & pages 45-62
Transit - 8123T pages 20-26

NOTES:-
For References See Plan & Profile Sheet.
For Boring Data See Sheet 2

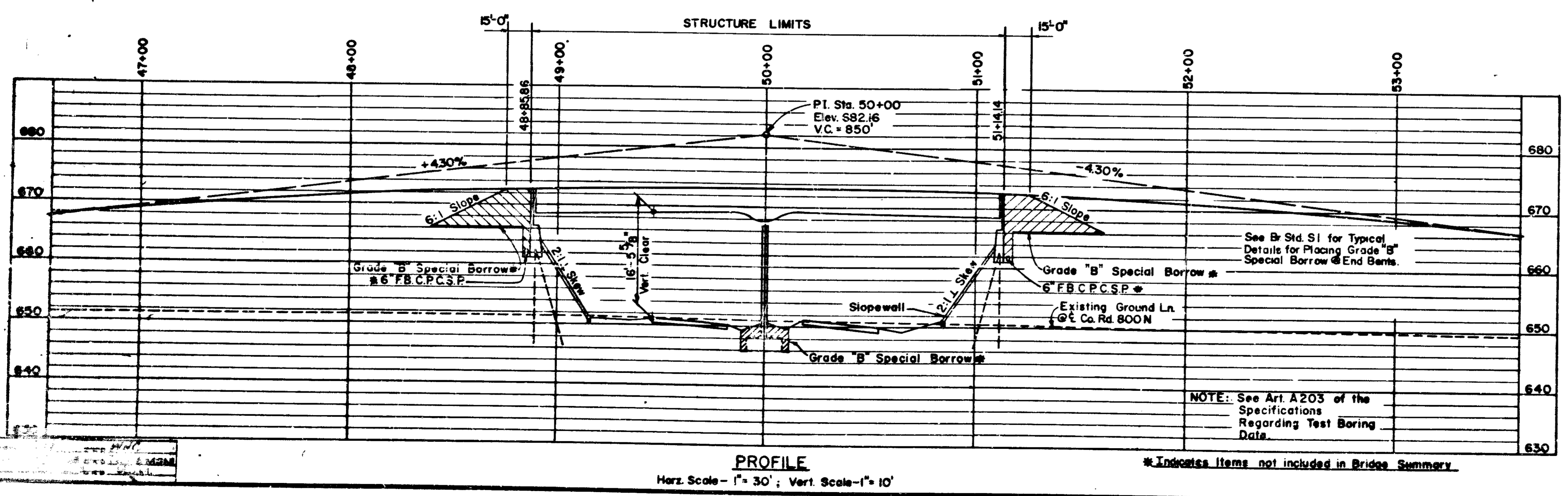
LAYOUT
CONTINUOUS COMPOSITE WELDED BEAM BRIDGE
2 SPANS @ 112'-0", SKEW 17°30' RT.
34'-0" ROADWAY & 2'-0" 3'-0" CURBS
CO. RD. 800N OVER I-94

INDIANA STATE HIGHWAY COMMISSION
LA PORTE COUNTY

SCALE: - AS NOTED
DECEMBER 12, 1992

SUBMITTED FOR APPROVAL: *[Signature]*

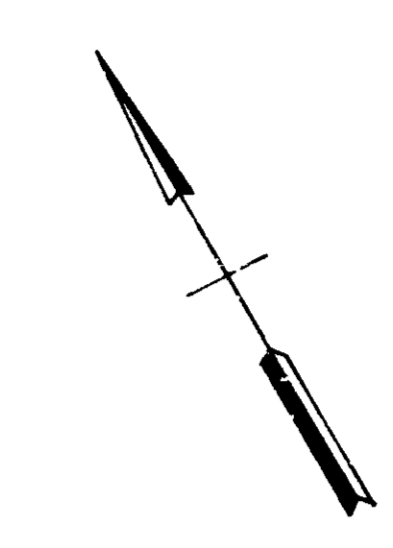
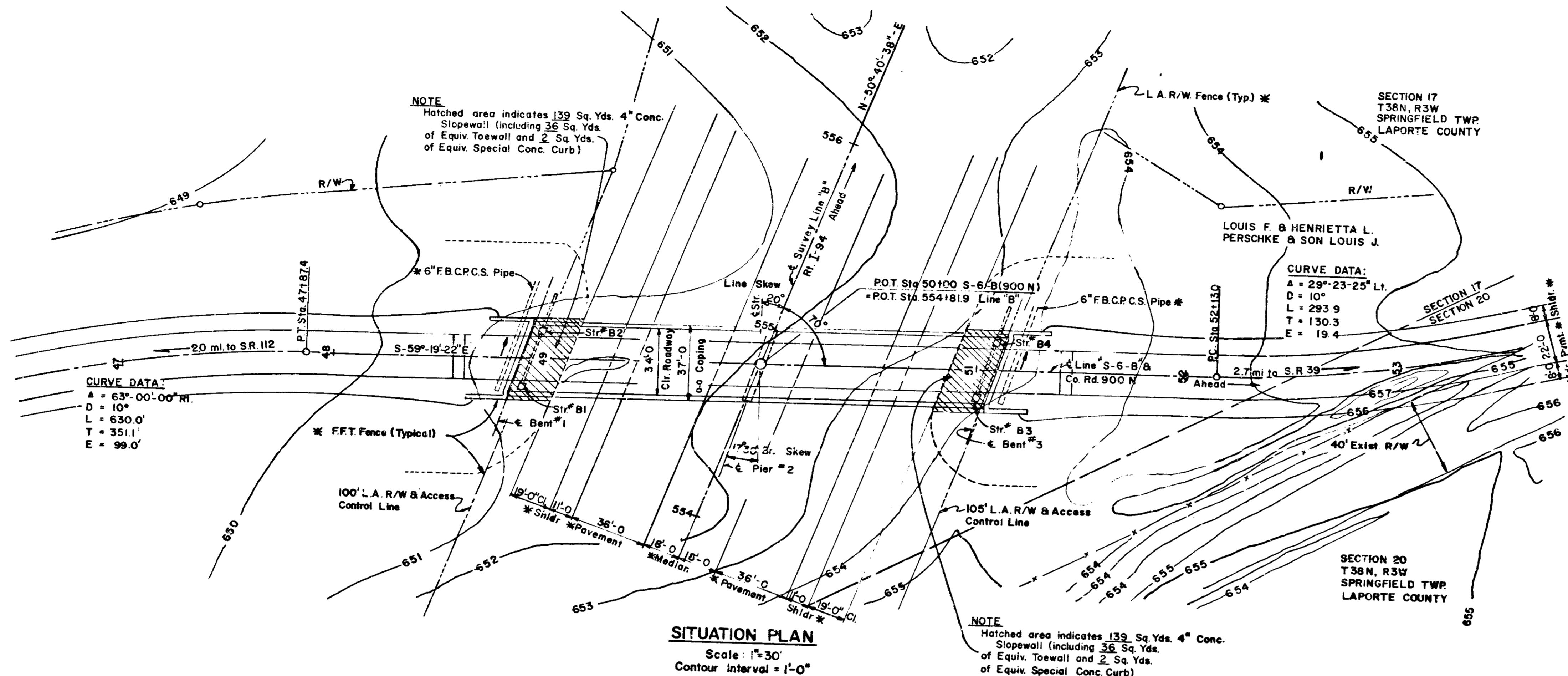
DRAWING - S₁ OF 9
PROJECT - I-94-2(40)45
BRIDGE CONTRACT NO.
BRIDGE FILE - I-94-47-44893



PROFILE
Horz. Scale - 1" = 30'; Vert. Scale - 1" = 10'

*Indicates Items not included in Bridge Summary

BRIDGES OVER 20' SPAN				
PUB. ROAD RES. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND	I-94-2 (40) 45	1969	32A 222



