

INDEX

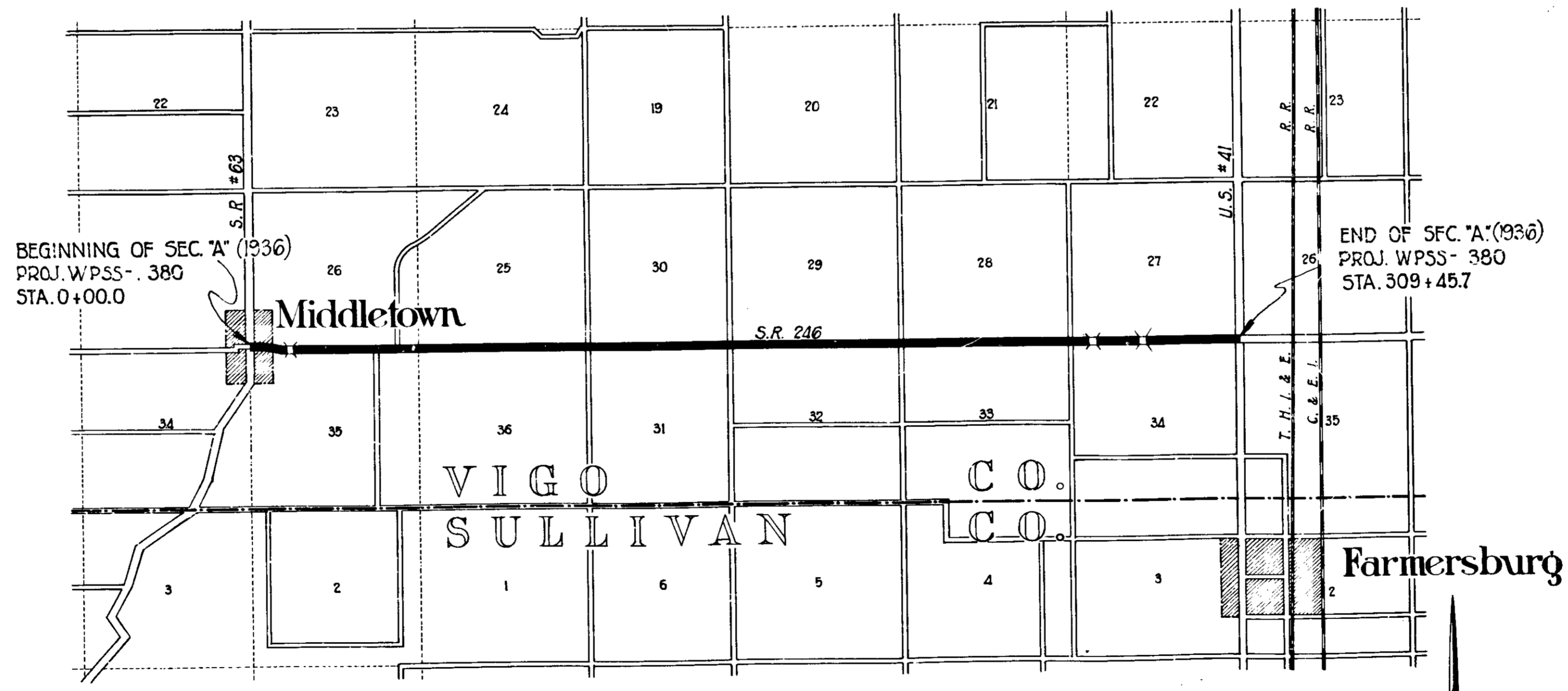
SHEET NO. 1	TITLE SHEET.
SHEET NO. 2	TYPICAL CROSS SECTIONS.
SHEET NO. 3-13	STANDARD CROSS SECTIONS.
SHEET NO. 14	STD. EXPANSION JOINTS.
SHEET NO. 15-16	STD. PAVEMENT JOINTS.
SHEET NO. 17	PLAN AND PROFILE.
SHEET NO. 18	BRIDGE AND CULVERT DATA - ESTIMATE OF QUANTITIES.
SHEET NO. 19	MISCELLANEOUS STANDARDS SHEET "A" (Feb., 1935) SHEET "B" (Feb., 1935) SHEET "D" (Feb., 1935)
SHEET NO. 20	STD. HEADWALLS (RUBBLE) (Sept. 5, 1935)
SHEET NO. 21-130	STD. REINF. CONC. CULV. - SLAB TOP TYPE WITHOUT FILL (10'-0" TO 15'-0" SPAN) (10'-0" TO 20'-0" SPAN) (10'-0" TO 25'-0" SPAN) 15' SKEW (10'-0" TO 20'-0" SPAN) 20' SKEW (10'-0" TO 25'-0" SPAN) 25' SKEW (10'-0" TO 20'-0" SPAN) 30' SKEW (10'-0" TO 25'-0" SPAN) 35' SKEW (10'-0" TO 20'-0" SPAN) 40' SKEW (10'-0" TO 25'-0" SPAN) 45' SKEW (10'-0" TO 20'-0" SPAN) 50' SKEW (10'-0" TO 25'-0" SPAN) GRAVITY TYPE (12'-0" TO 20'-0" SPAN)
SHEET NO. 21-130	STD. FLEXIBLE STEEL PLATE GUARD RAILS (May, 1935)
SHEET NO. 21-130	STD. RAILROAD GRADE CROSSING.
SHEET NO. 21-130	STD. PLAN FOR FILLING PEAT MARSHES.
SHEET NO. 21-130	DATA FOR SUPER-ELEVATING AND V. THINING OF CURVES.
SHEET NO. 21-130	STD. BEIRER SIGNS (Rev. Feb. 14, 1935)
SHEET NO. 21-130	CROSS SECTIONS.

STATE OF INDIANA
 STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED
 U.S. WORKS PROGRAM HIGHWAY.
 PROJECT NO. WPSS-380 SEC. A. (1936)
 MIDDLETOWN~LEWIS ROAD

BEGINNING ON STATE ROAD 246 AT THE WEST LINE OF SEC. 26, TWP. 10 NORTH, RANGE 10 WEST, AND RUNNING EAST ON STATE ROAD 246 TO THE SOUTHEAST CORNER OF SEC. 27, TWP. 10 NORTH, RANGE 9 WEST, IN VIGO COUNTY.

GROSS LENGTH: 5.860 MI.
 NET LENGTH: 5.750 MI.
 SCALES: 5:750
 PLAN LONG: 1"=100' TRANS: 1"=100' PROFILE HORIZ: 1"=100' VERT: 1"=10'
 MAX. GRADE 4.37% 1:160%



Revision	Date	Sheet No.
Structure No. 9A	Sept. 30, 35	4
Guard Rail	Sept. 30, 35	6
Structure No. 37A	Sept. 30, 35	5
Drainage Hole Str. No. 36	Sept. 30, 35	7
Drainage Hole Str. No. 50	Sept. 30, 35	8
Structure No. 71A	Sept. 30, 35	11
Turn-off Ditch	Sept. 30, 35	12
Structure No. 31	Oct. 2, 35	13
Separate Contract Str. No. 1	Nov. 7, 35	3
Grade Side Ditch Guard Rail	Nov. 7, 35	3
Excavation Quantities	Nov. 7, 35	3
Net Length Road	Nov. 7, 35	1
Topography and Structure Removal	Nov. 8, 35	1

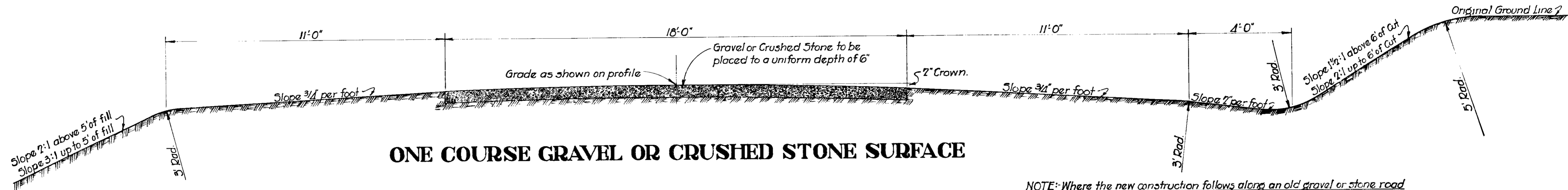
APPROVED AND ADOPTED 5-7-35
 BY STATE HIGHWAY COMMISSION OF INDIANA
James D. Adams
 CHIEF, STATE HIGHWAY COMMISSION OF INDIANA
 APPROVED *m. Keefe*
 CHIEF ENGINEER STATE HIGHWAY COMMISSION OF INDIANA
 RECOMMENDED FOR APPROVAL
 DISTRICT ENGINEER
 RECOMMENDED FOR APPROVAL
 DISTRICT ENGINEER
 APPROVED

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.

Scale: 1"=3000'

FEDERAL ROAD DISTRICT NO.	STATE	W.P.S.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	380	1935	2	130

Section "A"



ONE COURSE GRAVEL OR CRUSHED STONE SURFACE

NOTE: Where the new construction follows along an old gravel or stone road that portion of metal within the limits of the new work shall be used, any remaining thickness to be built up in accordance with the specifications for new gravel or crushed stone surface.

