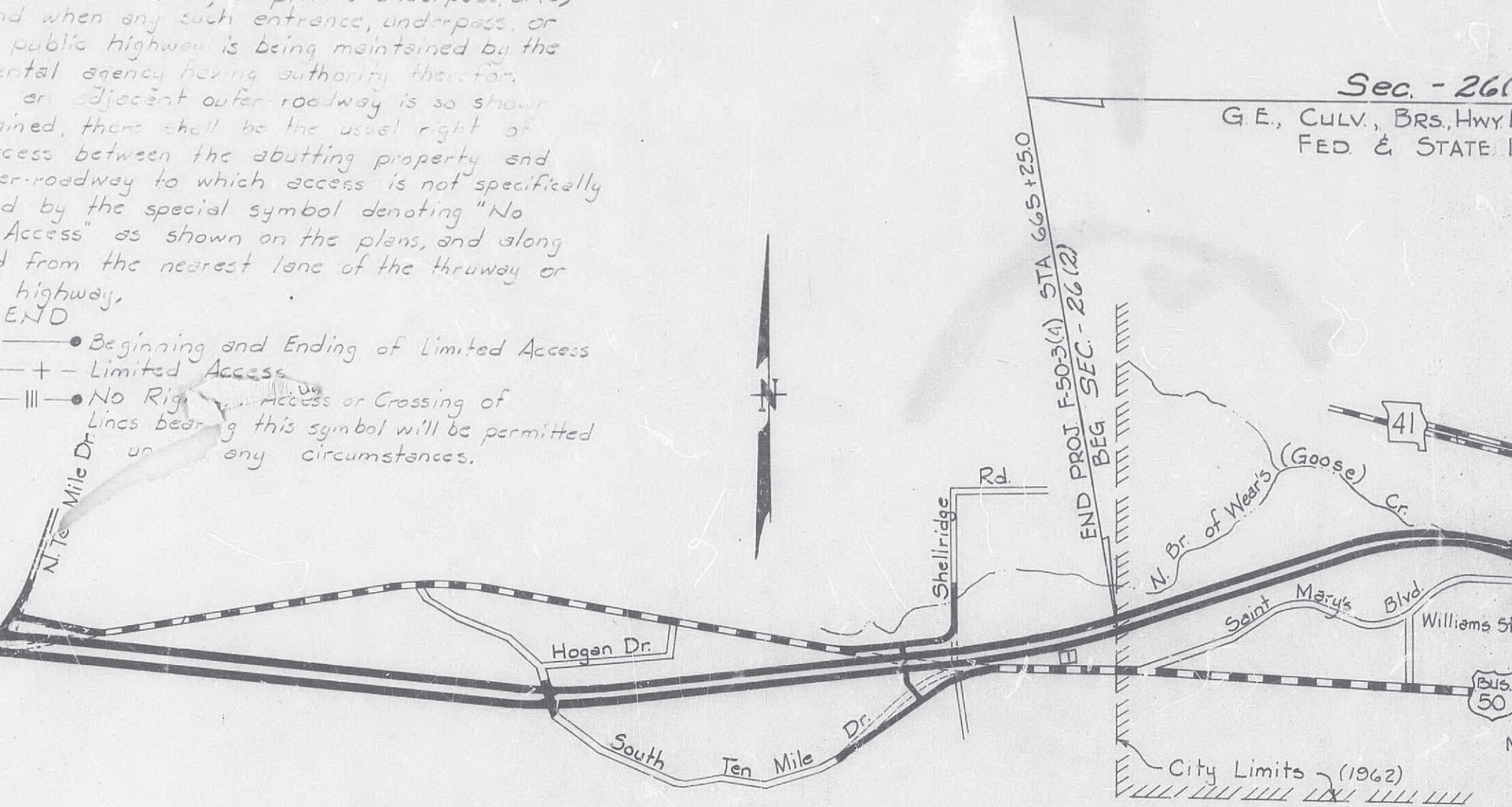


or to any person merely because of  
of such abutting property There shall  
usual right of access over any location  
shown on these plans as a property entrance  
ld entrance (F.E), or private underpass, or (2)  
and when any such entrance, underpass, or  
public highway is being maintained by the  
mental agency having authority therefor.  
an adjacent outer roadway is so shown  
ained, there shall be the usual right of  
cess between the abutting property and  
er-roadway to which access is not specifically  
d by the special symbol denoting "No  
Access" as shown on the plans, and along  
d from the nearest lane of the thruway or  
highway,  
END

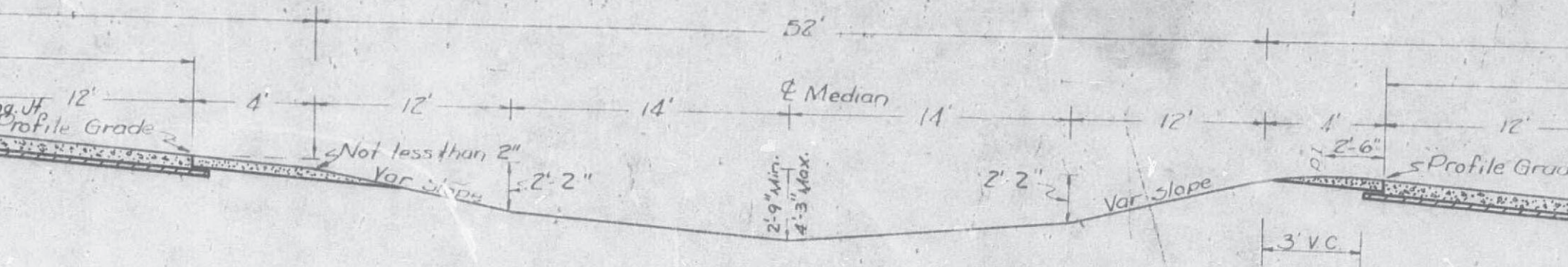
- Beginning and Ending of Limited Access
- + - Limited Access
- ||| No Right of Access or Crossing of  
Lines bearing this symbol will be permitted  
in any circumstances.



Sec. - 26  
G.E., CULV., BRs, HWY  
FED. & STATE

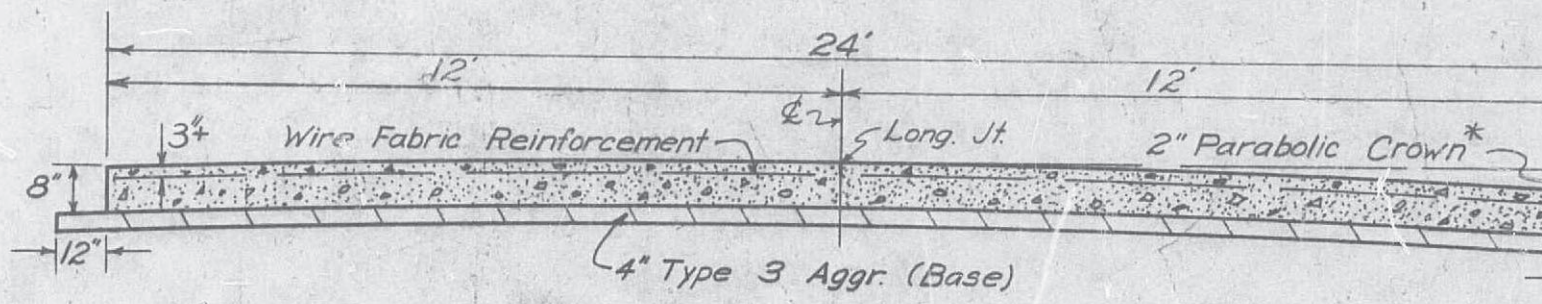
EQUA.

Sta. 771 + 15.95 Bk. = Sta. 10 + 00.00 Pres. 50  
Sta. 8 + 89.08 Bk. = Sta. 4 + 16.26 Ah. Rte. 54



### CUT SECTION ON SUPERELEVATED CURVE

NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulder use same as shown for sec. on tang.



### DETAILS OF TYPICAL PAVEMENT SECTIONS

NOTE: Crown to be eliminated on all Superelevated Curves

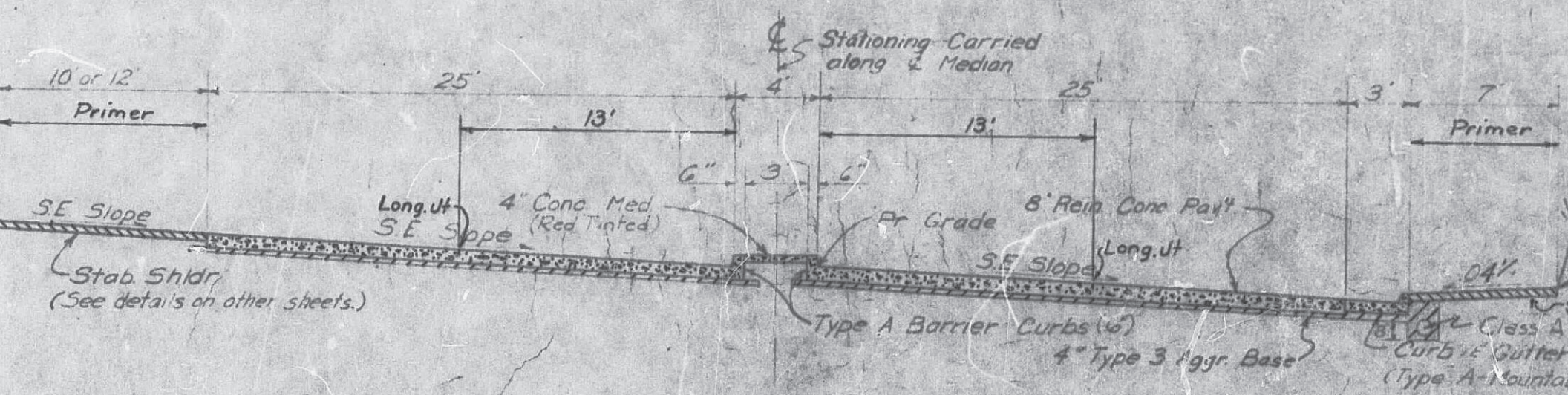
For inslope & ditch details  
See sections above

See details other sheets)  
Tang. See below

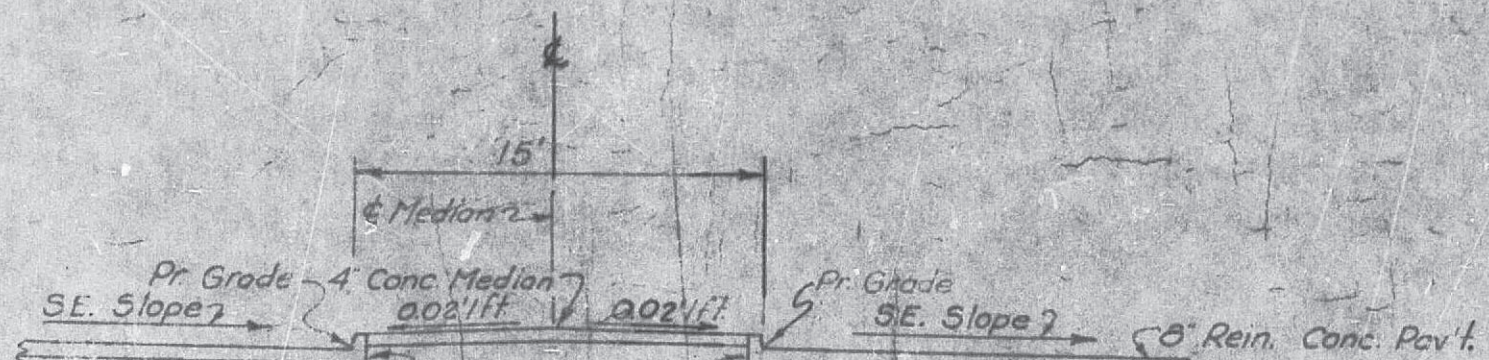
4" Type 3 Aggr. Base

Curb & Gutter  
(Type A-Mountable)  
Curb & Gutter Se  
thru Interchange  
(Between Main Rdw

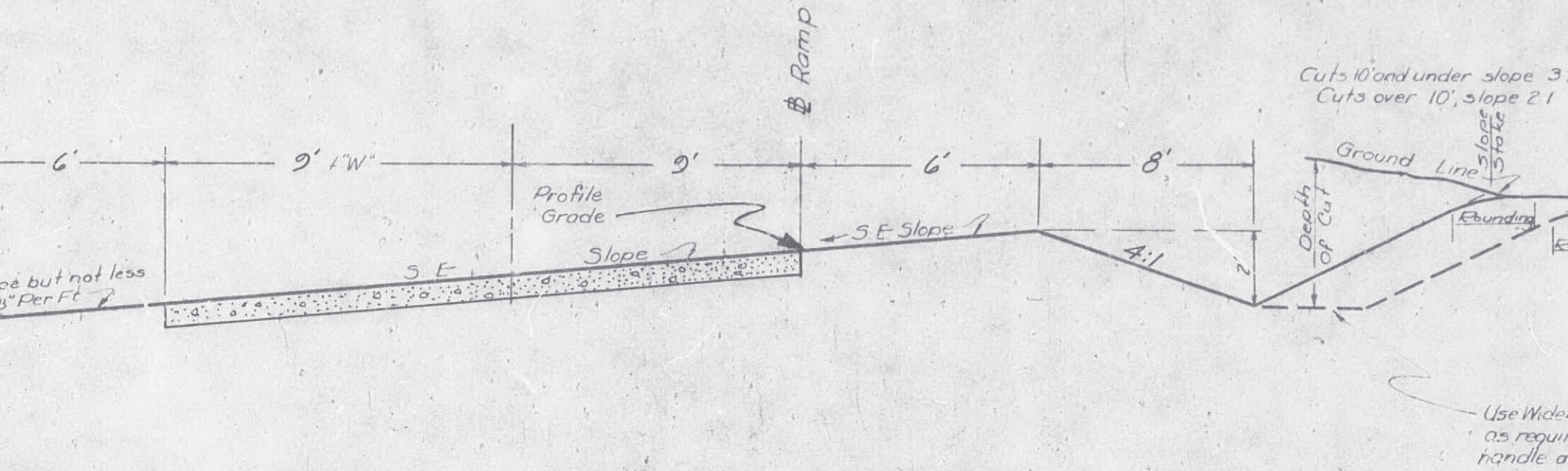
# ROUTE 50 TYPICAL SECTION ON TANGENT 4' MEDIAN STA. 697+54.52 TO STA. 757+61.03



# ROUTE 50 TYPICAL SECTION ON SE. CURVE

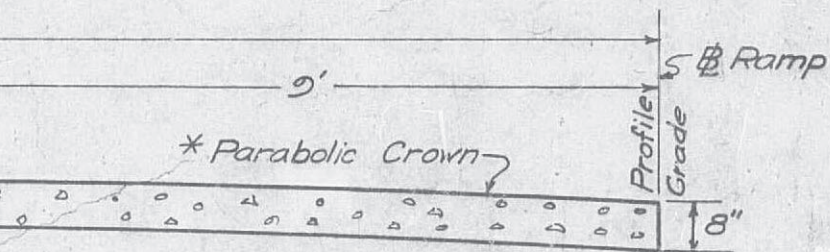


SECTION ON TANGENT



CUT SECTION ON SUPERELEVATED CURVE (ALL CURVES OVER 30 MINUTES)

NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulders use same as shown for "Section on Tangent"

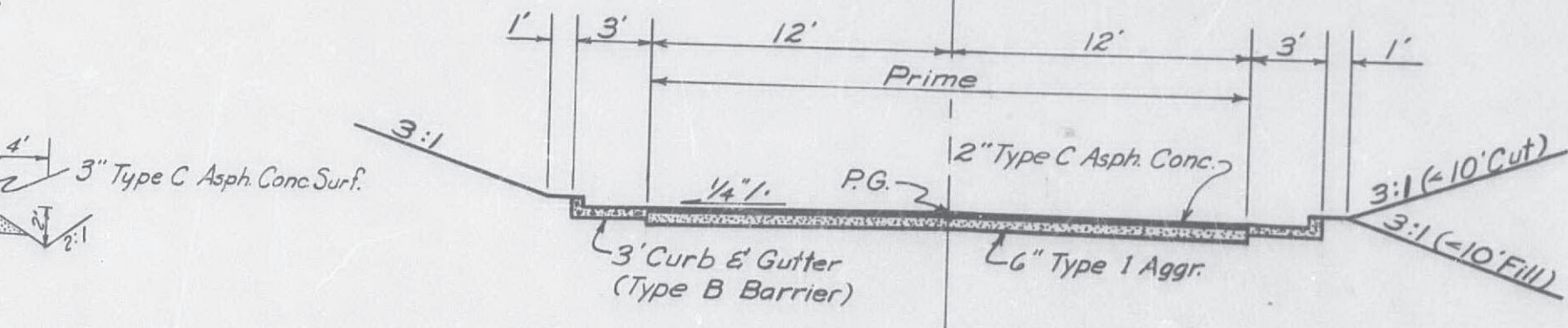


\*NOTE: Crown to be eliminated on

TYPICAL SECTION ON TANGENT

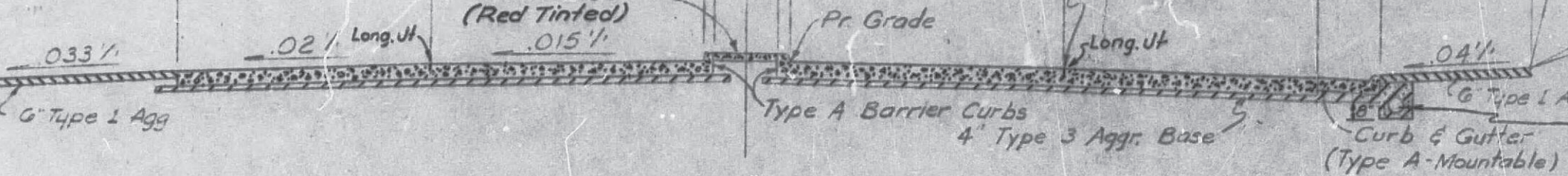
DIX ROAD

STA. 5+00 TO STA. 16+00

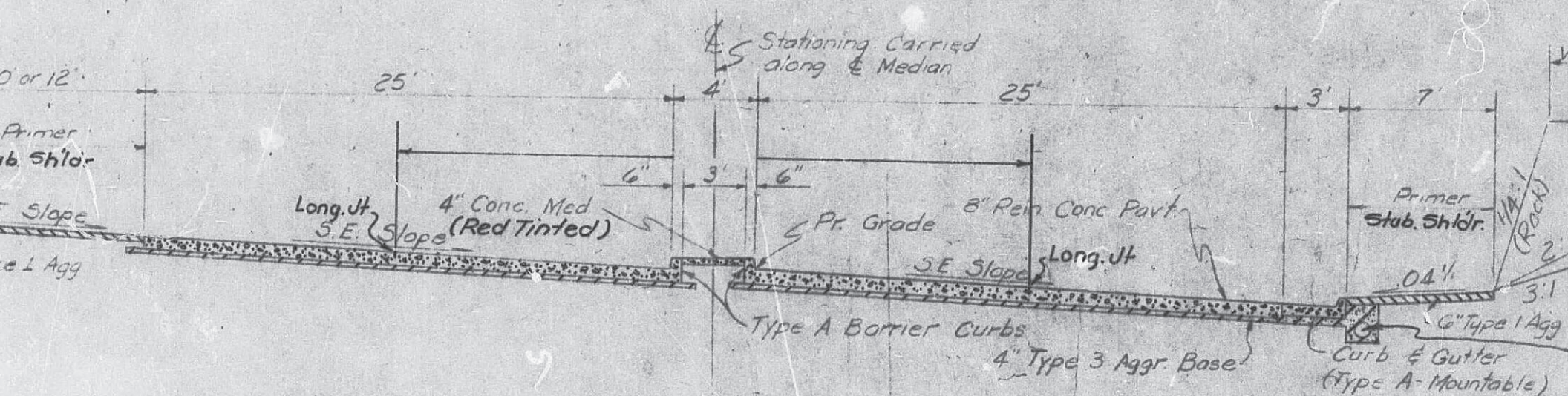


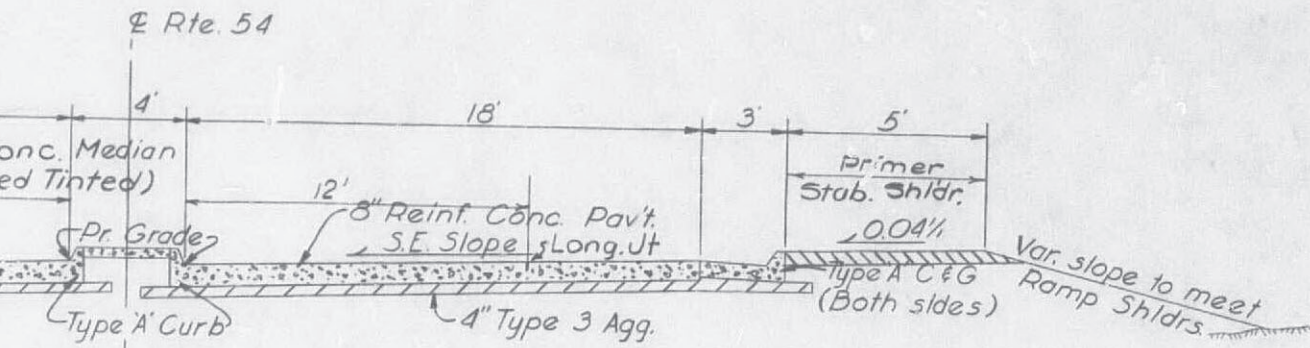
TYPICAL SECTION  
WILLIAMS ST. CONN.

ST. MARY'S BLVD. TO DIX ROAD  
(STA. 5+27.63 TO STA. 15+45.0)  
DIX ROAD TO BECK STREET  
(STA. 17+32.0 TO STA. 22+98.3)

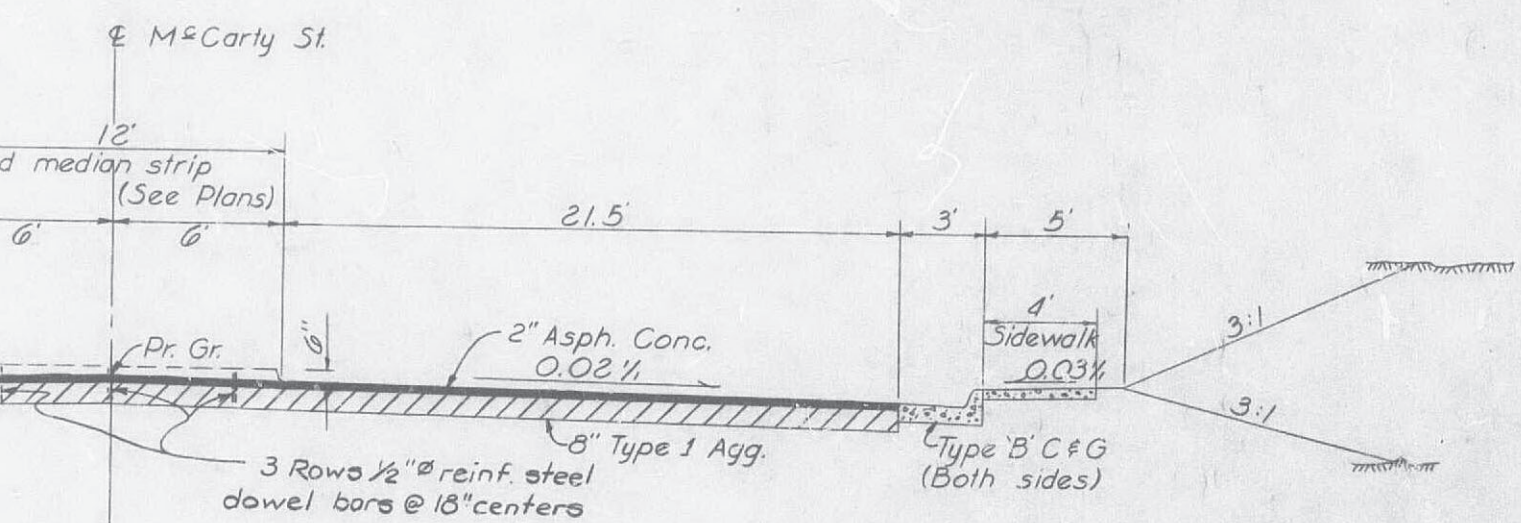
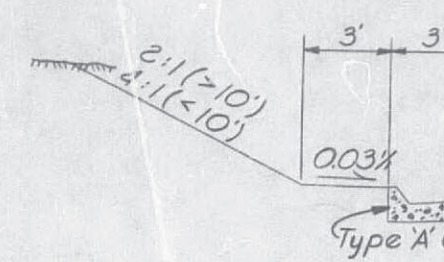


TYPICAL SECTION ON TANGENT  
 RTE 54 - STA 17+50± TO JEFFERSON STREET  
 4' MEDIAN

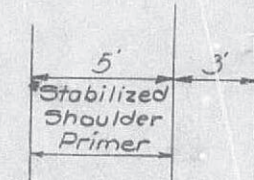
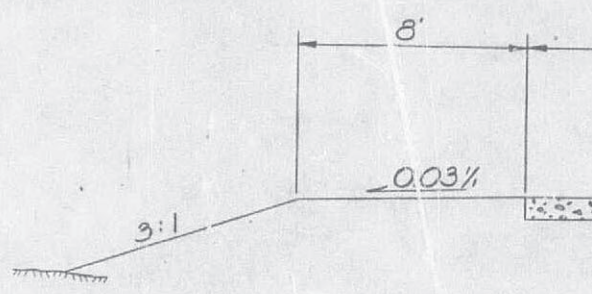


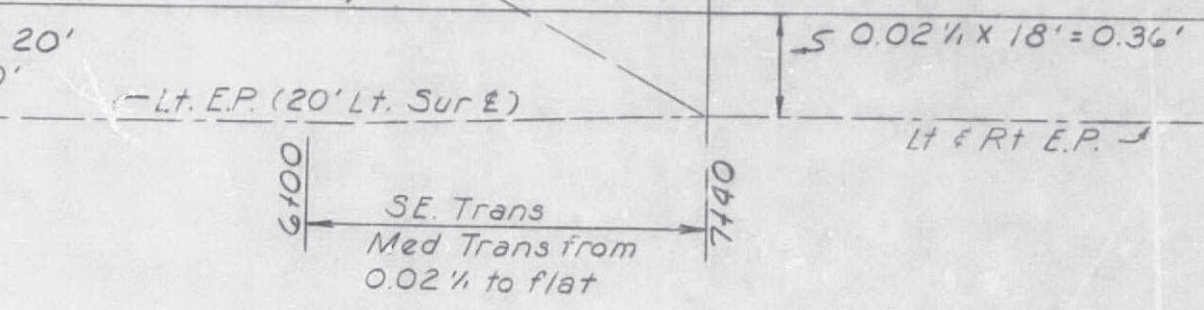


ON SUPER  
 CAL SECTION  
 STA. 6180 - 15100

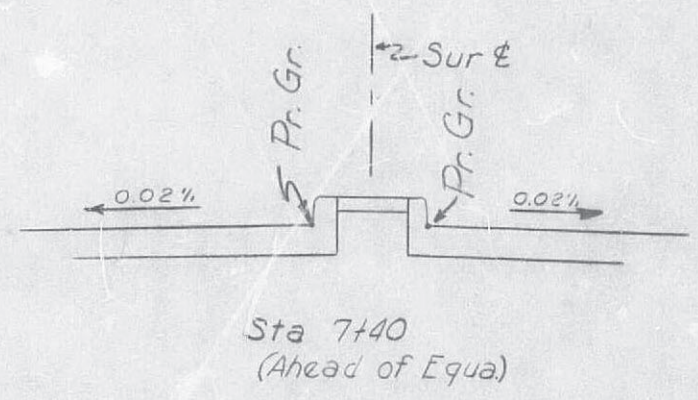
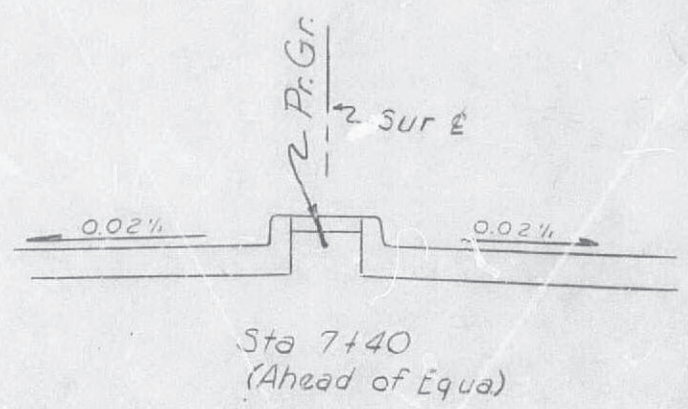


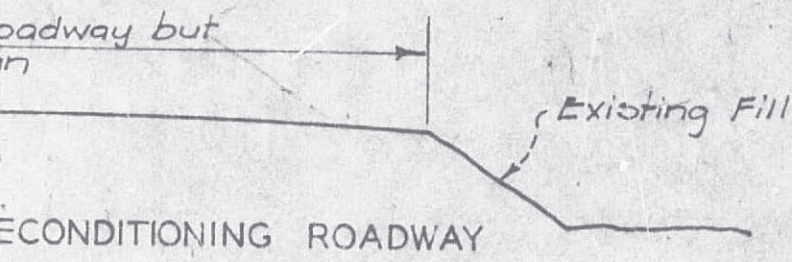
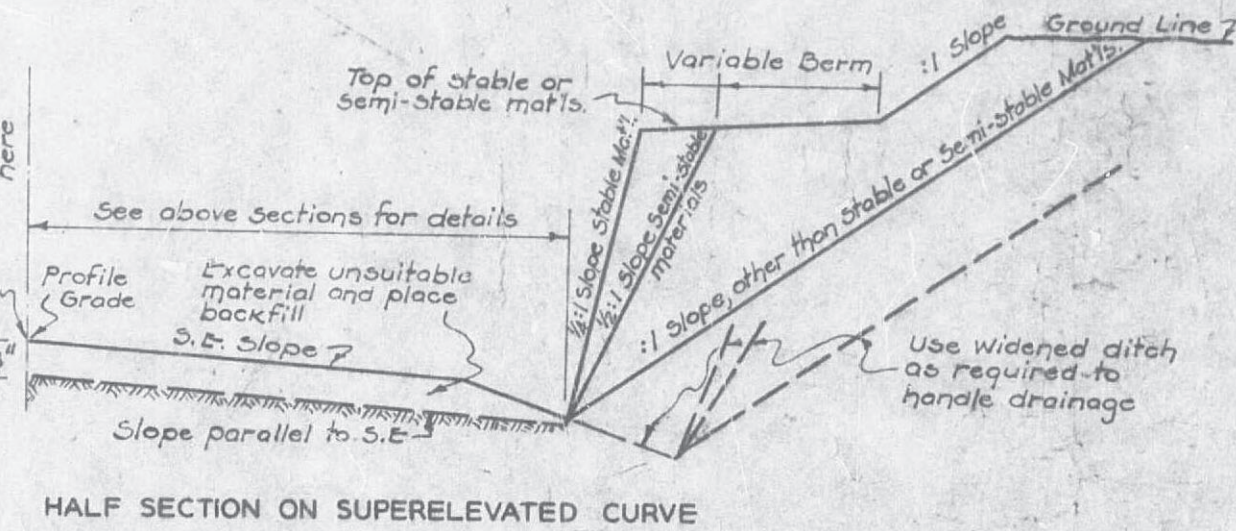
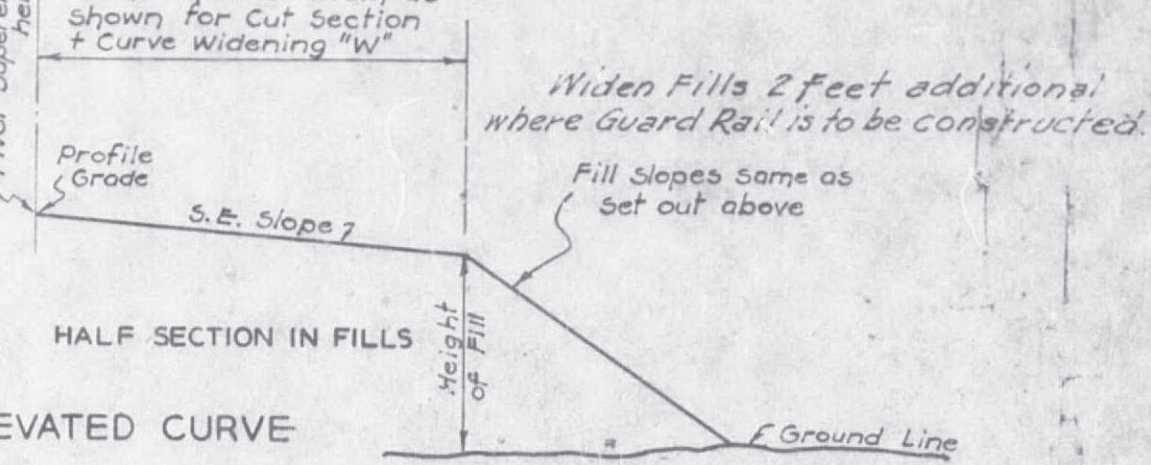
CAL SECTION  
 McCarty St.





EDGE PAVEMENT & SE TRANS  
 7+75 (BK) to STA 7+40 (AH)



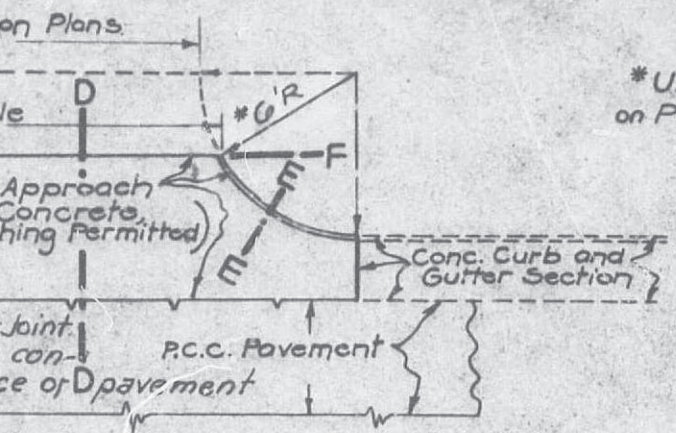


ted in accordance with these Typical Sections using the

Std. Longitudinal Joint along & of approach See Std. Dwg. 48.10

P.C.C. Pavement

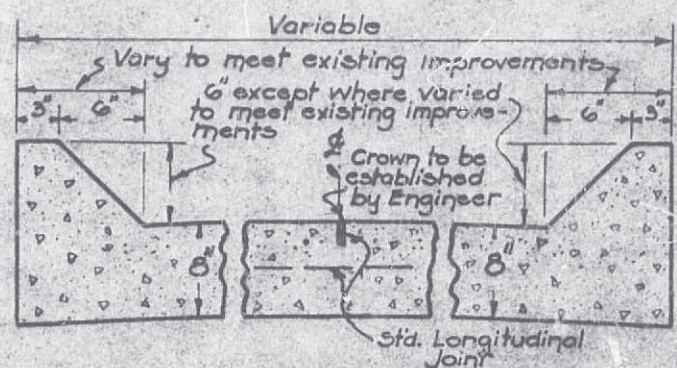
OR COMMERCIAL APPROACHES



\* Unless otherwise noted on Plans.

RANCE APPROACHES

Vary where required to meet existing improvements  
6" except where varied to meet existing improvements



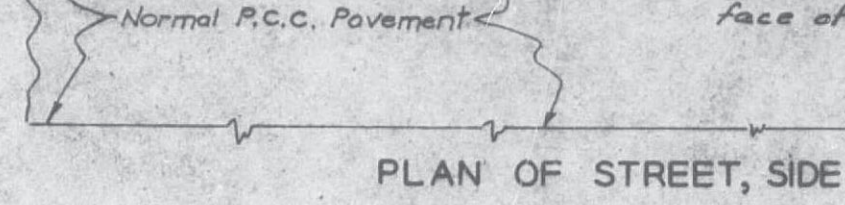
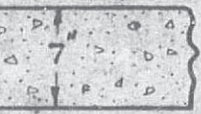
SECTION C-C

NOTE: - (SECTIONS C-C & F-F)  
Where approach meets existing concrete pavement or sidewalk, place 1/2" precast bituminous joint cut to template, through new concrete and 1" from junction with existing concrete, or along inside edge of sidewalk.

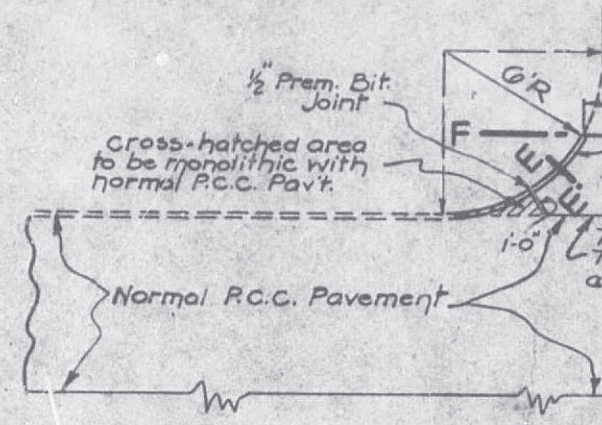
vary from 6" at beginning of return to 0" at end of minimum approach.



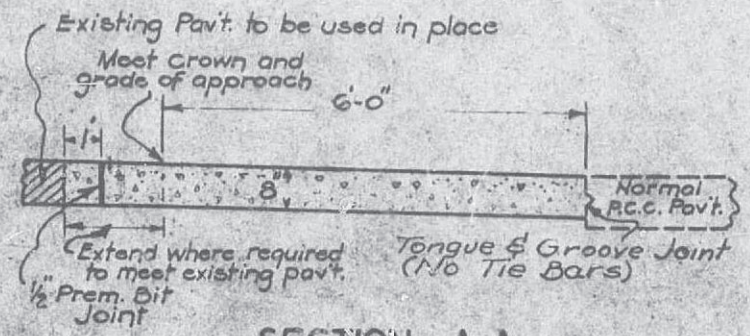
ION B-B



PLAN OF STREET, SIDE

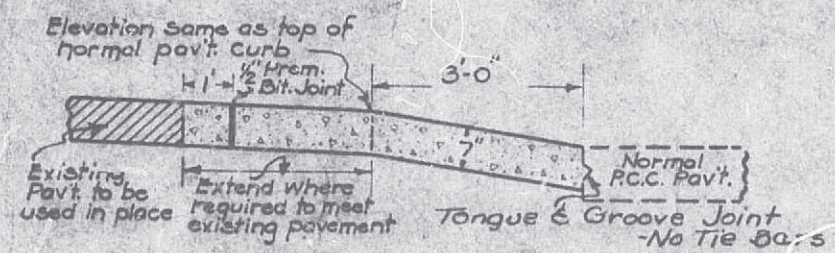


PLAN OF P



SECTION A-A

NOTE: - Elevation of center of approach, at a point 6" from edge of normal pavement shall not vary more than 2" from elevation of normal pavement edge at & of approach



For Detail See Typical Section, V existing i

SECTION



### CROSS ROAD PIPE CULVERTS

| Station | Loc.  | Cl. III |     |     |     |     | Bit. Ctd Plain<br>24" | Type | Cl.     | Rainf. Cl. | Type | Skew     | Pipe Celler<br>Type B |
|---------|-------|---------|-----|-----|-----|-----|-----------------------|------|---------|------------|------|----------|-----------------------|
|         |       | 15"     | 18" | 24" | 30" | 36" |                       |      |         |            |      |          |                       |
| 669+50  | £     |         |     |     | 427 |     | Headwall              | B    | Steel 3 | Bed        |      |          |                       |
| 675+20  | £     |         |     |     | 249 |     | 1-53.40A<br>1-53.40B  | 4.1  | 340     | 441        | BI   | 40° L.A. |                       |
| 677+00  | Lt.   |         |     | 68  |     |     | 2-53.40B              | 3.2  | 290     | 257        | BI   | 20° L.A. |                       |
| 680+20  | £     |         |     | 182 |     |     | 1-53.40B<br>1-53.40C  | 1.0  | 100     | 95         | C    |          |                       |
| 689+40  | £     |         |     | 238 |     |     | 1-53.40B<br>1-53.40C  | 2.3  | 220     | 82         | BI   |          |                       |
| 692+00  | Lt.   |         |     | 75  |     |     | 1-53.40C              | 3.9  | 350     | 240        | BI   | 45° L.A. |                       |
| 696+47  | £     |         |     |     |     |     | 1-53.40B              | 1.0  | 100     | 29         | C    |          |                       |
| 698+00  | Lt.   | 133     |     |     |     | 174 | 2-53.40B              | 4.2  | 350     | 249        | BI   | 20° L.A. |                       |
| 702+50  | £     |         |     | 127 |     |     | 1-53.40C              | 2.9  | 70      | 291        | C    | 30° B    |                       |
| 723+00  | £     |         |     |     |     | 136 | 1-53.40B              | 2.3  | 220     | 153        | C    |          |                       |
| 735+80  | £     |         | 120 |     |     |     | 2-53.40B              | 3.4  | 290     | 191        | C    |          |                       |
| 750+77  | Rt.   | 62      |     |     |     |     | 2-53.40C              | 2.3  | 170     | 124        | C    | 35° L.A. |                       |
| 755+47  | £ Ah. | 15      |     |     |     |     | 1-53.40C              | 0.6  | 50      | 16         | C    |          |                       |
| 755+65  | £     |         |     |     |     | 116 |                       |      | 14      |            | C    | 10° Ah.  |                       |
| TOTALS  |       | 210     | 120 | 600 | 676 | 426 | 50                    |      | 34.0    | 2970       | 2179 |          |                       |

### CROSS ROAD PIPE CULVERTS (CMP)

| Station | Loc.       | Type     | Flared End |     |     | Cl. 3 | Remarks |  |
|---------|------------|----------|------------|-----|-----|-------|---------|--|
|         |            |          | 12"        | 18" | 84" |       | 12"     | 18"  |
| 667+00  | £          | Type I   | 44         |     |     |       |         |  |
| 667+00  | Lt. £      | SR Conn. |            | 36  |     | 5     | 2       |  |
| 672+00  | 160' Lt. £ | OR       |            | 36  |     | 15    | 2       |  |
| 5+00    | £          |          |            |     | 140 |       |         | Metal End Rt Only See Sh.<br>Temp. By-Pass Dix Rd. |
| TOTALS  |            |          | 44         | 72  | 140 | 20    | 2       | 3  |

### ENTRANCES (CMP)

| Station | Station | Loc.              | Type | 12" | 18" | Remarks                        |
|---------|---------|-------------------|------|-----|-----|--------------------------------|
| 665+65  | 670+00  | 160' Lt. £        | OR   |     |     | No Pipe                        |
|         | 667+00  | Lt. £             | PE   |     |     | " "                            |
| 670+00  | 673+50  | 160' Lt. £        | OR   |     |     | " "                            |
|         | 673+00  | Lt. OR            | PE   |     |     | " "                            |
|         | 708+08  | Rt.               | PE   | 28  |     |                                |
|         | 1+88    | Lt. 5+75          |      |     | 46  | Lt. Dix Road                   |
|         | 4+68    | Lt.               |      |     |     | Lt. Dix Road (No Relaid Pipe)  |
|         | 0+55    | Lt. Temp. By-Pass |      |     | 38  | Was Not Removed (Lt. Dix Road) |
|         | 2+18    | Alley £           | PE   | 36  |     | Alley Lt. McCarty Street       |
|         | 3+31    | Alley £           |      | 22  |     | Alley Lt. McCarty Street       |

A UD.  
= 18" Below Plan For Sodding  
See Sheets #  
210  
57, 58, 59 & 60

# STORM SEWERS - CLASS III RCP (CONT)

| Sta.              | Loc.               | No  | Struct | Struct | 12" | 15" | 18" | 24" | 30" | 36" | 48" | Type Bedding | Color A B | Type Headwall | C.I.B. Conc. | Reinf. Steel | C.I. Exc. | Skew    | F    |     |
|-------------------|--------------------|-----|--------|--------|-----|-----|-----|-----|-----|-----|-----|--------------|-----------|---------------|--------------|--------------|-----------|---------|------|-----|
| Sub-Totals        |                    |     |        |        | 524 | 158 | 268 | 114 | 0   | 0   | 0   |              | 0 0       |               | 0            | 0            | 828       |         |      |     |
| 714+35            | Removed See CO #18 | 32  | 31     | 35     |     | 143 |     |     |     |     |     |              |           |               |              |              | 96        |         |      |     |
| 714+35            | Removed See CO #18 | 34  | 33     | 35     | 55  |     |     |     |     |     |     |              |           |               |              |              | 31        |         | S    |     |
| 714+35            | Removed See CO #18 | 36  | 35     | 37     |     |     | 35  |     |     |     |     |              |           |               |              |              | 45        |         |      |     |
| 714+35            | Removed See CO #18 | 38  | 37     | 39     |     |     | 63  |     |     |     |     |              |           |               |              |              | 63        |         | S    |     |
| 5+42              | Removed See CO #18 | 60  | 59A    | 61A    | 41  |     |     |     |     |     |     |              |           |               |              |              | 19        | 10RA    | S    |     |
| 5+44              | Removed See Sh #45 | 62  |        |        |     | 51  |     |     |     |     |     |              |           |               |              |              | 22        |         | A    |     |
| 6+00              | Removed See Sh #45 | 66  | 65     | 67     |     |     | 10  |     |     |     |     |              |           |               |              |              | 3         |         |      |     |
|                   | Removed See Sh #45 | 68  | 67     | RCA    |     |     |     | 168 |     |     |     |              |           |               |              |              | 101       |         |      |     |
|                   | Removed See Sh #45 | 54  | 15" P  | 67     |     | 88  |     |     |     |     |     |              |           |               |              |              | 64        |         |      |     |
| 6+07              | Removed See Sh #45 | 64  | 63A    | 67     | 41  |     |     |     |     |     |     |              |           |               |              |              | 6         | 15" HP  |      |     |
| 9+46 <sup>2</sup> | Removed See Sh #45 | 23  | 22     | 24     | 57  |     |     |     |     |     |     |              |           |               |              |              | 14        | 30" LAS |      |     |
|                   | Removed See Sh #45 | 25  | 24     | 26     | 97  |     |     |     |     |     |     |              |           |               |              |              | 65        |         | S    |     |
| 11+62             | Removed See Sh #45 | 17  | 16     | 18     | 49  |     |     |     |     |     |     |              |           |               |              |              | 21        |         |      |     |
|                   | Removed See Sh #45 | 19  | 18     | 20     | 60  |     |     |     |     |     |     |              |           |               |              |              | 39        |         |      |     |
| 8+85              | Removed See Sh #45 | 1   | 1-2X   | 1-1G   | 25  |     |     |     |     |     |     |              |           |               |              |              | 13        |         |      |     |
| 8+85-9+25         | Removed See Sh #45 | 2   | 1-2X   | 1-3X   | 42  |     |     |     |     |     |     |              |           |               |              |              | 15        |         |      |     |
| 9+25-10+01        | Removed See Sh #45 | 3   | 1-3X   | M-11   |     | 88  |     |     |     |     |     |              |           |               |              |              | 39        |         |      |     |
| 10+01-10+13       | Removed See Sh #45 | 6   | M-1    | 2-3G   | 19  |     |     |     |     |     |     |              |           |               |              |              | 11        |         |      |     |
| 10+13             | Removed See Sh #45 | 5   | 2-3G   | 2-2G   | 25  |     |     |     |     |     |     |              |           |               |              |              | 15        |         |      |     |
| 10+13-10+55       | Removed See Sh #45 | 4   | 2-2G   | 2-1G   | 40  |     |     |     |     |     |     |              |           |               |              |              | 17        |         |      |     |
| 10+01-2+43        | Removed See Sh #45 | 7   | M-1    | M-2    |     | 205 |     |     |     |     |     |              |           |               |              |              | 257       |         |      |     |
| 2+43-3+74         | Removed See Sh #45 | 8   | M-2    | 2-9E   |     |     |     |     |     |     |     |              |           |               |              |              | 190       |         |      |     |
|                   | Removed See Sh #45 | 41  | 40     | 42     | 218 |     |     |     |     |     |     |              |           |               |              |              | 90        |         |      |     |
|                   | Removed See Sh #45 | 43  | 42     | 44     |     | 118 |     |     |     |     |     |              |           |               |              |              | 81        |         |      |     |
|                   | Removed See Sh #45 | 45  | 44     | 45     |     | 51  |     |     |     |     |     |              |           |               |              |              | 38        |         |      |     |
| 720+23            | Removed See Sh #45 | 97  | 96     | 98     |     | 97  |     |     |     |     |     |              |           |               |              |              | 82        |         |      |     |
| 13+72             | Removed See Sh #45 | 16  | 17G    | 18G    | 72  |     |     |     |     |     |     |              |           |               |              |              | 128       |         |      |     |
| 14+20             | Removed See Sh #45 | 108 | Hdwill | Hdwill |     |     |     |     |     |     |     |              |           | 96            |              | 1-53.718 R   | 9.4       | 630     | 1.24 | 450 |
| 2+12              | Removed See Sh #45 | 19  | 15G    | 16G    | 21  |     |     |     |     |     |     |              |           |               |              |              | 128       |         |      |     |
| 2+43              | Removed See Sh #45 | 21  | 10G    | 12X    | 90  |     |     |     |     |     |     |              |           |               |              |              | 159       |         |      |     |
| 3+35              | Removed See Sh #45 | 24  | 12X    | 14G    |     |     |     |     |     |     |     |              |           |               |              |              | 21        |         |      |     |
| 3+49 <sup>5</sup> | Removed See Sh #45 | 23  | 11G    | 12X    |     | 57  |     |     |     |     |     |              |           |               |              |              | 106       |         |      |     |
| 3+87 <sup>5</sup> | Removed See Sh #45 | 22  | 13G    | 11G    | 37  |     |     |     |     |     |     |              |           |               |              |              | 29        |         |      |     |
| 4+40              | Removed See Sh #45 | 33  | 3M     | 3E     |     |     |     |     |     |     |     |              |           |               |              |              | 136       |         |      |     |
| 4+62 <sup>3</sup> | Removed See Sh #45 | 26  | 22G    | 14G    | 67  |     |     |     |     |     |     |              |           |               |              |              | 31        |         |      |     |
| 8+25              | Removed See Sh #45 | 15  | 19G    | 18G    | 56  |     |     |     |     |     |     |              |           |               |              |              | 224       |         |      |     |
| 8+25              | Removed See Sh #45 | 17  | 18G    | 4E     | 23  |     |     |     |     |     |     |              |           |               |              |              | 196       |         |      |     |
| 5+00              | Removed See Sh #45 | 35  | 3E     | Hdwill |     |     |     |     |     |     |     |              |           |               |              |              | 186       |         |      |     |
| 6+30              | Removed See Sh #45 | 29  | 2G     | 1-G    | 41  |     |     |     |     |     |     |              |           |               |              |              | 3E        |         |      |     |
| 12+00             | Removed See Sh #45 | 78  | 7-E    | RCA    |     |     |     |     |     |     |     |              |           |               |              |              | 29        |         |      |     |
|                   | Removed See Sh #45 | 31  | 26G    | 27G    | 31  |     |     |     |     |     |     |              |           |               |              |              | 2EE       |         |      |     |
| 2+92              | Removed See Sh #45 | 32  | 27G    | 3M     | 56  |     |     |     |     |     |     |              |           |               |              |              | 269       |         |      |     |
| 5+47              | Removed See Sh #45 | 34  | 25G    | 3E     | 28  |     |     |     |     |     |     |              |           |               |              |              | 276       |         |      |     |
| 5+36              | Removed See Sh #45 | 38  | 53T    | Hdwill | 42  |     |     |     |     |     |     |              |           |               |              |              | 256       |         |      |     |
| 2+15              | Removed See Sh #45 | 20  | 21E    | 22E    | 23  |     |     |     |     |     |     |              |           |               |              |              | 23T       |         |      |     |
|                   | Removed See Sh #45 | 20  | 21E    | 22E    | 23  |     |     |     |     |     |     |              |           |               |              |              | 23T       |         |      |     |



| STORM SEWERS ~ CLASS IV R.C.P. & BIT CTD. C.M.P. (PAVED INVERT) |            |     |                 |        |          |     |     |    |                |     |     |       | State Length = | Federal Length = |         |  |         |
|---|------------|-----|-----------------|--------|----------|-----|-----|----|----------------|-----|-----|-------|----------------|------------------|---------|--|---------|
| Station   | Location   | No. | Strut           | struct | Class IV |     |     |    | Bit CTD C.M.P. |     |     |       | Cl.B           | ReinP            | Type    | Cl.3                                   | Remarks |
|   |            |     |                 |        | 12"      | 18" | 36" | 8" | 12"            | 15" | 84" |       |                |                  |         |  |         |
| 2+33  | McCarty    | 20  | 166             | 106    | 57       |     |     |    |                |     |     | Conc. | Steel          | Headwall         | Exc     |  |         |
| 4+62 <sup>3</sup>   | McCarty    | 27  | 146             | 3M     |          | 103 |     |    |                |     |     |       |                |                  | In 16 G |  |         |
| 4+62 <sup>3</sup>   | McCarty    | 28  | 216             | 3M     | 44       |     |     |    |                |     |     |       |                |                  | In 14 G |  |         |
| 6+71  | McCarty    | 13  | 1EE             | Hdwall |          |     | 133 |    |                |     |     |       |                |                  | In 21 G | 1-75° Elbow                            |         |
| 8+25  | McCarty    | 18  | 4E              | Hdwall |          |     |     |    | 82             |     |     | 1.7   | 150            | 1-53.40B         | In 1EE  | 1-12" Tee                              |         |
| 6+30  | Rte. 54    | 30  | 1G              | 266    |          |     |     |    | 66             |     |     | 0.4   | 30             | 1-53.40B         | In 4E   | 1-60° Elbow                            |         |
| 9+32 <sup>1</sup>   | R.R.       | 28A | Conc            | 3M     |          |     |     | 43 |                |     |     |       |                |                  | In 1G   | 2-30° Elbows                           |         |
| 5+14  | Ramp #3    | 14  | 20G             | Pipe   |          |     |     |    | 42             |     |     |       |                |                  | 24      | 1-90° Elbow                            |         |
| 762+04 <sup>5</sup>   | Rte 50     | 110 | Ext             | 12     |          |     |     |    |                |     |     |       |                |                  | In 20 G |  |         |
| 15+88   | Tad drive  | 109 | Ext             | 12     |          |     |     |    |                |     |     |       |                |                  | 80      | See sheet # 48                         |         |
| 2+69 <sup>5</sup>   | Trapp Loop | 43  | 28T             | 5E     |          |     |     |    |                |     |     |       |                |                  | 26      | See sheet # 48                         |         |
| 1+32 <sup>5</sup>   | Trapp Loop | 62  | 33G             | 4M     |          |     |     |    | 73             |     |     |       |                |                  | In 28T  | 2-15° Elbows                           |         |
| 6+18 <sup>3</sup>   | Trapp Loop | 58  | 35G             | 5M     |          |     |     |    | 49             |     |     |       |                |                  | In 33G  | 2-30° Elbows                           |         |
| 5+18  | Ramp #7    | 72  | 15 <sup>3</sup> | 7EE    |          |     |     |    |                |     |     |       |                |                  | In 35G  | 2-75° Elbows                           |         |
| 12+10 R/L   | Bolivar St | 76  | 46G             | 8M     |          |     |     |    |                |     |     |       |                |                  | In 10M  | 2-30° Elbows                           |         |
| 7+00  | Bolivar St | -   | 6M              | C&G    |          |     |     | 20 |                |     |     |       |                |                  | In 46G  | 2-30° Elbows                           |         |
| Total   |            |     |                 |        | 101      | 103 | 133 | 63 | 349            | 146 | 200 | 2.1   | 180            |                  | 6       | See sheet # 48<br>See sheet order # 25 |         |

| SANITARY SEWERS ~ V.C.P. & R.C.P. (GASKET TYPE) |          |     |        |              |        |     |     |        |     |     |         |               |                            |
|---|----------|-----|--------|--------------|--------|-----|-----|--------|-----|-----|---------|---------------|----------------------------|
| Station   | Location | NO. | Strut  | struct       | V.C.P. |     |     | R.C.P. |     |     | Class 3 | Encasement    | Remarks                    |
|   |          |     |        |              | 8"     | 10" | 15" | 15"    | 24" | 30" |         |               |                            |
| 669+45  | E        |     |        |              | 464    |     |     |        |     |     | Exc.    | Class B Conc. |                            |
| 675+15  | E        |     |        |              | 380    |     |     |        |     |     | 229     |               | skew 40° LA sheet # 41     |
| 684+30  | E        |     |        |              | 315    |     |     |        |     |     | 311     |               | skew 20° LA see sheet # 41 |
| 696+55  | E        |     |        |              | 335    |     |     |        |     |     | 250     |               |                            |
| 723+38  | E        |     |        |              | 175    |     |     |        |     |     | 269     |               | skew 20° LA see sheet # 41 |
|   |          | 4   | 3      | 5            |        | 228 |     |        |     |     | 10      |               |                            |
|   |          | 8A  | 6B     | 7A           |        |     |     |        | 97  |     | 344     | 10.8          |                            |
|   |          | 9   | 5      | 10           |        |     |     |        | 402 |     | 409     |               | see C.O. #1 See sheet # 41 |
|   |          | 11  | 10     | 12           |        |     |     |        | 288 |     | 1458    |               |                            |
|   |          | 43B | MH #43 | 15+46 Rte 54 | 262    |     |     |        |     |     | 694     |               |                            |
|   |          | 16  | 15     | 19           |        |     |     |        |     |     | 197     |               | see sh # 41                |
|   |          | 20  | 19     | 21           |        |     |     |        |     | 538 | 2050    |               | see C.O. # 5               |
|   |          | 51  | 50     | 52           | 56     |     |     |        | 401 |     | 1722    |               | laid through M.H. # 54A    |
|   |          | 53  | 52     | 54A          | 338    |     |     |        |     |     | 46      |               | see sheet # 41             |
|   |          | 22  | 21     | 23           |        |     |     |        |     |     | 269     |               | see sheet # 41             |
|   |          | 24  | 23     | 25           |        |     |     | 400    |     |     | 1260    |               |                            |
|   |          | 27  | 26     | 28           | 162    |     |     | 203    |     |     | 521     |               |                            |
|   |          | 29  | 28     | 30           | 139    |     |     |        |     |     | 79      |               |                            |
|   |          | 31  | 30     | 32           | 82     |     |     |        |     |     | 138     |               |                            |
|   |          | 33  | 32     | 19           |        | 323 |     |        |     |     | 73      |               |                            |
|   |          | 8B  | 6B     | 5            |        |     |     |        | 244 |     | 650     |               |                            |
|   |          | 37  | 36     | 38           |        | 95  |     |        |     |     | 1033    |               | see C.O. #1 See sheet # 41 |
|   |          | 39  | 38     | 40           |        | 150 |     |        |     |     | 91      |               |                            |

### CURB & GUTTER BARRIER (TYPE "B")

| Station to                             | Station               | Loc.             | Lin. ft. | Remarks     |
|--|-----------------------|------------------|----------|-------------|
| 5+34                                   | 15+18 <sup>1</sup>    | William st       | 1037.4   | Field Meas. |
| 5+34                                   | 15+18 <sup>2</sup>    | William st       | 975.3    | " "         |
| 17+31 <sup>35</sup>                    | 19+99 <sup>3</sup>    | William st       | 284.0    | " "         |
| 20+28 <sup>51</sup>                    | 22+98 <sup>7</sup>    | William st       | 285.4    | " "         |
| 17+31 <sup>35</sup>                    | 22+98 <sup>7</sup>    | William st       | 558.0    | " "         |
| 5+00                                   | 5+50                  | Rt Dix Rd        | 50.5     | " "         |
| 5+99                                   | 8+47                  | Rt Dix Rd        | 253.5    | " "         |
| 9+26                                   | 10+00                 | Rt Dix Rd        | 68.8     | " "         |
| 11+40                                  | 12+70                 | Rt Dix Rd        | 129.2    | " "         |
| 13+37                                  | 16+00                 | Rt Dix Rd        | 270.9    | " "         |
| 5+00                                   | 5+45                  | Lt Dix Rd        | 46.0     | " "         |
| 6+05                                   | 8+95                  | Lt Dix Rd        | 292.0    | " "         |
| 9+53                                   | 10+06                 | Lt Dix Rd        | 51.0     | " "         |
| 11+49                                  | 13+04                 | Lt Dix Rd        | 153.0    | " "         |
| 13+87                                  | 16+00                 | Lt Dix Rd        | 220.0    | " "         |
| Radius Between McCarly & Bolivar St    |                       |                  | 59.8     | " "         |
| 6+70                                   | 7+85 <sup>B</sup>     | Bolivar st       | 116.8    | " "         |
| 6+04                                   | 7+85 <sup>B</sup>     | Bolivar st       | 122.3    | " "         |
| 11+14 <sup>3</sup>                     | 14+70 <sup>4c</sup>   | Bolivar st       | 650.0    | " "         |
| 14+70 <sup>4c</sup>                    | 15+50 <sup>4</sup>    | Bolivar st       | 77.5     | " "         |
| 4+19 <sup>32</sup>                     | Radius Lt. St. Marys  |                  | 29.0     | " "         |
| 5+83 <sup>6B</sup>                     | 6+03 <sup>6B</sup>    | Lt. St. Marys    | 19.0     | " "         |
| 5+83 <sup>6B</sup>                     | Radius Rth. St. Marys |                  | 14.0     | " "         |
| 2+00                                   | 3+40                  | McCarly st       | 116.0    | " "         |
| 4+48                                   | 6+12                  | McCarly st       | 166.5    | " "         |
| Rt & Lt. Clay St                       |                       |                  | 112.5    | " "         |
| 2+00                                   | 2+35                  | McCarly st       | 38.8     | " "         |
| 4+03                                   | 5+30                  | McCarly st       | 182.5    | " "         |
| 6+59                                   | 8+31                  | McCarly st       | 173.6    | " "         |
| 6+77                                   | 8+31                  | McCarly st       | 154.0    | " "         |
| North Radius Between McCarly & Ramp #3 |                       |                  | 54.5     | " "         |
| South Radius Between McCarly & Ramp #3 |                       |                  | 31.8     | " "         |
| Rt & Lt. Radius at McCarly & Fulkerson |                       |                  | 93.7     | " "         |
| 0+39 <sup>40</sup>                     | 1+67 <sup>6B</sup>    | Lt & Rth Ramp #3 | 130.5    | " "         |
| 5+25 <sup>17</sup>                     | 6+53 <sup>36</sup>    | Lt & Rth Ramp #3 | 127.6    | " "         |
| East Side Fulkerson Street             |                       |                  | 75.8     | " "         |
| Total                                  |                       |                  | 7221.2   |             |
| Pay                                    |                       |                  | 7221.0   |             |

### CURB & GUTTER MOUNTABLE (TYPE "A")

| Station to                 | Station              | Loc.            | Lin. ft. | Remarks     |
|----------------------------|----------------------|-----------------|----------|-------------|
| 0+18                       | 3+21                 | Lt. Ramp #2     | 306.5    | Field Meas. |
| 3+65                       | 7+10                 | Rt. Ramp #2     | 344.0    | " Inc.      |
| 3+95                       | 6+90                 | Ramp #2         | 301.0    | " "         |
| 1+84 <sup>22</sup>         | 4+55                 | Lt. Ramp #3     | 271.4    | " "         |
| 5+27                       | 8+00                 | Lt. Ramp #3     | 271.0    | " "         |
| 2+38                       | 6+74 <sup>8</sup>    | Ramp #5         | 436.1    | " "         |
| Radius Between Ramp #5 & 6 |                      |                 | 64.1     | " "         |
| 0+34 <sup>181</sup>        | 4+38                 | Ramp #6         | 403.8    | " "         |
| 0+33                       | 4+38                 | Ramp #6         | 413.0    | " "         |
| 4+38                       | 7+10 <sup>61</sup>   | Rt. Ramp #6     | 272.7    | " "         |
| 4+38                       | 5+11 <sup>02</sup>   | Ramp #6         | 72.0     | " "         |
| 3+35 <sup>51</sup>         | 2+29 <sup>00</sup>   | Lt & Rt Ramp #7 | 106.4    | " Inc.      |
| 0+00                       | 2+75                 | Rt. Ramp #7     | 275.0    | " "         |
| 3+35 <sup>5</sup>          | 6+25                 | Lt. Ramp #7     | 293.0    | " "         |
| 0+21                       | 2+54                 | Traffic loop    | 236.5    | " "         |
| 5+20                       | 7+51                 | Traffic loop    | 231.0    | " "         |
| 6+24 <sup>19</sup>         | 8+36 <sup>42</sup>   | Rt. Rth. 54     | 220.7    | " "         |
| 6+66 <sup>25</sup>         | 8+49 <sup>56</sup>   | Lt. Rth. 54     | 180.3    | " "         |
| 6+14 <sup>40</sup>         | 7+22 <sup>84</sup>   | Rt. Rth. 54     | 102.7    | " "         |
| 11+29 <sup>2</sup>         | 14+00                | Rt. Rth. 54     | 270.0    | " "         |
| 6+27 <sup>59</sup>         | 7+36 <sup>5</sup>    | Lt. Rth. 54     | 107.6    | " "         |
| 11+42 <sup>861</sup>       | 14+00                | Lt. Rth. 54     | 258.0    | " "         |
| 14+00                      | 15+02 <sup>33</sup>  | Lt. Rth. 54     | 103.0    | " "         |
| 14+00                      | 14+76 <sup>50</sup>  | Rt. Rth. 54     | 76.6     | " "         |
| 16+70 <sup>11</sup>        | 21+00                | Rt. Rth. 54     | 435.7    | " "         |
| 17+35 <sup>53</sup>        | 21+00                | Lt. Rth. 54     | 161.4    | " "         |
| 703+34                     | 714+49 <sup>6</sup>  | Lt. Rth. 50     | 1115.4   | " "         |
| 703+74 <sup>81</sup>       | 75+00                | Rt. Rth. 50     | 1125.2   | " "         |
| 715+00                     | 720+24 <sup>83</sup> | Rt. Rth. 50     | 524.8    | " "         |
| 750+85 <sup>20</sup>       | 771+14 <sup>14</sup> | Lt. Rth. 50     | 1153.0   | " "         |
| 761+36 <sup>51</sup>       | 11+23 <sup>16</sup>  | Rt. Rth. 50     | 1088.0   | " "         |
| Total                      |                      |                 | 11224.9  |             |
| Pay                        |                      |                 | 11225.0  |             |

### GUTTER (TYPE "B")

| Station to | Station | Loc.        | Lin. ft. | Remarks     |
|------------|---------|-------------|----------|-------------|
| 4+10       | 5+70    | McCarly st  | 160.5    | Field Meas. |
| 1+01       | 2+50    | Ramp #6     | 147.0    | " "         |
| 10+74      | 12+10   | Lt. Rth. 50 | 136.0    | " "         |

Total 443.5  
Pay 444.0

### CONCRETE MEDIAN (2' WIDTH)

| Station to | Station            | Loc.   | Length | Remarks     |
|------------|--------------------|--------|--------|-------------|
| 4+00       | 4+91 <sup>29</sup> | Rth 54 | 41.5   | Field Meas. |

### TYPE "A" GUARD RAIL (MODIFIED)

| Station | Station                   | Location   | Lin. Ft. | 5' 9" Extra Post | 6' 9" Long Post | Sloped End Assy |
|---------|---------------------------|------------|----------|------------------|-----------------|-----------------|
| 5+36    | Ramp cont. to Ramp #2 Rt. |            | 275.0    | 2                |                 | 1               |
| 6+04.5  | Ramp #1                   | 22' Lt.    | 100.0    | 8                |                 | 1               |
| 7+00.5  | Ramp #3                   | 6' Rt.     | 212.5    | 2                |                 |                 |
| 0+13    | 1+25 Ramp #4              | 30' Lt.    | 112.5    | 2                |                 |                 |
| 5+82    | Ramp #5                   | 22' Lt.    | 100.0    | 8                |                 | 1               |
| 4+62.5  | Ramp #7                   | 4' Rt.     | 237.5    | 2                |                 | 1               |
| 0+01    | 1+38 Ramp #8              | 30' Lt.    | 137.5    | 2                |                 |                 |
| 0+37    | 1+74.5 Tr. Loop           | 18' Lt.    | 137.5    | 8                |                 |                 |
| 5+19    | 6+56.5 Tr. Loop           | 18' Lt.    | 137.5    | 8                |                 |                 |
| 667+15  | 670+00                    | Rt.        | 287.5    | 2                |                 | 1               |
| 668+50  | 670+00                    | Lt.        | 150.0    |                  |                 |                 |
| 670+00  | 681+50                    | Lt.        | 1137.5   | 2                |                 | 1               |
| 689+50  | 697+12.5                  | Lt.        | 775.0    | 2                |                 | 1               |
| 8+84    | Dix to 715+00             | Lt.        | 525.0    |                  |                 |                 |
| 715+00  | 719+50                    | Lt.        | 450.0    |                  |                 |                 |
| 719+50  | 730+00                    | Lt.        | 1050.0   |                  |                 |                 |
| 730+00  | 730+37.5                  | Lt.        | 37.5     |                  |                 | 1               |
| 7+00    | 7+87.5 Ramp #1 (Dix) Rt.  |            | 87.5     | 2                |                 | 1               |
| 3+70.5  | 4+68 Ramp #7 (Dix) Rt.    |            | 87.5     | 2                |                 | 1               |
| 7+11.5  | 8+84                      | Dix Lt.    | 162.5    |                  |                 | 1               |
| 11+35   | 12+35                     | Rte 54 Lt. | 100.0    | 8                |                 | 1               |
| 6+00    | 7+37.5                    | Rte 54 Rt. | 137.5    | 8                |                 |                 |
| 6+25    | 7+62.5                    | Rte 54 Lt. | 137.5    | 8                |                 |                 |
| 7+44    | 8+44                      | Rte 54 Rt. | 100.0    | 8                |                 | 1               |
| Totals  |                           |            | 6675.0   | 84               | 0               | 13              |

