

**INDIANA**  
**DEPARTMENT OF HIGHWAYS**

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**PLAN AND PROFILE OF PROPOSED**  
**STATE HIGHWAY**  
**ST PROJECT NO. 132-4**

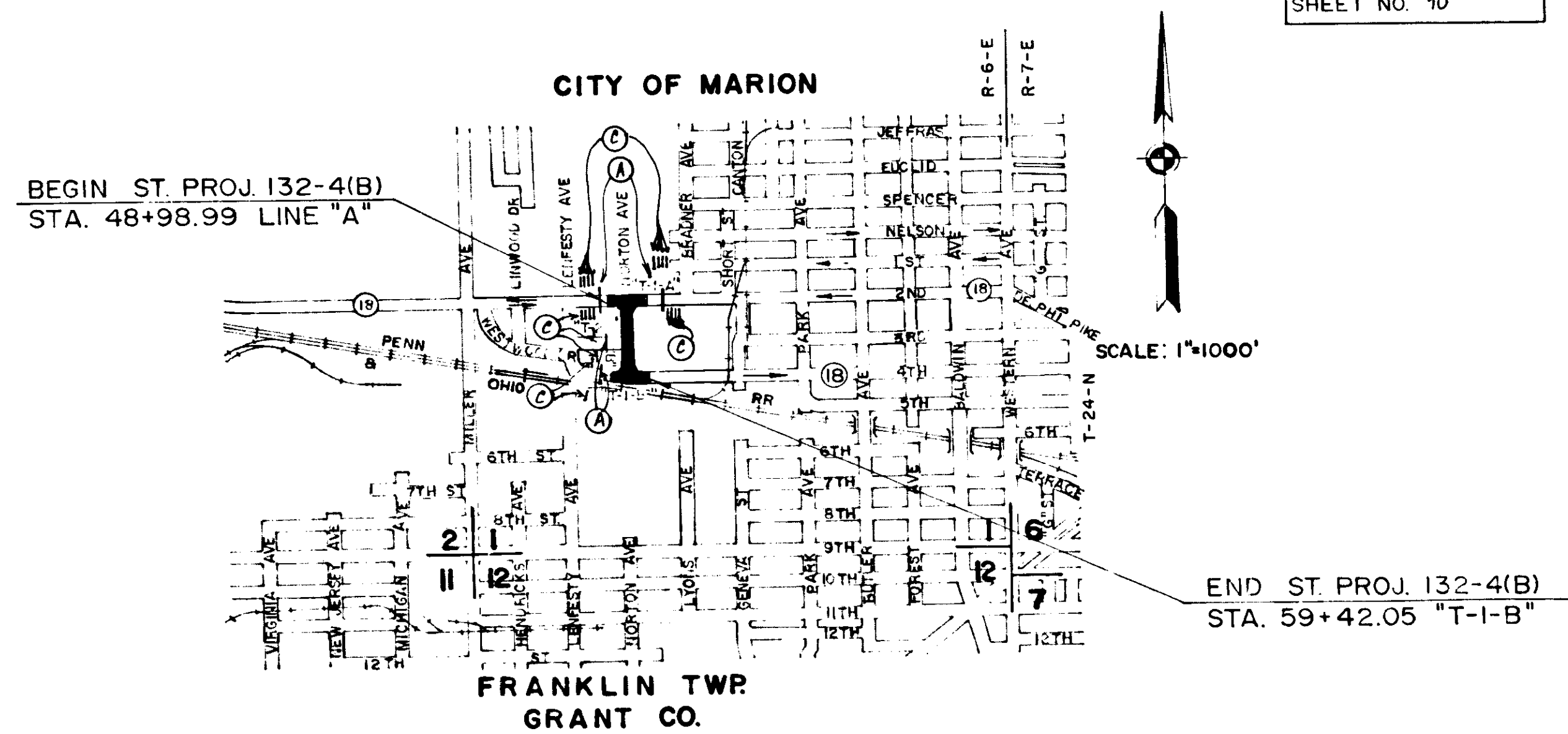
(B) P.E.  
 (B) R/W  
 (B) CONST.  
 ( ) UTIL.

