

667 Scanned

S.R. 269("S-16-B-Rev.") TRAFFIC DATA	
A.A.D.T.(1998)	471 V.P.D.
A.A.D.T.(2020)	730 V.P.D.
D.H.V.(2020)	73 V.P.H.
DIRECTIONAL DISTRIBUTION	50%
TRUCKS	NA D.H.V. NA A.A.D.T.
ESAL'S MAINLINE	1,100,000
DESIGN DATA	
DESIGN SPEED	45 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	RURAL COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	ROLLING
ACCESS CONTROL	NONE

AS-BUILT:
 General Notes:
 - All Class II third surfaces were in place with #8's stone surface.
 - 2000 17.00 3rd construction by others and extended both directions.
 - POSEY COUNTY APPROVED FROM ORIGINAL TO TRAFFIC DEPARTMENT.

INDIANA DEPARTMENT OF TRANSPORTATION

ROAD PLANS

4563403

S.R. 69 FROM: R.P. 917+375 TO: R.P. 926+434

ST MA-F NH PROJECT NO. 005-2 (E) P.E. (004) R/W (009) CONST () UTIL.

BEGINNING AT POINT ON THE CENTERLINE OF STATE ROAD 69 APPROXIMATELY 3267 FEET SOUTH OF THE CENTERLINE INTERSECTION OF COUNTY ROAD 400 SOUTH AND STATE ROAD 69, THENCE NORTH ALONG THE EXISTING AND NEW ALIGNMENT OF STATE ROAD 69, 47579.86 FEET TO THE END OF THE PROJECT, ALL CONTAINED IN SECTIONS 5,6,8,17,20,29, T-6-S,R-13-W, BLACK AND LYNN TOWNSHIPS, SECTIONS 30, 31, & 32, T-5-S, R-13-W, & SECTIONS 13, 24 & 25, T-5-S, R-14-W, LYNN AND HARMONY TOWNSHIPS, POSEY COUNTY, INDIANA.

FEDERAL ROAD REGION NO.	STATE	PROJECT	FISCAL YEAR
5	INL	NH-005-2(009)	

S.R. 69 TRAFFIC DATA	
A.A.D.T.(1998)	3840
A.A.D.T.(2020)	6010
D.H.V.(2020)	601 V.P.H.
DIRECTIONAL DISTRIBUTION	50%
TRUCKS	7% D.H.V. 12% A.A.D.T.
ESAL'S MAINLINE/SHOULDER	3,100,000/500,000
DESIGN DATA	
DESIGN SPEED	60 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	RURAL PRINCIPAL ARTERIAL
RURAL/URBAN	RURAL
TERRAIN	ROLLING
ACCESS CONTROL	NONE

"S-1-B-Rev.", S-6-B-Rev."*Rt. TRAFFIC DATA	
A.A.D.T.(1998)	937 V.P.D.
A.A.D.T.(2020)	1473 V.P.D.
D.H.V.(2020)	147 V.P.H.
DIRECTIONAL DISTRIBUTION	50%
TRUCKS	7% D.H.V. 7% A.A.D.T.
ESAL'S MAINLINE	1,100,000
DESIGN DATA	
DESIGN SPEED	55 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	RURAL COLLECTOR
RURAL/URBAN	RURAL
TERRAIN	ROLLING
ACCESS CONTROL	NONE

S-2-B-Rev., S-3-B-Rev., S-4-B-Rev., S-5-B-Rev., S-6-B-Rev.Lt., S-7-B-Rev., S-8-B-Rev., S-9-B-Rev., S-10-B-Rev., S-11-B-Rev., S-12-B-Rev., S-13-B-Rev., S-14-B-Rev., S-15-B-Rev.

TRAFFIC DATA	
A.A.D.T.(1998)	UNDER 1000 V.P.D.
A.A.D.T.(2020)	UNDER 1000 V.P.D.
D.H.V.(2020)	UNDER 1000 V.P.H.
DIRECTIONAL DISTRIBUTION	50%
TRUCKS	NA D.H.V. NA A.A.D.T.
ESAL'S MAINLINE	250,000
DESIGN DATA	
DESIGN SPEED	55 M.P.H.
PROJECT DESIGN CRITERIA	RECONSTRUCTION (NON-FREEWAY)
FUNCTIONAL CLASSIFICATION	RURAL LOCAL ROAD
RURAL/URBAN	RURAL
TERRAIN	ROLLING
ACCESS CONTROL	NONE

GROSS LENGTH: 9.011 MI.
NET LENGTH: 8.917 MI.

SCALES:
 PLAN { LONG: 1" = 100' } PROFILE { HORIZ: 1" = 100' } MAX. GRADE 4.00%
 { TRANS: 1" = 100' } { VERT: 1" = 10' }

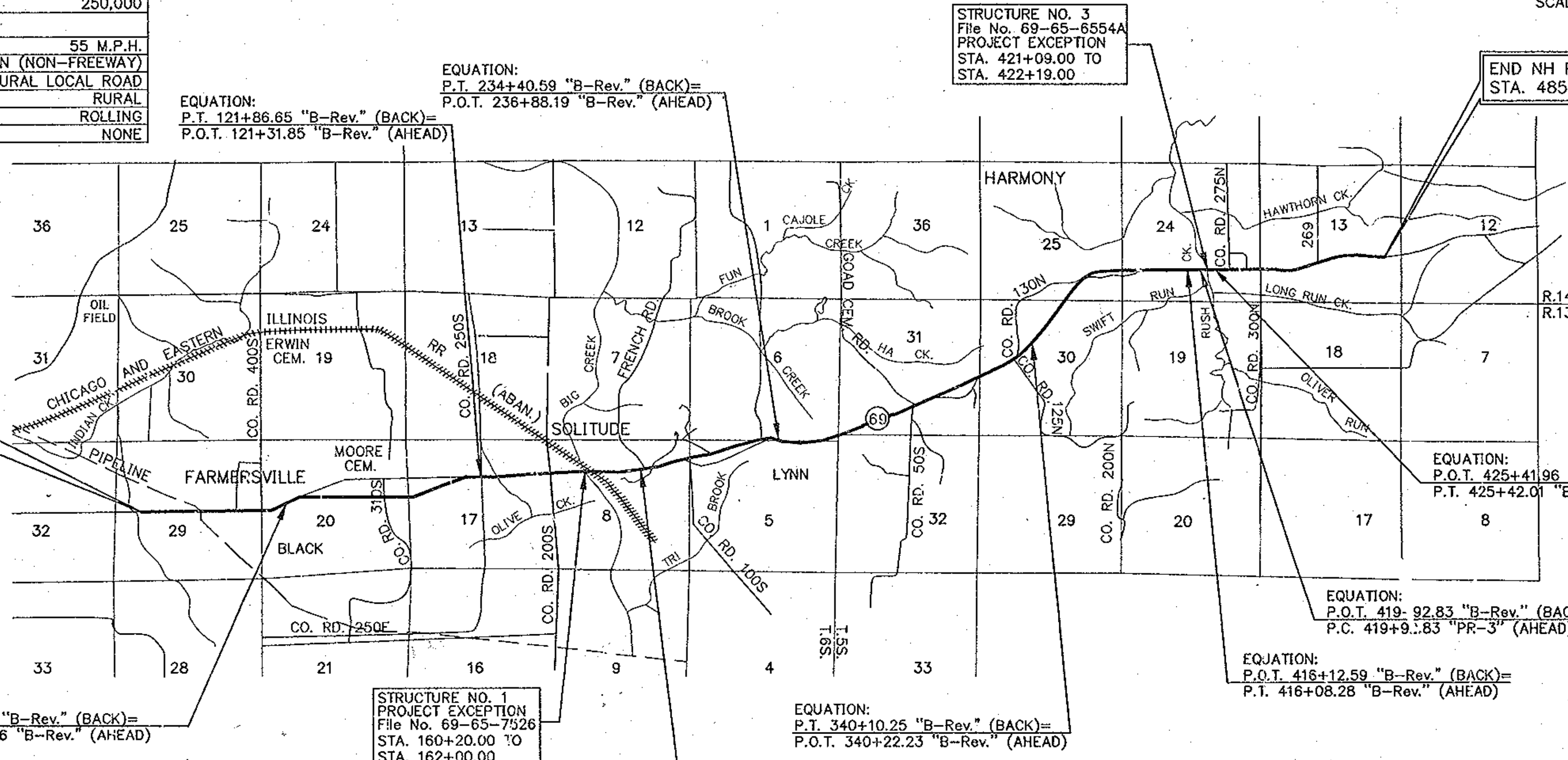


SCALE: 1" = 3000'

LOCATION OF SECTION INDICATED THUS

NOTE: For Location of Construction Signs & Barricades, See Maintenance Of Traffic Detail Sheets.

NOTE: Wherever Project No. STP-005-2() Appears In These Plans, It Should Be Interpreted As NH-005-2(009).



BEGIN NH PROJECT NO. 005-2() STA. 6+99.25 "B-Rev."

END NH PROJECT NO. 005-2() STA. 485+03.45 "B-REV."

RP 26.4

RP 17.4

EQUATION:
P.T. 48+96.77 "B-Rev." (BACK)=
P.O.T. 49+20.56 "B-Rev." (AHEAD)

STRUCTURE NO. 1
PROJECT EXCEPTION
File No. 69-65-7326
STA. 160+20.00 TO
STA. 162+00.00

EQUATION:
P.T. 340+10.25 "B-Rev." (BACK)=
P.O.T. 340+22.23 "B-Rev." (AHEAD)

EQUATION:
P.O.T. 419-92.83 "B-Rev." (BACK)=
P.C. 419+9.83 "PR-3" (AHEAD)

EQUATION:
P.O.T. 425+41.96 "PR-3" (BACK)=
P.T. 425+42.01 "B-Rev." (AHEAD)

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 1999
TO BE USED WITH THESE PLANS.

PLANS PREPARED BY:

JOHN M. PROADIS
REGISTERED PROFESSIONAL ENGINEER
INDIANA

629 WASHINGTON STREET
P.O. BOX 407
COLUMBUS, INDIANA, 47202
812-372-9911

CERTIFIED BY: *John M. Proadis* 7-10-2000 DATE

APPROVED FOR LETTING: _____ CHIEF, DIVISION OF DESIGN DATE

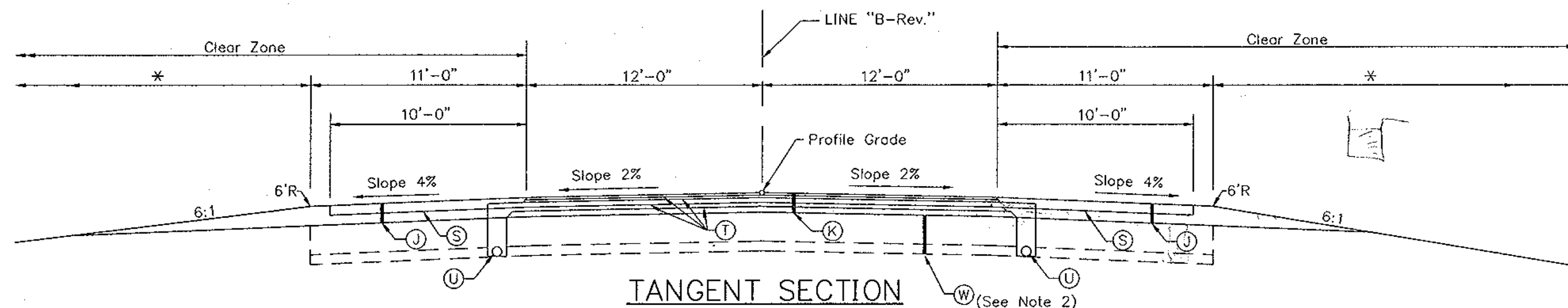
DES. NO. 8964400

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2(009)		1	358	

JULY 1981

SR69TITL

692 AA-2



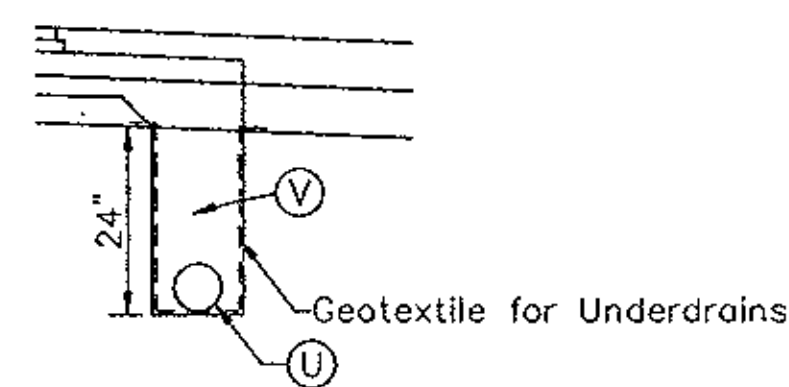
- | | |
|--|---|
| ① Sta. 6+99.25 to 39+50.06 "B-Rev." | ②④ Sta. 311+19.70 to 330+78.25 "B-Rev." |
| ⑤ Sta. 62+62.95 to 88+96.77 "B-Rev." | ②⑥ Sta. 340+22.23 to 349+51.61 "B-Rev." (See Note 1.) |
| ⑦ Sta. 100+37.22 to 112+36.67 "B-Rev." | ②⑨ Sta. 378+53.25 to 403+58.36 "B-Rev." |
| ⑨ Sta. 121+31.85 to 139+79.02 "B-Rev." | ③① Sta. 414+46.08 to 416+12.59 "B-Rev." |
| ⑪ Sta. 150+20.85 to 185+00.00 "B-Rev." | ③② Sta. 416+08.28 to 419+92.83 "B-Rev." |
| ⑱ Sta. 253+78.05 to 267+69.21 "B-Rev." | ③④ Sta. 425+40.00 to 425+41.96 "PR-3" |
| ⑳ Sta. 275+36.29 to 280+15.18 "B-Rev." | ③⑤ Sta. 425+41.99 to 453+74.77 "B-Rev." |
| ㉒ Sta. 289+91.57 to 302+70.95 "B-Rev." | ③⑦ Sta. 462+79.49 to 469+34.65 "B-Rev." |
| | ③⑨ Sta. 479+05.92 to 485+03.45 "B-Rev." |

FOR MAINLINE QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 64-28.

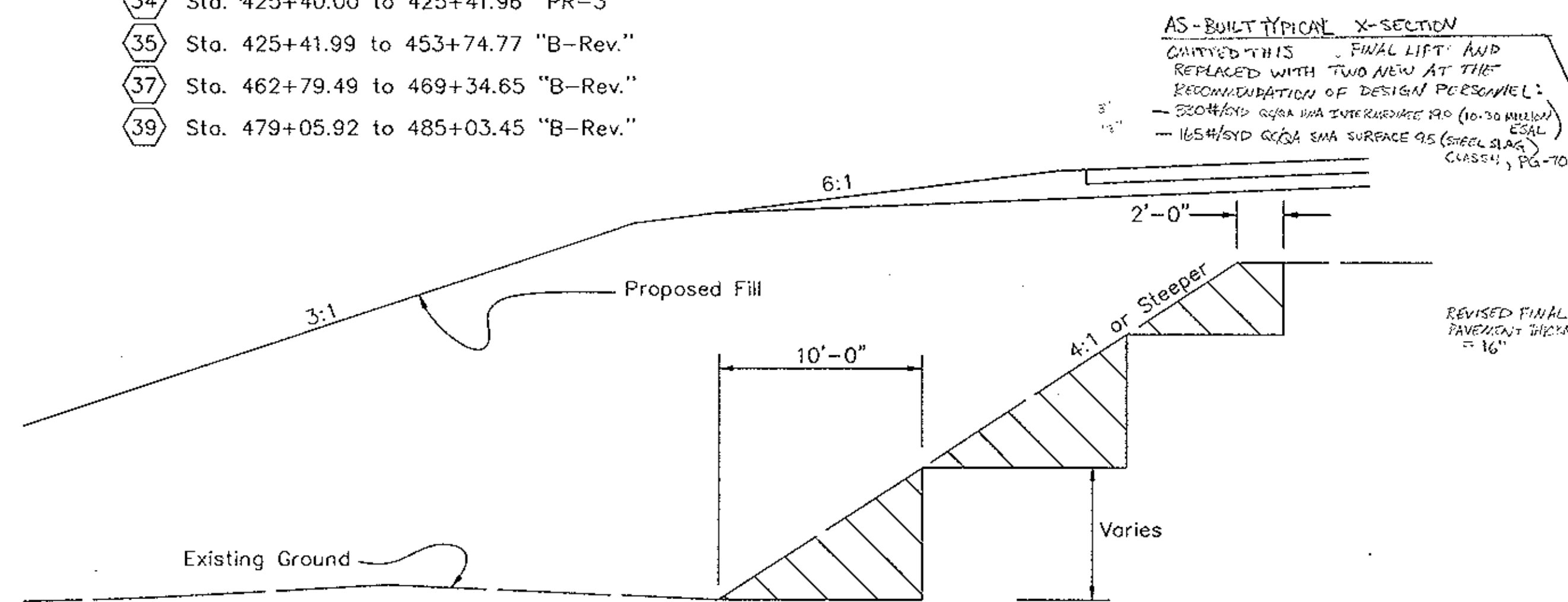
FOR SHOULDER QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 58-28.

LEGEND

- ④ 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
- ⑤ 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 230#/SYD HMA BASE C25.0mm, MAINLINE ON 330#/SYD QC/QA HMA BASE 25.0mm, MAINLINE
- ⑥ ASPHALT MATERIAL FOR PRIME COAT (0.00146 TONS/SYD.)
- ⑦ ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD.)
- ⑧ PIPE, TYPE 4, 6"
- ⑨ AGGREGATE FOR UNDERDRAIN
- ⑩ 24" SPECIAL SUBGRADE TREATMENT (18" COMPACTED IN PLACE)
- * SEE TYPICAL CROSS SECTION SHEET NO. 6 AND CONSTRUCTION CROSS SECTIONS.

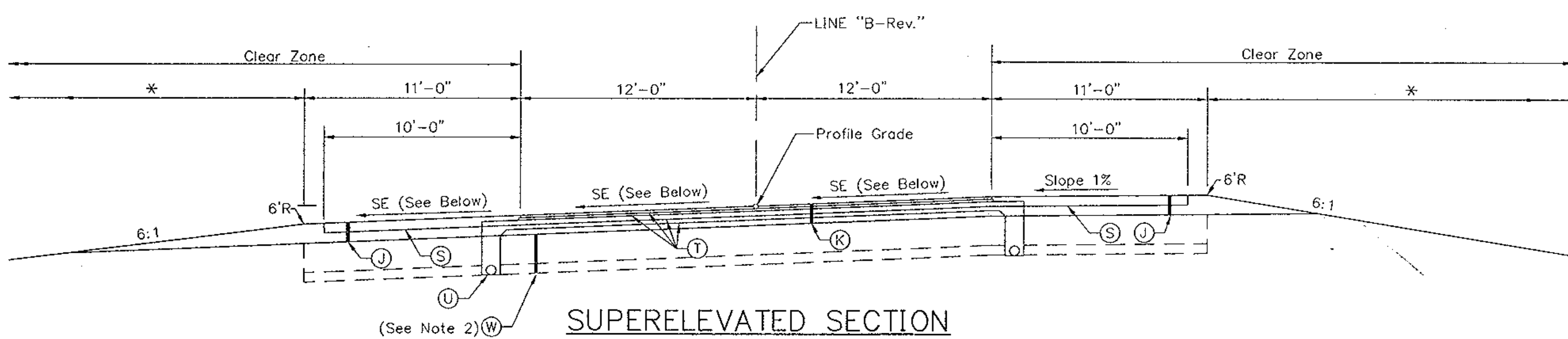


UNDERDRAIN DETAIL
Scale: 1/2"=1'-0"



TYPICAL BENCHING DETAIL
Not to Scale

- NOTE:
- Full depth shoulder to be constructed on the right from Station 346+00 to 368+00 "B-Rev". ESAL'S for this shoulder are 2,000,000. Milled corrugations required.
 - In wet areas, in place of 24" SST, subgrade to be treated 16" in depth with lime as required. Areas to be as directed in field.

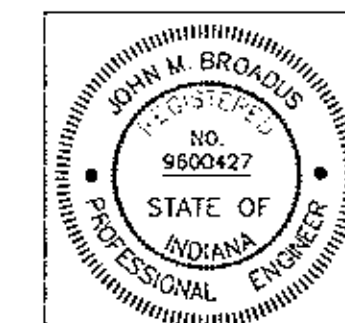


- | |
|--|
| ② Sta. 39+50.06 to 48+96.77 "B-Rev.", S.E.= 5.1% |
| ③ Sta. 49+20.56 to 50+53.30 "B-Rev.", S.E.= 5.1% |
| ⑥ Sta. 88+96.77 to 100+37.22 "B-Rev.", S.E.= 6.1% |
| ⑱ Sta. 244+83.89 to 253+78.05 "B-Rev.", S.E.= 7.8% |
| ⑳ Sta. 330+78.25 to 340+10.25 "B-Rev.", S.E.= 5.1% |
| ㉒ Sta. 453+74.77 to 462+79.49 "B-Rev.", S.E.= 6.1% |

S.R. 69
INDIANA DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS

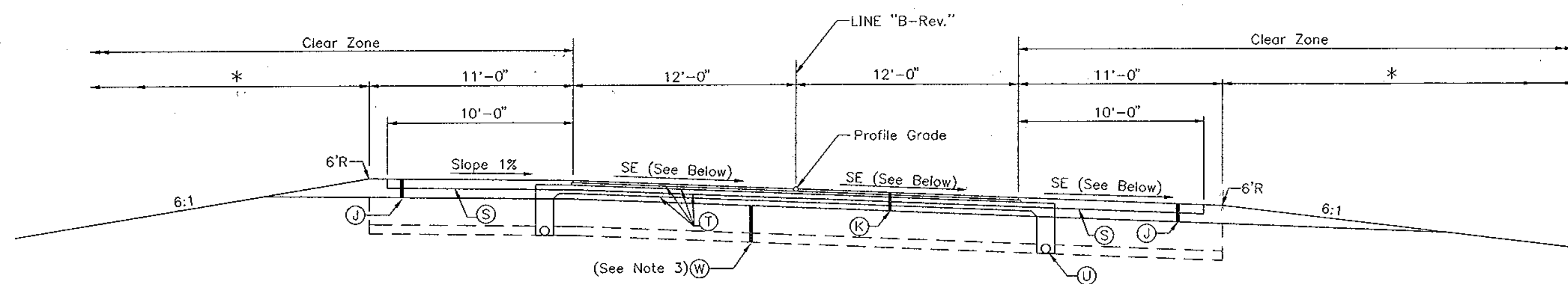
SCALE: 1/4"=1'-0"

DESIGNED: _____ CHECKED: _____
DRAWN: _____ CHECKED: _____
REVISION: MJK 1/00 CHECKED: PCG 1/00



PLOT DATE & TIME: JUN 26 1997 10:40:10 - Plotted from: TRANS

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()	2000	4	358



SUPERELEVATED SECTION

- ④ Sta. 50+53.30 to 62+62.95 "B-Rev.", S.E.= 6.1%
- ⑧ Sta. 112+36.67 to 121+86.65 "B-Rev.", S.E.= 6.1%
- ⑳ Sta. 361+06.25 to 378+53.25 "B-Rev.", S.E.= 7.4% (See Note 2)
- ⑳ Sta. 469+34.65 to 479+05.92 "B-Rev.", S.E.= 6.1%

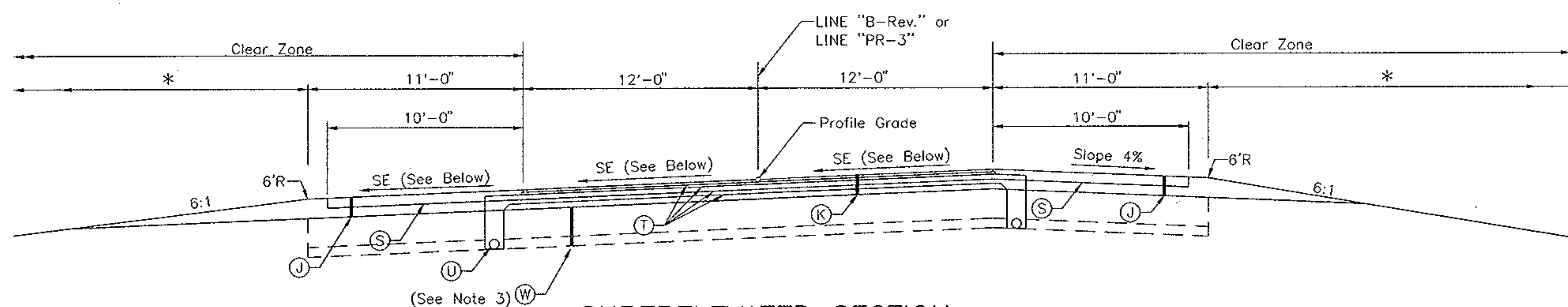
FOR MAINLINE QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 64-28.

FOR SHOULDER QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 58-28.

LEGEND

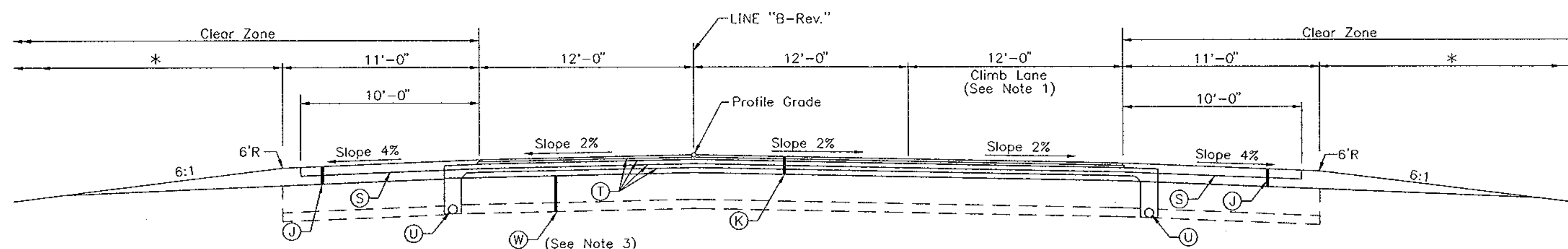
- ① PAVED SHOULDER
165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- ② FULL DEPTH PAVEMENT
140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON 330#/SYD 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
- ③ ASPHALT MATERIAL FOR PRIME COAT (0.00146 TONS/SYD.)
- ④ ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD.)
- ⑤ PIPE, TYPE 4, 6"
- ⑥ 24" SPECIAL SUBGRADE TREATMENT (18" COMPACTED IN PLACE)
- * SEE TYPICAL CROSS SECTION SHEET NO. 6 AND CONSTRUCTION CROSS SECTIONS.

- Notes:
- Climb Lane tapers from 0' at Sta. 185+00 to 12'-0" at Sta. 188+00. Climb Lane tapers from 12'-0" at Sta. 238+83.89 to 0' at Sta. 244+83.89.
 - Full depth shoulder to be constructed on the right from Station 346+00 to 368+00 "B-Rev". ESAL'S for this shoulder are 2,000,000. Milled corrugations required.
 - In wet areas, in place of 24" SST, subgrade shall be treated with lime 16" in depth as required. Areas to be determined in the field.



SUPERELEVATED SECTION

- ⑩ Sta. 139+79.02 to 150+20.85 "B-Rev.", S.E.= 2%
- ⑪ Sta. 280+15.18 to 289+91.57 "B-Rev.", S.E.= 2%
- ⑬ Sta. 302+70.95 to 311+19.70 "B-Rev.", S.E.= 2%
- ⑰ Sta. 349+51.61 to 361+06.25 "B-Rev.", S.E.= 2.2% (See Note 2)
- ⑳ Sta. 419+92.83 to 425+40.00 "PR-3", S.E.= 2.9%



TANGENT SECTION

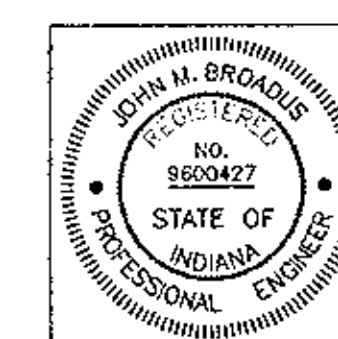
- ⑫ Sta. 185+00.00 to 187+28.93 "B-Rev."
- ⑭ Sta. 196+65.54 to 222+51.97 "B-Rev."
- ⑯ Sta. 236+88.19 to 244+83.89 "B-Rev."

S.R. 69

INDIANA DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

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

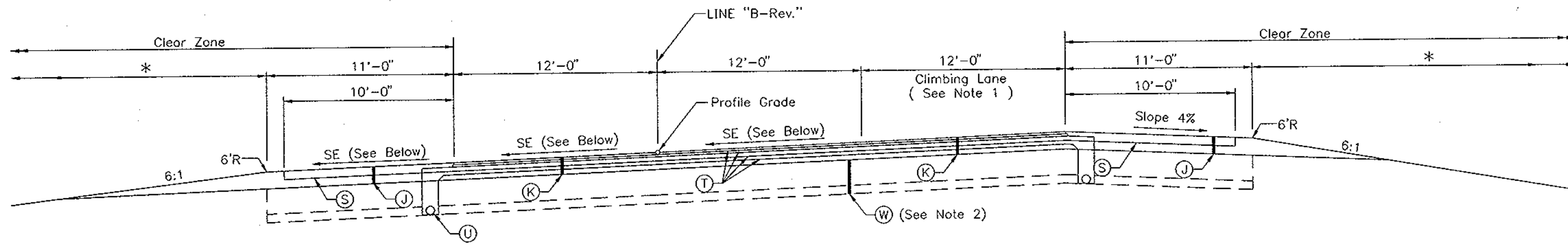


DESIGNED: _____ CHECKED: _____
 DRAWN: SKJ 12/99 CHECKED: _____
 REVISED: _____ CHECKED: _____

SR69TYP2

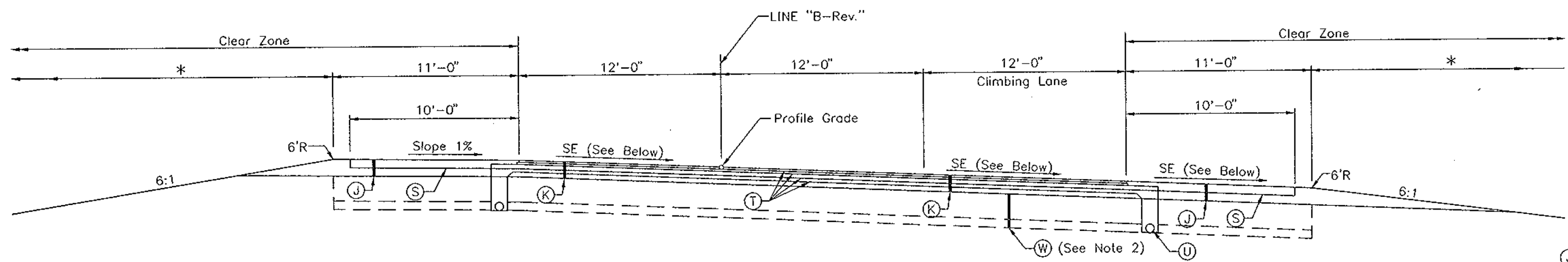
PLOT DATE & TIME: OCT 25, 1994 - 14:19:04 - Plotted from: TRANI

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



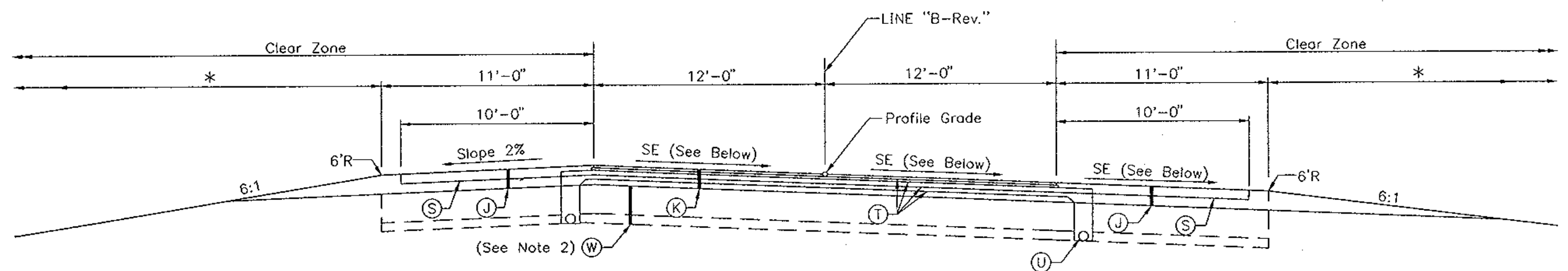
SUPERELEVATED SECTION

13 Sta. 187+28.93 to 196+65.54 "B-Rev.", S.E. = 2.9%



SUPERELEVATED SECTION

15 Sta. 222+51.97 to 234+40.59 "B-Rev.", S.E. = 5.1%



SUPERELEVATED SECTION

19 Sta. 267+69.21 to 275+36.29 "B-Rev.", S.E. = 2.9%
 30 Sta. 403+58.36 to 414+46.08 "B-Rev.", S.E. = 4.1%

Notes:

- Climb Lane tapers from 0' at 185+00 to 12'-0" at 188+00.
- In wet areas, in place of 24" SST, subgrade to be treated 16" in depth with lime as required. Areas to be as directed in field.

FOR MAINLINE QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 64-28.
 FOR SHOULDER QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 58-28.

LEGEND

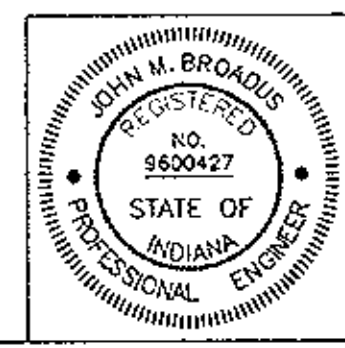
- J PAVED SHOULDER
165#/SYD QC/QA HMA SURFACE 9.5mm, SHOULDER WITH CORRUGATIONS ON 495#/SYD QC/QA HMA BASE 25.0mm, SHOULDER OVER 6" TYPE "O" COMPACTED AGGREGATE BASE, NO. 53
- K FULL DEPTH PAVEMENT
140#/SYD QC/QA HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD QC/QA HMA INTERMEDIATE 19.0mm, MAINLINE ON 330#/SYD 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
- S ASPHALT MATERIAL FOR PRIME COAT (0.00146 TONS/SYD.)
- T ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD.)
- U PIPE, TYPE 4, 6"
- W 24" SPECIAL SUBGRADE TREATMENT (18" COMPACTED IN PLACE)

* See Typical Cross Section Sheet No. 6 and Construction Cross Sections.

S.R. 69

**INDIANA DEPARTMENT OF TRANSPORTATION
 TYPICAL CROSS SECTIONS**

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



PLOT DATE & TIME: OCT. 25, 1994 - 14:21:01 - Plotted from: FRANI

DESIGNED: _____ CHECKED: _____
 DRAWN: _____ CHECKED: _____
 REVISED: MJK 1/00 CHECKED: PCG 1/00

SR69TYP3

Contr. R-24568

SHEET 5 OF 358

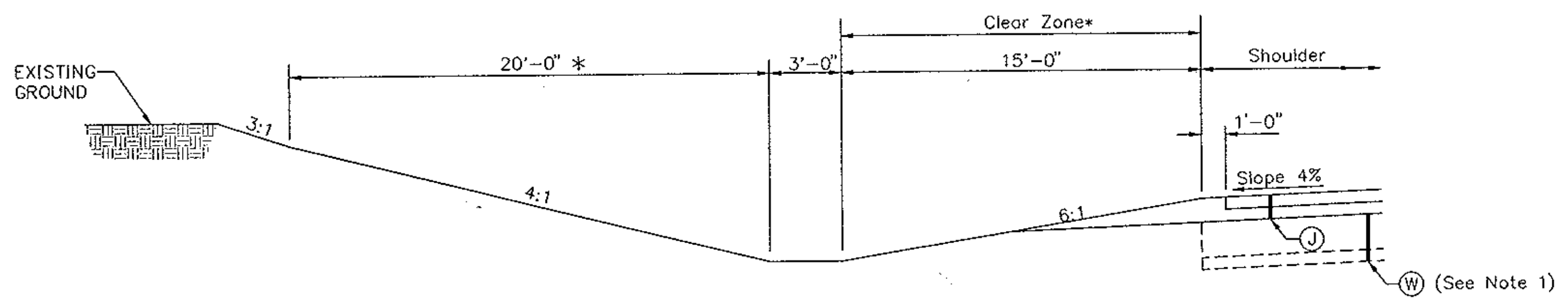
FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		6	358

FOR MAINLINE QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 64-28.
 FOR SHOULDER QC/QA MIXTURES USE PERFORMANCE GRADE BINDER 58-28.

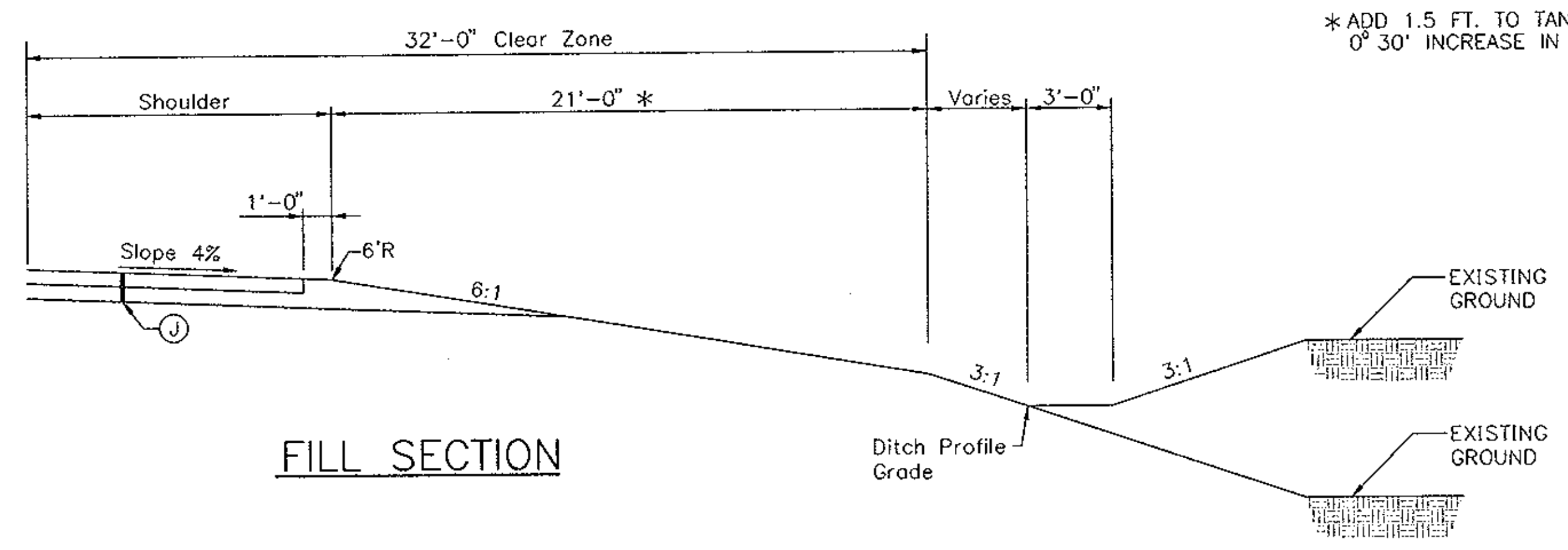
LEGEND

- (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 24" SPECIAL SUBGRADE TREATMENT
- (U) PIPE, TYPE 4, 6"
- (W) 24" SPECIAL SUBGRADE TREATMENT (18" COMPACTED IN PLACE)

NOTE:
 1. In wet areas, in place of 24" SST, subgrade to be treated 16" in depth with lime as required. Areas to be as directed in field.

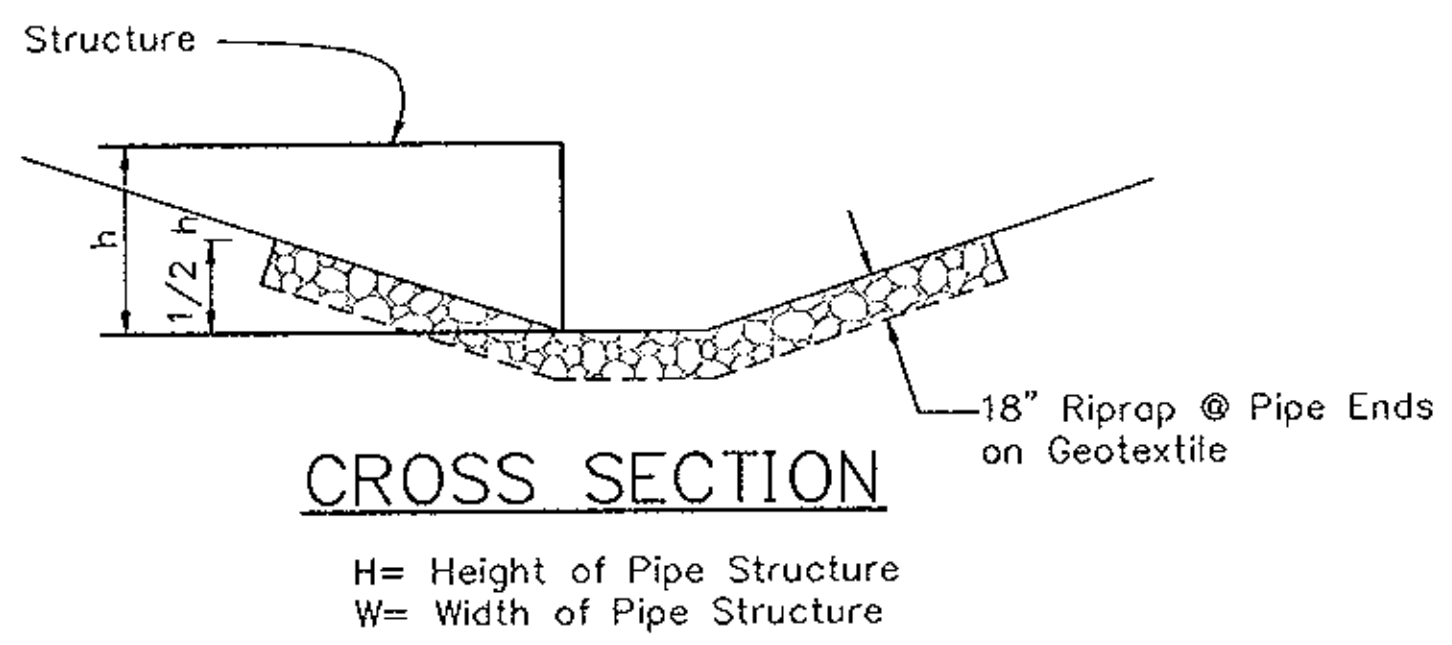


STANDARD DITCH CUT SECTION

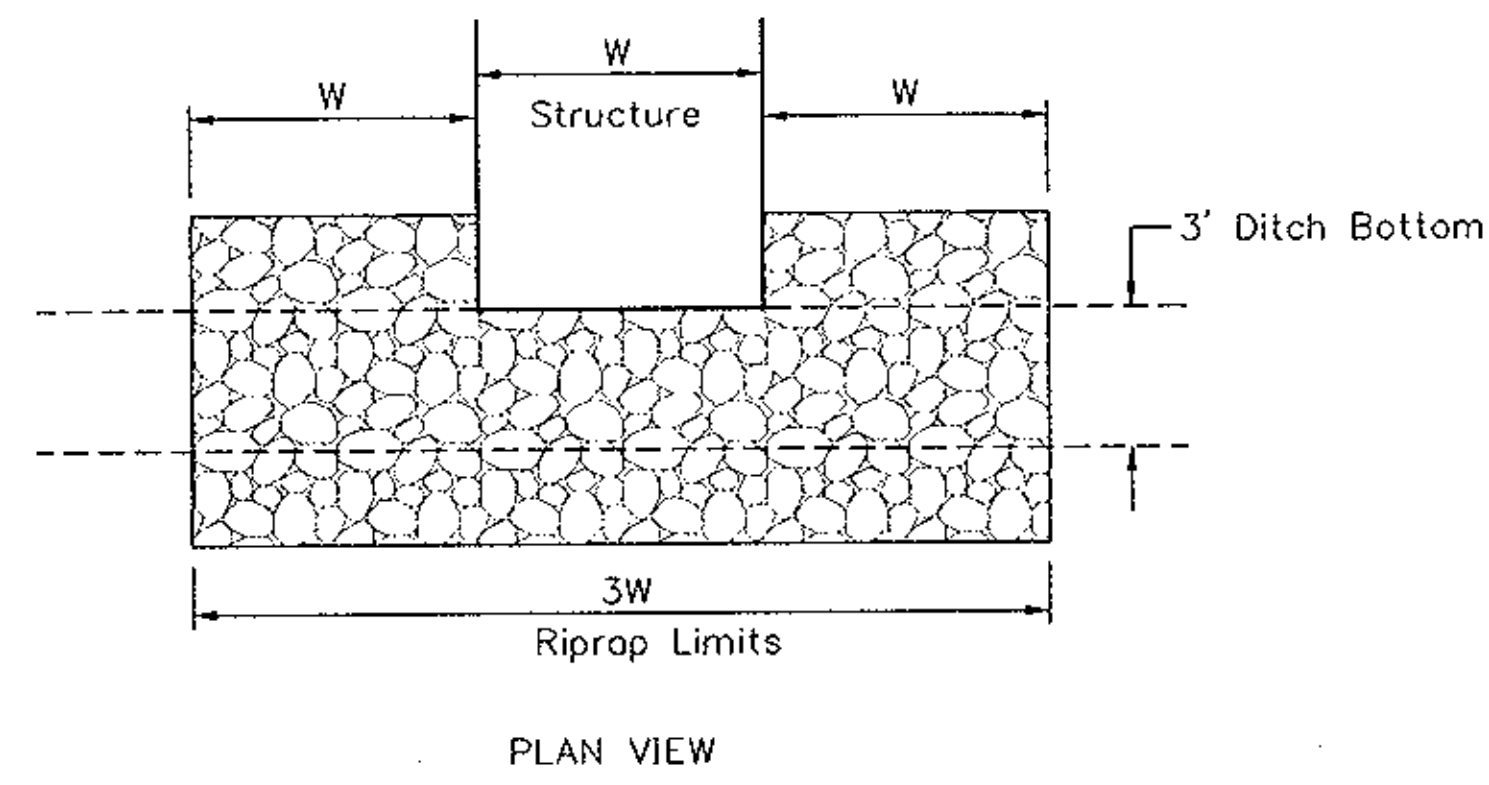


FILL SECTION

* ADD 1.5 FT. TO TANGENT DISTANCE FOR EACH 30' INCREASE IN DEGREE OF HORIZONTAL CURVATURE.