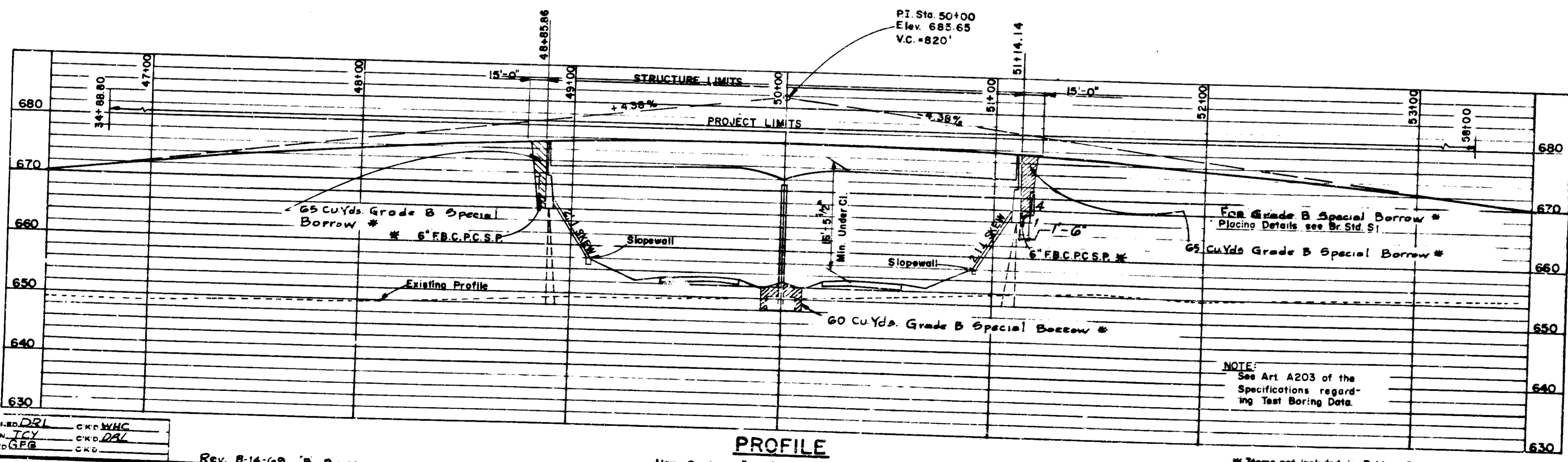
BENCH MARKS (U.S.C. & G.S.)
 B.M. 50 - Elev. 652.15 R.R. Spike in North base of 24" Elm, 160' Left Sta. 550+30
 B.M. 51 - Elev. 660.92 R.R. Spike in North side corner fence post 300' Right Sta. 565+45

UTILITY OWNERS
 Telephone Lines by General Telephone Company.
 Power Lines by Indiana & Michigan Electric Co.

SURVEY BOOKS
 Transit 8124 T, pages 38-44
 Level 8130 L, pages 75-86

SITUATION PLAN
 Scale: 1"=30'
 Contour interval = 1'-0"

NOTE
 Hatched area indicates 139 Sq. Yds. 4" Conc. Slope wall (including 36 Sq. Yds. of Equiv. Toewall and 2 Sq. Yds. of Equiv. Special Conc. Curb)



PROFILE
 Hor. Scale - 1"=30'; Vert. Scale - 1"=10'

NOTES
 For Reference See Plan & Profile Sheets.
 For Soil Borings See Sheet #2

LAYOUT
 CONTINUOUS COMPOSITE WELDED BEAM BRIDGE
 2-SPANS @ 112'-0"; SKEW 17°30' RT.
 34'-0" ROADWAY; 2'-0" 3" CURBS

CO. RD. 900N OVER I-94
INDIANA STATE HIGHWAY COMMISSION
 LAPORTE COUNTY

SCALE: AS NOTED
 FEBRUARY 10, 1969

SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: S1 OF 9
 PROJECT: I-94-2(40)45 Sta. 50+00
 BRIDGE CONTRACT NO.
 BRIDGE FILE: I-94-46-4490S



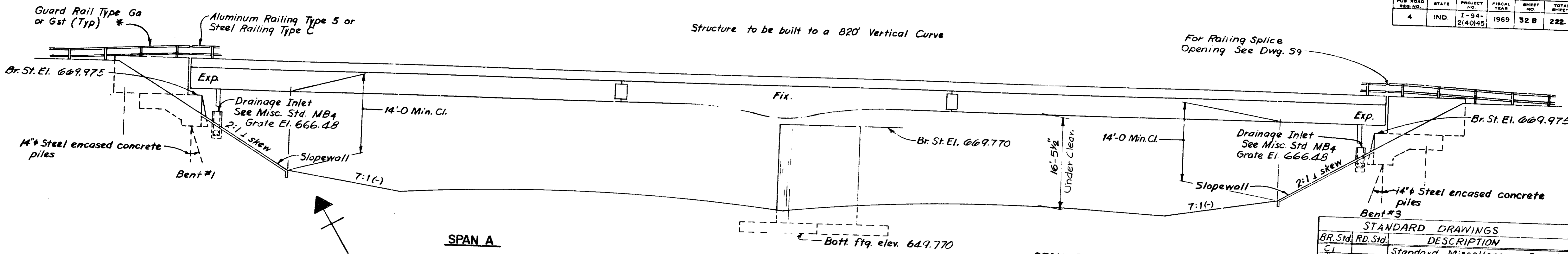
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 DRAWN: TCY CWD DBL
 TRACED: GFB CWD

REV. 8-14-69 'B' Borrow

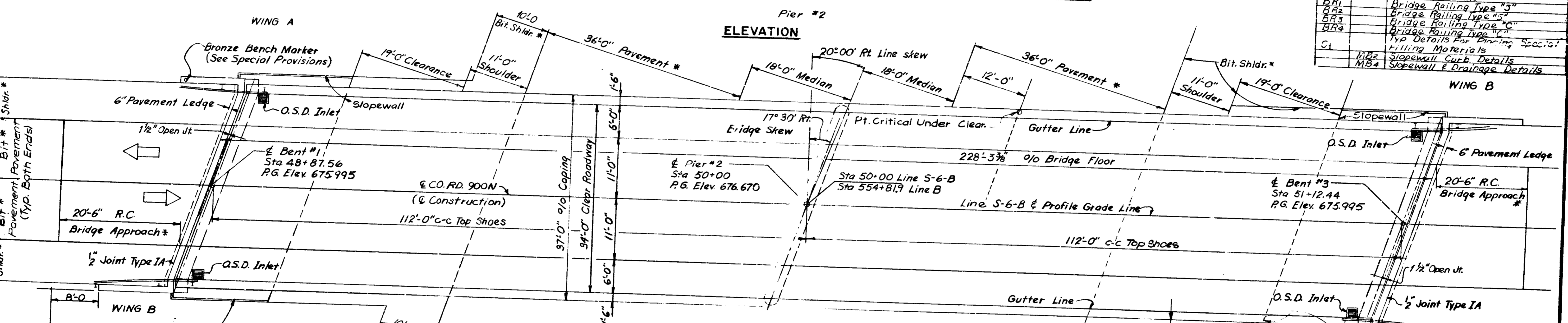
* Items not included in Bridge Summary.

PROJECT NO.	DATE	BY	CHKD.	FILE
I-94-2(40)45	8-6-69	32A	222	

BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-94-2(40)45	1969	32 B 222



BR. Std.	RD. Std.	DESCRIPTION
C1		Standard Miscellaneous Details
D		Roadway Drains
BR1		Bridge Railing Type "5"
BR2		Bridge Railing Type "5"
BR3		Bridge Railing Type "5"
BR4		Bridge Railing Type "5"
C1		Typ. Details for Finishing Specific
		Filling Materials
MB2		Slopedwall Curb Details
MB4		Slopedwall & Drainage Details



GENERAL NOTES

Piers shall have minimum bearing value shown on detail drawings. Determine depth of footing at proposed bridge site.

No present structure at proposed bridge site.

Depth of footing to be extended if found necessary. See Art. B 403.2(u) Specifications.

For details of steel encased concrete piles, see Br. Std. C1, Special Prov. and applicable articles in Specifications.

Piles shall be driven to elev. necessary to obtain desired bearing.

Reinforcing steel covering shall be 2" in top and 1" min in bott. of floor slabs; 3" in footing except bott. steel which shall be 4" and 2" in all other parts unless noted.

Concrete in pier to be Class "E".

Concrete in superstructure and embankment to be Class "F".

1" standard type O.S.D. roadway drain to be placed as shown on this drawing.

Concrete in slopedwalls and steel encased concrete piles to be Class "D".

Continuous concrete pours shall be reqd. between constr. joints as shown on detail plans.

Waterproof back of backwalls and bent wingwalls in accord with the specifications.

Bevel forms 4" under copings, and chamfer exposed edges 1" unless noted.

Construct slopedwalls at locations shown on Layout.

Tolerance in position of pile head maximum 2".

All railing posts to be constructed perpendicular to grade.

See Special Provisions for items included in this contract.

The top of bent caps and front face of backwall at Bents #1 and #3 shall be sealed with epoxy resin, see Special Provisions.

DESIGN DATA

Designed for HS 20-44 loading in accordance with 1965 A.A.S.H.O. Specifications.

TYPICAL SECTIONS

See Roadway Plans.

* Indicates items not included in Bridge Summary

GENERAL PLAN

CONTINUOUS COMPOSITE WELDED BEAM BRIDGE

2- SPANS 112'-0"; SKEW 17°30' RT.

