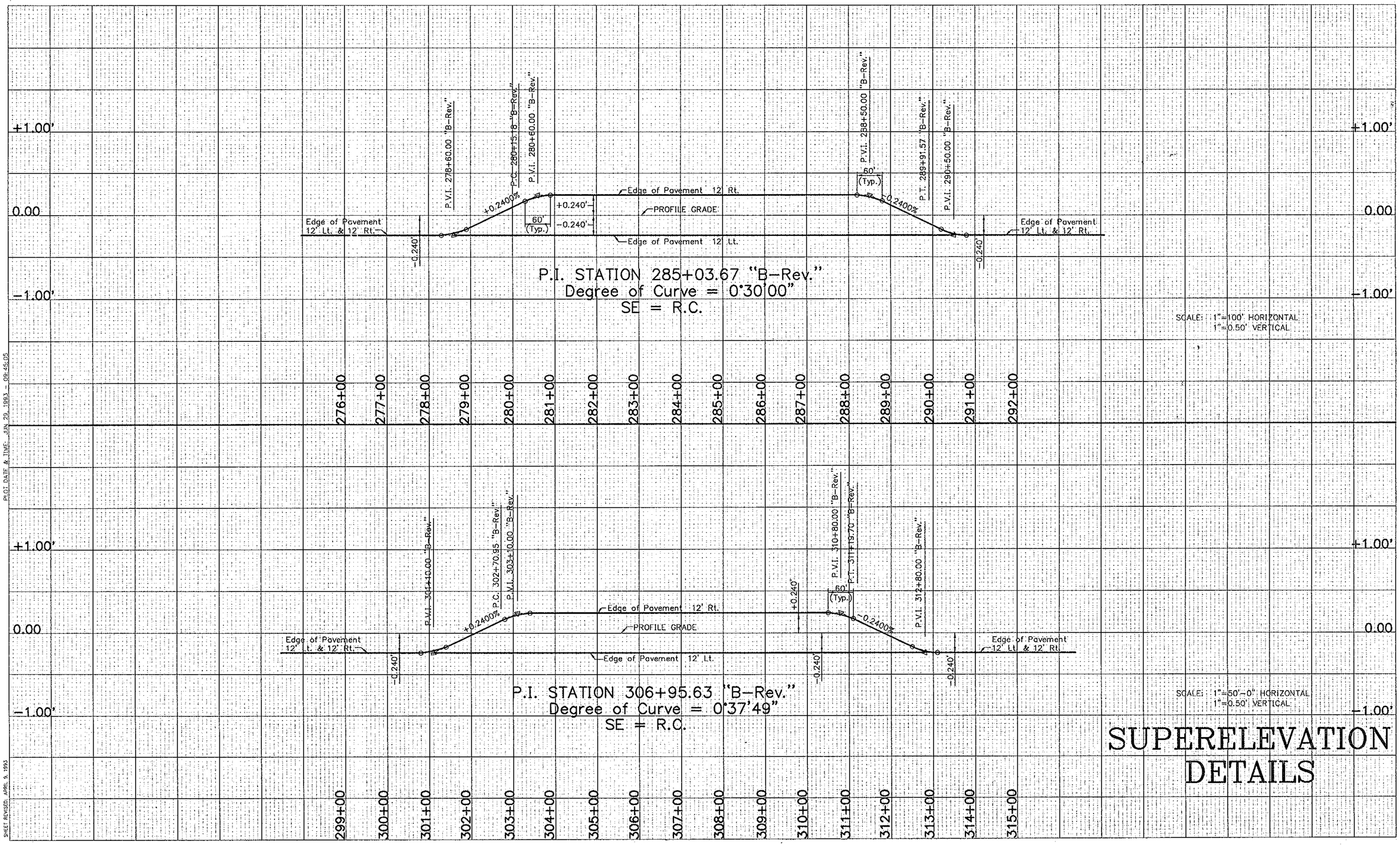


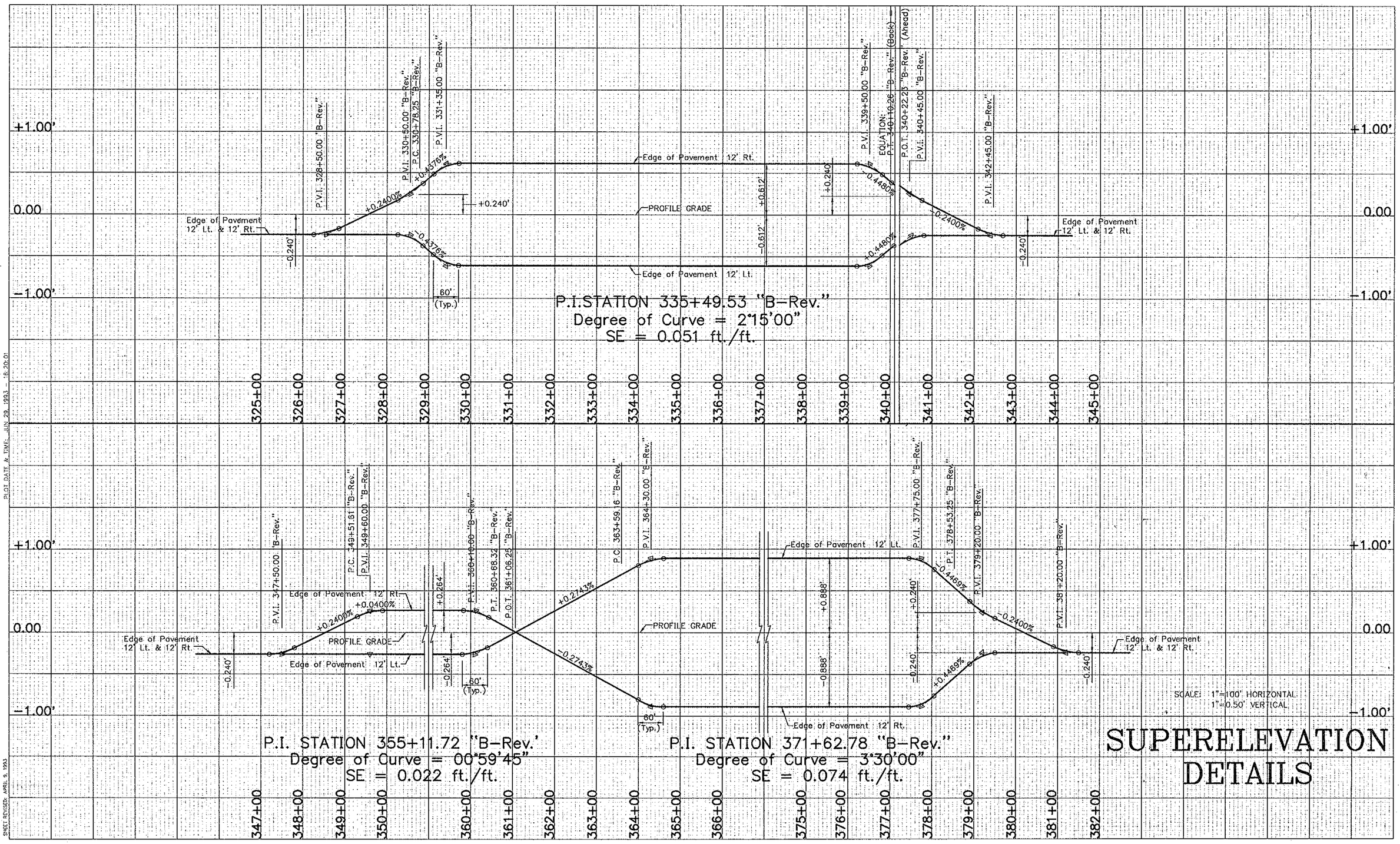
PLOT DATE & TIME: JUN. 29, 1993 – 09:45:05

DESIGNED PD 8/93 CHECKED
DRAWN SM 8/93 CHECKED
REVISED CHECKED
SHEET REVISED: APRIL 9, 1993

SUPERELEVATION DETAILS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		71	358
S.R. 69 – POSEY CO.			LINE "B-Rev."		

Contr. R-24568 SR69SUP5/100



PLOT DATE & TIME: JUN 29, 1993 - 16:20:01

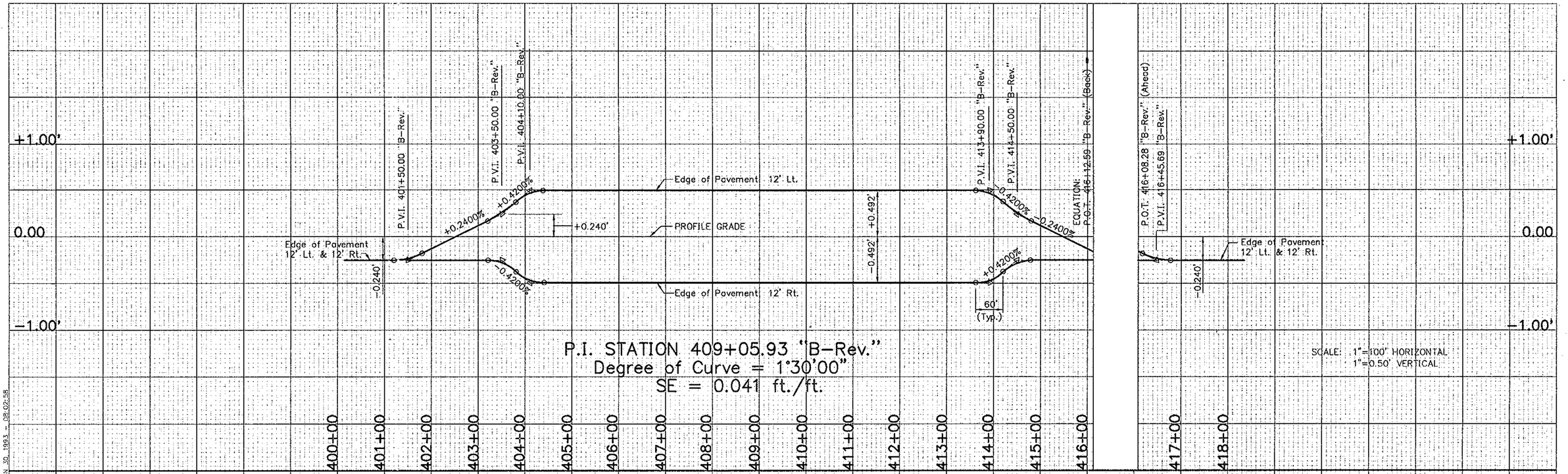
DESIGN: RS 5/93 CHECKED
DRAWN: SM 7/93 CHECKED
REVISED CHECKED
SHEET REVISED: APRIL 9, 1993

SCALE: 1"=100' HORIZONTAL
1"=50' VERTICAL

SUPERELEVATION DETAILS

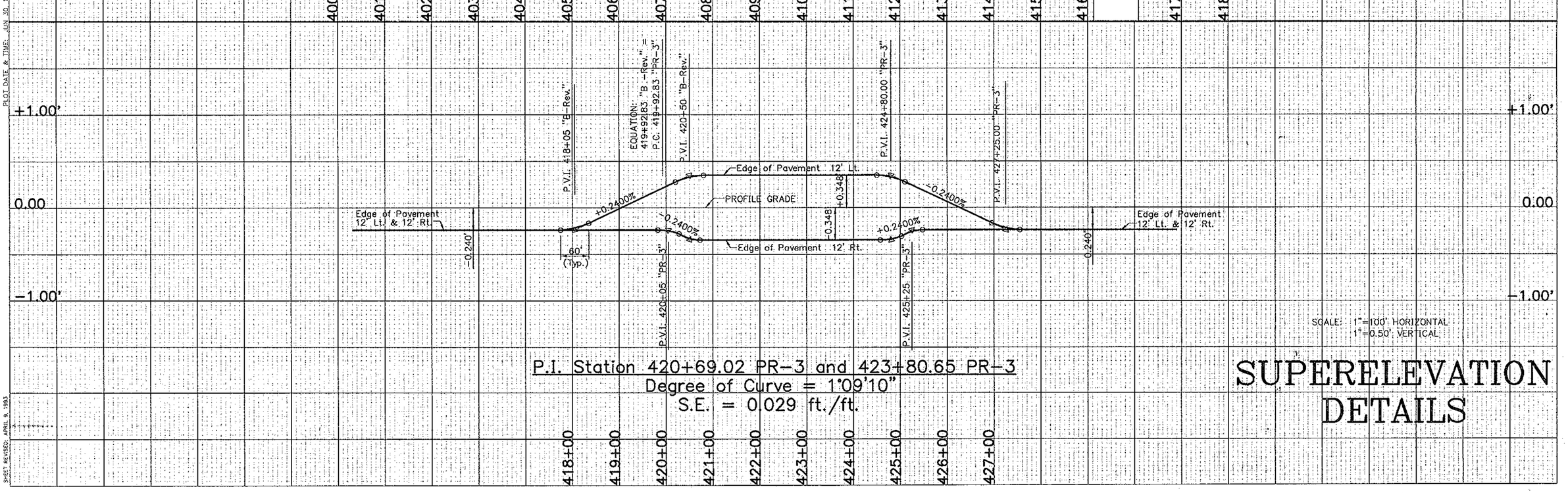
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		72	358
S.R. 69 – POSEY CO.			LINE "B-Rev."		

Contr. R-24568 SR69SUP6/100



P.I. STATION 409+05.93 "B-Rev."
Degree of Curve = 1°30'00"
SE = 0.041 ft./ft.

SCALE: 1"=100' HORIZONTAL
1"=0.50' VERTICAL



P.I. Station 420+69.02 PR-3 and 423+80.65 PR-3
Degree of Curve = 1°09'10"
S.E. = 0.029 ft./ft.

SCALE: 1"=100' HORIZONTAL
1"=0.50' VERTICAL

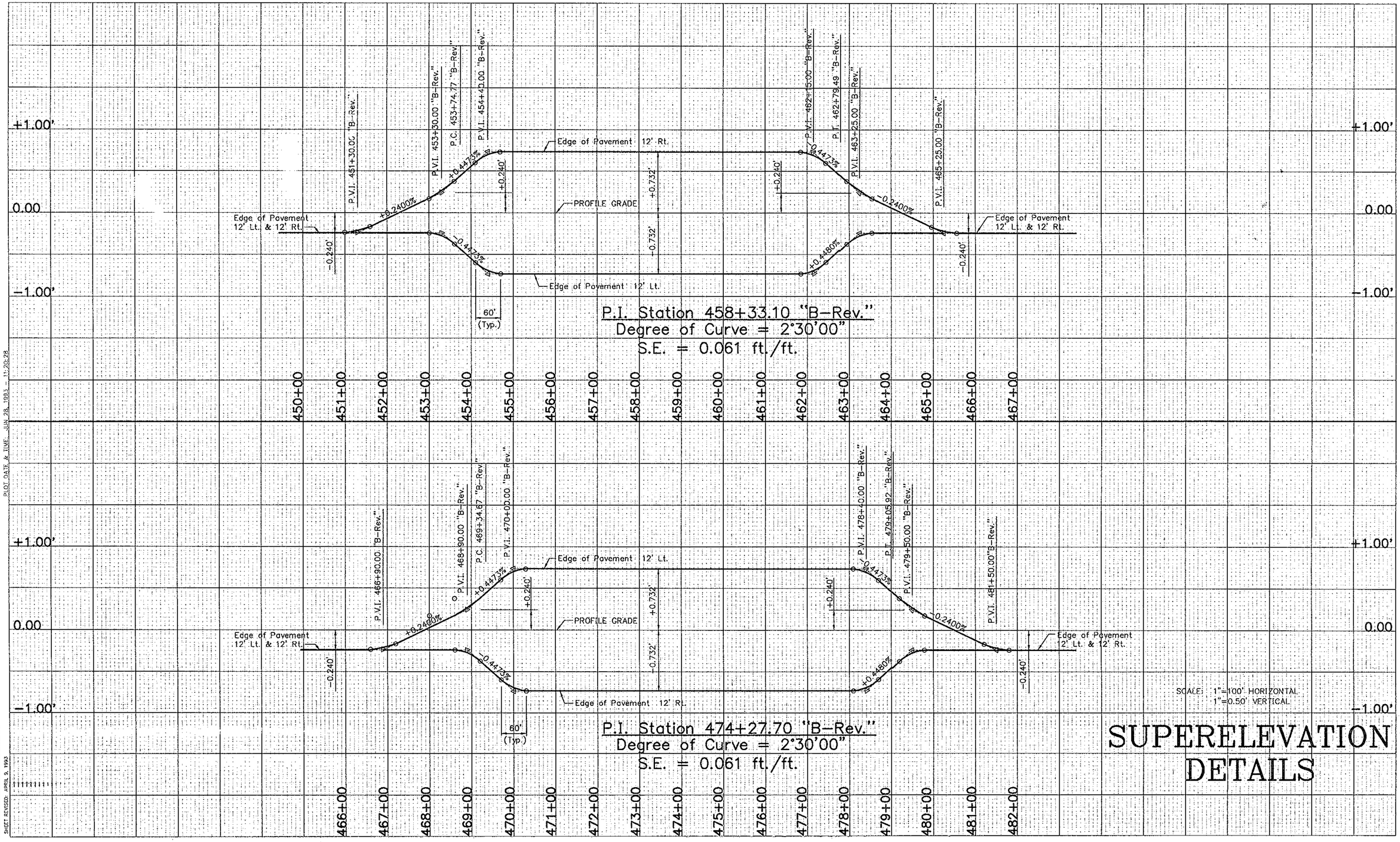
SUPERELEVATION DETAILS

PLOT DATE & TIME= JUN 30, 1993 - 08:02:58

DESIGNED PG 5/93 CHECKED
DRAWN SJW 7/93 CHECKED
REVISED CHECKED
SHEET REVISED APRIL 9, 1993

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		73	358
S.R. 69 -- POSEY CO.			LINE	"B-Rev."	

Contr. R-24568 SR69SUP7/100



P.I. Station 458+33.10 "B-Rev."
Degree of Curve = 2°30'00"
S.E. = 0.061 ft./ft.

P.I. Station 474+27.70 "B-Rev."
Degree of Curve = 2°30'00"
S.E. = 0.061 ft./ft.

SCALE: 1"=100' HORIZONTAL
1"=0.50' VERTICAL

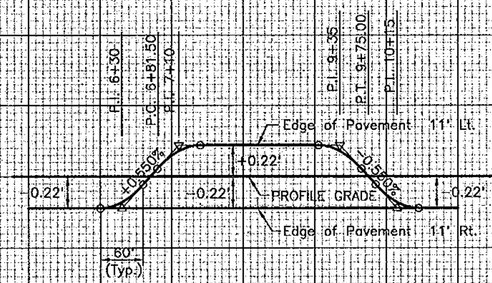
SUPERELEVATION DETAILS

PLOT DATE & TIME: JUN 28, 1993 - 11:20:28

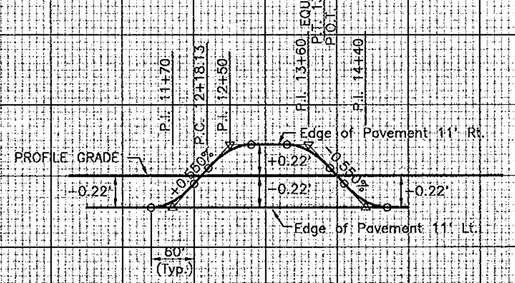
REVISED: DG 6/93 DOCKINS
DRAWN: SJM 7/93 DOCKINS
REVISED: DOCKINS

SHEET REVISED: APRIL 9, 1993

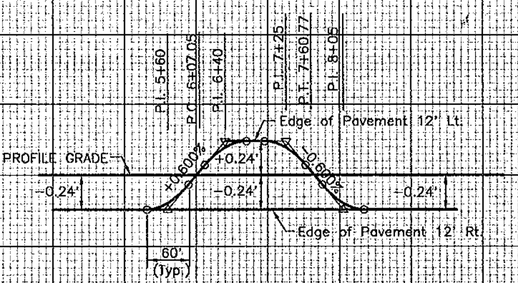
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		74	358
S.R. 69 – POSEY CO.			LINE "B-Rev."		
Contr. R-24568				SR69SUP8/100	



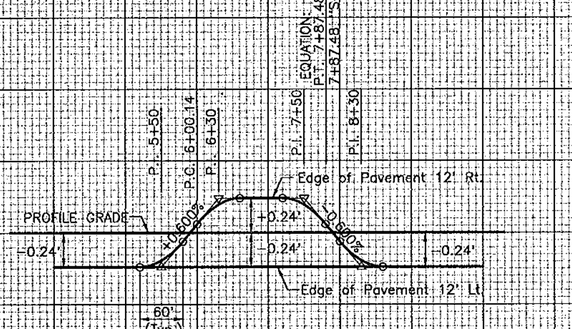
P.I. Sta. 8+28.58 "S-5-B-Rev."
Degree of Curve = 3°11'38"
S.E. = R.C.



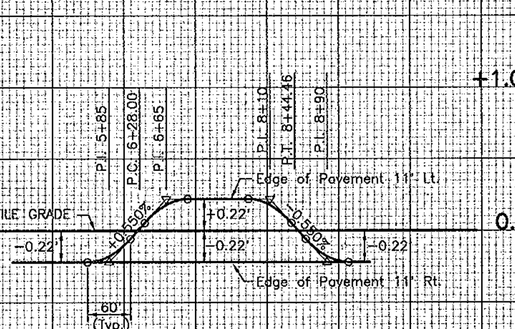
P.I. Sta. 13+00.55 "PR-4"(S-8-B-Rev.")
Degree of Curve = 7°00'00"
S.E. = R.C.



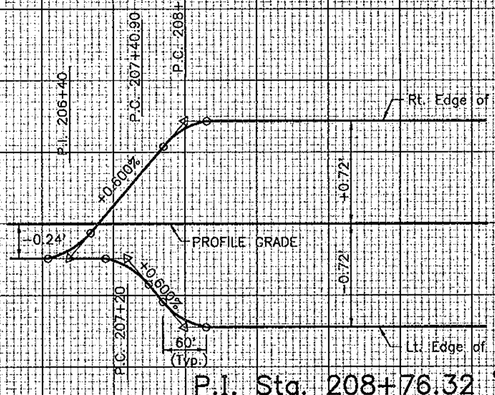
P.I. Sta. 6+84.61 "S-9-B-Rev."
Degree of Curve = 12°15'00"
S.E. = R.C.



P.I. Sta. 6+95.08 "PR-2"(S-11-B-Rev.")
Degree of Curve = 12°15'00"
S.E. = R.C.



P.I. Sta. 7+38.20 "S-12-B-Rev."
Degree of Curve = 12°15'00"
S.E. = R.C.



P.I. Sta. 208+76.32 "PR-1"
Degree of Curve = 5°55'13" Lt.
S.E. = 6%(Match Existing)

SUPERELEVATION DETAILS

SCALE: 1" = 100' HORIZONTAL
1" = 0.50' VERTICAL

DESIGNED BR 10/98 CHECKED
DRAWN JMG 10/98 CHECKED
REVISED CHECKED

SHEET REVISED APRIL 9, 1993

PLOT DATE & TIME JUN 28, 1993 08:15:33

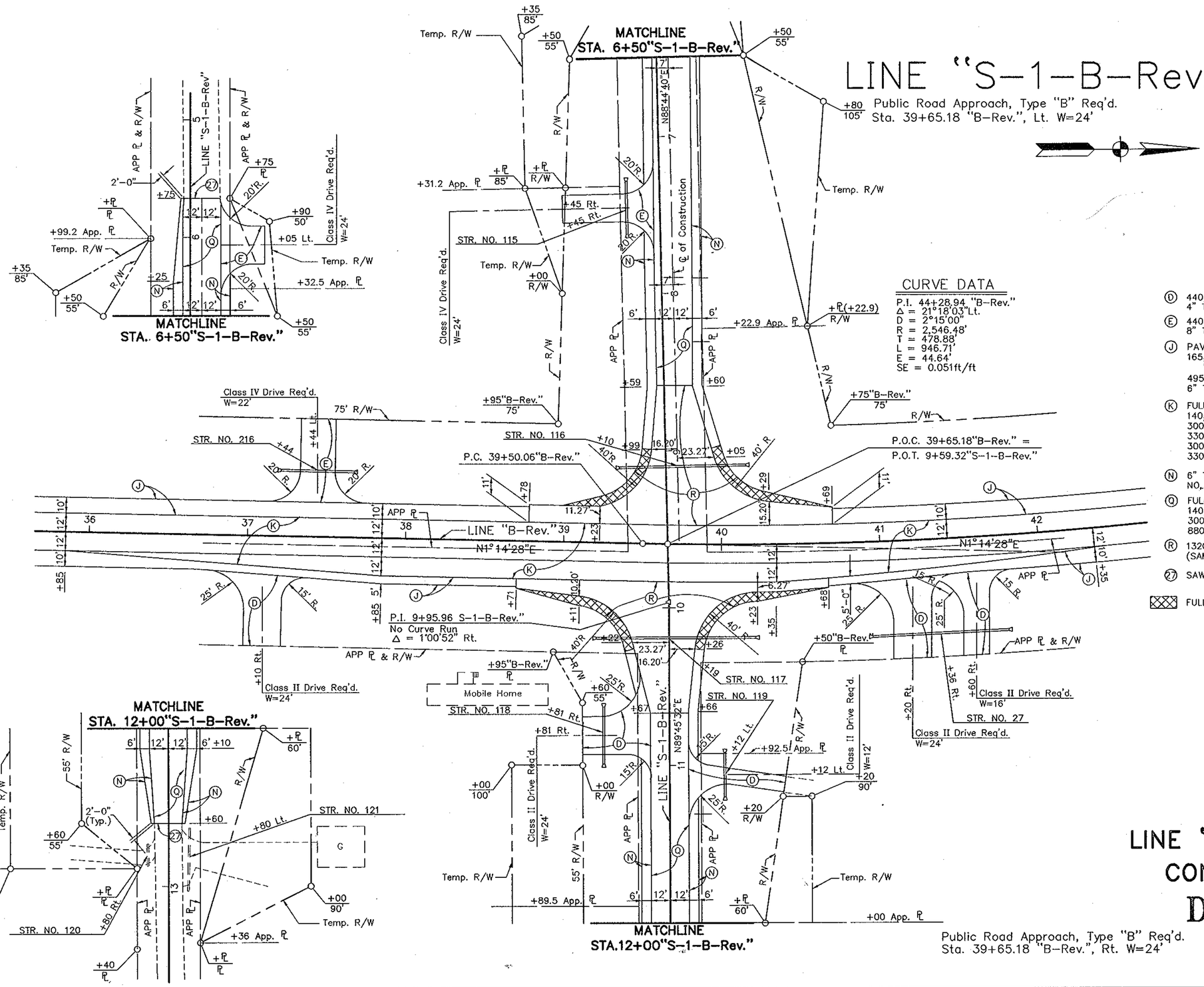
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		75	358
S.R. 69 – POSEY CO.		LINE			

R-24568

SR69SUP9/10

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		76	358

LINE "S-1-B-Rev."



CURVE DATA

P.I. 44+28.94 "B-Rev."
Δ = 21°18'03"Lt.
D = 2°15'00"
R = 2,546.48'
T = 478.88'
L = 946.71'
E = 44.64'
SE = 0.051ft/ft

LEGEND

- (D) 440#/SYD. HMA FOR APPROACHES OVER 4" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (E) 440#/SYD. HMA FOR APPROACHES OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (J) PAVED SHOULDER
  165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
  495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (K) FULL DEPTH PAVEMENT
  140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
  300#/SYD HMA BASE C25.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53
- (Q) FULL DEPTH PAVEMENT
  140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE ON
  880#/SYD HMA BASE 25.0mm, MAINLINE
- (R) 1320#/SYD. HMA FOR APPROACHES (SAME COMPOSITION AS (Q))
- (27) SAWCUT
- FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-1-B-Rev." CONSTRUCTION DETAILS

Public Road Approach, Type "B" Req'd.
Sta. 39+65.18 "B-Rev.", Rt. W=24'

SCALE: 1"=30'

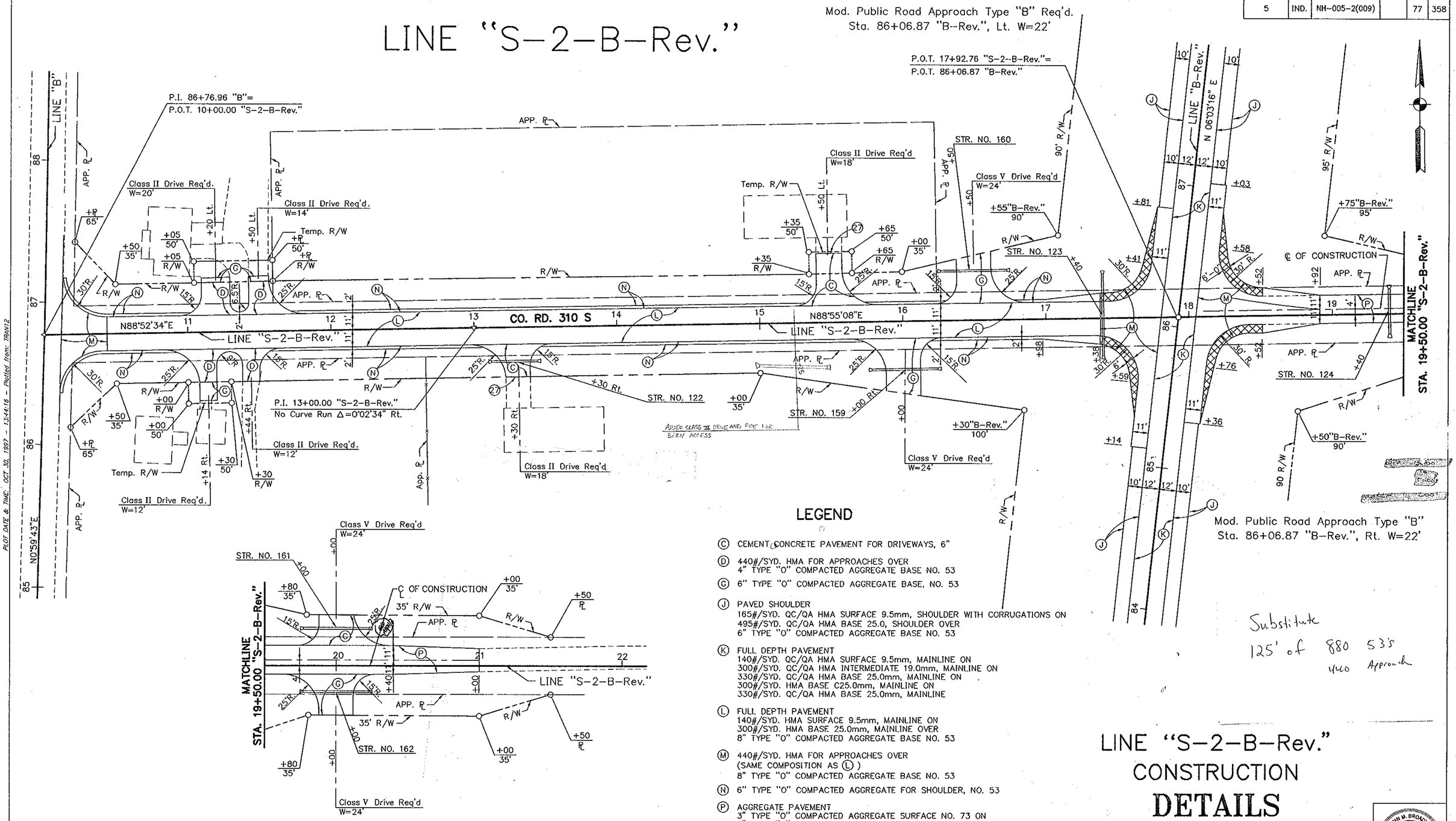
JOHN M. BROUARD REGISTERED NO. 8500427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED _____ CHECKED _____
DRAWN DJM 10/97 CHECKED JBH 10/97
REVISED DJM 10/97 CHECKED JBH 10/97

PLOT DATE & TIME: OCT 30, 1997 - 15:48:26 -- Plotted from: TRAV12

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		77	358

LINE "S-2-B-Rev."



LEGEND

- (C) CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS, 6"
- (D) 440#/SYD. HMA FOR APPROACHES OVER 4" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (G) 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (J) PAVED SHOULDER 165#/SYD. QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD. QC/QA HMA BASE 25.0, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (K) FULL DEPTH PAVEMENT 140#/SYD. QC/QA HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD. QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON 330#/SYD. QC/QA HMA BASE 25.0mm, MAINLINE ON 300#/SYD. HMA BASE C25.0mm, MAINLINE ON 330#/SYD. QC/QA HMA BASE 25.0mm, MAINLINE
- (L) FULL DEPTH PAVEMENT 140#/SYD. HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD. HMA BASE 25.0mm, MAINLINE OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (M) 440#/SYD. HMA FOR APPROACHES OVER (SAME COMPOSITION AS (L)) 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53
- (P) AGGREGATE PAVEMENT 3" TYPE "O" COMPACTED AGGREGATE SURFACE NO. 73 ON 9" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (27) SAWCUT
- SAME AS APPROACH PAVEMENT

Substitute 125' of 880 535 440 Approach

LINE "S-2-B-Rev." CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROAD REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

PLOT DATE & TIME: OCT 30, 1997 - 13:44:16 - Plotted from: TRANS2

DESIGNED D.R.E. 6/93 CHECKED
DRAWN CHECKED
REVISED D.R.M. 10/97 CHECKED J.R.H. 10/97

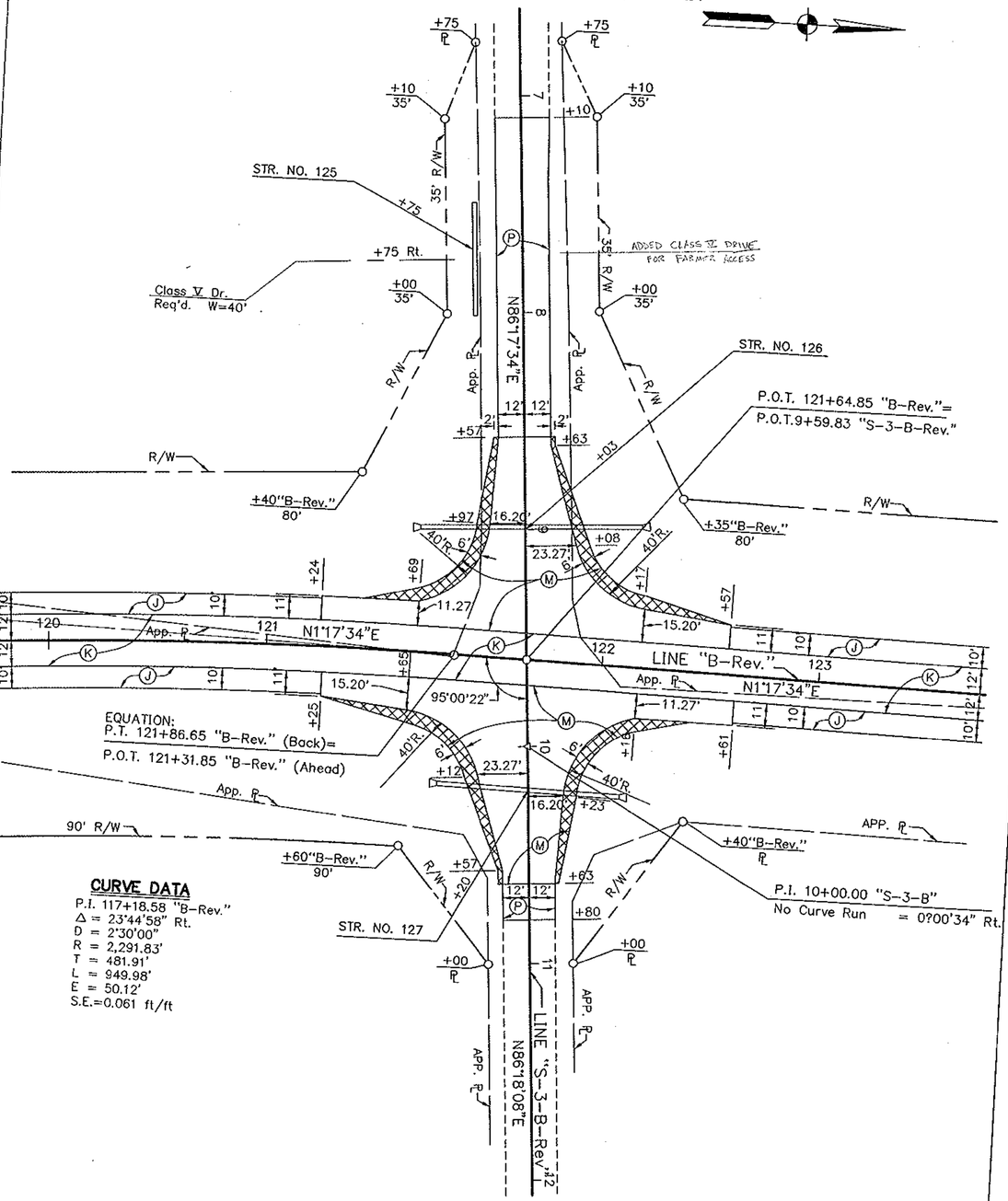
SHEET 77 OF 358 6952

R-24568

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		78	358

LINE "S-3-B-Rev"

Public Road Approach Type "B" Req'd.
Sta. 121+64.85 "B-Rev." Lt., W = 24'



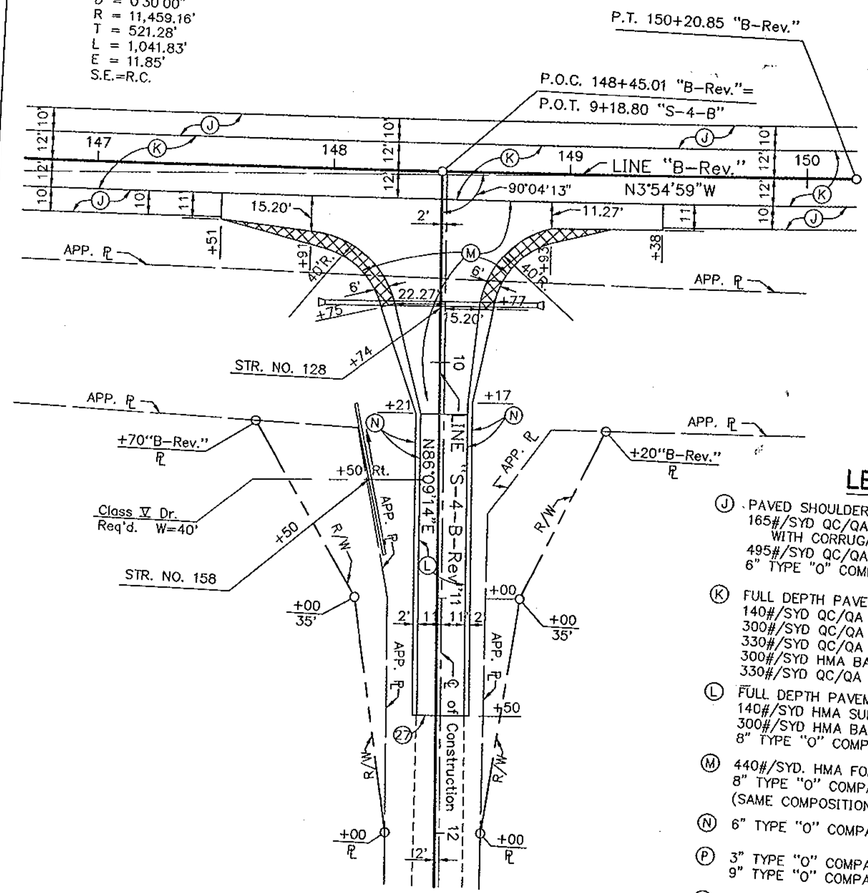
CURVE DATA
P.I. 117+18.58 "B-Rev."
Δ = 23°44'58" Rt.
D = 2°30'00"
R = 2,291.83'
T = 481.91'
L = 949.98'
E = 50.12'
S.E.=0.061 ft/ft

Public Road Approach Type "B"
Sta. 121+64.85 "B-Rev." Rt., W = 24'

LINE "S-4-B-Rev"

Public Road Approach Type "B" Req'd.
Sta. 148+45.01 "B-Rev.", Rt., W = 22'

CURVE DATA
P.I. 145+00.30 "B-Rev."
Δ = 5°12'33" Lt.
D = 0°30'00"
R = 11,459.16'
T = 521.28'
L = 1,041.83'
E = 11.85'
S.E.=R.C.



