ROAD CONTRACT NO.

CODE NO. 2863

DES NO. 8923645

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8004		1	72

RIGHT - OF - WAY PLANS
INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY

( ) P.E.
~~( )~~ R/W
( ) CONST.
( ) UTIL.

PROJECT NO. NH-042-8(004)

This project consists of the widening (added travel lanes) of US 50 (Tipton St.) in Seymour Jackson County, Indiana, Section 24, T-6-N, R-5-E and Sections 15, 16, 17, 18 and 19 in T-6-N, R-6-E, from a point 1500' West of Airport Rd. to the Frontage Rd. in the Southeast Quadrant of I-65 and US 50 Interchange. More fully described as follows:

Segment I - Sta. 460+50 (1500 ft. West of Airport Rd.) to Sta. 525+59 (S.Poplar St.) - Line "A" (6509 ft.)
Segment II - Sta. 12+00 (Broadway) to Sta. 20+38 (S. Park St.) - Line "B" (838 ft.)
Segment III - Sta. 28+98 (Hancock St.) to Sta. 90+00 (1250 ft. East of Meadowbrook Dr. - Line "B" (6102 ft.)
Segment IV - Sta. 35+40 (1100 ft. West of S.E Frontage Rd.) to Sta. 46+80 - Line "S-50-IC-7-Q" (1140 ft.)

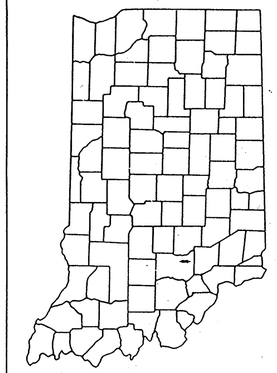
GROSS LENGTH:- 4.20 MI.
NET LENGTH:- 2.76 MI.
SCALES:-
PLAN {LONG:- 1"=20' TRANS:-1"=20'} PROFILE {HORIZ:-1"=20' VERT:- 1"=5'}
MAX. GRADE AS EXISTS

DESIGN DATA SEGMENT II	
A.D.T. (1987)	22930 V.P.D.
A.D.T. (2014) PROJECTED	32990 V.P.D.
D.H.V. (2014)	2310 V.P.H.
DIRECTIONAL DISTRIBUTION	50%
TRUCKS D.H.V. 7% A.D.T.	9 %
DESIGN SPEED	30 M.P.H.
ACCESS CONTROL	None
Functional Classification - Connecting Link of Rural Principal Arterials	

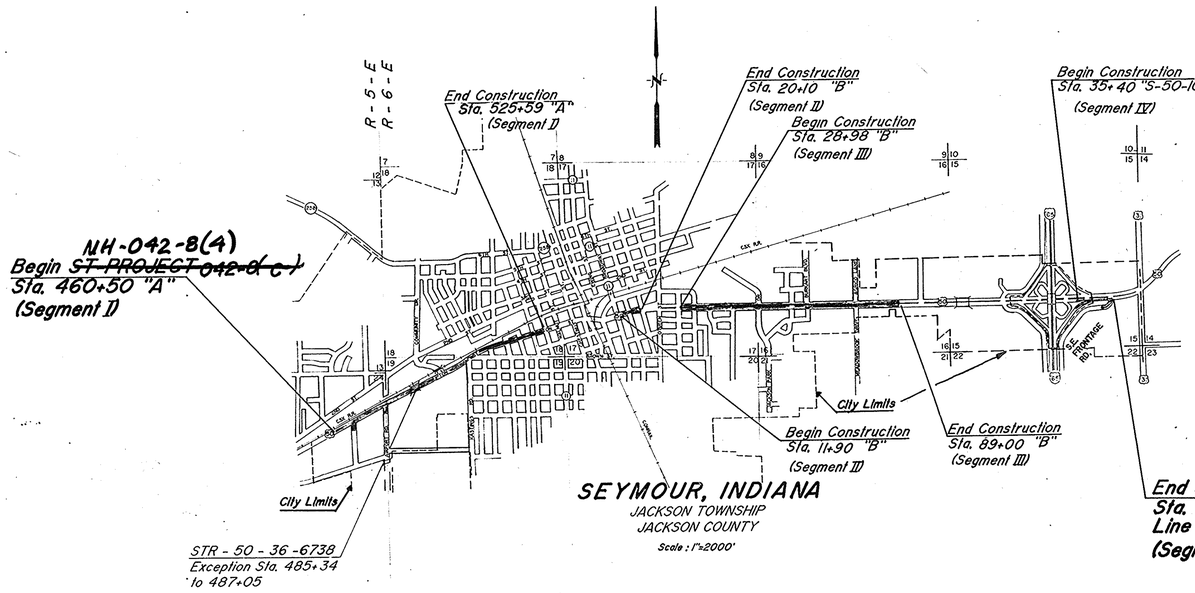
DESIGN DATA SEGMENT I	
A.D.T. (1987)	9130 to 14720 V.P.D.
A.D.T. (2014) PROJECTED	13100 to 21760 V.P.D.
D.H.V. (2014)	915 to 1525 V.P.H.
DIRECTIONAL DISTRIBUTION	50 %
TRUCKS D.H.V. 7% A.D.T.	9 %
DESIGN SPEED	30 to 45 M.P.H.
ACCESS CONTROL	None
Functional Classification - Connecting Link of Rural Principal Arterials	

DESIGN DATA SEGMENT III	
A.D.T. (1987)	22930 V.P.D.
A.D.T. (2014) PROJECTED	32990 V.P.D.
D.H.V. (2014)	2310 V.P.H.
DIRECTIONAL DISTRIBUTION	50%
TRUCKS D.H.V. 7% A.D.T.	9 %
DESIGN SPEED	40 M.P.H.
ACCESS CONTROL	None
Functional Classification - Connecting Link of Rural Principal Arterials	

DESIGN DATA SEGMENT IV	
A.D.T. (1987)	17530 V.P.D.
A.D.T. (2014) PROJECTED	25150 V.P.D.
D.H.V. (2014)	1760 V.P.H.
DIRECTIONAL DISTRIBUTION	50 %
TRUCKS D.H.V. 7% A.D.T.	9 %
DESIGN SPEED	50 M.P.H.
ACCESS CONTROL	LIMITED ACCESS
Functional Classification - Connecting Link of Rural Principal Arterials	



LOCATION OF SECTION INDICATED THUS



PLANS PREPARED BY

TRAFFIC ENGINEERING STUDIES, INC.

P.O. BOX 1022
SEYMOUR, INDIANA 47274
812/ 523-3195

Delmar L. Kloeker PE

Recommended for Approval: *1-14-94*
Date

Marland W. Myers
ACTING Manager, R/W Engineering Section

Approved: *1-18-94*
Date

Jay T. Marks
Chief, Division of Land Acquisition

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF TRANSPORTATION
APPROVED

DIVISION ADMINISTRATOR | DATE

ROAD FILE:-

INDIANA DEPARTMENT OF HIGHWAYS
STANDARD SPECIFICATIONS DATED 19
TO BE USED WITH THESE PLANS

DESCRIPTION CODE *23645*

NOVEMBER 1986

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH042-8(4)	—	1	72	

TP105

2863

UTILITIES

REVISIONS

SHEET NO.	DATE	REVISED
3,19,20,43,44	7-16-98	PAR. 81 & 81A: ELIM. PAR 82: COMBINED WITH PAR. 81. PAR. 82A: CREATED. C.T.
3,20,44	7-28-98	PAR. 79 & 79A: CHANGED. PAR. 79B (TEMP.) & 79C (TE-LEASE): ADDED. (REPLACED ORIGINAL MYLARS) C. TUNGET
21,45	10/26/98	PAR 93 - REVISED R/W & ADDED "DO NOT DISTURB SIGN" LABEL. C. TUNGET
19,93	2-17-99	CHANGED TEMP. R/W (PAR. 89A) C. TUNGET
	6-28-99	CHANGED R/W POINT C. TUNGET

R/W INDEX

SHEET NO	DESIGNATION
1	Title Sheet
2	General Notes
~~3~~	~~Right of Way~~
3-4	Plat No. 1
5-9	Typical Sections
10-36	Plan and Profile
37-59	Construction Details
60-62	Approach Table
63-67	Structure Data Sheet
68-72	Plat No. 3

GENERAL NOTES

- Standard divided lane sections for Federal Aid _____ Projects _____ as shown on Sheet No. ___ to be used on this project.
- Standard ramp section _____ to be used on this project. Pavement thickness shall be _____ inches.
- Standard single lane pavement sections _____ as shown on Sheet No. ___ to be used on this project.
- A ___ inch ___ pavement shall be used.
- Typical cross-section as shown on Sheets No. ___ to be used on this project.
- Standards under dates as listed in the index on this sheet to be used on this project.
- All Ditches of 1% grade and over shall be sodded except where ditch is in rock cut or where Paved Side Ditch is to be constructed.
- Sodding shall be placed as shown on Standard and Typical Cross-Sections and on Miscellaneous Standard Sheet "MB."
- All Earth Shoulders, Median Area, Cut and Fill slopes shall be plain or mulched seeded except where Sodding is specified.
- Overhaul and Added Haul Quantities as shown in the Balances are for information only
- Excavation Quantities as shown include estimated excavation for Public and Private Approaches. See Table on Sheet No.
- The final Cross-Sections of the "Grading Contract" shall be the original cross-sections of the "Paving Contract" except that partial or complete cross-sections shall be taken if necessary to determine the actual quantities of Excavation.
- Paper Relocation is to be cross-sectioned by the Project Engineer before construction.
- Where existing surface is located outside the limits of new construction between Station _____ and Station _____, the Contractor will be required to remove the present roadway surface and base as directed by the Engineer.
- For Kinds of Pipe permitted for each size and classification as shown on the Structure Data Sheet, see Miscellaneous Standard Sheets "MP" and "MP-1."
- Such part of existing downspout drains that are disturbed by either adding or replacing the curb, shall be replaced and connected as directed by the Engineer. Payment for this work shall be included in the Contract unit price for "_____ Curb."
- The Contractor must accept the plan quantities of Subbase as given on the Estimate of Quantities Sheet subject to the conditions as set out in 304.07 of the Standard Specifications.
- The minimum grade for Underdrains shall be 0.20%. Where the profile grade is less than 0.20% special grades for Underdrains shall be established by the Engineer.
- County Road _____ shall have 4 "Edge Lines" and "Skip Center Lines" as set out in "Special Provisions" and "Yellow Barrier Lines" shall be placed as shown on plans.
- All Limited Access R/W (L.A. R/W) to be fenced with Chain Line Type Fence (C.L.T.F.) or Farm Field Type Fence (F.F.T.F) as specified in the plans.
- Curves shall be Superelevated according to the Standards of _____ (Except Special "Super-Transitions" shall be detailed on Sheet No. _____)
- A Keyway Joint is to be constructed on Median side of each pavement.
- Contraction Joints shall be placed at all manholes within pavement limits.
- Contraction Joints shall be placed at the beginning and end of all radii, at Street and alley intersections.
- All Highway Drainage Structures 42" dia. and over have been designed on the basis of a 10 year storm frequency. (Except Structure Numbers _____, which have been designed for a _____ year storm frequency.) The elevations of the design headwater for each culvert having a design flood of more than 500 cubic feet per second, are shown on the Plan-Profile Sheets at the culvert locations.
- The quantity Crown-Vetch Seeding, shown on the Estimate of Quantities Sheet is to be used at those locations where the slopes are 3:1 or steeper or in an area requiring sand cut or sand fills or as directed by the Engineer.
- The quantity of Peat Excavation as shown the plans has been estimated on the basis of theoretical cross-sections by using Method "A" where it applies and Method "B" where it applies.
- Preformed Joint Material for Cross-overs, Drives, Road Approaches and Sidewalk will not be paid for directly, the cost thereof to be included in the contract unit price for the various items in the contract
- For Paved side ditch and Sodding Quantities see table on Sheet No. _____
- When Guard Rail Type "A" is called for on this project the Contractor shall use the Steel Beam section only.
- When Guard Rail Type "B" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.
- When Guard Rail Type "C" is called for on this project the Contractor shall have the option of using either the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.
- When Guard Rail Type "D" is called for on this project the Contractor shall have the option of using either the Steel Beam Sections, or the Semi-Ellipse Aluminum Tubular Section.
- When Guard Rail Type "E" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.
- When Guard Rail Type "F" is called for on this project the Contractor shall have the option of using either the Steel Beam Section, the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section
- When Guard Rail Type "G" is called for on this project the Contractor shall have the option of using either, the the Semi-Ellipse Aluminum Tubular Section or the Steel Tubular Section.
- The Engineer may Change the Type of Fence Shown on the Plans upon Receipt of Reasonable, Written Justification from the Property Owner.
- Prior to extending existing pipe structures, headwall in place on extended end shall be removed.
- Unless otherwise specified the contractor shall have the option of using either Hot Asphaltic Concrete (HAC) or Hot Asphaltic Emulsion (HAE) on all Bituminous items.
- Movement of excavation is shown on Mass Haul Diagram on Sheet No. _____, with the entire project being one balance.

** REPRESENTS GENERAL NOTES REQUIRED

INDEX

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH 042-8(4)		2	72

SHEET NO.	DESIGNATION	F.H.W.A APPROVAL	DATE ADOPTED or LATEST REVISION "R"
1	TITLE SHEET		
2	INFORMATION SHEET		
	TYPICAL CROSS SECTION		
	PLAT NO. 1		
	PLAN AND PROFILE		
	DETAILS		
	TABLE OF QUANTITIES		
	STRUCTURE DATA		
	AERIAL MOSAIC		
	ESTIMATE OF QUANTITIES		
	ST'D. DIVIDED LANE SECTION ( )		
	ST'D. SINGLE LANE SECTION		
	ST'D. RAMP SECTION		
	ST'D. PAVEMENT JOINTS SHEET "A"		
	ST'D. PAVEMENT JOINTS SHEET "B"		
	MISCELLANEOUS STANDARDS, SHEET "MA"		
	MISCELLANEOUS STANDARDS, SHEET "MA-1"		
	MISCELLANEOUS STANDARDS, SHEET "MA-2"		
	MISCELLANEOUS STANDARDS, SHEET "MB"		
	MISCELLANEOUS STANDARDS, SHEET "MB-1"		
	MISCELLANEOUS STANDARDS, SHEET "MB-2"		
	MISCELLANEOUS STANDARDS, SHEET "MC"		
	MISCELLANEOUS STANDARDS, SHEET "MC-1"		
	MISCELLANEOUS STANDARDS, SHEET "MD"		
	MISCELLANEOUS STANDARDS, SHEET "MD-1"		
	MISCELLANEOUS STANDARDS, SHEET "MD-2"		
	MISCELLANEOUS STANDARDS, SHEET "MD-3"		
	MISCELLANEOUS STANDARDS, SHEET "MD-4"		
	MISCELLANEOUS STANDARDS, SHEET "ME"		
	MISCELLANEOUS STANDARDS, SHEET "ME-1"		
	MISCELLANEOUS STANDARDS, SHEET "ME-2"		
	MISCELLANEOUS STANDARDS, SHEET "MH"		
	MISCELLANEOUS STANDARDS, SHEET "MH-1"		
	MISCELLANEOUS STANDARDS, SHEET "MH-2"		
	MISCELLANEOUS STANDARDS, SHEET "MI"		
	MISCELLANEOUS STANDARDS, SHEET "MI-1"		
	MISCELLANEOUS STANDARDS, SHEET "MI-2"		
	MISCELLANEOUS STANDARDS, SHEET "MJ"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-1"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-2"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-2A"		
	MISCELLANEOUS STANDARDS, SHEET "MJ-3"		
	MISCELLANEOUS STANDARDS, SHEET "MK"		
	MISCELLANEOUS STANDARDS, SHEET "MP"		
	MISCELLANEOUS STANDARDS, SHEET "MP-1"		
	MISCELLANEOUS STANDARDS, SHEET "MQ"		
	MISCELLANEOUS STANDARDS, SHEET "MR"		
	MISCELLANEOUS STANDARDS, SHEET "S"		
	MISCELLANEOUS STANDARDS, SHEET "S-1"		
	MISCELLANEOUS STANDARDS, SHEET "MT"		
	MISCELLANEOUS STANDARDS, SHEET "MT-1"		
	MISCELLANEOUS STANDARDS, SHEET "MT-1A"		
	MISCELLANEOUS STANDARDS, SHEET "MT-2"		
	MISCELLANEOUS STANDARDS, SHEET "MT-3"		
	MISCELLANEOUS STANDARDS, SHEET "MT-7"		
	MISCELLANEOUS STANDARDS, SHEET "MT-9"		
	MISCELLANEOUS STANDARDS, SHEET "MV-4"		
	ST'D. STR. CONN. FOR EXTENSION, SHEET MU		
	ST'D. R.C. BOX CULV.		
	ST'D. R.C. BOX CULV. SK END & WING DET. SK.		
	ST'D. R.C. BOX CULV. SK. END & WING DET. SK.		
	ST'D. R.C. CULV. W. O. F.		
	ST'D. R.C. CULV. U. F.		
	ST'D. R.C. CULV. W. O. F. SK.		
	ST'D. R.C. CULV. U. F. SK.		
	GUARD RAIL SHEET GR-1		
	GUARD RAIL SHEET GR-2		
	GUARD RAIL SHEET GR-3		
	GUARD RAIL SHEET GR-4A		
	GUARD RAIL SHEET GR-4		
	ALUMINUM GUARD RAIL DETAILS, SHEET GR-5		
	STEEL TUBE GUARD RAIL DETAILS, SHEET GR-6		
	GUARD RAIL PIER CONNECTION DETAILS, SHEET GR-7		
	GUARD RAIL SHEET GR-8		
	GUARD RAIL SHEET GR-9		
	GUARD RAIL - BURIED ENDS, SHEET, GR-10		
	GUARD RAIL - BREAKAWAY CABLE TERMINAL, SHEET GR 10A		
	GUARD RAIL - BREAKAWAY CABLE TERMINAL, SHEET GR 10B		
	GUARD RAIL - BREAKAWAY CABLE TERMINAL, SHEET GR 10C		
	CONCRETE MEDIAN BARRIER, SHEET CB-1		
	ST'D. FOR SUPERELEVATION SHEET 2		
	ST'D. DETOUR SIGNS, SHEET 1		
	ST'D. DETOUR SIGNS, SHEET 1A		
	ST'D. DETOUR SIGNS, SHEET 2		
	ST'D. DETOUR SIGNS, SHEET 2A		
	ST'D. DETOUR SIGNS, SHEET 3		
	ST'D. DETOUR SIGNS, SHEET 3A		
	ST'D. DETOUR SIGNS, SHEET 4		
	ST'D. DETOUR SIGNS, SHEET 5		
	TRAFFIC SIGN DETAILS, SHEET 9		
	CROSS SECTIONS		

* F.H.W.A APPROVAL PENDING

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		3	72

INDEX NO.	OWNER
1	Donald & Edith Greene
4	~~Silgas Realty Corporation, .92 Ac.~~ STARGAS PROPANE, L.P.
5	Bernard C. ~~& Eva L.~~ Bruce, ET AL.
6	Robert E. & Evelyn Luecke
7	~~Continental Telephone Co. of Indiana~~ GTE NORTH, INC.

INDEX NO.	OWNER
8	Hoosier Outdoor Advertising Corp.
9	MRS Properties, Inc.
10	~~Mary E. Waldkoetter~~ RUSH CREEK GREENHOUSES

INDEX NO.	OWNER
11	JOHN L. MOORE ~~Dale & Donna Snider, .83 Ac.~~
~~12~~	~~Venture Services, Inc., .44 Ac.~~
13	Pizza Palace, Inc., ~~.72 Ac.±~~
14	~~Highway Oil Company, .51 Ac.~~ SHIFTY OIL
15	~~Novelyn M. Sims, .96 Ac.~~ MARLIN HUKILL
16	~~Walter & Leona Pardieck, .98 Ac.~~ PARKLAND, INC.
17	Claude & Charlotte Mitchell, ~~.56 Ac.~~
18	Jesse Hildreth Jr. & Jessie Hildreth, ~~.34 Ac.~~
19	Jesse Hildreth Jr. & Jessie Hildreth, ~~.34 Ac.~~
20	Jesse Hildreth Jr. & Jessie Hildreth, ~~.07 Ac.~~
21	Roger L. Kilgas, ~~.10 Ac.~~
22	Dennis & Rhonda Holle, ~~.23 Ac.~~
23	Shirley L. Nichter, ~~.14 Ac.~~
24	Trustees of Jackson County Schneck Memorial Hospital, ~~2.47 Ac.~~
24A	Trustees of Jackson County Schneck Memorial Hospital, ~~1.29 Ac.~~
24B	Trustees of Jackson County Schneck Memorial Hospital, ~~.93 Ac.~~
25	Trustees of Jackson County Schneck Memorial Hospital, ~~.52 Ac.~~

INDEX NO.	OWNER
26	Ruddicks Garage, Inc.
27	Trustees of The AME Church, ~~.09 Ac.~~
28	Blanche Smith, ~~.27 Ac.~~
29	Joseph W. Conner
30	Clayton W. & Alice D. Fisher
33	Kenneth A. Layton
34	~~Paul E. & Ruth B. Young~~
35	Jay Wade Deckard
36	Daniel H. ~~& Sandra S.~~ Colglazier
37	Don W. Myers, Sr.
38	Harold A. Pardieck & Mark D. Pardieck Tenants in Common

CITY OF SEYMOUR

JACKSON TWP., - JACKSON CO.

STATE OF INDIANA

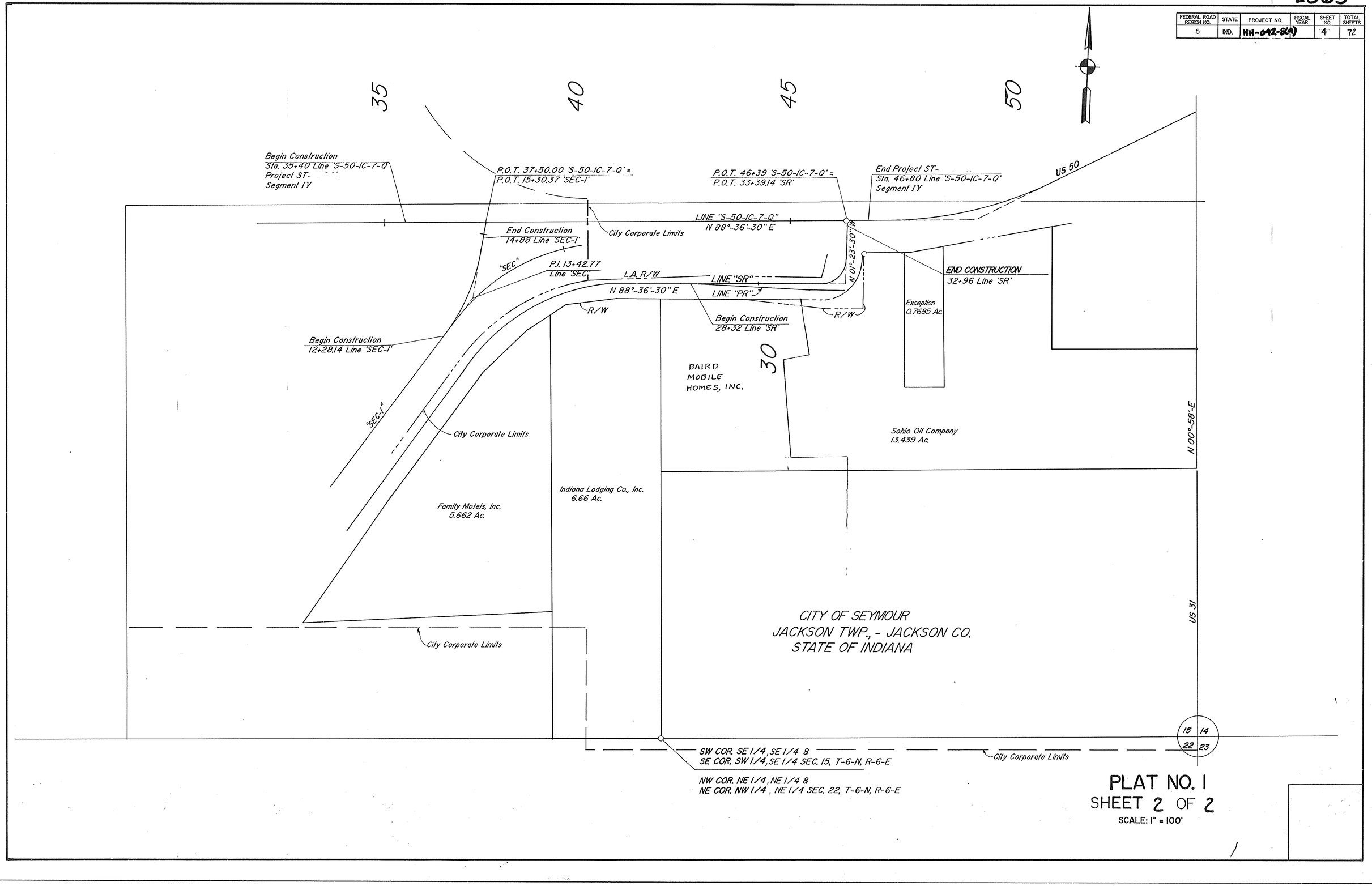
PLAT NO. 1

SHEET 1 OF 2

SCALE: 1" = 200'

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		4	72



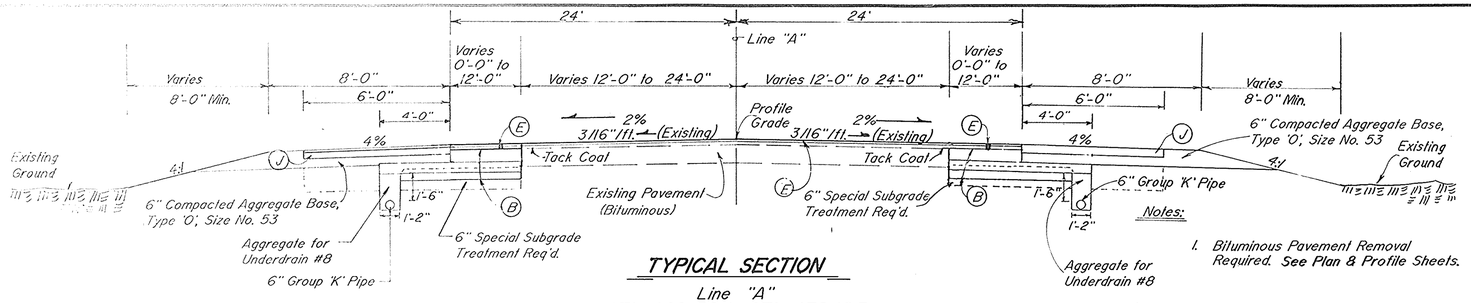
PLAT NO. 1

SHEET 2 OF 2

SCALE: 1" = 100'

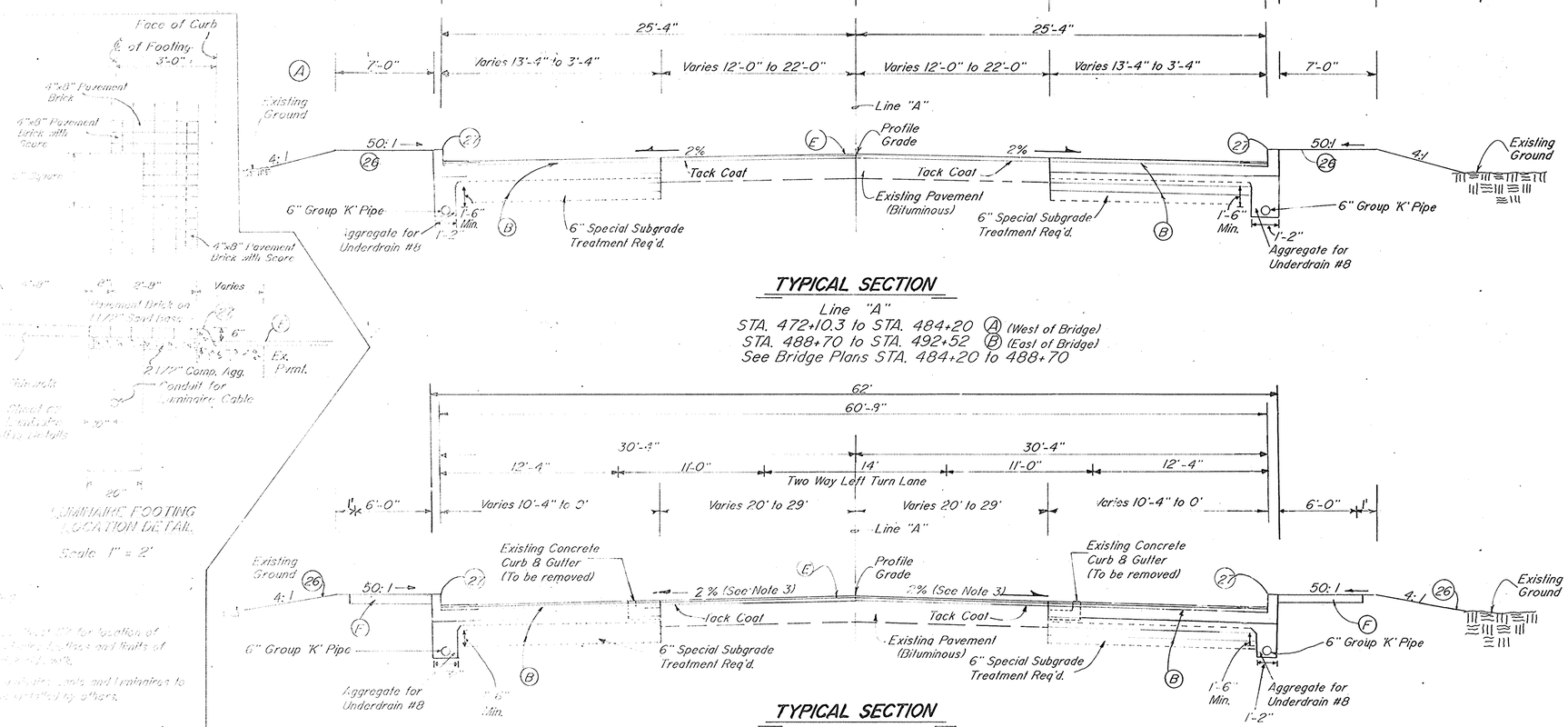
2863

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		5	72



TYPICAL SECTION

Line "A"
STA. 460+50 to STA. 472+10.3



TYPICAL SECTION

Line "A"
STA. 472+10.3 to STA. 484+20 (A) (West of Bridge)
STA. 488+70 to STA. 492+52 (B) (East of Bridge)
See Bridge Plans STA. 484+20 to 488+70

TYPICAL SECTION

Line "A"
STA. 494+64 to STA. 523+36.5 Right
to STA. 524+64 Left

NOTES:

1- 1" to be milled from all existing bituminous surfaces.

2- Geotextile material to be placed along bottom and sides of Underdrain.

3- Use existing cross-slope Sta. 515+00 to Sta. 525+60

4- See Sheet 4 for Detail of (27)

5- Subbase for Cement Concrete Pavement shall consist of 4" of 100% crushed coarse aggregate size #8 on 6" Compacted Aggregate Base Type 'O' size #53.

6- Wedge and Level as required for 2% Cross Slope from Sta. 460+50 to Sta. 515+00.

LEGEND

(J) 165#/Syd. Bituminous Surface 11, LV over 495#/Syd. Bituminous Base 5D, LV.

(B) 8" Plain Cement Concrete Base over Subbase for Cement Concrete Pavement over 6" Compacted Aggregate Base, Type 'O', Size No. 53

(E) 110# / Syd. Bituminous Surface 11, MV over 220# / Syd. Bituminous Binder 8 or 9, MV.

(26) Nursery Sod.

(F) Concrete sidewalk

(27) Integral Concrete Curb, Modified

U.S 50 (W. TIPTON ST.)

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE:- 1/4" = 1'-0"

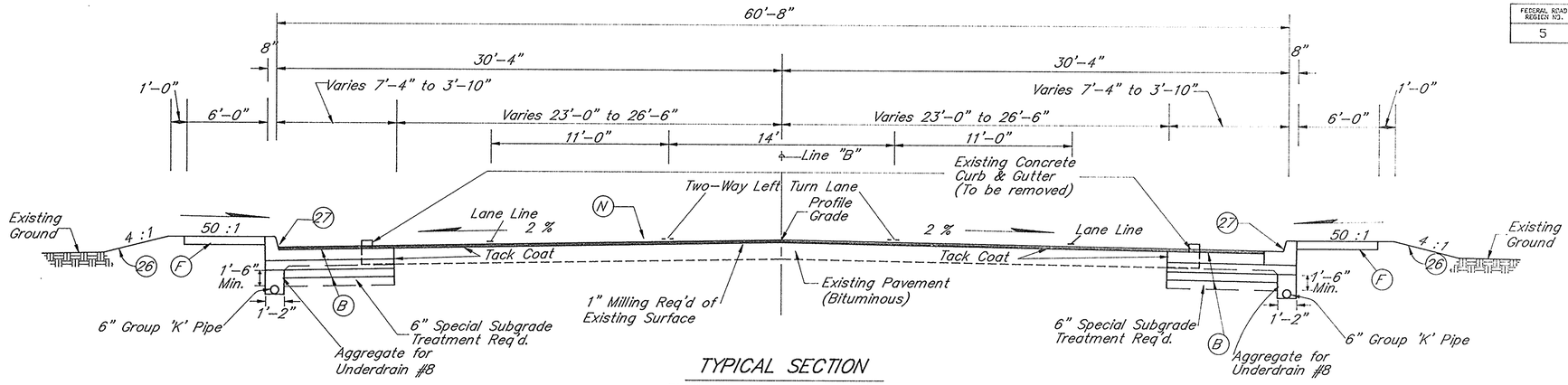
RECOMMENDED FOR APPROVAL _____

_____

12-1-94

2863

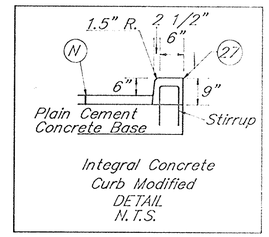
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	N11-042-8(4)		6	72



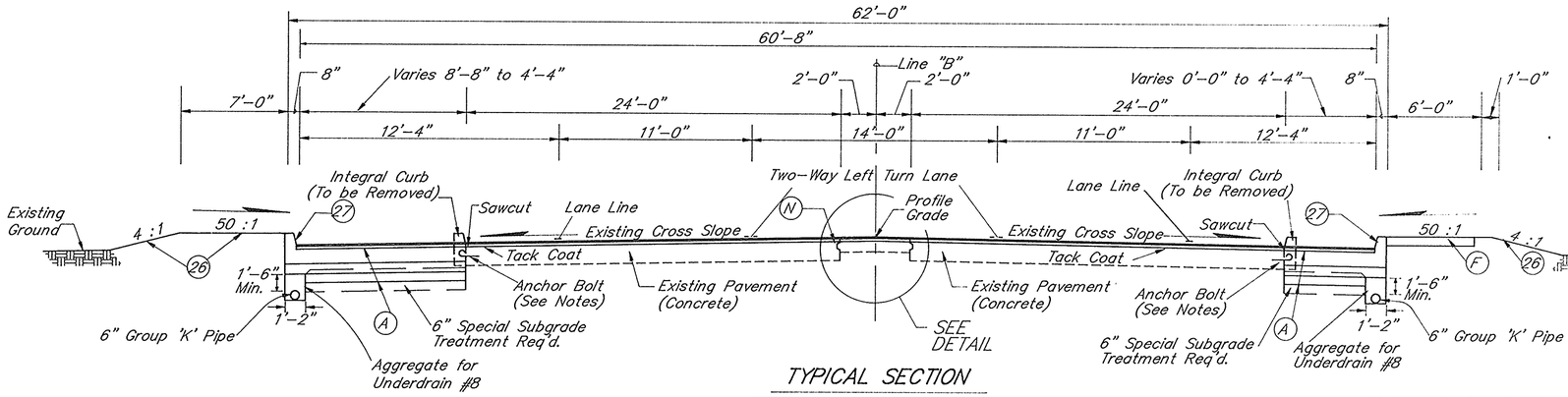
TYPICAL SECTION

Line "B"

STA. 12+67 to STA. 20+00



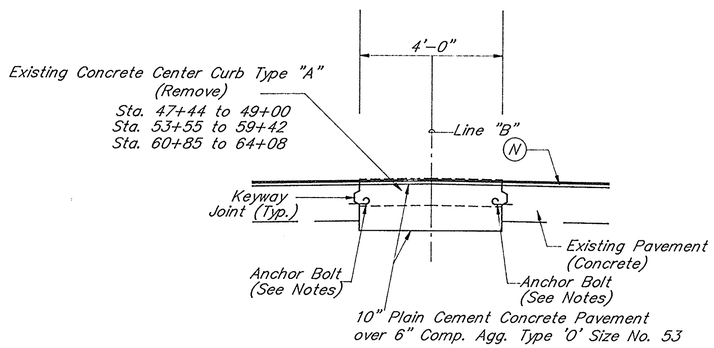
Integral Concrete Curb Modified DETAIL N.T.S.



TYPICAL SECTION

Line "B"

STA. 28+98 to STA. 62+50



DETAIL

N.T.S.

LEGEND

(A) 10" Plain Cement Concrete Base, over Subbase for Cement Concrete Pavement over 6" Compacted Aggregate Type 'O', Size No. 53

(B) 8" Plain Cement Concrete Base, over Subbase for Cement Concrete Pavement over 6" Compacted Aggregate Type 'O', Size No. 53

(27) Integral Concrete Curb, Modified

(26) Nursery Sod.

(F) 4" Concrete Sidewalk

(N) 110#/Syd. Bituminous Surface 11, HV over 220#/Syd. Bituminous Binder 8 or 9, HV.

Notes:

1. For details of Anchor Bolt Placement See INDOT Std. Detail Sheet A.
2. See Construction Details for placement of Sidewalk
3. End Sidewalk 50+80 Rt.
4. 1" to be milled from all existing bituminous surfaces.
5. Geotextile material to be placed along bottom and sides of underdrain.
6. Wedge and Level as Required for 1/4" /ft. Cross Slope.
7. Subbase for Cement Concrete Pavement shall consist of 4" of 100% crushed coarse aggregate size #8 on 6" Compacte Aggregate Base, Type 'O', size #53.

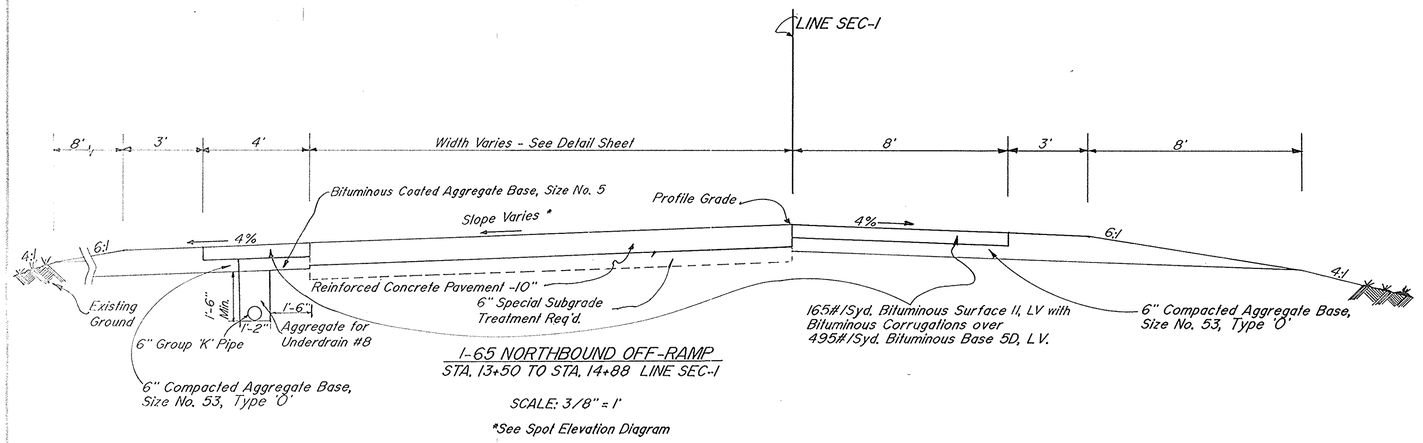
U.S. 50
TYPICAL CROSS SECTIONS

SCALE : 1/4" = 1'-0"

50TSECB1.DWG Date: 10/10/94

2863

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		7	72

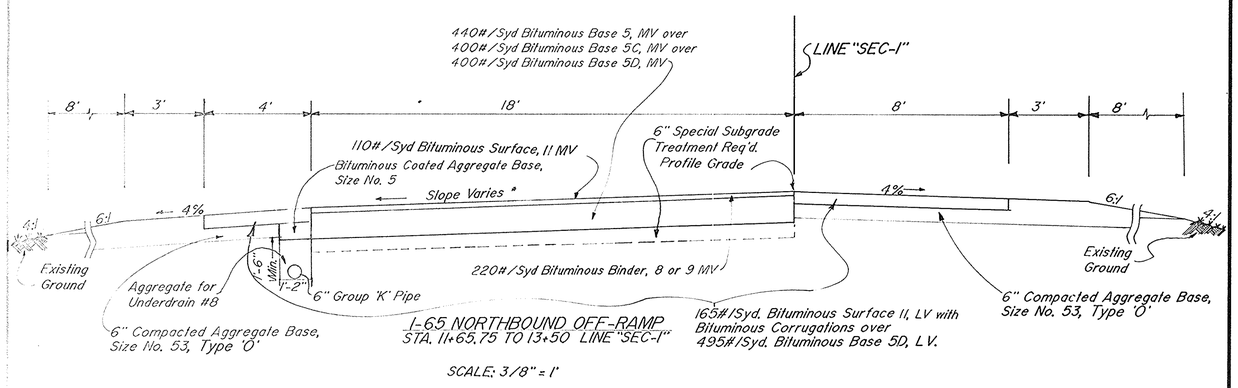


I-65 NORTHBOUND OFF-RAMP
STA. 13+50 TO STA. 14+88 LINE SEC-I

SCALE: 3/8" = 1'

*See Spot Elevation Diagram

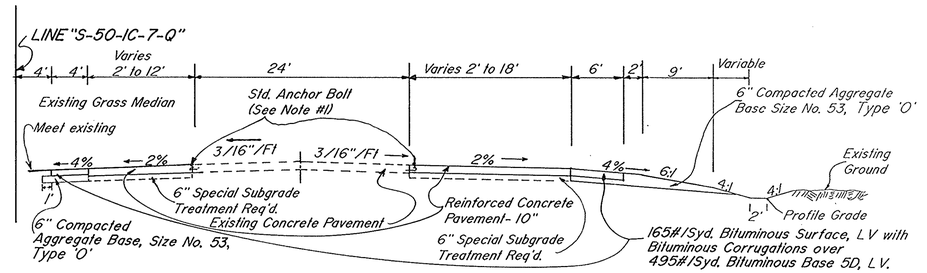
NOTES
1 - Geotextile material to be placed along bottom and sides of underdrain.



I-65 NORTHBOUND OFF-RAMP
STA. 11+65.75 TO 13+50 LINE "SEC-I"

SCALE: 3/8" = 1'

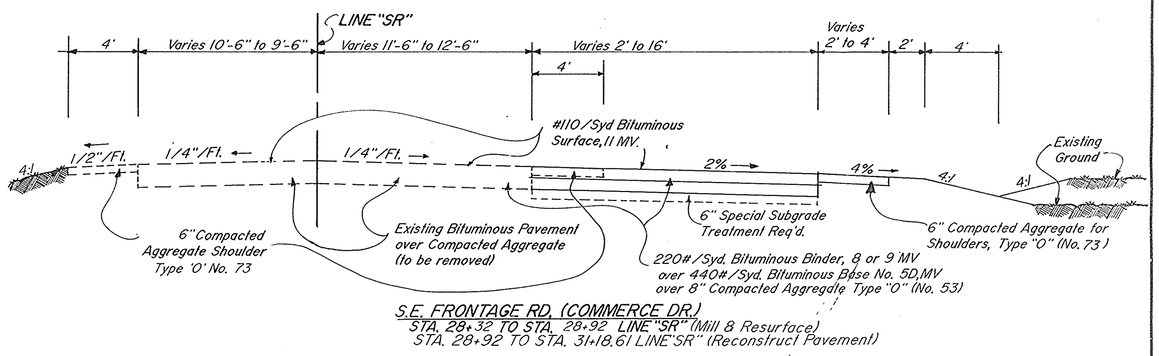
* See Spot Elevation Diagram



U.S. 50 (E. TIPTON ST.)
STA. 41+50 TO STA. 45+50 LINE "S-50-IC-7-Q" (Right Turn Lane)
STA 37+50 to 39+71 LINE "S-50-IC-7-Q" (Left Turn Lane)

SCALE: 1/8" = 1'-0"

NOTES:
1. See INDOT Std. Sheet A for Anchor Bolt Details.



S.E. FRONTAGE RD. (COMMERCE DR.)
STA. 28+32 TO STA. 28+92 LINE "SR" (Mill & Resurface)
STA. 28+92 TO STA. 31+18.61 LINE "SR" (Reconstruct Pavement)

I-65 Northbound Off-Ramp, Frontage Rd. & U.S. 50
INDIANA DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS

SCALE:- As Shown

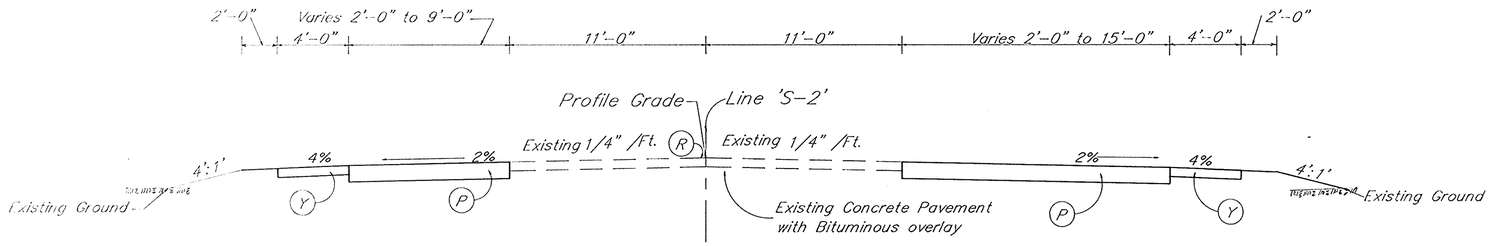
RECOMMENDED FOR APPROVAL _____

9-12-94

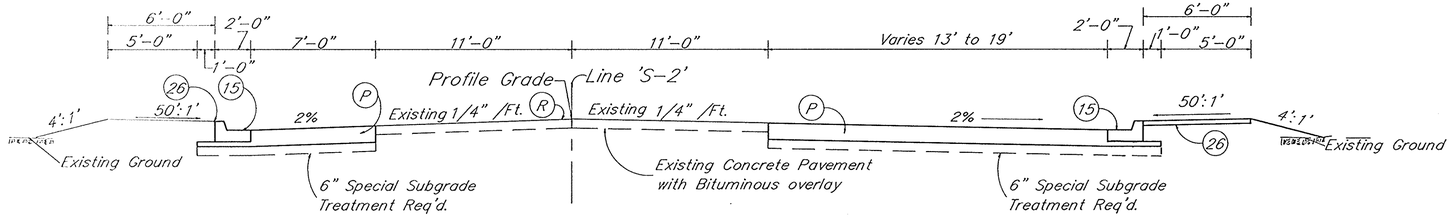
TP110

2863

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		8	72



Line 'S-2' Airport Rd.
Sta 6+00 to 7+58 Left
Sta 6+00 to 7+29 Right



Line 'S-2' Airport Rd.
Sta 7+58 to 8+64 Left
Sta 7+29 to 9+48 Right

LEGEND

(P) 110#/Syd. Bituminous Surface, 11, MV over
220#/Syd. Bituminous Binder, 8 or 9 MV over
440#/Syd. Bituminous Base MV over
440#/Syd. Bituminous Base 5D, MV.

(R) 110#/Syd. Bituminous Surface II, MV.