### OBSERVATION WELLS

| Station | Location    | Units |
|---------|-------------|-------|
| 8+20    | Rte 54      | 1     |
| 6+45    | Rte 54      | 1     |
| 7+05    | Rte 54      | 1     |
| 7+58    | Ramp #3     | 1     |
| 0+15    | Ramp #2     | 1     |
| 11+45   | Bolivar St. | 1     |
| Total   |             | 6     |

### SETTLEMENT GAUGES

| Station | Location    | Units |
|---------|-------------|-------|
| 8+40    | Rte 54      | 1     |
| 6+20    | Rte 54      | 1     |
| 7+30    | Rte 54      | 1     |
| 2+65    | Tr. Loop    | 1     |
| 11+20   | Bolivar St. | 1     |
| 9+71.5  | Tr. Loop    | 1     |
| Total   |             | 6     |

### EMBANKMENT CONTROL STAKES

| Station | Location                    | Units |
|---------|-----------------------------|-------|
| 1+00    | 5' Lt. Slope Line Ramp #2   | 1     |
| 1+50    | 4' Lt. Slope Line Ramp #2   | 1     |
| 2+00    | 3.5' Lt. Slope Line Ramp #2 | 1     |
| 2+50    | 2' Lt. Slope Line Ramp #2   | 1     |
| 3+00    | Slope Line Ramp #2          | 1     |
| 6+00    | 3' Lt. Slope Line Ramp #3   | 1     |
| 6+50    | Slope Line Ramp #3          | 1     |
| 6+87.5  | 3' Lt. Slope Line Ramp #3   | 1     |
| Total   |                             | 8     |

### TYPE "A" GUARD RAIL (BARRIER)

| Station  | Station | Location    | Lin. Ft. | Remarks                 |
|----------|---------|-------------|----------|-------------------------|
| 707+85   | 708+25  | 203' Rt.    | 50.0     | 50' Radius on St. Marys |
| 712+37.5 | 713+00  | Rt.         | 75.0     | St. Marys               |
| 737+65   |         | 110' Rt.    | 12.5     | Giffert Lane            |
| 6+96     | 7+21    | Ramp #2 Rt. | 25.0     | Alley                   |
| Total    |         |             | 162.5    |                         |
| Pay      |         |             | 163.0    |                         |

### REMOVE & RESET GUARD RAIL

| Station | Station | Location           | Lin. Ft. |
|---------|---------|--------------------|----------|
| 706+75  | 707+85  | 203' Rt. St. Marys | 112.5    |

Total 73.8 ✓

State Length =  
Federal Length =

PAVED APPROACH (8")

| to | Station                     | Loc. | Sq. Yd. | Remarks    |
|----|-----------------------------|------|---------|------------|
|    | Et William Street           |      | 73.3    | Field Meas |
|    | Et Williams St.             |      | 92.4    | "          |
|    | Lt Dix Road                 |      | 53.4    | "          |
|    | Et Bolivar St.              |      | 117.1   | "          |
|    | Lt Bolivar St.              |      | 69.1    | "          |
|    | Lt Bolivar St.              |      | 339.6   | "          |
|    | Industrial & Fulkerson Conn |      | 343.1   | "          |

Total 1088.0 ✓

RELOCATE METER

| Station | Loc.            | units |
|---------|-----------------|-------|
| 8166 ✓  | Lt. Bolivar St. | 1 ✓   |
|         | Total           | 1 ✓   |

DISCONNECT SERVICE CONNECTIONS

| Station  | Loc.             | units |
|----------|------------------|-------|
| 11165 ✓  | Et & Bolivar St. | 1 ✓   |
| 12180 ✓  | Et & Bolivar St. | 1 ✓   |
| 13170 ✓  | Et & Bolivar St. | 1 ✓   |
| 14110 ✓  | Et & Bolivar St. | 1 ✓   |
| 4110 ✓   | Lt. St. Marys    | 1 ✓   |
| 5100 ✓   | Lt. St. Marys    | 1 ✓   |
| 5190 ✓   | Lt. St. Marys    | 1 ✓   |
| 4170 ✓   | Et. St. Marys    | 1 ✓   |
| 5150 ✓   | Et. St. Marys    | 2 ✓   |
| 738126 ✓ | Et & Etc 50      | 1 ✓   |
| 738133 ✓ | Lt & Etc 50      | 1 ✓   |
| 738140 ✓ | Lt & Etc 50      | 2 ✓   |
| 2180 ✓   | Lt & McCarty St. | 1 ✓   |
| 3115 ✓   | Lt & McCarty St. | 1 ✓   |
| 3120 ✓   | Lt & McCarty St. | 1 ✓   |
| 14110 ✓  | 170 Lt Etc 50    | 2 ✓   |
| 8140 ✓   | Et & Bolivar St. | 1 ✓   |
| 8108 ✓   | Et & Bolivar St. | 2 ✓   |
| 8109 ✓   | Et & Bolivar St. | 1 ✓   |
| 8110 ✓   | Et & Bolivar St. | 1 ✓   |
| 8111 ✓   | Et & Bolivar St. | 1 ✓   |
| 4130 ✓   | Lt & McCarty St. | 1 ✓   |
| 4140 ✓   | Et & McCarty St. | 1 ✓   |
| 5183 ✓   | Lt. St. Marys    | 1 ✓   |
| 8154 ✓   | Lt. Bolivar St.  | 1 ✓   |
| 8166 ✓   | Lt. Bolivar St.  | 1 ✓   |
| 8140 ✓   | Lt. Bolivar St.  | 1 ✓   |
| 708140 ✓ | Et & Etc 50      | 1 ✓   |
| 8120 ✓   | Lt & McCarty St. | 1 ✓   |
| 4100 ✓   | Et & McCarty St. | 1 ✓   |
| 22100 ✓  | 20 Et. Etc 54    | 1 ✓   |
| 22100 ✓  | 11 Lt & Etc 54   | 1 ✓   |

Total 36 ✓

REMOVAL OF BUILDINGS

| Loc.                   | Class 1 | Class 3 | Class 4 | Class 5 |
|------------------------|---------|---------|---------|---------|
| 138' Et.               |         |         |         | 1 ✓     |
| 142' Et.               | 1 ✓     |         |         |         |
| 60' Et.                | 1 ✓     |         |         |         |
| 4' Et.                 | 1 ✓     |         |         |         |
| 43' Et.                |         |         |         | 1 ✓     |
| 11 E Median Etc 54     | 1 ✓     |         |         |         |
| E Median Etc 54        |         | 1 ✓     |         |         |
| 50' Lt & McCarty St.   | 1 ✓     |         |         |         |
| 50' Lt & McCarty St.   | 1 ✓     |         |         |         |
| 30' Lt & Median Etc 54 |         |         | 1 ✓     |         |
| 10' Lt & Median Etc 54 | 1 ✓     |         |         |         |
| 30' Lt & Median Etc 54 |         |         | 1 ✓     |         |
| 10' Lt & Bolivar St.   | 1 ✓     |         |         |         |
| 15' Et & Bolivar St.   |         | 1 ✓     |         |         |
| Et & Etc 54            |         | 1 ✓     |         |         |
| Et & Etc 54            | 1 ✓     |         | 3 ✓     |         |
| Et & Etc 54            | 1 ✓     |         |         |         |
| Et & Etc 54            | 1 ✓     |         |         |         |
| Et & Etc 54            |         |         | 1 ✓     |         |
| Et & Etc 54            |         |         | 1 ✓     |         |
| Et & Etc 54            |         |         | 1 ✓     |         |
| Et & Etc 54            | 3 ✓     |         |         |         |
| Et & Etc 54            | 1 ✓     |         |         |         |
| Totals                 | 15 ✓    | 3 ✓     | 0 ✓     | 10 ✓    |

RELOCATE SERVICE CONNECTIONS

### PROCESSING TYPE I AGGREGATE (6")

| Plan                         |               | Remarks                 |
|------------------------------|---------------|-------------------------|
| Deduct Dix Road 4+50 to 5+00 | 7214.0 sq.yd. |                         |
|                              | 144.4 sq.yd.  | Built by City see sheet |
| Total                        | 7069.6 sq.yd. |                         |
| Pay                          | 7070.0 sq.yd. |                         |

### PROCESSING TYPE I AGGREGATE (6")

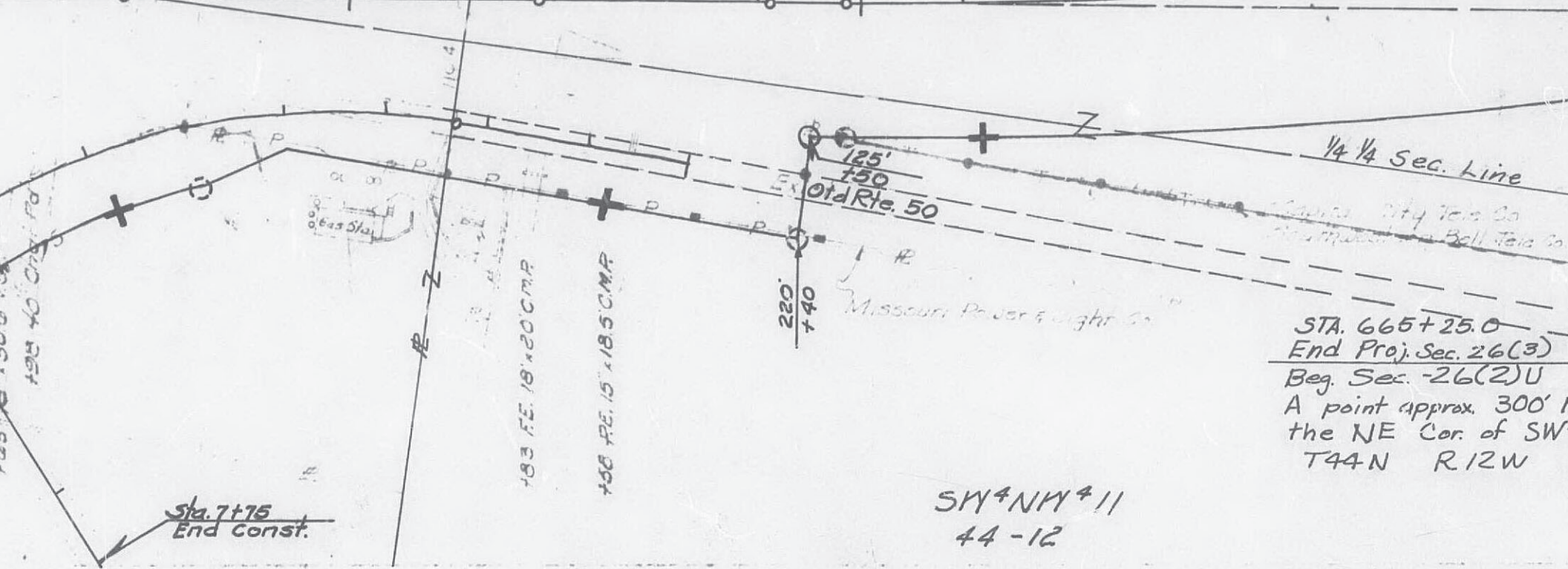
| Plan                               |             |
|------------------------------------|-------------|
| 664+50 to 665+25 R4 Lt. Additional | 4.81 / Mile |
|                                    | .03 / Mile  |
| Total                              | 4.84 / Mile |

### PROCESSING TYPE 3 AGGREGATE (4")

| Plan                               |             |
|------------------------------------|-------------|
| 664+50 to 665+25 R4 Lt. Additional | 4.81 / Mile |
|                                    | .03 / Mile  |
| Total                              | 4.84 / Mile |

### BITUMINOUS MATERIAL

| Sta. to             | Sta.                | Loc.               | Sq. Yd. | Remarks        |
|---------------------|---------------------|--------------------|---------|----------------|
| 5+80                | 6+00                | Bolivar St.        | 78.0    | See Sheet # 63 |
| 6+02                | 6+52                | 22 Rt. Bolivar St. | 86.7    | " " 63         |
| 14+70 <sup>82</sup> | 15+57 <sup>82</sup> | Bolivar St.        | 270.7   | " " 64         |
| 4+29 <sup>95</sup>  | 4+17 <sup>95</sup>  | St. Marys          | 71.6    | " " 64         |
| 8+31                |                     | McCarty St.        | 288.3   | " " 65         |
| 3+48                | 3+88                | McCarty St.        | 88.9    | " " 65         |
| 2+75                |                     | 30 Lt. McCarty St. | 20.8    | " " 65         |
| 0+50                | 2+00                | McCarty St.        | 925.8   | " " 65         |
| Total               |                     |                    | 1830.8  | sq. yd.        |
| Pay                 |                     |                    | 1831.0  | sq. yd.        |



STA. 665+25.0  
 End Proj. Sec. 26(3)  
 Beg. Sec. 26(2)U  
 A point approx. 300' N  
 the NE Cor. of SW  
 T44N R12W

SW<sup>4</sup>NH<sup>4</sup>11  
 44-12

Sta. 7+75  
 End Const.

Sta. 1+00.00  
 Sta. 40+00.00

183 FE. 18" x 20" C.M.P.  
 150 FE. 15" x 18.5" C.M.P.

125'  
 150'  
 Old Rte. 50  
 220'  
 140'

1/4 Sec. Line

Survey City Tele Co  
 Bell Tele Co

Missouri Power & Light Co.

670

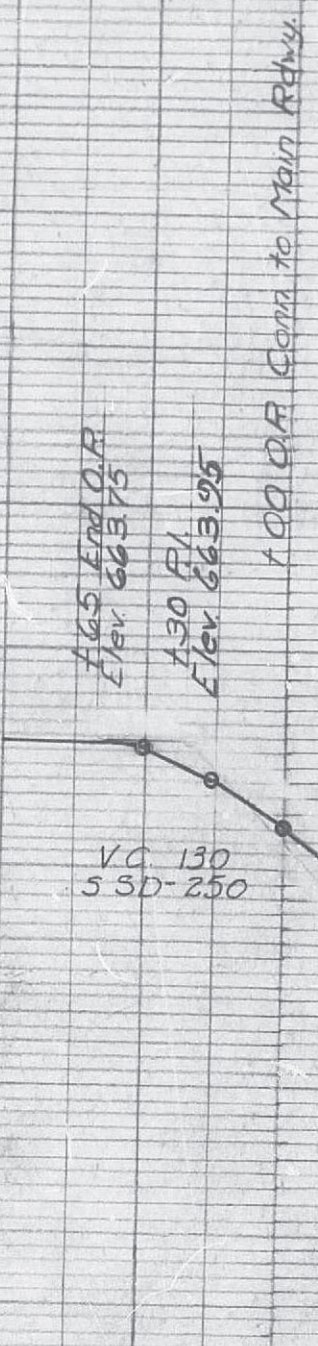
660

720

710

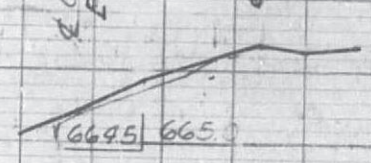
Total R/W Markers = 4

670  
660  
650  
640  
630  
620

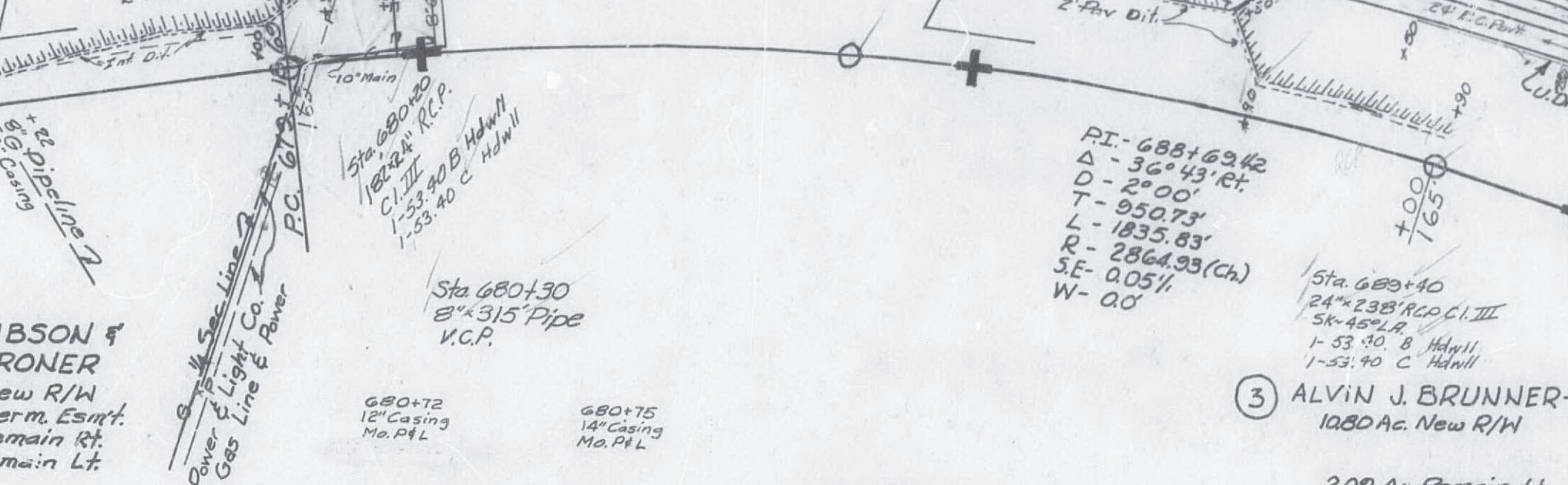


660  
650  
640

200 100 0 100 200  
S.R. Conn. to O.R. Lt. Sta. 667+00



End O.R.



BSON &  
RONER  
New R/W  
Term. Esmt.  
Remain Rt.  
main Lt.

1/4 Sec. Line  
Power & Light Co.  
Gas Line & Power

Sta. 680+20  
182" R.C.P.  
C.I. III  
1-53' 40" B Hdwn  
1-53' 40" C Hdwn

Sta. 680+30  
8" x 315' Pipe  
V.C.P.

680+72  
12" Casing  
Mo. P&L

680+75  
14" Casing  
Mo. P&L

PI - 688+62.42  
Δ - 36° 43' Rt.  
D - 2° 00'  
T - 950.73  
L - 1835.83  
R - 2864.93 (Ch)  
SE - 0.05%  
W - 0.0'

Sta. 689+40  
24" x 238' R.C.P. C.I. III  
SK=45° L.A.  
1-53' 40" B Hdwn  
1-53' 40" C Hdwn

(3) ALVIN J. BRUNNER  
1080 Ac. New R/W

2.09 Ac. Remain Lt.  
15.58 Ac. Remain Rt.

NY 4 NE 4 11  
44-12

Total R/W Markers = 12  
Class A Underdrains

| Sta.   | Sta.   | Side | Length | No. of Markers |
|--------|--------|------|--------|----------------|
| 680+50 | 688+50 | Rt.  | 963    | 8              |
| 681+70 | 689+00 | Lt.  | 839    | 8              |
| 690+50 | 693+00 | Rt.  | 306    | 3              |
| 697+00 | 698+00 | Lt.  | 100    | 0              |
| 697+00 | 699+00 | Rt.  | 238    | 2              |

670

660

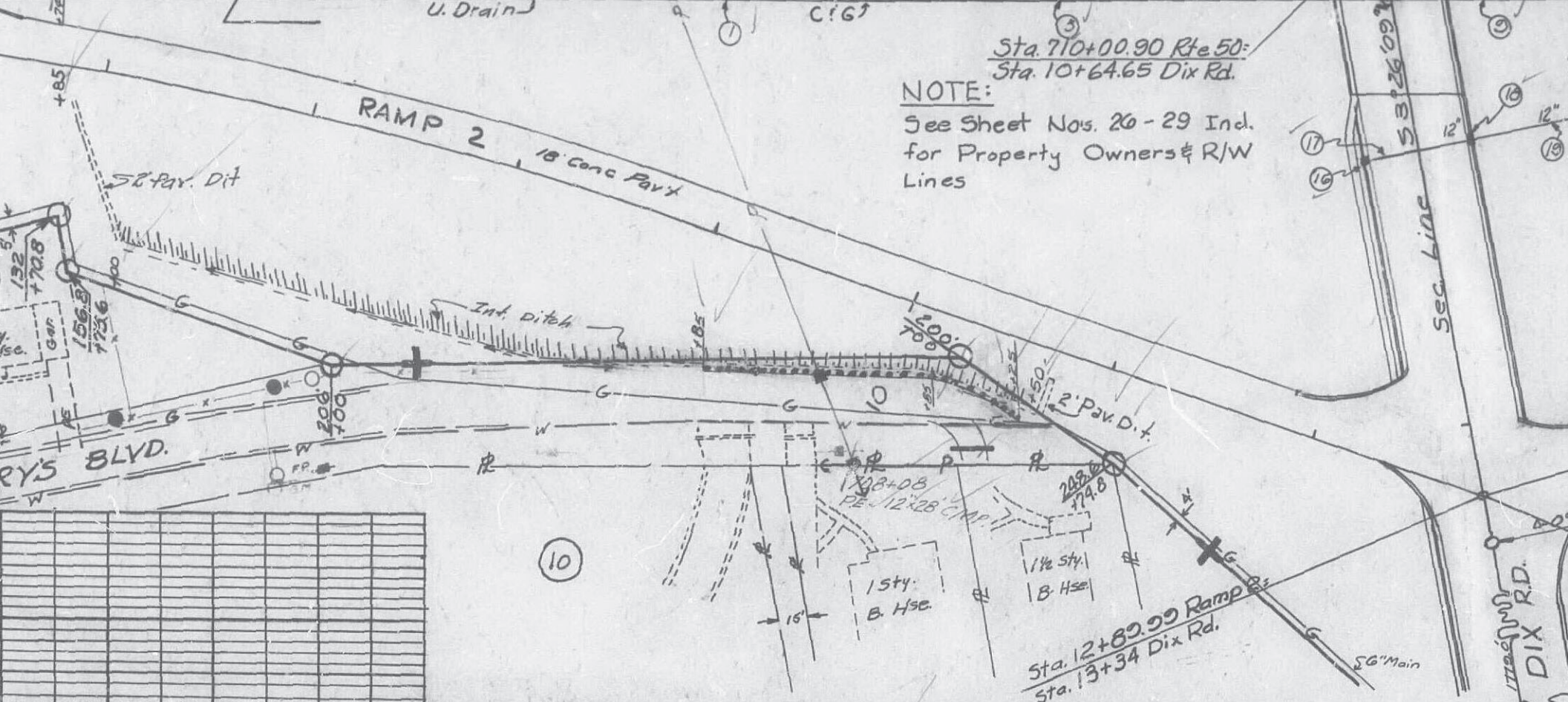
650

599.5 646

6322

629.6

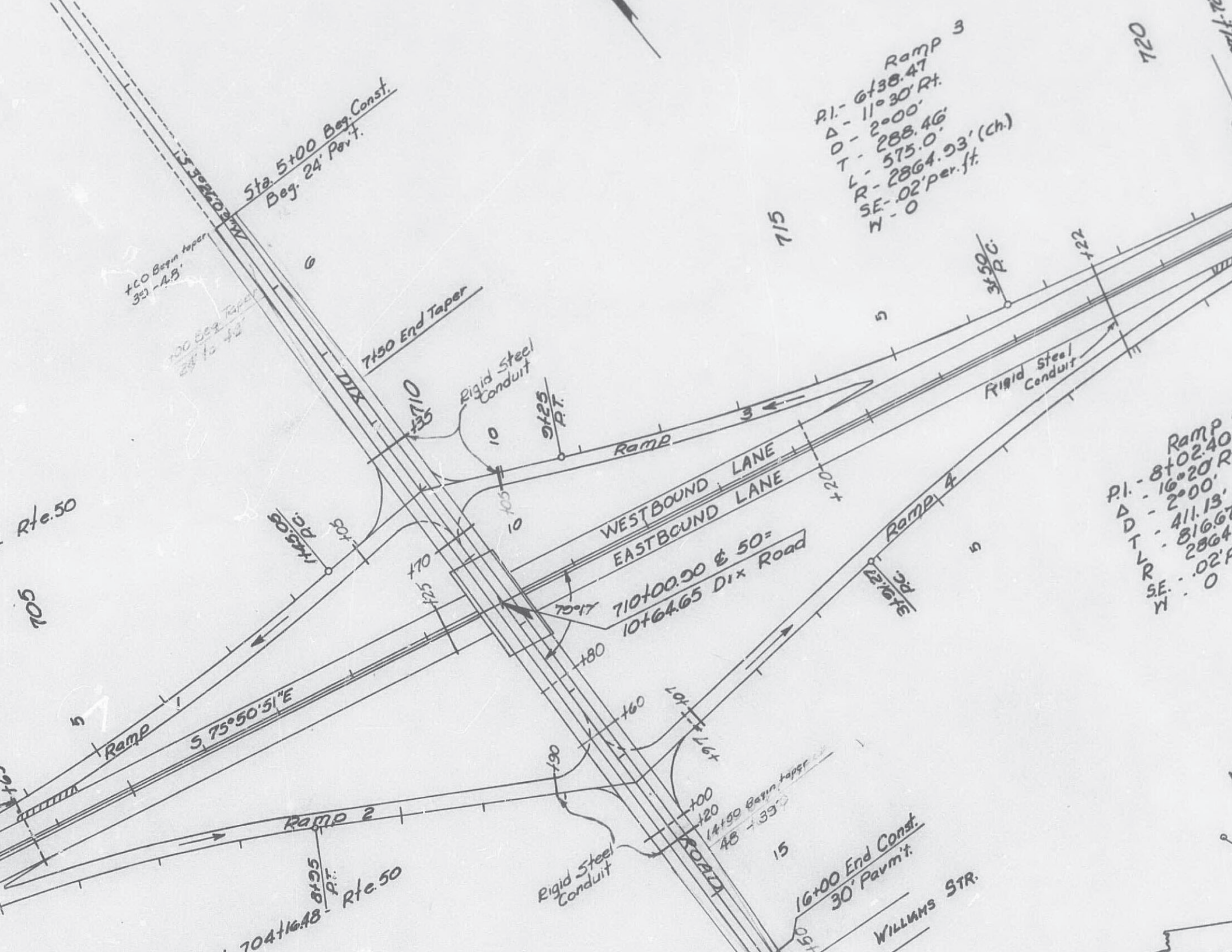
36.2



Sta. 710+00.90 Rte 50:  
Sta. 10+64.65 Dix Rd.

**NOTE:**  
See Sheet Nos. 26 - 29 Incl.  
for Property Owners & R/W  
Lines

| Sta                    | Sta.       | Side          | Lnth       | No. of Markers | Type   | Type | Material | Class    | Station |
|------------------------|------------|---------------|------------|----------------|--------|------|----------|----------|---------|
| Total R/W Markers = 15 |            |               |            |                |        |      |          |          |         |
| Class A Underdrains    |            |               |            |                |        |      |          |          |         |
| 703+74                 | 715+00     | Rt.           | 1119'      | 0              |        |      |          |          |         |
| 704+10                 | 711+69     | Lt.           | 763'       | 0              |        |      |          |          |         |
| Curb                   |            |               |            |                |        |      |          |          |         |
| 700+00 - 715+00        |            | Median Rte 50 | 300.5'     |                |        |      |          |          |         |
| Nose @ Ramp #1         |            |               | 125'       |                |        |      |          |          |         |
| Nose @ Ramp #2         |            |               |            |                | 32"    |      |          |          |         |
| Nose @ Ramp #2         |            | Rte. 50       |            |                | 45"    |      |          |          |         |
| Ramp # 4 @ Dix Rd      |            | Rt.           |            |                | 8 1/2" |      |          |          |         |
| Ramp # 4 @ Dix Rd      |            | Lt.           |            |                | 28"    |      |          |          |         |
| 2                      | 706+89     |               | 12' x 55'  |                |        |      | R.C.P.   | C.I. III |         |
| 4                      | 706+89     |               | 15' x 158' |                |        |      | R.C.P.   | C.I. III | DR      |
| 6                      | 708+49     |               | 12' x 55'  |                |        |      | R.C.P.   | C.I. III | 3       |
| 8                      | 708+49     |               | 18' x 198' |                |        |      | R.C.P.   | C.I. III | 7       |
| 10                     | 710+50     |               | 12' x 55'  |                |        |      | R.C.P.   | C.I. III | 7       |
| 12                     | 710+50     |               | 18' x 70'  |                |        |      | R.C.P.   | C.I. III | 5       |
| 20                     | at Dix Rd. |               | 12' x 97'  |                |        |      | R.C.P.   | C.I. III | 9       |
| 19                     | at Dix Rd. |               | 12' x 60'  |                |        |      | R.C.P.   | C.I. III | 11      |
| 27                     | 711+00     |               | 24' x 114' |                |        |      | R.C.P.   | C.I. III | 13      |
| 28                     | 711+69     |               | 12' x 86'  |                |        |      | R.C.P.   | C.I. III | 13      |
| 30                     | 712+20     |               | 12' x 55'  |                |        |      | R.C.P.   | C.I. III | 29      |
| 34                     | 714+35     |               | 12' x 55'  |                |        |      | R.C.P.   | C.I. III | 31      |
| 36                     | 714+35     |               | 18' x 55'  |                |        |      | R.C.P.   | C.I. III | 33      |
| 38                     | 714+35     |               | 18' x 53'  |                |        |      | R.C.P.   | C.I. III | 35      |
| 32                     | at Rte 50  |               | 15' x 143' |                |        |      | R.C.P.   | C.I. III | 37      |
| 14                     | 714+36     |               | 15' x 143' |                |        |      | R.C.P.   | C.I. III |         |



Sta. 5+00 Beg. Const.  
Beg. 24' Pav't.

Ramp 3  
P.I. - 6+38.47  
Δ - 11°30' Rt.  
D - 2°00'  
T - 288.46'  
L - 575.0'  
R - 2864.93' (ch.)  
SE - .02' per. ft.  
H - 0

Ramp 4  
P.I. - 8+02.40  
Δ - 16°20' R  
D - 2°00'  
T - 411.13'  
L - 816.67'  
R - 2864'  
SE - .02' per. ft.  
H - 0

+100 Begin taper  
3° - A.S.  
100 Beg. Taper  
24' to 42'

7+50 End Taper

16+00 End Const.  
30' Pav't.

Rte. 50

105

715

720

704+16.48 P.I. Rte. 50

710+00.90 & 50=  
10+64.65 Dix Road

WILLIAMS STR.

P.I. +100  
Elev. 597.95

M.O. -0.10'  
K 120'

M.O. -0.76'  
SSD. 309'  
K 63'

P.I. +60  
Elev. 593.6

6 5 4 3 2 1 0 12 11 10 9 8 7

590  
580  
570  
560  
650  
640  
630  
620  
610  
600

+5.425%

V.C. 100'  
M.O. +0.55  
SSD. 200'  
K 44'

P.I. +80  
Elev. 627.81

+1.0%

Sta. 12+62.47 Ramp 2 =  
Sta. 13+20.53 (24' RT) DIX RD.  
Elev. 628.63

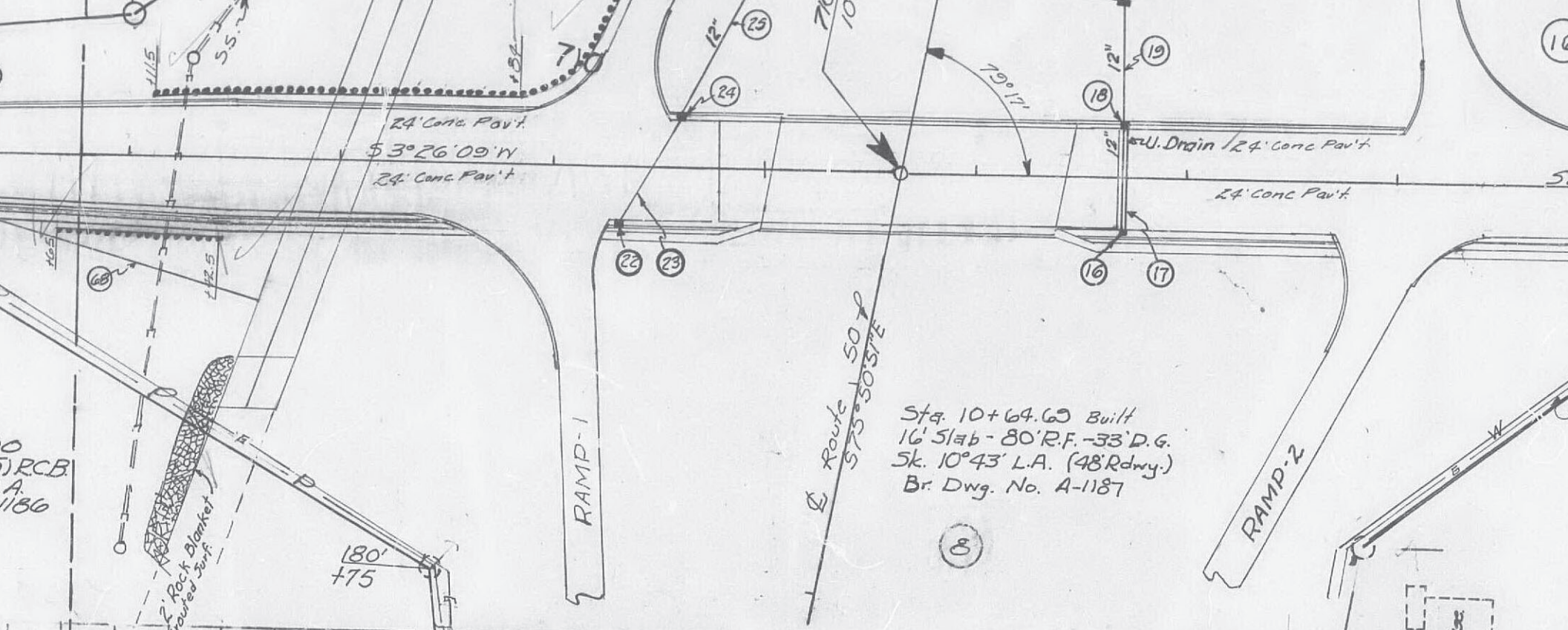
-1.0%

V.C. 200'  
M.O. -0.97'  
K 50'

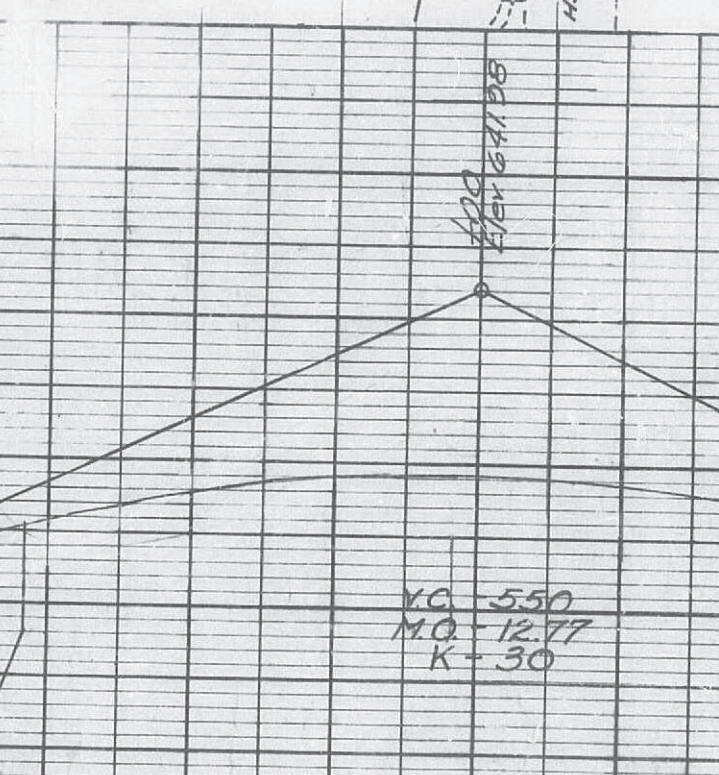
P.I. +55  
Elev. 627.20

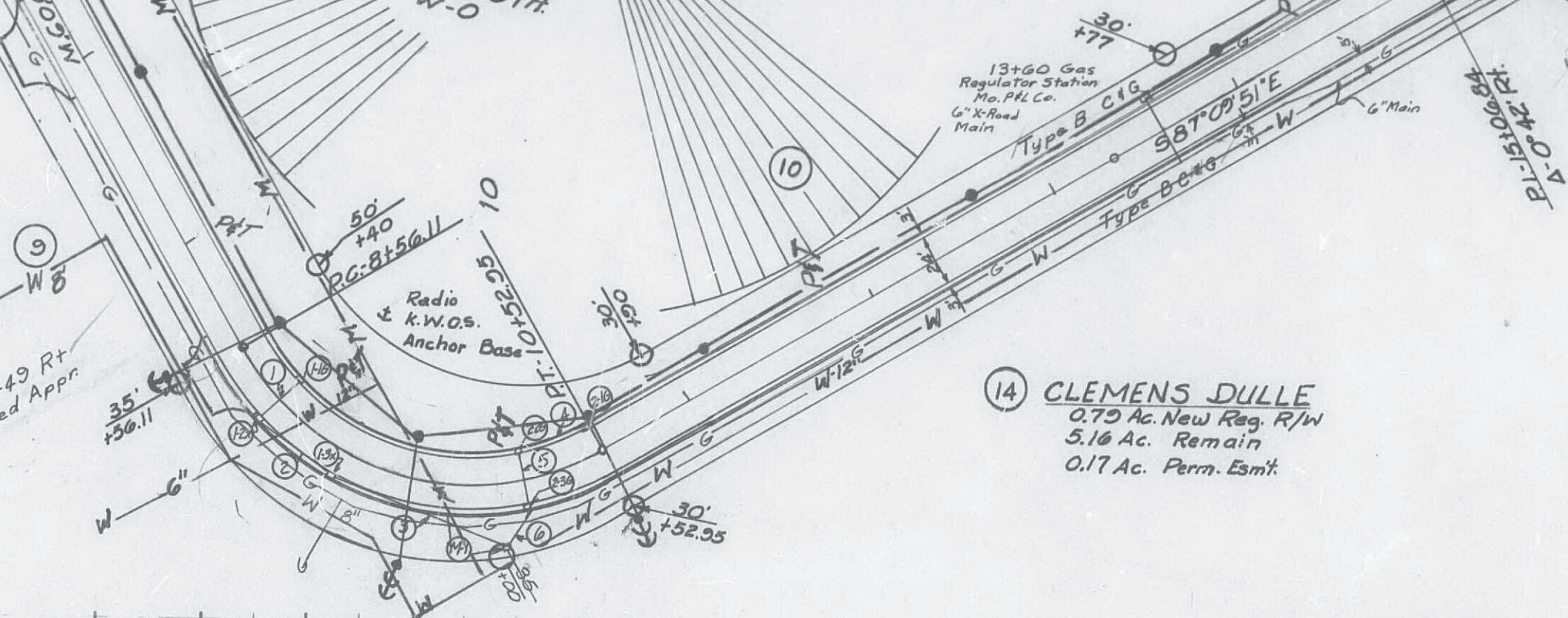
Sta. 13+31.64 (24' LT) DIX RD =  
Sta. 0+24.1; Ramp 4  
Elev. 628.51

-4.886%



| Sta. | Loc.        | Length | Width | # Steps | Slope | Sta.  | Loc.  | Type        | Length |
|------|-------------|--------|-------|---------|-------|-------|-------|-------------|--------|
| 4    | Sidewalk    |        |       |         |       | 5+00  | 5+50  | Rt.         | 50'    |
| 61   | Dix Rd. Rt. | 263'   | 4'    |         |       | 5+99  | 8+47  | Rt.         | 253.5' |
| 100  | Dix Rd. Rt. | 71.6'  | 4'    |         |       | 9+26  | 10+00 | Rt.         | 68'    |
| 174  | Dix Rd. Rt. | 132'   | 4'    |         |       | 11+40 | 12+70 | Rt.         | 129.2' |
| 199  | Dix Rd. Rt. | 4.75'  | 3'    | 3       | 2:1   | 13+37 | 16+00 | Rt.         | 270.2' |
| 199  | Dix Rd. Rt. | 4.75'  | 3'    | 3       | 2:1   | 5+00  | 5+45  | Lt.         | 46'    |
| 199  | Dix Rd. Rt. | 2.5'   | 3'    | 3       | 2:1   | 6+05  | 8+95  | Lt.         | 292'   |
| 191  | Dix Rd. Rt. | 3'     | 4'    |         |       | 9+53  | 10+06 | Lt.         | 51'    |
|      |             |        |       |         |       | 11+49 | 13+04 | Lt.         | 153'   |
|      |             |        |       |         |       | 13+81 | 16+00 | Lt.         | 220'   |
|      | Drop Inlets |        |       |         |       |       |       |             |        |
| 12   | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 12   | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 10   | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 7    | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 2    | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 61   | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 19   | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
| 19   | 2'x2'       | 80.46  |       |         |       |       |       |             |        |
|      | 4" Sidewalk |        |       |         |       | 5+00  | 5+50  | Dix Rd. Rt. | 53.5'  |





14 CLEMENS DULLE  
 0.79 Ac. New Reg. R/W  
 5.16 Ac. Remain  
 0.17 Ac. Perm. Esmt.

No R/W Markers

| Size | Std.  |
|------|-------|
| 2x3  | 80.46 |
| 2x2  | 80.49 |
| 2x2  | 80.49 |
| 2x2  | 80.46 |
| 2x2  | 80.46 |
| 2x2  | 80.46 |
| 2x2  | 80.46 |
| 2x3  | 80.44 |

Manholes

| No. | Sta.  | Size    | Std.  |
|-----|-------|---------|-------|
| M1  | 10+01 | 3x3     | 80.40 |
| M2  | 2+43  | 3.5x3.5 | 80.40 |

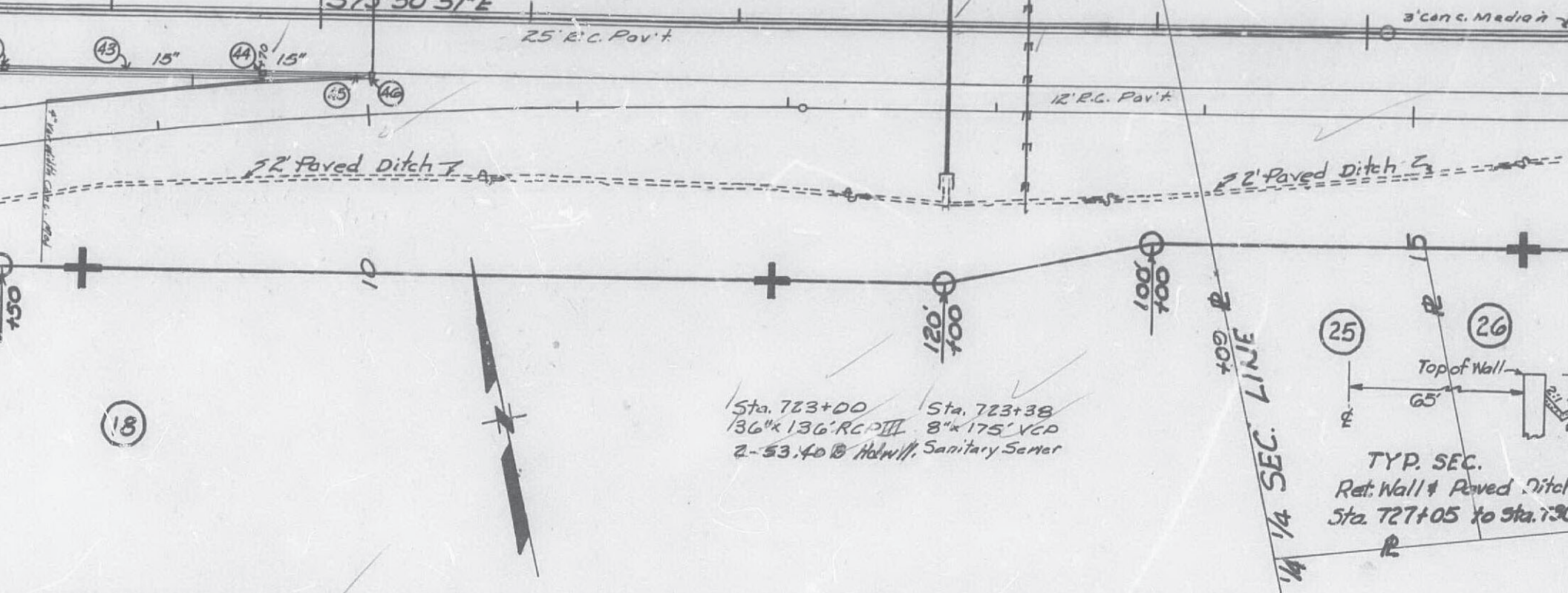
Storm Sewers

| No. | Sta.  | Sta.  | Size & Length |
|-----|-------|-------|---------------|
| 1   | 8+85  |       | 12" x 25'     |
| 2   | 8+85  | 9+25  | 12" x 42'     |
| 3   | 9+25  | 10+01 | 15" x 88'     |
| 4   | 10+13 | 10+55 | 12" x 40'     |
| 5   | 10+13 |       | 12" x 25'     |
| 6   | 10+01 | 10+13 | 12" x 19'     |
| 7   | 10+01 | 2+43  | 18" x 205'    |
| 8   | 2+43  | 3+74  | 30" x 128'    |

VC=100'  
 MO=0.92'  
 K=14'

+00  
 624.0





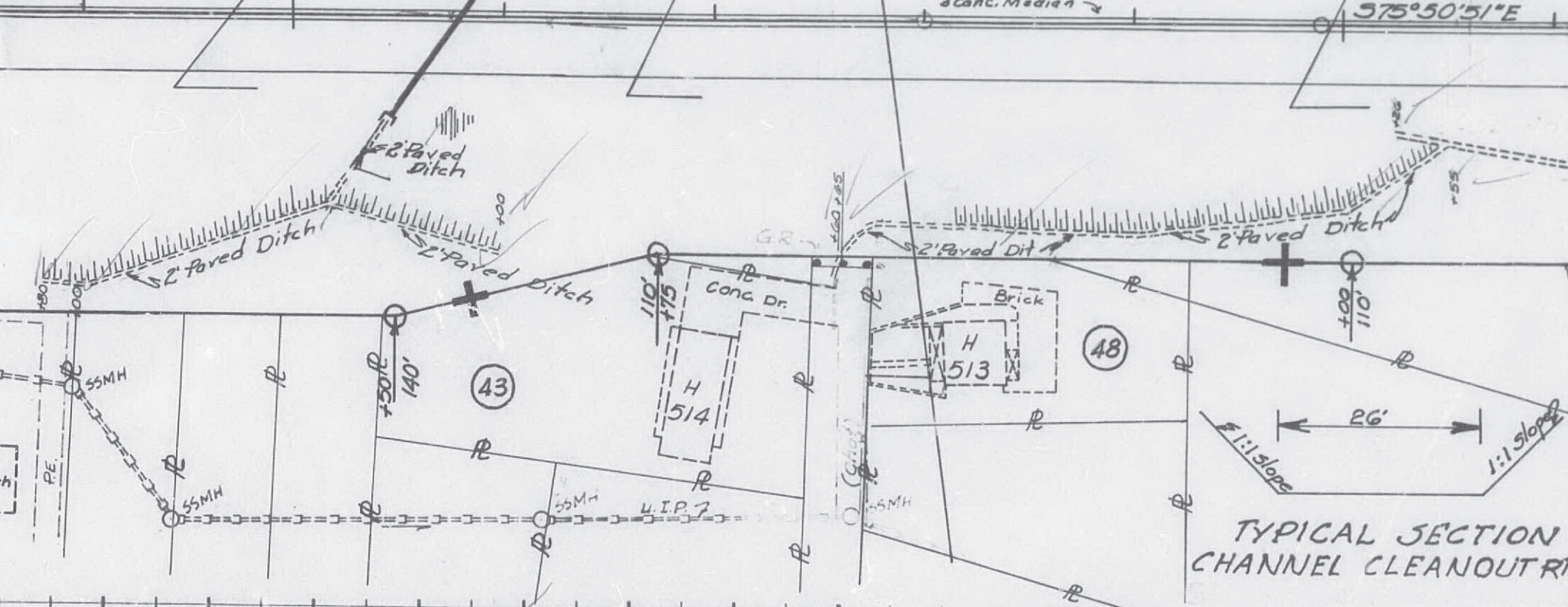
Total R/W Markers = 8  
Underdrains

| Side | length | Markers |
|------|--------|---------|
| Rt.  | 465'   | 0       |

| Sta.   | Sta.   | Loc.            | Type | L.F.   |       |       |
|--------|--------|-----------------|------|--------|-------|-------|
| 715+00 | 730+00 | 1st R.C. L.F.   | A    | 3000.0 |       |       |
|        |        | 1st R.C. Ramp 1 | O    | 28.0   |       |       |
| 715+00 |        | Ramp 2          | O    | 45.0   | 573.0 | 575.0 |
|        |        | 1st R.C. Ramp 2 | A    | 125.8  |       | 572.9 |
|        |        |                 |      |        | 563.9 | 1.38  |

-0.410%

Curb & Gutter



Total R/W Markers = 8

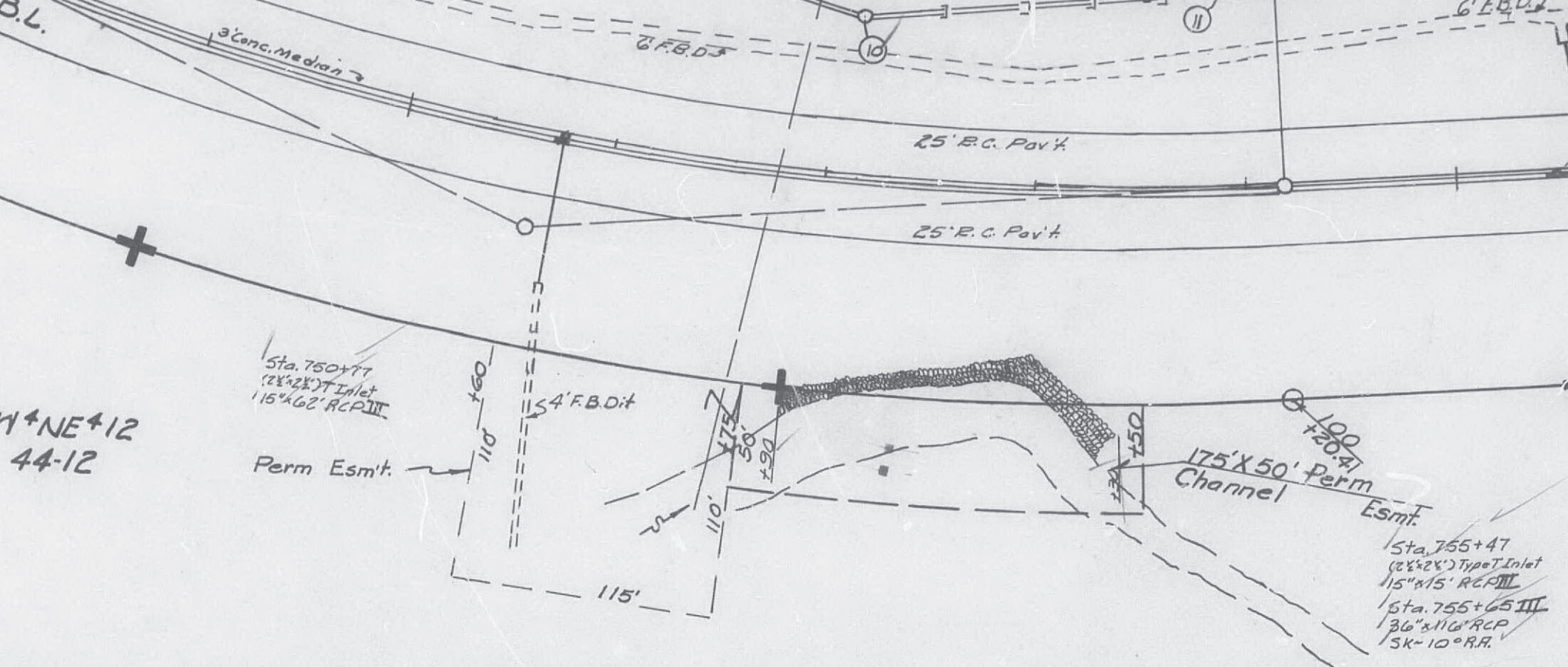
| Sta.   | SR | Loc.         | Length |
|--------|----|--------------|--------|
| 730+00 | -  | Median R/E/L | 300'.  |

| Sta.   | SR | Loc.         | Length |
|--------|----|--------------|--------|
| 730+00 | -  | Conc. Median | 1500'. |

P.I. +80  
Elev 585.42

576.9  
579.0

U.P. 100'



1+NE+12  
44-12

Sta. 750+77  
(24"x24") T Inlet  
15"x16" RCP III

Perm Esmt.

4' F.B.D.it

25' R.C. Pav't

25' R.C. Pav't

175' x 50' Perm Channel Esmt.

Sta. 755+47  
(24"x24") Type T Inlet  
15"x15" RCP III  
Sta. 755+65 III  
36"x116" RCP  
SK=10° R.R.

Total RAW Markers = 12

Sanitary Sewers

| Structure        | Sta. Location | Size | Length | Type          |
|------------------|---------------|------|--------|---------------|
| ④ Structures ③-⑤ |               | 10"  | 228'   | V.C.P.        |
| ⑨ Structures ⑤-⑩ |               | 24"  | 402'   | R.C.P. CI-III |
| ⑪ Structures ⑩-⑫ |               | 24"  | 288'   | R.C.P. CI-III |

Conc. Curb (Type A)

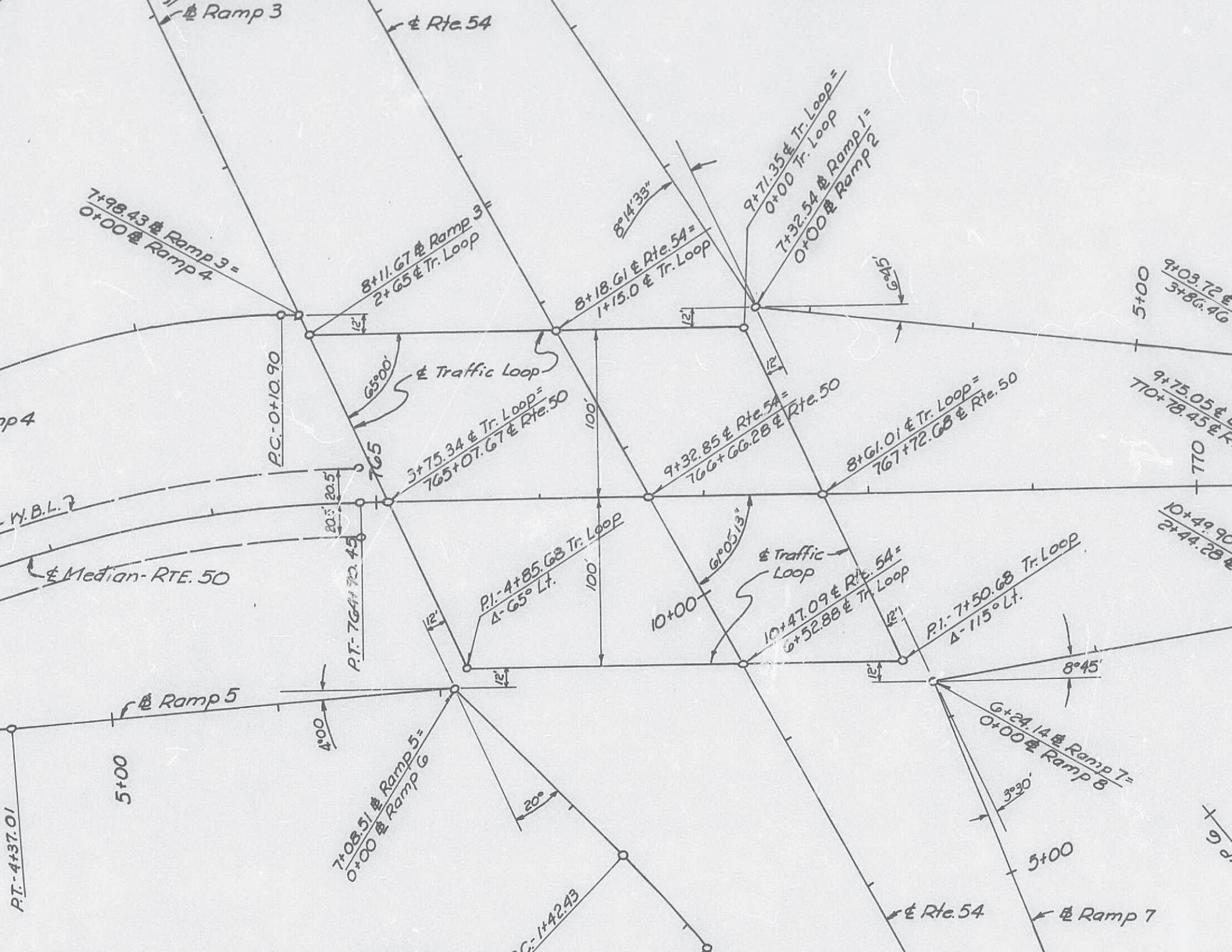
| Sta.   | Sta.   | Loc.                     | Length |
|--------|--------|--------------------------|--------|
| 745+00 | 757+00 | Median 1.5' Lt + 1.5' Rt | 2400'  |

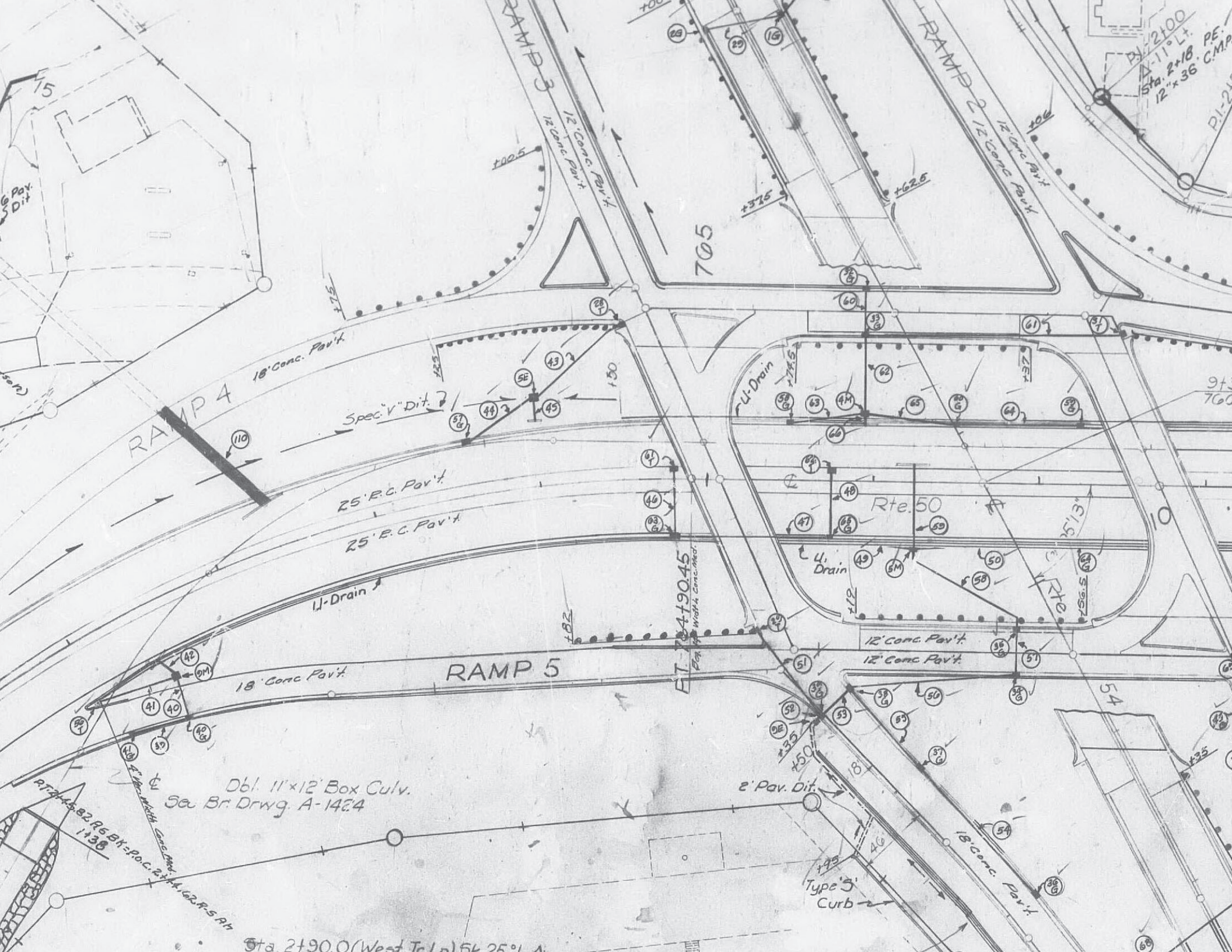
Conc. Median 3' Width

| Sta.   | Sta.   | Loc. | Length |
|--------|--------|------|--------|
| 745+00 | 757+00 | ☒    | 1200'  |

Sanitary Manholes

| No | Sta           | Size  |
|----|---------------|-------|
| 3  | 747+20 113 Rt | 42" 0 |
| 5  | 747+35 105 Rt | 42" 0 |
| 6B | 747+35 105 Rt | 42" 0 |
| 10 | 752+15 80' Lt | 42" 0 |







9+03.72 @ Bolivar St =  
3+86.40 @ Ramp 1

9+76.05 @ Bolivar St =  
770+76.45 @ R=50

PI-10+45.0  
Elev. 582.25

10+49.90 @ Bol. St =  
2+44.28 @ Ramp 8

3/10' VC  
MO-4.65  
K-26

PT - End of Grade Change  
Sta. 14+70.42 Elev. 592.34

15+57.82 @ Bolivar St =

4+09.95 @ St. Mary's  
Δ - 47° 21' 30" Rt.

4+30 - Beg. Grade  
Elev. 602.06



160' VC  
MO-0.20  
550-780

PI 161+  
Elev. 552

-0.50%

765+07.61  
3+75.34

160' VC  
MO-0.20  
K-160

766+66.8  
9+32.85

+0.50%

PI-765+74.28  
Elev. 556.26

PROFILE RTE. 50

761

762

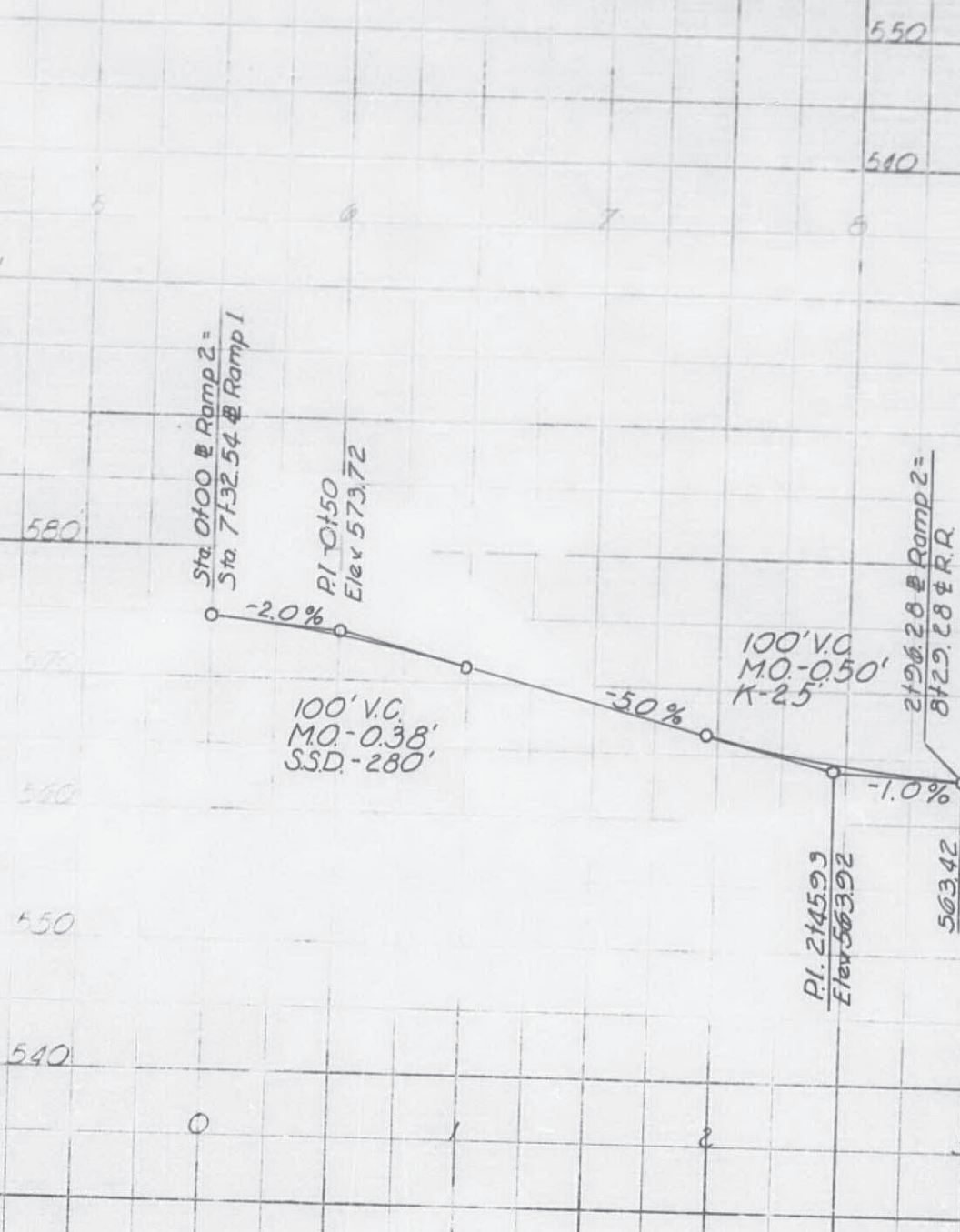
764

765

767

PI. 3104.53  
Elev. 556.97

PROFILE - RAMP 1



Sta. 0+00 @ Ramp 2 =  
Sta. 7+32.54 @ Ramp 1

PI 0+50  
Elev 573.72

-2.0%

100' V.C.  
M.O. -0.38'  
SSD. -280'

-5.0%

100' V.C.  
M.O. -0.50'  
K-25

Sta. 2+06.28 @ Ramp 2 =  
Sta. 8+29.28 @ R.R.

PI. 2+45.93  
Elev. 563.92

-1.0%

Sta. 3+16.70 @ Ramp 2 =  
E.P. M @ Carty St

Sta. 3+49.24 @ Ramp 2 =  
Sta. 4+01.72 @ M @ Carty St

Sta. 3+81.78 @ Ramp 2 =  
E.P. M @ Carty St

4+00 Bk =  
4+00 Ah. (12' Rk)

80' V.C.  
M.O. -0.30'  
K-28'

PI. 4+40  
Elev. 563.32

PROFILE - RA

mp 3 =  
St.  
mp 3 =  
Carty  
mp 3 =  
St.

1 @ Ramp 3 =  
14 @ R.R.