34'-0" ROADWAY; 2'-0-3" CURBS

CO. RD. 900M OVER I-94

INDIANA STATE HIGHWAY COMMISSION

PORTER COUNTY

SCALE: - NONE

FEBRUARY 10, 1969

SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: S2 OF 9

PROJECT: I-94-2(40)45

BRIDGE CONTRACT NO. 50+00

BRIDGE FILE: I-94-46-4490S



DESIGNED: *[Signature]* C.K.D. DRL

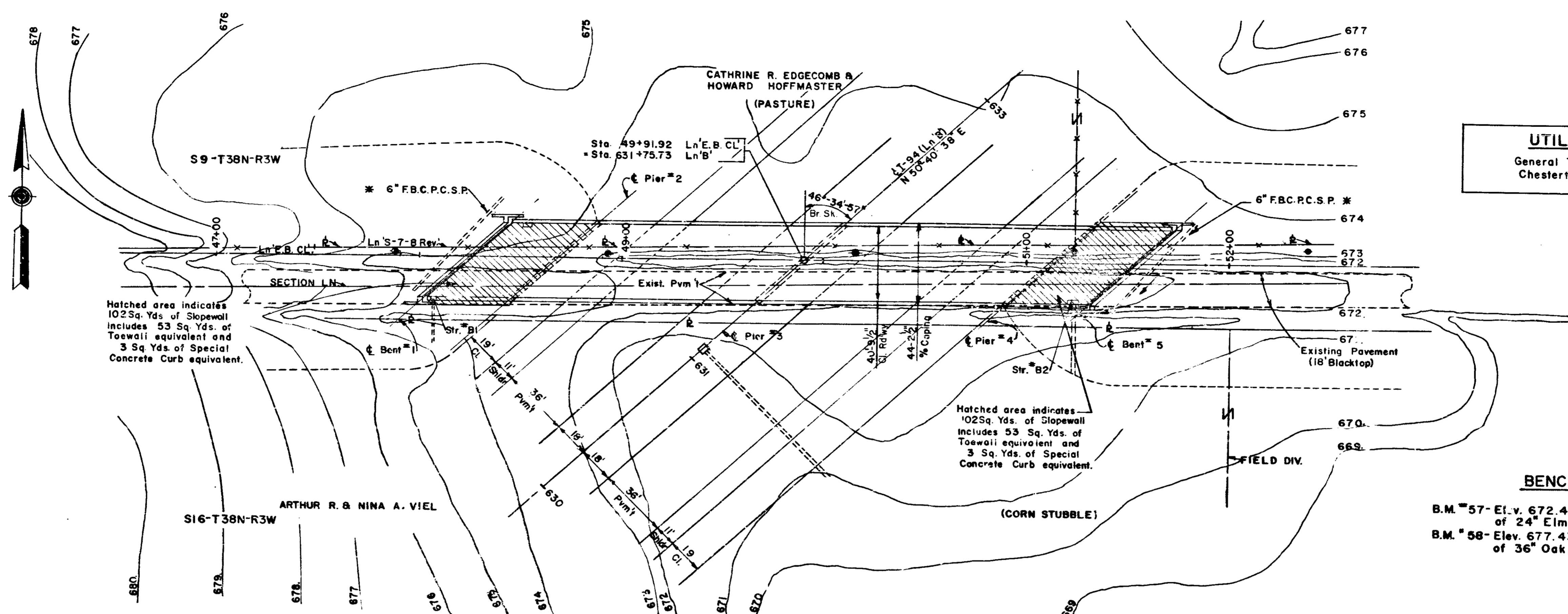
DRAWN: *[Signature]* J.C.Y. 10-68

TRACED: C.K.D.

CROSS SECTION OF ROADWAY

PROJECT NO.	LIN.	SHEET NO.	TOTAL SHEETS	FILE
I-94-2(40)45	B-2	32B	222	

BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-94-2 (40) 45	1969	33



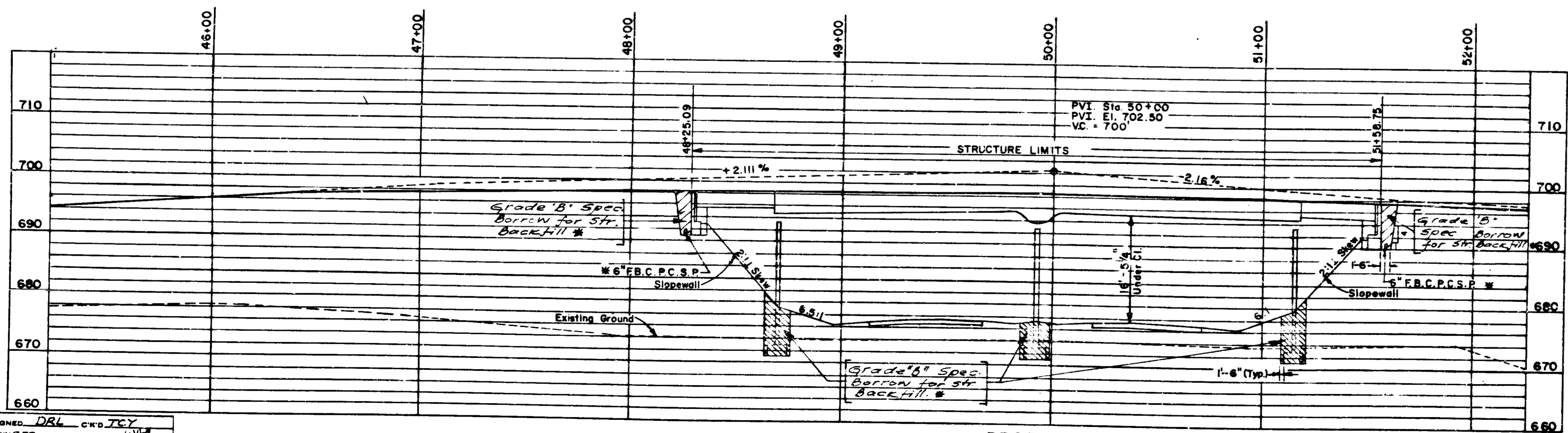
UTILITIES
General Telephone Co.
Chesterton, Indiana

BENCH MARKS
B.M. 57- Elev. 672.41, R.R. Spike in North base of 24" Elm, 243' Rt Sta. 633+75
B.M. 58- Elev. 677.43, R.R. Spike in South root of 36" Oak, 296' Lt Sta. 647+75

SITUATION PLAN
Scale 1"=30'-0"
Contour Interval = 1'-0"

* Indicates items not included in Br. Summary.

NOTE:
For Reference see Plan & Profile Sheets.



PROFILE
Hor. Scale - 1"=30', Vert. Scale - 1"=10'

LAYOUT
CONTINUOUS COMPOSITE BUILT-UP STEEL BEAM BRIDGE
WITH PINNED END SPANS
4-SPANS, 40'-0", 2@123'-6" & 40'-0"
40'-9 1/2" ROADWAY 1'-0" 3" & 1'-0" 6 1/2" CURB SKEW 46°-34'-57" RT
COUNTY ROAD 1000 N
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED
SUBMITTED FOR APPROVAL: *[Signature]* JUNE 10, 1969
DRAWING: S1 OF 17
PROJECT: I-94-2 (40) 45 Sta. 491 91.92
BRIDGE CONTRACT NO.
BRIDGE FILE: I-94-50-4491S

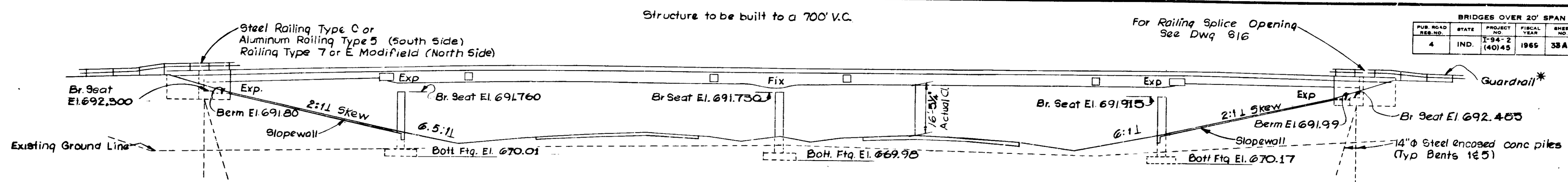


DESIGNED: DRL CKD JCY
DRAWN: BGG CKD WRC
TRACED: CKD

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
I-94-2(40)45	8-7-B	33	33

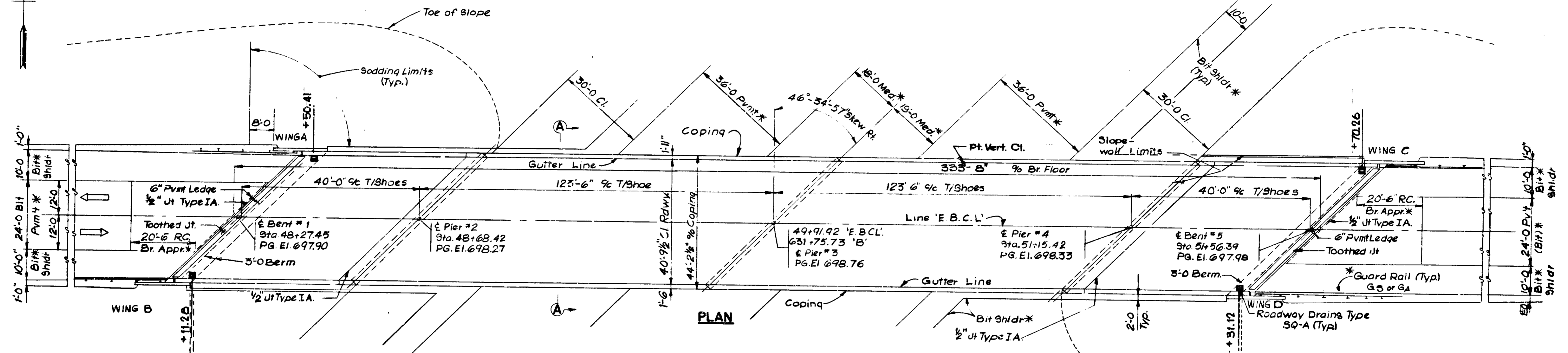
Rev. 8-14-69 E.B. Chk. JJK

BRIDGES OVER 20' SPAN				
PUB. ROAD RES. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-94-2 (40)45	1965	38A 222