(26) Nursery Sod

(Y) 660#/Syd. Bituminous Base 5D, MV with Type 2 Seal Coat

LINE "S-2" - 'AIRPORT ROAD'

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE:- 1/4" = 1'

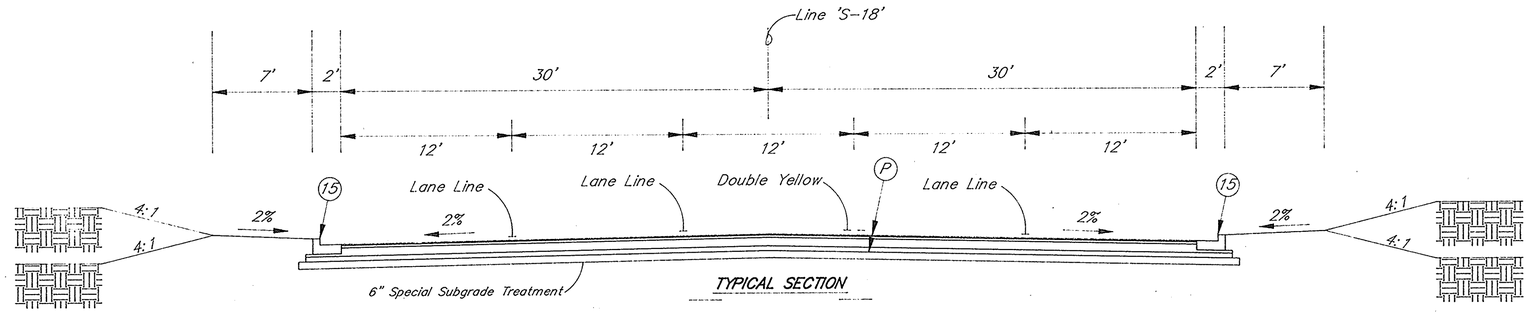
RECOMMENDED FOR APPROVAL _____

_____

7-22-74

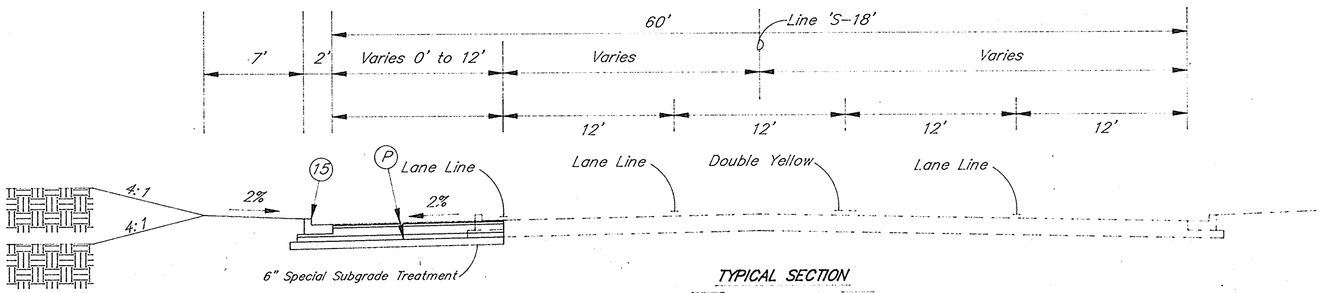
2863

FEDERAL REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		9	72



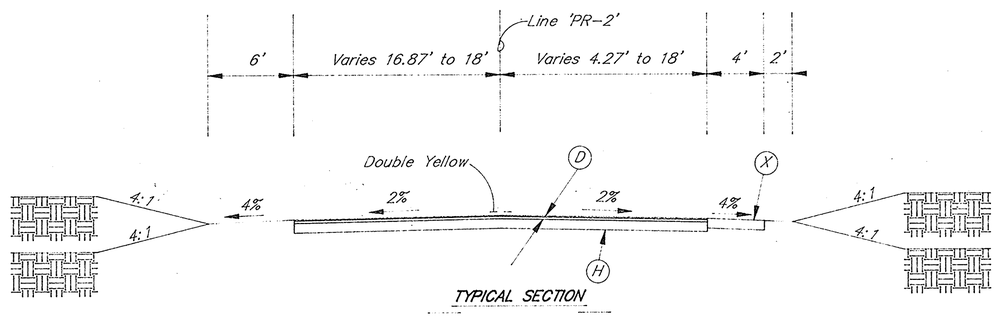
TYPICAL SECTION

Line 'S-18' – Burkart Blvd.
Sta. 5+40 to Sta. 9+73.5



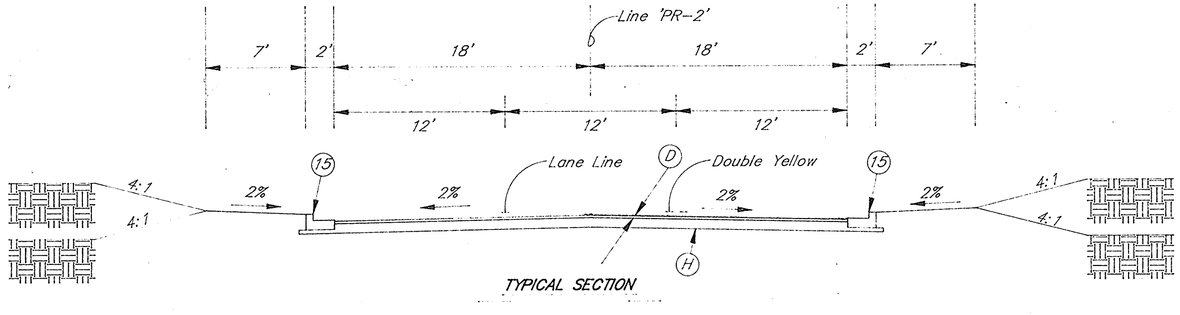
TYPICAL SECTION

Line 'S-18' – Burkart Blvd.
Sta. 10+39 to Sta. 18+02.57



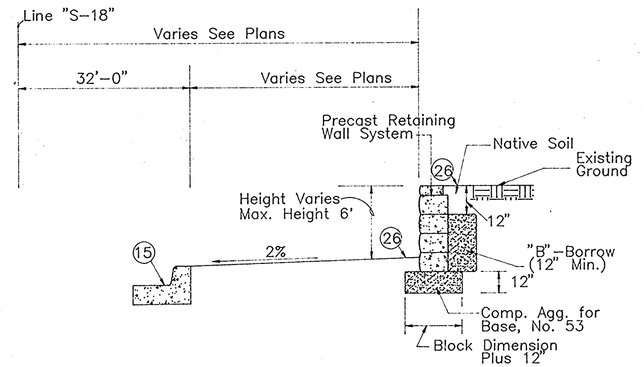
TYPICAL SECTION

Line 'PR-2' – Hillcrest Dr.
Sta. 8+00 to 8+78.35



TYPICAL SECTION

Line 'PR-2' – Hillcrest Dr.
Sta. 8+78.35 to Sta. 9+68



TYPICAL FOR RETAINING WALL

N.T.S.

Sta. 6+75 to 7+94 Lt.
Sta. 8+12 to 9+64 Lt.
Sta. 10+54.1 to 11+30 Lt.

LEGEND

- (D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
- (H) 8" Compacted Aggregate for Base
- (P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
- (X) 8" Compacted Aggregate for Shoulder
- (15) Concrete Curb & Gutter
- (26) Nursery Sod

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

SCALE: 1" = 5'

RECOMMENDED FOR APPROVAL.

TYPBURK.DWG Date: 10/13/95

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		10	72

Sec. 24, T6N, R5E
Jackson Twp.
Jackson County

455

460

+87.37" Tfp

+43.37" Tfp

+80 TRAFFIC SIGN (DO NOT LITTER)

+00.30 R/W Mkr

Apparent ℄

C.S.X. R/R

Proposed 50' R/W as per Project ST-9936(B) (CODE 2932) (PARCEL 146)

Apparent ℄ & R/W

Constr. Limits

Begin Project NH-042-8(004)
Sta. 460+50 (Segment 1)
Sta. 470+36.50 End Project ST-9936(B)

LINE "A"

U.S. 50 (TIPTON ST.)
N 61°-05'-00" E

LINE "A"

Const. Limits

Apparent ℄ & R/W

Apparent ℄ & R/W

Proposed 50' R/W as per Project ST-9936(B)

50' R/W

PARCEL 137 CODE 2932

PARCEL 138 CODE 2932

PARCEL 139 CODE 2932

Trustees of Seymour Christ Temple

Albert R. & Gayle A. Skaggs d/b/a A & G Leasing

~~Donald L. & Mary K. Schisler~~
VINCENT LEASING CORP.

PKN in S. Edge of RR Tie
PKN in S. Side of Tgp
PKN in S. Side of Tgp
67.24'
66.43'
90.72'

P.O.T. 461+00

+49 TRAFFIC SIGN (W3-3-A)

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

BALANCE NO. 1
(SEGMENT 1)

Cut	Cys.
Fill + 25%	Cys.
Borrow	Cys.

B.M. # 1 U.S.C. & G.S. B.M. # A-10 (Reset 1986)
Bronze Disc on the top of Headwall on the North Side of Hwy # 50 & 2nd St. @ Hangman's Crossing
El. 568.37

B.M. # 2 PK Nail in Tfp · 1' up, 213' west of Sta. 461+00, 37' Lt.
El. 566.35

575
570
565
560

PVI +50
EL. = 567.05

Begin Project ST
Sta. 460+50 Line "A"
(Segment 1)

+0.138 %

PROFILE GRADE

EXISTING GRADE

End Project ST-9936(B)
Sta. 470+36.50 Line "A"

566.76
566.80
+50 566.80
566.80
+50 566.80
Begin Surface Milling
566.82

455 456 457 458 459 460 461

PLAN
SURVEYED
PLOTTED
NOTE BOOK
No.
BY Bateman Engineering 6-90 DATE
Traffic Engr. Studies 7-90
CROSS SECTIONS CHECKED
R/W MONUMENTS CHECKED
R/W OF WAY CHECKED

PROFILE
SURVEYED
PLOTTED
NOTE BOOK
No.
BY Traffic Engr. Studies 5-90 DATE
Traffic Engr. Studies 5-90
CROSS SECTIONS CHECKED
B. M.'s NOTED
STRUCTURE NOTATIONS CHECKED

PLATE 3 - PLAN - PROFILE & R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	10	72	

11-22-94

TP116

Sta. 466+35.02 'A', Thompson Rd. Rt. Line 'S-1' Street approach Req'd. See Detail sheet 67

2863

Added 10' Utility Easement 10-10-95

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		11	72

PLAN — SURVEYED — BY: Bateman Engineering 5-90; PLOTTED — DATE: 7-90; NOTE BOOK — ALIGNMENT CHECKED — Traffic Engr. Studies; No. — RT. OF WAY CHECKED

PROFILE — SURVEYED — BY: Traffic Eng. Studies 5-90; PLOTTED — DATE: Traffic Engr. Studies 5-90; NOTE BOOK — GRADES CHECKED — R.R. CROSSING NOTATIONS CHECKED; No. — STRUCTURE NOTATIONS CHECKED

Sec. 24, T6N, R5E
Jackson Twp.
Jackson County

465

+00, 30'-R/W Mkr.
+83, 36.5'-Tfp.
+00, 70.5'-℄ RR
+26.5, 36.5'-Tfp.
+57, 36.5'-Tfp.
+93, 36.5'-Tfp.
+18, 29.5'-Traffic Sign (55 MPH)

C.S.X. R.R.

116

50' Permanent Easement for Grading, Ditch Construction & Maintenance

+13.5
50'

Proposed 50' R/W as per Project ST-9936(B)

(PARCEL 146) (CODE 2932)

℄ R/W (+13.5) 30'

Apparent ℄ & R/W

Const. Limits

P.O.T. 466+35.02 Line "A" = P.O.T. 10+00 Line "S-1"

STR. NO. 139
84 Lft. 15" Group 'L' Pipe with 2 end sections Req'd.

+50

LINE "A"

U.S. 50 (W. TIPTON ST.)
N 61°-05'-00" E

(Bituminous)

LINE "A"

STR. NO. 11
74 LFt. of 15" RC Pipe with 2 Pipe End Sections Req'd

PB-54

PB-55(55A)

STR. NO. 26
96 Lft. of 15" Group 'D' with 2 End Sections Req'd.

PB-56

+00

62°-04'-30"

Remove

Remove

Const. Limits

+40

+56, Comm. Dr.

+84
35.5'

50' R/W

+22
37'

+69
39.9

Const. Limits

+00

50'

10' Utility Easement

50' R/W

+65
50'

(+02.47) ℄
50'

(+24.77) ℄
50'

(+85.38)
℄ (30')

(+37.38) ℄
60'

(+53.29)
℄ (30')

PARCEL 139 VINCENT LEASING CORP CODE 2932

Proposed 50' R/W as per Project ST-9936(B)

(+94.54) ℄
65'

+70
50'

+70
65'

PB-54A

Parking (Bit.)

54

55

56

LEASE IN FAVOR OF OTHERS (PARCEL 55A)

PHILLIP G. & KATHY LYNN GOSSER, et ux
(Commercial)

Temporary R/W for Drive Reconstruction

54A

+29.92 Apparent ℄

+16.04, 29.12', 1/2" Re-Bar
+19, 29'-15" CMP End Section

+68, 28'-15" CMP End Section
+69, 34'-Comm. Sign

SWIFTY OIL CO. INC.
(Corporate Office)

Approx. Edge of Bituminous

+51.28 Apparent ℄

+36.01, 30.73'-Iron Pin

JEROME J. GRABINSKI (+53.57) ℄ 90

+01.28 Apparent ℄

+72, 45'-Comm. Sign

+16.5

THOMPSON RD. (Bit.) Line 'S-1'
N 00°-59'-30" W

+93.27', 15" CMP (Buried)

+93, 3'-St. Name Sign

Water

54

Apparent ℄

+69.19

+31, 54'-W.M.
+38.5, 33'-Stop Sign
+44.5, 31'-Pwp./Luminaire
+51, 28'-Traffic Sign (45 MPH)
+53.5, 30.6'-Iron Pin
+54.27', 15" CMP (Buried)

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

B.M. # 3 PK Nail in Tfp 1' up, Sta. 463+27
37' Lt. - El. 565.63

B.M. # 4 RR Spike in Tfp 1' up, Sta. 465+93
37' Lt. - El. 565.53

575
570
565
560

NOTE
Plotted 10' above datum

+0.20%
15" Dia.
STR. NO. 11
INV. 564.57
.00
INV. 564.71
+73

PROFILE GRADE
+0.138 %
EXISTING GRADE
-0.200%
+50, Begin Special 'V' ditch Lt.
Elev. 565.24
Special 'V' Ditch Lt.

NOTE
Plotted 10' above datum
STR. NO. 26
15" Dia.
INV. 564.12
+52
INV. 564.30
+48
+48, Begin Spec. 'V' ditch Rt.
Elev. 564.70
+0.20%
INV. 564.40 Rt.
INV. 564.64 Lt.
15" Cross Pipe
STR. NO. 139
+0.2706%
567.10

566.82 | +50, 566.84 | 566.89 | +50, 566.93 | 566.93 | +50, 566.92 | 566.96 | +50, 566.96 | 567.00 | +50, 567.00 | 567.06 | +50, 567.07

461 462 463 464 465 466 467

PLATE 3 - PLAN - PROFILE & R & C STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	11	72	

10-17-95

TP116

11 2

Added TR/W 467+00 to 468+15 Rt 11-28-94 | Added TR/W 468+80 Rt 9-12-94 | Added 10' Utility Easement 10-10-95

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		12	72

Sec. 24, T6N, R5E
Jackson Twp.
Jackson County

PLAN — SUBMITTED 7-30 | PLOTTED 7-30 | NOTE BOOK | ALIGNMENT CHECKED | R/W CHECKED | No. | BY Bateman Engineering, Traffic Engr. Studies

PROFILE — SUBMITTED 7-30 | PLOTTED 7-30 | NOTE BOOK | GRADES CHECKED | B. M.'s NOTED | STRUCTURE NOTATIONS CHECKED | No. | BY Traffic Engr. Studies, Traffic Engr. Studies

+33, 28.5'-Down Guy
+33, 36.5'-Tfp.
+33, 46.5'-Down Guy
+41, 34'-Dest. Sign
+50, 70'-C RR

Apparent ℄

+75, 37'-Tfp.

+53, 29'-Mail Box

470

+12, 36.5'-Tfp.

+64, 29'-Traffic Sign (West US 50)

Apparent ℄

+54, 36.5'-Tfp.

+91.5, 17'-Tr. Sig. HH

116 CSX RAILROAD

CHESSIE R.R.

50' Easement for Grading, Ditch Construction & Maintenance

+P.C. (+10.30)
50'

Const. Limits

Apparent ℄ & R/W

Const. Limits

+80
13.8'

LINE "A"

U.S. 50 (W. TIPTON ST.)
N 61°-05'-00" E

STR. NO. 140
53 LFt. of 18"x11"
Group 'G' Pipe
with 2 End Sections

+57

Remove

15" CMP

STR. NO. 12
71 LFt. of 15"
Group 'D' Pipe
with 2 End Sections
Req'd.

+61

15" CMP

PB-56C
+46.59
Rt (30')

Remove

PB-56B

Const. Limits

50' R/W

+35.98
50'

10' Utility Easement

Apparent R/W & ℄

Const. Limits

+94
42

PC 472+10.30

+P.C.
50'

+00
50'

56B

+00
70'

+65.5 Comm. Dr. (Bit.)

PHILLIP G. & KATHY LYNN GOSSER, et ux
(Commercial)

+15
50'

+15
70'

PB-56A

+80
50

+80
75'

+55 Comm. Dr. (Bit.)

56A

+00
50'

50' R/W

Parking (Bit.)

+00
75'

56C

Saw cut and remove existing bituminous pavement 1' north of R/W line.

Class IV Dr. (Mod.)
w = 28'

Temp. R/W for Drive Construction

Temporary R/W for Drive Construction

+17, 29'-5" CMP

+94.7, 355' Cor. Brick Sign

+98, 29'-15" CMP

+98.2, 65' Cor. Brick Sign

+84, 30.5'-Pwp/Luminaire

+02.5, 28'-15" CMP

+79, 28'-15" CMP

+90, 31'-Pwp

+81, 23.5'-Down Guy

+92, 23'-Pwp/Luminaire

+94, 23.5'-Pwp

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

B.M. # 5 PK Nail in Tfp, 1' up Sta. 470+12
37' Lt. El. 566.55

NOTE:
Plotted 10' above datum

STR. NO. 140
18" x 11"
INV. 564.47
+30

+0.20%

INV. 564.57
+83

STR. NO. 12
15" Dia.
INV. 564.80
+25

INV. 565.00
+96

+50, End Spec. 'V' Ditch Rt.
Elev. 566.50

PVI +00
EL. 568.64
VC = 100'

+0.138 %

Proposed Profile Grade

Existing Profile Grade

+0.2708%

Special 'V' Ditch Lt.

+00, End Spec. 'V' Ditch Lt.
Elev. 566.40

575 570 565 560

567.10 +50, 567.06 567.06 +50, 567.06 567.15 +50, 567.26 567.32 +50, 567.58 567.82 +50, 568.09 568.39

467 468 469 470 471 472

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	12	72	

10-17-95

12-3

TP116

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		13	72

STA 475+94.1 'A', Airport Rd. Rt., Line 'S-2', Street Approach Req'd.
See Detail Sheet 59

Sec. 24, T6N, R5E
Jackson Twp,
Jackson County

475

+89, 37'-Tfp.
+00, 70'-℄ RR
+42.5, 25'-Traffic Sign (45 MPH)
+76, 18'-Tr. Sig. H.H.
+22, 37.5'-Tfp.
+44, 40'-Down Guy
+50, Traffic Sign (On Signal M.A.)
+50.33'-Sig. Base & Pole
+60, 40'-Tfp.
+61, 49.5'-Down Guy
+04, 28'-Hwy Sign (RMA)
+11, 34'-Sig. Base & Pole
+18, 33.5'-Down Guy
+22, 32'-Down Guy
+22.5, 33'-Down Guy
+36.5, 30.5'-Pwp / Luminaire
+40, 33'-Gas Vent
+42, 48'-Down Guy
+75, 33'-Tfp. (Out of 4 Up)
+79, 34'-Tfp.
+91, 33.5'-Down Guy
+92, 44'-Tfp.
+09, 34'-San. Sew. M.H.
+35, 35'-Tr. Sig. H.H.
+42, 26'-Mail Box(3)
+07, 24'-Pwp / Luminaire
+08, 29'-Traffic sign (Lane Control)
+10, 47'-Tfp

116 CSX RAILROAD

CHESSIE R.R.

STR. NO. 13
Inlet Type J-10 and 140 LFt. of 15" Group "L" Pipe Req'd
Connect with STR NO 15

STR. NO. 15
Inlet Type M-10 and 120 LFt. of 15" Group "L" Pipe Req'd.
Connect with STR. NO. 17

STR. NO. 17
Inlet Type M-10 and 59 LFt. of 15" Group "L" Pipe Req'd
Connect with STR NO 19

STR. NO. 44
Reconstruct Structure, Manhole
3 Lft. Req'd.

STR. NO. 33
Inlet Type J-10 and 171 Lft. of 15" Group "L" Pipe Req'd
Connect with STR NO 30

PB-116

(+10.30) P.C. 50'

50' Easement for Grading, Ditch Construction & Maintenance

Const. Limits

Apparent R/W & ℄

Existing Paved Shoulder

P.I. 476+42.90

Gas 24, T6N R5E

+38.55

Section Line

NE Cor. of Sec 24, T6N R5E

+56.37

Const. Limits

R (35.82)

Apparent R/W & ℄

(Sanitary)

STR. NO. 30
Inlet Type M-10 and 165 Lft. of 15" Group "L" Pipe Req'd
Connect with STR NO 17

63° 29' 55" Tan to curve

N 63° 58'-00" E

8" RCP

POC 475+94.1 "A" = POT 10+00 "S-2"

N 61°-05'-00" E

LINE "A"

U.S. 50 (W. TIPTON ST.)

LINE "A"

STR. NO. 14
Inlet Type J-10 and 140 LFt. of 15" Group "L" Pipe Req'd; Connect with STR NO 16

STR. NO. 16
Inlet Type M-10 and 127 LFt. of 15" Group "L" Pipe Req'd
Connect with STR NO 18

STR. NO. 18
Manhole Type A-4 and 117 LFt. of 18" Group "L" Pipe Req'd
Connect with STR NO 27

STR. NO. 28
Adjust Casting to Grade

116°-39'-25" Tan to Curve

STR. NO. 31
Inlet Type J-10 and 6 Lft. of 15" Group 'L' pipe regd
Connect with STR NO 32

R (30')

STR. NO. 45
Adjust Casting to Grade

Existing Paved Shoulder

Apparent R/W and ℄

56C

51

Const. Limits

50' R/W

10' Utility Easement

P.C. 472+10.30

(+10.30) +P.C. 50'

+55.76 Apparent ℄

STR. NO. 19
Inlet Type M-10 and 24 LFt. of 15" Group "L" Pipe Req'd
Connect with STR NO 18

STR. NO. 142
Manhole Type A-4 and 57 LFt. of 15" Group 'L' Pipe Req'd

Bitum. Island

Bitum. Island

Water

Apparent R/W & ℄

Temp. R/W for Drive Reconstruction

10' WATER LINE EASEMENT IN FAVOR OF SEYMOUR WATER CO.

CURVE DATA
P.I. = 476+42.90
△ = 2°-53'-00" RT.
D = 0°-20'-00"
T = 432.60'
R = 17,188.74'
L = 865.00'
E = 5.44'
SE = NC.

Stone structure with Airport sign

STR. NO. 29
See Sheet No.

18" San. Sew.

Exist. Curb & Gutter

Const. Limits

45' R/W

50' R/W

PB-58

PB-51

(+79.25) 85 ℄ (80')

PB-51A

R (+24 (ft) R (39.87) S-2

+40.94 S-2"

STR. NO. 32
Manhole Type A-4 33 LFt. of 15" Group "L" Pipe Req'd
Connect with STR. NO. 142

58A

Sec. 19, T6N, R6E
Jackson Twp,
Jackson County

STR. NO. 34
Inlet Type J-10 and 159 Lft. of 15" Group 'L' Pipe Req'd.
Connect with STR NO 32

58C

51A

STR. NO. 20
See Sheet No.

THE PEOPLES BANK of JACKSON COUNTY

Nail in Bottle Cap W. Side Tgf Pole

67.40'

28.68'

43.35'

PBN in Conc. Mon. @ Prop. Cor.

PKN in S. Side of Pwp

P.C. 472+10.30 Line 'A'

+26, 23'-Desi. Sign
+40.19, 31.47'-R/W Mkr.
+01, 23.5'-Pwp / Luminaire
+39.16, 29.71'-R/W Mkr.
+50 "S-2" 40.18'
+87, 28.5'-Pwp / Luminaire
+90, 122' Tfp.
+96.5, 29'-Down Guy
+00, 105' "S-2"
+12, Stone Pillar "S-2"
+17, Stone Pillar
Airport Sign
Airport Sign
+18.5, 62'-Flood Light
+21.3, 74'-Flood Light
+23, 54'-YIELD Sign
+91, 69'-Flood Light
+91.5, 77'-Stone Pillar
+93, 80'-Tfp.-Airport sign
+00, 51.5'-W.V.
+01, 62'-Flood Light
+08.5, 63'-Stone Pillar
Airport sign
+26, 25'-San. Sewer M.H.
+32, 37'-Controller Cab
+33, 31'-Sig. Base & Pole
+37, 31'-Yield Sign
+40, 32.5'-W.V.
+74.8, 30'-Back of R/W Marker (Buried)
+76.5, 21'-Traffic Sig. H.H.
+20, 33'-Comm. Sign
+00, 12.5'-San. Sewer M.H.
+91, 38'-Down Guy
+92, 39'-Down Guy
+92, 32'-Comm. Sign
+94, 32'-Comm. Sign
+94.5, 28'-Tfp.

STR. NO. 27
See Sheet No. 53

58

AIRPORT RD. LINE "S-2"

Nail in Bottle Cap NW Side Tfp

PKN W. Side Pwp

26.12'

43.48'

NW Anchor Bolt, Traffic Signal Base

36.59'

P.I. 476+42.90

Sanitary Sewer Easement - City of Seymour

JIM'S BODY SHOP, INC.

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

B.M. # 6 PK Nail in Tfp 1' up
Sta. 474+22 37' Lt.
El. 567.91

PLAN
SURVEYED ... BY Traffic Engr. Studies 5-90
PLOTTED ... BY Traffic Engr. Studies 5-90
NOTE BOOK ... CHARTS CHECKED ... PAPER
No. ... AT WAY CHECKED ... MYLAR
P. OF WAY CHECKED ...
STRUCTURE NOTATIONS CHECKED ...

PROFILE
SURVEYED ... BY Traffic Engr. Studies 5-90
PLOTTED ... BY Traffic Engr. Studies 5-90
NOTE BOOK ... CHARTS CHECKED ... PAPER
No. ... AT WAY CHECKED ... MYLAR
STRUCTURE NOTATIONS CHECKED ...

P.V.I. +00
El. =568.64
V.C. =100'

NOTE: Plotted 10.5' above datum

-0.30%
15" Dia.

INV. 565.54 +20

INV. 565.12 +60

INV. 565.02 +80

-0.30%
15" Dia.

-0.30%
15" Dia.

INV. 564.86 +20

INV. 564.44 +60

INV. 564.34

-0.30%
15" Dia.

INV. 563.96 +80

INV. 563.72

INV. 563.72

+0.39%

Proposed Profile Grade

Existing Profile Grade

+0.30%
15" Dia.

INV. 564.73

INV. 565.11 +46

INV. 563.37 +88

INV. 564.72

564.90

564.94

+0.58%

-0.30%
18" Dia.

INV. 559.72 +26

+0.225%

+0.30%
15" Dia.

INV. 566.23

INV. 566.33 +46

INV. 565.21

INV. 566.16

+0.53%
15" Dia.

INV. 566.94 +17.5

INV. 566.05 +05

INV. 559.1 +09

INV. 559.38 +00

STR. NO. 14
STR. NO. 13
STR. NO. 15
STR. NO. 16
STR. NO. 18
STR. NO. 27
STR. NO. 28
STR. NO. 142
STR. NO. 32
STR. NO. 30
STR. NO. 33
STR. NO. 34
STR. NO. 44
STR. NO. 45

75' Begin Variable Surface Milling- 4" Maximum

75' End Variable Surface Milling- 4" Max. Begin 1" Surface Milling

75' Begin Wedge & Level

Existing 18" San. Sew.

Existing 18" San. Sew.

568.39
568.70
568.98
569.24
569.50
569.68
569.84
569.99
570.03
570.07
570.10
570.15
570.17

575
570
565
560

472 473 474 475 476 477 478

PLATE 3 - PLAN - PROFILE B. R. S. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	13	72	

10-10-95

TP116

4

3

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		14	72

PLAN — SURVEYED: Traffic Eng. Studies 5-90 — PLOTTED: Traffic Eng. Studies 5-90 — NOTE BOOK: — DRAWN BY: — CHECKED: — R. W.'s NOTED: — RT. OF WAY CHECKED: — No.: — STRUCTURE NOTATIONS CHECKED:

Apparent ℄ — +07, 25'-Pwp/Luminaire; +10, 47'-Ttp. — +12, 34' Tr. Sig. H.H. — +27.5, 51.5'-Ttp. — +52.5, 24'-Mail Box — +78, 23'-Mail Box(2) — +00, 88'-℄ RR — 480 — +01.5, 36'-Dest. Sign — +50, 57.5'-Ttp. — +22, 37.5'-San. Sew. M.H. — +10.5, 64'-Ttp. — +89, 70'-Ttp. — 70.5, 44'-Luminaire

CHESSIE R.R.

116 CSX RAILROAD

50' Easement for Grading, Ditch Construction & Maintenance

Apparent R/W & ℄

18" RCP (Sanitary)

(+21.43) ℄ 50'

Const. Limits

STR. NO. 33 — See Sheet No. 34 — +17.5

STR. NO. 35 — Inlet Type J-10 and 17.4 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 36 — P.T.

STR. NO. 47 — Reconstruct Structure, Manhole 3 Lft. Req'd. — +22 — +12 14'

STR. NO. 38 — Inlet Type M-10 and 51 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 39 — +50

Apparent R/W & ℄ — Const. Limits — 18" RCP (Sanitary)

Bit. Shoulder — +40 14'

P.T. 480+75.30

LINE "A" — U.S. 50 (W. TIPTON ST.) — LINE "A"

STR. NO. 34 — See Sheet No. 34 — +05

PB-58C — PB-58A & 59 — PB-59A — PB-60 — PB-60A

+℄ (+93.17) ℄ (30°) — + ℄ (+43.25) ℄ (30°)

STR. NO. 36 — N 63°-58'-00" E — Inlet Type J-10 and 18 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 37 — +72 12' — +P.T. — Bit. Shoulder

STR. NO. 39 — Inlet Type M-10 and 21 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 40 — +50 — + ℄ (+99.38) ℄ (30°) — +38 12'

STR. NO. 37 — Inlet F-7 and 183 LFt. of 15" Group "L" Pipe Req'd, Connect with STR. NO. 40 — +P.T. (+75.30) — 55' R/W — JAMES L. & BARBARA A. PUCKETT, et ux

STR. NO. 40 — Manhole Type A-4 and 33 LFt. of 15" Group "L" Pipe W/ end section — 12" Water — Gas — + ℄ (+99.38) ℄ (30°)

Apparent R/W & ℄ — Const. Limits — Sidewalk — Gas — Water — Temp. R/W for Dr. Reconstr. — 45' R/W — 50' — +45 45' — +25 45' — +14 62.5' — +15 61' — +81 61.5' — +75 45' — +10 45' — +10 50' — +23.49 — +50 55' — +50 45'

Temporary R/W for Drive Reconstruction Parking (Bil.) — 33' Comm. Dr. (Bit.) — Temp. R/W for Dr. Reconstr. — 36' P.C. Dr. (Conc.) — Wood Fence — +43.29 (P) — +43.36 (M) — +P.T. (+75.30)

580 — 59 — 59A — 60 — 60A

10' WATER LINE EASEMENT IN FAVOR OF SEYMOUR CITY WATER

JIM'S BODY SHOP, INC.

DONALD & EDITH GREENE, et ux

JAMES L. & BARBARA A. PUCKETT, ET UX.

Sec. 19, T6N, R6E Jackson Twp. Jackson County

CURVE DATA
P.I. Sta. 476+42.90
Δ = 2°-53'-00" RT.
D = 0°-20'-00"
R = 17,188.74'
T = 432.60'
L = 865.00'
E = 5.44' SE = NC

+91, 38'-Down Guy; +92, 39'-Down Guy; +94.5, 32'-Comm. Sign; +95, 28'-Ttp.

+93.17 Apparent ℄ — +27, 34'-W.M. — +37, 45'-Gas Valve — +93.17 Apparent ℄ — +45, 28.5'-Ttp. — +57, 23.5'-Gas Valve — +58, 36.5'-W.V.

RICHARD L. BORGES II & LAVONNE BORGES, et ux — Store — +200, Apparent ℄ — +13, 28'-Ttp. — +16.5, 30'-Fire Hydr.

PKN in W. Side of Ttg Pole — 63.50' — Top of Fire Hydrant — 66.34' — 26' — Nail in Bottle Cap W. Side of Pwp — P.T. 480+75.30

+86, 29.5'-Pwp/Luminaire — +53, 28'-Ttp.

MORTGAGE LINE — Apparent ℄ — Von Fange Ditch — Place 17 tons dumped riprap. — (87.32') ℄ — +50 — R/W

+97, 71'-66" CMP; +98.83, 50.44'-R/W Mkr.; +99.36, 30.15'-Iron Pin; +99.36, 29.96'-R/W Mkr.; +01, 31'-Ttp.; +01, 25.5'-Gas Mkr.; +18, 30.5'-Down Guy; +19.5, 31'-Down Guy

66" CMP

~~BERNARD G. & EVE L. BRUCE, et ux~~

+68, 43.5'-Ttp.

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

B.M. # 7 PK Nail in Pwp/Luminaire. Sta. 483+71 44' Lt. El. 569.86

PROFILE — SURVEYED: — PLOTTED: — NOTE BOOK: — DRAWN BY: Traffic Eng. Studies 5-90 — CHECKED: Traffic Eng. Studies 5-90 — R. W.'s NOTED: — No.: — STRUCTURE NOTATIONS CHECKED:

575 / 570 / 565 / 560

P.V.I. +00 EL.=571.10 V.C.=250'

STR. NO. 35 — NOTE: Plotted 10' above Datum

INV. 567.08 — -0.30% 15" Dia. — +60, Begin Pavement Reconstruction End 1" Surface Milling

STR. NO. 34 — +0.225% — Proposed Profile Grade — Existing Profile Grade — +0.32% 15" Dia. — INV. 566.59 +05

STR. NO. 37 — -0.30% 15" Dia. — INV. 565.85 — INV. 565.75

P.V.I. +35 EL.=570.63 V.C.=100' — STR. NO. 36

INV. 566.46 — INV. 566.56 +50 — -0.20% — +00, End Pavement Reconstruction Begin 1" Surface Milling — +0.234%

STR. NO. 40 — INV. 565.20 +58 — INV. 565.25

Exist. 18" (RCP) Sanitary — Exist. 18" (RCP) Sanitary

INV. 558.52 STR No. 47 — +00, End Weir & Lever

570.17 — +50 570.20 — 570.27 — +50 570.37 — 570.46 — +50 570.51 — 570.56 — +50 570.61 — 570.58 — +50 570.57 — 570.61 — +50 570.58 — 570.63

478 — 479 — 480 — 481 — 482 — 483 — 484

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	14	72	

TP116

11-7-94

5

14

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-B(A)		15	72

Revised Temp. R/W
Sta. 487 to 488+50 Rt, 11-10-94

PLAN — SURVEYED: Bateman Engineering 5-90; PLOTTED: Traffic Engr. Studies 7-90; NOTE BOOK: ALIGNMENT CHECKED; No.: RT. OF WAY CHECKED

PROFILE — SURVEYED: Traffic Engr. Studies 5-90; PLOTTED: Traffic Engr. Studies 5-90; NOTE BOOK: GRADES CHECKED; No.: STRUCTURE NOTATIONS CHECKED

CHESSIE R.R.

485

+20, Begin Exception for Bridge Widening

+21, 77.5'- Tfp.

+63, 27.5'- Begin G.R. End Treatment

+35.5, 32'- Pole (Traffic Sign Structure)

+44, 84.5'- Tfp.

+50.8, 45.5'- MH

+13, 15'- Outlet, 6" FBCCS Toe Drain Pipe

Exist. Twin Stone Box Culvert wl 5'x9.3' & 8'x9.3' Openings

+82.5, 93.5'- Tfp.

+21, 22'- End G.R. End Treatment

Apparent ℄ R/W

+70, End Exception for Bridge Widening

Rip - Rap

Von Fange Ditch

STR. NO. 81
Reconstructed Structure, Inlet, Special, 3.8 LFT

STR. NO. 43
No Change Req'd.

24" RCP (Sanitary)

18" RCP (Sanitary)

Constr. Limits

Gas

6" FBCCS Pipe

Aluminum Guard Rail

STR. 50-36-6788
(Cont. Reinf. Conc. Slab)

STR. NO. 42
Inlet Type F-7 & 19 Lft. of 18" Group 'L' Pipe Req'd. Connect with STR. NO. 81

LINE "A"

U.S. 50 (W. Tipton St.)
N 63°-58'-00" E

STR. NO. 82
Reconstructed Structure, Inlet, Special, 3.3 LFT

STR NO. 80
40 Lft. of 15" CS Pipe slotted drain pipe & 26 Lft. of 15" CS Pipe req'd. Connect with STR. NO. 42

STR. NO. 48
30 Lft. of 15" CS Pipe slotted drain pipe and 60 Lft. of 15" CS Pipe req'd. Connect with STR. NO. 42

STR. NO. 41
18" Pipe Catch Basin and 9 Lft. of 18" Group 'L' pipe req'd. Connect with STR. NO. 82

Conc. Retaining Wall & 4' C.L.T.F.

12" Water

75" Comm. Dr. (Bit.)

Ex. Conc. Pipe

Apparent R/W & ℄

Apparent RW & ℄

10' SEWER LINE EASEMENT IN FAVOR OF THE CITY OF SEYMOUR

GTE NORTH, INC.

PB-62

PB-G1 & 115

PB-63

PB-63A

62

115

61

63

63A

64

66" CMP

Temp. R/W for Dr. Reconstr.

STR. NO. 46
Reconstruct Manhattan 2 Lft. Req'd. (Grass)

Temporary R/W for Drive Reconstruction

JAMES L. & BARBARA A. PUCKETT ET UX

SANITARY SEWER EASEMENT IN FAVOR OF BERNARD C. & EVA L. BRUCE

BERNARD C. & ET AL. EVE L. BRUCE, et ux (Culligan, Inc.)

ROBERT E. & EVELYN LUECKE, et ux (Luecke T.V.)

Sec. 19, T6N, R6E
Jackson Twp.
Jackson County

SILGAS REALTY CORP.

STAR GAS PROPANE, L.P.

60' PROPANE GAS STORAGE TANK EASEMENT IN FAVOR OF JACKSON COUNTY SILGAS INC.

10' DRAINAGE EASEMENT IN FAVOR OF INDIANA TELEPHONE CORPORATION

CONTINENTAL TELEPHONE COMPANY of INDIANA

16' PERPETUAL EASEMENT IN FAVOR OF SEYMOUR WATER CORP.

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

B.M. # 7 PK Nail 1' up in Pwp/Luminaire. Sta. 483+71, 44' Lt. El. 569.86

B.M. # 8 PK Nail 1' up in Pwp/Luminaire Sta. 489+49, 24' Lt. El. 570.12

P.V.I. +70
EL. = 571.18
V.C. = 100'

+90, Begin Pavement Reconstruction End 1" Surface Milling and Wedge & Level

P.V.I. +06 EL. 571.02
Meet Existing Bridge Approach Slab
End Pavement Reconstruction

P.V.I. +50
EL. 571.50
V.C. = 90'

Meet Existing Bridge Approach Slab
Begin Pavement Reconstruction

+50, End Pavement Reconstruction Begin 1" Surface Milling

+0.234%
-0.25%
-0.38%
+0.0667%
-0.466%
+0.30%
+5.05%
2.11%

Profile Grade
Existing Grade
Proposed Profile Grade
Existing Profile Grade

NOTE: Plotted 10' Above Datum

INV. 563.10 +10 STR. NO. 42
INV. 562.34 +56 STR. NO. 41
INV. 562.19 +56 STR. NO. 82
INV. 561.45
INV. 561.62 +10 STR. NO. 81
INV. 564.26 +28
INV. 564.16 +28 STR. NO. 42
INV. 565.95
INV. 565.70
INV. 565.25
INV. 567.19 +90
INV. 567.27 +20
INV. 557.93 +49 STR. NO. 43

45x29

15" Dia. (Slotted Pipe)
15" Dia.

Exist. 18" RCP (San.)

570.63 570.78 570.97 571.02 571.07 571.02 571.16 571.00 570.71 570.40 569.82

575 570 565 560

484 485 486 487 488 489 490

PLATE 3 - PLAN - PROFILE O. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-B(A)	A	15	72	

TP116

10-17-95

6

15

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		16	72

PLAN — Surveyed: — Noted: — Alignment Checked: — Bk. of Mat. Checked: — Note Book: — No.: — Bateman Engineering 5-90 — Traffic Engr. Studies 7-90

PROFILE — Surveyed: — Plotted: — Grades Checked: — R.R. Crossing: — Structure Notations Checked: — Note Book: — No.: — Traffic Engr. Studies 5-90 — Traffic Engr. Studies 5-90

490

+35, 24.5'-Down Guy
+9, 24'-Pwpl.Luminaire
+05.5, 28'-Traffic Sign (45 MPH)
Apparent R/W 8 ft
Approximate Ditch
Place 5 tons of dumped riprap.
Approximate Top of Bank
STR. NO. 49
Manhole Type A-4 and 36 LFt. of 18" Group "L" Pipe / End Section Req'd.
+56
Const. Limits
STR. NO. 50
Inlet Type J-10 and 12 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 49
LINE "A"
STR. NO. 51
Inlet Type A-3 and 12 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 135
STR. NO. 135
Reconstructed Structure, Inlet, Special, 1.2 LFT
STR. NO. 52
18" Pipe Catch Basin and 6 LFt. of 18" Group "L" Pipe Req'd; Connect with STR. NO. 135
PB-G4
+8 (+18.78)
R (50')
Ex. Conc. Pipe
Water
Gas
Const. Limits
Apparent R/W 8 ft
55' R/W
+65
55'
10' SEWER LINE EASEMENT IN FAVOR OF THE CITY OF SEYMOUR
6A
CONTINENTAL TELEPHONE COMPANY of INDIANA
GTE NORTH, INC.
Temporary R/W for Drive Reconstruction
6A
+65
80'
+8, 32.15" STEEL PIPE
+42.1
45° Apparent ∠
INDIANA TELEPHONE CORP.
+69, 82'-Pwpl.Luminaire
+72, 85'-W.V.
+80, 36'-Sig. H.H.
+19, 40'-Tfp.
+04, 19.5'-Traffic Sign (30 MPH)
+20, 37'-Gas Line Mkr.
+09, 70'-Tfp
+16.5, 50'-Down Guy
+18, 5'-Down Guy
+20.84, 40.33'-R/W Mkr.
+24, 40'-Tfp.
+33, 38'-Down Guy
+33.5, 39'-Down Guy
+35, 38'-Down Guy
+22, 42'-Fire Hyd.
+74, 37'-Traffic Sign Structure (Cantilever)
(1 Lane Control Sign)
+11, 34'-Pwpl.Luminaire
+12, 33'-Gas Line Mkr.
+92, 42'-Tfp.
+08, 30'-Sig. H.H.
+87, 37-12" C.M.P.
+22, 37'-12" C.M.P.
+40, 36' Luminaire Pole
+46, 37.5' Steel Strain pole
+94.5, 47.5'-4" Tree
Sec. 19, T6N, R6E Jackson Twp. Jackson County
+42 Apparent ∠
+38, Apparent R/W 8 ft
+66, 35'-Tfp.
+71, 35'-Down Guy
+78, 5'-8 78' Billboards
+54, 35' West 50 (RMA)
+1.75, 39.96'-Iron Pin
+64, App. R/W 8 ft
+57, 49' Steel Strain
+19, 58'-Sig. H.H. Pole
60
ELIMINATED 4-23-98
HOOSIER OUTDOOR ADVERTISING CORP.
STR. NO. 53
Manhole Type A-4 and 219 LFt. of 18" Group "L" Pipe Req'd; Connect with STR. NO. 49
50' R/W
Const. Limits
Apparent R/W 8 ft
Concrete Curb
+49
30'
STR. NO. 54
Inlet Type J-10 and 12 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 53
U.S. 50 (W. TIPTON ST.)
N 63°-58'-00" E
+8 (+23.94)
R (40')
STR. NO. 141
Reconstructed Structure, Inlet, Special, 1.5 LFT
Remove Rip Rap
+25
+52
30'
STR. NO. 55
Inlet Type A-3 and 9 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 56
Concrete Curb
10' WATER LINE EASEMENT IN FAVOR OF SEYMOUR WATER CO.
55' R/W
+36 (+16.45)
55'
+04.79
80'
PB-G4A
65
JOHN C. GROUB CO., INC.
STR. NO. 56
Manhole Type A-4 and 150 LFt. of 30" Group "L" Pipe Req'd; Connect with STR NO. 141
+P.C.
55'
STR. NO. 143
15" Pipe Catch Basin and 3 Lft. of 15" Group "L" Pipe Req'd. Connect with STR. NO. 56
S.W. Anchor Bolt; Tr. Signal Pole
S.E. Anchor Bolt; Tr. Signal Pole
N.W. Anchor Bolt; Tr. Signal Pole
38.41
72.92
34.90
P.C. 493+80.45
+45, 31.5' - US 50 Sign (RMA)
+61, 37' - Steel Strain Pole
+05, Comm. Duct (Bitum.)
Concrete Pvmt.
LINE "S-2-A" N.28°-53'-25" W
COMMUNITY DRIVE
PC 493+80.45
P.O.C. 494+03.70 "A" = P.O.T. 10+00 "S-2-A"
92°-51'-25"
LINE "A"
+40
STR. NO. 98
Manhole Type A-4 & 165 Lft. of 30" Group "L" Pipe req'd. Connect with STR. NO. 56
STR. NO. 57
18" Pipe Catch Basin and 6 LFt. of 18" Group "L" Pipe Req'd; Connecl with STR. NO. 98
+42
Water
Gas
55' R/W
+P.C.
55'
+05, Comm. Duct (Bitum.)
+22, 37'-12" C.M.P.
+40, 36' Luminaire Pole
+46, 37.5' Steel Strain pole
+94.5, 47.5'-4" Tree
+39, 86.5'-4" Tree
+42, 31' Pwp.
+43.5, App. R/W 8 ft
+47, 47' Traffic Signal Controller
+47, 68'-4" Tree
+51, 41.5'-Traffic Sign (R-3-7-A(Rx))
+61, 44' Steel Strain pole
+65.5, 54.5'-4" Tree
495
+72.5, 36.5'-Gas Valve
MRS PROPERTIES, INC.
+76
10'
Apparent R/W 8 ft
"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."
B.M. # 8 PK Nail 1' up in Pwpl.Luminaire, Sta. 489+49 24' Lt. El. 570.12

NOTE: Plotted 10' Above Datum
Proposed Profile Grade
Existing Profile Grade
INV. 563.19 +56 STR. NO. 50
INV. 564.45 +56 STR. NO. 49
+0.30% 18" Dia.
-0.466%
INV. 564.77 STR. NO. 51
INV. 562.83 +56 STR. NO. 52
INV. 562.77 +56 STR. NO. 135
INV. 563.25
45°x29"
INV. 562.91 +25 STR 141
+0.33% 30" Dia.
P.V.I. +50 ELEV. 569.17 V.C. = 100'
+75, End 3" Resurface Begin 1" Resurface
INV. 566.25 +75 STR. NO. 54
INV. 565.11 +75 STR. NO. 53
+0.08453%
INV. 563.57 STR. NO. 55
INV. 563.41 +75 STR. NO. 56
+0.30% 30" Dia.
P.V.I. +03.7 El. = 569.30 V.C. = 100'
+0.41012%
INV. 563.96 +40 STR. NO. 97
INV. 563.90 +40 STR. NO. 98
+0.30% 30" Dia.
+75, End Wedge & Level
570.40
570.04
569.82
563.52
569.32
563.24
569.20
569.17
569.15
569.14
569.20
569.25
575
570
565
560
489
490
491
492
493
494
495

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	16	72	

TP116

11-22-94

7

2863

6-22-94 Added Temporary R/W Sta. 496+25 to 499+25 Lt.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		17	72

PLAN — SURVEYED: Bateman Engineering Inc. DATE 1-90; DRAWN: Traffic Engr. Studies 12-90; ALIGNMENT CHECKED; R/W CHECKED; NOTE BOOK; No.

PROFILE — SURVEYED; PLOTTED: Traffic Engr. Studies 12-90; DRAWN; CHECKED; B. M.'s NOTED; No.; STRUCTURE NOTATIONS CHECKED

CURVE DATA

P.I. = 497+14.00
Δ = 5°-00'-00"
D = 0°-45'-00"
T = 333.55'
R = 7639.44'
L = 666.67'
E = 7.28'
SE = N.C.

495 | 500

P.C. 493+80.45

COMMUNITY DRIVE LINE "S-2-A" N 29°-53'-25" E.