LEGEND

- (J) PAVED SHOULDER
  165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
  495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER
  6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (K) FULL DEPTH PAVEMENT
  140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
  300#/SYD HMA BASE C25.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE
- (L) FULL DEPTH PAVEMENT
  140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD HMA BASE 25.0mm, MAINLINE OVER
  8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (M) 440#/SYD. HMA FOR APPROACHES OVER
  8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
  (SAME COMPOSITION AS (L))
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53
- (P) 3" TYPE "O" COMPACTED AGGREGATE SURFACE NO. 73 ON
  9" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (27) SAWCUT

▨ FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

Lines "S-3-B" & "S-4-B" CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROADUS REGISTERED NO. 9900427 STATE OF INDIANA PROFESSIONAL ENGINEER

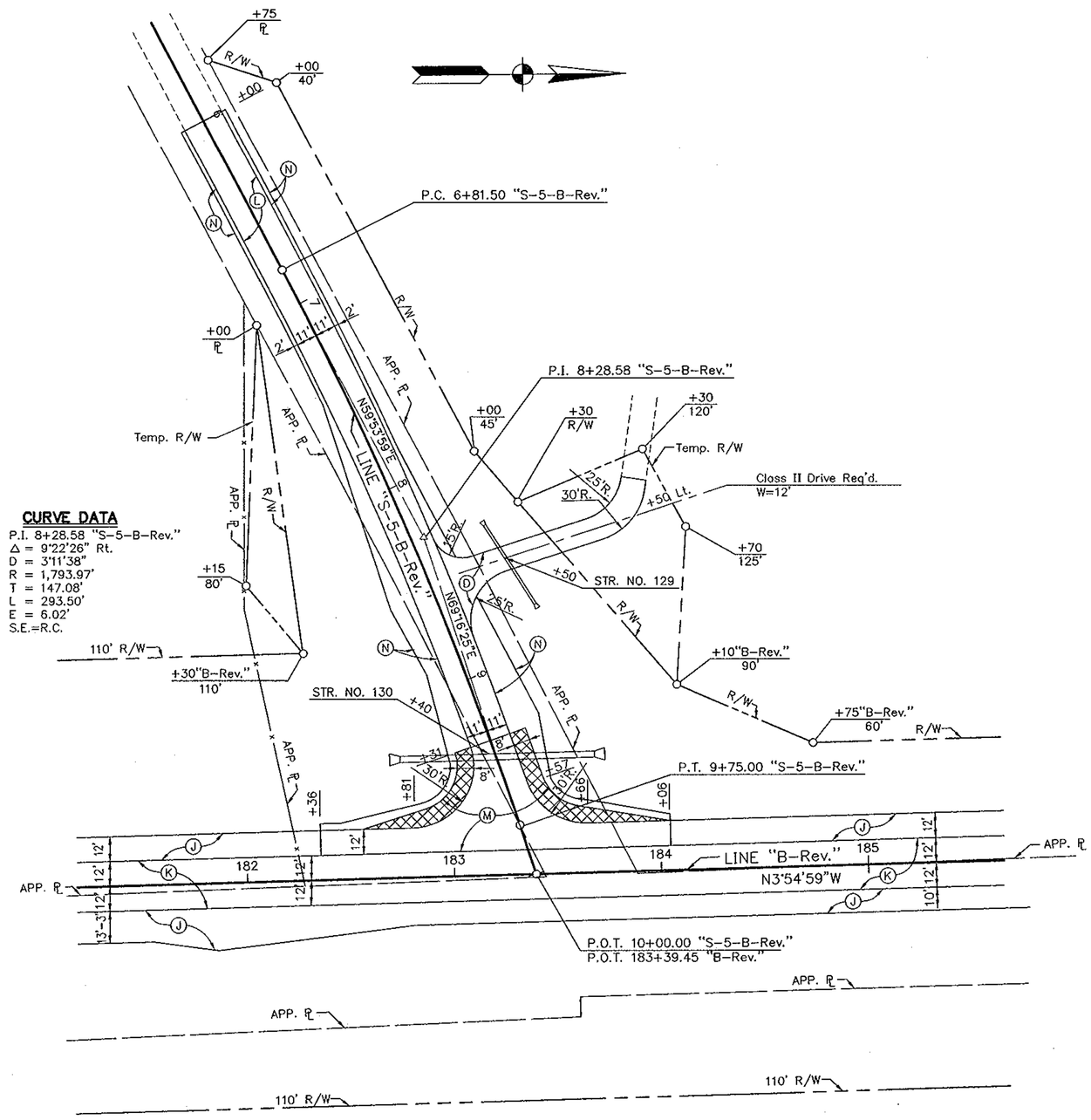
PLOT DATE & TIME: OCT 31, 1997 - 16:21:02 - Plotted from: 78INA

DESIGNED: DJE 5/93 CHECKED:
DRAWN: CHECKED:
REVISED: MJK 7/99 CHECKED: DJE 7/99

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		79	358

LINE "S-5-B-Rev."

Mod. Public Road Approach Type "B" Req'd.
Sta. 183+39.45 "B-Rev.", Lt., W = 22'



CURVE DATA
P.I. 8+28.58 "S-5-B-Rev."
Δ = 9°22'26" Rt.
D = 3°11'38"
R = 1,793.97'
T = 147.08'
L = 293.50'
E = 6.02'
S.E.=R.C.

LEGEND

(D) 440#/SYD. HMA FOR APPROACHES OVER 4" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(J) PAVED SHOULDER
165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53

(K) FULL DEPTH PAVEMENT
140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD HMA BASE C25.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE

(L) FULL DEPTH PAVEMENT
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD HMA BASE 25.0mm, MAINLINE OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(M) 440#/SYD. HMA FOR APPROACHES OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53 (SAME COMPOSITION AS (L))

(N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53

FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

"S-5-B-Rev." CONSTRUCTION DETAILS

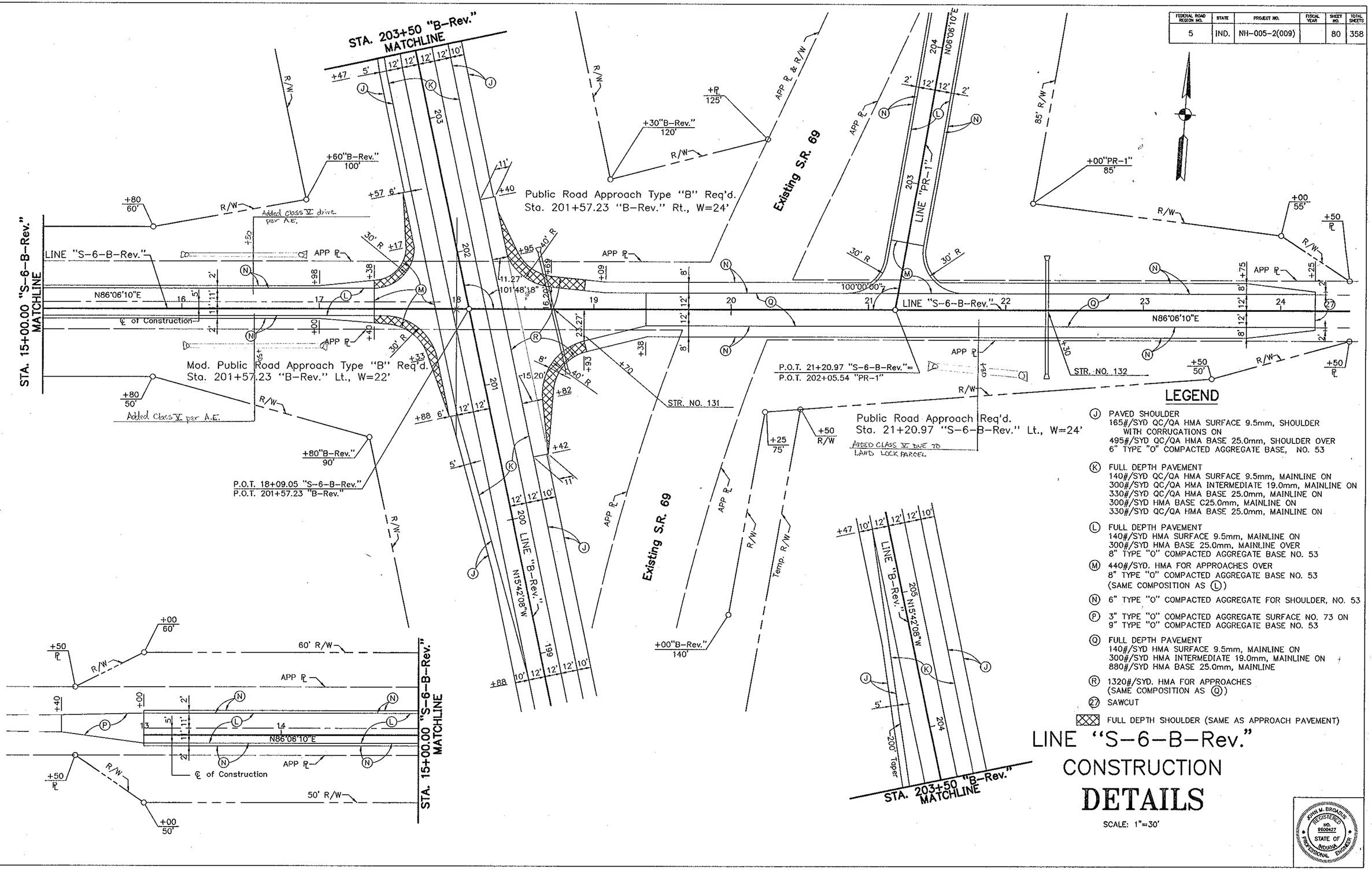
SCALE: 1"=30'

STEVE M. BROADUS REGISTERED NO. 8800427 STATE OF INDIANA PROFESSIONAL ENGINEER

PLOT DATE & TIME: OCT 30, 1997 - 12:54:23 - Plotted from: 78AN12

DESIGNED DJK 5/93 CHECKED
DRAWN DJM 10/97 CHECKED JRH 10/97

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		80	358



LEGEND

- (J) PAVED SHOULDER
  165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
  495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER
  6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (K) FULL DEPTH PAVEMENT
  140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
  300#/SYD HMA BASE C25.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
- (L) FULL DEPTH PAVEMENT
  140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD HMA BASE 25.0mm, MAINLINE OVER
  8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (M) 440#/SYD. HMA FOR APPROACHES OVER
  8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
  (SAME COMPOSITION AS (L))
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53
- (P) 3" TYPE "O" COMPACTED AGGREGATE SURFACE NO. 73 ON
  9" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (Q) FULL DEPTH PAVEMENT
  140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE ON
  880#/SYD HMA BASE 25.0mm, MAINLINE
- (R) 1320#/SYD. HMA FOR APPROACHES
  (SAME COMPOSITION AS (Q))
- (27) SAWCUT
- FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-6-B-Rev." CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROOKS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

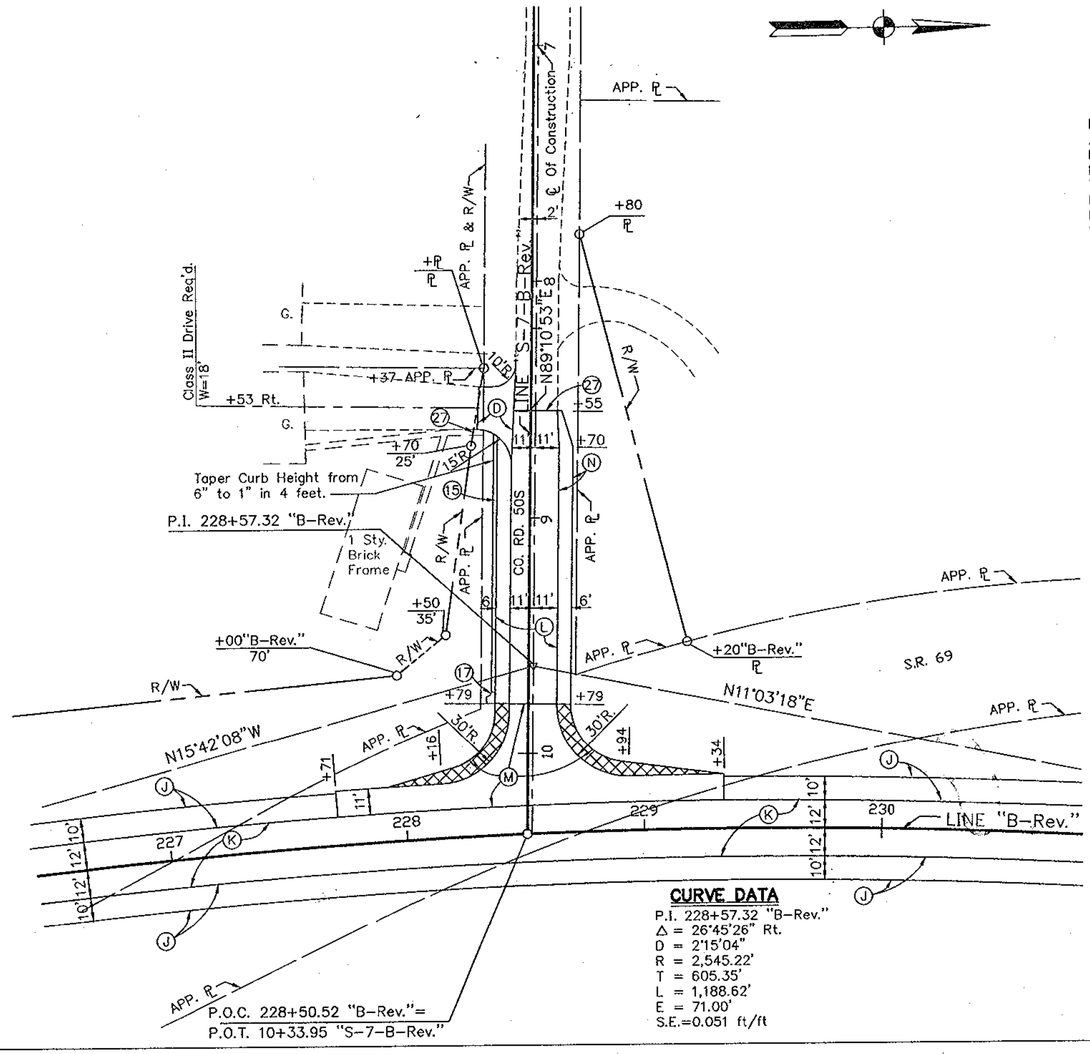
PLOT DATE & TIME: OCT 29, 1997 - 15:51:00 - Plotted from: TRAV12

DESIGNED - JRF 10/97
DRAWN - JRF 10/97
CHECKED -
CHECKED -
CHECKED -

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		81	358

LINE "S-7-B-Rev."

Mod. Public Road Approach Type "B"
Sta. 228+50.52 "B-Rev." Lt., W = 22'

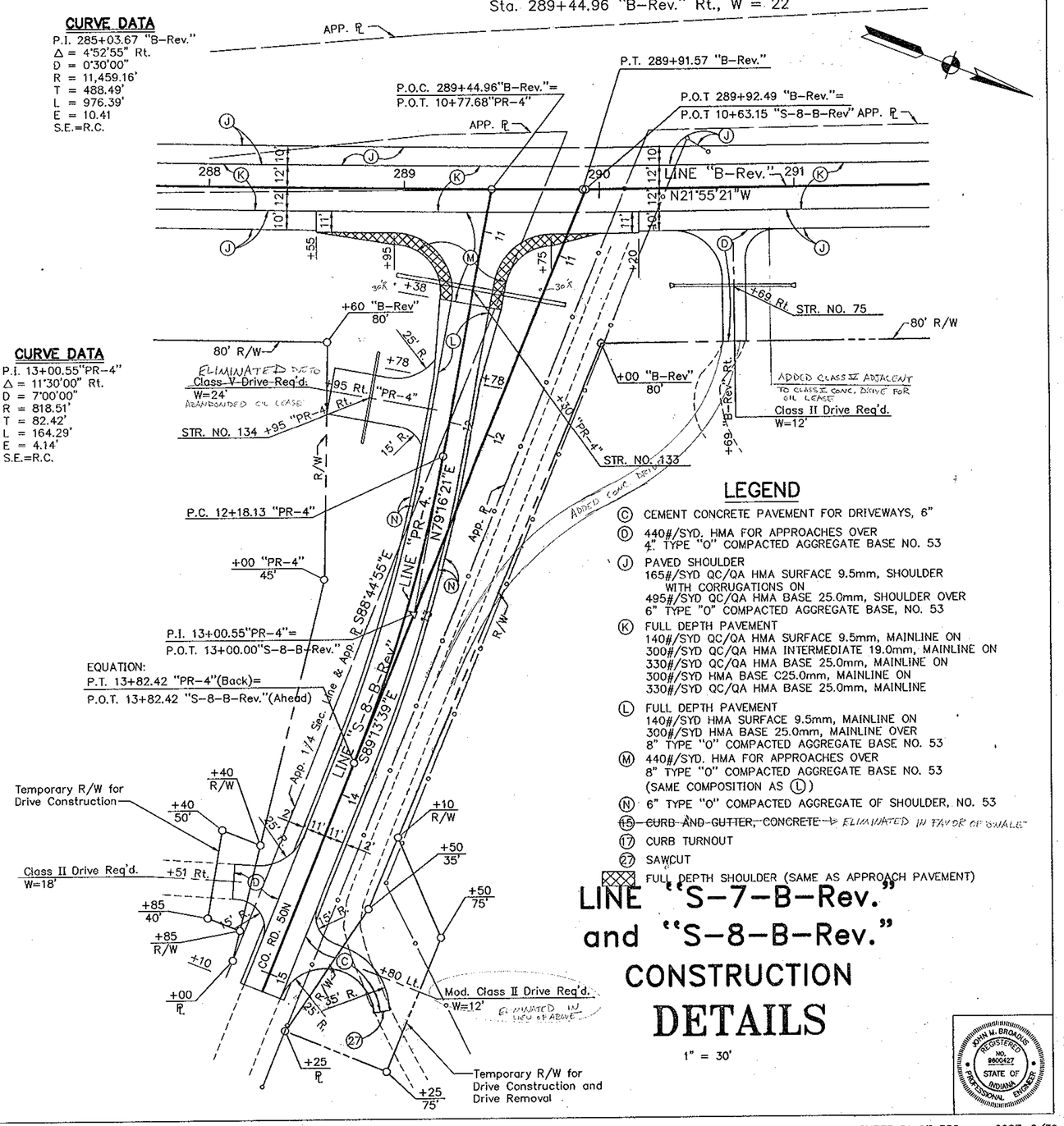


CURVE DATA
P.I. 228+57.32 "B-Rev."
Δ = 26°45'26" Rt.
D = 2°15'04"
R = 2,545.22'
T = 605.35'
L = 1,188.62'
E = 71.00'
S.E.=0.051 ft/ft

CURVE DATA
P.I. 13+00.55"PR-4"
Δ = 11°30'00" Rt.
D = 7°00'00"
R = 818.51'
T = 82.42'
L = 164.29'
E = 4.14'
S.E.=R.C.

LINE "S-8-B-Rev."

Mod. Public Road Approach Type "B"
Sta. 289+44.96 "B-Rev." Rt., W = 22'



LEGEND

- (C) CEMENT CONCRETE PAVEMENT FOR DRIVEWAYS, 6"
- (D) 440#/SYD. HMA FOR APPROACHES OVER 4" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (J) PAVED SHOULDER 165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (K) FULL DEPTH PAVEMENT 140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON 330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON 300#/SYD HMA BASE C25.0mm, MAINLINE ON 330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE
- (L) FULL DEPTH PAVEMENT 140#/SYD HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD HMA BASE 25.0mm, MAINLINE OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (M) 440#/SYD. HMA FOR APPROACHES OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53 (SAME COMPOSITION AS (L))
- (N) 6" TYPE "O" COMPACTED AGGREGATE OF SHOULDER, NO. 53
- ~~(15) CURB AND GUTTER, CONCRETE~~ → ELIMINATED IN FAVOR OF SWALE
- (17) CURB TURNOUT
- (27) SAWCUT
- FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-7-B-Rev." and "S-8-B-Rev." CONSTRUCTION DETAILS

1" = 30'

JOHN M. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

PLOT DATE & TIME: NOV 3, 1997 - 12:38:51 - Plotted from: TRAN4

DESIGNED: ECG 6/93 CHECKED:
DRAWN: CHECKED:
REVISED: SJW 5/94 CHECKED: ECG 5/94

SHEET 81 OF 358 6957-8/30

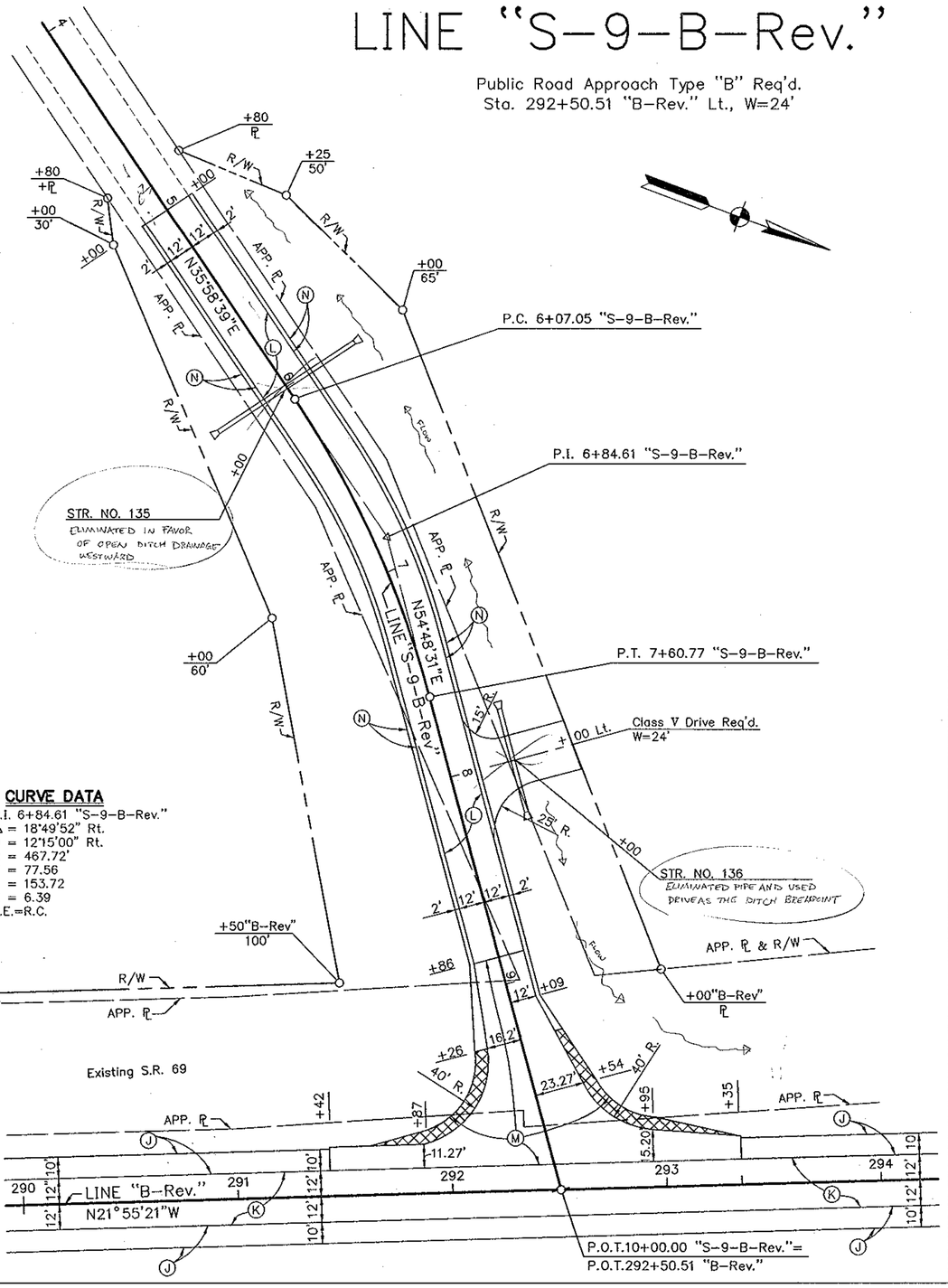
R-24568

33314
357
33681

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		82	358

LINE "S-9-B-Rev."

Public Road Approach Type "B" Req'd.
Sta. 292+50.51 "B-Rev." Lt., W=24'



CURVE DATA

P.I. 6+84.61 "S-9-B-Rev."
Δ = 18°49'52" Rt.
D = 12°15'00" Rt.
R = 467.72'
T = 77.56
L = 153.72
E = 6.39
S.E.=R.C.

CURVE DATA

P.I. 335+49.52 "B-Rev."
Δ = 20°58'12" Lt.
D = 2°15'00"
R = 2,546.47'
T = 471.28'
L = 932.00'
E = 43.24'
S.E.=0.051 ft/ft

LINE "S-10-B-Rev"

Mod. Public Road Approach Type "B" Req'd.
Sta. 333+13.93 "B-Rev." Rt., W = 22'

LEGEND

(J) PAVED SHOULDER
165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER
6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53

(K) FULL DEPTH PAVEMENT
140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD HMA BASE C25.0mm, MAINLINE ON
330#/SYD QC/QA-HMA BASE 25.0mm, MAINLINE

(L) FULL DEPTH PAVEMENT
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD HMA BASE 25.0mm, MAINLINE OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(M) 440#/SYD. HMA FOR APPROACHES OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
(SAME COMPOSITION AS (L))

(N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53

(P) 3" TYPE "O" COMPACTED AGGREGATE SURFACE NO. 73 ON
9" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-9-B-Rev" and "S-10-B-Rev." CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROADUS REGISTERED No. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED P.A.G. 6/93 — CHECKED:
DRAWN: — CHECKED:
REVISED: S.J.W. 10/97 — CHECKED: J.B.L. 10/97

PLOT DATE & TIME: OCT. 30, 1997 - 13:26:41 - Plotted from: TRAM

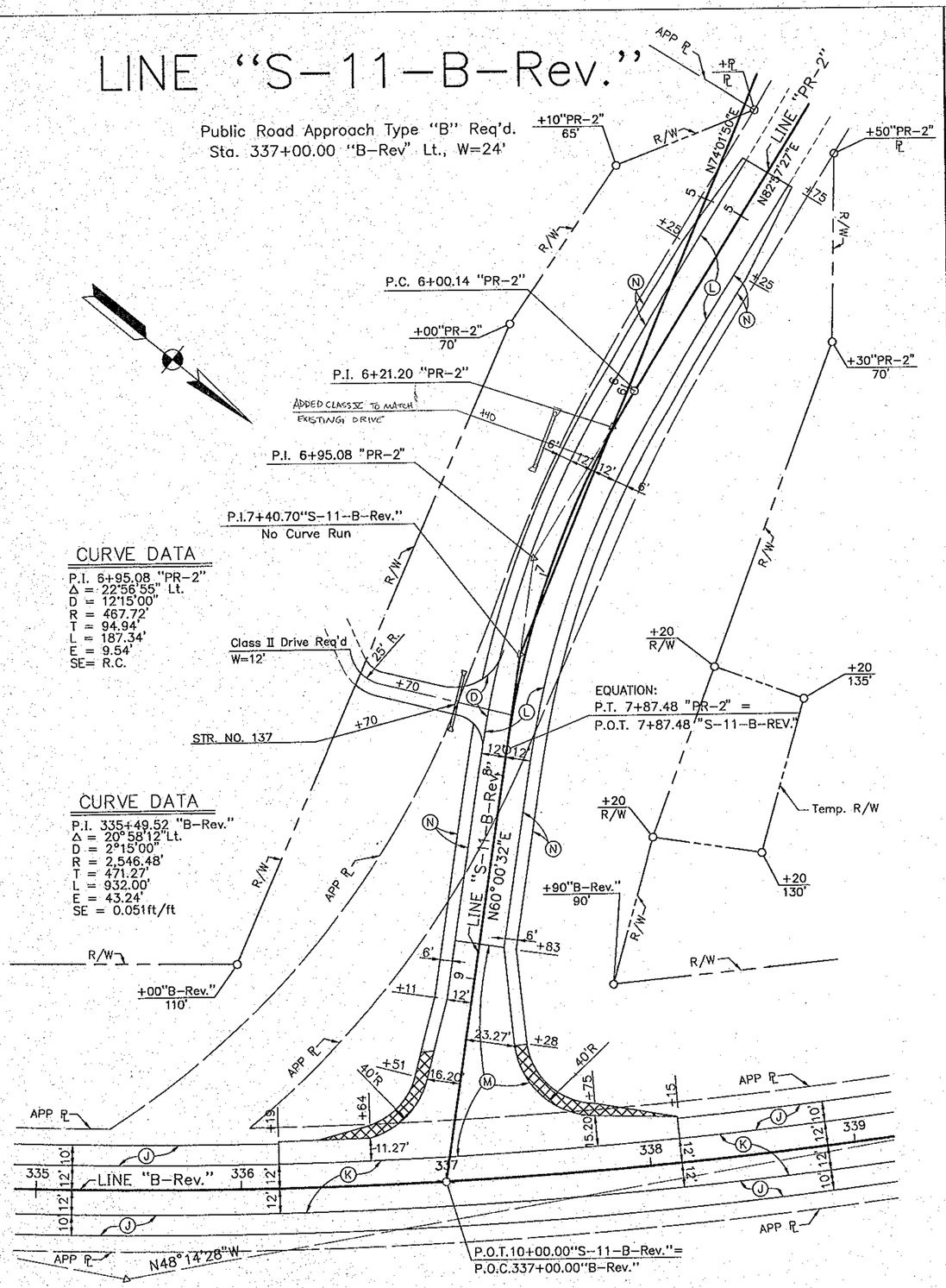
SHEET 82 OF 358 6959-10

R-24568

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		83	358

LINE "S-11-B-Rev."

Public Road Approach Type "B" Req'd.
Sta. 337+00.00 "B-Rev" Lt., W=24'



CURVE DATA

P.I. 6+95.08 "PR-2"
Δ = 22°56'55" Lt.
D = 12°15'00"
R = 467.72'
T = 94.94'
L = 187.34'
E = 9.54'
SE= R.C.

CURVE DATA

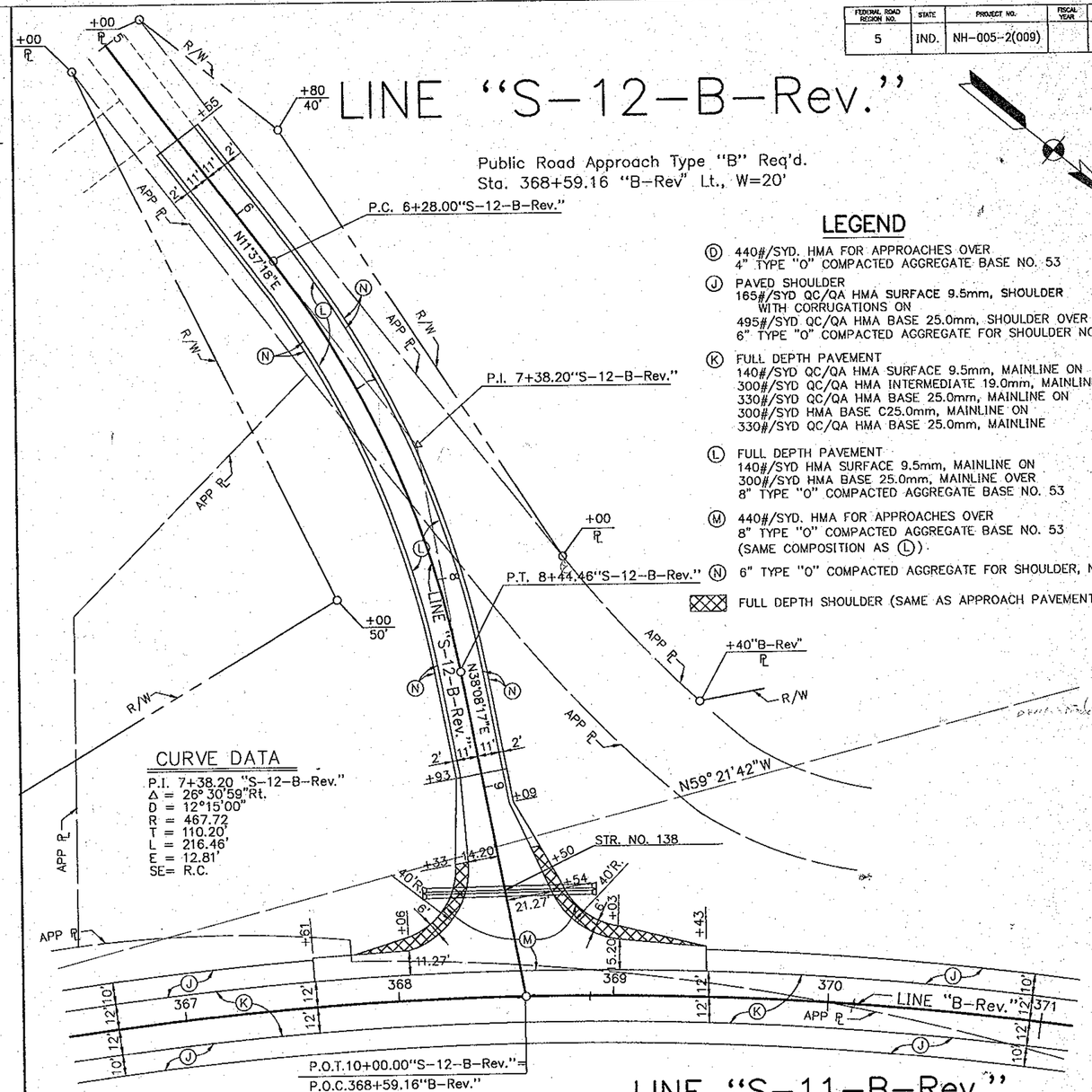
P.I. 335+49.52 "B-Rev."
Δ = 20°58'12" Lt.
D = 2°15'00"
R = 2,546.48'
T = 471.27'
L = 932.00'
E = 43.24'
SE = 0.051ft/ft

PLOT DATE & TIME: OCT 30, 1997 - 13:30:45 - Plotted from: TRANS

DESIGNED: DRAWN: CHECKED: CHECKED: JBR 10/97
REVISED: SJW 10/97

LINE "S-12-B-Rev."

Public Road Approach Type "B" Req'd.
Sta. 368+59.16 "B-Rev" Lt., W=20'



CURVE DATA

P.I. 7+38.20 "S-12-B-Rev."
Δ = 26° 30'59"Rt.
D = 12°15'00"
R = 467.72
T = 110.20'
L = 216.46'
E = 12.81'
SE= R.C.

CURVE DATA

P.I. 371+62.78 "B-Rev."
Δ = 52° 17'35"Rt.
D = 3°30'00"
R = 1637.02'
T = 803.62'
L = 1494.09'
E = 186.61'
SE = .074ft/ft

LEGEND

(D) 440#/SYD. HMA FOR APPROACHES OVER 4" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(J) PAVED SHOULDER
165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER
6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER NO. 53

(K) FULL DEPTH PAVEMENT
140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD HMA BASE C25.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE

(L) FULL DEPTH PAVEMENT
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD HMA BASE 25.0mm, MAINLINE OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(M) 440#/SYD. HMA FOR APPROACHES OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53 (SAME COMPOSITION AS (L)).

