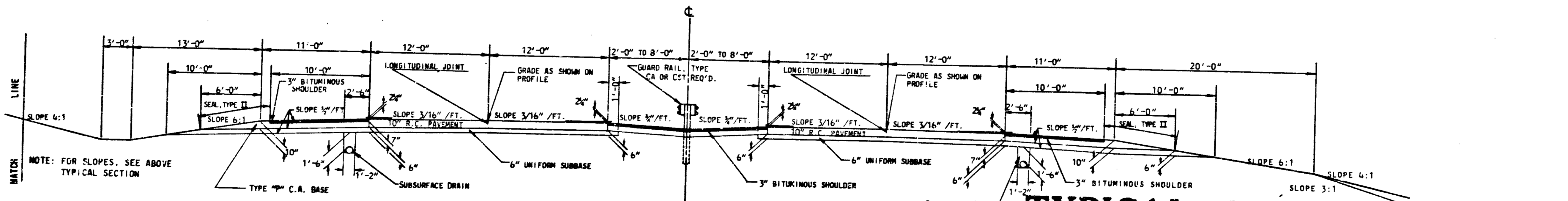
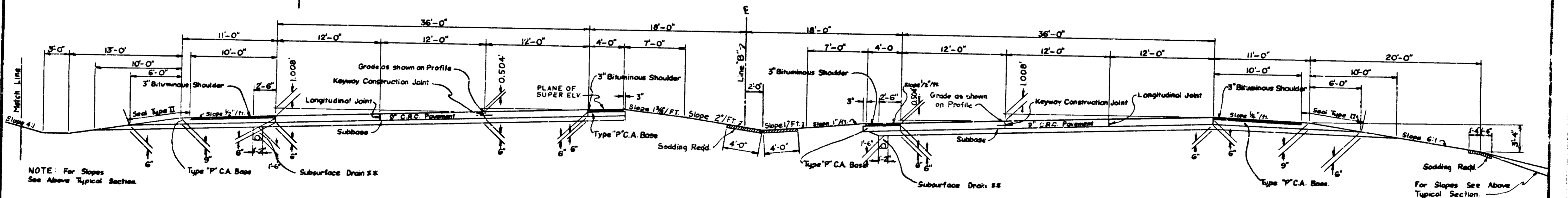
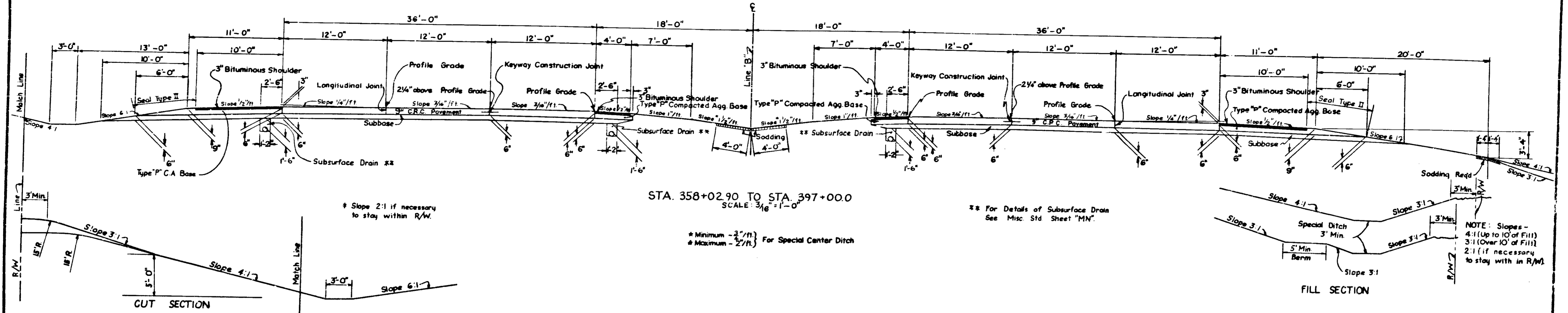


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FILE NO.	SHEET NO.	TOTAL SHEETS
4	IND.	1-94-2(37)45	1969	3	148

NOTE: Slope 3:1 (10' of Cut and over)
 Slope 4:1 (Up to 10' of Cut)
 Slope 2:1 (if necessary to stay within R/W)



TYPICAL CROSS SECTIONS

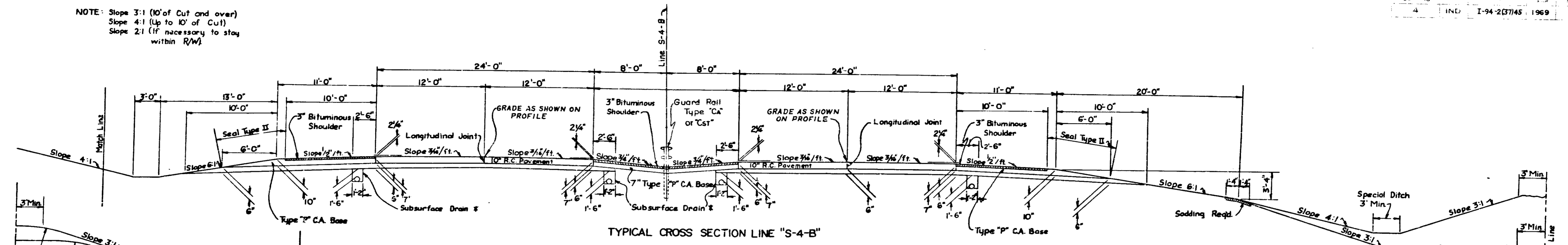
RECOMMENDED FOR APPROVAL 9-8-69

W.B. Beckman

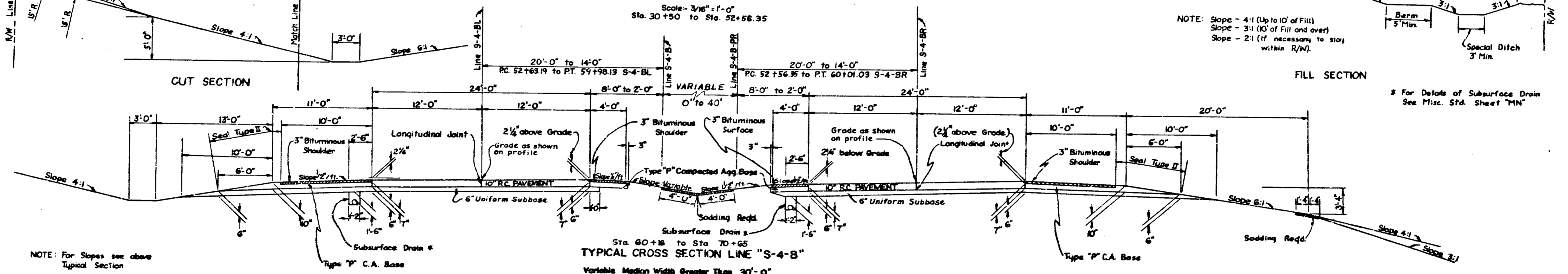
SEPTEMBER 1969

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-94-2(37)45	6-4-B	3	148	

NOTE: Slope 3:1 (10' of Cut and over)
 Slope 4:1 (Up to 10' of Cut)
 Slope 2:1 (If necessary to stay within R/W)

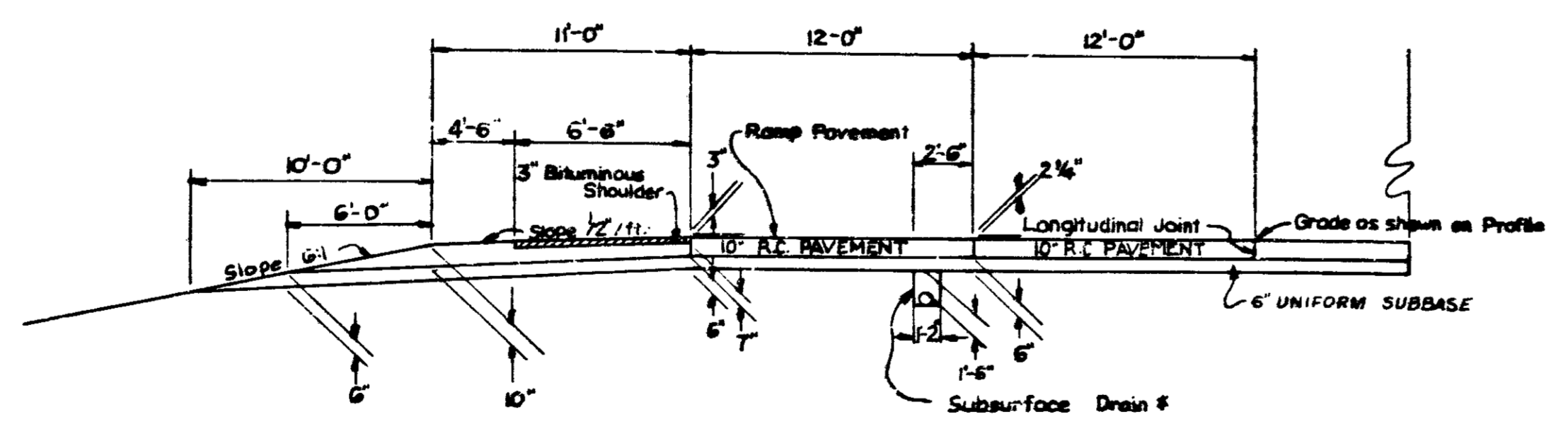


NOTE: Slope - 4:1 (Up to 10' of Fill)
 Slope - 3:1 (10' of Fill and over)
 Slope - 2:1 (If necessary to stay within R/W)

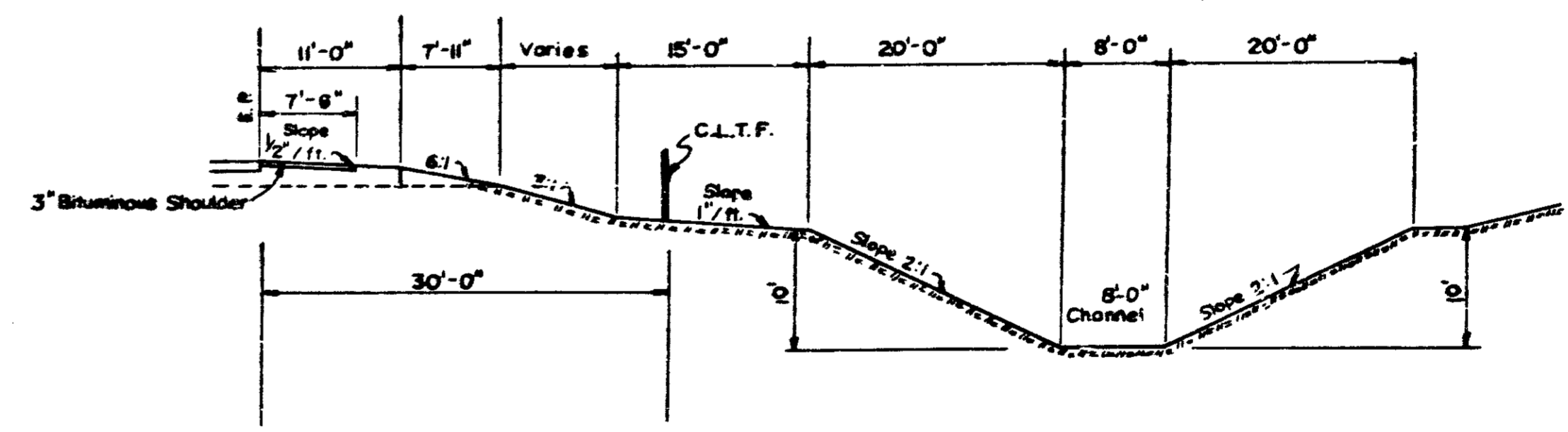


NOTE: For Slopes see above Typical Section

NOTE: For Slopes see above Typical Section



NOTE: For Slopes see above Typical Section

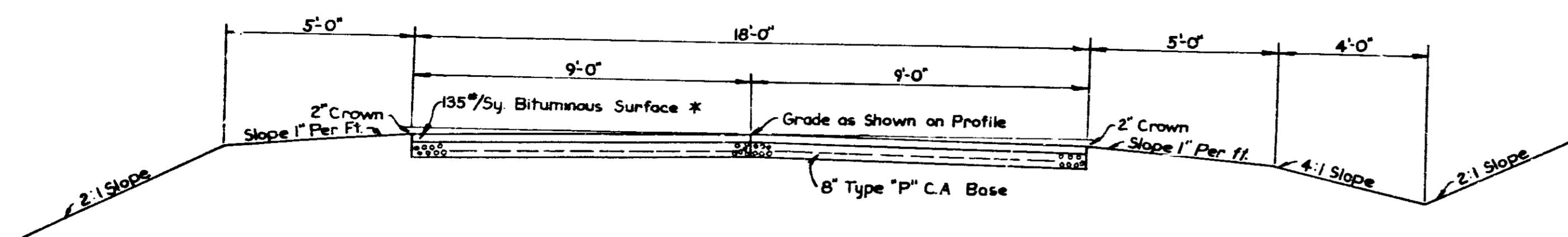


TYPICAL CROSS SECTIONS

SCALE: As Shown

RECOMMENDED FOR APPROVAL 9-8-69

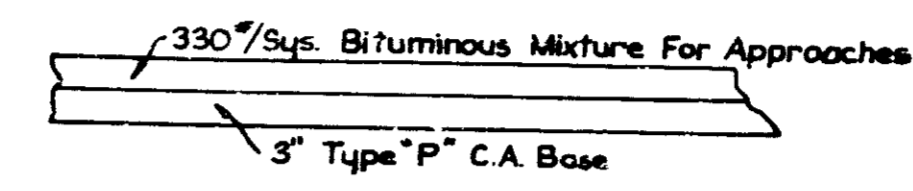
WPA Behrens



18' FRONTAGE ROAD - F.R. #1

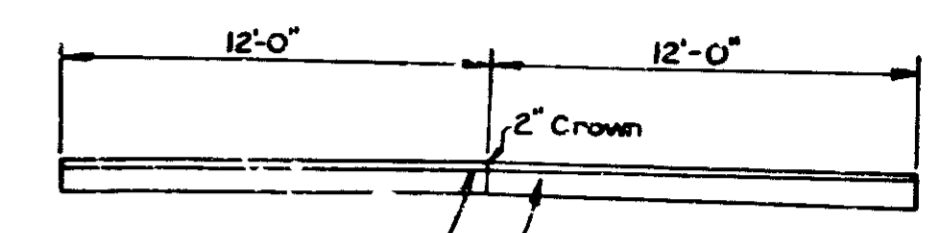
Scale: 3/8" = 1'-0"

*135% Sys of H.A.C. Surface Type "A"
or
135% Sys of H.A.E. Surface Type "II"



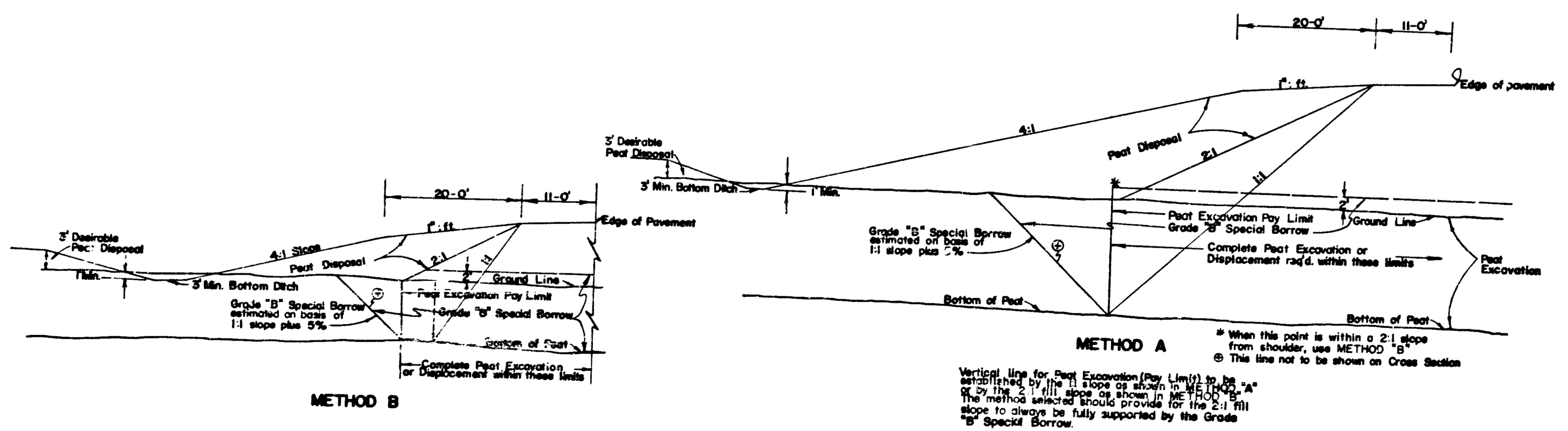
PRIVATE DRIVES & MAIL BOX APPROACHES

Scale: 3" = 1'-0"



TEMPORARY RUNAROUND

**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



METHOD B

METHOD A

Vertical line for Peat Excavation (Pay Limit) to be established by the 1:1 slope as shown in METHOD "A" or by the 2:1 fill slope as shown in METHOD "B". The method selected should provide for the 2:1 fill slope to always be fully supported by the Grade "B" Special Borrow.

* When this point is within a 2:1 slope from shoulder, use METHOD "B"
⊗ This line not to be shown on Cross Section

PEAT EXCAVATION, BACKFILL AND DISPOSAL METHODS

SCALE: 1" = 10'

TYPICAL CROSS SECTIONS

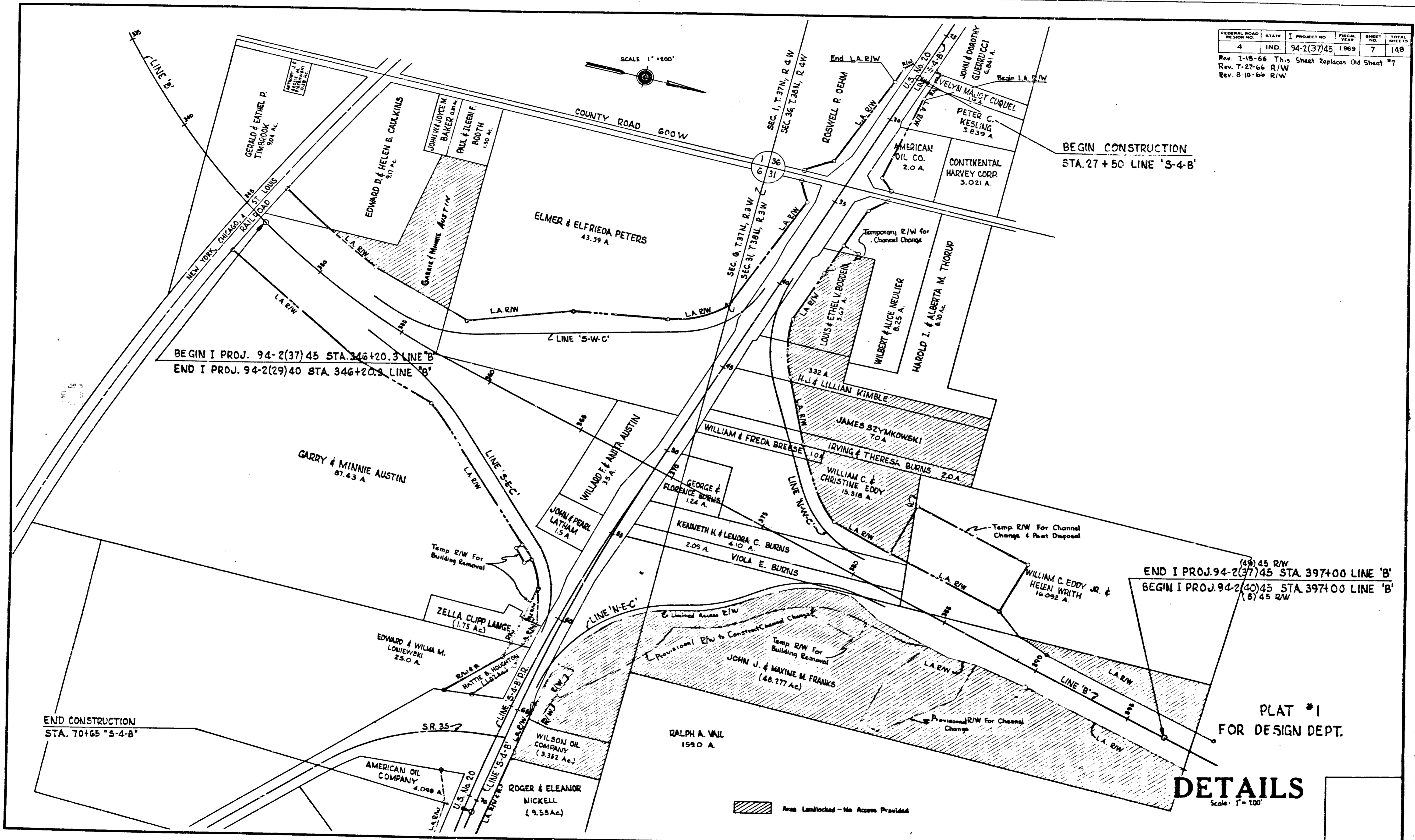
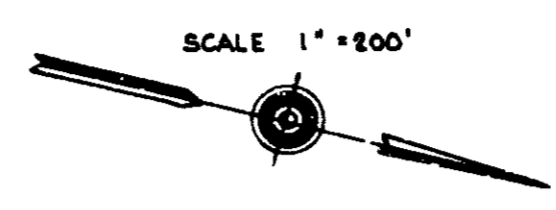
SCALE: AS SHOWN

RECOMMENDED FOR APPROVAL 9-8-69

W. J. Bedward

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	94-2(37)45	1969	7	148

Rev. 1-18-66 This Sheet Replaces Old Sheet #7
 Rev. 7-27-66 R/W
 Rev. 8-10-66 R/W



BEGIN CONSTRUCTION
 STA. 27 + 50 LINE 'S-4-B'

BEGIN I PROJ. 94-2(37)45 STA. 346+20.3 LINE 'B'
 END I PROJ. 94-2(29)40 STA. 346+20.3 LINE 'B'

END I PROJ. 94-2(37)45 STA. 397+00 LINE 'B'
 BEGIN I PROJ. 94-2(40)45 STA. 397+00 LINE 'B'

END CONSTRUCTION
 STA. 70+65 "S-4-B"

PLAT #1
 FOR DESIGN DEPT.

