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FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	124(2)	1948	1	106

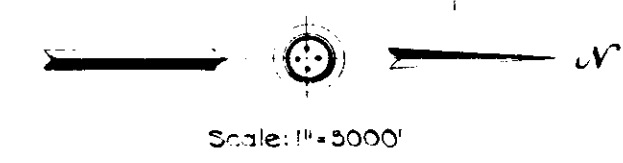
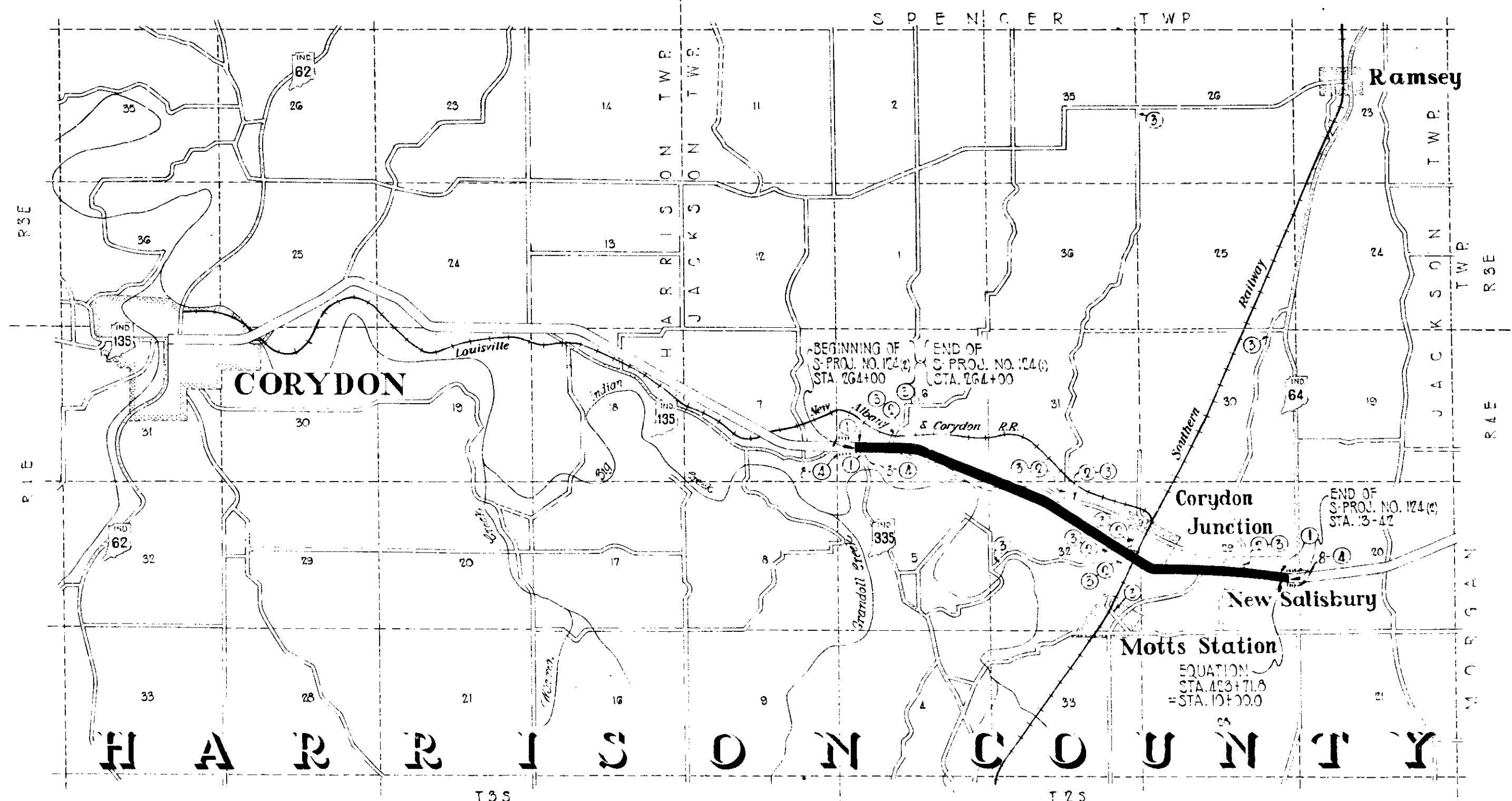
**STATE OF INDIANA**  
**STATE HIGHWAY COMMISSION**  
**PLAN AND PROFILE OF PROPOSED**  
**STATE HIGHWAY**  
**S PROJECT NO. 124(2) 1948**  
**CORYDON-PALMYRA ROAD**

Beginning on S.R. No. 135 at a point approximately 347 ft. North of the South Line of Sec. 6, T35, R4E and running in a Northerly Direction to a point on S.R. No. 135 approximately 195 ft. South of the North Line of Sec. 12, T25, R4E, all in Harrison County.

GROSS LENGTH: 3.030 MI.  
 NET LENGTH: 3.000 MI.  
 SCALES:  
 PLAN | LONG.—1"=100' 30' | PROFILE | HORIZ.—1"=100' 450'  
 | TRANS.—1"=100' 450' | | VERT.—1"=10'

MAX. GRADE = 3.256%

- LEGEND**
- ① Barricade Type "A" R. 1-10-R Sign
  - ② Barricade Type "B"
  - ③ 4-15 Sign
  - ④ Advance Sign



STATE HIGHWAY COMMISSION OF INDIANA  
 STANDARD SPECIFICATIONS DATED 1946  
 TO BE USED WITH THESE PLANS.

RECOMMENDED FOR APPROVAL 12-14-48  
*W. H. Roberts*  
 ENGINEER OF ROAD DESIGN, STATE HIGHWAY COMMISSION OF INDIANA

**REVISIONS**

NO.	DATE	DESCRIPTION
1	12-15-48	Index
2	12-15-48	Final Check Note
3	12-15-48	Est. of quantities

APPROVED AND ADOPTED 12-15-48  
 BY STATE HIGHWAY COMMISSION OF INDIANA  
*John H. Lewis*  
 CHIEF ENGINEER, STATE HIGHWAY COMMISSION OF INDIANA

APPROVED 12-15-48  
*Carl C. ...*  
 CHIEF ENGINEER, STATE HIGHWAY COMMISSION OF INDIANA

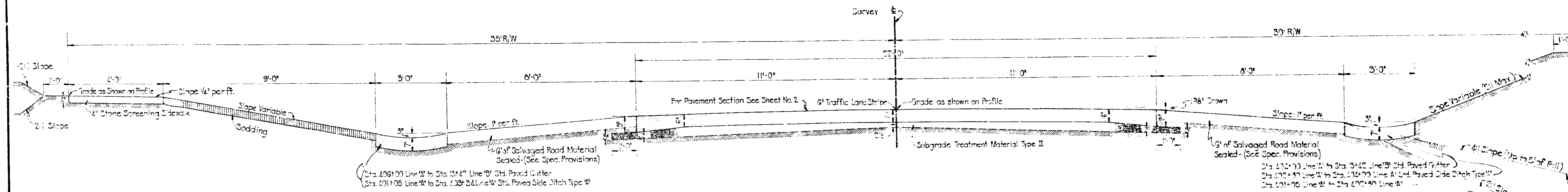
RECOMMENDED FOR APPROVAL DATE \_\_\_\_\_

CITY ENGINEER PUBLIC WORKS ADMINISTRATION FEDERAL WORKS AGENCY

APPROVED DATE \_\_\_\_\_

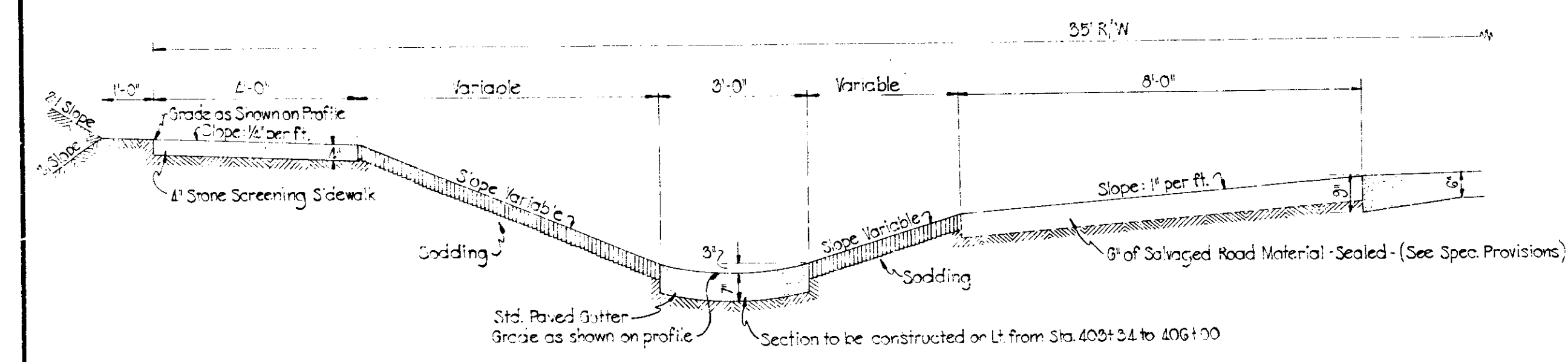
DIVISION ENGINEER PUBLIC WORKS ADMINISTRATION FEDERAL WORKS AGENCY

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	124 (2)	1948	3	106

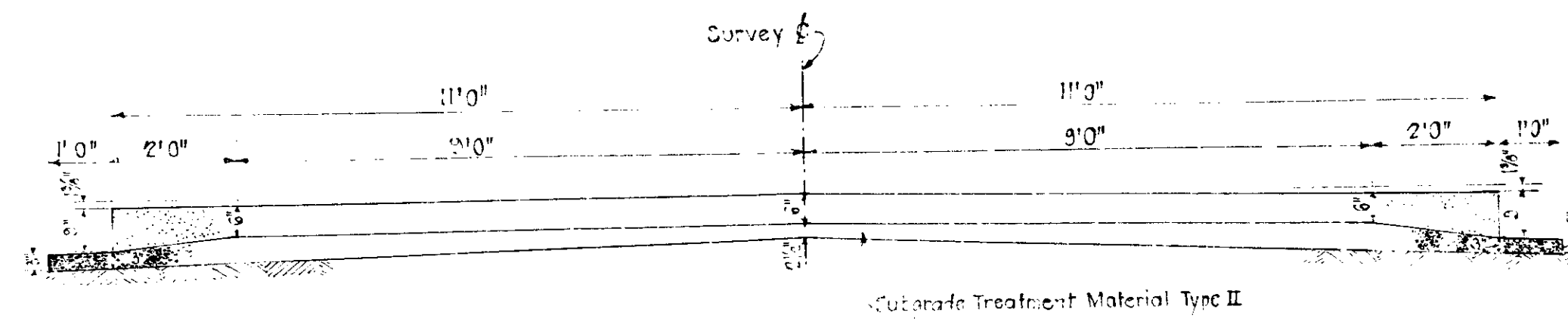


**TYPICAL CROSS SECTION**  
 TO BE CONSTRUCTED FROM STA. 403+34 LINE 'B' TO STA. 404+00  
 Scale: 1/2" = 1'-0"

NOTE: Where any part of a fill crosses a ditch, that ditch shall be continued throughout the fill on that side.



**TYPICAL SECTION OF SUBGRADE TREATMENT**  
 Scale: 1/2" = 1'-0"



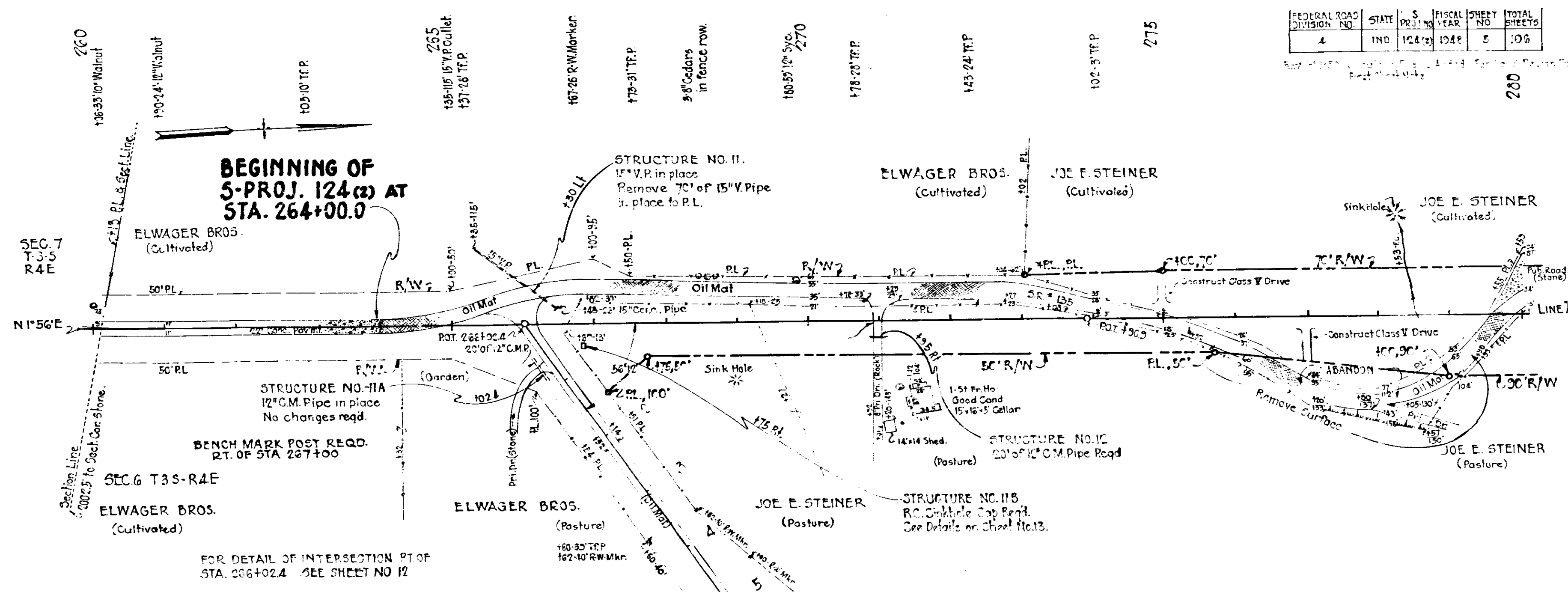
# TYPICAL CROSS SECTIONS

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

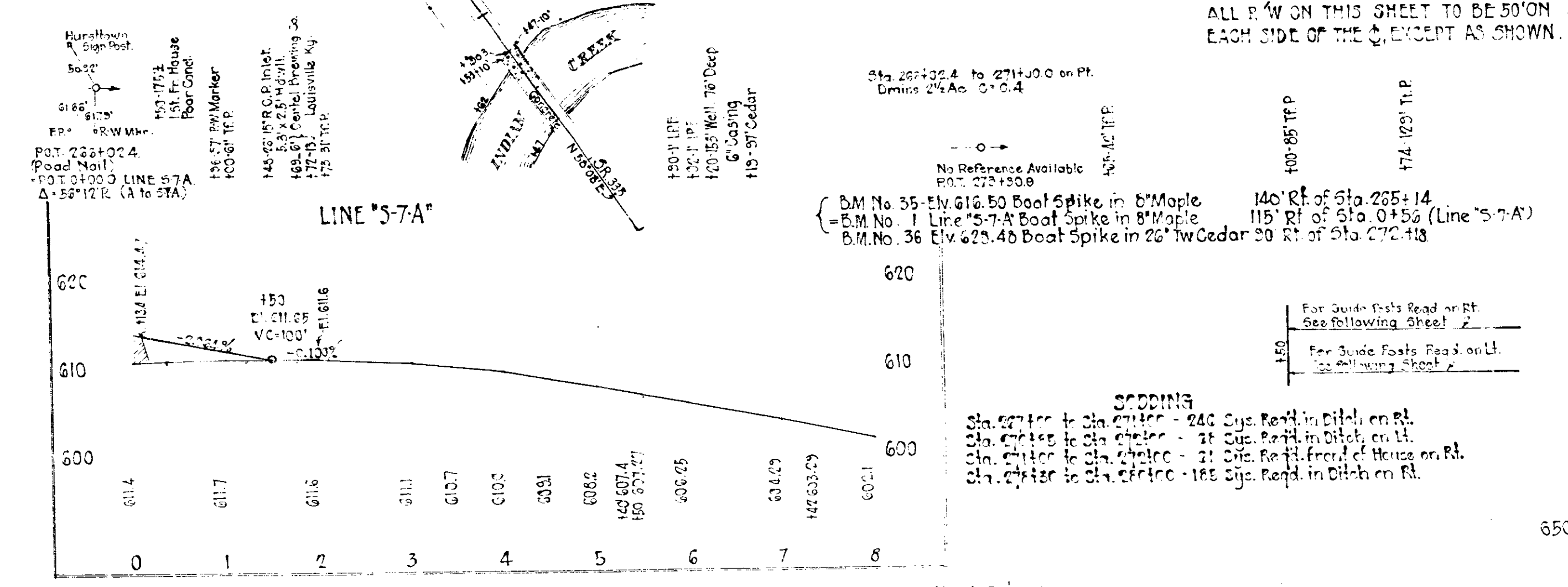
APPROVED *John W. Lamm*  
 CHIEF ENGINEER

RECOMMENDED FOR APPROVAL 12-14-48  
*U. H. H. H. H.*

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	104-4	1948	5	106



260 Tons of Compacted Aggregate Req'd.  
 27 Temporary Runaround Area  
 Sta. 262+50 to Sta. 150+ Line 5-7-A



STANDARD CROSS SECTION "D-II-FR" REVISED MARCH 1946 AS SHOWN ON SHEET NO. 2 TO BE USED BETWEEN STA. 272+00 LINE "A" AND STA. 403+34 LINE "E" ON THIS PROJECT.

TYPICAL CROSS SECTION AS SHOWN ON SHEET NO. 2 TO BE USED BETWEEN STA. 403+34 LINE "E" AND STA. 12+40 LINE "B" ON THIS PROJECT.

State Highway Commission of Indiana Standard Specifications dated 1946 to be used with these plans.

Standard of care to be used in index or title sheet to be used on this project.

Grade line as shown on profile represents top of finished surface.

All slopes of 1:1 and over shall be sodded.

All slopes, natural or fill, shall be plain or mulched seeded except where sodding is specified.

Sodding shall be sodded as shown on Miscellaneous Standard Class "C".

Excavation quantities as shown on plan and profile sheets include estimated excavation for private and public structures (see Table on Sheet No. 12).