**TYPICAL CROSS SECTION
TO BE USED ON
W.P.S.S. PROJ. NO. 380 - SEC. A**
Scale: 1/2" = 1'-0"
STATE HIGHWAY COMMISSION OF INDIANA

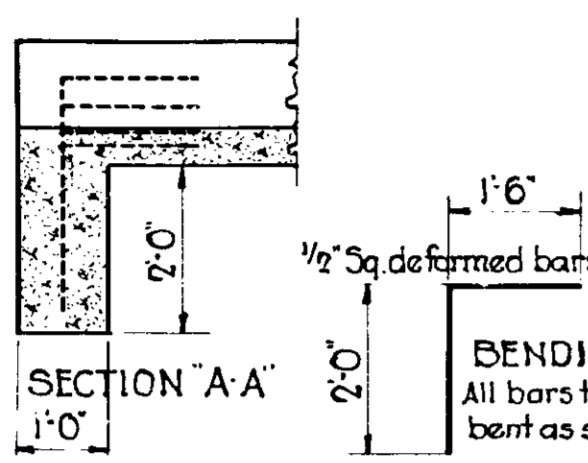
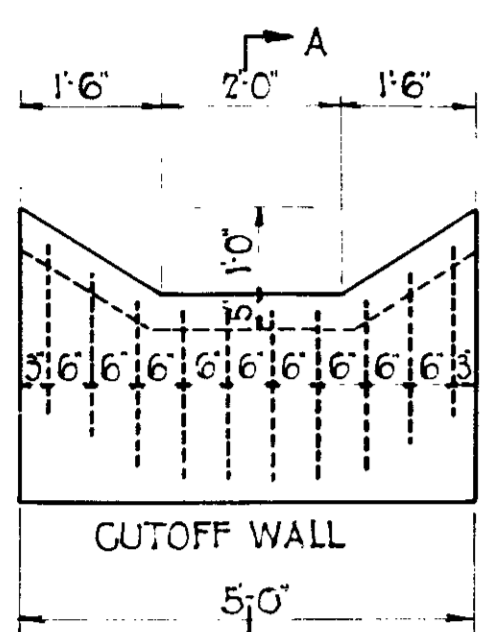
APPROVED: *W. K. Kelly* CHIEF ENGINEER, STATE HIGHWAY COMMISSION OF INDIANA
APPROVED: *James D. Adams* CHAIRMAN, STATE HIGHWAY COMMISSION OF INDIANA

287 5-35

PRAIRIE CREEK, UNINC.

BEGINNING of W.P.S.S. PROJ. 380
SEC. "A" STA. 0+00.0

FEDERAL ROAD DISTRICT NO.	STATE	W.P.S.S. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	380	1935	3	130



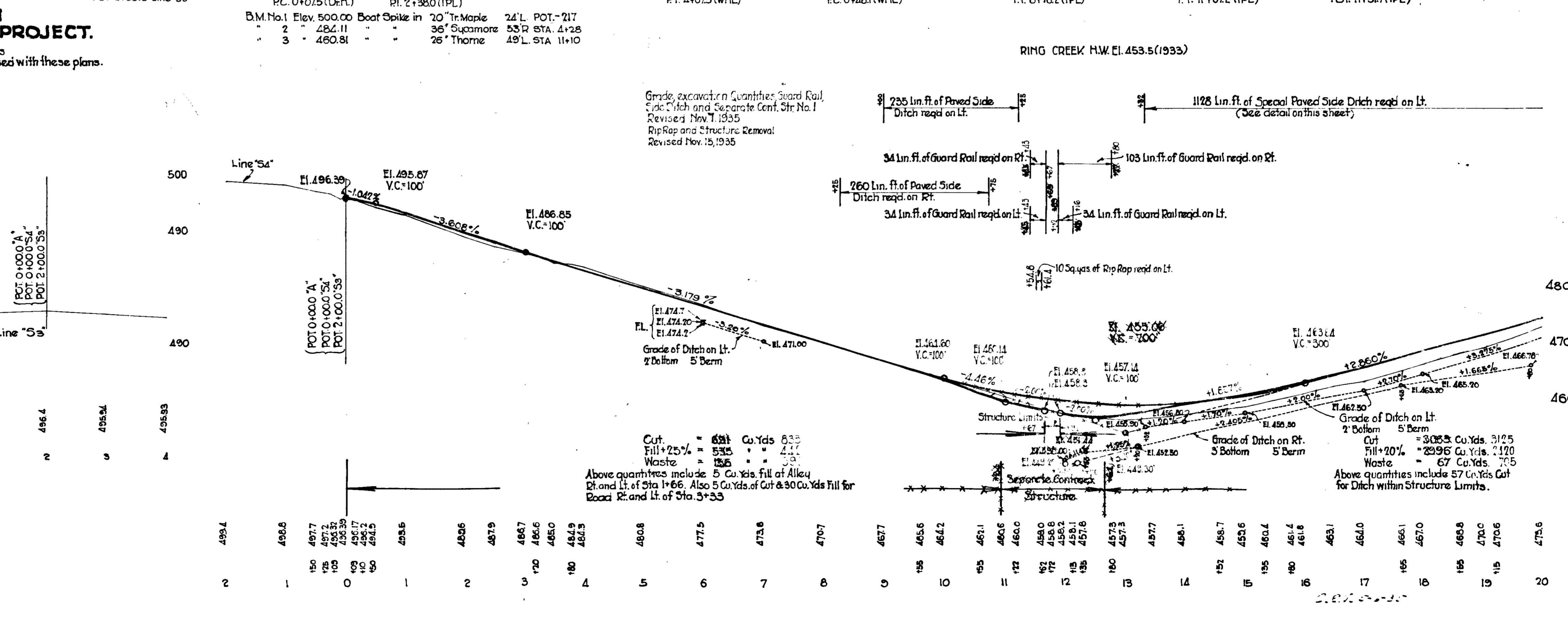
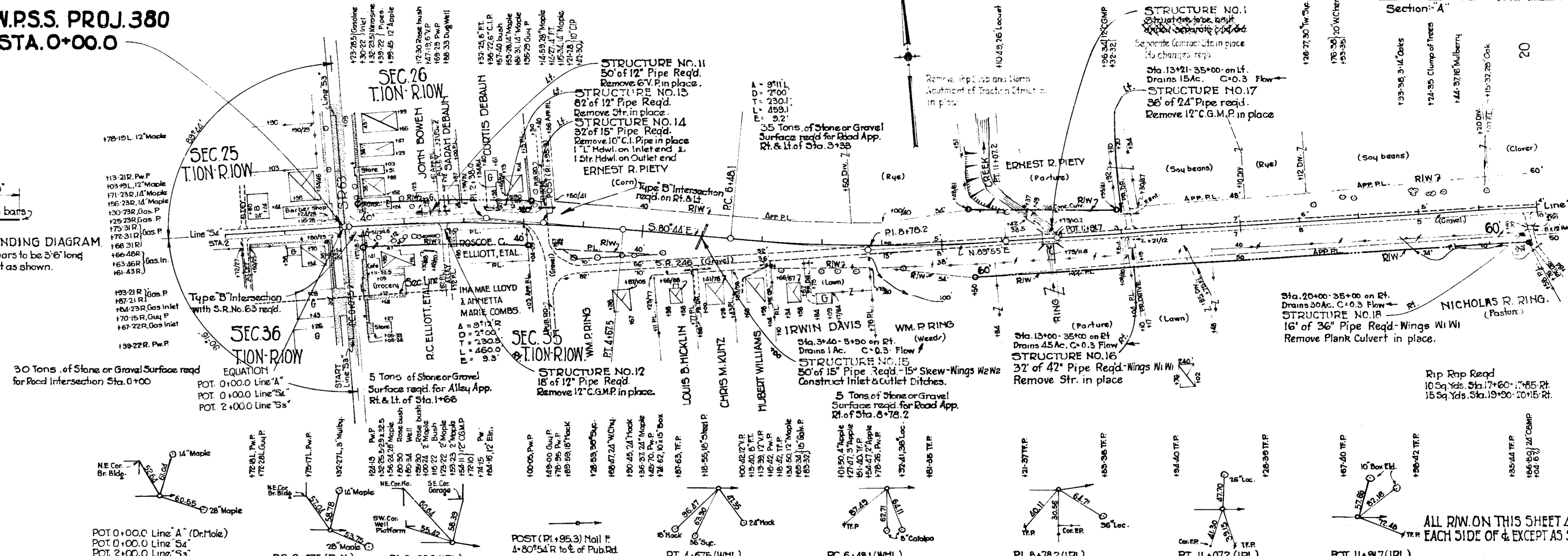
BENDING DIAGRAM
All bars to be 3'-6" long bent as shown.

SPECIAL PAVED SIDE DITCH

NOTE: Cutoff Wall to be constructed at the beginning and end of all paved side ditches. Each Cutoff Wall including reinforcement will be considered as equivalent to 5 lin. ft. of paved side ditch and paid for accordingly. 1/2" Square deformed bars bent and spaced as shown in each cutoff wall. These bars are to extend 1'-0" into paved side ditch.
Scale: 1/2" = 1'-0"

TYPICAL CROSS SECTIONS AS SHOWN ON SHEET NO. 2 TO BE USED ON THIS PROJECT.

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. Grade line represents top of finished surface



Cut: 631 Cu. Yds. 8.33
Fill + 25% = 535
Waste = 155
Above quantities include 5 Cu. Yds. fill of Alley and Lt. of Sta. 1+66. Also 5 Cu. Yds. of Cut & 30 Cu. Yds. Fill for Road R. and Lt. of Sta. 3+33

Cut = 308.5 Cu. Yds. 312.5
Fill + 20% = 296 Cu. Yds. 2120
Waste = 67 Cu. Yds. 305
Above quantities include 57 Cu. Yds. Cut for Ditch within Structure Limits.