DETAILS

Scale: 1" = 100'

Area Lantlocked - No Access Provided

November 6, 1964

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
94-2(37)45	"B"	7	148	

360

365

375

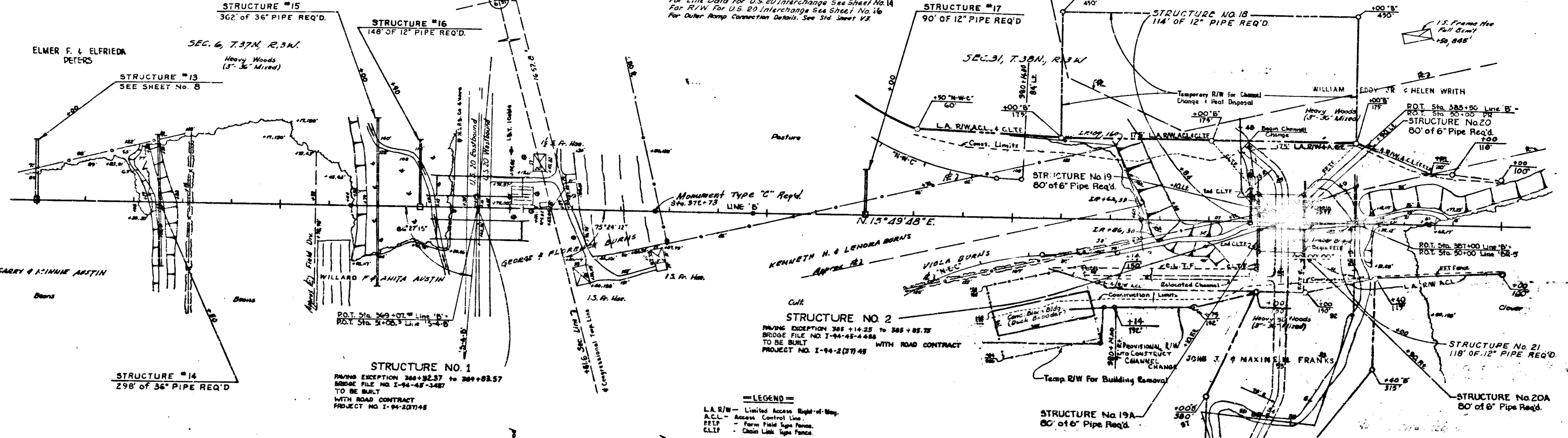
380

385

94-18745 1969 148
 390
 Rev. 2-18-66 R/W
 Rev. 7-27-66 E/W
 Rev. 8-19-66 E/W
 Rev. 1-12-67 R/W

WILLIAM C. & CHRISTINE EDDY

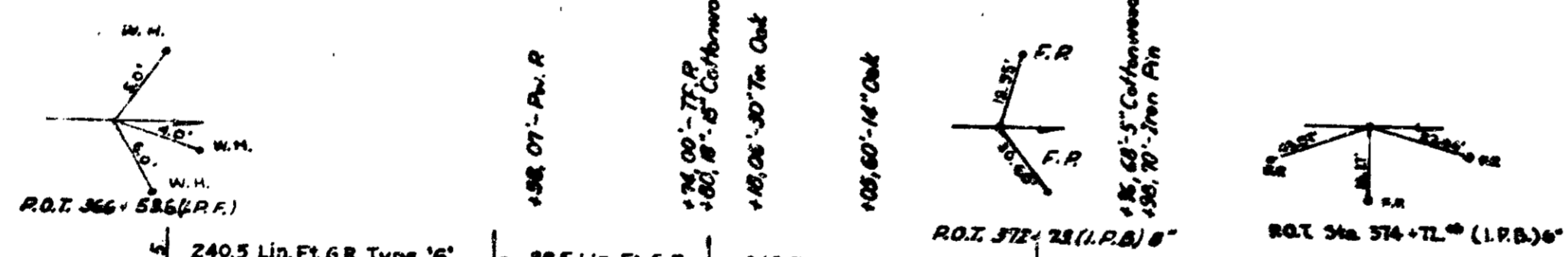
For Plan of U.S. 20 Interchange See Sheet No. 13
 For Line Data For U.S. 20 Interchange See Sheet No. 14
 For R/W For U.S. 20 Interchange See Sheet No. 16
 For Outer Ramp Connection Details See Std. Sheet V3



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

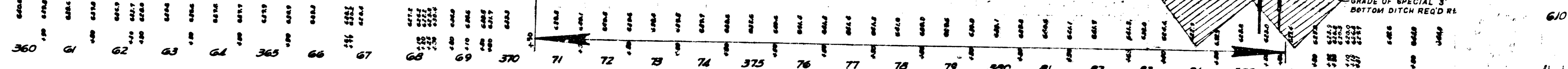
ALL R/W ON THIS SHEET TO BE AS SHOWN. LIMITED ACCESS PROVISIONS TO APPLY WHERE INDICATED. POINT OF ACCESS TO BE ALLOWED AS FOLLOWS: INTERCHANGE (U.S. 20) STA. 369+07.97

Sta. 359+00 to Sta. 360+00
 Drains 35 Ac. on Rt. C&S



BALANCE No. 1
 CUT + 15% = 250,262 cys
 FILL + 15% = 544,747 cys
 BORROW = 126,970 cys
 SPECIAL BORROW = 167,485 cys
 PEAT EXCAVATION = 72,060 cys
 GRADE 'B' SPECIAL BORROW + 5% = 81,149 cys
 THE ABOVE BORROW TO BE OBTAINED AS FOLLOWS: 92,167 cys FROM BAL. No. 2 AND 34,823 cys FROM BAL. No. 3.
 ABOVE QUANTITIES INCLUDE 162,088 cys CUT; 30,209 cys FILL + 15%; 33,502 cys PEAT EXCAVATION; AND 34,732 cys GRADE 'B' SPECIAL BORROW + 5% FROM LINE 'B-A-B' OF R/W #1.

BALANCE No. 2
 CUT = 184,401 cys
 FILL + 20% = 92,294 cys
 OVERHAUL = 92,167 cys
 PEAT EXCAVATION = 23,642 cys
 GRADE 'B' SPECIAL BORROW + 5% = 24,624 cys
 THE ABOVE OVERHAUL TO BE USED IN BAL. No. 1
 ABOVE QUANTITIES INCLUDE 1265 cys COMMON EXCAVATION IN CHANNEL @ STA. 385+14 TO STA. 385+85.



CHAS. W. COLE & SON
 CIVIL ENGINEERS
 107 N. 3rd St.
 St. Paul, Minn. 55101

BLT

CHAS. W. COLE & SON
 CIVIL ENGINEERS
 107 N. 3rd St.
 St. Paul, Minn. 55101

660

650

640

630

620

610

660

650

640

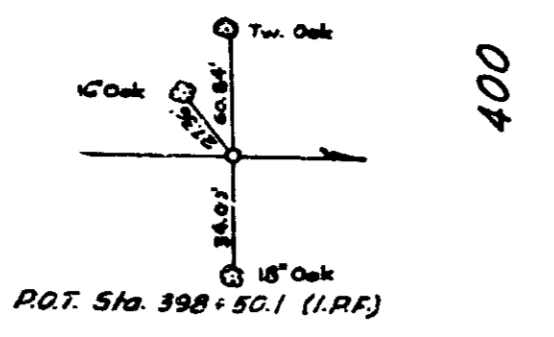
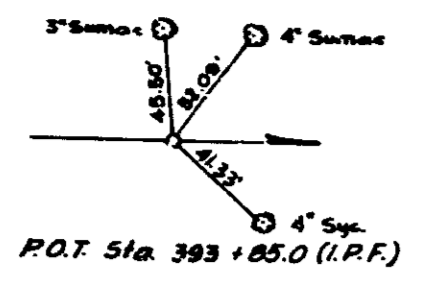
630

620

610

606/5/1/4
 94-18745

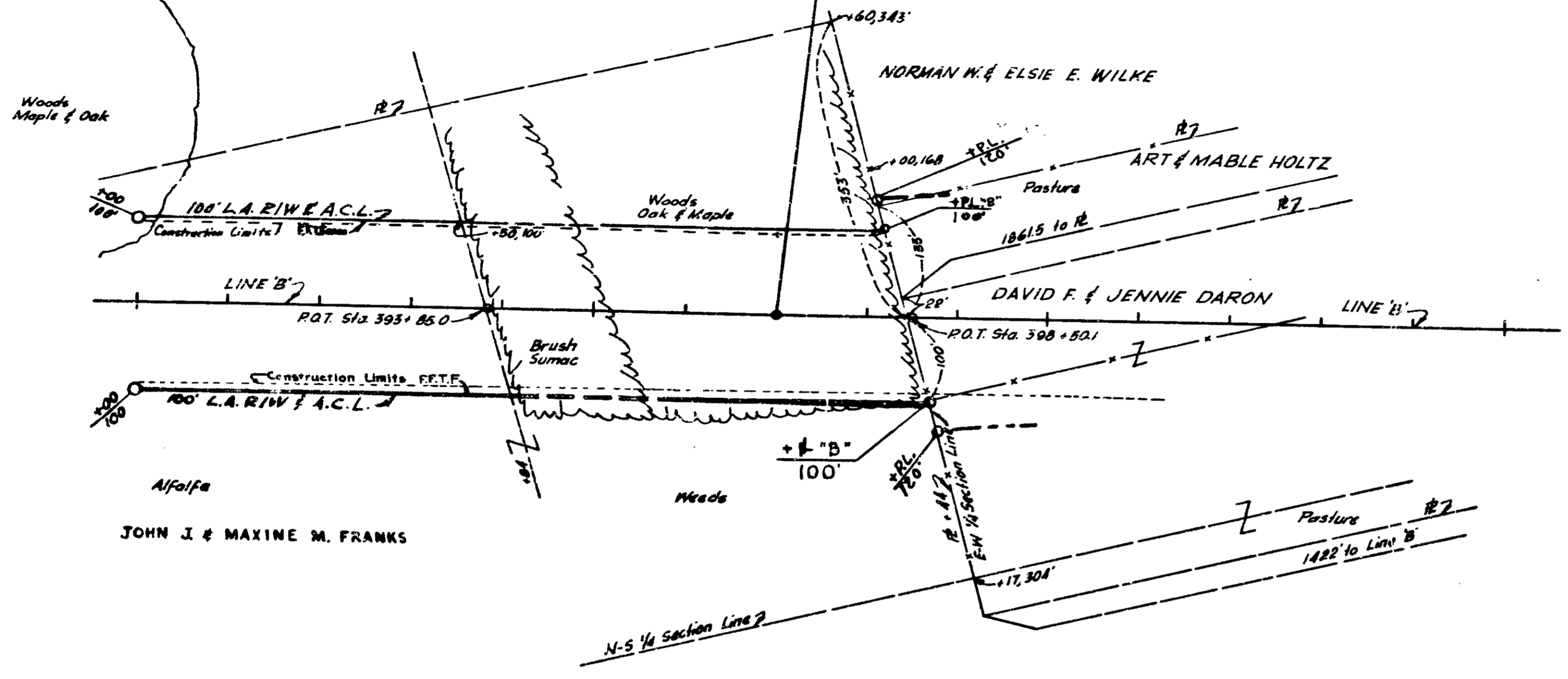
94-137146 1969 148
 Rev. 11-26-63 Earthwork.
 Rev. 7-18-66 R/W
 Rev. 7-26-66 R/W
 Rev. 8-10-66 R/W



END I PROJECT 94-2(37)45 STA. 397 + 00.0
 BEGIN I PROJECT 94-2(40)45 STA. 397 + 00.0

WILLIAM EDDY JR.
 & HELEN WRITH

SECTION 31
 T. 38 N., R. 3 W.
 SPRINGFIELD TWP.
 LA PORTE CO.



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CVBT

LEGEND
 L.A. RW - Limited Access Right-of-Way
 A.C.L. - Access Control Line
 F.F.T.F. - Farm Field Type Fence

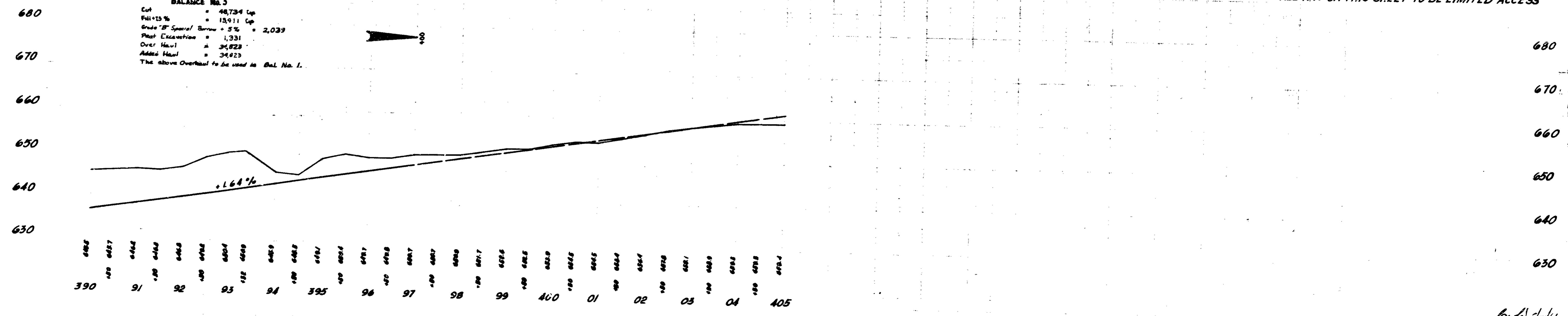
ALL R/W ON THIS SHEET AS SHOWN
 ALL R/W ON THIS SHEET TO BE LIMITED ACCESS

BLM # 33, El. 648.20, R.R. Spike in East Base of 18" Oak, 168' Lt. Sta. 390 + 57.
 B.M. # 34, El. 651.67, R.R. Spike in Northwest Base of 12" Elm, 175' Rt. Sta. 390 + 07.

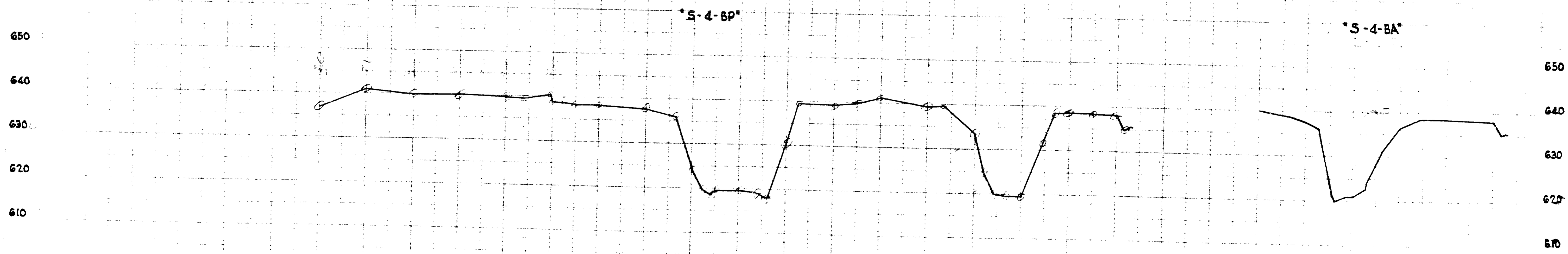
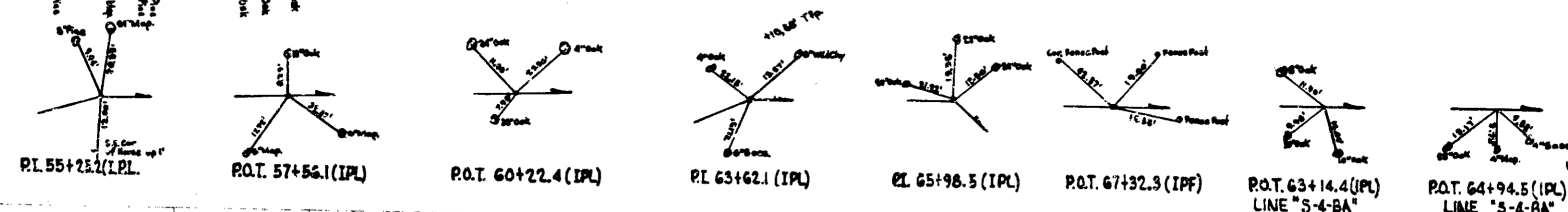
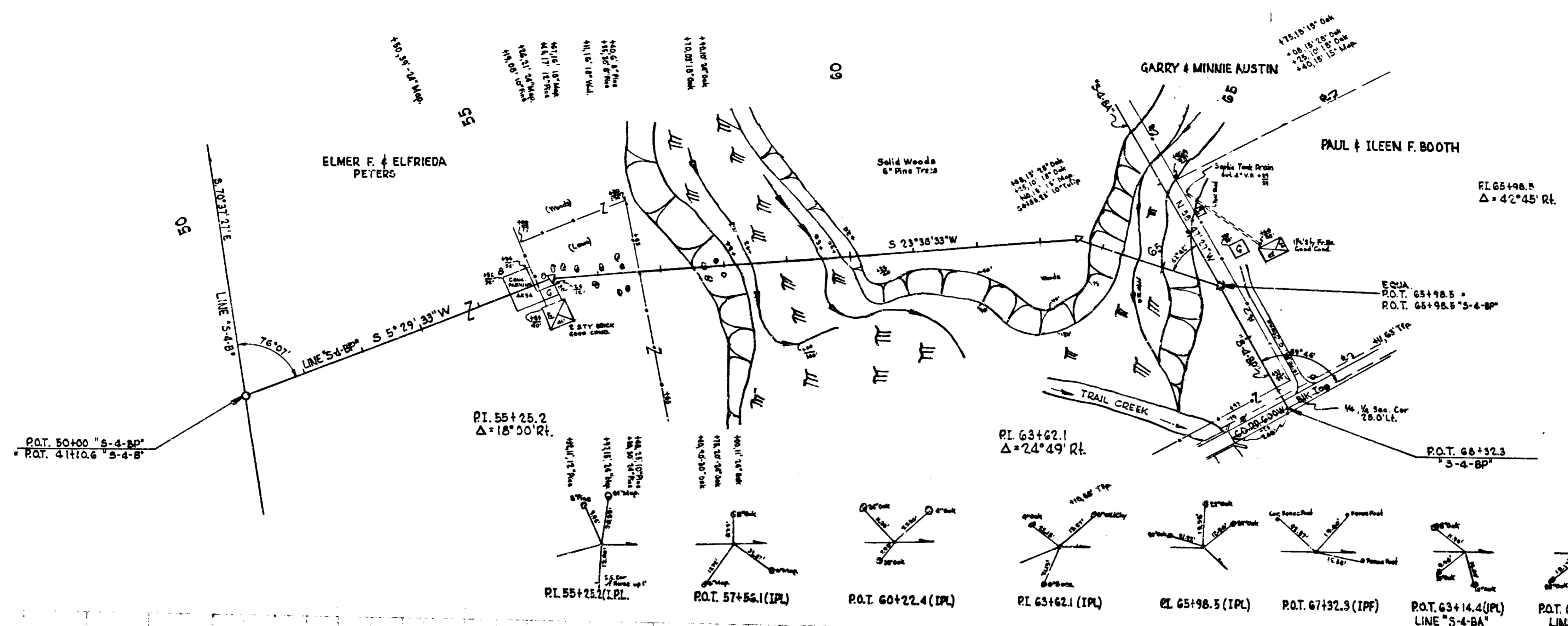
BALANCE No. 3

Cut	=	48,734	Up
Fill + 15%	=	13,911	Up
Grade "B" Special Barrow + 5%	=	2,039	
Plant Excavation	=	1,331	
Over Haul	=	34,823	
Added Haul	=	34,823	

The above Overhaul to be used in Bal. No. 1.



Handwritten signature



PUBLIC ROAD APPROACH
ON THE LT. AT STA. 34+00.06, LINE "S-4-B"

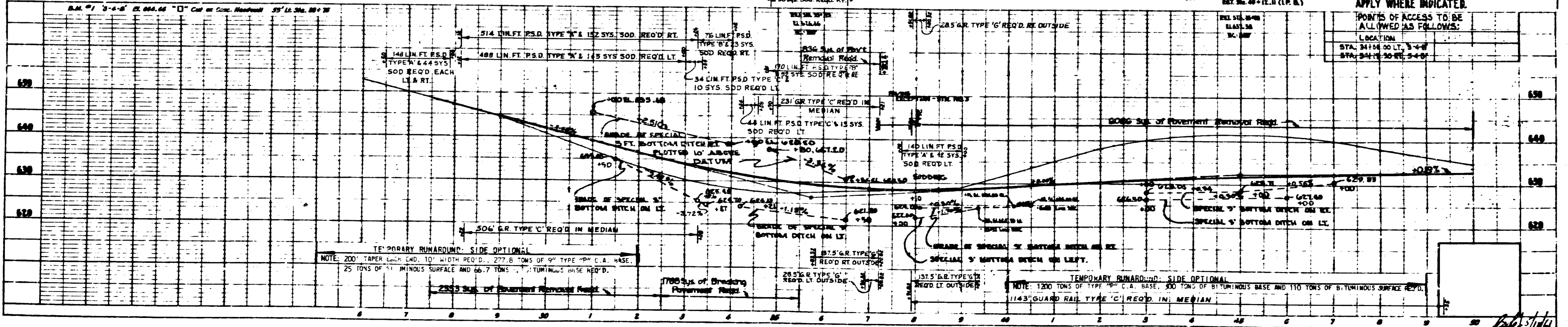
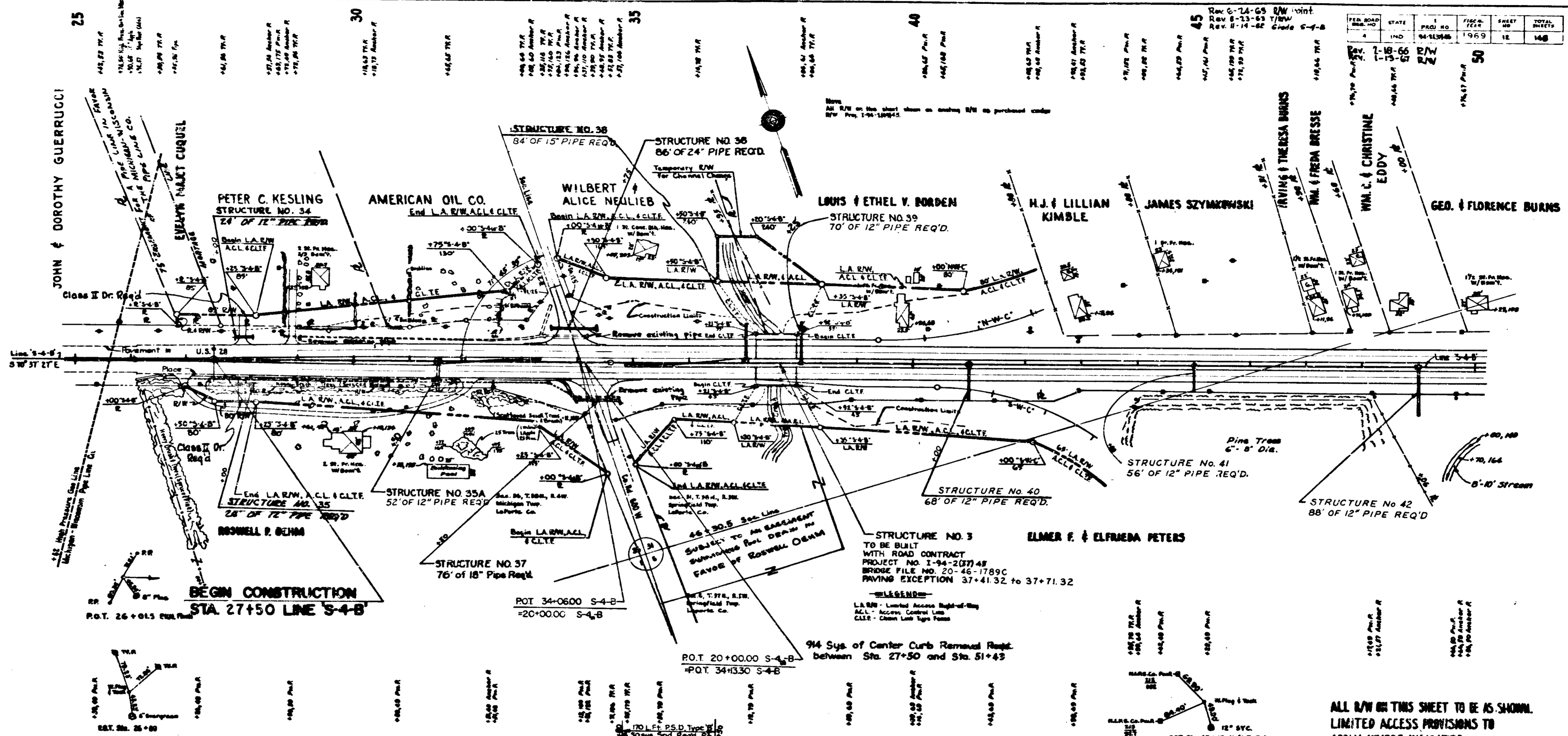
STATE HIGHWAY
DEPARTMENT OF INDIANA