+38.52-Pwp with Service Entrance +33.0 Lt.-4" Tree
+43.5 Approx. R/W
+47, 68'-4" Tree
+51, 40'-S-Traffic Sign
+40.5, 40'-Signal Pole Base & Structure
+65.5, 54.5'-4" Tree
+72.5, 36.5'-Gas Valve
+43, 42'-Traffic Signal Controller
+52, 30'-End Conc. Curb
+65, 38.5'-Water Meter
+86, 37.5'-Traffic Sign Structure (Cantilever)
+42.5, 35.5'-Pwp
+79.5, 40'-Inlet
+09, 38'-Water Meter
+13, 37.5'-Water Meter
+34.5, 36.5'-Traffic Signal Handhole
+56, 38.5'-Inlet
+76, 38.5'-Inlet
+02, 38'-Inlet
+04, 36.5'-Water Meter
+06, 36.5'-Water Meter
+92, 36.5'-Inlet
+05, 37.5'-Traffic Sign Structure (Monotube)

Temporary R/W For Drive Reconstruction

MRS PROPERTIES, INC.

STR. NO. 58
12" Pipe Catch Basin and 9 LFT. of 12" Group "L" Pipe Req'd; Connect with STR. NO. 59

STR. NO. 62
Adjust Casting to Grade

STR. NO. 63
12" Pipe Catch Basin & 9 Lft. of 12" Group "L" Pipe Req'd. Connect with STR. NO. 64

STR. NO. 133
Adjust Casting to Grade

STR. NO. 134
Adjust Casting to Grade

STR. NO. 65
Adjust Casting to Grade

STR. NO. 66
Adjust Casting to Grade

STR. NO. 70
12" Pipe Catch Basin and 9 LFT. of 12" Group "L" Pipe Req'd; Connect with STR. NO. 71

81.5 Comm. Dr. (Bitum.)
56.4 Comm. Dr. (Bitum.)

Apparent R/W & ℄
Const. Limits
12" Force Main

STR. NO. 59
Inlet Type A-3 and 60 LFt. of 18" Group "L" Pipe Req'd; Connect with STR. NO. 60

STR. NO. 64
Inlet Type A-3 and 68 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 59

STR. NO. 71
Inlet Type A-3 and 177 LFt. of 15" Group "L" Pipe Req'd; Connect with STR. NO. 64

PB-97

P.T. 500+47.10

U.S. 50 (W. Tipton St.)
(Bituminous Overlay)
LINE "A"

P.O.C. 494+03.70 "A" = P.O.T. 10+00 "S-2-A"

N 63°-58'-00" E
N 58°-58'-00" E

PB-65

STR. NO. 98
See Sheet No.

STR. NO. 60
Inlet TypeM-10 and 3 LFt. of 18" Group "L" Pipe Req'd; Connect with STR. NO. 61

STR. NO. 61
Manhole Type A-4 and 212 LFt. of 30" Group "L" Pipe Req'd. Connect with STR. NO. 59

STR. NO. 67
Inlet Type A-2 and 72 Lft. of 15" Group "D" Pipe. Remove existing inlet

STR. NO. 68
Inlet Type J-10 and 9 LFt. of 12" Group "L" Pipe Req'd; Connect with STR. NO. 69

PB-67 & 67B

P.I. 497+14.00

Remove
water
Gas
Apparent R/W
Const. Limits
55' R/W

10' WATER LINE EASEMENT IN FAVOR OF SEYMOUR WATER CO.

10' WATER LINE EASEMENT IN FAVOR OF INDIANA AMERICAN WATER CO. INC.

STR. NO. 57
See Sheet No.

STR. NO. 144
15" Pipe Catch Basin & 3 Lft. of 15" Group "L" Pipe Req'd. Connect with STR. NO. 61

P. G. SEYMOUR ASSOCIATES LIMITED PARTNERSHIP (West Towne Plaza)

(PARCEL 67B)
(PARCEL 67C)

JOHN C. GROUB COMPANY, INC.

65

10' GAS LINE EASEMENT IN FAVOR OF INDIANA GAS CO. INC.

EASEMENT FOR INGRESS & EGRESS IN FAVOR OF CARLSON REALTY CO.

10' WATER LINE EASEMENT IN FAVOR OF SEYMOUR WATER CO.

Edge of Asphalt Parking Area

67

FLORENCE E. TIMBERMAN

70' Temp R/W for drive reconstruction

67A

BLANKET SEWER LINE EASEMENT IN FAVOR OF THE CITY OF SEYMOUR

68

STR. NO. 69
Manhole Type A-4 and 259 LFt. of 30" Group "L" Pipe Req'd; Connect with STR. NO. 61

PB-67A & 67C

Sec. 19, T6N, R6E
Jackson Twp.
Jackson County

ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN

PKN in E. Side of Pwp
PKN in S.E. Side of Pwp
PKN in S.W. Side of Pwp
82.47'
100.87'
80.81'

+37.5, 36'-Traffic Signal Pole
+62, 41.5'-Pwp
+63, 44.5'-Down Guy
+94.5, 47.5'-4" Tree
+53, 30'-End Conc. Curb
+70, 52.5'-4" Tree
+06, 49.5'-Inlet
+13.5, 41.5'-Pwp
+19.5, 41.5'-Pwr Pole
+23, 45'-Water Valve
+23, 39'-Gas Marker
+23, 36.5'-Down Guy
+28, 40'-Fire Hydrant
+28.5, 42'-Water Valve
+31.5, 44.5'-Water Valve
+32.5, 42'-Down Guy
+77.5, 52.5'-4" Tree
+48, 62'-4" Tree
+77, 33.5'-Down Guy
+80, 76'-4" Tree
+90.5, 32.5'-Luminaire
+09.5, 36'-Water Valve
+16, 72'-Comm. Sign
+53, 62'-4" Tree
+78, 56'-Stop Sign
+82, 94'-Pwp/Luminaire
+05, 28.5'-Traffic Sign Structure (Monotube)
+05, 36.5'-Water Meter
+55.5, 30'-Pwp
+63, 29.5'-Down Guy
+40.5, 35.5'-Sign Base
+44, 27'-Inlet

B.M. #9 Top of S.E. bolt, sign structure base, Sta. 499+05, 37.5' Lt. El. 569.34

P.V.I. +03.7
EL. = 569.30
V.C. = 100'

P.V.I. +50
EL. = 569.90
V.C. = 100'

P.V.I. +50
EL. = 569.60
V.C. = 100'

NOTE: Plotted 11' Above Datum

+52, End 1" Resurface Begin 3" Resurface

P.V.I. +00
El. = 570.70
V.C. = 50

Proposed Profile Grade
Existing Profile Grade
+0.41012%
+0.30%
-0.30%
+0.21%
+0.32%
+0.3143%
-0.36%
+0.30%

30" Dia.
15" Dia.
12" Force Main

INV. 563.96 +40 STR. NO. 57
INV. 563.90 +40 STR. NO. 98
INV. 565.32 +52
INV. 565.02 +52
INV. 565.26 +20
INV. 565.16 +20
INV. 564.53 +52 STR. NO. 61
INV. 564.53
INV. 565.82 +96.5 STR. NO. 71
INV. 565.72 +96.5
INV. 566.29
INV. 565.31 +11 STR. NO. 69

569.20 | +50, 569.25 | 569.34 | +50, 569.45 | 569.52 | +00, Begin Wedge & Level | +50, 569.47 | +78, 569.49 | +80, 569.49 | 569.62 | +50, 569.49 | 569.46 | +23, 569.49 | +50, 569.52 | +95, 569.63 | 569.63 | +50, 569.72 | 569.80

494 | 495 | 496 | 497 | 498 | 499 | 500

575 | 570 | 565 | 560

PLATE 3 - PLAN - PROFILE 2 R. R STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	17	72	

TP116

8-26-95

178

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		18	72

STA. 502+55.90 'A', Kasting Road Rt., Line 'S-2-B' Street Approach Req'd.
See Detail Sheet 63

PLAN — SURVEYED — PLOTTED — GRADES CHECKED — B. M.'s NOTED — STRUCTURE NOTATIONS CHECKED — NOTE BOOK — No. — R/W CHECKED — RT. OF WAY CHECKED — BY Bateman Engineering 3-90, Traffic Engr. Studies 3-90 — DATE

PROFILE — SURVEYED — PLOTTED — GRADES CHECKED — B. M.'s NOTED — STRUCTURE NOTATIONS CHECKED — NOTE BOOK — No. — BY Traffic Engr. Studies 3-90, Traffic Engr. Studies 3-90 — DATE

500

+40, 67'-Inlet
+44, 36.5'-Pwp./Luminaire
Apparent ℄
Apparent ℄

MRS PROPERTIES, INC. (97)
TEMP. R/W FOR DRIVE RECONSTRUCTION
STR. NO. 70
SEE SHEET NO.
PB-97
+25
50'
12" Force Main
+25
R/W (40')
Apparent R/W 8 ft
Const. Limits
+96.5
+96.5
STR. NO. 71
SEE SHEET NO.

STR. NO. 72
Lift Station
No change req'd.
+21.4 Approx. Section Line
+28
36" Storm Sewer
(Bitum.)
STR. NO. 73
Manhole Type D-4 & 12 Lft. of 18" Group "L" pipe req'd. Connect with STR NO 74
+2
Conc. Sidewalk
(Bitum.)
STR. NO. 74 +10
Inlet Type M-10 & 85 Lft. of 23"x14" Group "R" pipe req'd. Connect with STR. NO. 75
12" Force Main
P.O.T. 502+55.9 'A' = P.O.T. 10+00 'S-2-B'
U.S. 50 (W. Tipton St.)
N 58°-58'-00" E
LINE "A"

+25, 30.5'-Traffic Sign (OM-3R)
+22, 32'-M. H.
+22, 53'-Service Pole
+25, 52'-Meter Pole
+28, 59'-San. Sewer
Lift Station
+58, 36' Pwp./Luminaire
+71.21, 29.69'-Spike
11/4 Section Corner)
+79.5, 17'-M.H.
+80, 85'-Pwp.
+88.6, 39'-Curb Inlet & Begin Curb
+94, 46'-24" Maple
+55.9 Approx. 1/4 Section Line
+17.6, 20.3'-E.P.
+51.22 (℄) 110.71 (℄)
+51.9, 28.5'-Pwp./Luminaire
+76.5, 86'-M.H.
+84, 90'-M.H.
+00, 21'-E.P.
CSX RR
Apparent ℄
6" PVC
24" (Storm)
4" PVC Force Main
+54 80'
+94 80'
+9.11 55.37
+45.27 (℄) 40
+63.43 29.33
(Bitum.)
Const. Limits
69
+PC 40'
40' R/W
Apparent R/W 8 ft
Edge of Bituminous Parking Area
Remove
18" VCP
30" RCP (Storm)
12" Force Main
P.C. 505+05.1
503+21.41 "A"
LINE "A"

STR. NO.68
SEE SHEET NO.
PB-67 & 67B
+℄ (+58.36) ℄ (30')
+PT (+47.1) 45'
Remove
15" CMP (Storm)
(Conc. Island)
Apparent R/W 8 ft
10' WATER LINE EASEMENT IN FAVOR OF IND. AM. WATER CO. INC
+/- STR. NO.69
SEE SHEET NO.
55' R/W
Const. Limits
(Bitum.)
P.T. 500+47.1
STR. NO. 75
Inlet Type M-10 & 9 Lft. of 18" Group 'L' pipe reqd. connect with STR. NO. 77
+50.5
Remove
15" CMP (Storm)
(Conc. Island)
Manhole Type A-4 reqd. & 240 Lft of 30" Group 'L' pipe req'd. Connect with STR. NO. 69
STR. NO. 77
59°-44'-56"
+℄ (+58.78) ℄ (30')
+50.5
+℄ (+50) ℄ (30')
(Bitum.)
Remove
15" CMP (Storm)
Remove
Bump Island
(Conc.)
+35 45'
STR NO 76
Adjust Casting To Grade
MARY E. WALDKOETTER Service Station (Vacant)
PB-68 (+65.11) ℄
+45 70'
+505 Apparent R/W 8 ft
STR NO 145
Inlet Type E-7 & 3 Lft. of 12" Group 'L' pipe req'd
(+83.12) ℄ 'S-2-B' 30'
+℄ (+77.96) ℄ (104') "A"
+35 CLASS III 20'
45'-Light pole
68A
Sec. 19, T6N, R6E Jackson Twp. Jackson County
PB-68A
+℄ (+22.97) ℄ (14.73') "S-2-B"
+℄ (+23.09) ℄ 'S-2-B' 30'
+80 'S-2-B' 25'
+80 'S-2-B' ℄ (78.02')
Apparent ℄
Temp. R/W for Dr. Reconstruction
+45, 25'-Sign
+54.5, 34.2'-Comm. Sign
+63, 33'-Stop Sign
+70, 28.4'-Street Light
+78, 2'x3' Curb Inlet
+83, 26'-Sign (License Branch)
+90.9, 38.6'-Comm. Sign
+00, 22.5'-E.P.
+66, 33'-Flood Light
+73, 46'-Flagpole
+77, 40.5'-Flagpole
+85, 31'-Flood Light
+86, 43.5'-Flagpole

LINE "A"
30° 35' 20" STR. NO. 78
Manhole Type C-10 & 36 Lft. of 38"x24" Group 'L' pipe req'd. Connect with STR. NO. 79
PB-85
+℄ (+113.23) ℄ 30'
Remove
+77.5
Remove
(Bit.)
PB-85A
(Conc.)
(Storm)
Apparent R/W 8 ft
Line "S-3"
Sec. 18, T6N, R6E Jackson Twp. Jackson County
+77 40'
40' R/W
Landscape Timbers
(+30.18) ℄
Temp. R/W for 40' Dr. Reconstruction
Remove Dr.
Const. Limits
(Grass)
(Bit.)
85A
STR. NO. 79
Manhole Type C-10 & 96 Lft. of 38"x24" Group 'L' pipe req'd. Connect with STR. NO. 77
(+63.98) ℄
60'
Apparent R/W 8 ft
STR. NO. 85
See Sheet No. 40
HAROLD A. PARDIECK & MARK D. PARDIECK
Tenants in Common
(Tipton Pointe)
85

+05, 28.5'-Traffic sign structure (Monotube)
+05, 36.5'-W.M.
+55.5, 30'-Pwp.
+63, 30.5'-Down guy
Pwp
18" Forked Maple Tree in Fence Line
36" Cr.
PKN
96.30'
87.23'
Pwp
PT 500+47.1 Line "A"
PKN W. Side St. Light
S.E. Cor. Conc. M.H.
33.15'
PKN
60.93'
36.07'
N.E. Cor. 2'x3' Inlet
P.O.T. 502+00 Line "A"
+40.5, 35.5'-Sign base
+44, 26.5'-Inlet

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

B.M. #9 Top of S.E. bolt, sign structure base, Sta. 499+05.37.5 Lt. El. 569.34

NOTE: Plotted 15' Above Datum
Exist. 36"(Storm)
Exist. 30"RCP (Storm)
PVI +00
Elev. = 570.70
VC = 50'
PVI +00
Elev. = 569.98
VC = 50'
INV. 564.1
+21
STR. NO. 73
+75, End Surface Milling Begin Pavement Reconstruction
+75, End Pvmt. Reconstruction Begin Surface Milling
+00, Begin Wedge & Level
575
570
565
560
+0.3143%
Proposed Profile Grade
-0.36%
+0.211%
Existing Profile Grade
Remove
Remove
Exist. 15" CMP (Storm)
Exist. 15" CMP (Storm)
INV. 566.29
+11
NOTE: Plotted 5' Below Datum
12" Force Main
INV. 566.42
+45
INV. 566.03
+50
12" Force Main
INV. 566.80
+78
12" Force Main
30" Dia.
+0.283%
30" Dia.
+0.25%
38 x 24
+0.25%
38"x24"
+0.25%
30 x 19
24" Dia.
INV. 565.35
+11
STR. NO. 69
INV. 566.07
+50
STR. NO. 77
INV. 566.33
+54 'S-2-B'
STR. NO. 79
INV. 566.42
+77.5
STR. NO. 78
INV. 566.80
+30
INV. 566.80
+30
STR. NO. 85
569.63
+50, 569.72
569.80
+72.4, 569.81
569.83
+42, 569.89
569.96
+50, 569.98
569.95
+50, 570.02
570.09
+50, 570.13
499
500
501
502
503
504

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	18	72	

TP116

11-28-94

2863

REV 2-17-99 CHANGED TEMP. R/W (PAR. 83A) C.TUNGET

REV 7-16-98 PAR 81: ELIM. PAR 82: COMBINED WITH PAR 81 C.TUNGET

6-22-94 Rev. Temp. R/W Sta. 506+20.5 to 509+97.77 Lt.

STA 504+30.41 Line 'A', Brown St, Line 'S-3', Street Approach Req'd. Rt. See Detail Sheet. 64

STA 508+65.07 Line 'A', Buckeye St, Line 'S-4', Street Approach Req'd, Rt. See Detail Sheet. 64

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042- 8(4)		19	72

PLAN — SURVEYED ____ by Traffic Engr. Studies 5-90; PLOTTED ____ by Traffic Engr. Studies 5-90; NOTE BOOK ____ ALIGNMENT CHECKED ____ RT. OF WAY CHECKED ____; No. ____

PROFILE — SURVEYED ____ by ____; PLOTTED ____ by ____; NOTE BOOK ____ GRADES CHECKED ____ R. M.'s NOTED ____ STRUCTURE LOCATIONS CHECKED ____

C S X R R

STR. NO. 84 — Existing Manhole — No Change Req'd. Inv. 562.80(Est.) — 24" VCP(Storm) — Existing Inlet no change req'd.

STR. NO. 85 — Manhole Type A-4 & 15.3 Lft. of 30"x19" Group "L" pipe req'd. Connect with STR. NO. 78 — 15" CMP — Approx. Section

STR. NO. 86 — Inlet Type D-6 & 6.3 Lft. of 18" Group "L" pipe req'd. Remove existing inlet — Connect with STR. NO. 85 — P.I. 9+35.59 "S-3" = O.P.O.T. 504+30.41 (64.41' Lt.)

STR. NO. 87 — Inlet Type M-10 & 48 Lft. of 24" Group "L" pipe req'd. connect with STR. NO. 85

STR. NO. 88 — Adjust Casting to Grade

STR. NO. 89 — Adjust Casting to Grade

STR. NO. 90 — Inlet Type J-10 & 9 Lft. of 15" Group "L" pipe req'd. connect with STR. NO. 91

STR. NO. 91 — Manhole Type A-4 reqd.

STR. NO. 92 — Inlet Type M-10 & 78 Lft. of 24" Group "L" pipe req'd. connect with STR. NO. 87

STR. NO. 93 — Adjust Casting to Grade

STR. NO. 94 — Inlet Type A-2 & 33 Lft. of 15" Group "L" pipe req'd. connect with STR. NO. 96

STR. NO. 95 — Inlet Type M-10 & 82.5 Lft. of 24" Group "L" pipe req'd. connect with STR. NO. 97

STR. NO. 96 — Adjust Casting to Grade

STR. NO. 97 — Inlet Type J-10 & 130' Lft. of 18" Group "L" pipe req'd. connect with STR. NO. 95

STR. NO. 98 — Adjust Casting to Grade

STR. NO. 99 — Adjust Casting to Grade

STR. NO. 100 — Adjust Casting to Grade

STR. NO. 101 — Adjust Casting to Grade

STR. NO. 102 — SEE SHEET NO. 41

STR. NO. 103 — SEE SHEET NO. 41

STR. NO. 104 — SEE SHEET NO. 41

P.O.T. 504+30.41 "A" = P.O.T. 10+00 "S-3"

P.O.C. 508+65.07 "A" = P.O.T. 10+00 "S-4"

P.I. 507+52.55

CURVE DATA: P.I. = 507+52.55; Δ = 13°-18'-55"; D = 02°-42'-45"; T = 247.45'; R = 2119.88'; L = 492.67'; E = 14.39'; SE = N.C.

BLOCK 13 SHIELD'S ADDITION

BLOCK 12 SHIELD'S ADDITION

LOT 465 SHIELDS ADD — PIZZA PALACE INC. (Bumpers)

LOT 464

JOHN L. MOORE

DON W. MYERS, SR. (Swift'y Gas Station)

DANIEL H. & [illegible] S. COLCLAZIER

(Don's Cycle Shop)

JAY WADE DECKARD (Deckard's Auto Sales)

PAUL E. & RUTH D. YOUNG

ELIM. 7-16-98

Sec. 18, T6N, R6E Jackson Twp. Jackson County

Sec. 19, T6N, R6E Jackson Twp. Jackson County

L 489 L 488 L 487 L 486 L 485 L 484 L 483 L 482 L 474 L 473 L 472

Line "S-3" BROWN ST. (all) N 89°-33'-20" E

Line "A" N 58°-58'-00" E

Line "A" N 72°-16'-55" E

Line "S-4" BUCKEYE ST. S 15°-46'-43" E

U.S.50 (TIPTON ST.)

PB-83&84 — PB-82 — PB-81

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT . . . AS SHOWN."

B.M. #10 PK Nail 1' up in 24" Maple Sta. 504+37.47' Lt. El. 572.01

B.M. #11 PK Nail 1' up in Pwp Sta. 508+37. 29' Lt. El. 572.14

NOTE: Plotted 15' Above Datum

NOTE: Plotted 10' Below Datum

Proposed Profile Grade

Existing Profile Grade

30" RCP (Storm) Exist.

Exist. 12" VCP (San. Sewer)

12" Force Main

Exist. 24" RCP (Storm)

INV. 566.91 +30 STR. NO. 85

INV. 562.81 +81 STR. NO. 88

INV. 567.05 +75.5 STR. NO. 87

INV. 567.28 +53 STR. NO. 92

INV. 565.27 +53 STR. NO. 91

INV. 565.89(Est.) +91 STR. NO. 83

INV. 563.74 +18 STR. NO. 93

INV. 566.03 +70 STR. NO. 96

INV. 567.92 +70 STR. NO. 95

INV. 568.30 +00 STR. NO. 97

INV. 566.43 +84

INV. 565.56 +11 STR. NO. 100

0.30% 30x19 — 0.30% 24" Dia. — 0.30% 24" Dia. — 0.30% 28x20 — 0.30% 18" Dia. — 0.211%

504 505 506 507 508 509 510

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042- 8(4)	A	19	72	

12-5-94

TP116

10 19

REV. 10-26-98 ADDED MANHOLES (STRUCT. 150 & 151) & REV. STRUCT. 146 M. HUGGLER

JUL 23 1998

REV. 7/16/98 PAR. 81 & 81A: ELIM. PAR. 82: COMBINED WITH PAR. 81, PAR. 82A: CREATED. C. TUNGET

REV. 7/22/98 PAR; 79 & 79A: CHANGED R/W. PAR. 79B & 79C: ADD TE. R/W. C. TUNGET

2863

TR/W Revised Sta. 511+35 to Sta. 512+60 Rt 5-15-98

Rev. R/W & added TR/W Sta. 512+87 to Sta. 513+41 7-21-98

Deleted TR/W STA. 514 Lt to STA. 514+65, 5-15-98

STA 513+70.7 Line 'A', Beech St., Line 'S-5', Street Approach Req'd., Rt.

See Detail Sheet 68

TR/W Added Sta. 514+00 Lt. 10-17-94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-B(4)		20	72

PLAN — SURVEYED: Bateman Engineering Co-90; PLOTTED: Traffic Engr. Studies 9-90; NOTE BOOK: ALIGNMENT CHECKED; ET. OF MAT CHECKED; No.

PROFILE — SURVEYED: Traffic Engr. Studies 5-90; PLOTTED: Traffic Engr. Studies 9-90; NOTE BOOK: GRADES CHECKED; No.: 8. M.V. NOTED; STRUCTURE NOTATIONS CHECKED

L464 510 +00, 20.1'-E.P. +02.4, 23.5'-Pwp. +02.8, 40'-Comm. Sign +08.6, 20'-Inlet +15.1, 20.4'-S.S.M.H. +26.3, 33'-Conc. Sign Base

PIZZA PALACE INC.

L463 L462 L461 L460 L459 L458 L457 L456 515

+00, 20.1'-E.P. +00, 20.2'-E.P. +15, 37.2'-Comm. Sign +34, 25'-Pwp/Luminaire +39.5, 33.5'-W.M. +46, 41.5'-Light Pole

HIGHWAY OIL COMPANY

SWIFTY OIL

App. U.G. Fuel Tanks 12,000 gal. 12,000 gal. 15,000 gal.

+86.5, 44'-Light Pole +92.5, 32.3'-I.P. +93.2, 32.3'-Transformer +00, 20.2'-E.P. +09, 25.6'-Down Guy +32, 20'-Inlet +39.3, 22.5'-W.V. +41.7, 33.3'-I.P. +46.5, 22.4'-Pwp/Luminaire +51.3, 21.1'-Hyd. +53.7, 31.1'-Stop Sign

VACATED BEECH ST.

MARLIN HUKILL

+93.5, 44'-36" Maple +96.9, 20.5'-Inlet +00, 20.3'-E.P. +45.3, 24.9'-W.M. +70.3, 26.5'-Tip.

WALTER & LEONA PARDIECK, et ux

+11.4, 27.4'-Pwp.

71A Commercial (Frame) +P.T. 50' +P.T. 40' +P.T. 45'

71B (Bil.) +41 78.4'

71 Const. Limits 40' R/W

Temp. R/W for Dr. Reconstr.

STR. NO. 102 Inlet Type B-15 & 12 Lft. of 12" Group 'L' pipe reqd. connect with STR. NO. 103

4" PVC 8" VCP +00 (Grass)

72 +00.65 Comm Dr. (Bit.) +59.8 Comm Dr. (Conc.) +42.27 +ℓ 45' +ℓ (+42.05) 40'

72A Gas Pumps +87 48.5' 24'x56' Canopy

72B +61.5 75.1'(Fill Port) +93.5 (ℓ) 55'

Temp. R/W for Dr. Reconstr. +45 50' +45 49' +45 40' +45 45'

+91.96 (ℓ) +716 Comm Dr. (Conc.)

NOVELYN M. SIMS

STR. NO. 106 Inlet Type C-15 & 9 Lft. of 15" Group 'L' pipe reqd. connect with STR. NO. 107 40' R/W +38

+45 60' +00 60' (Gravel)

73B +45 40' +00 40'

73 +85 45' +85 40' +10 45' +10 40' +P.C. 40' 40' R/W

Temp. R/W for Dr. Reconstr.

P.O.T. 513+70.7 "A" = P.O.T. 10+00 "S-5"

+97.2 Pr. Dr. (Gravel)

73A

Const. Limits

8" VCP (Sanitary)

5' Conc. Sidewalk (Grass) 6" C.I. Water (Bil.) (Grass)

24" RCP (Storm)

STR. NO. 103 Manhole Type A-4 reqd. Remove Exist. Inlet

2-18" RCP

STR. NO. 104 Adjust Casting To Grade

12" Force Main ℓ (+41.72) ℓ (30.23°)

U.S. 50 (W. Tipton St.)

STR. NO. 147 Manhole Type A-4 & 288 Lft. of 18" Group 'L' Pipe reqd. connect with STR. NO. 148 ℓ (+91.71) ℓ (32.53°)

STR. NO. 107 Manhole Type A-4 reqd. Remove Exist. Inlet

STR. NO. 109 Adjust Casting To Grade

STR. NO. 110 Adjust Casting to Grade

STR. NO. 136

STR. NO. 110 Inlet Type B-15 869 Lft. of 15" Group 'L' pipe reqd. connect with STR. NO. 106

12" Force Main

LINE "A"

STR. NO. 100 See sheet No. 41

Remove inlet and cap ends

STR. NO. 148 Manhole Type A-4 and 140 Lft. of 18" Group 'L' pipe reqd. connect with STR. NO. 138

PB-80 & 82

STR. NO. 105 Inlet Type B-15 & 10 Lft. of 15" Group 'L' pipe reqd. connect with STR. NO. 148

18" VCP Storm

N 72°-16'-55" E

STR. NO. 108 Inlet Type C-15 & 10 Lft. of 15" Group 'L' pipe reqd. connect with STR. NO. 147

PB-79 & 79A

PB-79B & 79C

PB-78

STR. NO. 111 Inlet Type B-15 & 84 Lft. of 15" Group 'L' pipe reqd. connect with STR. NO. 108

+ℓ (+00.98) ℓ (32.99°) + ℓ (+40.34) ℓ (32.07°)

Remove 22°-01'-40"

(Bil.) (Grass) 5' Conc. Sidewalk 40' R/W Const. Limits

PB-80A PB-82A

80 DO NOT DISTURB SIGN

80A

81A ELIM. 7-16-98

81 ELIM. 7-16-98

82 82A

JAY WADE DECKARD

Residence (Frame)

L472 L471 Temp. R/W for Dr. Reconstr. L470 L469 L468 L467

PAUL E. & RUTH A. YOUNG, et ux

SAMUEL R. & ELREANA L. BROWNING, et ux

KENNETH A. LAYTON

Temp. R/W for Drive Reconstruction

TR/W for Slope Construction

79B 79 L.466 CLAYTON W. & ALICE D. FISHER

LEASE-IN FAVOR OF IRWIN UNION BANK & TRUST

(PARCEL 79A) (PARCEL 79C)

JOSEPH W. CONNER 78

STR. NO. 150 MANHOLE TYPE B-4 & 38 LF OF 15" GROUP 'L' PIPE REQD. CONNECT WITH STR. NO. 151

STR. NO. 151 18 LFT. OF 15" GROUP 'L' PIPE REQD. CONNECT STR. NO. 147 MANHOLE TYPE B-4

L 444

Line "S-5" S 15°-41'-20" E

+87.7, 25.2'-Iron Pin +90, 25.2'-Tip +90, 26'-Fence Corner +00, 20.1'-E.P. +12'-M.H. +24.5, 27'-Fe. Cor. +44.9, 20.1'-Inlet +00, 20.1'-E.P. +19.2, 24.5'-Irrigation Sign (30 MPH) +34, 22'-W.M. +38.4, 23'-Tip. +39, 32'-Comm. Sign +00, 20.1'-E.P. +84, 45'-W.M. +91.45'-Sprinkler Head +91.45 +91.53 +91.96 +89, 32.5'-Conc. Post +90.6, 22.7'-Tip. +91.25 853'-Sprinkler Head +00, 20.1'-E.P. +18, 42'-Comm. Sign +19.23 854'-Sprinkler Head 12" Pipe Catch Basin with 12" Group 'L' Pipe Connect with STR. NO. 151 STR. NO. 146 +38.1, 24.5'-W.M. +40.8, 24.2'-Inlet +44, 20.1'-Inlet +42.5, 45'-Flag Pole +47.9, 23.3'-St. Name Sign +46.23'-Sprinkler Head +72.7, 0.5'-M.H. +90, 25.3'-Stop Sign +92.6, 26.9'-Tip. +92.05 +93.4, 20'-Inlet +00, 19.9'-E.P.

Sec. 18, T6N, R6E Jackson Twp. Jackson County

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

BLOCK 12 SHIELDS ADDITION

B.M. # Top of Fire Hydrant Sta. 513+47 23' Lt. El. 574.69

P.V.I. +00 ELEV. 572.30 VC = 50

P.V.I. +00 ELEV. 573.01

STR. NO. 104 INV. 564.39 +15 STR. NO. 103 NOTE: Plotted 15' Above Datum NOTE: Plotted 10' Above Datum INV. 566.25 +09

Exist. 8" VCP (San.) Exist. 24" RCP (Storm) Proposed Profile Grade Existing Profile Grade Exist. 12" VCP (Storm) 12" Force Main

STR. NO. 107 INV. 567.56 +3

STR. NO. 106 +0.30% 12" Dia. NOTE: Plotted 10' INV. 569.06 .38 Above Datum

STR. NO. 110 INV. 569.22 .07

Remove

STR. NO. 109 +0.355%

STR. NO. 108 INV. 563.45 +7.5 +0.20% 12" Dia. NOTE: Plotted 6' Below Datum

STR. NO. 111 INV. 563.32 +.73 (Calc.) INV. 568.62 10.5

Exist. 12" RCP (Storm) INV. 569.05 .43 Remove INV. 569.21 .95

12" Force Main

510 511 512 513 514 515

575 570 565 560

571.24 571.34 571.41 571.65 571.83 572.03 572.26 572.54 572.84

PLATE 3-PLAN-PROFILE U.R.R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-B(4)	A	20	72	

7-1-98 11

REV. 10/26/98 PAR. 98 - REVISED R/W AND ADDED 'DO NOT DISTURB SIGN' LABEL. C. TUNGET

REV. R/W PARCEL 75 PER DESIGN, R. RANEY

STA 517+49.3 Line 'A', S. Lynn St., Line 'S-6', Street Approach Req'd. Lt & Rt. See Detail Sheet. 66

Temp. R/W Added 519+50 to 520+00 Rt. 10-14-94

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		21	72

PLAN — SURVEYED ____ BY Bateman Engineering 5-90; PLOTTED ____ BY Traffic Engr. Studies 5-90; NOTE BOOK ____ HORIZONTAL CHECKED ____; ____ VERTICAL CHECKED ____; No. ____ ST. OF WAY CHECKED ____

PROFILE — SURVEYED ____ BY Traffic Engr. Studies 5-90; PLOTTED ____ BY Traffic Engr. Studies 5-90; NOTE BOOK ____ CROSS SECTIONS CHECKED ____; ____ E. & V.'s NOTED ____; No. ____ STRUCTURE NOTATIONS CHECKED ____

515 — +11.4, 27.4'-Pwp.; +24.7, 37.4'-W.M.

LOT 455 — +58.7, 24.8'-Pwp./Luminaire; +60, 23.7'-Traffic Sign (30 MPH)

LOT 454 — +00, 19.5'-E.P.

PARKLAND INC. LOT 452 — WALTER & LEONA PARDIECK, et ux

LOT 451 — +00, 19.9'-E.P.; +17.4, 40'-R.R. Spike; +26, 27.6'-Pwp./Luminaire; +33, 38.3'-Stop Sign; +50, 36.9'-M.H.; +69.3, 30.5'-Pwp.

STR. NO. 118 — Adjust Casting to Grade

STR. NO. 119 — Inlet Type J-10 & 51 Lf.t. of 12" Group 'L' pipe reqd. connect with STR. NO. 117

STR. NO. 112 — Inlet Type J-10 & 33 Lf.t. of 15" Group 'L' pipe reqd. connect with STR. NO. 113

Temp. R/W for Dr. Reconstr.

75 — Commercial Bldg. (Brk. Var.)

75A — +55, Comm. Dr. (Bit.)

Temp. R/W for Drive Reconstruction

Const. Limits

40' R/W

Apparent R/W & Pl.

5' Conc. Sidewalk

6" VCP

(Sanitary)

6" C.I. Water

12" Force Main

STR. NO. 113 — Manhole Type A-4 reqd.

STR. NO. 117 — Adjust Casting to Grade

LINE "A" N 72°-16'-55" E

18" VCP (Storm)

P.O.C. 517+49.3 "A" = P.O.T. 10+01.25 "S-6"

P.O.S.T. 517+49.3 "A" = P.O.T. 10+00 "S-6"

91°-29'-35" to P.O.S.T

Remove

Cap

PB-78A

PB-93

PB-94A

STR. NO. 120 — Inlet Type M-10 & 51 Lf.t. of 12" Group 'L' pipe reqd. connect with STR. NO. 117

STR. NO. 121 — Adjust Casting to Grade

STR. NO. 122 — Manhole Type A-4 reqd.

STR. NO. 123 — Inlet Type J-10 & 46 Lf.t. of 15" Group 'L' pipe reqd. connect with STR. NO. 122

STR. NO. 124 — Inlet Type J-10 & 33 Lf.t. of 15" Group 'L' pipe reqd. connect with STR. NO. 122

STR. NO. 125 — Adjust Casting to Grade

U.S. 50 (W. Tipton St.)

LINE "A" N 73° 45' 55" E

CLAUDE & CHARLOTTE MITCHELL, et ux — LOT 417

P.I. 517+86.02

Temp. R/W for Dr. Reconstr.

76 — Residence (Frame)

LOT 416 — JESSE HILDRETH JR. & JESSIE HILDRETH, et ux

520

78 — JOSEPH W. CONNER — L444 — Temp. R/W for Dr. Const. — NOVELYN M. GIMS

78A — BLANCHE SMITH — L445

L436 — TRUSTEES of the AME CHURCH — Church (Frame)

L437

Sec. 18, T6N, R6E, Jackson Twp., Jackson County

STR. NO. 114 — Inlet Type J-10 & 27 Lf.t. of 15" Group 'L' pipe reqd. connect with STR. NO. 113

STR. NO. 115 — Inlet Type J-10 & 66 Lf.t. of 12" Group 'L' pipe reqd. connect with STR. NO. 117

STR. NO. 116 — Inlet Type J-10 & 36 Lf.t. of 12" Group 'L' pipe reqd. connect with STR. NO. 120

CURVE DATA: P.I. = 517+86.02; Δ = 01°29'00"; D = 00°16'54.3"; R = 20,335.65'; T = 263.25'; L = 526.47'; E = 1.70'; SE = N.C.

93 — RUDDICKS GARAGE, INC. — Commercial (Block)

DO NOT DISTURB SIGN

L417 — L418

94A — TRUSTEES, JACKSON COUNTY SCHNECK MEMORIAL HOSPITAL — L427

Hospital Services - Ambulance, etc. (Metal)

Temp. R/W for Dr. Reconstr. — L426

Conc. Retaining Wall

Const. Limits

Apparent R/W & Pl.

P.T. 520+44.24

P.C. 515+22.77 Line "A"

P.C. 520+49.24 Line "A"

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

BLOCK 9 SHIELD'S ADDITION

BLOCK 8 SHIELD'S ADDITION

B.M. #13 Top of Fire Hydrant Sta. 517+78, 32' Lt. El. 576.81

Proposed Profile Grade to follow existing (1" Surface Milling and 3" Resurface (See Typical Section))

PVI +00 ELEV. 573.01

NOTE: Plotted 15' Above Datum

8" Exist. VCP (San.)

INV. 568.09 +50

INV. 569.06 +41.5

INV. 570.57 +93.5

STR. NO. 113 — INV. 569.77; INV. 569.67 (Est.) +75.5

STR. NO. 117 — INV. 570.83 (Est.) +50

STR. NO. 122 — INV. 574.03 (Est.) +56.5; INV. 574.13

18" Exist. VCP (Storm)

12" Force Main

Existing Profile Grade

572.84 | +50 573.12 | 573.44 | +50 573.71 | 574.00 | +50 574.39 | 575.04 | +50 575.69 | 576.28 | +50 576.88 | 577.58 | +50 578.51

515 | 516 | 517 | 518 | 519 | 520 | 521

580 | 575 | 570 | 565

PLATE 3 - PLAN - PROFILE D. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(4)	A	21	72	

11-30-94

TP116

REV. 6-20-95 ADDED PROPERTY INFO. AT POINT TO STA. 520+96.79/50' RIGHT.

REV. 5-10-95 ADDED PROPERTY INFO. AT RIHHT OF APPROX. STA. 521+70 M. HUGGLER

STA 521+31.13 Line 'A', S. Pine St., Line 'S-7', Street Approach Req'd., Lt. & Rt. See Detail Sheet 67

STA 525+09.80 Line 'A', S. Poplar St., Line 'S-8' Street Approach Req'd. Lt. See Detail Sheet 67

BLOCK 4

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		22	72

2863

525

PLAN — Batsman Engineering Inc. Traffic Engr. Studies 5-90 — Traffic Engr. Studies 9-90 — SURVEYED — PLOTTED — DRAWN — TRACED — CHECKED — NOTE BK.-CSK — PAGES — NO. OF "A" CHECKED — No. — STRUCTURE NOTATIONS CHECKED

PROFILE — Traffic Engr. Studies 5-90 — Traffic Engr. Studies 9-90 — SURVEYED — PLOTTED — DRAWN — TRACED — CHECKED — NOTE BOOK — PAGES — No. — STRUCTURE NOTATIONS CHECKED

+23, 43'-6" Walnut; +27.3, 27.5'-12" Maple; +35.5, 26.7'-30" Maple

JESSE HILDRETH, JR. & JESSE HILDRETH

+90, 41.5'-12" Magnolia; +95, 26.3'-Traffic Sign (30 MPH); +01, 24.2'-E.P.; +01, 37'-Signal Pole; +08, 46'-Handhole

+22, 68'-San. Sewer M.H.; +23.9, 1.5'-San. Sewer M.H.; +28, 43' Double D.H.

+53, 24.5'-Inlet; +54, 29.2'-St. Name Sign

+63.5, 29.6'-Fire Hyd.; +67, 36' Signal Pole

+00, 24.1'-E.P.

+67.6, 43.8'-W.M.

+00, 24.2'-E.P.

+05, 31.7'-Down Guy; +07, 26.1'-Pwp.-Luminaire

+83.8, 31.1'-W.M.

+18.8, 28.8'-Pwp.; +24.7, 30.4'-W.M.

+29.5, 29'-12" Maple

+63.6, 47.6'-Comm. Sign (30MPH); +67.3, 28.6'-Traff. sign; +75.5, 30.4'-Traff. sign-Luminaire; +77, Apparent; +85.7, 47.5'-Stop Sign; +753, 30.4'-Traff. sign-Luminaire

+35.1, 39.4'-TP; +37.1, 30.6'-Inlet-3'W.; +42.9, 33.7'-Comm Sign; +43.4, 42.8'-Tele

+43.4, 31.8'-Fire Hyd.; +43.4, 28.8'-W.V.

P.O.T. 521+31.13 "A" = P.O.T. 10+00 "S-7"

LOT 416 — Residence (Frame) — 92

STR. NO. 129 — Inlet Type J-10 & 54 Lf.t. of 15" Group 'L' pipe reqd. connect with STR. NO. 127

JESSE HILDRETH, JR. & JESSE HILDRETH (Hildreth's)

LOT 378 — Commercial (Brk. Venr.) — 92A

Residence (Frame)

Temp. R/W for Dr. Reconstr.

JESSE HILDRETH, JR. & JESSE HILDRETH (Hildreth's)

+02.9 Comm. Dr. (Gravel)

ROGER L. KILGAS

LOT 384 — Commercial (Frame)

DENNIS & RHONDA HOLLE, et. ux.

P.O.T. 525+09.8 "A" = P.O.T. 10+00 "S-8"

Line "S-8" POPLAR ST.

6" VCP; 24" Conc. Sanitary; 12" Force Main; 6" C.I. Water; Gas; 5' Conc. Walk; Apparent lt. & R/W; Remove; Conc. Walk; Canopy; Ice Vending Machine; Conc. Curb; Const. Limits; 12" VCP

STR. NO. 126 — Adjust Casting to Grade

STR. NO. 127 — Adjust Casting to Grade

STR. NO. 137 — Adjust Casting to Grade

STR. NO. 131 — Adjust Casting to Grade

STR. NO. 132 — Inlet Type J-10 Existing

LINE "A"

U.S. 50 (W. Tipton St.) =N 73°-45'-55" E

89°-32'-10"

End Project ST-9936( ) Segment 1, Sta. 525+57

18" VCP (Storm); 89°-43'-30"; 15" Conc.; 2'-8" Brick Sidewalk; 7' Sidewalk; 2" Conduit for Luminaires; 2" Conduit for Signal interconnect (Existing); Concrete Curb along parking lot; 2"R CP

STR. NO. 130 — Inlet Type M-10 Existing — PB-94B — ℄ (+61.30) ℞ (-40')

PB-94 — ℄ (+96.69) ℞ (40')

Constr. Limits; Apparent lt. & R/W; P.T. 520+49.24; Gas; Remove; Cond. Walk; 6" PVC; 24" RCP; 15" RCP

Traffic Signal Interconnect Handholes

Sta.	Offset
525+68.3	46.5' Rt.
527+45	47' Rt.

L 426 — 94 — Commercial (Metal)

L 427

L 385

L 386

L 393

L 394

STR. NO. 138 — Inlet Type J-10 Existing

STR. NO. 128 — Inlet Type J-10 Existing

TRUSTEES, JACKSON COUNTY SCHNECK MEMORIAL HOSPITAL

Line "S-7" S. PINE ST. (Bit.) S 16°-30'-35" E

Sec. 18, T6N, R6E Jackson Twp. Jackson County

ALLEY (VACATED) (16')

POPLAR ST. (VACATED) (66')

BLOCK 8 SHIELD'S ADDITION

BLOCK 5 SHIELD'S ADDITION

NOTE:
Construction Limits on the right side of Line 'A' between STA. 521+52 and 525+57 is the lip of the curb.

TRUSTEES, JACKSON COUNTY SCHNECK MEMORIAL HOSPITAL

S. Anchor Bolt, Street Lamp; PKN; N. Anchor Bolt, Street Lamp; N. Anchor Bolt, Street Lamp; 320.93; 91.16

STA. 526+00 LINE "A"

"ALL TOPO & R/W ON THIS SHEET DESCRIBED FROM LINE "A" EXCEPT AS SHOWN."

BM# 14 Top of Fire Hydrant, Northeast Corner, W. Tipton St. and S. Walnut St. Elev. 598.92'

+57, End Construction Segment I. Meet existing.

Proposed Profile Grade to follow existing (1" Surface Milling and 3" Resurface (See Typical Section)

STR. NO. 131; INV. 582.35 +.94; Existing Profile Grade; Mill existing surface, Minimum 1"; +.94; +.57

STR. NO. 137; STR. NO. 127; INV. 577.83 +.38; INV. 578.69(Est.) +05.8; Exist. 18" VCP (Storm); 12" Force Main

585; 580; 575; 570

579.60; +50,580.52; 581.62; +50,582.67; 583.75; +50,584.79; 585.87; +50,587.00; +62.2, 587.30; +40, 588.5

521; 522; 523; 524; 525; 526

PLAN & PLAN-PROFILE 6" & 1" STANDARD 1975

PROJECT NO.	LINE	SHEET NO	TOTAL SHEETS
NH-042-8(4)	A	22	72

8-24-95

TP1116

13

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		23	72

15

CURVE DATA

P.I. = 16+19.56
Δ = 6°-57'-25"
D = 2°-54'-19"
R = 1972.18'
T = 119.88'
L = 239.47
E = 3.64'
SE = N.C.

STA. 12+43.94 'B', Broadway, Street Approach Req'd. Lt. & Rt.
Revised R/W & Deleted TR/W Northwest Corner Broadway

PB-43 & 43A

+66.5, 32.5'-Sign
+82.5, 34'-Pwp.
+91, 49'-Comm. Sign
+98, 31.5'-Traffic sign base
+08.5, 40'-Inlet
+09, 46.5'-Street sign
+72, 100'-Traffic sign (RMA-N-SP-1)
+75.5, 46'-Signal Std.
+79.5, 36.5'-Inlet
+82.6, 33'-W.M.
+86, 41.7'-Pole base
+34.7, 29.8'-Fire Hyd.
+39.5, 44.2'-Sign Base
+41.3, 35.1'-W.M.
+33.4, 44.5'-Lamp Post Base (1.5 x 1.5')
+50.1, 42.7'-CLTF
+71.0, 31.0'-W.M.
+89.7, 42.8'-CLTF
+92.4, 43.9'-Conc. pad

OMNI-SEYMOUR, L.L.C.

S.R. 11 (BROADWAY)

43A — Temp. R/W for Dr. Reconstr.

43B — Temp. R/W for Dr. Reconstr.

