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FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	29	1935	1	39

SECTION—'A1'

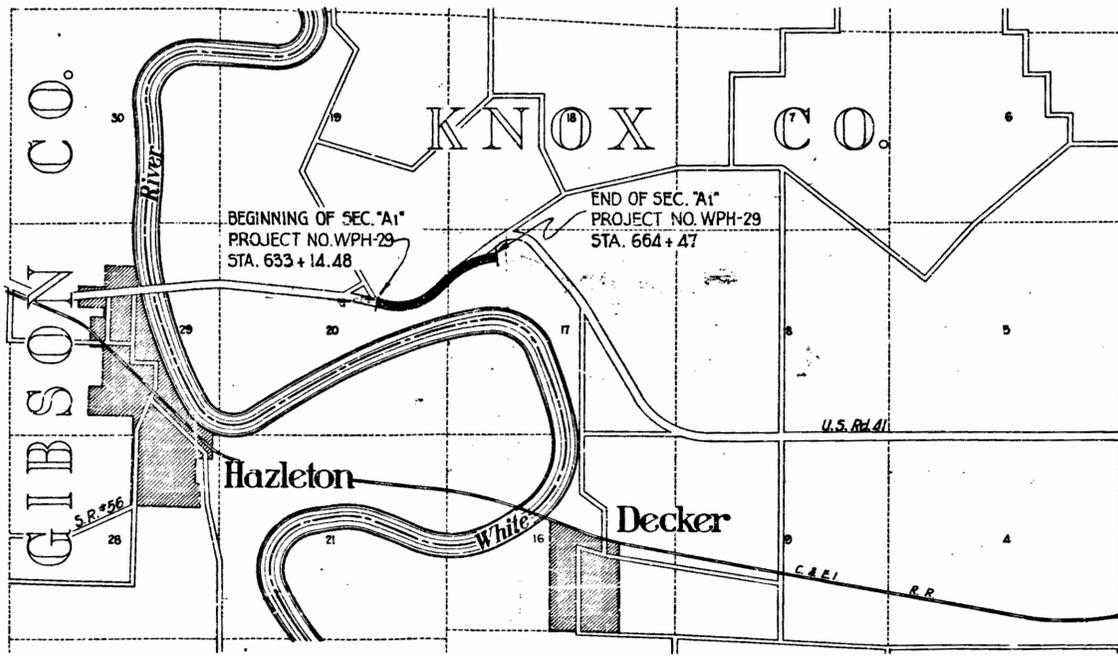
**STATE OF INDIANA**  
**STATE HIGHWAY COMMISSION**

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**PLAN AND PROFILE OF PROPOSED**  
**U.S. WORKS PROGRAM HIGHWAY**  
**PROJECT NO. WPH-29 SEC. A1 (1936)**  
**EVANSVILLE-VINCENNES ROAD**

BEGINNING ON U.S. ROAD 41, APPROX. 1985 FEET SOUTH OF THE NORTH LINE OF SECTION 20, TWP. 1 NORTH, RANGE 10 WEST, IN KNOX COUNTY, AND RUNNING IN A NORTHERLY DIRECTION TO A POINT ON U.S. ROAD 41, APPROX. 1147 FEET NORTH OF THE NORTH LINE OF SECTION 20, TWP. 1 NORTH, RANGE 10 WEST, IN KNOX COUNTY.

GROSS LENGTH— 0.593 MI.  
 NET LENGTH— 0.593 MI.  
 SCALES—  
 PLAN { LONG: 1"=100'    PROFILE { HORIZ: 1"=100'  
       TRANS: 1"=100'                    VERT: 1"=10'  
 MAX. GRADE— 1.83%



SCALE—1"=2000'

STATE HIGHWAY COMMISSION OF INDIANA.  
 STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION, DATED MARCH, 1935, AND  
 ADDENDUM No. 1, ON FILE WITH U. S. BUREAU OF PUBLIC  
 ROADS TO BE USED WITH THESE PLANS.