PUBLIC ROAD APPROACH
ON THE RT. STA. 34+13.30, LINE "S-4-B"

FED. ROAD DIST. NO.	STATE	PROJ. NO.	FILE NO.	SHEET NO.	TOTAL SHEETS
1-16	IND.	94-1434	1969	18	148

PLAN
NO. 1
NO. 2
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PROFILE
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NO. 50



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

POINTS OF ACCESS TO BE
ALLOWED AS FOLLOWS:

LOCATION
STA. 34+00.06, S-4-B
STA. 34+13.30, S-4-B

Rev. 11-26-62 Geometrics and Entrance & Exit Ramps
 Rev. 8-16-60

FED. ROAD DIST. NO.	STATE	PRJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	94-1878	1969	14	148

ADT 1968	12,800
ADT 1988	32,400
DHV	3,878

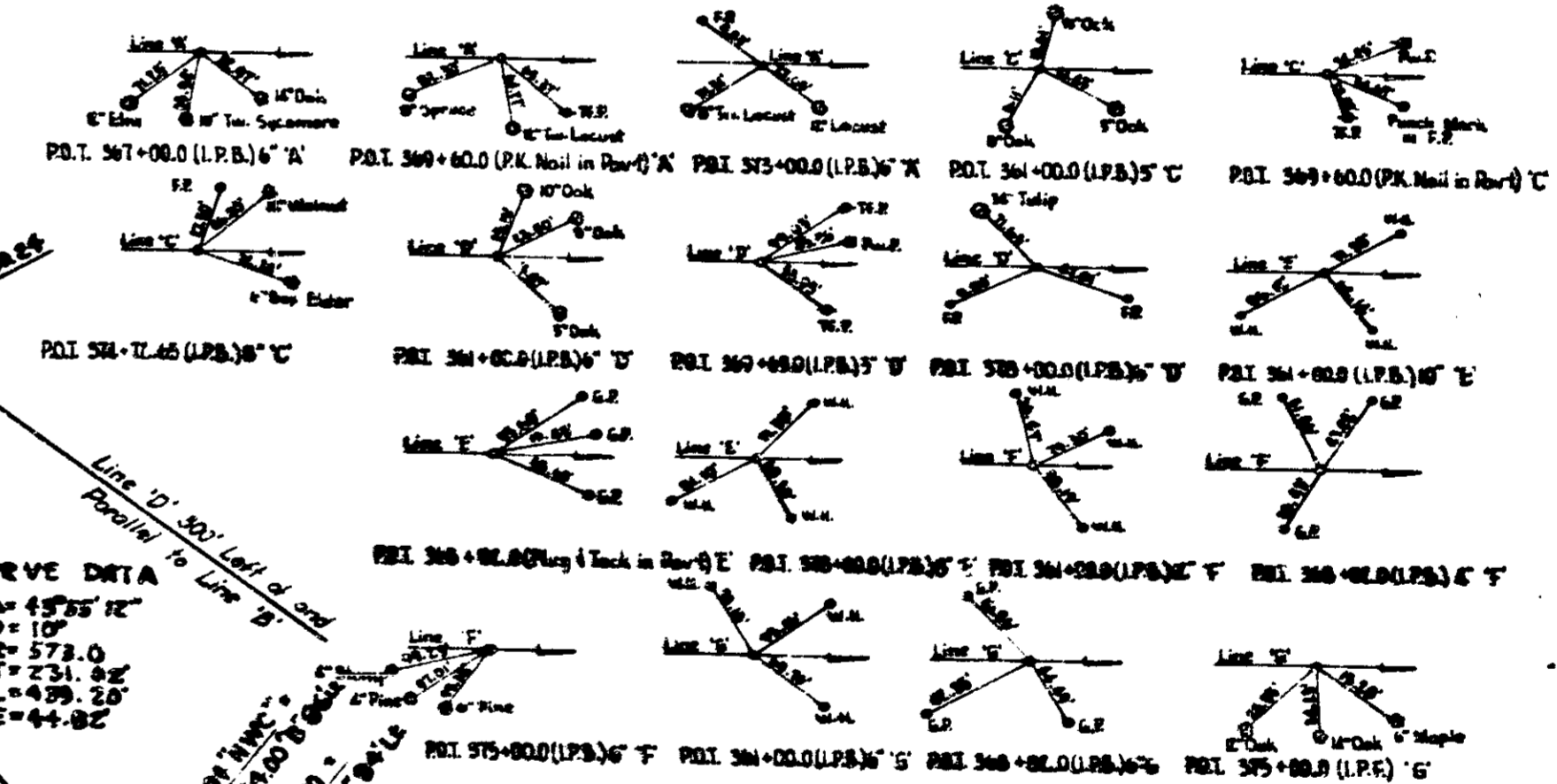
ADT 1968	33,990
ADT 1988	63,092
DHV	9,562

ADT 1968	12,000
ADT 1988	30,000
DHV	3,600

ADT 1968	44,950
ADT 1988	67,272
DHV	6,164

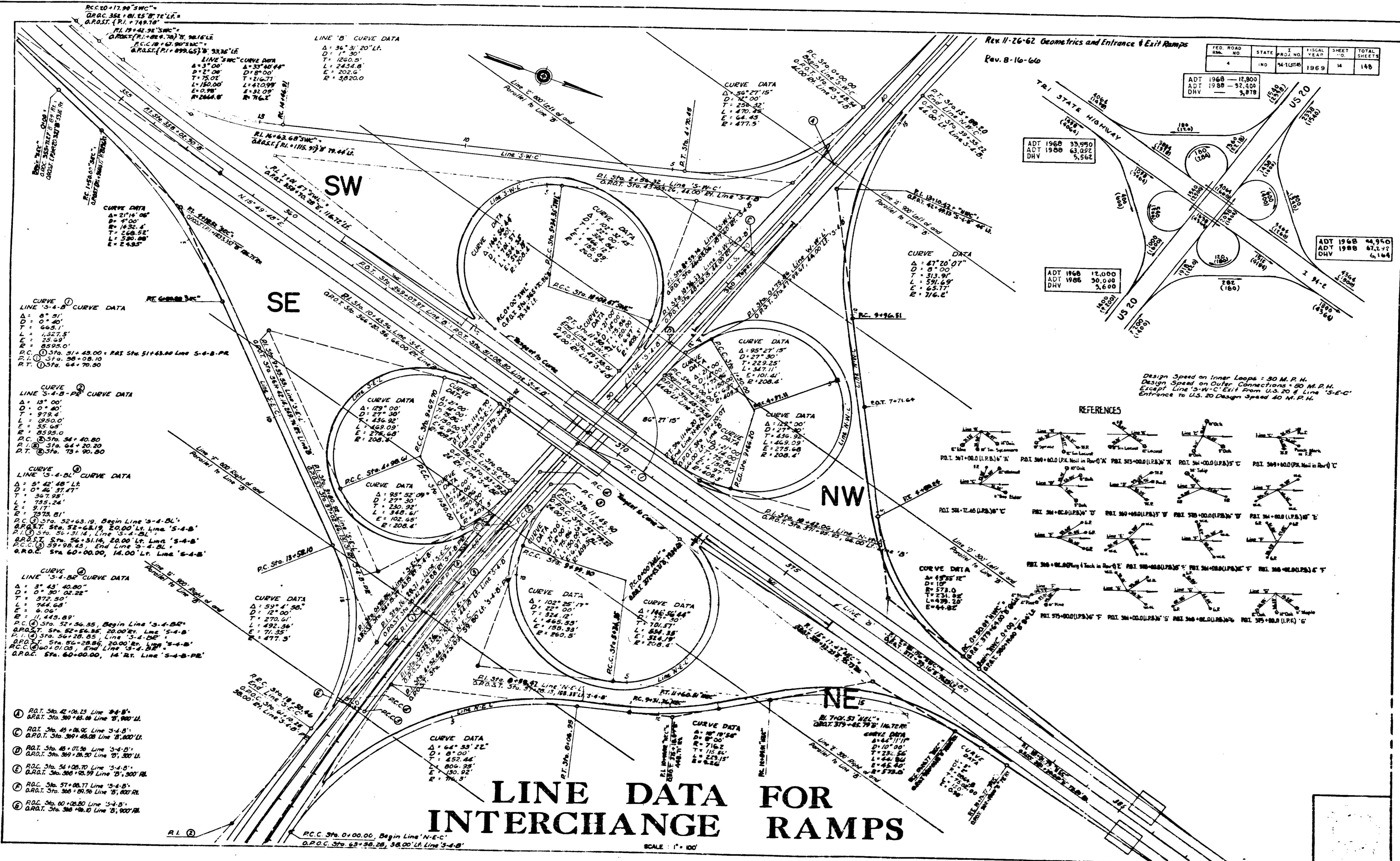
Design Speed on Inner Loops = 30 M.P.H.
 Design Speed on Outer Connections = 50 M.P.H.
 Except Line 'S-W-C' Exit From U.S. 20 of Line 'S-E-C'
 Entrance to U.S. 20 Design Speed 40 M.P.H.

REFERENCES



LINE DATA FOR INTERCHANGE RAMP

SCALE: 1" = 100'



CURVE DATA
 Δ = 21° 14' 06"
 D = 0° 40'
 T = 605.1'
 L = 1,327.5'
 E = 25.69'
 R = 8599.0'
 P.C. Sta. 51+43.00, Begin Line 'S-4-B-PR'
 P.T. Sta. 56+08.10
 R.T. Sta. 64+70.50

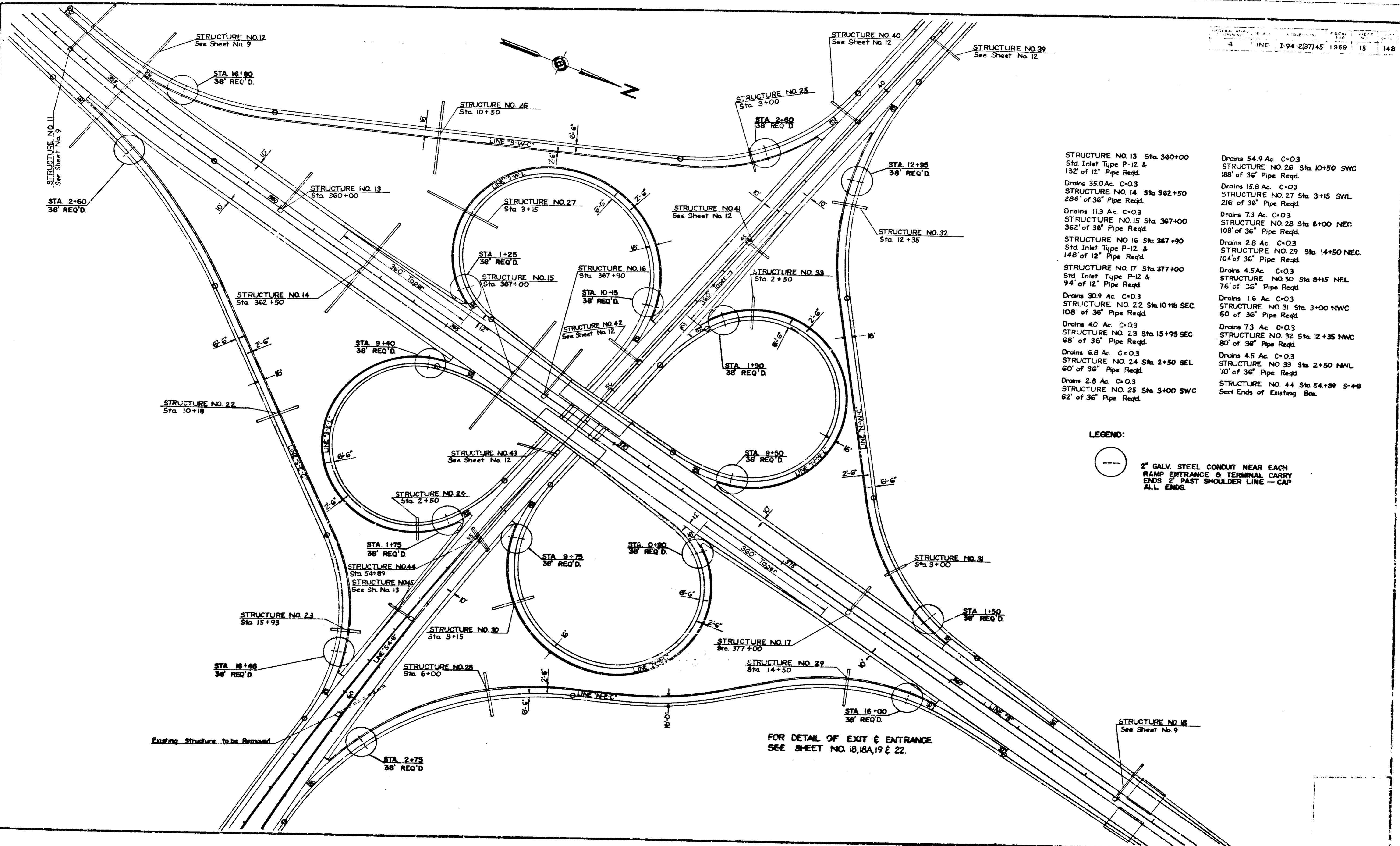
CURVE DATA
 Δ = 18° 00'
 D = 0° 40'
 T = 979.4'
 L = 1950.0'
 E = 55.65'
 R = 8595.0'
 P.C. Sta. 54+40.00
 P.T. Sta. 64+20.20
 R.T. Sta. 73+90.80

CURVE DATA
 Δ = 5° 42' 48"
 D = 0° 46' 37.47"
 T = 367.95'
 L = 795.24'
 E = 9.71'
 R = 7978.81'
 P.C. Sta. 52+63.19, Begin Line 'S-4-BL'
 P.T. Sta. 52+63.19, 20.00' Lt. Line 'S-4-B'
 P.O.C. Sta. 56+31.14, 20.00' Lt. Line 'S-4-B'
 P.C. Sta. 59+96.43, End Line 'S-4-B'
 P.O.C. Sta. 60+00.00, 14.00' Lt. Line 'S-4-B'

CURVE DATA
 Δ = 3° 43' 40.00"
 D = 0° 30' 02.22"
 T = 372.30'
 L = 744.68'
 E = 6.06'
 R = 11,443.89'
 P.C. Sta. 52+56.35, Begin Line 'S-4-BE'
 P.O.C. Sta. 52+56.35, 20.00' Lt. Line 'S-4-B'
 P.T. Sta. 56+28.85, End Line 'S-4-BE'
 P.C. Sta. 56+28.85, 20.00' Lt. Line 'S-4-B'
 P.O.C. Sta. 60+01.08, End Line 'S-4-B'
 P.O.C. Sta. 60+00.00, 14.00' Lt. Line 'S-4-B-PR'

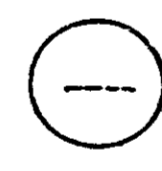
- ① P.O.T. Sta. 42+106.23, Line 'S-4-B'
- ② P.O.T. Sta. 45+06.00, Line 'S-4-B'
- ③ P.O.T. Sta. 48+06.00, Line 'S-4-B'
- ④ P.O.T. Sta. 48+07.00, Line 'S-4-B'
- ⑤ P.O.C. Sta. 54+108.70, Line 'S-4-B'
- ⑥ P.O.C. Sta. 57+08.77, Line 'S-4-B'
- ⑦ P.O.C. Sta. 60+00.00, Line 'S-4-B'

P.C. Sta. 0+00.00, Begin Line 'N-E-C'
 P.O.C. Sta. 65+56.28, 36.00' Lt. Line 'S-4-B'



- STRUCTURE NO. 13 Sta. 360+00
Std. Inlet Type P-12 &
132' of 12" Pipe Req'd.
- Drains 35.0 Ac. C=0.3
STRUCTURE NO. 14 Sta. 362+50
286' of 36" Pipe Req'd.
- Drains 11.3 Ac. C=0.3
STRUCTURE NO. 15 Sta. 367+00
362' of 36" Pipe Req'd.
- STRUCTURE NO. 16 Sta. 367+90
Std. Inlet Type P-12 &
148' of 12" Pipe Req'd.
- STRUCTURE NO. 17 Sta. 377+00
Std. Inlet Type P-12 &
94' of 12" Pipe Req'd.
- Drains 30.9 Ac. C=0.3
STRUCTURE NO. 22 Sta. 10+18 SEC.
108' of 36" Pipe Req'd.
- Drains 40 Ac. C=0.3
STRUCTURE NO. 23 Sta. 15+93 SEC.
68' of 36" Pipe Req'd.
- Drains 6.8 Ac. C=0.3
STRUCTURE NO. 24 Sta. 2+50 SEL.
60' of 36" Pipe Req'd.
- Drains 2.8 Ac. C=0.3
STRUCTURE NO. 25 Sta. 3+00 SWC
62' of 36" Pipe Req'd.
- Drains 54.9 Ac. C=0.3
STRUCTURE NO. 26 Sta. 10+50 SWC
188' of 36" Pipe Req'd.
- Drains 15.8 Ac. C=0.3
STRUCTURE NO. 27 Sta. 3+15 SWL
216' of 36" Pipe Req'd.
- Drains 7.3 Ac. C=0.3
STRUCTURE NO. 28 Sta. 6+00 NEC.
108' of 36" Pipe Req'd.
- Drains 2.8 Ac. C=0.3
STRUCTURE NO. 29 Sta. 14+50 NEC.
104' of 36" Pipe Req'd.
- Drains 4.5 Ac. C=0.3
STRUCTURE NO. 30 Sta. 8+15 N.E.L.
76' of 36" Pipe Req'd.
- Drains 1.6 Ac. C=0.3
STRUCTURE NO. 31 Sta. 3+00 N.W.C.
60' of 36" Pipe Req'd.
- Drains 7.3 Ac. C=0.3
STRUCTURE NO. 32 Sta. 12+35 N.W.C.
80' of 36" Pipe Req'd.
- Drains 4.5 Ac. C=0.3
STRUCTURE NO. 33 Sta. 2+50 N.W.L.
70' of 36" Pipe Req'd.
- STRUCTURE NO. 44 Sta. 54+89 S-4-B
Sect Ends of Existing Box.

LEGEND:

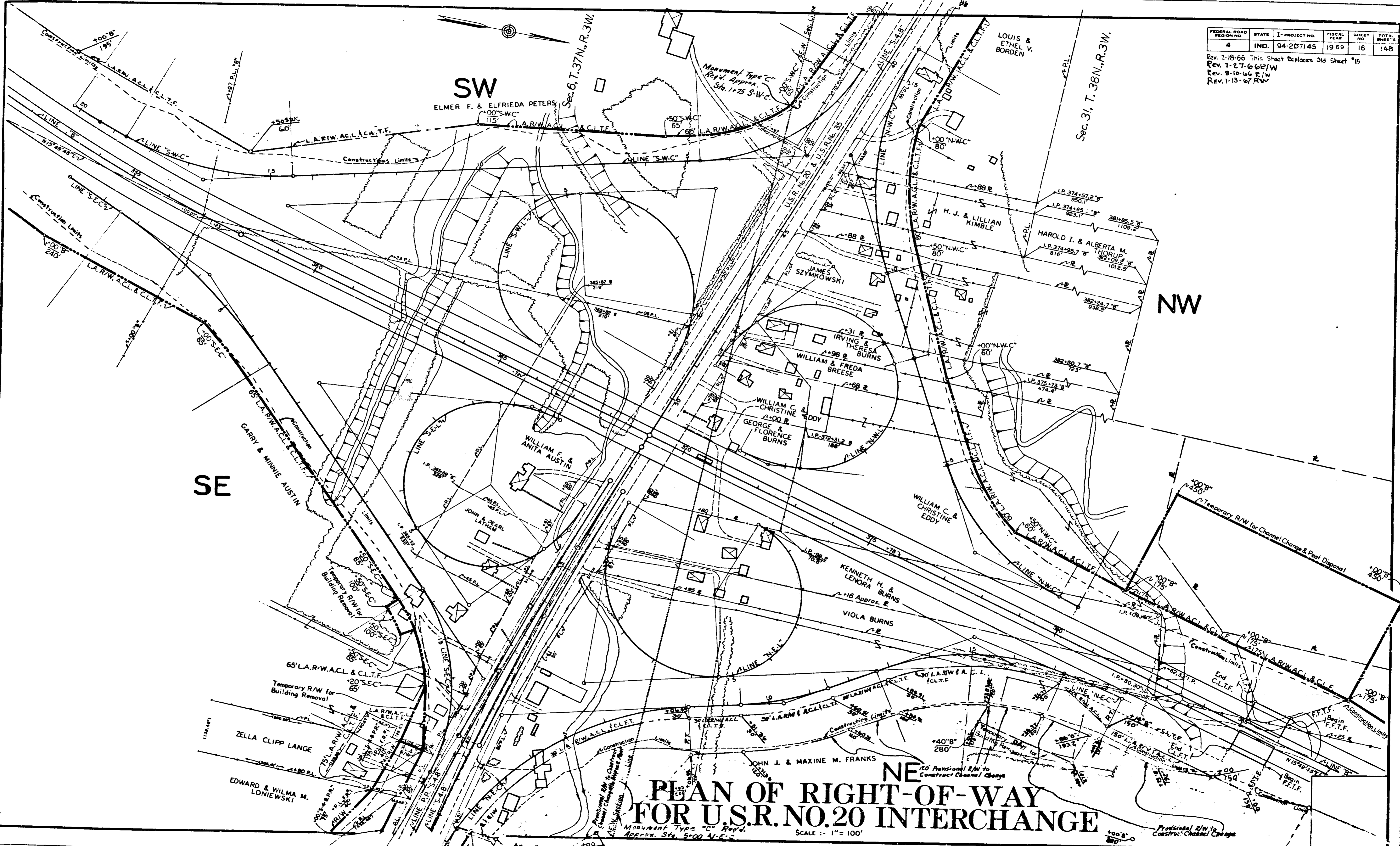


2" GALV. STEEL CONDUIT NEAR EACH RAMP ENTRANCE & TERMINAL CARRY ENDS 2' PAST SHOULDER LINE - CAP ALL ENDS.

FOR DETAIL OF EXIT & ENTRANCE SEE SHEET NO. 18, 18A, 19 & 22.