ROBERT L. LEWIS (Kar Kwik Muffler Shop)

TED R. GILL

113 — 43 — 44

+80 'S-8-A'
+90'
+55
+12
STR. NO. 173
Inlet Type J-10 & 22 Lft. of 15" Group 'L' pipe req'd.
PB-113
Apparent 'L' & R/W
+08
STR. NO. 172
Manhole Type C-4 req'd.
Remove existing inlet
+75 ('S-8-A')
+75 ('S-8-A")
+37
+64
+09
+29
+95
+15
+69 'S-8-A"
+67 'S-8-A"
Apparent ℄ & R/W
45' R/W
Apparent ℄ & R/W
+32.91
+32.92
42.45'
5' Conc. Sidewalk
PB-43B
(Conc.)
6" Water
Temp. R/W for Dr. Reconstr.
Apparent ℄ & R/W
Const. Limits
(Bit.)
STR. NO. 152
Manhole Type C-4 reqd.
Remove Existing Inlet
STR. NO. 153
Inlet Type J-10 & 33 Lft. of 15" Group 'L' pipe reqd. connect with STR. NO. 152
Begin Project ST-9936( )
Segment II
STA 11+90
12" Force Main
90°-41'-20"
LINE "B"
U.S. 50 (E. TIPTON ST.)
N 74°-12'-35" E
12" Force Main
P.C. 14+99.68
P.O.T. 11+73.73
P.O.T. 12+43.94 "B"
=P.O.T. 10+00 "S-8-A"
STR. NO. 151
Inlet Type J-10 & 30 Lft. of 15" Group 'L' pipe req'd. Connect with STR. NO. 152

PB-114
PB-47
Apparent 'L' & R/W
(Grass)
5' Conc. Sidewalk
38' R/W
+41.31
+90
+10.41'
+03.1
55'
TB&H RENTALS, INC.
114
47
+29
45'
Const. Limits
Pump Island
+08
45'
+83.86
38'
+86.1
41.5'
40B — 48A — 48
+83.06
Bldg. Inac.
(Dairy Queen)
ANTOM, INC.
60'
NOTE: DO NOT DISTURB PUMP ISLAND
NOTE: DO NOT DISTURB WALL OR LIGHT STANDARD
+12.0 Comm. Dr.
+25 Class III Dr. (Mod. W=40')
+63.6 Comm. Dr.
+14.8 Comm. Dr.
+67.6 Comm. Dr. (Bil.)
+33 Class III Dr. (mod. W=40')
Temp. R/W for Dr. Reconstr.
Bitum.
Conc. Slab
+13
+63
KOCOLENE COMPANY, INC.
Temp R/W for Dr. Reconstr.
+90
+29
90'
+63
LINE "S-8-A"
N 16°-28'-45" W
+06.8, 48'-Controller
+07, 44.3'-Traffic Sig. base
+04
+77, 32.4'-Traffic Sig. base
+84
+85.5, 59.5'-W.M.
+92.5, 47.5'-Comm. sign base
+98, 38.5'-Lamp post base
+39, 31.5'-Pwr. Lt. luminare
+79.5, 39.7'-Light Std.
+86, 42.4'-Conc. Block Wall
+65
Apparent ℄
Sec. 17, T6N, R6E
Jackson Twp.
Jackson County
+50.9, 37.5'-W.M.
S.W. Anchor Bolt - Signal Std.
PKN
+41.50
N.W. Anchor Bolt - Signal Std.
Spike N. Side Pwp
52.85'
55.94'
P.O.T. 11+73.73 Line "B"
S.W. Cor. Post, 6" CLTF
68.66'
S.W. Cor. Conc. Walk & S.W. Cor. Bldg
82.80'
PKN
3.000
Iron Pin Set (No ℄)
P.C. 14+99.68 Line "B"
ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

BALANCE NO. 2
(SEGMENT II)

Cut	Cys.
Fill	Cys.
Borrow	Cys.

B.M. #15 - Top of Fire Hydrant, Northeast Corner of East St. & U.S. 50 - Elev. - 611.64

P.V.I. 12+75
EL. 606.05
Begin Project ST-9936( )
Segment II Sta. 11+90
+80 Begin 1" surface milling & 1" resurface Meet Existing
Incidental Construction
STR. NO. 152
STR. NO. 153
+0.30%
15" Dia.
INV. 602.49
+79.5
INV. 602.59
+11
12" Force Main
-0.72%
Existing Profile Grade
Proposed Grade
+00 Excess 3" resurface
+50 Begin wedge & level
P.V.I. 16+50
EL. 603.35
V.C. = 200
-0.72%
+0.38%
12" Force Main
+75, 606.04
605.81
+50, 605.40
+63, 605.32
605.00
+10, 604.92
+41.6, 604.66
+50, 604.59
+66, 604.48
604.20
+098, 604.10
+255, 603.97
+50, 603.74
+805, 603.44
610
605
600
595
11
12
13
14
15
16

PLATE 3 - PLAN PROFILE & T. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936	B	23	72	

4-30-97

PLAN — SURVEYED: Bateman Eng. Co. Inc. 5/90; PLOTTED: Traffic Eng. Studies Inc. 10/90; NOTE BOOK; ALIGNMENT CHECKED; R/W & L's NOTED; No.; R/ OF WAY CHECKED; STRUCTURE NOTATIONS CHECKED

PROFILE — SURVEYED; PLOTTED: Traffic Eng. Studies Inc. 7/90; NOTE BOOK; CROSS SECS. CHECKED: Traffic Eng. Studies Inc. 10/90; No. 11; STRUCTURE NOTATIONS CHECKED

TP116

REV. 02-22-99
REV. R/W FOR 48 & 50
ADDED TEMP. R/W
M. HUGGLER

REV R/W ON PARCEL 90, 12-1098 RLR

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		24	72

Temp. R/W Added Sta. 14+85 to 15+10 Rt. 12-20-94

STA 16+40.47 Line 'B', S. Vine St., Street Approach Req'd. Lt. & Rt., See Detail Sheet. 69

STA 20+00.94 Line 'B', S. Park St., Street Approach Req'd. Lt. & Rt., See Detail Sheet. 69

PLAN — SURVEYED: Bellamia Eng. Co. Inc. DATE 6/96; DRAWN BY: Traffic Eng. Studies Inc.; AUGMENT CHECKED: Traffic Eng. Studies Inc.; NOTE BOOK: RT. OF WAY CHECKED: ; No.: ; STRUCTURE NOTATIONS CHECKED: ; B. M.'s NOTED: ; CURVES CHECKED: ; PLOTTED: ; CHECKED: ; PROFILE

Sec 17, T6N, R6E
Jackson Twp.
Jackson County

TED R. GILL

RICHARD U. & DELORES J. PFLANZ, et ux (Big O Tires)

INTERSTATE FUEL INJECTION SERVICES, INC.

LEASED RESTAURANT PARTNERS (Hardee's)

KOCOLENE OIL CORPORATION

ANTOM INC.

JOHN DALE SPRENGER

NORMA J YAZELL ~~DOROTHY FETTIG~~

RUSS V. & RUTH G. WILSON et ux (Wilson Travel)

KEVIN E. ARTHUR & ARNOLD WETZEL

JAMES R. & PEARL ANN CUMMINGS, et ux

STR. NO. 154 — Inlet Type J-10 reqd.

STR. NO. 155 — Inlet Type J-10 reqd.

STR. NO. 156 — Adjust Casting to Grade

STR. NO. 157 — Manhole Type C-4 Remove existing Inlet

STR. NO. 158 — Inlet Type J-10 and 12 Lft. of 12" Group 'L' pipe reqd. Connect w/STR. NO. 157

STR. NO. 159 — Adjust Casting to Grade

STR. NO. 160 — Adjust Casting to Grade

STR. NO. 162 — Inlet Type J-10 and 15 Lft of 12" Group 'L' Pipe reqd. Connect with STR. NO 160.

STR. NO. 163 — Adjust Casting to Grade

STR. NO. 164 — Manhole Type C-4 reqd remove existing inlet

STR. NO. 165 — Inlet Type J-10 and 9 Lft. of 12" Group 'L' Pipe reqd. Connect w/STR. NO.164

STR. NO. 166 — Adjust Casting to Grade

STR. NO. 167 — Adjust Casting to Grade

STR. NO. 168 — Inlet Type J-10 and 15 Lft. of 12" Group 'L' Pipe reqd. Connect w/STR. NO. 169

STR. NO. 169 — Adjust Casting to Grade Reconstruct with casting Behind curb.

STR. NO. 170 — Adjust Casting to Grade

STR. NO. 171 — Inlet Type J-10 and 39 Lft of 12" Group 'L' Pipe reqd. Connect w/STR. NO. 161

STR. NO. 174 — 15 LFT. of 12" CSP and 15 LFT of 12" CSP (Slotted) req'd. Connect with STR 164

STR. NO. 161 — Inlet TypeM-10 and 21 Lft of 12" Group 'L' pipe reqd. Connect w/STR. NO.167

P.C. 14+99.68

P.I. 16+19.56

P.O.C. 16+40.14 "B"
P.O.T. 10+00.10 "S"

P.O.T. 20+00.94 "B" = P.O.T. 10+00.29 "S-10"
End Project ST-9936( )
Segment II Sta. 20+10

LINE "B" U.S. 50 (E. TIPTON ST.)

N 74°-12'-35" E

N 81°-10'-00" E

85°-17'-31"

82°-02'-30"

P.T. 17+39.15

S 16°-47'-30" E

CURVE DATA
P.I. = 16+19.56
Δ = 6°-57'-25"
D = 2°-54'-19"
R = 1972.18'
T = 119.88'
L = 239.47'
E = 3.64' SE = N.C.

P.V.I. 16+50
EL. 603.35
V.C. = 200

P.V.I. 19+00
EL. 604.30
V.C. = 200

B.M. #16 - Top of Fire Hydrant
Sta 16+66, 44'Lt. Elev. 604.90

-0.72%
+0.38%
-0.95%
-0.30%

PLATE 3 - PLAN - PROFILE B R R STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936( )	B	24	72	

12-21-94

TP116

Sta. 29+41.62 Line "B", Hancock St., Street Approach Req'd. Lt. & Rt.
See Detail Sheet 5I

Sta. 33+52.26 Line "B", Bush St., Street Approach Req'd. Lt. & Rt.
See Detail Sheet 5I

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(C)		25	72

PLAN — SURVEYED: Batemon Engineering 6-90 BY; PLOTTED: Traffic Engr. Studies 9-90 BY; NOTE BOOK; No.; ALIGNMENT CHECKED; R/W & PROPERTY LINES CHECKED; ST. OF WAY CHECKED

PROFILE — SURVEYED: Traffic Engr. Studies 6-90 BY; PLOTTED: Traffic Engr. Studies 9-90 BY; NOTE BOOK; No.; GRADES CHECKED; R. & I. NOTED; STRUCTURE NOTATIONS CHECKED

PURCHASED BY INDOT FROM D.O.A. BY QUITCLAIM DEED 3-10-99

INDIANA STATE POLICE POST
State of Indiana

INDOT DISTRICT OFFICE

STR. NO. 184
Inlet Type E-7 and 33 Lft. of 12" Group 'L' pipe reqd. Connect with STR NO185

STR. NO. 185
Reconstruct Manhole Type A-10
3 Lft. Req'd.

STR. NO. 181
Replace grating with Type B grating and adjust casting to grade

STR. NO. 197
Inlet Type E-7 and 14 Lft of 12" Group 'L' pipe reqd. Connect with existing pipe

STR. NO. 196
Adjust Casting to Grade

STR. NO. 200
Manhole Type A-10 Req'd.

STR. NO. 192
Manhole Type A-10 Req'd.

STR. NO. 195
Adjust Casting to Grade

STR. NO. 194
Adjust Casting to Grade

STR. NO. 199
Manhole Type C-4 remove existing inlet

STR. NO. 193
Manhole Type C-4, remove existing inlet, block basin

STR. NO. 187
Manhole Type C-4 reqd.

STR. NO 188
Inlet Type J-10 and 9 Lft of 12" Group 'L' pipe reqd Connect with STR NO 187

STR. NO 189
Adjust Casting to Grade

STR. NO 191
Inlet Type J-10 and 60 Lft of 12" Group 'L' pipe reqd. Connect with STR NO187

Begin Construction Sta. ~~28+98~~ 29+29 (Segment III)

P.O.T. 29+41.62 "B" = P.O.T. 10+00 "S-11"

P.O.T. 33+52.26 "B" = P.O.T. 10+00 "S-12"

P.O.T. 30+00 LINE "B"

LINE "B"

LINE "S-11" S 00°-26'-45" E

LINE "S-12" S 00°-27'-35" W

HANCOCK ST. (Bil.) N 00°-06'-40" E

BUSH ST. (Bil.)

US 50 (E., TIPTON ST.) (Conc.) S 89°-34'-00" E

89°-07'-15"

90°-19'-20"

89°-58'-25"

Temp. R/W for Drive Reconstruction

Const. Limits

45' R/W

Apparent ℄ & R/W

Remove Inlet and seal pipe with concrete

Seal pipe with concrete

Remove

12" Force Main

8" Water

Gas

Conc. Sidewalk

5' Sidewalk (Conc.)

5' Conc. Sidewalk

24" RCP

12" RCP

15" RCP

30" RCP

12" VCP

15" VCP

Pump Island 2.5'x14.5'

*Sand filled

App. U.G. Fuel Tanks

CLOVER REALTY, INC.

MAJORIE M. SAGE

TRACOE ALUMINUM SUPPLY, INC.

THOMAS R. & VIRGINIA L. HENLEY, et ux (Tom's Standard Service)

8" Conc. Block Wall (Stone)

(Dolly Madison Thrift Store)

ELMER R. & JUNE V. NICHALSON

DOMINO'S PIZZA, INC.

Store 1 - Story Metal

1 - Story Frame

PKN W. Side Pwp.

Chiseled "X" in Conc. Median

PKN, N. Side Luminaire Pwp.

38.24' N. Anchor Bolt-Old Sign Base

SEC 17, T6N, R6E
JACKSON TWP.
JACKSON COUNTY

(Seymour Small Engines, Inc.)

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN."

NOTE:
Construction Limits on the right side of Line 'B' between STA. 28+98 and 34+00 is the ~~edge of pavement.~~

Proposed Profile Grade to follow existing 3" Resurface (See Typical Section) Sta. 28+98 to Sta. 47+50

Existing 24" RCP

Begin Project ST-9936( ) Sta. 28+98 Segment III

Existing 12" RCP

Existing 30" RCP

Existing 36" RCP

Existing 12" VCP

Existing Profile Grade

12" FORCE MAIN

NOTE: Plotted 10' Above Datum

NOTE: Plotted 5' Below Datum

INV. 596.68 +71.5 STR. NO. 185

INV. 599.54 +63 STR NO 181

INV. 598.59 +21

INV. 593.53 +21

INV. 598.43 +62

INV. 598.20 33+89.5 STR. NO. 191

+0.30% 12" Dia. INV. 597.96 33+29 STR. NO. 187

12" Dia. INV. 597.92 33+18 STR. NO. 188

B.M. #17 PK Nail In Luminaire Sta. 31+25 30' Lt. El. 603.51

NOTE: Plotted 5' Above Datum

INV. 595.75 +41 STR NO 194

INV. 598.99 +74 STR NO 199

STR NO 200

INV. 595.78 +41 STR. NO. 195

INV. 597.58 +29

INV. 598.96 +75.5

601.70

~~NOTE: Plotted 10' Below Datum~~

~~INV. 597.21 +10.25 STR NO 192~~

~~0.30% 15" Dia. INV. 597.15 +34 STR NO 193~~

601.81 602.07 602.14 602.13 602.05 601.95 602.01 602.14 601.62

28 29 30 31 32 33 34

PLATE 3 - PLAN - PROFILE B R R STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-042-8(C)	B	25	12	

TP116

6-1-92

125

2863

REV. PARCEL 38 R/W 12-9-98

STA. 37+86.77 Line 'B', Marley Ln., Street Approach Req'd. Rt.
See Detail Sheet, 53

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(C)		26	72

PLAN — SURVEYED: Bateman Engineering 5-90; DRAWN: Traffic Engr. Studies 5-90; NOTE BOOK: ; ALIGNMENT CHECKED: ; PROFILE NOTED: ; ST. OF WAY CHECKED: ; No. ____

PROFILE — SURVEYED: ; DRAWN: Traffic Engr. Studies 6-90; NOTE BOOK: ; CROSS SECTIONS CHECKED: ; PROFILE NOTED: Traffic Engr. Studies 9-90; B. M.'s NOTED: ; No. ____; STRUCTURE NOTATIONS CHECKED:

INDOT SEYMOUR DISTRICT OFFICE

PAUL J. & THELMA A. JARVIS, et ux

LAWRENCE KADISH (Captain D's) 9'x17' R.R. Tie Planter Box

SEYMOUR GREENHOUSE, INC.

FRANCHISE REALTY CORPORATION (McDonald's)

Playground

DOMINO'S PIZZA, INC.

HOA VAN & CHRISTY M. HO, et ux

TRAVEL HAUS

BATEMAN & KLOEKER PROPERTIES (Office Bldg)

JOYCE MARLEY (Office Bldg)

ANNE BORGES (Office Bldg)

WALTER G. WARREN, et al

KENNETH N. SHARER

SIGN RIGHTS IN FAVOR OF DRS. DUANE E. & CLOSET A. HAMPTON (Parcel 38 SA)

SIGN RIGHTS IN FAVOR OF ALLSTATE INSURANCE (Parcel 41SA)

Sec. 17, T6N, R6E Jackson Twp. Jackson County

STR. NO. 201 — Manhole Type C-4 Remove existing manhole.

STR. NO. 202 — Adjust Casting to Grade.

STR. NO. 203 — Adjust Casting to Grade US 50 (E. TIPTON ST.)

STR. NO. 204 — Inlet Type J-10 18 L.f.t. of 12" Group 'L' Pipe req'd. Connect to STR. NO. 205

STR. NO. 205 — Manhole Type C-4 reqd Remove existing inlet.

STR. NO. 206 — Reconstruct Munhole Type A-4 3 Lf.t. Req'd.

STR. NO. 209 — Inlet Type M-10 and 6 Lf.t of 18" RCP reqd. Connect with existing 18" RCP.

STR. NO. 210 — Inlet Type M-10 and 21 L.f.t. of 12" Group 'L' pipe reqd. Connect with STR NO 209

STR. NO. 211 — Adjust Casting to Grade.

STR. NO. 213 — Inlet Type A-2 36 L.f.t. of 12" Group 'L' Pipe req'd. Connect to STR. NO. 205

STR. NO. 214 — Adjust Casting to Grade. Temp. R/W for drive reconstr.

STR. NO. 215 — Adjust Casting to Grade.

STR. NO. 216 — Adjust Casting to Grade.

P.O.T. 37+86.77 "E" = P.O.T. 10+00 "S-13"

LINE "S-13" S 00°-21-15" W

LINE "B"

S 89°-34-00" E

89°-55-15"

Temp. R/W for drive reconstr.

Temp. R/W for Dr. Reconstr.

"ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN."

B.M. #18 PK Nail in Pwp Sta. 35+70 43' Lt. El. 603.93

NOTE: Plotted 15 Above Datum

NOTE: Plotted 10' Above Datum

Existing 36" RCP

Existing 15" VCP (San.)

Existing Profile Grade

INV. 595.36 +81.4 STR. NO. 206

INV. 595.67 +79.2 STR. NO. 201

INV. 597.77 +69.5 STR. NO. 204

INV. 597.73

INV. 597.51

INV. 597.62 +18.5 STR. NO. 213

INV. 592.69 +81 STR. NO. 205

INV. 595.16 +76.7 STR. NO. 216

INV. 597.91 +00 STR. NO. 209

INV. 597.97 +24 STR. NO. 210

INV. 590.40 +46 STR. NO. 215

-0.22%

+0.31%

+0.30%

610 605 600 595

34 35 36 37 38 39 40

PLATE 3 - PLAN - PROFILE U. R. R. STANDARD 1975

PROJECT NO	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-042-8(C)	B	26	72	

6-1-92

176

CODE: 2863

STA. 44+28.21 Line 'B', Miller Ln., Street Approach Req'd. Rt.
See Detail Sheet. 54

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(004)		27	72

PLAN — SURVEYED / PLOTTED / NOTE BOOK / GRADES CHECKED / No. / ALIGNMENT CHECKED / STRUCTURE NOTATIONS CHECKED

Bateman Engineering 5-90
Traffic Engr. Studies 9-90

Traffic Engr. Studies 6-90
Traffic Engr. Studies 9-90

PROFILE — SURVEYED / PLOTTED / NOTE BOOK / GRADES CHECKED / No. / ALIGNMENT CHECKED / STRUCTURE NOTATIONS CHECKED

THE GUN TRADER, INC.

Sec. 17, T6N, R6E
Jackson Twp.
Jackson County

STR. NO. 225 — Adjust Casting to Grade

STR. NO. 224 — Inlet type J-10 6Lft. of 12" Group 'L' Pipe req'd. Connect to STR. NO. 225

STR. NO.229 — Inlet type E-7 and 15 Lft of 12" Group 'L' pipe reqd. Connect with STR NO 232

STR. NO. 232 — Adjust Casting to Grade

STR. NO.236 — Inlet type E-7 and 15 Lft of 12" Group 'L' pipe reqd. Connect with STR NO 237

STR. NO. 237 — Adjust Casting to Grade

STR. NO.218 — Adjust casting to grade

STR. NO.219 — Adjust Casting to Grade

STR. NO.221 — Adjust casting to grade

STR. NO.222 — Adjust Casting to Grade.

STR. NO.223 — Adjust casting to grade.

STR. NO.226 — 6 Lft. of Group 'L' pipe req'd. Remove existing inlet. Connect with STR. NO 225

STR. NO.233 — Remove existing inlet extend 12" RCP 3Lft. Connect with STR. NO. 231

STR. NO.231 — Inlet type M-10 and 6 Lft of 12" Group 'L' pipe reqd. Connect with STR NO 232.

STR. NO. 243 — Reconstructed Structure Manhole Type A-4 3 Lft. req'd.

STR. NO.220 — Adjust casting to grade

STR. NO.228 — Inlet type J-10 and 3 Lft of 12" RCP reqd. Connect with existing pipe

STR. NO. 245 — Manhole type C-4 req'd.

STR. NO. 240 — Manhole type C-4 reqd. Remove existing inlet.

STR. NO. 242 — Adjust casting to grade

STR. NO. 235 — Inlet type J-10 and 3 Lft of 12" RCP reqd. Connect to STR. NO. 245

STR. NO. 239 — Adjust casting to grade

STR. NO. 241 — Inlet type M-2 reqd. Connect with existing 12" RCP. Remove exist'g.

US 50 (E. TIPTON ST.)

LINE "B"

S 89°-34'-00" E

S 00°-26'-00" W

90°-00'-00"

P.O.T. 44+28.21 "B"
=P.O.T. 10+00 "S-14"

FRANCHISE REALTY CORPORATION (McDonald's)

LITTLE CAESAR ENTERPRISES, INC. (Temp. R/W for drive reconstr.)

BOBBY-HINTON (Compu-Age)

GERYON PROPERTIES (Wendy's)

MICHAEL LAWRENCE FEE
JOSEPH W. FEE
WILFORD FEE
(Joint Tenants with Rights of Survivorship)
(Busy Bee Liquors)

WILLARD L. & LINDA E. HACKMAN, et ux (Poynter Used Cars)

Temp R/W for drive reconstr.

Temp. R/W for drive reconstr.

TEMP. R/W for DRIVE CONST.

CLAUDE A. & LOIS CLOUSE, et ux

ROYSE & GINNY CLOUSE, et ux

PAUL J. & THELMA A. JARVIS, et ux

DEWAYNE D. WILKERSON

RAY & MARIAN VON DIELINGEN, et ux

JAMES L. & BILLIE RICHARDSON, et ux (The Studio)

KENNETH N. SHARER

ROBERT L. FOSTER

Temp. R/W for Dr. Reconstruction

Const. Limits

Remove

Gas

Water

Sanitary M.H.

Storm M.H.

Comm. Sign

Comm. Dr. (Bil.)

Comm. Dr. (Stone)

Apparent ℄

℄ R/W

36" RCP (Conc.)

8" VCP (Sanitary)

15" VCP (Sanitary)

12" RCP

8" Water

Conc. Walk

Dr. to be Closed

(Office Bldg)

Exist. 36" RCP
INV. 594.58 +63.7 STR. NO. 223
INV. 594.32 +41 STR. NO. 225
INV. 594.14 +04 STR NO 232
INV. 594.15 +40.4 STR NO 237
STR NO 243 INV. 593.68 +93.2
Existing Profile Grade
NOTE: Plotted 10' Above Datum
Exist. 8" VCP(San.)
INV. 597.01 +01 STR. NO. 219
INV. 591.43 +18.4 STR. NO. 220
Exist. 15" VCP(San.)
Exist. 12" RCP(Storm)
INV. 597.14 +99.5 STR.NO. 245
INV. 591.22 +31.5 STR. NO. 239
INV. 596.91 +14 STR. NO. 240
INV. 591.59 +30 STR. NO. 242
600.90

B.M. # 19 PK Nail in Pwp Sta. 47+14
38' Lt. El. 602.53

"ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN."

PLATE 3 PLAN-PROFILE S.W.R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-042-8(004)		27	72	

6-1-92

FEDERAL ROAD REGION NO	STATE	PROJECT NO	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IND.	NH-042-8(004)		28	72

Bateman Engineering 5-90
Traffic Engr. Studies 9-90

PLAN

WILLARD L. & LINDA E. HACKMAN, et ux

STR. NO. 244
Manhole Type C-3 & 6 Lft. of 12" RCP req'd.

HOME FEDERAL SAVINGS and LOAN ASSOCIATION

55' TEMP. R/W

50' R/W

STR. NO. 248
Manhole Type C-3 req'd.

Temp. R/W for Dr. reconstruction

DONALD G. & JEAN MORRIS, et ux.

Apparent ℄ & R/W

STR. NO. 249
Manhole type C-4 13 Lft. of 12" Group 'L' Pipe req'd. Connect to STR. NO. 248

Remove Inlet

Seal 18" RCP with concrete

Remove Inlet

STR. NO. 243
See Sheet No. 28

(Concrete)

(Bituminous over Concrete)

4' Conc. Center Curb (Mountable)

LINE "B"

US 50 — (E. TIPTON ST.)

STR. NO. 247
Inlet type J-10 and 6 Lft. of 12" RCP reqd. Connect with existing pipe

STR. NO. 252 PB-19
Adjust casting to grade.

STR. NO. 251
Inlet type J-10 and 3 Lft of 12" RCP reqd. Connect with existing pipe

S 89°-34'-00" E

15" VCP (Sanitary)

Remove

Const. Limits

8" Water

PB-19A

CURVE DATA
P.I. = 51+98.12
△ = 00°-23'-05" Lt.
D = 00°-02'-03"
R = 167,721.70'
T = 563.10'
L = 1126.20'
E = 0.95'
SE = N.C.

JAMES L. & BILLIE RICHARDSON, et ux (The Studio)

P.C. 46+35.02

20 ELIMINATED

20A ELIMINATED

STEVEN A. PFAFF
Temp. R/W for Dr. reconstruction

NORRIS FOOD SERVICE of INDIANA

CENTRAL MANAGEMENT & INVESTMENTS, INC.

NORRIS FOOD SERVICE OF INDIANA, INC. (Pleaser's Restaurant)

STEVEN A. PFAFF

CENTRAL MANAGEMENT & INVESTMENTS INC.

19

19A

PKN E.Side Pwp.
87.63'
PKN E.Side Pwp.
39.15'
Chiseled "X" in Conc. Median
P.C. 46+35.02 "B"

Sec. 17, T6N, R6E
Jackson Twp.
Jackson County

STR. NO. 246
Existing Manhole
No Change Req'd.

ROYAL REALTY OF SEYMOUR

DONALD G. MORRIS (Poynter Chevrolet)

Section Line

Temp. R/W for Dr. reconstr.

17

Apparent ℄ & R/W

36" RCP (Storm)

STR. NO. 254
Adjust casting to grade.

STR. NO. 255
Adjust casting to grade.

P.O.T. 49+50.42

92°-04'-30"

LINE "B" (Curve)

STR. NO. 253
Adjust casting to grade.

45' R/W

14

Water

15" VCP (Sanitary)

PB 15

8" Water

P.I. 51+98.12

50' R/W TEMP. R/W

15

REGENCY SEYMOUR, LTD. (Jackson Park Shopping Center)

STR. NO. 250
Existing Manhole
No Change Req'd.

JACKSON COUNTY BANK

16 ELIMINATED

Jackson Park Dr.

Sec. 16, T6N, R6E
Jackson Twp.
Jackson County

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M. #19 PK Nail in Pwp Sta. 47+14
38' Lt. El. 602.53

PROFILE
SURVEYED
PLOTTED
CHARTS CHECKED
NOTE BOOK
No
STRUCTURE NOTATIONS CHECKED

Traffic Engr. Studies C-90
Traffic Engr. Studies 9-90

Proposed Profile Grade to follow existing 1" Surface Milling and 3" Resurface (See Typical Section) Sta. 47+50 to 52+00

NOTE: Plotted 10' Above Datum

Exist. 36" RCP (Storm)

Existing Profile Grade

Exist. 18" RCP (Storm)

Exist. 15" VCP (San.)

STR. NO. 244 INV. 593.53 +49.6

STR. NO. 248 INV. 593.34 +18.5

INV. 593.68 +93.2 STR. NO. 243

INV. 593.63 +49.6

INV. 596.10 +28.3 STR. NO. 249

INV. 592.24 +32.8 STR. NO. 252

INV. 592.89 +52.7 STR. NO. 255

STR. NO. 257 INV. 592.02 +99.5

599.63

610 605 600 595

46 47 48 49 50 51 52

PROJECT NO	LINE	SHEET NO	TOTAL SHEETS
NH-042-8(004)	B	28	72

1975

6-1-92

REV. 1/11/00 REVISED PAR. 15, Added Par. 117, NIGLES

CODE: 2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		29	72

Bateman Engineering 9-90
Traffic Engr. Studies '91-'90

INITIAL | SHOWN | CHECKED
NOTE BOOK | ATTACHMENT CHECKED
No. | ST. OF WAY CHECKED

Traffic Engr. Studies '90
Traffic Engr. Studies '90

PHONE | SHOWN | CHECKED
NOTE BOOK | SCALES + UNITS | ALIGNMENT
No. | SURVEY MONUMENTS CHECKED

50 | 55

+87, 46'-Parking Lot Inlet (2' x 2' Grate)
+97.8, 42'-Light Post
+02.8, 43.4'-Flag Pole
+17.2, 42'-Light Post
+69, 48'-Center of 2.5' x 14' Sign Base
+77.4, 30'-Pwp/Luminaire
+82.3, 40.5'-Water Meter
+84, 40.8'-Fire Hydrant
+85.4, 63.4'-Pwp/Guy Wire
+99.2, 40'-R/W Marker
+99.5, 34.3'-Storm Manhole
+00, 31.4'-3' Curb Inlet
+48, 20.5'-San. Sewer MH
+48, 59'-2" Locust Tree
+81, 31.5'-Traffic Sign. (35 MPH)
+00, 35' Manhole
+00, 3' Curb Inlet
+21, 78'-3'x 3' Ditch Inlet

+52 / 130' Tribune Bldg. +83 / 130'

STR. NO. 256
Existing Inlet
No Change Req'd.

CURVE DATA
P.I. Sta. 51 + 48.12
Δ = 0°-23'-05" Lt.
D = 0°-02'-03"
R = 167,721.70'
T = 563.10
L = 1126.20
E = 0.95
SE = N.C.

DONALD G. MORRIS (Poynter Chevrolet)

14A

STR. NO. 257
Reconstruct Manhole Type C-3
3 Lft. req'd.

PB-14A

Temp. R/W for Dr. reconstr.

+40.4, Comm. Dr. (Bitum.)

+15 50' | +15 40' | +65 50' | +81.04 55'(lft) 45' | +10 60' | +10 45' | +25 | +50 60' | +50 45' | +95 60' | +95 45' | +40 60' | +40 45' | +25.16 55'(lft) 45' | +00

+95.9 Approx. Sec. Line | +82 Approx. ℄ | +99.5 | +68.8 Comm. Dr. (Bitum.) | +25.16 Approx. ℄

14 SEYMOUR DAILY TRIBUNE

Temp R/W for drive reconstr.

PB-14B

14B

STR. NO. 265
Reconstruct Manhole Type A-10 & 3 Lft. req'd.

JACK, II. & ANNA LEE PATRICK - Joint Tenants

13

50' R/W | 45' R/W | Const. Limits

STR. NO. 253 +94
See Sheet No.

STR. NO. 254 +95
See Sheet No.

89°-47' (Tang. to Curve)

P.O.C. 50+95.9

S89°-34'-00"E

(Bitum. over Conc.)

PB-14 | PB-13

+65 40' | +81.04 55'(lft) 40'(lft)

Remove Catch Basin

12" RCP | +99.5

STR. NO. 217
3 Lft. of 12" RCP req'd.
Connect to Existing Pipe.

(Conc.) | LINE "B" | S89°-57'-05"E | +55

36" Storm Sewer (RCP)

(Conc.) | 10" Force Main

STR. NO. 263 +48
Adjust casting to grade

8" VCP San. Sewer

STR. NO. 267
Remove existing catch basin
3 Lft. of 12" RCP req'd.
Connect to Existing Pipe

P.I. 51+98.12

STR. NO. 262
Adjust casting to grade

Conc. Median Mountable | U.S. 50 (E. Tipton St.)

STR. NO. 264
Adjust casting to grade +56

End 6" Force Main

STR. NO. 268
A-4 Manhole Req'd. Remove existing inlet

Remove | 15" San. Sewer | 8" San. Sewer | 6" Force Main

PB-15B | PB-117 | PB-15 | +26 40'(R/W)

+38.84 55'(lft) 40'(lft) | +38.6 55'(lft) 50'(TR/W)

40' R/W | 45' R/W | 50' R/W | 40' R/W

+55 40'

PB-15C | Const. Limits | +55 50' | +55 65'

(Conc.) | Const. Limits | Temp. R/W for Curb & Slope Construction

STR. NO. 261
Inlet Type J-10 and 6 Lft. of 12" RCP req'd.
Connect with exist. pipe

REGENCY SEYMOUR LTD. (Jackson Park Shopping Ctr.)

PB-15D | +25 45' | +33.5 45' | +33.5 50' | +90 50' | +90 65'

15B | 15 | 15D | 15C

17.5' | 24'

STR. NO. 260
Inlet Type J-10 and 21 Lft. of 12" RCP req'd. Connect with STR. NO. 268

Temp. R/W for Dr. Reconstr.

WEST BROAD DEVELOPMENT, LLC.

LOT 1 | LOT 2 | LOT 1

117

JACKSON COUNTY BANK

+00.2, Comm. Dr. (Bitum.)

+17.7, 52.3'-Water Meter
+22.4, 38.2'-Pwp./(UG Service)
+24.1, 40.8'-R/W Marker

Apparent ℄

+79.8, 44.1'-Water Valve
+85.2, 31.7'-Traffic Sign-RMA
+85.8, 37.9'-Pwp./Two Guy Wires @ 40.6' & 41.5'
+99.5- 3' Curb Inlet

F. HYD. 443.93'
P.K.N.
38.94'
84.52'
PK IN PWP.
PK IN PWP. P.I. 51+98.12

+18, 37.3'-Pwp./Luminaire
+23.6, 37.8'-Traffic Sign (Unauthorized Vehicles will be towed)

+55.2, 22'-San. Sewer M.H.

+22.4, 40'-Pwp (UG Service)
+33.7, 46.5'-6' Wide Sign w/2 Posts
+56, 22'-San. Sewer M.H.

+59, Comm. Dr. (In) (Conc.)
+71.4, 53.2'-Commercial Sign
+71.4, ℄ Median(Non-Mountable)
+87, Comm. Dr. (Out) (Conc.)
+00, 3' Curb Inlet
+07.8, 47' Sign (Exit)

Sec 17. T6N, R6E
Jackson Twp.
Jackson County

Sec 16 T6N, R6E
Jackson Twp.
Jackson County

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M. #19 PK Nail in Pwp (1' up)
Sta. 47+14, 38' Lt., El. 602.55
B.M. #20 PK Nail in Pwp (1' up)
Sta. 58+43, 39' Lt., El. 597.31

NOTE: Plotted 15' Above Datum

INV. 592.02
+99.5
STR. NO. 257

Exist. 36" RCP (Storm)

Proposed Profile Grade to follow existing 3" Resurface (See Typical Section) Sta. 52+00 to Sta. 65+26

Existing Profile Grade

12" Force Main

Exist. 15" San. Sewer

100' End milling of Bituminous Surface (1.5")

INV. 593.32
+99
STR. NO. 262

10" Force Main

INV. 590.42
+48
STR. NO. 263

NOTE: Plotted 10' Above Datum

Exist. 8" VCP (San. Sewer)

INV. 590.36
+00
STR. NO. 265

Exist. 8" San. Sewer

INV. 590.94
+56
STR. NO. 264

600 | 595 | 590

600.32 | 600.22 | 600.03 | 599.85 | 599.63 | 599.33 | 599.24 | 599.05 | 598.42 | 598.03 | 597.86 | 597.62 | 597.55 | 597.36 | 597.27 | 596.93

50 | 51 | 52 | 53 | 54 | 55

PLATE 3 - PLAN - PROFILE U. R. P. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936 ( )	B	29	72	

10-4-94

29
20

CODE: 2863

REV. 1/11/00 ELIM. PAR. 15A. MJG/es

Temp. R/W Rev. 59+65 to 59+85 Lt. 10-28-94

STA. 59+82.02 Line 'B', Schepman Ave. Street Approach Rt. See Detail Sheet 75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		30	72

PLAN — SURVEYED: Traffic Engr. Studies 7-90; PLOTTED: Traffic Engr. Studies 7-90; NOTE BOOK: ALIGNMENT CHECKED: ; CROSS CHECKED: ; R. A.'s NOTED: ; RT. OF WAY CHECKED: ; No. ; STRUCTURE NOTATIONS CHECKED: ; BY: Peterson Engineering

PROFILE — SURVEYED: ; PLOTTED: Traffic Engr. Studies 7-90; NOTE BOOK: ; CROSS CHECKED: ; R. A.'s NOTED: ; No. ; STRUCTURE NOTATIONS CHECKED: ; BY: Traffic Engr. Studies 7-90

55 — +00, 26'-3' Ditch Inlet; +00, -M.H.

+21, 78'-3'x3' Ditch Inlet; +22.7, 63'-10" Redbud Tree

+3/6, 37'6"-End Gas Line; +36.1, 54.2-24" Ash Tree

+66.7, 53.7'-24" Locust Tree; +69.7, 40.8'-W.M.; +71.7, 44.8'-Sewer Clean out; +74, 38.5'-Pwp with Luminaire

+21.6, Curb Inlet; +21.6, 35'-Storm M.H.; +23.3, 42'-W.M.; +24.5, 45.5'-Comm. Sign; +25.7, 42'-W.M.

+28, 21.2'-San. Sewer M.H.; +30, 37.2'-Wood Post; +30.4, 44.4'-Lamp Post; +38.2, 43.3'-18" Spruce

+63.7, 43.2'-12" Spruce; +72.1, 41.5'-8" Bush; +122, 46.3'-Lamp Post; +74.2, 51.7'-6" Pine; +78, 41.5'-W.M.

+96.3, 42'-W.M.; +96.3, 43'-Rock; +97.3, 37.5'-Tree; +97.3, 42'-Light Post; +97.3, 45.3'-Storm M.H.; +00, Curb Inlet

+28.7, 41'-Begin Fence

+39, 42.3'-W.M.; +39, 67.7'-Apple Tree; +43.4, 38.8'-Tele. Pole

+62.2, 43.3'-18" Pine

+9, 40.6'℄ @ End of 2.5' Walk; +00, 46.3'-Lamp Post

+27.5, 43.5'-Begin Fence

+42.4, 56'-18" Spruce

+59, 45.5'-W.M.; +65.6, 46'-Lamp Post

+91, 46'-Lamp Post; +99, Curb Inlet

+99, 33'-M.H.

+22, 35.3'-Street Sign

+25.6, 46'-3x3 Ditch Inlet; +26.4, 39.3'-Stop Sign

+27, Apparent ℄

+78, Apparent ℄

+28, Apparent ℄

+30, Apparent ℄

+29, Apparent ℄

+80, Apparent ℄

+27, Apparent ℄

+21, Apparent ℄

+00, Apparent ℄

CURVE DATA
P.I. Sta. 514+98.12
Δ = 0°-23'-05" Lt.
D = 0°-02'-03"
R = 167, 721.70'
T = 563.10
L = 1126.20'
E = 0.95'
SE = N.C.

STR. NO. 265 — See Sheet No. 50

STR. NO. 263 +48 — See Sheet No. 50

STR. NO. 267 — See Sheet No. 50

STR. NO. 270 — Manhole Type A-10 req'd. Remove existing manhole.

STR. NO. 272 — Adjust casting to grade

STR. NO. 275 +16 — Manhole type A-10 req'd.

STR. NO. 276 — 3L.f.t. of 12" RCP Connect to Pipe.

STR. NO. 274 — Reconst. Manhole type A-4 3' Ht. req'd.

STR. NO. 282 — Manhole type C-4 req'd. Remove existing catch basin

STR. NO. 280 — Manhole type A-10 req'd. Remove existing manhole

STR. NO. 268 — See Sheet No. 50

STR. NO. 273 — Adjust casting to grade

STR. NO. 277 — Adjust casting to grade; Replace Type 10 Grating

STR. NO. 278 — Adjust casting to Grade; Replace grating with Type 10 Grating

STR. NO. 264 — See Sheet No. 50

STR. NO. 260 — See Sheet No. 50

STR. NO. 183 — Existing Inlet; Replace grating with Type 8 Grating

STR. NO. 279 — Adjust casting to grade

JACK II & ANNALEE PATRICK - Joint Tenants

50 EAST RENTALS, INC.

LAWRENCE & ROSE LEE HAAG, et ux

CHARLES D. & NELLIE P. RUSH, et ux.

HOMER & OMA H. THOMPSON, et ux

JAMES E. & MARJORIE J. FOX, et ux

CHARLES M. MOFFETT

REGENCY SEYMOUR LTD. (Jackson Park Shopping Center)

LOT 1

Sec 16, T6N, R6E
Jackson Twp.
Jackson County

Temp. R/W for Drive Reconstr.

Temp. R/W for Dr. Reconstr.

Apparent ℄ & R/W

Const. Limits

Remove

Remove Catch Basin

Edge Asphalt Parking Area

Noble Roman's Pizza

N.R.A.

P.T. 57+61.22

P.T. 57+61.22

P.O.T. 60+44.82"B" = P.O.T. 10+00 "S-16"

P.O.T. 59+82.02"B" = P.O.T. 10+00 "S-15"

89°-31'-35"

90°-07'-20"

LINE "B" — US 50 (E. Tipton St.) — S 89°-57'-05" E

LINE "S-16" SCHEPMAN AVE. (Bitum.)

LINE "S-15" SCHEPMAN AVE. (Bitum.)

ELIM. 1-11-00

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M.# 20- PK Nail in pwp. (1' up) STA 58+43, 39' Lt. Elev. 597.31

NOTE: Plotted Y0' A Above Datum

NOTE: Plotted 10' Below Datum

Existing Profile Grade

Exist. 8" VCP (San. Sewer)

Exist. 36" Storm Sewer

Exist. 8" San. Sewer

INV. 590.42 +48 STR. NO. 263

INV. 590.36 +00 STR. NO. 265

INV. 590.94 +56 STR. NO. 264

INV. 589.52 +21 STR. NO. 270

INV. 588.53 +00 STR. NO. 274

INV. 588.22 +63 STR. NO. 273

INV. 587.42(Calc.) +99 STR. NO. 280

INV. 586.30 +95 STR. NO. 279

595 590 585

55 56 58 59 60

PLATE 3 PLAN - PROFILE B R R STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936( )	B	30	72	

10-28-94

30

21

T9116

STA. 60+44.82 Line 'B', Schepman Ave. Street Appr. Req'd. Lt.
See Detail Sheet 76

Prop. R/W for Line "S-18" added 10-13-95.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		31	72

PLAN — SURVEYED — PLOTTED — PLOTS CHECKED — NOTE BOOK — & ALL NOTES — No. — STRUCTURE NOTATIONS CHECKED — BY Bateman Engineering — DATE 9-90 — Traffic Engr. Studies — SCALE 1"=30'

PROFILE — SURVEYED — PLOTTED — PLOTS CHECKED — NOTE BOOK — & ALL NOTES — No. — STRUCTURE NOTATIONS CHECKED — BY Traffic Engr. Studies — DATE 7-90 — Traffic Engr. Studies — SCALE 1"=30'

STR. NO. 284
Inlet type J-10 and 30 Lft. of 12" Group 'L' pipe reqd. Connect with STR NO 286

STR. NO. 280
See Sheet No.

STR. NO. 286
Inlet Type M-10 and 21 Lft. of 12" Group 'L' pipe reqd. Connect with STR NO 288
~~TIPTON AUTO REPAIR~~
JOHN E. FRISCHE et ux:

STR. NO. 289
Inlet type E-7 and 15 Lft. of 12" Group 'L' pipe reqd. Connect with STR NO 291

STR. NO. 296
Adjust casting to grade.

STR. NO. 295
Adjust casting to grade.

STR. NO. 294
Adjust casting to grade.

STR. NO. 297
Adjust casting to grade.

RHC ASSOCIATES (Pizza Hut)

PEOPLES BANK OF JACKSON COUNTY

CHARLES M. MOFFETT

Temp. R/W for Dr. Reconstr.

447' LINE "S-16"
SCHERMAN AVE.
(Bitum.)

Remove Inlet & Pipe

Remove

Const. Limits

50' R/W

Apparent ℄ & R/W

36" Storm Sewer (RCP)

12" VCP San. Sewer

8" VCP San. Sewer

10" Force Main

PB-6

PB-99

STR. NO. 282
See Sheet No.

STR. NO. 288
Reconstruct Manhole type A-4 & 3 Lft. req'd.

STR. NO. 292
Manhole type C-4 reqd.
Remove existing inlet.

4' Conc. Median (Mountable)

P.O.T. 59+82.02 "B" =
P.O.T. 10+00 "S-15"

P.O.T. 60+44.82 "B" =
P.O.T. 10+00 "S-16"

89°-31'-35"

90°-07'-20"

S 89°-57'-05" E

LINE "B" US 50 (E. Tipton St.)

STR. NO. 283
Adjust casting to grade.

STR. NO. 293
Adjust casting to grade. Manhole Type A-2 Req'd
Replace Type 8 Grating

STR. NO. 291

STR. NO. 298
Inlet Type J-10 Req'd.

P.O.T. 64+32.70 "B" =
P.O.T. 10+00 "S-17"

P.O.T. 64+53.19 "B" (Back) = P.O.T. 64+53.50 "B" (Ahead) =
P.O.T. 10+00 "S-18"

89°-59'-50"

89°-38'-26"

End Construction Sta. 65+26 Segment III

STR. NO. 299
Adjust casting to grade.

STR. NO. 300
Adjust casting to grade.

STR. NO. 301
See Sheet

STR. NO. 279
See Sheet No.

NOTE:
Construction Limits on the right around Line 'B' between STA. 59+98 and 64+00 will be 2' behind the back of curb.

MARLIN E. HUKILL (The Grease Pit)

G. DONN BISHOP

FRANK J. & MURIEL L. CHURCHMAN, et ux

PRENTICE REAL ESTATE

HARLAN R. & VIRGINIA AULT, et ux

OMER L. & IRENE L. MORGAN, et ux

ROBERT WILLIAM & WILLADEAN DOTY TOPPE, et ux

LOT 1 | LOT 2 | LOT 3 | LOT 4 | LOT 5 | LOT 6 | LOT 7 | LOT 8

SCHEPMAN ADDITION

Sec 16, T6N, R6E
Jackson Twp.
Jackson County

STR No. 308 | STR No. 309 | STR No. 307

LINE "S-17" FOURTH ST.

LINE "S-18" BURKART BLVD.

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M.#21 - Top of South flange bolt of fire hydrant STA 60+66, 40' Lt. Elev. 595.89.

NOTE: Plotted 10' Above Datum

NOTE: Plotted 10' Below Datum

STR. NO. 283 INV. 583.73 (Calc'd) +46.8

-0.300% 12" Dia.

INV. 590.26 +30 STR. NO. 284

INV. 590.11 +60 STR. NO. 286

INV. 586.30 +95 STR. NO. 279

INV. 587.03 +75 STR. NO. 288

INV. 586.47 +83 STR. NO. 292

INV. 584.72 +75.8 STR. NO. 294

INV. 584.50 +07.6 STR. NO. 296

INV. 582.63 +08 STR. NO. 190

INV. 579.46 +29.3 STR. NO. 299

INV. 579.69 +34.5 STR. NO. 300

INV. 587.42 +99

12" VCP San. Sewer

Existing Profile Grade

10" Force Main

Exist. 8" San. Sewer

Exist. 36" RCP (Storm Sewer)

Exist. 42" RCP (Storm Sewer)

595 | 590 | 585

60 | 61 | 62 | 63 | 64 | 65

PLATE 3 PLAN - PROFILE B R R STANDARD
1975

	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936( )	B	31	72	

TP116

10-20-95 22

31

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(C)		33	76

PLAN — SURVEYED / PLOTTED / NOTE BOOK / No. / BY: Roberson Engineering / Traffic Engr. Studies / DATE / SCALE: 1"=50' / CRADES CHECKED / R. of W. NOTED / ALIGNMENT CHECKED / ST. OF WAY CHECKED

PROFILE — SURVEYED / PLOTTED / NOTE BOOK / No. / BY: Traffic Engr. Studies / DATE / SCALE: 1"=50' H, 1"=10' V / CRADES CHECKED / R. of W. NOTED / ELEVATIONS CHECKED

LINE "S-18" BURKART BLVD.

LINE "S-17" FOURTH ST.

LINE "B" U.S. 50 (E. Tipton St.)

P.O.T. 64+53.19 "B" Back =
P.O.T. 64+53.50 "B" Ahead =
P.O.T. 10+00 "S-18."

89°-27'-12"

P.I. 70+00
S89°-57'-05"E
S89°-54'-50"E

P.I. 70+00
Δ = 0°-2'-15" Rt
No Curve Run

Sec 16, T6N, R6E
Jackson Twp.
Jackson County

NUMBER FOURTEEN CORPORATION (Rally's)

C & M PARTNERSHIP (Taco Bell)

REGENCY ASSOCIATES (Village Center)

IRENE L. MORGAN, et. ux.

ROBERT WILLIAM & WILLADEAN DOTY TOPPE, et. ux.

GEORGE E. & SHIRLEY PARKER, et. ux.