APPROVED AND ADOPTED 5-3-35  
 BY STATE HIGHWAY COMMISSION OF INDIANA

*James D. Adams*  
 CHAIRMAN STATE HIGHWAY COMMISSION OF INDIANA

APPROVED 5-3-35  
*McKeefy*  
 CHIEF ENGINEER STATE HIGHWAY COMMISSION OF INDIANA

RECOMMENDED FOR APPROVAL  
 DISTRICT ENGINEER—BUREAU OF PUBLIC ROADS

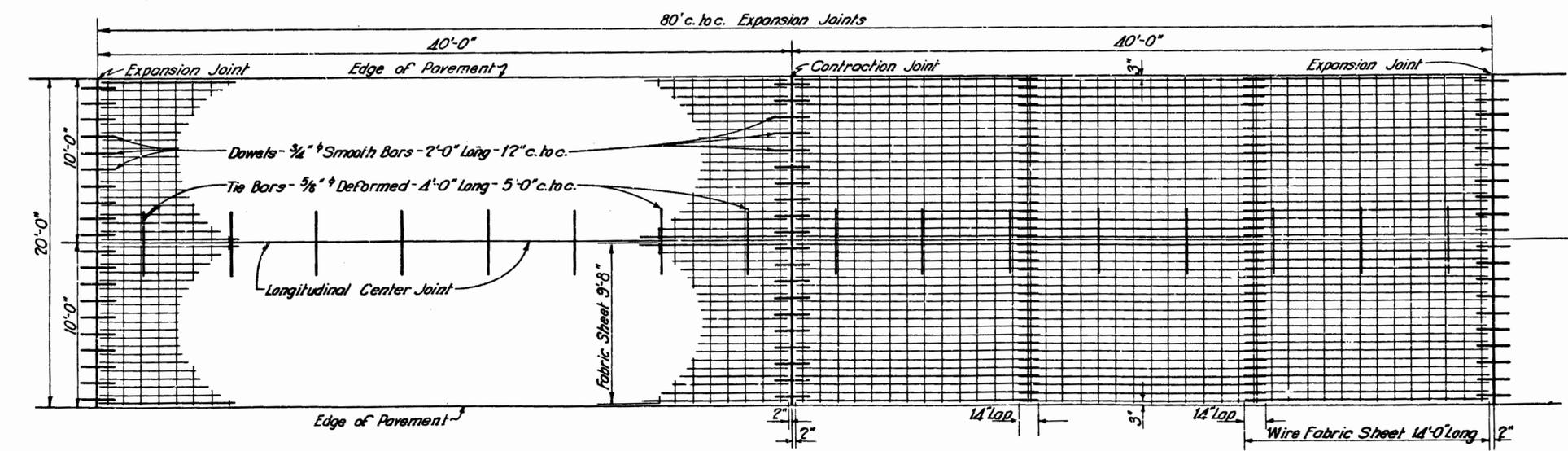
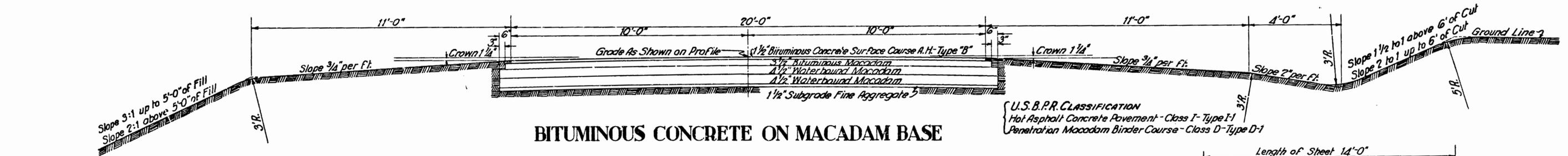
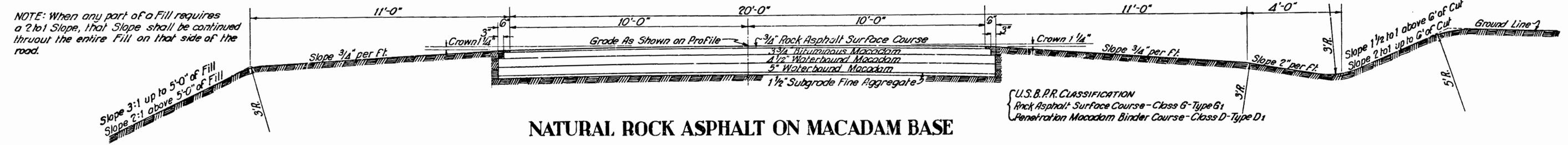
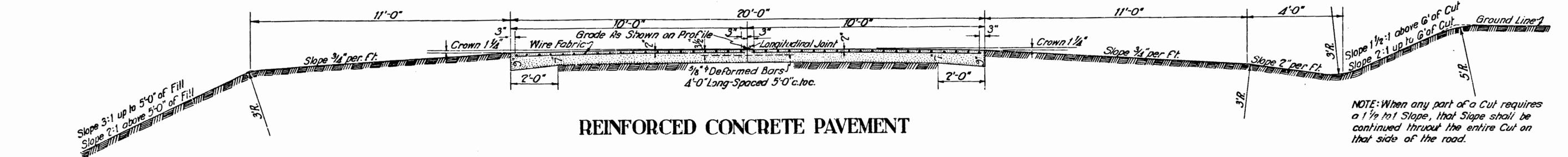
RECOMMENDED FOR APPROVAL  
 CHIEF ENGINEER BUREAU OF PUBLIC ROADS

