

|          |                 |
|----------|-----------------|
| PROJECT  | DESIGNATION     |
| 1700976  | 1700976         |
| CONTRACT | BRIDGE FILE NO. |
| R-40337  | N/A             |

INDIANA DEPARTMENT  
OF TRANSPORTATION

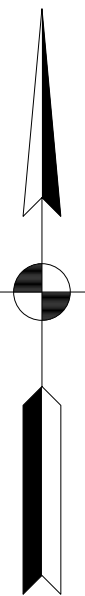


PEDESTRIAN IMPROVEMENTS

VARIOUS PEDESTRIAN CROSSING ENHANCEMENTS LOCATED  
IN SECTIONS 28, 29, 32 & 33 T-9-N, R-1-W, BLOOMINGTON TOWNSHIP  
AND SECTIONS 2, 4, 5, 8 & 16, T-8-N, R-1-W, PERRY TOWNSHIP,  
CITY OF BLOOMINGTON, MONROE COUNTY, INDIANA

PROJECT NO. 1700976 P.E.  
1700976 CONST.

| DESIGN DATA - 3rd STREET  |                      |
|---------------------------|----------------------|
| DESIGN SPEED              | 30 M.P.H.            |
| PROJECT DESIGN CRITERIA   | PARTIAL 3R           |
| FUNCTIONAL CLASSIFICATION | MINOR ARTERIAL       |
| RURAL/URBAN               | URBAN (BUILT-UP)     |
| TERRAIN                   | ROLLING              |
| ACCESS CONTROL            | NONE                 |
| DESIGN DATA - KINSER PIKE |                      |
| DESIGN SPEED              | 30 M.P.H.            |
| PROJECT DESIGN CRITERIA   | PARTIAL 3R           |
| FUNCTIONAL CLASSIFICATION | MINOR COLLECTOR      |
| RURAL/URBAN               | URBAN (INTERMEDIATE) |
| TERRAIN                   | ROLLING              |
| ACCESS CONTROL            | NONE                 |



SCALE: 1" = 3000'

| SITE: | LOCATION:                                     | LATITUDE:     | LONGITUDE:    |
|-------|-----------------------------------------------|---------------|---------------|
| 1     | 3rd Street and Grant Street                   | 39°09'52.48"N | 86°31'47.45"W |
| 2     | 11th Street and Diamond Street/Blair Avenue   | 39°10'23.72"N | 86°32'38.33"W |
| 3     | College Mall Road and Covenanter Drive        | 39°09'18.55"N | 86°29'51.84"W |
| 4     | Rockport Road and Graham Drive                | 39°08'23.56"N | 86°32'42.80"W |
| 5     | Walnut Street Pike at Walnut Grove Apartments | 39°07'39.67"N | 86°31'36.40"W |
| 6     | Isaac Drive and Patterson Drive               | 39°09'48.84"N | 86°33'04.99"W |
| 7     | Ralston Drive and Rogers Street               | 39°08'17.99"N | 86°32'18.65"W |
| 8     | Kinser Pike and Parrish Road                  | 39°11'15.63"N | 86°32'15.85"W |

CITY OF BLOOMINGTON

APPROVED:  
BOARD OF PUBLIC WORKS

Dana Henke, President

Beth Hollingsworth, Vice President

Kyla Cox Deckard, Secretary

APPROVED:  
EMPLOYEE OF RESPONSIBLE CHARGE

Neil Kopper, PE  
Senior Project Engineer

10-22-2021

Date

10-22-2021

Date

10-22-2021

Date

10-26-2021

Date

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 2022  
TO BE USED WITH THESE PLANS

PLANS PREPARED BY: STRAND ASSOCIATES, INC.  
679 WASHINGTON ST., COLUMBUS, IN 47201  
(812)372-9911  
PHONE NUMBER  
9/27/2021  
DATE  
CERTIFIED BY: [Signature]  
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION  
DATE

| BRIDGE FILE NO. |         |
|-----------------|---------|
| N/A             |         |
| DESIGNATION     |         |
| 1700976         |         |
| SHEETS          |         |
| SURVEY BOOK     | 1 of 15 |
| ELECTRONIC      | PROJECT |
| CONTRACT        | 1700976 |
| R-40337         |         |



| UTILITIES                                                                                                                                                 |                                                                                                                                                                   |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>TELECOMMUNICATIONS</u>                                                                                                                                 | <u>GAS</u>                                                                                                                                                        |
| AT & T<br>4517 E. INDIANA BELLE CT.<br>BLOOMINGTON, IN 47408<br>ATTN: RUSSELL OWEN<br>PHONE: (812) 606-2973<br>EMAIL: RO1325@att.com                      | VECTREN<br>8399 ZIONSVILLE ROAD<br>INDIANAPOLIS, IN 46268<br>ATTN: MOSTAFA KHALLAD<br>PHONE: (765) 287-2150<br>EMAIL: Mostafa.khallad@centerpointenergy.com       |
| ZAYO GROUP<br>9209 CASTLEGATE DRIVE<br>INDIANAPOLIS, IN 46256<br>ATTN: WAYLON HIGGINS<br>PHONE: (765) 341-1199<br>EMAIL: Waylon.higgins@zayo.com          | <u>ELECTRIC</u>                                                                                                                                                   |
| COMCAST<br>1600 WEST FOUNTAIN DRIVE<br>BLOOMINGTON, IN 47404<br>ATTN: RICHARD MILLER<br>PHONE: (317) 945-2670<br>EMAIL: Richard_Miller3@cable.comcast.com | DUKE ENERGY - DISTRIBUTION<br>571 MONON TRAIL, SUITE 200<br>CARMEL, IN 46032<br>ATTN: LUKE EDMONDSON<br>PHONE: (317) 804-3885<br>EMAIL: Luke.edmondson@leidos.com |
|                                                                                                                                                           | <u>WATER, SANITARY SEWER AND STORM SEWER</u>                                                                                                                      |
|                                                                                                                                                           | CITY OF BLOOMINGTON UTILITIES<br>600 EAST MILLER DRIVE<br>BLOOMINGTON, IN 47402<br>ATTN: JANE FLEIG<br>PHONE: (812) 349-3631<br>EMAIL: fleigj@bloomington.in.gov  |

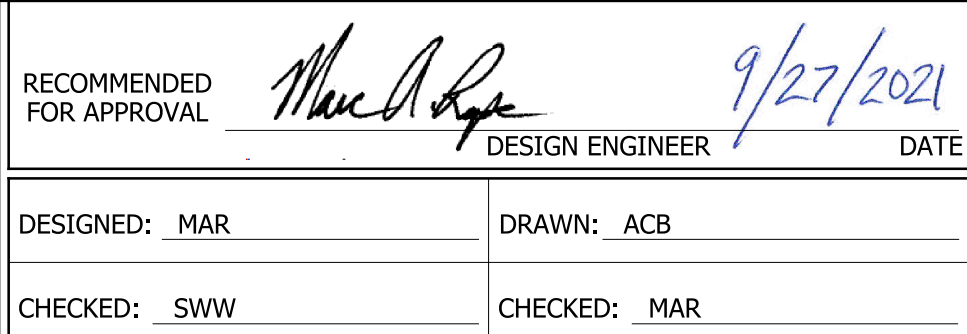
|    | GENERAL NOTES                                                                                                                                                                                                                                                                                                            |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|    | All earth shoulders, median areas, and cut and fill slopes shall be plain or mulch seeded except where sodding is specified.                                                                                                                                                                                             |
|    | The final cross sections of the grading contract will be the original cross sections of the paving contract. However, partial or complete cross sections shall be taken if necessary to determine the actual excavation quantities.<br>The paper relocation will be cross sectioned by the Engineer before construction. |
|    | Existing asphalt pavement located outside the construction limits, between Sta. ???+??? and Sta. ???+???, shall be removed as directed.                                                                                                                                                                                  |
|    | The quantity of peat excavation shown on the plans has been estimated on the basis of theoretical cross sections by using treatment of existing fills, treatment by removal, or treatment by displacement, where each treatment applies.                                                                                 |
| ** | All work on water, sanitary sewer and storm sewer shall conform to the Construction Specifications for City of Bloomington Utilities.                                                                                                                                                                                    |
| ** | At locations where "Grade To Drain" is noted, Contractor shall complete grading to maintain positive drainage as indicated in the Drawings.                                                                                                                                                                              |

\*\* Denotes General Notes Required

| INDEX     |                                                            |
|-----------|------------------------------------------------------------|
| SHEET NO. | DRAWINGS INDEX                                             |
| 1         | TITLE SHEET                                                |
| 2         | INDEX AND GENERAL NOTES                                    |
| 3         | TYPICAL SECTIONS                                           |
| 4         | MISCELLANEOUS DETAILS                                      |
| 5         | SITE 1 CROSSING, 3rd STREET & GRANT STREET                 |
| 6         | SITE 1 CROSSING, CURB RAMP DETAILS                         |
| 7         | SITE 2 CROSSING, 11th STREET & DIAMOND STREET/BLAIR AVENUE |
| 8         | SITE 2 CROSSING, CURB RAMP DETAILS                         |
| 9         | SITE 6 CROSSING, ISAAC DRIVE & PATTERSON DRIVE             |
| 10        | SITE 1 CROSSING, VEHICULAR MOT                             |
| 11        | SITE 1 CROSSING, PEDESTRIAN MOT                            |
| 12        | SITE 2 CROSSING, PEDESTRIAN MOT                            |
| 13        | SITE 6 CROSSING, PEDESTRIAN MOT                            |
| 14-15     | MISCELLANEOUS TABLES                                       |

[illegible]

| CONTROL POINTS |              |              |           |                |                                                                     |
|----------------|--------------|--------------|-----------|----------------|---------------------------------------------------------------------|
| POINT          | NORTHING     | EASTING      | ELEVATION | DESCRIPTION    | LOCATION                                                            |
| 12             | 1430060.2410 | 3105723.4300 | 814.404   | PMAG           | SITE 2, NORTHBOUND BLAIR AVE., NORTH OF INTERSECTION                |
| 13             | 1429982.5490 | 3105612.4390 | 819.543   | PMAG           | SITE 2, NORTHBOUND DIAMOND ST., SOUTH OF INTERSECTION               |
| 18             | 1426844.4330 | 3109807.9310 | 756.731   | PRE            | SITE 1, SOUTH SIDE OF 3RD ST., EAST OF INTERSECTION WITHIN GRASS    |
| 19             | 1426932.5700 | 3109680.2040 | 750.258   | PMAG           | SITE 1, SOUTHBOUND GRANT ST., NORTH OF INTERSECTION                 |
| 4349           | 1426836.8620 | 3109585.0730 | 748.223   | PMAG           | SITE 1, SOUTH SIDE OF 3RD ST., WEST OF INTERSECTION WITHIN SIDEWALK |
| 7815           | 1426470.4540 | 3103536.7220 | 792.980   | PRE BYNUMFANYO | SITE 6, WEST OF PATTERSON DR., NW OF NW INTERSECTION QUADRANT       |