(N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53

FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-11-B-Rev." and "S-12-B-Rev." CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROADUS REGISTERED NO. S800427 STATE OF INDIANA PROFESSIONAL ENGINEER

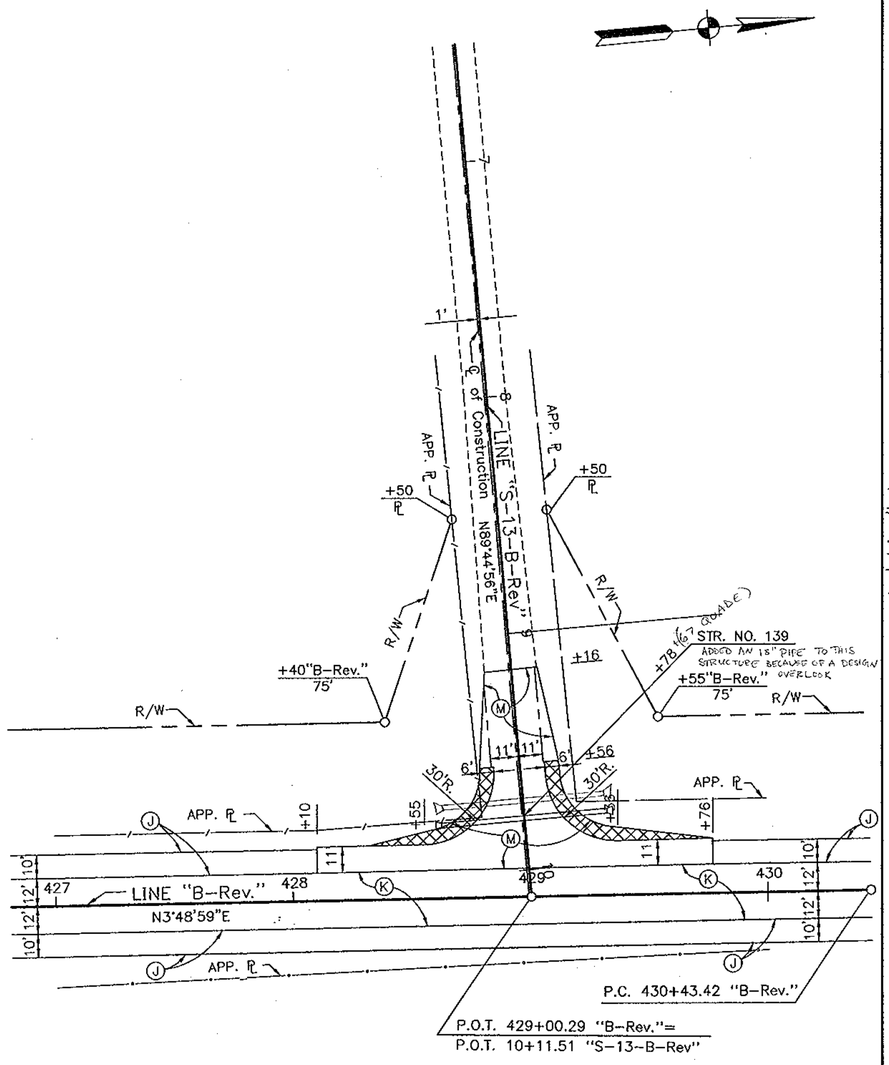
SHEET 83 OF 358 69511

R-24568

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		84	358

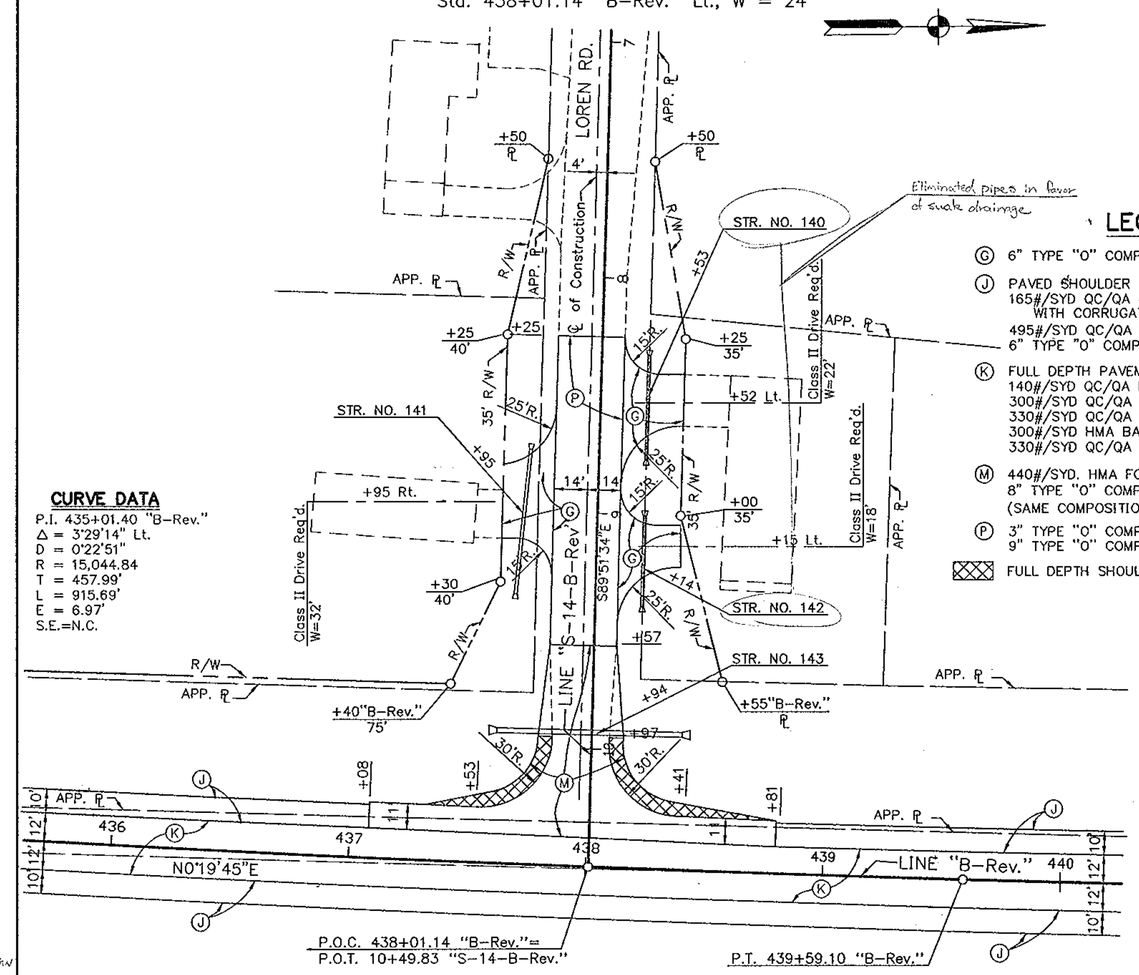
LINE "S-13-B-Rev"

Mod. Public Road Approach Type "B"
Sta. 429+00.29 "B-Rev." Lt., W=22'



LINE "S-14-B-Rev"

Mod. Public Road Approach Type "B"
Sta. 438+01.14 "B-Rev." Lt., W = 24'



CURVE DATA

P.I. 435+01.40 "B-Rev."
Δ = 3°29'14" Lt.
D = 0°22'51"
R = 15,044.84
T = 457.99'
L = 915.69'
E = 6.97'
S.E.=N.C.

LEGEND

- (G) 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (J) PAVED SHOULDER
  165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
  495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER
  6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- (K) FULL DEPTH PAVEMENT
  140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
  300#/SYD HMA BASE C25.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE
- (M) 440#/SYD. HMA FOR APPROACHES OVER 8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53 (SAME COMPOSITION AS (L))
- (P) 3" TYPE "O" COMPACTED AGGREGATE SURFACE NO. 73 ON 9" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-13-B-Rev" and "S-14-B-Rev." CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROADUS REGISTERED NO. 9600482 STATE OF INDIANA PROFESSIONAL ENGINEER

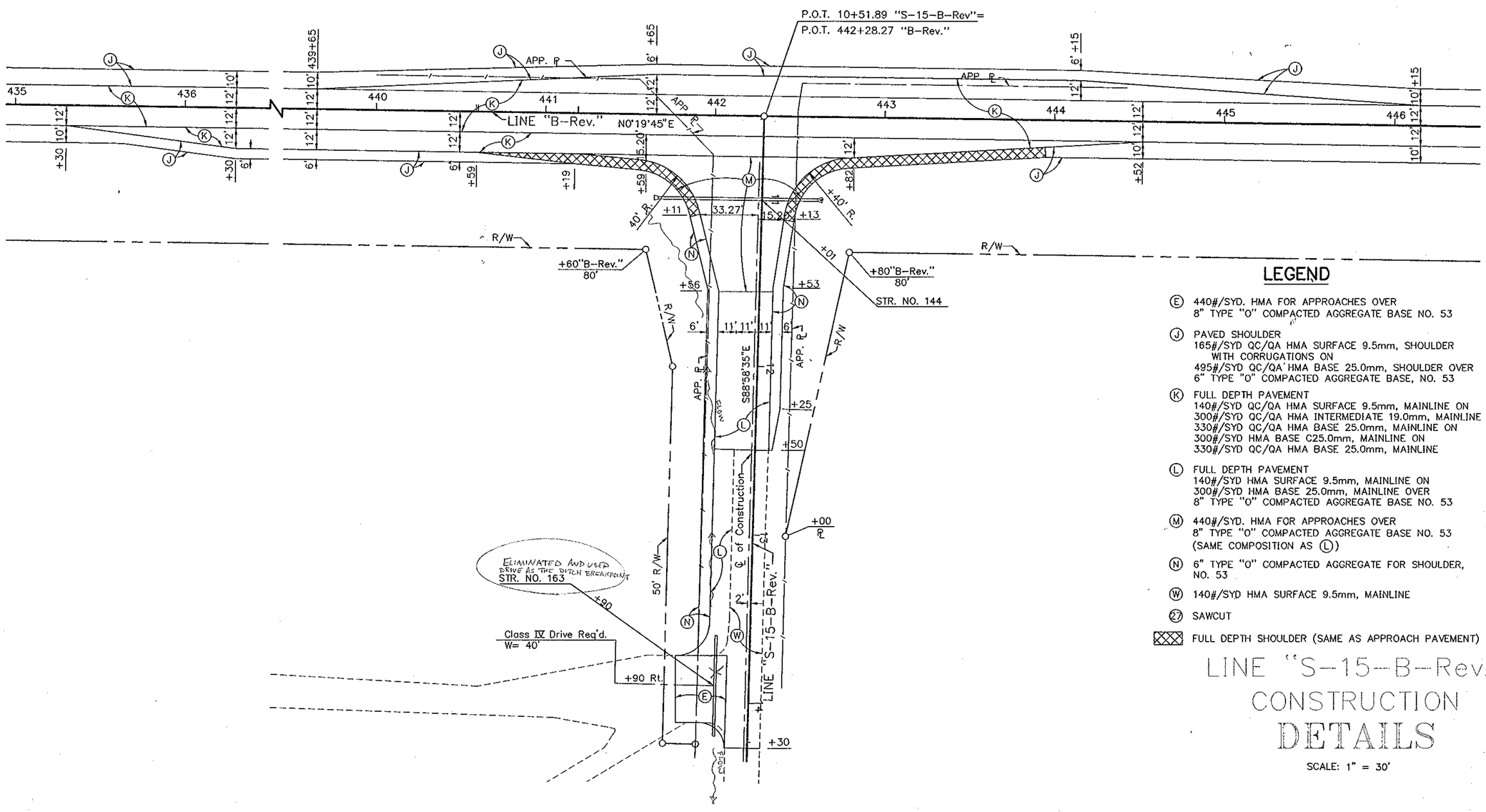
DESIGNED B.G. 6/93 CHECKED:
DRAWN: CHECKED:
REVISED S.M. 10/97 CHECKED: BGL 10/97

PLOT DATE & TIME: OCT 29, 1997 - 16:01:30 - Plotted from: TRAN4

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005--2(009)		85	358

LINE "S-15-B-Rev."

Public Road Approach Type"B" Req'd.
Sta. 442+28.27 "B-Rev." Rt., W = 33'



LEGEND

(E) 440#/SYD. HMA FOR APPROACHES OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(J) PAVED SHOULDER
165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER
6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53

(K) FULL DEPTH PAVEMENT
140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD HMA BASE C25.0mm, MAINLINE ON
330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE

(L) FULL DEPTH PAVEMENT
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD HMA BASE 25.0mm, MAINLINE OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(M) 440#/SYD. HMA FOR APPROACHES OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
(SAME COMPOSITION AS (L))

(N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53

(W) 140#/SYD HMA SURFACE 9.5mm, MAINLINE

(27) SAWCUT

FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)

LINE "S-15-B-Rev." CONSTRUCTION DETAILS

SCALE: 1" = 30'

JOHN M. BROADUS
REGISTERED
NO. 8600482
STATE OF INDIANA
PROFESSIONAL ENGINEER

DESIGNED RCG 6/97 CHECKED
DRAWN CHECKED
REVISED SJW 10/97 CHECKED JBH 10/97

PLOT DATE & TIME: OCT 29, 1997 - 16:20:18 - Plotted from: TRAN4

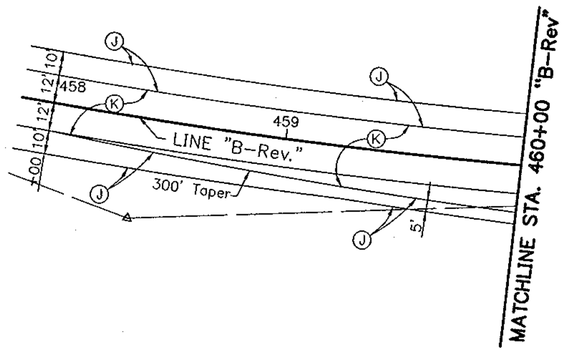
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		86	358

LINE "S-16-B-Rev."

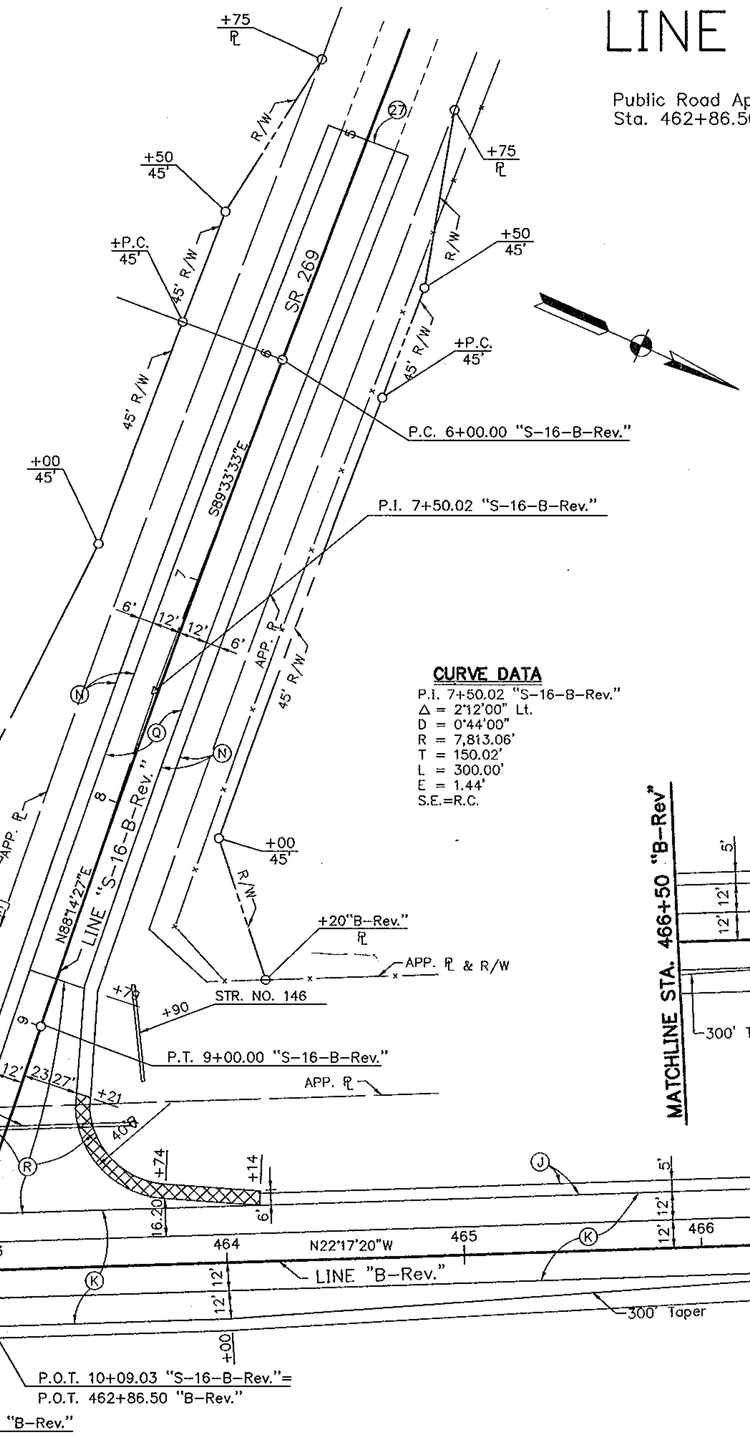
Public Road Approach Type"C" Req'd.
Sta. 462+86.50 "B-Rev." Lt., W=24'

LEGEND

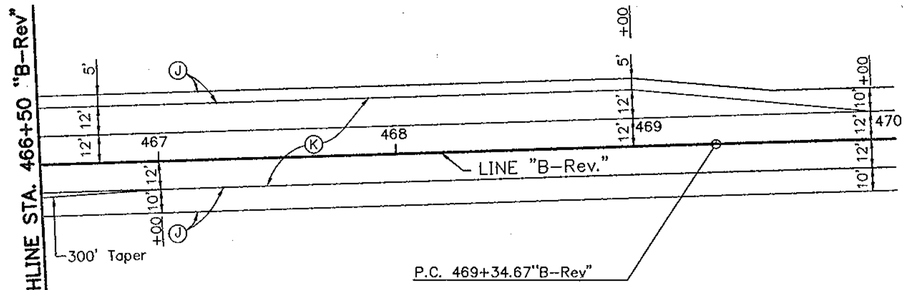
- (J) PAVED SHOULDER
  165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
  495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (K) FULL DEPTH PAVEMENT
  140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE ON
  300#/SYD HMA BASE C25.0mm, MAINLINE ON
  330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53
- (Q) FULL DEPTH PAVEMENT
  140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE ON
  880#/SYD HMA BASE 25.0mm, MAINLINE
- (R) 1320#/SYD. HMA FOR APPROACHES (SAME COMPOSITION AS (Q))
- (27) SAWCUT
- FULL DEPTH SHOULDER (SAME AS APPROACH PAVEMENT)



CURVE DATA
P.I. 458+33.09 "B-Rev."
Δ = 22°37'05" Lt.
D = 2°30'00"
R = 2,291.83
T = 458.32'
L = 904.72'
E = 45.38'
S.E.=0.061 ft/ft



CURVE DATA
P.I. 7+50.02 "S-16-B-Rev."
Δ = 2°12'00" Lt.
D = 0°44'00"
R = 7,813.06'
T = 150.02'
L = 300.00'
E = 1.44'
S.E.=R.C.



LINE "S-16-B-Rev."
CONSTRUCTION
DETAILS

SCALE: 1"=30'

JOHN M. BROADS REGISTERED NO. 8600427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED _____ CHECKED _____
DRAWN _____ CHECKED _____
REVISED JRH 10/97 CHECKED JRH 10/97

PLOT DATE & TIME: OCT 31, 1997 - 16:19:39 - Plotted from: TRANS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		87	358

LEGEND

(D) 440#/SYD. HMA FOR APPROACHES ON
4" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(G) 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53

(J) PAVED SHOULDER
165#/SYD. QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD. QC/QA HMA BASE 25.0mm, SHOULDER OVER
6" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(K) FULL DEPTH PAVEMENT
140#/SYD. QC/QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD. QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD. QC/QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD. HMA BASE C25.0mm, MAINLINE ON
330#/SYD. QC/QA HMA BASE 25.0mm, MAINLINE

(L) FULL DEPTH PAVEMENT
140#/SYD. SURFACE 9.5mm, MAINLINE ON
300#/SYD. BASE 25.0mm, MAINLINE OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(M) 440#/SYD. HMA FOR APPROACHES
(SAME COMPOSITION AS (L)) OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

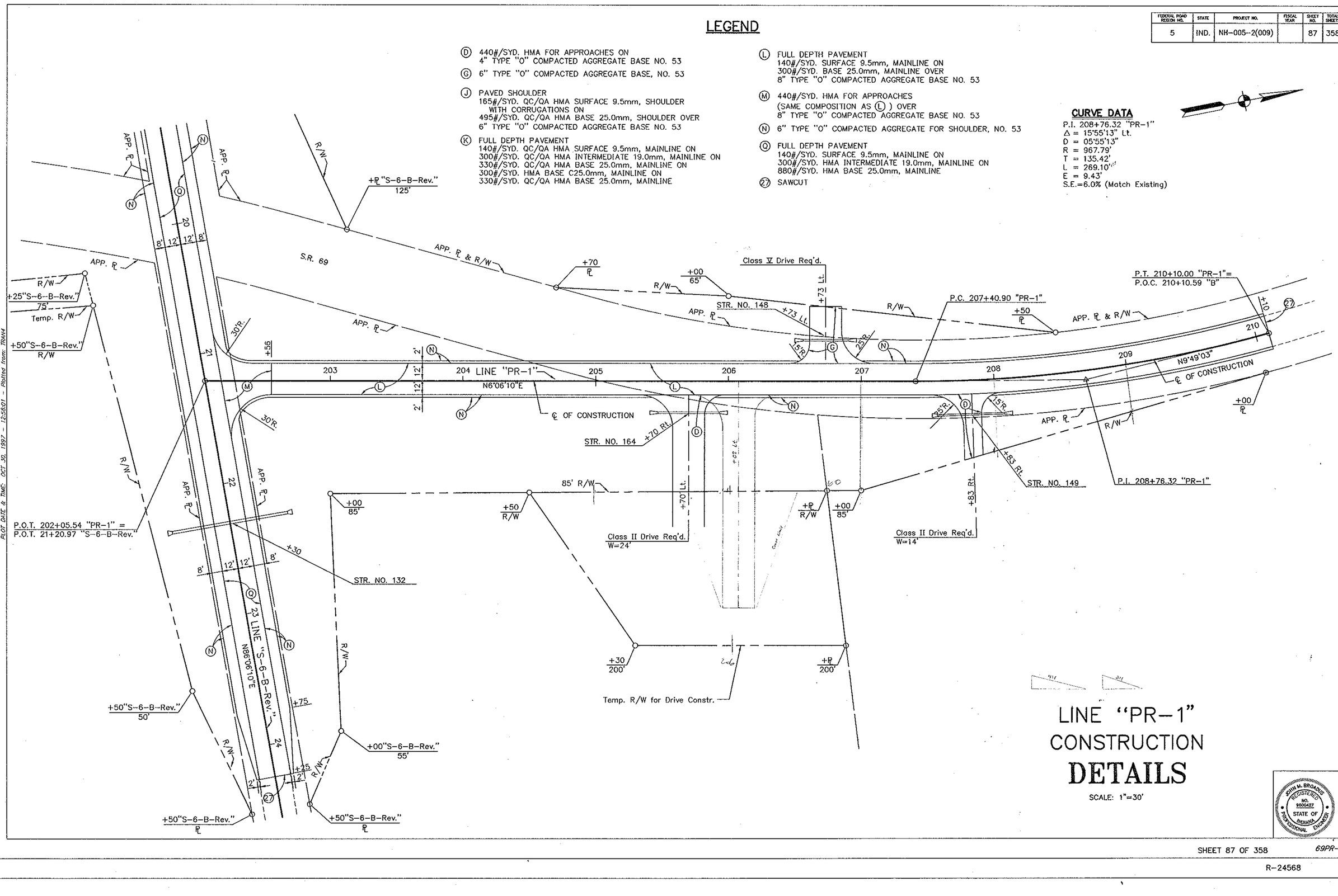
(N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53

(Q) FULL DEPTH PAVEMENT
140#/SYD. SURFACE 9.5mm, MAINLINE ON
300#/SYD. HMA INTERMEDIATE 19.0mm, MAINLINE ON
880#/SYD. HMA BASE 25.0mm, MAINLINE

(27) SAWCUT

CURVE DATA

P.I. 208+76.32 "PR-1"
Δ = 15°55'13" Lt.
D = 05°55'13"
R = 967.79'
T = 135.42'
L = 269.10'
E = 9.43'
S.E.=6.0% (Match Existing)



LINE "PR-1" CONSTRUCTION DETAILS

SCALE: 1"=30'

JOHN M. BROADIE REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED: EMS 6/97 CHECKED:
DRAWN: CHECKED:
REVISED: SJW 10/97 CHECKED: JRH 10/97

PLOT DATE & TIME: OCT 30, 1997 - 12:58:01 - Plotted from: TRAN4

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		88	358

465

470

LEGEND

(X) ASPHALT PATH
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
220#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE OVER
6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53

P.T. 9+00.01 "S-16-B-Rev."
APP. ℄ & R/W
R/W
STR. NO. 147
+50 "S-16-B-Rev."
9
16'
"S-16-B-Rev."
+60
8+90 "S-16-B-Rev."
STR. NO. 146
LINE "S-16-B-Rev."
10'
+00 90'
+00 90'
+75 66'
+00 66'
R/W
APP. ℄ & R/W
R/W
462 463 464 465 466 467 468 469 470 471
LINE "B-Rev."
LINE "B-Rev."
+00
STR. NO. 110
P.T. 462+79.49 "B-REV"
P.O.T. 462+86.50 "B-Rev."=
P.O.T. 10+09.03 "S-16-B-Rev."
P.C. 469+34.67 "B-Rev."

P.V.I. 464+50
EL. 427.60
V.C. 200'
+40
431.60
-3.64%
+1.80%
-0.64%
P.V.I. 470+00
EL. 437.50
V.C. 200'
440
430
420
462 463 464 465 466 467 468 469 470 471

475

480

STR. NO. 112 +34' Lt.
R/W
10'
+00 63'
+70 58'
+00 66'
+00 66'
+00 66'
+00 56'
+50 52'
+00 56'
R/W
STR. NO. 114 +50' Lt.
+00 71'
STR. NO. 111 +50' Lt.
+00 66'
+00 63'
471 472 473 474 475 476 477 478 479 480
LINE "B-Rev."
+50
STR. NO. 113
P.T. 479+05.92 "B-Rev."

P.V.I. 473+75
EL. 435.10
V.C. 170'
-0.64%
+3.24%
P.V.I. 476.00
EL. 442.40
V.C. 200'
-3.10%
P.V.I. 480+00
EL. 430.00
V.C. 300'
440
430
420
471 472 473 474 475 476 477 478 479 480

PLAN
SURFACE ATTRIBUTES CHECKED
ALIGNMENT CHECKED
R. M. S. NOTED
STRUCTURE WORKS CHECKED
NOTE BOOK
No. NOTEBOOK
DATE
BY

PROFILE
SURFACE ATTRIBUTES CHECKED
ALIGNMENT CHECKED
R. M. S. NOTED
STRUCTURE WORKS CHECKED
NOTE BOOK
No. NOTEBOOK
DATE
BY

PLOT DATE & TIME: JAN 0, 0000 -- 00:00:00 -- Plotted from TRANSOO

SHARED USE PATH DETAILS

Scale Horiz. : 1"=30'
Scale Vert. : 1"=10'

JOHN M. BROADUS
REGISTERED
NO. 9900427
STATE OF INDIANA
PROFESSIONAL ENGINEER

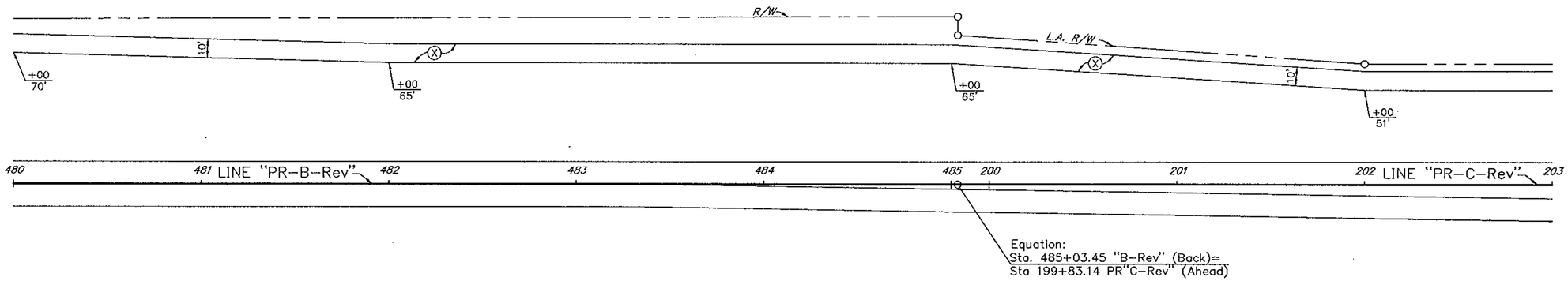
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		89	358

480

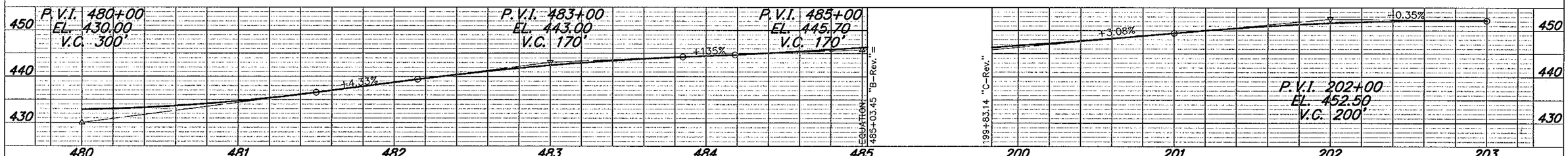
200

LEGEND

Ⓧ ASPHALT PATH
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
220#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE OVER
6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53



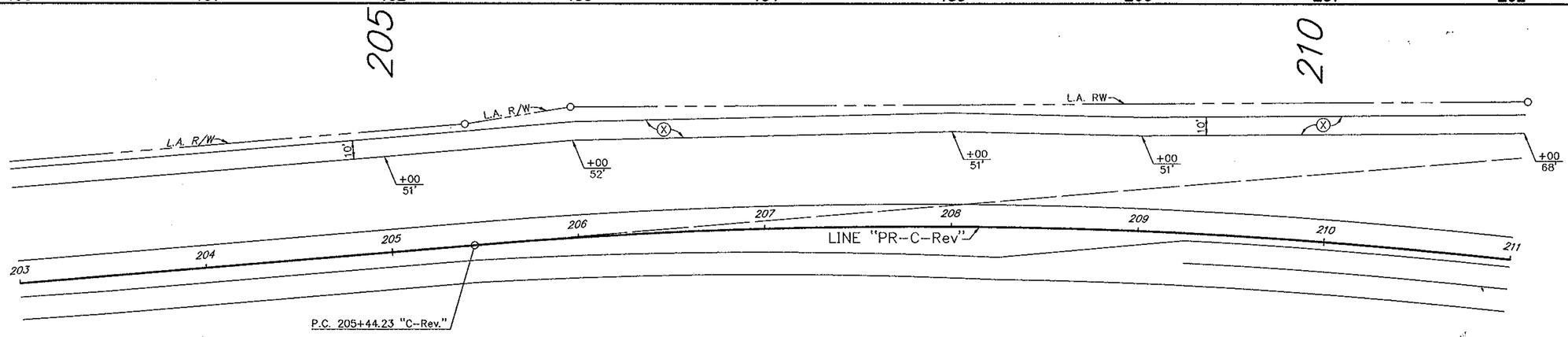
PLAN
SURVEYED
PLOTTED
QUANTITIES CHECKED
ALIGNMENT CHECKED
ALL OF WAY CHECKED
BY
DATE
NOTE BOOK
No. NOTEBOOK

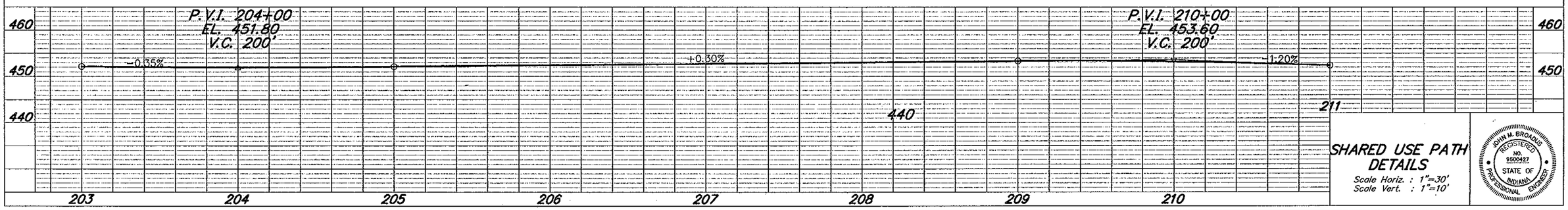


PROFILE
SURVEYED
PLOTTED
QUANTITIES CHECKED
ALIGNMENT CHECKED
STRUCTURE MATRIXES CHECKED
BY
DATE
NOTE BOOK
No. NOTEBOOK

205

210





SHARED USE PATH DETAILS

Scale Horiz. : 1"=30'
Scale Vert. : 1"=10'

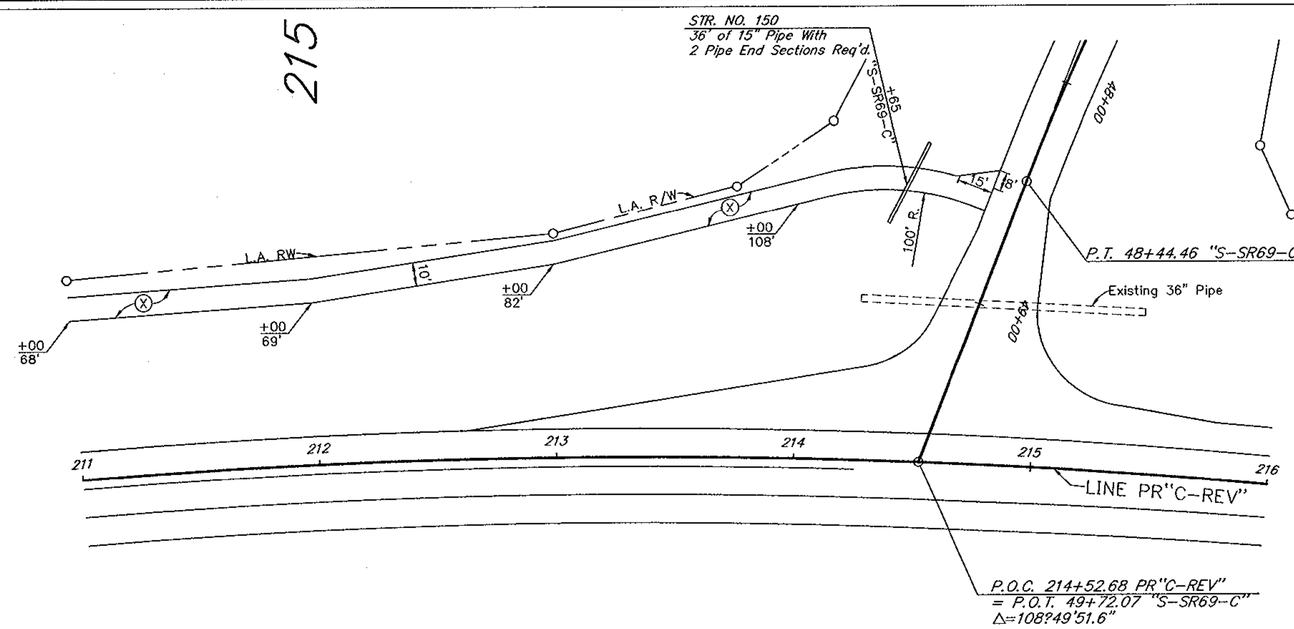
JOHN M. BROADUS
REGISTERED
NO. 9900427
STATE OF INDIANA
PROFESSIONAL ENGINEER

PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from TRANS20

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		90	358

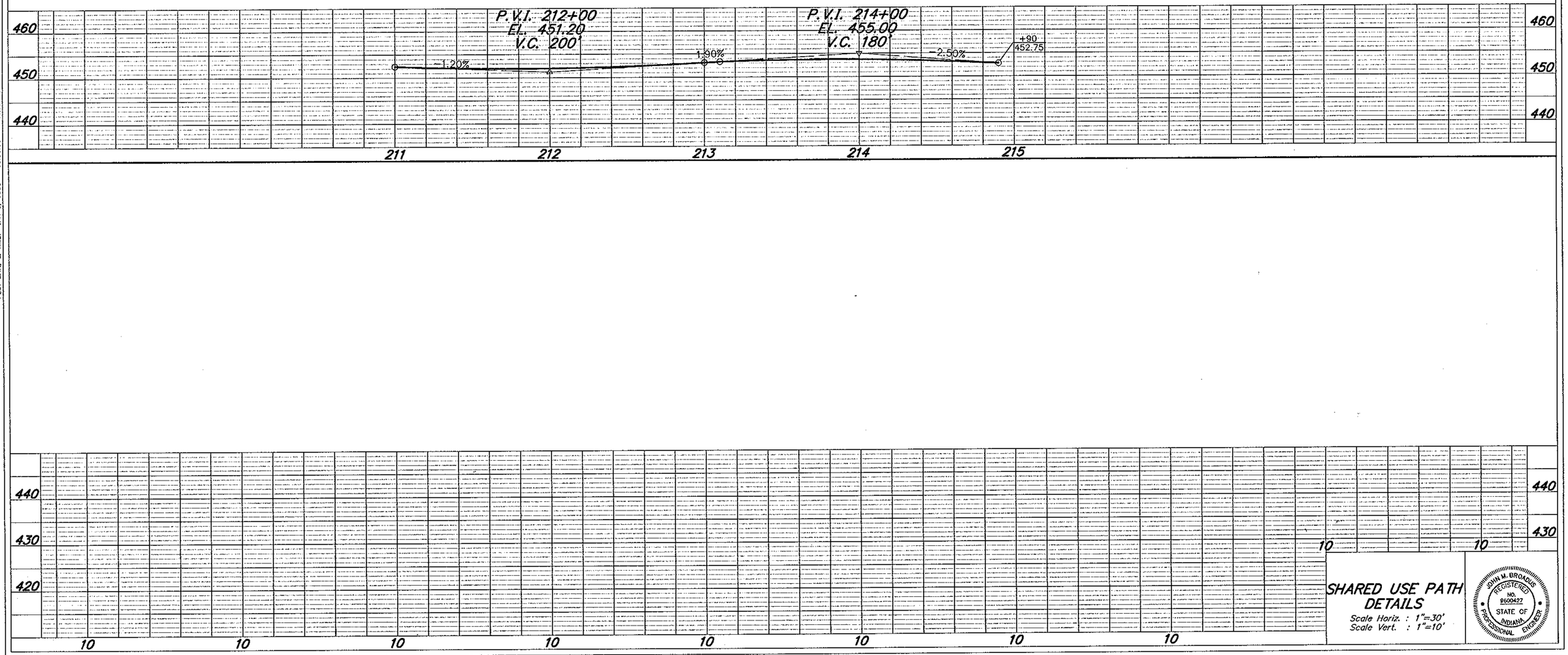
215

220



LEGEND

(X) ASPHALT PATH
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON
220#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE OVER
6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53



SHARED USE PATH DETAILS

Scale Horiz. : 1"=30'
Scale Vert. : 1"=10'

JOHN M. BROADUS
REGISTERED
NO. 9600427
STATE OF INDIANA
PROFESSIONAL ENGINEER

PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from TRNSOO

PLAN
SURFACE
ALIGNMENT CHECKED
PI, PC, PVT CHECKED
NOTE BOOK
No. NOTEBOOK
BY
DATE

PROFILE
SURFACE
PLOTTED
GRADES CHECKED
B. M.'S NOTED
No. NOTEBOOK
STRUCTURE NOTATIONS CHECKED
BY
DATE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		91	358

Sec.20, T-6-S, R-13-W
Black Twp.
Posey Co.

55

60

P.I. 57+76.78 "TR-2"=
O.P.O.C. 57+27.32 "B-Rev", 193.21' Lt.

STR. NO. 506
47' of 15" Pipe Req'd.

N30°03'36"W

N16°03'18"E

Temp. R/W

+00

55

LINE "TR-2"

90' R/W

R/W

LOUIS E. ALLYN

App. Exist. R

SHELBIE K. NESS

NATHAN & BERNEDA ASKINS

STA. 60+75, 106' LT. CUL-DE-SAC "B-Rev"

P.I. 57+49.90 "B-Rev"

N20°03'35"W

App. R

P & R/W

25'R

14'

55

55

LINE "B"

J

K

D

M

80'

12'

12'

LINE "B"
N20°03'16"W

10'R

45'R

40'R

N6°03'16"E

10' 12' 12' 10'

LINE "B-Rev"

Added 100' Guardrail to stop (further) unsafe travel between the cul-de-sac and the new mainline

WEINZAPFEL FARMS

80' R/W

P.T. 62+59.59 "TR-2" =
O.P.O.C. 62+21.74 "B-Rev", 31.91' Lt.

R/W

P.C. 63+45.69 "TR-2" =
O.P.O.C. 63+05.97 "B-Rev", 16.58' Lt.