SPAN A PIER #2 SPAN B PIER #3 SPAN C PIER #4 SPAN D BENT #5

ELEVATION



PLAN

GENERAL NOTES:

No present structure at proposed bridge site. Depth of footing to be extended if found pieces vary. See Art. B403 2(A) Specifications. For details of steel encased concrete piles, see Br. Std C1, Special Prov. and applicable articles in the specifications.

Piles shall have minimum bearing value shown on detail drawings. Determine pile lengths by Art F205 of Specifications. Reinforcing steel covering shall be 2" in top & 1" min in both of floor slabs; 3" in footing except bottom steel which shall be 4" and 2" in all other parts unless noted. Concrete in Piers to be Class "E". Concrete in Superstructure and End Bents to be Class "F".

Concrete in slopewalls and steel encased concrete piles to be Class "D". Continuous concrete pours shall be required between const jt as shown on detail plans. Water proof back of backwalls and bent wingwalls in accordance with the specifications. Bevel forms 1/4" under copings, and chamfer exposed edges 1 inch unless noted. Construct slopewalls at locations shown on layout. Tolerance in position of pile head maximum 2". All railing posts to be constructed perpendicular to grade. See Special Prov. for items included in this contract.

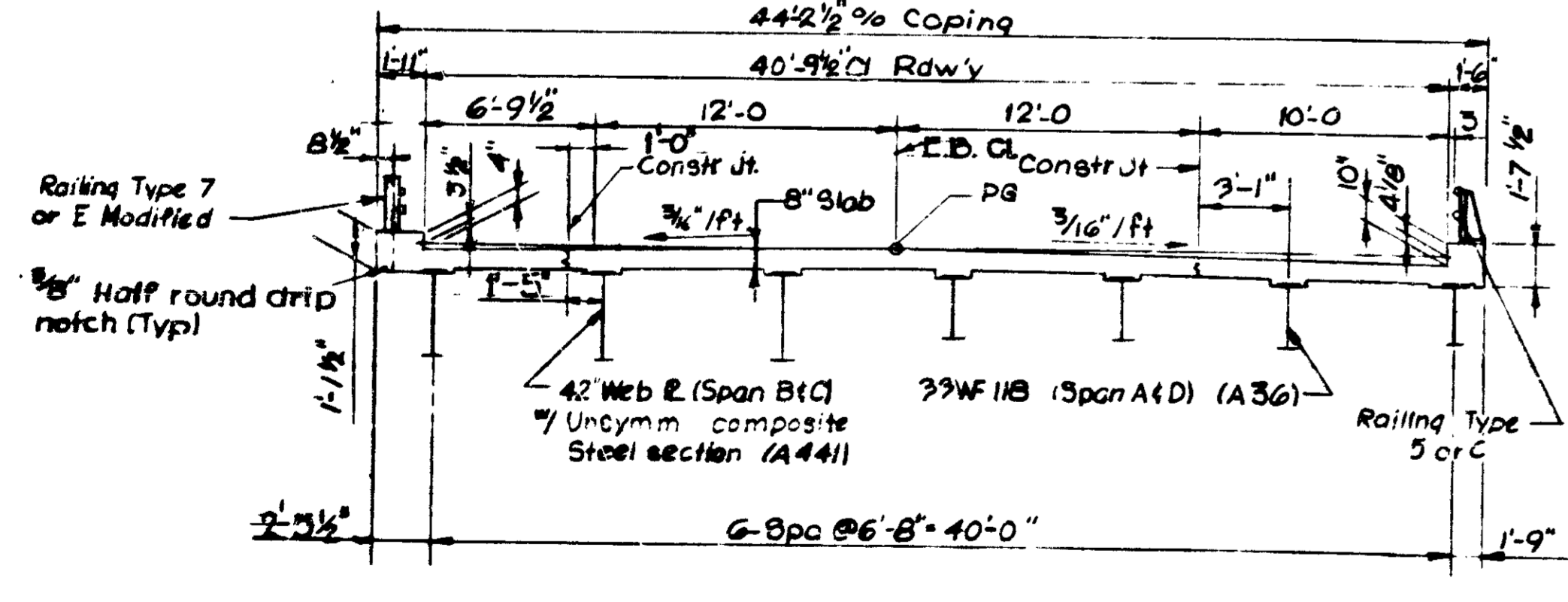
The top of bent caps and front face of backwalls of Bents #1 & #5 shall be sealed with epoxy resin, see Special Provisions.

4 std. type SQ-A roadway drains to be placed as shown on this drawing.

DESIGN DATA
Designed for HS 20-44 loading in accordance with 1965 AASHTO Specifications

TYPICAL SECTION
See roadway plans

*Indicates items not included in Bridge Summary



CROSS SECTION OF ROADWAY SECTION A-A

STANDARD DRAWINGS	
BR. STDRD. STD.	DESCRIPTION
BR 1	Bridge Railing Type "5" & Type "7"
BR 2	Bridge Railing Type "5" "7" Details
BR 3	Bridge Railing Type "C" & Type "E"
BR 4	Bridge Railing Type "C", "E" Details
CI	Reinforcing bar Notes, Type IA Joint, & Notch in Slab @ Ends of Beams
D	Roadway Drains
SI	Typical Details for Placing Spec. B Borrow
MB 2	Slopewall Curbs Details
MB 4	Slopewall
MC	Type 6 Coating
MD	Type D Inlet

GENERAL PLAN
CONTINUOUS COMPOSITE BUILT-UP STEEL BEAM BRIDGE WITH PINNED END SPANS
4-SPANS, 40'-0" @ 123'-6" & 40'-0"
40'-9 1/2" ROADWAY-1'-0" 3" & 1'-0" 6 1/2" CURB, SKEW 46°-34'-57" RT.
COUNTY ROAD 1000N
INDIANA STATE HIGHWAY COMMISSION

SCALE: NO SCALE
JUNE 10, 1969
SUBMITTED FOR APPROVAL: [Signature]
DRAWING: S2 OF 17
PROJECT: I-94-2 (40)45
BRIDGE CONTRACT NO. Sta. 49+91.92
BRIDGE FILE: I-94-50-4491S



DESIGNED: DRL CKD: TCY
DRAWING: GEB CKD: WLB
TRACED: CKD

PROJECT NO.	LINE	SHEET	TOTAL	FILE
I-94-2(40)45	8-7-B	33A	222	

R-8-14-69 Std. Drawgs

BRIDGES OVER 30' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT YEAR	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-34-26350	1959	33 C	222

FOR INFORMATION ONLY

- GENERAL NOTES:**
- No present structure at proposed bridge site.
 - Depth of footing to be extended if found necessary. See Art B 402.2(a) of Specifications.
 - Piles shall have a minimum bearing value shown on detail drawings. Determine pile lengths by Art. F 203 of Specifications.
 - For details of steel encased piles see Br. Std. C₁, the Special Provisions and applicable articles in the Specifications.
 - Piles shall be driven to elevation necessary to obtain desired bearing.
 - Reinforcing steel covering shall be 1 1/2" in top and 1" min. in bottom of floor slab, 3" in footings, except bottom steel which shall be 4 inches, and 2 inches in all other parts unless noted.
 - Concrete in footings and collision walls to be Class E; and bent caps to be Class F.
 - Concrete in columns and in steel encased concrete piles and stopwall to be class "D".
 - Continuous concrete pours shall be required between construction joints as shown on detail plans.
 - Waterproof back of mudwalls and wingwalls in accordance with specifications.
 - Bevel forms 1/4 inch under copings and chamfer exposed edges 1 inch unless noted.
 - Construct slopewall at locations shown on the layout.
 - Tolerance in position of steel encased concrete pile herein maximum 2 inches.
 - Terminal joint for C.R.C. Pavement to be placed in the Approach Pavement. See Sheet 100.
 - All railings to be constructed perpendicular to grade.
 - See Special Provisions for items included in this contract.
 - The face of mudwalls and top caps of Bent 1 & 4 shall be sealed with two coats of epoxy resin. See Special Provisions.
 - For pay items covering this structure see Bridge Summary.
- DESIGN DATA:**
Designed for HS20-44 loading in accordance with 1965 A.A.S.H.O. Specifications. Main carrying members checked for 2-24,000 lb axles spaced 4'-0" on centers.
- JOINT LEGEND:**
- 1" Expansion Joint - See Bridge Standard C. (Same as 1" Exp. Joint, except width)
- TYPICAL SECTIONS:**
See Standard Divided Lane Sections for Federal Aid Interstate Projects.