EMRO MARKETING COMPANY (Speedway)

STR. NO. 207 — Existing Inlet — No change req'd.

STR. NO. 198 — Existing Inlet — No change req'd.

STR. NO. 227 — Existing outlet — No change req'd.

STR. NO. 190 — Existing Inlet — No change req'd.

STR. NO. 186 — Existing CMAP — No change req'd.

STR. NO. 307 — Manhole type B-7 and 54 Lft. of 30" Group 'L' pipe reqd. Connect with existing 30" concrete pipe.

STR. NO. 306 — 3 Lft. of 8" FBCCMP reqd. Remove concrete pad and connect with STR. NO. 307

STR. NO. 308 — Inlet type F-7 and 130 Lft. of 30" Group 'L' pipe reqd. Connect with STR. NO. 307.

STR. NO. 303 — Adjust casting to grade.

STR. NO. 301 — See Sheet No. 32

STR. NO. 302 — Adjust casting to grade.

STR. NO. 208 — Existing Manhole — No change req'd.

STR. NO. 304 — Adjust casting to grade.

STR. NO. 305 — Adjust casting to grade. Replace Type 10 Grating

STR. NO. 212 — Existing Inlet — No change req'd.

Rumble strips (Remove)

Const. Limits

4' Conc. Median (Mountable)

12" VCP San. Sewer

12" San. Sewer

12" Storm Sewer

42" Storm Sewer (RCP)

2" Conduit

2-2" Conduit

8" W

24" CMP

UG Elec.

Apparent ℄ & R/W

NOTE: Construction Limits on the right side of Line 'B' between STA. 59+98 and 66+25 will be 2' behind the back of curb.

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M.#22 Cut mark on conc. pad of Traffic Control Device Sta. 64+10.8, 55' Lt. Elev. 591.16

NOTE: Plotted 20' Above Datum

NOTE: Plotted 10' Above Datum

Existing Profile Grade

Ditch Profile

Existing 30" RCP

Exist. 12" VCP (San. Sewer)

Exist. 12" (Storm Sewer)

INV. 579.69 +34.5 STR. NO. 300

INV. 580.81(Calc.) +66 STR. NO. 302

INV. 580.94(Calc.) +92

INV. 581.19 +45 STR. NO. 303

INV. 584.05 +61.5 STR. NO. 304

INV. 585.05 +26 STR. NO. 305

INV. 585.59 +58

INV. 582.45 +87.8

Elev. 583.42

Elev. 583.96

Elev. 584.42 STR. NO. 307

Elev. 586.33 STR. NO. 308

+0.85% 30" Dia.

+1.47% 30" Dia.

595
590
585

65 66 67 68 69 70

PLATE 3 - PLAN - PROFILE B R R STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-042-8(C)	B	33	76	

TP116

6-1-92 V0103

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(C)		34	76

PLAN — SURVEYED — PLOTTED — ALIGNMENT CHECKED — NOTE BOOK — FIELD CHECKED — No. — R. OF WAY CHECKED

BY: Bateman Engineering 9-90 PAK; Traffic Engr. Studies 7-90; Traffic Engr. Studies 1-90

PROFILE — SURVEYED — PLOTTED — GRADE CHECKED — NOTE BOOK — B. M.'s NOTED — No. — STRUCTURE NOTATIONS CHECKED

70

+15, 65'-Water Meter
+38.8, 77.8'-3" Tree
+51, 47.9'-12" pipe w/ 4' Conc. Headwall
+53.1, 33.1'-Pwp/Luminaire
+78.9, 78.4'-3" Tree
+06.9, 52.7'-24" Conc. Pipe w/ End Section
+27.5, 81.6'-6' x 6' Comm. Sign
+28.1, 70.2'-3" Tree
+29.1, 63.2'-Stop Sign
+46.1, 75.2'-Water Valve
+79.8, 72.3'-3" Tree
+82.1, 64.2'-2 Post Sign
+83.7, 67.5'-Fire Hydrant
+83.9, 67.1'-Lamp Post
+87.3, 51.5'-24" Conc. Pipe w/ End Section
+94.7, 78.3'-Sign Post
+94.7, 71.9'-Sign Post
+96.4, 71.9'-Water Valve
+121, 56.1'-12" PVC Pipe Outlet
+67, 77'-8' Sign
+91.8, 40.9'-Speed Limit Sign (40 MPH)
+16.6, Center of 3' Curb Turnout in 8' Conc. Swale
+26.8, 58.2'-End of 12" PVC Pipe
+34.9, 66.5'-90° Elbow in Gas Line to Cross Mkr
+38.2, 64.2'-Gas Marker
+50.6, 47.6'-12" Conc. Pipe w/ 4' Headwall
+94.7, 62.5'-12" CMP
+94.7, 73'-Gas Marker
+99.6, 69'-Elbow in Utility Elec.
+99.5, 82.5'-2.5' Elec. Meter Panel Box
+00.4, 70'-Chain Link Fence
+03.8, 63.9'-15" VCP
+24.9, 66.6'-Water Valve
+66.1, 73'-Stop Sign
+16.8, 73.3'-Stop Sign
+76.2, 74.6'-Flag Pole
+93.2, 41.2'-Pwp/Luminaire

REGENCY ASSOCIATES (Village Center)

PUBLIC SERVICE COMPANY OF INDIANA (PSI Energy)
Temp. R/W for Drive Reconstr.

Temp. R/W for Drive Reconstr.

89A

5A

STR. NO. 308
See Sheet No. 33

STR. NO. 230
Manhole type B-7 and 63 Lft. of 24" Group 'L' req'd. Connect with STR. NO. 308
Remove

STR. NO. 311
Remove end Sections(2) from existing 24" conc. pipe, 54 Lft. of 24" conc. pipe reqd. Connect with STR. NO. 230

STR. NO. 309
5 Lft of 12" RCP reqd. Remove headwall and connect with STR. NO. 230

STR. NO. 314
3 Lft. of 12" PVC pipe reqd. Connect with STR NO.315

STR. NO. 316
3 Lft. of 12" PVC reqd. Connect with STR NO. 317.

STR. NO. 320
6 Lft. of 12" CMP Connect with STR. NO. 321

STR. NO. 322
12 Lft. 15" VCP reqd. Remove headwall & Connect with STR. NO. 321

STR. NO. 321
Manhole type B-7 and 45 Lft. of 18" Group 'L' pipe reqd. Connect with STR. NO. 271

STR. NO. 271
Manhole type B-7 and 24 Lft. of 18" Group 'L' pipe req'd. Connect with STR. NO. 317

STR. NO. 315
Manhole type B-7 and 24 Lft. of 24" conc. pipe reqd. Connect with Existing 24" Pipe.

STR. NO. 317
Manhole type B-7 and 115 Lft. of 24" Group 'L' pipe reqd. Connect with STR. NO. 315.

STR. NO. 318
5 Lft. of 12" conc. pipe reqd. Remove headwall & connect with STR. NO. 271

STR. NO. 234
Existing Inlet No change req'd.

STR. NO. 310
Adjust casting to grade Replace Type 10 Grating

STR. NO. 312
Adjust casting to grade

STR. NO. 313
Adjust casting to grade

STR. NO. 238
Replace Type 10 Grating. Contractor shall Clean out pipe as Req'd.

STR. NO. 319
Adjust casting to grade

P.I. 70+00
S89°-54'-50"E
U.S. 50 (E. Tipton St.)
Line "B"
4' Conc. Median (Mountable)
12" RCP
12" San. Sewer
PB-96
PB-96A
PB-5A
Const. Limits
50' R/W (to be dedicated by others)
UG Elec.
Comm. Dr. (Bitum.)
Comm. Dr. (Gravel)
Comm. Dr. (Stone)
Comm. Dr. (Bitum & Conc.)
Apparent ℄
(Conc.)
(Bitum.)
+95.54'
+27.53'
+11.50.5

JOSEPH H. & LUELLA MAE ABELL, et. ux.
THOMAS R. & JOYCE A. GILL, et. ux.
THE FARRDAD CORPORATION
VERNA VONDIELINGEN
HOWARD E. LUKER (Express Car Wash)
STEVEN C. & JANICE M. FARRIS, et. ux.
ROBERT P. & THERESA F. VONDIELINGEN, et ux.

+00.43.8'-Water Meter
+01, 41.7'-Water Valve
+06.7, 38.7'-Pwp
+39 Apparent ℄
+30.8, Comm. Dr. (Gravel)
+50.3, 35'-Beehive Inlet
+50.6, 3' Curb Inlet
+57.3, 45.2'-Sign Post (Comm.)
+75.8, 34.6'-15" CMP
+92.1, Comm. Dr. (Stone)
+07.9, 34.7'-15" CMP
+08 Apparent ℄
+22.7, 35.2'-15" CMP
+24.8, 42.4'-3' Sign (Comm.)
+24.8, 47.3'-8' Sign (Comm.)
+31.5, 40'-Pwp/Transformer
+58, Comm. Dr. (Bitum & Conc.)
+80.5, 25'-San. Sewer M.H.
+88.4, 34.8'-15" CMP
+90.5, 40.2'-Water Meter Box
+00.43.5'-Lamp Post
+06.2, 24.2'-San. Sewer M.H.
+06 Apparent ℄
+11.8, 34.7'-15" CMP w/ 4' Headwall
+24.9, Comm. Dr. (Bitum.)
+56 Apparent ℄
+17 Apparent ℄
+90.1, 48.2'-6' Comm. Sign
+91.8, 33'-Traffic Sign (NDOT Office
+93.8, 41'-Pwp-Luminaire
+05.7, 40'-Water Meter
+39, 37'-Tee in Gas Line
+39.5, 33.9'-Gas Valve
+51, 2' Curb Inlet, Plugged
+67.5, Comm. Dr. (Bitum)
+77.6, 24.3'-San. Sewer M.H.
+77.6, 31.4'-End of Block Wall 3' High
+01.5, 45.5'-6' Comm. Sign
Sec 16, T6N, R6E Jackson Twp. Jackson County
+36.4, 37.4'-Telephone Handhole
+36.4, 40.3'-Pwp/Transformer
+36.4, 43.6'-Water Meter
+37.1, 39.9'-Iron Pin
+38.3, 43.4'-Water Meter
+58.2, Pt. Dr. (Gravel)
+48 Apparent ℄
+54.1, Pt. Dr. (Gravel)
+73.4, 40.4'-Pwp
+85.5, 38.8'-6 of 2.5' Limestone Walk
+04 87'
+60 90'
ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M. #23. Cut mark on West curb of East entrance to Village Center Shopping Center STA 71+32.57 Lt. Elev. 592.10

NOTE: Plotted 10' Above Datum

Existing Profile Grade

INV. 583.56 +80.5 STR. NO. 312
INV. 583.57 +06 STR. NO. 313
INV. 584.06 +77.6 STR. NO. 319
STR. NO. 308
STR. NO. 230
STR. NO. 315
STR. NO. 317
STR. NO. 321
Exist. 12" San. Sewer
Ex. 24" Conc. pipe
+0.509%
+0.1132%
+0.583%
+0.565%
+0.556%
24" Dia.
18" Dia.
Elev. 586.33
Elev. 586.67 (calc.)
Elev. 586.93
Elev. 587.05
Elev. 587.72
Elev. 587.85 (calc.)
Elev. 588.10
595
590
585
592.96

70 71 72 73 74 75 76

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-042-8(C)	B	34	76	

TP116

6-1-92 VALID 24

REV. 6-20-75 REV. 7-21-75

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST 042-8(c)		35	76

2863

REV. 3-4-94, NAME CHANGE ON PAR. No. 4 M.E. HALL

STA. 77+53.9 Line 'B', Meadowbrook Dr., Street Approach Req'd. Rt.
See Detail Sheet. 61

PUBLIC SERVICE COMPANY OF INDIANA, INC. (PSI Energy)

CARGILL INCORPORATE

TOP YIELD INDUSTRIES INC.

DOROTHY M. MYERS

+92, Comm. Dr. (Bitum.)

+74.4, 74.4'-Comm. Sign

+00.9, 68.7'-Fire Hydrant

+31(Rt.) 150' +20 150'

+89.87 Meadowbrook Dr. Sewer M.H. +35.1, 58.6'-San. Sewer M.H. +35.4, 73.2'-Stop Sign +99 (Rt.)

+81(Rt.) 160'

+81, Apparent Rt. of Way

+94.7, 58.4'-San. Sewer M.H.

+85 +99 150'

+06.2, 69.5'-R/W Marker

+72.4, 39.8'-Traffic Sign (40 MPH)

+75, 50'- 2" tree

+35, 50'- 2" tree +35

+60, 50'- 2" tree

+20, 50'- 2" tree

+50, 50'- 2" tree.

+90 70' R/W +15 85'

+31(Rt.) 70'

+81(Rt.) 70'

+25 85'

+05.43 70'

+00 80'

+00 70'(Rt.)

PB. 4-5

PB. 3

W W W W W W

Const. Limits

STR. NO. 323 +35
Adjust casting to grade.

12" San. Sewer

STR. NO. 325 +95
Adjust casting to grade.

(Bitum. Shoulder)

(Conc.)

4' Mountable Concrete Median

+10.0

40.63'

12" San. Sewer

P.O.T. 77+53.9 "B"=
P.O.T. 10.00 "S-19"

77+50.63' "B"

P.C. Sta. 78+68.20

U.S. 50 (E. Tipton St.)

Unmountable Concrete Median

LINE "B"

S 89°-54'-50" E

STR. NO. 324 +34
Adjust casting to grade.

Section Line

90°-46'-35"

(Conc.)

12" San. Sewer

(Conc.)

(Bitum. Shoulder)

Const. Limits

+37(Rt.) 40' +37 50'

STEVEN C. & JANICE M. FARRIS, et ux.

ROBERT P. & THERESA F. VONDIELINGEN, et. ux.

+46, Apparent Rt. of Way +52

+10 40'(Rt.)

+65 50'

LARRY E. & SHANNON D. STEWART, et. ux. (Stewart's Specialty Cars)

+25 87'

+04 87'

See Sheet 34 for House

+99.8 +02 98' 15.46'

+31.54 +36(Rt.) 100'

+154, 42'-Water Meter +173, 42'-Water Meter

+71, 40.8'-Guard Post w/Chain

+85.6, 39.9'-Guard Post w/Chain

+98.5-42.5=6'-Sign (Comm.)

+10.7, 39.1'-TTP +10.7, 40.1'-R/W Mkr +14, 41.3'-Pwp

+24.3, 38.5'-Guy

+34, 23.6'-San. Sewer M.H.

Meadowbrook Dr. (Bitum.) S 00°-51'-45" W

+66.2, 61.6'-Stop Sign +66.2, 36.4'-45° Elbow in Gas Line

+76.9, 50.2'-Sign (Church)

+84, 46'-"Y" in Gas Line

+90.2, 38.3'-Pwp/Luminaire +93.5, 61.7'-Pwp/Guys +00.2, 65.8'-Gas Line Marker +00.4, 65.2'-R/W Marker +01, Begin Conc. Median (4' Wide) +06, 6" Conc. Curb (Median) +10.1, 61'-Elbow in Gas Line

+24, 55'- 2" tree

+25 65'

+96 90' R/W

IRMA E. SCHEPMAN

+60.5, 37.5'-Traffic Sign (40 MPH)

+90, 55'- 2" tree

+23, 55'- 2" tree

+49.6, 65'-Pwp

+17, 55'- 2" tree

Sec 16, T6N, R6E
Jackson Twp.
Jackson County

CURVE DATA
P.I. = 81+02.60
Δ = 0°-37'-30" Rt.
D = 0°-08'
R = 42,971.8'
T = 234.40'
L = 468.80

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M.#24 P.K. Nail in pwp(1" up)
STA 80+87, 39' Lt.
Elev. 592.26

See Sheet 61 for R/W Line 'S-19'

NOTE: Plotted 10' Above Datum

Exist. 12" San. Sewer

INV. 586.00 +35 STR. NO. 323

INV. 587.23 +95 STR. NO. 325

Existing Profile Grade

592.08 77 592.83 +50 592.93 78 592.75 +50 592.67 592.59 +50 592.5 Spl. "V" Ditch Lt. 0.40% +00 Elev. 590.40 79 592.4 80 +50 592.36

Exist. 12" San. Sewer

INV. 584.95 +34 STR. NO. 324

PROFILE LINE 'S-19'

P.V.I. +00
EL. 591.40
V.C. = 60'

P.V.I. +50
EL. 592.63
V.C. = 40'

6+50 S-19' Begin Construction Elev. 590.51

P.V.I. +00
EL. 590.87
V.C. = 60'

+0.53%

Meet existing

Begin Surface Milling 1" Bituminous

Proposed Grade

Existing Profile

+0.82%

+0.88%

595 590 585

+83.3 592.70 +90.1 592.90 592.81 +50 592.9 +55.1 592.92 592.96 +50 593.00 +75.1 592.95 +50.1 590.5 590.19 +50 591.03 +75.5+/- Surface Milling 1" Bitum 591.29 +00 Begin Wedge & Level +21.3 594.3 +50 591.55 +83.1 591.41 591.89 +50 592.21 +74.5+/- Wedge & Level +74 592.53 592.82

75 76 7 8 9 10

PLATE 3 - PLAN - PROFILE U. S. R. S. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-042-8(c)	B	35	76	

PLAN
SURVEYED: Bateman Engineering 5-90
PLOTTED: Traffic Engr. Studies 1-90
NOTE BOOK: ALIGNMENT CHECKED:
No.: ST. OF WAY CHECKED:

PROFILE
SURVEYED: BY Traffic Engr. Studies 8-90
PLOTTED: Traffic Engr. Studies 1-90
GRADES CHECKED:
NOTE BOOK: R. W. L. NOTED:
No.: STRUCTURE NOTATIONS CHECKED:

TP116

6-1-92 VOL 10 25

DES. NO. 8923645 CODE 2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(C)		36	76

80 — 85

+20, 50'-Tree (2")
+50, 50'-Tree (2")
+86.6, 39.4'-Pwp/Luminaire
+03, 50'-Tree (2")
DOROTHY M. MYERS
+30, 50'-Tree (2")
+55, 50'-Tree (2")
+32.7, 43.9'-Traffic Sign
+35, 50'-Tree (INDOT Office Apparent 2" Annex)
+52.4
+47.4, 74.9'-Pwp
+48.9, 69.7'-Guy
+50.9, 74.9'-Guy
+52.8, 66.1'-San. Sewer MH.
+55.1, 86.8'-10Ø Light Station

CURTIS A. BARKES, et ux. Life Estate
~~THE INDIANA NATIONAL BANK, TRUSTEE~~
(Kocolene, Inc.)
IN FAVOR OF JANET I BARKES

STR. NO. 326
33 LFT. of 15" Group 'L' Pipe, & End Section
Connect with STR. NO. 327

+66.8, 81.6'-Water Meter
+71.2, 85.9'-77'-Floodlights
+81.8, 85.8'-Comm. Sign
+82.2, 52'-15" CMP
+88.7, 72.2'-R/W Marker
+91.8, 77'-Floodlight
+93.1, 73.8'-Fire Hydrant
+97, Curb Inlet
Comm. Dr. (Bitum.)
+96.9, 52.6'-Curb Inlet
+43.9, 52.6'-15" CMP
ELIMINATED 7-27-92
95
Temp. R/W for Drive Reconstr.
+47, 74'-Guy
+51.4, 81.8'-Guy
+55.9, 74.6'-Pwp
+99.2, 0.4'-Beehive Inlet

+P.I. 70.38'
12" San. Sewer
W
Const. Limits
+52.8
STR. NO. 290
Existing Manhole
No Change Req'd.
PB-95
+90 77'
+98.71 72.18'
16.3
+45 77'
+45 72.52' (Lt. & R/W)
+90 72.13' (Lt. & R/W)
Remove
+96
+35
STR. NO. 329
93 LFt. of 15" Group 'L' Pipe & M-10 Inlet Required
& end section
STR. NO. 327
Inlet type M-10 and 39 Lft. of 15" Group 'L' pipe
Connect with STR. NO. 329
Bitum. Shoulder
P.I. Sta. 81+02.60
P.T. Sta. 83+37.00
S89°-54'-50"E
S89°-17'-20"E
Line "B"
U.S. 50 (E. Tipton St.)
(Grass)
Unmountable Concrete Median
(Conc.)
STR. NO. 328
Remove E-7 Inlet; A-2 Inlet Required
+00

+00 66.61'
+00 74.24'

CURVE DATA
P.I. = 81+02.60
Δ = 0°-37'-30" Rt.
D = 0°-08'
R = 42,971.8'
T = 234.40'
L = 468.80'
SE = N.C.

IRMA E. SCHEPMAN

+17, 55-Tree (2")
+50, 55'-Tree (2")
+86, 55'-Tree (2")
+04.1, 65.3'-Pwp
+16, 55'-Tree (2")
+81, 55'-Tree (2")
+06.9, End Conc. Median (6" Curb) Begin Grass Median (16" Curb)
+41, 55'-Tree (2")
+42, 65' Pwp.
+01, 55'-Tree (2")
+37, 55'-Tree (2")
+42.3, 66.4'-Pwp/Guys
+84.5, 40.7'-Pwp/Luminaire
+13 107'
+26, 55.9'-15" CMP w/Headwall
+26.1, 37.6'-Mailbox
+27.1, 37.8'-Mailbox
+28.9, 6.2'-7' Sidewalk
+36, 55.9'-15" CMP w/Headwall
+02.5, 74.4'-Pwp
+92.2, 53.5'-12" CMP w/Headwall

Sec 16, T6N, R6E
Jackson Twp.
Jackson County

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

B.M.#24- PK Nail in pwp (1' up)
STA 80+87.39' Lt.
Elev. 592.26

NOTE: Plotted 10' Above Datum
Exist. 12" San. Sewer
10
INV. 587.3
+52.8
STR. NO. 290
Existing Profile Grade
Special "V" Ditch Left = 0.40%
+96
INV. 588.44
15" Pipe
STR. NO. 327
STR. NO. 329
+35
INV. 588.33
+69
Elev. 588.52
+30
Elev. 588.00
Special "V" Ditch Left = 0.58%
591.46

595 590 585

592.40 | +50, 592.36 | 592.27 | +50, 592.18 | 592.10 | +50, 592.02 | 591.94 | +50, 591.87 | 591.75 | +50, 591.70 | 591.62 | +50, 591.51

80 81 82 83 84 85 86

PLAN — BY: Bateman Engineering 9-90; Traffic Engr. Studies 11-90
SURVEYED — PLOTTED — NOTE BOOK — No. — PLANS CHECKED — ALIGNMENT CHECKED — R/W PLOTTED — R. OF WAY CHECKED

PROFILE — BY: Traffic Engr. Studies 7-90; Traffic Engr. Studies 1-90
SURVEYED — PLOTTED — NOTE BOOK — No. — PLANS CHECKED — R. OF WAY PLOTTED — R. OF WAY CHECKED — B. M.'s NOTED — STRUCTURE NOTATIONS CHECKED

PLATE 3 PLAN-PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-042-8(C)	B	36	76	

IP116

6-4-92

DES.NO. 8923645 CODE: 2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(C)		37	76

PLAN — SURVEYED: Bateman Engineering 6-30 | PLOTTED: Traffic Engr. Studies 7-30 | NOTE BOOK: Traffic Engr. Studies 10-90 | No. | GRADES CHECKED | ALIGNMENT CHECKED | RT. OF WAY CHECKED | STRUCTURE NOTATIONS CHECKED

THE INDIANA NATIONAL BANK, TRUSTEE (Kocolene, Inc.)

CURTIS A. BARKES, etux. In favor of Janet I. Barkes

+99.2, 04'-Beehive Inlet

+25 120'

+37.7, 55.4'-15" CMP w/Headwall

+39, 42.3'-Mailbox

+44.4 of 3' Conc. Walk

+50.5, 55.4'-15" CMP w/Headwall

+60, 87'-San. Sewer M.H.

+83.1, 42.9'-Pwp / Luminaire

56.8'-15" CMP

ELIMINATED 6-27-94

+27.4 Pr. Dr. (Bitum.)

+44.9, 57.2'-15" CMP

Temp. R/W for Drive Reconstr.

12" San. Sewer

+00 80'

+45 80'

+00 74.03'(ℓ & R/W)

+45 74.44'(ℓ & R/W)

PB-9A

W

Const. Limits

Bitum. Shoulder

+80 Apparent ℓ

+30.96 App. ℓ

+00 75.87

+00 73.60

STR. NO. 328
Remove E-7 Inlet;
A-2 Inlet Required

+00

S89°-17'-20"E

(Grass)

(Conc.)

U.S. 50 (E. Tipton St.)

Sta. 89+00
End Segment III
Project ST-042-8(C)

(Grass)

STR. NO.
Existing CMP
No Change Req'd.

+50

LINE "B"

(Conc.)

(Conc.)

Bitum. Shoulder

Const. Limits

(Bitum.)

+10 76.59'(ℓ & R/W)

PB-2A

+45 76.85'(ℓ & R/W)

+10 88'

+45 88'

Temp. R/W for Drive Reconstr.

2A IRMA E. SCHEPMAN

+00 78.78

3.2-4.6-2.8

+99.2, 53.5'-15" CMP w/Headwall

+28, 40.7'-Mailbox

+33.5, 75.3'-Pwp

+54.6, 42.7'-Traffic Sign (40 MPH)

+12, End Grass Median (6" Curb)

+16.1, 59.1'-15" CMP w/Hdw.

+27, Pr. Dr. (Gravel)

+40.3, 59.1'-15" CMP w/Hdw.

+44, Begin Gross Median (6" Curb)

+56, End 6" Curb

+50, Begin Surface Milling (Concrete)

+00, End Surface Milling (Concrete)

Sta. 89+00
End Project ST-9936( )
(Segment III) Meet Existing

Sec 16, T6N, R6E
Jackson Twp.
Jackson County

ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "B" EXCEPT AS SHOWN.

PROFILE — SURVEYED: Traffic Engr. Studies 7-90 | PLOTTED: Traffic Engr. Studies 10-90 | NOTE BOOK: GRADES CHECKED | No. | STRUCTURE NOTATIONS CHECKED

595 / 590 / 585

Existing Grade

Special 'V' Ditch Left -0.58%

+37.7 INV. 587.42

+50 INV. 587.34

+12.5 INV. 586.89

+45 INV. 586.05

+00 586.00

591.46 | +50, 591.36 | 591.27 | +28, 591.27 | +50, 591.26 | 591.11

86 | 87 | +5 | 88 | 89 | 90 | 91

595 / 590 / 585

PLATE 3 - PLAN - PROFILE & R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
ST-042-8(C)	B	37	76

TP116

6-4-92 VOID

CODE: 2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	[illegible]-042-8(C)		39	76

PLAN — SURVEYED: Traffic Engr. Studies 3-80 DATE; PLOTTED: Traffic Engr. Studies 3-90; NOTE BOOK: DRAWN; No.: CHECKED; R. O. W. PLOTTED: CHECKED; R. O. W. CHECKED; STRUCTURE NOTATIONS CHECKED

PROFILE — SURVEYED: Traffic Engr. Studies 3-80 DATE; PLOTTED: Traffic Engr. Studies 3-90; NOTE BOOK: DRAWN; No.: CHECKED; R. O. W. PLOTTED: CHECKED; STRUCTURE NOTATIONS CHECKED

CURVE DATA LINE "SR-1"
P.I. 28+62.78 "SR-1"
△ = 16°-00'-00" Lt.
D = 12°-00'-00"
R = 477.46'
T = 67.10'
L = 133.33'
LC = 132.90'
E = 4.69'

LINE "S-50-IC-7-Q"
46+39 "S-50-IC-7-Q" = P.O.T. 33+39.14 "SR"
End Construction Sta. 32+96 Line "SR"
STA. 46+80 Segment IV End Project ST-042-8(C)
Existing Rt. E.P. US 50 E.B.L.
+90.12' Traffic Sign (35 MPH)
30
STR. NO. 351 +01
Manhole Type C-4 & 130' of 36" Pipe (Group L) with End Section Req'd.
STR. NO. 353 +05
4' of 24" CMP Req'd. Remove End Section. Connect to STR. NO. 351
One Way Sign (Back to Back)
+30.70' End C.L.T.F.
STR. NO. 352 +00
8' of 24" CMP Req'd. Remove End Section. Connect to STR. NO. 351 "SR"
End Fence Removal Frontage Road Sign (Back to Back)
St. Name Sign
LINE "SR"
PB-1
Stop Sign
+79 " S-50-IC-7-Q" 82'
P.T. 32+43.14 "SR"
+00 "S-50-IC-7-Q" 82'
+00 Begin Fence Removal Begin C.L.T.F.
P.C. 27+95.68 "SR-1"
15" San. Sewer
Begin Construction P.O.T. 28+32 "SR" = P.I. 28+32 "PR-1"
+00 30'
C.L.T.F. (NEW) L.A. R/W
Construction Limits
+00 35'
P.C. 31+48.90
(Bituminous)
(Conc.)
N 01°-23'-30" W
CURVE DATA LINE "SR"
P.I. 32+08.90
△= 90°-0'-0"
D= 95°-29'-35"
R= 60'
T= 60'
L= 94.24'
Existing L.A R/W & F.F.T.F. & ACL
Water Line
Gas Line
N 88°-36'-30" E
LINE "SR"
LINE "PR-1"
S 88°-23'-30" E
90° (Bituminous)
40' Apparent R/W & ℄
POST 32+49
P.I. 32+08.90 "SR"
+00 41' Stop Sign
N 88°-36'-30" E LINE "PR-1"
P.I. 31+18.61
Sec. 15, T6N, R6E Jackson Twp. Jackson County
SOHIO
P.O.T. 32+09.29 "PR-1" = O.P.O.T. 32+08.90 "SR", 15' Rt.
S 75°-23'-30" E
Construction Limits
+97.99 40'
90°
(Conc.)
N 88°-36'-30" E
+50 40'
PB-98
LINE "SR-1"
P.O.T. 32+09.29 "SR-1" = O.P.O.T. 32+09.29 "PR-1" 29' Rt.
P.I. 28+62.78 "SR-1"
EQUATION: P.T. 29+29.01 "SR-1" Bk. = P.O.T. 29+24.56 "SR-1" Ahd. = P.O.T. 29+24.56 "SR" (44.00' Rt.)
Water Line
Gas Line
98
SOHIO OIL CO.
BAIRD MOBILE HOMES, INC.
R/W
+48.90 60'
+52 STR. NO. 355
Remove headwall & install 24" End Section for CMP
+79, "S-50-IC-7-Q" 215'
S 7°-29'-34" E
+92, 23' M.H.
+41, 38'-Pwp.
+19.2, 33' W.M.
+33, 33'-Pwp. +45, 39'-Down-Guy +50, 39'-Down-Guy
+30, 40'-Pwp. +44, 40'-Down-Guy +50, 40'-Down-Guy
+50, 51'- 24" CMP / Holwell
+61, 38'-Down-Guy +65, 30'-Pwp. +69, 41'-Down-Guy
+83, 30'-Begin G.R.
+91, 40'-PWP/Luminaire
+98, 37' End G.R.
N.R.A.
P.T. 26+36.92 'SR'
N.R.A.
P.I. 31+09.29 'SR'
"ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "SR" EXCEPT AS SHOWN."
B.M. # Northwest Corner Luminaire Concrete Base, Sta. 38+75' Line "S-50-IC-7-Q", 59' Rt. - Elev. 599.37

NOTE: Existing Profile is Line "SR"
P.V.I. 92 Elev. = 606.97 V.C. = 50'
P.V.I. 00 Elev. = 610.00 V.C. = 50'
+49 Meet Existing Elev. 618.41
+32 Meet Existing Elev. 606.47
Begin Construction Sta. 28+32 Line "SR"
+0.8333%
+2.8055%
+3.3775%
Proposed Profile Grade
Existing Profile Grade
24" Dia.
INV. 607.17 +76 ("S-50-IC-7-Q")
INV. 608.50 +01 ("S-50-IC-7-Q") STR. NO. 351
606.35
+50, 606.53
606.96
+50, 607.35
608.26
+50, 609.17
610.60
+50, 613.05
+49, 618.41
615
610
605
600
620
28
29
30
31
32
33

PLATE 3 PLAN - PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
ST-042-8(C)	"SR"	39	76

1P118

Rev. R/W Sta. 5+85 to 6+75 Rt. 9-30-94

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-092-8(4)		32	72

PLAN		DATE
SURVEYED	Bateman Engineering	5-90
PLOTTED	Traffic Engr. Studies	1-90
ALIGNMENT CHECKED		
RT. OF WAY CHECKED		
NOTE BOOK No.		

PROFILE		DATE
SURVEYED	Traffic Engr. Studies	5-90
PLOTTED	Traffic Engr. Studies	1-90
GRADES CHECKED		
B. M.'s NOTED		
STRUCTURE NOTATIONS CHECKED		
NOTE BOOK No.		

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD
1975

TP116

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
	S-2	32	72	

32

10-28-94

28

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )	33	72	

PLAN — Traffic Engr. Studies 5-80 — Traffic Engr. Studies 5-90
SURVEYED / PLOTTED / NOTE BOOK / No. / ASSIGNMENT CHECKED / R/W STAKES CHECKED / R/W CLIFF NOTATIONS CHECKED

PROFILE — Traffic Engr. Studies 5-80 — Traffic Engr. Studies 5-90
SURVEYED / PLOTTED / NOTE BOOK / No. / GRADES CHECKED / R/W STAKES CHECKED / R/W CLIFF NOTATIONS CHECKED

+03, 71'-36"x24" CMP with End Section
+17, 12"-San. Sewer M.H.
+47, 71'-36"x24" CMP with End Section
+86, 64'-Luminaire
+24, 56'-Traffic Sign M3-4-B, M1-4-A
+30, 80'-Large Bush
+75, 74.5'-36" CMP & Conc. Hdw.
+03, 108'-Luminaire
+19, 12'-Handhole
+07, 81'-Traffic Sign W13-2-B
+18, 11' M.H.
+26, 7'-Begin G.R.
+59, 80'-End 6' Box Tr.
+78, 88'-Pwp.
+79, 6'-Traffic Sign R2-1(Back To Back)
+91, 64'-12" VCP & Hdw.
+00, 82'-End 11'F.F.T.F. & 4" PVC
+04, 80'-Gas Valve
+44, 74'-Luminaire
+55, 56'-Inlet & 12" R.C.P.
+73, 71'-M.H. & San. Sewer
+79, 11'-M.H.
+82, 6'-Traffic Sign R6-1(R)
+84, 2'-Traffic Sign R1-2

Existing L.A. R/W & F.F.T.F.
Apparent R/W & ℄
LINE "NEC"
P.O.T. 37+50 "S-50-IC-7-Q" = 15+30.37 "SEC-I"
US 50
LINE "S-50-IC-7-Q" N 88°-36'-30" E
LINE "SEC-I"
S 8°-36'-30" W
80'
P.T. 14+53.14 "Sec -I"

STR. NO. 360 — Existing Inlet — No Change Req'd. — +64
STR. NO. 362 — Existing Manhole — No Change Req'd. — +18
STR. NO. 356 — Existing Inlet — No Change Req'd. — +51.5
STR. NO. 358 — Existing Manhole — No Change Req'd. — +79
STR. NO. 357 — Existing Manhole — No Change Req'd. — +73
STR. NO. 354 — See Sheet 59 — +31

Begin Construction Project ST-9936( ) STA. 35+40 -Segment IV
Sanitary Sewer
Construction Limits
(Conc.)
Bituminous
10'
(Conc. with Bituminous Overlay)
Bituminous Shoulder
Const. Limits
15" Sanitary Sewer
+64, Inlet
+64, 74.2'-Luminaire
+12, 51'-Traffic Sign W4-1-B(R)
+62, 45'-Conc. Gutter Turnout
+75, 59.3'-Luminaire
+28, 80'-Traffic Sign R5-1-A, R5-1a
+51, 99'-Luminaire
+31, End 4' Bituminous Shoulder
+48, 76'-Luminaire

N.R.A.
P.O.T. 37+50

BALANCE NO. 4 (SEGMENT IV)

Cut	Cys.
Fill 25%	Cys.
Borrow	Cys.

Sec. 15, T6N, R6E
Jackson Twp.
Jackson County

"All R/W & Topo on this sheet described from Line 'S-50-IC-7-Q' except as noted."

B.M.# 25-Northwest Corner Concrete Base for Luminaire STA. 38+75, 59' Rt. Elev. 599.37

Begin Construction Sta. 35+40 Line "S-50-IC-7-Q" Project ST-9936( ) Segment IV
Existing 12" Drainage Pipe
INV. 593.10 +64 STR. NO. 360
Existing 15" Sanitary Sewer
INV. 591.66 +18 STR. NO. 362
INV. 592.12 +79 STR. NO. 358
Existing Profile U.S. 50 - South Edge of Pavement (44' Rt. Line 'S-50-IC-7-Q').

595.76 | +50, 595.87 | 596.18 | +50, 596.57 | 596.94 | +50, 597.42 | 598.06 | +50, 598.91 | 599.82 | +50, 600.80 | 601.87 | +50, 602.92 | 604.04

610 / 605 / 600 / 595 / 590 / 585

36 | 37 | 38 | 39 | 40 | 41 | 42

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936( )	S-50-IC	33	72	

11-1-74

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.
5	IND.	ST-9936( )	34	72

45

Sec. 15, T6N, R6E
Jackson Twp.
Jackson County

STA. 46+39 Line 'S-50-IC-7-Q' Commerce Blvd.
Street Approach Reqd Rt See Detail Sheet 84.

Apparent R/W & ℄

+54, 4'-Traffic Sign R1-2

+95, 83'-Pwp.

+95, 55'-RMA M3-3-B, M-1, M6-3-A
+95, 59'-RMA M3-1-B, M-1, M6-1-A

+00, 82'-Pwp.

+12.5, 71.5'-12" R.C.P. & Hdw.

+12.5, 83'-R/W Mkr.

+20

+38
+66, 72'-12" R.C.P. & Hdw.

+34, 01'-Traffic Sign R8-4(L)
+36, 50'-Traffic Sign R8-4(L)
+01, 5.5'-E-7 Inlet

+48, 09'-Traffic Sign, R5-1

+65, 72'-Exposed 6" Field Tile

48+52, 11' Lt. Existing E-7 Inlet (Non-functioning)

Bit. Surf.

End Project ST-9936( )
STA. 46+80 (Segment IV)

STR. NO. 357
See Sheet 57

+73

STR. NO. 358
See Sheet 57

+79

Conc. Pvml.

Conc. Pvml. & Bit. Surface

Bit.

46+39 "S-50-IC-7-Q"
= 33+39.14 "SR"

Conc.

+65, 9'-Exposed 6" Field Tile

+95, Begin G.R.

STR. NO. 359
Remove Headwall and 6 Lft. of 12" Pipe (RCP)
Graded Box End Section, Type I, 12" Pipe, 4:1 slope Req'd.

LINE "S-50-IC-7-Q"
N 88°-36'-30" E

US 50

6" Underdrain

90°

STR. NO. 351
Manhole Type C-4 (Modified) & 130' of 36" Pipe (Group L) with End Section, Req'd.

STR. NO. 353
4' of 24" CSP Req'd
Remove Existing End Section.
Connect to STR. NO. 351

(Conc.)

(Conc.)

+00

+10

+05

+00

LINE "SR"
S 1°-23'-30" E

Construction Limits
Conc.

+93
37'

STR. NO. 352
8' of 24" CSP Req'd
Remove Existing end Section Connect to STR. NO. 351

Regrade ditch

Construction Limits

New ditch ℄

+00, 80' Rt.
Meet existing ditch

+80, 70' "SR"
End C.L.T.F. (New)

P.T. 32+43.14
Line 'SR'

Apparent R/W & ℄

15" San. Sewer

+54, 63.5'-Traffic Sign (R6-1(L))

+00, 73'-12" R.C.P. & Hdw.

+07, 66'-Traffic Sign (M3-4-B, M-4-A)

+00, 30' "SR"
C.L.T.F. (New)

C.L.T.F. (New)

Note: From Sta. 44+00 to Sta. 45+50
Approx. 25 Pine Trees, Avg. 4"-6"
Approx. 130' Rt. ℄.

+00, 35' "SR"
C.L.T.F. (New)

+39, 60'-Traffic Sign (M2-15, M-4-A)

+42, 2'-Traffic Sign (R5-1)

+80, 140'-Corner F.F.T.F.

+91, 2'-Traffic Sign R6-1(R)
+97, 84'-End L.A.R./W & F.F.T.F.
+00, 79'-24" CMP/End Section
+04, 70'-24" CMP/End Section

+10, 82'-Frontage Rd. Sign (back-to-back)

+25, 123'-Frontage Rd. Sign

R/W

+80, 82'-6" Steel Post
+83, 84'-6" Steel Post
+85, 82'-Luminaire
+94, 74'-Comm. Sign
+95, 75'-Down Guy
+00, 81'-Pwp.
+07, 58'-Traffic Sign R6-1(R)

SOHIO OIL CO.
(SEE LINE "SR")

N.R.A.

P.O.T. 46+39 S-50-IC-7-Q

+77, 65'-End 24" CMP

All R/W & Topo on this Sheet described from Line "S-50-IC-7-Q" except as noted.

+00, 14.5' "SR"
Begin New C.L.T.F.

Existing L.A.R/W & F.F.T.F.

B.M. #26-Top of Fire Hydrant Sta. 41+85, 66.5' Lt. Elev. 607.21

Existing Profile U.S. 50 - South Edge of Pavement
144' Rt. Line 'S-50-IC-7-Q'

End Project ST-9936( )
STA. 46+80 (Segment IV)

ELEV. 609.56
Existing 24" CMP
INV. 609.50
INV. 608.50
+01
STR. NO. 351

Existing Profile Grade

36" Dia.
2.05%

+73, End Special 2' Ditch
INV. 605.90

+00, Begin Special 2' Ditch
Meet Existing Ditch
Elev. 602.14

Existing Ditch Profile Rt.

21.73%

Proposed 2' Ditch Profile Rt.

620
615
610
605
600
595

604.04 600.54 +50, 605.5 601.44 602.14 606.27 +50, 607.43 603.28 604.78 608.46 +50, 609.55 606.56 610.65 +50, 611.67 608.76 612.74 +50, 614.14 613.56 +50, 616.90 618.03

42 43 44 45 46 47 48

PLATE 3 - PLAN - PROFILE B. & R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
ST-9936( )	S-50-IC	34	72	

11-1-94

34

Traffic Engr. Studies 6-90 7-90
DF

PLAN SURVEYED ... PLOTTED ... NOTE BOOK ... CHECKED ... No. ...
PROFILE SURVEYED ... PLOTTED ... NOTE BOOK ... CHECKED ... No. ... SEE OTHER SIGNATURES ON SHEET

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		35	72

PLAN — NOTE BOOK — No. — SURVEYED — PLOTTED — CHART CHECKED — R. W.'s NOTED — RIGHT OF WAY CHECKED — STRUCTURE NOTATIONS CHECKED — BY Traffic Engr. Studies 5-90 — DATE Traffic Engr. Studies 5-90

PROFILE — NOTE BOOK — No. — SURVEYED — PLOTTED — CHART CHECKED — R. W.'s NOTED — STRUCTURE NOTATIONS CHECKED — BY Traffic Engr. Studies 5-90 — DATE Traffic Engr. Studies 5-90

10

15

18" RCP
+95 "SEC"
115'

+58, 88°-18" RCP 8 End Section

+12, 111'-12" CMP 8 End Section

+68, 70°-12" CMP 8 End Section

CURVE DATA LINE "SEC-1"
P.I. 13+42.77
Δ = 27°-00'-00"
D = 12°-00'-00"
R = 477.46'
T = 114.63'
L = 225.00'
LC = 222.92'
E = 13.57'
SE = 0.060 '/' (Max.)

US 50

End Construction
Sta. 14+88 Line "SEC-1"

80°

15+30.37 "SEC-1" =
P.O.T. 37+30 "S-50-1C-7-0"

LINE "S-50-1C-7-0"
N 88°-36'-30" E

Construction Limits

STR. NO. 354
86' of 12" Group "L" Pipe
Req'd / 2 End Sections

31

58°

P.T. 14+53.14 "SEC-1"

LINE "SEC-1"
S 8°-36'-30" W

LINE "SEC"
S 35°-36'-30" W

Bituminous Shoulder
(Conc. with Bituminous Overlay)

Bituminous Shoulder

Begin Construction
STA. 11+65.75 Line SEC

P.C. 12+28.14 "SEC-1" =
P.O.T. 12+28.14 "SEC"

P.C. 12+71.19 "SEC"

Construction Limits

Bituminous Shoulder

Construction Limits

P.I. 13+42.77 "SEC-1"

LINE "SEC"

(Conc. with Bituminous Overlay)

Bituminous Shoulder

Existing R/W E.P. US 50 EB&L

LR/W & ACL

Approx. ℄ Frontage Rd. (Commerce Dr.)

N.R.A.

P.C. 12+28.14

N.R.A.

+49, 26°-18" RCP 8 Hdw
+50, 16°-18" RCP 8 Hdw

+74, 2'-Curb Turnout

Existing R/W Frontage Road

Sec. 15, T6N, R6E
Jackson Twp.
Jackson County

+93, 84'-Luminaire

N.R.A.

P.T. 14+53.14

"ALL TOPO ON THIS SHEET DESCRIBED FROM LINE "SEC-1" EXCEPT AS SHOWN."

B.M. # 25- Northwest Corner Concrete Base for Luminaire STA. 38+75, 59' Rt.
Elev. 599.37

+65.75 Begin Construction
Meet Existing Pavement

P.V.I.@ +50
Elev. 598.00
50' V.C.

+0.966%

-1.0797% Proposed Profile Grade

Existing Profile Grade

+88 End Construction
Meet Existing Pavement Edge

600
595
590

596.25
596.24
596.22
+65.75, 596.22
596.24
596.37
597.03
599.00
595.40
594.70
+88, 596.51 SEP
NEP
+12

10 11 12 13 14 15

PLATE 3 - PLAN - PROFILE B. R. R. STANDARD
1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
ST-9936( )	SEC-1	35	72

10-28-94

TP116

31

35

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		36	72

PLAN — SIGNATURES: DESIGNED — Traffic Engr. Studies 5-90; DRAWN — Traffic Engr. Studies 5-90; TRACED; NOTE BOOK; CHECKED; No.; ALIGNMENT CHECKED; R/W DIVISION CHECKED; STRUCTURE NOTATIONS CHECKED

PROFILE — SURVEYED; NOTED; CROSS CHECKED; NOTE BOOK; No.

CURVE DATA LINE "SR-1"

P.I. 28+62.78 "SR-1"
△ = 16°-00'-00" Lt.
D = 12°-00'-00"
R = 477.46'
T = 67.10'
L = 133.33'
LC = 132.90'
E = 4.69'

CURVE DATA LINE "SR"

P.I. 32+09.90
△ = 90°-0'-0"
D = 95°-29'-35"
R = 60'
T = 60'
L = 94.24'

+90, 12°- Traffic Sign (35 MPH)

30

Existing RI. E.P. US 50 E.B.L.

End Construction Sta. 32+96 Line "SR"

STR. NO.351 See Sheet 55 +01

STR. NO.353 See Sheet 55 +00

One Way Sign (Back to Back)

N 01° 29' 30" W LINE "SR"

+30, 70' End C.L.T.F.

STR. NO. 352 See Sheet 55

+00 Begin Fence Removal Begin C.L. T.F.

15" San. Sewer

P.C. 27+93.69 "SR-1"

Begin Construction P.O.T. 28+32 "SR"= P.I. 28+32 "PR-1"

+00 30'

Construction Limits

C.L.T.F. (NEW) Construction Limits

+00 35'

P.C. 31+48.90 "SR"

End Fence Removal Frontage Road Sign (Back to Back)

St. Name Sign

Existing LA R/W & F.F.T.F. & ACL

Water Line

Gas Line

N 88°-36'-30" E LINE "PR-1"

LINE "SR"

S 88°-23'-30" E

90° (Bituminous)

40' Apparent R/W & ℄

(Conc.)

(Bituminous)

P.T. 32+43.14 "SR" 82'

+00 "S-50-IC-7-0" 82'

Stop Sign

+79 " S-50-IC-7-0"

POST 32+49

P.I. 32+08.90 "SR"

+00 41' Stop Sign

P.I. 31+18.61

N 88°-36'-30" E LINE "PR-1"

+97.99 40'

P.O.T. 32+09.29 "PR-1"= O.P.O.T. 32+08.90 "SR"; 15' Rt.

SOHIO OIL CO.

Sec. 15, T6N, R6E. Jackson Twp. Jackson County

S 75°-23'-30" E

STR. NO. 361 Existing Manhole No Change Req'd.

N 88°-36'-30" E

+50 40'

LINE "SR-1"

P.I. 28+62.78 "SR-1"

98

R/W

+48.90 60'

STR. NO. 355 Remove headwall & install 24" End Section for CSP

P.O.T. 32+09.29 "SR-1"= O.P.O.T. 32+09.29 "PR-1"; 29' Rt.

+79, "S-50-IC-7-0" 215'

+92, 23' W.M.

