PROJECT	DESIGNATION
1800210	1800210
CONTRACT	R-41527

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

S.R. 56 and Boatman Road

ROADWAY REHABILITATION

PROJECT NO. 1800210 PE
PROJECT NO. 1800210 RW CODE: 7378
PROJECT NO. 1800210 CN

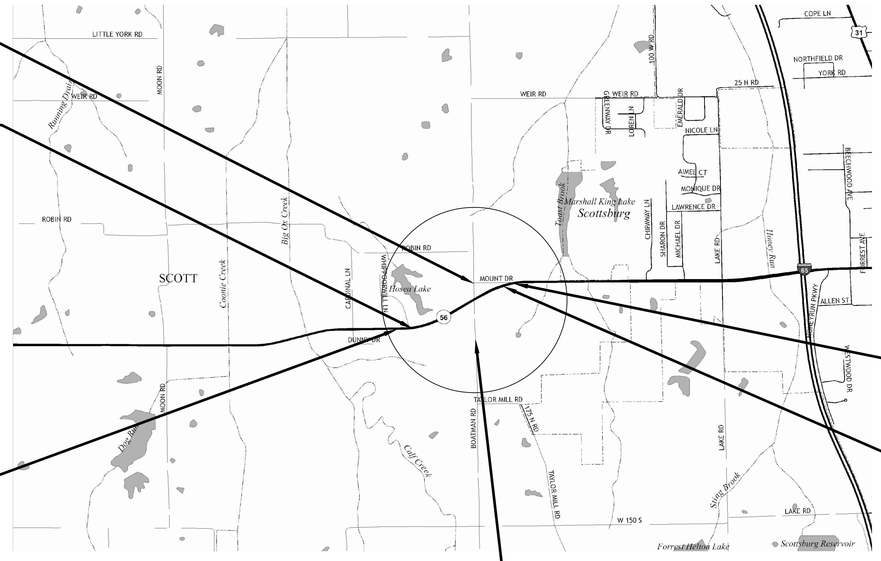
Roadway Improvements of SR 56 and Boatman Road Intersection. Located 1.2 miles east of I-65 at Scottsburg, IN. From approximately 1200 ft west of Boatman Road to Mount Road. In Sections 23 and 24, T-3-N, R-6-E, Vienna Township, Scott County, Scottsburg, Indiana.

RP: 145+0.2 to 145+0.86

Scott County

END INCIDENTAL CONSTRUCTION
STA. 20+50.00 LINE "PR–B"

BEGIN PROJECT 1800210
STA. 31+55.53 LINE "PR–A"
STA. 31+55.53 LINE "A"



SCALE 1:1000

END INCIDENTAL CONSTRUCTION
STA. 47+22.67 LINE "PR–A"
STA. 47+13.09 LINE "A", 0.94' L

END PROJECT 1800210
STA. 46+00.00 LINE "PR–A"
STA. 45+90.40 LINE "A", 1.27' L

BEGIN INCIDENTAL CONSTRUCTION
STA. 9+75.00 LINE "PR–B"

LOCATION MAP

TRAFFIC DATA	
S.R. 56	
A.A.D.T. (2025)	5,581 V.P.D.
A.A.D.T. (2045)	14,377 V.P.D.
D.H.V. (2045)	1,290 V.P.H.
DIRECTIONAL DISTRIBUTION	49% EB
TRUCKS	9% A.A.D.T.
	9% D.H.V.
DESIGN DATA	
DESIGN SPEED	60 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON–FREEWAY)
FUNCTIONAL CLASSIFICATION	MINOR ARTERIAL
RURAL/URBAN	URBAN (Suburban)
TERRAIN	LEVEL
ACCESS CONTROL	NONE

TRAFFIC DATA	
BOATMAN ROAD	
A.A.D.T. (2025)	1,557 V.P.D.
A.A.D.T. (2045)	2,789 V.P.D.
D.H.V. (2045)	219 V.P.H.
DIRECTIONAL DISTRIBUTION	55% NB
TRUCKS	8% A.A.D.T.
	8% D.H.V.
DESIGN DATA	
DESIGN SPEED	60 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON–FREEWAY)
FUNCTIONAL CLASSIFICATION	LOCAL AGENCY COLLECTOR
RURAL/URBAN	URBAN (Suburban)
TERRAIN	LEVEL
ACCESS CONTROL	NONE



PROJECT LOCATION SHOWN BY

LATITUDE: 38°41'02" N LONGITUDE: 85°48'47" W

GROSS LENGTH: 1445 ft. (0.274 mi.)
NET LENGTH: 144 ft. (0.274 mi.)
MAX. GRADE: 3.40 %

HUC 10 - 0512020708

These Plans Prepared By:

First Group ENGINEERING, INC.

5925 Lakeside Blvd.
Indianapolis, Indiana 46278
(317) 290-9549

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2026
TO BE USED WITH THESE PLANS

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

PLANS PREPARED BY: FIRST GROUP ENGINEERING, INC. 5/28/2025

CERTIFIED BY: Timothy D. Sliger 5/28/2025

APPROVED FOR LETTING: Mark Bailey 11/04/2025
CHIEF, DIVISION OF DESIGN

TIMOTHY D. SLIGER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

HORIZONTAL SCALE	BRIDGE FILE
1"=1000'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	1 of 169
CONTRACT	PROJECT
R-41527	1800210

UTILITIES

GAS:

Midwest Natural Gas Corp
1652 West McClain Avenue
P.O. Box 707
Scottsburg, IN 47170
(812) 752-2230
ATTN: Terry Shafer
tshafer@midnatgas.com

Kelly Shafter,
kshafer@midnatgas.com

ELECTRIC:

Jackson County REMC
274 E. Base Road
Brownstown IN 47220
(812) 358-4458
ATTN: Brad Pritchett
bpritchett@jacksonremc.com

COMMUNICATIONS, FIBER OPTIC:

FRONTIER COMMUNICATIONS
24373 County Road 45
Elkhart, IN 46156
(574) 875-3789
ATTN: Robin Branson
Robin.N.Branson@ftr.com

TELEPHONE:

FRONTIER COMMUNICATIONS
24373 County Road 45
Elkhart, IN 46156
(574) 875-3789
ATTN: Robin Branson
Robin.N.Branson@ftr.com

SEWERS:

Scott County Regional Sewer
2 E McClain Ave.
Scottsburg, Indiana 47170
(812) 595-0670
(812) 752-4343
ATTN: Jason Combs

WATER:

Stucker Fork Water Utility
2260 North US Highway 31
PO Box 274
Scottsburg IN 47170
(812) 794-0650
ATTN: Randy Needler
sfork1@c3bb.com

City of Scottsburg - Water
739 W Lake Road
Scottsburg, IN 47170
(812) 752-2477
ATTM: Todd Carter
Ftcarter33@gmail.com

REVISIONS

SHEET NO.	DATE	REVISED

GENERAL NOTES

All bare earth areas shall be plain or mulched seeded except where sodding is specified. Erosion control methods including sodding are to be placed as soon as possible after finished grade is established to minimize erosion.

The utilities as shown on the plans are for reference only. It is Contractor's responsibility to contact all utility companies at least 2 weeks prior to any construction and to determine the exact locations of all utilities.
Dimensions for all existing utilities are shown in Inches (in.)

This set of plans shall not be construed to be a property retracement survey. Where apparent property lines, corners, subdivisions, or section corners information is shown, it is based upon physical evidence or testimony

EARTHWORK BALANCE SUMMARY TABLE

	LINE "PR-A"	LINE "PR-B"	LINE "PR-C"	LINE "PR-RAB"	TOTALS
FILL +20%	850cy	75cy	25cy	700cy	1,650cy
COMMON EXCAVATION	9400cy	5400cy	600cy	350cy	15,750cy
COMMON EXCAVATION Wet/Soft Soils 10% of excavation total	---	---	---	---	800cy
BORROW OR WASTE	---	---	---	---	---
PEAT EXCAVATION	---	---	---	---	---
BENCHING	---	---	---	---	---

GEOTECHNICAL RECOMMENDATIONS

Groundwater may be encountered at a depth of 4' during wetter periods of the year.

Topsoils is generally located within the top 6" of soil to be removed from this area and should be stored separately to be re-used later if the topsoil meets 621.

Once the subgrade is exposed, the constractor shall proofroll the exposed soil. The proofrolling shall be be observed by a geotechnical engineer or senior soil technician. If soft conditions are exposed during the proof-rolling operations, as located in the geotechnical report or in unexplored areas which will not readily compact, the soil shall be aerated to reduce the moisture content and be recompacted or removed to a depth of about 2 ft and replaced with "B" Borrow in accordance with 211. If adverse weather conditions exist or if the underlying subgrade continues to yield, removal and replacement should be expected. The depth of the excavation will be dependent on observations of the DCP testing per 203.

The contractor shall provide positive drainage during construction before the subgrade treatment is performed in order to avoid any wet soil conditions. Ditches must be kept open at all times, and the grade should be graded at the end of each day, to facilitate good drainage.

INDEX

SHEET NO.	DESIGNATION
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16-21	GEOMETRIC TIE-UP SHEETS
22-31	MAINTENANCE OF TRAFFIC SHEETS
32-40	PLAN AND PROFILE SHEETS
41	SUPERELEVATION DETAIL
42-45	CONTRUCTION DETAIL SHEETS
46-50	EROSION CONTROL DETAIL SHEETS
51-56	LIGHTING DETAIL SHEETS
57-63	PAVEMENT MARKINGS AND SIGN SUMMARY TABLE
64	SOD, RIP RAP, ROW MARKER & MONUMENT TABLES
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69	PIPE MATERIALS TABLE
70-169	CROSS SECTIONS

Indiana 811
Know what's **below.**
811 before you dig.

INDEX SHEET SR 56.dwg
6/24/2025

First Group ENGINEERING, INC.

TIMOTHY D. SLIGER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Sliger 5/28/2025
DESIGN ENGINEER DATE

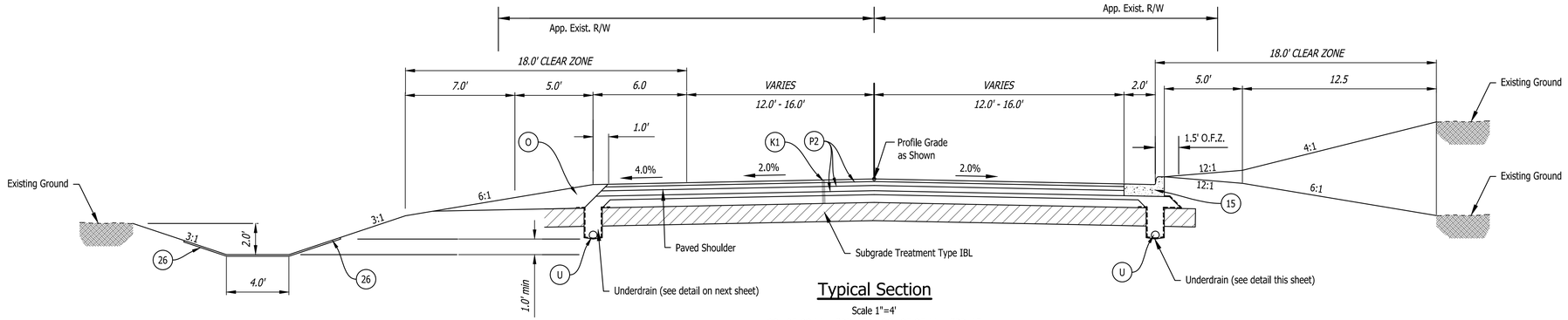
DESIGNED: T.D.S | DRAWN: T.D.S
CHECKED: S.H.S | CHECKED: S.H.S.

STATE ROAD 56 AND BOATMAN ROAD

INFORMATION / INDEX SHEET

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	2 of 169
CONTRACT	PROJECT
R-41527	17-0017

Line "PR-A"

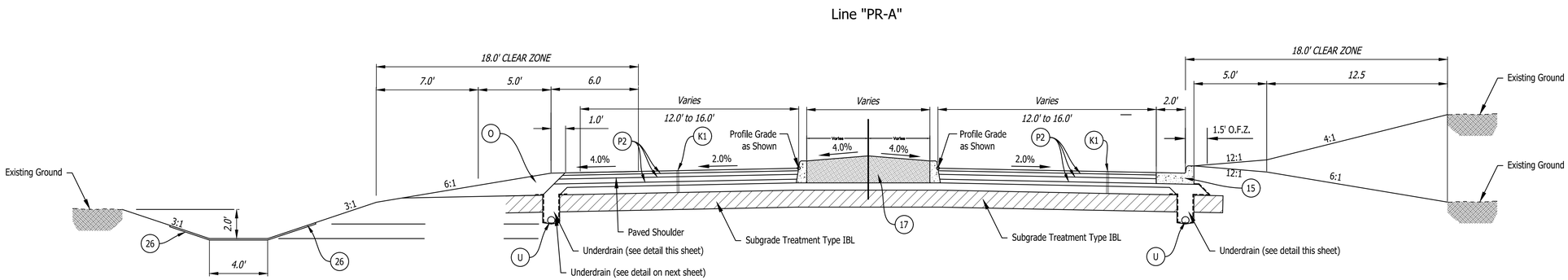


Typical Section

Scale 1"=4'

32+05.00 Line "PR-A" to 33+85.25 Line "PR-A"

Line "PR-A"

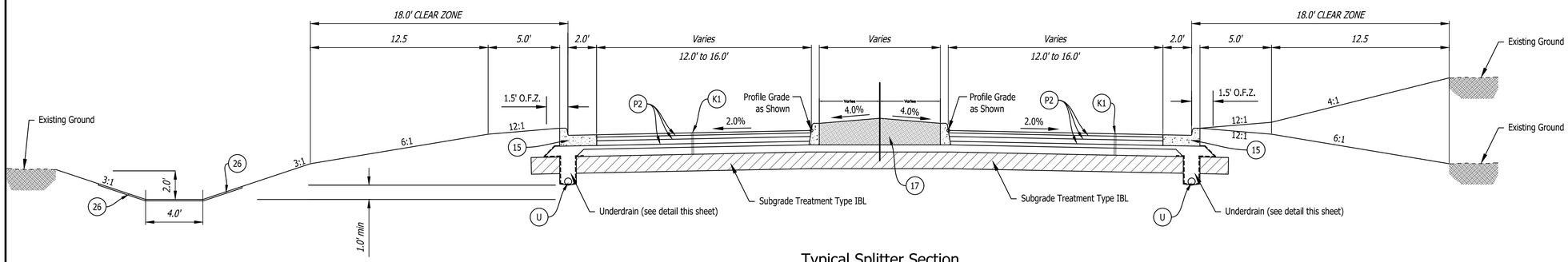


Typical Splitter Section

Scale 1"=4'

33+85.25 "PR-A" to 35+58.83 "PR-A"

Line "PR-A"

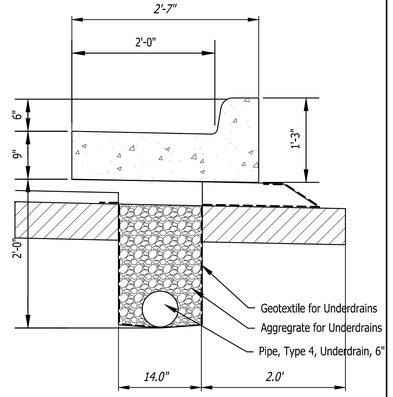


Typical Splitter Section

Scale 1"=4'

35+58.83 "PR-A" to 36+27.59 "PR-A"

37+90.02 "PR-A" to 38+93.37 "PR-A"



Underdrain Detail Curb Section

Scale 1"=1'

LEGEND

A	PCCP, 8" with D-1 contractoin joints space at max 15', with 1" dowel bars on, 12" of Compacted Aggregate, No. 53 on 14" Subgrade Treatment, Type IBL
K1	220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on 330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on 6" of Compacted Aggregate, No. 53, on Geotextile for Pavement, Type 2A on 14" Subgrade Treatment Type IBL
K2	165 #/syd. QC/QA-HMA, 3, 58S, Surface 9.5 mm, on 495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on 4" of Compacted Aggregate, No. 53 Subgrade Treatment Type IBL (or IC small areas)
D	HMA for Approaches Type B, on 165 #/syd. HMA Surface, Type B, on 275 #/syd. HMA Intermediate, Type B, on 660 #/syd. HMA Base, Type B, on Subgrade Treatment Type II (6" Coarse Aggregate No. 53), on Geogrid, Type 1B
O	Compacted Aggregate, No. 53
R	Milling, Transition, 220 lb/sy QC/QA-HMA 3, 58H, Surface 9.5 mm
R1	Milling, Transition, 165 lb/sy QC/QA-HMA 3, 58S, Surface 9.5 mm
P2	Asphalt for Tack Coat
U	6" Underdrain
14	Integral Concrete Curb, (Vertical)
15	Combined Concrete Curb and Gutter, Modified
16	Combined Concrete Curb and Gutter, Type B (Sloping), Modified
17	Concrete Center Curb, Type A
26	Sodding (Nursery) on 4" of Topsoil
O.F.Z.	Obstruction Free Zone

TYPICAL SECTIONS SR56.dwg

10/10/2024

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS | DRAWN: TDS

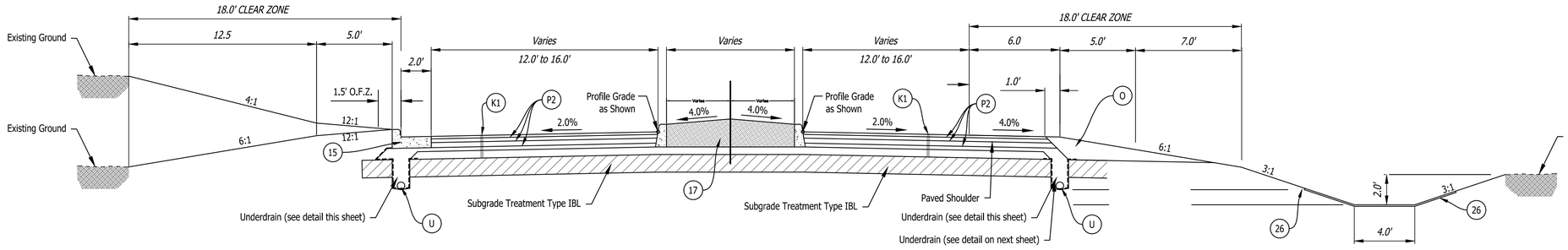
CHECKED: SHS | CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1"=4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	3 of 169
CONTRACT	PROJECT
R-41527	1800210

Line "PR-A"

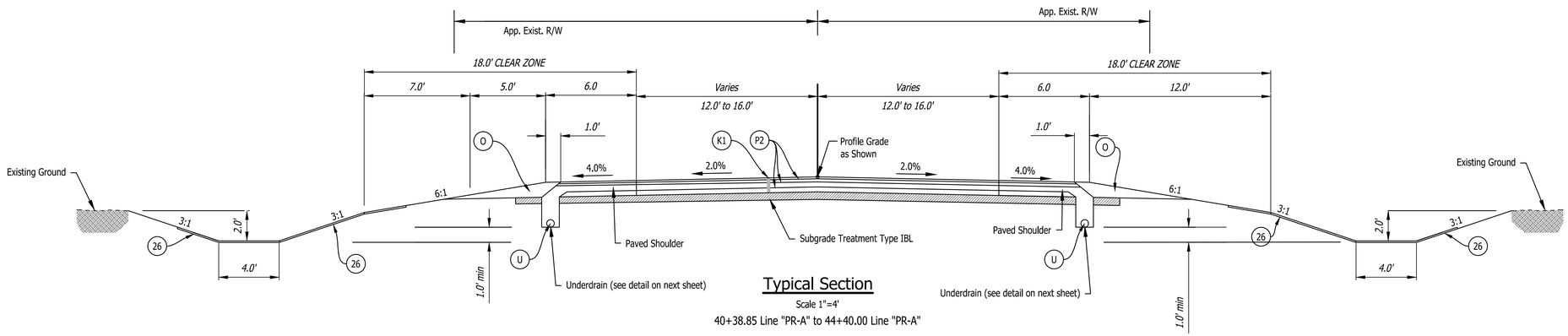


Typical Splitter Section

Scale 1"=4'

38+93.37 "PR-A" to 40+38.85 "PR-A"

Line "PR-A"

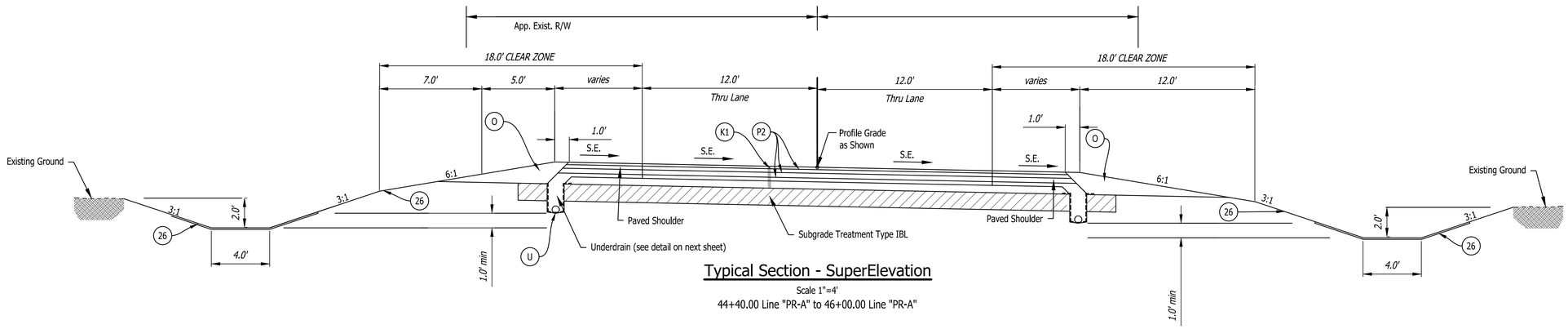


Typical Section

Scale 1"=4'

40+38.85 Line "PR-A" to 44+40.00 Line "PR-A"

Line "PR-A"



Typical Section - SuperElevation

Scale 1"=4'

44+40.00 Line "PR-A" to 46+00.00 Line "PR-A"

LEGEND

A	PCCP, 8" with D-1 contractoin joints space at max 15', with 1" dowel bars on, 12" of Compacted Aggregate, No. 53 on 14" Subgrade Treatment, Type IBL
K1	220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on 330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on 6" of Compacted Aggregate, No. 53, on Geotextile for Pavement, Type 2A on 14" Subgrade Treatment Type IBL
K2	165 #/syd. QC/QA-HMA, 3, 58S, Surface 9.5 mm, on 495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on 4" of Compacted Aggregate, No. 53 Subgrade Treatment Type IBL (or IC small areas)
D	HMA for Approaches Type B, on 165 #/syd. HMA Surface, Type B, on 275 #/syd. HMA Intermediate, Type B, on 660 #/syd. HMA Base, Type B, on Subgrade Treatment Type II (6" Coarse Aggregate No. 53), on Geogrid, Type 1B
O	Compacted Aggregate, No. 53
R	Milling, Transition, 220 lb/sy QC/QA-HMA 3, 58H, Surface 9.5 mm
R1	Milling, Transition, 165 lb/sy QC/QA-HMA 3, 58S, Surface 9.5 mm
P2	Asphalt for Tack Coat
U	6" Underdrain
14	Integral Concrete Curb, (Vertical)
15	Combined Concrete Curb and Gutter, Modified
16	Combined Concrete Curb and Gutter, Type B (Sloping), Modified
17	Concrete Center Curb, Type A
26	Sodding (Nursery) on 4" of Topsoil
O.F.Z.	Obstruction Free Zone

TYPICAL SECTIONS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS | DRAWN: TDS

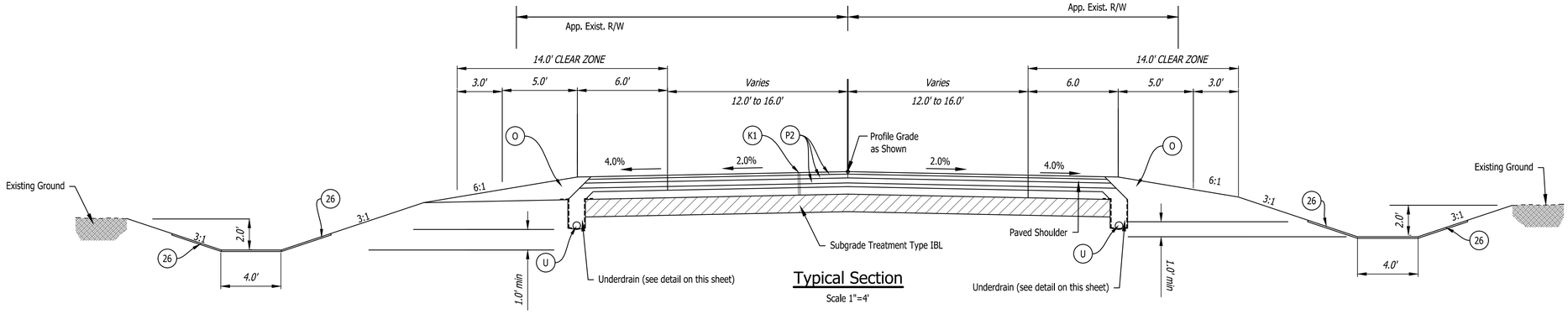
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STATE ROAD 56 AND BOATMAN ROAD

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1"=4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	4 of 169
CONTRACT	PROJECT
R-41527	1800210

Line "PR-B"

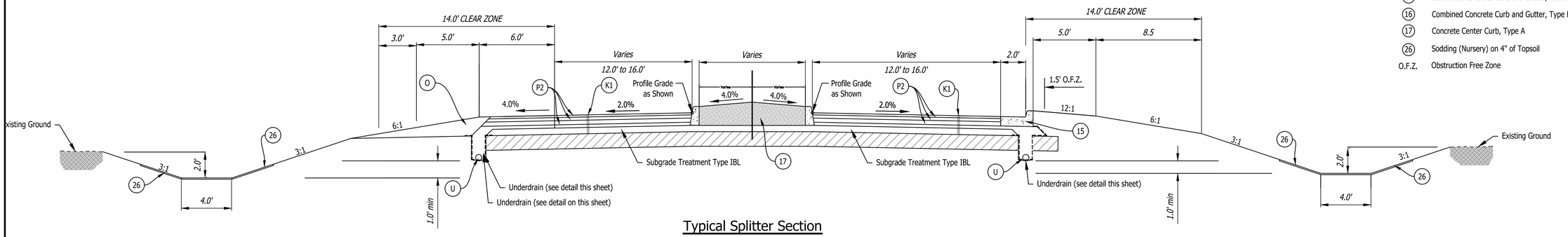


Typical Section

Scale 1"=4'

10+50.00 Line "PR-B" to 12+80.00 Line "PR-B"
17+56.30 Line "PR-B" to 18+39.00 Line "PR-B"

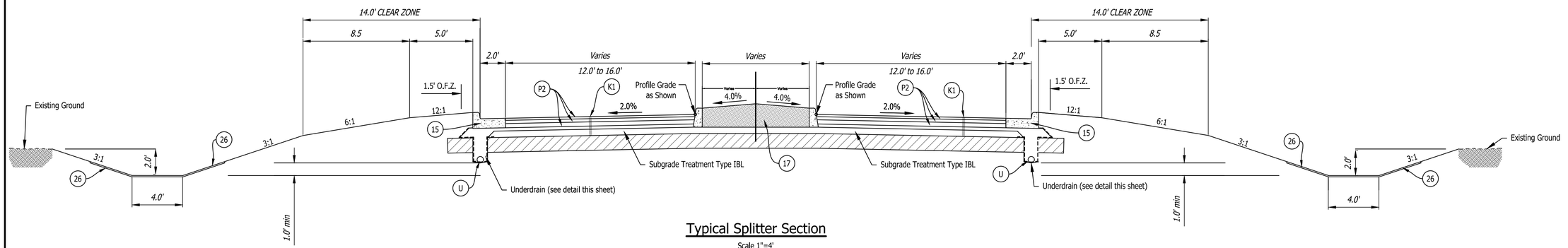
Line "PR-B"



Typical Splitter Section

Scale 1"=4'

12+80.00 "PR-B" to 13+93.44 "PR-B"



Typical Splitter Section

Scale 1"=4'

13+93.44 "PR-B" to 14+76.07 "PR-B"
16+36.16 "PR-B" to 17+56.15.00 "PR-B"

LEGEND

A	PCCP, 8" with D-1 contractoin joints space at max 15', with 1" dowel bars on, 12" of Compacted Aggregate, No. 53 on 14" Subgrade Treatment, Type IBL
K1	220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on 330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on 6" of Compacted Aggregate, No. 53, on Geotextile for Pavement, Type 2A on 14" Subgrade Treatment Type IBL
K2	165 #/syd. QC/QA-HMA, 3, 58S, Surface 9.5 mm, on 495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on 4" of Compacted Aggregate, No. 53 Subgrade Treatment Type IBL (or IC small areas)
D	HMA for Approaches Type B, on 165 #/syd. HMA Surface, Type B, on 275 #/syd. HMA Intermediate, Type B, on 660 #/syd. HMA Base, Type B, on Subgrade Treatment Type II (6" Coarse Aggregate No. 53), on Geogrid, Type 1B
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TYPICAL SECTIONS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

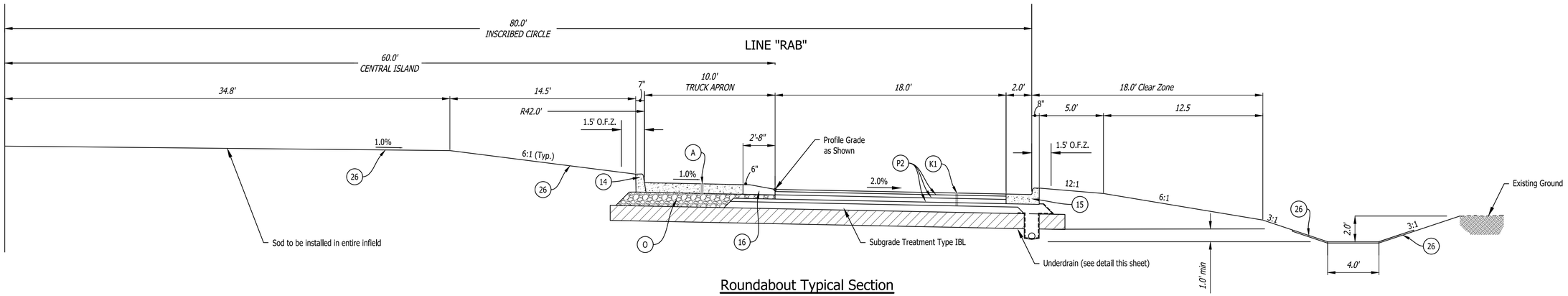
RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

TYPICAL SECTIONS

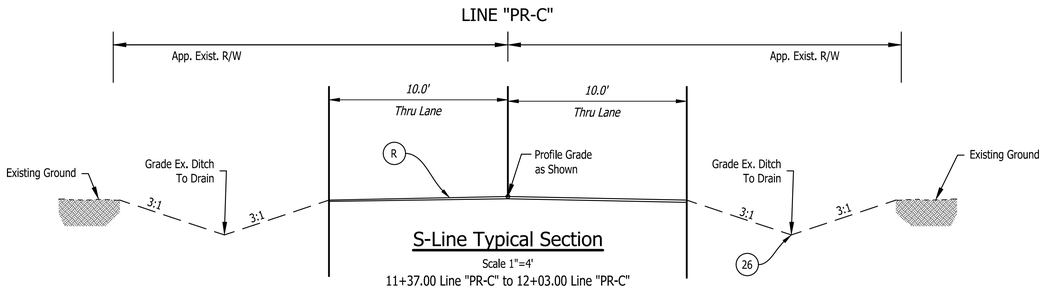
HORIZONTAL SCALE	BRIDGE FILE
1"=4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	5 of 169
CONTRACT	PROJECT
R-41527	1800210



Roundabout Typical Section

Scale 1"=4'

10+00.00 "RAB" to 13+77.00 "RAB"

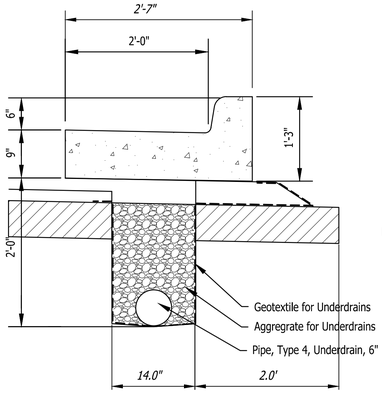


S-Line Typical Section

Scale 1"=4'

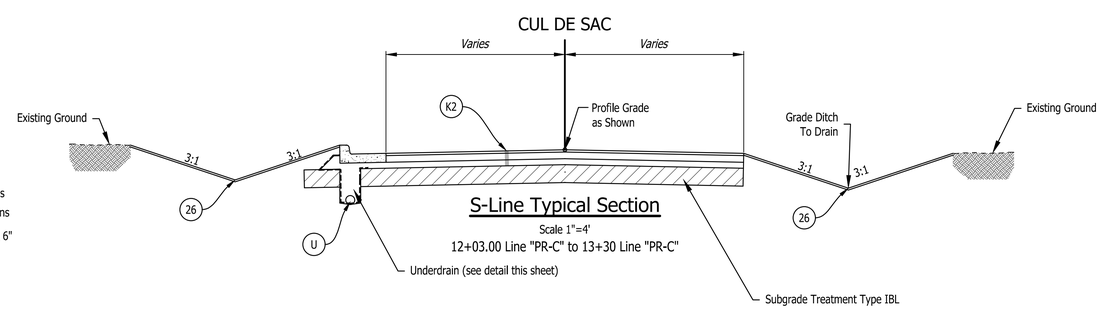
11+37.00 Line "PR-C" to 12+03.00 Line "PR-C"

13+30.00 Line "PR-C" to 13+55.00 Line "PR-C"



Underdrain Detail

Scale 1"=1'



S-Line Typical Section

Scale 1"=4'

12+03.00 Line "PR-C" to 13+30 Line "PR-C"

LEGEND

A	PCCP, 8" with D-1 contractoin joints space at max 15', with 1" dowel bars on, 12" of Compacted Aggregate, No. 53 on 14" Subgrade Treatment, Type IBL
K1	220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on 330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on 6" of Compacted Aggregate, No. 53, on Geotextile for Pavement, Type 2A on 14" Subgrade Treatment Type IBL
K2	165 #/syd. QC/QA-HMA, 3, 58S, Surface 9.5 mm, on 495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on 4" of Compacted Aggregate, No. 53 Subgrade Treatment Type IBL (or IC small areas)
D	HMA for Approaches Type B, on 165 #/syd. HMA Surface, Type B, on 275 #/syd. HMA Intermediate, Type B, on 660 #/syd. HMA Base, Type B, on Subgrade Treatment Type II (6" Coarse Aggregate No. 53), on Geogrid, Type 1B
O	Compacted Aggregate, No. 53
R	Milling, Transition, 220 lb/sy QC/QA-HMA 3, 58H, Surface 9.5 mm
R1	Milling, Transition, 165 lb/sy QC/QA-HMA 3, 58S, Surface 9.5 mm
P2	Asphalt for Tack Coat
U	6" Underdrain
14	Integral Concrete Curb, (Vertical)
15	Combined Concrete Curb and Gutter, Modified
16	Combined Concrete Curb and Gutter, Type B (Sloping), Modified
17	Concrete Center Curb, Type A
26	Sodding (Nursery) on 4" of Topsoil
O.F.Z.	Obstruction Free Zone

TYPICAL SECTIONS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 — DATE

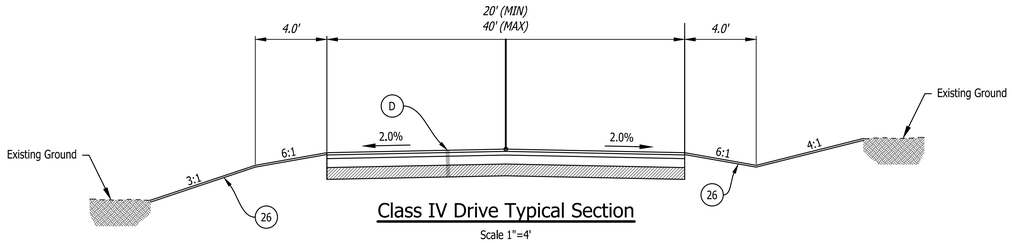
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CHECKED: SHS | CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

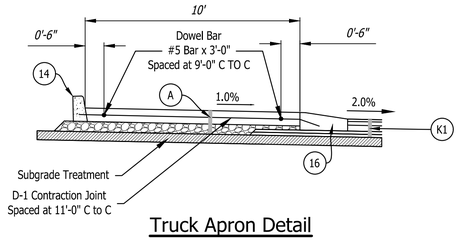
TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1"=4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	6 of 169
CONTRACT	PROJECT
R-41527	1800210



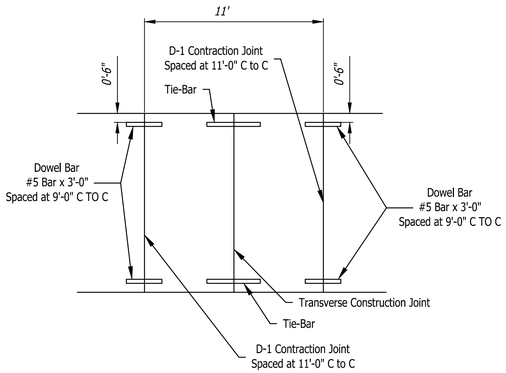
Class IV Drive Typical Section

Scale 1"=4'
HMA Approach



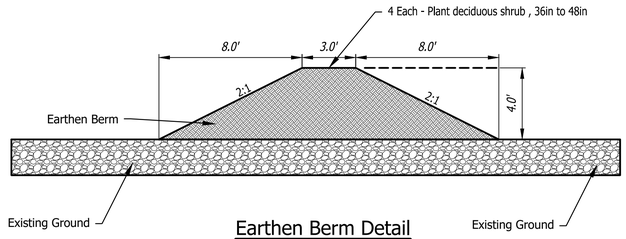
Truck Apron Detail

NOT TO SCALE
PCCP pavement to have joints in accordance
with STD Drawing Series E-503-CCPJ



Truck Apron Detail

NOT TO SCALE (PLAN VIEW)
PCCP pavement to have joints in accordance
with STD Drawing Series E-503-CCPJ



Earthen Berm Detail

MOUNT DRIVE CLOSURE/CUL DE SAC
NOT TO SCALE

LEGEND

(A)	PCCP, 8" with D-1 contractoin joints space at max 15', with 1" dowel bars on, 12" of Compacted Aggregate, No. 53 on 14" Subgrade Treatment, Type IBL
(K1)	220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on 330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on 6" of Compacted Aggregate, No. 53, on Geotextile for Pavement, Type 2A on 14" Subgrade Treatment Type IBL
(K2)	165 #/syd. QC/QA-HMA, 3, 58S, Surface 9.5 mm, on 495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on 4" of Compacted Aggregate, No. 53 Subgrade Treatment Type IBL (or IC small areas)
(D)	HMA for Approaches Type B, on 165 #/syd. HMA Surface, Type B, on 275 #/syd. HMA Intermediate, Type B, on 660 #/syd. HMA Base, Type B, on Subgrade Treatment Type II (6" Coarse Aggregate No. 53), on Geogrid, Type 1B
(O)	Compacted Aggregate, No. 53
(R)	Milling, Transition, 220 lb/sy QC/QA-HMA 3, 58H, Surface 9.5 mm
(R1)	Milling, Transition, 165 lb/sy QC/QA-HMA 3, 58S, Surface 9.5 mm
(P2)	Asphalt for Tack Coat
(U)	6" Underdrain
(14)	Integral Concrete Curb, (Vertical)
(15)	Combined Concrete Curb and Gutter, Modified
(16)	Combined Concrete Curb and Gutter, Type B (Sloping), Modified
(17)	Concrete Center Curb, Type A
(26)	Sodding (Nursery) on 4" of Topsoil
O.F.Z.	Obstruction Free Zone

TYPICAL SECTIONS SR56.dwg
3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

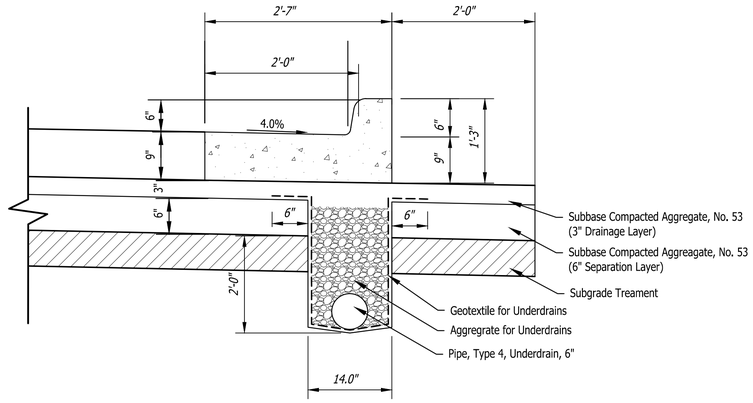
RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

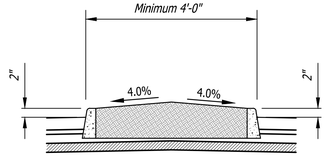
STATE ROAD 56 AND BOATMAN ROAD

TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1"=4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	7 of 169
CONTRACT	PROJECT
R-41527	1800210

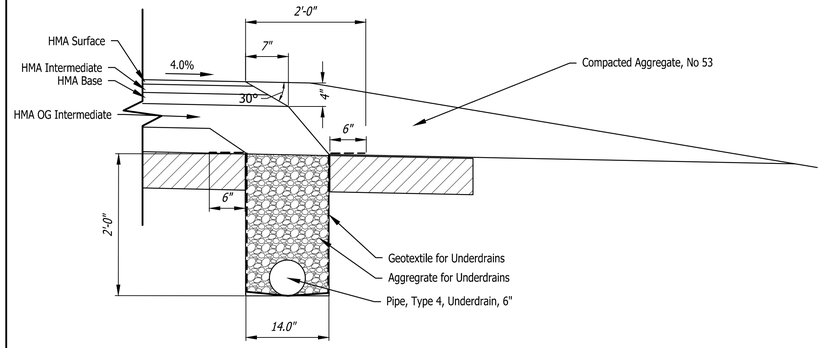


Underdrain and Safety Edge Detail
PCCP Curb and Gutter Section
Scale 1"=4'

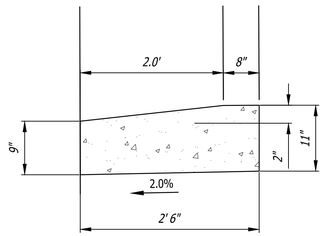


MODIFIED CONCRETE CENTER CURB,
TYPE A

17

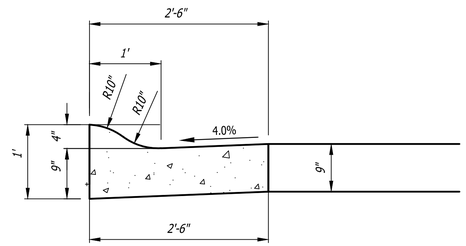


Underdrain and Safety Edge Detail
Paved Shoulder Section
Scale 1"=4'



MODIFIED COMBINED CONCRETE CURB
AND GUTTER, TYPE B
(SLOPING)
Scale 1"=4'

16



15

Concrete Roll Curb Detail
Scale: 1" = 4'

TYPICAL SECTIONS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

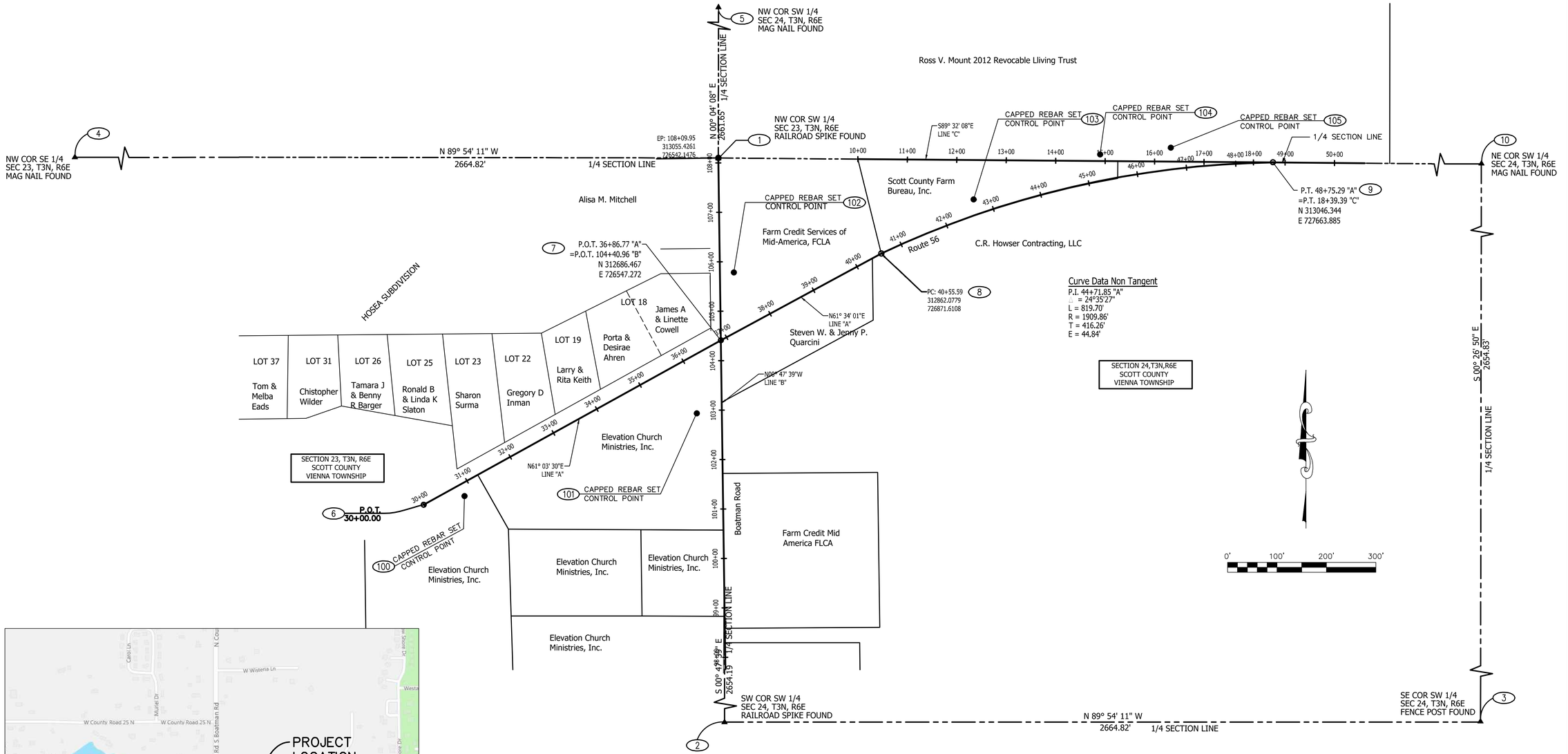
RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

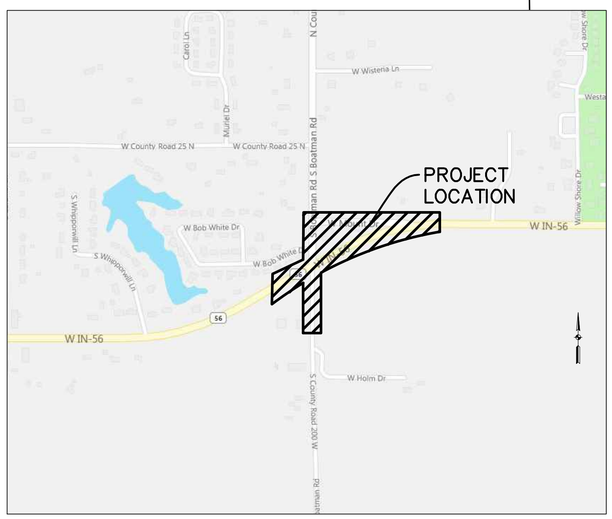
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STATE ROAD 56 AND BOATMAN ROAD

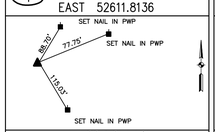
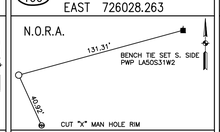
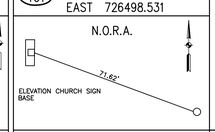
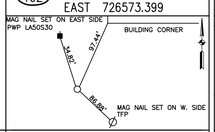
TYPICAL SECTIONS

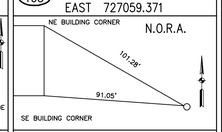
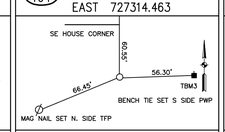
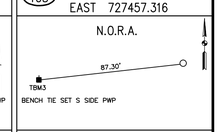
HORIZONTAL SCALE	BRIDGE FILE
1"=4'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	8 of 169
CONTRACT	PROJECT
R-41527	1800210





VICINITY MAP (NTS)

1 NORTH 49984.4747 EAST 52611.8136	100 NORTH 312371.938 EAST 726028.263	101 NORTH 312538.893 EAST 726498.531	102 NORTH 312824.215 EAST 726573.399
			
NE COR SW 1/4 SEC 24, 3N, R6E RR SPK FOUND	CONTROL POINT CAPPED REBAR SET	CONTROL POINT CAPPED REBAR SET	CONTROL POINT CAPPED REBAR SET

103 NORTH 312971.524 EAST 727059.371	104 NORTH 313063.034 EAST 727314.463	105 NORTH 313075.418 EAST 727457.316	
			
CONTROL POINT MAG NAIL SET	CONTROL POINT CAPPED REBAR SET	CONTROL POINT CAPPED REBAR SET	

SURVEY STARTED			
5-07-19			
SURVEY COMPLETED			
6-12-19			
ROUTE PLAT SHEETS			
1	of	2	

FIRST GROUP ENGINEERING, INC.
5925 LAKESIDE BLVD.
INDIANAPOLIS, IN 46278
PHONE: 317-290-9549

FIELD SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF 865 IAC 1-12-20 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.