148.43  
573.74

843 @ Ramp 3 =  
2 @ Ramp 4

PI-47388  
Elev 5522

PROFILE - RAMP 4

PI-315714  
Elev 55295

120' V.C.  
MO-0.90'  
K-20'

+6.0%

PI-6150.76  
Elev 57357

+2.0%

100' V.C.  
MO-0.50'  
SSD-225'

7108.51 E Ramp 5  
0+00 E Ramp 6

PROFILE - RAMP 5

Ramp 6 =  
Rte 54

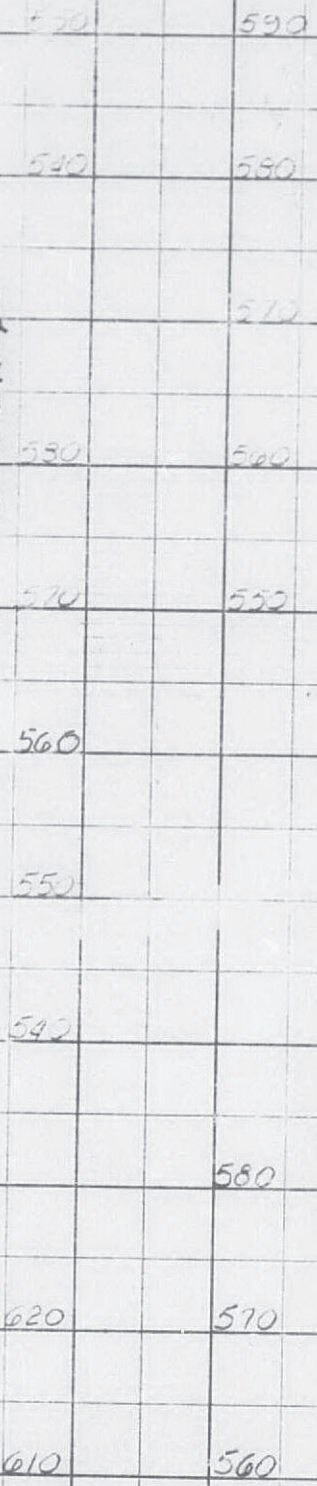
0+00 E Ramp 3 =  
6+24.14 E Ramp 7

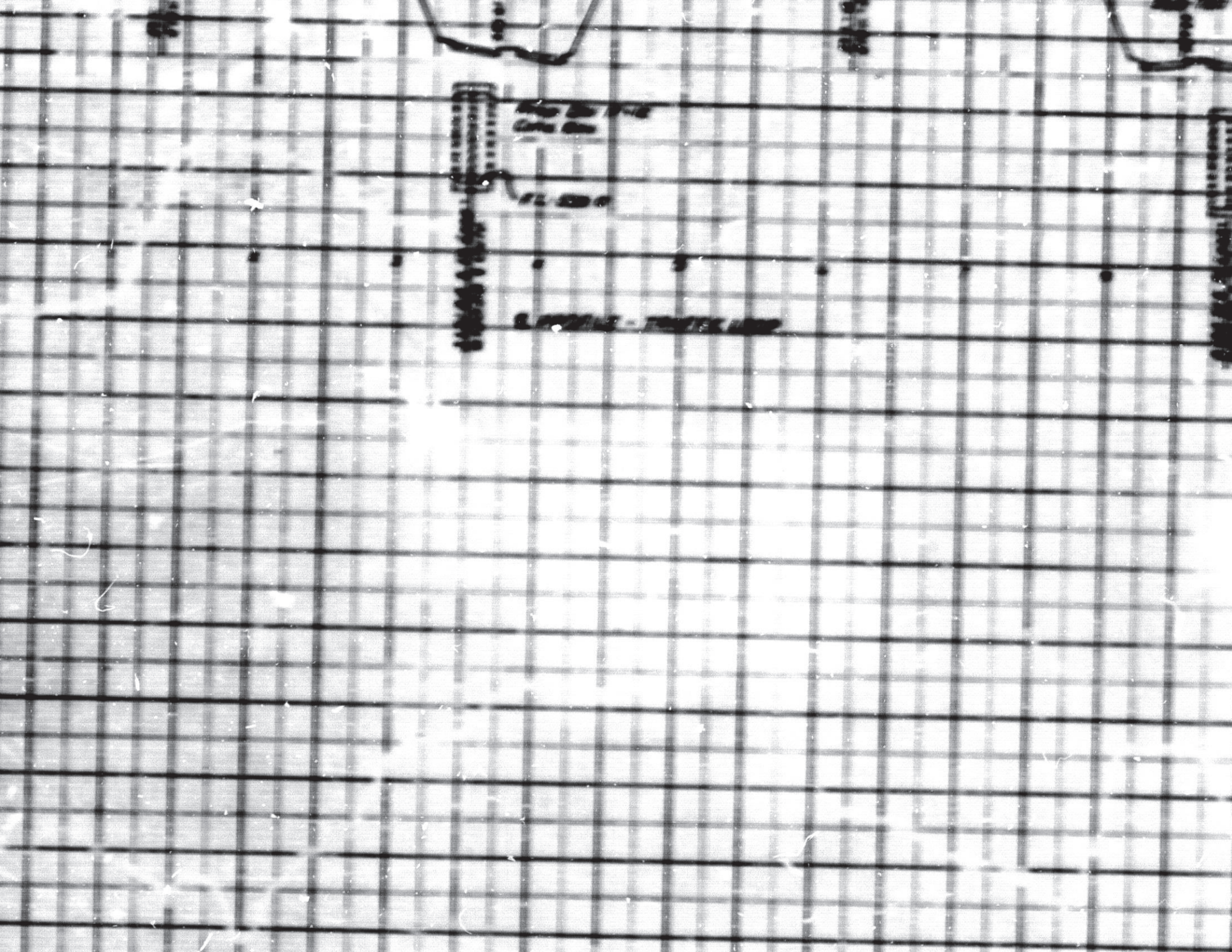
-2.0%

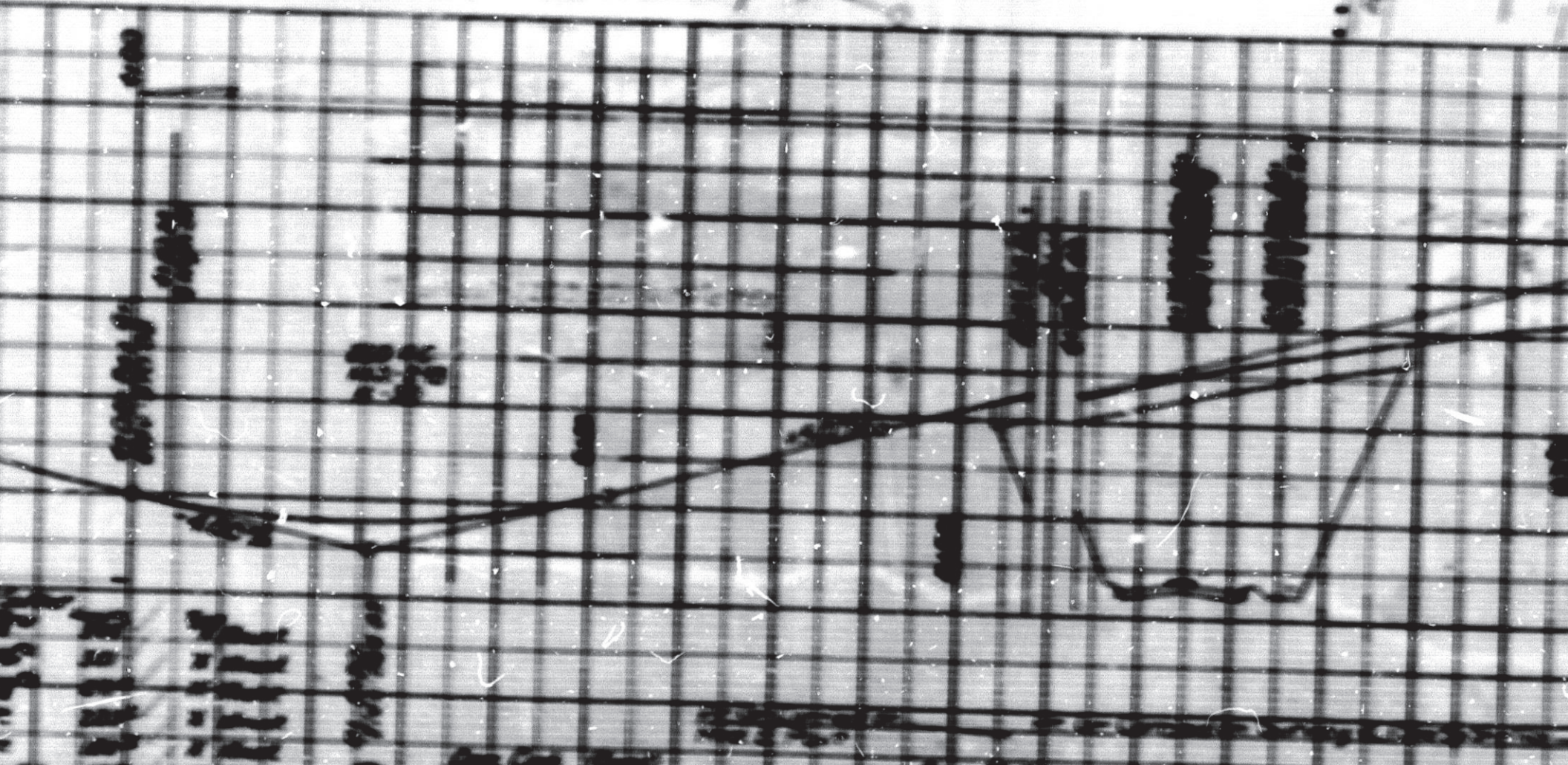
PI-016314  
Elev 57330

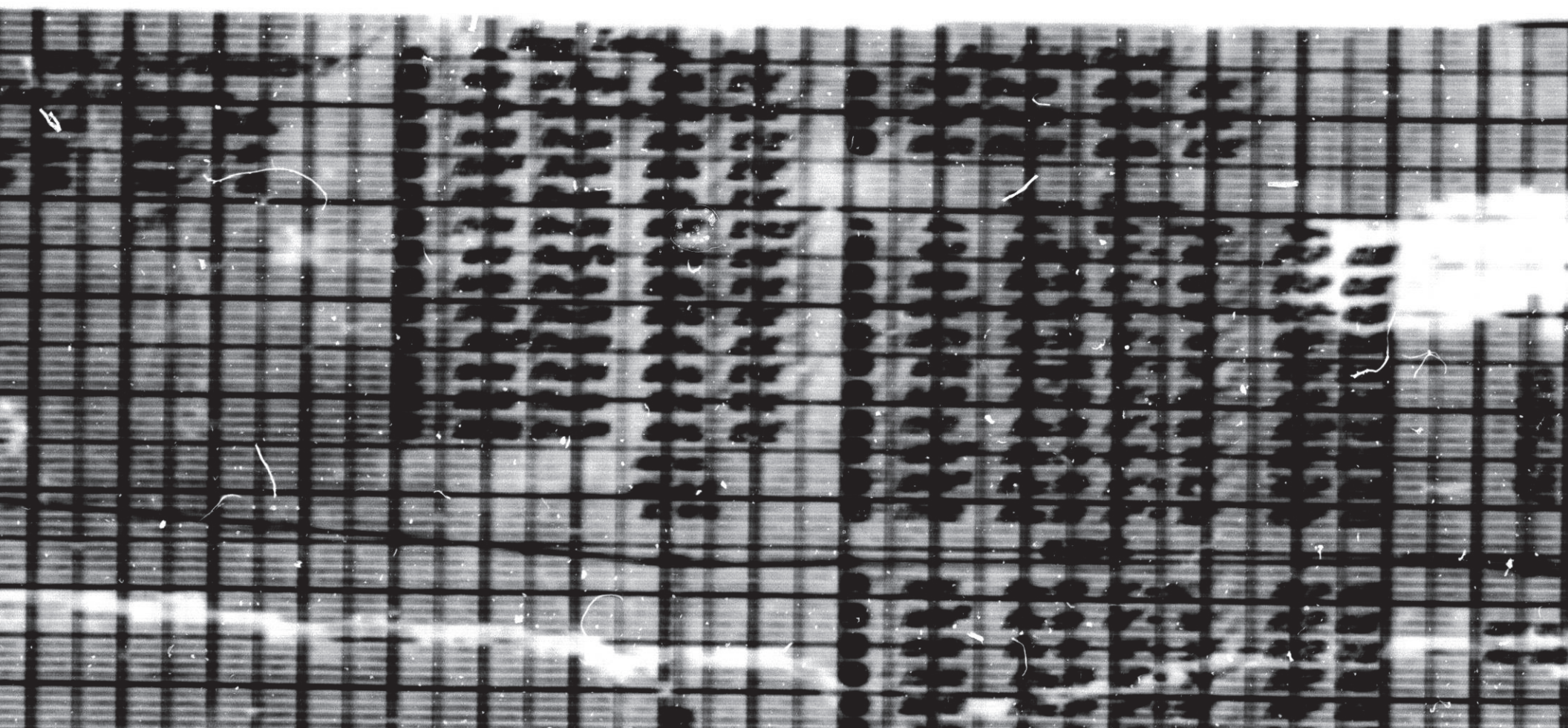
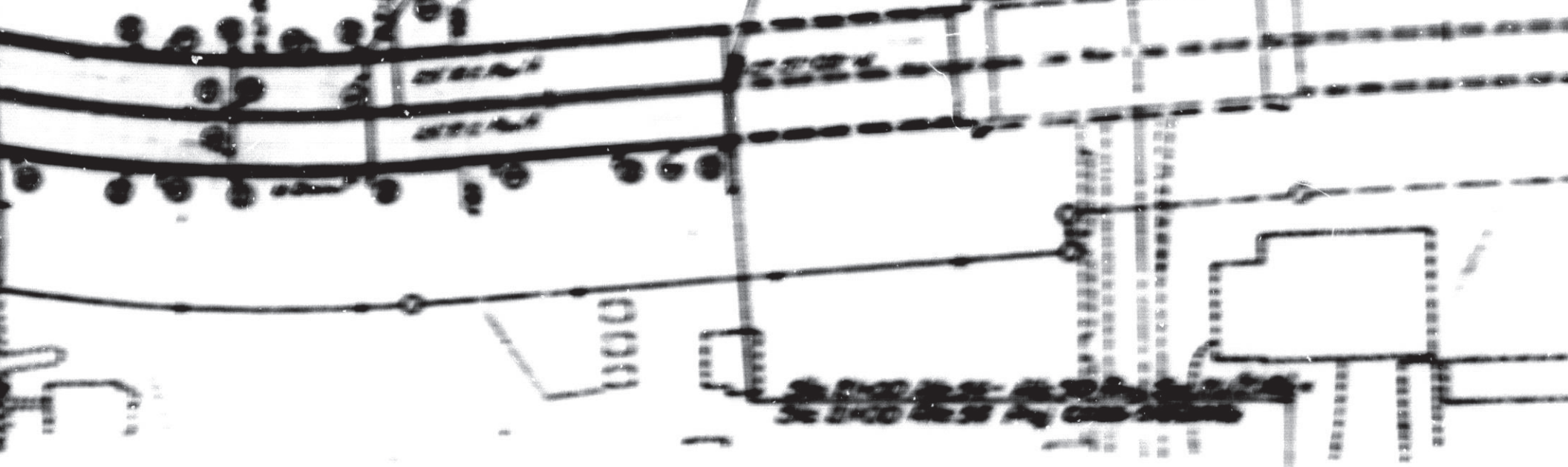
120' V.C.  
MO-0.75'  
SSD-200'

-7.0%



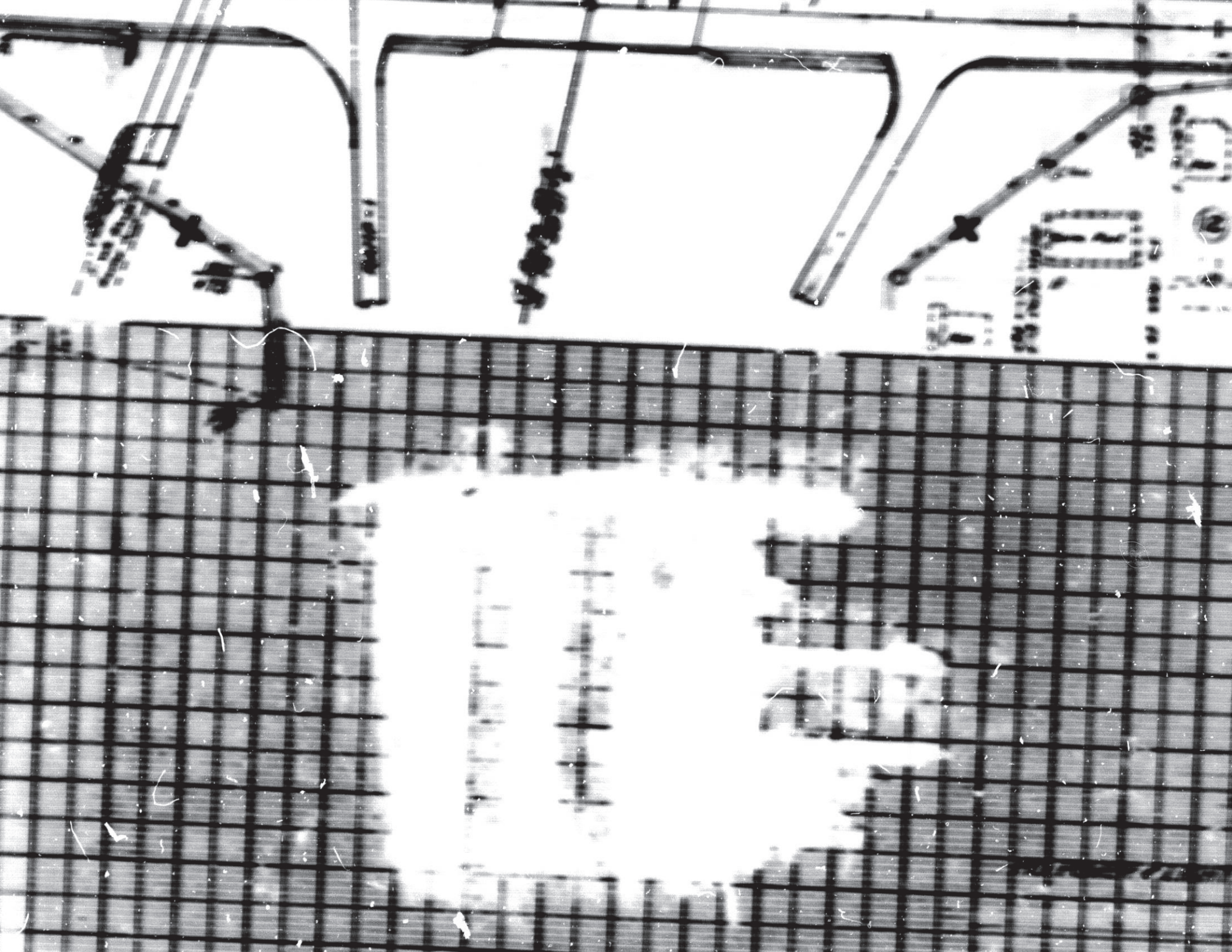




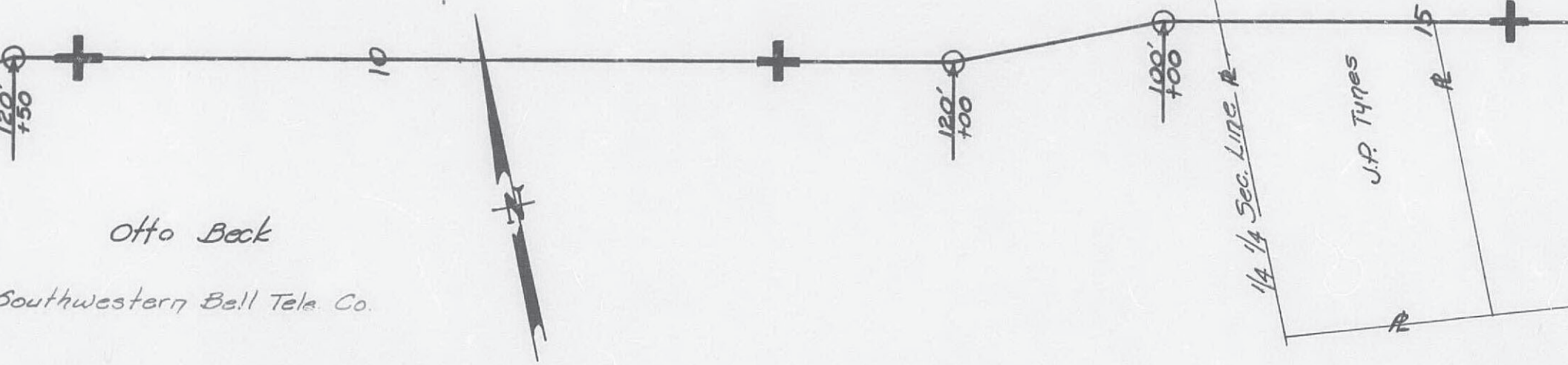








575°50'31"E



Otto Beck

Southwestern Bell Tele. Co.

1/4 Sec. Line R

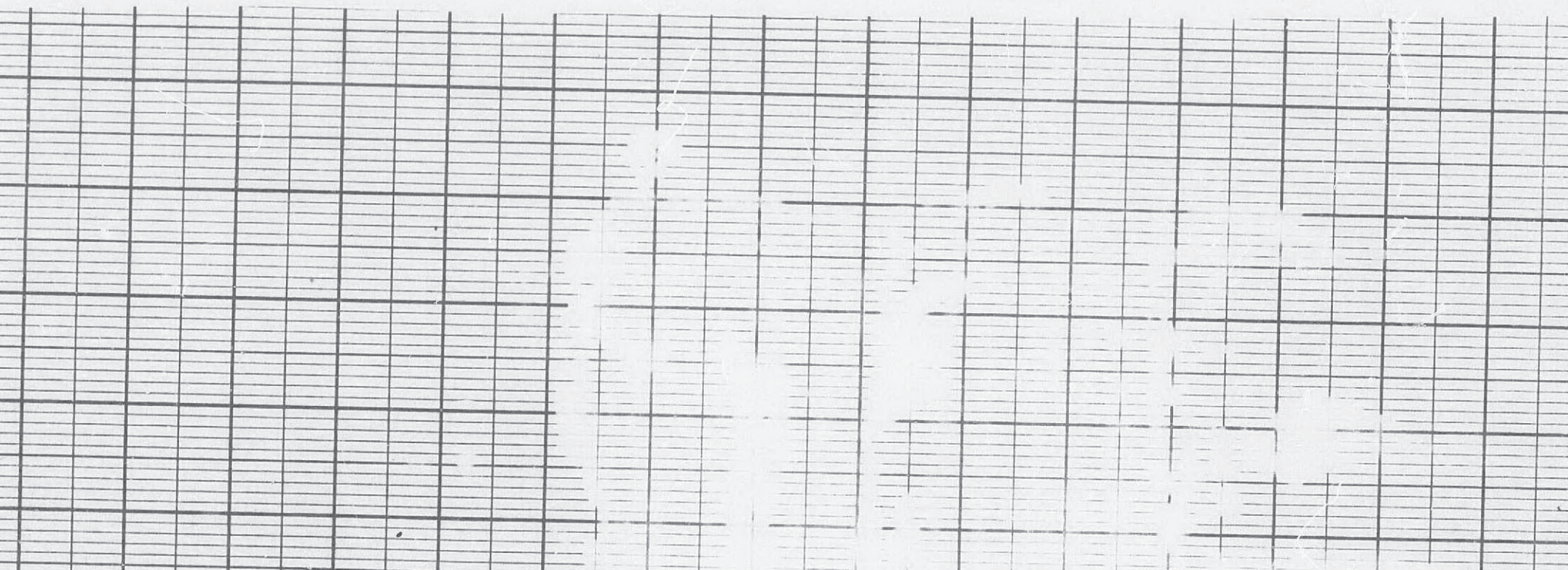
J.P. Tyres

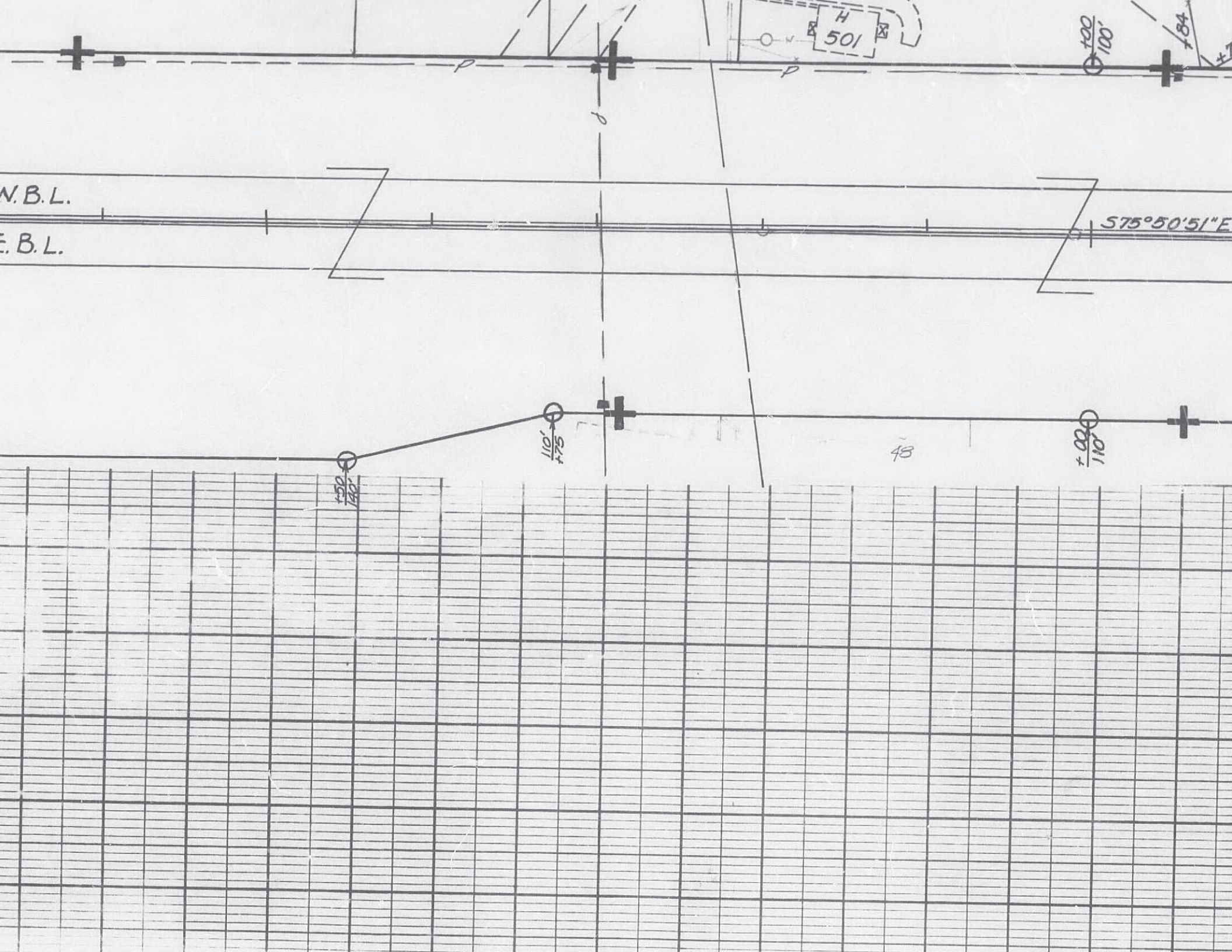
R

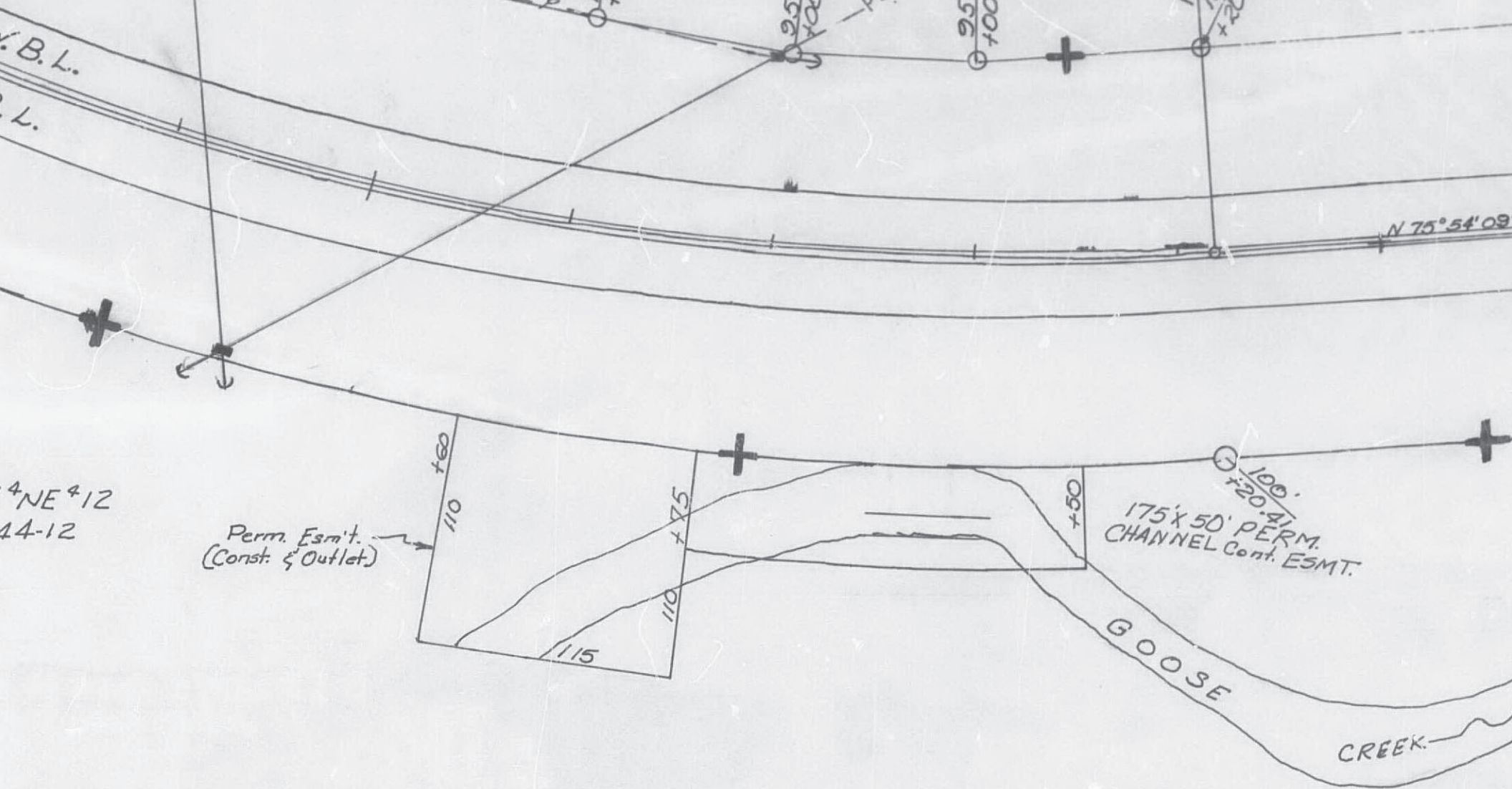
15'

R

+







4 NE 12  
44-12

Perm. Esmt.  
(Const. & Outlet)

100'  
+20.4'  
175'x50' PERM.  
CHANNEL Cont. ESMT.

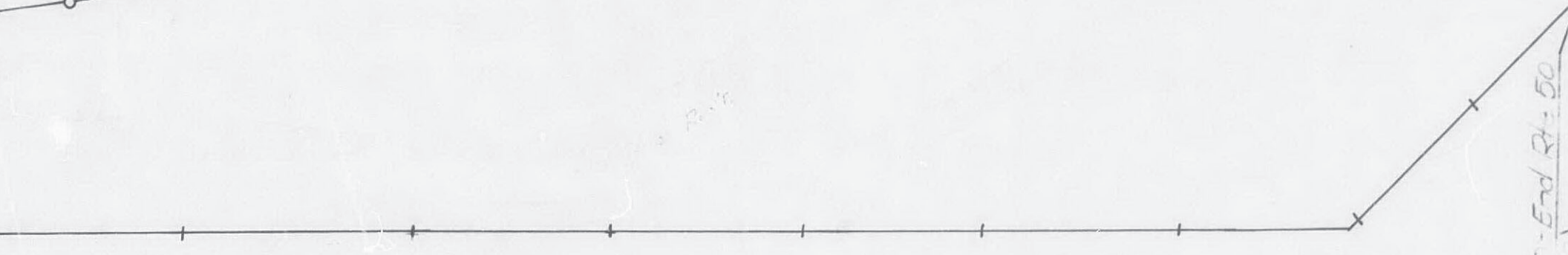
GOOSE  
CREEK



8.45 @ Rte 50 =  
5 @ Bolivar

S 45° 43' 44" E

771+15.95 @ Rte 50 Bk = Sur. @ Rte 50  
10+00 Ah. (7.5' Rt)



656

657

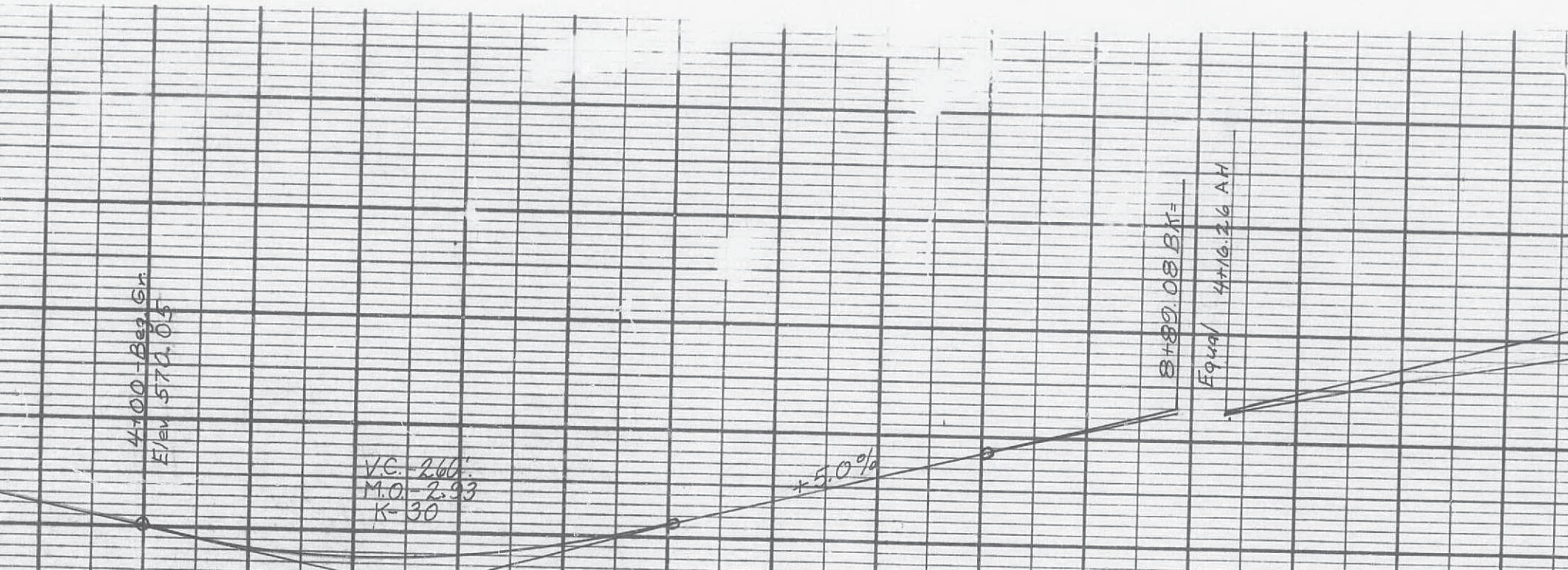
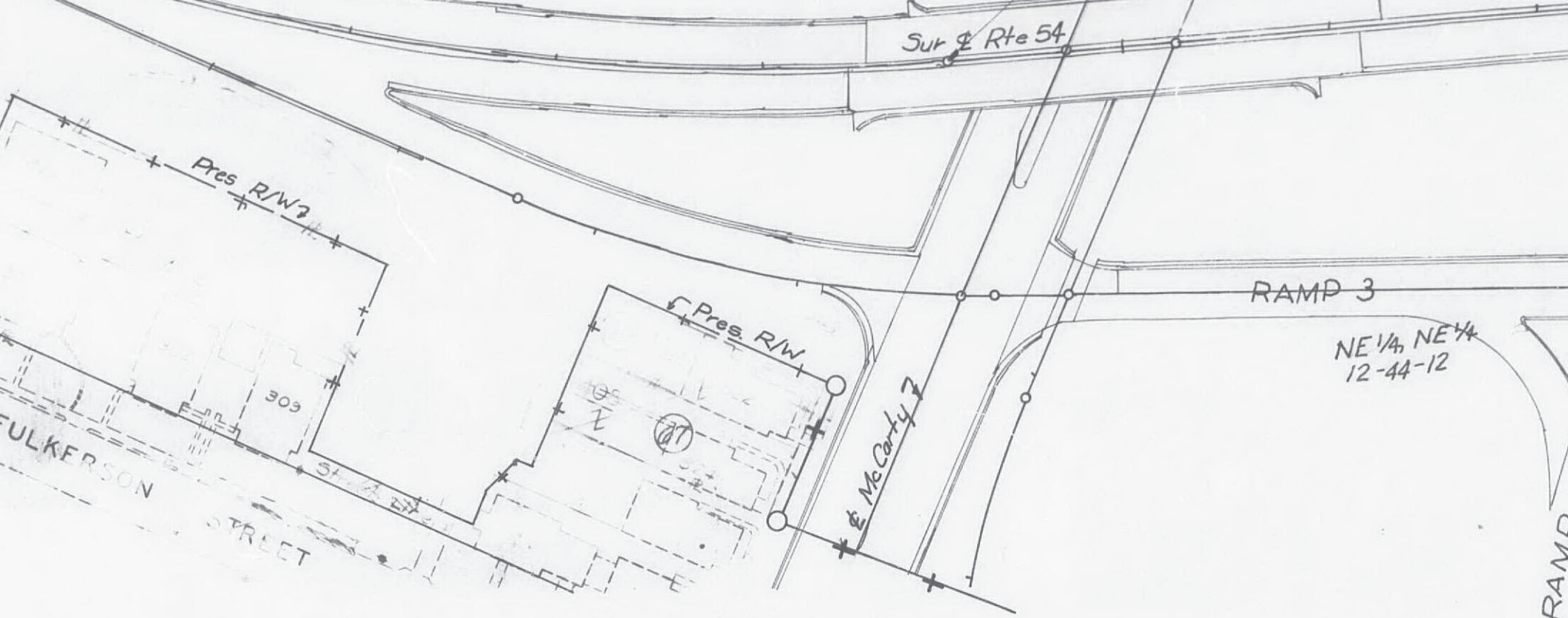
(84)

658

659

| Remaining     | No. | Name                                  | New R/W        | emp. Lsm't | Perm. Esmt. | Remaining                     |
|---------------|-----|---------------------------------------|----------------|------------|-------------|-------------------------------|
| 6,271 Sq. Ft. | 78  | William O'Donnell Lee                 | None           | 2,550 sq.  |             |                               |
| 0,178 Sq. Ft. | 79  | Robey G. Benson                       | 11,370 Sq. Ft. |            |             | None                          |
| 2,950 Sq. Ft. | 80  | Temple Stephens Realty Corp.          | 20,030 Sq. Ft. | 2,670 sq.  |             | 2,670 Sq. Ft.                 |
| 2,069 Sq. Ft. | 81  | Eugene G. Schneider                   | 7,901 Sq. Ft.  | 2,000 sq.  | 2 18 =      | 47,276 Sq. Ft.                |
| 1,031 Sq. Ft. | 82  | Paul J. Kirchner                      | 1,161 Sq. Ft.  |            |             |                               |
| 407 Ft.       | 83  | Ralph A. Erhardt                      | 32,353 Sq. Ft. |            |             | 1,091 Sq. Ft. (Taken as None) |
| None          | 84  | Joseph M. Marling (Hospital Property) | None           | 24,750 sq. |             |                               |

Sur. @ Rte 50 - End Rte 50



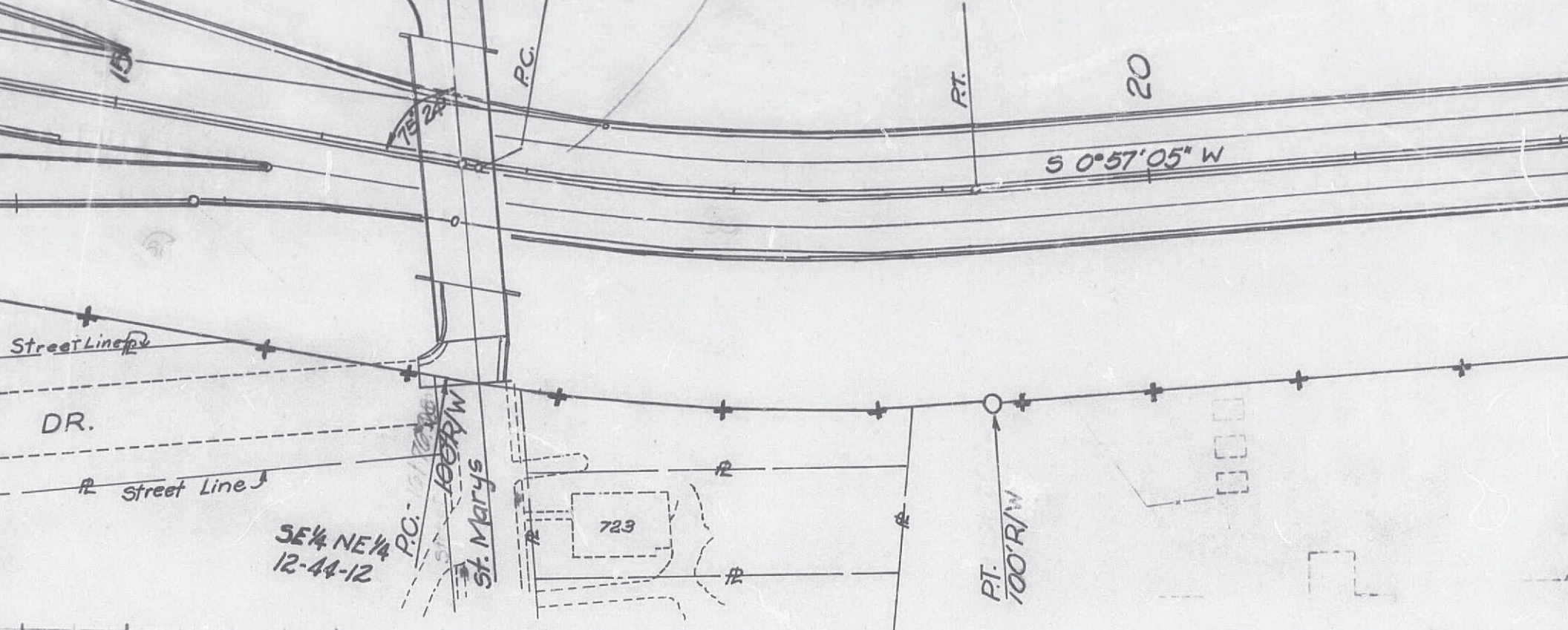
4+00 - Beg. Gr.  
Elev 572.05

VC 260'  
M.O. 2.93  
K-30

+5.0%

8+82.08 B.M. =

Equal 4716.26 AH



SE 1/4 NE 1/4  
12-44-12

P.C.: 100' R/W  
St. Marys

723

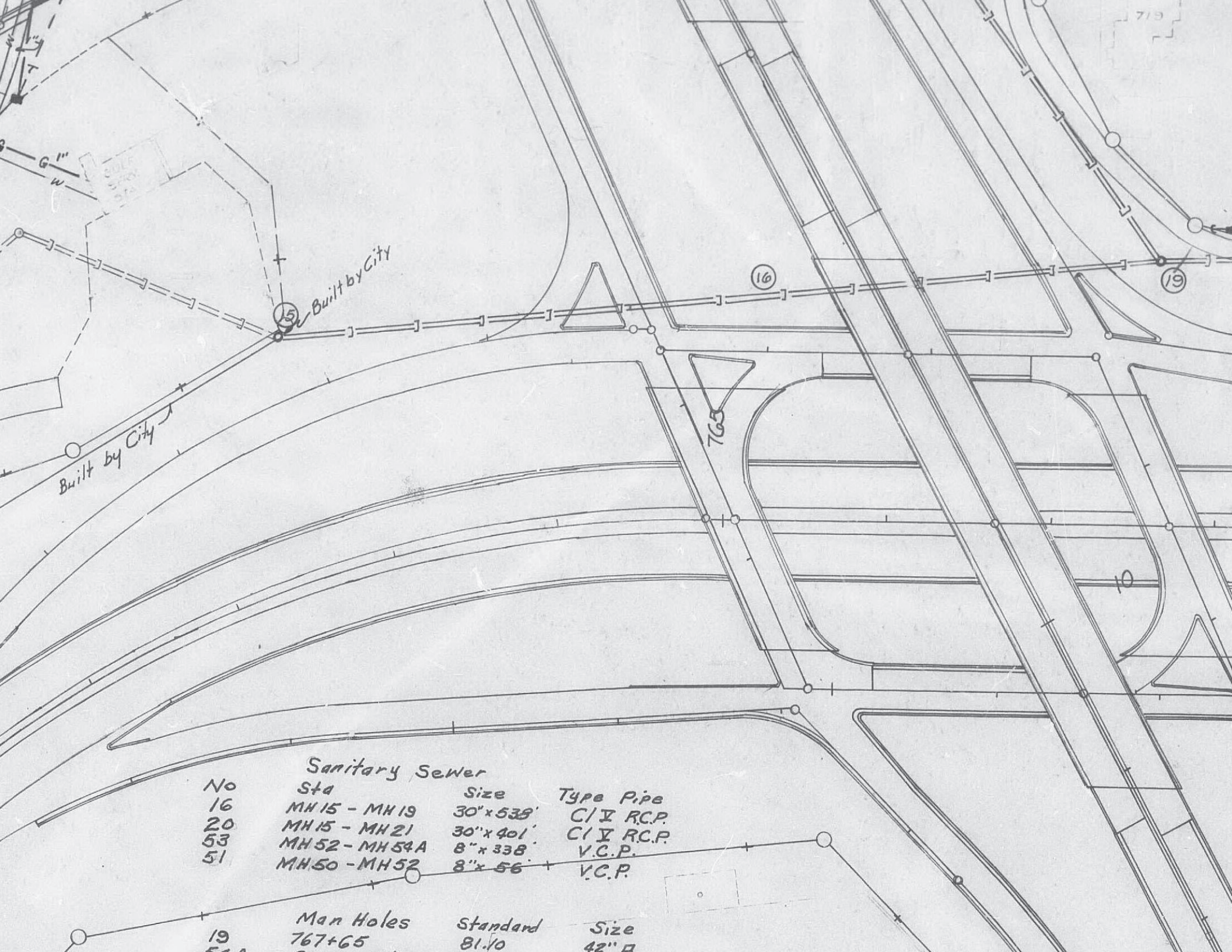
P.T. 100' R/W

S 0°57'05" W

20

-1.50%

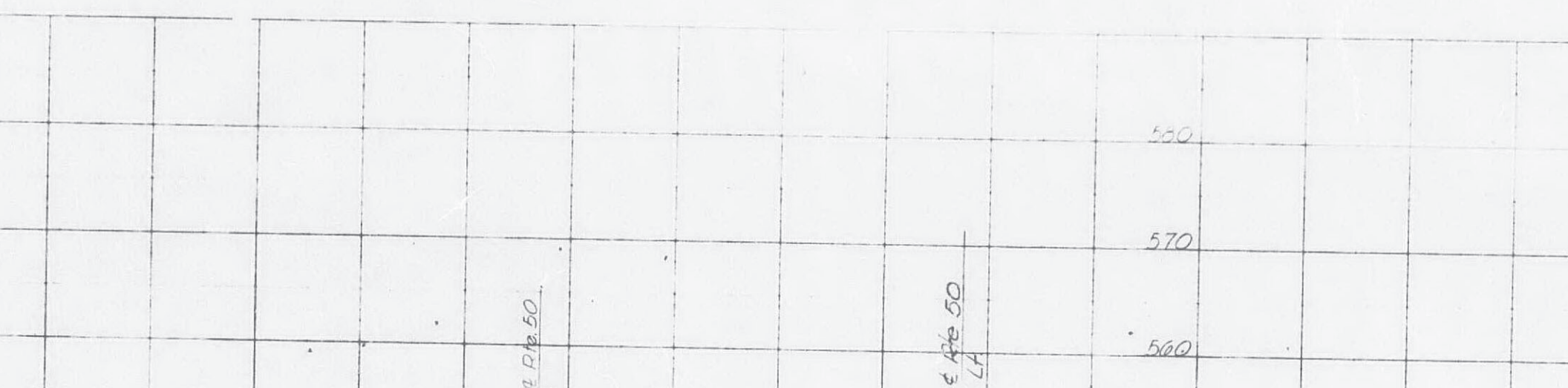
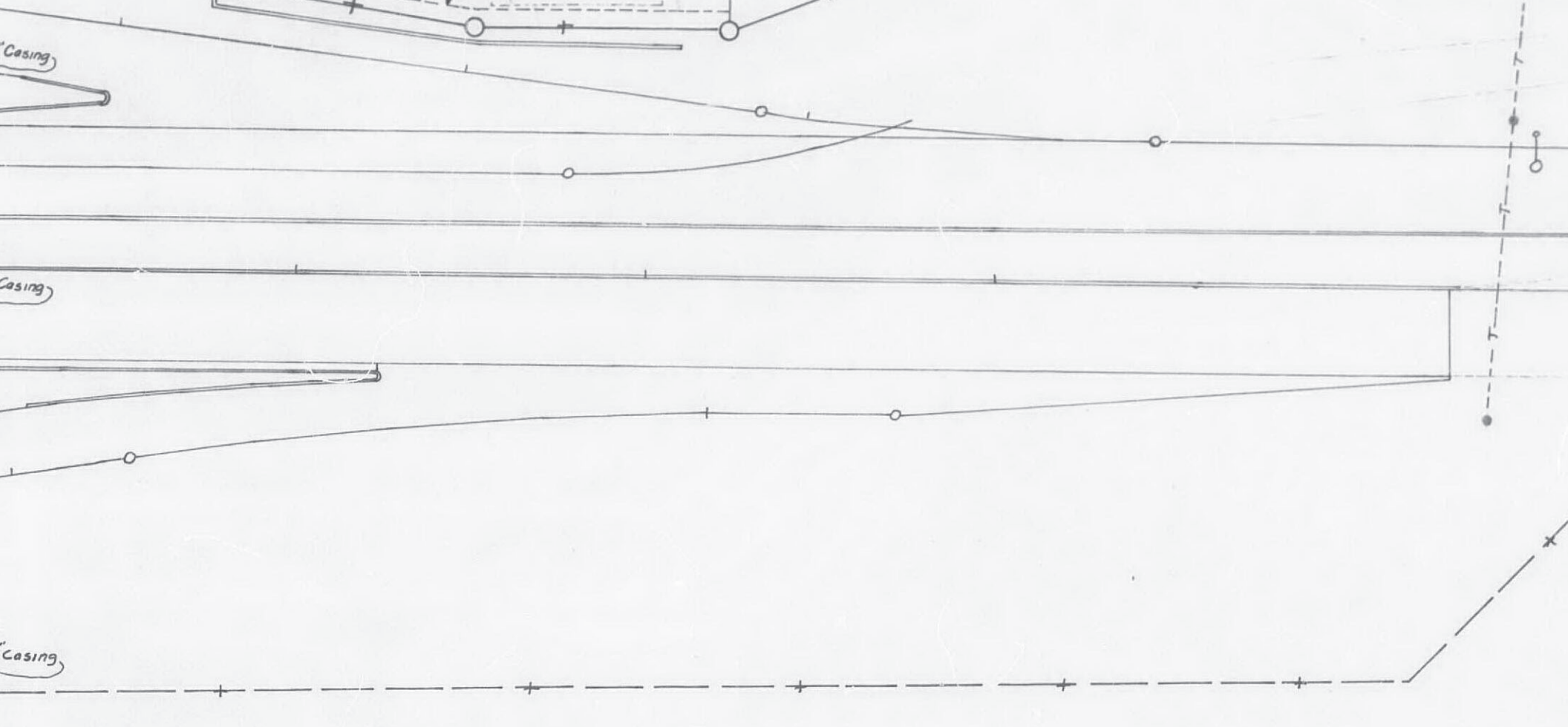
VC - 180'  
M.O. - 0.41  
K - 100'



Sanitary Sewer

| No | Sta            | Size       | Type Pipe  |
|----|----------------|------------|------------|
| 16 | MH 15 - MH 19  | 30" x 538' | C/V R.C.P. |
| 20 | MH 15 - MH 21  | 30" x 401' | C/V R.C.P. |
| 53 | MH 52 - MH 54A | 8" x 338'  | V.C.P.     |
| 51 | MH 50 - MH 52  | 8" x 56'   | V.C.P.     |

| Man Holes | Standard | Size  |
|-----------|----------|-------|
| 767+65    | 81.10    | 42" □ |





uilt by City

7'6"

0.144%

0.144%

0.144%

(16) 30" RCP CI.V

30" RCP CI.V

FL. 537.98

(20) 30" RCP CI.V

1200 Bolivar St.  
7' Rt.

1145 Bolivar St.  
35' Rt.

(50) d-18"8"

RAMP B

RT. 50

RAMP 1

8+12 Bolivar St.  
45' Rt.

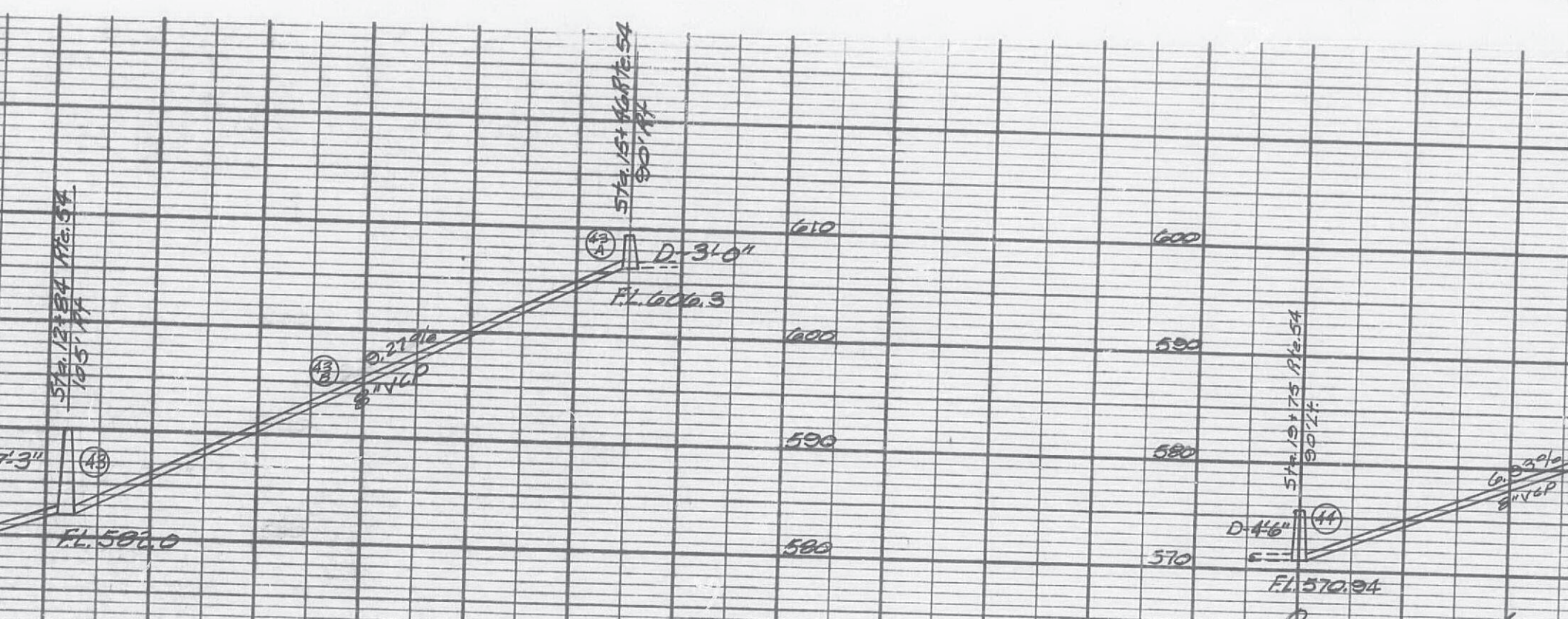
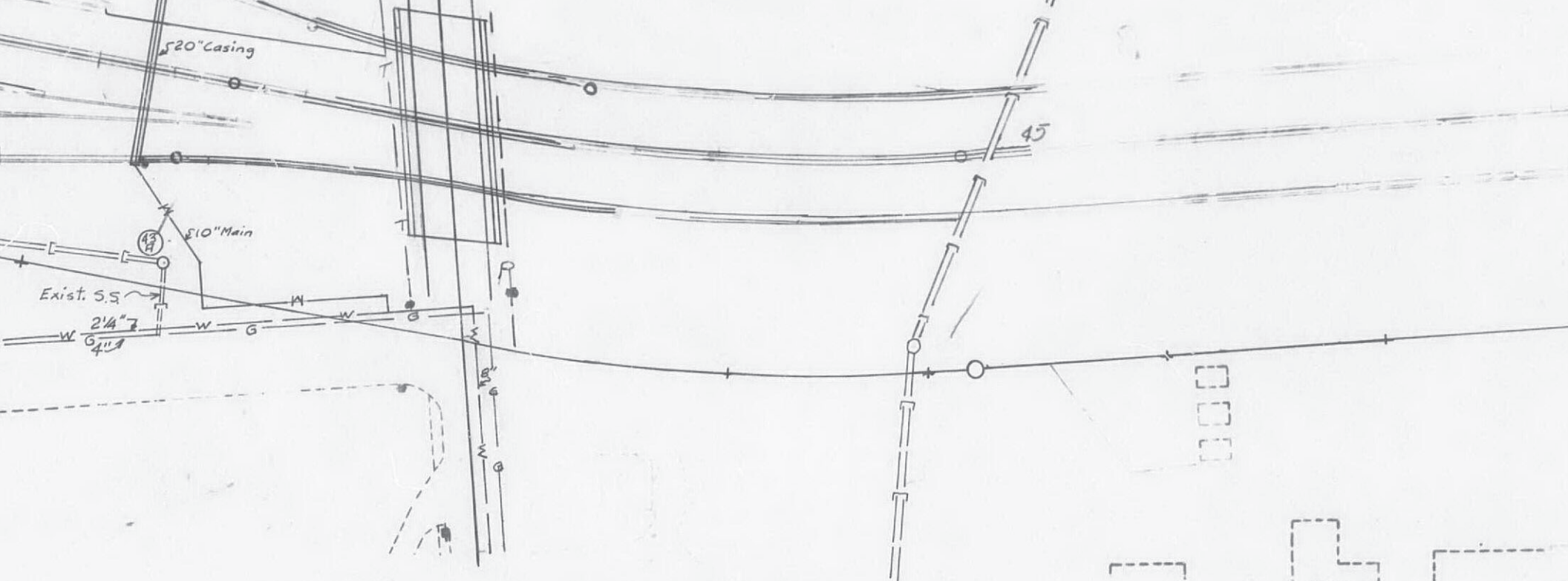
767165 & RT. 50  
157" Lt.

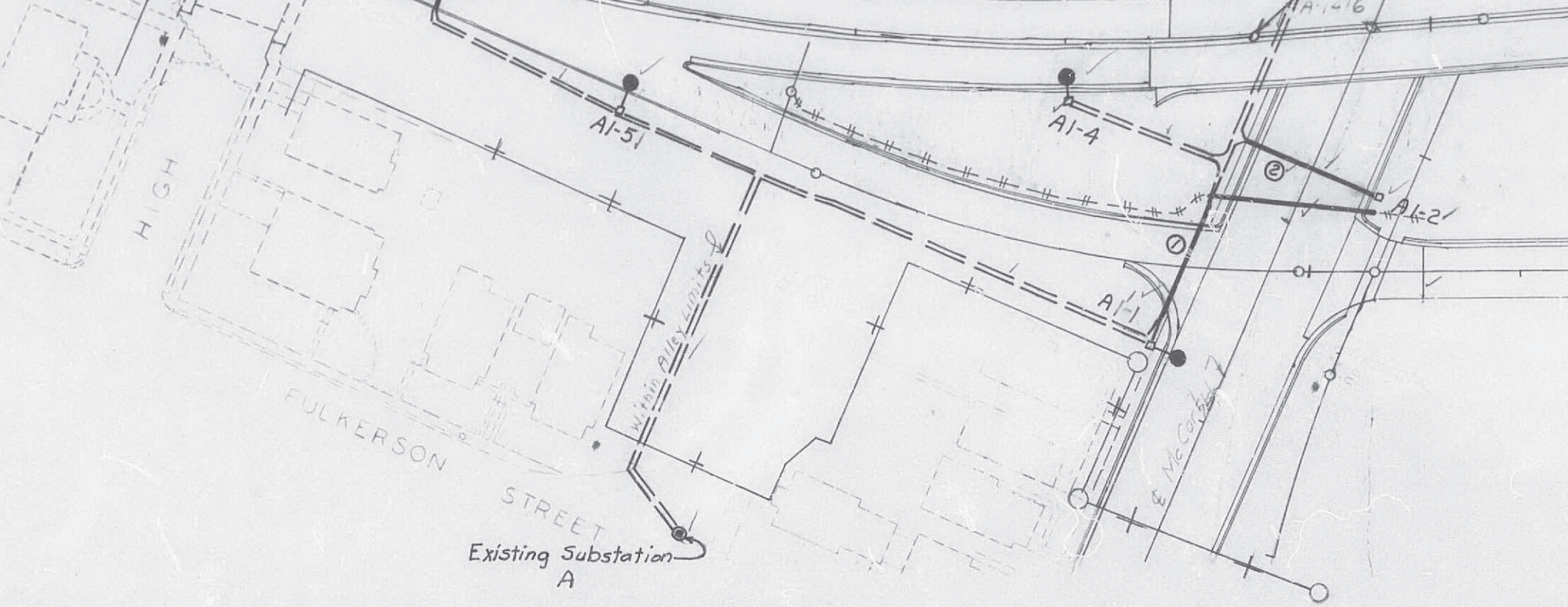
D-21'0"

(19)

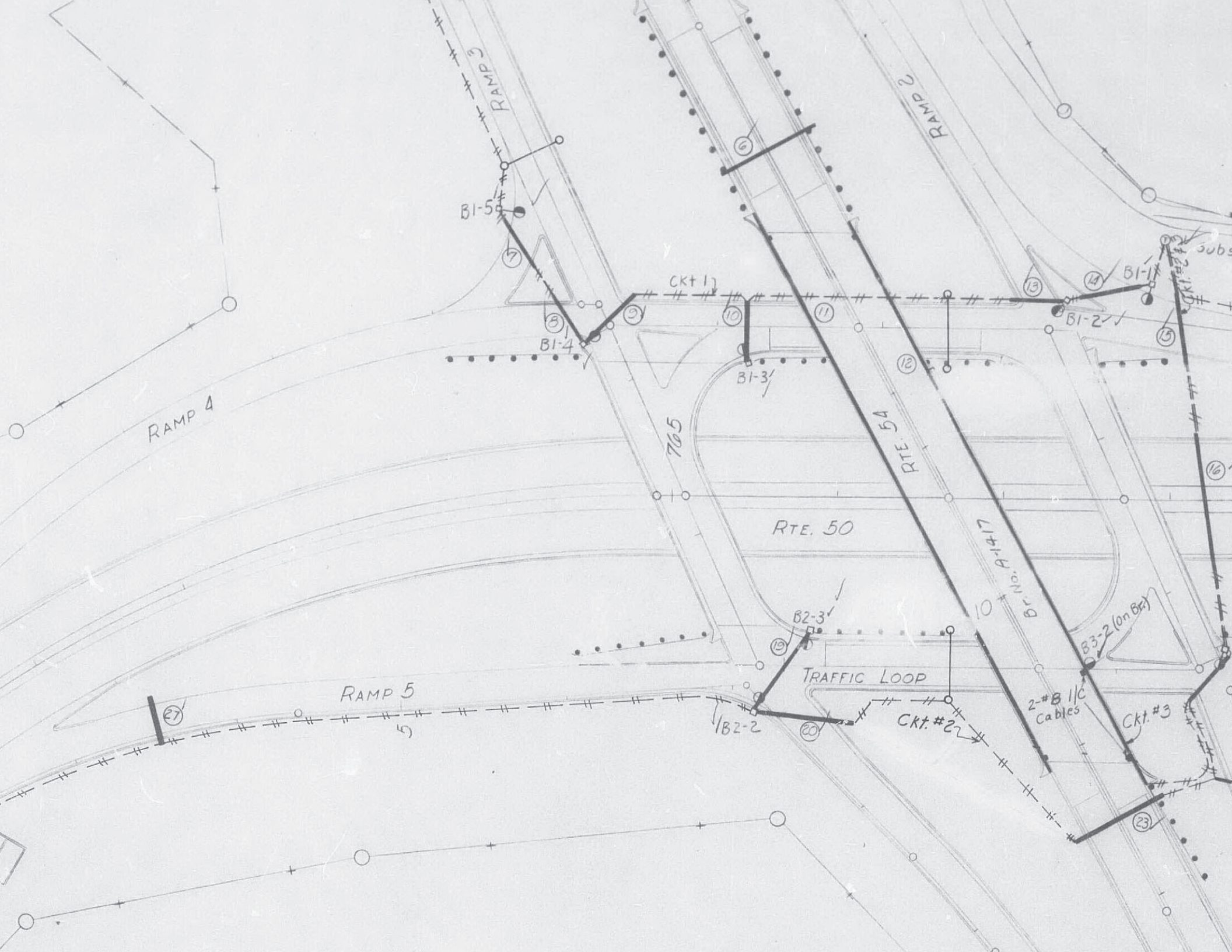
D-2

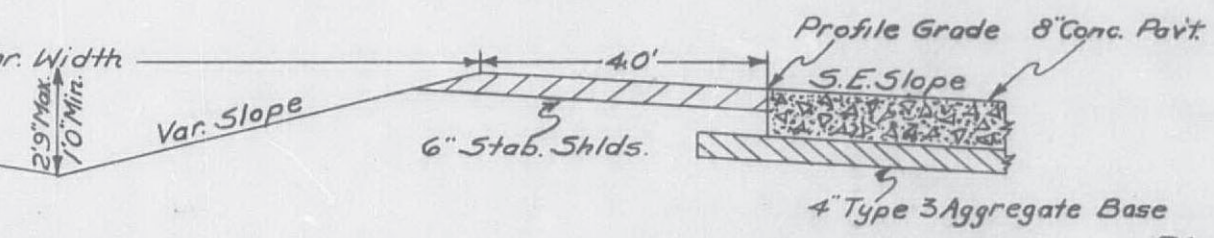
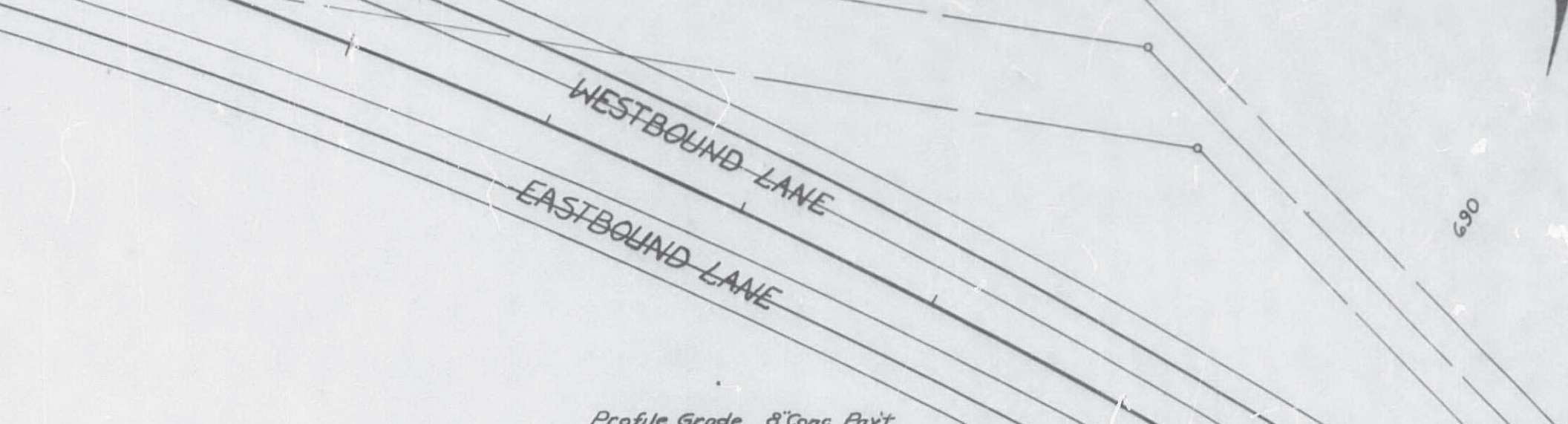






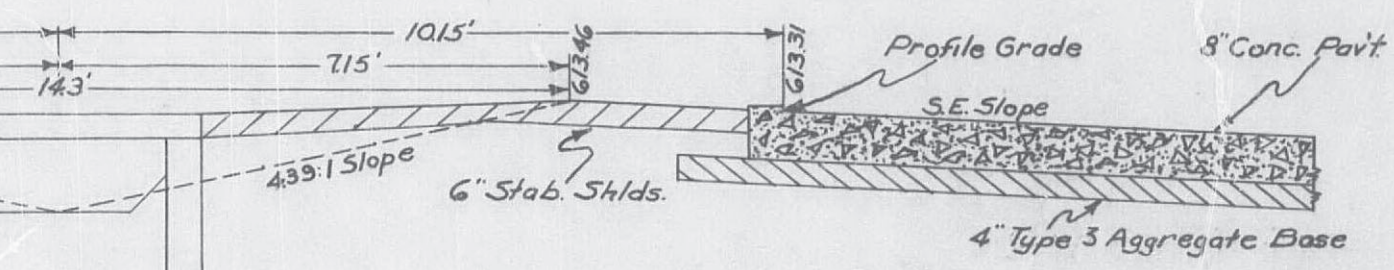
Direct Burial)





Transition for Curve  
18.69 to Sta. 691+98.5

P.I. - Sta. 688+58.20 W.B.L.  
P.I. - Sta. 688+89.42 E.  
P.I. - Sta. 689+20.64 E.B.L.  
 $\Delta$  - 36°43' Rt.  
D - 2°00'  
T - 950.73'  
L - 1835.83'  
E - 153.62'



Section - Sta. 692+00

34'  
12'  
Begin Curb Taper to

Stabi  
See

Conc. Pavt. &  
Sta. Sho.

Conc. Pavt. &  
Earth Sho.

P.T. Ramp 1 Sta 8+55.05

207.30'

60' Transition

Cross Slope 0.02%

12'  
27'

Type A Barrier Curb

702

W.B.L.

703

30' E Jts  
Type M Mount.  
Curb

Beg. Type A Curb &

E.B.L.

27'

P.C. Sta 3+50 Ramp 2  
Sta 1701+42.58 (40.65 Rt.)