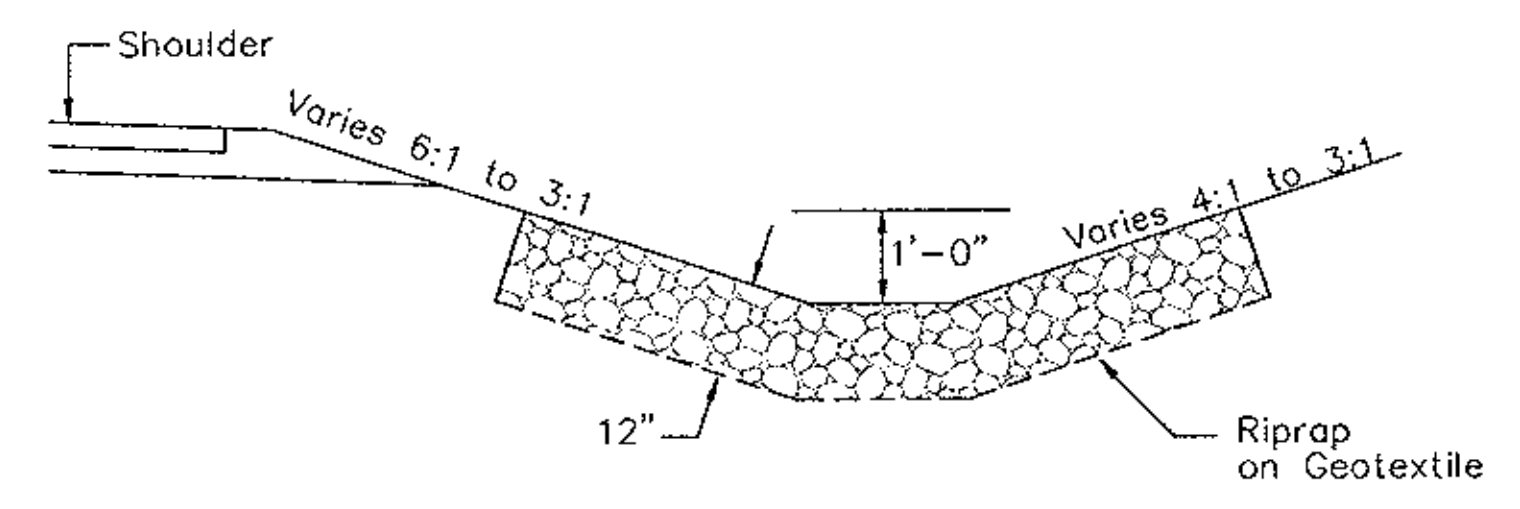


CROSS SECTION

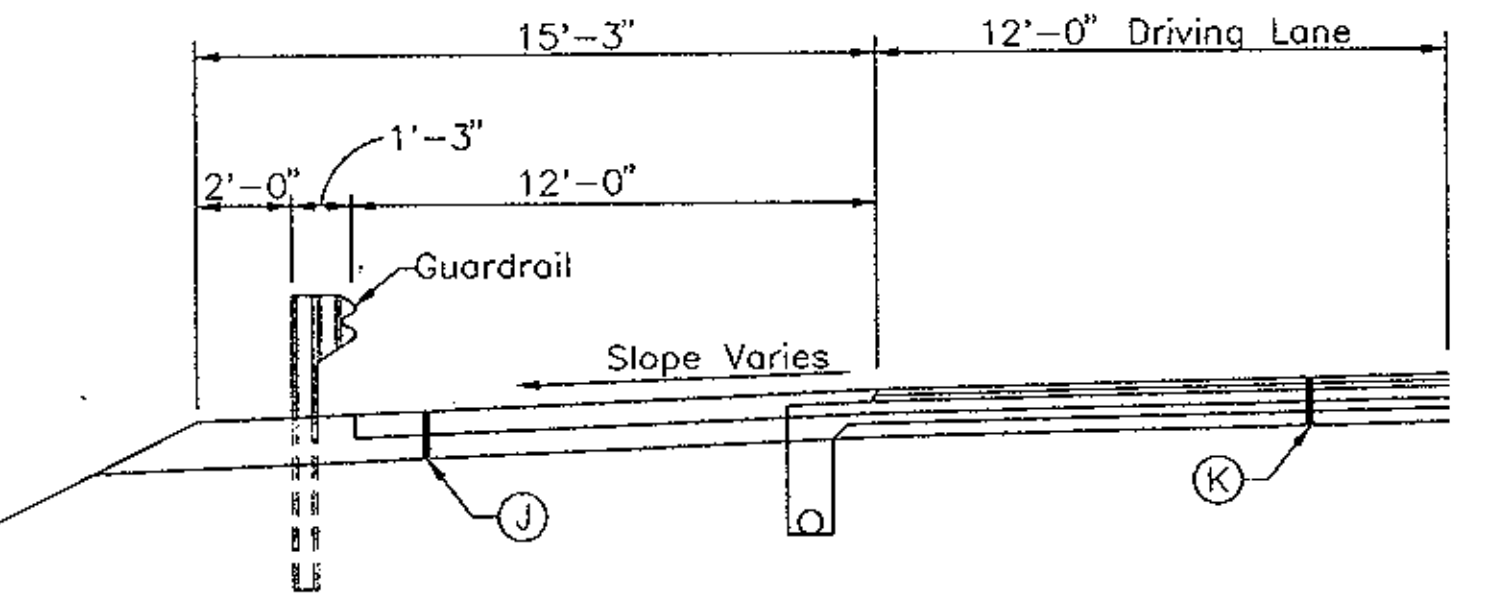


PLAN VIEW

RIPRAP AT STRUCTURES



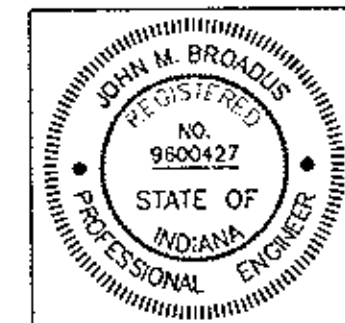
RIPRAP IN DITCHLINE



SHOULDER TREATMENT WITH GUARDRAIL

S.R. 69
 INDIANA DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS

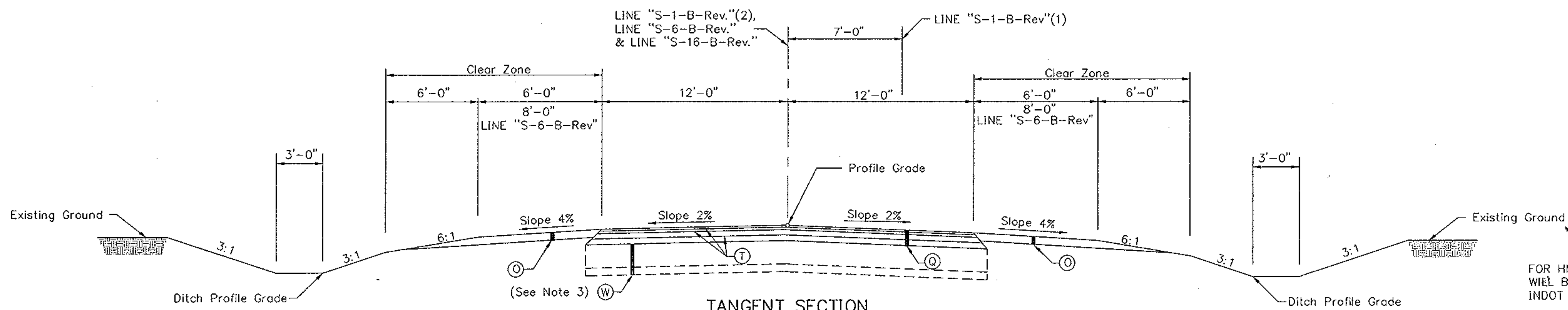
SCALE: 1/4" = 1'-0"



PLOT DATE & TIME: SEP 23 1999 13:00:12 - Plotted from: J. KERN

DESIGNED:	CHECKED:
DRAWN:	CHECKED:
REVISED: SKJ 12/99	CHECKED:

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		7	358



TANGENT SECTION

Sta. 5+75.00 to 9+47.31 "S-1-B-Rev."(1)
 Sta. 9+83.34 to 12+60.00 "S-1-B-Rev."(2)
 Sta. 18+33.57 to 24+25.00 "S-6-B-Rev."
 Sta. 5+00.00 to 9+96.11 "S-16-B-Rev."

FOR HMA MIXTURES, PERFORMANCE GRADE BINDER WILL BE IN ACCORDANCE WITH 402.02 OF 1999 INDOT STANDARD SPECIFICATIONS

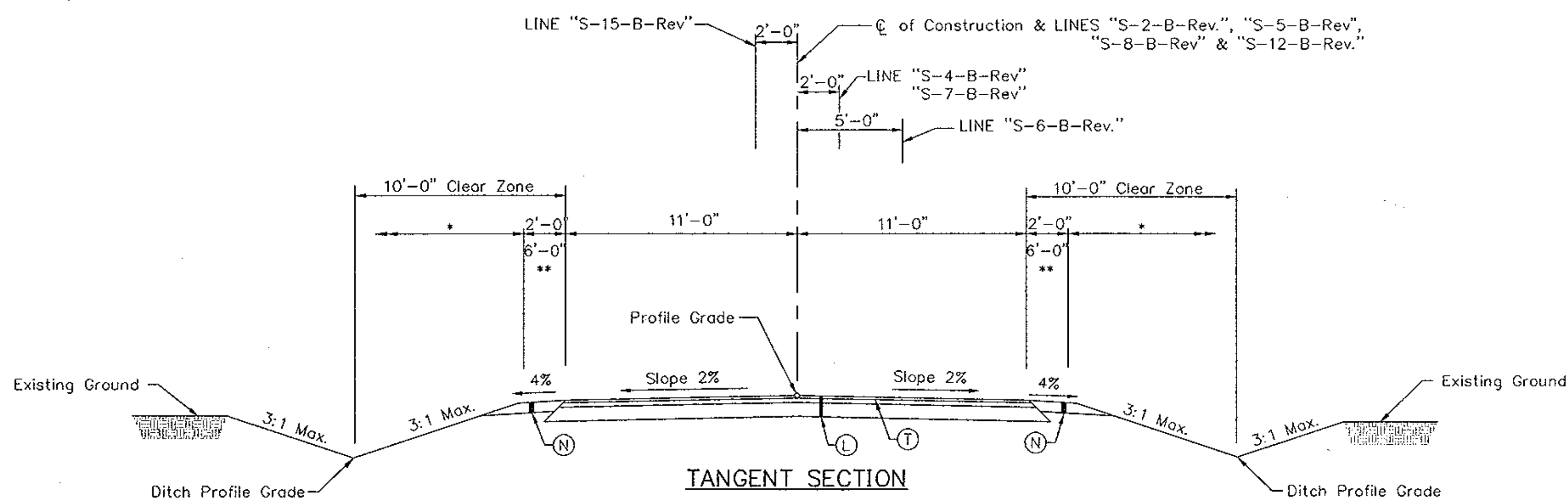
LEGEND

- (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
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53
- (O) 9" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER, NO. 53 WITH SEAL COAT TYPE 5
- (Q) FULL DEPTH PAVEMENT
140#/SYD HMA SURFACE 9.5mm, MAINLINE ON 300#/SYD HMA INTERMEDIATE 19.0mm, MAINLINE OVER 880#/SYD HMA BASE 25.0mm, MAINLINE
- (T) ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD.)
- (W) 24" SPECIAL SUBGRADE TREATMENT (18" COMPACTED IN PLACE)
- (C) CURB AND GUTTER, CONCRETE

* See Construction Cross Sections

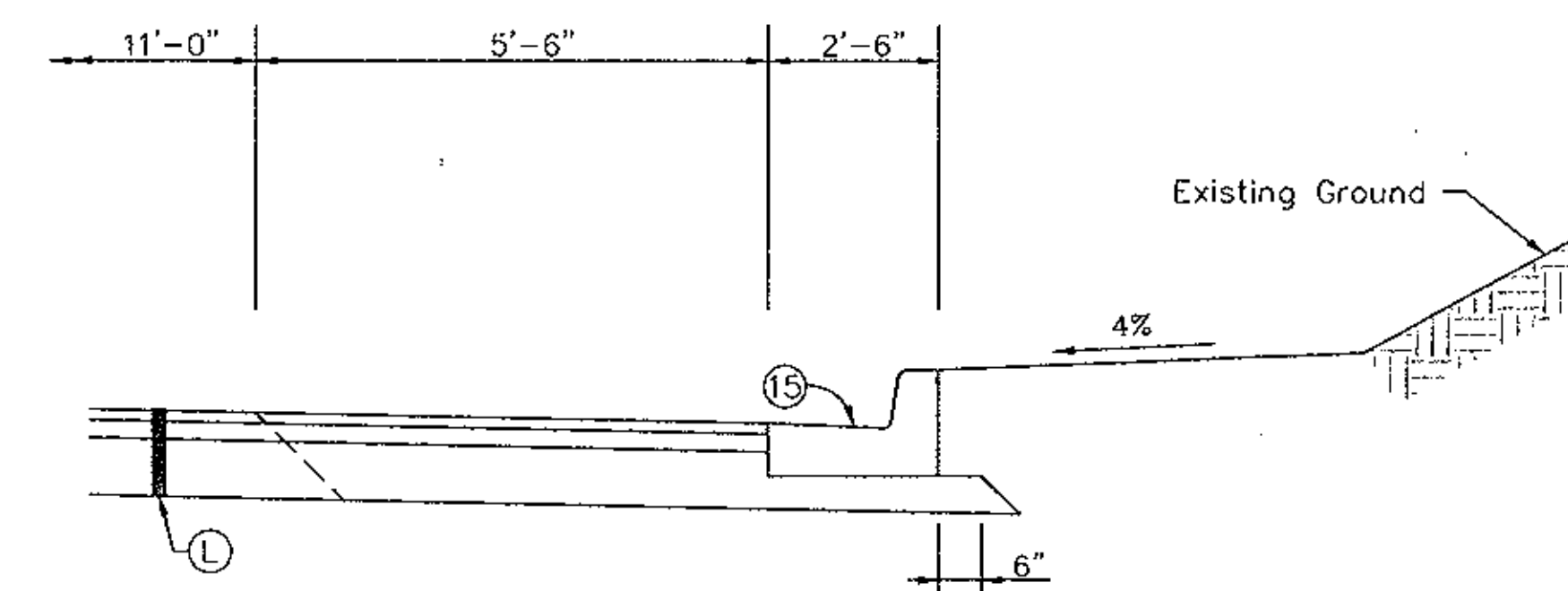
NOTES:

1. S-Line Station limits include Approach Area to be paid for as HMA for Approaches. See Construction Details.
2. 3' Flat Bottom Ditch to be used Lt. and Rt. on Line S-11-B Rev.
3. In wet areas, in place of 24" SST, subgrade to be treated 16" in depth with lime as required. Areas to be as directed in field.



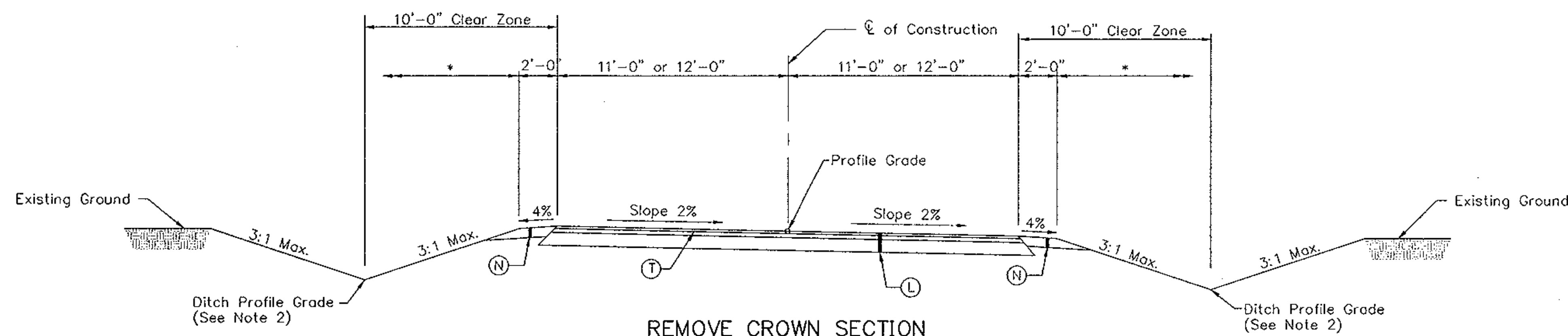
TANGENT SECTION

Sta. 10+12.00 to 17+80.68 "S-2-B-Rev."
 Sta. 9+30.80 to 11+50.00 "S-4-B-Rev."
 Sta. 6+00.00 to 9+87.46 "S-5-B-Rev." (See also Remove Crown Section Below)
 Sta. 13+00.00 to 17+84.53 "S-6-B-Rev."
 **Sta. 8+20.00 to 10+21.95 "S-7-B-Rev." (See Detail Right)
 Sta. 10+89.35 "PR-4" to 15+10.00 "S-8-B-Rev." (See also Remove Crown Section Below)
 Sta. 5+55.00 to 9+87.23 "S-12-B-Rev." (See also Remove Crown Section Below)
 **Sta. 10+63.89 to 12+50.00 "S-15-B-Rev."



STA. 8+70 TO 9+79 "S-7-B-Rev." Rt.

Scale: 1/2"=1'-0"



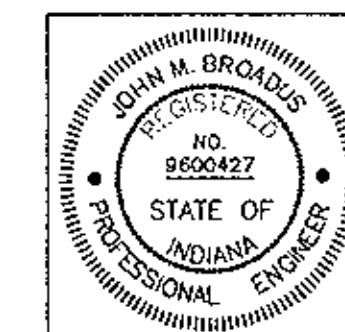
REMOVE CROWN SECTION

"S" Lines
 "S-5-B-Rev.", "S-8-B-Rev.", "S-9-B-Rev."
 "S-11-B-Rev." & "S-12-B-Rev."

S.R. 69
 INDIANA DEPARTMENT OF TRANSPORTATION
 TYPICAL CROSS SECTIONS

SCALE: 1/4"=1'-0" (Except As Noted)

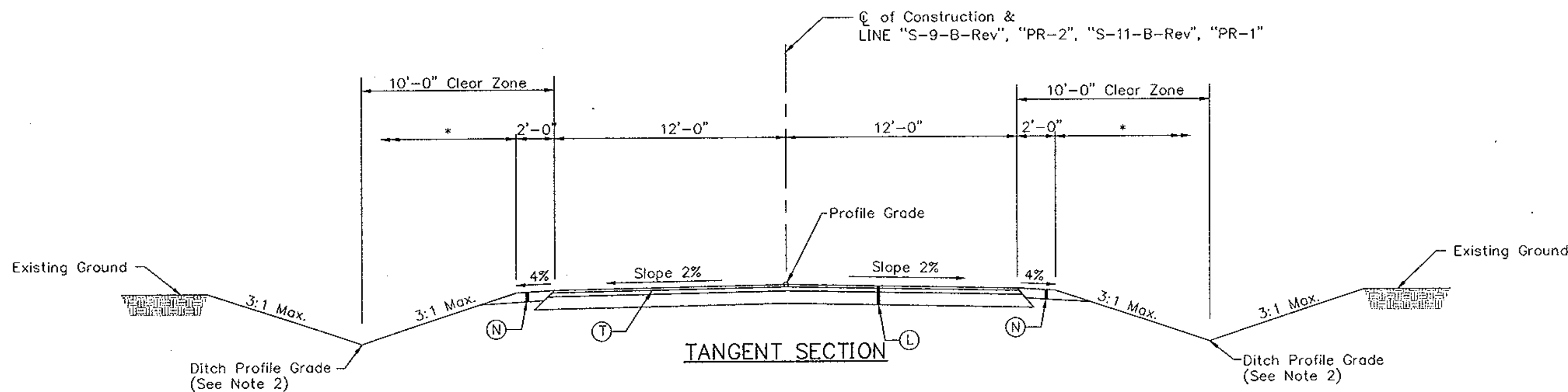
DESIGNED: _____ CHECKED: _____
 DRAWN: _____ CHECKED: _____
 REVISED: MJK 1/00 CHECKED: PCG 1/00



SR69TYP5

PLOT DATE & TIME: AUG 12, 1997 - 09:21:29 - Plotted from: TRANS

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		8	358



TANGENT SECTION
 Sta. 5+00.00 to 9+87.67 "S-9-B-Rev." (See also Remove Crown Section Sheet 7)
 Sta. 4+75.00 to 9+88.00 "PR-2" & "S-11-B-Rev." (See also Remove Crown Section Sheet 7)
 Sta. 202+17.73 to Sta. 207+40.90 "PR-1"

FOR HMA MIXTURES, PERFORMANCE GRADE BINDER WILL BE IN ACCORDANCE WITH 402.02 OF 1999 INDOT STANDARD SPECIFICATIONS

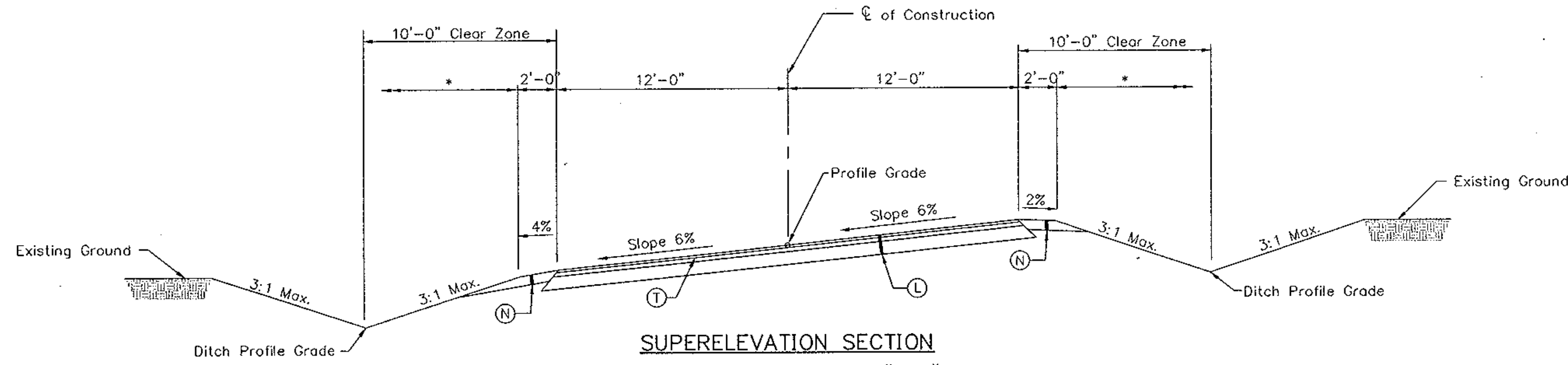
LEGEND

- (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
- (N) 6" TYPE "O" COMPACTED AGGREGATE FOR SHOULDER,
NO. 53
- (P) 3" TYPE "O" COMPACTED AGGREGATE SURFACE NO. 73 WITH
CALCIUM CHLORIDE FOR COMPACTED AGGREGATE ON
9" TYPE "O" COMPACTED AGGREGATE BASE NO. 53
- (T) ASPHALT MATERIAL FOR TACK COAT (0.000252 TONS/SYD)

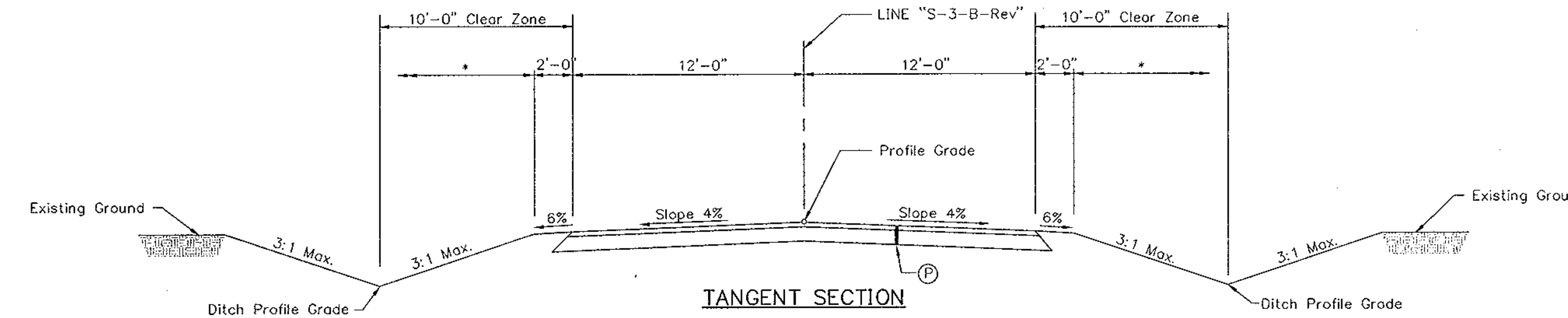
* See Construction Cross Sections

NOTES:

1. S-line station limits include Approach Area to be paid for as HMA for Approaches. See Construction Details.
2. 3' Flat Bottom ditch to be used Lt. & Rt. on Line "S-11-B-Rev".



SUPERELEVATION SECTION
 Sta. 207+40.90 to Sta. 210+10 "PR-1"

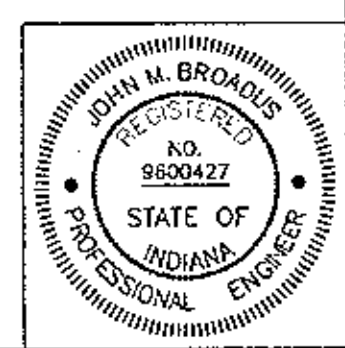


TANGENT SECTION
 Sta. 7+10.00 TO 9+47.65 "S-3-B-Rev"
 Sta. 9+72.01 TO 10+80.00 "S-3-B-Rev"

S.R. 69
 INDIANA DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS

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

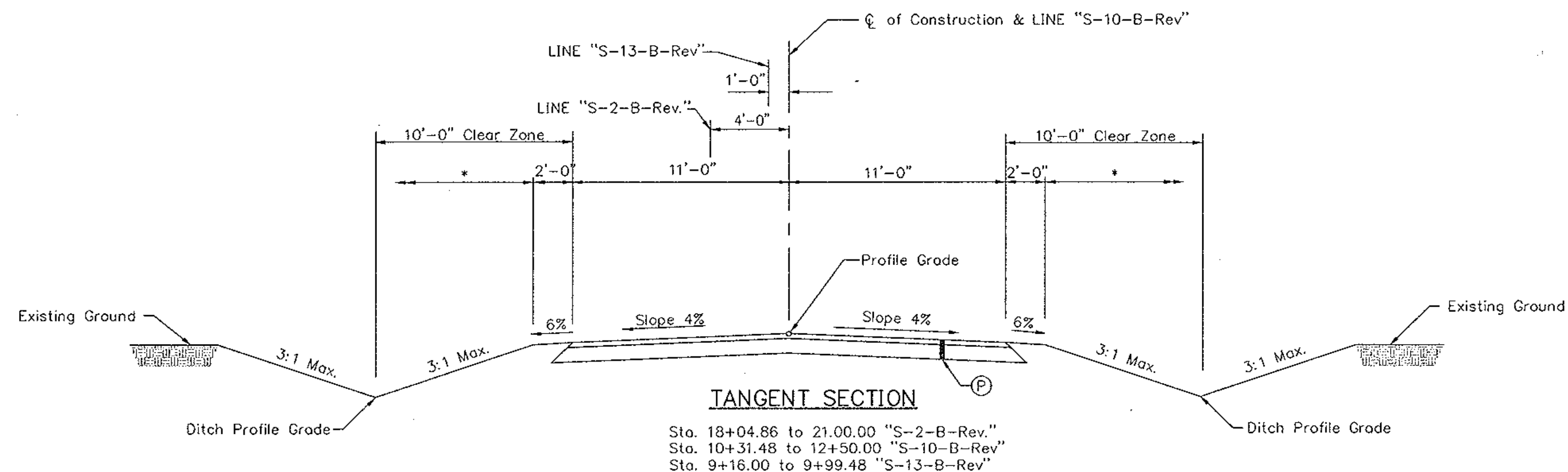
DESIGNED: _____ CHECKED: _____
 DRAWN: _____ CHECKED: _____
 REVISED: MJK 1/00 CHECKED: PCG 1/00



SR69TYP6

PLOT DATE & TIME: OCT 24, 1994 13:25:55 - Plotted from: TRAN12

FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		9	358



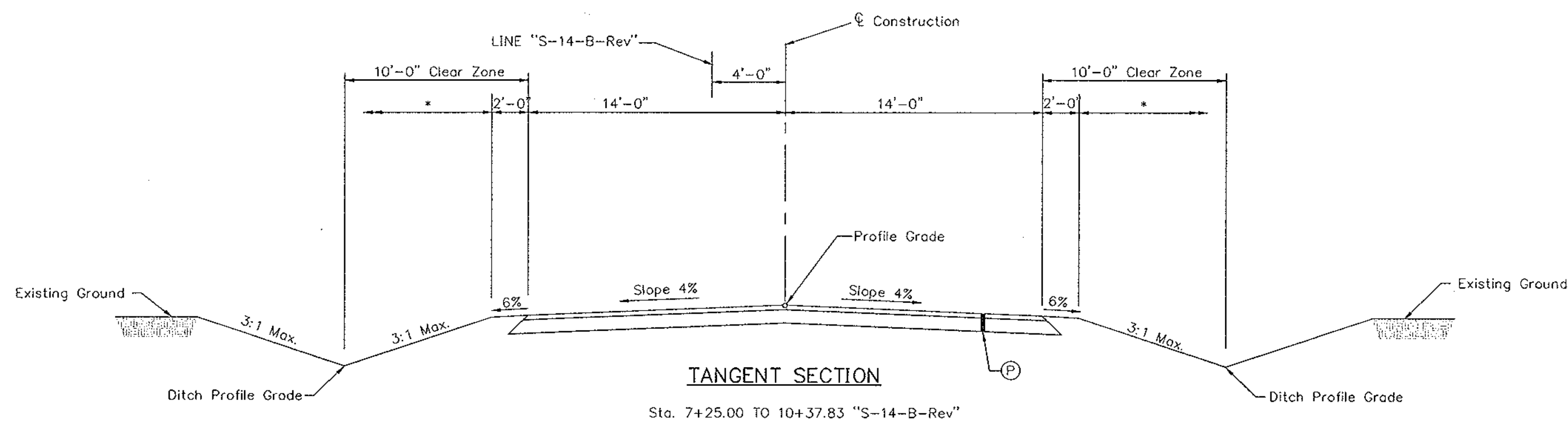
LEGEND

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

* See Construction Cross Sections

NOTE:

S-line station limits include Approach Area to be paid for as HMA for Approaches. See Construction Details.

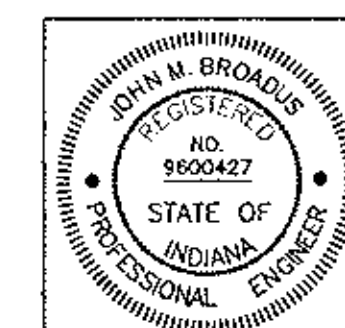


S.R. 69

INDIANA DEPARTMENT OF TRANSPORTATION
TYPICAL CROSS SECTIONS

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

DESIGNED: _____ CHECKED: _____
 DRAWN: _____ CHECKED: _____
 REVISED: SKJ 12/99 CHECKED: _____

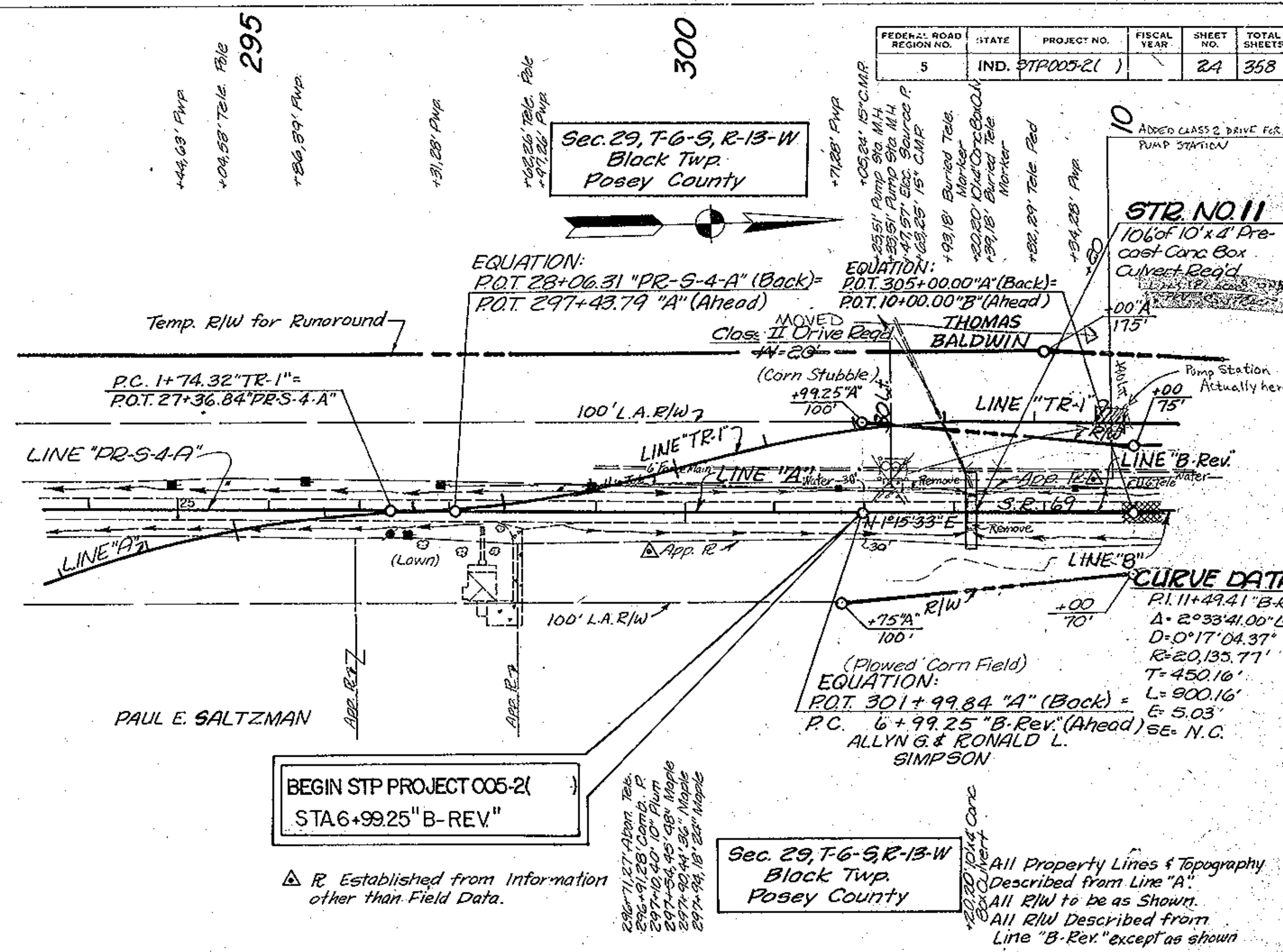


SR69TYP7

PLOT DATE & TIME: OCT 24 1994 - 13:29:19 - Potted from: IRAN12

removed or existing
26 m to edge
and 4m from centerline
to centerline

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	STP005-2(1)		24	358



BEGIN STP PROJECT 005-2(1)
STA 6+99.25 "B-REV"

△ R Established from Information other than Field Data.

Sec. 29, T-6-S, R-13-W Block Twp. Posey County
All Property Lines & Topography Described from Line "A".
All R/W to be as Shown.
All R/W Described from Line "B-Rev" except as shown.

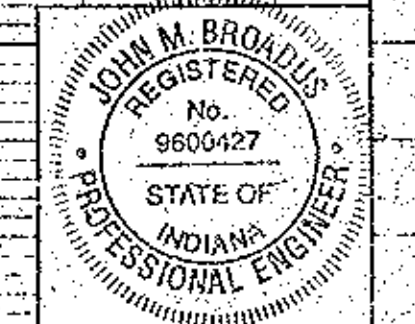
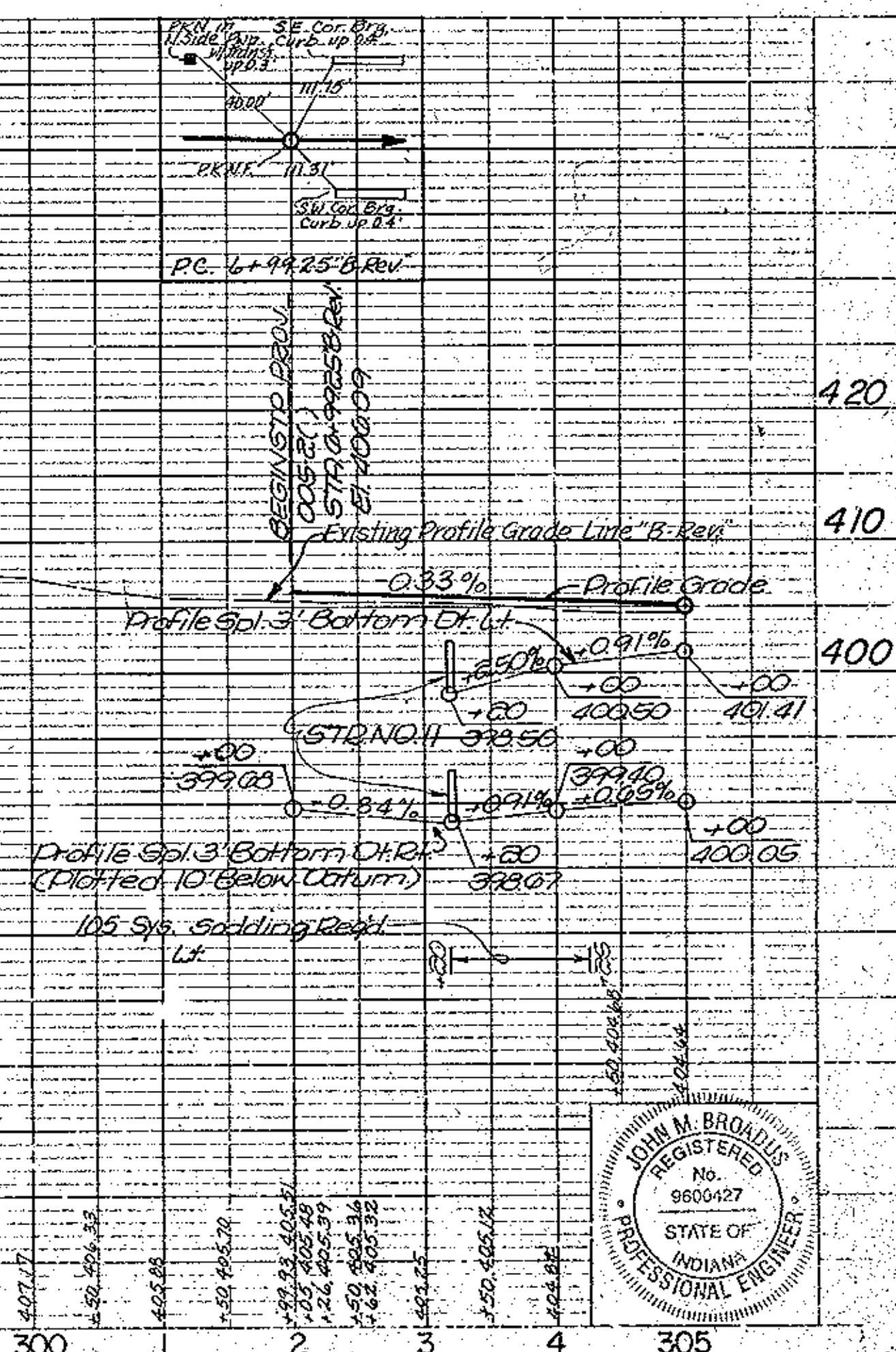
PLAN
NOTE BOOK
No. _____

PROFILE
NOTE BOOK
No. _____

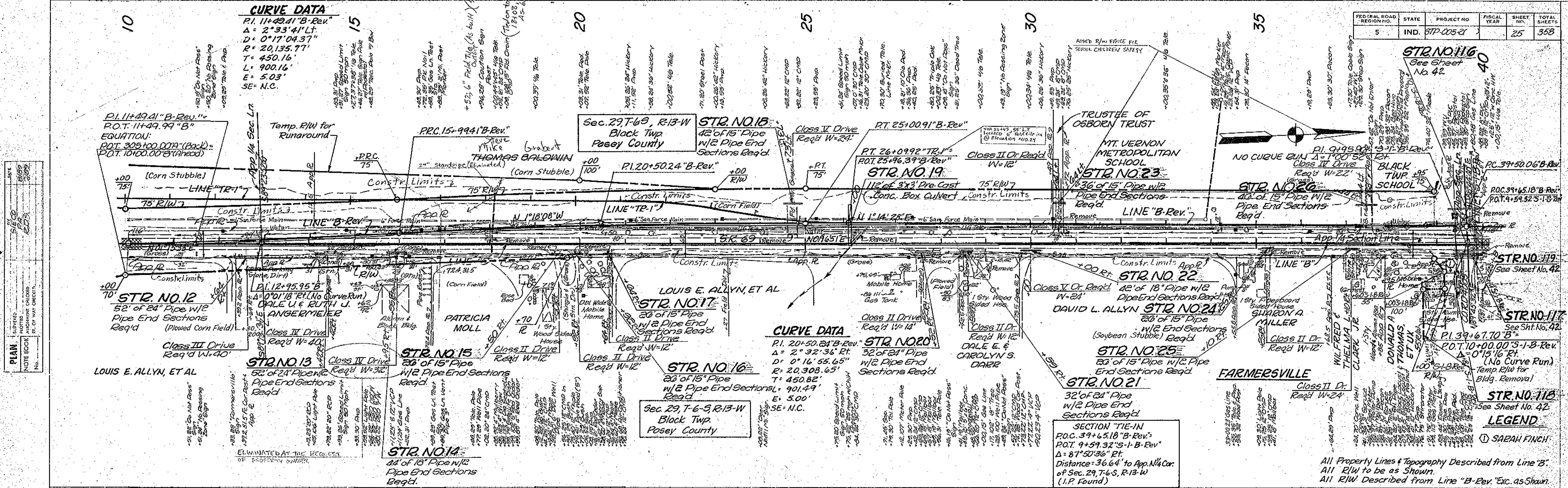
EARTHWORK BALANCE

Common Excavation	471,556	cys
Fill - 80%	535,508	cys
Borrow	123,952	cys
The above quantities include:		
Approaches	68,386	cys
Wetland	17,307	cys
Bank Trail (over @ 10')	384	cys
Benching	10,192	cys
Temporary Runarounds - for information only		
Common Excavation	52,684	cys
Fill - 80%	125,623	cys
Borrow	12,939	cys

The pay item "Temporary Runaround" shall include the installation and removal of the runaround earthwork.

