

**PROPOSED
CURVE DATA - U.S. 62**
P.I. STA = 58+53.29
 $\Delta = 6^\circ 30' 00''$ (LT)
 $D_c = 0^\circ 42' 00''$
 $R = 8,185.11'$
 $T = 464.78'$
 $L = 928.57'$
 $E = 13.19'$
 $e_{MAX} = N/C$

PI STA. 208+38.15
 $\Delta = 0^\circ 52' 35''$ RT.
(NO CURVE)

END WORK
STA. 205+85.00

STA. 203+82.50, @ EXIST. C.R. 77 =
STA. 205+87.05, @ RELOCATED C.R. 77
EQUATION: RELOCATED C.R. 77
STA. 205+87.05 BK =
STA. 203+82.50 AH

STA. 56+50.00, @ EXIST. U.S. 62 =
STA. 203+08.73, @ RELOCATED C.R. 77

PI STA. 201+01.26
 $\Delta = 0^\circ 29' 01''$ LT.
(NO CURVE)

STA. 54+88.08, @ EXIST. U.S. 62 =
STA. 200+00.00, @ EXIST. C.R. 77

STA. 49+53.82, @ EXIST. U.S. 62 =
STA. 10+00.00, @ EXIST. C.R. 168

**EXISTING
CURVE DATA - U.S. 62**
P.I. STA. = 41+41.02
 $\Delta = 16^\circ 22' 00''$ (RT)
 $D_c = 4^\circ 00' 00''$
 $R = 1,432.39'$
 $T = 205.99'$
 $L = 409.17'$
 $E = 14.74'$
 $e_{MAX} = N/C$

BEGIN PROJECT
STA. 48+85.00
S.L.M. 28.54
E031912

**EXISTING
CURVE DATA - U.S. 62**
P.I. STA. = 34+91.08
 $\Delta = 25^\circ 00' 00''$ (LT)
 $D_c = 5^\circ 00' 00''$
 $R = 1,145.92'$
 $T = 254.04'$
 $L = 500.00'$
 $E = 27.82'$
 $e_{MAX} = N/C$

PT STA. 37+37.04
PC STA. 32+37.04
BRIDGE NO.
HOL-62-28.40

PI STA. 187+20.58
 $\Delta = 0^\circ 39' 43''$ RT.
(NO CURVE)

BEGIN WORK
STA. 184+70.00

STA. 197+39.37, @ RELOCATED C.R. 77 =
STA. 16+64.82, @ EXIST. C.R. 168

STA. 187+14.23, @ EXIST. C.R. 77 =
STA. 187+14.23, @ RELOCATED C.R. 77

END PROJECT
STA. 63+00.00
S.L.M. 28.80
E031912

**CURVE DATA
RELOCATED C.R. 77**
P.I. STA. = 204+89.86
 $\Delta = 33^\circ 00' 58''$ (RT)
 $D_c = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 102.91'$
 $L = 200.10'$
 $E = 14.93'$
 $e_{MAX} = 0.083$
P.C. STA. 203+86.95
P.T. STA. 205+87.05

**CURVE DATA
RELOCATED C.R. 77**
P.I. STA. = 199+56.85
 $\Delta = 24^\circ 20' 00''$ (LT)
 $D_c = 7^\circ 00' 00''$
 $R = 818.51'$
 $T = 176.47'$
 $L = 347.62'$
 $E = 18.81'$
 $e_{MAX} = 0.059$
P.C. STA. 197+80.38
P.T. STA. 201+28.00

**CURVE DATA
RELOCATED C.R. 77**
P.I. STA. = 193+99.13
 $\Delta = 53^\circ 50' 00''$ (LT)
 $D_c = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 176.30'$
 $L = 326.26'$
 $E = 42.19'$
 $e_{MAX} = 0.083$
P.C. STA. 192+22.84
P.T. STA. 195+49.10

**CURVE DATA
RELOCATED C.R. 77**
P.I. STA. = 188+59.25
 $\Delta = 45^\circ 20' 00''$ (RT)
 $D_c = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 145.02'$
 $L = 274.75'$
 $E = 29.07'$
 $e_{MAX} = 0.083$
P.C. STA. 187+14.23
P.T. STA. 189+88.98

5/15/2005 10:44:34 AM
D:\PRODUCTION\PROJECTS\02286.00 HOL-62-28.65\Roadway\Sheets\US62schematic.dgn

△ VARIES 10.03' TO 18'-0" FROM
STA. 48+85.00 TO STA. 52+70.00

VARIES 18'-0" TO 10.30' FROM
STA. 60+35.00 TO STA. 63+00.00

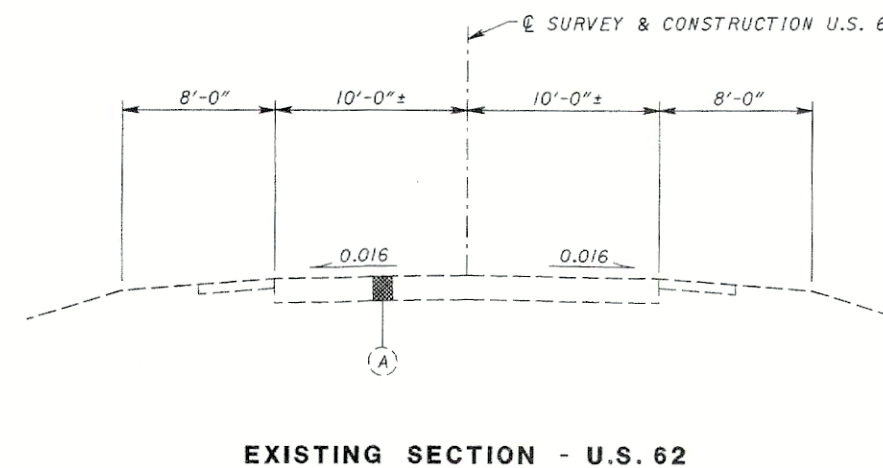
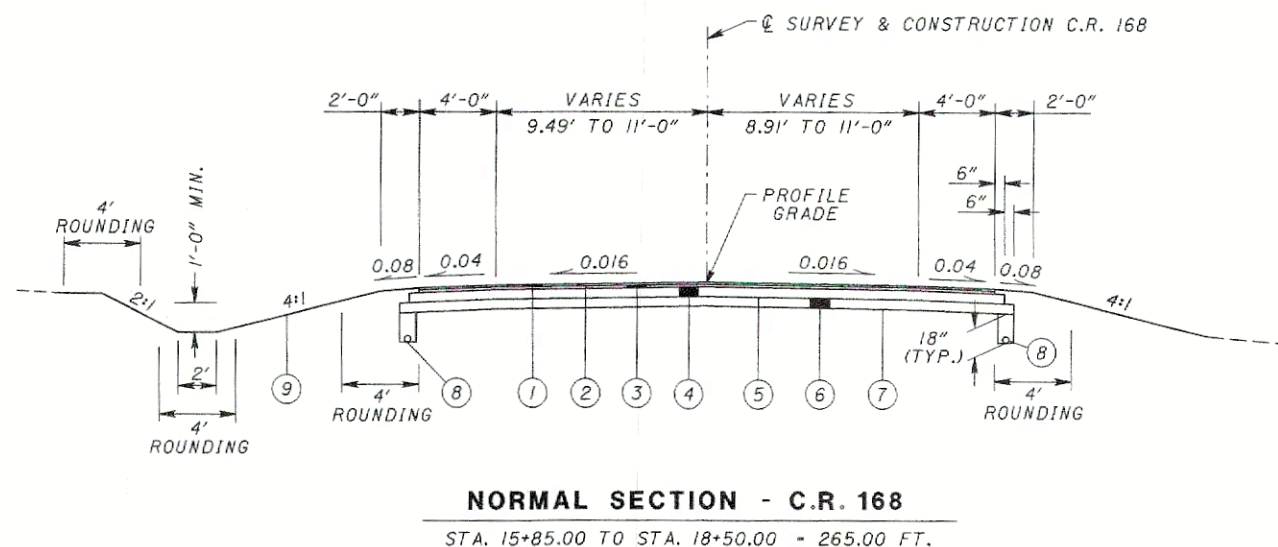
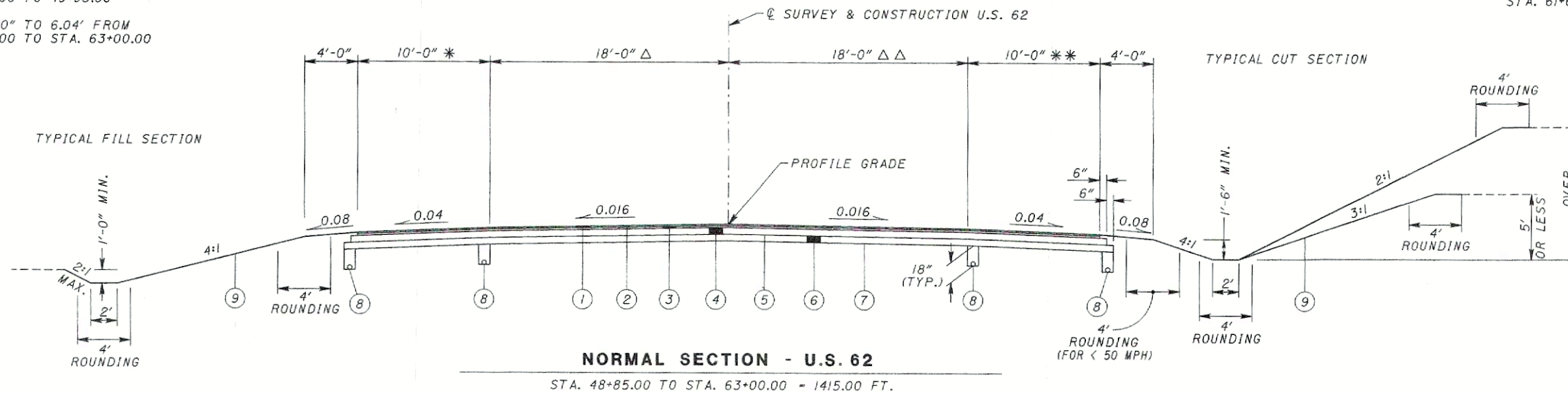
* VARIES 5.74' TO 10'-0" FROM
STA. 48+85.00 TO 49+95.00

VARIES 10'-0" TO 6.04' FROM
STA. 62+80.00 TO STA. 63+00.00

△△ VARIES 11.06' TO 18'-0" FROM
STA. 48+85.00 TO STA. 51+20.00

VARIES 18'-0" TO 11.01' FROM
STA. 58+85.00 TO STA. 63+00.00

** VARIES 10'-0" TO 4.61' FROM
STA. 61+65.00 TO STA. 63+00.00



LEGEND

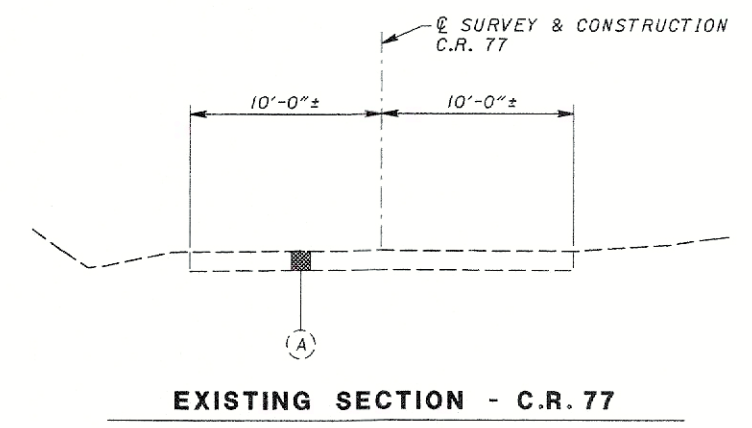
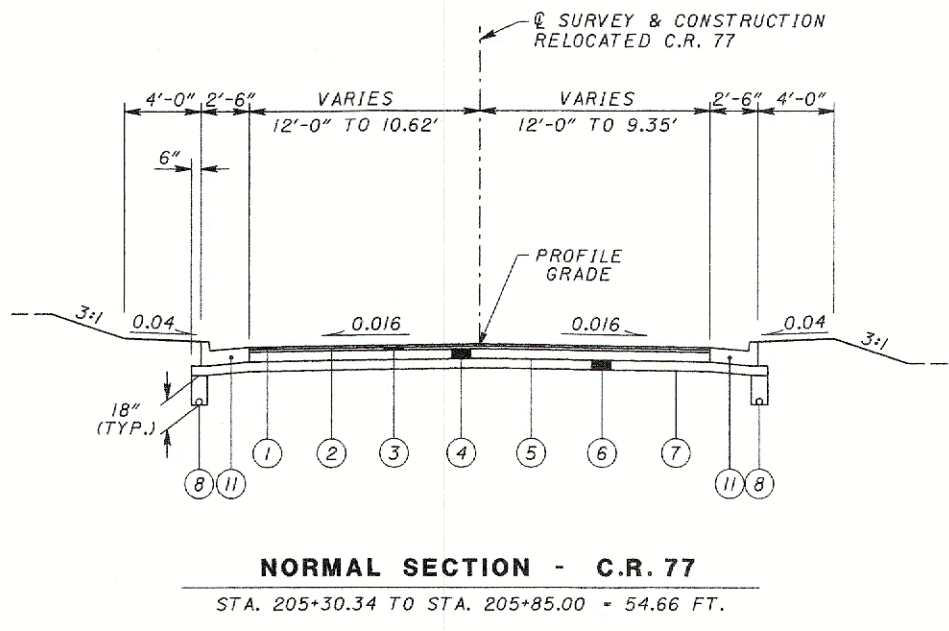
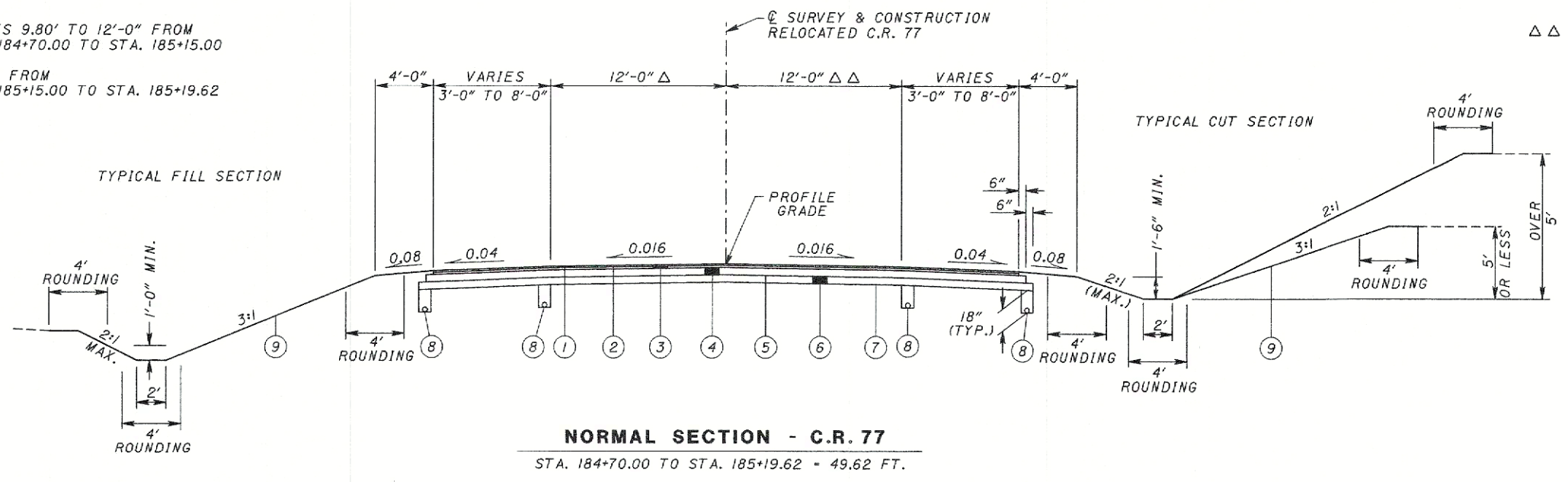
(A) 8" ASPHALT PAVEMENT OVER 4" AGGREGATE BASE

- (1) ITEM 448 - 1/4" ASPHALT CONCRETE SURFACE COURSE, TYPE 1, PG64-22, AS PER PLAN
- (2) ITEM 407 - TACK COAT FOR INTERMEDIATE COURSE (APPLIED AT THE RATE OF 0.04 GAL./SQ. YD.)
- (3) ITEM 448 - 1 3/4" ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG64-22
- (4) ITEM 301 - 8" ASPHALT CONCRETE BASE, PG64-22
- (5) ITEM 408 - PRIME COAT (APPLIED AT THE RATE OF 0.40 GAL./SQ. YD.)
- (6) ITEM 304 - 6" AGGREGATE BASE
- (7) ITEM 204 - SUBGRADE COMPACTION

- (8) ITEM 605 - 4" BASE PIPE UNDERDRAIN
- (9) ITEM 659 - SEEDING AND MULCHING
- (10) ITEM 606 - GUARDRAIL, TYPE 5
- (11) ITEM 609 - COMBINATION CURB & GUTTER, TYPE 2

△ VARIES 9.80' TO 12'-0" FROM
STA. 184+70.00 TO STA. 185+15.00
12'-0" FROM
STA. 185+15.00 TO STA. 185+19.62

△△ VARIES 11.15' TO 12'-0" FROM
STA. 184+70.00 TO STA. 185+15.00
12'-0" FROM
STA. 185+15.00 TO STA. 185+19.62

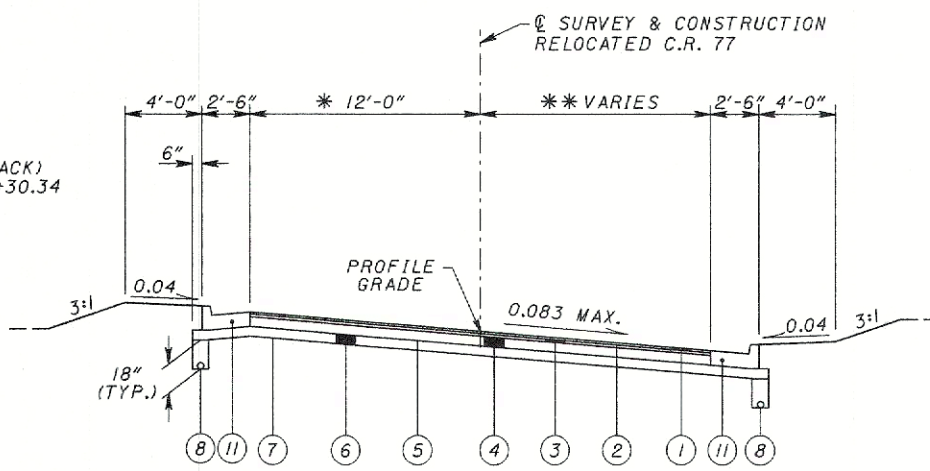


TYPICAL SECTIONS

HOL-62-28.65

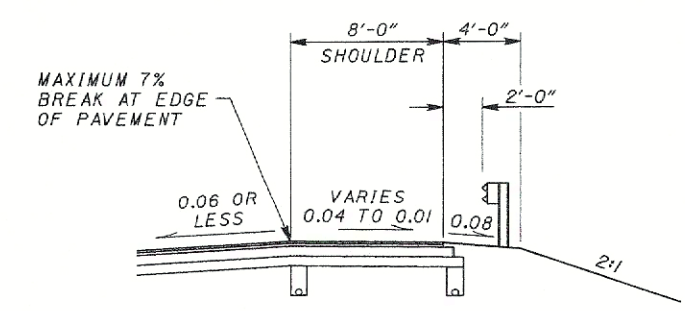
8/19/2005 10:45:25 AM
s:\production\p18470.ctb 28.65\roadway\chairs\unf2gpl.dgn

* STA. 203+70.00 TO STA. 205+87.05 (BACK)
STA. 203+82.50 (AHEAD) TO STA. 205+30.34



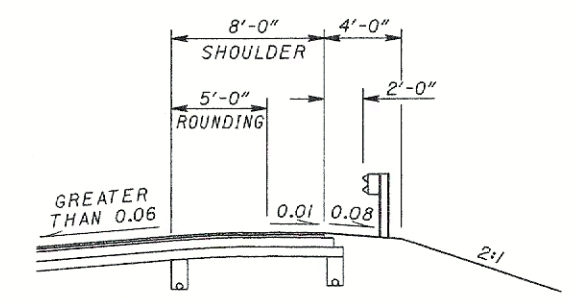
SUPERELEVATION SECTION - C.R. 77

** 17'-6" FROM
STA. 204+10.00 TO STA. 204+70.13
VARIES 17'-6" TO 14'-9" FROM
STA. 204+70.13 TO STA. 205+87.05 (BACK)
VARIES 14'-9" TO 12'-0" FROM
STA. 203+82.50 (AHEAD) TO STA. 204+99.43
12'-0" FROM
STA. 204+99.43 (AHEAD) TO STA. 205+30.34



SHOULDER DETAIL

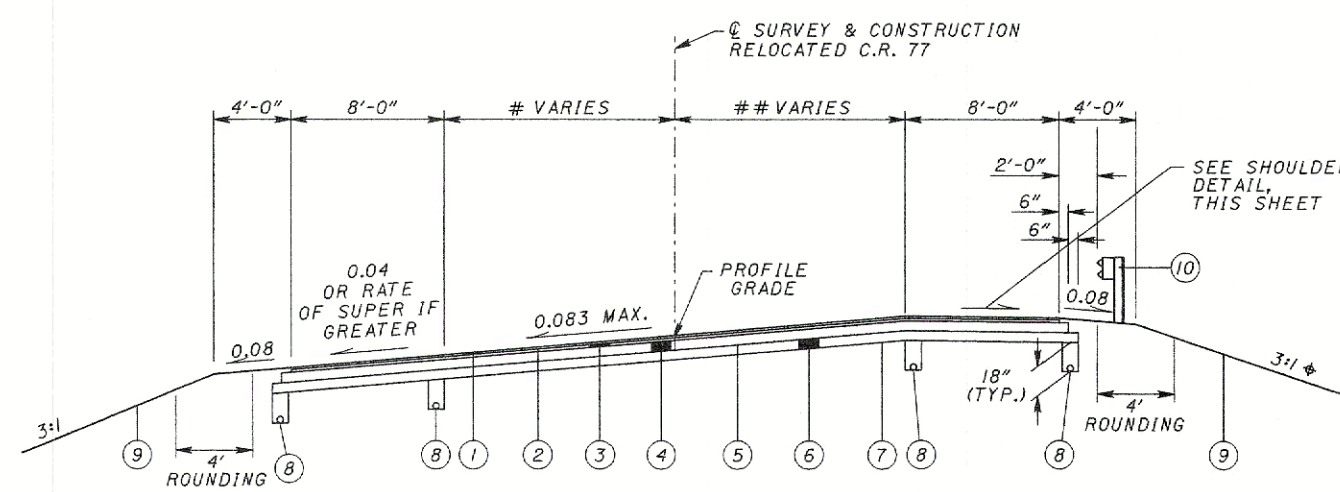
FOR PAVEMENT SLOPE LESS THAN 0.06



SHOULDER DETAIL

FOR PAVEMENT SLOPE GREATER THAN 0.06

12'-0" FROM
STA. 185+19.62 TO STA. 191+05.91
STA. 196+66.03 TO STA. 196+87.29
STA. 203+27.84 TO STA. 203+70.00
VARIES 12'-0" TO 17'-6" FROM
STA. 191+05.91 TO STA. 193+39.76
17'-6" FROM
STA. 193+39.76 TO STA. 194+32.18
VARIES 17'-6" TO 12'-0" FROM
STA. 194+32.18 TO STA. 196+66.03
VARIES 12'-0" TO 14'-0" FROM
STA. 196+87.29 TO STA. 198+20.28
14'-0" FROM
STA. 198+20.28 TO STA. 202+89.63