WEINZAPFEL FARMS

Temp. R/W

80' R/W

P.T. 62+62.95 "B-Rev"

P.I. 64+41.18 "TR-2" =
P.O.T. 64+00.00 "B-Rev"

LEGEND

(D) 440#/SYD HMA FOR APPROACHES OVER
4" COMPACTED AGGREGATE BASE, O, SIZE NO. 53

(J) PAVED SHOULDER
165#/SYD. QC\QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD. QC\QA HMA BASE 25.0mm, SHOULDER OVER
6" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(K) FULL DEPTH HMA PAVEMENT
140#/SYD QC\QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD QC\QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD QC\QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD HMA BASE C25.0mm, MAINLINE ON
330#/SYD QC\QA HMA BASE 25.0mm, MAINLINE

(M) HMA FOR APPROACHES
140#/SYD HMA SURFACE 9.5mm ON
300#/SYD HMA BASE 25.0mm OVER
8" TYPE "O" COMPACTED AGGREGATE BASE, SIZE NO. 53

S.R. 69
CUL-DE-SAC
DETAIL

SCALE: 1"=30'

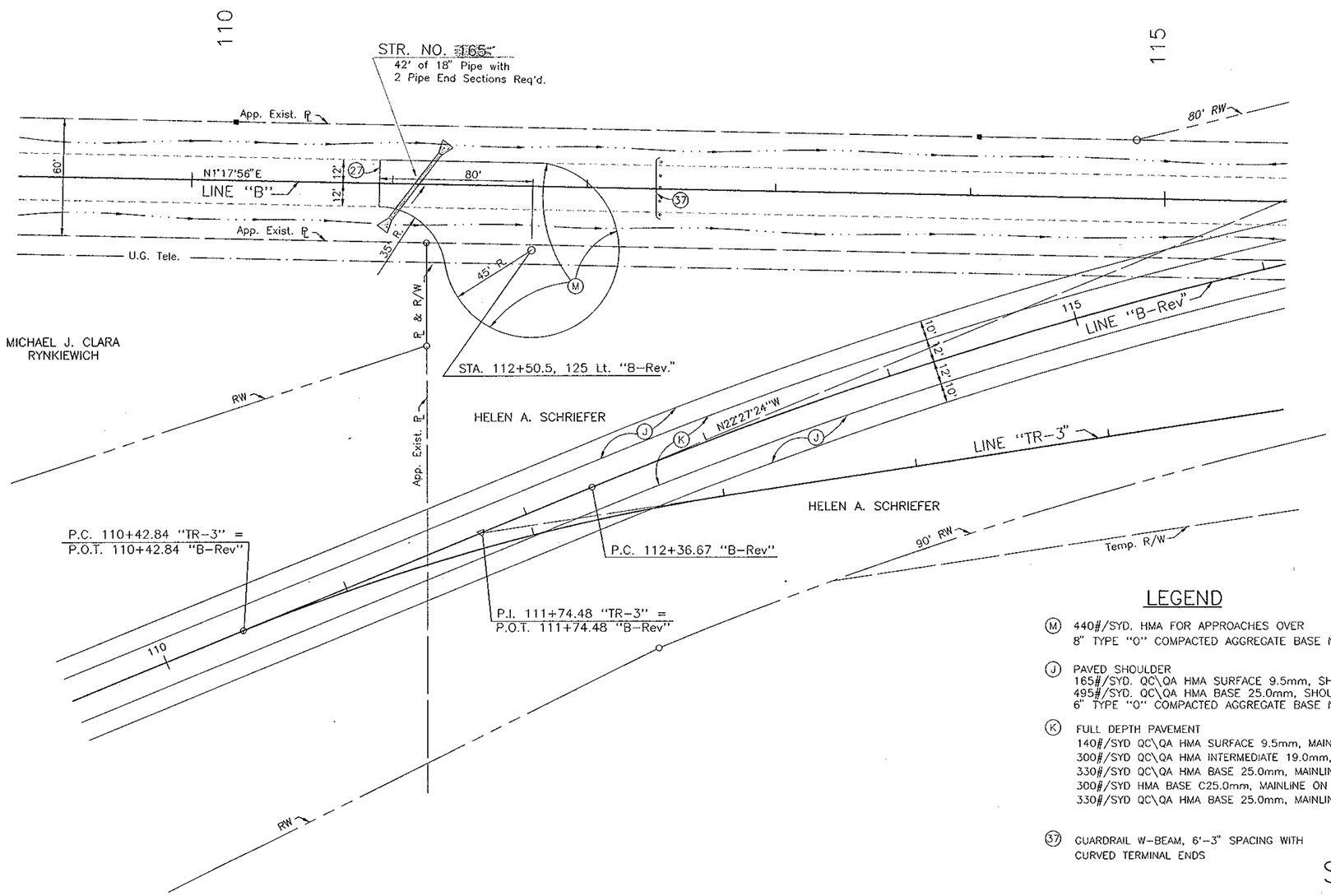
JOHN M. BROADUS
REGISTERED
NO. 6600427
STATE OF INDIANA
PROFESSIONAL ENGINEER

PLOT DATE & TIME: OCT 30, 1997 - 11:52:24 - Plotted from: TR-N12

DESIGNED _____ CHECKED _____
DRAWN DJH 10/97 CHECKED JRH 10/97
REVISED _____ CHECKED _____

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		92	358

Sec.17, T-6 -S, R-13-W
Block Twp.
Posey Co.



LEGEND

(M) 440#/SYD. HMA FOR APPROACHES OVER
8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(J) PAVED SHOULDER
165#/SYD. QC\QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
495#/SYD. QC\QA HMA BASE 25.0mm, SHOULDER OVER
6" TYPE "O" COMPACTED AGGREGATE BASE NO. 53

(K) FULL DEPTH PAVEMENT
140#/SYD QC\QA HMA SURFACE 9.5mm, MAINLINE ON
300#/SYD QC\QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
330#/SYD QC\QA HMA BASE 25.0mm, MAINLINE ON
300#/SYD HMA BASE C25.0mm, MAINLINE ON
330#/SYD QC\QA HMA BASE 25.0mm, MAINLINE

(37) GUARDRAIL W-BEAM, 6'-3" SPACING WITH
CURVED TERMINAL ENDS

S.R. 69
CUL-DE-SAC
DETAIL

SCALE: 1"=30'

JOHN M. BROADUS
REGISTERED
NO. 9600427
STATE OF INDIANA
PROFESSIONAL ENGINEER

PLOT DATE & TIME: OCT 30, 1997 - 10:35:05 - Plotted from 76x112

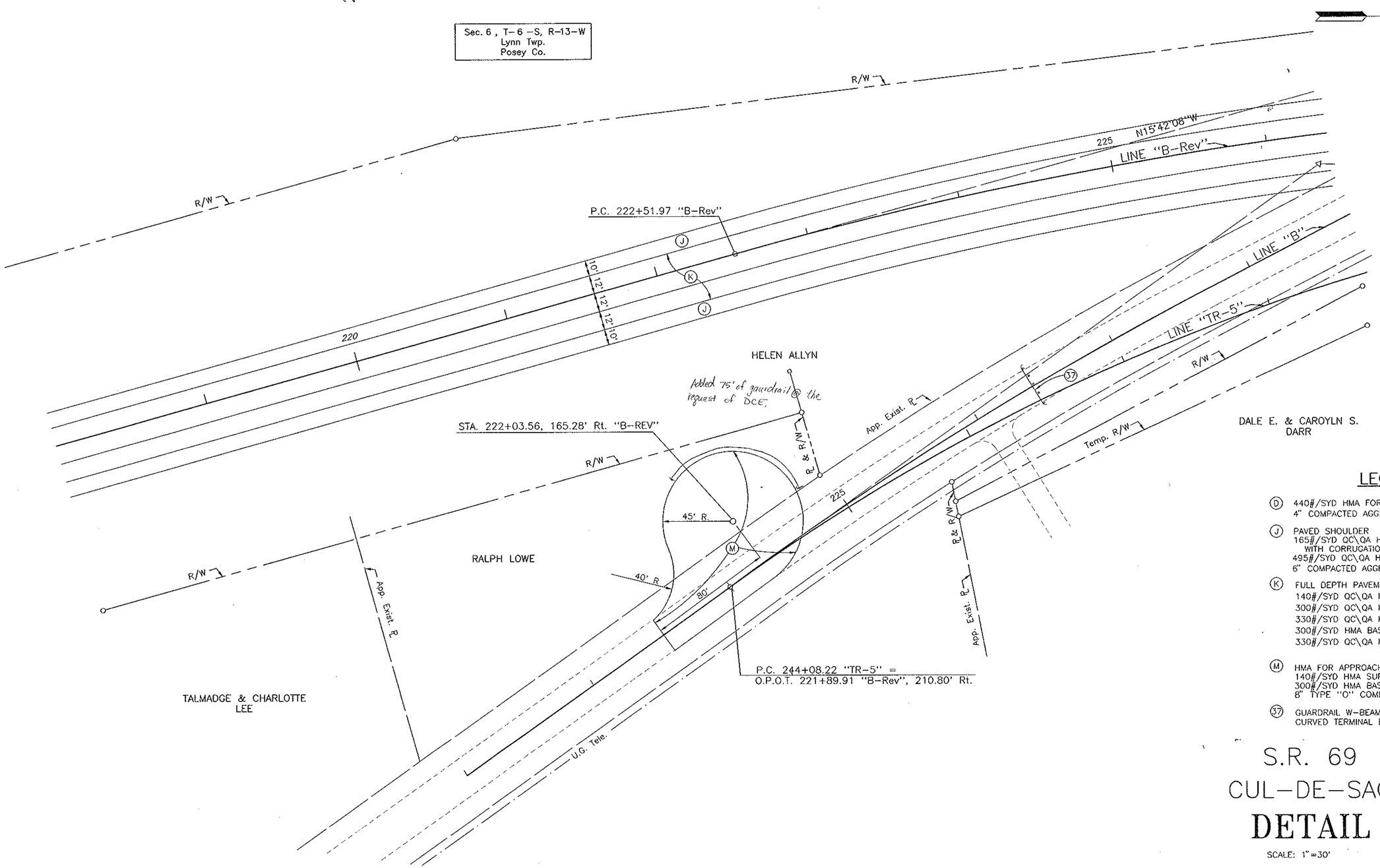
DESIGNED _____ CHECKED _____
DRAWN DJH 10/97 CHECKED JBB 10/97
REVISED _____ CHECKED _____

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		93	358

220

225

Sec. 6 , T-6 -S, R-13-W
Lynn Twp.
Posey Co.



LEGEND

- (D) 440#/SYD HMA FOR APPROACHES OVER 4" COMPACTED AGGREGATE BASE, O, SIZE NO. 53
- (J) PAVED SHOULDER
  165#/SYD QC\QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON
  495#/SYD QC\QA HMA BASE 25.0mm, SHOULDER OVER
  6" COMPACTED AGGREGATE BASE, O, SIZE NO. 53
- (K) FULL DEPTH PAVEMENT
  140#/SYD QC\QA HMA SURFACE 9.5mm, MAINLINE ON
  300#/SYD QC\QA HMA INTERMEDIATE 19.0mm, MAINLINE ON
  330#/SYD QC\QA HMA BASE 25.0mm, MAINLINE ON
  300#/SYD HMA BASE C25.0mm, MAINLINE ON
  330#/SYD QC\QA HMA BASE 25.0mm, MAINLINE
- (M) HMA FOR APPROACHES
  140#/SYD HMA SURFACE 9.5mm ON
  300#/SYD HMA BASE 25.0mm OVER
  8" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (37) GUARDRAIL W-BEAM, 6'-3" SPACING WITH CURVED TERMINAL ENDS

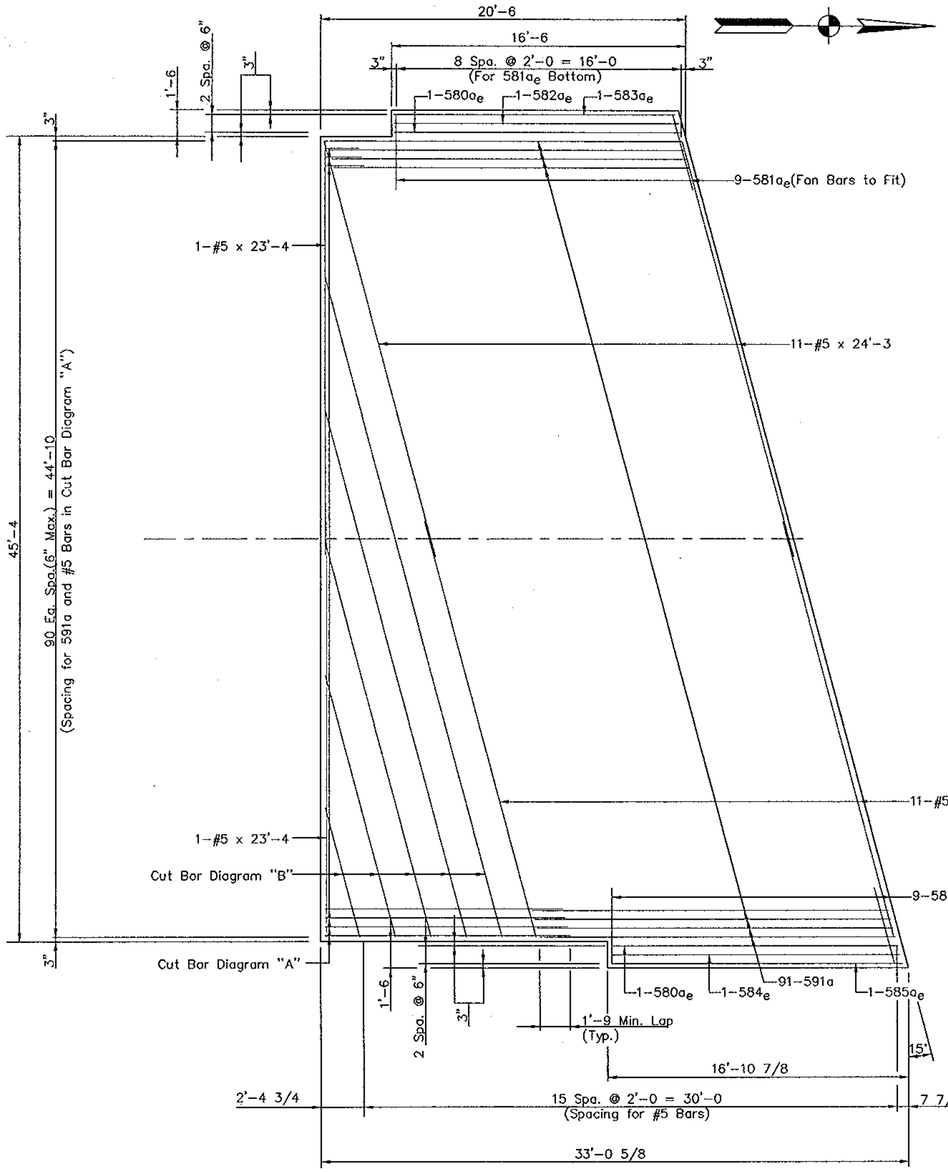
S.R. 69
CUL-DE-SAC
DETAIL

SCALE: 1"=30'

JOHN M. BROKUS
REGISTERED
NO. 9500427
STATE OF INDIANA
PROFESSIONAL ENGINEER

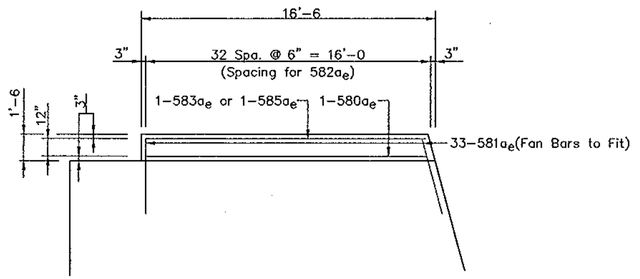
PLOT DATE & TIME: OCT 30, 1997 - 11:43:35 - Plotted from TRANS

DESIGNED _____ CHECKED _____
DRAWN DJH 10/97 CHECKED JBH 10/97
REVISED MC 10/97 CHECKED JBH 10/97



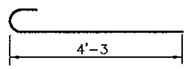
PLAN SOUTH APPROACH SLAB

(NORTH APPROACH SLAB BY 180°)

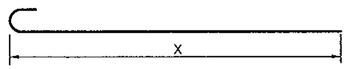


TYPICAL APPROACH SLAB EXTENSION

(Showing top Reinforcing Steel)

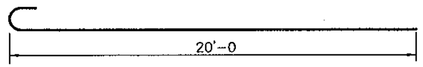


581a$_e$ x 4'-10
Not to Scale



580a$_e$ to 585a$_e$
Not to Scale

MK	X	Total
580a$_e$	16'-0	16'-7
582a$_e$	15'-10	16'-5
583a$_e$	15'-8	16'-3
584a$_e$	16'-2	16'-9
585a$_e$	16'-4	16'-11

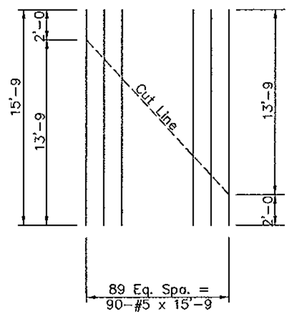


591a x 20'-7
Not to Scale

BILL OF MATERIALS

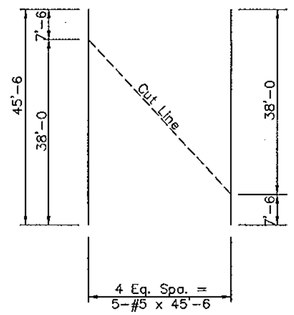
(BOTH APPROACHES)

SIZE OR MARK	QUANTITY	LENGTH	WEIGHT
EPOXY COATED REINFORCING			
580a$_e$	8	16'-4	
581a$_e$	168	4'-10	
582a$_e$	2	16'-5	
583a$_e$	4	16'-3	
584a$_e$	2	16'-9	
585a$_e$	4	16'-11	
Total #5$_e$			1191#
Total Epoxy Coated Reinforcing			1191#
PLAIN REINFORCING			
591a	182	20'-7	
#5	5	45'-6	
#5	44	24'-3	
#5	4	23'-4	
#5	90	15'-9	
Total #5			6834#
Total Plain Reinforcing			6834#
MISCELLANEOUS			
Reinforced Concrete Bridge Approach, 10 In.			278.8 SYS.
Concrete Barrier Rail			
Transition, TBC			4 Ea.
Subbase for PCCP			54.2 Cys.



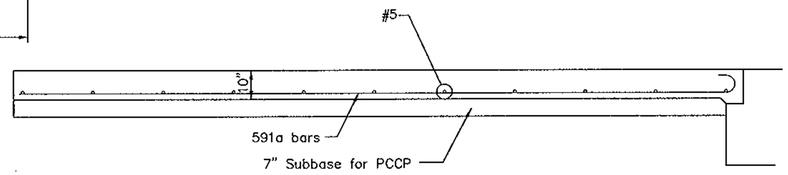
CUT BAR DIAGRAM "A"

Not to Scale



CUT BAR DIAGRAM "B"

Not to Scale



LONGITUDINAL SECTION THRU R.C. BRIDGE APPROACH

Scale: 1/2" = 1'-0

APPROACH SLAB DETAILS AT BIG CREEK INDIANA DEPARTMENT OF TRANSPORTATION

SCALE: 1/4" = 1'-0" DATE: 19

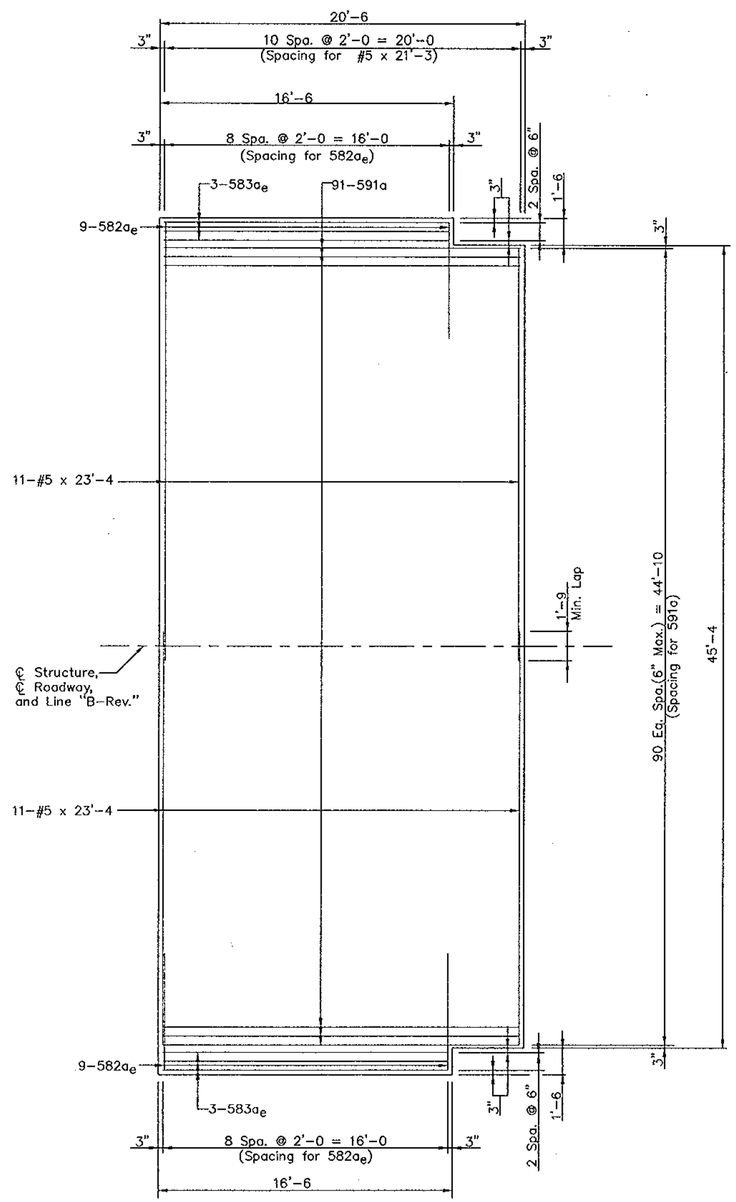
DRAWING: OF SHEET: 94 OF 358
PROJECT: NH-005-2( )
BRIDGE CONTRACT NO. R-24568
BRIDGE FILE:

69bcappr Contr. R-24568

JOHN M. BROADUS REGISTERED NO. 9600422 STATE OF INDIANA PROFESSIONAL ENGINEER

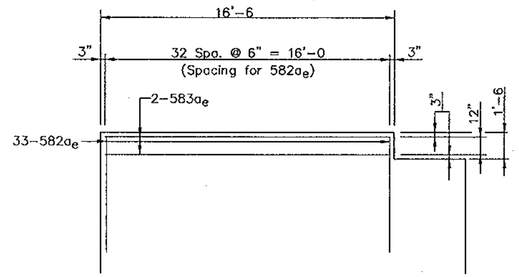
DESIGNED CHECKED
DRAWN CHECKED
REVISED CHECKED

PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from: TRAN



NORTH APPROACH SLAB

(South Approach Slab By 180°)



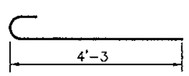
TYPICAL APPROACH SLAB EXTENSION

(Showing top Reinforcing Steel)

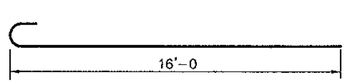
BILL OF MATERIALS

(BOTH APPROACHES)

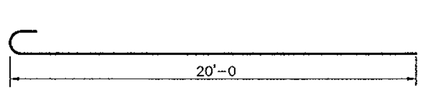
SIZE OR MARK	QUANTITY	LENGTH	WEIGHT
EPOXY COATED REINFORCING			
582a$_e$	168	4'-10	
583a$_e$	20	16'-7	
Total Epoxy Coated Reinforcing			1193#
PLAIN REINFORCING			
591a	182	20'-7	
#5	44	23'-4	
Total Plain Reinforcing			4979#
MISCELLANEOUS			
Reinforced Concrete Bridge Approach, 10 In.			217.6 SYS.
Concrete Barrier Rail Transition, TBC			4 Ea.
Subbase for PCCP			42.4 Cys.



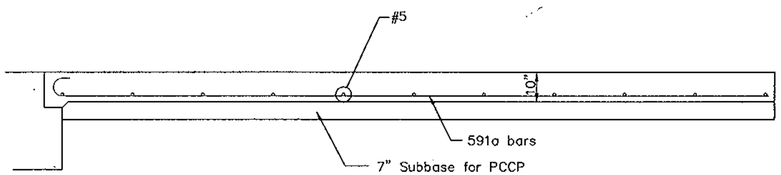
582a$_e$ x 4'-10
Not to Scale



583a$_e$ x 16'-7
Not to Scale



591a x 20'-7
Not to Scale



LONGITUDINAL SECTION THRU R.C. BRIDGE APPROACH

Scale: 1/2" = 1'-0

APPROACH SLAB DETAILS AT BIG CREEK OVERFLOW INDIANA DEPARTMENT OF TRANSPORTATION

SCALE: 1/4" = 1'-0" DATE: 19

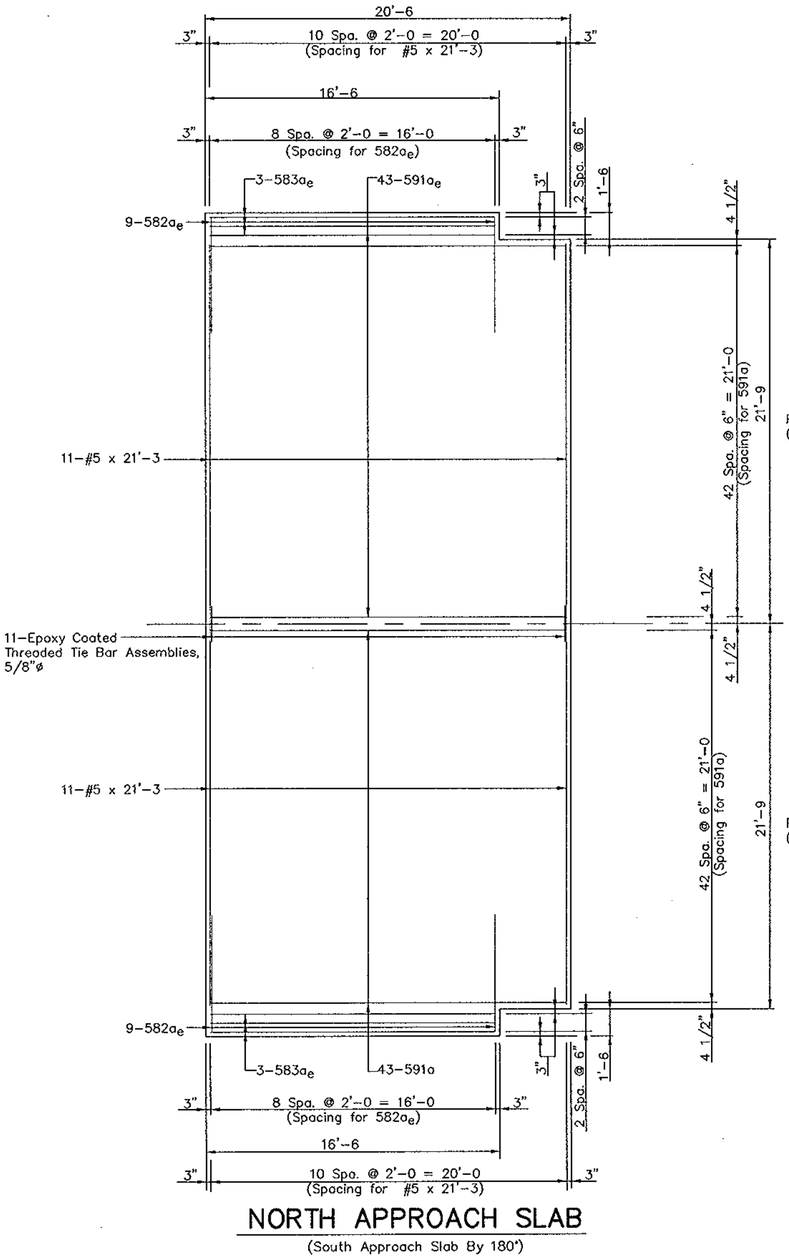
SENIOR DESIGNER

DRAWING: OF SHEET: 95 OF 358
PROJECT: NH-005-2( )
BRIDGE CONTRACT NO. R-24568
BRIDGE FILE:

JOHN M. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

69ofappr

PLOT DATE & TIME: JAN 01, 1992
SHEET REVISED: SEPTEMBER 24, 1992
DESIGNED ____ CHECKED ____
DRAWN ____ CHECKED ____
REVISED ____ CHECKED ____

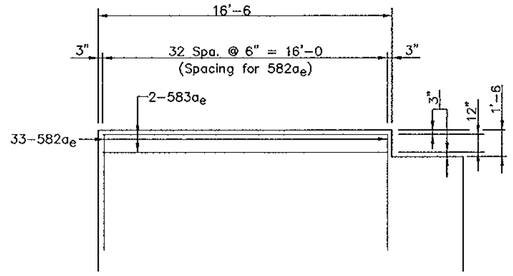


NORTH APPROACH SLAB

(South Approach Slab By 180°)

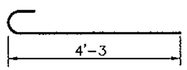
PHASE II
(Showing Bottom Reinforcing Steel)

PHASE I
(Showing Bottom Reinforcing Steel)

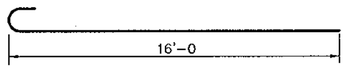


TYPICAL APPROACH SLAB EXTENSION

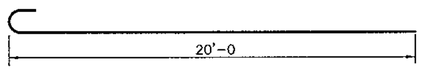
(Showing top Reinforcing Steel)



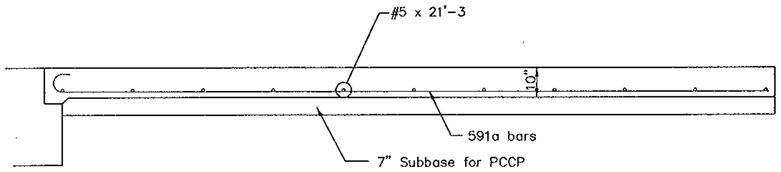
582a$_e$ x 4'-10
Not to Scale



583a$_e$ x 16'-7
Not to Scale



591a x 20'-7
Not to Scale



LONGITUDINAL SECTION THRU R.C. BRIDGE APPROACH

Scale: 1/2" = 1'-0

BILL OF MATERIALS
PHASE I (BOTH APPROACHES)

SIZE OR MARK	QUANTITY	LENGTH	WEIGHT
EPOXY COATED REINFORCING			
582a$_e$	84	4'-10	
583a$_e$	10	16'-7	
Total Epoxy Coated Reinforcing			597#
PLAIN REINFORCING			
591a	86	20'-7	
#5	22	21'-3	
Total Plain Reinforcing			2334#
MISCELLANEOUS			
Reinforced Concrete Bridge Approach, 10 In.			104.6 SYS.
Concrete Barrier Rail Transition, TBC			2 Ea.
Subbase for PCCP			40.6 Cys.
Epoxy Coated Threaded Tie Bar Assemblies			22 Ea.

BILL OF MATERIALS
PHASE II (BOTH APPROACHES)

SIZE OR MARK	QUANTITY	LENGTH	WEIGHT
EPOXY COATED REINFORCING			
582a$_e$	84	4'-10	
583a$_e$	10	16'-7	
Total Epoxy Coated Reinforcing			597#
PLAIN REINFORCING			
591a	86	20'-7	
#5	22	21'-3	
Total Plain Reinforcing			2334#
MISCELLANEOUS			
Reinforced Concrete Bridge Approach, 10 In.			104.6 SYS.
Concrete Barrier Rail Transition, TBC			2 Ea.
Subbase for PCCP			40.6 Cys.

APPROACH SLAB DETAILS AT RUSH CREEK
INDIANA DEPARTMENT OF TRANSPORTATION

SCALE: 1/4" = 1'-0" DATE: 19

SENIOR DESIGNER

DRAWING: OF SHEET: 96 OF 358
PROJECT: NH-005-2( )
BRIDGE CONTRACT NO. R-24568
BRIDGE FILE:

JOHN M. BROADUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

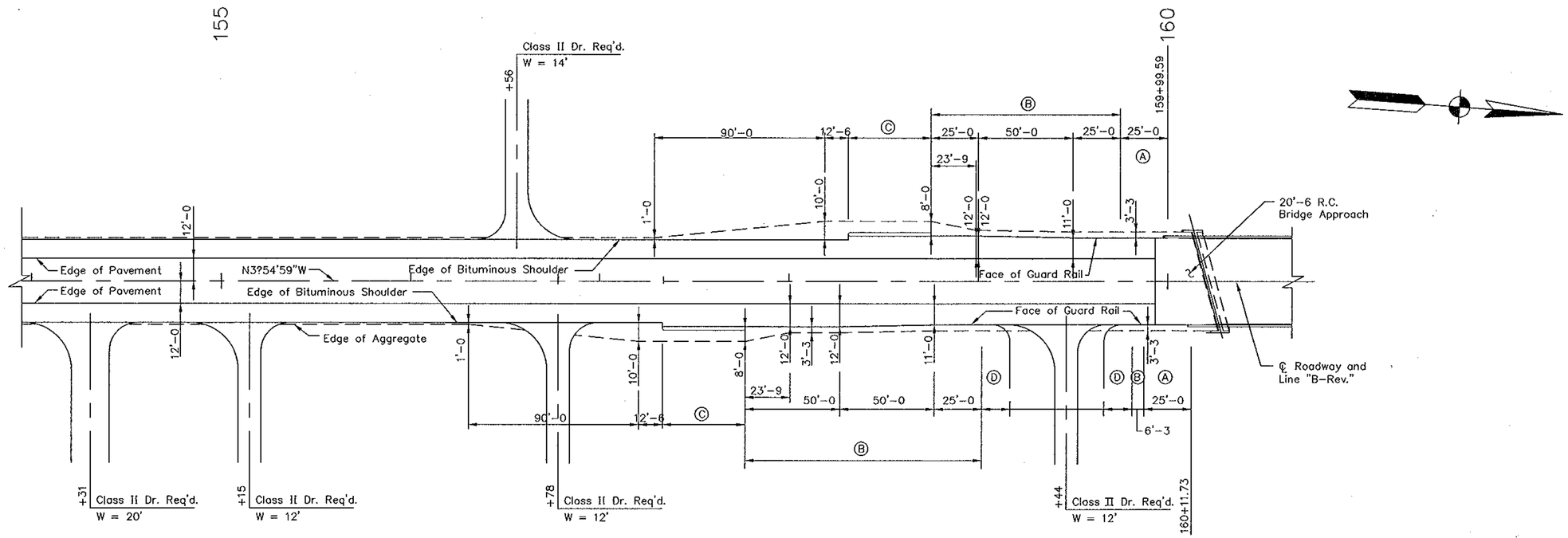
69rcappr

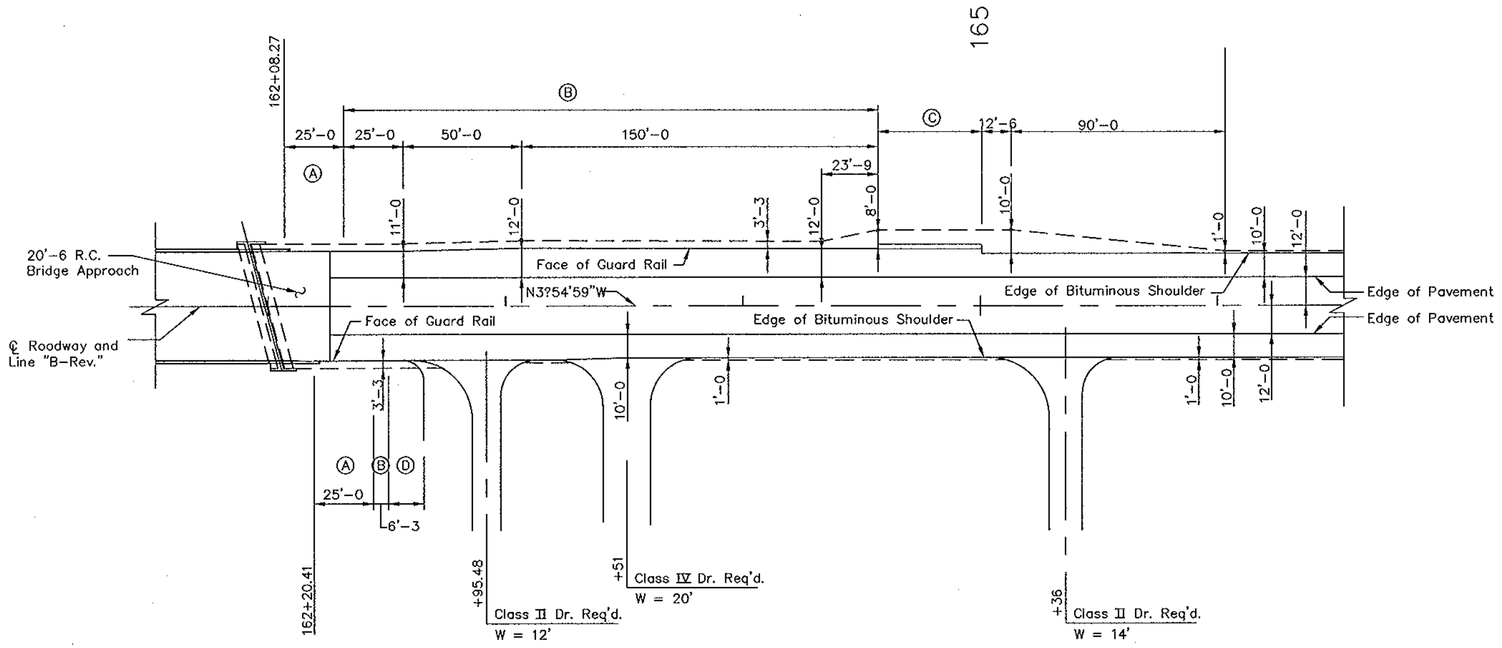
PLOT DATE & TIME: JAN 01, 1992

SHEET REVISED: SEPTEMBER 24, 1992

DESIGNED: CHECKED:
DRAWN: CHECKED:
REVISED: CHECKED:

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		97	358





LEGEND

- (A) Guard Rail Transition Type "TGB"
- (B) Limits of W-Beam Guard Rail, 6'-3" Spacing
- (C) Guardrail End Treatment, OS
- (D) W-Beam Terminal End Section

BIG CREEK
GUARD RAIL
DETAILS

SCALE:1" = 30'-0

JOHN M. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

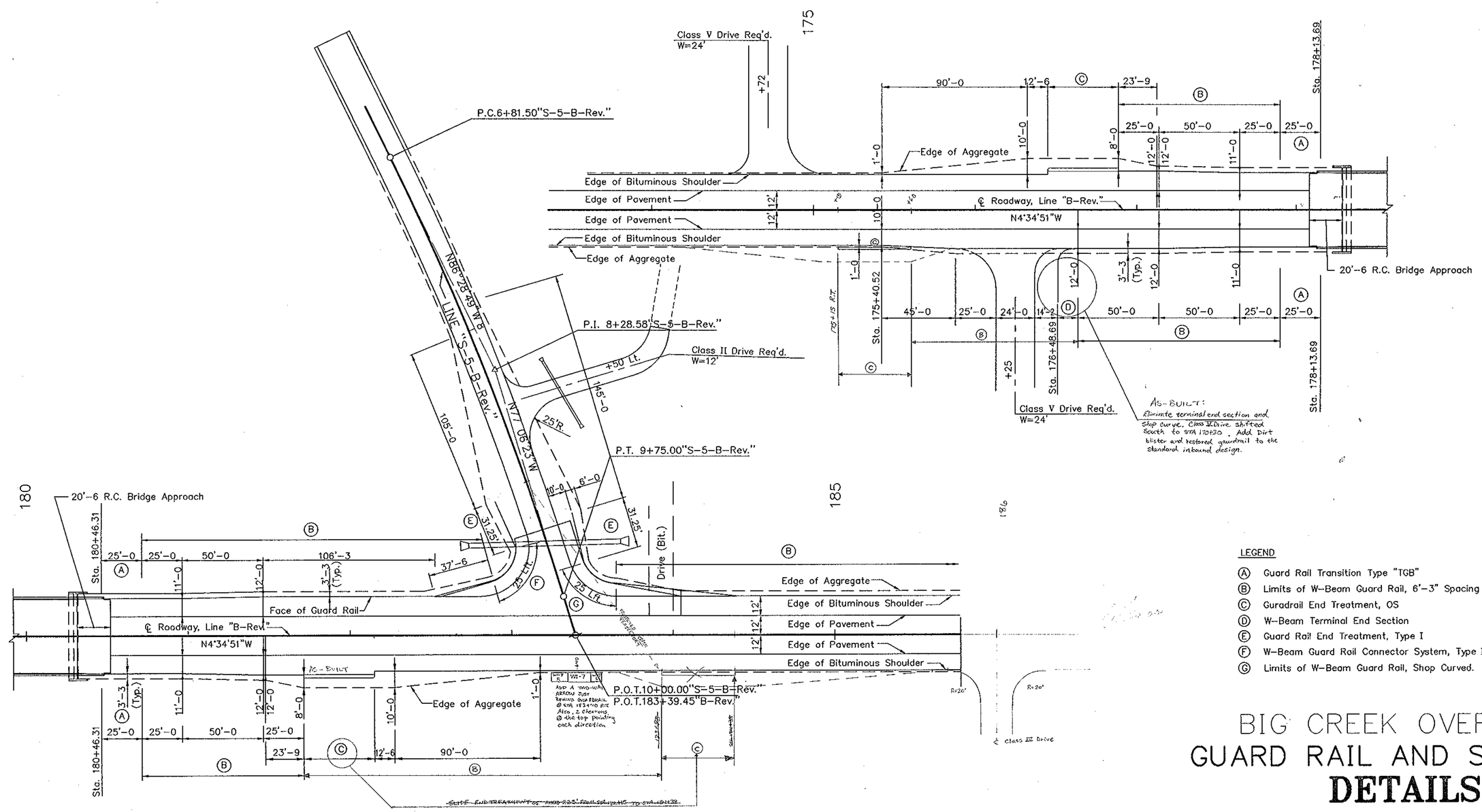
DESIGNED BY: DEB 10/01 CHECKED BY:
DRAWN BY: THS 10/01 CHECKED BY: DEB 10/21/01
TRACED BY: CHECKED BY:

PLOT DATE & TIME: JAN 01, 2000

Contract No. R-24568 69BCGR

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		98	358

PLOT DATE & TIME: OCT 29, 1991 -- 09:57:31



LEGEND

- (A) Guard Rail Transition Type "TGB"
- (B) Limits of W-Beam Guard Rail, 6'-3" Spacing
- (C) Guradrail End Treatment, OS
- (D) W-Beam Terminal End Section
- (E) Guard Rail End Treatment, Type I
- (F) W-Beam Guard Rail Connector System, Type I
- (G) Limits of W-Beam Guard Rail, Shop Curved.