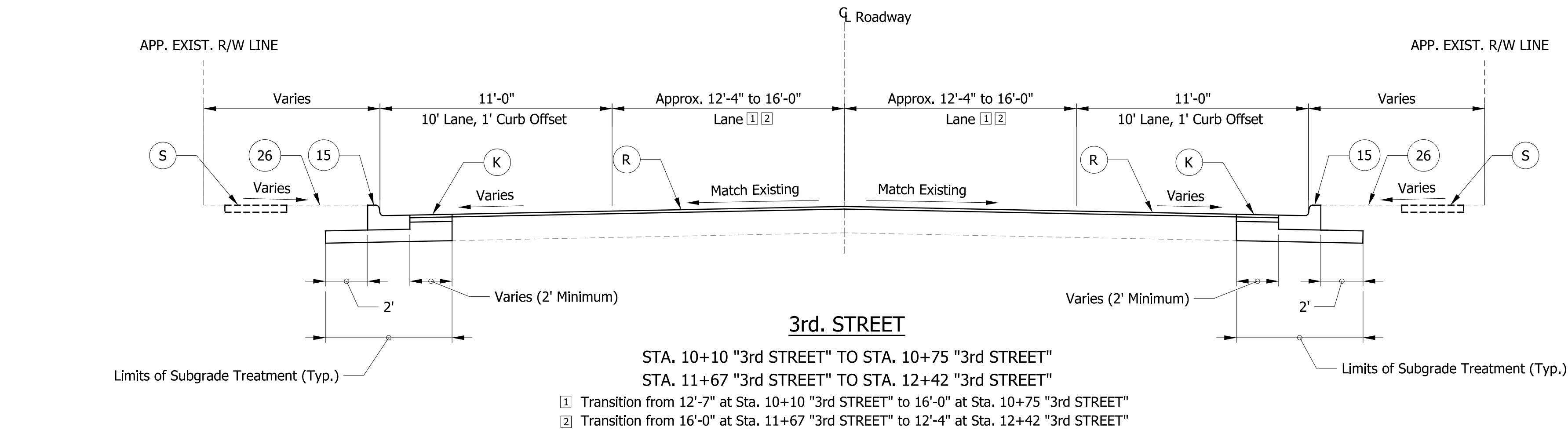
INDIANA  
DEPARTMENT OF TRANSPORTATION

## GENERAL NOTES AND INDEX

|                  |                 |
|------------------|-----------------|
| HORIZONTAL SCALE | BRIDGE FILE NO. |
| N/A              | N/A             |
| VERTICAL SCALE   | DESIGNATION NO. |
| N/A              | 1700976         |

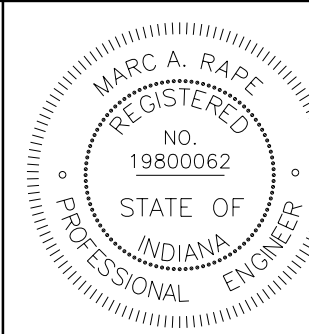
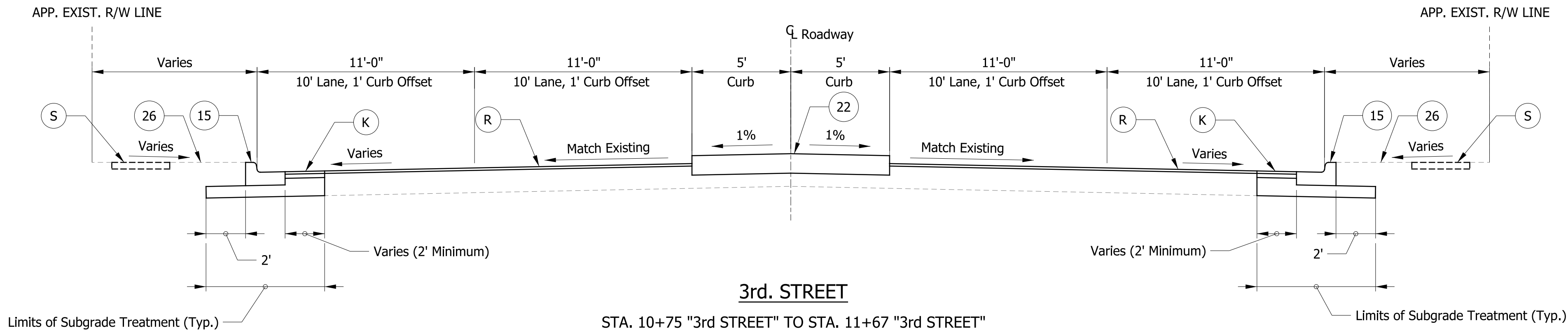
|                 |             |    |    |
|-----------------|-------------|----|----|
| SURVEY BOOK NO. | SHEETS      |    |    |
| ELECTRONIC      | 2           | of | 15 |
| CONTRACT NO.    | PROJECT NO. |    |    |
| R-40337         | 1700976     |    |    |





LEGEND

- (K) Full Depth HMA Widening, Type B:  
165#/SYD. HMA Surface, 9.5 mm on  
275#/SYD. HMA Intermediate, 19.0 mm on  
880#/SYD. HMA Base, 25.0 mm on  
INDOT Subgrade Treatment Type 1D
- (R) HMA Resurface
- (S) Existing Sidewalk
- (22) Concrete Center Curb, TYPE C
- (15) Modified Combined Concrete Curb and Gutter (Vertical)
- (26) Sodding, Nursery



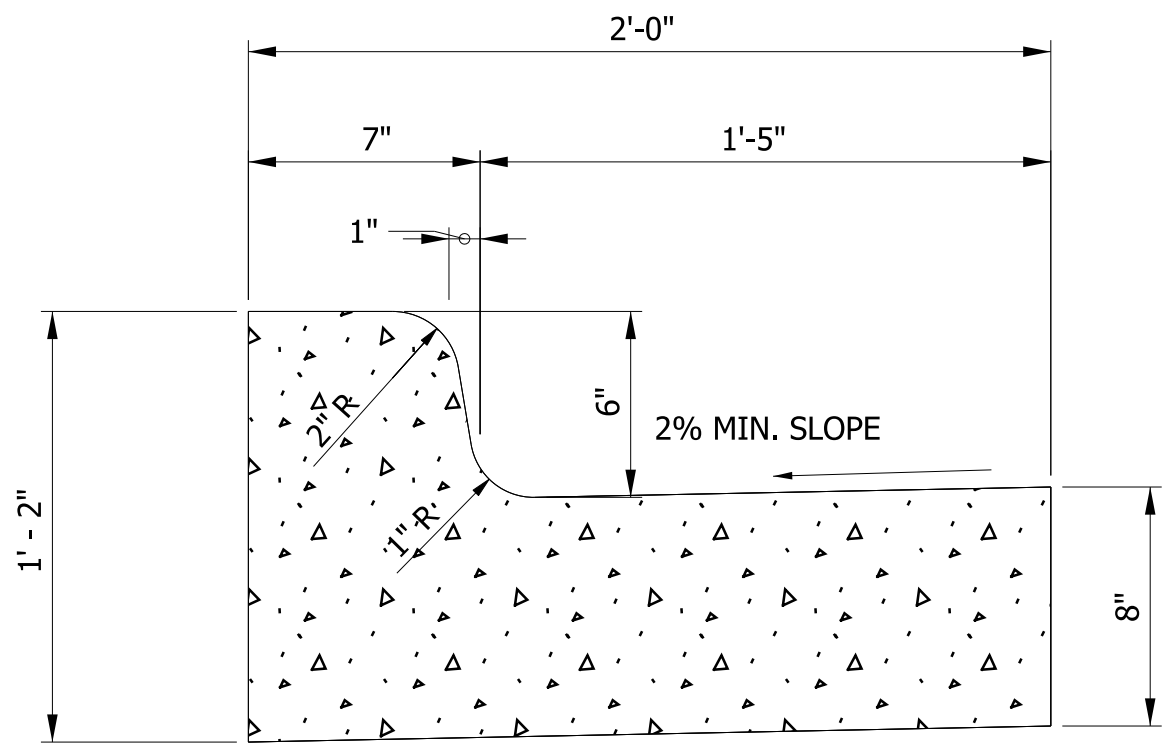
|                          |                     |                 |      |
|--------------------------|---------------------|-----------------|------|
| RECOMMENDED FOR APPROVAL | <i>Marc A. Rape</i> | DESIGN ENGINEER | DATE |
| DESIGNED: SWW            | DRAWN: ELS          |                 |      |
| CHECKED: MAR             | CHECKED: MAR        |                 |      |

|                                         |
|-----------------------------------------|
| INDIANA<br>DEPARTMENT OF TRANSPORTATION |
| TYPICAL CROSS SECTIONS                  |

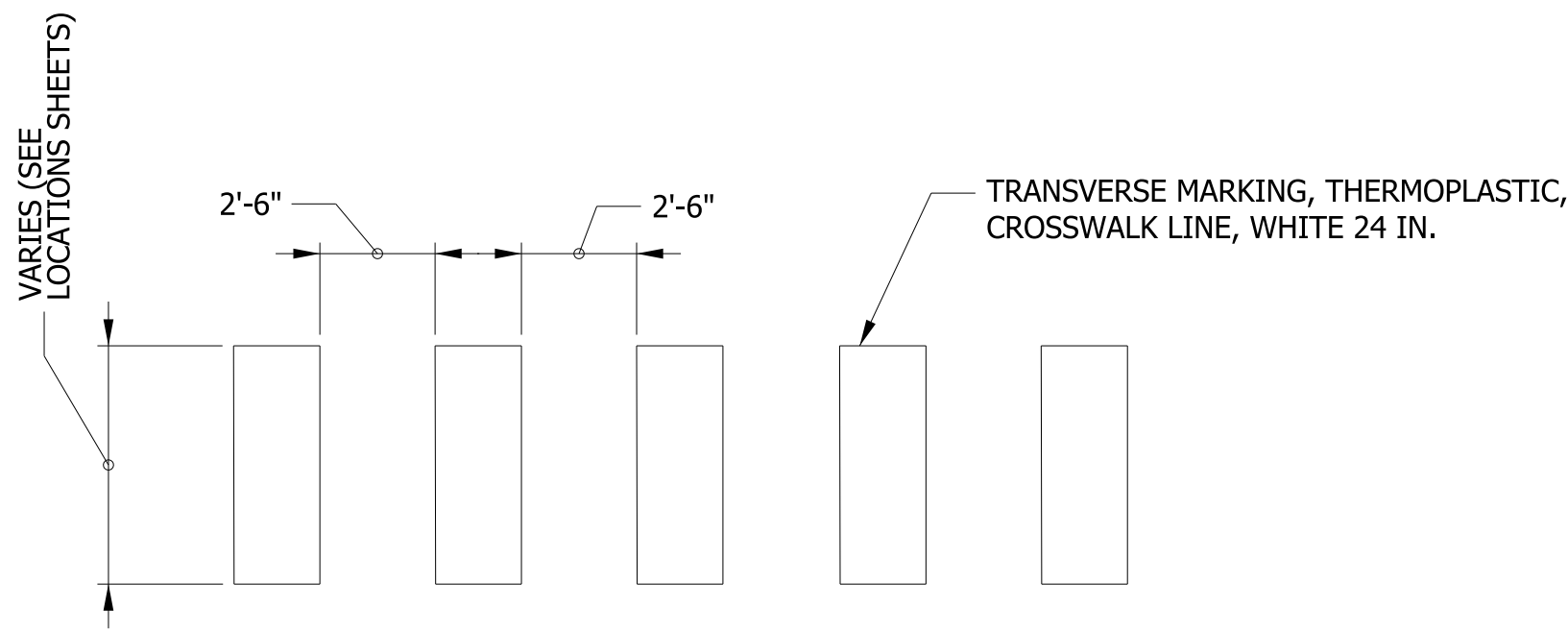
|                                  |                            |
|----------------------------------|----------------------------|
| HORIZONTAL SCALE<br>1/4" = 1'-0" | BRIDGE FILE NO.<br>N/A     |
| VERTICAL SCALE<br>1/4" = 1'-0"   | DESIGNATION NO.<br>1700976 |
| SURVEY BOOK NO.<br>ELECTRONIC    | SHEETS<br>3 of 15          |
| CONTRACT NO.<br>R-40337          | PROJECT NO.<br>1700976     |