FEDERAL ROAD DISTRICT NO.	STATE	I-PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	94-2(7)45	1969	16	148

Rev. 7-18-66 This Sheet Replaces Old Sheet #15
 Rev. 7-27-66 E/W
 Rev. 8-10-66 E/W
 Rev. 1-13-67 R/W



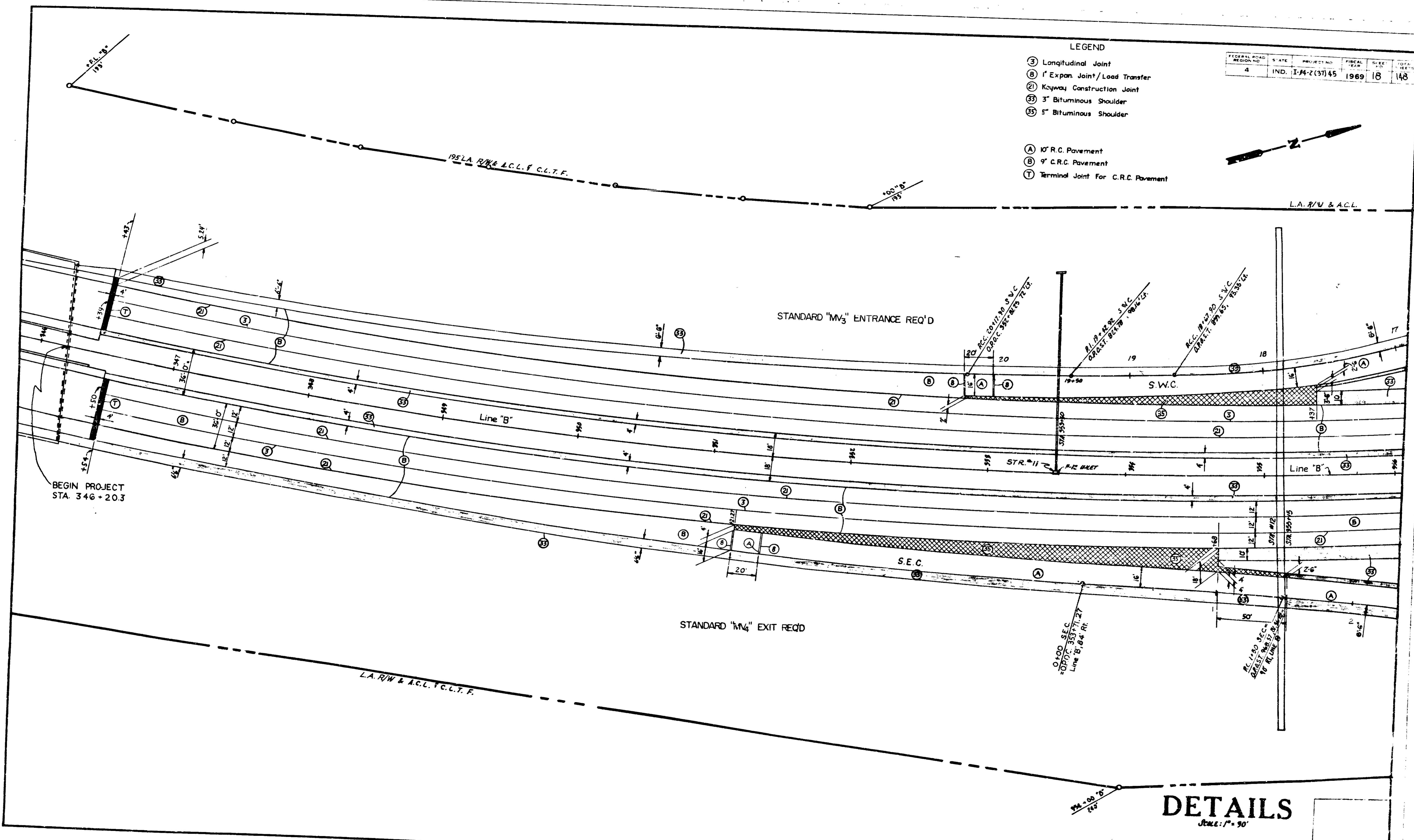
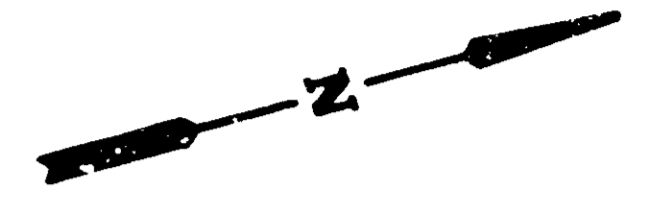
**PLAN OF RIGHT-OF-WAY
 FOR U.S.R. NO. 20 INTERCHANGE**
 SCALE: 1" = 100'
 Monument Type "C" Road
 Approx. Sta. 5+00 N.E.C.

November 6, 1964

I-PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
94-2(7)45	"B"	16	148	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2(37)45	1969	18	148

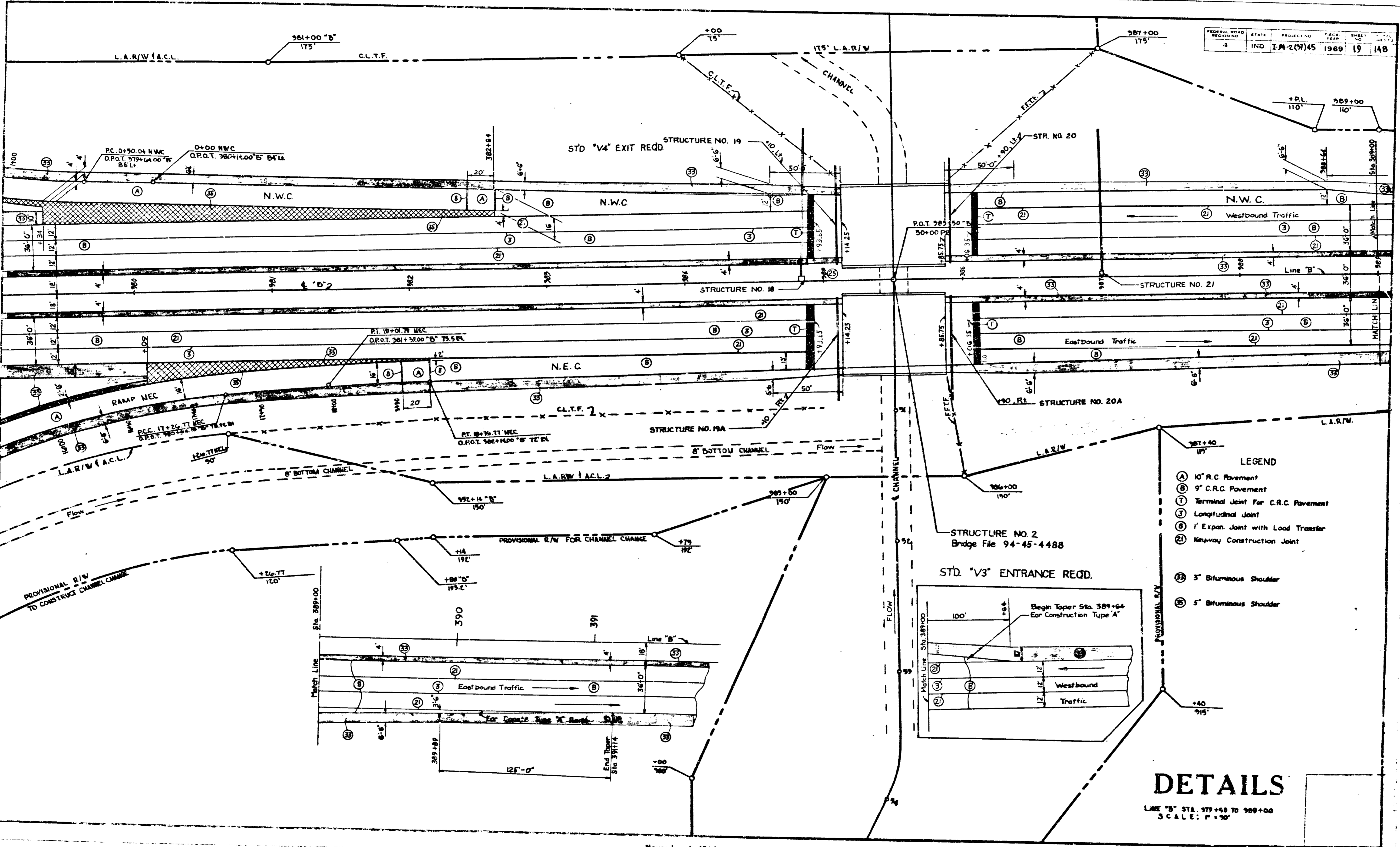
- LEGEND**
- (3) Longitudinal Joint
 - (B) 1' Expan. Joint/Load Transfer
 - (2) Keyway Construction Joint
 - (33) 3" Bituminous Shoulder
 - (35) 5" Bituminous Shoulder
 - (A) 10" R.C. Pavement
 - (B) 9" R.C. Pavement
 - (T) Terminal Joint For C.R.C. Pavement



DETAILS
SCALE: 1" = 90'

November 6, 1964

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	I-94-2(9)45	1969	19	148

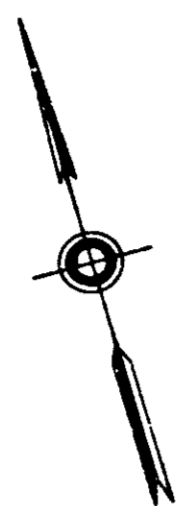


- LEGEND**
- (A) 10" R.C. Pavement
 - (B) 9" C.R.C. Pavement
 - (T) Terminal Joint For C.R.C. Pavement
 - (S) Longitudinal Joint
 - (E) 1' Expan. Joint with Load Transfer
 - (K) Keyway Construction Joint
 - (3) 3" Bituminous Shoulder
 - (5) 5" Bituminous Shoulder

DETAILS

LINE "B" STA. 979+60 TO 989+00
SCALE: 1" = 50'

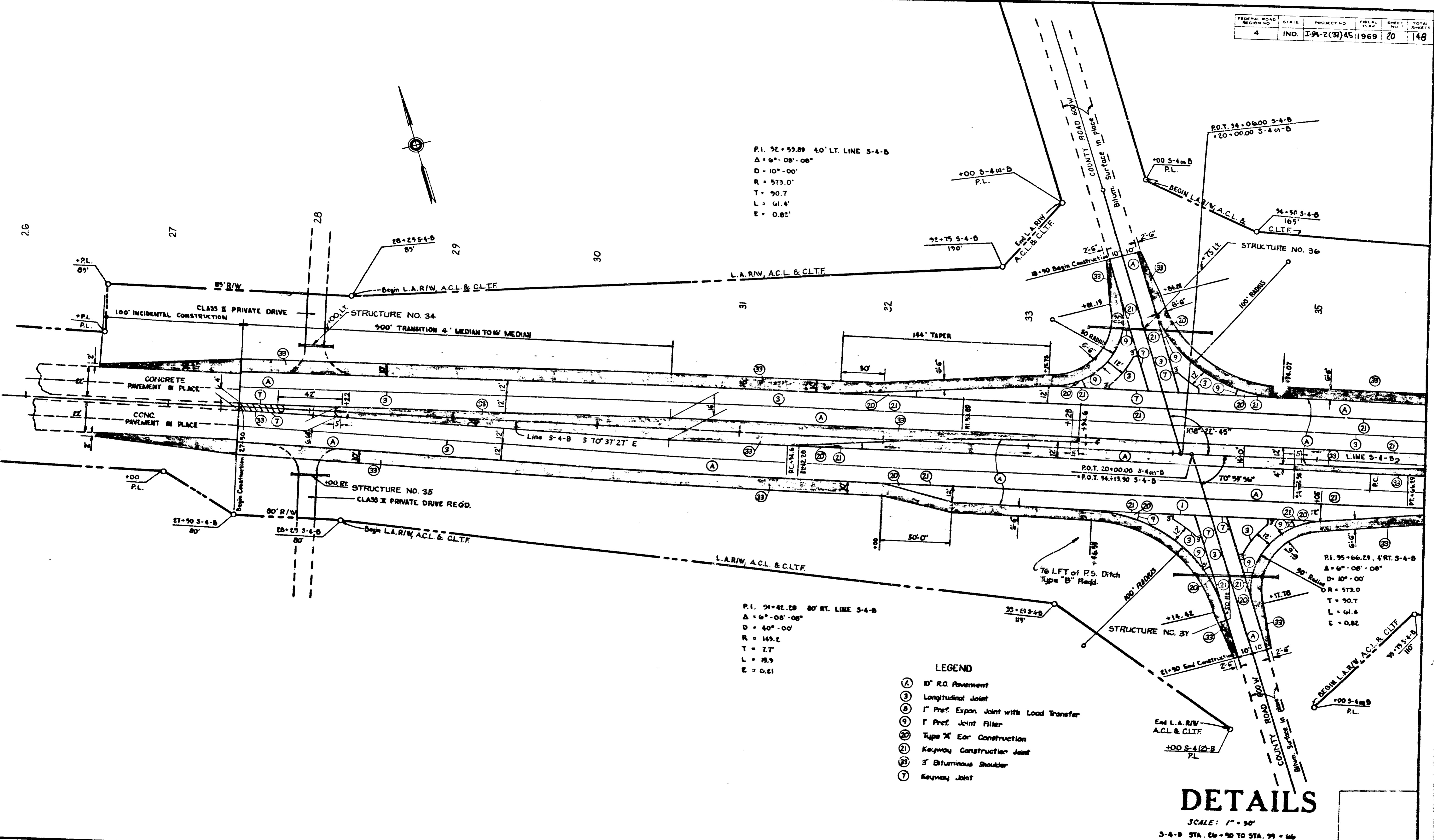
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2(3)45	1969	20	148



P.I. 92+59.89 4.0' LT. LINE S-4-B
 $\Delta = 6^{\circ}-08'-08''$
 $D = 10^{\circ}-00'$
 $R = 573.0'$
 $T = 90.7$
 $L = 61.4'$
 $E = 0.82'$

P.I. 91+42.28 80' RT. LINE S-4-B
 $\Delta = 6^{\circ}-08'-08''$
 $D = 40^{\circ}-00'$
 $R = 149.2$
 $T = 7.7$
 $L = 15.9$
 $E = 0.61$

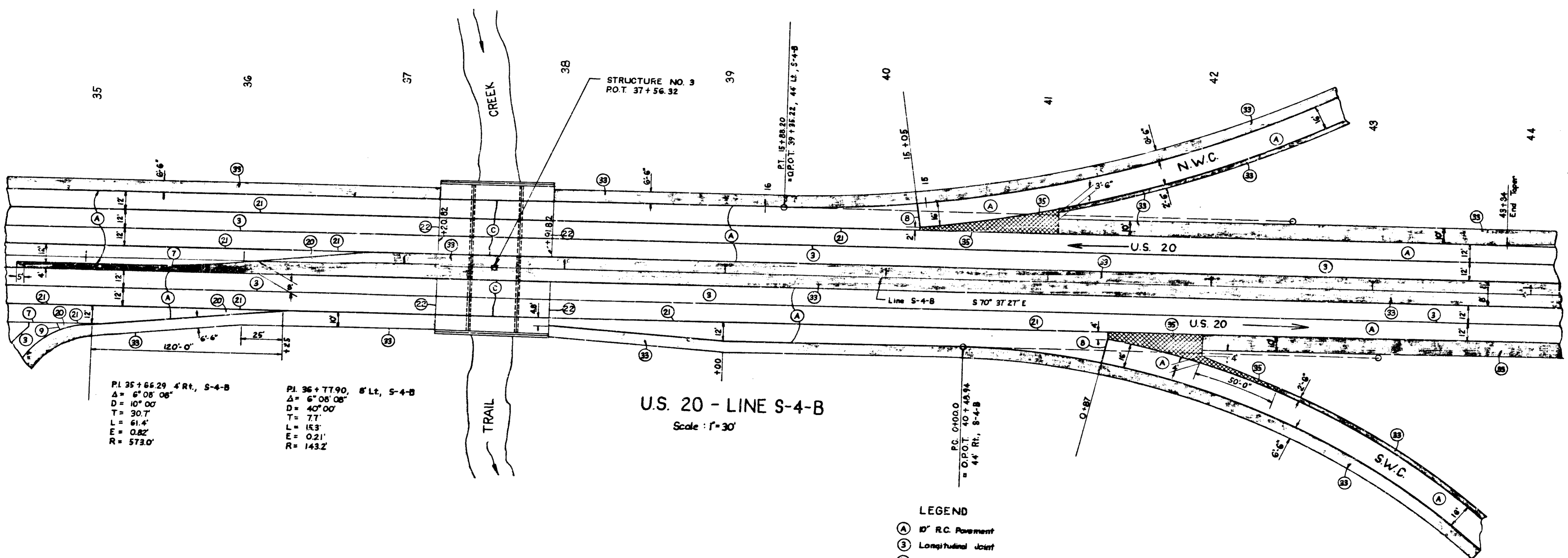
P.I. 95+66.29 4' RT. S-4-B
 $\Delta = 6^{\circ}-08'-08''$
 $D = 10^{\circ}-00'$
 $R = 573.0$
 $T = 90.7$
 $L = 61.4$
 $E = 0.82$



- LEGEND**
- (A) 10' R.O. Pavement
 - (B) Longitudinal Joint
 - (C) 1' Pref. Expan. Joint with Load Transfer
 - (D) 1' Pref. Joint Filler
 - (E) Type 'X' Ear Construction
 - (F) Keyway Construction Joint
 - (G) 3' Bituminous Shoulder
 - (H) Keyway Joint

DETAILS

SCALE: 1" = 30'
 S-4-B STA. 26+50 TO STA. 95+66



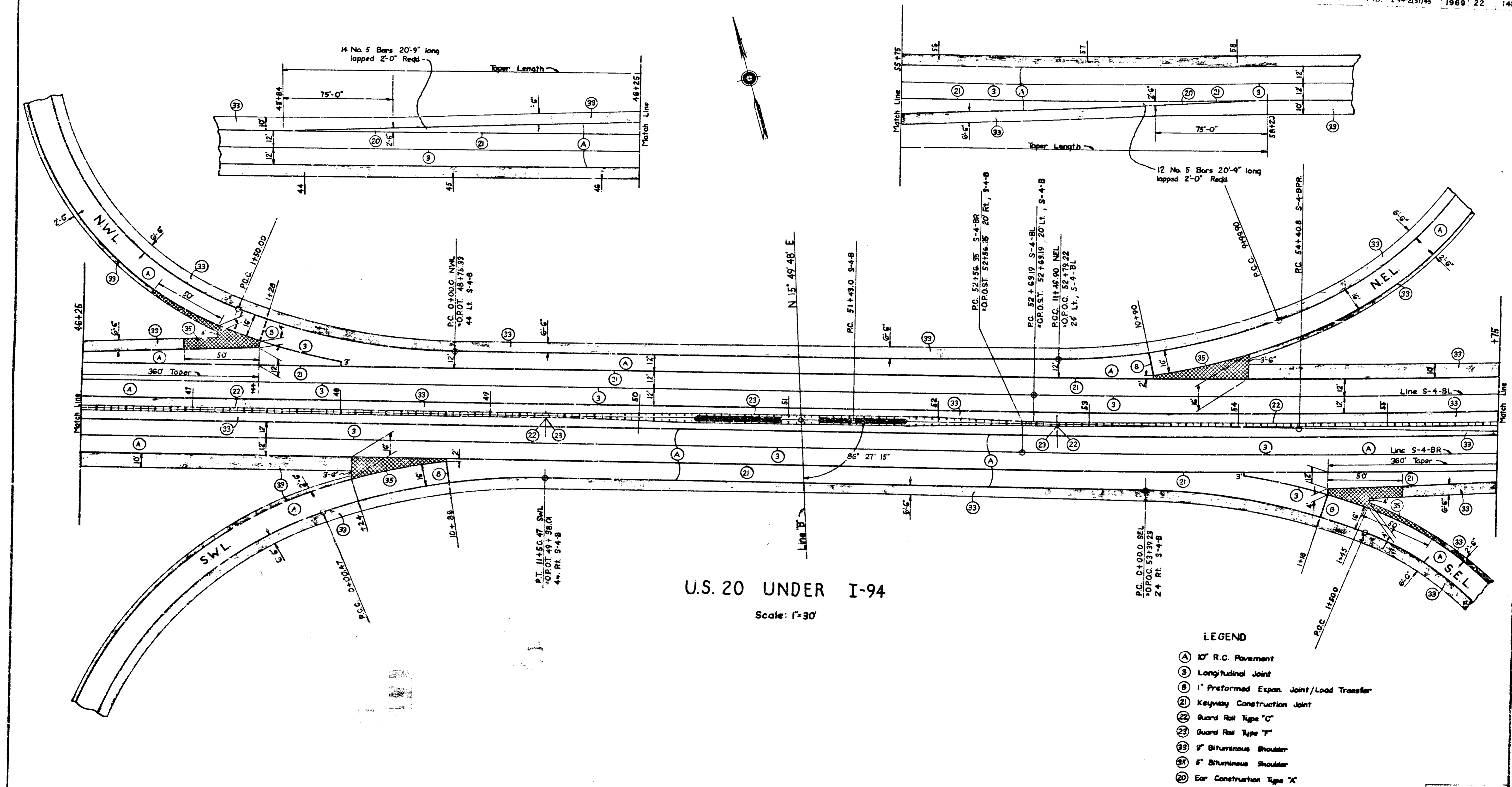
P.I. 35+66.29, 4 Rt., S-4-B
 Δ = 6° 08' 06"
 D = 10° 00'
 T = 30.7'
 L = 61.4'
 E = 0.82'
 R = 573.0'

P.I. 36+77.90, 8 Lt., S-4-B
 Δ = 6° 08' 06"
 D = 40° 00'
 T = 77'
 L = 153'
 E = 0.21'
 R = 143.2'

U.S. 20 - LINE S-4-B
 Scale: 1" = 30'

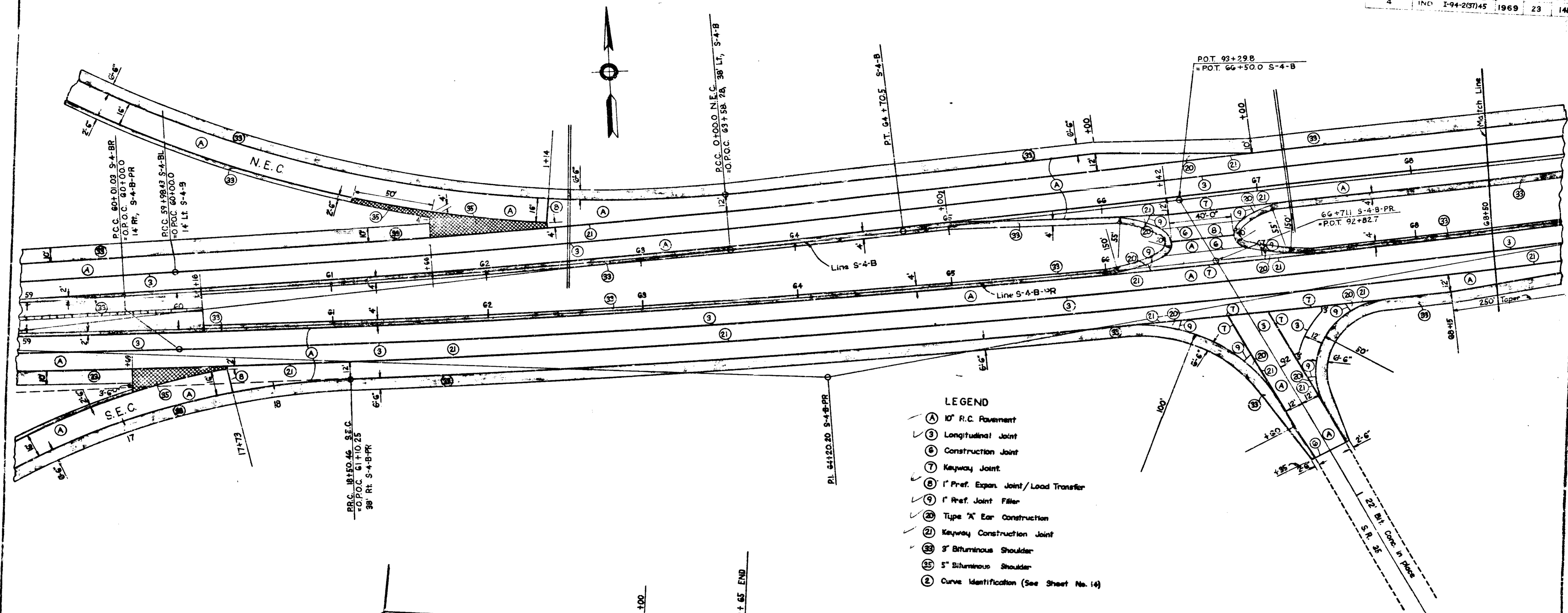
- LEGEND**
- (A) 10" R.C. Pavement
 - (S) Longitudinal Joint
 - (7) Keyway Joint
 - (B) 1" Pref. Expan. Joint/Load Transfer
 - (9) 1" Preformed Joint Filler
 - (20) Ear Construction Type "A"
 - (21) Keyway Construction Joint
 - (22) Construction Joint
 - (33) 5" Bituminous Shoulder
 - (35) 5" Bituminous Shoulder
 - (C) 8" C.R.C. Pavement