BENSON G. HINSHAW REGISTERED No. LS29500009 STATE OF INDIANA LAND SURVEYOR

RECOMMENDED FOR APPROVAL
Benson G. Hinshaw 5/28/2025
REGISTERED LAND SURVEYOR DATE

DESIGNED: B.LANTZ	DRAWN: B.LANTZ
CHECKED: J.HINES	CHECKED: B.HINSHAW

INDIANA DEPARTMENT OF TRANSPORTATION

LOCATION CONTROL ROUTE SURVEY

HORIZONTAL SCALE	BRIDGE FILE
1"=100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	9 of 169
CONTRACT	PROJECT
41527	1800210

SURVEYOR'S REPORT

Located in the Northwest Quarter of Section 24, Township 3 North, Range 6 East and the Northeast Quarter of Section 25, Township 3 North Range 6 East of the Second Principal Meridian, Vienna Township, Scott County, Indiana.

The purpose of this survey is to collect data for the preparation of construction and right of way plans. This is not a property retracement survey. Any apparent property, subdivision, or easement lines and corners are based on the last deeds of record per the County Recorder's Office. These lines in no way represent property, subdivision, or easement lines that could be determined from a property retracement survey. No monuments were set to represent same. In addition, any monuments depicted on this plat indicated as being found or set should be used only for the above stated purpose.

Field measurements for this survey were in accordance with the specifications outlined in IAC 865 1–12. Measurements are shown to the nearest 0.01 feet, coordinates to the nearest 0.000 feet, and the bearings to the nearest 0.001 seconds, not to indicate the precision of the work, but to allow for closure and adjustment by others if desired. Units are U.S. Survey Foot unless otherwise noted.

HORIZONTAL DATUM

The horizontal control for this project is based on Indiana Geospatial Coordinate System(InGCS), per INCORS Network, U.S. Survey Foot. A control network was established using a Trimble R–6 receiver as a rover utilizing the real time corrections as broadcast via the INCORS Network

Coordinate System: *InGCS Scott County, Indiana*
Scott County, Indiana
Ellipsoid Name: *G12BUS*

RECORD ALIGNMENTS AND RIGHT OF WAY

The alignment for Line "A" was first established by using plats, deeds and the physical occupation of the roadway The alignment for Line "B" is the Section Line between Sections 23 and 24. The alignment for Line "C" is the Quarter Section line between the Southwest and Northwest Quarter of Section 24. All Stationing is assumed
The alignment was not staked in the field; rather a control network was established which references the centerline mathematically.

REFERENCED MONUMENTATION

Control Points
See the coordinate list and references for the control network. Control Points are original monuments with the above stated measurement uncertainties.

USPLS Corners
See the coordinate list and references for the USPLS corners found. Corners are listed below along with their associated uncertainties. No County ties were available for the corners listed below. All corners should be considered as common report. Uncertainties are unknown.

1. Northwest corner of the Southwest Quarter of Section 24, Township 3 North Range 6 East of the Second Principal Meridian, Scott County, Indiana: Railroad Spike found.
2. Southwest corner of the Southwest Quarter of Section 24, Township 3 North Range 6 East of the Second Principal Meridian, Scott County, Indiana: Railroad Spike found.
3. Southeast corner of the Southwest Quarter of Section 24, Township 3 North Range 6 East of the Second Principal Meridian, Scott County, Indiana: Fence post found.
4. Northwest corner of the Southeast Quarter of Section 23, Township 3 North Range 6 East of the Second Principal Meridian, Scott County, Indiana: Mag Nail found.
5. Northwest corner of the Southwest Quarter of Section 24, Township 3 North Range 6 East of the Second Principal Meridian, Scott County, Indiana: Mag Nail found.
10. Northeast corner of the Southwest Quarter of Section 24, Township 3 North Range 6 East of the Second Principal Meridian, Scott County, Indiana: Mag Nail found

Control Points

Point Number	Station	Offset	Northing	Easting	Description
100	30+80.37	RT24.09	312371.938	726028.263	CP RBCS
101	35+72.70	RT105.56	312538.893	726498.531	CP RBCS
102	37+75.33	LT108.69	312824.215	726573.399	CP RBCS
103	42+69.19	LT30.50	312971.524	727059.371	CP RBCS
104	45+33.72	LT52.858	313063.034	727314.463	CP RBCS
105	46+73.30	LT42.858	313075.418	727457.316	CP RBCS
6	30+00.00	LT0.000	312354.129	725946.274	CALC
7	36+86.76	LT0.000	312686.467	726547.272	CALC
8	40+55.60	LT0.000	312862.078	726871.611	CALC
9	48+75.29	RT0.000	313046.344	727663.885	CALC

USPLS Corners

Point Number	Northing	Easting	Description
1	313055.426	726542.148	SCM MNF
2	310401.493	726578.930	SCM RRSPK
3	310378.695	729278.551	SCM FNC POST
4	313059.933	723877.326	SCM MNF
5	315717.077	726545.342	SCM MNF
10	313033.439	729257.824	MNF



SURVEY STARTED		
5–07–19		
SURVEY COMPLETED		
6–12–19		
ROUTE PLAT SHEETS		
2	of	2

FIRST GROUP ENGINEERING, INC.
5925 LAKESIDE BLVD.
INDIANAPOLIS, IN 46278
PHONE: 317–290–9549

FIELD SURVEYOR STATEMENT

THIS SURVEY, TO THE BEST OF MY KNOWLEDGE AND BELIEF, IS EXECUTED ACCORDING TO THE PROVISIONS OF 865 IAC 1–12–20 REGARDING ROUTE SURVEYS, EXCEPT THAT ANY DATA SHOWN REGARDING THE LOCATION OR DESCRIPTION OF THE EXISTING PARCELS IS NOT A PART OF THIS SURVEY.

BENSON G. HINSHAW REGISTERED No. LS29500009 STATE OF INDIANA LAND SURVEYOR

RECOMMENDED FOR APPROVAL
REGISTERED LAND SURVEYOR — 5/28/2025 DATE

DESIGNED: B.LANTZ	DRAWN: B.LANTZ
CHECKED: J.HINES	CHECKED: B.HINSHAW

INDIANA DEPARTMENT OF TRANSPORTATION

LOCATION CONTROL ROUTE SURVEY

HORIZONTAL SCALE	BRIDGE FILE
1"=100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	10 of 169
CONTRACT	PROJECT
N/A	1800210

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

NW COR SE 1/4
SEC 23, T3N, R6E
MAG NAIL FOUND

N 89° 54' 11" W
2664.82'

1/4 SECTION LINE

2661.65'
N 00° 04' 08" E
1/4 SECTION LINE

LINE "PR-B"
BOATMAN RD

LINE "PR-C"
MOUNT DRIVE

LINE "A"
SR 56

BEGIN CONST
Sta 11+37.45 "PR-C"
Sta 11+37.45 "C", 1.10
N 313050.937
E 726961.959

END CONST
Sta 13+54.93 "PR-C"
Sta 13+54.93 "C", 0.38
N 313049.892
E 727179.436

END CONST
Sta 18+88.95 "PR-B"
Sta 107+24.13 "B", -0.74
N 312969.606
E 726542.593

END PROJECT
Sta 46+00.00 "PR-A"
Sta 45+90.40 "A", 1.31
N 313019.897
E 727380.586

BEGIN PROJECT
Sta 31+55.53 "PR-A"
Sta 31+55.53 "A", 0.00
N 312429.393
E 726082.380

BEGIN CONST
Sta 10+00.00 "PR-B"
Sta 98+54.44 "B", -4.36
N 312099.951
E 726551.027

SR 56
LINE "PR-A"

BOATMAN RD
LINE "PR-B"

UNT to Big Ox Creek

PROP R/W
TEMP R/W
APP EX R/W
APP. P.I.

BOB WHITE DR

LOT 37 LOT 31 LOT 26 LOT 25 LOT 23 LOT 22 LOT 19 LOT 18

BOATMAN ROAD
LINE "B"

S 00° 47' 39" E
2654.19
1/4 SECTION LINE

0' 100' 200' 300'

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER
REGISTERED
No. 11012282
STATE OF INDIANA
PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL
DESIGN ENGINEER — DATE 5/28/2025

DESIGNED: TDS | DRAWN: TDS
CHECKED: SHS | CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1":100'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	11 of 169
CONTRACT	PROJECT
R-41527	1800210

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

30+00 31+00 32+00 33+00 34+00 35+00 36+00 37+00 38+00

HOSEA SUBDIVISION

James A & Linette Cowell

Porta & Desirae Ahren

Larry & Rita Keith

Gregory D Inman

Sharon Surma

Ronald B & Linda K Slaton

Tamara J & Benny R Barger

APP EX PL

APP EX ROW

PROP R/W

TEMP ROW

LINE "A" SR 56

LINE "PR-A"

LINE "RAB

LINE "B" BOATMAN RD

N 62° 55' 17" E 93.14'

N 71° 03' 14" E 105.45'

N 61° 03' 30" E 208.18'

N 79° 03' 18" E 62.02'

N 79° 03' 18" E 53.70'

UNT TO BIG OX CREEK

WETLAND A

BEGIN INCIDENTAL CONST
Sta 31+30.53 "PR-A"
Sta 31+30.53 "A"
N 312417.294
E 726060.502

BEGIN PROJECT
Sta 31+55.53 "PR-A"
Sta 31+55.53 "A"
N 312429.392
E 726082.380

Dale Jr & Joyce Stillwell

Elevation Church Ministries, Inc.

Scott County Properties, LLC

Farm Credit Services of Mid-America, FCLA

C.R.Howser Contractin

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

All R/W described from Line "PR-A", except as shown

0 30' 60'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

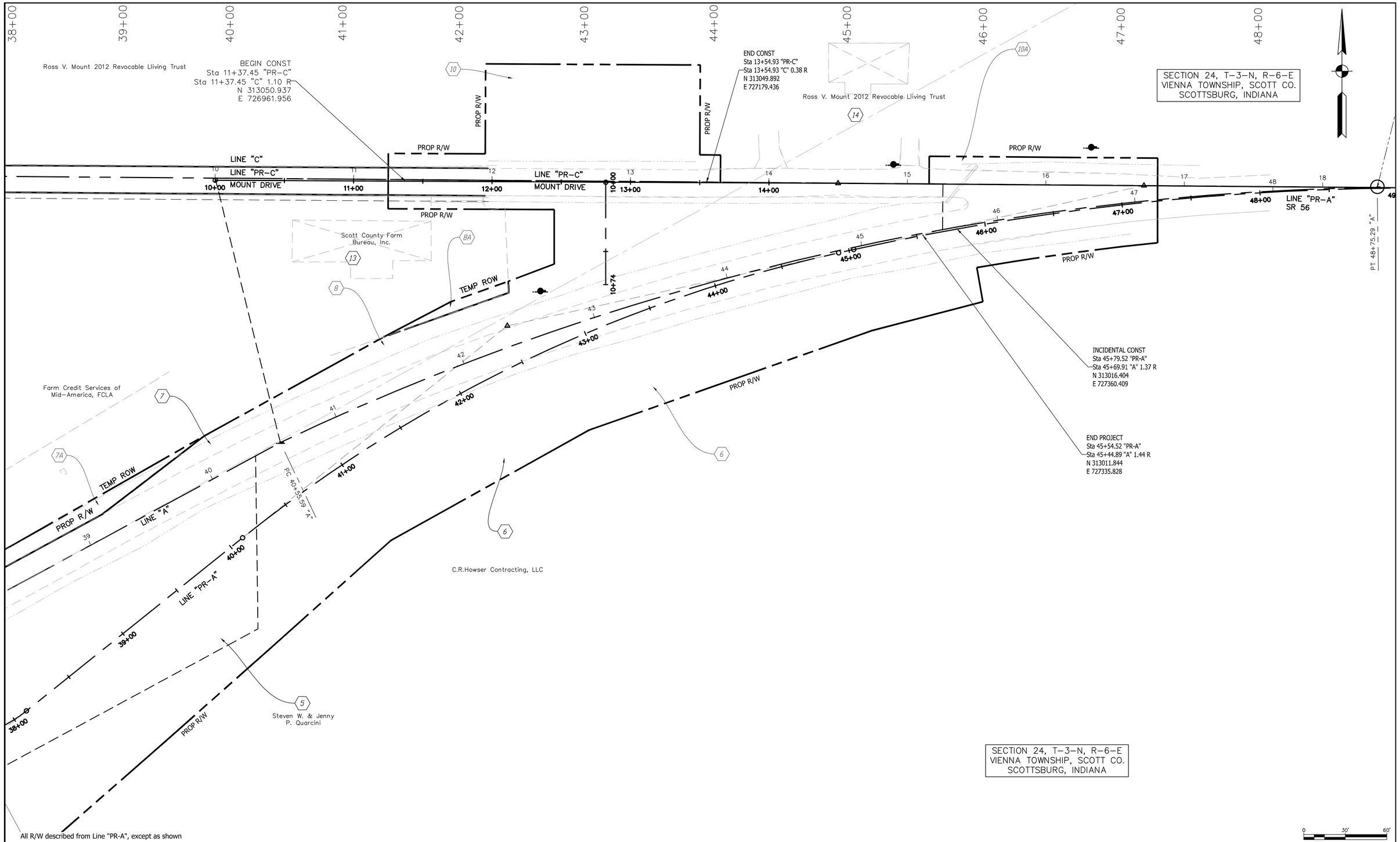
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CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	12 of 169
CONTRACT	PROJECT
R-41527	1800210

SR56 PlaT No-1.dwg
3/19/2007



SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

3/19/2007 SR56 PlaT No-1.dwg

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS | DRAWN: TDS
CHECKED: SHS | CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	13 of 169
CONTRACT	PROJECT
R-41527	1800210

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

Elevation Church Ministries, Inc.

Elevation Church Ministries, Inc.

Elevation Church Ministries, Inc.

Elevation Church Ministries, Inc.

Porta & Desirae Ahren

Alisa M. Mitchell

James A & Linette Cowell

BEGIN INCIDENTAL CONST
Sta 9+74.93 "PR-B"
Sta 98+29.38 "B"
N 312074.884
E 726551.008

END INCIDENTAL CONST
Sta 19+14.08 "PR-B"
Sta 107+49.26 "B"
N 312994.726
E 726541.871

TEMP R/W
PROP R/W
APP EX ROW
EX SR 56
LINE "A"
LINE "PR-A"
BOB WHITE DRIVE
EX. BOATMAN RD/CR 200
LINE "B"
LINE "PR-B"
Sensitive Environmental Area Do Not Disturb
Farm Credit Services of Mid-America, FCLA
C.R.Howser Contracting, LLC
Steven W. & Jenny P. Quarcini

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

APP EX PL

0 30' 60'

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUSER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suser 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	14 of 169
CONTRACT	PROJECT
R-41527	1800210

3/19/2007 --SR56 PlaT No-1.dwg

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

BEGIN CONST
Sta 11+37.45 "PR-C"
Sta 11+37.45 "C" 1.10 R
N 313050.937
E 726961.956

Sta 10+00.00 "PR-C"
Sta 10+00.00 "C" 1.55 R
N 313051.598
E 726824.510

Ross V. Mount 2012 Revocable Lliving Trust

END CONST
Sta 13+54.93 "PR-C"
Sta 13+54.93 "C" 0.38 R
N 313049.892
E 727179.436

Ross V. Mount 2012 Revocable Lliving Trust

P.O.T. 18+39.39 "PR-C"
=P.O.T. 18+39.39 "C"
=P.O.T 48+75.29 "A"
N 313046.344
E 727663.885

P.O.T. 49+98.84 "PR-A"
=P.O.T. 49+89.39 "A"
N 313045.420
E 727777.979

PROP R/W
LINE "C"
LINE "PR-C"
MOUNT RD
LINE "A"
SR 56
LINE "PR-A"
PROP TEMP ROW
PT 48+75.29 "A"
10+74
Scott County Farm Bureau, Inc.
C.R.Howser Contracting, LLC

INCIDENTAL CONST
Sta 45+79.52 "PR-A"
Sta 45+69.91 "A" 1.37 R
N 313016.404
E 727360.409

END PROJECT
Sta 45+54.52 "PR-A"
Sta 45+44.89 "A" 1.44 R
N 313011.844
E 727335.828

0 30' 60'

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL _____ 5/28/2025
DESIGN ENGINEER DATE

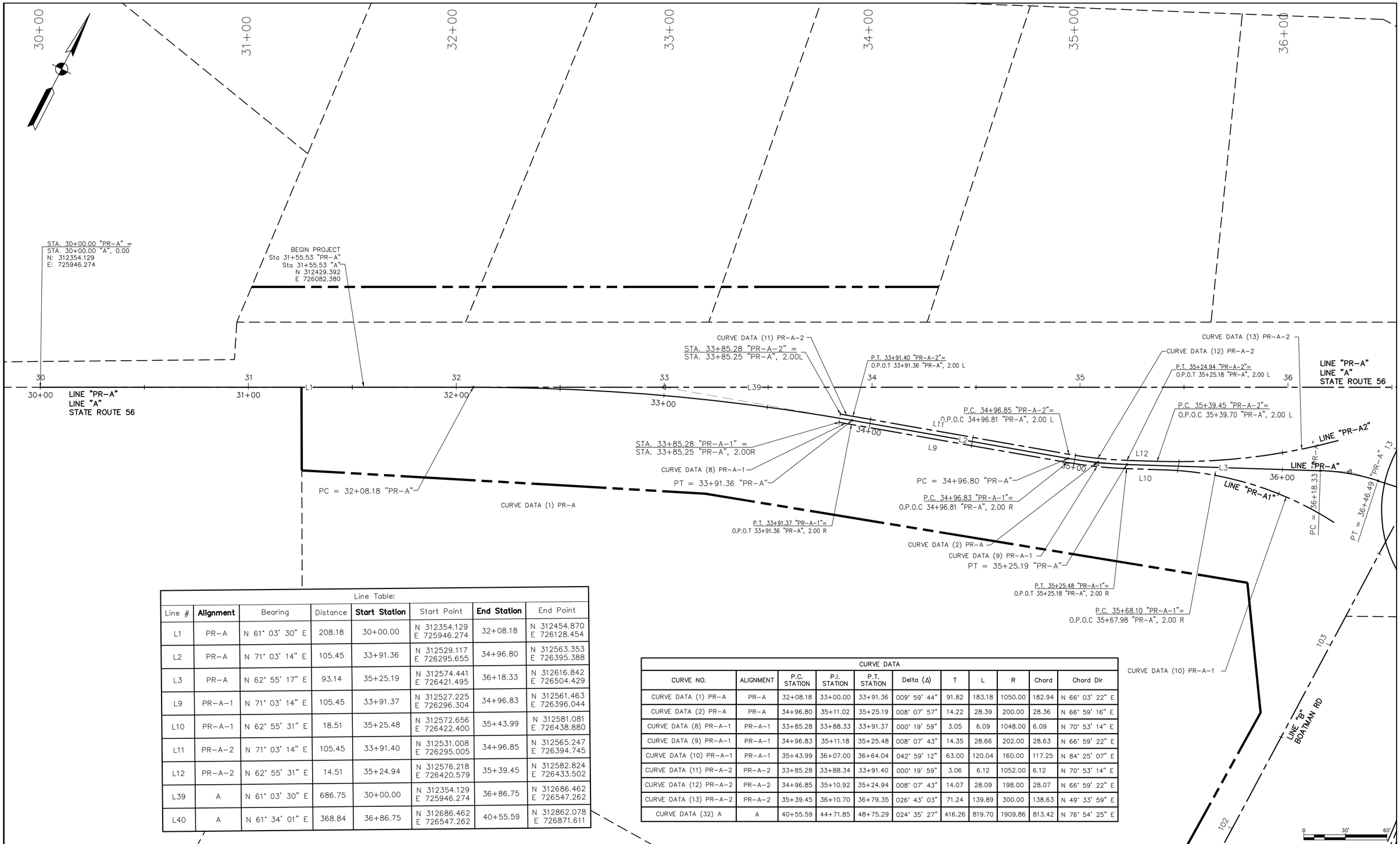
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAT NO. 1

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1800210
SURVEY BOOK	SHEETS
N/A	15 of 169
CONTRACT	PROJECT
R-41527	1800210

SR56 PlaT No-1.dwg
3/19/2007



Line Table:

Line #	Alignment	Bearing	Distance	Start Station	Start Point	End Station	End Point
L1	PR-A	N 61° 03' 30" E	208.18	30+00.00	N 312354.129 E 725946.274	32+08.18	N 312454.870 E 726128.454
L2	PR-A	N 71° 03' 14" E	105.45	33+91.36	N 312529.117 E 726295.655	34+96.80	N 312563.353 E 726395.388
L3	PR-A	N 62° 55' 17" E	93.14	35+25.19	N 312574.441 E 726421.495	36+18.33	N 312616.842 E 726504.429
L9	PR-A-1	N 71° 03' 14" E	105.45	33+91.37	N 312527.225 E 726296.304	34+96.83	N 312561.463 E 726396.044
L10	PR-A-1	N 62° 55' 31" E	18.51	35+25.48	N 312572.656 E 726422.400	35+43.99	N 312581.081 E 726438.880
L11	PR-A-2	N 71° 03' 14" E	105.45	33+91.40	N 312531.008 E 726295.005	34+96.85	N 312565.247 E 726394.745
L12	PR-A-2	N 62° 55' 31" E	14.51	35+24.94	N 312576.218 E 726420.579	35+39.45	N 312582.824 E 726433.502
L39	A	N 61° 03' 30" E	686.75	30+00.00	N 312354.129 E 725946.274	36+86.75	N 312686.462 E 726547.262
L40	A	N 61° 34' 01" E	368.84	36+86.75	N 312686.462 E 726547.262	40+55.59	N 312862.078 E 726871.611

CURVE DATA

CURVE NO.	ALIGNMENT	P.C. STATION	P.I. STATION	P.T. STATION	Delta (Δ)	T	L	R	Chord	Chord Dir
CURVE DATA (1) PR-A	PR-A	32+08.18	33+00.00	33+91.36	009° 59' 44"	91.82	183.18	1050.00	182.94	N 66° 03' 22" E
CURVE DATA (2) PR-A	PR-A	34+96.80	35+11.02	35+25.19	008° 07' 57"	14.22	28.39	200.00	28.36	N 66° 59' 16" E
CURVE DATA (8) PR-A-1	PR-A-1	33+85.28	33+88.33	33+91.37	000° 19' 59"	3.05	6.09	1048.00	6.09	N 70° 53' 14" E
CURVE DATA (9) PR-A-1	PR-A-1	34+96.83	35+11.18	35+25.48	008° 07' 43"	14.35	28.66	202.00	28.63	N 66° 59' 22" E
CURVE DATA (10) PR-A-1	PR-A-1	35+43.99	36+07.00	36+64.04	042° 59' 12"	63.00	120.04	160.00	117.25	N 84° 25' 07" E
CURVE DATA (11) PR-A-2	PR-A-2	33+85.28	33+88.34	33+91.40	000° 19' 59"	3.06	6.12	1052.00	6.12	N 70° 53' 14" E
CURVE DATA (12) PR-A-2	PR-A-2	34+96.85	35+10.92	35+24.94	008° 07' 43"	14.07	28.09	198.00	28.07	N 66° 59' 22" E
CURVE DATA (13) PR-A-2	PR-A-2	35+39.45	36+10.70	36+79.35	026° 43' 03"	71.24	139.89	300.00	138.63	N 49° 33' 59" E
CURVE DATA (32) A	A	40+55.59	44+71.85	48+75.29	024° 35' 27"	416.26	819.70	1909.86	813.42	N 76° 54' 25" E

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS | DRAWN: TDS

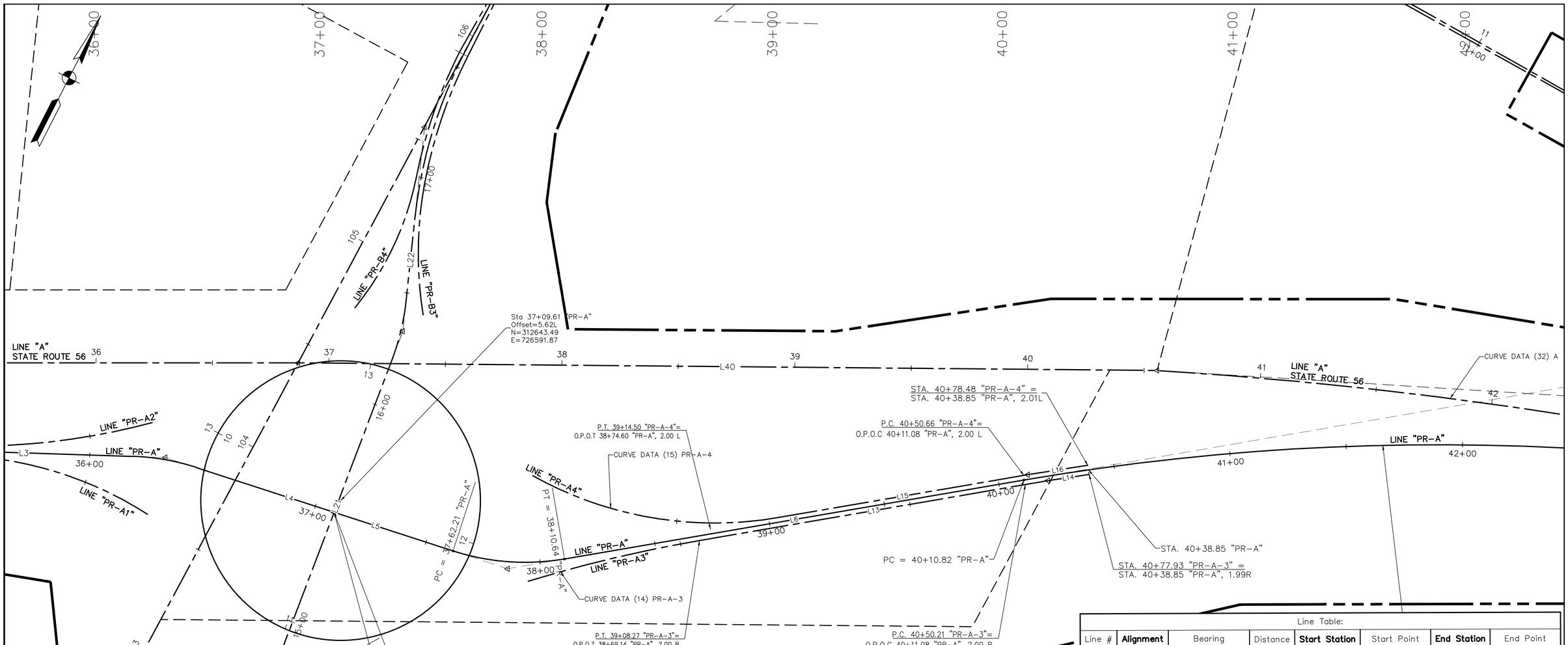
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INDIANA
DEPARTMENT OF TRANSPORTATION

GEOMETRIC TIE-UP

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	16 of 169
CONTRACT	PROJECT
R-41527	1800210

Geometric Layout.dwg
3/19/2007



CURVE DATA										
CURVE NO.	ALIGNMENT	P.C. STATION	P.I. STATION	P.T. STATION	Delta (Δ)	T	L	R	Chord	Chord Dir
CURVE DATA (1) PR-A	PR-A	32+08.18	33+00.00	33+91.36	009° 59' 44"	91.82	183.18	1050.00	182.94	N 66° 03' 22" E
CURVE DATA (2) PR-A	PR-A	34+96.80	35+11.02	35+25.19	008° 07' 57"	14.22	28.39	200.00	28.36	N 66° 59' 16" E
CURVE DATA (3) PR-A	PR-A	40+10.82	42+55.79	44+92.15	026° 15' 55"	244.97	481.34	1050.00	477.14	N 64° 26' 21" E
CURVE DATA (4) PR-A	PR-A	45+03.37	47+18.04	49+30.90	012° 53' 32"	214.67	427.52	1900.00	426.62	N 84° 01' 05" E
CURVE DATA (8) PR-A-1	PR-A-1	33+85.28	33+88.33	33+91.37	000° 19' 59"	3.05	6.09	1048.00	6.09	N 70° 53' 14" E
CURVE DATA (9) PR-A-1	PR-A-1	34+96.83	35+11.18	35+25.48	008° 07' 43"	14.35	28.66	202.00	28.63	N 66° 59' 22" E
CURVE DATA (10) PR-A-1	PR-A-1	35+43.99	36+07.00	36+64.04	042° 59' 12"	63.00	120.04	160.00	117.25	N 84° 25' 07" E
CURVE DATA (11) PR-A-2	PR-A-2	33+85.28	33+88.34	33+91.40	000° 19' 59"	3.06	6.12	1052.00	6.12	N 70° 53' 14" E
CURVE DATA (12) PR-A-2	PR-A-2	34+96.85	35+10.92	35+24.94	008° 07' 43"	14.07	28.09	198.00	28.07	N 66° 59' 22" E
CURVE DATA (13) PR-A-2	PR-A-2	35+39.45	36+10.70	36+79.35	026° 43' 03"	71.24	139.89	300.00	138.63	N 49° 33' 59" E
CURVE DATA (32) A	A	40+55.59	44+71.85	48+75.29	024° 35' 27"	416.26	819.70	1909.86	813.42	N 76° 54' 25" E

Line Table:							
Line #	Alignment	Bearing	Distance	Start Station	Start Point	End Station	End Point
L4	PR-A	N 79° 03' 18" E	62.02	36+46.49	N 312625.984 E 726530.964	37+08.51	N 312637.760 E 726591.857
L5	PR-A	N 79° 03' 18" E	53.70	37+08.51	N 312637.760 E 726591.857	37+62.21	N 312647.955 E 726644.578
L6	PR-A	N 51° 18' 23" E	200.17	38+10.64	N 312668.086 E 726688.106	40+10.82	N 312793.226 E 726844.343
L7	PR-A	N 77° 34' 19" E	11.22	44+92.15	N 312999.095 E 727274.779	45+03.37	N 313001.510 E 727285.737
L8	PR-A	S 89° 32' 09" E	139.84	49+30.90	N 313045.971 E 727710.036	50+70.74	N 313044.838 E 727849.874
L13	PR-A-3	N 51° 18' 23" E	151.83	39+08.27	N 312703.096 E 726735.015	40+60.09	N 312798.012 E 726853.517
L14	PR-A-3	N 52° 29' 03" E	17.83	40+60.09	N 312798.012 E 726853.517	40+77.93	N 312808.872 E 726867.662
L15	PR-A-4	N 51° 18' 23" E	108.99	39+43.44	N 312727.926 E 726759.617	40+52.43	N 312796.061 E 726844.682
L16	PR-A-4	N 52° 06' 56" E	26.05	40+52.43	N 312796.061 E 726844.682	40+78.48	N 312812.059 E 726865.244
L39	A	N 61° 03' 30" E	686.75	30+00.00	N 312354.129 E 725946.274	36+86.75	N 312686.462 E 726547.262
L40	A	N 61° 34' 01" E	368.84	36+86.75	N 312686.462 E 726547.262	40+55.59	N 312862.078 E 726871.611

0 30' 60

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUSER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timoth D. Suser 5/28/2025
DESIGN ENGINEER DATE

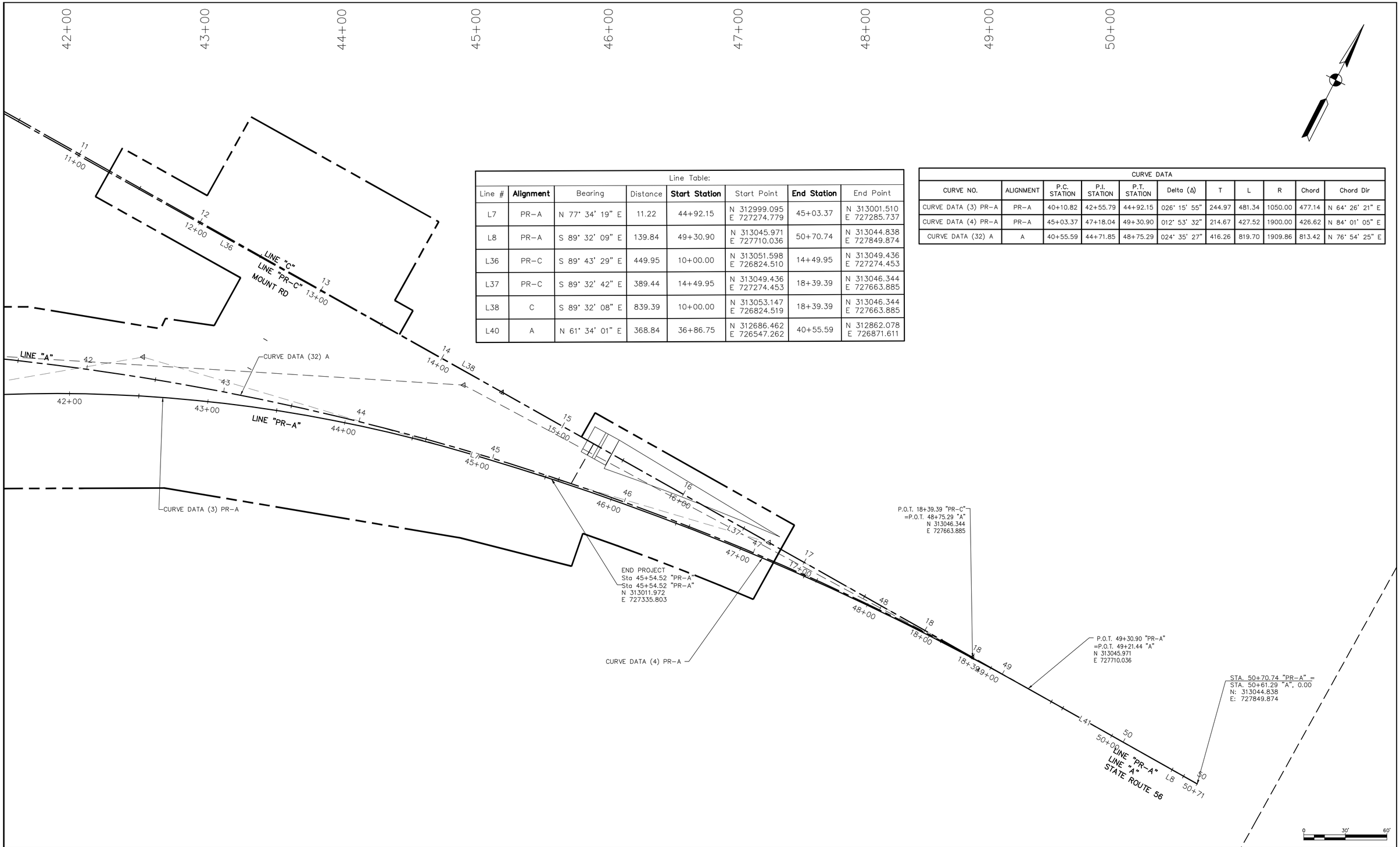
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CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

GEOMETRIC TIE-UP

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	17 of 169
CONTRACT	PROJECT
R-41527	1800210

Geometric Layout.dwg
3/19/2007



Line Table:

Line #	Alignment	Bearing	Distance	Start Station	Start Point	End Station	End Point
L7	PR–A	N 77° 34' 19" E	11.22	44+92.15	N 312999.095 E 727274.779	45+03.37	N 313001.510 E 727285.737
L8	PR–A	S 89° 32' 09" E	139.84	49+30.90	N 313045.971 E 727710.036	50+70.74	N 313044.838 E 727849.874
L36	PR–C	S 89° 43' 29" E	449.95	10+00.00	N 313051.598 E 726824.510	14+49.95	N 313049.436 E 727274.453
L37	PR–C	S 89° 32' 42" E	389.44	14+49.95	N 313049.436 E 727274.453	18+39.39	N 313046.344 E 727663.885
L38	C	S 89° 32' 08" E	839.39	10+00.00	N 313053.147 E 726824.519	18+39.39	N 313046.344 E 727663.885
L40	A	N 61° 34' 01" E	368.84	36+86.75	N 312686.462 E 726547.262	40+55.59	N 312862.078 E 726871.611

CURVE DATA

CURVE NO.	ALIGNMENT	P.C. STATION	P.I. STATION	P.T. STATION	Delta (Δ)	T	L	R	Chord	Chord Dir
CURVE DATA (3) PR–A	PR–A	40+10.82	42+55.79	44+92.15	026° 15' 55"	244.97	481.34	1050.00	477.14	N 64° 26' 21" E
CURVE DATA (4) PR–A	PR–A	45+03.37	47+18.04	49+30.90	012° 53' 32"	214.67	427.52	1900.00	426.62	N 84° 01' 05" E
CURVE DATA (32) A	A	40+55.59	44+71.85	48+75.29	024° 35' 27"	416.26	819.70	1909.86	813.42	N 76° 54' 25" E