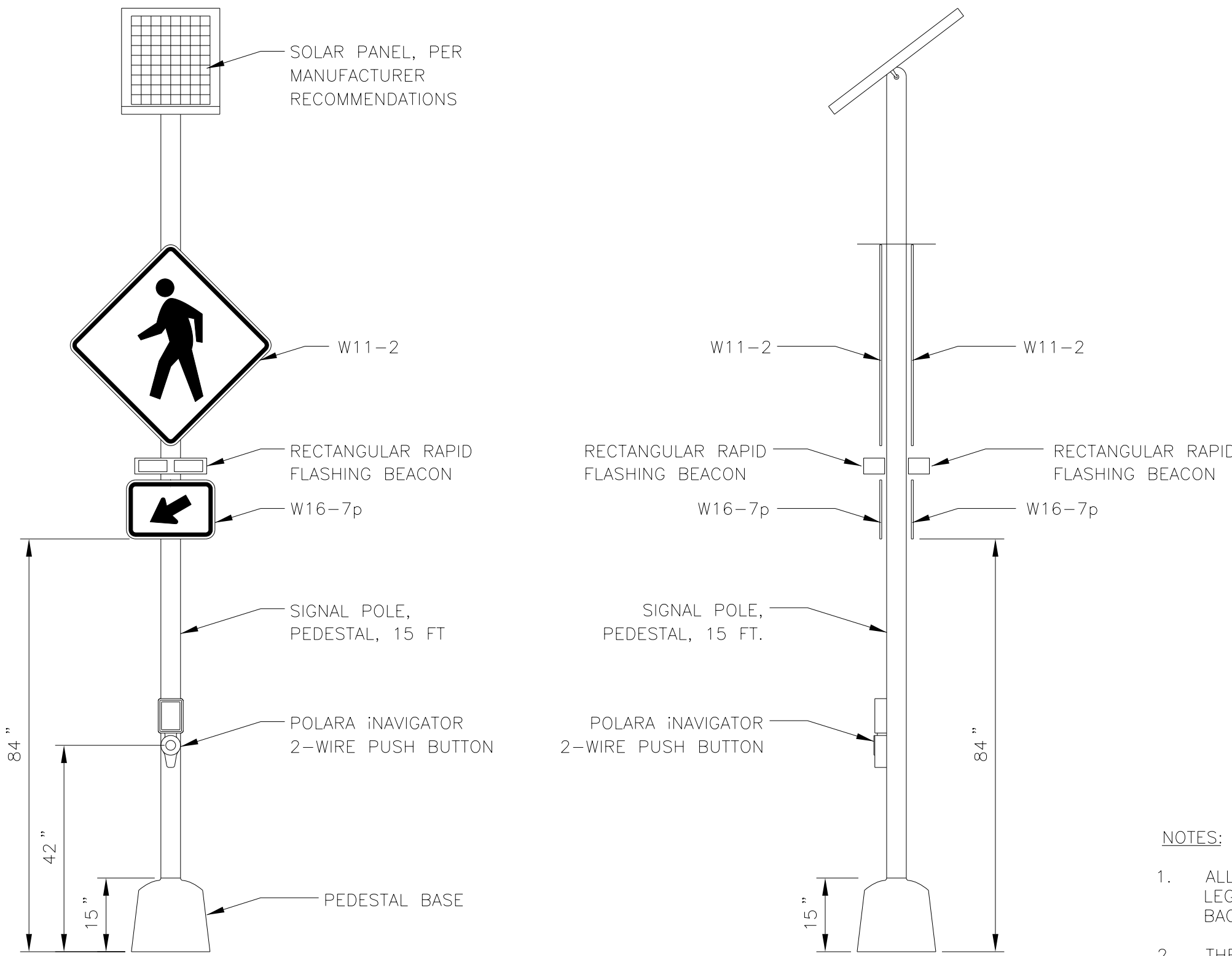
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**MODIFIED COMBINED CONCRETE CURB AND GUTTER (VERTICAL)**  
No Scale



**CROSSWALK LINE MARKING**  
No Scale

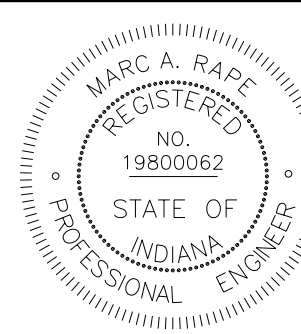


**FRONT VIEW**

**SIDE VIEW**

**RECTANGULAR RAPID FLASHING BEACON (RRFB)**  
No Scale

- NOTES:**
- ALL PEDESTRIAN WARNING SIGNS SHALL HAVE A BLACK LEGEND AND BORDER ON A FLORESCENT YELLOW-GREEN BACKGROUND.
  - THE CENTER OF THE PUSH BUTTON SHALL BE INSTALLED 42" VERTICALLY ABOVE THE ACCESSIBLE PEDESTRIAN ALL WEATHER SURFACE.
  - PUSH BUTTONS SHALL BE INSTALLED WITHIN A 10" HORIZONTAL REACH OF THE ACCESSIBLE PEDESTRIAN ALL WEATHER SURFACE.

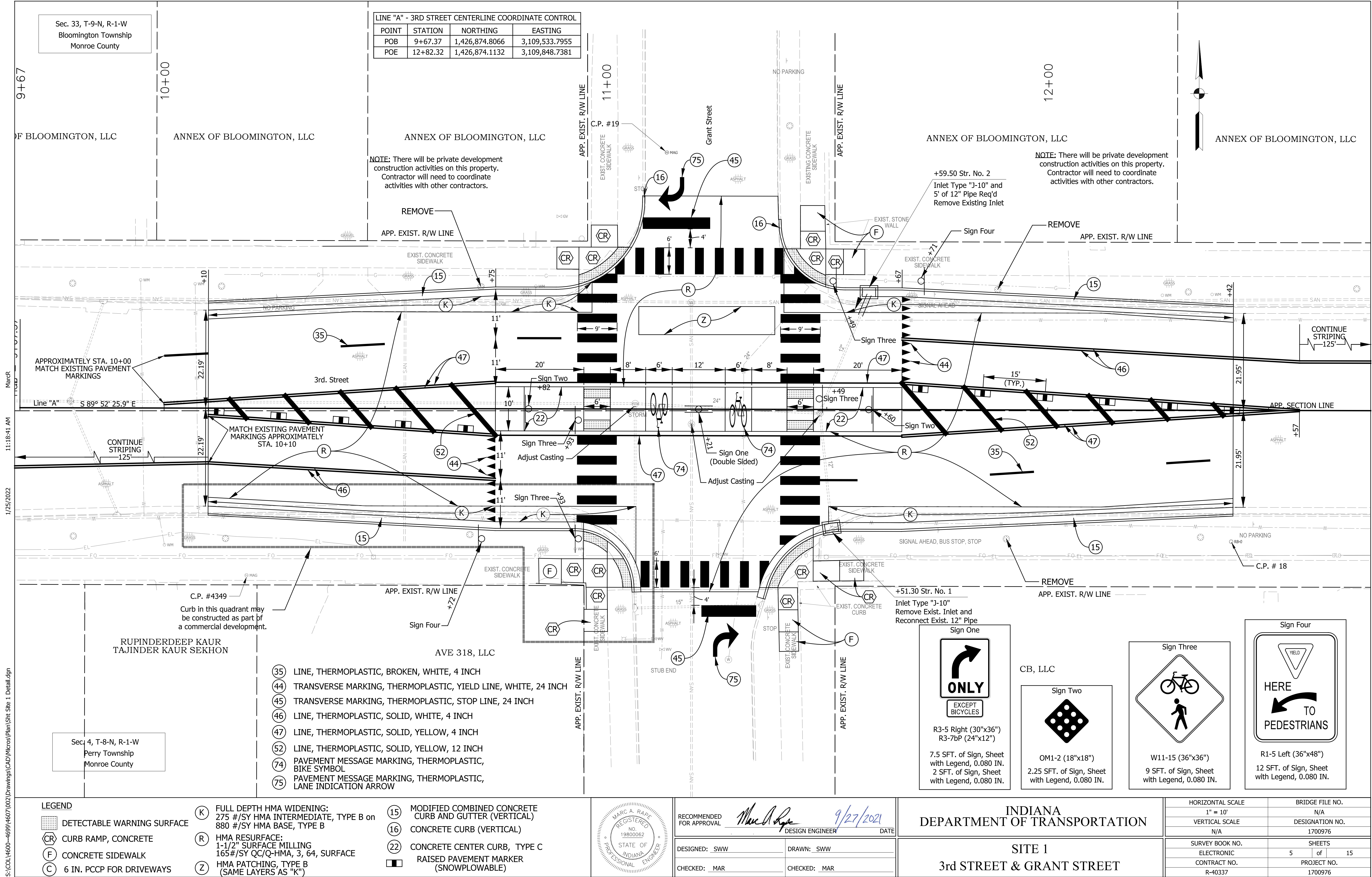


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|--------------------------|---------------------|-----------|------|
| RECOMMENDED FOR APPROVAL | <i>Marc A. Rape</i> | 9/27/2021 | DATE |
| DESIGNED: SWW            | DRAWN: ELS          |           |      |
| CHECKED: MAR             | CHECKED: MAR        |           |      |

|                                         |
|-----------------------------------------|
| INDIANA<br>DEPARTMENT OF TRANSPORTATION |
| MISCELLANEOUS<br>DETAILS                |