BIG CREEK OVERFLOW
GUARD RAIL AND SHOULDER
DETAILS

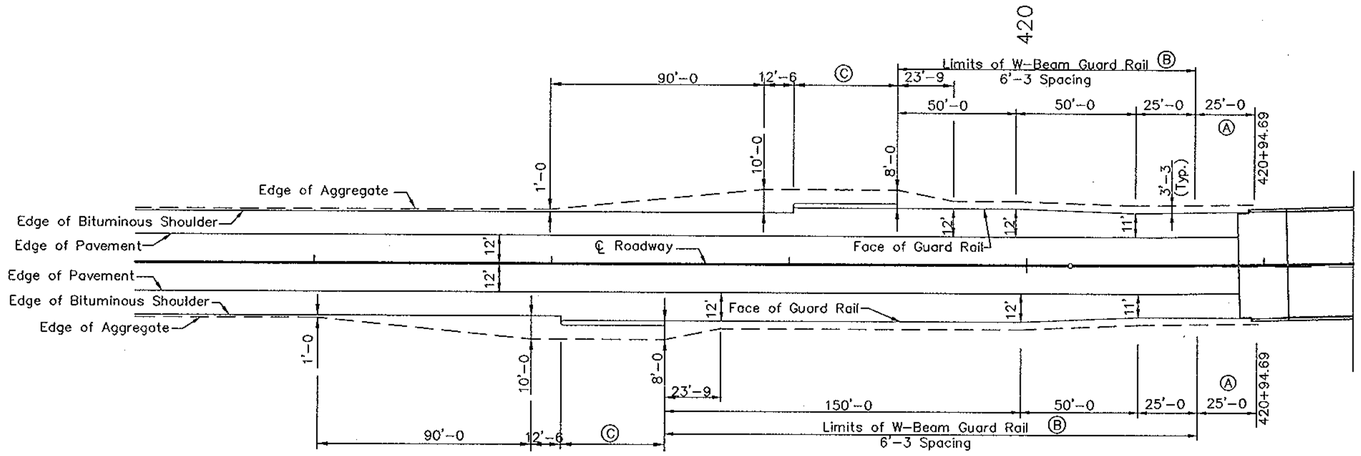
SCALE:1" = 30'-0

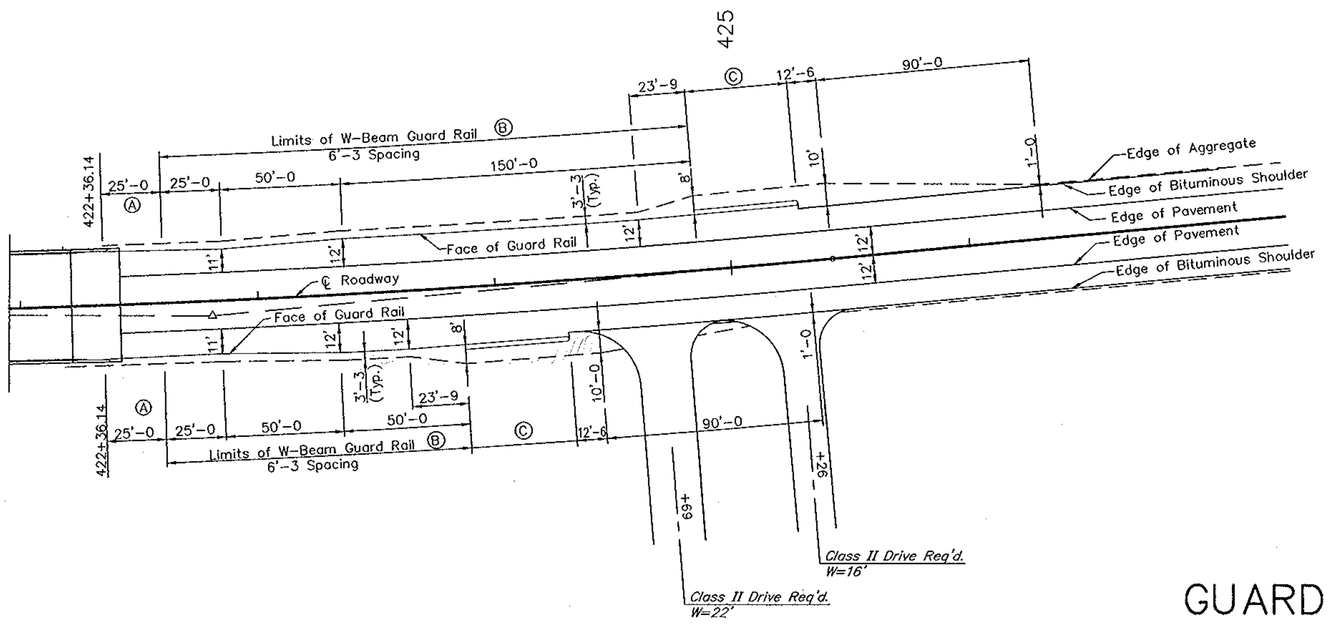
JOHN H. BROADUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED BY:_____ CHECKED BY:_____
DRAWN BY: BCF 10/91 CHECKED BY: PCG 12/99
TRACED BY: MJS 12/99 CHECKED BY: PCG 12/99

Contract No. R-24568 690FGRDT

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		99	358





LEGEND

Ⓐ Guard Rail Transition, Type TGB
Ⓑ Limits of W-Beam Guard Rail
Ⓒ Guardrail End Treatment, OS 1 or two 6f

RUSH CREEK
GUARD RAIL AND SHOULDER
DETAILS

SCALE:1" = 30'-0

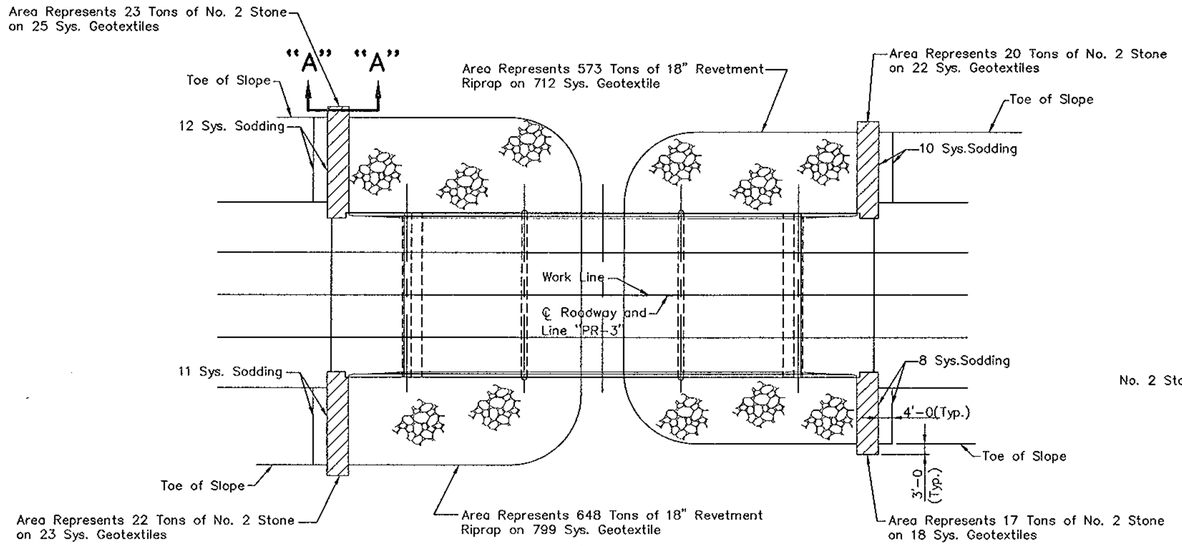
JOHN M. BROWN REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED BY: ..... CHECKED BY: .....
DRAWN BY: BDF 10/91 CHECKED BY: PCG 12/99
TRACED BY: MJS 12/99 CHECKED BY: .....

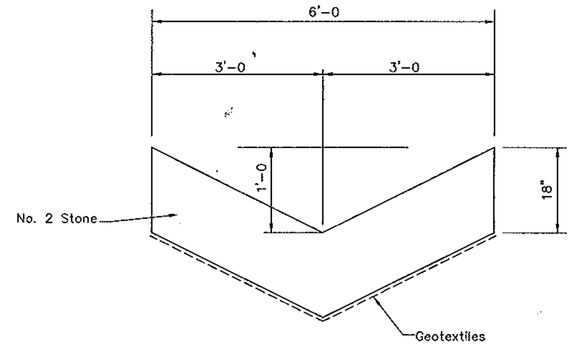
PLOT DATE & TIME: DEC 04, 1991 - 14:59:18

Contract No. R-24568 69rcgrdt

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		100	358



PLAN
Scale: 1" = 20'-0



SECTION "A-A"
Not to Scale

18" Revetment Riprap

No. 2 Stone

RIPRAP AT RUSH CREEK BRIDGE

DETAIL

SCALE: 1" = 20'-0

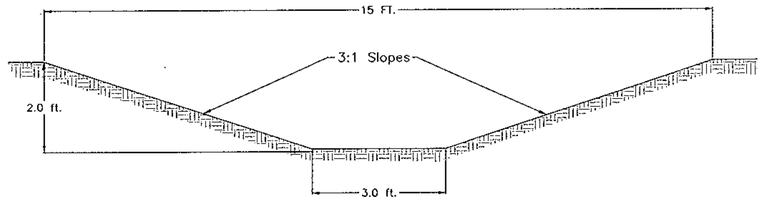
JOHN N. BRADUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

DESIGNED: CHECKED:
DRAWN: CHECKED:
REVISED: CHECKED:

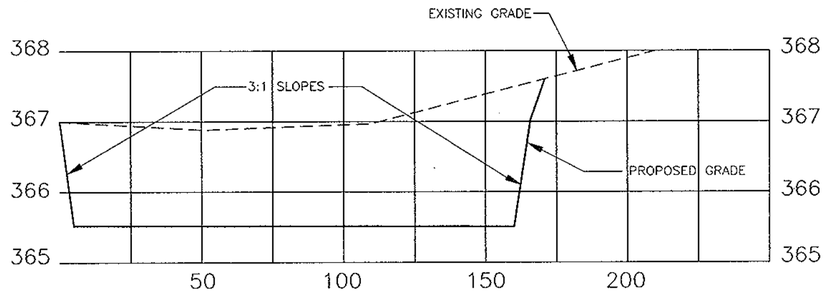
PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from: TRANSD

Contr. R-24568

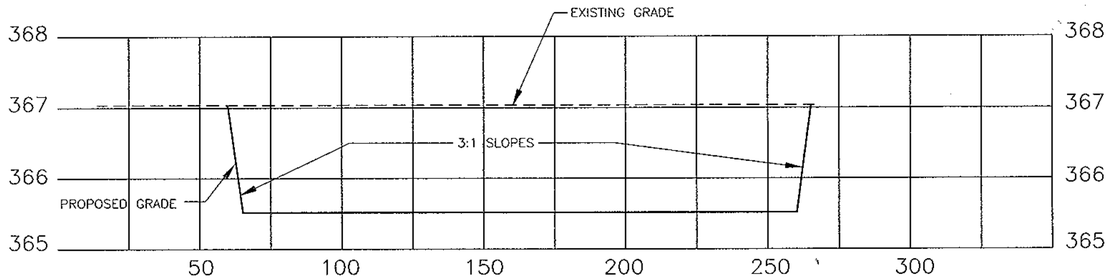
69WETRW/100



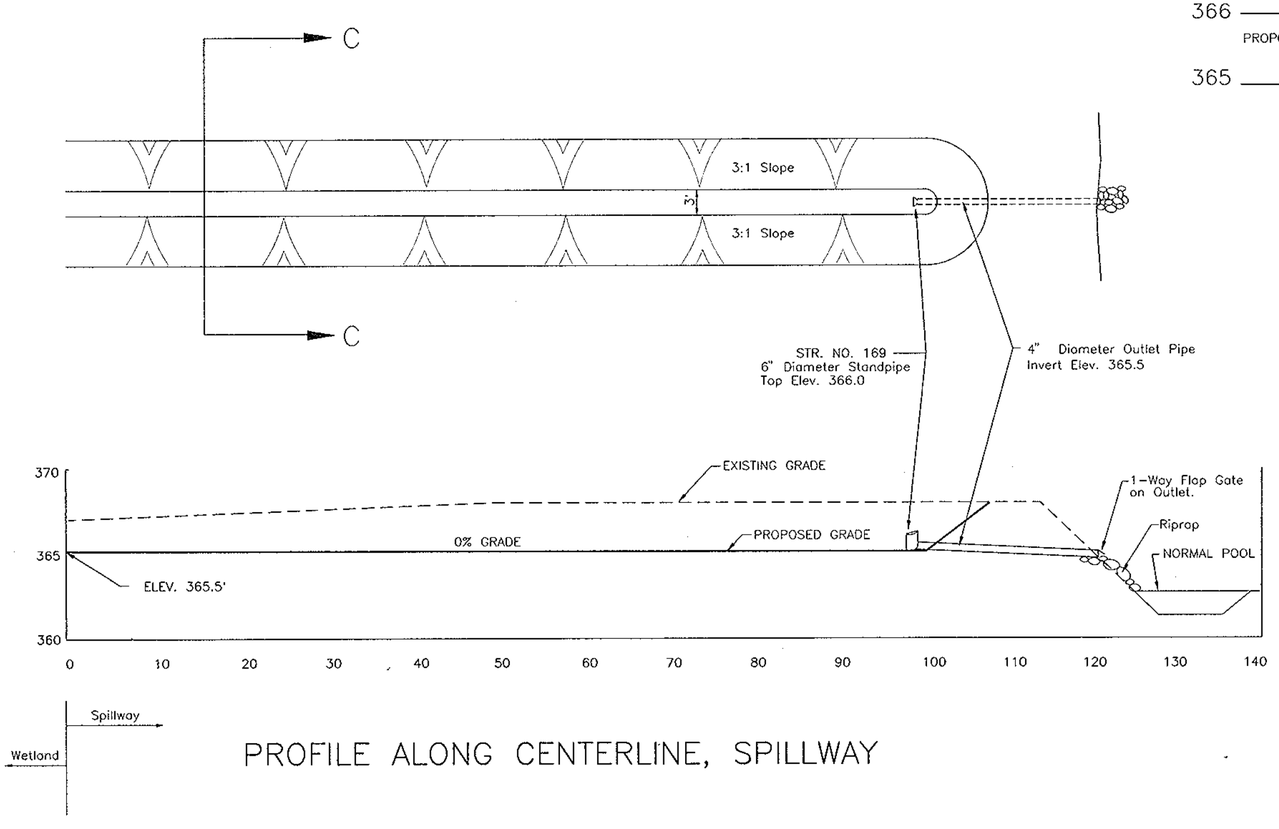
CROSS–SECTION "C–C", SPILLWAY



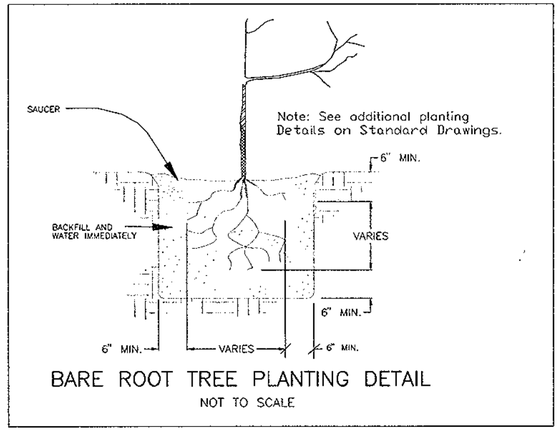
CROSS–SECTION "A – A"



CROSS–SECTION "B – B"



PROFILE ALONG CENTERLINE, SPILLWAY



BARE ROOT TREE PLANTING DETAIL
NOT TO SCALE

Sisco Inc.
Engineers

Columbus, Indiana
Michigan City, Indiana
Lancaster, Ohio

sisco

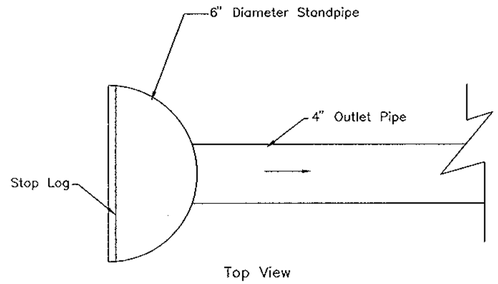
JOHN M. BROADUS
REGISTERED
NO. 9600427
STATE OF INDIANA
PROFESSIONAL ENGINEER

SOLITUDE WETLAND MITIGATION SITE

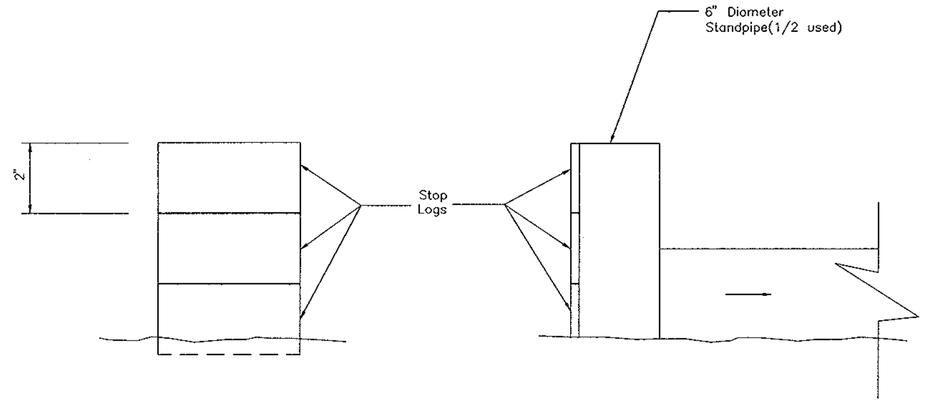
DRN. BY: MJK 1/00	SCALE:	JOB NO.
CHK'D BY: PCG 1/00	DATE:	SHEET 102 OF 358
CERTIFIED BY:		

Contract No. R--24568 Des. No. 8964400 69WETDET/100

PLOT DATE & TIME: JAN 0, 0000 - 09:50:30 - Plotted from TRANS00

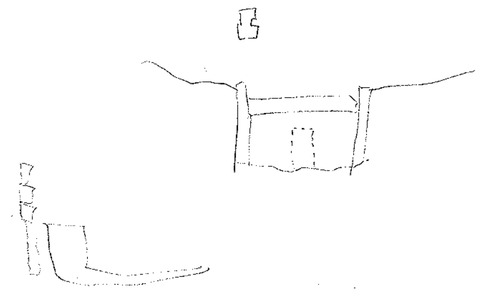


Top View



Front View

Side View



WATER CONTROL STRUCTURE DETAILS

NOT TO SCALE

Sieco Inc. Engineers
Columbus, Indiana
Michigan City, Indiana
Lancaster, Ohio

sieco

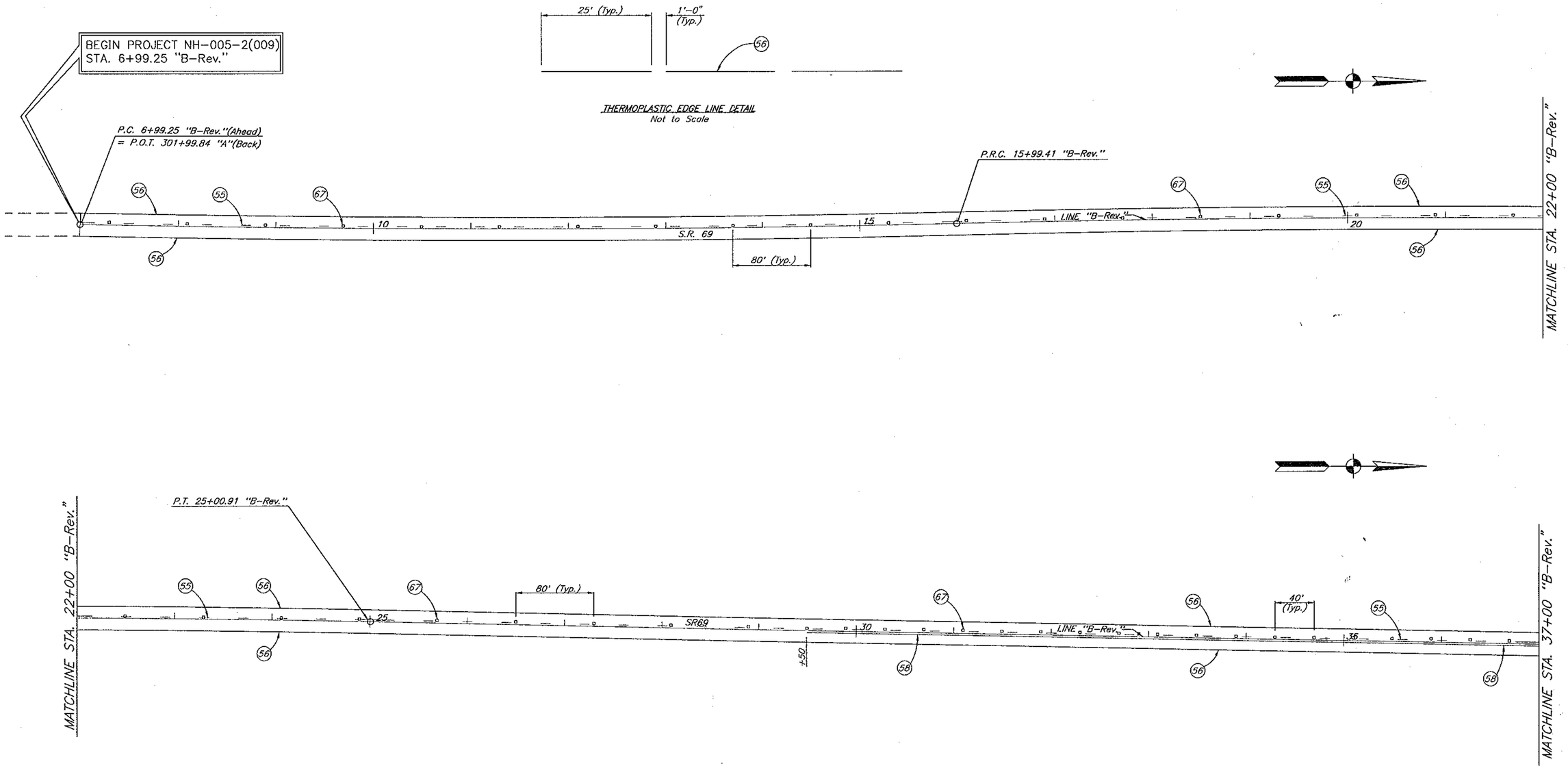
JOHN N. BROADUS
REGISTERED
NO. 9600427
STATE OF INDIANA
PROFESSIONAL ENGINEER

SOLITUDE WETLAND WATER CONTROL STRUCTURE

DRN. BY: MJK 1/00	SCALE: 1/2" = 1'-0"	JOB NO.
CHK'D BY: PCG 1/00	DATE:	SHEET 103 OF 358
CERTIFIED BY:		

Contract No. R-24568 Des. No. 8964400 69WACDET

PLOT DATE & TIME: JAN 0, 0000 -- 00:00:00 -- Plotted from MicroStation



NOTE:
Location of Stop Bars and No Passing Zones to be verified in field before placement.

LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

DESIGNED _____ CHECKED _____
DRAWN DJH 6/94 CHECKED _____
REVISED SJW 11/98 CHECKED PCG,MJK 12/99

PLOT DATE & TIME: AUG 20, 1997 - 09:14:44 - Plotted from: TRANS

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER _____ DATE

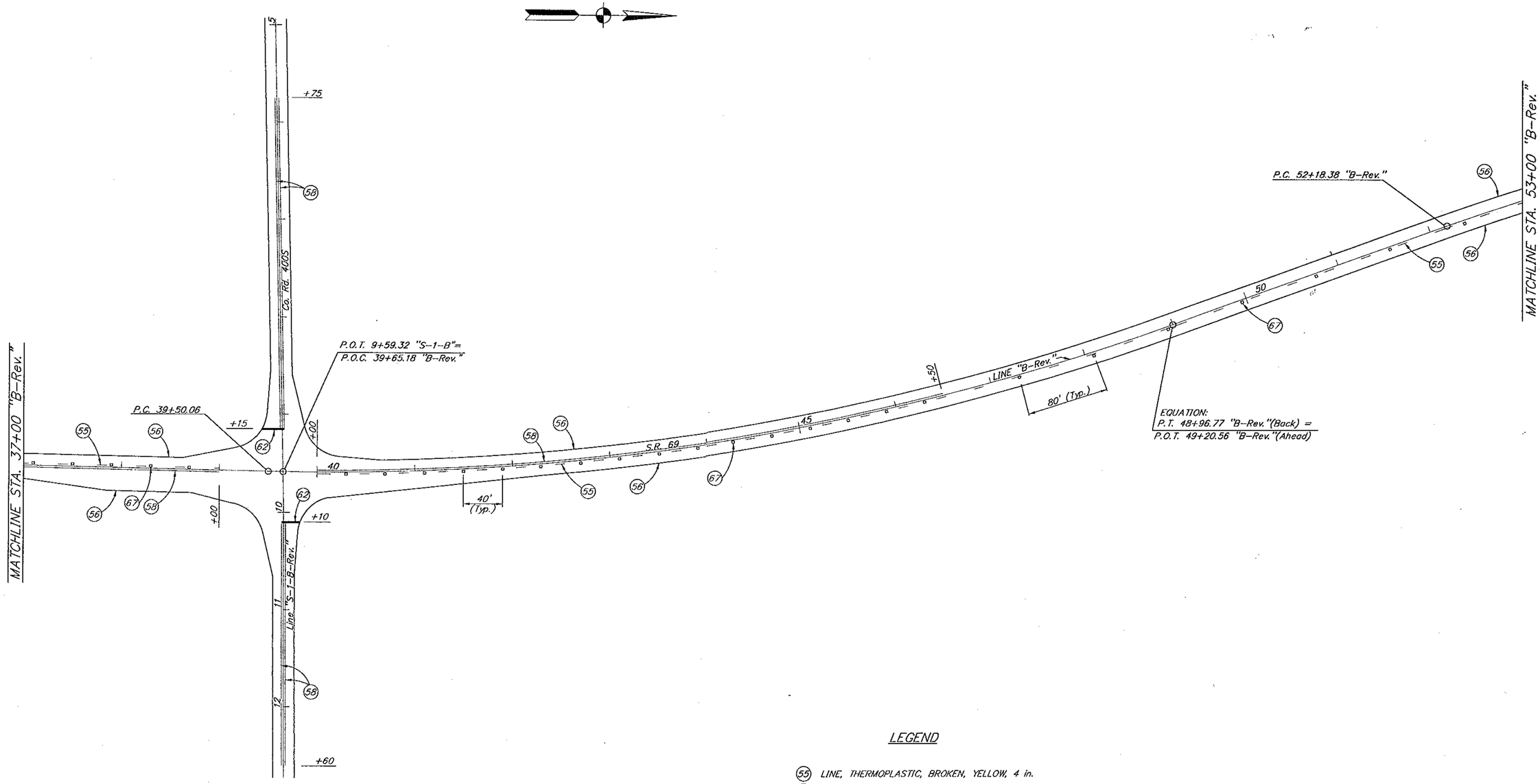
JOHN M. BRONDA REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		104	358



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

PLOT DATE & TIME: NOV 14, 1996 - 14:47:00 - Plotted from: TRAN4

DESIGNED: CHECKED:
DRAWN: DJH 8/94 CHECKED: PDS MAR 12/99
REVISED: SJM 11/96 CHECKED:

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

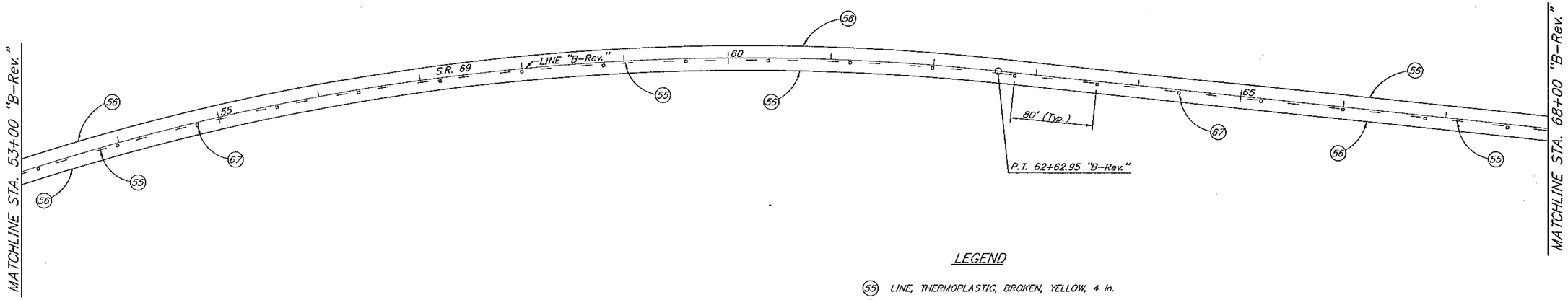
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

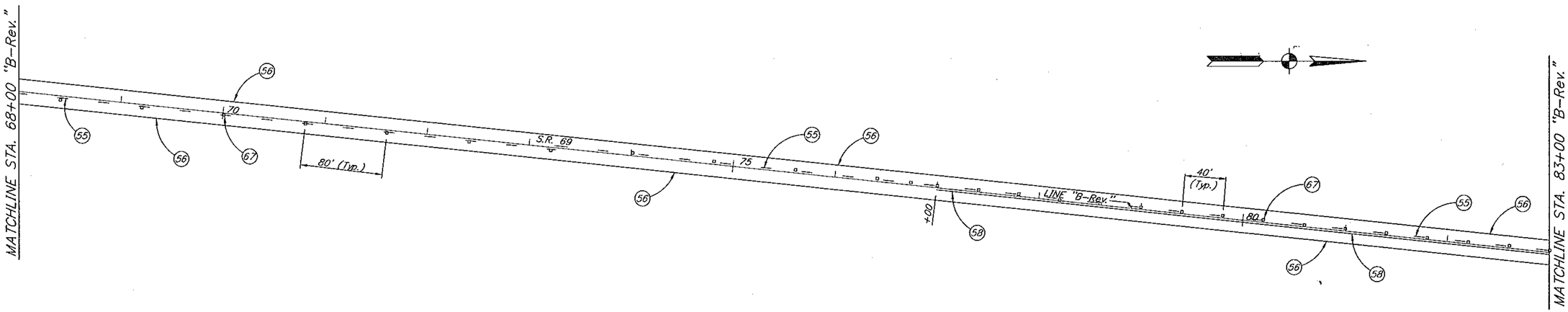
REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		105	358

69PMSG02/50



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW



INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

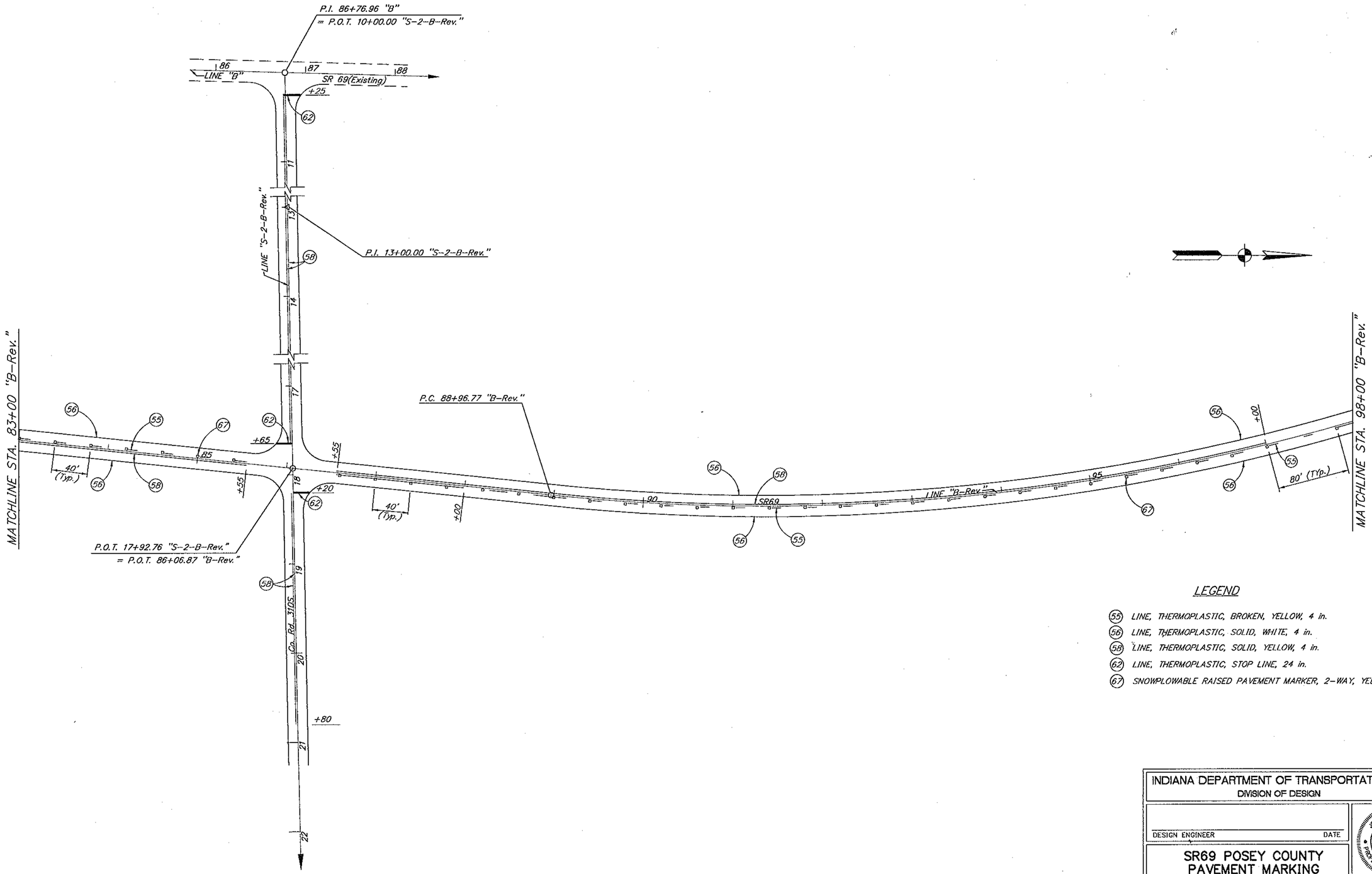
SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		106	358

DESIGNED:
DRAWN: DJR. 6/94 CHECKED:
REVISED: MJK. 3/99 CHECKED: PDG.MJK.12/99 CHECKED:

PLOT DATE & TIME: NOV 14, 1996 - 15:01:04 - Plotted from: TRAN4

69PMSG03/50



LEGEND

- (55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
- (56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
- (58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
- (62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
- (67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

DESIGNED: DJH 5/96 CHECKED:
DRAWN: DJH 5/96 CHECKED:
REVISED: MJK 12/99 CHECKED: PCG MJK 12/99

PLOT DATE & TIME: NOV 14, 1998 - 15:05:46 - Plotted from: TRANS

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN H. BROADUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