BEGINNING AT A POINT, SAID POINT BEING APPROXIMATELY 168.43 FEET WEST OF THE INTERSECTION OF 2nd STREET AND NORTON AVENUE, AND THENCE HEADING IN A SOUTHEASTERLY DIRECTION TO A POINT, SAID POINT BEING 155.62 FEET EAST OF THE INTERSECTION OF 4th STREET AND NORTON AVENUE, ALL IN FRANKLIN TOWNSHIP, GRANT COUNTY.

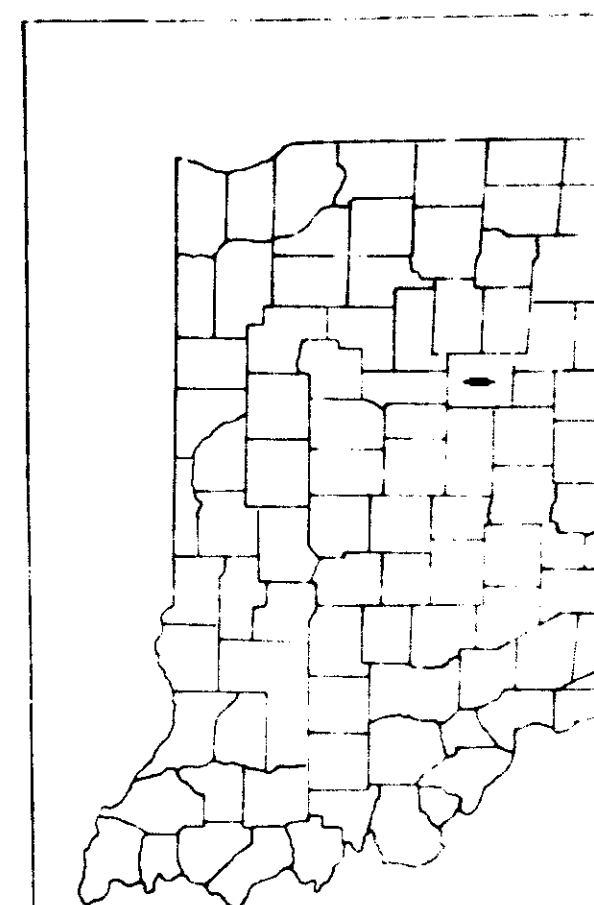
GROSS LENGTH:- 0.187 MI.  
 NET LENGTH:- 0.187 MI.  
 SCALES:-  
 PLAN { LONG - 1"=30'    PROFILE { HORIZ:-1"=50'  
       { TRANS:-1"=30'                    { VERT:-1"=10'

MAX. GRADE +0.84%

FOR EQUATIONS SEE SHEET NO. 10



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	DATE
5	IND.	ST-132-4	1986
DESIGN			
ADT (1983)	ADT (2003)	PROJECTED	
D.H.V. (2003)			
DIRECTIONAL DISTRIBUTION			
TRUCKS	D.H.V. C	A.D.	
DESIGN SPEED			
ACCESS CONTROL			



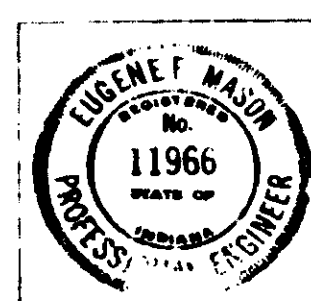
- LEGEND
- (A) BARRICADE TYPE "III-A"
  - (B) BARRICADE TYPE "IV AND V"
  - (C) CONSTRUCTION SIGN TYPE "A"
  - (D) CONSTRUCTION SIGN TYPE "B"