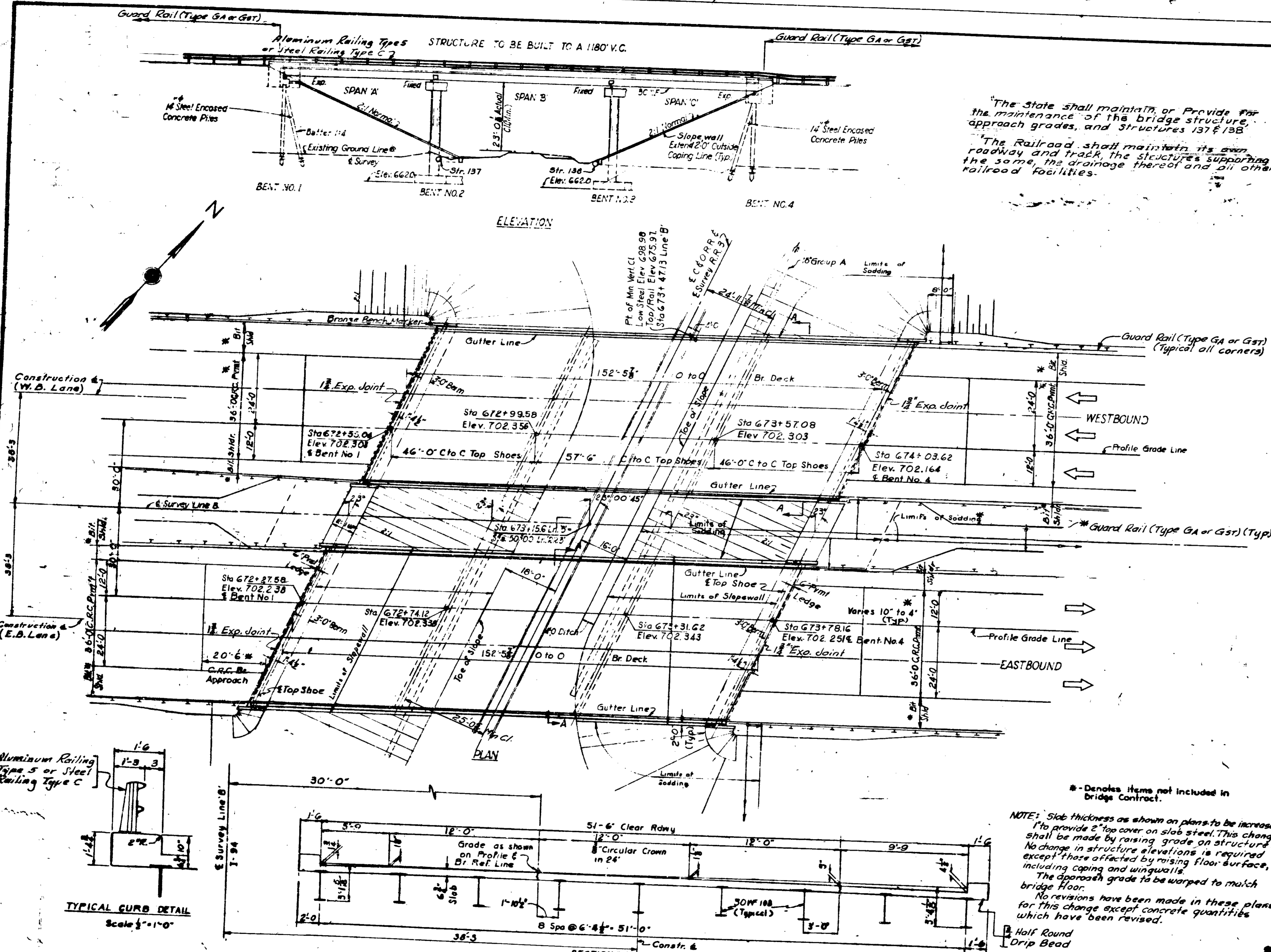
STANDARD DRAWINGS

ROAD STD.	BRIDGE STD.	DESCRIPTION
	CI	Reinf. Bar Notes Splicing, Piles, Notch in Slab, 1" Exp. Jt.
MA		Appr. Pmt.
MB2		Slopewall Details
ME3	BR1	Aluminum Bridge Railing
		Pipe Culvert End Sections
MN		Spec. for Structures
MP		Group A Pipe
	BR2	Aluminum Bridge Railing Details
	BR3	Steel Bridge Railing
	BR4	Steel Bridge Railing Details
	BR5	Placing 3" max. 2" bearing beams

GENERAL PLAN
TWIN CONTINUOUS STEEL BEAM BRIDGES
3 SPANS 46'-0", 57'-6", 46'-0" EACH BRIDGE
E-B I-6 CLEAR ROADWAYS - TWO 5'-0" SIDEWAYS
C & O RAILROAD
STATE HIGHWAY DEPARTMENT OF INDIANA
LAPORTE COUNTY

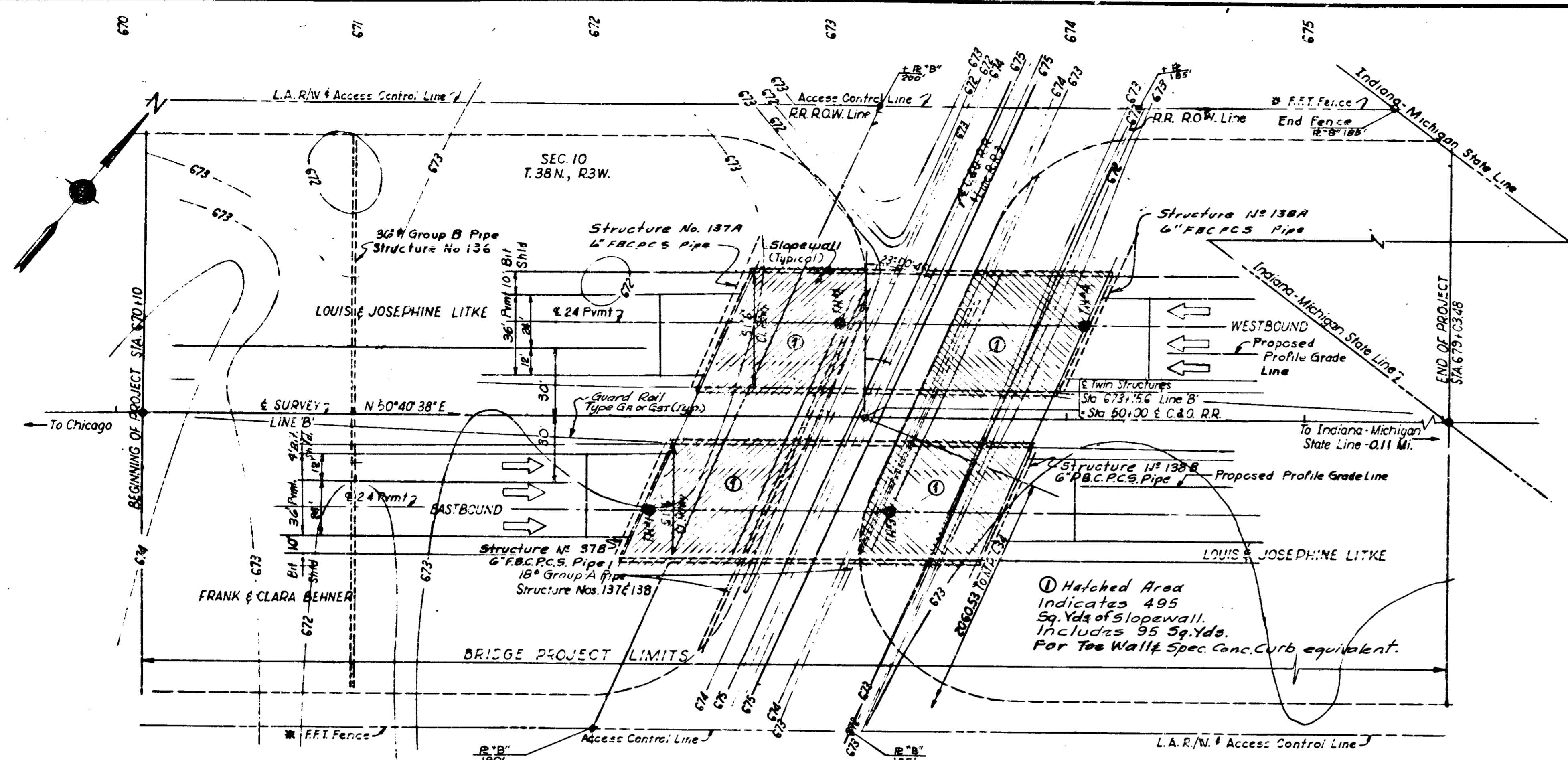
SCALE: - 1/4" = 1'-0" Unless Noted
DATE: FEB 22, 1962
DRAWING: 33 OF 38
PROJECT: I-34-26350
BRIDGE CONTRACT NO. 678-196
BRIDGE FILE: I-34-36-2255

The State shall maintain, or provide for the maintenance of the bridge structure, approach grades, and structures 137 & 138.
The Railroad shall maintain its own roadway and track, the structures supporting the same, the drainage thereof and all other railroad facilities.