13.65'

4'-2"

45' Taper  
Type M Mountable Curb

+74.81  
Beg. C&G

10' Curb Trans. (6" to 18")

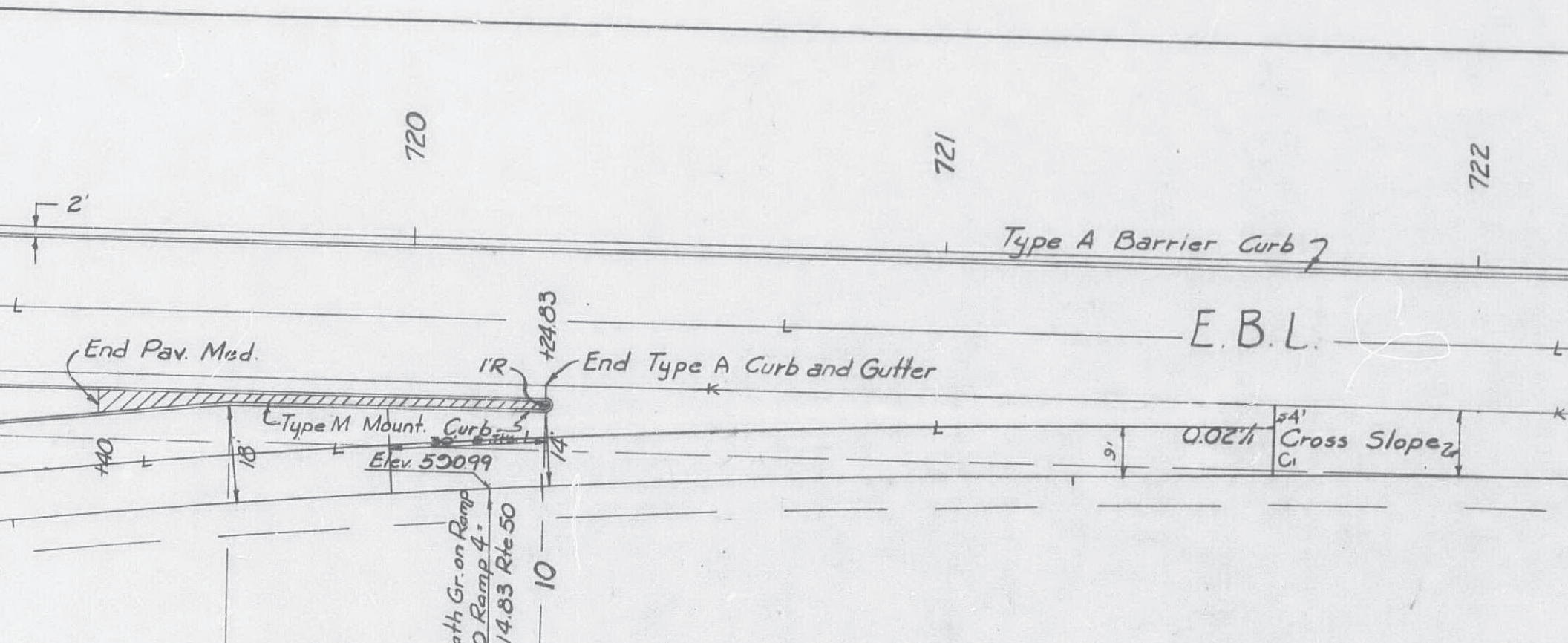
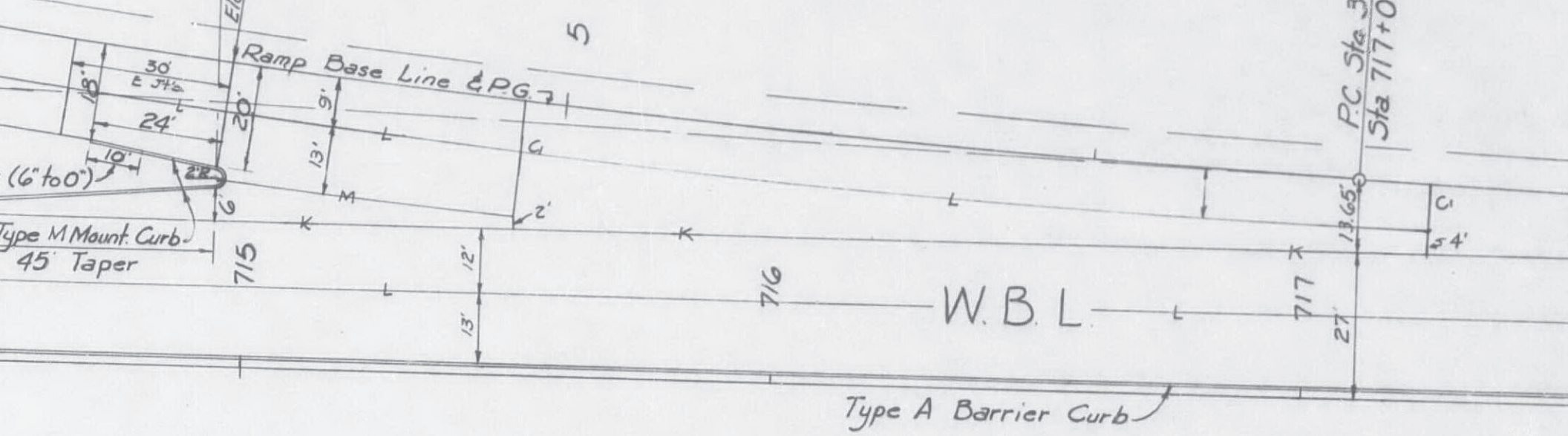
Sta. 5+24.0 Beg. Math Gr. Elev 59827

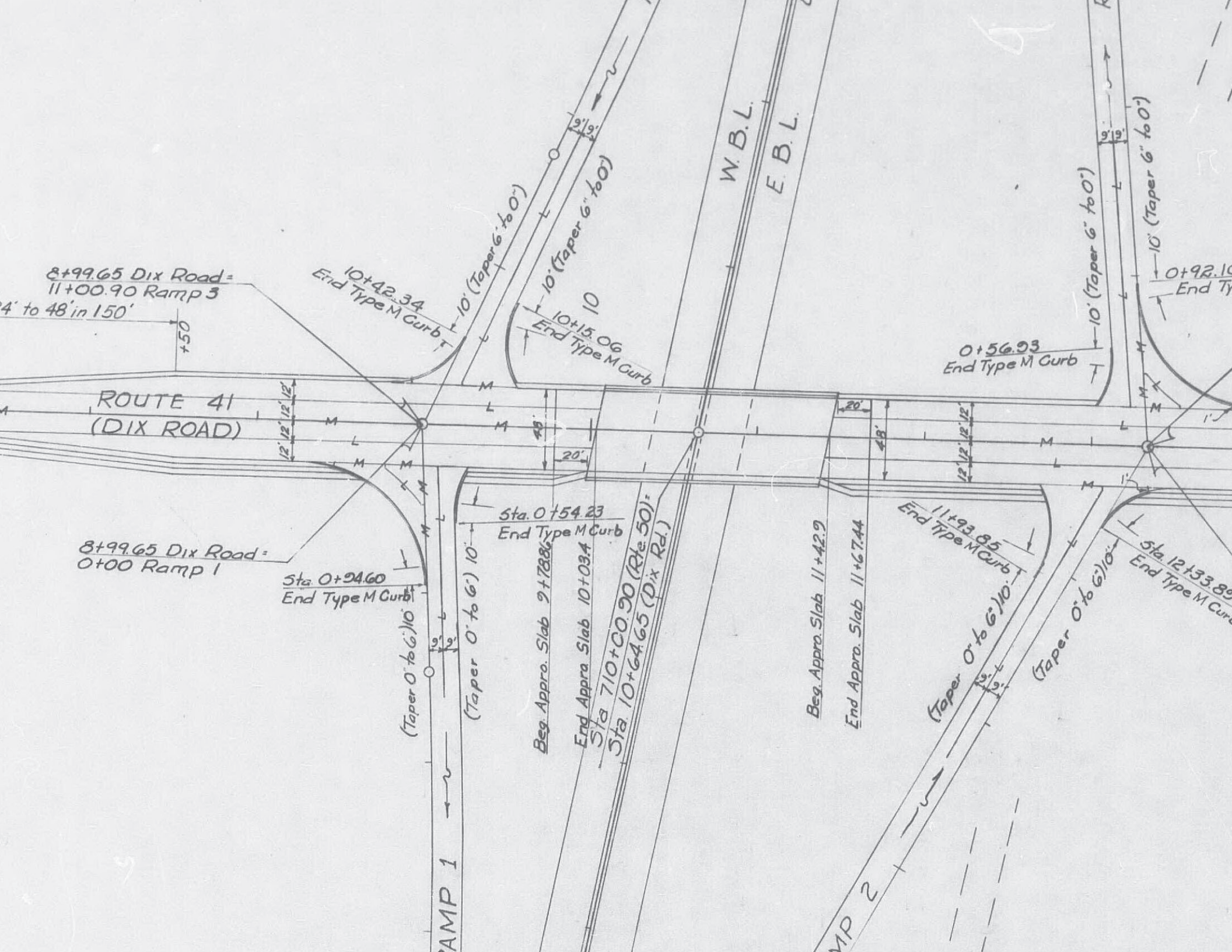
187.23'

187+29.81  
703+29.81

End Reinforced

Ramp 2  
Beg. Non-Reinf.





8+99.65 Dix Road =  
11+00.90 Ramp 3  
4' to 48' in 150'

10+42.34  
End Type M Curb

10+15.06  
End Type M Curb

0+56.93  
End Type M Curb

0+92.10  
End Type M Curb

ROUTE 41  
(DIX ROAD)

8+99.65 Dix Road =  
0+00 Ramp 1

Sta 0+94.60  
End Type M Curb

Sta 0+54.23  
End Type M Curb

11+93.85  
End Type M Curb

Sta 12+33.89  
End Type M Curb

(Taper 0' to 6') 10'

(Taper 0' to 6') 10'

Beg. Appro. Slab 9+78.86

End Appra Slab 10+03.4

Sta 710+00.90 (Rt. 50)  
Sta 10+64.65 (Dix Rd.)

Beg. Appro. Slab 11+42.9

End Appro. Slab 11+67.44

(Taper 0' to 6') 10'

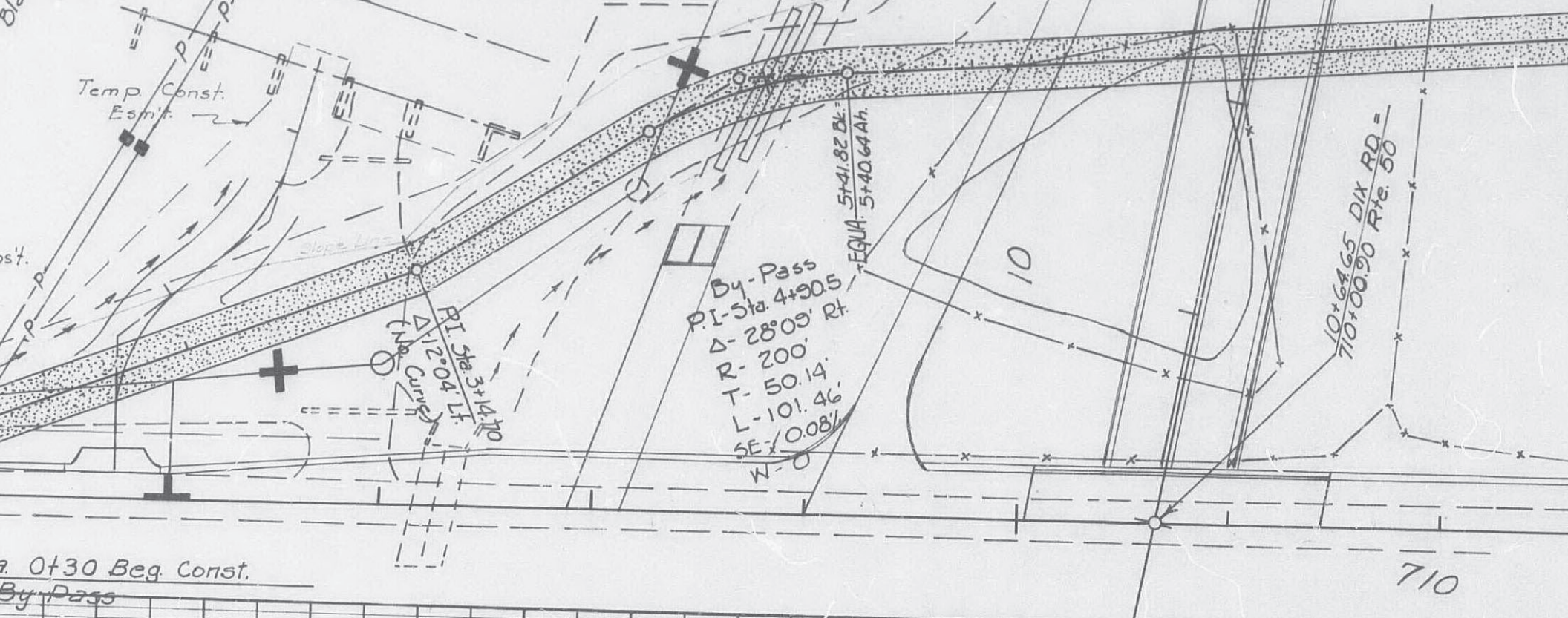
(Taper 0' to 6') 10'

W.B.L.

E.B.L.

RAMP 1

RAMP 2



Sta. 0+30 Beg. Const.  
By-Pass

|                 |      |
|-----------------|------|
| CIA Exc         | 179  |
| ** CIA (Oblit.) | 3874 |
| * Fill          | 3357 |

Obtain 11,020 cu. CIA Exc. from  
Main Roadway Bal. Sta. 707+73 to Sta. 723+65

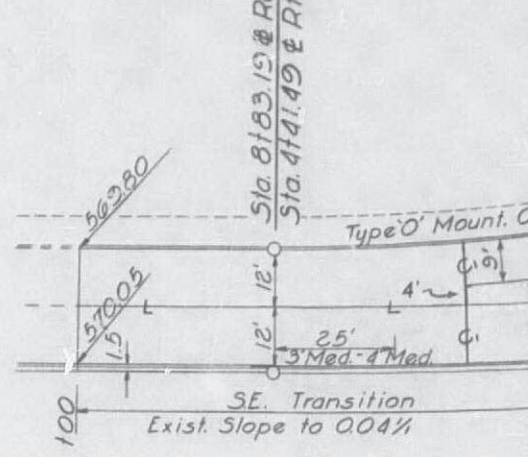
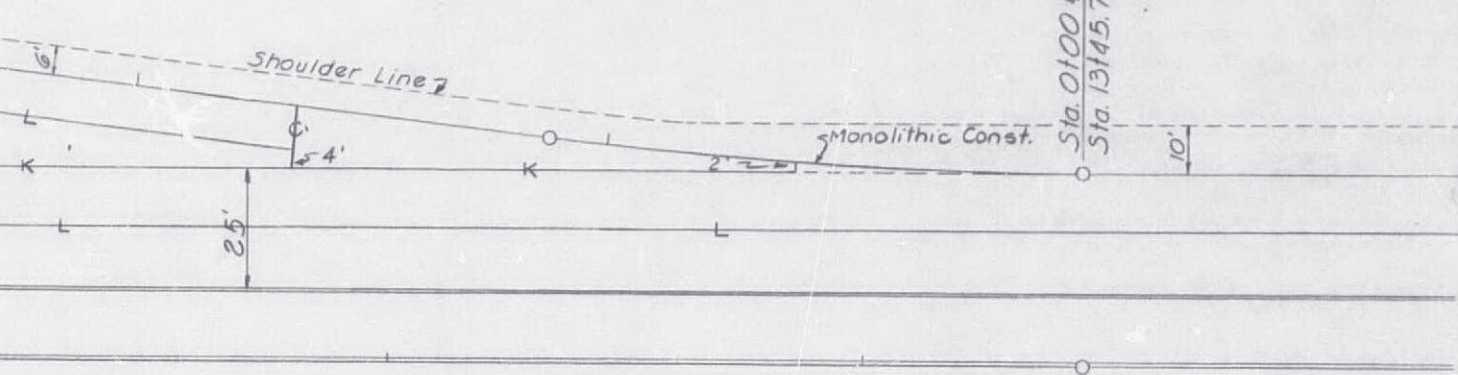
\* Incl. 5460 cu. to remain in place below finished  
Gr. Rte. 50. & Entr. Lt. Dix Rd. Sta. 5+75

\*\* Use in Main Rdwy. Bal. Sta. 707+73 to Sta. 723+65

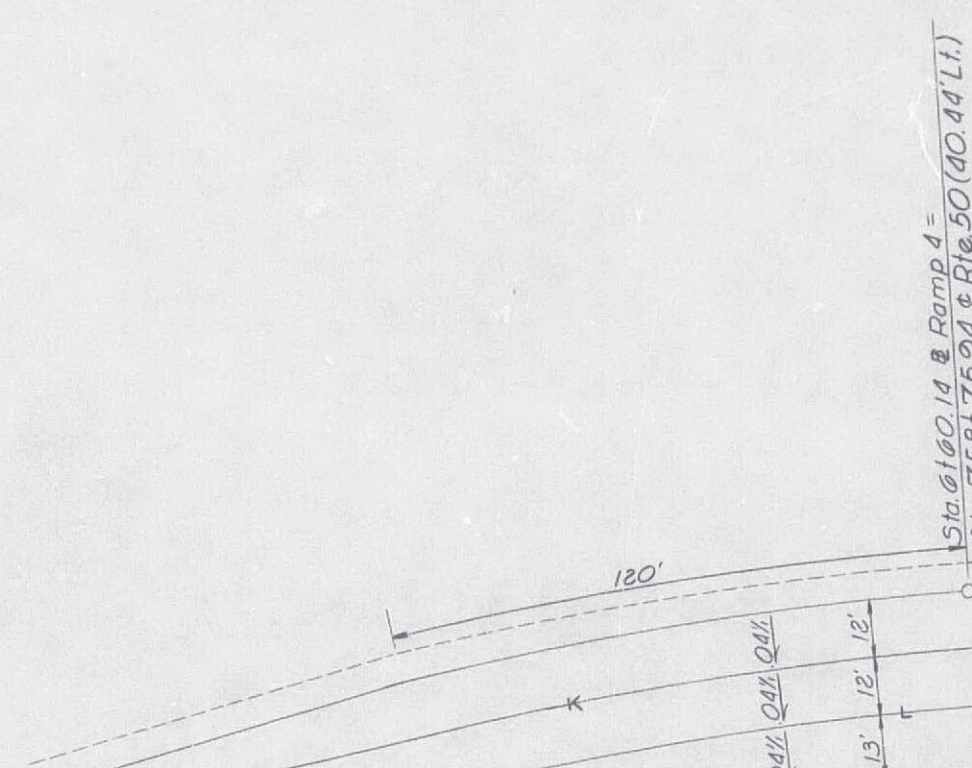
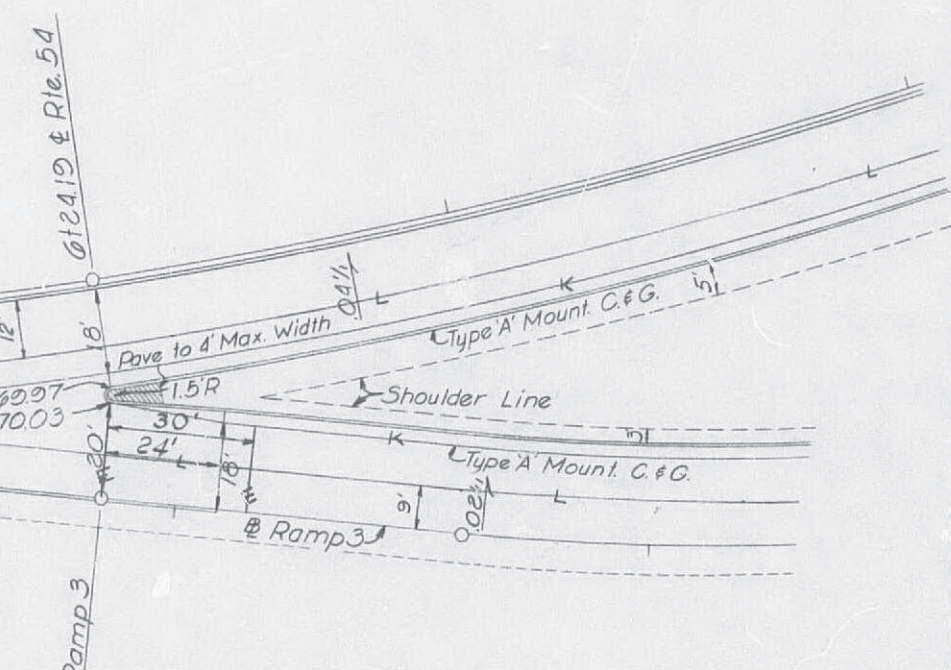
belongs Entr  
 ev. 563.00 ± at By-Pass

Y.C. -200  
M.O. -4.41

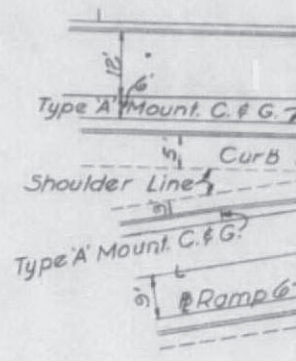
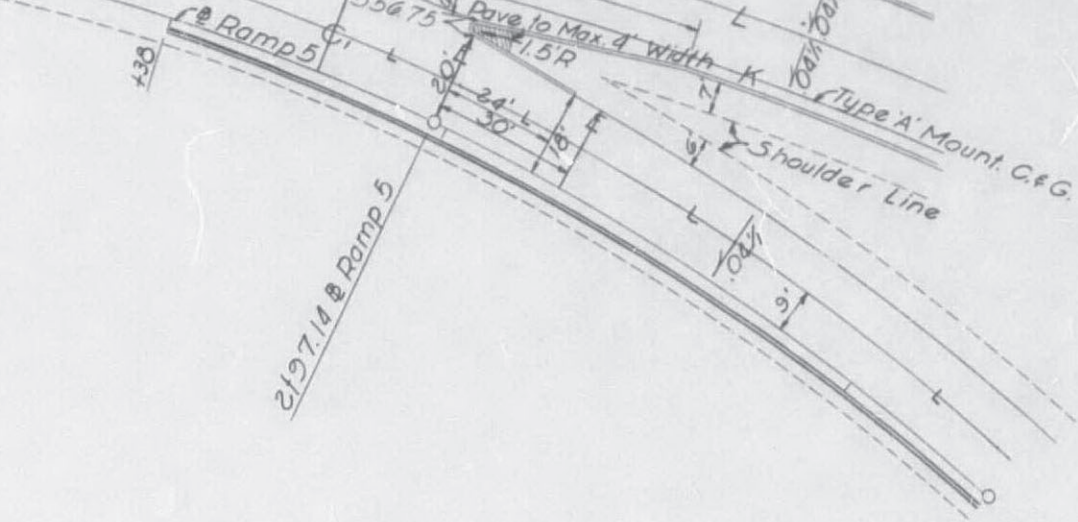
f1:5.17%



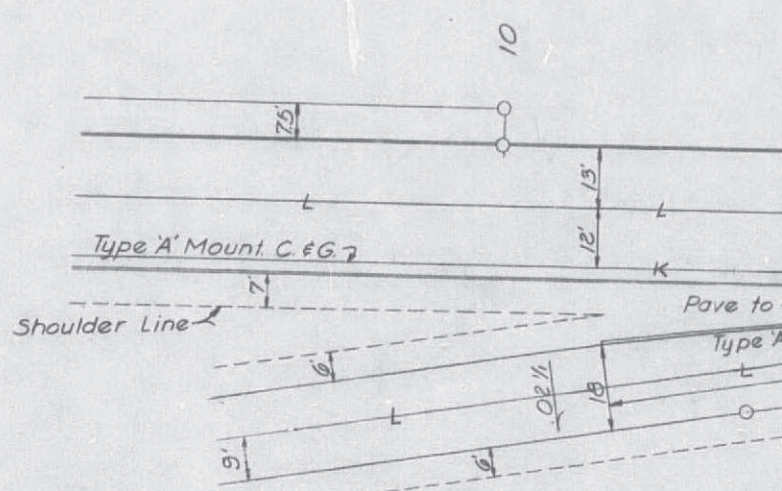
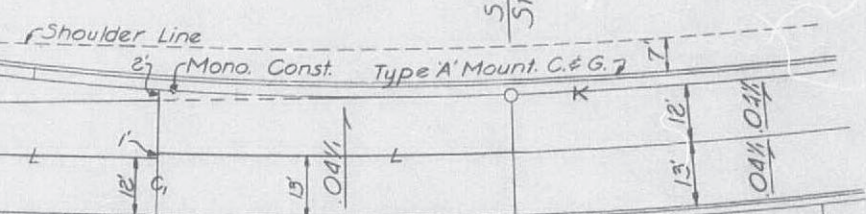
1 ENTRANCE



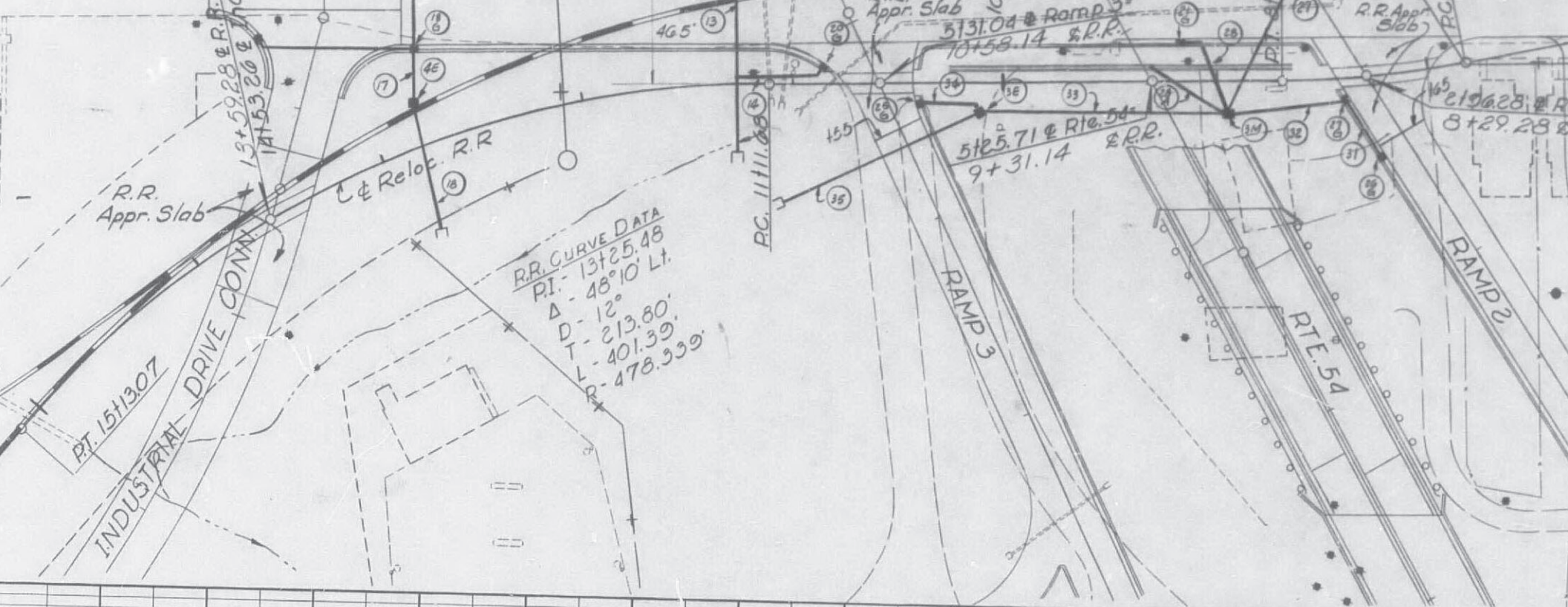
ENTRANCE



Sta. 0100 @ Ramp 7 =  
Sta. 17135.53 @ Rte. 54 (27' Lt.)



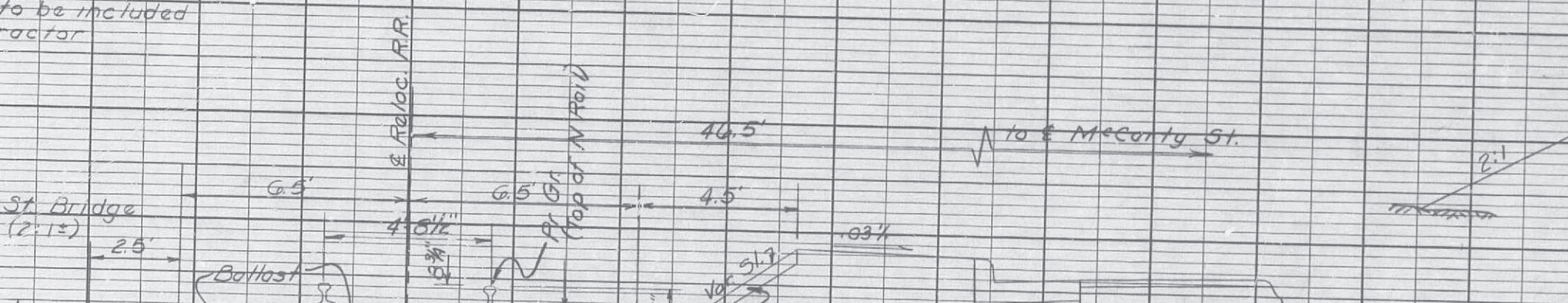




Note: Timber Crossings to be furnished & installed by R.R. Company at Crossing with Industrial Drive, Ramp 2 & Ramp 3

Conc or Bit Mat'l  
(See Plans)

used between insulations)  
to be included  
tractor





650

655

R/W 7

Oblit. R.

2 1/2" P

New Rte 50

Existing 2" Asph. Conc. on 8" Base

E.B.L.

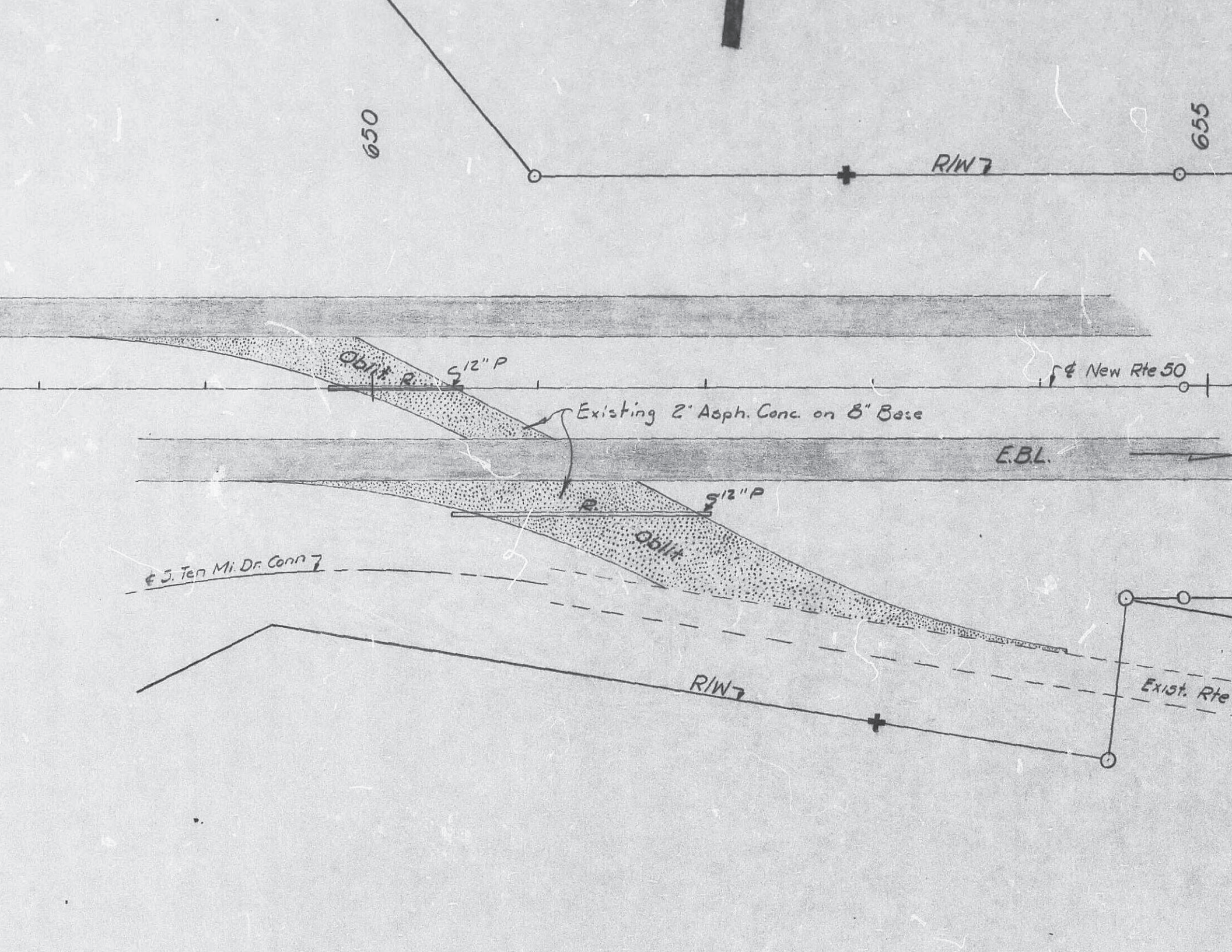
5 1/2" P

Oblit.

J. Ten Mi. Dr. Conn

R/W 7

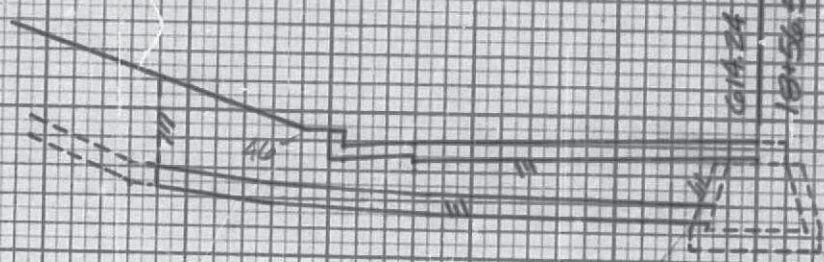
Exist. Rte



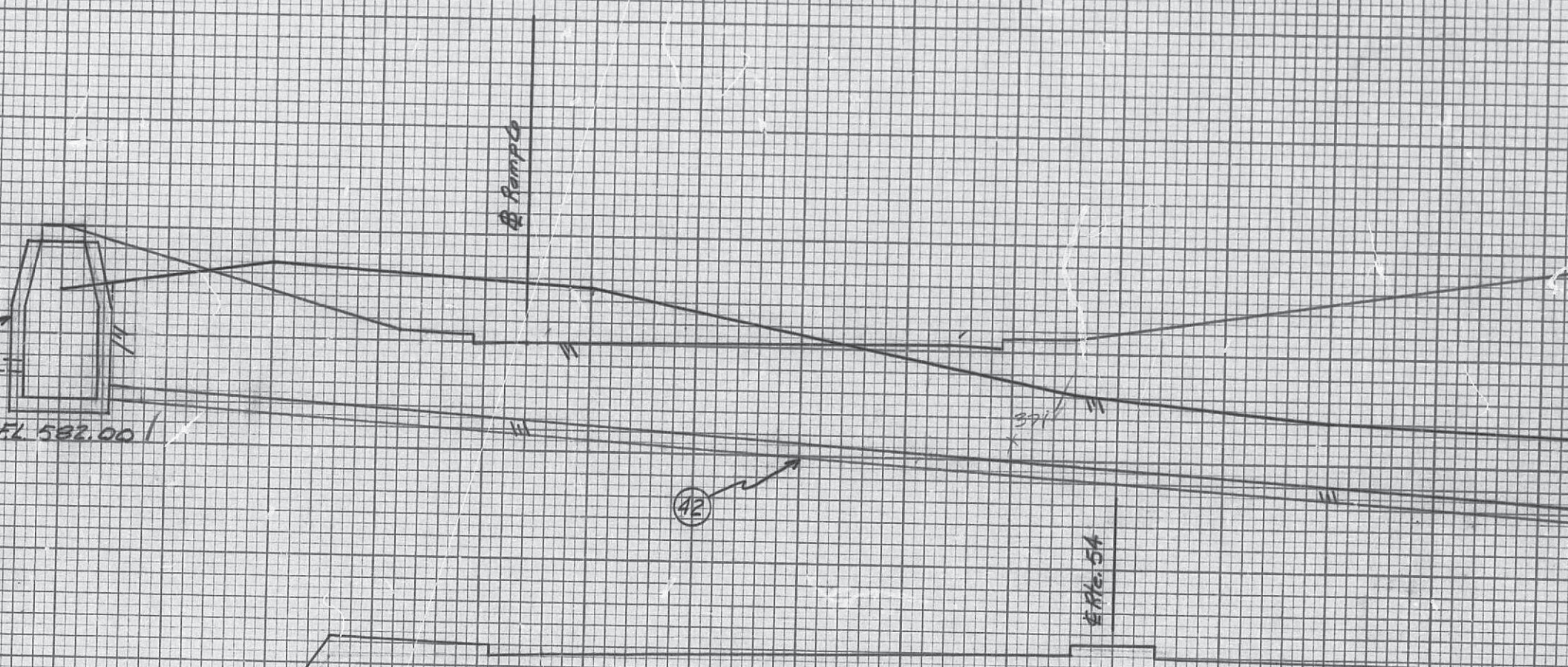
Manhole # 6B ~ 745+35 (105' Lt.) ✓

$$Cl. 3 = *0.68 * 22.3 = 15 \text{ C.Y.} ✓$$

\* From Std. 81.10 ✓



$$Cl. 3 Exc: 46 \times 3.79 \div 27 = 6.4 \text{ CY}$$
 FL/G11.16



Sanitary Sewer Pipe # 8B (Requested by City) 24" CI III R.C.P.

$$CI. 3 - \frac{5070^* \times 5.5}{27} = 1033 \text{ C.Y.}$$

Note: \* Planimetered Area



405'

438

Cl. 3 Exc: 43A  $3.0' \times 0.68 = 2.0 \text{ CY}$   
43B  $3.75 \times 1403 \div 27 = 196.9 \text{ CY}$

450'

230 ✓

218

103

229 ✓

164 ✓

103

189 ✓

155 ✓

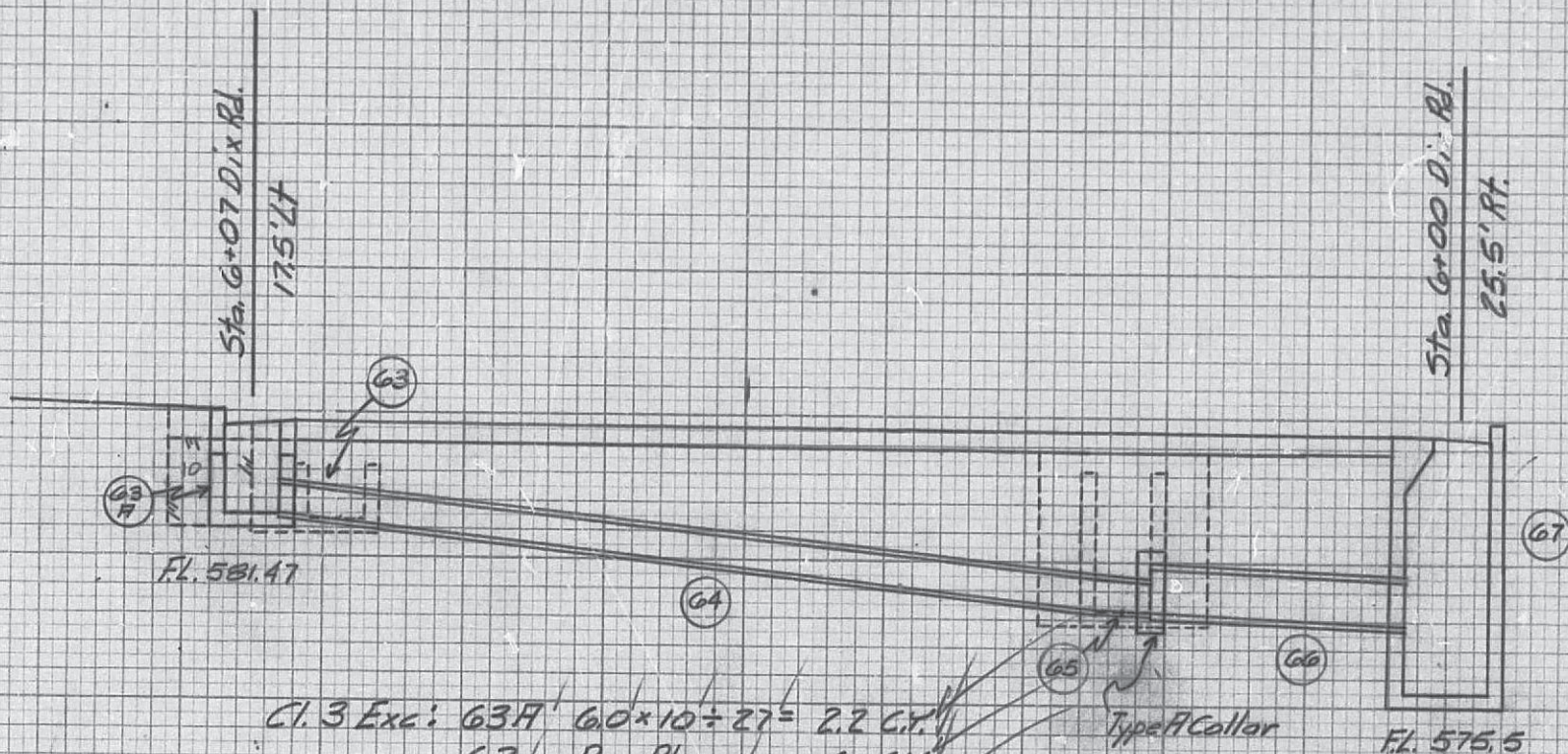
103

Cl. 3 Exc:

103 1239 x 4.92 = 6096 CF

HM 46 x 7.17 = 330 ✓

6426 ÷ 27 = 238.0 CV



Cl. 3 Exc:

|     |                |          |
|-----|----------------|----------|
| 63A | 60 x 10 ÷ 27 = | 2.2 C.Y. |
| 63  | Pay Plan ~     | 6 C.Y.   |
| 64  | Pay Plan ~     | 6 C.Y.   |
| 65  | Pay Plan ~     | 9 C.Y.   |
| 66  | Pay Plan ~     | 3 C.Y.   |
| 67  | Pay Plan ~     | 18 C.Y.  |

Note: 10' of 12" pipe #64 was lost in removal of DI's #63 & #65

12 Dix Rd.

47.

7 Dix Rd.

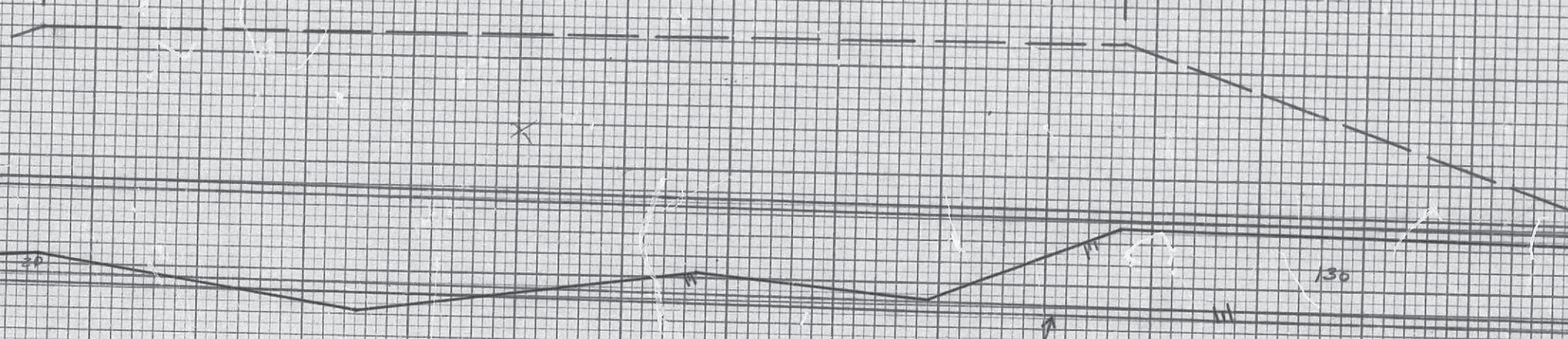
RT.

FL. 547.5'

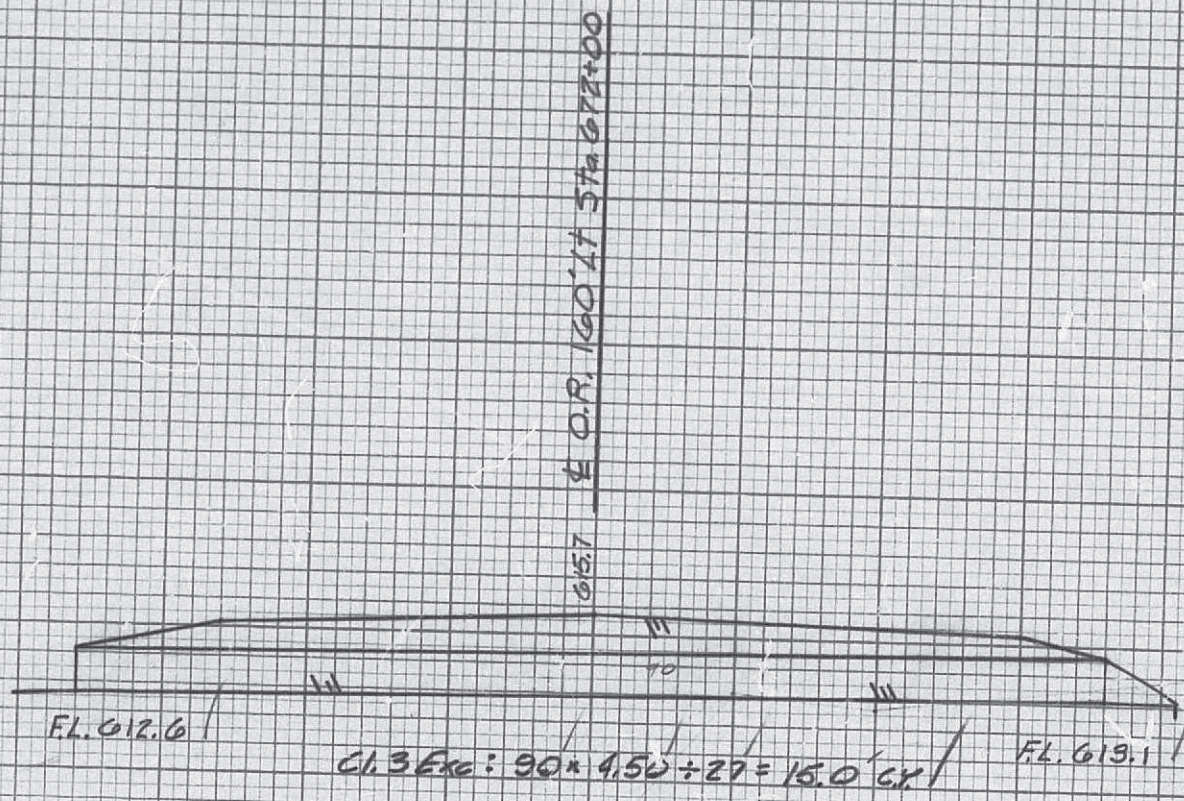
Cl. 3 Exc:  $145 \times 4.92 \div 27 = 26.4 \text{ CF}$

Sta. 15+02 Indust. Dr. Conn.  
40' LT @ 4-15°

Sta. 15+50 Indust. Dr. Conn.  
40' LT @ 4-15°



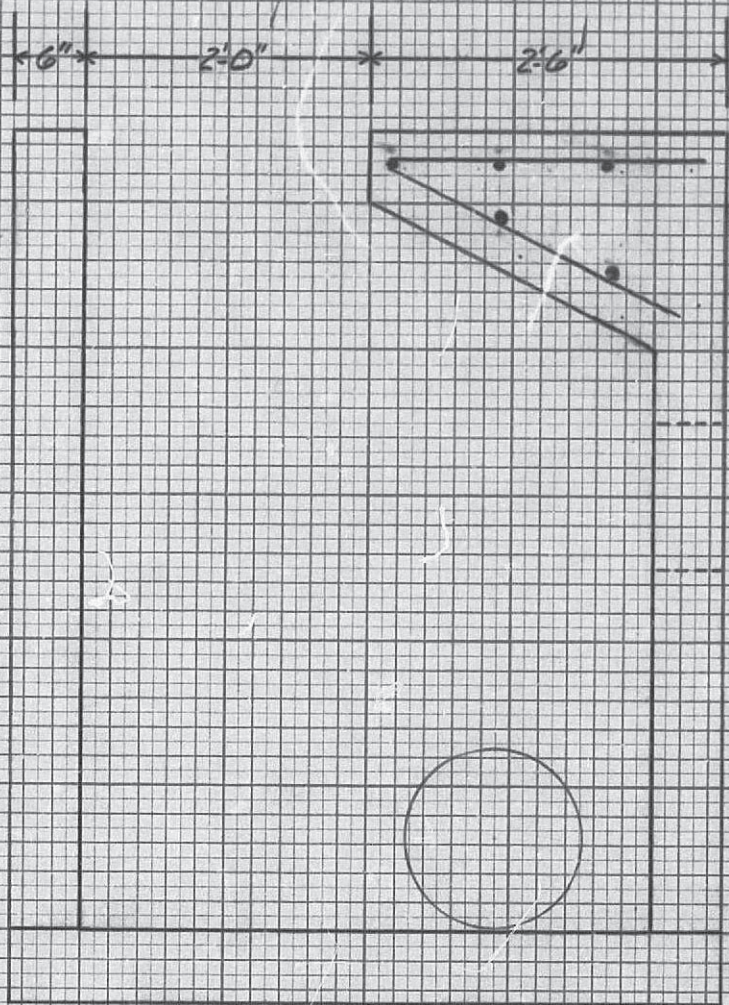
Cl. 3 Exc: Pipe -  $150 \times 7.83 = 1175 \text{ CF}$   
 R.H. d.w. -  $60 \times 9.00 = 540 \text{ CF}$   
 Lt. H.d.w. -  $5 \times 9.00 = 45 \text{ CF}$   
 $1760 \div 27 = 65.2 \text{ CF}$



RT

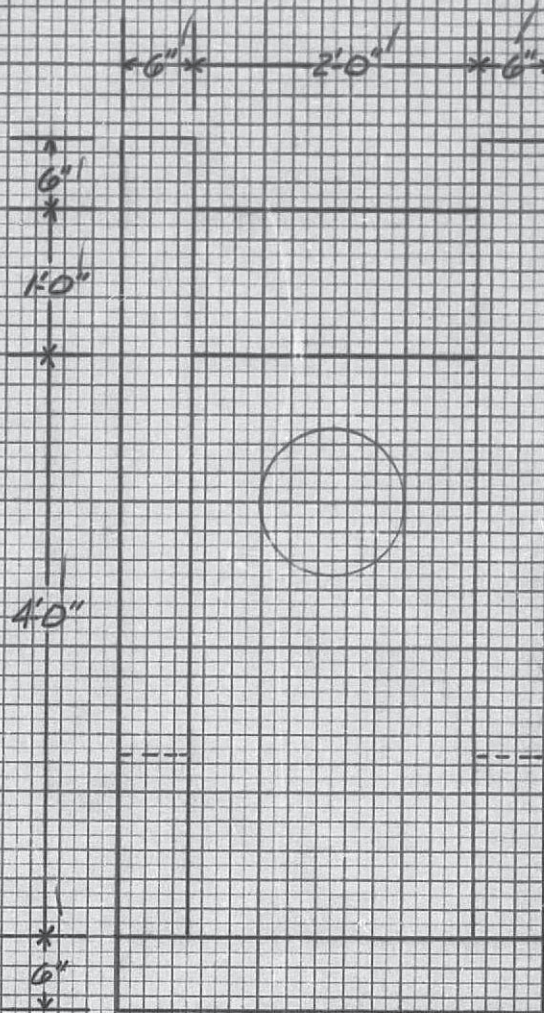
3

→ B



Section A-A

Additional Steel  
5-2'-0" #4 bars  
6-2'-3" #4 bars



Section B-B

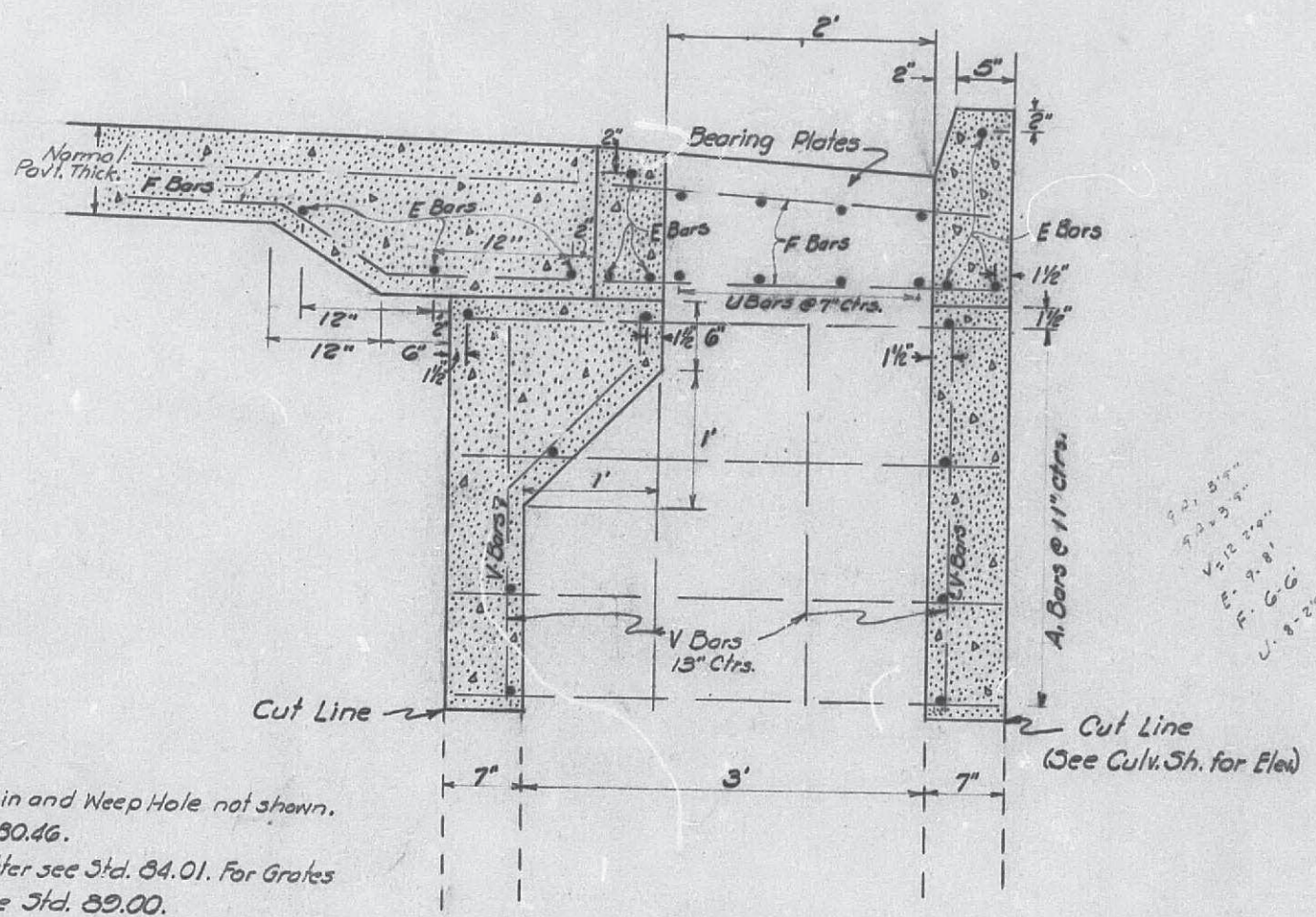
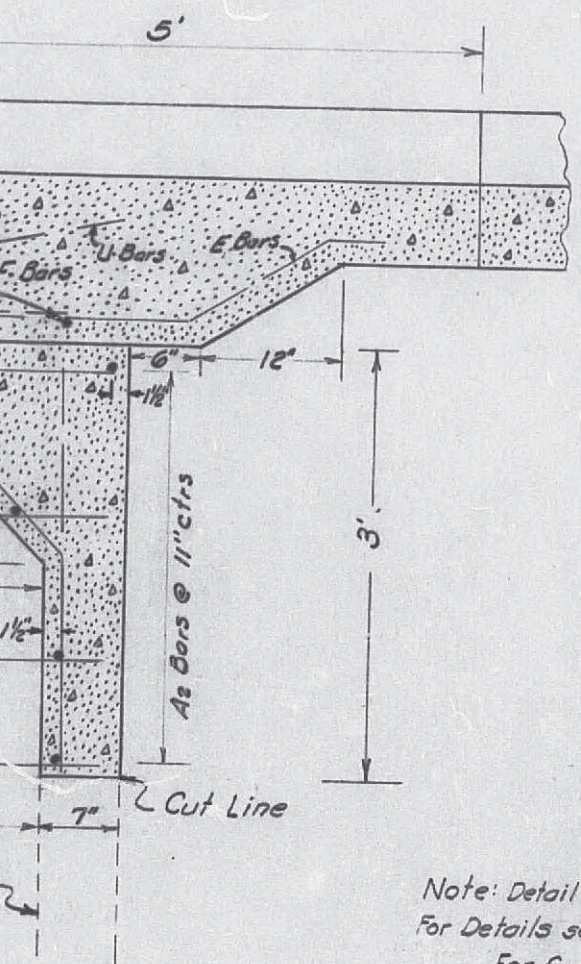
E Bars

In Top  
In Bottom  
F Bars

### PLAN

26.7"

27.2



5.21.57  
 9.2.57  
 V=12.24  
 A. G. G.  
 J. 8-29

Note: Detail for Drain and Weep Hole not shown.  
 For Details see Std. 80.46.  
 For Curb & Gutter see Std. 84.01. For Grates  
 and Curb Inlets see Std. 89.00.  
 V-Bars to Lap Existing #4 Bars at least  
 16 Dia.

### SECTION A-A

|             |       |              |
|-------------|-------|--------------|
| (6-1-61)    | 83.10 | (1-1-61)     |
| (3-1-62)    | 86.00 | (11-1-64)    |
| (1-1-61)    | 86.10 | (2-15-61)    |
| (7-1-64)    | 87.10 | (1-1-65)     |
| (2-1-65)    | 87.20 | (2-11-64)    |
| (10-1-64)   | 89.00 | (7-63)       |
| (1-1-61)    | 91.00 | New (7-1-63) |
| (1-1-61)    |       |              |
| (5-25-64)   |       |              |
| (1-1-61)    |       |              |
| (6-1-64)    |       |              |
| (2-65)      |       |              |
| (2-65)      |       |              |
| ow (6-1-64) |       |              |
| (9-10-61)   |       |              |
| (6-1-61)    |       |              |
| (10-20-61)  |       |              |

T-----  
V-----  
C of A-L



FEDERAL AID IMPROVEMENT  
LENGTH - 1.273 MI.

FEDERAL AID IMPROVEMENT  
LENGTH - 2.736 MI.

MOREAU

Connection to  
Pres. Rte. 50

CITY LIMITS

STA. 165+24 END FED. AID IMP  
STA. 165+24 BEG FED. AID IMP

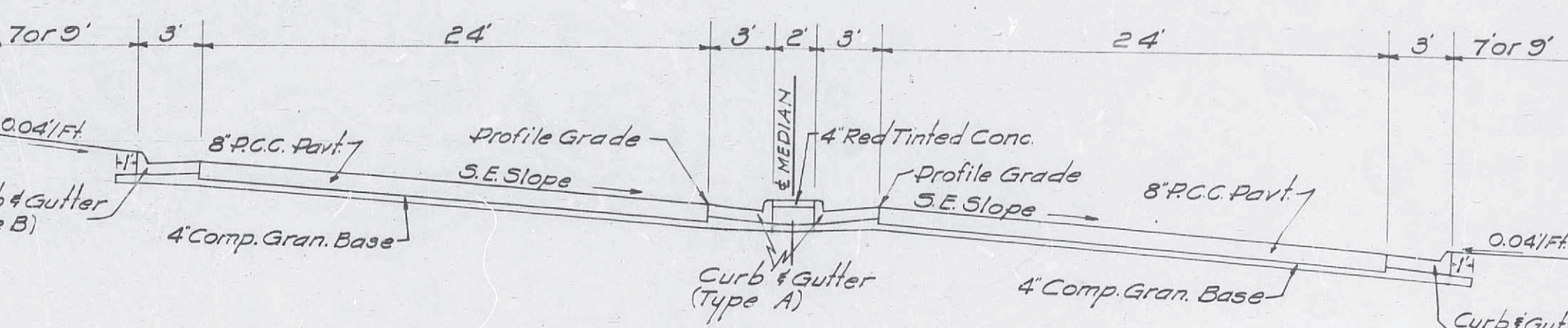
Sta. 249+74.59 Bk.  
Sta. 253+02.00 Ah.

Sta. 249+74.59 Bk.  
Sta. 253+02.00 Ah.

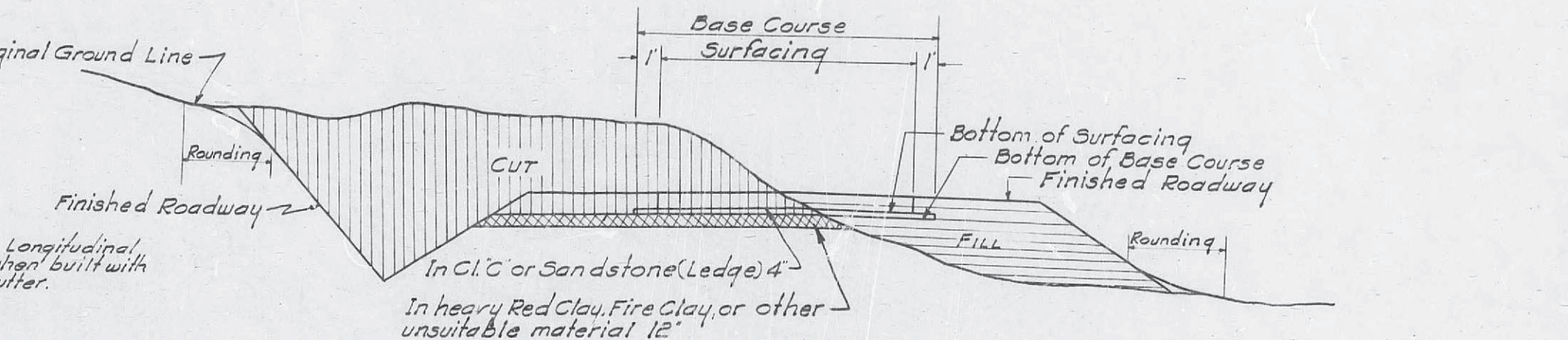
CITY

(Type B) Lane Approx. 1" in 5' in Cl. C or Ledge Sandstone Cl. A Underdrain See Plans for Location Curb & Gutter Type A Cl. A Underdrain See Plans for Location

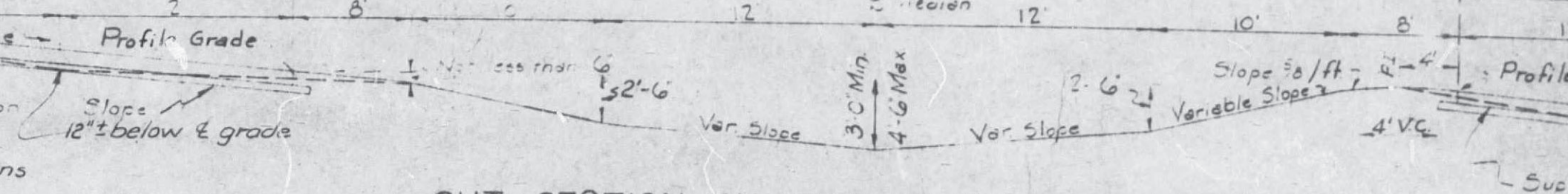
8' MEDIAN  
TYPICAL SECTION



8' MEDIAN  
S.E. CURVE SECTION

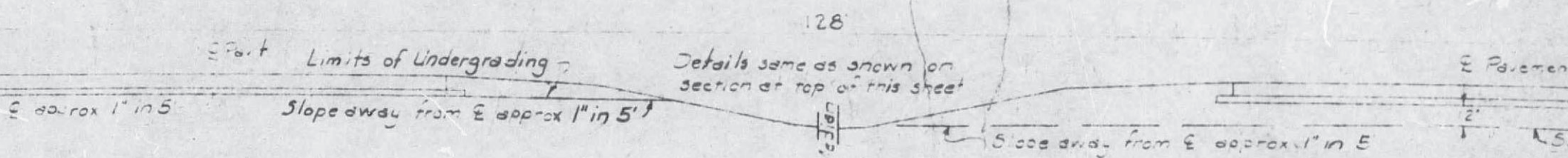


Vertical hatched area indicates pay limits for excavation where cuts are not undergraded. Cross-hatched area indicates additional area to be added to vertical hatched area in cut.



### CUT SECTION ON SUPERELEVATED CURVE

NOTE: Fill sections on super-elevated curve to be identical to this section from shoulder to shoulder. Beyond shoulder use same as shown for sec on tang.

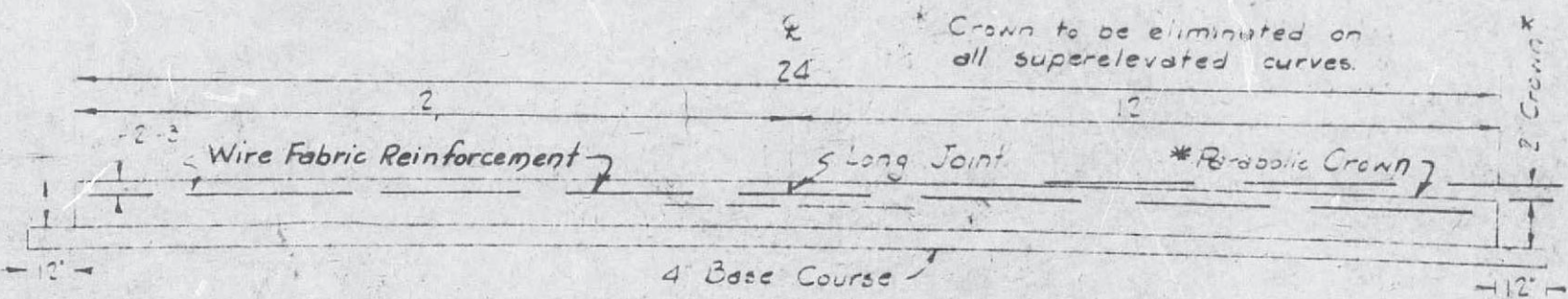


IN CLASS "C" OR LEDGE SANDSTONE

### HALF SECTION IN CUTS ON TANGENTS

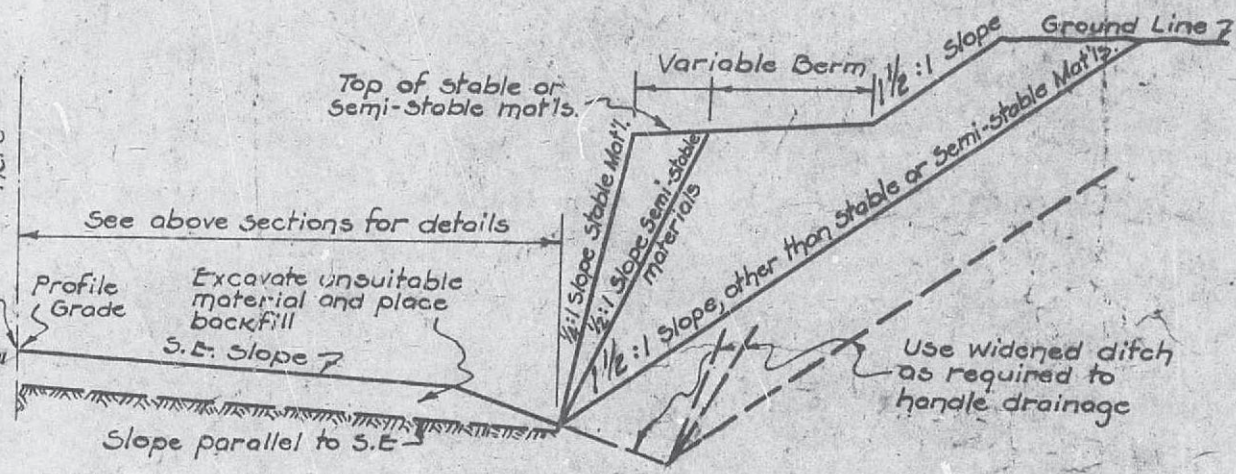
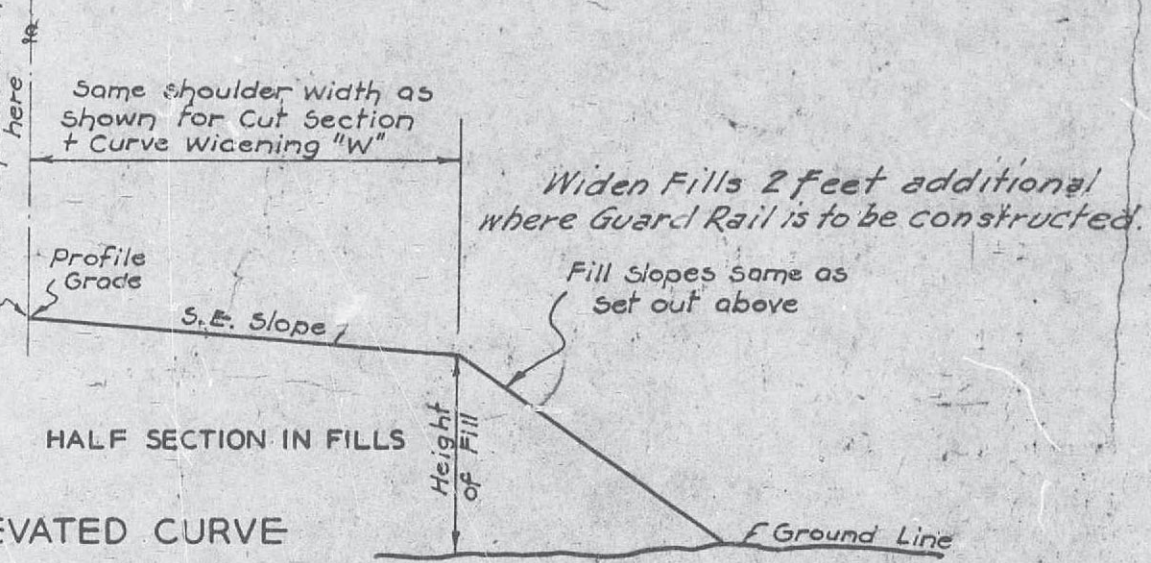
IN HEAVY RED PLASTIC FIRE CLAY OR OTHER MATERIAL

NOTE: On super-elevated curves undergrading to parallel the super-elevation and other details from ditch line to ditch line shall be identical to those shown for Cut Section on Super-elevated Curves. For pay limits of overbreak and backfill, See Specifications.