SECTION LEADER  
 RECOMMENDED FOR APPROVAL 3-10-86  
*Richard H. Van Cleave*  
 ENGINEER OF ROAD PLANS

RECOMMENDED FOR APPROVAL 3-12-86  
 ENGINEER OF ROAD DESIGN

RECOMMENDED FOR APPROVAL  
*E. Wayne Walter*  
 CHIEF HIGHWAY ENGINEER

APPROVED 3-14-86



FEDERAL HIGHWAY ADMINISTRATION  
 DEPARTMENT OF TRANSPORTATION

APPROVED

DATE

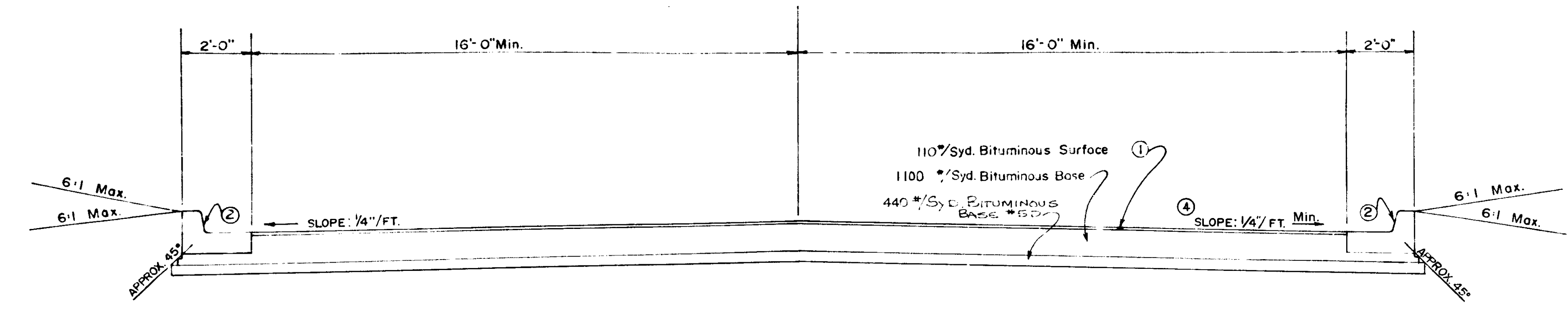
DIVISION ADMINISTRATOR

ROAD FILE:-

R 15995

INDIANA STATE HIGHWAY COMMISSION  
 STANDARD SPECIFICATIONS DATED 1985  
 TO BE USED WITH THESE PLANS



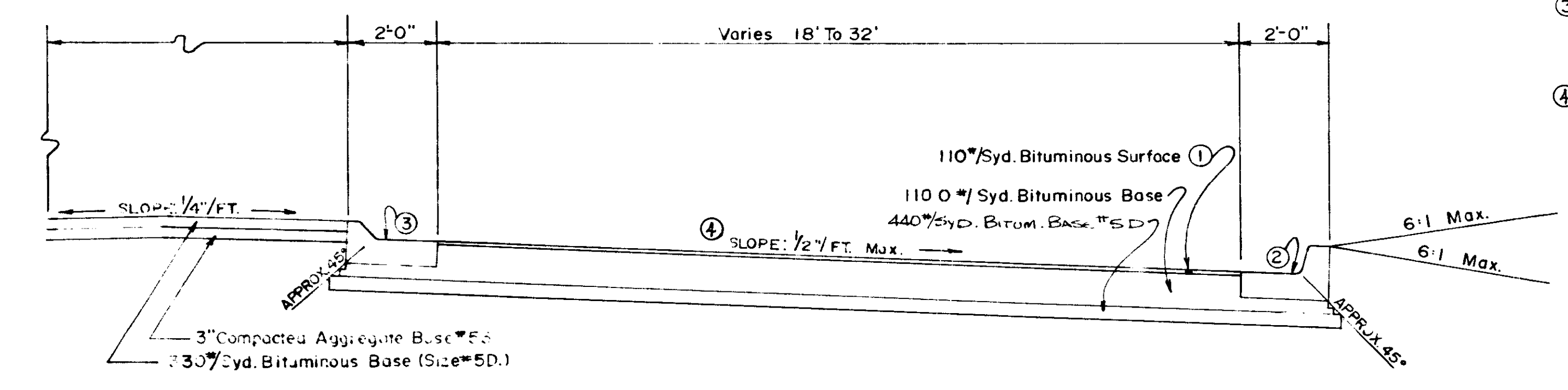


**TYPICAL TANGENT SECTION**

\* STA. 56+96.58 LINE "T-I-B" RT. TO STA. 59+42.05 LINE "T-I-B" RT.  
 \* STA. 97+72.74 LINE "T-I-A" RT. TO STA. 48+98.99 LINE "A" RT.

**LEGEND**

- ① 110 #/Syd. Bituminous Surface #11
- ② Combined Concrete Curb and Gutter (Type "C")
- ③ Combined Concrete Curb and Gutter (Type "B")
- \* Use 330 #/SYD Bituminous Base Over 330 #/SYD. BITUM. BASE #5D See Detail Sheets No. & No.
- ④ For pavement cross-slopes, see Profile Sheets 5-7.