APPROVED  
 CHIEF BUREAU OF PUBLIC ROADS

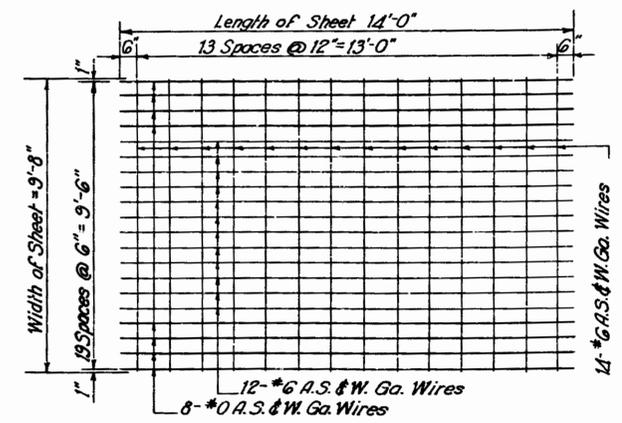
C.E.V. 4-30-35

FEDERAL ROAD DISTRICT NO.	STATE	W.P.H. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	29	1935	2	44

SECTION:--"A1"

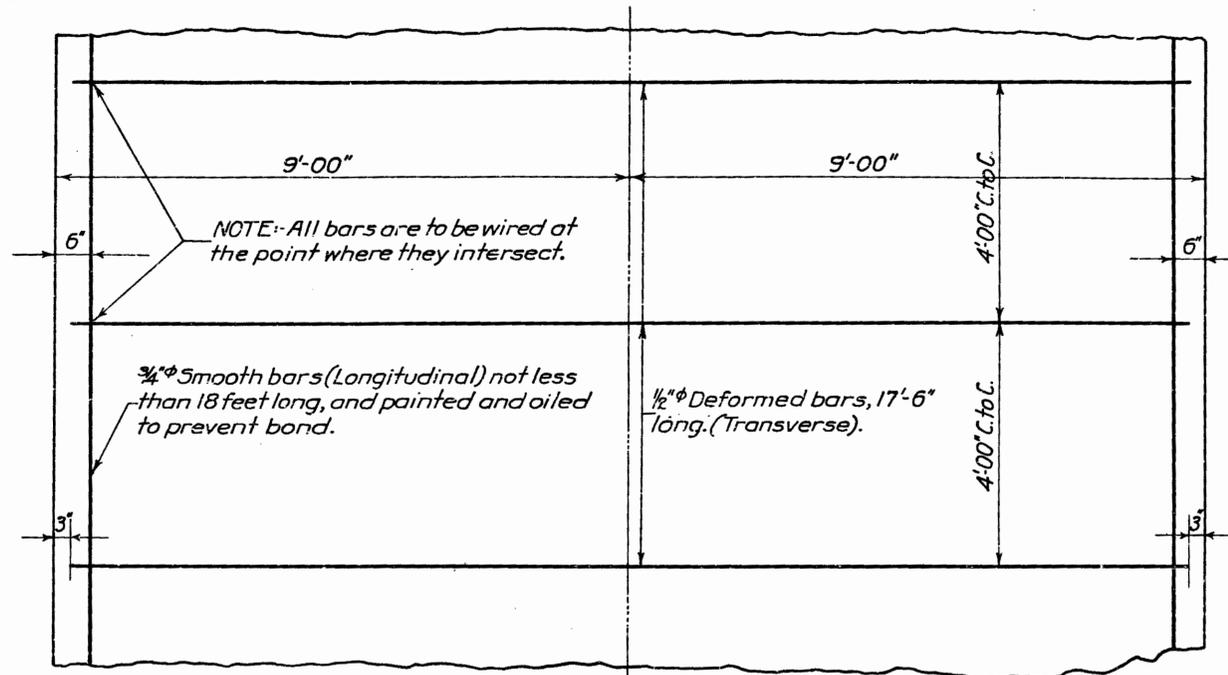


NOTE: When it becomes necessary to make a longitudinal lap of Wire Fabric, due to pavement widening, the mesh shall be lapped not less than 6".



