

FEDERAL ROAD DISTRICT NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	172	1930	1	87

SECTION-A

INDEX

SHEET NO.	TITLE SHEET.
1	STANDARD CROSS SECTIONS, APRIL 1928. Rev. Nov. 1928. Rev. Jan. 16 '30.
2	PLAN AND PROFILE.
3-13	BRIDGE AND CULVERT DATA - ESTIMATE OF QUANTITIES.
4	MISCELLANEOUS STANDARDS, JAN. 1928.
5	STD. REINF. CONC. BOX CULVERT, JAN. 7, 1928.
6	STD. REINF. CONC. CULV. SLAB TOP TYPE WITHOUT FILL (10'-0" TO 18'-0" SPAN) FEB. 21, 1929.
7	STD. REINF. CONC. CULV. SLAB TOP TYPE UNDER FILL (5'-0" TO 10'-0" TO 20'-0" SPAN)
8	STD. REINF. CONC. CULV. SLAB AND GIRDER WITHOUT FILL (20'-0" SPAN) 24'-0" RDWY.
9	STD. REINF. CONC. CULV. SLAB TOP TYPE WITHOUT FILL (10'-0" TO 20'-0" SPAN) 15' SKEW 24'-0" RDWY.
10	STD. REINF. CONC. CULV. SLAB TOP TYPE UNDER FILL (5'-0" TO 10'-0" TO 20'-0" SPAN) 15' SKEW.
11	STD. REINF. CONC. CULV. SLAB TOP TYPE WITHOUT FILL (10'-0" TO 20'-0" SPAN) 30' SKEW JUNE 5 1929.
12	STD. REINF. CONC. CULV. SLAB TOP TYPE UNDER FILL (5'-0" TO 10'-0" TO 20'-0" SPAN) 30' SKEW.
13	STD. REINF. CONC. CULV. SLAB TOP TYPE WITHOUT FILL (10'-0" TO 20'-0" SPAN) 45' SKEW.
14	STD. REINF. CONC. CULV. SLAB TOP TYPE UNDER FILL (5'-0" TO 10'-0" TO 20'-0" SPAN) GRAVITY TYPE.
15	STD. REINF. CONC. CULV. SLAB TOP TYPE WITHOUT FILL (12'-0" TO 20'-0" SPAN) GRAVITY TYPE.
16	STD. ARCH CULV.
17	STD. PLAN FOR FILLING IN BEAT MARSHES.
18	DATA FOR SUPER-ELEVATING AND WIDENING OF CURVES, MARCH 1930.
19	STD. DETOUR SIGNS.
20	CROSS SECTIONS.
21-87	

STATE OF INDIANA

STATE HIGHWAY COMMISSION

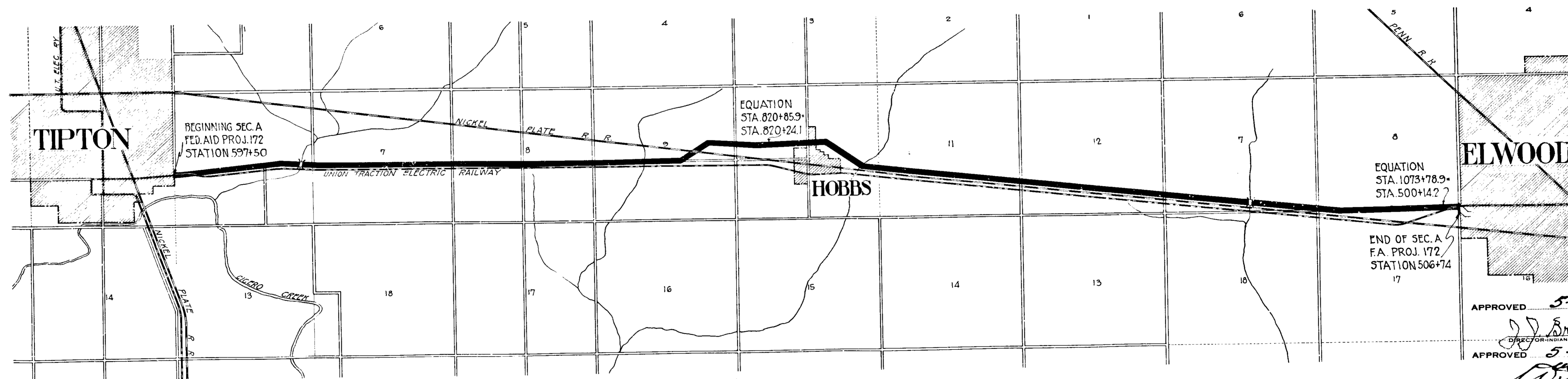
PLAN AND PROFILE OF PROPOSED STATE HIGHWAY F. A. PROJECT NO. 172 SEC. A TIPTON - ALEXANDRIA ROAD.

BEGINNING ON JEFFERSON STREET 17' WEST OF THE EAST CORPORATION LINE OF TIPTON AND RUNNING EAST THRU HOBBS TO THE WEST CORPORATION LINE OF ELWOOD AT MAIN STREET IN TIPTON COUNTY.

GROSS LENGTH:-9.157 MI.
NET LENGTH:-9.139 MI.

PLAN (LONG:- 1"=100' TRANS:-1"=100' PROFILE (HORIZ:-1"=100' VERT:- 1"=10')

MAX. GRADE= 2.380%



APPROVED 5-19-30.

APPROVED 5-19-30.

RECOMMENDED FOR APPROVAL

RECOMMENDED FOR APPROVAL

RECOMMENDED FOR APPROVAL

APPROVED

INDIANA STATE HIGHWAY STANDARD SPECIFICATIONS, DATED 1923, ON FILE WITH U. S. BUREAU OF PUBLIC ROADS, TO BE USED WITH THESE PLANS, ALSO SUPPLEMENTAL SPECIFICATIONS, DRAFT OF NOV. 1, 1928, AND NOV. 1 - 1930.

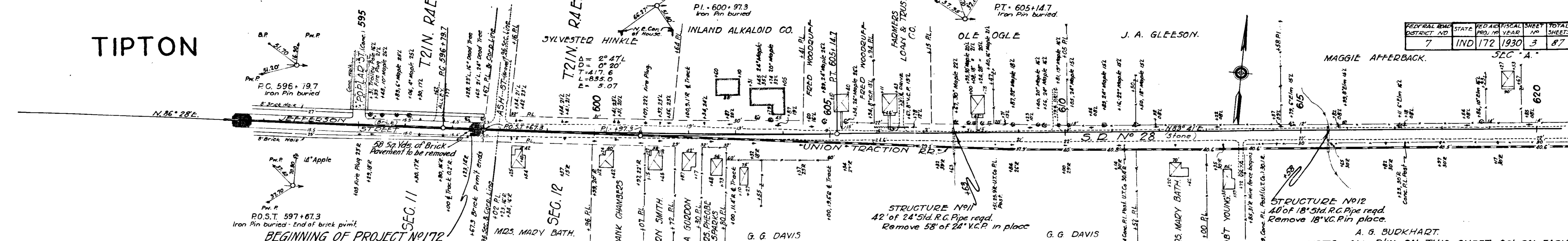
C.E.V. 5-17-30

5-18-30

TIPTON

FEDERAL ROAD DISTRICT NO.	STATE	FEDERAL FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	1930	3	87

