

**INDIANA**  
**DEPARTMENT OF TRANSPORTATION**  
**PLAN AND PROFILE OF PROPOSED**  
**STATE HIGHWAY**  
**ST-PROJECT 9936**

**PROJECT NH/042-7**

(B) P.E.  
(B) R/W

(016) CONST.

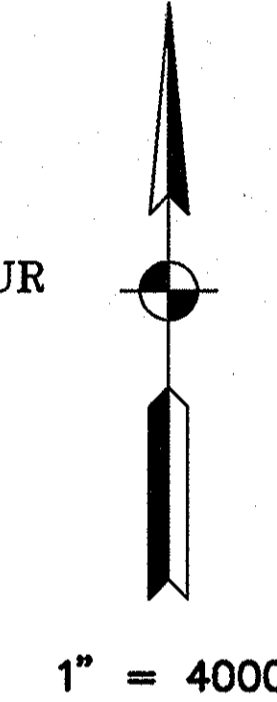
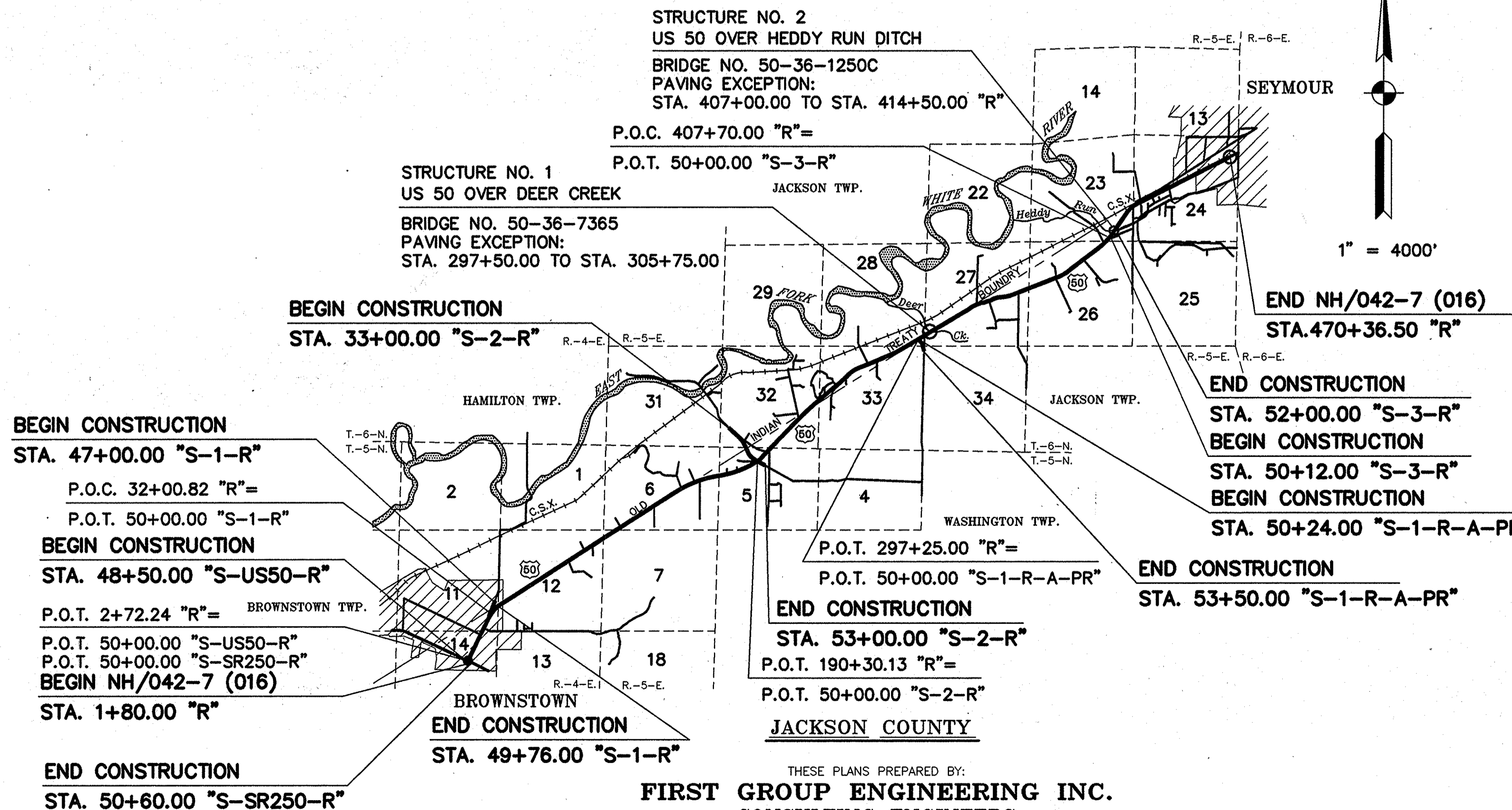
BEGINNING 92 FEET SOUTH OF THE INTERSECTION OF U.S. 50 AND S.R. 250 (MAIN STREET AND COMMERCE STREET), THENCE NORTHEASTERLY 46,856 FEET ALONG U.S. 50 TO A POINT ON U.S. 50 APPROXIMATELY 600 FEET SOUTHWEST OF THOMPSON ROAD, ALL IN BROWNSTOWN AND JACKSON TWP., JACKSON COUNTY, INDIANA.

**U.S. 50 FROM RP: 092+042 TO RP: 102+056**

GROSS LENGTH: - 8.874 MI.  
NET LENGTH: - 8.575 MI.

NOTE: WHENEVER ST OR NH-PROJECT NO. 9936 (B) APPEARS IN THESE PLANS, IT SHALL BE INTERPRETED AS NH/042-7(016)

SCALES:-  
 PLAN { LONG:- 1" = 50' & 100'    PROFILE { HORIZ:- 1" = 50' & 100'  
       { TRANS:- 1" = 50' & 100'        { VERT:- 1" = 5' & 10'            MAX. GRADE 6.90%



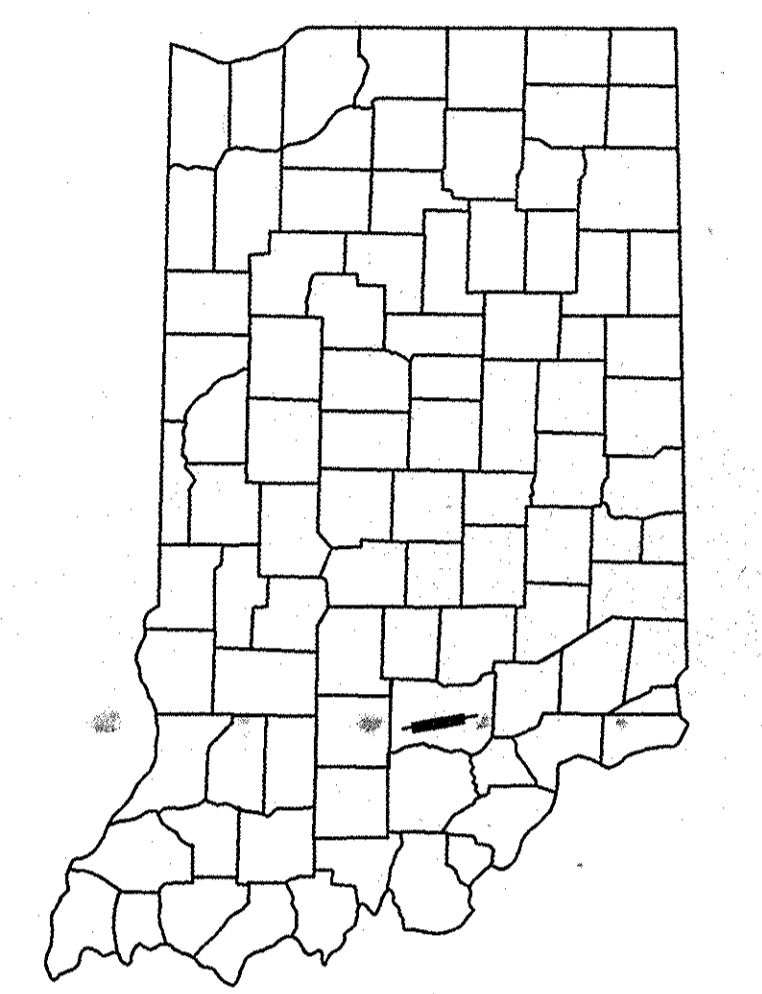
PLANS PREPARED BY: FIRST GROUP ENGINEERING, INC.  
5714 W. 74TH STREET  
INDIANAPOLIS, IN 46278

CERTIFIED BY: *Lawrence C. Suhre* 6/20/97  
LAWRENCE C. SUHRE, P.E.  
(317) 290-9549

APPROVED FOR LETTING: *Phillip H. Kildrew*  
CHIEF, DIVISION OF DESIGN

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	1	242

DESIGN DATA	
A.D.T. (1991)	9,530 V.P.D.
A.D.T. (2011) PROJECTED	11,894 V.P.D.
D.H.V. (2011) PROJECTED	1,309 V.P.H.
DIRECTIONAL DISTRIBUTION	50 %
TRUCKS D.H.V. 10% A.D.T.	8 %
DESIGN SPEED: URBAN 30 MPH, RURAL 50 M.P.H.	
PROJECT DESIGN CRITERIA:	3R (NON-FREEWAY)
TERRAIN:	ROLLING
FUNCTIONAL CLASSIFICATION	RURAL PRINCIPAL ARTERIAL
ACCESS CONTROL	NONE



LOCATION OF SECTION INDICATION THUS

FOR MAINTENANCE OF TRAFFIC DETAILS SEE SHEET NO. 48

R-23259 part 1 of 5

INDIANA DEPARTMENT OF TRANSPORTATION  
STANDARD SPECIFICATIONS DATED 1995  
TO BE USED WITH THESE PLANS

THESE PLANS PREPARED BY:  
**FIRST GROUP ENGINEERING INC.**  
 CONSULTING ENGINEERS  
 5714 W. 74th Street Indianapolis, Indiana 46278  
 Ph. (317)290-9549

FEDERAL HIGHWAY ADMINISTRATION  
DEPARTMENT OF TRANSPORTATION  
APPROVED

\_\_\_\_\_  
DIVISION ADMINISTRATOR                      DATE

ROAD FILE:-

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)		1	242	

## UTILITIES

**PUBLIC SERVICE CO. OF INDIANA**  
1000 EAST MAIN STREET  
PLAINFIELD, INDIANA 46168

**CONTINENTAL TELEPHONE CO.**  
3RD & WALNUT STREET  
SEYMOUR, INDIANA 47274

**JACKSON CO. WATER UTILITIES INC.**  
1119 WEST SPRING STREET  
BROWNSTOWN, INDIANA 47220

**INDIANA GAS CO. INC.**  
207 NORTH FRONT STREET  
SEYMOUR, INDIANA 47274

## REVISIONS

SHEET NO.	DATE	REVISED
18, 72 & 73	7-30-97	RIPRAP FROM 18' TO 24', QUANTITIES REVISED
50	7-30-97	HATCHING ROTATED 90°
10 THRU 14, 18, 21, 23, 24, 26, 28, THRU 31	7-30-97	ADDED NOTE FOR MODIFIED DRIVES AND APPROACHES.
22	7-30-97	ADDED NOTE FOR STR. NO. 108
27	7-30-97	ADDED STRUCTURE AND NOTE FOR STR. NO. 150
76	7-30-97	REVISED ELEV. FOR STR. NOS. 97 & 97A
		ADDED STR. NO. 108
77	7-30-97	REVISED ELEV. FOR STR. NO. 140
110, 115, 116, 119, 123, 127, 142, 150, 158, 159, 164, 166, 171, 178, 179, 181, 185, 188, 190, 191, 192, 193, 196, 198, 199, 202, 205, 206, 207, 213, 214, 215, 217 AND 232	7-30-97	ELEVATIONS AND STRUCTURES REVISED
3, 4, 10, 41, 42, 44-47, 49, 78-84	8-11-97	PAVEMENT SWITCHED TO SUPERPAVE, AS PER INDOT MEMORANDUM DATED JULY 17, 1997

### EARTHWORK TABULATION TABLE

LINE	CUT	FILL+20%
"R"	125,138 CYS.	42,202 CYS.
"S-1-R"	239 CYS.	424 CYS.
"S-2-R"	4,946 CYS.	10,313 CYS.
"S-2-R-A"	58 CYS.	1,112 CYS.
"S-3-R"	373 CYS.	275 CYS.
"S-1-R-A"	422 CYS.	77 CYS.
"S-5-R"	1,612 CYS.	0 CYS.
<b>TOTALS</b>	<b>132,788 CYS.</b>	<b>54,403 CYS.</b>

COMMON EXCAVATION: 132,788 CYS.

WASTE (NOT A PAY ITEM): 78,385 CYS.

"B" BORROW FOR STRUCTURE BACKFILL:

STRUCTURE DATA: 2,985 CYS. } TOTAL: 3,021 CYS.  
RETAINING WALLS: 36 CYS. }

NOTE: THE ESTIMATED QUANTITIES FOR BENCHING ARE 6,247 CYS. FOR CUT AND 7,809 CYS. FOR FILL AND ARE NOT INCLUDED IN THE EARTHWORK TABULATION ABOVE.

## GENERAL NOTES

**	All Earth Shoulders, Median Area, Cut and Fill slopes shall be plain or mulched seeded except where Sodding is specified.
**	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.
**	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 Revetment Riprap and Sodding Quantities see table on Sheet Nos. 83 and 84
**	The estimated quantity for Class "A" concrete for pipe collars is 1.8 Cys. and is included in the cost of other items. (715.05)
**	Prior to extending existing pipe structures, headwall in place on extended end shall be removed.
**	This set of plans shall not be construed to be a property retracement survey. Where apparent property lines, corners, subdivisions, or section corners information is shown, it is based upon physical evidence or testimony.

\*\* REPRESENTS GENERAL NOTES REQUIRED

## PLAN INDEX

SHEET NO.	DESIGNATION
1	TITLE SHEET
2	INFORMATION SHEET
3-4	TYPICAL CROSS SECTIONS
5-9	PLAT NO. 1
10-32	PLAN AND PROFILES
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50-57	PAVEMENT MARKING DETAILS
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71	MONUMENT, FENCE AND MAILBOX ASSEMBLY TABLES
72-73	REVESTMENT RIPRAP AND SODDING SUMMARY TABLE
74	UNDERDRAIN TABLE
75-77	STRUCTURE DATA TABLE
78-84	SUMMARY OF QUANTITIES AND APPROACH TABLE
85-242	CROSS SECTIONS

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	2	242

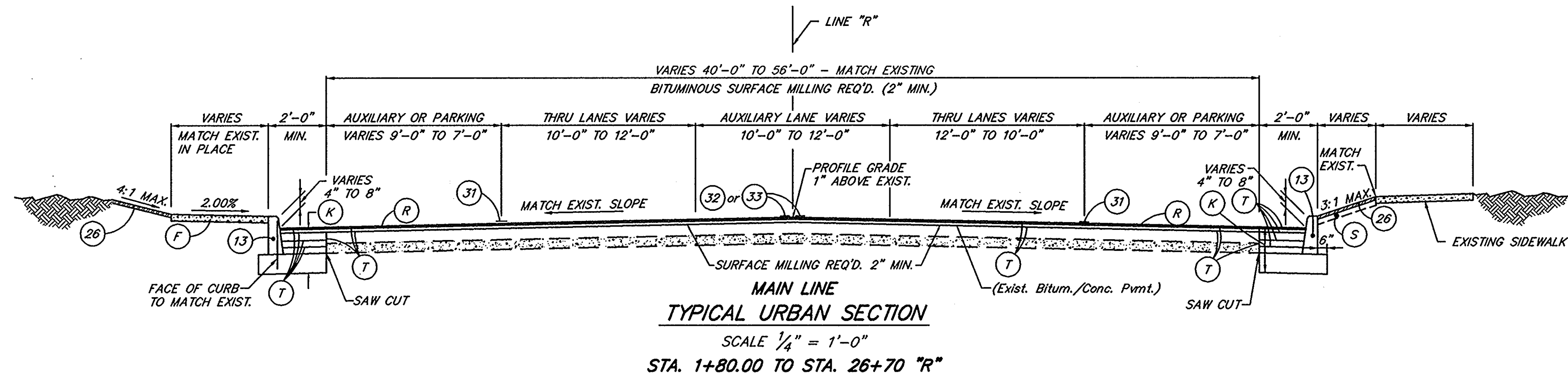
## STANDARD DRAWING INDEX

SHEET NO.	DESIGNATION	F.H.W.A. APPROVAL	DATE ADOPTED "A" or LATEST REVISION "R"
✓	SEC-E, SINGLE LANE EARTH SECTIONS	7-10-87	R 6-1-87
✓	CCPJ-1, LONGITUDINAL JOINT	1-31-96	R 9-1-95
✓	CCPJ-2, LONGITUDINAL CONSTRUCTION JOINT	1-31-96	R 9-1-95
✓	CCPJ-3, TYPE D-T CONTRACTION JOINT	1-31-96	R 9-1-95
✓	CCPJ-4, TRANSVERSE CONSTRUCTION JOINT	1-31-96	R 9-1-95
✓	CCPJ-5, EXPANSION JOINT	1-31-96	R 9-1-95
✓	CCPJ-6, CONCRETE PAVEMENT PATCH DETAILS	1-31-96	R 9-1-95
✓	MA, MONUMENTS; R/W MARKERS; BR. APPR. SLAB REINF.; PARKING BARRIERS	PENDING	R 3-1-90
✓	MA-1, CURB RAMPS	1-26-95	R 1-3-95
✓	MA-1A, CURB RAMPS	1-26-95	R 1-3-95
✓	MB-1, CURB TURNOUTS	5-19-88	R 4-4-88
✓	MC, MANHOLE, PIPE CATCH BASIN, & EARTH DITCH CASTINGS; MANHOLE STEPS; C.B. HOODS	1-11-89	R 9-1-88
✓	MC-1, CASTINGS TYPE 8, 9, 10, 11, 13 & 14	1-11-89	R 9-1-88
✓	MC-2, CASTINGS TYPE 5, 15 & 16	1-11-89	R 9-1-88
✓	MD, INLETS TYPE A, D, E, F, G, J, M & R	12-27-82	R 10-1-82
✓	MD-1, CATCH BASINS TYPE A, D, E, J, K & PIPE; MANHOLES TYPE A & B	12-27-82	R 10-1-82
✓	MD-2, INLETS TYPE B, C, H, S & T; CATCH BASIN TYPE S	PENDING	R 5-1-95
✓	MD-3, MANHOLES TYPE C, D, E, F, G; CATCH BASIN TYPE W; PRECAST CATCH BASIN HOOD	12-27-82	R 10-1-82
✓	ME, CURBS; COMBINED CURB & GUTTER	5-19-88	R 4-4-88
✓	ME-1, SINGLE PIPE CONCRETE ANCHORS	4-7-87	A MAR. 1987
✓	ME-1A, MULTIPLE PIPE CONCRETE ANCHORS	2-19-93	A JAN. 1993
✓	ME-2, CONCRETE & METAL END SECTIONS FOR CULVERTS	6-27-85	R 9-4-84
✓	GBES-1, TYPE I GRATED BOX END SECTIONS FOR PIPE CULVERTS	2-19-93	A JAN. 1993
✓	GBES-2, TYPE I GRATED BOX END SECTIONS FOR PIPE ARCH CULVERTS	2-19-93	A JAN. 1993
✓	GBES-3, TYPE II GRATED BOX END SECTIONS FOR PIPE CULVERTS	2-19-93	A JAN. 1993
✓	GBES-4, TYPE II GRATED BOX END SECTIONS FOR PIPE ARCH CULVERTS	2-19-93	A JAN. 1993
✓	MH, CLASS I DRIVE	1-21-94	A NOV. 1993
✓	MHA, CLASS I DRIVE	1-21-94	A NOV. 1993
✓	MHB, CLASS I DRIVE	1-21-94	A NOV. 1993
✓	MHC, CLASS III DRIVE	1-21-94	A NOV. 1993
✓	MHD, CURB RAMP TYPES N & O	1-21-94	A NOV. 1993
✓	MHE, CURB RAMP TYPES N & O	1-21-94	A NOV. 1993
✓	MH-1, CLASS II, IV % V DRIVEWAYS (FOR OTHER THAN SAFETY SHLDRS)	6-20-91	A APR. 1991
✓	MH-2, CLASS II, IV % V DRIVEWAYS (FOR SAFETY SHLDRS)	6-20-91	A APR. 1991
✓	MH-3, MAILBOX ASSEMBLIES & MAILBOX APPROACHES	6-20-91	R 4-1-91
✓	MI, PUBLIC ROAD APPROACHES TYPE A & B; STREET & ALLEY APPROACH	PENDING	A 2-1-95
✓	MI-1, CORR. BIT. SHLDR; EAR CONSTR.	6-20-91	A APR. 1991
✓	MI-2, PUBLIC ROAD APPR. TYPE C	6-20-91	R 4-1-91
✓	MN, UNDERDRAINS; CULVERT BACKFILL METHODS A & B	9-24-85	R 6-3-85
✓	MN-1, PIPE BEDDING CLASS A & B FOR SEWERS	3-16-72	R 1-3-72
✓	MP, PIPE GROUPS; CONC. PVD INVERTS; MULTI-PIPE DET.; PIPE ARCH END STABIL.	3-20-95	R 3-1-95
✓	MP-1, DRAIN TILE CLASSES; CULVERT STRUTTING	4-9-70	R 2-2-70
✓	MQ, FARM FIELD FENCE	3-2-95	R 2-1-95
✓	MR, STEEL CHAIN LINK FENCE	3-2-95	R 2-1-95
✓	MU, STR. CONNECTION FOR EXTENSIONS	6-27-85	R 9-4-84
✓	G-1, W-BEAM GUARDRAIL COMPONENTS	2-5-96	R 1-2-96
✓	G-2, THRIE-BEAM GUARDRAIL COMPONENTS	7-20-92	A DEC. 1991
✓	G-3, W-BEAM GUARDRAIL ASSEMBLIES	2-05-96	R 1-2-96
✓	T-1, GUARDRAIL TRANSITION TYPE TGB	3-9-93	A AUG. 1992
✓	E-2, GUARDRAIL END TREATMENT TYPE OS	1-31-96	R 11-1-95
✓	E-4, CURVED W-BEAM GUARDRAIL SYSTEM	3-9-93	A AUG. 1992
✓	E-4A, CURVED W-BEAM GUARDRAIL SYSTEM	3-9-93	A AUG. 1992
✓	E-4B, CURVED W-BEAM GUARDRAIL SYSTEM	3-9-93	A AUG. 1992
✓	E-5, GRADING AT GUARDRAIL END TREATMENT	2-05-96	A 1-2-96
✓	E-5A, GRADING AT GUARDRAIL END TREATMENT	2-05-96	A 1-2-96
✓	H-1, TWO-WAY TWO-LANE ROADSIDE HAZARD PROTECTION GUARDRAIL	3-9-93	A AUG. 1992
✓	CB-2, TEMP. CONC. BARRIER; TEMP. ENERGY ABSORBING TERMINAL	PENDING	R 5-1-95
✓	SE-2, STD' FOR SUPERELEVATION	1-21-94	A NOV. 1993
✓	DET-1D TEMPORARY RUNAROUND	10-23-87	R 8-3-87
✓	DET-2, MARKING DETOURS; LANE CLOSURES ON TWO LAND ROADS	2-05-96	R 9-1-95
✓	DET-2A, BARRICADE, DRUM, CONE, TUBULAR MARKER & TYPICAL SIGN STANDARD DETAILS	6-20-91	R 4-1-91
✓	DET-3, SIGN DESIGN DETAILS	1-31-96	R 10-2-95
✓	DET-3A, SIGN DESIGN DETAILS (WITH TABLES)	PENDING	R 9-1-88
✓	DET-4, SIGN DESIGN DETAILS	2-05-96	R 1-2-96
✓	DET-5, SIGN DESIGN DETAIL TABLES	1-11-89	R 9-1-88
✓	TEC-1, TEMPORARY EROSION CONTROL, PERIMETER PROTECTION	PENDING	R 9-1-88
✓	TEC-2, TEMPORARY EROSION CONTROL, PERIMETER PROTECTION	1-31-96	R 9-1-95
✓	TEC-3, TEMPORARY EROSION CONTROL, PERIMETER PROTECTION	1-31-96	R 9-1-95
✓	TEC-4, TEMPORARY EROSION CONTROL, TEMPORARY SLOPE PROTECTION	1-31-96	R 9-1-95
✓	TEC-7, TEMPORARY EROSION CONTROL, TEMPORARY SLOPE PROTECTION	11-10-93	A SEP. 1993
✓	TEC-8, TEMPORARY EROSION CONTROL, SIDE DITCH PROTECTION	11-10-93	A SEP. 1993
✓	TEC-9, TEMPORARY EROSION CONTROL, SIDE DITCH PROTECTION	1-31-96	R 9-1-95
✓	TEC-10, TEMPORARY EROSION CONTROL, SIDE DITCH PROTECTION	6-15-94	A MAY 1994
✓	TEC-11, TEMPORARY EROSION CONTROL, SIDE DITCH PROTECTION	1-31-96	R 9-1-95
✓	TEC-13, TEMPORARY EROSION CONTROL, STORM INLET PROTECTION	1-31-96	R 9-1-95
✓	TEC-14, TEMPORARY EROSION CONTROL, STORM INLET PROTECTION	1-31-96	R 9-1-95
✓	TEC-15, TEMPORARY EROSION CONTROL, STORM INLET PROTECTION	1-31-96	R 9-1-95
✓	TEC-16, TEMPORARY EROSION CONTROL, STORM INLET PROTECTION	11-10-93	A SEP. 1993
✓	MT-2, ROUTE MARKER DETAILS	6-28-89	R 5-1-89
✓	MT-3, SHEET SIGN IDENTIFICATION CODES; SIGN REFLECTORIZATION	8-5-88	R 8-1-88
✓	MT-4, FLANGED CHANNEL & WOOD POSTS FOR SHEET SIGNS; DELINEATOR DETAILS	12-1-88	R 9-1-88
✓	MT-9E, SIGN DETAILS	12-1-88	R 9-1-88
✓	MT-9I, TRAFFIC PROJECT CONSTRUCTION SIGNAGE	8-5-88	A JUNE 1988
✓	MT-18, SNOWPLOWABLE RAISED PAVEMENT MARKER PLACEMENT ON ROADWAYS	1-6-88	A NOV. 1987
✓	MT-19, SNOWPLOWABLE RAISED PAVEMENT MARKER DETAILS & INSTALLATION	1-6-88	A NOV. 1987
✓	MT-20, TRANSVERSE MARKING DETAILS	7-13-88	R 6-1-88

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	3	242

**LEGEND**

- (A) 6" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (B) W-BEAM GUARDRAIL
- (C) 6" CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS
- (D) 330#/SYD. HMA FOR APPROACHES ON 4" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
- (F) CONCRETE SIDEWALK, 4"
- (J) 165#/SYD. QC/QA HMA SURFACE 9.5 mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
- (K) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 550#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 400#/SYD. HMA BASE C25.0 mm, MAINLINE ON 385#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 12" COMPACTED AGGREGATE BASE, "O", SIZE NO. 53
- (L) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (M) 110#/SYD. QC/QA-HMA 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 300#/SYD. HMA BASE C25.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE
- (N) 330#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (P) 1320#/SYS. HMA FOR PATCHING
- (Q) ASPHALT MATERIAL FOR PRIME COAT (0.00146 TONS/SYD.)
- (R) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (Rx) CONCRETE CURB RAMP, TYPE AS NOTED
- (S) TOP SOIL (AS REQ'D.)
- (T) ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD.)
- (U) 440#/SYD. HMA FOR APPROACHES ON 8" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (13) CONCRETE CURB
- (16) 4" CURB, HMA
- (26) SODDING (NURSERY)
- (30) LINE, THERMOPLASTIC BROKEN WHITE 4"
- (31) LINE, THERMOPLASTIC SOLID WHITE 4"
- (32) LINE, THERMOPLASTIC BROKEN YELLOW 4"
- (33) LINE, THERMOPLASTIC SOLID YELLOW 4"
- (34) LINE, THERMOPLASTIC SOLID WHITE 6"
- (35) LINE, PAINT SOLID WHITE 4"
- (36) LINE, PAINT SOLID YELLOW 4"

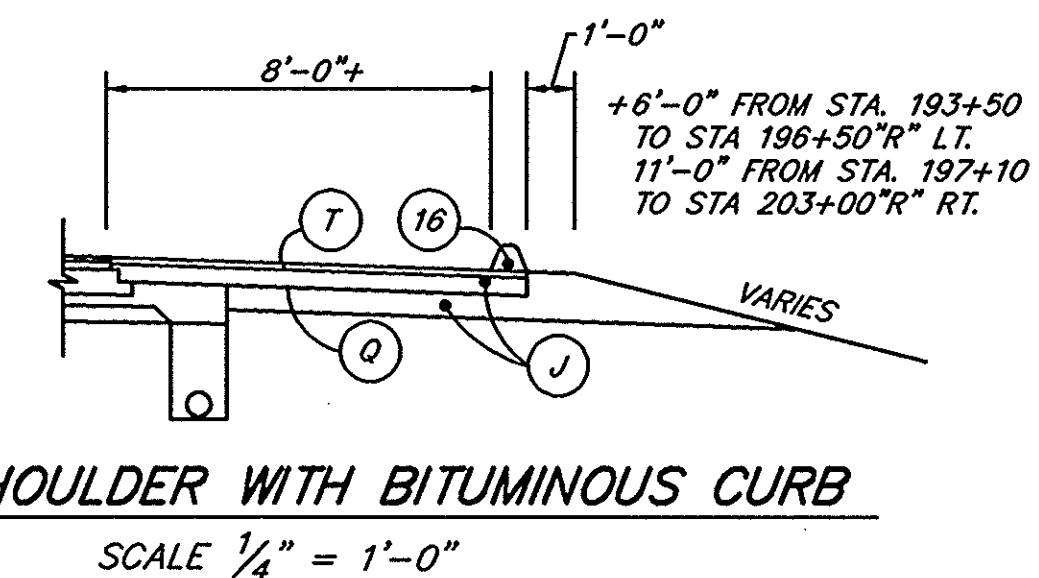
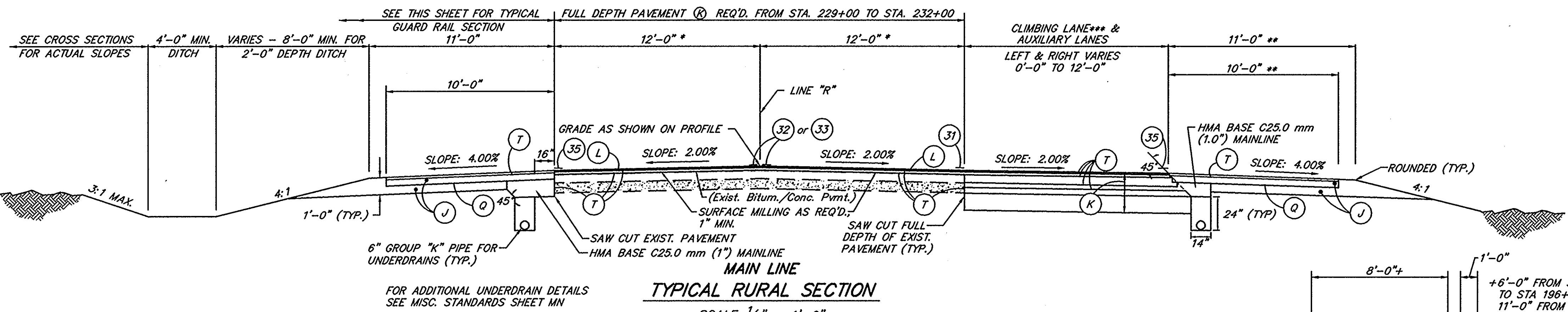


\* EXISTING PAVEMENT TO BE SCARIFIED AS NECESSARY TO ALLOW A MINIMUM OF 3" BITUMINOUS RESURFACE

\*\* 8'-0" SHOULDER (6'-0" PAVED) AT CLIMBING LANES, PASSING LANES, AND RIGHT TURN LANES.