**TYPICAL CROSS SECTIONS TO BE USED ON W.P.H. PROJ. 29 SEC. A1**  
 STATE HIGHWAY COMMISSION OF INDIANA  
 Scale: 1/2" = 1'-0"

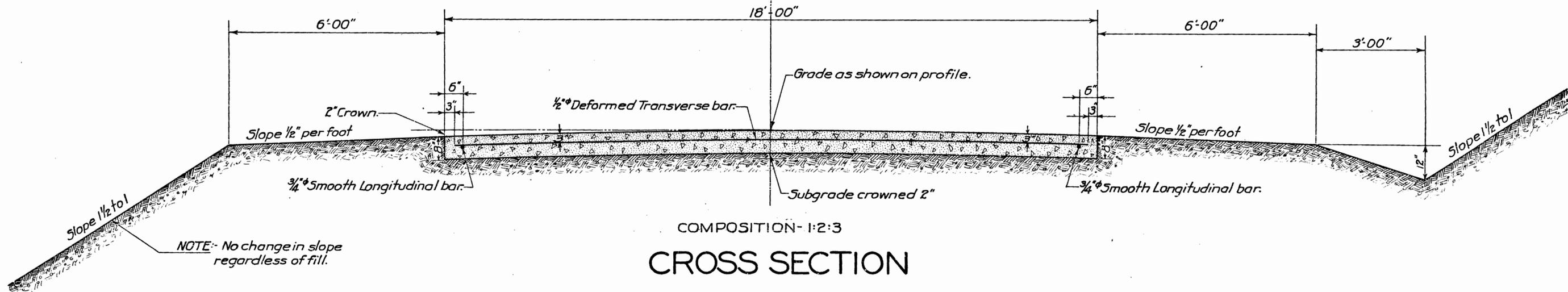
APPROVED: \_\_\_\_\_ CHAIRMAN  
 APPROVED: \_\_\_\_\_ CHIEF ENGINEER



NOTE:-  
The Contractor will be required to furnish a method of placing the steel which will insure the final position of bars, as shown.