H.B. Grayson
F.L. Foust
1-30
1-30



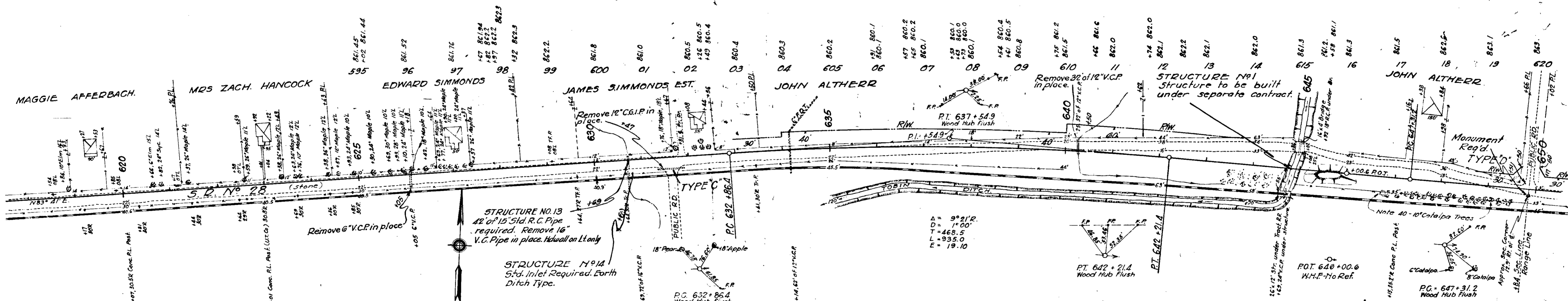
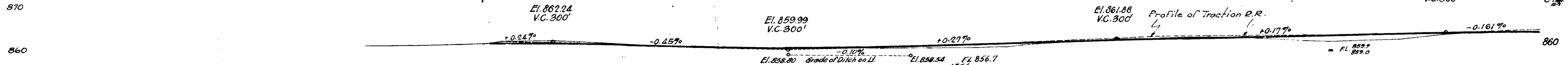
BEGINNING OF PROJECT NO. 172 STATION 597+50
 B.M. No. 5 Elev. 862.82 - Cross in Concrete base of Bird House 40' R. Sta. 597+36
 B.M. No. 6 Elev. 861.11 Cross on S.W. Cor. Lower conc. step 38' L of Sta. 605+20
 B.M. No. 7 Elev. 862.35 Boat spike in Trolley Pole 45' R " " 616+32

STANDARD SECTION A-8, ADOPTED APRIL 1928 (REVISED) (REVISED)
TO BE USED ON THIS PROJECT.
 Grade Line indicates Top of Finished Pavement.

NOTE - Standards under date as listed in index on Title Sheet, to be used on this Project.

NOTE - All Curves of 6° and over will be widened according to Standards of 1930. The Crown will be taken out of all Curves of 6° and over.

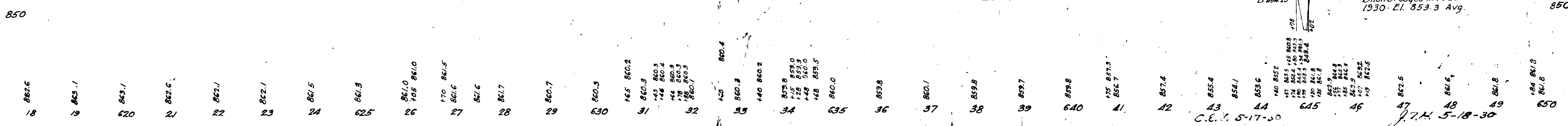
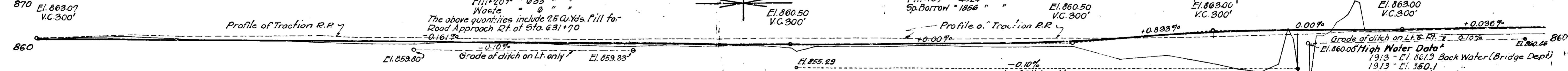
Cut = 1075 Cu. Yds.
 Fill = 207 " "
 Waste = 129 " "



B.M. No. 8 Elev. 863.82 Boat spike in Trolley Pole 45' R. of Sta. 624+35
 " 9 " 861.34 " 70' R. " " 637+42
 " 10 " 861.01 X Cut in N.W. Cor. W. Abt. of U.T. R.R. Bridge 45' R of Sta. 644+55

Cut = 039 Cu. Yds.
 Fill = 207 " "
 Waste = 0 " "

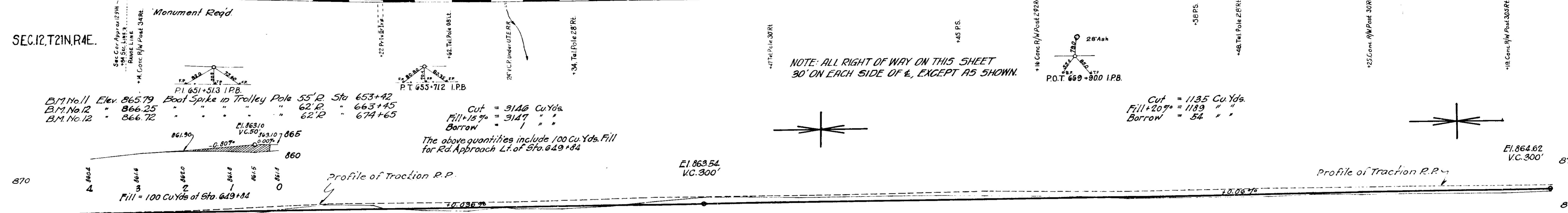
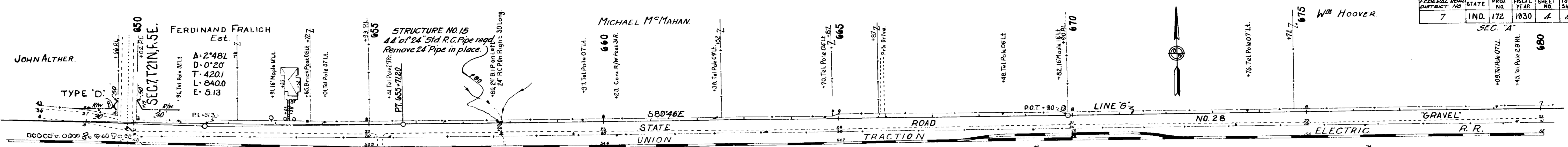
Cut = 2168 Cu. Yds.
 Fill = 157 " "
 Sp. Bottom = 1856 " "



Grade of ditch on L.F. R.R. = 0.10%
 El. 860.00 High Water Data*
 1913 - El. 861.9 Back Water (Bridge Dept)
 1913 - El. 860.1
 Ditch Dredged in 1929
 1930 - El. 853.3 Avg.