Rev. 10-3-68 Bit Shd., Curb, Guard Rail, P.S.D., Notes, Std. Draw, Sketch
Rev. 8-11-67 Relay, Width, Joints, Notes, Std. Draw, Guard Rail
Rev. 2-20-67 Notes, C.R.C. Pavement
Rev. 12-22-65 Railing, Section A-A, Slopewall, Slabs, Notes, Joints, Extra Lanes

BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	1-34-24550	1968	33 B 22.2



SITUATION PLAN
Scale: 1" = 30' 0"

FOR INFORMATION ONLY

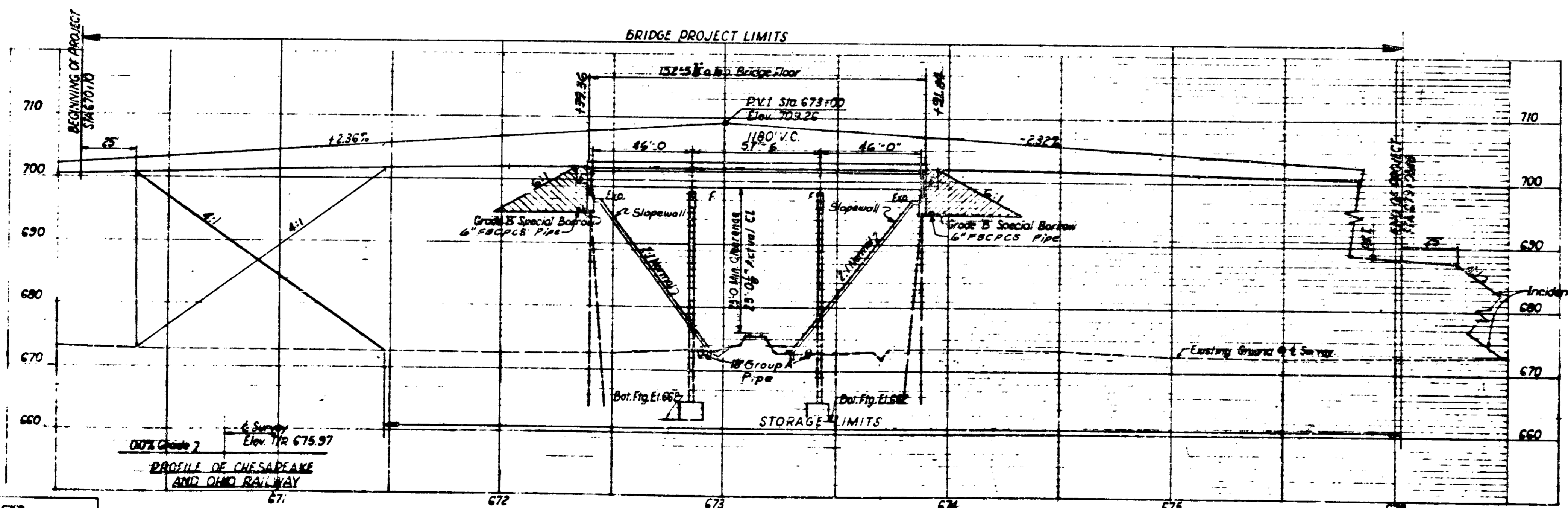
EARTHWORK SUMMARY

Roadway Fill	188,739 CV.
Grade B Special Borrow for Unsuitable Mat'l	- 22,050 + 5% = 23,155
Grade B Special Borrow @ End Bents	- 12,600 + 25% = 15,750
100% Fill + Shrinkage	163,420
Common Excavation	198,405
Surplus Foundation Excavation	- 7,608
Special Borrow	150,799

Above excavation includes 6780 Cu. Yds. of unsuitable material under the roadway fill which is to be used on the fill slopes.

BENCH MARKS (U.S.C. & G.S. Datum)
 B.M. 60 R.R. Spike In Northwest Base of 18" Triple Birch, 190' Rt. Sta. 671+35 Elev. 675.18
 B.M. 61 R.R. Spike In West Base of 10" Cherry, 220' Rt. Sta. 678+00 Elev. 676.25

* Indicates items not included in Bridge Contract.



PROFILE OF GRADE LINE
Scale: 1" = 10' Vert., 1" = 30' Horiz.

LAYOUT
 TWIN CONTINUOUS STEEL BEAM BRIDGES
 3 SPANS 46'-0", 57'-6", 46'-0" EACH BRIDGE 28° 00' SKEW RT.
 8'-5 1/2" CLEAR ROADWAYS TWO 3' CURBS EACH BRIDGE
 OVER C.&O. R.R.

STATE HIGHWAY DEPARTMENT OF INDIANA
LAPORTE COUNTY

SCALE: AS NOTED

FEB. 22, 1962

SUBMITTED FOR APPROVAL *[Signature]*

DRAWING: 51 OF 12
 PROJECT: 1-34-24550
 BRIDGE CONTRACT NO.
 BRIDGE FILE: 1-34-50-2255

STATION 673+156



DESIGNED: CKB
 DRAWN: D.K.
 TRACED: CKB

Rev. 12-9-68 Bit. Shld. Appro. Head Width
 Rev. 8-11-67 Rdwy. Width, Str. No. 136
 Rev. 12-22-65 Rdwy. Width, Pipe, Slope wall, Extra Lanes

