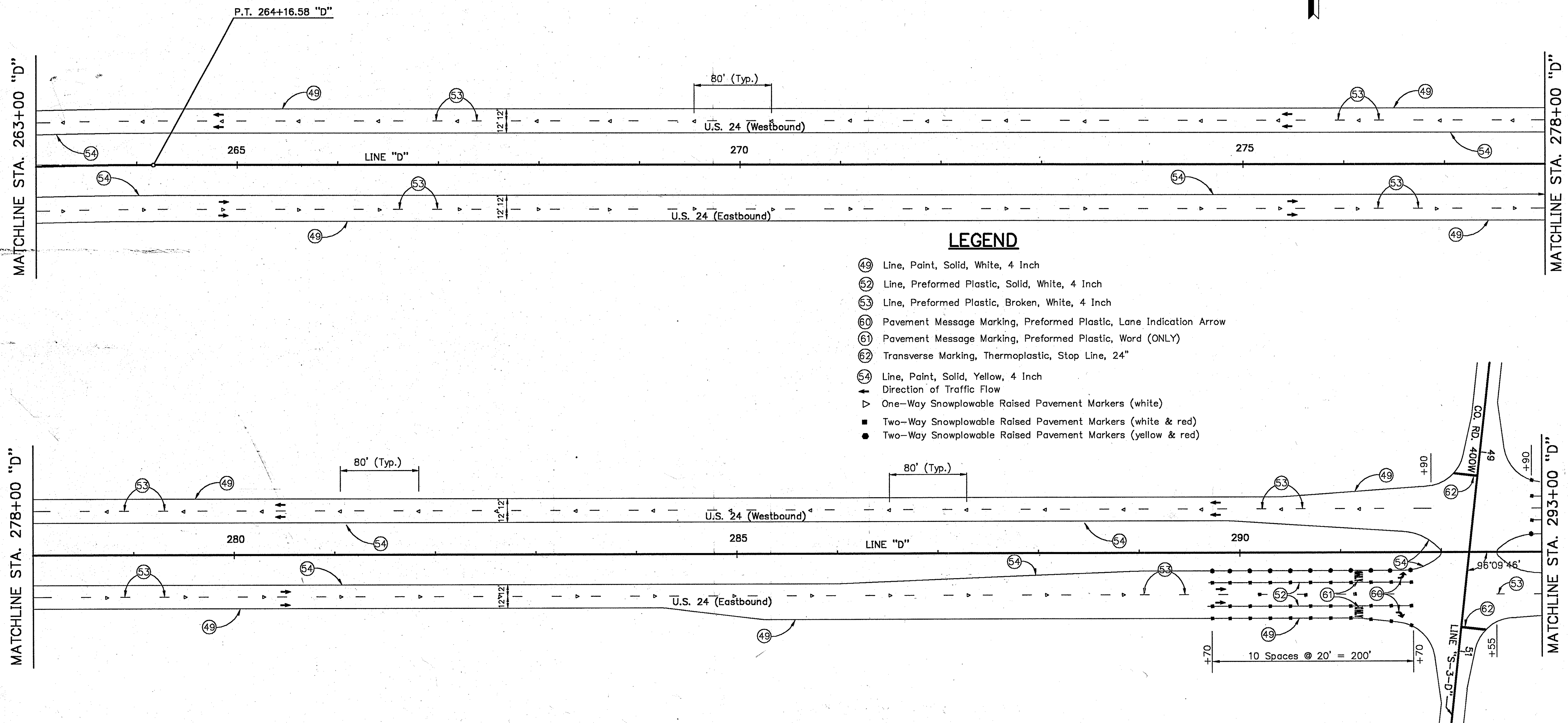


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	83	389



R-23637  
 PART 3 OF 8  
 PLOT DATE & TIME: JUL 30, 1997 17:02:45 from ROAD1



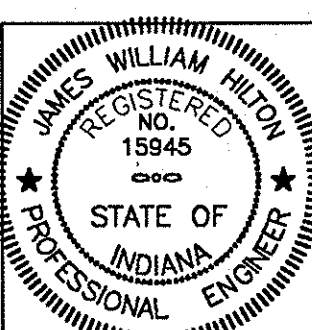
**LEGEND**

- ④ Line, Point, Solid, White, 4 Inch
- ⑤ Line, Preformed Plastic, Solid, White, 4 Inch
- ⑥ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑦ Pavement Message Marking, Preformed Plastic, Lane Indication Arrow
- ⑧ Pavement Message Marking, Preformed Plastic, Word (ONLY)
- ⑨ Transverse Marking, Thermoplastic, Stop Line, 24"
- ⑩ Line, Paint, Solid, Yellow, 4 Inch
- ➔ Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (white & red)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)

**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'

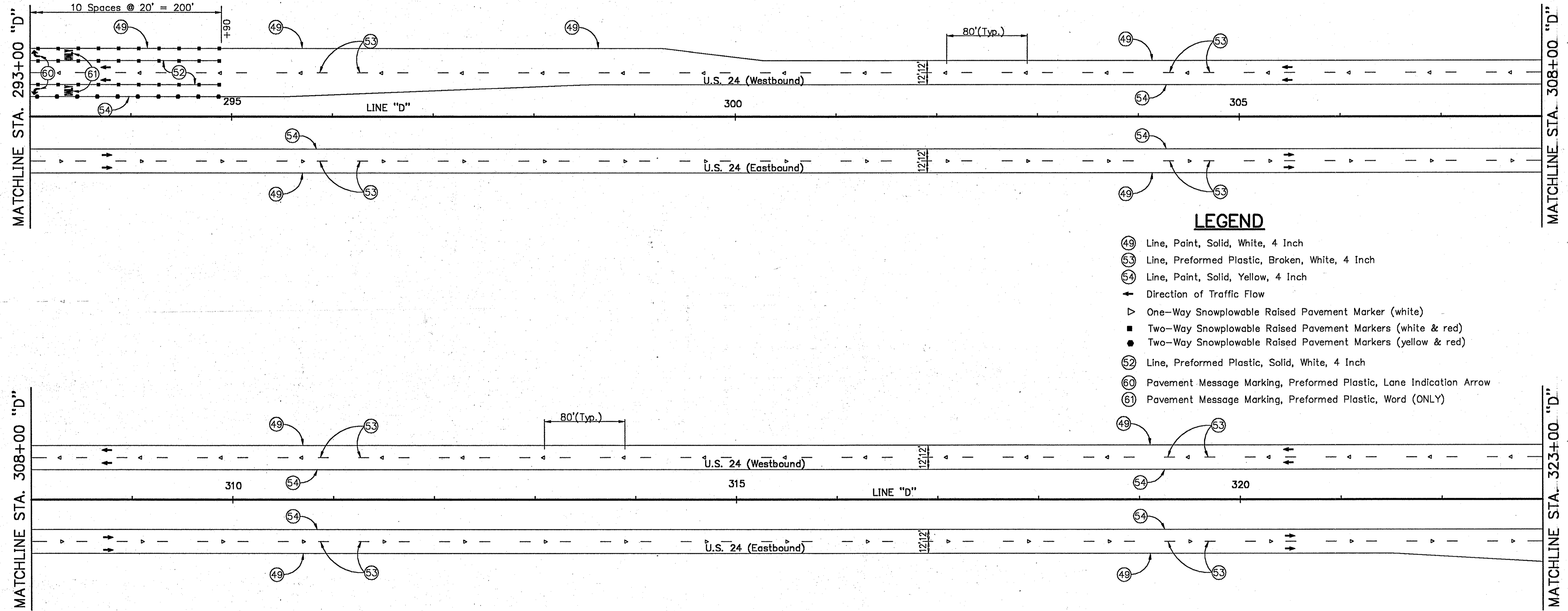
DESIGNED: RDS, 4/94  
 DRAWN: MJK, 4/94  
 CHECKED: RDS, 5/94  
 REVISED: MJK, 6/97  
 SHEET REVISED: JUNE 16, 1993



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	84	389



PLOT DATE & TIME: JUL 30, 1997 - 17:01:52 from ROAD1



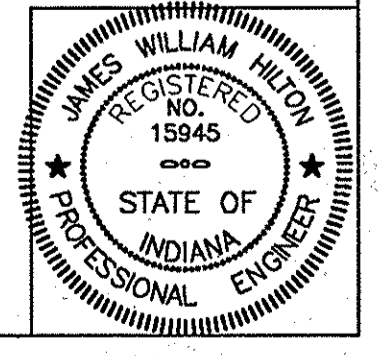
**LEGEND**

- (49) Line, Paint, Solid, White, 4 Inch
- (53) Line, Preformed Plastic, Broken, White, 4 Inch
- (54) Line, Paint, Solid, Yellow, 4 Inch
- ← Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Marker (white)
- Two-Way Snowplowable Raised Pavement Markers (white & red)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)
- (52) Line, Preformed Plastic, Solid, White, 4 Inch
- (60) Pavement Message Marking, Preformed Plastic, Lane Indication Arrow
- (61) Pavement Message Marking, Preformed Plastic, Word (ONLY)

DESIGNED: RDS 4/94  
DRAWN: MJK 4/94  
REVISION: MJK 5/97  
SHEET REVISED: JUNE 16, 1993

**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'

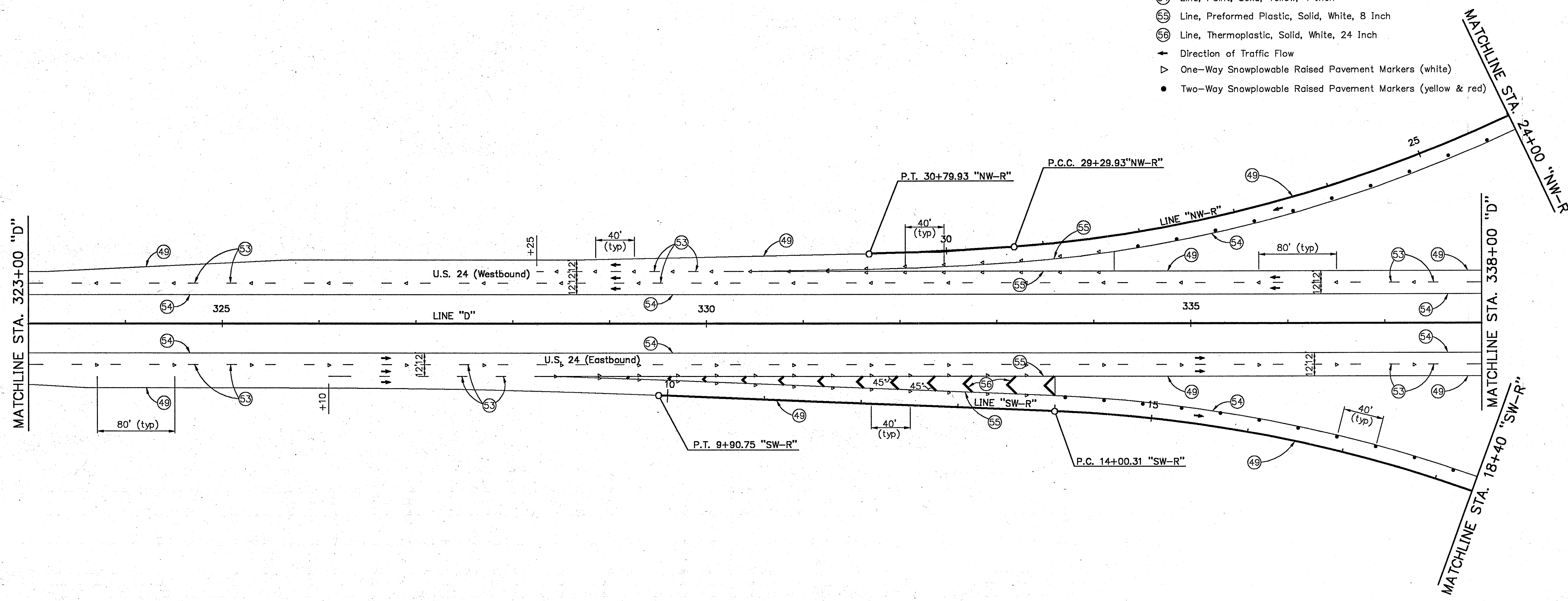


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	85	389



**LEGEND**

- ④ Line, Paint, Solid, White, 4 Inch
- ⑤ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑥ Line, Paint, Solid, Yellow, 4 Inch
- ⑦ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑧ Line, Thermoplastic, Solid, White, 24 Inch
- Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)

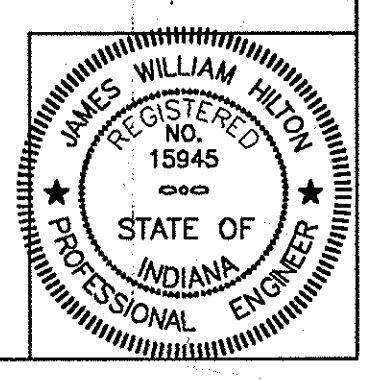


PLOT DATE & TIME: JUL 30, 1997 - 17:01:03 FROM ROAD1

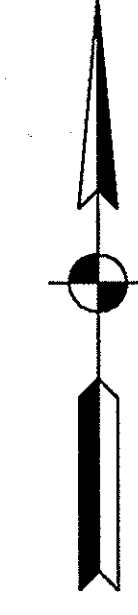
DESIGNED: RDS 4/94  
 DRAWN: MJK 4/94  
 CHECKED: RDS 4/94  
 REVISION: MJK 6/97  
 SHEET REVISED: JUNE 16, 1993

**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'



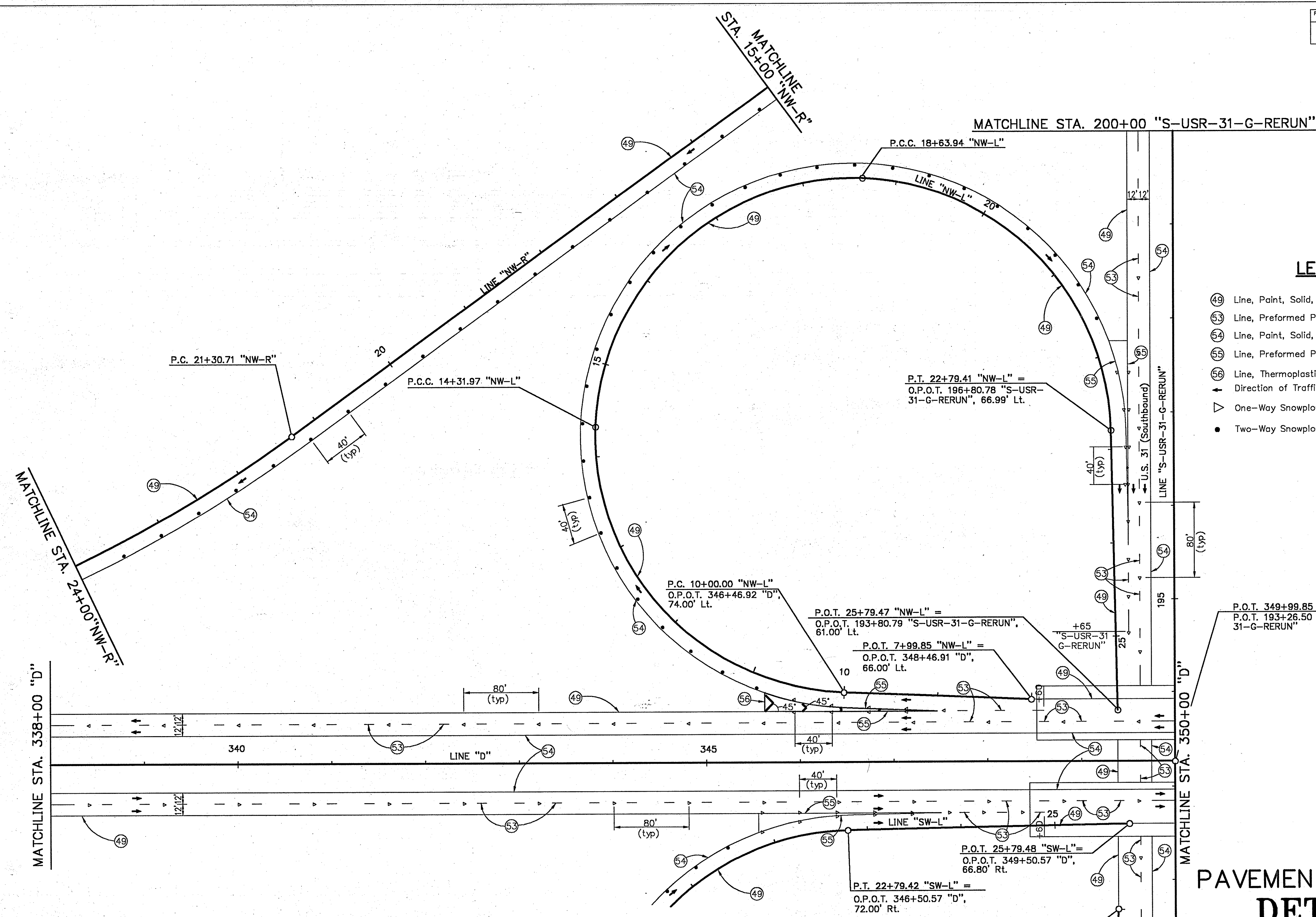
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	86	389



**LEGEND**

- ④⑨ Line, Paint, Solid, White, 4 Inch
- ⑤③ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑤④ Line, Paint, Solid, Yellow, 4 Inch
- ⑤⑤ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑤⑥ Line, Thermoplastic, Solid, White, 24 Inch
- ➔ Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)

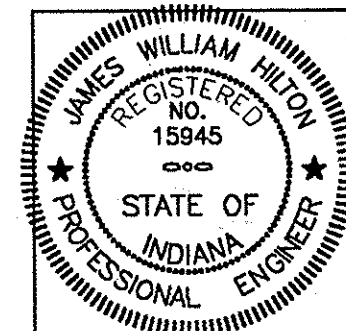
PLOT DATE & TIME: JUL 30, 1997 - 16:58:51 from ROAD1



**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'

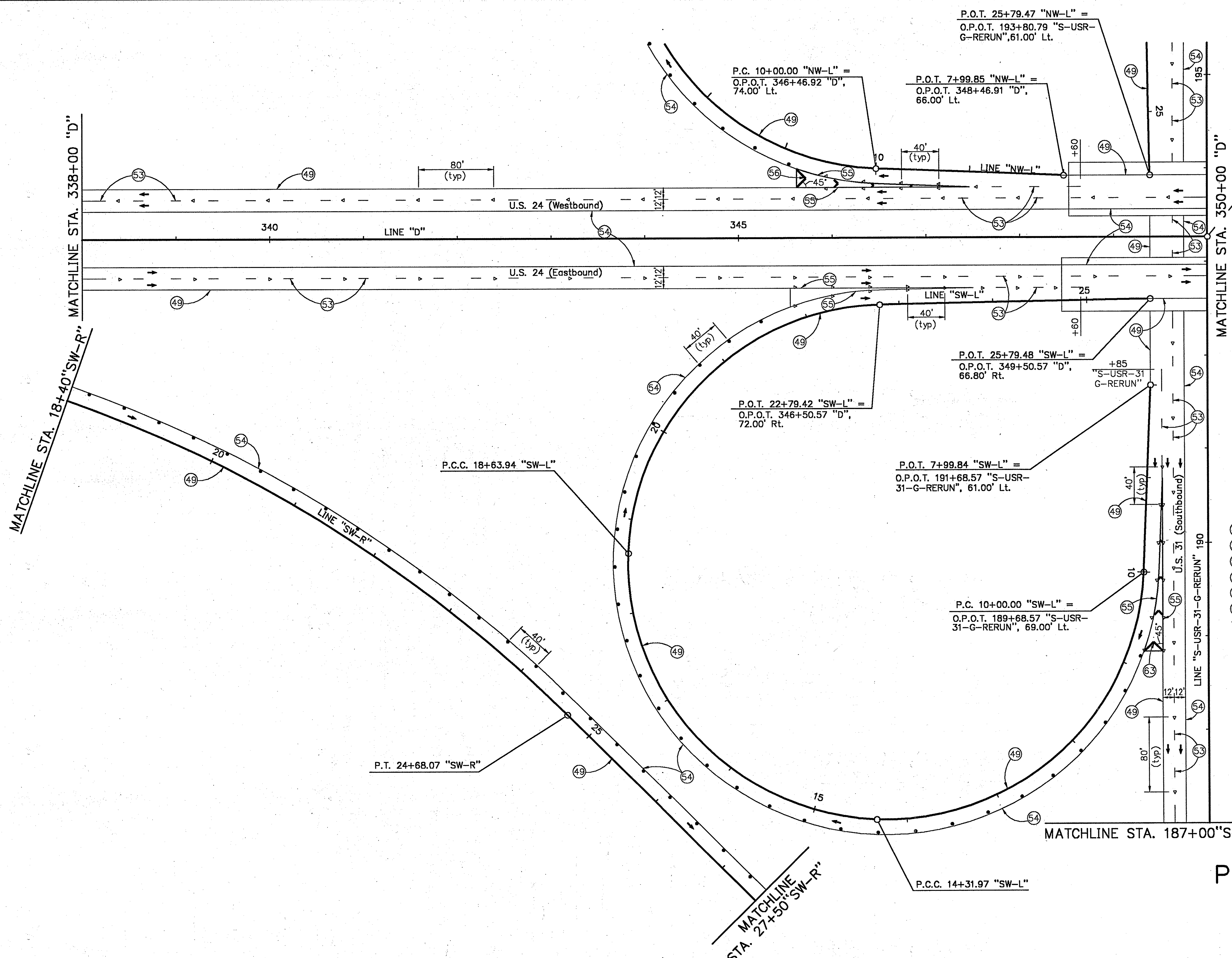
REVISIONS: RDS 4/94, CHECKED: RDS 4/94, DRAWN: MJK 4/94, CHECKED: RDS 4/94, REVISED: MJK 5/97, CHECKED: RDS 5/97



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	87	389

PLOT DATE & TIME: JUL 30, 1997 - 16:58:34 from ROAD1

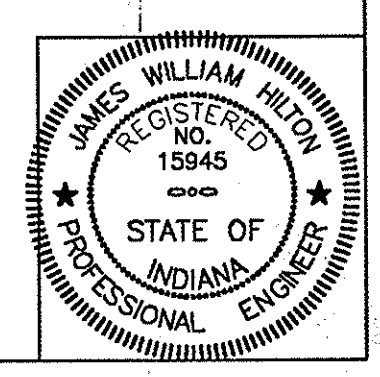
DESIGNED: RDS 4/94  
 DRAWN: M.K. 4/94  
 CHECKED: RDS 4/94  
 REVISION: M.K. 4/97  
 SHEET REVISION: JUNE 16, 1993



- LEGEND**
- ④⑨ Line, Paint, Solid, White, 4 Inch
  - ⑤③ Line, Preformed Plastic, Broken, White, 4 Inch
  - ⑤④ Line, Paint, Solid, Yellow, 4 Inch
  - ⑤⑤ Line, Preformed Plastic, Solid, White, 8 Inch
  - ⑤⑥ Line, Thermoplastic, Solid, White, 24 Inch
  - ⑥③ Line, Preformed Plastic, Solid, White, 24 Inch
  - ▲ Direction of Traffic Flow
  - ▴ One-Way Snowplowable Raised Pavement Markers (white)
  - Two-Way Snowplowable Raised Pavement Markers (yellow & red)

# PAVEMENT MARKING DETAILS

SCALE: 1" = 50'

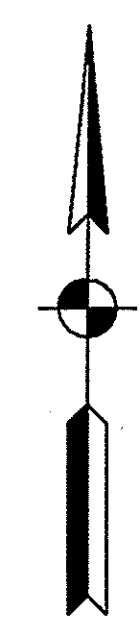


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	88	389

MATCHLINE STA. 200+00 "S-USR-31-G-RERUN"

P.C.C. 14+31.97 "NE-L"