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

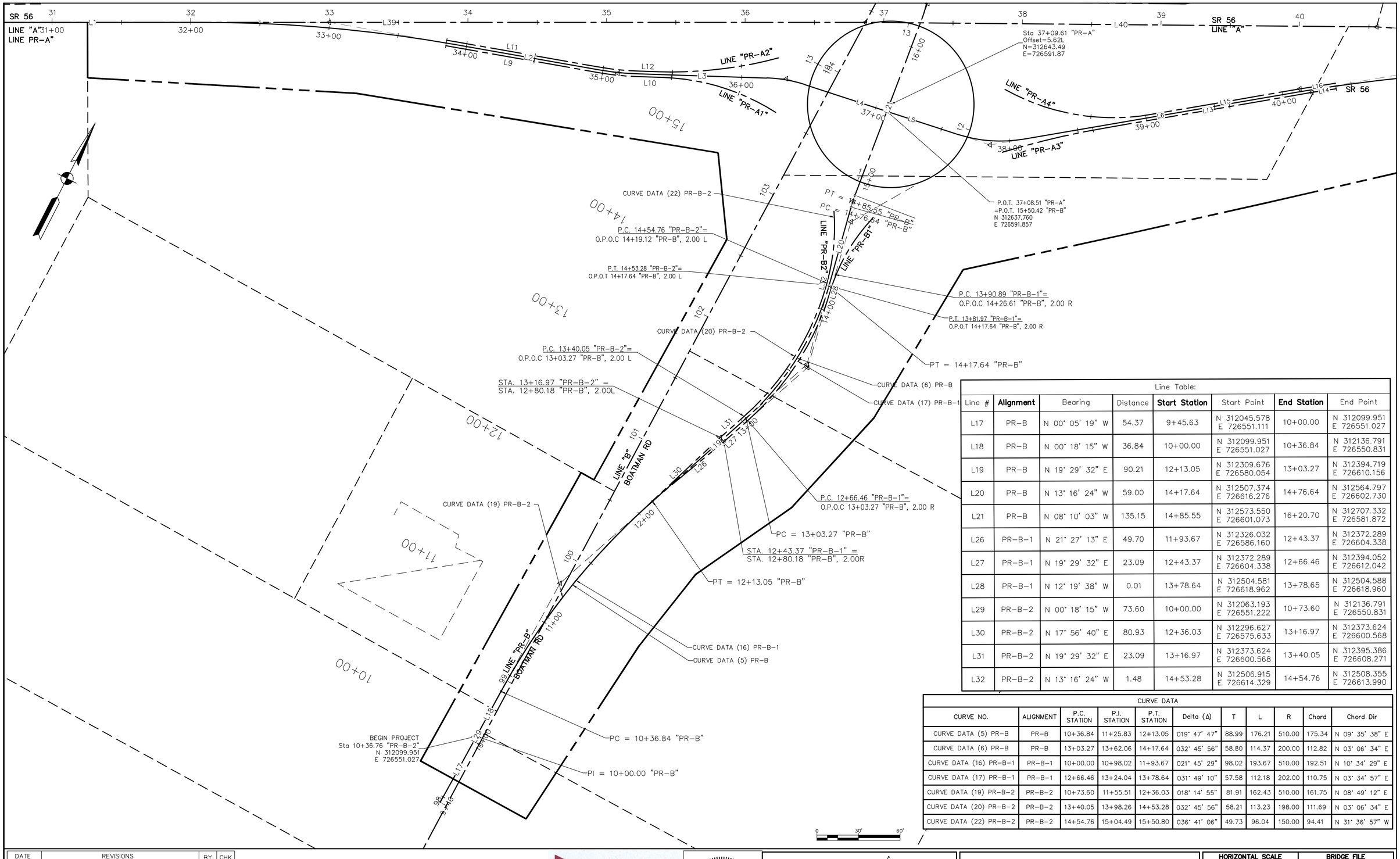
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

GEOMETRIC TIE-UP

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	18 of 169
CONTRACT	PROJECT
R-41527	1800210

Geometric Layout.dwg
3/19/2007



Line Table:

Line #	Alignment	Bearing	Distance	Start Station	Start Point	End Station	End Point
L17	PR-B	N 00° 05' 19" W	54.37	9+45.63	N 312045.578 E 726551.111	10+00.00	N 312099.951 E 726551.027
L18	PR-B	N 00° 18' 15" W	36.84	10+00.00	N 312099.951 E 726551.027	10+36.84	N 312136.791 E 726550.831
L19	PR-B	N 19° 29' 32" E	90.21	12+13.05	N 312309.676 E 726580.054	13+03.27	N 312394.719 E 726610.156
L20	PR-B	N 13° 16' 24" W	59.00	14+17.64	N 312507.374 E 726616.276	14+76.64	N 312564.797 E 726602.730
L21	PR-B	N 08° 10' 03" W	135.15	14+85.55	N 312573.550 E 726601.073	16+20.70	N 312707.332 E 726581.872
L26	PR-B-1	N 21° 27' 13" E	49.70	11+93.67	N 312326.032 E 726586.160	12+43.37	N 312372.289 E 726604.338
L27	PR-B-1	N 19° 29' 32" E	23.09	12+43.37	N 312372.289 E 726604.338	12+66.46	N 312394.052 E 726612.042
L28	PR-B-1	N 12° 19' 38" W	0.01	13+78.64	N 312504.581 E 726618.962	13+78.65	N 312504.588 E 726618.960
L29	PR-B-2	N 00° 18' 15" W	73.60	10+00.00	N 312063.193 E 726551.222	10+73.60	N 312136.791 E 726550.831
L30	PR-B-2	N 17° 56' 40" E	80.93	12+36.03	N 312296.627 E 726575.633	13+16.97	N 312373.624 E 726600.568
L31	PR-B-2	N 19° 29' 32" E	23.09	13+16.97	N 312373.624 E 726600.568	13+40.05	N 312395.386 E 726608.271
L32	PR-B-2	N 13° 16' 24" W	1.48	14+53.28	N 312506.915 E 726614.329	14+54.76	N 312508.355 E 726613.990

CURVE DATA

CURVE NO.	ALIGNMENT	P.C. STATION	P.I. STATION	P.T. STATION	Delta (Δ)	T	L	R	Chord	Chord Dir
CURVE DATA (5) PR-B	PR-B	10+36.84	11+25.83	12+13.05	019° 47' 47"	88.99	176.21	510.00	175.34	N 09° 35' 38" E
CURVE DATA (6) PR-B	PR-B	13+03.27	13+62.06	14+17.64	032° 45' 56"	58.80	114.37	200.00	112.82	N 03° 06' 34" E
CURVE DATA (16) PR-B-1	PR-B-1	10+00.00	10+98.02	11+93.67	021° 45' 29"	98.02	193.67	510.00	192.51	N 10° 34' 29" E
CURVE DATA (17) PR-B-1	PR-B-1	12+66.46	13+24.04	13+78.64	031° 49' 10"	57.58	112.18	202.00	110.75	N 03° 34' 57" E
CURVE DATA (19) PR-B-2	PR-B-2	10+73.60	11+55.51	12+36.03	018° 14' 55"	81.91	162.43	510.00	161.75	N 08° 49' 12" E
CURVE DATA (20) PR-B-2	PR-B-2	13+40.05	13+98.26	14+53.28	032° 45' 56"	58.21	113.23	198.00	111.69	N 03° 06' 34" E
CURVE DATA (22) PR-B-2	PR-B-2	14+54.76	15+04.49	15+50.80	036° 41' 06"	49.73	96.04	150.00	94.41	N 31° 36' 57" W

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

GEOMETRIC TIE-UP

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	19 of 169
CONTRACT	PROJECT
R-41527	1800210

Geometric Layout.dwg
3/19/2007

Line Table:							
Line #	**Alignment**	Bearing	Distance	**Start Station**	Start Point	**End Station**	End Point
L21	PR-B	N 08° 10' 03" W	135.15	14+85.55	N 312573.550 E 726601.073	16+20.70	N 312707.332 E 726581.872
L22	PR-B	N 22° 50' 43" W	35.97	16+46.32	N 312731.950 E 726575.042	16+82.29	N 312765.096 E 726561.078
L23	PR-B	N 00° 51' 32" W	78.94	17+60.00	N 312840.690 E 726545.214	18+38.94	N 312919.619 E 726544.031
L24	PR-B	N 01° 38' 49" W	104.25	18+38.94	N 312919.619 E 726544.031	19+43.19	N 313023.823 E 726541.035
L25	PR-B	N 00° 40' 02" W	107.03	19+43.19	N 313023.823 E 726541.035	20+50.22	N 313130.847 E 726539.788
L33	PR-B-3	N 02° 16' 06" W	82.78	17+57.87	N 312836.905 E 726547.307	18+40.65	N 312919.619 E 726544.031
L34	PR-B-4	N 00° 29' 56" E	82.85	17+54.07	N 312836.769 E 726543.309	18+36.93	N 312919.619 E 726544.031

CURVE DATA										
CURVE NO.	ALIGNMENT	P.C. STATION	P.I. STATION	P.T. STATION	Delta (Δ)	T	L	R	Chord	Chord Dir
CURVE DATA (7) PR-B	PR-B	16+82.29	17+21.63	17+60.00	021° 59' 12"	39.34	77.72	202.52	77.24	N 11° 51' 07" W
CURVE DATA (23) PR-B-3	PR-B-3	16+00.00	16+51.51	16+99.86	034° 40' 39"	51.51	99.86	165.00	98.35	N 35° 51' 38" W
CURVE DATA (24) PR-B-3	PR-B-3	16+99.86	17+29.07	17+57.87	016° 34' 25"	29.21	58.00	200.52	57.80	N 10° 14' 09" W
CURVE DATA (25) PR-B-4	PR-B-4	16+00.00	16+51.22	16+97.58	043° 00' 25"	51.22	97.58	130.00	95.30	N 03° 43' 40" E
CURVE DATA (26) PR-B-4	PR-B-4	16+97.58	17+26.01	17+54.07	015° 49' 36"	28.43	56.49	204.52	56.32	N 09° 51' 44" W

10+00 11+00 12+00 13+00 14+00 15+00 16+00 17+00 18+00 19+00

19+00 18+00 17+00 16+00 15+00 14+00

L25 20+00 108 PI = 19+43.19 "PR-B"

L24 19+00 107 PI = 18+38.94 "PR-B"

L23 18+00 L34 L33 106

P.T. 17+54.07 "PR-B-4"=
O.P.O.T 17+56.15 "PR-B", 2.00 L

PT = 17+60.00 "PR-B"

P.T. 17+57.87 "PR-B-3"=
O.P.O.T 17+56.15 "PR-B", 2.00 R

CURVE DATA (26) PR-B-4

CURVE DATA (24) PR-B-3

CURVE DATA (7) PR-B

P.C. 16+91.55 "PR-B-4"=
O.P.O.C 16+94.23 "PR-B", 2.00 L

P.C. 16+99.86 "PR-B-3"=
O.P.O.C 16+97.57 "PR-B", 2.00 R

17+00 105 LINE "PR-B4" L22 LINE "PR-B3"

PC = 16+82.29 "PR-B"

CURVE DATA (25) PR-B-4

CURVE DATA (23) PR-B-3

PT = 16+46.32 "PR-B"

PC = 16+20.70 "PR-B"

16+00 13

Sta 37+09.61 "PR-A"
Offset=5.62L
N=312643.49
E=726591.87

33 33+00 L39 34 34+00 L11 L2 LINE "PR-A" 35 35+00 L12 L3 L10 36 36+00 LINE "PR-A2" LINE "PR-A1"

SR 56 LINE "A"

00+15 L13 16+84 16+00 L4 37+00 L5 12 38+00 LINE "PR-A3"

38 L40 39 39+00 L6 L13 L15 40+00 L16 L14 LINE "PR-A4" 40 41 41+00 LINE "PR-A" 42 42+00 SR 56

14+00 103 LINE "B" BOATMAN RD 102

PT = 14+85.55 "PR-B"
PC = 14+77.64 "PR-B"

LINE "PR-B2" LINE "PR-B1" L32 L28 14+00

P.O.T. 37+08.51 "PR-A"
=P.O.T. 15+50.42 "PR-B"
N 312637.760
E 726591.857

P.I. 10+00.00 "PR-C"=
O.P.O.C 10+00.00 "C", 1.55 R
N 313051.598
E 726824.510

10 10+00 MOUNT RD LINE "C" LINE "PR-C" 11 11+00

0 30' 60'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timoth D. Suber 5/28/2025
DESIGN ENGINEER DATE

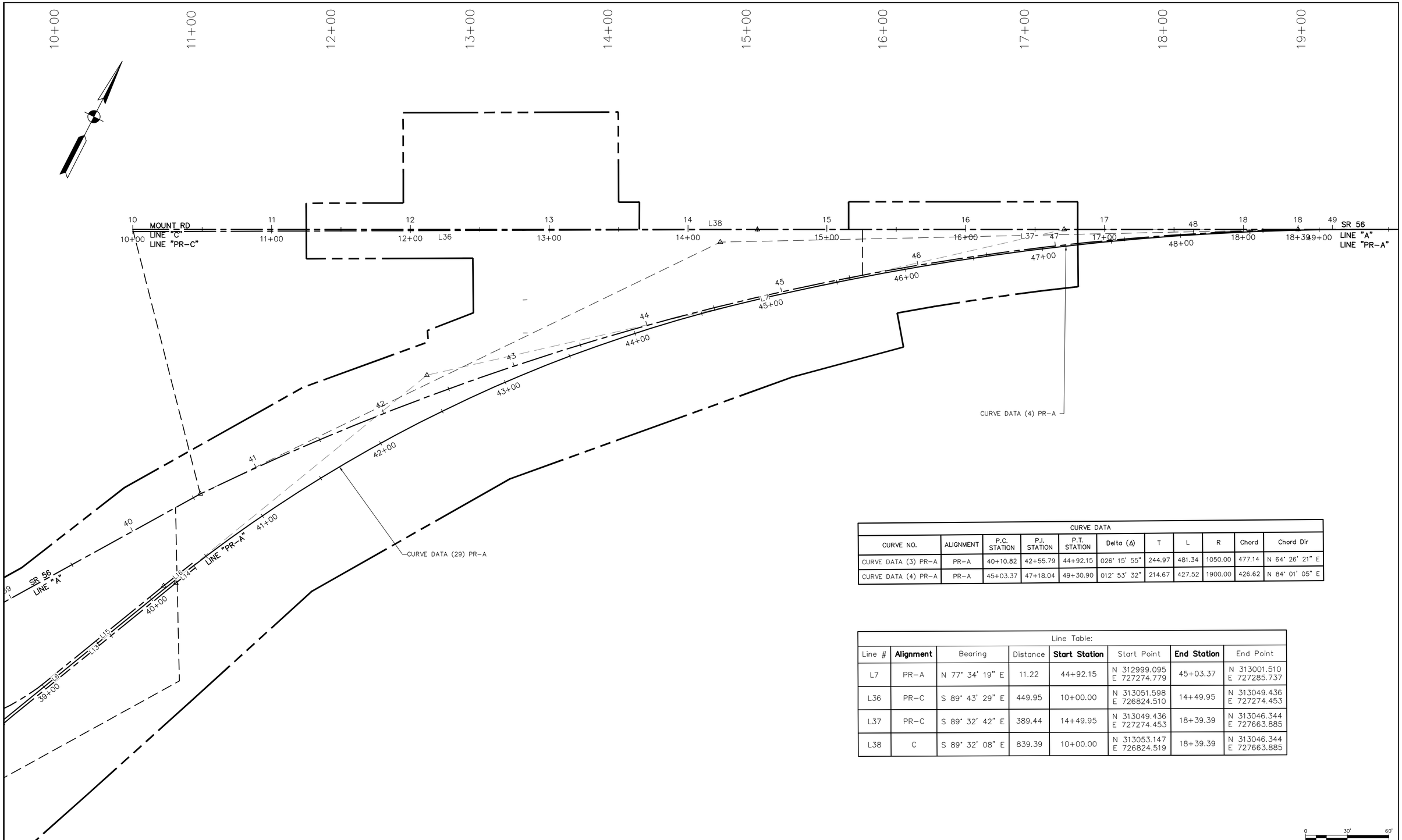
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

GEOMETRIC TIE-UP

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	20 of 169
CONTRACT	PROJECT
R-41527	1800210

Geometric Layout.dwg
3/19/2007



CURVE DATA										
CURVE NO.	ALIGNMENT	P.C. STATION	P.I. STATION	P.T. STATION	Delta (Δ)	T	L	R	Chord	Chord Dir
CURVE DATA (3) PR-A	PR-A	40+10.82	42+55.79	44+92.15	026° 15' 55"	244.97	481.34	1050.00	477.14	N 64° 26' 21" E
CURVE DATA (4) PR-A	PR-A	45+03.37	47+18.04	49+30.90	012° 53' 32"	214.67	427.52	1900.00	426.62	N 84° 01' 05" E

Line Table:							
Line #	**Alignment**	Bearing	Distance	**Start Station**	Start Point	**End Station**	End Point
L7	PR-A	N 77° 34' 19" E	11.22	44+92.15	N 312999.095 E 727274.779	45+03.37	N 313001.510 E 727285.737
L36	PR-C	S 89° 43' 29" E	449.95	10+00.00	N 313051.598 E 726824.510	14+49.95	N 313049.436 E 727274.453
L37	PR-C	S 89° 32' 42" E	389.44	14+49.95	N 313049.436 E 727274.453	18+39.39	N 313046.344 E 727663.885
L38	C	S 89° 32' 08" E	839.39	10+00.00	N 313053.147 E 726824.519	18+39.39	N 313046.344 E 727663.885

DATE	REVISIONS	BY	CHK

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RECOMMENDED FOR APPROVAL _____ 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

GEOMETRIC TIE-UP

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	21 of 169
CONTRACT	PROJECT
R-41527	1800210

Geometric Layout.dwg
3/19/2007

M.O.T. GENERAL NOTES

DESIGN SPEED = 45 M.P.H.
MOT DESIGN SPEED = 35.M.P.H.

DESIGN SPEED LIMIT TO BE LOWER TO 45 M.P.H FROM 55 M.P.H

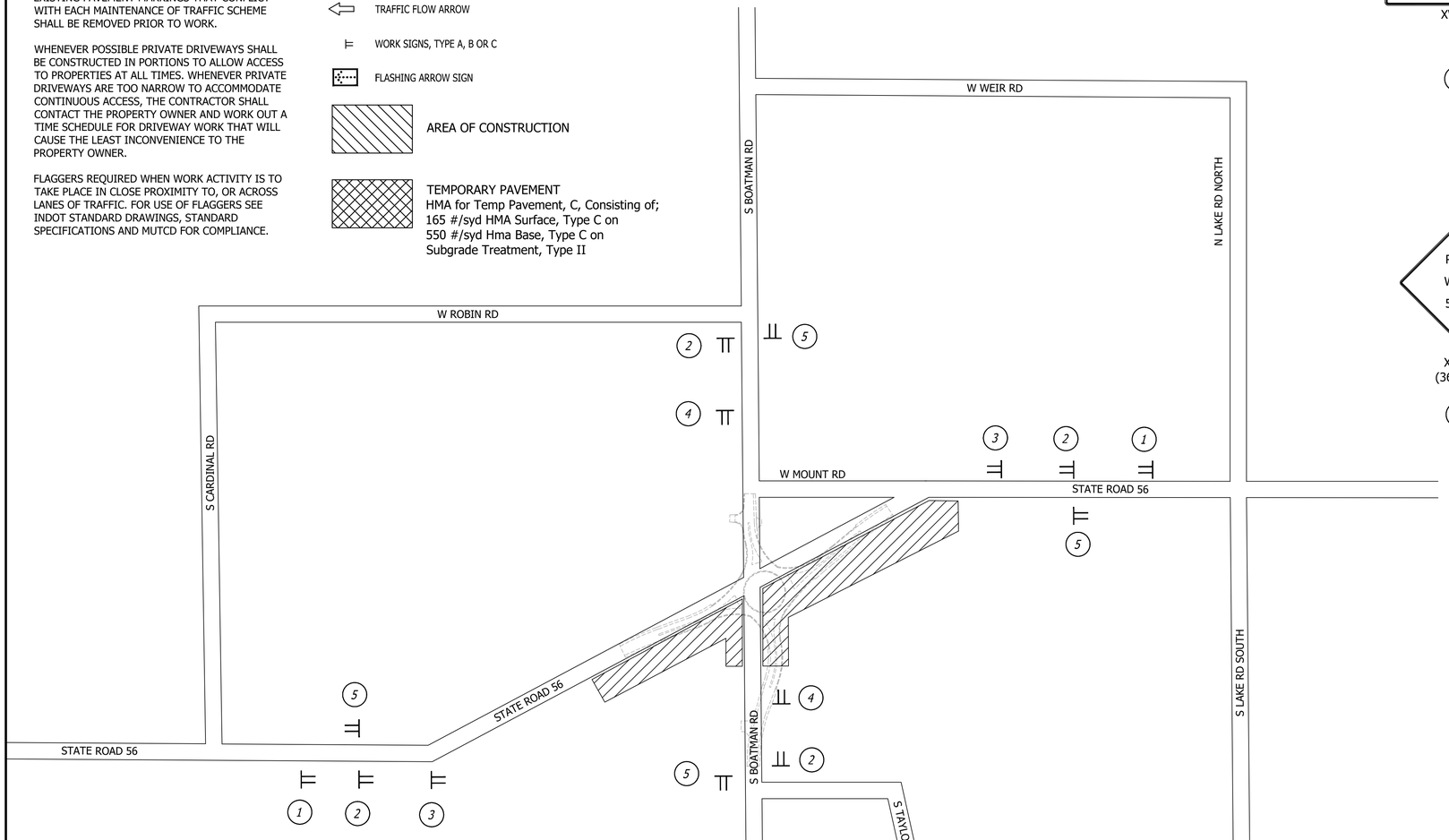
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FLAGGERS REQUIRED WHEN WORK ACTIVITY IS TO TAKE PLACE IN CLOSE PROXIMITY TO, OR ACROSS LANES OF TRAFFIC. FOR USE OF FLAGGERS SEE INDOT STANDARD DRAWINGS, STANDARD SPECIFICATIONS AND MUTCD FOR COMPLIANCE.

LEGEND

- FLAGGER (SEE M.O.T. GENERAL NOTES)
- STANDARD DRUM
- BARRICADE, TYPE III-B
- TRAFFIC FLOW ARROW
- WORK SIGNS, TYPE A, B OR C
- FLASHING ARROW SIGN
- AREA OF CONSTRUCTION
- TEMPORARY PAVEMENT
  HMA for Temp Pavement, C, Consisting of;
  165 #/syd HMA Surface, Type C on
  550 #/syd Hma Base, Type C on
  Subgrade Treatment, Type II



SPEEDING
MAX. $1000
RECKLESS DRIVING
MAX. 6 YRS

XW2-6

1

ROAD
WORK
AHEAD

XW20-1
(36" x 36")

2

ROAD
WORK
1000 ft

XW20-1
(36" x 36")

3

ROAD
WORK
500 ft

XW20-1
(36" x 36")

4

END
CONSTRUCTION

XG20-2
(60" x 24")

5

MAINTENANCE OF TRAFFIC
SUMMARY OF QUANTITIES (PHASE 1)

ITEM	*QUANTITY*
CONSTRUCTION SIGN, A	*14 EACH*
CONSTRUCTION SIGN, B	*0 EACH*
BARRICADE III, TYPE B	*0 LFT*
DETOUR ROUTE ASSEMBLY	*0 EACH*

NOTE:

ACCESS TO PROPERTIES TO BE MAINTAINED AT ALL TIMES. PROPERTIES THAT ARE DIVIDED BY THE NEW ROAD CONSTRUCTION SHALL HAVE CONTINUOUS ACCESS MAINTAINED ACROSS THE NEW ROADWAY AT ALL TIMES. THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER AND WORK OUT A TIME SCHEDULE FOR DRIVEWAY CONSTRUCTION THAT WILL CAUSE THE LEAST INCONVENIENCE TO THE PROPERTY OWNER.

SEQUENCE OF CONSTRUCTION

Phase 1 - Construct the portion of the roundabout that is located south of SR 56 (including proposed drainage) as shown in plans. The work zone areas will be within the southeast and southwest intersection quadrants. Boatman Road is to remain open during phase 1 of construction. Traffic will continue to run on the existing pavement of SR 56 and Boatman Road.

Phase 1A - Close the south leg of the intersection, Boatman Road, as shown in plans. See MOT Detour Plan for alternate route during this phase of construction. Construct the remaining portion of the roundabout that is located south of SR 56 (including proposed drainage) as shown in plans. Temporary Pavement will be constructed during this phase.

Phase 2 - Close the north leg of the intersection, Boatman Road, as shown in plans. See MOT Detour Plan for alternate routed during this phase of construction. Shift SR 56 traffic to the south, utilizing the temporary pavement constructed during Phase 1A. Construct the remaining portion of the roundabout located north of SR 56 (including proposed drainage) as shown in plans.

Phase 2A - Mount Road will be closed during this phase of the MOT. Mount Road will become a deadend street with an earthen berm, truck turnaround, and pavement removal occuring at the intersection of SR 56 and Mount Road. During this phase, traffic will run on the newly constructed roundabout. See MOT Detour Plan for alternate routes during construction.

0 20' 40'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	22 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
3/19/2007

M.O.T. GENERAL NOTES

DESIGN SPEED = 45 M.P.H.
MOT DESIGN SPEED = 35.M.P.H.

DESIGN SPEED LIMIT TO BE LOWER TO 45 M.P.H FROM 55 M.P.H

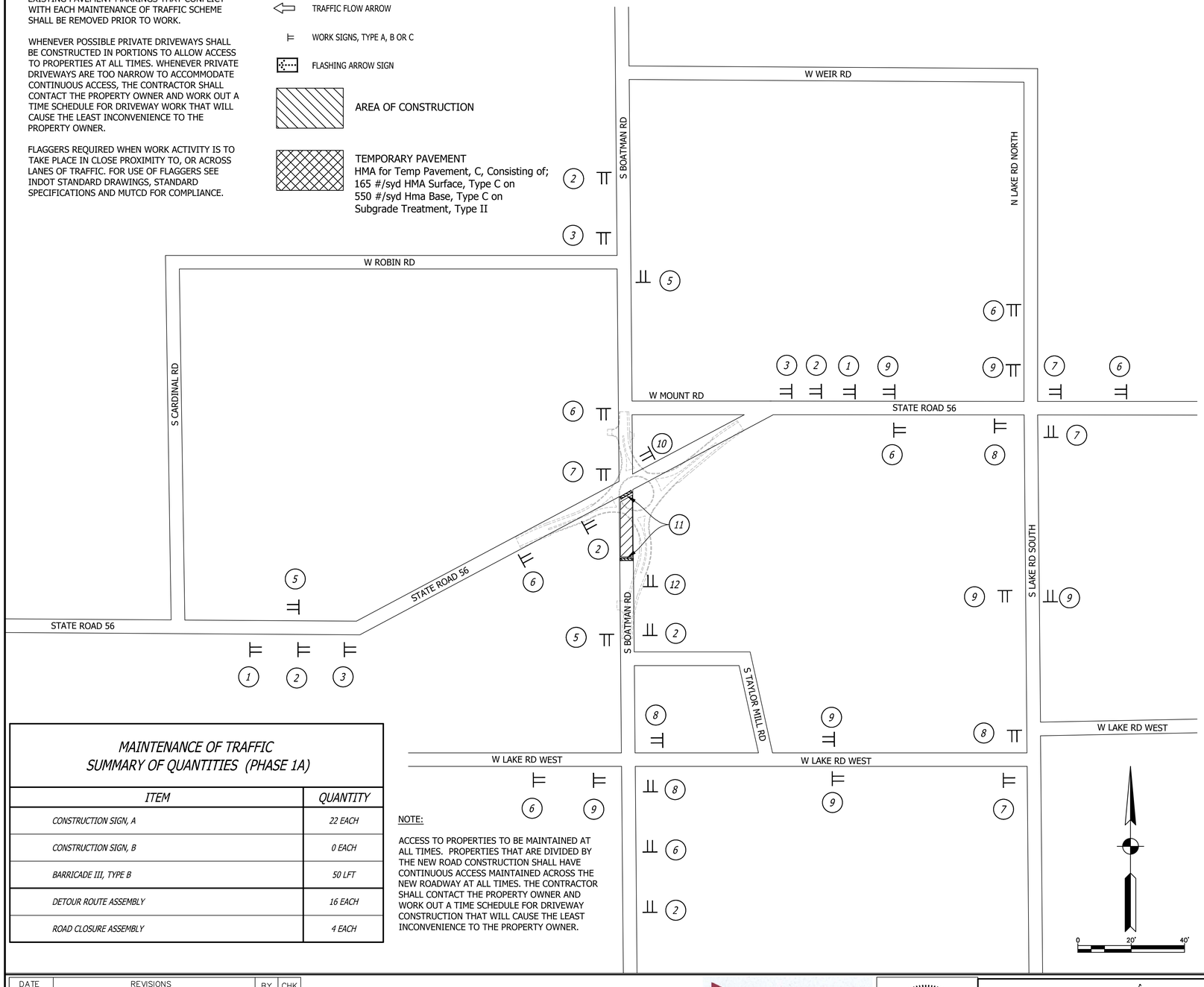
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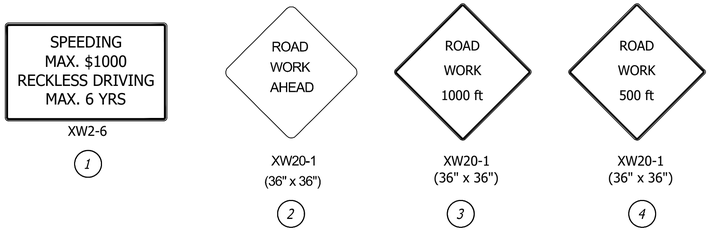
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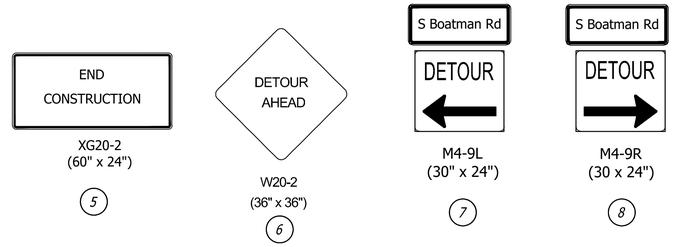
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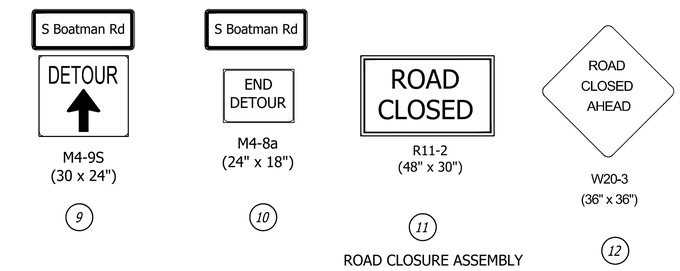
LEGEND

- FLAGGER (SEE M.O.T. GENERAL NOTES)
- STANDARD DRUM
- BARRICADE, TYPE III-B
- TRAFFIC FLOW ARROW
- WORK SIGNS, TYPE A, B OR C
- FLASHING ARROW SIGN
- AREA OF CONSTRUCTION
- TEMPORARY PAVEMENT
  HMA for Temp Pavement, C, Consisting of;
  165 #/syd HMA Surface, Type C on
  550 #/syd Hma Base, Type C on
  Subgrade Treatment, Type II









SEQUENCE OF CONSTRUCTION

Phase 1 - Construct the portion of the roundabout that is located south of SR 56 (including proposed drainage) as shown in plans. The work zone areas will be within the southeast and southwest intersection quadrants. Boatman Road is to remain open during phase 1 of construction. Traffic will continue to run on the existing pavement of SR 56 and Boatman Road.

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MAINTENANCE OF TRAFFIC SUMMARY OF QUANTITIES (PHASE 1A)

ITEM	*QUANTITY*
CONSTRUCTION SIGN, A	*22 EACH*
CONSTRUCTION SIGN, B	*0 EACH*
BARRICADE III, TYPE B	*50 LFT*
DETOUR ROUTE ASSEMBLY	*16 EACH*
ROAD CLOSURE ASSEMBLY	*4 EACH*

NOTE:

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0 20' 40'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 5/28/2025

DESIGNED: TDS DRAWN: TDS

CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 1A

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	23 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
3/19/2007

M.O.T. GENERAL NOTES

DESIGN SPEED = 45 M.P.H.
MOT DESIGN SPEED = 35.M.P.H.

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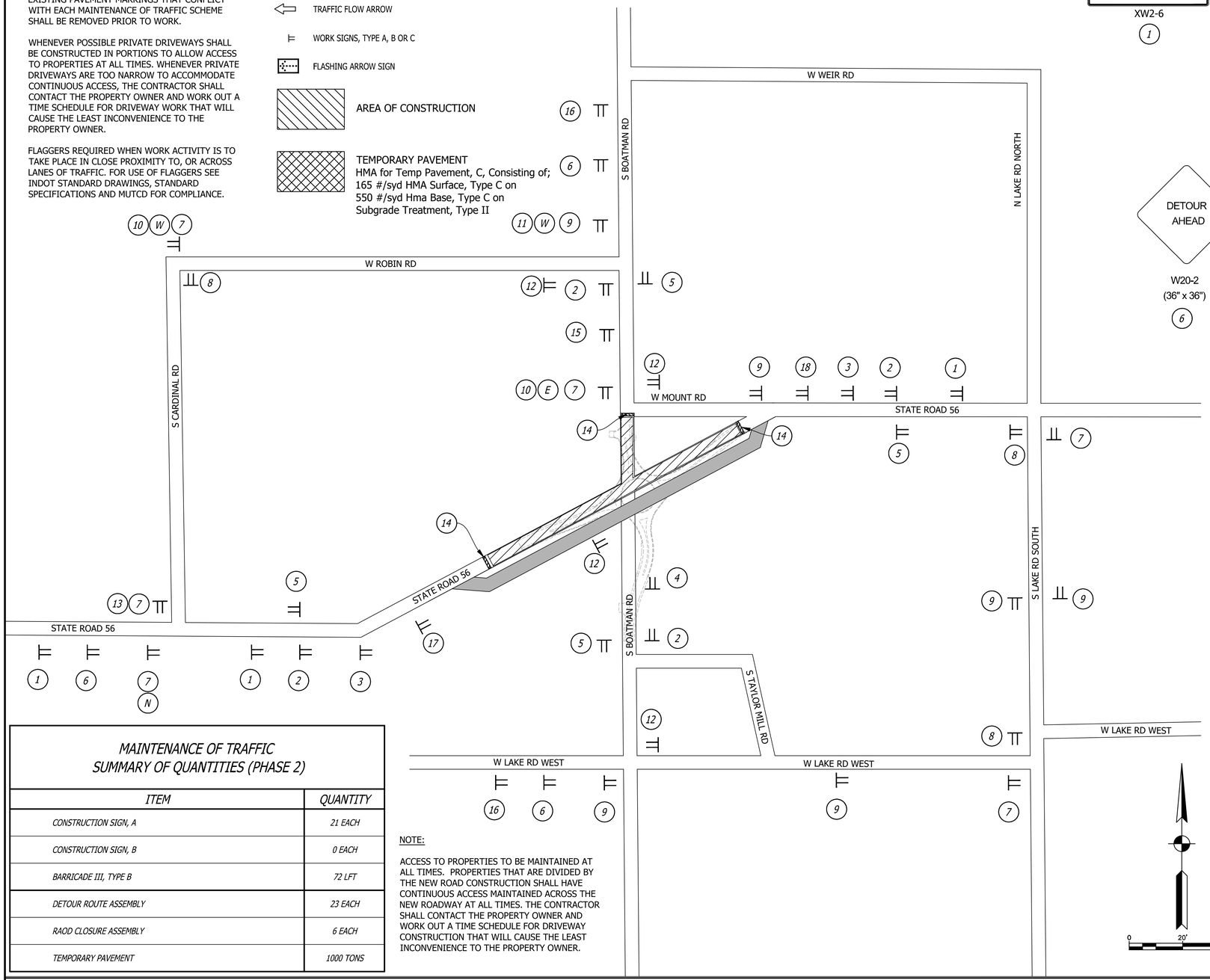
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LEGEND

- FLAGGER (SEE M.O.T. GENERAL NOTES)
- STANDARD DRUM
- BARRICADE, TYPE III-B
- TRAFFIC FLOW ARROW
- WORK SIGNS, TYPE A, B OR C
- FLASHING ARROW SIGN
- AREA OF CONSTRUCTION
- TEMPORARY PAVEMENT
  HMA for Temp Pavement, C, Consisting of;
  165 #/syd HMA Surface, Type C on
  550 #/syd Hma Base, Type C on
  Subgrade Treatment, Type II



SPEEDING
MAX. $1000
RECKLESS DRIVING
MAX. 6 YRS
XW2-6 (1)

ROAD WORK AHEAD
XW20-1 (36" x 36") (2)

ROAD WORK 1000 ft
XW20-1 (36" x 36") (3)

ROAD WORK 500 ft
XW20-1 (36" x 36") (4)

END CONSTRUCTION
XG20-2 (60" x 24") (5)

DETOUR AHEAD
W20-2 (36" x 36") (6)

S Boatman Rd
DETOUR
M4-9L (30" x 24") (7)

S Boatman Rd
DETOUR
M4-9R (30 x 24") (8)

S Boatman Rd
DETOUR
M4-9S (30 x 24") (9)

State Route 56
DETOUR
M4-9L (30" x 24") (10)

State Route 56
DETOUR
M4-9R (30 x 24") (11)

S Boatman Rd
END DETOUR
M4-8a (24" x 18") (12)

State Route 56
END DETOUR
M4-8a (24" x 18") (13)

ROAD CLOSED
R11-2 (48" x 30") (14)
ROAD CLOSURE ASSEMBLY

ROAD CLOSED AHEAD
W20-3 (36" x 36") (15)

S. BOATMAN ROAD & STATE ROUTE 56 INTERSECTION CLOSED FOLLOW DETOUR
R11-2 (48" x 30") (16)

NORTH (N) EAST (E) WEST (W) SOUTH (S)

W1-4R (36" x 36") (17)

W1-4L (36 x 36) (18)

MAINTENANCE OF TRAFFIC SUMMARY OF QUANTITIES (PHASE 2)

ITEM	*QUANTITY*
CONSTRUCTION SIGN, A	*21 EACH*
CONSTRUCTION SIGN, B	*0 EACH*
BARRICADE III, TYPE B	*72 LFT*
DETOUR ROUTE ASSEMBLY	*23 EACH*
RAOD CLOSURE ASSEMBLY	*6 EACH*
TEMPORARY PAVEMENT	*1000 TONS*

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DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	24 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
5/28/2025

M.O.T. GENERAL NOTES

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MOT DESIGN SPEED = 35.M.P.H.

DESIGN SPEED LIMIT TO BE LOWER TO 45 M.P.H FROM 55 M.P.H

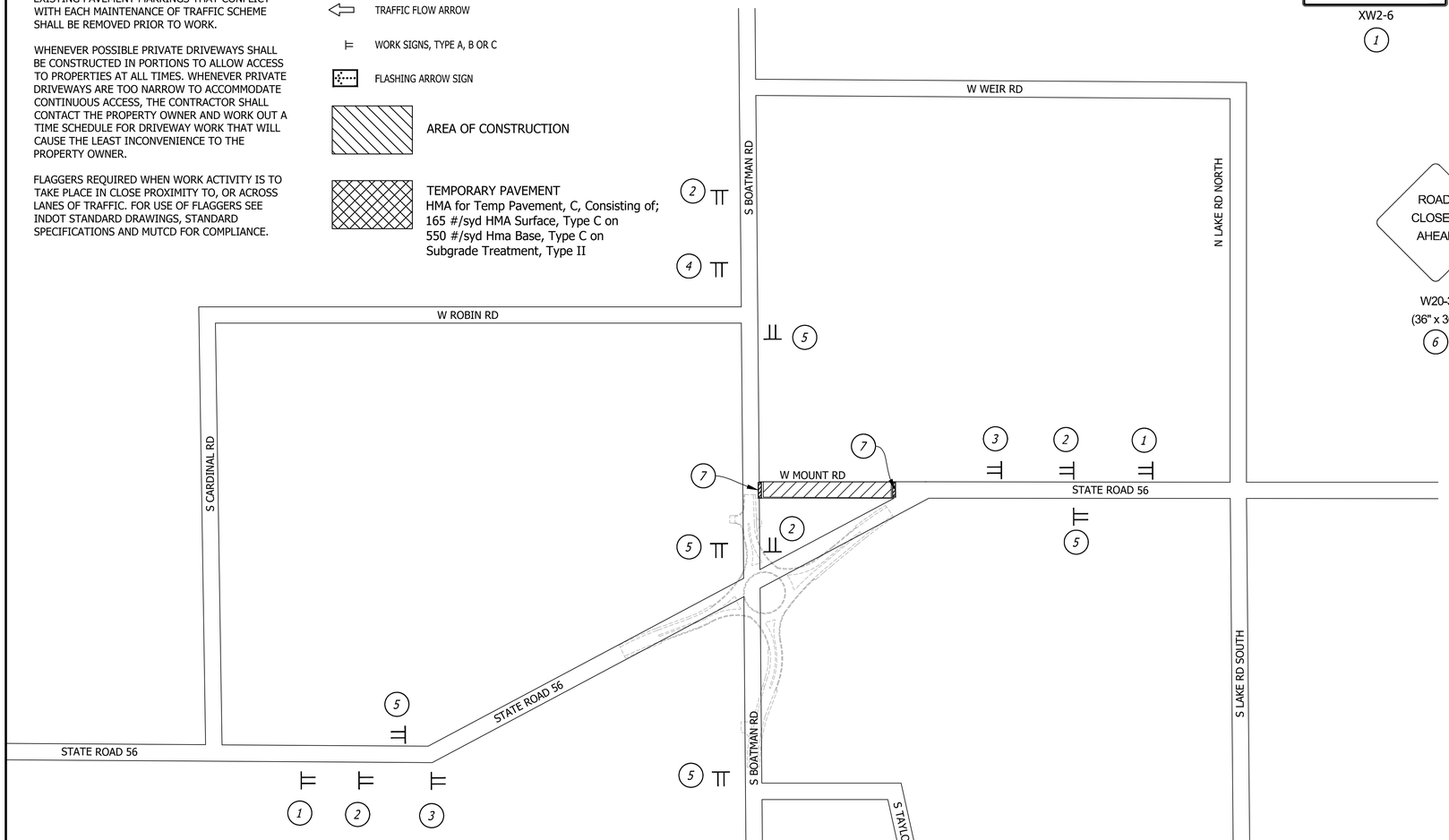
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LEGEND

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- BARRICADE, TYPE III-B
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- FLASHING ARROW SIGN
- AREA OF CONSTRUCTION
- TEMPORARY PAVEMENT
  HMA for Temp Pavement, C, Consisting of;
  165 #/syd HMA Surface, Type C on
  550 #/syd Hma Base, Type C on
  Subgrade Treatment, Type II



SPEEDING
MAX. $1000
RECKLESS DRIVING
MAX. 6 YRS
XW2-6
1

ROAD WORK AHEAD
XW20-1
(36" x 36")
2

ROAD WORK 1000 ft
XW20-1
(36" x 36")
3

ROAD WORK 500 ft
XW20-1
(36" x 36")
4

END CONSTRUCTION
XG20-2
(60" x 24")
5

ROAD CLOSED AHEAD
W20-3
(36" x 36")
6

ROAD CLOSED
R11-2
(48" x 30")
7

ROAD CLOSED TO THRU TRAFFIC
R11-4
(60" x 30")
7

ROAD CLOSURE ASSEMBLY

MAINTENANCE OF TRAFFIC
SUMMARY OF QUANTITIES (PHASE 2A)

ITEM	*QUANTITY*
CONSTRUCTION SIGN, A	*16 EACH*
CONSTRUCTION SIGN, B	*0 EACH*
BARRICADE III, TYPE B	*48LFT*
DETOUR ROUTE ASSEMBLY	*0 EACH*
ROAD CLOSURE ASSEMBLY	*4 EACH*

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0 20' 40'

MOT SR56.dwg
3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	25 of 169
CONTRACT	PROJECT
R-41527	1800210

M.O.T. GENERAL NOTES

DESIGN SPEED = 45 M.P.H.
MOT DESIGN SPEED = 35.M.P.H.