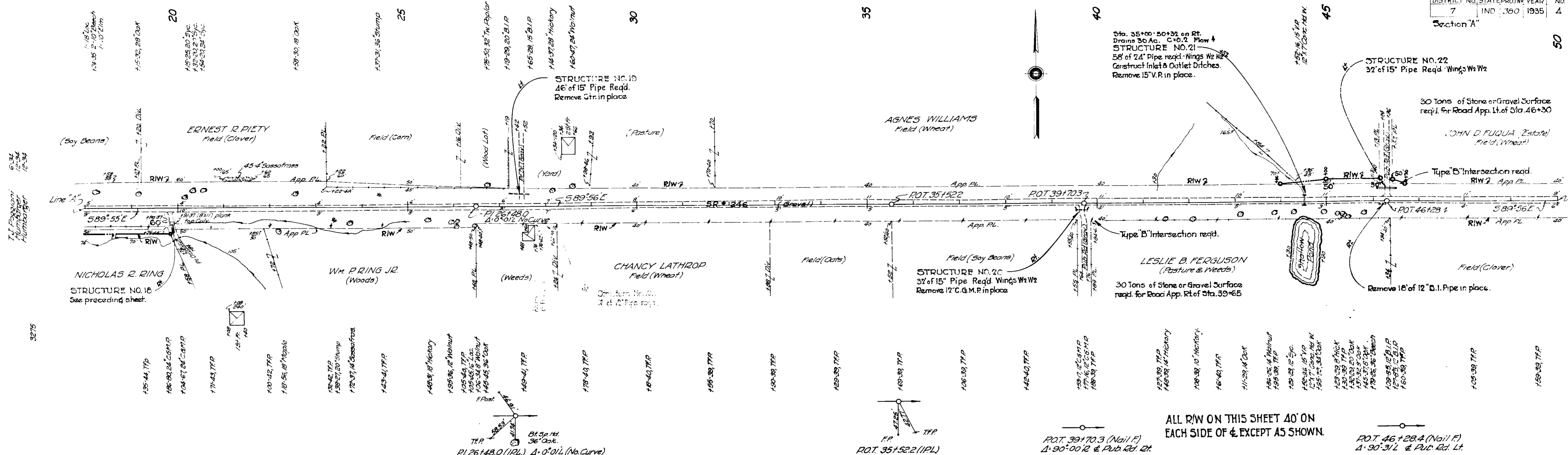
Position: Williams

3275

634
1234
1234

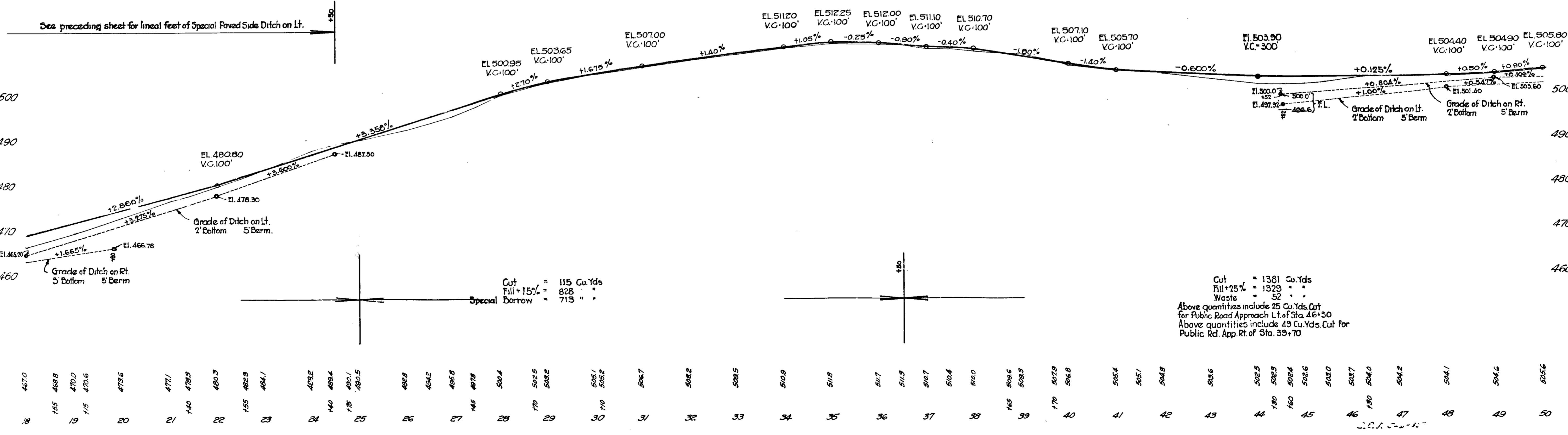
Position: Williams

3278



B.M. No. 4 Elev. 474.96 Boat Spike in 16" Hickory Bl' Rt. Sta. 201.70
 B.M. No. 5 " 494.13 " " " 36" Oak 45' Rt. " 261.46
 B.M. No. 6 " 508.76 " " " 24" Oak 67' Rt. " 401.53

ALL R/W ON THIS SHEET 40' ON EACH SIDE OF & EXCEPT AS SHOWN.



T.I. Pappas
 Humboldt
 12-34
 12-34

T.I. Pappas
 Humboldt
 12-34
 12-34

3275

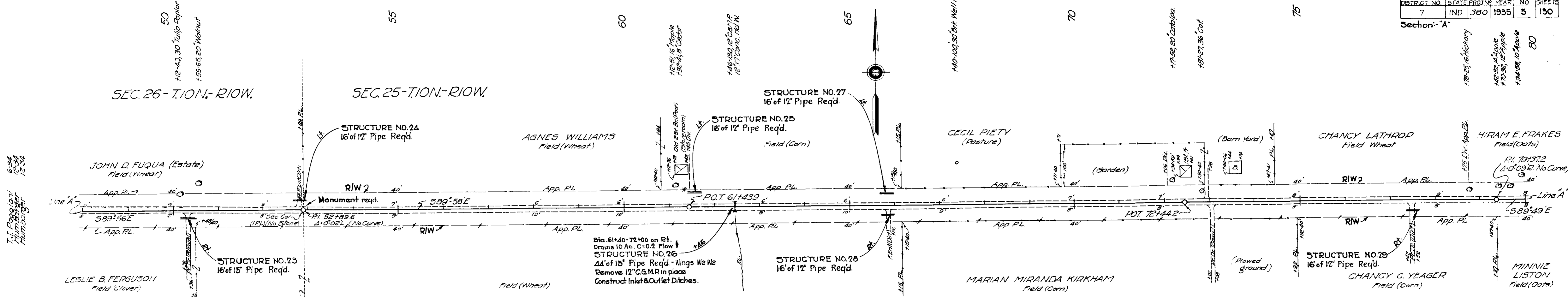
3278

467.0	468.8	470.0	470.6	473.6	477.1	478.3	480.3	482.3	484.1	489.2	489.4	490.1	490.5	492.9	494.2	495.8	497.9	500.4	502.5	502.8	505.1	505.2	506.7	508.2	508.5	510.9	511.8	511.7	511.9	510.7	510.4	510.0	509.6	509.3	507.9	508.8	505.4	505.1	504.8	503.6	502.5	502.3	502.4	502.6	502.0	504.7	504.0	504.2	504.1	504.6	505.6
18	19	19	20	21	21	22	22	23	23	24	24	25	25	26	26	27	27	28	29	29	30	30	31	32	33	34	35	36	37	38	39	39	40	40	41	41	42	43	44	44	45	45	46	47	48	49	50				

FEDERAL ROAD DISTRICT NO.	STATE	WPSS PROJ. YEAR	FISCAL SHEET NO.	TOTAL SHEETS
7	IND	1930	5	130

Section "A"

178-85, 16' Hickory
142-32, 14' Apple
170-30, 12' Apple
154-58, 10' Apple



T.T. Parsons' Horizontal Numbers 6-34 12-34

3275

T.T. Parsons' Horizontal Numbers 6-34 12-34

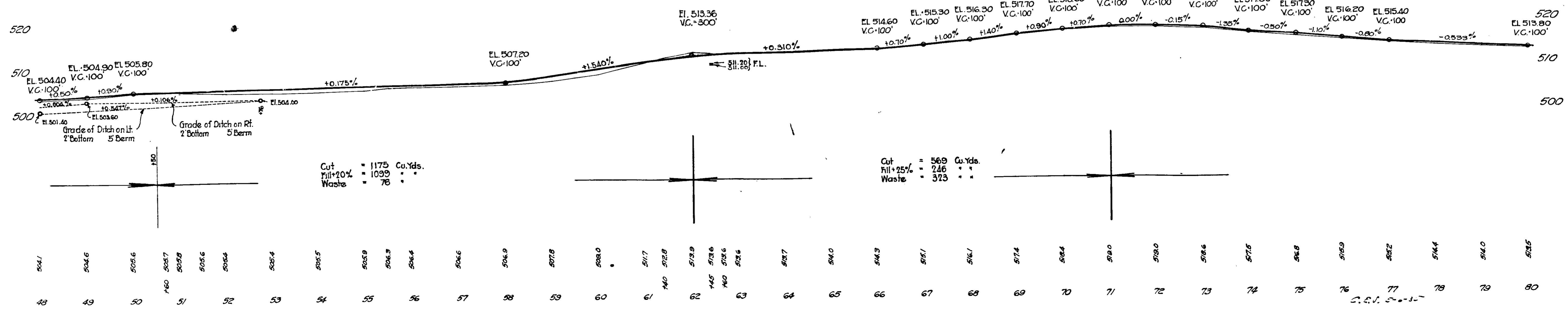
3278

B.M. N^o 7 Elev. 508.15 Boat Spike in 30" Tulip pop. 39' Sta 50+12
B.M. N^o 8 " 519.48 " " " 16" Maple 51' " 61+12
B.M. N^o 9 " 520.02 " " " 26" Cottonwood 51' " 72+14

105-33 T.F.P. 153-33 T.F.P. 147-52 T.F.P. 150-33 T.F.P. 142-33 T.F.P. 152-33 T.F.P. 154-33 T.F.P. 156-33 T.F.P. 158-33 T.F.P. 160-33 T.F.P. 162-33 T.F.P. 164-33 T.F.P. 166-33 T.F.P. 168-33 T.F.P. 170-33 T.F.P. 172-33 T.F.P. 174-33 T.F.P. 176-33 T.F.P. 178-33 T.F.P. 180-33 T.F.P. 182-33 T.F.P. 184-33 T.F.P. 186-33 T.F.P. 188-33 T.F.P. 190-33 T.F.P.