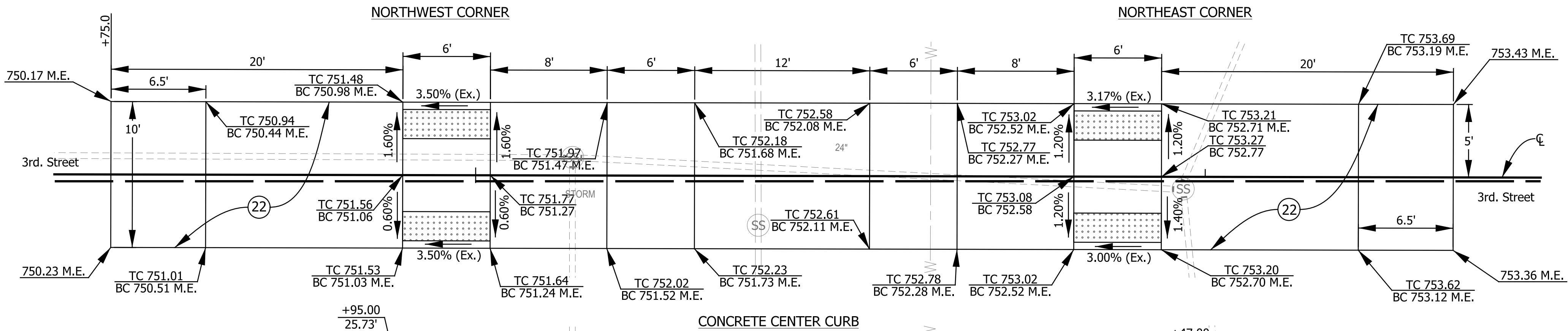
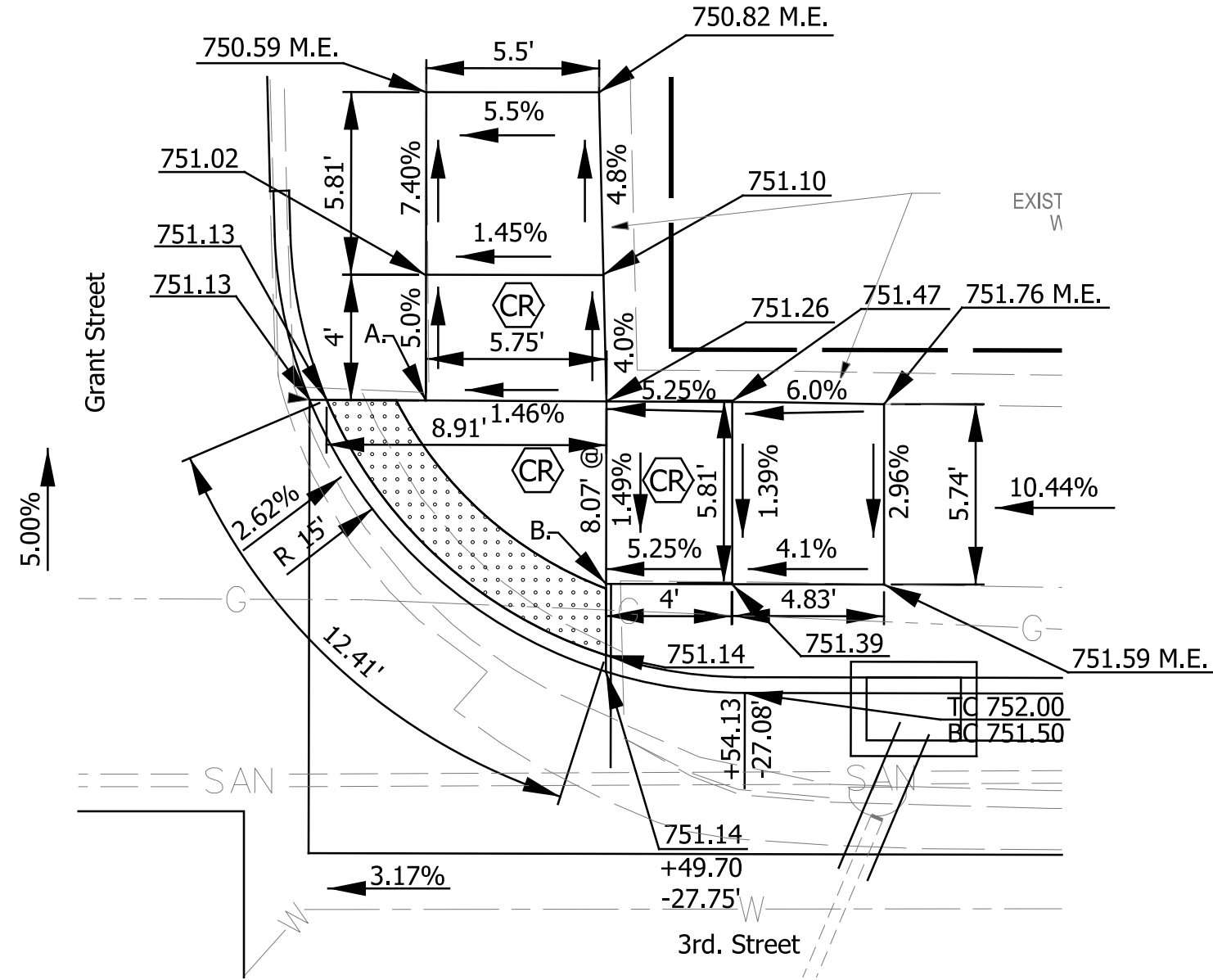
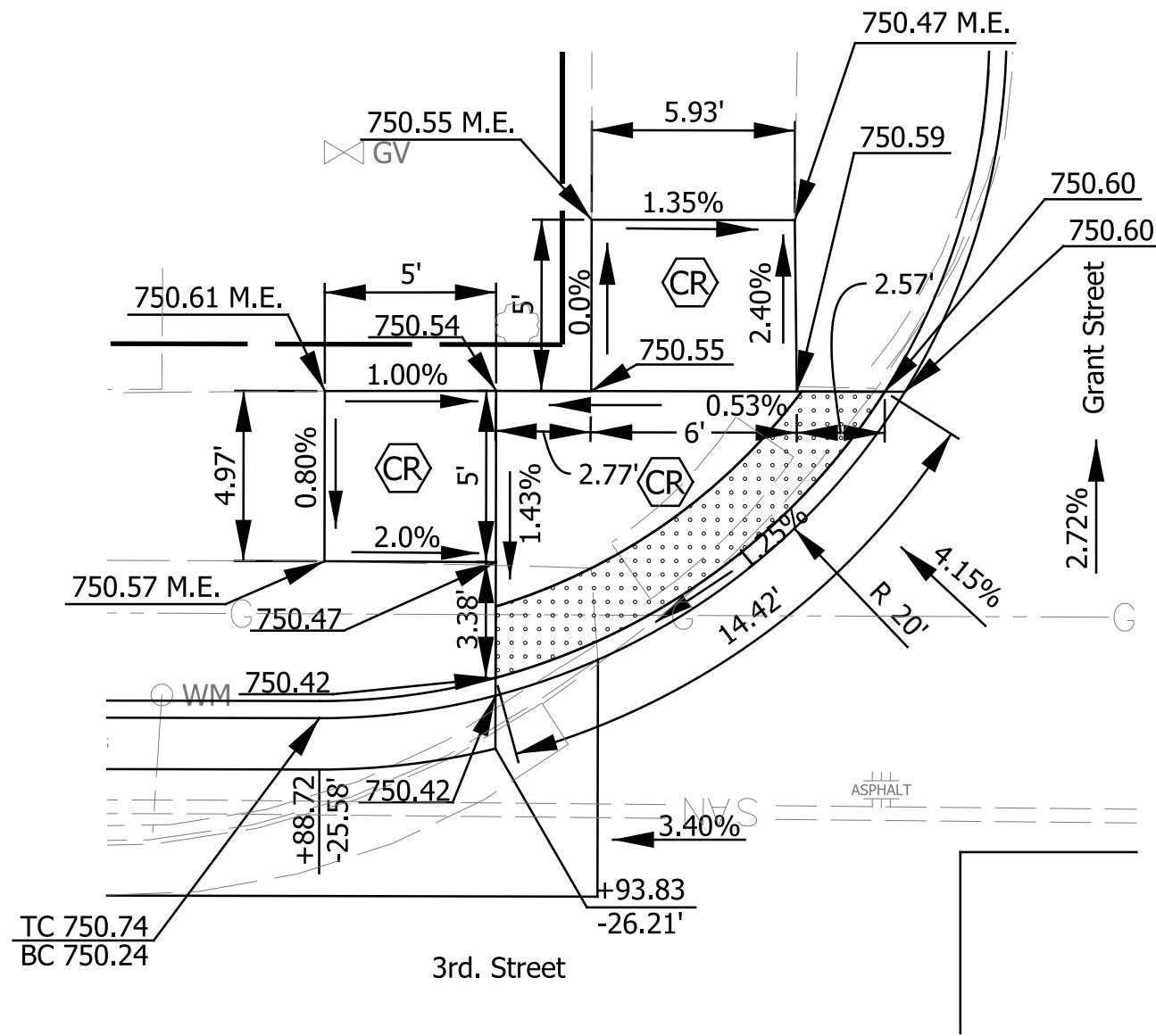
|                               |                            |
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| HORIZONTAL SCALE<br>N/A       | BRIDGE FILE NO.<br>N/A     |
| VERTICAL SCALE<br>N/A         | DESIGNATION NO.<br>1700976 |
| SURVEY BOOK NO.<br>ELECTRONIC | SHEETS<br>4 of 15          |
| CONTRACT NO.<br>R-40337       | PROJECT NO.<br>1700976     |





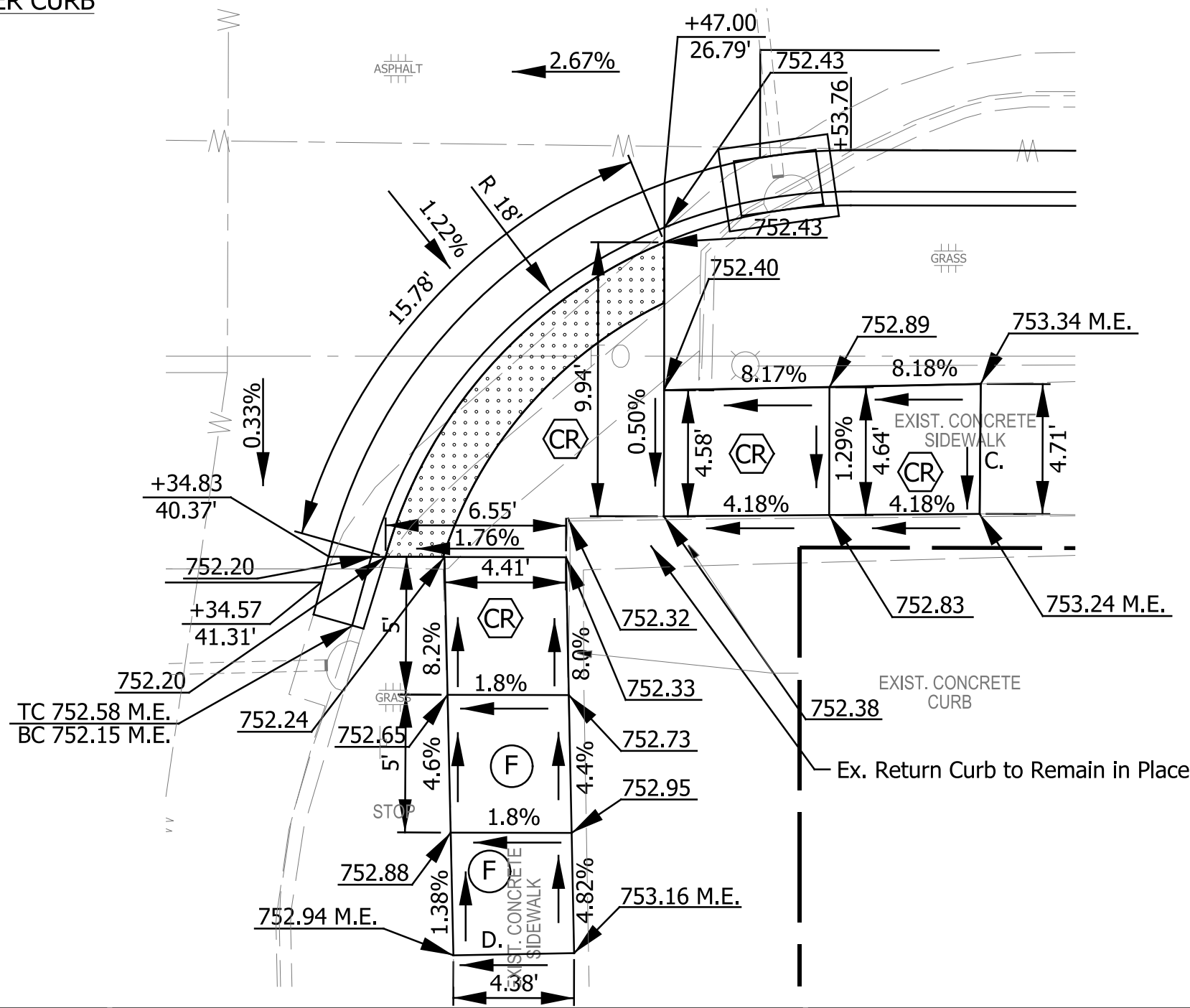
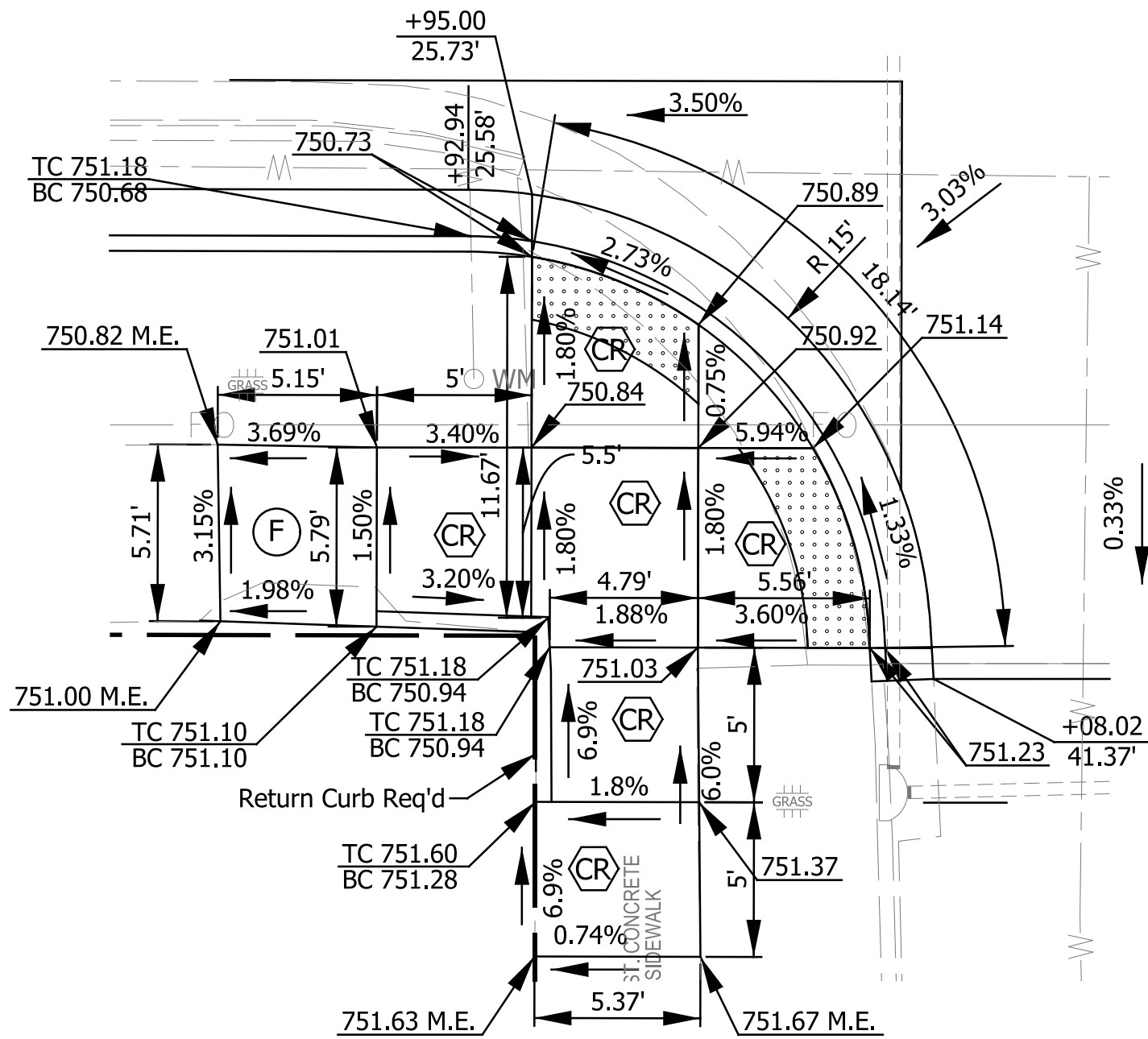