DESIGN SPEED LIMIT TO BE LOWER TO 45 M.P.H FROM 55 M.P.H

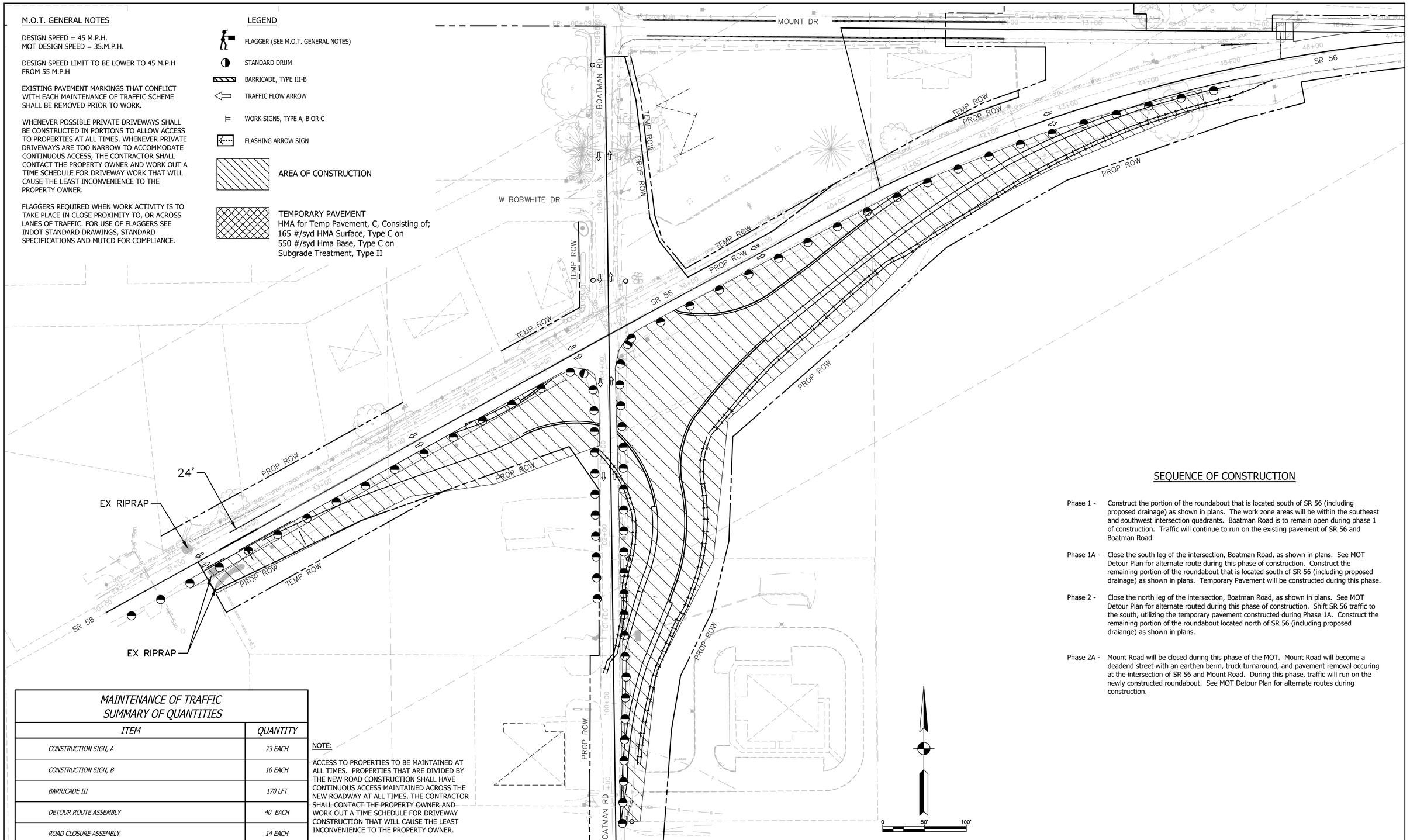
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LEGEND

- FLAGGER (SEE M.O.T. GENERAL NOTES)
- STANDARD DRUM
- BARRICADE, TYPE III-B
- TRAFFIC FLOW ARROW
- WORK SIGNS, TYPE A, B OR C
- FLASHING ARROW SIGN
- AREA OF CONSTRUCTION
- TEMPORARY PAVEMENT
  HMA for Temp Pavement, C, Consisting of;
  165 #/syd HMA Surface, Type C on
  550 #/syd Hma Base, Type C on
  Subgrade Treatment, Type II



SEQUENCE OF CONSTRUCTION

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MAINTENANCE OF TRAFFIC SUMMARY OF QUANTITIES

ITEM	*QUANTITY*
CONSTRUCTION SIGN, A	*73 EACH*
CONSTRUCTION SIGN, B	*10 EACH*
BARRICADE III	*170 LFT*
DETOUR ROUTE ASSEMBLY	*40 EACH*
ROAD CLOSURE ASSEMBLY	*14 EACH*

NOTE:

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DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 1

HORIZONTAL SCALE	BRIDGE FILE
1:50	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	26 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
3/19/2007

M.O.T. GENERAL NOTES

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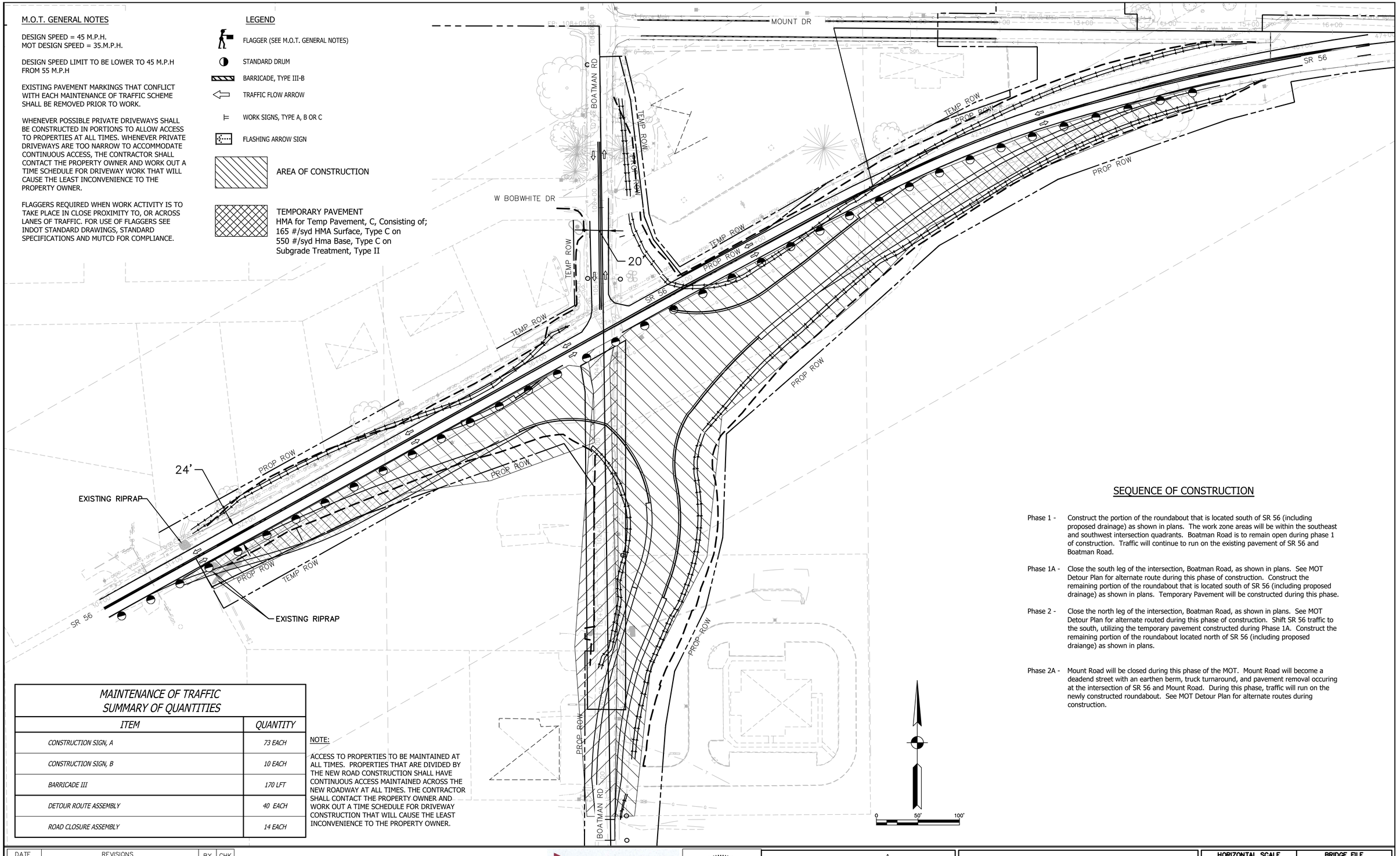
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- WORK SIGNS, TYPE A, B OR C
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- AREA OF CONSTRUCTION
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First Group ENGINEERING, INC.

TIMOTHY D. SUSER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL _____ 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
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STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 1A

HORIZONTAL SCALE	BRIDGE FILE
1:50	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	27 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
3/19/2007

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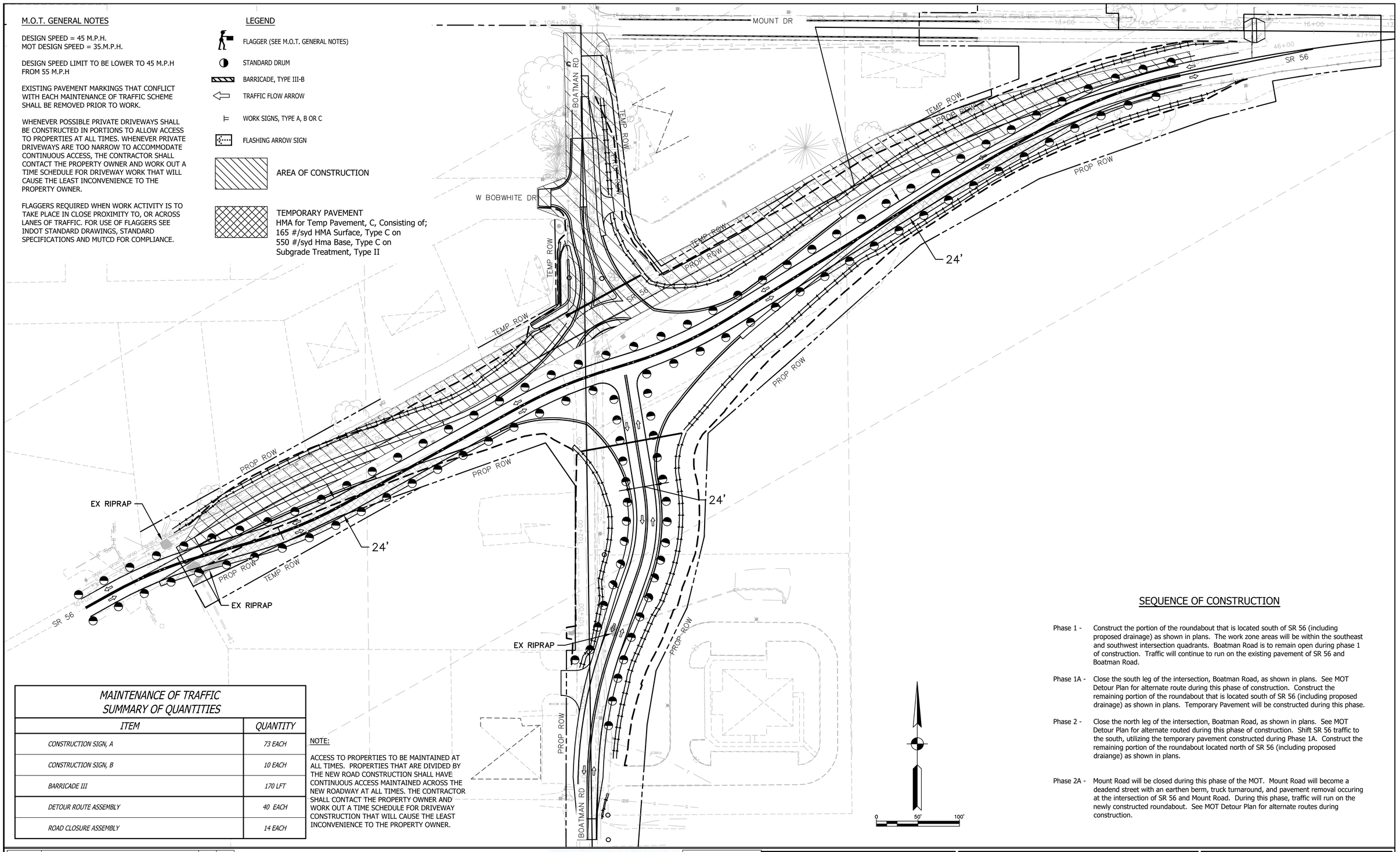
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STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 2

HORIZONTAL SCALE	BRIDGE FILE
1:50	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	28 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
3/19/2007

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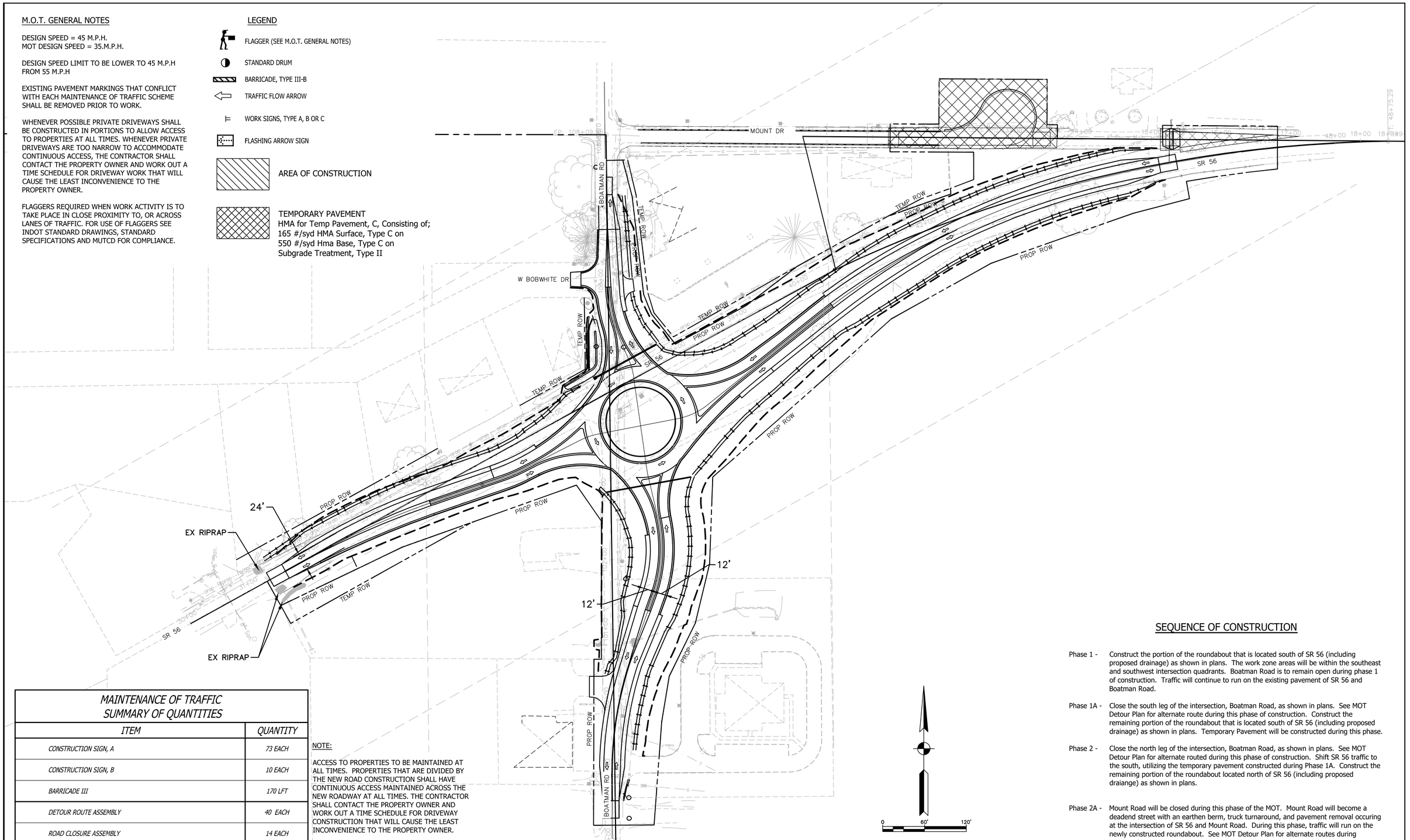
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STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
PHASE 2A

HORIZONTAL SCALE	BRIDGE FILE
1:60	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	29 of 169
CONTRACT	PROJECT
R-41527	1800210

MOT SR56.dwg
3/19/2007

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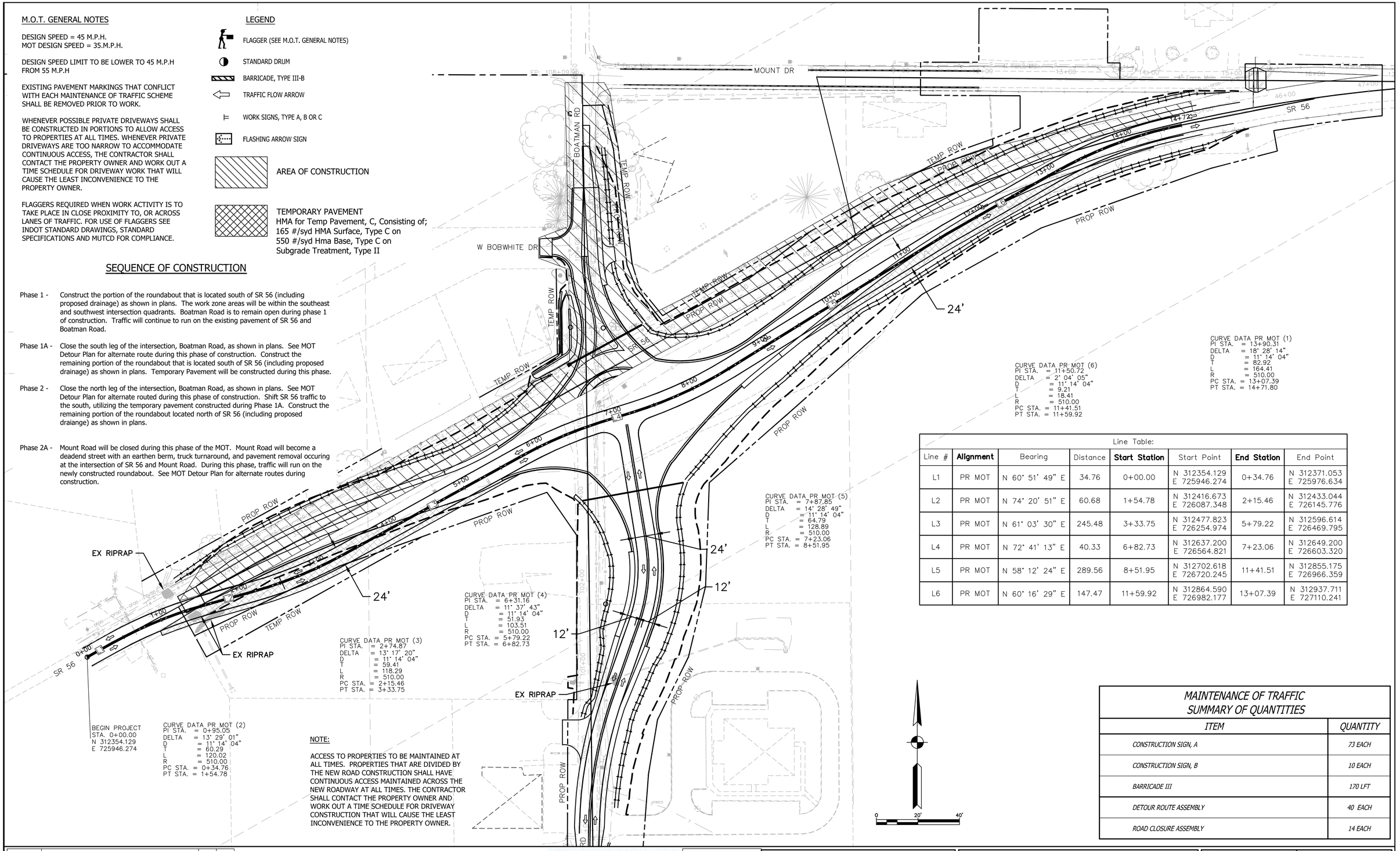
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Line Table:

Line #	Alignment	Bearing	Distance	Start Station	Start Point	End Station	End Point
L1	PR MOT	N 60° 51' 49" E	34.76	0+00.00	N 312354.129 E 725946.274	0+34.76	N 312371.053 E 725976.634
L2	PR MOT	N 74° 20' 51" E	60.68	1+54.78	N 312416.673 E 726087.348	2+15.46	N 312433.044 E 726145.776
L3	PR MOT	N 61° 03' 30" E	245.48	3+33.75	N 312477.823 E 726254.974	5+79.22	N 312596.614 E 726469.795
L4	PR MOT	N 72° 41' 13" E	40.33	6+82.73	N 312637.200 E 726564.821	7+23.06	N 312649.200 E 726603.320
L5	PR MOT	N 58° 12' 24" E	289.56	8+51.95	N 312702.618 E 726720.245	11+41.51	N 312855.175 E 726966.359
L6	PR MOT	N 60° 16' 29" E	147.47	11+59.92	N 312864.590 E 726982.177	13+07.39	N 312937.711 E 727110.241

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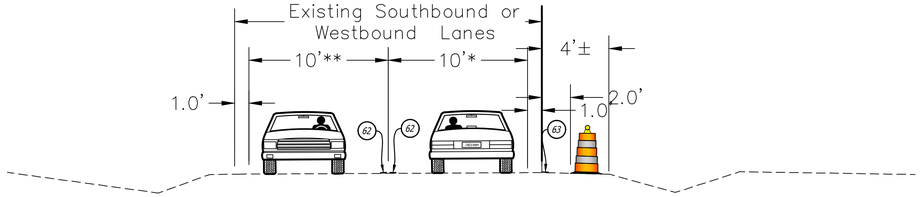
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STATE ROAD 56 AND BOATMAN ROAD

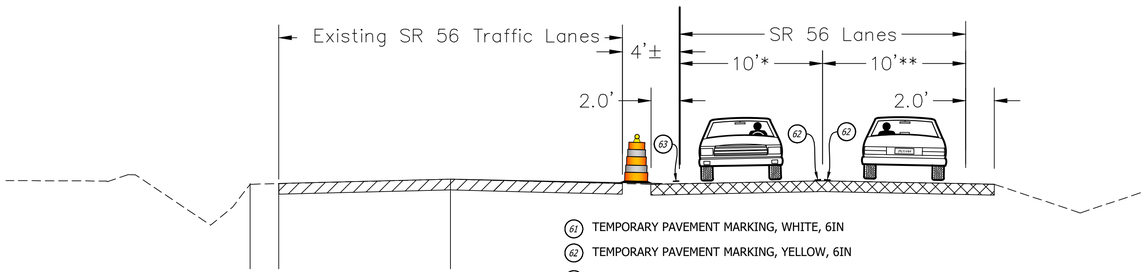
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HORIZONTAL SCALE	BRIDGE FILE
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VERTICAL SCALE	DESIGNATION
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N/A	30 of 169
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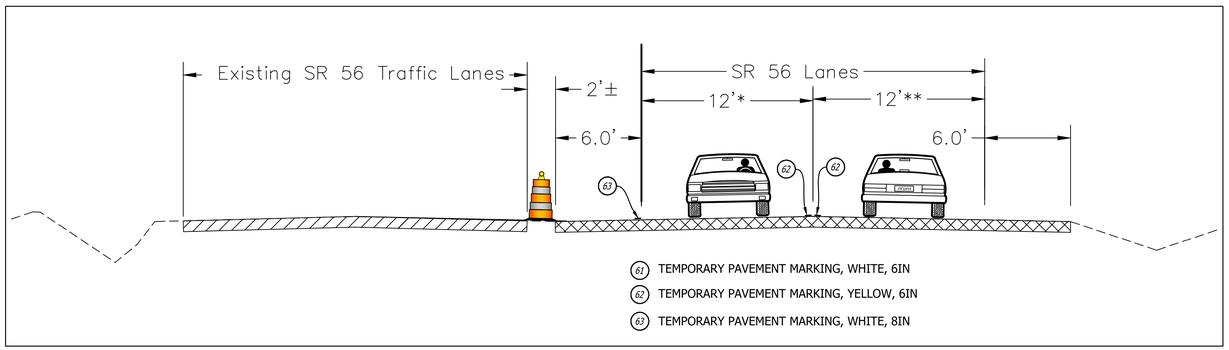
MOT SR56.dwg



61 TEMPORARY PAVEMENT MARKING, WHITE, 6IN
62 TEMPORARY PAVEMENT MARKING, YELLOW, 6IN
63 TEMPORARY PAVEMENT MARKING, WHITE, 8IN



61 TEMPORARY PAVEMENT MARKING, WHITE, 6IN
62 TEMPORARY PAVEMENT MARKING, YELLOW, 6IN
63 TEMPORARY PAVEMENT MARKING, WHITE, 8IN



61 TEMPORARY PAVEMENT MARKING, WHITE, 6IN
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63 TEMPORARY PAVEMENT MARKING, WHITE, 8IN

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DESIGN SPEED LIMIT TO BE LOWER TO 45 M.P.H FROM 55 M.P.H

EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH EACH MAINTENANCE OF TRAFFIC SCHEME SHALL BE REMOVED PRIOR TO WORK.

WHENEVER POSSIBLE PRIVATE DRIVEWAYS SHALL BE CONSTRUCTED IN PORTIONS TO ALLOW ACCESS TO PROPERTIES AT ALL TIMES. WHENEVER PRIVATE DRIVEWAYS ARE TOO NARROW TO ACCOMMODATE CONTINUOUS ACCESS, THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER AND WORK OUT A TIME SCHEDULE FOR DRIVEWAY WORK THAT WILL CAUSE THE LEAST INCONVENIENCE TO THE PROPERTY OWNER.

FLAGGERS REQUIRED WHEN WORK ACTIVITY IS TO TAKE PLACE IN CLOSE PROXIMITY TO, OR ACROSS LANES OF TRAFFIC. FOR USE OF FLAGGERS SEE INDOT STANDARD DRAWINGS, STANDARD SPECIFICATIONS AND MUTCD FOR COMPLIANCE.

LEGEND

- FLAGGER (SEE M.O.T. GENERAL NOTES)
- STANDARD DRUM
- BARRICADE, TYPE III-B
- TRAFFIC FLOW ARROW
- WORK SIGNS, TYPE A, B OR C
- FLASHING ARROW SIGN
- AREA OF CONSTRUCTION
- TEMPORARY PAVEMENT
  HMA for Temp Pavement, C, Consisting of;
  165 #/syd HMA Surface, Type C on
  550 #/syd Hma Base, Type C on
  Subgrade Treatment, Type II

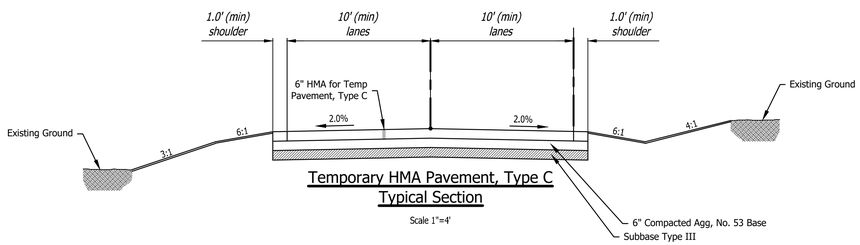
SEQUENCE OF CONSTRUCTION

Phase 1 - Construct the portion of the roundabout that is located south of SR 56 (including proposed drainage) as shown in plans. The work zone areas will be within the southeast and southwest intersection quadrants. Boatman Road is to remain open during phase 1 of construction. Traffic will continue to run on the existing pavement of SR 56 and Boatman Road.

Phase 1A - Close the south leg of the intersection, Boatman Road, as shown in plans. See MOT Detour Plan for alternate route during this phase of construction. Construct the remaining portion of the roundabout that is located south of SR 56 (including proposed drainage) as shown in plans. Temporary Pavement will be constructed during this phase.

Phase 2 - Close the north leg of the intersection, Boatman Road, as shown in plans. See MOT Detour Plan for alternate routed during this phase of construction. Shift SR 56 traffic to the south, utilizing the temporary pavement constructed during Phase 1A. Construct the remaining portion of the roundabout located north of SR 56 (including proposed draiange) as shown in plans.

Phase 2A - Mount Road will be closed during this phase of the MOT. Mount Road will become a deadend street with an earthen berm, truck turnaround, and pavement removal occuring at the intersection of SR 56 and Mount Road. During this phase, traffic will run on the newly constructed roundabout. See MOT Detour Plan for alternate routes during construction.



Temporary HMA Pavement, Type C
Typical Section

Scale 1"=4'

NOTE:

ACCESS TO PROPERTIES TO BE MAINTAINED AT ALL TIMES. PROPERTIES THAT ARE DIVIDED BY THE NEW ROAD CONSTRUCTION SHALL HAVE CONTINUOUS ACCESS MAINTAINED ACROSS THE NEW ROADWAY AT ALL TIMES. THE CONTRACTOR SHALL CONTACT THE PROPERTY OWNER AND WORK OUT A TIME SCHEDULE FOR DRIVEWAY CONSTRUCTION THAT WILL CAUSE THE LEAST INCONVENIENCE TO THE PROPERTY OWNER.

MOT SR56.dwg
3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUSER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

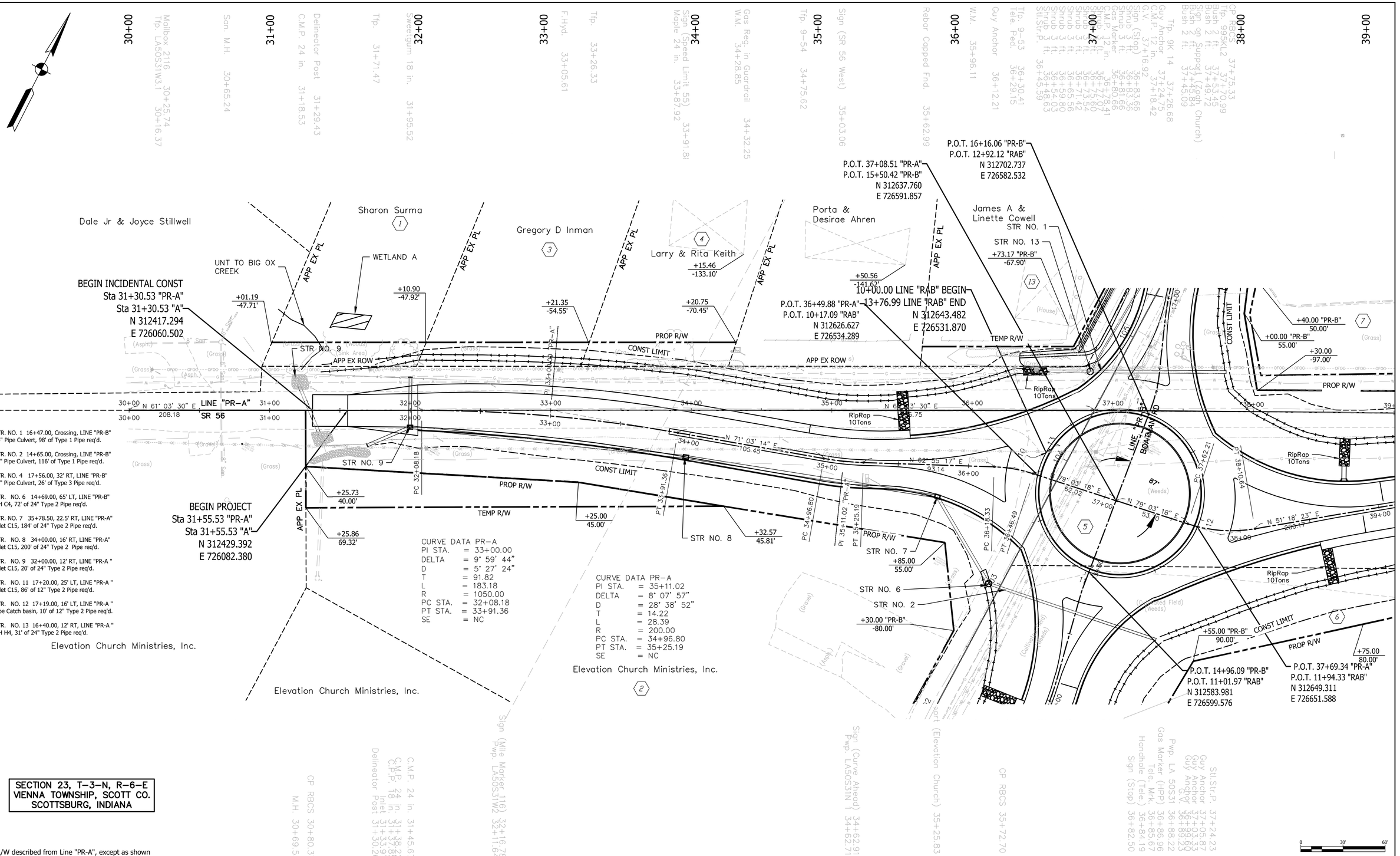
RECOMMENDED FOR APPROVAL Timothy D. Suser 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

MAINTENANCE OF TRAFFIC
TYPICAL SECTION

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	31 of 169
CONTRACT	PROJECT
R-41527	1800210



STR. NO. 1 16+47.00, Crossing, LINE "PR-B"
24" Pipe Culvert, 98' of Type 1 Pipe req'd.

STR. NO. 2 14+65.00, Crossing, LINE "PR-B"
18" Pipe Culvert, 116' of Type 1 Pipe req'd.

STR. NO. 4 17+56.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 26' of Type 3 Pipe req'd.

STR. NO. 6 14+69.00, 65' LT, LINE "PR-B"
MH C4, 72' of 24" Type 2 Pipe req'd.

STR. NO. 7 35+78.50, 22.5' RT, LINE "PR-A"
Inlet C15, 184' of 24" Type 2 Pipe req'd.

STR. NO. 8 34+00.00, 16' RT, LINE "PR-A"
Inlet C15, 200' of 24" Type 2 Pipe req'd.

STR. NO. 9 32+00.00, 12' RT, LINE "PR-A "
Inlet C15, 20' of 24" Type 2 Pipe req'd.

STR. NO. 11 17+20.00, 25' LT, LINE "PR-A "
Inlet C15, 86' of 12" Type 2 Pipe req'd.

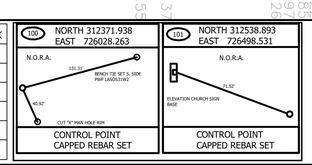
STR. NO. 12 17+19.00, 16' LT, LINE "PR-A "
Pipe Catch basin, 10' of 12" Type 2 Pipe req'd.

STR. NO. 13 16+40.00, 12' RT, LINE "PR-A "
MH H4, 31' of 24" Type 2 Pipe req'd.

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK



First Group ENGINEERING, INC.

TIMOTHY D. SUDER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suder 5/28/2025
DESIGN ENGINEER DATE

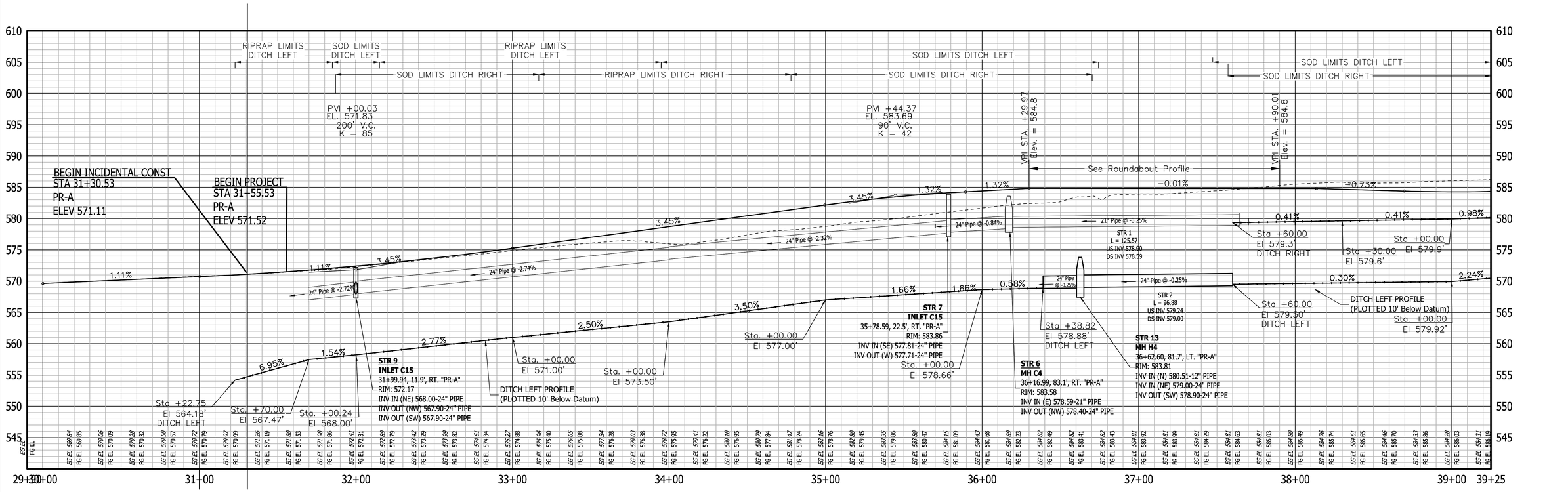
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAN SHEET
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	32 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007



EARTHWORK BALANCE SUMMARY TABLE

	LINE "PR-A"	LINE "PR-B"	LINE "PR-C"	LINE "PR-RAB"	TOTALS
FILL +20%	850cy	75cy	25cy	700cy	1,650cy
COMMON EXCAVATION	9400cy	5400cy	600cy	350cy	15,750cy
COMMON EXCAVATION Wet/Soft Soils 10% of excavation total	---	---	---	---	800cy
UNCLASSIFIED EXCAVATION	---	---	---	---	---
BORROW OR WASTE	---	---	---	---	---
PEAT EXCAVATION	---	---	---	---	---
BENCHING	---	---	---	---	---

TBM #1: BENCH TIE SET IN NORTH SIDE
PWP #LA50331W
Sta 12+09.87, 47.45R, 572.81'
N 312433.3330 E 726144.3330

TBM #2: A CUT "X" NORTH MOST BOLT ON A STEEL STRAIN POLE AT THE SOUTHEAST CORNER OF SR 56 AND BOATMAN ROAD
Sta 14+84.93, 7.21R, 584.85'
N 312681.9664 E 726592.7986

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

100 NORTH 312371.938 EAST 726028.263
CONTROL POINT CAPPED REBAR SET

101 NORTH 312538.893 EAST 726498.531
CONTROL POINT CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PROFILE SHEET
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1800210
SURVEY BOOK	SHEETS
N/A	33 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT COUNTY
SCOTTSBURG, INDIANA

STR. NO. 1 16+47.00, LINE "PR-B".
24" Pipe Culvert, 98' of Type 1 Pipe req'd.

STR. NO. 4 17+56.00, 32' RT
12" Pipe Culvert, 26' of Type 3 Pipe req'd.

Farm Credit Services of Mid-America, FCLA (7)

Scott County Farm Bureau, Inc. (8)

C.R.Howser Contracting, LLC (6)

Steven W. & Jenny P. Quarcini

+00.00 "PR-B" 55.00'
STR 1
+30.00 -97.00'
+42.91 -77.07'
+35.00 -75.00'
+85.06 -69.51'
+72.84 -63.00'
+25.89 -94.68'
+63.24 -49.70'
+66.38 -57.00'
+45.00 "PR-C" 20.00'
+00.00 -55.00'
+55.00 "PR-B" 90.00'
+73.84 80.00'
+75.00 75.00'
+00.00 65.00'
+75.00 65.00'
+05.00 60.00'
+90.00 55.00'

TEMP ROW
PROP R/W
CONST LIMIT
N 61° 34' 01" E 368.84
LINE "RAB"
RipRap 10Tons
APP EX PL
N 51° 18' 23" E 200.17
LINE "PR-A"
SR 56
EARTHEN BERM
REMOVE PAVEMENT
TEMP ROW
PROP R/W
N 77° 34' 19" E 11.22

P.O.T. 37+69.34 "PR-A"
=P.O.T. 11+94.33 "RAB"
N 312649.311
E 726651.588

PC = 37+62.24
PT = 38+10.64
PI = 42+55.79 "PR-A"
PI = 44+71.85 "A"
PT = 44+92.15
PC = 45+03.37
PI = 47+18.04 "PR-A"

CURVE DATA PR-A
PI STA. = 42+55.79
DELTA = 26° 15' 55"
D = 5° 27' 24"
T = 244.97
L = 481.34
R = 1050.00
PC STA. = 40+10.82
PT STA. = 44+92.15
SE = NC

CURVE DATA A
PI STA. = 44+71.85
DELTA = 24° 35' 27"
D = 3° 00' 00"
T = 416.26
L = 819.70
R = 1909.86
PC STA. = 40+55.59
PT STA. = 48+75.29
Existing Curve SE = 4%

CURVE DATA PR-A
PI STA. = 47+18.04
DELTA = 12° 53' 32"
D = 3° 00' 56"
T = 214.67
L = 427.52
R = 1900.00
PC STA. = 45+03.37
PT STA. = 49+30.90

END PROJECT
Sta 46+00.00 "PR-A"=
Sta 45+90.40 "A" 1.31' R
N 313019.897
E 727380.586

END INCIDENTAL CONST
Sta 47+22.67 "PR-A"=
Sta 47+13.14 "A" 0.96' R
N 313036.255
E 727502.138

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

All R/W described from Line "PR-A", except as shown

0 30' 60'

DATE	REVISIONS	BY	CHK

(102) NORTH 312824.215
EAST 726573.399
MAG NAIL SET ON EDGE OF PAINT LADDER
BUILDING CORNER
97.44'
34.84'
65.58'
MAG NAIL SET ON W. SIDE OF TPP
CONTROL POINT
CAPPED REBAR SET

(103) NORTH 312971.524
EAST 727059.371
NE BUILDING CORNER
N.O.R.A.
101.28'
93.07'
SE BUILDING CORNER
CONTROL POINT
CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUDER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suder 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAN SHEET
LINE "PR-A"

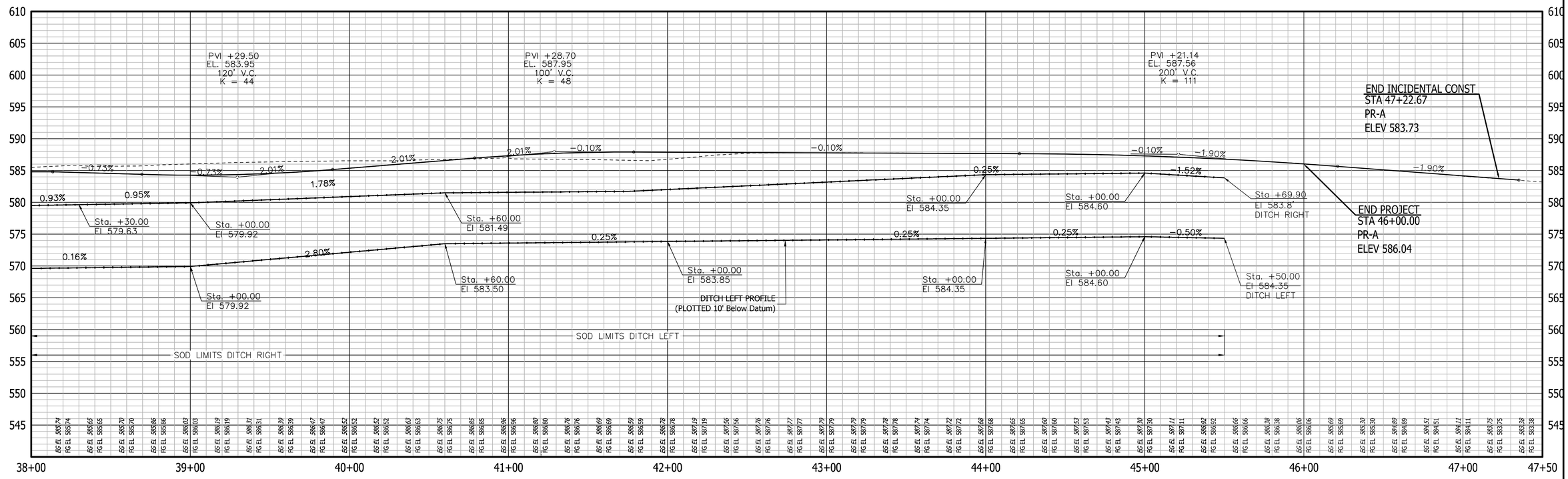
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	34 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007

TBM #2:	A CUT "X" NORTH MOST BOLT ON A STEEL STRAIN POLE AT THE SOUTHEAST CORNER OF SR 56 AND BOATMAN ROAD Sta 14+84.93, 7.21R, 584.85' N 312681.9664 E 726592.7986

TBM #3:	A BENCH TIE SET SOUTH SIDE TFP# SOUTH SIDE INTERSECTION MOUNT ROAD AND SR56 Sta 22+87.33, 30.80L, 587.32' N 312971.5238 E 727059.3704

LINE "PR-A"



All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

102 NORTH 312824.215
EAST 726573.399
MAG NAIL SET ON PAVE
PAIP LASO539
BUILDING CORNER
97.44'
34.82'
93.58'
MAG NAIL SET ON W. SIDE
TFP
CONTROL POINT
CAPPED REBAR SET

103 NORTH 312971.524
EAST 727059.371
NE BUILDING CORNER
N.O.R.A.
160.28'
93.00'
SE BUILDING CORNER
CONTROL POINT
CAPPED REBAR SET

First Group
ENGINEERING, INC.