EQUATION: P.T. 29+29.01 "SR-1" Bk. = P.O.T. 29+24.56 "SR-1" Ahd = P.O.T. 29+24.56 "SR" (44.00' Rt.)

Gas Line

~~SOHIO OIL CO.~~ BAIRD MOBILE HOMES, INC.

+41, 38'-Pwp.

+19.2, 39' W.M.

+33, 39'-Pwp. +45, 39'-Down-Guy +50, 39'-Down-Guy

+30, 40'-Pwp. +44, 40'-Down-Guy +50, 40'-Down-Guy

+50, 51'- 24" CMP / Hdwall

+61, 38'-Down-Guy +65, 30'-Pwp. +69, 41'-Down-Guy

+83, 30'-Begin G.R.

+91, 40'-PWP / Luminaire

+98, 37' End G.R.

N.R.A.

P.T. 26+36.92 'SR'

N.R.A.

P.I. 31+09.29 'SR'

"ALL R/W & TOPO ON THIS SHEET DESCRIBED FROM LINE "SR" EXCEPT AS SHOWN."

B.M. #25 Northwest Corner Luminaire Concrete Base, Sta. 38+75' Line "S-50-IC-7-0", 59' Rt. - Elev. 599.37

NOTE: Existing Profile is Line "SR"

P.V.I. 92 Elev. = 606.97 V.C. = 50'

P.V.I. 00 Elev. = 610.00 V.C. = 50'

+32 Meet Existing Elev. 606.47

+49 Meet Existing Elev. 618.41

Proposed Profile Grade

+3.3775%

+2.80555%

+0.8333%

Begin Construction Sta. 28+32 Line "SR"

Existing Profile Grade

Existing Ditch Grade Rt.

606.35 606.53 606.96 607.55 608.26 609.17 610.60 613.05 618.41

620 615 610 605 600

28 29 30 31 32 33

PLATE 3 PLAN, PROFILE & R R STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
ST-9936( )	"SR"	36	72

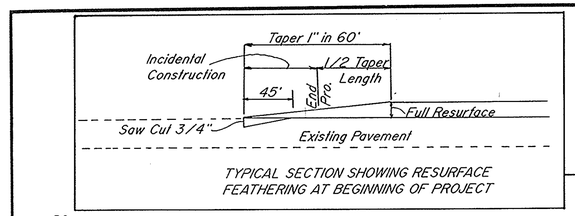
TP116

10-28-94

36
32

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		37	72



TYPICAL SECTION SHOWING RESURFACE FEATHERING AT BEGINNING OF PROJECT

LEGEND

- (D) 110#/Syd. Bituminous Surface, 11, LV Over 330#/Syd. Bituminous Base, 5, LV.
- (H) 8" Compacted Aggregate Base
- (E) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV.
- (J) 165#/Syd. Bituminous Surface 11, LV over 495#/Syd. Bituminous Base 5D LV over 6" Compacted Aggregate (Size 53)
- (K) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV.
- (B) See Typical Section
- (R) 110#/Syd. Bituminous Surface, 11, MV.
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (27) Integral Curb (Modified)
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan and Profile Sheets for Descriptions)

CONSTRUCTION

DETAILS

SCALE: 1" = 20'

1976

TP107

8-24-95

1

37

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(7)		38	72

50' Permanent Easemant for Grading, Ditch Construction & Maintenance

SOUTH R/W LINE of CHESSIE R.R.

475

480

116

POC 475+94.1 "A" = POT 10+00 "S-2"

N 61°-05'-00" E

P.I. 476+42.90

U.S. 50 (W. TIPTON ST.)

N 63°-58'-00" E

116'-39'-25" Tan to Curve

+03, 26' End Taper

LINE "A"

25'-4"

Remove Island

Remove Island

Remove Curb & Gutter

+14, 26' Begin Taper

36.5

20'

26'

+25'S-2'

45'R

+76 78.5'

+79.5'S-2' 24.8'

70'R

+58 102'

+84'S-2',26' Begin Taper

AIRPORT RD. Line "S-2" S 00°-58'-47" E

+75'S-2'

51

51A

51B

58

58A

58B

58C

59

59A

60

60A

+00, "S-2" 20', Begin Taper

Temp. R/W for Dr. Reconstr.

+00, "S-2" 40'

+74 Class III Dr. = 12' In Only

Sawcut & Meet Existing

+58 "S-2" 30'

10'R

25.5'

+83, "S-2" 13'

+83, "S-2" 17'

+69, "S-2" 13'

+50

+69, "S-2" 17'

+00, "S-2" Begin Shoulder

Begin Construction 15' Lt. & 15' Rt.

11'

11'

+29 46' "S-2"

20'R

+61 Class III Dr. w = 24'

Meet Ex. Ground

Temp. R/W for Dr. Reconstr.

+83 "S-2" 36'

+41 47'

Temp. R/W for Dr. Reconstr.

+76, Class III Dr.(mod.)w=30'

+03 38'

+10.5 38'

12'R

Saw Cut and Meet Existing

+44.5 70'R 36'

+28.5 Class III Dr.(mod.)w=12'

+10 46'

Meet Existing

+36, Class III Dr. w = 12'

+52 36'

20'R

+61 46'

Temp. R/W for Dr. Reconstr.

+93 Class III Dr. w = 24'

10'R+15 36'

See Plan & Profile Sheet 53 for continuation of pipe.

CURVE DATA

△	=	02°-53'-00" Rt.
D	=	00°-20'-00"
T	=	432.60'
R	=	17188.74'
L	=	865.00'
E	=	5.44'
SE	=	N.C.

US 50(W. TIPTON ST.)

345 286 421 135

564 851

219 195 430

24

59 235 294

159

AIRPORT ROAD

453

Peak Hour - P.M. (1986)

LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53.
- (D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
- (E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
- (H) 8" Compacted Aggregate Base
- (Y) 660#/Syd. Bituminous Base 5D, LV with Type 2 Seal Coat
- (M) 1" Minimum Surface Milling.
- (R) 110#/Syd. Bituminous Surface 11, MV.
- (P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV
- (10) 1/2" Preformed Joint Filler
- (27) Integral Curb (Modified)
- (22) Bituminous Center Curb Type 'A'
- (23) Bituminous Center Curb Type 'B' (modified).
- (26) Nursery Sod
- △ Denotes STR. NO. (See Plan & Profile Sheet for Descriptions)
- Concrete Driveway Removal (Not a pay item)
- (15) Concrete Curb & Gutter

NOTES

1 - See Plan and Profile Sheets for limits of Line 'A' milling.
2 - See Plan and Profile Sheets for Wedge & Level Coarse Req'd. (Sta. 476+75 to Sta. 481+00 - 341 T ±)
3 - See Sheet No. for Traffic Signal Modernization Details.

CONSTRUCTION DETAILS

Scale: 1" = 20'

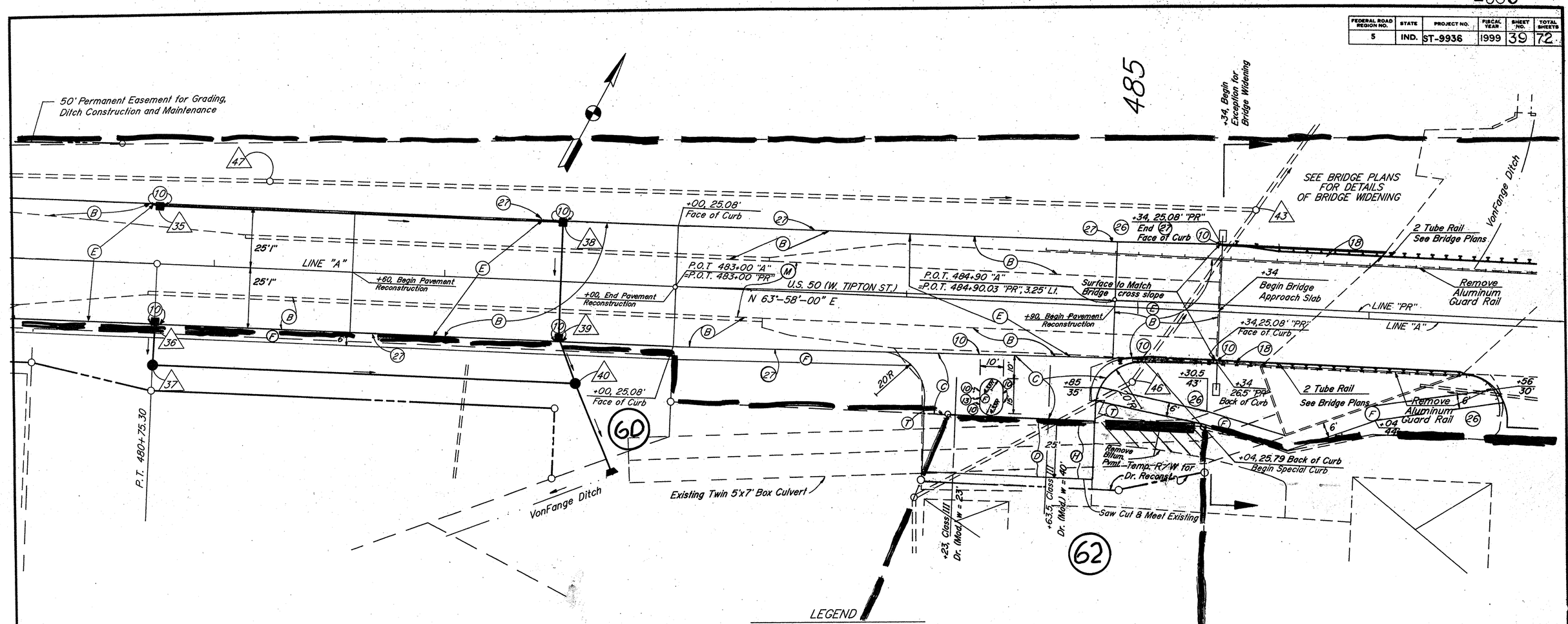
1976

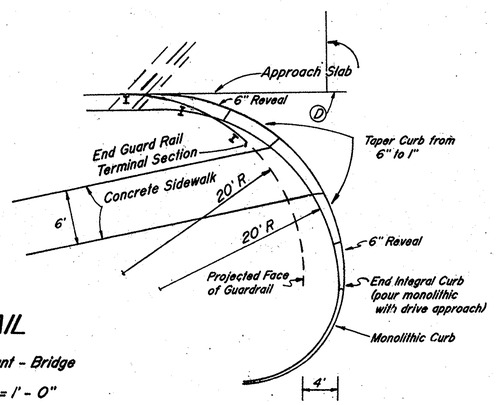
3-21-95

TP107

38

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936	1999	39	72





DETAIL

Southeast Quadrant - Bridge

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

LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53.
- (D) 440#/Syd (240 kg/m²) HMA for Approaches
- (E) 137.5#/Syd (75 kg/m) HMA Surface 9.5 mm, Mainline over 302.5#/Syd (165 kg/m) HMA Intermediate 19.0 mm, Mainline
- (F) 4" Concrete Sidewalk
- (H) 8" Compacted Aggregate Base
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (18) R. C. Bridge Approach (See Bridge plans)
- (26) Sod (Nursery)
- (27) Integral Curb (Modified
- △ Denotes STR. NO. (See Plan & Profile Sheet 9)

NOTES:

1 — Bituminous Surface Milling varies from 2" @ Sta. 483+00 to 1" @ Sta. 484+90.

2 — See Bridge Plans for Special Curb Detail.

3 — Curb ramps to be constructed at all drives in accordance with INDOT Standard Details.

CONSTRUCTION DETAILS

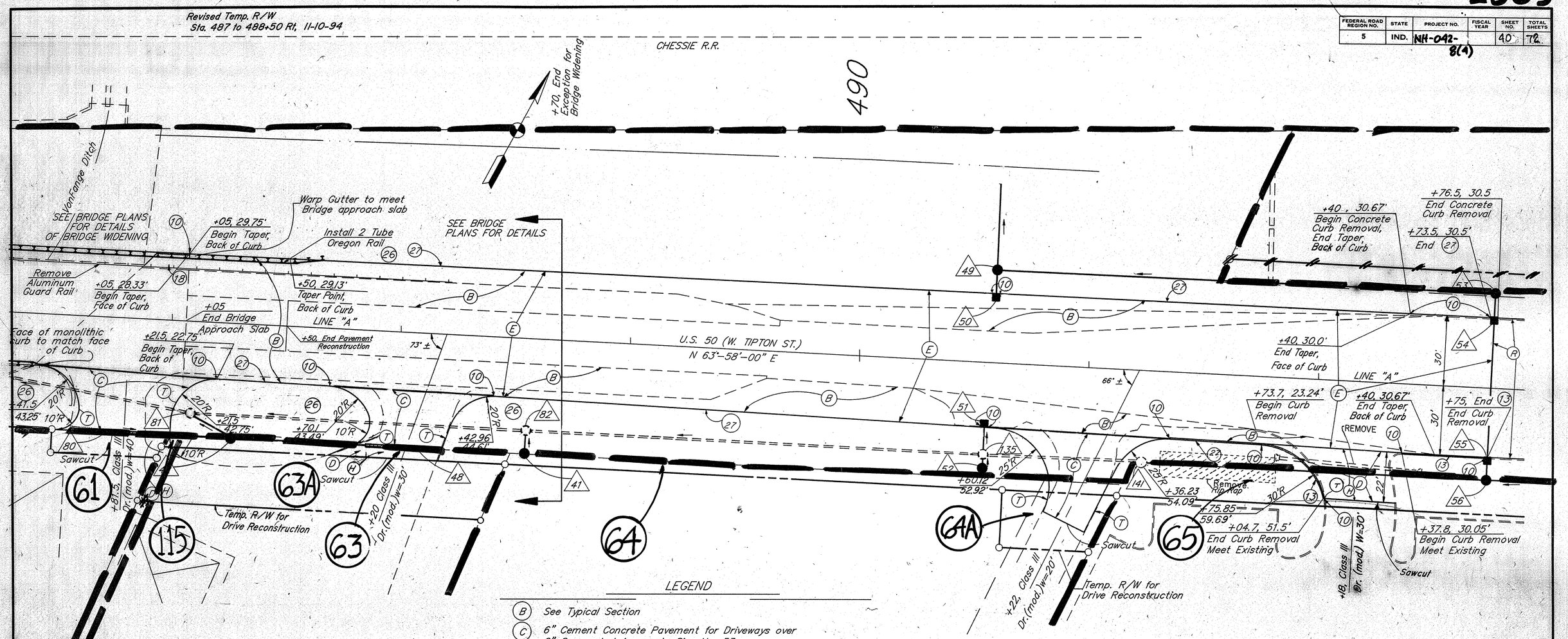
Scale: 1" = 20'

11-30-98

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		40	72

Revised Temp. R/W
Sta. 487 to 488+50 Rt, 11-10-94



NOTES:

1 – Widened R.C. Bridge Approach slab to be anchored to existing. See INDOT Std. Detail Sheet 'A'.

2 – See Plan and Profile Sheets for limits of Line 'A' milling. to existing. See INDOT Std. Detail Sheet 'A'.

3 – See Plan and Profile for Wedge & Level Coarse Req'd. (Sta. 488+50 to Sta. 491+75 – 192 T±)

4 – Transition Bituminous from 3" at Sta. 492+25 to 1" at Sta. 492+75.

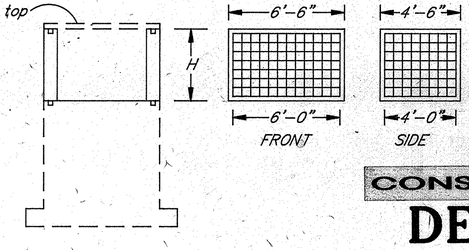
LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53.
- (D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
- (E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
- (H) 8" Compacted Aggregate Base
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Concrete Curb (Modified)
- (18) R.C. Bridge Approach (See bridge plans)
- (26) Nursery Sod
- △ Denotes STR. NO. (See Plan & Profile Sheets & for Descriptions)
- (R) 110# / Syd. Bituminous Surface, 11, MV.

RECONSTRUCTED STRUCTURE TABLE AND DETAILS

STR No.	H (ft.)	FRONT HORIZ LENGTH	FRONT HORIZ No.	FRONT VERT LENGTH	FRONT VERT No.	SIDE HORIZ LENGTH	SIDE HORIZ No.	SIDE VERT LENGTH	SIDE VERT No.	No. 4 Bars LENGTH (lft.)	No. 4 Bars WEIGHT (lbs.)	CONCRETE (cys.)
81	4.23	6.00	18	3.73	26	4.00	18	3.73	18	344.1	230	2.2
82	3.50	6.00	14	3.00	26	4.00	14	3.00	18	272.0	182	1.8
135	2.00	6.00	10	1.50	26	4.00	10	1.50	18	166.0	111	1.1
141	1.00	–	–	–	–	–	–	–	–	–	–	0.5

Contractor shall use existing concrete cap with grate on top of extended concrete box.



NOTES:
1 – Reinforcing steel clearance at edges of concrete shall be a minimum of 3".
2 – Minimum spacing for reinforcing steel to be 6".

CONSTRUCTION

DETAILS

Scale: 1" = 20'

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-092-B(4)		41	72

CHESSIE R.R.

495

+49, 30.5' Begin Concrete Curb Removal, End Taper

+76.5, 30.5 End Concrete Curb Removal

+73.5, 30.5' End (27) Meet Existing

+35 70.5' 40'R

N 28°-53'-25" W LINE "S-2-A"

COMMUNITY DRIVE

+75 End (E) Begin (R) LINE "A"

U.S. 50 (W. TIPTON ST.)

+52, 30.5' End Taper

Remove

+75, End (27), Meet Existing End Curb Removal

+37.8, 30.05' Begin Curb Removal Meet Existing

Curb Ramp Type 'F'

Curb Ramp Type 'D'

92°-51'-25"

P.C. 493+80.4

P.O.C. 494+03.7 "A" =P.O.T. 10+00 "S-2-A"

N 63°-58'-00" E

+53, 30.67 Existing, Begin (27) & Begin Taper

+52 End (R) Begin (E)

+00, 31' End Taper

+52, 30.67 Begin (27) & Begin Taper

+00, 31.0' End Taper

+44 Begin (13A), (F), Conc. Sidewalk Removal & Conc. Curb Removal

12" Force Main

+25 50'

Sawcut and Meet Existing

+65, End Curb Removal

+81 Class III D. (mod.) W=36

+98, Begin Curb Removal

+19.5 51'

Temporary R/W For Drive Reconstruction

Building Line

97

+25 41'

6" 12" Force Main

P.I. 497+14.00

N 58°-58'-00" E

+86, Begin Curb Removal

+23, End Curb Removal

Sawcut & Meet Existing

+97, Class III Dr. (mod.) W=40'

65

67

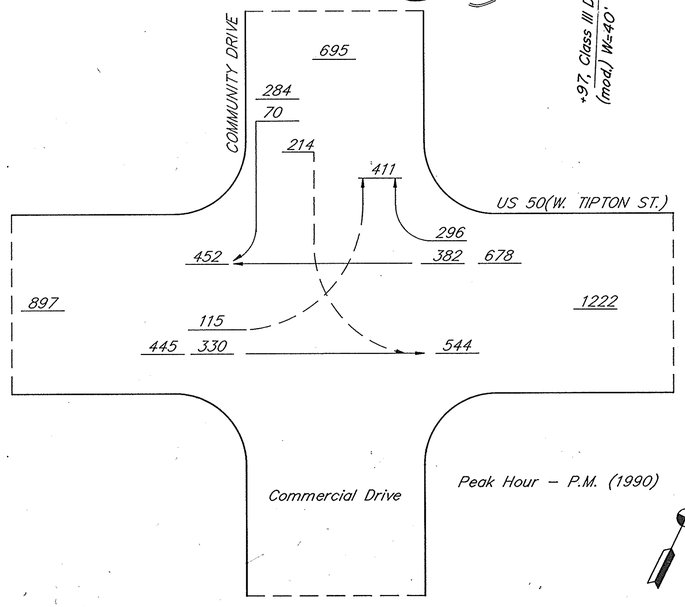
67A

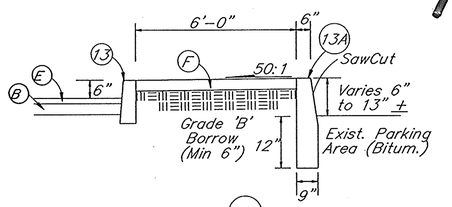
+99 66' 35R

Sawcut Temp. R/W for Drive Reconstruction

CURVE DATA

P.I. = 497+14.00
Δ = 05°-00'-00"
D = 00°-45'-00"
T = 333.55'
R = 7639.44'
L = 666.67'
E = 7.28'
SE = N.C.





DETAIL (13A)

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

Sta. 495+44 to Sta. 496+57 Lt.
Sta. 497+07 to Sta. 498+30 Lt.
Sta. 498+82 to Sta. 500+50 Lt.

LEGEND

(B) See Typical Section
(C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
(D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
(E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
(F) 4" Concrete Sidewalk
(H) 8" Compacted Aggregate Base, Size No. 53, Type 'O'
(M) 1" Minimum Surface Milling.
(R) 110#/Syd. Bituminous Surface, 11, MV
(T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
(10) 1/2" Preformed Joint Filler
(13) Concrete Curb
(13A) Modified Concrete Curb (See Detail)
(27) Integral Curb (Modified)
(26) Nursery Sod
△ Denotes STR. NO. (See Plan & Profile Sheets & for Descriptions.)
(W) Bituminous Mixture for approaches over 6" Compacted Aggregate Base Size No. 53, Type 'O'

NOTES

1 – See Plan and Profile Sheets for limits of Line "A" milling.
2 – See Plan and Profile Sheets for Wedge & Level Coarse Req'd. (Sta. 496+00 to Sta. 501+75 – 192 T ±)
3 – Transition 1" Bituminous to 3" Bituminous from Sta. 495+52 to Sta. 496+00.

CONSTRUCTION DETAILS

Scale: 1" = 20'

8-28-95

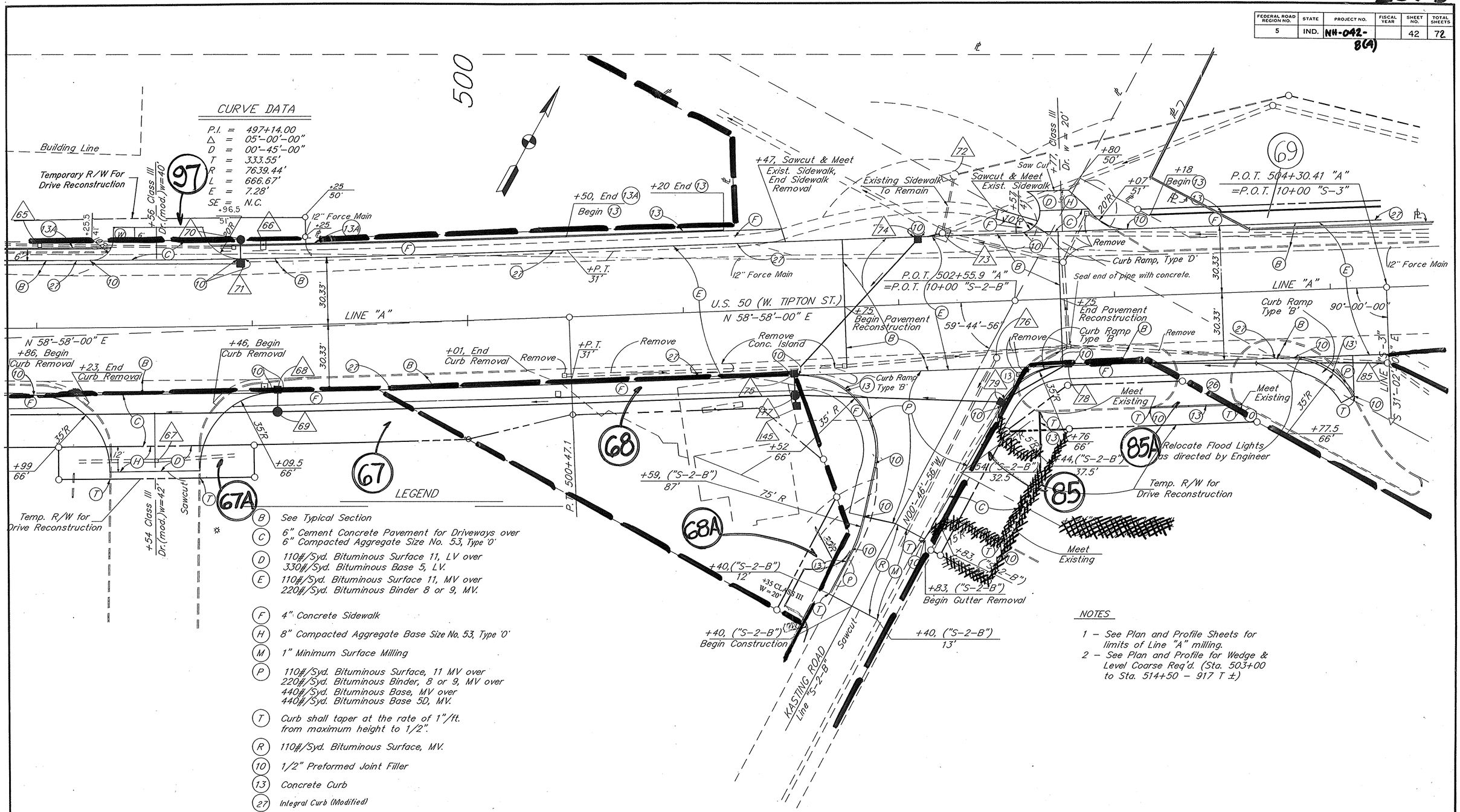
1976

TP107

41 45

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(A)		42	72



LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV.
- (E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
- (F) 4" Concrete Sidewalk
- (H) 8" Compacted Aggregate Base Size No. 53, Type 'O'
- (M) 1" Minimum Surface Milling
- (P) 110#/Syd. Bituminous Surface, 11 MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (R) 110#/Syd. Bituminous Surface, MV.
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Curb (Modified)
- (13A) Modified Concrete Curb (See Sheet for Detail)
- (26) Nursery Sod
- △ Denotes STR.NO. (See Plan & Profile Sheets & for Descriptions.)
- (W) Bituminous Mixture for Approaches over 6" Compacted Aggregate Base Size No. 53, Type 'O'

NOTES

1 – See Plan and Profile Sheets for limits of Line "A" milling.
2 – See Plan and Profile for Wedge & Level Coarse Req'd. (Sta. 503+00 to Sta. 514+50 – 917 T ±)

CONSTRUCTION DETAILS

Scale: 1" = 20'

1976

P-11-75

TP107

42 6

REV. 2-17-98 CHANGED TEMP. R/W (PAR. 88A). C. TUNGET

REV. 7-16-98 PAR. 81: ELIM. PAR. 82: COMBINED WITH PAR. 81. C. TUNGET

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	[illegible]H-042-8(4)		43	72

505

510

N

P.O.C. 508+65.07 "A" =P.O.T. 10+00 "S-4"

P.O.T. 504+30.41 "A" =P.O.T. 10+00 "S-3"

Edge of Bituminous Parking Area

Sawcut Bituminous Pavement

6'

12" Force Main

LINE "A"

P.C. 505+05.1

N 58°-58'-00" E

30.33'

30.33'

U.S. 50 (W. TIPTON ST.)

P.I. 507+52.55

N 72°-16'-55" E

90°-00'-00"

Curb Ramp Type 'B'

Curb Ramp Type 'B'

"LINE "S-3" S 31°-08'-00" E

35'R

+77.5 66'

P.I. STA 9+33.59 "S-3"

Remove

5'R

+94 49'

+01 56'

25'R

LINE "S-3" W. BROWN ST.

N 89°-33'-20" E

8.81 'S-3'

+94 Class III Dr.(mod.)w=30'

Temp. R/W for Dr. & Curb Reconstr.

Sawcut Bituminous Pavement

+16.5 41' 10R

+42 Class III Dr.(mod.)w=30'

Sawcut & Meet Existing

Temp. R/W for Dr. Reconstr.

+77.5 51' 20R

+38.5 41' 10R

+64 Class III Dr.(mod.)w=30'

Sawcut & Meet Existing

Temp. R/W for Dr. Reconstr.

+99.5 51' 20R

+51 Class III Dr.(Mod.)w=20'

OUT

+65 Class III Dr.(mod.)w=20'

IN ONLY

Sawcut & Meet Existing

Temp. R/W for Dr. & Curb Reconstr.

+79 Class III Dr.(mod.)w=30'

Sawcut & Meet Existing

12" Force Main

+17.5 51' 20R

+53 Class III Dr.(mod.)w=30'

10R +78.5 41'

+18 56' 25R

95'-31'-30"

Remove

Curb Ramp Type 'B'

LINE "A"

25'R

+01 56'

Temp. R/W for Building Removal

+39 'S-4.3'

End (13)

74 'S-4' 26'

LINE "S-4" BUCKEYE ST.

S 15°-46'-43" E

+39 'S-4.15'

End (13)

Sawcut & Meet Existing

+14 'S-4'

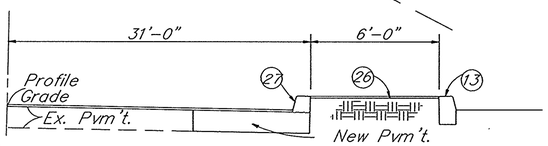
P.I. 509+11.77

ELIMINATED 7-16-98

69 69A 69B 69C 71 71A 84 84A 83 83A 82 81

CURVE DATA

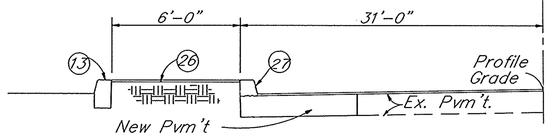
P.I. = 507+52.55
Δ = 13°-18'-55"
D = 2°-42'-10"
T = 247.45'
R = 2,119.88'
L = 492.67'
E = 14.39'
SE = N.C.



TYPICAL SECTION RT.

STA. 505+50 to STA. 507+30

N.T.S.



TYPICAL SECTION LT.

STA. 503+07 to STA. 512+50

N.T.S.

LEGEND

(B) See Typical Section
(C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
(D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
(E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
(F) 4" Concrete Sidewalk
(M) 1" Minimum Surface Milling
(P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
(R) 110#/Syd. Bituminous Surface 11, MV
(T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
(10) 1/2" Preformed Joint Filler
(13) Concrete Curb
(27) Integral Concrete Curb Modified
(26) Nursery Sod
△ Denotes STR. NO. (See Plan & Profile Sheets & for Descriptions.)
Concrete Driveway Removal (Not a pay item)
(W) Bituminous Mixture for approaches over 6" Compacted Aggregate Base Size No. 53, Type 'O'

NOTES

1 – See Plan and Profile Sheets for limits of Line "A" milling.

CONSTRUCTION

DETAILS

Scale: 1" = 20'

1976

TP107

43

7

REV. 7-28-98 PAR. 79L79A: CHANGED R/W. PAR. 79B&79C: ADDED TEMP. R/W. C.TUNGET

REV. 7-16-98. PAR. B1E,B1A: ELIM. PAR. B2: COMBINED WITH PAR. B1. PAR. B2A: CREATED. C.TUNGET

TR/W Rev. Sta. 511+35 to Sta. 512+60 Rt 6-3-98

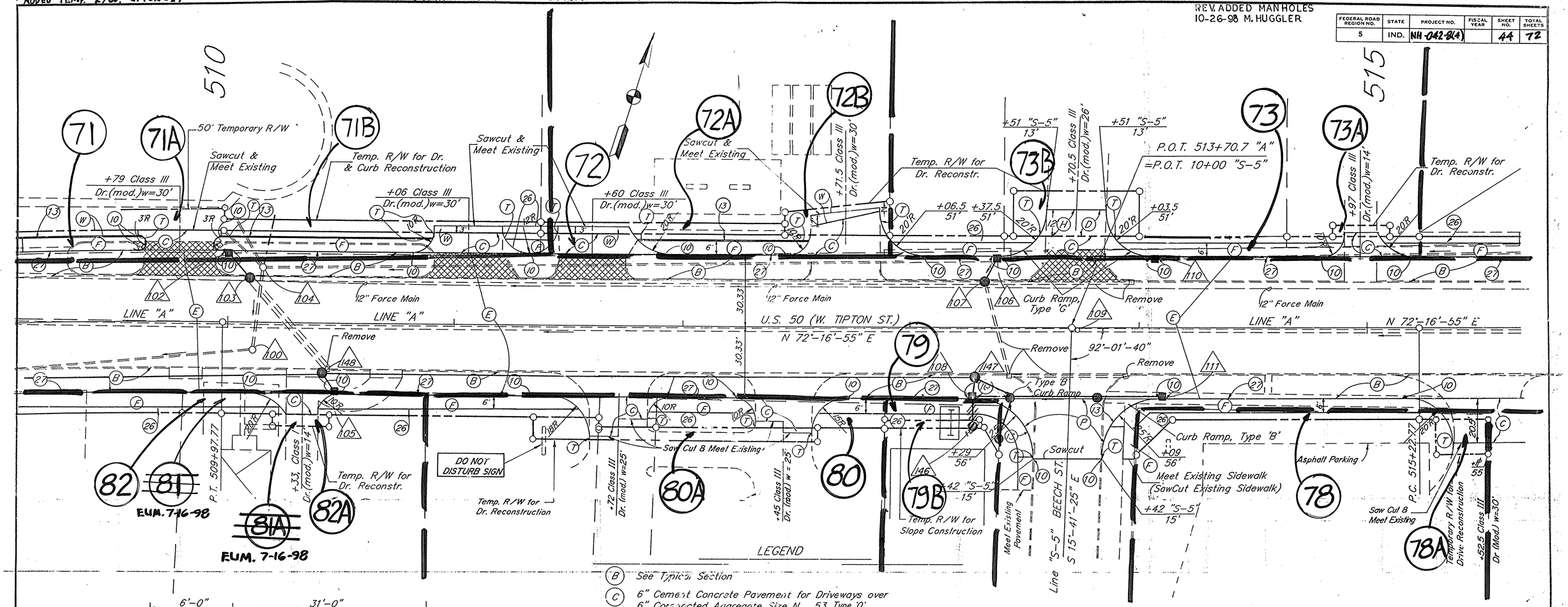
Rev. R/W & added TR/W Sta. 512+87 to Sta. 513+41 7-21-98

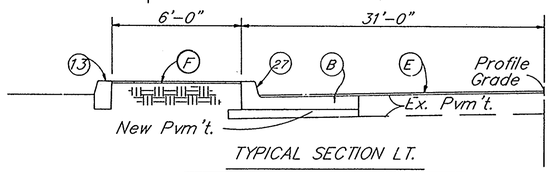
T. R/W Added Sta. 514+00 Lt. 10-17-94

TR/W Added 515+30 Rt 5-15-98

REV. ADDED MANHOLES 10-26-98 M. HUGGLER

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-B(4)		44	72





TYPICAL SECTION LT.

STA. 503+07 to STA. 512+50

N.T.S.

LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
- (E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
- (F) 4" Concrete Sidewalk
- (G) 4" Compacted Aggregate Base
- (H) 8" Compacted Aggregate Base
- (P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Concrete Curb Modified
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile Sheet for Description.)
- ▨ Concrete Driveway Removal (not a pay item)
- (W) Bituminous Mixture for approaches over 6" Compacted Aggregate Base Size No. 53, Type 'O'

NOTES

1 – See Plan and Profile Sheets for limits of Line "A" milling.
2- Cost of reworking the sprinkler system between Sta. 512+90 and Sta. 513+56 Rt to be included in other items of contract.

CONSTRUCTION DETAILS

Scale: 1" = 20'

1-20-98

1976

TP107

REV. 10/26/98 ADDED 'DO NOT DISTURB ENGR' LABEL TO PAR. 93. C.TUNGET

Added drive and temporary R/W Sta 519+67 Rt. 10-14-94

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(A)		45	72

515

520

75

75A

76

78

78A

93

94A

+97 Class III Dr. (mod.) w=14'

Temp. R/W for Dr. Reconstr.

Temp. R/W for Dr. Reconstr.

+54.5 Class III Dr. (mod.) w=24'

Sawcut & Meet Existing

P.O.C. 517+49.3 "A" =P.O.T. 9+98.75 "S-6"

P.O.S.T. 517+49.3 "A" =P.O.T. 10+00 "S-6"

P.O.T. 521+31.13 "A" =P.O.T. 10+00 "S-7"

+76 "S-6" End Taper

+56 "S-6" End Taper

+76 End Taper

+56 "S-6" 12.5'

+56 "S-6" End Curb

+78 Class I Dr. (mod.) w=13'

Temp. R/W for Dr. Reconstruction

+38 Alley Approach Dr. (mod.) w=10'

Meet Existing

+57 "S-7" 20'

+96 46'

+22.5 51'

+10.5 56'

+89.5 56'

+10.5 51'

+91.5 56'

+18 46'

+87.5 56'

+44 "S-6" 18'

+44 "S-6" 18'

+44 "S-7" 19'

+30 "S-6" 32'

P.I. 517+86.02

12" Force Main

N 72°-16'-55" E

LINE "A"

Curb Ramp, Type 'G'

Remove

12" Force Main

N 73°-45'-55" E

U.S. 50 (W. TIPTON ST.)

91°-29'-35"

12" Force Main

Curb Ramp Type 'G'

LINE "A"

30.33'

30.33'

TEMP. R/W FOR DR. CONST.

Meet Existing

P.C. 515+20.77

+62 Alley Approach Dr. (mod.) w=12'

DRIVE +53 STATION W=30'

Curb Ramp, Type 'G'

+00 38.4'

+00 39.2'

Meet Existing Block wall

DO NOT DISTURB SIGN

See Detail Below

Sawcut & Meet Existing

Meet Existing

Temp. R/W for Drive Reconstruction

P.I. 520+49.24

+39 Alley Approach Dr. (mod.) w=12'

+67 Class III Dr. (Mod.) w=29'

Sawcut & Meet Existing

Sawcut & Meet Existing

Line "S-6" S. LYNN ST. S 16°-13'-30" E

Line "S-7" S. PINE ST. S 16°-30'-35" E

15'R

10'R

25'R

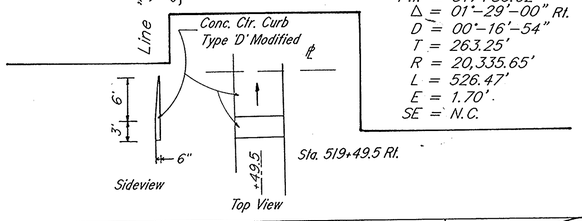
20'R

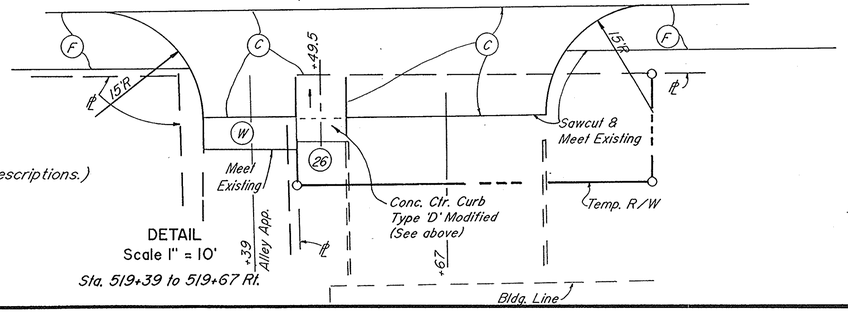
LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface 11, LV over 330#/Syd. Bituminous Base 5, LV
- (E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
- (F) 4" Concrete Sidewalk
- (P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (27) Integral Concrete Curb Modified
- (26) Nursery Sod
- △ Denotes STR. NO. (See Plan & Profile Sheets & for Descriptions.)
- ▨ Concrete Driveway Removal (Not a pay item)
- (W) Bituminous Mixture for approaches over 6" Compacted Aggregate Base Size No. 53, Type 'O'
- (13) Concrete Curb

CURVE DATA

P.I. = 517+86.02
Δ = 01°-29'-00" Rt.
D = 00°-16'-54"
T = 263.25'
R = 20,335.65'
L = 526.47'
E = 1.70'.
SE = N.C.





DETAIL
Scale 1" = 10'
Sta. 519+39 to 519+67 Rt.

NOTES

1 – See Plan and Profile Sheets for limits of Line "A" milling.

CONSTRUCTION DETAILS

Scale: 1" = 20'

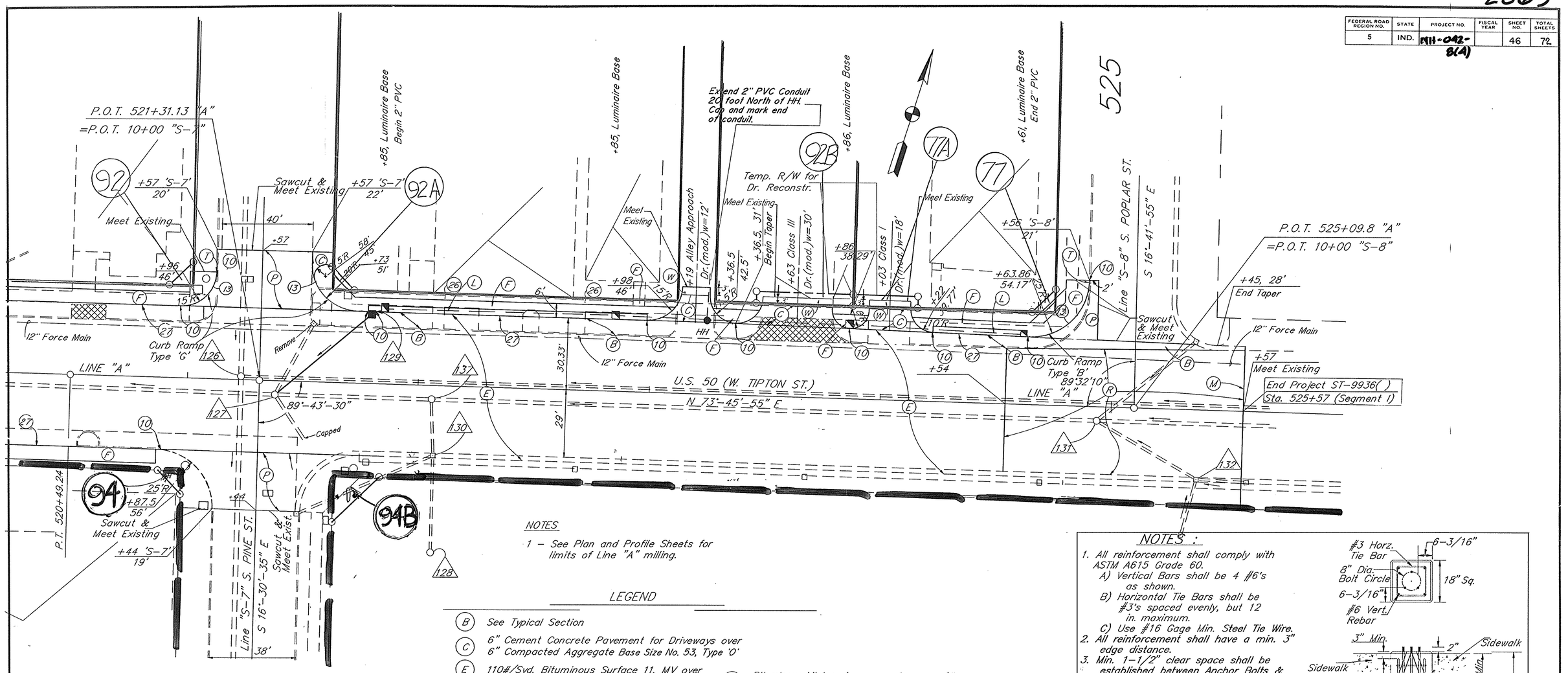
1976

TP107

3-21-95 45 9

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		46	72

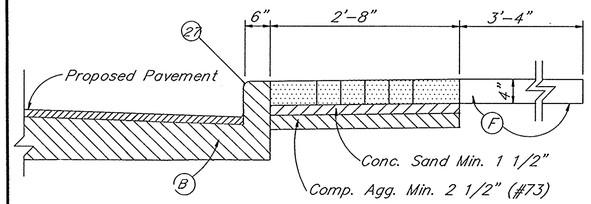


NOTES

1 – See Plan and Profile Sheets for limits of Line "A" milling.

LEGEND

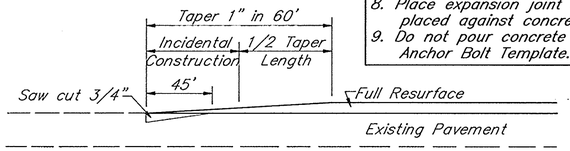
- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Base Size No. 53, Type 'O'
- (E) 110#/Syd. Bituminous Surface 11, MV over 220#/Syd. Bituminous Binder 8 or 9, MV.
- (F) 4" Concrete Sidewalk
- (L) Brick Sidewalk (See Detail)
- (M) 1" Minimum Surface Milling
- (P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
- (R) 110#/Syd. Bituminous Surface 11, MV
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (27) Integral Concrete Curb Modified
- (26) Nursery Sod
- △ Denotes STR. NO. (See Plan & Profile Sheet for Descriptions.)
- Concrete Driveway Removal (Not a pay item)
- Existing Luminaire
- Luminaire Base
- (W) Bituminous Mixture for approaches over 6" Compacted Aggregate Base Size No. 53, Type 'O'
- (13) Concrete Curb
- — — — 2" PVC Conduit (for lighting)
- ● HH Handhole



BRICK PLACEMENT DETAIL (L)

SCALE: 1" = 1'-0"

STA. 521+77 to 522+98 Lt.
STA. 524+22 to 524+60 Lt.



TYPICAL SECTION SHOWING RESURFACE FEATHERING AT THE END OF PROJECT

NOTES :

1. All reinforcement shall comply with ASTM A615 Grade 60.
   A) Vertical Bars shall be 4 #6's as shown.
   B) Horizontal Tie Bars shall be #3's spaced evenly, but 12 in. maximum.
   C) Use #16 Gage Min. Steel Tie Wire.
2. All reinforcement shall have a min. 3" edge distance.
3. Min. 1-1/2" clear space shall be established between Anchor Bolts & Vertical Bars.
4. Anchor Bolts shall be 3/4" x 20" with a 2" bend.
5. All concrete is Min. 3500 PSI. Slump – 3 to 5 inches; Air Entrainment– 6 to 8%. Pump water from hole prior to pouring concrete. Vibrate or tamp concrete to assure no air voids.
6. Dome top surface to facilitate water runoff.
7. Place 3/4" x 45° chamfer on all visible edges.
8. Place expansion joint around all Fnds. placed against concrete walks.
9. Do not pour concrete without receiving Anchor Bolt Template.

LUMINAIRE FOUNDATION DETAIL N.T.S.

CONSTRUCTION DETAILS

Scale: 1" = 20'

1976

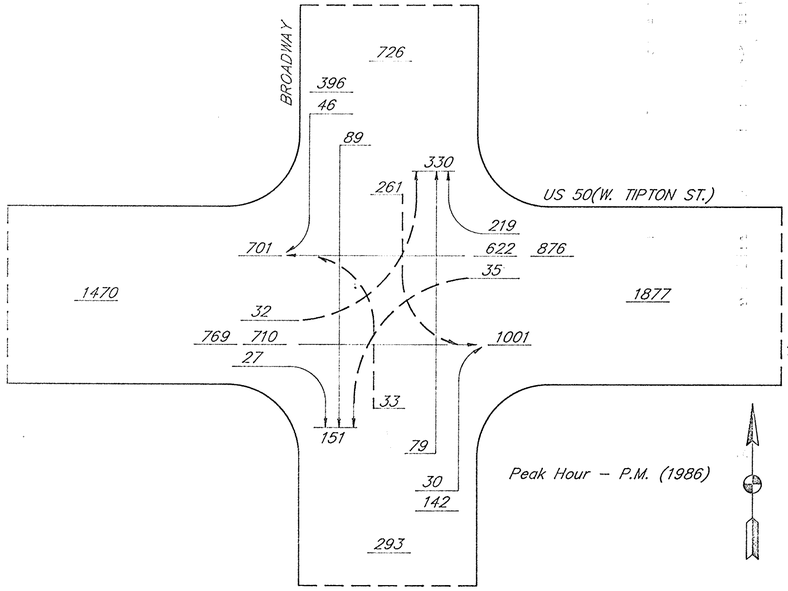
6-23-15

TP107

46 10

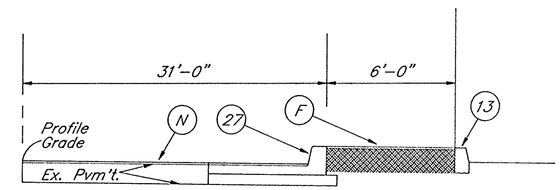
2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		47	72



LEGEND

- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type '0'
- (N) 110#/Syd. Bituminous Surface 11, HV over 220#/Syd. Bituminous Binder 8 or 9, HV.
- (F) 4" Concrete Sidewalk
- (M) 1" Minimum Surface Milling
- (R) 110#/Syd. Bituminous Surface 11, MV
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Curb (Modified)
- (26) Nursery Sod
- △ Denotes STR. NO. (See Plan & Profile Sheet 46 for Descriptions.)
- Concrete Driveway Removal (Not a pay item)
- (W) Bituminous Mixture for Approaches Over 6" Compacted Aggregate Size No. 53, Type '0'



TYPICAL SECTION RT.
STA. 13+45 to STA. 14+13
N.T.S.