Where existing surface is located outside the limits of new construction the contractor will be required to remove the present surface and base as directed by the Engineer.

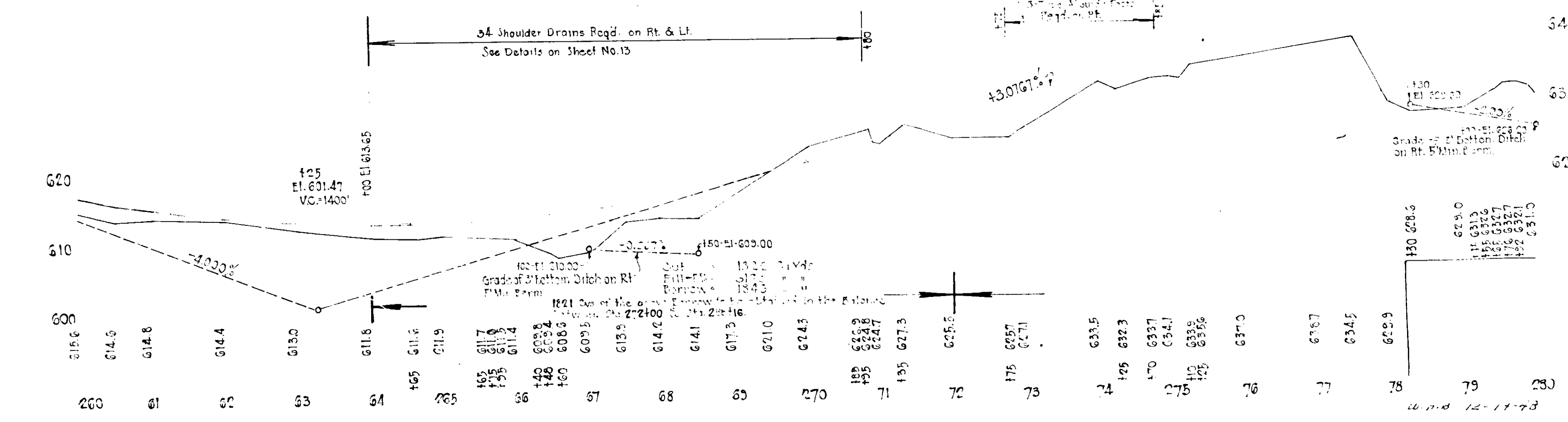
Curbs of 4" or over shall be constructed according to the Standards of 1932 except curves between Sta. 112+55 and Sta. 113+00 which are not to be constructed.

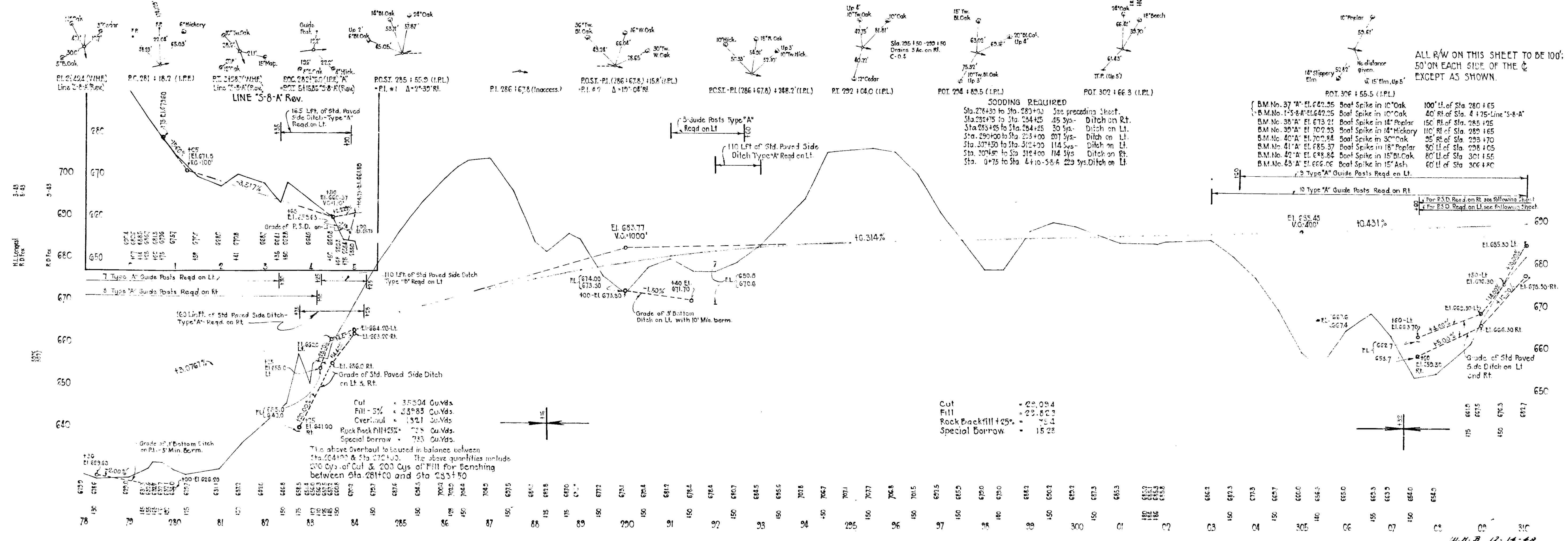
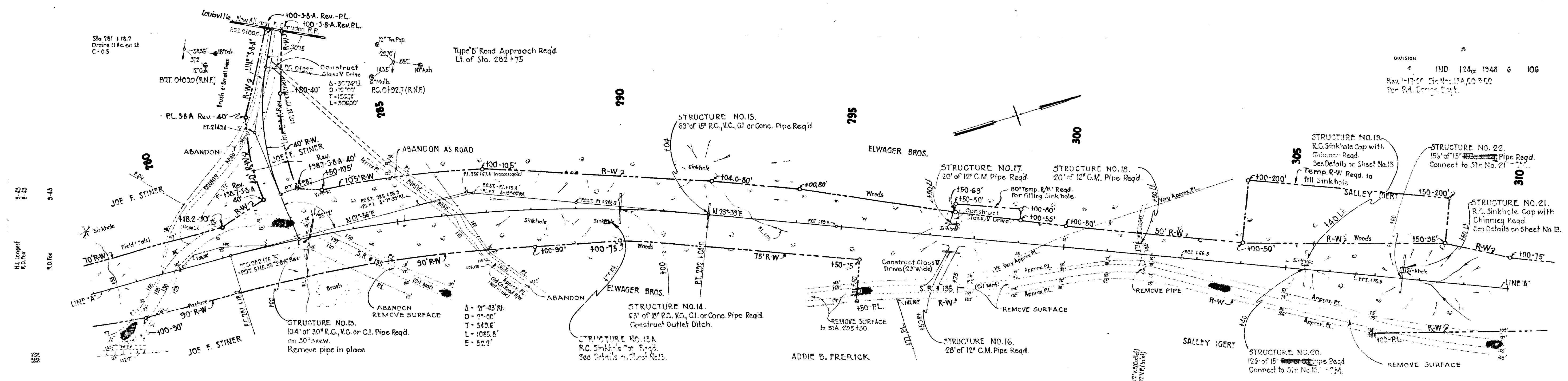
All concrete shall be used as specified in the Specifications.

Subgrade for concrete shall be consolidated to a depth of 6 inches. The top 4 inches shall consist of Bituminous concrete for Aggregate and the bottom 2 inches shall consist of Calverged Road Material. Other details to be the same as shown on Miscellaneous Standard Class "C".

Private Curb and Top Box Excavation shall be consolidated to a depth of 6 inches. The top 4 inches of all soil at all excavations for Aggregate and the bottom 2 inches shall consist of Calverged Road Material. Other details to be the same as shown on Miscellaneous Standard Class "C" and "D".

Excavation quantities shown in column of quantities on sheet No. 16 include 2000 cubic yards of natural soil and 2000 cubic yards of natural soil. The amount of natural soil and "Test holes" shall be noted for each station in columns 14 and 15 of quantities data on sheet No. 16. (See Special provisions)





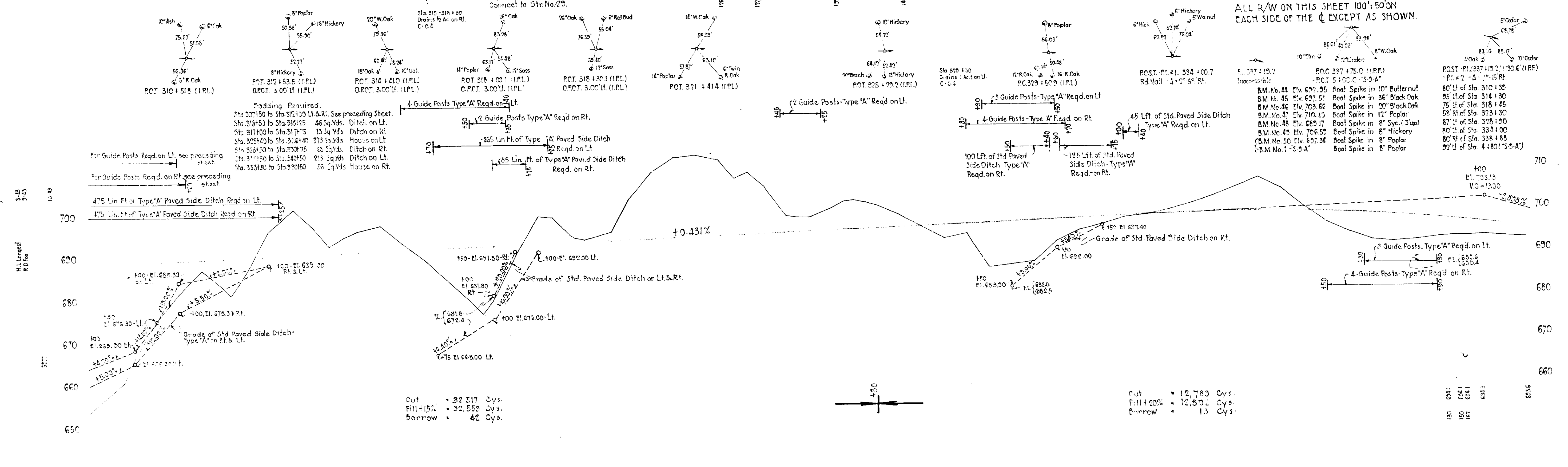
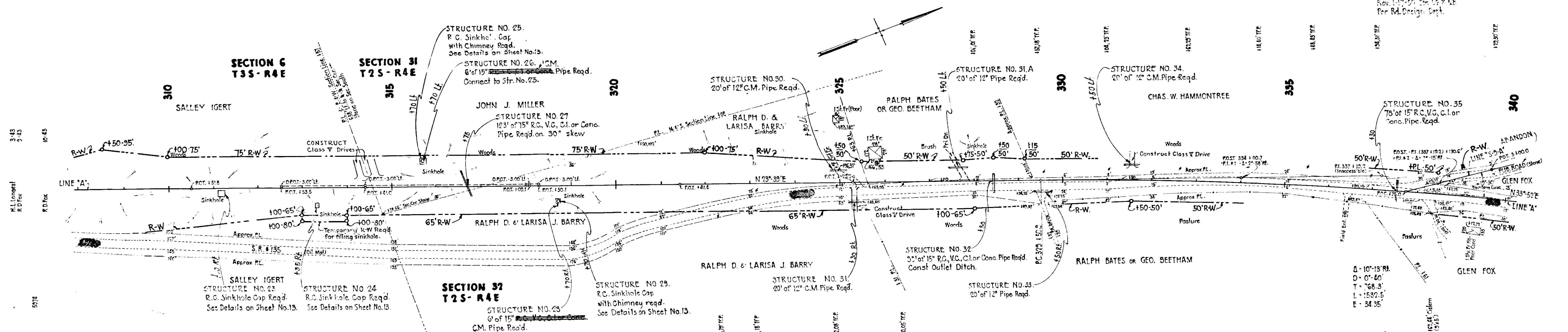
ALL R/W ON THIS SHEET TO BE 100'  
 50' ON EACH SIDE OF THE C  
 EXCEPT AS SHOWN.

**SODDING REQUIRED**  
 Sta. 274+00 to Sta. 283+00 See preceding sheet.  
 Sta. 283+00 to Sta. 284+25 45 Sys. Ditch on Rt.  
 Sta. 284+25 to Sta. 284+25 30 Sys. Ditch on Lt.  
 Sta. 284+25 to Sta. 285+00 207 Sys. Ditch on Lt.  
 Sta. 285+00 to Sta. 286+00 114 Sys. Ditch on Lt.  
 Sta. 286+00 to Sta. 286+00 114 Sys. Ditch on Rt.  
 Sta. 286+00 to Sta. 286+00 229 Sys. Ditch on Lt.

**POST-PL. 285 + 50.0 (I.P.L.)**  
 10' Type 'A' Guide Posts Read on Lt.  
 10' Type 'A' Guide Posts Read on Rt.  
 10' Type 'A' Guide Posts Read on Lt.  
 10' Type 'A' Guide Posts Read on Rt.

Cut - 35.304 Cu.Yds.  
 Fill - 33.823 Cu.Yds.  
 Overhaul - 13.21 Cu.Yds.  
 Rock Backfill - 743 Cu.Yds.  
 Special Borrow - 743 Cu.Yds.

The above overhaul is located in balance between Sta. 284+00 & Sta. 285+00. The above quantities include 100 Cys. of Cut & 200 Cys. of Fill for Sensing between Sta. 284+00 and Sta. 285+00.



ALL R/W ON THIS SHEET 100'± EACH SIDE OF THE C EXCEPT AS SHOWN.

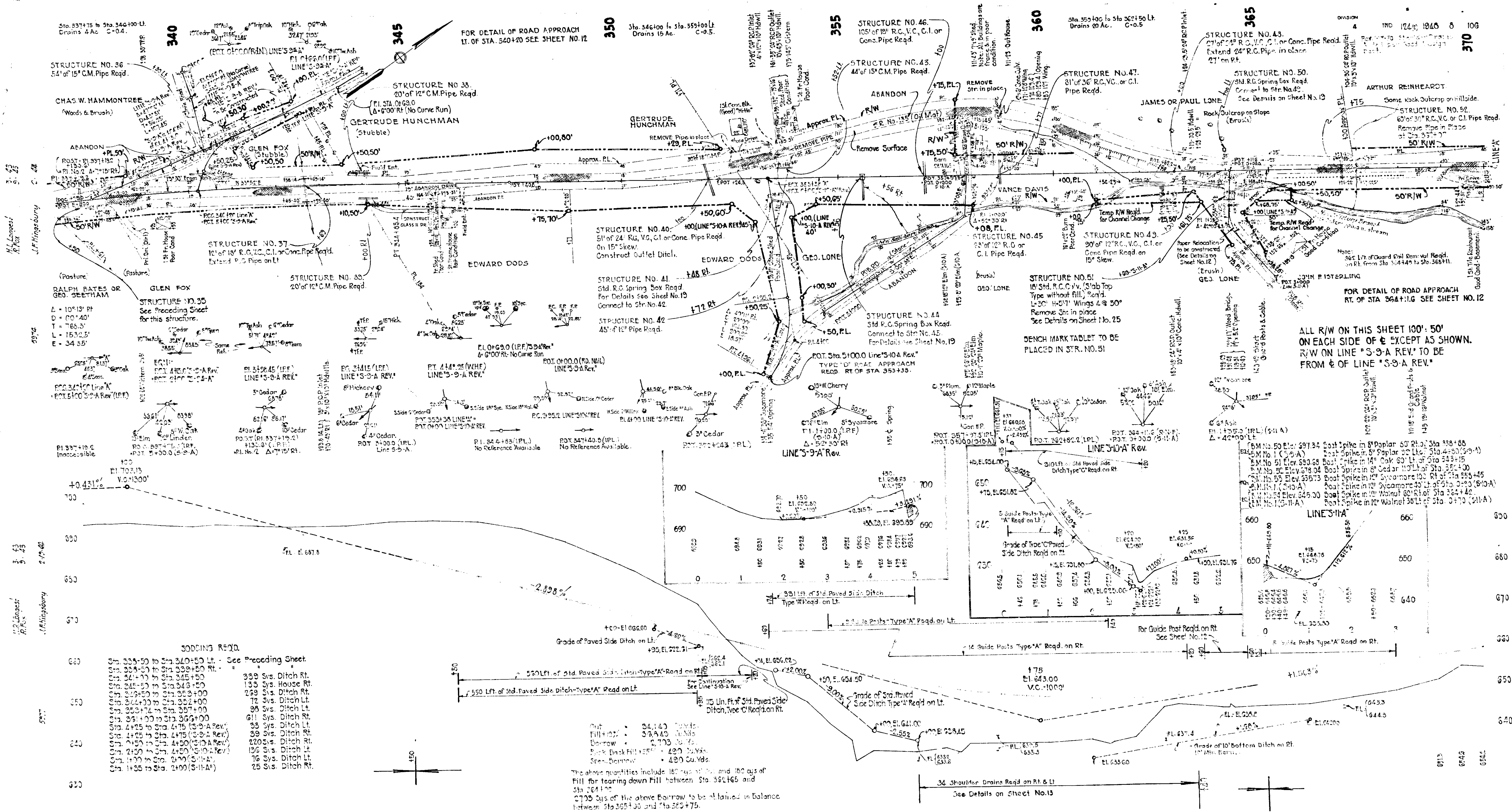
B.M. No. 44 Elv. 679.95  
 B.M. No. 45 Elv. 677.51  
 B.M. No. 46 Elv. 703.66  
 B.M. No. 47 Elv. 719.45  
 B.M. No. 48 Elv. 669.17  
 B.M. No. 49 Elv. 706.59  
 B.M. No. 50 Elv. 677.34  
 B.M. No. 1-53-A  
 Root Spike in 10\" Butternut  
 Root Spike in 36\" Black Oak  
 Root Spike in 20\" Black Oak  
 Root Spike in 12\" Poplar  
 Root Spike in 8\" Spruce  
 Root Spike in 8\" Hickory  
 Root Spike in 8\" Poplar  
 Root Spike in 8\" Poplar

Cut • 32,517 Cys.  
 Fill+15% • 32,559 Cys.  
 Borrow • 42 Cys.

Cut • 12,763 Cys.  
 Fill+20% • 12,502 Cys.  
 Borrow • 13 Cys.