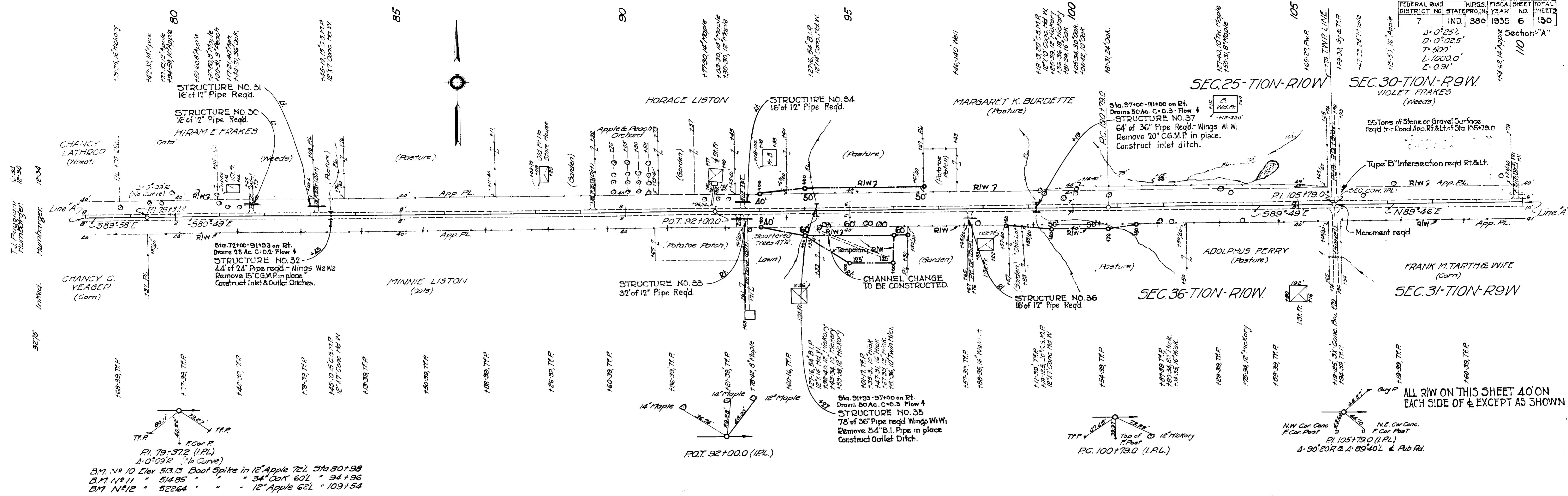
ROT. 61+43.9 (I.P.L.)
ROT. 72+44.2 (I.P.L.)

ALL R.W. ON THIS SHEET 40' ON EACH SIDE OF C.

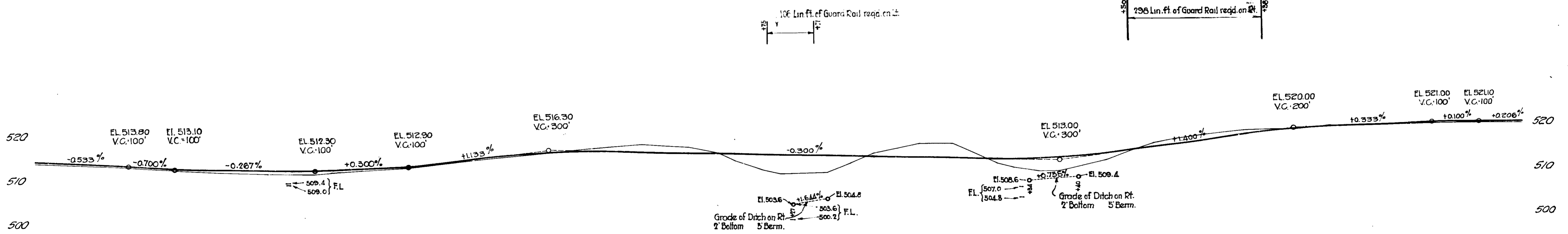


FEDERAL ROAD DISTRICT NO.	STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND 380	1935	6	130

Section: "A"
110



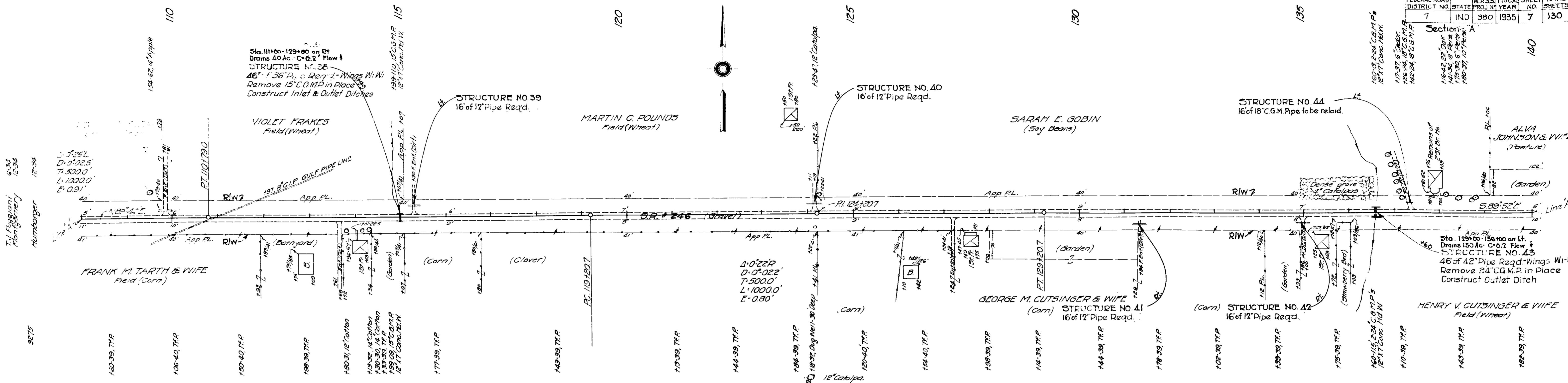
B.M. No 10 Elev. 513.13 Boat Spike in 12" Apple 76L Sta. 80+98
B.M. No 11 " 514.85 " " 34" Oak 60L " 94+96
B.M. No 12 " 522.64 " " 12" Apple 62L " 109+54



Cut = 735 Cu. Yds.
Fill +20% = 822 " "
Borrow = 87 " "

Cut = 3183 Cu. Yds.
Fill +15% = 3270 " "
Borrow = 87 " "
Above quantities include 200 Cu. Yds. of Cut for Channel Change on Rt. from Sta. 91+27-95+25

514.4	514.0	513.5	512.9	512.1	511.7	511.5	512.0	512.6	513.7	514.9	515.8	516.6	517.4	516.8	515.2	513.6	511.4	510.5	510.4	510.7	512.9	515.0	517.1	517.0	516.6	515.6	517.2	512.9	511.4	510.6	510.4	513.0	516.5	516.9	517.8	518.6	518.5	519.7	519.8	520.4	520.1	520.4	520.7	520.9	520.6																																																																																							
78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	01	02	03	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	01	02	03	04	05	06	07	08	09	10

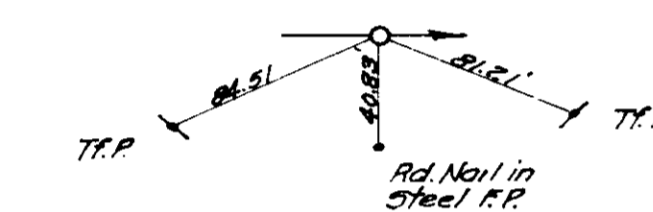


T.L. Pugh
12-34

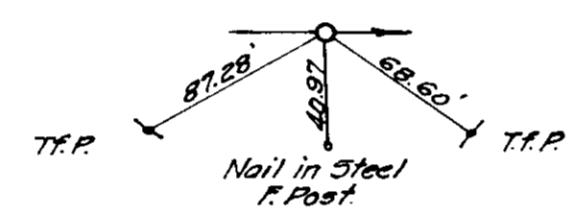
3275

T.L. Pugh
12-34

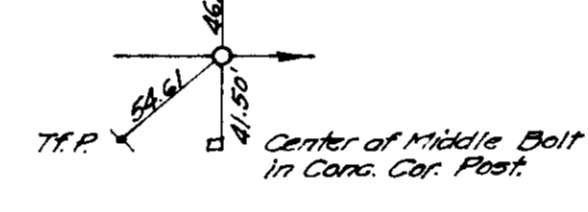
3275



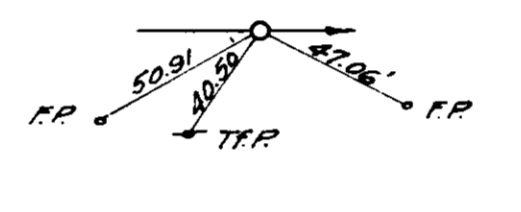
PT. 110+79.0 (I.P.L.)
B.M. NO. 12 Elev 522.64 Boot Spike in 12" Apple 62L Sta. 109+54
B.M. NO. 13 " 524.68 " " 14" Catalpa 46L " 124+22



P.C. 119+20.7 (I.P.L.)

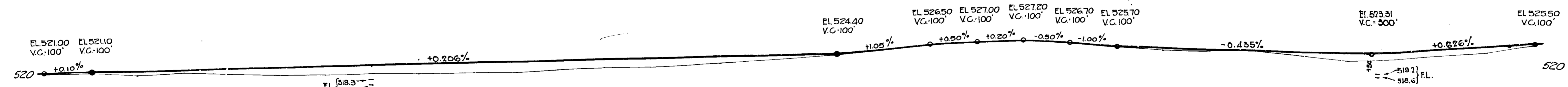


P.I. 124+20.7 (I.P.L.)