NOTES

1– See Sheet No. for Traffic Signal Modernization Details.
2– 1" Resurface to taper to 3" Resurface between Sta. 14+00 and 14+60
3– 3" Resurface to taper to 1" Resurface between Sta. 17+90 and 18+50.
4– Approximately 188T of wedge and level material req'd between Sta. 14+50 and 18+00

CONSTRUCTION DETAILS

Scale: 1" = 20'

15

HWYSGC1.DWG Date: 04/29/97

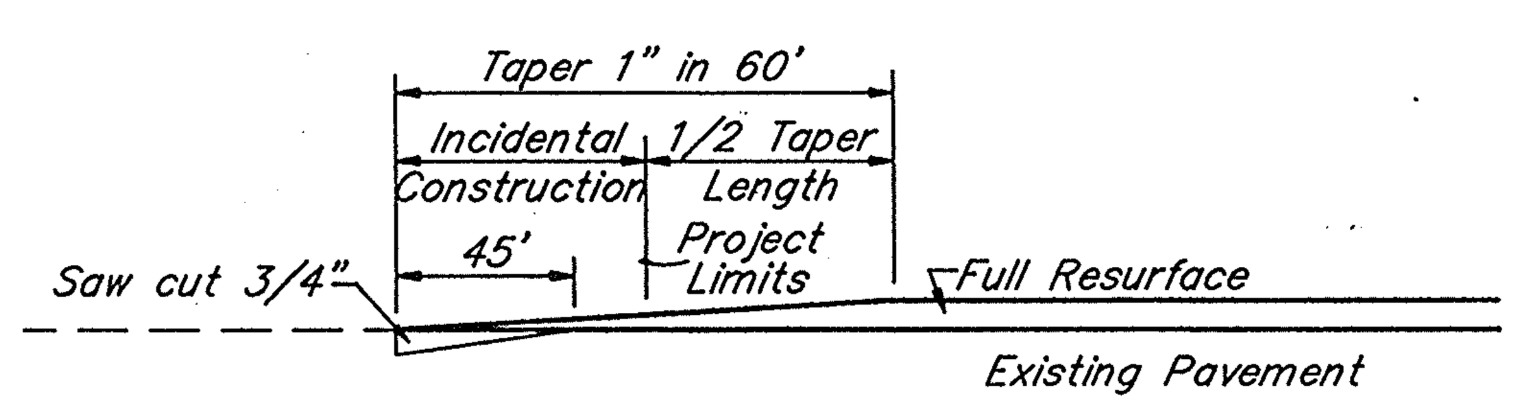
4.7

Temp. R/W Added Sta. 14+85 to 15+10 12-20-94 Rev. TR/W 15+50 Rt. 10-6-98 R/W Rev. 16+70 to 18+67 Rt. 12-8-98 R/W Rev. 18+67 to 19+17 Rt. 11-6-98

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		48	72

LEGEND

- (D) 440#/Syd. (240 kg/m) HMA for Approaches
- (H) 8" Compacted Aggregate Size No. 53, Type 'O'
- (B) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (F) 4" Concrete Sidewalk
- (M) 1" Minimum Surface Milling (Bituminous)
- (N) 137.5#/Syd (75 kg/m²) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m²) QC/QA HMA Intermediate 19.0mm Mainline
- (P) 137.5#/Syd (75 kg/m²) QC/QA HMA Surface 9.5mm, Mainline over 302.5#/Syd (165 kg/m²) QC/QA HMA Intermediate 19.0mm, Mainline over 880#/Syd (480 kg/m²) HMA Base 25mm
- (R) 137.5#/Syd (75 kg/m²) QC/QA HMA Surface 9.5mm, Mainline
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Concrete Curb (Modified)
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile Sheet for Descriptions.)
- ▩ Concrete Driveway Removal (Not a pay item)



TYPICAL SECTION SHOWING RESURFACE FEATHERING AT BEGINNING AND END OF PROJECT

NOTES:

1– 4" Resurface to taper to 1 1/4" Resurface between Sta. 17+90 and 18+50

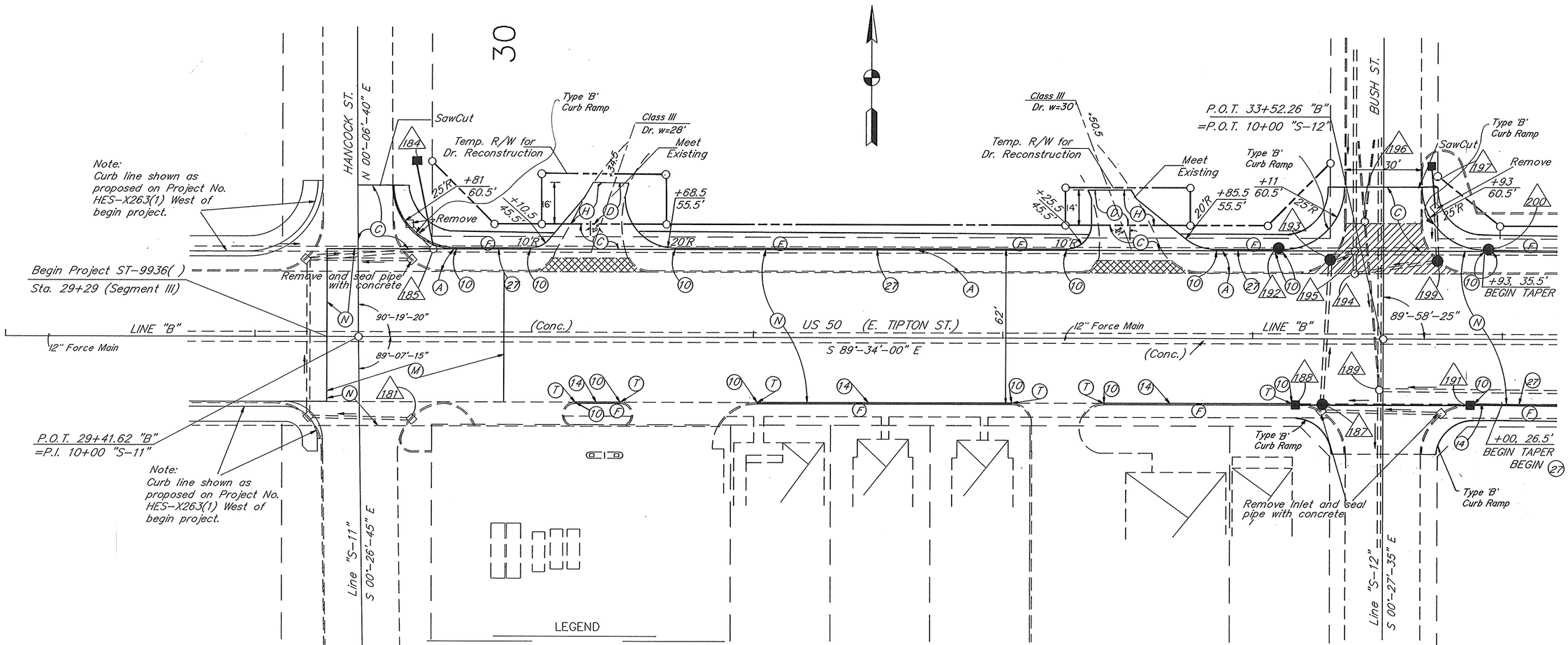
CONSTRUCTION DETAILS

Scale: 1" = 20'

2-9-99

TP107

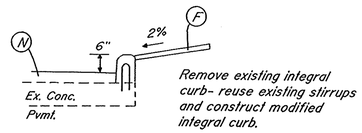
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		49	72



+14 +29
Incidental Construction

LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type '0'
- (D) 110#/Syd. Bituminous Surface 11, LV Over 330#/Syd. Bituminous Base 5, LV.
- (F) 4" Concrete Sidewalk
- (N) 110#/Syd. Bituminous Surface, 11 HV. 220#/Syd. Bituminous Binder 8 or 9, HV over
- (10) 1/2" Preformed Joint Filler
- (14) Integral Concrete Curb, Type 'C', Modified
- (26) Sod (Nursery)
- (27) Integral Concrete Curb, Modified
- △ Denotes STR. NO. (See Plan & Profile Sheet for Descriptions.)
- Concrete Pavement Removal
- (H) 8" Compacted Aggregate Base, Size No. 53, Type '0'
- Concrete Driveway Removal (Not a pay item)
- (M) 1" Minimum Surface Milling (Concrete)
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2" or to meet existing.



Remove existing integral curb- reuse existing stirrups and construct modified integral curb.

NOTES

1 - Resurface (N) shall transition from 110#/Syd (1") to 330#/Syd (3") from Sta. 29+29 to Sta. 30+00.

DETAIL

(14) Integral Concrete Curb, Type C Modified

CONSTRUCTION DETAILS

Scale: 1" = 20'

9-24-92

1976

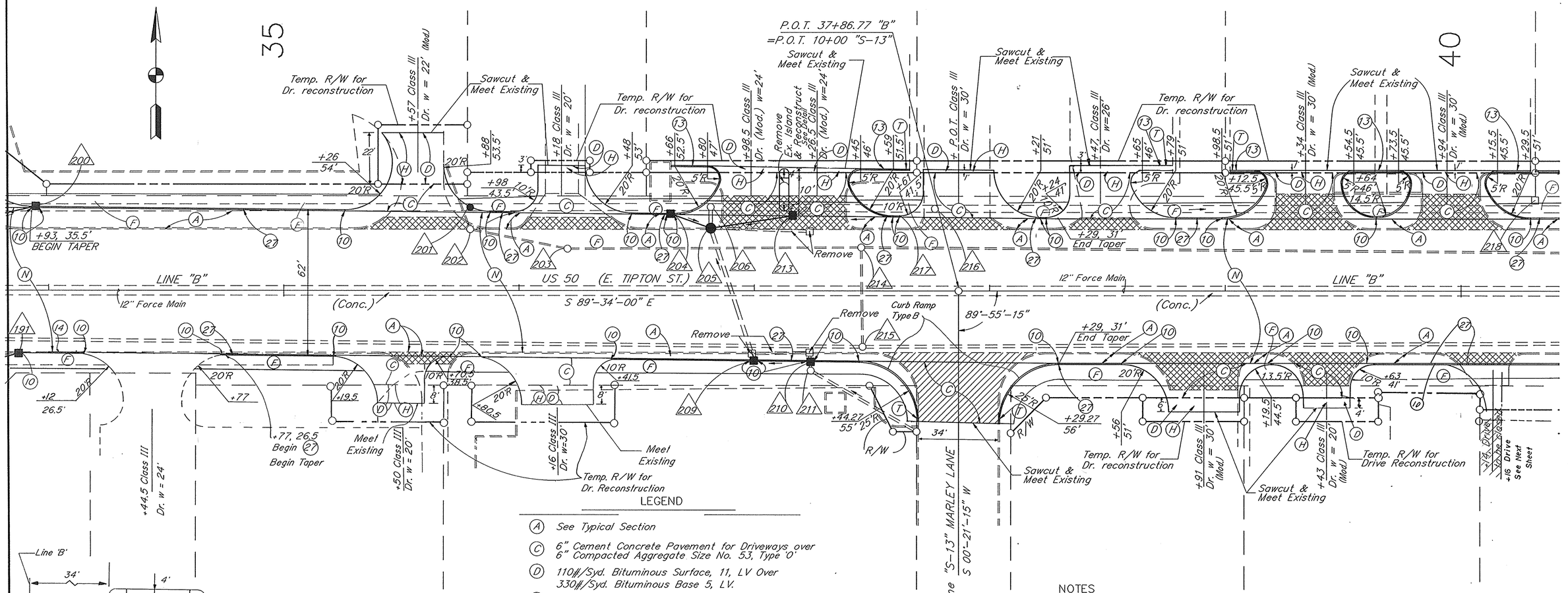
10-11-95

13

TP107

49

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		50	72



LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface, 11, LV Over 330#/Syd. Bituminous Base 5, LV.
- (F) 4" Concrete Sidewalk
- (H) 8" Compacted Aggregate Base, Size No. 53, Type 'O'
- (N) 110#/Syd. Bituminous Surface, 11, HV. 220#/Syd. Bituminous Binder 8 or 9, HV.
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Concrete Curb, Modified
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile Sheets & for Descriptions.)
- Concrete Pavement Removal
- Concrete Driveway Removal (Not a pay item)
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (14) Integral Concrete Curb, Type C

NOTES

1- Cost of reconstruction of concrete island at STA. 37+13 Left to be included in other items of contract. Ends of island to be tapered.

2- Cost of reworking the sprinkler system between Sta. 38+98 and Sta. 40+30 Left to be included in other items of contract.

CONSTRUCTION

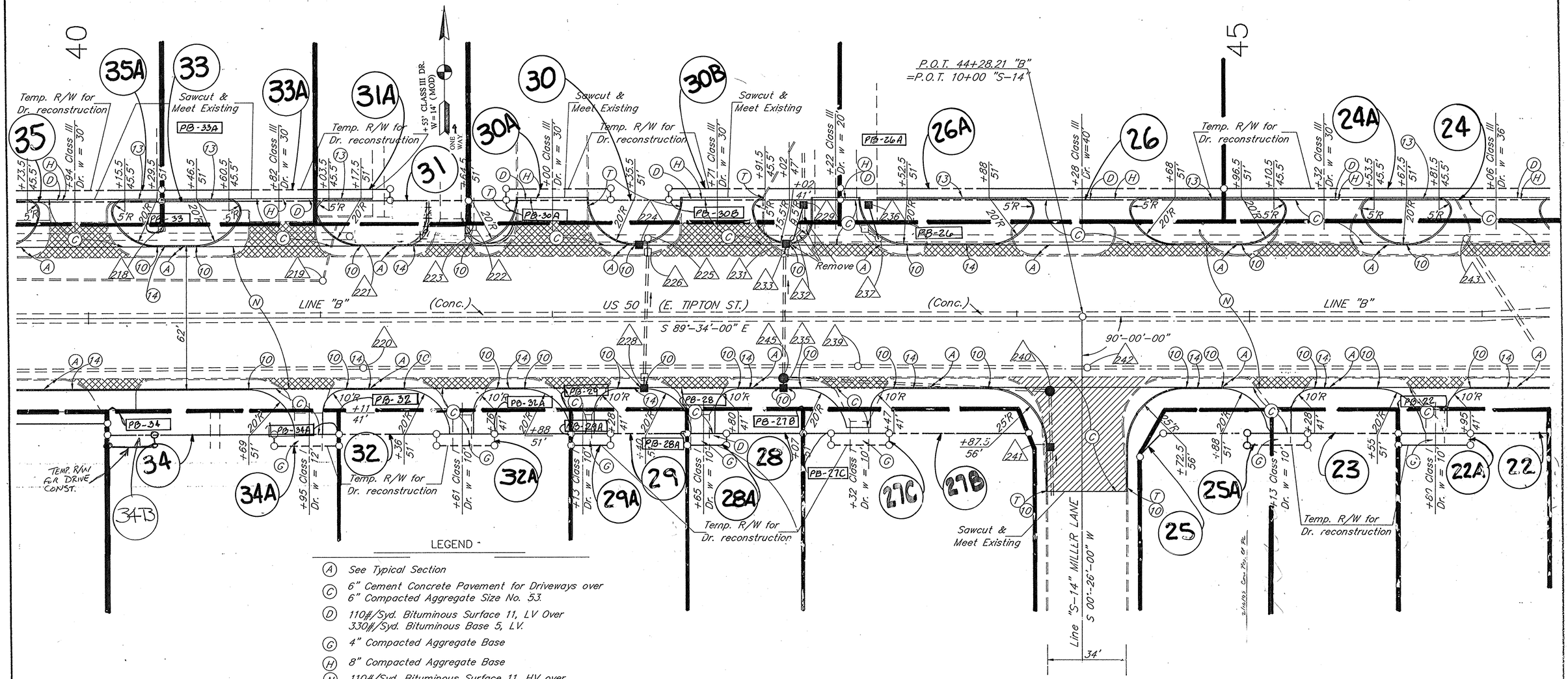
DETAILS

Scale: 1" = 20'

9-24-92

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-042-8(CJ)		51	72



LEGEND -

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53.
- (D) 110#/Syd. Bituminous Surface 11, LV Over 330#/Syd. Bituminous Base 5, LV.
- (G) 4" Compacted Aggregate Base
- (H) 8" Compacted Aggregate Base
- (N) 110#/Syd. Bituminous Surface 11, HV over 220#/Syd. Bituminous Binder 8 or 9, HV.
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (14) Integral Concrete Curb, Type 'C'
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile Sheet 28 for Descriptions.)
- ▨ Concrete Pavement Removal
- ▩ Concrete Driveway Removal (Not a pay item)

6-23-92

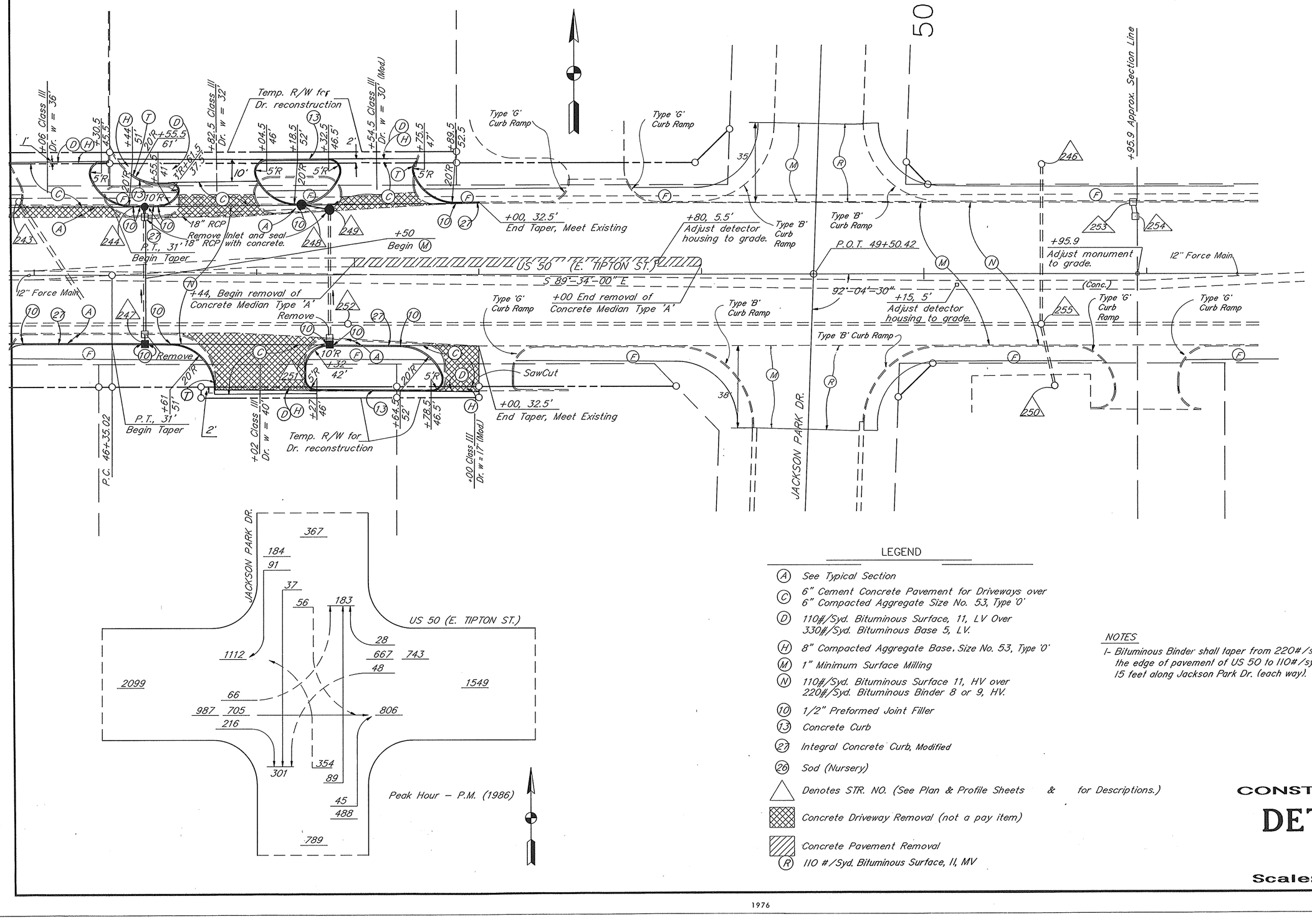
CONSTRUCTION

DETAILS

SCALE: 1" = 20'

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		52	72



LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type '0'
- (D) 110#/Syd. Bituminous Surface, 11, LV Over 330#/Syd. Bituminous Base 5, LV.
- (H) 8" Compacted Aggregate Base, Size No. 53, Type '0'
- (M) 1" Minimum Surface Milling
- (N) 110#/Syd. Bituminous Surface 11, HV over 220#/Syd. Bituminous Binder 8 or 9, HV.
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (27) Integral Concrete Curb, Modified
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile Sheets & for Descriptions.)
- Concrete Driveway Removal (not a pay item)
- Concrete Pavement Removal
- (R) 110 #/Syd. Bituminous Surface, 11, MV

NOTES

1- Bituminous Binder shall taper from 220#/syd at the edge of pavement of US 50 to 110#/syd within 15 feet along Jackson Park Dr. (each way).

CONSTRUCTION DETAILS

Scale: 1" = 20'

2863

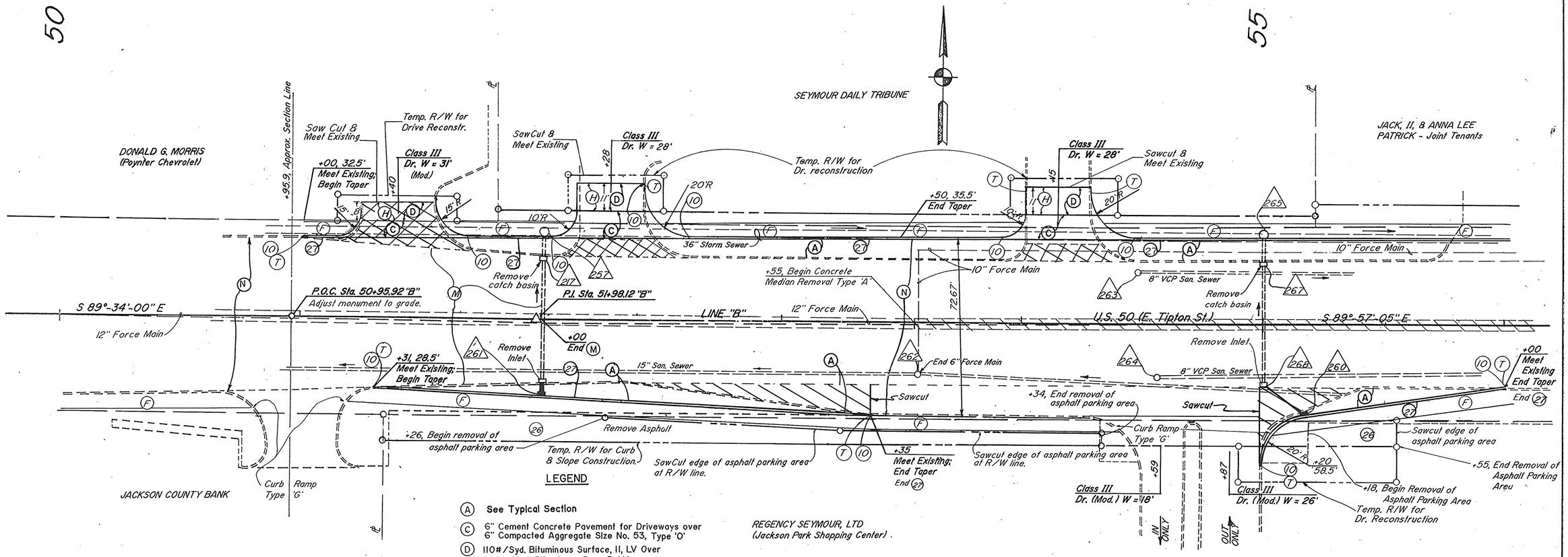
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		53	72

CURVE DATA

P.I. Sta. 51 + 48.12
Δ = 0°-23'-05" Lt.
D = 0°-02'-03"
R = 167,721.70
T = 563.10
L = 1126.20
E = 0.95
SE = N.C.

50

55



LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface, 11, LV Over 330#/Syd. Bituminous Base 5, LV.
- (M) 1" Minimum Surface Milling.
- (N) 110#/Syd Bituminous Surface 11,HV over 220#/Syd. Bituminous Binder 8 or 9, HV.
- (10) 1/2" Preformed Joint Filler.
- (26) Sod (Nursery).
- △ Denotes STR NO (See Plan & Profile Sheet for Descriptions)
- Concrete Pavement Removal.
- Concrete Driveway Removal (Not a pay item)
- (H) 8" Compacted Aggregate Base , Size No. 53, Type 'O'
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (27) Integral Concrete Curb Modified

NOTES

1- Resurface (N) to transition from 330#/ft (3") at edge of the pavement (26'right) to 110#/ft (1") at curb (38' right) from Sta 52+00 (±) to Sta 55+50 (±).

CONSTRUCTION

DETAILS

SCALE: 1" = 20'

8-29-95

1976

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		54	72

55

60

JACK II & ANN LEE PATRICK - Joint Tenants

Temp. R/W for Drive Reconstr.

50 East Rentals, INC.

LAWRENCE & ROSE LEE HAAG, et ux

CHARLES D. & NELLIE P. RUSH, et ux

HOMER & OMA H. THOMPSON, et ux

JAMES E. & MARJORIE J. FOX, et ux

CHARLES M. MOFFETT

SCHEPMAN AVENUE LINE "S-16" N 00°-31-20" E

Class I Dr. W=16'

Class III Dr W=24'

Class III Dr W=30'

Class I W=20'

Class I Dr W=12'

Class I Dr W=12'

Class I Dr W=12'

20'R

10'R

10" Force Main

36" Storm Sewer

8" VCP San. Sewer

Remove catch basin

Remove

Remove catch basin

10" Force Main

36" Storm Sewer

36" Storm Sewer

P.T. 35.5

U.S. 50 (E. Tipton St.)

LINE "B"

S 89°-57'-05" E

P.T. Sta. 57+61.22

+42 End removal of concrete median

P.O.T. 60+44.82 "B" = P.O.T. 10+00 "S-16"

89°-31'-35"

90°-07'-20"

P.O.T. 59+82.02 "B" = P.O.T. 10+00 "S-15"

60.67'

Curb Ramp Type 'G'

8" VCP San. Sewer

+00, Meet Existing, End Taper

6" Force Main

Sawcut

+55, End Removal of Asphalt Parking Area

Edge Asphalt Parking Area

Remove asphalt

Saw cut edge of Parking Area

+18, Begin Removal of Asphalt Parking Area

Temp. R/W for Dr. Reconstruction

8" San. Sewer

6" Force Main

Edge Asphalt Parking Area

Curb Ramp Type 'G'

Class III Dr. No Change Req'd.

.54

SCHEPMAN AVENUE LINE S-15 S 00°-10'-50" W

9.54

MARLIN E. HUKILL (The Grease Pit)

REGENCY SEYMOUR, LTD (Jackson Park Shopping Center)

LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface II, LV over 330#/Syd. Bituminous Base 5, LV
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2" or to meet existing.
- (N) 110#/Syd. Bituminous Surface II, HV over 220#/Syd. Bituminous Binder 8 or 9, HV.
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (14) Integral Concrete Curb, Type "C", Modified
- (26) Sod (Nursery)
- △ Denotes STR. NO. (See Plan & Profile for Description) Sheets &
- Concrete Pavement Removal
- Concrete Driveway Removal (Not a pay item)
- (G) 4" Compacted Aggregate Base, Size No. 53, Type 'O'
- (H) 8" Compacted Aggregate Base, Size No. 53, Type 'O'
- (27) Integral Concrete Curb Modified
- (F) 4" Concrete Sidewalk

CONSTRUCTION

DETAILS

SCALE: 1" = 20'

8-29-95

1976

TP107

18
54

(CVE: 6006)

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		55	72

See Detail Sheet for continuation of Burkart Blvd.

See Sheet for wall detail.

99A +70 Class III Dr. W=60'

Temp. R/W for Drive Reconstruction

+30.44' 'S-18' ℄ of Wall

99

+28

BURKART BLVD. LINE "S-18" N 00°-26'-32" E (Bituminous) 54.10'

+76.58, 48.23' 'S-18' ℄ of Wall

PEOPLES BANK OF JACKSON COUNTY

+75.55' (℄ of Wall)

25' R

NUMBER FOURTEEN CORPORATION (Rally's)

60

65

CHARLES M. MOFFETT

Remove Inlet

7

SCHEPMAN AVENUE LINE "S-16" N 00°-31'-20" E

JOHN E. FRISCHE et ux.

~~TIPTON AUTO REPAIR, INC.~~

Curb Ramp Type 'B'

Remove Inlet

6

88

RHC ASSOCIATES (Pizza Hut)

88A

Saw Cut & Meet Existing

Temp. R/W for Drive Reconstr.

Class III Dr.(mod.) w=30'

Curb Ramp Type 'B'

Remove

+88 35.5'

+62

+09 35.5'

+39 37.5' Meet Existing

36" Storm Sewer

12" San. Sewer

42" Storm Sewer

12" Storm Pipe

8" VCP San. Sewer

12" VCP San. Sewer

P.O.T. 59+82.02 "B" = P.O.T. 10+00 "S-15"

89°-31'-35"

+85 Begin removal of Conc. median

+09 End removal of conc. median

S 89°-57'-05" E LINE "B" U.S. 50 (E. Tipton St.)

89°-28'-45"

Sta. 65+26 End Segment III Project ST-9936( )

P.O.T. 60+44.82 "B" = P.O.T. 10+00 "S-16"

90°-07'-20"

P.O.T. 64+32.70 "B" = P.O.T. 10+00 "S-17"

P.O.T. 64+53.19 "B" (Back) = P.O.T. 64+53.50 "B" (Ahead) = P.O.T. 10+00 "S-18"

89°-59'-50"

8" San. Sewer

6" Force Main

HH

+62

+26

+86

Incidental Construction

~~Temp. R/W for Drive Reconstruction~~

MARLIN E. HUKILL (The Grease Pit)

G. DONN BISHOP

FRANK J. & MURIEL L. CHURCHMAN, et ux

PRENTICE REAL ESTATE

HARLAN R. & VIRGINIA AULT, et ux

S. FOURTH ST. RD. LINE "S-17" S 00°-02'-45" E

OMER L. & IRENE L. MORGAN, et ux

ROBERT WILLIAM & WILLADEAN DOTY TOPPE, et ux

1615 'B' Class III Dr. W=32'

~~See Detail Sheet for continuation of S. Fourth Street Road.~~

LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53, Type 'O'
- (D) 110#/Syd. Bituminous Surface, II, LV Over 330#/Syd. Bituminous Base 5, LV.
- (R) 110#/Syd. Bituminous Surface II, HV
- (N) 110#/Syd. Bituminous Surface II, HV over 220#/Syd. Bituminous Binder, 8 or 9 HV.
- (10) 1/2" Preformed Joint Filler.
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2" or to meet existing.
- (14) Integral Concrete Curb, Type "C"
- (26) Sod (Nursery).
- △ Denotes STR NO (See Plan & Profile Sheet for Description)
- Concrete Pavement Removal.
- (H) 8" Compacted Aggregate Base, Size No. 53, Type 'O'
- (M) Minimum 1" Surface Milling
- (27) Integral Concrete Curb, Modified
- (F) 4" Concrete Sidewalk
- Concrete Driveway Removal (Not a pay item)

943 538 236 48 254 405 104 811 923 1047 8 2118 2234 270 915 1195 1187 2 0 31 58 26 57 115

BURKART BLVD. U.S. 50 (E. Tipton St.) S. FOURTH ST. RD.

PEAK HOUR - P.M. (1987)

CONSTRUCTION

DETAILS

SCALE: 1" = 20'

1976

TP107

10-10-95

19

55

CODE: 2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		56	72

15

Peoples Bank of Jackson County

Surendra Parikshak & Saroj Parikshak, et ux

Myrtle Dieckmeyer

Robert C. Gray & Blance Irene Gray, et ux

US 50 (Conc.)

LINE 'B' S 89°-57'-05" E

+40 'B', 40' Meet Existing

+89.60 'B' 49.15' +70 'B' Begin (S), ℄ (63.38) Meet Existing +75 'B', 55' (℄ of Wall) Begin Wall

PB-99

PB-99A

STR. NO. 309
Inlet Type J-10 Modified and 15 Lft. of 12" RCP Req'd. Remove existing inlet and connect with existing 12" RCP.

+30, 45' (℄ of Wall) End Wall

+54.21 Class III Dr. w=19'

+70.68 Class III Dr. w=60'

Temp. R/W for Drive Constr.

Saw Cut & Meet Existing

PB-100A

+22.43 63.00'

+34.35 48.00' R

+80 70'

+80 55'

+84.05 58.00'

55' R/W

+90 55'

+98.80 63.00'

25' R

R/W

State St. N 89°-39'-48" W

Saw Cut & Meet Existing

+75.31 63.00'

Approx. R/W & ℄

Constr. Lims.

+76.58, 48.23' (℄ of Wall)

+00, 45' (℄ of Wall)

PB-100

STR. NO. 310
Manhole Type B-4. Remove existing inlet and construct over existing 12" RCP.

LINE 'S-18' N 0°-36'-18" E 34' 10"

BURKART BLVD. (Bitum.)

STR. NO. 311
Inlet Type J-10 Modified and 27 Lft. of 12" Group 'L' Pipe Req'd.

Remove Sign Structure (Monotube 60' Span)

PB-101

Constr. Lims.

STR. NO. 315
Adjust to Grade

STR. NO. 312
Inlet Type J-10 Modified and 12 Lft. of 12" RCP Req'd. Remove existing inlet, connect with existing 12" RCP.

P.O.T. 64+53.19 'B' (Back) = P.O.T. 64+53.50 'B' (Ahead) = P.O.T. 10+00 'S-18'

P.O.T. 10+00 'State St.' = P.O.T. 14+37.57 'S-18' =

Lift Station

Approx. R/W & ℄

Sta 65+26 End Segment VII Project ST-9936( )

End Construction +86

Sawcut

Constr. Lims.

LEGEND

- (A) See Typical Section
- (C) 6" Cement Concrete Pavement for Driveways over 6" Compacted Aggregate Size No. 53.
- (N) 110#/Syd. Bituminous Surface, HV over 220#/Syd. Bituminous Binder, 8 or 9, HV
- (M) 1" Minimum Surface Milling (Concrete)
- (P) 110#/Syd. Bituminous Surface, 11, MV over 220#/Syd. Bituminous Binder, 8 or 9, MV over 440#/Syd. Bituminous Base, MV over 440#/Syd. Bituminous Base 5D, MV.
- (R) 110#/Syd. Bituminous Surface 11, HV
- (T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".
- (10) 1/2" Preformed Joint Filler
- (13) Concrete Curb
- (14) Integral Concrete Curb, Type 'C'
- (15) Concrete Curb & Gutter

NOTE: All R/W This Sheet Described From Line 'S-18' Except As Shown.
See Sheet for Traffic Signal Details
See Sheet for Traffic Sign Details
See Sheet for Pavement Marking Details

DETAIL

Scale: 1" = 20'

DETAIL2.DWG Date: 10/13/95

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		57	72

20

LEGEND

(P) 110#/Syd. Bituminous Surface, 11, MV over
220#/Syd. Bituminous Binder, 8 or 9, MV over
440#/Syd. Bituminous Base, MV over
440#/Syd. Bituminous Base 5D, MV.

(T) Curb shall taper at the rate of 1"/ft. from maximum height to 1/2".

(10) 1/2" Preformed Joint Filler

(15) Concrete Curb & Gutter

Approx. R/W & ℄

S. Fourth St. Rd. (Bitum.)

City of Seymour

Snyder St. (Bitum.)

Ex. Guard Rail

Constr. Lims.

Constr. Lims.

P.O.T. 9+82.85 'SNYDER ST.' =
P.O.C. 19+53.27 'S-18'

LINE 'S-18'
Burkart Blvd.

(Bitum.)

P.I. 21+81.21

N 0°-36'-18" E

(P) STR. NO. 313
Inlet Type J-10, 24 Lft. of 12" RCP, and One End Section Req'd. Remove Existing 12" RCP and Inlet

+98.3

P.C. 16+97.16

60'

STR. NO. 314
Inlet Type J-10, Remove existing inlet, construct new inlet over existing 12" RCP.

+75.8

(T) End Constr.
Sta 18+02.57 'S-18'
Meet Existing

CURVE DATA
Δ = 28°-26'-39" Lt.
D = 3°
R = 1909.859'
T = 484.05'
L = 948.30'
E = 60.3866'
e = 0.022 '/"

NOTES
1 - See Sheet for Pavement Marking Details

Approx. R/W & ℄

DETAIL3.DWG Date: 10/11/95

DETAIL

Scale: 1" = 20'

2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		58	72

40

14

15+30.37 "SEC-I" =
P.O.T. 37+50 "S-50-IC-7-Q"

US 50

360

+00
14'

+00
18'

80°

N98°36'30"E

LINE "S-50-IC-7-Q"

+00
8'

362

356

357

358

+40
52'

8'

+EP
18'

H — H — H — H — H — HH — H — H — H — H

+38
8'

354

26'
+31

P.T. 14+53.14 "SEC-I"

+57
Begin Concrete Gutter Removal

+55 "S-50-IC-7-Q"
46' -End taper, 8' in 60'

+05
Begin Conc. Pvmt. Removal

Remove

+70
8'

+70
End Conc. Pvmt. Removal

(Conc.)

+83
End Concrete Gutter Removal

Bituminous

70' R

Remove Conc. Pvmt.

Remove Conc. Curb

Saw cut

Ex. Conc. Pvmt. to Remain

+50
18'

LINE "SEC-I"

N8°36'30"E

Bituminous Shoulder (Remove)

(Conc. with Bituminous Overlay)

LINE "SEC"

Remove

Remove Conc. Pvmt.

8' Bituminous Shoulder (Remove)

Disconnect wiring for luminaire at +03.5 "S-50", 164'

+51 "S-50", 615'
Remove Luminaire and Install Handhole
Reconnect wiring as needed.

4' Bituminous Shoulder (Existing)

+50
46'

Saw Cut

6"

+03.5 "S-50", 164'
Remove Luminaire

+50 Begin Taper

P.I. 13+42.77 "SEC-I"

N35°36'30"E

3-1/C THW No. 4 Cu in Plastic Duct.

See Note 2
Reinstall Luminaire on new concrete base.

P.C. 12+71.19 "SEC-I"

P.C. 12+28.14 "SEC-I" =
P.O.T. 11+28.14 "SEC-I"

+65.75
22'

Ex. Joint

18'

Ex. Joint

Begin Construction
+65.75, 8' RT
Begin Shoulder Rt & Lt
and Bituminous Pvmt.

CURVE DATA LINE "SEC-I"

P.I. 13+42.77
Δ = 27°-00'-00"
D = 12°-00'-00"
R = 477.46'
T = 114.63'
L = 225.00'
LC = 222.92'
E = 13.57'
SE = 0.060 1/1 (Max.)

LEGEND

- (J) 165 #/syd Bituminous Surface No. 11, LV with Bituminous Corrugations over 495 #/syd Bituminous Base 5D, LV
- (A) Reinforced Concrete Pavement - 10".
- (B) 110 #/syd Bituminous Surface, 11, MV Over 440 #/syd Bituminous Binder, 8 or 9, MV Over 990 #/syd Bituminous Base 5D, MV.
- (V) Mulched Seeding
- -H-H- Existing Buried Cable for Hwy Lighting.
- ○HH Existing Handhole for Hwy Lighting
- ◉HH Proposed Handhole for Hwy Lighting
- — — — Proposed Buried Cable or Cable Duct for Hwy Lighting
- -S-S- 2" Steel Conduit
- □—◇ Proposed Luminaire
- □—◆ Existing Luminaire
- Concrete Pavement Removal
- △ Denotes STR. NO. (See Plan & Profile Sheets 57 & 59 for Description)

NOTES

1. All disturbed areas to be mulched seeded.
2. The luminaires at Sta. 38+03.5 "S-50" and Sta. 39+51 "S-50" shall be removed. The better of these two poles and mast arms shall be installed at Sta. 12+90, 25' Rt. See Std Sheet MT6C for footing details.
3. Waterproof connectors shall be used in the handhole at Sta 38+03.5 'S-50'
4. See Sheets and for maintenance of traffic and phasing of construction.

CONSTRUCTION AND HIGHWAY LIGHTING

DETAILS

SCALE: 1" = 20'

12-19-74

1976

58

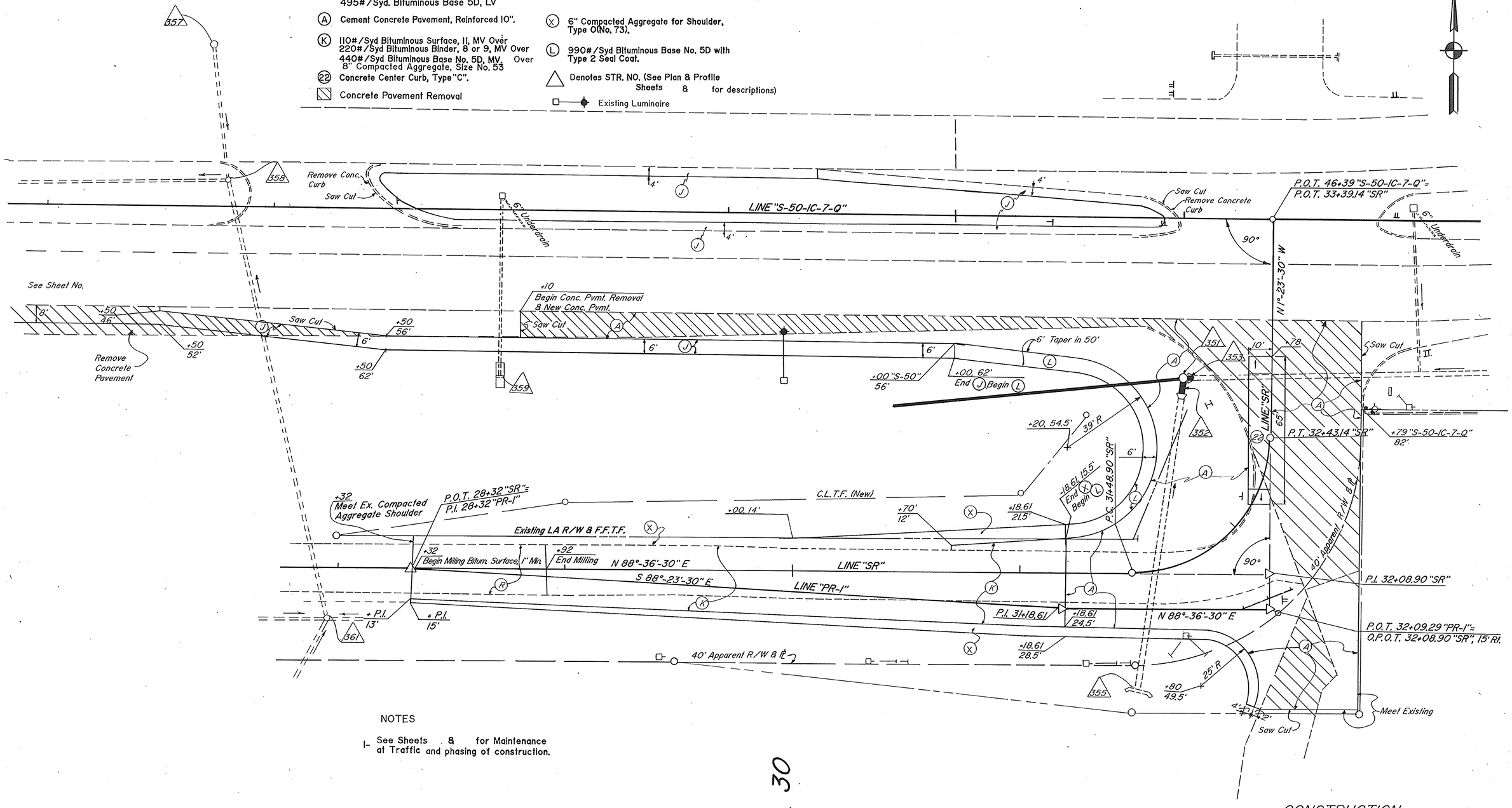
2863

45

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		59	72

LEGEND

- (J) 165#/Syd. Bituminous Surface No. 11, LV with Bituminous Corrugations over 495#/Syd. Bituminous Base 5D, LV
- (A) Cement Concrete Pavement, Reinforced 10".
- (K) 110#/Syd Bituminous Surface, 11, MV Over 220#/Syd Bituminous Binder, 8 or 9, MV Over 440#/Syd Bituminous Base No. 5D, MV. Over 8" Compacted Aggregate, Size No. 53
- (22) Concrete Center Curb, Type "C".
- Concrete Pavement Removal
- (R) 110#/Syd Bituminous Surface, 11, MV
- (X) 6" Compacted Aggregate for Shoulder, Type O(No. 73).
- (L) 990#/Syd Bituminous Base No. 5D with Type 2 Seal Coat.
- △ Denotes STR. NO. (See Plan & Profile Sheets & for descriptions)
- Existing Luminaire



NOTES

1- See Sheets & for Maintenance at Traffic and phasing of construction.

30

Sohio Oil Company.