SUPERELEVATION SECTION - C.R. 77

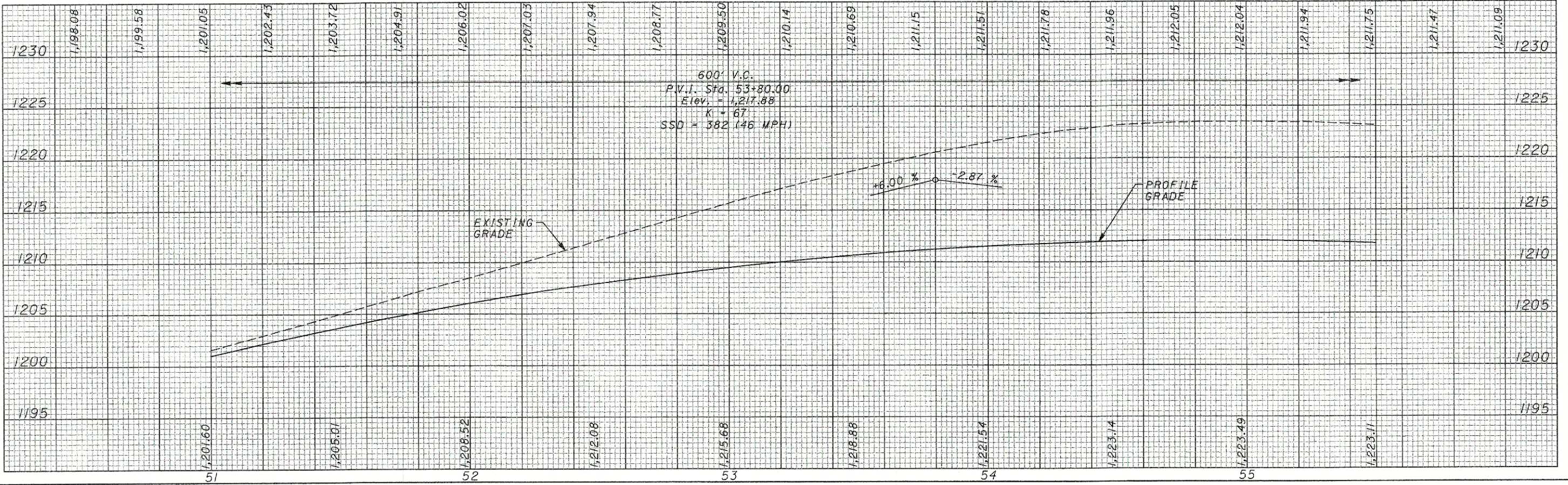
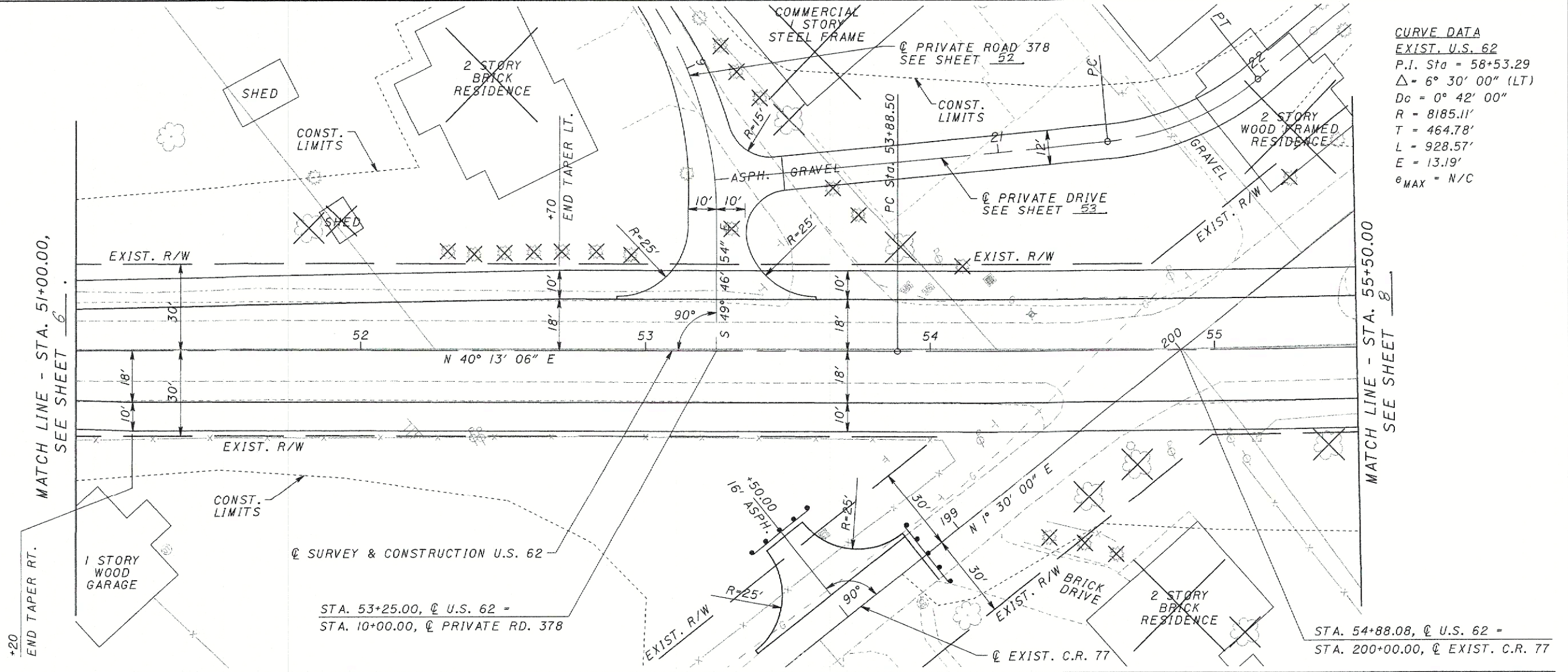
12'-0" FROM
STA. 185+19.62 TO STA. 185+50.53
STA. 191+05.91 TO STA. 202+89.63
VARIES 12'-0" TO 17'-6" FROM
STA. 185+50.53 TO STA. 187+84.38
17'-6" FROM
STA. 187+84.38 TO STA. 188+72.06
STA. 203+27.84 TO STA. 204+10.00
VARIES 17'-6" TO 12'-0" FROM
STA. 188+72.06 TO STA. 191+05.91

USE 2:1 FORESLOPES
WITHIN GUARDRAIL LIMITS

6/16/2015
10:15:45 AM
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TYPICAL SECTIONS

HOL-62-28.65



7

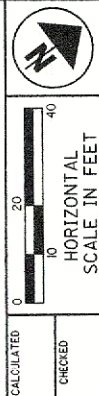
HOL-62-28.65

PLAN AND PROFILE - U.S. 62
 STA. 51+00.00 TO STA. 55+50.00

CALCULATED _____
 CHECKED _____

HORIZONTAL SCALE IN FEET
 0 10 20 30

8/22/2005 10:09 AM
 BY: PROJECT MANAGER/PROJECT ENGINEER
 FILE: C:\PROJECTS\2005\HOL-62-28.65\DRAWING\PLAN AND PROFILE.DWG



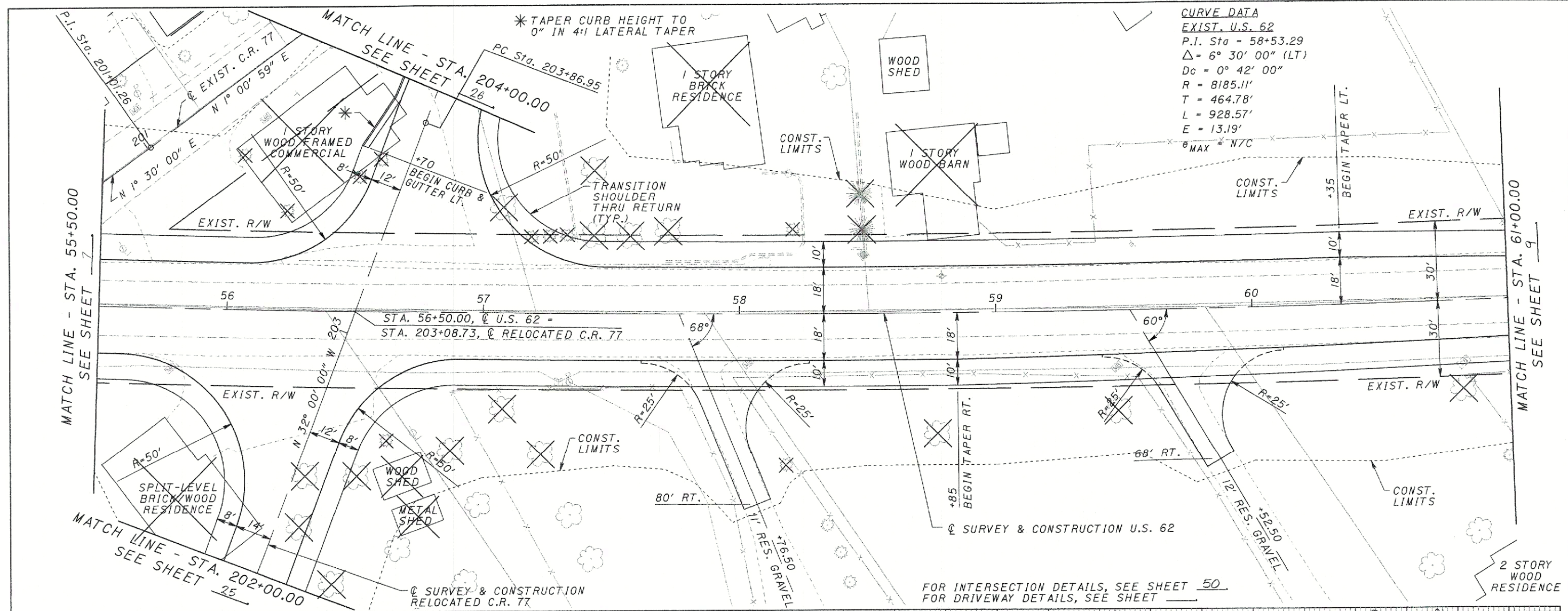
CALCULATED
CHECKED

PLAN AND PROFILE - U.S. 62
STA. 55+50.00 TO STA. 61+00.00

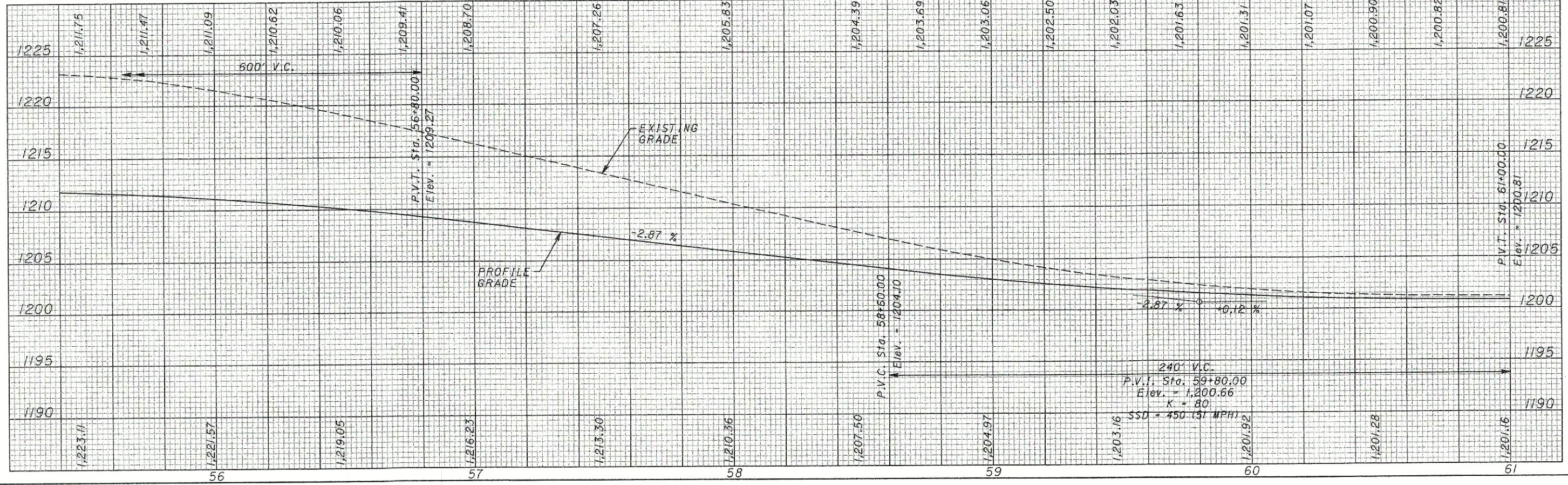
HOL-62-28.65

8

CURVE DATA
 EXIST. U.S. 62
 P.I. Sta = 58+53.29
 $\Delta = 6^\circ 30' 00''$ (LT)
 $D_c = 0^\circ 42' 00''$
 $R = 8185.11'$
 $T = 464.78'$
 $L = 928.57'$
 $E = 13.19'$
 $\delta_{MAX} \approx N7C$

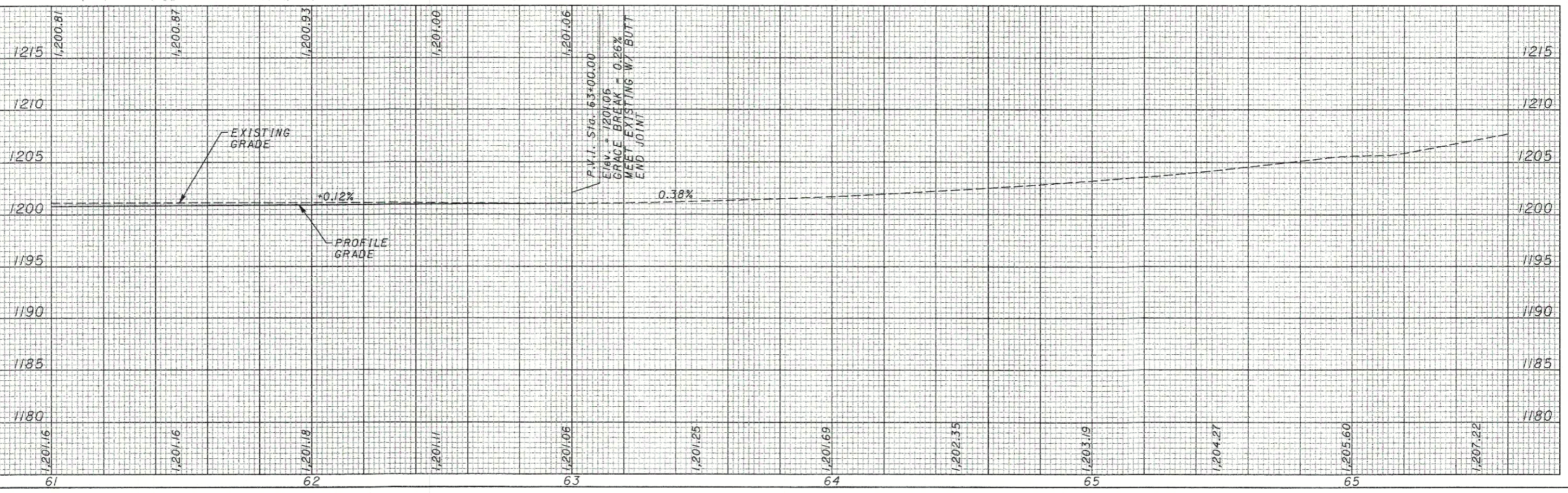
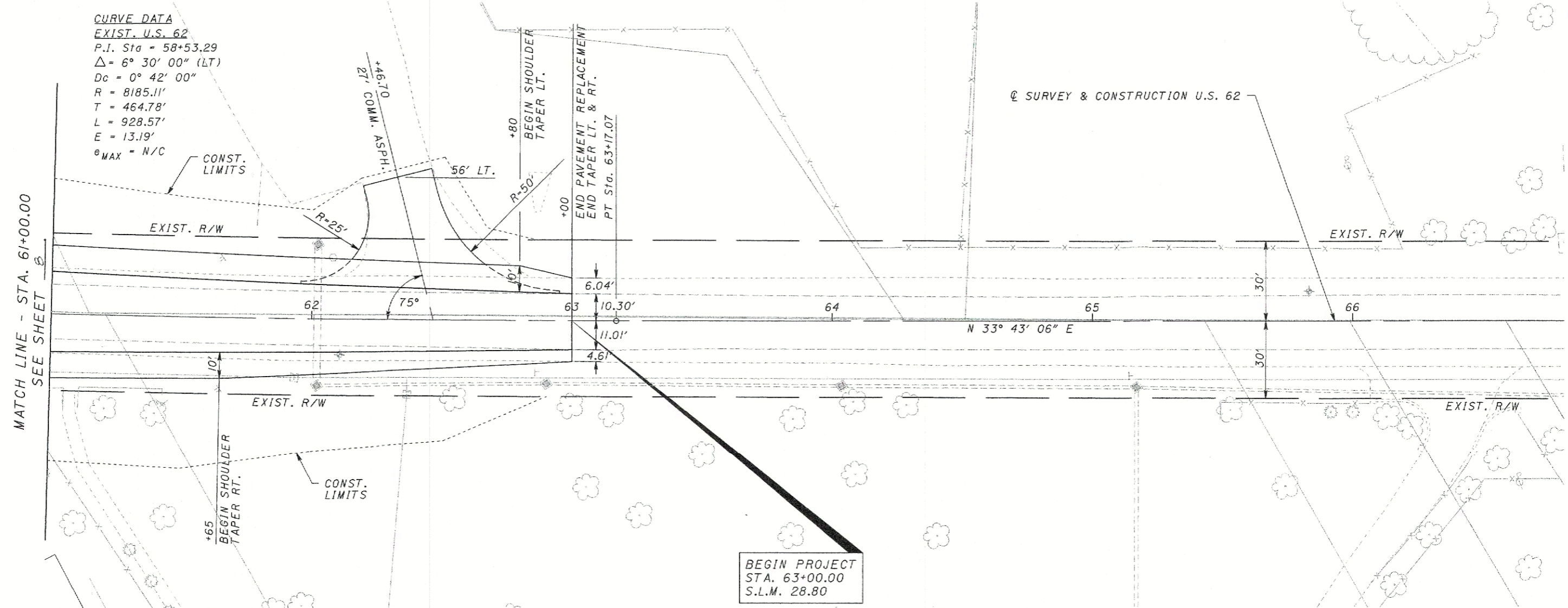


FOR INTERSECTION DETAILS, SEE SHEET 50
 FOR DRIVEWAY DETAILS, SEE SHEET 50

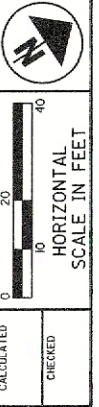


8/10/2025 AM 10:30:25
 IN PRODUCTION PROJECTS\2025\00_HOL-62-28.65\WORKSPACE\Sheet1.dwg

CURVE DATA
 EXIST. U.S. 62
 P.I. Sta = 58+53.29
 $\Delta = 6^\circ 30' 00''$ (LT)
 $D_c = 0^\circ 42' 00''$
 $R = 8185.11'$
 $T = 464.78'$
 $L = 928.57'$
 $E = 13.19'$
 $e_{MAX} = N/C$



BEGIN PROJECT
 STA. 63+00.00
 S.L.M. 28.80



PLAN AND PROFILE - U.S. 62
 STA. 61+00.00 TO STA. 66+50.00

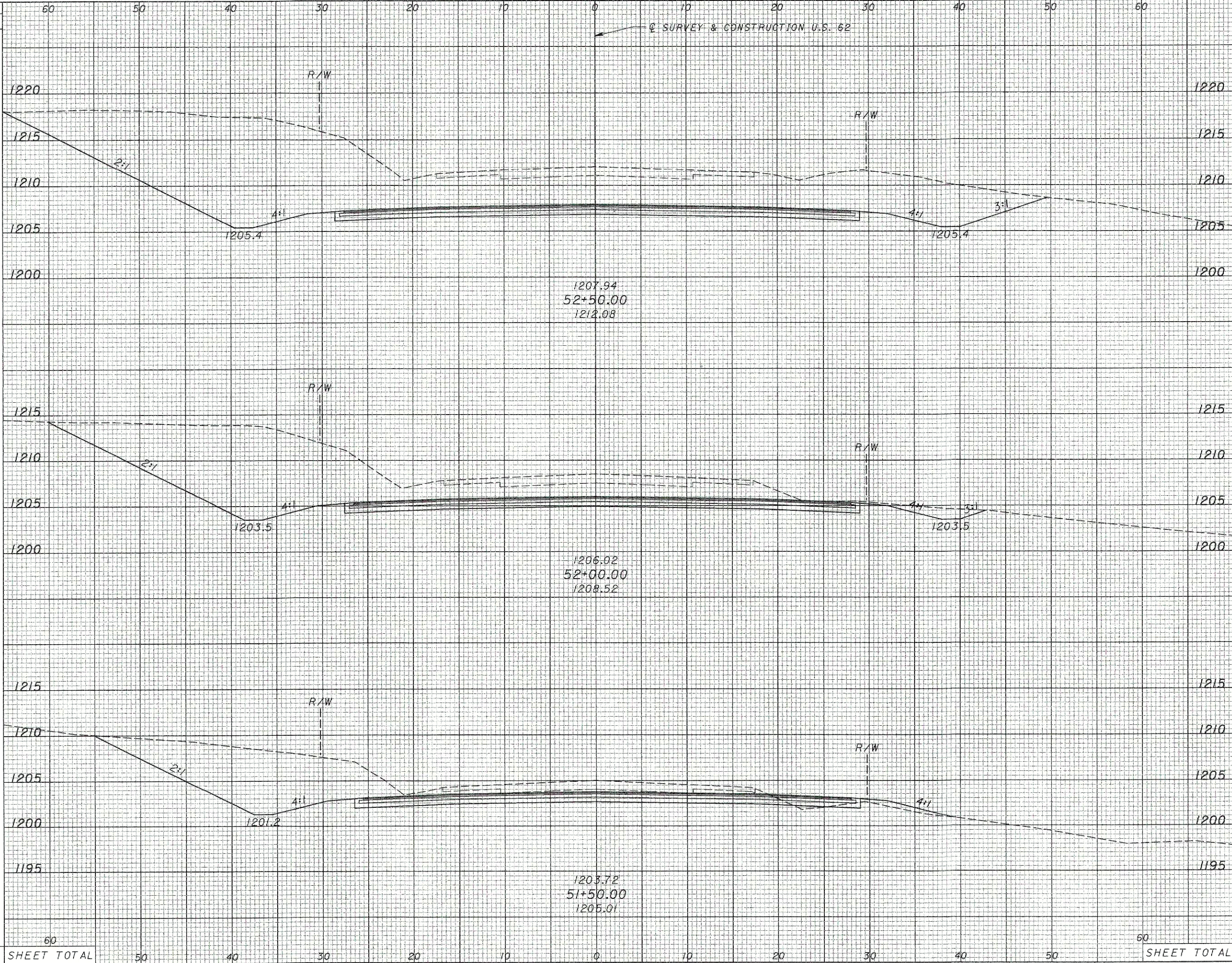
HOL-62-28.65

8/4/2005 10:50 AM
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SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

CALCULATED	CHECKED
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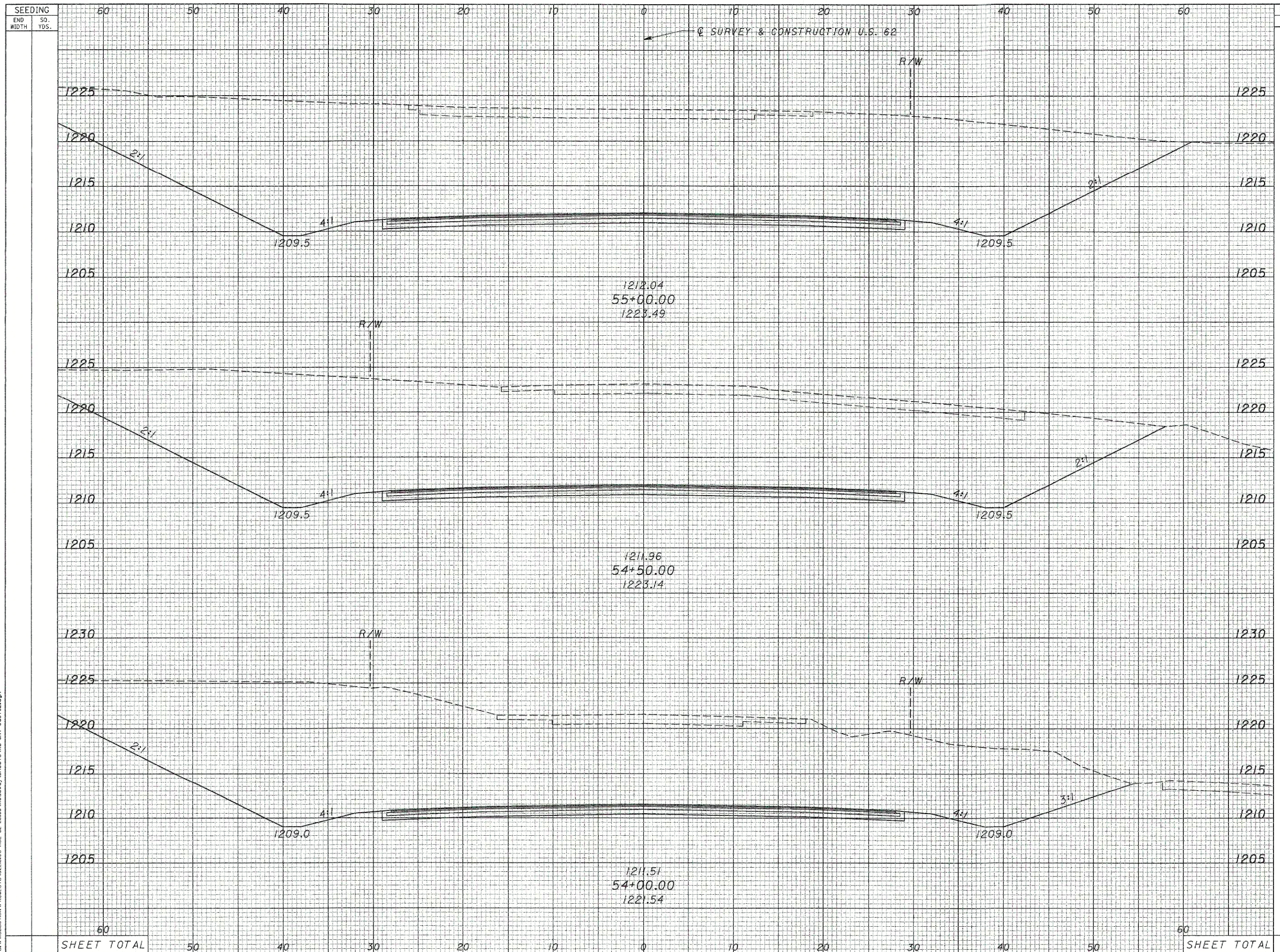
CROSS SECTIONS - U.S. 62
STA. 51+50.00 TO STA. 52+50.00