Note: Turning Space is provided



- A. - 751.17  
B. - 751.17  
C. - 2.12% ME  
D. - 5.02% ME

Note: Turning Space is provided

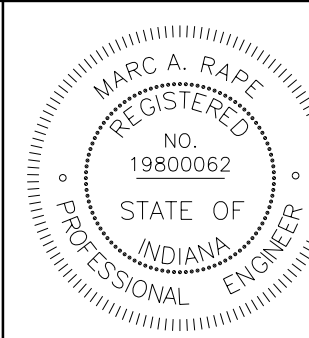


SOUTHEAST CORNER

LEGEND

- DETECTABLE WARNING SURFACE  
CURB RAMP, CONCRETE  
CONCRETE SIDEWALK

CONCRETE CENTER CURB, TYPE C



RECOMMENDED FOR APPROVAL  
DESIGNED: SWW  
CHECKED: MAR  
DRAWN: SWW  
CHECKED: MAR  
DESIGN ENGINEER  
DATE: 9/27/2021

INDIANA  
DEPARTMENT OF TRANSPORTATION  
SITE 1 - CURB RAMP DETAILS  
3rd STREET & GRANT STREET

|                                                          |                                             |
|----------------------------------------------------------|---------------------------------------------|
| HORIZONTAL SCALE<br>1" = 5'                              | BRIDGE FILE NO.<br>N/A                      |
| VERTICAL SCALE<br>N/A                                    | DESIGNATION NO.<br>1700976                  |
| SURVEY BOOK NO.<br>ELECTRONIC<br>CONTRACT NO.<br>R-40337 | SHEETS<br>6 of 15<br>PROJECT NO.<br>1700976 |

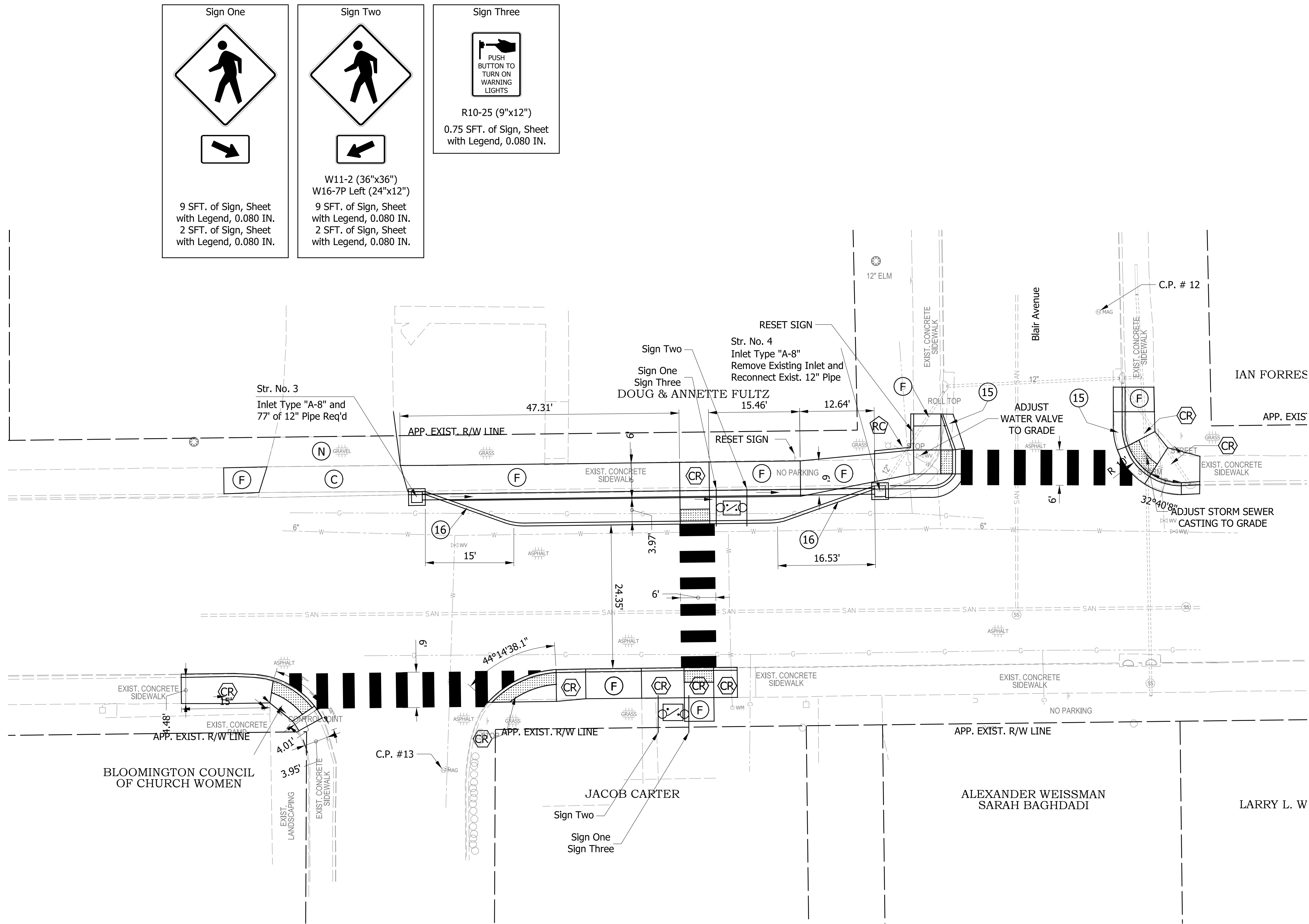
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1/25/2022

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Sign One

9 SFT. of Sign, Sheet with Legend, 0.080 IN.  
2 SFT. of Sign, Sheet with Legend, 0.080 IN.

Sign Two

W11-2 (36"x36")  
W16-7P Left (24"x12")  
9 SFT. of Sign, Sheet with Legend, 0.080 IN.  
2 SFT. of Sign, Sheet with Legend, 0.080 IN.

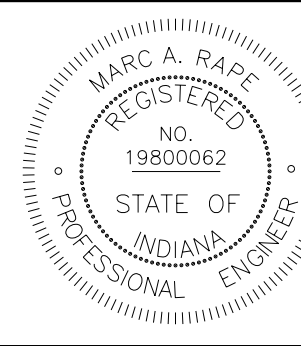
Sign Three

R10-25 (9"x12")  
0.75 SFT. of Sign, Sheet with Legend, 0.080 IN.

- DETECTABLE WARNING SURFACE
- CURB RAMP, CONCRETE
- F

- 6 IN. PCCP FOR DRIVEWAYS
- MODIFIED COMBINED CONCRETE CURB AND GUTTER (VERTICAL)
- CONCRETE CURB (VERTICAL)
- COMPACTED AGGREGATE, NO. 53 (6 INCH DEPTH)

- RETURN CURB
- RECTANGULAR RAPID FLASH BEACON (DOUBLE SIDED)

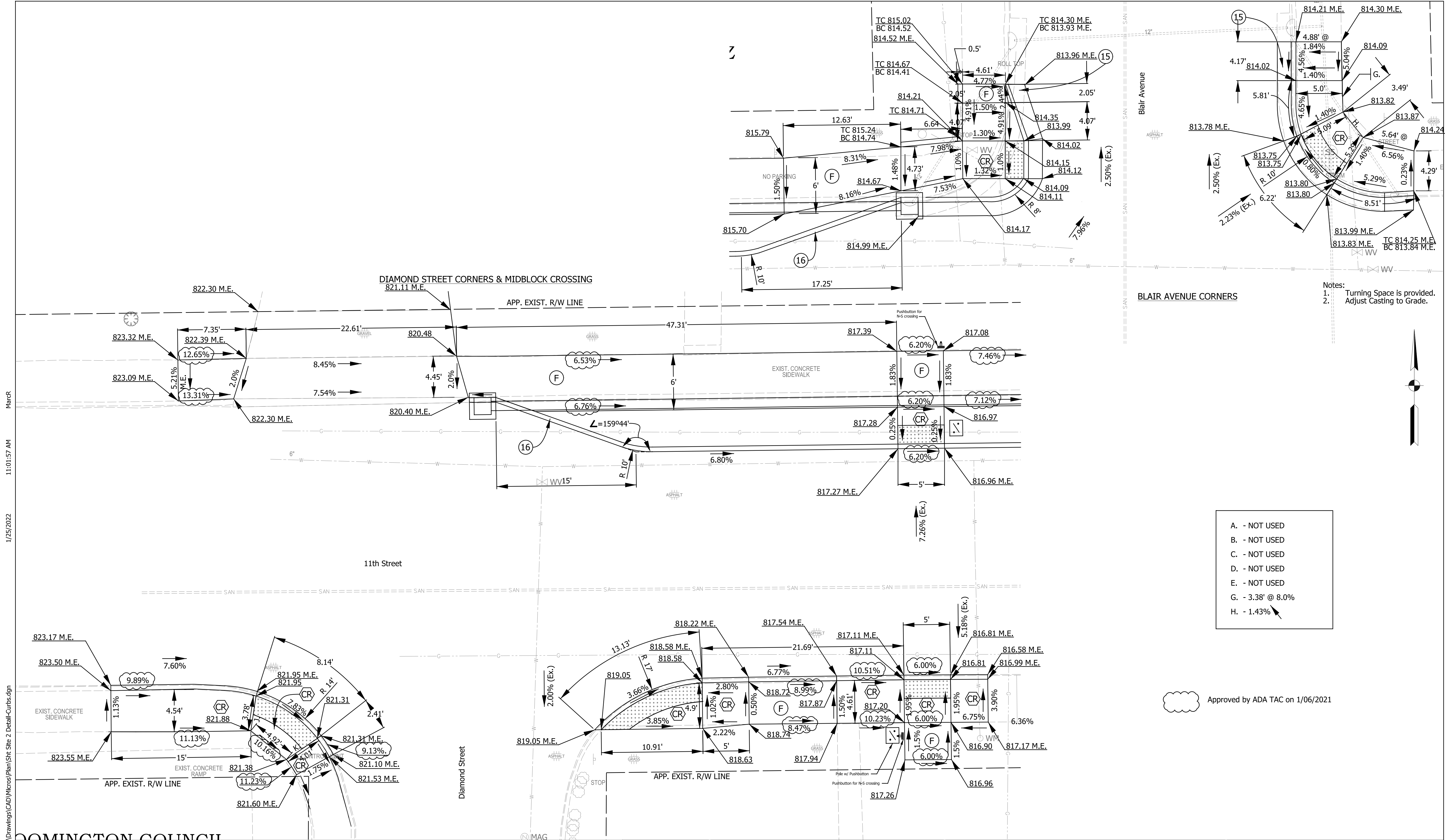


|                          |              |           |      |
|--------------------------|--------------|-----------|------|
| RECOMMENDED FOR APPROVAL |              | 9/27/2021 | DATE |
| DESIGNED: SWW            | DRAWN: SWW   |           |      |
| CHECKED: MAR             | CHECKED: MAR |           |      |

|                                                        |
|--------------------------------------------------------|
| INDIANA<br>DEPARTMENT OF TRANSPORTATION                |
| SITE 2 CROSSING<br>11th ST. & DIAMOND ST. / BLAIR AVE. |

|                              |                            |
|------------------------------|----------------------------|
| HORIZONTAL SCALE<br>1" = 10' | BRIDGE FILE NO.<br>N/A     |
| VERTICAL SCALE<br>NA         | DESIGNATION NO.<br>1700976 |
| SURVEY BOOK NO.              | SHEETS<br>7 of 15          |
| CONTRACT NO.<br>R-40337      | PROJECT NO.<br>1700976     |