\*\*\* FOR CLIMBING LANES AND AUXILIARY LANE LOCATIONS SEE TABLE ON SHEET NO. 47

\*\*\*\* FOR SHOULDER SLOPES SEE STANDARD SINGLE LANE SECTIONS SHEET E.



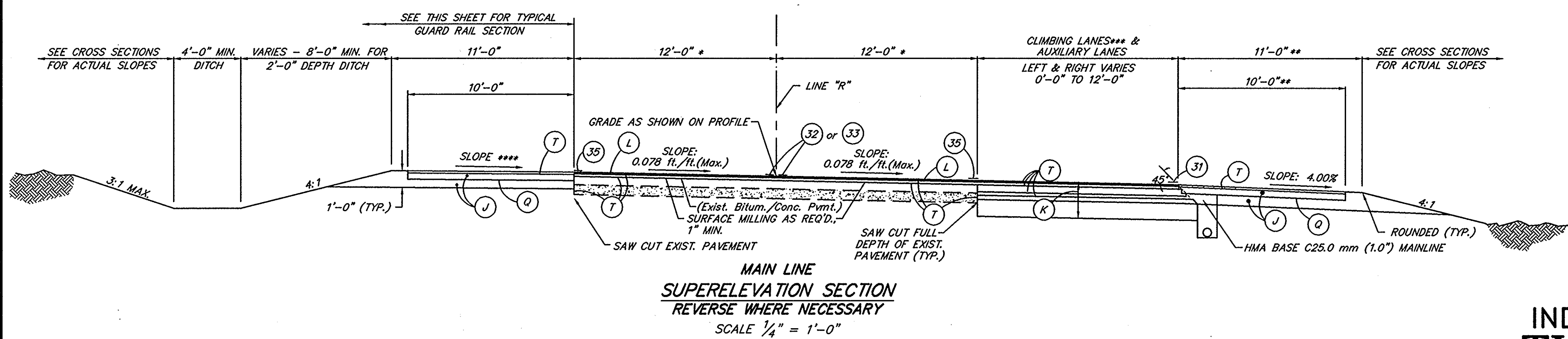
STA. 193+50 TO STA. 196+50 "R" LT.  
STA. 199+55 TO STA. 203+00 "R" LT.  
STA. 197+10 TO STA. 203+00 "R" RT.

**PERFORMANCE GRADED (PG) BINDER REQUIREMENTS**

MAINLINE PG BINDER SHALL BE	64-22
MAINLINE ESAL'S ARE	3,000,000
SHOULDER PG BINDER SHALL BE	58-28
SHOULDER ESAL'S ARE	200,000
TEMPORARY RUNAROUND PG BINDER SHALL BE	64-22

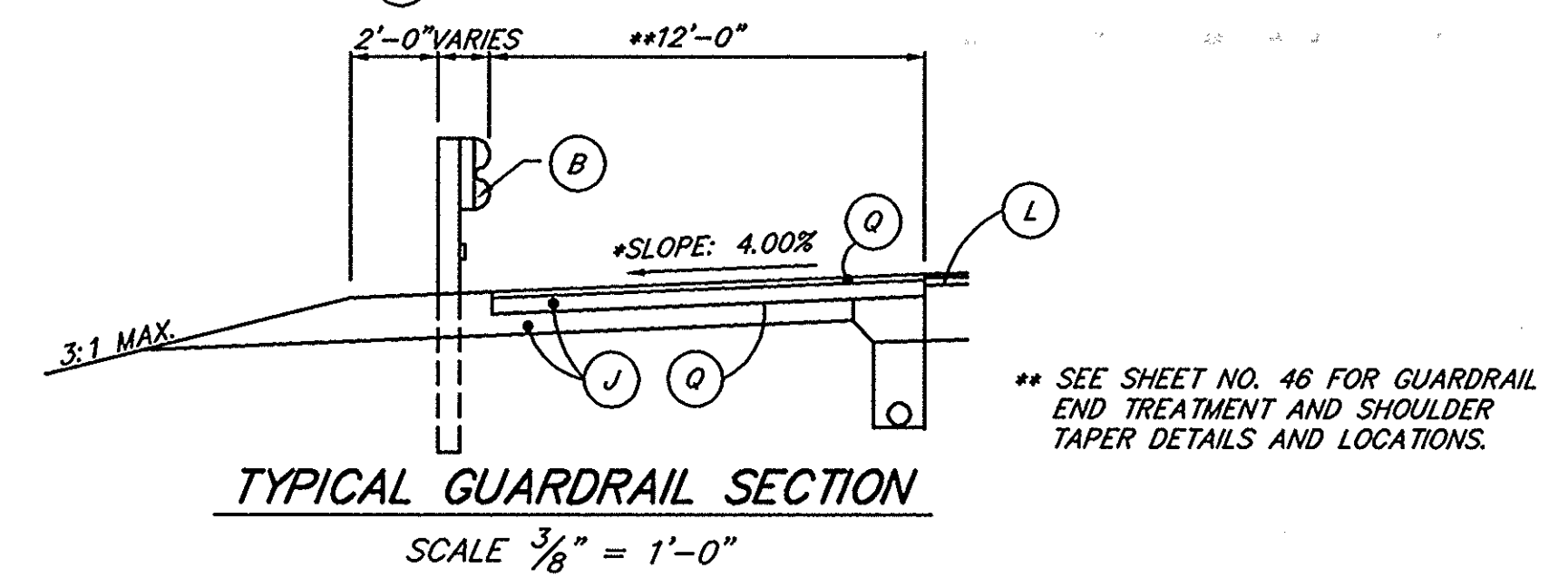
STA. 39+80 TO STA. 146+40 "R" (++) STA. 289+30 TO STA. 300+00 "R"  
 STA. 160+95 TO STA. 174+00 "R" (++) STA. 304+75 TO STA. 326+20 "R"  
 STA. 191+50 TO STA. 195+55 "R" STA. 338+70 TO STA. 340+80 "R"  
 STA. 209+05 TO STA. 215+80 "R" STA. 354+50 TO STA. 363+35 "R"  
 STA. 227+75 TO STA. 252+95 "R" STA. 384+10 TO STA. 400+60 "R"  
 STA. 264+90 TO STA. 275+70 "R" (+) STA. 413+50 TO STA. 416+55 "R"

NOTE: AUXILIARY LANE FROM STA. 294+63 TO STA. 300+75 "R" LT. TO BE CONSTRUCTED IN BRIDGE PROJECT BRF-042-(7) AUXILIARY LANE SHALL BE RESURFACED FROM STA. 294+63 TO STA. 298+50 "R" LT. AS PART OF THIS PROJECT.



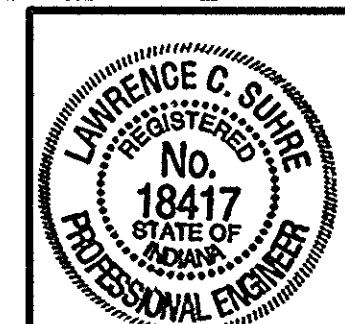
STA. 26+70 TO STA. 39+80 "R" STA. 275+70 TO STA. 289+30 "R"  
 STA. 146+40 TO STA. 160+95 "R" STA. 326+20 TO STA. 338+70 "R"  
 STA. 174+00 TO STA. 191+50 "R" STA. 340+80 TO STA. 354+50 "R"  
 STA. 195+55 TO STA. 209+05 "R" STA. 363+35 TO STA. 384+10 "R"  
 STA. 215+80 TO STA. 227+75 "R" (+) STA. 400+60 TO STA. 408+00 "R"  
 STA. 252+95 TO STA. 264+90 "R" STA. 416+55 TO STA. 432+20 "R"

(++) TIE INTO BRIDGE PROJECT BRF-042-(7)  
(+) TIE INTO BRIDGE PROJECT BHF-042-(7)



**INDIANA DEPARTMENT OF TRANSPORTATION**  
**TYPICAL CROSS SECTIONS**

SCALES: AS NOTED

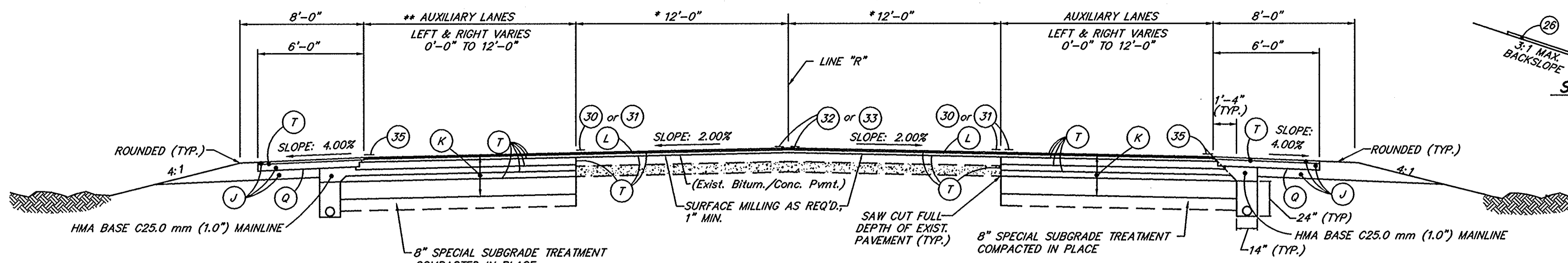


R-23259

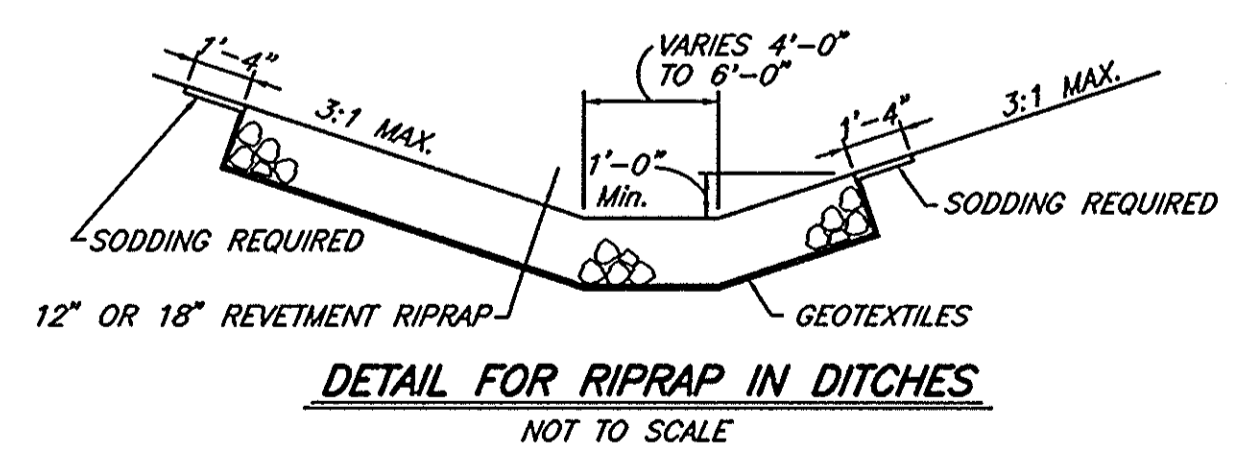
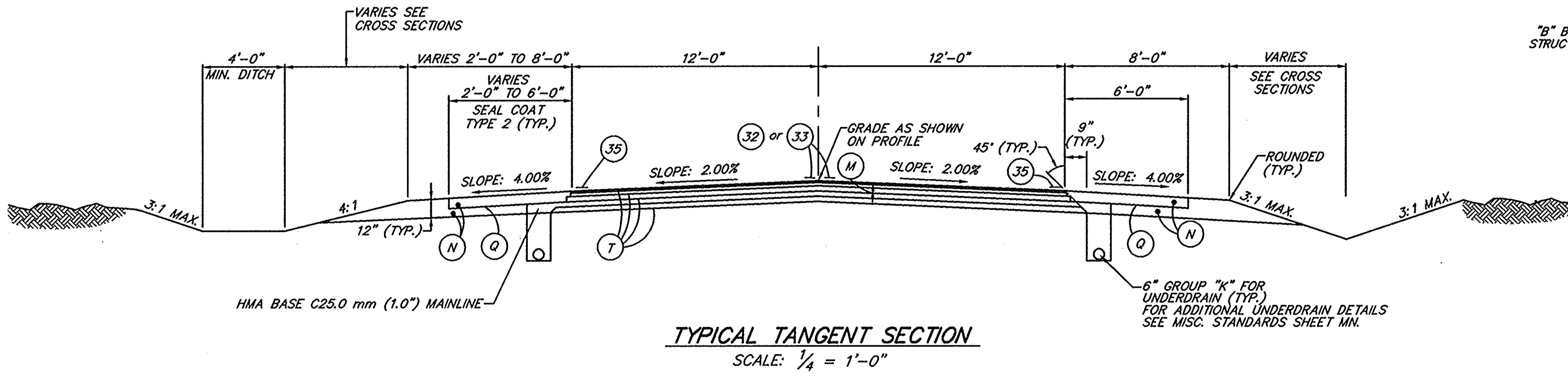
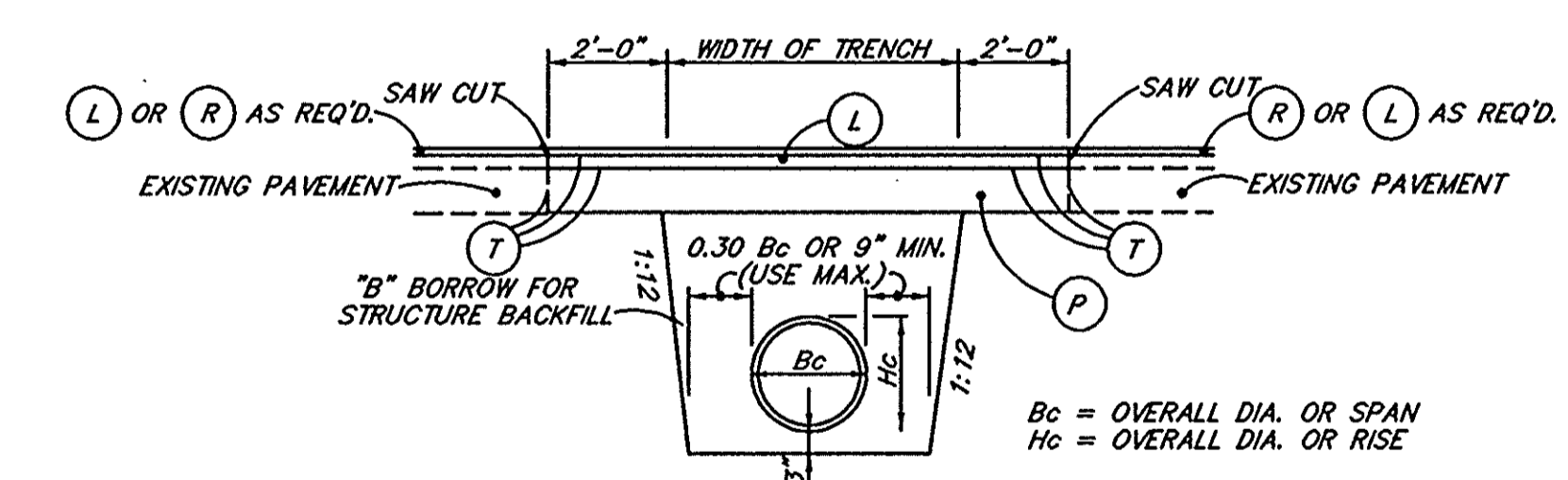
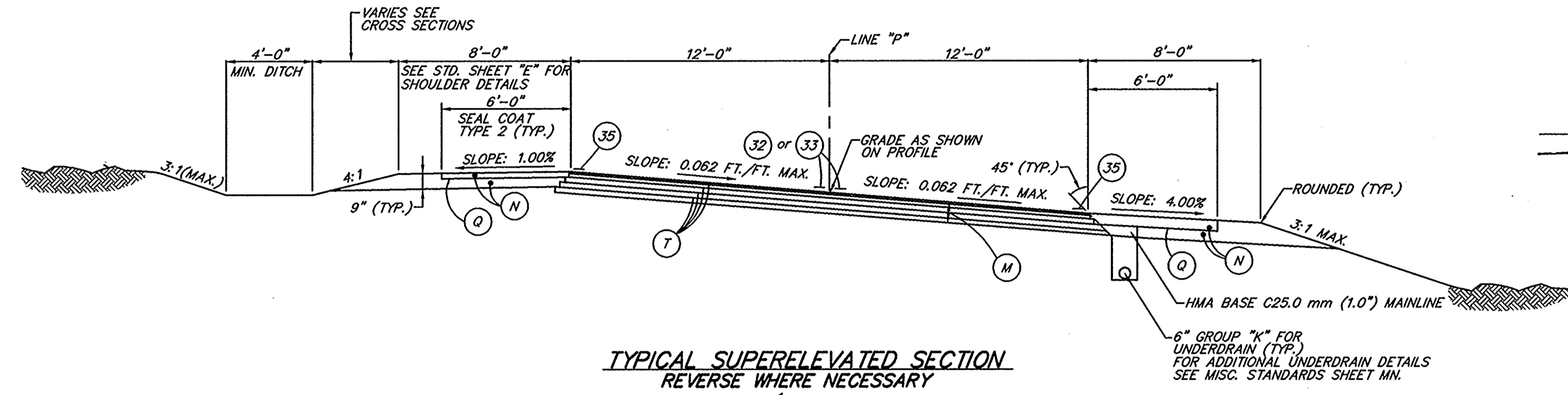
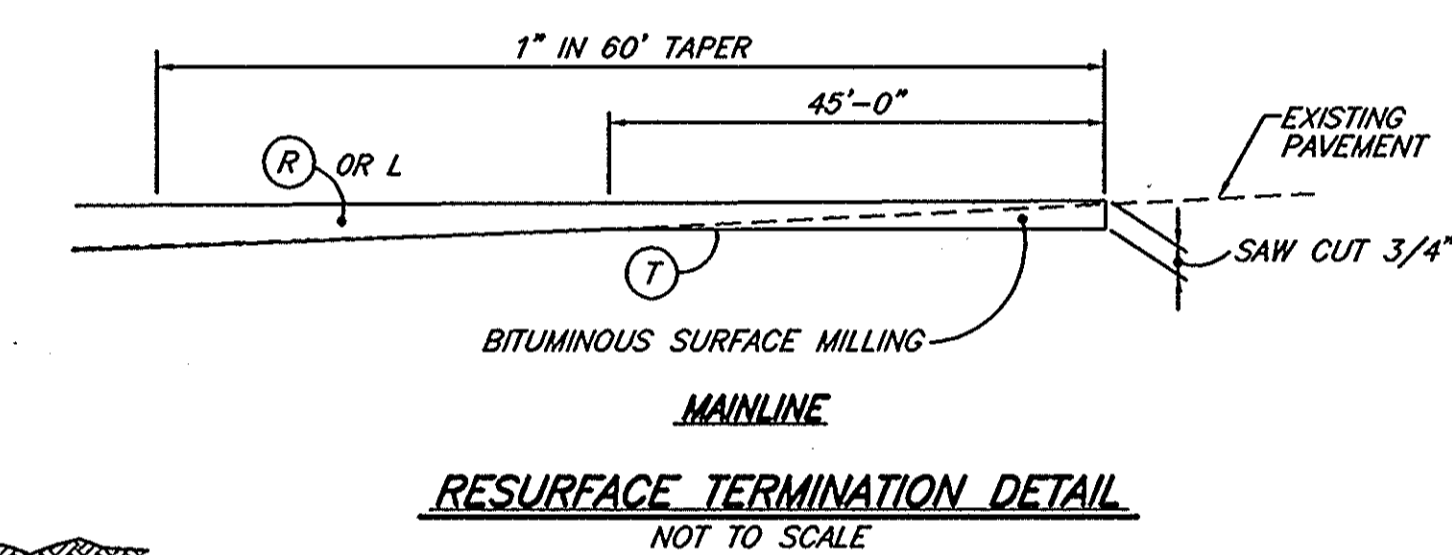
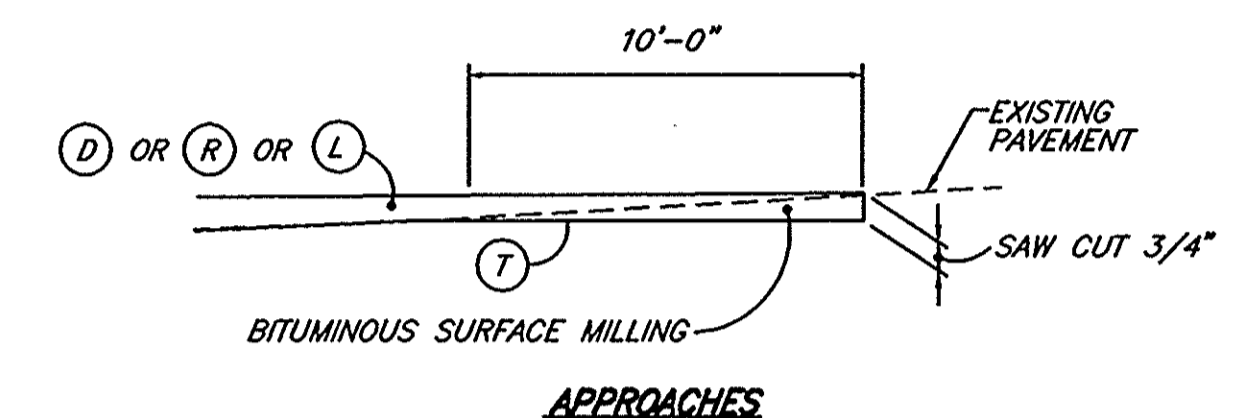
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	4	242

**LEGEND**

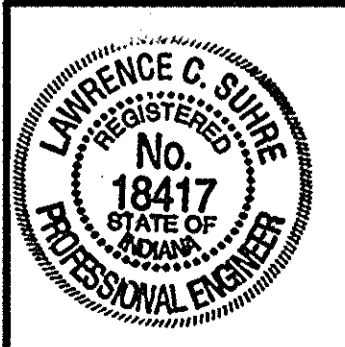
- (A) 6" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (B) W-BEAM GUARDRAIL
- (C) 6" CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS
- (D) 330#/SYD. HMA FOR APPROACHES ON 4" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
- (F) CONCRETE SIDEWALK, 4"
- (J) 165#/SYD. QC/QA HMA SURFACE 9.5 mm, SHOULDER WITH CORRUGATIONS ON 6" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
- (K) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 550#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 400#/SYD. HMA BASE C25.0 mm, MAINLINE ON 385#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 12" COMPACTED AGGREGATE BASE, "O", SIZE NO. 53
- (L) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (M) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 300#/SYD. HMA BASE C25.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE
- (N) 330#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (P) 1320#/SYS. HMA FOR PATCHING
- (Q) ASPHALT MATERIAL FOR PRIME COAT (0.00146 TONS/SYD.)
- (R) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (Rx) CONCRETE CURB RAMP, TYPE AS NOTED
- (S) TOP SOIL (AS REQ'D.)
- (T) ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD.)
- (U) 440#/SYD. HMA FOR APPROACHES ON 8" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (13) CONCRETE CURB
- (16) 4" CURB, HMA
- (26) SODDING (NURSERY)
- (30) LINE, THERMOPLASTIC BROKEN WHITE 4"
- (31) LINE, THERMOPLASTIC SOLID WHITE 4"
- (32) LINE, THERMOPLASTIC BROKEN YELLOW 4"
- (33) LINE, THERMOPLASTIC SOLID YELLOW 4"
- (34) LINE, THERMOPLASTIC SOLID WHITE 6"
- (35) LINE, PAINT SOLID WHITE 4"
- (36) LINE, PAINT SOLID YELLOW 4"



\* EXISTING PAVEMENT TO BE SCARIFIED AS NECESSARY TO ALLOW A MINIMUM OF 3" BITUMINOUS RESURFACE  
\*\* FOR AUXILIARY LANE LOCATIONS SEE SHEET NO. 47



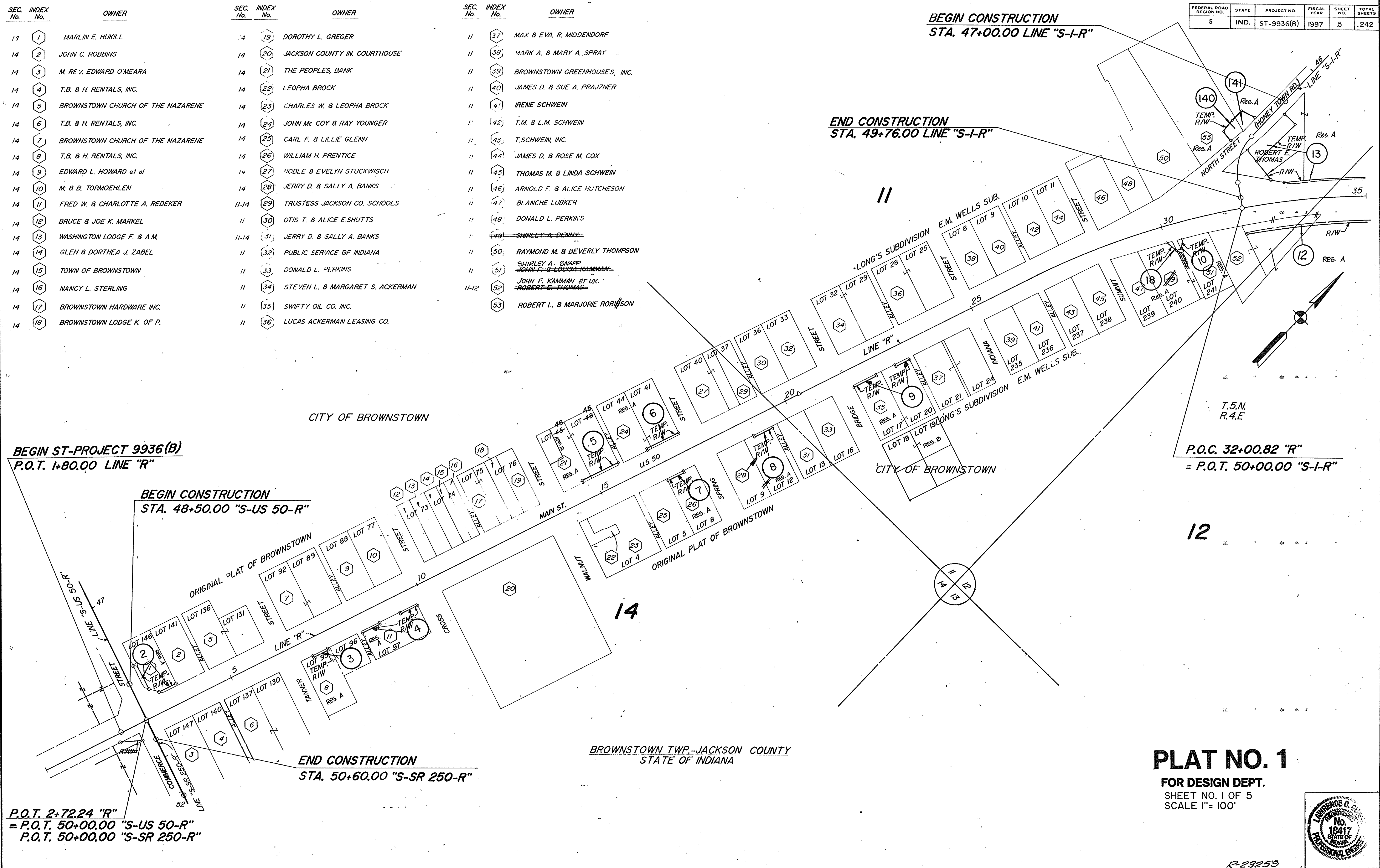
**INDIANA DEPARTMENT OF TRANSPORTATION**  
**TYPICAL CROSS SECTION**  
SCALE: AS NOTED



R-23259

SEC. No.	INDEX No.	OWNER	SEC. No.	INDEX No.	OWNER	SEC. No.	INDEX No.	OWNER
11	1	MARLIN E. HUKILL	14	19	DOROTHY L. GREGER	11	37	MAX & EVA. R. MIDDENDORF
14	2	JOHN C. ROBBINS	14	20	JACKSON COUNTY IN. COURTHOUSE	11	38	MARK A. & MARY A. SPRAY
14	3	M. REV. EDWARD O'MEARA	14	21	THE PEOPLES, BANK	11	39	BROWNSTOWN GREENHOUSES, INC.
14	4	T.B. & H. RENTALS, INC.	14	22	LEOPHA BROCK	11	40	JAMES D. & SUE A. PRAJZNER
14	5	BROWNSTOWN CHURCH OF THE NAZARENE	14	23	CHARLES W. & LEOPHA BROCK	11	41	IRENE SCHWEIN
14	6	T.B. & H. RENTALS, INC.	14	24	JOHN Mc COY & RAY YOUNGER	11	42	T.M. & L.M. SCHWEIN
14	7	BROWNSTOWN CHURCH OF THE NAZARENE	14	25	CARL F. & LILLIE GLENN	11	43	T.SCHWEIN, INC.
14	8	T.B. & H. RENTALS, INC.	14	26	WILLIAM H. PRENTICE	11	44	JAMES D. & ROSE M. COX
14	9	EDWARD L. HOWARD et al	14	27	NOBLE & EVELYN STUCKWISCH	11	45	THOMAS M. & LINDA SCHWEIN
14	10	M. & B. TORMOEHLEN	14	28	JERRY D. & SALLY A. BANKS	11	46	ARNOLD F. & ALICE HUTCHESON
14	11	FRED W. & CHARLOTTE A. REDEKER	11-14	29	TRUSTESS JACKSON CO. SCHOOLS	11	47	BLANCHE LUBKER
14	12	BRUCE & JOE K. MARKEL	11	30	OTIS T. & ALICE E. SHUTTS	11	48	DONALD L. PERKINS
14	13	WASHINGTON LODGE F. & A.M.	11-14	31	JERRY D. & SALLY A. BANKS	11	49	<del>SHIRLEY A. DENNY</del>
14	14	GLEN & DORTHEA J. ZABEL	11	32	PUBLIC SERVICE OF INDIANA	11	50	RAYMOND M. & BEVERLY THOMPSON
14	15	TOWN OF BROWNSTOWN	11	33	DONALD L. PERKINS	11	51	<del>SHIRLEY A. SWAPP</del> <del>JOHN F. &amp; LOUISA KAMMAN</del>
14	16	NANCY L. STERLING	11	34	STEVEN L. & MARGARET S. ACKERMAN	11-12	52	<del>JOHN F. KAMMAN ET UX.</del> <del>ROBERT E. THOMAS</del>
14	17	BROWNSTOWN HARDWARE INC.	11	35	SWIFTY OIL CO. INC.		53	ROBERT L. & MARJORIE ROBINSON
14	18	BROWNSTOWN LODGE K. OF P.	11	36	LUCAS ACKERMAN LEASING CO.			