NOTE:-  
Where bars are spliced they must be lapped 24 inches.

### PLAN OF REINFORCING



COMPOSITION- 1:2:3  
**CROSS SECTION**

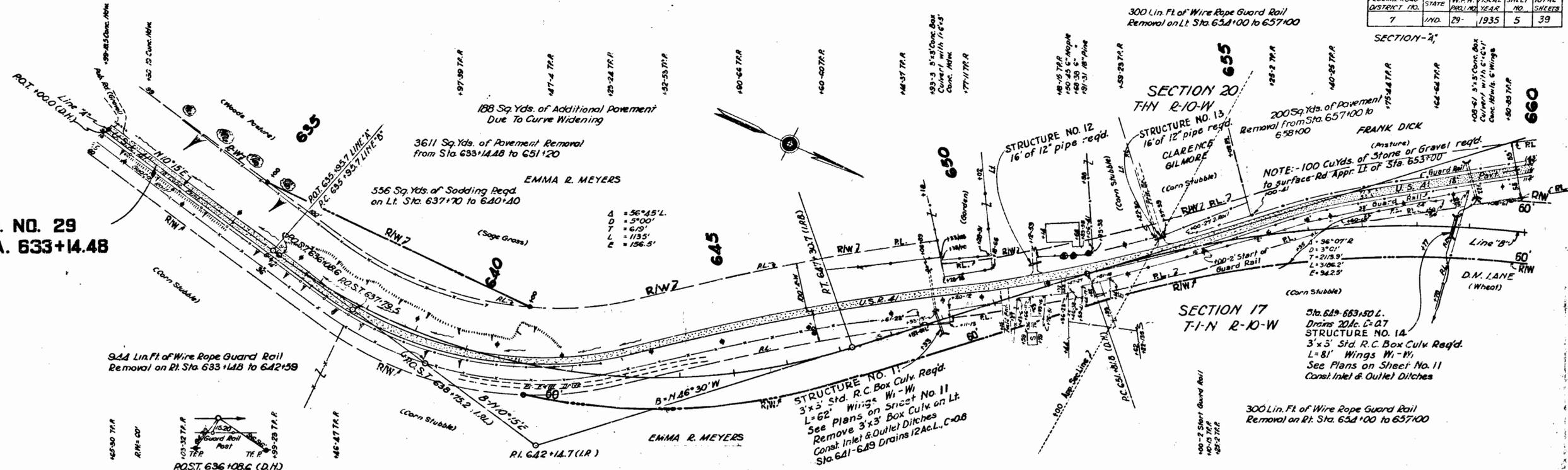
FEDERAL AID PROJECT No.29 - STATION 594+01 TO STATION 666+40.

## ONE COURSE CONCRETE

SCALE - 3/4 INCH = 1 FOOT 0 INCH.

DISTRICT NO.	STATE	W.P.H. FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	29	1935	5