658+00	659+00	660+00	661+00	662+00	663+00	664+00	665+00	666+00	667+00	668+00	669+00	670+00	671+00	672+00	673+00	674+00	675+00	676+00	677+00	678+00	679+00	680+00	681+00	682+00	683+00	684+00	685+00	686+00	687+00	688+00	689+00	690+00	691+00	692+00	693+00	694+00	695+00	696+00	697+00	698+00	699+00	700+00	701+00	702+00	703+00	704+00	705+00	706+00	707+00	708+00	709+00	710+00	711+00	712+00	713+00	714+00	715+00	716+00	717+00	718+00	719+00	720+00	721+00	722+00	723+00	724+00	725+00	726+00	727+00	728+00	729+00	730+00	731+00	732+00	733+00	734+00	735+00	736+00	737+00	738+00	739+00	740+00	741+00	742+00	743+00	744+00	745+00	746+00	747+00	748+00	749+00	750+00	751+00	752+00	753+00	754+00	755+00	756+00	757+00	758+00	759+00	760+00	761+00	762+00	763+00	764+00	765+00	766+00	767+00	768+00	769+00	770+00	771+00	772+00	773+00	774+00	775+00	776+00	777+00	778+00	779+00	780+00	781+00	782+00	783+00	784+00	785+00	786+00	787+00	788+00	789+00	790+00	791+00	792+00	793+00	794+00	795+00	796+00	797+00	798+00	799+00	800+00	801+00	802+00	803+00	804+00	805+00	806+00	807+00	808+00	809+00	810+00	811+00	812+00	813+00	814+00	815+00	816+00	817+00	818+00	819+00	820+00	821+00	822+00	823+00	824+00	825+00	826+00	827+00	828+00	829+00	830+00	831+00	832+00	833+00	834+00	835+00	836+00	837+00	838+00	839+00	840+00	841+00	842+00	843+00	844+00	845+00	846+00	847+00	848+00	849+00	850+00	851+00	852+00	853+00	854+00	855+00	856+00	857+00	858+00	859+00	860+00	861+00	862+00	863+00	864+00	865+00	866+00	867+00	868+00	869+00	870+00	871+00	872+00	873+00	874+00	875+00	876+00	877+00	878+00	879+00	880+00	881+00	882+00	883+00	884+00	885+00	886+00	887+00	888+00	889+00	890+00	891+00	892+00	893+00	894+00	895+00	896+00	897+00	898+00	899+00	900+00	901+00	902+00	903+00	904+00	905+00	906+00	907+00	908+00	909+00	910+00	911+00	912+00	913+00	914+00	915+00	916+00	917+00	918+00	919+00	920+00	921+00	922+00	923+00	924+00	925+00	926+00	927+00	928+00	929+00	930+00	931+00	932+00	933+00	934+00	935+00	936+00	937+00	938+00	939+00	940+00	941+00	942+00	943+00	944+00	945+00	946+00	947+00	948+00	949+00	950+00	951+00	952+00	953+00	954+00	955+00	956+00	957+00	958+00	959+00	960+00	961+00	962+00	963+00	964+00	965+00	966+00	967+00	968+00	969+00	970+00	971+00	972+00	973+00	974+00	975+00	976+00	977+00	978+00	979+00	980+00	981+00	982+00	983+00	984+00	985+00	986+00	987+00	988+00	989+00	990+00	991+00	992+00	993+00	994+00	995+00	996+00	997+00	998+00	999+00	1000+00
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W.M.B. 12-17-48



Sta. 337+75 to Sta. 344+00 Lt. Drains 4 Ac. C=0.4.

Sta. 346+00 to Sta. 355+00 Lt. Drains 19 Ac. C=0.5.

Sta. 355+00 to Sta. 362+50 Lt. Drains 20 Ac. C=0.5.

Sta. 362+50 to Sta. 368+00 Lt. Drains 12.6, 18.6, 8, 10.6

FOR DETAIL OF ROAD APPROACH  
LT. OF STA. 340+20 SEE SHEET NO. 12

FOR DETAIL OF ROAD APPROACH  
RT. OF STA. 364+11.6 SEE SHEET NO. 12

ALL R/W ON THIS SHEET 100' 50'  
ON EACH SIDE OF E EXCEPT AS SHOWN.  
R/W ON LINE 'S-9-A REV.' TO BE  
FROM E OF LINE 'S-9-A REV.'

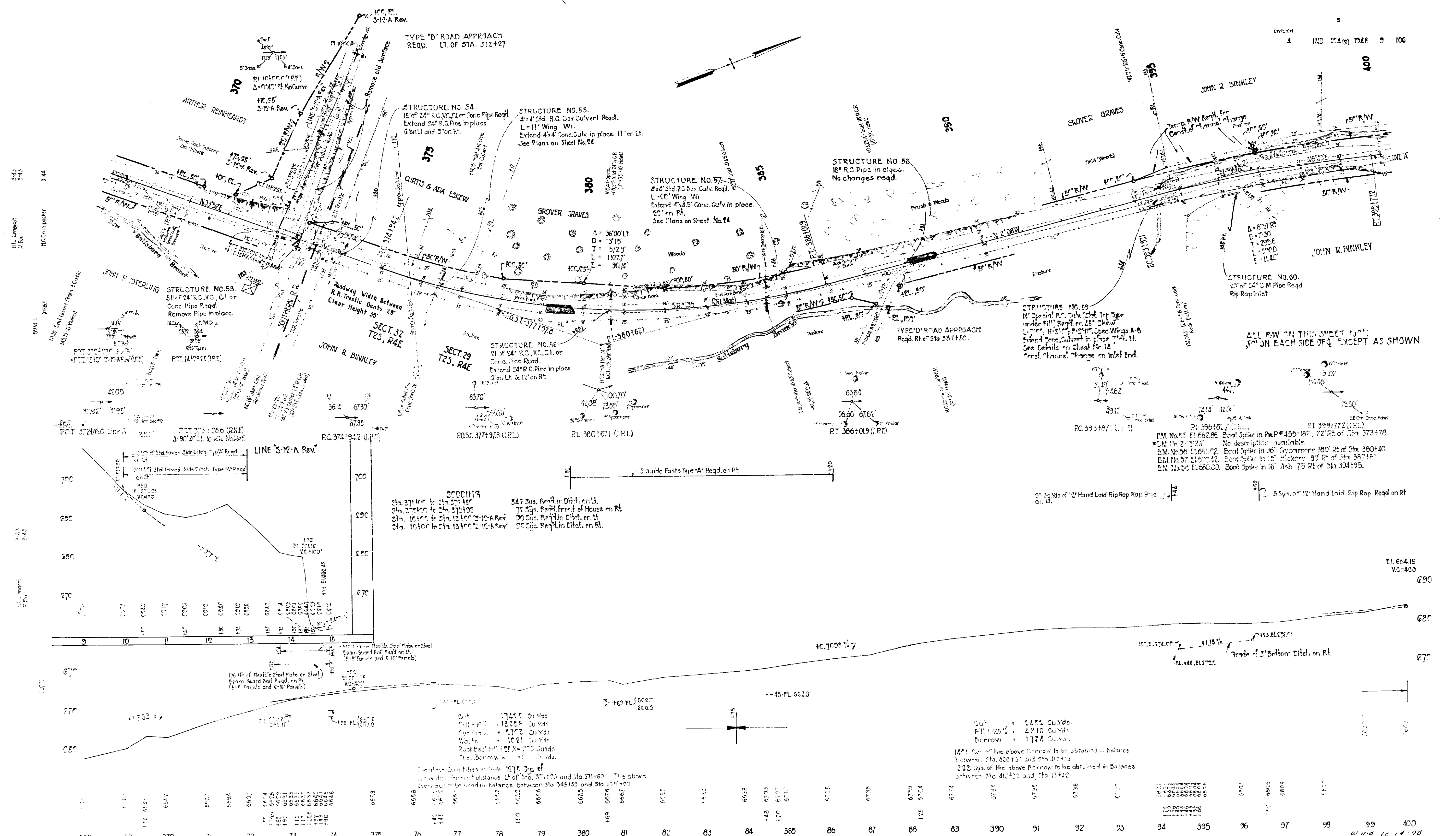
**SODDING REQD.**

Sta. 333+50 to Sta. 340+50 Lt.	See Preceding Sheet
Sta. 333+50 to Sta. 338+50 Rt.	330 Sys. Ditch Rt.
Sta. 334+50 to Sta. 338+50 Rt.	130 Sys. House Rt.
Sta. 334+50 to Sta. 343+50	250 Sys. Ditch Rt.
Sta. 334+50 to Sta. 353+00	72 Sys. Ditch Lt.
Sta. 335+74 to Sta. 357+00	85 Sys. Ditch Lt.
Sta. 351+00 to Sta. 366+00	611 Sys. Ditch Rt.
Sta. 445 to Sta. 475 (S-9-A Rev.)	85 Sys. Ditch Rt.
Sta. 475 to Sta. 475 (S-9-A Rev.)	89 Sys. Ditch Rt.
Sta. 475 to Sta. 475 (S-9-A Rev.)	220 Sys. Ditch Rt.
Sta. 475 to Sta. 475 (S-9-A Rev.)	100 Sys. Ditch Lt.
Sta. 475 to Sta. 475 (S-9-A Rev.)	76 Sys. Ditch Lt.
Sta. 475 to Sta. 475 (S-9-A Rev.)	25 Sys. Ditch Lt.

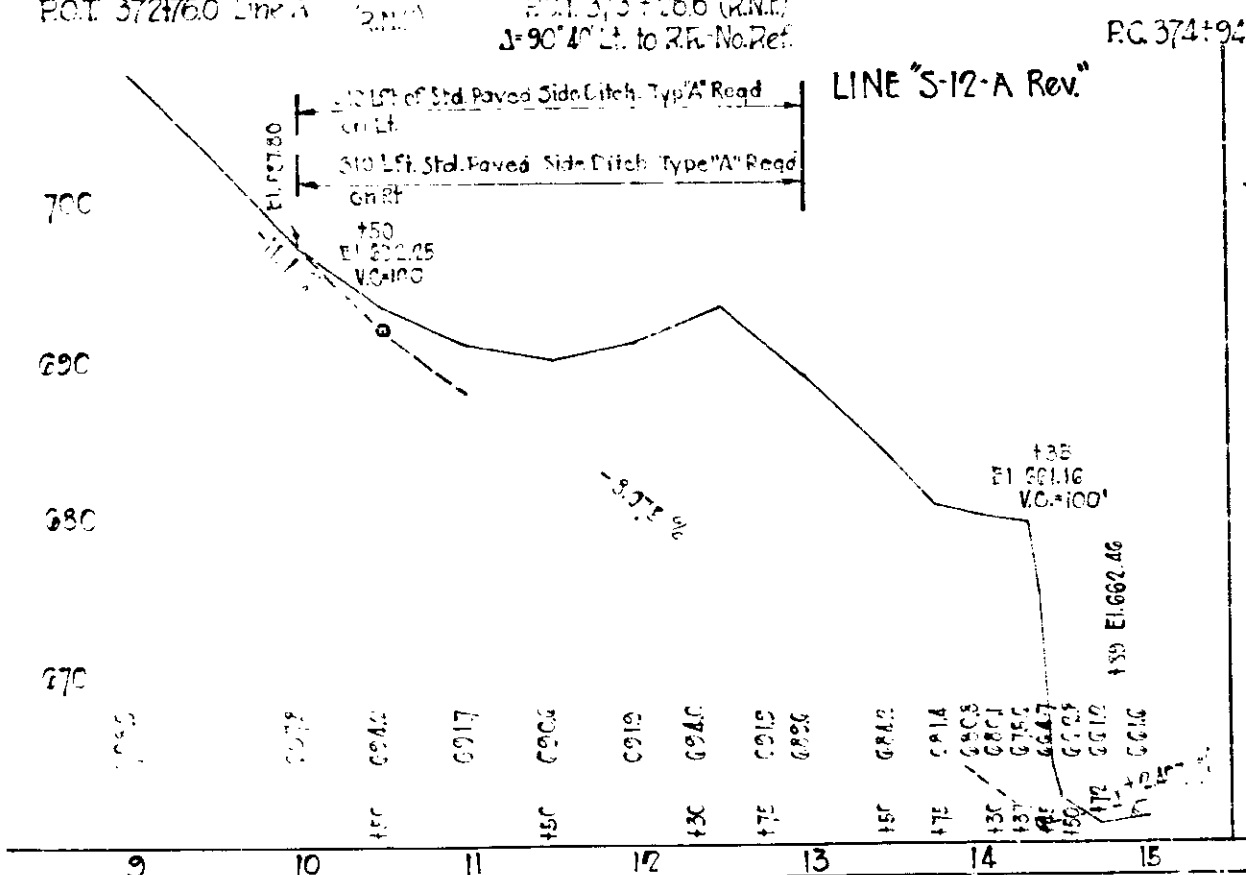
The above quantities include 100 cu yds. of fill and 100 cu yds. of fill for tearing down fill between Sta. 382+65 and Sta. 384+00.

2700 Sys. of the above borrow to be obtained in balance between Sta. 365+00 and Sta. 382+75.

33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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ALL R/W ON THIS SHEET TO BE 50' ON EACH SIDE OF ROAD EXCEPT AS SHOWN.



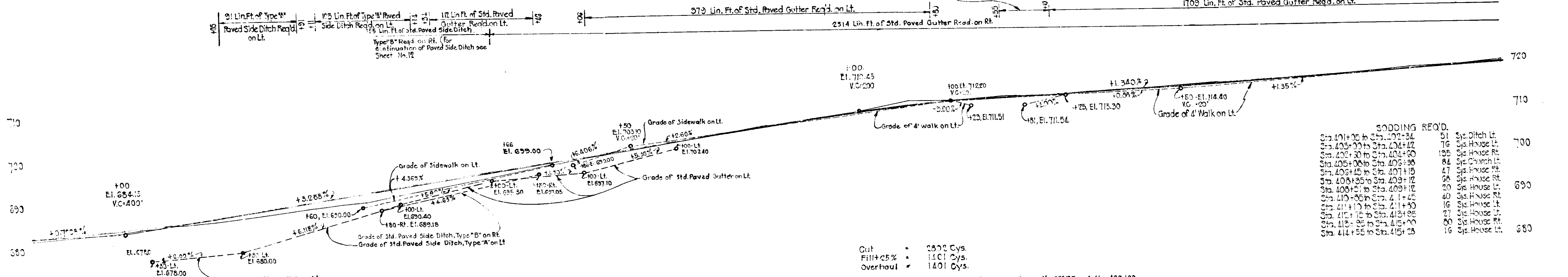
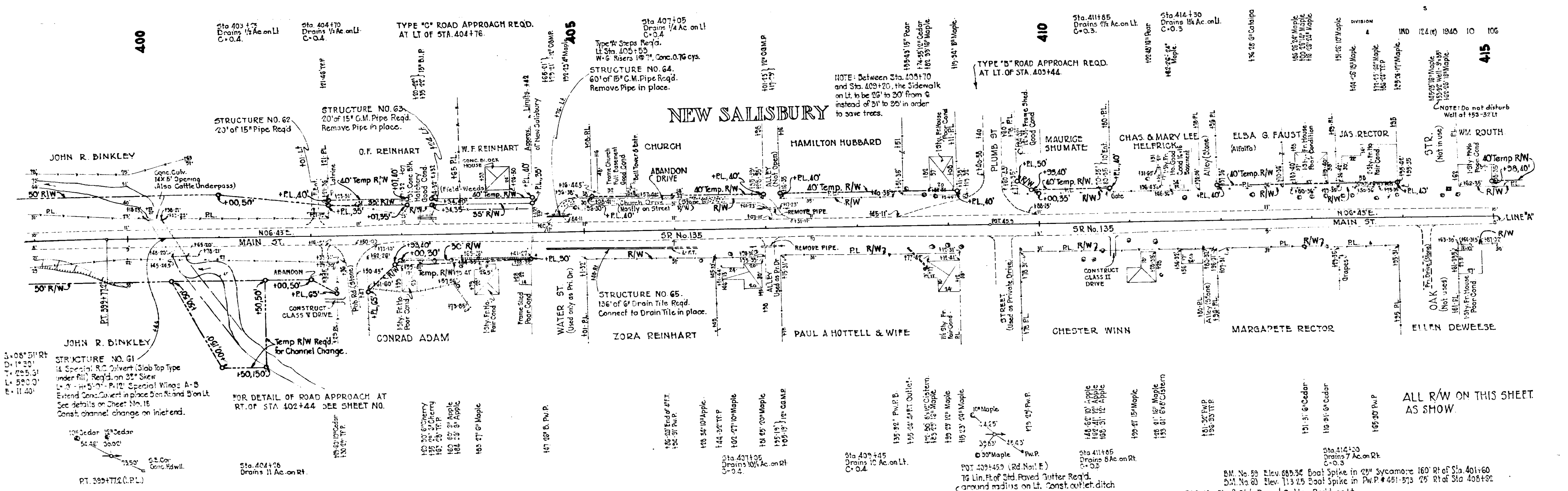
STATIONING  
Sta. 371+00 to Sta. 371+50  
Sta. 371+50 to Sta. 372+00  
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Sta. 385+00 to Sta. 385+50  
Sta. 385+50 to Sta. 386+00  
Sta. 386+00 to Sta. 386+50  
Sta. 386+50 to Sta. 387+00  
Sta. 387+00 to Sta. 387+50  
Sta. 387+50 to Sta. 388+00  
Sta. 388+00 to Sta. 388+50  
Sta. 388+50 to Sta. 389+00  
Sta. 389+00 to Sta. 389+50  
Sta. 389+50 to Sta. 390+00  
Sta. 390+00 to Sta. 390+50  
Sta. 390+50 to Sta. 391+00  
Sta. 391+00 to Sta. 391+50  
Sta. 391+50 to Sta. 392+00  
Sta. 392+00 to Sta. 392+50  
Sta. 392+50 to Sta. 393+00  
Sta. 393+00 to Sta. 393+50  
Sta. 393+50 to Sta. 394+00  
Sta. 394+00 to Sta. 394+50  
Sta. 394+50 to Sta. 395+00  
Sta. 395+00 to Sta. 395+50  
Sta. 395+50 to Sta. 396+00  
Sta. 396+00 to Sta. 396+50  
Sta. 396+50 to Sta. 397+00  
Sta. 397+00 to Sta. 397+50  
Sta. 397+50 to Sta. 398+00  
Sta. 398+00 to Sta. 398+50  
Sta. 398+50 to Sta. 399+00  
Sta. 399+00 to Sta. 399+50  
Sta. 399+50 to Sta. 400+00

Quantities  
Cut 17400 Cu Yds.  
Fill 18285 Cu Yds.  
Waste 1021 Cu Yds.  
Backhaul 27275 Cu Yds.  
Total Borrow 27275 Cu Yds.