HOL-62-28.65

8/18/2005 10:28:07 AM
S:\PROJECTS\PROJECTS\28.65\Roadway\Sheet5\Xst-sht-odo-62.dgn

60	50	40	30	20	10	0	10	20	30	40	50	60	SHEET TOTAL
----	----	----	----	----	----	---	----	----	----	----	----	----	-------------

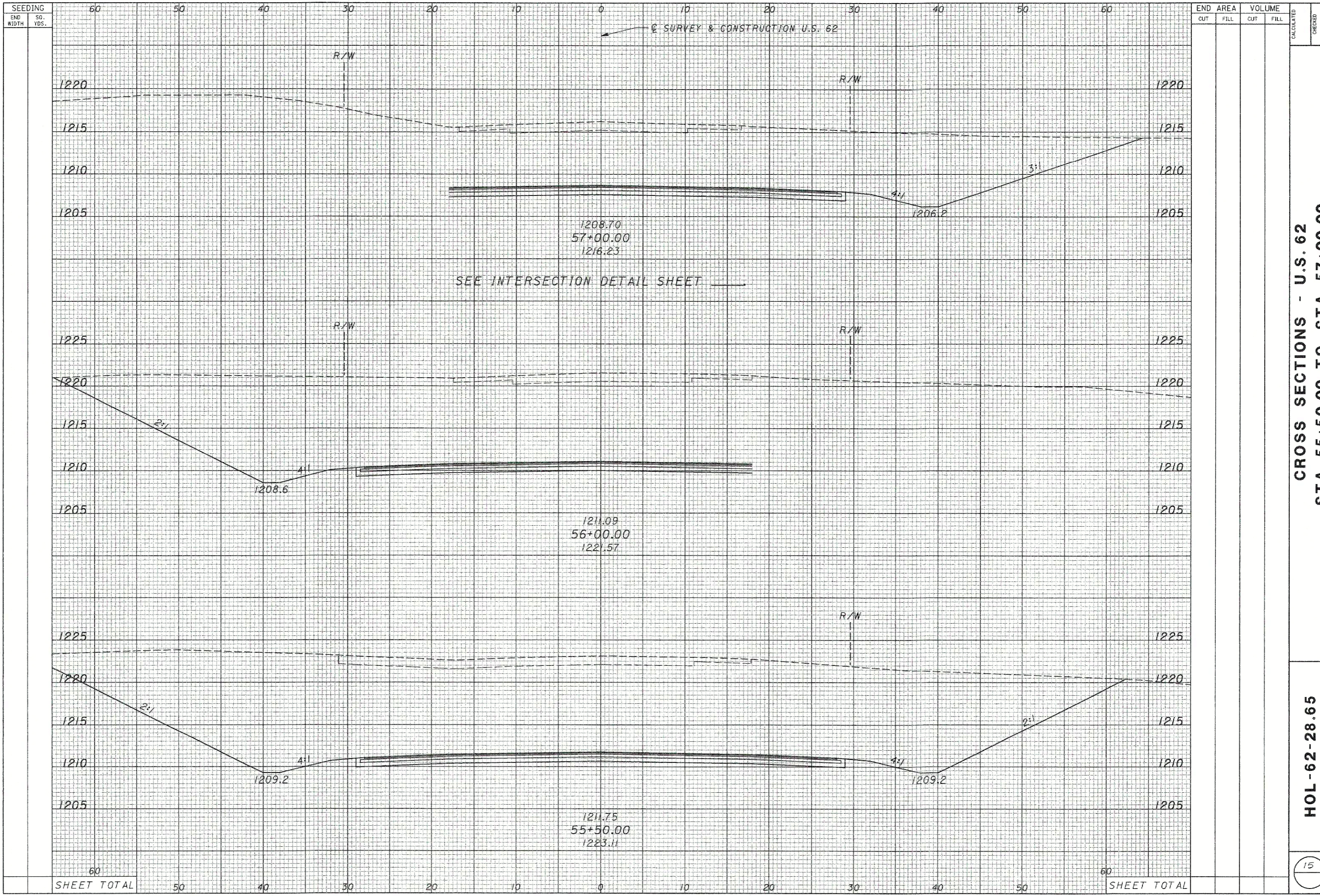
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SEEDING														END AREA		VOLUME		
END WIDTH	SO. YDS.	60	50	40	30	20	10	0	10	20	30	40	50	60	CUT	FILL	CUT	FILL

SHEET TOTAL		60	50	40	30	20	10	0	10	20	30	40	50	60	SHEET TOTAL			
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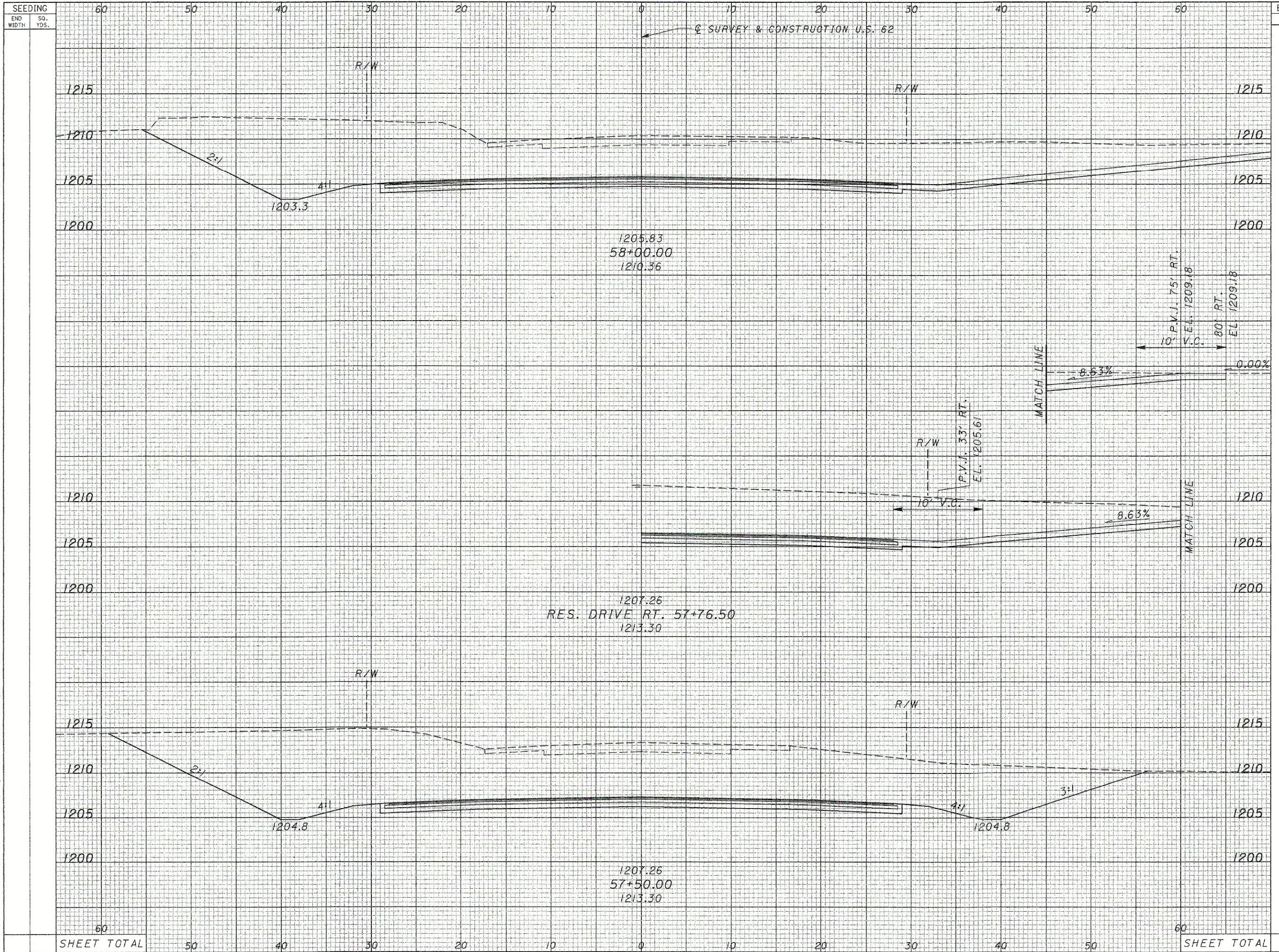
CALCULATED
 CHECKED
CROSS SECTIONS - U.S. 62
STA. 54+00.00 TO STA. 55+00.00
HOL-62-28.65
 14



CROSS SECTIONS - U.S. 62
 STA. 55+50.00 TO STA. 57+00.00

HOL-62-28.65

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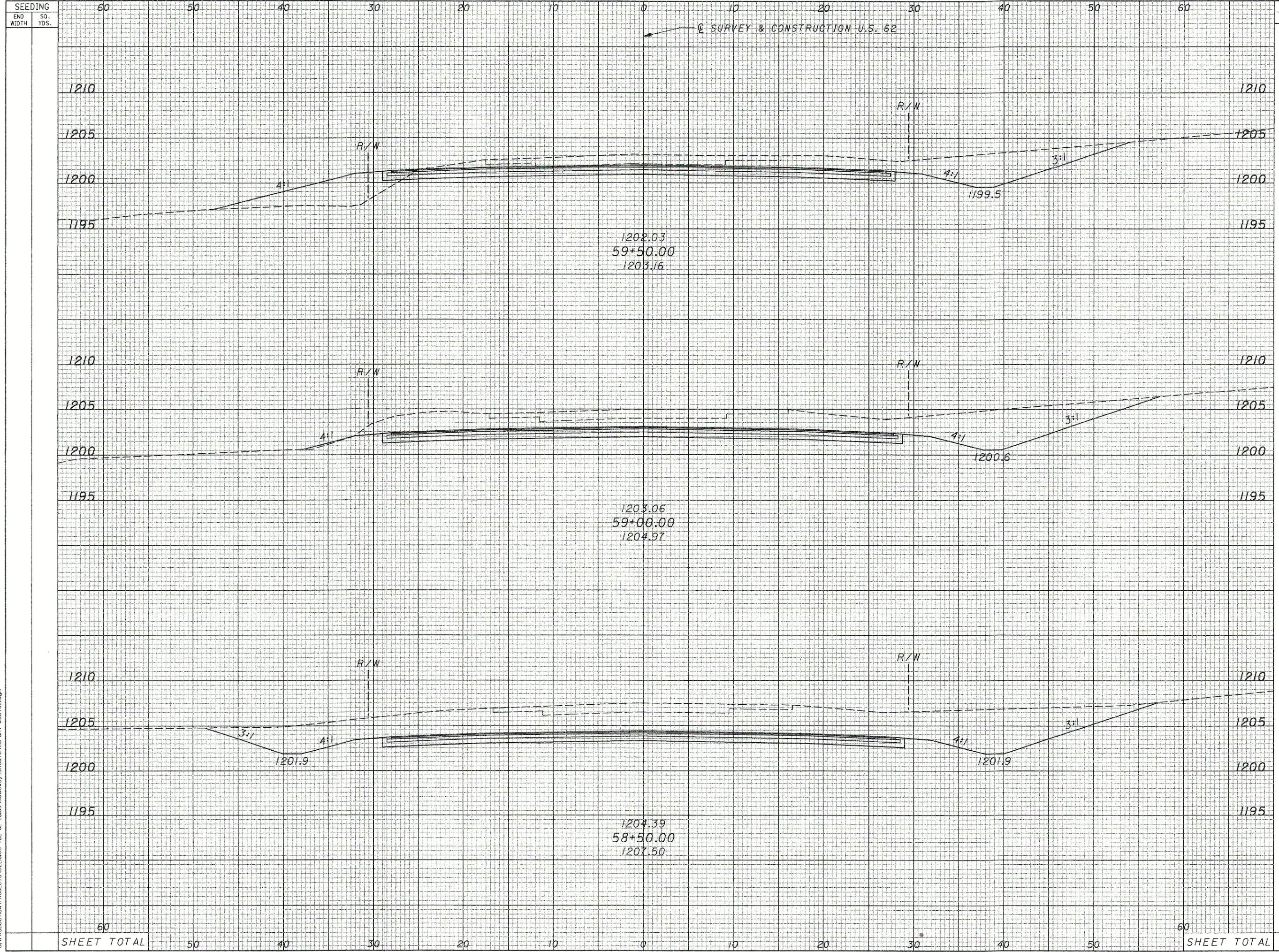


8/18/2005 10:29:59 AM
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SEEDING END WIDTH SO. YDS.	END AREA		VOLUME		CALCULATED	CHECKED
	CUT	FILL	CUT	FILL		
60						
50						
40						
30						
20						
10						
0						
10						
20						
30						
40						
50						
60						
SHEET TOTAL						

CROSS SECTIONS - U.S. 62
STA. 57+50.00 TO STA. 58+00.00

HOL-62-28.65

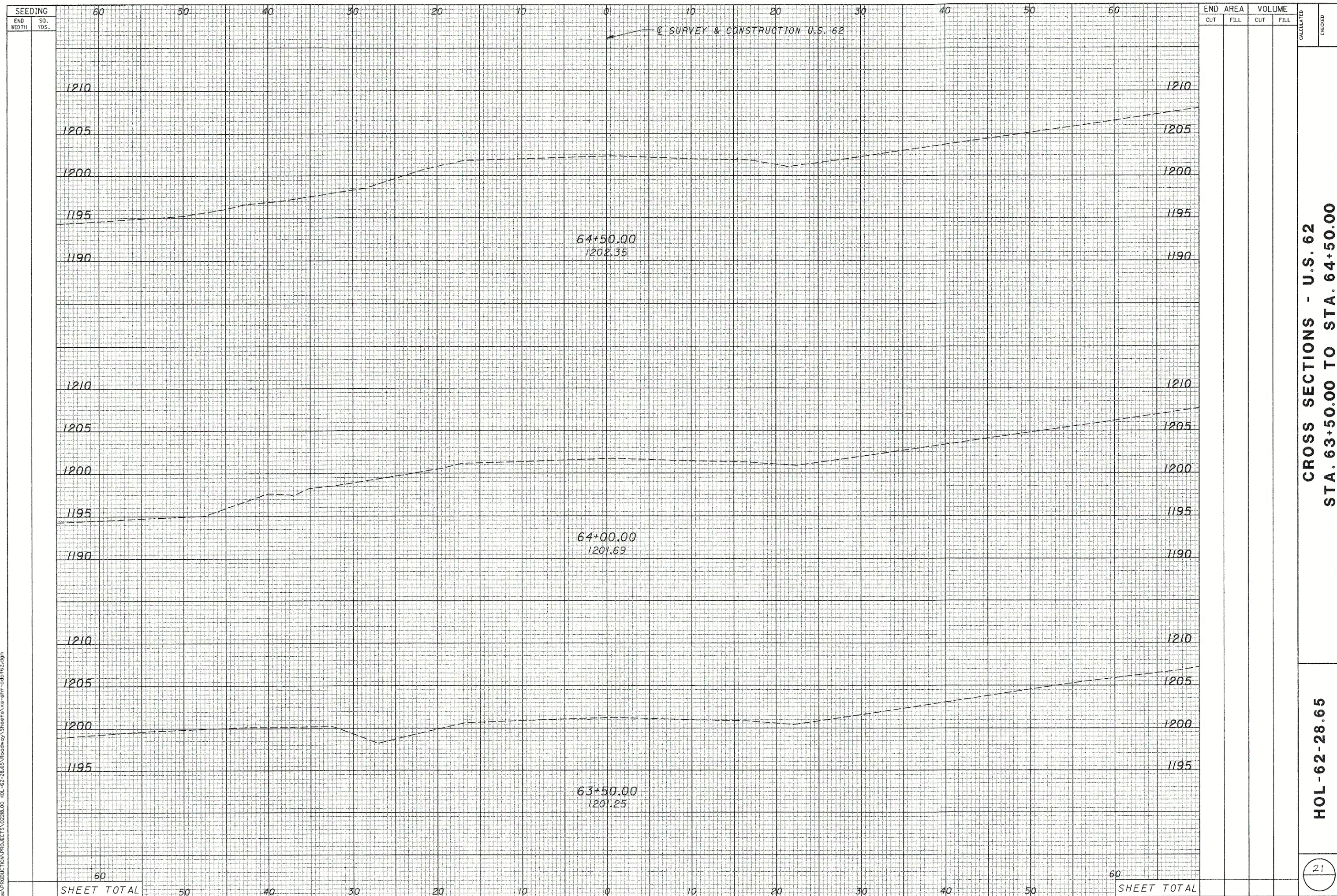


CROSS SECTIONS - U.S. 62
STA. 58+50.00 TO STA. 59+50.00

HOL-62-28.65

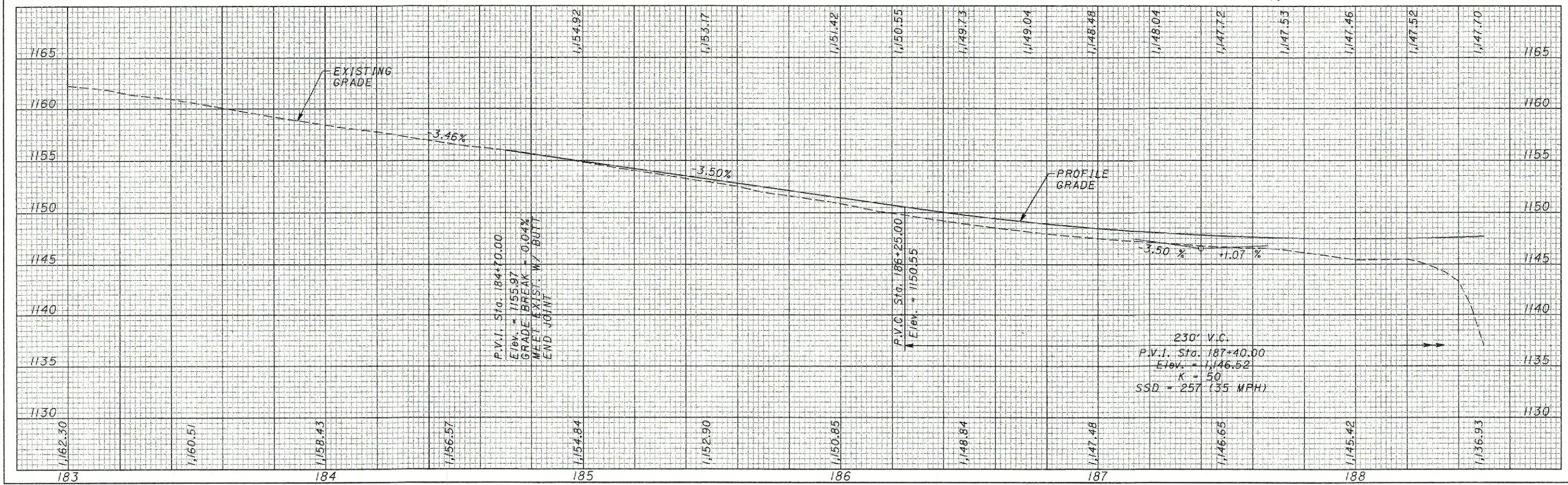
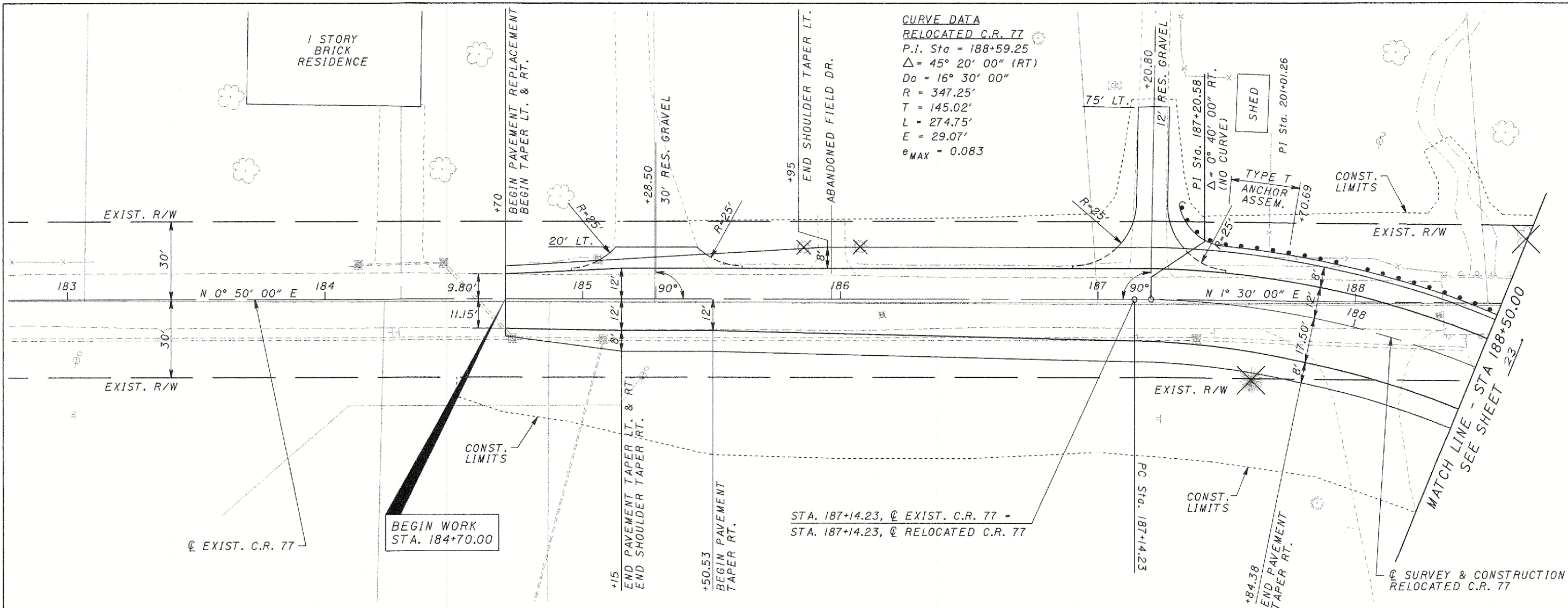
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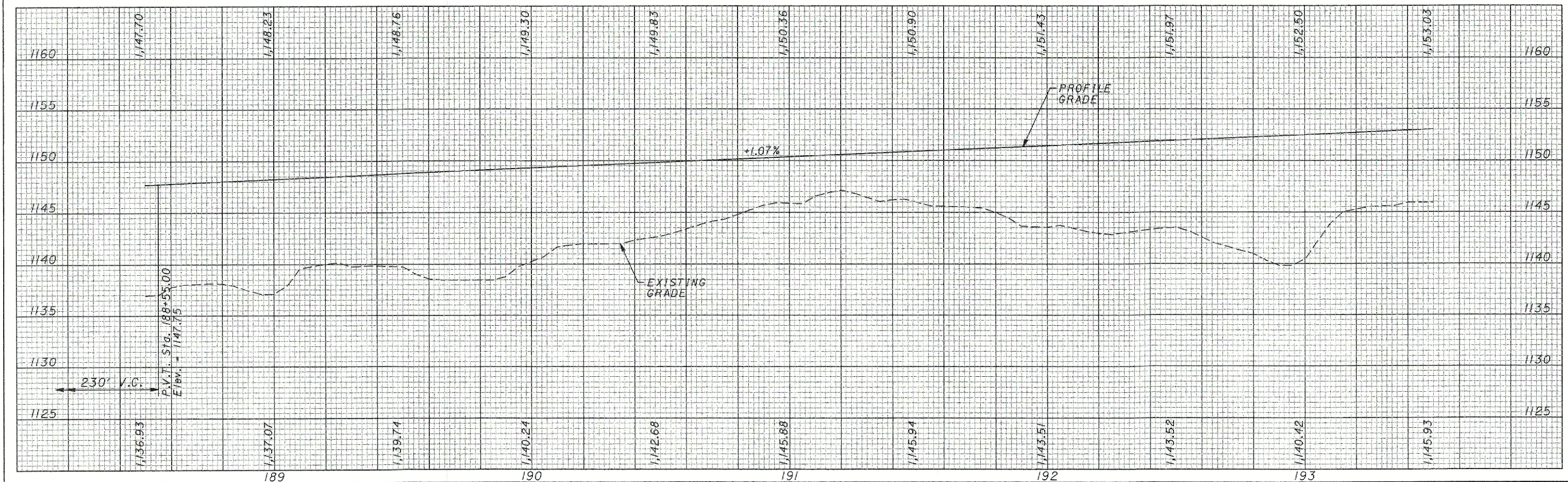
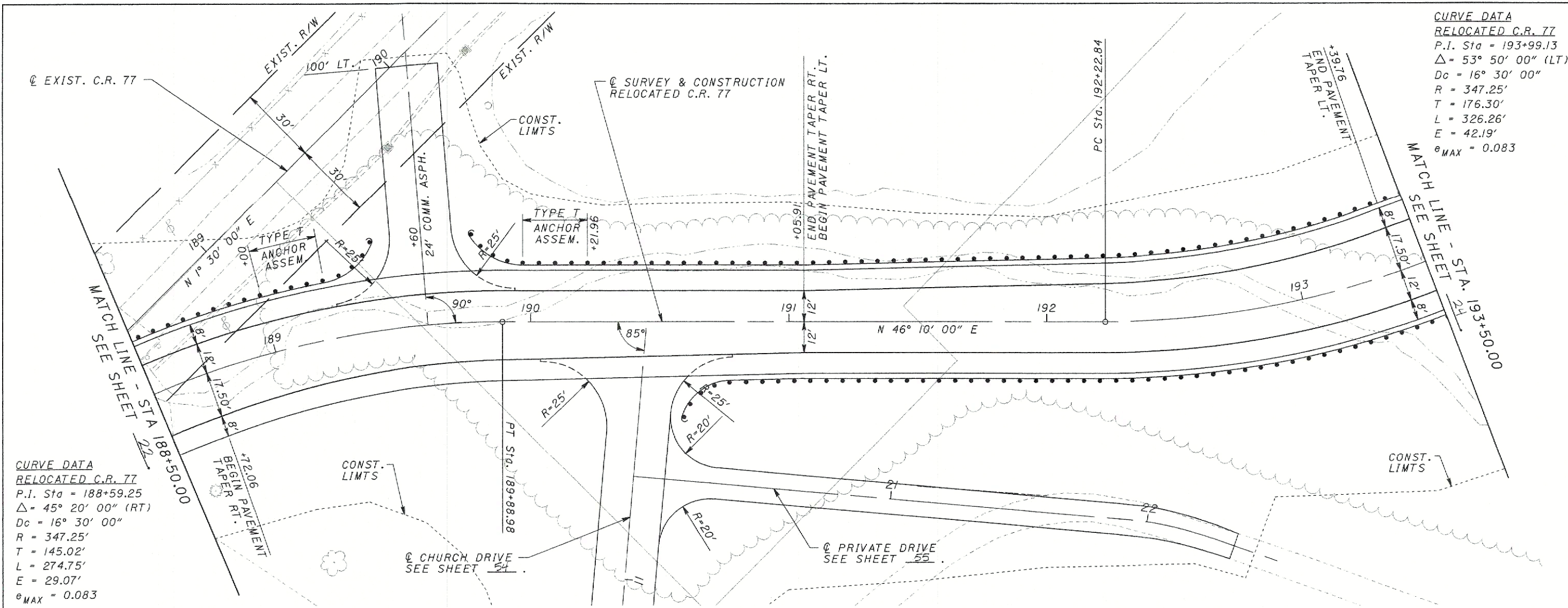
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CROSS SECTIONS - U.S. 62
 STA. 63+50.00 TO STA. 64+50.00