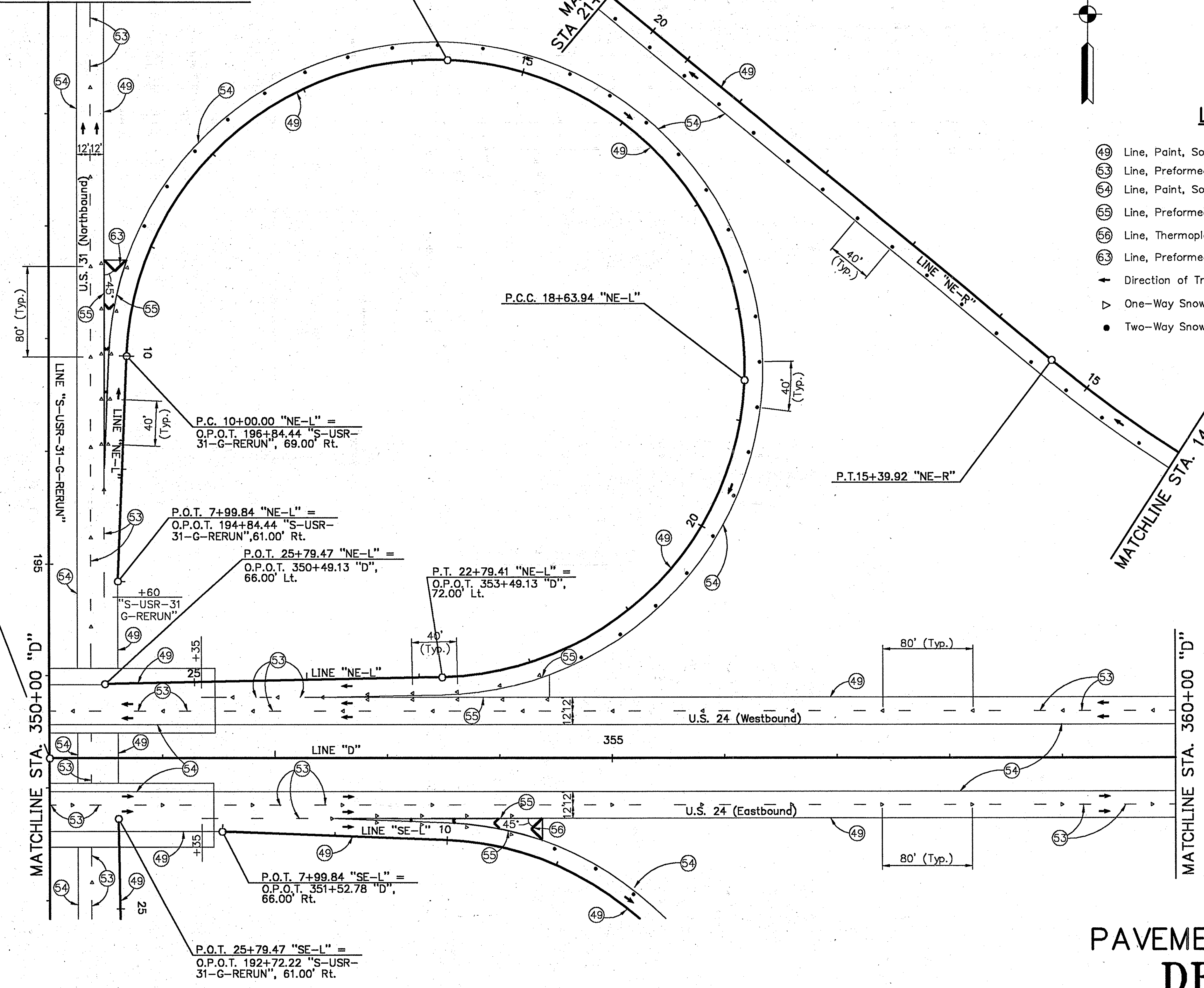
MATCHLINE STA. 21+50 "NE-R"



**LEGEND**

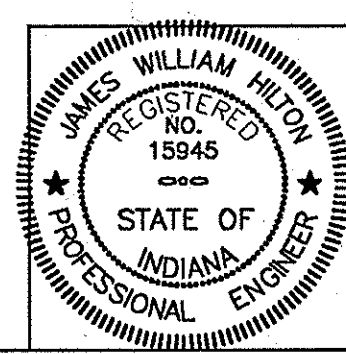
- ④ Line, Paint, Solid, White, 4 Inch
- ⑤ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑥ Line, Paint, Solid, Yellow, 4 Inch
- ⑦ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑧ Line, Thermoplastic, Solid, White, 24 Inch
- ⑨ Line, Preformed Plastic, Solid, White, 24 Inch
- Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (White)
- Two-Way Snowplowable Raised Pavement Markers (Yellow & Red)

P.O.T. 349+99.85 "D" =  
P.O.T. 193+26.50 "S-USR-31-G-RERUN"



**PAVEMENT MARKING  
DETAILS**

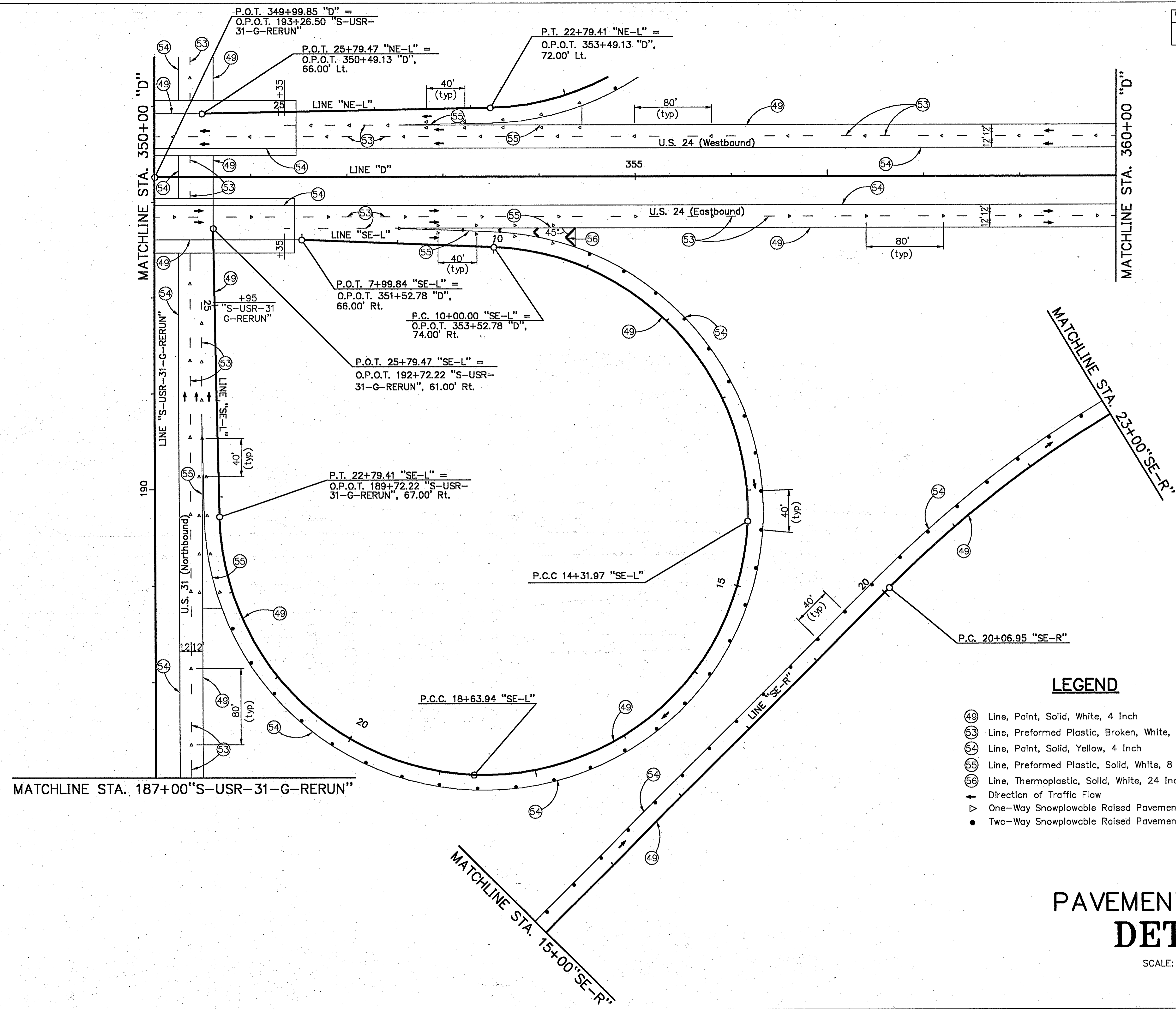
SCALE: 1" = 50'



DESIGNED: RDS 4/94 CHECKED: RDS 4/94  
 DRAWN: MJK 4/94 CHECKED: RDS 4/94  
 REVISION: MJK 5/97 CHECKED: RDS 5/97  
 SHEET REVISED: JUNE 16, 1993

PLOT DATE & TIME: JUL 30, 1997 - 16:57:26 from ROAD1

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	89	389



**LEGEND**

- ④⑨ Line, Point, Solid, White, 4 Inch
- ⑤③ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑤④ Line, Paint, Solid, Yellow, 4 Inch
- ⑤⑤ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑤⑥ Line, Thermoplastic, Solid, White, 24 Inch
- Direction of Traffic Flow
- ▽ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)

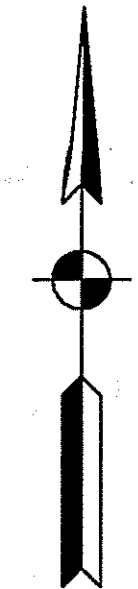
**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'



SHEET REVISED: JUNE 16, 1993  
 DRAWING: MJK 4/94 CHECKED: RDS 4/94  
 REVISION: MJK 5/97 CHECKED: RDS 5/97  
 PLOT DATE & TIME: JUL 30, 1997 - 16:56:15 from ROAD1

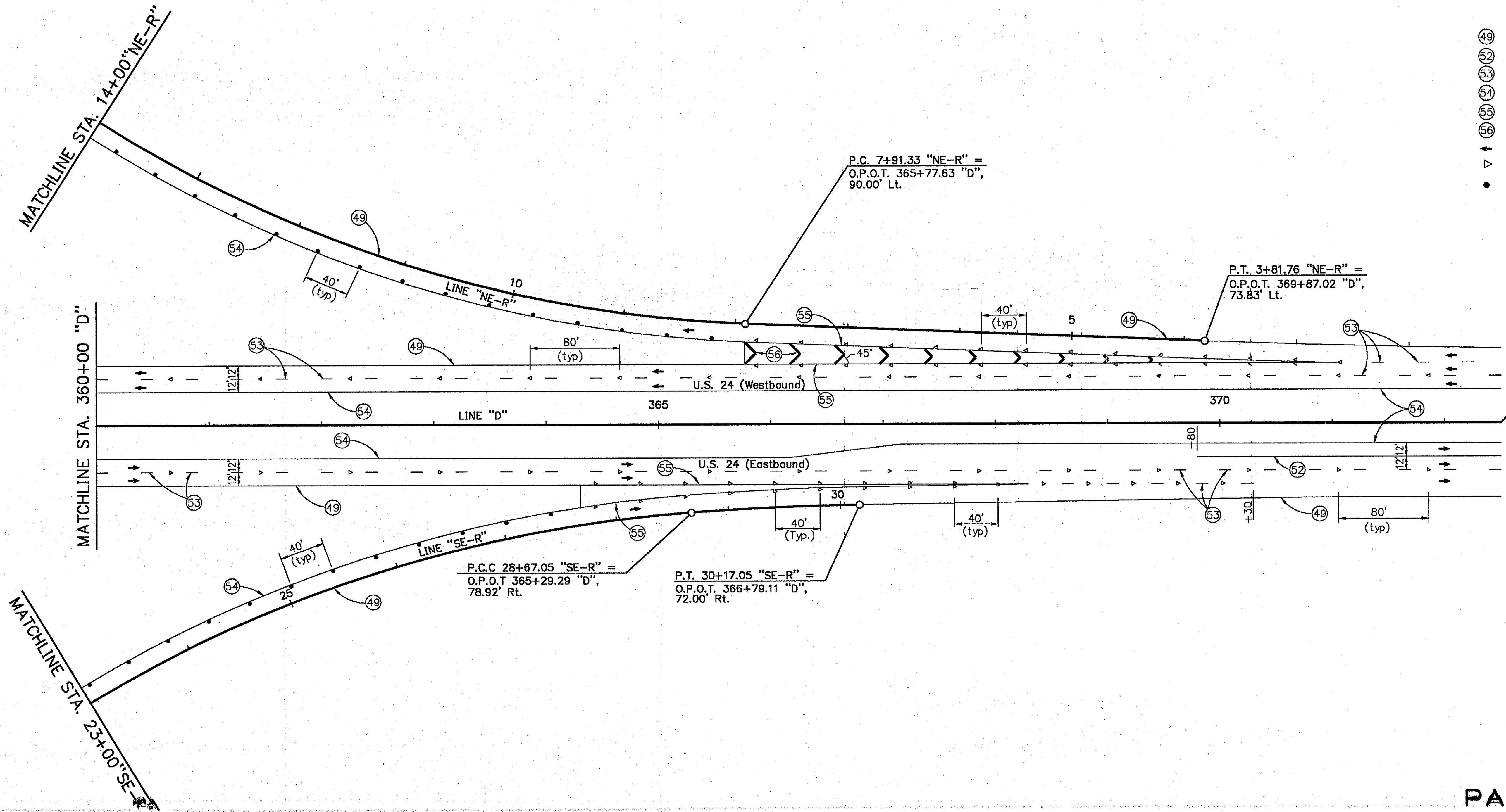
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	90	389



**LEGEND**

- ④ Line, Paint, Solid, White, 4 Inch
- ⑤ Line, Preformed Plastic, Solid, White, 4 Inch
- ⑥ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑦ Line, Paint, Solid, Yellow, 4 Inch
- ⑧ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑨ Line, Thermoplastic, Solid, White, 24 Inch
- Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)

PLOT DATE & TIME: JUL 30, 1997 - 16:55:20 from ROAD1

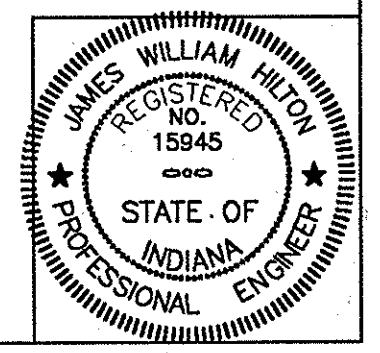


END NH-PROJECT NO. 146-5(001)  
STATION 372+50.00 "D"

DESIGNED: RDS 4/94 CHECKED: RDS/4/94  
 DRAWN: MJK 4/94 CHECKED: RDS/4/94  
 REVISED: MJK 5/97 CHECKED: RDS/5/97  
 SHEET REVISED: JUNE 16, 1993

**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'





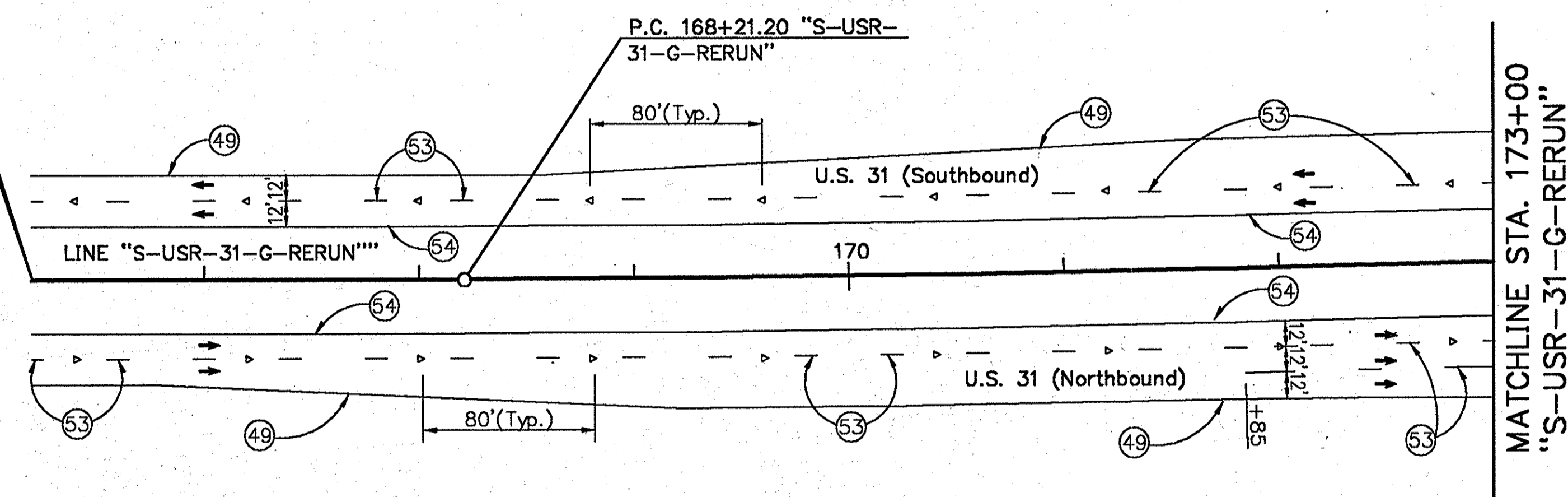
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	91	389



### LEGEND

- ④ Line, Paint, Solid, White, 4 Inch
- ⑤ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑥ Line, Paint, Solid, Yellow, 4 Inch
- Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)

BEGIN CONSTRUCTION  
 @ STA. 166+20.00 "S-USR-31-G-RERUN"

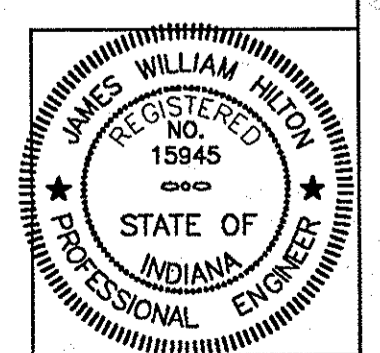


PLOT DATE & TIME: JUL 30, 1997 - 16:53:33 from ROAD1

DESIGNED: ROS 4/94 CHECKED: ROS 4/94  
 DRAWN: MAK 4/94 CHECKED: ROS 4/94  
 REVISION: MAK 5/97 CHECKED: ROS 5/97

## PAVEMENT MARKING DETAILS

SCALE: 1" = 50'



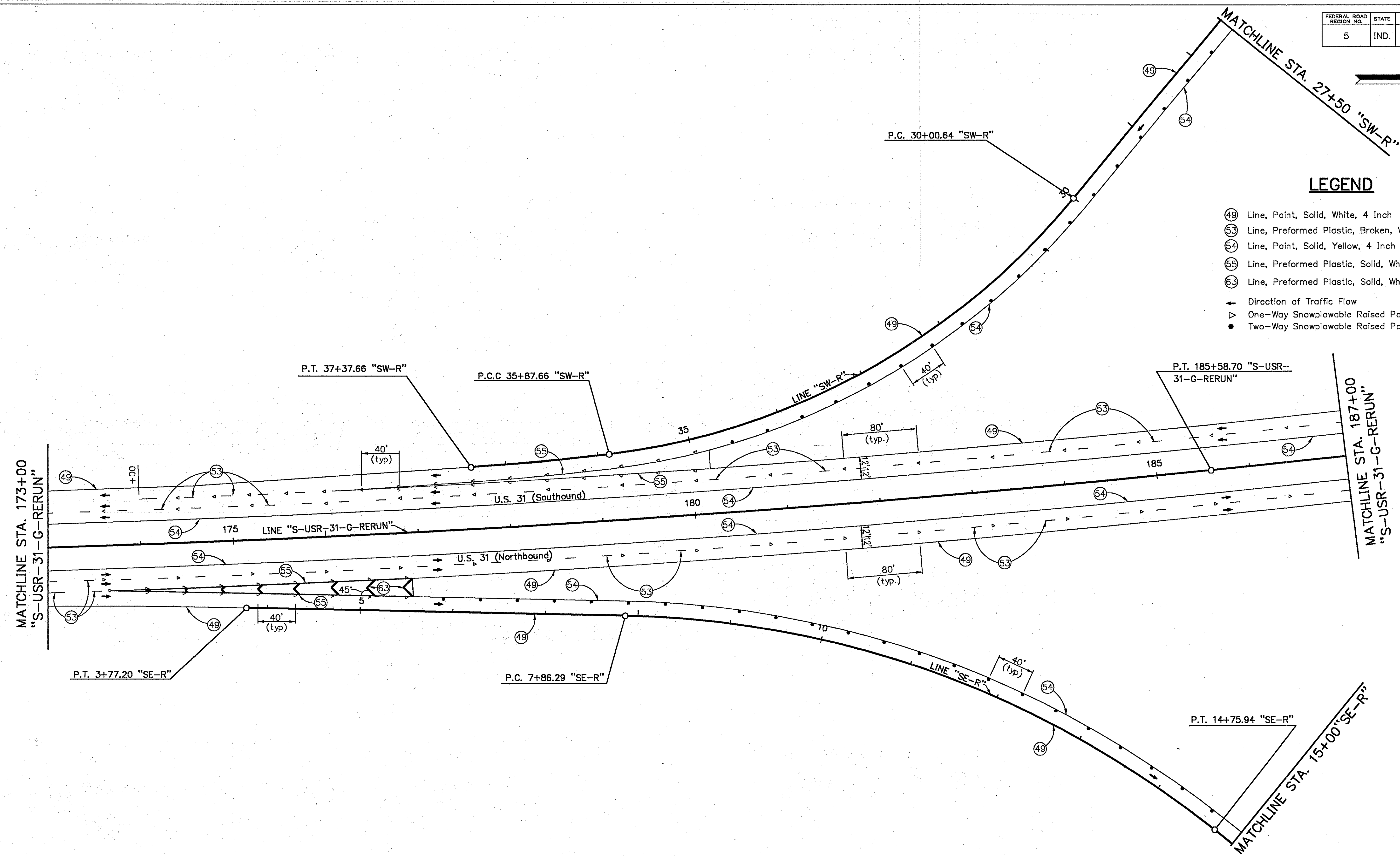
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	92	389



**LEGEND**

- ④⑨ Line, Paint, Solid, White, 4 Inch
- ⑤③ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑤④ Line, Paint, Solid, Yellow, 4 Inch
- ⑤⑤ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑥③ Line, Preformed Plastic, Solid, White, 24 Inch
- ↔ Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavment Markers (white)
- Two-Way Snowplowable Raised Pavment Markers (yellow & red)

PLOT DATE & TIME: JUL 30, 1997 - 16:54:06 from ROAD1



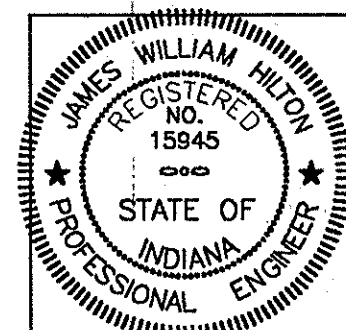
MATCHLINE STA. 173+00  
"S-USR-31-G-RERUN"

MATCHLINE STA. 187+00  
"S-USR-31-G-RERUN"

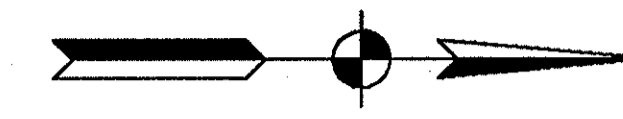
**PAVEMENT MARKING  
DETAILS**

SCALE: 1" = 50'

DESIGNED: RDS 4/94 CHECKED: RDS 4/94  
DRAWN: MJK 4/94 CHECKED: RDS 4/94  
REVISED: MJK 5/97 CHECKED: RDS 5/97  
SHEET REVISED: JUNE 16, 1993