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION	SIZE INCHES	DESCRIPTION	LENGTH FEET	SKEW	COVER FT.	FLOW LINE		CONCRETE CLASS "D" CUYDS.	SPECIAL BORROW GRADE "B" CUYDS.	REINFORCING STEEL LBS.	GAGES OR THICKNESS		CULVERT END-SECTION EACH	REMARKS	
							UP STREAM ELEV.	DOWN STREAM ELEV.				STEEL	ALUMINUM			
	LINE "B"															
11	403+00	12	A STD. INLET, TYPE P-12	84		2	654.28	652.69		17		16		1		
12	407+25	36	A GROUP "A" PIPE	190		7	655.41	653.50		104		16		2		
13	409+05	6	L GROUP "L" PIPE	6						0					CONNECT TO EXISTING FIELD TILE	
14	410+00	12	A STD. INLET, TYPE P-12	86		2	664.59	663.66		20		16		1		
15	426+00	6	L GROUP "L" PIPE	12						0					CONNECT TO EXISTING FIELD TILE	
16	428+00	12	A STD. INLET, TYPE P-12	84		2	669.72	668.10		15		16		1		
17	434+10	36	A GROUP "A" PIPE	178		4	659.15	657.30		102		16		2		
18	434+10	8	L GROUP "L" PIPE	5						0					CONNECT TO EXISTING B" TILE	
19	437+00	12	A STD. INLET, TYPE P-12	88		2	658.92	657.30		22		16		1		
20	444+80	12	A STD. INLET, TYPE P-12	88		3.5	651.05	647.36		13		16		1		
21	445+63	36	A GROUP "A" PIPE	180		6	646.45	645.70		103		16		2		
22	445+75	12	A STD. INLET, TYPE P-12	10		2	651.59	647.57		0		16			CONNECT TO STR. #21 : ONE (1) TEE REQ'D.	
23	452+08	36	B GROUP "B" PIPE	254		21	643.00	642.70		107		16		2		
24	452+50		STD. INLET, TYPE P-12 & F.B.C.C.M. W/P	138		4	663.66	643.00		15		16		1	TWO (2) - 18° BENDS REQ'D.	
25	457+50		STD. INLET, TYPE P-12 & F.B.C.C.M. W/P	144		4	673.64	643.50		15		16		1	TWO (2) - 22½° BENDS REQ'D.	
26	462+50		STD. INLET, TYPE P-12 & F.B.C.C.M. W/P	146		4	673.54	643.30		15		16		1	TWO (?) - 22½° BENDS REQ'D.	
27	463+50	36	B GROUP "B" PIPE	264		29	643.80	642.60		107		12		2		
28	467+50		STD. INLET, TYPE P-12 & F.B.C.C.M. W/P	128		5	663.34	644.60		14		16		1	TWO (2) - 18° BENDS REQ'D.	
29	472+00	36	A GROUP "A" PIPE	186		8	645.86	645.25		104		16		2		
30	473+00	12	A STD. INLET, TYPE P-12	100		5	651.25	646.06		14		16		1		
31	477+75	12	A STD. INLET TYPE N-12	70		1	647.57	647.13		14		16		1		
32	483+00	12	A STD. INLET, TYPE P-12	88		5	646.36	643.15		28		16		1		
33	487+00	12	A STD. INLET, TYPE P-12	90		4	645.86	642.75		13		16		1		
34	489+50	36	A GROUP "A" PIPE	168		3.5	642.76	642.40		102		16		2		
35	491+00	12	A STD. INLET, TYPE P-12	86		4	645.40	643.10		13		16		1		
36	495+00	12	A STD. INLET, TYPE P-12	88		4	644.92	642.25		13		16		1		
37	499+00	12	A STD. INLET, TYPE P-12	86		4	644.44	641.85		13		16		1		
38	503+00	12	A STD. INLET, TYPE P-12	84		3	643.82	641.45		13		16		1		
39	506+50	Min. A= 8.7 ft.	G-1 GROUP "G-1" PIPE	178		3	641.30	641.00	2.26	134		16			TWO ANCHORS REQ'D	
40	506+60	12	A STD. INLET, TYPE P-12	8		2	644.00	642.44		0		16			CONNECT TO STR. #39; ONE (1) TEE REQ'D.	
41	510+33	96	S.P.S. PIPE	204	21°	5	637.70	636.17	5.12		(12 T&S) (NO BOT)				23 Sys. OF 12" H.L. RIP RAP REQ'D. WITH R.C. PIPE (TO BE INCLUDED IN COST OF PIPE); TWO ANCHORS REQ'D.	
42	511+00	12	A STD. INLET, TYPE P-12	96		4	645.52	640.65		13		15		1		
43	518+00	12	A STD. INLET, TYPE P-12	90		3	648.04	645.30		28		16		1		
44	524+00	12	A STD. INLET, TYPE P-12	90		3	650.20	647.40		28		16		1		
45	532+00	12	A STD. INLET, TYPE P-12	90		3.5	651.88	648.00		13		16		1		
46	536+00	12	A STD. INLET, TYPE P-12	92		4	651.75	647.55		13		16		1		
47	542+50	Min. A= 7.4 sq. ft.	G-1 GROUP "G-1" PIPE	192		4	647.80	646.95	2.15	115		16			TWO ANCHORS REQ'D	
48	544+50	12	A STD. INLET, TYPE P-12	90		3	651.49	648.20		13		16		1		
49	551+00	12	A STD. INLET, TYPE P-12	88		3	651.23	648.85		13		16		1		
50	F.R. #1 RT. 519+00	24	D GROUP "D" PIPE	24			0.5	649.91	649.73		0		12		2	UNDER CLASS II DRIVE
51	F.R. #1 RT. 539+00	18	D GROUP "D" PIPE	24			1.5	649.48	649.42		0		16		2	UNDER CLASS V DRIVE

STRUCTURE NUMBER	LOCATION	SIZE INCHES	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE		CONCRETE CLASS "D" CUYDS.	SPECIAL BORROW GRADE "B" CUYDS.	REINFORCING STEEL LBS.	GAGES OR THICKNESS		CULVERT END-SECTION EACH	REMARKS
							UP STREAM ELEV.	DOWN STREAM ELEV.				STEEL	ALUMINUM		
52	F.R. #1 RT. 542+50	Min. A= 7.11 sq. ft.	H GROUP "H" PIPE	40		1	648.40	648.00	2.15	31		8			TWO ANCHORS REQ'D
53	557+00	12	A STD. INLET, TYPE P-12	84		2.5	651.53	649.24		0		15		1	
54	561+00	6	L GROUP "L" PIPE	6						0					CONNECT TO EXISTING FIELD TILE
55	562+70	36	A GROUP "A" PIPE	176		3	649.15	648.10		102		16		2	
56	564+00	12	A STD. INLET, TYPE P-12	86		2	653.16	651.35		13		16		1	
57	572+00	36	A GROUP "A" PIPE	172		2	654.15	652.60		102		16		2	
58	572+10	12	A STD. INLET, TYPE P-12	10		1	656.17	654.80		0		16			CONNECT TO STR. #57; ONE (1) TEE REQ'D.
59	578+00	36	A GROUP "A" PIPE	174	15°	4.5	655.45	653.65		102		16		2	
60	580+00	12	A STD. INLET, TYPE P-12	86		2	661.20	659.60		21		16		1	
61	588+00	12	A STD. INLET, TYPE P-12	84		2	666.32	664.72		19		16		1	
62	596+00	12	A STD. INLET, TYPE P-12	86		2.5	671.44	669.84		21		16		1	
63	T. 603+60	36	D TWO GROUP "D" PIPES; EACH 40'	80		1	670.30	670.00				8		4	UNDER COUNTY ROAD 375 W.
64	604+00	48	F.B.C.C.S. W/P	190		4	673.57	670.60	2.83			16			TWO ANCHORS REQ'D.
		42	OR R.C. CULVERT PIPE							121					
65	604+12	12	A STD. INLET, TYPE P-12	10		3	676.64	673.60		0		15			ONE (1) TEE REQ'D.; CONNECT TO STR. #64
66	618+00	12	A STD. INLET, TYPE P-12	88		2.5	677.52	675.54		21		16		1	
67	623+50	36	A GROUP "A" PIPE	162		2	673.50	673.00		102		16		2	
68	626+00	12	A STD. INLET, TYPE P-12	80		2	674.64	674.10		13		16		1	
69	629+50	Min. A= 7.4 sq. ft.	G-1 GROUP "G-1" PIPE	172		1	672.43	671.65	2.15	114		8			TWO (2) ANCHORS REQ'D.
70	631+10	12	A STD. INLET, TYPE P-12	90		3	673.33	670.53		13		16		1	
	F.R. #3														
71	RT. 599+65	12	D GROUP "D" PIPE	24		1.5	676.93	676.87		0		16	12	2	UNDER CLASS II DRIVE
72	RT. 600+20	12	D GROUP "D" PIPE	24		1.5	676.79	676.73		0		16	12	2	UNDER CLASS II DRIVE
73	604+00	48	F.B.C.C.S. W/P	46		1.5	673.90	673.70	2.83			14			TWO (2) ANCHORS REQ'D.
		42	OR R.C. CULVERT PIPE							33					
74	632+17	48	F.B.C.C.S. W/P	60		5	662.70	662.60	2.83			16			TWO (2) ANCHORS REQ'D.
		42	OR R.C. CULVERT PIPE							34					
73A	RT. 619+50	12	D GROUP "D" PIPE	24		0.5	676.41	676.11		0		16	12	2	UNDER PRIVATE DRIVE RT.
74A	T. 640+00	12	D GROUP "D" PIPE	30		1.6	666.02	665.92		0		16	12	2	UNDER PRIVATE DRIVE LT.
74B	RT. 640+00	12	D GROUP "D" PIPE	24		0.5	667.14	667.06		0		16	12	2	UNDER PRIVATE DRIVE RT.
75	646+34	18	D GROUP "D" PIPE	50		1.5	665.83	665.65		10		16	12	2	UNDER PRIVATE DRIVE RT.
76	Line "B" RT. 655+00	12	A STD. INLET, TYPE P-12	78		2	673.20	672.60		13		16		1	
77	641+50	12	A STD. INLET, TYPE P-12	84		2	673.58	671.95		13		16		1	
78	648+00	12	A STD. INLET, TYPE P-12	98		3	673.96	670.35		13		16		1	
79	649+00	36	A GROUP "A" PIPE	186		4	670.00	669.70		103		16		2	
80	654+50	12	A STD. INLET, TYPE P-12	92		3.5	674.33	670.98		13		16		1	
81	660+00	12	A STD. INLET, TYPE P-12	104		5	677.24	672.00		13		16		1	
82	665+50	12	STD. INLET, TYPE P-12 & F.B.C.C.S. W/P	128		3	687.92	673.03				16		1	TWO (2) - 18° BENDS REQ'D.
83	670+50	12	STD. INLET, TYPE P-12 & F.B.C.C.S. W/P	162		5	697.43	671.28		14		16		1	TWO (2) - 14° BENDS REQ'D.

LEGEND FOR ABBREVIATIONS

F.B.C.C./R.I.---FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.

F.B.C.C.A.A./R.I.---FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.