P.T. 129+20.7 (I.P.L.)

ALL R/W ON THIS SHEET
40' ON EACH SIDE OF C



Cut = 472 Cu. Yds.
Fill + 25% = 576 " "
Special Borrow. = 10.4 " "

Cut = 120 Cu. Yds.
Fill + 15% = 3920 " "
Special Borrow. = 3600 " "

Cut = 159 Cu. Yds.
Fill + 15% = 436 " "
Special Borrow. = 277 " "

Above quantities include 25 Cu. Yds. of Cut
for Road App. Rt. & Lt. of Sta. 105+79

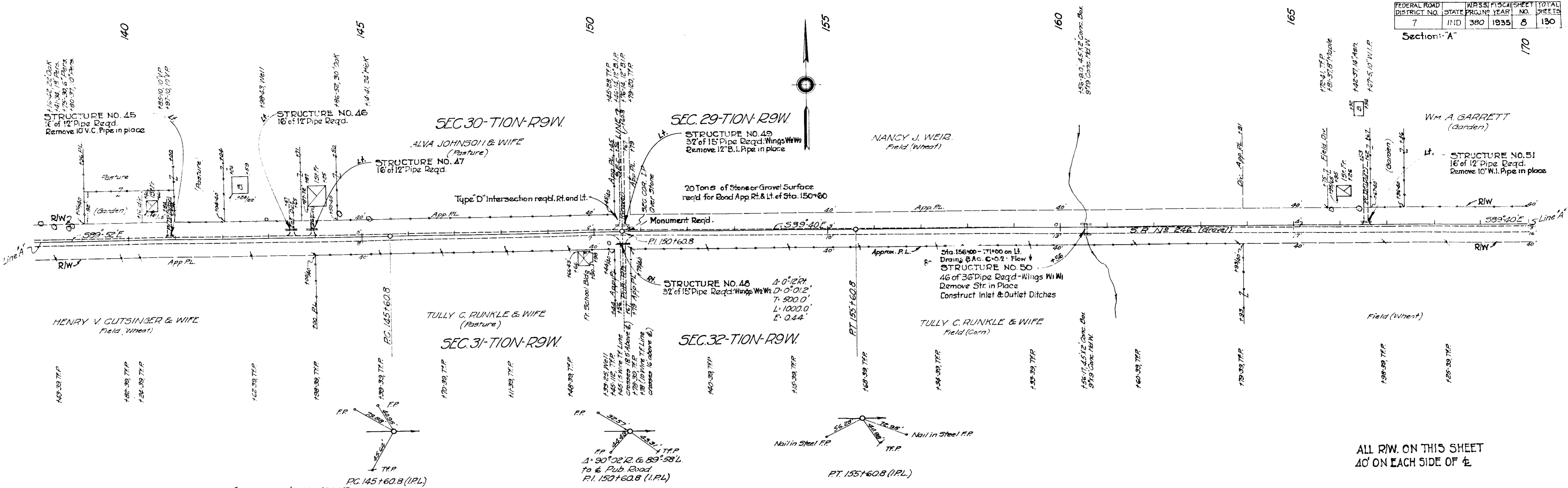
5207	5209	5216	5212	5216	5220	5221	5224	5225	5226	5227	5228	5229	5230	5231	5232	5233	5234	5235	5236	5237	5238	5239	5240	5241	5242	5243	5244	5245	5246	5247	5248	5249	5250	5251	5252	5253	5254	5255	5256	5257	5258	5259	5260	5261	5262	5263	5264	5265	5266	5267	5268	5269	5270	5271	5272	5273	5274	5275	5276	5277	5278	5279	5280	5281	5282	5283	5284	5285	5286	5287	5288	5289	5290	5291	5292	5293	5294	5295	5296	5297	5298	5299	5300
08	09	110	11	12	13	14	115	16	17	18	19	120	21	22	23	24	125	26	27	28	29	130	31	32	33	34	135	36	37	38	39	140																																																			

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
7	IND	380	1935	8

Section: "A"

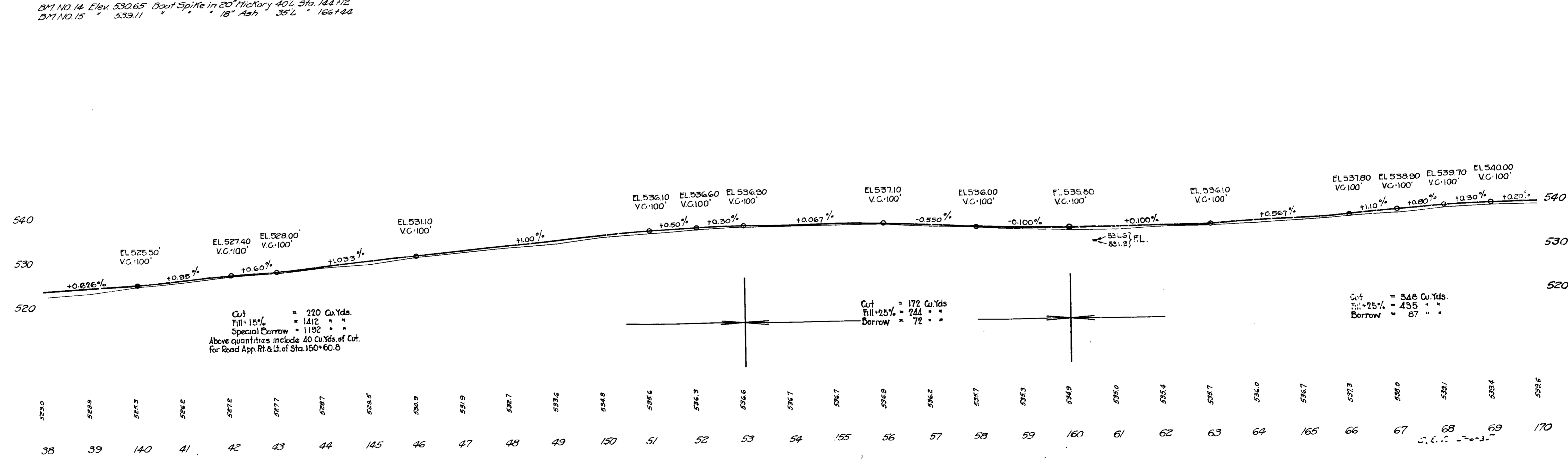
T. J. Peggioni
Montgomery
6-34
12-34
Initd. Humbarger

T. J. Peggioni
Montgomery
6-34
12-34
Initd. Humbarger

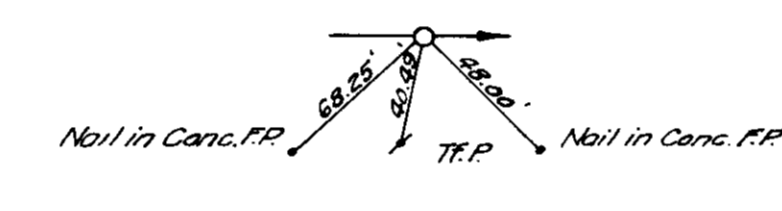
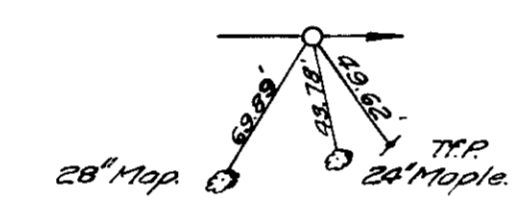
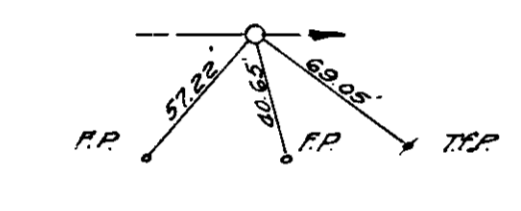
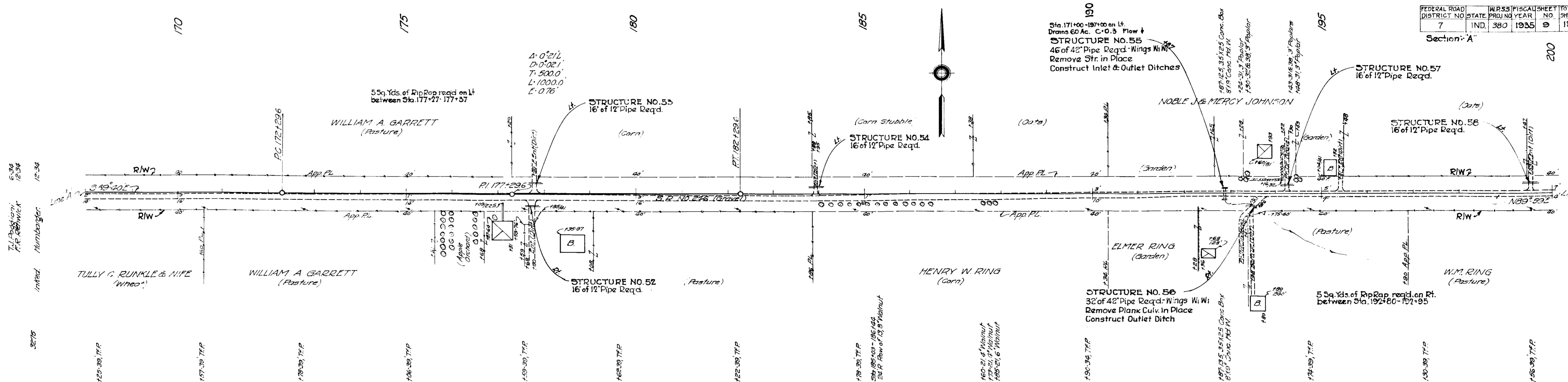