C.E.C. 5-17-30

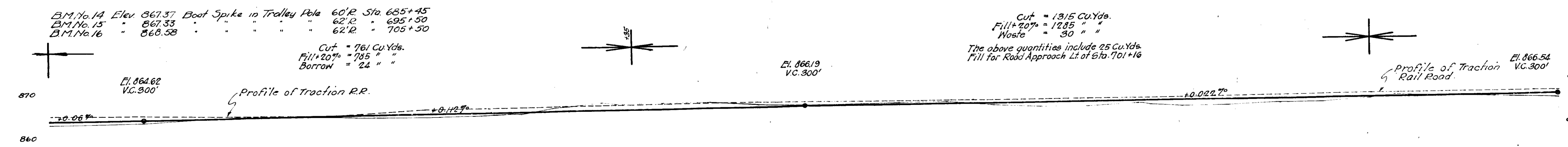
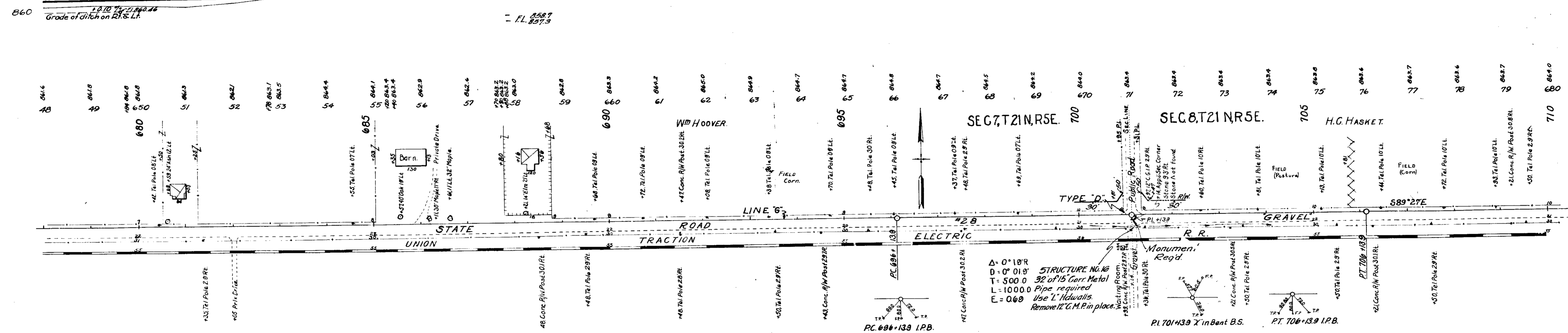
FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	172	1930	4	57



B.M. No. 11 Elev 865.79 Boot Spike in Trolley Pole 55' R Sta 653+42
 B.M. No. 12 " 866.25 " " " " 62' R " 663+45
 B.M. No. 12 " 866.72 " " " " 62' R " 674+65

Cut = 3146 Cu.Yds.
 Fill + 15% = 3147 " "
 Borrow = " " "
 The above quantities include 100 Cu.Yds. Fill for Rd. Approach Lt. of Sta. 649+84

Cut = 1135 Cu.Yds.
 Fill + 20% = 1139 " "
 Borrow = 54 " "



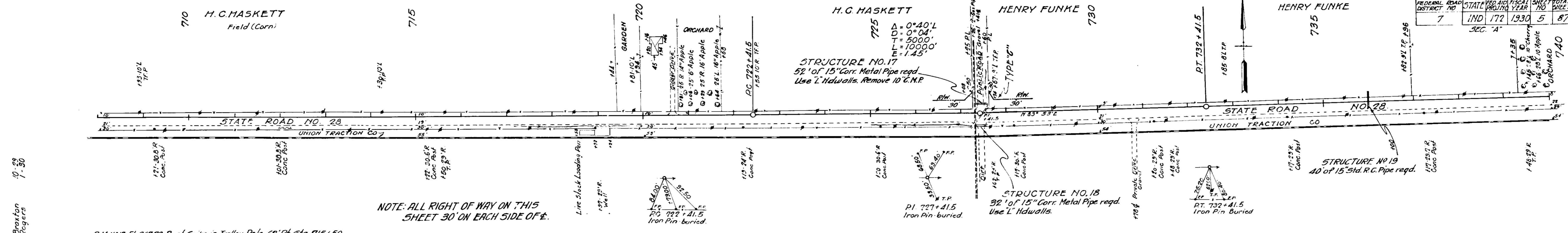
B.M. No. 14 Elev 867.37 Boot Spike in Trolley Pole 60' R Sta 685+45
 B.M. No. 15 " 867.33 " " " " 62' R " 695+50
 B.M. No. 16 " 868.58 " " " " 62' R " 705+50

Cut = 1315 Cu.Yds.
 Fill + 20% = 1285 " "
 Waste = 30 " "
 The above quantities include 25 Cu.Yds. Fill for Road Approach Lt. of Sta. 701+16

L.A. Stewart, Jr.

C.E. 3-17-30
974-5-18-30

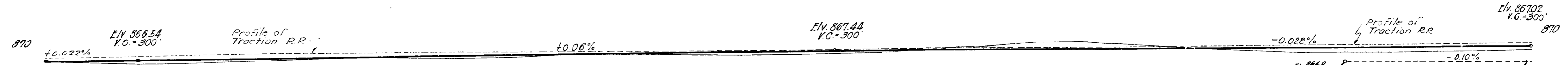
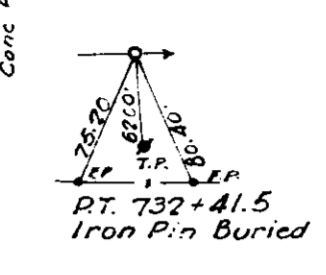
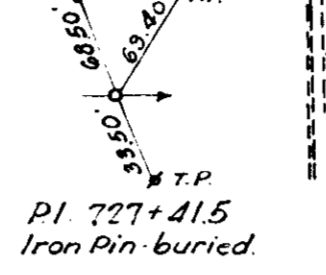
FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	172	1930	5	87



10-29
1-30
H.B. Broxton
E.J. Rogers

B.M. No. 17 El. 867.78 Boat Spike in Trolley Pole, 62' Rt. Sta. 715+50
 B.M. No. 18 El. 867.62 " " " " " " " " 62' Rt. Sta. 720+45
 B.M. No. 19 El. 868.81 " " " " " " " " 61' Rt. Sta. 736+50

NOTE: ALL RIGHT OF WAY ON THIS SHEET 30 ON EACH SIDE OF E.