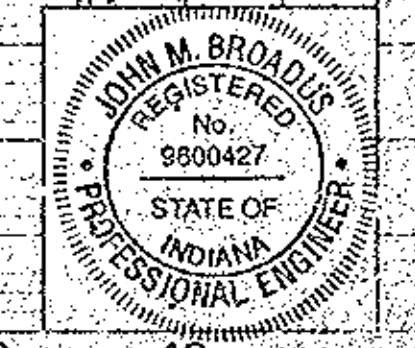
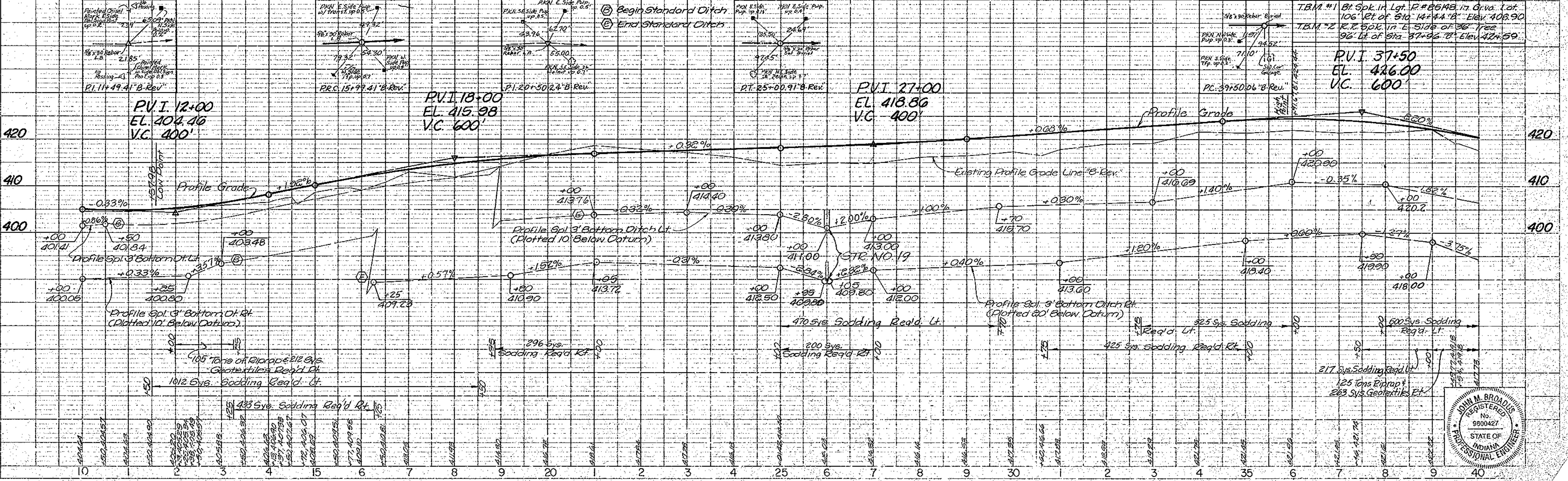


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	57P-005-21		25	358



PLAN
 SHEETS: 25
 NOTE BOOK: 57P-005-21
 NO. 25

PROFILE
 SHEETS: 25
 NOTE BOOK: 57P-005-21
 NO. 25



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	STP 025-21		26	353

40 45 50 55 60 65 70

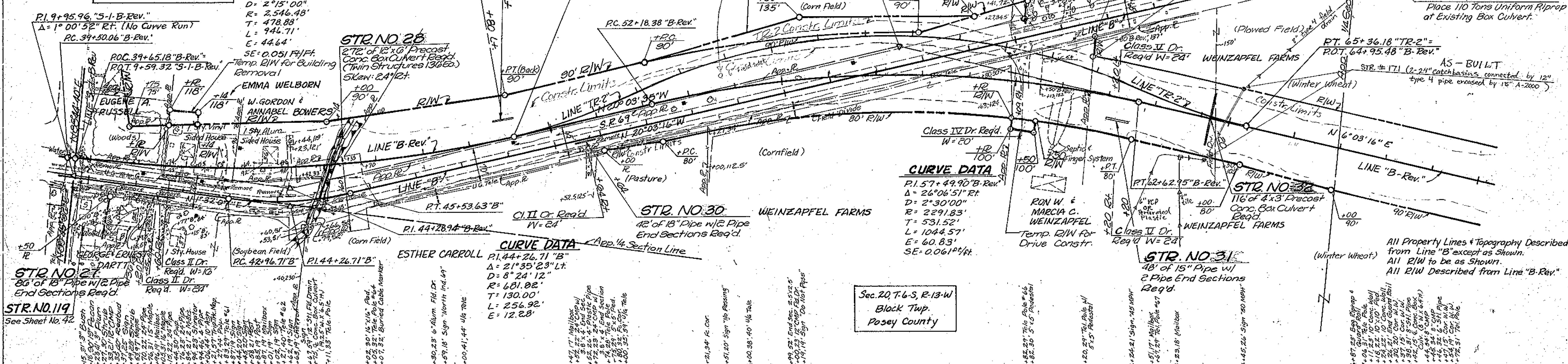
SECTION LINE TIE-IN
 P.O.C. 39+65.18 "B-Rev." =
 P.O.T. 9+59.32 "S-1-B-Rev."
 $\Delta = 87^{\circ}50'36"$ Rt.
 Distance = 36.64' to App.
 S. 1/4 Cor. of Sec. 20, T-6-S,
 R-13-W (I.P. Found)

CURVE DATA
 R1. 41+28.94 "B-Rev."
 $\Delta = 21^{\circ}18'03"$ Lt.
 D = 2546.48'
 T = 478.88'
 L = 946.71'
 E = 44.64'
 SE = 0.051 Ft/Ft
 Temp. R/W for Building Removal

STR. NO. 29
 42' of 15" Pipe w/2
 Pipe End Sections
 Req'd.
 C.I. II Dr. Req'd.
 W = 24'

EQUATION:
 PT. 48+96.77 "B-Rev." (Back) =
 P.O.T. 49+20.56 "B-Rev." (Ahead) =
 P.C. 49+20.56 "TR-2"

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



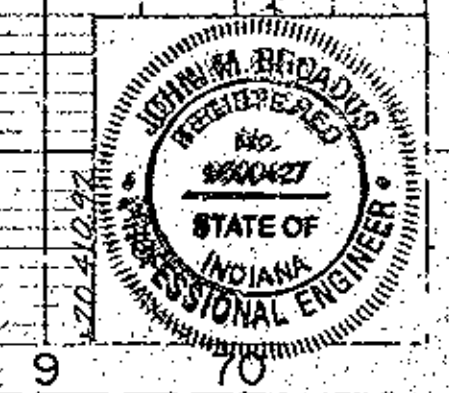
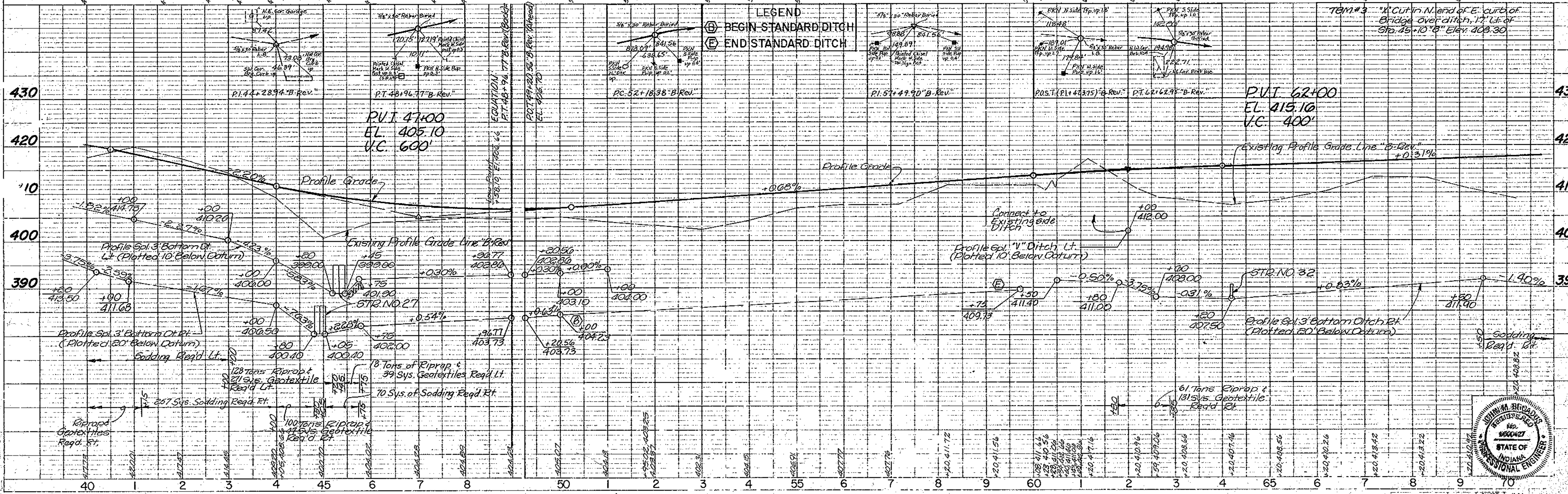
CURVE DATA
 R1. 57+49.90 "B-Rev."
 $\Delta = 26^{\circ}06'51"$ Rt.
 D = 2300.00'
 T = 531.52'
 L = 1044.57'
 E = 60.83'
 SE = 0.061 Ft/Ft

CURVE DATA
 R1. 44+26.71 "B-Rev."
 $\Delta = 21^{\circ}35'23"$ Lt.
 D = 824.12'
 T = 130.00'
 L = 256.92'
 E = 12.28'

STR. NO. 31
 48' of 15" Pipe w/2
 Pipe End Sections
 Req'd.

All Property Lines & Topography Described
 from Line "B-Rev." except as Shown.
 All R/W to be as Shown.
 All R/W Described from Line "B-Rev."

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



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	57A-005-21		28	358

PLAN

DATE: _____

BY: _____

NO. OF SHEETS: _____

NO. OF THIS SHEET: _____

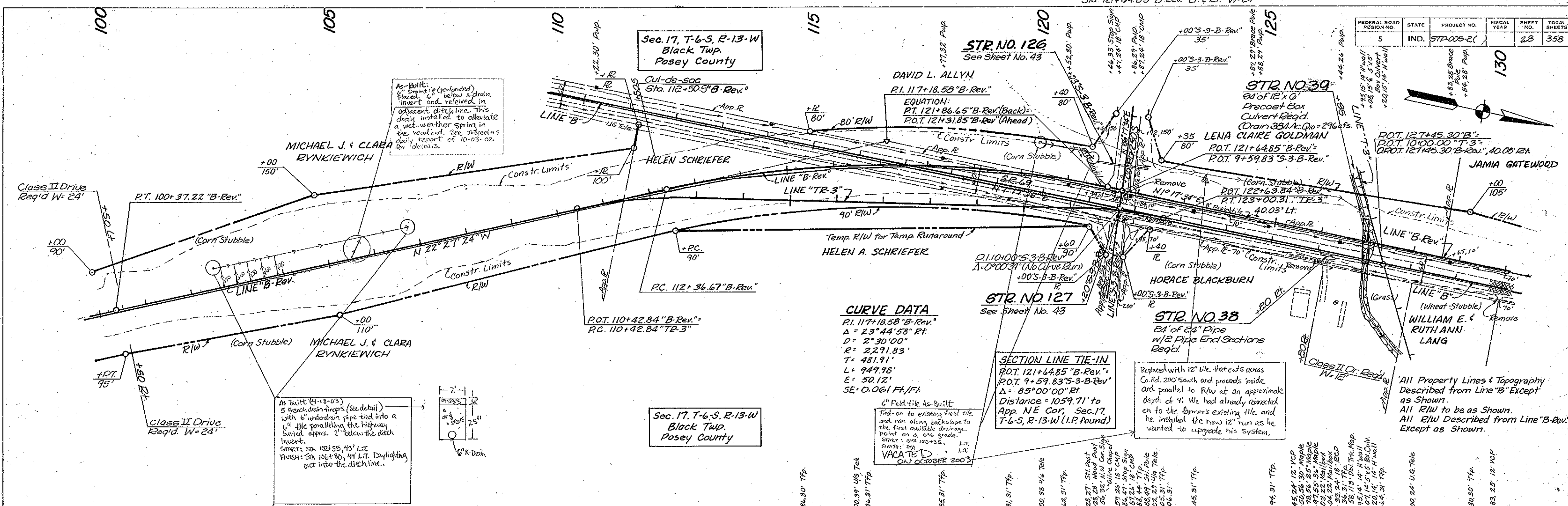
PROFILE

DATE: _____

BY: _____

NO. OF SHEETS: _____

NO. OF THIS SHEET: _____



As-Built: 6" Drainage (generated) placed 6" below & drain invert and relieved in adjacent ditch line. This drain installed to alleviate a wet weather spring in the roadbed. See Inspector's daily report of 10-03-02 for details.

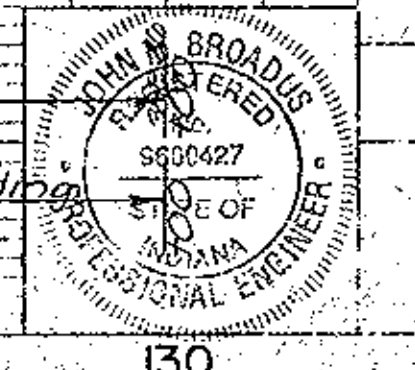
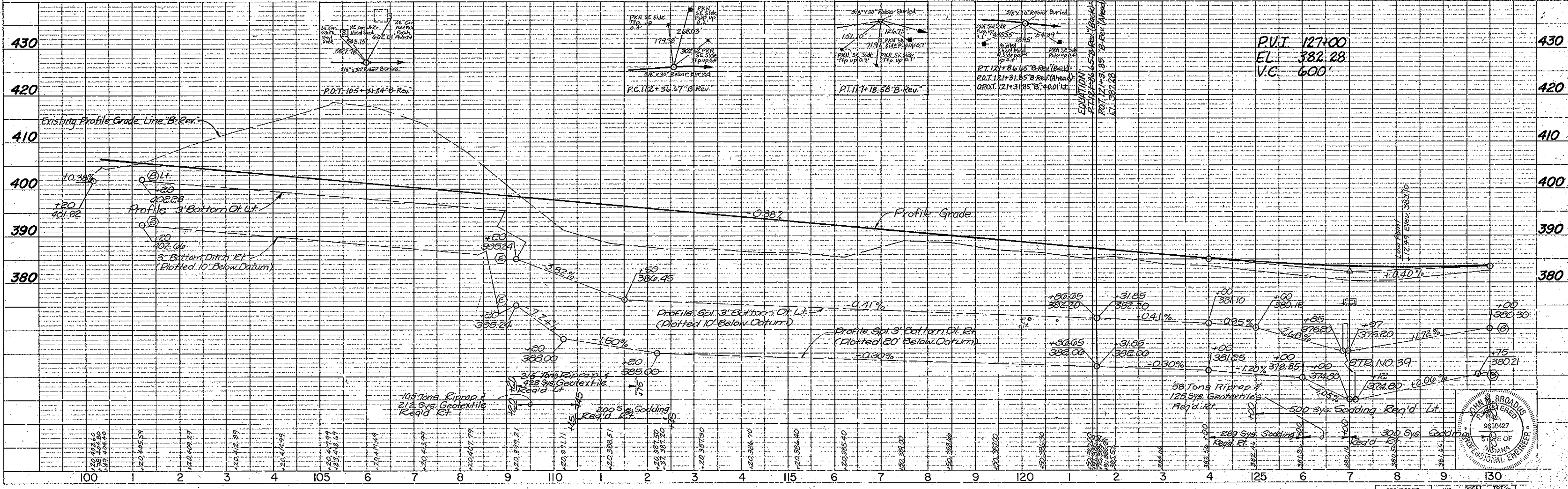
As Built (4-13-03) 5 French drain fingers (see detail) with 1/2" underdrain pipe tied into a 1/4" tile paralleling the highway ditch approx. 2' below the ditch invert. Street: Sta. 102+55.43' L.T. Finish: Sta. 106+80' 1/4 L.T. Daylighting out into the ditch line.

CURVE DATA
P.I. 117+18.58 "B-Rev."
 $\Delta = 23^\circ 44' 58''$ P.T.
 $D = 2^\circ 30' 00''$
 $R = 2,291.83'$
 $T = 481.91'$
 $L = 949.98'$
 $E = 50.12'$
SE = 0.061 FT/FT

SECTION LINE TIE-IN
P.O.T. 121+64.85 "B-Rev."
P.O.T. 9+59.83 "5-3-B-Rev."
 $\Delta = 85^\circ 00' 00''$ BT
Distance = 1059.71' to App. NE Cor. Sec. 17, T-6-S, R-13-W (I.P. Found)

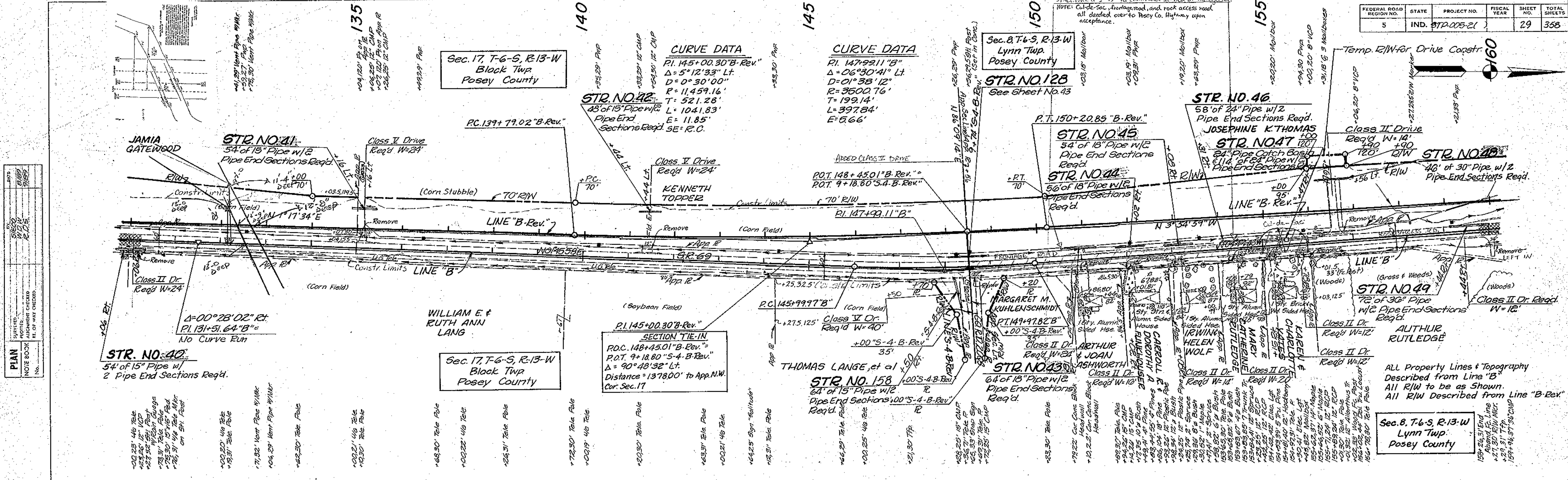
Replaced with 12" tile that cuts across Co. Rd. 250 South and proceeds inside and parallel to R/W at an approximate depth of 4'. We had already connected on to the farmer's existing tile and he installed the new 12" run as he wanted to upgrade his system.

All Property Lines & Topography Described from Line "B-Rev." Except as Shown.
All R/W to be as Shown.
All R/W Described from Line "B-Rev." Except as Shown.



Public Road Approach
@ Sta. 148+45.01 "B-Rev." W=22' Req'd. Pt.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	37A05-21		29	358

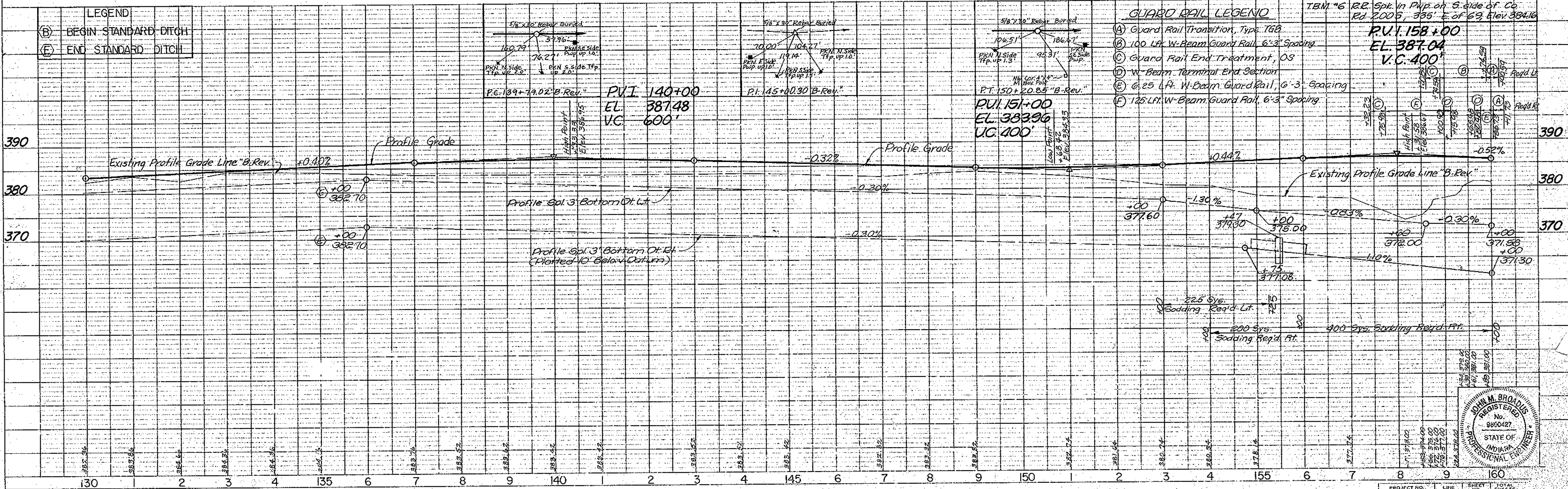


PLAN
NOTE BOOK
NO. 205

LEGEND

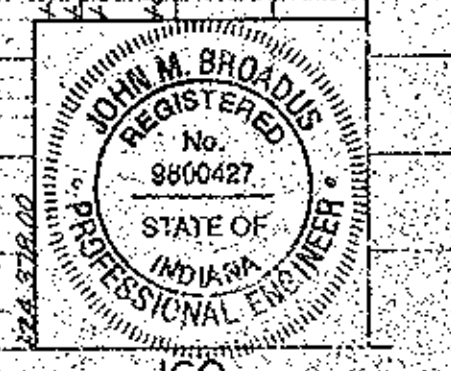
(B)	BEGIN STANDARD DITCH
(E)	END STANDARD DITCH

PROFILE
NOTE BOOK
NO. 205

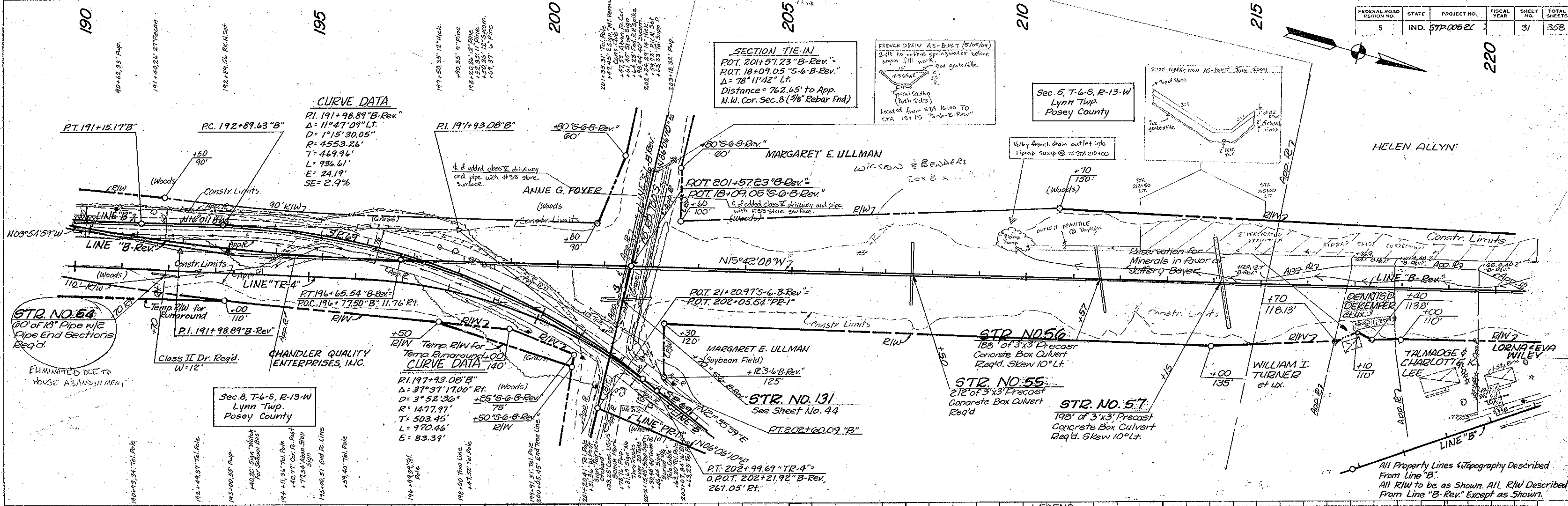


GUARD RAIL LEGEND

(A)	Guard Rail Transition, Type 1A8
(B)	100 Lft. W-Beam Guard Rail, 6'-3" Spacing
(C)	Guard Rail End Treatment, OS
(D)	W-Beam Terminal End Section
(E)	6'-25 Lft. W-Beam Guard Rail, 6'-3" Spacing
(F)	125 Lft. W-Beam Guard Rail, 6'-3" Spacing

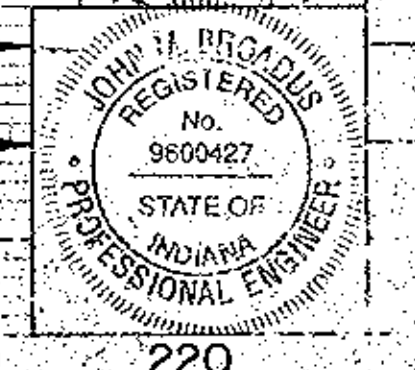
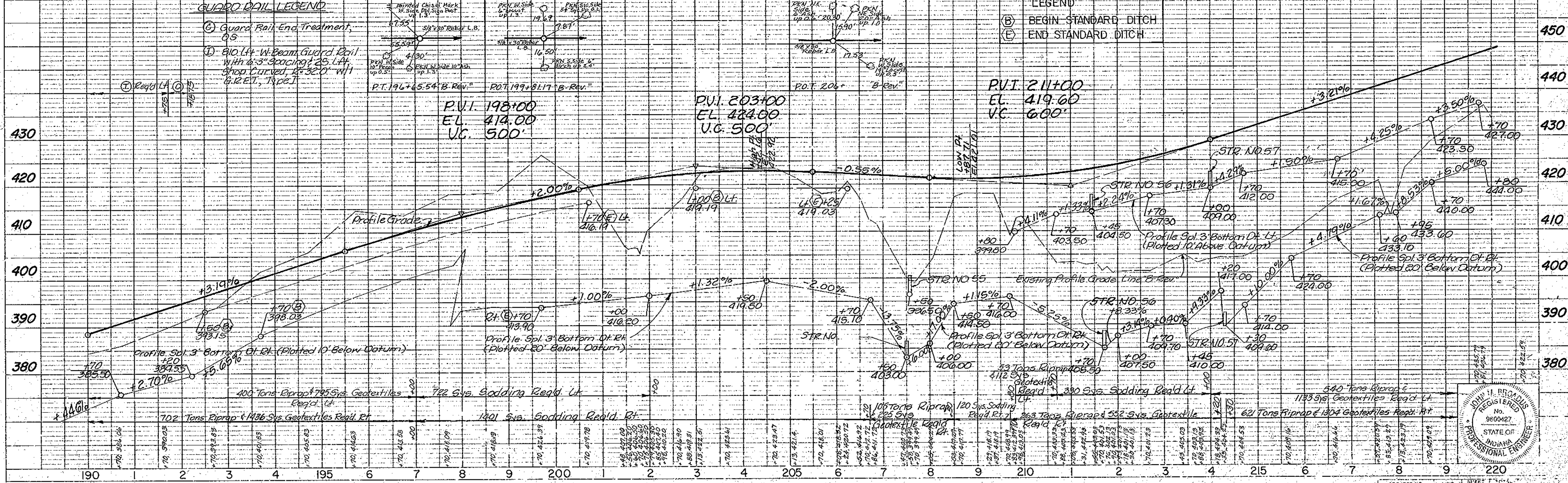


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	57P.005-21		31	358



DATE	BY	REVISION

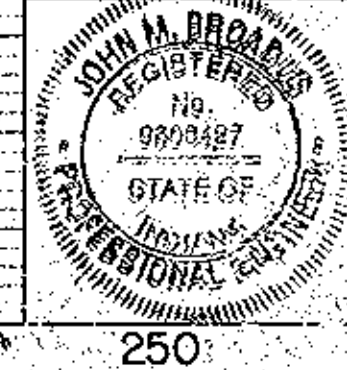
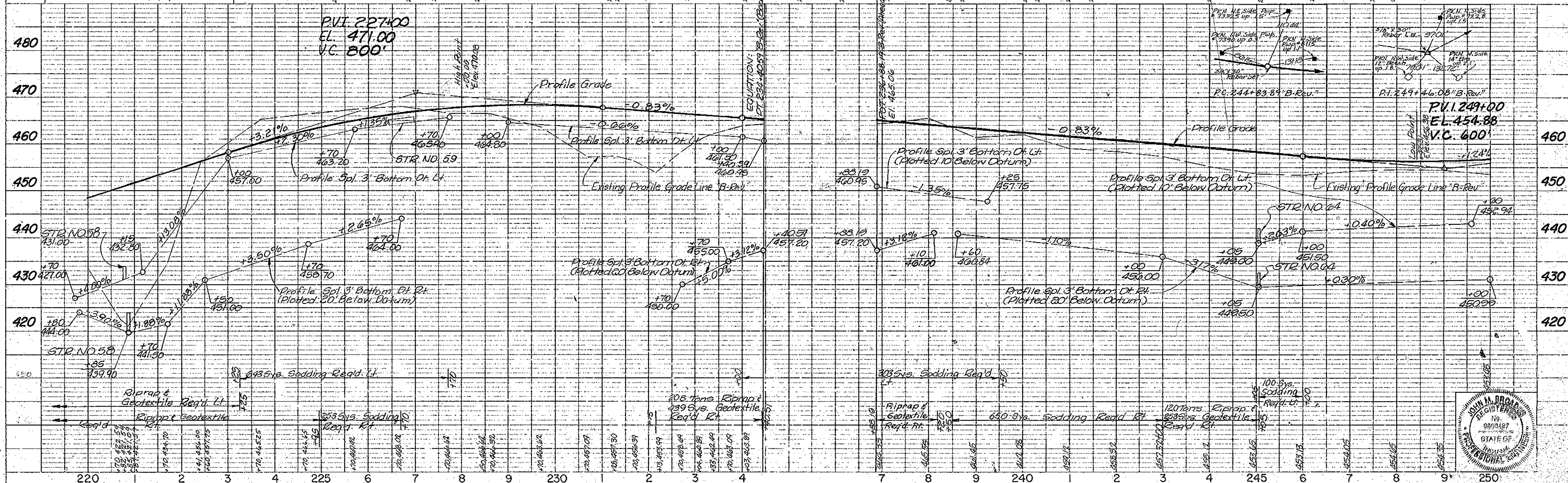
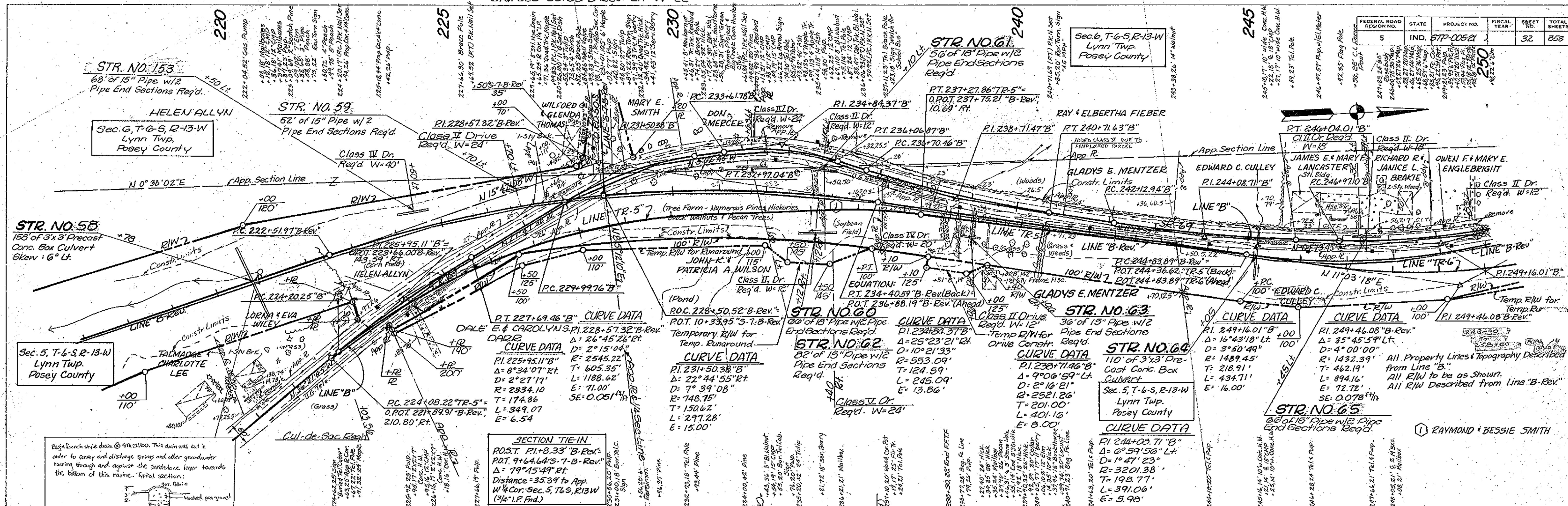
DATE	BY	REVISION



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	67P-00521		32	358

PLAN	NO.	DATE	BY	CHECKED	REVISIONS
1	1				

PROFILE	NO.	DATE	BY	CHECKED	REVISIONS
1	1				



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	57P005-21		33	358

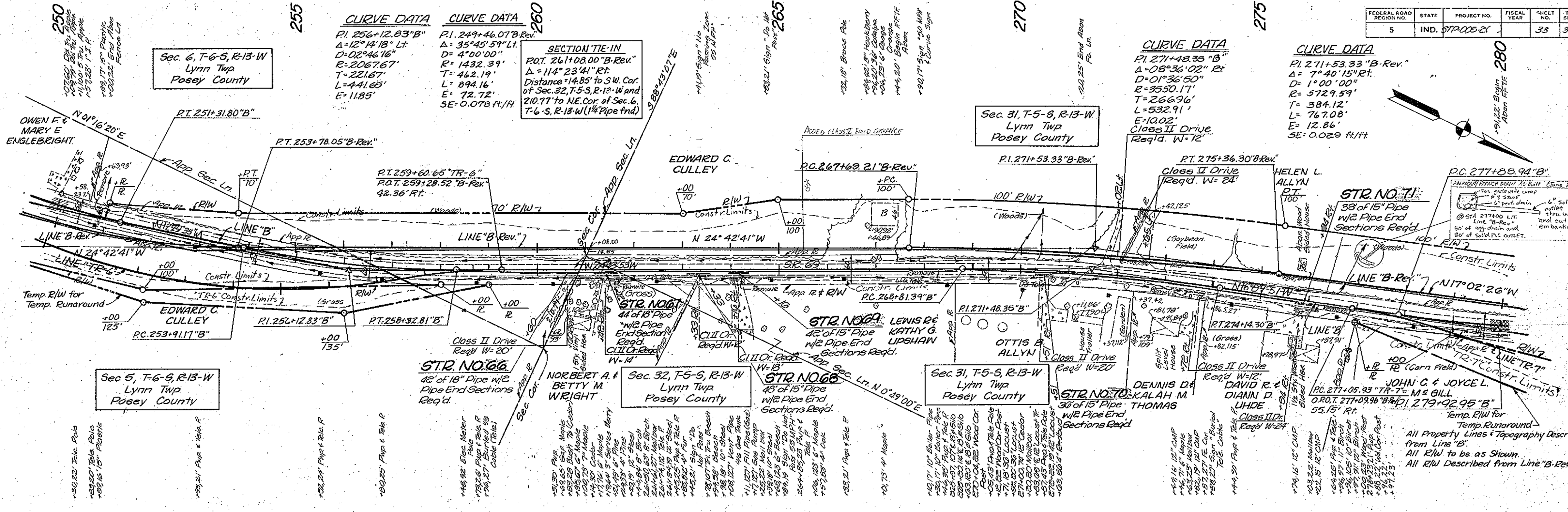
CURVE DATA
 P.I. 256+12.83 "B"
 $\Delta = 12^\circ 14' 18''$ Lt.
 $D = 02^\circ 46' 16''$
 $R = 2067.67'$
 $T = 221.67'$
 $L = 441.65'$
 $E = 11.85'$

CURVE DATA
 P.I. 249+46.07 "B-Rev."
 $\Delta = 35^\circ 45' 59''$ Lt.
 $D = 4^\circ 00' 00''$
 $R = 1432.39'$
 $T = 462.19'$
 $L = 894.16'$
 $E = 72.72'$
 $SE = 0.078$ ft/ft

CURVE DATA
 P.I. 271+48.35 "B"
 $\Delta = 08^\circ 36' 02''$ Rt.
 $D = 01^\circ 36' 50''$
 $R = 3550.17'$
 $T = 266.96'$
 $L = 532.91'$
 $E = 10.02'$
 Class II Drive
 Reqd. W = 12'

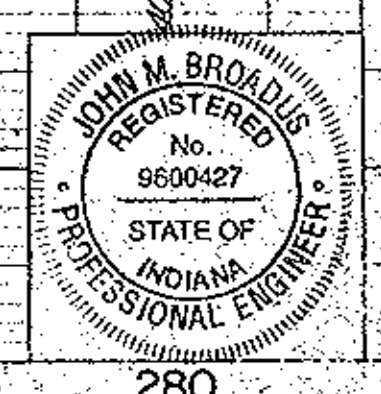
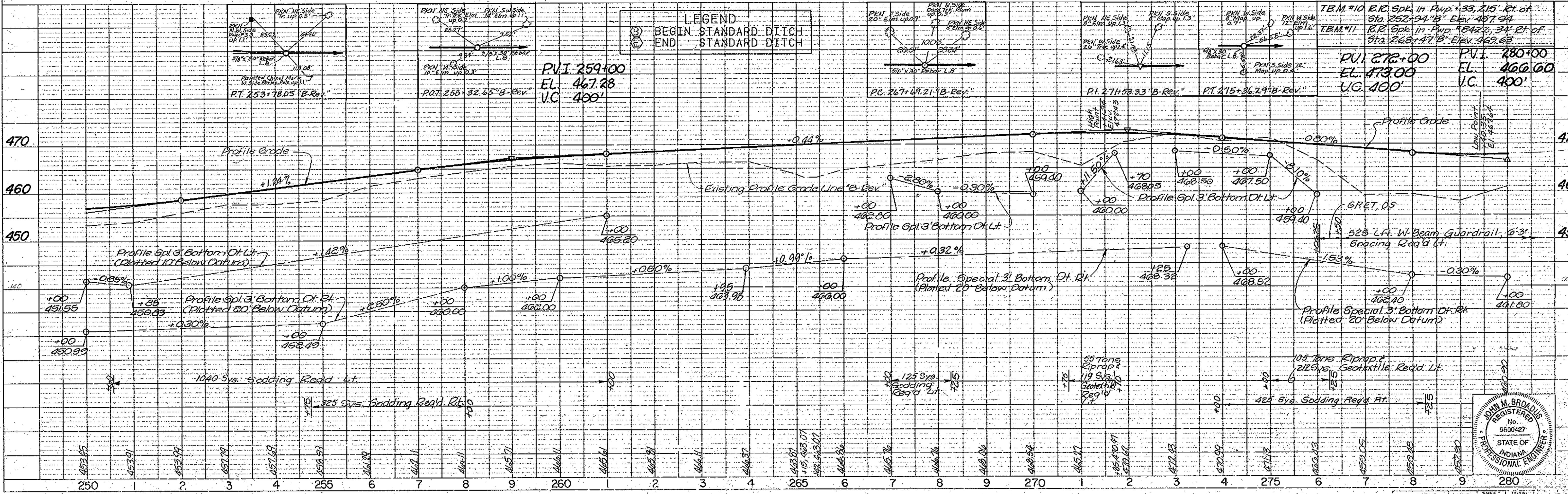
CURVE DATA
 P.I. 271+53.33 "B-Rev."
 $\Delta = 7^\circ 40' 15''$ Rt.
 $D = 1^\circ 00' 00''$
 $R = 5729.59'$
 $T = 384.12'$
 $L = 767.08'$
 $E = 12.86'$
 $SE = 0.029$ ft/ft

PLAN
 SURVEYED BY: [Signature]
 PLATTED BY: [Signature]
 NOTE BOOK NO. 57P005-21
 DATE OF WAY CRITERIA: 9/25/20



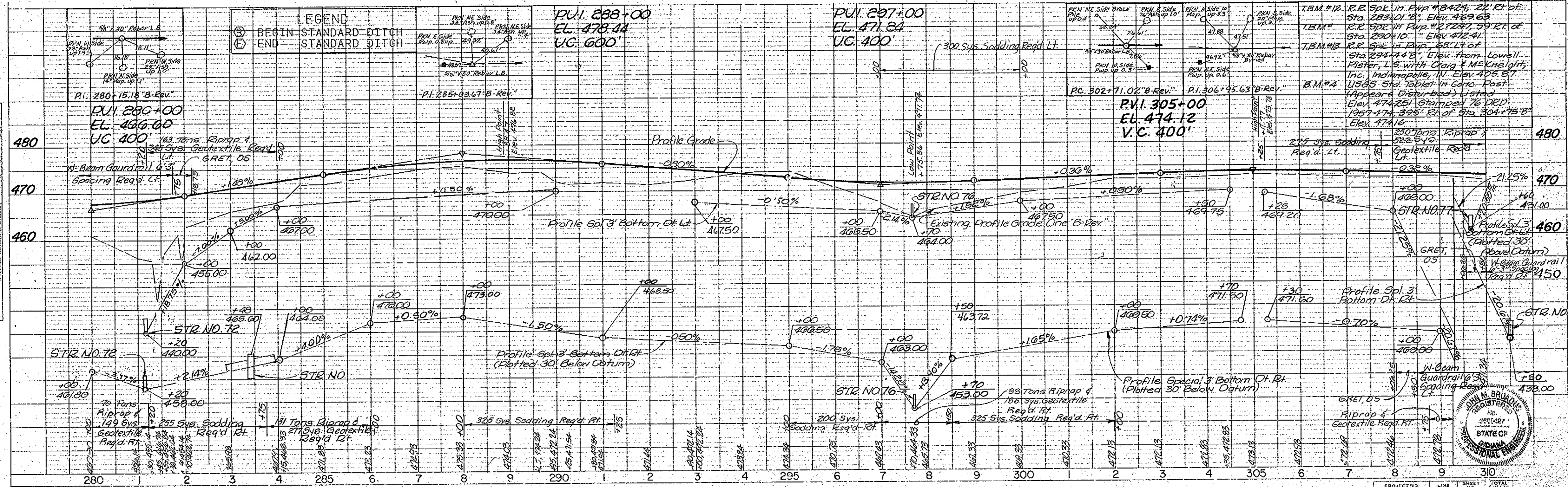
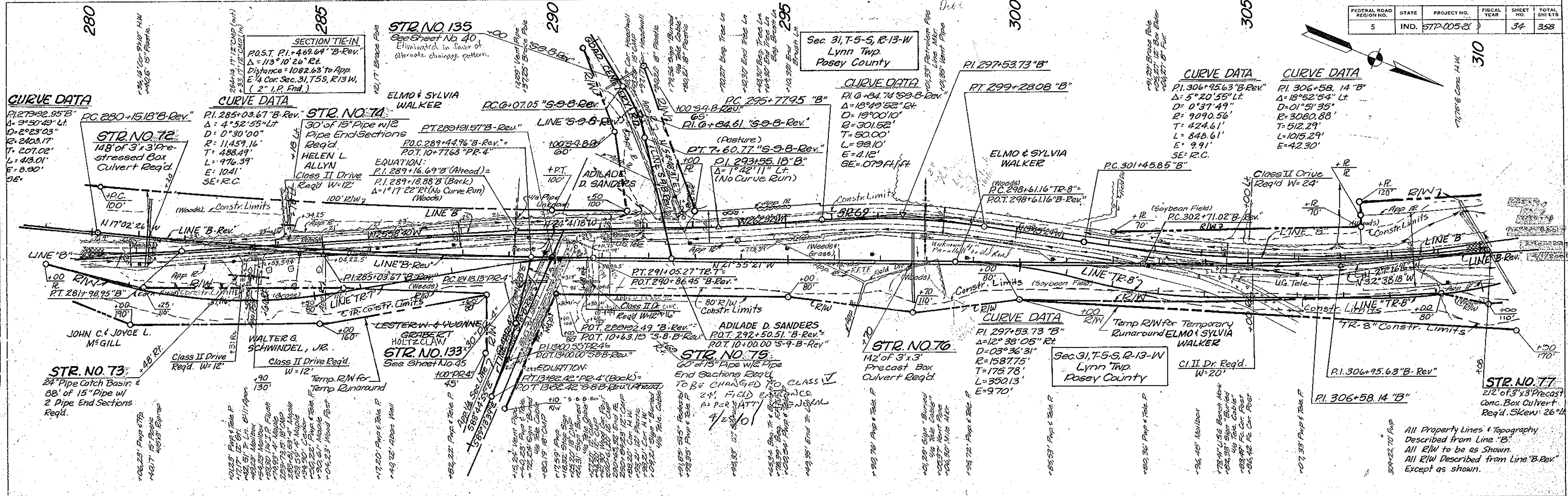
LEGEND
 (Symbol) BEGIN STANDARD DITCH
 (Symbol) END STANDARD DITCH

PROFILE
 SURVEYED BY: [Signature]
 PLATTED BY: [Signature]
 NOTE BOOK NO. 57P005-21
 DATE OF WAY CRITERIA: 9/25/20



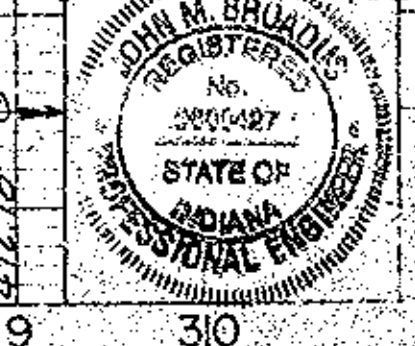
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
57P005-21	38-Rev	33	358

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	57P-005-21		34	358



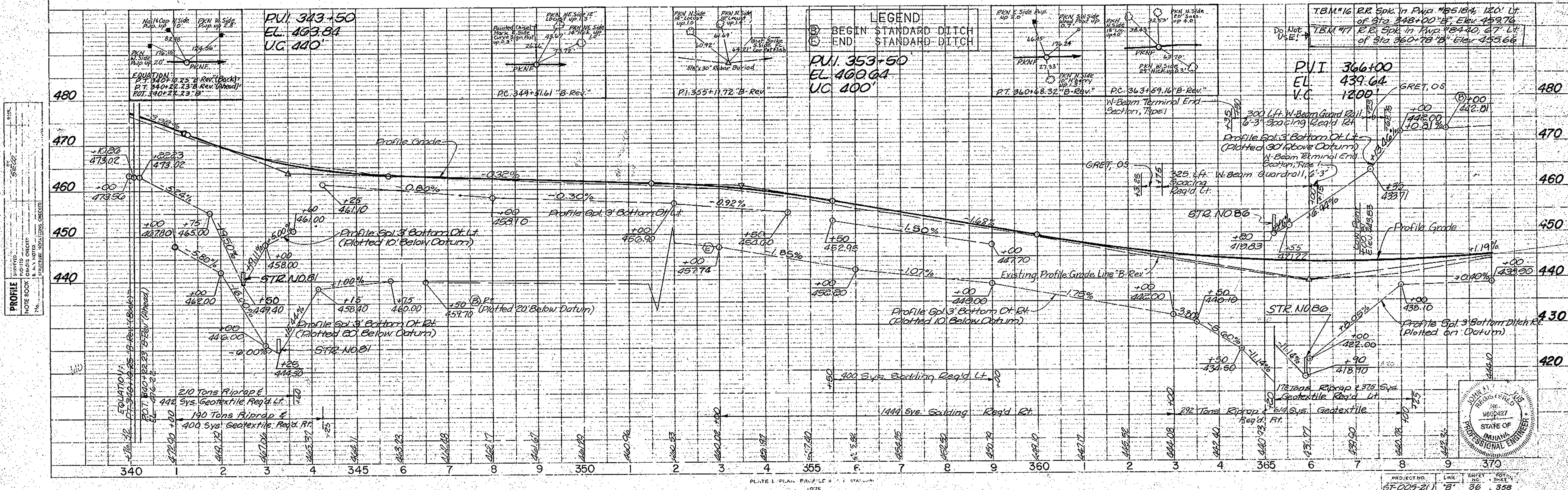
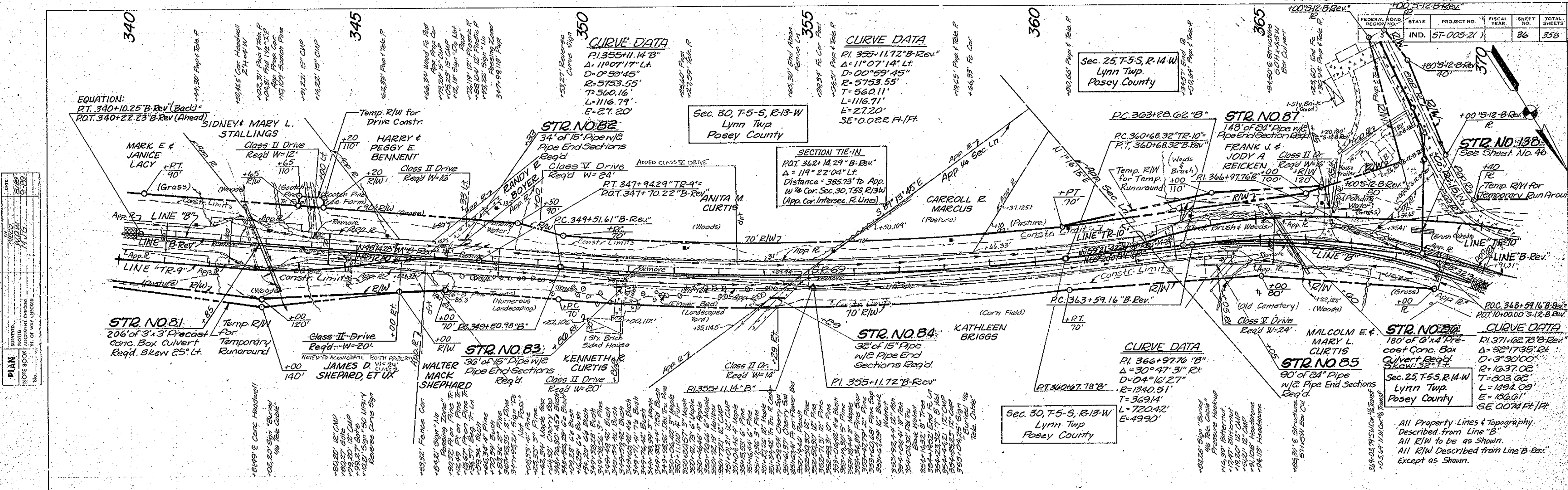
PLAN
 DATE: 10/1/01
 DRAWN BY: J.M.C.
 CHECKED BY: J.M.C.
 IN CHARGE: J.M.C.
 NO. 101