Quantities  
Cut 14800 Cu Yds.  
Fill 25100 Cu Yds.  
Borrow 1724 Cu Yds.

Balance between Sta. 380+00 and Sta. 381+00  
Balance between Sta. 381+00 and Sta. 382+00  
Balance between Sta. 382+00 and Sta. 383+00  
Balance between Sta. 383+00 and Sta. 384+00  
Balance between Sta. 384+00 and Sta. 385+00  
Balance between Sta. 385+00 and Sta. 386+00  
Balance between Sta. 386+00 and Sta. 387+00  
Balance between Sta. 387+00 and Sta. 388+00  
Balance between Sta. 388+00 and Sta. 389+00  
Balance between Sta. 389+00 and Sta. 390+00  
Balance between Sta. 390+00 and Sta. 391+00  
Balance between Sta. 391+00 and Sta. 392+00  
Balance between Sta. 392+00 and Sta. 393+00  
Balance between Sta. 393+00 and Sta. 394+00  
Balance between Sta. 394+00 and Sta. 395+00  
Balance between Sta. 395+00 and Sta. 396+00  
Balance between Sta. 396+00 and Sta. 397+00  
Balance between Sta. 397+00 and Sta. 398+00  
Balance between Sta. 398+00 and Sta. 399+00  
Balance between Sta. 399+00 and Sta. 400+00

3-43  
3-44  
3-45  
3-46  
3-47  
3-48

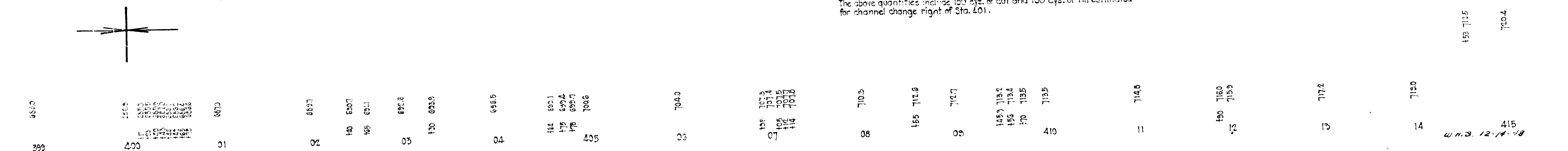


Out 2872 Cys.  
Fill 145 Cys.  
Overhaul 1401 Cys.

The above Overhaul to be used in the Balance between Sta 382+15 and Sta. 400+00.  
The above quantities include 150 cys. of out and 150 cys. of fill estimated for channel change right of Sta. 401.

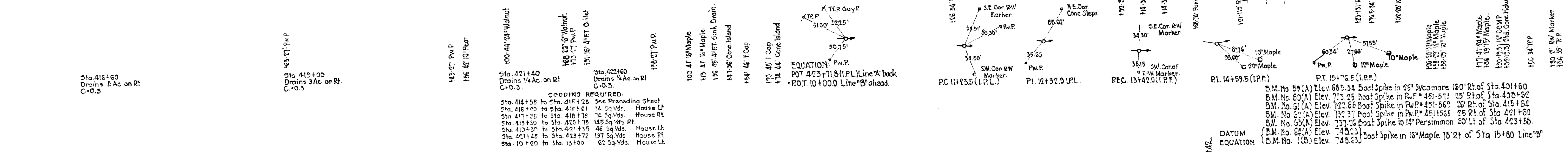
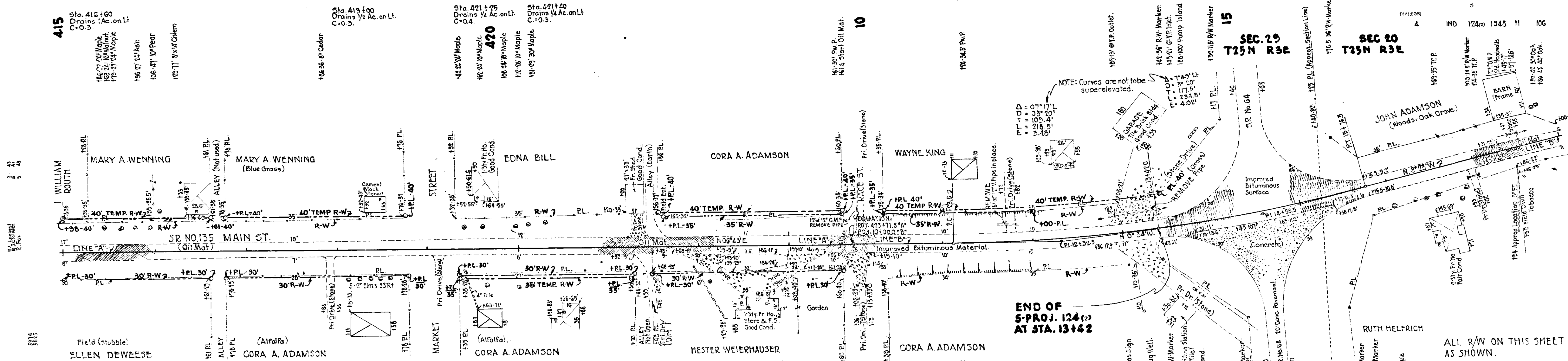
**SOODING REQ'D.**

51	Sys. Ditch Lt.
76	Sys. House Lt.
135	Sys. House Rt.
136	Sys. Church Lt.
141	Sys. House Rt.
142	Sys. House Lt.
143	Sys. House Rt.
144	Sys. House Lt.
145	Sys. House Rt.
146	Sys. House Lt.
147	Sys. House Rt.
148	Sys. House Lt.
149	Sys. House Rt.
150	Sys. House Lt.
151	Sys. House Rt.
152	Sys. House Lt.
153	Sys. House Rt.
154	Sys. House Lt.
155	Sys. House Rt.



415  
12-14-78





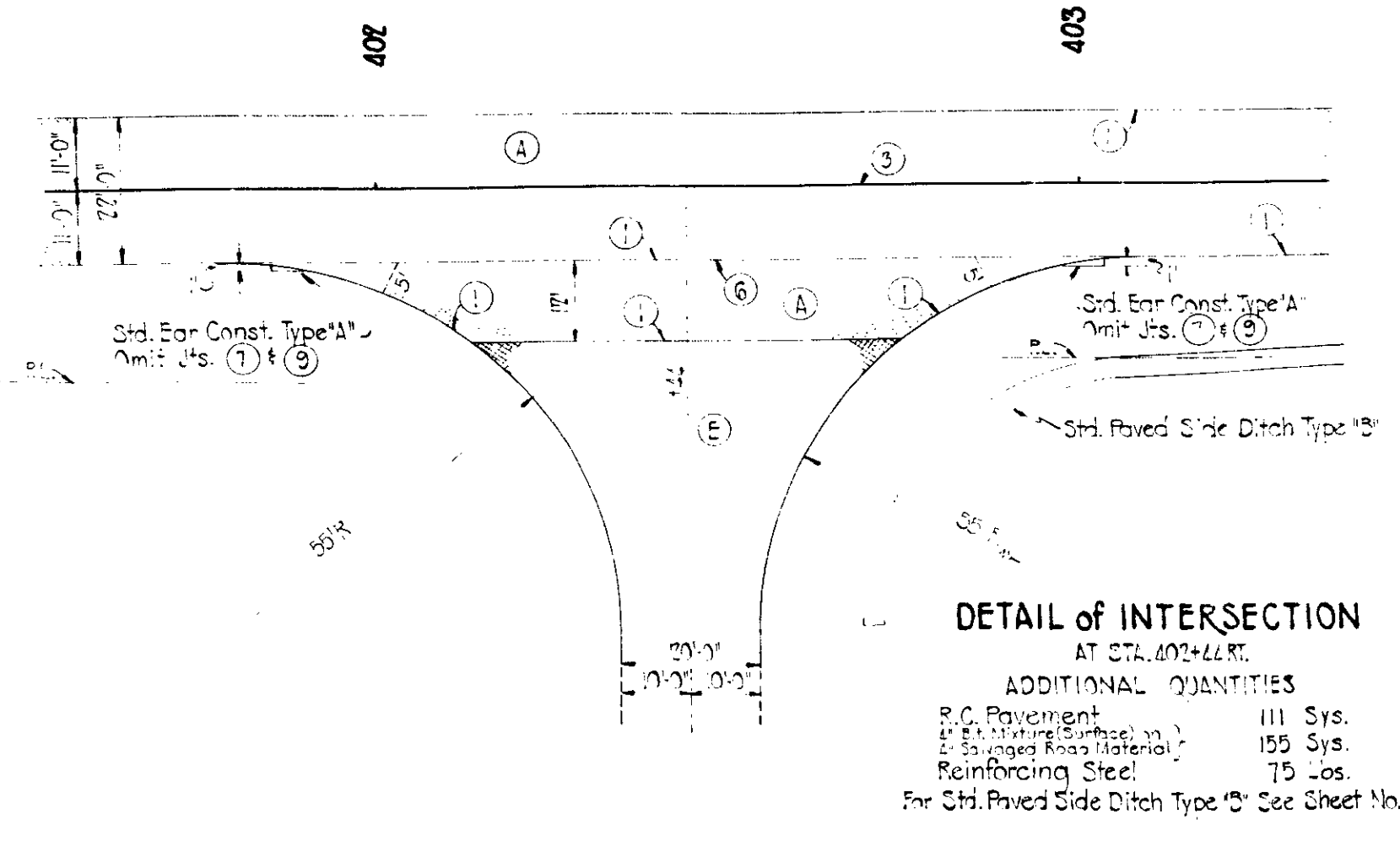
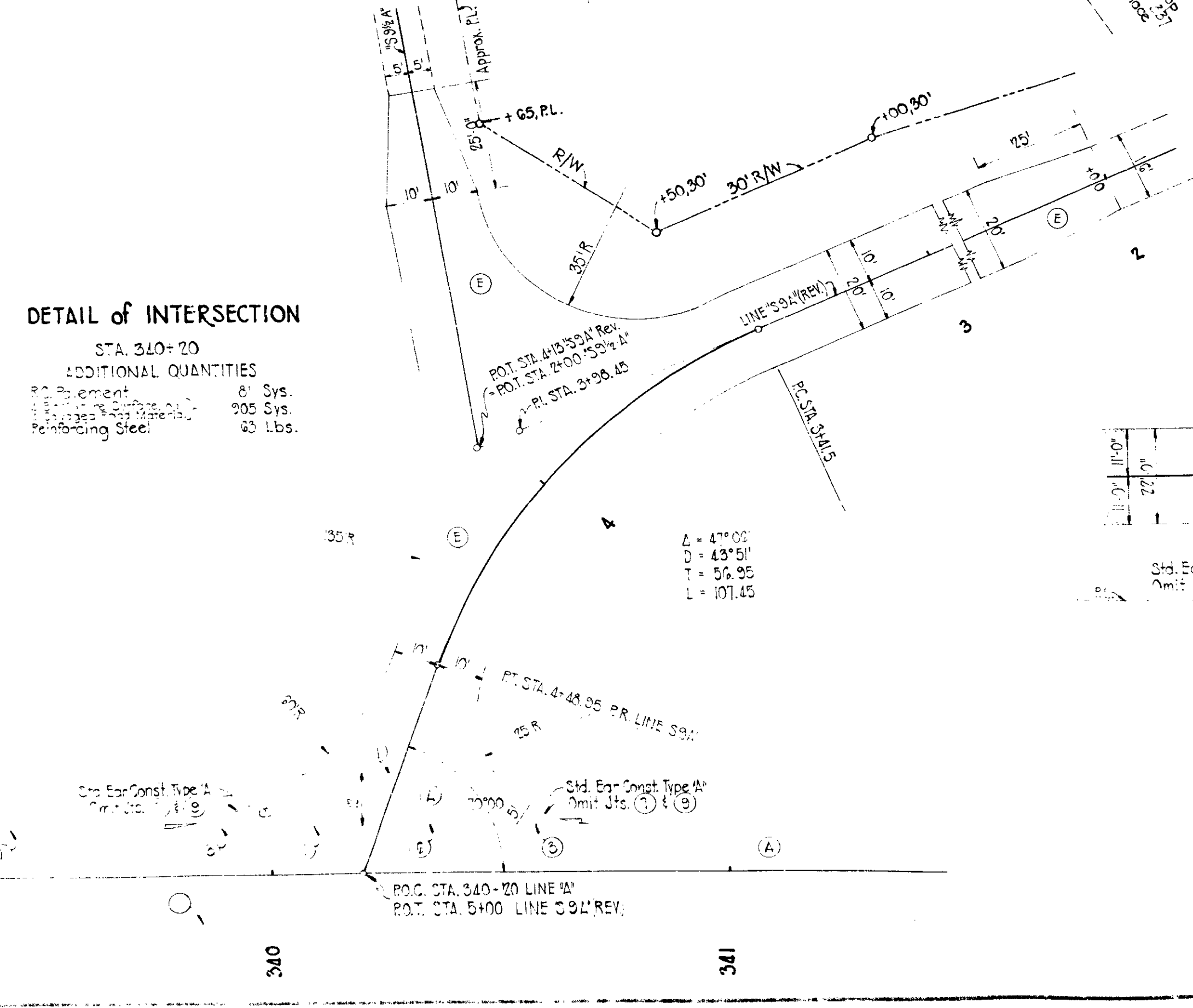
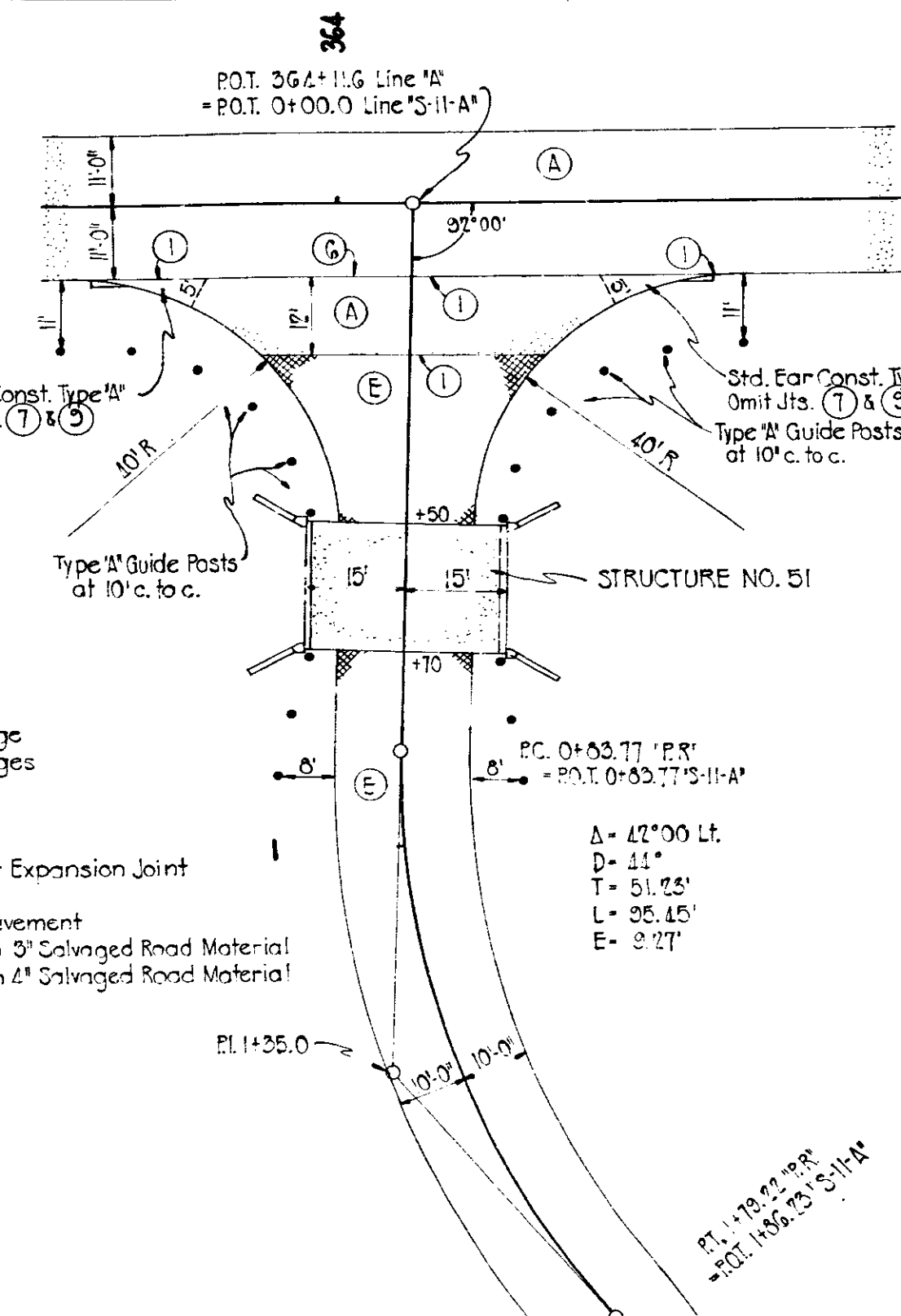
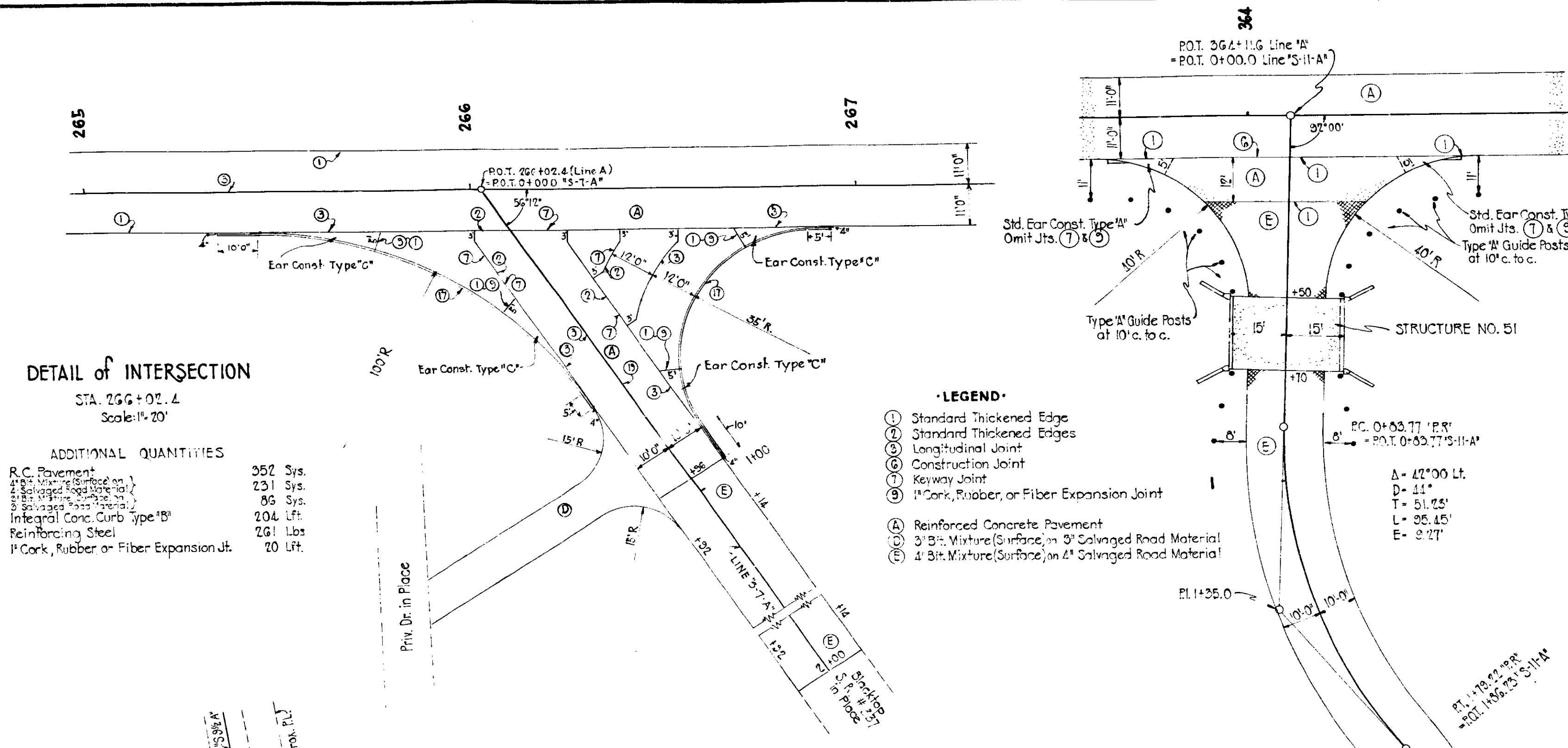
HL Longleaf 13.43 & P.O. Oblitier 3-44  
J.F. Kingsbury 3-44  
2275

- Cut + 1663 Cys.
- Fill + 178 Cys.
- Overhaul + 363 Cys.
- Added Haul + 363 Units.
- Waste + 1122 Cys.