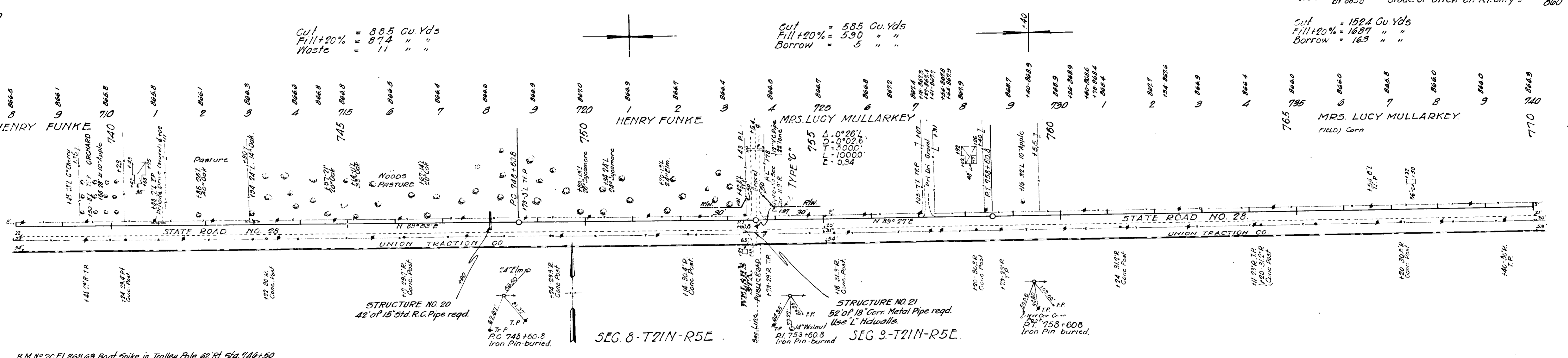
Cut = 88.5 Cu. Yds
 Fill+20% = 87.4 " "
 Waste = 11 " "

Cut = 585 Cu. Yds
 Fill+20% = 590 " "
 Borrow = 5 " "

Cut = 1524 Cu. Yds
 Fill+20% = 1687 " "
 Borrow = 163 " "

1417

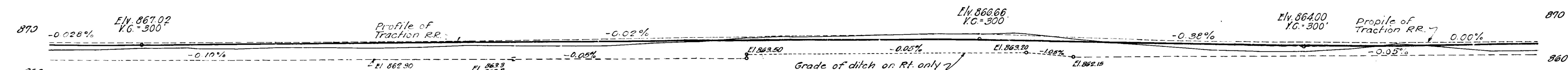
10-29
1-30
H.B. Broxton
D.S. Cozine



B.M. No. 20 El. 868.69 Boat Spike in Trolley Pole, 62' Rt. Sta. 746+50
 B.M. No. 21 El. 868.62 " " " " " " " " 60' Rt. Sta. 756+50
 B.M. No. 22 El. 866.57 " " " " " " " " 61' Rt. Sta. 766+50

STRUCTURE NO. 20
 42' of 15" Std. R.C. Pipe reqd.

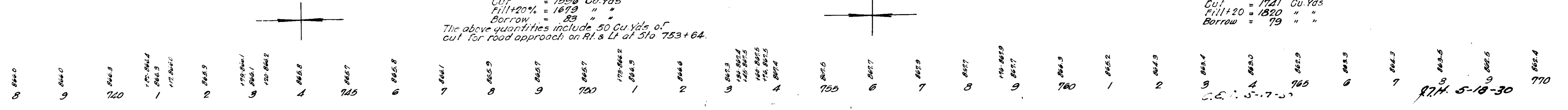
STRUCTURE NO. 21
 52' of 18" Corr. Metal Pipe reqd.
 Use L' Hdwalls.



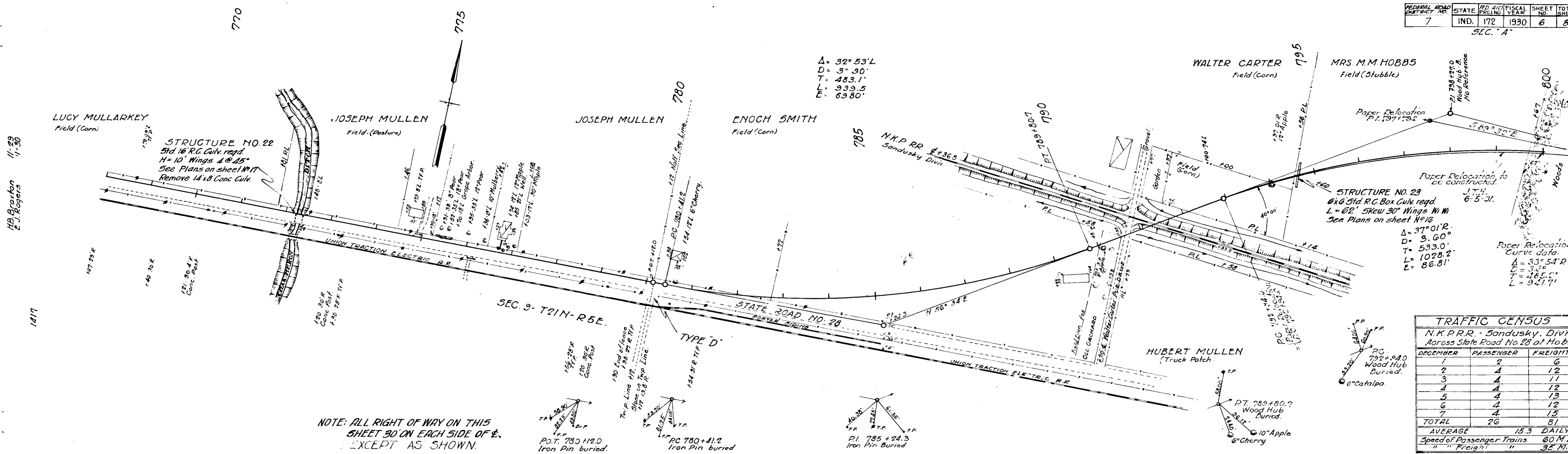
Cut = 1596 Cu. Yds
 Fill+20% = 1679 " "
 Borrow = 83 " "
 The above quantities include 50 Cu. Yds of cut for road approach on Rt. & Lt. at Sta. 753+64.

Cut = 1741 Cu. Yds
 Fill+20% = 1820 " "
 Borrow = 79 " "

1419



C.E. 5-18-30

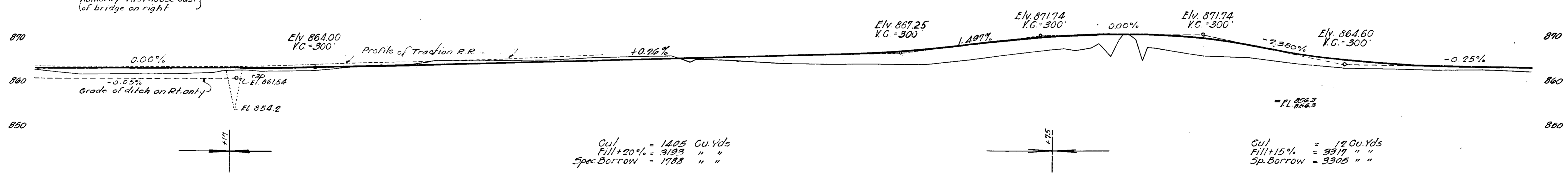


DECEMBER	PASSENGER	FREIGHT
1	2	6
2	4	12
3	4	11
4	4	12
5	4	13
6	4	12
7	4	15
TOTAL	26	81
AVERAGE	15.3	DAILY
Speed of Passenger Trains	60 M.P.H.	
" " Freight " "	35 M.P.H.	

NOTE: ALL RIGHT OF WAY ON THIS SHEET 30' ON EACH SIDE OF E. EXCEPT AS SHOWN.