BM. NO. 14 Elev. 530.65' Boot Spike in 20" Hickory 40'L Sta. 144+12
 BM. NO. 15 " 533.11 " " " 18" Ash 35"L " 166+44

ALL R.W. ON THIS SHEET
40' ON EACH SIDE OF E

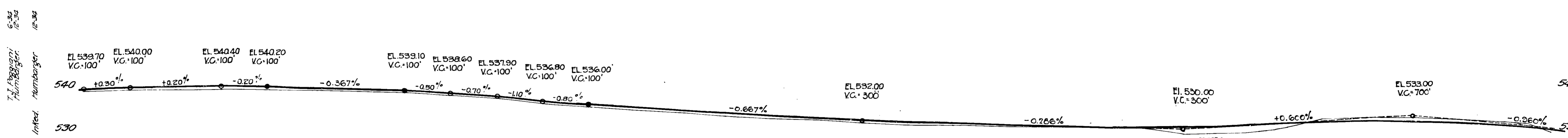


Section: A



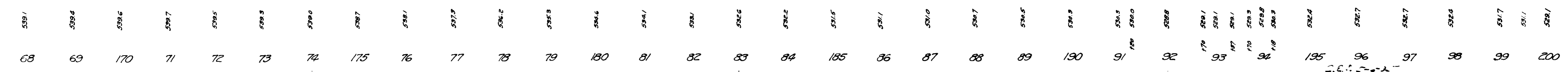
PC 172+29.6 (I.P.L.)
 B.M. NO. 16 Elev. 538.03 Boat Spike in 24' Maple 41' R. Sta. 177+44
 B.M. NO. 17 " 532.50 " " 32' Oak 49' R. " 194+53

ALL R/W. ON THIS SHEET
 40' ON EACH SIDE OF C.



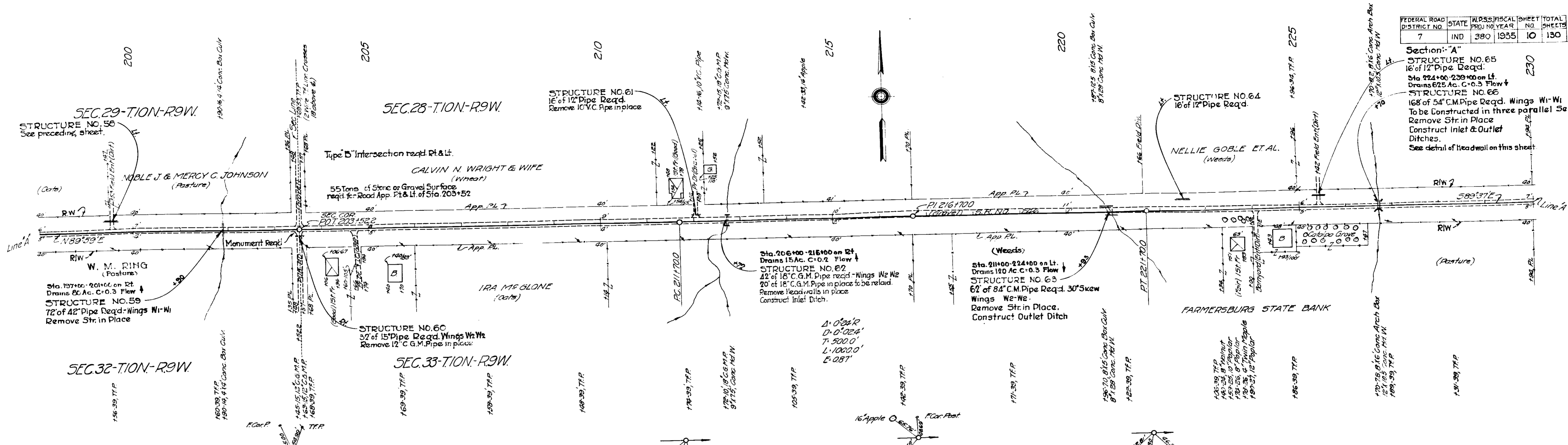
Cut = 434 Cu.Yds.
 Fill + 25% = 732 " "
 Special Borrow = 298 " "

Cut = 753 Cu.Yds.
 Fill + 20% = 691 " "
 Waste = 62 " "

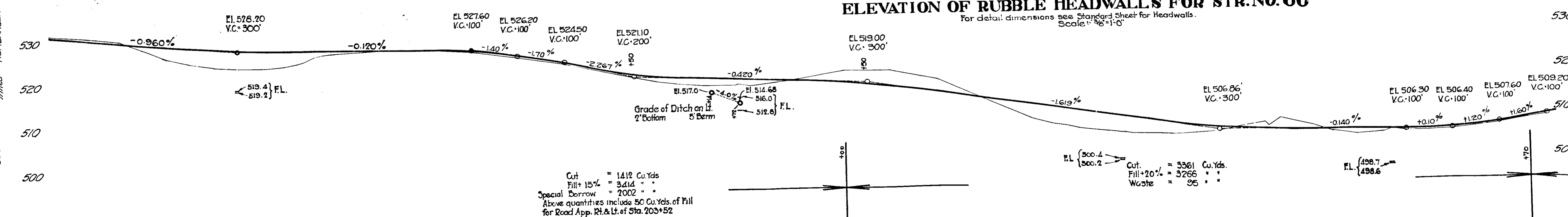
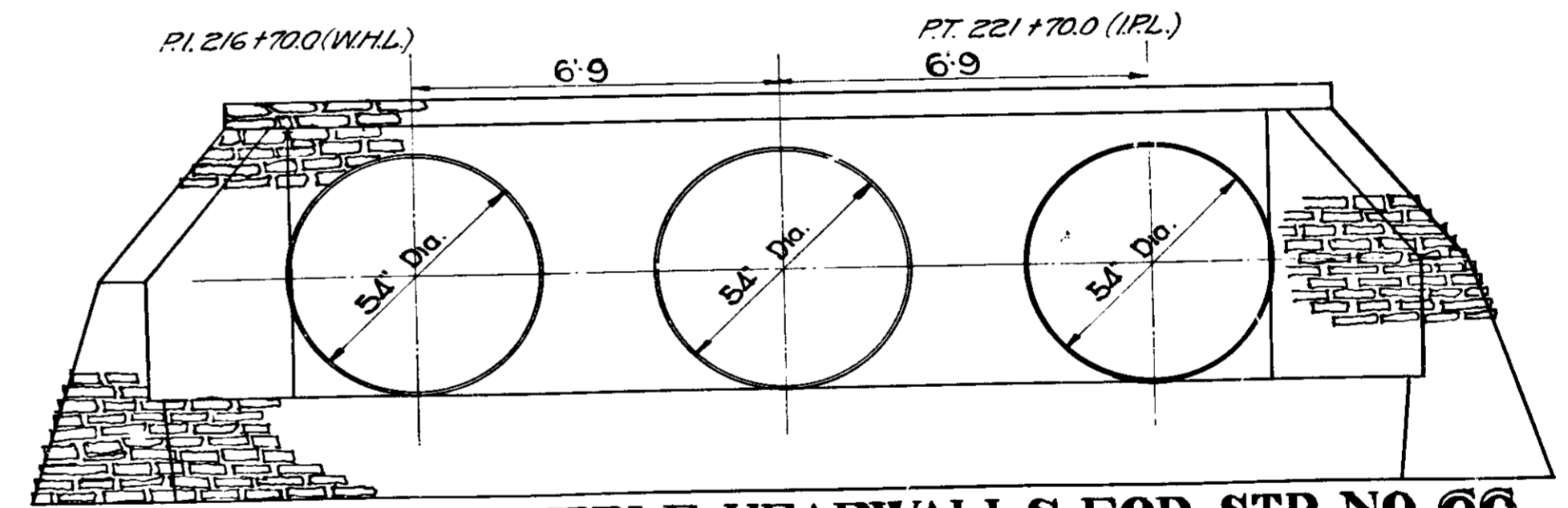


FEDERAL ROAD DISTRICT NO.	STATE	W.P.S.S. FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	1935	10	130

Section 'A'
 STRUCTURE NO. 65
 16" of 12" Pipe Req'd.
 Sta. 224+00-239+00 on Lt.
 Drains 625 Ac. C+0.3 Flow ↓
 STRUCTURE NO. 66
 16" of 54" C.M. Pipe Req'd. Wings W1-W4
 To be Constructed in three parallel Sections
 Remove Str. in Place
 Construct Inlet & Outlet
 Ditches.
 See detail of headwall on this sheet.