The above Overhaul to be used in the balance between Sta. 383+75 and Sta. 400+00.

415	720.4
16	721.1
17	722.0
	722.5
18	723.9
19	725.5
420	727.9
	730.3
21	730.5
22	730.6
	731.0
	731.0
	731.4
23	731.6
	731.9
24	732.2
	733.0
	733.2
25	734.2
	735.0
423	735.5
11	737.4
	738.4
13	741.3
	741.7
	742.7
	742.6
14	743.5
	743.4
	743.6
	743.5
	743.7
15	747
	747.7
	747.7
	747.7
	747.7
16	748.6
	748.5
	748.5
17	749.3
	749.3
	749.3
	749.3

U.S. 12-14-78

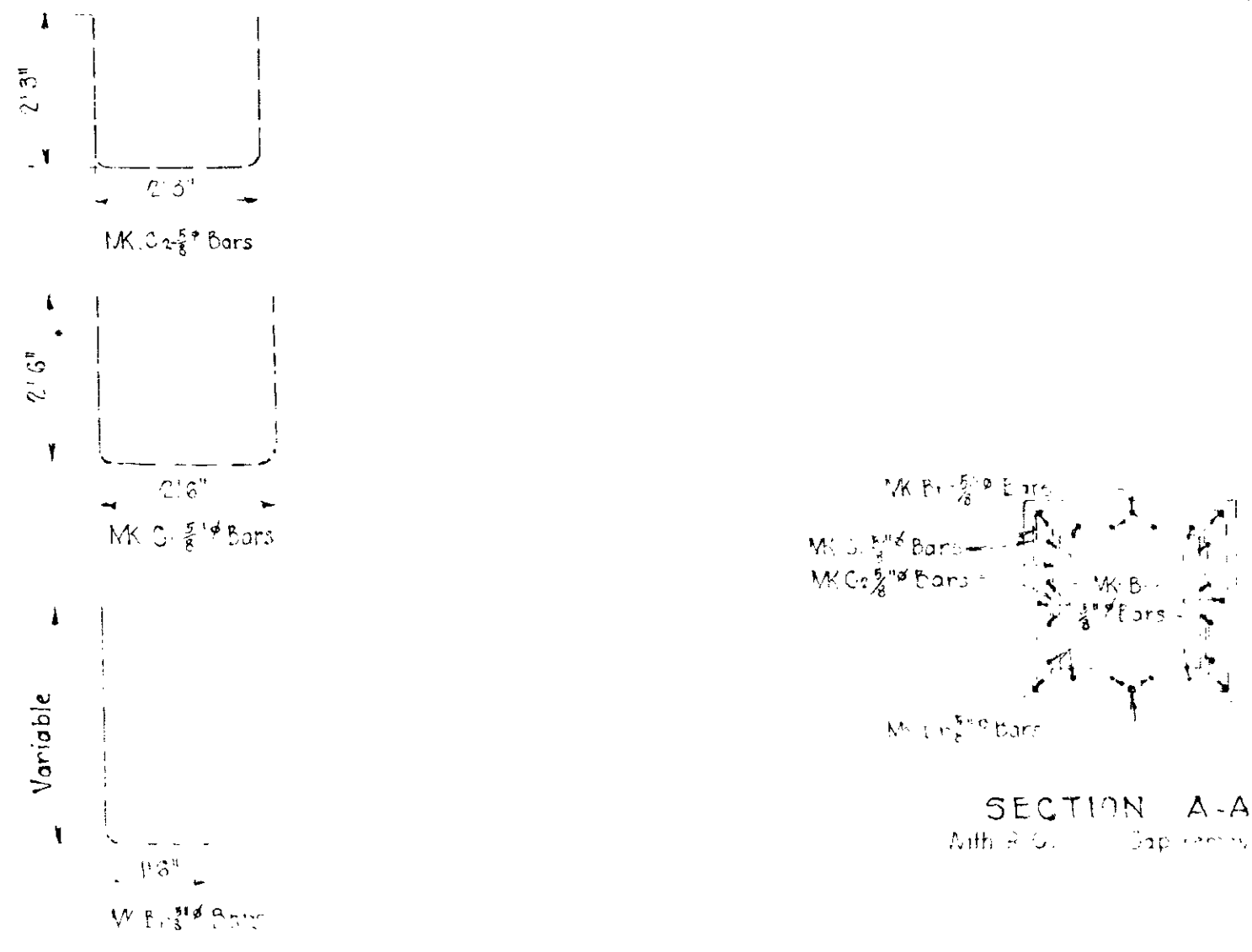
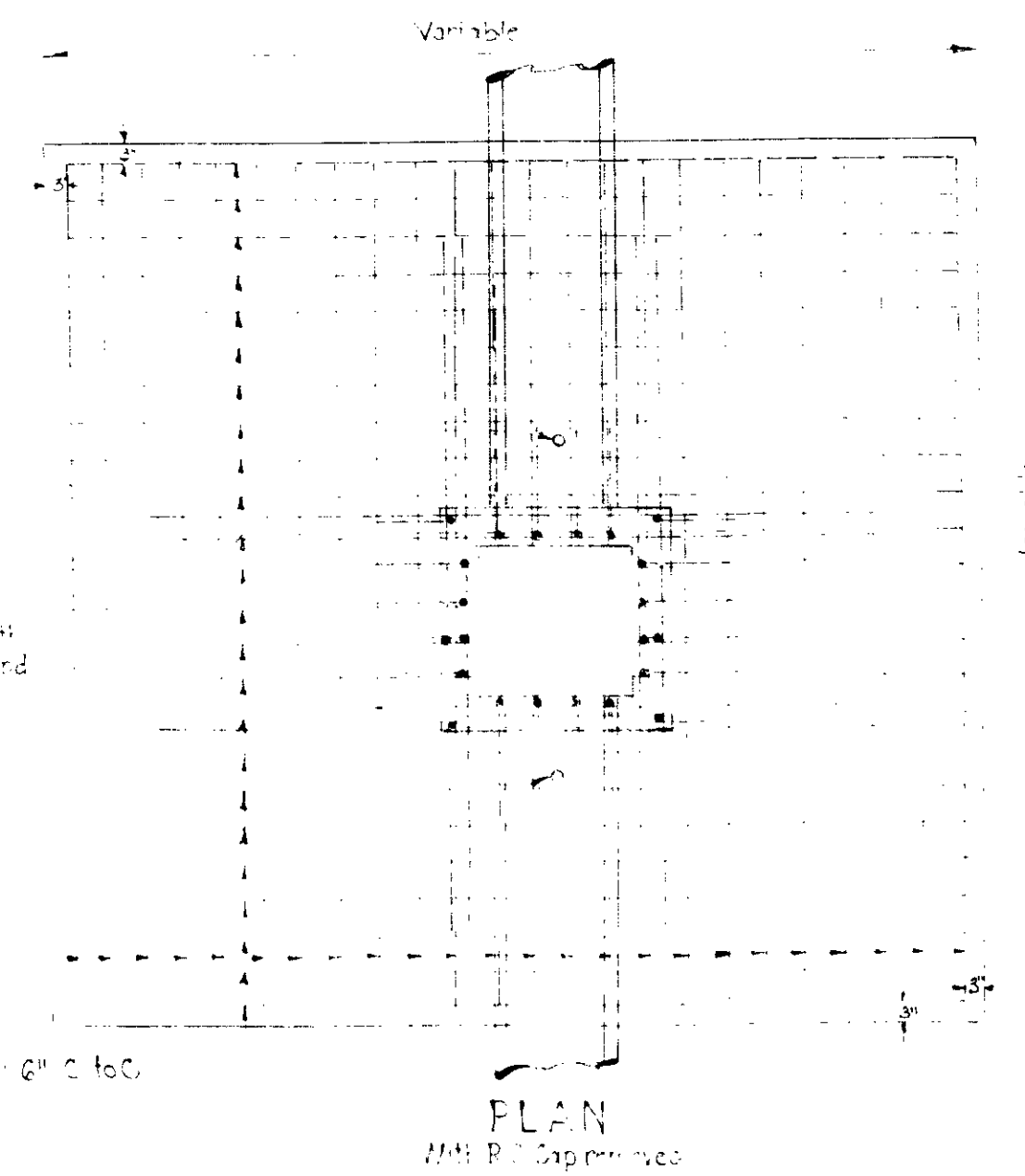
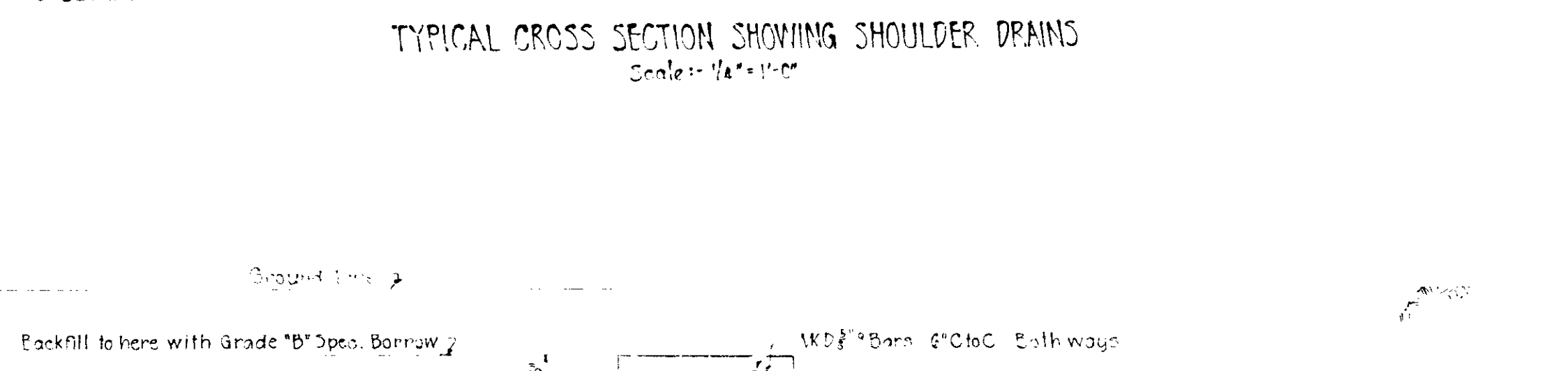
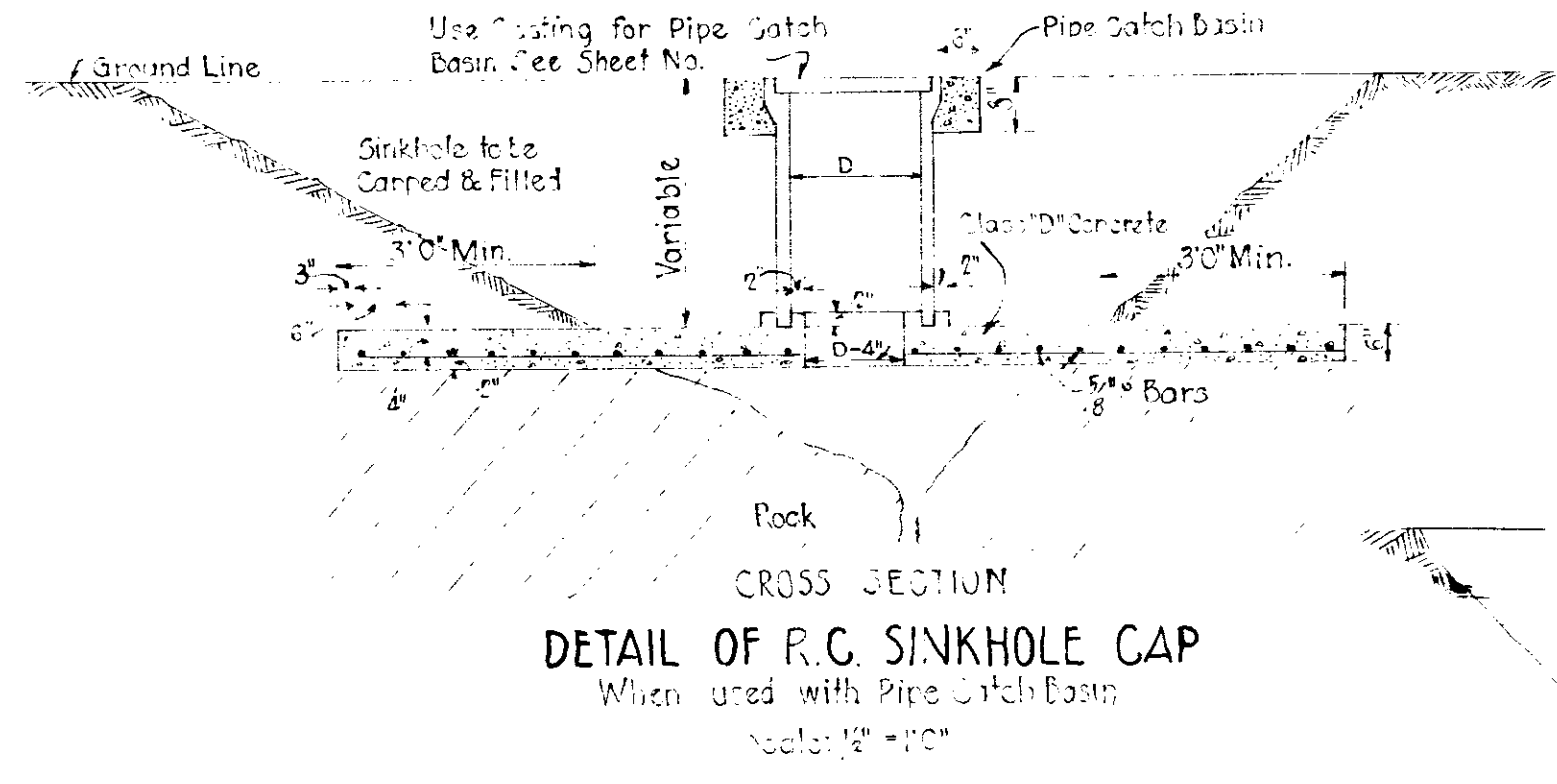
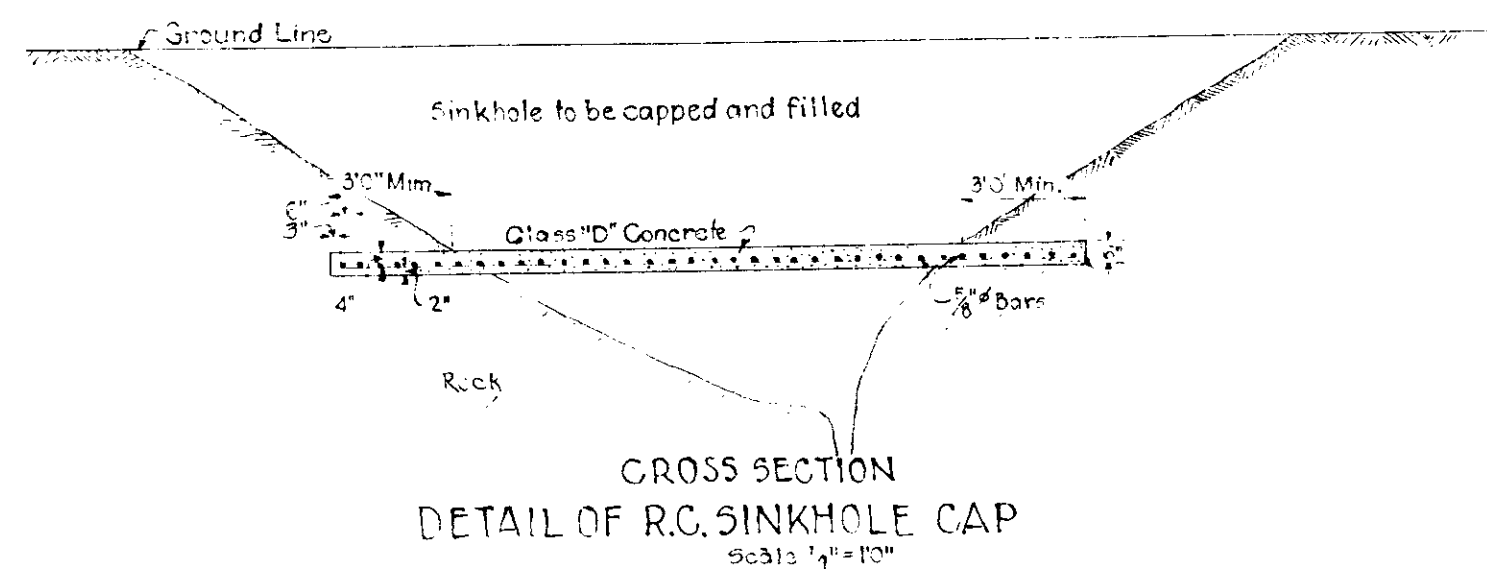
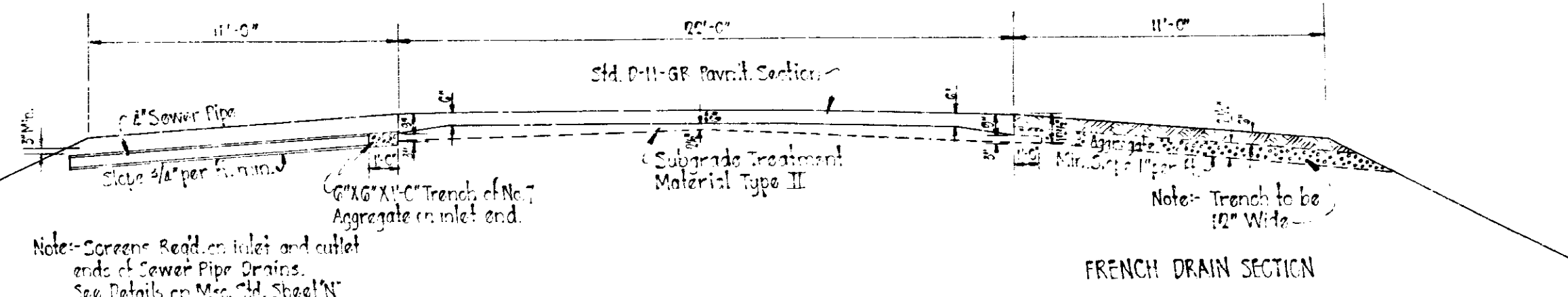
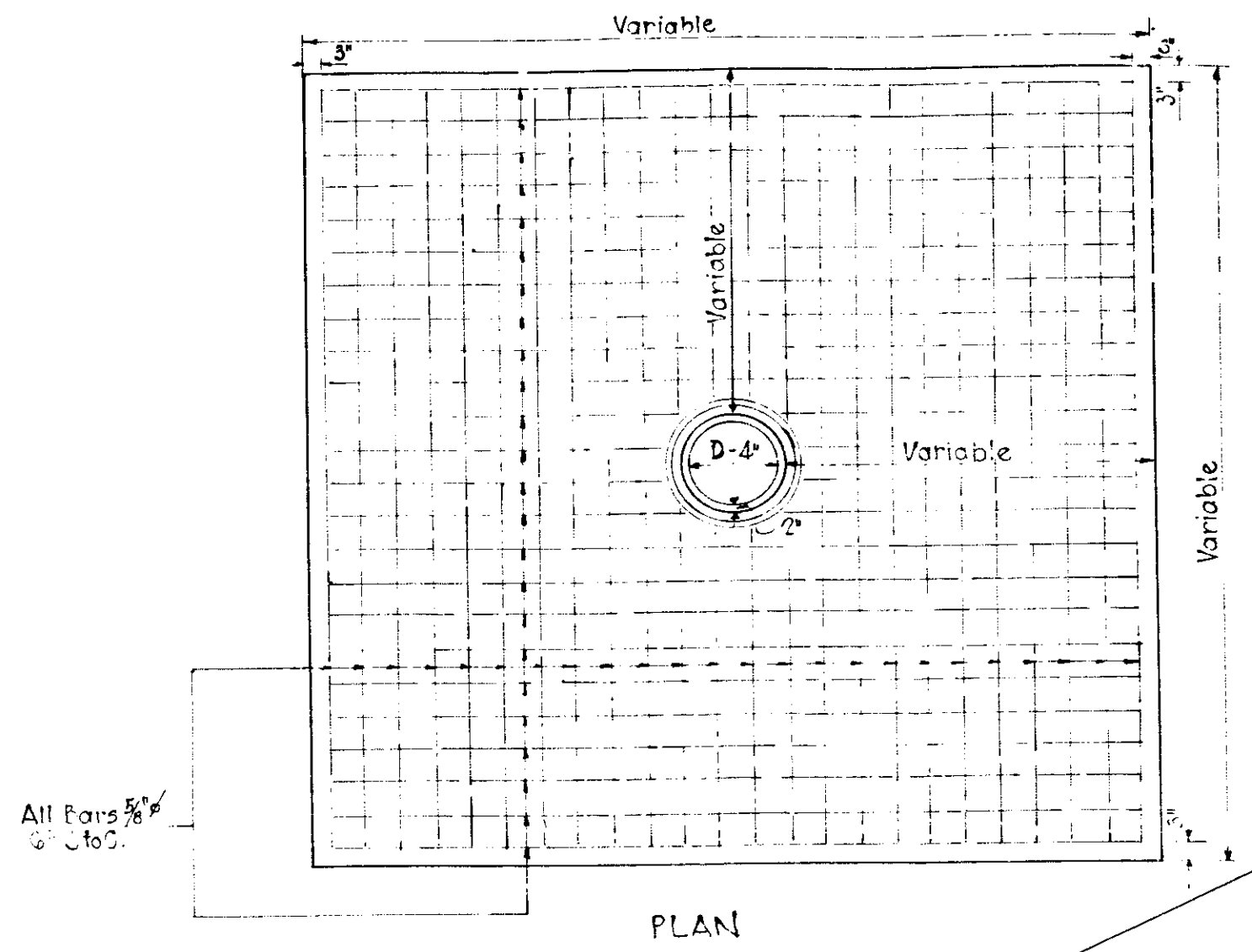
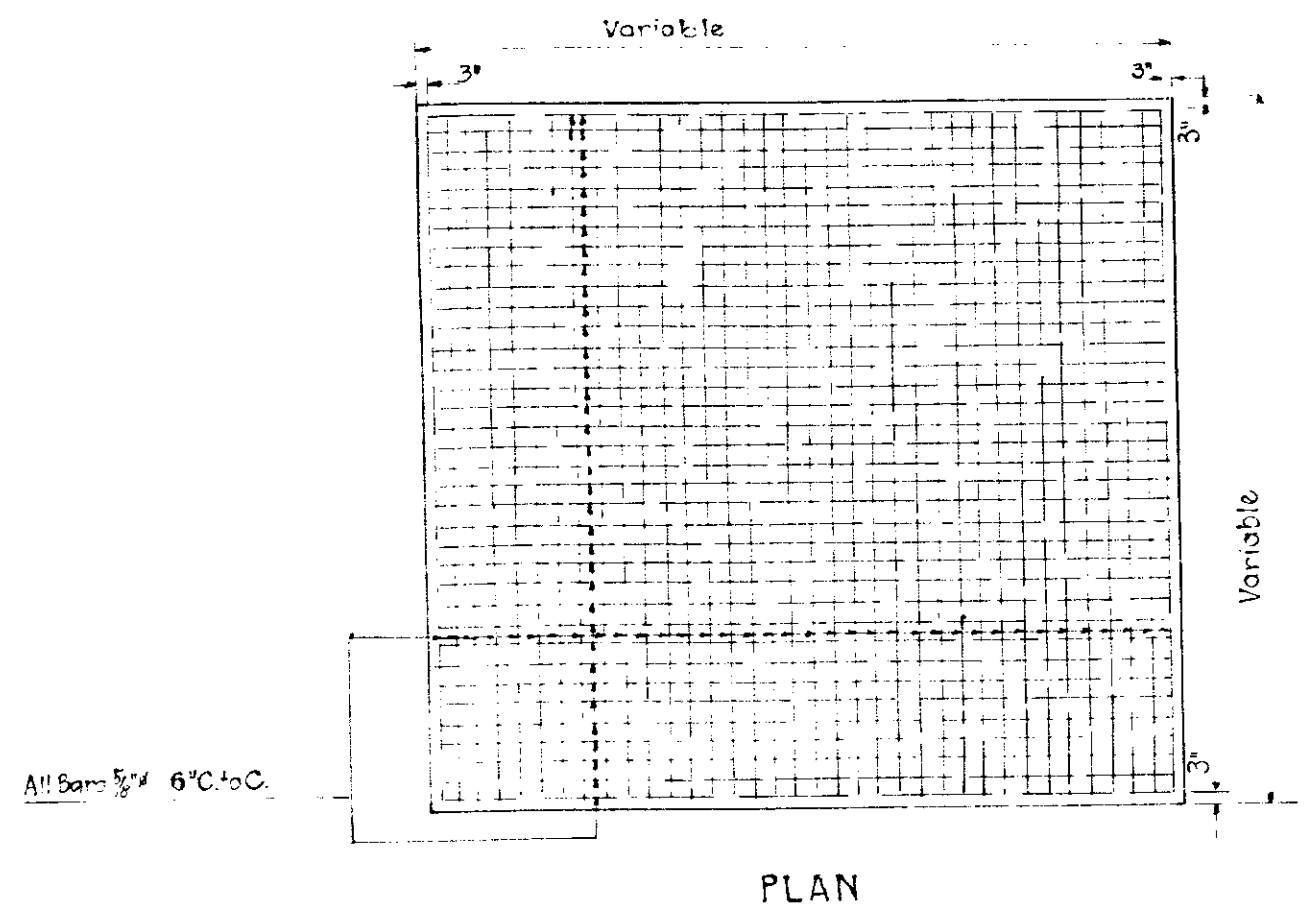