B.M. No. 23 El. 866.95 Boat Spike in Trolley Pole, at Rt. Sta. 776+50
 B.M. No. 24 El. 868.90 " " " " " " 105 Rt. Sta. 786+00
 B.M. No. 25 El. 867.76 " " " " " " 10 Sycamore, 200 Rt. Sta. 792+85

HIGH WATER ELV.
 1913 = 862.2
 Average = 859.7
 (Authority: First house east of bridge on right)



H.B. Boynton
 D.S. Pfeiffer
 11-29
 1-30

H.B. Boynton
 Z.S. Pfeiffer
 11-29
 1-30

1417

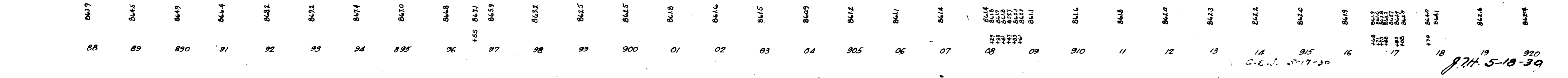
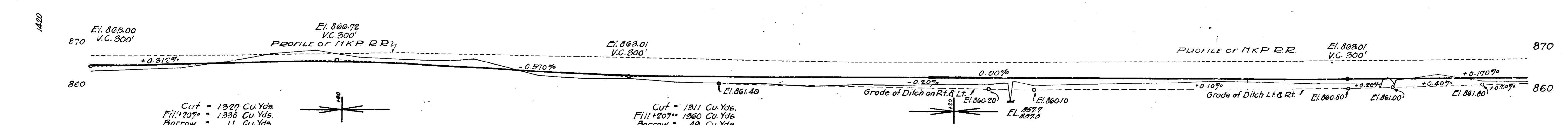
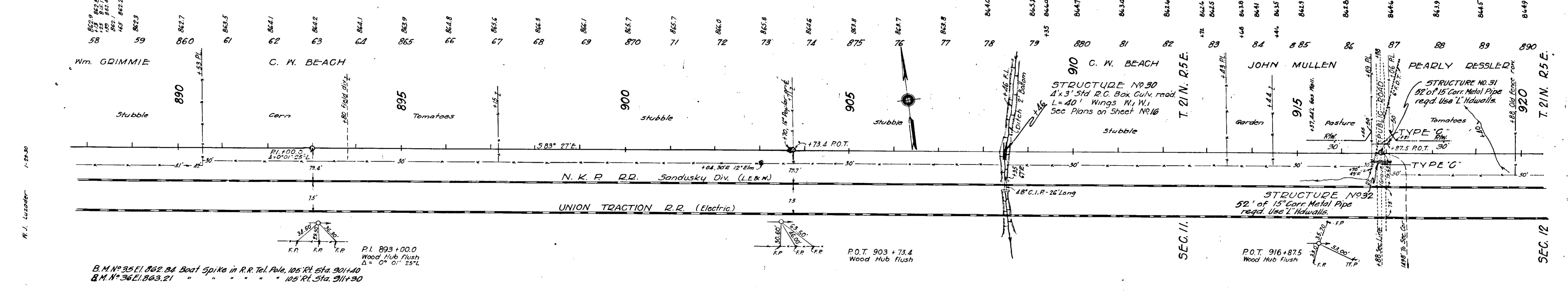
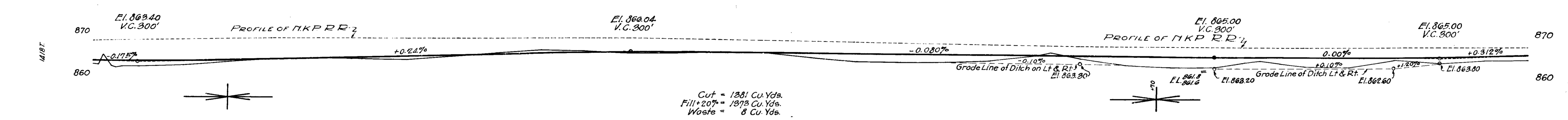
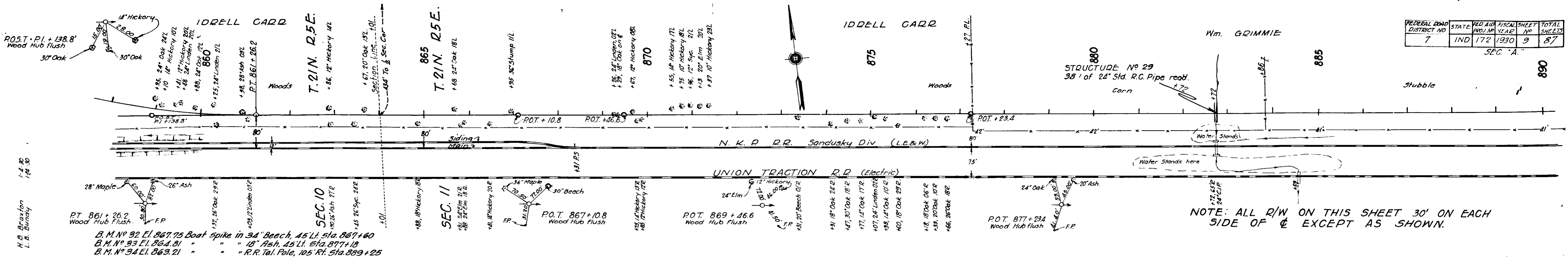
1419

863.5 862.5 862.4 862.5 150-862.8 863.1 863.2 150-863.2 150-863.2 150-863.2 150-863.2 150-863.2 863.2 864.5 864.6 156-865.4 865.4 865.5 865.7 866.1 113-866.2 866.4 140-866.4 865.1 118-865.9 865.4 864.9 864.8 864.6 865.8 867.1 115-868.0 868.1 125-867.8 158-868.4 170-868.4 868.3 118-870.4 133-871.05 140-871.24 150-871.9 150-872.26 150-872.26 158-867.1 866.7 866.1 864.9 863.8 863.5 863.2 863.2 865.8

8 9 770 1 2 3 4 775 6 7 8 9 780 1 2 3 4 785 6 7 8 9 790 1 2 3 4 795 6 7 8 9 800

C.E.P. 5-17-30
 8-7-11 5-18-30

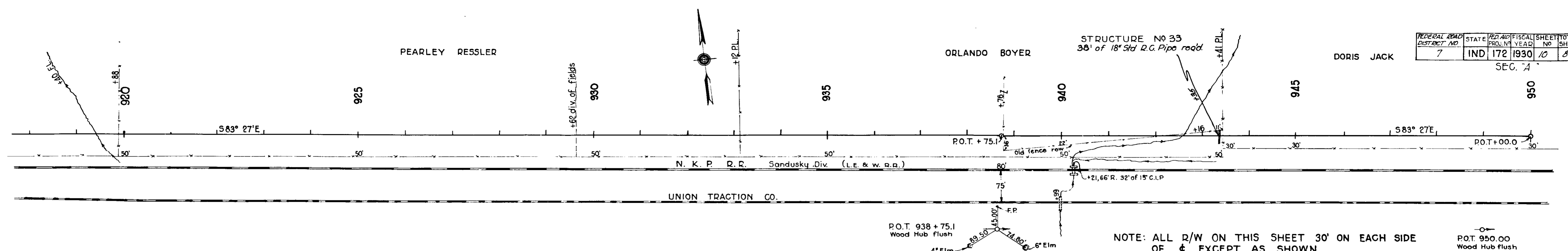
FEDERAL ROAD DISTRICT NO	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
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PEARLEY RESSLER