**TYPICAL SUPERELEVATED SECTION**

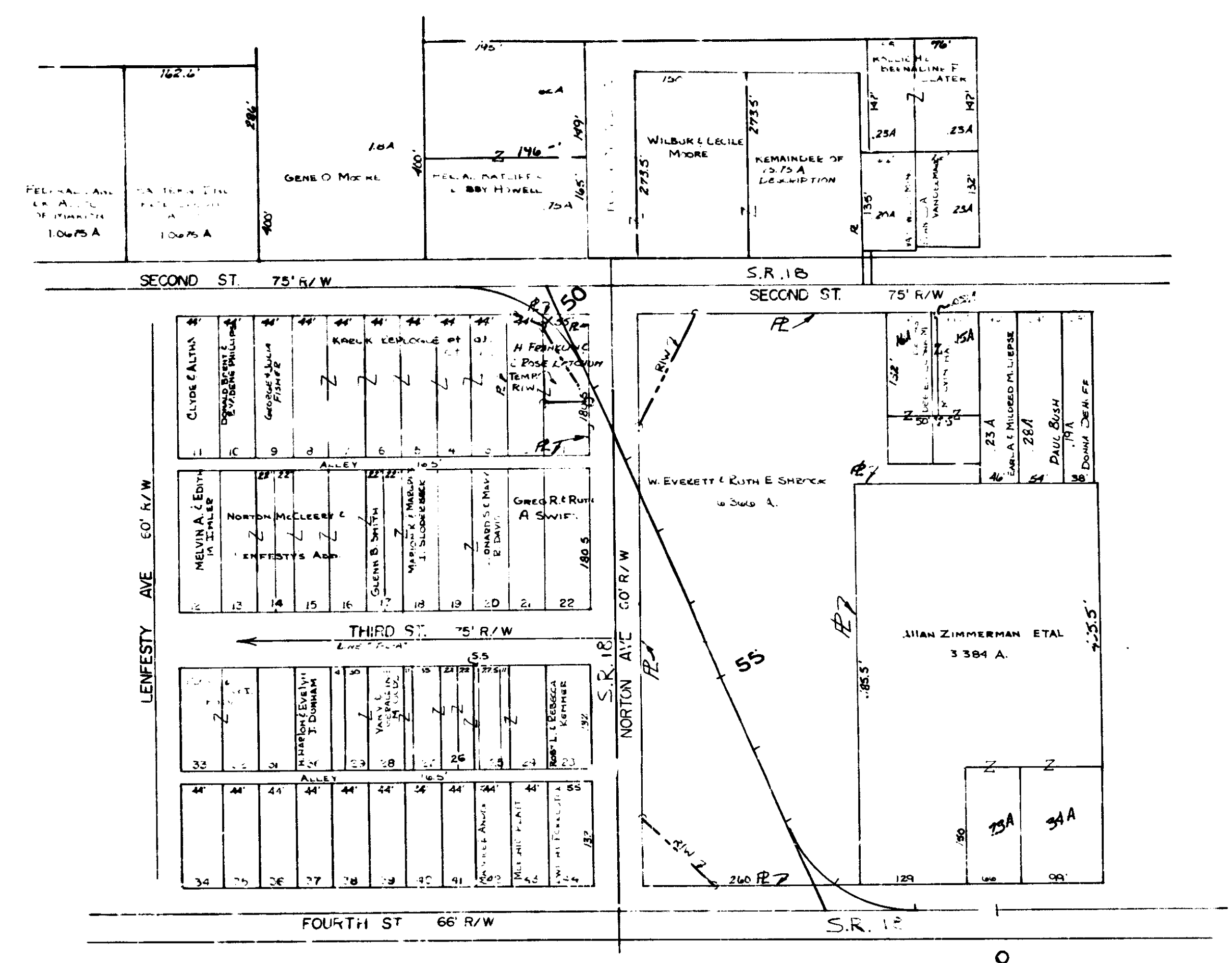
STA. 48+98.99 LINE "A" RT. TO STA. 51+49.40 LINE "B" RT.  
 \* STA. 56+30.81 LINE "B" RT. TO STA. 56+96.58 LINE "T-I-B" LT.  
 STA. 56+30.81 LINE "B" LT. & RT TO STA. 59+42.05 LINE "T-I-B" LT. & RT.  
 \* STA. 97+72.74 LINE "T-I-A" LT. TO STA. 51+49.40 LINE "B" LT.