APPROACHES													
LOCATION	DESCRIPTION	EXCAVATION		LENGTH			RADIUS	BY MIXTURE		R.C. PAVEMENT	REINFORCING STEEL	GUIDE POSTS	TYPE 'B'
		CUT	FILL	'L'	'W'	'R'		'G'	'S'				
266+02.4 Rt.	Road Appr.	0	500										
266+02.4 Lt.	Class II	0	25										
275+00 Rt.	Class II	5	0	38	10	15	5.4						
275+00 Lt.	Class V	0	0										
277+00 Rt.	Class V	10	35										
282+75 Lt.	Type 'B' Appr.	1896	416	450	70	55		966	115	75			
282+75 Rt.	Class V	0	0										
287+50 Rt. & Lt.	Class V	0	0										
301+00 Lt.	Class V	0	0										
312+41 Lt.	Class V	0	0										
312+41 Rt.	Class V	0	0										
325+20 Lt.	Class II	0	0	43	10	15	5.9						
325+20 Rt.	Class V	450	0										
327+60 Lt.	Class II	0	25	39	10	15	5.4						
327+60 Rt.	Class II	0	15	45	10	15	6.5						
328+50 Lt.	Class V	0	15										
328+50 Rt.	Class V	0	35										
329+20 Lt.	Class V	0	10	39	10	15	5.4						
329+20 Rt.	Type 'B' Appr.	695	25										
344+00 Lt.	Class V	20	0										
344+00 Rt.	Class II	65	0	39	10	15	5.4						
352+60 Lt.	Class IV	60	0	74	36	10		301					
352+60 Rt.	Type 'D' Appr.	734	2446	439	20	75		959	54	50			
353+45 Lt.	Class IV	20	0	79	36	10		321					
353+45 Rt.	Class V	0	35										
358+00 Lt.	Class V	0	150	64	10	15	9.2						
364+11.6 Rt.	Type 'B' Appr.	212	642										
364+11.6 Lt.	Type 'B' Appr.	1426	226	459	20	55		1120	111	75			
377+40 Rt.	Class II	0	10	39	10	15	5.4						
381+50 Rt.	Type 'D' Appr.	0	175	60	20	25		158	59	50			
386+25 Rt.	Class V	0	5										
402+01 Lt.	Class V	0	15										
402+01 Rt.	Class V	0	0										
402+26 Rt.	Class V	0	0										
402+42 Rt.	Type 'D' Appr.	0	15										
402+42 Lt.	Class II	0	0	24	10	15	3.7						
402+76 Rt.	Class II	0	0	19	10	15	2.7						
404+76 Rt.	Class II	0	25	39	20	25		63	53	50			
404+76 Lt.	Type 'C' Appr.	0	25	39	20	25							
407+07 Rt.	Class II	0	0	20	10	15	2.9						
407+07 Lt.	Class II	0	0	24	10	15	3.3						
408+44 Rt.	Type 'B' Appr.	120	2	55	20	55		155	111	75			
408+44 Lt.	Class IV	0	0	20	20	10		42					
410+76 Lt.	Class V	0	0										
410+76 Rt.	Class II	0	0	20	10	15	2.9						
411+45 Lt.	Class II	0	0	24	10	15	3.3						
411+45 Rt.	Class II	0	0	20	10	15	2.9						
412+02 Rt.	Class V	0	0										
412+02 Lt.	Class V	0	0										
412+76 Lt.	Class II	0	0	25	10	15	3.4						
412+76 Rt.	Class IV	0	0	24	20	10		52					
412+76 Lt.	Class II	10	0	20	10	15	2.5						
412+76 Rt.	Class II	10	0	19	10	15	2.5						
417+10 Lt.	Class II	0	0	24	10	15	3.3						
417+10 Rt.	Class II	5	0	19	10	15	2.5						
419+20 Rt.	Class II	0	0	19	10	15	2.5						
419+20 Lt.	Class II	0	0	24	10	15	3.3						
421+40 Lt.	Class II	0	0	24	10	15	3.3						
421+40 Rt.	Class II	10	0	19	10	15	2.5						
421+50 Lt.	Class V	10	0										
422+15 Rt.	Class IV 45% Sk	10	0	24	20	10 & 20		105					
422+15 Lt.	Class IV 45% Sk	15	0	19	20	10 & 20		89					
422+15 Rt.	Class II	0	0	24	10	15	3.3						
422+15 Lt.	Class II	0	0	24	10	15	3.3						
422+70 Lt.	Class IV 45% Sk	0	0	24	20	10 & 20		105					
422+70 Rt.	Class IV 45% Sk	0	0	19	20	10 & 20		89					

**DETAILS**  
Scale: 1/4"

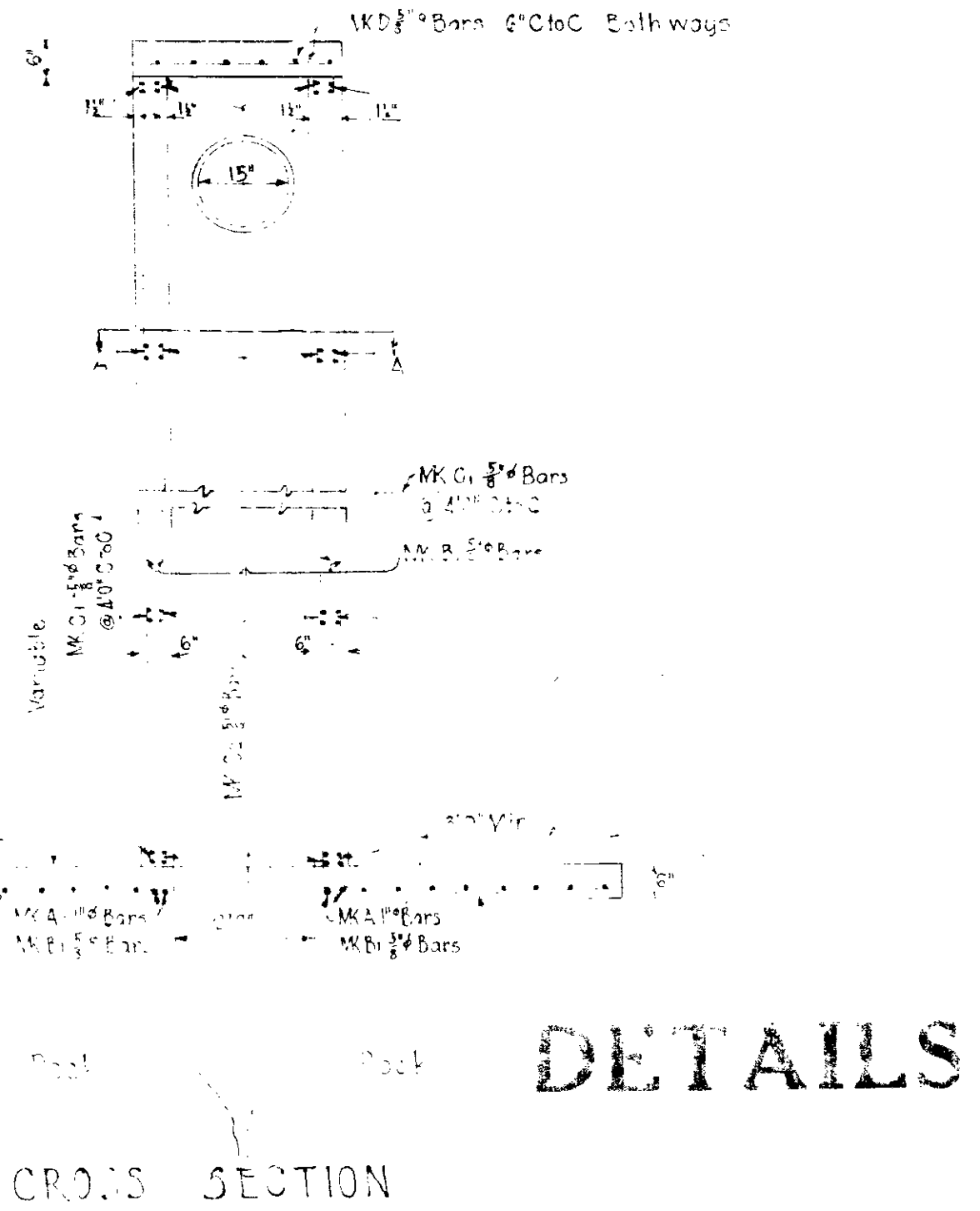
4	IND	124 m	1248	15	194
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Rev. 11-7-57 Shoulder Drains Added per P.A. Davis, City.