LEGEND

|  |                            |  |                                                       |
|--|----------------------------|--|-------------------------------------------------------|
|  | DETECTABLE WARNING SURFACE |  | MODIFIED COMBINED CONCRETE CURB AND GUTTER (VERTICAL) |
|  | CURB RAMP, CONCRETE        |  | STANDARD HEADER CURB                                  |
|  | CONCRETE SIDEWALK          |  | RECTANGULAR RAPID FLASH BEACON (DOUBLE SIDED)         |

DOMINION COUNCIL

APPROVED BY ADA TAC ON 1/06/2021

INDIANA DEPARTMENT OF TRANSPORTATION

SITE 2 CURB RAMP DETAILS  
11th ST. & DIAMOND ST. / BLAIR AVE.

|                             |                            |
|-----------------------------|----------------------------|
| HORIZONTAL SCALE<br>1" = 5' | BRIDGE FILE NO.<br>N/A     |
| VERTICAL SCALE<br>NA        | DESIGNATION NO.<br>1700976 |
| SURVEY BOOK NO.             | SHEETS<br>8 of 15          |
| CONTRACT NO.<br>R-40337     | PROJECT NO.<br>1700976     |

RECOMMENDED FOR APPROVAL

DESIGNED: SWW

CHECKED: MAR

DRAWN: SWW

CHECKED: MAR

DATE: 9/27/2021

MARC A. RAPE  
REGISTERED  
NO. 1980062  
STATE OF INDIANA  
PROFESSIONAL ENGINEER

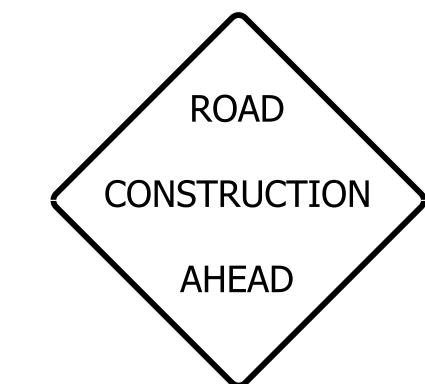
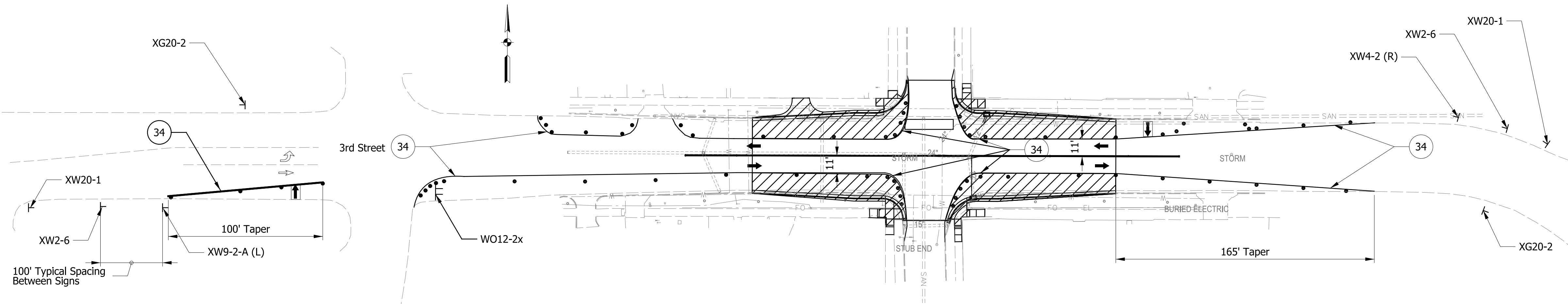




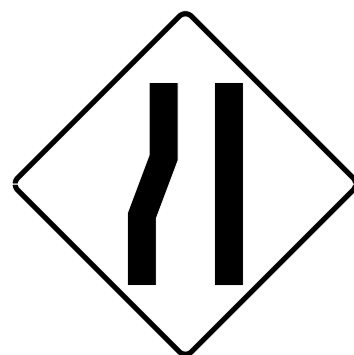


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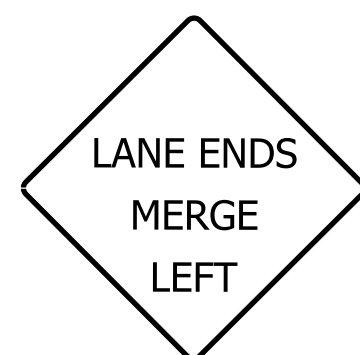
## PHASE I



XW20-1



XW4-2 (R or L)



LANE  
CLOSED

WO12-2x

END  
CONSTRUCTION

XG20-2

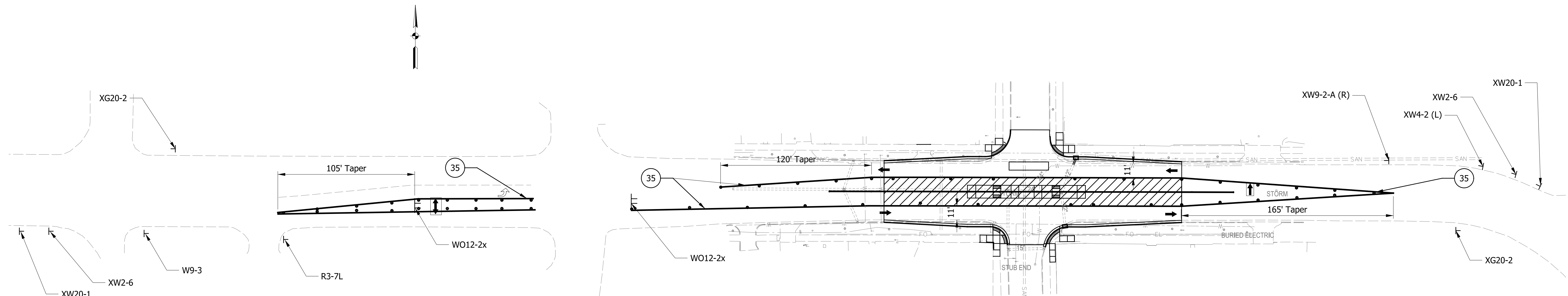
LEFT LANE  
MUST  
TURN LEFT

R3-7L

Speeding  
Max \$1000  
Reckless Driving  
Max 6 Yrs

XW2-6

## PHASE II



### MAINTENANCE OF TRAFFIC OPERATIONS

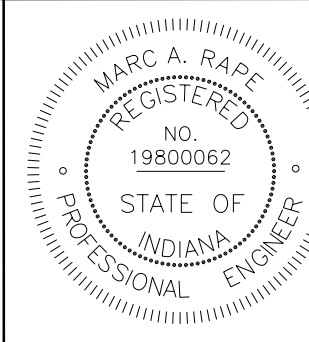
- Phase I: Construct Outside Lanes.  
Construct Curb Ramps.
- Phase II: Construct Pedestrian Refuge Island.  
Mill, Patching, and Resurface

#### NOTE:

1. Milling, Patching, and Resurfacing operations to be completed under flagging.
2. Maintain centerline during Phase I.
3. Speed limit 30 MPH during construction.

### LEGEND

- Construction Signs
- Channelization Drum
- Barricade Type III-B
- 34 Temporary Pavement Marking, Removable, White, 4 in
- 35 Temporary Pavement Marking, Removable, Yellow, 4 in
- Direction of Traffic Flow
- Phase I Construction
- Flashing Arrow Sign



RECOMMENDED  
FOR APPROVAL

*Marc A. Rape*  
DESIGN ENGINEER

9/27/2021  
DATE

DESIGNED: MVR

DRAWN: MVR

CHECKED: MAR

CHECKED: MAR

INDIANA  
DEPARTMENT OF TRANSPORTATION

MAINTENANCE OF TRAFFIC  
SITE 1

HORIZONTAL SCALE

1" = 40'

VERTICAL SCALE

NA

BRIDGE FILE NO.

N/A

DESIGNATION NO.

1700976

SURVEY BOOK NO.

ELECTRONIC

CONTRACT NO.

R-40337

SHEETS

10 of 15

PROJECT NO.

1700976

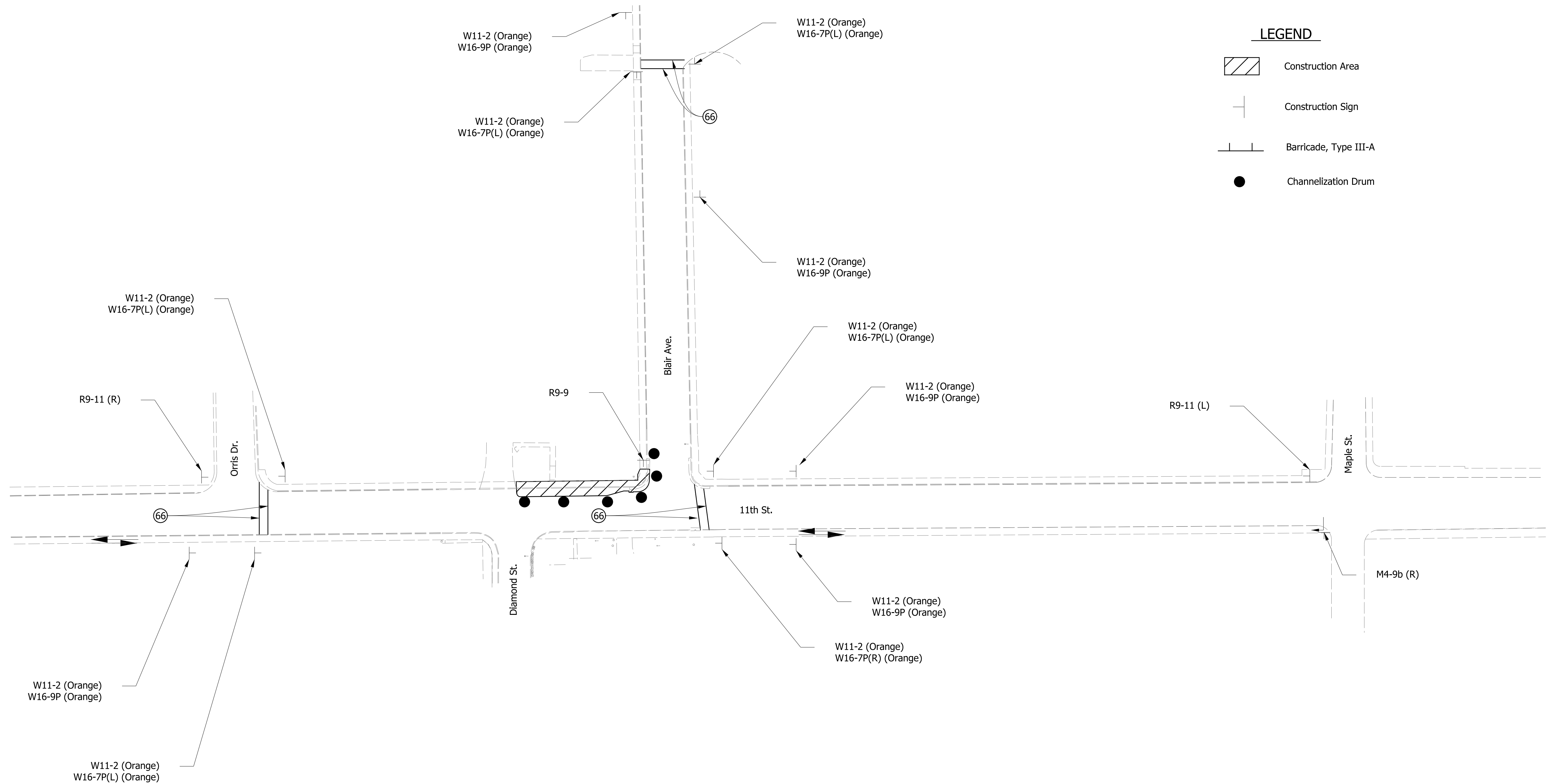






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1/25/2022  
MarcR

S:\COL\4600-4699\4607\002\Drawings\CAD\Micros\Plan\Site 2 PED MOT.dgn



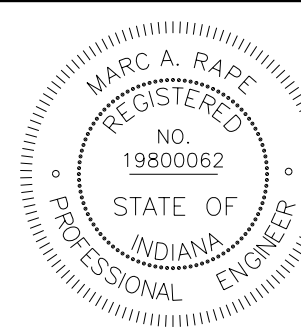
66 Temporary Pavement Marking, Removable,  
Crosswalk Line, White, 6 Inch

NOTES:

1. All crossings are located at existing intersections or existing curb ramps.
2. Only one ramp to be closed at each intersection at a time.
3. The signage shown is typical; to be adjusted for each ramp. Mod. R9-10 to be placed where detour not available.