PROFILE
 DATE: 10/1/01
 DRAWN BY: J.M.C.
 CHECKED BY: J.M.C.
 IN CHARGE: J.M.C.
 NO. 101



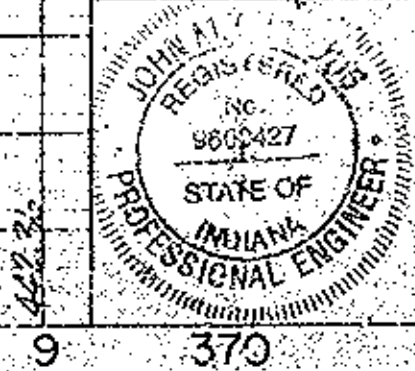
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
57P-005-21	B-Rev.	34	358

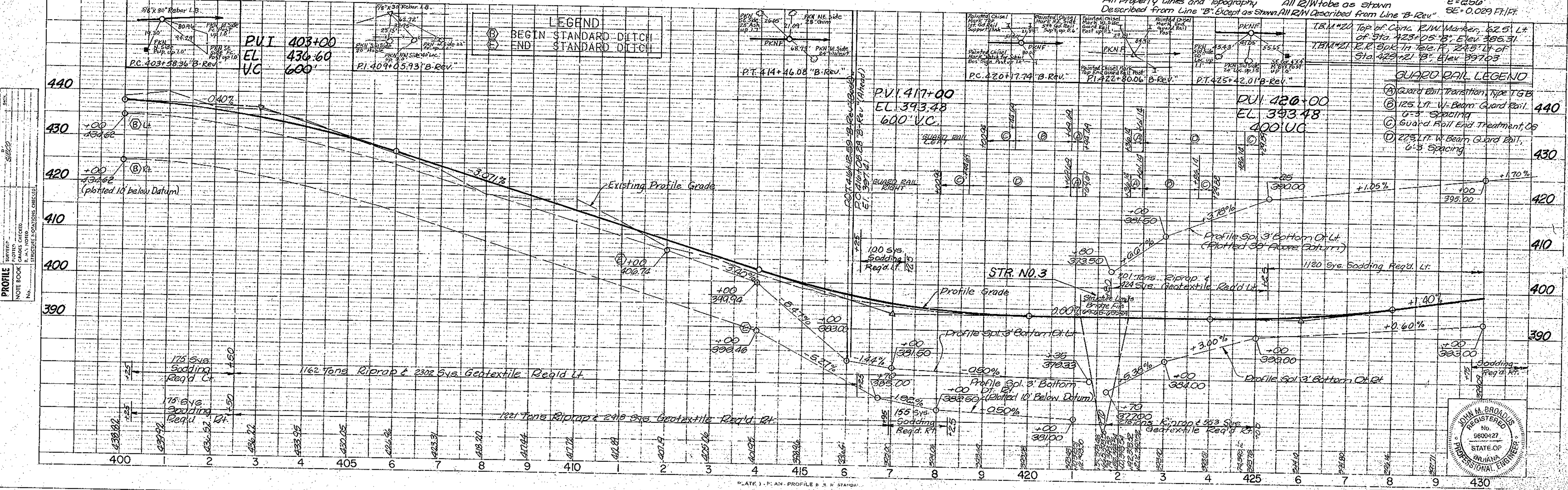
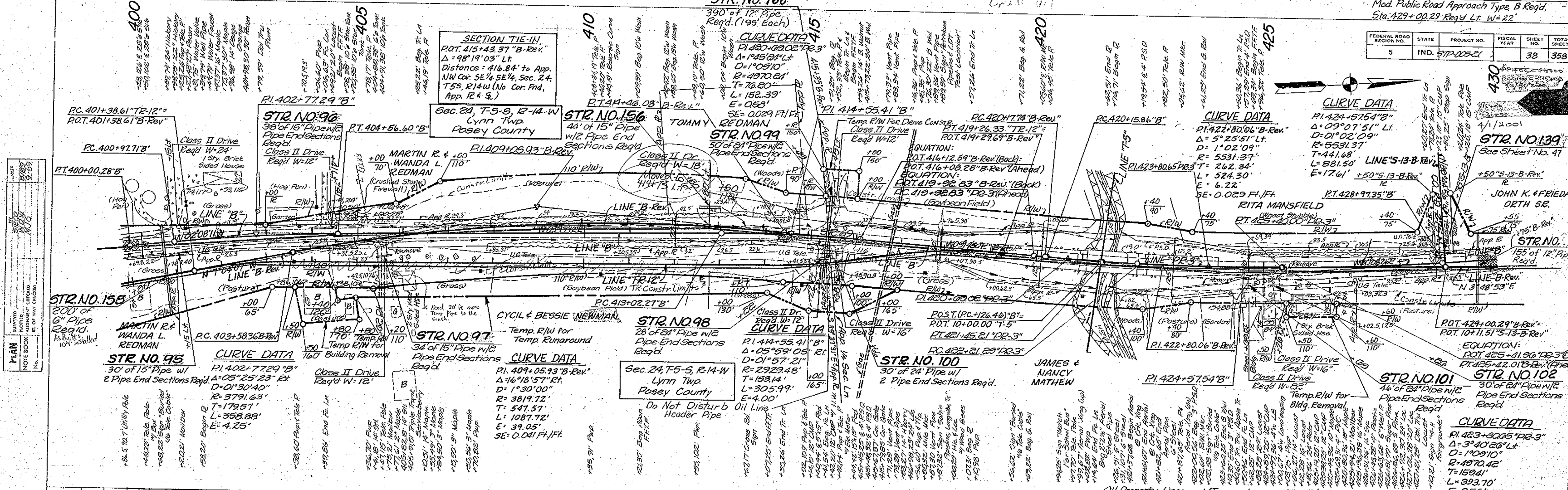
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	IND.	ST-005-21		36	358



PLAN
 SHOWN
 NOTE BOOK ANCHORING CHECKS
 NO. OF WAY LICKED

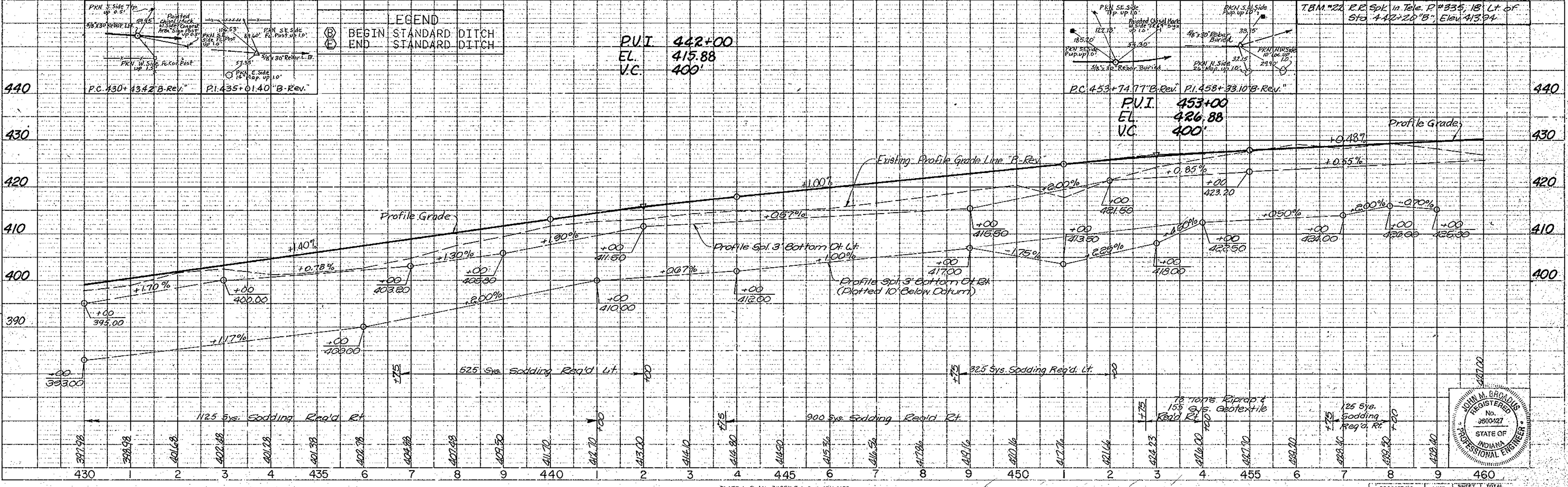
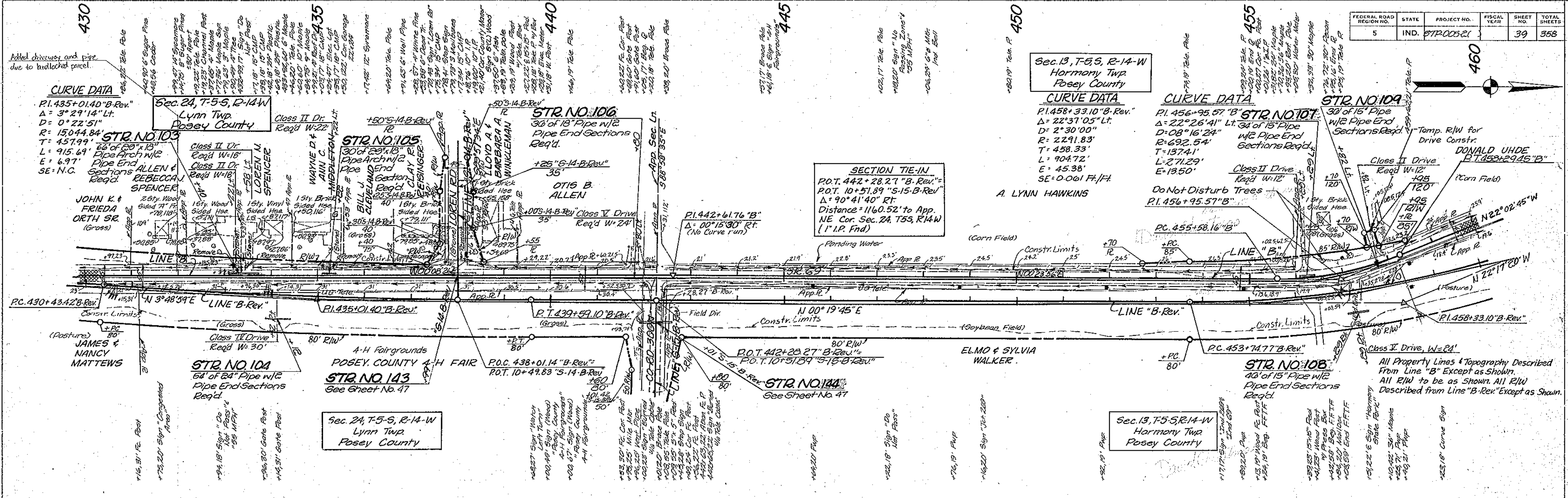
PROFILE
 SHOWN
 NOTE BOOK ANCHORING CHECKS
 NO. OF WAY LICKED





DONA KOCHMYK

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	87R00521		39	358



PLAN SHEETS
 PHOTO
 NOTE BOOK
 NO.

PROFILE SHEETS
 PHOTO
 NOTE BOOK
 NO.



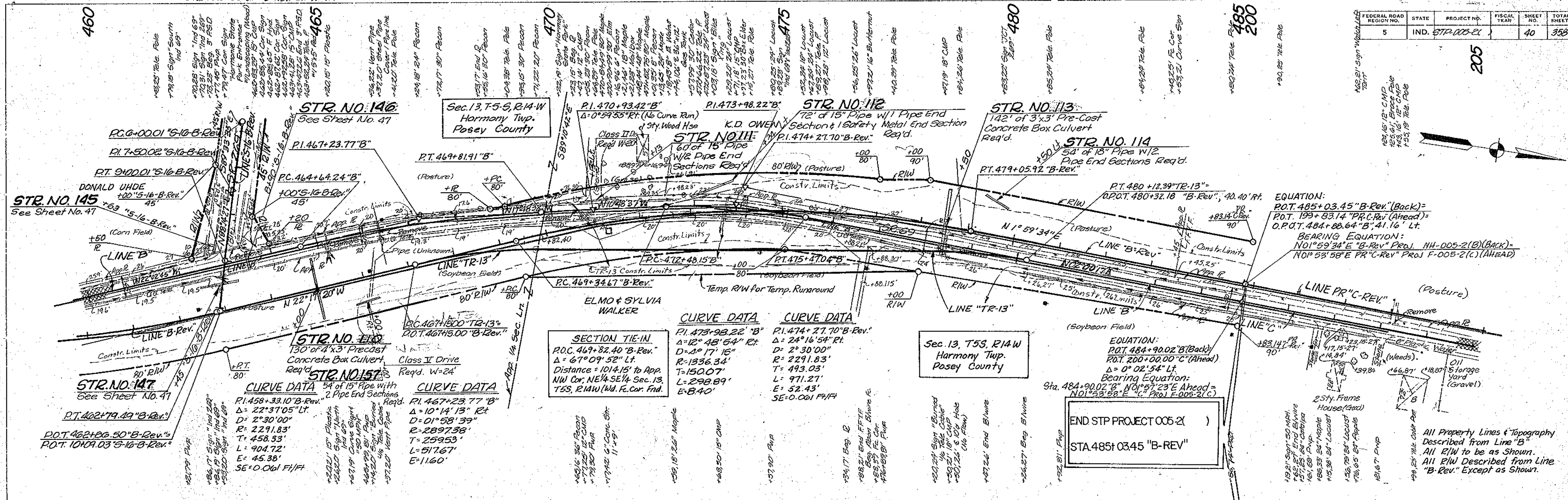
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
87R00521	B-Rev.	39	358

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

Countrymark 40' Right of Way
Dead

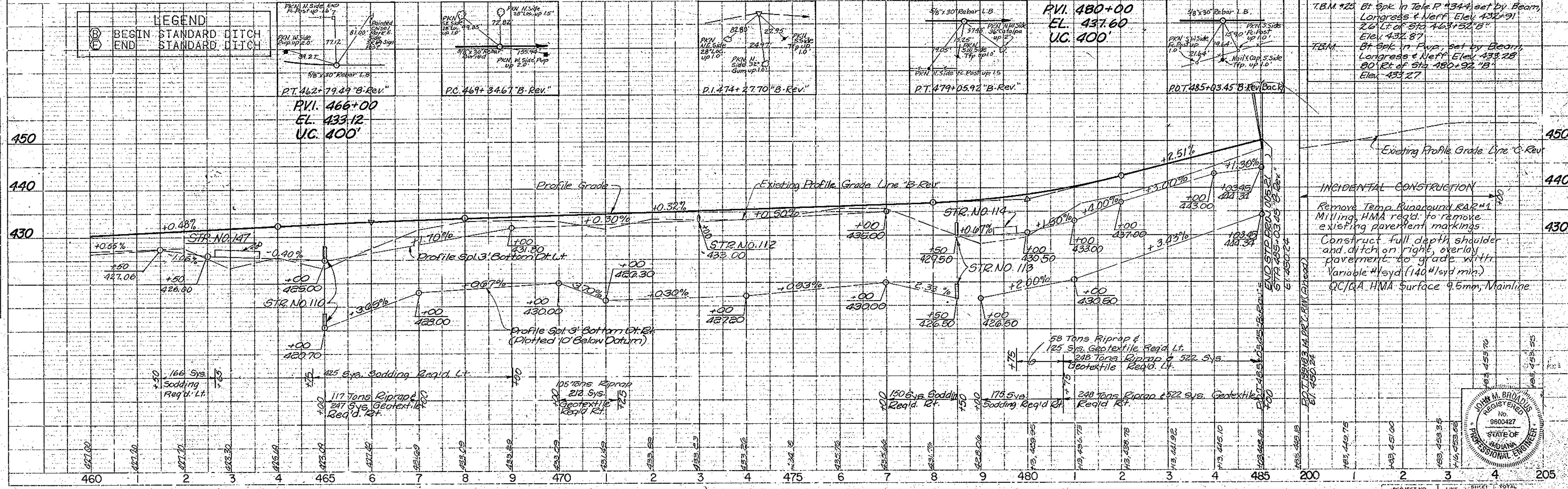
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	37A-005-01		40	358

205



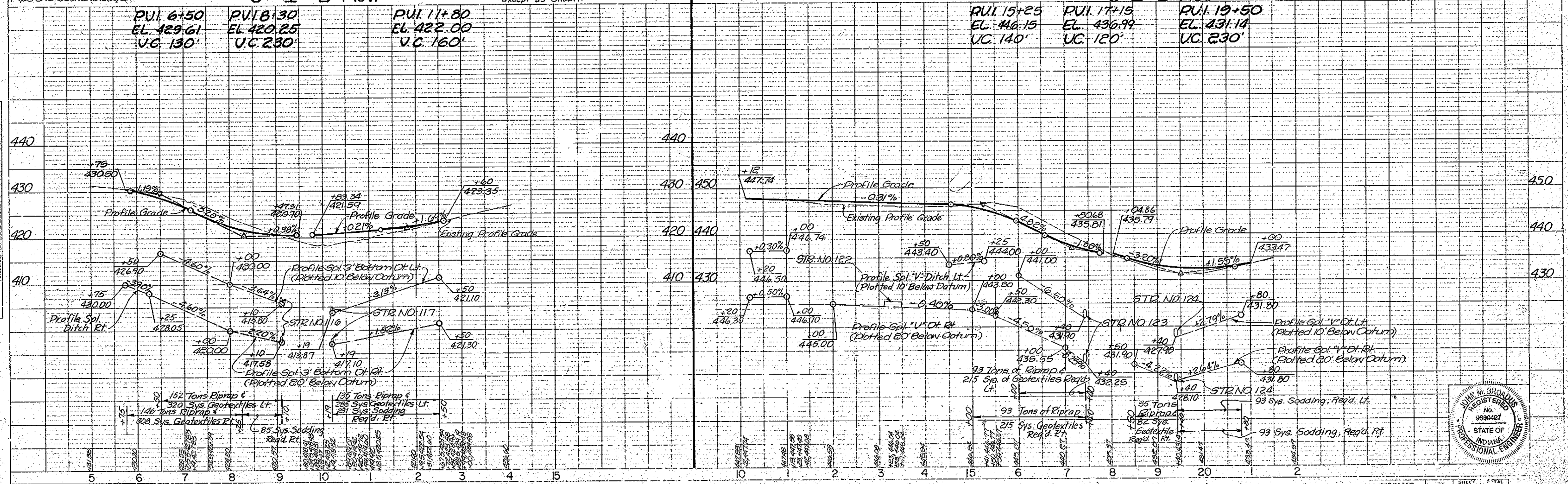
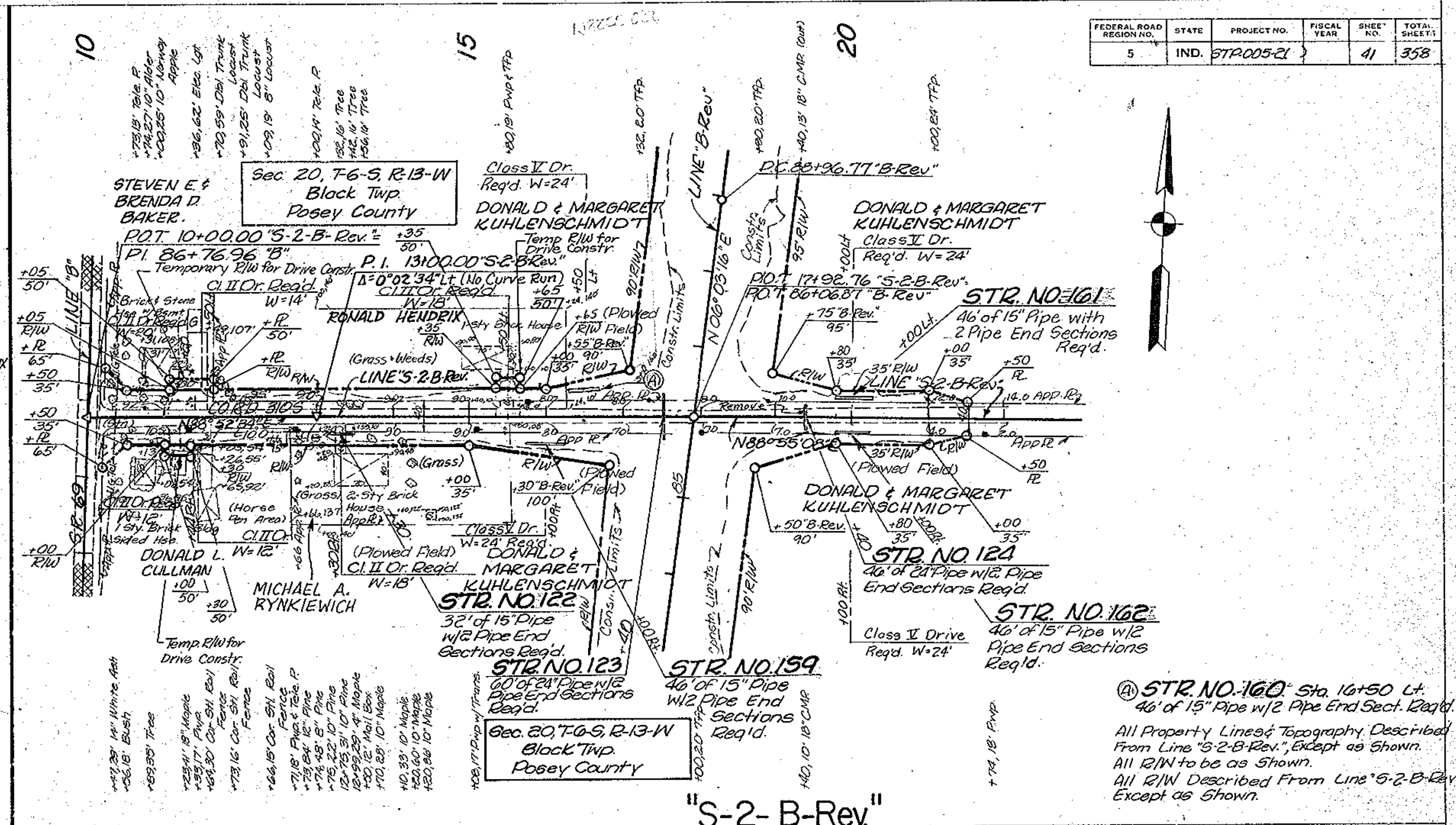
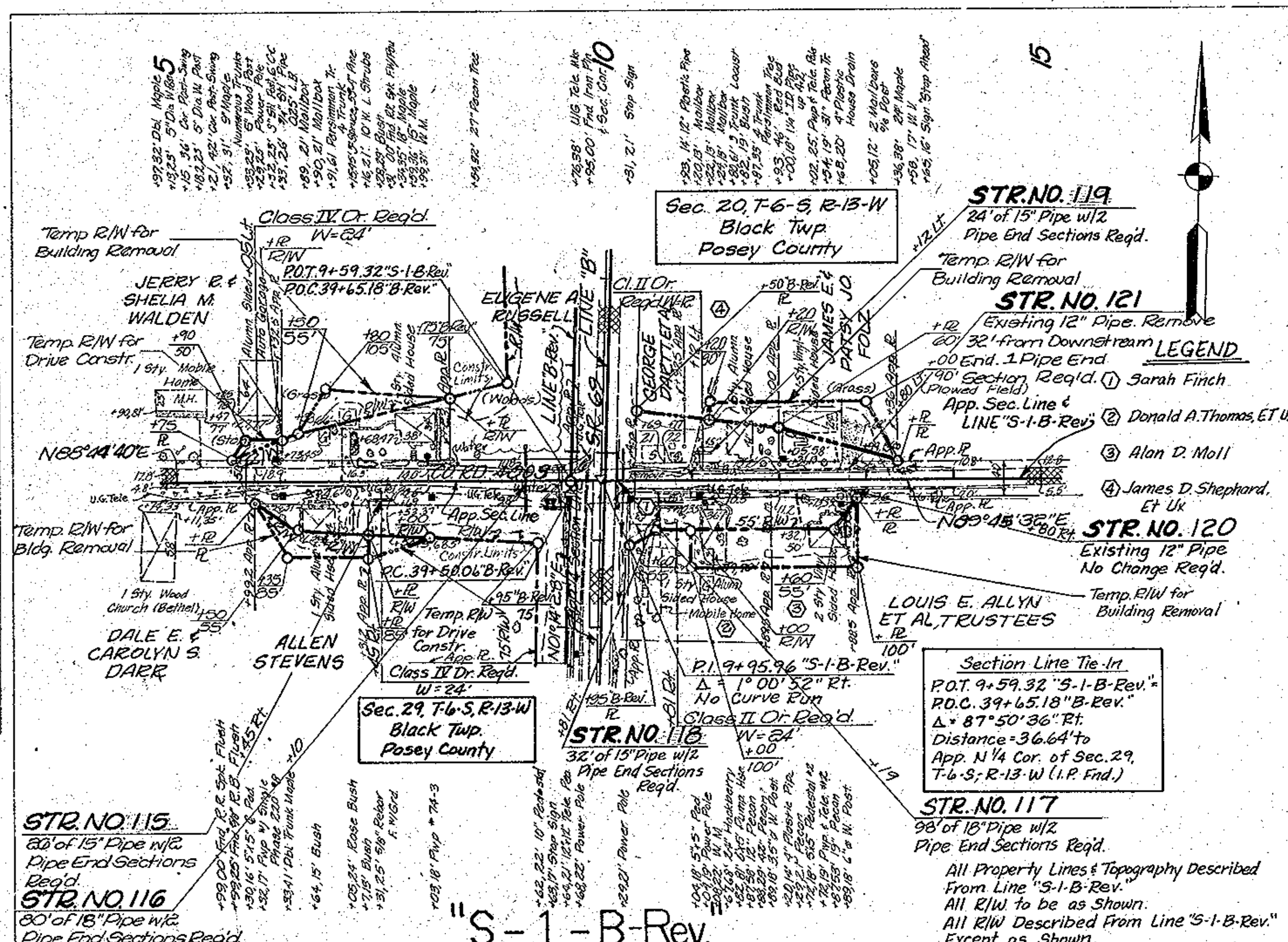
LEGEND

(B)	BEGIN STANDARD DITCH
(E)	END STANDARD DITCH



PLAN
 NOTE BOOK
 NO. 1017
 CHECKED
 DATE 10/1/57

PROFILE
 NOTE BOOK
 NO. 1017
 CHECKED
 DATE 10/1/57



TEMPORARY EROSION CONTROL TABLES FOR RUNAROUNDS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005()		65	358

TEMPORARY EROSION CONTROL STRAW BALE DITCH CHECK					
STATION TO STATION	SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN	
8+10 "TR-1"	12+60 "TR-1" LL	58	1.00%	7	21
12+60 "TR-1"	15+10 "TR-1" LL	39	3.00%	6	18
15+10 "TR-1"	18+10 "TR-1" LL	58	1.33%	5	15
21+10 "TR-1"	24+10 "TR-1" RL	58	0.97%	5	15
112+20 "TR-3"	121+84 "TR-3" RL	58	0.26%	16	48
170+00 "TR-4"	174+00 "TR-4" RL	58	0.50%	7	21
171+00 "TR-4"	183+50 "TR-4" LL	58	0.5%	4	12
184+50 "TR-4"	185+50 "TR-4" LL	29	3.95%	3	9
229+00 "TR-5"	233+75 "TR-5" LL	58	1.25%	6	24
250+00 "TR-6"	254+15 "TR-6" LL	58	0.75%	7	21
254+15 "TR-6"	257+20 "TR-6" LL	58	2.00%	5	15
257+29 "TR-6"	259+32 "TR-6" RL	58	1.97%	3	9
277+00 "TR-7"	281+45 "TR-7" RL	58	0.75%	8	24
281+45 "TR-7"	288+20 "TR-7" RL	58	1.93%	11	33
281+45 "TR-7"	284+05 "TR-7" LL	39	2.31%	7	21
284+05 "TR-7"	286+60 "TR-7" LL	29	3.90%	8	24
302+05 "TR-8"	309+12 "TR-8" LL	58	0.50%	12	36
309+12 "TR-8"	311+15 "TR-8" LL	29	3.45%	7	21
311+15 "TR-8"	312+16 "TR-8" LL	58	1.49%	1	3
302+00 "TR-8"	306+10 "TR-8" RL	58	1.50%	7	21
306+10 "TR-8"	309+12 "TR-8" RL	58	1.65%	5	15
312+16 "TR-8"	316+19 "TR-8" RL	58	0.65%	7	21
331+50 "TR-9"	336+20 "TR-9" LL	58	0.60%	8	24
336+20 "TR-9"	339+26 "TR-9" LL	29	3.50%	7	21
338+26 "TR-9"	240+30 "TR-9" LL	13	6.60%	15	45
240+30 "TR-9"	242+19 "TR-9" LL	29	6.20%	6	18
242+19 "TR-9"	243+20 "TR-9" LL	39	2.50%	2	6
345+50 "TR-9"	347+25 "TR-9" RL	58	1.00%	3	9
364+05 "TR-10"	367+19 "TR-10" RL	58	0.64%	5	15
367+19 "TR-10"	368+26 "TR-10" RL	29	3.74%	3	9
368+26 "TR-10"	373+56 "TR-10" RL	58	1.00%	9	27
373+56 "TR-10"	374+63 "TR-10" RL	19	5.89%	5	15
374+63 "TR-10"	377+84 "TR-10" RL	39	2.99%	8	24
377+84 "TR-10"	380+00 "TR-10" RL	58	1.50%	3	9
380+00 "TR-10"	383+08 "TR-10" RL	29	3.50%	10	30
372+50 "TR-10"	379+50 "TR-10" LL	58	2.00%	12	36
380+00 "TR-10"	381+07 "TR-10" LL	58	1.87	2	6
381+07 "TR-10"	382+07 "TR-10" LL	15	7.43%	6	18
394+05 "TR-11"	398+34 "TR-11" RL	58	1.50%	7	21
395+08 "TR-11"	398+34 "TR-11" LL	58	1.50%	5	15
402+00 "TR-12"	409+00 "TR-12" RL	58	1.25%	12	36
409+00 "TR-12"	410+92 "TR-12" RL	39	2.82%	5	15
470+00 "TR-13"	476+84 "TR-13" LL	58	0.60%	11	33
473+85 "TR-13"	474+90 "TR-13" RL	39	2.50%	3	9
474+90 "TR-13"	477+00 "TR-13" RL	58	0.95%	3	9
TOTAL					969

TEMPORARY EROSION CONTROL RIPRAP DITCH CHECK					
STATION TO STATION	SPACING	PERCENT GRADE	NO. OF CHECKS	LFT. PER RUN	
185+50 "TR-4"	200+50 "TR-4" LL	40	4.25%	37	111
186+00 "TR-4"	187+00 "TR-4" RL	28	6.67%	3	9
187+00 "TR-4"	194+00 "TR-4" RL	40	4.35%	17	51
194+00 "TR-4"	200+50 "TR-4" RL	50	3.50%	13	39
309+12 "TR-8"	310+50 "TR-8" RL	10	22.32%	13	39
410+92 "TR-12"	415+87 "TR-12" RL	16	6.50%	31	93
TOTAL					342

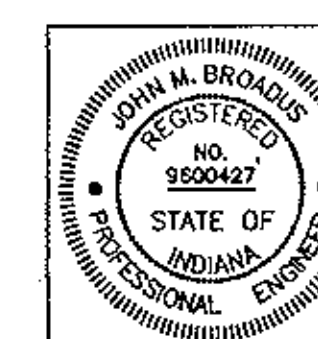
TEMPORARY EROSION CONTROL PERIMETER PROTECTION		
STATION TO STATION	LENGTH OF PROTECTION	
51+00 "TR-2"	60+00 "TR-2" LL	900'
174+00 "TR-4"	186+00 "TR-4" RL	1200'
228+00 "TR-5"	236+00 "TR-5" RL	800'
247+00 "TR-6"	257+00 "TR-6" RL	1000'
330+00 "TR-5"	345+50 "TR-9" RL	1450'
470+00 "TR-13"	473+65 "TR-13" RL	365'
TOTAL		5715

TEMPORARY EROSION CONTROL CULVERT PIPE PROTECTION		
STATION	STR. NO.	EACH
8+00 "TR-1"	501	2
14+55 "TR-1" RL	502	1
16+10 "TR-1" RL	503	1
19+80 "TR-1" RL	504	1
20+75 "TR-1" RL	505	1
56+00 "TR-2"	506	1
119+35 "TR-3"	507	1
121+84 "TR-3" RL	507A	1
179+40 "TR-4" LL	508	1*
185+50 "TR-4"	509	1
188+20 "TR-4" RL	510	1
229+75 "TR-5"	511	1
230+55 "TR-5" LL	512	1
254+15 "TR-6"	513	1
281+45 "TR-7"	514	1
283+40 "TR-7" RL	515	1
283+75 "TR-7" RL	516	1
284+45 "TR-7" LL	517	1
310+13 "TR-8"	518	1
310+00 "TR-8" LL	519	1*
342+80 "TR-9"	520	1
365+40 "TR-10"	521	1
366+58 "TR-10" LL	522	1
367+19 "TR-10"	523	1
375+55 "TR-10"	524	1
383+08 "TR-10"	525	1
405+60 "TR-12" RL	526	1
415+35 "TR-12" RL	527	1
415+38 "TR-12" LL	528	1
415+87 "TR-12"	529	1
473+65 "TR-13"	530	1
478+45 "TR-13" LL	531	1*
336+50 "TR-9" LL	532	1
339+50 "TR-9" LL	533	1*
339+70 "TR-9" LL	534	1
342+80 "TR-9" LL	535	1*
343+50 "TR-9" LL	536	1
398+34 "TR-11"	537	1
TOTAL		39

* Place at Existing Pipe Inlets

PLOT DATE & TIME: JAN. 0, 2000 - 09:00:00 - Plotted from TRANSO

DESIGNED: _____
DRAWN: _____
CHECKED: _____
REVIEWED: _____



STRUCTURE DATA - TEMPORARY PIPES

STRUCTURE NUMBER	LOCATION			SIZE	PIPE TYPE	MANHOLE, INLET, CATCH BASIN, OR SPECIALTY STRUCTURE	LENGTH	SKEW	COVER	FLOW LINE		SERVICE LIFE	SITE DESIGNATION	PH	BACKFILL METHOD	"B" BORROW FOR STR. BACKFILL	REVEINEMENT RIPRAP	CONCRETE, CLASS A, FOR STRUCTURES	PIPE END SECTION	GRATED BOX END SECTION			SAFETY METAL END SECTION		CONNECT TO STR. NO.	REMARKS				
	STATION	LEFT	RIGHT							CROSS	UP STREAM									DOWN STREAM	ELEV.	ELEV.	YR.	TYPE			SLOPE	EA.	SLOPE	EA.
501	8+00 "TR-1"			X	57 X 38	1	140	2		398.50	398.30	1	Abr.	6.5	1	142											Twin 70' Structures			
502	14+55 "TR-1"		X		12	3	76	3.5		406.76	405.47	1	N. Abr.	6.5	2	2														
503	16+10 "TR-1"		X		12	3	68	3.5		409.33	408.17	1	N. Abr.	6.5	2	2														
504	19+80 "TR-1"		X		12	3	50	3		413.95	413.45	1	N. Abr.	6.5	2	1														
505	20+75 "TR-1"		X		12	3	36	3		414.83	414.47	1	N. Abr.	6.5	2	1														
506	56+00 "TR-2"			X	15	1	47	1.5		401.70	400.90	1	N. Abr.	6.5	1	12														
507	119+35 "TR-3"			X	18	1	50	2		385.50	384.14	1	N. Abr.	6.5	1	17														
507 A	121+84 "TR-3"		X		18	1	10	2		383.50	**	1	Abr.	6.5	1	3												Extend Existing Pipe		
508	178+90 "TR-4"		X		108	1	40	3		**	361.00	1	Abr.	6.5	1	16.3												Extend Existing Box Culvert		
509	185+50 "TR-4"			X	24	1	66	5		368.55	368.00	1	N. Abr.	6.5	1	60														
510	188+20 "TR-4"		X		18	3	50	2		379.16	377.04	1	N. Abr.	6.5	2	2														
511	229+75 "TR-5"			X	18	1	50	2		461.00	460.50	1	N. Abr.	6.5	1	17														
512	230+55 "TR-5"	X			12	3	44	2		462.53	461.87	1	N. Abr.	6.5	2	1														
513	254+15 "TR-6"			X	18	1	55	3		453.00	452.00	1	N. Abr.	6.5	1	26														
514	281+45 "TR-7"			X	18	1	70	5		461.00	458.00	1	N. Abr.	6.5	1	54														
515	283+40 "TR-7"		X		15	3	24	4		465.00	464.53	1	N. Abr.	6.5	2	1														
516	283+75 "TR-7"		X		15	3	30	3.5		465.73	465.15	1	N. Abr.	6.5	2	1														
517	284+45 "TR-7"	X			15	3	36	6		466.26	464.86	1	N. Abr.	6.5	2	1														
518	310+13 "TR-8"			X	18	1	86	9		465.50	463.00	1	N. Abr.	6.5	1	122														
519	310+70 "TR-8"		X		36	1	60	14		440.00	438.00	1	Abr.	6.2	1	215												Temporary Extension of STR. No. 77		
520	342+80 "TR-9"		X		24	1	66	10		460.00	456.00	1	N. Abr.	6.5	1	122														
521	365+20 "TR-10"			X	36	1	70	14		**	419.50	1	Abr.	6.5	1	302												Extend Existing Box Culvert		
522	366+58 "TR-10"	X			18	3	50	10		433.62	431.69	1	N. Abr.	6.5	2	2														
523	367+19 "TR-10"			X	18	1	70	7		439.00	435.00	1	N. Abr.	6.5	1	80														
524	374+55 "TR-10"			X	24	1	50	2		447.00	441.70	1	N. Abr.	6.5	1	21														
525	383+08 "TR-10"			X	18	1	70	5		443.00	442.00	1	N. Abr.	6.5	1	54														
526	405+60 "TR-12"		X		15	3	28	1		429.28	429.14	1	N. Abr.	6.5	2	1														
527	415+35 "TR-12"		X		18	3	80	4		392.38	389.65	1	N. Abr.	6.5	2	3														
528	415+38 "TR-12"	X			18	3	72	3		395.69	393.41	1	N. Abr.	6.5	2	3														
529	415+87 "TR-12"			X	18	1	60	5		393.00	389.00	1	N. Abr.	6.5	1	46														
530	473+65 "TR-13"			X	18	1	50	1		427.20	427.00	1	N. Abr.	6.5	1	11														
531	478+45 "TR-13"			X	18	1	16	2		**	425.50	1	Abr.	6.5	1	6												Extend Existing Pipe		
532	335+50 "TR-9"	X			15	3	46	4		484.74	484.38	1	N. Abr.	6.5	2	1														
533	339+50 "TR-9"			X	18	1	90	10		**	461.00	1	Abr.	6.4	1	143												Extend Existing Pipe		
534	339+70 "TR-9"			X	36	1	30	10		462.00	461.00	1	Abr.	6.4	1	75												Temporary Extension of STR. No. 80		
535	343+10 "TR-9"		X		36	1	70	13		**	444.00	1	Abr.	6.5	1	231												Extend Existing Box Culvert		
536	343+50 "TR-9"		X		36	1	20	3		444.50	444.00	1	Abr.	6.5	1	17												Temporary Extension of STR. No. 81		
537	398+34 "TR-11"		X		18	1	24	1		431.60	**	1	Abr.	6.5	1	11														

** Match Existing Elevation

RECOMMENDED FOR APPROVAL	DESIGN ENGINEER	DATE
DESIGNED: PCG 4/92	DRAWN: JAC 10/97	
CHECKED:	CHECKED:	REVISID:

INDIANA DEPARTMENT OF TRANSPORTATION

STRUCTURE DATA

HORIZONTAL SCALE	BRIDGE FILE NO.
VERTICAL SCALE	DESIGNATION NO.
	8134770
SURVEY BOOK NO.	SHEETS
	66 of 358
CONTRACT NO.	PROJECT NO.
R-24568	NH-005-2()

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

STRUCTURE NUMBER - TEMPORARY PIPES

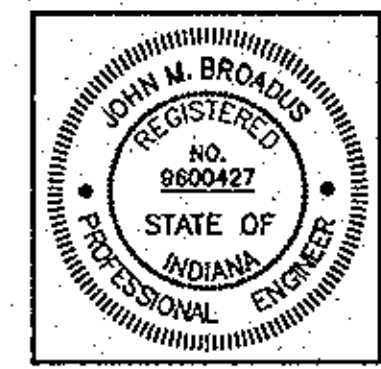
	501	502	503	504	505	506	507	507A	508	509	510	511	512	513	514	515	516	517	518	519	520	521
PIPE TYPE/SHAPE	1	3	3	3	3	1	1	1	1	1	3	1	3	1	1	3	3	3	1	1	1	1
SMOOTH PIPE SIZE		12"	12"	12"	12"	15"	18"	18"	108"	24"	18"	18"	12"	18"	18"	15"	15"	15"	18"	36"	24"	36"
CORRUGATED PIPE SIZE	57" X 36"	12"	12"	12"	12"	15"	18"	18"	108"	24"	18"	18"	12"	18"	18"	15"	15"	15"	18"	36"	24"	36"
RCP/RCHPE (S) CLASS	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
D 0.01 RATING	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1000	1250	1000
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
CORRUGATED PE PIPE, TYPE S (S) *	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
RIBBED PE PIPE (S) *																						
SMOOTH WALL PE PIPE (S) - MAXIMUM DR																						
PROFILE WALL PVC PIPE (S)										OK				OK	OK					OK	OK	OK
SMOOTH WALL PVC PIPE (S) *		OK	OK	OK	OK					OK				OK	OK	OK	OK	OK	OK	OK	OK	OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)		OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
FULLY BIT. PAVED & LINED (S) CORR. PROFILE THICKNESS																						
ZINC COATED (C) CORR. PROFILE THICKNESS																						
ZINC COATED W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	3 X 1	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
ALUM. COATED TYPE 2 (C) CORR. PROFILE THICKNESS	0.138"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.138"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.168"	0.079"
ALUM. COATED TYPE 2 W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
POLYMER PRECOATED GALVANIZED (C) CORR. PROFILE THICKNESS	0.109"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.109"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"
POLYMER PRECOATED GALVANIZED W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
FIBER BONDED BITUMINOUS COATED (C) CORR. PROFILE THICKNESS	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"
FIBER BONDED BITUMINOUS COATED W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
CORRUGATED ALUM. ALLOY PIPE (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C) CORR. PROFILE THICKNESS	0.109"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.109"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"
STR. PLATE ALUMINUM ALLOY PIPE (C) CORR. PROFILE THICKNESS																						
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C) CORR. PROFILE THICKNESS																						
STR. PLATE STEEL PIPE (C) CORR. PROFILE THICKNESS **																						
STR. PLATE STEEL PIPE W/ CFP (C) CORR. PROFILE THICKNESS **																						

STRUCTURE NUMBER - TEMPORARY PIPES

	522	523	524	525	526	527	528	529	530	531	532	533	534	535	536	537
PIPE TYPE/SHAPE	3	1	1	1	3	3	3	1	1	1	3	1	1	1	1	-
SMOOTH PIPE SIZE	18"	18"	24"	18"	15"	18"	18"	18"	18"	18"	15"	18"	36"	36"	36"	18"
CORRUGATED PIPE SIZE	18"	18"	24"	18"	15"	18"	18"	18"	18"	18"	15"	18"	36"	36"	36"	18"
RCP/RCHPE (S) CLASS	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	11
D 0.01 RATING	1250	1000	1000	1000	1250	1000	1000	1000	1000	1000	1000	1250	1000	1250	1000	1000
NON-REINFORCED CONCRETE PIPE, CLASS 3 (S)	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
CORRUGATED PE PIPE, TYPE S (S) *	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
RIBBED PE PIPE (S) *	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
SMOOTH WALL PE PIPE (S) - MAXIMUM DR																
PROFILE WALL PVC PIPE (S)	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
SMOOTH WALL PVC PIPE (S) *	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
VITRIFIED CLAY PIPE, EXTRA STRENGTH (S)	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK	OK
FULLY BIT. PAVED & LINED (S) CORR. PROFILE THICKNESS																
ZINC COATED (C) CORR. PROFILE THICKNESS																
ZINC COATED W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
ALUM. COATED TYPE 2 (C) CORR. PROFILE THICKNESS	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.168"	0.138"	0.138"	0.079"
ALUM. COATED TYPE 2 W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
POLYMER PRECOATED GALVANIZED (C) CORR. PROFILE THICKNESS	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"	0.079"
POLYMER PRECOATED GALVANIZED W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
FIBER BONDED BITUMINOUS COATED (C) CORR. PROFILE THICKNESS	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"
FIBER BONDED BITUMINOUS COATED W/ BPI (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
CORRUGATED ALUM. ALLOY PIPE (C) CORR. PROFILE THICKNESS	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2	2-2/3 X 1/2
CORRUGATED ALUM. ALLOY PIPE W/ BPI (C) CORR. PROFILE THICKNESS	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"	0.064"
STR. PLATE ALUMINUM ALLOY PIPE (C) CORR. PROFILE THICKNESS																
STR. PLATE ALUMINUM ALLOY PIPE W/ CFP (C) CORR. PROFILE THICKNESS																
STR. PLATE STEEL PIPE (C) CORR. PROFILE THICKNESS **																
STR. PLATE STEEL PIPE W/ CFP (C) CORR. PROFILE THICKNESS **																

LEGEND

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



RECOMMENDED FOR APPROVAL

DESIGN ENGINEER DATE

DESIGNED: MAR 5/00 DRAWN:

CHECKED: CHECKED:

REVISED: REVISED:

INDIANA DEPARTMENT OF TRANSPORTATION

PIPE MATERIAL SHEET

HORIZONTAL SCALE	BRIDGE FILE NO.
VERTICAL SCALE	DESIGNATION NO.
	6984400
SURVEY BOOK NO.	SHEETS
	66A of 358
CONTRACT NO.	PROJECT NO.
R-24568	NH_005-2 ()