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936(B)	1997	5	242



BEGIN ST-PROJECT 9936(B)  
P.O.T. 1+80.00 LINE "R"

BEGIN CONSTRUCTION  
STA. 48+50.00 "S-US 50-R"

P.O.T. 2+72.24 "R"  
= P.O.T. 50+00.00 "S-US 50-R"  
P.O.T. 50+00.00 "S-SR 250-R"

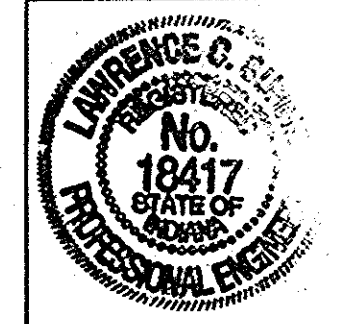
END CONSTRUCTION  
STA. 50+60.00 "S-SR 250-R"

BEGIN CONSTRUCTION  
STA. 47+00.00 LINE "S-I-R"

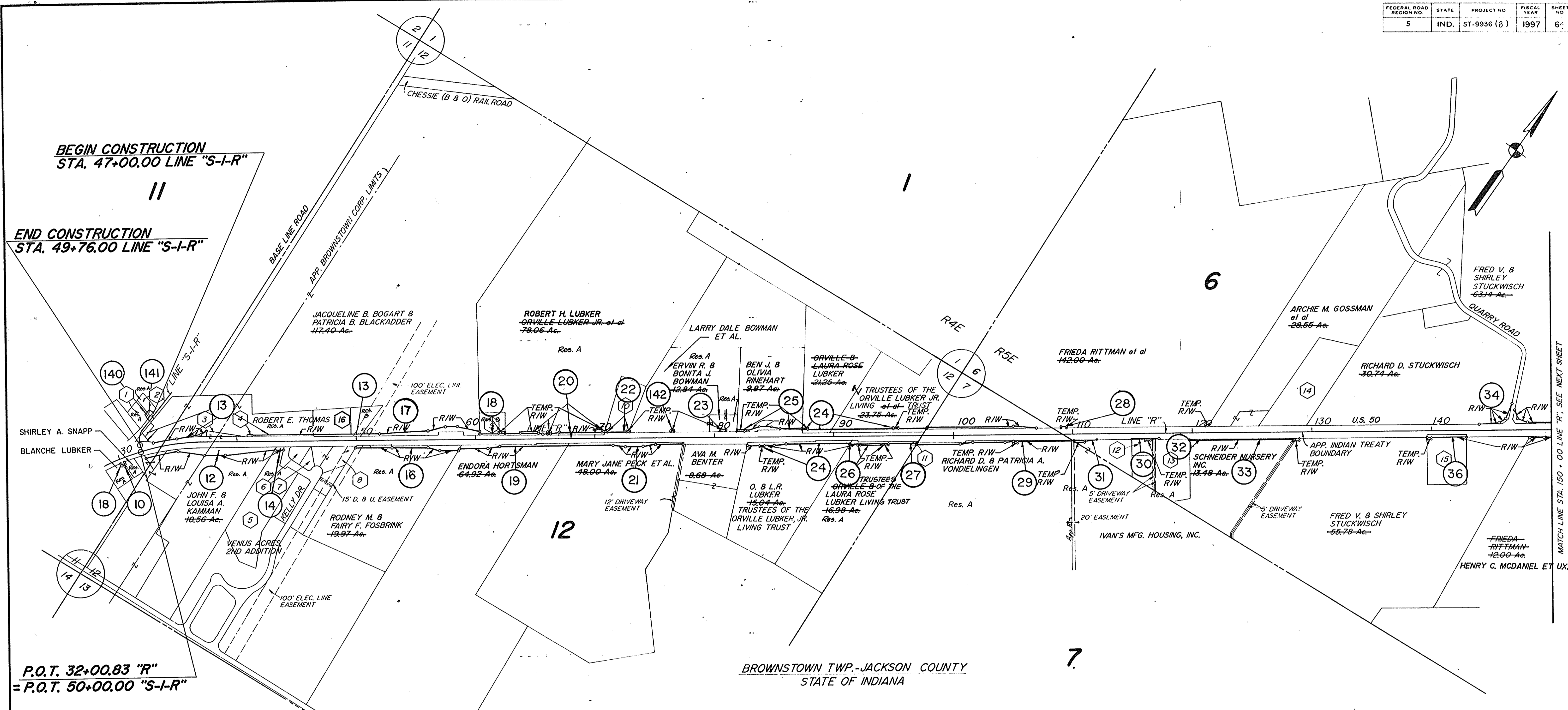
END CONSTRUCTION  
STA. 49+76.00 LINE "S-I-R"

P.O.C. 32+00.82 "R"  
= P.O.T. 50+00.00 "S-I-R"

**PLAT NO. 1**  
FOR DESIGN DEPT.  
SHEET NO. 1 OF 5  
SCALE 1"= 100'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9936 (8)	1997	6	242



**BEGIN CONSTRUCTION**  
STA. 47+00.00 LINE "S-I-R"

**END CONSTRUCTION**  
STA. 49+76.00 LINE "S-I-R"

P.O.T. 32+00.83 "R"  
= P.O.T. 50+00.00 "S-I-R"

BROWNSTOWN TWP. - JACKSON COUNTY  
STATE OF INDIANA

SEC. No.	INDEX No.	OWNER	SEC. No.	INDEX No.	OWNER
11	1	ROBERT L. & MARJORIE ROBINSON	12	11	JACKSON CO. WATER UTILITY COMPANY - 0.02 Ac.
11	2	<del>JAMES B. ROBERTSON</del> HAROLD TORMOEHLN ET UX.	6	12	<del>EARL D. &amp; GENEVA F. MULDER</del> 100 Ac. VICTOR BENGÉ ET UX.
11-12	3	STATE OF INDIANA	6	13	GEORGE H. & MAE ELLEN SCHNEIDER 3.63 Ac.
12	4	TOWN OF BROWNSTOWN	6	14	JOHN F. & TRUDIE R. DISQUE 6.46 Ac.
12	5	CARL H. & VIRGINIA R. SHAKE 6.06 Ac.	6	15	HAROLD DEAN ANDERSON 3.00 Ac.
12	6	VENUS ACRES, 2ND ADDITION ( LOT 56 )	12	16	VILLAGE APARTMENTS OF BROWNSTOWN II
12	7	ROCKY D. & MONA FISH ( LOT 57 )			
12	8	VENUS ACRES, 2ND ADDITION ( LOT 58 & LOT 59 )			
12	9	BLANCHE LUBKER 4.00 Ac.			
12	10	<del>WILLIAM E. &amp; RUTH E. JONES</del> 2.26 Ac.			

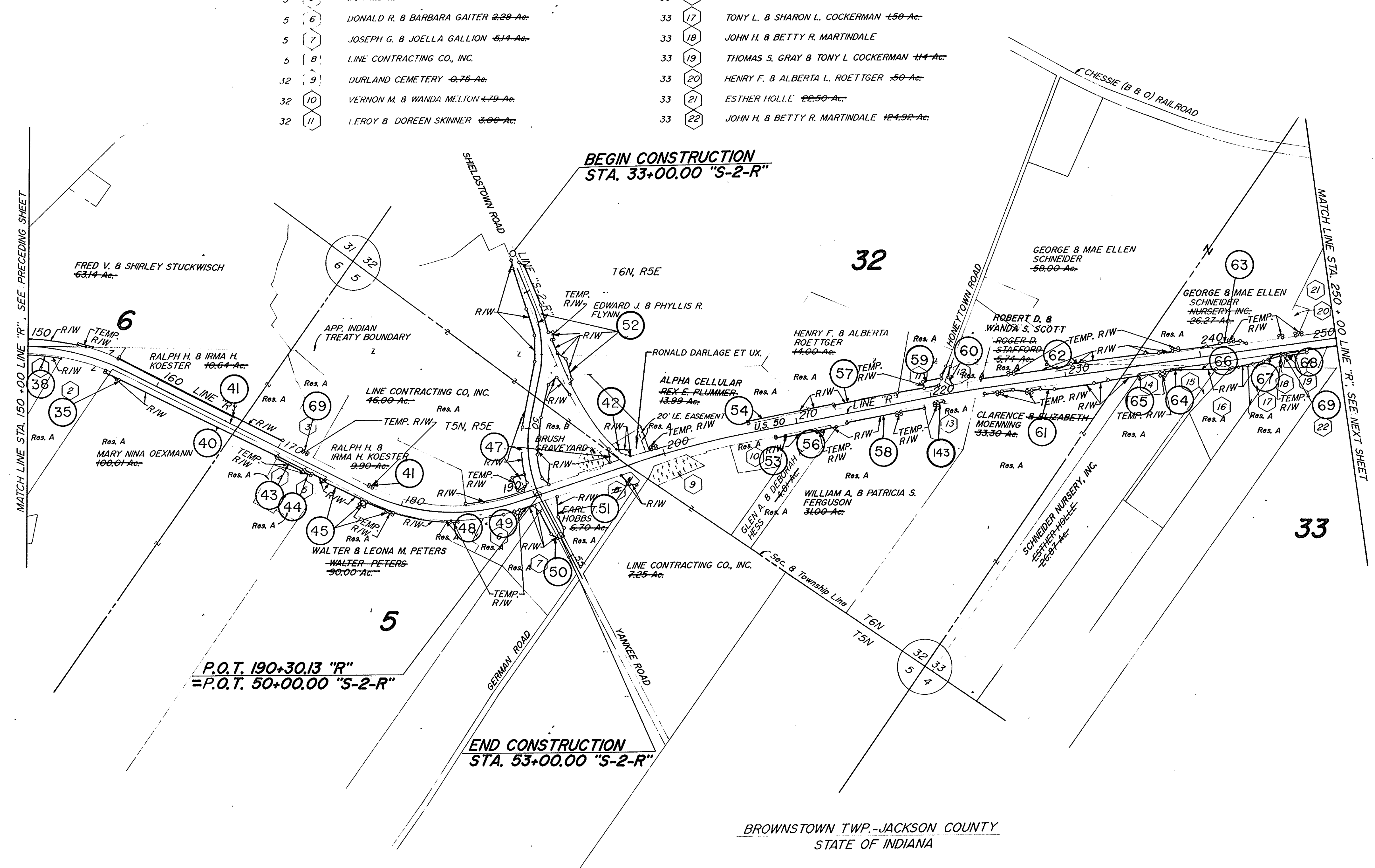
**PLAT NO. 1**  
FOR DESIGN DEPT.  
SHEET NO. 2 OF 5  
SCALE 1" = 400'



R-23253

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	ST-9926 (B)	1997	7	242

SEC. INDEX No.	OWNER	SEC. INDEX No.	OWNER
6 (1)	HENRY C. MCDANIEL ET UX.	32 (12)	KAREN S. BLACK 2.00 Ac.
6 (2)	FRIEDA RITTMAN 12.00 Ac.	32 (13)	OWNER UNKNOWN - NO DEED RECORDED 2.75 Ac.
6 (3)	RICHARD J. VON DELINGEN ET UX.	33 (14)	RAMONA ROETTGER 1.13 Ac.
5 (4)	HENRY C. & MARTHA E. MCDANIEL 15.00 Ac.	33 (15)	ALBERT R. & GAYLE SKAGGS 2.77 Ac.
5 (5)	JOHN H. & BETTY R. MARTINDALE 4.41 Ac.	33 (16)	RODNEY P. & MAGGIE WILLMAN 1.00 Ac.
5 (6)	STEPHEN C. DAVERS 2.00 Ac.	33 (17)	TONY L. & SHARON L. COCKERMAN 1.50 Ac.
5 (7)	DONALD E. & MARY JO MANION 1.47 Ac.	33 (18)	JOHN H. & BETTY R. MARTINDALE
5 (8)	DONALD R. & BARBARA GAITER 2.28 Ac.	33 (19)	THOMAS S. GRAY & TONY L. COCKERMAN 1.14 Ac.
5 (9)	JOSEPH G. & JOELLA GALLION 5.14 Ac.	33 (20)	HENRY F. & ALBERTA L. ROETTGER 50 Ac.
5 (10)	LINE CONTRACTING CO., INC.	33 (21)	ESTHER HOLLE 22.50 Ac.
32 (11)	DURLAND CEMETERY 0.75 Ac.	33 (22)	JOHN H. & BETTY R. MARTINDALE 124.92 Ac.
32 (12)	VERNON M. & WANDA M'ELTON 1.79 Ac.		
32 (13)	I.EROY & DOREEN SKINNER 3.00 Ac.		



P.O.T. 190+30.13 "R"  
= P.O.T. 50+00.00 "S-2-R"

END CONSTRUCTION  
STA. 53+00.00 "S-2-R"

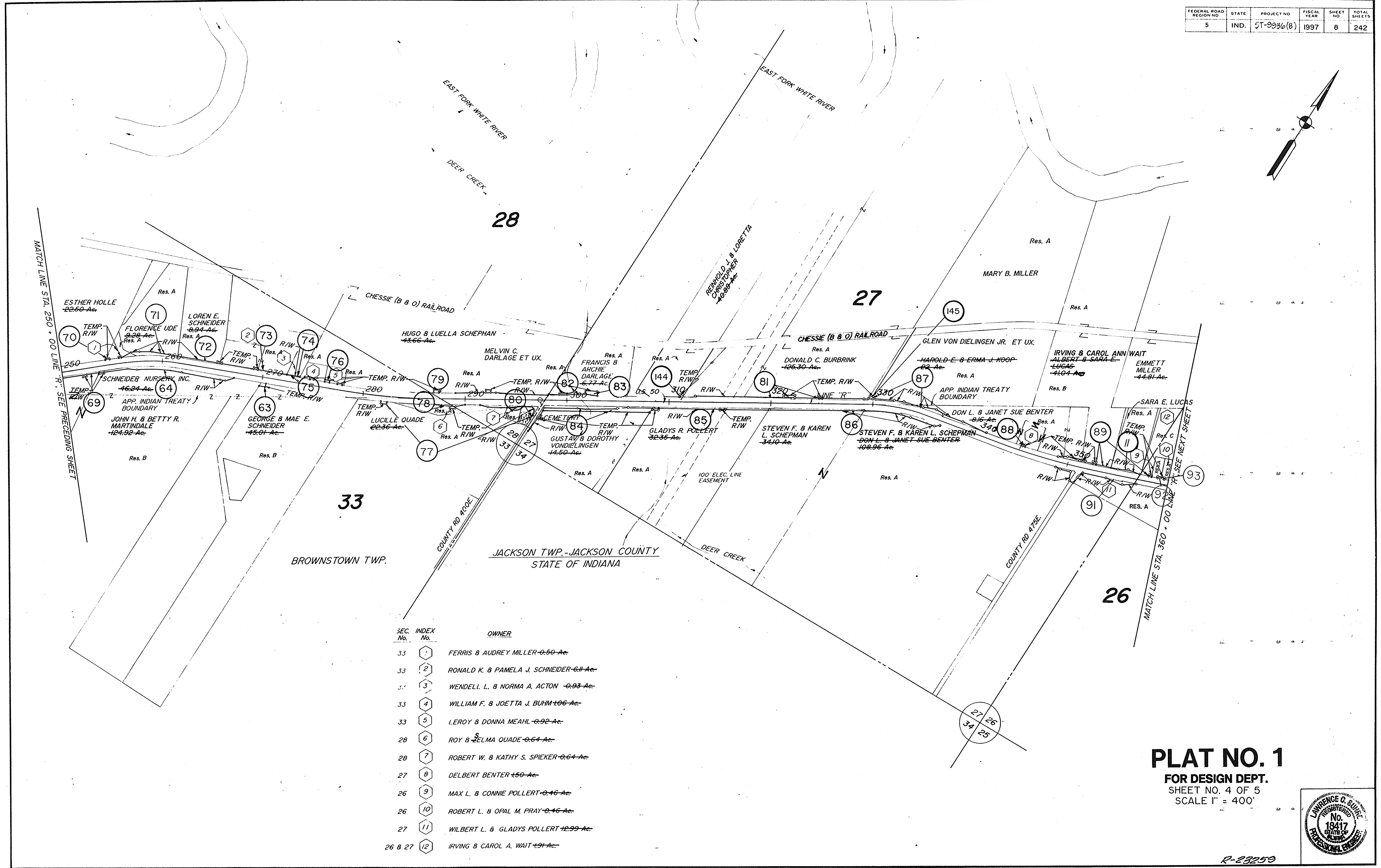
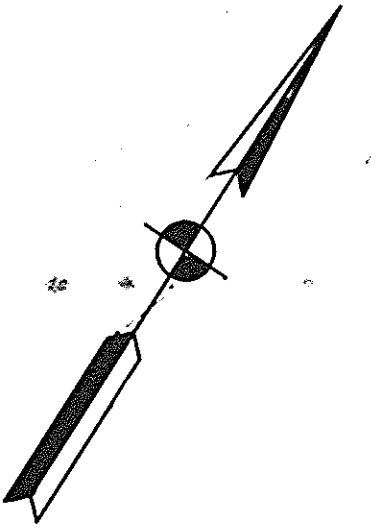
BROWNSTOWN TWP.-JACKSON COUNTY  
STATE OF INDIANA

**PLAT NO. 1**  
FOR DESIGN DEPT.  
SHEET NO. 3 OF 5  
SCALE 1" = 400'



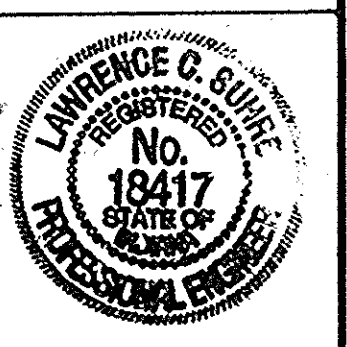
R-293250

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	5T-9936(8)	1997	8	242



SEC. No.	INDEX No.	OWNER
33	1	FERRIS & AUDREY MILLER-0.50 Ac.
33	2	RONALD K. & PAMELA J. SCHNEIDER-6.11 Ac.
33	3	WENDELL L. & NORMA A. ACTON -0.93 Ac.
33	4	WILLIAM F. & JOETTA J. BUHM-106 Ac.
33	5	LEROY & DONNA MEAHL-0.92 Ac.
28	6	ROY & SELMA OUADE-0.64 Ac.
28	7	ROBERT W. & KATHY S. SPIEKER-0.64 Ac.
27	8	DELBERT BENTER-150 Ac.
26	9	MAX L. & CONNIE POLLERT-0.46 Ac.
26	10	ROBERT L. & OPAL M. PRAY-0.46 Ac.
27	11	WILBERT L. & GLADYS POLLERT-12.99 Ac.
26 & 27	12	IRVING & CAROL A. WAIT-1.91 Ac.

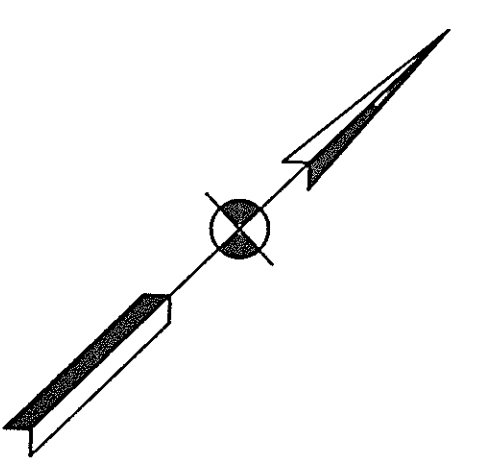
**PLAT NO. 1**  
 FOR DESIGN DEPT.  
 SHEET NO. 4 OF 5  
 SCALE 1" = 400'



R-23250



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	5T-9936(B)	1997	9	242



P.O.C. 407+70.44 "R"  
P.O.T. 54+00 "S-3-R"

23

24

26

BEGIN CONSTRUCTION  
STA. 50+12.00 "S-3-R"  
END CONSTRUCTION  
STA. 52+00.00 "S-3-R"

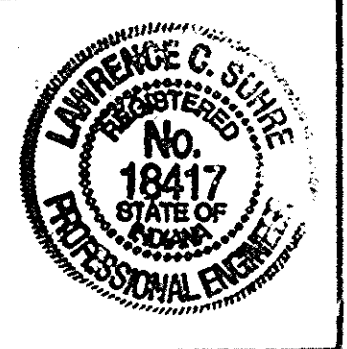
JACKSON TWP.-JACKSON COUNTY  
STATE OF INDIANA

END ST-PROJECT 9936(B)  
P.O.T. 470+37.00 LINE "R"

SEC. NO.	INDEX NO.	OWNER	SEC. NO.	INDEX NO.	OWNER
26	1	ROBERT L. & OFAL M. PRAY 0.46 Ac.	23	19	CARRY & TERESA REEDY
26	2	TIMOTHY M. & PATRICIA A. HOLLOW 0.46 Ac.	23	20	DONALD & SAUNDRA K. MURRAY
26	3	RAY F. & WILMA J. BOAS 0.46 Ac.	23	21	KATIE L. BORCHERDING ET AL. <del>GEORGE C. &amp; CATHERINE L. BORCHERDING 6.28 Ac.</del>
26	4	ROBERT W. & IMOGENE JACKSON 0.46 Ac.	24	22	ROY & KAREN TINDELL
26	5	GEORGE C. & KATHRYN C. PREWITT 0.46 Ac.	24	23	W.E. & L.M. WORKMAN (LOT 8)
26	6	ROGER D. & NANCY STAFFORD 0.46 Ac.	24	24	HAROLD L. & MYRTLE L. LOYD (LOT 9)
26	7	LYMAN G. JENKINS ET UX <del>JAMES R. GASTNER 0.46 Ac.</del>	24	25	FRANCIS & CAROL CHANDLER (LOT 21)
26	8	DONALD & SAUNDRA K. MURRAY 1.14 Ac.	24	26	THOMAS E. & CONNIE L. DANNETTE (LOT 22 & 23)
26 & 23	9	CRANE CEMETERY 0.70 Ac.	24	27	MARVIN & NORMA HUBBARD (LOT 24)
23	10	WILLIAM B. & FRIEDA DOUGLAS	24	28	RICHARD A. & CAROL B. TOLEN (LOT 25)
23	11	LINDA S. LUCAS	24	29	THOMAS F. & CINDY L. TRIMPE (LOT 26)
23	12	BESSIE L. COOK	24	30	CRISTINA M. GREEN (LOT 46)
23	13	FRED L. STURGILL	24	31	JOHN W. & DONNA L. LYNCH (LOT 47 & 48)
23	14	JAMES L. & BETTY L. JOHNSON	24	32	EDDIE E. & CYNTHIA L. BODEM (LOT 49)
23	15	ANTHONY F. & TERESA L. STOCKELMAN	24	33	ERMILL E. & DIANA J. ANDERSON (LOT 50)
23	16	DONALD C. & JANE T. COOPER	24	34	GARY A. & JANE E. MEYER (LOT 51, 52 & 53)
23	17	KENNETH B. & MAXINE C. BROWN	24	35	THOMAS & MARY L. WINEINGER (LOT 53 & 54)
23	18	RAMONA MCKAIN	24	36	ALHNA MAL' THIAS (LOT 55)
			24	37	DAVID A. BLISH ET UX.

- 37 FRANCIS SMALLWOOD ET UX.  
~~DONALD L. & MARY K. SCHLETER~~
- 38 ~~DONALD L. & MARY K. SCHLETER~~
- 39 JEROME J. GRABINSKI

**PLAT NO. 1**  
FOR DESIGN DEPT.  
SHEET NO. 5 OF 5  
SCALE 1" = 400'



Sec. 14, T5N, R4E  
BROWNSTOWN TWP.  
JACKSON, CO.