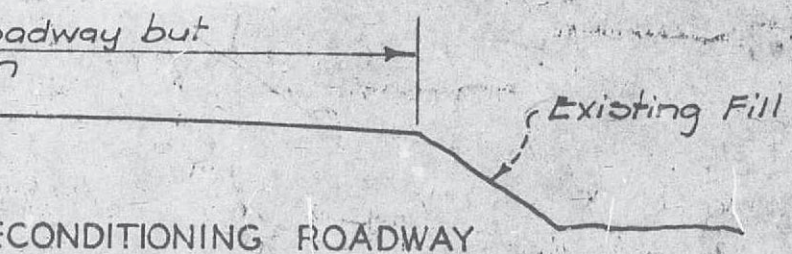
### DETAILS OF TYPICAL PAVEMENT SECTION

Hand Finishing Permitted Variable Width  
 Typical Pavement Section  
 Monolithic Construction  
 Edge perpendicular to tangent of pavement surface

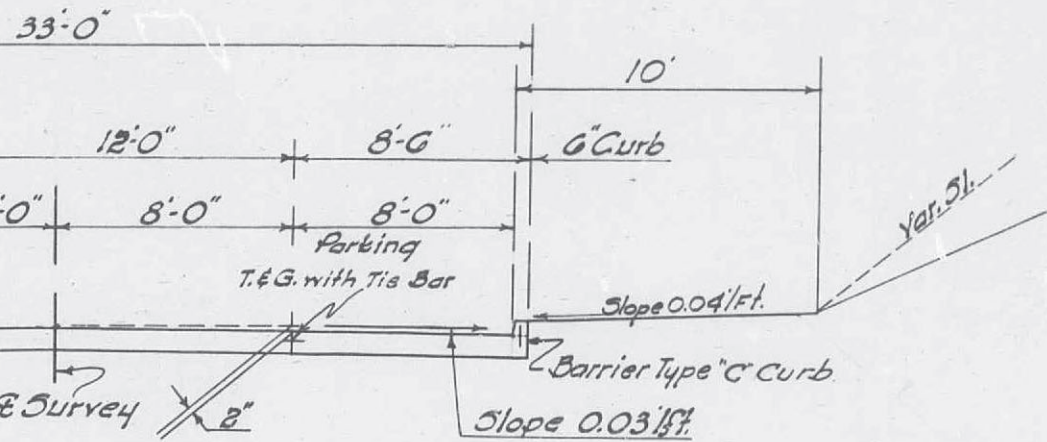


HALF SECTION ON SUPERELEVATED CURVE

GRADED CUTS

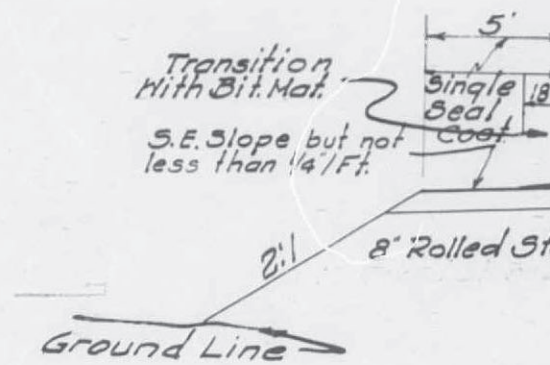


Ground Line



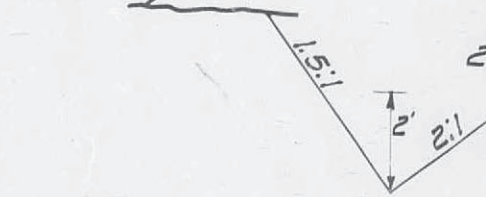
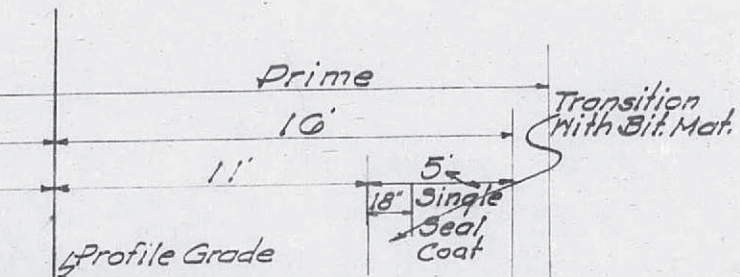
Transition With Bit. Mat.

S.E. Slope but not less than 1/4/Ft.



OF OUTER ROADWAY  
TO STA. 111+90

Ground f





TOTALS PAY 42 / 9.0

**CLASS B CONCRETE (SEWER ENCASEMENT)**

| Sta. & Loc.        | Skew      | No. Str. | to Str. | Pipe | C.I.B. | R.I.3 | Remarks                |
|--------------------|-----------|----------|---------|------|--------|-------|------------------------|
| 102+25 &           | 40°15' LA | 74       | 72-67   | 73   | 27.2   | 2075  | Sec Sheet # 18 Encased |
| 232' of 10' VC.S.P |           |          |         |      |        |       |                        |
| TOTALS             |           |          |         |      | 27.2   | 2075  |                        |
| PAY                |           |          |         |      | 27.2   |       |                        |

**PAVED DITCH**

| Station - Station | Location      | Length | W  | D  | S |
|-------------------|---------------|--------|----|----|---|
| 105+45 - 106+45   | Rt. O.R.      | 101.0  | 2' | 1' |   |
| 105+48            | 342' Rt. O.R. | 3.0    | 2' | 1' |   |
| 105+85 - 106+15   | Lt. WBL       | 49.0   | 2' | 1' |   |
| 110+00 - 116+53   | Lt. WBL       | 651.0  | 4' | 1' |   |
| 112+83            | 71-80' Lt.    | 9.0    | 2' | 1' |   |

**OUTER RDWY. BYPASS. ENTRANCES & APPR (C.M.P)**

| Station - Station | Loc.        | Type   | Std. | 12"  | 15" | C.I.3 | Remarks                |       |
|-------------------|-------------|--------|------|------|-----|-------|------------------------|-------|
| 1+91              | L.V.L.      | P.E.   | 2588 |      |     |       | 7" Paved Appr.         |       |
| 107+50            | Rt. O.R.    | P.E.   | 2588 | 30   |     |       | " " "                  |       |
| 123+00 - 138+00   | Lt. By Pass |        |      |      |     |       | 24' Rdwy (Obliterated) |       |
| 124+00            | By Pass     |        | 40   | 13.5 |     |       | Removed & Salvaged     |       |
| 130+00            | By Pass     |        | 40   | 3.5  |     |       | " " "                  |       |
| 138+00 - 142+11   | Lt.         | S.R.   | 1-BA |      |     |       | 24' Rdwy               |       |
| 142+00            | £ S.R.      |        | 44   | 2.0  |     |       |                        |       |
| 140+05 - 144+65   | Rt. O.R.    |        |      |      |     |       |                        |       |
| 142+25            | Rt.         | S.R.   | 1-BA | 44   |     |       | 2 S.R. Connection      |       |
| 142+50            | £ O.R.      |        | 98   | 10.0 |     |       |                        |       |
| 142+25            | £           | X-Over | 1-X  | 48   |     | 2     |                        |       |
| 144+60            | Rt. O.R.    | P.E.   | 1-0P | 28   |     |       |                        |       |
| 144+65 - 145+80   | Rt. P.E.    |        |      |      |     |       | Off O.R. Rt.           |       |
| 164+75            | Lt. S.R.    | P.E.   | 1-BB | 28   |     |       | Extended from O.R.     |       |
| TOTALS            |             |        |      |      | 230 | 170   | 29.0                   | 2 / 2 |
| PAY               |             |        |      |      | 230 | 170   |                        | 2 / 2 |

TOTAL PAY

**CONCRETE PAVEMENT**

| Plan Quantity | 8" Reinf. | 8" N.R.P | Remarks  |
|---------------|-----------|----------|--|
| 35064.0       | 6029.0    |          | Original computations were checked and the areas built to plan size. |
| TOTALS        | 35064.0   | 6029.0   |  |
| PAY           | 35064.0   | 6029.0   |  |

**GUARD RAIL (TYPE A)**

| Station - Station | Location     | Length | Remarks        |
|-------------------|--------------|--------|----------------|
| 105+80 - 110+15   | Lt. O.R. Rt. | 437.5  |                |
| 108+10 - 108+35   | 120' Lt.     | 25.0   | Along R/W Line |
| 122+90 - 124+00   | 148' Lt.     | 112.5  | " " "          |
| 134+45 - 139+00   | Rt. EBL      | 462.5  |                |
| 149+73 - 154+85   | Rt. EBL      | 525.0  |                |
| 161+25 - 163+20   | Rt. EBL      | 200.0  |                |
| TOTAL             | 1762.5       |        |                |
| PAY               | 1763         |        |                |



Cl. A Und

+50

P.T.-12184.0

50' x 50' Outlet Esmt

OUTLOT# 74

Sta. 126+00

36EE 21.5' x 3'

24" x 96" R.C.P. RT

C-230 R.C. HOWL. RT.

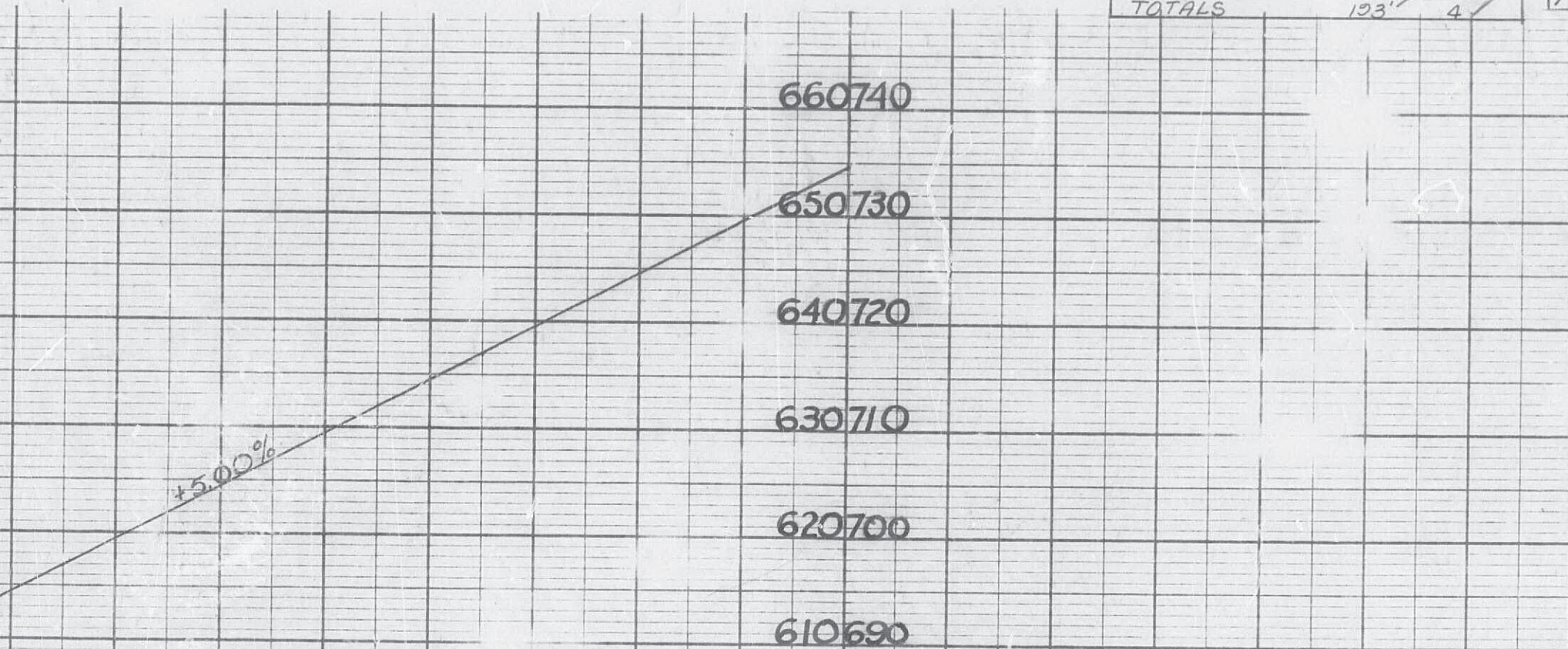
SEC. LINE 7

J. L. NELSON

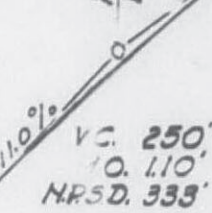
Class A Underdrains

| Sta.   | Location | L.F. | Markers |
|--------|----------|------|---------|
| 117+50 | EBL      | 40'  | 1       |
| 117+50 | HBL      | 42'  | 1       |
| 127+50 | EBL      | 55'  | 1       |
| 137+50 | HBL      | 56'  | 1       |
| TOTALS |          | 193' | 4       |

er Roadway  
uction







1.0%  
V.C. 250'  
M.O. 110'  
N.P.S.D. 333'

O.R. Rt. Sta. 142+25

141    142    143    144    145    146

690

680

670

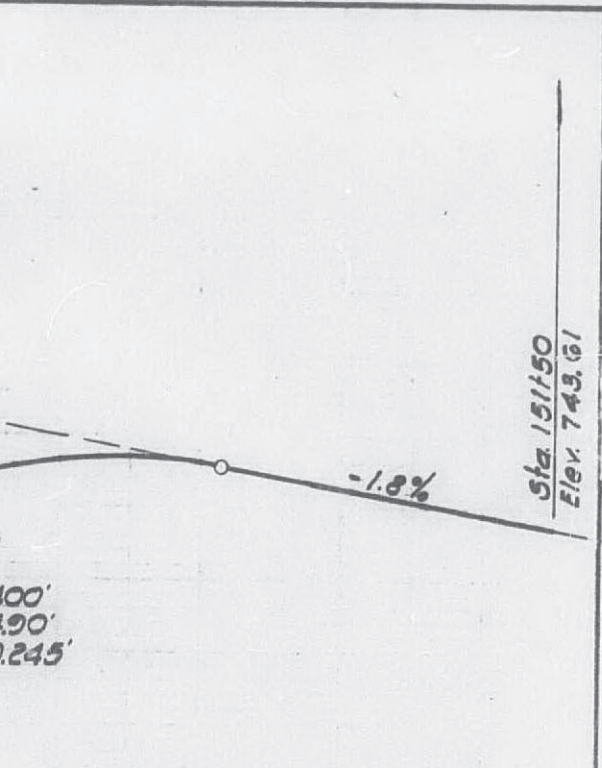
660

650

V.C. 200'  
M.O. 125'  
N.P.S.D. 245'

O.R. Lt. Sta. 165

163    164    165    166    167    168    169



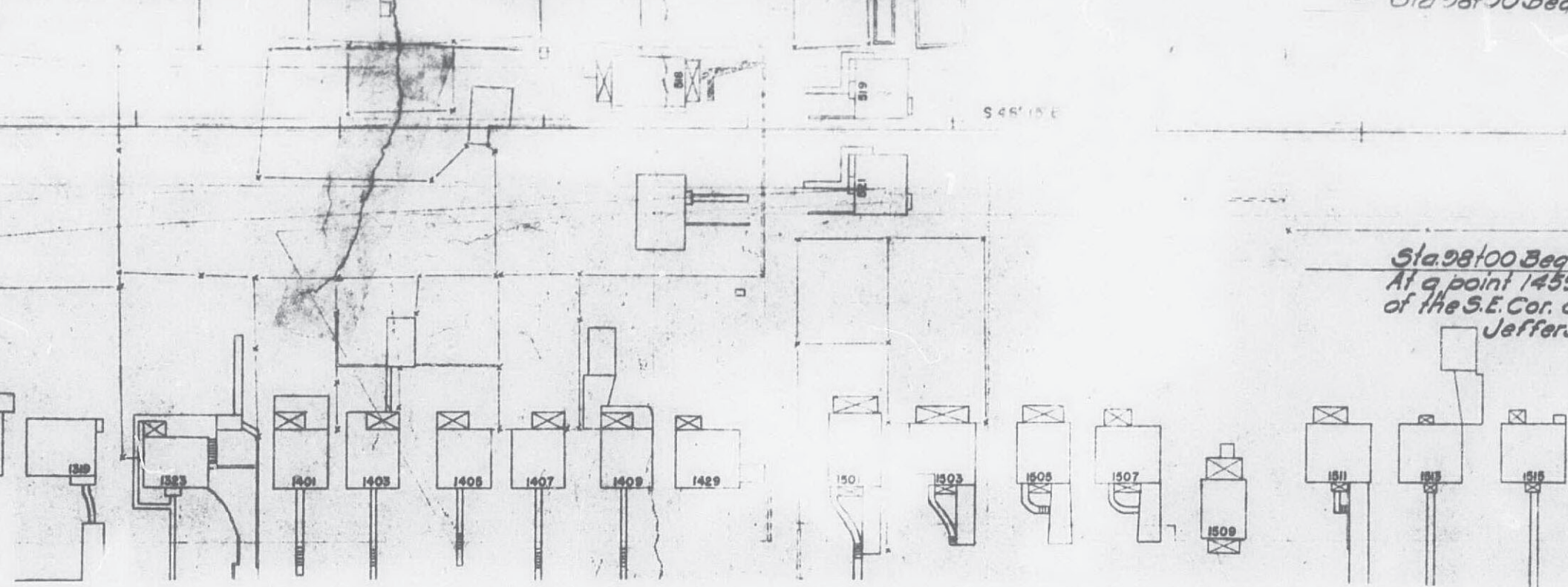
-1.8%

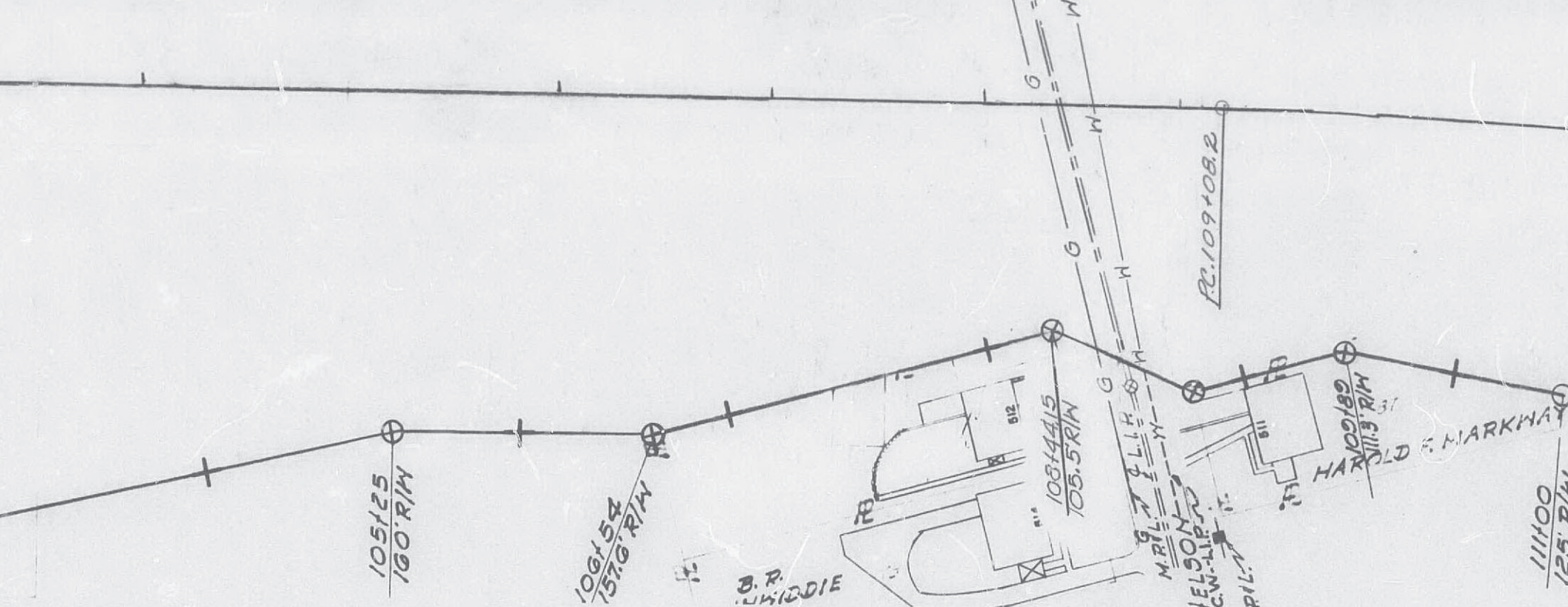
Sta. 151+50  
Elev. 743.61

100'  
190'  
245'

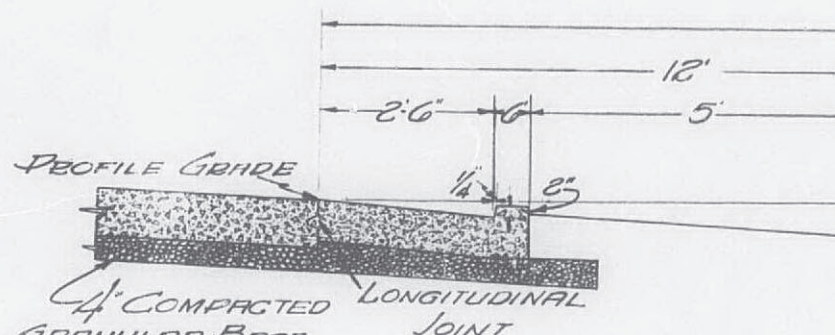
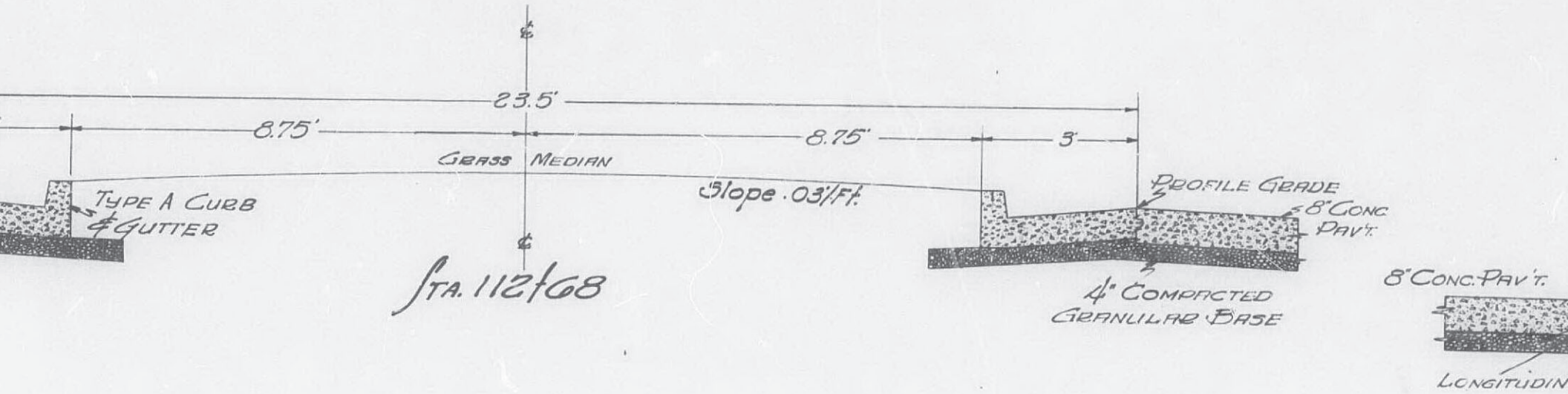
S 45° 15' E

Sta. 98+00 Beg  
At a point 145  
of the S.E. Cor. of  
Jeffers

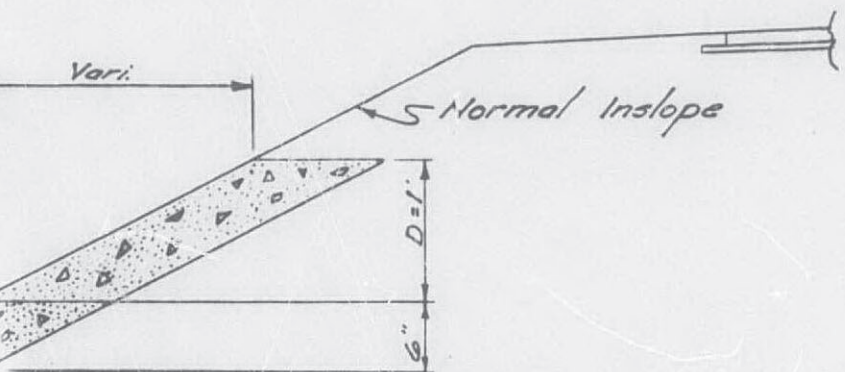




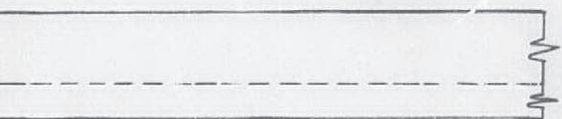
D-2.00'  
T-Cut 8.7  
L-1275.8  
E-72.5



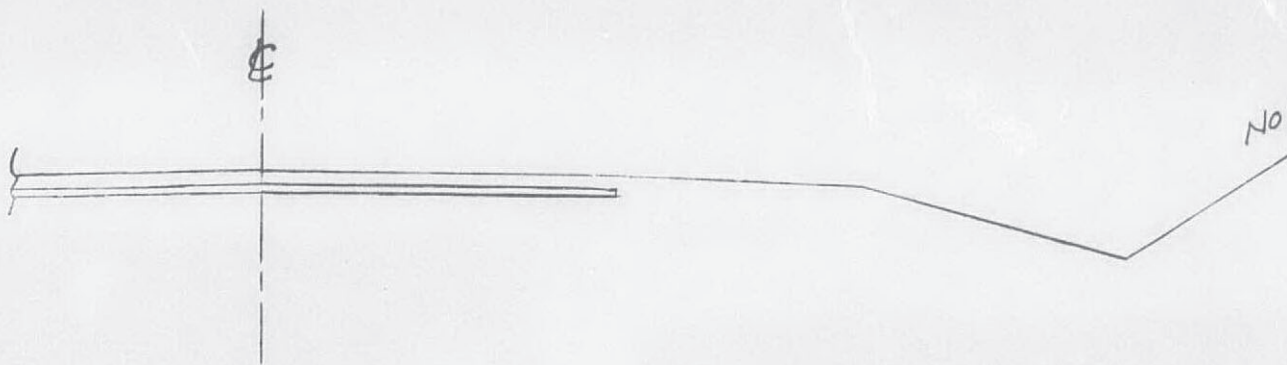
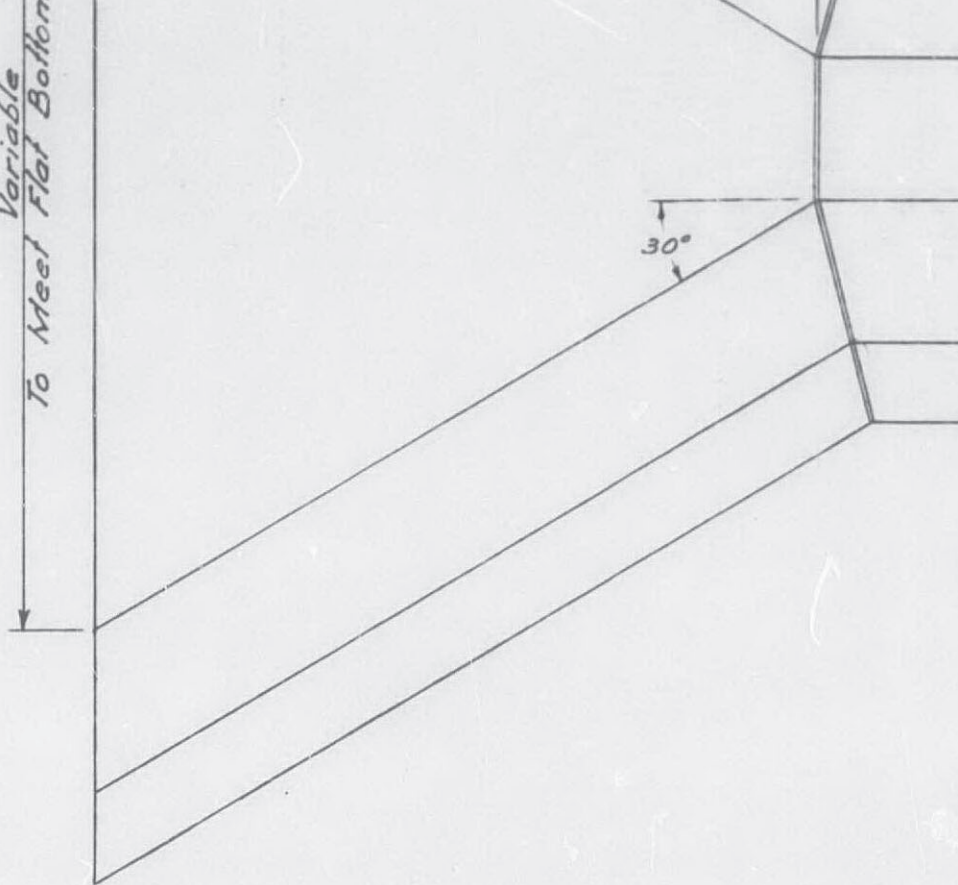
EDIAN



CH

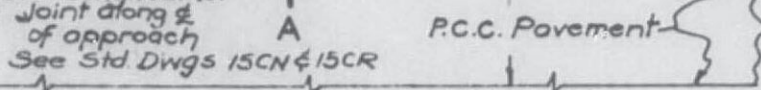


Variable  
To Meet Flat Bottom

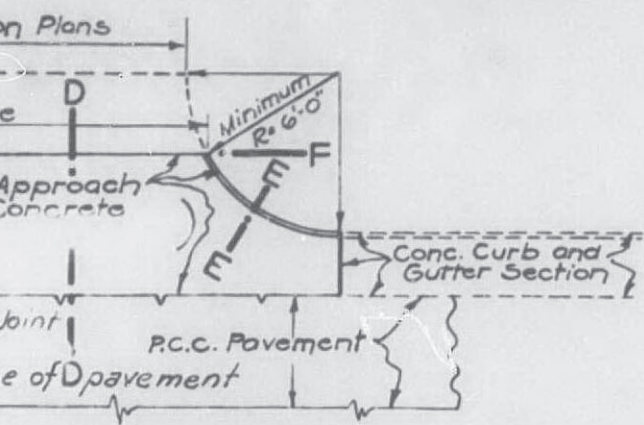


INTE



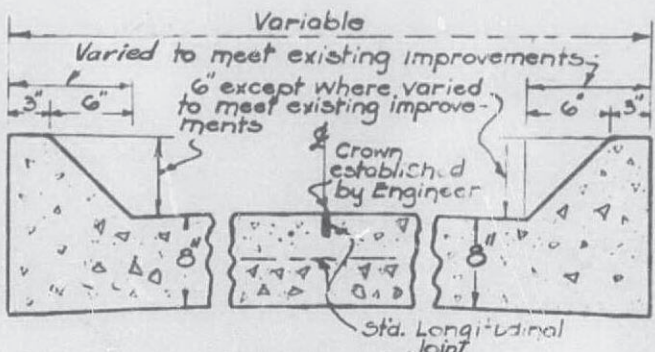


OR HEAVY DUTY APPROACHES



ANCE APPROACHES

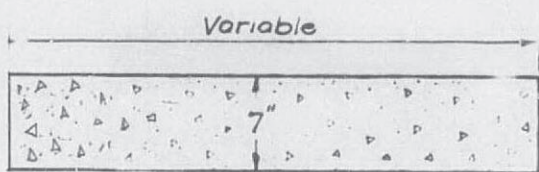
ried where required to meet existing improvements  
 6" except where varied to meet existing improvements



SECTION C-C

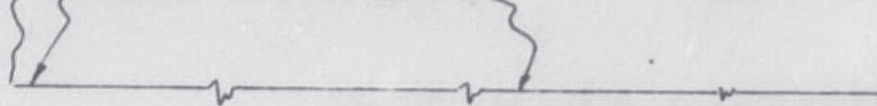
NOTE: - (SECTIONS C-C & F-F)  
 Where approach meets existing concrete pavement or sidewalk 1/2" pre-moulded bituminous joint cut to template was placed through new concrete and 1" from junction with existing concrete, or along inside edge of sidewalk.

Varied from 6" at beginning of return to 0" at end of minimum approach

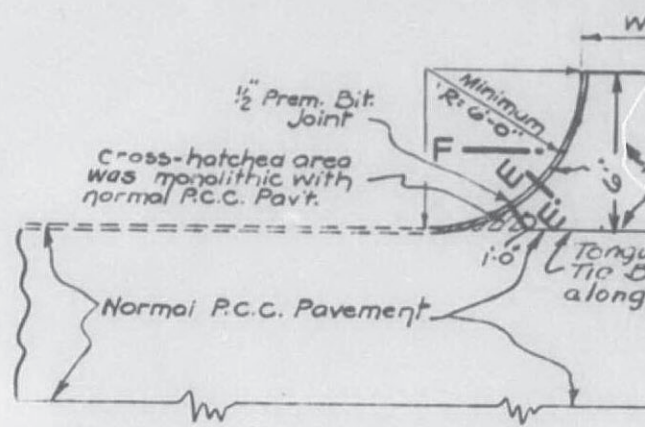


SECTION F-F

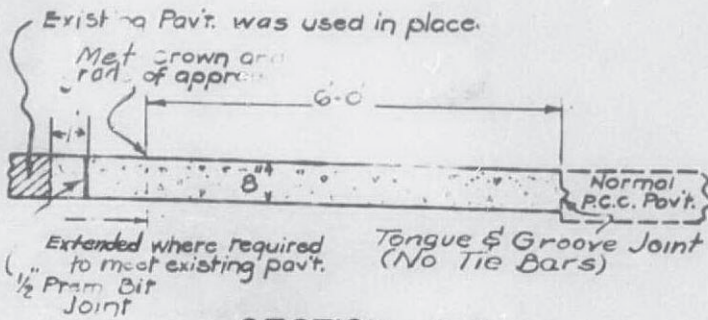
N E-E



PLAN OF STREET, SIDE ROAD

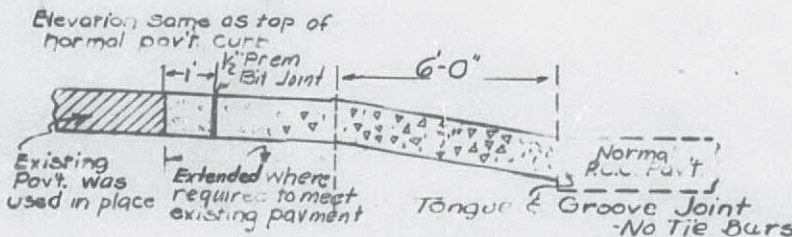


PLAN OF PRIVATE DRIVE

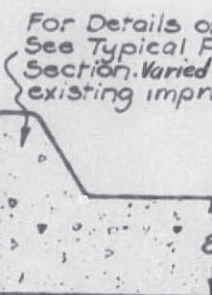


SECTION A-A

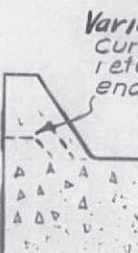
NOTE: - Elevation of center of approach, at a point 6" from edge of normal pavement did not vary more than 2" from elevation of normal pavement edge at center of approach



SECTION D-D



SECTION



SECT

# PLAN SHOWING CURB AND GUTTER ADJOINING PAVEMENT

## GENERAL NOTES:

These drawings are not to scale

All quantities shown on this sheet are approximate only, and the cost of all regular curb and outlets, transverse joints, longitudinal joints and accessories was considered as completely covered linear foot for curb and gutter.

All excavation done in placing curb and gutter, measured to neat lines of structures, was

### LONGITUDINAL JOINTS

A standard tongue & groove joint was made along the inside edge of the curb built adjacent to Conc. Pavement. The groove of the joint was made in that item first longitudinal joint see detail drawing below

Tongue & Groove joint were butted against the Transverse joints in the curb and gutter.

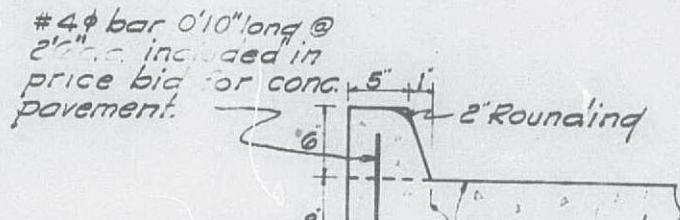
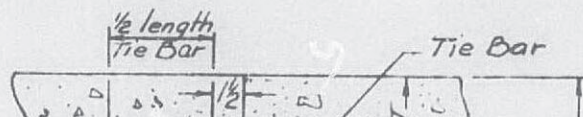
### TRANSVERSE JOINTS

One half (1/2) inch Expansion joints were constructed through curb and gutter as follows

- (1) At the beginning and end of each Paved Approach.
- (2) Opposite and as a continuation of each Transverse Joint in the Conc. Pavement, when curb and gutter was constructed adjacent to Conc. Pavement.
- (3) At intervals of 30 feet or less when curb and gutter was constructed not adjacent to Conc. Pavement.

All Expansion Joints were filled with a premoulded filler meeting the requirements of Sp. 10.1 of the Mo. S.H.C. Standard Specifications (1955 Edition)\* The premoulded joint filler cross-section of the curb and gutter (including tongue of construction joint when pavement is adjacent to Conc. Pavement) shall be 1/4 inch at the top. The edges of the curb and gutter at, and along all joints were rounded.

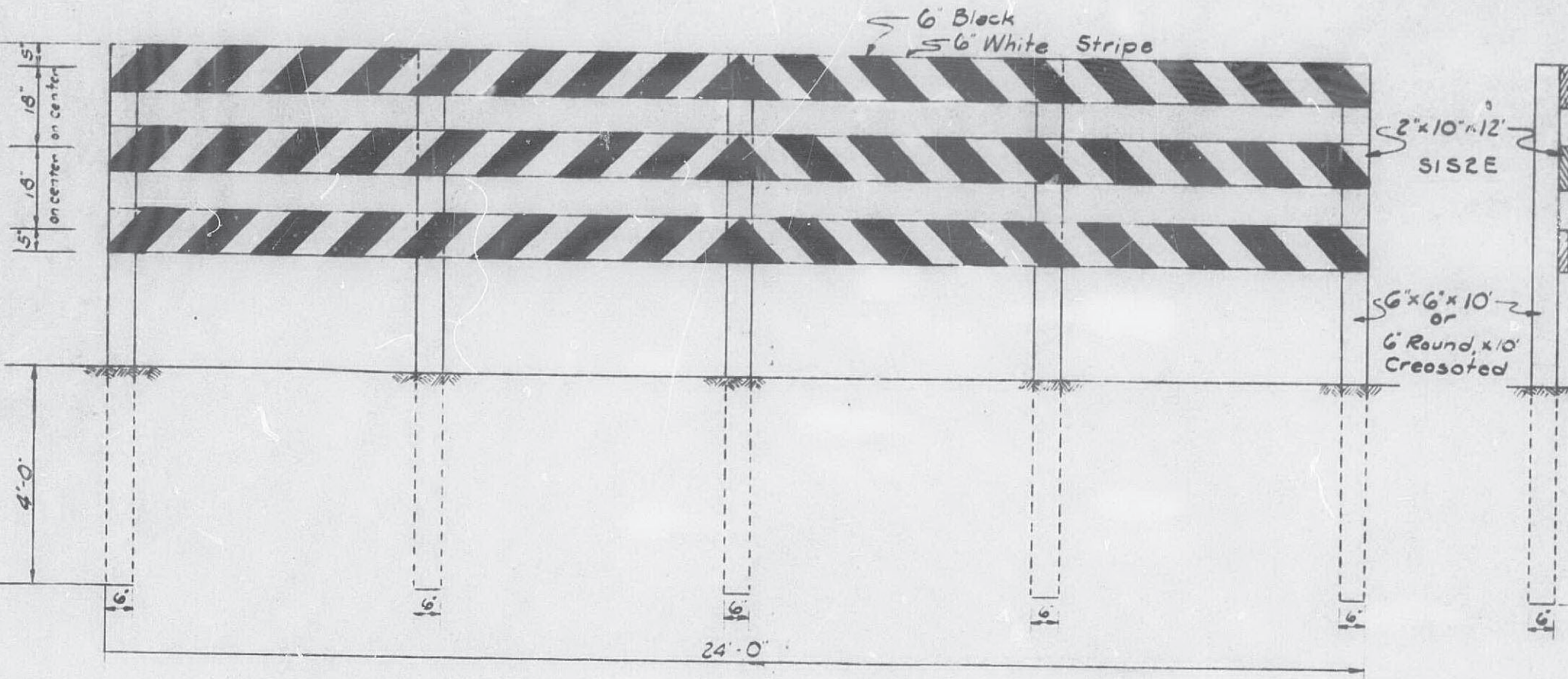
\*And Supplemental Specifications (Issued June 1, 1958)



Standard Tongue & Groove Joint when curb and gutter is built with Conc Pav't (See Detail Dwg Below)



Side Elevation  
MOVABLE BARRICADE

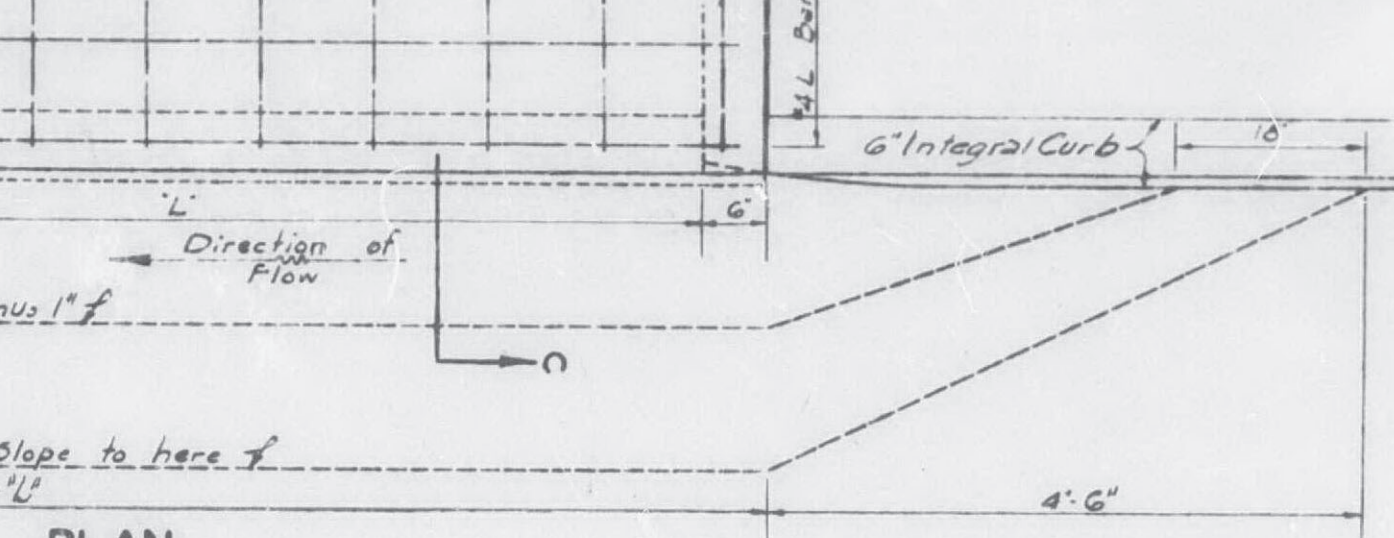


Front Elevation

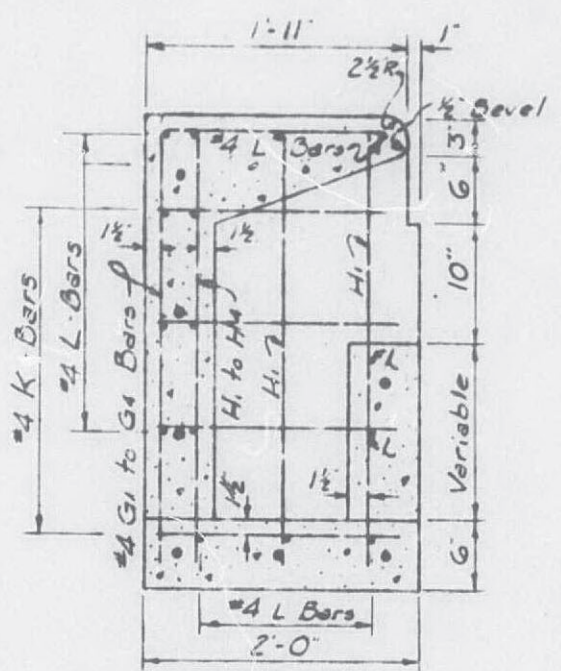
Side



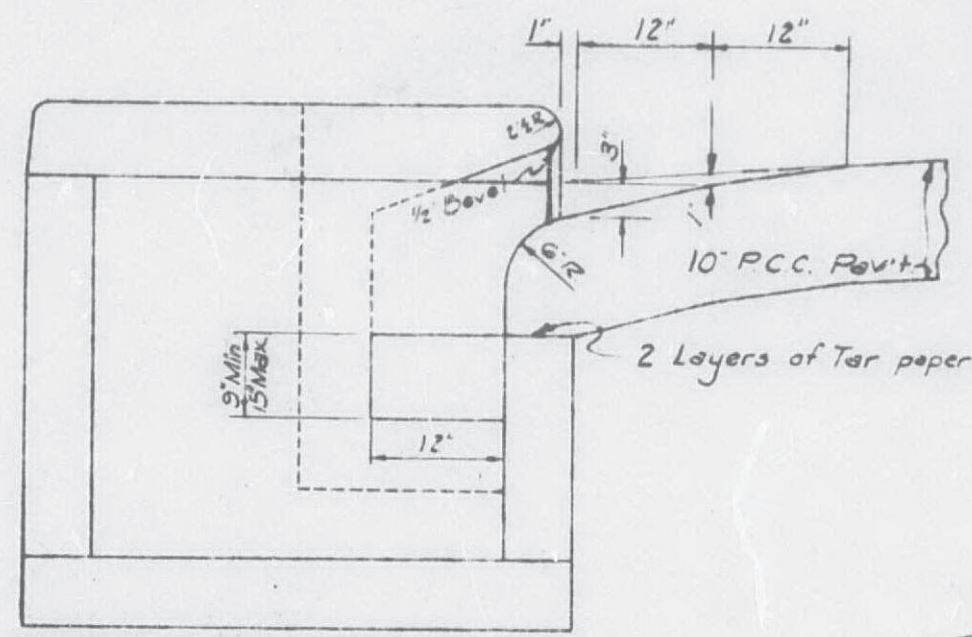
|       |     |
|-------|-----|
| 4'-6" | 160 |
|-------|-----|



PLAN



SECTION C-C (EXTENSION)



SECTION SHOWING DETAILS OF OPENING AND SUMP IN PAVEMENT

| BAR BILL                |      |           |       |  |
|-------------------------|------|-----------|-------|--|
| LENGTH OF EXTENSION 'L' |      | 2'-6"     |       |  |
| Mark                    | Size | No        | Lgth. |  |
| G <sub>1</sub>          | #4   | 2         | 4'-5" |  |
| G <sub>2</sub>          | #4   | 2         | 4'-6" |  |
| G <sub>3</sub>          | #4   |           |       |  |
| G <sub>4</sub>          | #4   |           |       |  |
| H <sub>1</sub>          | #4   | 4         | 2'-3" |  |
| H <sub>2</sub>          | #4   | 2         | 2'-6" |  |
| H <sub>3</sub>          | #4   |           |       |  |
| H <sub>4</sub>          | #4   |           |       |  |
| H <sub>5</sub>          | #4   | 1         | 0'-9" |  |
| H <sub>6</sub>          | #4   | 2         | 1'-0" |  |
| H <sub>7</sub>          | #4   |           |       |  |
| H <sub>8</sub>          | #4   |           |       |  |
| K                       | #4   | 7         | 1'-9" |  |
| L                       | #4   | 14        | 2'-3" |  |
| DOWEL BARS              | #4   | 8         | 1'-0" |  |
| TOTAL STEEL             |      | 62 POUNDS |       |  |

◊ GENERAL

All concrete was Class B  
 Concrete for invert was placed after  
 The cost of

any other items of work was considered as included in and comp bid for other items

All pipe fit flush with the inside of cutting pipe was considered as comp bid for pipe

Reinforcing bars were cut and/or bent

1-55)

3-57)

6-59)

-59)

15-59)

-15-59

5-58)

5-59)

2-55)

9)

0)

9)

-)

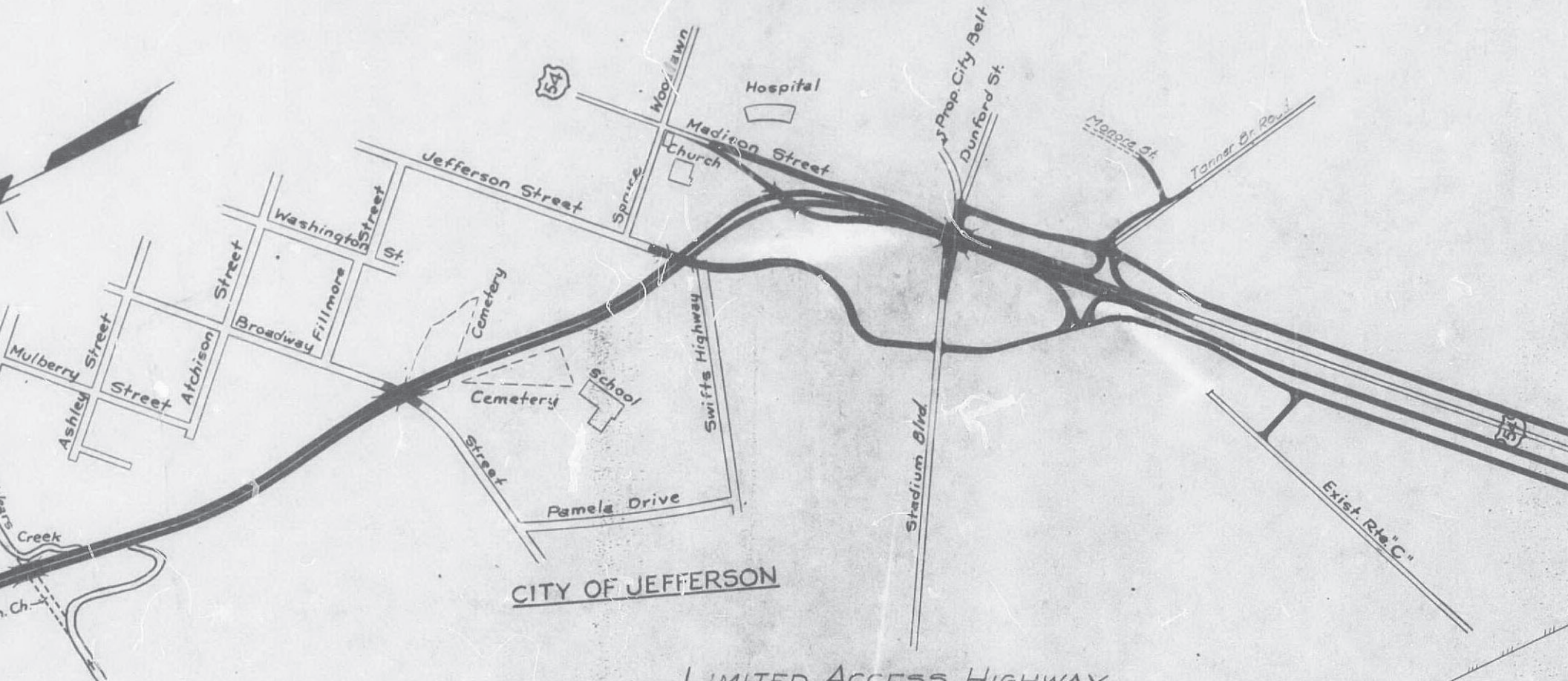
54)

56)

57)

Project CO26-54(6)UA

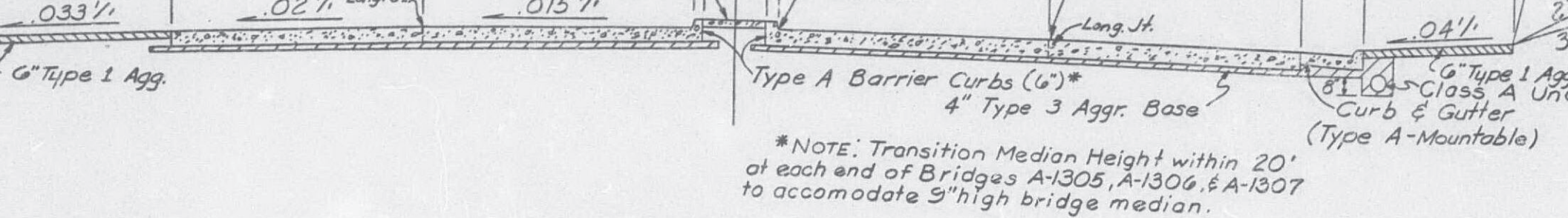
G.E., Bridges, Lighting & 2-25 Conc Pavts.  
~~Federal~~ State Length 1.774 Miles



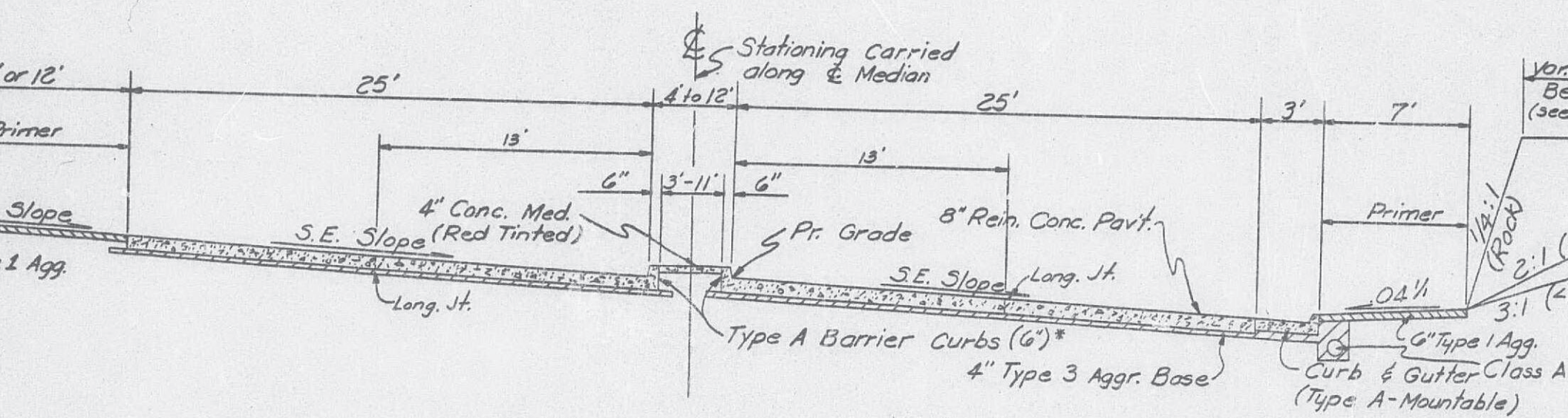
LIMITED ACCESS HIGHWAY

This shall be a limited access highway between Sta. 21+00.0 and Sta. 114+86.0. Except at locations and as otherwise specifically shown on these plans, no abutter's rights in, or of direct access to, from, or across the highway or its right of way shall attach or belong to any property abutting on said section of highway, or to any person merely because of ownership of such abutting property. There shall be the usual right of access over any location either (1) shown on these plans as a property entrance (P.E.), field entrance (F.E.), or private underpass, or (2) where and when any such entrance, underpass, or an open public highway is being maintained by the governmental agency having authority therefor

EQUA.  
Sta. 89  
Sta. 90



TYPICAL SECTION ON TANGENT  
 RTE. 54 - STA. 21+00 TO MADISON RAMP TERMINALS  
 4'-12' MEDIAN

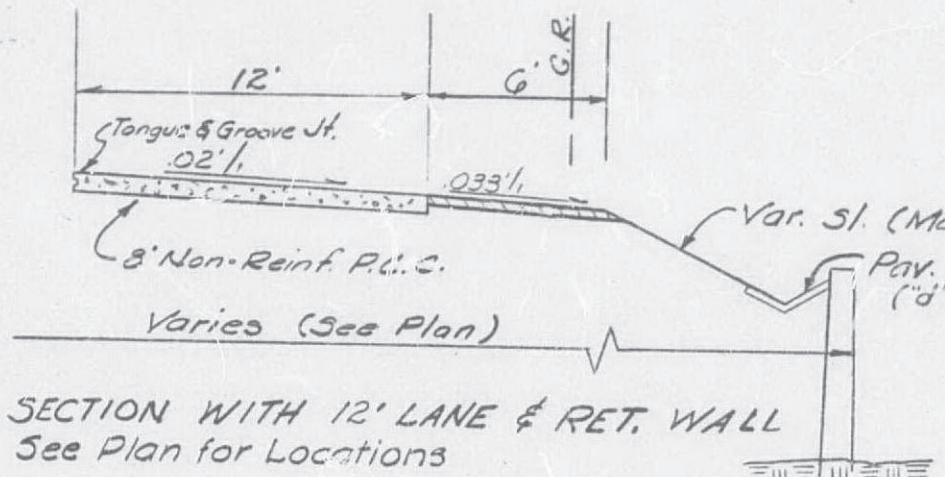
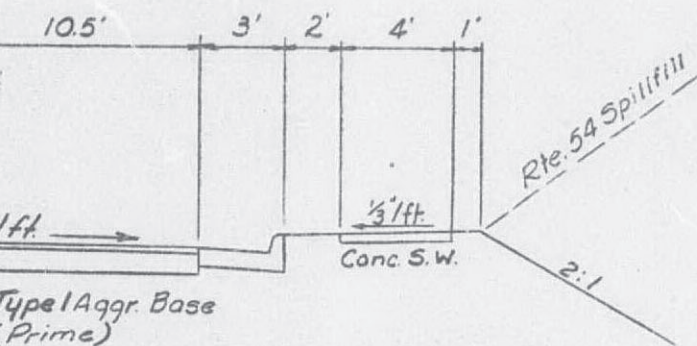


1/2" Type 1 Aggr.

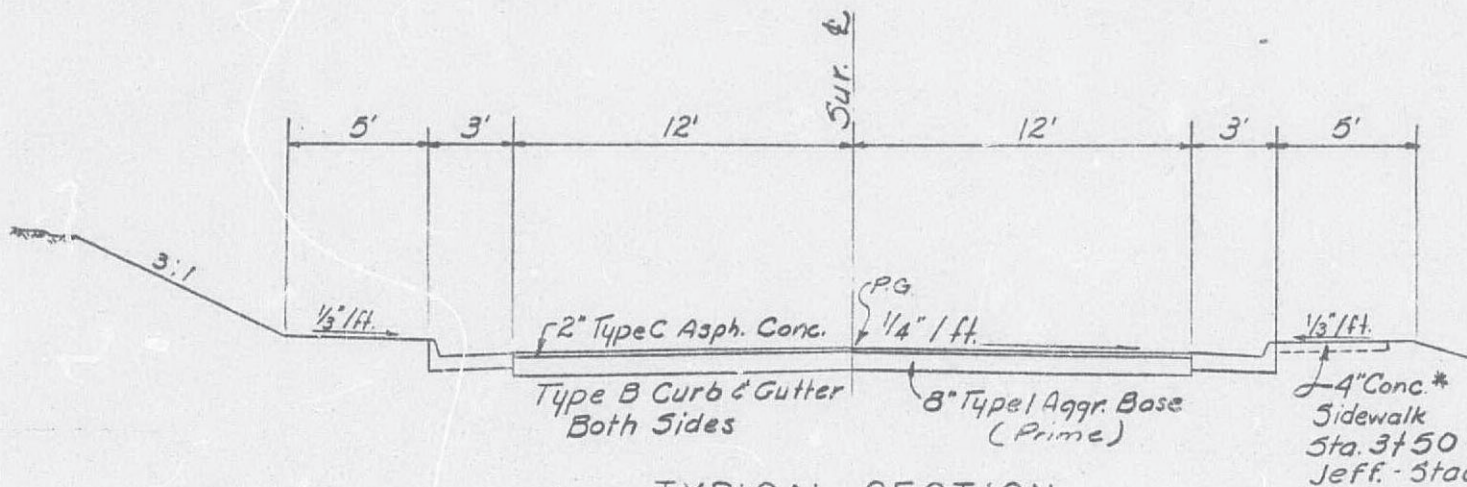
Type A Barrier Curbs (6")  
4" Type 3 Aggr. Base

Note: Transition  
at each end of Br  
9" high br

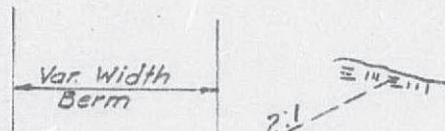
### TYPICAL SECTION - RTE 54 MADISON ST. RAMP TERMINALS TO STA. 85+85

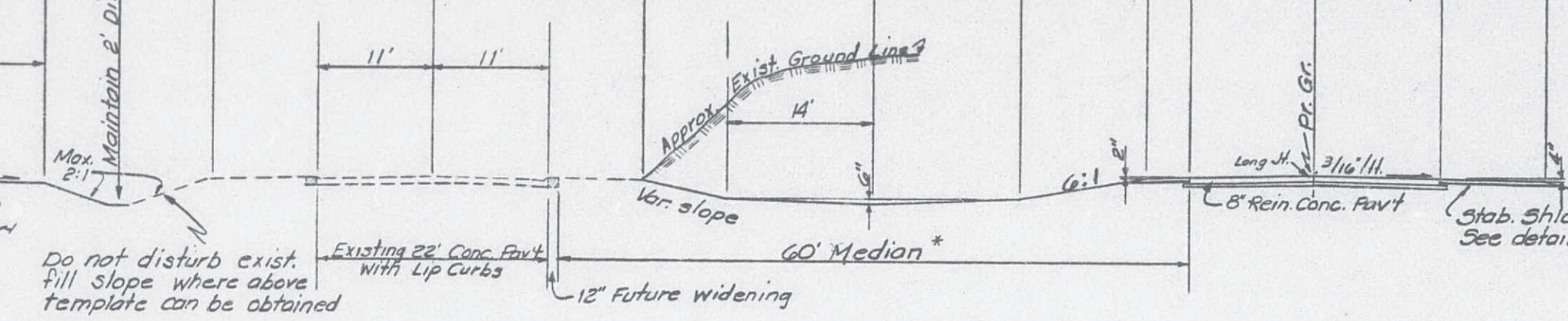


TION  
ST.



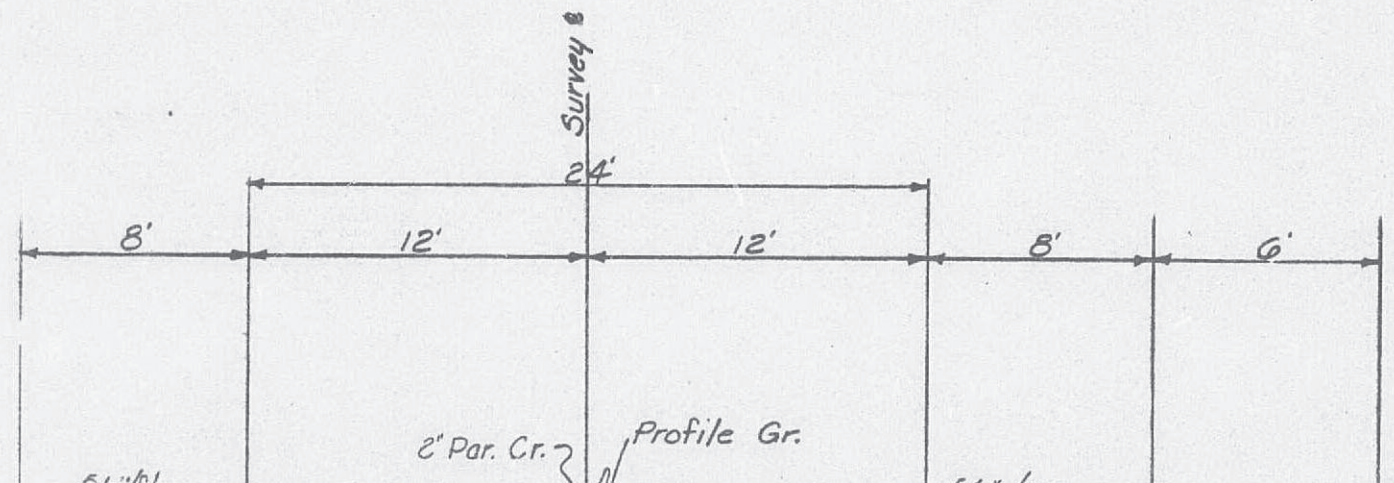
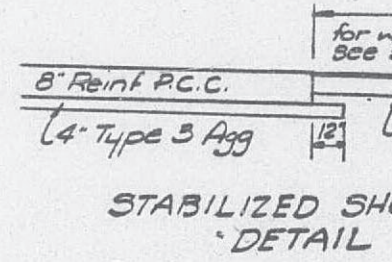
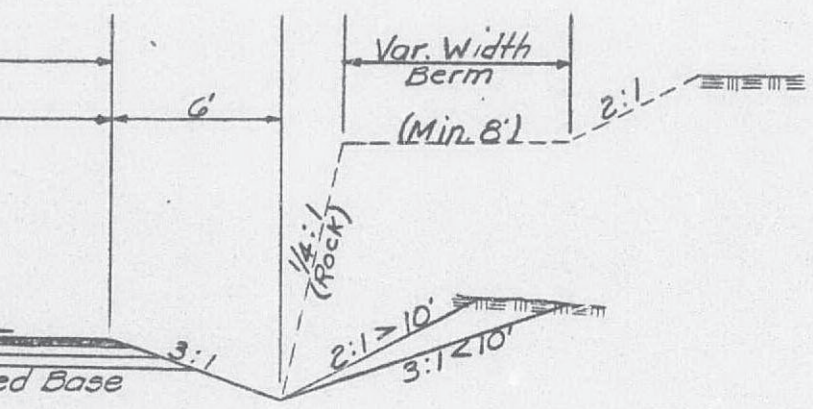
### TYPICAL SECTION JEFF.- STAD. CONN.