**TYPICAL CROSS SECTIONS**

SCALE: 1/2" = 1'

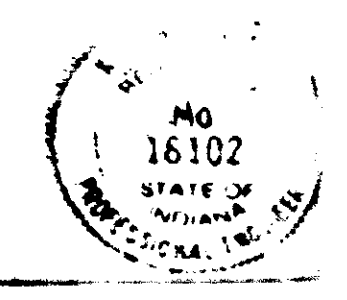
RECOMMENDED FOR APPROVAL



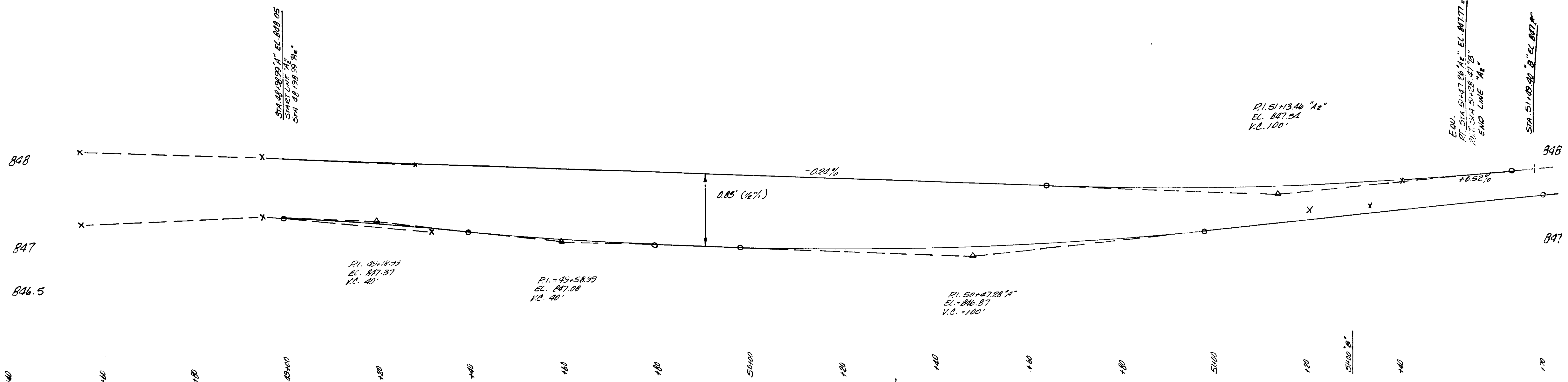


LOT 26 FRANKLIN D. & JANET WIMMER  
 LOT 24 AUGUSTIN C. & LOUISE MORROW