ORLANDO BOYER

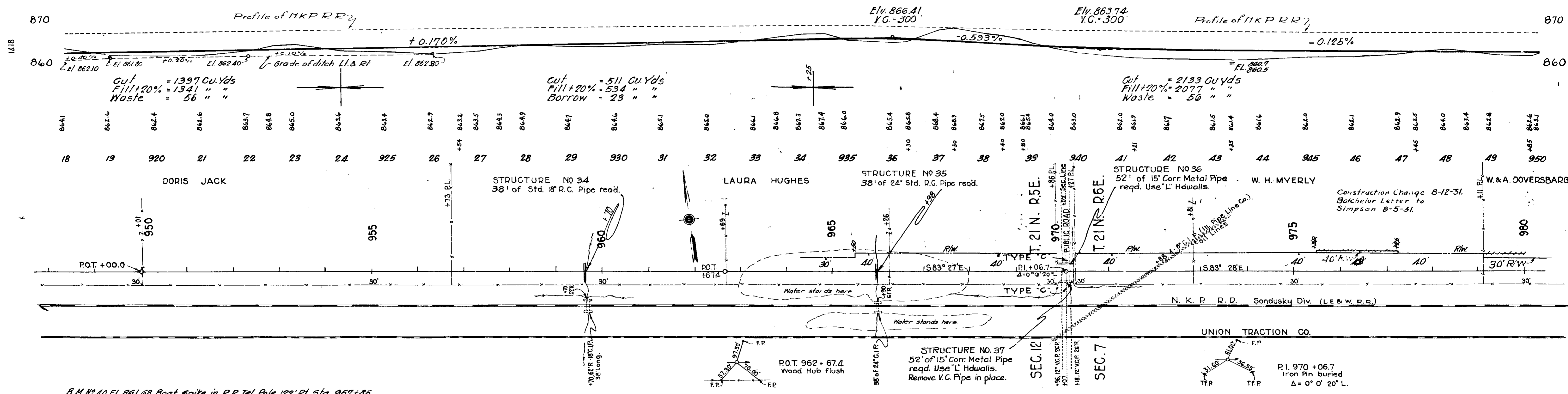
DORIS JACK



NOTE: ALL R/W ON THIS SHEET 30' ON EACH SIDE OF ϵ EXCEPT AS SHOWN

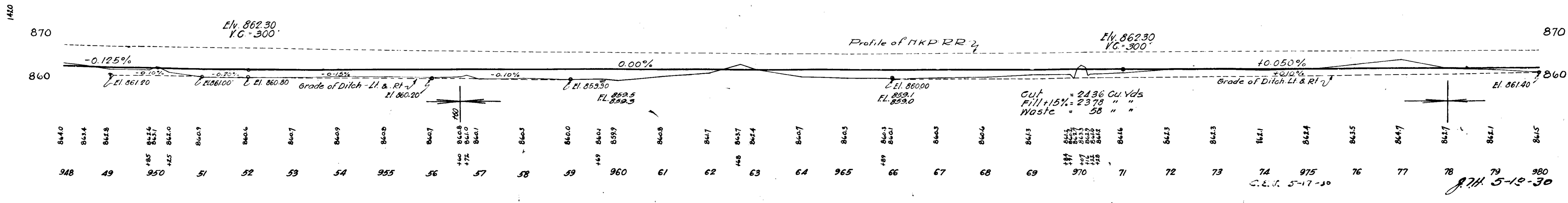
B.M. No 37 El. 866.26 Boat Spike in R.R. Tel. Pole, 105' Rt. Sta. 922+85
 B.M. No 38 El. 867.79 " " " " " " " " Sta. 934+40
 B.M. No 39 El. 864.37 " " " " " " " " Sta. 946+15

F-4-30
 1-6-30
 H.B. Braxton
 L.B. Bundy



B.M. No 40 El. 861.63 Boat Spike in R.R. Tel. Pole, 122' Rt. Sta. 957+95
 B.M. No 41 El. 863.24 " " " " " " " " Sta. 970+70