**BEGIN CONSTRUCTION**  
P.O.T. 48+50.00 "S-US50-R"

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	10	242

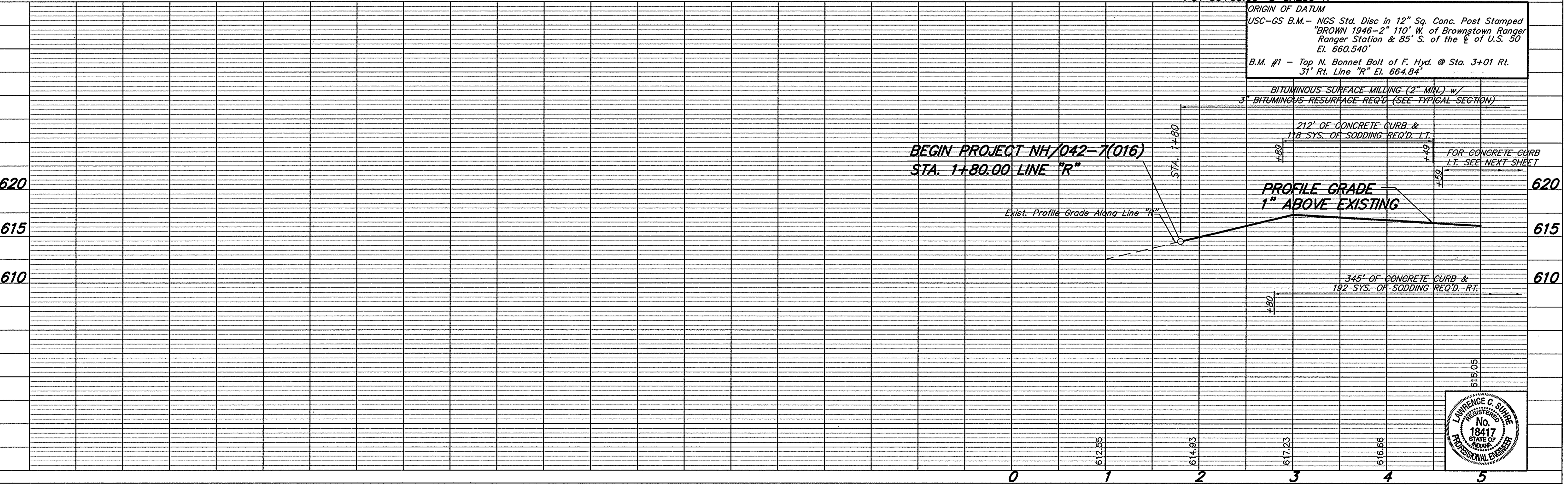
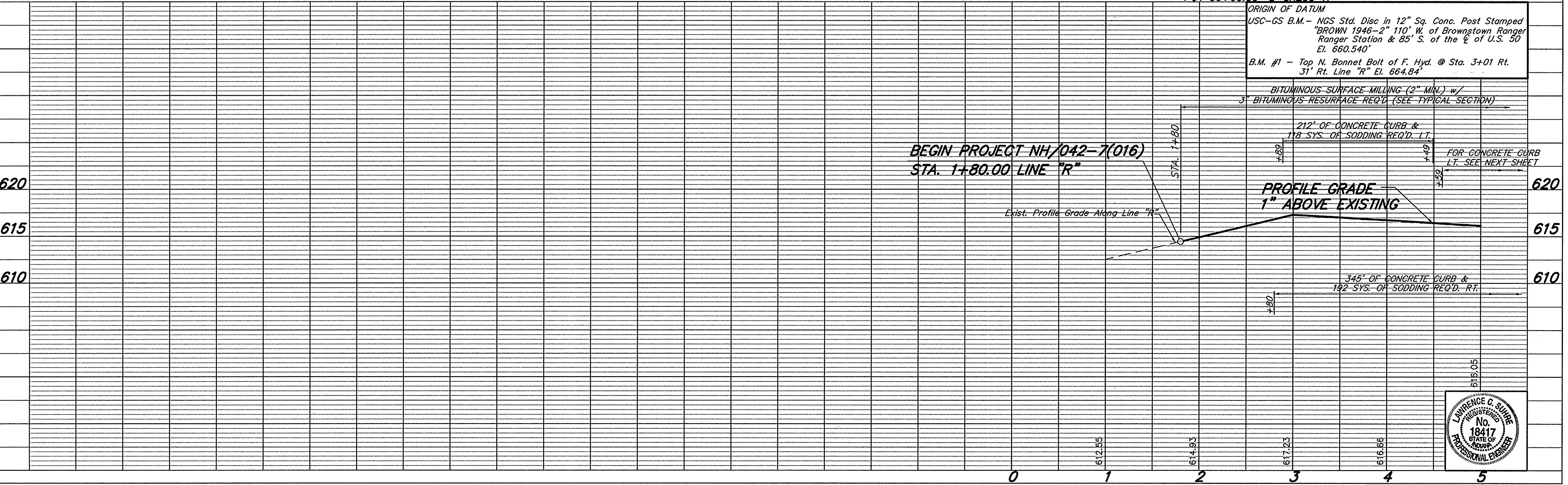
- LEGEND**
- (B) W-BEAM GUARDRAIL
  - (D) 330#/SYD. HMA FOR APPROACHES ON 4" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
  - (F) CONCRETE SIDEWALK, 4"
  - (J) 165#/SYD. QC/QA HMA SURFACE 9.5 mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
  - (K) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 550#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 400#/SYD. HMA BASE C25.0 mm, MAINLINE ON 385#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 12" COMPACTED AGGREGATE BASE, "O", SIZE NO. 53
  - (L) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
  - (M) 110#/SYD. QC/QA-HMA 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 300#/SYD. HMA BASE C25.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE
  - (N) 330#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE (SIZE 53)
  - (P) 1320#/SYS. HMA FOR PATCHING
  - (R) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
  - (13) CONCRETE CURB

**BEGIN PROJECT NH/042-7(016)**  
P.O.T. 1+80.00 LINE "R"

FOR CONTINUATION OF LINE S-U.S.50-R & S-SR250-R  
SEE SHEET NO. 28

**END CONSTRUCTION**  
P.O.T. 50+60.00 "S-SR250-R"

ALL R/W ON THIS SHEET TO BE AS SHOWN  
ALL R/W DESCRIBED FROM LINE "R" EXCEPT AS NOTED



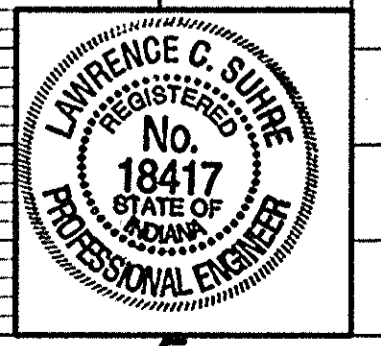
**PROFILE**

DATE	BY	REVISION
7-30-97	J.H.	1
7-30-97	J.H.	2
7-30-97	J.H.	3
7-30-97	J.H.	4

NOTE: BROOK NOTEBOOK NO. 18208L1

DATE: 08/14/97  
BY: LSC/MS/PT

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	"R"	10	242	





MODIFIED STREET APPROACHES REQ'D.  
STA. 21+30 LT. & RT.

MODIFIED STREET APPROACHES REQ'D.  
STA. 24+92 LT. & RT.

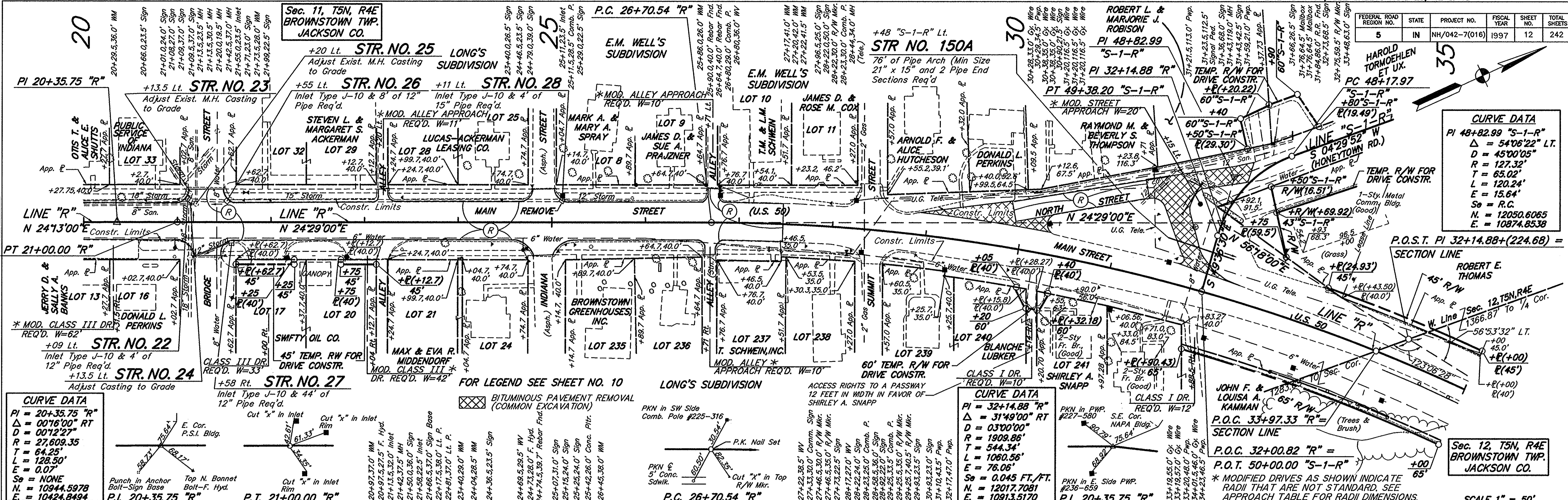
MODIFIED STREET APPROACHES REQ'D.  
STA. 28+42 LT. & RT. W = 22'

MODIFIED STREET APPROACH REQ'D.  
STA. 32+00.82 LT.

FOR ADDITIONAL DETAILS ON  
LINE "S-1-R", SEE SHEETS NO'S 29, 42 & 43

REVISIONS 7-30-97. NOTE  
FOR MODIFIED DRIVES AND  
APPROACHES.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	NH/042-7(016)	1997	12	242



**CURVE DATA**

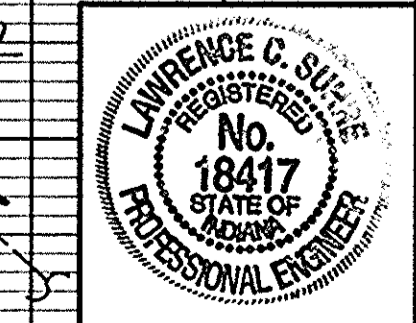
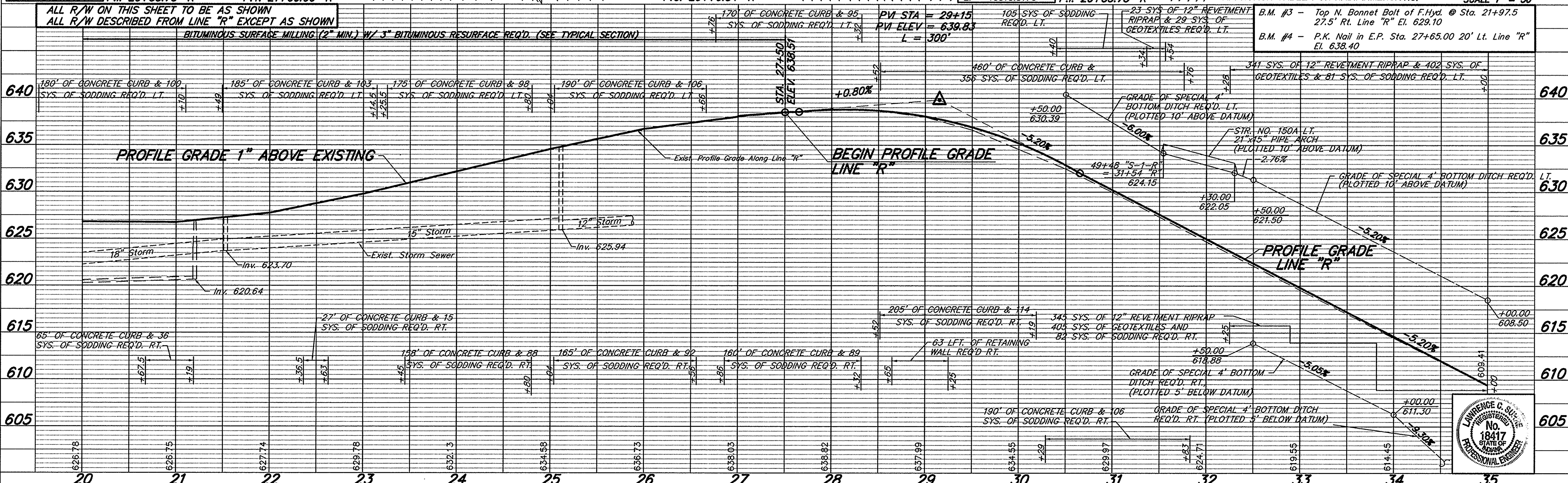
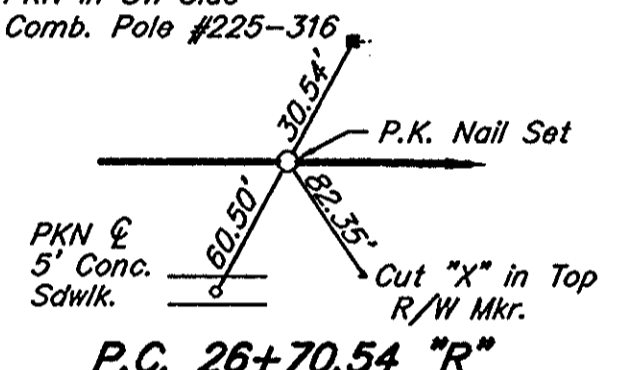
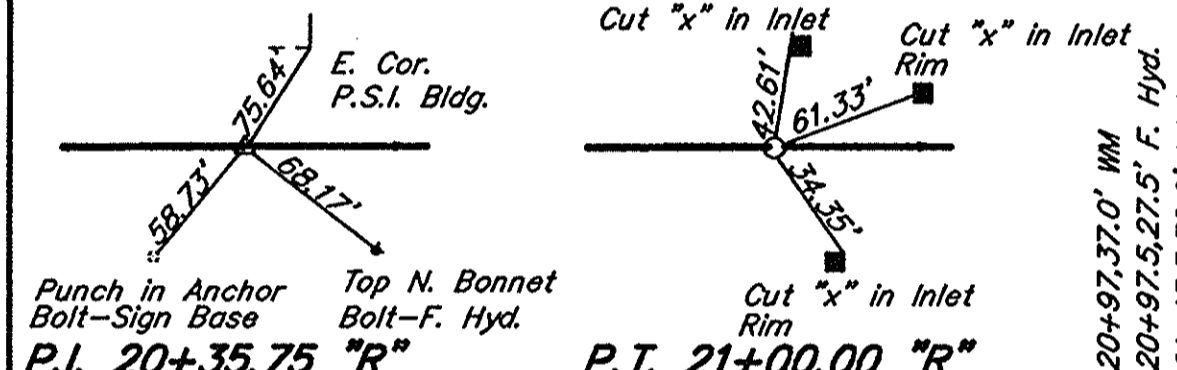
PI 48+82.99 "S-1-R"  
 $\Delta = 54^{\circ}06'22''$  LT.  
 $D = 45^{\circ}00'05''$   
 $R = 127.32'$   
 $T = 65.02'$   
 $L = 120.24'$   
 $E = 15.64'$   
 $S_e = R.C.$   
 $N = 12050.6065$   
 $E = 10874.8538$

**CURVE DATA**

PI = 20+35.75 "R"  
 $\Delta = 00^{\circ}16'00''$  RT  
 $D = 00^{\circ}12'27''$   
 $R = 27,608.35$   
 $T = 64.25'$   
 $L = 128.50'$   
 $E = 0.07'$   
 $S_e = NONE$   
 $N = 10944.5978$   
 $E = 10424.8494$

**CURVE DATA**

PI = 32+14.88 "R"  
 $\Delta = 31^{\circ}49'00''$  RT  
 $D = 03^{\circ}00'00''$   
 $R = 1909.86'$   
 $T = 544.34'$   
 $L = 1080.56'$   
 $E = 76.06'$   
 $S_e = 0.045$  FT./FT.  
 $N = 12017.7081$   
 $E = 10913.5170$



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	"R"	12	242	

**PLAN**

DATE: 08/15/97  
 BY: J.H.  
 CHECKED: J.H.  
 IN CHARGE: J.H.

**PROFILE**

DATE: 08/15/97  
 BY: J.H.  
 CHECKED: J.H.  
 IN CHARGE: J.H.

CLIMATE: 180000, 66, 127.96, 6.1, 86.47, 47

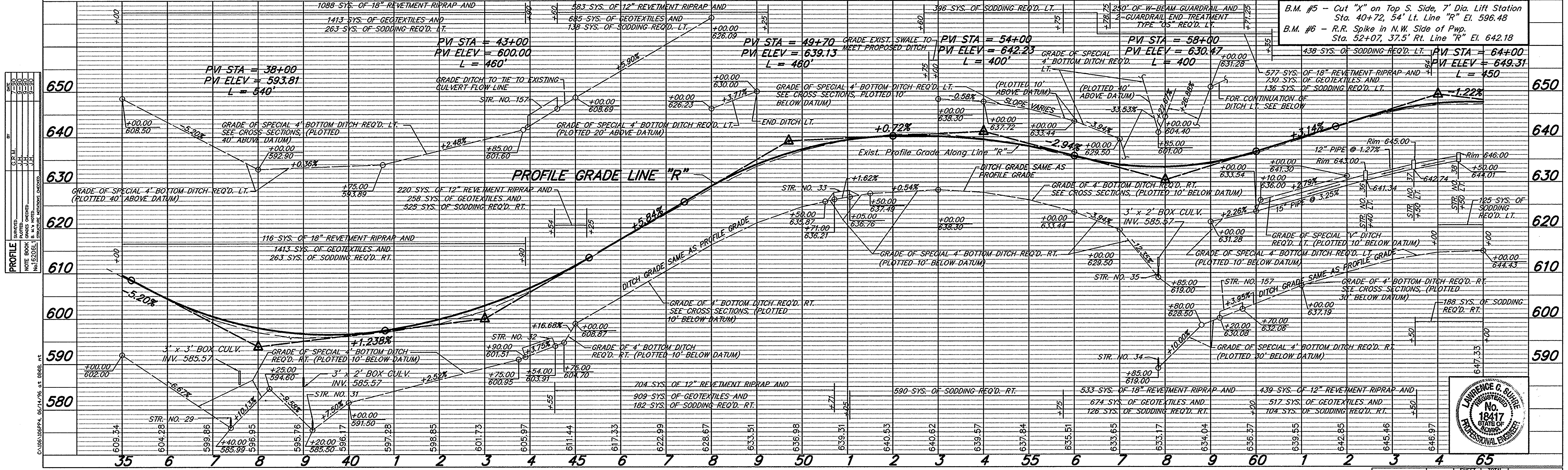
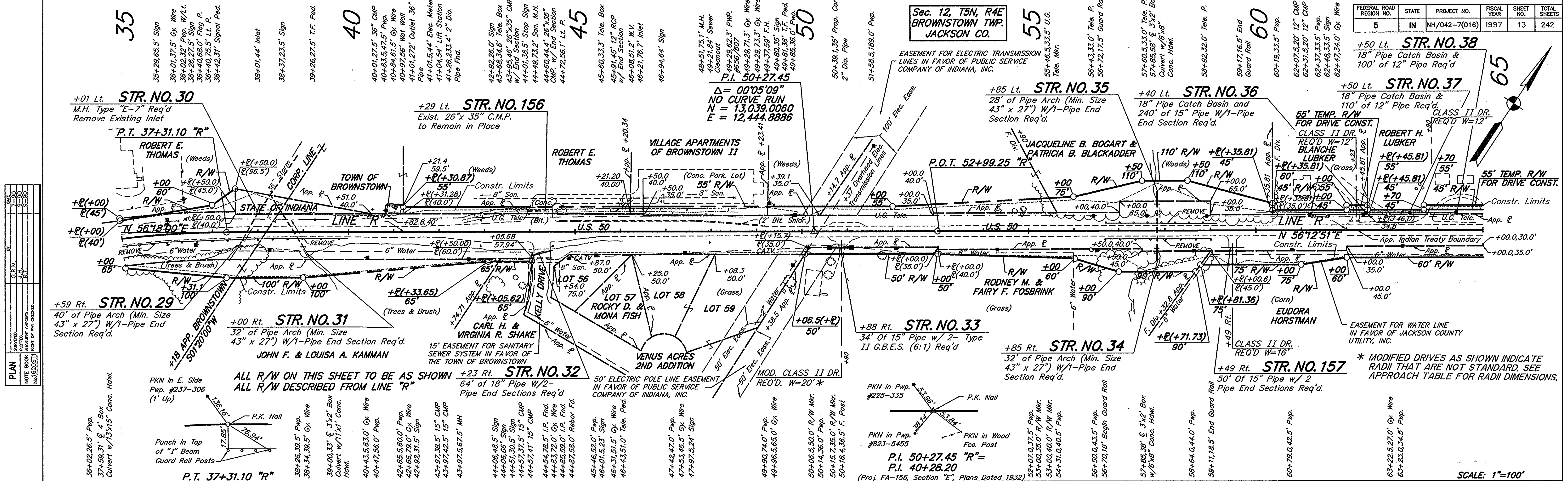
Drs. 72 Ac. C = 0.4  
21 Sft. Opening Req'd. Rt.

MODIFIED STREET APPROACH REQ'D.  
STA. 44+29 RT. & LT., W = 36'

Drs. 23 Ac. C = 0.4  
12.6 Sft. Opening Req'd. Rt.

REVISIONS 7-30-97: NOTE FOR MODIFIED  
DRIVES AND APPROACHES.

FEDERAL ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	13	242



B.M. #5 - Cut "X" on Top S. Side, 7' Dia. Lift Station Sta. 40+72, 54' Lt. Line "R" El. 596.48

B.M. #6 - R.R. Spike in N.W. Side of Pwp. Sta. 52+07, 37.5' Rt. Line "R" El. 642.18



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	"R"	13	242	

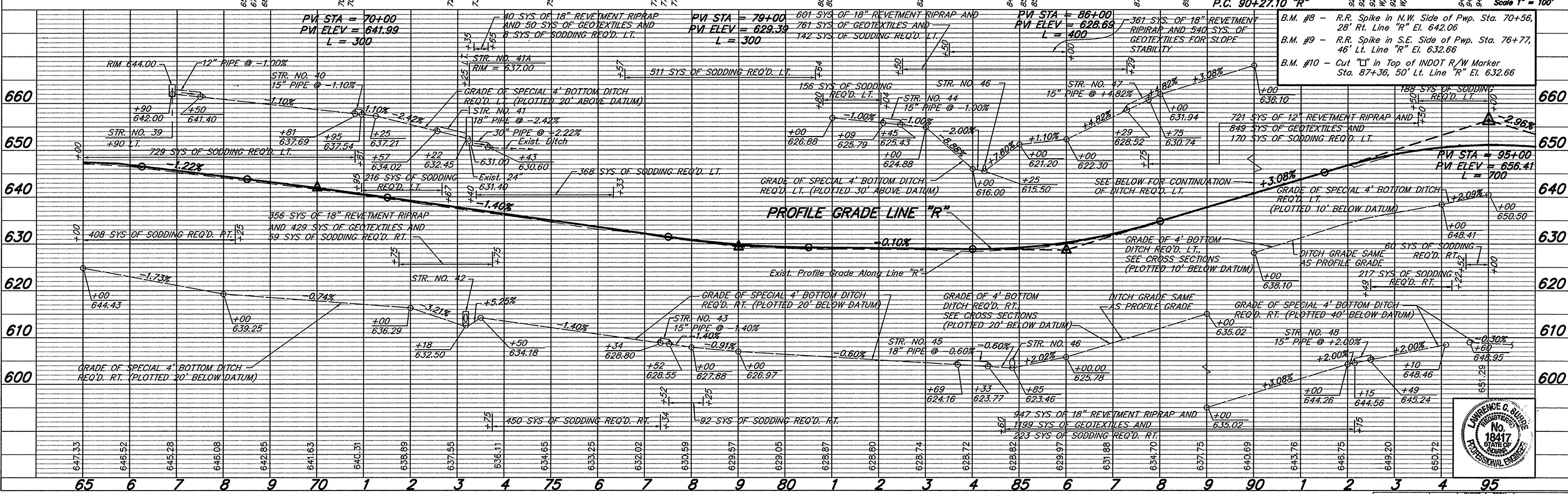
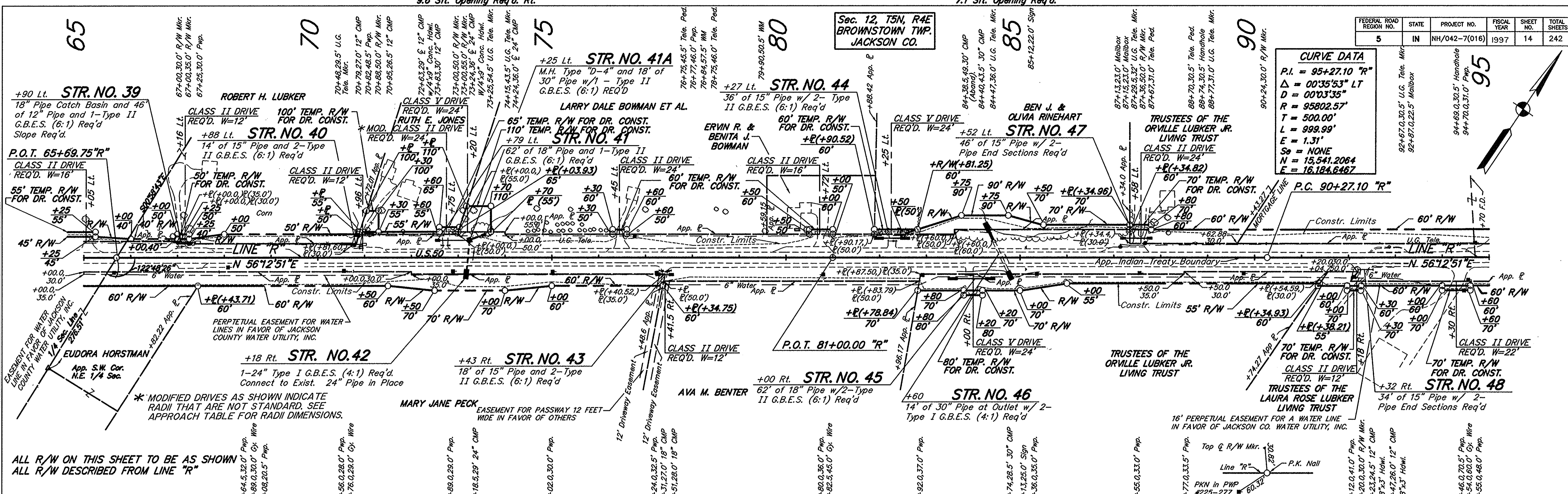
Drs. 16.1 Ac. C = 0.4  
9.6 Sft. Opening Req'd. Rt.

Drs. 11.9 Ac. C = 0.4  
7.1 Sft. Opening Req'd.

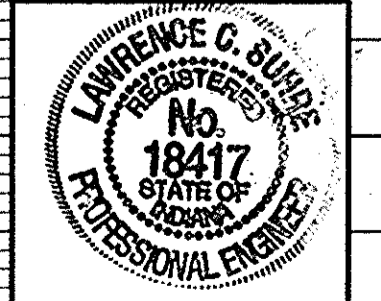
REVISIONS 7-30-97. NOTE FOR MODIFIED  
DRIVES AND APPROACHES.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	14	242

CURVE DATA	
P.I.	= 95+27.10 "R"
$\Delta$	= 00°35'53" LT
D	= 0003'35"
R	= 95802.57'
T	= 500.00'
E	= 1.31'
So	= NONE
N	= 15,541,206.4
E	= 16,184,646.7



- B.M. #8 - R.R. Spike in N.W. Side of Pwp. Sta. 70+56, 28' Rt. Line "R" El. 642.06
- B.M. #9 - R.R. Spike in S.E. Side of Pwp. Sta. 76+77, 46' Lt. Line "R" El. 632.66
- B.M. #10 - Cut "I" in Top of INDOT R/W Marker Sta. 87+36, 50' Lt. Line "R" El. 632.66



Drs. 22.6 Ac. C = 0.4  
11.3 Sft. Opening Req'd. Lt.

Drs. 3.5 Ac. C = 0.5  
3.3 Sft. Opening Req'd. Lt.

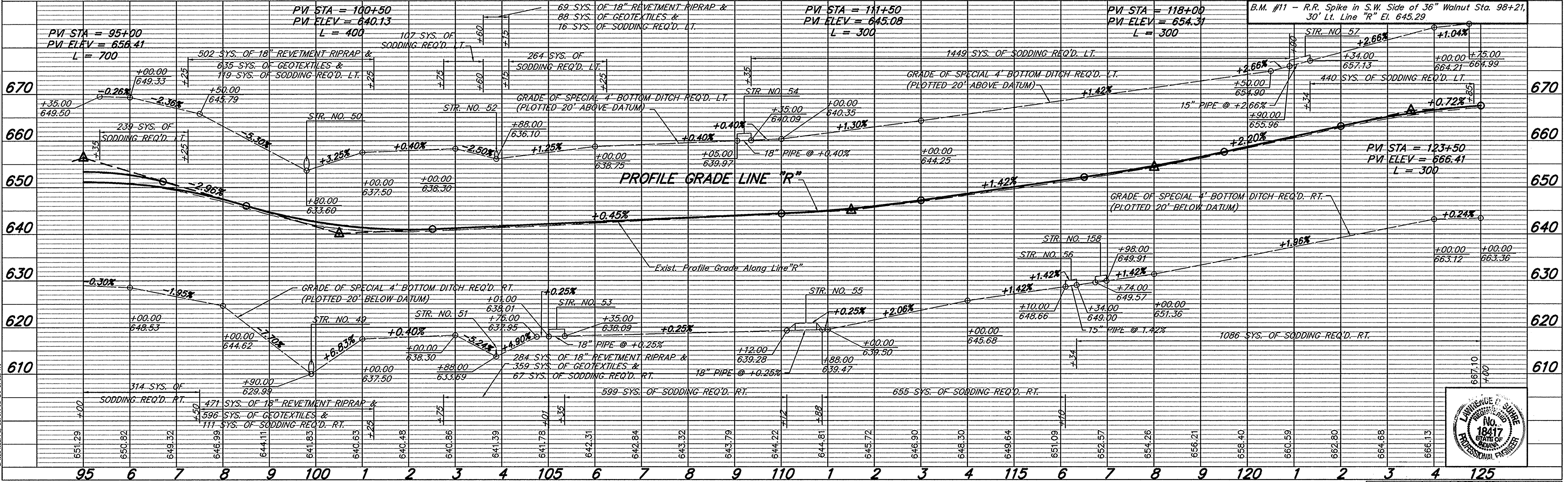
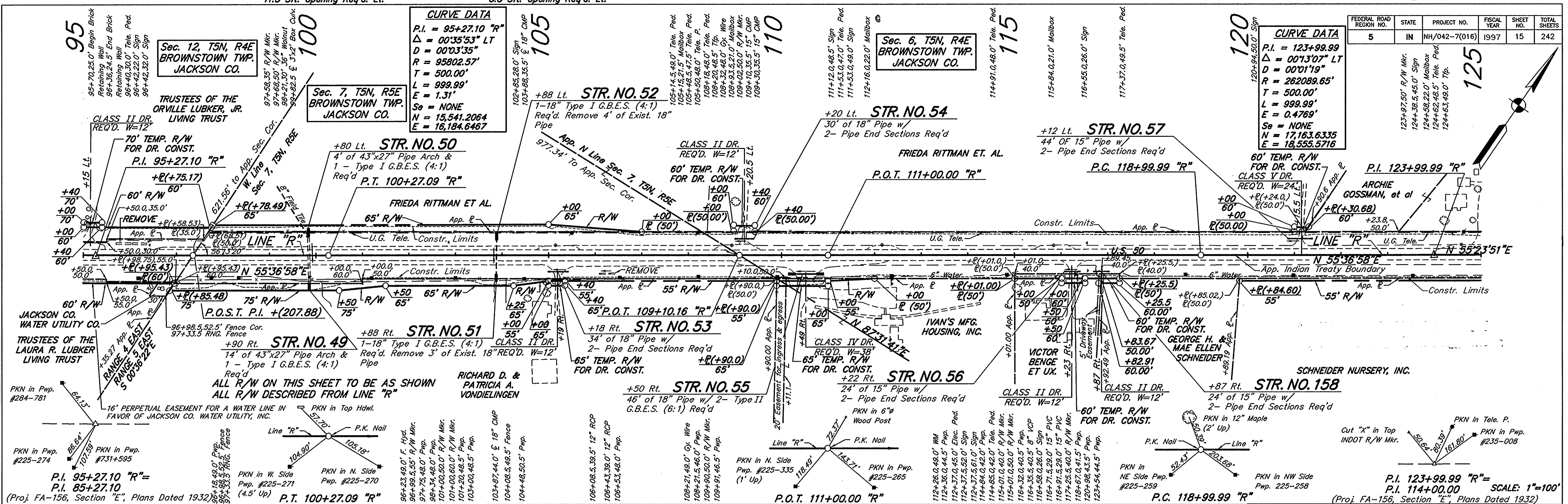
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	15	242

**CURVE DATA**

P.I. = 123+99.99  
 $\Delta$  = 00'13'07" LT  
 $D$  = 00'01'19"  
 $R$  = 262089.65'  
 $T$  = 500.00'  
 $L$  = 999.99'  
 $E$  = 0.4769'  
 $S_e$  = NONE  
 $N$  = 17,163.6335  
 $E$  = 18,555.5716

**CURVE DATA**

P.I. = 95+27.10 "R"  
 $\Delta$  = 00'35'53" LT  
 $D$  = 00'03'35"  
 $R$  = 95802.57'  
 $T$  = 500.00'  
 $L$  = 999.99'  
 $E$  = 1.31'  
 $S_e$  = NONE  
 $N$  = 15,541.2064  
 $E$  = 16,184.6467

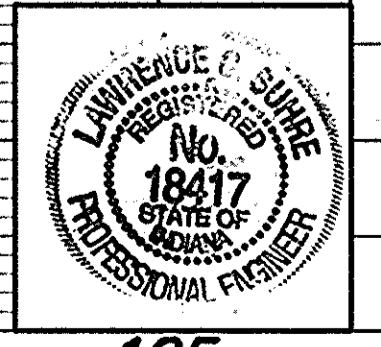


**PLAN**

DATE: 11/11/97  
 BY: J.C.M.  
 CHECKED: J.C.M.  
 IN CHARGE: J.C.M.  
 NO. 18417

**PROFILE**

DATE: 11/11/97  
 BY: J.C.M.  
 CHECKED: J.C.M.  
 IN CHARGE: J.C.M.  
 NO. 18417







Drs. 17.1 Ac. C=0.3  
11.4 sft. Opening Req'd. Lt.