CONSTRUCTION DETAILS

SCALE: 1" = 20'

1976

TP107

59

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(4)		60	72

SUMMARY OF QUANTITIES AND APPROACH TABLE

LOCATION (STATION)	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH "W" FEET	LENGTH "L" FEET	DISTANCE BEYOND R/W LINE FEET	RADII "R" FEET	GRADE (LESS THAN 10% NOT SHOWN) 1 %	GRADE 2 %	EXCAVATION CYS. CUT	EXCAVATION CYS. FILL	BITUM. MIXT. FOR APPROACHES SYS.	BITUMINOUS MATERIAL FOR ROADS LBS. PER SYD. SURFACE SYS.	BASE SYS.	BASE SYS.	BINDER SYS.	BINDER SYS.	BITUMINOUS MIXTURE FOR CROSSOVERS LBS. PER SYD. SYS.	SYS.	SYS.	BITUMINOUS BASE #538 TONS	BITUMINOUS MATERIAL FOR: SEAL COAT TONS	PRIME COAT TONS	TACK COAT TONS	TYPE "P" COMPACTED AGGREGATE FOR BASE NO. 53 SYS.	SYS.	SYS.	SYS.	TYPE "P" COMPACTED AGGREGATE FOR SURFACE NO. 73 SYS.	SYS.	CALCIUM CHLORIDE TONS	COVER AGGREGATE TONS	REINF. CEMENT CONC. PAVEMENT SYS.	REINF. CEMENT CONC. PAVEMENT SYS.	BITUMINOUS STABILIZED SUBBASE SYS.	SUBBASE CYS.			SURFACE BEYOND R/W LINE. TYPE "P" COMP. AGG. BASE	BITUM.	CONCRETE
	SEGMENT I	LINE A																																								
460+50 to 472+10.3																																										
462+56 Rt	IV (modified)	38	42	13	20/20																																					
466+35.02 Rt	Public Road	33	115	——	35/35																																					
467+65.5 Rt	IV (mod)	28	43.5	17.5	20/20																																					
468+85 Rt	IV (modified)	30	41	10	20/20																																					
472+10.3 To 484+20																																										
475+94.1 Rt	Public Road	Variable	379	——	45/70																																					
477+76 Rt	III (modified)	30	19	——	20/12																																					
479+36 Rt	I	12	21	2	20/10																																					
479+93 Rt	III	24	22	3	20/10																																					
478+28.5 Rt.	III (modified)	12	20	1	12/10																																					
484+68.5 Rt	III (modified)	30	51	25	20/20																																					
486+81.5 Rt	III (modified)	40	27	1	20/20																																					
488+20 Rt	III (modified)	30	29	——	20/20																																					
488+70 TO 525+57																																										
491+22 Rt	III (modified)	20	42	13	25/25																																					
492+18 Rt.	III (modified)	30	22	——	30/-																																					
493+97 Rt.	III (modified)	40	14	——	-/-																																					
494+03.7 Lt.	Public Road	49	43	——	40/-																																					
496+81 Lt.	III (modified)	36	16	6	10/20																																					
498+54 Rt.	III (modified)	42	36	12	35/35																																					
498+56 Lt.	III (modified)	40	15	6	10/20																																					
502+55.9 Rt	Public Road	23	124	——	35/35																																					
502+77 Lt.	III	20	19	——	10/20																																					
504+30.41 Rt	Public Road	32	88	——	35/25																																					
504+94 Rt	III (modified)	30	12	3	15/5																																					
506+42 Lt.	III (modified)	30	12	3	10/20																																					
507+53 Rt.	III (modified)	30	12	3	20/10																																					
507+64 Lt.	III (modified)	30	14	5	10/20																																					
508+65.07 Rt	Public Road	26	30	——	25/25																																					
508+51 Lt	III (Mod)	20	16	7	10/12																																					
508+95 Lt	III (Mod.)	20	16	7	12/3																																					
509+79 Lt	III (Mod.)	30	12	3	3/3																																					
510+33 Rt	I (Mod.)	14	9	——	20/10																																					
511+06 Lt	III (Mod.)	30	12	3	10/12																																					
511+50 Rt	I (Mod.)	16	9	——	10/10																																					
511+60 Lt	III (Mod.)	30	12	3	12/20																																					
512+71.5 Lt	III (Mod.)	30	20	11	10/20																																					
513+70.5 Lt	III (Mod.)	26	21	12	20/20																																					
513+70.7 Rt	Public Road	29	26	——	25/25																																					
514+97 Lt	III (Mod.)	14	11	2	10/20																																					
515+62 Rt	Alley (Mod)	12	14	----	15/10																																					
516+54.5 Lt	III (Mod.)	24	12	3	20/20																																					
517+49.3 Lt	Public Road	25	25	----	25/25																																					
517+49.3 Rt	Public Road	32	37	----	20/25																																					
518+78 Lt	I (Mod.)	13	12	3	10/10																																					
519+38 Lt	Alley (Mod)	10	16	----	10/15																																					
519+38 Rt	Alley (Mod)	12	19	----	15/-																																					
519+67 Rt	III (Mod.)	29	15	6	-/15																																					
521+31.13 Lt	Public Road	40	25	----	15/20																																					
521+31.13 Rt	Public Road	38	25	----	25/-																																					
523+19 Lt	Alley (Mod)	12	15	----	15/11.5																																					
523+63 Lt	III (Mod.)	30	12	3	11.5/8																																					
524+03 Lt	I (Mod.)	18	13	3	8/10																																					
	SEGMENT J	LINE S-2																																								
7+61 Rt	III	24	40	16	20/10																																					
7+74 Lt	III	12	20	——	10/20																																					
	SEGMENT I	LINE 'S-2-B'																																								
9+18 Rt.	III (modified)	40	30	22	15/15																																					

NOTE: See Bridge Plans for quantities between Sta. 484+20 to Sta. 488+70

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FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		61	72

SUMMARY OF QUANTITIES AND APPROACH TABLE

LOCATION (STATION)	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH "W"	LENGTH "L"	DISTANCE BEYOND R/W LINE	RADII "R"	GRADE (LESS THAN '0'% NOT SHOWN) 1	GRADE 2	EXCAVATION CUT	EXCAVATION FILL	BITUM. MIXT. FOR APPROACHES	BITUMINOUS MATERIAL FOR ROADS: SURFACE	BASE	BASE	BINDER	BINDER	BITUMINOUS MIXTURE FOR CROSSOVERS			BITUMINOUS BASE #538	BITUMINOUS MATERIAL FOR: SEAL COAT	PRIME COAT	TACK COAT	TYPE "P" COMPACTED AGGREGATE FOR BASE NO.53				TYPE "P" COMPACTED AGGREGATE FOR SURFACE NO.73		CALCIUM CHLORIDE	COVER AGGREGATE	REINF. CEMENT CONC. PAVEMENT	REINF. CEMENT CONC. PAVEMENT	BITUMINOUS STABILIZED SUBBASE	SUBBASE			SURFACE BEYOND R/W LINE: TYPE "P" COMP. AGG. BASE	BITUM.	CONCRETE	
								CYS.			LBS. PER SYD.					LBS. PER SYD.																								
		FEET	FEET	FEET	FEET	%	%	CUT	FILL	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	TONS	TONS	TONS	TONS	SYS.	SYS.	SYS.	SYS.	SYS.	SYS.	TONS	TONS	SYS.	SYS.	SYS.	CYS.					
SEGMENT II	LINE B																																						
12+43.94 Rt.	Public Road	49	22	—	-/25																																		
12+63.94 Lt	Public Road	49	120	—	35/35																																		
13+28 Rt.	III (Mod.)	40	11	3	20/10																																		
13+63 Lt	III (Mod.)	30	14	3	10/9																																		
14+62 Lt	(Alley) Mod.	12	31	—	7/15																																		
15+19.5 Lt	III (Mod.)	30	17	3	20/12.5																																		
15+23.5 Rt	III (Mod.)	20	11	3	10/10																																		
15+73.5 Lt	III (Mod.)	30	17	3	12.5/10																																		
14+09 Lt	III (Mod.)	26	15.5	3	9/7																																		
16+40.14 Lt	Public Road	34	22	—	25/25																																		
16+40.14 Rt	Public Road	35	25	—	25/25																																		
14+33 Rt.	III (Mod.)	40	11	3	10/20																																		
17+00.5 Lt	III	16	28	3	10/20																																		
17+62 Rt	III	30	14	3	20/10																																		
17+65.5 Lt	III (Mod.)	30	22	3	10/10																																		
18+61 Lt	III (Mod.)	32	22	3	10/20																																		
19+06 Rt	III (Mod.)	16	12	6	20/10																																		
11+30 Lt.	III (Mod.)	26	21	14	20/20																																		
20+00.94 Lt	Public Road	32	29	—	25/—																																		
20+00.94 Rt	Public Road	34	18	—	25/—																																		
11+30 TO 20+10																																							
	LINE 'S-8-A'																																						
11+09 Rt.	III	40	20	10	20/10																																		
11+40 Lt.	III(Mod.)	30	30	17	12/12																																		
SEGMENT III	LINE B																																						
29+29 to 47+50																																							
29+41.62 Lt	Public Road	14	25.5	—	—/25																																		
30+34.5 Lt	III	28	29	16	10/20																																		
32+50.5 Lt	III	30	25	14	10/20																																		
33+52.26 Lt	Public Road	30	25	—	25/25																																		
33+52.26 Rt	Public Road	30	—	—	—/—																																		
34+44.5 Rt.	III Existing	24	—	—	—/—																																		
35+57 Lt	III (Mod)	22	33	21	20/20																																		
35+50 Rt.	III	20	20	8	20/10																																		
36+18 Lt	III	20	20	3	10/20																																		
36+98.5 Lt	III (Mod.)	24	21	3	20/spec																																		
37+26.5 Lt	III (Mod.)	24	21	2	spec/20																																		
37+86.77 Lt	III	30	20	1	10/20																																		
36+16 Rt.	III	30	20	8	20/10																																		
37+86.77 Rt	Public Road	34	25.5	—	25/25																																		
39+47 Lt	III	26	20	1	10/20																																		
38+91 Rt	III (Mod)	30	20.5	6	20/13.5																																		
39+34 Lt	III (Mod)	30	20.5	1	20/14.5																																		
39+43 Rt	III (Mod)	20	15	—	13.5/10																																		
39+94 Lt	III (Mod)	30	20.5	1	14.5/20																																		
40+16 Rt	I	12	22	3	20/10																																		
40+82 Lt	III (Mod)	30	20.5	1	20/20																																		
40+95 Rt	I	12	22	3	20/10																																		
41+61 Rt	I	10	19.5	—	20/10																																		
42+00 Lt	III (Mod)	30	20.5	1	20/20																																		
42+33 Rt	I	10	23	3	20/10																																		
42+65 Rt	I	10	23	3	20/10																																		
42+71 Lt	III (Mod)	30	20.5	1	20/15.5																																		
43+22 Lt	III (Mod)	20	20.5	1	9.5/20																																		
43+32 Rt	I	10	19.5	—	20/10																																		
44+28 Lt	III (Mod)	40	25	5	20/20																																		
44+28.21 Rt	Public Road	34	45	—	25/25																																		
45+13 Rt	I	10	23	3	20/10																																		
45+32 Lt	III (Mod)	30	21	1	20/20																																		
45+80 Rt	I	10	23	3	20/10																																		
46+06 Lt	III	36	20.5	1	20/20																																		
48+82.5 Lt	III	32	21	1	10/20																																		
47+02 Rt	III	40	20.5	1	20/10																																		
47+54.5 Lt	III (Mod)	30	20.5	2	20/20																																		
48+00 Rt	III (Mod)	17	20.5	2	20/—																																		
49+50.42 Lt	Public Road	40	35	—	—/—																																		
49+50.42 Rt	Public Road	50	38	—	—/—																																		

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FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		62	72

SUMMARY OF QUANTITIES AND APPROACH TABLE

LOCATION (STATION)	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH "W" FEET	LENGTH "L" FEET	DISTANCE BEYOND R/W LINE FEET	RADII "R" FEET	GRADE (LESS THAN 10% NOT SHOWN) 1 %	GRADE (LESS THAN 10% NOT SHOWN) 2 %	EXCAVATION CYS. CUT	EXCAVATION CYS. FILL	BITUM. MIXT. FOR APPROACHES SYS.	BITUMINOUS MATERIAL FOR ROADS LBS. PER SYD. SURFACE SYS.	BASE SYS.	BASE SYS.	BINDER SYS.	BINDER SYS.	BITUMINOUS MIXTURE FOR CROSSOVERS LBS. PER SYD. SYS.	SYS.	SYS.	BITUMINOUS BASE #538 TONS	BITUMINOUS MATERIAL FOR: SEAL COAT TONS	PRIME COAT TONS	TACK COAT TONS	TYPE "P" COMPACTED AGGREGATE FOR BASE NO. 53 SYS.	SYS.	SYS.	SYS.	TYPE "P" COMPACTED AGGREGATE FOR SURFACE NO. 73 SYS.	SYS.	CALCIUM CHLORIDE TONS	COVER AGGREGATE TONS	REINF. CEMENT CONC. PAVEMENT SYS.	REINF. CEMENT CONC. PAVEMENT SYS.	BITUMINOUS STABILIZED SUBBASE SYS.	SUBBASE CYS.	SURFACE BEYOND R/W LINE TYPE "P" COMP. AGG. BASE	SURFACE BEYOND R/W LINE BITUM.	SURFACE BEYOND R/W LINE CONCRETE
SEGMENT III (con't)		LINE B																																					
47+50 to 52+00																																							
51+40 Lt	III (Modified)	31	15	8	15/15																																		
52+28 Lt	III	28	23	11	10/20																																		
54+15 Lt	III	28	22	11	10/20																																		
54+59 Rt	III(Modified)	18	—	—	—/—																																		
54+67 Rt	III (Modified)	26	18	8	—/20																																		
55+90 Lt	I	16	20	4	10/20																																		
56+48 Lt	III (Modified)	24	20	4	20/20																																		
57+10 Lt	III (Modified)	30	20	4	20/20																																		
57+95 Lt	I	20	20	5	10/20																																		
58+54 Lt	I	12	20	5	10/20																																		
59+20 Lt	I	12	20	5	10/20																																		
59+73 Lt	I	12	20	5	10/20																																		
59+82.02 Rt	Public Road	33	20	—	—/—																																		
60+44.82 Lt	Public Road	30	27	—	25/25																																		
62+03 Lt	III (Mod.)	30	20	5	20/—																																		
64+53.19 Lt	Public Road	64	718.6	—	25/Ex.																																		
64+53.19 Rt	Public Road	64	433.5	—	25/25																																		
65+45.15 Rt	III	33	22.5	13	20/10																																		
52+00 to 59+47																																							
59+47 to 65+26																																							
LINE S-18 (South of Line 'B' - U.S. 50)																																							
5+40 to 8+73.5	I	21	28	8	20/20																																		
5+92.08 Rt	Public Road	40	170	—	25/25																																		
6+18.89 Lt	Alley	8	100	—	10/20																																		
LINE PR-2																																							
8+00 to 9+20	I	25	33	24	10/20																																		
8+70.53	I	20	18	8	20/10																																		
9+07.52 Rt																																							
LINE S-18 (North of Line 'B' - U.S. 50)																																							
10+84 to 18+02.57																																							
11+70.68 Lt	III	60	30	16	4/25																																		
12+54.21 Lt	III	19	32	13	10/20																																		
14+37.57 Lt	Public Road	26	27	—	25/25																																		
SEGMENT IV																																							
Line SEC-I 11+65.75 to 14+88	I-65 Northbound off ramp to US 50 East																																						
Line 'S-50-IC-70' 35+40 to 46+80	US 50 Eastbound Lanes																																						
Line 'SR' 28+32 to 32+96	Frontage Rd																																						

MAY 1974

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* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-042-8(24)		63	72

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION: GROUP	DESCRIPTION: SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE: COVER	FLOW LINE: UP STREAM ELEV.	FLOW LINE: DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS: STEEL *	GAGES OR THICKNESS: ALUM. *	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS
							SEGMENT I															
11	462+40		X		15	D		74			564.71	564.57									2		
12	469+61		X		15	D		71			565.00	564.86									2		
13	472+20	X			15	L		140			565.54	565.12											J-10 Inlet Connect with STR No 15
14	472+20		X		15	L		140			564.86	564.44											J-10 Inlet Connect with STR No 16
15	473+60	X			15	L		120			565.02	564.66											M-10 Inlet Connect with STR No 17
16	473+60		X		15	L		127			564.34	563.96											M-10 Inlet Connect with STR No 18
17	474+80			X	15	L		59			564.58	564.40											M-10 Inlet Connect with STR No 19
18	474+80		X		18	L		117			563.72	563.37											A-4 Manhole Connect with STR No 27
19	474+80		X		:5	L		24			564.40	563.72											M-10 Inlet Connect with STR No 18
20	8+65'S-2'	X			-	-		-			-	-											Reconstruct Manhole-3 LFT Reqd
21	8+01.5'S-2'	X			12	L		15			565.01	564.96											Pipe Catch Basin Connect with STR No 22
22	8+01.5'S-2'			X	15	L		46			564.86	564.72											J-10 Inlet Connect/STR No 23
23	7+84.5'S-2'		X		15	L		20			564.72	563.56											M-10 Inlet Connect/STR No 25
24	6+20'S-2'		X		18	L		45			562.23	562.05									1		A-4 Manhole Outlet at Von Fange Ditch
25	7+84.5'S-2'		X		18	L		165			562.83	562.33											A-4 Manhole Connect with STR No 24
26	466+00		X		15	D		96			564.30	564.12									2		
27	8+98'S-2'		X		18	L		115			563.27	562.93											A-4 Manhole Connect with STR No 25
28	476+26		X		-	-		-			-	-											Adjust casting to grade
29	9+31'S-2'		X		15	L		33			564.82	564.72											J-10 Inlet Connect with STR No 27
30	476+46	X			15	L		165			566.23	565.74											M-10 Inlet Connect with STR No 17
31	476+46		X		15	L		6			566.18	566.16											J-10 Inlet Connect with STR No 32
32	476+46		X		15	L		33			565.11	565.00											A-4 Manhole Connect with STR No 142
33	478+17.5	X			15	L		171			566.84	566.33											J-10 Inlet Connect with STR No 30
34	478+05		X		15	L		159			566.05	565.21											J-10 Inlet Connect with STR No 32
35	480+75.3	X			15	L		174			567.08	566.56											J-10 Inlet Connect with STR No 38
36	480+75.3		X		15	L		18			565.90	565.85											J-10 Inlet Connect with STR No 37
37	480+75.3		X		15	L		183			565.75	565.20											F-7 Inlet Connect with STR No 40
38	482+50	X			15	L		51			566.46	566.31											M-10 Inlet Connect with STR No 39
39	482+50		X		15	L		21			566.21	565.25											M-10 Inlet Connect with STR No 40
40	482+58		X		15	L		33			563.25	561.85									1		A-4 Manhole Outlet at Von Fange Ditch
41	488+56		X		18	L		9			562.37	562.34											Pipe Catch Basin Connect with STR 82
42	487+10		X		18	L		19			564.16	564.10											F-7 Inlet Connect with STR No 81
43	485+49	X			-	-		-			-	-											No Change Reqd
44	477+09	X			-	-		-			-	-											Reconstruct Manhole 3 LFT Reqd
45	477+00		X		-	-		-			-	-											Adjust Casting to grade
46	484+99		X		-	-		-			-	-											Reconstruct Manhole 2 Lft. Req'd
47	481+22	X			-	-		-			-	-											Reconstruct Manhole, 3 LFT Reqd
48	488+05		X		15	-	CS	60			567.19	564.16											
			X		15		CS Slotted	30			567.27	567.19											Connect with STR No.42
49	490+56	X			18	L		36			563.19	563.00										1	A-4 Manhole Outlet at ditch
50	490+56	X			15	L		12			563.23	563.19											J-10 Inlet Connect with STR No 49
51	490+56		X		15	L		12			566.48	564.77											A-3 Inlet Connect with STR No 135
52	490+56		X		18	L		6			562.85	562.83											Pipe Catch Basin Connect with STR No 135
53	492+75	X			18	L		219			565.11	564.45											A-4 Manhole Connect with STR No 49
54	492+75	X			15	L		12			565.25	565.21											J-10 Inlet Connect with STR No 53
55	492+75		X		15	L		9			565.55	563.57											A-3 Inlet Connect with STR No 56
56	492+75		X		30	L		150			563.41	562.91											A-4 Manhole Connect with STR No 141
57	494+40		X		18	L		6			563.98	563.96											Pipe Catch Basin Connect with STR No 98
58	496+52	X			12	L		9			565.15	565.12											Pipe Catch Basin Connect with STR No 59
59	496+52	X			18	L		60			565.02	564.62											A-3 Inlet Connect with STR No 60
60	496+52		X		18	L		9			564.62	564.53											M-10 Inlet Connect with STR No 61
61	496+52		X		30	L		212			564.53	563.90											A-4 Manhole Connect with STR No 98
62	496+81	X			-	-		-			-	-											Adjust Casting To Grade
63	497+20	X			12	L		9			566.29	565.26											Pipe Catch Basin Connect with STR No 64
64	497+20	X			15	L		68			565.16	565.02											A-3 Inlet Connect with STR No 59
65	498+03	X			-	-		-			-	-											Adjust Casting To Grade
66	498+93	X			-	-		-			-	-											Adjust Casting To Grade
67	498+56		X		15	D		72			-	-											A-2 Inlet. Remove Existing Inlet and clean existing pipe
68	499+11		X		12	L		9			566.32	566.29											J-10 Inlet Connect with STR No 69
69	499+11		X		30	L		259			565.31	564.53											A-4 Manhole Connect with STR No 61
70	498+96.5	X			12	L		9			566.85	566.82											12" Pipe Catch Basin Connect with STR No 71
71	498+96.5	X			15	L		177			565.82	566.16											A-3 Inlet Connect with STR No64
72	502+28	X			-	-		-			-	-											No Change Req'd
73	502+21	X			18	L		12			567.05	567.00											D-4 Manhole Connect with STR No 74
74	502+10	X			18	L		85			566.41	566.15											M-10 Inlet. Connect with STR No 75
75	501+50.5		X		18	L		9			566.15	566.03											M-10 Inlet Connect with STR No 77
76	502+45		X		-	-		-			—	—											Adjust Casting To Grade
77	501+50.5		X		30	L		240			566.03	565.35											A-4 Manhole Connect with STR No 69
78	502+77.5		X		38x24	L		36			566.42	566.33											C-10 Manhole Connect with STR No 79

LEGEND FOR ABBREVIATION

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

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

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* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO	TOTAL SHEETS
5	IND.	NH-042-8(4)		64	72

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE	DESCRIPTION GROUP	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS * ALUM.	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS
					INCHES		SEGMENT I (Con't)															
79	9+54'S-2-B'			X	38x24	L		96			566.33	566.03										C-10 Manhole Connect with STR No. 77
80	486+81.5		X		15	—	CS Slotted	40			565.85	565.70										
			X		15	-	CS	26			565.70	565.25										Connect with STR No. 42
81	487+10		X		45x29	-		-			561.81	561.55										Existing Inlet
82	488+56		X		45x29	-		-			562.24	561.81										Reconstructed STR, Inlet, Special, 3.3 LFT
83	505+91	X			-	-		-			-	-										Adjust Casting To Grade
84	505+05	X			-	-		-			-	-										No Change Req'd
85	504+30		X		30x19	L		153			566.80	566.42										A-4 Manhole Connect with STR No 78
86	504+50		X		18	L		63			567.10	566.91										D-6 Inlet Remove existing inlet-Connect with STR No85
87	504+75.5		X		24	L		48			566.92	566.80										M-10 Inlet Connect with STR No 85
88	504+81		X		"	-		"			"	-										Adjust Casting To Grade
89	504+63		X		-	-		-			-	-										Adjust Casting To Grade
90	505+53	X			15	L		9			565.30	565.27										J-10 Inlet Connect with STR No 91
91	505+53	X			-	-		-			565.27	-										A-4 Manhole
92	505+53		X		24	L		78			567.12	566.92										M-10 Inlet Connect with STR No 87
93	507+18		X		-	-		-			-	-										Adjust casting to grade
94	508+01	X			15	L		33			567.98	566.03										A-2 Inlet Connect with STR No 96
95	507+70		X		28x20	L		213			567.68	567.12										M-10 Inlet Connect with STR No 92
96	507+70	X			-	-		-			566.03	-										Adjust Casting To Grade
97	509+00		X		18	L		130			568.45	567.68										J-10 Inlet Connect with STR No 95
98	494+40		X		30	L		165			563.90	563.47										A-4 Manhole Connect with STR No 56
99	508+84	X			-	-		-			-	-										Adjust Casting To Grade
100	510+11		X		-	-		-			-	-										Adjust Casting To Grade
101	508+80	X			-	-		-			-	-										Adjust casting to grade
102	510+00	X			12	L		12			567.54	566.25										B-15 Inlet Connect with STR No 103
103	510+09	X			-	-		-			566.15	-										A-4 Manhole Remove Existing Inlet
104	510+15	X			-	-		-			-	-										Adjust casting to grade
105	510+45			X	18	L		63			567.65	567.46										B-15 Inlet Connect with STR No 103
106	513+38	X			15	L		9			568.96	568.93										M-10 Inlet Connect with STR No 107
107	513+33	X			-	-		-			567.56	-										Remove existing inlet. A-4 Manhole
108	513+27.5			X	15	L		51			568.27	568.12										M-10 Inlet Connect with STR No 107
109	513+73		X		-	-		-			-	-										Adjust Casting To Grade
110	514+07	X			15	L		69			56927	569.06										J-10 Inlet Connect with STR No 106
111	514+10.5		X		15	L		84			568.62	568.37										J-10 Inlet Connect with STR No 108
112	515+75.5			X	15	L		33			570.01	569.77										J-10 Inlet Connect with STR No 113
113	515+75.5		X		-	-		-			569.67	-										A-4 Manhole
114	515+80			X	15	L		27			570.04	569.77										J-10 Inlet Connect with STR No 113
115	516+92			X	12	L		66			571.25	571.05										J-10 Inlet Connect with STR No 117
116	517+65.5		X		12	L		36			571.36	571.25										J-10 Inlet Connect with STR No 120
117	517+50		X		-	-		-			570.83	-										Adjust casting to Grade
118	517+50	X			-	-		-			-	-										Adjust Casting To Grade
119	517+91			X	12	L		51			571.65	571.07										J-10 Inlet Connect with STR No 117
120	517+93			X	12	L		51			571.25	571.10										M-10 Inlet Connect with STR No 117
121	519+41.5	X			-	-		-			-	-										Adjust Casting To Grade
122	519+56.5		X		-	-		-			574.03	-										A-4 Manhole
123	519+99			X	15	L		46			574.21	574.13										J-10 Inlet Connect with STR No 122
124	519+60			X	15	L		33			574.23	574.13										J-10 Inlet Connect with STR No 122
125	519+93.5	X			-	-		-			-	-										Adjust Casting To Grade
126	521+24	X			-	-		-			-	-										Adjust Casting To Grade
127	521+38		X		-	-		-			577.17	-										Adjust casting to Grade
128	522+06		X		-	-		-			-	-										J-10 Inlet (Existing) No Change Reqd.
129	521+82			X	15	L		54			577.46	577.30										J-10 Inlet Connect with STR No 127
130	522+06		X		-	-		-			-	-										M -10 Inlet (Existing)
131	524+94		X		-	-		-			-	-										Adjust Casting To Grade
132	525+37		X		-	-		-			-	-										Existing J-10 Inlet No Change Reqd.
133	497+58	X			-	-		-			-	-										Adjust Casting To Grade
134	497+77	X			-	-		-			-	-										Adjust Casting To Grade
135	490+56		X		45x29	-		-			562.94	562.34										Reconstructed Structure, Inlet, Special, 1.2 LFT
136	513+62	X			-	-		-			-	-										Adjust casting to Grade
137	522+05.8		X		-	-		-			-	-										Adjust casting to Grade
138	521+51		X		-	-		-			-	-										Existing J-10 Inlet
139	465+50			X	15	L		84			564.64	564.40								2		
140	467+57		X		18x11	D		53			564.57	564.47								2		
141	491+25		X		45x29	-		-			563.19	562.98										Reconstructed Structure, Inlet, Special, 1.5 LFT
142	476+14		X		15	L		57			564.90	564.73										A-4 Manhole
143	492+75		X		15	L		3			563.50	563.47										Pipe Catch Basin Connect with STR No. 56
144	496+52		X		15	L		3			564.65	564.59										Pipe Catch Basin Connect with STR No. 61
145	501+50.5		X		12	L		3			566.17	566.03										E-7 Inlet

LEGEND FOR ABBREVIATION

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

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

STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		65	72

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION: GROUP	DESCRIPTION: SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE: COVER	FLOW LINE: UP STREAM ELEV.	FLOW LINE: DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS: STEEL *	GAGES OR THICKNESS: ALUM. *	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS
							SEGMENT II															
151	10+68'S-8-A		X		15	L		30			602.58	602.49										J-10 Inlet Connect with STR No 152
152	12+79.5	X			-	-		-			602.39	-										C-4 Manhole, Remove existing inlet
153	13+11	X			15	L		33			602.59	602.49										J-10 Inlet Connect with STR No 152
154	16+18	X			-	-		-			-	-										J-10 Inlet
155	16+01.5	X			-	-		-			-	-										J-10 Inlet
156	16+36	X			-	-		-			-	-										Adjust casting to grade
157	16+24		X		-	-		-			595.78	594.11										C-4 Manhole, Remove existing inlet
158	16+24		X		12	L		12			595.92	595.88										J-10 Inlet Connect with STR No 157
159	16+41		X		-	-		-			-	-										Adjust casting to grade
160	16+48		X		-	-		-			594.11	-										Adjust casting to grade
161	19+72	X			12	L		21			598.56	598.50										M-10 Inlet Connect with STR No 167
162	16+60		X		12	L		15			594.26	594.21										J-10 Inlet Connect with STR No 160
163	16+43	X			-	-		-			-	-										Adjust casting to grade
164	16+77	X			-	-		-			594.63	594.34										C-4 Manhole, Remove existing inlet
165	16+83	X			12	L		9			599.21	594.73										J-10 Inlet Connect with STR No 164
166	17+81	X			-	-		-			-	-										Adjust casting to grade
167	19+88	X			-	-		-			598.50	-										Adjust casting to grade
168	17+99	X			12	L		15			600.64	600.22										J-10 Inlet Connect with STR No 169
169	18+14	X			-	-		-			600.12	-										Adjust casting to grade & Reconstruct with casting behind curb
170	18+44	X			-	-		-			-	-										Adjust casting to grade
171	19+44	X			12	L		39			598.78	598.66										J-10 Inlet Connect with STR No 161
172	12+08	X			-	-		-			Field Determine											C-4 Manhole, Remove existing inlet
173	12+12	X			15	L		20			Field Determine											J-10 Inlet, Connect with STR. NO. 172
174	16+94	X			12		CSP	15			601.48	601.00										Connect with STP. No. 164
					12		CSP Slotted	15			601.97	601.49										

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION: GROUP	DESCRIPTION: SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE: COVER	FLOW LINE: UP STREAM ELEV.	FLOW LINE: DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS: STEEL *	GAGES OR THICKNESS: ALUM. *	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS
							SEGMENT III															
181	29+63		X		-	-		-			-	-										Adjust casting to grade Replace with Type 8 grating
182	—																					
183	59+65.5				-	-		-			-	-										Replace with Type 8 grating
184	29+65	X			12	L		33			598.25	596.68										E-7 Inlet Connect with STR No 185
185	29+71.5	X			-	-		-			596.68	595.85										Reconstruct Manhole A-10 3LFT Reqd.
186	—				-	-		-			-	-										
187	33+29		X		-	-		-			597.96	596.00										C-4 Manhole.
188	33+18		X		12	L		9			597.99	597.96										J-10 Inlet Connect with STR No 187
189	33+51		X		-	-		-			-	-										Adjust casting to grade
190	—																					
191	33+89.5		X		12	L		60			598.20	598.02										J-10 Inlet Connect with STR No 187
192	33+10.25	X						-			595.85	595.78										A-10 Manhole
193	33+31	X			-	-		-			596.00	595.78										C-4 Manhole, Remove existing catch basin.
194	33+41	X			-	-		-			-	-										Adjust casting to grade
195	33+41	X			-	-		-			-	-										Adjust casting to grade
196	33+45	X			-	-		-			-	-										Adjust casting to grade
197	33+72	X			12	L		14			600.00	598.99										E-7 Inlet Connect with existing 12" VCP
198	—																					
199	33+74	X			-	-		-			598.99	595.75										C-4 Manhole, Remove existing Inlet
200	33+94.5	X			-	-		-			595.75	595.67										A-10 Manhole
201	35+85	X			-	-		-			595.67	595.36										C-4 Manhole, Remove existing Manhole
202	35+79.2	X			-	-		-			-	-										Adjust casting to grade
203	36+20.6	X			-	-		-			-	-										Adjust casting to grade
204	36+64.5	X			12	L		18			598.03	597.73										J-10 Inlet Connect with STR No 205
205	36+81	X			-	-		-			597.73	595.36										C-4 Manhole, Remove existing catch basin.
206	36+81.4	X			-	-		-			595.36	595.16										Reconstruct Manhole Type A-4. 3 LFT Reqd.
207	—																					
208	—				-	-		-			-	-										
209	37+01		X		18	-	RCP	6			597.80	597.73										M-10 Inlet Connect with existing 18" RCP
210	37+24		X		12	L		21			597.86	597.80										M-10 Inlet Connect with STR No 209
211	37+24		X		-	-		-			-	-										Adjust casting to grade

LEGEND FOR ABBREVIATION

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

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STRUCTURE DATA

* IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936		66	72

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION GROUP	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS * ALUM.	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS
							SEGMENT III (Con't)															
212	—																					
213	37+16.5	X			12	L		36			598.80	598.66										A-2 Inlet Connect with STR No.205
214	37+45.4	X			-	-		-			-	-										Adjust casting to grade
215	37+46		X		-	-		-			-	-										Adjust casting to grade
216	37+76.7	X			-	-		-			-	-										Adjust casting to grade
217	51+99.5	X			12	-	RCP	3														Remove existing catch basin
218	40+31.4	X			-	-		-			-	-										Adjust casting to grade
219	41+01	X			-	-		-			-	-										Adjust casting to grade
220	41+18.4		X		-	-		-			-	-										Adjust casting to grade
221	41+12.6	X			-	-		-			-	-										Adjust casting to grade
222	41+65.6	X			-	-		-			-	-										Adjust casting to grade
223	41+63.7	X			-	-		-			-	-										Adjust casting to grade
224	42+35.5	X			12	L		6			597.43	594.32										J-10 Inlet Connect with STR No.225
225	42+35.5	X			-	-		-			-	-										Adjust casting to grade
226	42+41	X			12	L		6			Field Determine											Remove existing catch basin Connect with STR NO.225.
227	—																					
228	42+39		X		12		RCP	3			598.02											J-10 Inlet Connect with existing pipe
229	43+08	X			12	L		15			594.29	594.24										E-7 Inlet Connect with STR No 232
230	—																					
231	42+98	X			12	L		6			596.40 Check in Field	594.24										M-10 Inlet Connect with STR No 232
232	43+04	X			-	-		-			-	-										Adjust casting to grade
233	42+99	X			12		RCP	3			Field Determine											Remove existing catch basin Connect with STR No 231
234	—																					
235	42+99		X		12	-	RCP	3			598.03	597.49										J-10 Inlet Connect with STR. NO. 245
236	43+35	X			12	L		15			594.30	594.25										E-7 Inlet Connect with STR No. 237
237	43+40.4	X			-	-		-			-	-										Adjust casting to grade
238	—																					
239	43+31.5		X		-	-		-			-	-										Adjust casting to grade
240	44+14		X		-	-		-			596.91	-										C-4 Manhole. Remove existing inlet
241	44+13		X		12	-	RCP	3			Field Determine											A-2 Inlet req'd. Connect with existing pipe
242	44+30		X		-	-		-			-	-										Adjust casting to grade
243	45+93.2	X			-	-		-			-	-										Reconstruct A-4 Manhole 3 LFT req'd.
244	46+49.6	X			12		RCP	6			596.83	596.82										C-3 Manhole
245	42+99		X		-	-		-			-	-										C-4 Manhole
246	50+53	X			-	-		-			596.85	-										No Change Req'd
247	46+49.7		X		12	-	RCP	6			596.87	596.85										J-10 Inlet

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STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE INCHES	DESCRIPTION GROUP	DESCRIPTION SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP.	LENGTH	SKEW	FLOW LINE COVER	FLOW LINE UP STREAM ELEV.	FLOW LINE DOWN STREAM ELEV.	CONCRETE CLASS "A" CU.YDS.	"B" BORROW FOR STR. BACKFILL CU.YDS.	BACKFILL METHOD	GAGES OR THICKNESS * STEEL	GAGES OR THICKNESS * ALUM.	VELOCITY	RIPRAP SYS.	PIPE END SECTION EA.	REINF. STEEL LBS.	REMARKS
							SEGMENT III (Con't)															
248	47+18.5	X									596.87	596.84										C-3 Manhole Connect with 36" RCP (Existing)
249	47+28.3	X			12	L		13			596.10	-										C-4 Manhole Connect with STR No. 248
250	50+58.8		X		-	-					596.66	-										No Change Required
251	47+32.8		X		12	-	RCP	3			596.67	596.66										J-10 Inlet
252	47+41.1		X		-	-					-	-										Adjust casting to grade
253	50+94	X			-	-					-	-										Adjust casting to grade
254	50+95	X			-	-					-	-										Adjust casting to grade
255	50+52.7		X		-	-					-	-										Adjust casting to grade
256	51+99	X			-	-					-	-										No Change Required
257	51+99.5	X			-	-					592.02	-										C-3 Manhole Reconstruct - 3 LFT Required
258	—					-					-	-										
259	—					-					-	-										
260	55+16		X		12	-	RCP	21			593.82	593.46										J-10 Inlet Connect with STR No. 268
261	51+99.5		X		12	-	RCP	6			595.81	595.79										J-10 Inlet Connect with existing pipe
262	53+55		X		-	-					-	-										Adjust casting to grade
263	54+48	X			-	-					-	-										Adjust casting to grade
264	54+56.		X		-	-					-	-										Adjust casting to grade
265	55+00	X			-	-					-	-										A-10 Manhole Reconstruct - 3 LFT Required
266	—					-					-	-										
267	55+00	X			12	-	RCP	3			-	-										Remove existing catch basin Connect with existing pipe
268	55+00		X		-	-					-	-										A-4 Manhole Remove existing Inlet
269	—					-					-	-										
270	56+21	X			-	-					592.87	592.83										A-10 Manhole Remove existing Manhole
271	—																					
272	57+27.5	X			-	-					-	-										Adjust casting to grade
273	57+53		X		-	-					-	-										Adjust casting to grade
274	58+00	X			-	-					588.53	-										A-4 Manhole Reconstruct - 3 LFT Required
275	58+16	X									-	-										A-10 Manhole
276	58+00	X			12	L		3			-	-										Remove existing catch basin
277	58+00		X		-	-					-	-										Adjust casting to grade Replace Type 10 Grating
278	59+54		X		-	-					-	-										Adjust casting to grade Replace Type 10 Grating

LEGEND FOR ABBREVIATION

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

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STRUCTURE DATA

*IF CONTRACTOR ELECTS TO USE METAL PIPE THICKNESS AS SHOWN BELOW ARE TO BE USED.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		67	72

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE (INCHES)	GROUP	DESCRIPTION: SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP	LENGTH	SKEW	FLOW LINE: COVER	FLOW LINE: UP STREAM ELEV.	FLOW LINE: DOWN STREAM ELEV.	CONCRETE CLASS "A" CYDS	"B" BORROW FOR STR. BACKFILL CYDS	BACKFILL METHOD	GAGE OR THICKNESS: STEEL*	GAGE OR THICKNESS: ALUM.*	VELOCITY	RIPRAP SYS	PIPE END SECTION EA	REINFORCING STEEL LBS	REMARKS
							Line 'B' – SEGMENT II (CON'T)															
279	59+95		X		–	–					–	–										Adjust Casting To Grade
280	59+99	X			–	–					–	–										A-10 Manhole Remove Existing Manhole
281	–	–			–	–					–	–										
282	59+99	X			–	–					–	–										C-4 Manhole, Remove Existing Catch Basin
283	60+46.8	X			–	–					–	–										Adjust casting to grade.
284	60+30	X			12	L		30			590.26	590.17										J-10 Inlet Connect with STR No. 286
285	–	–			–	–		–			–	–										
286	60+60	X			12	L		21			590.17	590.12										M-10 Inlet Connect with STR. No. 288
288	60+75	X			–	–					–	–										A-4 Manhole, Reconstruct 3 LFT
289	61+59	X			12	L		15			589.64	589.59										E-7 Inlet Connect with STR No. 291
291	61+68	X			–	–					–	–										A-2 Manhole
292	61+83	X			–	–					–	–										C-4 Manhole, Remove Existing Inlet
293	61+82.8		X		–	–					–	–										Adjust Casting to Grade Replace Type 8 Grating
294	63+75.8	X			–	–					–	–										Adjust Casting to Grade
295	63+96.5	X			–	–					–	–										Adjust Casting to Grade
296	64+07.6	X			–	–					–	–										Adjust Casting to Grade
297	63+98	X			–	–					–	–										Adjust Casting to Grade
298	63+96.9		X		–	–					586.66	–										J-10 Inlet, Remove Existing Inlet
299	64+29.3	X			–	–					–	–										Adjust Casting to Grade
300	64+34.5		X		–	–					–	–										Adjust Casting to Grade
301	64+68.5			X	18	L		96			583.09	582.63										B-4 Manhole
							Line 'S-50' – SEGMENT IV															
351	46+01		X		36	L		130			608.5	605.90							1			C-4 Manhole, Modified
352	46+00		X		24	–	CSP	8			608.97	608.5										Remove End Section Connect with STR No. 351
353	46+05		X		24	–	CSP	4			609.56	609.50										Remove End Section Connect with STR No 351
356	41+51			–	–						–	–										No Change Req'd.
357	41+73	X			–	–					–	–										No Change Req'd.
358	41+79	X			–	–					–	–										No Change Req'd.
359	43+00		X		12	–	RCP	6			–	–										1 Type I Grated Box End Sec. 4:1 Slope
360	36+64			X	–	–					–	–										No Change Req'd.
362	39+18	X			–	–					–	–										No Change Req'd.
							Line 'SR'															
361	27+92		X		–	–					–	–										No Change Req'd.
							Line 'PR-1'															
355	31+52		X		24	–	CSP				–	–							1			Remove Headwall
							Line 'SEC-1'															
354	14+31			X	12	L		86			594.80	593.80							2			

STRUCTURE NUMBER	LOCATION	LEFT	RIGHT	CROSS	SIZE (INCHES)	GROUP	DESCRIPTION: SEE ST'D. SHEET "MP" FOR ACCEPTABLE TYPE OF PIPE WITHIN EACH GROUP	LENGTH	SKEW	FLOW LINE: COVER	FLOW LINE: UP STREAM ELEV.	FLOW LINE: DOWN STREAM ELEV.	CONCRETE CLASS "A" CYDS	"B" BORROW FOR STR. BACKFILL CYDS	BACKFILL METHOD	GAGE OR THICKNESS: STEEL*	GAGE OR THICKNESS: ALUM.*	VELOCITY	RIPRAP SYS	PIPE END SECTION EA	REINFORCING STEEL LBS	REMARKS
							Hillcrest Dr. 'PR-2' – (City Project)															
302	9+43			X	12	L		36			588.72	587.72										J-10 Inlet
303	9+43			X	12	L		93			587.62	586.90										M-10 Inlet
317	8+55.5		X		–	–					–	–										Adjust Casting to Grade
							Burkart Blvd. 'S-18' – S. of US 50 – (City Project)															
304	6+47.3		X		15	L		142			586.80	585.52										B-4 Manhole
305	7+85.5		X		15	L		159			585.52	583.04										M-10 Inlet
306	7+85.5			X	12	L		60			587.52	585.52										J-10 Inlet
307	9+44.1		X		15	L		33			583.94	583.19										M-10 Inlet
308	9+44.1			X	12	L		54			584.19	583.19										J-10 Inlet
316	6+37.5	X			–	–					–	–										Reconstruct Structure, Manhole B-4, 1.5 Lft. Req'd
							Burkart Blvd. 'S-18' – N. of US 50 – SEGMENT III (Con't.)															
309	10+83.7	X			12	–	RCP	15			585.58	585.43										J-10 Inlet, Modified
310	12+00.8				–	–					587.12	–										B-4 Manhole
311	12+23.9	X			12	L		27			587.30	587.22										J-10 Inlet, Modified
312	14+76.7	X			12		RCP	12			590.55	590.35										J-10 Inlet, Modified
313	16+98.3	X			12		RCP	24			588.84	588.77										J-10 Inlet
314	17+75.8	X			–	–					589.68	–										J-10 Inlet
315	14+43.7				–	–					–	–										Adjust to Grade

LEGEND FOR ABBREVIATIONS

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

Date: 10/20/95
STABLE.DWG

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FEDERAL ROAD REGION NO.	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		68	72

2663

CITY of SEYMOUR
JACKSON TWP.
JACKSON COUNTY
STATE of INDIANA

CHESSIE SYSTEM

CURVE DATA
Sta. 11+19.56
Δ = 6°-57'-25"
D = 2°-54'-46"
R = 1972.18'
T = 119.88'
L = 239.47'
E = 3.64'
SC = 7.04'

CIRCLE ST.

Begin Construction Sta. 11+90 Project No. ST-9936( ) Segment II

Temp. R/W

Perm. R/W

S. PARK ST.

End Construction Sta. 22+00 Project No. ST-9936( ) Segment II

US 50 (E. Tipton St.)

LINE 'B'

BRUCE ST.

CIRCLE ST.

BROADWAY

S. VINE ST.

PLAT NO. 3
SHEET OF

SCALE: 1" = 100'

See Sheet ' of ' for Property Owner Index

PROJECT NO.
ST-9936( )

SHEET 68 OF 72

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2863

FEDERAL ROAD PERSON NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		69	72

CHESSIE SYSTEM (B & O)

Augusta K. Jacobson

Beam Construction Sta. 28+99 ST-9936( ) Const. III

State of Indiana

Temp. R/W

R/W

U.S. 50 (E. TIPTON ST.)

LINE 'B'

TR/W.

Bateman & Kloeker Properties

HANCOCK ST.

BUSH ST.

MARLEY LANE

MILLER LANE

CURVE DATA
P.I. = 51+98.12
Δ = 0°-23'-05"
D = 0°-02'-03"
R = 167,721.70'
T = 563.10'
L = 1126.20'
E = 0.95'
SE 1/4 S.C.

CITY of SEYMOUR
JACKSON TWP.
JACKSON COUNTY
STATE of INDIANA

PLAT NO. 3

SHEET OF

SCALE: 1" = 100'

See Sheet ' of ' for Property Owner Index

PROJECT NO.
ST-9936( )

SHEET 69 OF 72

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2863

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	ST-9936( )		70	72

PLAT NO. 3

SHEET OF

SCALE: 1" = 100'

See Sheet of for Property Owner Index

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PROJECT NO.
ST-9936( )

SHEET 70 OF 72

DES.NO. 8923645 CODE 2863

FED. ROAD DIV. NO.	STATE STATE	PROJECT NO.	FISCAL YEARS	SHEET NO.	TOTAL SHEETS
5	IND	ST- 042-8(C)		71	72

RES. A.

85

90

Dorothy M. Myers

CURTIS A. BARKES, ET UX, LIFE ESTATE IN FAVOR OF JANET I. BARKES

ELIMINATED 7-27-94

95

To Tipton R/W

End Construction
Sta. 89+00
ST-9936( )
Segment III

MYERS DR.

LINE 'B'

T R/W

Irma Schebinger

Richard K. & Doris Smith

1939

CURVE DATA
P.I. = 81+02.60
Δ = 0°-37'-30"
D = 0°-08'-00"
R = 42,971.8'
T = 234.40'
L = 468.80'
SE = N.C.

CITY of SEYMOUR
JACKSON TWP.
JACKSON COUNTY
STATE of INDIANA

US 50 (E. Tipton St.)

PLAT NO. 3

SCALE: 1" = 100'

PROJECT NO.
ST - 042-8(C)

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SHEET 71 OF 72

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INDEX of PROPERTY OWNERS - PLAT 3

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936( )		72	72

Sheet 68 of 71

N. Side of US 50 (E. Tipton St.) between Broadway & S. Park

51 Robert L. Lewis
52 Ted R. Gill
53 Richard U. & Delores J. Pflanz, et ux
54 Interstate Fuel Injection Service, Inc.
55 Leased Restaurant Partners
56 James Robert & Pearl Ann Cummings, et ux
57 Douglas L. & Barbara Powers, et ux

S. Side of US 50 (E. Tipton St.) between Broadway & S. Park

58 Kocolene Oil Corporation
59 B J T, Inc.
60 John Dale Sprenger
61 Dorothy Fetling
62 Russ V. & Ruth G. Wilson, et ux
63 Kevin E. Arthur & Arnold Welzel, Joint Tenants with Rights of Survivorship
64 James Robert & Pearl Ann Cummings, et ux

Sheet 69 of 71

N. Side of US. 50 (E. Tipton St.) to Jackson Park Dr.

65 Seymour Greenhouse, Inc.
66 Franchise Really Corporation
67 Little Caesar Enterprises, Inc.
68 Bobby Hinton (Compuage), 0.50 Ac. ±
69 Geryon Properties

Sheet 69 of 71 (Cont.)

70 Michael Lawrence Fee, Joseph W. Fee, Wilford Fee - Joint Tenants with Rights of Survivorship
71 Willard L. & Linda E. Hackman, et ux
72 Home Federal Savings and Loan Association
73 Donald G. & Jean Morris, et ux

S. Side of US 50 (E. Tipton St.) between Hancock St. & Marley Ln.

74 Thomas R. & Virginia L. Henley, et ux
75 Clover Realty, Inc.
76 Marjorie M. Sage
77 Tracoe Aluminum Supply, Inc.
78 Elmer R. & June V. Nichalson, et ux
79 Domino's Pizza, Inc.
80 Hoa Van & Christy M. Ho, et ux
81 Joyce Marley
82 Anne Borges
83 Kenneth N. Sharer
84 Robert L. Foster
85 Claude A. & Lois Clouse, et ux
86 Royse & Ginny Clouse, et ux
87 Paul J. & Thelma Jarvis, et ux
88 Dewayne D. Wilkerson
89 Ray & Marian Von Dielinger, et ux
90 James L. & Billie Richardson, et ux
91 Norris Food Service of Indiana, Inc.
92 Stephen A. Pfaff

Sheet 70 of 71

N. Side of US 50 (E. Tipton St.) from Jackson Park Dr. to Meadowbrook Dr.

93 Donald G. Morris
94 Seymour Daily Tribune
95 Jack II & Anne Lee Patrick - Joint Tenants
96 50 East Rentals, Inc.
97 Lawrence & Rose Lee Haag, et ux

Sheet 70 of 71 (Cont.).

98 Charles D. & Nellie P. Rush, et ux
99 Homer & Oma H. Thompson, et ux
100 James E. & Marjorie J. Fox, et ux
101 Charles M. Moffett
102 Tipton Auto Repair, Inc.
103 R H C Associates
104 Peoples Bank of Jackson County
111 Number Fourteen Corporation
112 C & M Partnership

S. Side of US 50 (E. Tipton St.) from Jackson Park Dr. to Burkart Blvd.

108 Jackson County Bank
106 Marlin E. Hukill
107 G. Donn Bishop
109 Frank J. & Muriel L. Churchman, et ux
109 Prentice Real Estate, Inc.
110 Harlan R. & Virginia Aull, et ux
113 Omer L. & Irene L. Morgan, et ux

Burkart Blvd. from Hillcrest Dr. to Slate St.

114 Richard A Brackemyre and Daniel J. Brackemyre, Tenants in Common
115 Isaac Campbell
116 Surendra Parikshak & Saroj Parikshak, et ux
117 Myrtle Dieckmeyer

INDEX OF PROPERTY OWNERS

SHEET 72 OF 71

1976

TP107

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