DURING SIDEWALK CLOSURE  
CALL 1-XXX-XXX-XXXX  
FOR MOBILITY ASSISTANCE

MOD. R9-10  
(Type D)



|                          |                     |           |                 |      |
|--------------------------|---------------------|-----------|-----------------|------|
| RECOMMENDED FOR APPROVAL | <i>Marc A. Rape</i> | 9/27/2021 | DESIGN ENGINEER | DATE |
| DESIGNED: SWW            | DRAWN: SWW          |           |                 |      |
| CHECKED: MAR             | CHECKED: MAR        |           |                 |      |

|                                                              |
|--------------------------------------------------------------|
| INDIANA<br>DEPARTMENT OF TRANSPORTATION                      |
| PEDESTRIAN MOT - SITE 2<br>11th ST. & DIAMOND ST./BLAIR AVE. |

|                               |                            |
|-------------------------------|----------------------------|
| HORIZONTAL SCALE<br>1" = 40'  | BRIDGE FILE NO.<br>N/A     |
| VERTICAL SCALE<br>N/A         | DESIGNATION NO.<br>1700976 |
| SURVEY BOOK NO.<br>ELECTRONIC | SHEETS<br>12 of 15         |
| CONTRACT NO.<br>R-40337       | PROJECT NO.<br>1700976     |



S:\COL\4600--4699\4607\002\Drawings\CAD\Micros\Plan\Site 6 PED MOT.dgn 1/25/2022 11:02:01 AM MarcR

LEGEND



Construction Area



Construction Sign



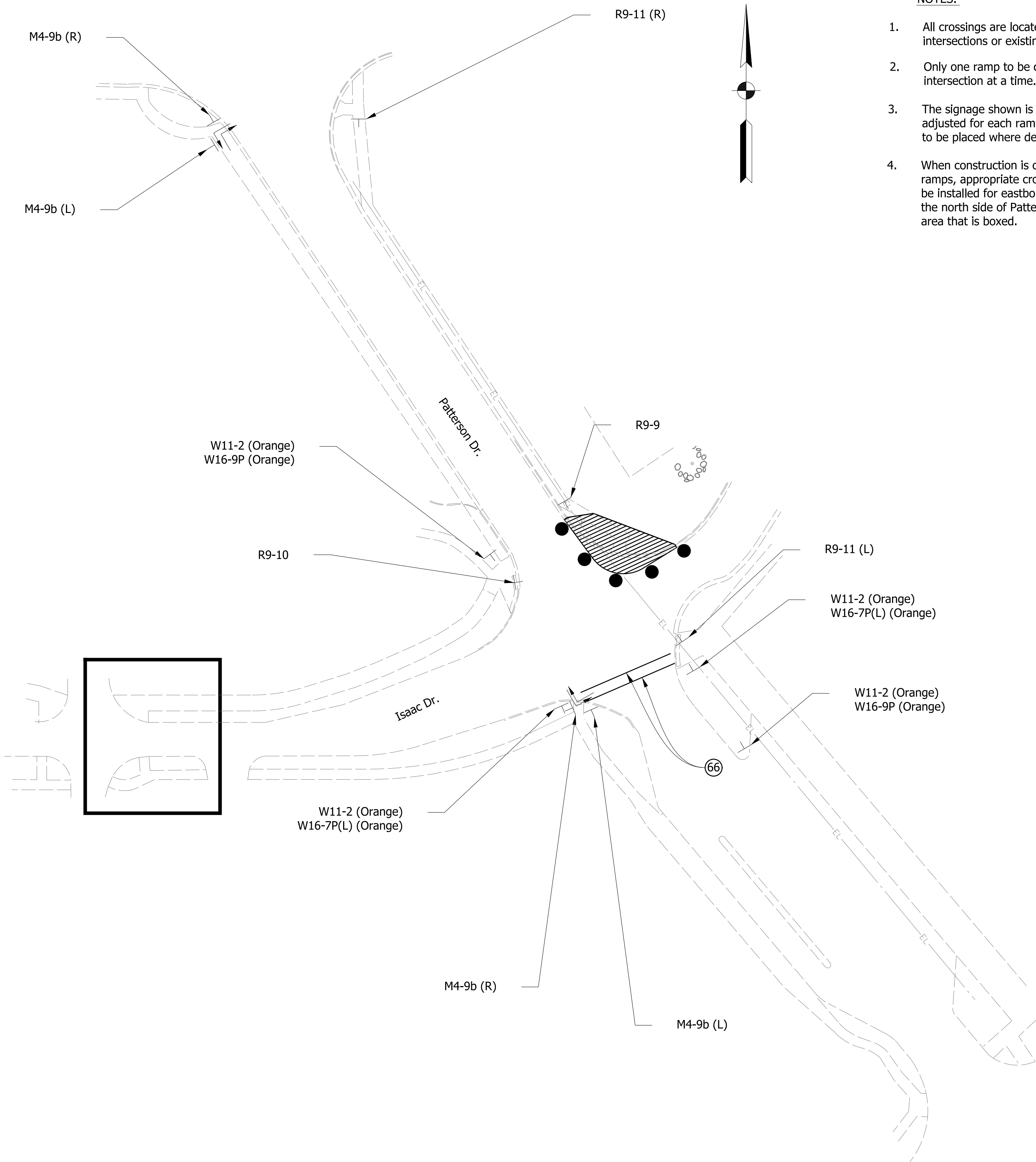
Barricade, Type III-A



Channelization Drum



Temporary Pavement Marking,  
Removable, Crosswalk Line,  
White, 6 Inch

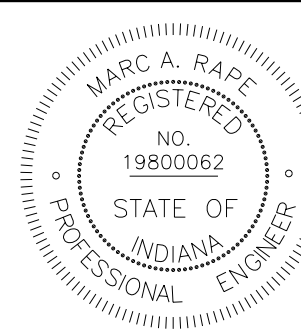


NOTES:

1. All crossings are located at existing intersections or existing curb ramps.
2. Only one ramp to be closed at each intersection at a time.
3. The signage shown is typical; to be adjusted for each ramp. Mod. R9-10 to be placed where detour not available.
4. When construction is on the west side ramps, appropriate crossing signage shall be installed for eastbound pedestrians on the north side of Patterson Drive in the area that is boxed.

DURING SIDEWALK CLOSURE  
CALL 1-XXX-XXX-XXXX  
FOR MOBILITY ASSISTANCE

MOD. R9-10  
(Type D)



RECOMMENDED  
FOR APPROVAL

*Marc A. Rape*  
DESIGN ENGINEER

9/27/2021  
DATE

DESIGNED: SWW

DRAWN: SWW

CHECKED: MAR

CHECKED: MAR

INDIANA  
DEPARTMENT OF TRANSPORTATION

PEDESTRIAN MOT - SITE 6  
ISAAC DR. & PATTERSON DR.

HORIZONTAL SCALE  
1" = 40'  
VERTICAL SCALE  
N/A

BRIDGE FILE NO.  
N/A  
DESIGNATION NO.  
1700976

SURVEY BOOK NO.  
ELECTRONIC  
CONTRACT NO.  
R-40337

SHEETS  
13 of 15  
PROJECT NO.  
1700976



| LOCATION  | DESCRIPTION<br>(APPROACH TYPE OR CLASS) | WIDTH | LENGTH | RADII | EXCAVATION |     | HMA MATERIALS        |                   |                           | MILLING, ASPHALT, 1 1/2 IN. | SIDEWALK, CONCRETE | CURB AND GUTTER, CONCRETE | CURB RAMP, CONCRETE | PCCP FOR APPROACHES, 6 IN. | DENSE GRADED SUBBASE | SUBGRADE TREATMENT |      | COMPACTED AGGREGATE, NO. 53 |
|-----------|-----------------------------------------|-------|--------|-------|------------|-----|----------------------|-------------------|---------------------------|-----------------------------|--------------------|---------------------------|---------------------|----------------------------|----------------------|--------------------|------|-----------------------------|
|           |                                         |       |        |       |            |     | PATCHING, FULL DEPTH | WIDENING WITH HMA | QC-QA-HMA, SURFACE 9.5 mm |                             |                    |                           |                     |                            |                      |                    |      |                             |
|           |                                         |       |        |       |            |     |                      |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
|           |                                         |       |        |       |            |     |                      |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
|           |                                         |       |        |       |            |     | TYPE, B              | TYPE, B           | 4, 76                     |                             |                    |                           |                     |                            |                      |                    |      |                             |
|           |                                         |       |        |       |            |     | LBS. PER SYD.        |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
| CUT       | FILL                                    | 1430  | 1430   | 165   | IC         | II  |                      |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
| FT        | FT                                      | FT    | CYS    | CYS   | TON        | TON | TON                  | SYS               | SYS                       | LFT                         | SYS                | SYS                       | TON                 | SYS                        | SYS                  | TON                |      |                             |
| SITE 1    |                                         |       |        |       | 240.9      |     | 15.6                 | 89.5              | 97.0                      | 1175.6                      | 12.3               | 389.6                     | 70.1                | 0.0                        | 0.0                  | 314.0              | 0.0  | 34.0                        |
| SITE 2    |                                         |       |        |       | 21.2       |     | 0.0                  | 0.0               | 0.0                       | 0.0                         | 54.0               | 55.0                      | 51.4                | 14.0                       | 4.7                  | 61.3               | 14.0 | 4.0                         |
| SITE 6    |                                         |       |        |       | 28.9       |     | 0.0                  | 0.0               | 0.0                       | 0.0                         | 53.6               | 95.0                      | 38.8                | 0.0                        | 0.0                  | 56.3               | 0.0  | 0.0                         |
|           |                                         |       |        |       |            |     |                      |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
|           |                                         |       |        |       |            |     |                      |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
|           |                                         |       |        |       |            |     |                      |                   |                           |                             |                    |                           |                     |                            |                      |                    |      |                             |
| PAY TOTAL |                                         |       |        |       | 291        | 0   | 16                   | 90                | 97                        | 1176                        | 120                | 540                       | 161                 | 14                         | 5                    | 432                | 14   | 39                          |

| LOCATION  | THERMOPLASTIC                         |                                                 |                          |                                 |                               |                           |                            |                           |                            | SNOWPLOWABLE RAISED PAVEMENT MARKER | DETECTABLE WARNING SURFACES | DETECTABLE WARNING SURFACES, RETROFIT | REMARKS |
|-----------|---------------------------------------|-------------------------------------------------|--------------------------|---------------------------------|-------------------------------|---------------------------|----------------------------|---------------------------|----------------------------|-------------------------------------|-----------------------------|---------------------------------------|---------|
|           | PAVEMENT MESSAGE MARKING, BIKE SYMBOL | PAVEMENT MESSAGE MARKING, LANE INDICATION ARROW | TRANSVERSE MARKING       |                                 |                               |                           | LINE, BROKEN, WHITE, 4 IN. | LINE, SOLID, WHITE, 4 IN. | LINE, SOLID, YELLOW, 4 IN. |                                     |                             |                                       |         |
|           |                                       |                                                 | STOP LINE, WHITE, 24 IN. | CROSSHATCH LINE, YELLOW, 12 IN. | CROSSWALK LINE, WHITE, 24 IN. | YIELD LINE, WHITE, 36 IN. |                            |                           |                            |                                     |                             |                                       |         |
|           |                                       |                                                 |                          |                                 |                               |                           |                            |                           |                            |                                     |                             |                                       |         |
| EACH      | EACH                                  | LFT                                             | LFT                      | LFT                             | LFT                           | LFT                       | LFT                        | LFT                       | EACH                       | SYS                                 | SYS                         |                                       |         |
| SITE 1    | 2                                     | 2                                               | 27.7                     | 106.7                           | 304.6                         | 36.0                      | 60.0                       | 810.6                     | 825.6                      | 11.0                                | 17.8                        | 0.0                                   |         |
| SITE 2    | 0                                     | 0                                               | 0.0                      | 0.0                             | 140.1                         | 0.0                       | 0.0                        | 0.0                       | 0.0                        | 0.0                                 | 9.1                         | 0.0                                   |         |
| SITE 6    | 0                                     | 0                                               | 0.0                      | 0.0                             | 250.0                         | 0.0                       | 0.0                        | 0.0                       | 0.0                        | 0.0                                 | 5.3                         | 0.0                                   |         |
|           |                                       |                                                 |                          |                                 |                               |                           |                            |                           |                            |                                     |                             |                                       |         |
|           |                                       |                                                 |                          |                                 |                               |                           |                            |                           |                            |                                     |                             |                                       |         |
|           |                                       |                                                 |                          |                                 |                               |                           |                            |                           |                            |                                     |                             |                                       |         |
|           |                                       |                                                 |                          |                                 |                               |                           |                            |                           |                            |                                     |                             |                                       |         |
| PAY TOTAL | 2                                     | 2                                               | 28                       | 107                             | 695                           | 36                        | 60                         | 811                       | 826                        | 11                                  | 33                          | 0                                     |         |