F-4-30
 1-27-30
 H.B. Braxton
 W.J. Luzadder

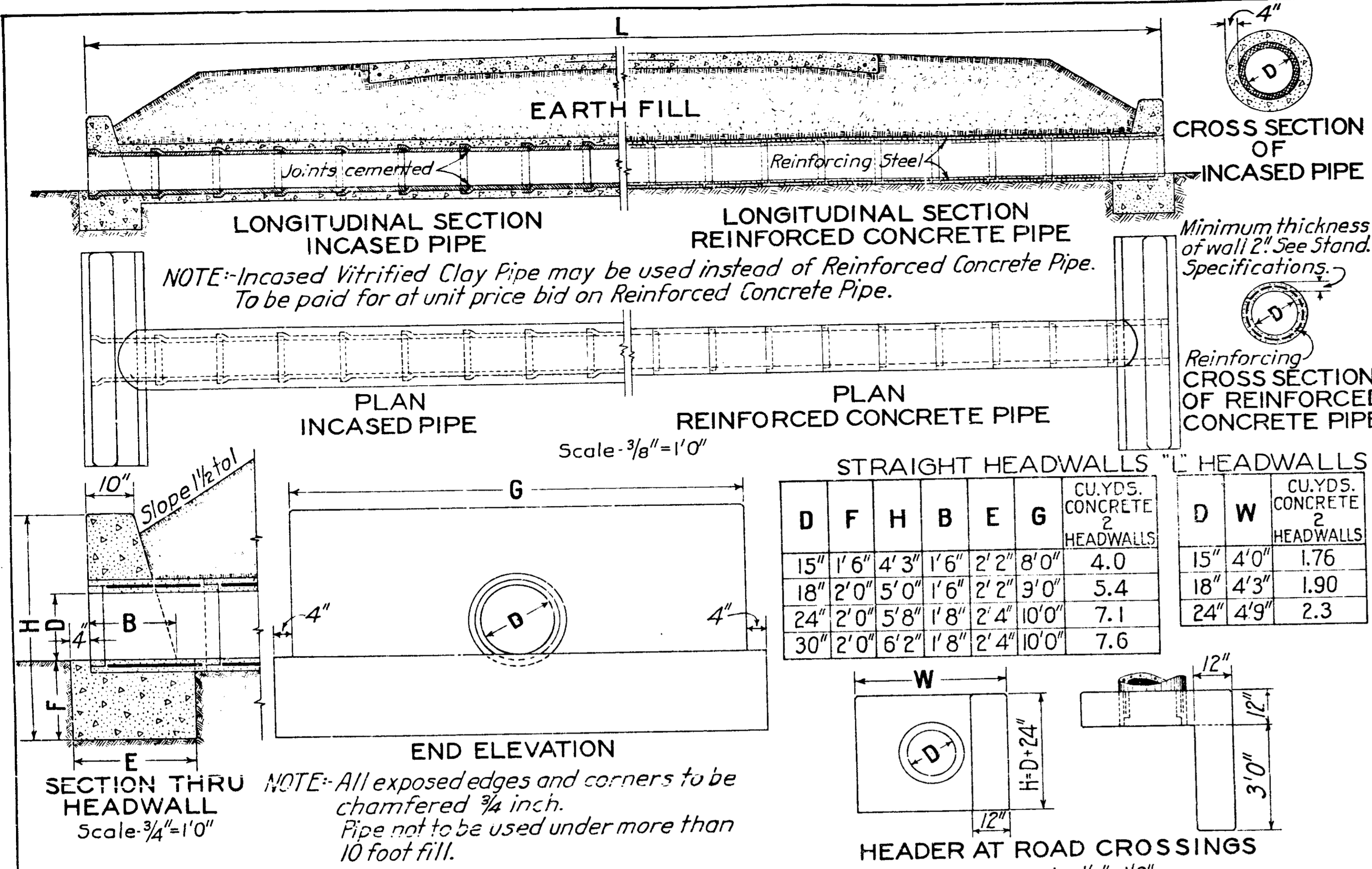


C.E.D. 5-17-30
 J.H. 5-19-30

1420
 F-4-30
 1-27-30
 H.B. Braxton
 W.J. Luzadder

BRIDGE AND CULVERT DATA

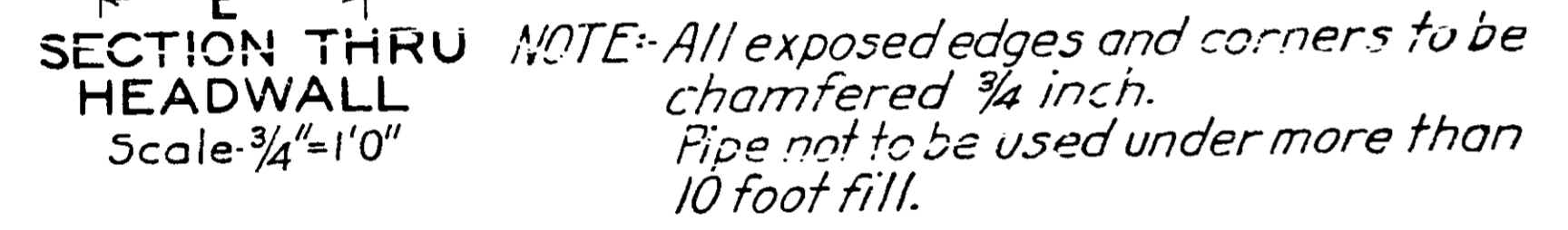
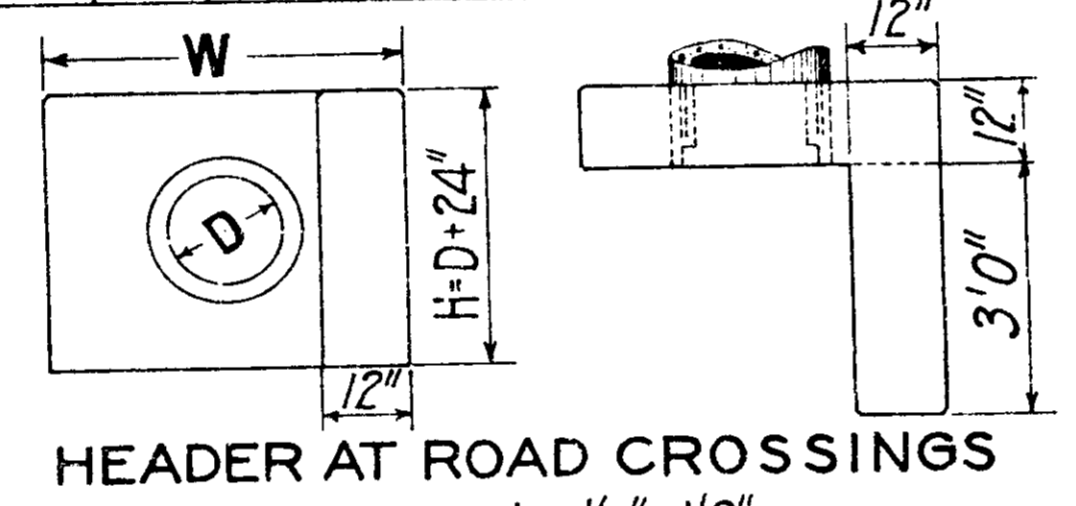
STRUCTURE NO.	LOCATION	DESCRIPTION	LENGTH	HEIGHT	WINGS	FLOW LINE	CONCRETE-CU.YDS.			STEEL REINFORCING LBS.	REMARKS	PLANS ON SHEET NO.	STRUCTURE NO.
							HEAD WALLS CLASS "A"	CULVERTS CLASS "A"	CLASS "B"				
1	644+90	Structure to be built under separate contract.										1	
2	1002+26	" " " " "										2	
11	607+63	24" Std. R.C. Pipe	42'			856.7	To be determined	7.10				11	
12	615+58	18" " " " "	40'			859.2	To be determined in field	5.40				12	
13	630+69	15" " " " "	42'					2.00				13	
14	630+89 Rt.	Std. Catch Basin and Inlet Regd. (Earth Ditch Type)										14	
15	657+80	24" Std. R.C. Pipe	44'			858.7	857.9	7.10				15	
16	701+14 Rt.	15" Corr. Metal Pipe	32'					1.76				16	
17	727+41 Lt.	15" " " " "	52'					1.76				17	
18	727+41 Rt.	15" " " " "	32'					1.76				18	
19	736+00	15" Std. R.C. Pipe	40'			864.0	863.8	4.00				19	
20	748+00	15" " " " "	42'			863.3	862.8	4.00				20	
21	753+64 Rt.	18" Corr. Metal Pipe	52'					1.90				21	
22	772+27	16" Std. R.C. Culv.		10'	A @ 45°	854.2		31.5	132.0	721.4		17 22	
23	794+60	6x6" Std. R.C. Box Culv. on 30° skew	62'		N.W.	856.3	856.3	62.5		7033		16 23	
24	801+22	15" Std. R.C. Pipe	38'					4.00				24	
25	823+00	3x3" Std. R.C. Box Culv.	48'		N.W.	857.9	857.9	16.7		2530		16 25	
26	831+10 Rt.	15" Corr. Metal Pipe	52'					1.76				26	
27	848+54	15" Std. R.C. Pipe	44'			861.0	860.8	4.00				27	
28	857+83	12" Std. R.C. Culv. on 30° skew		6'	A-B	856.6		20.0	91.0	3412		18 28	
29	882+72	24" Std. R.C. Pipe	38'			861.3	861.6	7.10				29	
30	908+46	4x3" Std. R.C. Box Culv.	40'		N.W.	857.7	857.5	18.9		2527		16 30	
31	916+88 Lt.	15" Corr. Metal Pipe	52'					1.76				31	
32	916+88 Rt.	15" " " " "	52'					1.76				32	
33	923+35	18" Std. R.C. Pipe	38'			860.7	862.5	5.40				33	
34	959+70	18" " " " "	38'			859.5	859.3	5.40				34	
35	965+98	24" " " " "	38'			859.1	859.0	7.10				35	
36	970+07 Lt.	15" Corr. Metal Pipe	52'					1.76				36	
37	970+07 Rt.	15" " " " "	52'					1.76				37	
38	1027+05 Rt.	15" " " " "	52'					1.76				38	
39	1040+22	24" Std. R.C. Pipe	12'			857.4	857.2	7.10				39	
40	1056+85 Lt.	15" Corr. Metal Pipe	52'					1.76				40	
41	500+40	15" Std. R.C. Pipe	46'			863.8	863.7	2.38				41	