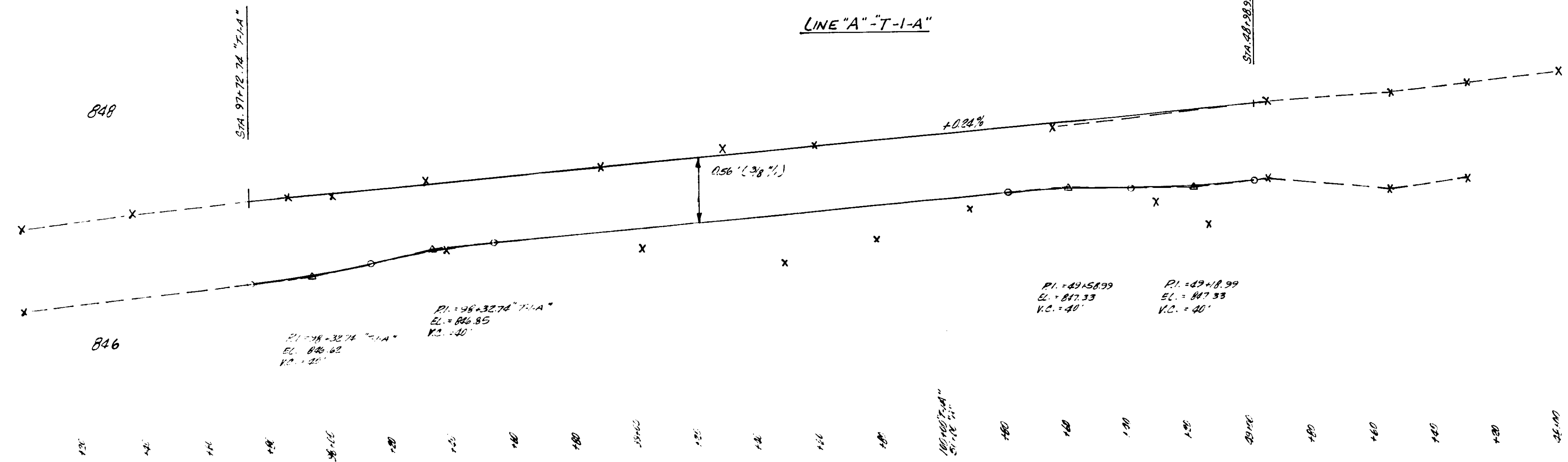
PLAT NO. 1  
 FOR ROAD DESIGN



LINE "A2"



LINE "A" - "T-1-A"



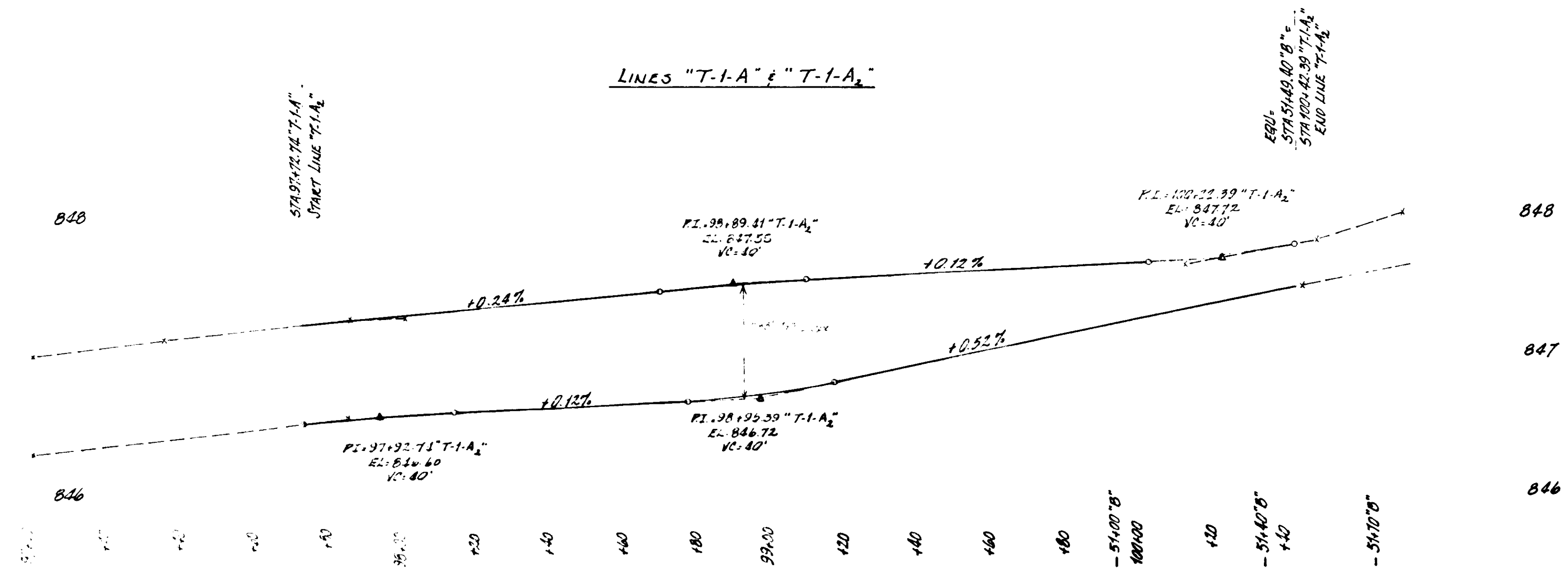
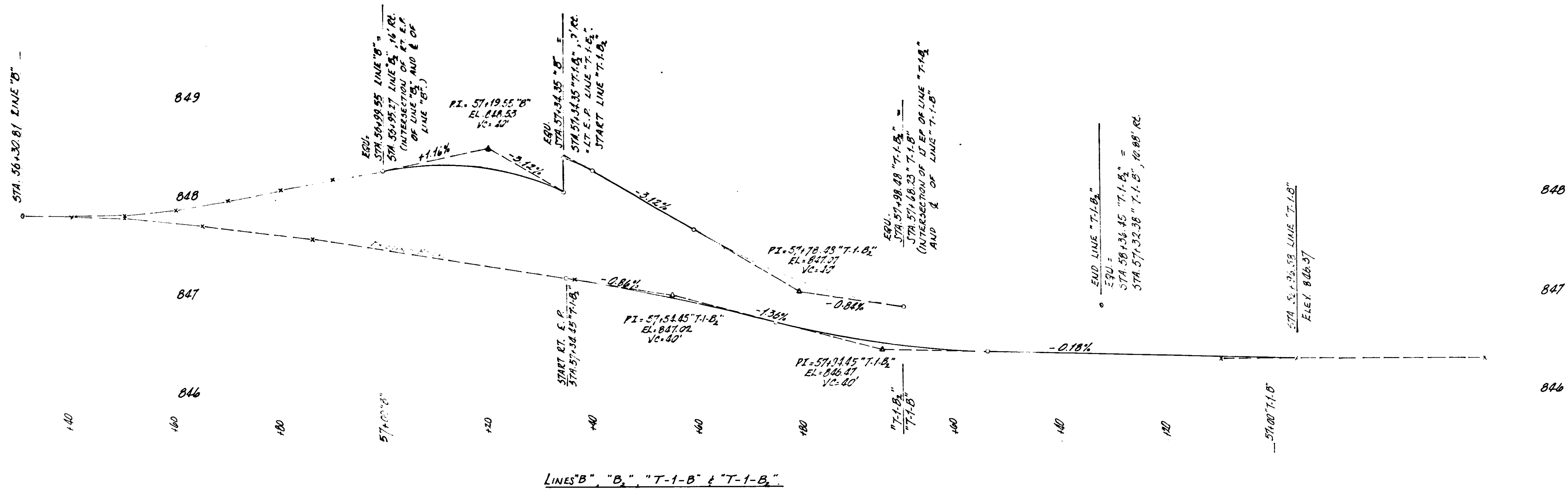
DETAILS  
PROFILE GRADES  
LINES "A", "A2" & "T-1-A"