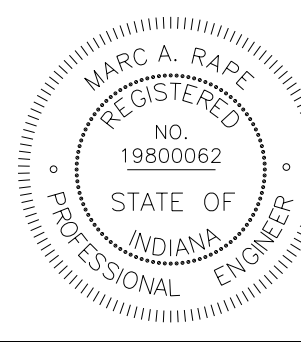
| SITE | STRUCTURE NUMBER | LOCATION       |      |       |        | SIZE | PIPE TYPE | MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE | LENGTH | SKEW | COVER | FLOW LINE |             | SERVICE LIFE | SITE DESIGNATION | pH  | BACKFILL METHOD | STRUCTURAL BACKFILL, TYPE 2 | STRUCTURAL BACKFILL, TYPE 5 | GEOTEXTILES | GRATED BOX END SECTION, TYPE 1 | CASTING, ADJUST TO GRADE | REVEITEMENT RIPRAP | CONCRETE COLLAR | CONNECT TO STR. NO.                                                                                                                                                                                                                                             | REMARKS |
|------|------------------|----------------|------|-------|--------|------|-----------|-----------------------------------------------------|--------|------|-------|-----------|-------------|--------------|------------------|-----|-----------------|-----------------------------|-----------------------------|-------------|--------------------------------|--------------------------|--------------------|-----------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
|      |                  | STATION        | LEFT | RIGHT | MEDIAN |      |           |                                                     |        |      |       | UPSTREAM  | DOWN STREAM |              |                  |     |                 | CYS                         | CYS                         | SYS         | EA.                            | EA.                      | TON                | EA.             |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 | ELEV.                       | ELEV.                       | (yr.)       |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       | (in)   |      |           |                                                     | (ft)   |      | (ft)  |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
| 1    | EX.              | 11+06.00       |      |       | X      |      |           | EX. MANHOLE                                         |        |      |       |           |             |              |                  |     |                 |                             |                             |             | 1                              |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      | EX.              | 11+19.00       |      |       | X      |      |           | EX. MANHOLE                                         |        |      |       |           |             |              |                  |     |                 |                             |                             |             | 1                              |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      | EX.              | 11+49.00       |      |       | X      |      |           | EX. MANHOLE                                         |        |      |       |           |             |              |                  |     |                 |                             |                             |             | 1                              |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      | 1                | 11+51.30       |      | X     |        |      |           | INLET J-10                                          |        |      |       | 750.32    | Unknown     | 75           | NA               | 7.0 |                 |                             |                             |             |                                |                          |                    | Exist. Pipe     | Existing structure to be removed. Proposed structure to be installed and oriented into the proposed curbline and reconnected with existing pipe.<br>Existing structure to be removed and pipe extended at current slope to connect into the proposed structure. |         |
|      | 2                | 11+59.50       | X    |       |        | 12   | 2         | INLET J-10                                          | 5.0    |      | 3.3   | 748.85    | 748.75      | 75           | NA               | 7.0 | 1               | 2.6                         |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
| 2    | 3                | DIAMOND ST., N |      |       |        | 12   | 2         | INLET A-8                                           | 77.0   |      | 2.5   | 816.74    | 813.40      | 75           | NA               | 7.0 | 1               | 32.2                        |                             |             |                                |                          |                    | 4               |                                                                                                                                                                                                                                                                 |         |
|      | 4                | BLAIR AVE., W  |      |       |        |      |           | INLET A-8                                           |        |      |       | 813.35    |             | 75           | NA               | 7.0 |                 |                             |                             |             |                                |                          |                    | Exist. Pipe     | Existing structure to be removed. Proposed structure to be installed into the proposed curbline and reconnected with existing pipe.                                                                                                                             |         |
|      | EX.              | BLAIR AVE., E  |      |       |        |      |           | EX. MANHOLE                                         |        |      |       |           |             |              |                  |     |                 |                             |                             |             | 1                              |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |
|      |                  |                |      |       |        |      |           |                                                     |        |      |       |           |             |              |                  |     |                 |                             |                             |             |                                |                          |                    |                 |                                                                                                                                                                                                                                                                 |         |

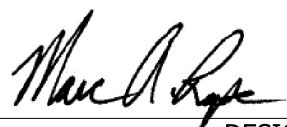
|                          |                    |           |      |
|--------------------------|--------------------|-----------|------|
| RECOMMENDED FOR APPROVAL | <i>Mark A. Rye</i> | 9/27/2021 | DATE |
| DESIGN ENGINEER          |                    |           |      |
| DESIGNED: SWW            | DRAWN: MVR         |           |      |
| CHECKED: MAR             | CHECKED: MAR       |           |      |

|                                         |                  |  |                 |       |
|-----------------------------------------|------------------|--|-----------------|-------|
| INDIANA<br>DEPARTMENT OF TRANSPORTATION | HORIZONTAL SCALE |  | BRIDGE FILE NO. |       |
|                                         | NA               |  | N/A             |       |
|                                         | VERTICAL SCALE   |  | DESIGNATION NO. |       |
|                                         | NA               |  | 1700976         |       |
| MISCELLANEOUS TABLES                    | SURVEY BOOK NO.  |  | SHEETS          |       |
|                                         | ELECTRONIC       |  | 14              | of 15 |
|                                         | CONTRACT NO.     |  | PROJECT NO.     |       |
|                                         | R-40337          |  | 1700976         |       |



| SHEET SIGN AND POST SUMMARY |         |                   |            |        |       |          |                       |        |                                                 |        |        |                                                              |     |       |          |                                   |                                                          |
|-----------------------------|---------|-------------------|------------|--------|-------|----------|-----------------------|--------|-------------------------------------------------|--------|--------|--------------------------------------------------------------|-----|-------|----------|-----------------------------------|----------------------------------------------------------|
| LOCATION                    |         |                   | SIGN       |        |       |          |                       |        |                                                 | POST   |        |                                                              |     |       | Comments |                                   |                                                          |
| SITE                        | STATION | LT/<br>MED/<br>RT | SIGN CODE  | REMOVE | RESET | RELOCATE | SIGN SIZE<br>(INCHES) |        | WITH LEGEND METAL<br>THICKNESS AND AREA<br>(SF) |        |        | SQUARE<br>UNREINFORCED<br>ANCHOR 2 1/4" - 12<br>GA. (TYPE 1) |     |       |          | SIGNAL POLE,<br>PEDESTAL,<br>12FT | SIGNAL POLE<br>FOUNDATION<br>24 IN. X 24 IN.<br>X 36 IN. |
|                             |         |                   |            | EACH   | EACH  | EACH     | WIDTH                 | HEIGHT | 0.080"                                          | 0.100" | 0.125" | POST LENGTH (FT.)                                            |     |       |          | EACH                              | EACH                                                     |
|                             |         |                   |            |        |       |          |                       |        |                                                 |        |        | 1                                                            | 2   | TOTAL |          |                                   |                                                          |
| 1                           | 10+72   | RT                | R1-5 (L)   |        |       |          | 36                    | 48     | 12.00                                           |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             | 10+82   | MED               | OM1-2      |        |       |          | 18                    | 18     | 2.25                                            |        |        | 8.3                                                          |     | 8.3   |          |                                   |                                                          |
|                             | 10+93   | RT                | W11-15     |        |       |          | 36                    | 36     | 9.00                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             | 10+93   | MED               | W11-15     |        |       |          | 36                    | 36     | 9.00                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             | 11+21   | MED               | R3-5 (R)   |        |       |          | 30                    | 36     | 7.50                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             |         |                   | R3-7bP     |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | R3-5 (R)   |        |       |          | 30                    | 36     | 7.50                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | R3-7bP     |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             | 11+49   | LT                | W11-15     |        |       |          | 36                    | 36     | 9.00                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             | 11+49   | MED               | W11-15     |        |       |          | 36                    | 36     | 9.00                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             | 11+60   | MED               | OM1-2      |        |       |          | 18                    | 18     | 2.25                                            |        |        | 8.3                                                          |     | 8.3   |          |                                   |                                                          |
|                             | 11+71   | LT                | R1-5 (L)   |        |       |          | 36                    | 48     | 12.00                                           |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             | 2       | BLAIR, NW         | STOP       |        | 1     |          |                       |        |                                                 |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         | BLAIR, NW         | NO PARKING |        | 1     |          |                       |        |                                                 |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         | DIAMOND, SE       | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W16-7P (L) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W16-7P (R) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | R10-25     |        |       |          | 9                     | 12     | 0.75                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         | DIAMOND, NE       | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W16-7P (L) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W16-7P (R) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | R10-25     |        |       |          | 9                     | 12     | 0.75                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             | 6       | W                 | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             |         |                   | W16-7P (L) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W16-7P (R) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         | N                 | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             |         |                   | W16-7P (L) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W11-2      |        |       |          | 36                    | 36     | 9.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   | W16-7P (R) |        |       |          | 24                    | 12     | 2.00                                            |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         | N                 | STOP SIGN  |        |       | 1        |                       |        |                                                 |        |        | 11.0                                                         |     | 11.0  |          |                                   |                                                          |
|                             |         |                   |            |        |       |          |                       |        |                                                 |        |        |                                                              |     |       |          |                                   |                                                          |
|                             |         |                   |            |        |       |          |                       |        |                                                 |        |        |                                                              |     |       |          |                                   |                                                          |
| PAY TOTAL                   |         |                   |            |        | 2     | 1        |                       |        | 173                                             |        |        |                                                              | 127 |       |          |                                   |                                                          |



|                          |                                                                                       |                     |      |
|--------------------------|---------------------------------------------------------------------------------------|---------------------|------|
| RECOMMENDED FOR APPROVAL |  | 9/27/2021           | DATE |
| DESIGNED: <u>SWW</u>     |                                                                                       | DRAWN: <u>MVR</u>   |      |
| CHECKED: <u>MAR</u>      |                                                                                       | CHECKED: <u>MAR</u> |      |

|                                         |  |                               |                            |
|-----------------------------------------|--|-------------------------------|----------------------------|
| INDIANA<br>DEPARTMENT OF TRANSPORTATION |  | HORIZONTAL SCALE<br>NA        | BRIDGE FILE NO.<br>N/A     |
|                                         |  | VERTICAL SCALE<br>NA          | DESIGNATION NO.<br>1700976 |
| MISCELLANEOUS TABLES                    |  | SURVEY BOOK NO.<br>ELECTRONIC | SHEETS<br>15 of 15         |
|                                         |  | CONTRACT NO.<br>R-40337       | PROJECT NO.<br>1700976     |