STRAIGHT HEADWALLS "L" HEADWALLS

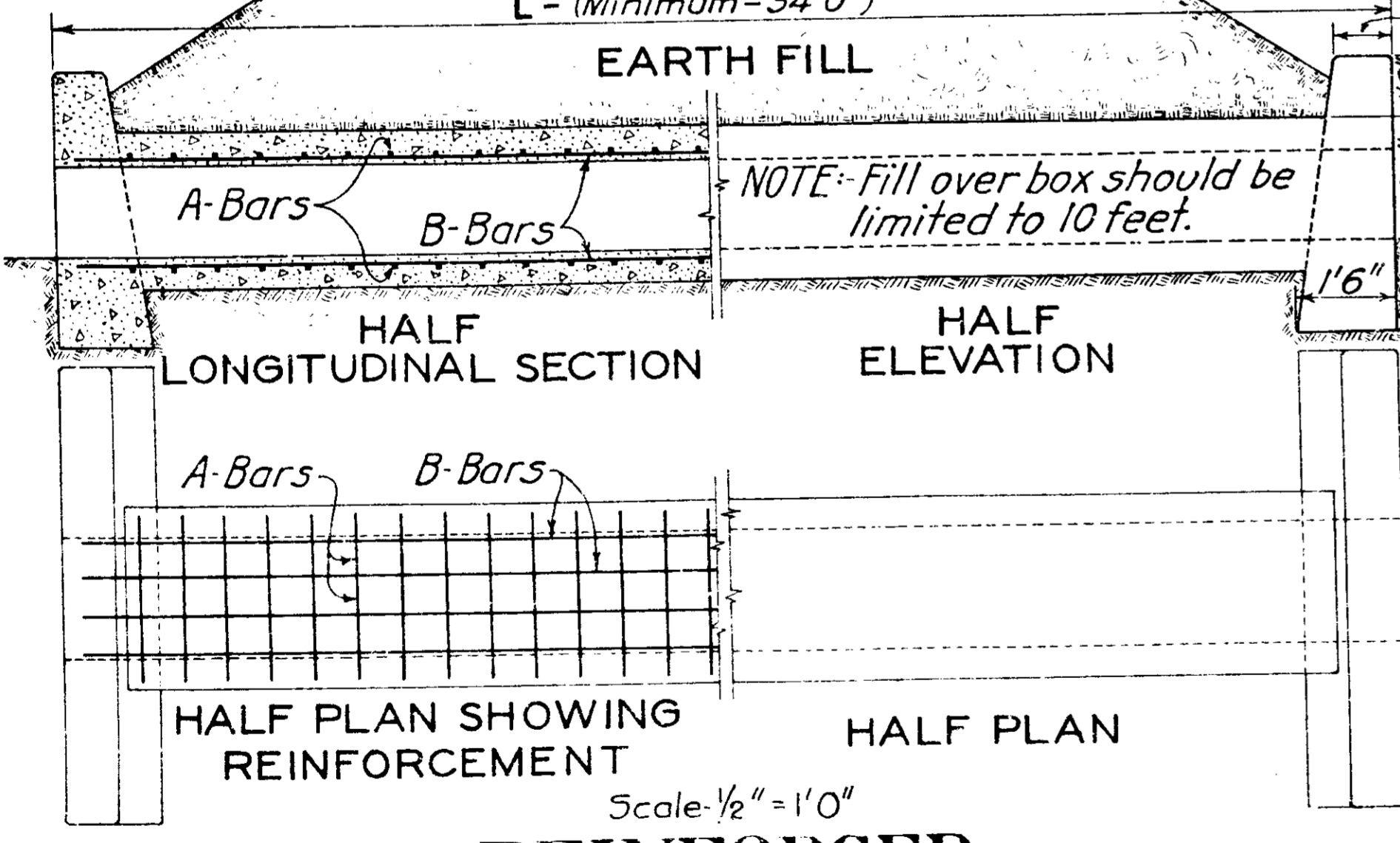
D	F	H	B	E	G	CU.YDS. CONCRETE 2 HEADWALLS
15"	1'6"	4'3"	1'6"	2'2"	8'0"	4.0
18"	2'0"	5'0"	1'6"	2'2"	3'0"	5.4
24"	2'0"	5'8"	1'8"	2'4"	10'0"	7.1
30"	2'0"	6'2"	1'8"	2'4"	10'0"	7.6

D	W	CU.YDS. CONCRETE 2 HEADWALLS
15"	4'0"	1.76
18"	4'3"	1.90
24"	4'9"	2.3



PIPE CULVERTS

L - (Minimum - 34'0")



SPAN	CLEARANCE	LENGTH OF HEADWALL	REINFORCING STEEL		TOTAL STEEL WT. LBS.	TOTAL CONCRETE CU.YDS.	QUANTITIES FOR 1 FOOT OF BOX ONLY			
			BARS	NO.			STEEL LBS.	CONCR. CU.YDS.	HEADWALLS CONCRETE CU.YDS.	
2'0"	1'6"	7'6"	A	100	1/2" #8	1649	8.7	19.1	.17	2.9
			B	16	1/2" #8					
3'0"	1'6"	8'6"	A	132	1/2" #6	890	10.4	26.2	.21	3.3
			B	16	1/2" #12					
4'0"	1'6"	9'6"	A	144	1/2" #5 1/2	1132	11.9	33.3	.24	3.7
			B	20	1/2" #12					

ESTIMATE OF QUANTITIES

EXCAVATION-CU.YDS.	SPECIAL BORROW CU.YDS.	SHAPING-FINISHING SHOULDERS & SIDE DITCHES LIN. FT.	PAVEMENT-SQ.YDS.			CONCRETE-CU.YDS.		PIPE CULVERTS		STEEL		BRICK PAVEMENT TO BE REMOVED SQ.YDS.	3" BITUM. EXPA. JOINT LIN. FT.	1" BITUM. EXPA. JOINT LIN. FT.	CATCH BASIN EARTH DITCH INLET NO.	MONUMENTS
			CONCRETE	BITUMINOUS OR BRICK SURFACE	HEAD WALLS CLASS "A"	CULVERTS CLASS "A"	CLASS "B"	KIND	SIZE	FOR CULVERTS FOR PAVEMENT LBS.	FOR PAVEMENT LBS.					
41,950	6,949	18,297	96,834	96,834	89,652	89,652	92.1	149.6	223.0	Paint Conc.	18"	852	22,716	169,888	58	
										Corr. Metal	12"	116				
										Rein. Conc. Pipe	24"	30				

STEEL-Official Weight 1/2" # = 0.850 LBS. PER LINEAL FOOT.
3/4" # = 502 LBS. PER LINEAL FOOT.

REINFORCED CONCRETE BOX CULVERTS