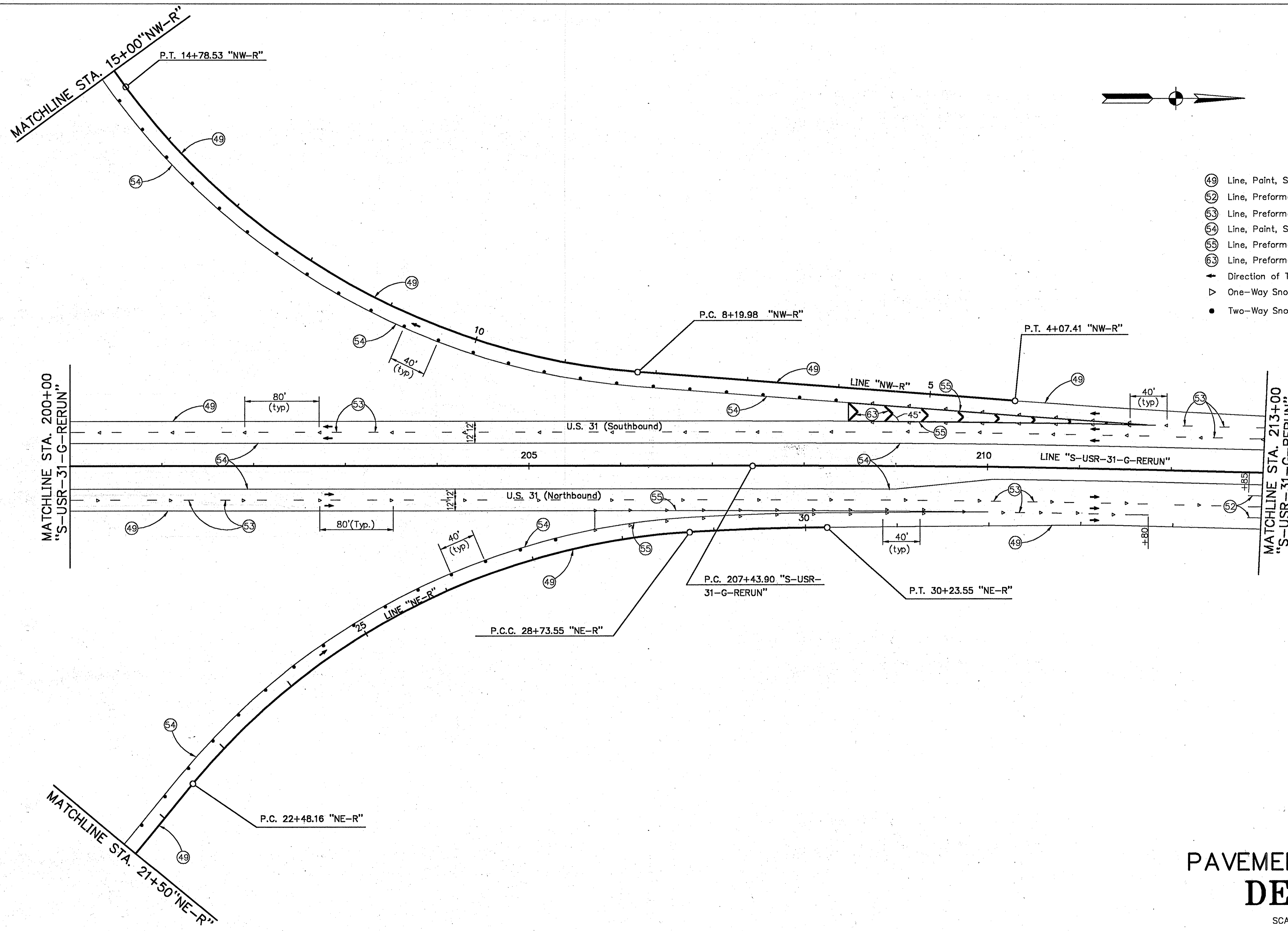
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	93	389



### LEGEND

- ④⑨ Line, Paint, Solid, White, 4 Inch
- ⑤② Line, Preformed Plastic, Solid, White, 4 Inch
- ⑤③ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑤④ Line, Paint, Solid, Yellow, 4 Inch
- ⑤⑤ Line, Preformed Plastic, Solid, White, 8 Inch
- ⑥③ Line, Preformed Plastic, Solid, White, 24 Inch
- ➔ Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)

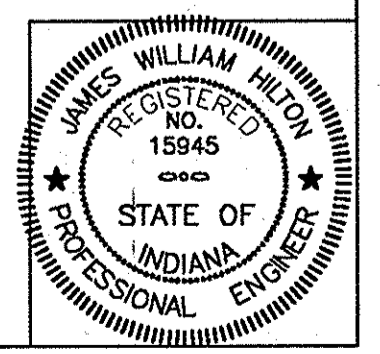
PLOT DATE & TIME: JUL 30, 1997 - 16:55:03 from ROAD1



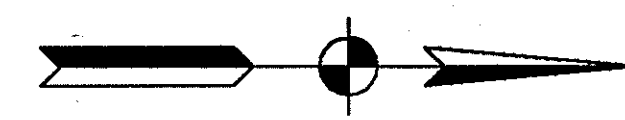
DESIGNED: RDS 4/94, CHECKED: RDS 4/94  
 DRAWN: MJK 4/94, CHECKED: RDS 4/94  
 REVISION: MJK 5/97, CHECKED: RDS 5/97  
 SHEET REVISED: JUNE 16, 1993

## PAVEMENT MARKING DETAILS

SCALE: 1" = 50'

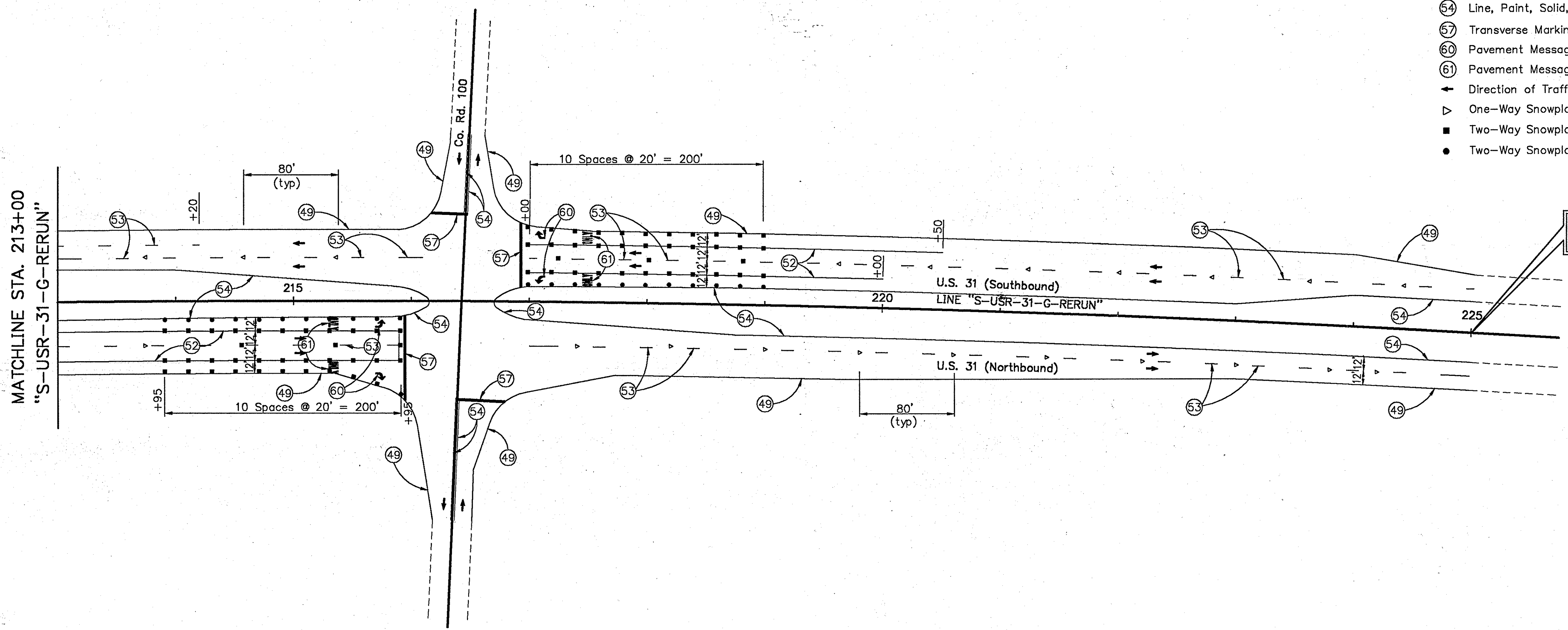


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	94	389



### LEGEND

- ④ Line, Paint, Solid, White, 4 Inch
- ⑤ Line, Preformed Plastic, Solid, White, 4 Inch
- ⑥ Line, Preformed Plastic, Broken, White, 4 Inch
- ⑦ Line, Paint, Solid, Yellow, 4 Inch
- ⑧ Transverse Marking, Preformed Plastic, Stop Line, 24 "
- ⑨ Pavement Message Marking, Preformed Plastic, Lane Indication Arrow
- ⑩ Pavement Message Marking, Preformed Plastic, Word(ONLY)
- Direction of Traffic Flow
- ▷ One-Way Snowplowable Raised Pavement Markers (white)
- Two-Way Snowplowable Raised Pavement Markers (white & red)
- Two-Way Snowplowable Raised Pavement Markers (yellow & red)



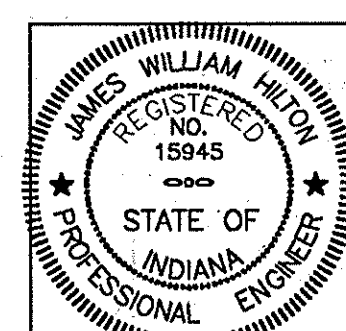
END CONSTRUCTION  
 @ STA. 225+00.00 "S-USR-31-G-RERUN"

PLOT DATE & TIME: OCT 1, 1997 - 08:52:04 - Plotted from: TRANZO

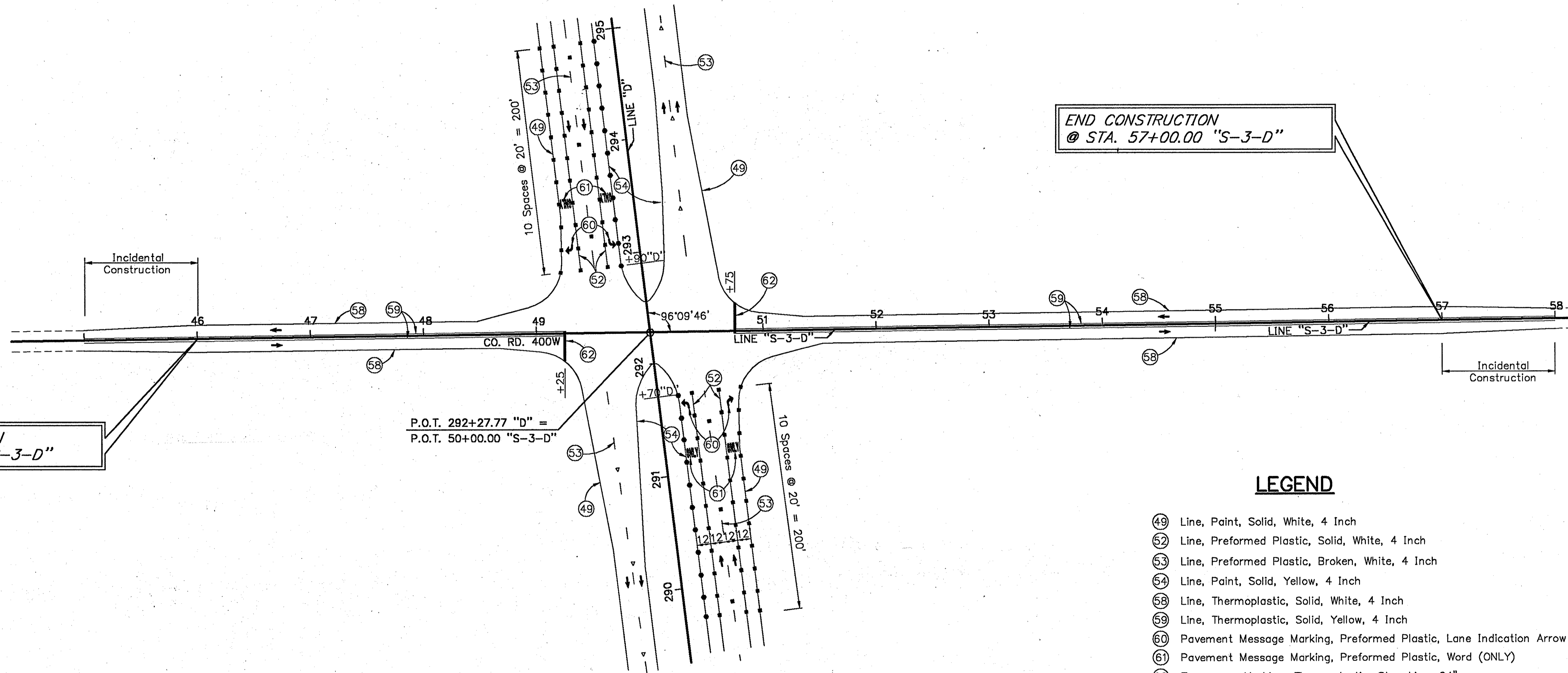
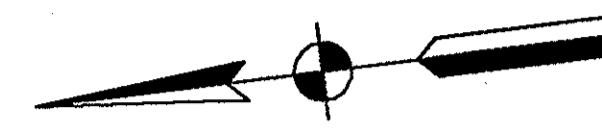
DESIGNED: RDS 4/94 checked: RDS 4/94  
 DRAWN: MK 4/94 checked: RDS 4/94  
 REVISION: MK 5/97 checked: RDS 5/97

## PAVEMENT MARKING DETAILS

SCALE: 1" = 50'



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	95	389



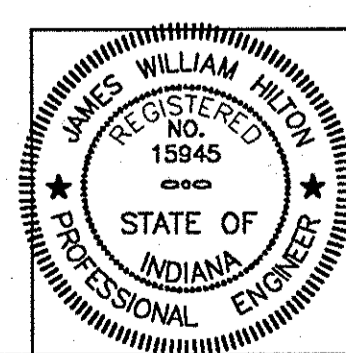
BEGIN CONSTRUCTION  
@ STA. 46+00.00 "S-3-D"

END CONSTRUCTION  
@ STA. 57+00.00 "S-3-D"

**LEGEND**

- (49) Line, Paint, Solid, White, 4 Inch
- (52) Line, Preformed Plastic, Solid, White, 4 Inch
- (53) Line, Preformed Plastic, Broken, White, 4 Inch
- (54) Line, Paint, Solid, Yellow, 4 Inch
- (58) Line, Thermoplastic, Solid, White, 4 Inch
- (59) Line, Thermoplastic, Solid, Yellow, 4 Inch
- (60) Pavement Message Marking, Preformed Plastic, Lane Indication Arrow
- (61) Pavement Message Marking, Preformed Plastic, Word (ONLY)
- (62) Transverse Marking, Thermoplastic, Stop Line, 24"
  - Two-Way Snowplowable Raised Pavement Markers (white & red)
  - Two-Way Snowplowable Raised Pavement Markers (yellow & red)
  - ▷ One-Way Snowplowable Raised Pavement Markers (white)
- ← Direction of Traffic Flow

LINE "S-3-D"  
PAVEMENT MARKING  
**DETAILS**  
SCALE: 1" = 50'



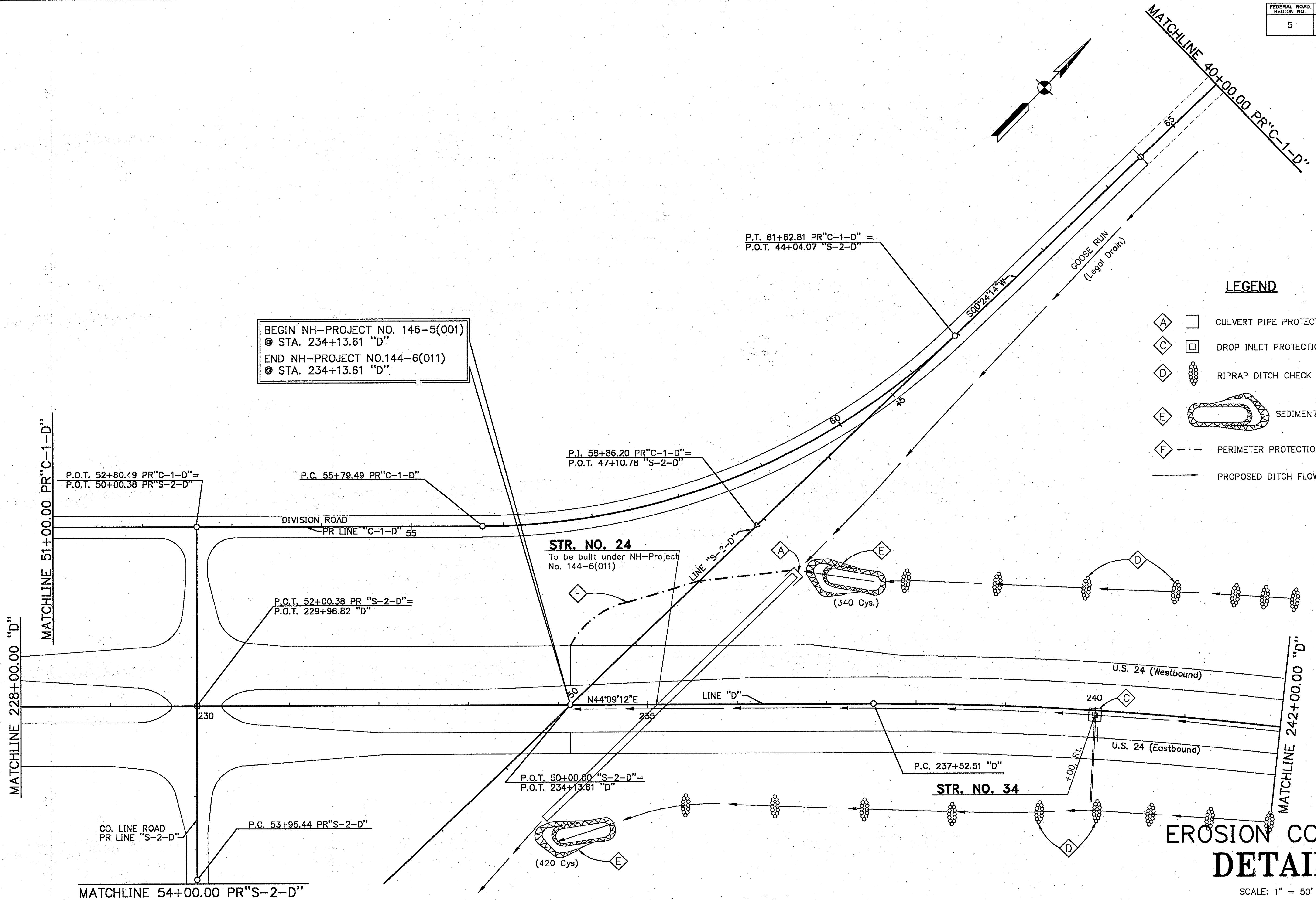
DESIGNED: MJK 7/94 CHECKED: RDS 7/94  
 DRAWN: MJK 7/94 CHECKED: RDS 7/94  
 REVISED: MJK 5/97 CHECKED: RDS 5/97  
 SHEET REVISED: JUNE 16, 1993

PLOT DATE & TIME: JUL 30, 1997 - 16:52:29 from ROAD1

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	96	389

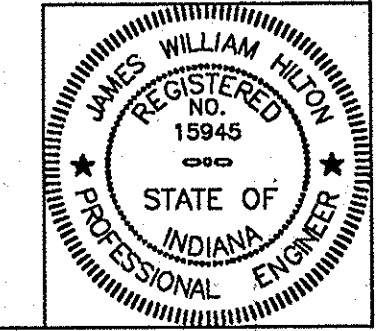
BEGIN NH-PROJECT NO. 146-5(001)  
 @ STA. 234+13.61 "D"  
 END NH-PROJECT NO. 144-6(011)  
 @ STA. 234+13.61 "D"

- LEGEND**
- CULVERT PIPE PROTECTION
  - DROP INLET PROTECTION
  - RIPRAP DITCH CHECK
  - SEDIMENT BASIN
  - PERIMETER PROTECTION
  - PROPOSED DITCH FLOWLINE



# EROSION CONTROL DETAILS

SCALE: 1" = 50'

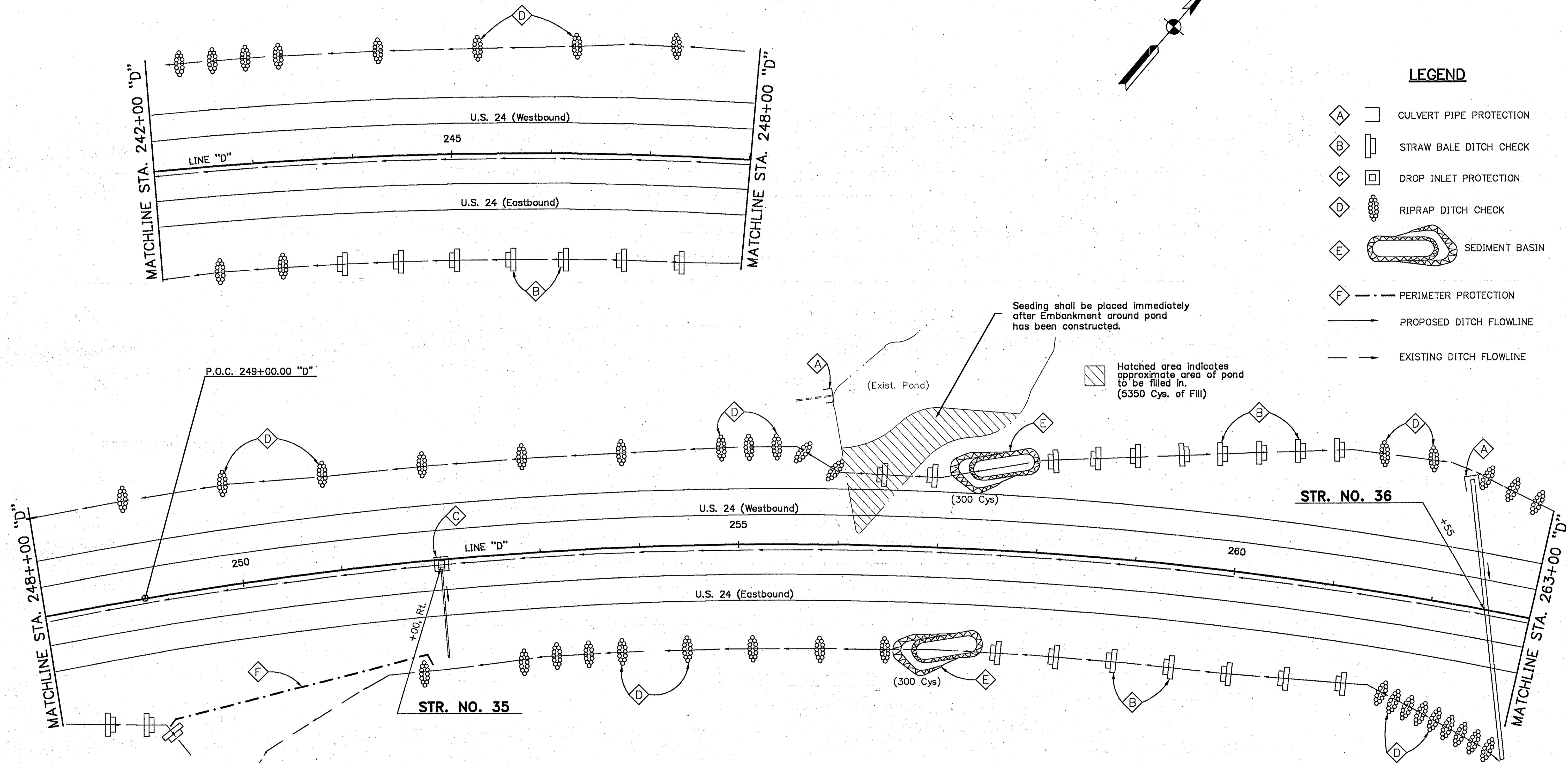
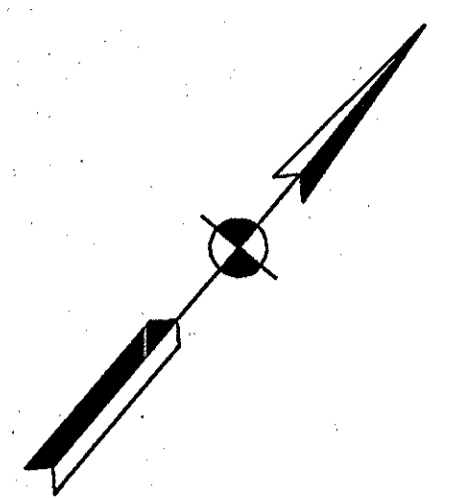