TYPICAL SECTION - RTE. 54  
 STA 90+00 TO STA 107+75

\* Median width & slopes variable between Sta. 85+85 & 90+00



|       |       |       |       |       |       |      |     |
|-------|-------|-------|-------|-------|-------|------|-----|
| (1)   | (1)   | (1)   | (1)   | (1)   | (1)   | (1)  | (9) |
| 4     | 7     | 3     |       | 3     |       |      |     |
|       | 2     | 1     |       | 3     |       |      |     |
| 1     | 6     |       |       | 1     |       |      |     |
|       |       |       | 180   | 10830 | 11872 | 5073 |     |
|       |       | 400   |       | 2170  | 859   |      |     |
| 0.05  |       | 0.21  | 0.24  |       |       |      |     |
| 43.8  | 504.4 | 97.6  |       |       |       |      |     |
| 3141  | 832   | 918   | 1558  | 4606  | 1374  | 255  |     |
|       |       |       |       | 915.5 | 75.3  |      |     |
| 49.6  | 15.4  | 21.7  | 20.7  | 34.3  | 26.0  | 4.8  |     |
|       |       | 88    |       | 787   |       | 76   |     |
|       |       |       |       | 122   | 120   | 28   |     |
| 128   | 101   | 108   | 72    | 44    | 284   | 63   |     |
|       |       |       |       | 43    |       |      |     |
|       |       | 174   |       |       |       |      |     |
| 439   | 709   | 491   | 648   | 76    |       |      |     |
|       | 206   | 397   |       | 443   |       |      |     |
| 56    | 410   |       | 119   | 139   | 111   |      |     |
|       |       |       |       | 219   | 9     | 132  |     |
|       |       |       |       | 201   |       |      |     |
| 94    |       |       |       |       |       |      |     |
|       |       |       |       | 139   |       |      |     |
| 185   |       |       |       |       |       |      |     |
| 274   |       |       |       |       |       |      |     |
|       |       | 864   | 249   |       |       |      |     |
| 749   |       |       |       |       |       |      |     |
|       |       |       |       | 2     | 2     |      |     |
|       |       | 34    | 36    |       |       |      |     |
| 383.0 |       |       |       |       |       |      |     |
| 243.0 | 831.0 | 510.9 | 426.1 |       |       |      |     |

|         |          |       |   |
|---------|----------|-------|---|
| 325     | Lin. Ft. | 24267 | Removal and Resetting of Guard Rail         |
| 1       | L. Sum   | 24300 | Misc. Removals (Urban Areas)                |
| 17      | Each     | 24410 | Removal of Buildings (Class 1)              |
| 7       | Each     | 24430 | Removal of Buildings (Class 3)              |
| 9       | Each     | 24450 | Removal of Buildings (Class 5)              |
| 15466   | Ton      | 31015 | Type 1 Aggregate for Base                   |
| 11619   | Ton      | 31035 | Type 3 Aggregate for Base                   |
| 27955   | Sq. Yd.  | 31143 | Process Type 1 Aggregate (4")               |
| 2.67    | Mile     | 31162 | Process Type 1 Aggregate (6")               |
| 3429    | Sq. Yd.  | 31163 | Process Type 1 Aggregate (8")               |
| 0.50    | Mile     | 31182 | Process Type 1 Aggregate (8")               |
| 2.67    | Mile     | 31342 | Process Type 3 Aggregate (4")               |
| 254     | Ton      | 35045 | Grushed Stone (B) Surface                   |
| 16340   | Gal.     | 37307 | Primer (MC-0 & MC-1)                        |
| 4135    | Ton      | 41205 | Mineral Aggregate (Base)                    |
| 46120   | Gal.     | 41257 | Bituminous Material (Base) (60-100 P.A.)    |
| 2425    | Ton      | 43025 | Type B Asphaltic Concrete                   |
| 2883    | Ton      | 43035 | Type C Asphaltic Concrete                   |
| 10373.5 | Sq. Yd.  | 48183 | Concrete Pavement (8" Non-Reinf.)           |
| 38398.0 | Sq. Yd.  | 48283 | Concrete Pavement (8" Reinf.)               |
| 1678.0  | Sq. Yd.  | 48303 | Approach Slab for Bridges                   |
| 14955   | Cu. Yd.  | 50034 | Class 3 Excavation for Structures           |
| 990.8   | Cu. Yd.  | 53021 | Class B Concrete (Culverts)                 |
| 129.0   | Cu. Yd.  | 53022 | Class B Concrete (Misc.)                    |
| 951     | Lin. Ft. | 60112 | 12" Corrugated Metal Pipe Culvert           |
| 270     | Lin. Ft. | 60115 | 15" Corrugated Metal Pipe Culvert           |
| 1037    | Lin. Ft. | 60412 | 12" Bit. Coated C.M.P. Culv. (Paved Invert) |
| 99      | Lin. Ft. | 60418 | 18" Bit. Coated C.M.P. Culv. (Paved Invert) |
| 28      | Lin. Ft. | 60448 | 48" Bit. Coated C.M.P. Culv. (Paved Invert) |
| 174     | Lin. Ft. | 60508 | 8" Bit. Coated C.M.P. Culv. (Plain)         |
| 2674    | Lin. Ft. | 61312 | 12" Class III Reinf. Conc. Pipe Culvert     |
| 1046    | Lin. Ft. | 61315 | 15" Class III Reinf. Conc. Pipe Culvert     |
| 889     | Lin. Ft. | 61318 | 18" Class III Reinf. Conc. Pipe Culvert     |
| 568     | Lin. Ft. | 61324 | 24" Class III Reinf. Conc. Pipe Culvert     |
| 119     | Lin. Ft. | 61330 | 30" Class III Reinf. Conc. Pipe Culvert     |
| 201     | Lin. Ft. | 61336 | 36" Class III Reinf. Conc. Pipe Culvert     |
| 94      | Lin. Ft. | 61348 | 48" Class III Reinf. Conc. Pipe Culvert     |
| 61      | Lin. Ft. | 61424 | 24" Class IV Reinf. Conc. Pipe Culvert      |
| 139     | Lin. Ft. | 61436 | 36" Class IV Reinf. Conc. Pipe Culvert      |
| 185     | Lin. Ft. | 61448 | 48" Class IV Reinf. Conc. Pipe Culvert      |
| 274     | Lin. Ft. | 61524 | 24" Class V Reinf. Conc. Pipe Culvert       |
| 1113    | Lin. Ft. | 61608 | 8" Vitrified Clay Culvert & Sewer Pipe      |
| 1109    | Lin. Ft. | 61610 | 10" Vitrified Clay Culvert & Sewer Pipe     |
| 138     | Lin. Ft. | 61924 | 24" Class III R.C.P. Culv. (Gasket Type)    |
| 6       | Each     | 80200 | Adjusting Manholes                          |
| 94      | Lin. Ft. | 80300 | Adjusting House Sewer Connections           |
| 6       | Each     | 80500 | Pipe Collar (Type B)                        |
| 1367    | Cu. Ft.  | 81109 | Brick Masonry                               |
| 1074    | Lin. Ft. | 82000 | Class A Underdrains                         |
| 1230    | Cu. Yd.  | 83102 | Furnishing Type 2 Rock Blanket              |
| 1230    | Cu. Yd.  | 83112 | Placing Type 2 Rock Blanket                 |
| 1230    | Sq. Yd.  | 83300 | Grouted Rock Surface                        |

See Sheet # 45

original Computations Areas Were Built

See Sheets # 38  
" " # 38  
" " # 38

## HIGHWAY LIGHTING

437 ✓ Lin. Ft. 70041 ✓ 2" Rigid Steel Conduit (In Trench) ✓  
 105 ✓ Lin. Ft. 70041 ✓ 3" Rigid Steel Conduit (In Trench) ✓

BRIDGE Sta. 22+46.7 ✓  
 Dwg. No. A-1305 ✓

136.0 ✓ Cu. Yd. 50014 ✓ Class 1 Excavation for Structures ✓  
 3644 ✓ Lin. Ft. 52005 ✓ Steel Piles in Place (10") ✓  
 258 ✓ Lin. Ft. 52015 ✓ Steel Pile Cut-Offs (10") ✓  
 32.0 ✓ Cu. Yd. 53023 ✓ Class B Concrete ✓  
 648.1 ✓ Cu. Yd. 53035 ✓ Class B I Concrete ✓  
 158610 ✓ Lb. 54000 ✓ Reinforcing Steel ✓  
 298 ✓ Lin. Ft. 56001 ✓ Bridge Rail (Single Tube Type) ✓

BRIDGE Sta. 27+19.50 ✓  
 Dwg. No. A-1306 ✓

218.5 ✓ Cu. Yd. 50014 ✓ Class 1 Excavation for Structures ✓  
 196.0 ✓ Cu. Yd. 50024 ✓ Class 2 Excavation for Structures ✓  
 1302 ✓ Lin. Ft. 52005 ✓ Steel Piles in Place (10") ✓  
 66 ✓ Lin. Ft. 52015 ✓ Steel Pile Cut-Offs (10") ✓  
 948 ✓ Lin. Ft. 52205 ✓ Steel Piles in Place (12") ✓  
 72 ✓ Lin. Ft. 52215 ✓ Steel Pile Cut-Offs (12") ✓  
 180.8 ✓ Cu. Yd. 53023 ✓ Class B Concrete ✓  
 273.2 ✓ Cu. Yd. 53034 ✓ Class B I Concrete ✓  
 110180 ✓ Lb. 54000 ✓ Reinforcing Steel ✓  
 79.3 ✓ Ton 55011 ✓ Painting ✓  
 161780 ✓ Lb. 55101 ✓ Fabricated Structural Carbon Steel ✓  
 291 ✓ Lin. Ft. 56001 ✓ Bridge Rail (Single Tube Type) ✓

BRIDGE Sta. 46+01.03 ✓  
 Dwg. No. A-1307 ✓

63.5 ✓ Cu. Yd. 50014 ✓ Class 1 Excavation for Structures ✓  
 771 ✓ Lin. Ft. 52005 ✓ Steel Piles in Place (10") ✓  
 112 ✓ Lin. Ft. 52015 ✓ Steel Pile Cut-Offs (10") ✓  
 700 ✓ Lin. Ft. 52205 ✓ Steel Piles in Place (12") ✓  
 141 ✓ Lin. Ft. 52215 ✓ Steel Pile Cut-Offs (12") ✓  
 32.0 ✓ Cu. Yd. 53023 ✓ Class B Concrete ✓  
 790.3 ✓ Cu. Yd. 53035 ✓ Class B I Concrete ✓  
 210760 ✓ Lb. 54000 ✓ Reinforcing Steel ✓  
 344 ✓ Lin. Ft. 56001 ✓ Bridge Rail (Single Tube Type) ✓

BRIDGE Sta. 61+34.57 ✓  
 Dwg. No. A-1308 ✓

174.0 ✓ Cu. Yd. 50014 ✓ Class 1 Excavation for Structures ✓  
 91 ✓ Lin. Ft. 52005 ✓ Steel Piles in Place (10") ✓  
 34 ✓ Lin. Ft. 52015 ✓ Steel Pile Cut-Offs (10") ✓  
 15.8 ✓ Cu. Yd. 53023 ✓ Class B Concrete ✓  
 441.0 ✓ Cu. Yd. 53035 ✓ Class B I Concrete ✓

See Sheets # 51-52  
" " 51-52

300 ✓ 644 ✓ 700 ✓ 387.5 ✓ 1550.0 ✓  
1 ✓ 1 ✓ 4 ✓ 4 ✓  
24 ✓ 32 ✓ 18 ✓ 2 ✓ 61 ✓  
3 ✓ 4 ✓ 8 ✓

1850.0 ✓ 1867.5 ✓ 725.0 ✓  
8 ✓ 4 ✓ 3 ✓  
7 ✓

662 ✓ 0  
1 ✓ 597 ✓

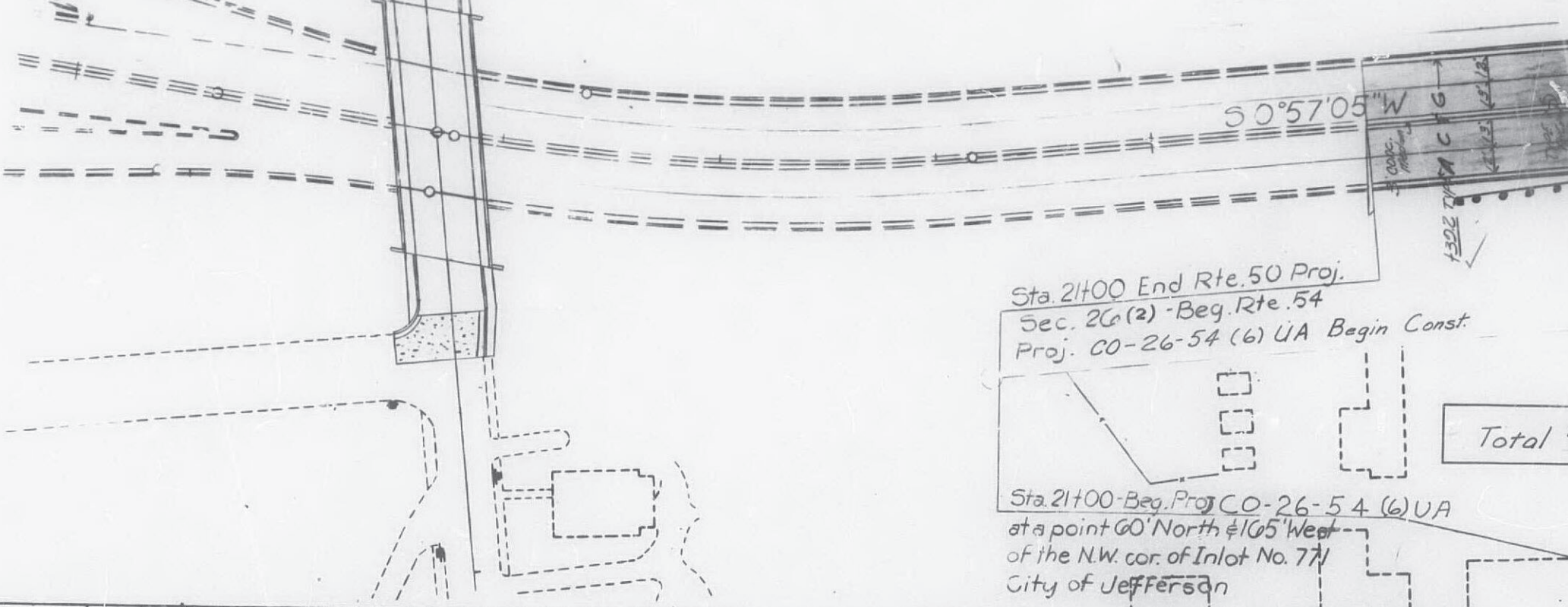
564.0 ✓

2401.8 ✓

2 ✓  
396 ✓

11 ✓

875 ✓  
3 ✓ 7 ✓  
1068 ✓ 2317 ✓



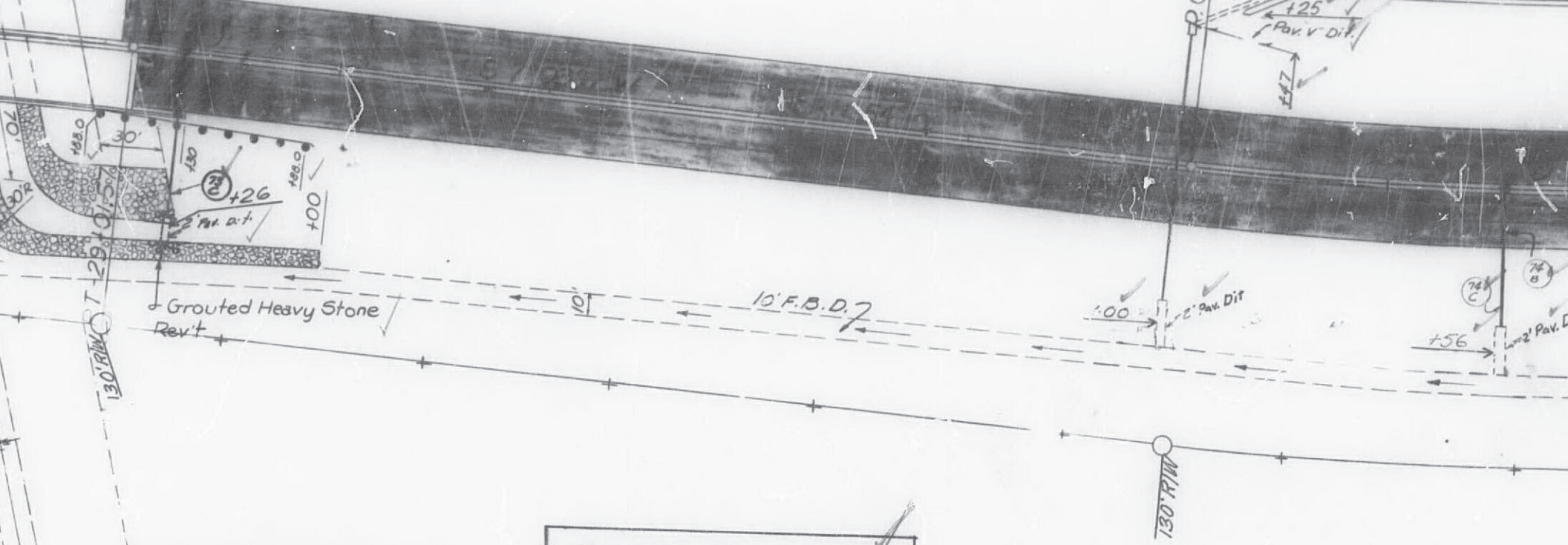
| 4" CONCRETE MEDIAN         |           | Length |
|----------------------------|-----------|--------|
| 21+00 - 22+46 <sup>2</sup> | ± Rte. 54 | 146.7' |
| 23+23 <sup>2</sup> - 25+00 | ± Rte. 54 | 106.3' |
| Total                      |           | 253.0  |

16+09.02 & Rte 54 -  
5+00 & St. Mary's  
608.80

| DROP INLETS |       |        |           |
|-------------|-------|--------|-----------|
| 23          | 16+80 | 80.46X | 2'x3.5' ✓ |
| 23          | 24+20 | 80.46G | 2'x2' ✓   |
| 23          | 22+20 | 80.46G | 2'x2' ✓   |
| 23          | 22+20 | 80.46G | 2'x2' ✓   |

180' V.C.  
M.O. - 0.41  
K - 100

+0.30%



Ch. Control Esmt. Per m.  
100x250'

Total R/W Markers 6

| Sta.     | Sta.     | Loc.                | Length  | Type      | Material                       | Notes         | Marker   |
|----------|----------|---------------------|---------|-----------|--------------------------------|---------------|----------|
| 25+00    | 27+19.5  | Med. Rt.            | 217.2'  | A' Barr.  | Concrete Curb (6")             |               | 31       |
| 28+76.2  | 40+00    | Med. Rt.            | 1123.0' | A' Barr.  | Concrete Curb (6")             |               | 28       |
| 25+00    | 27+19.5  | Med. Lt.            | 217.2'  | A' Barr.  | Concrete Curb (6")             |               | 29       |
| 28+76.2  | 40+00    | Med. Lt.            | 1123.0' | A' Barr.  | Concrete Curb (6")             |               | 26       |
| 26+99.2  | 27+28.23 | 29.5' Rt. & Rte. 54 | 28'     | O' Mount. | Conc. Curb & Gutter            |               | 32       |
| 28+85.2  | 29+05.2  | 29.5' Rt. & Rte. 54 | 20'     | O' Mount. | Conc. Curb & Gutter            |               | 33       |
| 26+90.22 | 27+10.22 | 29.5' Lt. & Rte. 54 | 20'     | O' Mount. | Conc. Curb & Gutter            |               | 1        |
| 26+00    | Lt.      | 24"x61' RCP         |         |           | Type B Collar                  | C.I. IV       |          |
| 26+26    | Lt.      | 30"x119' RCP        |         |           |                                | C.I. III      |          |
| 26+90    | Rt.      | 12"x27' RCP         |         |           |                                | C.I. III      |          |
| 26+90    | Lt.      | 12"x26' RCP         |         |           |                                | C.I. III      |          |
| 26+90    | Lt.      | 12"x48' Bit. CMP    |         |           | 1-53.40 B Hdwall Lt.           |               |          |
| 29+26    | Rt.      | 12"x50' Bit. CMP    |         |           | 1-53.40 B Hdwall Rt.           |               |          |
| 29+26    | Rt.      | 12"x27' RCP         |         |           |                                | C.I. III      |          |
| 34+00    | C.       | 12"x122' RCP        |         |           | 1-53.40 C Lt.<br>1-53.40 B Rt. | C.I. III      |          |
| 35+56.2  | Rt.      | 12"x30' RCP         |         |           |                                | Type B Collar | C.I. III |
| 35+56.2  | Rt.      | 12"x33' Bit. CMP    |         |           | 1-53.40 B Hdwall Rt.           |               |          |
| 27+40    | Rt.      | 18"x56' Bit. CMP    |         |           |                                |               |          |

200' V.G.  
M.O. 063  
K-80

Conc. Curb & Gutter (Type A' Mount.)

| Sta.    | Sta.    | Loc.             | Length |
|---------|---------|------------------|--------|
| 25+00   | 26+90.2 | 29.5' Lt. & Med. | 191'   |
| 25+00   | 26+99.2 | 29.5' Rt. & Med. | 200'   |
| 29+85.2 | 29+130  | 29.5' Lt. & Med. | 25'    |

4" Concrete Median (3' Width)

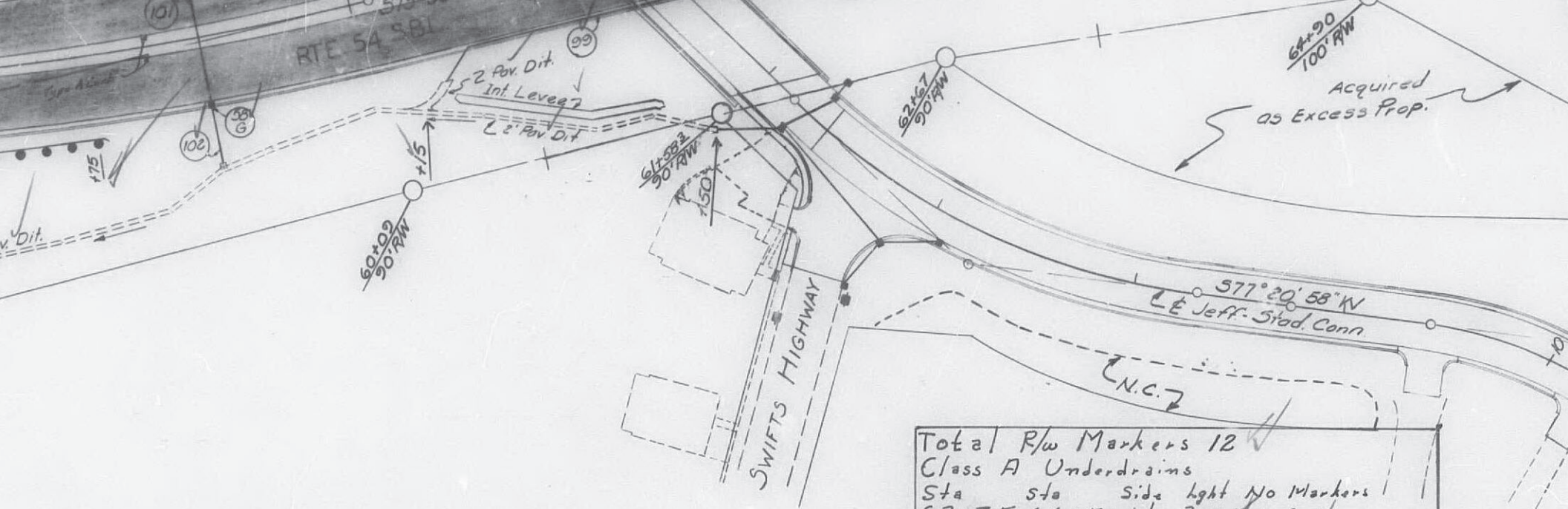
| Sta.    | Sta.    | Loc.      | Length  |
|---------|---------|-----------|---------|
| 25+00   | 27+19.5 | & Rte. 54 | 217.2'  |
| 28+76.2 | 40+00   | & Rte. 54 | 1123.0' |

-0.50%

50.00  
7.22

100



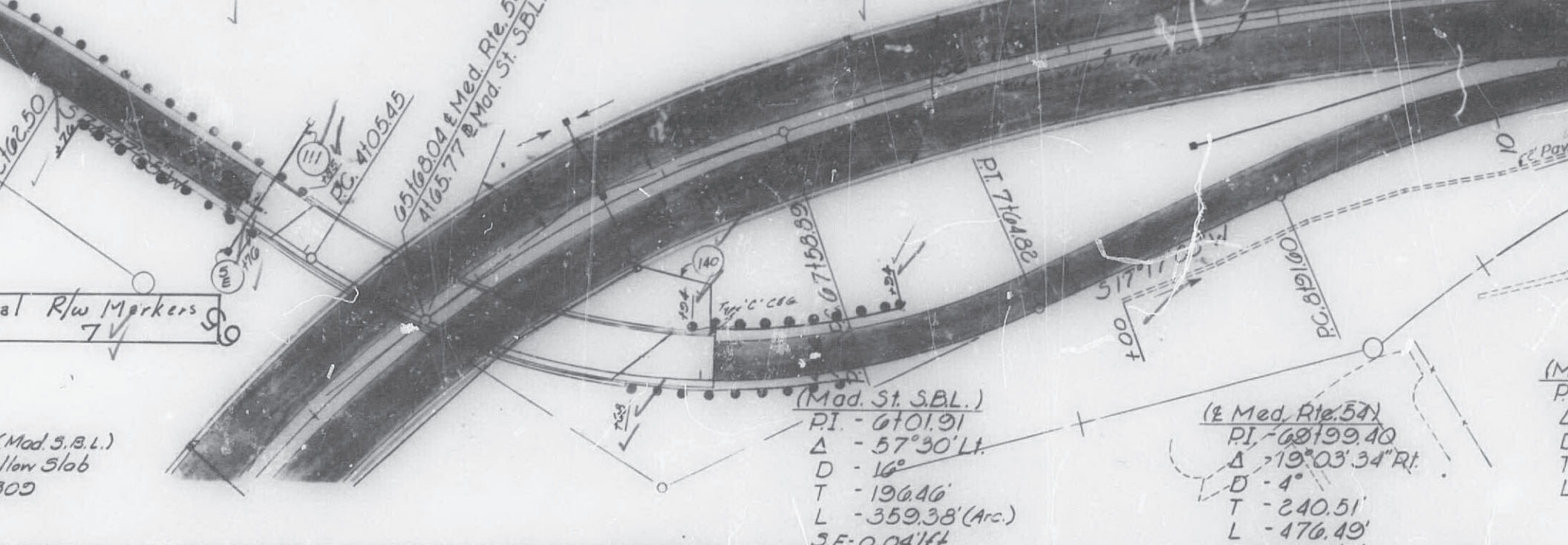


|                        |       |      |      |            |
|------------------------|-------|------|------|------------|
| Total R/w Markers 12 ✓ |       |      |      |            |
| Class A Underdrains    |       |      |      |            |
| Sta                    | Sta   | Side | Lght | No Markers |
| 62+75                  | 66+50 | Lt   | 390  | 0 ✓        |
| 62+00                  | 66+50 | Rt   | 441  | 0 ✓        |
| Total                  |       |      | 831  | 0 ✓        |

|     |     |                              |                     |                     |            |        |          |                    |
|-----|-----|------------------------------|---------------------|---------------------|------------|--------|----------|--------------------|
| 670 | 720 | 4" Concrete Median           | Sta.                | Sta.                | Loc.       | Length | Sq. Yds. | 69+50              |
|     |     |                              | 55+00               | 55+55 <sup>26</sup> | E Rte. 54  | 55.8'  |          | 69+32 <sup>5</sup> |
|     |     |                              | 55+55 <sup>26</sup> | 70+00               | R Rte. 54  |        | 1501.6   | 68+00              |
|     |     |                              | 2+87 <sup>82</sup>  |                     | Med. NBL   |        | 14.2     | 66+70              |
|     |     |                              |                     |                     |            |        |          | 66+70              |
|     |     | Conc. Curb & Gutter (Type A) | Sta.                | Sta.                | Loc.       | Length |          | 66+70              |
|     |     |                              | 59+25               | 69+33               | Rte. 54 Lt | 1045.5 |          | 64+50              |
|     |     |                              | 55+00               | 70+00               | Rte. 54 Rt | 1484.5 |          | 64+50              |
|     |     | Conc. Curb (6") (Type A)     | Sta.                | Sta.                | Loc.       | Length |          | 62+75              |
|     |     |                              | 55+00               | 70+00               | Med. Rt.   | 1499'  |          | 62+75              |
|     |     |                              | 55+00               | 70+00               | Med. Lt.   | 1505'  |          | 62+00              |
|     |     |                              |                     |                     |            |        |          | 62+00              |
|     |     |                              |                     |                     |            |        |          | 60+00              |
|     |     |                              |                     |                     |            |        |          | 59+26 <sup>5</sup> |
|     |     |                              |                     |                     |            |        |          | 2+95               |
|     |     |                              |                     |                     |            |        |          | 59+26 <sup>5</sup> |

2113407 & Med.  
 210476 & Jefferson St.

21-03142  
 Alex G. 7701



(Mod. S.B.L.)  
Flow Slob  
309

(Mod. St. S.B.L.)  
PI - 710.91  
Δ - 57°30' Lt.  
D - 16'  
T - 196.46'  
L - 359.38' (Arc.)  
S.E. - 0.041/ft.

(E Med. Rte. 54)  
PI - 691.99.40  
Δ - 19°03'.34" Rt.  
D - 4'  
T - 240.51'  
L - 476.49'  
S.E. - 0.041/ft.

PI: 8105.32  
Elev: 707.10

| Sta.               | Conc. Curb & Gutter Sta. | Loc.                   | Length | Type       |
|--------------------|--------------------------|------------------------|--------|------------|
| 70+00              | 71+58 <sup>+</sup>       | Rte. 54 Rt.            | 155.5' | 'A' Mount. |
| 5+91 <sup>5</sup>  | 6+04 <sup>5</sup>        | Mod. St. S.B.L. Lt.    | 13.0   | 'C' Barr.  |
| 1+71 <sup>12</sup> | 9+30                     | Stead. Blvd. Rt. & Lt. | 836.8' | 'B' Barr.  |
| 74+26 <sup>2</sup> | 74+42 <sup>2</sup>       | Rte. 54 Lt.            | 16.5'  | 'C' Barr.  |
| 74+38 <sup>2</sup> | 74+54 <sup>2</sup>       | Rte. 54 Rt.            | 16.0'  | 'C' Barr.  |

| Sta.               | Conc. Curb (6") Sta. | Loc.                               | Length | Type             |
|--------------------|----------------------|------------------------------------|--------|------------------|
| 8+85 <sup>28</sup> | 9+85 <sup>28</sup>   | Mod. St. N.R.L. - Lt.              | 101.9' | 'A' Barr.        |
| 0+25 <sup>21</sup> | 1+25 <sup>21</sup>   | Mod. St. S.B.L. Lt.                | 100.5' | 'D' Mount.       |
| 6+33 <sup>28</sup> | 4+04 <sup>21</sup>   | Rte. 54 & Mod. N.R.L.              | 171.7' | 'D' Mount.       |
| 9+59 <sup>22</sup> | 10+59 <sup>22</sup>  | Mod. S.B.L. Lt.                    | 107.8' | 'A' Barr.        |
| 1+52               | 10+85 <sup>22</sup>  | Mod. N.R.L. Rt.                    | 332.4' | 'D' Mount.       |
| 19+50              | 0+66                 | Rt. East of Mod. St. & Mod. S.B.L. | 430.2' | 'B' Barr.        |
| 6+87               |                      | Mod. N.R.L. Rt.                    | 222.2' | 'B' Barr. - 5.0% |
| 70+00              | 72+88 <sup>2</sup>   | Rte. 44 & Mod. Rte. 54             | 578.3' | 'A' Barr.        |
| 74+25 <sup>2</sup> | 75+00                | Rte. 44 & Mod. Rte. 54             | 149.4' | 'A' Barr.        |
| 0+40               | 1+94 <sup>21</sup>   | East Outer Flury                   | 312.8' | 'A' Barr.        |

4" x 4" Concrete Sidewalk  
Sta. 1+71.12 to 9+130  
Loc. Stead. Blvd. Rt.  
Length 350.3'

180' V.C.  
M.O. 0.68  
K=60

PI: 8107.82  
Elev: 684.04

500' V.C.  
M.O. 6.02  
S.S.D. 305

| Sta.  | 4" Conc. Median Sta. | Loc.                 | (Min. width) Length Sp. Vals | (3' width) Length |
|-------|----------------------|----------------------|------------------------------|-------------------|
| 19+50 | 0+66                 | Rt. East of Mod. St. |                              | 134.2'            |

- (143) 74+
- (123) 74+
- (122) 0+
- (121) 72+
- (120) 72+
- (119) 71+
- (118) 71+
- (117) 71+
- (112) 6+
- (111) 3+
- (109) 19+
- (108) 10+
- (107) 10+
- (102) 74+
- (141) 74+
- (140) 6+
- (111) 3+
- (109) 71+

200  
M.O. 18  
K-80

Conc. Slope Protection

560' V.C.  
M.O. 4.48  
S.S.D. 350

Conc. Slope Protection

-5.0%

23

24

25

P.I. 679.57  
Elev. 679.59

2

3

4

5

6

7

8

9

MADISON STREET S. B. LANE

4175 Begin Grade 175  
Elev. 649.75

+2.7%

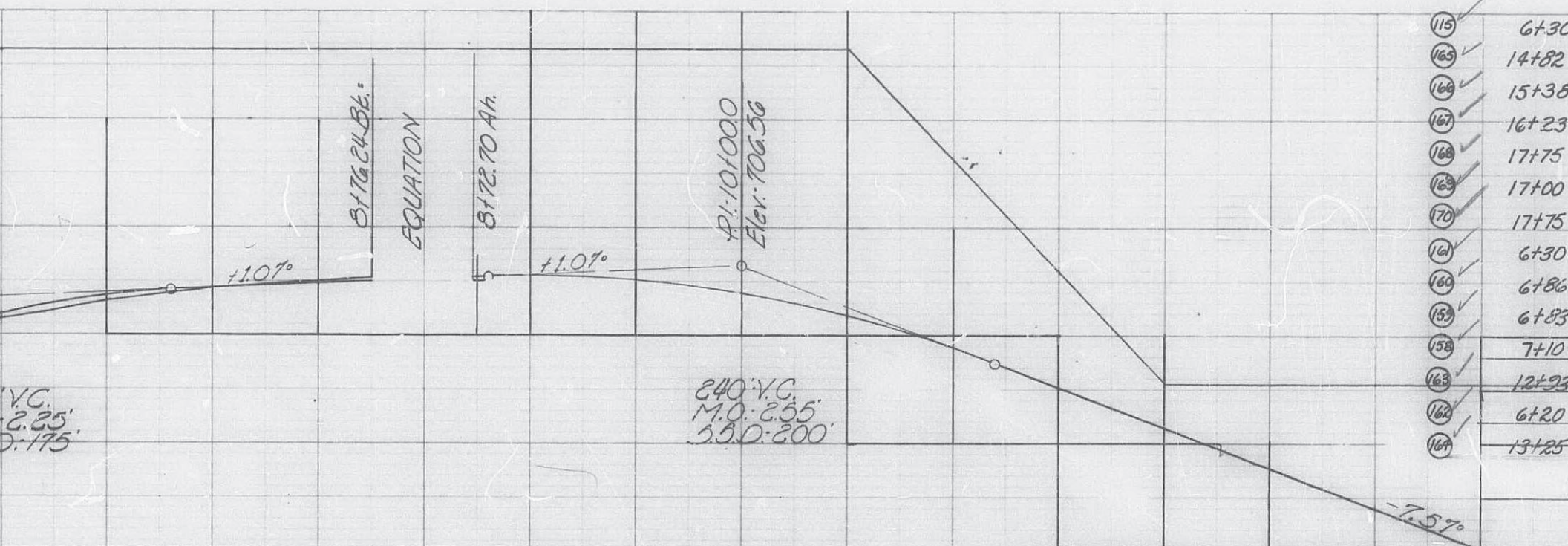
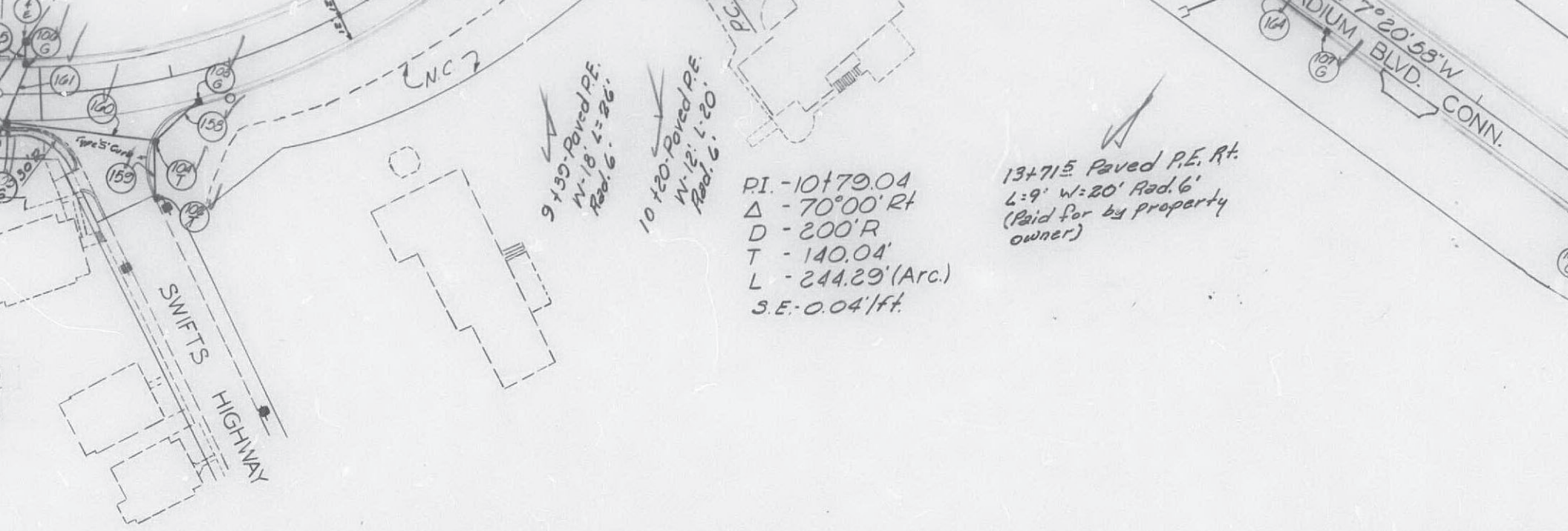
P.I. 5192.33  
Elev. 652.92

9.5248

6162.854 Stadium  
73163.56 & Med.

-0.3%

9125 End Grade 125  
Elev. 651.98



|     |       |
|-----|-------|
| 115 | 6+30  |
| 165 | 14+82 |
| 166 | 15+38 |
| 167 | 16+23 |
| 168 | 17+75 |
| 169 | 17+00 |
| 170 | 17+75 |
| 161 | 6+30  |
| 160 | 6+86  |
| 159 | 6+83  |
| 158 | 7+10  |
| 163 | 12+23 |
| 162 | 6+20  |
| 164 | 13+25 |

| Sta. | Sta.   | Loc.                           | Length. |
|------|--------|--------------------------------|---------|
| 3+50 | 3+91.5 | 12' Rt. & Jeff<br>Stand. Conn. | 41.5'   |
| 6+27 | 10+88  | 18' Lt. & Jeff<br>Stand. Conn. | 41.1'   |

BENCH MARKS ~ 11SGS DATUM



PC. 4142.0

PT. 6117.0

PT. 8173.44

EAST OUTER RDWY.

78+13.0 R.C.B. Sta 53.26  
11'x6'x549' Sk 27° RA

8179.38 E Med.  
8179.38 E SBL (15 Ft.)

PT. 9117.83 Bk. =  
9127.05 Ah.

PC. 5157.14

81+50  
200' R/W

82+85  
158' R/W 5

82+89.5  
145' R/W

WOODOR  
Rt.  
24' C.M.P.  
L.A.

WOODOR

85

80

Raised Med.

130

129

128

127 E

126

132

145

146

147

148

149

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152

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137

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141

142

143

144

145

125

125.30

166.49

145.30

130

128 E

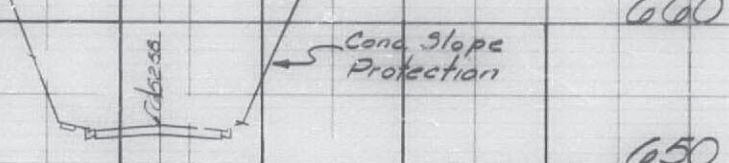
41.40

125  
125.35  
C. Asphalt  
on G. T.H.

WOODOR  
Rt.  
24' C.M.P.  
L.A.

660  
650  
640

S.S.D. 355

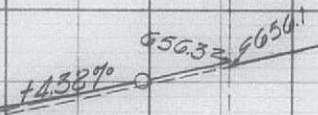


70 1 2 3 4 75

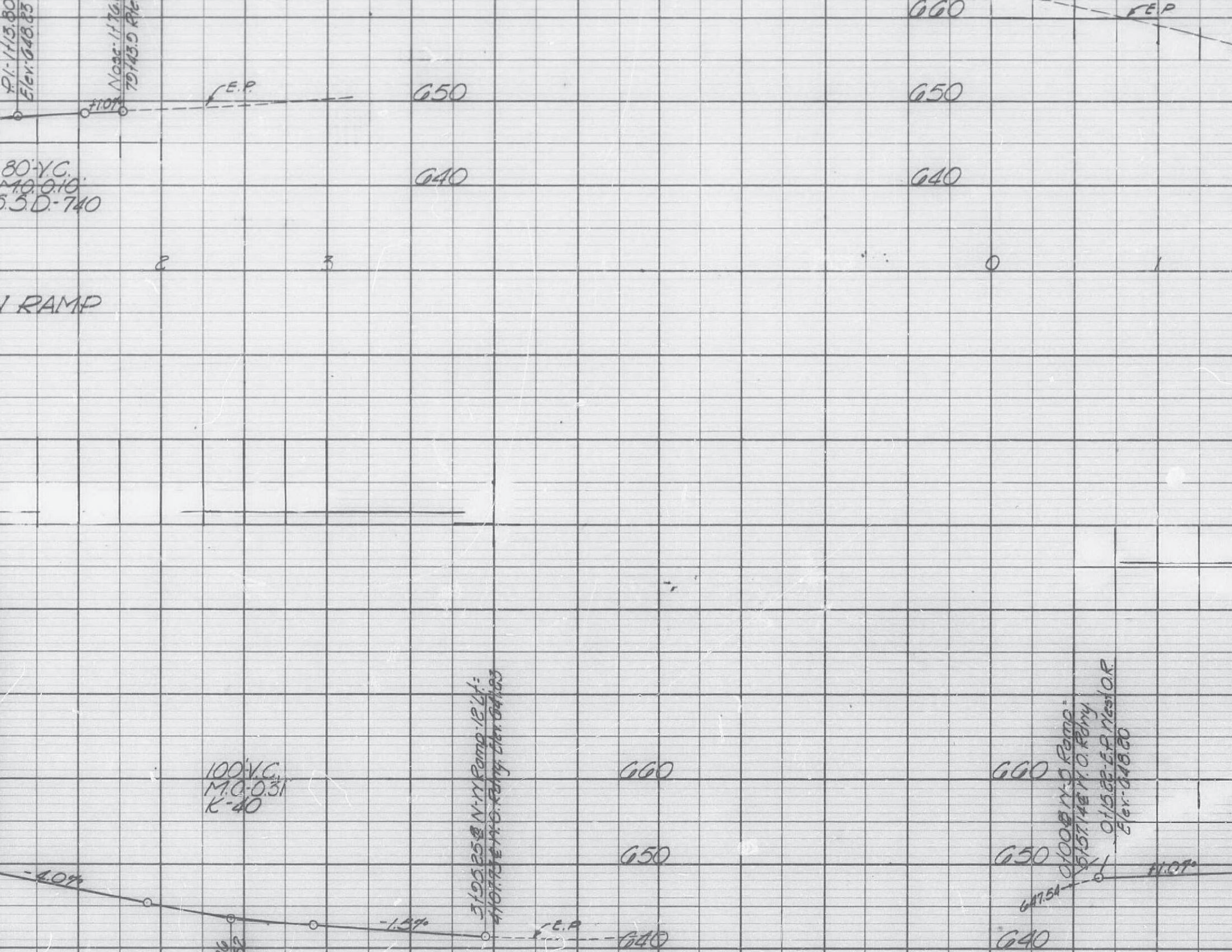
€ MED. RTE. 54

500-V.C.  
M.O. - 5.83  
K-54

81170.384 Med. Bl.  
81170.384 S.B.L. Ah (15 RT)



+4.32%  
Pr. Gr. - € S.B.L. & N.B.L.



160  
0.35

160  
0.10

160' V.C.  
M.O. 0.60  
S.S.D. 315

Sta. 61200 End Stad Blvd Conn.  
Sta. 61280 Begin N. Outer Rdwy.

18.00%

276.09  
276.09

STADIUM BLVD. CONN. - WEST OUTER ROAD

6187.66 E. East O.R.  
6105.50 E. Tanner Br. Rd.

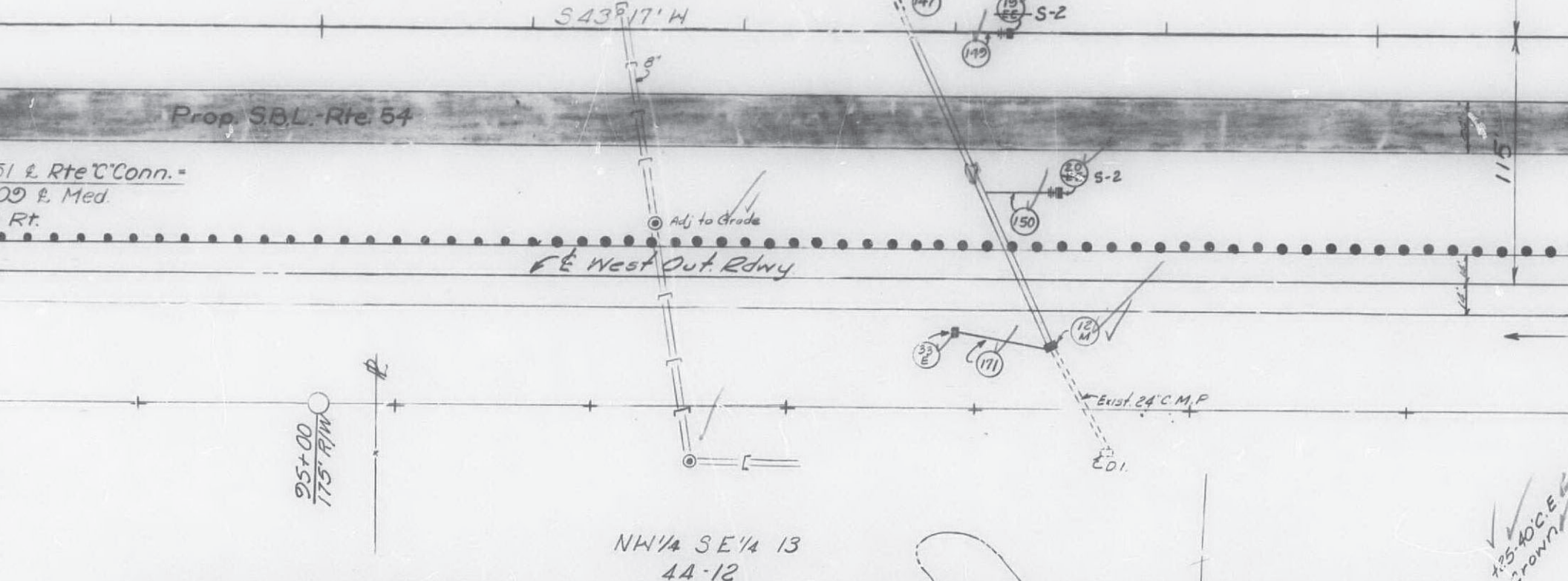
200' V.C.  
M.O. 0.88  
K-57

18.0%

330

20





NW 1/4 SE 1/4 13  
44-12

1.5% TO C.E. E  
CROWN

|                         |   |
|-------------------------|---|
| R.C.B.                  |   |
| 97+80                   | Std. 53.30 3x2x112' Existing Sk. 25° R.A. |
| Extended Rt. Lt. 218.5' |   |
| R.C.B.                  |   |
| 103+45                  | Std. 53.30 3x2x269' Existing Sk. 25° R.A. |
| Extended Lt. 70'        |   |
| 6" 5" Curb              |   |
| Sta. 91+04              | Lt. 21.1'                                 |
| Sta. 93+92              | Lt. 195.0'                                |
| Sta. 98+45              | Lt. 223.5'                                |
| Sta. 99+88              | Lt. 292.7'                                |

|     |         |           |          |        |   |
|-----|---------|-----------|----------|--------|---|
| 171 | 98+00   | 18" x 41' | C.I. III | R.C.P. | ✓ |
| 175 | 92+55.2 | 24" x 9'  | C.I. III | R.C.P. | ✓ |
| 144 | 92+55.2 | 18" x 70' | C.I. III | R.C.P. | ✓ |
| 154 | 104+25  | 12" x 40' | Bit.     | C.M.P. | ✓ |
| 152 | 103+75  | 12" x 62' | Bit.     | C.M.P. | ✓ |
| 150 | 98+50   | 12" x 36' | Bit.     | C.M.P. | ✓ |
| 149 | 98+25   | 12" x 46' | Bit.     | C.M.P. | ✓ |
| 148 | 98+00   | 12" x 54' | Bit.     | C.M.P. | ✓ |
| 146 | 93+00   | 12" x 46' | Bit.     | C.M.P. | ✓ |

PAVED DITCH  
Sta. 102+70 to 104+10 Lt. 152' ✓

+0.94%



S.S.D. 400'

95

6

7

8

9

100

PROFILE - EAST OUTER ROADWAY

+108.51

+105.33

22154.09 E West O.R. =  
0 +108.51 E Rte. "C" Conn.

8 +105.33 E West O.R. =  
E Rte. "C"

720

100' V.C.  
M.O. = 0.85'  
K = 15

PI - 2120  
Elev. 719.41

+2.00%

720

710

0.00%

+6.77%

130' V.C.  
M.O. = 0.77'  
S.S.D. = 210'

710

700

PI - 0113.41  
Elev. 709.55

700

0

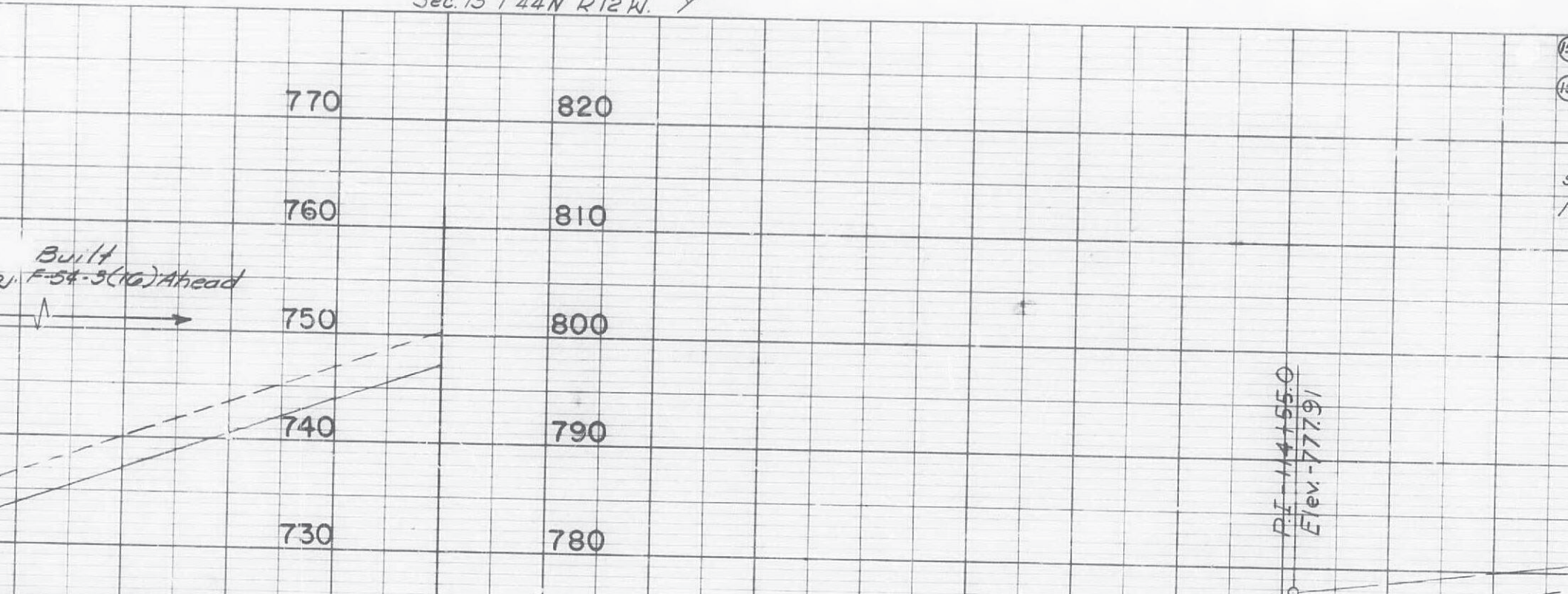
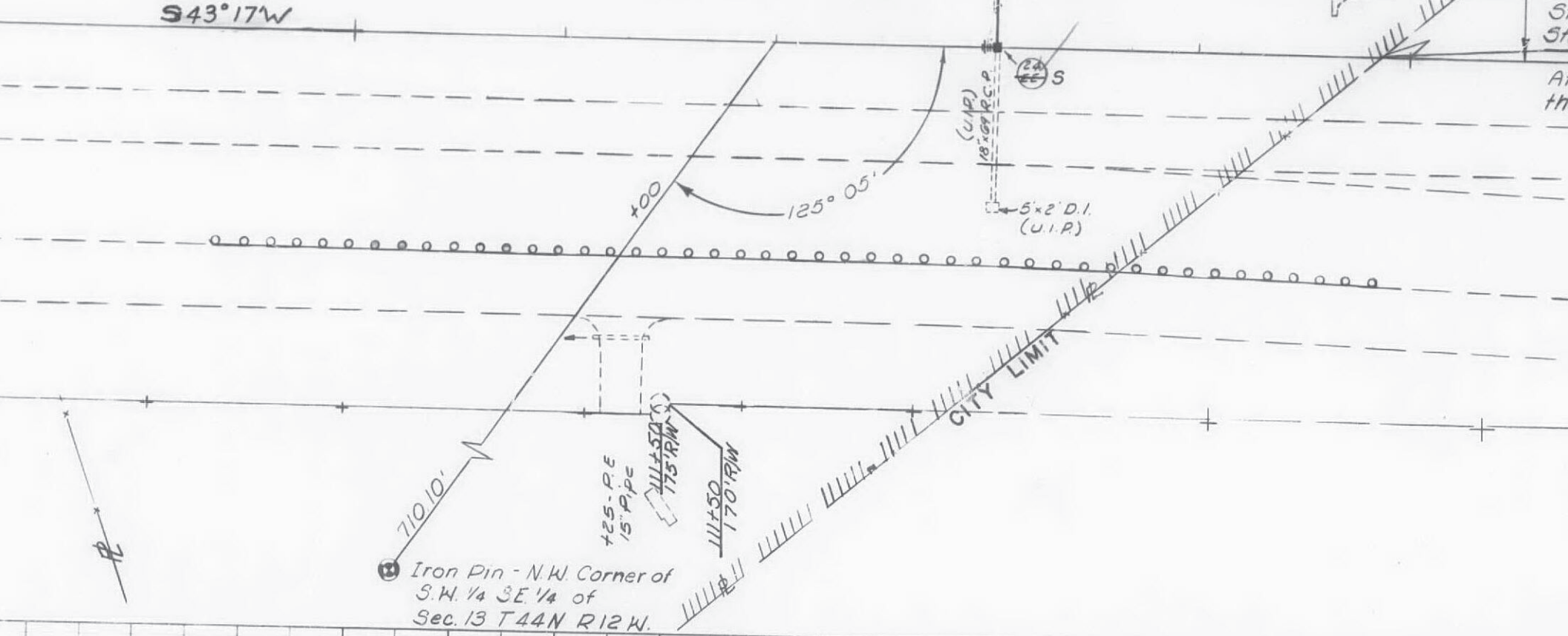
2

3

PROFILE - RTE. "C" CONNECTION

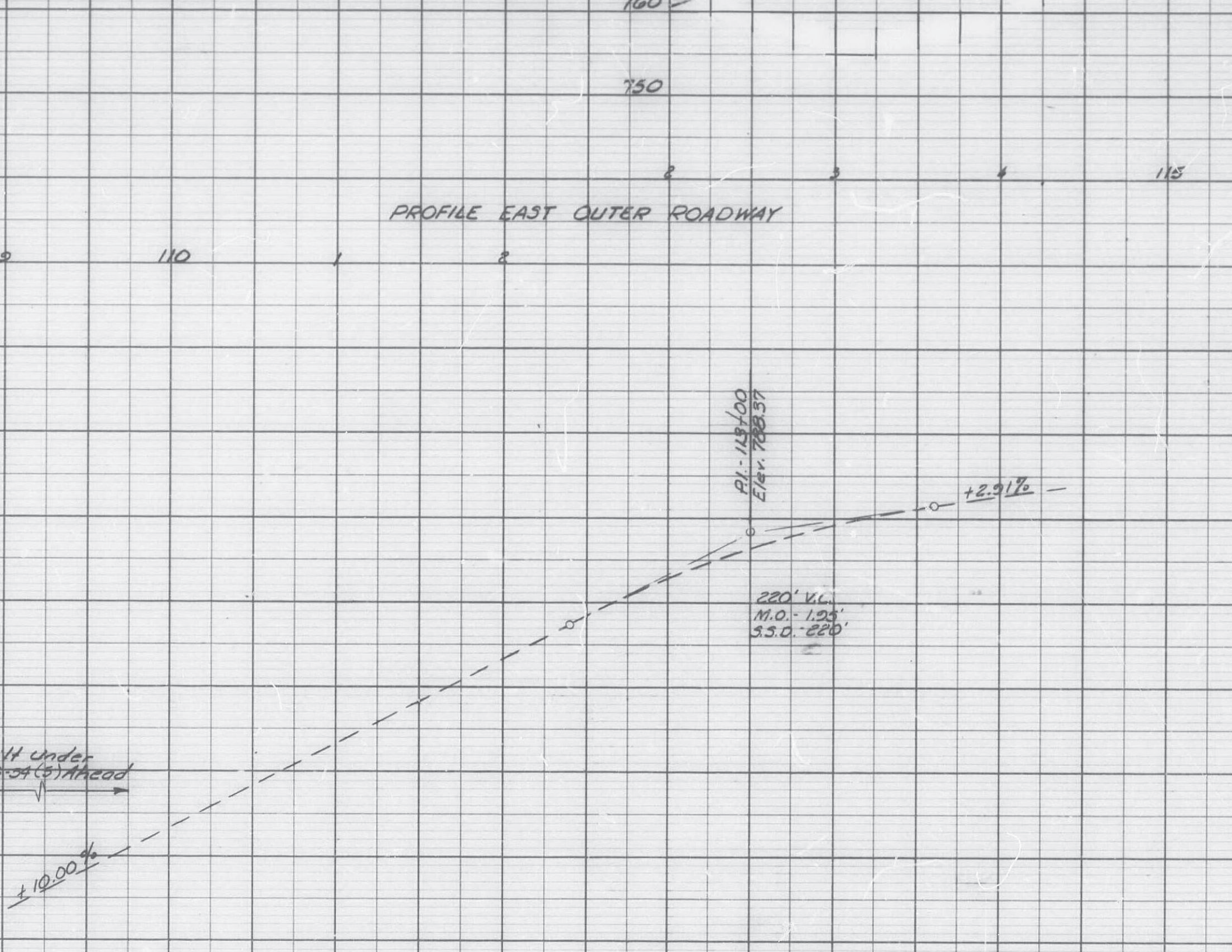
200' V.C.

S43°17'W



P.I. 114+55.0  
Elev. 777.91

PROFILE EAST OUTER ROADWAY



+3.5%

400' V.C.  
M.O. - 2.25'  
SSD - 350'

182 E.P.  
54' P.I.C.

13

14

15

16

17

18

19

PROFILE TEMP. BY-PASS LT. STA. 90+00

+20

170' E.P. By-Pass  
759' to E.P. Mod. St.

P.I. - 5100.81  
Elev 698.96

Sta. 6105.21 End Grade  
Elev 696.00

+4.1%

150' V.C.  
M.O. - 0.92'  
SSD - 220'

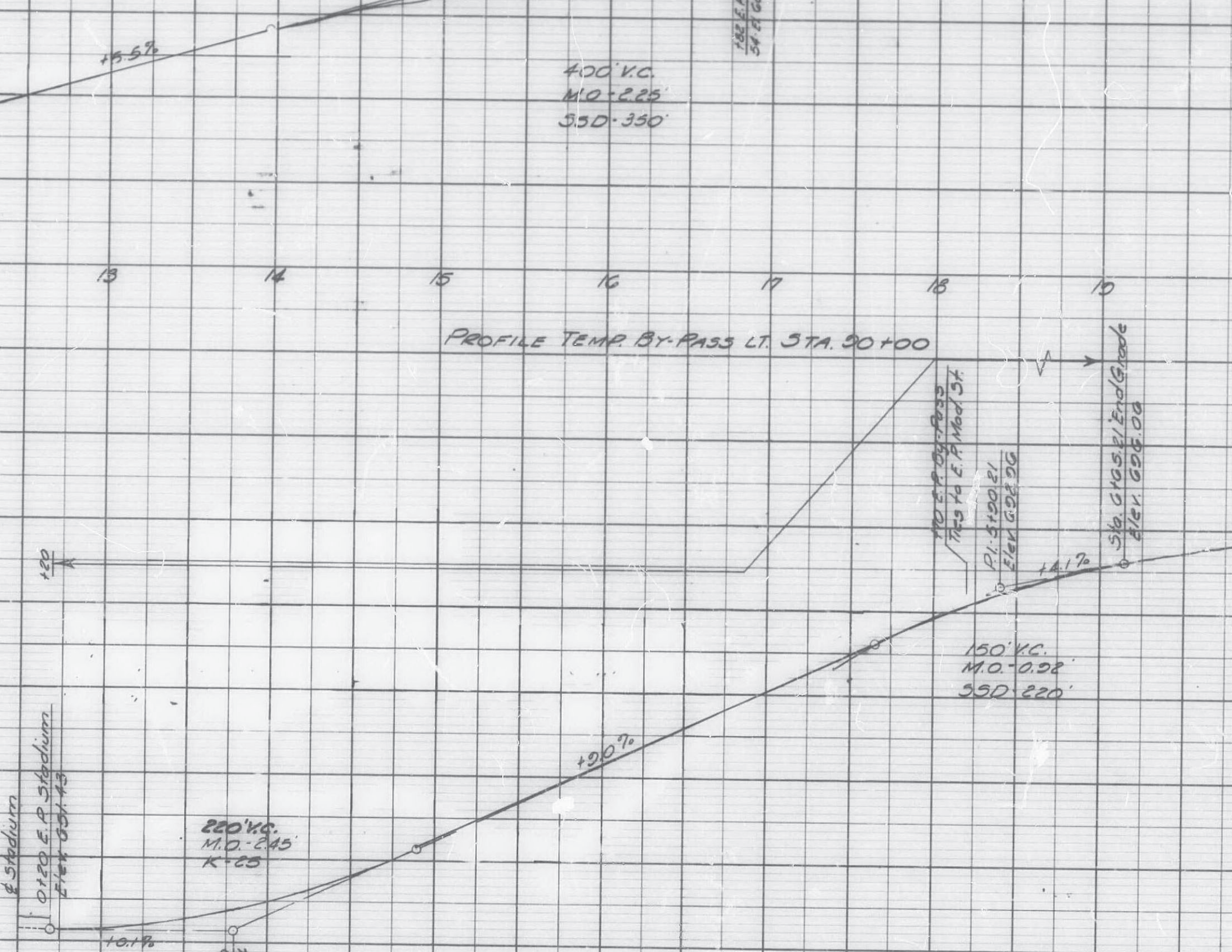
+20%

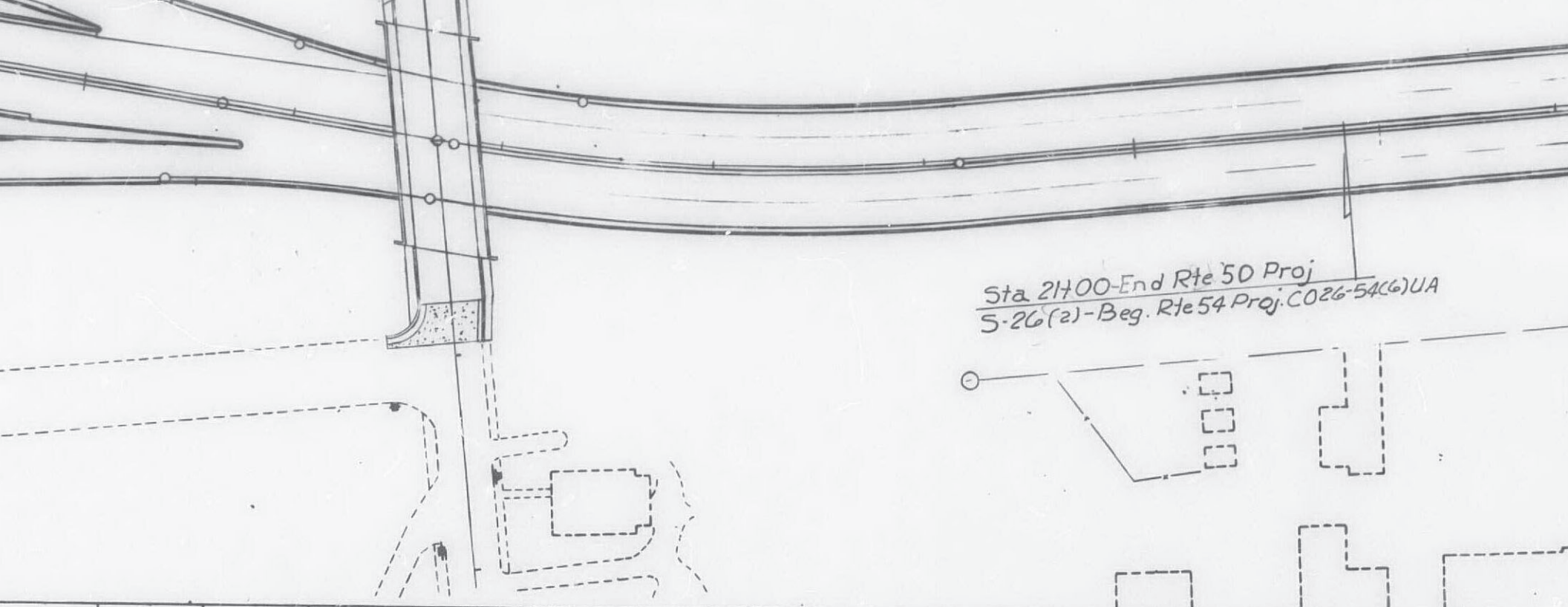
220' V.C.  
M.O. - 2.45'  
K - 25

+0.1%

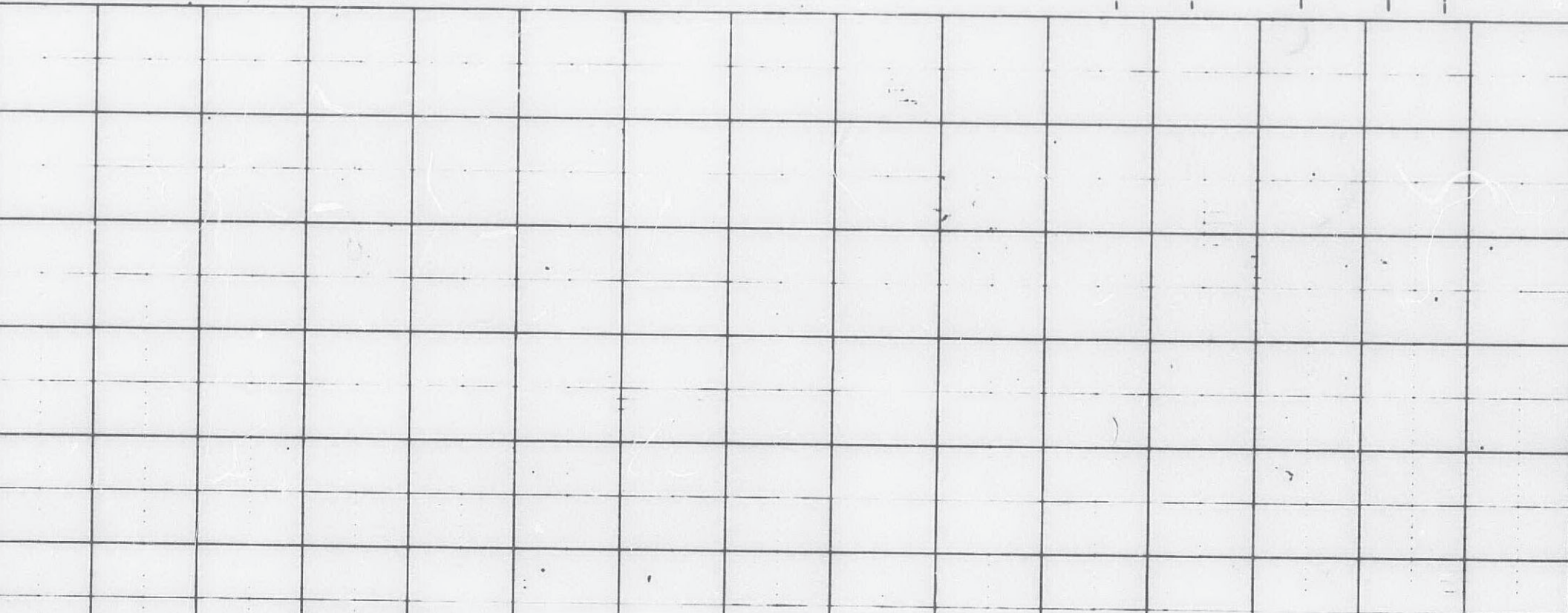
Station  
0+20 E.P. Station  
Elev 691.43