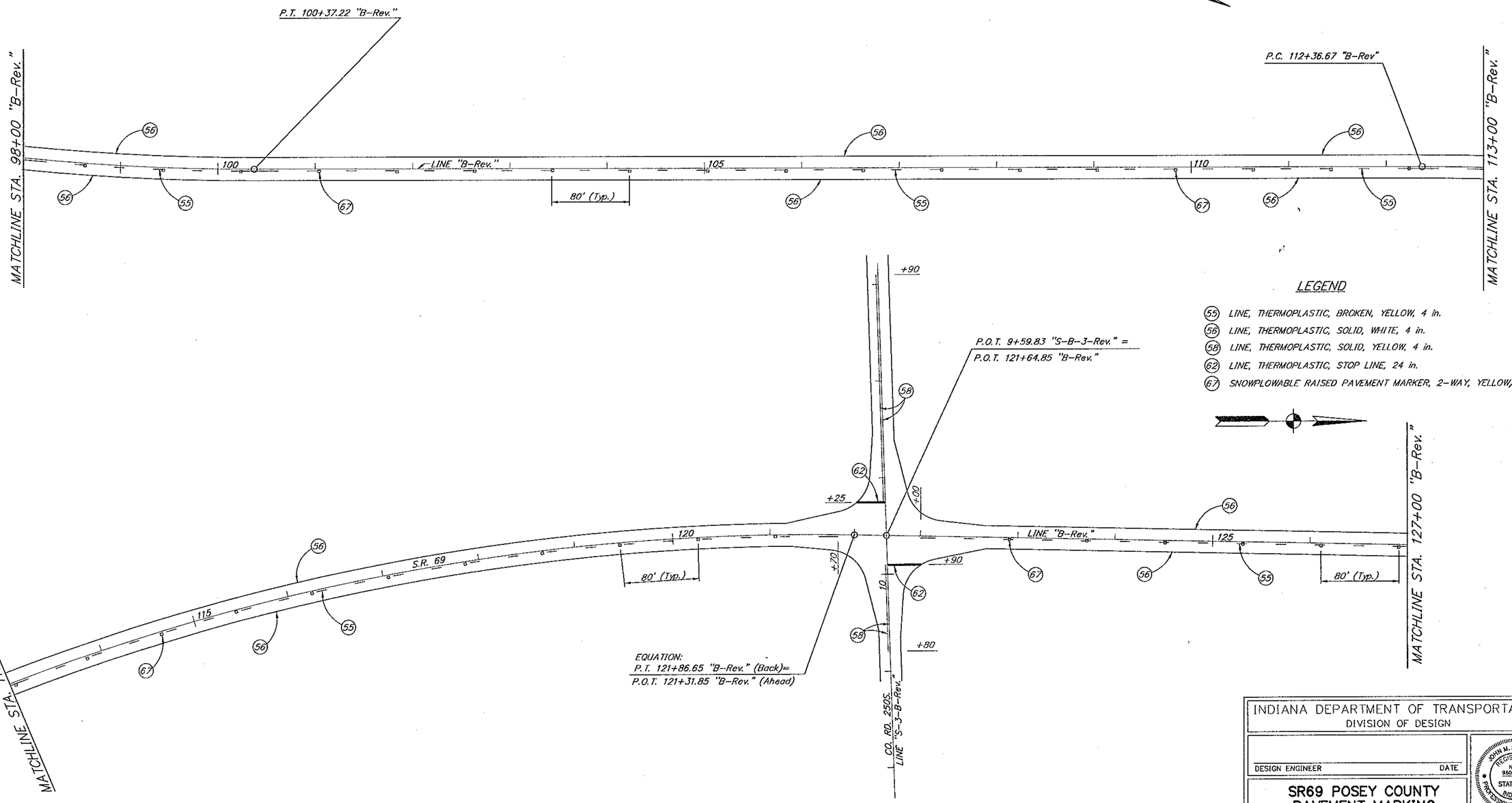
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		107	358

69PMSG04/50



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

PLOT DATE & TIME: NOV 14, 1998 - 15:13:08 - Plotted from: TRAN4

DESIGNED: JH 5/98 CHECKED:
DRAWN: MJK 12/98 CHECKED: RCG 12/98

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

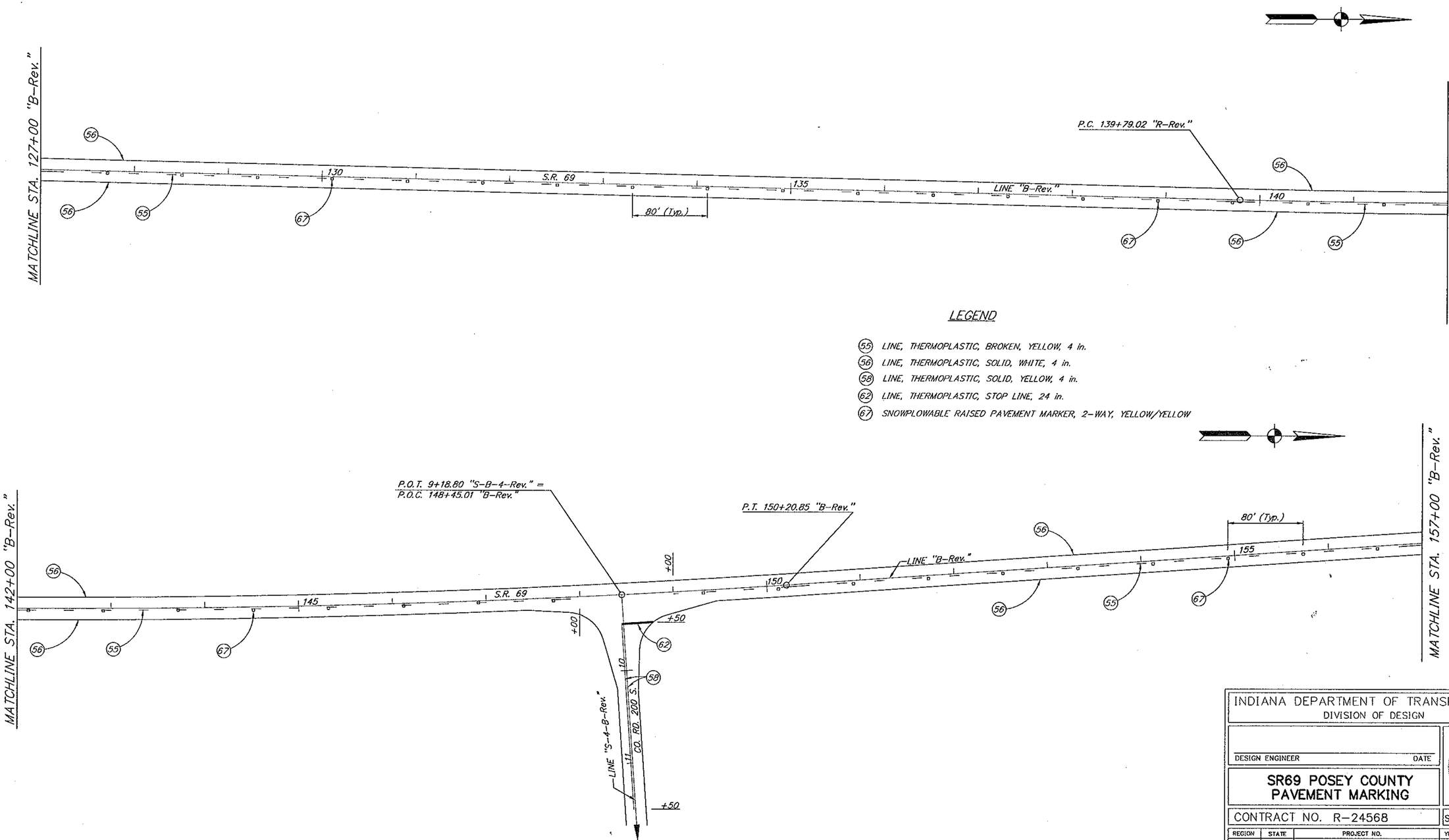
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		108	358

69PMSG05/5



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

DESIGNED: DH, 6/94 CHECKED:
DRAWN: DH, 6/94 CHECKED:
REVISED: MJK 12/99 CHECKED: PDR 12/99

PLOT DATE & TIME: NOV 14, 1996 - 15:15:22 - Plotted from: TRAN4

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 8900427 STATE OF INDIANA PROFESSIONAL ENGINEER

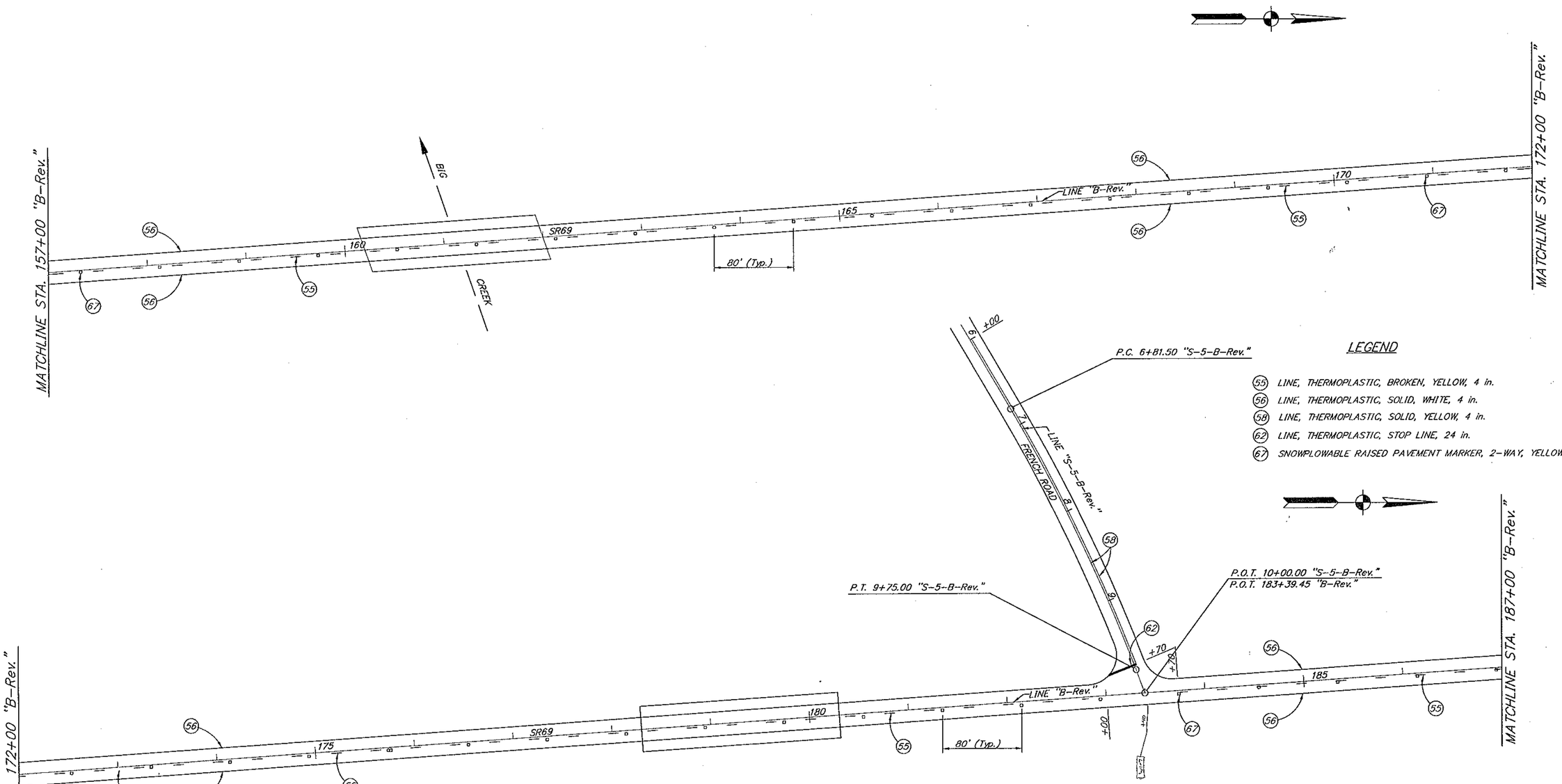
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		109	358

69PMSG06/50



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

PLOT DATE & TIME: AUG 20, 1997 - 10:30:09 - Plotted from: TRANS

DESIGNED _____ CHECKED _____
DRAWN DJS 5/94 CHECKED _____
REVISED MJK 12/99 CHECKED ROG 12/99

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROKOUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

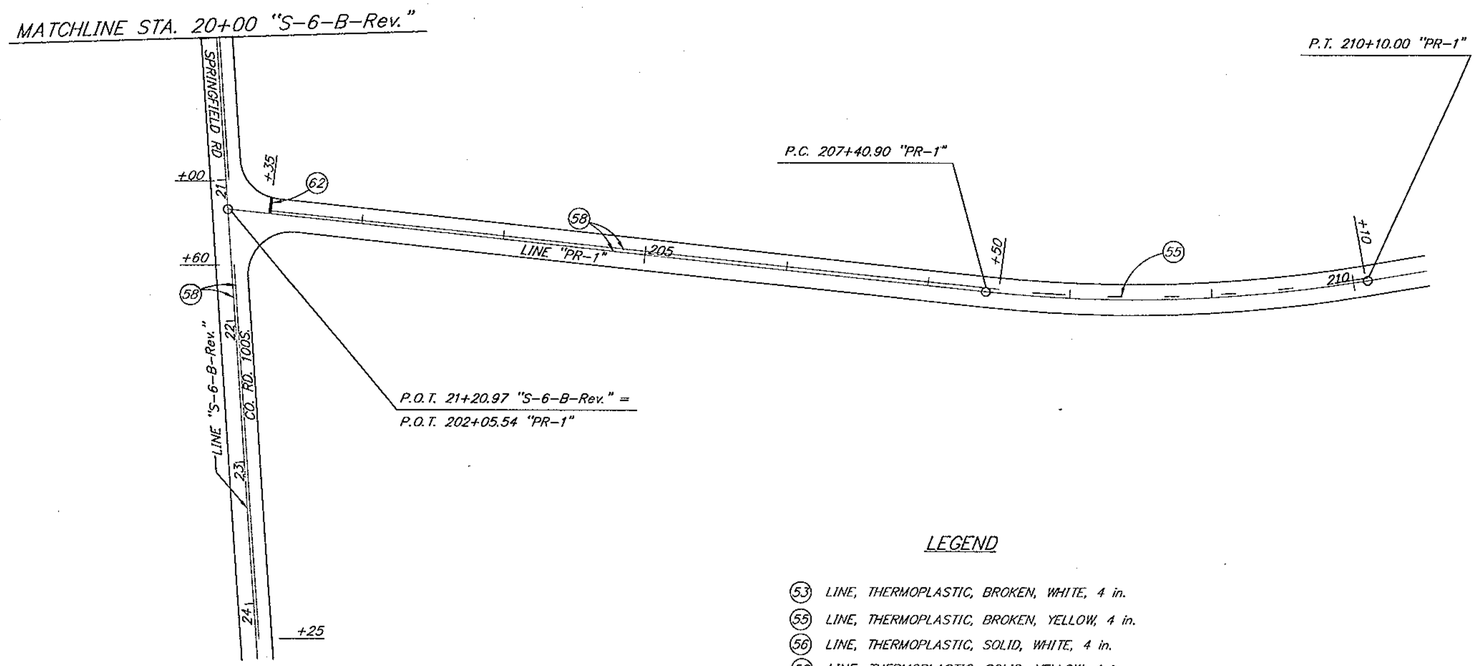
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		110	358

69PMSG07/50



PLOT DATE & TIME: NOV 14, 1996 -- 15:25:56 -- Plotted from: TRAN4

DESIGNED: DJH 6/94 CHECKED:
DRAWN: DJH 6/94 CHECKED:
REVISED: MJK 12/95 CHECKED: BCG 12/95

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

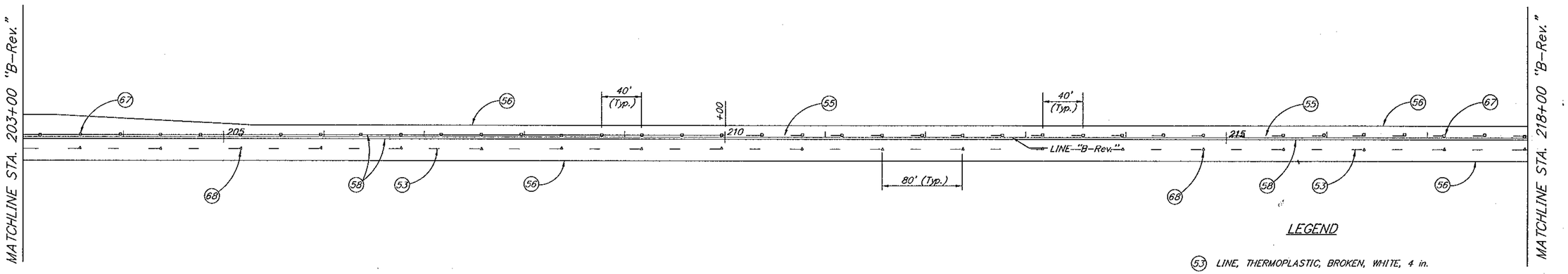
DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9800422 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

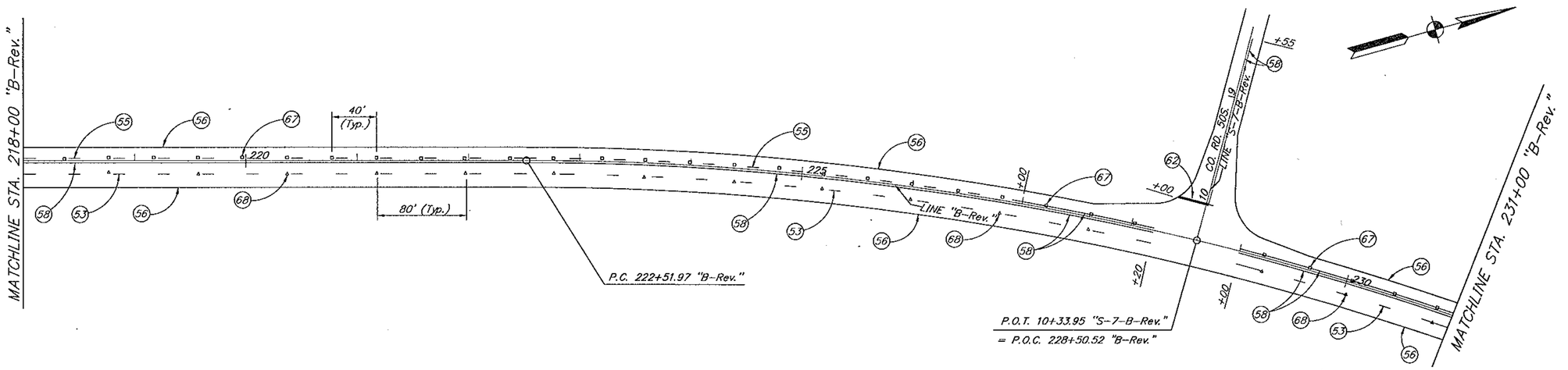
CONTRACT NO. R-24568 SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		111	358



LEGEND

(53) LINE, THERMOPLASTIC, BROKEN, WHITE, 4 in.
(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW
(68) SNOWPLOWABLE RAISED PAVEMENT MARKER, 1-WAY, WHITE



INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 8600427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

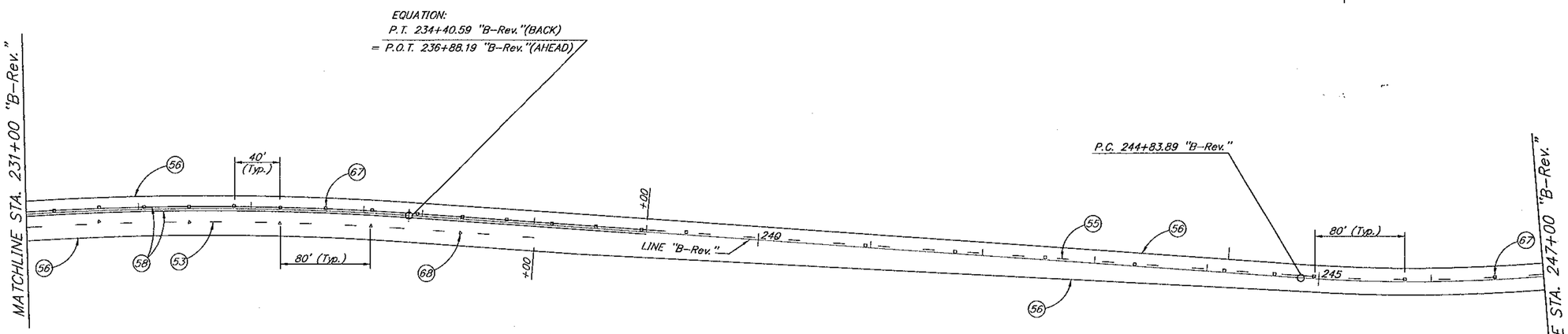
CONTRACT NO. R-24568 SCALE: 1" = 50'

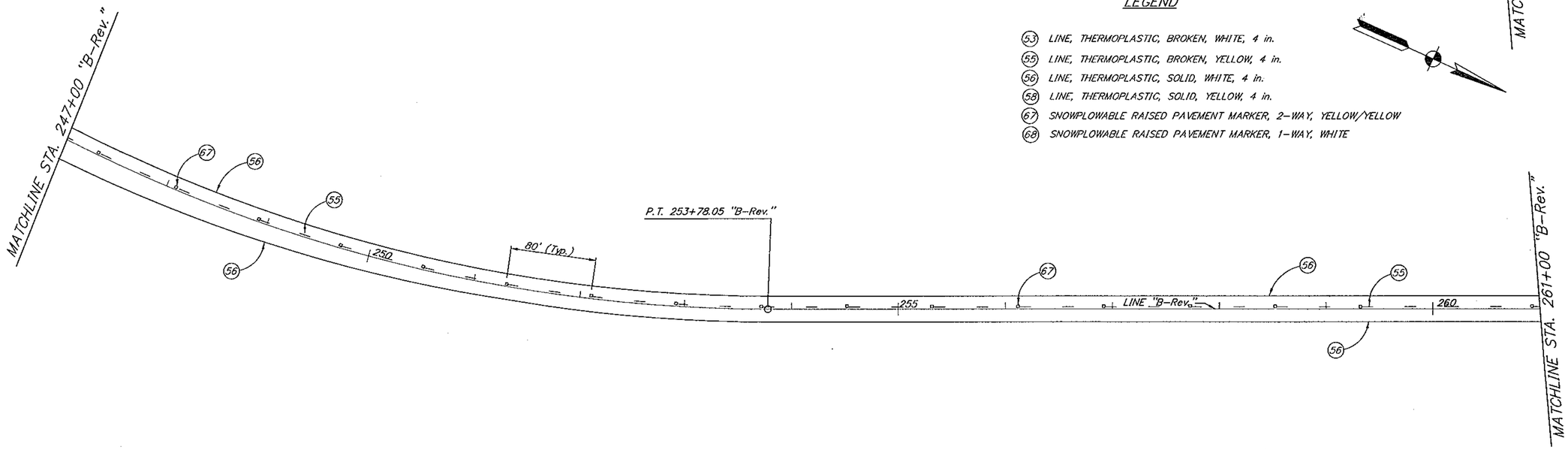
REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		112	358

DESIGNED: CHECKED:
DRAWN: JUNE 8,'98 CHECKED:
REVISED: MAR. 12,'99 CHECKED: DOC. 12/99

PLOT DATE & TIME: NOV 14, 1998 - 15:36:47 - Plotted from: TRAN4

69PMSG10/50





LEGEND

(53) LINE, THERMOPLASTIC, BROKEN, WHITE, 4 in.
(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW
(68) SNOWPLOWABLE RAISED PAVEMENT MARKER, 1-WAY, WHITE

PLOT DATE & TIME: NOV 14, 1996 - 15:41:49 - Plotted from: TRAN4

DESIGNED _____ DRAWN DJH 6/96 CHECKED _____ REVISED MJK 12/99 CHECKED JDG 12/99

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

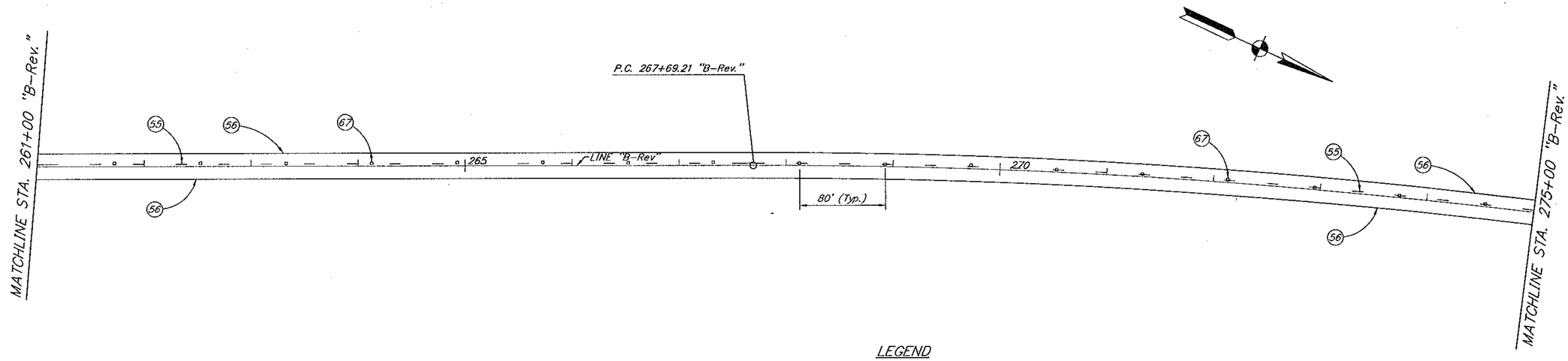
JOHN M. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

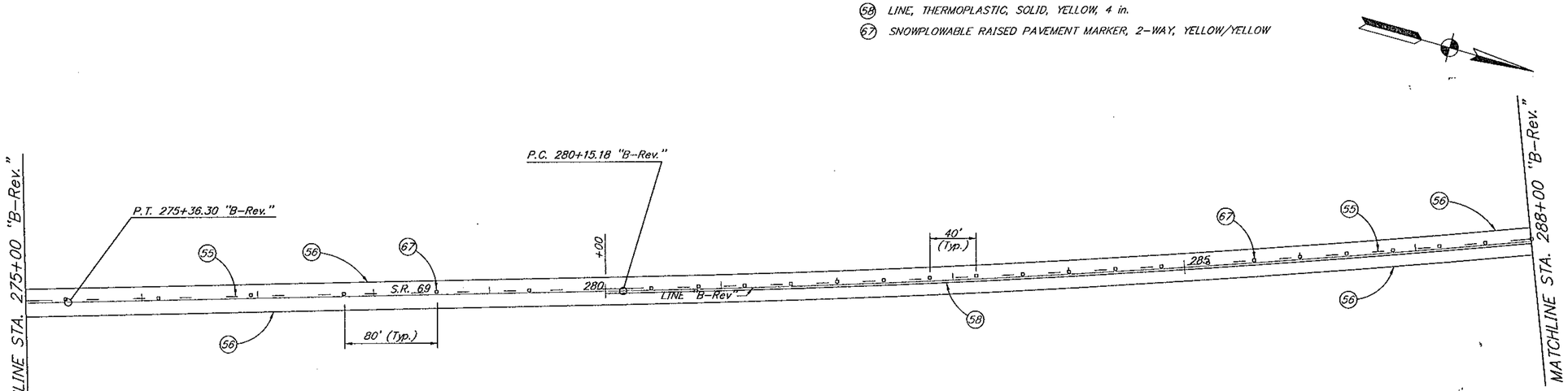
SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		113	358



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW



DESIGNED: _____ CHECKED: _____
DRAWN: DJK 5/96 CHECKED: _____
REVISED: MJK 12/99 CHECKED: PDG 12/99

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

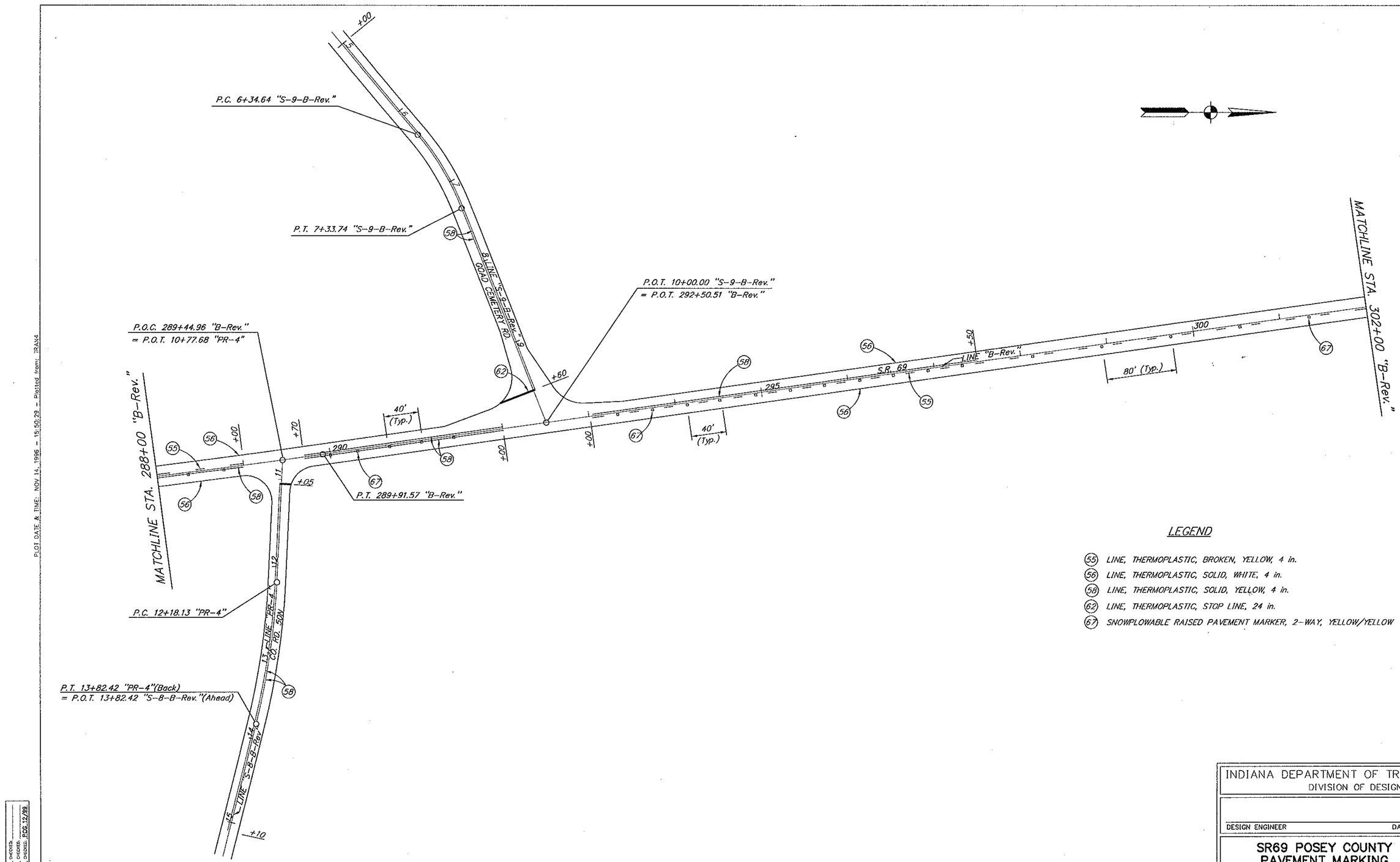
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		114	358

69PMSG12/50



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

PLOT DATE & TIME: NOV 14, 1996 - 15:50:29 - Plotted from: TRAN4

DESIGNED: CHECKED:
DRAWN: DJH 6/94 CHECKED:
REVISED: MJK 12/95 CHECKED: FEG 12/95

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

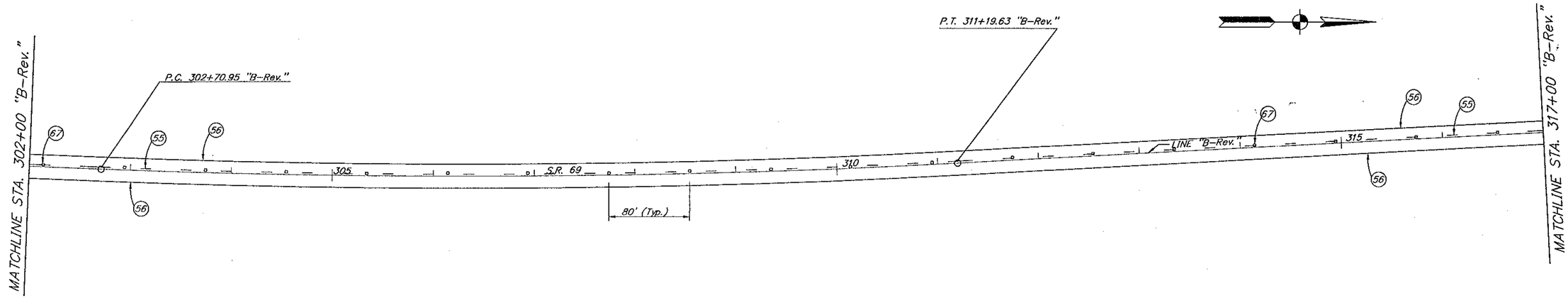
DONN M. BROADUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

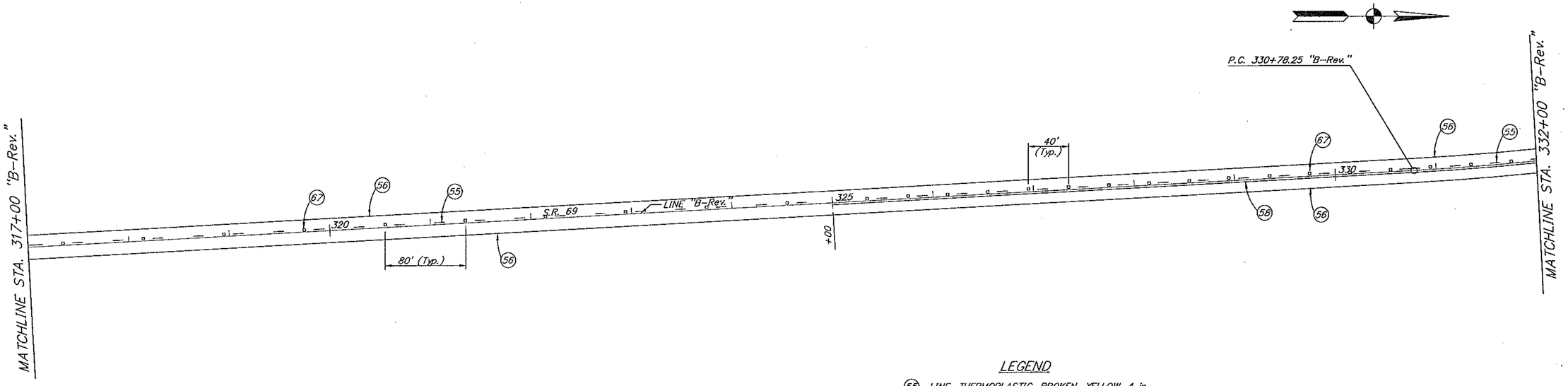
SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		115	358





LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
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(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROOKS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

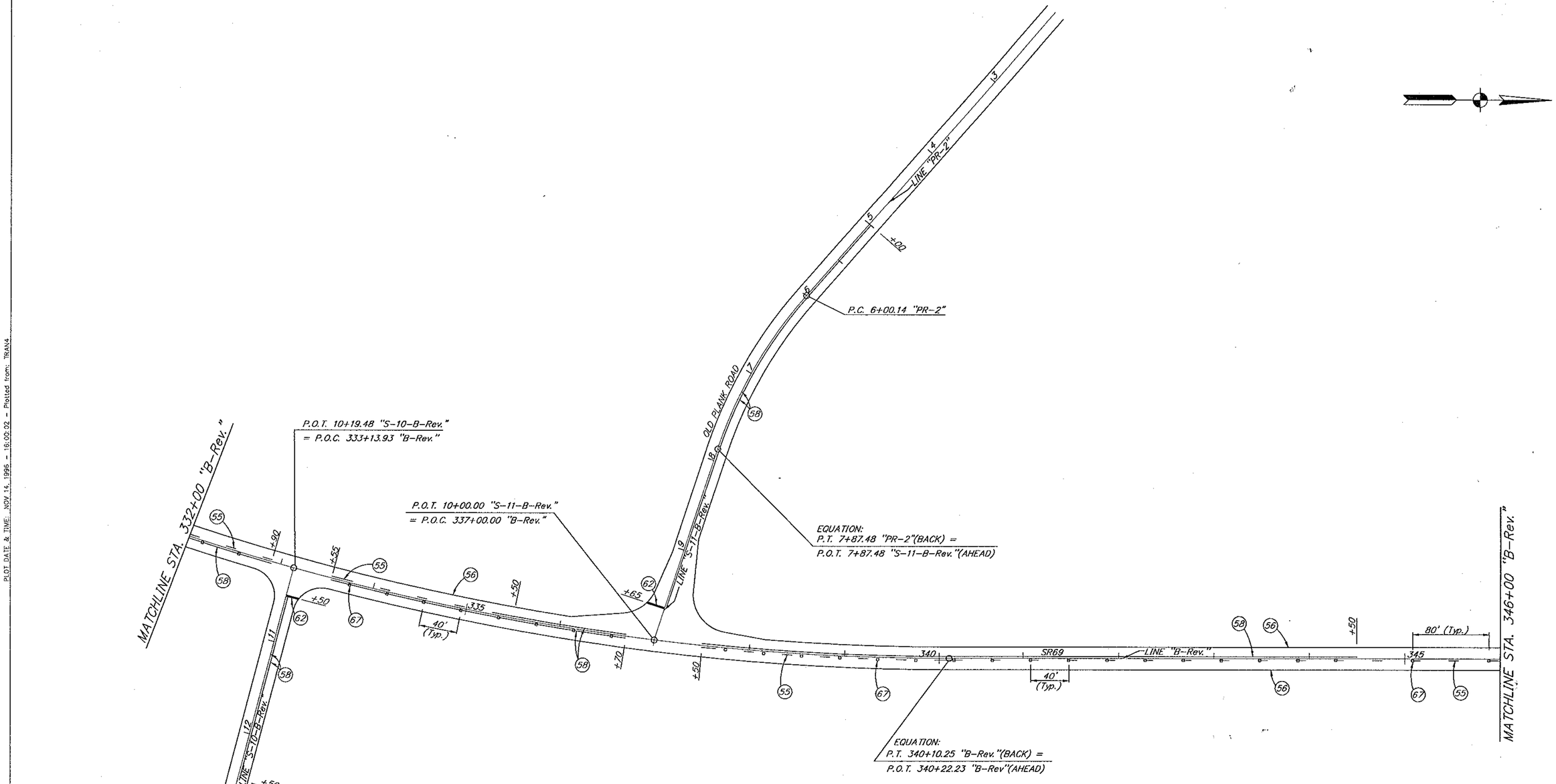
SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		116	358