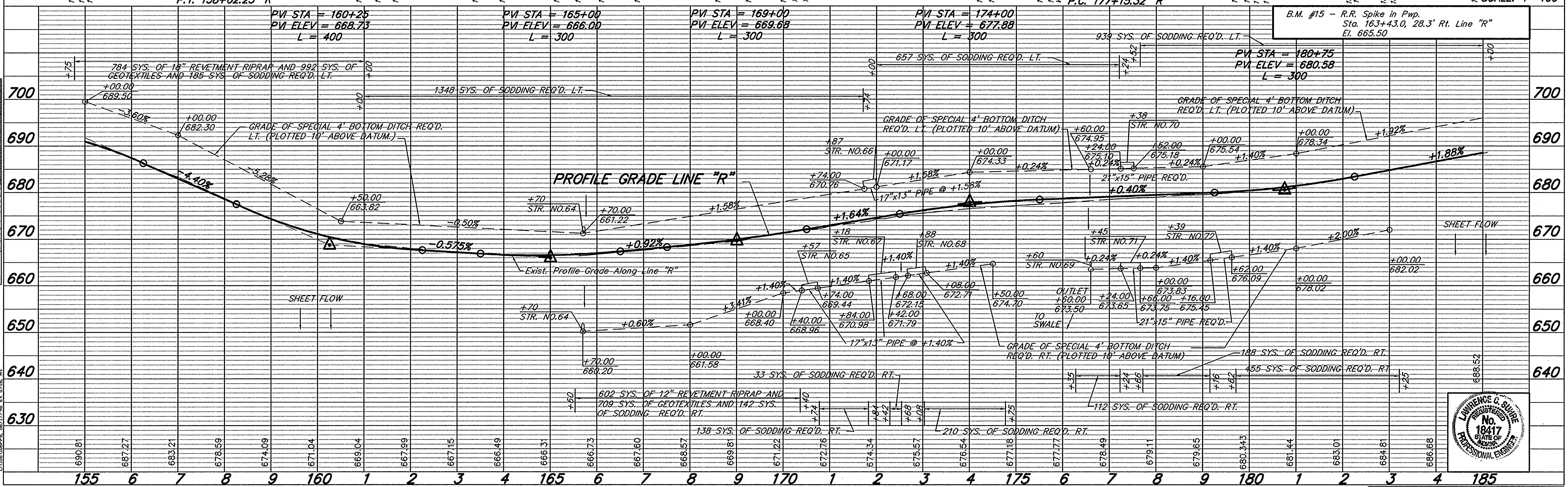
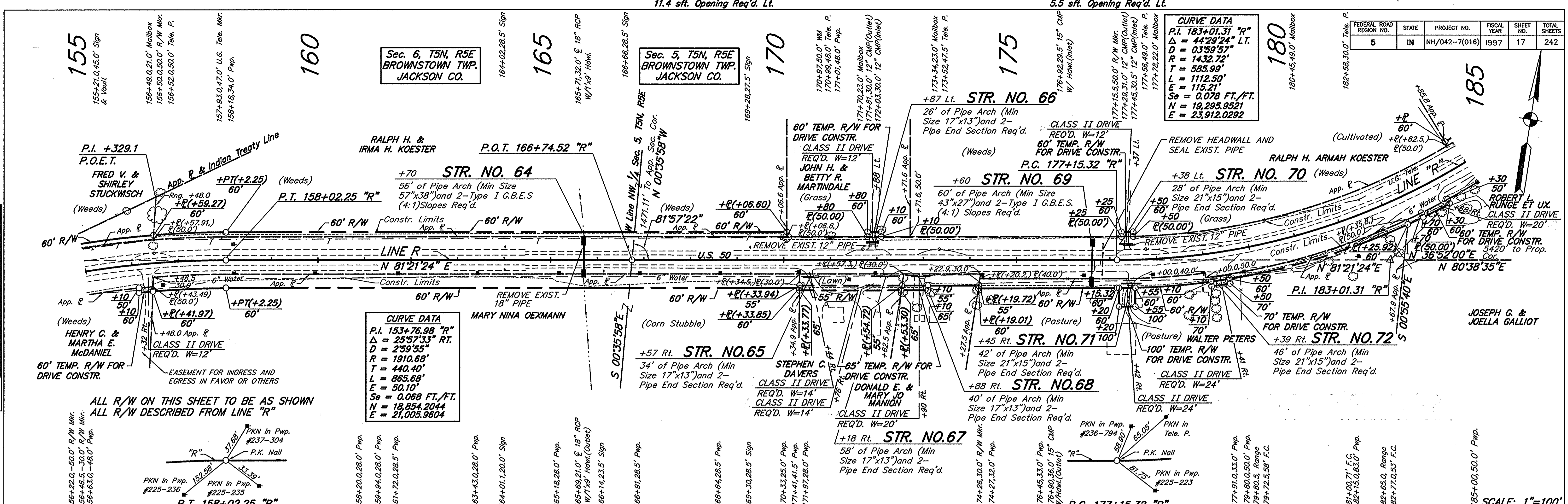
Drs. 6.8 Ac. C=0.5  
5.5 sft. Opening Req'd. Lt.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	17	242

DATE	BY	REVISION
01/10/00	J.M.	1.0
01/10/00	J.M.	2.0
01/10/00	J.M.	3.0
01/10/00	J.M.	4.0
01/10/00	J.M.	5.0

DATE	BY	REVISION
01/10/00	J.M.	1.0
01/10/00	J.M.	2.0
01/10/00	J.M.	3.0
01/10/00	J.M.	4.0
01/10/00	J.M.	5.0

PLAN  
 SHEET NO. 17  
 TOTAL SHEETS 242  
 FILE

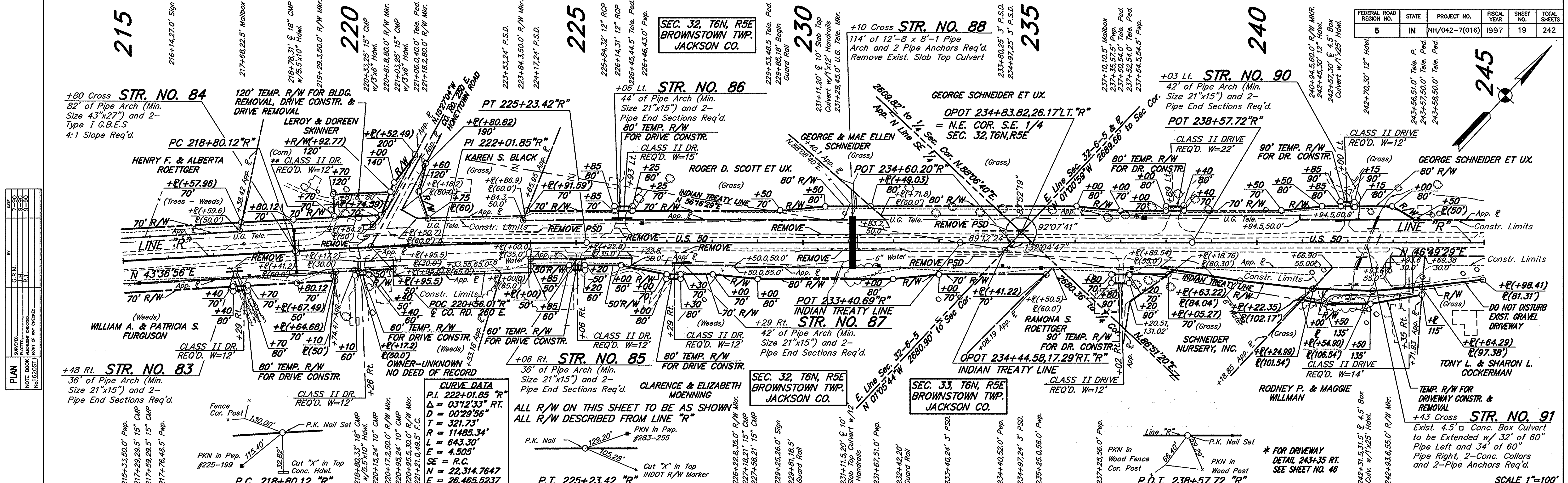


PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	"R"	17	242	



\*\* CENTERLINE OF DRIVE TO BE 100' LEFT OF AND PARALLEL TO LINE "R"  
 Drs. 4.1 Ac. - 0.4 3.1 sft. Opening Req'd. Rt. PUBLIC ROAD APPROACH TYPE "B" REQ'D. RT. STA. 220+85 "R" L.T.  $\alpha = 70^\circ$  W=24'  
 Drs. 3.30 Ac. C = 0.3 54 sft. Opening Req'd. Rt. Drs. 51.70 Ac. C = 0.4 21 sft. Opening Req'd. Rt.

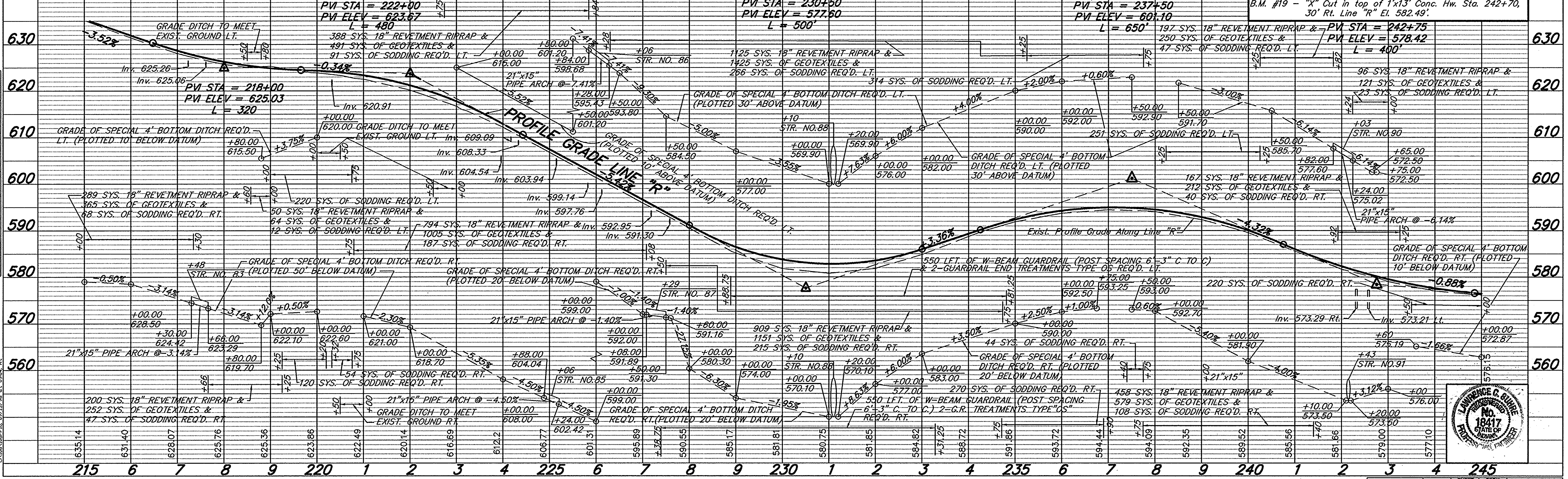
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	19	242



DATE	BY	REVISION
11/13/97	J.L.	1.0
11/13/97	J.L.	2.0
11/13/97	J.L.	3.0
11/13/97	J.L.	4.0
11/13/97	J.L.	5.0

DATE	BY	REVISION
11/13/97	J.L.	1.0
11/13/97	J.L.	2.0
11/13/97	J.L.	3.0
11/13/97	J.L.	4.0
11/13/97	J.L.	5.0

**CURVE DATA**  
 P.I. 222+01.85 "R"  
 $\Delta = 0312'33"$  RT.  
 $D = 00'29'56"$   
 $T = 321.73'$   
 $R = 11485.34'$   
 $L = 643.30'$   
 $E = 4.505'$   
 $SE = R.C.$   
 $N = 22,314.7647'$   
 $E = 26,465.5237'$



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	"R"	19	242	



DRS. 29.5 AC C=0.4  
14.0 SFT. OPENING REQ'D.

\*\* TO BE CONSTRUCTED AND INCLUDED IN  
BRIDGE PROJECT BRP-042-7( )

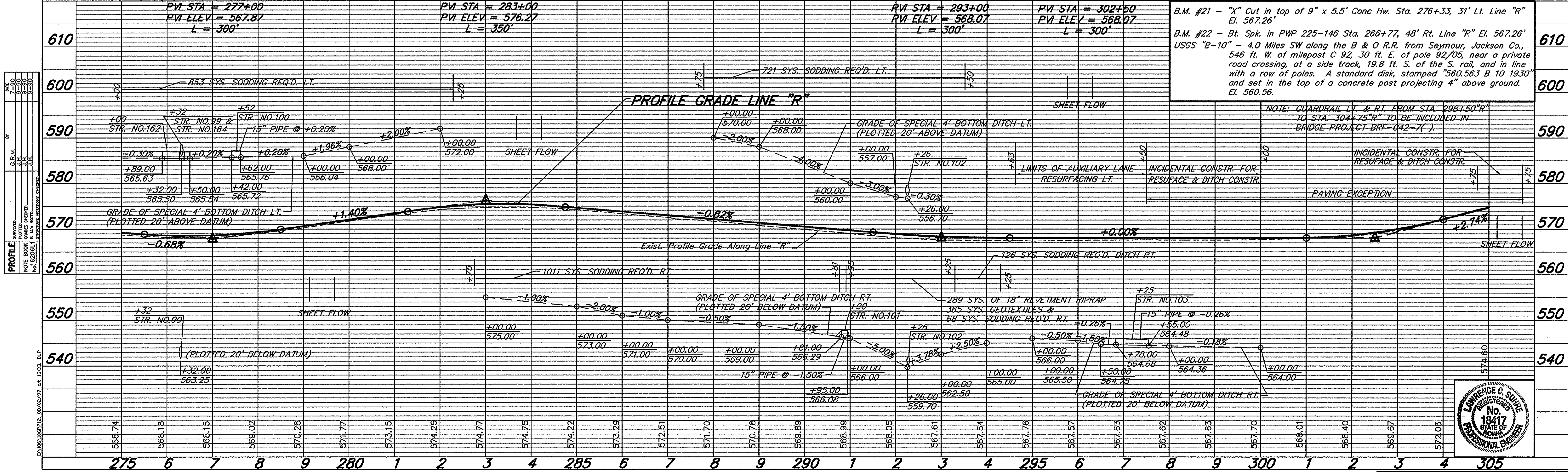
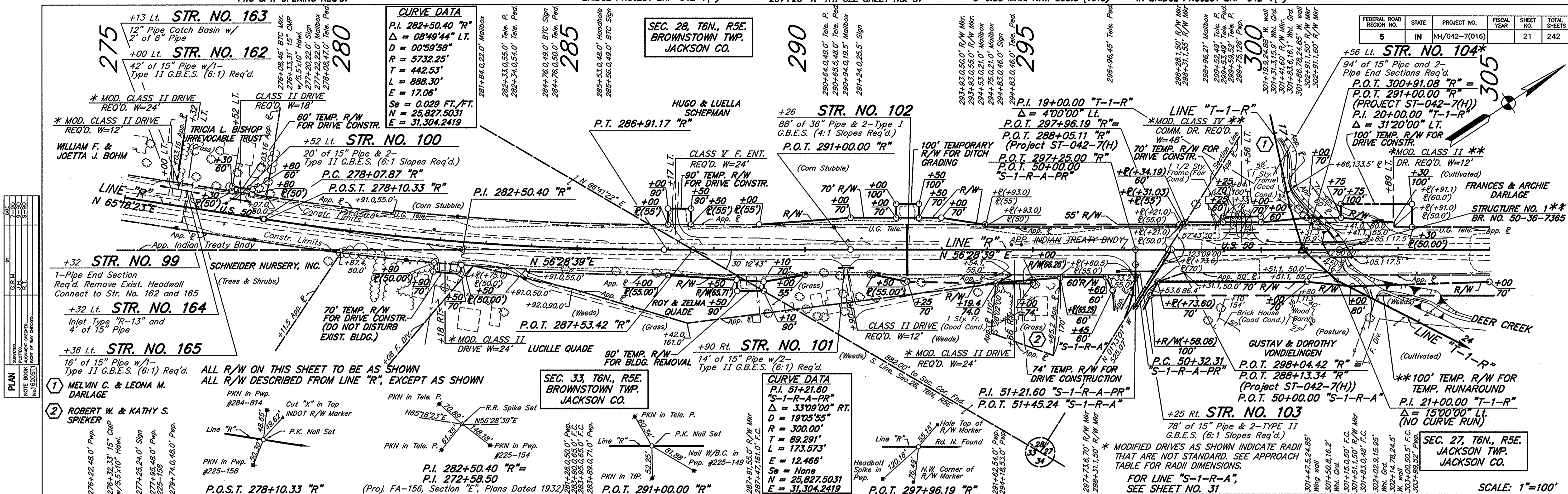
PUBLIC ROAD APPROACH TYPE "C" REQ'D.  
297+25 "R" RT. SEE SHEET NO. 31

DEER CREEK: DRS. 2.4 SQ. MILES  
C=0.35 MAX. H.W. 563.3 (1913)

STRUCTURES 104, 105 & 106 TO BE INCLUDED  
IN BRIDGE PROJECT BRP-042-7( )

REVISIONS 7-30-97: NOTE FOR MODIFIED  
DRIVES AND APPROACHES.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)		21	242

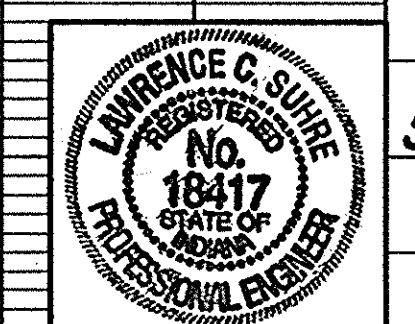
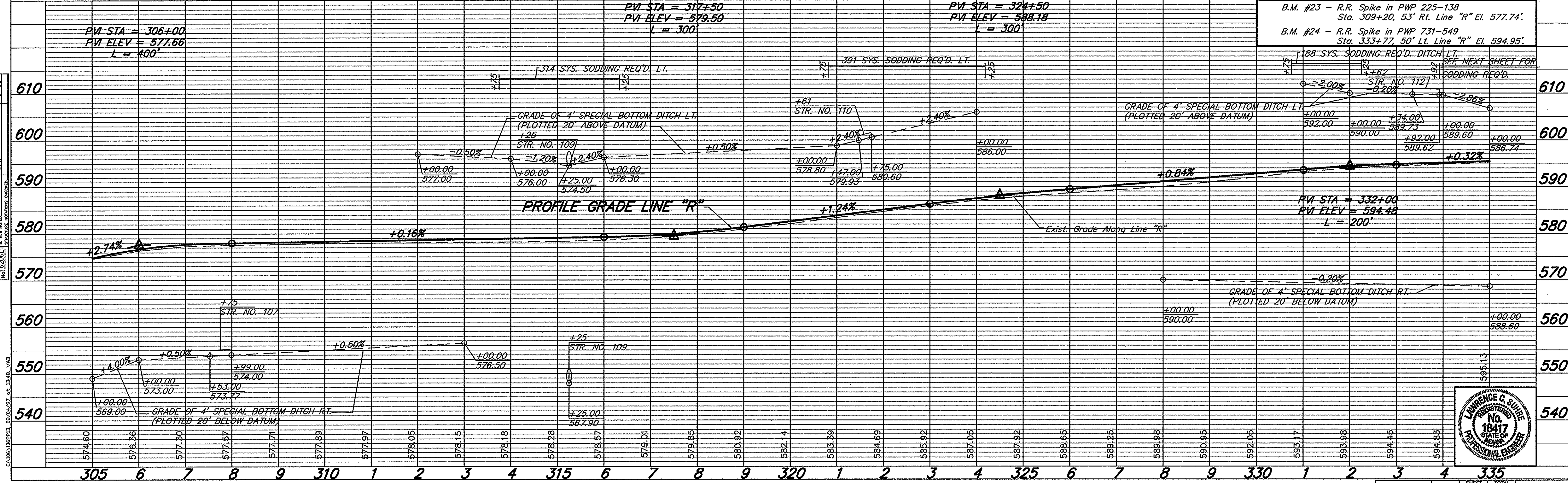
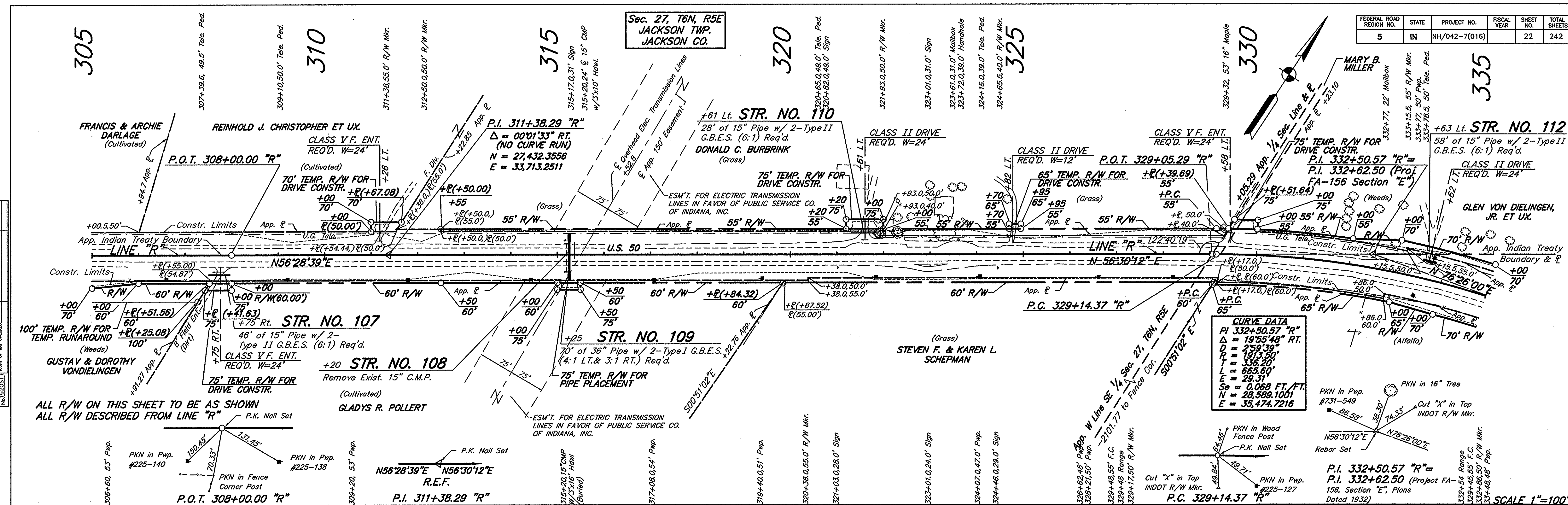


PLAN	DATE	BY	CHK'D BY	NO. OF SHEETS	TOTAL SHEETS
1	10/1/97	J.C.M.	J.C.M.	21	242
2	10/1/97	J.C.M.	J.C.M.	21	242
3	10/1/97	J.C.M.	J.C.M.	21	242
4	10/1/97	J.C.M.	J.C.M.	21	242
5	10/1/97	J.C.M.	J.C.M.	21	242
6	10/1/97	J.C.M.	J.C.M.	21	242
7	10/1/97	J.C.M.	J.C.M.	21	242
8	10/1/97	J.C.M.	J.C.M.	21	242
9	10/1/97	J.C.M.	J.C.M.	21	242
10	10/1/97	J.C.M.	J.C.M.	21	242
11	10/1/97	J.C.M.	J.C.M.	21	242
12	10/1/97	J.C.M.	J.C.M.	21	242
13	10/1/97	J.C.M.	J.C.M.	21	242
14	10/1/97	J.C.M.	J.C.M.	21	242
15	10/1/97	J.C.M.	J.C.M.	21	242
16	10/1/97	J.C.M.	J.C.M.	21	242
17	10/1/97	J.C.M.	J.C.M.	21	242
18	10/1/97	J.C.M.	J.C.M.	21	242
19	10/1/97	J.C.M.	J.C.M.	21	242
20	10/1/97	J.C.M.	J.C.M.	21	242
21	10/1/97	J.C.M.	J.C.M.	21	242
22	10/1/97	J.C.M.	J.C.M.	21	242
23	10/1/97	J.C.M.	J.C.M.	21	242
24	10/1/97	J.C.M.	J.C.M.	21	242
25	10/1/97	J.C.M.	J.C.M.	21	242
26	10/1/97	J.C.M.	J.C.M.	21	242
27	10/1/97	J.C.M.	J.C.M.	21	242
28	10/1/97	J.C.M.	J.C.M.	21	242
29	10/1/97	J.C.M.	J.C.M.	21	242
30	10/1/97	J.C.M.	J.C.M.	21	242
31	10/1/97	J.C.M.	J.C.M.	21	242
32	10/1/97	J.C.M.	J.C.M.	21	242
33	10/1/97	J.C.M.	J.C.M.	21	242
34	10/1/97	J.C.M.	J.C.M.	21	242
35	10/1/97	J.C.M.	J.C.M.	21	242
36	10/1/97	J.C.M.	J.C.M.	21	242
37	10/1/97	J.C.M.	J.C.M.	21	242
38	10/1/97	J.C.M.	J.C.M.	21	242
39	10/1/97	J.C.M.	J.C.M.	21	242
40	10/1/97	J.C.M.	J.C.M.	21	242
41	10/1/97	J.C.M.	J.C.M.	21	242
42	10/1/97	J.C.M.	J.C.M.	21	242
43	10/1/97	J.C.M.	J.C.M.	21	242
44	10/1/97	J.C.M.	J.C.M.	21	242
45	10/1/97	J.C.M.	J.C.M.	21	242
46	10/1/97	J.C.M.	J.C.M.	21	242
47	10/1/97	J.C.M.	J.C.M.	21	242
48	10/1/97	J.C.M.	J.C.M.	21	242
49	10/1/97	J.C.M.	J.C.M.	21	242
50	10/1/97	J.C.M.	J.C.M.	21	242
51	10/1/97	J.C.M.	J.C.M.	21	242
52	10/1/97	J.C.M.	J.C.M.	21	242
53	10/1/97	J.C.M.	J.C.M.	21	242
54	10/1/97	J.C.M.	J.C.M.	21	242
55	10/1/97	J.C.M.	J.C.M.	21	242
56	10/1/97	J.C.M.	J.C.M.	21	242
57	10/1/97	J.C.M.	J.C.M.	21	242
58	10/1/97	J.C.M.	J.C.M.	21	242
59	10/1/97	J.C.M.	J.C.M.	21	242
60	10/1/97	J.C.M.	J.C.M.	21	242
61	10/1/97	J.C.M.	J.C.M.	21	242
62	10/1/97	J.C.M.	J.C.M.	21	242
63	10/1/97	J.C.M.	J.C.M.	21	242
64	10/1/97	J.C.M.	J.C.M.	21	242
65	10/1/97	J.C.M.	J.C.M.	21	242
66	10/1/97	J.C.M.	J.C.M.	21	242
67	10/1/97	J.C.M.	J.C.M.	21	242
68	10/1/97	J.C.M.	J.C.M.	21	242
69	10/1/97	J.C.M.	J.C.M.	21	242
70	10/1/97	J.C.M.	J.C.M.	21	242
71	10/1/97	J.C.M.	J.C.M.	21	242
72	10/1/97	J.C.M.	J.C.M.	21	242
73	10/1/97	J.C.M.	J.C.M.	21	242
74	10/1/97	J.C.M.	J.C.M.	21	242
75	10/1/97	J.C.M.	J.C.M.	21	242
76	10/1/97	J.C.M.	J.C.M.	21	242
77	10/1/97	J.C.M.	J.C.M.	21	242
78	10/1/97	J.C.M.	J.C.M.	21	242
79	10/1/97	J.C.M.	J.C.M.	21	242
80	10/1/97	J.C.M.	J.C.M.	21	242
81	10/1/97	J.C.M.	J.C.M.	21	242
82	10/1/97	J.C.M.	J.C.M.	21	242
83	10/1/97	J.C.M.	J.C.M.	21	242
84	10/1/97	J.C.M.	J.C.M.	21	242
85	10/1/97	J.C.M.	J.C.M.	21	242
86	10/1/97	J.C.M.	J.C.M.	21	242
87	10/1/97	J.C.M.	J.C.M.	21	242
88	10/1/97	J.C.M.	J.C.M.	21	242
89	10/1/97	J.C.M.	J.C.M.	21	242
90	10/1/97	J.C.M.	J.C.M.	21	242
91	10/1/97	J.C.M.	J.C.M.	21	242
92	10/1/97	J.C.M.	J.C.M.	21	242
93	10/1/97	J.C.M.	J.C.M.	21	242
94	10/1/97	J.C.M.	J.C.M.	21	242
95	10/1/97	J.C.M.	J.C.M.	21	242
96	10/1/97	J.C.M.	J.C.M.	21	242
97	10/1/97	J.C.M.	J.C.M.	21	242
98	10/1/97	J.C.M.	J.C.M.	21	242
99	10/1/97	J.C.M.	J.C.M.	21	242
100	10/1/97	J.C.M.	J.C.M.	21	242
101	10/1/97	J.C.M.	J.C.M.	21	242
102	10/1/97	J.C.M.	J.C.M.	21	242
103	10/1/97	J.C.M.	J.C.M.	21	242
104	10/1/97	J.C.M.	J.C.M.	21	242
105	10/1/97	J.C.M.	J.C.M.	21	242
106	10/1/97	J.C.M.	J.C.M.	21	242
107	10/1/97	J.C.M.	J.C.M.	21	242
108	10/1/97	J.C.M.	J.C.M.	21	242
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113	10/1/97	J.C.M.	J.C.M.	21	242
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115	10/1/97	J.C.M.	J.C.M.	21	242
116	10/1/97	J.C.M.	J.C.M.	21	242
117	10/1/97	J.C.M.	J.C.M.	21	242
118	10/1/97	J.C.M.	J.C.M.	21	242
119	10/1/97	J.C.M.	J.C.M.	21	242
120	10/1/97	J.C.M.	J.C.M.	21	242
121	10/1/97	J.C.M.	J.C.M.	21	242
122	10/1/97	J.C.M.	J.C.M.	21	242
123	10/1/97	J.C.M.	J.C.M.	21	242
124	10/1/97	J.C.M.	J.C.M.	21	242
125	10/1/97	J.C.M.	J.C.M.	21	242
126	10/1/97	J.C.M.	J.C.M.	21	242
127	10/1/97	J.C.M.	J.C.M.	21	242
128	10/1/97	J.C.M.	J.C.M.	21	242
129	10/1/97	J.C.M.	J.C.M.	21	242
130	10/1/97	J.C.M.	J.C.M.	21	242
131	10/1/97	J.C.M.	J.C.M.	21	242
132	10/1/97	J.C.M.	J.C.M.	21	242
133	10/1/97	J.C.M.	J.C.M.	21	242
134	10/1/97	J.C.M.	J.C.M.	21	242
135	10/1/97	J.C.M.	J.C.M.	21	242
136	10/1/97	J.C.M.	J.C.M.	21	242
137	10/1/97	J.C.M.	J.C.M.	21	242
138	10/1/97	J.C.M.	J.C.M.	21	242
139	10/1/97	J.C.M.	J.C.M.	21	242
140	10/1/97	J.C.M.	J.C.M.	21	242
141	10/1/97	J.C.M.	J.C.M.	21	242
142	10/1/97	J.C.M.	J.C.M.	21	242
143	10/1/97	J.C.M.	J.C.M.	21	242
144	10/1/97	J.C.M.	J.C.M.	21	242
145	10/1/97	J.C.M.	J.C.M.	21	242
146	10/1/97	J.C.M.	J.C.M.	21	242
147	10/1/97	J.C.M.	J.C.M.	21	242
148	10/1/97	J.C.M.	J.C.M.	21	242
149	10/1/97	J.C.M.	J.C.M.	21	242
150	10/1/97	J.C.M.	J.C.M.	21	242
151	10/1/97	J.C.M.	J.C.M.	21	242
152	10/1/97	J.C.M.	J.C.M.	21	242
153	10/1/97	J.C.M.	J.C.M.	21	242
154	10/1/97	J.C.M.	J.C.M.	21	242
155	10/1/97	J.C.M.	J.C.M.	21	242
156	10/1/97	J.C.M.	J.C.M.	21	242
157	10/1/97	J.C.M.	J.C.M.	21	242
158	10/1/97	J.C.M.	J.C.M.	21	242
159	10/1/97	J.C.M.	J.C.M.	21	242
160	10/1/97	J.C.M.	J.C.M.	21	242
161	10/1/97	J.C.M.	J.C.M.	21	242
162	10/1/97	J.C.M.	J.C.M.	21	242
163	10/1/97	J.C.M.	J.C.M.	21	242
164	10/1/97	J.C.M.	J.C.M.	21	242
165	10/1/97	J.C.M.	J.C.M.	21	242
166	10/1/97	J.C.M.	J.C.M.	21	242
167	10/1/97	J.C.M.	J.C.M.	21	242
168	10/1/97	J.C.M.	J.C.M.	21	242
169	10/1/97	J.C.M.	J.C.M.	21	242
170	10/1/97	J.C.M.	J.C.M.	21	242
171	10/1/97	J.C.M.	J.C.M.	21	242
172	10/1/97	J.C.M.	J.C.M.	21	242
173	10/1/97	J.C.M.</			