DESIGNED: RJS 7/94 CHECKED: RJS 7/94  
 DRAWN: LKA 7/94 CHECKED: RJS 7/94  
 REVISION: RJS 7/94 CHECKED: RJS 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	97	389

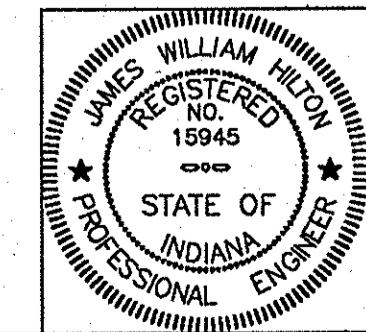
**LEGEND**

- CULVERT PIPE PROTECTION
- STRAW BALE DITCH CHECK
- DROP INLET PROTECTION
- RIPRAP DITCH CHECK
- SEDIMENT BASIN
- PERIMETER PROTECTION
- PROPOSED DITCH FLOWLINE
- EXISTING DITCH FLOWLINE



**EROSION CONTROL  
DETAILS**

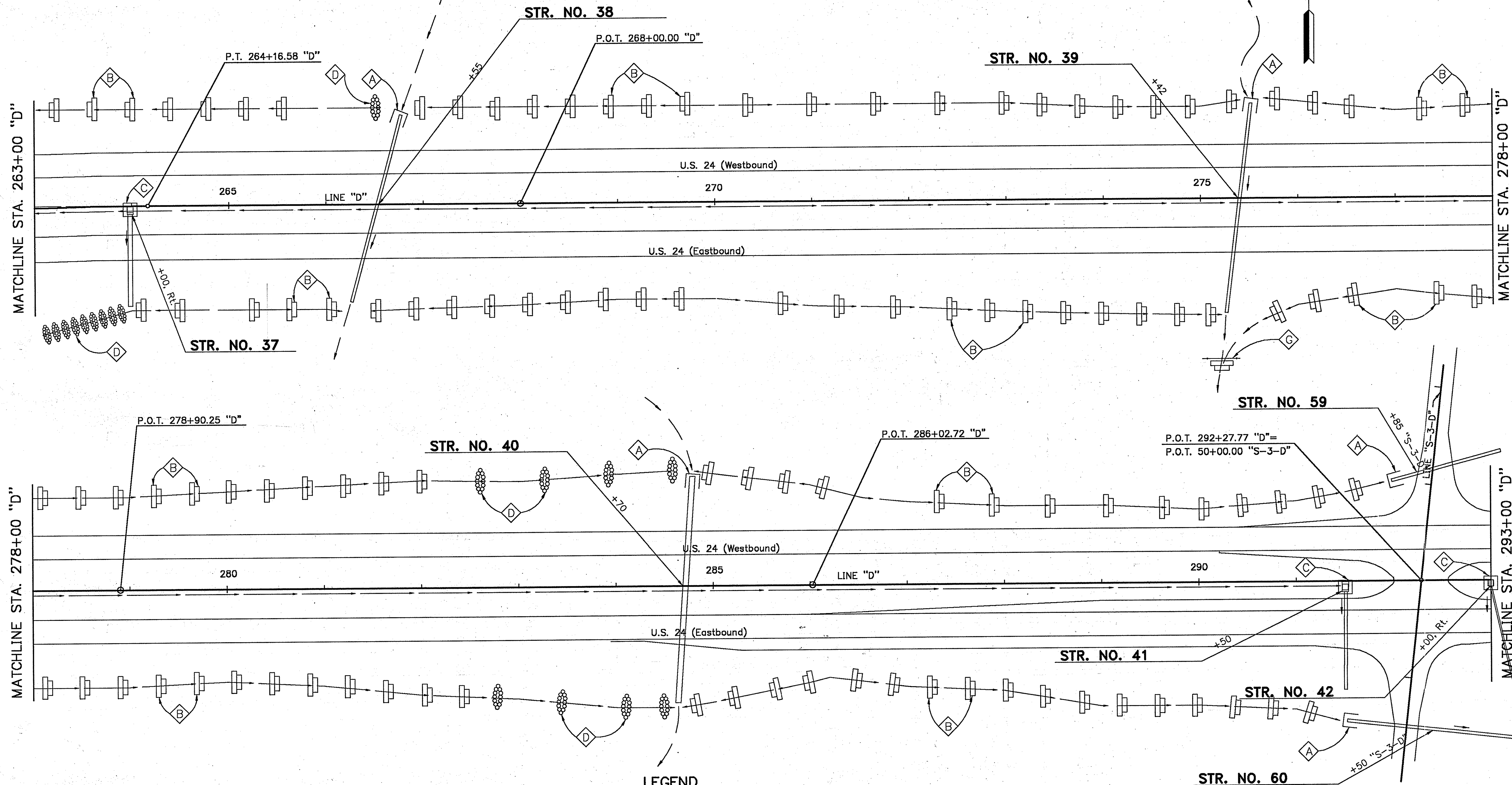
SCALE: 1" = 50'



DESIGNED: JRS 7/94, CHECKED: JRS 7/94, DRAWN: JRS 7/94, CHECKED: JRS 7/94, INCHES: 1/4" = 1', SHEET REVISION: JUNE 16, 1993

PLOT DATE & TIME: JUL 31, 1997 - 08:41:17 from ROAD1

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	98	389



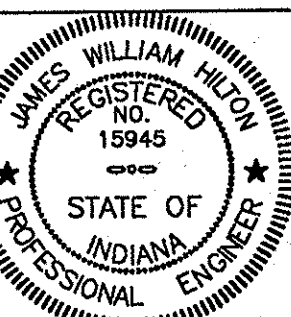
**LEGEND**

- |                         |                        |                       |                         |                           |
|-------------------------|------------------------|-----------------------|-------------------------|---------------------------|
|                         |                        |                       |                         |                           |
| CULVERT PIPE PROTECTION | STRAW BALE DITCH CHECK | DROP INLET PROTECTION | RIPRAP DITCH CHECK      | DRAINAGE BARRIER AT SWALE |
|                         |                        |                       |                         |                           |
|                         |                        |                       | PROPOSED DITCH FLOWLINE | EXISTING DITCH FLOWLINE   |

STR. NO. 60

**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'

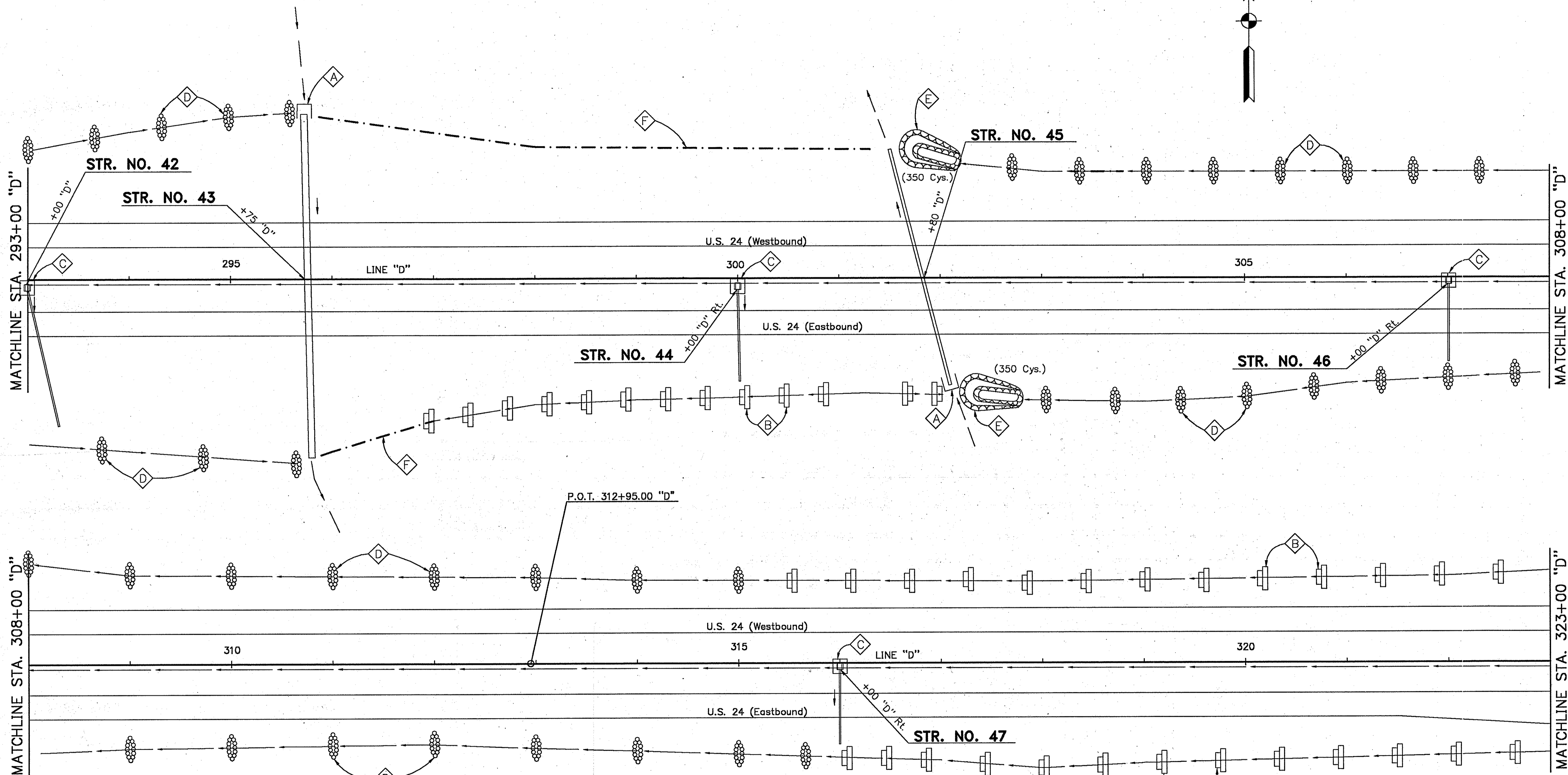
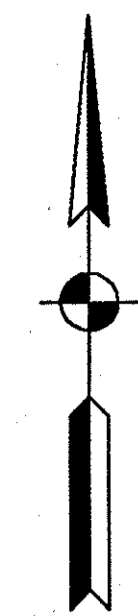


PLOT DATE & TIME: JUN 12, 1997 - 12:03:45 - Plotted from: TRANT2

DESIGNED: BJS 7/94, CHECKED: BJS 7/94, DRAWN: PKA 7/94, CHECKED: BJS 7/94, REVISION: MKK 7/94, CHECKED: BJS 7/94, SHEET REVISED: JUNE 16, 1993



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	99	389

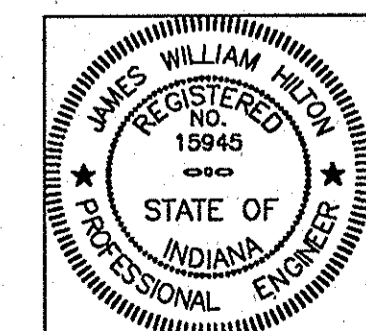


**LEGEND**

- |  |  |                         |  |                         |
|--|--|-------------------------|--|-------------------------|
|  |  | CULVERT PIPE PROTECTION |  | SEDIMENT BASIN          |
|  |  | STRAW BALE DITCH CHECK  |  | PERIMETER PROTECTION    |
|  |  | DROP INLET PROTECTION   |  | FLOWLINE PROPOSED DITCH |
|  |  | RIPRAP DITCH CHECK      |  | FLOWLINE EXISTING DITCH |

**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'


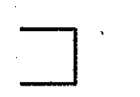










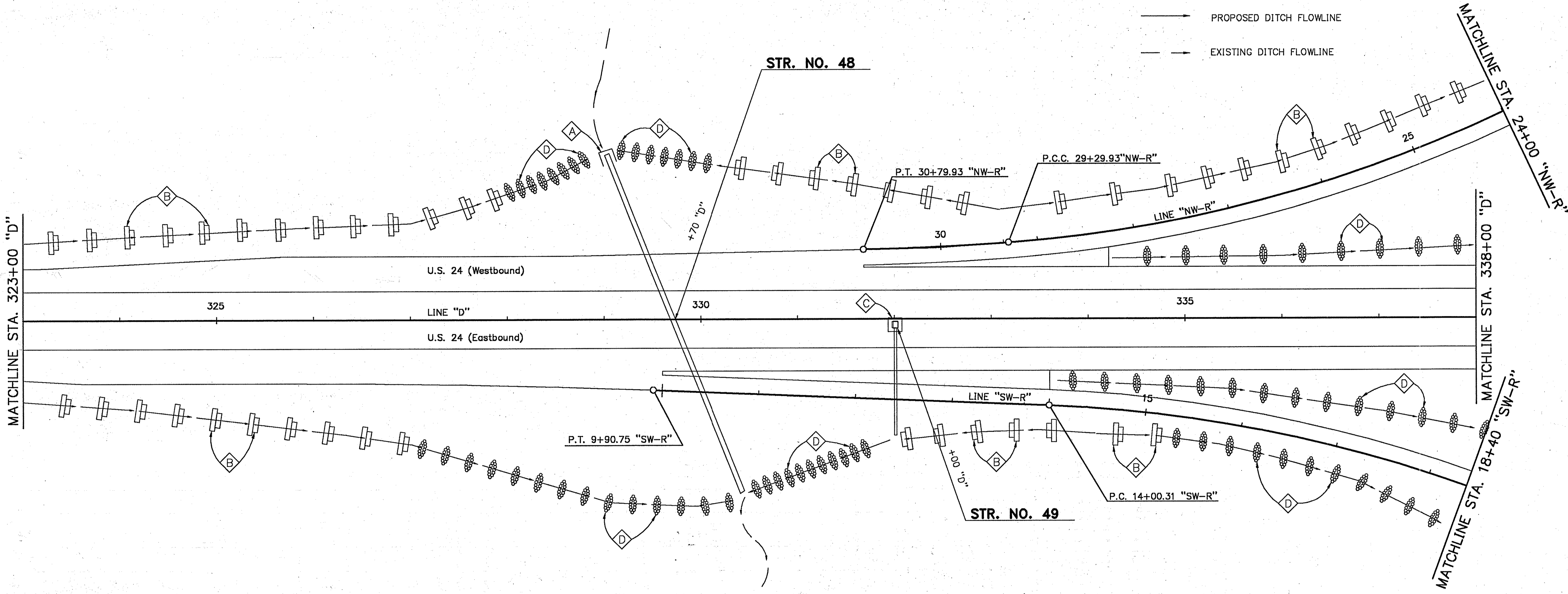
DESIGNED: BRS 7/94 CHECKED: BRS 7/94  
 DRAWN: LKA 7/94 CHECKED: BRS 7/94  
 REVISION: JML 7/94 CHECKED: BRS 7/94  
 SHEET REVISED: JUNE 16, 1993

PLOT DATE & TIME: JUN 12, 1997 - 12:02:54 - Plotted from: TRANI2

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	100	389

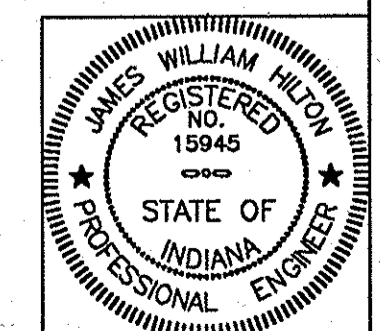
**LEGEND**

-   CULVERT PIPE PROTECTION
-   STRAW BALE DITCH CHECK
-   DROP INLET PROTECTION
-   RIPRAP DITCH CHECK
-  PROPOSED DITCH FLOWLINE
-  EXISTING DITCH FLOWLINE



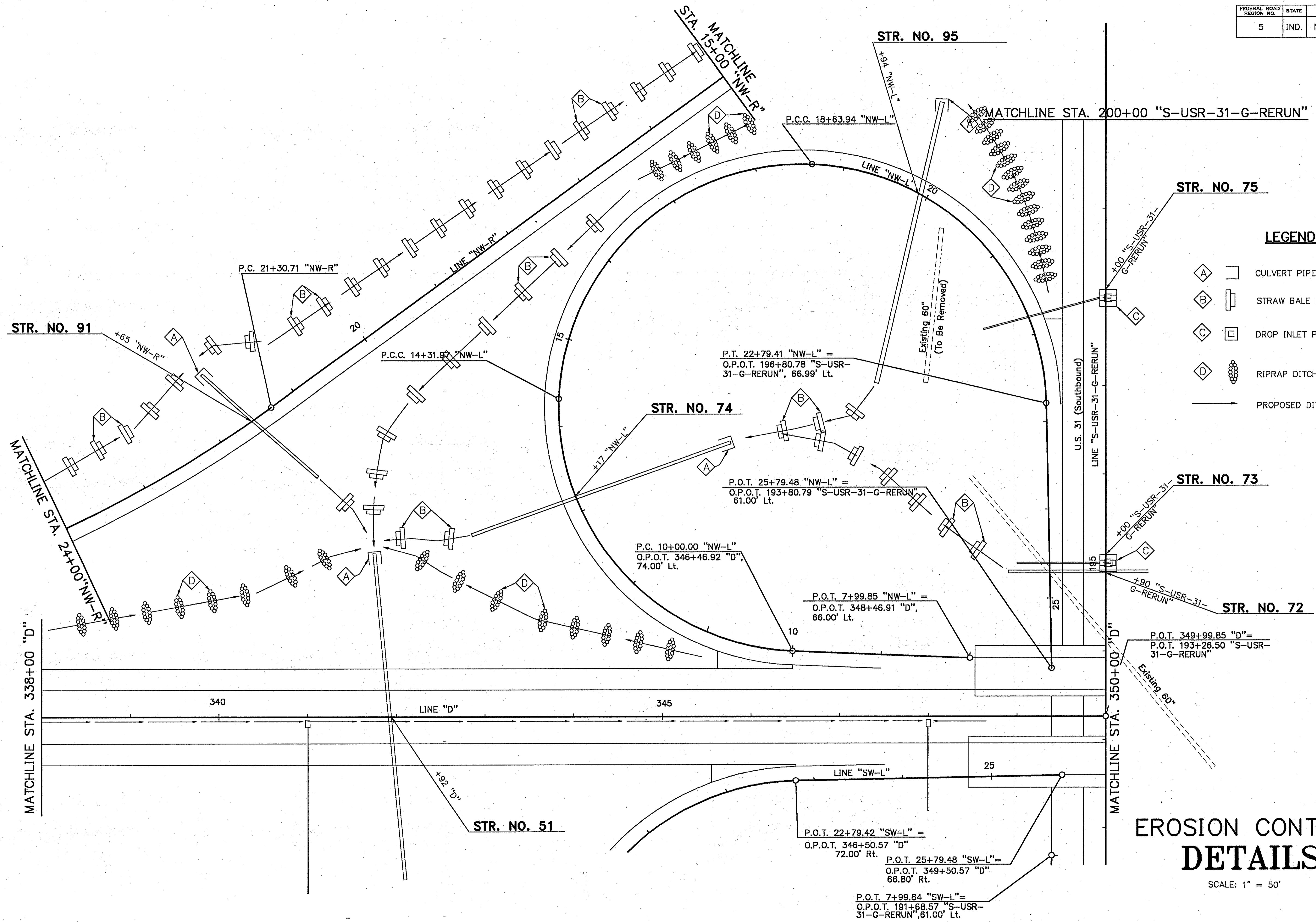
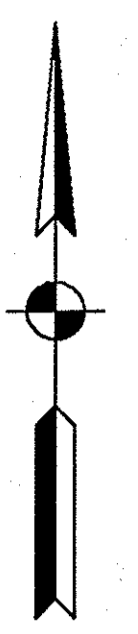
**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'



DESIGNED: EBS 7/94    CHECKED: EBS 7/94  
 DRAWN: EBS 7/94    CHECKED: EBS 7/94  
 PROJECT: NH-146-5(001)

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	101	389

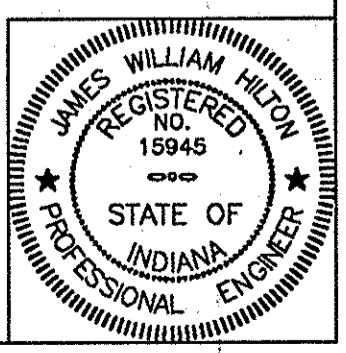


**LEGEND**

- CULVERT PIPE PROTECTION
- STRAW BALE DITCH CHECK
- DROP INLET PROTECTION
- RIPRAP DITCH CHECK
- PROPOSED DITCH FLOWLINE

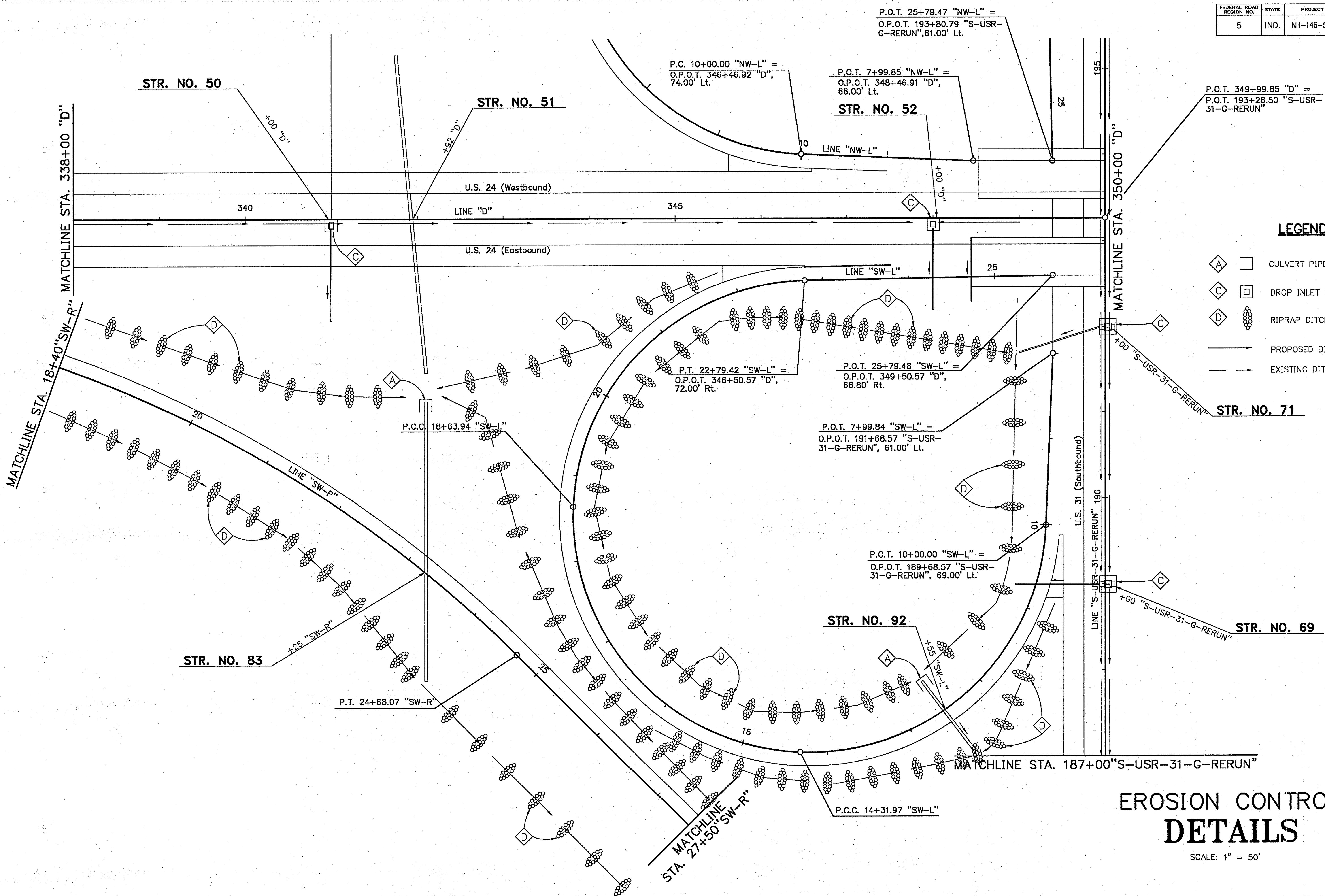
**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'