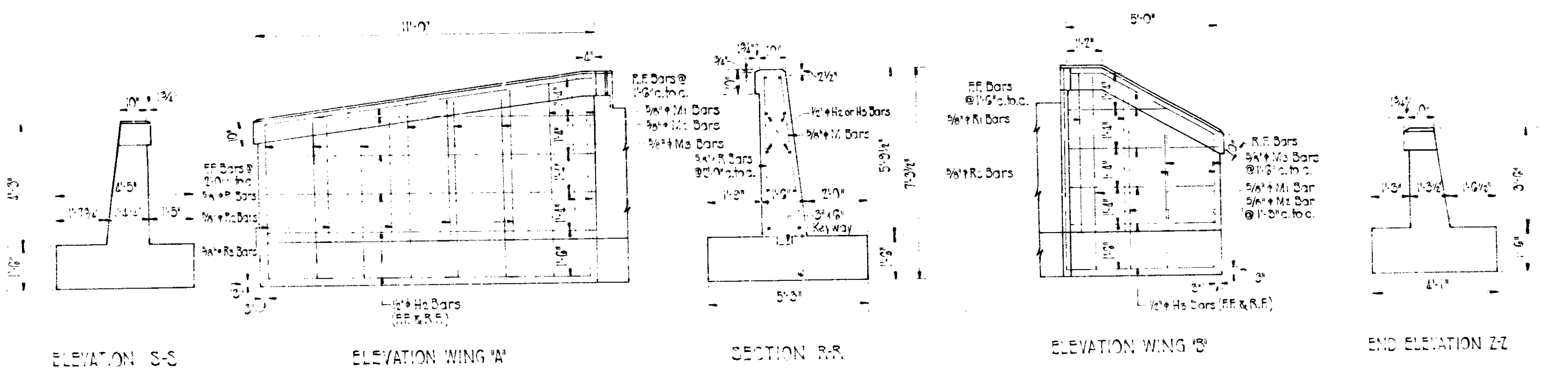
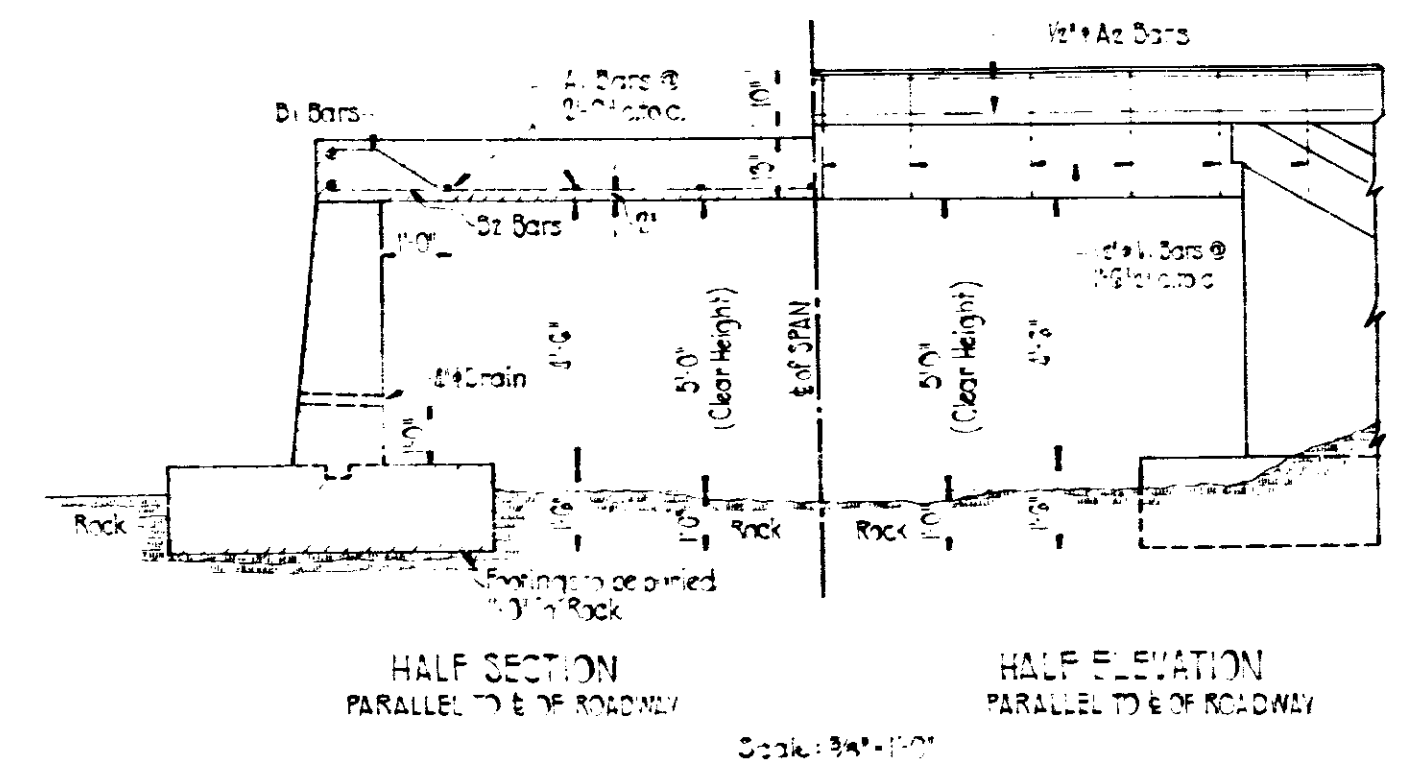
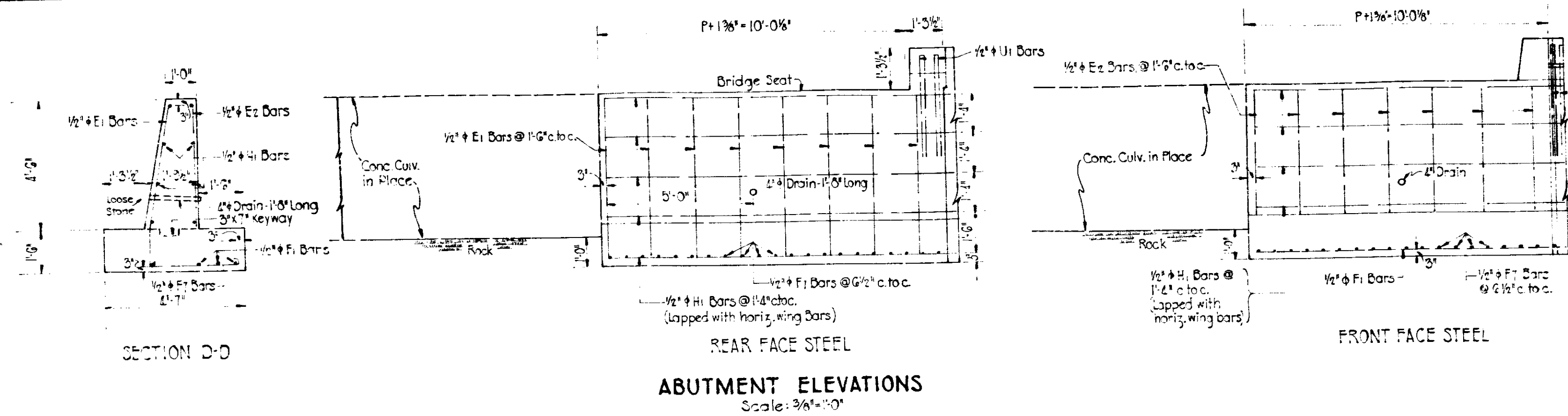
DETAIL OF R.C. SINKHOLE CAP WITH CHIMNEY

Scale:  $\frac{1}{2}$ " = 1'-0"

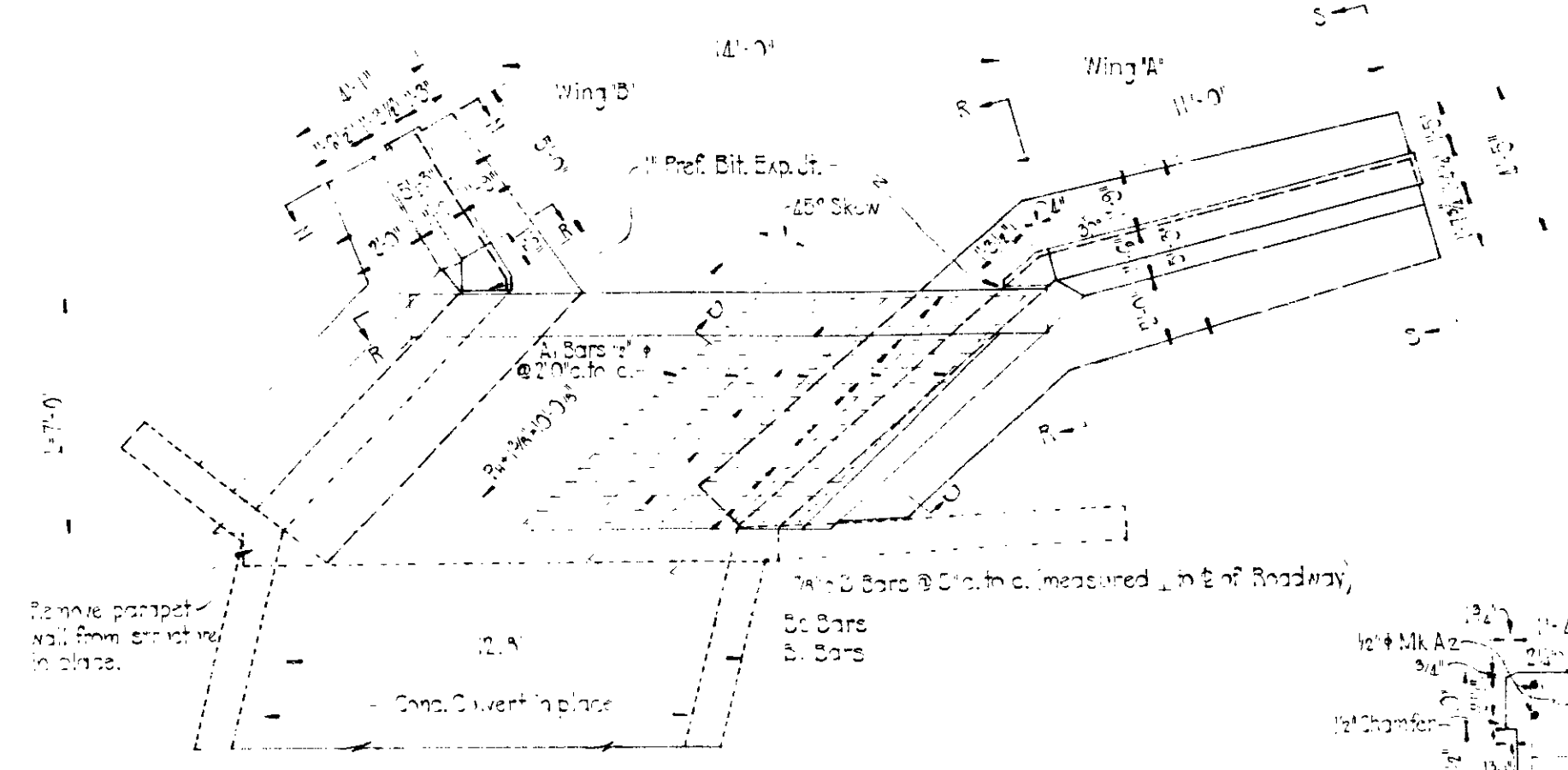
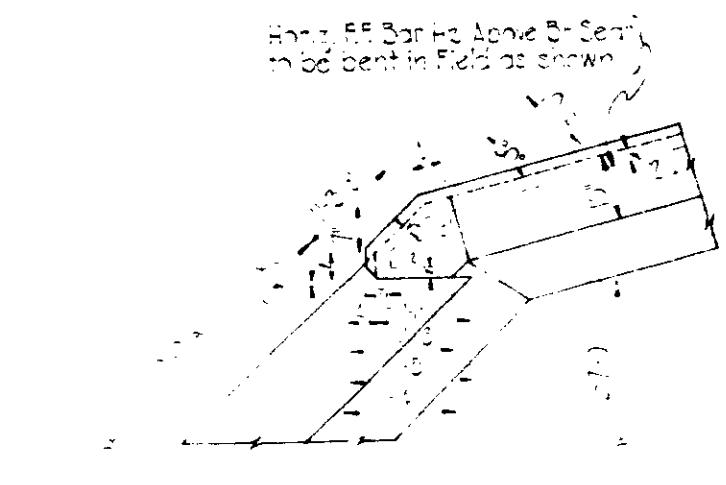


DETAILS

NO.	DATE	BY	CHKD.	APP.
4	NOV 12 1945	14	106	



**WING DETAILS**  
Scale: 3/4"=1'-0"



**STRUCTURE NO. 59**  
STA. 394 + 44

**GENERAL NOTES**

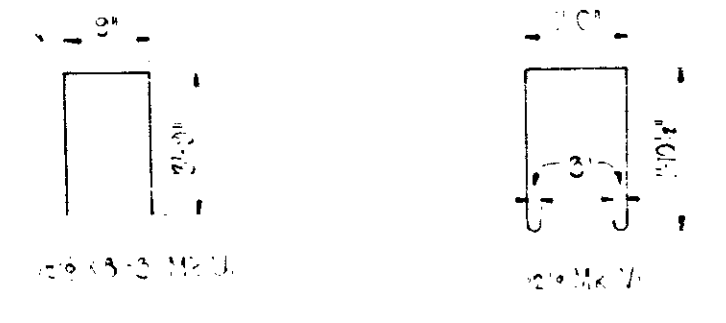
Foundation conditions to be approved by Engineer and depth of footings changed if found necessary.  
Reinforcing steel covering shall be 2" in footings, 2 1/2" in all other parts unless noted.  
All dimensions on details and bending diagrams for reinforcing bars are measured on centerlines of bars.  
Concrete in entire structure to be Class D.  
Waterproofing, wingwalls, and top of slab in accordance with special Detail Form 14' under copings, and chamfer exposed edges 3/4" unless noted.  
Outlet ends of drains from structure to project 3". Cut on down off inlet ends flush with concrete.  
Reinforcing steel bars, sizes and weights in accordance with Standards adopted in 1934 by Concrete Reinforcing Steel Institute.

**BILL OF MATERIALS**

BAR NO.	SIZE	NO.	LENGTH	STEEL
				WEIGHT
<b>---WING A---</b>				
H1	1/2"	15	10.00'	120.0
H2	1/2"	15	10.00'	120.0
H3	1/2"	15	10.00'	120.0
H4	1/2"	15	10.00'	120.0
H5	1/2"	15	10.00'	120.0
H6	1/2"	15	10.00'	120.0
H7	1/2"	15	10.00'	120.0
H8	1/2"	15	10.00'	120.0
H9	1/2"	15	10.00'	120.0
H10	1/2"	15	10.00'	120.0
H11	1/2"	15	10.00'	120.0
H12	1/2"	15	10.00'	120.0
H13	1/2"	15	10.00'	120.0
H14	1/2"	15	10.00'	120.0
H15	1/2"	15	10.00'	120.0
<b>---WING B---</b>				
B1	1/2"	15	10.00'	120.0
B2	1/2"	15	10.00'	120.0
B3	1/2"	15	10.00'	120.0
B4	1/2"	15	10.00'	120.0
B5	1/2"	15	10.00'	120.0
B6	1/2"	15	10.00'	120.0
B7	1/2"	15	10.00'	120.0
B8	1/2"	15	10.00'	120.0
B9	1/2"	15	10.00'	120.0
B10	1/2"	15	10.00'	120.0
B11	1/2"	15	10.00'	120.0
B12	1/2"	15	10.00'	120.0
B13	1/2"	15	10.00'	120.0
B14	1/2"	15	10.00'	120.0
B15	1/2"	15	10.00'	120.0
<b>---PARAPET WALL---</b>				
P1	1/2"	15	10.00'	120.0
P2	1/2"	15	10.00'	120.0
P3	1/2"	15	10.00'	120.0
P4	1/2"	15	10.00'	120.0
P5	1/2"	15	10.00'	120.0
P6	1/2"	15	10.00'	120.0
P7	1/2"	15	10.00'	120.0
P8	1/2"	15	10.00'	120.0
P9	1/2"	15	10.00'	120.0
P10	1/2"	15	10.00'	120.0
P11	1/2"	15	10.00'	120.0
P12	1/2"	15	10.00'	120.0
P13	1/2"	15	10.00'	120.0
P14	1/2"	15	10.00'	120.0
P15	1/2"	15	10.00'	120.0

**CONCRETE**

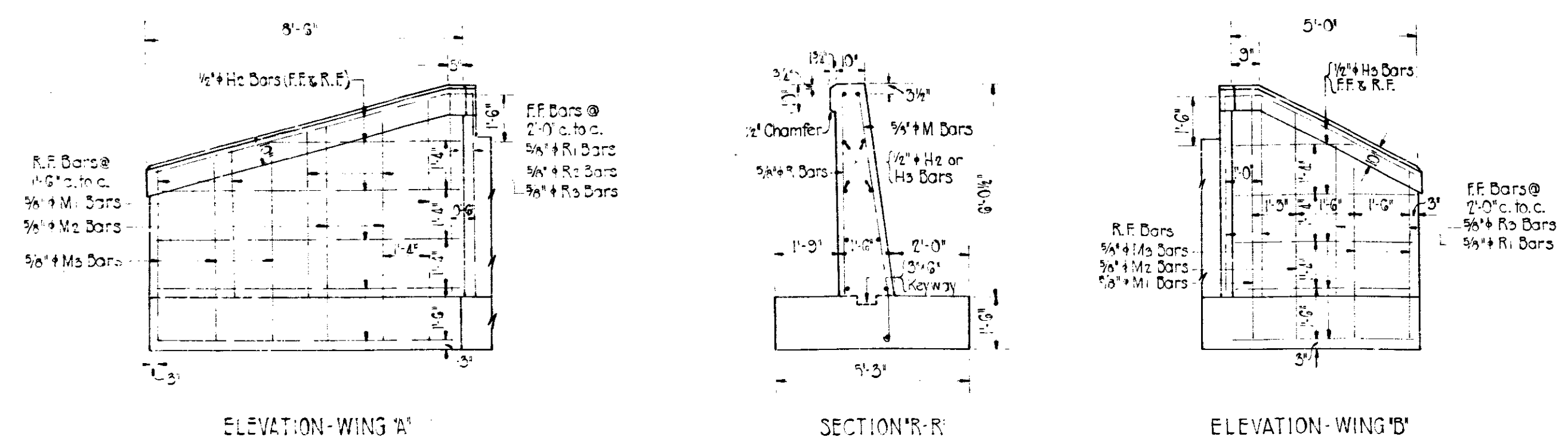
Structure	2500 cu yds
Wing A	1000 cu yds
Wing B	1000 cu yds
Parapet Wall	1000 cu yds
Drain	1000 cu yds
Foundation	1000 cu yds
Other	1000 cu yds