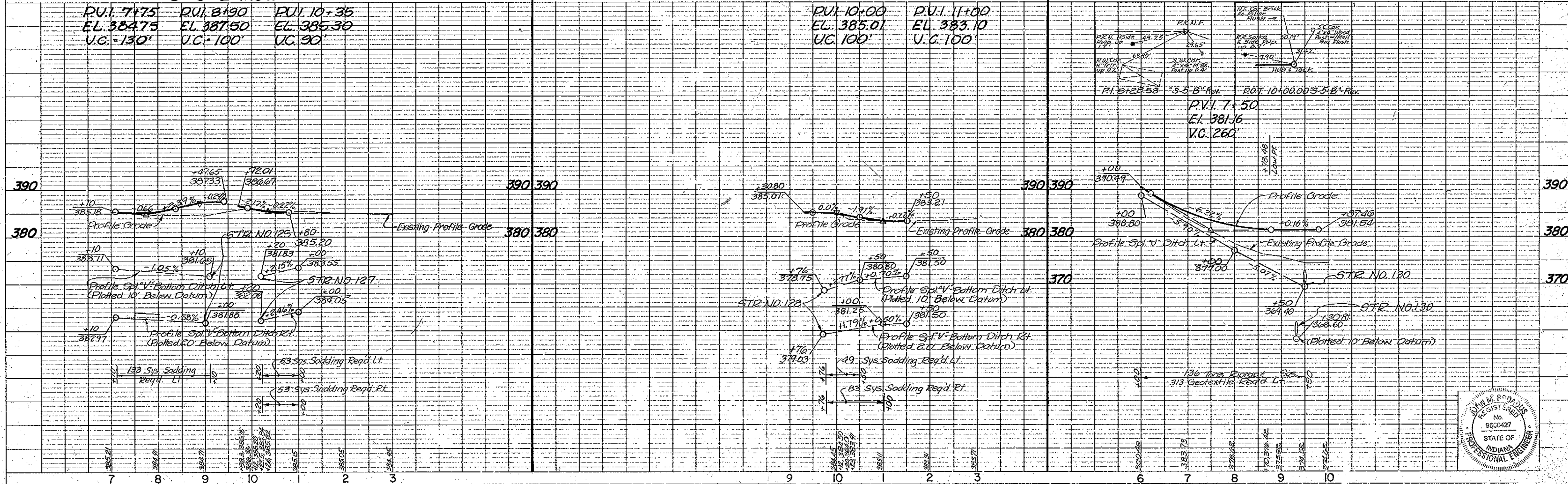
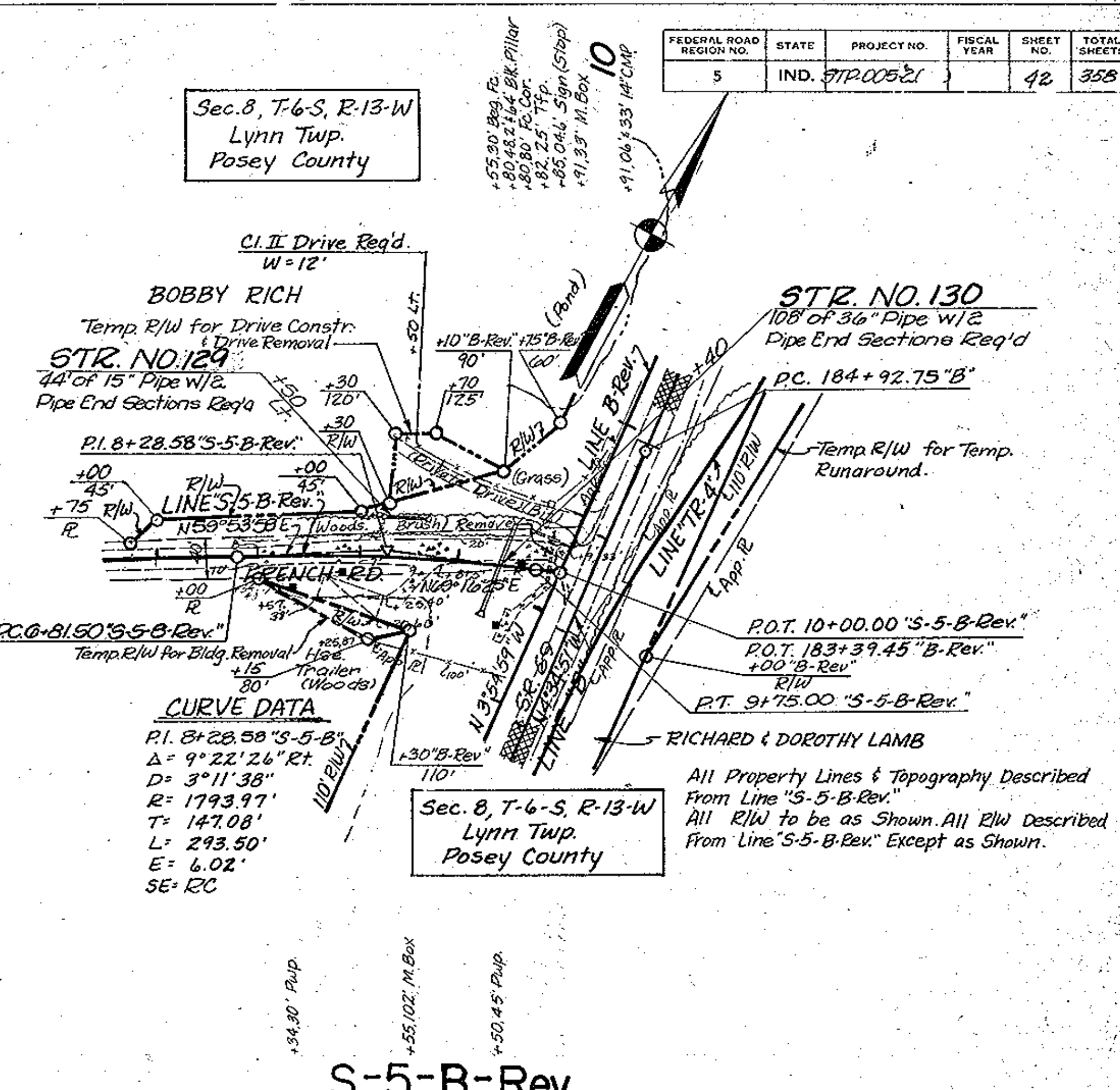
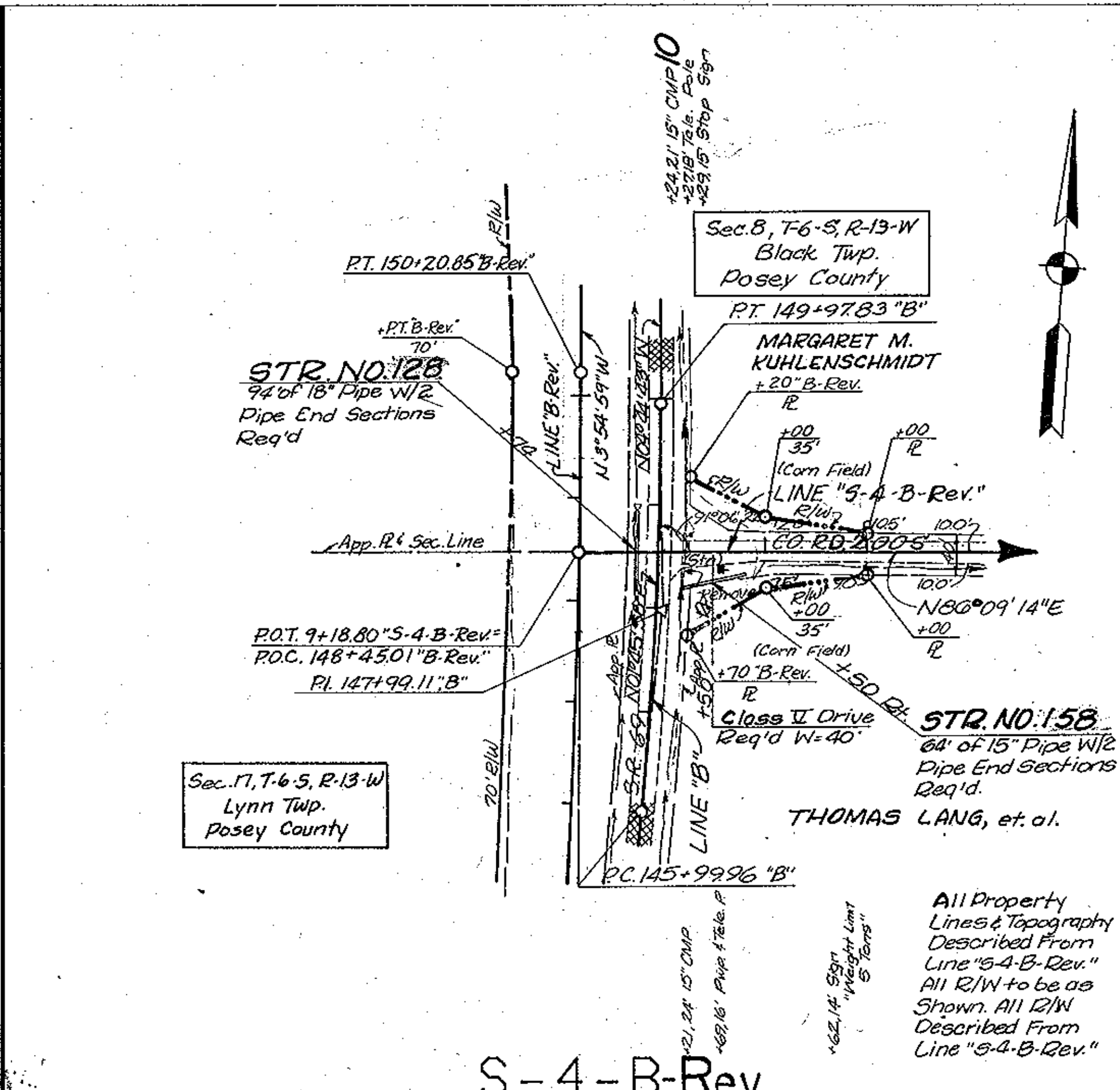
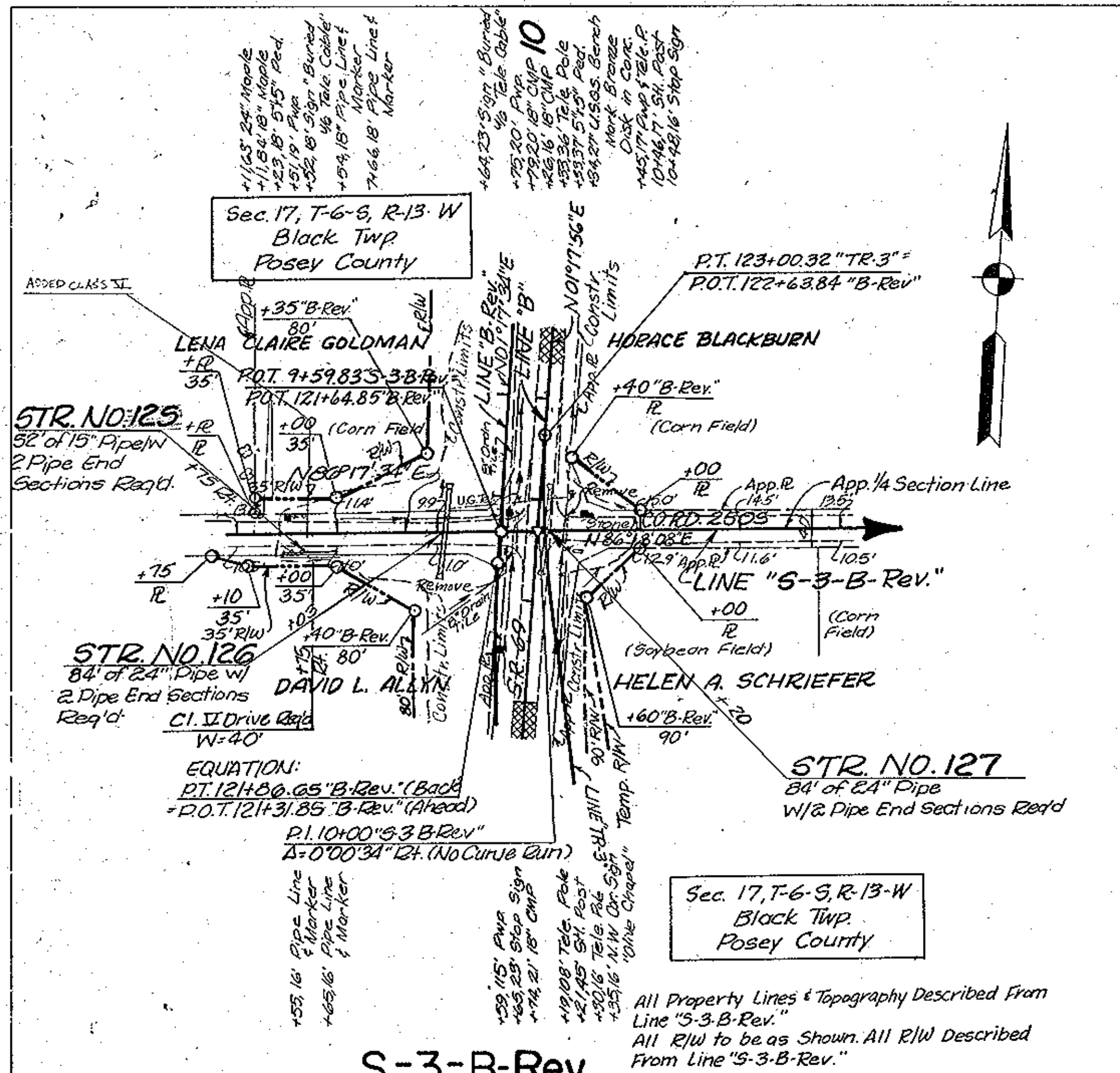
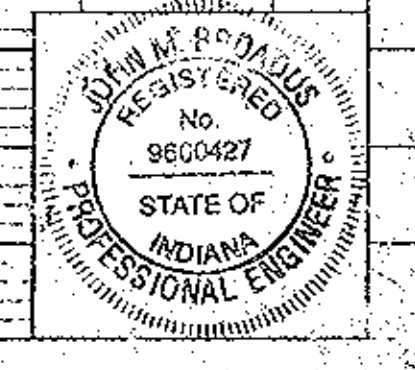
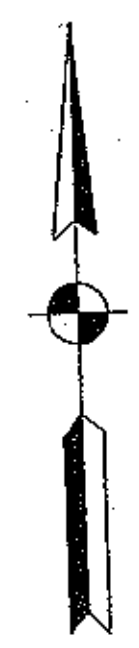
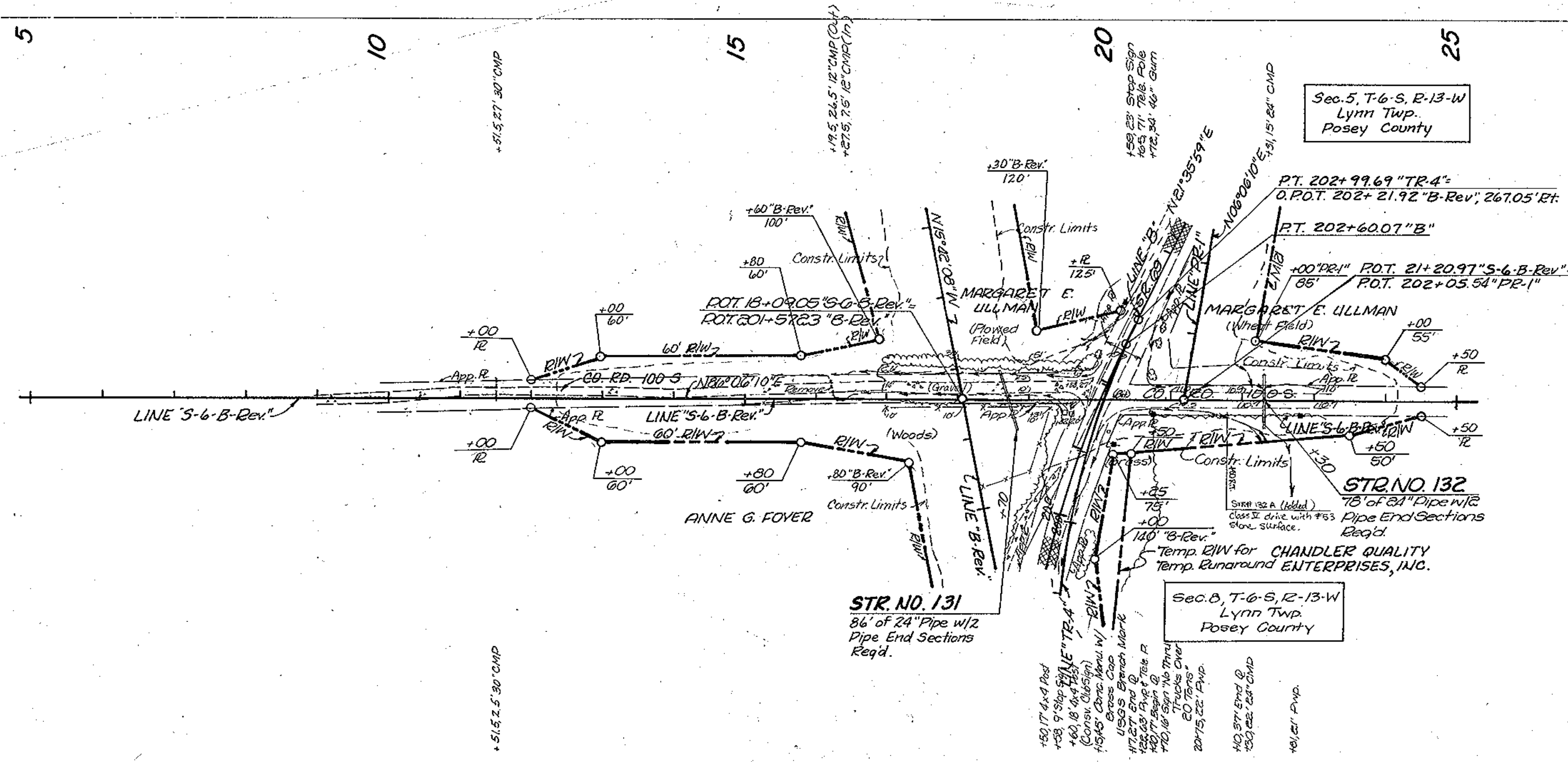


PLATE 1 - PLAN - PROFILE & R.R. STANDARD
1975



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	87PC05-21		43	358

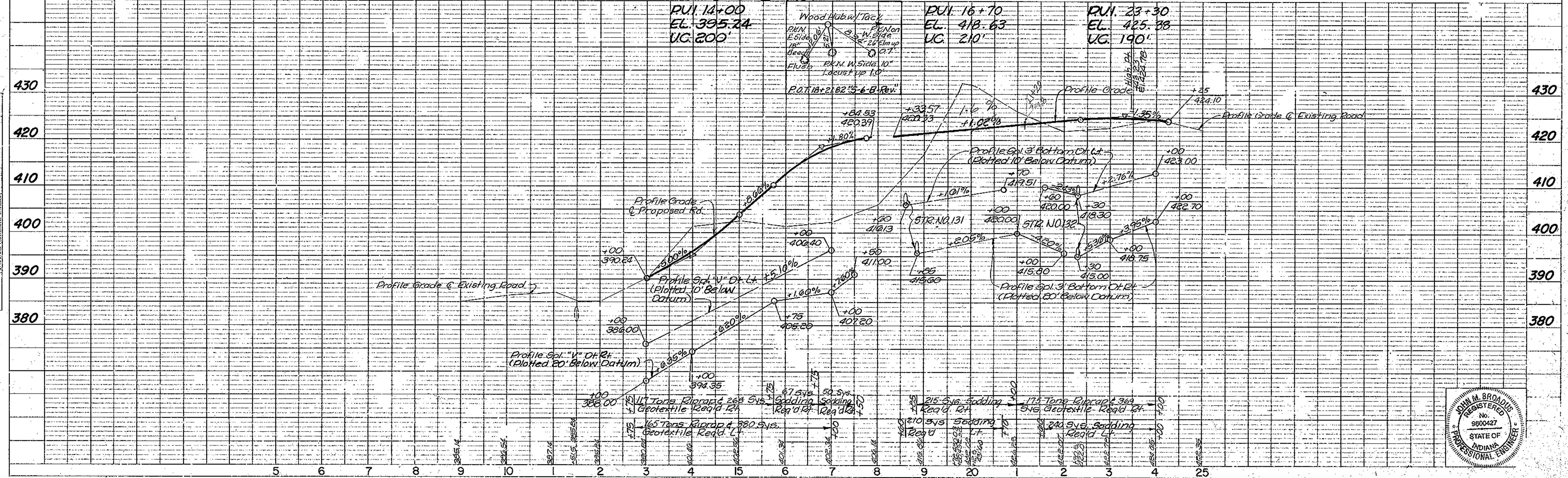
Sec. 5, T. 6-S, R. 13-W
Lynn Twp.
Posey County



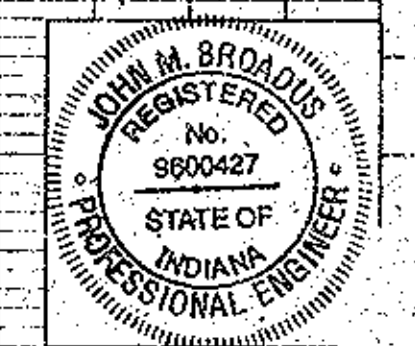
PLAN
DATE: 10-30-97
BY: S.E.C.C.
CHECKED: S.E.C.C.
NOTE BOOK NO. 10-30-97
BY: S.E.C.C.
CHECKED: S.E.C.C.
DATE: 10-30-97

All Property Lines & Topography Described From Line "S-6-B-Rev."
All R/W to be as Shown.
All R/W Described From Line "S-6-B-Rev," Except as Shown.

S-6-B-Rev.

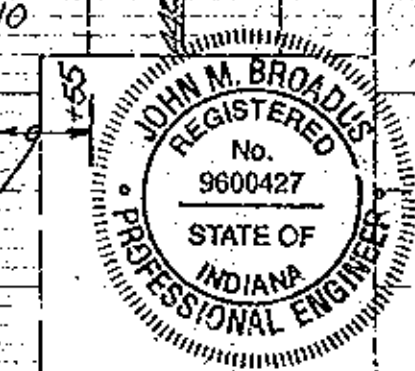
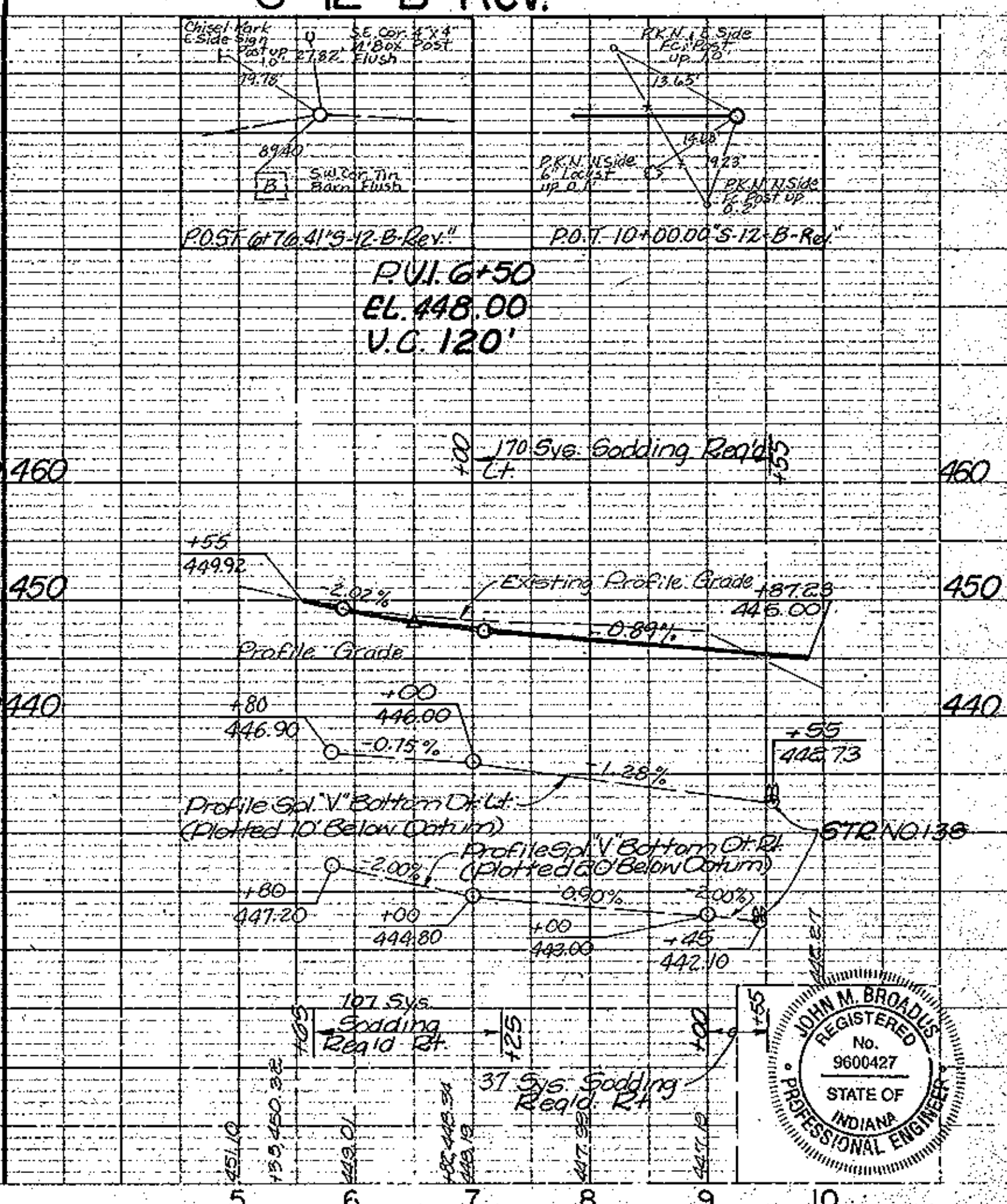
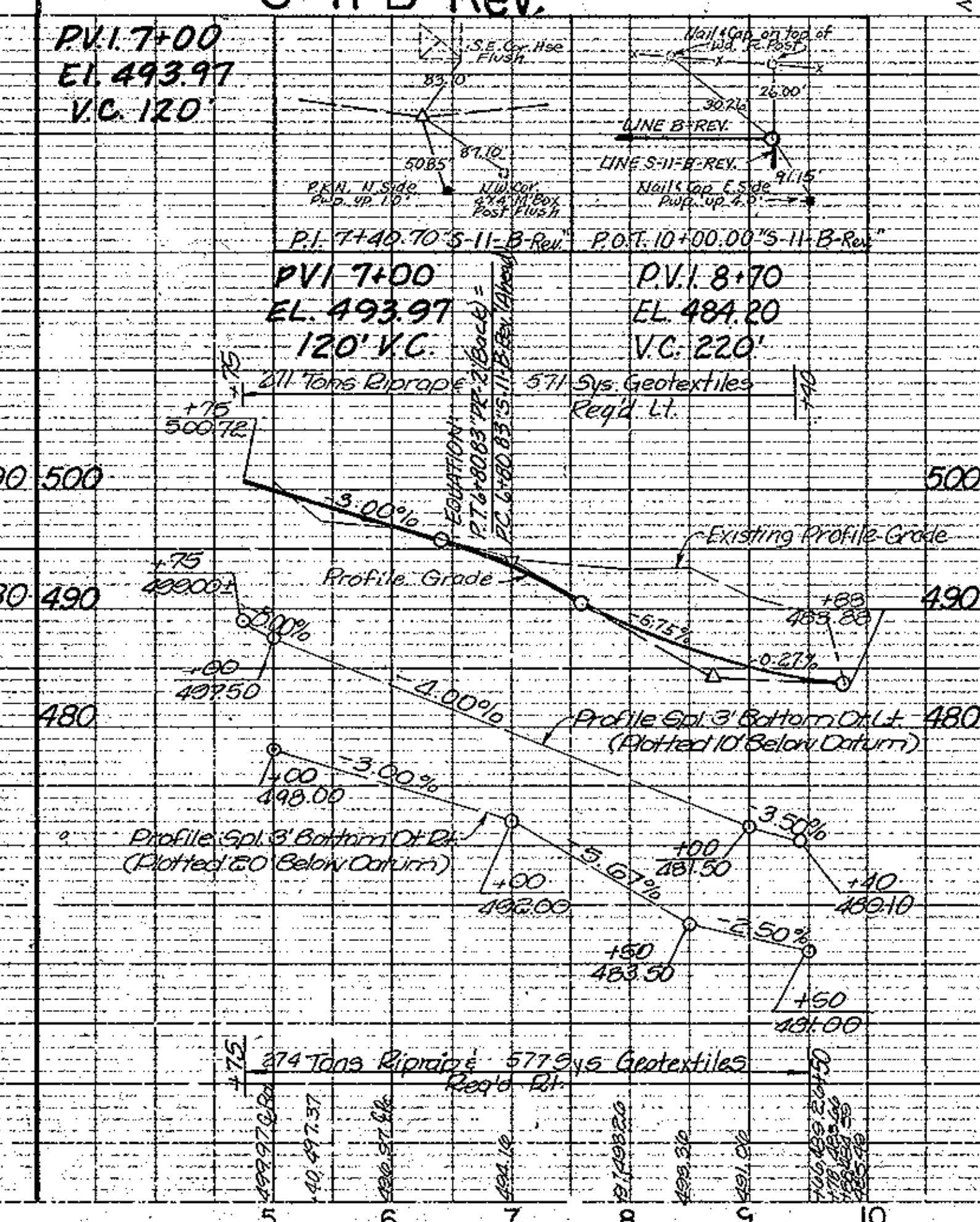
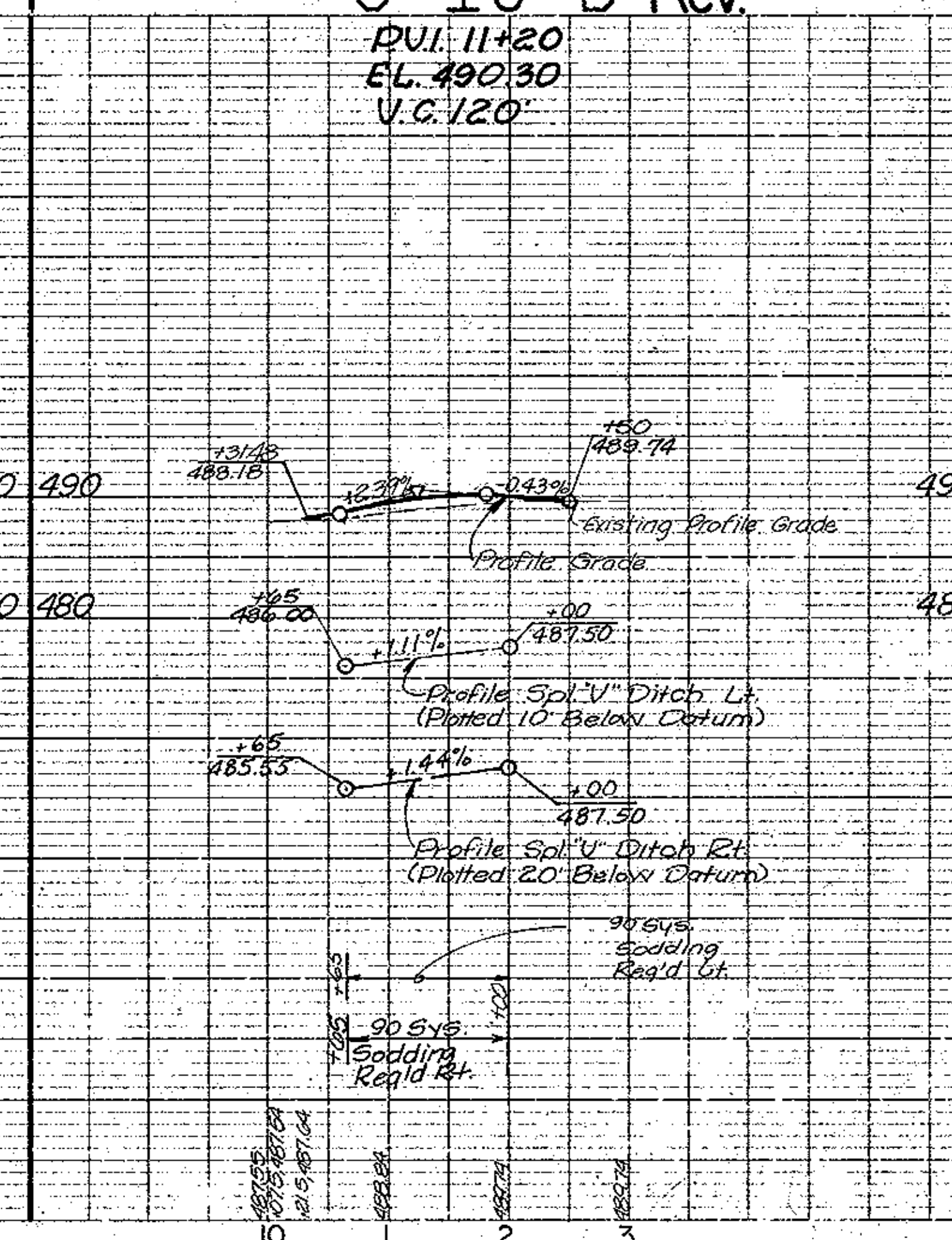
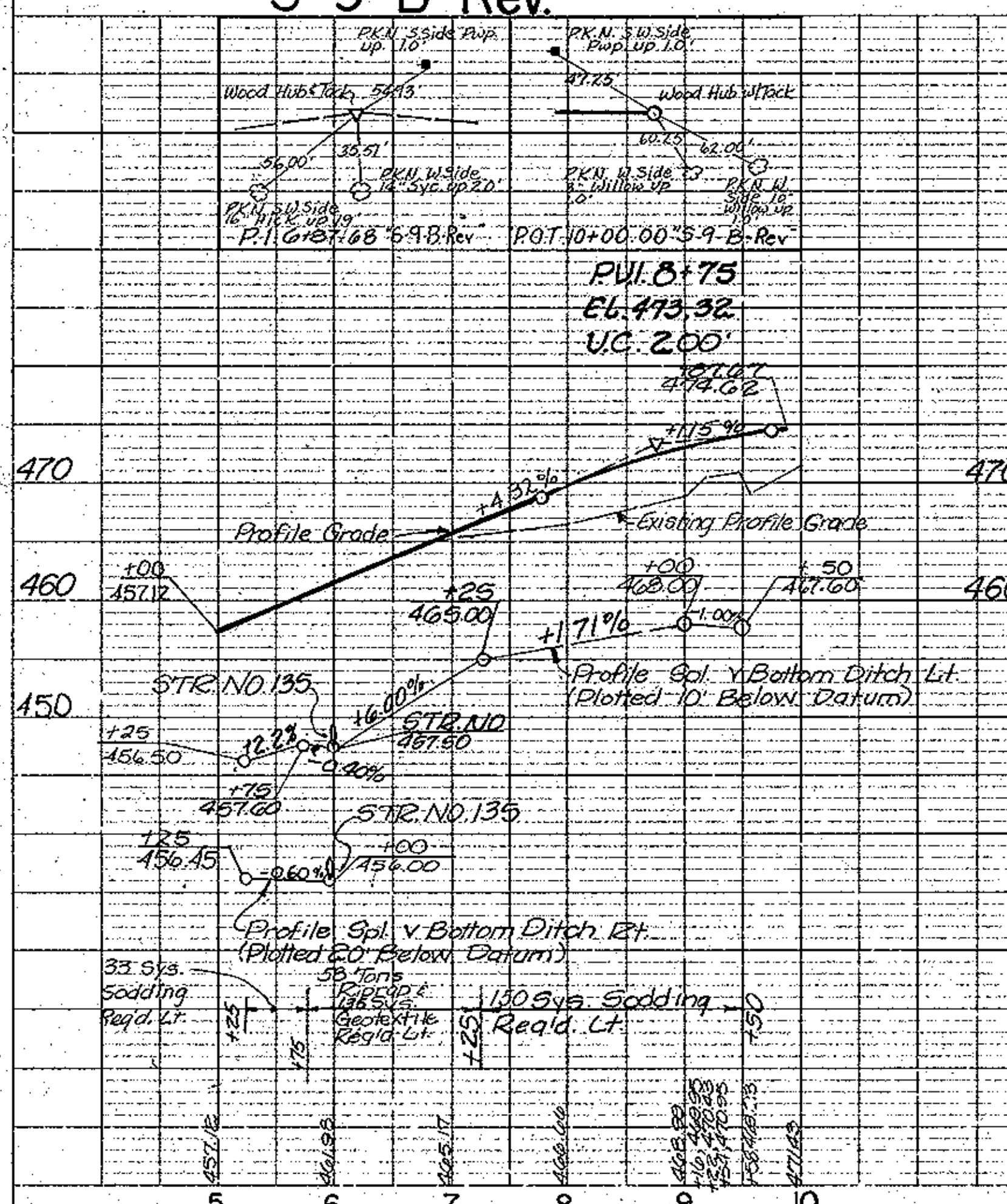
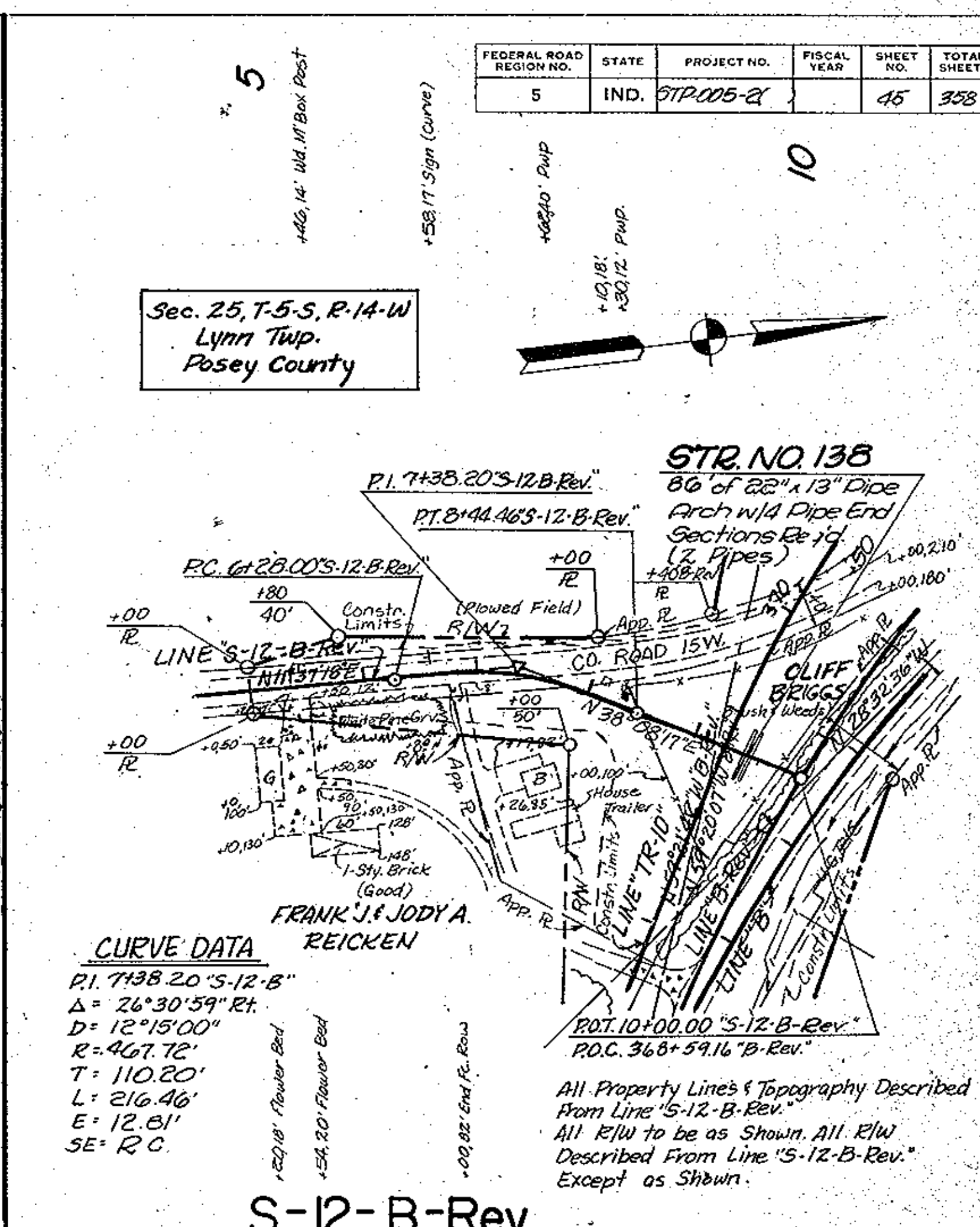
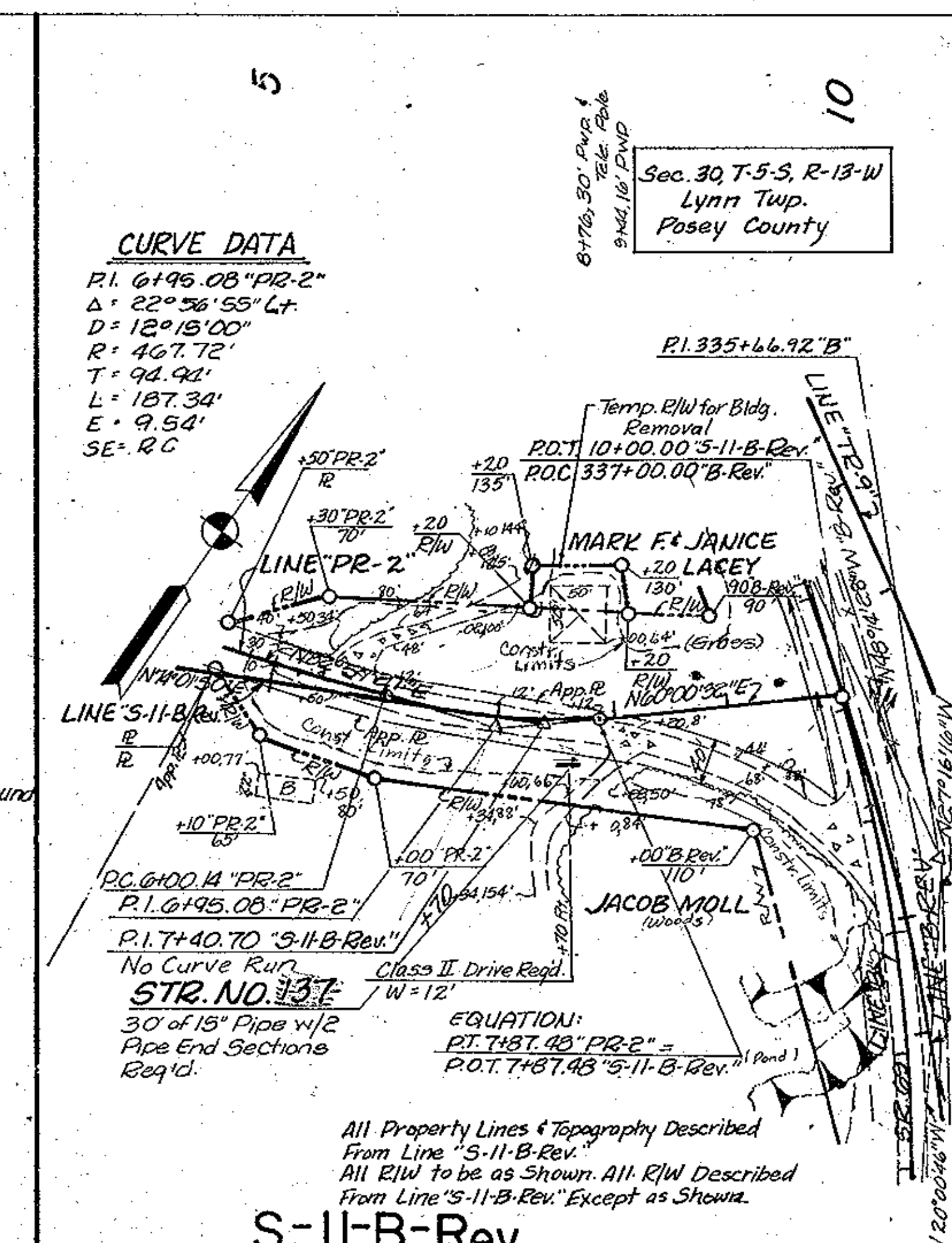
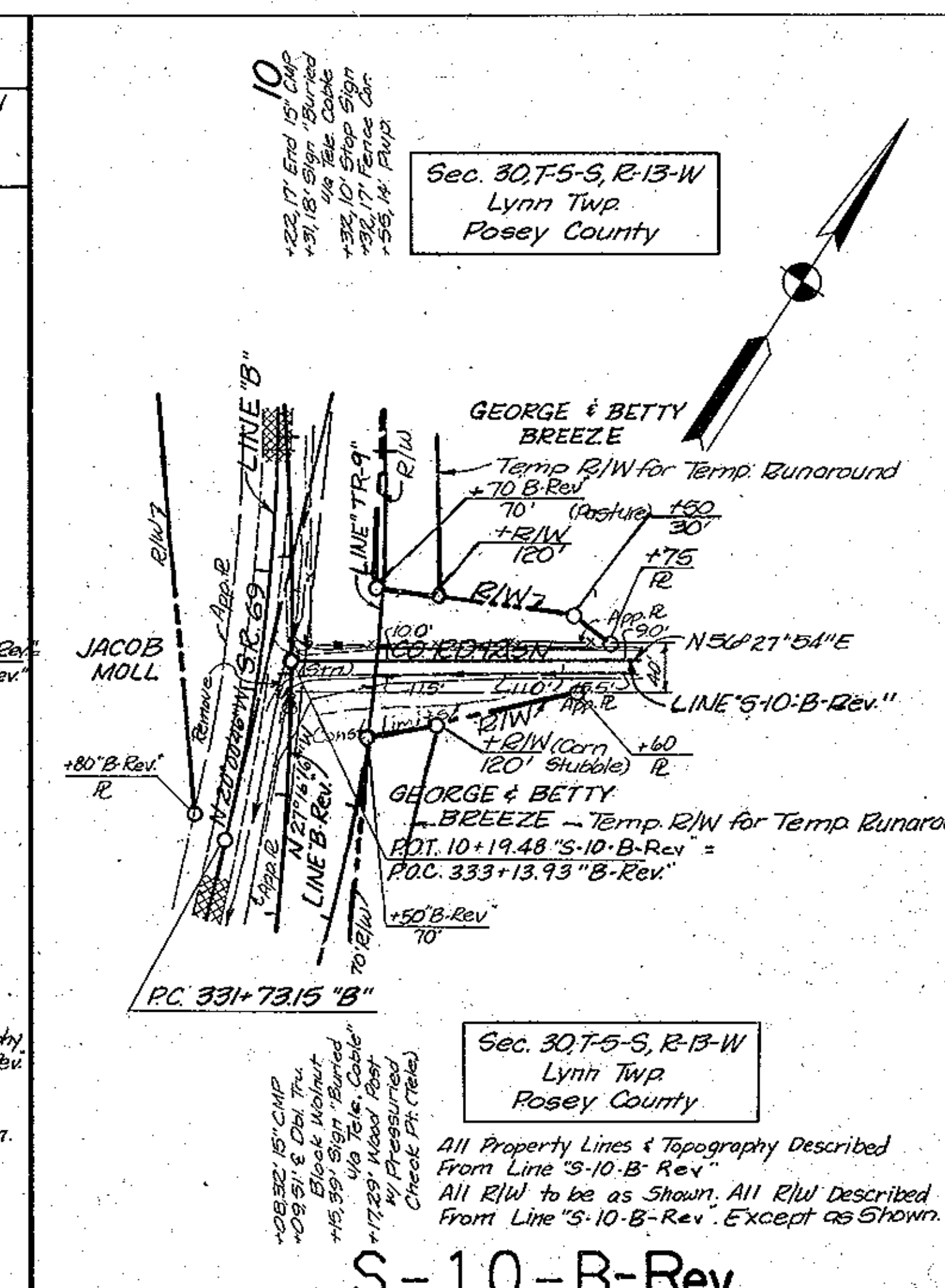
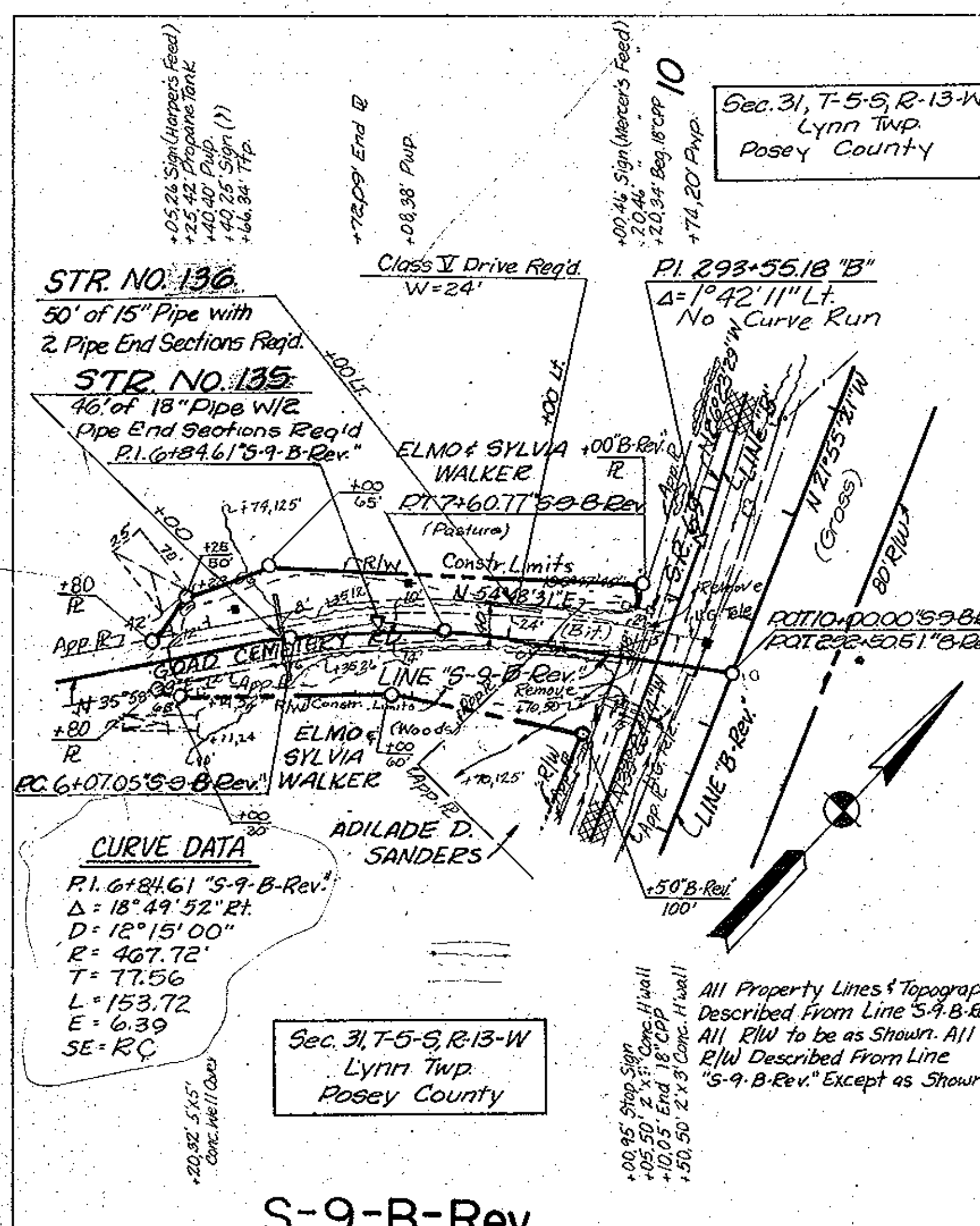


PROFILE
DATE: 10-30-97
BY: S.E.C.C.
CHECKED: S.E.C.C.
NOTE BOOK NO. 10-30-97
BY: S.E.C.C.
CHECKED: S.E.C.C.
DATE: 10-30-97



DATE	
SYMBOL	
NOTED	
NOTE BOOK	
NO. OF WAY CHECKS	
NO.	