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)		22	242

DATE	BY	REVISION
7/30/97	J.S.	1.00
7/30/97	J.S.	1.01
7/30/97	J.S.	1.02
7/30/97	J.S.	1.03
7/30/97	J.S.	1.04
7/30/97	J.S.	1.05
7/30/97	J.S.	1.06
7/30/97	J.S.	1.07
7/30/97	J.S.	1.08
7/30/97	J.S.	1.09
7/30/97	J.S.	1.10
7/30/97	J.S.	1.11
7/30/97	J.S.	1.12
7/30/97	J.S.	1.13
7/30/97	J.S.	1.14
7/30/97	J.S.	1.15
7/30/97	J.S.	1.16
7/30/97	J.S.	1.17
7/30/97	J.S.	1.18
7/30/97	J.S.	1.19
7/30/97	J.S.	1.20

DATE	BY	REVISION
7/30/97	J.S.	1.00
7/30/97	J.S.	1.01
7/30/97	J.S.	1.02
7/30/97	J.S.	1.03
7/30/97	J.S.	1.04
7/30/97	J.S.	1.05
7/30/97	J.S.	1.06
7/30/97	J.S.	1.07
7/30/97	J.S.	1.08
7/30/97	J.S.	1.09
7/30/97	J.S.	1.10
7/30/97	J.S.	1.11
7/30/97	J.S.	1.12
7/30/97	J.S.	1.13
7/30/97	J.S.	1.14
7/30/97	J.S.	1.15
7/30/97	J.S.	1.16
7/30/97	J.S.	1.17
7/30/97	J.S.	1.18
7/30/97	J.S.	1.19
7/30/97	J.S.	1.20









FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	25	242

- Sec. 26, T6N, R5E JACKSON TWP. JACKSON CO.**
- R/W POINTS**
- 415+10.78, 60' RT. R=414+71.83
  - 415+86.49, 60' RT. R=415+47.53
  - 416+36.56, 60' RT. R=415+97.59
  - 417+23.49, 60' RT. R=416+84.53
  - 418+23.49, 60' RT. R=417+84.53
  - 419+23.49, 60' RT. R=418+84.53
  - 420+15.72, 60' RT. R=419+74.06

**CURVE DATA**

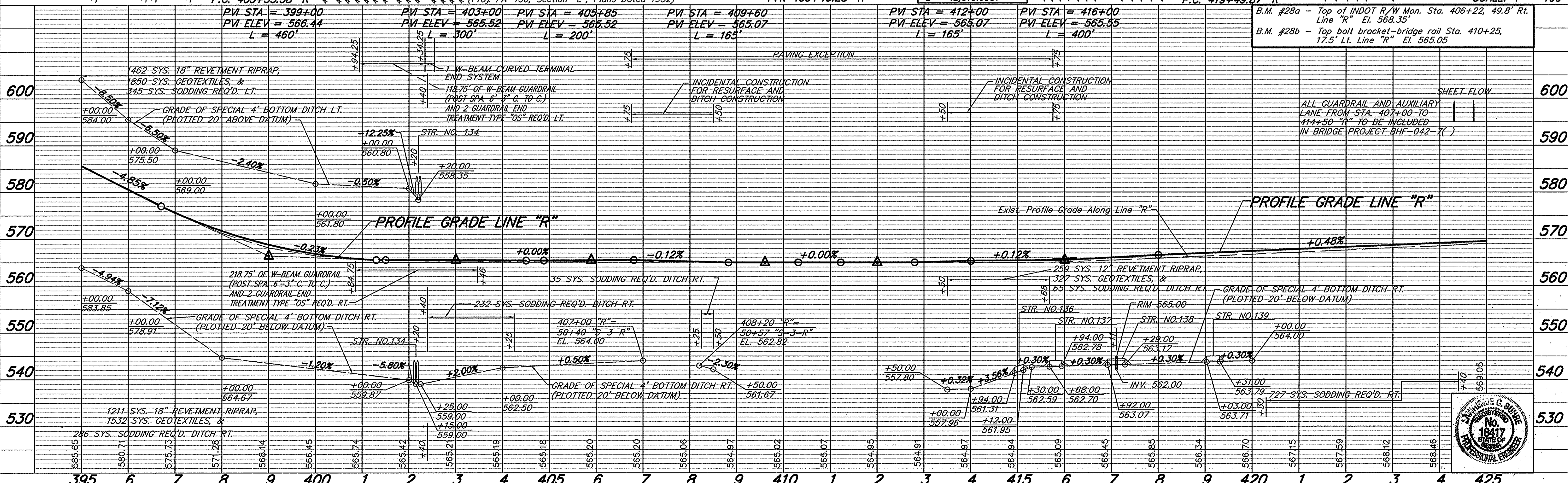
PI 406+43.04 "R"  
 $\Delta = 16^\circ 47' 57''$  LT.  
 $D = 02^\circ 45' 00''$   
 $R = 2083.56'$   
 $T = 307.66'$   
 $L = 610.90'$   
 $E = 22.59'$   
 $S_e = 0.0611'$   
 $N = 32,057.5550$   
 $E = 41,864.7457$

**CURVE DATA**

PI 51+06.98 "S-3-R"  
 $\Delta = 60^\circ 18' 01''$  LT.  
 $D = 57^\circ 17' 45''$   
 $R = 100.00'$   
 $T = 58.08'$   
 $L = 105.24'$   
 $E = 15.64'$   
 $S_e = \text{NONE}$   
 $N = 32,109.3322$   
 $E = 42,013.6957$

**CURVE DATA**

PI 424+47.94 "R"  
 $\Delta = 29^\circ 15' 17''$  RT.  
 $D = 03^\circ 00' 08''$   
 $R = 1908.38'$   
 $T = 498.07'$   
 $L = 974.40'$   
 $E = 63.93'$   
 $S_e = 0.068$  FT./FT.  
 $N = 33,594.0670$   
 $E = 42,820.1276$



**PLAN**

DATE: 11/15/97  
 DRAWN BY: J.L.H.  
 CHECKED BY: J.L.H.  
 SCALE: AS SHOWN  
 NOTE: BOOK NO. 18417  
 NOTE: SHEET NO. 25

**PROFILE**

DATE: 11/15/97  
 DRAWN BY: J.L.H.  
 CHECKED BY: J.L.H.  
 SCALE: AS SHOWN  
 NOTE: BOOK NO. 18417  
 NOTE: SHEET NO. 25



Drs. 7 Ac. C=0.5  
6.0 Sft. Opening Req'd Rt.

MOD. PUBLIC ROAD APPROACH REQ'D. TYPE "C"  
STA. 426+26 "R" RT. SEE SHEET NO. 45

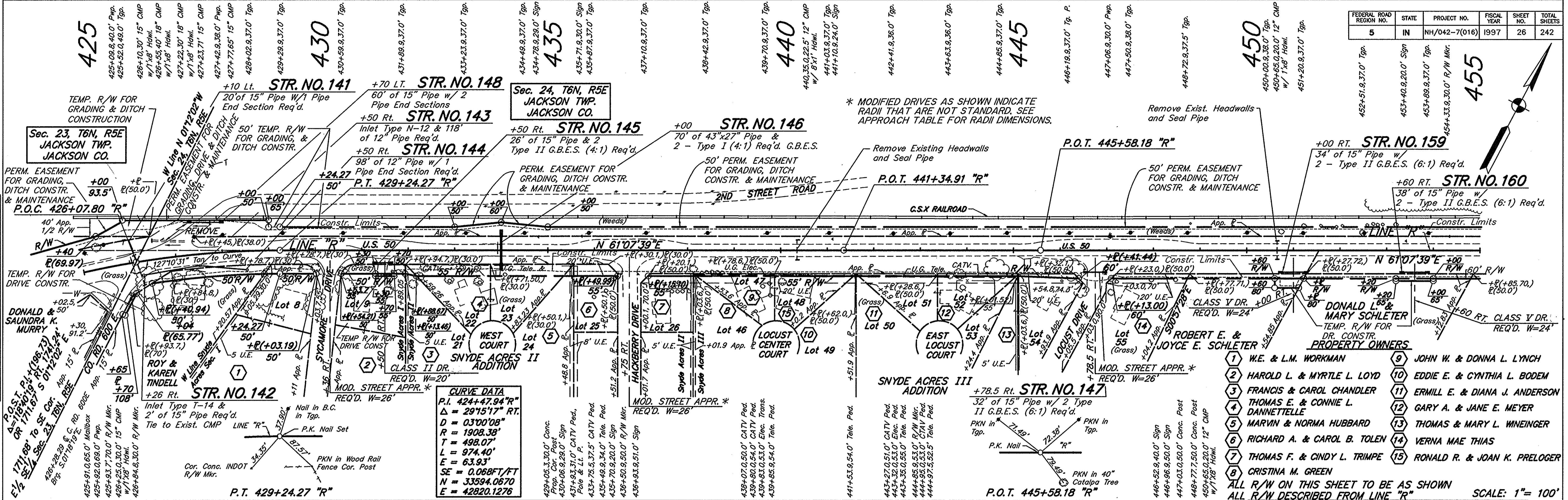
MOD. PUBLIC ROAD APPROACH REQ'D. TYPE "C"  
STA. 427+67 "R" LT. SEE SHEET NO. 45

Drs. 4.4 Ac. C=0.5  
4.0 Sft. Opening Req'd Rt.

Drs. 10.0 AC. C=10.5  
5.9 Sft. Opening Req'd Rt.

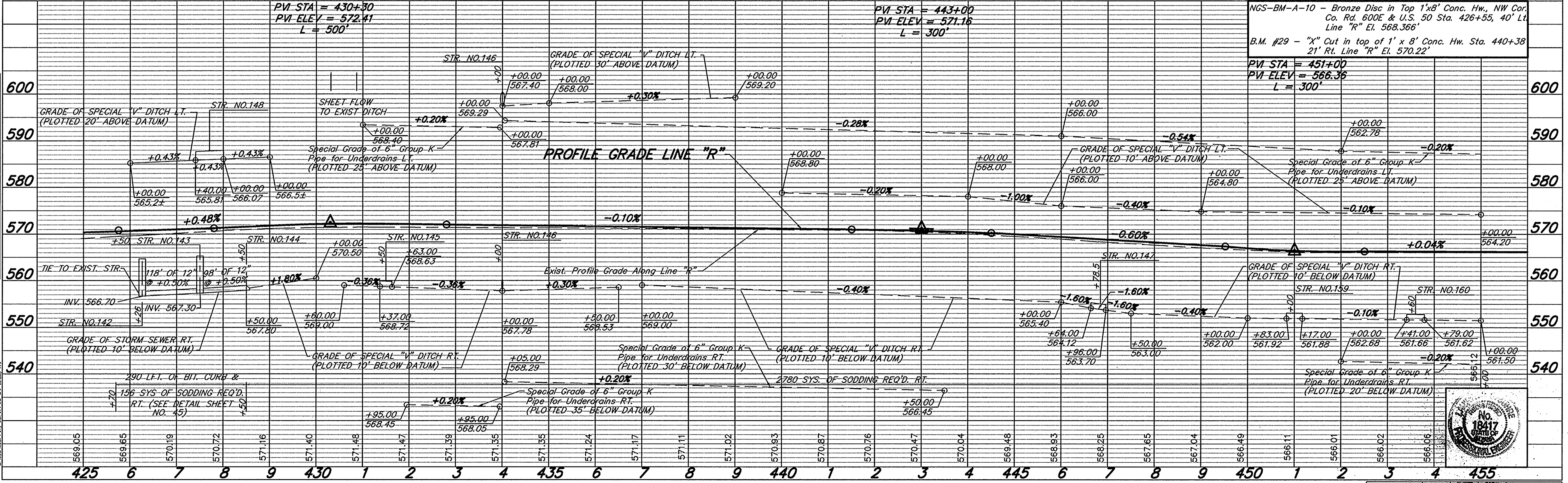
REVISIONS 7-30-97: NOTE FOR MODIFIED  
DRIVES AND APPROACHES.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	26	242



**CURVE DATA**

P.I. 424+47.94 "R"  
 $\Delta = 29'15"17"$  RT.  
 $D = 0'30"08"$   
 $R = 1908.38'$   
 $L = 498.07'$   
 $T = 974.40'$   
 $E = 63.93'$   
 $SE = 0.068\text{FT/FT}$   
 $N = 33594.0670$   
 $E = 42820.1276$

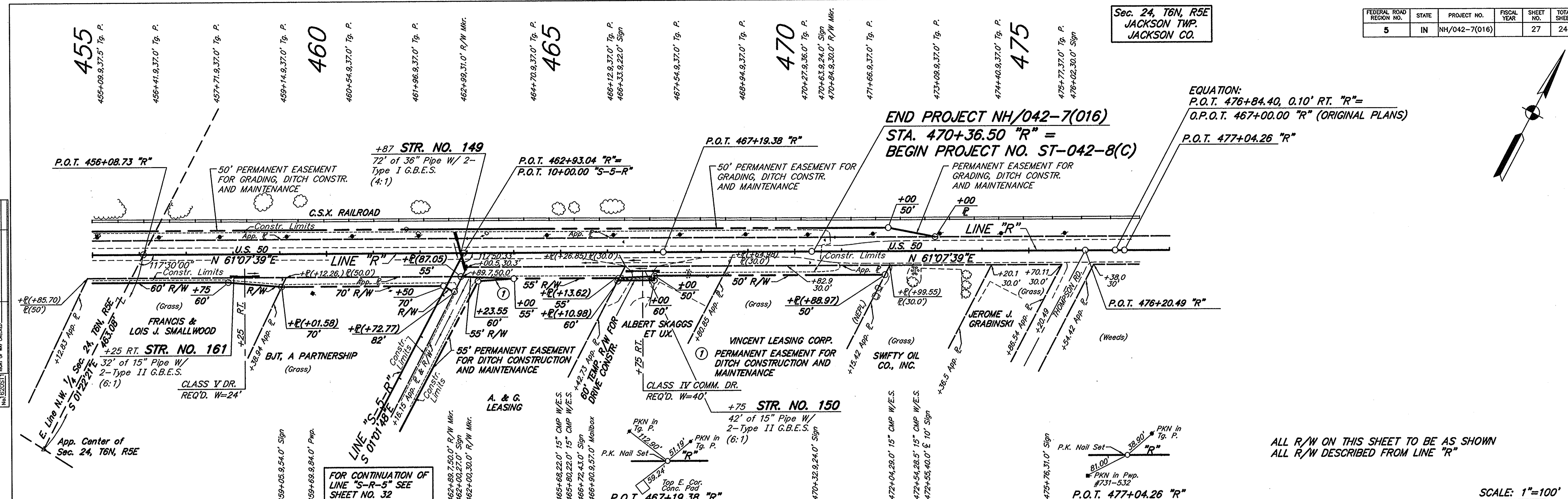


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)		27	242

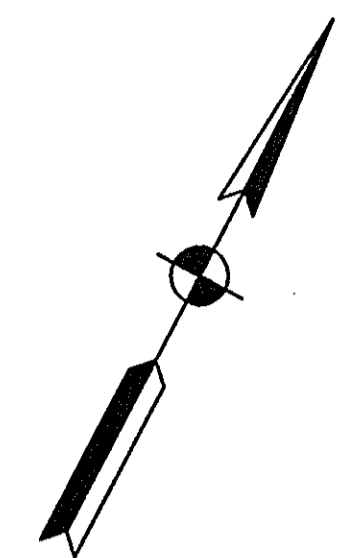
Sec. 24, T6N, R5E  
JACKSON TWP.  
JACKSON CO.

PLAN	DATE	BY	CHKD.
7-30-97	J.H.	J.H.	J.H.
8-30-97	J.H.	J.H.	J.H.
9-30-97	J.H.	J.H.	J.H.

PROFILE	DATE	BY	CHKD.
7-30-97	J.H.	J.H.	J.H.
8-30-97	J.H.	J.H.	J.H.
9-30-97	J.H.	J.H.	J.H.

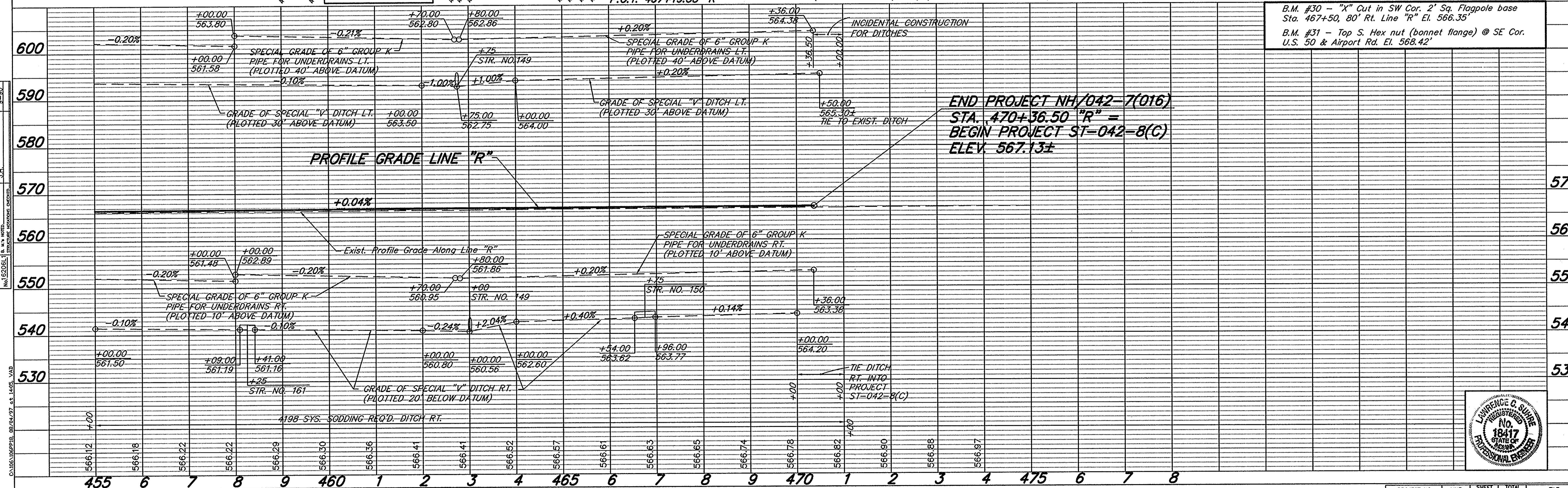


EQUATION:  
P.O.T. 476+84.40, 0.10' RT. "R"=  
O.P.O.T. 467+00.00 "R" (ORIGINAL PLANS)  
P.O.T. 477+04.26 "R"

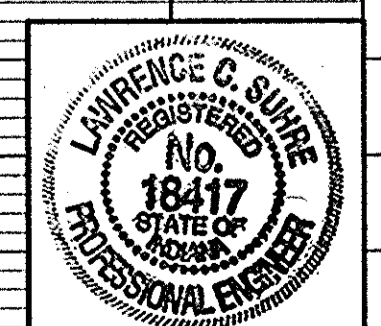


ALL R/W ON THIS SHEET TO BE AS SHOWN  
ALL R/W DESCRIBED FROM LINE "R"

SCALE: 1"=100'



B.M. #30 - "X" Cut in SW Cor. 2' Sq. Flagpole base  
Sta. 467+50, 80' Rt. Line "R" El. 566.35'  
B.M. #31 - Top S. Hex nut (bonnet flange) @ SE Cor.  
U.S. 50 & Airport Rd. El. 568.42'



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	"R"	27	242	

R-23259

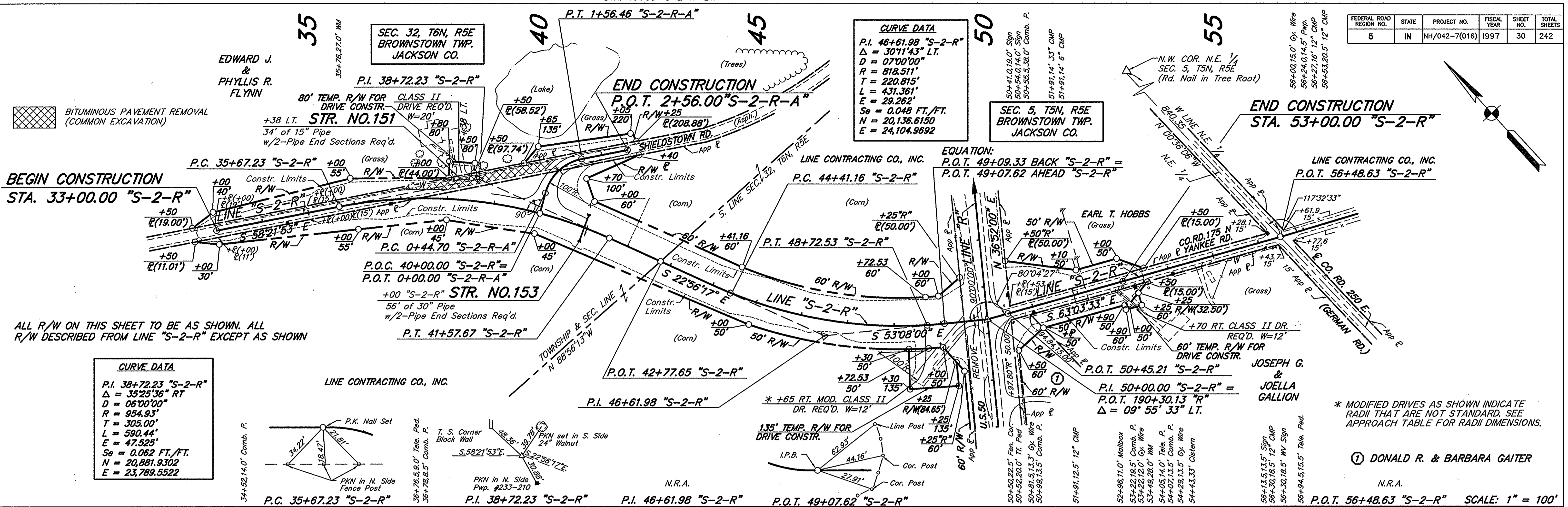




MOD. PUBLIC ROAD APPROACH TYPE "B" REQ'D.  $\alpha=90^\circ$ \*  
 STA. 40+00 "S-2-R" LT.

REVISIONS 7-30-97: NOTE FOR MODIFIED  
 DRIVES AND APPROACHES.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	30	242



**BEGIN CONSTRUCTION**  
 STA. 33+00.00 "S-2-R"

**END CONSTRUCTION**  
 STA. 53+00.00 "S-2-R"

**END CONSTRUCTION**  
 STA. 56+48.63 "S-2-R"

ALL R/W ON THIS SHEET TO BE AS SHOWN. ALL R/W DESCRIBED FROM LINE "S-2-R" EXCEPT AS SHOWN

**CURVE DATA**

P.I. 38+72.23 "S-2-R"  
 $\Delta = 35'25.36"$  RT  
 $D = 06'00.00"$   
 $R = 954.93'$   
 $T = 305.00'$   
 $L = 590.44'$   
 $E = 47.525'$   
 $S_e = 0.062$  FT./FT.  
 $N = 20,881.9302$   
 $E = 23,789.5522$

LINE CONTRACTING CO., INC.

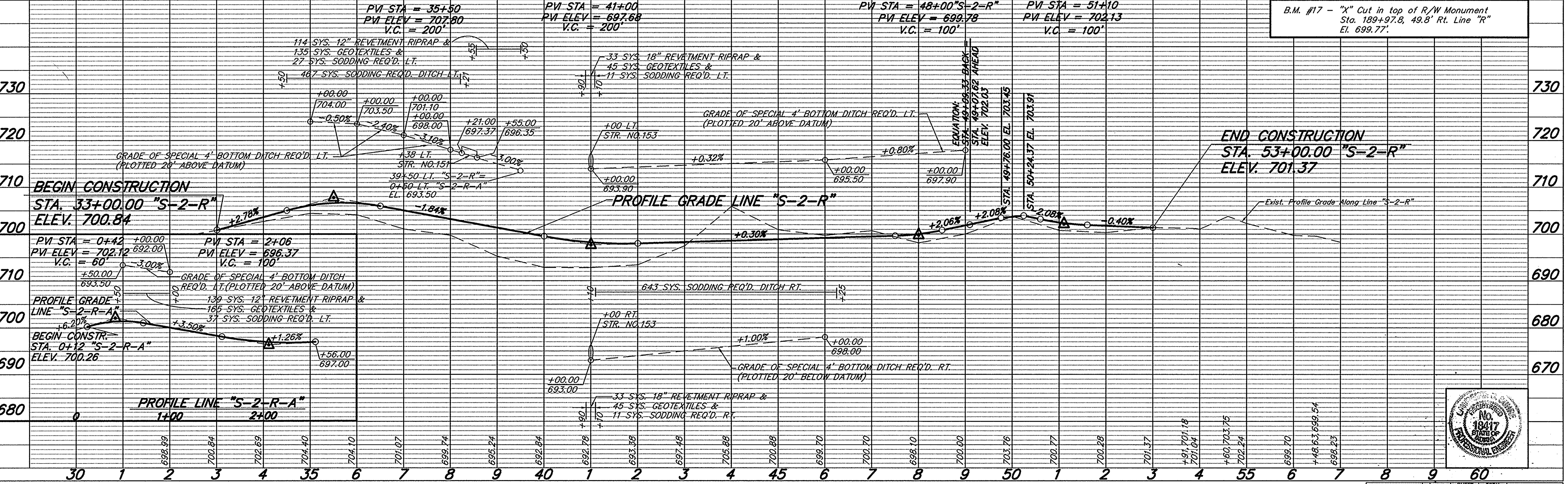
JOSEPH G. & JOELLA GALLION

\* MODIFIED DRIVES AS SHOWN INDICATE RADII THAT ARE NOT STANDARD. SEE APPROACH TABLE FOR RADII DIMENSIONS.