TIMOTHY D. SUBER
REGISTERED
No. 11012282
STATE OF INDIANA
PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL _____ 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PROFILE SHEET
LINE "PR-A"

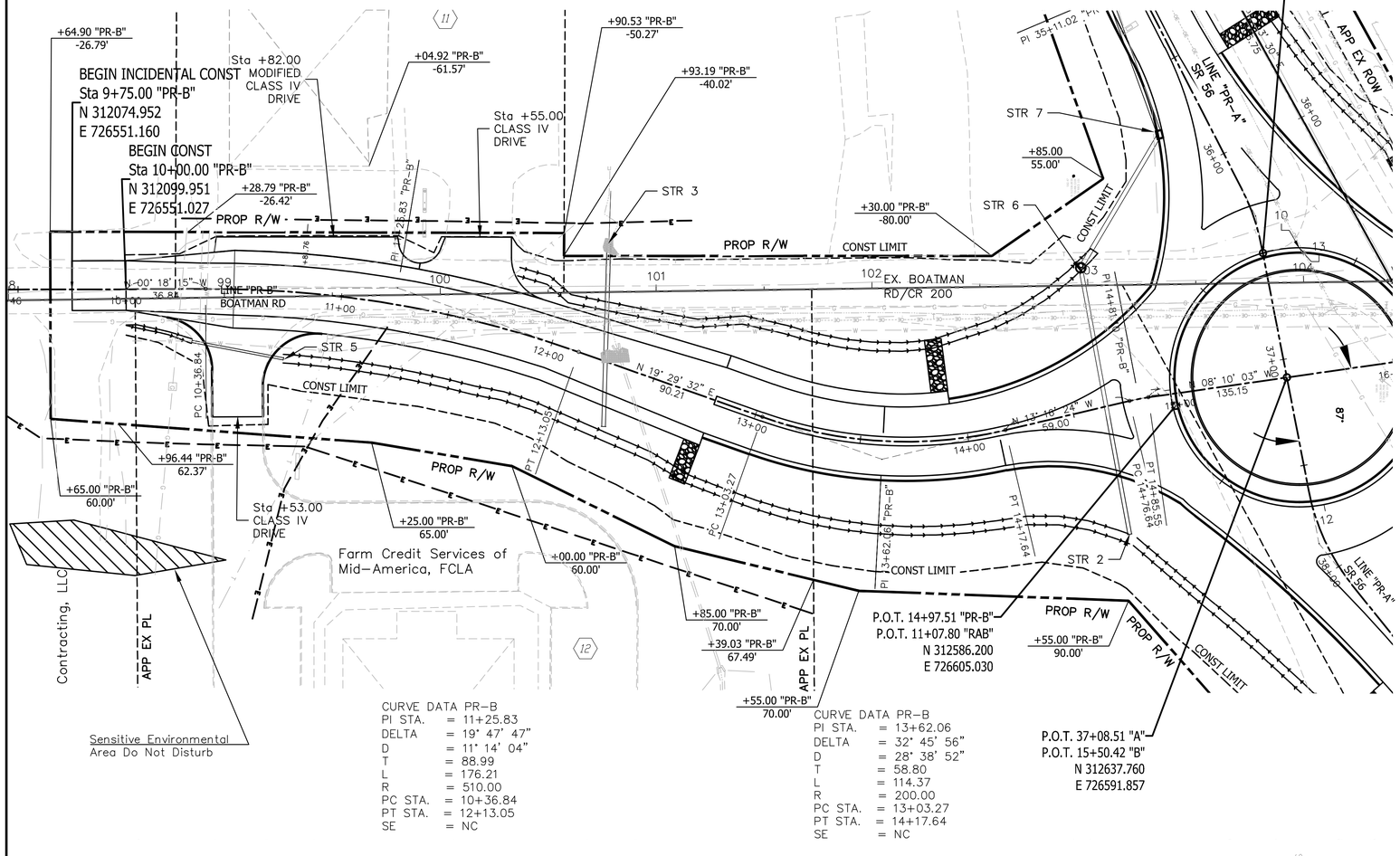
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
1'=5'	1800210

SURVEY BOOK	SHEETS
N/A	35 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007

10+00 11+00 12+00 13+00 14+00 15+00 16+00

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA



CURVE DATA PR-B
PI STA. = 11+25.83
DELTA = 19° 47' 47"
D = 11° 14' 04"
T = 88.99
L = 176.21
R = 510.00
PC STA. = 10+36.84
PT STA. = 12+13.05
SE = NC

CURVE DATA PR-B
PI STA. = 13+62.06
DELTA = 32° 45' 56"
D = 28° 38' 52"
T = 58.80
L = 114.37
R = 200.00
PC STA. = 13+03.27
PT STA. = 14+17.64
SE = NC

STR. NO. 1 16+47.00, Crossing, LINE "PR-B"
24" Pipe Culvert, 98' of Type 1 Pipe req'd.

STR. NO. 2 14+65.00, Crossing, LINE "PR-B"
18" Pipe Culvert, 116' of Type 1 Pipe req'd.

STR. NO. 3 12+37.00, Crossing, LINE "PR-B"
12" Existing Pipe Culvert - Remove

STR. NO. 4 17+56.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 26' of Type 3 Pipe req'd.

STR. NO. 5 10+53.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 44' of Type 3 Pipe req'd.

STR. NO. 6 14+69.00, 65' LT, LINE "PR-B"
MH C4, 72' of 24" Type 2 Pipe req'd.

STR. NO. 7 35+78.50, 22.5° RT, LINE "PR-A"
Inlet C15, 184' of 24" Type 2 Pipe req'd.

STR. NO. 8 34+00.00, 16' RT, LINE "PR-A"
Inlet C15, 200' of 24" Type 2 Pipe req'd.

STR. NO. 11 17+20.00, 25' LT, LINE "PR-A "
MH C4, 45' of 12" Type 2 Pipe req'd.

STR. NO. 12 17+19.00, 16' LT, LINE "PR-A "
MH C4, 45' of 12" Type 2 Pipe req'd.

STR. NO. 13 16+40.00, 12' RT, LINE "PR-A "
MH C4, 31' of 24" Type 2 Pipe req'd.

SECTION 23, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 24, T-3-N, R-6-E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

0 30' 60'

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

101 NORTH 312538.893 EAST 726498.531
N.O.R.A.
71.52'
ELEVATION CHURCH SIGN BASE
CONTROL POINT CAPPED REBAR SET

102 NORTH 312824.215 EAST 726573.399
MAG NAIL SET ON EAST PART LADDER
97.44'
BUILDING CORNER
34.85'
96.58'
TAG NAIL SET ON W. SIDE TPP
CONTROL POINT CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PLAN SHEET
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210

SURVEY BOOK	SHEETS
N/A	36 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007

SECTION 23, T–3–N, R–6–E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 23, T–3–N, R–6–E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

16+00 17+00 18+00 19+00 20+00

Shrub 3 ft. 104+64.87
Shrub 3 ft. 104+70.06
Shrub 3 ft. 104+71.46
Shrub 3 ft. 104+74.56
Shrub 3 ft. 104+76.66
Shrub 3 ft. 104+85.24
Shrub 3 ft. 104+92.15
Shrub 3 ft. 104+91.73
Shrub 3 ft. 104+98.26
Shrub 3 ft. 105+06.15
Shrub 3 ft. 105+19.28
Shrub 3 ft. 105+30.16
Flag Pole 105+69.26
Sign (Street Name) 105+89.05
Sign 105+89.88
Pwp. 107+03.17
Guy Anchor 107+00.46
Oak 18 in. 106+93.73
Maple 18 in. 106+77.32
Pine 18 in. 106+64.68
Pine 18 in. 106+55.67
Shrub 1 ft. 106+42.60
Pine 12 in. 106+35.36
Shrub 3 ft. 106+29.07
Shrub 3 ft. 106+28.24
Conc. 1 ft. Dia. 106+25.29
F.Hyd. 106+24.56
Guy Anchor 106+22.81
Maple 38 in. 107+36.00
Sign (Hidden Intersection) 107+63.14

CURVE DATA PR–B
PI STA. = 17+21.63
DELTA = 21° 59' 12"
D = 28° 17' 28"
T = 39.34
L = 77.72
R = 202.52
PC STA. = 16+82.29
PT STA. = 17+60.00
SE = NC

P.O.T. 36+49.88 "PR-A"
P.O.T. 15+47.58 "PR-B"
N 312626.627
E 726534.289

Do Not Disturb
Bushes and flagpole circled by brick in the northeast corner are outside construction limits

+44.56 "PR-B"
-35.28'

END INCIDENTAL CONST
Sta 20+50.00 "PR-B"
N 313130.626
E 726539.791

END CONST
Sta 18+88.95 "PR-B"
N 312969.603
E 726542.593

Sta +69.00
BOB WHITE DRIVE
APPROACH

+92.19 "PR-B"
-20.11'

+58.63 "PR-B"
-62.73'

STR 13
STR 12
STR 11
STR 1
STR 4

TEMP R/W
APP EX ROW
BOB WHITE DRIVE
CONST LIMITS
CONST LIMIT
PROP R/W
EX. SR 56
LINE "PR-A" SR 56
LINE "PR-B" BOATMAN RD

N 00° 51' 32" W
78.94

PI 17+21.63 "PR-B"
PC 16+82.29 "PR-B"
PT 17+60.00 "PR-B"
PI 16+33.58 "PR-B"
PC 16+20.70
R=202.50
R=50.00

08° 10' 03" W
135.15

87°

+38.00 "PR-B"
25.00'
+37.59 "PR-B"
32.28'
+18.36
-298.88'
+85.00 "PR-B"
37.00'
+40.00 "PR-B"
50.00'
+42.55 "PR-B"
56.15'
+00.00 "PR-B"
55.00'
+33.16
-106.76'
+30.00
-97.00'

Farm Credit Services of
Mid–America, FCLA
7

P.O.T. 37+08.51 "A"
P.O.T. 15+50.42 "B"
N 312637.760
E 726591.857

STR. NO. 1 16+47.00, Crossing, LINE "PR-B"
24" Pipe Culvert, 98' of Type 1 Pipe req'd.

STR. NO. 2 14+65.00, Crossing, LINE "PR-B"
18" Pipe Culvert, 116' of Type 1 Pipe req'd.

STR. NO. 3 12+37.00, Crossing, LINE "PR-B"
12" Existing Pipe Culvert - Remove

STR. NO. 4 17+56.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 26' of Type 3 Pipe req'd.

STR. NO. 5 10+53.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 44' of Type 3 Pipe req'd.

STR. NO. 6 14+69.00, 65' LT, LINE "PR-B"
MH C4, 72' of 24" Type 2 Pipe req'd.

STR. NO. 7 35+78.50, 22.5' RT, LINE "PR-A"
Inlet C15, 184' of 24" Type 2 Pipe req'd.

STR. NO. 8 34+00.00, 16' RT, LINE "PR-A"
Inlet C15, 200' of 24" Type 2 Pipe req'd.

STR. NO. 11 17+20.00, 25' LT, LINE "PR-A "
MH C4, 45' of 12" Type 2 Pipe req'd.

STR. NO. 12 17+19.00, 16' LT, LINE "PR-A "
MH C4, 45' of 12" Type 2 Pipe req'd.

STR. NO. 13 16+40.00, 12' RT, LINE "PR-A "
MH C4, 31' of 24" Type 2 Pipe req'd.

SECTION 24, T–3–N, R–6–E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

SECTION 24, T–3–N, R–6–E
VIENNA TOWNSHIP, SCOTT CO.
SCOTTSBURG, INDIANA

Bush 2 ft. 105+15.26
Bush 2 ft. 105+12.54
Bush 2 ft. 105+11.79
Tfp. 995KL2 105+07.71
Apport (Zoah Church) 105+03.54
Bush 2 ft. 105+03.80
Guy Anchor 104+94.71
C.M.P. 12 in. 104+82.98
G.V. 104+77.30
TBM2 104+35.83
Str.P. 104+34.48
Guy Anchor 104+23.19
Guy Anchor 104+21.30
Guy Anchor 104+19.42
Pwp. LA 50S 30 104+11.26
Gas Marker (HPP) 104+10.71
Handhole (Tele.) 104+06.27
Sign (Street Name) 104+04.39
Tele. Mrk. 104+03.41
Sign (Stop) 104+03.34
CP RBCS 105+78.33
C.M.P. 12 in. 105+69.80
Sign (Bump) 105+67.49
Arrg. Mirror on Post 106+00.07
Mailbox 1963 106+00.07
Mailbox 1963 106+06.57
C.M.P. 12 in. 106+09.82
Tele. Ped. 106+09.87
Guy Anchor 106+13.29
Pwp. LA 50S 30 106+11.90
Guy Anchor 106+14.39
Yard Light 106+35.73
Sign (Handicap) 106+41.44
Spr. M.H. 106+48.92
Spruce 16 in. 106+61.50
Yard Light 106+67.93
6 in. V.C.P. 106+77.09
P.V.C. 4 in. 106+94.04
G.M. 106+95.91
Shrub 8 ft. 106+96.58
Sweetgum 32 in. 107+19.74
Tfp. 9K12 107+21.35
Stump 8 in. 107+39.51
Tele. MH 107+85.51
Spr. M.H. 107+84.58
Spr. M.H. 107+78.74
CP MNS 107+72.39

0 30' 60'
All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

101 NORTH 312538.893 EAST 726498.531
N.O.R.A. 71.52' ELEVATION CHURCH SIGN BASE
CONTROL POINT CAPPED REBAR SET

102 NORTH 312824.215 EAST 726573.399
MAG NAIL SET ON EDGE PAVEMENT 97.44' 34.8' MAG NAIL SET ON W. SIDE OF STP 74.19' BUILDING CORNER
CONTROL POINT CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

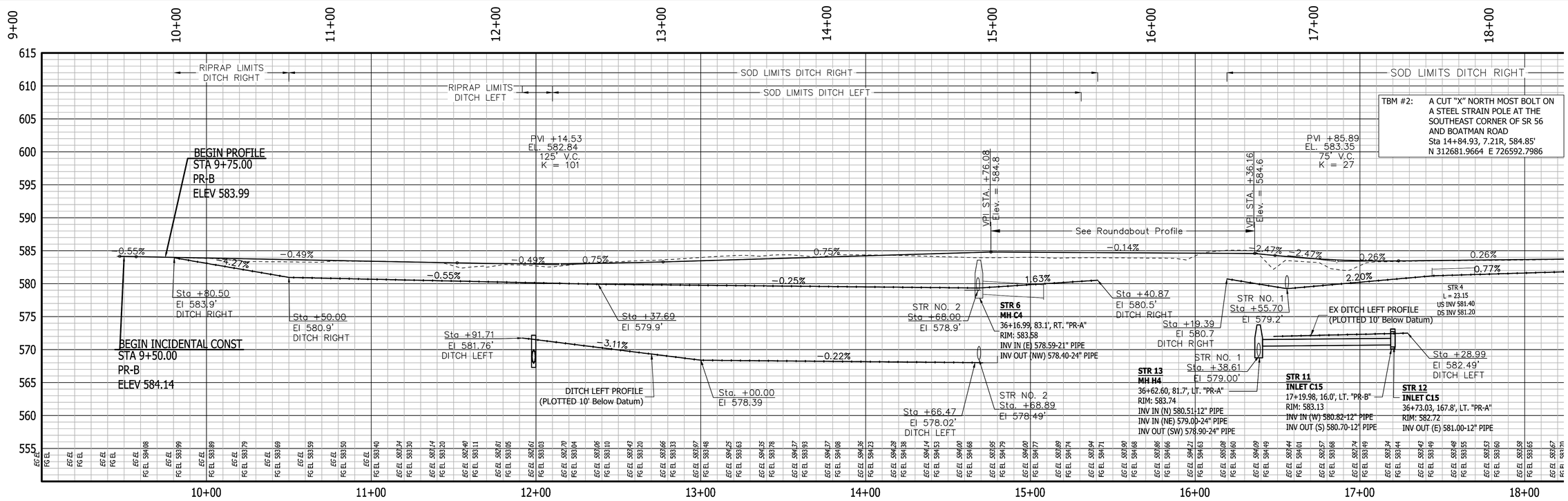
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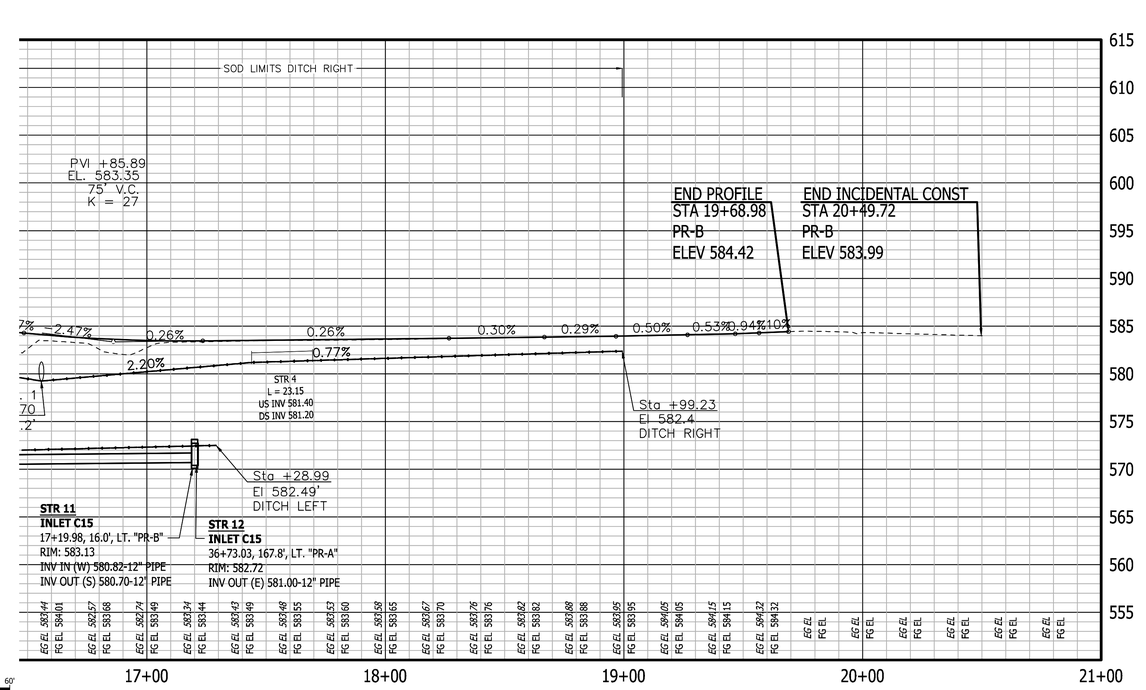
STATE ROAD 56 AND BOATMAN ROAD

PLAN SHEET
LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	37 of 169
CONTRACT	PROJECT
R–41527	1800210

PLAN PROFILE SR56–30 scale.dwg
3/19/2007





EARTHWORK BALANCE	LINE "PR-B"
FILL +20%	75cy
COMMON EXCAVATION	5,400cy
UNCLASSIFIED EXCAVATION	---
ROCK EXCAVATION	---
BORROW OR WASTE	---
PEAT EXCAVATION	---
BENCHING	---

All R/W described from Line "PR-A", except as shown

0 30' 60'

DATE	REVISIONS	BY	CHK

101 NORTH 312538.893 EAST 726498.531
N.O.R.A.
ELEVATION CHURCH SIGN BASE
CONTROL POINT CAPPED REBAR SET

102 NORTH 312824.215 EAST 726573.399
MAG NAIL SET ON WAY PAST LAGOON
BUILDING CORNER
MAG NAIL SET ON W. SIDE TPP
CONTROL POINT CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 5/28/2025

DESIGNED: TDS DRAWN: TDS

CHECKED: SHS CHECKED: SHS

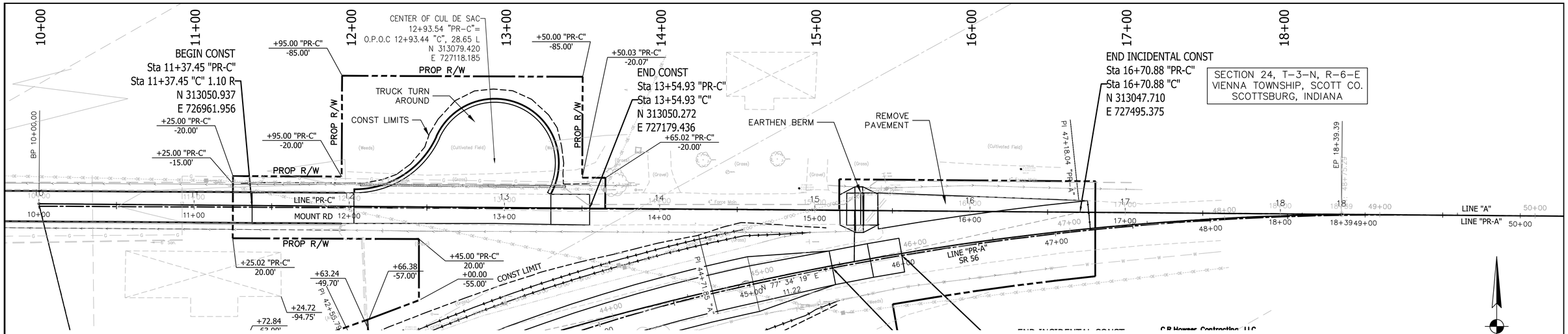
STATE ROAD 56 AND BOATMAN ROAD

PROFILE SHEET
LINE "PR-B"

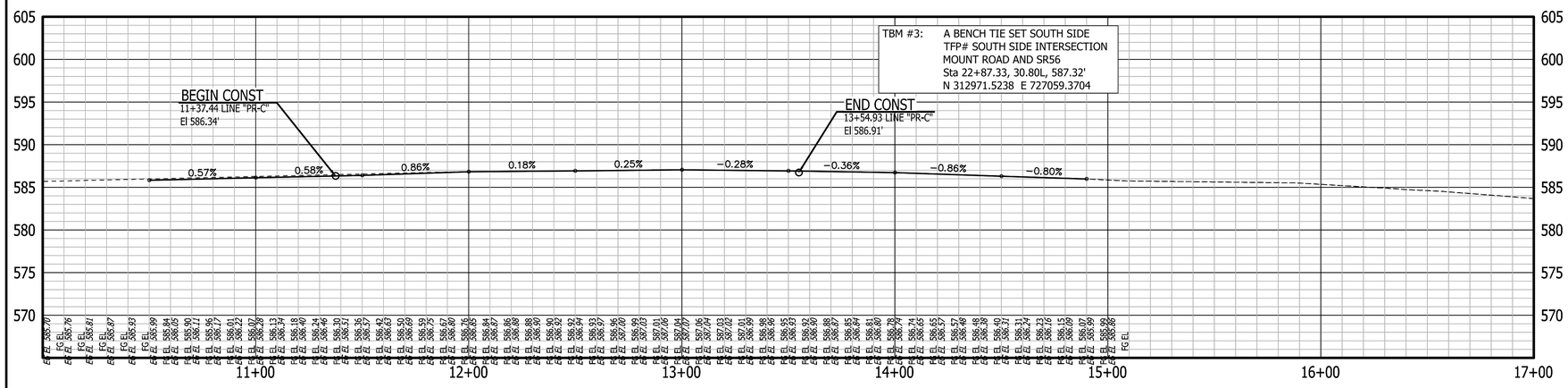
HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1800210
SURVEY BOOK	SHEETS
N/A	38 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg

3/19/2007



LINE "PR-C"



EARTHWORK BALANCE	
	LINE "PR-C"
FILL +20%	25cy
COMMON EXCAVATION	600cy
UNCLASSIFIED EXCAVATION	---
ROCK EXCAVATION	---
BORROW OR WASTE	---
PEAT EXCAVATION	---
BENCHING	---

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

103 NORTH 312971.524 EAST 727059.371
SE BUILDING CORNER
N.O.R.A.
101.39'
81.00'
SE BUILDING CORNER
CONTROL POINT CAPPED REBAR SET

104 NORTH 313063.034 EAST 727314.463
SE HOUSE CORNER
65.55'
56.30'
66.40'
TBR2
MAG NAIL SET N. SIDE TFP
BENCH TIE SET S SIDE PWP
CONTROL POINT CAPPED REBAR SET

105 NORTH 313075.418 EAST 727457.316
N.O.R.A.
87.30'
TBR3
BENCH TIE SET S SIDE PWP
CONTROL POINT CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

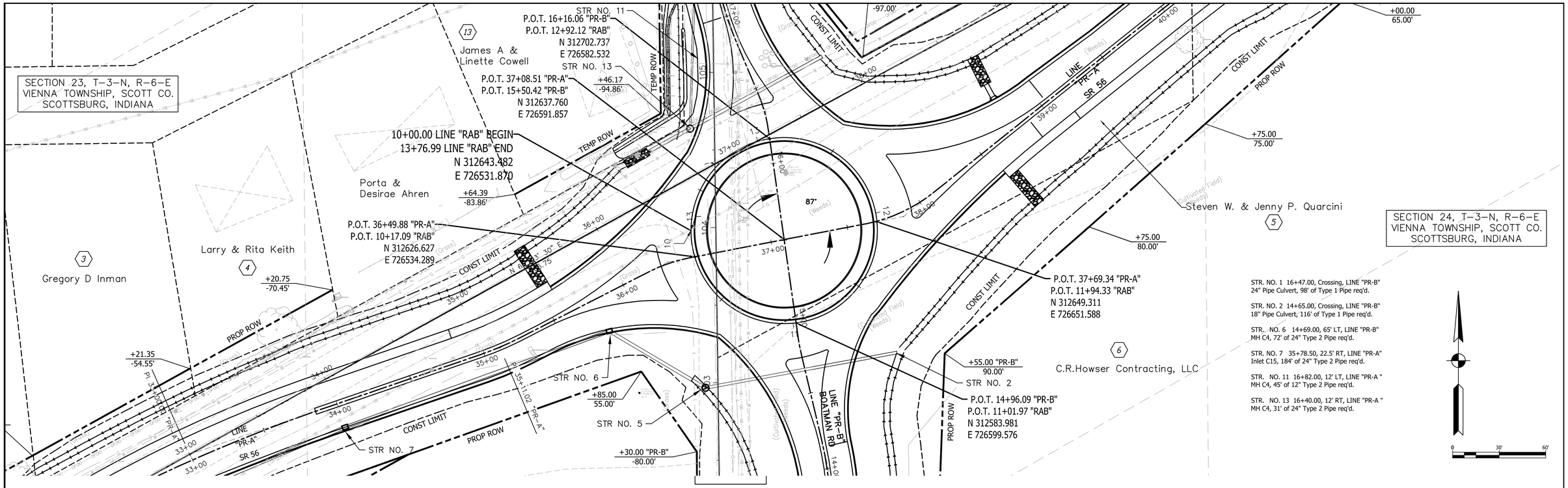
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STATE ROAD 56 AND BOATMAN ROAD

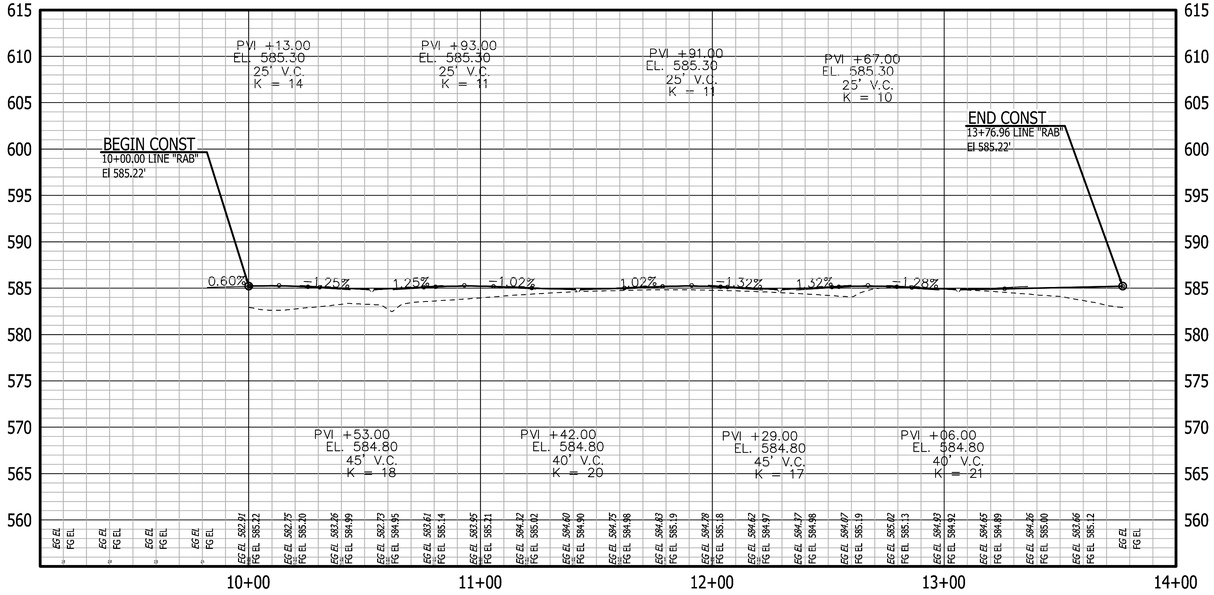
PLAN AND PROFILE
LINE "C"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1800210
SURVEY BOOK	SHEETS
N/A	39 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007



EARTHWORK BALANCE	
	LINE "RAB"
FILL +20%	700cy
COMMON EXCAVATION	350cy
UNCLASSIFIED EXCAVATION	---
ROCK EXCAVATION	---
BORROW OR WASTE	---
PEAT EXCAVATION	---
BENCHING	---



TBM #2: A CUT "X" NORTH MOST BOLT ON A STEEL STRAIN POLE AT THE SOUTHEAST CORNER OF SR 56 AND BOATMAN ROAD
Sta 14+84.93, 7.21R, 584.85'
N 312681.9664 E 726592.7986

All R/W described from Line "PR-A", except as shown

DATE	REVISIONS	BY	CHK

101 NORTH 312538.893 EAST 726498.531
N.O.R.A.
ELEVATION CHURCH SIGN BASE
71.53'
CONTROL POINT CAPPED REBAR SET

102 NORTH 312824.215 EAST 726573.399
MAG NAIL SET ON EAST PAIP LAMPOST
97.44'
BUILDING CORNER
34.82'
96.58'
MAG NAIL SET ON W. SIDE UTP
CONTROL POINT CAPPED REBAR SET

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

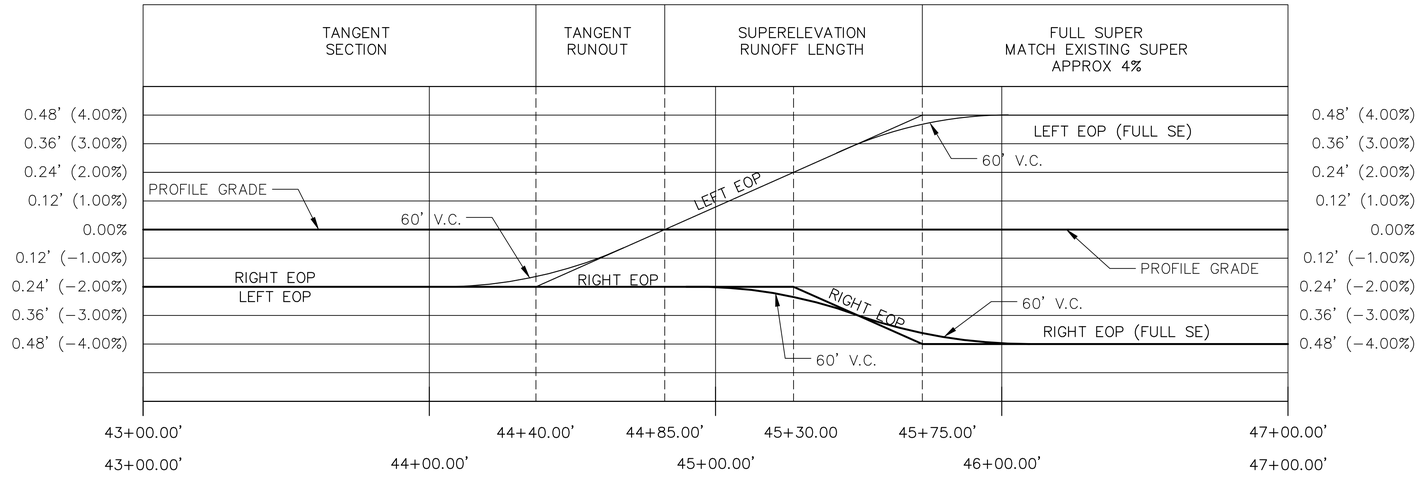
STATE ROAD 56 AND BOATMAN ROAD

PLAN AND PROFILE SHEET
LINE "RAB"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
1"=5'	1800210
SURVEY BOOK	SHEETS
N/A	40 of 169
CONTRACT	PROJECT
R-41527	1800210

PLAN PROFILE SR56-30 scale.dwg
3/19/2007

LINE "PR-A"



Based on 12ft lane width

Superelevation Detail SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

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RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

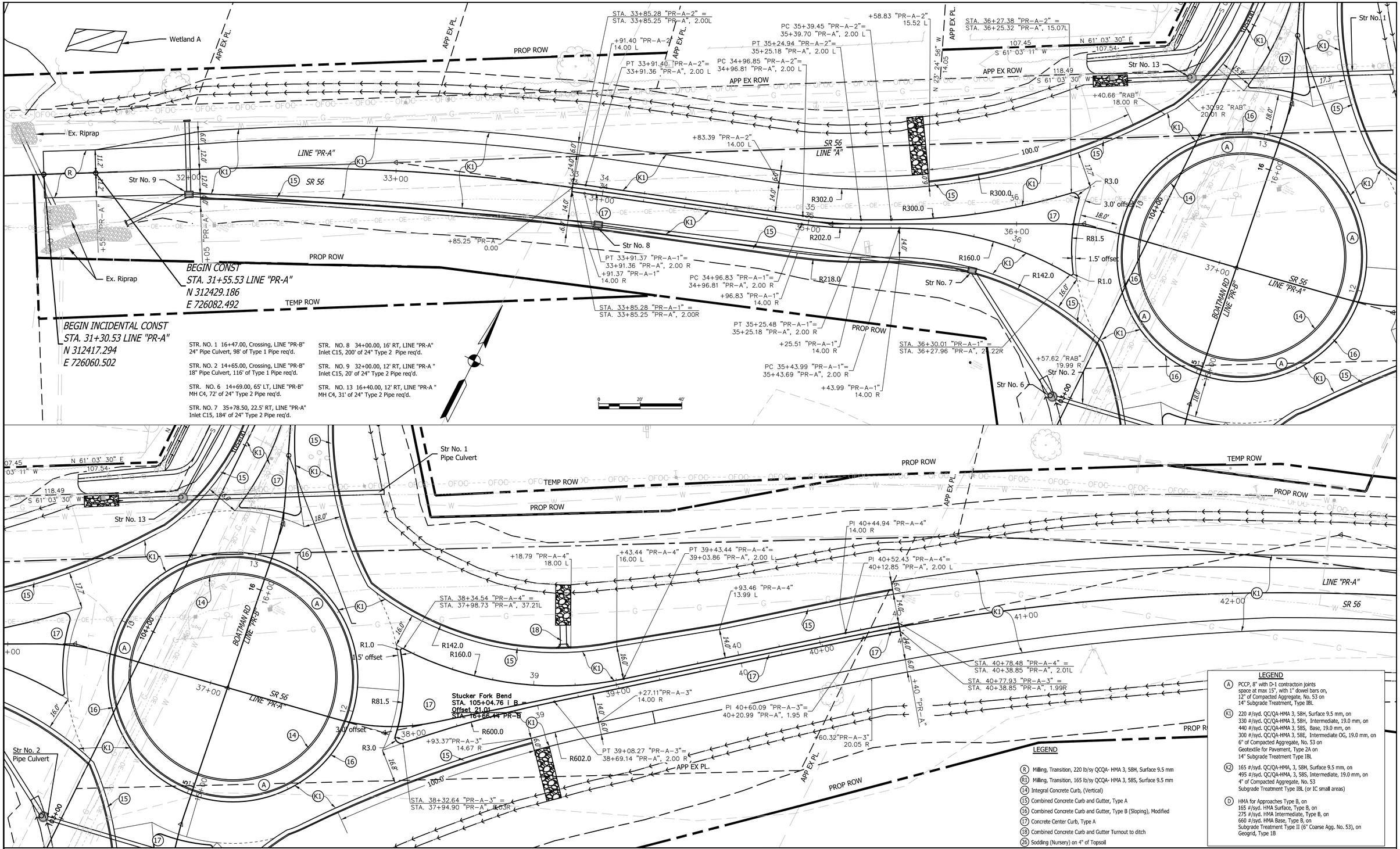
DESIGNED: TDS DRAWN: TDS

CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

SUPERELEVATION DETAIL
LINE PR-A

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	41 of 169
CONTRACT	PROJECT
R-41527	1800210



CONST DETAILS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

CONSTRUCTION DETAILS LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	42 of 169
CONTRACT	PROJECT
R-41527	1800210

BEGIN CONST
Sta 10+00.00 "PR-B"
N 312099.951
E 726551.027

BEGIN INCIDENTAL CONST
Sta 9+75.00 "PR-B"
N 312074.951
E 726551.066

Sta 10+50 LT
Class IV Drive
W = 85'

Sta 11+55 LT
Class IV Drive
W = 30'

End Stucker Fork Bank
STA. 101+72.30 | B =
STA. 13+14.61 PR-B

Str No. 3

STA. 15+07.10 "PR-B-2" =
STA. 14+70.42 "PR-B", 10.99L

Str No. 6

PI 13+16.97 "PR-B-2"=
12+80.18 "PR-B", 2.00 L

PC 13+40.05 "PR-B-2"=
13+03.27 "PR-B", 2.00 L

PC 14+54.76 "PR-B-2"=
14+19.12 "PR-B", 2.00 L

+40.05 "PR-B-2"
14.00 L

PT 14+53.28 "PR-B-2"=
14+17.64 "PR-B", 2.00 L

+96.64 "PR-B-2"
14.00 L

+28.97 "PR-B-
14.57

PI 12+43.37 "PR-B-1"=
12+80.18 "PR-B", 2.00 R

PC 12+66.46 "PR-B-1"=
13+03.27 "PR-B", 2.00 R

PT 13+78.64 "PR-B-1"=
14+14.34 "PR-B", 2.00 R

STA. 14+40.00 "PR-B-1" =
STA. 14+73.17 "PR-B", 17.17R

+66.46 "PR-B-1"
14.00 R

+78.64 "PR-B-1"
14.00 R

+37.49 "RAB"
20.00 R

+49.73 "RAB"
18.00 R

Str No. 2

Str No. 1

Str No. 5

Sta 10+50 RT
Class III Drive
W = 22'

Sensitive Environmental Area
Do Not Disturb

BOATMAN RD
LINE "B"

BOATMAN RD
LINE "PR-B"

SR 56
LINE "PR-A"

PROP ROW

TEMP ROW

APP EX PL.

App Ex ROW

STA. 16+34.38 "PR-B-4" =
STA. 16+39.79 "PR-B", 21.40L

PT 17+54.07 "PR-B-4"=
17+56.15 "PR-B", 2.00 L

+97.58"PR-B-4"
14.00 L

+35.42"PR-B-4"
14.00 L

+57.51 "PR-B"
33.29 L

+78.14 "PR-B"
44.34 L

+00.79 "PR-B"
13.80 L

Str No. 13

Str No. 12

Str No. 11

Str No. 4

R3.0
3.0' offset

R81.5
1.5' offset

R1.0
5' offset

R95.5

R2.0

R23.0

R23.5

R114.0

R130.0

R148.8

R152.0

R198.0

R165.0

R157.0

R80.0

Sta 16+48 RT
Class III Drive
W = 20'

PRC 16+97.58 "PR-B-4"=
17+00.21 "PR-B", 2.00 L

PCC 16+99.86 "PR-B-3"=
16+97.57 "PR-B", 2.00 R

PT 17+57.87 "PR-B-3"=
17+56.15 "PR-B", 2.00 R

STA. 16+43.35 "PR-B-3" =
STA. 16+41.78 "PR-B", 8.06R

+48.69 "RAB"
20.00 R

END CONST
Sta 18+88.94 PR-B
N 312969.615
E 726543.337

END INCIDENTAL CONST
Sta 20+50.22 PR-B
N 313130.847
E 726539.788

STR. NO. 1 16+47.00, Crossing, LINE "PR-B"
24" Pipe Culvert, 98' of Type 1 Pipe req'd.

STR. NO. 2 14+65.00, Crossing, LINE "PR-B"
18" Pipe Culvert, 116' of Type 1 Pipe req'd.

STR. NO. 3 12+37.00, Crossing, LINE "PR-B"
12" Existing Pipe Culvert

STR. NO. 4 17+56.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 26' of Type 3 Pipe req'd.

STR. NO. 5 10+53.00, 32' RT, LINE "PR-B"
12" Pipe Culvert, 44' of Type 3 Pipe req'd.

STR. NO. 6 14+69.00, 65' LT, LINE "PR-B"
MH C4, 72' of 24" Type 2 Pipe req'd.

STR. NO. 7 35+78.50, 22.5' RT, LINE "PR-A"
Inlet C15, 184' of 24" Type 2 Pipe req'd.

STR. NO. 11 16+82.00, 12' LT, LINE "PR-A "
MH C4, 45' of 12" Type 2 Pipe req'd.

STR. NO. 12 17+19.00, 12' LT, LINE "PR-A "
MH C4, 45' of 12" Type 2 Pipe req'd.

STR. NO. 13 16+40.00, 12' RT, LINE "PR-A "
MH C4, 31' of 24" Type 2 Pipe req'd.