DATE	
SYMBOL	
NOTED	
NOTE BOOK	
NO. OF WAY CHECKS	
NO.	

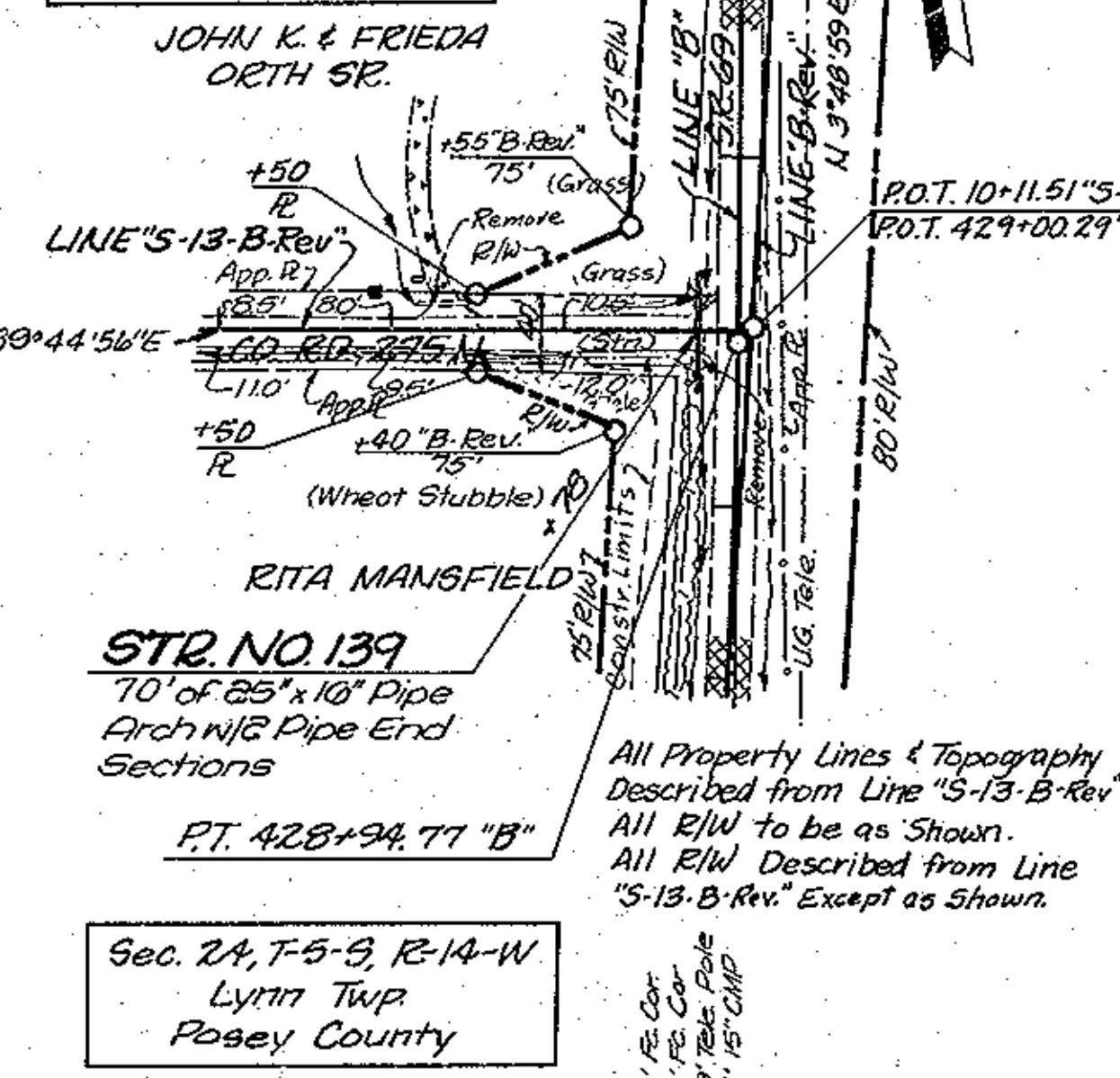


FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	5TP005-21		46	358

DATE: 5/20/02
 DRAWN BY: MDM
 CHECKED BY: TCS
 IN CHARGE: TCS

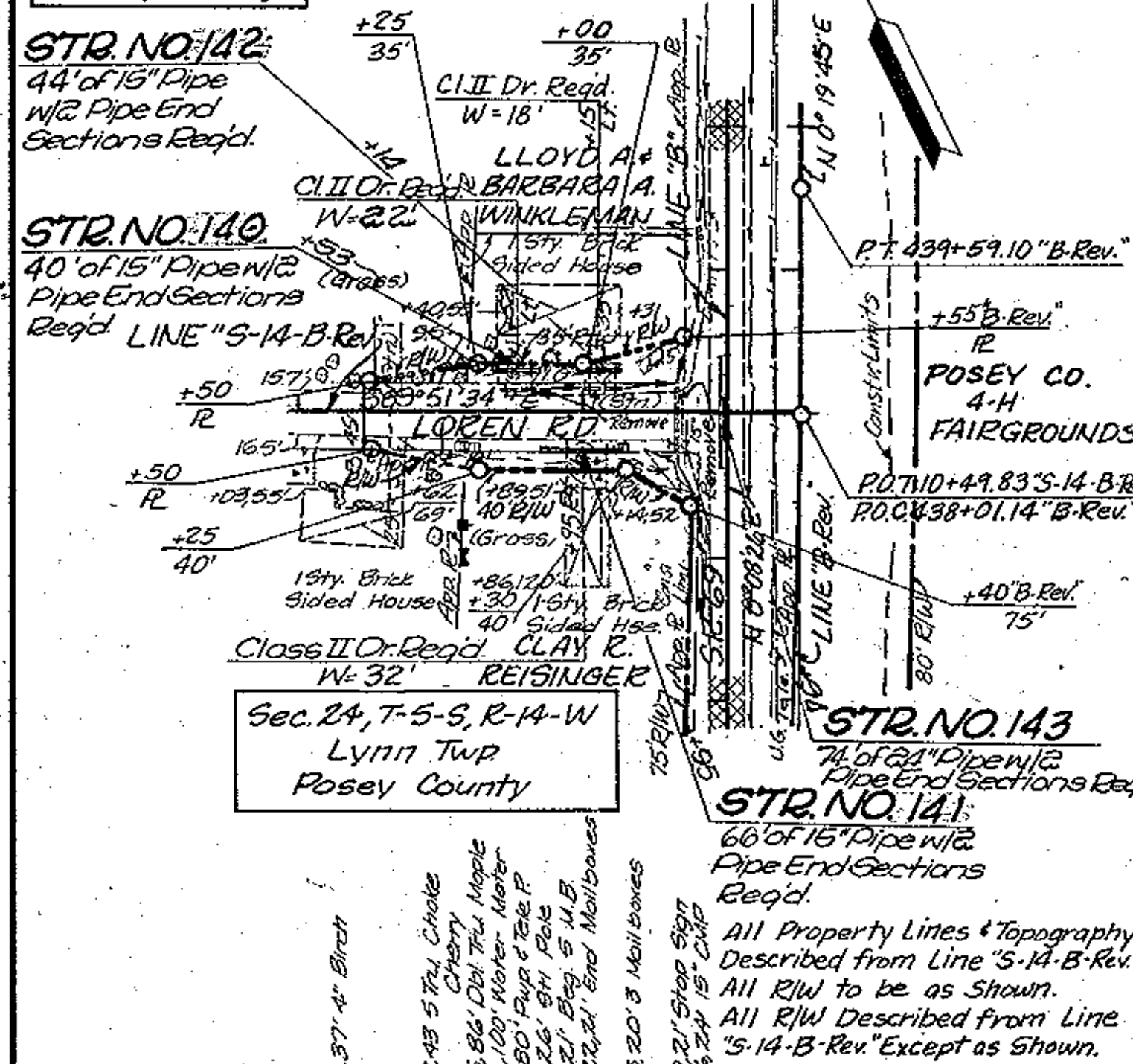
DATE: 5/20/02
 DRAWN BY: MDM
 CHECKED BY: TCS
 IN CHARGE: TCS

Sec. 24, T-5-S, R-13-W
 Lynn Twp.
 Posey County



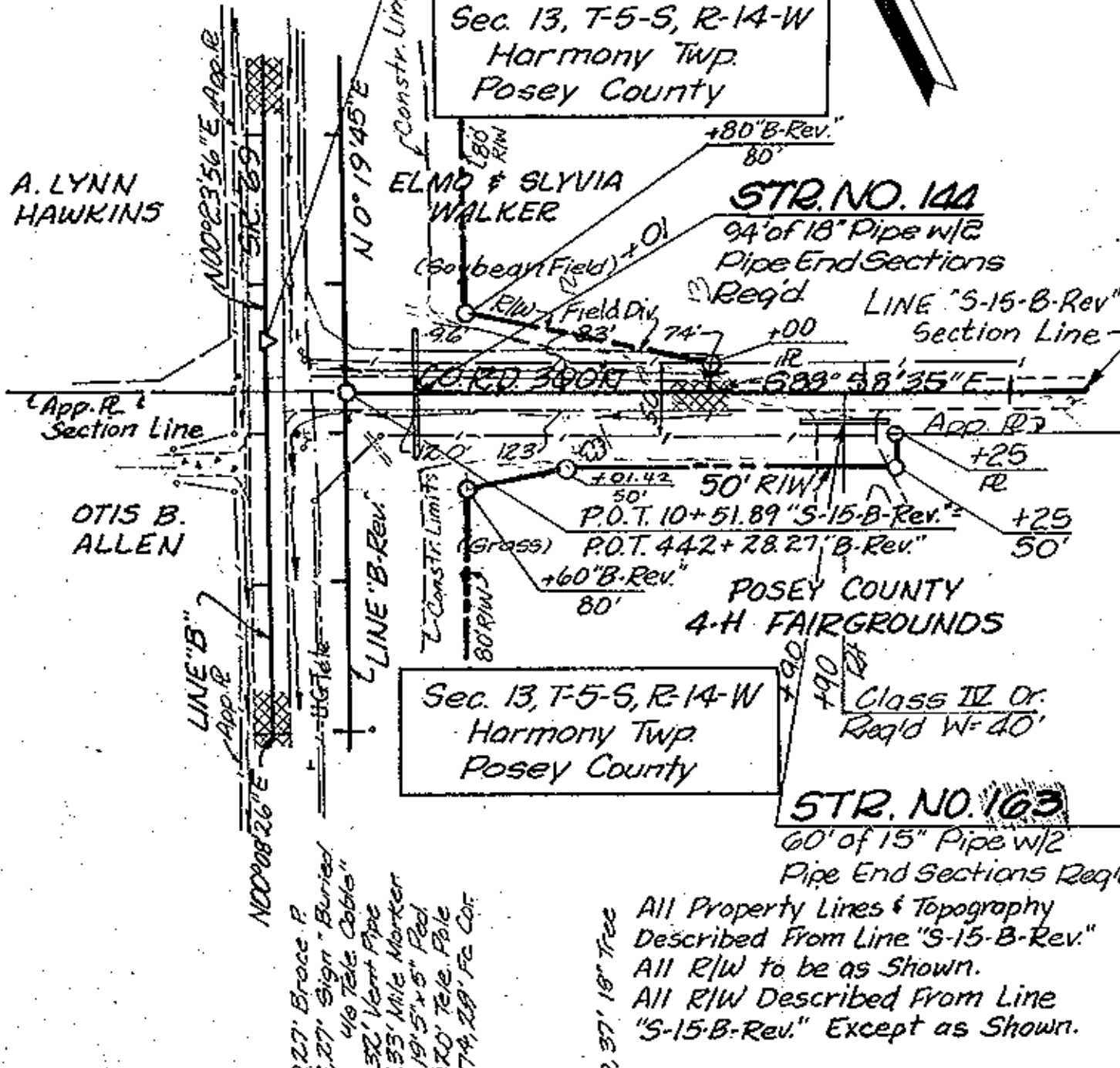
S-13-B-Rev.

Sec. 24, T-5-S, R-14-W
 Lynn Twp.
 Posey County



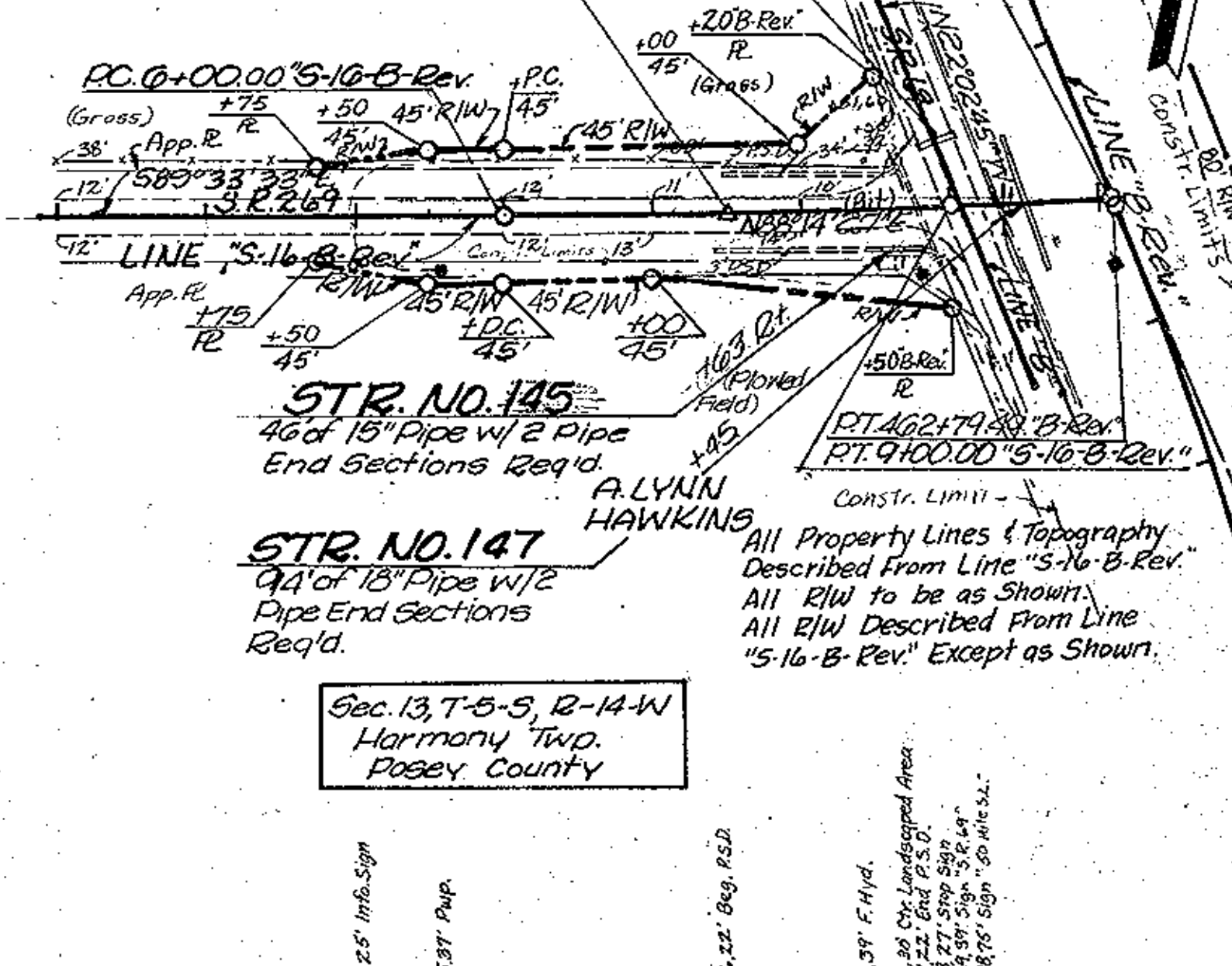
S-14-B-Rev.

Sec. 13, T-5-S, R-14-W
 Harmony Twp.
 Posey County

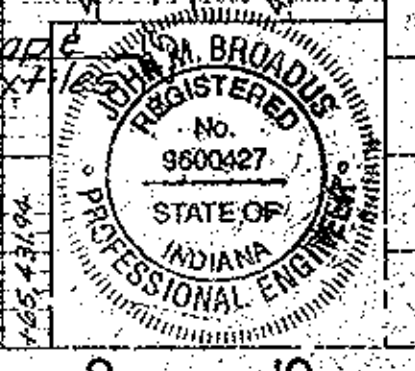
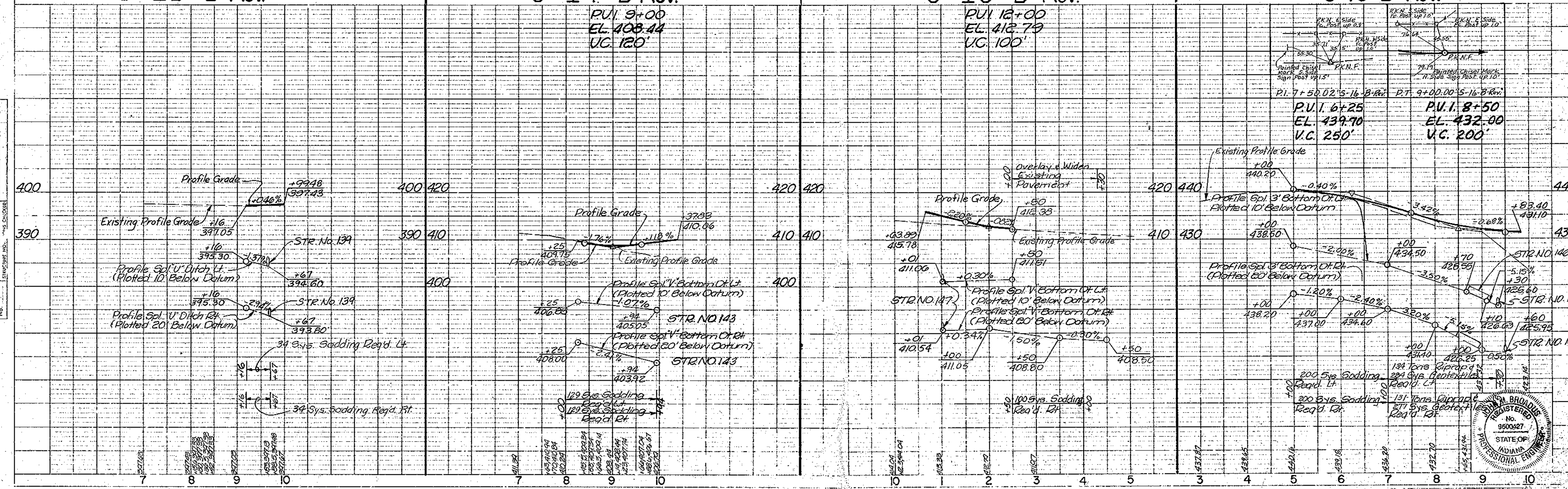


S-15-B-Rev.

CURVE DATA
 STR. NO. 146
 P.I. 7+50.02 'S-16-B' 36" of 18" Pipe
 $\Delta = 2^\circ 12' 00''$ Lt. w/2 Pipe End Sections Req'd
 $D = 0^\circ 44' 00''$
 $R = 7813.06'$
 $T = 150.02'$
 $L = 300.00'$
 $E = 1.44'$
 SE: RC
 K. D. OWEN



S-16-B-Rev.



PLAN
 DRAWN BY: SFCO
 DATE: 11-91
 CHECKED BY: MCG
 NO. 11-91

PROFILE
 DRAWN BY: SFCO
 DATE: 11-91
 CHECKED BY: MCG
 NO. 11-91

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	57P0521		47	358

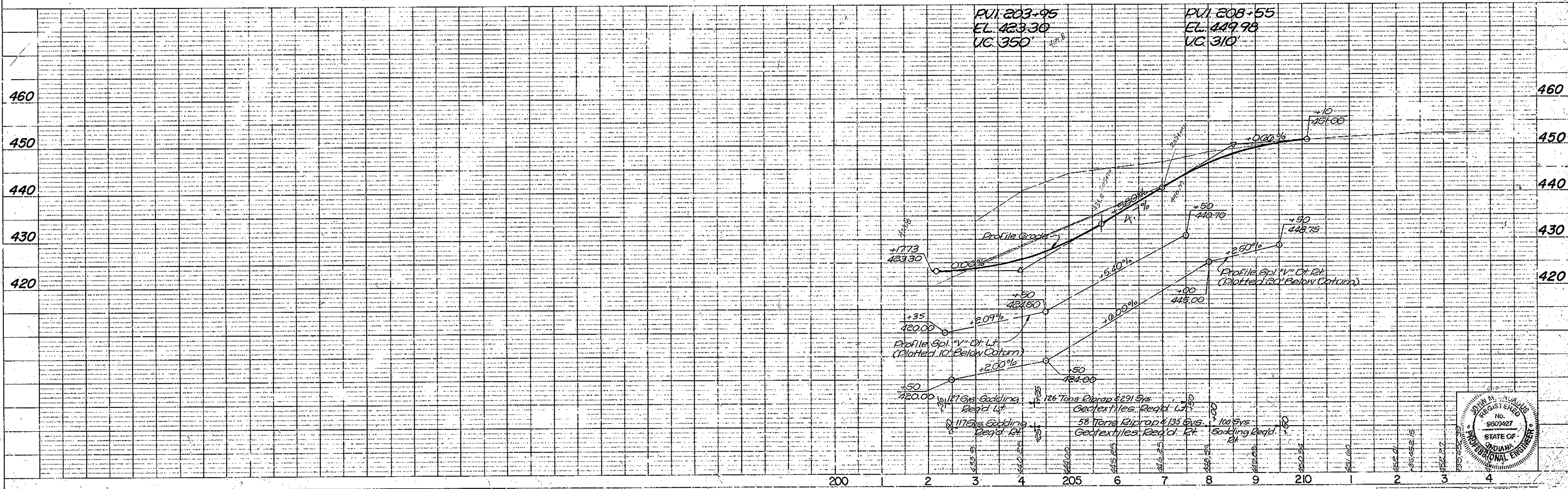
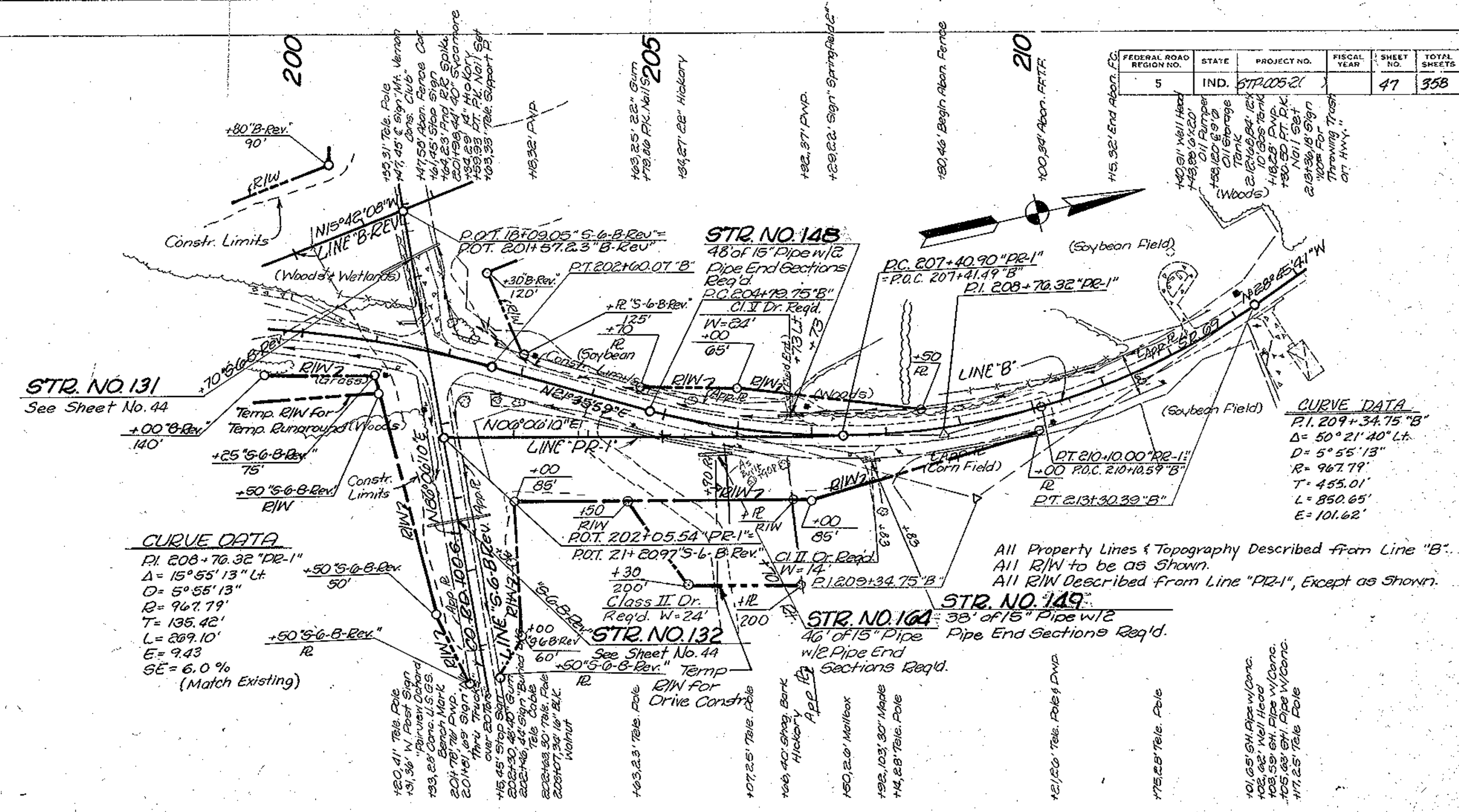
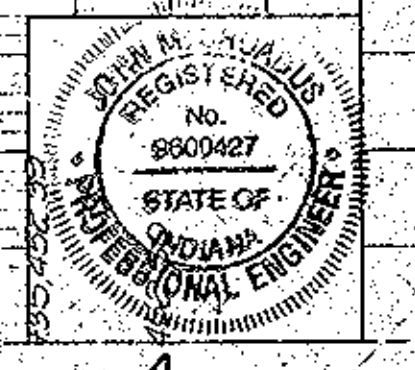


FIGURE 1 - PLAN - PROFILE R.P. 4 - STANDARD
 1975

PROJECT NO.	LINE	SHEET	TOTAL SHEETS
57P0521	PR-1	47	358



PLAN

DATE: 10/1/90

PROJECT: NH-005-2(C)

BY: [Signature]

CHECKED: [Signature]

SCALE: AS SHOWN

PROFILE

DATE: 10/1/90

PROJECT: NH-005-2(C)

BY: [Signature]

CHECKED: [Signature]

SCALE: AS SHOWN

POINTS OF ACCESS to be allowed as follows:

Station	R/W	Type or Class
201+55	RT	Class II Drive
202+87	RT	Class II Drive
203+15	LT	Class II Drive
204+75	RT	Class II Drive

EQUATION

ROT 200+00.00 "C", NH-005-2(C) (Ahead)

= ROT 484+40.02 "B", NH-5-2(C) (Back)

EQUATION:

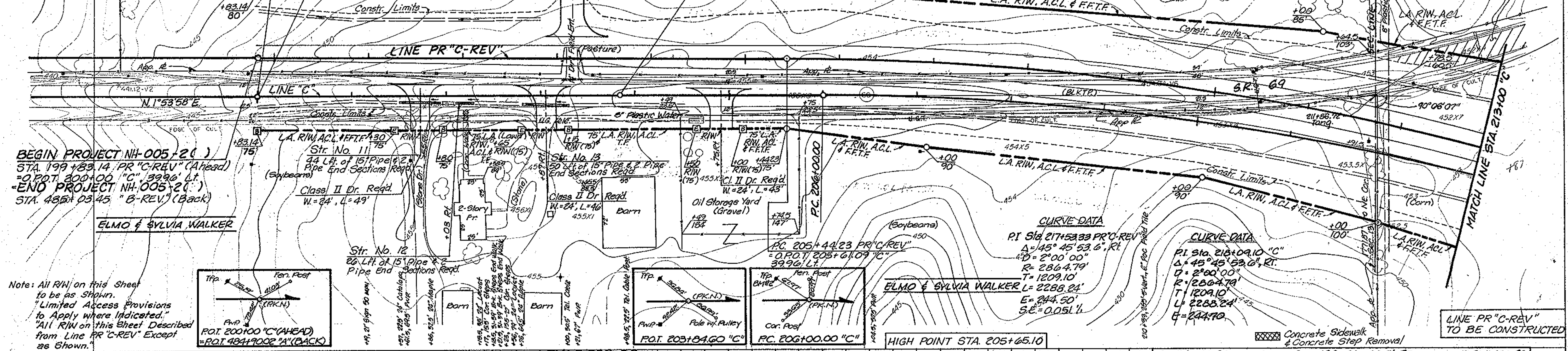
STARTING BRG = N 1°53'58" E. LINE "C", PROJ. F-005-2(C)

= N 2°05'25" W. LINE "A", PROJ. F-5-2(B)

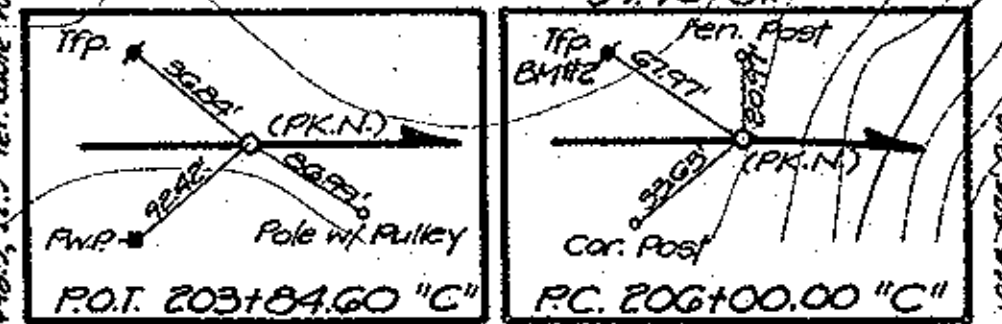
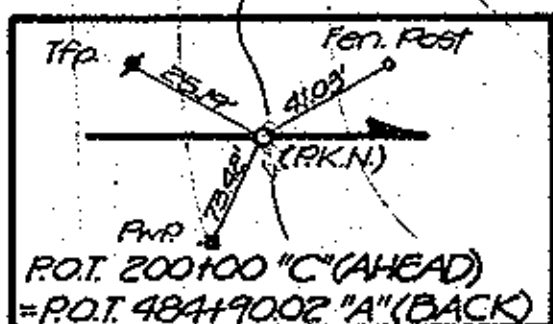
NOTE: Farm-Field Type Fence shall be installed from Sta. 198+55 to Sta. 202+90 LT.

From Sta. 203+40 to Sta. 211+85 (Light Woods) LT. Before Removing Existing Fence.

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



Note: All R/W on this Sheet to be as Shown. Limited Access Provisions to Apply where Indicated. All R/W on this Sheet Described from Line PR "C-REV" Except as Shown.



CURVE DATA

PI Sta 217+5333 PR "C-REV"

A=45° 45' 53.6" RT

Δ=2° 00' 00"

R=2864.79'

T=1209.10'

E=244.50'

SE=0.051 1/4

CURVE DATA

PI Sta 218+0910 "C"

A=45° 45' 53.6" RT

Δ=2° 00' 00"

R=2864.79'

T=1209.10'

E=244.50'

SE=0.051 1/4

BEGIN PROJECT NH-005-2(C)

STA. 199+83.14 PR "C-REV" (Ahead)

ELEV. 450.24

END PROJECT NH-005-2(C)

STA. 485+03.45 "B-REV" (Back)

ELEV. 450.24

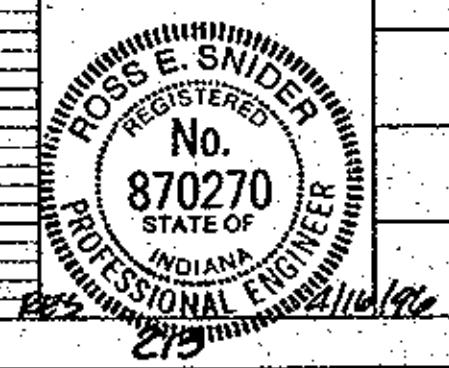
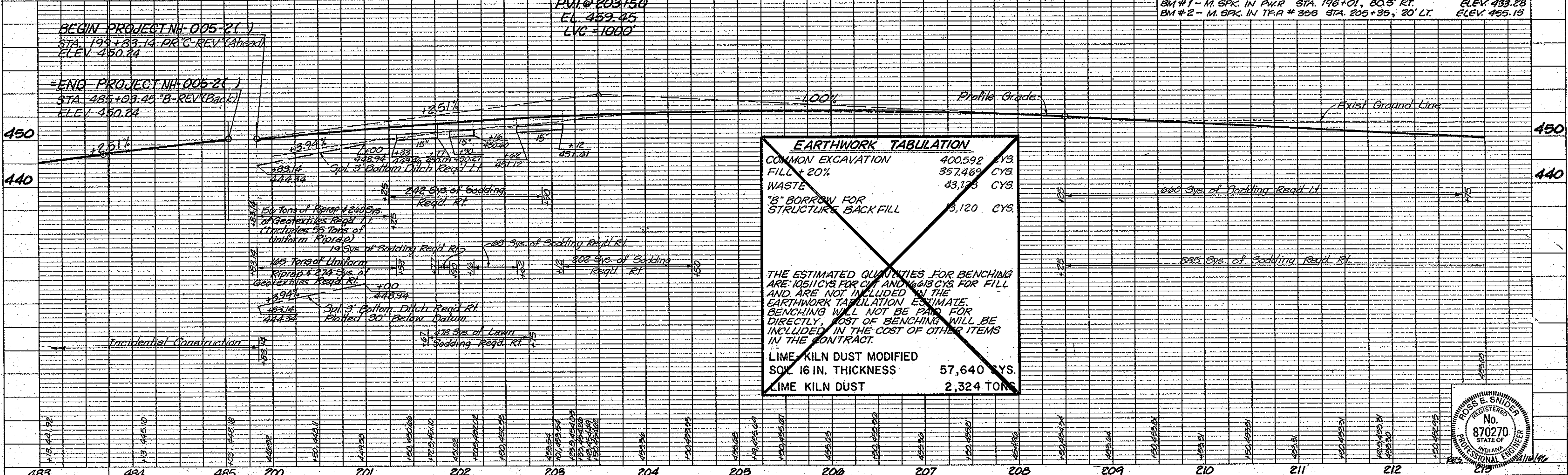
PVI @ 203+150

EL. 459.45

LVC = 1000'

BM #1 - M. SPK. IN PWR STA. 198+01, 805' RT. ELEV. 433.28

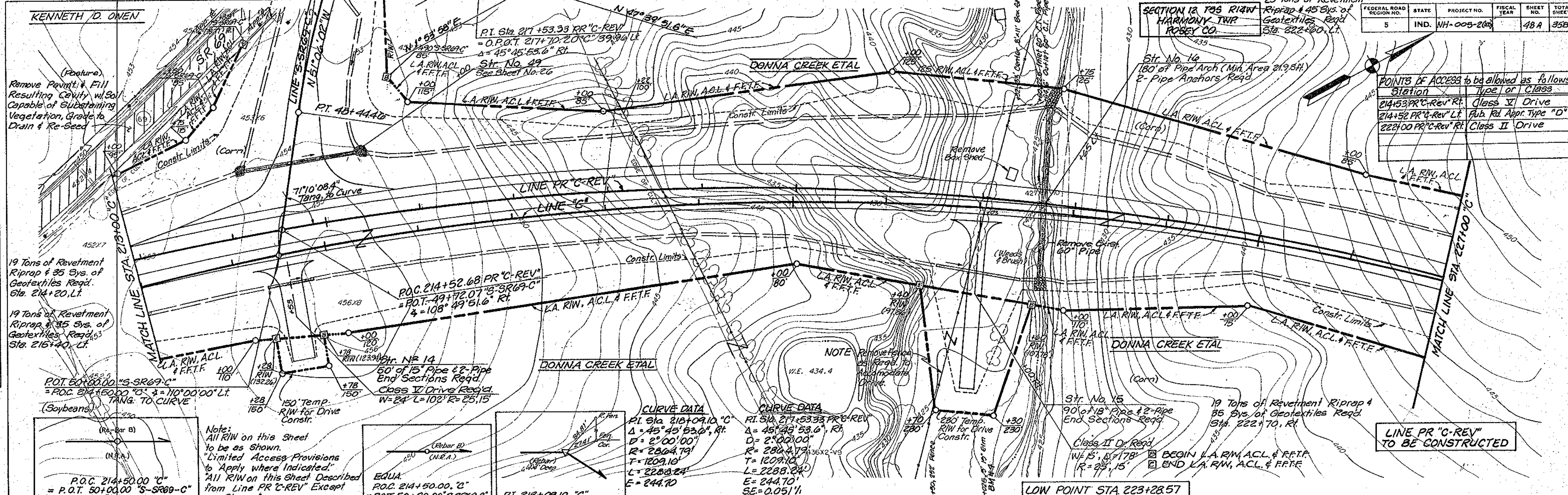
BM #2 - M. SPK. IN T-P # 325 STA. 205+35, 20' LT. ELEV. 465.15



Sta. 214+52.08 Public Rd. Approach 215
Type "D" Reqd. ~ Lt.

PT. Sta. 218+09.10 "C"
 $\Delta = 45^\circ 45' 53.6" R$

225



DATE	BY	REVISION
10/27/21	W. B. BENTLEY	1. PREPARED
10/27/21	W. B. BENTLEY	2. REVISED
10/27/21	W. B. BENTLEY	3. REVISED
10/27/21	W. B. BENTLEY	4. REVISED

DATE	BY	REVISION
10/27/21	W. B. BENTLEY	1. PREPARED
10/27/21	W. B. BENTLEY	2. REVISED
10/27/21	W. B. BENTLEY	3. REVISED
10/27/21	W. B. BENTLEY	4. REVISED

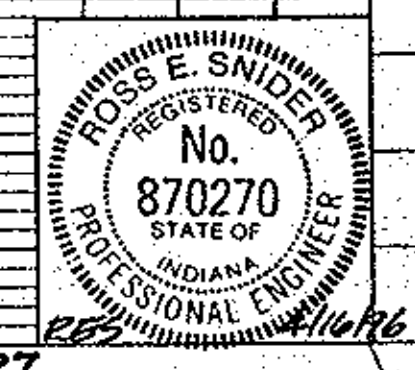
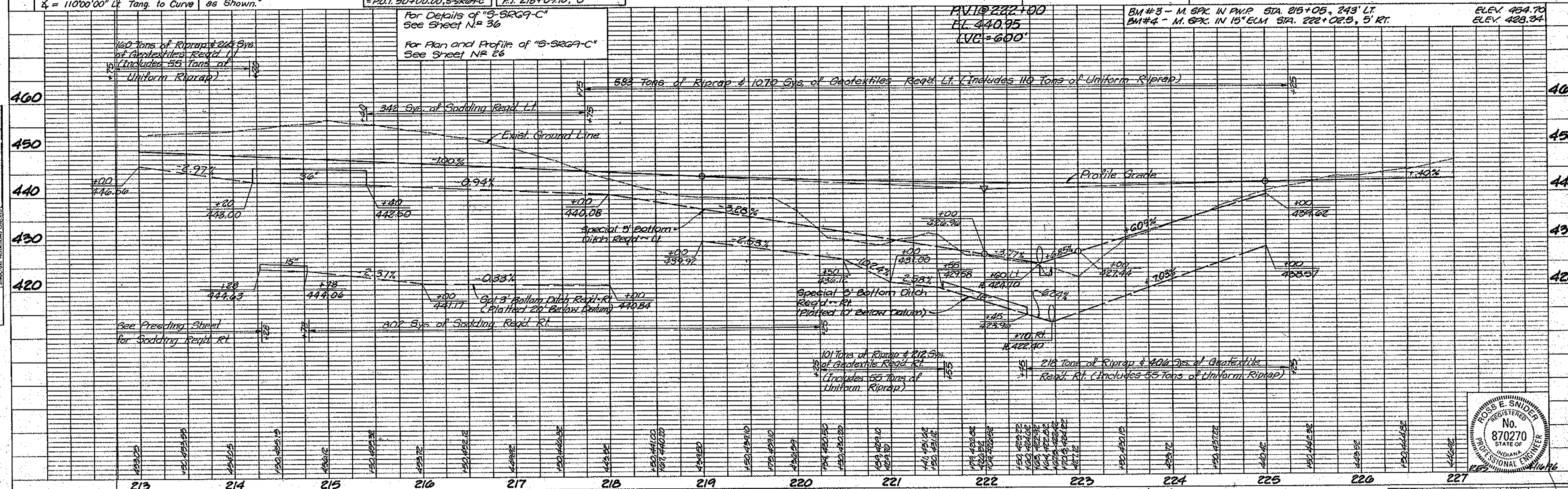
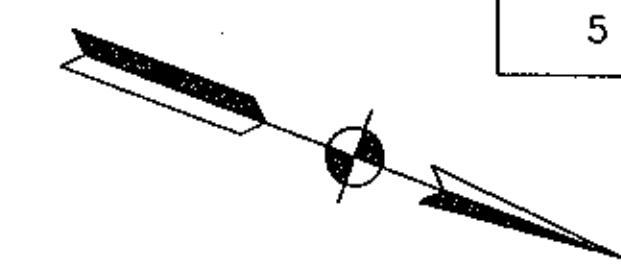


PLATE 1 - PLAN - PROFILE D. R. STANDARD.