① DONALD R. & BARBARA GAITER

N.R.A.

P.O.T. 56+48.63 "S-2-R" SCALE: 1" = 100'



B.M. #17 - "X" Cut in top of R/W Monument  
 Sta. 189+97.8, 49.8' Rt. Line "R"  
 El. 699.77'

**END CONSTRUCTION**  
 STA. 53+00.00 "S-2-R"  
 ELEV. 701.37



**PLAN**

DATE: 7-30-97  
 DRAWN BY: J.L.J.  
 CHECKED BY: J.L.J.  
 IN CHARGE: J.L.J.  
 NOTE BOOK NO. 620511  
 SHEET NO. 30 OF 30

**PROFILE**

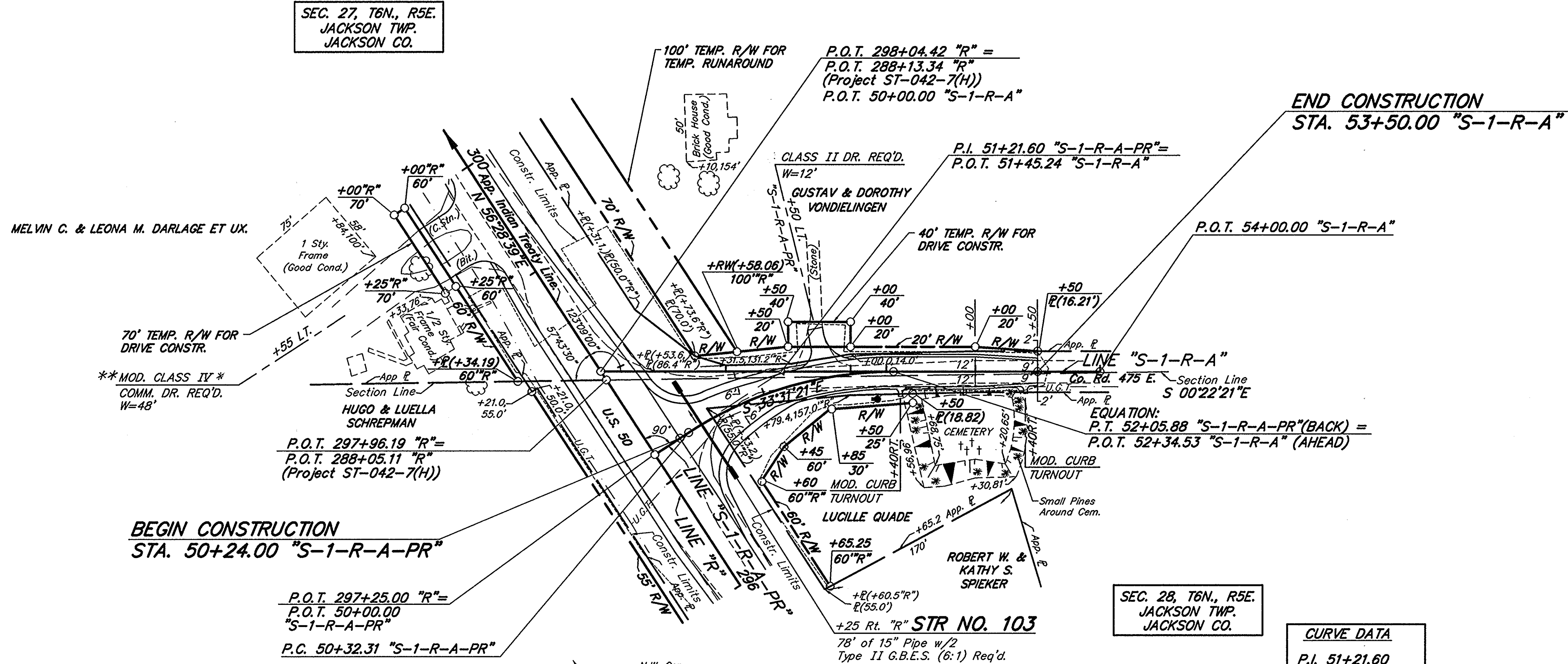
DATE: 7-30-97  
 DRAWN BY: J.L.J.  
 CHECKED BY: J.L.J.  
 IN CHARGE: J.L.J.  
 NOTE BOOK NO. 620511  
 SHEET NO. 30 OF 30

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	S-2-R	30	242	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	31	242

DATE	BY	REVISION
12/15/95	J.H.	1.0
12/15/95	J.H.	2.0
12/15/95	J.H.	3.0
12/15/95	J.H.	4.0
12/15/95	J.H.	5.0

DATE	BY	REVISION
12/15/95	J.H.	1.0
12/15/95	J.H.	2.0
12/15/95	J.H.	3.0
12/15/95	J.H.	4.0
12/15/95	J.H.	5.0



**BEGIN CONSTRUCTION**  
 STA. 50+24.00 "S-1-R-A-PR"

**END CONSTRUCTION**  
 STA. 53+50.00 "S-1-R-A"

P.O.T. 297+25.00 "R" =  
 P.O.T. 50+00.00 "S-1-R-A-PR"  
 P.C. 50+32.31 "S-1-R-A-PR"

SEC. 28, T6N., R5E.  
 JACKSON TWP.  
 JACKSON CO.

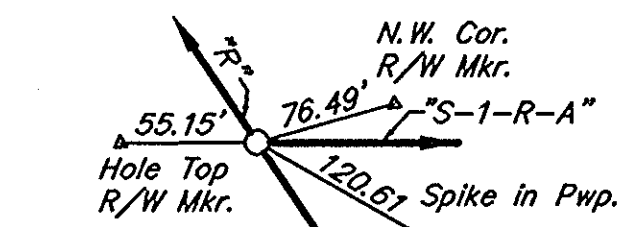
**CURVE DATA**

P.I. 51+21.60
"S-1-R-A-PR"
$\Delta = 33^\circ 09' 00''$ Rt.
$D = 19' 05' 55''$
$R = 300.00'$
$T = 89.291'$
$L = 173.573'$
$E = 12.466'$
$SE = \text{None}$

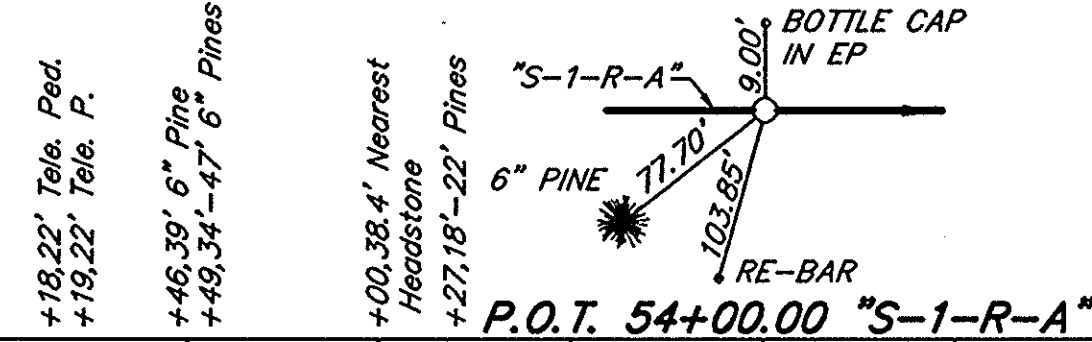
\* MODIFIED DRIVES AS SHOWN INDICATE  
 RADII THAT ARE NOT STANDARD. SEE  
 APPROACH TABLE FOR RADII DIMENSIONS.

\*\* DRIVE TO BE CONSTRUCTED IN BRIDGE PROJECT BR-042-7( )

ALL R/W ON THIS SHEET TO BE AS SHOWN  
 ALL R/W DESCRIBED FROM LINE "S-1-R-A"  
 EXCEPT AS SHOWN.

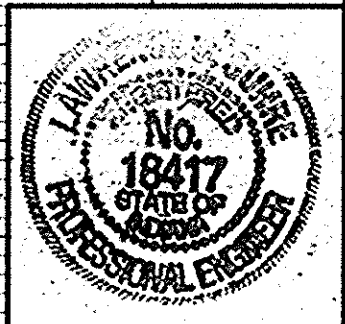
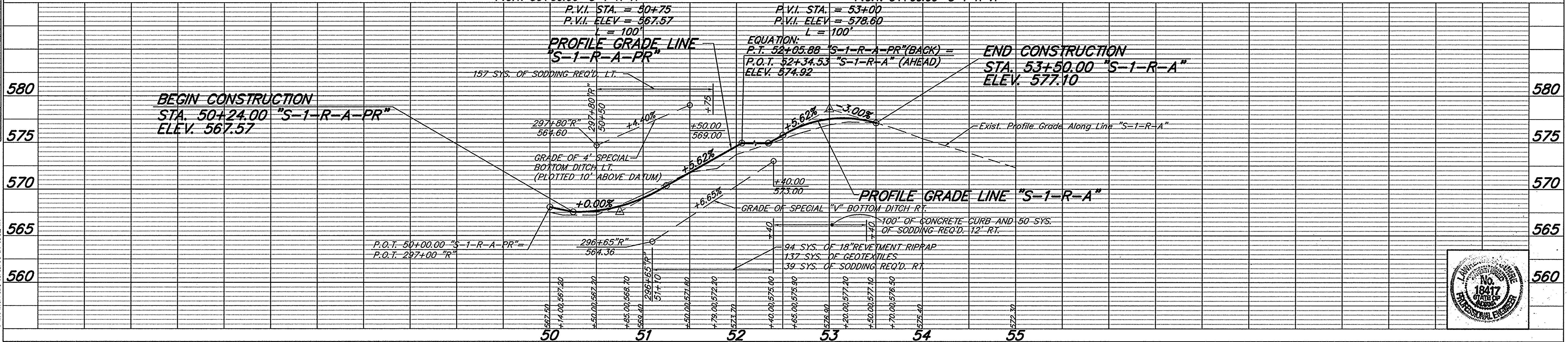


P.O.T. 298+04.42 "R" =  
 P.O.T. 288+13.34 "R"  
 (Project ST-042-7(H))  
 P.O.T. 50+00.00 "S-1-R-A"



P.O.T. 54+00.00 "S-1-R-A"

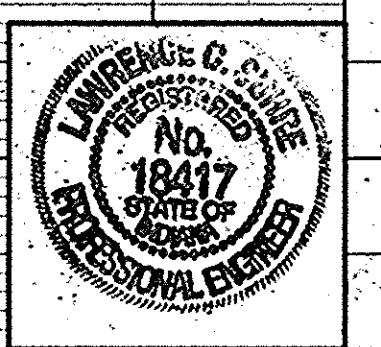
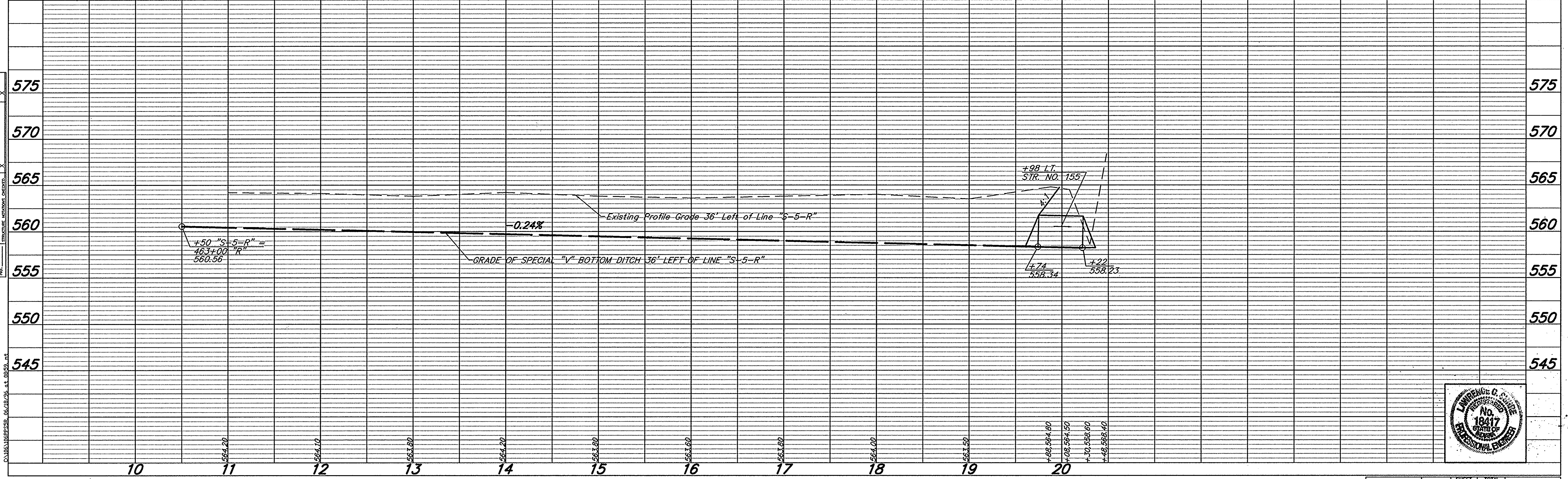
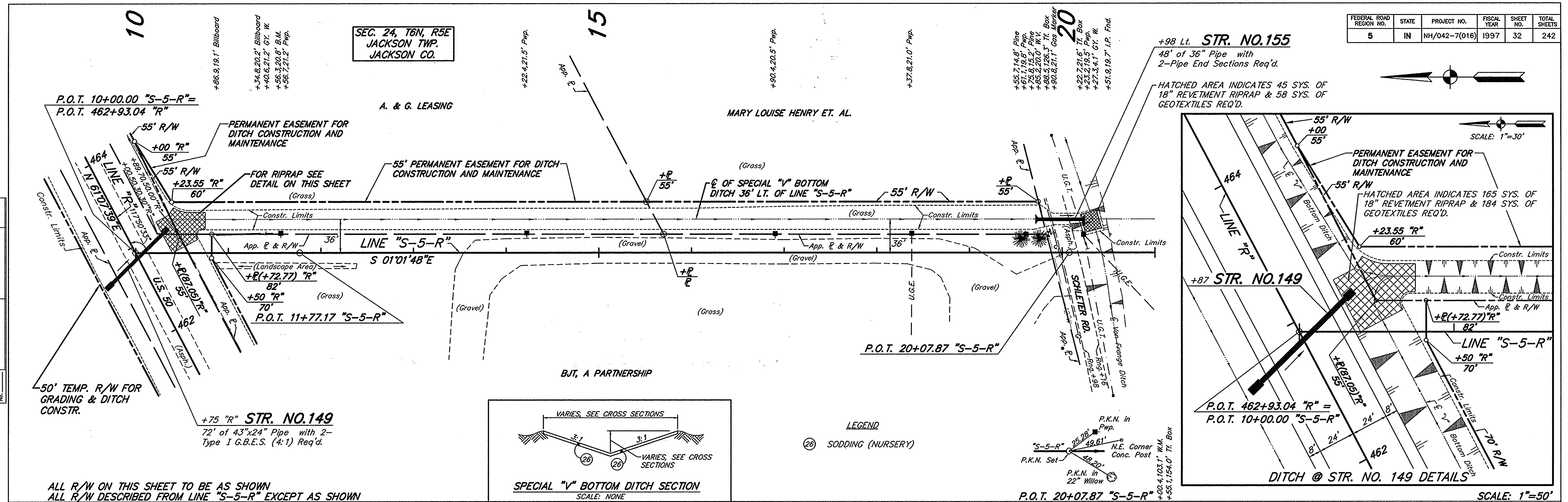
SCALE 1" = 50'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	32	242

DATE	
BY	
NO.	
PLAN	
NO.	
DATE	
BY	
NO.	
PROFILE	
NO.	
DATE	
BY	
NO.	

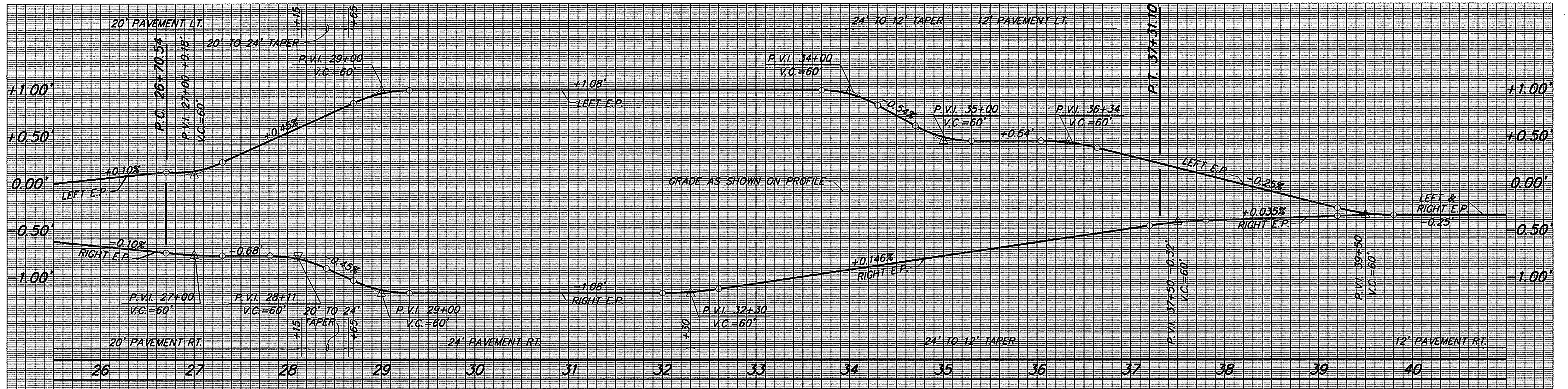
DATE	
BY	
NO.	
PROFILE	
NO.	
DATE	
BY	
NO.	



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH/042-7(016)	S-5-R	32	242	

R-23259





**LINE "R"**

$S_e = 0.045 \text{ FL/FL}$   
 $D' = 03^{\circ}00'00''$

SCALES: 1" = 50' HORIZ  
 1" = 0.5' VERT.



**LINE "R"**

$S_e = 0.068 \text{ FL/FL}$   
 $D' = 02^{\circ}59'55''$

SCALES: 1" = 50' HORIZ  
 1" = 0.25' VERT.

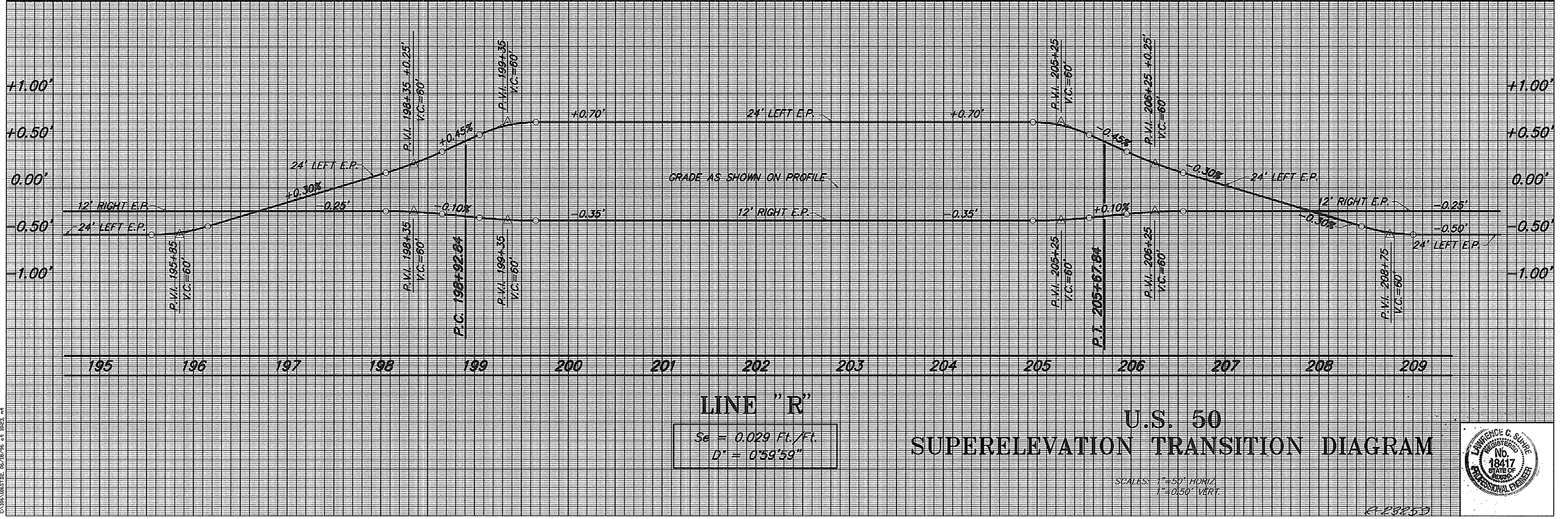
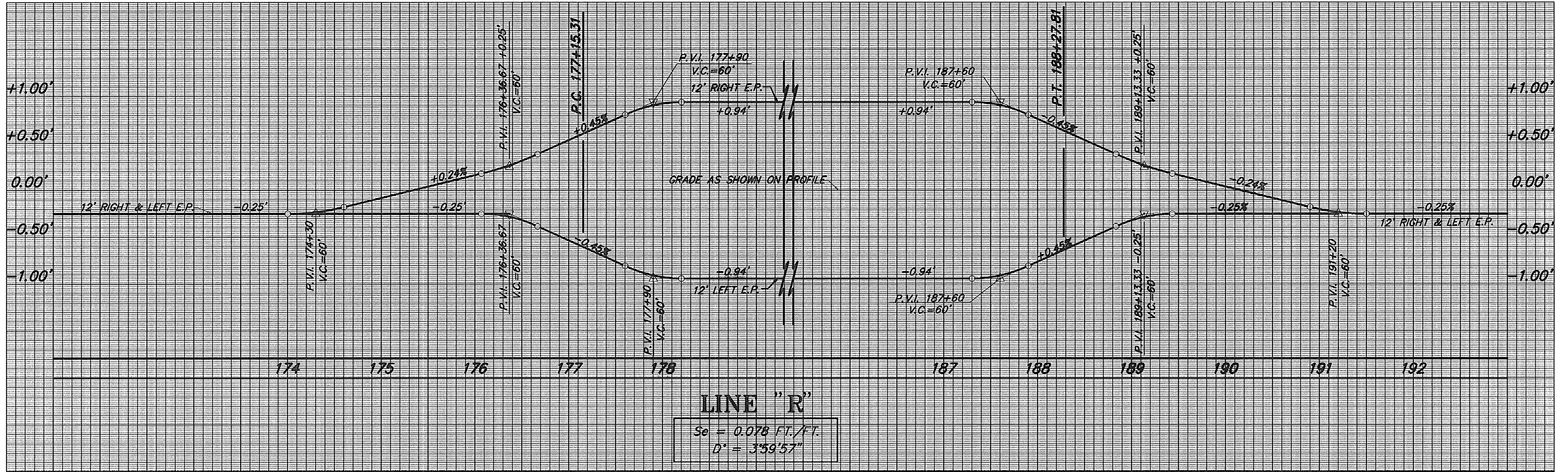
**U.S. 50  
 SUPERELEVATION TRANSITION DIAGRAM**



R-230200

C:\MSW\G821L 06/18/76 at 10:24 AM

LEVEL BOOK NO.		FILE	
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR
5	IN	NH/042-7(016)	1997
U.S. 50		SHEET NO.	TOTAL SHEETS
		33	242
			LINE "R"



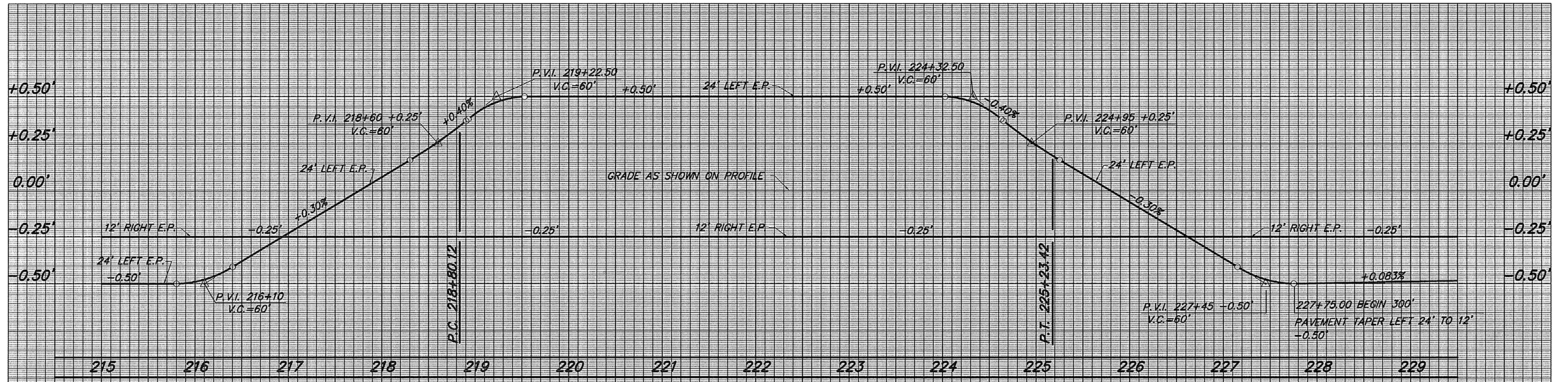
**U.S. 50  
SUPERELEVATION TRANSITION DIAGRAM**

SCALE: 1" = 50' HORIZ.  
1" = 0.50' VERT.



LEVEL BOOK NO.		FILE	
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR
5	NH	042-7(016)	1997
U.S. 50		SHEET NO.	TOTAL SHEETS
		34	242
			LINE "R"

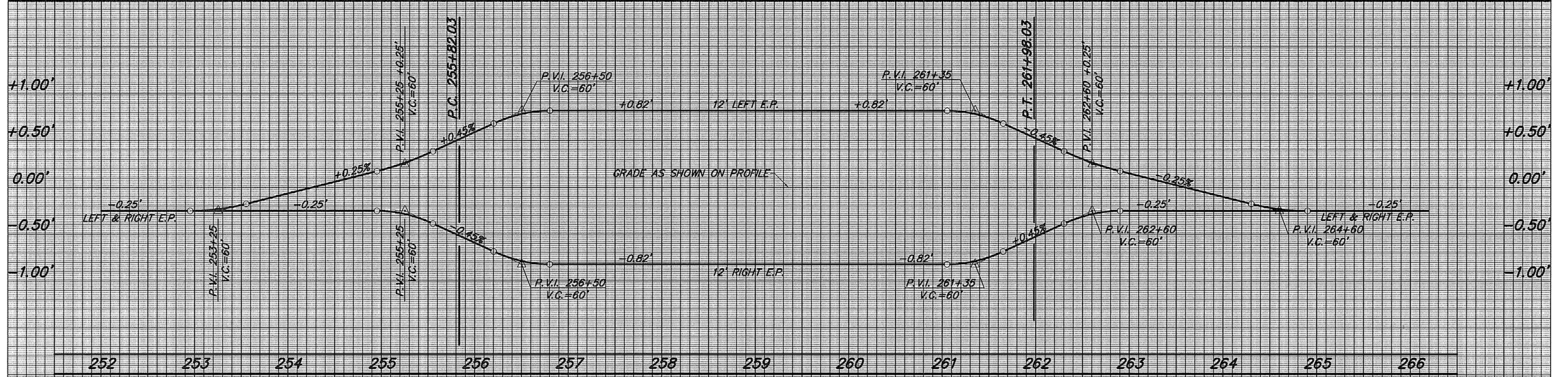
C:\MSW\065122\_06/18/96\_41\_1023.dwg



LINE "R"

$S_e = R.C.$   
 $D = 0^{\circ}29'56''$

SCALES: 1"=50' HORIZ.  
 1"=0.25' VERT.



LINE "R"

$S_e = 0.068 \text{ Ft./Ft.}$   
 $D = 3^{\circ}00'00''$

SCALES: 1"=50' HORIZ.  
 1"=0.50' VERT.