LEGEND

(R) Milling, Transition, 220 lb/sy QCQA- HMA 3, 58H, Surface 9.5 mm
(R1) Milling, Transition, 165 lb/sy QCQA- HMA 3, 58S, Surface 9.5 mm
(14) Integral Concrete Curb, (Vertical)
(15) Combined Concrete Curb and Gutter, Type A
(16) Combined Concrete Curb and Gutter, Type B (Sloping), Modified
(17) Concrete Center Curb, Type A
(18) Combined Concrete Curb and Gutter Turnout to ditch
(26) Sodding (Nursery) on 4" of Topsoil

LEGEND

(A) PCCP, 8" with D-1 contractoin joints
space at max 15', with 1" dowel bars on,
12" of Compacted Aggregate, No. 53 on
14" Subgrade Treatment, Type IBL

(K1) 220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on
330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on
440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on
300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on
6" of Compacted Aggregate, No. 53 on
Geotextile for Pavement, Type 2A on
14" Subgrade Treatment Type IBL

(K2) 165 #/syd. QC/QA-HMA, 3, 58H, Surface 9.5 mm, on
495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on
4" of Compacted Aggregate, No. 53
Subgrade Treatment Type IBL (or IC small areas)

(D) HMA for Approaches Type B, on
165 #/syd. HMA Surface, Type B, on
275 #/syd. HMA Intermediate, Type B, on
660 #/syd. HMA Base, Type B, on
Subgrade Treatment Type II (6" Coarse Agg. No. 53), on
Geogrid, Type 1B

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 — DATE

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

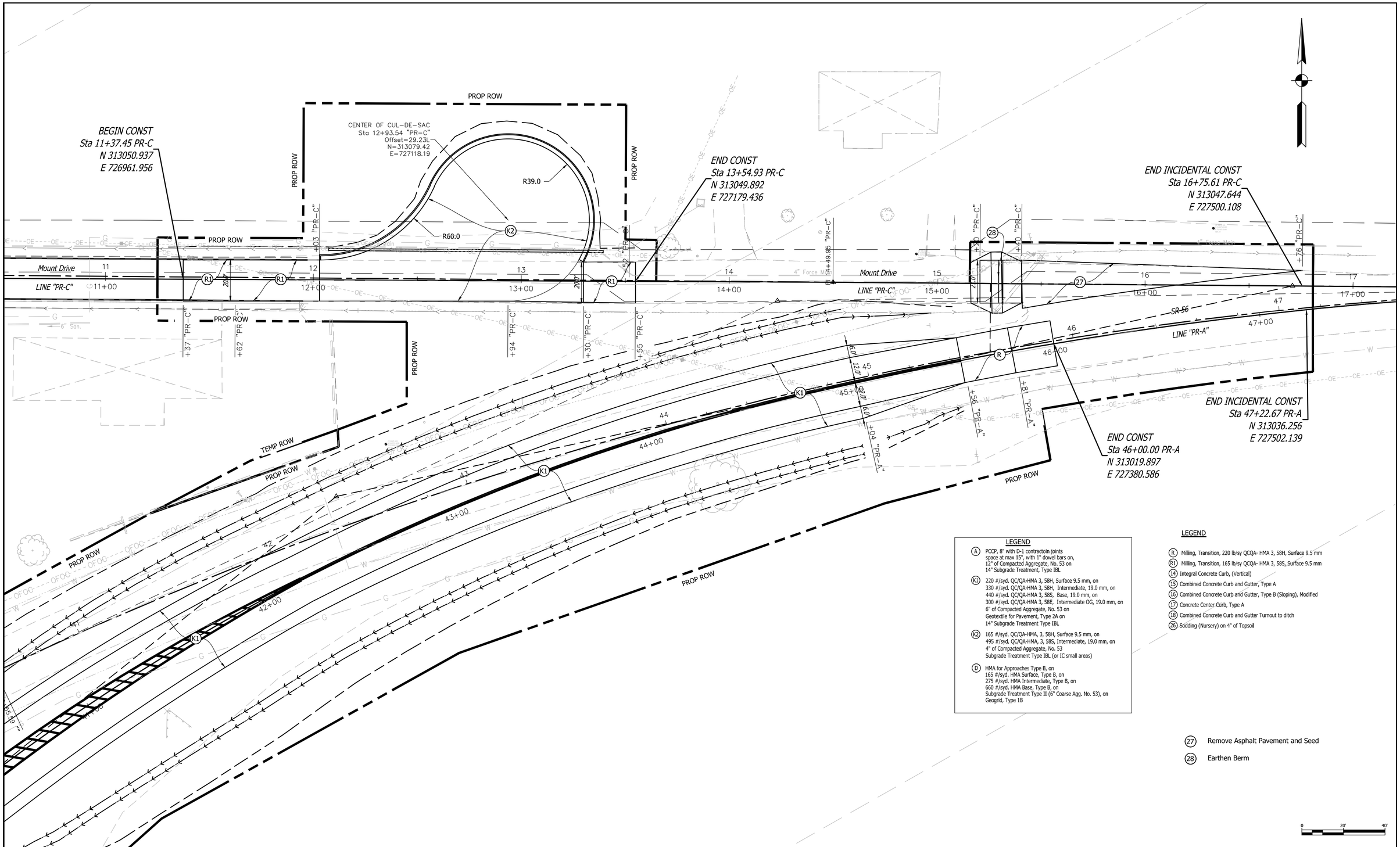
STATE ROAD 56 AND BOATMAN ROAD

CONSTRUCTION DETAILS
LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	43 of 169
CONTRACT	PROJECT
R-41527	1800210

CONST DETAILS SR56.dwg

3/19/2007



LEGEND

(A) PCCP, 8" with D-1 contracoin joints space at max 15", with 1" dowel bars on, 12" of Compacted Aggregate, No. 53 on 14" Subgrade Treatment, Type IBL

(K1) 220 #/syd. QC/QA-HMA 3, 58H, Surface 9.5 mm, on 330 #/syd. QC/QA-HMA 3, 58H, Intermediate, 19.0 mm, on 440 #/syd. QC/QA-HMA 3, 58S, Base, 19.0 mm, on 300 #/syd. QC/QA-HMA 3, 58E, Intermediate OG, 19.0 mm, on 6" of Compacted Aggregate, No. 53 on Geotextile for Pavement, Type 2A on 14" Subgrade Treatment Type IBL

(K2) 165 #/syd. QC/QA-HMA, 3, 58H, Surface 9.5 mm, on 495 #/syd. QC/QA-HMA, 3, 58S, Intermediate, 19.0 mm, on 4" of Compacted Aggregate, No. 53 Subgrade Treatment Type IBL (or IC small areas)

(D) HMA for Approaches Type B, on 165 #/syd. HMA Surface, Type B, on 275 #/syd. HMA Intermediate, Type B, on 660 #/syd. HMA Base, Type B, on Subgrade Treatment Type II (6" Coarse Agg. No. 53), on Geogrid, Type 1B

LEGEND

(R) Milling, Transition, 220 lb/sy QCQA- HMA 3, 58H, Surface 9.5 mm

(R1) Milling, Transition, 165 lb/sy QCQA- HMA 3, 58S, Surface 9.5 mm

(14) Integral Concrete Curb, (Vertical)

(15) Combined Concrete Curb and Gutter, Type A

(16) Combined Concrete Curb and Gutter, Type B (Sloping), Modified

(17) Concrete Center Curb, Type A

(18) Combined Concrete Curb and Gutter Turnout to ditch

(26) Sodding (Nursery) on 4" of Topsoil

(27) Remove Asphalt Pavement and Seed

(28) Earthen Berm

0 20' 40'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

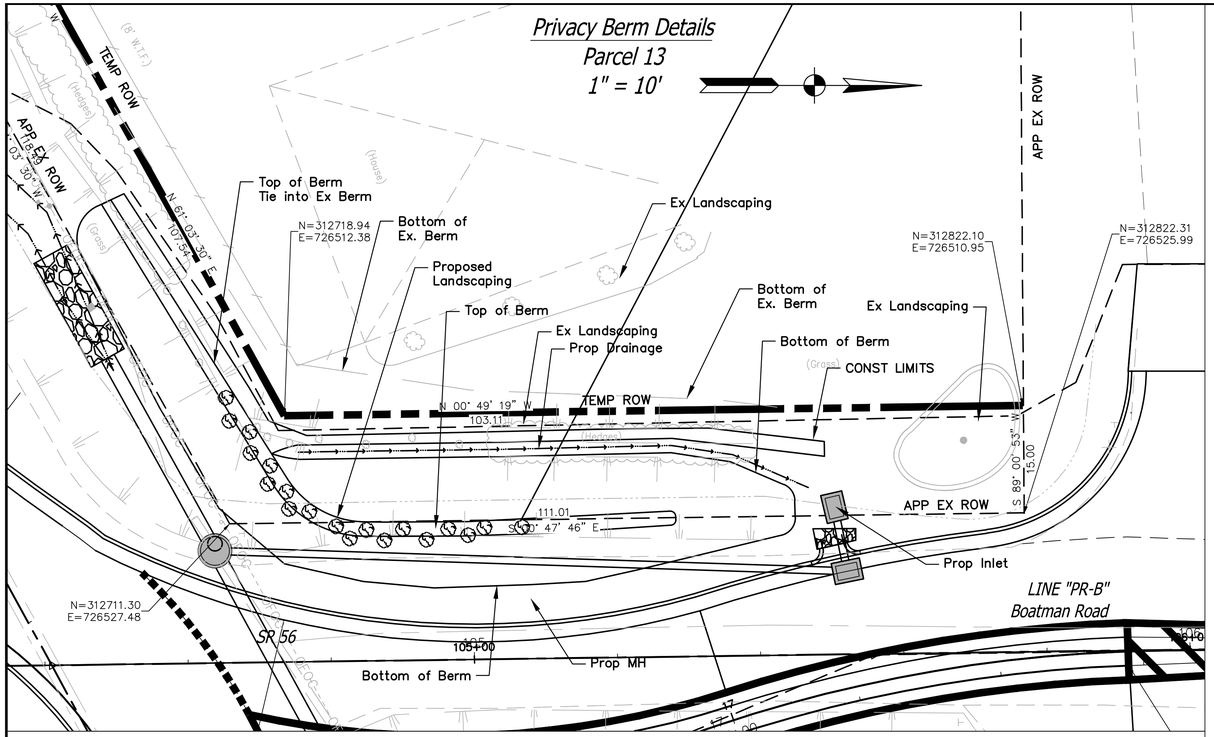
STATE ROAD 56 AND BOATMAN ROAD

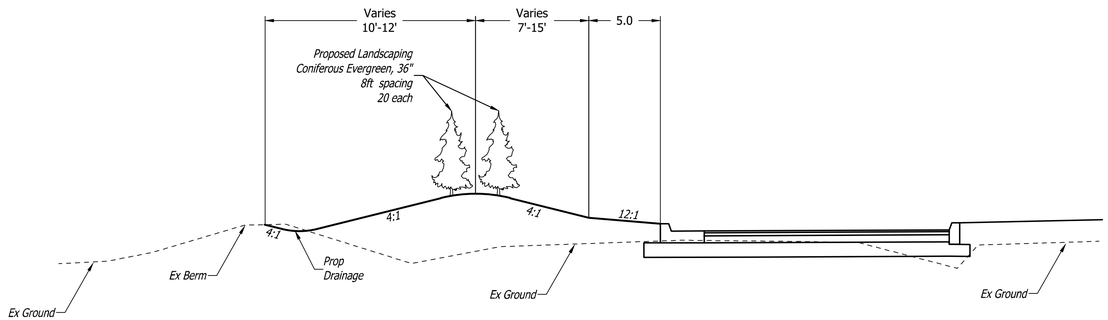
CONSTRUCTION DETAILS
LINE "A" & LINE "C"

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	44 of 169
CONTRACT	PROJECT
R-41527	1800210

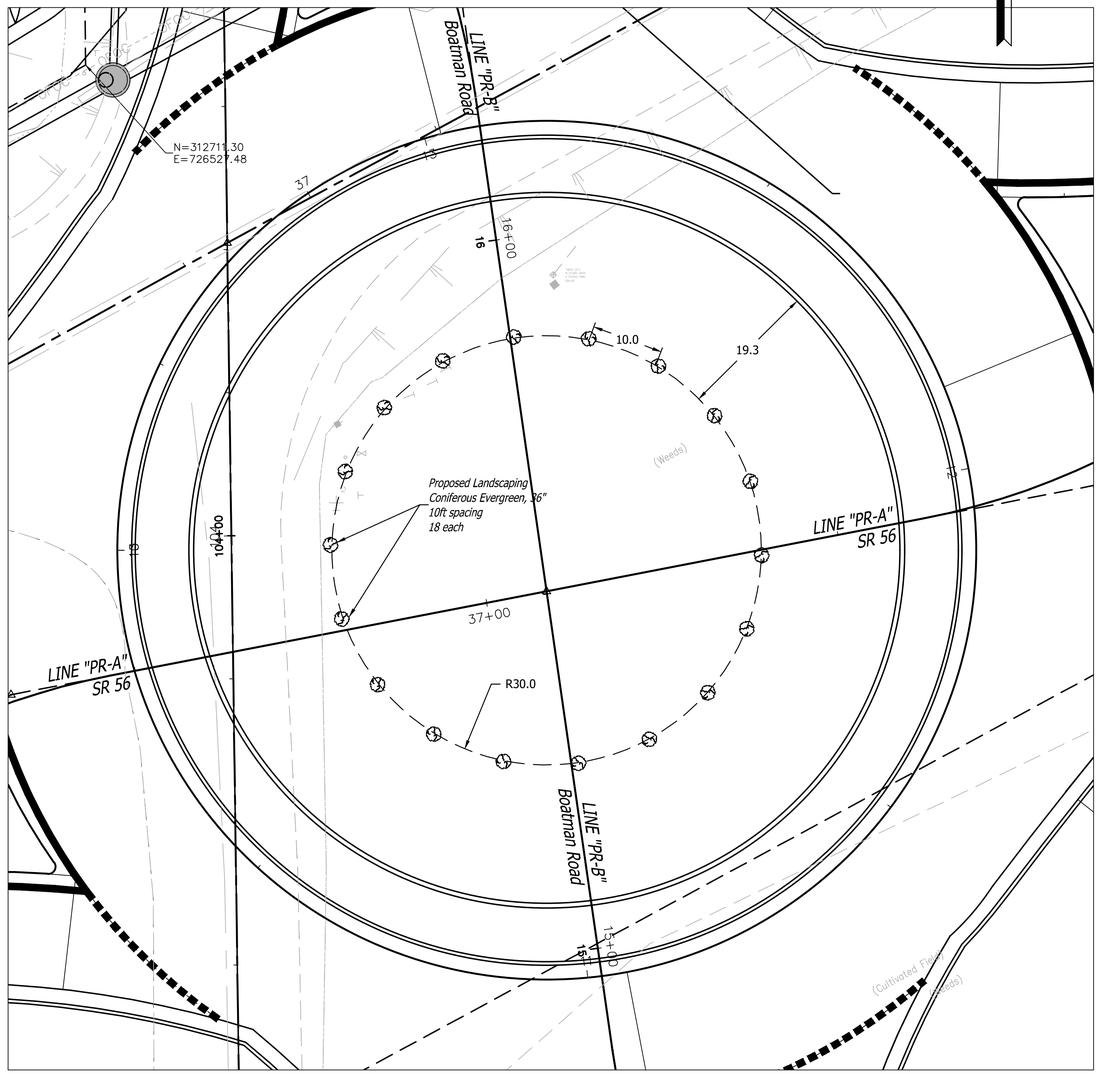
CONST DETAILS SR56.dwg

3/19/2007





Privacy Berm Details
Cross Section View
1" = 5'



Center Island Landspacing Details
Plan View
1" = 10'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

CONSTRUCTION DETAILS
PRIVACY BERM DETAILS

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	45 of 169
CONTRACT	PROJECT
R-41527	1800210

UNT TO BIG OX CREEK
(Stormwater Discharge)

Temp. Sediment Basin 1
Drainage Area: 6.20 Acres
Storage Volume: 22,500 Cft.

Wetland, Do Not Disturb

BEGIN INCIDENTAL CONST
Sta 31+30.53 "PR-A"
N 312417.294
E 726060.502

PROP ROW

Const. Limits

For Permanent Erosion Control
See Plan & Profile Sheet No. 32 - 40

Permanent Erosion Control
See Plan & Profile Sheet No. 32 - 40

APP EX ROW

TEMP ROW

BEGIN PROJECT
Sta 31+55.53 "PR-A"
N 312429.385
E 726082.380

Permanent Erosion Control
See Plan & Profile Sheet No. 32 - 40

Temp. Sediment Basin 2
Drainage Area: 8.5 Acres
Storage Volume: 31,000 Cft.

Permanent Erosion Control
See Plan & Profile Sheet No. 32 - 40

Const. Limits

Permanent Erosion Control
See Plan & Profile Sheet No. 32 - 40

Const. Limits

Permanent Erosion Control
See Plan & Profile Sheet No. 32 - 40

Legend

- Modified Check Dam, Revetment Riprap
- ST — Temporary Sediment Trap
- SB — Temporary Sediment Basin
- SF — Temporary Silt Fence
- IP — Temporary Inlet Protection
- PP — Temporary Pipe End Protection
- RipRap Apron Scour Protection
- Existing Ditch Flowline
- Proposed Ditch Flowline

0 30' 60'

EROSION CONST DETAILS SR56.dwg

3/11/2025

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER 5/28/2025

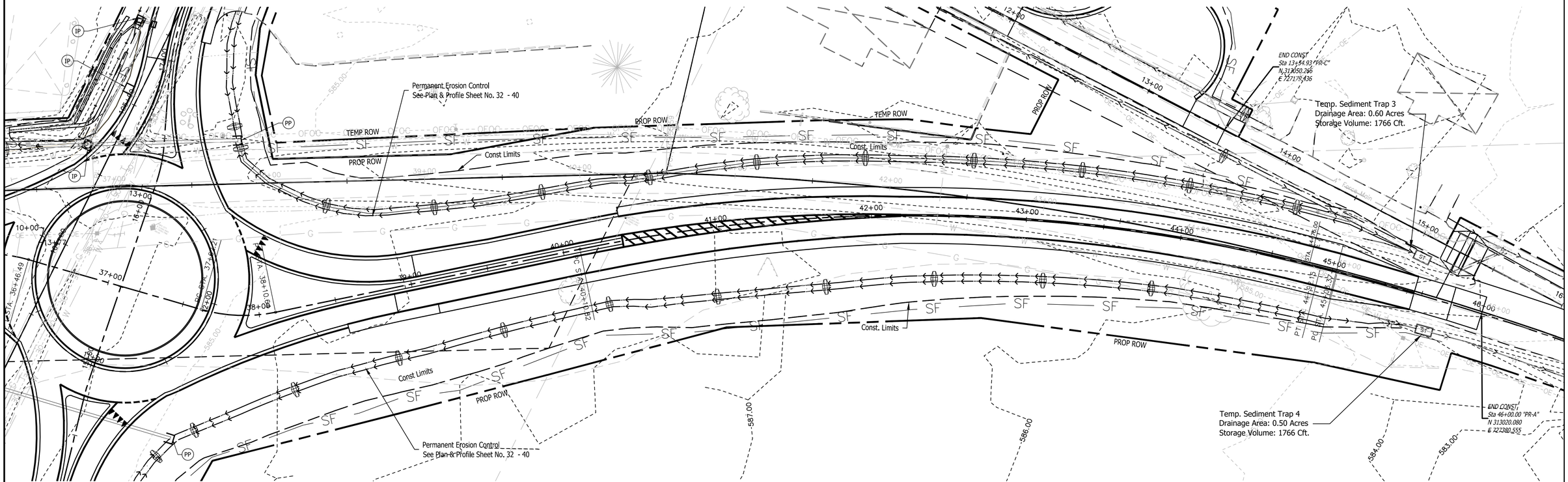
RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

EROSION CONTROL DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	46 of 169
CONTRACT	PROJECT
R-41527	1800210



Legend

- Modified Check Dam, Revetment Riprap
- ST — Temporary Sediment Trap
- SB — Temporary Sediment Basin
- SF — Temporary Silt Fence
- IP — Temporary Inlet Protection
- PP — Temporary Pipe End Protection
- RipRap Apron Scour Protection
- Existing Ditch Flowline
- Proposed Ditch Flowline

0 30' 60'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER 5/28/2025

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 (DATE)

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

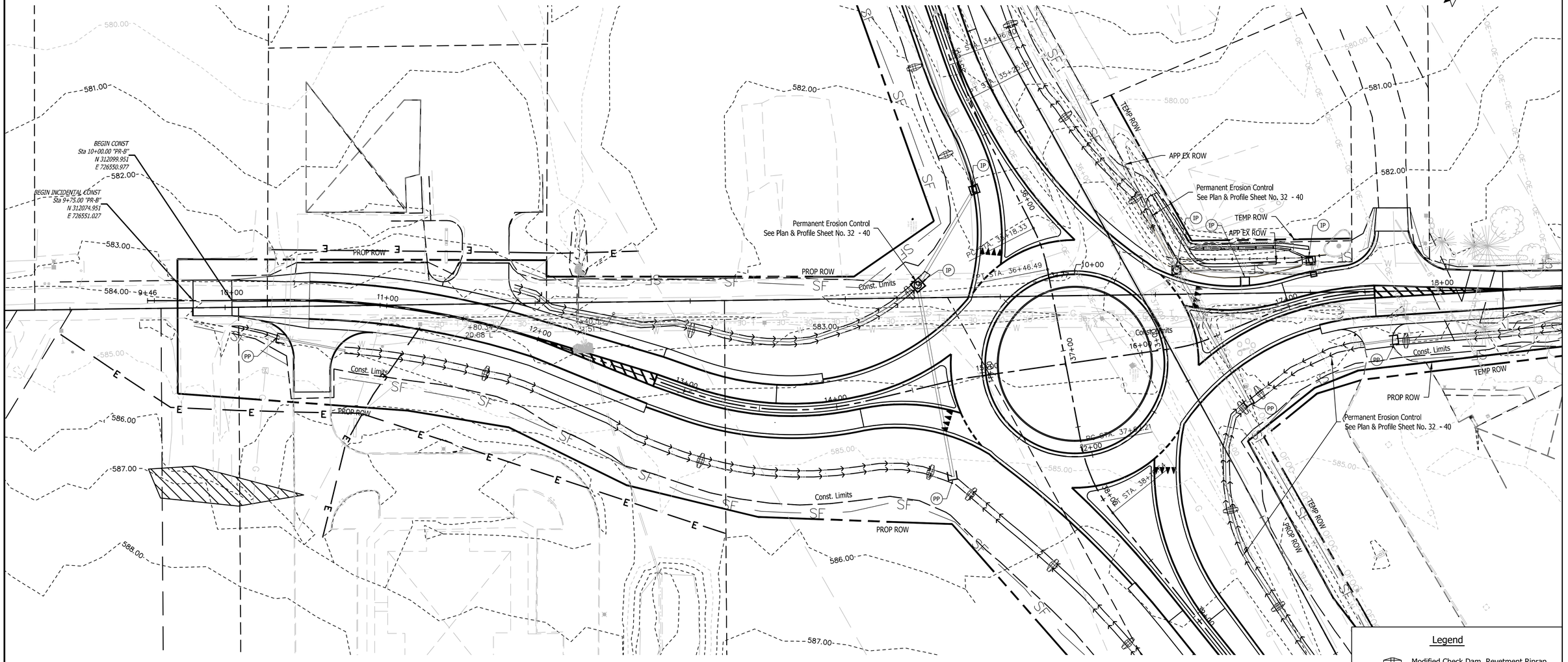
STATE ROAD 56 AND BOATMAN ROAD

EROSION CONTROL DETAILS
LINE "A"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	47 of 169
CONTRACT	PROJECT
R-41527	1800210

EROSION CONST DETAILS SR56.dwg

3/19/2007



Legend

- Modified Check Dam, Revetment Riprap
- ST — Temporary Sediment Trap
- SB — Temporary Sediment Basin
- SF — Temporary Silt Fence
- IP — Temporary Inlet Protection
- PP — Temporary Pipe End Protection
- RipRap Apron Scour Protection
- Existing Ditch Flowline
- Proposed Ditch Flowline

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

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RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

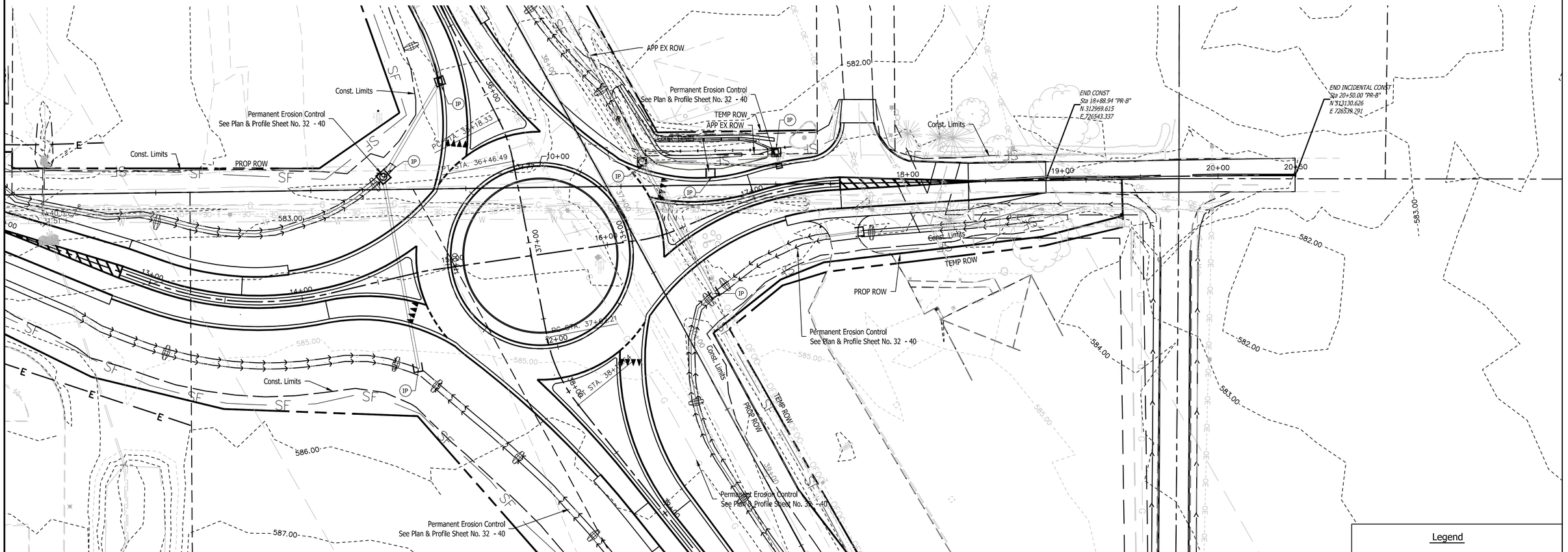
STATE ROAD 56 AND BOATMAN ROAD

EROSION CONTROL DETAILS LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	48 of 169
CONTRACT	PROJECT
R-41527	1800210

EROSION CONST DETAILS SR56.dwg

3/19/2007



Legend

- Modified Check Dam, Revetment Riprap
- ST — Temporary Sediment Trap
- SB — Temporary Sediment Basin
- SF — Temporary Silt Fence
- IP — Temporary Inlet Protection
- PP — Temporary Pipe End Protection
- RipRap Apron Scour Protection
- Existing Ditch Flowline
- Proposed Ditch Flowline

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER 5/28/2025

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

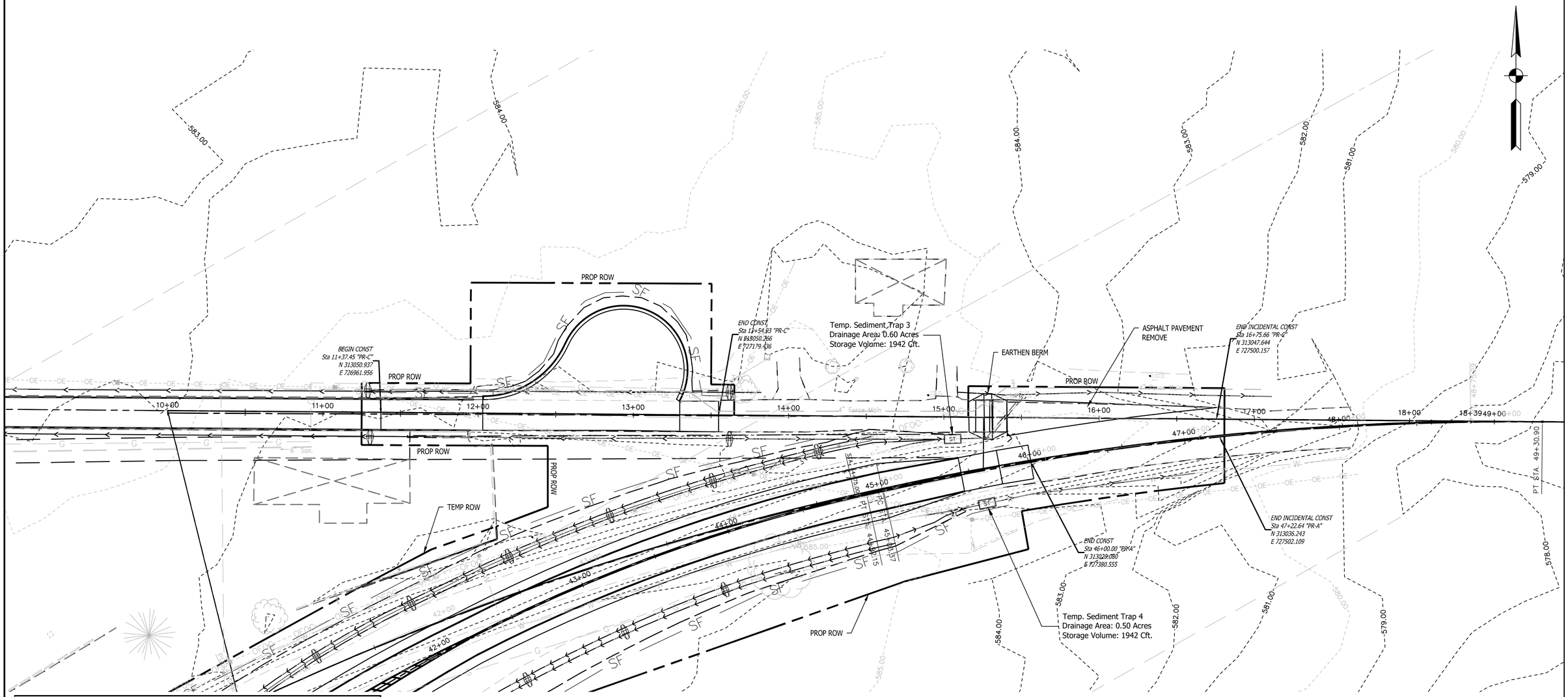
STATE ROAD 56 AND BOATMAN ROAD

EROSION CONTROL DETAILS LINE "B"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	49 of 169
CONTRACT	PROJECT
R-41527	1800210

EROSION CONST DETAILS SR56.dwg

3/19/2007



Temporary Erosion and Sediment Control Legend and Summary

Item		Quantity Total
(IP) Temporary Inlet Protection	□	7 Each
(PP) Temporary Pipe End Protection	⊔	5 Each
Modified Check Dam (Revetment Riprap)	⬭	41 Each
Temporary Silt Fence	— SF —	5100 Lft
Temporary Sediment Trap	ST	2 Each
Temporary Sediment Basin	SB	2 Each

Legend

- Modified Check Dam, Revetment Riprap
- ST — Temporary Sediment Trap
- SB — Temporary Sediment Basin
- SF — Temporary Silt Fence
- (IP) □ — Temporary Inlet Protection
- (PP) ⊔ — Temporary Pipe End Protection
- RipRap Apron Scour Protection
- Existing Ditch Flowline
- Proposed Ditch Flowline

0 30' 60'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

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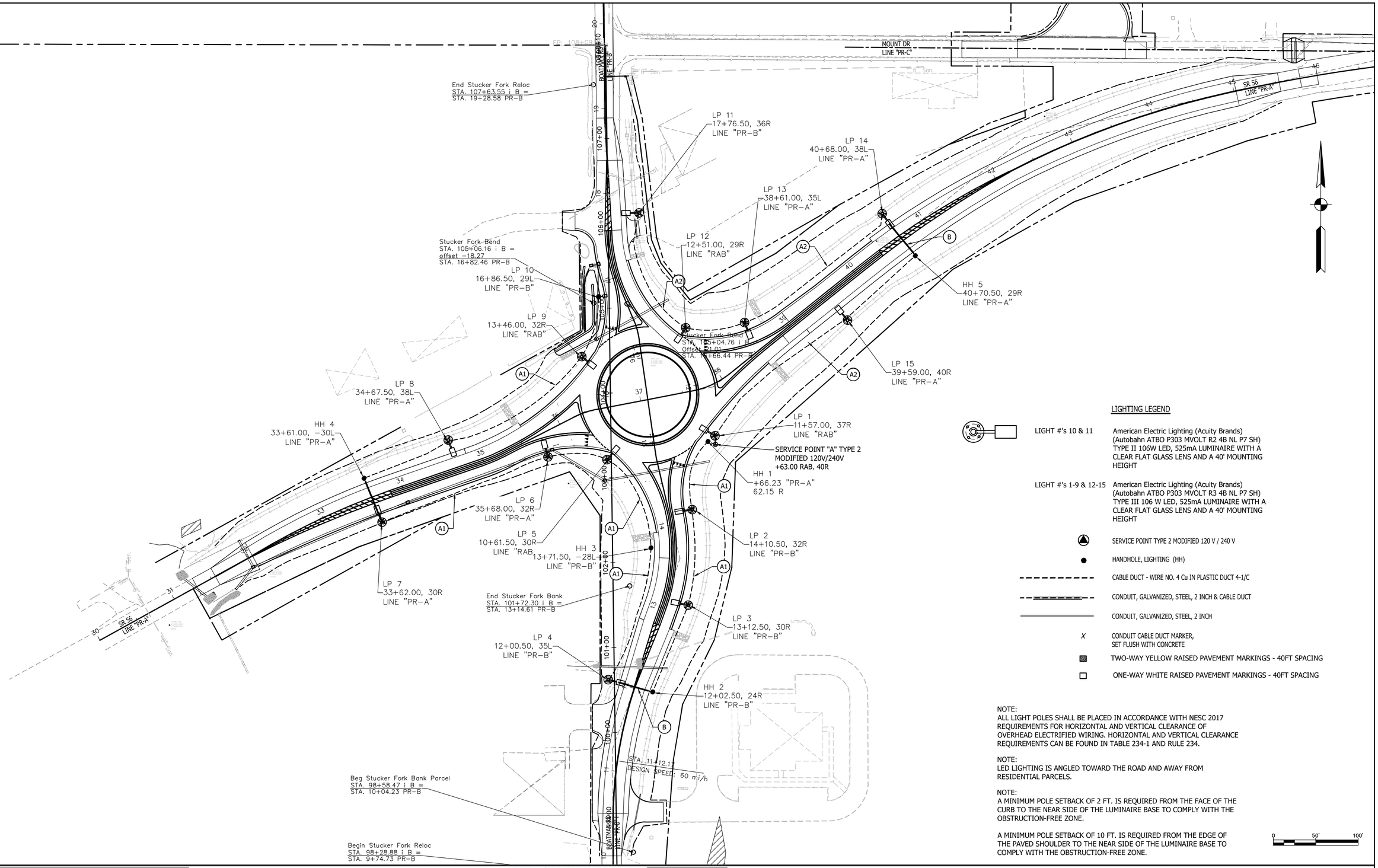
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

EROSION CONTROL DETAILS
LINE "C"

HORIZONTAL SCALE	BRIDGE FILE
1"=30'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	50 of 169
CONTRACT	PROJECT
R-41527	1800210

EROSION CONST DETAILS SR56.dwg
3/19/2007



LIGHTING LEGEND

LIGHT #'s 10 & 11	American Electric Lighting (Acuity Brands) (Autobahn ATBO P303 MVOLT R2 4B NL P7 SH) TYPE II 106W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
LIGHT #'s 1-9 & 12-15	American Electric Lighting (Acuity Brands) (Autobahn ATBO P303 MVOLT R3 4B NL P7 SH) TYPE III 106 W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
	SERVICE POINT TYPE 2 MODIFIED 120 V / 240 V
	HANDHOLE, LIGHTING (HH)
	CABLE DUCT - WIRE NO. 4 Cu IN PLASTIC DUCT 4-1/C
	CONDUIT, GALVANIZED, STEEL, 2 INCH & CABLE DUCT
	CONDUIT, GALVANIZED, STEEL, 2 INCH
X	CONDUIT CABLE DUCT MARKER, SET FLUSH WITH CONCRETE
	TWO-WAY YELLOW RAISED PAVEMENT MARKINGS - 40FT SPACING
	ONE-WAY WHITE RAISED PAVEMENT MARKINGS - 40FT SPACING

NOTE:
ALL LIGHT POLES SHALL BE PLACED IN ACCORDANCE WITH NESC 2017 REQUIREMENTS FOR HORIZONTAL AND VERTICAL CLEARANCE OF OVERHEAD ELECTRIFIED WIRING. HORIZONTAL AND VERTICAL CLEARANCE REQUIREMENTS CAN BE FOUND IN TABLE 234-1 AND RULE 234.

NOTE:
LED LIGHTING IS ANGLED TOWARD THE ROAD AND AWAY FROM RESIDENTIAL PARCELS.

NOTE:
A MINIMUM POLE SETBACK OF 2 FT. IS REQUIRED FROM THE FACE OF THE CURB TO THE NEAR SIDE OF THE LUMINAIRE BASE TO COMPLY WITH THE OBSTRUCTION-FREE ZONE.

A MINIMUM POLE SETBACK OF 10 FT. IS REQUIRED FROM THE EDGE OF THE PAVED SHOULDER TO THE NEAR SIDE OF THE LUMINAIRE BASE TO COMPLY WITH THE OBSTRUCTION-FREE ZONE.

0 50' 100'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suer 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

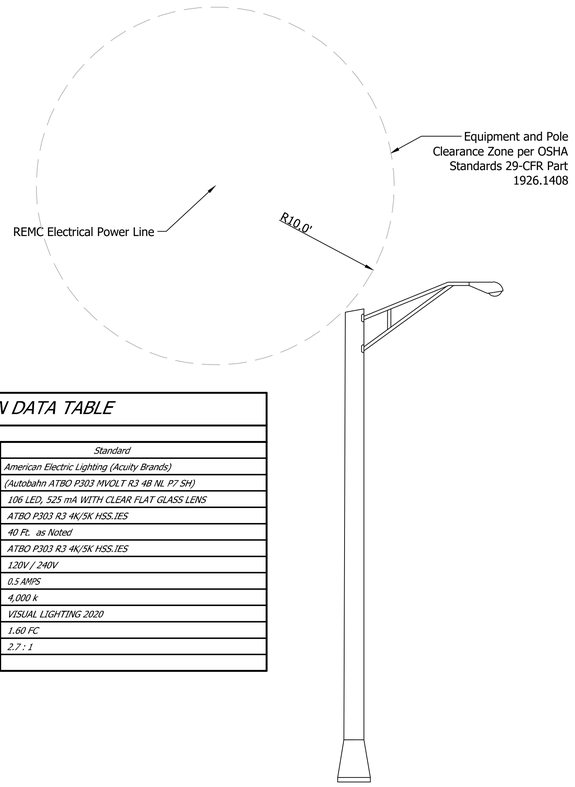
LIGHTING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=50'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	51 of 169
CONTRACT	PROJECT
R-41527	1800210

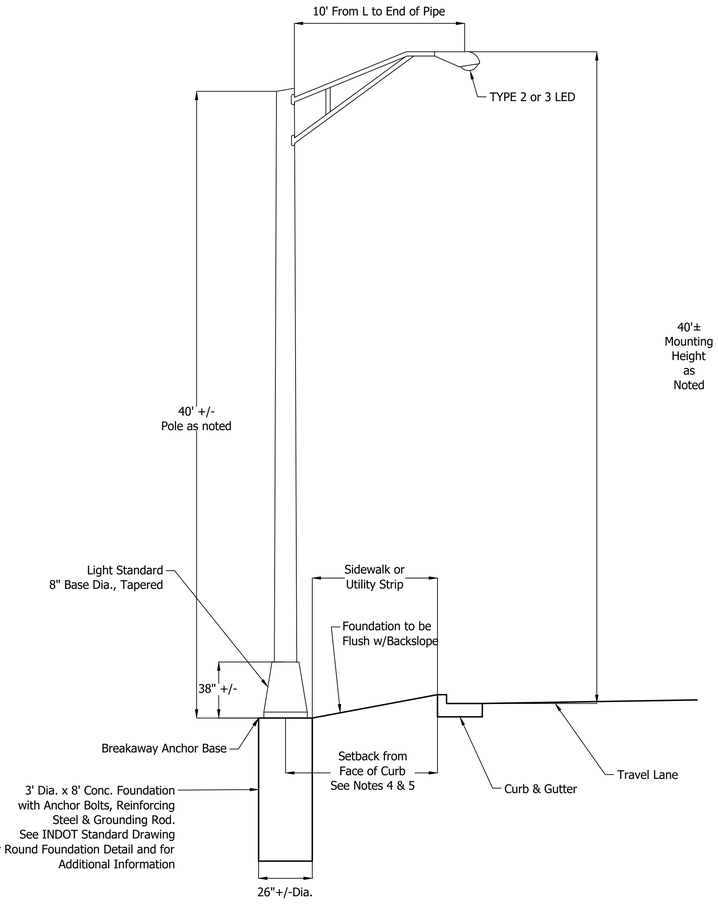
SR56 Lighting.dwg
10/11/2024

SERVICE AMPERAGE TABLE

SERVICE POINT	SERVICE TYPE	VOLTAGE	MAIN BREAKER	CIRCUIT	BRANCH CIRCUIT COLOR	BRANCH CIRCUIT DESIGN LOAD	BRANCH CIRCUIT BREAKER
A	TYPE 2 MODIFIED	120 / 240	100 AMP	A-1	RED	1.8 A	30 A
					BLACK	1.2 A	30 A
				A-2	RED	1.2 A	30 A
					BLACK	1.8 A	30 A
				A-3	N/A		
					N/A		
				A/4	N/A		
					N/A		



POLE #10
LUMINAIRE
ELECTRICAL CLEARANCE



TYPICAL LUMINAIRE
SECTION
NOT TO SCALE

LUMINAIRE DESIGN DATA TABLE

Luminaire Style	Standard
Manufacture Product Name	American Electric Lighting (Acuity Brands)
	(Autobahn ATBO P303 MVOLT R2 4B NL P7 SH)
Lamp Type	106 LED, 525 mA WITH CLEAR FLAT GLASS LENS
Design Sample Photometric Curve *	ATBO P303 R2 4K HSS.IE
Nominal Mounting Height (M.H.)	40 Ft. as Noted
Luminaire Classification (IES)	ATBO P303 R2 4K HSS.IE
Voltage	120V / 240V
Luminaire Load Operating Amps (Varies Depending on Manufacture)	0.5 AMPS
Initial Lamp Lumens (LL)	4,000 k
Per Design Software	VISUAL LIGHTING 2020
Average Maintained Illumination (Eh)	1.60 FC
Uniformity Ratio (Avg./Min.)-Ave. of all Areas	2.7 : 1

LUMINAIRE DESIGN DATA TABLE

Luminaire Style	Standard
Manufacture Product Name	American Electric Lighting (Acuity Brands)
	(Autobahn ATBO P303 MVOLT R3 4B NL P7 SH)
Lamp Type	106 LED, 525 mA WITH CLEAR FLAT GLASS LENS
Design Sample Photometric Curve *	ATBO P303 R3 4K/5K HSS.IES
Nominal Mounting Height (M.H.)	40 Ft. as Noted
Luminaire Classification (IES)	ATBO P303 R3 4K/5K HSS.IES
Voltage	120V / 240V
Luminaire Load Operating Amps (Varies Depending on Manufacture)	0.5 AMPS
Initial Lamp Lumens (LL)	4,000 k
Per Design Software	VISUAL LIGHTING 2020
Average Maintained Illumination (Eh)	1.60 FC
Uniformity Ratio (Avg./Min.)-Ave. of all Areas	2.7 : 1

Notes:
1. Luminaire Mounting Height 40 ft except as noted. (EMH)
2. All Luminaire Pole Locations approx. and shall be located in the field and approved by the Engineer prior to ordering of any luminaire standards or placement of any foundations. Foundations locations maybe adjusted up to 5 feet in order to miss utilities.
3. No Luminaire foundations or Handhole shall be placed in a sidewalk ramp, drive or private walk.
4. A minimum pole setback of 2 Ft. is required from the face of the curb to the near side of the luminaire base to comply with the obstruction–free zone.
5. A minimum pole setback of 10 Ft. is required from the edge of the paved shoulder to the near side of the luminaire base to comply with the obstruction–free zone.
6. All Luminaire Pole Bases shall be Breakaway Anchor Base.
7. All Luminaire Foundations to be Flush with the Walk or 4" Above the Finish Grade.