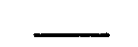


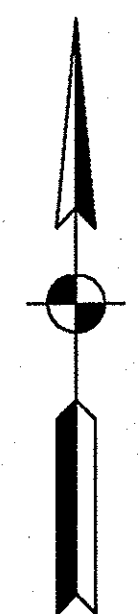
DESIGNED: BRS 7/94, CHECKED: BRS 7/94  
 DRAWN: BRS 7/94, CHECKED: BRS 7/94  
 INCHES: 1/8" = 1', SCALE: BRS 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	102	389



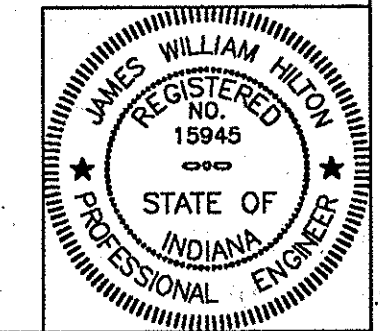
**LEGEND**

-  CULVERT PIPE PROTECTION
-  DROP INLET PROTECTION
-  RIPRAP DITCH CHECK
-  PROPOSED DITCH FLOWLINE
-  EXISTING DITCH FLOWLINE



**EROSION CONTROL  
DETAILS**





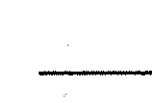

SCALE: 1" = 50'

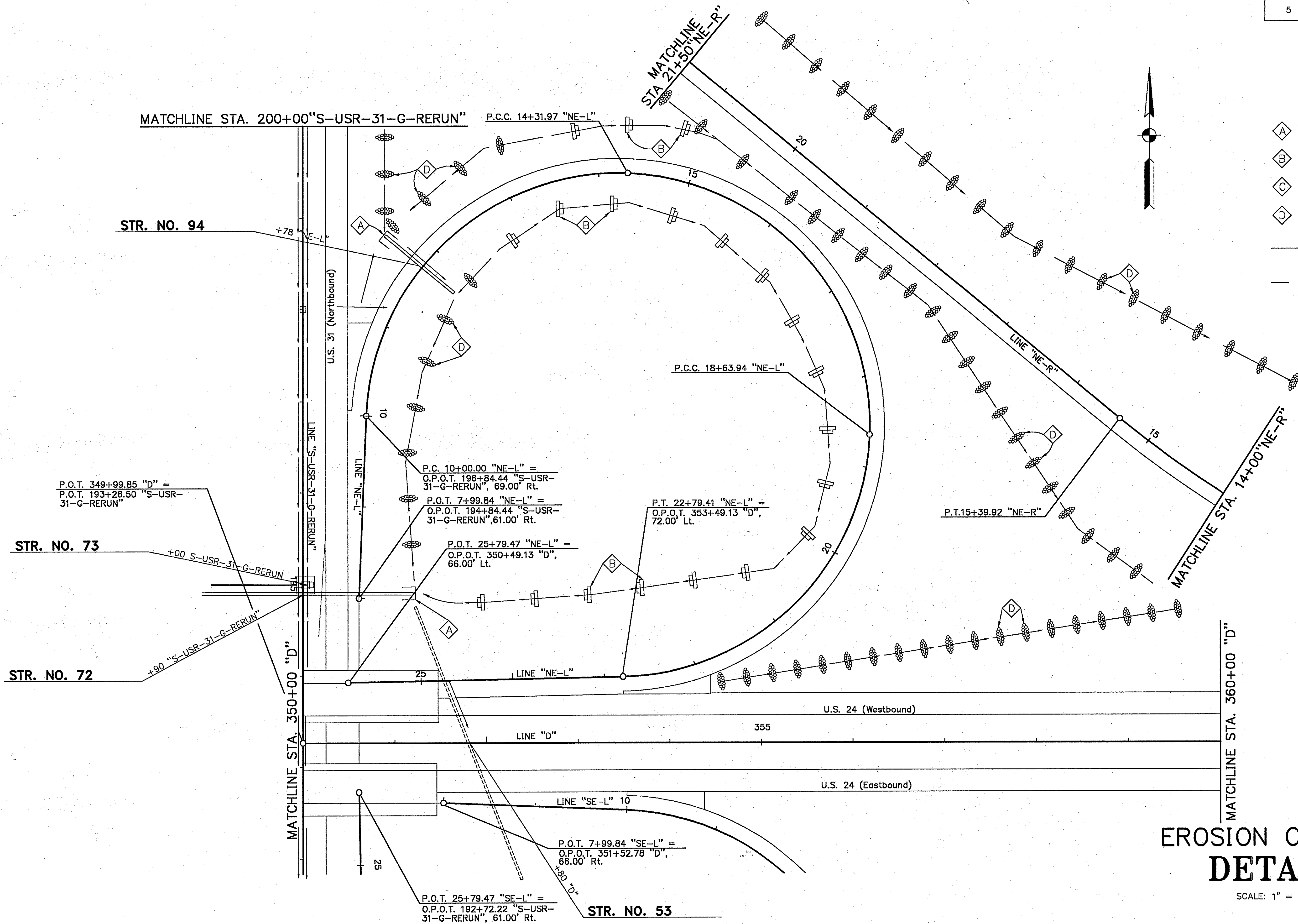
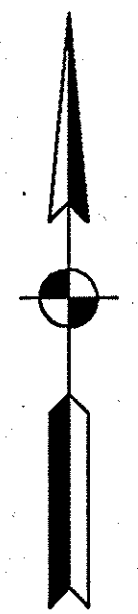


DESIGNED: BJS 7/94 CHECKED: BJS 7/94  
 DRAWN: LVA 6/94 CHECKED: BJS 7/94  
 SUPERVISOR: BJS 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	103	389

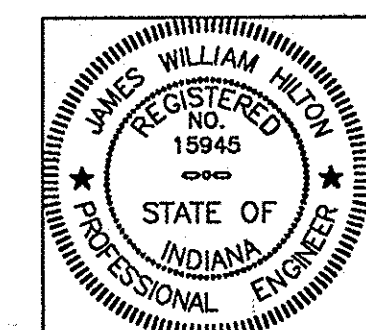
**LEGEND**

-  CULVERT PIPE PROTECTION
-  STRAW BALE DITCH CHECK
-  DROP INLET PROTECTION
-  RIPRAP DITCH CHECK
-  PROPOSED DITCH FLOWLINE
-  EXISTING DITCH FLOWLINE



**EROSION CONTROL  
DETAILS**












SCALE: 1" = 50'

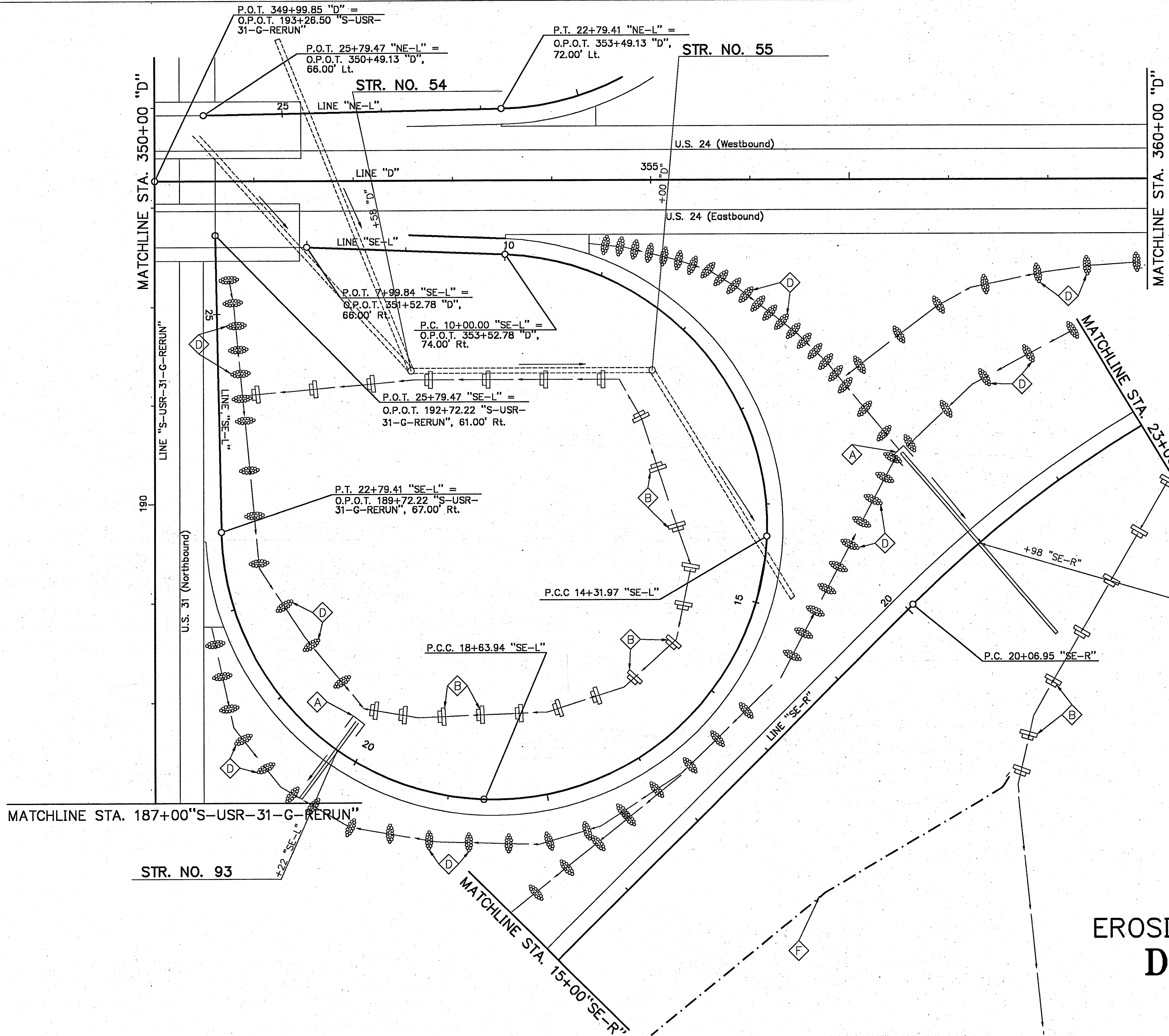


DESIGNED: JWS, 7/94  
 CHECKED: JWS, 7/94  
 DRAWN: JWS, 7/94  
 REVIEWED: JWS, 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	104	389

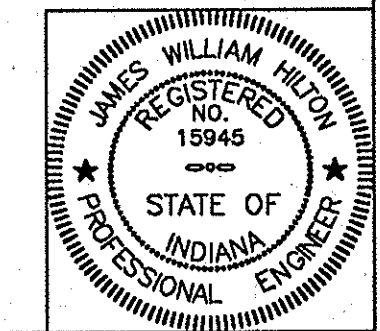
**LEGEND**

-   CULVERT PIPE PROTECTION
-   STRAW BALE DITCH CHECK
-   DROP INLET PROTECTION
-   RIPRAP DITCH CHECK
-  PROPOSED DITCH FLOWLINE
-  EXISTING DITCH FLOWLINE
-  PERIMETER PROTECTION



**EROSION CONTROL  
DETAILS**













SCALE: 1" = 50'

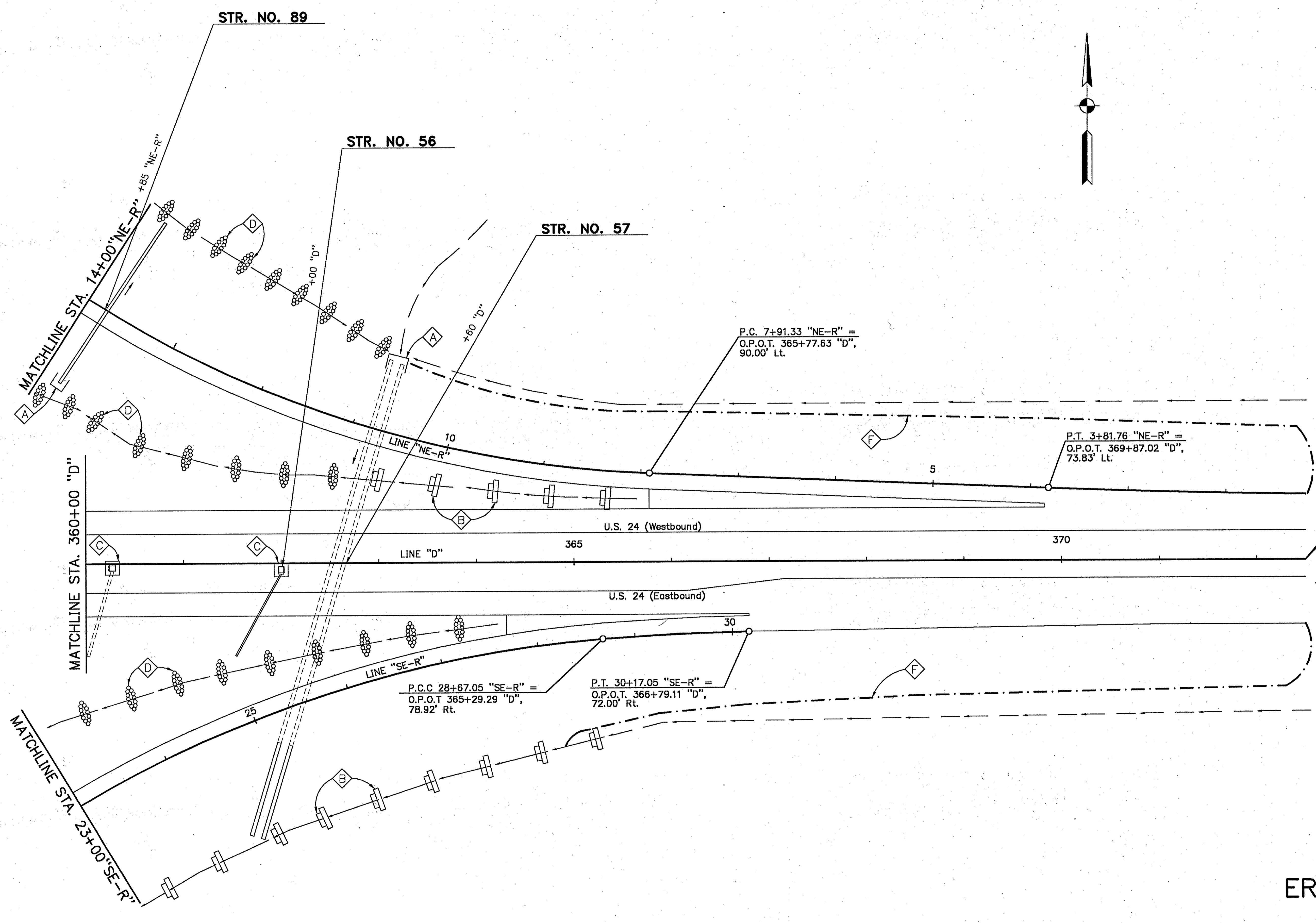


DESIGNED: B.D.S. 7/94. CHECKED: \_\_\_\_\_  
 DRAWING: J.K.A. 7/94. CHECKED: \_\_\_\_\_  
 REVISION: \_\_\_\_\_

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	105	389

**LEGEND**

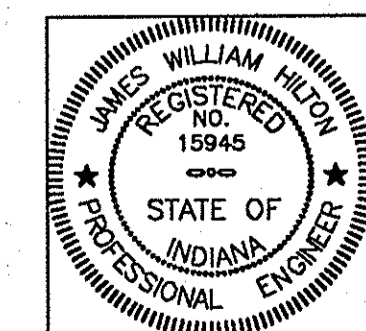
-   CULVERT PIPE PROTECTION
-   STRAW BALE DITCH CHECK
-   DROP INLET PROTECTION
-   RIPRAP DITCH CHECK
-   PERIMETER PROTECTION
-  PROPOSED DITCH FLOWLINE
-  EXISTING DITCH FLOWLINE



END NH-PROJECT NO. 146-5(001)  
STATION 372+50.00 "D"

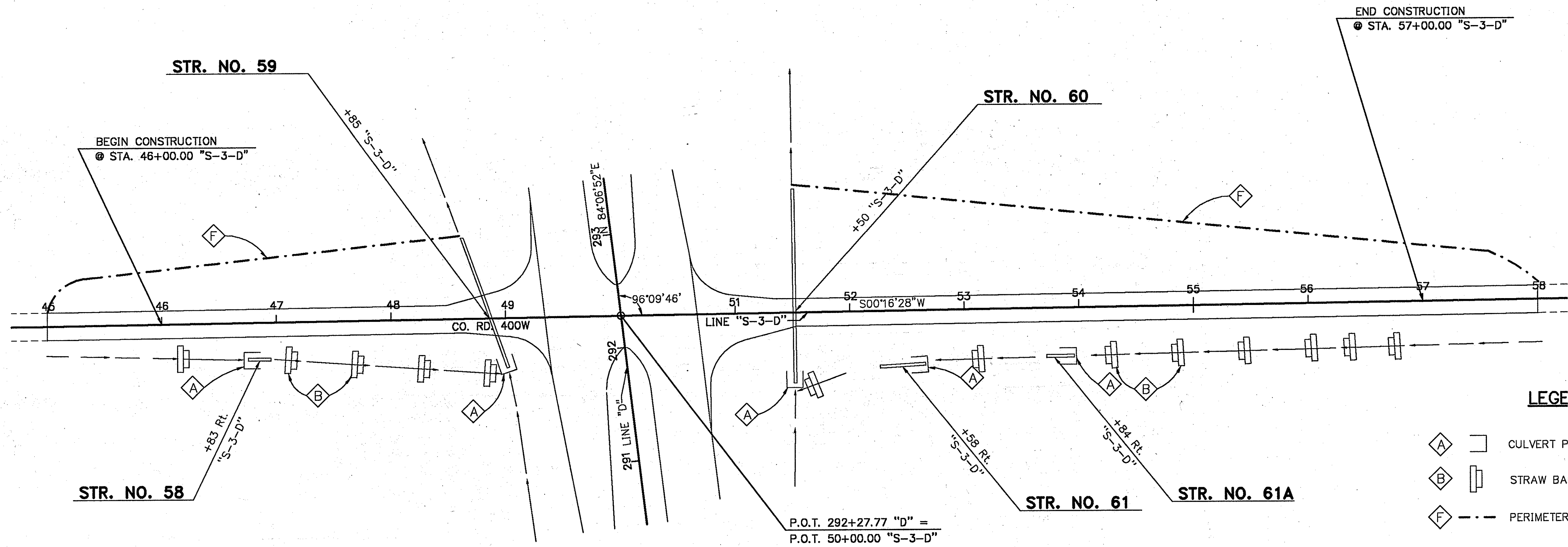
**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'



DESIGNED: RDS 7/94  
 DRAWN: EKA 7/94  
 CHECKED: MKR 7/94  
 REVISION:

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	106	389



**LEGEND**

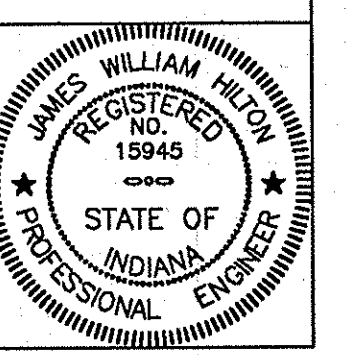
- CULVERT PIPE PROTECTION
- STRAW BALE DITCH CHECK
- PERIMETER PROTECTION
- PROPOSED DITCH FLOWLINE
- EXISTING DITCH FLOWLINE

# LINE "S-3-D"

## EROSION CONTROL DETAILS

### DETAILS

SCALE: 1" = 50'

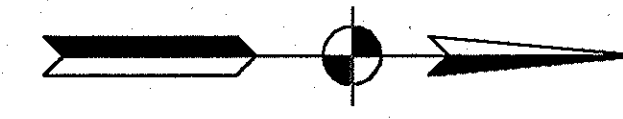


DESIGNED: M.K. 7/94... ONCEG: RUS 7/94...  
 DRAWN: M.K. 7/94... ONCEG: RUS 7/94...  
 REVISION: M.K. 8/94... ONCEG: RUS 8/94...  
 SHEET REVISED: JUNE 16, 1993








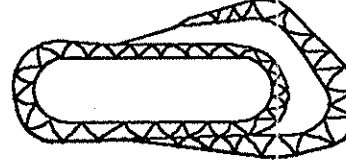


PLOT DATE & TIME: SEP 30, 1997 - 16:20:60 - Plotted from: TRAN4



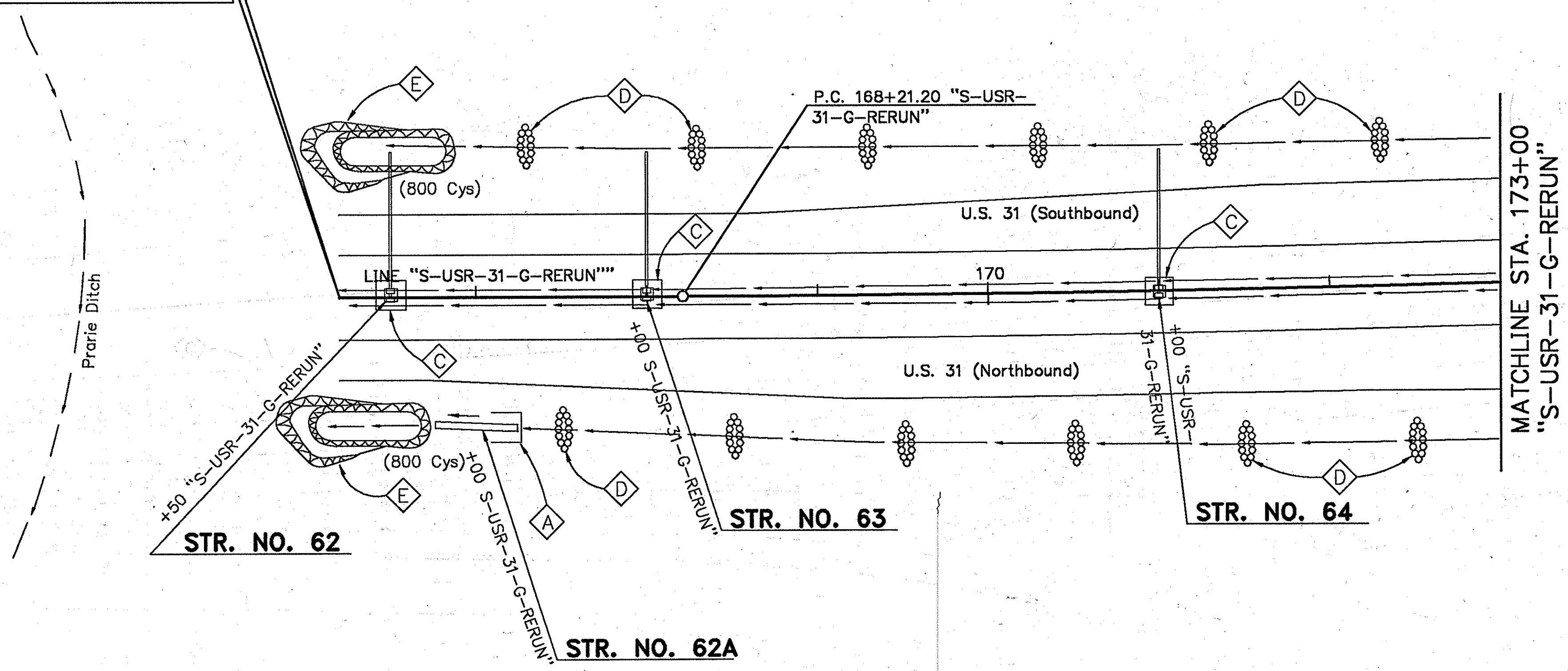
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	107	389