F.B.C.C.S.---FULLY BITUMINOUS COATED CORRUGATED STEEL

C.S.---CORRUGATED STEEL

C.A.A.---CORRUGATED ALUMINUM ALLOY

S.P.S.---STRUCTURAL PLATE STEEL

F.B.C.C.S.A./R.I.---FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.

F.B.C.C.A.A.A./R.I.---FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH WITH PAVED INVERT.

F.B.C.C.S.A.---FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.

F.B.C.C.A.A.A.---FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH.

C.S.A.---CORRUGATED STEEL ARCH.

C.A.A.A.---CORRUGATED ALUMINUM ALLOY ARCH.

S.P.S.A.---STRUCTURAL PLATE STEEL ARCH.

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION	SIZE INCHES	GROUP	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE			CONCRETE CLASS 'D'	SPECIAL REINFORCING GRADE 'B'	REINFORCING STEEL LBS.	GAGES THICKNESS		CULVERT END SECTION	REMARKS
								UP STREAM	DOWN STREAM	ELEV.				STEEL	ALUM.		
								ELEV.	ELEV.								
LINE "B"																	
84	675+50			STD. INLET, TYPE P-12 #	162												
		12		F.B.C.C.S. W/P			5	697.63	671.65		15		16		1		Two(2) - 14" BENDS REQ'D.
				F.R. #4													
85	RT. 54+00	12	D	GROUP "D" PIPE	24		1.5	678.72	678.58		0		16	12	2		UNDER PRIVATE DRIVE RT.
86	56+00	18	D	GROUP "D" PIPE	36		1	677.75	677.45		10		16	12	2		UNDER F.R. #4
				S-7-B REV.													
87	RT. 35+60	12	D	GROUP "D" PIPE	24		0.5	677.20	676.90		0		16	12	2		UNDER PRIVATE DRIVE RT.
88	RT. 36+00	12	D	GROUP "D" PIPE	36		1	677.50	677.30		4		16	12	2		UNDER F.R. #5
				F.R. #5													
89	RT. 2+87	12	D	GROUP "D" PIPE	28		2	680.80	680.50		0		16	12	2		UNDER CLASS II PRIVATE DRIVE RT.
				S-7-B REV.													
90	64+38	36	A	GROUP "A" PIPE	72		2.5	665.30	665.00		39		16		2		
91	LT. 66+50	12	D	GROUP "D" PIPE	24		1.5	666.00	665.93		0		16	12	2		UNDER PRIVATE DRIVE LT.
				S-6-B													
92	RT. 38+30	12	D	GROUP "D" PIPE	24		1.0	644.33	644.21		0		16	12	2		UNDER PRIVATE DRIVE RT.
93	RT. 40+00	12	D	GROUP "D" PIPE	24		1.0	645.21	645.09		0		16	12	2		UNDER PRIVATE DRIVE RT.
94	LT. 43+00	18	D	GROUP "D" PIPE	56		7.5	646.98	646.49		11		16	12	2		UNDER F.R. #2

STRUCTURE NUMBER	LOCATION	SIZE INCHES	GROUP	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE			CONCRETE CLASS 'D'	SPECIAL REINFORCING GRADE 'B'	REINFORCING STEEL LBS.	GAGES THICKNESS		CULVERT END SECTION	REMARKS
								UP STREAM	DOWN STREAM	ELEV.				STEEL	ALUM.		
								ELEV.	ELEV.								

LEGEND FOR ABBREVIATIONS

F.B.C.C.S./P.I. ---FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT.	F.B.C.C.S.A./P.I.---FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH WITH PAVED INVERT.
F.B.C.C.A.A./P.I.---FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT.	F.B.C.C.A.A./P.I.---FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH WITH PAVED INVERT.
F.B.C.C.S.-----FULLY BITUMINOUS COATED CORRUGATED STEEL.	F.B.C.C.S.A.-----FULLY BITUMINOUS COATED CORRUGATED STEEL ARCH.
C.S.-----CORRUGATED STEEL.	F.B.C.C.A.A.-----FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY ARCH.
C.A.A.-----CORRUGATED ALUMINUM ALLOY.	C.S.A.-----CORRUGATED STEEL ARCH.
S.P.S.-----STRUCTURAL PLATE STEEL.	C.A.A.-----CORRUGATED ALUMINUM ALLOY ARCH.
	S.P.S.A.-----STRUCTURAL PLATE STEEL ARCH.

DEMOLITION PORTION ITEMS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-94-2(10)45	1969	36A	227

PARCEL NUMBER	DESCRIPTION OF STRUCTURE	LOCATION	PARCEL NUMBER	DESCRIPTION OF STRUCTURE	LOCATION
	HOUSE	53+11, 72 L, LINE S-8-B			
	BAT.	41+11, 19 R, LINE B			
	BR. HOUSE	519+11, 70, LINE B			
	SHE.	519+63, 48 R, LINE B			
	SHE.	519+89, 08 R, LINE B			
29	HOUSE	602+88, 38 R, LINE B			
	BARN	603+40, 144 R, LINE B			
31	HOUSE	41+78, 75 R, LINE S-7-BREV.			
53	HOUSE	34+44, 73 L, LINE S-86°-45'-22" E.			
	GARAGE	35+21, 17 L, LINE S-86°-45'-22" E.			
	CORN CRIB/SHE.	73+04, 132 L, LINE S-86°-45'-22" E.			
	CORN CFI	35+24, 159 L, LINE S-86°-45'-22" E.			
	BARN	35+84, 101 L, LINE S-86°-45'-22" E.			

February 6, 1968

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-94-2(10)45		36A	227	

L.S. 1
 246,953
 718,643

CONTINUOUSLY
 9" 223012
 10" 210

STD. SIGN. PERM.	M-29 EACH	2
STOP SIGN	R-1A EACH	5
STOP AHEAD SIGN	W-13-A EACH	3
CURVE SIGN	W-2A-R EACH	8
CURVE SIGN	W-2A-L EACH	9
REVERSE CURVE SKN	W-4A-R EACH	1
MONUMENTS, TYPE "B"		
	EACH	58
	EACH	3
	EACH	33
	EACH	1
	CH	
PAINT FOR 4" PAVEMENT STRIPE (INCLUDES 11760 LFT FOR YELLOW BARRIER STRIPE)		
	LFT	48880

40,331	40
278	
27.8	
15,290	
278	
169	

GRADE "B" SPECIAL BORROW FOR STRUCTURE BACKFILL	CYS	3,615
BITUMINOUS BASE	TON	1420
BITUMINOUS SURFACE	TON	2241

1 1/4" PREFORMED EXPANSION JOINT	LFT	430
TERMINAL JOINT FOR C.R.C. PAVEMENT 9"	LFT	288
GUARD RAIL BASIC TYPE "A"	60	
GUARD RAIL BASIC TYPE "B"	LFT 5300	
GUARD RAIL BASIC TYPE "C"	1269	
GUARD RAIL BASIC TYPE "D"	LFT 2495	

THE QUANTITIES ON THIS SHEET INCLUDE THE FOLLOWING ITEMS NECESSARY TO MITIGATE RIGHT OF WAY.

SPECIAL BORROW TYPE "A" C.A. BASE	CYS	2065
BITUMINOUS SURFACE	TON	400
BIT. MATERIAL APPLIED, PRIME	TON	61
BIT. MATERIAL APPLIED, SEAL	TON	1.3
FURNISHING & PLACING SEED	TON	1.3
FURN. & APPLYING MULCH MAT.	LBS	3.9
FURN. & PLACING AGR. LIMESTONE	TON	0.7
FURN. & PLACING FERTILIZER	TON	0.7
18" GROUP "D" PIPE	LFT	0.07
PIPE CULVERT END SECTIONS, 18" EA.	LFT	56
F.R. # 5		2
COMMON EXCAVATION TYPE "A" C.A. BASE	CYS	467
BITUMINOUS SURFACE	TON	3.01
BIT. MATERIAL APPLIED, PRIME	TON	46
BIT. MATERIAL APPLIED, SEAL	TON	1.0
FURNISHING & PLACING SEED	TON	1.0
FURN. & APPLYING MULCH MAT.	LBS	4.2
FURN. & PLACING AGR. LIMESTONE	TON	0.8
FURN. & PLACING FERTILIZER	TON	0.8
12" GROUP "D" PIPE	TON	0.08
PIPE CULVERT END SECTIONS, 12" EA.	LFT	64

DILINEATOR POST	EACH	22
D-1"		304
D-3"		6
		2
		13
CONSTRUCTION SIGN TYPE "A"		21
CONSTRUCTION SIGN TYPE "B"		4

18	16	16	12	16	12	8	16	14
3956	1846	254	310	166	24	264	80	204
600	400	200						
1038								250
295								
69,163	1448	5449						22.32

PIPE CULVERT END SECTIONS				
SIZE	12"	18"	24"	36"
EACH	64	8	2	30