Luminaire No:		2	3	4	5	6	7	8	9	10	
Circuit No.		A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	A-1	
Circuit Connection (R = RED, B = BLACK)		R	B	R	B	R	B	R	B	R	
Connection Type (1 2 3)		2	2	2	2	2	2	2	2	2	
Station		14+10.50 LINE "PR-B"	13+12.5 LINE "PR-B"	12+00.50 LINE "PR-B"	10+61.50 LINE "RAB"	35+68.00 LINE "PR-A"	33+62.00 LINE "PR-A"	34+67.00 LINE "PR-A"	13+46.00 LINE "RAB"	16+86.50 LINE "PR-B"	
Offset Side		RT.	RT.	LT.	RT.	RT.	RT.	LT.	RT.	LT.	
Foundation Setback from Face of Curb or Edge of Pavement	Ft.	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	10.0	

Luminaire No:		1	15	14	13	12	11				
Circuit No.		A-2	A-2	A-2	A-2	A-2	A-2				
Circuit Connection (R = RED, B = BLACK)		R	B	R	B	R	B				
Connection Type (1 2 3)		2	2	2	2	2	2				
Station		11+55.50 LINE "RAB"	39+59.50 LINE "PR-A"	40+66.00 LINE "PR-A"	38+61.00 LINE "PR-A"	12+51.00 LINE "RAB"	17+76.50 LINE "PR-B"				
Offset Side		LT.	RT.	LT.	LT.	RT.	RT.				
Foundation Setback from Face of Curb or Edge of Pavement	Ft.	10.0	10.0	10.0	10.0	10.0	10.0				

*Lightpole in close proximity to overhead distribution lines. If pole location is changed in field, the pole must maintain a 10' clearance radius from the nearest overhead electrical wire. See detail above.

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

LIGHTING DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	52 of 169
CONTRACT	PROJECT
R-41527	1800210

SR56 Lighting.dwg
10/11/2024

Roadway Classification	Average Maintained Horizontal Illuminance, E_h (ft-cd)	Uniformity Ratio
Interstate Route or Other Freeway	0.7	4:1
Expressway	1.1	3:1
Intersection or City Street	0.8	4:1
Weigh Station or Rest Area Ramp	0.6	3:1
Weigh Station or Rest Area Parking Area	1.0	4:1

ILLUMINANCE DESIGN CRITERIA

Figure 78-6B

Functional Classification	Maintained Average Horizontal Illuminance on the Pavement Based on Pedestrian Area Classification			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	3.4 fc (34.0 lux)	2.6 fc (26.0 lux)	1.8 fc (18.0 lux)	3:1
Major/Collector	2.9 fc (29.0 lux)	2.2 fc (22.0 lux)	1.5 fc (15.0 lux)	3:1
Major/Local	2.6 fc (26.0 lux)	2.0 fc (20.0 lux)	1.3 fc (13.0 lux)	3:1
Collector/Collector	2.4 fc (24.0 lux)	1.8 fc (18.0 lux)	1.2 fc (12.0 lux)	4:1
Collector/Local	2.1 fc (21.0 lux)	1.6 fc (16.0 lux)	1.0 fc (10.0 lux)	4:1
Local/Local*	1.8 fc (18.0 lux)	1.4 fc (14.0 lux)	0.8 fc (8.0 lux)	6:1

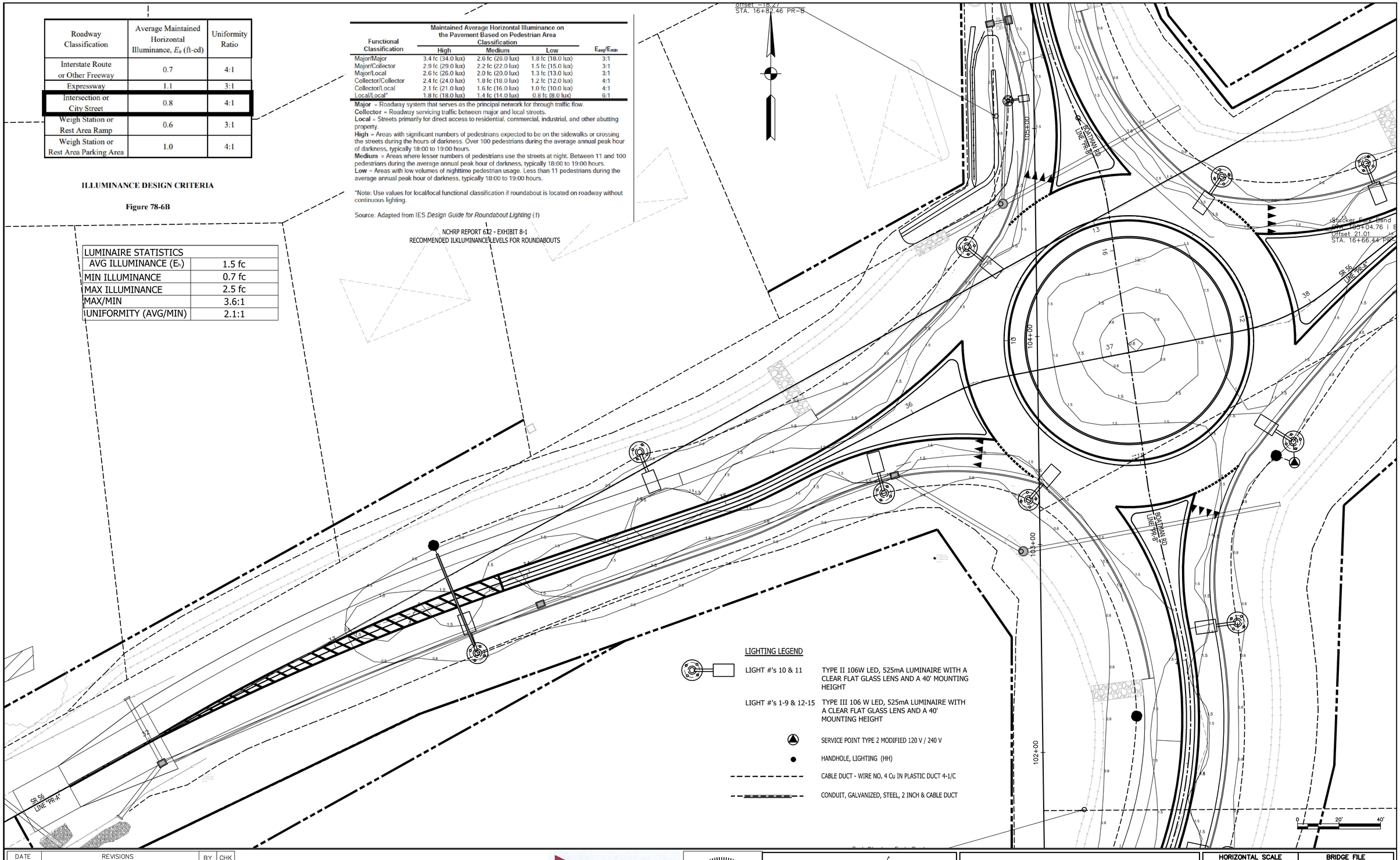
Major = Roadway system that serves as the principal network for through traffic flow.
Collector = Roadway servicing traffic between major and local streets.
Local = Streets primarily for direct access to residential, commercial, industrial, and other abutting property.
High = Areas with significant numbers of pedestrians expected to be on the sidewalks or crossing the streets during the hours of darkness. Over 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
Medium = Areas where lesser numbers of pedestrians use the streets at night. Between 11 and 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
Low = Areas with low volumes of nighttime pedestrian usage. Less than 11 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.

*Note: Use values for local/local functional classification if roundabout is located on roadway without continuous lighting.

Source: Adapted from IES *Design Guide for Roundabout Lighting* (1)

NCHRP REPORT 612 - EXHIBIT 8-1
RECOMMENDED ILKLUMINANCE LEVELS FOR ROUNDABOUTS

LUMINAIRE STATISTICS	
AVG ILLUMINANCE (E_h)	1.5 fc
MIN ILLUMINANCE	0.7 fc
MAX ILLUMINANCE	2.5 fc
MAX/MIN	3.6:1
UNIFORMITY (AVG/MIN)	2.1:1



LIGHTING LEGEND

LIGHT #'s 10 & 11	TYPE II 106W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
LIGHT #'s 1-9 & 12-15	TYPE III 106 W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
	SERVICE POINT TYPE 2 MODIFIED 120 V / 240 V
	HANDHOLE, LIGHTING (HH)
	CABLE DUCT - WIRE NO. 4 Cu IN PLASTIC DUCT 4-1/C
	CONDUIT, GALVANIZED, STEEL, 2 INCH & CABLE DUCT

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL _____ 5/28/2025
DESIGN ENGINEER DATE

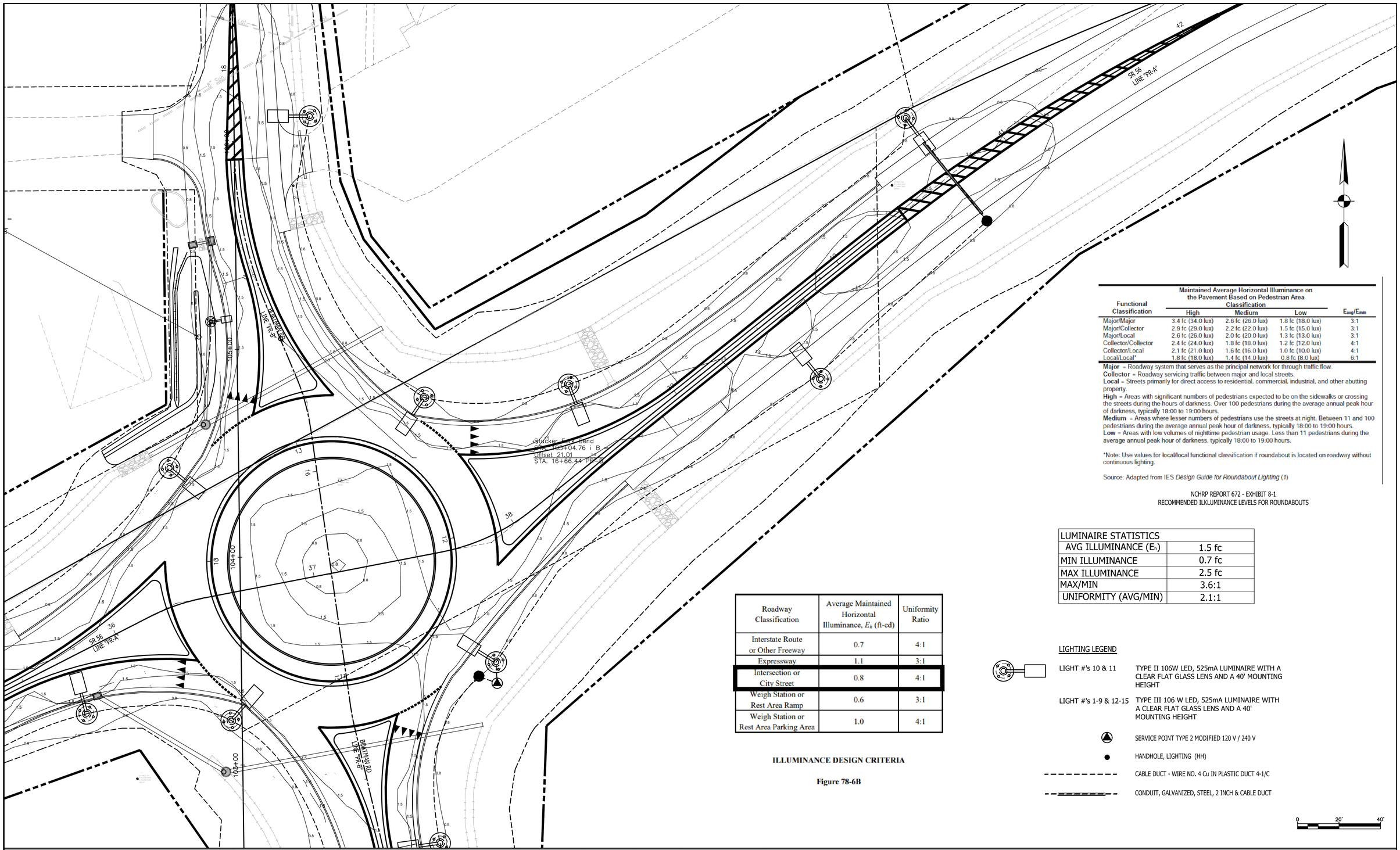
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

LIGHTING DETAILS
ILLUMINANCE

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	53 of 169
CONTRACT	PROJECT
R-41527	1800210

SR56 Lighting.dwg
10/11/2024



Functional Classification	Maintained Average Horizontal Illuminance on the Pavement Based on Pedestrian Area Classification			
	High	Medium	Low	E_{avg}/E_{min}
Major/Major	3.4 fc (34.0 lux)	2.6 fc (26.0 lux)	1.8 fc (18.0 lux)	3:1
Major/Collector	2.9 fc (29.0 lux)	2.2 fc (22.0 lux)	1.5 fc (15.0 lux)	3:1
Major/Local	2.6 fc (26.0 lux)	2.0 fc (20.0 lux)	1.3 fc (13.0 lux)	3:1
Collector/Collector	2.4 fc (24.0 lux)	1.8 fc (18.0 lux)	1.2 fc (12.0 lux)	4:1
Collector/Local	2.1 fc (21.0 lux)	1.6 fc (16.0 lux)	1.0 fc (10.0 lux)	4:1
Local/Local*	1.8 fc (18.0 lux)	1.4 fc (14.0 lux)	0.8 fc (8.0 lux)	6:1

Major = Roadway system that serves as the principal network for through traffic flow.
Collector = Roadway servicing traffic between major and local streets.
Local = Streets primarily for direct access to residential, commercial, industrial, and other abutting property.
High = Areas with significant numbers of pedestrians expected to be on the sidewalks or crossing the streets during the hours of darkness. Over 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
Medium = Areas where lesser numbers of pedestrians use the streets at night. Between 11 and 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
Low = Areas with low volumes of nighttime pedestrian usage. Less than 11 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.

*Note: Use values for local/local functional classification if roundabout is located on roadway without continuous lighting.

Source: Adapted from IES *Design Guide for Roundabout Lighting* (1)

NCHRP REPORT 672 - EXHIBIT 8-1
RECOMMENDED ILKLUMINANCE LEVELS FOR ROUNDABOUTS

Roadway Classification	Average Maintained Horizontal Illuminance, E_h (ft-cd)	Uniformity Ratio
Interstate Route or Other Freeway	0.7	4:1
Expressway	1.1	3:1
Intersection or City Street	0.8	4:1
Weigh Station or Rest Area Ramp	0.6	3:1
Weigh Station or Rest Area Parking Area	1.0	4:1

ILLUMINANCE DESIGN CRITERIA

Figure 78-6B

LUMINAIRE STATISTICS	
AVG ILLUMINANCE (E_h)	1.5 fc
MIN ILLUMINANCE	0.7 fc
MAX ILLUMINANCE	2.5 fc
MAX/MIN	3.6:1
UNIFORMITY (AVG/MIN)	2.1:1

LIGHTING LEGEND

LIGHT #'s 10 & 11	TYPE II 106W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
LIGHT #'s 1-9 & 12-15	TYPE III 106 W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
	SERVICE POINT TYPE 2 MODIFIED 120 V / 240 V
	HANDHOLE, LIGHTING (HH)
	CABLE DUCT - WIRE NO. 4 Cu IN PLASTIC DUCT 4-1/C
	CONDUIT, GALVANIZED, STEEL, 2 INCH & CABLE DUCT

0 20' 40'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

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RECOMMENDED FOR APPROVAL _____ 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

LIGHTING DETAILS
ILLUMINANCE

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	54 of 169
CONTRACT	PROJECT
R-41527	1800210

SR56 Lighting.dwg
10/11/2024

Roadway Classification	Average Maintained Horizontal Illuminance, E_h (ft-cd)	Uniformity Ratio
Interstate Route or Other Freeway	0.7	4:1
Expressway	1.1	3:1
Intersection or City Street	0.8	4:1
Weigh Station or Rest Area Ramp	0.6	3:1
Weigh Station or Rest Area Parking Area	1.0	4:1

ILLUMINANCE DESIGN CRITERIA

Figure 78-6B

Functional Classification	Maintained Average Horizontal Illuminance on the Pavement Based on Pedestrian Area Classification			E_{avg}/E_{min}
	High	Medium	Low	
Major/Major	3.4 fc (34.0 lux)	2.6 fc (26.0 lux)	1.8 fc (18.0 lux)	3:1
Major/Collector	2.9 fc (29.0 lux)	2.2 fc (22.0 lux)	1.5 fc (15.0 lux)	3:1
Major/Local	2.6 fc (26.0 lux)	2.0 fc (20.0 lux)	1.3 fc (13.0 lux)	3:1
Collector/Collector	2.4 fc (24.0 lux)	1.8 fc (18.0 lux)	1.2 fc (12.0 lux)	4:1
Collector/Local	2.1 fc (21.0 lux)	1.6 fc (16.0 lux)	1.0 fc (10.0 lux)	4:1
Local/Local*	1.8 fc (18.0 lux)	1.4 fc (14.0 lux)	0.8 fc (8.0 lux)	6:1

Major = Roadway system that serves as the principal network for through traffic flow.
Collector = Roadway servicing traffic between major and local streets.
Local = Streets primarily for direct access to residential, commercial, industrial, and other abutting property.
High = Areas with significant numbers of pedestrians expected to be on the sidewalks or crossing the streets during the hours of darkness. Over 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
Medium = Areas where lesser numbers of pedestrians use the streets at night. Between 11 and 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
Low = Areas with low volumes of nighttime pedestrian usage. Less than 11 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.

*Note: Use values for local/local functional classification if roundabout is located on roadway without continuous lighting.

Source: Adapted from IES *Design Guide for Roundabout Lighting* (1)

NCHRP REPORT 672 - EXHIBIT 8-1
RECOMMENDED ILKLUMINANCE LEVELS FOR ROUNDABOUTS

LUMINAIRE STATISTICS	
AVG ILLUMINANCE (E_h)	1.5 fc
MIN ILLUMINANCE	0.7 fc
MAX ILLUMINANCE	2.5 fc
MAX/MIN	3.6:1
UNIFORMITY (AVG/MIN)	2.1:1

LIGHTING LEGEND

LIGHT #'s 10 & 11 — TYPE II 106W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT

LIGHT #'s 1-9 & 12-15 — TYPE III 106 W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT

SERVICE POINT TYPE 2 MODIFIED 120 V / 240 V

HANDHOLE, LIGHTING (HH)

CABLE DUCT - WIRE NO. 4 Cu IN PLASTIC DUCT 4-1/C

CONDUIT, GALVANIZED, STEEL, 2 INCH & CABLE DUCT

SR-56 LINE "PR-A"

BOATMAN RD LINE "PR-B"

102+00

101+00

100+00

STA. 11+12.17
DESIGN SPEED: 60 mi/h

Beg Stucker Fork Bank Parcel
STA. 98+58.47 I B =
STA. 10+04.23 PR-B

0 20' 40'

SR56 Lighting.dwg

10/11/2024

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

LIGHTING DETAILS
ILLUMINANCE

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	55 of 169
CONTRACT	PROJECT
R-41527	1800210

Roadway Classification	Average Maintained Horizontal Illuminance, E_h (ft-cd)	Uniformity Ratio
Interstate Route or Other Freeway	0.7	4:1
Expressway	1.1	3:1
Intersection or City Street	0.8	4:1
Weigh Station or Rest Area Ramp	0.6	3:1
Weigh Station or Rest Area Parking Area	1.0	4:1

ILLUMINANCE DESIGN CRITERIA

Figure 78-6B

Functional Classification	Maintained Average Horizontal Illuminance on the Pavement Based on Pedestrian Area Classification			
	High	Medium	Low	E_{avg}/E_{min}
Major/Major	3.4 fc (34.0 lux)	2.6 fc (26.0 lux)	1.8 fc (18.0 lux)	3:1
Major/Collector	2.9 fc (29.0 lux)	2.2 fc (22.0 lux)	1.5 fc (15.0 lux)	3:1
Major/Local	2.6 fc (26.0 lux)	2.0 fc (20.0 lux)	1.3 fc (13.0 lux)	3:1
Collector/Collector	2.4 fc (24.0 lux)	1.8 fc (18.0 lux)	1.2 fc (12.0 lux)	4:1
Collector/Local	2.1 fc (21.0 lux)	1.6 fc (16.0 lux)	1.0 fc (10.0 lux)	4:1
Local/Local*	1.8 fc (18.0 lux)	1.4 fc (14.0 lux)	0.8 fc (8.0 lux)	6:1

Major = Roadway system that serves as the principal network for through traffic flow.
Collector = Roadway servicing traffic between major and local streets.
Local = Streets primarily for direct access to residential, commercial, industrial, and other abutting property.
High = Areas with significant numbers of pedestrians expected to be on the sidewalks or crossing the streets during the hours of darkness. Over 100 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.
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Low = Areas with low volumes of nighttime pedestrian usage. Less than 11 pedestrians during the average annual peak hour of darkness, typically 18:00 to 19:00 hours.

*Note: Use values for local/local functional classification if roundabout is located on roadway without continuous lighting.

Source: Adapted from IES *Design Guide for Roundabout Lighting* (1)

NCHRP REPORT 672 - EXHIBIT 8-1
RECOMMENDED ILKLUMINANCE LEVELS FOR ROUNDABOUTS

LUMINAIRE STATISTICS	
AVG ILLUMINANCE (E_h)	1.5 fc
MIN ILLUMINANCE	0.7 fc
MAX ILLUMINANCE	2.5 fc
MAX/MIN	3.6:1
UNIFORMITY (AVG/MIN)	2.1:1

LIGHTING LEGEND

LIGHT #'s 10 & 11	TYPE II 106W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
LIGHT #'s 1-9 & 12-15	TYPE III 106 W LED, 525mA LUMINAIRE WITH A CLEAR FLAT GLASS LENS AND A 40' MOUNTING HEIGHT
	SERVICE POINT TYPE 2 MODIFIED 120 V / 240 V
	HANDHOLE, LIGHTING (HH)
	CABLE DUCT - WIRE NO. 4 Cu IN PLASTIC DUCT 4-1/C
	CONDUIT, GALVANIZED, STEEL, 2 INCH & CABLE DUCT

MOUNT DR
LINE "PR-C"

BOATMAN RD
LINE "PR-B"

BOB WHITE DR

SR 56
LINE "PR-A"

Stucker Fork Bend
STA. 105+06.16 i B =
offset -18.27
STA. 16+82.46 PR-B

Stucker Fork Bend
STA. 106+04.76 i B =
Offset 21.01
STA. 16+66.44 PR-B

0 20' 40'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUDER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suder 5/28/2025
DESIGN ENGINEER DATE

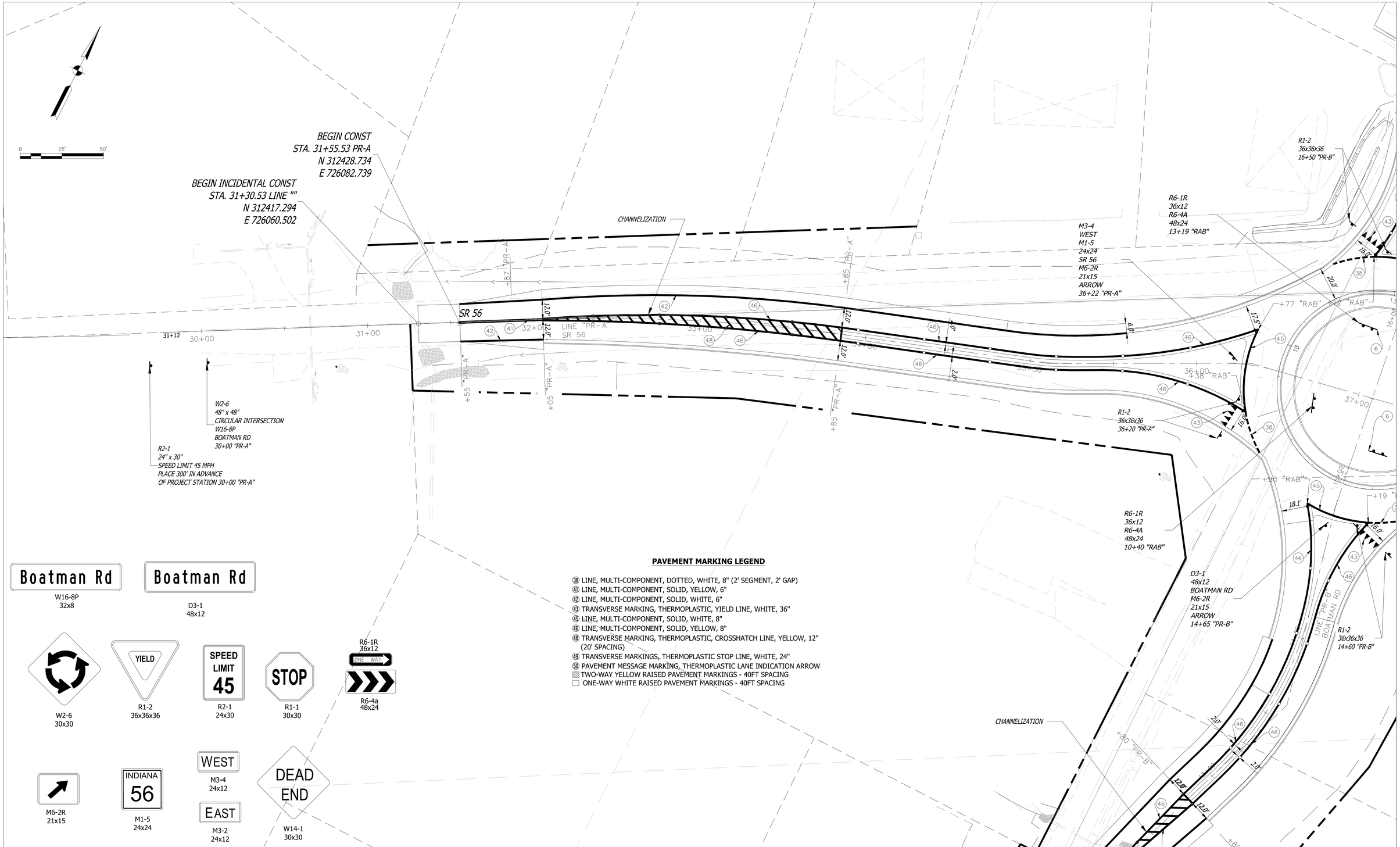
DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

LIGHTING DETAILS
ILLUMINANCE

HORIZONTAL SCALE	BRIDGE FILE
1"=20'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	56 of 169
CONTRACT	PROJECT
R-41527	1800210

SR56 Lighting.dwg
10/11/2024



Boatman Rd
W16-8P
32x8

Boatman Rd
D3-1
48x12

W2-6
30x30

YIELD
R1-2
36x36x36

SPEED LIMIT 45
R2-1
24x30

STOP
R1-1
30x30

R6-1R
36x12
ONE WAY
R6-4a
48x24

M6-2R
21x15

INDIANA 56
M1-5
24x24

WEST
M3-4
24x12

EAST
M3-2
24x12

DEAD END
W14-1
30x30

PAVEMENT MARKING LEGEND

- (38) LINE, MULTI-COMPONENT, DOTTED, WHITE, 8" (2' SEGMENT, 2' GAP)
- (41) LINE, MULTI-COMPONENT, SOLID, YELLOW, 6"
- (42) LINE, MULTI-COMPONENT, SOLID, WHITE, 6"
- (43) TRANSVERSE MARKING, THERMOPLASTIC, YIELD LINE, WHITE, 36"
- (45) LINE, MULTI-COMPONENT, SOLID, WHITE, 8"
- (46) LINE, MULTI-COMPONENT, SOLID, YELLOW, 8"
- (48) TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12" (20' SPACING)
- (49) TRANSVERSE MARKINGS, THERMOPLASTIC STOP LINE, WHITE, 24"
- (50) PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARROW
- TWO-WAY YELLOW RAISED PAVEMENT MARKINGS - 40FT SPACING
- ONE-WAY WHITE RAISED PAVEMENT MARKINGS - 40FT SPACING

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUSER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS DRAWN: TDS

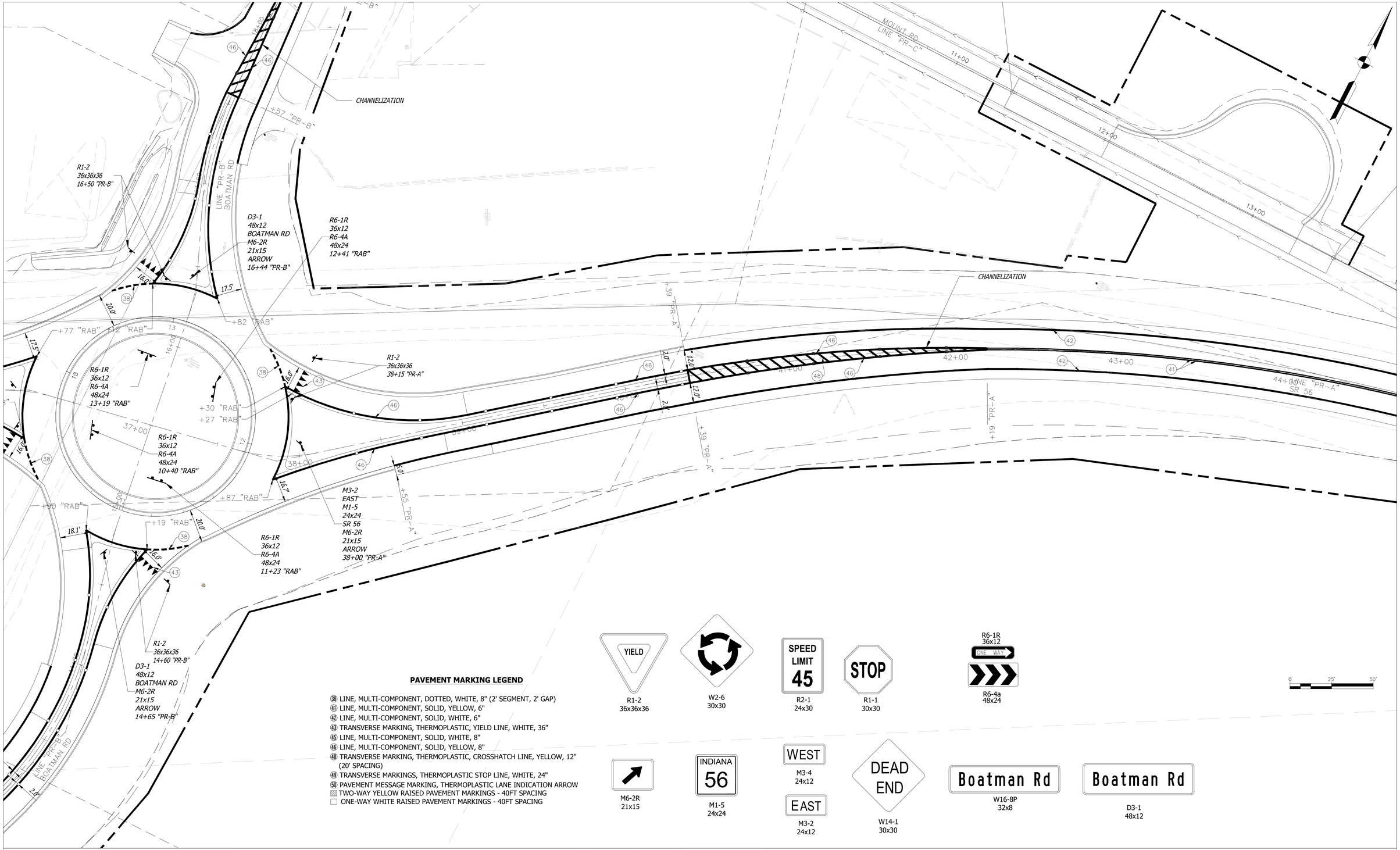
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STATE ROAD 56 AND BOATMAN ROAD

SIGNS AND PAVEMENT MARKING DETAILS
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	57 of 169
CONTRACT	PROJECT
R-41527	1800210

3/7/2025 SIGNAGE AND PAVEMENT MARKING DETAILS SR56.dwg



PAVEMENT MARKING LEGEND

- (38) LINE, MULTI-COMPONENT, DOTTED, WHITE, 8" (2' SEGMENT, 2' GAP)
- (41) LINE, MULTI-COMPONENT, SOLID, YELLOW, 6"
- (42) LINE, MULTI-COMPONENT, SOLID, WHITE, 6"
- (43) TRANSVERSE MARKING, THERMOPLASTIC, YIELD LINE, WHITE, 36"
- (45) LINE, MULTI-COMPONENT, SOLID, WHITE, 8"
- (46) LINE, MULTI-COMPONENT, SOLID, YELLOW, 8"
- (48) TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12" (20' SPACING)
- (49) TRANSVERSE MARKINGS, THERMOPLASTIC STOP LINE, WHITE, 24"
- (50) PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARROW
- ▨ TWO-WAY YELLOW RAISED PAVEMENT MARKINGS - 40FT SPACING
- □ ONE-WAY WHITE RAISED PAVEMENT MARKINGS - 40FT SPACING

R1-2
36x36x36

W2-6
30x30

R2-1
24x30

R1-1
30x30

R6-1R
36x12
R6-4a
48x24

M6-2R
21x15

M1-5
24x24

M3-4
24x12

M3-2
24x12

W14-1
30x30

W16-8P
32x8

D3-1
48x12

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — DATE 5/28/2025

DESIGNED: TDS | DRAWN: TDS

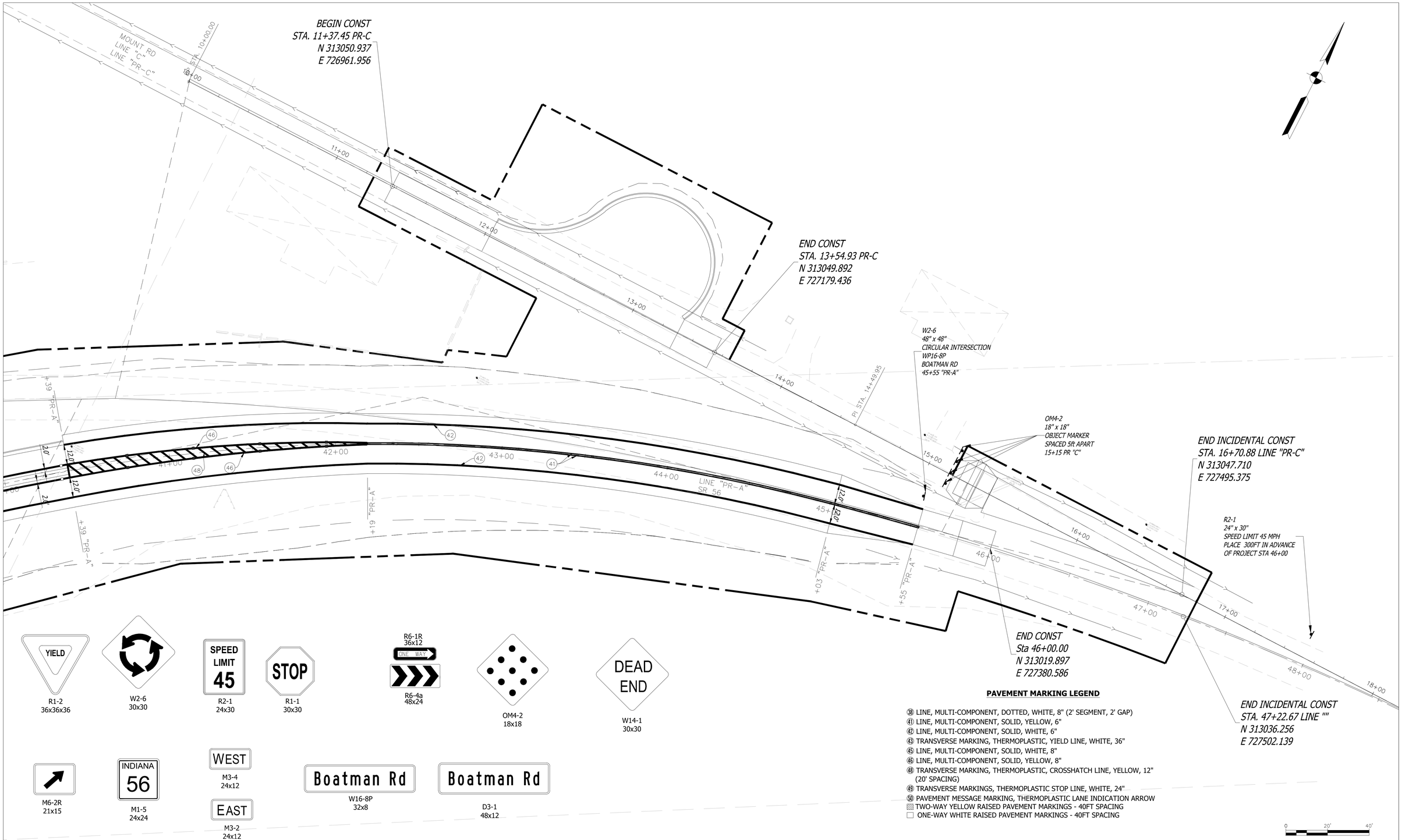
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STATE ROAD 56 AND BOATMAN ROAD

SIGNS AND PAVEMENT MARKING DETAILS LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	58 of 169
CONTRACT	PROJECT
R-41527	1800210

PAVEMENT MARKING DETAILS SR56.dwg ---- 3/19/2007



PAVEMENT MARKING LEGEND

- (38) LINE, MULTI-COMPONENT, DOTTED, WHITE, 8" (2' SEGMENT, 2' GAP)
- (41) LINE, MULTI-COMPONENT, SOLID, YELLOW, 6"
- (42) LINE, MULTI-COMPONENT, SOLID, WHITE, 6"
- (43) TRANSVERSE MARKING, THERMOPLASTIC, YIELD LINE, WHITE, 36"
- (45) LINE, MULTI-COMPONENT, SOLID, WHITE, 8"
- (46) LINE, MULTI-COMPONENT, SOLID, YELLOW, 8"
- (48) TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12" (20' SPACING)
- (49) TRANSVERSE MARKINGS, THERMOPLASTIC STOP LINE, WHITE, 24"
- (50) PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARROW
- TWO-WAY YELLOW RAISED PAVEMENT MARKINGS - 40FT SPACING
- ONE-WAY WHITE RAISED PAVEMENT MARKINGS - 40FT SPACING

0 20' 40'

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SHEA REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Shea 5/28/2025
DESIGN ENGINEER DATE

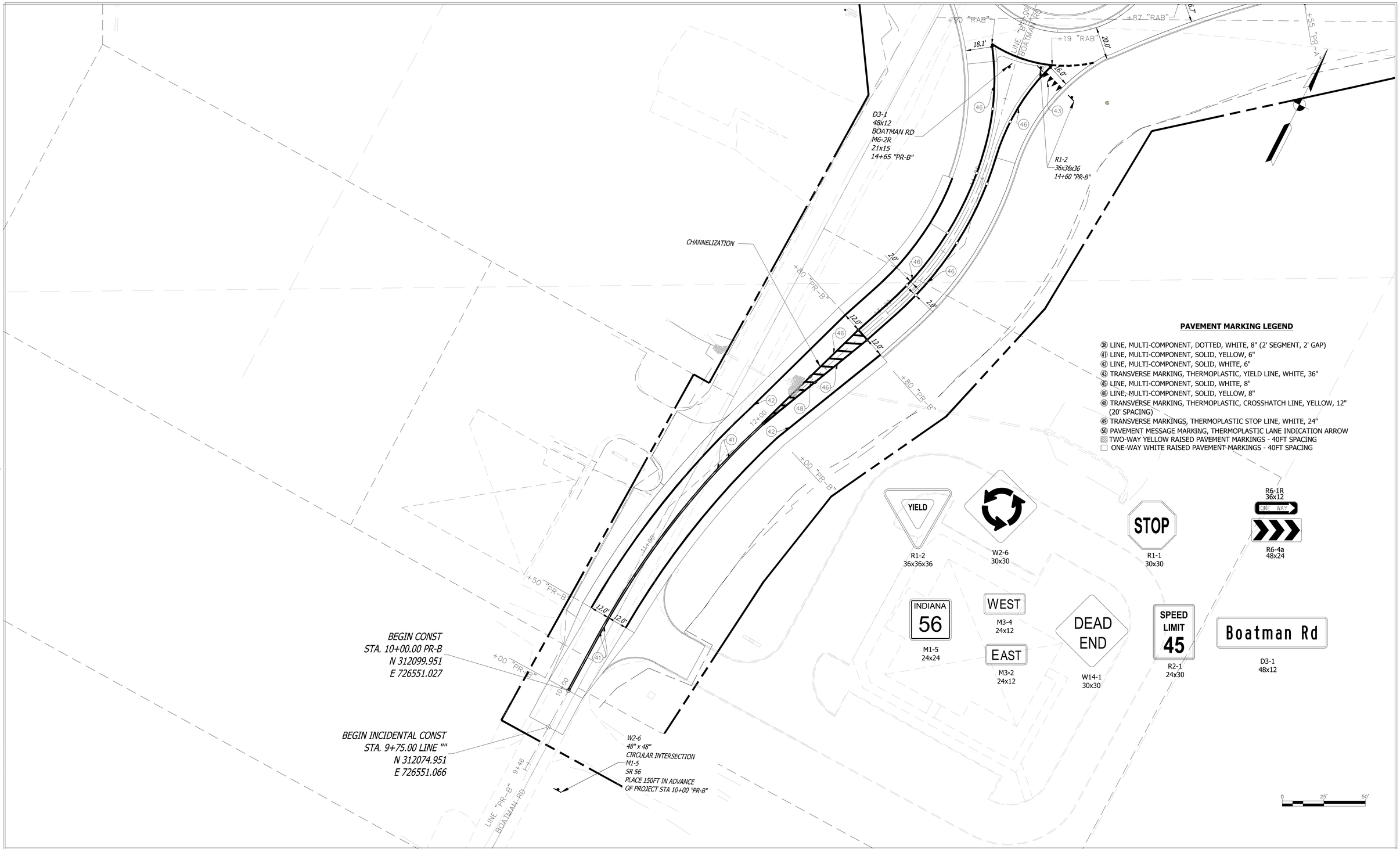
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CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

SIGNS AND PAVEMENT MARKING DETAILS LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	59 of 169
CONTRACT	PROJECT
R-41527	1800210

3/19/2025 SIGNS AND PAVEMENT MARKING DETAILS SR56.dwg



PAVEMENT MARKING LEGEND

- (38) LINE, MULTI-COMPONENT, DOTTED, WHITE, 8" (2' SEGMENT, 2' GAP)
- (41) LINE, MULTI-COMPONENT, SOLID, YELLOW, 6"
- (42) LINE, MULTI-COMPONENT, SOLID, WHITE, 6"
- (43) TRANSVERSE MARKING, THERMOPLASTIC, YIELD LINE, WHITE, 36"
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- (48) TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12" (20' SPACING)
- (49) TRANSVERSE MARKINGS, THERMOPLASTIC STOP LINE, WHITE, 24"
- (50) PAVEMENT MESSAGE MARKING, THERMOPLASTIC LANE INDICATION ARROW
- TWO-WAY YELLOW RAISED PAVEMENT MARKINGS - 40FT SPACING
- ONE-WAY WHITE RAISED PAVEMENT MARKINGS - 40FT SPACING

PAVEMENT MARKING DETAILS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL SHS DESIGN ENGINEER — TDS — 5/28/2025 — SHS DATE