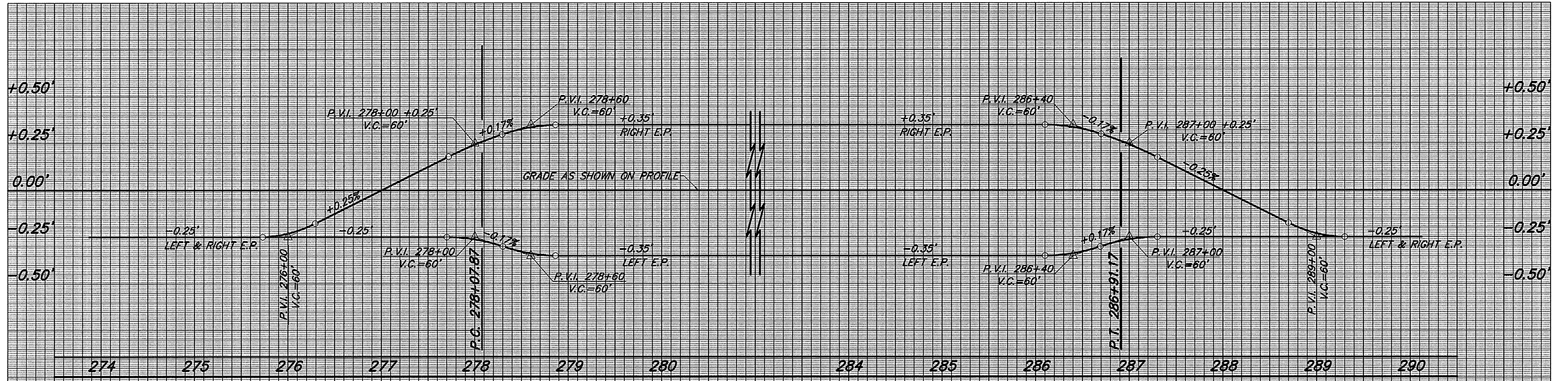
U.S. 50  
 SUPERELEVATION TRANSITION DIAGRAM



R23259

LEVEL BOOK NO.		FILE			
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	35	242
U.S. 50		LINE "R"			

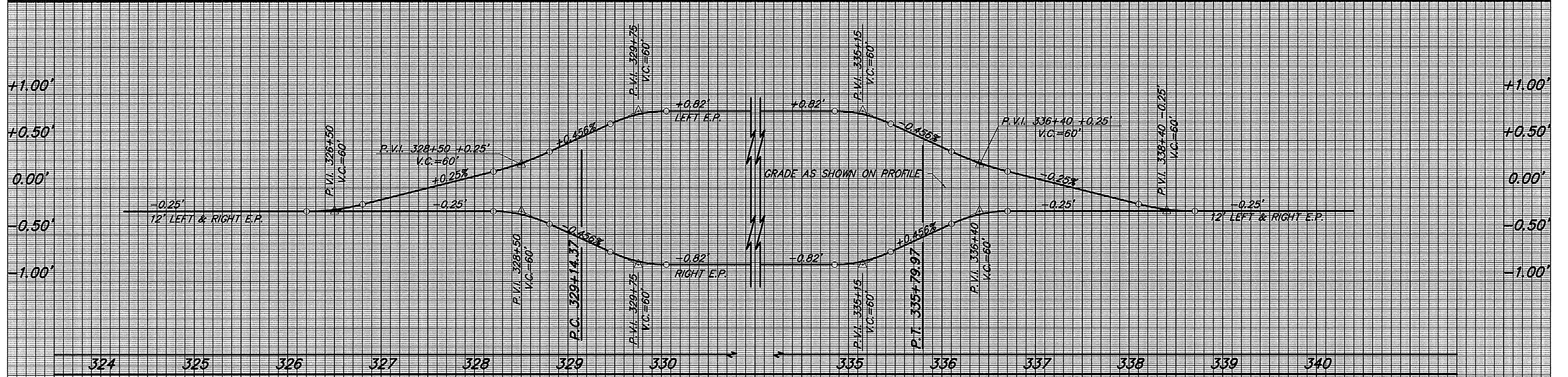
C:\WORK\105123\_06\105123.dwg at 10:28 AM



**LINE "R"**

$S_e = 0.029 \text{ Ft./Ft.}$   
 $D^* = 0^{\circ}59'58''$

SCALES: 1"=50' HORIZ.  
 1"=0.25' VERT.

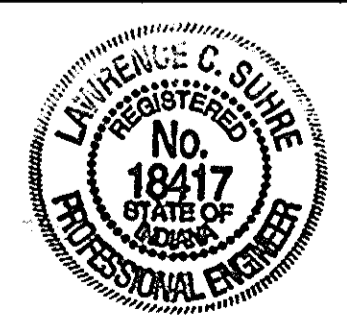


**LINE "R"**

$S_e = 0.068 \text{ Ft./Ft.}$   
 $D^* = 2^{\circ}59'39''$

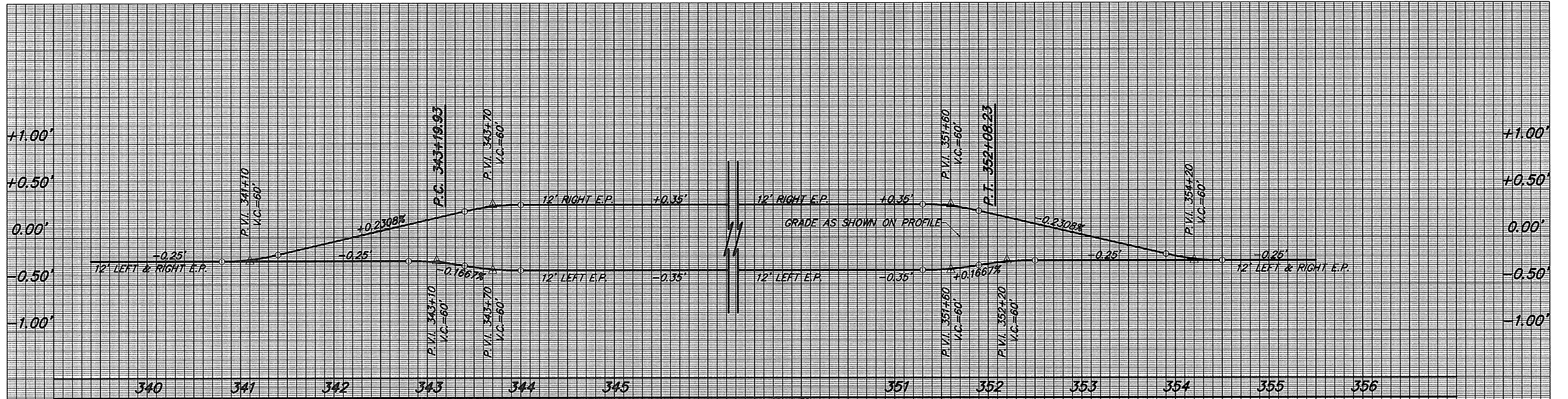
SCALES: 1"=50' HORIZ.  
 1"=0.50' VERT.

**U.S. 50  
 SUPERELEVATION TRANSITION DIAGRAM**



LEVEL BOOK NO.		FILE			
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	36	242
US 50				LINE "R"	

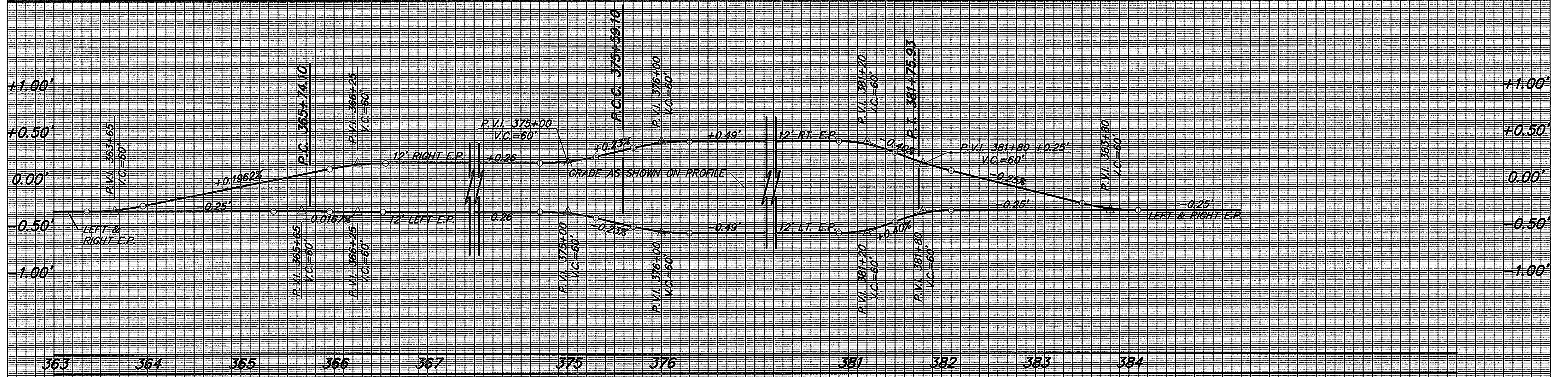
CIVIL ENGINEER, REGISTERED, STATE OF NEW HAMPSHIRE, No. 18417



LINE "R"

$S_e = 0.029 \text{ Ft./Ft.}$   
 $D^\circ = 0^\circ 59' 55''$

SCALES: 1" = 50' HORIZ  
 1" = 0.50' VERT.



LINE "R"

$S_e = 0.041 \text{ Ft./Ft.}$   
 $D^\circ = 1^\circ 52' 20''$

SCALES: 1" = 50' HORIZ  
 1" = 0.50' VERT.

$S_e = 0.022 \text{ Ft./Ft.}$   
 $D^\circ = 0^\circ 44' 44''$

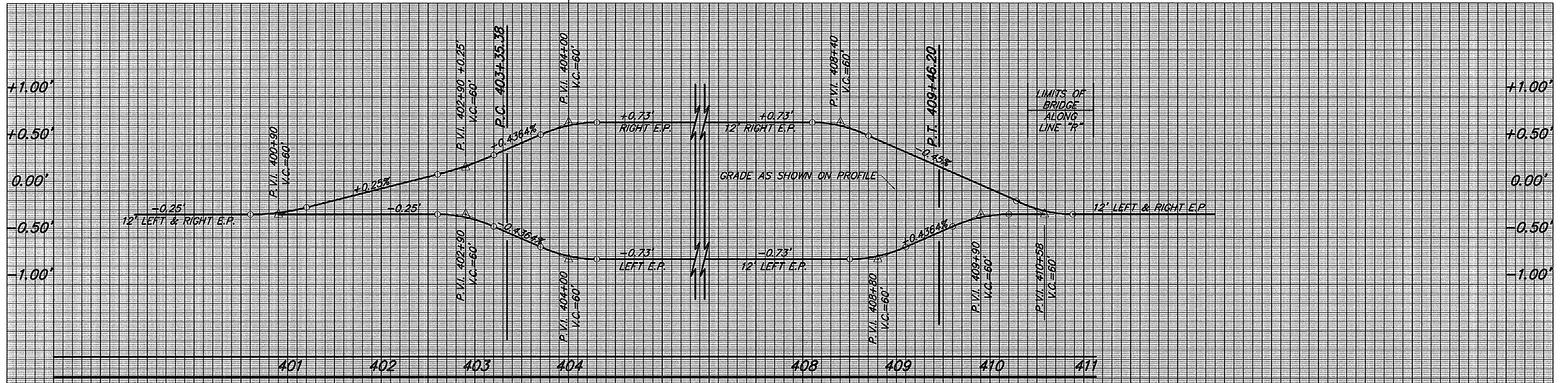
# U.S. 50 SUPERELEVATION TRANSITION DIAGRAM



LEVEL BOOK NO.				FILE	
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	37	242
U.S. 50				LINE "R"	

C:\MSW\STDS 8/19/96 8:1 0352 .rt

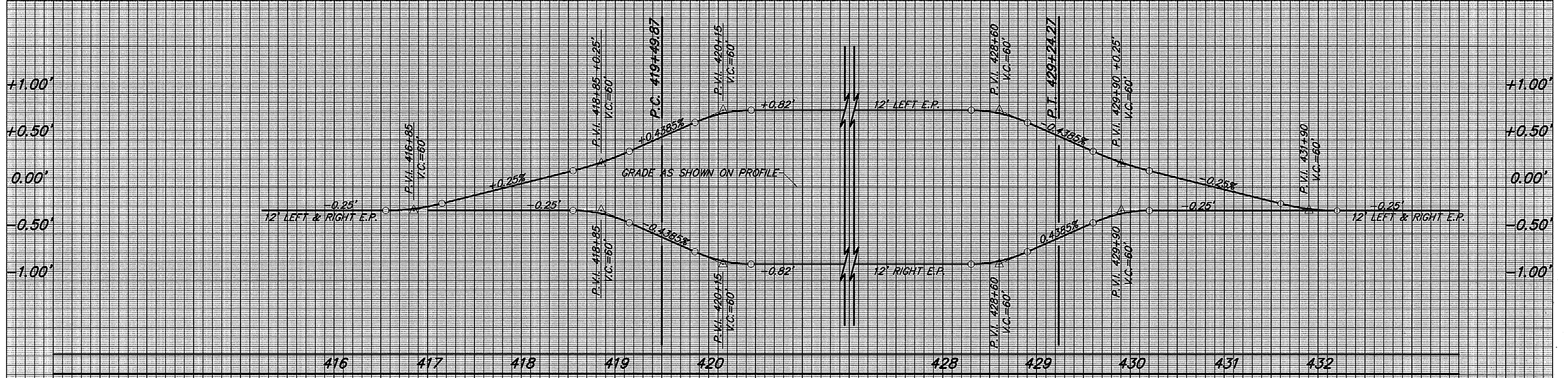
PP23225-D



**LINE "R"**

$S_e = 0.061 \text{ Ft./Ft.}$   
 $D' = 2'45''00''$

SCALES: 1" = 50' HORIZ.  
 1" = 0.25' VERT.

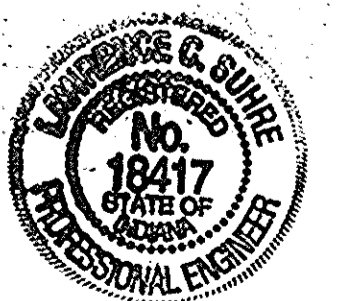


**LINE "R"**

$S_e = 0.068 \text{ Ft./Ft.}$   
 $D' = 3'00''08''$

SCALES: 1" = 50' HORIZ.  
 1" = 0.25' VERT.

**U.S. 50  
 SUPERELEVATION TRANSITION DIAGRAM**



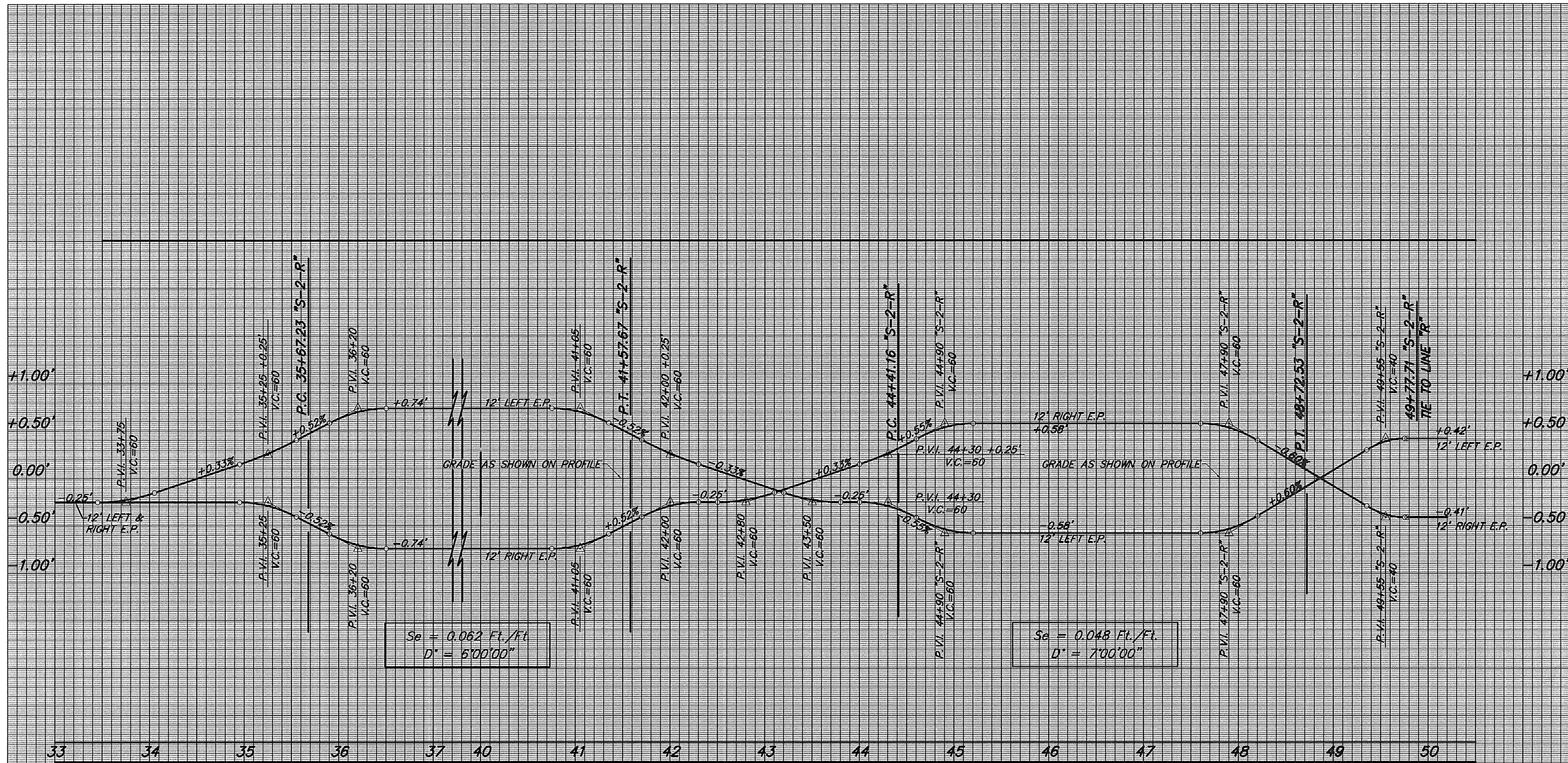
R-230153

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	NH	042-7(016)	1997	38	242

U.S. 50 LINE "R"

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LINE "S-2-R"

U.S. 50  
 SUPERELEVATION TRANSITION DIAGRAM  
 LINE "S-2-R"

SCALES: 1"=50' HORIZ.  
 1"=0.30' VERT.



LEVEL BOOK NO.		FILE	
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	SHEET NO.
5	NH	NH/042-7(016)	40
			TOTAL SHEETS
			242
U.S. 50			LINE "S-2-R"

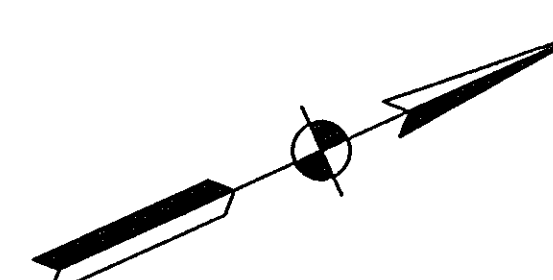
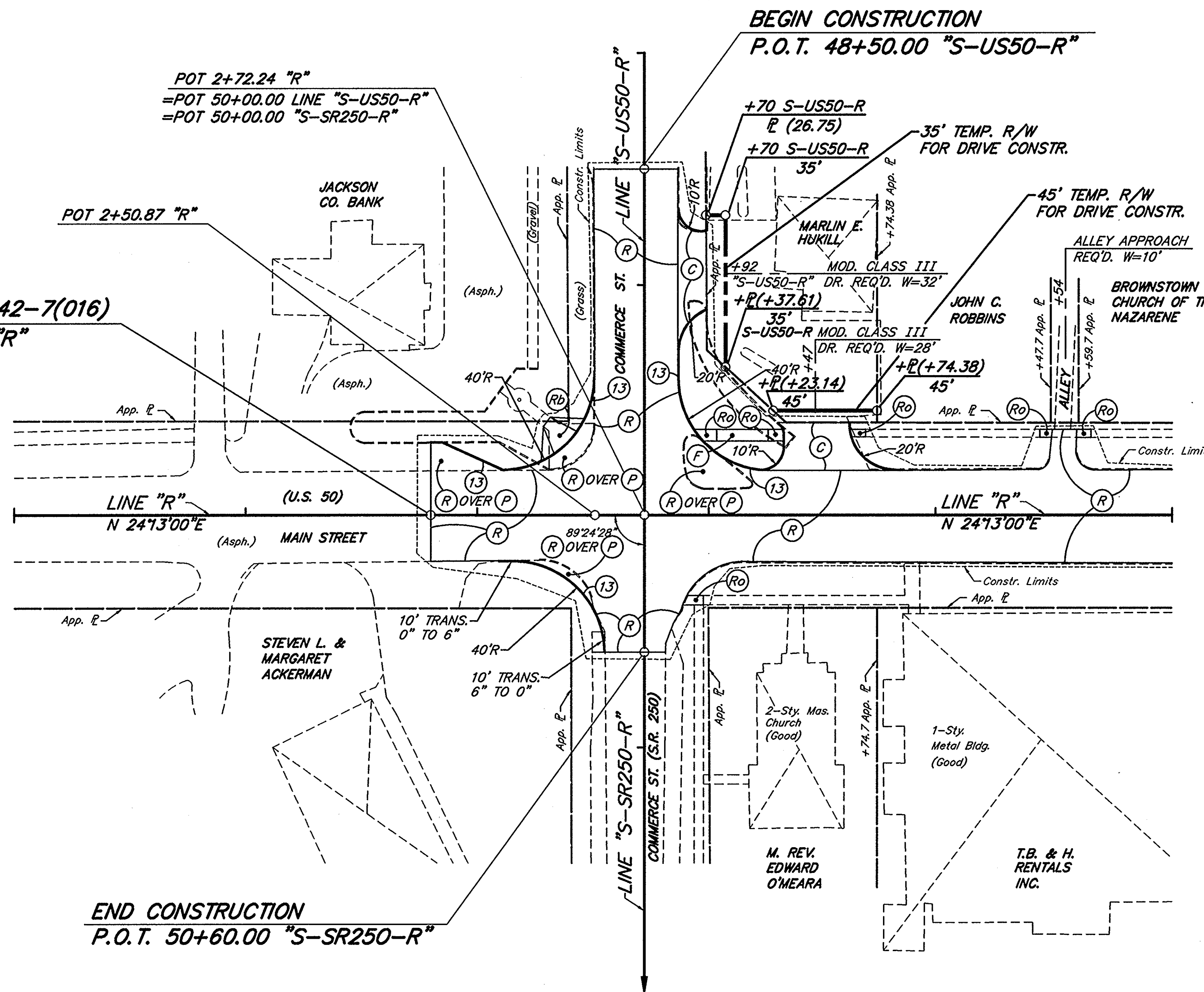
CURVE LISTED 02/19/76 AT 1052 FT.



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	41	242

Sec. 14, T5N, R4E  
BROWNSTOWN TWP.  
JACKSON, CO.

BEGIN PROJECT NH/042-7(016)  
P.O.T. 1+80.00 LINE "R"



**LEGEND**

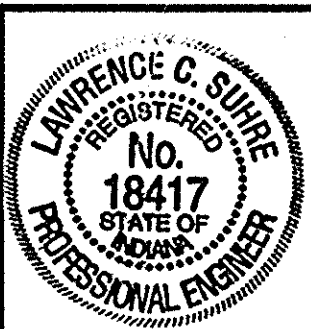
- (C) 6" CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS
- (L) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (P) 1320#/SYS. BITUMINOUS MIXTURE FOR PATCHING
- (R) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (13) CONCRETE CURB
- (Rx) CONCRETE CURB RAMP, TYPE AS NOTED

ALL R/W ON THIS SHEET TO BE AS SHOWN  
ALL R/W DESCRIBED FROM LINE "R"  
EXCEPT AS SHOWN

END CONSTRUCTION  
P.O.T. 50+60.00 "S-SR250-R"

**U.S. 50  
CONSTRUCTION  
DETAILS**

SCALE 1"=30'



R-23259

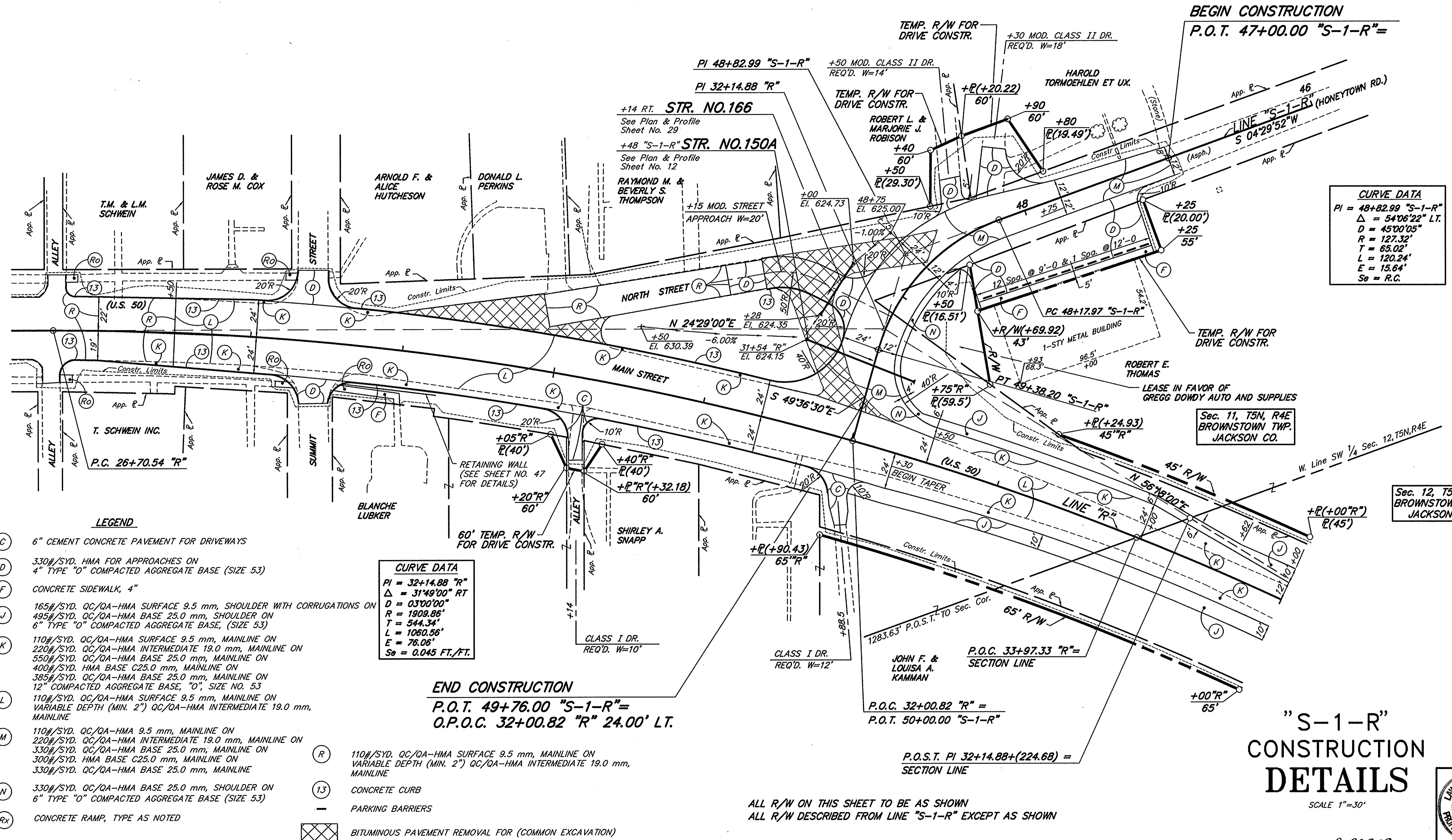
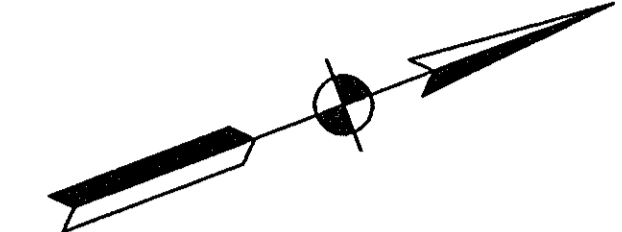
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IN	NH/042-7(016)	1997	42	242

MODIFIED STREET APPROACHES REQ'D.  
STA. 28+42 LT. & RT. W = 22'

MODIFIED STREET APPROACH REQ'D.  
STA. 32+00.82 LT. W = 36'

30

35



**CURVE DATA**

PI = 48+82.99 "S-1-R"
Δ = 54°06'22" LT.
D = 45°00'05"
R = 127.32'
T = 65.02'
L = 120.24'
E = 15.64'
Se = R.C.

**CURVE DATA**

PI = 32+14.88 "R"
Δ = 31°49'00" RT
D = 03°00'00"
R = 1909.86'
T = 544.34'
L = 1060.56'
E = 76.06'
Se = 0.045 FT./FT.

**LEGEND**

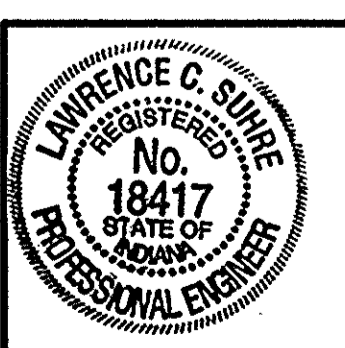
- (C) 6" CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS
- (D) 330#/SYD. HMA FOR APPROACHES ON 4" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (F) CONCRETE SIDEWALK, 4"
- (J) 165#/SYD. QC/QA-HMA SURFACE 9.5 mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE BASE, (SIZE 53)
- (K) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 550#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 400#/SYD. HMA BASE C25.0 mm, MAINLINE ON 385#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE ON 12" COMPACTED AGGREGATE BASE, "O", SIZE NO. 53
- (L) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (M) 110#/SYD. QC/QA-HMA 9.5 mm, MAINLINE ON 220#/SYD. QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm; MAINLINE ON 300#/SYD. HMA BASE C25.0 mm, MAINLINE ON 330#/SYD. QC/QA-HMA BASE 25.0 mm, MAINLINE
- (N) 330#/SYD. QC/QA-HMA BASE 25.0 mm, SHOULDER ON 6" TYPE "O" COMPACTED AGGREGATE BASE (SIZE 53)
- (Rx) CONCRETE RAMP, TYPE AS NOTED

- (R) 110#/SYD. QC/QA-HMA SURFACE 9.5 mm, MAINLINE ON VARIABLE DEPTH (MIN. 2") QC/QA-HMA INTERMEDIATE 19.0 mm, MAINLINE
- (13) CONCRETE CURB
- PARKING BARRIERS
- [Cross-hatched] BITUMINOUS PAVEMENT REMOVAL FOR (COMMON EXCAVATION)

**END CONSTRUCTION**  
P.O.T. 49+76.00 "S-1-R"=  
O.P.O.C. 32+00.82 "R" 24.00' LT.

**"S-1-R" CONSTRUCTION DETAILS**  
SCALE 1"=30'

ALL R/W ON THIS SHEET TO BE AS SHOWN  
ALL R/W DESCRIBED FROM LINE "S-1-R" EXCEPT AS SHOWN



R-23259