HOL-62-28.65





PLAN AND PROFILE - RELOCATED C.R. 77
STA. 188+50.00 TO STA. 193+50.00

HOL-62-28.65

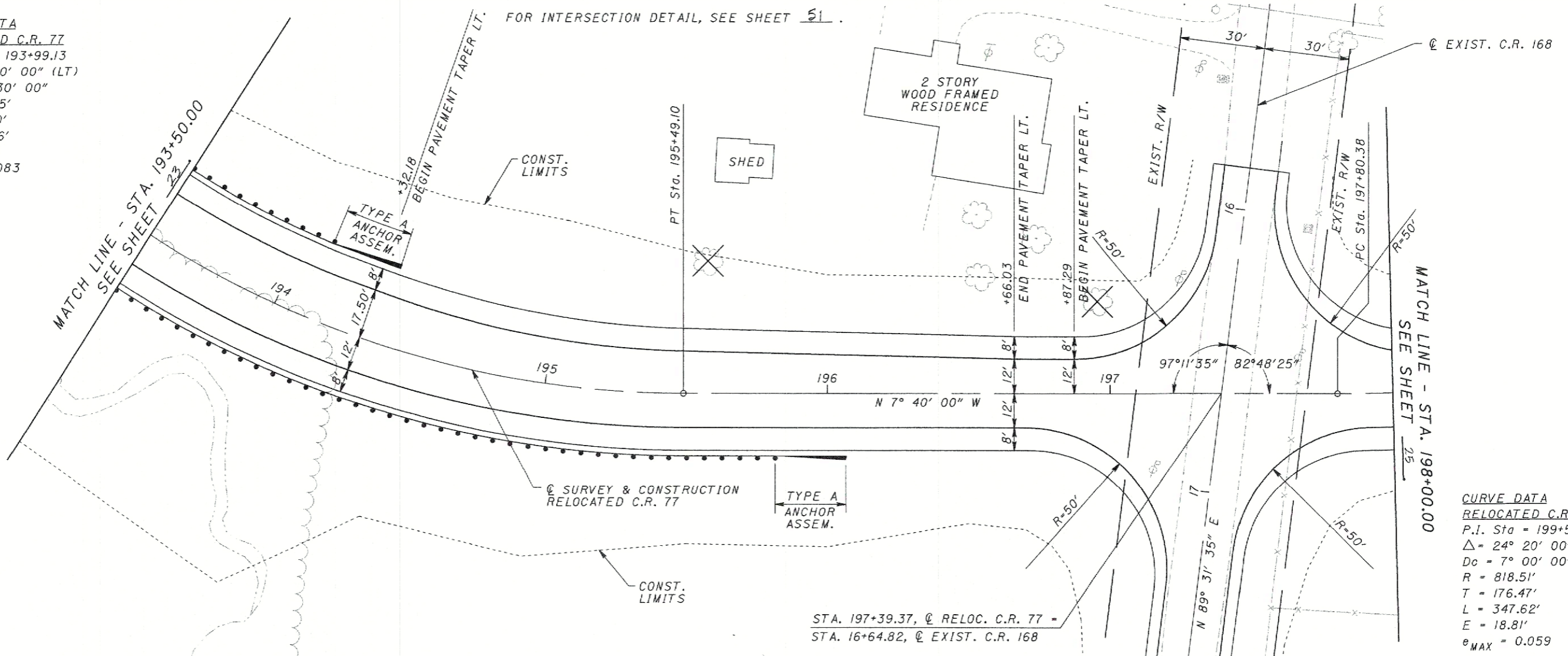
23

SCALE IN FEET
 HORIZONTAL
 0 10 20

CALCULATED
 CHECKED

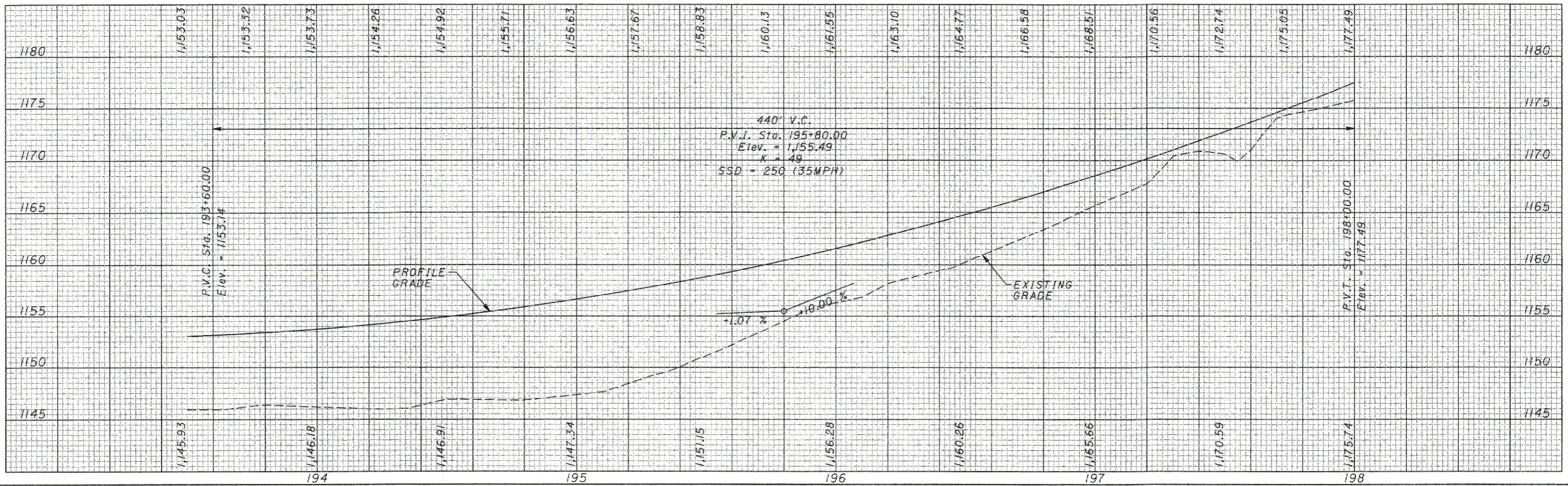
CURVE DATA
RELOCATED C.R. 77
 P.I. Sta = 193+99.13
 $\Delta = 53^\circ 50' 00''$ (LT)
 $D_c = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 176.30'$
 $L = 326.26'$
 $E = 42.19'$
 $e_{MAX} = 0.083$

FOR INTERSECTION DETAIL, SEE SHEET 51.



CURVE DATA
RELOCATED C.R. 77
 P.I. Sta = 199+56.85
 $\Delta = 24^\circ 20' 00''$ (LT)
 $D_c = 7^\circ 00' 00''$
 $R = 818.51'$
 $T = 176.47'$
 $L = 347.62'$
 $E = 18.81'$
 $e_{MAX} = 0.059$

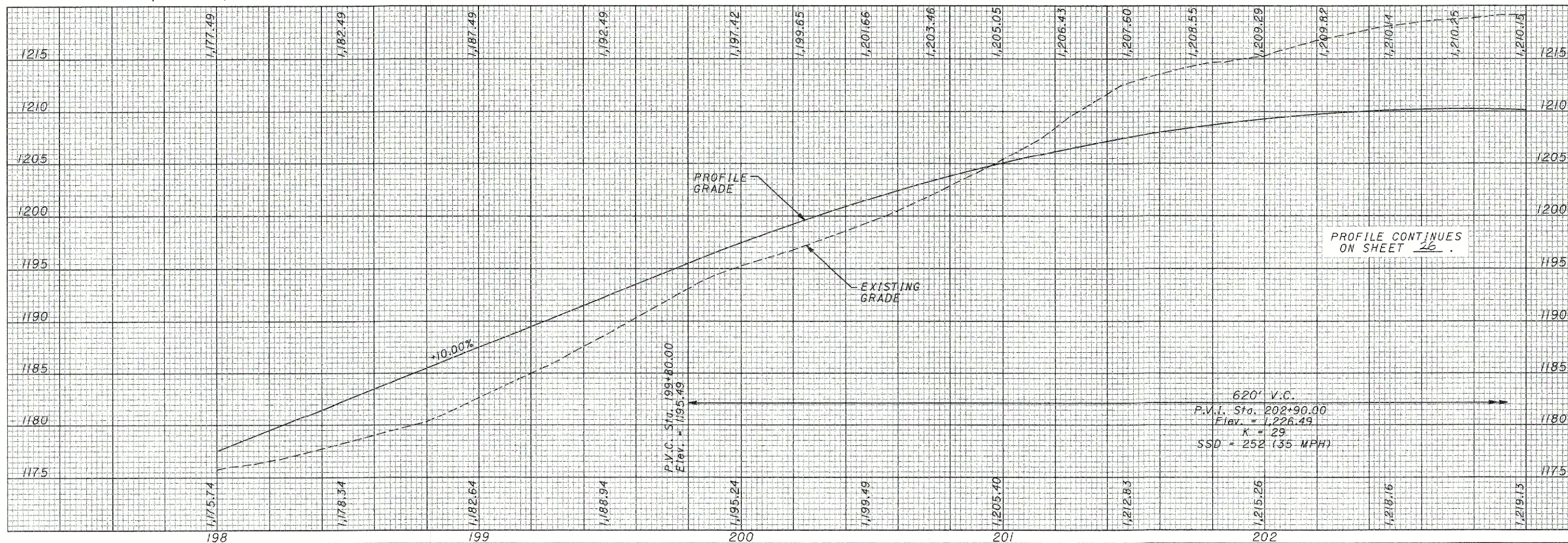
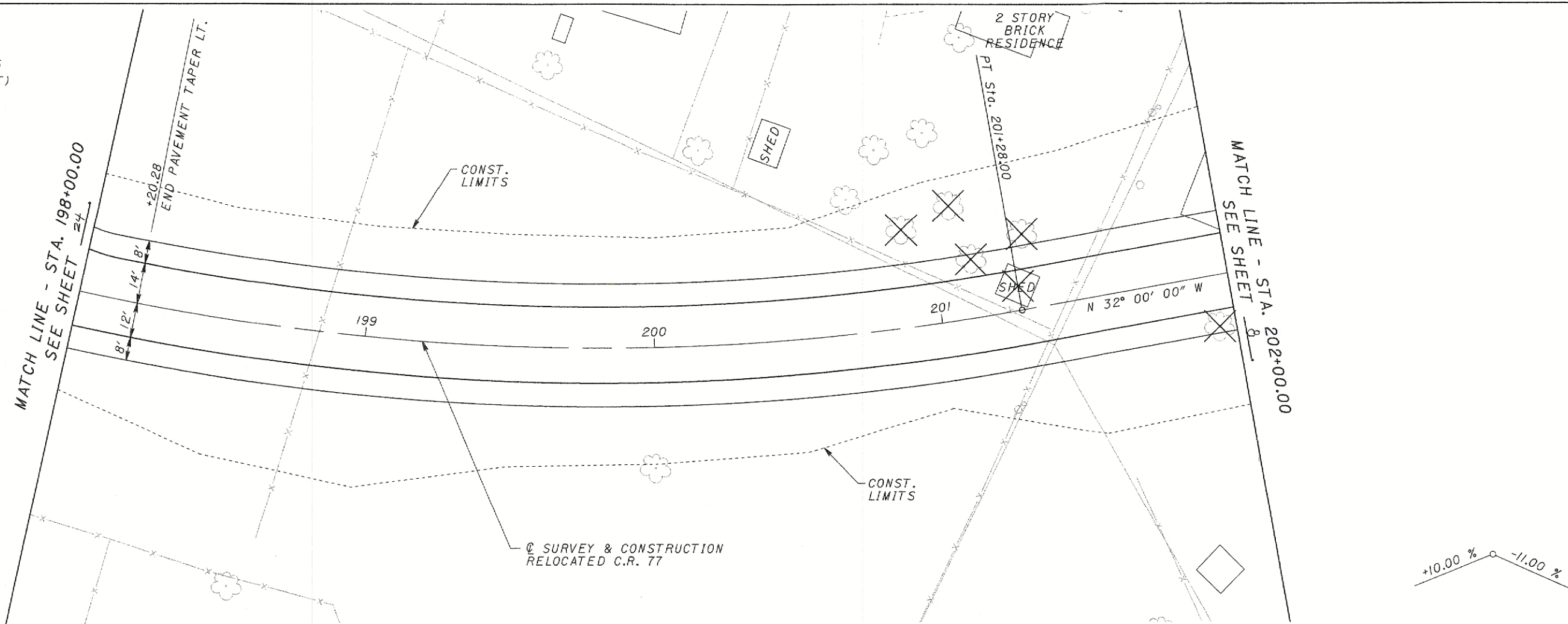
STA. 197+39.37, @ RELOC. C.R. 77 =
 STA. 16+64.82, @ EXIST. C.R. 168



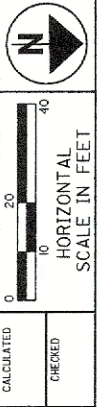
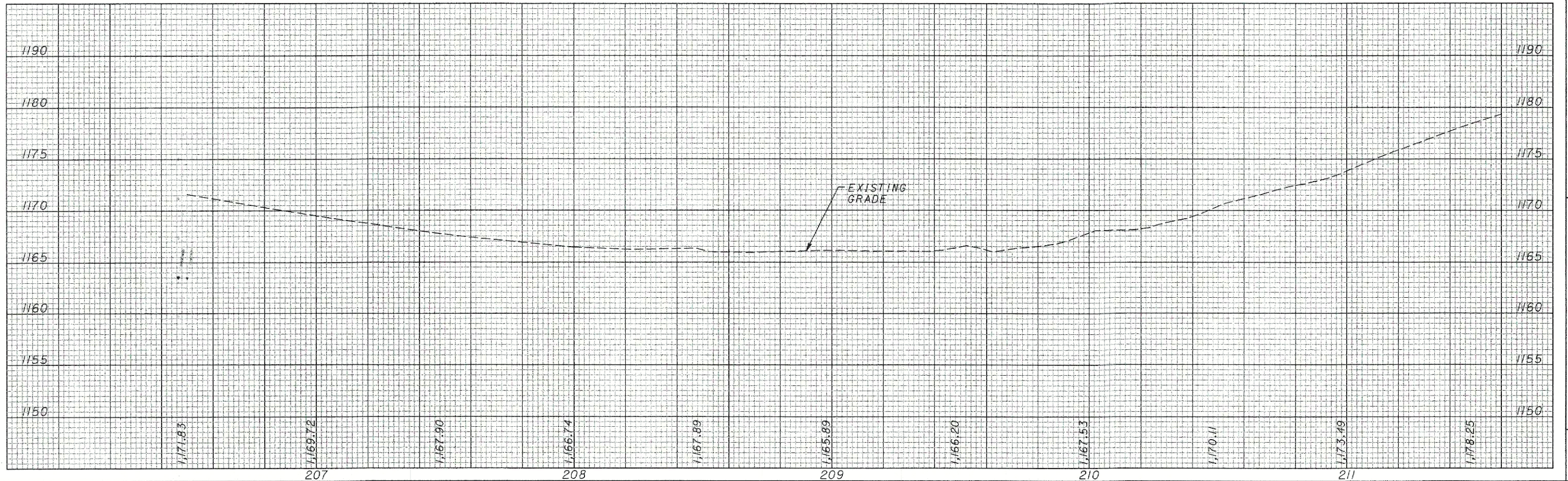
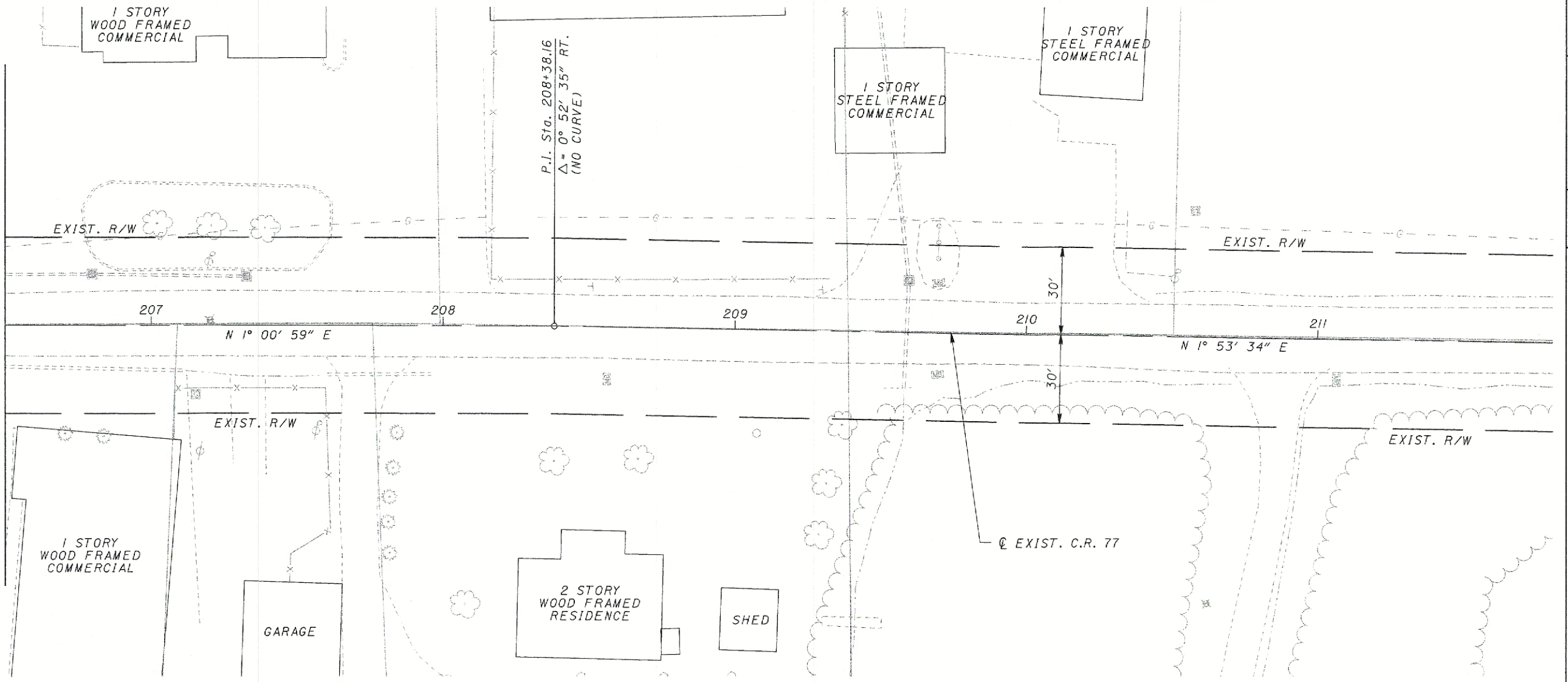
PLAN AND PROFILE - RELOCATED C.R. 77
 STA. 193+50.00 TO STA. 198+00.00

HOL-62-28.65

CURVE DATA
RELOCATED C.R. 77
 P.I. Sta = 199+56.85
 $\Delta = 24^\circ 20' 00''$ (LT)
 $D_c = 7^\circ 00' 00''$
 $R = 818.51'$
 $T = 176.47'$
 $L = 347.62'$
 $E = 18.81'$
 $e_{MAX} = 0.059$



MATCH LINE - STA. 206+50.00
SEE SHEET 26



PLAN AND PROFILE - RELOCATED C.R. 77
STA. 206+50.00 TO STA. 211+60.00

HOL-62-28.65

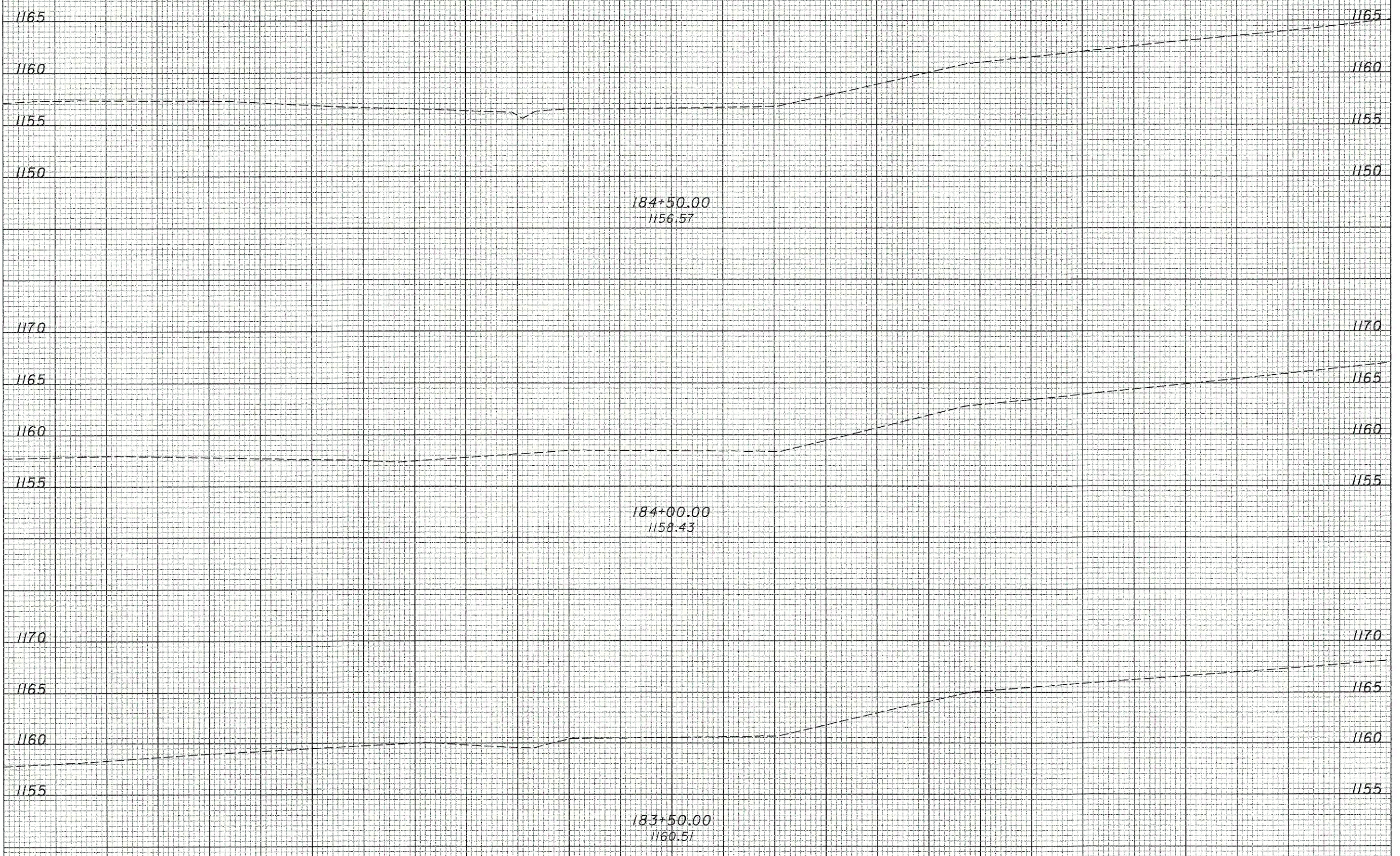
SEEDING	
END WIDTH	SO. YDS.