**LEGEND**

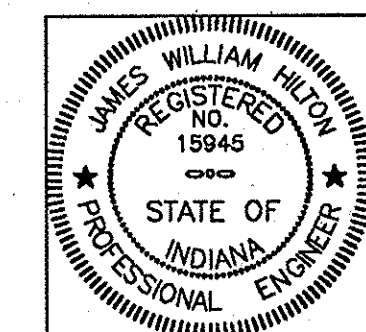
-   CULVERT PIPE PROTECTION
-   DROP INLET PROTECTION
-   RIPRAP DITCH CHECK
-   SEDIMENT BASIN
-  PROPOSED DITCH FLOWLINE
-  EXISTING DITCH FLOWLINE

BEGIN CONSTRUCTION  
@ STA. 166+20.00 "S-USR-31-G-RERUN"



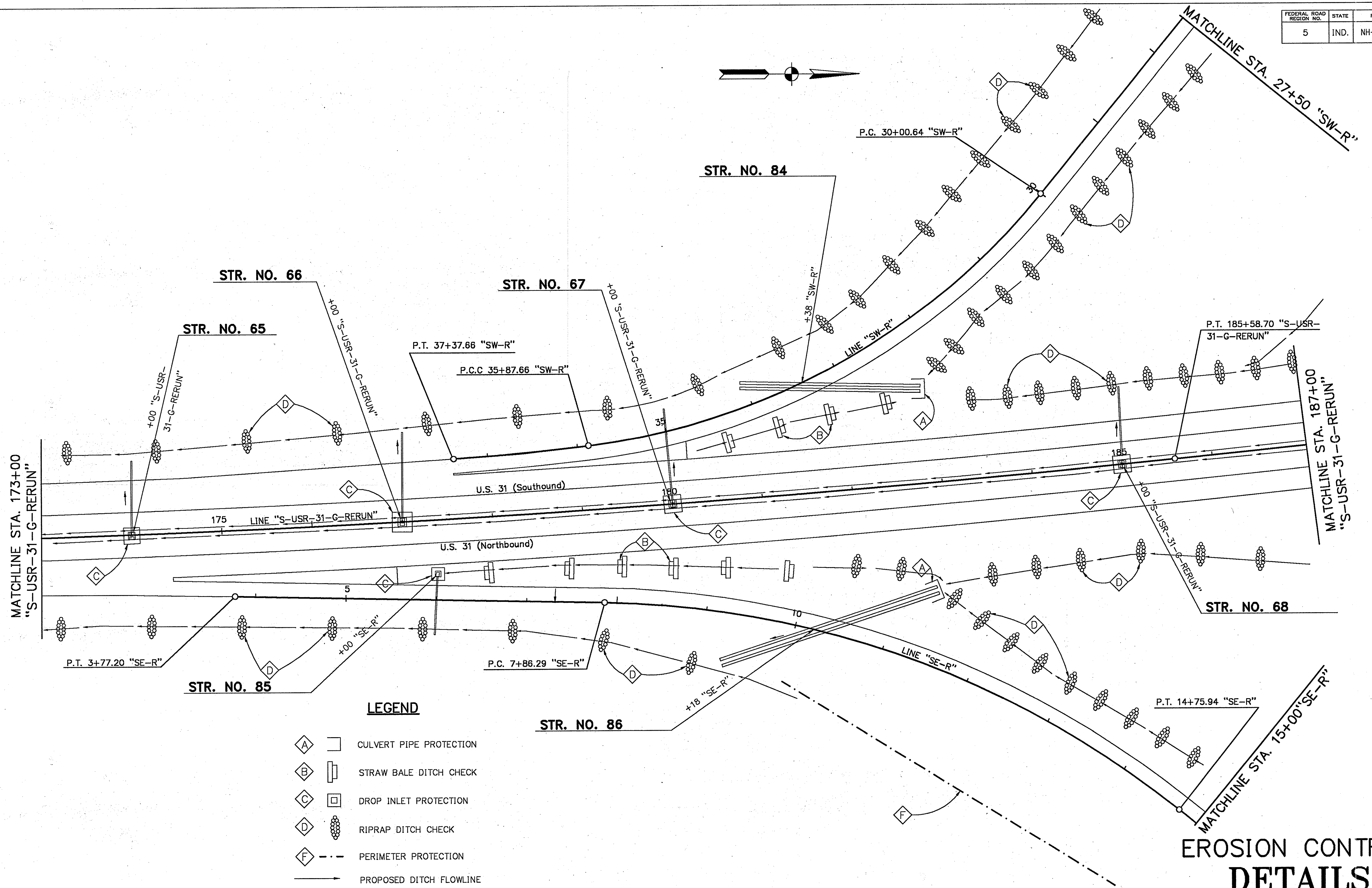
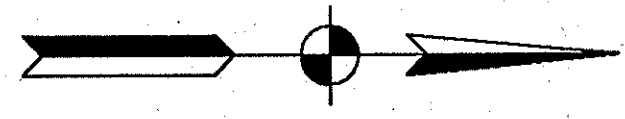
**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'



DESIGNED: BRS 7/94 CHECKED: BRS 7/94  
 DRAWN: BRS 7/94 CHECKED: BRS 7/94  
 REVISION: BRS 7/94 CHECKED: BRS 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	108	389

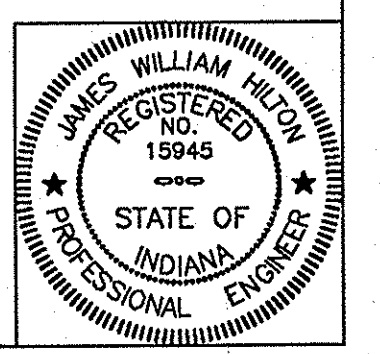


**LEGEND**

- CULVERT PIPE PROTECTION
- STRAW BALE DITCH CHECK
- DROP INLET PROTECTION
- RIPRAP DITCH CHECK
- PERIMETER PROTECTION
- PROPOSED DITCH FLOWLINE

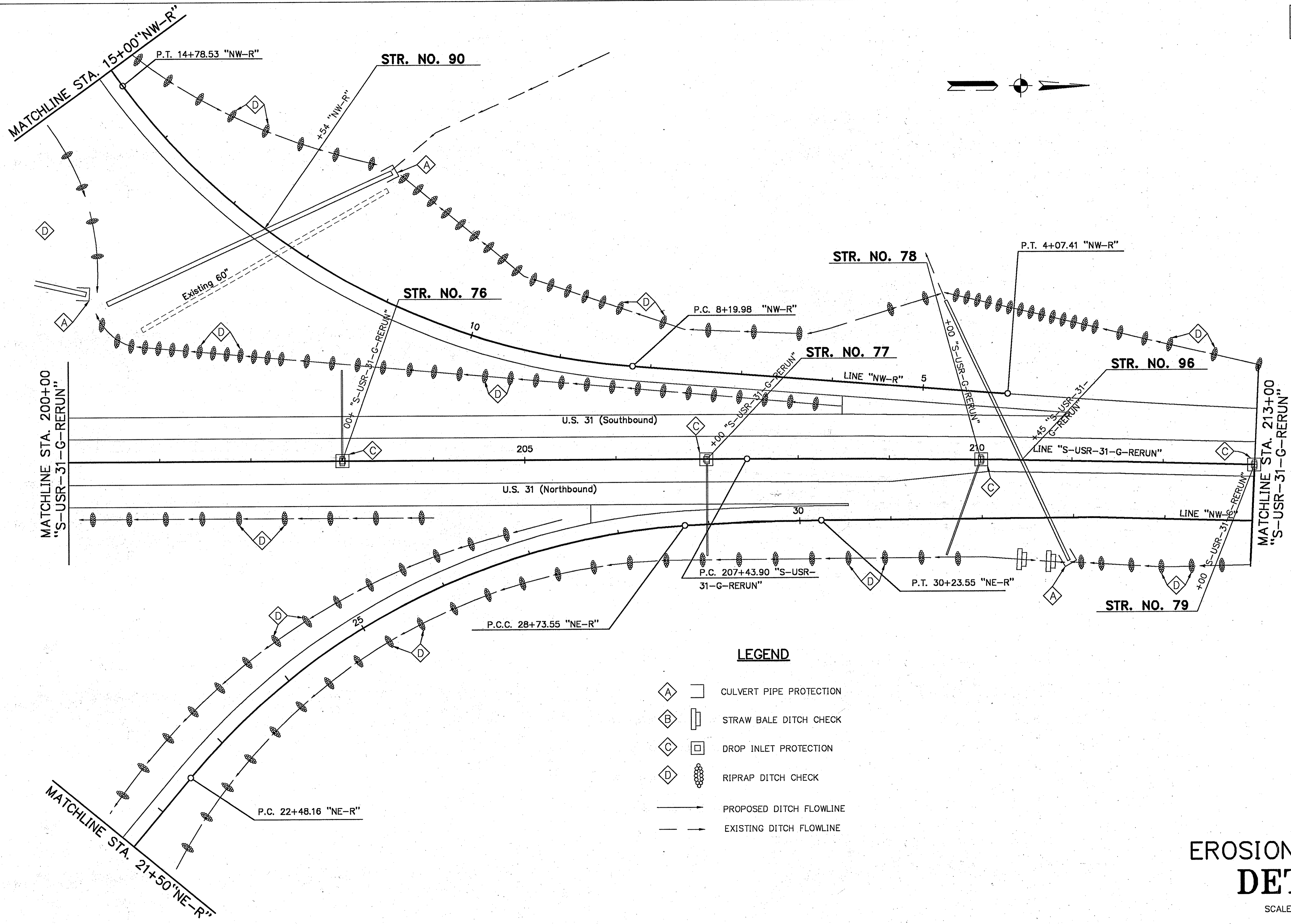
**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'



DESIGNED: BJS 7/94, CHECKED: BJS 7/94  
 DRAWN: JKA 7/94, CHECKED: BJS 7/94  
 REVISION: MKC 7/94, CHECKED: BJS 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	109	389

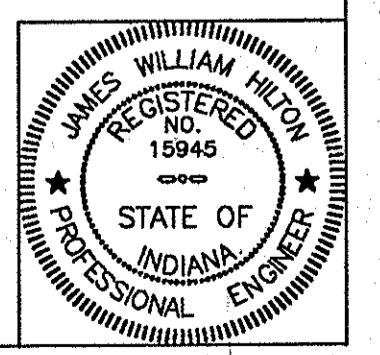


**LEGEND**

- CULVERT PIPE PROTECTION
- STRAW BALE DITCH CHECK
- DROP INLET PROTECTION
- RIPRAP DITCH CHECK
- PROPOSED DITCH FLOWLINE
- EXISTING DITCH FLOWLINE

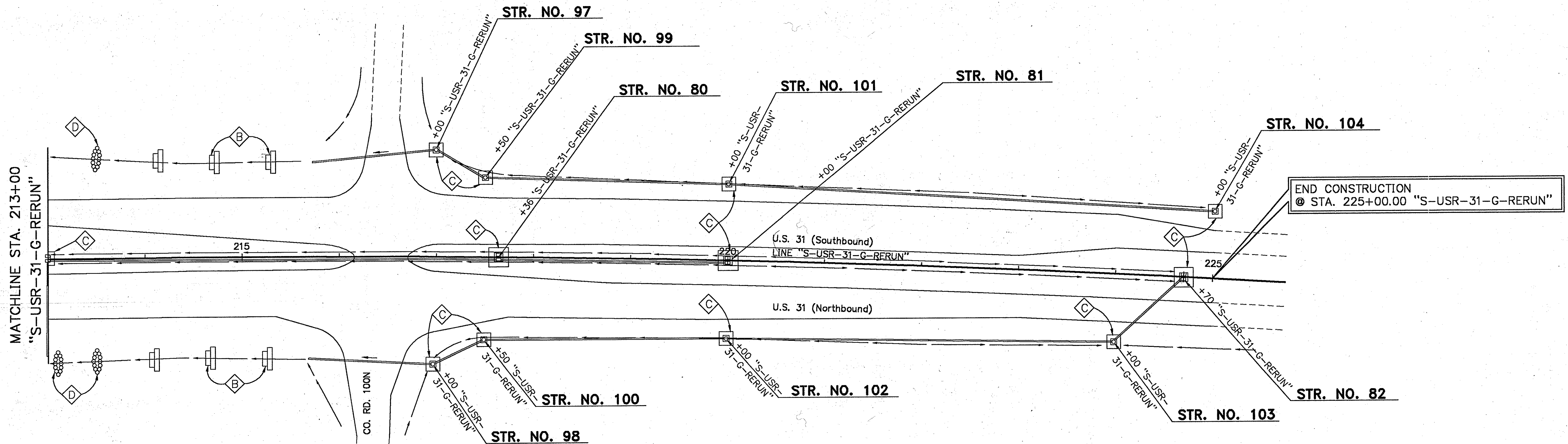
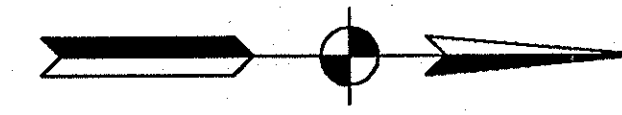
**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'



DESIGNED: RDS 7/94, CHECKED: RDS 7/94  
 DRAWN: PKA 7/94, CHECKED: RDS 7/94  
 REVISION: MKR 7/94, CHECKED: RDS 7/94

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	110	389

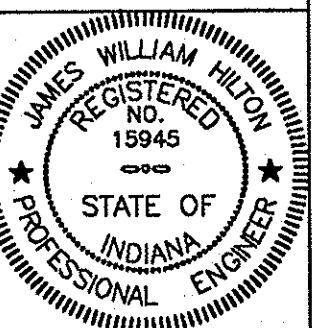


**LEGEND**

- STRAW BALE DITCH CHECK
- DROP INLET PROTECTION
- RIPRAP DITCH CHECK
- PROPOSED DITCH FLOWLINE

**EROSION CONTROL  
DETAILS**

SCALE: 1" = 50'



DESIGNED: RUS 7/94, CHECKED: RUS 7/94, DRAWN: JKA 7/94, CHECKED: RUS 7/94, REVISION: MKR 7/94, CHECKED: RUS 7/94

# TEMPORARY EROSION CONTROL TABLES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	111	389

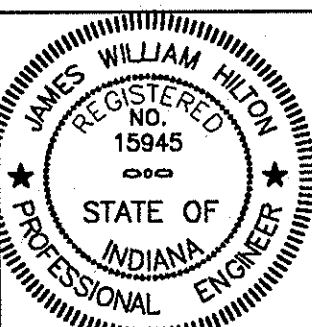
TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK					
STATION TO STATION		SPACING	PERCENT GRADE	No. of CHECKS	LFT. per RUN
LINE "D"					
244+00	248+00 RT	58'	1.80	7	145
248+00	249+00 RT	39'	2.18	3	44
255+95	259+00 LT	58'	1.80	7	145
257+00	261+73 RT	58'	1.97	8	145
259+00	261+00 LT	39'	2.95	5	104
263+00	266+00 LT	39'	2.95	7	98
264+00	264+86 RT	39'	2.95	2	28
264+86	266+00 RT	39'	2.95	3	42
266+26	270+00 RT	39'	2.95	9	126
266+85	269+00 LT	39'	2.95	6	84
269+00	270+00 LT	58'	0.73	2	28
270+00	273+00 LT	58'	0.33	5	70
270+00	271+00 RT	58'	0.85	1	14
271+00	272+00 RT	58'	0.90	2	28
272+00	275+25 RT	39'	2.95	8	112
273+00	275+50 LT	39'	2.95	6	84
275+50	277+00 LT	39'	2.41	3	42
276+00	277+00 RT	39'	2.95	3	42
277+00	278+00 LT	39'	2.32	2	28
277+00	278+00 RT	39'	2.28	2	28
278+00	282+00 LT	39'	2.95	11	155
278+00	282+40 RT	39'	2.95	12	169
284+80	286+00 LT	39'	2.95	4	56
284+60	286+00 RT	39'	2.95	4	56
286+50	290+00 LT	58'	1.98	5	104
286+00	287+00 RT	39'	2.03	2	28
287+00	291+00 RT	39'	2.95	10	208
290+00	292+00 LT	39'	2.95	5	104
291+00	291+50 RT	39'	2.60	1	20
297+00	301+25 RT	39'	2.95	11	155
301+25	302+10 RT	39'	2.95	2	28
315+00	323+00 LT	58'	0.98	13	269
316+00	317+00 RT	39'	2.95	3	62
317+00	320+00 RT	58'	0.68	5	104
320+00	321+00 RT	58'	1.84	2	42
321+00	323+00 RT	58'	0.98	3	62
323+00	328+00 LT	39'	2.96	13	183
323+00	327+00 RT	39'	2.95	10	141
330+00	333+00 LT	39'	2.95	7	98
331+75	334+00 RT	39'	2.88	5	70
333+00	335+00 LT	58'	1.43	3	42
334+00	335+00 RT	39'	2.95	2	28
342+00	343+00 LT	58'	2.00	2	28
LINE "SW-R"					
33+00	34+80 LT	58'	1.94	3	72
LINE "NW-R"					
15+00	21+00 RT	39'	2.27	15	311
21+00	21+75 RT	39'	2.50	2	42
21+75	27+50 RT	39'	2.85	14	290
16+70	21+35 LT	58'	1.71	7	98
LINE "NW-L"					
8+00	11+00 RT	58'	0.50	6	84
16+00	18+00 RT	58'	0.50	2	28
SUBTOTAL 1					
					4574

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK					
STATION TO STATION		SPACING	PERCENT GRADE	No. of CHECKS	LFT. per RUN
LINE "SE-R"					
7+23	9+80 LT	58'	1.78	4	83
9+80	10+00 LT	58'	2.00	1	20
19+50	28+50 RT	58'	1.43	16	224
LINE "SE-L"					
7+99.84	13+60 RT	58'	0.91	9	127
13+60	20+22 RT	39'	2.9	12	169
LINE "NE-R"					
7+90	10+50 LT	58'	3.83	5	100
LINE "NE-L"					
13+50	15+00 LT	58'	1.00	3	62
12+50	25+00 RT	58'	0.91	18	364
LINE "S-USR-31-G-RERUN"					
210+00	211+00 RT	39'	2.30	2	28
214+00	215+75 LT	58'	1.00	3	42
214+00	215+75 RT	58'	0.76	3	42
LINE "S-3-D"					
46+00	46+98 RT	58'	1.15	1	14
46+98	49+00 RT	58'	0.30	4	56
51+50	53+00 RT	58'	0.30	2	28
53+00	55+00 RT	58'	0.70	4	56
55+00	56+00 RT	58'	1.69	2	28
56+00	57+00 RT	39'	2.96	2	28
AT BREAK IN WETLAND DIKE					
					1
SUBTOTAL 2					1496
SUBTOTAL 1					4574
TOTAL					6070

TEMPORARY EROSION CONTROL RIPRAP DITCH CHECK					
STATION TO STATION		SPACING	PERCENT GRADE	No. of CHECKS	LFT. per RUN
LINE "D"					
234+50	240+00 RT	100'	0.50	5	73
237+50	240+00 LT	100'	0.39	3	44
240+00	243+00 RT	66'	2.95	5	73
240+00	241+00 LT	66'	2.95	1	15
241+00	243+00 LT	33'	5.04	6	87
243+00	244+00 RT	66'	2.43	1	15
243+00	248+00 LT	100'	1.80	5	108
248+00	249+00 LT	100'	1.61	1	22
249+00	250+25 LT	100'	0.25	1	22
250+25	251+00 LT	66'	2.13	1	22
251+00	254+00 LT	100'	0.30	3	65
251+60	252+50 RT	100'	1.11	1	15
252+50	254+00 RT	33'	5.37	4	58
254+00	255+00 LT	100'	1.20	1	22
255+00	255+95 LT	22'	9.08	4	87
254+00	257+00 RT	66'	2.95	4	58
261+00	262+15 LT	50'	3.43	2	29
261+73	263+00 RT	15'	13.94	9	131
262+15	263+00 LT	25'	8.05	3	44
263+00	264+00 RT	10'	18.62	9	131
266+00	266+70 LT	40'	4.28	1	15
282+00	284+80 LT	66'	2.95	4	58
282+40	284+60 RT	66'	2.95	4	58
293+10	295+50 LT	66'	2.95	5	73
293+20	295+70 RT	100'	0.30	3	44
302+00	307+00 LT	66'	2.95	7	102
302+80	308+00 RT	66'	2.95	8	116
307+00	308+00 LT	66'	2.82	1	15
308+00	309+00 RT	66'	2.33	1	15
308+00	315+00 LT	100'	0.98	8	172
309+00	312+00 RT	100'	0.98	3	65
312+00	316+00 RT	100'	0.40	4	86
327+00	330+00 RT	25'	8.18	14	203
328+00	329+00 LT	12'	17.09	8	116
329+00	330+00 LT	15'	14.40	7	102
330+40	331+75 RT	12'	15.52	11	160
334+20	341+75 LT	40'	4.35	18	324
341+75	345+60 LT	40'	4.16	10	180
357+00	360+00 RT	50'	3.45	7	102
354+50	360+00 LT	28'	6.25	19	409
LINE "SW-R"					
14+00	22+00 LT	33'	5.00	26	377
15+35	24+00 RT	28'	7.14	31	450
22+50	24+70 LT	28'	6.00	10	215
24+00	29+00 RT	66'	2.80	8	120
28+00	33+00 RT	66'	2.50	7	105
24+70	32+25 LT	28'	7.14	27	392
33+00	37+37 RT	100'	1.61	4	102
LINE "SW-L"					
7+99	12+65 RT	50'	3.84	9	194
10+80	12+40 LT	33'	5.00	6	129
12+65	21+70 RT	28'	7.14	28	602
12+40	16+00 LT	28'	6.25	14	301
19+50	21+90 LT	28'	5.26	10	215
21+70	25+15 RT	20'	10.00	18	253
LINE "NW-R"					
4+80	5+80 RT	40'	5.00	2	43
5+80	8+50 RT	50'	3.57	5	108
8+50	11+60 RT	20'	11.11	14	204
11+60	15+00 RT	40'	4.16	8	116
SUBTOTAL 1					7462

TEMPORARY EROSION CONTROL RIPRAP DITCH CHECK					
STATION TO STATION		SPACING	PERCENT GRADE	No. of CHECKS	LFT. per RUN
LINE "NW-L"					
16+70	19+95 LT	26'	7.69	16	233
20+05	21+90 LT	16'	12.50	14	203
LINE "SE-L"					
10+90	13+00 LT	15'	14.28	19	276
13+00	13+80 LT	33'	5.10	3	44
15+60	20+22 LT	40'	4.16	13	189
20+22	21+90 LT	33'	5.55	6	87
20+22	24+00 RT	50'	3.22	7	102
24+00	25+50 RT	25'	8.3	6	108
LINE "SE-R"					
5+90	10+00 RT	100'	1.42	4	58
10+00	17+30 LT	40'	4.54	16	233
18+30	21+00 LT	28'	7.69	10	146
21+00	28+15 LT	50'	3.57	14	203
LINE "NE-R"					
10+50	13+45 LT	50'	3.84	6	87
10+50	14+00 RT	33'	5.26	9	131
13+45	20+00 LT	33'	5.26	20	290
14+00	32+00 RT	40'	4.76	44	638
20+00	21+50 LT	66'	2.38	3	65
21+50	27+80 LT	40'	4.16	15	323
LINE "NE-L"					
11+78	13+50 LT	50'	3.50	4	58
8+20	12+50 RT	50'	3.12	7	151
LINE "S-USR-31-G-RERUN"					
166+20	172+00 LT	100'	0.52	5	73
166+20	172+00 RT	100'	0.74	5	73
172+00	177+30 LT	100'	0.36	6	88
172+00	177+00 RT	100'	0.40	5	73
177+00	178+00 LT	100'	1.40	1	15
177+00	178+00 RT	100'	1.50	1	15
181+50	187+00 RT	50'	3.57	10	215
182+00	188+00 LT	40'	4.10	14	301
198+85	202+00 LT	40'	4.34	7	151
200+00	202+20 LT	16'	12.50	16	232
202+00	204+00 RT	50'	3.85	5	108
202+20	208+30 LT	28'	7.14	21	452
209+80	211+00 LT	12'	16.50	13	189
211+00	214+00 RT	40'	4.50	8	116
211+00	212+00 LT	28'	7.00	3	44
212+00	214+00 LT	50'	3.50	4	58
SUBTOTAL 2					5828
SUBTOTAL 1					7462
TOTAL					13,290