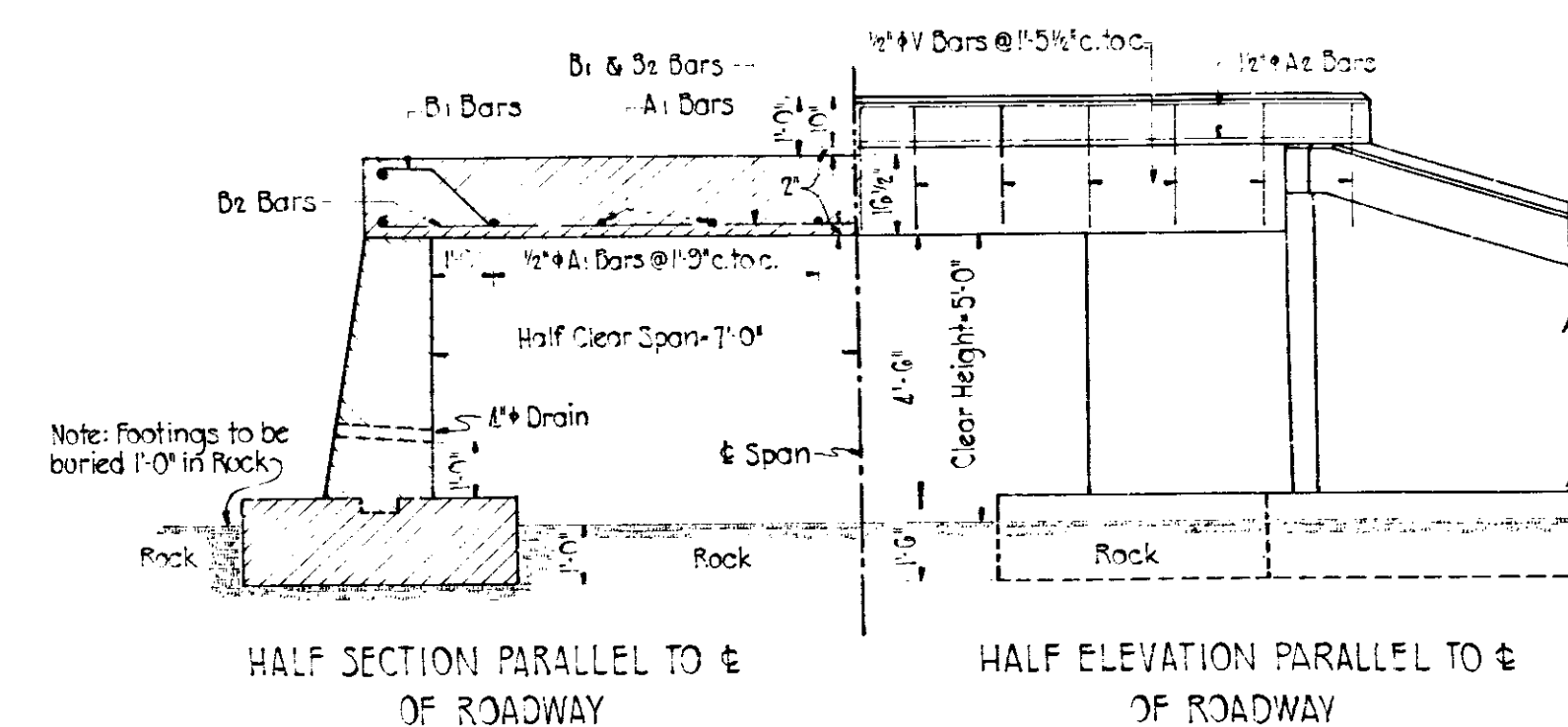
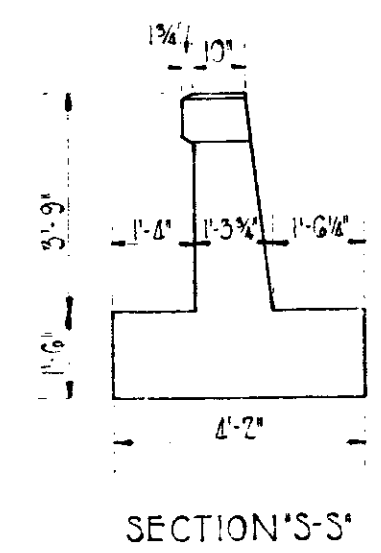
**BENDING DETAILS**  
No. Code

**DETAILS**  
SCALE: AS SHOWN

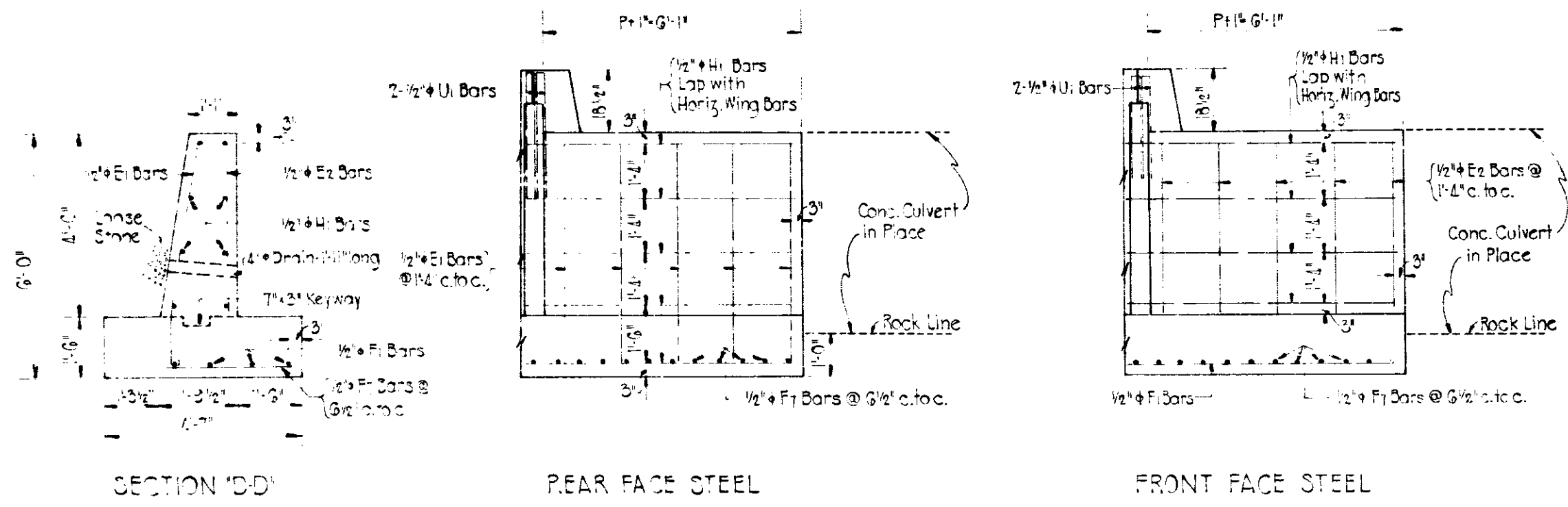
W.M.B. 12-17-45



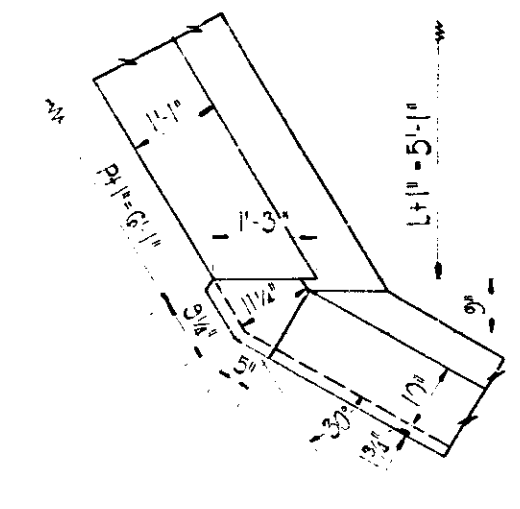
WING ELEVATIONS  
Scale: 3/8" = 1'-0"



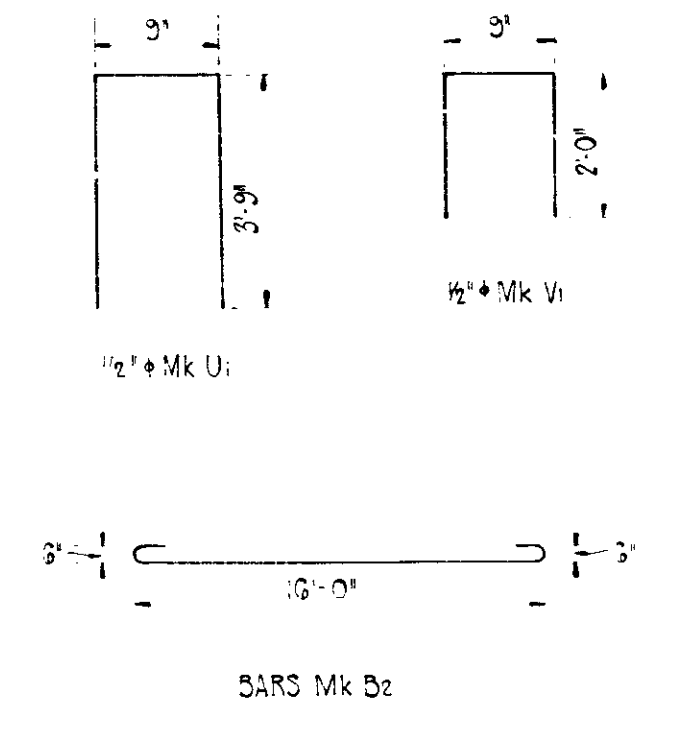
FOR GENERAL NOTES  
SEE SHEET NO. 14



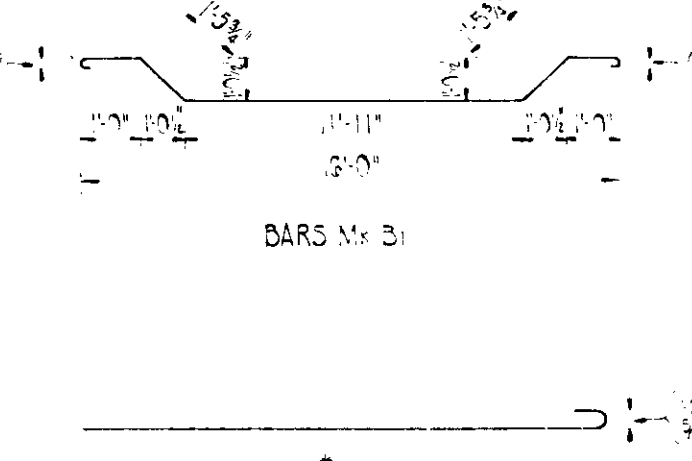
ABUTMENT ELEVATIONS  
Scale: 3/8" = 1'-0"



DETAIL OF WING 'A' CORNER  
Scale: 1/2" = 1'-0"



BARS Mk Dc



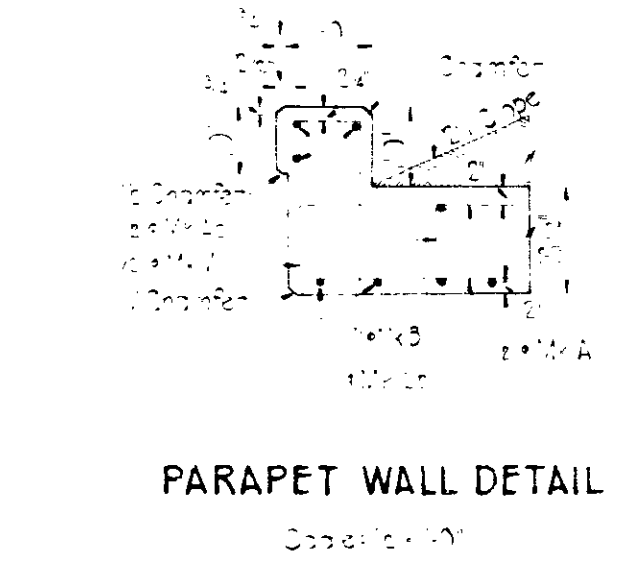
BARS Mk Dc

- E1 - 5/8"
- F1 - 3/4"
- H1 - 3/4"
- M1 - 3/4"
- M2 - 5/8"

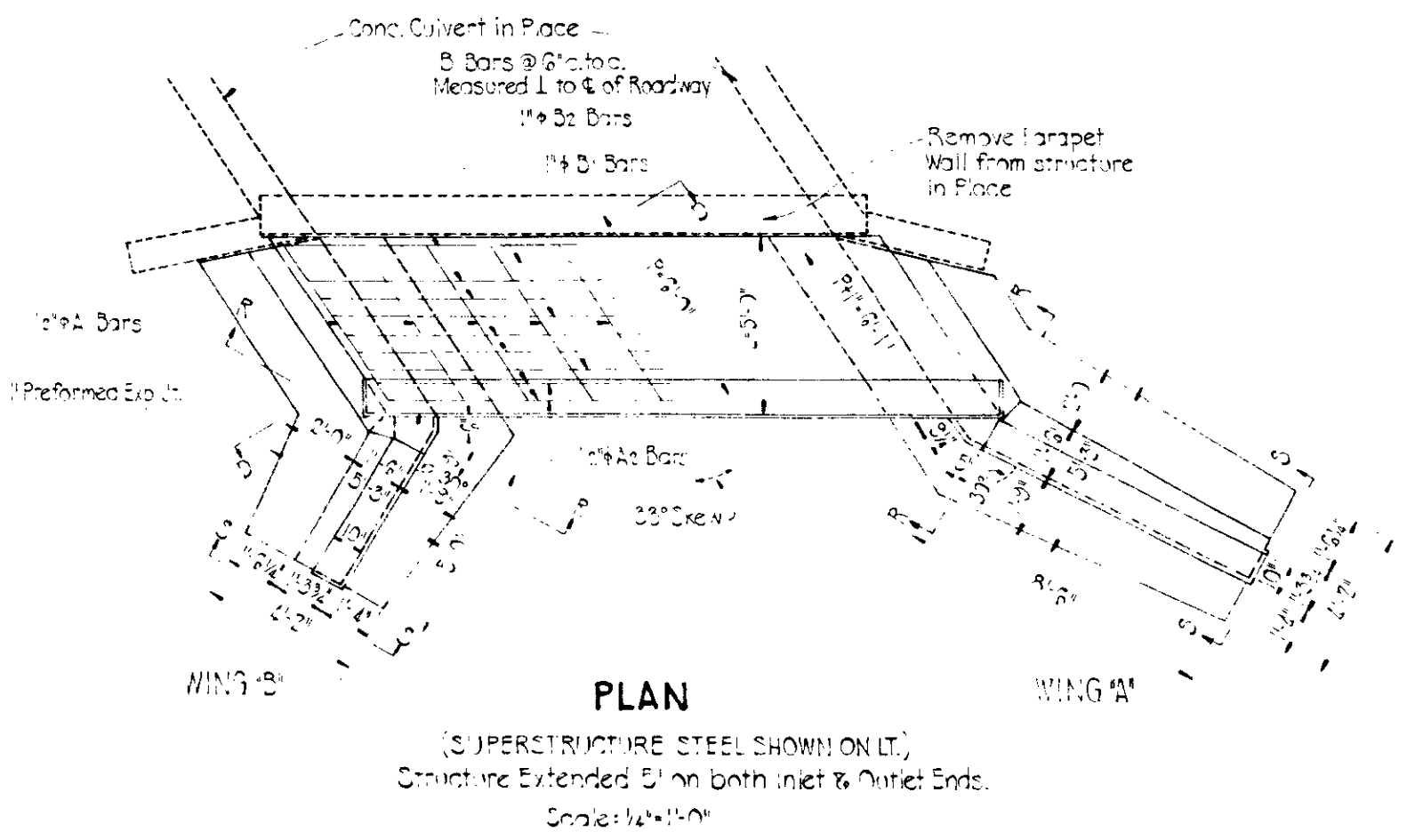
BENDING DETAILS  
1/4" Scale

BILL OF MATERIALS

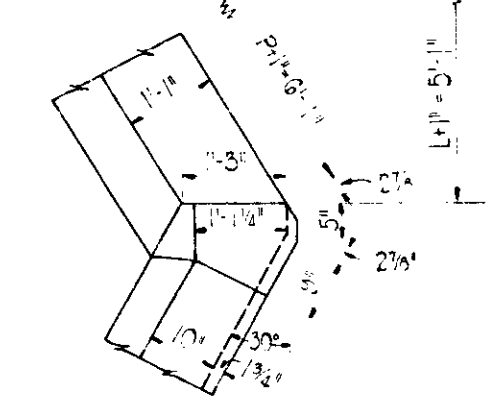
BAR NO.	STEEL		WEIGHT LBS.
	SIZE	LENGTH	
---ABUTMENT---			
H-1	1/2"	36	238.5
F-2	1/2"	20	52.8
H-3	1/2"	20	80.2
F-7	1/2"	56	120.3
F-1	1/2"	6	23.1
F-4	1/2"	6	24.0
---WING 'A'---			
H-2	1/2"	22	121.2
R-1	3/8"	4	24.0
R-2	3/8"	4	19.6
R-3	3/8"	1	3.9
M-1	3/8"	2	15.6
M-2	3/8"	1	23.2
M-3	3/8"	2	32.0
M-4	1/2"	4	22.0
---WING 'B'---			
H-5	1/2"	22	121.2
R-1	3/8"	1	24.0
R-2	3/8"	1	19.6
M-1	3/8"	2	15.6
M-2	3/8"	1	23.2
M-3	3/8"	1	24.0
M-4	1/2"	2	22.0
---DECK---			
D-1	1/2"	5	44.0
D-2	1/2"	2	300.2
D-3	1/2"	2	325.5
---PARAPET WALL---			
A-1	1/2"	6	55.1
A-2	1/2"	24	152.0
			2071.5
CONCRETE			
Substructure			
Abutments			1122.0 Cu Yds.
Wings 'A' & 'B'			71.5
Deck			4.95
Superstructure			
Deck			84.0
Parapet Wall			137.1
			342.55 Cu Yds.



PARAPET WALL DETAIL  
Scale: 1/2" = 1'-0"



PLAN  
Scale: 1/2" = 1'-0"



DETAIL OF WING 'B' CORNER  
Scale: 1/2" = 1'-0"

STRUCTURE NO. 61  
STA. 400+44

DETAILS  
SCALE: AS SHOWN