60 50 40 30 20 10 0 10 20 30 40 50 60

END AREA		VOLUME	
CUT	FILL	CUT	FILL

← Q. SURVEY & CONSTRUCTION
RELOCATED C.R. 77

BEGIN WORK STA. 184+70.00



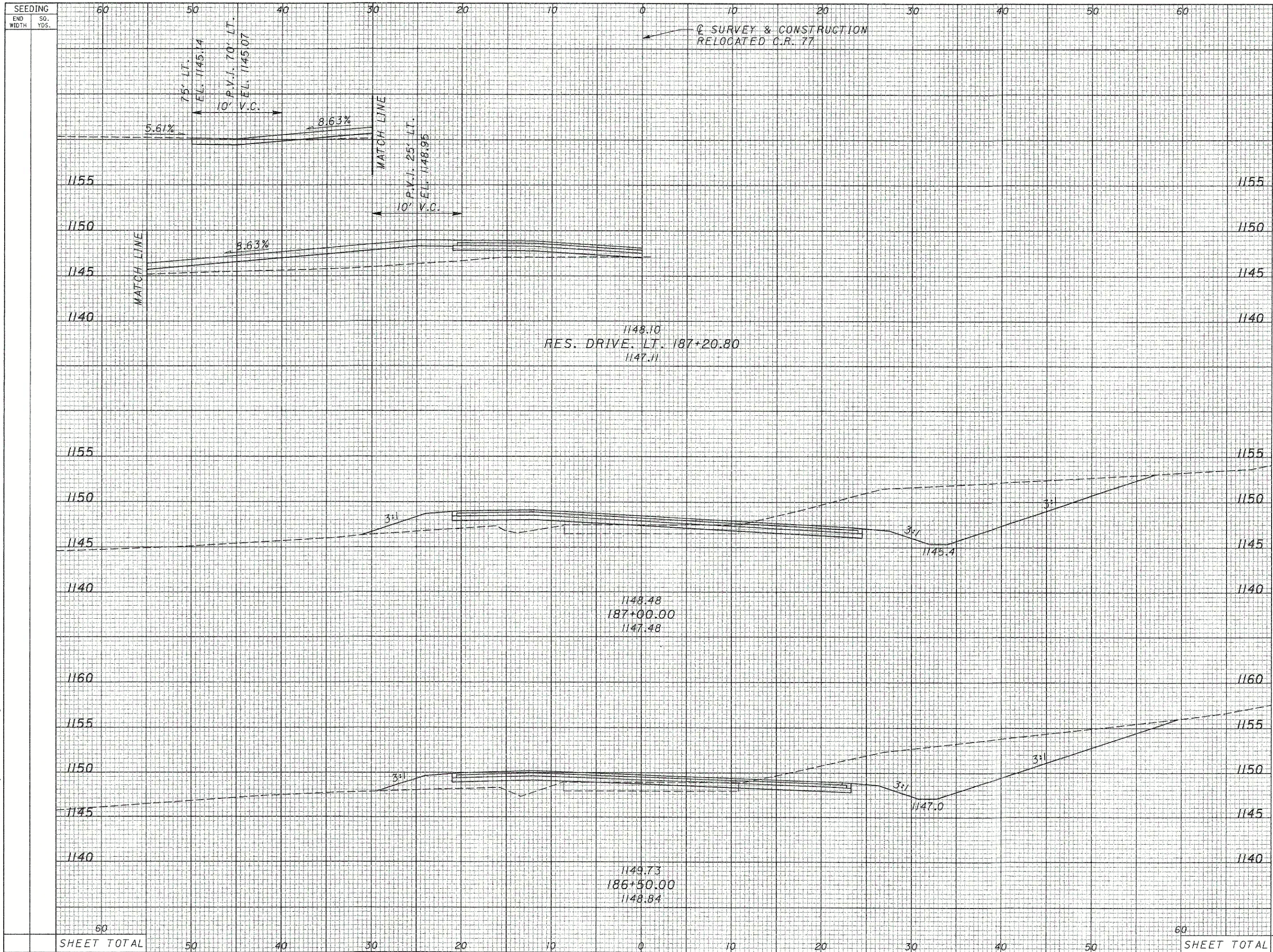
60 SHEET TOTAL 50 40 30 20 10 0 10 20 30 40 50 60 SHEET TOTAL

8/18/2005 8:01:01 AM H:\PROJECTS\PROJECTS\0228\00_HOL-62-28.65_Roadway\Sheet\183+50-77.dgn

CROSS SECTIONS - RELOCATED C.R. 77
STA. 183+50.00 TO STA. 184+50.00

HOL-62-28.65

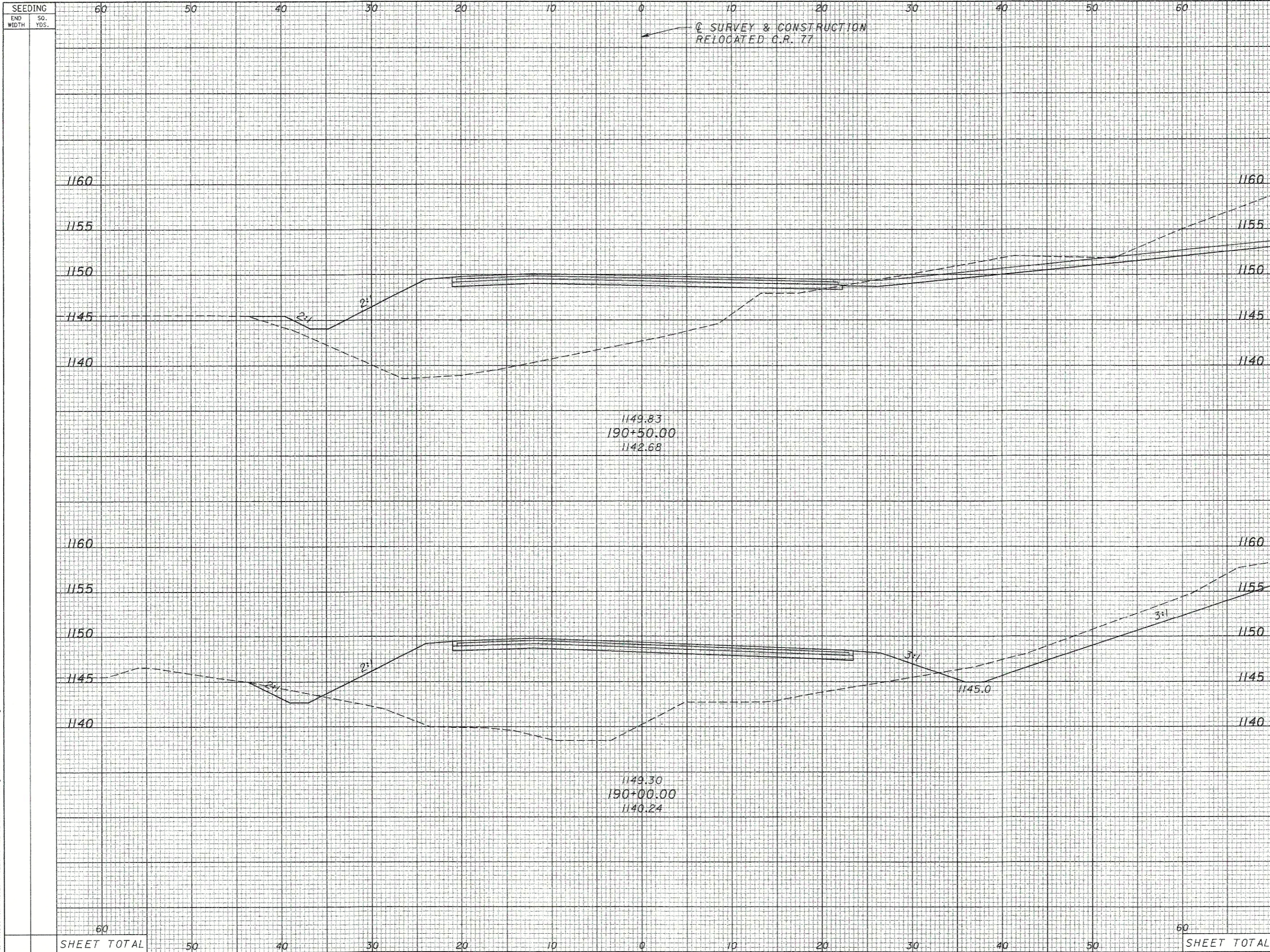
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☞ SURVEY & CONSTRUCTION
 RELOCATED C.R. 77

END AREA		VOLUME		CALCULATED	CHECKED
CUT	FILL	CUT	FILL		
CROSS SECTIONS - RELOCATED C.R. 77 STA. 186+50.00 TO STA. 187+20.80					
HOL-62-28.65					
30					

8/18/2005 8:26:47 AM
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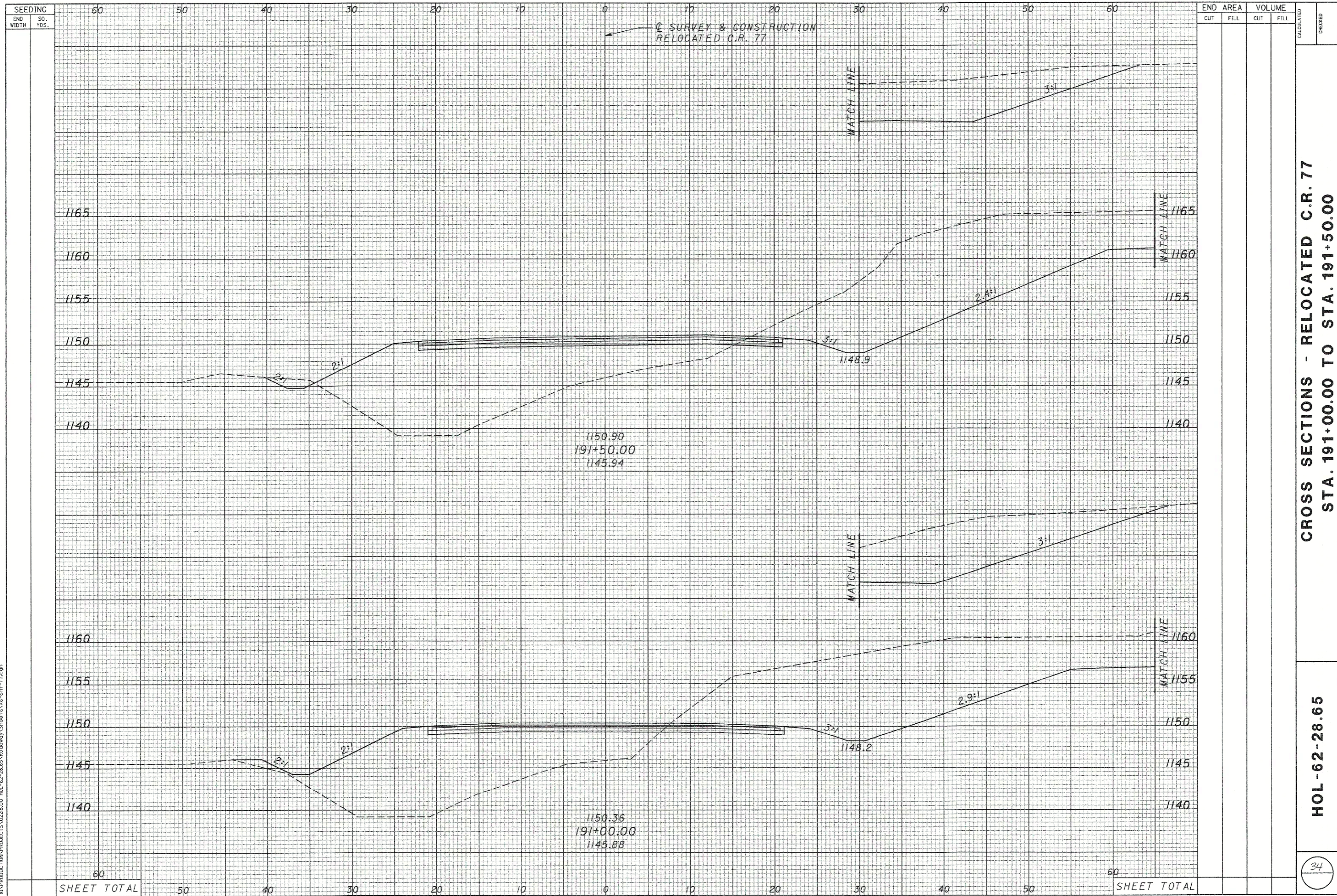
END CUT	AREA FILL	VOLUME	
		CUT	FILL

CROSS SECTIONS - RELOCATED C.R. 77
 STA. 190+00.00 TO STA. 190+50.00

HOL-62-28.65

33

8/16/2005 11:24:01 AM
 s:\PROJECTS\104\PROJECTS\10228600\104-62-28.65\Roadway\Sheet\104-62-28.65-11-77.dgn



SEEDING	
END WIDTH	SO. YDS.

END AREA		VOLUME	
CUT	FILL	CUT	FILL

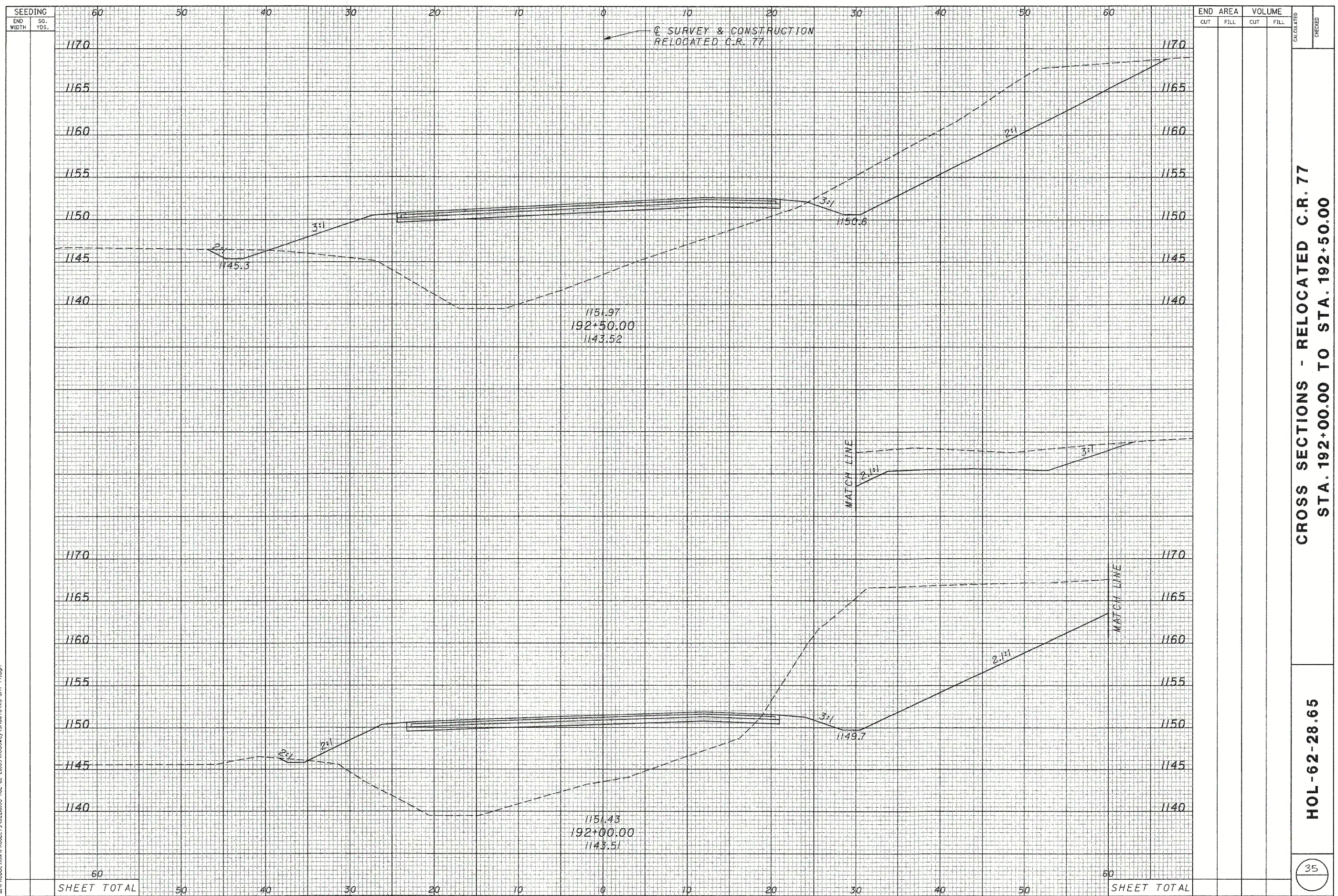
CROSS SECTIONS - RELOCATED C.R. 77
 STA. 191+00.00 TO STA. 191+50.00

HOL-62-28.65

34

60	50	40	30	20	10	0	10	20	30	40	50	60	SHEET TOTAL
----	----	----	----	----	----	---	----	----	----	----	----	----	-------------

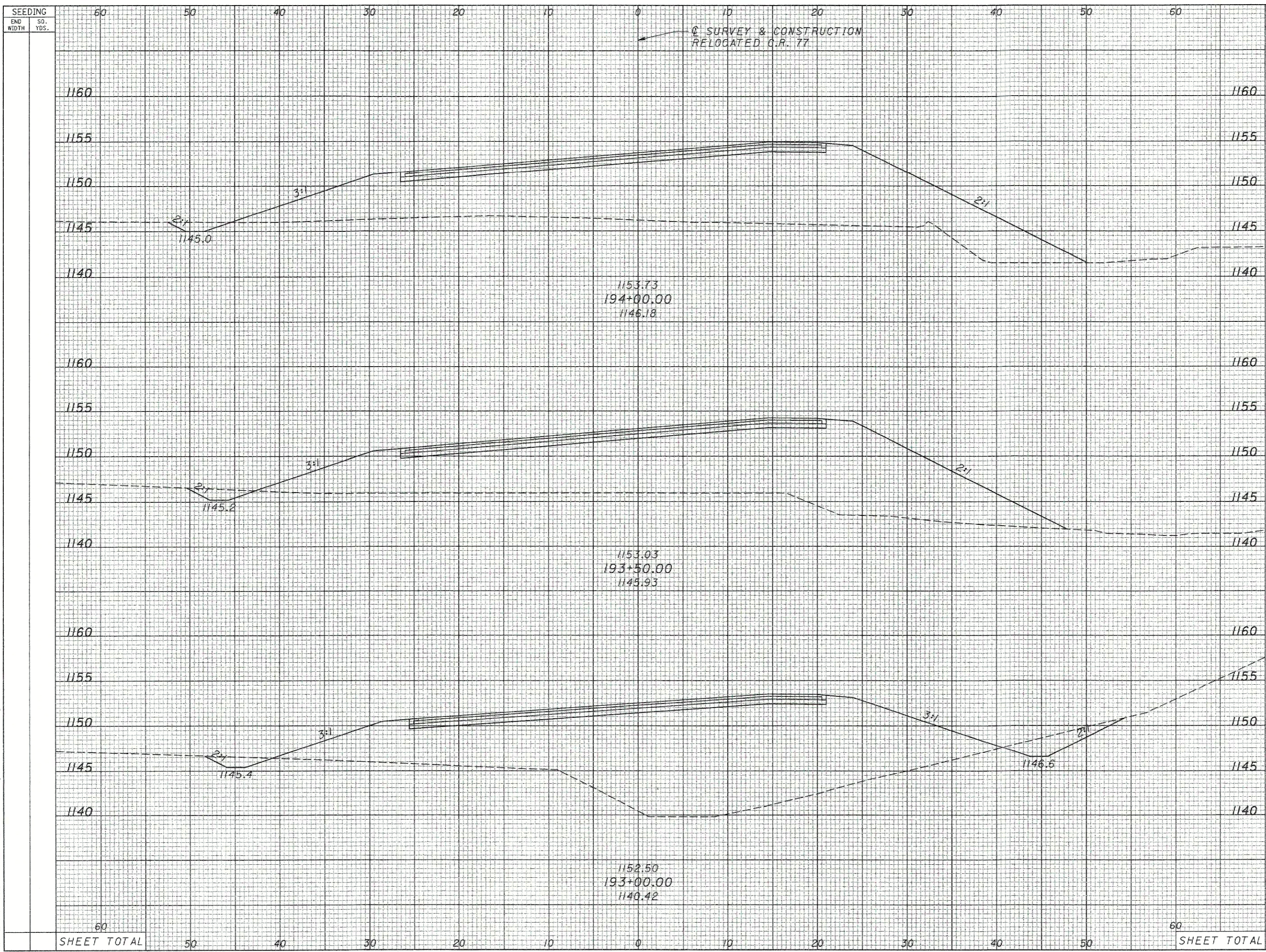
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CROSS SECTIONS - RELOCATED C.R. 77
STA. 192+00.00 TO STA. 192+50.00