DETAILS

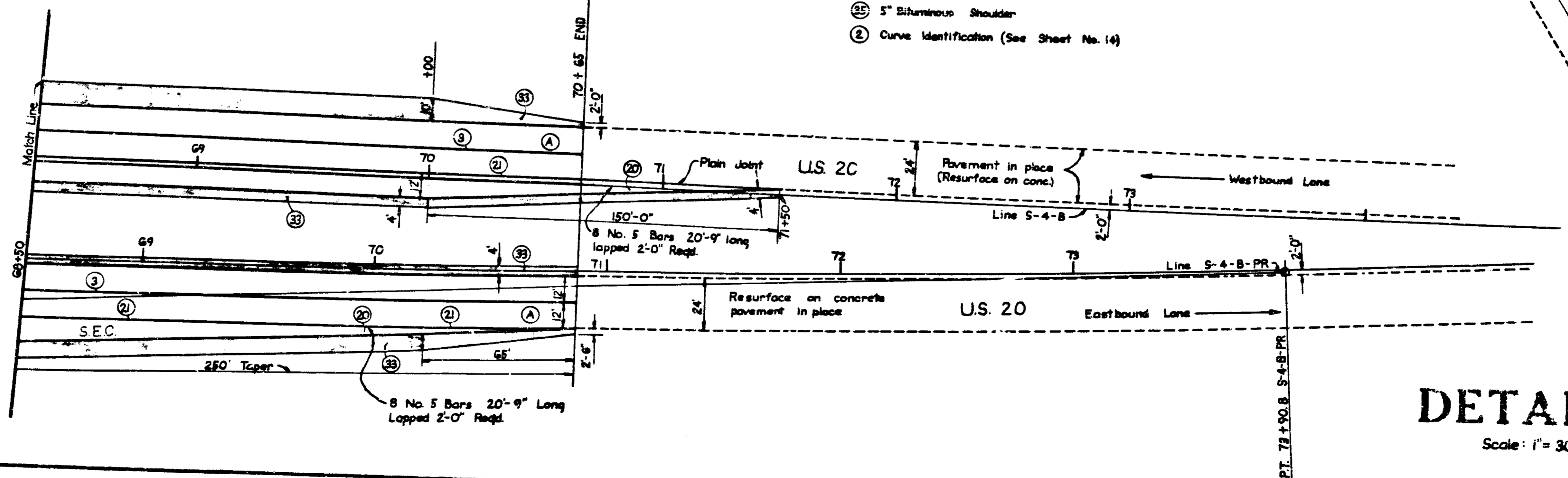


U.S. 20 UNDER I-94
Scale: 1"=30'

- LEGEND**
- (A) 10' R.C. Pavement
 - (B) Longitudinal Joint
 - (C) 1" Preformed Expan. Joint/Load Transfer
 - (D) Keyway Construction Joint
 - (E) Guard Rail Type "C"
 - (F) Guard Rail Type "T"
 - (G) 3" Bituminous Shoulder
 - (H) 5" Bituminous Shoulder
 - (I) Ear Construction Type "A"

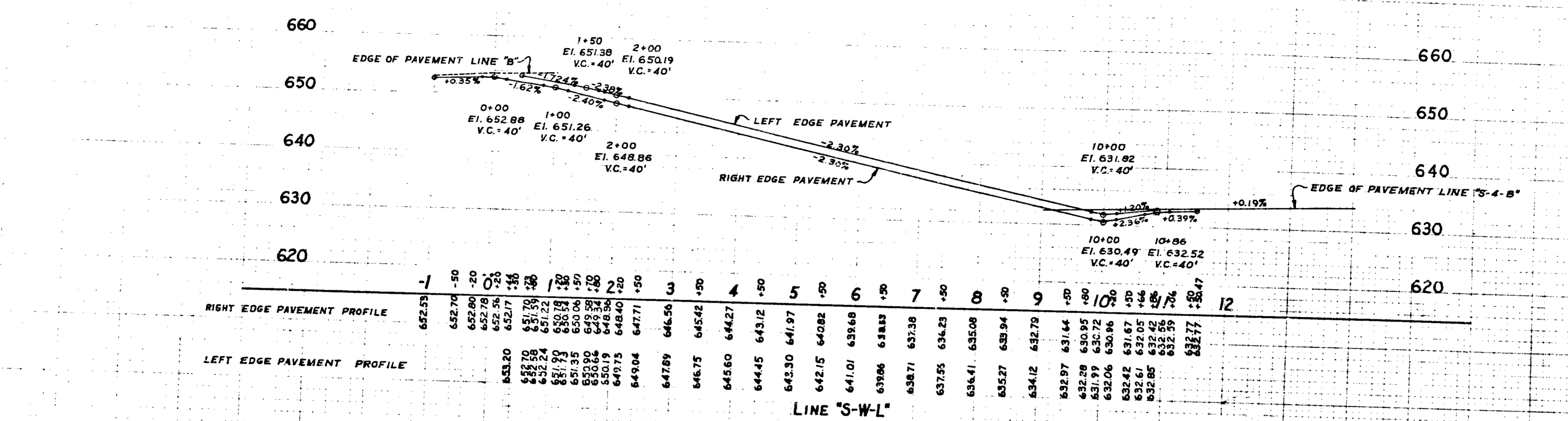


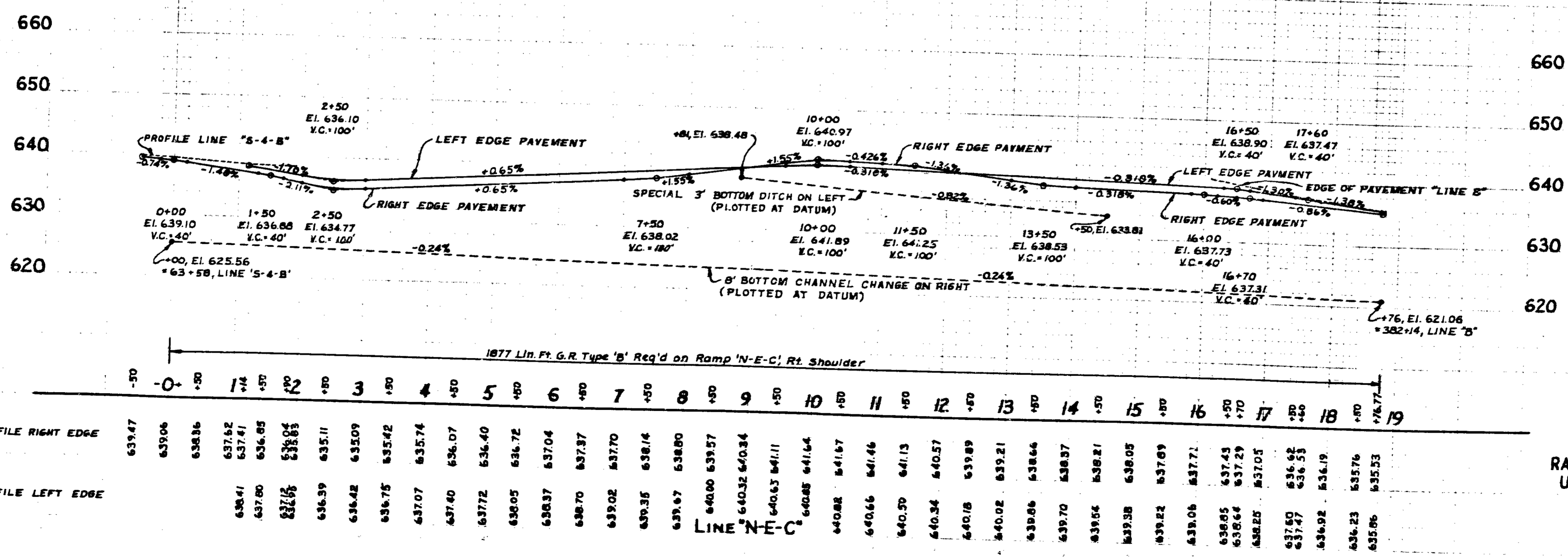
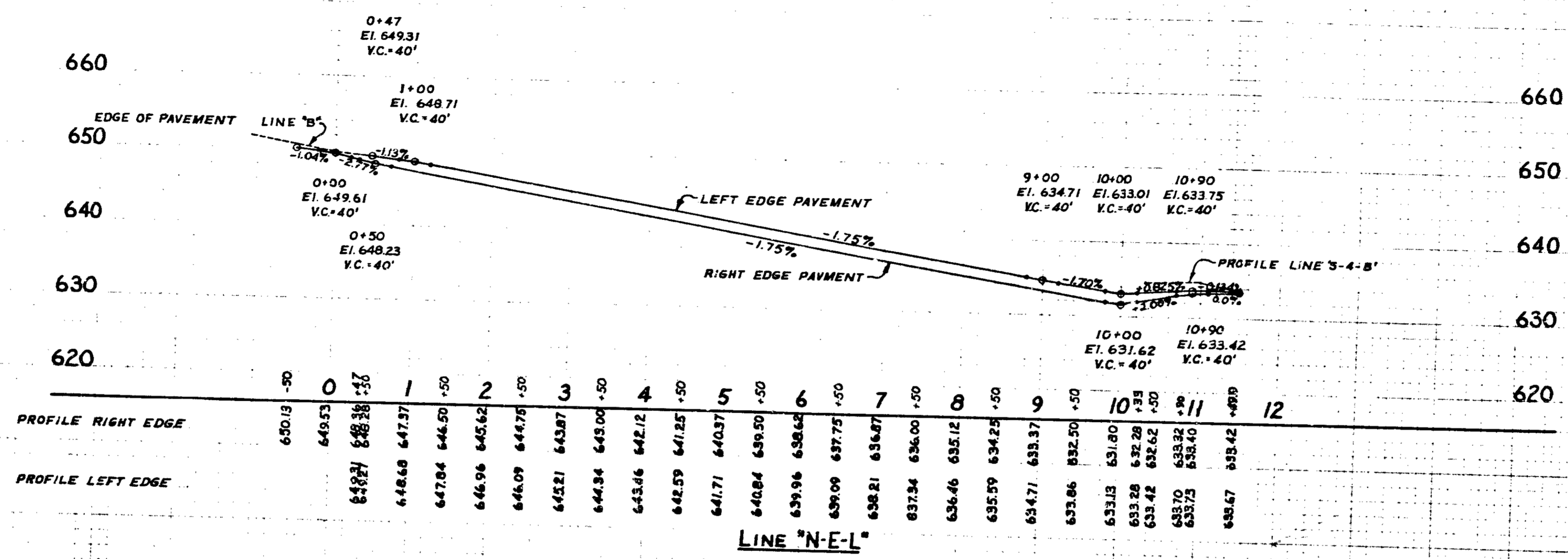
- LEGEND**
- (A) 10" R.C. Pavement
 - (3) Longitudinal Joint
 - (6) Construction Joint
 - (7) Keyway Joint
 - (8) 1" Pref. Expan. Joint/Load Transfer
 - (9) 1" Pref. Joint Filter
 - (20) Type "X" Ear Construction
 - (21) Keyway Construction Joint
 - (33) 3' Bituminous Shoulder
 - (32) 5' Bituminous Shoulder
 - (2) Curve Identification (See Sheet No. 14)



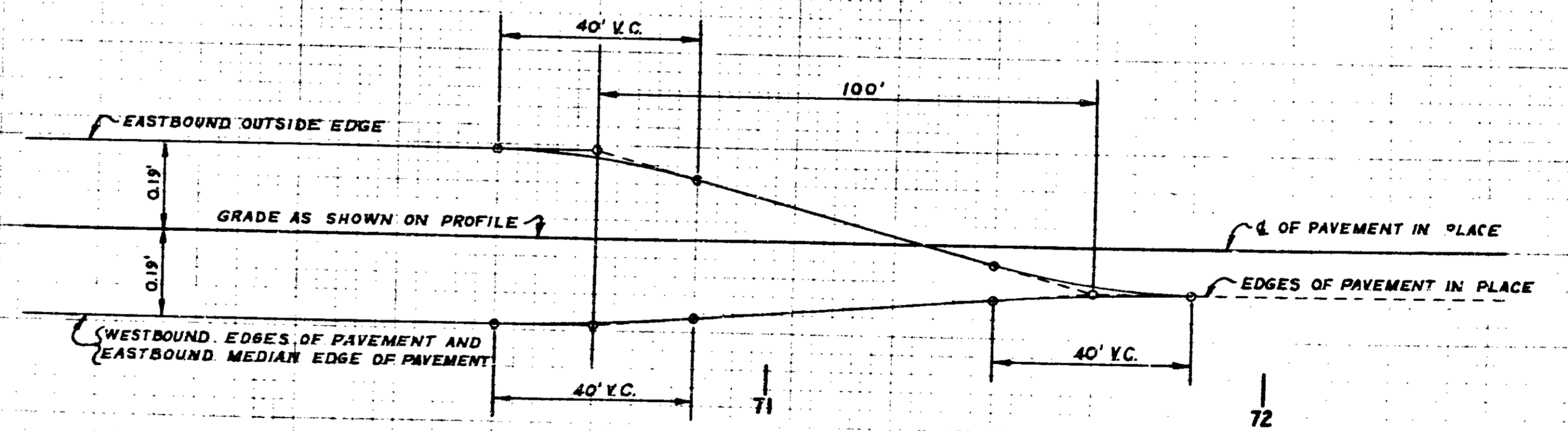
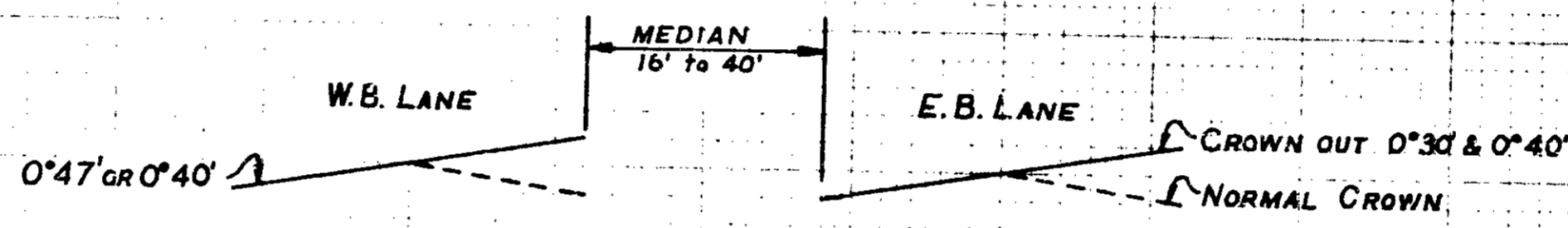
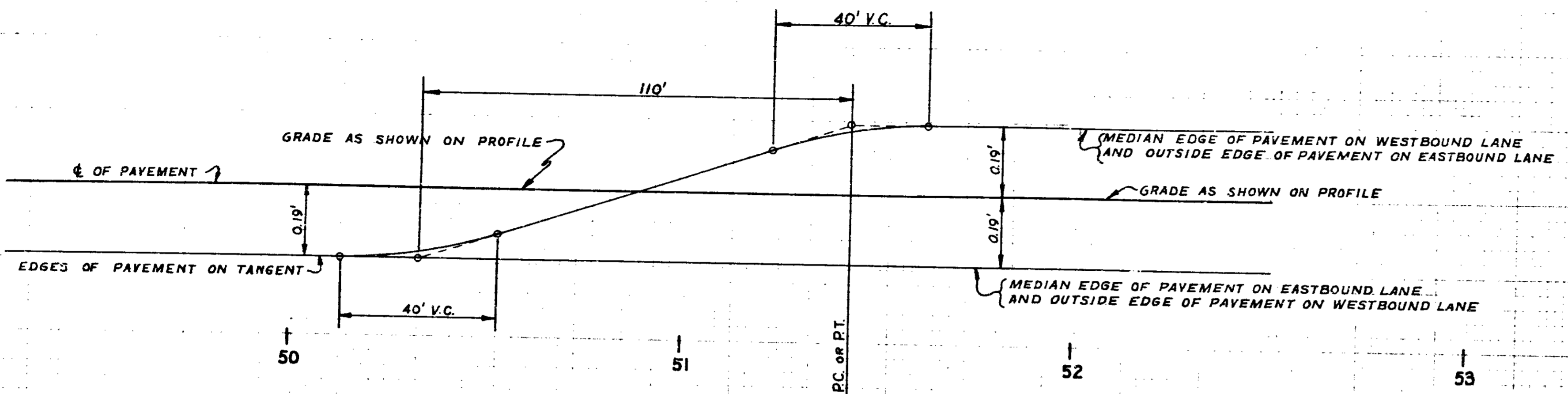
DETAILS
Scale: 1" = 30'

November 6, 1964



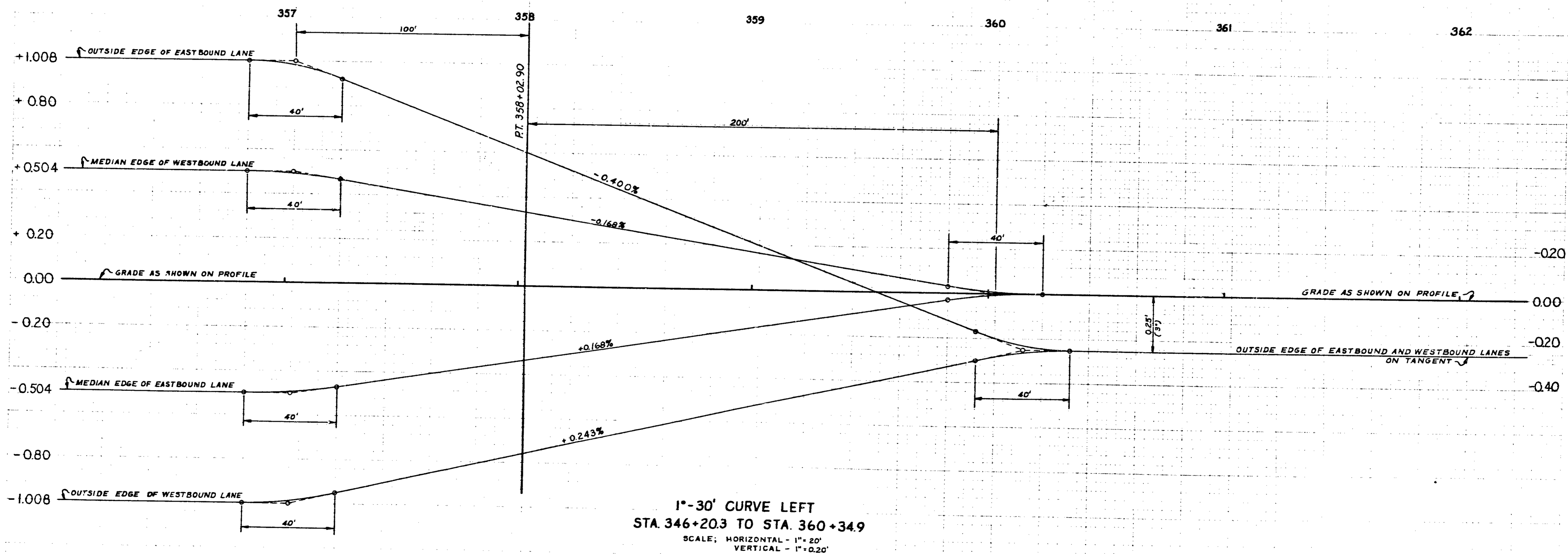
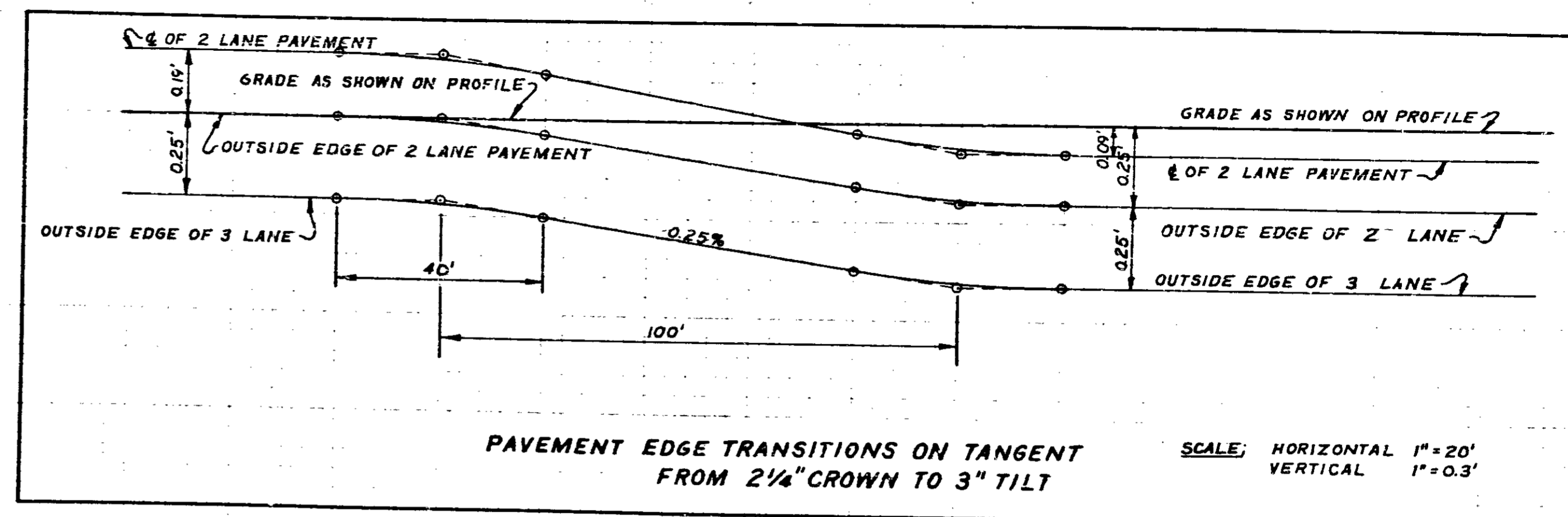


N. E. QUADRANT
RAMP GRADES & DITCH GRADES
U.S. 20 INTERCHANGE

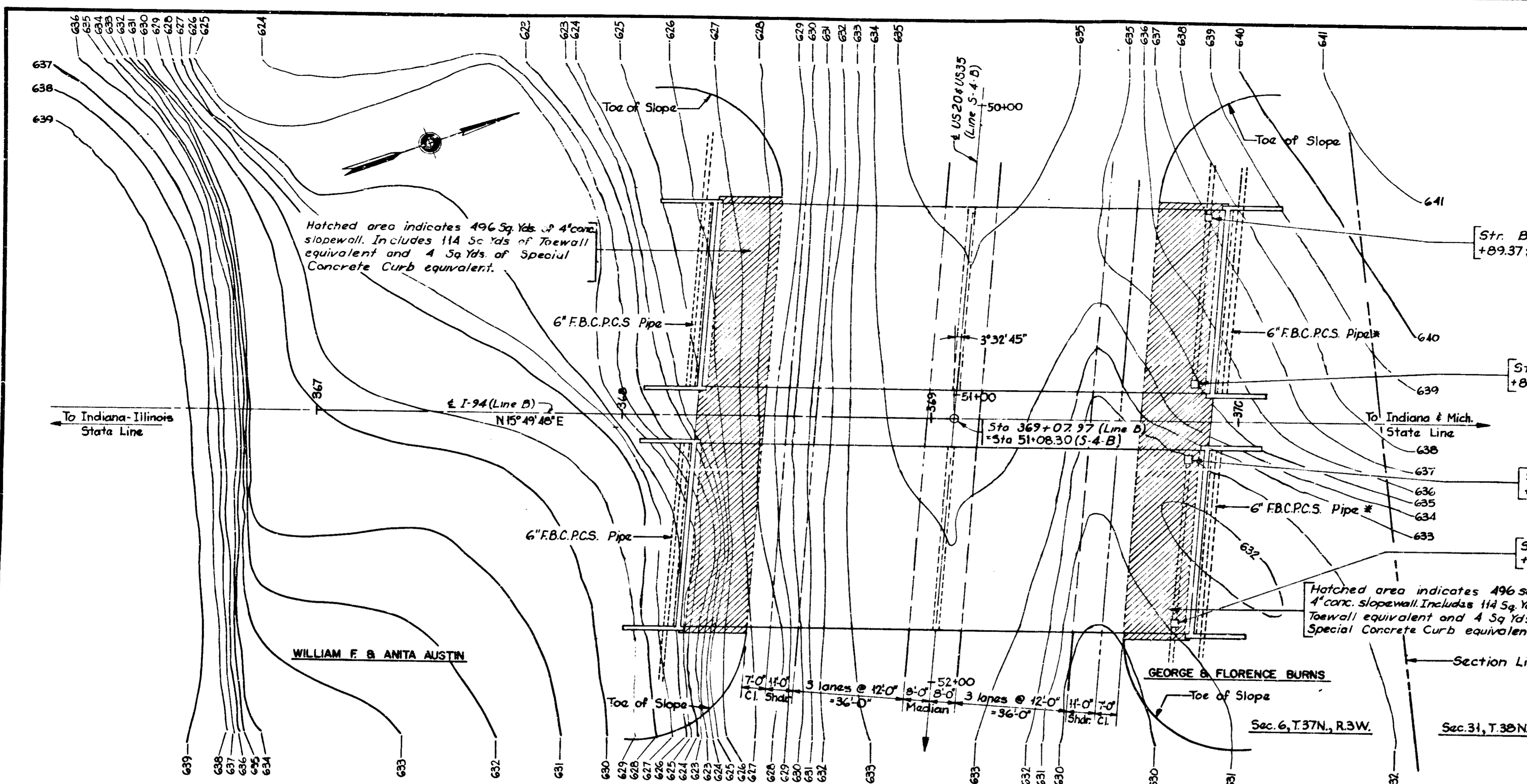


SUPERELEVATION DETAIL OF 0°30', 0°40' & 0°47' CURVES TO THE LEFT BETWEEN STA. 51+43 TO STA. 70+65

SCALE: VERTICAL - 1" = 0.2'
HORIZONTAL - 1" = 20'



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2 (37)45	1969	29	148



SITUATION PLAN
Scale: 1" = 20'
Contour Interval: 1'-0"

NOTE: See Road Plans for references & R/W
* Indicates Items not included in Bridge Summary.