Station





Sta 21400-End Rte 50 Proj  
S-26(a)-Beg. Rte 54 Proj. C026-54(6)UA





Mo. POWER & LIGHT-POWER

----- P -----

CAPITOL CITY WATER

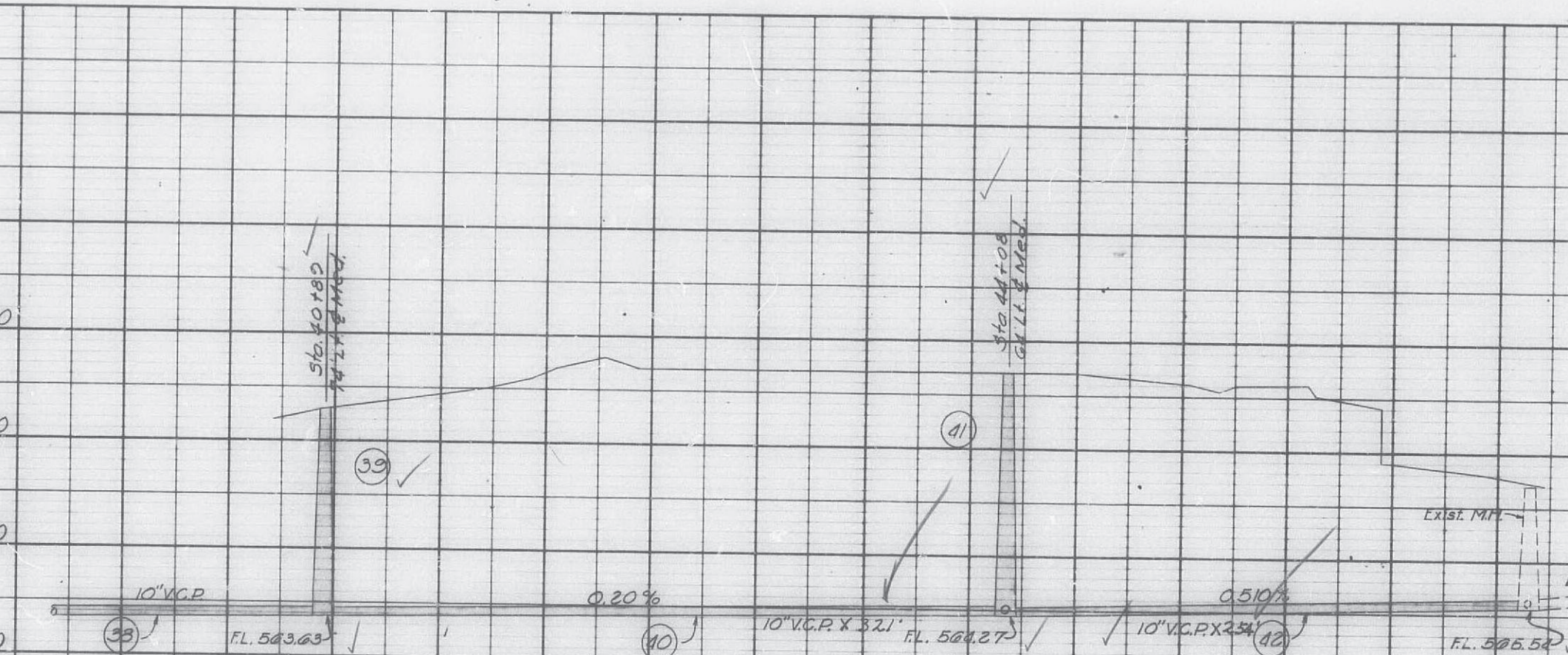
----- W -----

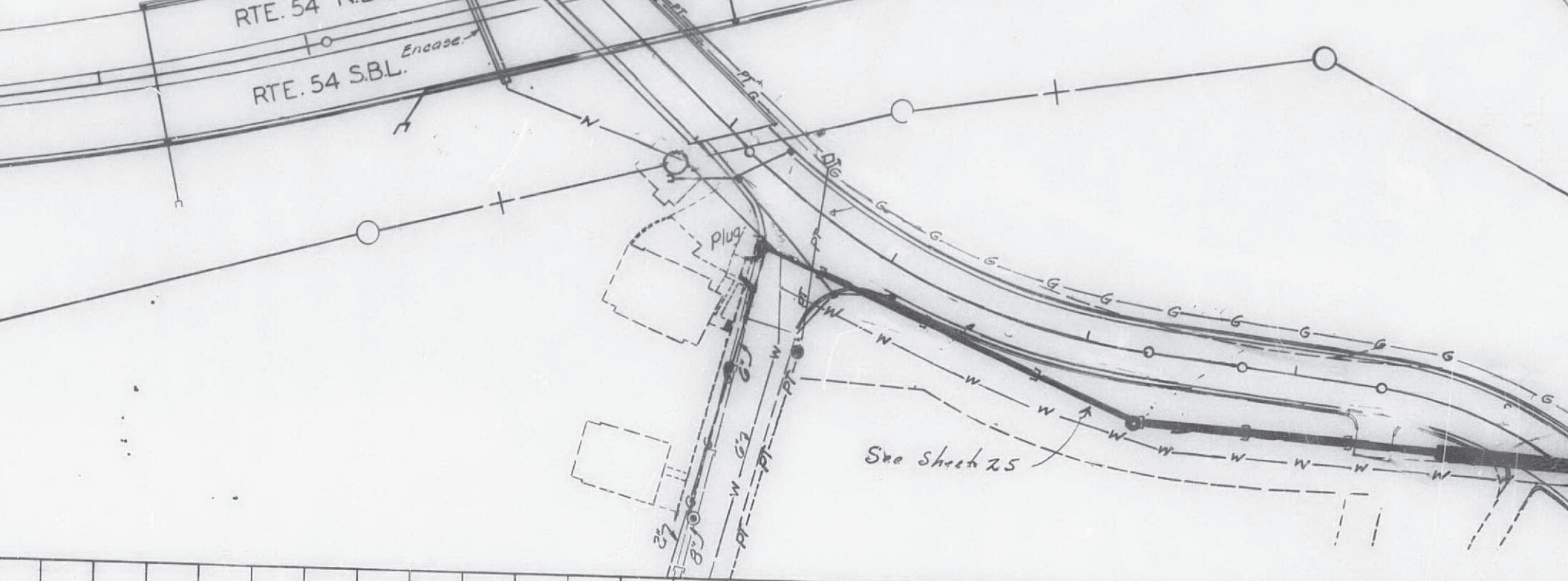
590

580

570

FROM 2/17/05  
502 + 26.040



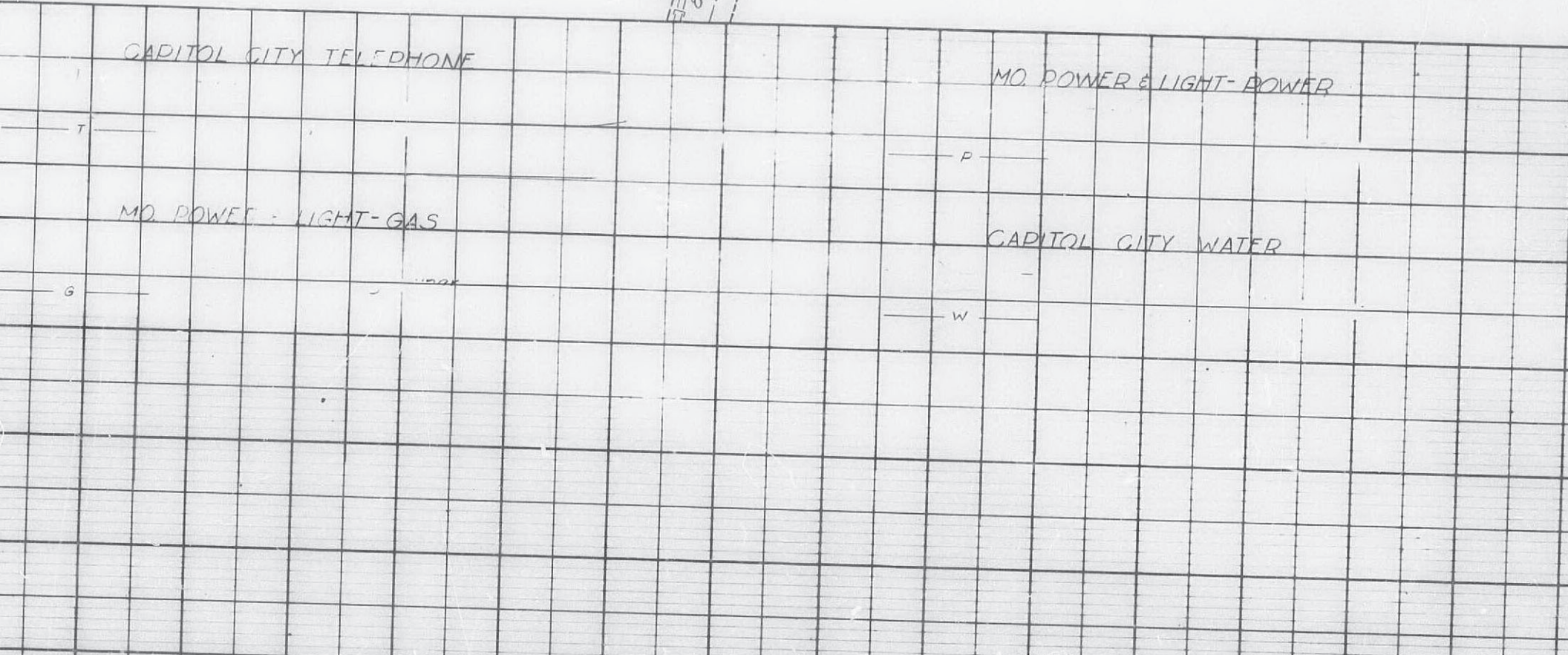


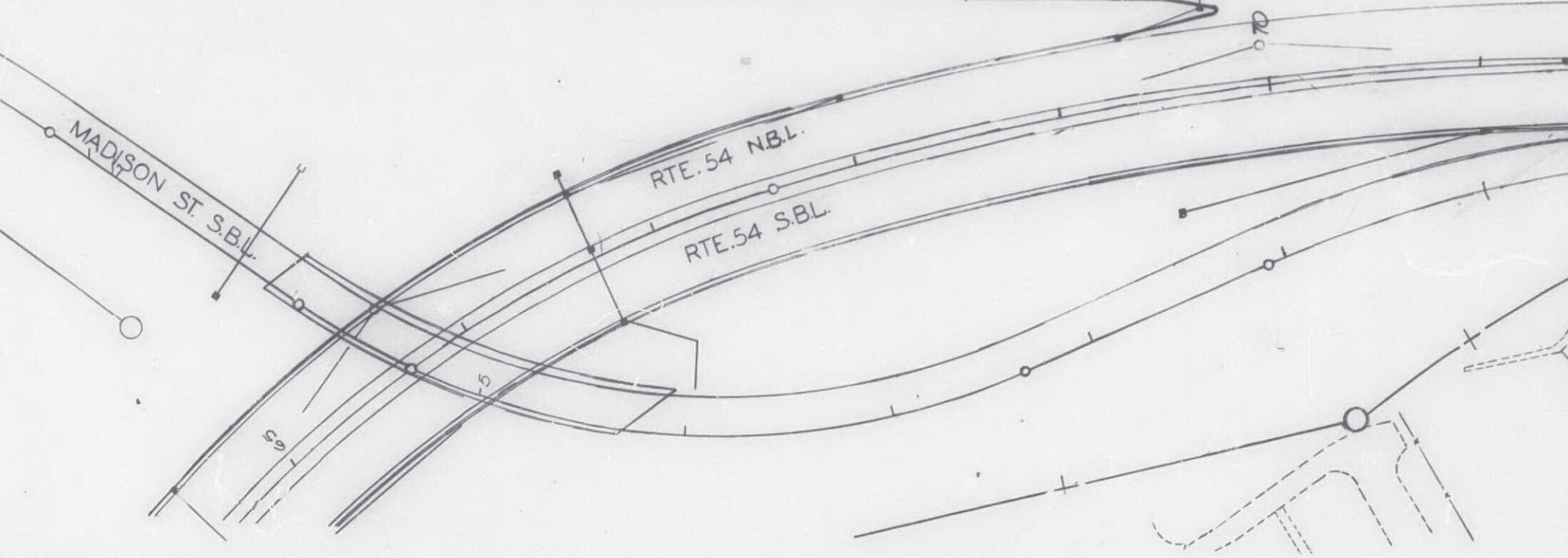
CAPITOL CITY TELEPHONE

MO. POWER & LIGHT-POWER

MO. POWER - LIGHT-GAS

CAPITOL CITY WATER





CAPITOL CITY TELEPHONE

- T - Exist
- T - built

MO. POWER & LIGHT - GAS

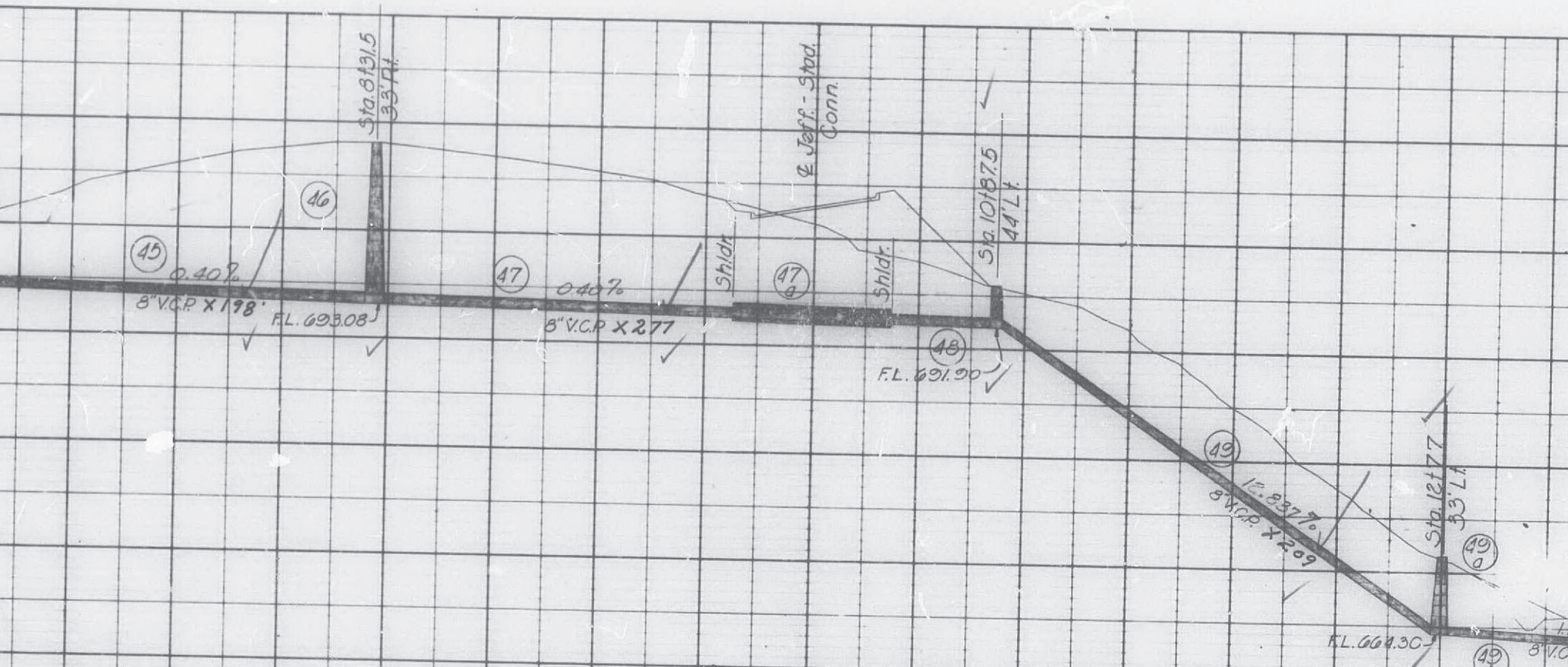
- G - Exist
- G - Built

MO. POWER & LIGHT - POWER

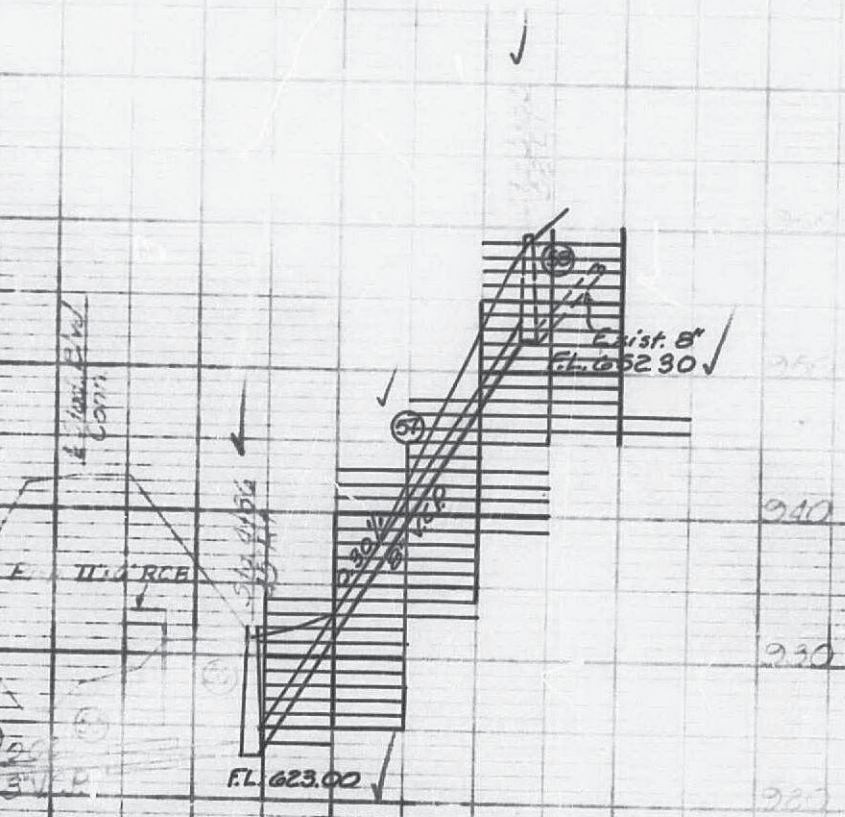
- P - Exist
- P - Built

CAPITOL CITY WATER

- W - Exist

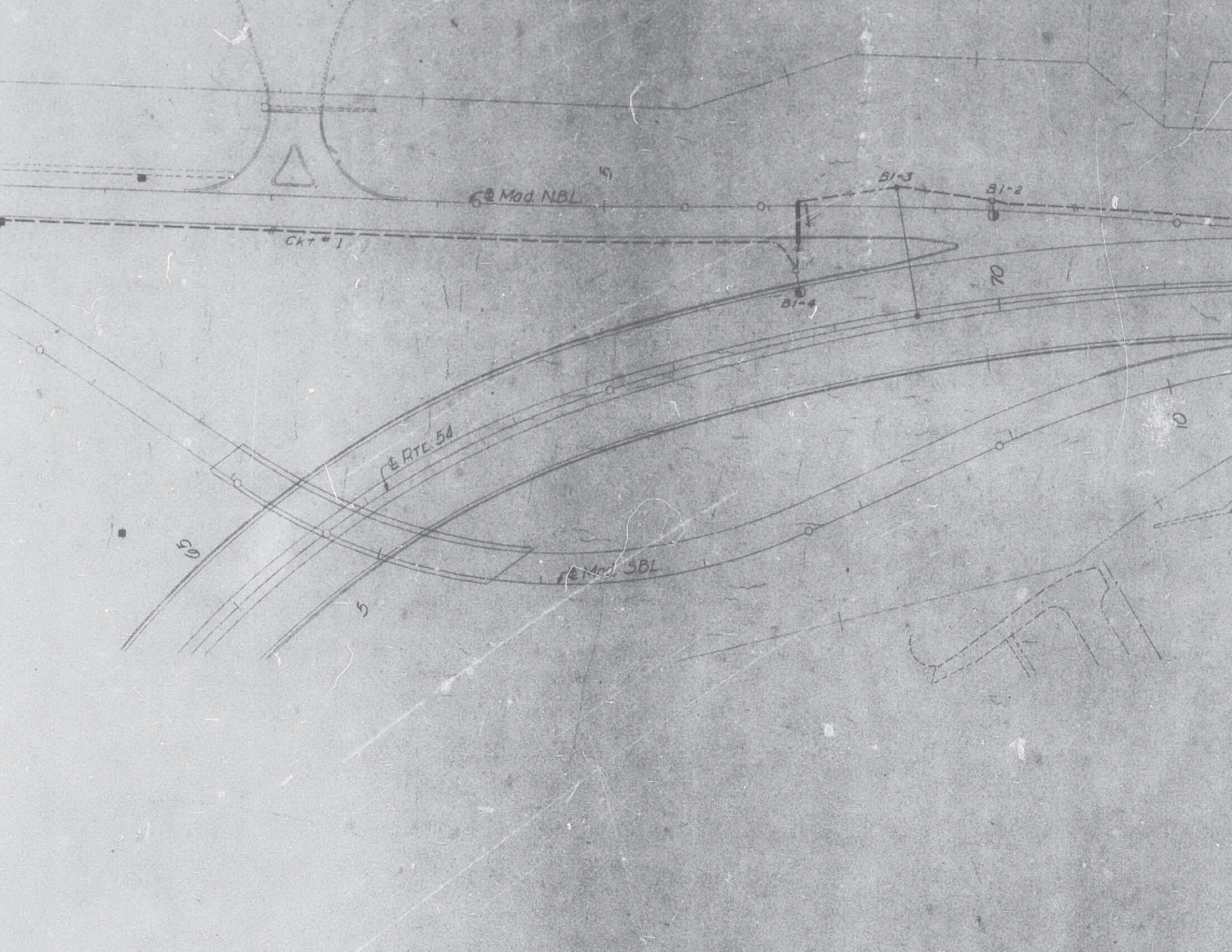


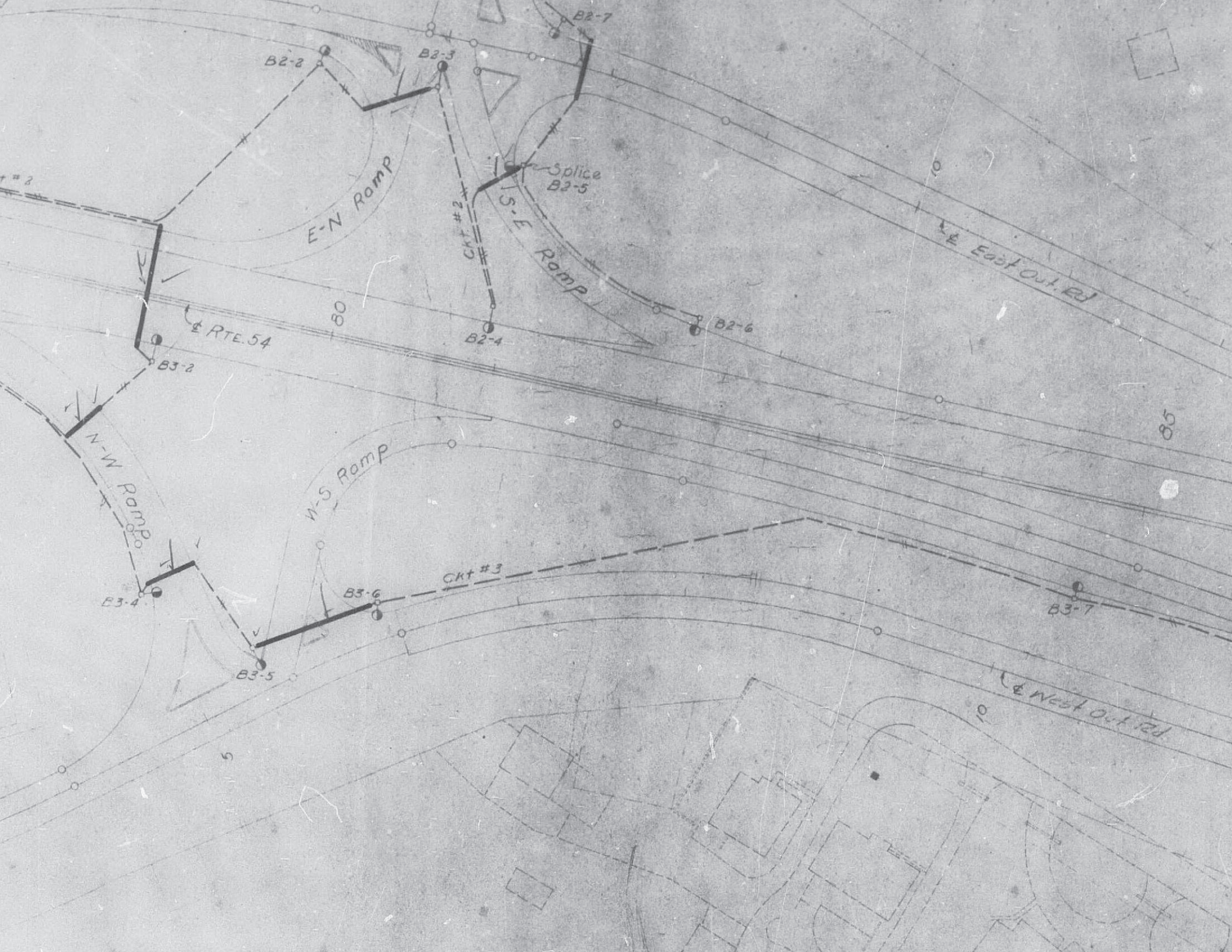




Handwritten notes and arrows on the right side of the page, including a vertical arrow pointing downwards and the text 'Handwritten notes'.

Handwritten checkmark at the bottom right of the page.









RC. 119491

14.31'  
8' 12' 12' 8'  
25'

East Outer Hwy.  
Raised Median

180  
50'R

Med. Rte. 54

RC. 711170

27.73'  
shldr. Line ?

PT. 8145.20

32.06'

140 20° 140  
1'R

Type 'B' Barrier C+G

Stadium Blvd.

Type 'B' Barrier C+G

shldr. Line

54.37'

4" Conc. Side

15'

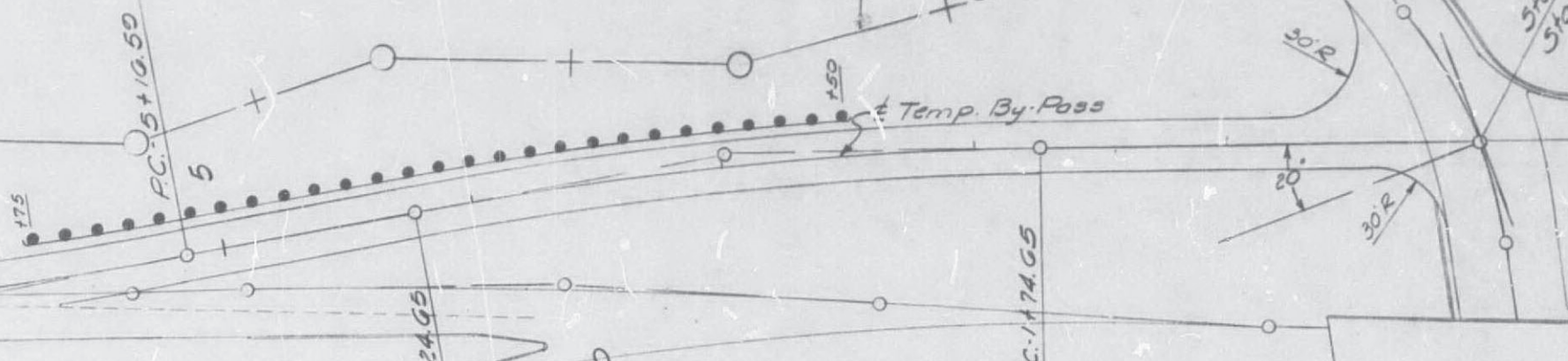
100'R  
1. Blvd.  
R.

100  
125

6102.85 @ Stadium Blvd.  
721/23 5/4 @ Med. Dto 54



143.00  
296.97'  
E: 0.02'/ft

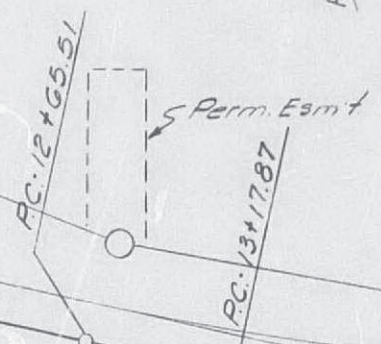


Rte. 54 N.B.L.  
Rte. 54 S.B.L.

PT & PC: 67+58.89

Temp. By-Pass  
PI: 3+00.0  
Δ: 10°00' Lt  
D: 4"  
T: 125.35'  
L: 250.00  
S.E.: 0.02'/ft

RT: 72+35.38



Temp. By-Pass  
PI: 16+24.46  
Δ: 12°13' Lt  
D: 2"  
T: 306.59'  
L: 610.83'  
S.E.: 0.02'/ft

15  
PT: 15+02.84

Prop. R/W 7

East Out. Rd

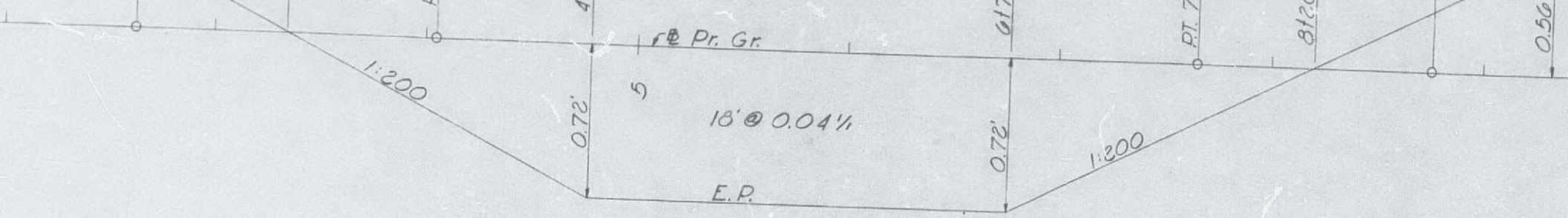
12x296' Pipe

Temp. By-Pass

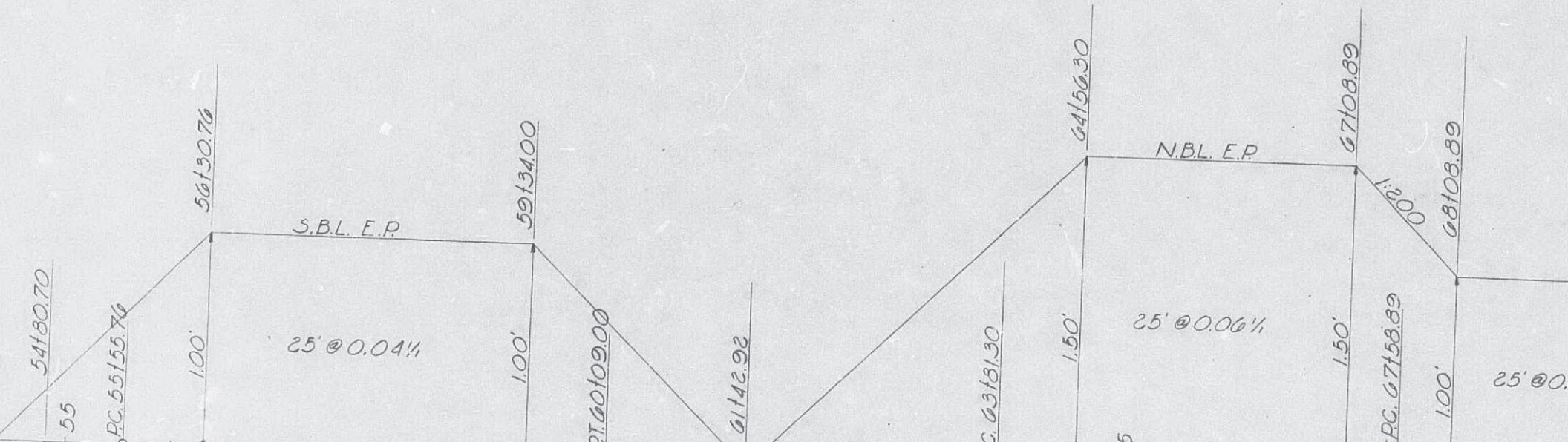
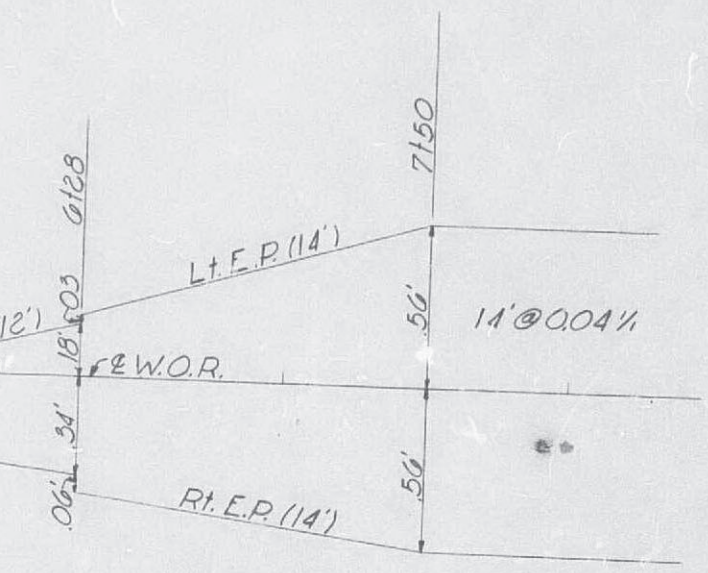
Remove Lip Curb

Pres. Rte. 54 (U.I.P.)

PT: 19+28.70



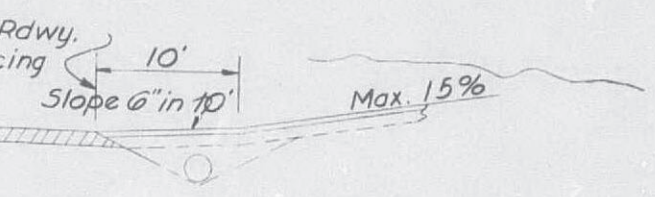
MADISON ST. S.B.L.





Conc. Surf.  
in Sheets for "L"

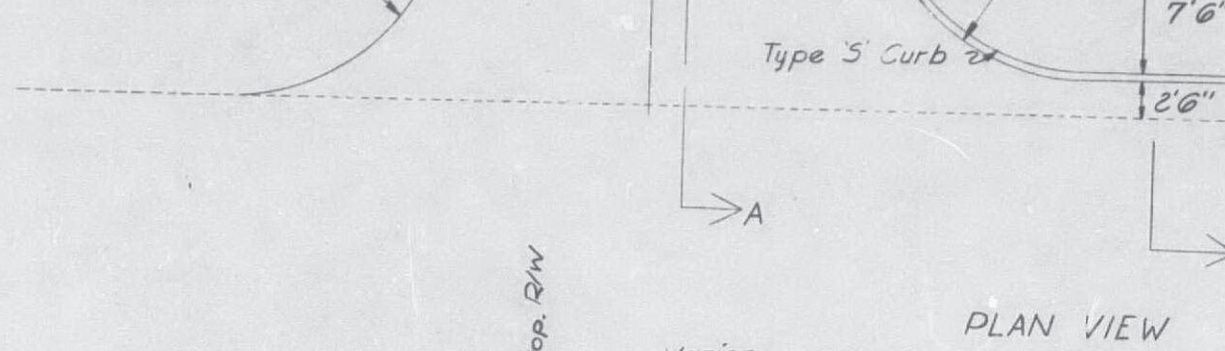
→ A  
VIEW



IN CUT

Note: Surfacing of Approach is to be  
2" Type C Asphaltic Concrete  
On 6" Type I Aggregate Base

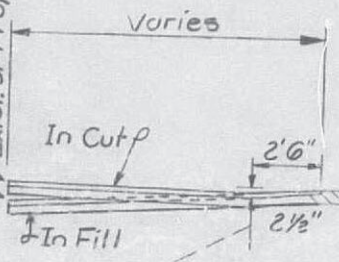
SPECIAL ENTRANCES



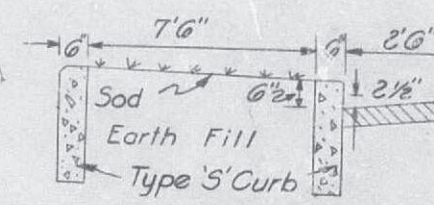
PLAN VIEW

Match Exist.  
Pav't. or Grade

Exist. or Prop. R/W



SECTION A-A



SECTION B-B

\* See  
SK

RIGHT ANGLE COMM. ENTRANCES WITH

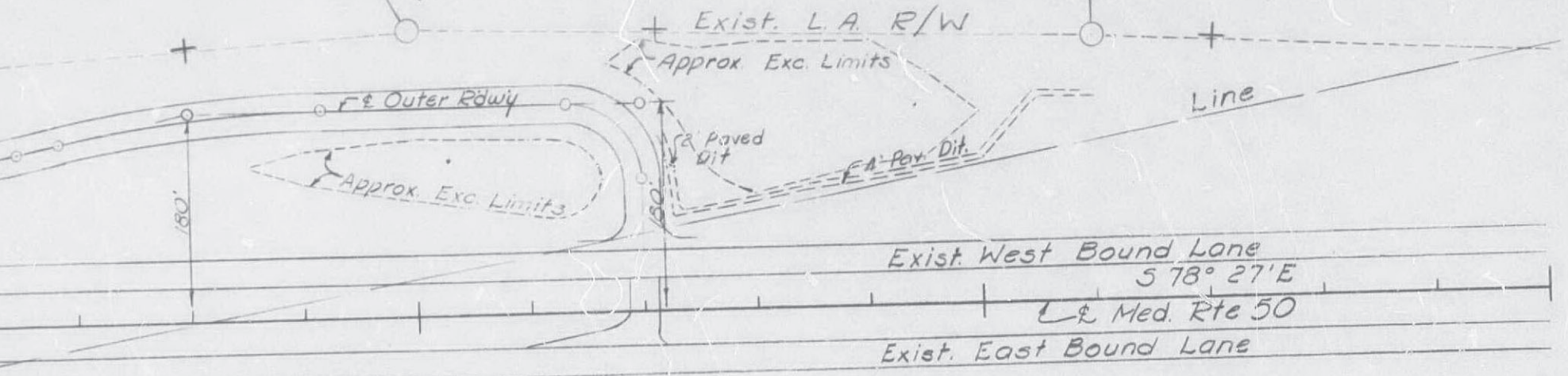
SW<sup>4</sup>NE<sup>4</sup> Sec. 21

+100  
170 251' R/W

175

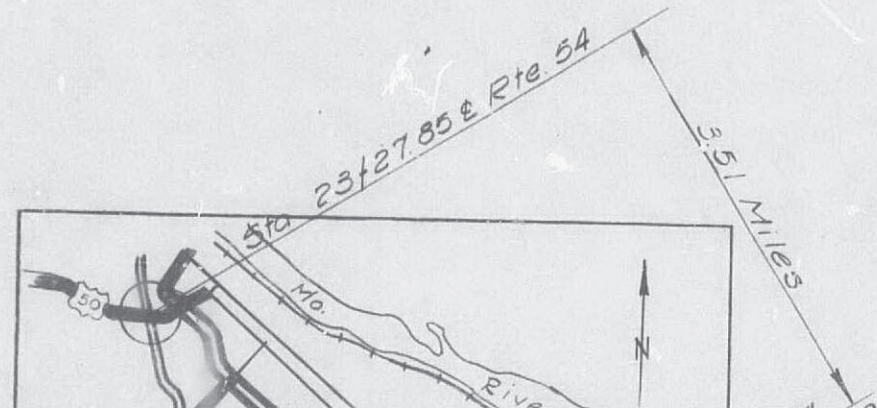
+100  
230' R/W

180



Cor NW<sup>1</sup>/<sub>4</sub>  
Sec. 21

Exist. L.A. R/W



Fractional Sec. 23

270

275

280

S.M.B. Tel. Co

Line

RIVER

Exist. R/W

Exist. West Bound Lane

Exist. L.A. R/W

Approx. Exc. Limits

4' Paved Ditch Lt.

& Med. Rte. 50

Exist. East Bound Lane

MOOREHEAD

Sec Line

NW<sup>4</sup> Sec. 20

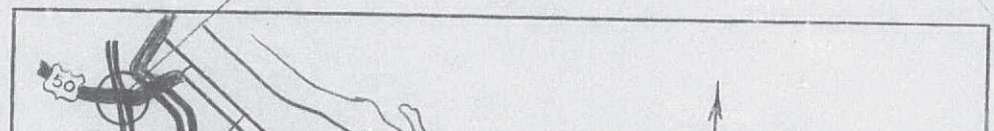
Exist. L.A. R/W

1/4 Sec

NE<sup>4</sup> Sec. 20

Sta. 23+27.85 @ Rte. 54

5.48 Miles



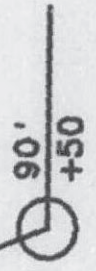
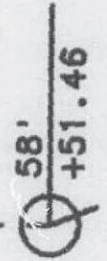
|       |       |           |
|-------|-------|-----------|
|       | 53.30 | (10-6-61) |
| 1-61) | 53.35 |           |
| 1-62) | 53.40 |           |
| 1-65) | 53.41 | (1-1-61)  |
| -64)  | 54.00 | (1-1-61)  |
| -63)  | 61.00 | (5-25-64) |
| -61)  | 70.00 | (6-1-64)  |
| 62)   | 70.01 |           |
| 61)   | 70.12 | (2-65)    |
| 64)   | 80.40 | (9-65)    |
| 4)    | 85.00 | (9-10-61) |
| 5)    |       | (6-62)    |
| 64)   |       |           |
| )     |       |           |
| )     |       |           |
| 5)    |       |           |
| 4)    |       |           |

MISSOURI  
FOUNDATION, INC.  
1992

STA. 6+67.28



MADISON ST. N.B.L.

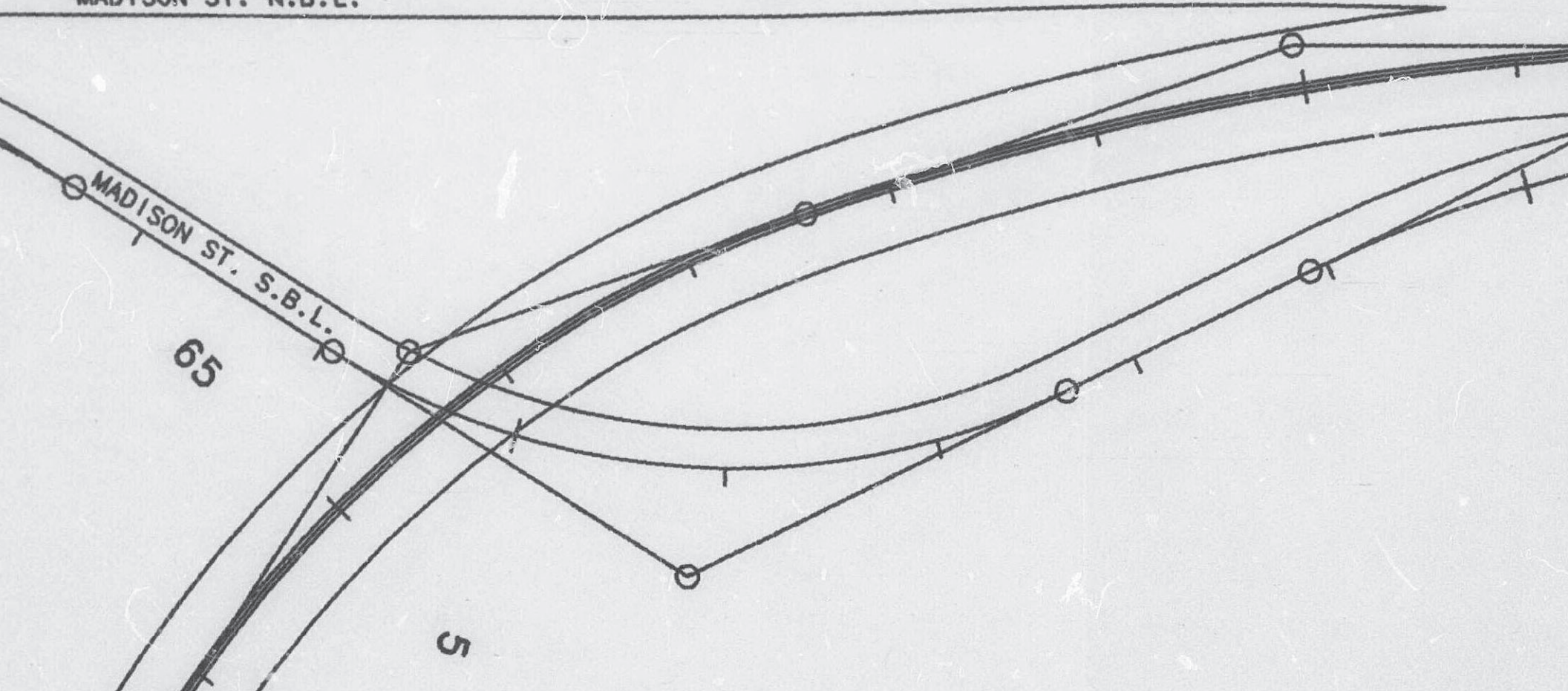


70

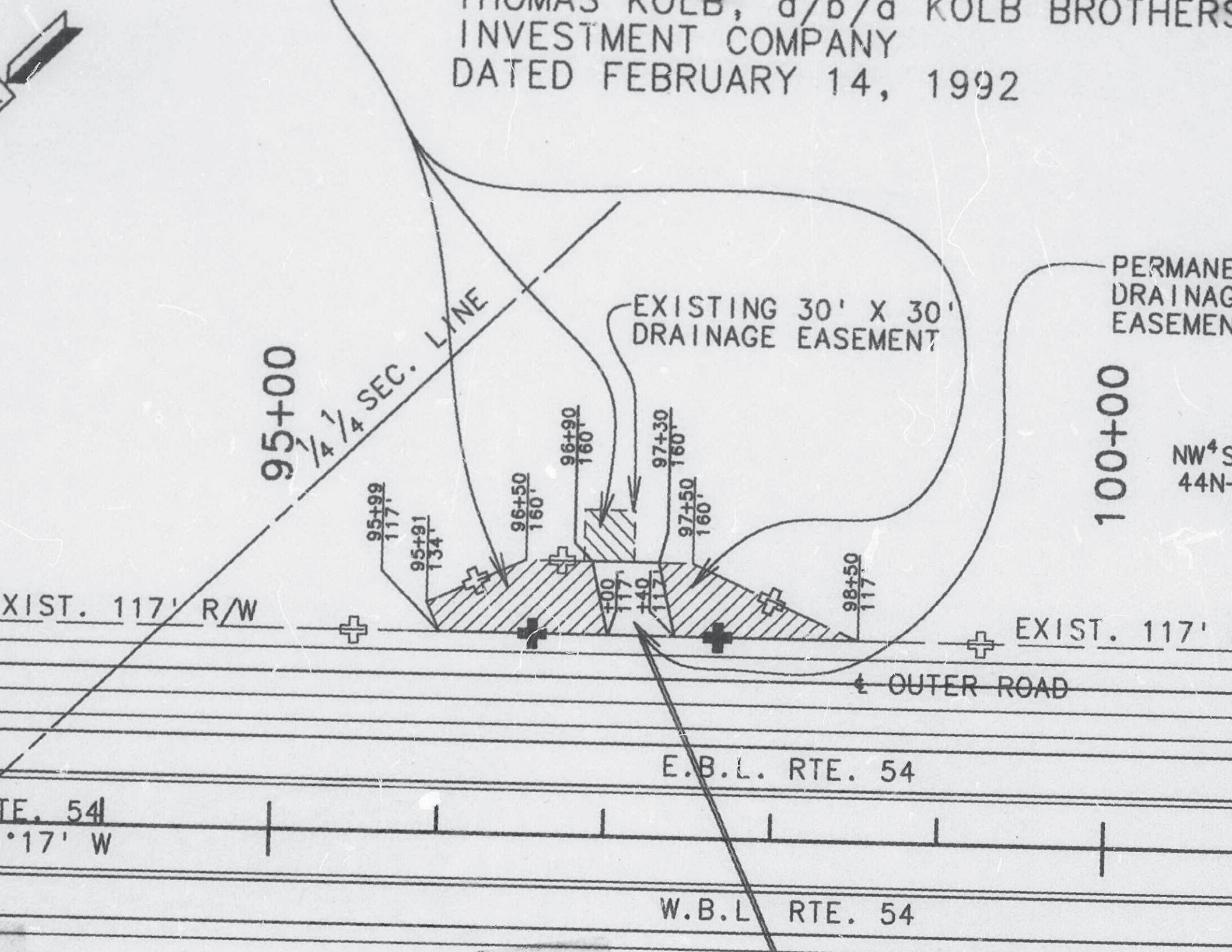
MADISON ST. S.B.L.

65

5



THOMAS KOLB, d/b/a KOLB BROTHERS  
INVESTMENT COMPANY  
DATED FEBRUARY 14, 1992



95+00

1/4 SEC. LINE

EXISTING 30' X 30'  
DRAINAGE EASEMENT

PERMANENT  
DRAINAGE  
EASEMENT

100+00

NW 4 S  
44N-

EXIST. 117' R/W

EXIST. 117'

OUTER ROAD

E.B.L. RTE. 54

E. 54

17' W

W.B.L. RTE. 54



CURVE C1

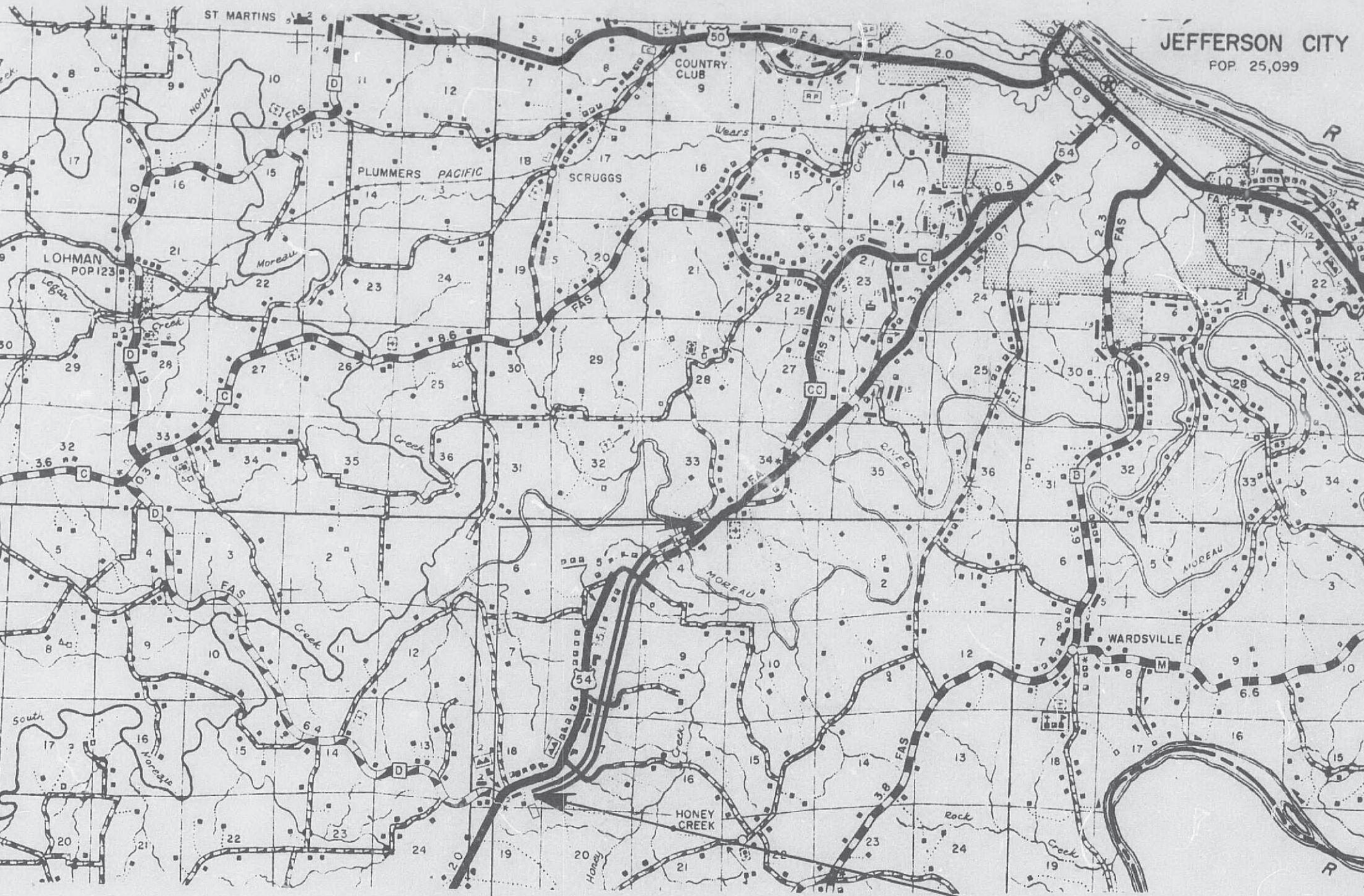
|   |               |
|---|---------------|
| A | 36° 00' 00.0° |
| D | 17° 00' 00.0° |
| R | 337.03        |
| T | 109.51        |
| L | 211.76        |
| E | 17.34         |
| P | PI            |
| S | 7+28.10       |
| X | -191.52       |
| Y | -197.58       |

CURVE C2

|   |               |
|---|---------------|
| A | 70° 00' 00.0° |
| D | 28° 38' 53.5° |
| R | 200.00        |
| T | 140.04        |
| L | 244.34        |
| E | 44.15         |
| P | PI            |
| S | 10+79.04      |
| X | -237.80       |
| Y | -556.34       |

COLE COUNTY

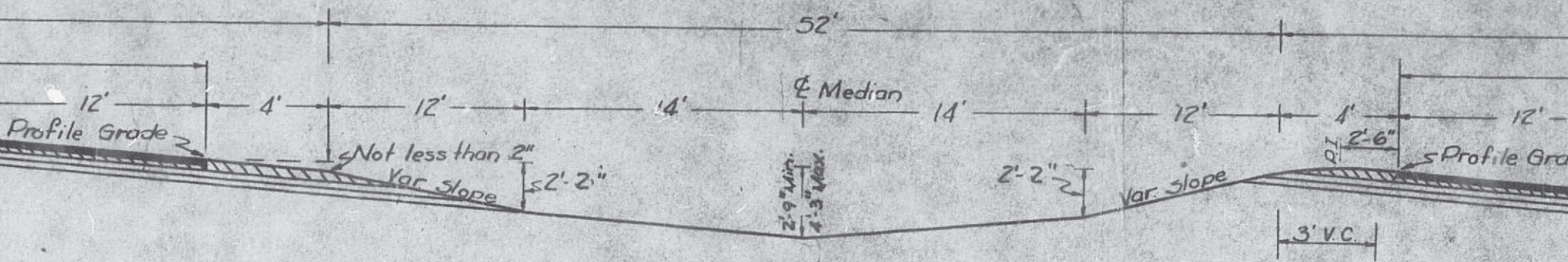
JEFFERSON CITY  
POP. 25,099



-3(14) =  
(5)

(14) =  
(5)

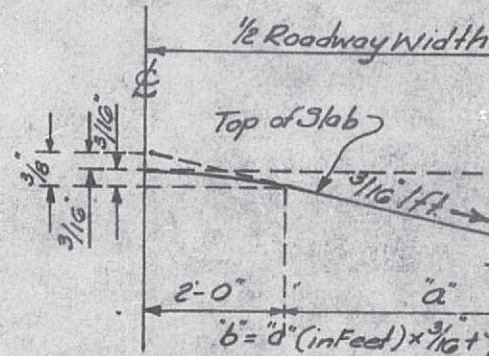
EQUAT  
Sta. 425+00 B



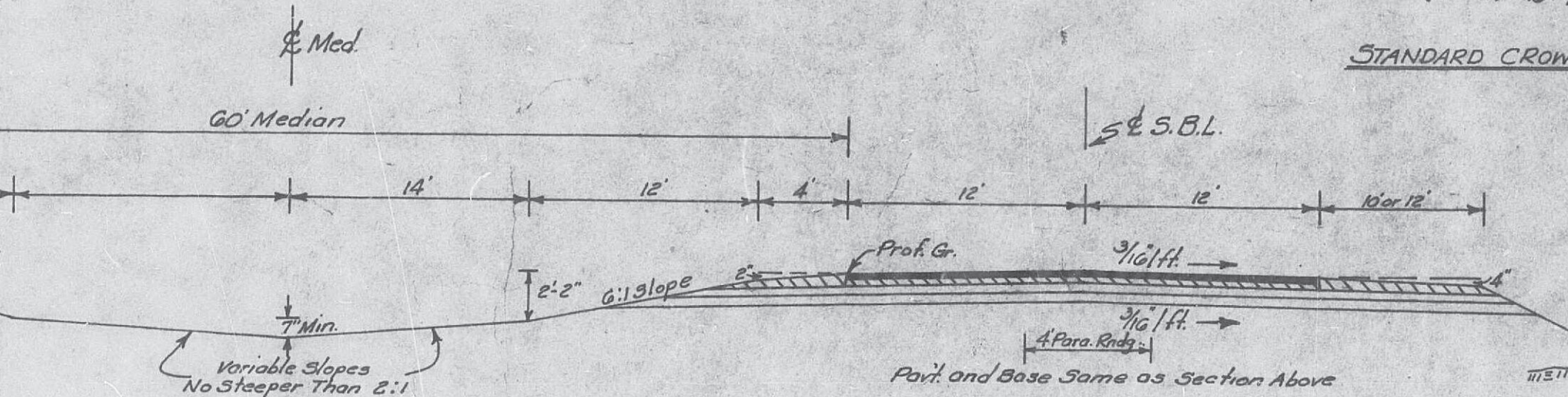
### CUT SECTION ON SUPERELEVATED CURVE

NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulder use same as shown for sec. on tang.

Details of Pavement and Base Same as Section on Tangent



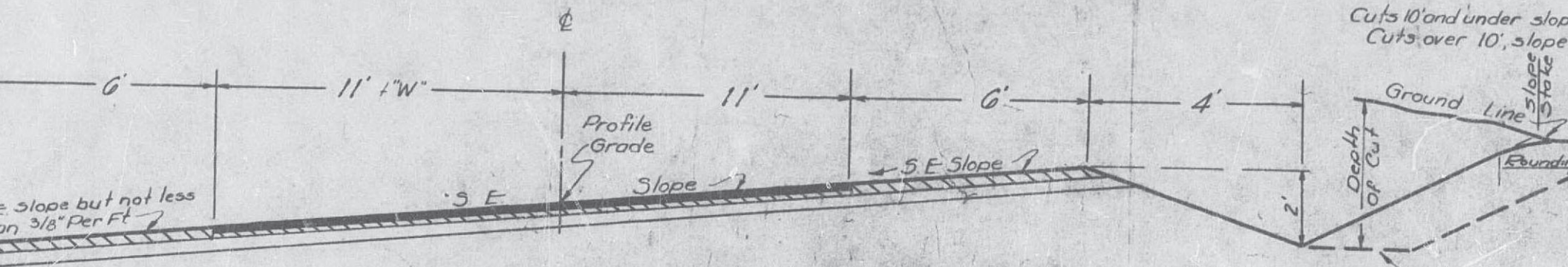
STANDARD CROWN



Pavt. and Base Same as Section Above

Slope Stake

# SECTION ON TANGENT O.R. CONN. RT. STA. 367+80



5% slope but not less than 3/8" Per Ft

*Details of Pavement and Base Same as Section on Tangent*

Use as shown

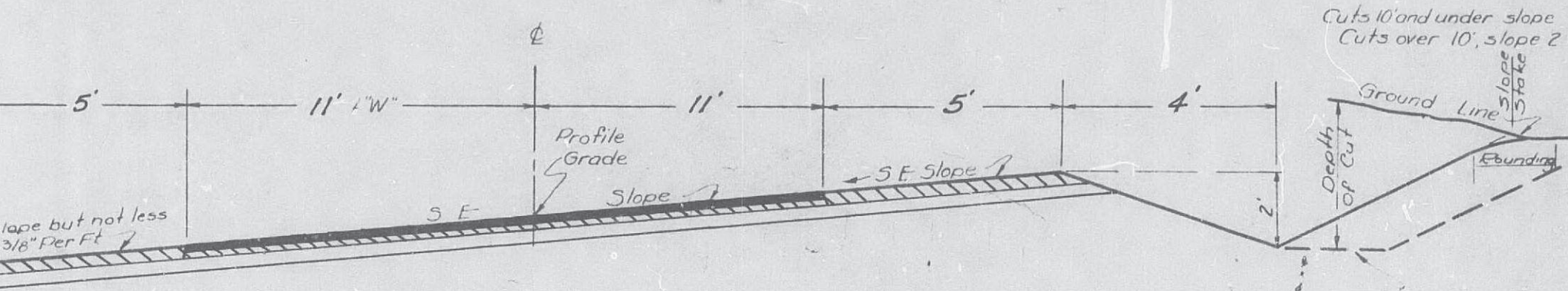
## CUT SECTION ON SUPERELEVATED CURVE (ALL CURVES OVER 30 MINUTES)

NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulders use same as shown for "Section on Tangent"



\* Seal Coat & Cover Aggr. For Color Differential

SECTION ON TANGENT  
*S.R. CONN. RT. STA. 400 ± 00*



*Details of Pavement and Base Same as Section on Tangent*

**CUT SECTION ON SUPERELEVATED CURVE (ALL CURVES OVER 30 MINUTES)**

NOTE: Fill sections on superelevated curve to be identical to this section from shoulder to shoulder. Beyond shoulders use same as shown for "Section on Tangent"

SAME SHOULDER WIDTH AS SHOWN FOR CUT SECTION + CURVE WIDENING 'W'

WIDEN FILLS 2 FEET ADDITIONAL WHERE GUARD RAIL IS TO BE CONSTRUCTED

PROFILE GRADE

S. E. SLOPE

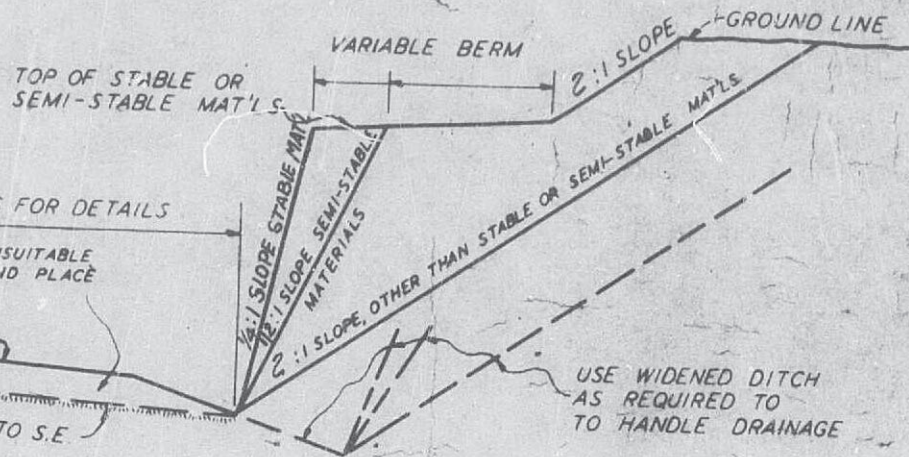
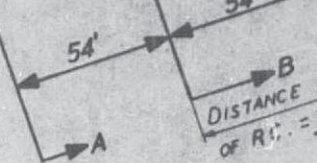
FILL SLOPES SAME AS SET OUT ABOVE

HEIGHT OF FILL

HALF SECTION IN FILLS

ATED CURVE

GROUND LINE



SEE ABOVE SECTIONS FOR DETAILS

EXCAVATE UNSUITABLE MATERIAL AND PLACE BACKFILL

S. E. SLOPE

SLOPE PARALLEL TO S. E.