HOL-62-28.65

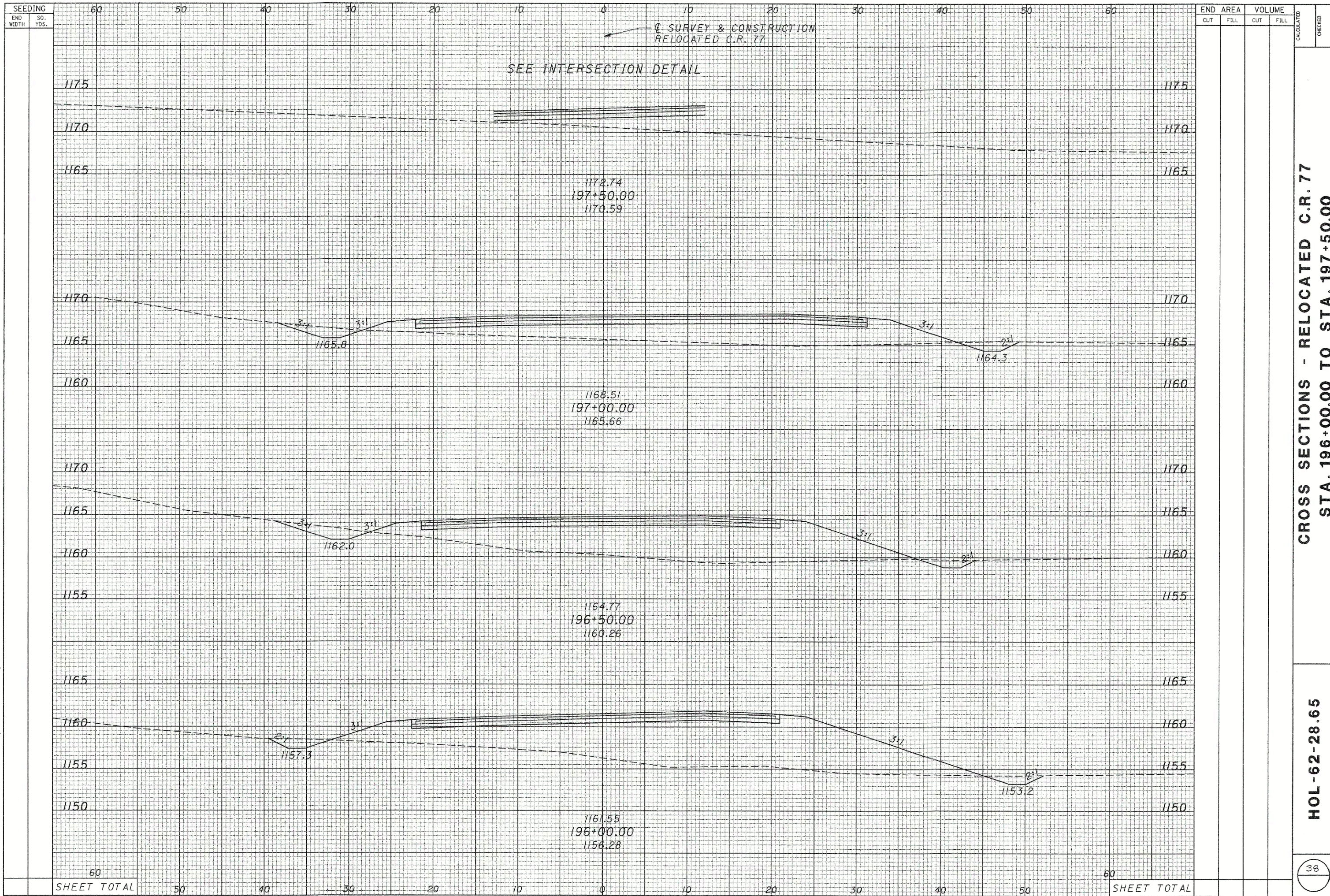
9/18/2005 6:26:45 AM
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SEEDING END WIDTH	SO. YDS.	END AREA		VOLUME		CALCULATED	CHECKED
		CUT	FILL	CUT	FILL		
60							
50							
40							
30							
20							
10							
0							
10							
20							
30							
40							
50							
60							
SHEET TOTAL		60					

CROSS SECTIONS - RELOCATED C.R. 77
STA. 193+00.00 TO STA. 194+00.00

HOL-62-28.65

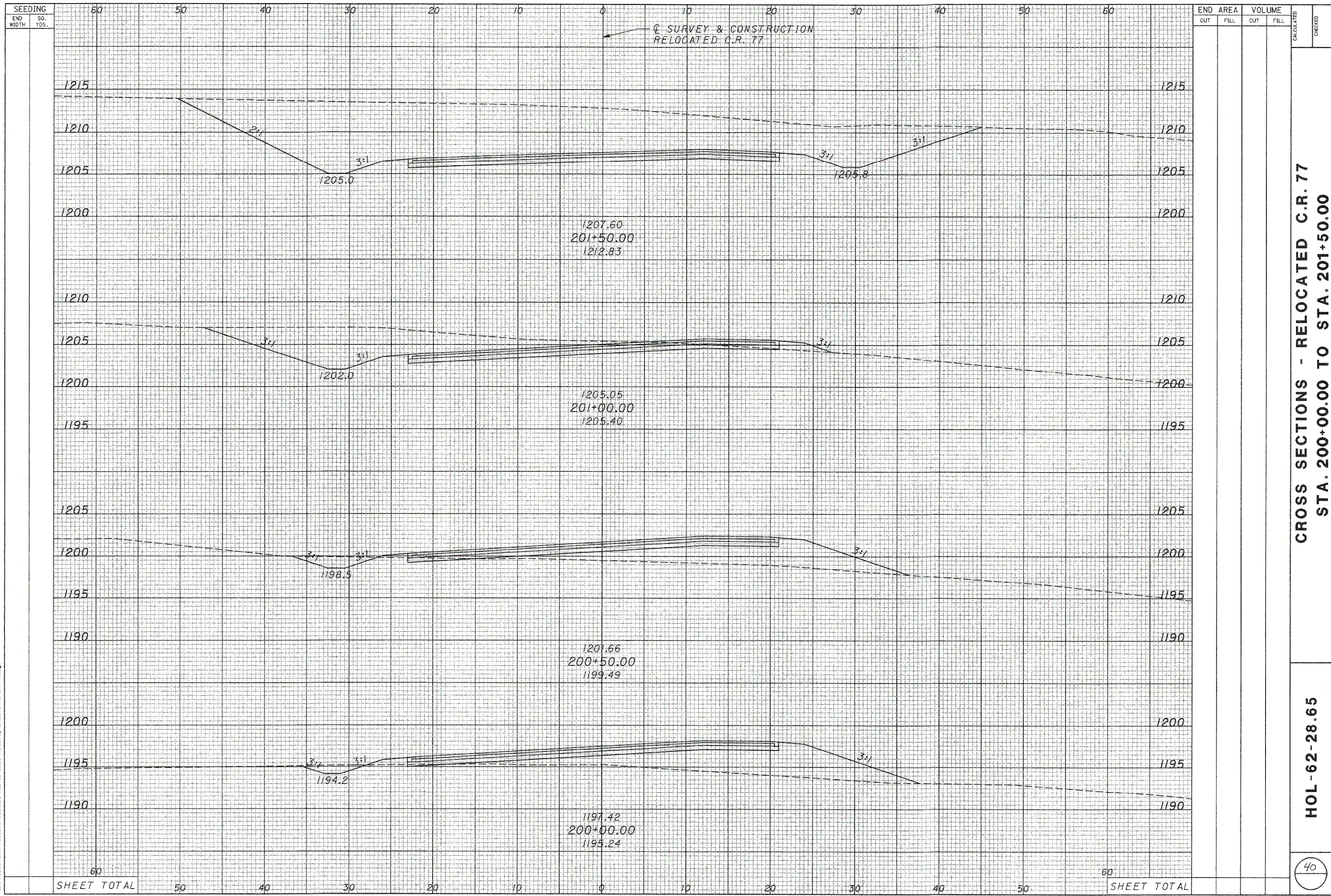


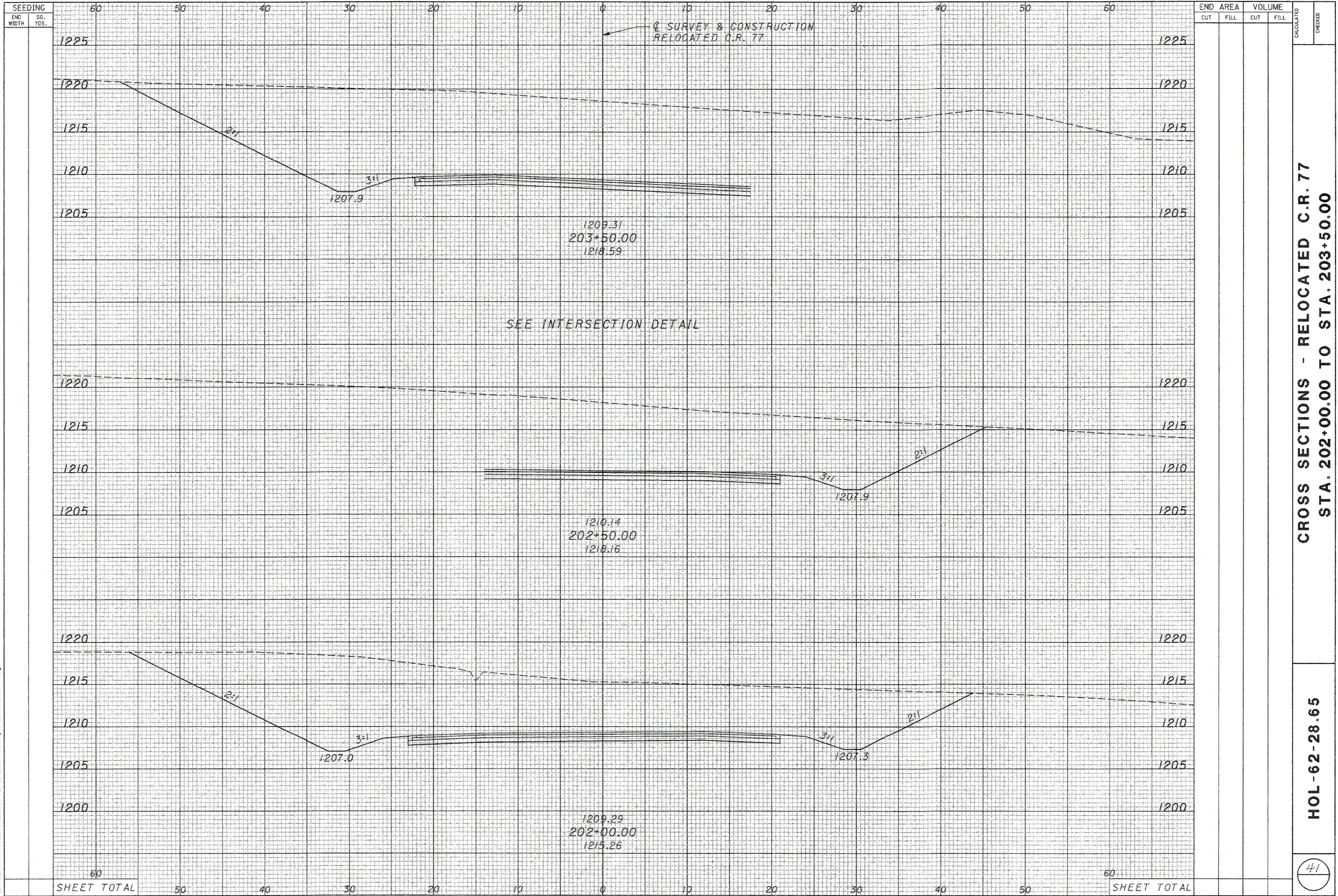
CROSS SECTIONS - RELOCATED C.R. 77
STA. 196+00.00 TO STA. 197+50.00

HOL-62-28.65

B:\R\2105 6228.65.M
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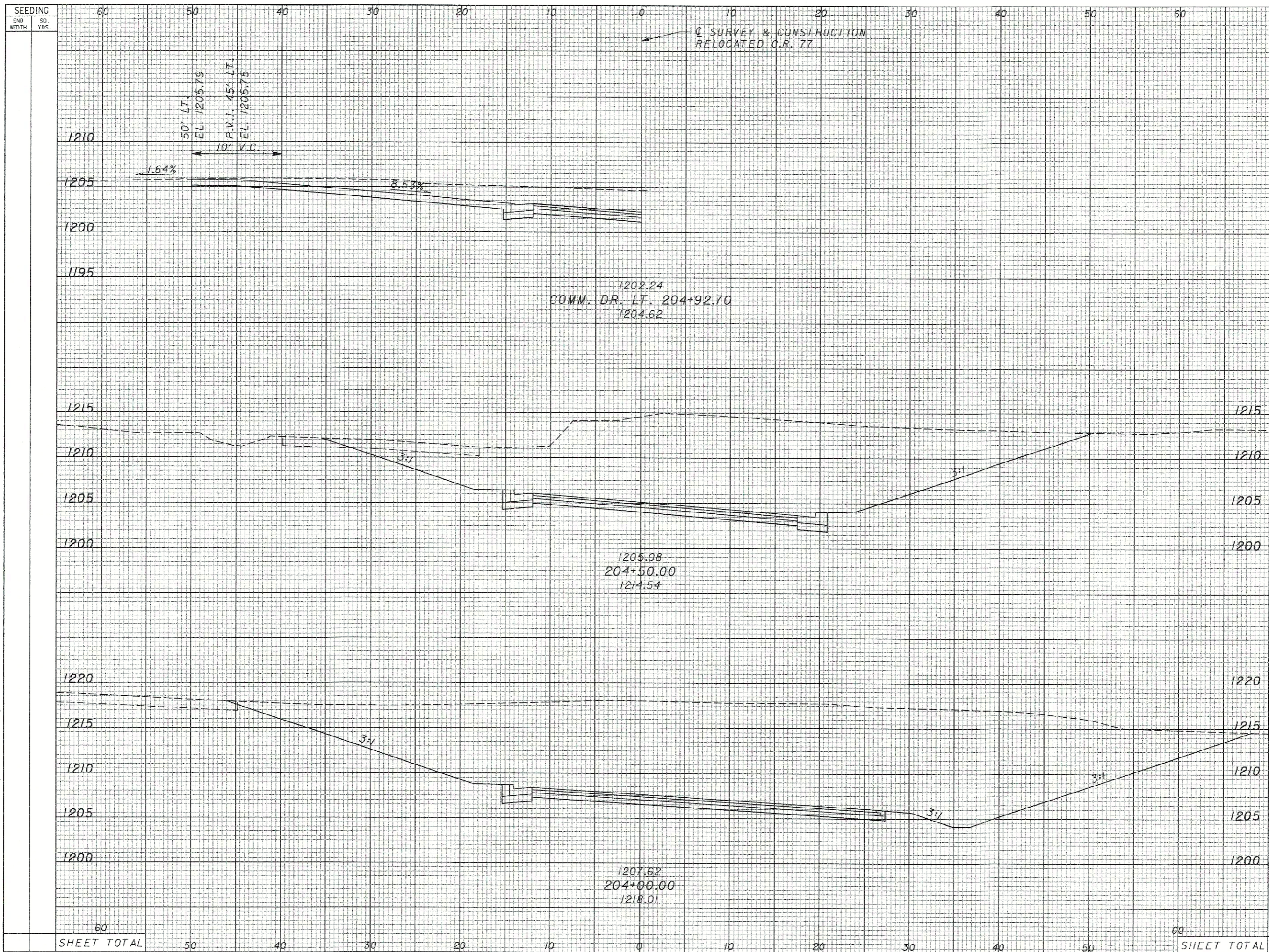
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8/18/2005 11:44 AM
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8/18/2005 10:24:32 AM
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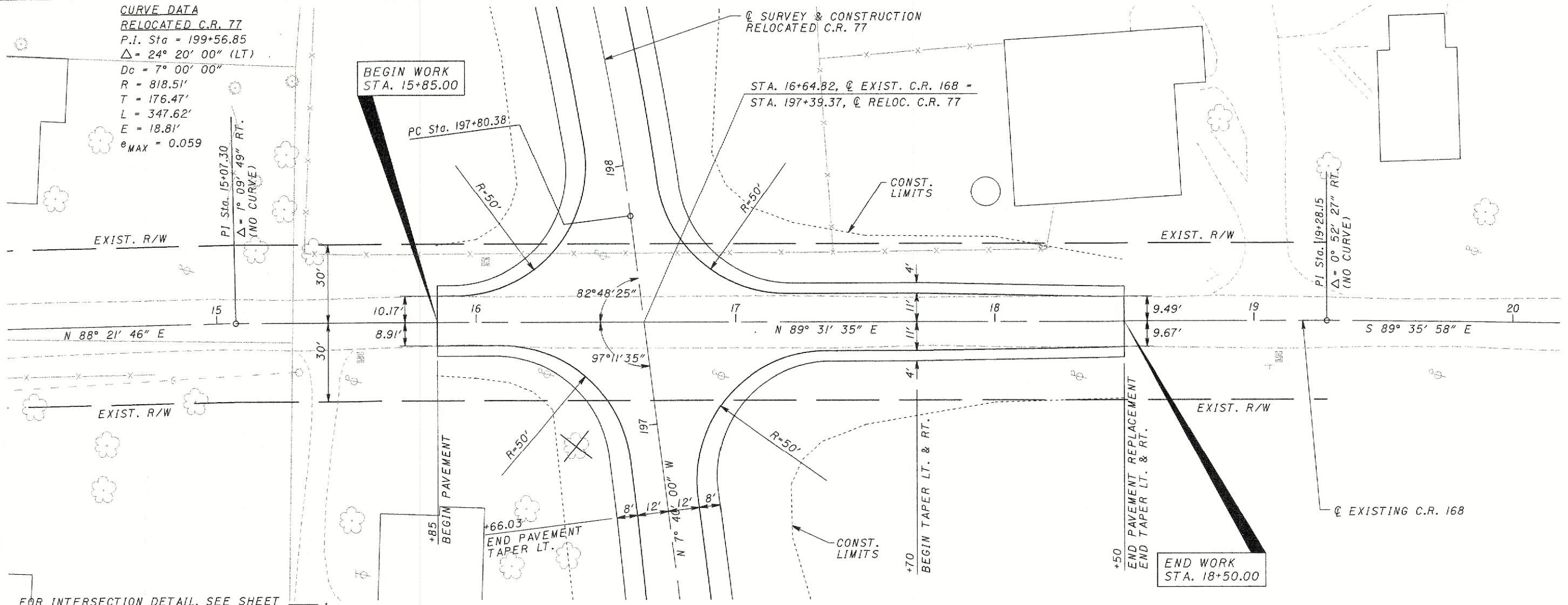


END WIDTH	SEEDING		END AREA		VOLUME		CALCULATED	CHECKED
	SO. YDS.	WIDTH	CUT	FILL	CUT	FILL		
60								
50								
40								
30								
20								
10								
0								
10								
20								
30								
40								
50								
60								
SHEET TOTAL								

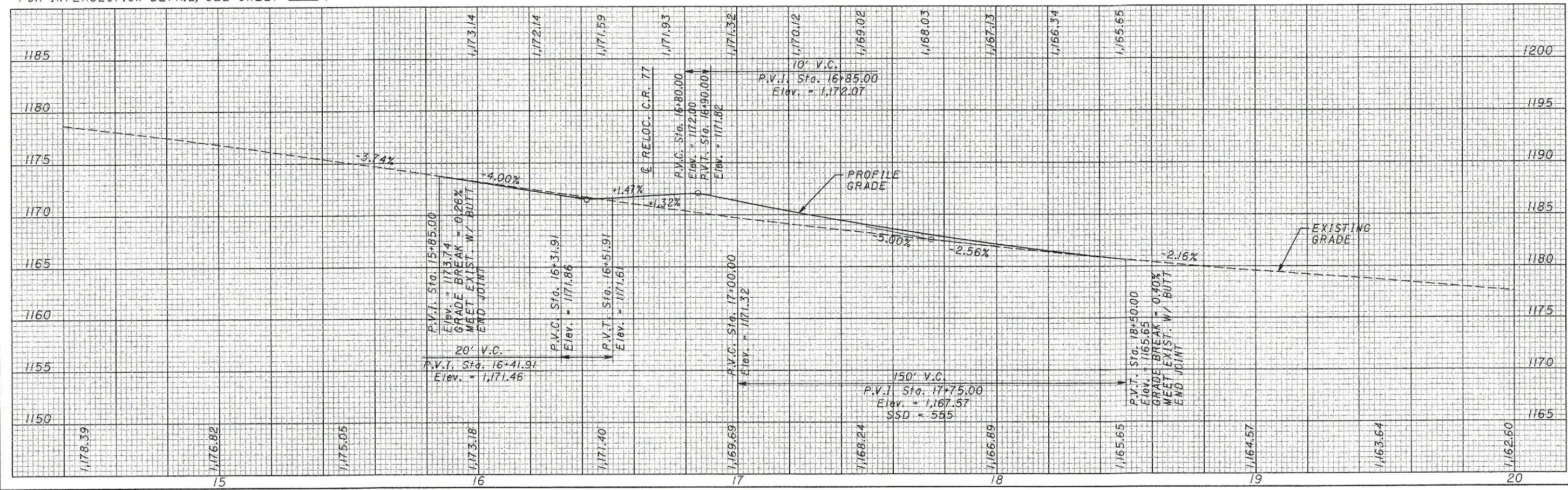
CROSS SECTIONS - RELOCATED C.R. 77
 STA. 204+00.00 TO STA. 204+92.70

HOL-62-28.65

CURVE DATA
RELOCATED C.R. 77
 P.I. Sta = 199+56.85
 $\Delta = 24^\circ 20' 00''$ (LT)
 $D_c = 7^\circ 00' 00''$
 $R = 818.51'$
 $T = 176.47'$
 $L = 347.62'$
 $E = 18.81'$
 $e_{MAX} = 0.059$