**BEGINNING OF W.P.H. PROJ. NO. 29  
SECTION A1 STA. 633+14.48**

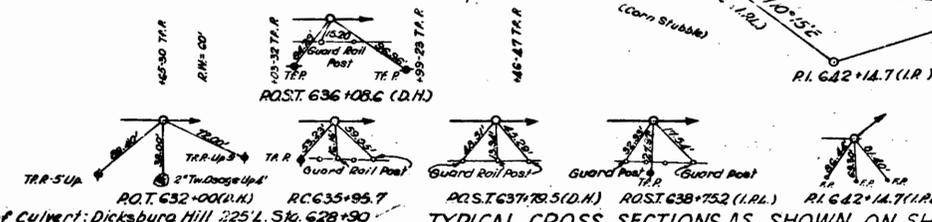


3-35  
4-35  
E.B. Hall  
Z.P. Hurley  
E.C. Coll

30697

3-35  
4-35  
E.B. Hall  
Z.P. Hurley  
E.C. Coll

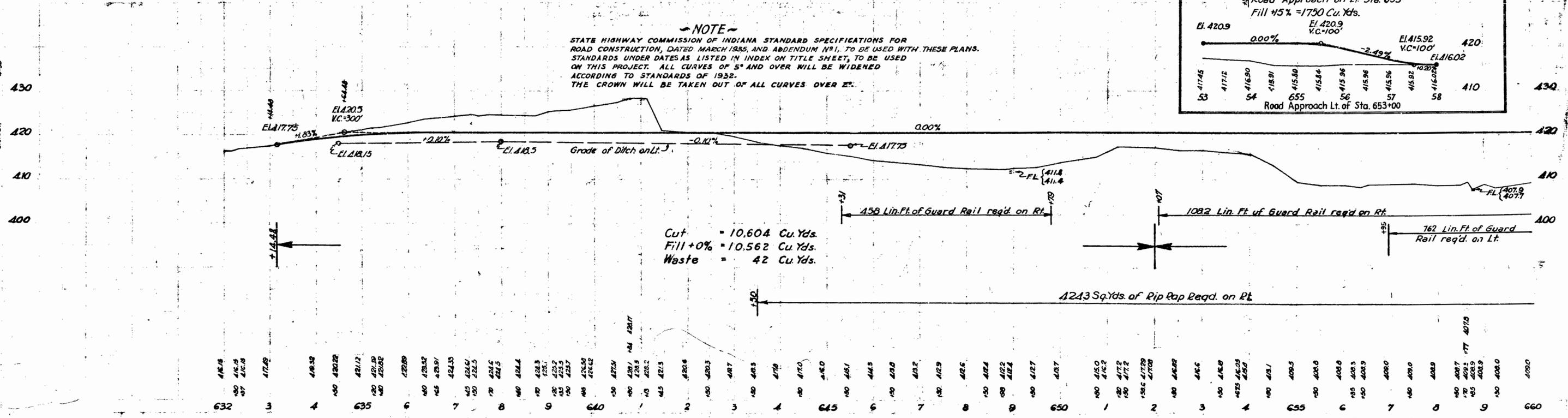
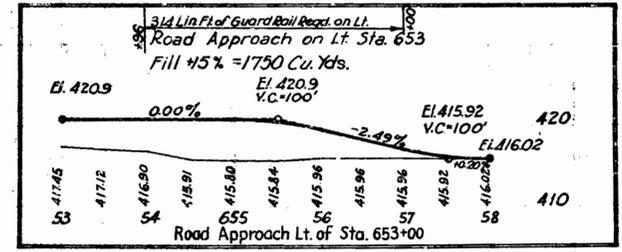
30707



B.M. No. 1 Elev. 418.84 S. Head Wall E. End of Culvert; Dickburg Hill 225' L. Sta. 628+90  
 B.M. No. 2 " 418.70 Bl. Spk in TRP 32' R. Sta. 637+02  
 B.M. No. 3 " 411.14 " " 48" Cyp. 132' R. Sta. 650+54  
 B.M. No. 4 " 412.49 Top of the "3" in Str. No. 5 End of E.H.W. 60' L. Sta. 659+03

Grade line represents top of finished pavement.

**NOTE**  
 STATE HIGHWAY COMMISSION OF INDIANA STANDARD SPECIFICATIONS FOR ROAD CONSTRUCTION, DATED MARCH 1935, AND ADDENDUM NO. 1, TO BE USED WITH THESE PLANS. STANDARDS UNDER DATES AS LISTED IN INDEX ON TITLE SHEET, TO BE USED ON THIS PROJECT. ALL CURVES OF 5° AND OVER WILL BE WIDENED ACCORDING TO STANDARDS OF 1932. THE CROWN WILL BE TAKEN OUT OF ALL CURVES OVER 2°.



C.C.T. 4-30-35