BENCH MARKS (U.S.C. & G.S. DATUM)
B.M.#30-R.R Spike in north base of 7" Sassafras tree 143' Rt. Sta. 363+14 Line 'B' El. 638.44
B.M.#31-'X' Cut on northwest end of conc. headwall on U.S.#20 391' Rt. Sta. 368+40 Line 'B' El. 631.21

UTILITY OWNERS
Power Lines: Northern Indiana Public Service Co.
Telephone Lines: Indiana Bell Telephone Co.

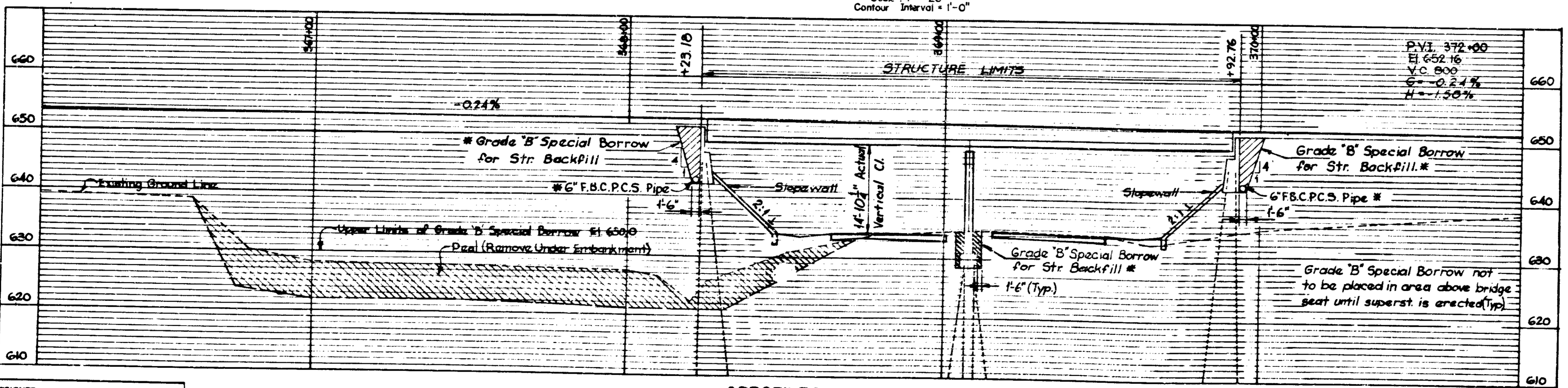
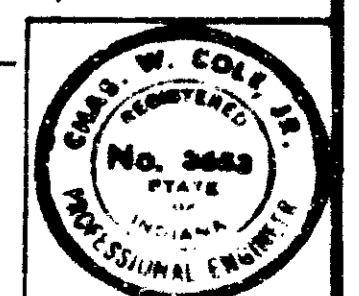
LAYOUT
TWIN CONTINUOUS COMPOSITE STEEL BEAM BRIDGES
2-SPANS @ 83'-0"; 3° 32' 45" RT. SKEW
60'-6" CLEAR ROADWAY; 2'-0"-3" CURBS

I-94 OVER US 20 & US 35
INDIANA STATE HIGHWAY COMMISSION
LAPORTE COUNTY

SCALE: AS NOTED JUNE 30, 1969

SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: S1 OF 12
PROJECT: I-94-2(37)45
BRIDGE CONTRACT NO.
BRIDGE FILE: I-94-45-4487S



PROFILE

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

Survey Books: 8127L, 8128L, 8122T

DESIGNED: CKD
DRAWN: WgH
TRACED: CKD

PROJECT NO.	LINE	SHEET	DATE	FILE
I-94-2(37)45	B	29	1969	

BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT YEAR	FISCAL YEAR	TOTAL SHEETS
4	IND.	1-94-2 (37)45	1969	29 A 148

GENERAL NOTES:

No Present Structure at Proposed Bridge Site.
 Depth of Footings to be extended if found necessary. See Article 5 403.2(a) of Specifications.
 Piles shall have minimum bearing value shown on detail drawing. Determine pile lengths by Art. F-103 and F-203 of Specifications.
 For details of Steel encased concrete piles see Special Provisions and applicable articles in the Specifications.
 Reinforcing steel covering shall be 2 inches in top and 1 inch min. 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 crashwalls to be Class "E".
 Concrete in superstructure, pier columns and caps, and entire and bent to be Class "F".
 Concrete in steel encased concrete piles and slopewall to be Class "D".
 Continuous concrete pours shall be required between construction joints as shown on detail drawings.
 Bevel forms 1/4 inch under copings and chamfer exposed edges 1 inch unless noted.
 Construct slopewall at locations as shown on layout.
 Tolerance in position of pile head maximum 2 inches.
 All railings to be constructed perpendicular to grade.
 See Special Provisions for items included in this Contract.
 The tops of all bent caps and front face of backwall shall be sealed with epoxy resin. See Special Provisions.
 Waterproof the backs of bent backwalls and wingwalls in accordance with Specifications.
 Four standard type SQ A roadway drains to be placed as shown on this drawing.
 *Indicates items not included in Bridge Contract.

DESIGN DATA:

Designed for HS20-44 loading in accordance with 1965 AASHTO Specifications. Checked for 2-24000 lbs. axles spaced at 4'-0" centers.

STANDARD DRAWINGS		DESCRIPTION
BR. STD.	RD. STD.	
C1		Standard Miscellaneous Details
D		Roadway Drains
BR1		Bridge Railing Type '5'
BR2		Bridge Railing Type '5' Details
BR3		Bridge Railing Type 'C'
BR4		Bridge Railing Type 'C' Details
S1		Typ. Details for placing Spec. Fill Materials
	MB2	Slopewall & Curb Details
	MB4	Slopewall & Drainage Details

GENERAL PLAN

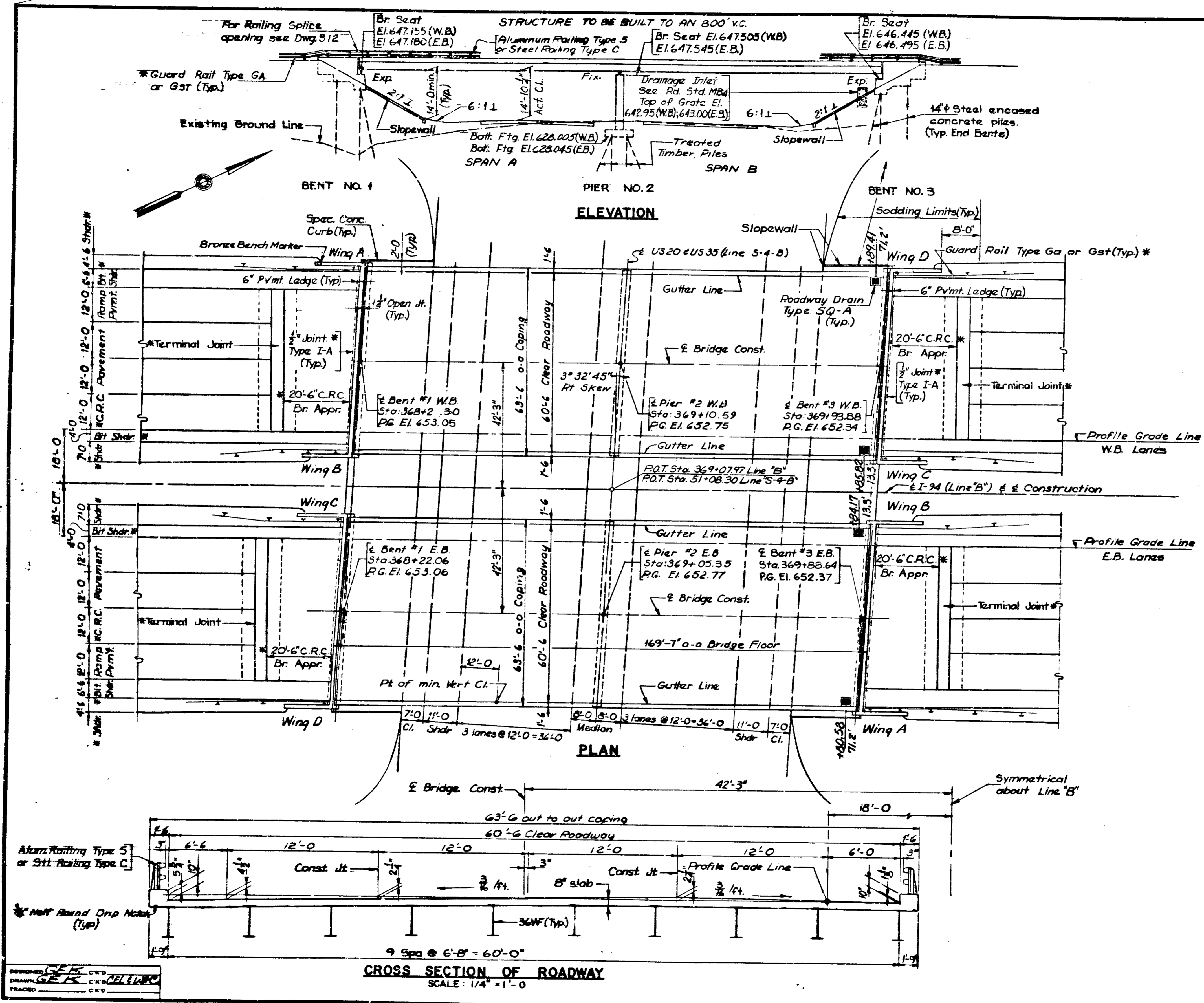
TWIN CONTINUOUS COMPOSITE STEEL BEAM BRIDGES
 2- SPANS @ 83'-0"; 3° 32' 45" RT. SKEW
 60'-6" CLEAR ROADWAY; 2- 0'-3" CURBS

I-94 OVER US20 & US35
INDIANA STATE HIGHWAY COMMISSION
 LAPORTE COUNTY

SCALE: 1/16"=1'-0" UNLESS NOTED JUNE 30, 1969

SUBMITTED FOR APPROVAL: *[Signature]*

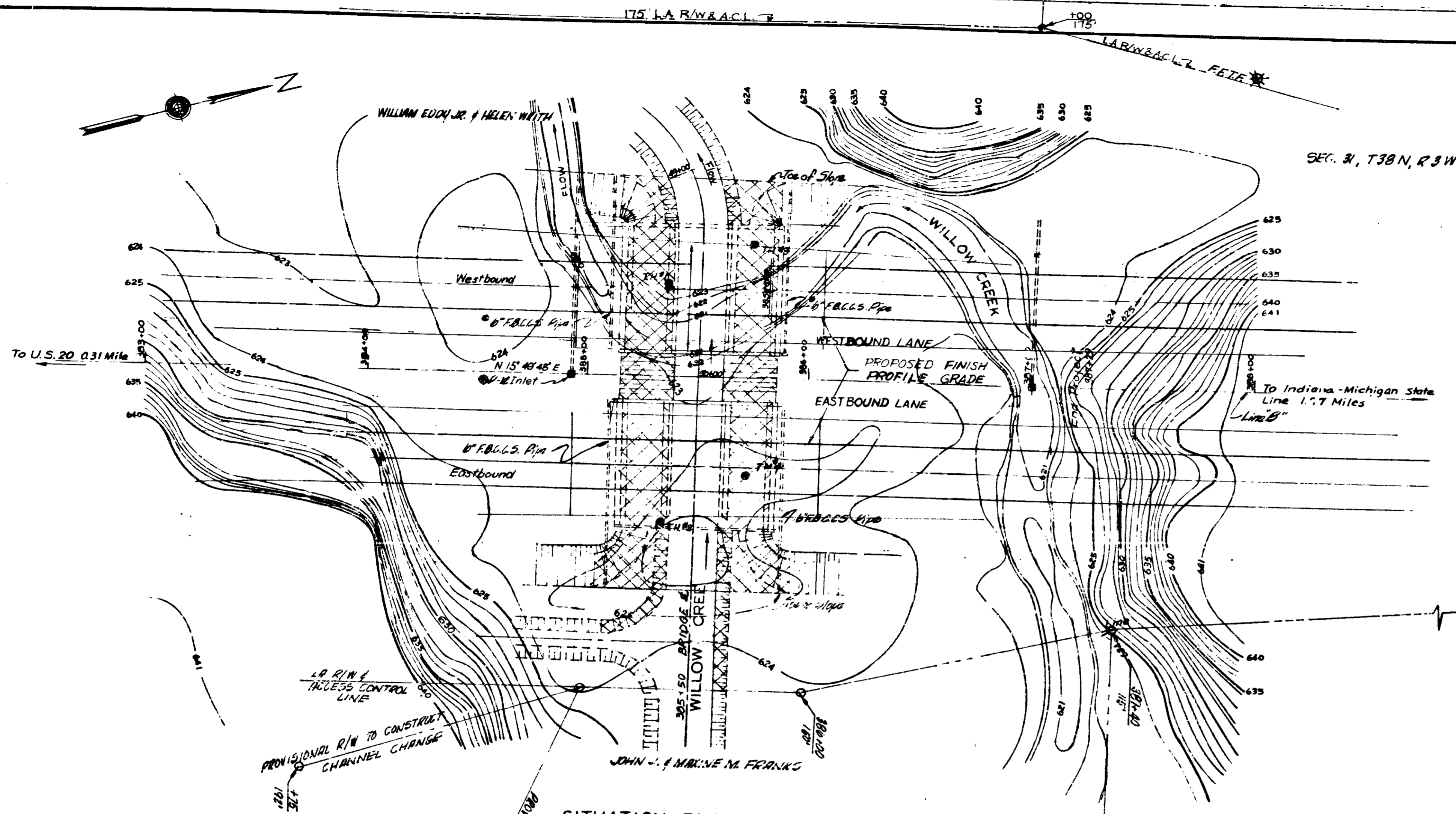
DRAWING: 32 OF 13
 PROJECT: I-94-2(37)45
 BRIDGE CONTRACT NO.
 BRIDGE FILE: I-94-45-44878



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

DESIGNED: *[Signature]* CWD
 DRAWN: *[Signature]* CWD
 TRACED: *[Signature]* CWD

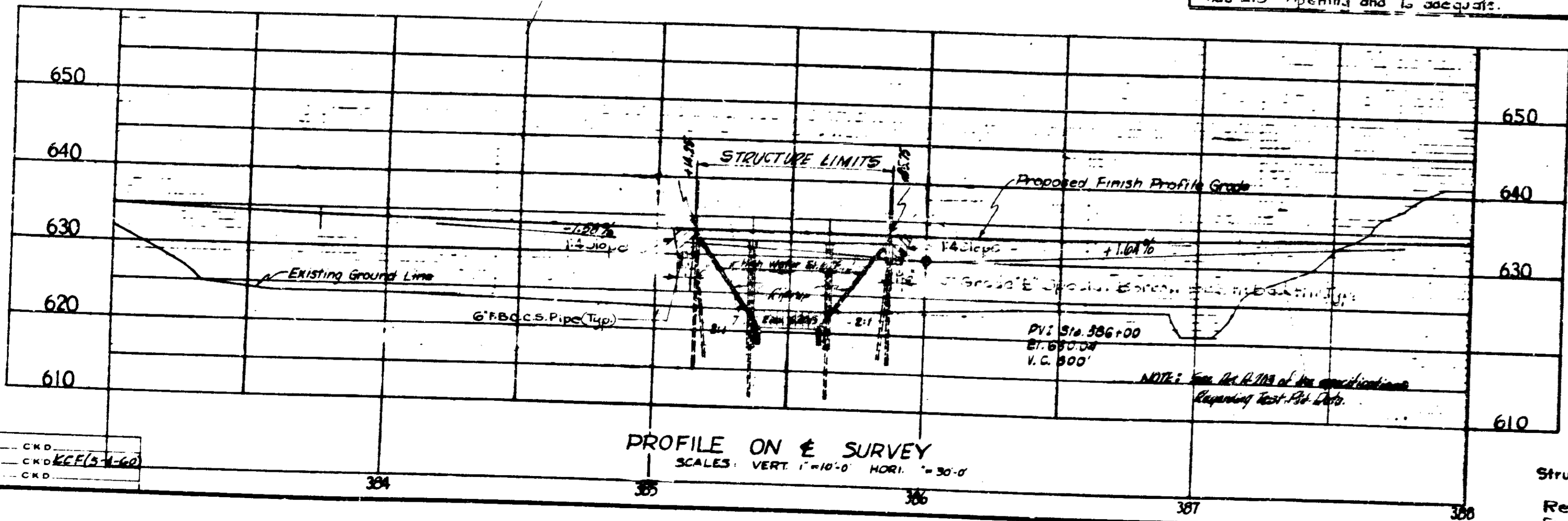
BRIDGES OVER 20' SPAN				
PUB. ROAD RES. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEET NO.
4	IND	I 94-2(97)45	1969	29B 148



NOTE: See Road Plans for References

BENCH MARKS (U.S.C. & G.S. DATUM)
 B.M.*33 - EL. 645.32 R.R. SPIKE IN EAST BASE OF 18" OAK, 165' LT. STA. 390+37
 B.M.*32 - EL. 640.98 R.R. SPIKE IN EAST BASE OF 18" TULIP TREE, 175' LT. STA. 361+40

Drainage Data
 Drainage Area = 8,115 Acres = 12.68 sq miles
 Design Discharge $Q_{60} = 2120$ C.F.S. H.W. EL. 628.2
 Precipitation 12.25 approx. 0.4 mile downstream has 415" opening and is adequate.



Note: Crosshatched areas indicate 150 sq. yds. of Riprap (includes 330 sq. yds. for the main equivalent).
 ● Items not included in bridge structure.

SURVEY BOOKS
 Transit 81227 P14
 Level 81271 P45 to P51

LAYOUT
 TWIN CONT. REINFC CONC SLAB BRIDGES
 3 SPANS 21'-0", 28'-0", 21'-0" + 58'-6" ROWW, 9" CURBS-NO SKEW
 OVER WILLOW CREEK ON I-94

STATE HIGHWAY DEPARTMENT OF INDIANA
 LAPORTE COUNTY

SCALE: AS NOTED
 NOVEMBER 10 1969

SUBMITTED FOR APPROVAL: *C. S. ...*

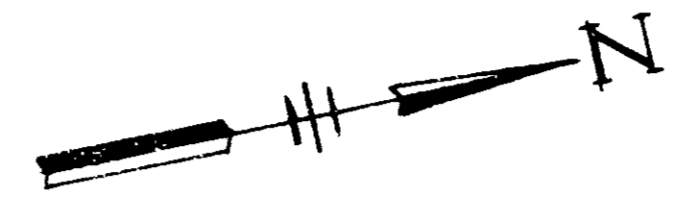
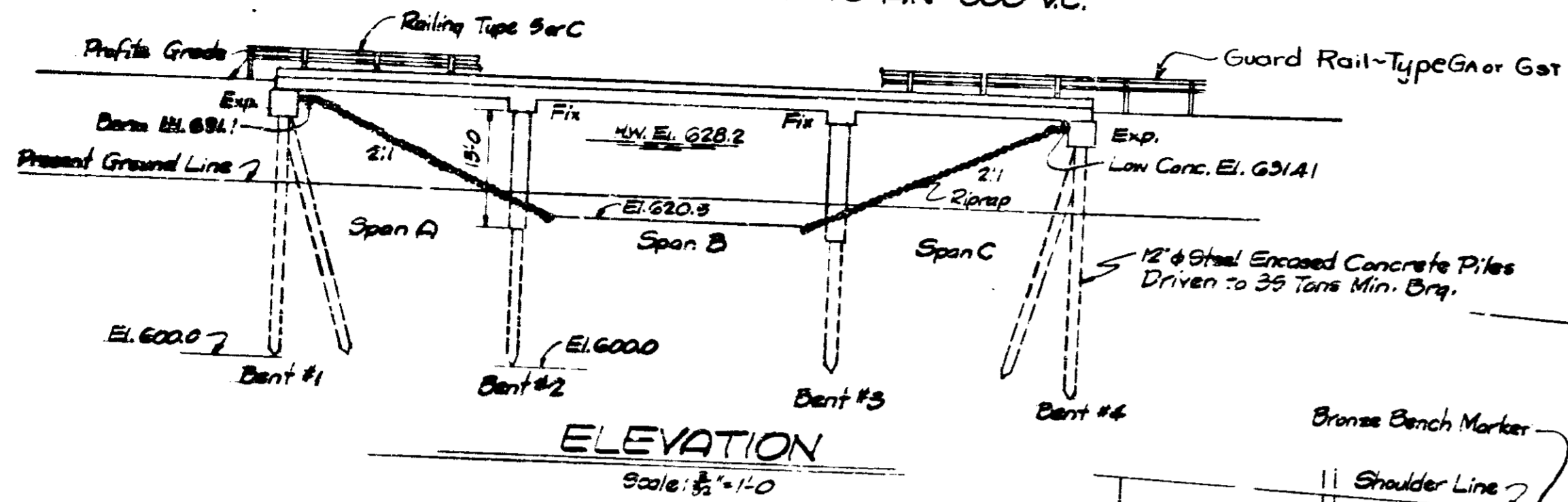
DRAWING: C1 OF C4
 PROJECT: I-94-2(97)45
 BRIDGE CONTRACT NO
 BRIDGE FILE: I-94-45-2486

Structure on Road Project I-94-2(97)45
 Rev. 8-20-69 Grade "B" Spec. Basis w.
 Rev. 11-22-68 Riprap Note, Hydraulic Data & G' Pipe

DESIGNED: CKD
 DRAWN: L. L. CKD
 TRACED: CKD

PROFILE ON E SURVEY
 SCALES: VERT. 1"=10'-0" HORI. 1"=30'-0"

STRUCTURE TO BE BUILT TO AN 800' V.C.



BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-94-2072-1	1968	29C	148

GENERAL NOTES

No present structure at proposed bridge site. Piles shall have minimum bearing value shown on detail drawings. Determine pile lengths by Art. F 203 of specifications. For details of steel encased concrete piles see Bridge Standard C1, and applicable articles in the specifications. Piles shall be driven to elevation shown on plans or below if necessary to obtain desired bearing. Reinforcing steel covering shall be 2" in top and 1" in bottom of floor slabs with 2" in all other parts unless noted. Concrete in superstructure, bent caps and encasement around encasement around piles to be class "D". Concrete in steel encased concrete piles to be class "D". Continuous concrete pours shall be required between construction joints as shown on detail plans. Seal the top of bents with epoxy resin, cost to be included in other items in the contract. Bevel forms 1/2" under capings; and chamfer exposed edges 1 inch unless noted. Construct 12" hand laid riprap or Precast Conc. Riprap-Type A as shown on layout. Tolerance in position of pile head maximum 2 inches. * Three 1 inch expansion joints with load transfer to be placed in the pavement as shown on Bridge std. M3. All railings to be constructed perpendicular to grade. See special provisions for items included in this contract.

Note: For Pay Items covering this structure see Bridge Summary.

DESIGN DATA

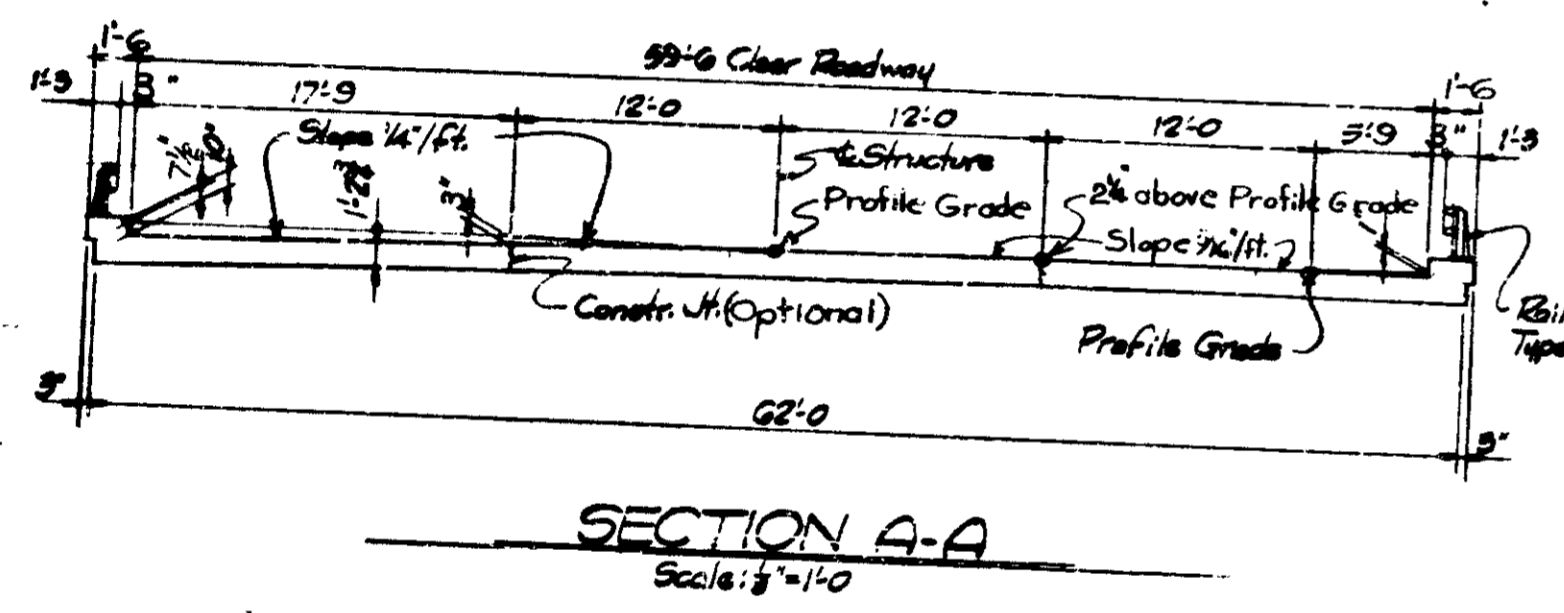
Designed for HS 20-44 loading in accordance with 1965 A.A.S.H.O specifications. Checked for 2-24,000# piles spaced 4' apart.

TYPICAL CROSS SECTION

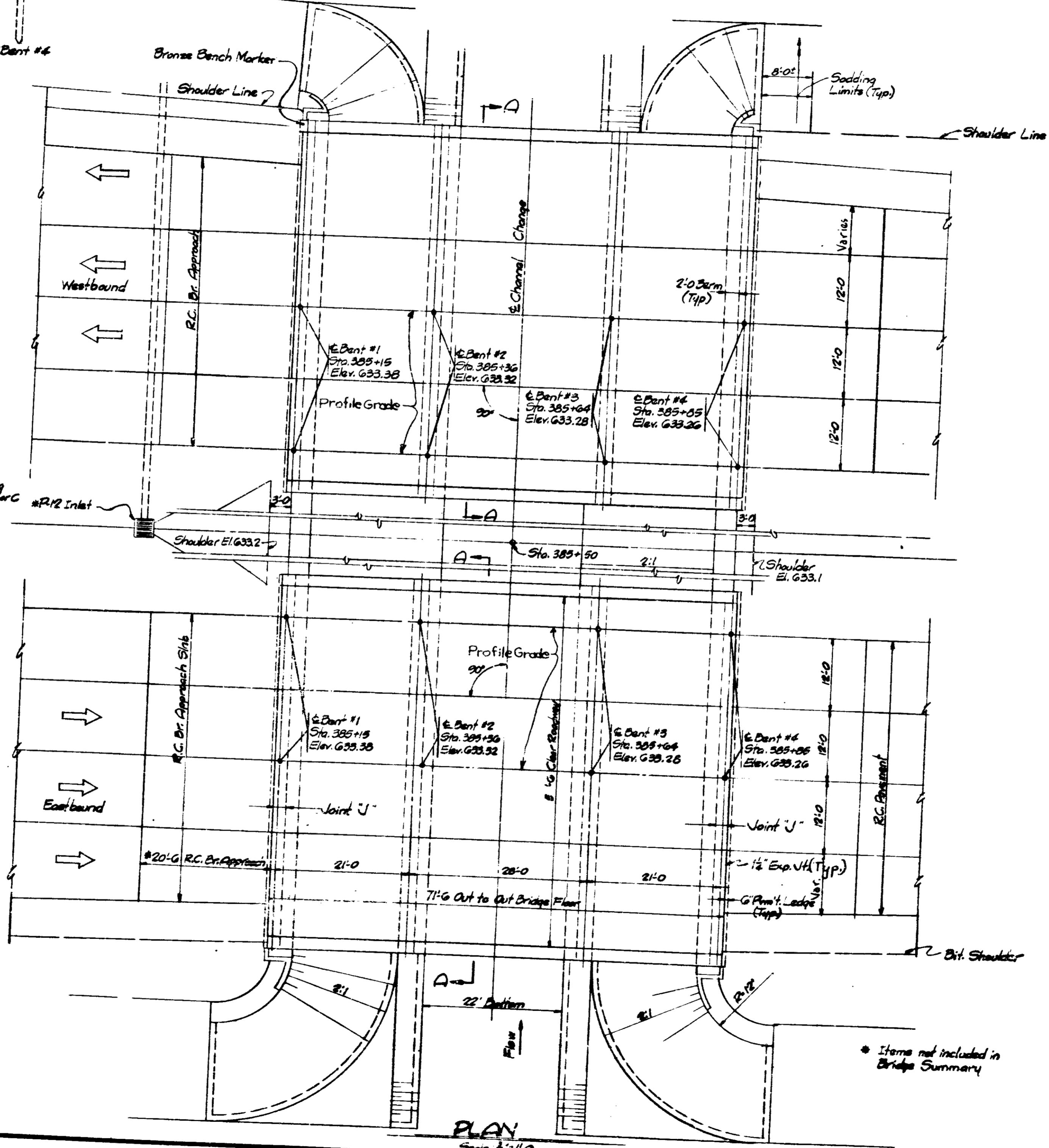
See Road Plans

JOINT LEGEND

1/2" Exp. Jt. (See 1" Exp. Jt. Br. Std. C1)
Joint "J" indicates 3" preformed joint filler under front 6" of slab bearing area and one layer of medium weight roofing felt under remainder of bearing area.



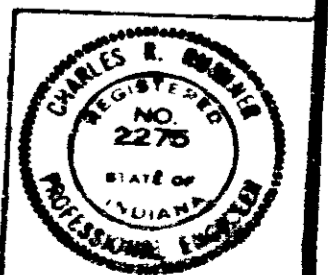
STANDARD DRAWINGS		PURPOSE
BR. STD.	RD. STD.	
C1		Reinf. Bar Notes, Pile Splice Details, Pile Encasement Details & Exp. Jt.
BR1		Aluminum Railings Type B
BR2		Aluminum Railings Details
BR3		Steel Railings Type C
BR4		Steel Railings Details
	MBA	Riprap



GENERAL PLAN
TWIN CONTINUOUS REINFORCED CONCRETE SLAB BRIDGES
3 SPANS 21'-0", 28'-0", 21'-0" - 38'-6" EDG. 9" CURBS - NO SKEW
OVER WILLOW CREEK
ON I-94

INDIANA STATE HIGHWAY COMMISSION
LAPORTE COUNTY

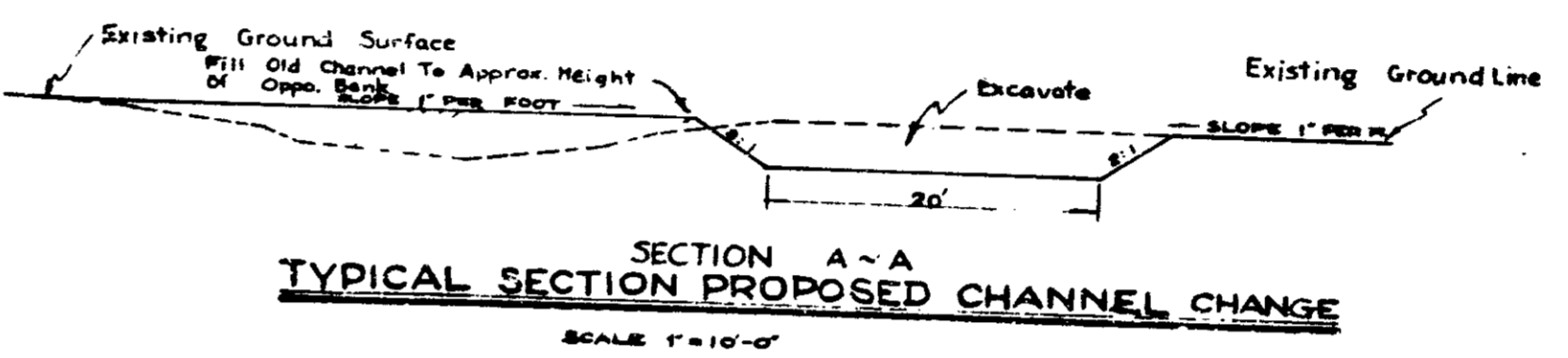
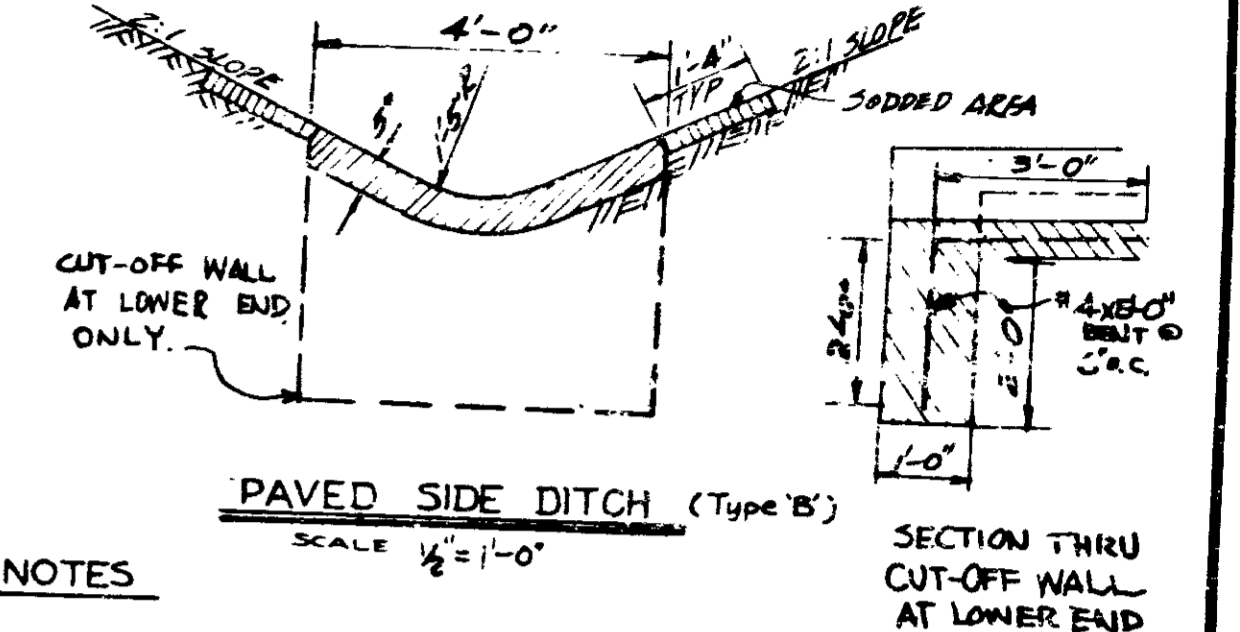
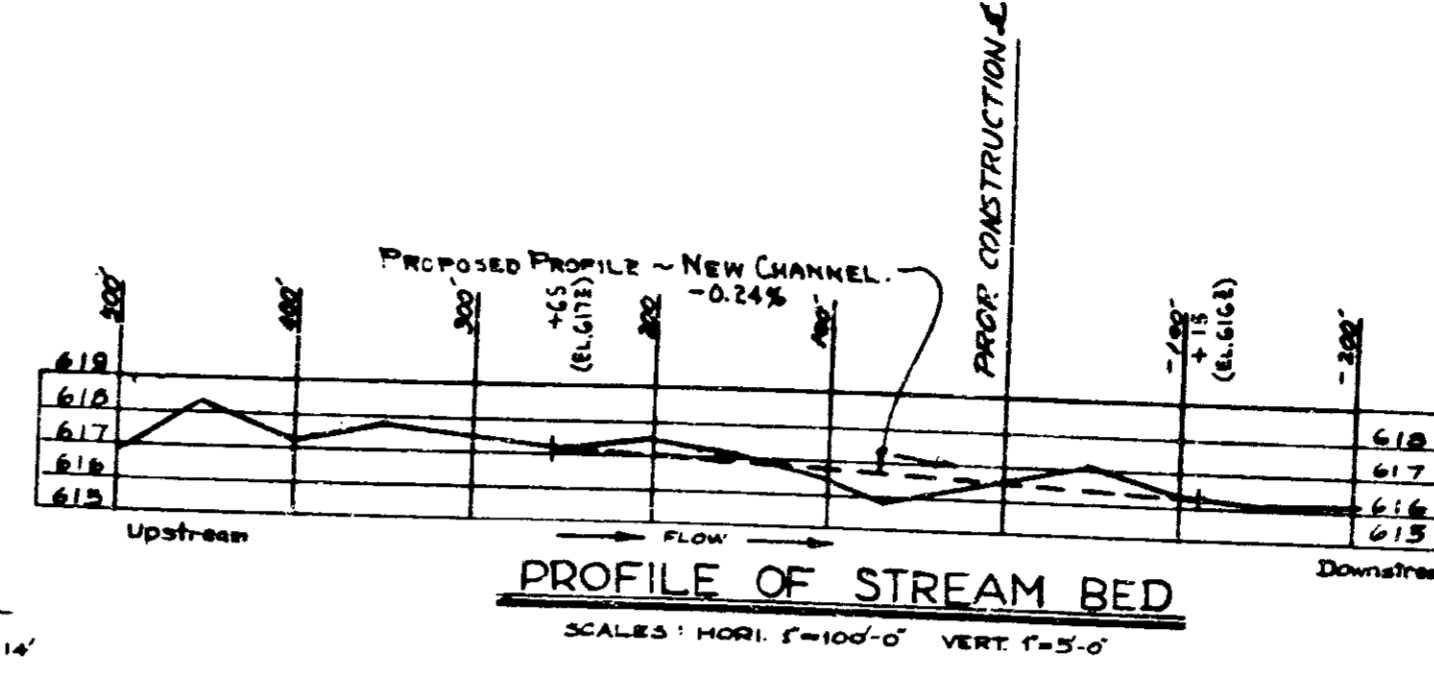
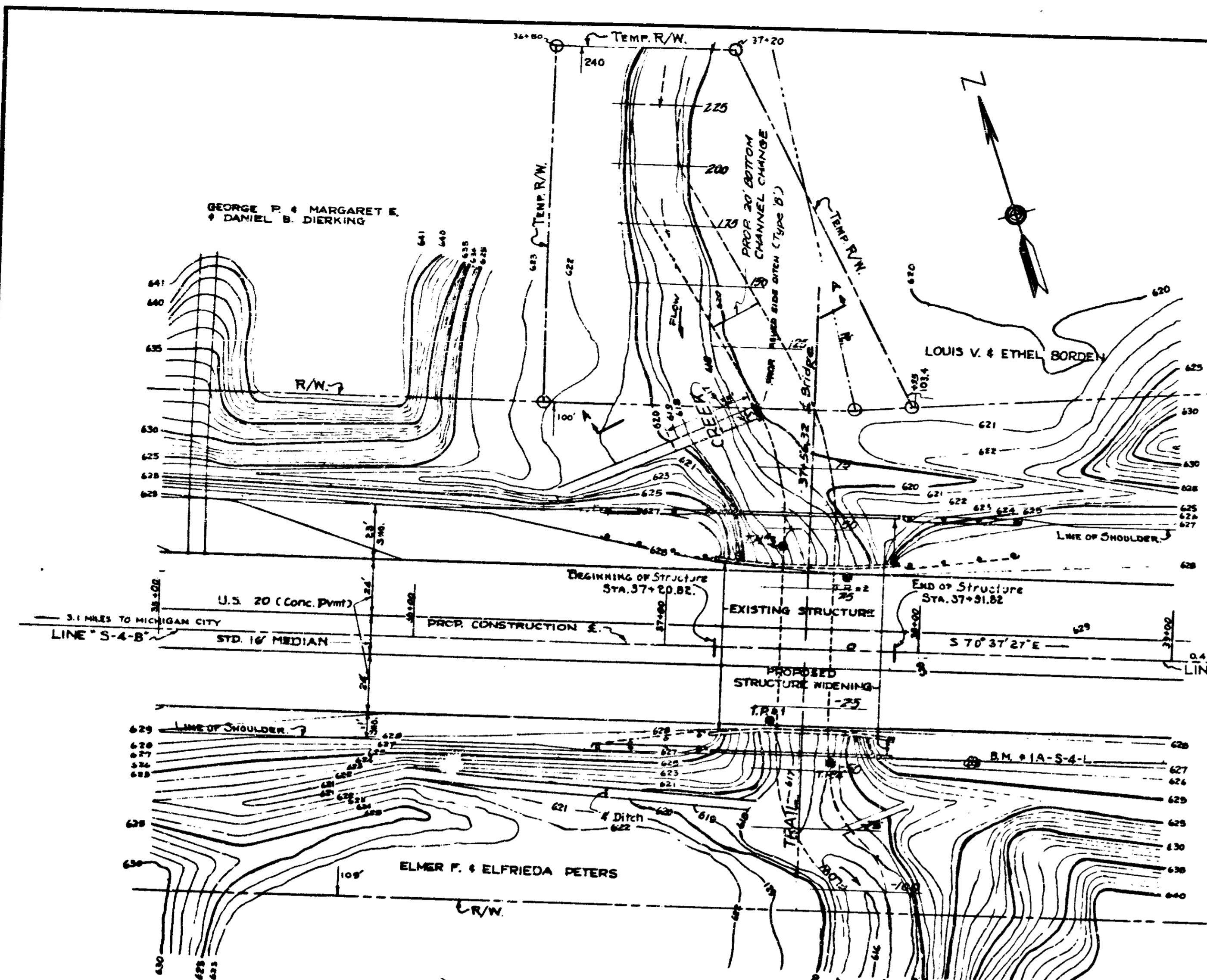
SCALE: - AS NOTED
RECOMMENDED FOR APPROVAL: *Ch. R. ...*
NOVEMBER 10, 1968
DRAWING: C2 OF 4
PROJECT: I-94-2072-1
BRIDGE CONTRACT NO.
BRIDGE FILE: I-94-20-448B



DESIGNED: CKD
DRAWN: CKD
TRACED: CKD

Rev. 11-22-68 Railing, Curb, Slab & P.v.m.t.