FOR INTERSECTION DETAIL, SEE SHEET



HORIZONTAL SCALE IN FEET

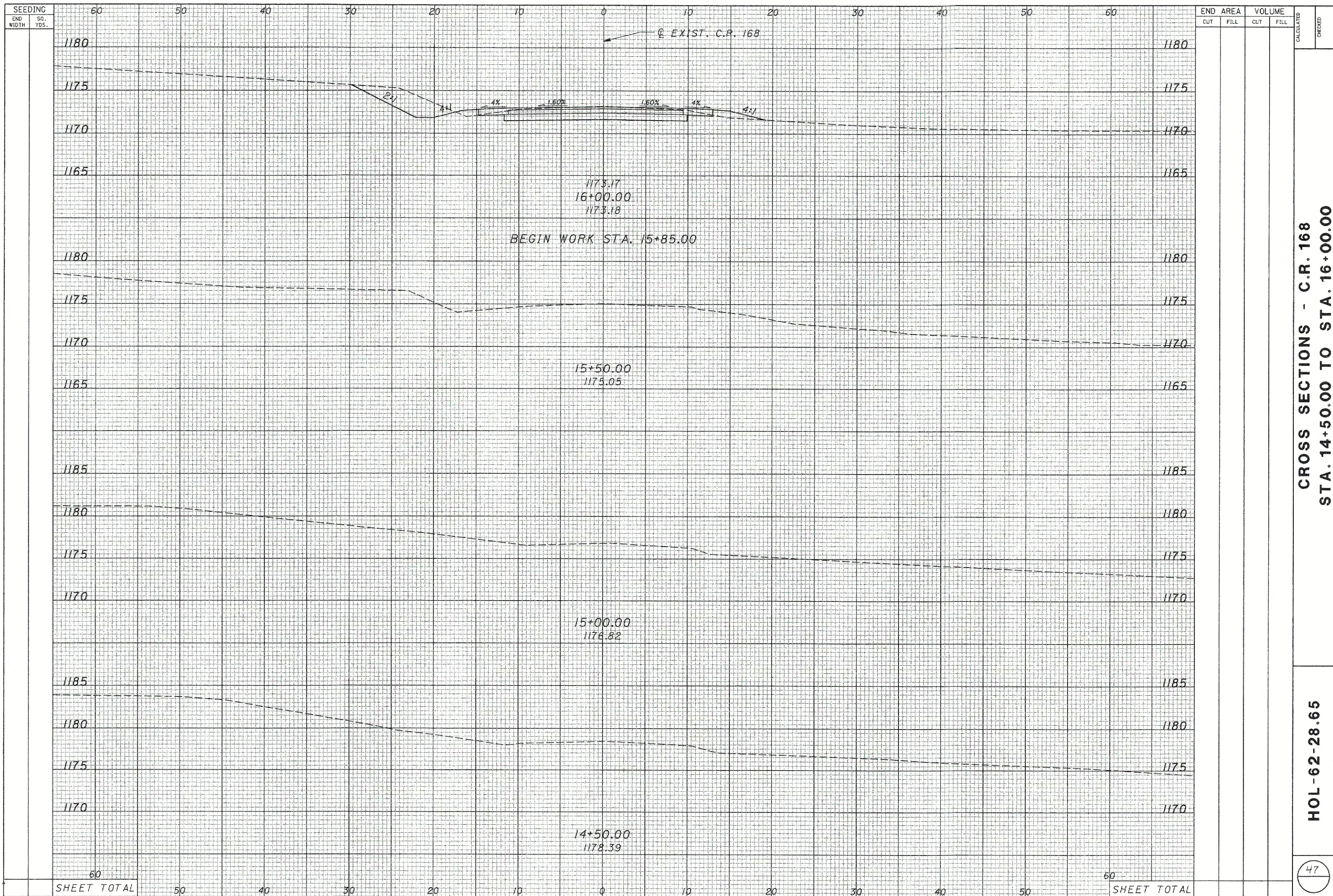
0 20 40

CALCULATED _____
 CHECKED _____

PLAN AND PROFILE - C.R. 168
STA. 14+40.00 TO STA. 20+00.00

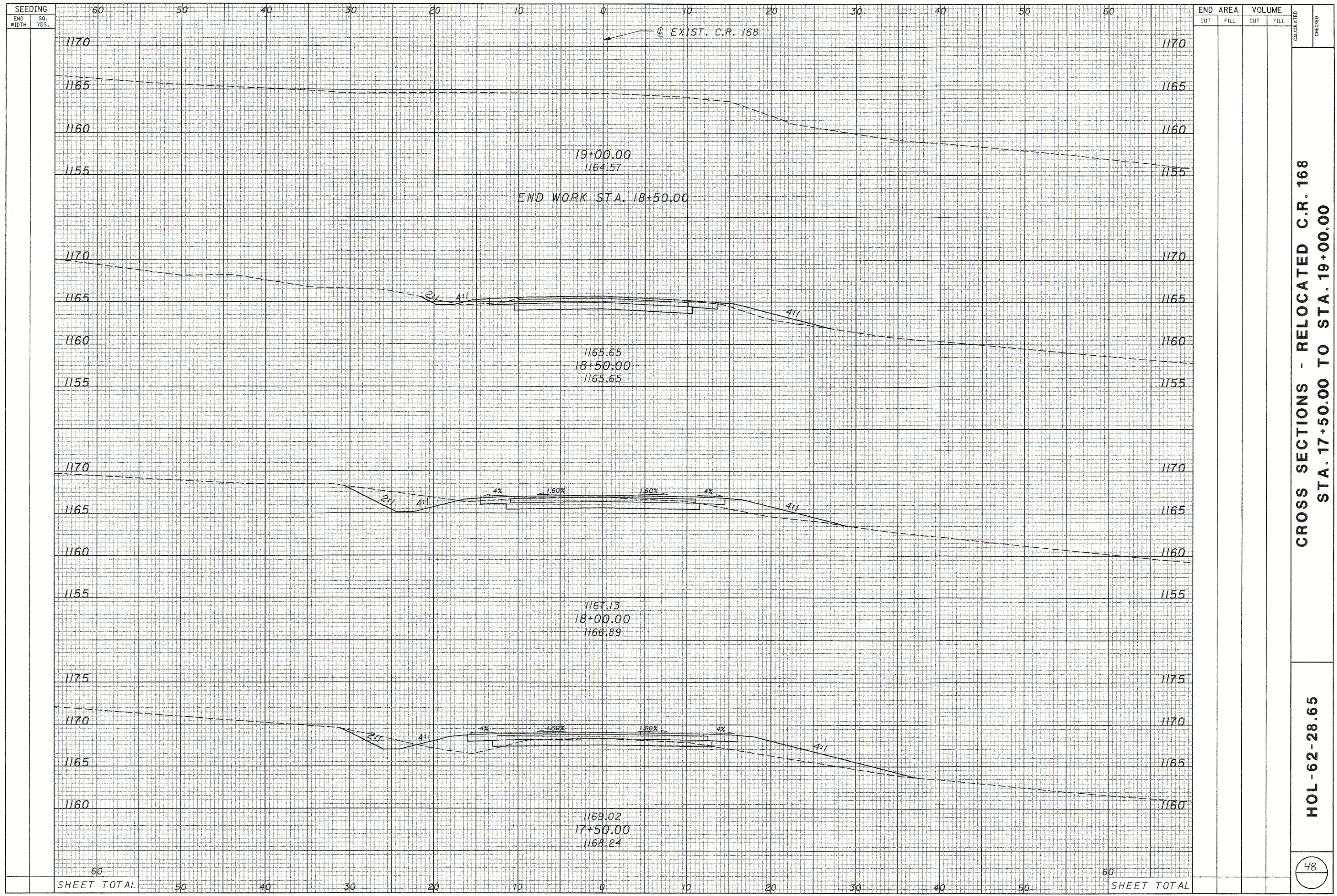
HOL-62-28.65

46



CROSS SECTIONS - C.R. 168
STA. 14+50.00 TO STA. 16+00.00

HOL-62-28.65



C.R.77
P.I. STA. 188+59.25 Dc = 16° 30' 00"

LEFT SIDE				CENTERLINE CONTROL				RIGHT SIDE				REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1154.04		-0.19	-0.0160	12.00	185+19.62	1154.23	12.00	-0.0160	-0.19		1154.04	N.C.
1153.89	161:1	-0.16	-0.0132	12.00	185+25.00	1154.05	12.00	-0.0160	-0.19		1153.86	
1153.17	161:1	0.00	-0.0003	12.00	185+50.00	1153.17	12.00	-0.0160	-0.19		1152.98	
1153.15	161:1	0.00	0.0000	12.00	185+50.53	1153.15	12.00	-0.0160	-0.19		1152.96	1/2 LEVEL
1152.45	161:1	0.15	0.0127	12.00	185+75.00	1152.30	12.58	-0.0160	-0.20		1152.10	
1152.26	161:1	0.19	0.0160	12.00	185+81.44	1152.07	12.73	-0.0160	-0.20		1151.87	R.C.
1151.71	252:1	0.29	0.0242	12.00	186+00.00	1151.42	13.16	-0.0242	-0.32	161:1	1151.10	
1150.96	252:1	0.41	0.0345	12.00	186+25.00	1150.55	13.75	-0.0345	-0.47	161:1	1150.08	
1150.26	252:1	0.53	0.0439	12.00	186+50.00	1149.73	14.34	-0.0439	-0.63	161:1	1149.10	
1149.67	252:1	0.63	0.0526	12.00	186+75.00	1149.04	14.93	-0.0526	-0.78	161:1	1148.26	
1149.21	252:1	0.73	0.0606	12.00	187+00.00	1148.48	15.52	-0.0606	-0.94	161:1	1147.54	
1148.99	252:1	0.78	0.0649	12.00	187+14.23	1148.21	15.85	-0.0649	-1.03	161:1	1147.18	P.C.
1148.86	252:1	0.82	0.0680	12.00	187+25.00	1148.04	16.10	-0.0680	-1.10	161:1	1146.94	
1148.62	252:1	0.90	0.0749	12.00	187+50.00	1147.72	16.69	-0.0749	-1.25	161:1	1146.47	
1148.51	252:1	0.98	0.0814	12.00	187+75.00	1147.53	17.28	-0.0814	-1.41	161:1	1146.12	
1148.49	252:1	1.00	0.0830	12.00	187+84.38	1147.49	17.50	-0.0830	-1.45	161:1	1146.04	F.S.
1148.46		1.00	0.0830	12.00	188+00.00	1147.46	17.50	-0.0830	-1.45		1146.01	
1148.52		1.00	0.0830	12.00	188+25.00	1147.52	17.50	-0.0830	-1.45		1146.07	
1148.70		1.00	0.0830	12.00	188+50.00	1147.70	17.50	-0.0830	-1.45		1146.25	
1148.93		1.00	0.0830	12.00	188+72.06	1147.93	17.50	-0.0830	-1.45		1146.48	F.S.
1148.95	235:1	0.99	0.0823	12.00	188+75.00	1147.96	17.43	-0.0823	-1.43	161:1	1146.53	
1149.14	235:1	0.91	0.0759	12.00	189+00.00	1148.23	16.84	-0.0759	-1.28	161:1	1146.95	
1149.33	235:1	0.83	0.0691	12.00	189+25.00	1148.50	16.25	-0.0691	-1.12	161:1	1147.38	
1149.50	235:1	0.74	0.0618	12.00	189+50.00	1148.76	15.67	-0.0618	-0.97	161:1	1147.79	
1149.68	235:1	0.65	0.0539	12.00	189+75.00	1149.03	15.08	-0.0539	-0.81	161:1	1148.22	
1149.77	235:1	0.59	0.0492	12.00	189+88.98	1149.18	14.75	-0.0492	-0.73	161:1	1148.45	P.T.
1149.84	235:1	0.54	0.0454	12.00	190+00.00	1149.30	14.49	-0.0454	-0.66	161:1	1148.64	
1149.99	235:1	0.43	0.0362	12.00	190+25.00	1149.56	13.90	-0.0362	-0.50	161:1	1149.06	
1150.14	235:1	0.31	0.0261	12.00	190+50.00	1149.83	13.32	-0.0261	-0.35	161:1	1149.48	
1150.28	235:1	0.18	0.0151	12.00	190+75.00	1150.10	12.73	-0.0151	-0.19	161:1	1149.91	
1150.40	235:1	0.04	0.0030	12.00	191+00.00	1150.36	12.14	-0.0030	-0.04	161:1	1150.32	
1150.43	235:1	0.00	0.0000	12.00	191+05.91	1150.43	12.00	0.0000	0.00	161:1	1150.43	LEVEL (REVERSE CURVE)

C.R.77
P.I. STA. 199+56.85 Dc = 7° 00' 00"

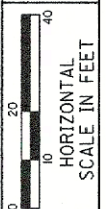
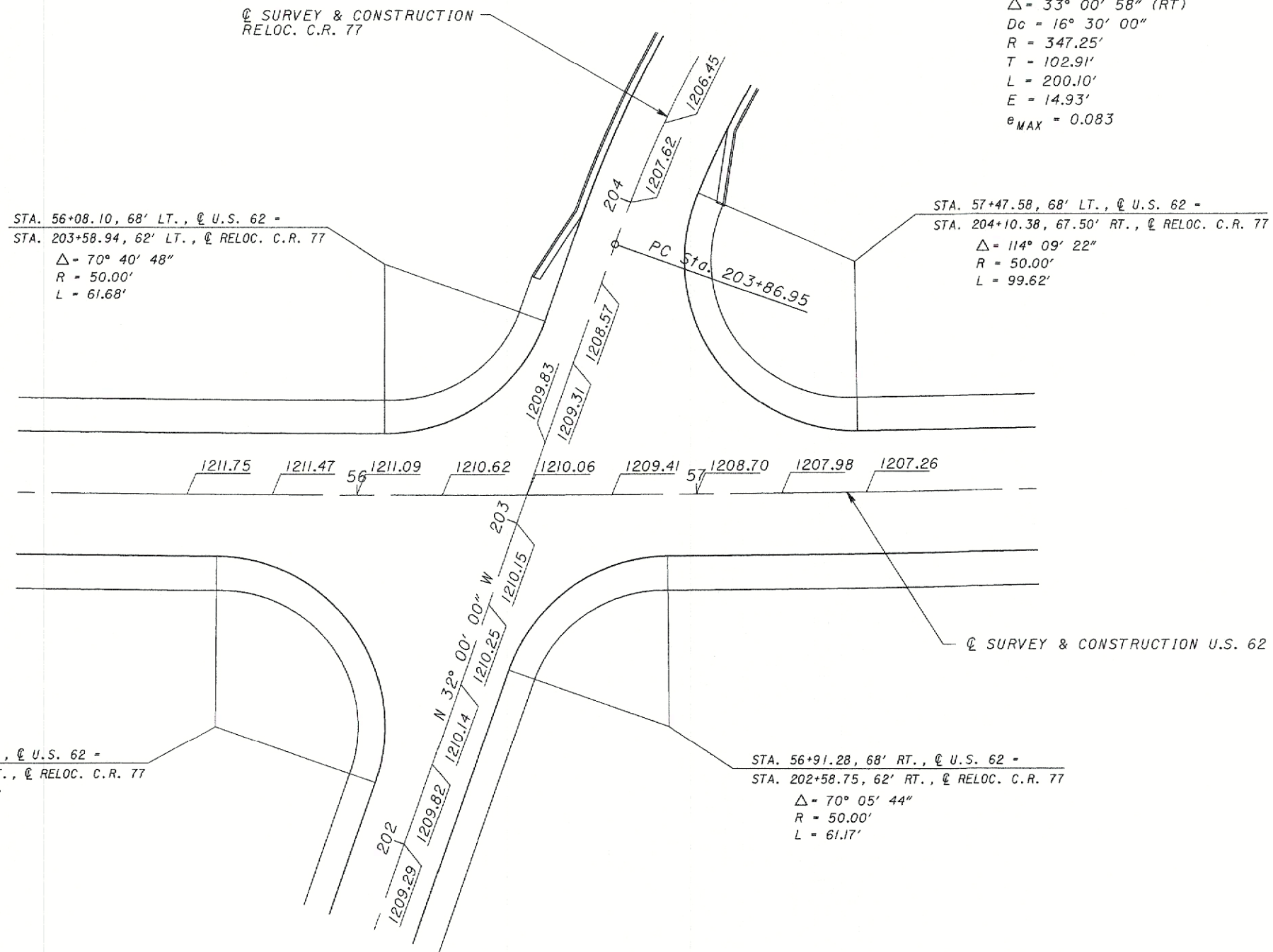
LEFT SIDE				CENTERLINE CONTROL				RIGHT SIDE				REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1167.32		-0.19	-0.0160	12.00	196+87.29	1167.51	12.00	0.0000	0.00	161:1	1167.51	1/2 LEVEL
1168.31		-0.20	-0.0160	12.19	197+00.00	1168.51	12.00	0.0066	0.08	161:1	1168.59	
1169.79		-0.20	-0.0160	12.46	197+18.20	1169.99	12.00	0.0160	0.19	161:1	1170.18	R.C.
1170.32	161:1	-0.24	-0.0192	12.57	197+25.00	1170.56	12.00	0.0192	0.23	198:1	1170.79	
1172.34	161:1	-0.40	-0.0307	12.94	197+50.00	1172.74	12.00	0.0307	0.39	198:1	1173.13	
1174.50	161:1	-0.55	-0.0415	13.32	197+75.00	1175.05	12.00	0.0415	0.54	198:1	1175.59	
1174.98	161:1	-0.59	-0.0437	13.40	197+80.38	1175.57	12.00	0.0437	0.58	198:1	1176.15	P.C.
1176.78	161:1	-0.71	-0.0516	13.70	198+00.00	1177.49	12.00	0.0516	0.70	198:1	1178.19	
1178.69	161:1	-0.83	-0.0590	14.00	198+20.28	1179.52	12.00	0.0590	0.83	198:1	1180.35	F.S.
1179.16		-0.83	-0.0590	14.00	198+25.00	1179.99	12.00	0.0590	0.80		1180.79	
1181.66		-0.83	-0.0590	14.00	198+50.00	1182.49	12.00	0.0590	0.71		1183.20	
1184.16		-0.83	-0.0590	14.00	198+75.00	1184.99	12.00	0.0590	0.71		1185.70	
1186.66		-0.83	-0.0590	14.00	199+00.00	1187.49	12.00	0.0590	0.71		1188.20	
1189.16		-0.83	-0.0590	14.00	199+25.00	1189.99	12.00	0.0590	0.71		1190.70	
1191.66		-0.83	-0.0590	14.00	199+50.00	1192.49	12.00	0.0590	0.71		1193.20	
1194.16		-0.83	-0.0590	14.00	199+75.00	1194.99	12.00	0.0590	0.71		1195.70	
1196.59		-0.83	-0.0590	14.00	200+00.00	1197.42	12.00	0.0590	0.71		1198.13	
1198.82		-0.83	-0.0590	14.00	200+25.00	1199.65	12.00	0.0590	0.71		1200.36	
1200.83		-0.83	-0.0590	14.00	200+50.00	1201.66	12.00	0.0590	0.71		1202.37	
1202.63		-0.83	-0.0590	14.00	200+75.00	1203.46	12.00	0.0590	0.71		1204.17	
1203.49		-0.83	-0.0590	14.00	200+86.11	1204.32	12.00	0.0590	0.71		1205.03	F.S.
1204.30	161:1	-0.75	-0.0537	14.00	201+00.00	1205.05	12.00	0.0537	0.64	188:1	1205.69	
1205.83	161:1	-0.60	-0.0426	14.00	201+25.00	1206.43	12.00	0.0426	0.51	188:1	1206.94	
1206.00	161:1	-0.58	-0.0413	14.00	201+28.00	1206.58	12.00	0.0413	0.50	188:1	1207.08	P.T.
1207.16	161:1	-0.44	-0.0315	14.00	201+50.00	1207.60	12.00	0.0315	0.38	188:1	1207.98	
1208.26	161:1	-0.29	-0.0205	14.00	201+75.00	1208.55	12.00	0.0205	0.25	188:1	1208.80	
1209.16	161:1	-0.13	-0.0094	14.00	202+00.00	1209.29	12.00	0.0094	0.11	188:1	1209.40	
1209.76	161:1	0.00	0.0000	14.47	202+21.09	1209.76	12.00	0.0000	0.00	188:1	1209.76	LEVEL (REVERSE CURVE)

C.R.77
P.I. STA. 193+99.13 Dc = 16° 30' 00"

LEFT SIDE				CENTERLINE CONTROL				RIGHT SIDE				REMARKS
EDGE ELEVATION	TRANSITION RATE	ELEVATION CORRECTION	SLOPE	WIDTH	STATION	PROFILE GRADE	WIDTH	SLOPE	ELEVATION CORRECTION	TRANSITION RATE	EDGE ELEVATION	
1150.43	161:1	0.00	0.0000	12.00	191+05.91	1150.43	12.00	0.0000	0.00	235:1	1150.43	LEVEL (REVERSE CURVE)
1150.51	161:1	-0.12	-0.0095	12.45	191+25.00	1150.63	12.00	0.0095	0.11	235:1	1150.74	
1150.63	161:1	-0.27	-0.0210	13.04	191+50.00	1150.90	12.00	0.0210	0.25	235:1	1151.15	
1150.74	161:1	-0.43	-0.0315	13.63	191+75.00	1151.17	12.00	0.0315	0.38	235:1	1151.55	
1150.85	161:1	-0.58	-0.0411	14.21	192+00.00	1151.43	12.00	0.0411	0.49	235:1	1151.92	
1150.95	161:1	-0.73	-0.0492	14.75	192+22.84	1151.68	12.00	0.0492	0.59	235:1	1152.27	P.C.
1150.96	161:1	-0.74	-0.0500	14.80	192+25.00	1151.70	12.00	0.0500	0.60	235:1	1152.30	
1151.08	161:1	-0.89	-0.0582	15.39	192+50.00	1151.97	12.00	0.0582	0.70	235:1	1152.67	
1151.18	161:1	-1.05	-0.0657	15.98	192+75.00	1152.23	12.00	0.0657	0.79	235:1	1153.02	
1151.29	161:1	-1.21	-0.0728	16.56	193+00.00	1152.50	12.00	0.0728	0.87	235:1	1153.37	
1151.41	161:1	-1.36	-0.0793	17.15	193+25.00	1152.77	12.00	0.0793	0.95	235:1	1153.72	
1151.47	161:1	-1.45	-0.0830	17.50	193+39.76	1152.92	12.00	0.0830	1.00	235:1	1153.92	F.S.
1151.58		-1.45	-0.0830	17.50	193+50.00	1153.03	12.00	0.0830	1.00		1154.03	
1151.87		-1.45	-0.0830	17.50	193+75.00	1153.32	12.00	0.0830	1.00		1154.32	
1152.28		-1.45	-0.0830	17.50	194+00.00	1153.73	12.00	0.0830	1.00		1154.73	
1152.81		-1.45	-0.0830	17.50	194+25.00	1154.26	12.00	0.0830	1.00		1155.26	
1152.99		-1.45	-0.0830	17.50	194+32.18	1154.44	12.00	0.0830	1.00		1155.44	F.S.
1153.58	161:1	-1.34	-0.0786	17.08	194+50.00	1154.92	12.00	0.0786	0.94	252:1	1155.86	
1154.52	161:1	-1.19	-0.0720	16.49	194+75.00	1155.71	12.00	0.0720	0.86	252:1	1156.57	
1155.60	161:1	-1.03	-0.0649	15.90	195+00.00	1156.63	12.00	0.0649	0.78	252:1	1157.41	
1156.79	161:1	-0.88	-0.0572	15.32	195+25.00	1157.67	12.00	0.0572	0.69	252:1	1158.36	
1158.06	161:1	-0.73	-0.0492	14.75	195+49.10	1158.79	12.00	0.0492	0.59	252:1	1159.38	P.T.
1158.11	161:1	-0.72	-0.0489	14.73	195+50.00	1158.83	12.00	0.0489	0.59	252:1	1159.42	
1159.56	161:1	-0.57	-0.0400	14.14	195+75.00	1160.13	12.00	0.0400	0.48	252:1	1160.61	
1161.14	161:1	-0.41	-0.0303	13.55	196+00.00	1161.55	12.00	0.0303	0.36	252:1	1161.91	
1162.85	161:1											

CURVE DATA
EXIST. U.S. 62
 P.I. Sta = 58+53.29
 $\Delta = 6^\circ 30' 00''$ (LT)
 $D_c = 0^\circ 42' 00''$
 $R = 8185.11'$
 $T = 464.78'$
 $L = 928.57'$
 $E = 13.19'$
 $\theta_{MAX} = N/C$

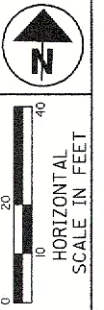
CURVE DATA
RELOCATED C.R. 77
 P.I. Sta = 204+89.86
 $\Delta = 33^\circ 00' 58''$ (RT)
 $D_c = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 102.91'$
 $L = 200.10'$
 $E = 14.93'$
 $\theta_{MAX} = 0.083$