DESIGNED: CHECKED:
DRAWN: DJH 6/94 CHECKED:
REVISED: MJK 12/98 CHECKED: FCG 12/99

PLOT DATE & TIME: NOV 14, 1995 -- 15:56:43 -- Plotted from: TRAN14

69PMSG14/50



LEGEND

(55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

DESIGNED DH 5/94 CHECKED
DRAWN DH 5/94 CHECKED RCG 12/99
REVISED MK 12/99 CHECKED RCG 12/99

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

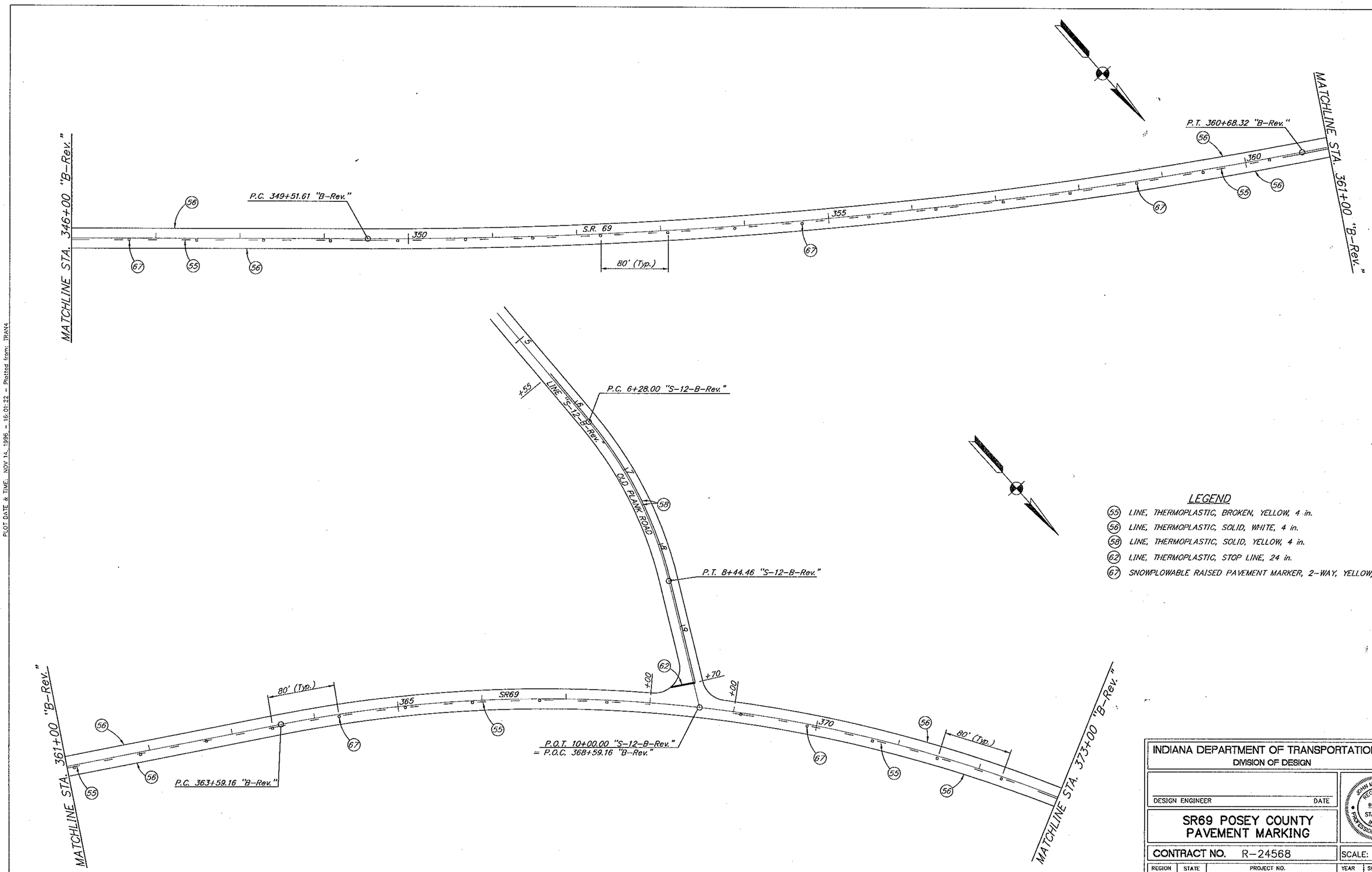
DESIGN ENGINEER DATE

JOHN W. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568 SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		117	358



LEGEND

- (55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
- (56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
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- (62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
- (67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

DESIGNED: CHECKED:
DRAWN: DJH 5/94 CHECKED:
REVISED: MJK 12/99 CHECKED: PCG 12/99

PLOT DATE & TIME: NOV 14, 1996 - 16:01:22 - Plotted from: TRAN4

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

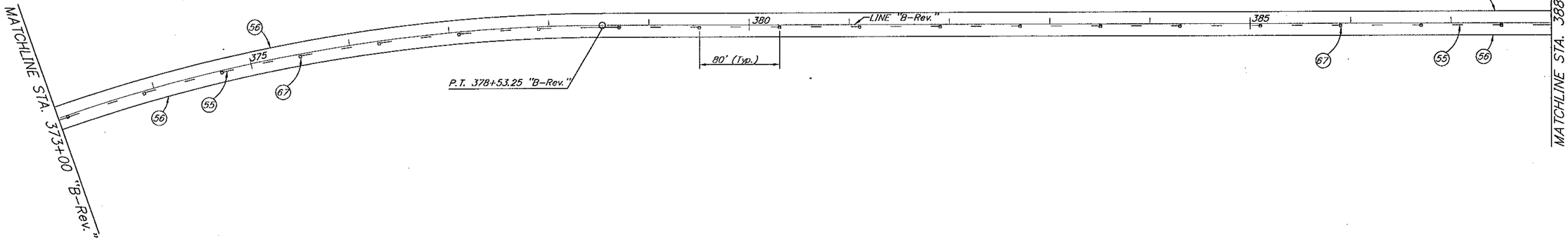
SR69 POSEY COUNTY PAVEMENT MARKING

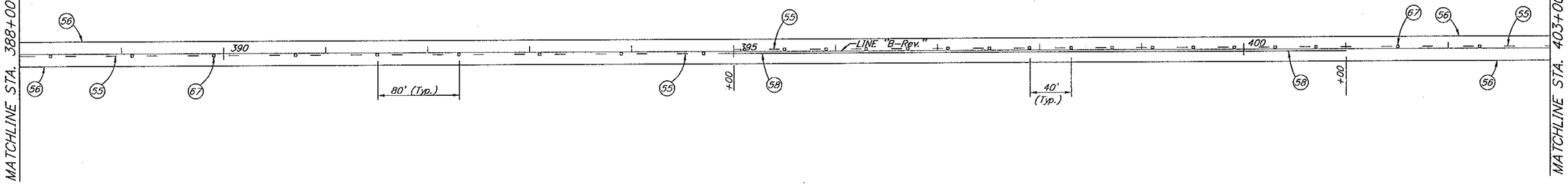
CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		118	358

69PMSG16/50





LEGEND

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(56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
(58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
(67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

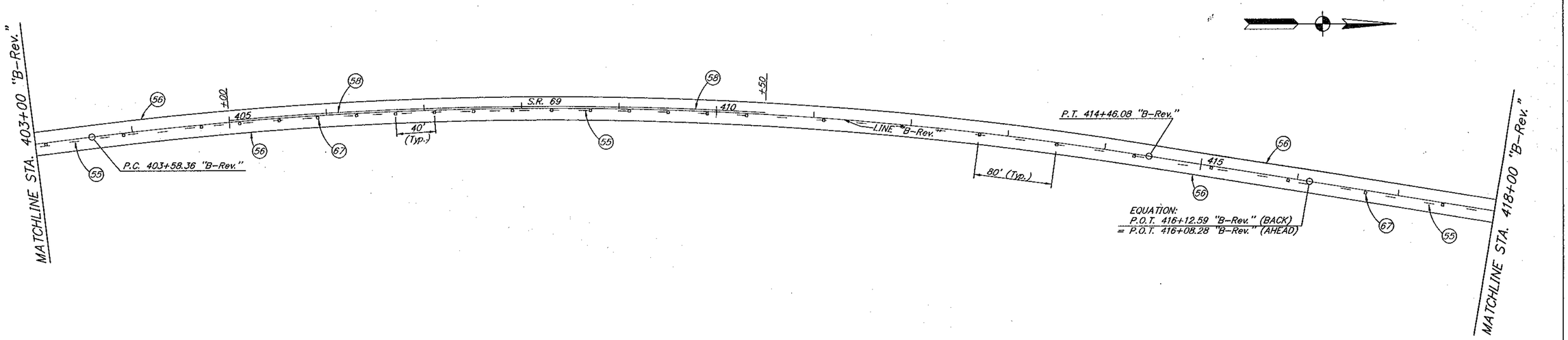
CONTRACT NO. R-24568 SCALE: 1" = 50'

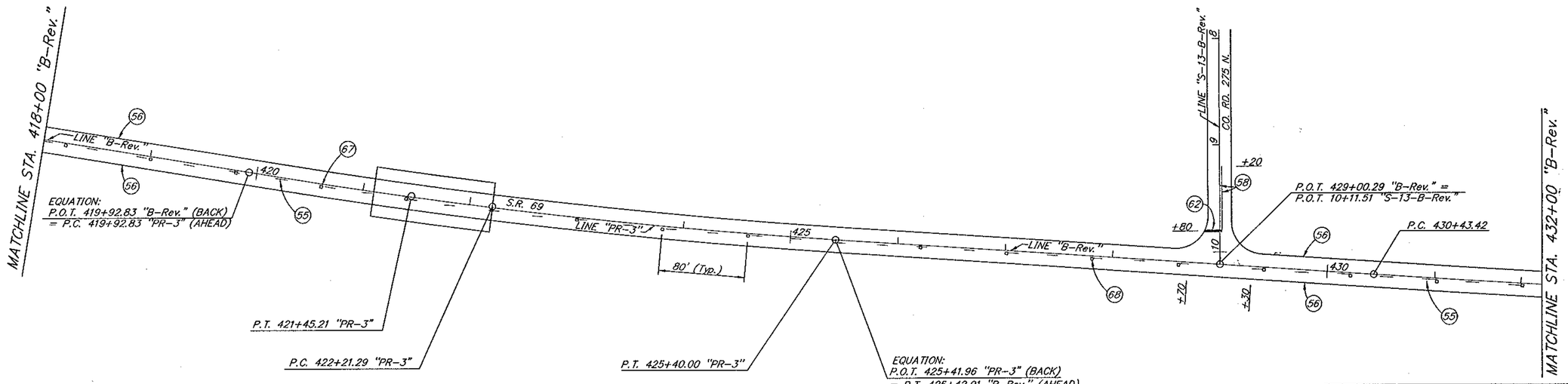
REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		119	358

DESIGNED: CHECKED:
DRAWN: DAS 5/94 CHECKED:
REVISED: MJK 12/99 CHECKED: PDS 12/99

PLOT DATE & TIME: NOV 14, 1996 - 15:09:32 - Plotted from: TRAN4

69PMSG17/50





LEGEND

- (55) LINE, THERMOPLASTIC, BROKEN, YELLOW, 4 in.
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- (67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568

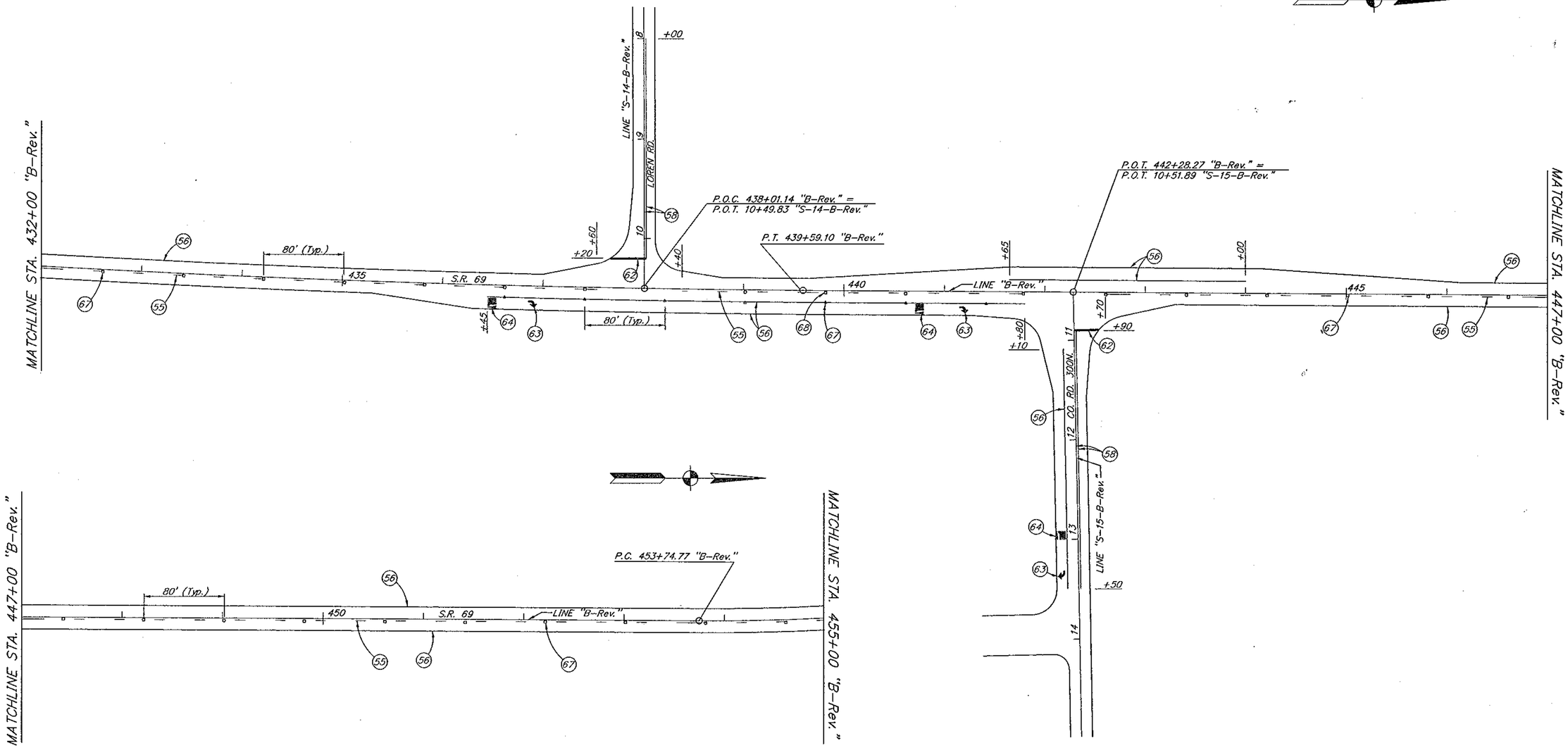
SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		120	358

DESIGNED: DCM CHECKED:
DRAWN: DJH 5/94 CHECKED:
REVISED: MK 12/98 CHECKED: PDG 12/98

PLOT DATE & TIME: NOV 14, 1998 - 16:09:30 - Plotted from: TRAN4

69PMSG18/50



LEGEND

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- (56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
- (58) LINE, THERMOPLASTIC, SOLID, YELLOW, 4 in.
- (62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
- (63) PAVEMENT MESSAGE MARKING, LANE INDICATION ARROW
- (64) PAVEMENT MESSAGE MARKING, WORD (ONLY)
- (67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW
- (68) SNOWPLOWABLE RAISED PAVEMENT MARKER, 1-WAY, WHITE

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BROADUS REGISTERED NO. 9800427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

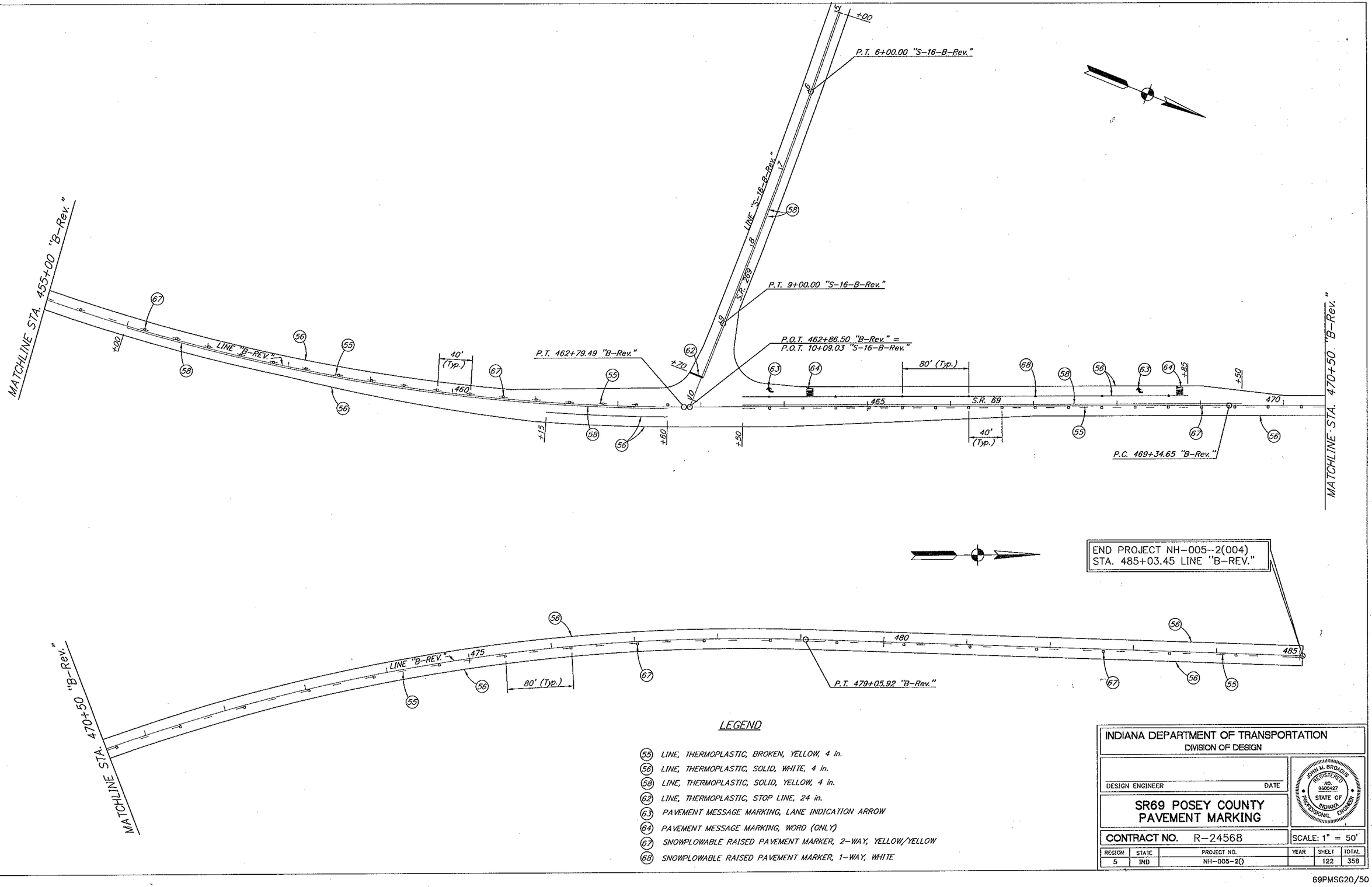
CONTRACT NO. R-24568

SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		121	358

DESIGNED JLH 6/04 CHECKED
DRAWN CHECKED
REVISED MJK 12/99 CHECKED PCG 12/03

PLOT DATE & TIME: NOV 14, 1996 - 16:11:05 - Plotted from: TRAN4



LEGEND

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- (56) LINE, THERMOPLASTIC, SOLID, WHITE, 4 in.
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- (62) LINE, THERMOPLASTIC, STOP LINE, 24 in.
- (63) PAVEMENT MESSAGE MARKING, LANE INDICATION ARROW
- (64) PAVEMENT MESSAGE MARKING, WORD (ONLY)
- (67) SNOWPLOWABLE RAISED PAVEMENT MARKER, 2-WAY, YELLOW/YELLOW
- (68) SNOWPLOWABLE RAISED PAVEMENT MARKER, 1-WAY, WHITE

DESIGNED: CHECKED:
DRAWN: DJH 8/94 CHECKED:
REVISED: MJK 12/99 CHECKED: PDG 12/99

PLOT DATE & TIME: AUG 20, 1997 - 13:25:40 - Plotted from: TRANS

INDIANA DEPARTMENT OF TRANSPORTATION
DIVISION OF DESIGN

DESIGN ENGINEER DATE

JOHN M. BRODUS REGISTERED NO. 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

SR69 POSEY COUNTY PAVEMENT MARKING

CONTRACT NO. R-24568 SCALE: 1" = 50'

REGION	STATE	PROJECT NO.	YEAR	SHEET	TOTAL
5	IND	NH-005-2()		122	358

69PMSG20/50

TEMPORARY EROSION CONTROL TABLES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2( )		123	358

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
RIGHT	"B-REV"	–	–	–	–
7+00	12+25	58	0.60	9	54
12+25	13+00	29	3.57	2	12
13+00	25+00	58	1.00	22	176
25+00	27+00	39	2.50	5	30
27+00	37+50	58	0.80	18	108
37+50	39+00	58	1.27	2	12
39+00	40+20	29	3.75	4	24
40+20	40+90	39	2.59	2	12
40+90	44+00	58	1.67	5	30
44+00	45+00	13	7.63	8	48
45+00	45+75	39	2.28	1	6
45+75	59+50*	58	0.60	23	170
60+50	61+80	58	0.50	2	12
61+80	62+60	29	3.75	3	18
62+60	69+50	58	0.75	12	72
69+50	73+00	58	1.40	6	36
73+00	77+00	58	2.00	6	36
77+00	78+00	16	6.20	6	36
78+00	80+00	39	2.90	5	30
80+00	85+20	58	1.50	9	72
101+20	109+20	58	0.88	13	104
109+20	110+20	13	7.24	7	42
110+20	115+00	58	1.00	8	48
127+00	129+75	39	2.06	7	42
129+75	136+00	58	0.40	11	88
136+00	152+00	58	0.30	27	216
162+15	165+00	58	1.60	5	30
166+00	175+00	58	0.42	15	90
193+70	199+70	29	3.19	20	160
199+70	206+70	58	1.50	12	72
206+70	207+50	10	13.75	8	48
207+50	208+00	16	6.00	3	18
208+00	208+50	10	17.00	5	30
208+50	209+70	58	1.15	2	12
209+70	211+70	19	5.25	10	60
211+70	212+00	13	8.33	2	12
212+00	212+70	29	3.14	2	12
212+70	213+45	58	0.40	1	6
213+45	214+20	13	9.33	5	30
215+70	217+60	23	4.79	8	48
217+60	218+70	13	8.50	8	48
218+70	219+80	23	5.00	4	24
219+80	220+85	29	3.90	3	18
220+85	222+50	10	11.00	16	96
222+50	224+70	29	3.50	7	42
224+70	226+70	39	2.65	5	30
232+70	233+70	19	5.00	5	30
233+70	238+10*	29	3.12	6	36
238+60	243+00	58	1.10	7	42
243+00	245+00	29	3.17	6	36
258+00	273+25	58	0.55	26	156
274+00	280+00	58	1.00	10	60
280+00	281+20	29	3.17	4	24
261+20	284+00	39	2.14	7	42
284+00	286+00	29	4.00	6	36
286+00	297+00	58	1.50	19	114
297+00	298+50	10	14.00	25	150
298+50	304+70	58	1.25	10	60
305+30	309+00	58	0.70	6	36
309+00	312+00	10	20.60	30	180
312+00	317+50	58	0.32	9	72
317+50	318+25	23	5.00	3	18
318+25	323+00	39	2.25	12	72
323+00	323+75	16	6.67	4	24
323+75	331+00	58	1.75	12	72
331+00	332+75	39	2.31	4	24
333+60	336+00	58	1.25	4	24
336+00	337+00	19	6.00	5	30
337+00	338+00	39	3.00	2	12
338+00	340+00	13	8.15	15	90
341+00	342+00*	19	5.80	4	24

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
RIGHT	"B-REV"	–	–	–	–
342+00	344+15	10	15.50	21	126
344+15	345+75	58	1.00	2	12
346+50	359+00	58	1.00	22	132
368+00	374+00	58	0.40	10	80
374+00	375+00	29	4.00	3	18
375+00	378+25	58	0.67	5	30
379+00	395+00	58	0.90	27	172
400+00	404+00	58	2.00	6	48
404+00	410+00	29	3.07	20	160
436+00	449+00	58	1.25	22	132
449+00	451+00	58	1.75	3	18
451+00	453+00	39	2.25	5	30
453+00	454+00	23	4.50	4	24
454+00	459+00	58	1.50	6	36
465+00	467+00	29	3.65	6	36
467+00	470+00	58	0.67	5	30
470+00	471+00	29	3.70	3	18
471+00	477+00	58	0.70	10	60
477+00	478+50	39	2.33	3	18
479+00	481+00	58	2.00	3	18
481+00	485+03	29	3.43	13	78

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
LEFT	"B-REV"	–	–	–	–
8+20	23+00	58	2.00	25	192
23+00	25+00	28	0.30	3	18
25+00	27+00	39	3.00	5	30
27+00	36+00	58	1.00	15	90
36+00	41+00	58	1.50	12	72
41+00	43+00	39	2.25	5	30
43+00	45+20	19	5.00	11	66
45+50	45+75	12	9.67	2	12
45+75	51+00*	58	0.30	8	48
61+20	62+00	58	0.75	1	6
72+10	77+00	29	3.00	16	96
77+00	85+20	58	1.50	14	112
86+30	87+50	58	0.75	3	18
87+50	89+00	16	7.75	9	54
89+00	94+40	39	3.25	13	78
94+40	100+20	58	0.50	10	60
101+20	109+20	58	0.88	13	104
109+20	111+50	29	3.82	7	42
111+50	115+00	58	0.50	6	36
127+00	136+00	58	1.00	15	120
136+00	152+00	58	0.30	27	216
162+00	172+00	58	0.30	17	102
181+00	182+00	29	3.50	3	18
182+00	184+50	58	0.80	4	24
192+50	200+70	39	2.50	21	168
203+00	206+25	58	0.50	5	40
219+70	221+15	29	4.00	5	30
221+15	223+00	10	13.08	18	108
223+00	225+70	39	2.30	7	42
225+70	227+70	58	1.35	3	18
229+00	239+25*	58	1.00	13	78
245+05	246+00	39	2.63	2	12
246+00	249+60	58	0.40	6	36
250+00	250+85	58	0.85	1	6
250+85	261+00	58	1.42	17	102
267+00	268+00	39	2.80	2	12
268+00	270+00	58	0.30	3	18

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
LEFT	"B-REV"	–	–	–	–
271+00	271+70	10	11.50	7	42
273+00	275+00	58	0.50	3	18
275+00	276+00	10	8.10	10	60
282+00	283+00	16	7.00	6	36
283+00	284+00	23	5.00	4	24
284+00	290+00	58	0.50	10	60
293+00	297+00	58	0.50	6	60
297+00	297+70	39	2.00	1	6
297+70	304+50	58	0.50	11	66
305+25	308+00	58	1.68	4	24
318+00	333+00	58	1.50	25	200
337+70	339+10	23	4.75	6	36
339+10	340+10	58	1.25	1	6
340+22	341+75	19	5.24	2	12
341+75	343+00	10	19.30	12	72
343+00	343+60	23	5.00	2	12
344+25	354+50	58	0.80	17	102
355+50	359+00	58	1.50	6	36
365+20	367+35	16	6.50	13	78
367+35	368+00	10	13.46	6	36
368+00	373+00	58	1.00	6	48
373+00	374+00	23	4.93	4	24
374+00	375+00	39	2.50	2	12
375+00	376+00	23	4.20	4	24
376+00	378+50	58	0.40	4	24
379+50	380+00	58	1.25	1	6
380+00	381+00	23	4.25	4	24
381+00	382+25	12	9.76	18	108
383+25	385+20	58	0.56	3	18
385+20	389+20	58	0.93	6	48
389+20	390+50	39	2.67	3	18
393+00	394+00	10	10.49	10	60
394+00	396+00	58	0.40	3	18
396+00	398+00	29	3.10	6	36
398+00	400+00	39	2.55	5	30
400+00	404+00	58	2.00	6	48
404+00	410+00	29	3.07	20	160
446+00	462+00	58	1.00	27	162
462+00	465+00	58	1.25	5	30
465+00	477+00	58	1.25	20	120
478+50	481+00	58	1.00	4	24
481+00	484+00	29	3.50	10	60
484+00	485+03	58	1.30	1	6

TEMPORARY EROSION CONTROL RIPRAP DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
RIGHT	"B-REV"	–	–	–	–
115+20	126+00*	100	0.50	11	84
126+00	127+00	33	5.12	3	23
152+00	160+00	100	1.10	8	78
185+50	187+00	100	0.67	1	8
187+00	190+70	40	4.46	9	68
190+70	192+20	66	2.70	2	15
192+20	193+70	33	5.65	4	30
214+30	215+70	16	11.00	9	68
245+00	255+00	100	0.30	10	76
255+00	258+00	66	2.50	4	30
359+00	363+00	100	1.75	4	30
363+00	363+50	50	3.80	1	8
363+50	364+50	33	5.60	3	23
364+50	368+00	18	10.00	19	144
395+00	396+00	100	0.93	1	12
396+00	400+00	33	5.60	12	91
410+00	414+00	50	3.07	8	96
414+00	416+70	33	5.23	8	61
416+70	421+00	100	1.50	4	30
421+70	423+00	33	5.38	3	23
423+00	425+00	66	3.00	3	23
425+00	436+00	100	1.00	11	84

TEMPORARY EROSION CONTROL RIPRAP DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
LEFT	"B-REV"	–	–	–	–
115+00	125+00*	100	0.50	10	76
125+00	127+00	66	2.68	3	23
152+00	160+00	100	1.00	8	61
209+80	219+70	50	3.00	19	144
281+20	282+00	15	18.75	5	38
308+00	310+00	15	21.00	13	99
310+10	312+00	66	2.85	2	15
312+00	318+00	100	0.40	6	46
410+00	414+00	50	3.07	8	96
414+00	416+00	18	8.79	11	84
416+00	421+35	100	1.00	5	38
421+80	423+00	28	6.67	4	30
423+00	425+25	50	3.78	4	30
425+25	446+00	100	1.40	20	240
			TOTAL		2155

JOHN H. BROADUS REGISTERED NO 9600427 STATE OF INDIANA PROFESSIONAL ENGINEER

* Includes Station Equation

R-24568

TEMPORARY EROSION CONTROL TABLES

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2( )		124	358

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
PR-C-REV					
200+00	201+00 Lt.	29	3.94	3	18
201+00	205+00 Lt.	58	2.00	6	48
205+00	214+00 Lt.	58	1.00	15	120
S-1-B-REV					
5+75	8+00 Rt.	23	4.50	9	54
8+00	9+10 Rt.	39	2.20	2	12
6+50	9+10 Lt	23	4.10	11	66
10+19	12+50 Lt.	29	3.13	8	48
10+19	12+50 Rt.	58	1.82	4	24
S-2-B-REV					
10+00	11+00 Lt.	58	0.30	1	3
10+00	11+00 Rt.	58	0.50	1	3
14+50	15+25 Lt.	58	0.80	1	3
16+00	17+40 Lt.	16	6.50	8	24
12+00	15+00 Rt.	58	0.40	5	15
15+00	15+50 Rt.	29	3.00	1	3
15+50	17+00 Rt.	23	4.50	6	18
17+00	17+40 Rt.	13	8.25	3	9
18+50	19+40 Rt.	23	4.22	4	12
19+40	20+00 Rt.	29	3.50	2	6
20+00	20+80 Rt.	58	2.00	1	3
20+00	20+80 Lt.	58	2.00	1	3
S-3-B-REV					
7+10	9+10 Lt.	58	1.05	3	9
7+10	9+10 Rt.	58	0.58	3	9
10+20	11+00 Lt.	39	2.15	2	6
10+20	11+00 Rt.	39	2.48	2	6
S-4-B-REV					
9+76	10+50 Lt.	39	2.77	2	6
10+50	11+50 Lt.	58	0.70	1	3
9+76	10+50 Rt.	39	2.66	2	6
10+50	11+50 Rt.	58	0.50	1	3
S-5-B-REV					
6+00	9+50 Lt.	19	5.50	18	54
S-6-B-REV					
13+00	17+00 Lt.	19	5.10	21	63
13+00	15+75 Rt.	16	6.30	17	51
15+75	17+00 Rt.	58	1.60	2	6
17+00	17+50 Rt.	13	7.60	3	9
18+60	20+70 Lt.	58	1.60	3	18
21+60	24+00 Lt.	39	2.50	6	36
18+85	21+00 Rt.	39	2.05	5	30
21+00	22+00 Rt.	23	4.20	4	24
22+30	23+00 Rt.	19	5.36	3	18
23+00	24+00 Rt.	29	3.95	3	18
S-7-B-REV					
8+55	9+85 Lt.	19	5.50	6	18
S-8-B-REV					
11+25	14+50 Lt.	58	0.78	5	15
11+40	14+30 Rt.	58	0.50	5	15
S-9-B-REV					
5+25	6+00 Lt.	39	2.05	1	3
6+00	7+25 Lt.	19	6.00	4	12
7+25	9+50 Lt.	58	1.50	3	9
5+25	6+00 Rt.	58	0.60	1	3
S-10-B-REV					
10+65	12+00 Lt.	58	1.11	2	6
10+65	12+00 Rt.	58	1.44	2	6

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK

STATION TO STATION		SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN
S-11-B-REV					
5+75	6+00 Lt.	13	8.00	1	3
6+00	9+00 Lt.	29	4.00	10	30
9+00	9+40 Lt.	29	3.50	1	3
6+00	7+00 Rt.	39	3.00	2	6
7+00	8+50 Rt.	19	5.67	7	21
8+50	9+55 Rt.	39	2.50	4	12
S-12-B-REV					
5+80	9+55 Lt.	58	1.00	6	18
5+80	9+55 Rt.	58	1.50	6	18
S-13-B-REV					
9+16	9+67 Lt.	58	1.37	1	3
9+16	9+67 Rt.	39	2.94	1	3
S-14-B-REV					
8+25	9+94 Lt.	58	1.07	2	6
8+25	9+94 Rt.	39	2.41	4	12
S-15-B-REV					
11+01	12+50 Lt.	58	0.30	2	6
11+01	14+00 Rt.	58	1.00	5	15
S-16-B-REV					
5+00	7+00 Lt.	58	2.00	3	18
7+00	8+70 Lt.	29	3.50	5	30
9+10	9+30 Lt.	19	5.15	1	6
5+00	6+00 Rt.	58	1.20	1	6
6+00	7+00 Rt.	39	2.40	2	12
7+00	8+00 Rt.	29	3.20	3	18
8+00	9+00 Rt.	19	5.25	5	30
9+00	9+50 Rt.	58	0.40	1	6
PR-1	–	–	–	–	–
202+35	204+50 Lt.	39	2.09	5	30
204+50	207+50 Lt.	19	5.40	15	90
202+50	204+50 Rt.	58	2.00	3	18
204+50	208+00 Rt.	19	6.00	18	108
208+00	209+50	39	2.50	3	18
TOTAL					11,068

TEMPORARY EROSION CONTROL SLOPE DRAIN

STATION	LFT.
SLOPE DRAIN LT.	
70+00	40
97+00	25
115+00	30
154+00	30
166+00	40
178+00	50
186+00	20
201+00	70
208+00	75
269+50	30
279+40	45
310+50	50
367+00	60
393+50	25
478+00	50
SLOPE DRAIN RT.	
70+00	30
99+00	30
114+00	30
454+00	20
166+00	30
178+00	50
186+00	30
208+00	50
210+00	10
233+00	35
311+00	35
367+00	20
478+00	30
TOTAL	1040

TEMPORARY EROSION CONTROL PERIMETER PROTECTION

STATION TO STATION		LENGTH OF PROTECTION
LEFT	B-REV	
59+50	60+50	100
66+00	72+00	600
185+00	196+00	1100
200+00	210+00	1000
239+50	251+50	1200
261+00	283+00	2200
290+00	293+00	300
309+00	311+00	200
333+50	335+50	200
358+50	366+50	800
381+00	384+00	300
390+50	391+50	100
393+50	395+50	200
414+50	415+50	100
RIGHT	B-REV	
86+00	101+00	1500
170+00	185+00	1500
226+50	233+50	700
248+00	259+00	1100
309+00	312+00	300
324+00	345+00	2100
365+00	369+00	400
458+50	465+50	700
470+00	478+00	800
TOTAL		17,500

TEMPORARY EROSION CONTROL INTERCEPTER DITCH

STATION TO STATION		LENGTH OF PROTECTION
LEFT	B-REV	
70+00	75+00	500
88+00	97+00	900
111+00	115+00	400
154+00	159+00	500
165+00	178+00	1300
181+00	191+00	1000
201+00	203+00	300
206+50	222+00	1550
269+50	271+00	150
276+00	282+00	600
309+00	310+50	150
362+50	367+50	500
391+50	393+50	200
478+00	481+00	300
RIGHT	B-REV	
70+00	76+00	600
88+00	99+00	1100
111+00	114+00	300
154+00	160+00	600
165+00	178+00	1300
181+00	189+00	800
206+50	208+50	200
210+00	222+00	1200
229+00	233+00	400
309+50	311+00	150
365+00	367+00	200
478+00	483+00	500
TOTAL		15,650

TEMPORARY EROSION CONTROL CULVERT PIPE PROTECTION

STATION	STR. NO.	EACH
8+20	11	1
26+00	19	1
45+14	28	2
64+20	32	1
72+60	33	1
94+80	36	1
98+99	37	1
126+95	39	1
207+50	55	1
211+57	56	1
215+15	57	1
220+78	58	1
245+05	64	1
281+20	72	1
297+70	76	1
310+08	77	1
339+25	80	1
342+85	81	1
365+60	86	1
372+49	89	1
374+00	89	1
398+20	94	1
465+00	110	1
478+50	113	1

TEMPORARY EROSION CONTROL CULVERT PIPE PROTECTION

STATION		STR. NO.	EACH
9+10	"S-1-B-Rev."	116	1
10+19	"S-1-B-Rev."	117	1
17+40	"S-2-B-Rev."	123	1
19+40	"S-2-B-Rev."	124	1
9+03	"S-3-B-Rev."	126	1
10+20	"S-3-B-Rev."	127	1
9+74	"S-4-B-Rev."	128	1
9+40	"S-5-B-Rev."	130	1
18+70	"S-6-B-Rev."	131	1
22+30	"S-6-B-Rev."	132	1
11+30	"S-8-B-Rev."	133	1
6+00	"S-9-B-Rev."	135	1
9+50	"S-12-B-Rev."	138	2
9+78	"S-13-B-Rev."	139	1
9+99	"S-14-B-Rev."	143	1
11+01	"S-15-B-Rev."	144	1
9+50	"S-16-B-Rev."	147	1
TOTAL			43