BM. NO. 17 Elev. 532.50 Boot Spike in 32" Oak 49' R Sta. 194+53
 BM. NO. 18 " 514.85 " " " 20" Oak 115' L " 212+64
 BM. NO. 19 " 503.31 " " " 20" Oak 86' L " 227+45
 BM. NO. 20 " 519.04 " " " 10" Triple Locust 43' R " 232+27

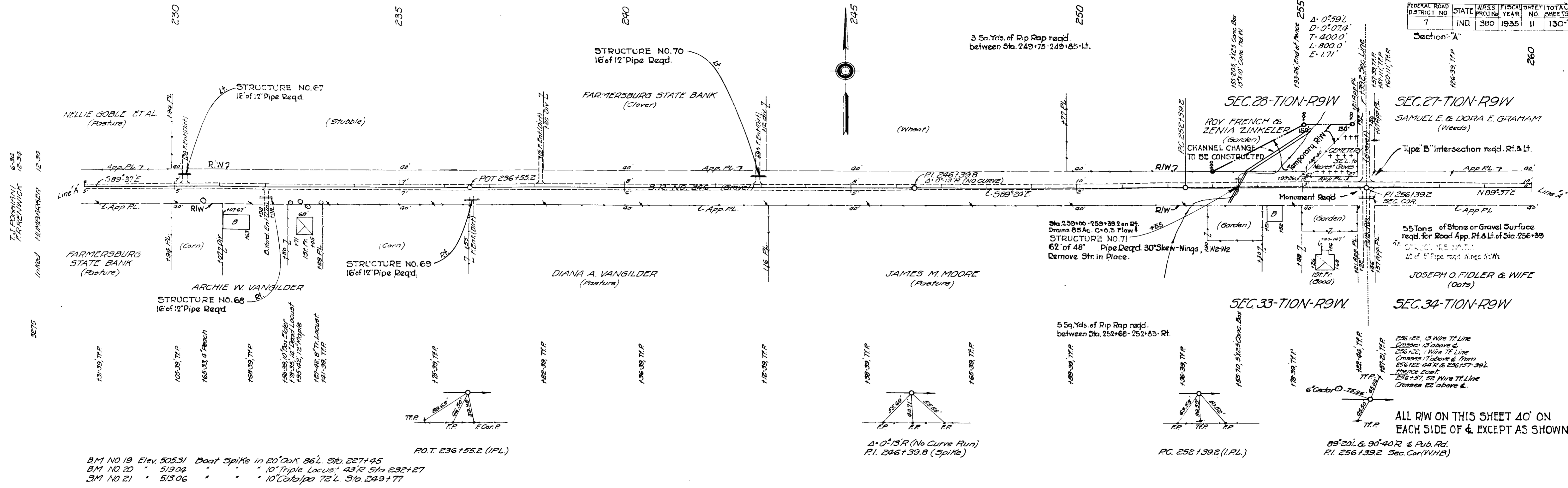


Cut = 1412 Cu. Yds.
 Fill + 15% = 3214 " "
 Special Borrow = 2002 " "
 Above quantities include 50 Cu. Yds. of Fill
 for Road App. Rt. & Lt. of Sta. 203+52

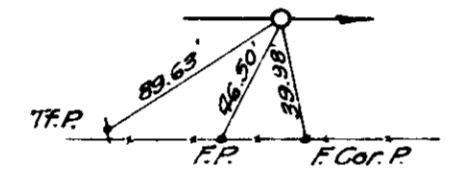
EL. 300.2
 300.2
 Cut = 3361 Cu. Yds.
 Fill + 20% = 3266 " "
 Waste = 95 " "

536.4	531.7	531.1	529.1	527.0	525.5	524.7	524.4	524.3	524.7	524.7	524.5	524.5	524.2	524.5	527.0	527.9	528.0	527.2	525.9	526.1	525.9	519.8	519.2	518.7	518.9	518.9	518.6	519.9	521.7	521.6	519.9	518.7	510.0	508.7	508.2	507.7	506.9	506.7	506.5	506.5	506.0	506.6	507.6	506.2	506.6	506.8	506.8	506.8	506.0	505.9	506.1	506.6	507.9	508.9
98	99	200	01	02	03	04	205	06	07	08	09	210	11	12	13	14	215	16	17	18	19	220	21	22	23	24	225	26	27	28	29	230																						

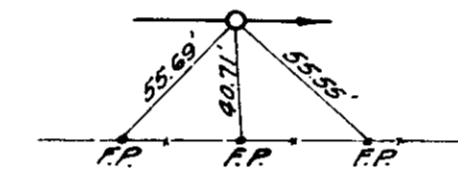
ALL R/W ON THIS SHEET
 40' ON EACH SIDE OF C



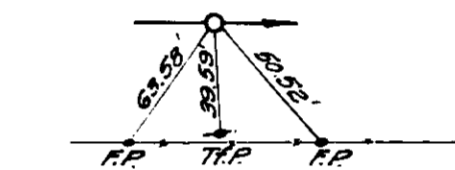
BM NO 19 Elev. 505.31 Boat Spike in 20" Oak 86' L. Sta. 227+45
 BM NO 20 " 519.04 " " " 10" Triple Locust 43' R Sta. 232+27
 BM NO 21 " 513.06 " " " 10" Catalpa 72' L Sta. 249+77



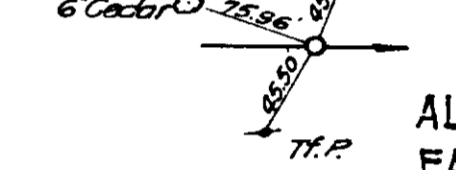
P.O.T. 236+55.2 (I.P.L.)



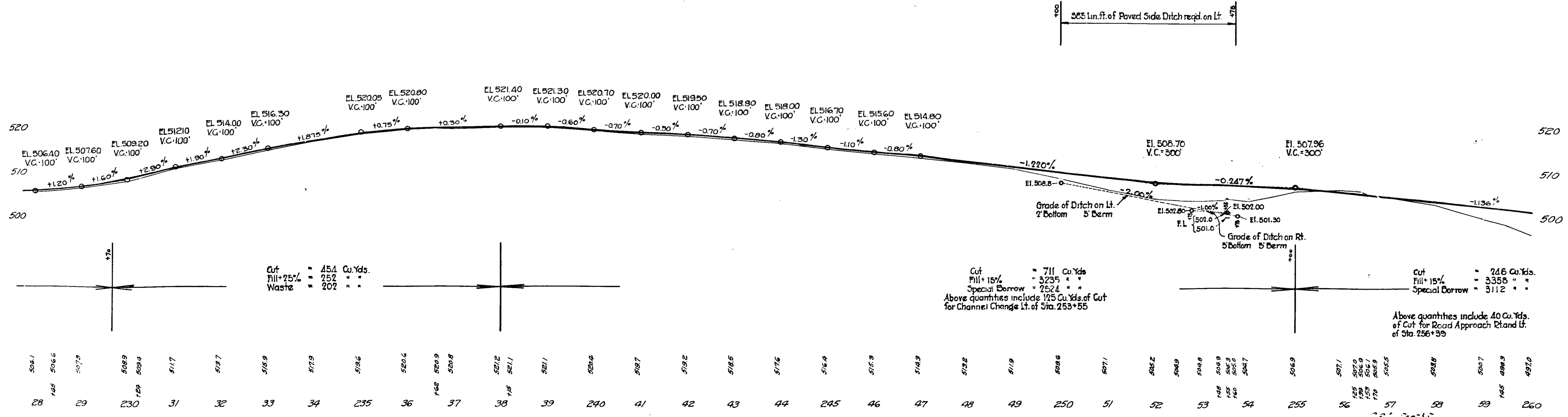
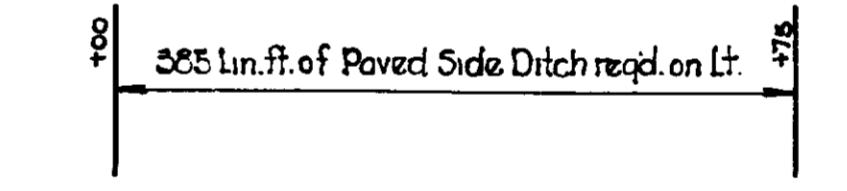
$\Delta = 0^\circ 13' R$ (No Curve Run)
 P.I. 246+39.8 (Spike)



P.C. 252+39.2 (I.P.L.)



$89^\circ 20' L$ & $90^\circ 40' R$ & Pub. Rd.
 P.I. 256+39.2 Sec. Cor. (V.H.H.)



T.I. PROSSER, JR. F.R. RENWICK
 6-34 12-34
 3278

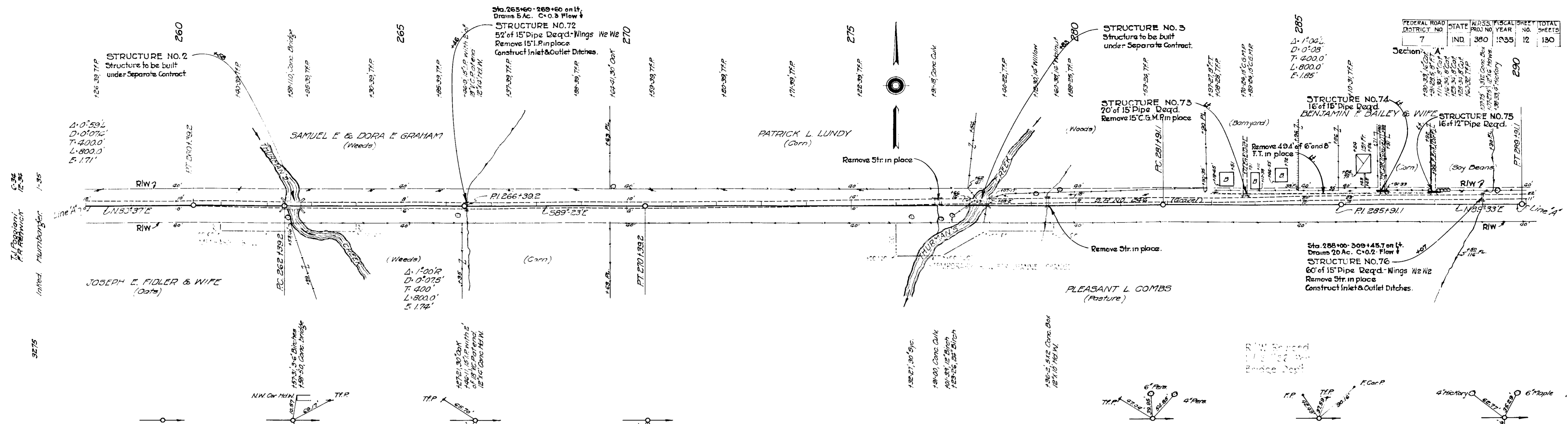
T.I. PROSSER, JR. F.R. RENWICK
 6-34 12-34
 3275