CALCULATED
 CHECKED

INTERSECTION DETAIL

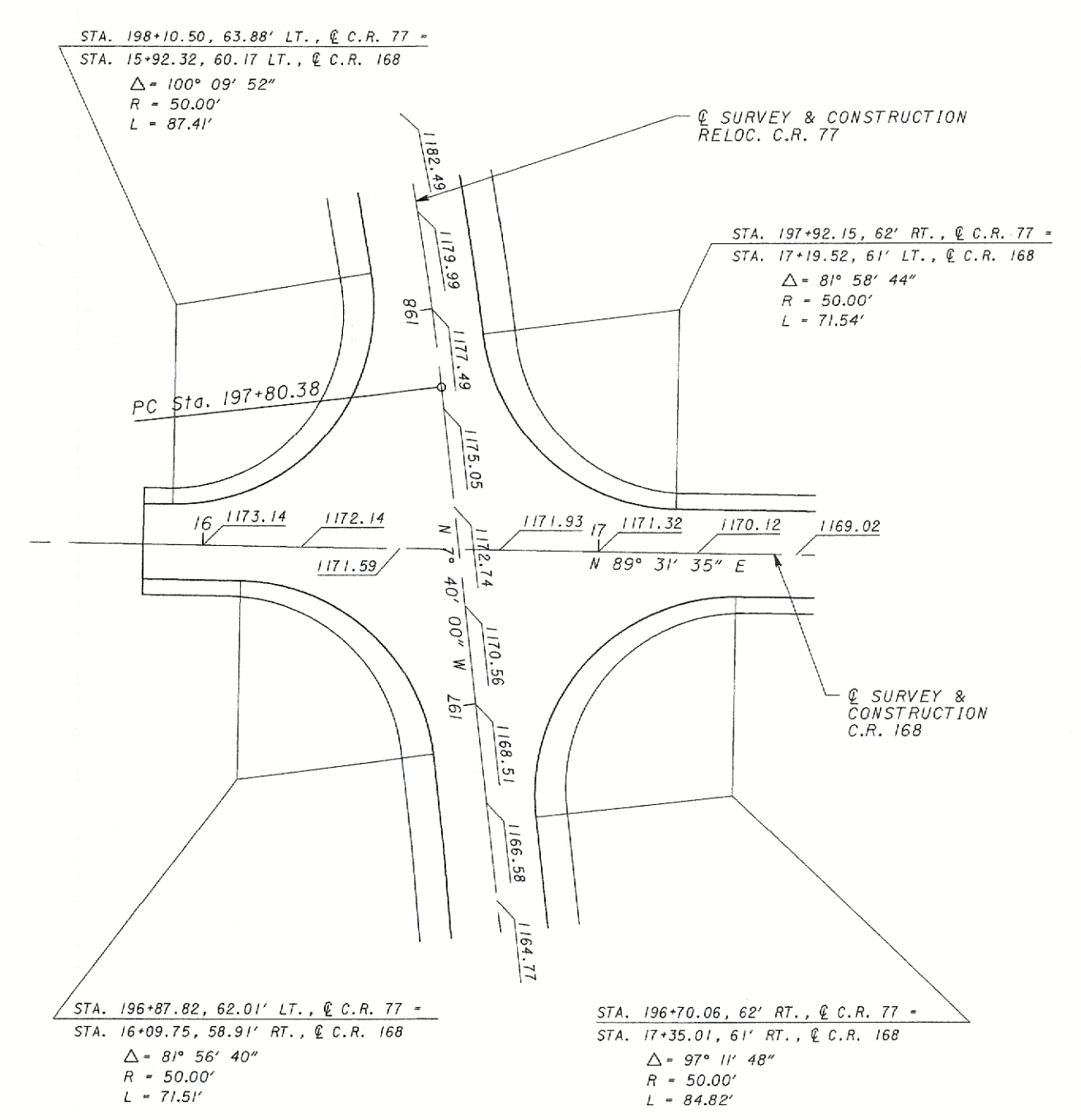
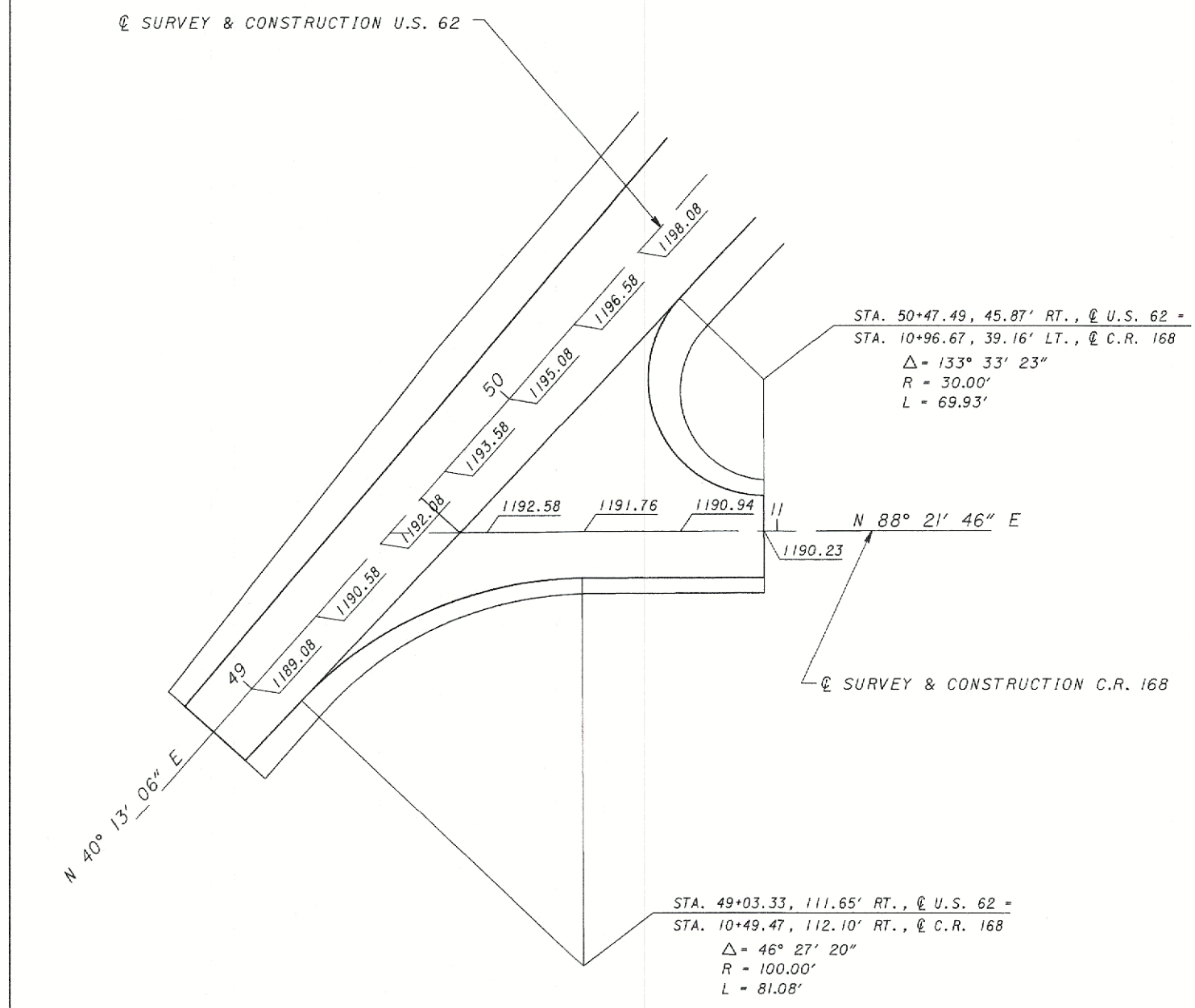
HOL-62-28.65

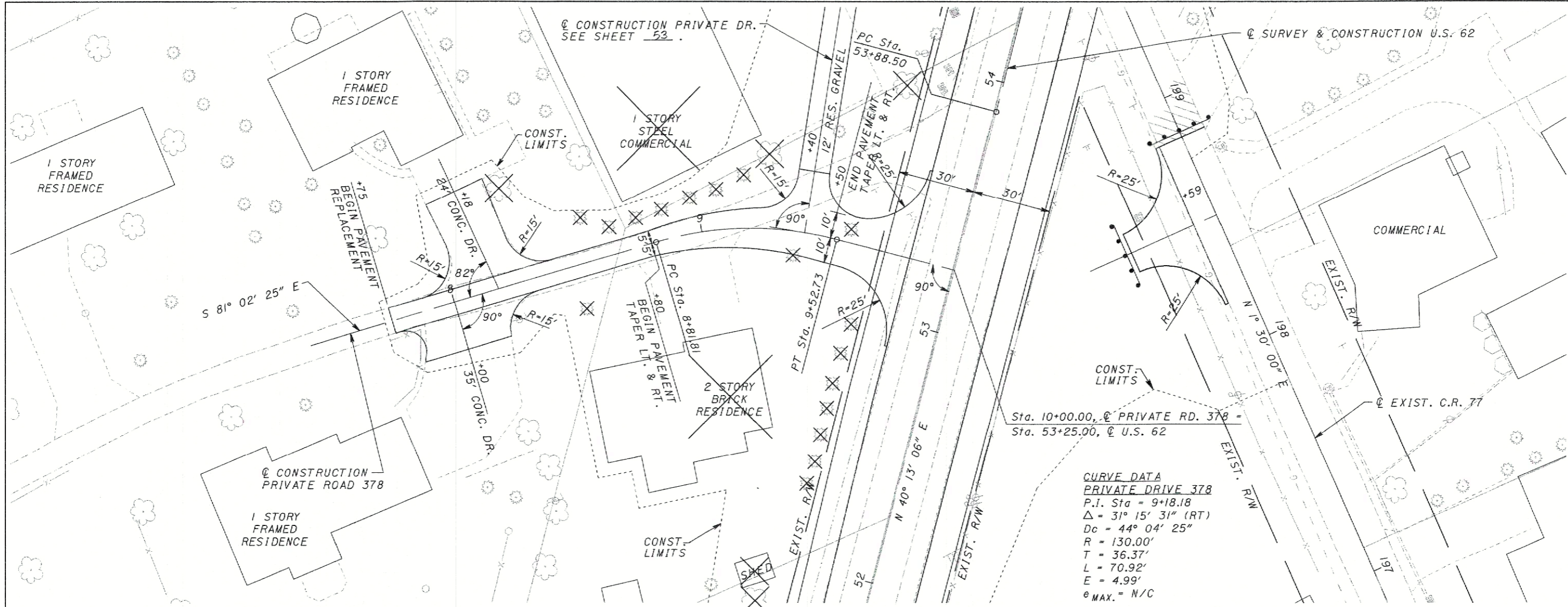


CALCULATED
CHECKED

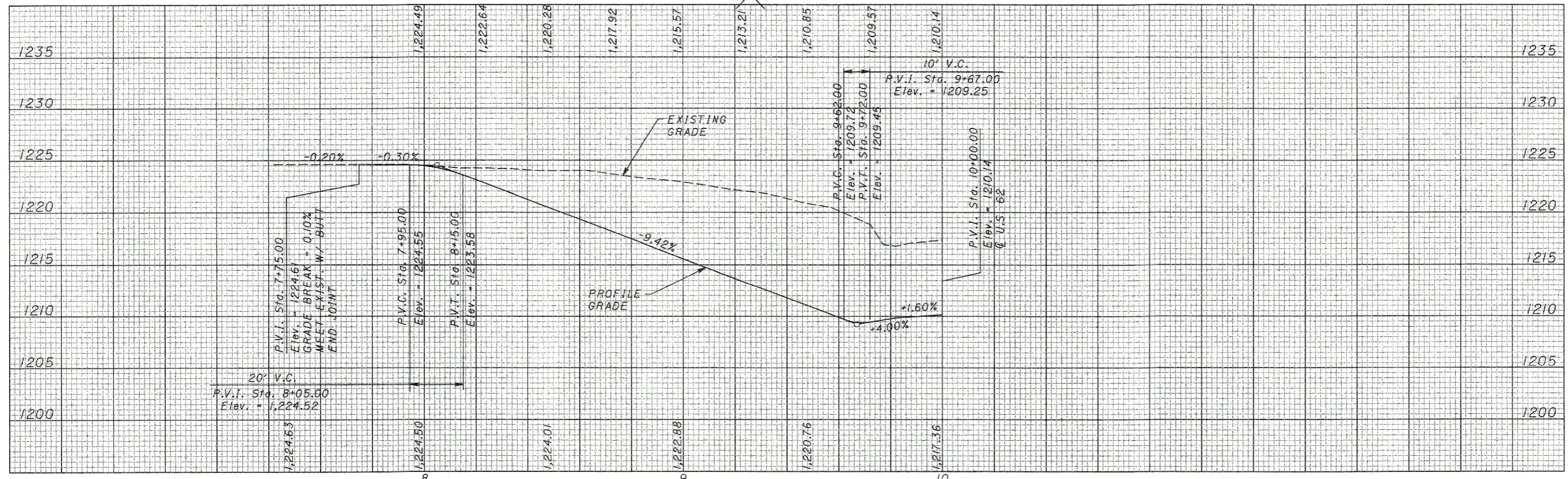
INTERSECTION DETAILS

HOL-62-28.65





CURVE DATA
PRIVATE DRIVE 378
 P.I. Sta = 9+18.18
 $\Delta = 31^\circ 15' 31''$ (RT)
 $D_c = 44^\circ 04' 25''$
 $R = 130.00'$
 $T = 36.37'$
 $L = 70.92'$
 $E = 4.99'$
 $e_{MAX} = N/C$



0 20 40
 HORIZONTAL
 SCALE IN FEET

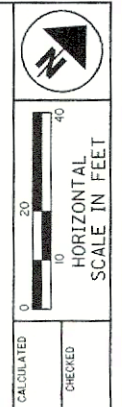
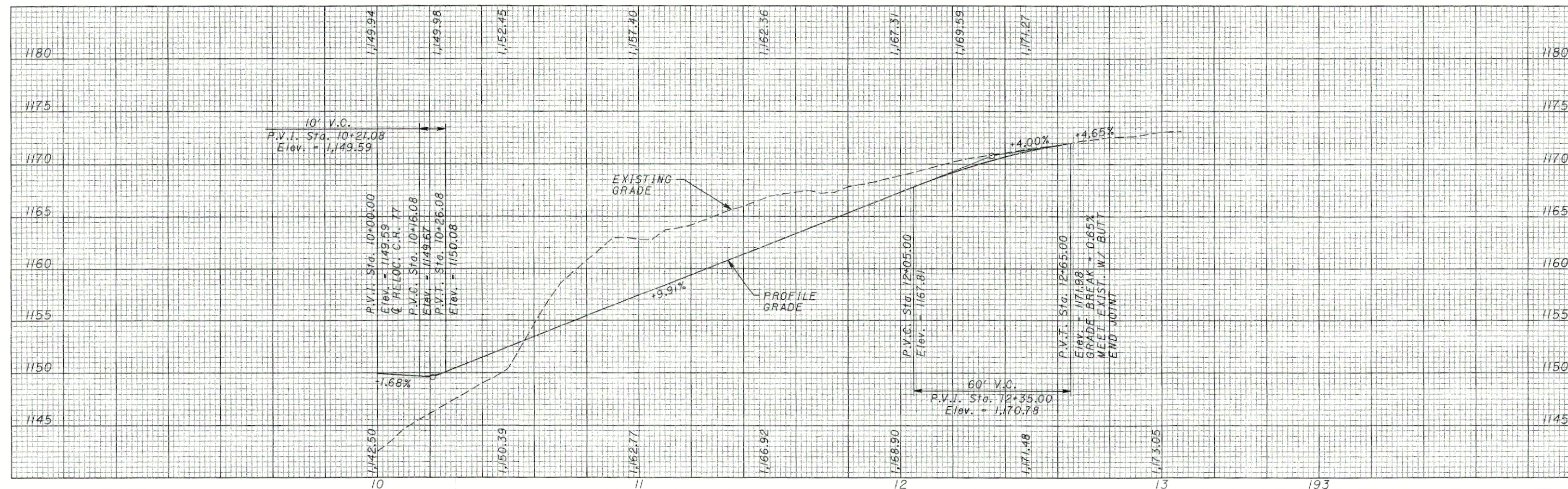
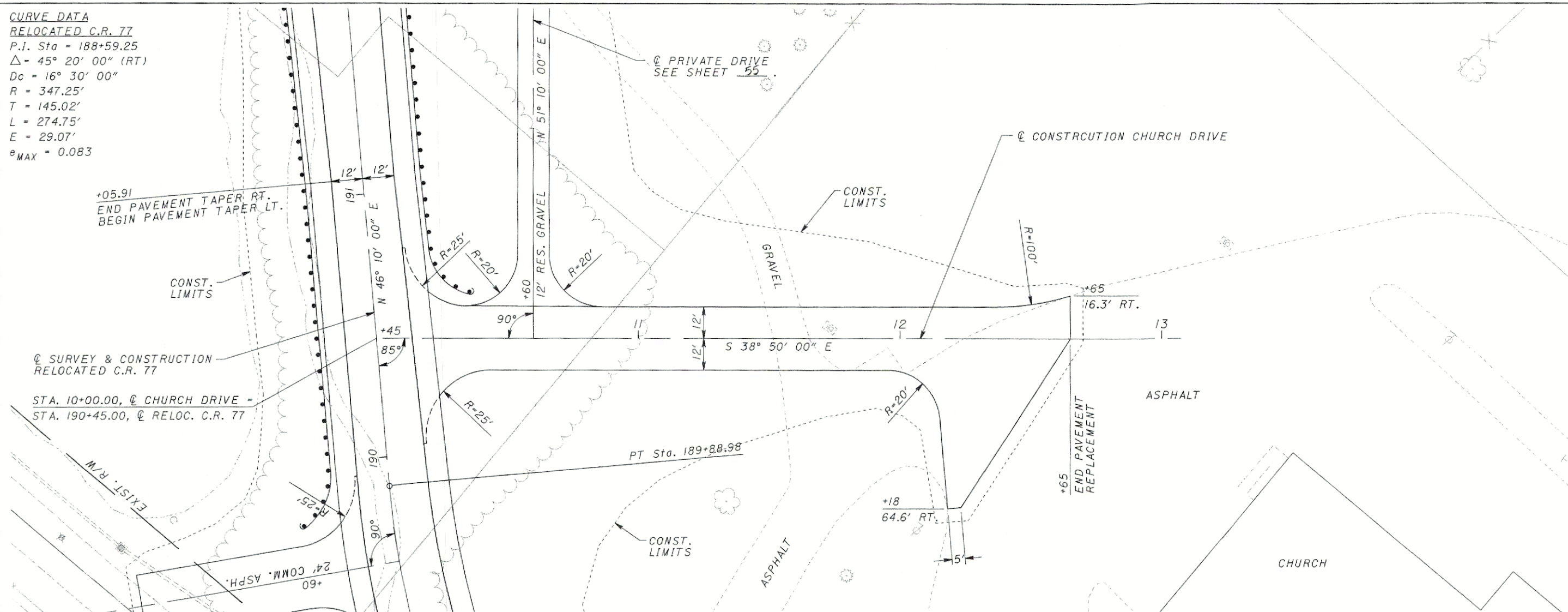
CALCULATED
 CHECKED

DRIVE DETAIL - PRIVATE DRIVE 378
STA. 7+50.00 TO STA. 10+00.00

HOL-62-28.65

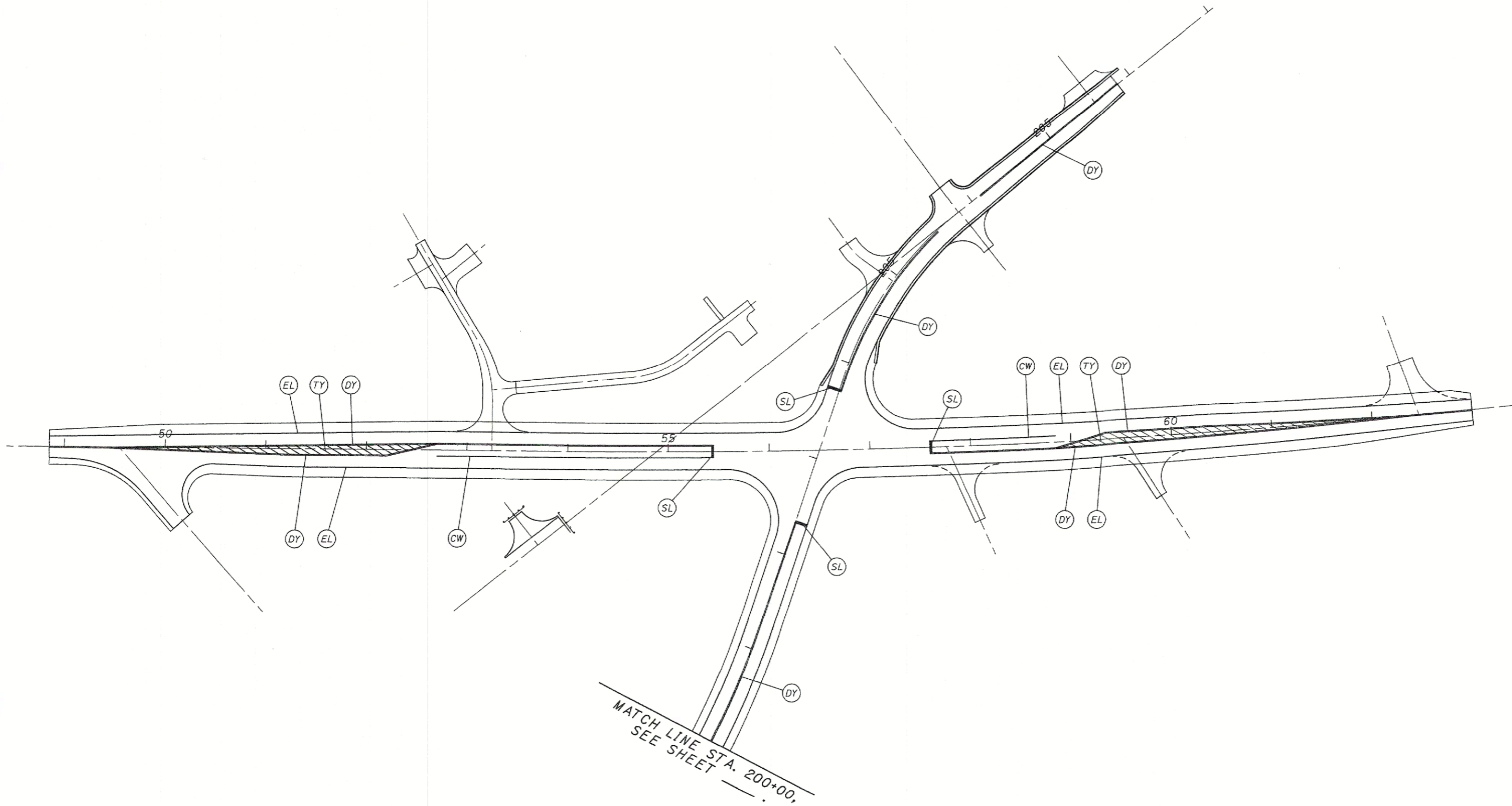
52

CURVE DATA
RELOCATED C.R. 77
 P.I. Sta = 188+59.25
 $\Delta = 45^\circ 20' 00''$ (RT)
 $D_c = 16^\circ 30' 00''$
 $R = 347.25'$
 $T = 145.02'$
 $L = 274.75'$
 $E = 29.07'$
 $e_{MAX} = 0.083$



DRIVE DETAIL - RELOCATED C.R. 77
STA. 190+45.00 RT.

HOL-62-28.65



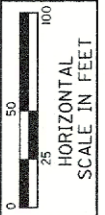
- LEGEND**
- (CW) CHANNELIZING LINE - WHITE
 - (DY) DOUBLE LINE - YELLOW
 - (SL) STOP LINE - WHITE
 - (EL) EDGE LINE - WHITE
 - (TY) TRANSVERSE LINE - YELLOW

CALCULATED _____
 CHECKED _____

0 25 50 100
 HORIZONTAL
 SCALE IN FEET

SIGNING AND PAVEMENT MARKING PLAN

HOL-62-28.65

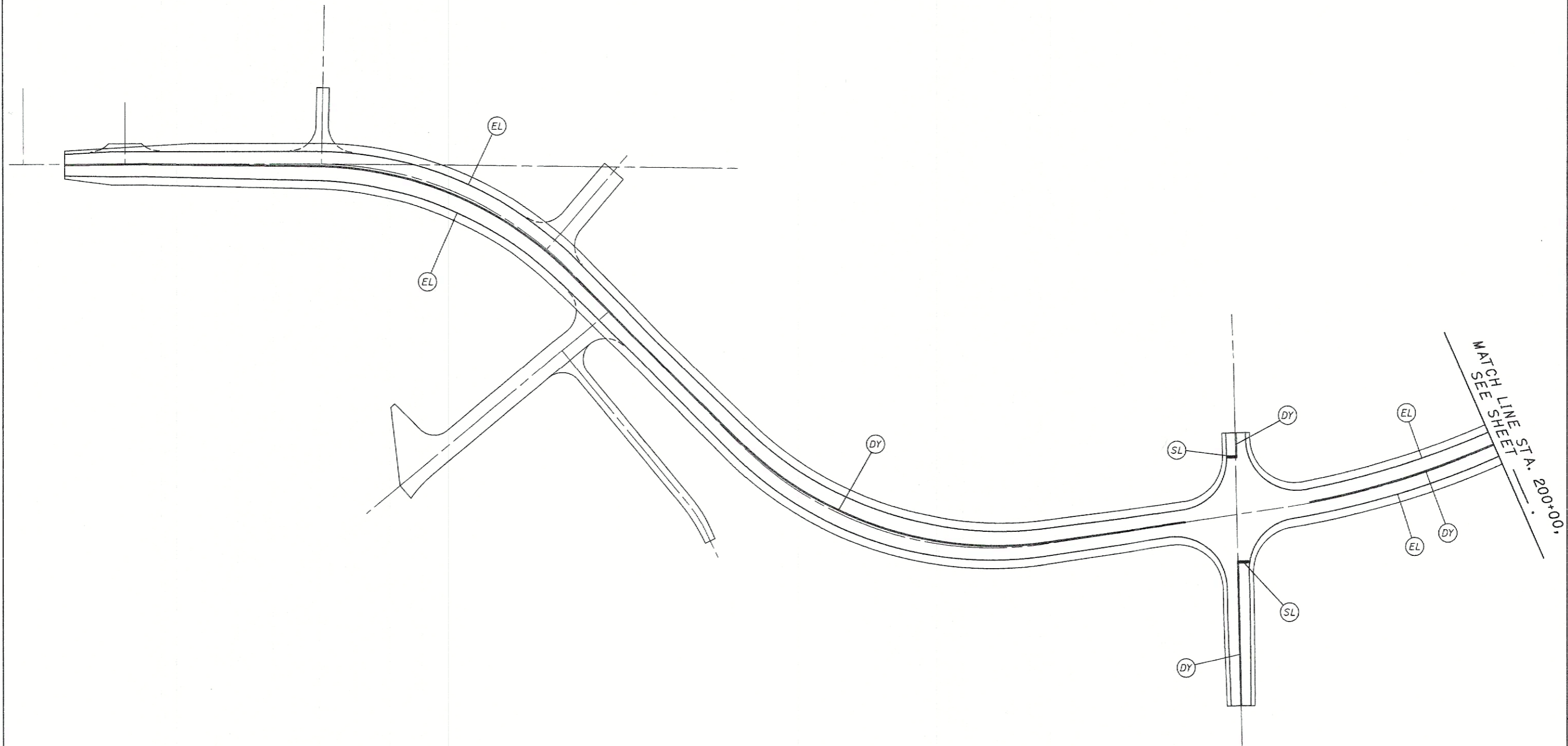


CALCULATED
CHECKED

SIGNING AND PAVEMENT MARKING PLAN

HOL-62-28.65

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LEGEND

- (CW) CHANNELIZING LINE - WHITE
- (DY) DOUBLE LINE - YELLOW
- (SL) STOP LINE - WHITE
- (EL) EDGE LINE - WHITE
- (TY) TRANSVERSE LINE - YELLOW