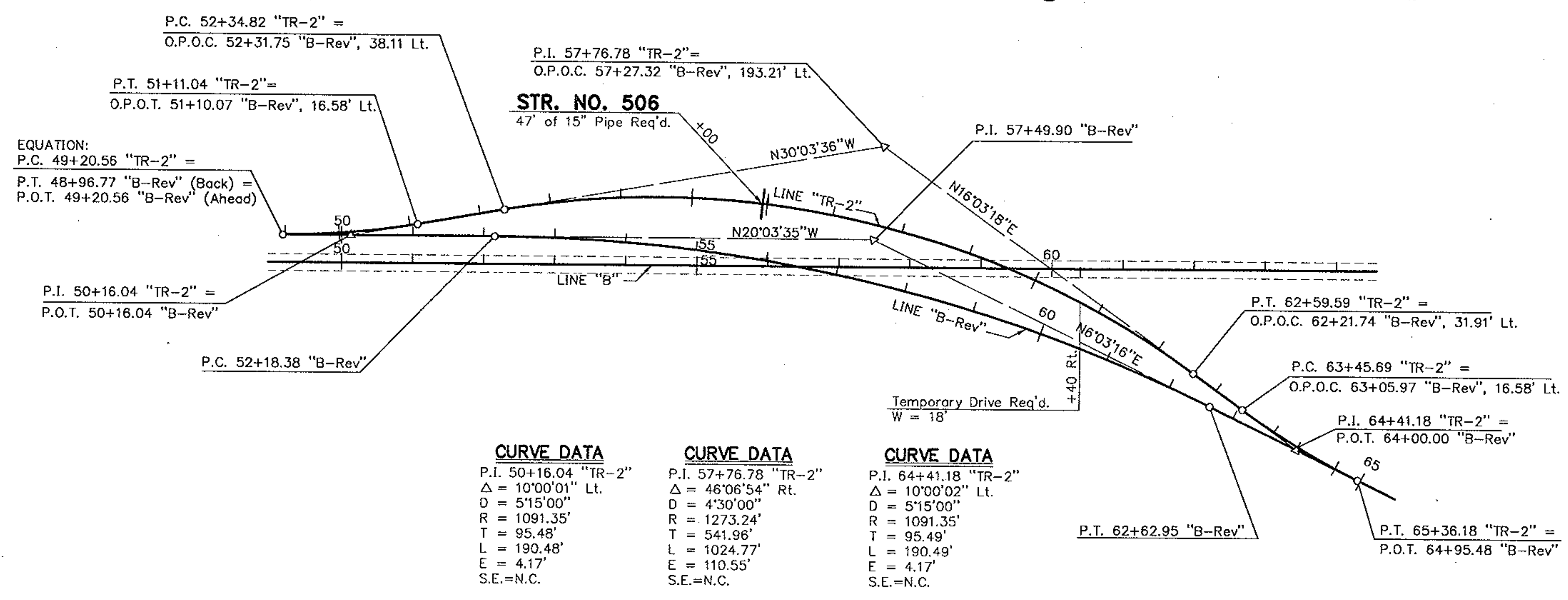
FOR INFORMATION ONLY

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-21	WC	48A	358	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		50	358

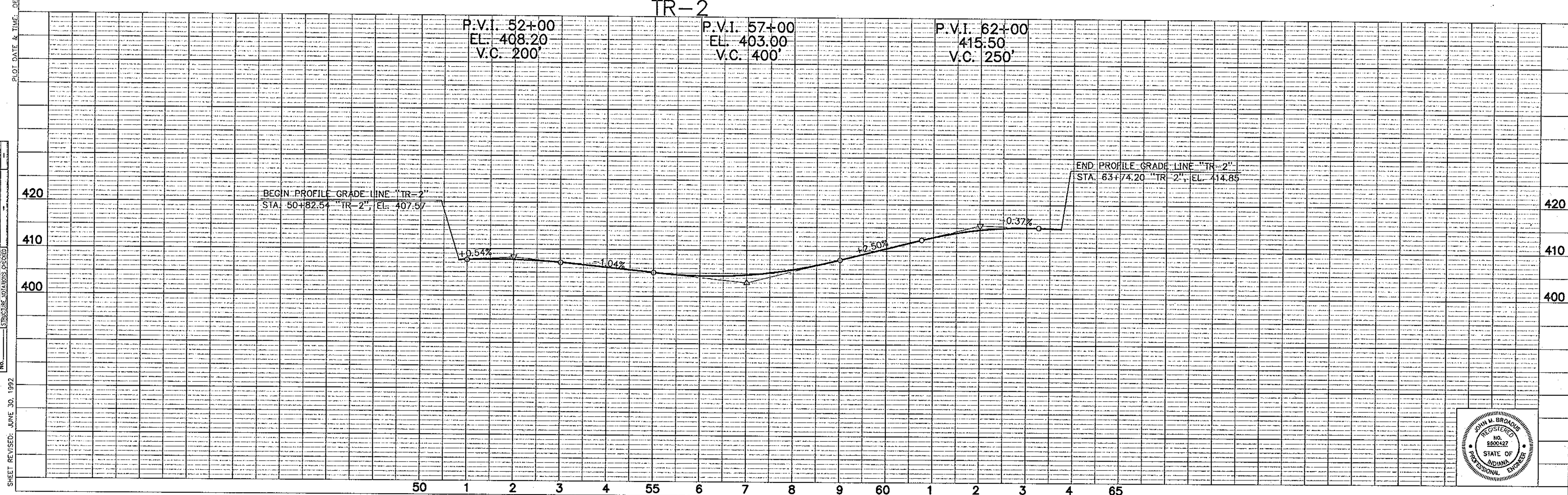


DATE	9/93
BY	SJECO
NO.	



CURVE DATA	CURVE DATA	CURVE DATA
P.I. 50+16.04 "TR-2"	P.I. 57+76.78 "TR-2"	P.I. 64+41.18 "TR-2"
$\Delta = 10^{\circ}00'01''$ Lt.	$\Delta = 46^{\circ}06'54''$ Rt.	$\Delta = 10^{\circ}00'02''$ Lt.
D = 5'15"00"	D = 4'30"00"	D = 5'15"00"
R = 1091.35'	R = 1273.24'	R = 1091.35'
T = 95.48'	T = 541.96'	T = 95.49'
L = 190.48'	L = 1024.77'	L = 190.49'
E = 4.17'	E = 110.55'	E = 4.17'
S.E.=N.C.	S.E.=N.C.	S.E.=N.C.

TR-2



DATE	8/93
BY	SJECO
NO.	

SHEET REVISED: JUNE 30, 1992

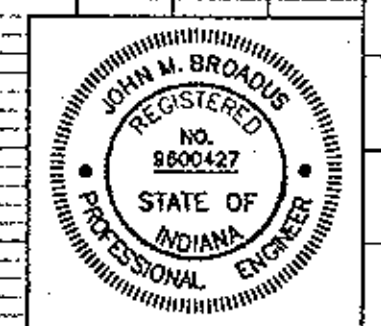
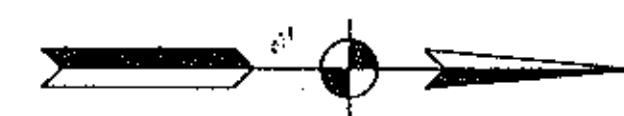


PLATE 1 - PLAN - PROFILE B. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	TR-2	50	358	

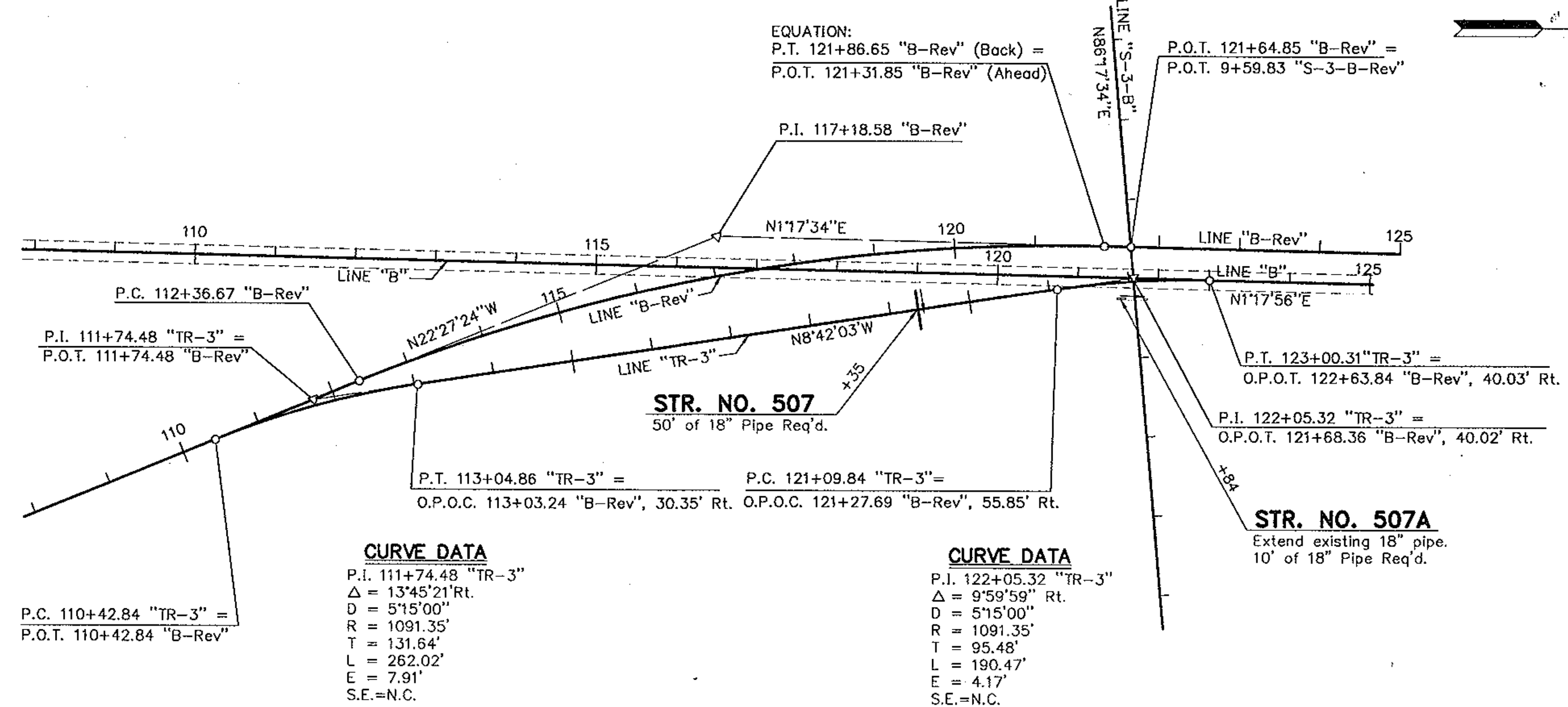
Temp. P.R.A. @ Sta. 121+68.36 "TR-3", Lt.
W = 24' Req'd.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		51	358



DATE	BY	DATE	BY
8/93	SJCO	8/93	SJCO
	SMW		SMW

PLAN
NOTE BOOK
No.



PLOT DATE & TIME: DEC. 01, 1993 - 15:12:01

DATE	BY	DATE	BY
8/93	SJCO	8/93	SJCO
	SMW		SMW

PROFILE
NOTE BOOK
No.

SHEET REVISED: JUNE 30, 1992

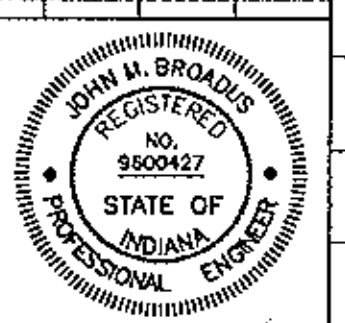
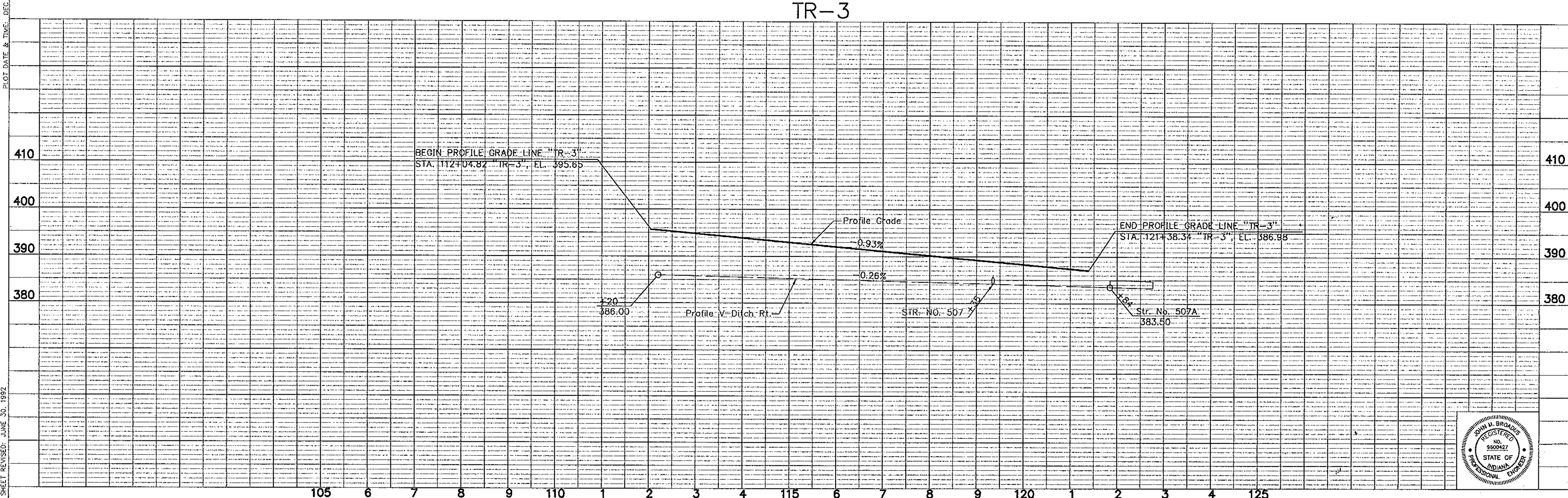
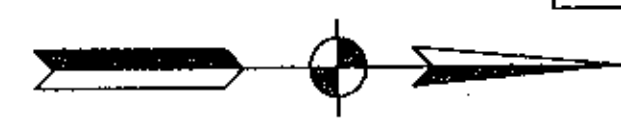


PLATE 1 - PLAN - PROFILE B. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()		51	358	

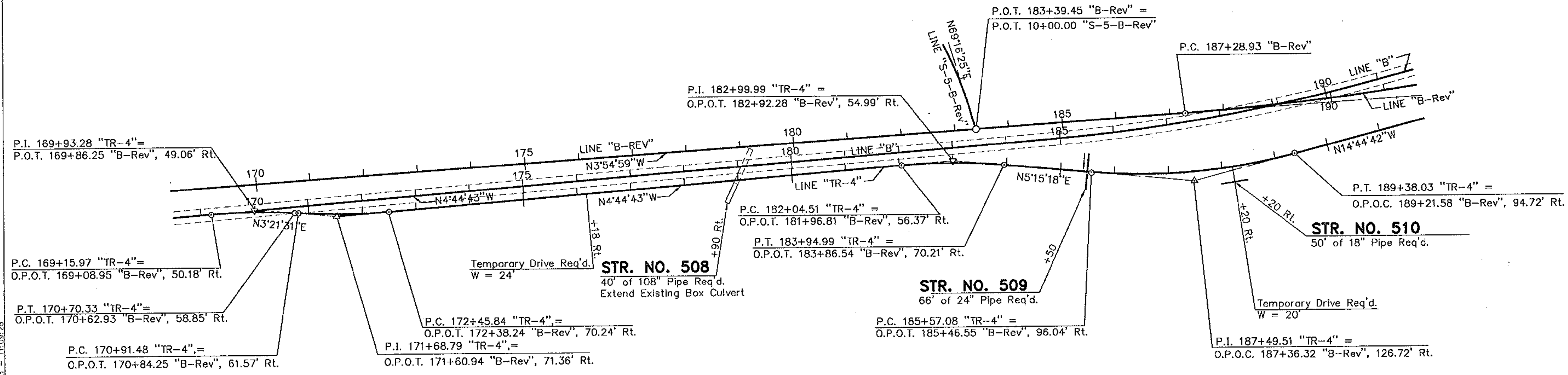
FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		52	358



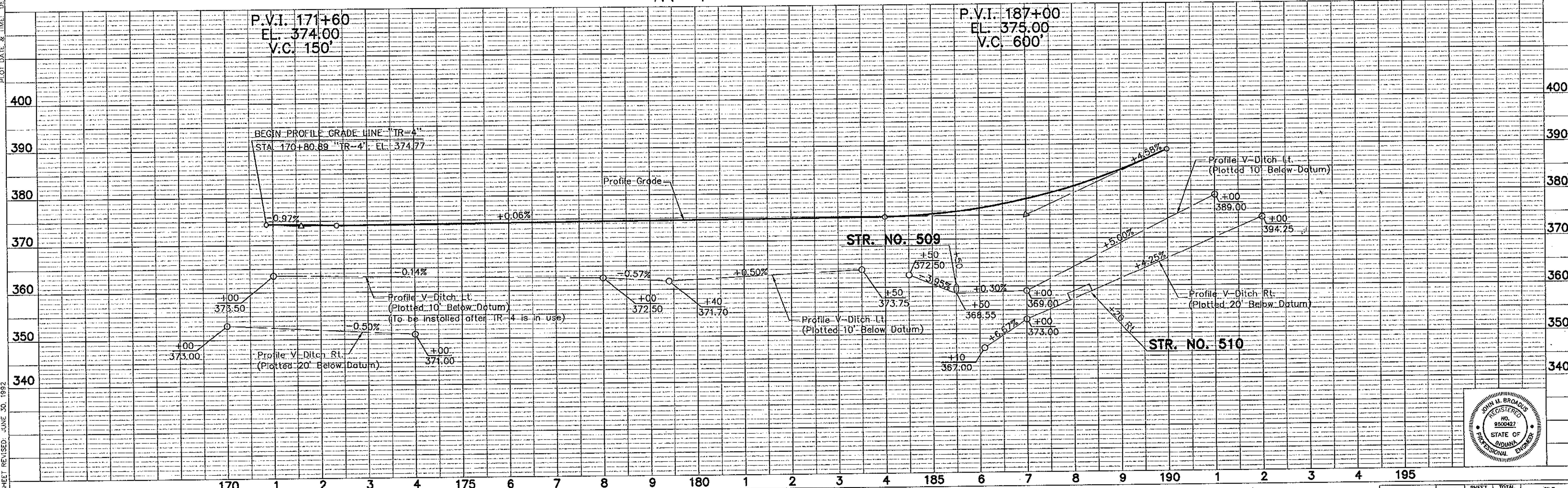
CURVE DATA	CURVE DATA	CURVE DATA	CURVE DATA
P.I. 169+99.99 "TR-4" $\Delta = 8'06''14''$ Rt. $D = 5'15''00''$ $R = 1091.35'$ $T = 77.31'$ $L = 154.36'$ $E = 2.73'$ S.E.=N.C.	P.I. 171+68.79 "TR-4" $\Delta = 8'08''14''$ Lt. $D = 5'15''00''$ $R = 1091.35'$ $T = 77.31'$ $L = 154.36'$ $E = 2.73'$ S.E.=N.C.	P.I. 182+99.99 "TR-4" $\Delta = 10'00''01''$ Rt. $D = 5'15''00''$ $R = 1091.35'$ $T = 95.48'$ $L = 190.48'$ $E = 4.17'$ S.E.=N.C.	P.I. 187+49.51 "TR-4" $\Delta = 20'00''00''$ Lt. $D = 5'15''00''$ $R = 1091.35'$ $T = 192.43'$ $L = 380.95'$ $E = 16.84'$ S.E.=N.C.

DATE	BY	REVISION
9/83	SJW	REVISED
		NOTE BOOK
		NO. 1

DATE	BY	REVISION
9/83	SJW	REVISED
		NOTE BOOK
		NO. 1



TR-4



DATE	BY	REVISION
9/83	SJW	REVISED
		NOTE BOOK
		NO. 1

SHEET REVISED: JUNE 30, 1992

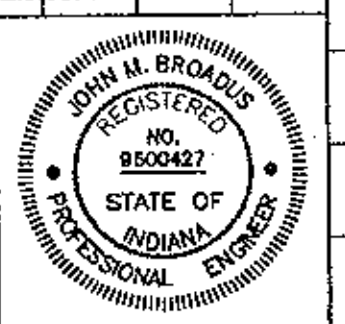
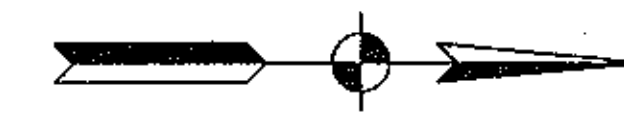


PLATE 1 - PLAN - PROFILE I. R. R. STANDARD 1975

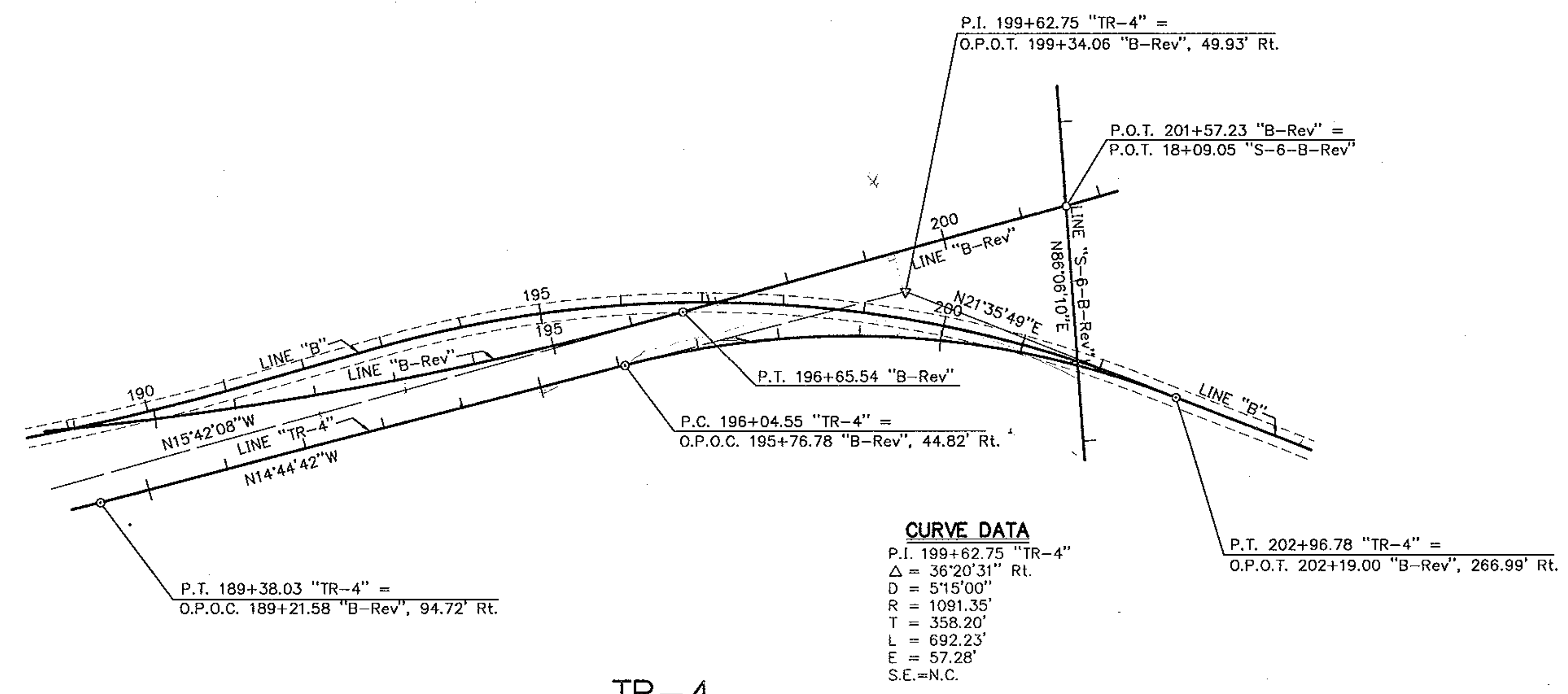
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-4"	52	358	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		53	358



190 195 200 205

PLAN	DATE	9/83
	BY	S.W.
NOTE BOOK	NO.	



TR-4

PROFILE	DATE	8/79
	BY	S.W.
NOTE BOOK	NO.	

PILOT DATE & TIME: DEC 01, 1993 - 11:20:56

SHEET REVISED: JUNE 30, 1992

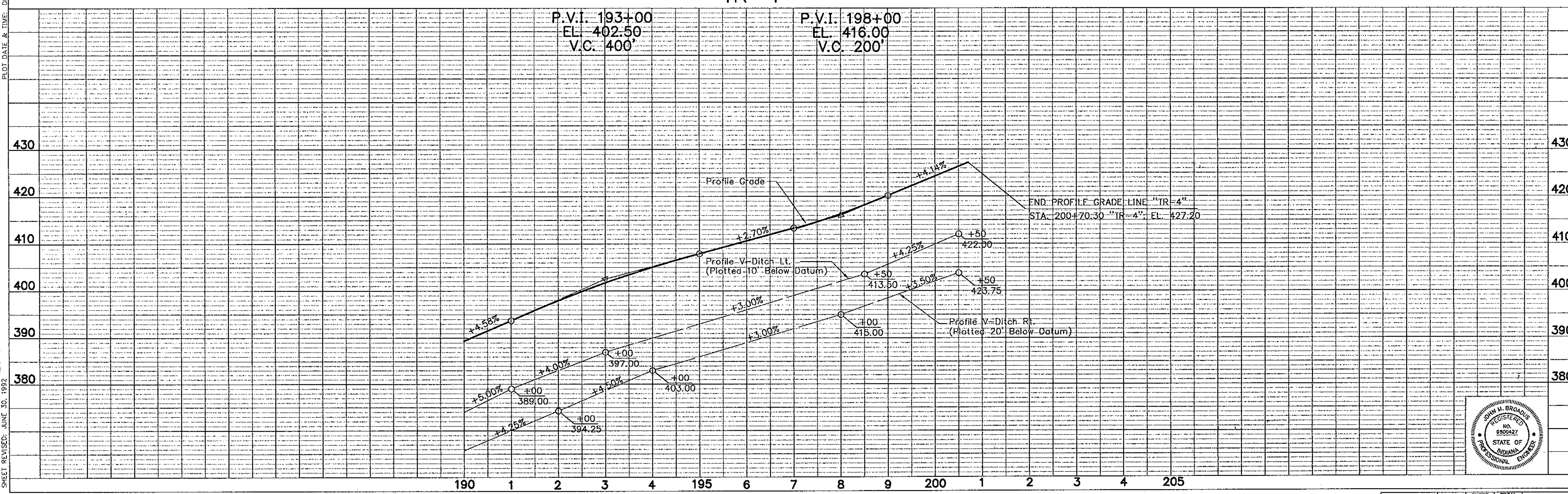


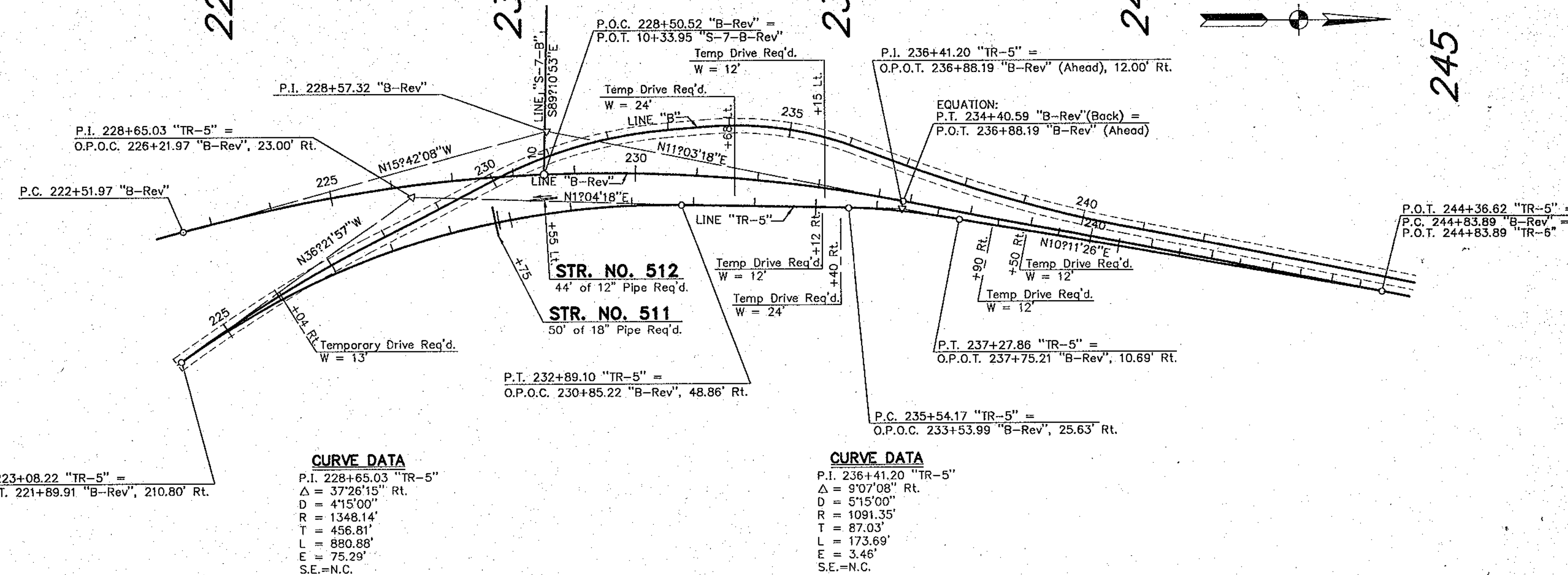
PLATE 1 - PLAN - PROFILE & R. R. STANDARD 1975

PROJECT NO.	LINE NO.	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-4"	53	358	

Temp. P.R.A. @ Sta. 230+55.00 "TR-5" Lt.
W = 24' Req'd.

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		54	358

220 225 230 235 240 245



DATE	BY

PLAN
NOTE BOOK No. _____

DATE	BY

PROFILE
NOTE BOOK No. _____

PLOT DATE & TIME: DEC 01, 1993 - 15:57:50

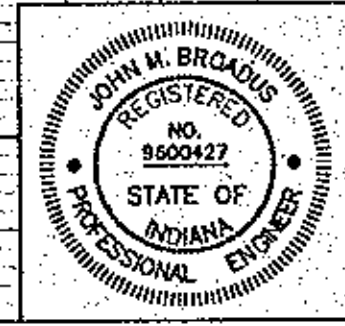
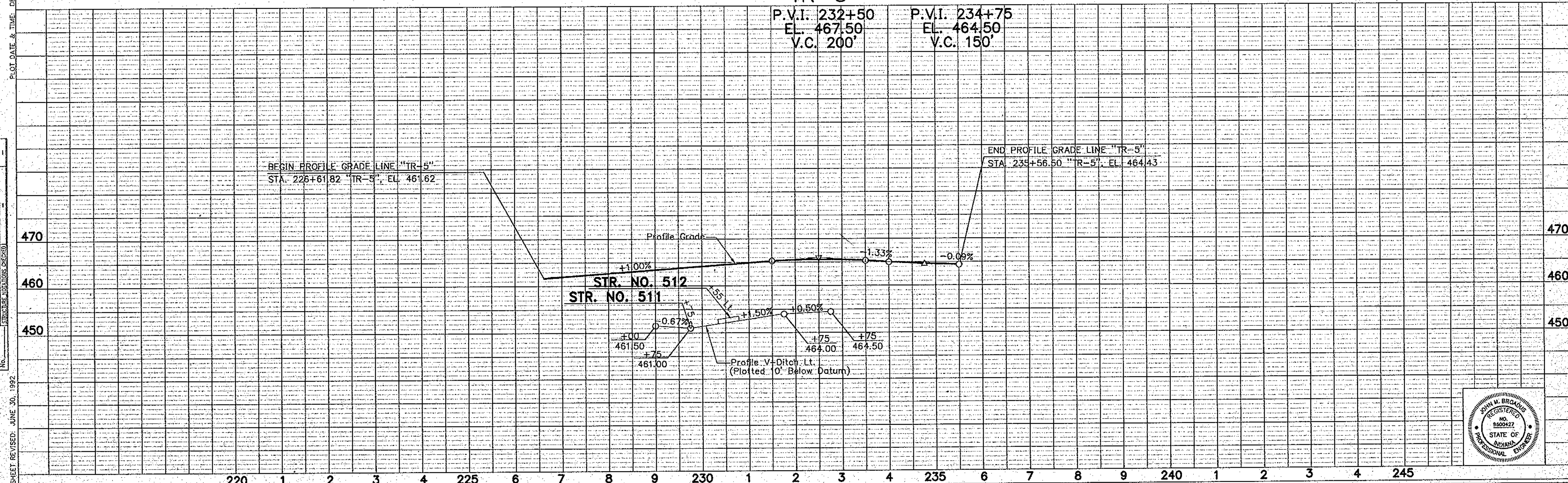


PLATE 1 - PLAN - PROFILE 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-5"	54	358	

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		55	358

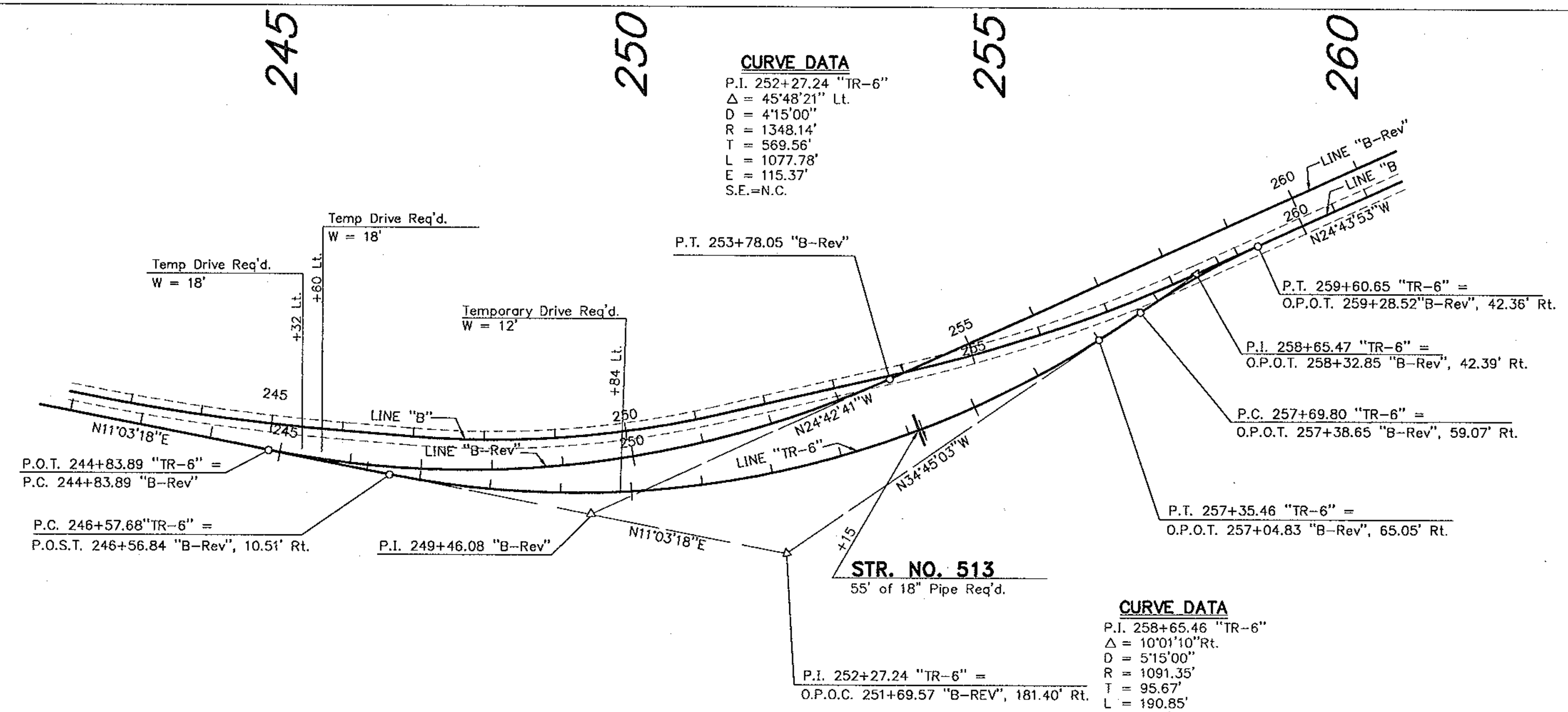
CURVE DATA
 P.I. 252+27.24 "TR-6"
 $\Delta = 45'48"21"$ Lt.
 $D = 4'15"00"$
 $R = 1348.14'$
 $T = 569.56'$
 $L = 1077.78'$
 $E = 115.37'$
 S.E.=N.C.

CURVE DATA
 P.I. 258+65.46 "TR-6"
 $\Delta = 10'01"10"$ Rt.
 $D = 5'15"00"$
 $R = 1091.35'$
 $T = 95.67'$
 $L = 190.85'$
 $E = 4.15'$
 S.E.=N.C.

PLAN
 SURVEYED BY: SIECO
 PLOTTED BY: S.W.
 DATE: 5/93
 NOTE BOOK No. _____
 CHECKED BY: _____
 DATE: _____

PROFILE
 SURVEYED BY: _____
 PLOTTED BY: _____
 DATE: _____
 NOTE BOOK No. _____
 CHECKED BY: _____
 DATE: _____

PLOT DATE & TIME: DEC. 02, 1993 - 07:51:37



TR-6

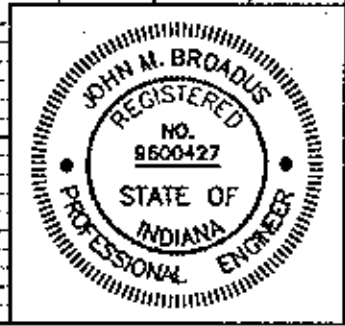
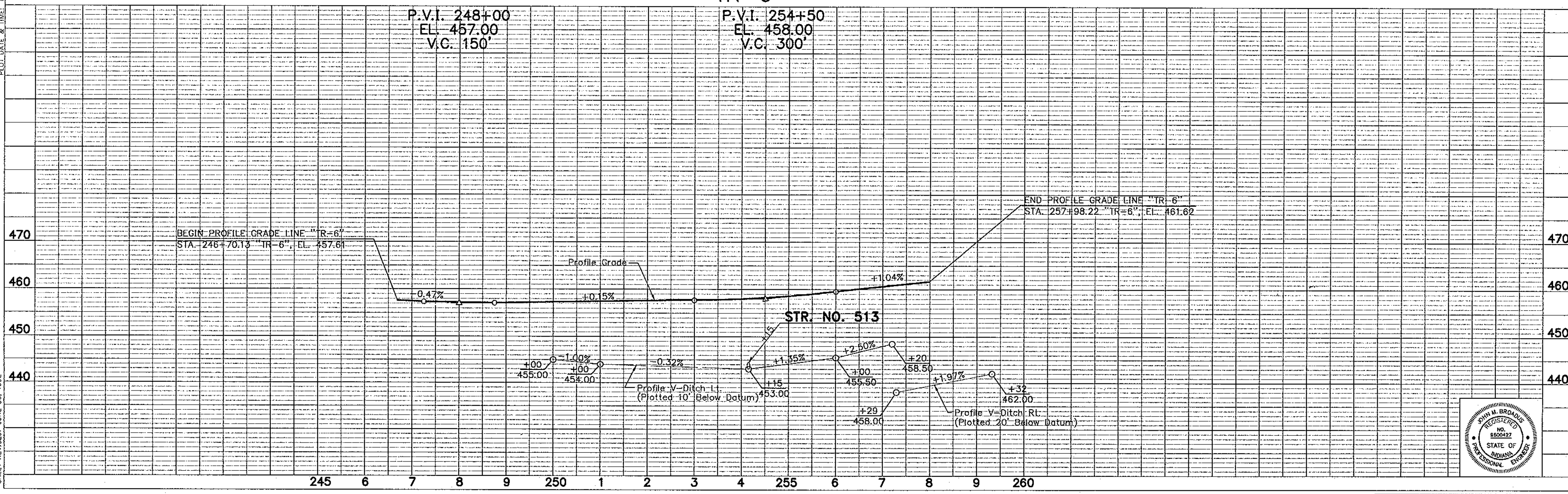


PLATE 1 - PLAN - PROFILE B. R. R. STANDARD 1975

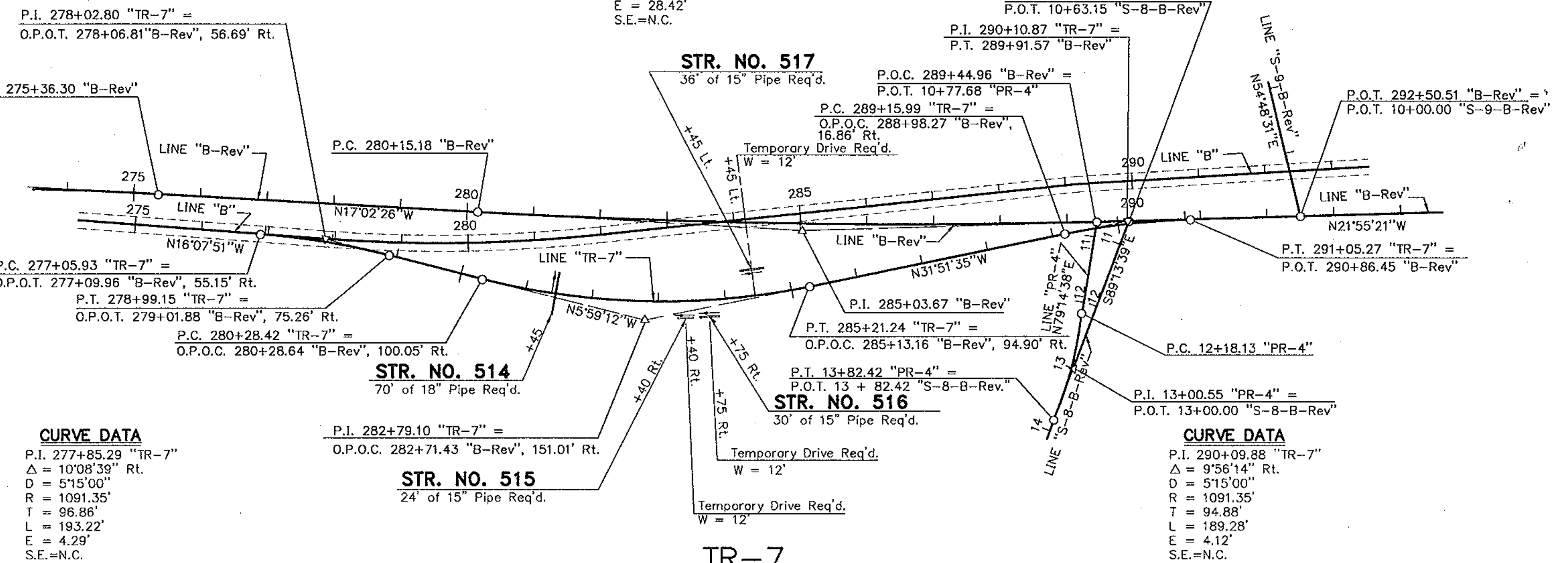
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()		55	358	

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
	NH	005-2()		56	358

CURVE DATA

P.I. 282+79.19 "TR-7"
 $\Delta = 25'52.23"$ Lt.
 $D = 5'15.00"$
 $R = 1091.35'$
 $T = 250.68'$
 $L = 492.82'$
 $E = 28.42'$
 S.E.=N.C.

CURVE DATA
 P.I. 290+09.88 "TR-7"
 $\Delta = 9'56.14"$ Rt.
 $D = 5'15.00"$
 $R = 1091.35'$
 $T = 94.88'$
 $L = 189.28'$
 $E = 4.12'$
 S.E.=N.C.



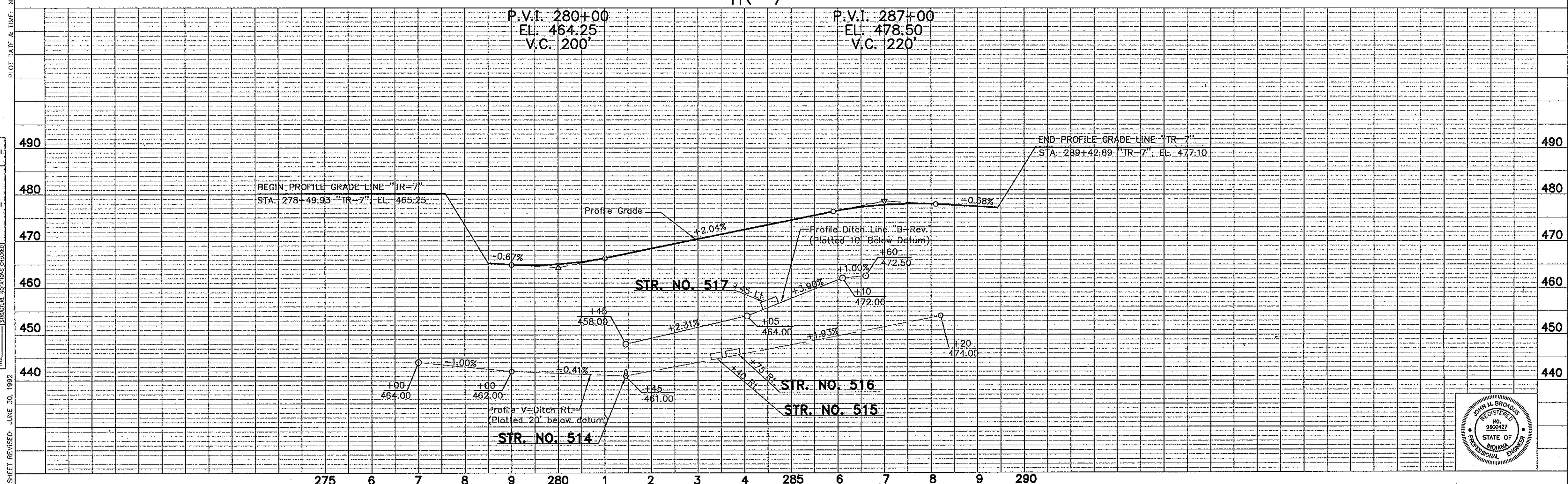
CURVE DATA
 P.I. 277+85.29 "TR-7"
 $\Delta = 10'08.39"$ Rt.
 $D = 5'15.00"$
 $R = 1091.35'$
 $T = 96.86'$
 $L = 193.22'$
 $E = 4.29'$
 S.E.=N.C.

CURVE DATA
 P.I. 282+79.10 "TR-7"
 O.P.O.C. 282+71.43 "B-Rev", 151.01' Rt.