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-94-2(87)45	1960	290	148



GENERAL NOTES

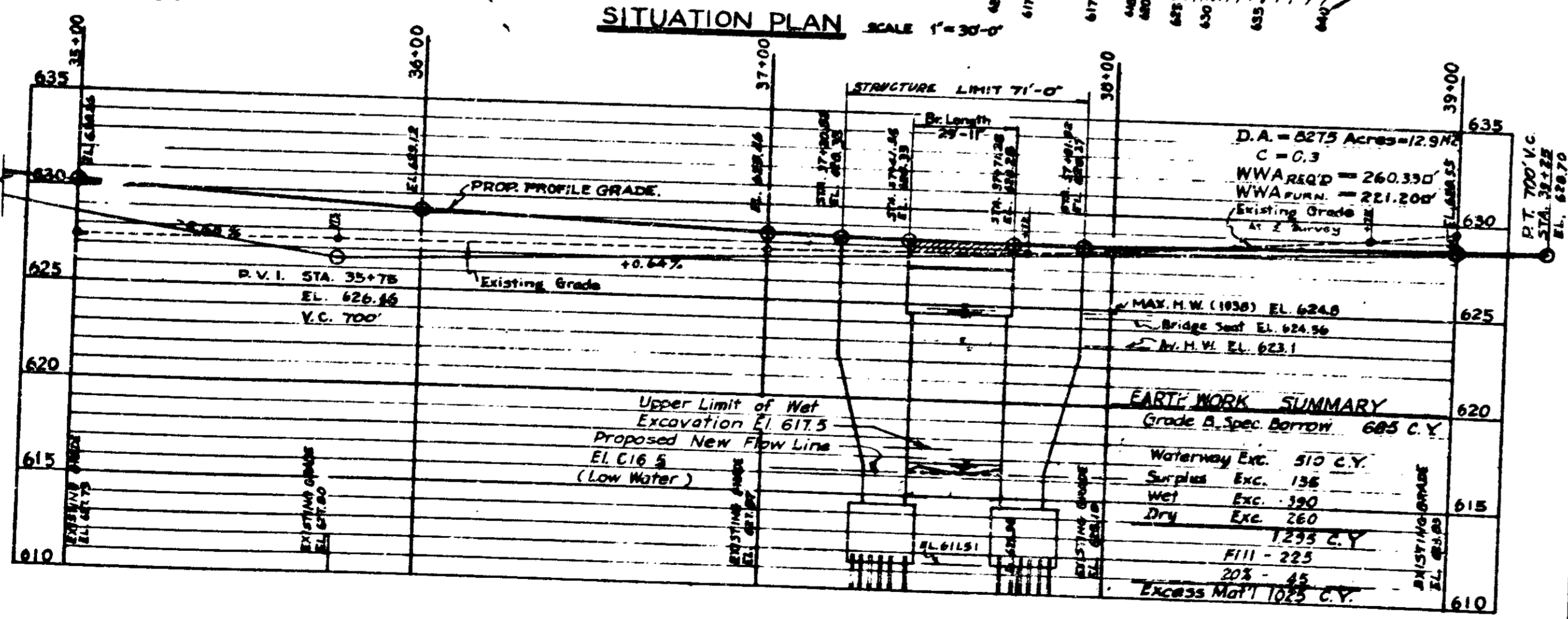
1. Piles shall have minimum bearing value shown on detail drawings. Determine pile lengths by Art. F103 of Specifications.
2. Reinforcing steel covering shall be 1 inch in floor slabs, 3 inches in footings, and 2 inches in all other parts unless noted otherwise.
3. Concrete in footings, abutments and wingwalls shall be class 'E'.
4. Concrete in superstructure including special conc. center curb shall be class 'F'.
5. Concrete pours shall be continuous between joints shown on the drawings.
6. Waterproof abutments, wingwalls and curtain walls in accordance with the Specifications.
7. Bevel forms 1/4 inch under copings, and chamfer exposed edges 1 inch unless noted otherwise.
8. Four (4) standard type RT roadway drains shall be placed as shown on the General Plan.
9. Outlet ends of drains thru structure shall project 3 inches. Cut or burn off inlet ends flush with concrete.
10. All railings shall be constructed perpendicular to top of concrete curb.
11. See special provisions for items included in this contract.

JOINT LEGEND

1. Joint 'C' indicates 1/2" preformed joint filler under front 3" of girder bearing area with one layer of medium weight roofing felt under remainder of bearing area and on vertical faces of keyways.
2. Joint 'D' indicates 1/2" preformed joint filler under front 3" of girder bearing area.
3. Joint 'H' indicates vertical 1/2" preformed joint filler extending down from top of coping to top of bridge seat, per Typical Section D-D, with 12# soft copper flashing and 2-ply fabric waterproofing per Art. 103.10 (b) of Specifications.
4. Dead Load Deflection: 3/16"

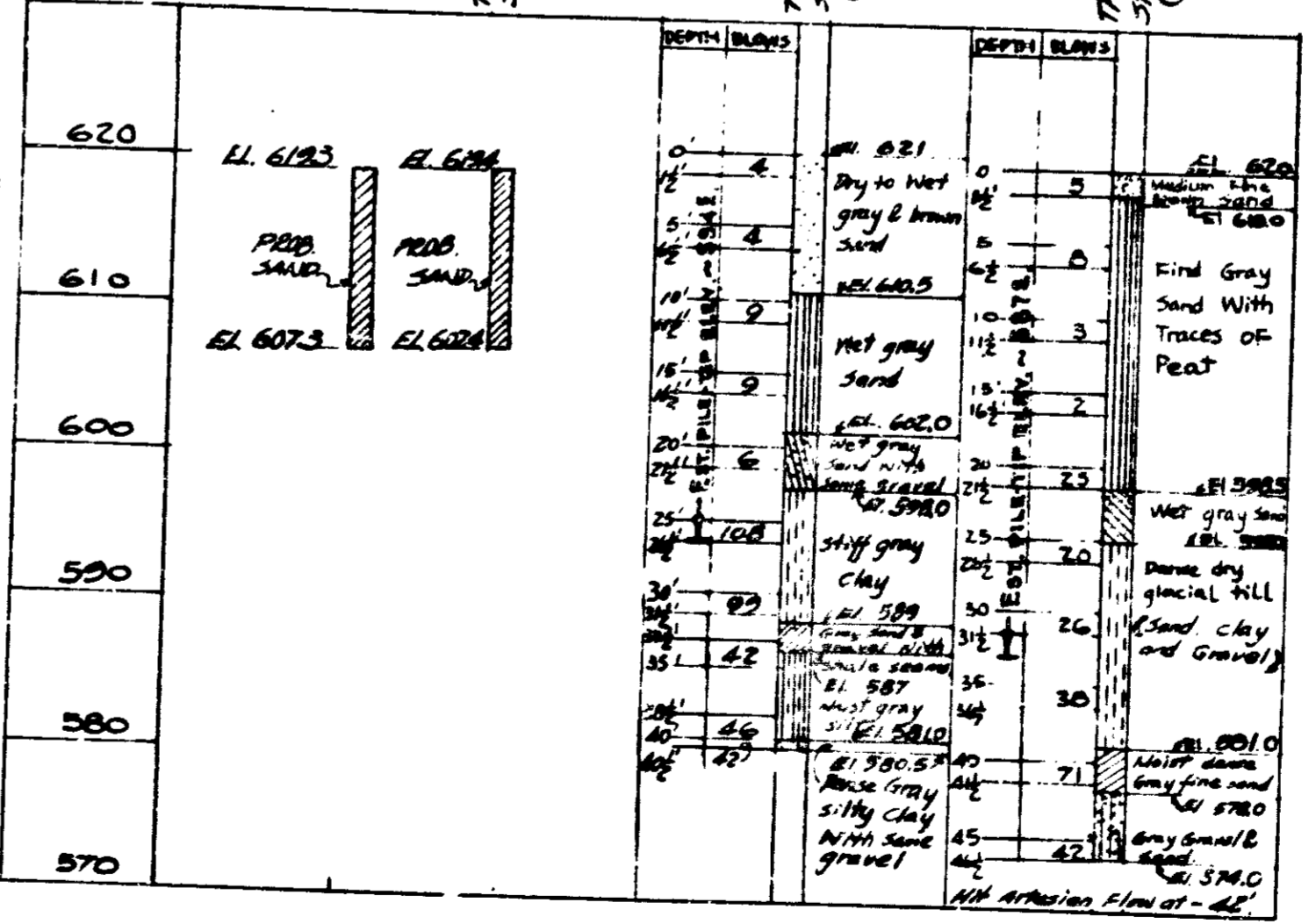
BENCH MARKS (USC & GS DATUM)

- B.M. # 1-S-4-B 644.663'
 - Cut On West Conc. Headwall
 - 55' Lt. Sta. 2b+75
- B.M. # 2-S-4-B 644.722'
 - Cut On West Headwall
 - 55' Lt. Sta. 74+00
- B.M. # 1A-S-4-L 626.914'
 - R.R. Spike - No. Side of 30" Elm-In Base-
 - 45' Rt. Sta. 36+23



EARTH WORK SUMMARY

Waterway Exc.	510 C.Y.
Surplus Exc.	138
Wet Exc.	320
Dry Exc.	260
Fill - 225	1295 C.Y.
Fill - 225	275 - 45
Excess Mat'l	1025 C.Y.



NOTE: See Art. A-203 of Specifications regarding TEST PIT DATA.

DESIGN DATA

1. Specifications: Designed for H20-S16-44 loading in accordance with 1965 AASHTO spec., except slab designed for 16,000# wheel load. Checked for 2-24,000# wheel loads spaced at 4'-0" o.c.
2. Dead load: Actual weight of deck plus fill and asphaltic concrete surfacing.
3. Slab: Designed for 16,000# wheel load plus impact.
4. Unit Stresses:
 - Reinforcing Steel Tension: 20,000 psi
 - Concrete Compression: 1,200 psi
 - n: 10
5. Dead Load Deflection: 3/16"

LAYOUT
REINFORCED CONCRETE BRIDGE EXT
 1 SPAN @ 25'-0" CLEAR 96'-0" ROADWAY
 OVER TRAIL CREEK ON US 20 - INDIANA
STATE HIGHWAY DEPARTMENT OF INDIANA
 LAPORTE COUNTY

SCALE: - AS NOTED APRIL 19, 1960

SUBMITTED FOR APPROVAL
 DRAWING: C, OF 5
 PROJECT: I-94-2(87)45 STATION: 37+56.32
 BRIDGE CONTRACT NO.
 BRIDGE FILE: 20-16-1789C.

DESIGNED: HSP CKD
 DRAWN: HSP CKD
 TRACED: CKD

SUBSURFACE DRAINAGE

LANE	STATION	TYPE "K" SSD - FT.	F.B.C.C.S.P. FT.	DELINEATOR POSTS - EA.	"L" REQ'D.	"T" REQ'D.	REMARKS	LANE	STATION	TYPE "K" SSD - FT.	F.B.C.C.S.P. FT.	DELINEATOR POSTS - EA.	"L" REQ'D.	"T" REQ'D.	REMARKS
LINE "B"															
LT. MEDIAN	346+20 TO 353+50	730	-	-	-	1	CONNECT TO PIPE STR. #11 @ STA. 353+50.	LT. MEDIAN	62+50 TO 70+65	815	-	-	-	1	CONNECT TO PIPE STR. #46 @ STA. 62+50
RT. MEDIAN	346+20 TO 353+50	730	16	-	1	-	CONNECT TO STR. #11 @ STA. 353+50.	RT. MEDIAN	62+50 TO 70+65	815	8	-	1	-	CONNECT TO STR. #46 @ STA. 62+50
LT. MEDIAN	353+50 TO 360+00	650	-	-	-	1	CONNECT TO PIPE STR. #13 @ STA. 360+00								
RT. MEDIAN	353+50 TO 360+00	650	16	-	1	-	CONNECT TO STR. #13 @ STA. 360+00								
LT. MEDIAN	360+00 TO 367+90	790	-	-	-	1	CONNECT TO PIPE STR. #16 @ STA. 367+90								
RT. MEDIAN	360+00 TO 367+90	790	16	-	1	-	CONNECT TO STR. #16 @ STA. 367+90								
LT. MEDIAN	370+00 TO 377+00	700	-	-	-	1	CONNECT TO PIPE STR. #17 @ STA. 377+00								
RT. MEDIAN	370+00 TO 377+00	700	16	-	1	-	CONNECT TO STR. #17 @ STA. 377+00								
LT. MEDIAN	377+00 TO 384+92	792	-	-	-	1	CONNECT TO PIPE STR. #18 @ STA. 384+92								
RT. MEDIAN	377+00 TO 384+92	792	16	-	1	-	CONNECT TO STR. #18 @ STA. 384+92								
LT. OUTSIDE	377+50 TO 384+25	675	52	1	1	-	DRAIN THRU RT. SHOULDER								
RT. OUTSIDE	378+75 TO 382+35	360	48	1	1	-	DRAIN THRU LT. SHOULDER								
LT. OUTSIDE	387+65 TO 397+00	935	64	1	1	-	DRAIN THRU LT. SHOULDER @ STA. 387+65								
RT. OUTSIDE	387+50 TO 397+00	950	34	1	1	-	DRAIN THRU RT. SHOULDER @ STA. 337+50								
LT. MEDIAN	386+08 TO 397+00	1092	40	-	1	-	DRAIN THRU STR. #20 @ STA. 385+90								
RT. MEDIAN	386+08 TO 397+00	1092	40	-	1	-	DRAIN THRU STR. #20 @ STA. 385+90								
LINE S-4-B															
LT. MEDIAN	38+25 TO 45+00	675	-	-	-	1	CONNECT TO PIPE STR. #39 @ STA. 38+25								
RT. MEDIAN	38+25 TO 45+00	675	8	-	1	-	CONNECT TO STR. #39 @ STA. 38+25								
LT. OUTSIDE	38+25 TO 45+00	675	20	1	1	-	DRAIN THRU LT. SHOULDER @ STA. 38+25								
RT. OUTSIDE	38+25 TO 45+00	675	20	1	1	-	DRAIN THRU RT. SHOULDER @ STA. 38+25								
LT. OUTSIDE	45+00 TO 52+10	710	20	1	1	-	DRAIN THRU LT. SHOULDER @ STA. 45+00								
RT. OUTSIDE	45+00 TO 52+10	710	8	-	1	-	CONNECT TO STR. #41 @ STA. 45+00								
LT. MEDIAN	45+00 TO 52+10	710	-	-	-	1	CONNECT TO PIPE STR. #41 @ STA. 45+00								
RT. MEDIAN	45+00 TO 52+10	710	20	1	1	-	DRAIN THRU RT. SHOULDER @ STA. 45+00								
LT. MEDIAN	52+10 TO 62+50	1040	8	-	1	-	CONNECT TO STR. #43 @ STA. 52+10								
RT. MEDIAN	52+10 TO 62+50	1040	-	-	-	1	CONNECT TO PIPE STR. #43 @ STA. 52+10								

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. PER SQ. YD.	GAGES THICKNESS OR ALUM.	CULVERT PIPE END SECTION	REMARKS
								UP ELEV.	STREAM ELEV.	DOWN ELEV.						
1.	369+08			BRIDGE FILE NO. 1-94-45-4487 S												
2.	385+50			BRIDGE FILE NO. 1-94-45-4488											TO BE BUILT IN COMBINATION WITH ROAD PROJECT.	
3.	37+56			BRIDGE FILE NO. 20-46-1789 C											SAME AS ABOVE.	
	LINE "B"														SAME AS ABOVE.	
11.	353+50			STD. INLET, TYPE P-12 &												
		12		F.B.C.C.S./P.I.	164'		3	658.69	637.45		13		16			
12.	355+15	66	C	F.B.C.C.S./P.I. (STRUTTED) OR STRUCTURAL PLATE (GA. #12 T.&S., GA. #10 BOTTOM) OR HEAVY DUTY REINF. CONC. PIPE	382		30	627.80	624.00	3.92	405		12	1	TWO(2) BENDS REQ'D. @ 20°	
		66													TWO(2) PIPE ANCHORS REQ'D.	
		60													12" HAND LAD RIPRAP REQ'D. 5 SYS. AT INLET & 25 SYS. AT OUTLET	
13.	360+00			STD. INLET, TYPE P-12 &												
		12		F.B.C.C.S./P.I.	128		3	652.21	636.20		13		16	1	TWO(2) BENDS REQ'D. @ 18°	
14.	362+50	36	B	PIPE	298		25	629.68	624.37		92		16	2		
15.	367+00	36	B	PIPE	362		25	627.80	624.72		82		16	2		
16.	367+90			STD. INLET, TYPE P-12 &												
		12		F.B.C.C.S./P.I.	148		2	649.88	625.20		13		16	1	TWO(2) BENDS REQ'D. @ 22°-30'	
17.	377+00			STD. INLET, TYPE P-12 &												
		12	A	PIPE	90		2	640.98	636.00		9		16	1		
18.	384+84			STD. INLET, TYPE P-12												
		12	A		114		3	630.25	621.44		13		16	1	TWO(2) BENDS REQ'D. @ 22°-30'	
19.	385+10 LT.	6		F.B.C. PERF. C.S. PIPE	80									1		
19A	385+10 RT.	6		F.B.C. PERF. C.S. PIPE	80											
20.	385+90 LT.	6		F.B.C. PERF. C.S. PIPE	80											
20A	385+90 RT.	6		F.B.C. PERF. C.S. PIPE	80											
21	387+00			STD. INLET, TYPE P-12 &												
		12		F.B.C.C.S./P.I.	118		2	630.21	621.04		11		16	1	TWO(2) BENDS REQ'D. @ 14°	
	Line S-E-C															
22.	10+18	36	A	PIPE	108		12	634.62	633.98		21		16	2		
23.	15+93	36	A	PIPE	68		4	631.11	630.81		9		16	2		
	Line S-E-L															
24.	2+50	36	A	PIPE	60		3	630.14	629.84		11		16	2		
	Line S-W-C															
25.	3+00	36	A	PIPE	62		4	627.70	626.85		9		16	2		
26.	10+90	36	B	PIPE	188		22	620.98	620.60		32		16	2		
	Line S-W-L															
27.	3+15	36	B	PIPE	216		22	622.31	621.69		17		16	2		
	Line N-E-C															
28.	6+00	36	A	PIPE	108		9	626.98	626.12		11		16	2		
29.	14+50	36	A	PIPE	104		8	633.60	624.08		9		16	2		
	Line N-E-L															
30.	8+15	36	A	PIPE	76		4	629.94	629.05		9		16	2		
	Line N-W-C															
31.	5+00	36	A	PIPE	60		2	635.80	634.10		9		16	2		
32.	12+35	36	A	PIPE	80		4	626.30	626.00		11		16	2		

STRUCTURE NUMBER	LOCATION	SIZE INCHES	GROUP	DESCRIPTION	LENGTH FEET	SKEW	COVER	FLOW LINE			CONCRETE CLASS 'D'	SPECIAL REINFORCING GRADE 'B'	REINFORCING STEEL LBS. PER SQ. YD.	GAGES THICKNESS OR ALUM.	CULVERT PIPE END SECTION	REMARKS
								UP ELEV.	STREAM ELEV.	DOWN ELEV.						
	Line N-W-L															
33.	2+50	36	A	PIPE	70		2	627.30	627.00		9		16	2		
	Line S-4-B															
34.	28+00 LT.	12	D	PIPE (C.S.)	24		2	644.73	644.09		1		16	12	2	
35.	28+00 RT.	12	D	PIPE (C.S.)	24		2	644.73	644.09		1		16	12	2	
35A	31+50			STD. INLET, TYPE R-13 &												
		12		F.B.C.C.S./P.I.	52		2	634.66	634.32		9		16		1	
36.	33+75 LT.	24	D	PIPE (C.S.)	86		2	625.15	624.10		12		16	12	2	
37.	34+50 RT.	18	D	PIPE (C.S.)	76		2	628.20	627.20		7		16	12	2	
38.	37+00			STD. INLET, TYPE R-13 &												
		15		F.B.C.C.S./P.I.	84		2	625.27	619.00		13		16		1	
39.	38+25			STD. INLET, TYPE R-13 &											TWO(2) BENDS REQ'D. @ 15°-00'	
		12	A	PIPE	70		2	625.12	622.50		13		16		1	
40.	41+00			STD. INLET, TYPE R-13 &												
		12	A	PIPE	68		2	626.63	625.25		13		16		1	
41.	45+00			STD. INLET, TYPE R-13 &												
		12	A	PIPE	56		2	628.74	627.20		13		16		1	
42.	49+00			STD. INLET, TYPE R-13 &												
		12	A	PIPE	88		2	629.95	625.20		13		16		1	
43.	52+10			STD. INLET, TYPE R-13 &												
		12	A	PIPE	86	25°	2	630.76	628.20		14		16		1	
44.	54+89			EXISTING TWIN 6'x6' BOX CULVERT						7.10	187	480			SEAL INLET AND OUTLET ENDS	
45.	57+50			STD. INLET, TYPE R-13												
		12	A	PIPE	64		2	632.24	632.00		13		16		1	
46.	62+50			STD. INLET, TYPE R-13 &												
		12		F.B.C.C.S./P.I.	110		6	634.13	626.00		13		16		1	
47.	67+20			STD. INLET, TYPE R-13 &												
		12		F.B.C.C.S./P.I.	88		2	636.96	631.10		13		16		1	
	Line F.R.#1															
48.	0+34	12	D	PIPE (C.S.)	30		2	640.27	640.07		1		16	12	2	
49.	7+69	12	D	PIPE (C.S.)	30		2	638.03	637.83		1		16	12	2	

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

QUANTITIES FOR APPROACHES

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SECTION NO.	SHEET NO.	TOTAL SHEETS
4	IND.	1-94-2(37)45	1969	31A	148

LINE	LOCATION	DESCRIPTION	CUT		FILL		WIDTH FT.	LENGTH FT.	RADI FT.	10" R.C. PAVEMENT		6" SUBBASE		TYPE "P" C.A. BASE			1" PREFORMED JOINT FILLER LFT.	BITUMINOUS MIXTURE FOR APPROACHES		PRIME TON	BITUM. SURFACE TON	SEAL TON	COVERING AGGREGATE TON	BITUMINOUS BASE TON
			CYS.	CYS.	SYS.	CYS.				3" SYS.	8" SYS.	TONS	TONS	TON	TON									
S-4-B	STATION 28+00	CROSSOVER					10	42	5	28.3	4.7													
S-4-B	STATION 28+00 LT.	CLASS II PVT. DR.					12	49	15 & 25					66		11		11	0.10					
S-4-B	STATION 28+00 RT.	CLASS II PVT. DR.	4				12	44	15 & 25					59		10		10	0.09					
S-4-B	STATION 34+06 LT.	PUBLIC ROAD APPROACH					20	115	50 & 100	454.1	76						20							
S-4-B	STATION 34+00	CROSSOVER CO. RD. 600					16	150		629.3	105													
S-4-B	STATION 34+13.3 RT.	PUBLIC ROAD APPROACH					20	120		935.0	156													
F.R. #1	STA. 60+75 TO STA. 66+96	FRONTAGE ROAD	1865	44																				
S-4-B PR	STATION 66+71.1	PUBLIC ROAD APPROACH					24	106	50 & 100	520.2	87			342.2	684.4				2.25		100	2.25	19.25	
S-4-B	STATION 66+65	CROSSOVER					50	40	10, 55, & 150	1006.2	168						20							
																	20							
TOTALS			1869	44						3673.1	906.7			126	342.2	786.4	89	21	2.44	100	2.25	18.25		

DEMOLITION PORTION ITEMS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-94-2(37)45	1969	318	148

PARCEL NUMBER	DESCRIPTION OF STRUCTURE	LOCATION	PARCEL NUMBER	DESCRIPTION OF STRUCTURE	LOCATION
1	HOUSE HOUSE BARN SHED	370+28, 395 L, LINE B 371+36, 225 L, LINE B 371+38, 236 L, LINE B 371+38, 256 L, LINE B			
2	HOUSE SHOP BLACK HOUSE BARN	67+10, 164 L, LINE S-4-B 60+00, 102 L, LINE S-4-B 65+00, 90 L, LINE S-4-B 57+32, 266 L, LINE S-4-B			
13	HOUSE/ATT. GARAGE	39+68, 76 L, LINE S-4-B			
15	HOUSE HOUSE	44+30, 182 L, LINE S-4-B 44+78, 242 L, LINE S-4-B			
16	SHED	47+00, 212 L, LINE S-4-B			
17	HOUSE GARAGE C.B. SHED	370+40, 308 L, LINE B 371+12, 292 L, LINE B 571+86, 312 L, LINE B			
19	HOUSE/ATT. GARAGE HOUSE GARAGE	372+62, 80 R, LINE B 72+00, 170 R, LINE B 372+60, 188 R, LINE B			
21	METAL HOG SHED BARN/LEAN TO CORN CRIB 4 SHEDS	58+79, 124 R, LINE S-4-B 57+91, 65 R, LINE S-4-B 58+70, 84 R, LINE S-4-B			
23	SHED	63+16, 82 L, LINE S-4-B			