DESIGNED: PHL 7/94 CHECKED: RDS 7/94  
 DRAWN: PHL 7/94 CHECKED: RDS 7/94  
 REVISION: SJW 12/97 CHECKED: PHL 12/97



R-23637

# TEMPORARY EROSION CONTROL TABLES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	112	389

### TEMPORARY EROSION CONTROL CULVERT PIPE PROTECTION

STATION	STR. NO.	EACH
LINE "D"		
236+50 LT	24	1
255+90 LT	EXIST	1
262+25 LT	36	1
266+70 LT	38	1
275+55 LT	39	1
284+85 LT	40	1
295+75 LT	43	1
302+10 RT	45	1
329+00 LT	48	1
341+95 LT	51	1
LINE "SW-R"		
22+00 LT	83	1
33+00 LT	84	2
LINE "SW-L"		
12+55 RT	92	1
LINE "NW-R"		
11+60 RT	90	1
21+75 LT	91	1
LINE "NW-L"		
13+17 RT	74	1
19+94 LT	95	1
LINE "SE-R"		
11+25 LT	86	2
20+98 LT	88	1
LINE "SE-L"		
20+22 RT	93	1
LINE "NE-R"		
10+70 RT	57	1
13+40 LT	89	1
13+50 LT	EXIST	1
LINE "NE-L"		
11+78 LT	94	1
25+00 RT	53	1
LINE "S-USR-31-G-RERUN"		
170+80 LT	109	1
194+90 RT	72	1
211+00 RT	96	1
LINE "S-3-D"		
46+75 RT	58	1
49+00 RT	59	1
51+50 RT	60	1
52+46 RT	61	1
53+96	61A	1
TOTAL		35

### TEMPORARY EROSION CONTROL DRAINAGE BARRIER AT SWALE

STATION TO STATION	FORE SLOPE	BACK SLOPE	DITCH BOTTOM	LFT. OF PROTECTION
LINE "D"				
275+00		5:1	5:1	15
TOTAL				50

### TEMPORARY EROSION CONTROL PERIMETER PROTECTION

STATION TO STATION	(LFT.) LENGTH OF PROTECTION
LINE "D"	
234+13	236+50 LT 270'
249+00	251+80 RT 280'
295+75	297+00 RT 125'
295+75	301+50 LT 575'
LINE "SE-R"	
10+00	19+50 950'
LINE "D"	
365+00	372+50 RT 800'
365+78	372+50 LT 722'
LINE "NE-R"	
7+91	10+60 270'
LINE "S-3-D"	
46+00	48+60 LT 375'
51+50	58+00 LT 660'
AROUND WETLAND SITE	5675'
TOTAL	10,702'

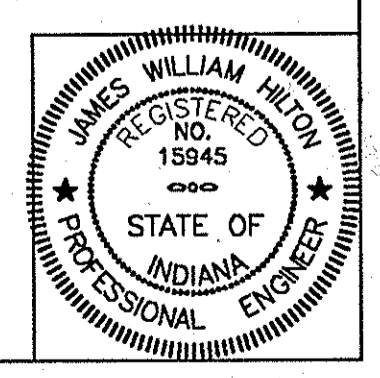
### TEMPORARY EROSION CONTROL SEDIMENT BASIN

STATION	CYS.
LINE "D"	
234+40 Rt	420
237+00 Lt	340
257+00 Rt	300
257+75 Lt	300
302+00 Lt	350
302+50 Rt	350
LINE "S-USR-31-S-RERUN"	
166+50 LT	800
166+50 RT	800
TOTAL	3660

### TEMPORARY EROSION CONTROL DROP INLET PROTECTION

STATION	STR. NO.	EACH
LINE "D"		
240+00 MEDIAN	34	1
252+00 MEDIAN	35	1
264+00 MEDIAN	37	1
291+50 MEDIAN	41	1
293+00 MEDIAN	42	1
300+00 MEDIAN	44	1
307+00 MEDIAN	46	1
316+00 MEDIAN	47	1
332+00 MEDIAN	49	1
341+00 MEDIAN	50	1
348+00 MEDIAN	52	1
360+22 MEDIAN	EXIST.	1
362+00 MEDIAN	56	1
373+96 MEDIAN	EXIST	1
LINE "SE-R"		
7+23 LT	85	1
LINE "S-USR-31-G-RERUN"		
166+00 MEDIAN	EXIST	1
174+00 MEDIAN	EXIST	1
176+48 RT	EXIST	1
178+05 MEDIAN	EXIST	1
179+16 MEDIAN	EXIST	1
186+61 MEDIAN	EXIST	1
194+26 MEDIAN	EXIST	1
202+00 MEDIAN	EXIST	1
210+00 MEDIAN	EXIST	1
217+61 MEDIAN	EXIST	1
166+50 MEDIAN	62	2
168+00 MEDIAN	63	2
171+00 MEDIAN	64	2
174+00 MEDIAN	65	2
177+00 MEDIAN	66	2
180+00 MEDIAN	67	2
185+00 MEDIAN	68	2
189+00 MEDIAN	69	2
192+00 MEDIAN	71	2
195+00 MEDIAN	72	2
198+00 MEDIAN	75	2
203+00 MEDIAN	76	2
207+00 MEDIAN	77	2
210+00 MEDIAN	78	2
213+00 MEDIAN	79	2
217+00 MEDIAN	80	2
217+00 LT	97	1
217+00 RT	98	1
217+50 LT	99	1
217+50 RT	100	1
220+00 MEDIAN	81	2
220+00 LT	101	1
220+00 RT	102	1
224+00 RT	103	1
224+00 MEDIAN	82	2
225+00 LT	104	1
TOTAL		69

DESIGNED: \_\_\_\_\_ CHECKED: BDS 7/94  
 DRAWN: PH 7/94 \_\_\_\_\_ CHECKED: BDS 8/94  
 REVISION: PH 8/94 \_\_\_\_\_ CHECKED: BDS 8/94



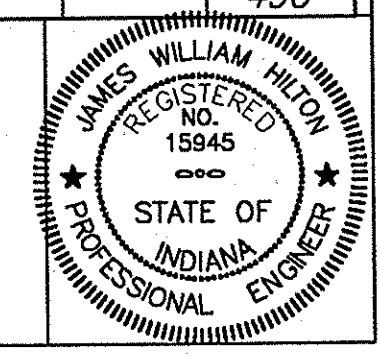
## PAVEMENT MARKING SCHEDULE

DESCRIPTION	STATIONS		OFFSET DISTANCE FROM SURVEY CENTERLINE		LINE, PAINT, SOLID YELLOW, 4 INCH	LINE, PREFORMED PLASTIC, BROKEN WHITE, 4 INCH	LINE, PAINT, SOLID WHITE, 4 INCH	LINE, PREFORMED PLASTIC, SOLID WHITE, 4 INCH	LINE, THERMOPLASTIC, SOLID WHITE, 4 INCH	LINE, THERMOPLASTIC, SOLID YELLOW, 4 INCH	LINE, PREFORMED PLASTIC, SOLID WHITE, 8 INCH	LINE, PREFORMED PLASTIC, SOLID WHITE 24 INCH	TRANSVERSE MARKING THERMOPLASTIC STOP LINE 24 INCH	TRANSVERSE MARKING PREFORMED PLASTIC STOP LINE 24 INCH	PAVEMENT MESSAGE MARKING PREFORMED PLASTIC	PAVEMENT MESSAGE MARKING LANE INDICATION ARROW	PAVEMENT MESSAGE MARKING PREFORMED PLASTIC WORD (ONLY)	SNOW PLOWABLE RAISED PAVEMENT MARKINGS	
	BEGIN	END	LEFT	RIGHT															LFT.
Edge Line	234+13.61"D"	291+85.00"D"	54'-66"																
Edge Line	293+35.00"D"	331+68.00"D"	54'-66"																
Edge Line	334+20.00"D"	345+65.00"D"	54'																
Edge Line	348+46.91"D"	350+49.13"D"	66'																
Edge Line	354+45.00"D"	365+78.00"D"	54'																
Edge Line	369+87.02"D"	372+50.00"D"	74'-66"																
Edge Line	292+90.00"D"	294+90.00"D"	66'																11
Edge Line	234+13.61"D"	291+15.00"D"	54'-66"																
Edge Line	292+70.00"D"	329+51.00"D"	54'-74"																
Edge Line	333+60.00"D"	345+55.00"D"	54'																
Edge Line	349+50.57"D"	351+52.78"D"	66'																
Edge Line	354+38.00"D"	364+30.00"D"	54'																
Edge Line	366+79.11"D"	372+50.00"D"	72'-66"																
Edge Line	289+70.00"D"	291+70.00"D"	66'																11
Edge Line	234+13.61"D"	292+00.00"D"	0'-30'																
Edge Line	292+55.00"D"	372+50.00"D"	0'-30'																
Edge Line	289+70.00"D"	291+70.00"D"	18'																11
Edge Line	234+13.61"D"	292+00.00"D"	0'-30'																
Edge Line	229+55.00"D"	372+50.00"D"	0'-30'																
Edge Line	292+90.00"D"	294+90.00"D"	18'																11
Edge Line	9+90.75"SW-R"	37+37.66"SW-R"		0'															
Edge Line	14+00.31"SW-R"	34+82.00"SW-R"	16'																52
Edge Line	4+07.41"NW-R"	30+79.93"NW-R"		0'															
Edge Line	5+88.00"NW-R"	28+25.00"NW-R"	16'																56
Edge Line	3+77.20"SE-R"	30+17.05"SE-R"		0'															
Edge Line	5+58.00"SE-R"	27+70.00"SR-R"	16'																55
Edge Line	3+81.76"NE-R"	30+23.55"NE-R"		0'															
Edge Line	7+91.33"NE-R"	27+75.00"NE-R"	16'																50
Edge Line	7+99.85"NW-L"	25+79.47"NW-L"		0'															
Edge Line	10+85.00"NW-L"	21+85.00"NW-L"	16'																29
Edge Line	7+99.84"SW-L"	25+79.48"SW-L"		0'															
Edge Line	10+85.00"SW-L"	21+85.00"SW-L"	16'																29
SUBTOTAL 1																			315

## PAVEMENT MARKING SCHEDULE

DESCRIPTION	STATIONS		OFFSET DISTANCE FROM SURVEY CENTERLINE		LINE, PAINT, SOLID YELLOW, 4 INCH	LINE, PREFORMED PLASTIC, BROKEN WHITE, 4 INCH	LINE, PAINT, SOLID WHITE, 4 INCH	LINE, PREFORMED PLASTIC, SOLID WHITE, 4 INCH	LINE, THERMOPLASTIC, SOLID WHITE, 4 INCH	LINE, THERMOPLASTIC, SOLID YELLOW, 4 INCH	LINE, PREFORMED PLASTIC, SOLID WHITE, 8 INCH	LINE, PREFORMED PLASTIC, SOLID WHITE 24 INCH	TRANSVERSE MARKING THERMOPLASTIC STOP LINE 24 INCH	TRANSVERSE MARKING PREFORMED PLASTIC STOP LINE 24 INCH	PAVEMENT MESSAGE MARKING PREFORMED PLASTIC	PAVEMENT MESSAGE MARKING LANE INDICATION ARROW	PAVEMENT MESSAGE MARKING PREFORMED PLASTIC WORD (ONLY)	SNOW PLOWABLE RAISED PAVEMENT MARKINGS	
	BEGIN	END	LEFT	RIGHT															LFT.
Edge Line	7+99.84"NE-L"	25+79.47"NE-L"		0'															
Edge Line	10+85.00"NE-L"	21+85.00"NE-L"	16'																29
Edge Line	7+99.84"SE-L"	25+79.47"SE-L"		0'															
Edge Line	10+85.00"SE-L"	21+85.00"SE-L"	16'																29
Edge Line	106+20.00"USP-JI-G-RETRN"	177+80.9"USP-JI-G-RETRN"	49'-67"																
Edge Line	100+20.00"USP-JI-G-RETRN"	100+85.00"USP-JI-G-RETRN"	49'																
Edge Line	107+82.57"USP-JI-G-RETRN"	103+20.7"USP-JI-G-RETRN"	61'																
Edge Line	107+75.00"USP-JI-G-RETRN"	100+46.00"USP-JI-G-RETRN"	49'																
Edge Line	210+20.72"USP-JI-G-RETRN"	210+20.00"USP-JI-G-RETRN"	73'-61"																
Edge Line	217+00.00"USP-JI-G-RETRN"	225+00.00"USP-JI-G-RETRN"	61'-49'																
Edge Line	217+00.00"USP-JI-G-RETRN"	219+00.00"USP-JI-G-RETRN"	64'-61"																11
Edge Line	106+20.00"USP-JI-G-RETRN"	175+11.38"USP-JI-G-RETRN"	49'-73'																
Edge Line	176+82.00"USP-JI-G-RETRN"	100+20.00"USP-JI-G-RETRN"	49'																
Edge Line	102+72.22"USP-JI-G-RETRN"	104+04.44"USP-JI-G-RETRN"	61'																
Edge Line	107+70.00"USP-JI-G-RETRN"	105+70.00"USP-JI-G-RETRN"	49'																
Edge Line	200+25.54"USP-JI-G-RETRN"	215+20.00"USP-JI-G-RETRN"	67'-61"																
Edge Line	217+20.00"USP-JI-G-RETRN"	205+20.00"USP-JI-G-RETRN"	61'-49'																
Edge Line	213+95.00"USP-JI-G-RETRN"	215+95.00"USP-JI-G-RETRN"	61'-80'																11
Edge Line	106+20.00"USP-JI-G-RETRN"	216+20.00"USP-JI-G-RETRN"	25'-0'																
Edge Line	216+70.00"USP-JI-G-RETRN"	225+00.00"USP-JI-G-RETRN"	0'-25'																
Edge Line	217+00.00"USP-JI-G-RETRN"	219+00.00"USP-JI-G-RETRN"	13'																11
Edge Line	106+20.00"USP-JI-G-RETRN"	216+20.00"USP-JI-G-RETRN"	25'-0'																
Edge Line	216+70.00"USP-JI-G-RETRN"	225+00.00"USP-JI-G-RETRN"	0'-25'																
Edge Line	213+95.00"USP-JI-G-RETRN"	215+95.00"USP-JI-G-RETRN"	13'																11
Lane Line	234+13.61"D"	291+70.00"D"		42'															
Lane Line	292+55.00"D"	372+50.00"D"		42'															
Lane Line	234+13.61"D"	291+90.00"D"		42'															
Lane Line	292+90.00"D"	372+50.00"D"		42'															
Lane Line	289+70.00"D"	291+70.00"D"		30'															11
Lane Line	289+70.00"D"	291+70.00"D"		54'															11
Lane Line	292+90.00"D"	294+90.00"D"		30'															11
Lane Line	292+90.00"D"	294+90.00"D"		54'															11
SUBTOTAL 2																			490

DRAWING NO. 5-177 CHECKED: JRS 5/97  
 DATE: AUG 19/97  
 DESIGNED: JRS











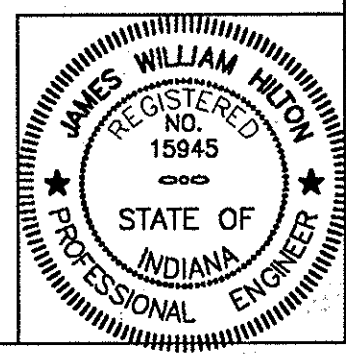


# SUMMARY OF QUANTITIES & APPROACH TABLE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	118	389

LOCATIONS (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 % 2 %	EXCAVATION CYS. CUT FILL		HMA, MAINLINE		HMA, SHOULDER						HMA FOR APPROACHES		SEAL COAT TYPE 2 SYS	ASPHALT MATERIAL FOR:		TYPE "O" COMPACTED AGGREGATE FOR BASE NO. 53				CEMENT CONCRETE PAVEMENT, PLAIN 11" SYS	CEMENT CONCRETE PAVEMENT, PLAIN 12" SYS	REINFORCED CEMENT CONCRETE PAVEMENT, 11" SYS	SUBBASE FOR CEMENT CONCRETE PAVEMENT, 7" SYS	SUBBASE FOR CEMENT CONCR. PAVEMENT, 13" SYS	CURB AND GUTTER, CONCRETE LFT.	PAVEMENT REMOVAL SYS	CURB, INTEGRAL LFT.	SURFACE BEYOND R/W LINE				
									SURFACE		INTERM.		SURFACE		BASE		BASE			BASE		LBS. PER SYD. 440 -	PRIME COAT TONS	TACK COAT TONS	4" SYS									6" SYS	8" SYS	SHLDR TONS	TYPE "P" COMPACTED AGGREGATE BASE SYS	BITUMINOUS CONCRETE SYS
									9.5	19.0	9.5	19.0	165#	440#	495#	550#	660#	1210#		440	440																	
									140#	300#	165#	440#	495#	550#	660#	1210#	440	440		440	440	440	440															
LINE "D" 234+13.61 TO 372+50.00	MAINLINE	26	13,535				601,074	404,349			35,641		35,641	20,053		1874					1874	23.0	15.45				40,833		86,227		518	107,975				12,711		
292+27.77 Lt.	PRA, TYPE "C"	24	86				216									649					220	0.95	0.16				649											
292+27.77	CROSSOVER, "U"	55					101																				303				303							
292+27.77 Rt.	PRA, TYPE "C"	24	86				216									649					220	0.95	0.16				649											
LINE "S-USR-31-G-RERUN" 166+20 TO 225+00	MAINLINE	24	5,880				159,818	41,913								23,806					23,806	34.8	6.0				23,806	4633		61,193		61,193			32,872			
167+00 RT.	CLASS V DRIVE	24	90		25-15																						259											
216+44.74 RT.	P.R.A., MOD "D"	33	85		40-40		307					60									60	0.09					49			922		922						
216+44.74 C	CROSSOVER, TYPE "U"	55					101																				207			207								
216+44.74 LT.	P.R.A., TYPE "C"	28	81		40-40		216					60									60	0.09					49			437		437						
LINE "S-3-D" 45+00 TO 58+00	MAINLINE	24	795				12,390	5879	2592	2227		1425									1425	5.37	0.65				2253	1188										
WETLAND SITE							189,109	18,085																														
46+83 RT.	CLASS II DRIVE	12	63	10	25-15		60									91							0.02	91	13													
46+96 LT.	CLASS II DRIVE	12	53		15-25		4	38								91							0.02	91														
52+47 RT.	CLASS II DRIVE	12	68		25-15		4	130								111							0.03	111														
53+84 RT.	CLASS II DRIVE	12	48		25-15		7	42								84							0.02	84														
LINE "NW-R" 5+87.88 to 28+28.46	RAMP	16	2,241				103,703	4766				3276		3276	1738							2.17	1.27				2127		4430	441	6276	441			3911			
LINE "NW-L" 10+79.98 to 21+87.54	LOOP	16	1,108				95,781	20,930				1548		1548	845							1.03	0.60				1009		2110	164	2990	164			1778			
LINE "NE-R" 7+87.03 to 27+74.28	RAMP	16	1,987				233,746	4738				3093		3093	1593							2.19	1.18				2064		4240	498	6007	498			3556			
LINE "NE-L" 10+79.98 to 21+87.54	LOOP	16	1,109				37,768	2495				1569		1569	847							1.04	0.61				1019		2131	144	3018	144						
LINE "SW-R" 14+00.02 to 34+83.66	RAMP	16	2,084				87,304	28,341				2773		2773	1541							1.80	1.09				1769		4411	456	6249	456						
LINE "SW-L" 10+79.98 to 21+87.54	LOOP	16	1,108				197,700	1344				1569		1569	847							1.04	0.61				1019		2131	144	3018	144						
LINE "SE-R" 5+56.30 to 27+70.07	RAMP	16	2,214				21,067	192,115				3187		3187	1713							2.15	1.24				2096		4373	439	6196	439			4622			
LINE "SE-L" 10+79.98 to 21+87.54	LOOP	16	1,108				37,893	73,656				1548		1548	845							1.03	0.60				1009		2110	164	2989	164						
TOTALS							1,778,585	798,821	2592	2227	54,204	1545	54,204	30,022	23,806	1874	1675				27,665	75.80	29.71	377	24,078	3551	58,864		112,466	65,209	518	145,020	65,209			59,450		

DESIGNED: DBB 4/93  
 DRAWN: JMK 12/97  
 CHECKED: JMK 12/97  
 SHEET REVISED: JANUARY 8, 1993



# UNDERDRAIN TABLE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-146-5(001)	1998	119	389

REMARKS	LEFT OUTSIDE SHOULDER										STATION
	CONNECT TO STRUCTURE No.	OUTLET THRU SHOULDER	DELINEATOR POST	SODDING	OUTLET			AT STATION	GROUP "K" PIPE	STATION	
					6" OUTLET PIPE	TEES					
						6" to 6"	6" to 6"				
LINE "D"	Lt.	1	2	46				1	234+13	687	234+13
	Lt.	1	2	62	1				241+00	1100	241+00
	Lt.	1	2	42	1				252+00	985	252+00
	Lt.	1	2	76	1				261+85	876	261+85
	Lt.	1	2						270+61		270+61
	Lt.	1	2	38	1				280+61	1000	280+61
	Lt.	1	2	44	1				285+40	479	285+40
	Lt.	1	2	30	1				292+39	699	292+39
	Lt.	1	2	100	1				297+39	500	297+39
	Lt.	1	2	48	1				303+00	561	303+00
	Lt.	1	2	36	1				324+10	2110	324+10
	Lt.	1	2	36	1				332+00	790	332+00
	Lt.	1	2	90	1				342+00	1000	342+00
	Lt.	1	2	90				1	348+50	650	348+50
	Lt.	1	2	70	1				361+50	1000	361+50
	Lt.	1	2	80	1				365+00	450	365+00
	Lt.	1	2	80				1	372+50	750	372+50
LINE "S-USR-31-G-RERUN"	Lt.	1	2	40					166+20	480	166+20
	Lt.	1	2	36	1				171+00	900	171+00
	Lt.	1	2	32	1				180+00	600	180+00
	Lt.	1	2	36	1				186+00	900	186+00
	Lt.	1	2	50	1				195+00	900	195+00
	Lt.	1	2	44	1				204+00	800	204+00
	Lt.	1	2	40	1				212+00	1300	212+00
									225+00		225+00

REMARKS	LEFT MEDIAN SHOULDER										STATION
	CONNECT TO STRUCTURE No.	OUTLET THRU SHOULDER	DELINEATOR POST	SODDING	OUTLET			AT STATION	GROUP "K" PIPE	STATION	
					6" OUTLET PIPE	TEES					
						6" to 6"	6" to 6"				
LINE "D"	Lt.	1	2	46				1	234+13	687	234+13
	Lt.	1	2	62	1				241+00	1100	241+00
	Lt.	1	2	42	1				252+00	985	252+00
	Lt.	1	2	76	1				261+85	876	261+85
	Lt.	1	2						270+61		270+61
	Lt.	1	2	38	1				280+61	1000	280+61
	Lt.	1	2	44	1				285+40	479	285+40
	Lt.	1	2	30	1				292+39	699	292+39
	Lt.	1	2	100	1				297+39	500	297+39
	Lt.	1	2	48	1				303+00	561	303+00
	Lt.	1	2	36	1				324+10	2110	324+10
	Lt.	1	2	36	1				332+00	790	332+00
	Lt.	1	2	90	1				342+00	1000	342+00
	Lt.	1	2	90				1	348+50	650	348+50
	Lt.	1	2	70	1				361+50	1000	361+50
	Lt.	1	2	80	1				365+00	450	365+00
	Lt.	1	2	80				1	372+50	750	372+50
LINE "S-USR-31-G-RERUN"	Lt.	1	2	40					166+20	480	166+20
	Lt.	1	2	36	1				171+00	900	171+00
	Lt.	1	2	32	1				180+00	600	180+00
	Lt.	1	2	36	1				186+00	900	186+00
	Lt.	1	2	50	1				195+00	900	195+00
	Lt.	1	2	44	1				204+00	800	204+00
	Lt.	1	2	40	1				212+00	1300	212+00
									225+00		225+00
MEDIAN UNDERDRAIN LINE "S-USR-31-G-RERUN"											
		150		166+50							62
		300		168+00							63
		300		171+00							64
		300		174+00							65
		300		177+00							66
		500		180+00							67
		400		185+00							68
		300		189+00							69
		300		192+00							71
		300		195+00							72
		300		198+00							75
		500		203+00							76
		400		207+00							77
		300		210+00							78
		300		213+00							79
		436		217+36							80
		264		220+00							81
		300		223+00							82