ALL R/W ON THIS SHEET 40' ON EACH SIDE OF & EXCEPT AS SHOWN

Above quantities include 40 Cu. Yds. of Cut for Road Approach & End Lt. of Sta. 256+39

Cut = 711 Cu. Yds
 Fill + 15% = 3235 " "
 Special Borrow = 2524 " "
 Above quantities include 125 Cu. Yds. of Cut for Channel Change Lt. of Sta. 253+55

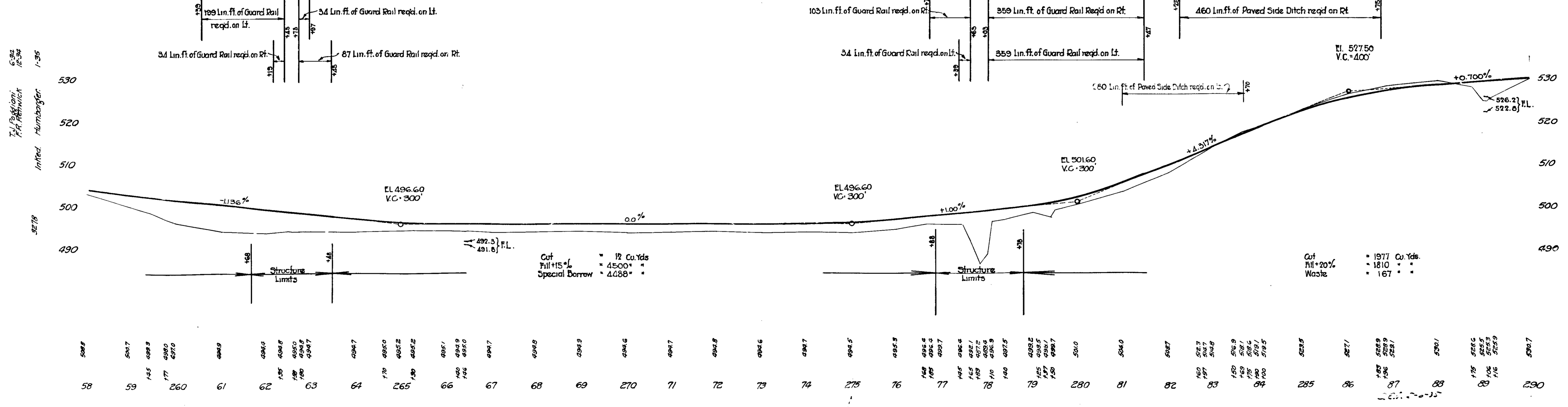
Cut = 451 Cu. Yds.
 Fill + 25% = 252 " "
 Waste = 202 " "



(No Ref. Available)
 PT. 260+39.2 (I.P.L.)
 B.M. NO 22 Elev 493.08 Boat Spike in 20' Ash 95' L. Sta. 262+88
 B.M. NO 23 " 495.49 " " 28' Sycamore 48' R " 276+50
 B.M. NO 24 " 495.88 " " 14' Walnut 37' L " 279+60
 B.M. NO 25 " 523.74 " " 12' Elm 76' R " 288+66

PC 262+39.2 (I.P.L.)
 PT. 266+39.2 (Spike)
 PT. 270+39.2 (I.P.L.)

HIGH WATER DATA
 1932 Elev. 493.9



Cut = 12 Cu. Yds.
 Fill +15% = 4500 "
 Special Borrow = 4088 "

Cut = 1977 Cu. Yds.
 Fill +20% = 1810 "
 Waste = 167 "

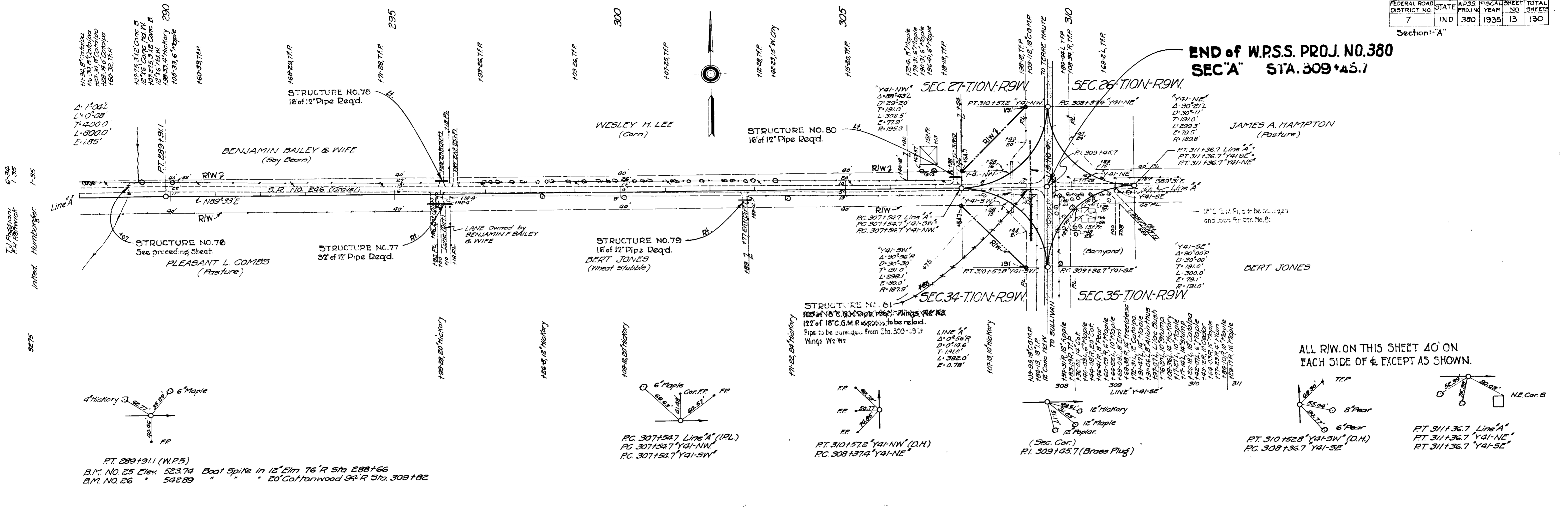
634
 1234
 T.L. Fogarty,
 P.A. Rehnick
 Inf'd. Humboldt
 1-35
 3278

634
 1234
 T.L. Fogarty,
 P.A. Rehnick
 Inf'd. Humboldt
 1-35
 3275

634
 1234
 T.L. Fogarty,
 P.A. Rehnick
 Inf'd. Humboldt
 1-35
 3278

Section "A"

**END of W.P.S.S. PROJ. NO.380
SEC "A" STA. 309+43.7**

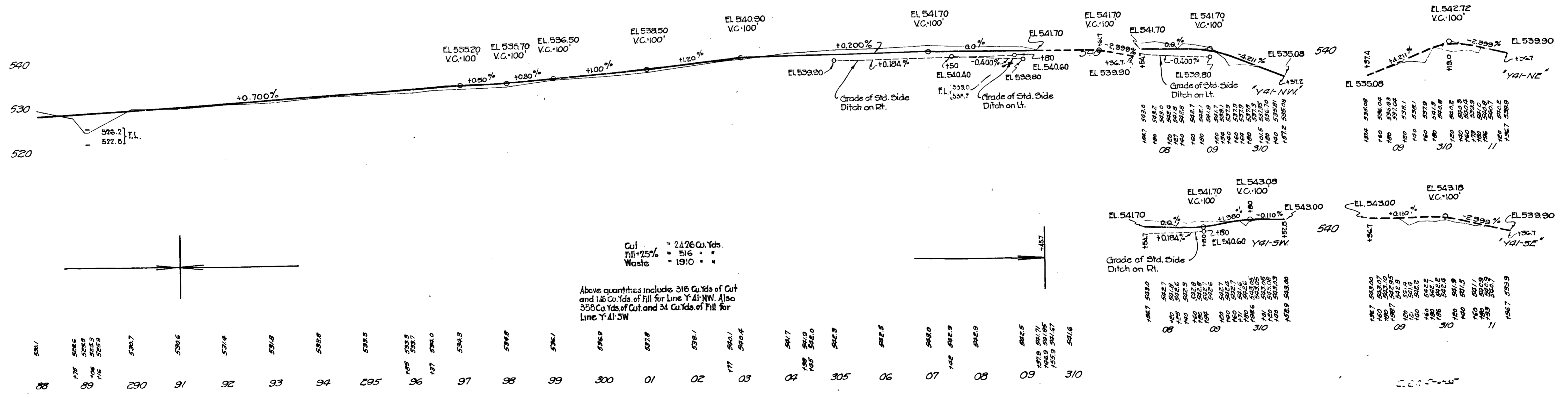


ALL R/W ON THIS SHEET 40' ON EACH SIDE OF & EXCEPT AS SHOWN.

PT. 299+91.1 (W.P.S.)
B.M. NO. 25 Elev. 523.74 Boat Spike in 12" Elm 76' R Sta. 288+66
B.M. NO. 26 " 542.89 " " 20' Cottonwood 94' R Sta. 309+82

Cut = 2426 Cu. Yds.
Fill + 25% = 516 " "
Waste = 1910 " "

Above quantities include 316 Cu. Yds. of Cut and 146 Cu. Yds. of Fill for Line Y-41-NW. Also 356 Cu. Yds. of Cut and 34 Cu. Yds. of Fill for Line Y-41-SW



T.J. Passmore
P.R. Reinick
1-35

1-35

288	289	290	291	292	293	294	295	296	297	298	299	300	301	302	303	304	305	306	307	308	309	310	
526.2	526.5	526.8	527.1	527.4	527.7	528.0	528.3	528.6	528.9	529.2	529.5	529.8	530.1	530.4	530.7	531.0	531.3	531.6	531.9	532.2	532.5	532.8	533.1