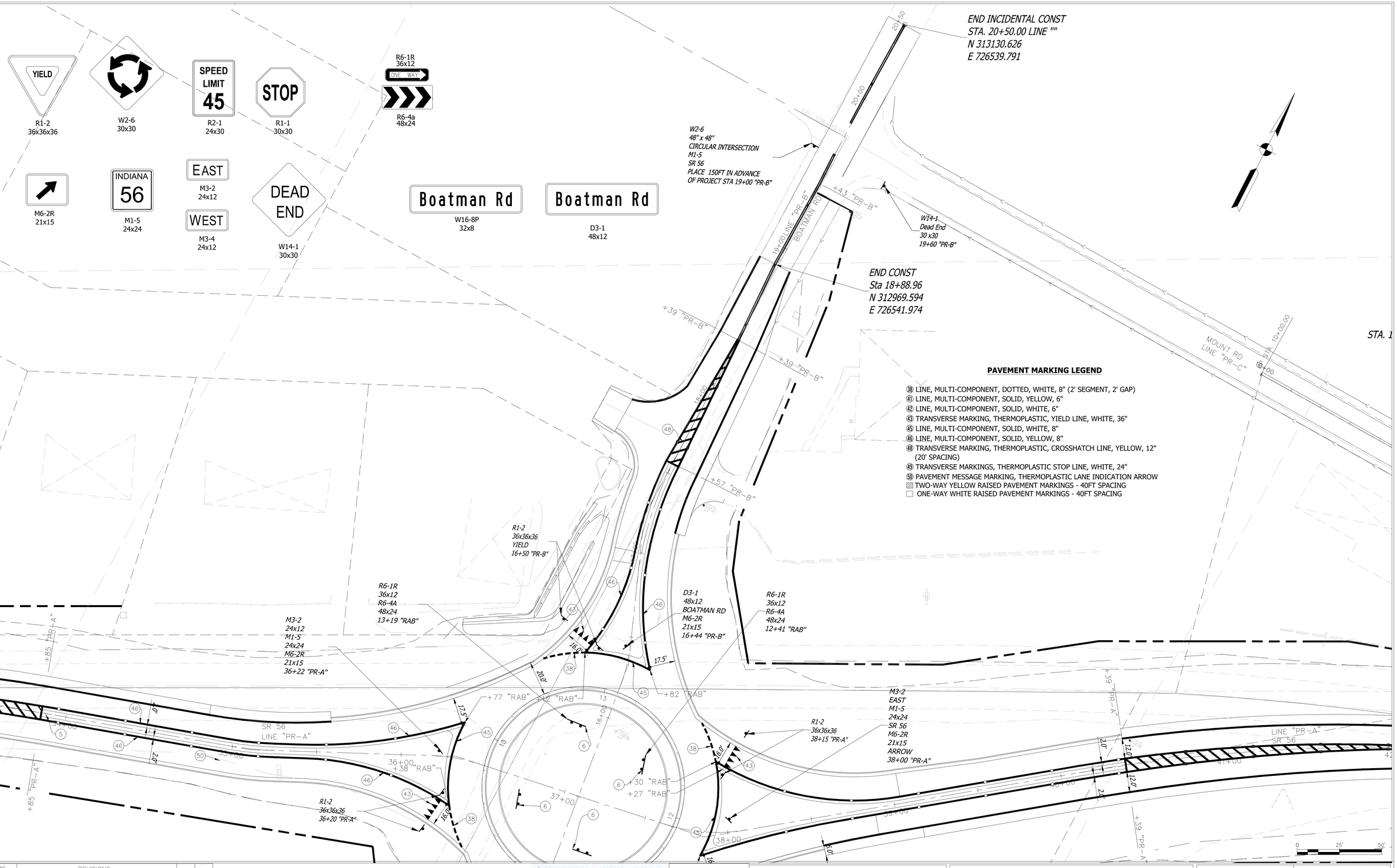
DESIGNED: — DRAWN:

CHECKED: — CHECKED:

STATE ROAD 56 AND BOATMAN ROAD

SIGNS AND PAVEMENT MARKING DETAILS LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	60 of 169
CONTRACT	PROJECT
R-41527	1800210



PAVEMENT MARKING DETAILS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

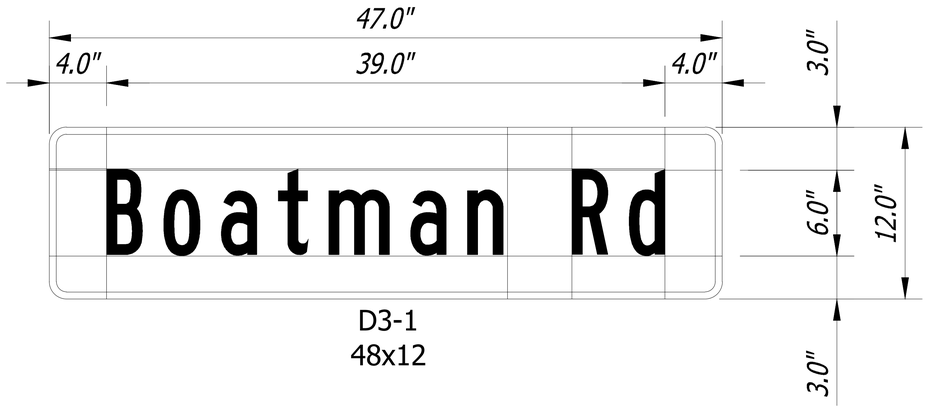
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CHECKED: SHS CHECKED: SHS

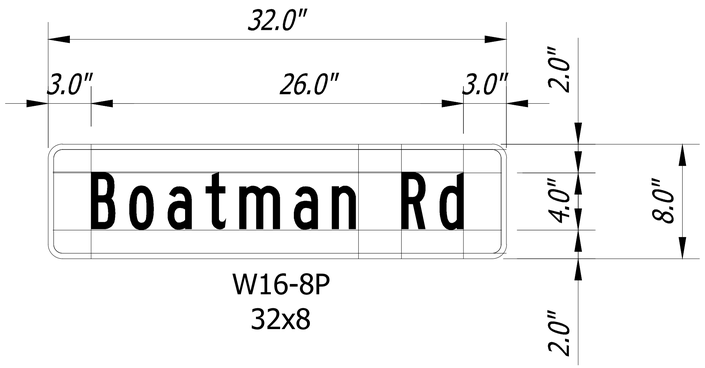
STATE ROAD 56 AND BOATMAN ROAD

SIGNS AND PAVEMENT MARKING DETAILS LINE "PR-B"

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	61 of 169
CONTRACT	PROJECT
R-41527	1800210



D3-1
48x12



W16-8P
32x8

PAVEMENT MARKING DETAILS SR56.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBLER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Subler 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

STREET SIGN DIMENSIONS

HORIZONTAL SCALE	BRIDGE FILE
1"=4"	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	62 of 169
CONTRACT	PROJECT
R-41527	1800210

PAVEMENT MARKINGS SUMMARY OF QUANTITIES

LOCATION	RAISED PAVEMENT MARKERS		LINE MULTI-COMPONENT					TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE	TRANSVERSE MARKINGS YIELD LINE	PAVEMENT MESSAGE MARKINGS, THERMOPLASTIC, LANE INDICATION ARROW (PER EACH ARROW HEAD)
	2-WAY YELLOW RPM	WHITE RPM	DOTTED WHITE 8 in	SOLID YELLOW 6 in	SOLID WHITE 6 in	SOLID WHITE 8 in	SOLID YELLOW 8 in	SOLID YELLOW 12 in	SOLID WHITE 36 in	
	each	each	ft	ft	ft	ft	ft	ft	ft	each
LINE PR-A - ROUNDABOUT (36+34)										
31+55-32+05 RT					50					
31+55-35+59 LT					403					
31+55-32+05 RT				50						
31+55-32+05 LT				50						
32+05-36+34 RT							430			
32+05-36+34 RT							430			
32+05-33+85 CENTER								100		
35+00 RT										3
36+23 RT									20	
ROUNDABOUT MARKINGS										
OUTER RADIUS LANE LINES			40			240				
MIDDLE LANE LINES										8
ROUNDABOUT - END LINE PR-A										
37+85-42+19 RT							440			
37+85-42+19 LT							440			
38+07 LT									20	
38+55-45+55 RT					700					
40+39-45+55 LT					520					
40+39-42+19 CENTER								100		
42+19-45+55 RT				340						
42+19-45+55 LT				340						
LINE PR-B - ROUNDABOUT(14+80)										
10+50-12+80 RT					230					
10+50-13+93 LT					345					
10+00-12+00 RT				200						
10+00-12+00 LT				200						
12+00-14+80 RT							290			
12+00-14+80 LT							290			
12+00-12+80 CENTER								50		
13+86 RT										3
14+66 RT									20	
ROUNDABOUT - END LINE PR-B										
16+35-18+39 RT							210			
16+35-18+39 LT							210			
18+39-18+89 RT				50						
18+39-18+89 LT				50						
17+16-18+89 RT					173					
17+78-18+89 LT					125					
17+57-18+39 CENTER								50		
16+51 LT									20	
17+37 LT										3
RAISED PAVEMENT MARKERS										
PR-A 31+55 - 36+00	10	12								
PR-A 38+30 - 45+55	17	12								
PR-B 10+00 - 14+40	10	8								
PR- B 16+50 - 19+60	8	6								
	45	38	40	1,280	2,546	240	2,740	300	80	17

808-10032			LINE, MULTI-COMPONENT, DOTTED, WHITE, 8 IN.	40.0
808-12032			GROOVING FOR PAVEMENT MARKINGS	4020.0
808-10057			LINE, MULTI-COMPONENT, SOUD, YELLOW, 6 IN.	1280.0
808-10049			LINE, MULTI-COMPONENT, SOUD, WHITE, 6 IN.	2546.0
808-10037			LINE, MULTI-COMPONENT, SOUD, WHITE, 8 IN.	240.0
808-10058			LINE, MULTI-COMPONENT, SOUD, YELLOW, 8 IN.	2,740
808-75998			SNOWPLOWABLE RAISED PAVEMENT MARKER	83
808-75278			TRANSVERSE MARKING, THERMOPLASTIC, CROSSHATCH LINE, YELLOW, 12 IN.	300.0
808-12148			TRANSVERSE MARKING, THERMOPLASTIC, YIELD LINE, WHITE, 36 IN.	80
808-75320			PAVEMENT MESSAGE MARKING, THERMOPLASTIC, LANE INDICATION ARROW	17.0

SHEET SIGN & POST SUMMARY

SIGN									POST		SIGN POST	Notes
PLAN SHEET NO. / LINE	SIGN LOCATION (STA.)	SIDE	SIGN CODE	SIGN MESSAGE	SIGN SIZE (IN x IN)	SIGN AREA (SFT.) 0.080" W < 30	SIGN AREA (SFT.) 0.100" W is 31-	STREET IDENTIFICATION SIGN DOUBLE SIDED (SFT.) 0.080"	SQUARE 2 1/4" X 2 1/4" - 12 GA. (TYPE 1) REINFORCED ANCHOR POST LENGTH (FT.) 1	TOTAL	REMOVE	
Line "PR-A" new signs	27+00	Right	R2-1	Speed Limit 45 MPH	24x30	5.00			14.0			
	30+00	Right	W2-6	Circular Intersection	48x48		16.00		28.0			
	30+00	Right	W16-8p	BOATMAN ROAD	32x8	1.78						
	36+20	Right	R1-2	Yield	36x36x36	3.90			14.0			
	36+20	Right	R1-2	Yield	36x36x36	3.90			14.0			
	36+22	Left	M1-5	SR 56	24x24	4.00			14.0			
	36+22	Left	M3-4	West	24x12	2.00						
	36+22	Left	M6-2R	Directional Arrow	21x15	2.19						
	38+15	Left	R1-2	Yield	36x36x36	3.90			14.0			
	38+15	Left	R1-2	Yield	36x36x36	3.90			14.0			
	38+00	Left	M1-5	SR 56	24x24	4.00			14.0			
	38+00	LEFT	M3-2	East	24x12	2.00						
	38+00	Left	M6-2R	Directional Arrow	21x15	2.19						
	45+55	Left	W2-6	Circular Intersection	48x48		16.00		28.0			
	45+55	Left	W16-8p	BOATMAN ROAD	32x8	1.78						
	49+00	Left	R2-1	Speed Limit 45 MPH	24x30	5.00			14.0			
Line "PR-B" new signs	8+50	Right	W2-6	Circular Intersection	48x48		16.00		28.0			
	8+50	Right	M1-5	SR 56	24x24	4.00						
	14+60	Right	R1-2	Yield	36x36x36	3.90			14.0			
	14+60	Right	R1-2	Yield	36x36x36	3.90			14.0			
	14+65	Left	D3-1	Boatman Rd	48x12	4.00			14.0			
	14+65	Left	M6-2R	Directional Arrow	21x15	2.19						
	16+44	Left	D3-1	Boatman Rd	48x12	4.00			14.0			
	16+44	Left	M6-2R	Directional Arrow	21x15	2.19						
	16+50	Left	R1-2	Yield	36x36x36	3.90			14.0			
	16+50	Left	R1-2	Yield	36x36x36	3.90			14.0			
	19+00	Left	W2-6	Circular Intersection	48x48		16.00		28.0			
	19+00	Left	M1-5	SR 56	24x24	4.00						
	19+60	Right	W14-1	Dead End	30x30	6.25			14.0			
Line "PR-C" new signs	15+15	CENTER	OM4-2	Object Marker	18x18	2.25			10.0			
	15+15	CENTER	OM4-3	Object Marker	18x19	2.25			10.0			
	15+15	CENTER	OM4-4	Object Marker	18x20	2.25			10.0			
	15+15	CENTER	OM4-5	Object Marker	18x21	2.25			10.0			
Line "RAB" new signs	10+37	Center of Roundabout	R6-4a	Roundabout Directional Arrow	48x24		8.00		16.0			
		Center of Roundabout	R6-1R	One Way	36x12	3.00						
	11+12	Center of Roundabout	R6-4a	Roundabout Directional Arrow	48x24		8.00		16.0			
		Center of Roundabout	R6-1R	One Way	36x12	3.00						
	12+18	Center of Roundabout	R6-4a	Roundabout Directional Arrow	48x24		8.00		16.0			
		Center of Roundabout	R6-1R	One Way	36x12	3.00						
	12+90	Center of Roundabout	R6-4a	Roundabout Directional Arrow	48x24		8.00		16.0			
		Center of Roundabout	R6-1R	One Way	36x12	3.00						
Line "A" existing signs	32+16	Right		Reference Post Marker 116								
	32+54	Left	W1-2R	Curve Ahead Right	30x30	6.25			14.0		X	
	33+90	Right	R2-1	Speed Limit 50 MPH	24x30	5.00			14.0		X	
	33+91	Left	R2-1	Speed Limit 55 MPH	24x30	5.00			14.0		X	
	35+03	Left	M1-5	Indiana 56 sign	24x24	4.00			14.0		X	
	35+03	Left	M3-4	West	24x12	2.00						
	34+62	Right	W1-2R	Curve Ahead Right	30x30	6.25			14.0		X	
	39+07	Left	M1-5	Indiana 56 sign	24x24	4.00			14.0		X	
	39+07	Left	M3-2	East	24x12	2.00						
	45+16	Right	R2-1	Speed Limit 50 MPH	24x30	5.00			14.0		X	
	45+33	Left	W2-1	Intersection Warning	30x30	6.25			14.0		X	
	45+33	Left	W16-8p	Boatman Road	36x8	3.00						
	45+33	Right	W2-1	Intersection Warning	30x30	6.25			14.0		X	
	45+33	Right	W16-8p	Boatman Road	36x8	3.00						
Line "B" existing signs	100+00	Right	W3-1	Stop Ahead	30x30	6.25			14.0		X	
	104+03	Right	R1-1	Stop	30x30	6.25			14.0		X	
	104+04	Right	D3-1	SR 56	24x8	1.33		1.33	14.0		X	
	104+04	Right	D3-1	Boatman Road	24x8	1.33		1.33				
	104+04	Right	W4-4aP	Traffic from Left and Right does not stop	36x18	4.50	4.50					
	104+68	Left	W3-1	Stop	30x30	6.25			14.0		X	
	104+68	Left	W4-4aP	Traffic from Left and Right does not stop	36x18	4.50	4.50					
	105+67	Right	W8-1	Bump	30x30	6.25						
	105+89	Left	W3-1	Stop	30x30	6.25			14.0		X	
	105+89	Left	D3-1	W Bobwhite Dr	24x8	1.33		1.33	14.0		X	
	105+89	Left	D3-1	Boatman Road	24x8	1.33		1.33				
	107+63	Left	W2-1	Intersection Warning	30x30	6.25			14.0		X	
	108+28	Right	R1-1	Stop	30x30	6.25			14.0		X	
	108+28	Right	D3-1	Mount Drive	24x8	1.33		1.33				
	108+28	Right	D3-1	Boatman Road	24x8	1.33		1.33				
						110.00	95.00		425.00		17.00	

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

PAVEMENT MARKING AND SIGN SUMMARY TABLES

HORIZONTAL SCALE	BRIDGE FILE
1"=25'	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	63 of 169
CONTRACT	PROJECT
R-41527	1800210

PAVEMENT MARKING DETAILS SR56.dwg
3/19/2007

RIPRAP DITCH AND SODDING SUMMARY TABLE

LOCATION					RIPRAP DITCH		SODDING		
FROM STATION	TO STATION	LEFT	MEDIAN	RIGHT	RIPRAP, REVETMENT	GEOTEXTILES	TOTAL SODDING	TOTAL TOPSOIL	TOTAL WATER
					TONS	SYS	SYS	CYS	Kgal
LINE PR-A									
31+22	31+85	X			21	42			
32+05	36+28	X					500	55.6	2
32+15	33+95	X			60	120			
37+90	46+00	X					1000	111.1	4
33+16	34+77			X	54	108			
37+90	46+00			X			1000	111.1	4
LINE PR-B									
10+00	10+40			X			45	5.0	0.18
10+70	14+76			X			455	50.6	1.82
11+93	14+76	X					315	35.0	1.26
16+36	18+90			X			285	31.7	1.14
LINE PR-C									
12+03	13+30	X					150	16.7	0.6
12+03	13+30			X			150	16.7	0.6
LINE RAB									
10+00	13+77			X			150	16.7	0.6
Total					135	270	4050	450	16.2

ROW MARKER AND MONUMENT TABLE

ROW MARKER LOCATIONS					MONUMENT LOCATIONS					
STATION	OFFSET	LEFT	CENTERLINE	RIGHT	LOCATION		TYPE A	TYPE B	TYPE C	TYPE D
LINE PR-A					LINE PR-A					
31+01.19	47.71	X			30+00.00	P.I.		X		
34+20.75	70.45	X			33+00.00	P.I.		X		
38+30.00	97.00	X			35+11.02	P.I.				
39+42.91	77.07	X			37+08.51	P.O.T			X	
40+35.00	75.00	X			42+55.79	P.I.			X	
40+85.06	69.51	X			47+18.04	P.I.			X	
41+72.84	63.00	X			46+00.00	END PROJECT		X		
42+63.24	49.70	X								
42+66.38	57.00	X								
43+00.00	55.00									
31+25.73	40.00			X						
33+25.00	45.00			X						
35+85.00	55.00			X						
38+73.84	80.00			X						
41+00.00	65.00			X						
42+75.00	65.00			X						
45+05.00	60.00			X						
45+90.00	55.00			X						
LINE PR-B					LINE PR-B					
10+64.90	26.79	X			10+00.00	P.I.		X		
12+90.53	50.27	X			11+25.83	P.I.		X		
12+93.19	40.02	X			13+62.06	P.I.		X		
14+30.00	80.00	X			17+21.63	P.I.			X	
10+65.00	60			X	20+50.00	END PROJECT			X	
11+25.00	65			X						
12+00.00	60			X						
12+85.00	70			X						
13+55.00	70			X						
14+55.00	90			X						
17+00.00	55			X						
17+40.00	50			X						
18+85.00	37			X						
19+38.00	25			X						
LINE PR-C										
11+25.00	20	X								
11+95.00	20	X								
11+95.00	85	X								
13+50.00	85	X								
13+50.00	20	X								
13+65.00	20	X								
11+25.00	20			X						
12+45.00	20			X						
Total		19	0	20	Total		0	6	5	0

SR56 Sodding Riprap Table.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

STATE ROAD 56 AND BOATMAN ROAD

Pavement Marking, Sodding and Rip-Rap Table

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	64 of 169
CONTRACT	PROJECT
R-41527	1800210

SUMMARY OF QUANTITIES AND APPROACH TABLE

LOCATION (STATION)	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	DISTANCE BEYOND R/W LINE	RADII	GRADE (LESS THAN 10% NOT SHOWN)		FOR BITUM. MIXT. APPROACHES	BITUMINOUS MATERIAL FOR ROADS, QC/QA-HMA						ASPHALT FOR TACK COAT	SUBGRADE TREATMENT, TYPE IBL	COMPACTED AGGREGATE, No. 53 Used for base			COMPACTED AGGREGATE, No. 53 SHOULDER WEDGE		8" PCCP TRUCK APRON	MILLING, TRANSITION	MILLING, ASPHALT, 1 1/2 IN.	MILLING, ASPHALT, 2 IN.	HMA FOR APPROACHES, TYPE B	SUBGRADE TREATMENT, TYPE II	GEOGRID TYPE IB	INTEGRAL CONCRETE CURB, VERTICAL	CONCRETE CURB & GUTTER TURNOUT (INTEGRAL CURB TYPE B)	COMBINED CONCRETE CURB & GUTTER	COMBINED CONCRETE CURB & GUTTER, TYPE B, MODIFIED	JOINT ADHESIVE, SURFACE	JOINT ADHESIVE, INTERMEDIATE	CONCRETE CENTER CURB, TYPE A	GEOTEXTILE FOR PAVEMENT, TYPE 2A
									Surface 58S	Surface 58H	Intermediate 58H	Intermediate 58S	OG Intermediate 58E	Base 58S																							
									165 lbs	220 lbs	330 lbs	495 lbs	300 lbs	440 lbs																							
									9.5mm	9.5mm	19.0mm	19.0mm	19.0mm	19.0mm							LEFT	RIGHT															
		FT	FT	FT	FT	%	%	TONS	TONS	TONS	TONS	TONS	TONS	TONS	TONS	SYS	TONS	TONS	TONS	TONS	TONS	SY	SY	SY	SY	TONS	SY	SY	LF	LF	LF	LF	LF	LF	LF	SY	SY
Line "PR-A" SR 56																																					
31+55 to 36+27	Mainline Pvmt									203.0	304.0		338.0	405.0	2.3	2265.0		709.919		271.1	33.9													700	700		2,265.0
37+93 to 45+55	Mainline Pvmt									343.0	514.0		523.0	686.0	3.9	3835.0		1143.855		345.7	474.4													1750	1750		3,835.0
31+55 to 36+27	Concrete Curbs																													555				225.0		
37+93 to 40+40	Concrete Curbs																													400				270.0		
31+30 to 31+55	Milling Trans								6.0														63.0		63.0											
45+55 TO 45+80	Milling Trans								10.0														112.0		112.0											
Line "PR-B" Boatman Road																																					
10+00 to 14+74	Mainline Pvmt									206.0	309.0		300.0	412.0	2.3	2345.0		694.712		271.1	186.4													950	950		2,345.0
16+38 to 18+89	Mainline Pvmt									107.0	161.0		180.0	214.0	1.2	1225.0		353.498			125.4													450	450		1,225.0
12+80 to 14+74	Concrete Curbs																													350				145		
16+38 to 17+56	Concrete Curbs																													300				115		
9+75 to 10+00	Milling Trans								6.0														64.0		64.0											
18+89 to 19+14	Milling Trans								5.0														56.0		56.0											
Driveways																																					
10+50 RT	Class III	22	42		30,30																					79	140	140								
10+50 LT	Class IV	85	10		20,20																					56	100	100								
11+55 LT	Class IV	30	23		20, 20																					52	92	92								
17+59 RT	Class III	20	18		20, 10																					26	45	45								
17+69 LT	Local Street	20	35		20,25				3.0														35.6		35.6											
Line "RAB"																																					
10+00 to 13+77	Mainline Pvmt									99.0	148.0		151.0	197.0	1.1	1140.0		381.063																300	300		1,140.0
10+00 to 13+77	Concrete Curbs																												320			376				
10+00 to 13+77	Truck Apron															475		216.302				355.6														475.0
Line "C" Mount Drive																																					
11+37 to 13+55	Mainline Pvmt								68.0			203.0			1.0	850.0		191.1667													200		100	100		850.0
11+12 to 11+37	Milling Trans								5.0														55.6	55.6												
13+55 to 13+80	Milling Trans								5.0														55.6	55.6												
Sub Total									108.0	958.0	1436.0	203.0	1492.0	1914.0	11.9	12135.0	0.0	3690.5		1708.0		355.6	441.7	111.1	330.6	213.0	377.0	377.0	320.0	48.0	1805.0	376.0	4250.0	4250.0	755.0	12135.0

SR56 Approach Table.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, I INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

APPROACH TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	65 of 169
CONTRACT	PROJECT
R-41527	1800210

STRUCTURE DATA TABLE

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CENTER	SIZE	PIPE TYPE	DESCRIPTION: SEE SPECIAL PROVISIONS FOR ACCEPTABLE TYPE OF PIPES AND DRAINAGE STRUCTURES	LENGTH	SKEW	COVER	RIM	FLOW LINE: UP STREAM	FLOW LINE: DOWN STREAM	SLOPE	STRUCTURE BACKFILL	BACKFILL METHOD	REMOVE EXIST. STR. (NOT A PAY ITEM)	REMOVE EXIST. PIPE (NOT A PAY ITEM)	RECONSTRUCT STRUCTU	PIPE END SECTION	CONNECT TO STR. NO.	REMARKS
					IN			FEET	DEG		ELEV.	ELEV.	ELEV.	%	CYD.		EACH	FEET	FEET	EACH		
	Line PR-B																					
1	16+47			x	24	1	Pipe Culvert	98				579.24	579.00		42.0						13	Remove Existing 40' of Pipe
2	14+65			x	18	1	Pipe Culvert	116				579.90	578.60		41.0						6	
3	12+37			x	12		Existing Pipe Culvert	82														Remove
4	17+56		x		12	3	Pipe Culvert	26				581.40	581.20		6.0					1		Remove Existing 25' of Pipe
5	10+53		x		12	3	Pipe Culvert	44				581.68	580.96		8.0					1		
6	14+69	x					Manhole Type C-4				581.58										7	
					24	2	Pipe	72				578.50	577.81		33.0							
11	17+20	x					Inlet Type C-15				583.16											
					12	2	Pipe	86				580.82	580.70		12.0						13	
12	17+19	x					Pipe Catch Basin				582.57											
					12	2	Pipe	10				581	580.82		7.0						11	
13	16+40	x					Manhole Type H-4				583.74											
					24	2	Pipe	31				579.00	578.90		12.0					1		Outfall
	Line PR-A																					
7	35+78.5		x				Inlet Type C-15				583.86											
					24	2	Pipe	184				577.71	573.50		112.0						8	
8	34+00		x				Inlet Type C-15				578.44											
					24	2	Pipe	200				573.40	568.00		93.0						9	
9	32+00		x				Inlet Type C-15				572.17											
					24	2	Pipe	32				567.90	567.00		16.0					1		Outfall (NW)
					24	2	Pipe	34				567.90	567.00		16.0					1		Outfall (SW)

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CENTER	SIZE	PIPE TYPE	DESCRIPTION: SEE SPECIAL PROVISIONS FOR ACCEPTABLE TYPE OF PIPES AND DRAINAGE STRUCTURES	LENGTH	SKEW	COVER	RIM	FLOW LINE: UP STREAM	FLOW LINE: DOWN STREAM	SLOPE	STRUCTURE BACKFILL	BACKFILL METHOD	REMOVE EXIST. STR. (NOT A PAY ITEM)	REMOVE EXIST. PIPE (NOT A PAY ITEM)	RECONSTRUCT STRUCTU	ADJUST CASTING TO GRADE	CONNECT TO STR. NO.	REMARKS
					IN			FEET	DEG	FEET	ELEV.	ELEV.	ELEV.	%	CYD.		EACH	FEET	FEET	EACH		

SUMMARY OF STRUCTURE QUANTITIES

ITEM		UNIT	QUANT.
211-09265	STRUCTURE BACKFILL, TYPE 2	CYS	398.0
715-05121	PIPE, TYPE 1, CIRCULAR, DIAMETER 18 INCH	LFT.	116.0
715-05123	PIPE, TYPE 1, CIRCULAR, DIAMETER 24 INCH	LFT.	98.0
715-05149	PIPE, TYPE 2, CIRCULAR, 12 INCH	LFT.	96
715-05154	PIPE, TYPE 2, CIRCULAR, 24 INCH	LFT.	553
715-05168	PIPE, TYPE 3, CIRCULAR, 12 INCH	LFT.	70
720-45260	PIPE CATCH BASIN, 12 IN.	EA.	1
720-45410	Manhole Type C-4	EA.	1
720-91973	Manhole Type H-4	EA.	1
720-98555	Inlet Type C-15	EA.	4
715-46000	PIPE END SECTION, DIAMETER 12 IN.	EA.	2
715-46020	PIPE END SECTION, DIAMETER 24 IN.	EA.	3

720-45260

SR56 Structure Data Table.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUDER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL _____ DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS — DRAWN: TDS

CHECKED: SHS — CHECKED: SHS

SR 56 and Boatman Road

Structure Data Table

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	66 of 169
CONTRACT	PROJECT
R-41527	1800210

UNDERDRAIN TABLE LEFT (SR 56)

UNDERDRAIN PIPE												OUTLET PIPE										OUTLET PROTECTORS						
Underdrain Pipe Limits	Type 4 Pipe		Geotextile for Underdrains	Aggregate for Underdrains	HMA for Underdrains	Special Grade	Pavement Elevation Over Underdrain	Flow Line Elevation @ Underdrain Pipe Limit	Outlet Pipe Required	Connect Underdrain Pipe to Structure No. ___	Structure Invert Elevation	45 Degree Elbows Required (1 or 2)	6in Outlet Pipe	Outlet Station	Outlet Elevation	Outlet at Outlet Protector No. ___	Ditch Flow Line Elevation at Outlet Protector	Connect Outlet Pipe to Structure No. ___	Structure Invert Elevation	B Borrow for Structure Backfill	HMA for Underdrains	Outlet Protector No. ___	Outlet Protector Type	Location				Remarks
	4 IN.	6 IN.																						Outside Left	Median Left	Median Right	Outside Right	
	(LFT)	(LFT)	(SYS)	(CYS)	(TONS)	%			(Y/N)				(ft)							(ft^3)	(Tons)							
32+00.00		200	200.0	19.3			572.15	568.65	Y			2.00	15.00	32+00.00	568.40													
34+00.00							578.44	574.94	Y			2.00	35.00	34+00.00	574.69	1												Outlet to left ditch
34+00.00		180	180.0	17.3			578.44	574.94	Y			2.00	35.00	34+00.00	574.69													
35+80.00							583.86	580.36	Y			2.00		35+80.00	580.11	2												Outlet to left ditch
35+80.00		120	120.0	11.6			583.86	580.36	Y			2.00		35+80.00	580.11	2												
37+00.00							585.67	582.17	N																			
37+00.00		200	200.0	19.3			585.67	582.17	N																			
39+00.00							583.96	580.46	Y			2.00	25.00	39+00.00	580.21	3												Outlet to left ditch
39+00.00		300	300.0	28.9			583.96	580.46	Y			2.00	25.00	39+00.00	580.21	3												Outlet to left ditch
42+00.00							587.62	584.12	Y			2.00	45.00	42+00.00	583.87	4												Outlet to right ditch
42+00.00		300	300.0	28.9			587.62	584.12	Y			2.00	45.00	42+00.00	583.87	4												Outlet to right ditch
45+00.00							587.40	583.90	N																			
Subtotals Left		1300	1300.0	125.2								18	225															

UNDERDRAIN TABLE RIGHT (SR 56)

UNDERDRAIN PIPE												OUTLET PIPE										OUTLET PROTECTORS						
Underdrain Pipe Limits	Type 4 Pipe		Geotextile for Underdrains	Aggregate for Underdrains	HMA for Underdrains	Special Grade	Pavement Elevation Over Underdrain	Flow Line Elevation @ Underdrain Pipe Limit	Outlet Pipe Required	Connect Underdrain Pipe to Structure No. ___	Structure Invert Elevation	45 Degree Elbows Required (1 or 2)	6in Outlet Pipe	Outlet Station	Outlet Elevation	Outlet at Outlet Protector No. ___	Ditch Flow Line Elevation at Outlet Protector	Connect Outlet Pipe to Structure No. ___	Structure Invert Elevation	B Borrow for Structure Backfill	HMA for Underdrains	Outlet Protector No. ___	Outlet Protector Type	Location				Remarks
	4 IN.	6 IN.																						Outside Left	Median Left	Median Right	Outside Right	
	(LFT)	(LFT)	(SYS)	(CYS)	(TONS)	%			(Y/N)				(ft)							(ft^3)	(TONS)							
32+00.00		200	200.0	19.3			572.15	568.65	N	9	568.65																	
34+00.00							578.44	574.94	N	8	574.94																	
34+00.00		180	180.0	17.3			578.44	574.94	N	8	574.94																	
35+80.00							583.86	580.36	N	7	580.36																	
35+80.00		120	120.0	11.6			583.86	580.36	N	7	580.36																	
37+00.00							585.67	582.17	N																			
37+00.00		200	200.0	19.3			585.67	582.17	N																			
39+00.00							583.96	580.46	Y			2.00	60.00	39+00.00	580.21	5												Outlet to left ditch
39+00.00		300	300.0	28.9			583.96	580.46	Y			2.00	60.00	39+00.00	580.21	5												Outlet to left ditch
42+00.00							587.62	584.12	Y			2.00	20.00	42+00.00	583.87	6												Outlet to right ditch
42+00.00		300	300.0	28.9			587.62	584.12	Y			2.00	20.00	42+00.00	583.87	6												Outlet to right ditch
45+00.00							587.40	583.90	N																			
Subtotals Left		1300	1300.0	125.2								8.0	160.0															

SR56 Structure Data Table.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 5/28/2025 DATE

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

SR 56 and Boatman Road

Underdrain Table

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	67 of 169
CONTRACT	PROJECT
R-41527	1800210

UNDERDRAIN TABLE LEFT (Boatman Rd)

UNDERDRAIN PIPE												OUTLET PIPE										OUTLET PROTECTORS						
Underdrain Pipe Limits	Type 4 Pipe		Geotextile for Underdrains	Aggregate for Underdrains	HMA for Underdrains	Special Grade	Pavement Elevation Over Underdrain	Flow Line Elevation @ Underdrain Pipe Limit	Outlet Pipe Required	Connect Underdrain Pipe to Structure No. ___	Structure Invert Elevation	45 Degree Elbows Required (1 or 2)	6in Outlet Pipe	Outlet Station	Outlet Elevation	Outlet at Outlet Protector No. ___	Ditch Flow Line Elevation at Outlet Protector	Connect Outlet Pipe to Structure No. ___	Structure Invert Elevation	B Borrow for Structure Backfill	HMA for Underdrains	Outlet Protector No. ___	Outlet Protector Type	Location				Remarks
	4 IN.	6 IN.																						Outside Left	Median Left	Median Right	Outside Right	
	(LFT)	(LFT)	(SYS)	(CYS)	(TONS)	%			(Y/N)				(ft)								(ft^3)	(TONS)						
10+00.00		300	300.0	28.9			583.65	580.15	N																			
13+00.00							583.2	579.70	Y			2.00	20.00	13+00.00	579.45	7												Outlet to left ditch
13+00.00		150	150.0	14.4			583.2	579.70	Y			2.00	20.00	13+00.00	579.45	7												Outlet to left ditch
14+50.00							584.29	580.79	Y			2.00	20.00	14+50.00	580.54	8												Outlet to left ditch
14+50.00		30	30.0	2.9		-0.2	584.29	580.79	Y			2.00	20.00	14+50.00	580.54	8												Outlet to left ditch
14+80.00							584.65	581.15	N																			
16+30.00		50	50.0	4.8		0.2	584.29	580.79	N																			
16+80.00							583.38	579.88	Y	11	579.88	2.00	6.00															Connect to STR 11
16+80.00		200	200.0	19.3			583.38	579.88	Y	11	579.88	2.00	6.00															Connect to STR 11
18+80.00							583.65	580.15	N																			
Subtotals Left		730	730.0	70.3								12	92															

UNDERDRAIN TABLE RIGHT (Boatman Rd)

UNDERDRAIN PIPE												OUTLET PIPE										OUTLET PROTECTORS						
Underdrain Pipe Limits	Type 4 Pipe		Geotextile for Underdrains	Aggregate for Underdrains	HMA for Underdrains	Special Grade	Pavement Elevation Over Underdrain	Flow Line Elevation @ Underdrain Pipe Limit	Outlet Pipe Required	Connect Underdrain Pipe to Structure No. ___	Structure Invert Elevation	45 Degree Elbows Required (1 or 2)	6in Outlet Pipe	Outlet Station	Outlet Elevation	Outlet at Outlet Protector No. ___	Ditch Flow Line Elevation at Outlet Protector	Connect Outlet Pipe to Structure No. ___	Structure Invert Elevation	B Borrow for Structure Backfill	HMA for Underdrains	Outlet Protector No. ___	Outlet Protector Type	Location				Remarks
	4 IN.	6 IN.																						Outside Left	Median Left	Median Right	Outside Right	
	(LFT)	(LFT)	(SYS)	(CYS)	(TONS)	%			(Y/N)				(ft)								(ft^3)	(TONS)						
10+00.00		300	300.0	28.9			583.65	580.15	N																			
13+00.00							583.20	579.70	Y			2.00	50.00	13+00.00	579.45	9												Outlet to left ditch
13+00.00		150	150.0	14.4			583.20	579.70	Y			2.00	50.00	13+00.00	579.45	9												Outlet to left ditch
14+50.00							584.29	580.79	Y			2.00	22.00	14+50.00	580.54	10												Outlet to right ditch
14+50.00		30	30.0	2.9		-0.2	584.29	580.79	Y			2.00	22.00	14+50.00	580.54	10												Outlet to right ditch
14+80.00							584.65	581.15	N																			
16+30.00		50	50.0	4.8		0.2	584.29	580.79	N																			
16+80.00							583.38	579.88	Y	11	579.88	2.00	6.00															Connect to STR 11
16+80.00		200	200.0	19.3			583.38	579.88	Y	11	579.88	2.00	6.00															Connect to STR 11
18+80.00							583.65	580.15	N																			
Subtotals Left		730	730.0	70.3					6			12	156															

SR56 Structure Data Table.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUBER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suber 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS DRAWN: TDS
CHECKED: SHS CHECKED: SHS

SR 56 and Boatman Road

Underdrain Tables

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	68 of 169
CONTRACT	PROJECT
R-41527	1800210

			PIPE MATERIALS																						
STRUCTURE NUMBER			1	2	4	5	6	7	8	9	9	11	12	13											
PIPE TYPE /			CIR	CIR	CIR	CIR	CIR	CIR	CIR	CIR	CIR	CIR	CIR	CIR											
SMOOTH PIPE SIZE			24	18	12	12	24	24	24	24	24	12	12	24											
CORRUGATED PIPE SIZE																									
SEMI-SMOOTH PIPE SIZE																									
RCP/RCHEP (S)	CLASS		II	II	II	II	II	II	II	II	II	II	II	II											
	$D_{0.01}$ RATING		1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000											
NON-REINFORCED CONCRETE PIPE CLASS 3 (S)							OK	OK	OK	OK	OK														
CORRUGATED PE PIPE, TYPE S (S)*								OK																	
PROFILE WALL (RIBBED) PE PIPE (S)*								OK																	
SMOOTH WALL PE PIPE (S)* / MAXIMUM DR = 26								OK																	
CORRUGATED PP PIPE (S)								OK																	
PROFILE WALL PVC PIPE (S)								OK																	
SMOOTH WALL PVC PIPE (S)*								OK																	
PROFILE WALL								OK																	
VITRIFIED CLAY PIPE EXTRA STRENGTH (S)				OK			OK	OK	OK	OK	OK	OK													
CORR.	ZINC COATED (C)	CORR. PROFILE																							
		THICKNESS																							
	ZINC COATED W/	CORR. PROFILE																							
		THICKNESS																							
	ALUM. COATED	CORR. PROFILE																							
		THICKNESS																							
	POLYMER	CORR. PROFILE																							
		THICKNESS																							
	POLYMER	CORR. PROFILE																							
		THICKNESS																							
CORR.	CORRUGATED	CORR. PROFILE																							
		THICKNESS																							
	CORRUGATED	CORR. PROFILE																							
		THICKNESS																							
SPIR	ZINC COATED	RIB PROFILE																							
		THICKNESS																							
	ZINC COATED W/	RIB PROFILE																							
		THICKNESS																							
	ALUM. COATED	RIB PROFILE																							
		THICKNESS																							
	POLYMER	RIB PROFILE																							
		THICKNESS																							
STRUC	STR. PLATE	CORR. PROFILE																							
		THICKNESS																							
	STR. PLATE	CORR. PROFILE																							
		THICKNESS																							
	STR. PLATE STEEL	CORR. PROFILE																							
		THICKNESS **																							
	STR. PLATE STEEL	CORR. PROFILE																							
		THICKNESS **																							

STRUCTURE NUMBER																	
PIPE TYPE /																	
SMOOTH PIPE SIZE																	
CORRUGATED PIPE SIZE																	
SEMI-SMOOTH PIPE SIZE																	
RCP/RCHEP (S)	CLASS																
	$D_{0.01}$ RATING																
NON-REINFORCED CONCRETE PIPE CLASS 3 (S)																	
CORRUGATED PE PIPE, TYPE S (S)*																	
PROFILE WALL (RIBBED) PE PIPE (S)*																	
SMOOTH WALL PE PIPE (S)* / MAXIMUM DR = 26																	
CORRUGATED PP PIPE (S)																	
PROFILE WALL PVC PIPE (S)																	
SMOOTH WALL PVC PIPE (S)*																	
PROFILE WALL																	
VITRIFIED CLAY PIPE EXTRA STRENGTH (S)																	
CORR.	ZINC COATED (C)	CORR. PROFILE															
		THICKNESS															
	ZINC COATED W/	CORR. PROFILE															
		THICKNESS															
	ALUM. COATED	CORR. PROFILE															
		THICKNESS															
	POLYMER	CORR. PROFILE															
		THICKNESS															
	POLYMER	CORR. PROFILE															
		THICKNESS															
CORR.	CORRUGATED	CORR. PROFILE															
		THICKNESS															
	CORRUGATED	CORR. PROFILE															
		THICKNESS															
SPIR	ZINC COATED	RIB PROFILE															
		THICKNESS															
	ZINC COATED W/	RIB PROFILE															
		THICKNESS															
	ALUM. COATED	RIB PROFILE															
		THICKNESS															
	POLYMER	RIB PROFILE															
		THICKNESS															
STRUC	STR. PLATE	CORR. PROFILE															
		THICKNESS															
	STR. PLATE	CORR. PROFILE															
		THICKNESS															
	STR. PLATE STEEL	CORR. PROFILE															
		THICKNESS **															
	STR. PLATE STEEL	CORR. PROFILE															
		THICKNESS **															

LEGEND

RCP	Reinforced Concrete Pipe
RCHEP	Reinforced Concrete Horizontal Elliptical Pipe
PE	Polyethylene
DR	Dimension Ratio
PVC	Polyvinyl Chloride
BIT	Bituminous
CORR	Corrugation
BPI	Bituminous Paved Invert
ALUM	Aluminum
STR	Structural
CFP	Concrete Field Paving
CIR	Circular Pipe
DEF	Deformed Pipe
(S)	Smooth Pipe Material
(C)	Corrugated Pipe Material
OK	Acceptable for Use
(LS)	Lock Seam Pipe Required
*	Refer to Standard Drawing 715-PHCL-18 and -19 for nominal diameter appropriate for pay item diameter.
**	Tabulated thickness refers to top and side plates. Bottom plates shall be of next greater available thickness.

SR56 Pipe Material Table.dwg

3/19/2007

DATE	REVISIONS	BY	CHK

First Group ENGINEERING, INC.

TIMOTHY D. SUDER REGISTERED No. 11012282 STATE OF INDIANA PROFESSIONAL ENGINEER

RECOMMENDED FOR APPROVAL Timothy D. Suder 5/28/2025
DESIGN ENGINEER DATE

DESIGNED: TDS | DRAWN: TDS

CHECKED: SHS | CHECKED: SHS

SR 56 and Boatman Road

PIPE MATERIAL TABLE

HORIZONTAL SCALE	BRIDGE FILE
N/A	N/A
VERTICAL SCALE	DESIGNATION
N/A	1800210
SURVEY BOOK	SHEETS
N/A	69 of 169
CONTRACT	PROJECT
R-41527	1800210