REMARKS	RIGHT MEDIAN SHOULDER										STATION
	CONNECT TO STRUCTURE No.	OUTLET THRU SHOULDER	DELINEATOR POST	SODDING	OUTLET			AT STATION	GROUP "K" PIPE	STATION	
					6" OUTLET PIPE	TEES					
						6" to 6"	6" to 6"				
LINE "D"	Lt.	1	2	46				1	234+13	687	234+13
	Lt.	1	2	62	1				241+00	1100	241+00
	Lt.	1	2	42	1				252+00	985	252+00
	Lt.	1	2	76	1				261+85	876	261+85
	Lt.	1	2						270+61		270+61
	Lt.	1	2	38	1				280+61	1000	280+61
	Lt.	1	2	44	1				285+40	479	285+40
	Lt.	1	2	30	1				292+39	699	292+39
	Lt.	1	2	100	1				297+39	500	297+39
	Lt.	1	2	48	1				303+00	561	303+00
	Lt.	1	2	36	1				324+10	2110	324+10
	Lt.	1	2	36	1				332+00	790	332+00
	Lt.	1	2	90	1				342+00	1000	342+00
	Lt.	1	2	90				1	348+50	650	348+50
	Lt.	1	2	70	1				361+50	1000	361+50
	Lt.	1	2	80	1				365+00	450	365+00
	Lt.	1	2	80				1	372+50	750	372+50
LINE "S-USR-31-G-RERUN"	Lt.	1	2	40					166+20	480	166+20
	Lt.	1	2	36	1				171+00	900	171+00
	Lt.	1	2	32	1				180+00	600	180+00
	Lt.	1	2	36	1				186+00	900	186+00
	Lt.	1	2	50	1				195+00	900	195+00
	Lt.	1	2	44	1				204+00	800	204+00
	Lt.	1	2	40	1				212+00	1300	212+00
									225+00		225+00
CONNECT TO RT. DRAIN	Rt.			32					234+13	687	234+13
CONNECT TO RT. DRAIN	Rt.			32					241+00	1100	241+00
CONNECT TO RT. DRAIN	Rt.			32					252+00	985	252+00
CONNECT TO RT. DRAIN	Rt.			32					261+85	876	261+85
CONNECT TO RT. DRAIN	Rt.			32					270+61		270+61
CONNECT TO RT. DRAIN	Rt.			32					280+61	1000	280+61
CONNECT TO RT. DRAIN	Rt.			32					285+40	479	285+40
CONNECT TO RT. DRAIN	Rt.			32					292+39	699	292+39
CONNECT TO RT. DRAIN	Rt.			32					297+39	500	297+39
CONNECT TO RT. DRAIN	Rt.			32					303+00	561	303+00
CONNECT TO RT. DRAIN	Rt.			42					324+10	2110	324+10
CONNECT TO RT. DRAIN	Rt.			46					332+00	790	332+00
CONNECT TO RT. DRAIN	Rt.			32					342+00	1000	342+00
CONNECT TO RT. DRAIN	Rt.			32					348+50	650	348+50
CONNECT TO RT. DRAIN	Rt.			32					361+50	1000	361+50
CONNECT TO RT. DRAIN	Rt.			32					365+00	450	365+00
CONNECT TO RT. DRAIN	Rt.			32					372+50	750	372+50
CONNECT TO RT. DRAIN	Rt.			38					166+20	480	166+20
CONNECT TO RT. DRAIN	Rt.			38					171+00	900	171+00
CONNECT TO RT. DRAIN	Rt.			41					187+00	800	187+00
CONNECT TO RT. DRAIN	Rt.			38					195+00	400	195+00
CONNECT TO RT. DRAIN	Rt.			46					199+00	900	199+00
CONNECT TO RT. DRAIN	Rt.			62					208+00	500	208+00
CONNECT TO RT. DRAIN	Rt.			62					213+00	1200	213+00
									225+00		225+00

REMARKS	RIGHT OUTSIDE SHOULDER									
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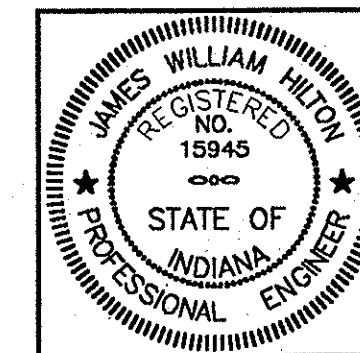




STRUCTURE DATA

STRUCTURE NUMBER	LOCATION			SIZE Inches	PIPE GROUP	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE	LENGTH FT.	SKEW FT.	COVER FT.	FLOW LINE		SERVICE LIFE YR.	SITE DESIGNATION	P H	BACKFILL METHOD	"B" BORROW FOR STR. BACKFILL CYS.	REVETMENT RIPRAP TONS	CONCRETE, CLASS A, FOR STRUCTURES CYS.	PIPE END SECTION			GRATED BOX END SECTION			SAFETY METAL END SECTION		CONNECT TO STR. NO.	REMARKS												
	STATION	LEFT	RIGHT							CROSS	UP STREAM ELEV.								DOWN STREAM ELEV.	TYPE	SLOPE	EA.	SLOPE	EA.	SLOPE	EA.														
																													EA.	SLOPE	EA.	SLOPE	EA.							
-	LINE "S-USR-31-G-RERUN" (Cont'd.)																																							
66	177+00	X			L	Inlet Type H-5	100		3	640.30	638.50	75	N	7	A	50				1																				
67	180+00	X			L	Inlet Type H-5	106		3	644.50	643.30	75	N	7	A	54				1																				
68	185+00	X		X	L	Inlet Type H-5	82		3	660.60	659.40	75	N	7	A	41																								
69	189+00	X			L	Inlet Type H-5	100		3	675.60	674.90	75	N	7	A	50				1																				
70	194+20			X		Existing Pipe																																Fill Pipe with Flowable Mortar 2' beyond pavement shoulder both sides. Remove segment at bridge piles. Plug all ends.		
71	192+00	X			L	Inlet Type H-5	96	30'	2	685.23	684.50	75	N	7	A	35				1																				
72	194+90			X	A		230		5	689.5	688.5	75	A	7	A	371				2																				
73	195+00	X			L	Inlet Type H-5	100		4	693.00	690.0	75	N	7	A	65				1																				
74	13+17 "NW-L"			X	C		310		37	687.0	686.0	75	A	7	A	3938	129	2.1																						
75	198+00	X			L	Inlet Type H-5	135	12'	4	702.70	701.00	75	N	7	A	88				1																				
76	203+00	X			L	Inlet Type H-5	96		5	722.10	718.00	75	N	7	A	77				1																				
77	207+00		X		L	Inlet Type H-5	100		3	736.60	735.50	75	N	7	A	50				1																				
78	210+00		X		L	Inlet Type H-5	96	20'	3	747.03	746.60	75	N	7	A	48				1																				
79	213+00		X		L	Inlet Type H-5	100		1	755.80	754.50	75	N	7	A	23				1																				
80	217+36	X	X		L	Inlet Type H-5	436		2	764.09	755.80	75	N	7	A	159																							79	
81	220+00	X	X		L	Inlet Type H-5	264		2	766.20	764.09	75	N	7	A	96																							80	
82	224+70		X		L	Inlet Type H-5	90		2	765.74	765.50	75	N	7	A	33																							103	
83	LINE "SW-R" 23+25			X	B		325	40'	26	682.0	678.0	75	A	7	A	2707	129	2.1																						
84	33+38			X		RC Box Culvert	400	60'	3	647.50	644.50	75	A	7	A	296																							2 Barrels - 200' Each	
85	LINE "SE-R" 6+00	X			L	Pipe Catch Basin	56		2	642.00	641.00	75	N	7	A	20																							1	
86	10+18			X		RC Box Culvert	495	58'	12	648.00	645.00	75	A	7	A	1357	129																						2 Barrels - 245' and 250' Each	
87	NOT USED																																							
88	20+98			X	C		242		32	671.00	640.00	75	A	7	A	2328	76			2																				
89	LINE "NE-R" 13+85			X	A		220		19	683.00	666.00	75	A	7	A	1114	76			2																				
90	LINE "NW-R" 12+54			X	C		330	30'	32	694.60	690.60	75	A	7	A	3174	76			2																				
91	21+65			X	A		175		14	720.50	690.00	75	A	7	A	627	76			2																				
92	LINE "SW-L" 12+55			X	A		106		6	668.50	667.90	75	A	7	A	162	76			2																				
93	LINE "SE-L" 20+22			X	A		76		6	669.00	667.90	75	A	7	A	116	76			2																				
94	LINE "NE-L" 11+78			X	A		90		6	704.00	700.80	75	A	7	A	138	76																							2
95	LINE "NW-L" 19+94			X	C		325		36	690.0	688.0	75	A	7	A	3707	76			2																				

PLOT DATE & TIME: DEC 18, 1997 - 09:53:17 - Plotted from: TRAM4



RECOMMENDED FOR APPROVAL  
DESIGN ENGINEER DATE  
DESIGNED: RDS 2/94 DRAWN: MJK 2/94  
CHECKED: ABL 10/97 CHECKED: ABL 10/97  
REVISED: ALC 10/97

INDIANA DEPARTMENT OF TRANSPORTATION  
STRUCTURE DATA

HORIZONTAL SCALE BRIDGE FILE NO.  
VERTICAL SCALE DESIGNATION NO. 7302471  
SURVEY BOOK NO. SHEETS  
CONTRACT NO. PROJECT NO. 122 of 389  
R-23637 NH-146-5(001)





**STRUCTURE NUMBER**

	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55
PIPE GROUP	L	L	A	L	A	A	A	L	L	G	L	A	L	L	B	L	L	C	L	EXISTING	EXISTING	EXISTING
SMOOTH PIPE SIZE	15"	15"	48"	15"	36"	36"	66"	18"	18"		15"	36"	15"	15"	60"	15"	15"	42"	15"			
CORRUGATED PIPE SIZE			48"		36"	36"	66"			15"-10"X10"-8"		36"			60"			42"				
RCP/RCHP (S) CLASS	II	II	II	II	II	II	II	II	II		II	II	II	II	IV	II	II	IV	II			
D 0.01 RATING	1000	1000	1000	1000	1000	1000	1000	1000	1000		1000	1000	1000	1000	2000	1000	1000	2250	1000			
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	OK	OK		OK	OK	OK	OK	OK	OK		OK	OK	OK	OK		OK	OK		OK			
CORRUGATED PE PIPE, TYPE S (S) *		OK			OK	OK	OK	OK	OK		OK	OK				OK	OK		OK			
RIBBED PE PIPE (S) *					OK	OK	OK	OK	OK			OK							OK			
SMOOTH WALL PE PIPE (S) - MAXIMUM DR																						
PROFILE WALL PVC PIPE (S)					OK	OK		OK	OK		OK						OK	OK				OK
SMOOTH WALL PVC PIPE (S) *		OK			OK	OK		OK	OK		OK						OK	OK				OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	OK	OK		OK	OK	OK		OK	OK		OK		OK	OK		OK	OK		OK			OK
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109					2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109			2 2/3 X 1/2 0.109	2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109			2 2/3 X 1/2 0.109
ZINC COATED (C)	CORR. PROFILE THICKNESS																					
ZINC COATED W/ BPI (C)	CORR. PROFILE THICKNESS		2 2/3 X 1/2 0.138		2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138				2 2/3 X 1/2 0.138			2 2/3 X 1/2 0.138							2 2/3 X 1/2 0.138
ALUM. COATED TYPE 2 (C)	CORR. PROFILE THICKNESS																					
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE THICKNESS		2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	3 X 1 0.109				2 2/3 X 1/2 0.109			2 2/3 X 1/2 0.109							2 2/3 X 1/2 0.109
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE THICKNESS																					
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE THICKNESS		2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	3 X 1 0.109				2 2/3 X 1/2 0.109			2 2/3 X 1/2 0.109							2 2/3 X 1/2 0.109
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE THICKNESS																					
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE THICKNESS		2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	3 X 1 0.109				2 2/3 X 1/2 0.109			2 2/3 X 1/2 0.109							2 2/3 X 1/2 0.109
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE THICKNESS																					
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE THICKNESS		3 X 1 0.062		3 X 1 0.060	3 X 1 0.060	3 X 1 0.060	3 X 1 0.060				3 X 1 0.060			3 X 1 0.060 (LS)							3 X 1 0.060 (LS)
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE THICKNESS																					
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE THICKNESS														9 X 2 1/2 0.100							
STR. PLATE STEEL PIPE (C)	CORR. PROFILE THICKNESS **																					
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE THICKNESS **									6 X 2 0.140					6 X 2 0.111							

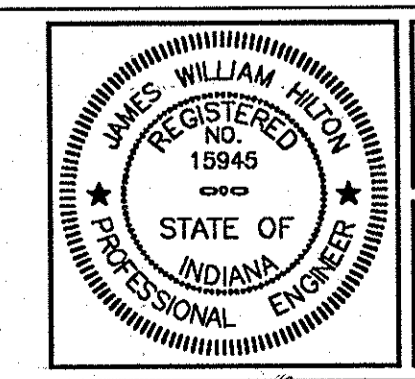
**STRUCTURE NUMBER**

	56	57	58	59	60	61	61A	62	62A	63	64	65	66	67	68	69	70
PIPE GROUP	L	A	D	A	A	D	D	L	D	L	L	L	L	L	L	L	EXISTING
SMOOTH PIPE SIZE	15"		15"	36"	36"	18"	18"	15"	48"	15"	15"	15"	15"	15"	15"	15"	
CORRUGATED PIPE SIZE		72"		36"	36"	18"	18"		48"								
RCP/RCHP (S) CLASS	II		II	II	II	II	II	II	II	II	II	II	II	II	II	II	
D 0.01 RATING	1000		1250	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	OK			OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	
CORRUGATED PE PIPE, TYPE S (S) *				OK	OK	OK	OK		OK								
RIBBED PE PIPE (S) *				OK	OK	OK	OK										
SMOOTH WALL PE PIPE (S) - MAXIMUM DR																	
PROFILE WALL PVC PIPE (S)				OK	OK	OK	OK										
SMOOTH WALL PVC PIPE (S) *				OK	OK	OK	OK										
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	OK			OK	OK	OK	OK			OK	OK	OK	OK	OK	OK	OK	
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE THICKNESS	2 1/3 X 1/2 0.109						2 1/3 X 1/2 0.109		2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109	2 1/3 X 1/2 0.109	
ZINC COATED (C)	CORR. PROFILE THICKNESS								2 2/3 X 1/2 0.138								
ZINC COATED W/ BPI (C)	CORR. PROFILE THICKNESS		2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138								
ALUM. COATED TYPE 2 (C)	CORR. PROFILE THICKNESS																
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE THICKNESS		3 X 1 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109											
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE THICKNESS																
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE THICKNESS		3 X 1 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109											
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE THICKNESS																
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE THICKNESS		2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109				2 2/3 X 1/2 0.109							
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE THICKNESS																
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE THICKNESS		3 X 1 0.075		3 X 1 0.060	3 X 1 0.060											
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE THICKNESS																
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE THICKNESS		9 X 2 1/2 0.100														
STR. PLATE STEEL PIPE (C)	CORR. PROFILE THICKNESS **																
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE THICKNESS **		6 X 2 0.111														

**LEGEND**

- RCP REINFORCED CONCRETE PIPE
- RCHP REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE
- PE POLYETHYLENE
- DR DIMENSION RATIO
- PVC POLYVINYL CHLORIDE
- BIT BITUMINOUS
- CORR CORRUGATION
- BPI BITUMINOUS PAVED INVERT
- ALUM ALUMINUM
- STR STRUCTURAL
- CFP CONCRETE FIELD PAVING
- (S) SMOOTH PIPE MATERIAL
- (C) CORRUGATED PIPE MATERIAL
- OK ACCEPTABLE FOR USE
- (LS) LOCK SEAM PIPE REQUIRED
- \* REFER TO STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER
- \*\* TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

PLOT DATE & TIME: DEC 18, 1997 - 16:16:23



RECOMMENDED FOR APPROVAL ENGINEER DESIGN ENGINEER DATE DATE

DESIGNED: ABL 11/97 DRAWN: JAC 11/97

CHECKED: ABL 11/97 CHECKED: NAME REVISOR: NAME

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PIPE MATERIAL SHEET**

HORIZONTAL SCALE	BRIDGE FILE NO.
SCALE	NUMBER
VERTICAL SCALE	DESIGNATION NO.
SCALE	7302471
SURVEY BOOK NO.	SHEETS
NUMBER	NUMBER of NUMBER
CONTRACT NO.	PROJECT NO.
R-23637	NH-146-5(001)

**STRUCTURE NUMBER**

	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92
PIPE GROUP	L	A	L	C	L	L	L	L	L	L	L	L	B	2-4'X2' RC. BOX	L	2-4'X2' RC BOX	NOT USED	C	A	C	A	A
SMOOTH PIPE SIZE	15"	36"	15"	42"	15"	15"	15"	15"	15"	15"	15"	15"	42"		15"			36"	36"	36"	36"	36"
CORRUGATED PIPE SIZE		36"		42"									42"					36"	36"	36"	36"	36"
RCP/RCHEP (S) CLASS	II	II	II	IV	II	II	II	II	II	II	II	II	III		II			IV	III	IV	III	II
D 0.01 RATING	1000	1000	1000	2000	1000	1000	1000	1000	1000	1000	1000	1000	1750		1000			2000	1500	2000	1350	1000
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	OK	OK	OK		OK	OK	OK	OK	OK	OK	OK	OK			OK							OK
CORRUGATED PE PIPE, TYPE S (S) *		OK	OK			OK															OK	OK
RIBBED PE PIPE (S) *																					OK	OK
SMOOTH WALL PE PIPE (S) - MAXIMUM DR		OK																			OK	OK
PROFILE WALL PVC PIPE (S)																						OK
SMOOTH WALL PVC PIPE (S) *		OK				OK																OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	OK		OK		OK	OK	OK	OK	OK	OK	OK	OK	OK		OK							OK
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE THICKNESS 2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109							
ZINC COATED (C)	CORR. PROFILE THICKNESS																					
ZINC COATED W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.138		2 2/3 X 1/2 0.138									2 2/3 X 1/2 0.138					2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138
ALUM. COATED TYPE 2 (C)	CORR. PROFILE THICKNESS																					
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109									2 2/3 X 1/2 0.109					2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE THICKNESS																					
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109									2 2/3 X 1/2 0.109					2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE THICKNESS																					
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109									2 2/3 X 1/2 0.109					2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE THICKNESS																					
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE THICKNESS		3 X 1 0.060		3 X 1 0.060 (LS)									3 X 1 0.060 (LS)				3 X 1 0.060 (LS)	3 X 1 0.060	3 X 1 0.060 (LS)	3 X 1 0.060	3 X 1 0.060
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE THICKNESS																					
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE THICKNESS																					
STR. PLATE STEEL PIPE (C)	CORR. PROFILE THICKNESS **																					
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE THICKNESS **																					

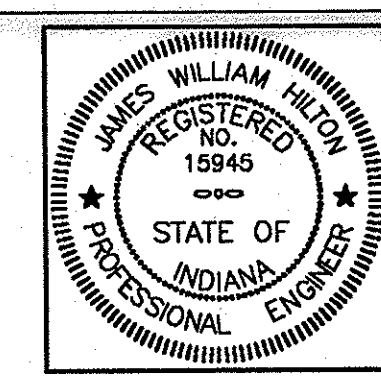
**STRUCTURE NUMBER**

	93	94	95	96	97	98	99	100	101	102	103	104	109	-	-	-	-
PIPE GROUP	A	A	C	A	L	L	L	L	L	L	L	L	24"				
SMOOTH PIPE SIZE	36"	36"	36"	36"	15"	15"	15"	15"	15"	15"	15"	15"	24"				
CORRUGATED PIPE SIZE	36"	36"	36"	36"													
RCP/RCHEP (S) CLASS	II	II	IV	II	II	II	II	II	II	II	II	II	II				
D 0.01 RATING	1000	1000	2000	1350	1000	1000	1250	1250	1000	1000	1000	1000	1000				
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	OK	OK			OK	OK			OK	OK	OK	OK					
CORRUGATED PE PIPE, TYPE S (S) *	OK	OK			OK	OK											
RIBBED PE PIPE (S) *	OK	OK		OK													
SMOOTH WALL PE PIPE (S) - MAXIMUM DR																	
PROFILE WALL PVC PIPE (S)	OK	OK		OK													
SMOOTH WALL PVC PIPE (S) *					OK	OK											
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	OK	OK			OK	OK				OK	OK	OK	OK				
FULLY BIT. PAVED & LINED (S)	CORR. PROFILE THICKNESS 2 2/3 X 1/2 0.109		2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109				
ZINC COATED (C)	CORR. PROFILE THICKNESS																
ZINC COATED W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138	2 2/3 X 1/2 0.138												
ALUM. COATED TYPE 2 (C)	CORR. PROFILE THICKNESS																
ALUM. COATED TYPE 2 W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109												
POLYMER PRECOATED GALVANIZED (C)	CORR. PROFILE THICKNESS																
POLYMER PRECOATED GALVANIZED W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109												
FIBER BONDED BITUMINOUS COATED (C)	CORR. PROFILE THICKNESS																
FIBER BONDED BITUMINOUS COATED W/ BPI (C)	CORR. PROFILE THICKNESS	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109	2 2/3 X 1/2 0.109												
CORRUGATED ALUM. ALLOY PIPE (C)	CORR. PROFILE THICKNESS																
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C)	CORR. PROFILE THICKNESS	3 X 1 0.060	3 X 1 0.060	3 X 1 0.060 (LS)	3 X 1 0.060												
STR. PLATE ALUMINUM ALLOY PIPE (C)	CORR. PROFILE THICKNESS																
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C)	CORR. PROFILE THICKNESS																
STR. PLATE STEEL PIPE (C)	CORR. PROFILE THICKNESS **																
STR. PLATE STEEL PIPE W/ CFP (C)	CORR. PROFILE THICKNESS **																

**LEGEND**

- RCP REINFORCED CONCRETE PIPE
- RCHEP REINFORCED CONCRETE HORIZONTAL ELLIPTICAL PIPE
- PE POLYETHYLENE
- DR DIMENSION RATIO
- PVC POLYVINYL CHLORIDE
- BIT BITUMINOUS
- CORR CORRUGATION
- BPI BITUMINOUS PAVED INVERT
- ALUM ALUMINUM
- STR STRUCTURAL
- CFP CONCRETE FIELD PAVING
- (S) SMOOTH PIPE MATERIAL
- (C) CORRUGATED PIPE MATERIAL
- OK ACCEPTABLE FOR USE
- (LS) LOCK SEAM PIPE REQUIRED
- \* REFER TO STANDARD DRAWING 715-PHCL-18 OR 19 FOR NOMINAL DIAMETER APPROPRIATE FOR PAY ITEM DIAMETER
- \*\* TABULATED THICKNESS REFERS TO TOP & SIDE PLATES. BOTTOM PLATES SHALL BE OF NEXT GREATER AVAILABLE THICKNESS.

PLOT DATE & TIME: DEC 16, 1997 - 16:10:33



RECOMMENDED FOR APPROVAL: **ENGINEER** DATE: \_\_\_\_\_  
 DESIGN ENGINEER

DESIGNED: **ABL 11/97** DRAWN: **JAC 11/97**  
 CHECKED: **ABL 11/97** CHECKED: **NAME** REVISOR: **NAME**

**INDIANA DEPARTMENT OF TRANSPORTATION**

**PIPE MATERIAL SHEET**

HORIZONTAL SCALE	BRIDGE FILE NO.
SCALE	NUMBER
VERTICAL SCALE	DESIGNATION NO.
SCALE	7302471
SURVEY BOOK NO.	SHEETS
NUMBER	NUMBER   of   NUMBER
CONTRACT NO.	PROJECT NO.
R-23637	NH-146-5(001)