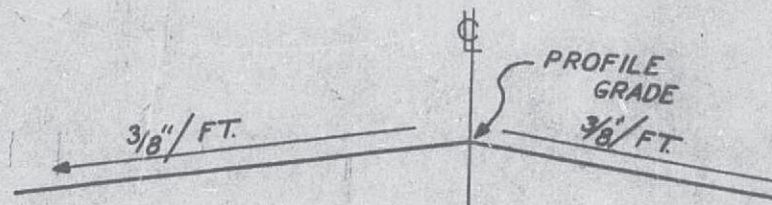
HALF SECTION ON SUPERELEVATED CURVE

ADED CUTS

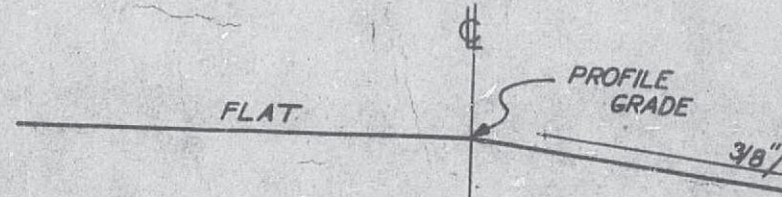
D. BUT

EXISTING FILL

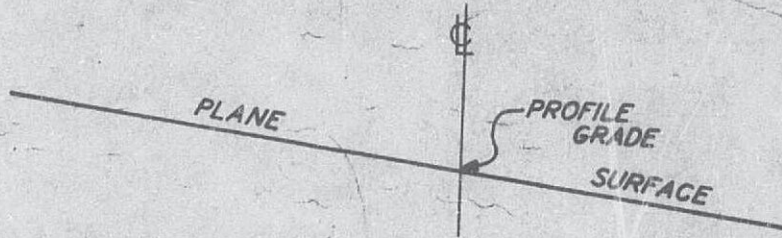
DITIONING ROADWAY



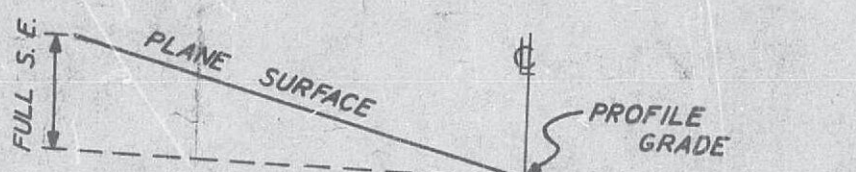
SECTION A-A



SECTION B-B



SECTION C-C



### CROSS ROAD PIPE CULVERTS

| Station | Bit.Cfd.<br>18" CMP | C. 755 III RCP |     |     |     | C.I. IV RCP |     |        | Pipe Type | Cl. B    | Reinf | Cl. 3 | Skew     | Remarks         |             |
|---------|---------------------|----------------|-----|-----|-----|-------------|-----|--------|-----------|----------|-------|-------|----------|-----------------|-------------|
|         |                     | 18"            | 24" | 30" | 36" | 36"         | 42" | 48"    |           |          |       |       |          |                 |             |
| 371+00  |                     |                |     |     |     |             |     | Collar | Hdwl      | Conc.    | Steel |       |          |                 |             |
| 375+75  | 51                  | 93             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 43    | R+L      |                 |             |
| 386+35  |                     | 93             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 80    | R+L      | 2-30° Elbows    |             |
| 390+00  | 49                  | 55             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 77    | R+L      |                 |             |
| 396+00  |                     | 96             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 64    | R+L      | 2-30° Elbows    |             |
| 403+00  |                     |                |     |     |     |             |     |        | 1-53.40B  | 0.7      | 50    | 51    | R+L      |                 |             |
| 405+00  | 77                  | 53             |     |     |     |             |     | 329    | 2-53.41B  | 9.9      | 670   | 287   | 45° R.A. | See Sh #        |             |
| 421+00  |                     | 95             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 79    | R+L      | 2-30° Elbows    |             |
| 439+84  |                     |                |     |     |     |             |     |        | 1-53.40B  | 0.7      | 50    | 51    | R+L      |                 |             |
| 440+00  | 55                  | 57             |     |     | 254 |             |     |        | 2-53.40B  | 5.1      | 410   | 103   | 35° L.A. |                 |             |
| 449+00  | 59                  | 56             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 77    | R+L      | 2-30° Elbows    |             |
| 449+50  |                     |                |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 73    | R+L      | 2-30° Elbows    |             |
| 456+80  | 47                  | 57             |     |     |     |             |     | 272    | 2-53.41B  | 7.7      | 530   | 705   | 30° L.A. | B-1 Bedding See |             |
| 465+30  | 47                  | 55             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 72    | R+L      | 2-30° Elbows    |             |
| 479+18  |                     |                |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 72    | R+L      | 2-30° Elbows    |             |
| 482+00  | 50                  | 55             |     |     |     |             |     | 323    | 2-53.41B  | 5.4      | 430   | 335   | 20° L.A. | B-1 Bedding     |             |
| 494+00  | 91                  | 54             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 75    | R+L      | 2-30° Elbows    |             |
| 494+44  |                     |                |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 98    | R+L      | 2-30° Elbows    |             |
| 505+00  |                     |                |     |     | 270 |             |     |        | 2-53.40B  | 3.7      | 330   | 621   | 10° L.A. | B-1 Bedding See |             |
| 505+50  | 49                  | 54             |     |     | 250 |             |     |        | 2-53.40B  | 3.7      | 330   | 315   | 10° L.A. | B-1 Bedding See |             |
| 512+12  |                     |                |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 65    | R+L      | 2-30° Elbows    |             |
| 513+00  | 60                  | 54             |     |     | 284 |             |     |        | 2-53.40B  | 3.2      | 290   | 359   | 20° R.A. | B-1 Bedding See |             |
| 534+52  |                     |                |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 74    | R+L      | 2-30° Elbows    |             |
| 538+00  | 71                  | 55             |     |     |     |             |     | 1      | 1-53.40B  | 0.9      | 70    | 95    | 30° L.A. | B-1 Bedding     |             |
| 538+66  |                     | 18             |     |     |     |             |     | 1      | 1-53.40B  | 0.7      | 50    | 104   | R+L      | 2-30° Elbows    |             |
| 538+79  |                     |                |     |     |     |             |     |        |           |          |       | 11    |          | D.I. to M.H.    |             |
| TOTALS  | 706                 | 1305           | 223 | 284 | 520 | 254         | 323 | 601    | 13        | 1-53.40B | 1.0   | 100   | 159      | 40° R.A.        | B-1 Bedding |

### OUTER ROADWAYS, SIDEROADS, ENTRANCES, X-OVERS (C.M.P.)

| Station to Station | Location      | CMP Group I |     |     |     | CMP Type | Cl. B | Reinf. | Cl. 3 | Flared End Sections | Remarks             |
|--------------------|---------------|-------------|-----|-----|-----|----------|-------|--------|-------|---------------------|---------------------|
|                    |               | 18"         | 15" | 18" | 24" |          |       |        |       |                     |                     |
| 367+80             | & Med.        | 50          |     |     |     | Hdwl     | Conc  | Steel  | Cl. 3 |                     |                     |
| 0+84               | 2+03.69       | O.R. Conn   |     |     |     |          |       |        |       | 2                   | Type 4 X-Over       |
| 385+47             | & Med.        |             |     |     |     |          |       |        |       |                     | Rt Sta 367+80       |
| 385+55             | F.E. Rt       | 40          |     |     |     |          |       |        |       | 2                   | Type 2 X-Over       |
| 0+60               | 6+83          | O.R. Lt.    |     |     |     |          |       |        |       |                     | Crown               |
| 1+00               | P.E. Lt. O.R. |             |     |     |     |          |       |        |       |                     | Lt. Sta 397+00      |
| 4+50               | F.E. Lt. O.R. |             |     |     |     |          |       |        |       |                     | Crown               |
| 6+00               | & O.R.        |             |     |     | 38  |          |       |        |       |                     |                     |
| 400+00             | & Med.        | 50          |     |     | 116 | 2-53.40B | 2.4   | 230    | 50    |                     | SK. 20° L.A.        |
| 4+00               | 18+31.76      | Side Road   |     |     |     |          |       |        |       | 2                   | Type 4 X-Over       |
| 5+15               | P.E. Rt. S.R. |             |     |     | 28  |          |       |        |       |                     | Lt. Rt Sta 400+00   |
| 5+80               | P.E. Lt. S.R. |             |     |     |     |          |       |        |       |                     | Additional Entrance |
| 6+85               | P.E. Lt. S.R. |             |     |     | 56  |          |       |        |       |                     |                     |

# 23  
# 24  
# 24  
# 24  
# 24  
# 24  
# 24  
# 24  
# 25  
# 25  
# 25  
# 25  
# 25  
# 26  
# 26  
# 26  
# 26

400+30.0 & S.B.L.  
TOTAL 5

State Length =  
Federal Length =

REMOVAL OF RIGID PAVEMENT

| Station-Station | Loc.           | Length | Width | S.Y.   | Remarks        |
|-----------------|----------------|--------|-------|--------|----------------|
| 388+48          | 404+00 Lt & Rt | 1820.0 | 20.0  | 4044.4 | Field Measured |
| TOTAL           |                |        |       | 4044.4 |                |
| PAY             |                |        |       | 4044   |                |

CLASS A UNDERDRAINS

| TOTALS | Length | 125% | 150% | 175% | Mark | Remarks     |
|--------|--------|------|------|------|------|-------------|
|        | 880    | 96   | 60   | 10   | 20   | See Sh # 20 |

TYPE 2 ROCK BLANKET & GROUTED ROCK SURFACE

| Station  | Loc.   | C.Y. Placing | S.Y. Grout | Remarks     |
|----------|--------|--------------|------------|-------------|
| 371+28.9 | S.B.L. | 661          | 676        | See Sh # 21 |
| 375+43.1 | S.B.L. | 905          | 920        | See Sh # 21 |
| TOTALS   |        | 1566         | 1596       |             |

COMB. OBSERVATION WELLS & SETTLEMENT GAUGE

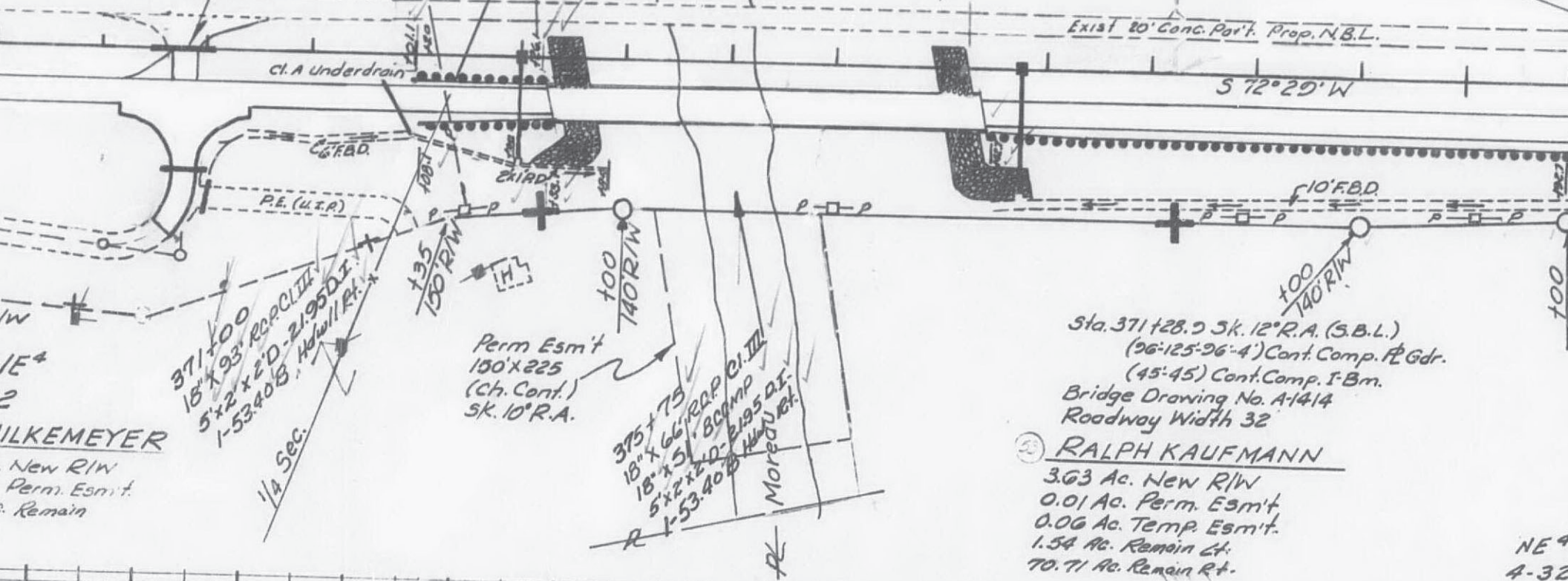
| Station | Loc.     | No. | Remarks |
|---------|----------|-----|---------|
| 376+00  | & S.B.L. | 1   |         |
| 379+00  | & S.B.L. | 1   |         |
| TOTAL   |          | 2   |         |

INTERCEPTION DITCH

| Station-Station | Loc.       | L.F. | Remarks        |
|-----------------|------------|------|----------------|
| 409+60          | 411+05 Lt. | 150  | Field Measured |
| 424+22          | 427+10 Lt. | 300  | " "            |
| 433+00          | 437+10 Rt. | 420  | " "            |
| 433+50          | 438+50 Lt. | 510  | " "            |
| 440+00          | 442+75 Rt. | 280  | " "            |
| 465+60          | 468+10 Lt. | 280  | " "            |
| 486+90          | 490+55 Lt. | 380  | " "            |
| TOTAL           |            | 2320 |                |
| PAY             |            | 23   |                |

State Length =

Federal Length =



100' 603.3

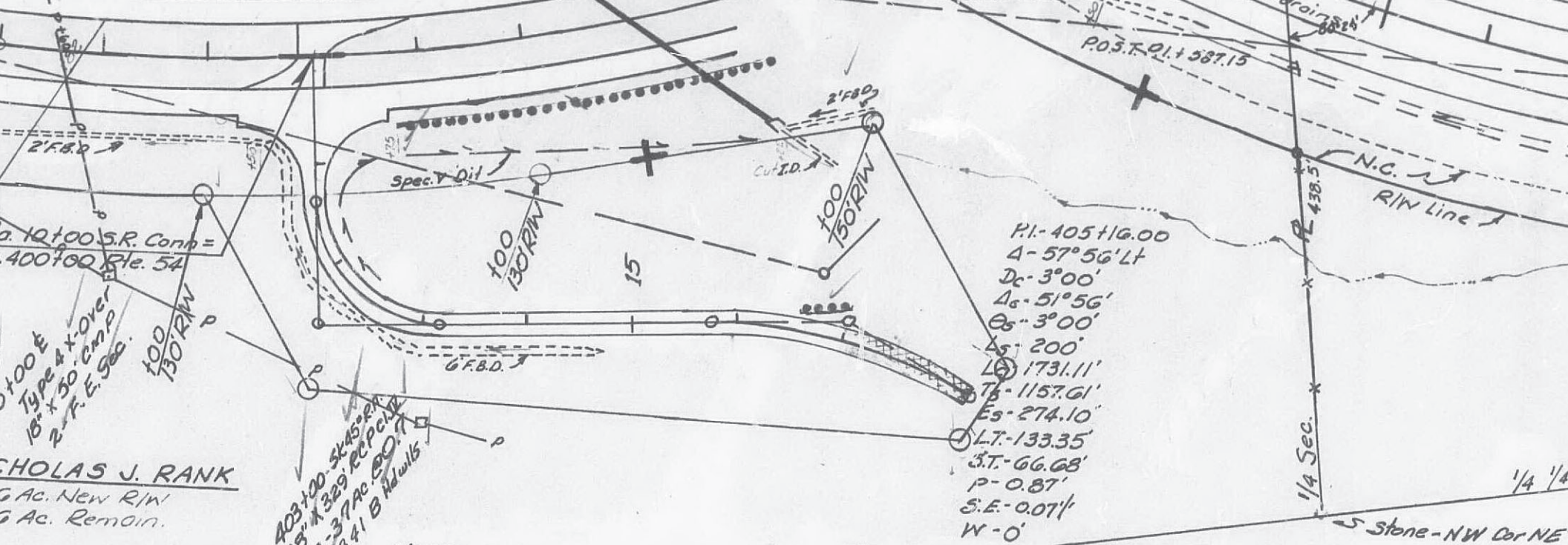
175' 598.1

5980

5810

-0.40%

NE 4  
4-32



a. 10+00 S.R. Comp =  
 400+00 Pte. 54  
 100' E  
 Type & x-over  
 18" x 30" cm p  
 2" F. E. Sec.  
 100' 130' R/W  
 P

403+00 skasoen  
 48" x 329' Recp  
 D.A. - 37' Ac. 80.7  
 2-53.41 B walls  
 P

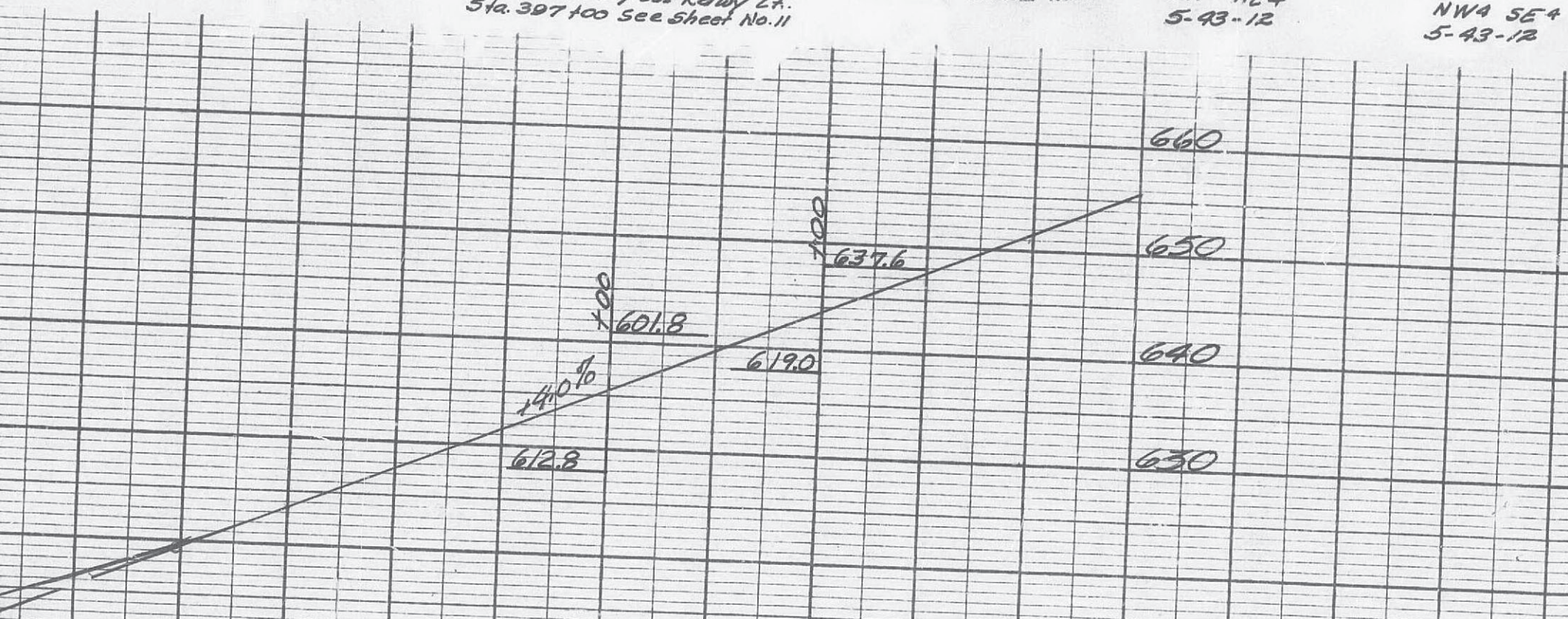
P.I. - 405+16.00  
 Δ - 57° 56' Lt  
 Dc - 3° 00'  
 Δc - 51° 56'  
 Os - 3° 00'  
 Ls - 200'  
 Lc - 173.11'  
 Tc - 1157.61'  
 Es - 274.10'  
 Lt - 133.35'  
 St - 66.68'  
 P - 0.87'  
 S.E. - 0.01%  
 W - 0'

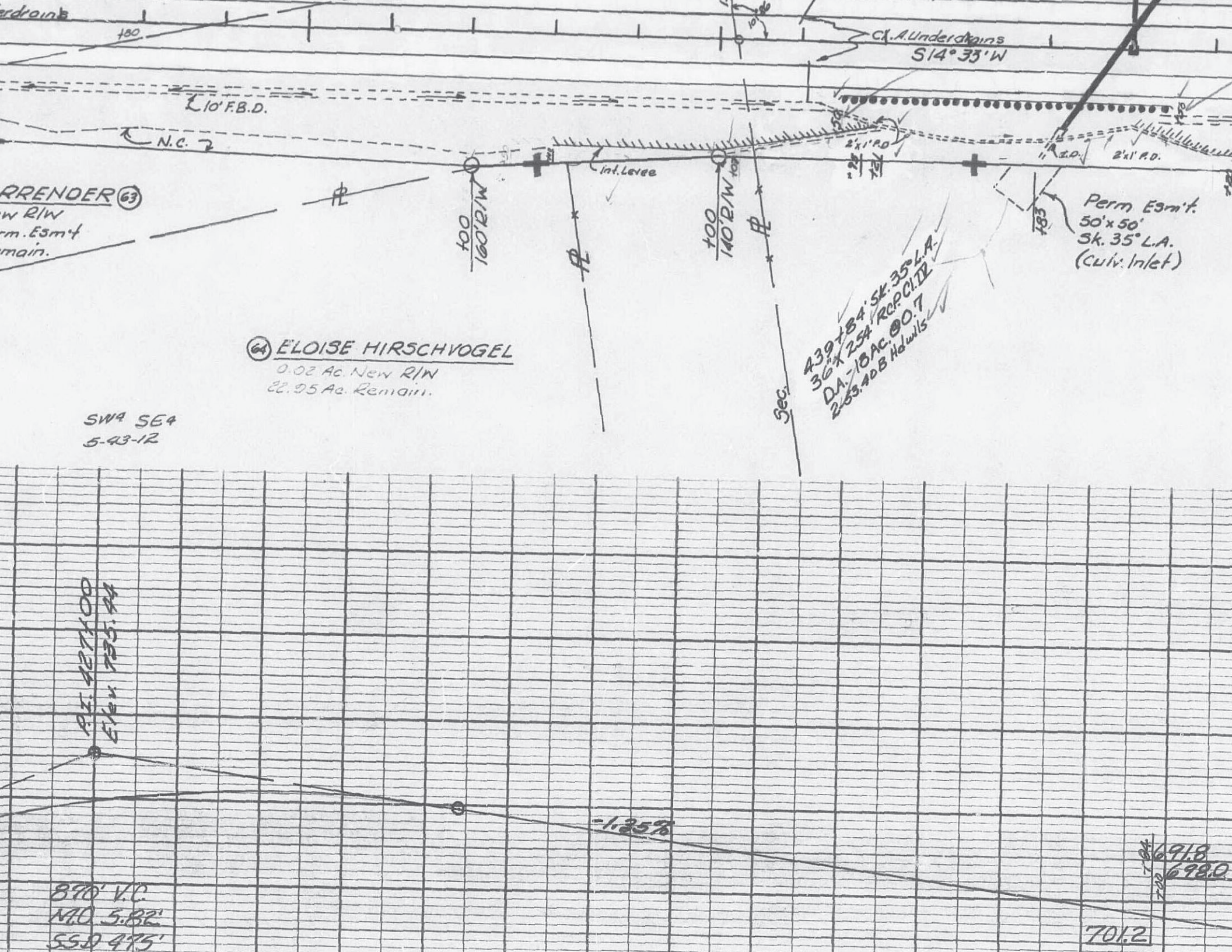
NOTE: Details of S.R. Conn. Rt & Lt.  
 Sta. 400+00 to out Rdwy Lt.  
 Sta. 397+00 See Sheet No. 11

Sta 404 +20 - 307 Rt.  
 Guard 37.5' Guard Rail

SWA NE4  
 5-43-12

NWA SE4  
 5-43-12





RENDER (63)  
 W R/W  
 Perm. Esm't  
 main.

(64) ELOISE HIRSCHVOGEL  
 0.02 Ac. New R/W  
 22.95 Ac. Remain.

SW4 SE4  
 5-23-12

439+184 SK. 35° L.A.  
 36' x 25' R.C.P. II  
 D.A. = 18 AC. @ 0.7  
 2,53.40 B Hd walls

Perm Esm't.  
 50' x 50'  
 Sk. 35° L.A.  
 (Culv. Inlet)

100  
 160 R/W

100  
 140 R/W

P.I. 427100  
 Elev 725.94

-1.25%

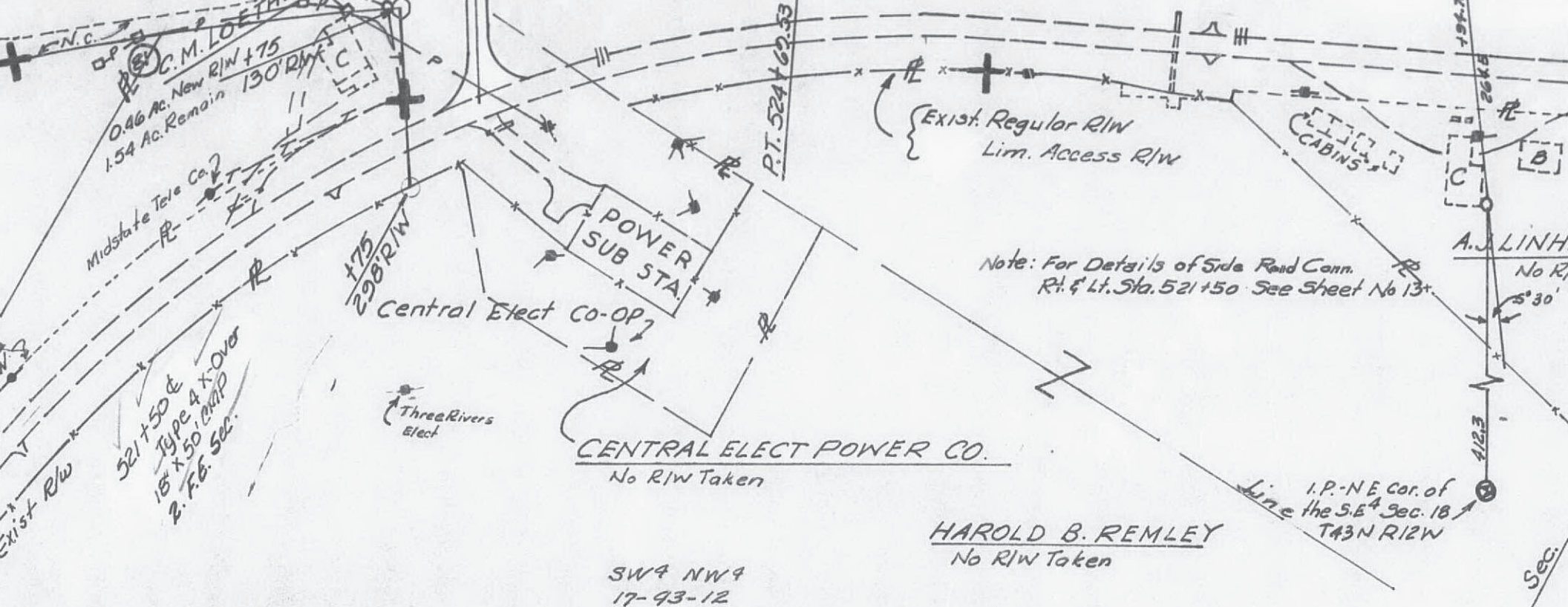
870' V.C.  
 M.O. 5.82'  
 S.S.D. 475'

691.8  
 698.0

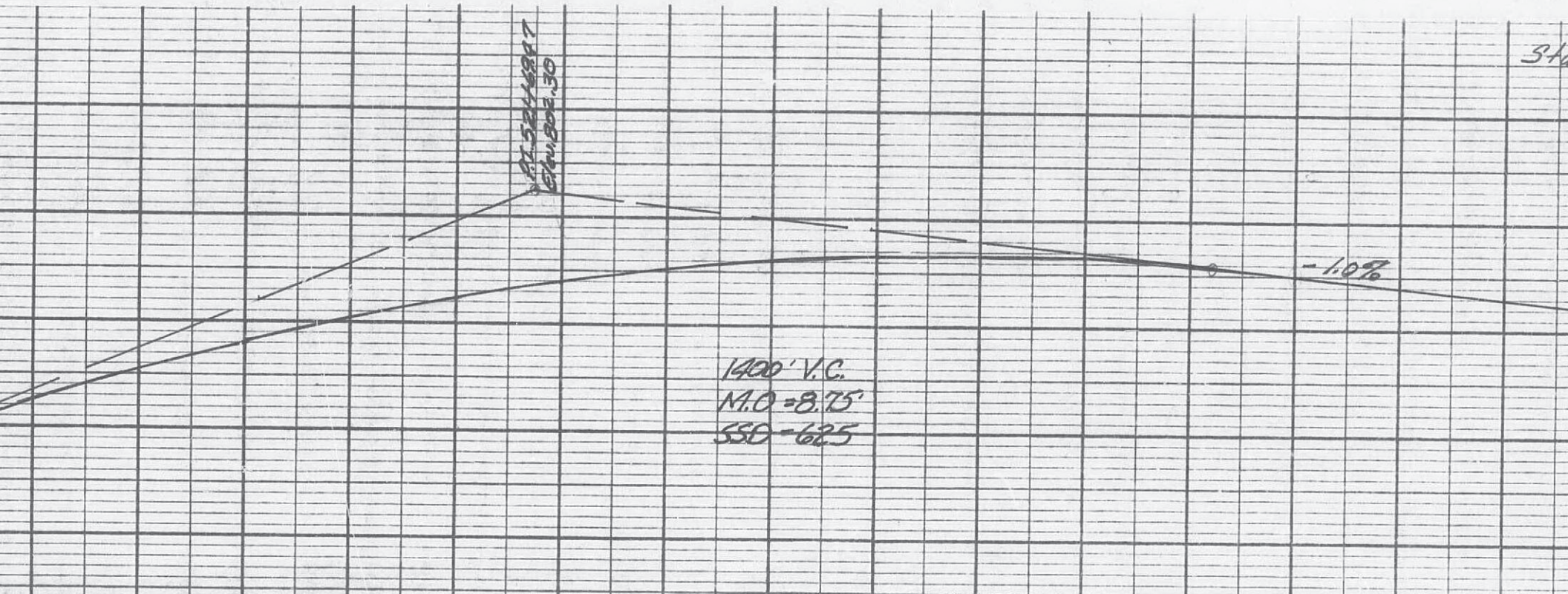
701.2

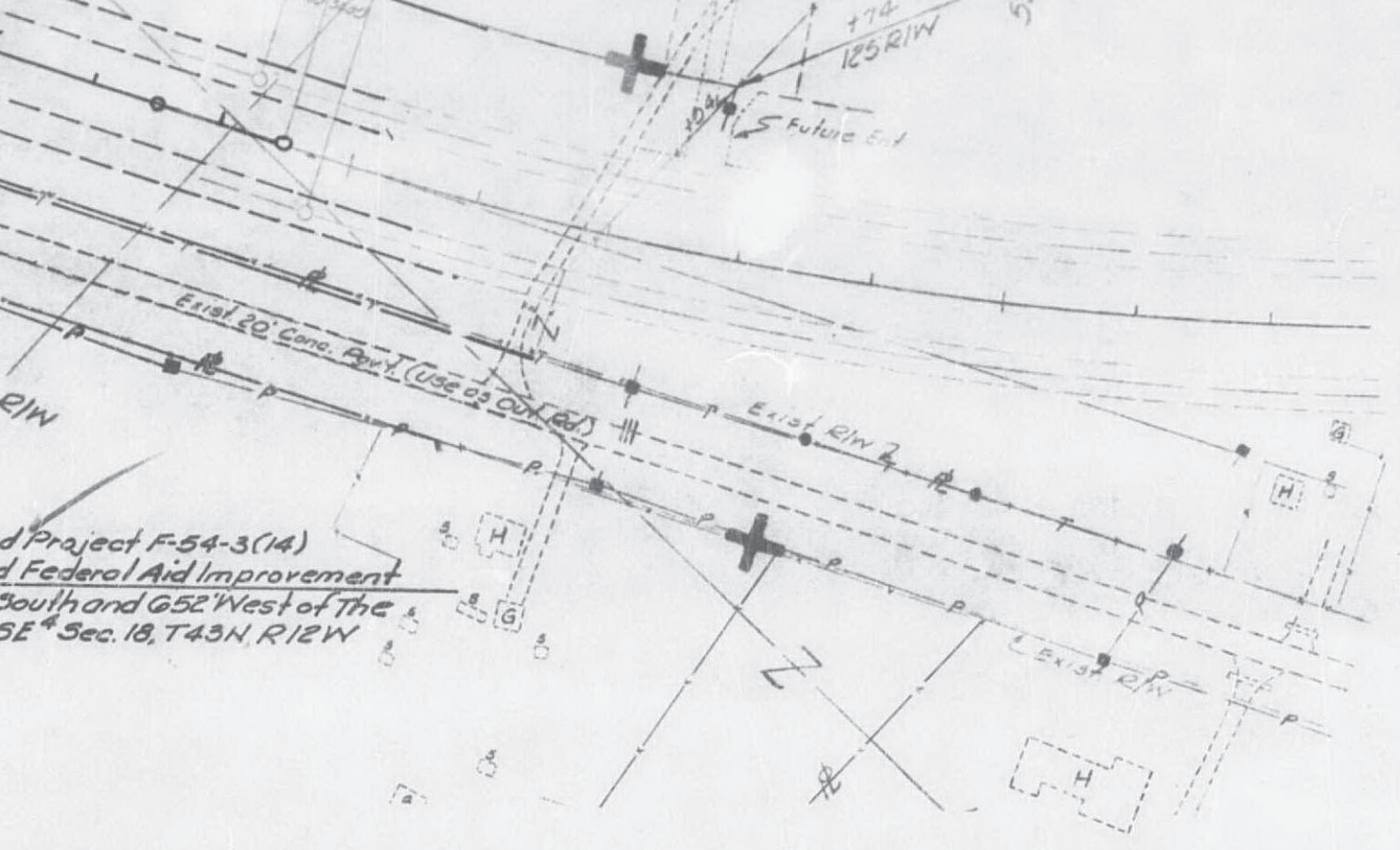






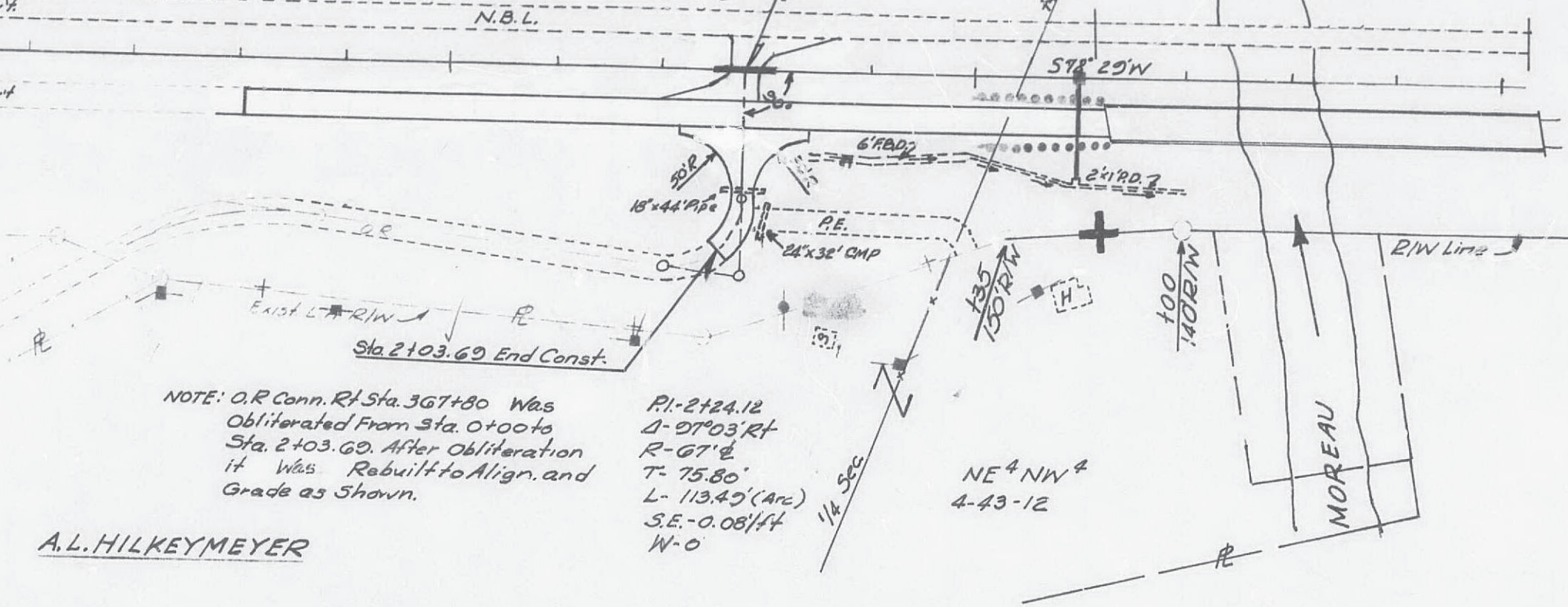
SW 4 NW 4  
17-93-12





Project F-54-3(14)  
Federal Aid Improvement  
South and 652' West of the  
SE 1/4 Sec. 18, T43N, R12W





NOTE: O.R Conn. Rt Sta. 367+80 Was  
 Obliterated From Sta. 0+00 to  
 Sta. 2+03.69. After Obliteration  
 it Was Rebuilt to Align. and  
 Grade as Shown.

A.L. HILKEYMEYER

PI - 2124.12  
 Δ - 97°03' Rt  
 R - 67' @  
 T - 75.80'  
 L - 113.49' (Arc)  
 S.E. - 0.08'/ft  
 W - 0

NE 4 NW 4  
 4-43-12

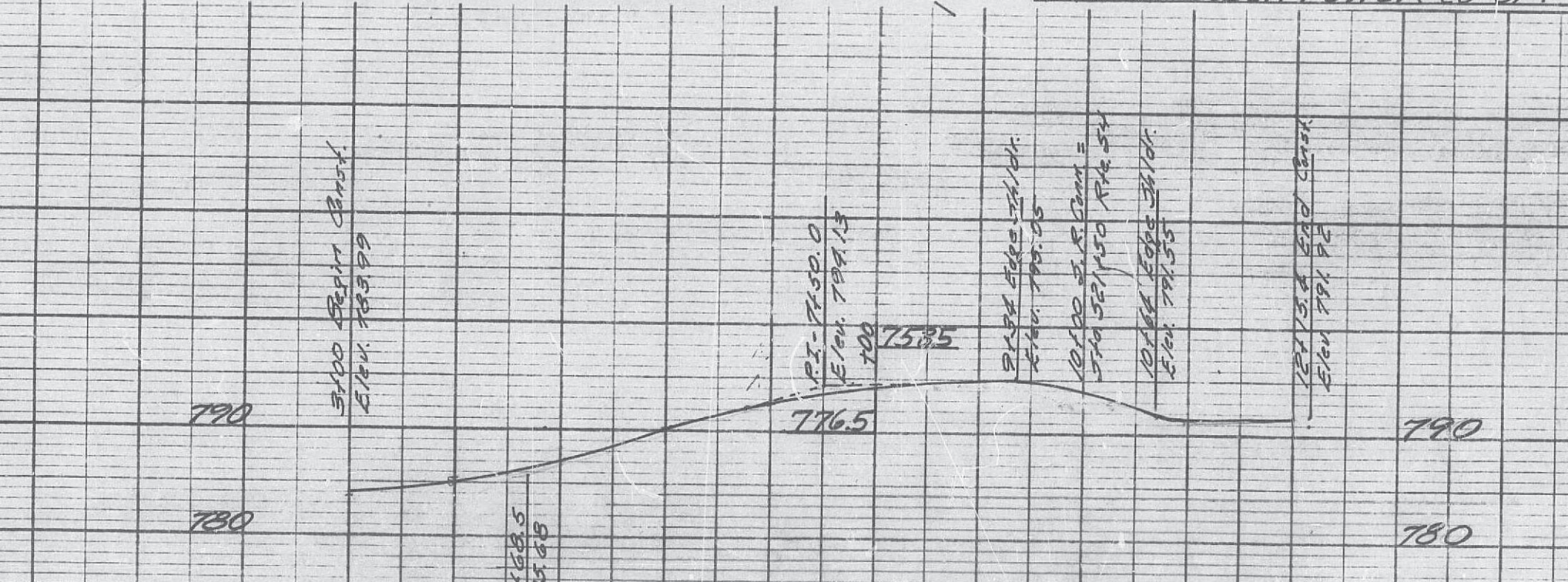
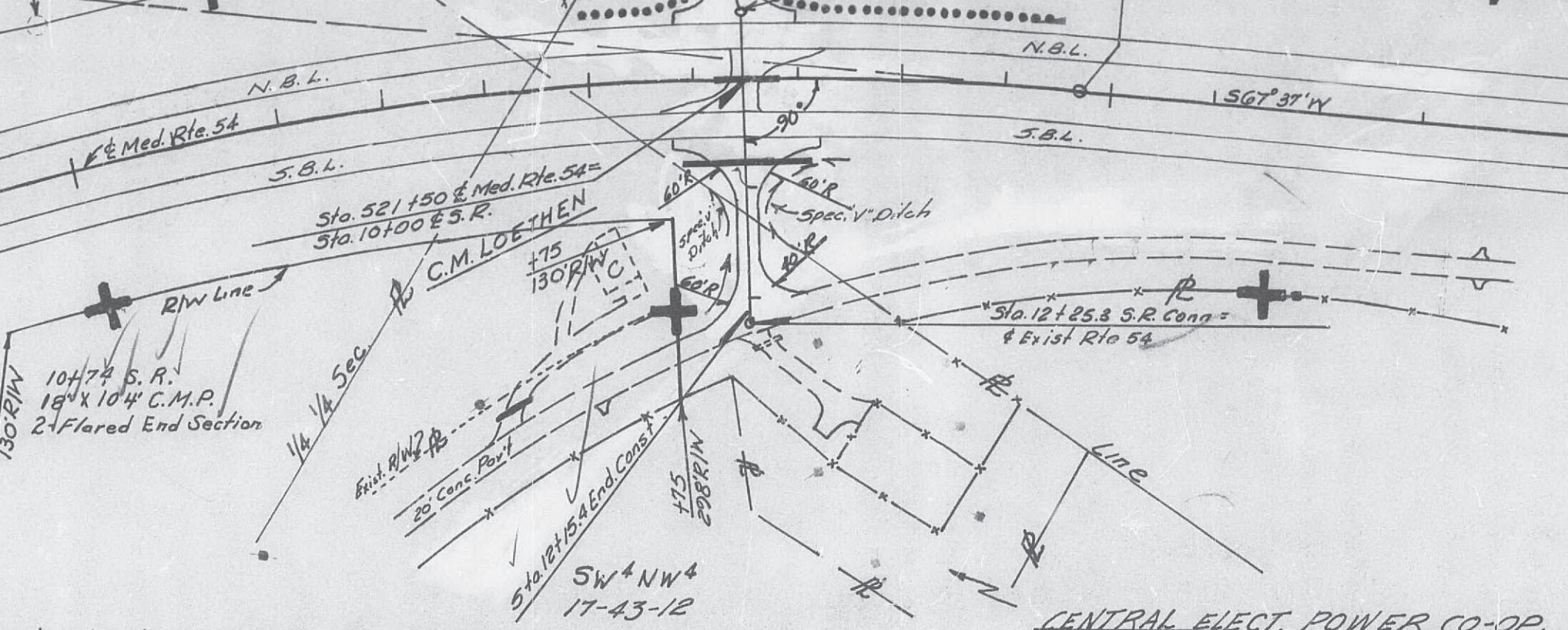


620

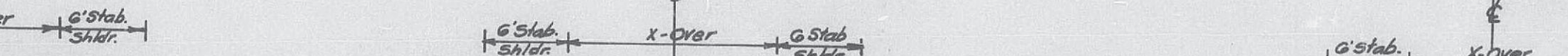
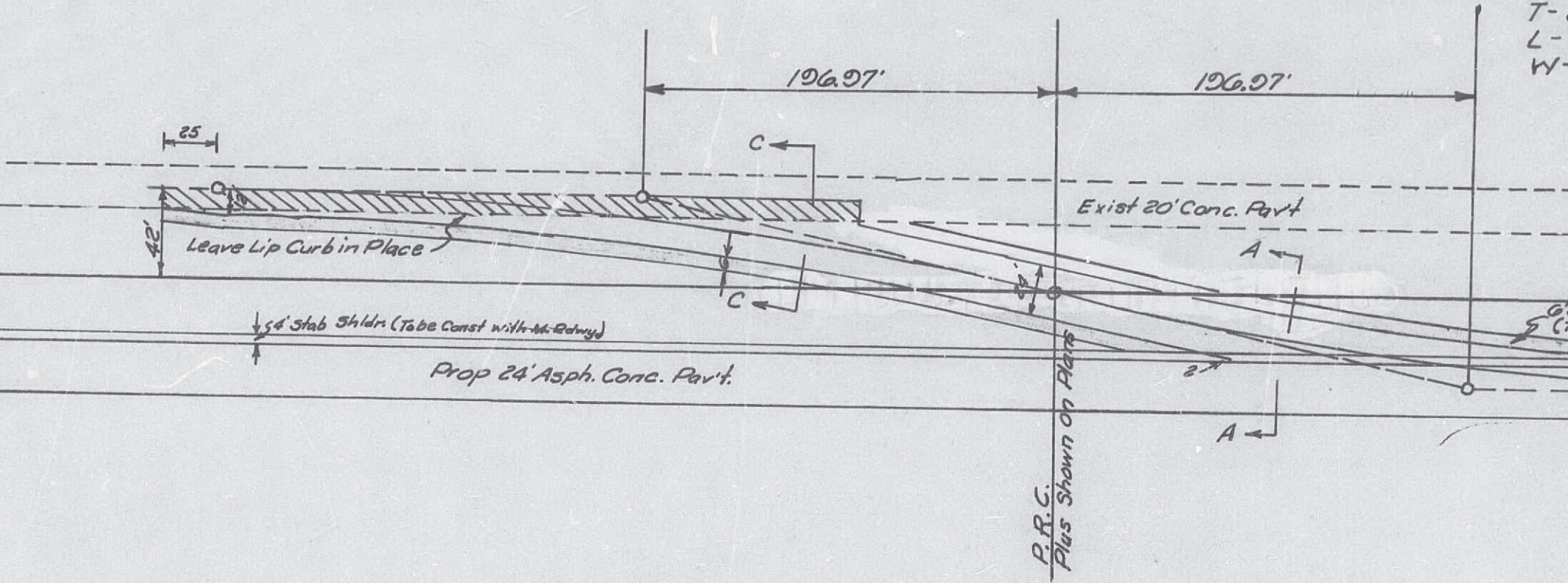
620

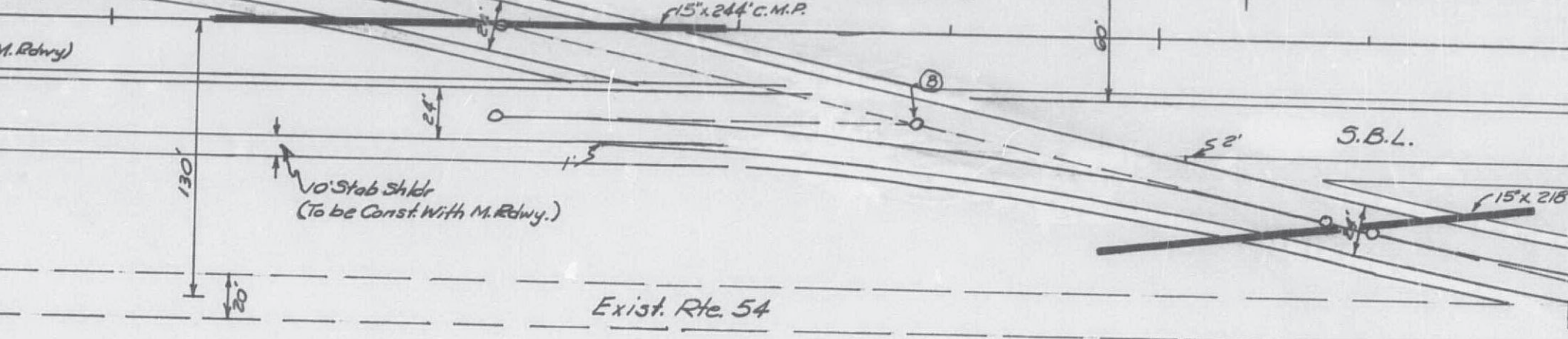






3°  
P.A.  
Δ-  
R-  
T-  
L-  
W-



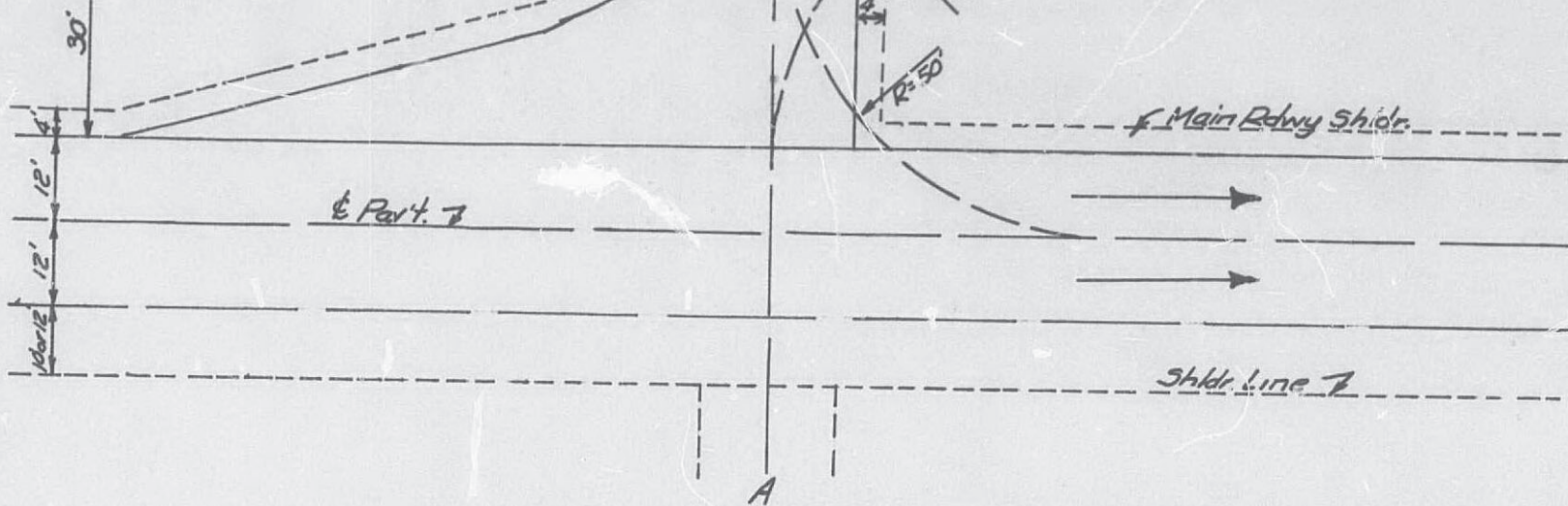


NOTE: For x-Slopes of x-Over  
& Temp. Conn. See Spec  
Sheet No. 1

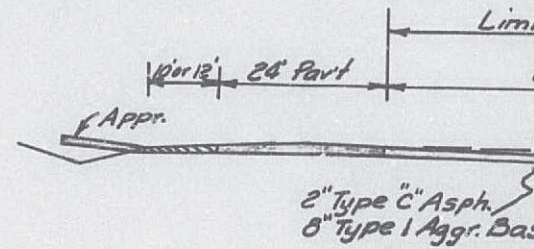
- ⊙ P.I's 534+90.82 (42' Lt. & Med.)
- ⊙ 538+86.00 (42' Rt. & Med.)
- ⊙ 543+00.00 (130' Rt. & Med.)
- Δ 12°00'
- D- 3°00'
- T- 200.15
- L- 400.00'
- W- 0

NOTE: Temp. x-Over and Temp.  
Conn. Shall Be Removed  
Under Future Contract

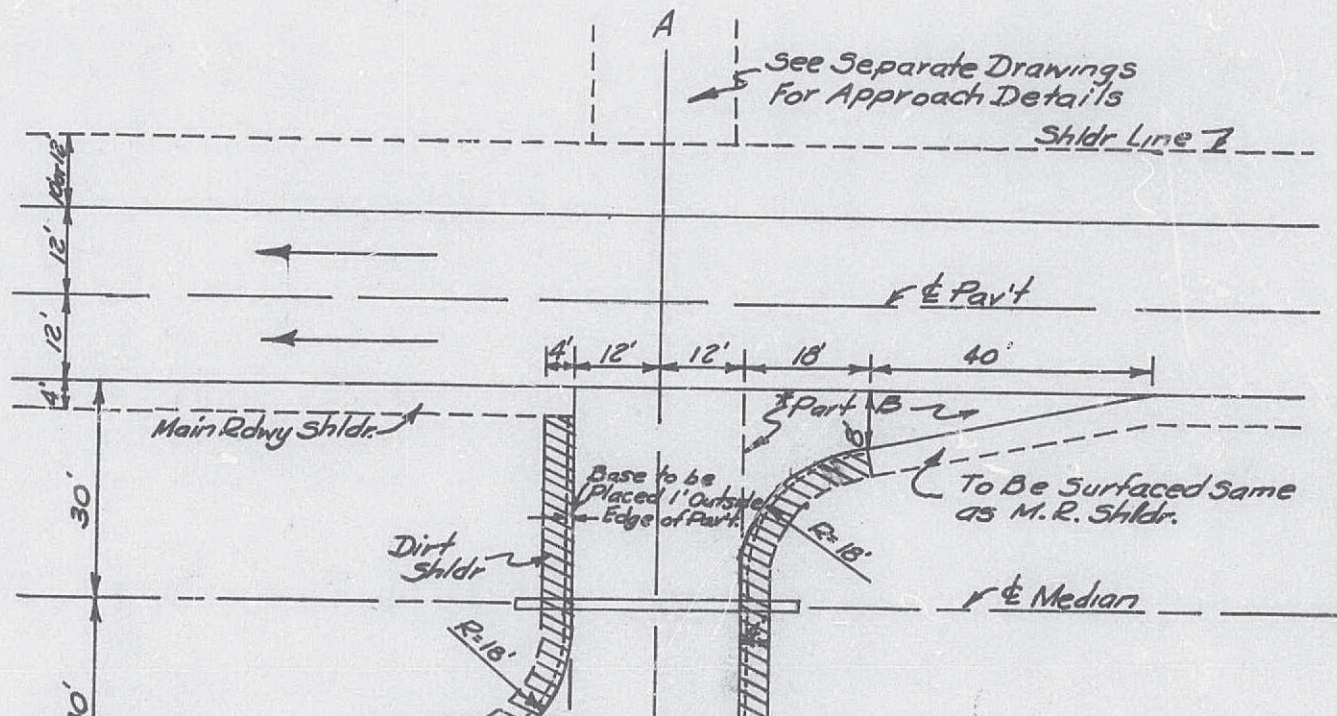
Sta. 5  
Leave  
Pav't.  
Crown  
Remo  
[Hatched Box]



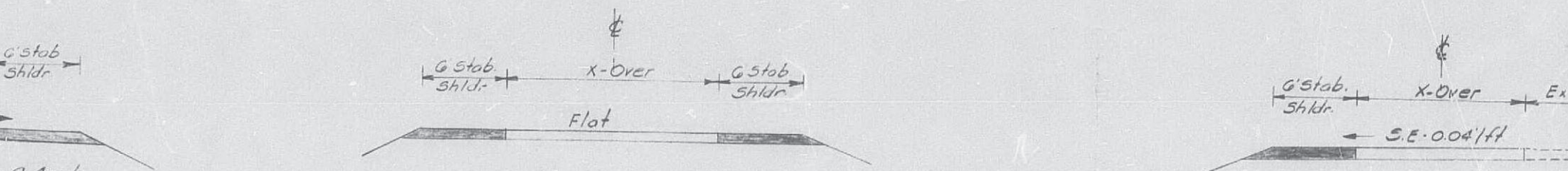
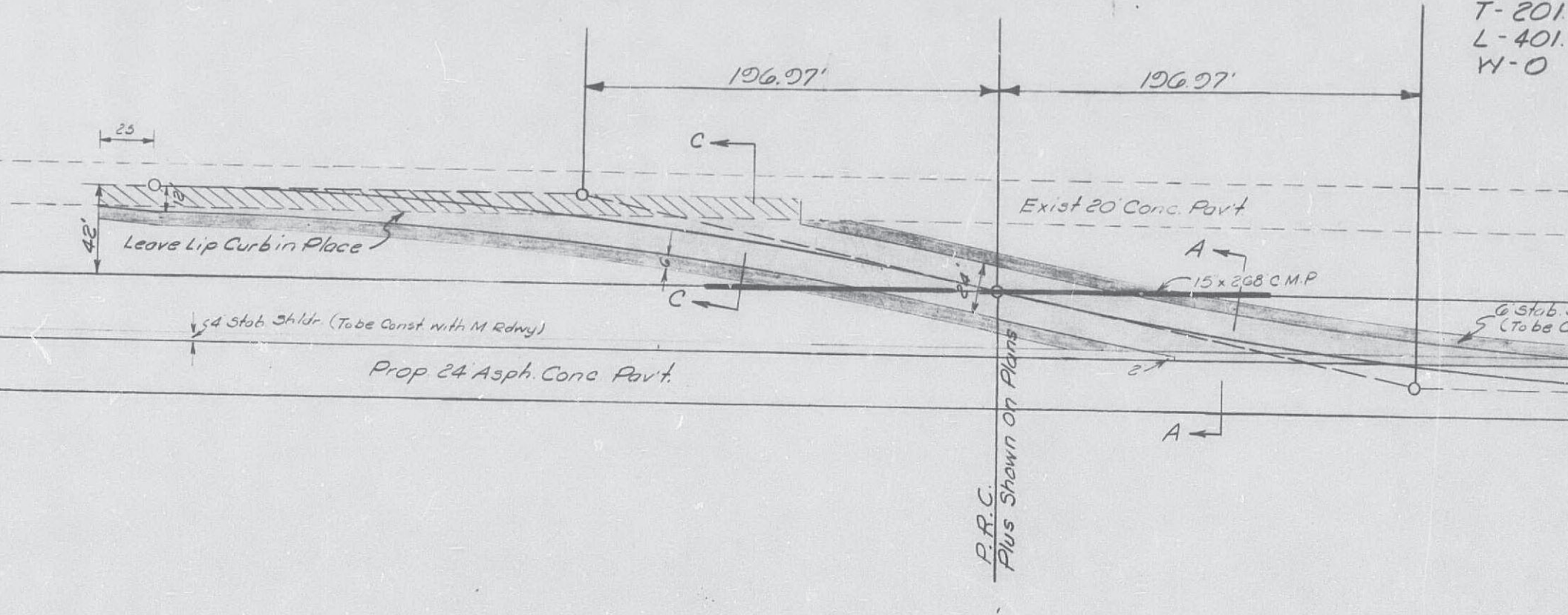
PLAN  
TYPE 4 X-OVER

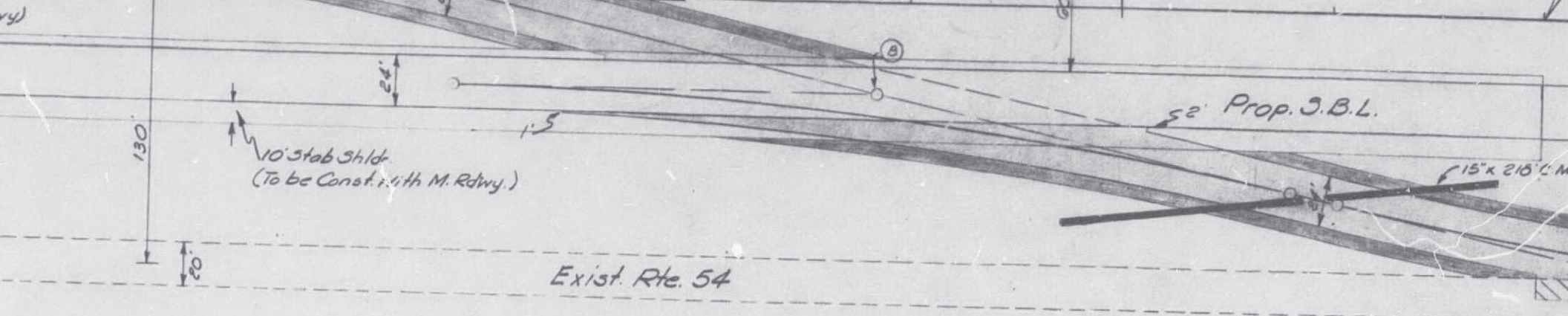


SECTION



3° Rev  
 P.R.C.  
 Δ-12°  
 R-1910  
 T-201  
 L-401  
 W-0



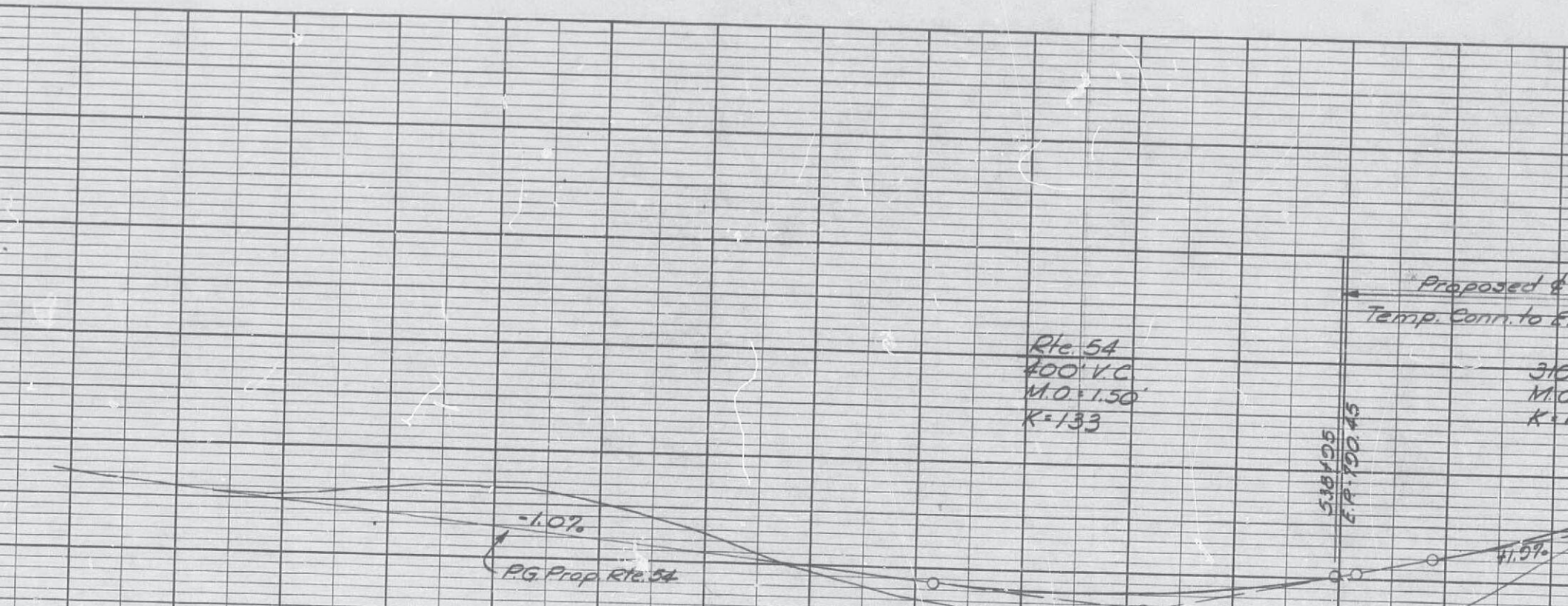


NOTE: For X-Slopes of X-Over  
& Temp. Conn. See Spec.  
Sheet No. 1

- Ⓐ P.I. 534+00.82 (42' Lt. & Med.)
- Ⓑ 538+86.00 (42' Rt. & Med.)
- Ⓒ 543+00.00 (130' Rt. & Med.)
- $\Delta$  - 12°00'
- D - 3°00'
- T - 200.75'
- L - 400.00'
- W - 0'

NOTE: Temp. x-Over and Temp.  
Conn. Shall Be Removed  
Under Future Contract

Sta. 542+  
Leave L.  
Part. an  
Crown. T  
Removed  
Dem



Rte. 54  
400' V.C.  
M.O. = 1.50'  
K = 133

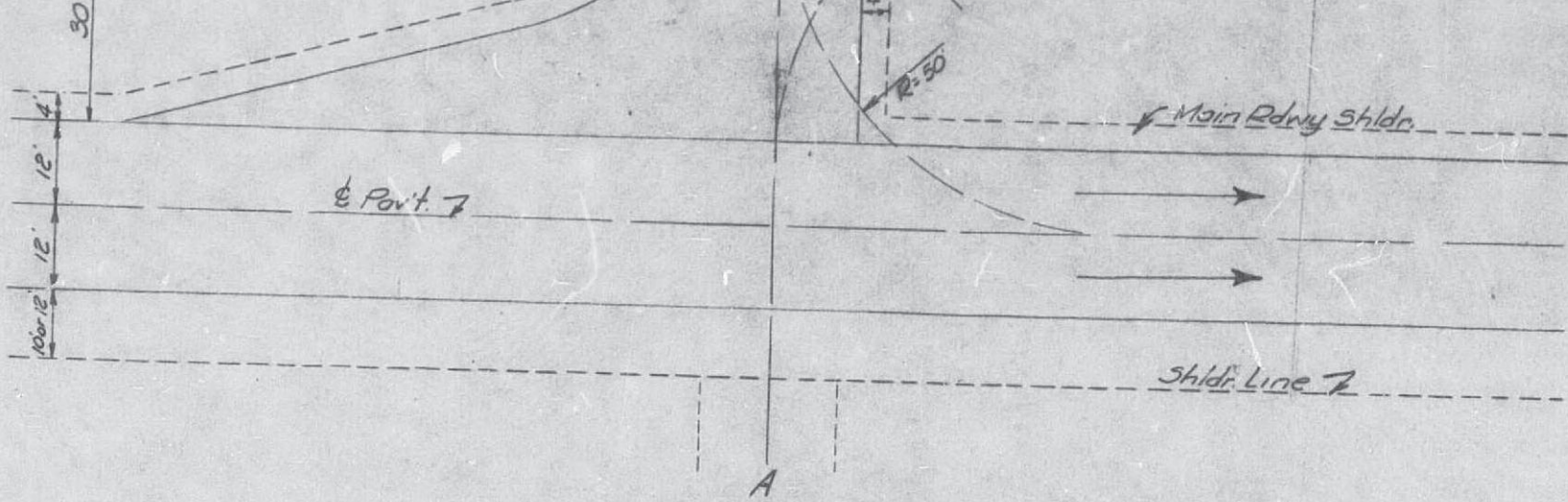
Proposed &  
Temp. Conn. to E.

316  
M.O.  
K = 1

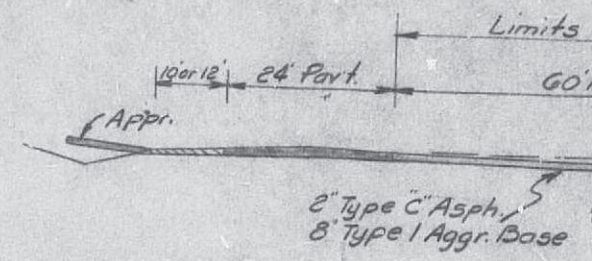
538+00.00  
E.P. 100.45

-1.0%  
PG Prop. Rte. 54

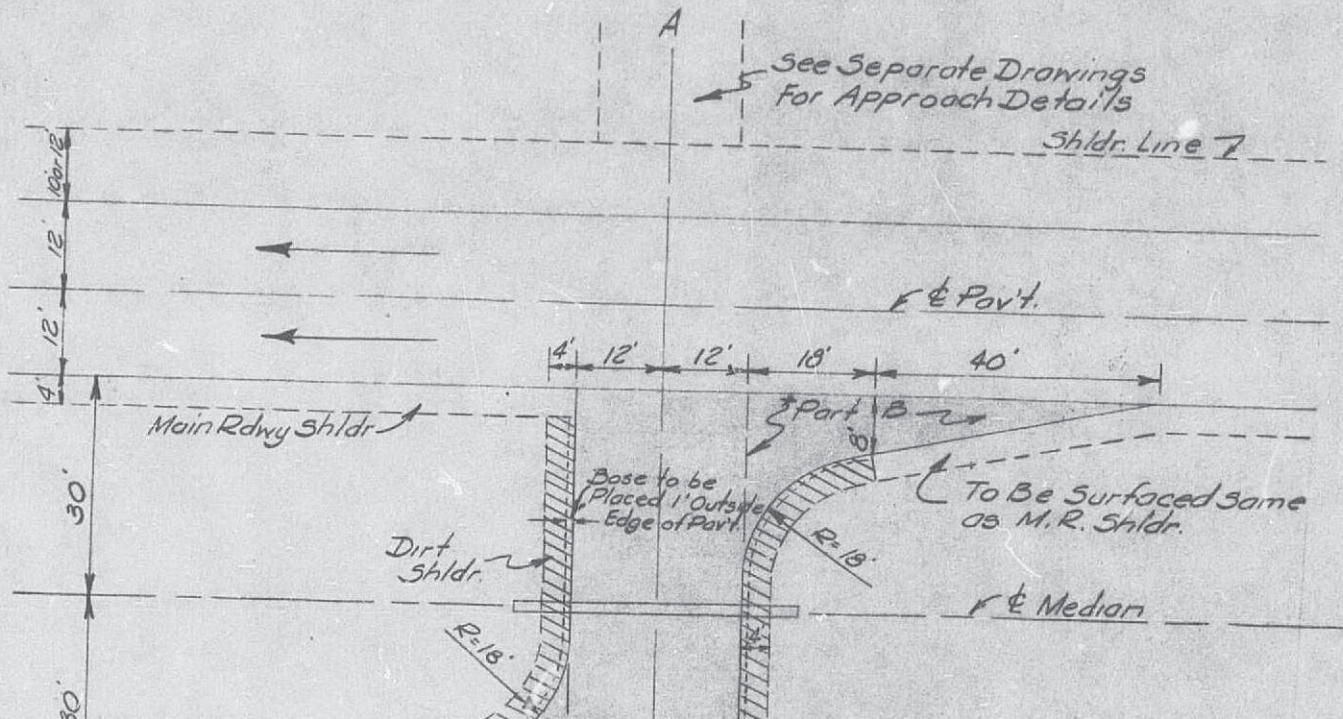
+1.5%



PLAN  
TYPE 4 X-OVER



SECTION



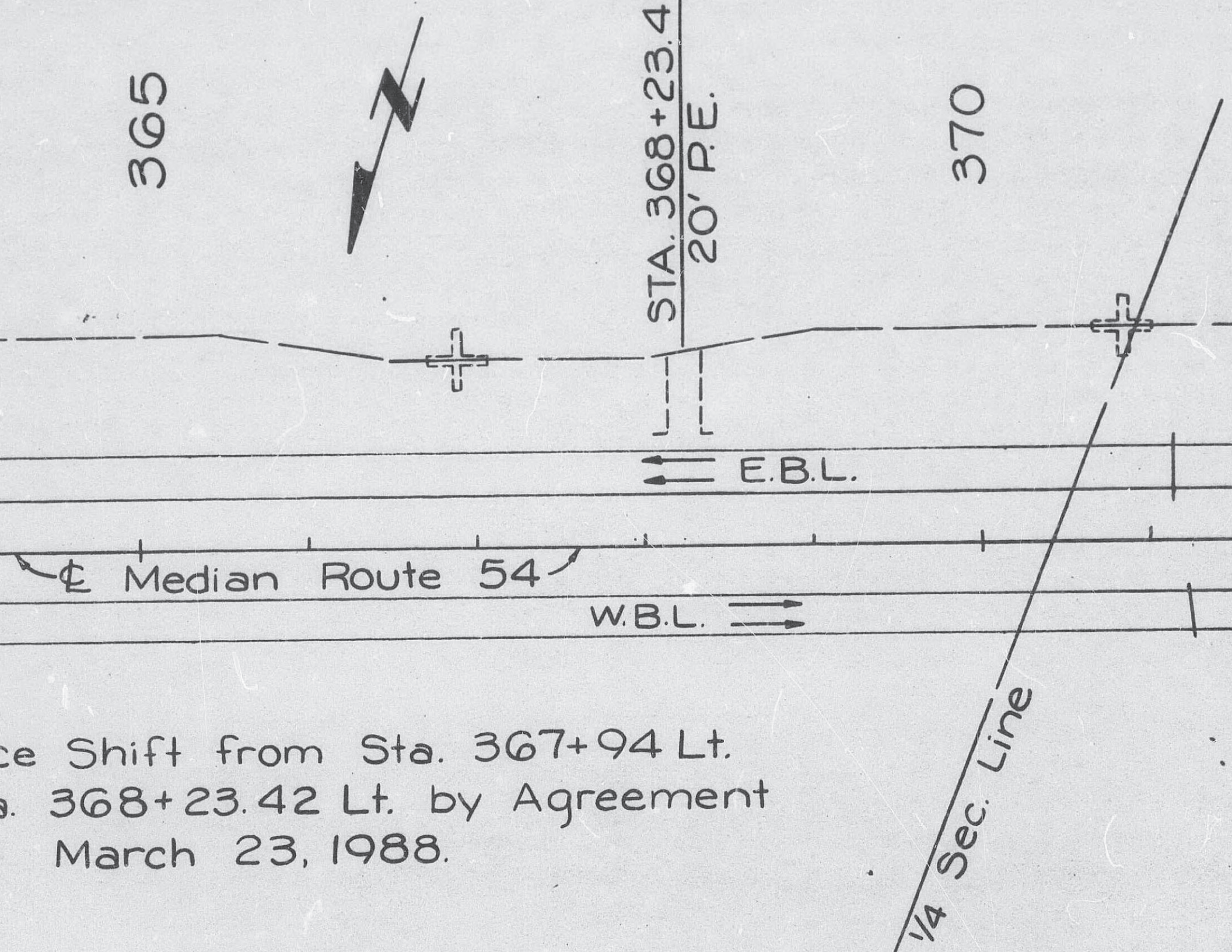
|           |       |            |
|-----------|-------|------------|
| (6-1-67)  | 80.44 | (10-20-61) |
| (6-1-67)  | 80.48 | (1-1-61)   |
| (6-1-67)  |       |            |
| (6-1-67)  |       |            |
| (6-64)    |       |            |
| (1-1-65)  |       |            |
| (6-1-67)  |       |            |
| (8-67)    |       |            |
| (7-1-63)  |       |            |
| (4-64)    |       |            |
| (9-1-65)  |       |            |
| (9-1-65)  |       |            |
| (12-7-64) |       |            |
| (12-7-64) |       |            |
| (8-1-67)  |       |            |
| (8-1-67)  |       |            |

365



STA. 368+23.4  
20' P.E.

370



ce Shift from Sta. 367+94 Lt.  
 a. 368+23.42 Lt. by Agreement  
 March 23, 1988.

1/4 Sec. Line