TEMPORARY EROSION CONTROL SEDIMENT TRAP

STATION	CYS.
162+00 Lt.	155
162+15 Rt.	40
181+00 Lt.	40
TOTAL	235

TEMPORARY EROSION CONTROL DROP INLET PROTECTION

STATION	STR. NO.	EACH
155+47 Rt.	47	1
283+48 Rt.	73	1
TOTAL		2

TEMPORARY EROSION CONTROL SEDIMENT BASIN

STATION	CYS.
–	–
160+00 Lt.	367
160+00 Rt.	367
421+00 Lt.	260
421+00 Rt.	325
422+00 Lt.	427
422+00 Rt.	334
TOTAL	2080

JOHN M. BROADUS REGISTERED NO. 9600422 STATE OF INDIANA PROFESSIONAL ENGINEER

PLOT DATE & TIME: JAN 9, 0000 - 00:00:00 - Plotted from TRANSCO

DESIGNED _____ CHECKED _____
DRAWN _____ CHECKED _____
REVISED _____ CHECKED _____

R-24568

MISCELLANEOUS TABLES

FEDERAL ROAD REGION NO.	STATE	PROJECT. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2( )		125	358

GUARDRAIL SUMMARY TABLE

LOCATIONS		LEFT	RIGHT	W-BEAM GUARDRAIL LENGTH						GUARDRAIL FLARE RATE	GUARDRAIL TRANSITION TYPE TGB	GUARDRAIL END TREATMENT TYPE GS	GUARDRAIL END TREATMENT TYPE I	W-BEAM GUARDRAIL SYSTEM				REMARKS
				STANDARD POST AT 6'-3" SPA.	STANDARD POST AT 6'-3"	DOUBLE FACED AT 6'-3" SPA.	LONG POST AT 6'-3" SPA.	SHOP CURVED AT 6'-3" SPA.	NESTED GUARDRAIL					TERMINAL END SECTION		CONNECTOR SYSTEM		
STATION	TO STATION			Lft.	Lft.	Lft.	Lft.	Lft.	Lft.		EACH	EACH	EACH	TYPE	EACH	TYPE	EACH	
157+75.98	159+75.98		X		125							1		1	1			
158+74.59	159+99.59	X			100						1	1						
159+65.48	160+11.73		X		6.25						1			1	1			
162+08.27	164+58.27	X			225						1	1						
162+20.41	162+66.66		X		6.25						1			1	1			
176+48.69	178+13.69		X		125						1			1	1			
176+88.69	178+13.69	X			100						1	1						
180+46.31	181+68.61		X		100						1	1						
180+46.31	182+90.06	X			218.75						1		1			1	1	Connector System Modified
183+65.00	192+18.75	X			810			25				1	1					
276+50	281+75	X			525							2						
308+50	311+20.00	X			255							1		1	1			
309+50	311+50		X		200							2						
364+35.00	367+25		X		275							1		1	1			
362+75	366+15.00	X			325							1		1	1			
418+44.69	420+94.69		X		225						1	1						
419+44.69	420+94.69	X			125						1	1						
422+36.14	423+86.14		X		125						1	1						
422+36.14	424+86.14	X			225						1	1						
Cul-de-Sac	113+00	X			30													
Cul-de-Sac	224+00		X		30													
TOTALS					4156.25			25			12	17	2	X	7	X	2	

MAILBOX SUMMARY TABLE

SINGLE MAILBOX ASSEMBLY		DOUBLE MAILBOX ASSEMBLY	
STATION	EACH	STATION	EACH
"B-REV"		"B-REV"	
27+69 Rt.	1	27+66 Rt.	1
28+41 Rt.	1	41+84 Rt.	1
35+41 Rt.	1	126+03 Rt.	1
37+56 Rt.	1	156+31 Lt.	1
40+96 Rt.	1	166+49 Lt.	1
43+87 Rt.	1	247+50 Rt.	1
50+47 Rt.	1	283+51 Rt.	1
60+45 Rt.	1		
151+05 Rt.	1	"S-1-B-REV"	
152+03 Lt.	1	13+05 Lt.	1
153+20 Lt.	1		
154+45 Rt.	1	"S-14-B-REV"	
155+20 Lt.	1	9+25 Rt.	1
156+31 Lt.	1		
168+44 Lt.	1		
233+20 Rt.	1		
239+10 Rt.	1		
247+52 Rt.	1		
261+61 Rt.	1		
264+25 Rt.	1		
271+20 Rt.	1		
273+63 Rt.	1		
276+10 Rt.	1		
304+75 Rt.	1		
350+72 Rt.	1		
372+58 Rt.	1		
378+85 Rt.	1		
388+70 Rt.	1		
401+20 Rt.	1		
405+75 Rt.	1		
425+50 Rt.	1		
456+84 Rt.	1		
471+21 Lt.	1		
"S-2-B-REV"			
13+50 Rt.	1		
"S-5-B-REV"			
8+40 Lt.	1		
8+55 Rt.	1		
"S-7-B-REV"			
8+66 Rt.	1		
"S-12-B-REV"			
5+46 Lt.	1		
"S-14-B-REV"			
9+25 Rt.	1		
"PR-1"			
205+30 Rt.	1		
207+50 Rt.	1		
TOTAL	41	TOTAL	9

MONUMENT TABLE

STATION	TYPE B	TYPE C
"B-REV"		
P.I. 11+49.41	1	
P.I. 20+50.24	1	
P.I. 44+28.94		1
P.I. 57+49.90		1
P.I. 94+79.06		1
P.I. 117+18.58		1
* P.I. ~~148+45.01~~ PI 145+00.30	1	
P.I. 191+98.89	1	
* P.I. ~~231+50.38~~ & P.I 228+57.32	Revised	1
P.I. 249+46.08		1
P.I. 271+53.33	1	
P.I. 285+03.67	1	
P.I. 306+95.63	1	
P.I. 335+49.52		1
P.I. 355+11.72		1
P.C. 363+59.16	1	
P.T. 378+53.25	1	
P.I. 409+05.93		1
P.I. 420+69.02	1	
P.I. 422+80.06	1	
P.I. 435+01.40	1	
P.I. 458+33.10		1
P.I. 473+98.22		1
P.O.T. 485+03.45	1	
TOTALS	13	11

* THIS MONUMENT HAS BEEN PLACED ON 228+57.32 AS THE ORIGINAL STATION WAS ON OLD "B' LINE

PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from TRAN

DESIGNED _____ CHECKED _____
DRAWN _____ CHECKED _____
REVISED _____ CHECKED _____

JOHN M. BROADUS REGISTERED NO. 9500422 STATE OF INDIANA PROFESSIONAL ENGINEER

UNDERDRAIN TABLE

FEDERAL REGION NO.	ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5		IND.	NH-005-2(009)		126	358

LEFT EDGE OF PAVEMENT

SPECIAL GRADE	OUTLET PROTECTOR No.	OUTLET PROTECTOR TYPE 1	2	3	OUTLET THRU SHOULDER	DELINEATOR POST EACH	6" OUTLET PIPE HIGH END FEET	6" OUTLET PIPE LOW END FEET	BENDS EACH 45°	90°	OUTLET AT STATION	6" TYPE 4 PIPE FEET	STATION
													LINE B-Row
	OP-1	1											7+00
	OP-2			1	Lt.		28	28	4		11+58	458	11+58
17+00 410.21	OP-2				Lt.		28	28	4		11+58	642	18+00
18+00 411.97													
													18+00
18+00 411.97	OP-3			1	Lt.		23	28	4		18+00	500	23+00
19+00 412.45													
22+00 414.90													
23+00 414.90	OP-4			1	Lt.			23	2		23+00	350	23+00
26+50 415.90													26+50
	OP-5	1			Lt.		28	28	4		26+50	600	26+50
													32+50
	OP-6	1			Lt.			28	2		32+50	342	32+50
													35+92
	OP-7			1									35+92
35+92 421.90	OP-98				Rt.		20	64	4		40+50	458	40+50
37+00 420.84													
	OP-99												40+50
	OP-8	1			Lt.		64	28	4		45+10	460	45+10
													45+10
46+00 404.88	OP-9		1		Lt.			26	2		48+58	348	48+58
48+58 403.47	OP-9				Lt.		34	26	4		48+58	540	53+98
51+00 404.34	OP-10	1											
													54+03
	OP-11	1			Lt.		32	34	4		54+03	595	59+98
	OP-12	1											60+03
	OP-13	1			Lt.		28	32	4		60+03	597	66+00
													66+00
	OP-14	1			Lt.		28	28	4		66+00	600	72+00
													72+00
	OP-15	1			Lt.			28	2		72+00	350	75+50
													75+50
80+00 426.35	OP-16	1			Lt.		20	28	4		75+50	605	81+55
81+55 429.85													
													81+55
81+55 429.25	OP-17			1	Lt.			20	2		81+55	390	85+45
85+45 433.58													
													85+45
85+45 433.58	OP-18	1			Lt.			28	2		88+50	305	88+50
87+00 431.98													88+50
	OP-19	1			Lt.			28	2		91+50	300	91+50
													91+50
	OP-20	1			Lt.		28	28	4		97+50	600	97+50
													97+50
102+00 401.44	OP-21			1	Lt.		28	23	4		103+50	600	103+50
103+50 401.12													
													103+50
103+50 401.12	OP-22	1			Lt.		23	28	4		110+00	650	110+00
105+00 398.80													
													110+00
	OP-23	1			Lt.		28	30	4		116+00	600	116+00
													116+00
	OP-24	1			Lt.		30	28	4		122+00	655	122+00
													122+00
	OP-25	1			Lt.		28	28	4		128+12	612	128+12
	OP-25				Lt.			28	2		128+12	288	131+00
													131+00
131+00 381.31	OP-26			1	Lt.		20	20	4		131+00	600	137+00
137+00 383.71													
													137+00
137+00 383.71	OP-27			1	Lt.			20	2		137+00	333	140+33
138+00 383.30													

RIGHT EDGE OF PAVEMENT

STATION	6" TYPE 4 PIPE FEET	OUTLET AT STATION	BENDS EACH 45°	90°	6" OUTLET PIPE LOW END FEET	6" OUTLET PIPE HIGH END FEET	DELINEATOR POST EACH	OUTLET THRU SHOULDER	OUTLET PROTECTOR TYPE 1	2	3	OUTLET PROTECTOR No.	SPECIAL GRADE
LINE B-Row													
7+00									1			OP-91	
7+00	458	11+58	4		28	28		Rt.		1		OP-92	
11+58	642	11+58	4		28	28		Rt.				OP-92	
18+00													
18+00	500	18+00	4		28	28		Rt.			1	OP-93	
23+00													
23+00	350	23+00	2		28			Rt.			1	OP-94	
26+50													
26+50	600	26+50	4		28	28		Rt.	1			OP-95	
32+50													
32+50	342	32+50	2		28			Rt.	1			OP-96	
35+92													
35+92										1		OP-97	
40+48	456	40+48	4		32	28		Rt.	1			OP-98	
40+53									1			OP-99	
45+20	467	45+20	4		32	32		Rt.	1			OP-100	
45+20													
45+20	338	48+58	2		32			Rt.	1			OP-101	
48+58	542	48+58	4		32	60		Rt.				OP-101	
54+00												OP-10	
54+00	600	54+00	4		60	64		Lt.				OP-11	
60+00												OP-12	
60+00	600	60+00	4		64	28		Lt.				OP-13	
66+00													
66+00	600	66+00	4		28	28		Rt.	1			OP-102	
72+00													
72+00	350	72+00	2		28			Rt.	1			OP-103	
75+50													
75+50	605	75+50	4		28			Rt.	1			OP-104	
81+55													
81+55	390	81+55	2		20			Rt.			1	OP-105	81+55 429.25
85+45													85+45 433.58
85+45	305	88+50	2		28			Rt.	1			OP-106	85+45 433.58
88+50													87+00 431.98
88+50	300	91+50	2		32			Rt.	1			OP-107	
91+50													
91+50	600	97+50	4		34	32		Rt.	1			OP-108	
97+50													
97+50	600	103+50	4		23	34		Rt.			1	OP-109	102+00 401.44
103+50													103+50 401.12
103+50	650	110+00	4		28	23		Rt.	1			OP-110	
110+00													
110+00	600	116+00	4		28	28		Rt.	1			OP-111	
116+00													
116+00	655	122+00	4		28	28		Rt.	1			OP-112	
122+00													
122+00	612	128+12	4		28	28		Rt.	1			OP-113	
128+12	288	128+12	2		28			Rt.				OP-113	
131+00													
131+00	600	131+00	4		20	20		Rt.			1	OP-114	131+00 381.31
137+00													137+00 383.71
137+00	333	137+00	2		20			Rt.		1		OP-115	137+00 383.71
140+33													138+00 383.30

LEFT EDGE OF PAVEMENT

SPECIAL GRADE	OUTLET PROTECTOR No.	OUTLET PROTECTOR TYPE 1	2	3	OUTLET THRU SHOULDER	DELINEATOR POST EACH	6" OUTLET PIPE HIGH END FEET	6" OUTLET PIPE LOW END FEET	BENDS EACH 45°	90°	OUTLET AT STATION	6" TYPE 4 PIPE FEET	STATION
													LINE B-Row
													140+33
	OP-28	1			Lt.			28	2		144+20	387	144+20
													144+20
	OP-29	1			Lt.		28	28	4		150+68	648	150+68
	OP-29				Lt.			28	2		150+68	372	154+40
													154+40
	OP-30	1			Lt.			28	2		154+40	392	158+32
													158+32
	OP-31			1	Lt.			18	2		160+00	168	160+00
													162+25
	OP-32	1			Lt			28	2		166+08	383	166+08
	OP-32				Lt.			28	2		166+08	392	170+00
	OP-33	1			Lt.		28	28	4		170+00	550	175+50
	OP-34	1											175+50
	OP-35	1			Lt.			18	2		178+00	250	178+00
	OP-36	1											180+50
	OP-37	1			Lt.		18	20	4		185+20	470	185+20
	OP-37				Lt.		30	20	4		185+20	650	191+70
196+70 406.36	OP-38	1			Lt.		23	30	4		191+70	600	197+70
197+70 409.89													197+70
197+70 409.89	OP-39			1	Lt.		20	23	4		197+70	672	204+42
204+42 420.10	OP-40			1									
													204+42
204+42 420.10	OP-41	1			Lt.		20	28	4		208+88	446	208+88
206+00 419.03	OP-41				Lt.		28	28	4		208+88	612	215+00
													215+00
	OP-42	1			Lt.		28	28	4		215+00	450	219+50
													219+50
	OP-43	1			Lt.		28	28	2		219+50	350	223+00
													223+00
	OP-44	1			Lt.		30	28	4		223+00	636	229+36
	OP-45	1											
													229+36
	OP-46	1			Lt.		30	30	4		237+00	516	237+00
													237+00
	OP-47	1			Lt.		30	28	4		242+00	500	242+00
													242+00
	OP-136				Rt.		28	56	4		248+42	642	248+42
	OP-137				Rt.		28	56	4		248+42	558	254+00
	OP-48	1			Lt.		28	28	4		254+00	500	259+00
													259+00
	OP-49	1			Lt.		28	28	4		259+00	600	265+00
													265+00
	OP-50	1			Lt.		30	28	4		265+00	642	271+42
	OP-51	1											
													271+42
	OP-52	1			Lt.		30	28	4		276+50	550	276+50
													276+50
	OP-53	1			Lt.			20	2		279+40	290	279+40
	OP-53				Lt.			20	2		279+40	340	282+80
	OP-54	1			Lt.		28	28	4		282+80	609	288+89
	OP-55	1											

RIGHT EDGE OF PAVEMENT

STATION	6" TYPE 4 PIPE FEET	OUTLET AT STATION	BENDS EACH 45°	90°	6" OUTLET PIPE LOW END FEET	6" OUTLET PIPE HIGH END FEET	DELINEATOR POST EACH	OUTLET THRU SHOULDER	OUTLET PROTECTOR TYPE 1	2	3	OUTLET PROTECTOR No.	SPECIAL GRADE
LINE B-Row													
140+33													
140+33	387	144+20	2		30			Rt.	1			OP-116	
144+20													
144+20	648	150+68	4		28	30		Rt.	1			OP-117	
150+68	372	150+68	2		28			Rt.				OP-117	
154+40													
154+40	392	154+40	2		28			Rt.	1			OP-118	
158+32													
158+32													
160+00	168	160+00	2		19			Rt.	1			OP-119	
162+25													
166+08	383	166+08	2		28			Rt.	1			OP-120	
170+00	392	166+08	2		28			Rt.				OP-120	
170+00													
175+50	550	170+00	4		28	28		Rt.	1			OP-121	
175+50									1			OP-122	
178+00	250	178+00	2		18			Rt.	1			OP-123	
178+00													
180+50									1			OP-124	
185+20	470	185+20	4		28	18		Rt.	1			OP-125	
185+20	600	185+20	4		28	28		Rt.				OP-125	
191+20													
191+20	650	191+20	4		28	20		Rt.	1			OP-126	196+70 409.38
197+70													197+70 410.20
197+70	672	197+70	4		20	20		Rt.		1		OP-127	197+70 410.20
204+42										1		OP-128	204+42 420.10
204+42	446	208+88	4		28	20		Rt.	1			OP-129	204+42 420.10
208+88	612	208+88	4		28	28		Rt.				OP-129	206+00 419.03
215+00													
215+00	450	215+00	4		28	28		Rt.	1			OP-130	
219+50													
219+50	350	219+50	2		28			Rt.			1	OP-131	
223+00													
223+00	636	223+00	4		28	28		Rt.	1			OP-132	
229+36													
229+36									1			OP-133	
237+00	516	237+00	4		28	28		Rt.	1			OP-134	
237+00													
243+00	600	243+00	4		28	28		Rt.	1			OP-135	
243+00	540	248+40	4		32	28		Rt.	1			OP-136	
248+40													
248+45	555	248+45	4		32	28		Rt.	1			OP-137	
254+00													
254+00	500	254+00	4		28	28		Rt.	1			OP-138	
259+00													
259+00	600	259+00	4		28	28		Rt.	1			OP-139	
265+00													
265+00	642	265+00	4		28	28		Rt.	1			OP-140	
271+42													
271+42	550	276+50	4		28	28		Rt.	1			OP-142	
276+50													
276+50	290	279+40	2		28			Rt.	1			OP-143	
279+40	340	279+40	2		28			Rt.				OP-143	
282+80													
282+80	609	282+80	4		28	28		Rt.	1			OP-144	
288+89													

* * MAINTAIN A MINIMUM GRADE OF 0.20%

R-24568

SHEET 126 of 358 SR69UDT1

PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from: TRAN

DESIGNED EOL 10/99 CHECKED EOL 10/99
DRAWN JMK 10/99 CHECKED EOL 10/99
REVISED ASH 1/00 CHECKED

UNDERDRAIN TABLE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(009)		127	358

LEFT EDGE OF PAVEMENT

SPECIAL GRADE	OUTLET PROTECTOR No.	OUTLET PROTECTOR TYPE 1	2	3	OUTLET THRU SHOULDER	DELINEATOR POST EACH	6" OUTLET PIPE HIGH END FEET	6" OUTLET PIPE LOW END FEET	BENDS EACH 45°	90°	OUTLET AT STATION	6" TYPE 4 PIPE FEET	STATION
													288+89
	OP-56	1			Lt.		28	28	4		294+50	551	294+50
	OP-57	1			Lt.			28	2		297+76	326	294+50
	OP-57				Lt.		28	28	4		297+76	524	297+76
													303+00
													303+00
	OP-58		1		Lt.			28	2		303+00	212	305+12
													305+12
	OP-59	1			Lt.			30	2		308+50	338	308+50
													308+50
	OP-60	1			Lt.		30	28	4		315+00	650	315+00
	OP-151				Rt.			52	2		317+73	273	315+00
	OP-152				Rt.		28	52	4		317+73	577	317+73
													323+50
	OP-61	1			Lt.		28	28	4		323+50	650	323+50
													330+00
	OP-62	1			Lt.			28	2		330+00	365	330+00
													333+65
	OP-63	1											
	OP-64	1			Lt.		24	28	4		339+00	535	333+65
													339+00
	OP-65	1			Lt.			28	2		342+75	375	339+00
													342+75
347+00	459.40 OP-66		1		Lt.		28	26	4		349+00	625	349+00
349+00	459.00												
349+00	459.00 OP-67	1			Lt.		26	28	4		355+00	600	349+00
351+00	458.12												355+00
	OP-68	1			Lt.		28	28	4		360+48	548	355+00
													360+48
	OP-69	1											
	OP-70	1			Lt.		28	33	4		367+01	648	360+53
	OP-70				Lt.		30	33	4		367+01	649	367+01
													373+50
	OP-71			1	Lt.			24	2		373+50	150	373+50
													375+00
	OP-72	1			Lt.			28	2		375+00	376	375+00
													378+76
	OP-73	1			Lt.			28	2		381+98	322	378+76
													381+98
	OP-74	1											
386+00	343.07 OP-75			1	Lt.		28	20	4		388+00	597	382+03
388+00	342.20												388+00
	OP-76	1			Lt.		28	28	4		392+98	498	388+00
													392+98
	OP-77	1											
	OP-78	1			Lt.		28	28	4		399+00	597	393+03
													399+00
404+00	430.05 OP-79			1	Lt.		28	22	4		405+00	600	399+00
405+00	428.65												405+00
405+00	428.65 OP-80			1	Lt.		22	22	4		411+00	600	411+00
411+00	410.45												
													411+00
	OP-81	1			Lt.		22	28	4		417+00	600	417+00
													417+00
419+00	390.42 OP-82	1			Lt.		28	20	4		421+10	410	421+10
421+90	389.80												

RIGHT EDGE OF PAVEMENT

STATION	6" TYPE 4 PIPE FEET	OUTLET AT STATION	BENDS EACH 45°	90°	6" OUTLET PIPE LOW END FEET	6" OUTLET PIPE HIGH END FEET	DELINEATOR POST EACH	OUTLET THRU SHOULDER	OUTLET PROTECTOR TYPE 1	2	3	OUTLET PROTECTOR No.	SPECIAL GRADE
288+89		294+50	4		28	28		Rt.	1			OP-146	
294+50													
294+50													
294+50	326	297+76	2		28			Rt.	1			OP-147	
297+76	524	297+76	4		28	28		Rt.				OP-147	
303+00													
303+00													
305+12	212	303+00	2		28			Rt.			1	OP-148	
305+12													
308+50	388	309+00	2		36			Rt.	1			OP-149	
309+00													
311+50	250	311+50	2		24			Rt.	1			OP-150	
311+50													
317+70	620	317+70	4		28	24		Rt.	1			OP-151	
317+75													
323+50	575	317+75	4		28	28		Rt.	1			OP-152	
323+50													
330+00	650	323+50	4		28	28		Rt.	1			OP-153	
330+00													
333+65	365	330+00	2		28			Rt.			1	OP-154	
333+65													
333+65	335	337+00	2		33			Rt.	1			OP-155	
337+00													
337+00	600	343+00	4		28	33		Rt.	1			OP-156	
343+00													
343+00	650	349+00	4		22	28		Rt.			1	OP-157	344+00 461.54
349+50													349+50 460.00
349+50	550	355+50	4		30	22		Rt.	1			OP-158	349+50 460.00
355+00													351+00 458.62
355+00	550	360+50	4		52	30		Lt.				OP-68	
360+50													
												OP-69	
360+50	651	367+01	4		20	52		Rt.	1			OP-159	
367+01	649	367+01	4		20	28		Rt.				OP-159	
373+50													
373+50	150	373+50	2		28			Rt.	1			OP-160	
375+00													
375+00	376	375+00	2		24			Rt.	1			OP-161	
378+76													
378+76	324	382+00	2		52			Lt.				OP-73	
382+00													
								Lt.				OP-74	
382+03	600	388+00	4		22	52		Rt.			1	OP-162	356+00 343.07
388+00													388+00 342.20
388+00	500	393+00	4		54	22		Lt.				OP-76	
393+00													
												OP-77	
393+00	600	399+00	4		28	54		Rt.	1			OP-163	
399+00													
399+00	600	405+00	4		20	28		Rt.			1	OP-164	404+00 429.07
405+00													405+00 427.55
405+00	600	411+00	4		21	20		Rt.			1	OP-165	405+00 427.55
411+00													411+00 409.47
411+00	600	417+00	4		28	21		Rt.	1			OP-166	
417+00													
417+00	410	421+10	4		20	28		Rt.			1	OP-167	419.00 390.65
421+10													421+90 389.90

LEFT EDGE OF PAVEMENT

SPECIAL GRADE	OUTLET PROTECTOR No.	OUTLET PROTECTOR TYPE 1	2	3	OUTLET THRU SHOULDER	DELINEATOR POST EACH	6" OUTLET PIPE HIGH END FEET	6" OUTLET PIPE LOW END FEET	BENDS EACH 45°	90°	OUTLET AT STATION	6" TYPE 4 PIPE FEET	STATION
422+40	389.55 OP-83	1			Lt.		24	20	2		422+40	360	422+40
426+00	391.35												426+00
426+00	391.35 OP-84		1		Lt.		54	24	4		426+00	600	426+00
428+00	392.67 OP-170												432+00
	OP-171				Rt.		28	54	4		432+00	650	432+00
													438+50
	OP-85	1			Lt.		28	28	4		438+50	650	438+50
													445+00
	OP-86	1			Lt.		28	28	4		445+00	650	445+00
													451+50
457+00	424.99 OP-87	1			Lt.		20	28	4		451+50	650	451+50
458+00	426.20												458+00
458+00	426.20 OP-88		1		Lt.		24	20	4		458+00	650	458+00
													464+50
	OP-89	1			Lt.		54	24	4		464+50	650	464+50
	OP-177												471+00
	OP-178				Rt.		54	54	4		471+00	600	471+00
													477+00
	OP-179												
	OP-180				Rt.		28	54	4		477+03	497	477+03
													482+00
	OP-90	1			Lt.			28	2		482+00	303	482+00
													485+03

RIGHT EDGE OF PAVEMENT

STATION	6" TYPE 4 PIPE FEET	OUTLET AT STATION	BENDS EACH 45°	90°	6" OUTLET PIPE LOW END FEET	6" OUTLET PIPE HIGH END FEET	DELINEATOR POST EACH	OUTLET THRU SHOULDER	OUTLET PROTECTOR TYPE 1	2	3	OUTLET PROTECTOR No.	SPECIAL GRADE
422+40													
426+00	360	422+40	2		24	24		Rt.	1			OP-168	422+40 489.70
													426+00 491.50
426+00	598	426+00	4		24	28		Rt.		1		OP-169	426+00 491.50
431+98										1		OP-170	428+00 392.97
432+03	647	432+03	4		28	28		Rt.	1			OP-171	
438+50													
438+50	650	438+50	4		28	28		Rt.	1			OP-172	
445+00													
445+00	650	445+00	4		28	28		Rt.	1			OP-173	
451+50													
451+50	650	451+50	4		28	28		Rt.	1			OP-174	
458+00													
458+00	650	458+00	4		24	28		Rt.		1		OP-175	
464+50													
464+50	648	464+50	4		28	28		Rt.	1			OP-176	
470+98										1		OP-177	
471+03	595	471+03	4		28	28		Rt.	1			OP-178	
476+98										1		OP-179	
477+03	497	477+03	4		28	30		Rt.	1			OP-180	
482+00													
482+00	303	482+00	2		30			Rt.	1			OP-181	
485+03													

TOTALS

Pipe, Type 4, 6 in.	=	94,016 Lft.
Pipe, Underdrain Outlet, 6 in.		
Outlet = 5425		
632 Bends x 2Lft/Bend = 1264		
Total	=	6,689 Lft.
Aggregate for Underdrains 94,016 x 0.09 Cys./Lft.	=	8,462 Cys.
"B" Borrow for Str. Backfill 6,689 x 0.09 Cys./Lft.	=	602 Cys.
Geotextile for Underdrains 94,016 x 6.2 + 9	=	64,767 Sys.
Outlet Protector, 1		140 Each
Outlet Protector, 2		15 Each
Outlet Protector, 3		26 Each
Video Inspection		10,000 Lft.

* * MAINTAIN A MINIMUM GRADE OF 0.20%

R-24568

SHEET 127 OF 358 SR69UDT2

PLOT DATE & TIME: JAN 0, 0000 - 00:00:00 - Plotted from: TRAN

DESIGNED BCG 10/98 CHECKED BCG 10/98
DRAWN JMK 10/98 CHECKED BCG 10/98
REVISED CHECKED

PAVED SIDE DITCH & SODDING SUMMARY TABLE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2( )		128	358

FROM STATION	TO STATION	LOCATION			PAVED SIDE DITCH										RIPRAP			SODDING			
					ACTUAL LENGTH	CUT OFF WALLS (5' EQUIVALENT LENGTH EA.)	LUGS (4' EQUIVALENT LENGTH EACH)	TOTAL EQUIVALENT PAY LENGTH TYPE							GEOTEXTILES FOR DITCHES	REVETMENT RIPRAP FOR DITCHES	UNIFORM RIPRAP FOR DITCHES	FOR DITCHES	FOR MEDIAN	FOR SHOULDER	FOR LAWN
		LEFT	MEDIAN	RIGHT	LFT	EACH	EACH	LFT	LFT	LFT	LFT	LFT	LFT		SYS.	TONS	TONS	SYS	SYS	SYS	SYS
LINE "B-REV"																					
8+20	9+25	X															105				
11+50	18+50	X															1012				
12+00	13+25			X											212		105				
13+25	16+25			X											772		408	(riprap to top of ditch)			
18+95	21+00			X														296			638
25+00	27+00			X														200			
25+00	29+70	X																470			
26+25	29+75			X																	583
30+75	35+00			X														425			
32+75	36+00	X																325			
34+50	35+25			X																	125
37+50	39+00			X														217			367
38+00	43+00	X																500			
39+00	41+15			X											263	125					
40+00	42+50			X																	278
41+15	44+00			X														257			
43+00	45+20	X													271	128					
44+00	44+80			X											100	47					
45+05	45+75			X														70			
45+45	45+75	X													39	18					
61+80	62+85			X											131	61					
69+50	76+75			X														725			
72+10	77+00	X													601	286					
77+00	84+00	X																1011			
87+50	94+65	X													876	417					
76+75	78+00			X											155	73					
78+00	84+00			X														867			
109+20	111+75	X													428	215					
109+20	110+45			X											212	105					
110+45	112+45			X														200			
125+00	130+00	X																500			
124+00	126+00			X														289			
126+00	127+00			X											125	58					
127+00	130+00			X														300			
151+00	154+00			X																	1170
153+00	155+25	X																225			
154+00	156+00			X														200			840
156+00	160+00			X														400			
160+00	160+60	X													76	35					
160+00	160+60			X											76	35					
162+15	165+00			X														285			
180+75	182+00	X													155	73					
192+25	197+00	X													795		400				
186+75	197+00			X											1436	365	337				
197+00	202+00	X																722			
197+00	206+70			X														1401			
206+70	208+50			X											225	105					
208+50	209+70			X														120			
209+70	214+20			X											552	263					
209+80	210+70	X													112	53					
210+70	214+00	X																330			
214+00	223+25	X													1133	540					
214+30	224+95			X											1304	621					
223+25	227+70	X																643			
224+95	226+70			X														253			
232+15 BACK	238+20 AHEAD			X											439	208					
234+00 BACK	239+50 AHEAD	X																303			
238+50	243+00			X														650			
245+05	246+00	X																100			
245+50	250+50	X																			1400
243+00	245+05			X											253	120					
250+60	261+00	X																1040			
254+75	258+00			X														325			
267+00	268+25	X																125			
270+75	271+70	X													119	55					
274+00	278+25			X														425			
275+00	276+25	X													212		105				
280+00	281+20			X											149	70					

FROM STATION	TO STATION	LOCATION			PAVED SIDE DITCH										RIPRAP			SODDING			
					ACTUAL LENGTH	CUT OFF WALLS (5' EQUIVALENT LENGTH EA.)	LUGS (4' EQUIVALENT LENGTH EACH)	TOTAL EQUIVALENT PAY LENGTH TYPE							GEOTEXTILES FOR DITCHES	REVETMENT RIPRAP FOR DITCHES	UNIFORM RIPRAP FOR DITCHES	FOR DITCHES	FOR MEDIAN	FOR SHOULDER	FOR LAWN
		LEFT	MEDIAN	RIGHT	LFT	EACH	EACH	LFT	LFT	LFT	LFT	LFT	LFT		SYS	TONS	TONS	SYS	SYS	SYS	SYS
281+20	283+75			X														255			
281+20	284+00	X																			
283+75	286+00			X														277	131		
288+00	291+25			X																	325
295+00	297+00			X																	200
297+00	298+50			X														186	88		
297+00	300+00	X																			300
298+50	302+00			X																	325
305+25	307+75	X																			275
307+75	312+00	X																522	250		
308+75	312+25			X														430	204		
317+50	318+25			X														94	44		
318+25	322+75			X																	450
322+75	323+75			X														125	58		
323+75	332+75			X																	900
322+75	333+00	X																			1025
333+60	336+00			X																	347
336+00	340+00			X														491	233		
337+70	339+10	X																237		118	
339+50	340+00	X																			50
340+00	343+60	X																442	210		
341+00	344+25			X														400	190		
353+00	363+00			X																	1444
355+50	359+00	X																			400
363+00	368+00			X														614	292		
365+20	368+25	X																375	178		
373+00	376+00	X																369	175		
374+00	375+00			X														125	58		
379+50	382+50	X																369	175		
388+20	390+50	X																			332
382+00	388+25			X																	903
392+75	394+25	X																186	88		
396+00	400+25			X														712		358	
396+00	398+20	X																271	128		
398+20	400+25	X																			205
400+25	402+50	X																			175
400+25	402+50			X																	175
402+50 BACK	416+25 AHEAD	X																2302		1162	
402+50 BACK	416+95 AHEAD			X														2418		1221	
416+25	417+25	X																			100
416+95	418+25			X																	155
421+70	425+00			X														553	278		
421+80	425+25	X																424	201		
425+25	433+00	X																			1120
429+75	441+00			X																	1125
431+00	437+50	X																			1805
436+75	442+00	X																			525
443+75	452+75			X																	900
448+75	452+00	X																			325
452+75	454+00			X														155	73		
456+50	457+75	X																			347
456+75	458+00			X																	125
461+50	462+65	X																			166
464+75	469+00	X																			425
465+00	467+00			X														247	117		
470+00	471+25			X														212		105	
477+00	478+50			X																	150
479+00	480+75			X																	175
479+75	480+75	X																125	58		
480+75	485+00	X																522	248		
480+75	485+00			X														522	248		
464+00	214+50"PR-C"	X																			3173
LINE "S-1-B-REV"																					
5+75	8+25			X														308		146	
8+25	9+10			X																	85
6+50	9+10	X																320		152	
10+19	12+50	X																285		135	
10+19	12+50			X																	231

DESIGNED: CHECKED:
DRAWN: CHECKED:
REVISED: CHECKED:

PLOT DATE & TIME: DEC 17, 1997 - 12:58:17

JOHN N. BROADUS REGISTERED NO. 9500427 STATE OF INDIANA PROFESSIONAL ENGINEER

R-24568 SODTABLE

PAVED SIDE DITCH & SODDING SUMMARY TABLE

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2( )	*	129	358

FROM STATION	TO STATION	LOCATION			PAVED SIDE DITCH										RIPRAP			SODDING			
								TOTAL EQUIVALENT PAY LENGTH														
								TYPE														
		LEFT	MEDIAN	RIGHT	ACTUAL LENGTH	CUT OFF WALLS (5' EQUIVALENT LENGTH EA.)	LUGS (4' EQUIVALENT LENGTH EACH)								GEOTEXTILES FOR DITCHES	REVETMENT RIPRAP FOR DITCHES	UNIFORM RIPRAP FOR DITCHES	FOR DITCHES	FOR MEDIAN	FOR SHOULDER	FOR LAWN
					LFT	EACH	EACH	LFT	LFT	LFT	LFT	LFT	LFT		SYS.	TONS	TONS	SYS	SYS	SYS	SYS
LINE "S-2-B-REV"																					
10+25	11+50	X																			167
10+25	11+50			X																	167
12+70	15+00			X																	307
14+50	16+00	X																			333
15+00	17+40			X											215		93				
16+00	17+40	X													215		93				
18+50	19+40			X											82		35				
19+40	20+80			X														93			
19+40	20+80	X																93			
LINE "S-3-B-REV"																					
7+10	9+10	X																133			
10+20	11+00	X																53			
10+20	11+00			X														53			
LINE "S-4-B-REV"																					
9+76	10+50	X																49			
9+76	11+00			X														83			
LINE "S-5-B-REV"																					
6+00	9+50	X													313		136				
LINE "S-6-B-REV"																					
12+75	17+00	X													380		165				
12+75	15+75			X											268		117				
15+75	16+75			X														67			
16+75	17+50			X														50			
18+60	20+70	X																210			
18+85	21+00			X														215			
21+00	24+00			X											369	175					
21+60	24+00	X																240			
LINE "S-7-B-REV"																					
8+25	10+85	X													233		101				
8+75	9+75			X																	156
LINE "S-9-B-REV"																					
5+25	5+75	X																33			
5+75	7+25	X													135		58				
7+25	9+50	X																150			
LINE "S-10-B-REV"																					
10+65	12+00	X																90			
10+65	12+00		X															90			
LINE "S-11-B-REV"																					
4+75	9+40	X													571	271					
4+75	9+50			X											577	274					
LINE "S-12-B-REV"																					
5+00	6+50			X																	133
5+65	7+25			X														107			
7+00	9+55	X																170			
9+00	9+55			X														37			
LINE "S-13-B-REV"																					
9+16	9+67	X																34			
9+16	9+67			X														34			
LINE "S-14-B-REV"																					
8+00	9+94	X																129			259
8+00	9+94			X														129			259
LINE "S-15-B-REV"																					
12+50	14+00			X														100			

FROM STATION	TO STATION	LOCATION			PAVED SIDE DITCH										RIPRAP			SODDING			
								TOTAL EQUIVALENT PAY LENGTH														
								TYPE														
		LEFT	MEDIAN	RIGHT	ACTUAL LENGTH	CUT OFF WALLS (5' EQUIVALENT LENGTH EA.)	LUGS (4' EQUIVALENT LENGTH EACH)								GEOTEXTILES FOR DITCHES	REVETMENT RIPRAP FOR DITCHES	UNIFORMED RIPRAP FOR DITCHES	FOR DITCHES	FOR MEDIAN	FOR SHOULDER	FOR LAWN
					LFT	EACH	EACH	LFT	LFT	LFT	LFT	LFT	LFT		SYS	TONS	TONS	SYS	SYS	SYS	SYS
LINE "S-16-B-REV"																					
5+00	7+00	X																			200
5+00	7+00			X																	200
7+00	9+30	X													284	134					
7+00	9+25			X											277	131					
LINE "PR-1"																					
202+35	204+25	X																			127
204+25	207+50	X													291		126				
202+50	204+25			X																	117
204+25	208+00			X											135		58				
208+00	209+50			X																	100
TOTALS															29,672	8,308	5,997	25,146			12,517

PLOT DATE & TIME: DEC 17 1997 - 12:58:17

DESIGNED: CHECKED:
DRAWN: CHECKED:
REVISED: CHECKED:

JOHN M. BROADUS
REGISTERED
NO. 9600427
STATE OF INDIANA
PROFESSIONAL ENGINEER

R-24568 SODTABLE2