TR-7

P.V.I. 280+00
 EL. 464.25
 V.C. 200

P.V.I. 287+00
 EL. 478.50
 V.C. 220



PLAN

DATE	NOV 15 1993
BY	SW
CHECKED	SW
DESIGNED	SW
IN CHARGE	SW
NO. OF SHEETS	56
TOTAL SHEETS	358

PROFILE

DATE	9/93
BY	SW
CHECKED	SW
DESIGNED	SW
IN CHARGE	SW
NO. OF SHEETS	56
TOTAL SHEETS	358

PLOT DATE & TIME: NOV 15, 1993 - 16:09:50

SHEET REVISED: JUNE 30, 1992

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-02()	TR-7	56	358	



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND	NH-005-2()		57	358

DATE	BY	REVISION
8/93	SIECO	REVISED
	SJM	CHECKED
		REVISIONS CHECKED
		REVISIONS CHECKED

PLAN
NOTE BOOK
No.

DATE	BY	REVISION
8/93	SIECO	REVISED
	SJM	CHECKED
		REVISIONS CHECKED
		REVISIONS CHECKED

PROFILE
NOTE BOOK
No.

PLOT DATE & TIME: NOV. 24, 1993 - 15:26.26
SHEET REVISED: JUNE 30, 1992

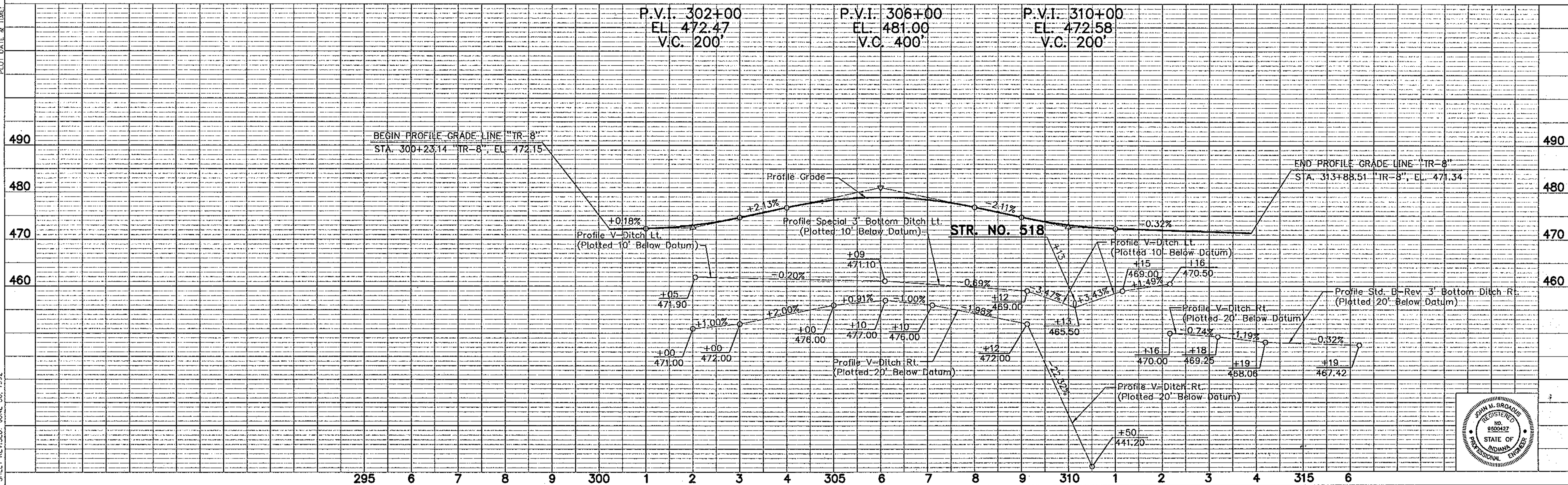
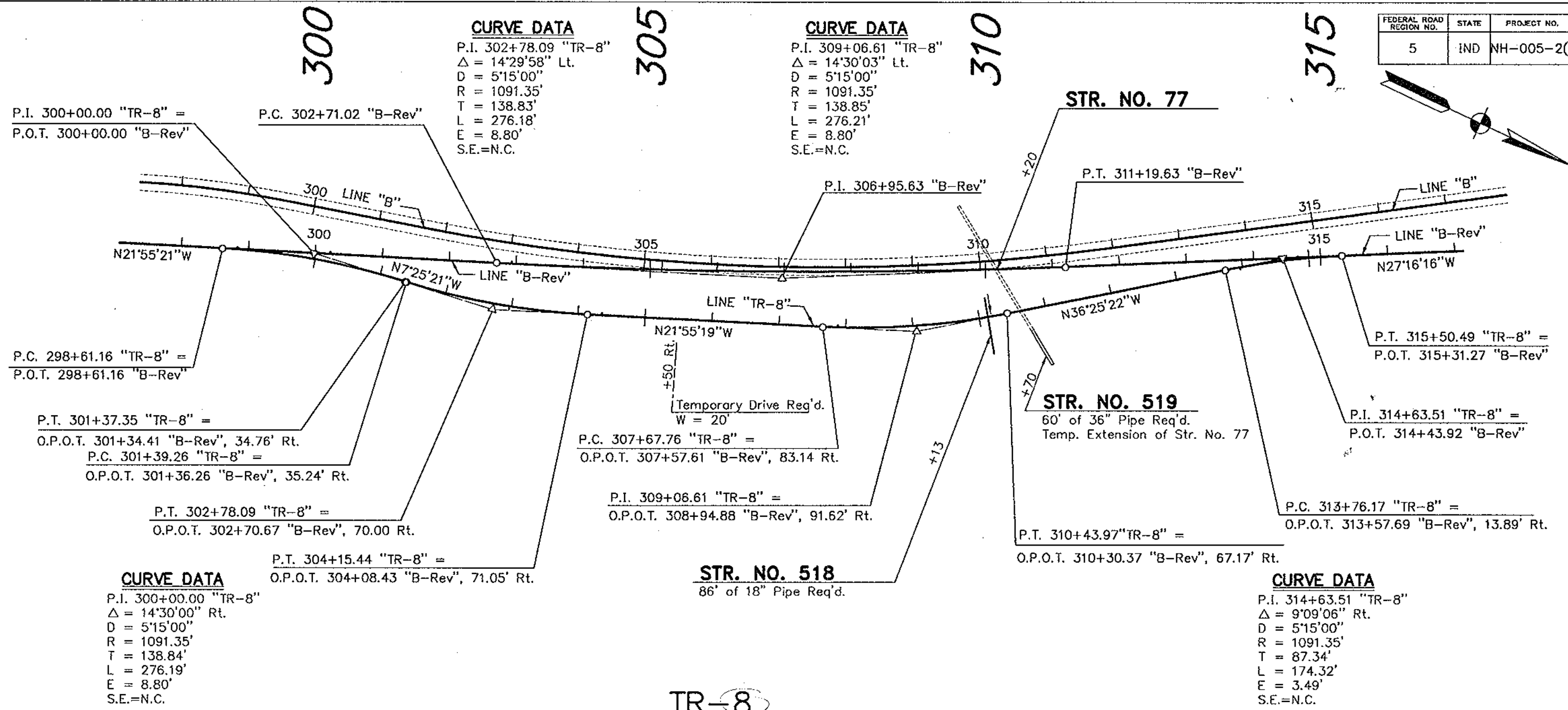


PLATE 1 - PLAN - PROFILE ©. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-8"	57	358	



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		58	358

320

325

330

335

340

345

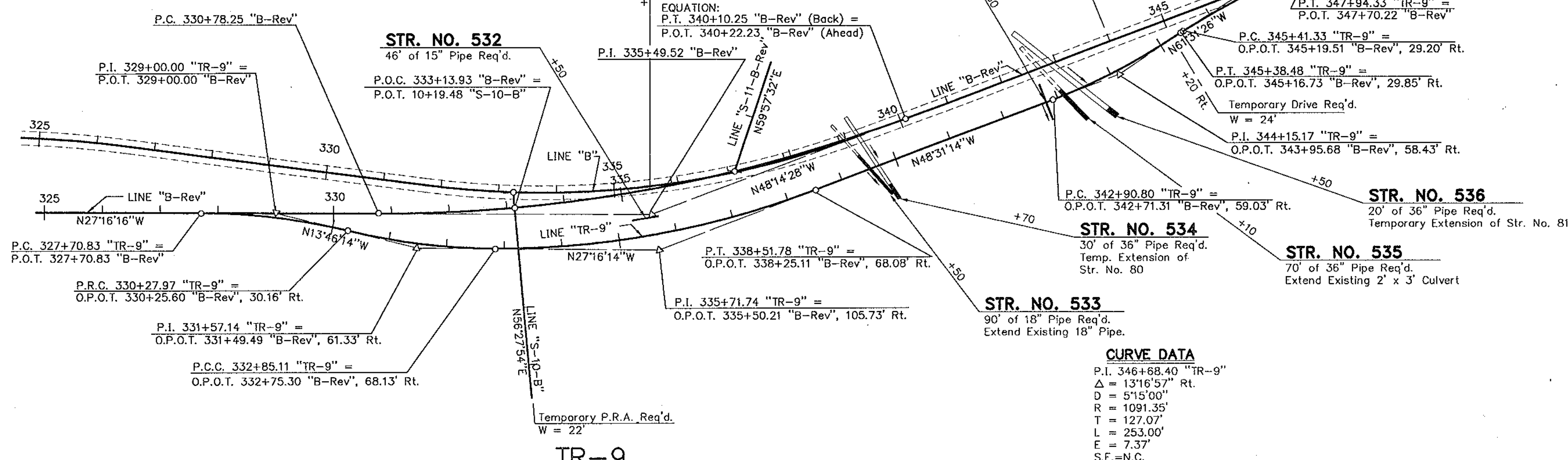
350

CURVE DATA
 P.I. 331+57.14 "TR-9"
 $\Delta = 13'30'00''$ Lt.
 D = 5'15'01"
 R = 1091.29'
 T = 129.16'
 L = 257.14'
 E = 7.62'
 S.E.=N.C.

CURVE DATA
 P.I. 335+71.74 "TR-9"
 $\Delta = 21'15'00''$ Lt.
 D = 3'45'00"
 R = 1527.89'
 T = 286.63'
 L = 566.67'
 E = 26.65'
 S.E.=N.C.

CURVE DATA
 P.I. 344+15.17 "TR-9"
 $\Delta = 13'00'12''$ Lt.
 D = 5'15'00"
 R = 1091.35'
 T = 124.37'
 L = 247.68'
 E = 7.06'
 S.E.=N.C.

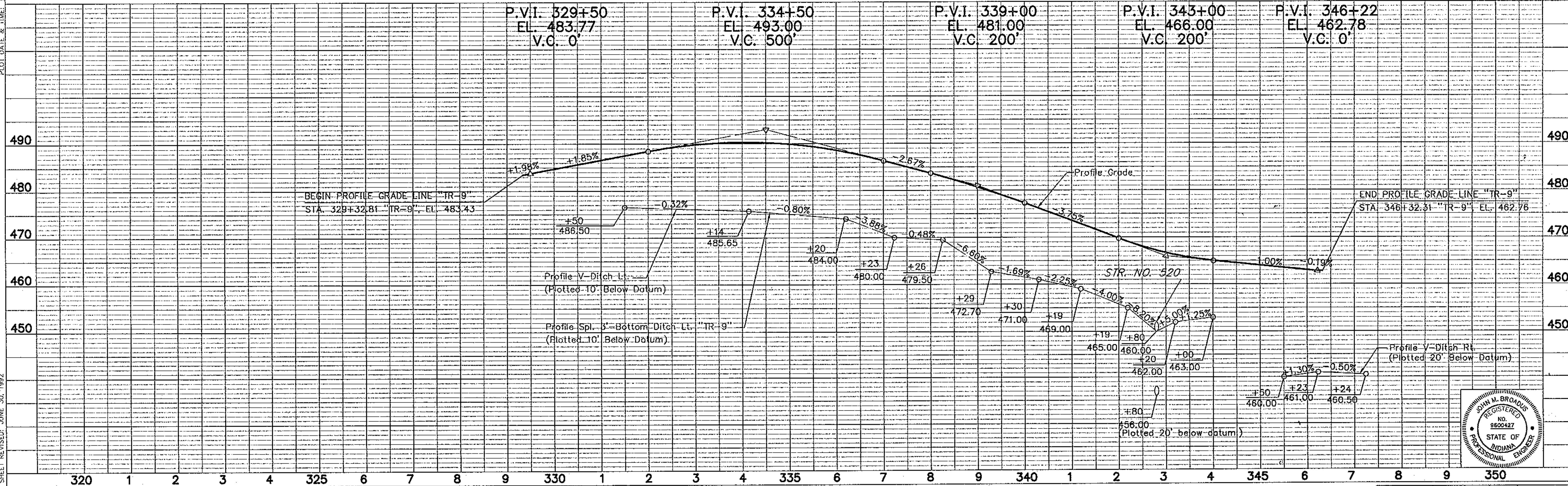
CURVE DATA
 P.I. 346+68.40 "TR-9"
 $\Delta = 13'16'57''$ Rt.
 D = 5'15'00"
 R = 1091.35'
 T = 127.07'
 L = 253.00'
 E = 7.37'
 S.E.=N.C.



CURVE DATA
 P.I. 329+00.00 "TR-9"
 $\Delta = 13'30'02''$ Rt.
 D = 5'15'01"
 R = 1091.29'
 T = 129.17'
 L = 257.14'
 E = 7.62'
 S.E.=N.C.

CURVE DATA
 P.I. 346+68.40 "TR-9"
 $\Delta = 13'16'57''$ Rt.
 D = 5'15'00"
 R = 1091.35'
 T = 127.07'
 L = 253.00'
 E = 7.37'
 S.E.=N.C.

PLOT DATE & TIME: NOV. 17, 1993 - 11:11:12



DATE	BY	REVISION

PLAN
 NOTE BOOK
 No.

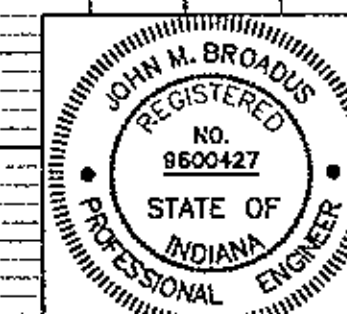
DATE	BY	REVISION
8/7/93		

PROFILE
 NOTE BOOK
 No.

SHEET REVISED: JUNE 30, 1992

PLATE 1 - PLAN - PROFILE D. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-9"	58	358	



Contr. R-24568

69TR09DT/100

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		59	358

CURVE DATA
 P.I. 361+73.40 "TR-10"
 $\Delta = 11'00''00''$ Lt.
 $D = 5'15''00''$
 $R = 1091.35'$
 $T = 105.09'$
 $L = 209.52'$
 $E = 5.05'$
 S.E.=N.C.

Temp PRA 368+50 Lt.
 $W = 22'$
 P.C. 368+89.20 "TR-10" =
 O.P.O.C. 368+68.97 "B-Rev",
 72.87' Lt.

CURVE DATA
 P.I. 384+86.38 "TR-10"
 $\Delta = 13'00''00''$ Lt.
 $D = 5'15''00''$
 $R = 1091.35'$
 $T = 124.34'$
 $L = 247.62'$
 $E = 7.06'$
 S.E.=N.C.

DATE	BY	REVISION
8/93	SEC	SW

DATE	BY	REVISION
8/93	SEC	SW

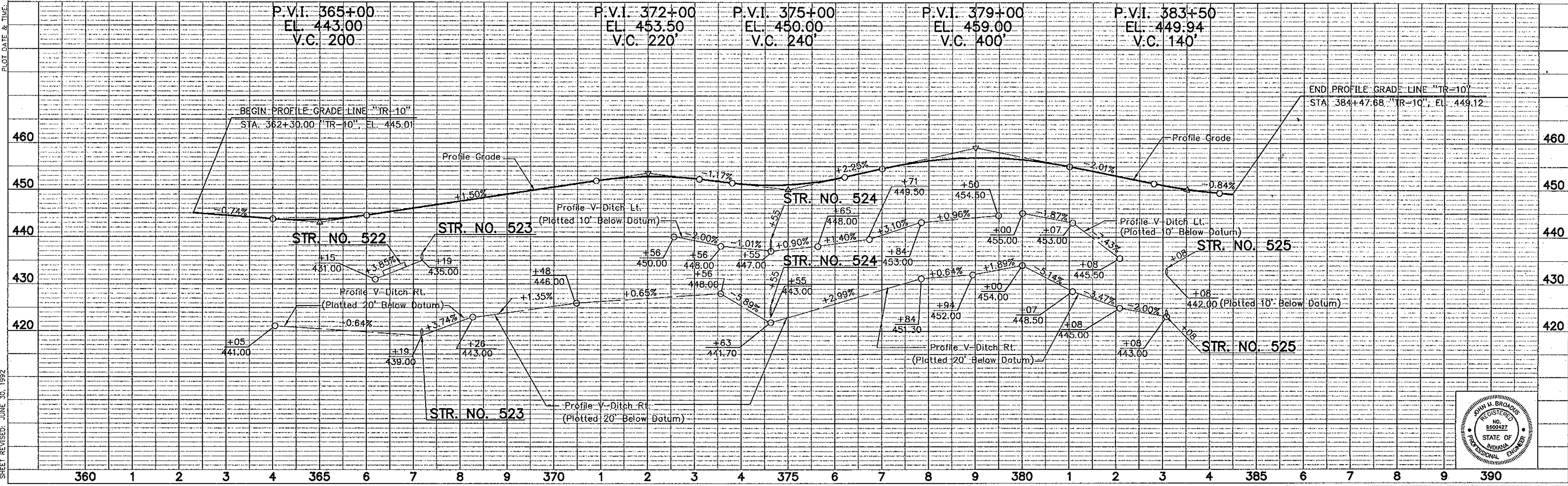
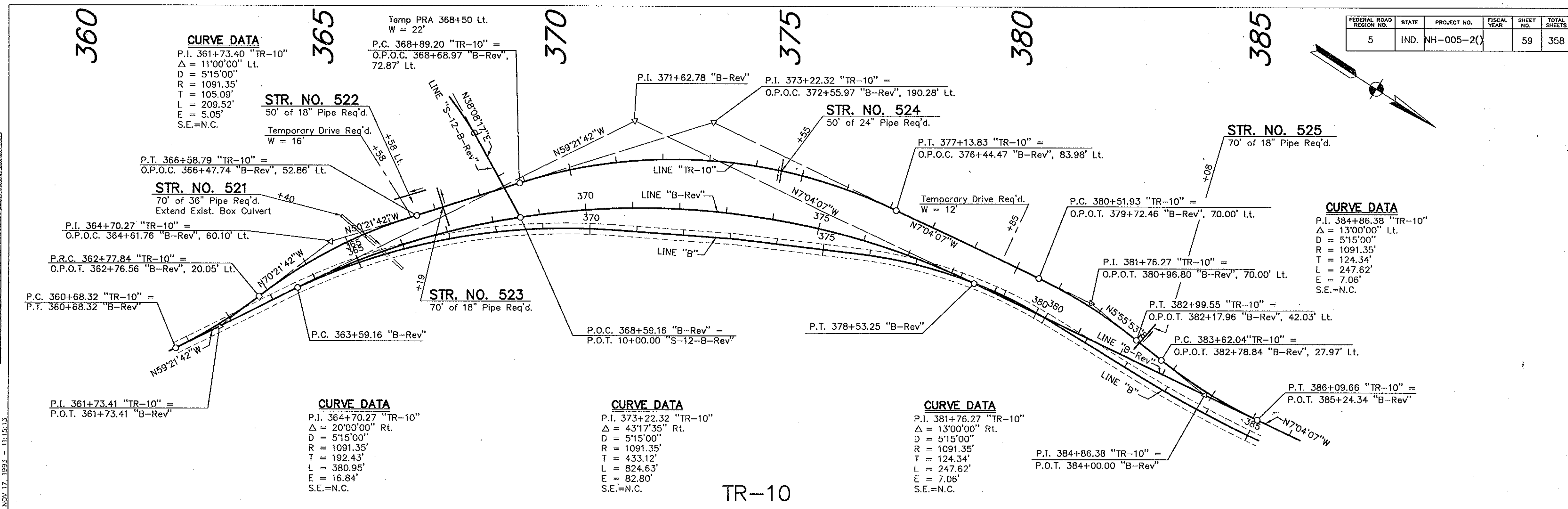
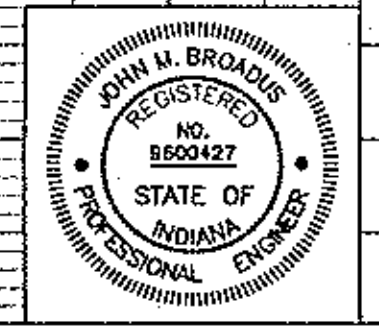


PLATE 1 - PLAN - PROFILE B. R. S. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-10"	59	358	



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		60	358

385

390

395

400

405



CURVE DATA

P.I. 392+00.00 "TR-11" =
 $\Delta = 15^{\circ}00'02''$ Lt.
 $D = 5'15''00''$
 $R = 1091.35'$
 $T = 143.68'$
 $L = 285.72'$
 $E = 9.42'$
 S.E.=N.C.

P.I. 396+29.55 "TR-11" =
 O.P.O.T. 396+14.91 "B-Rev", 111.18' Lt.

P.C. 394+37.78 "TR-11" =
 O.P.O.T. 394+29.67 "B-Rev", 61.54' Lt.

P.T. 393+42.04 "TR-11" =
 O.P.O.T. 393+38.78 "B-Rev", 37.19' Lt.

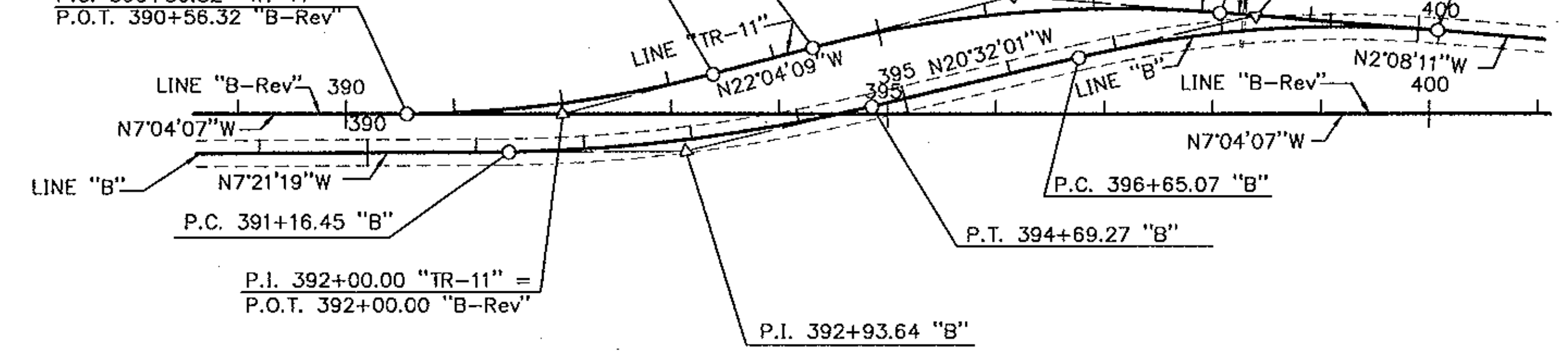
P.C. 390+56.32 "TR-11" =
 P.O.T. 390+56.32 "B-Rev"

P.T. 398+17.45 "TR-11" =
 O.P.O.T. 398+05.98 "B-Rev", 94.69' Lt.

STR. NO. 537

24" of 18" Pipe Req'd.
 Connect to Existing 18" Pipe
 P.I. 398+34.13 "B"

P.O.T. 400+21.15 "TR-11" =
 O.P.O.T. 400+08.92 "B-Rev", 77.71' Lt. =
 P.T. 400+00.27 "B"



CURVE DATA

P.I. 396+29.11 "TR-11"
 $\Delta = 19^{\circ}55'58''$ Rt.
 $D = 5'15''00''$
 $R = 1091.35'$
 $T = 191.77'$
 $L = 379.67'$
 $E = 16.72'$
 S.E.=N.C.

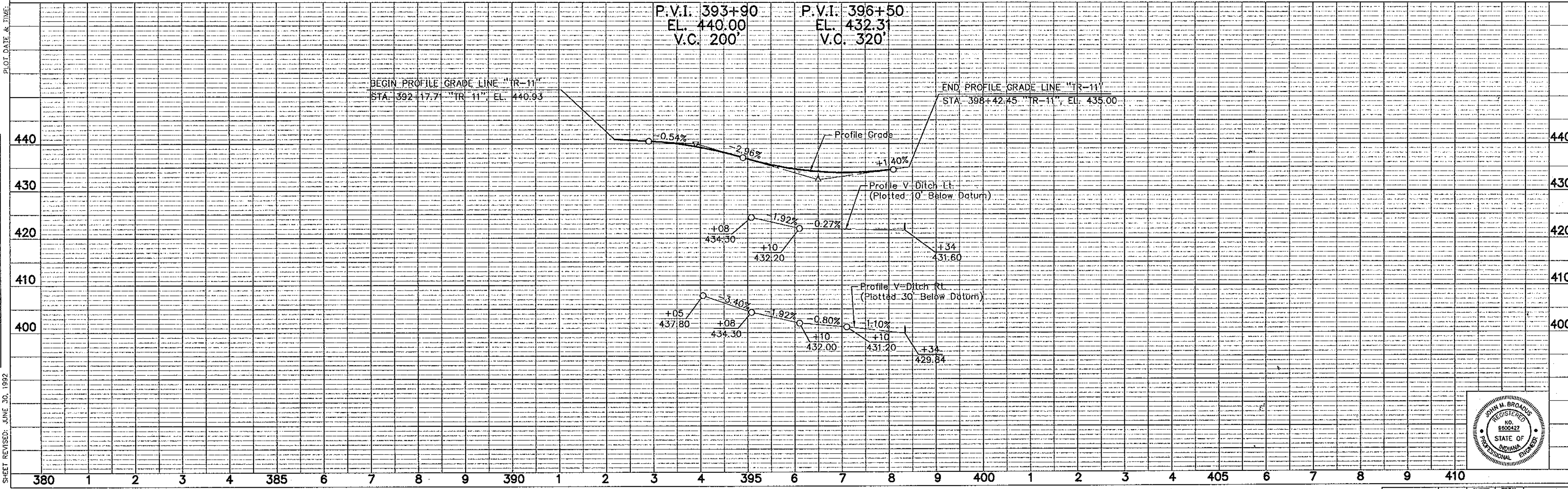
TR-11

P.V.I. 393+90
 EL. 440.00
 V.C. 200'

P.V.I. 396+50
 EL. 432.31
 V.C. 320'

BEGIN PROFILE GRADE LINE "TR-11"
 STA. 392+17.71 "TR-11", EL. 440.93

END PROFILE GRADE LINE "TR-11"
 STA. 398+42.45 "TR-11", EL. 435.00



PLAN

DATE: 8/93
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 NO. OF SHEETS: 60

PROFILE

DATE: 8/93
 DRAWN BY: [Signature]
 CHECKED BY: [Signature]
 NO. OF SHEETS: 60

PLOT DATE & TIME: NOV 17, 1993 - 11:17:11

SHEET REVISED: JUNE 30, 1992

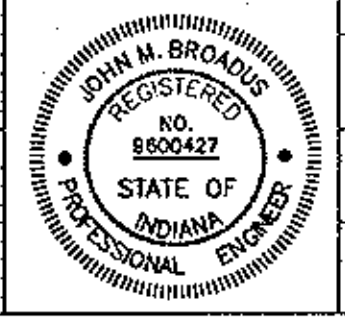
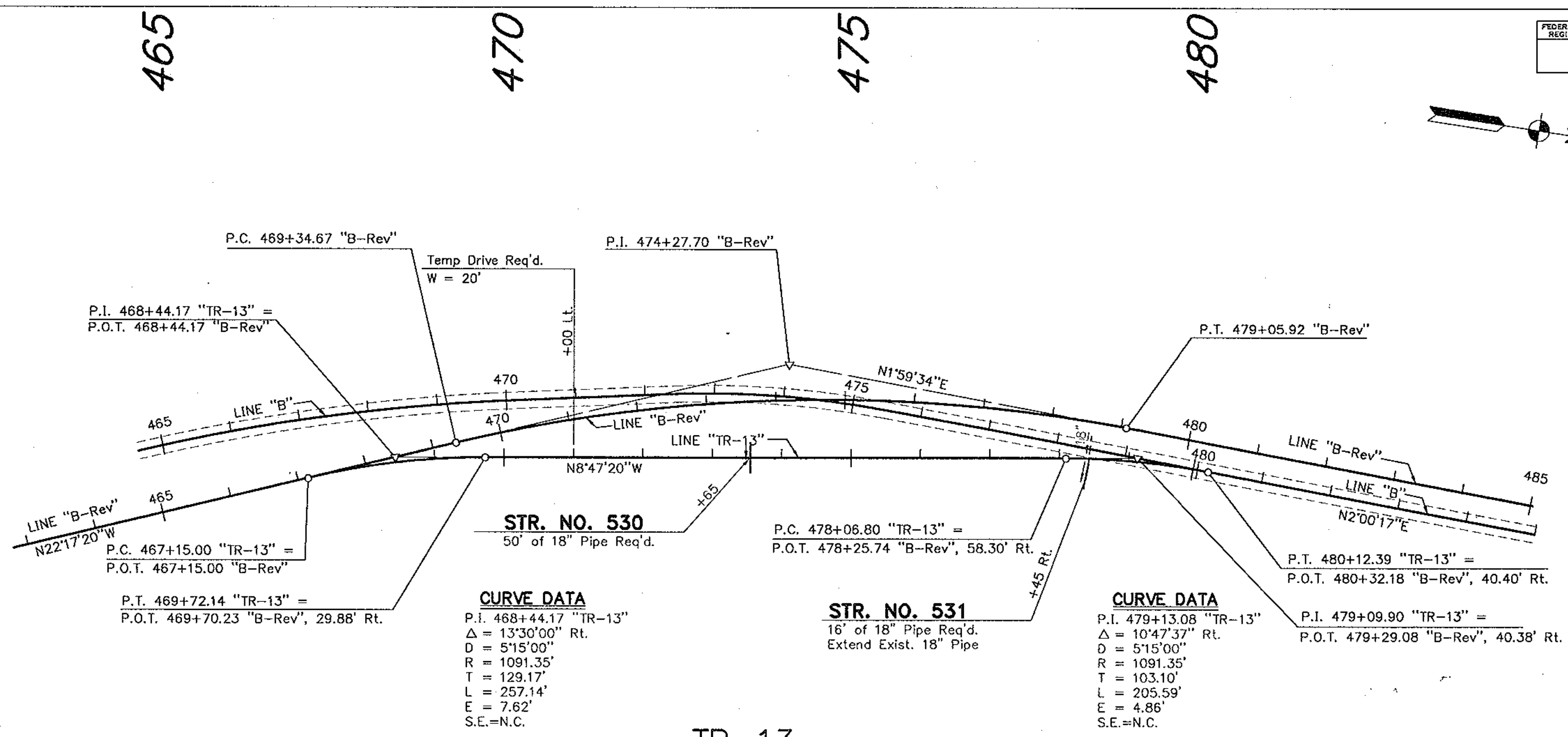


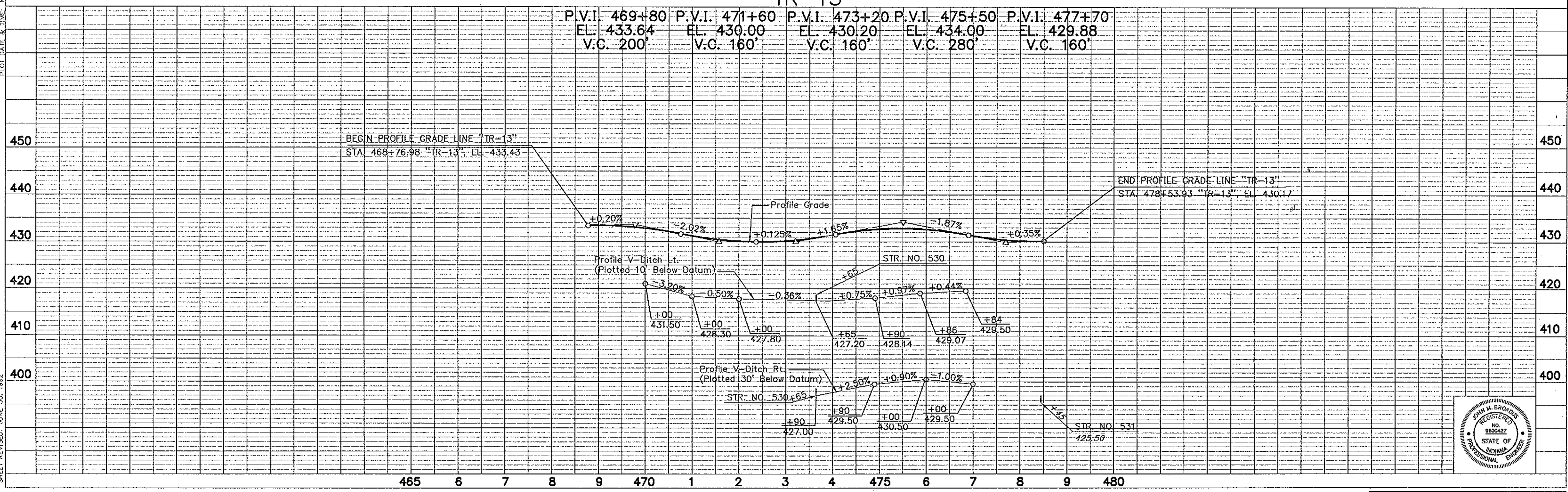
PLATE 1 - PLAN - PROFILE D. R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	"TR-11"	60	358	

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2()		62	358



TR-13				
P.V.I. 469+80	P.V.I. 471+60	P.V.I. 473+20	P.V.I. 475+50	P.V.I. 477+70
EL. 433.64	EL. 430.00	EL. 430.20	EL. 434.00	EL. 429.88
V.C. 200'	V.C. 160'	V.C. 160'	V.C. 280'	V.C. 160'



DATE	BY	REVISION
8/93	SJW	REVISED
		PHOTO TAKEN
		FIELD CHECKED
		BY: M.A. CHAND
		DATE: 11/22/93

DATE	BY	REVISION
8/93	SJW	REVISED
		PHOTO TAKEN
		FIELD CHECKED
		BY: M.A. CHAND
		DATE: 11/22/93

PLOT DATE & TIME: NOV. 17, 1993 - 11:22:30

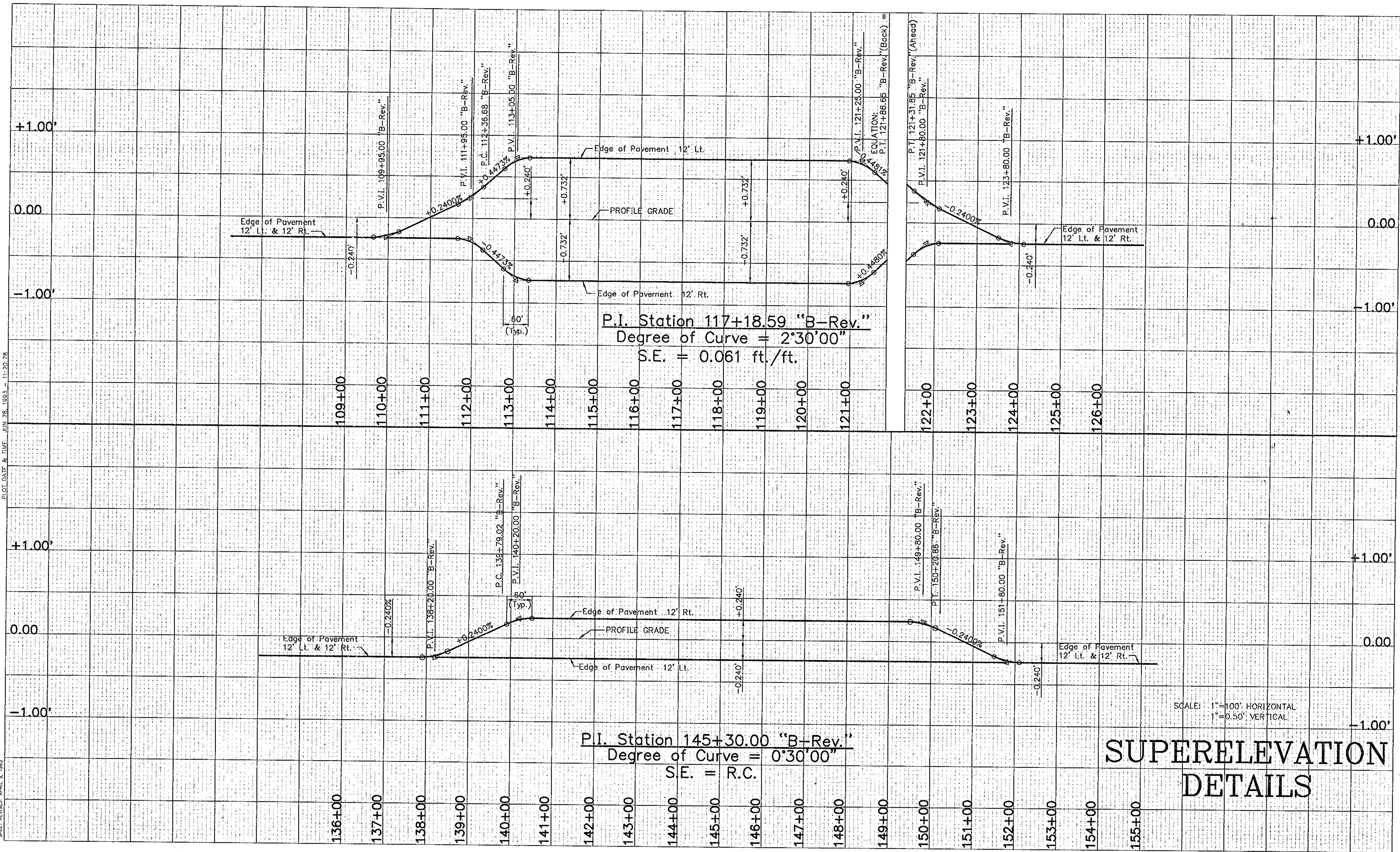
PLATE 1 - PLAN - PROFILE © R. R. STANDARD 1975

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
NH-005-2()	TR-13	62	358	



DESIGNED BY: B. J. ...
 DRAWN BY: M. J. ...
 CHECKED BY: ...
 SHEET REVISED: APRIL 9, 1983

PLOT DATE & TIME: JUN 28, 1983 - 11:20, 28

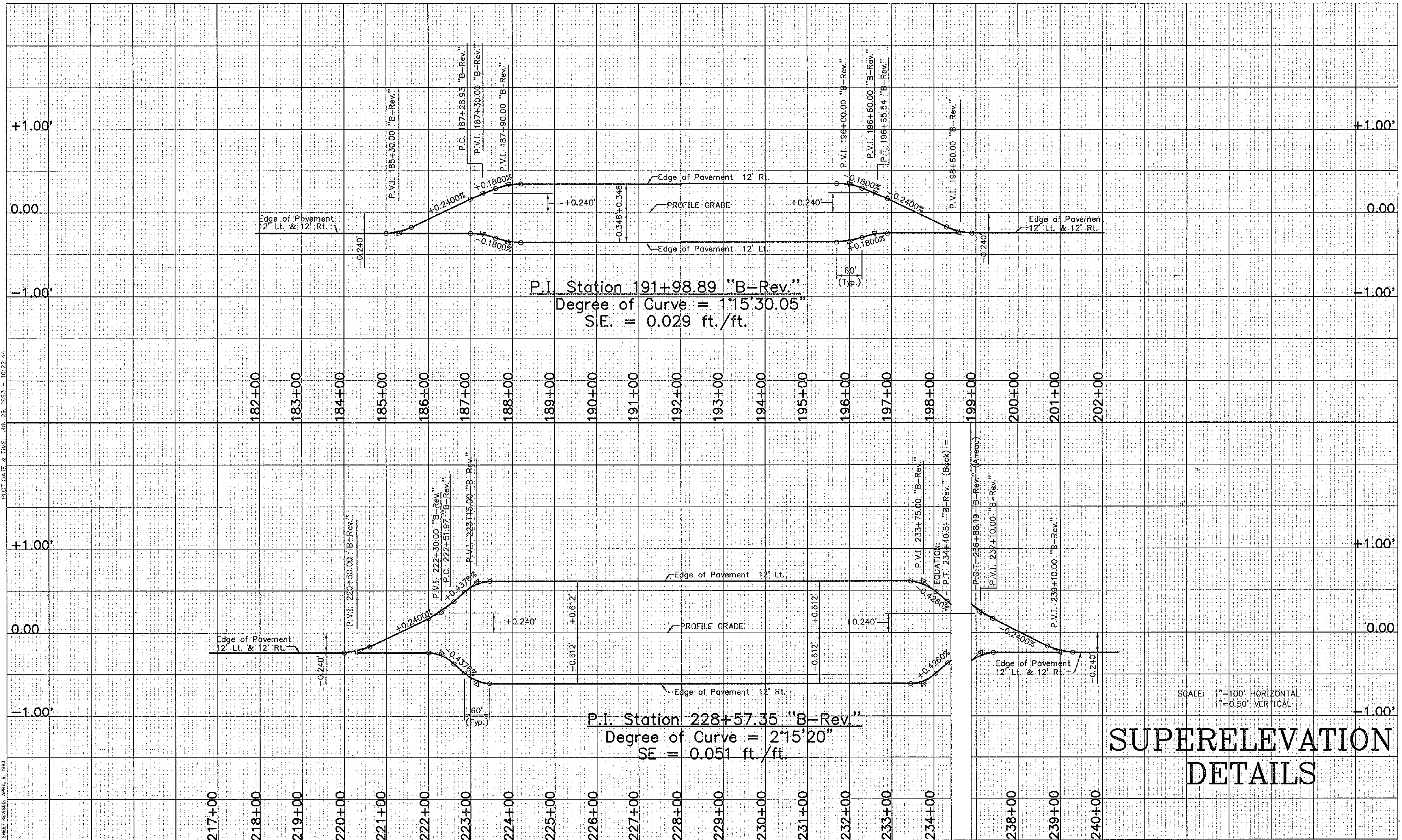


SCALE: 1"=100' HORIZONTAL
 1"=0.50' VERTICAL

SUPERELEVATION DETAILS

PLOT DATE & TIME: JUN 29, 1993 - 10:22:44

DESIGNED BY: J. J. G. / J. J. G.
 DRAWN BY: S. M. S. / S. M. S.
 CHECKED BY: /
 SHEET REVISED: APRIL 9, 1993



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

SUPERELEVATION DETAILS

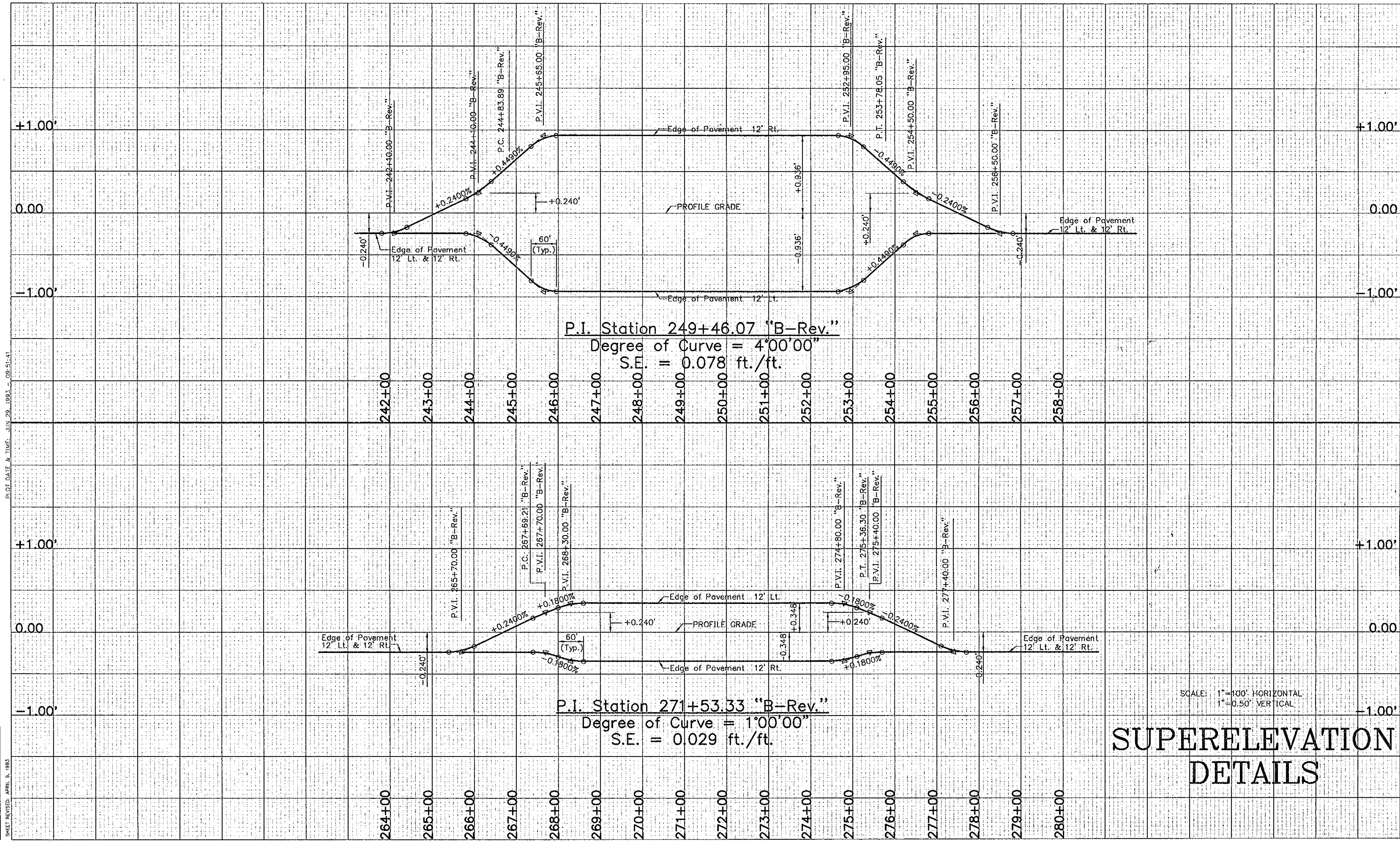
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		69	358

S.R. 69 - POSEY CO. LINE "B-Rev."

Contr. R-24568 SR69SUP3/100

PLOT DATE & TIME: JUN 29 1993 09:51:41

REVISIONS: 8/93 - CHECKED
 SHEET 8/23 - CHECKED
 8/93 - CHECKED
 SHEET REVISED: APRIL 9, 1993



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

SUPERELEVATION DETAILS

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
5	IND.	NH-005-2(004)		70	.358

S.R. 69 - POSEY CO. LINE "B-Rev."