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
5	IND.	57-132-40	1386	2

10085 TL  
SF-132 (B) 1966

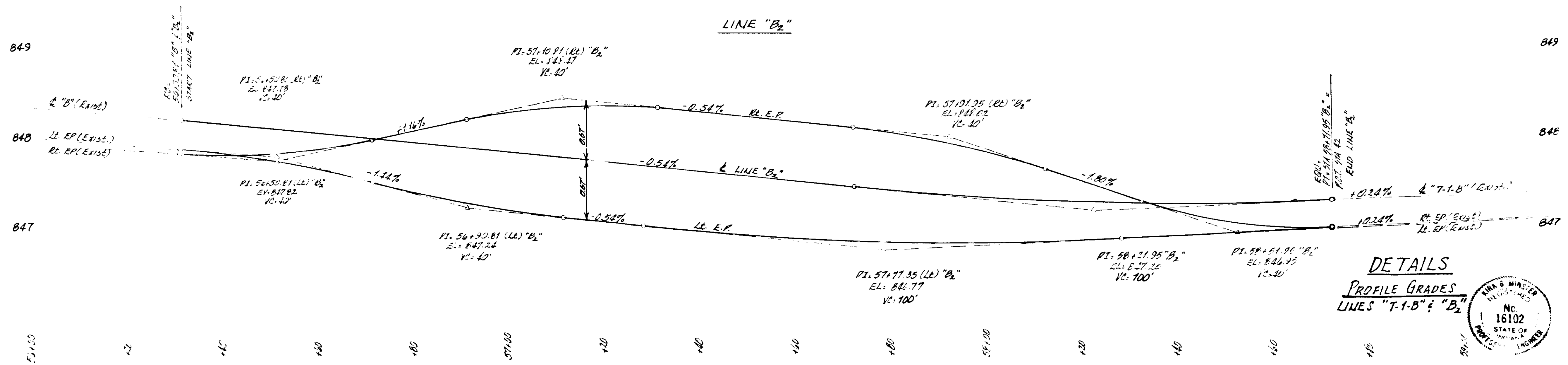
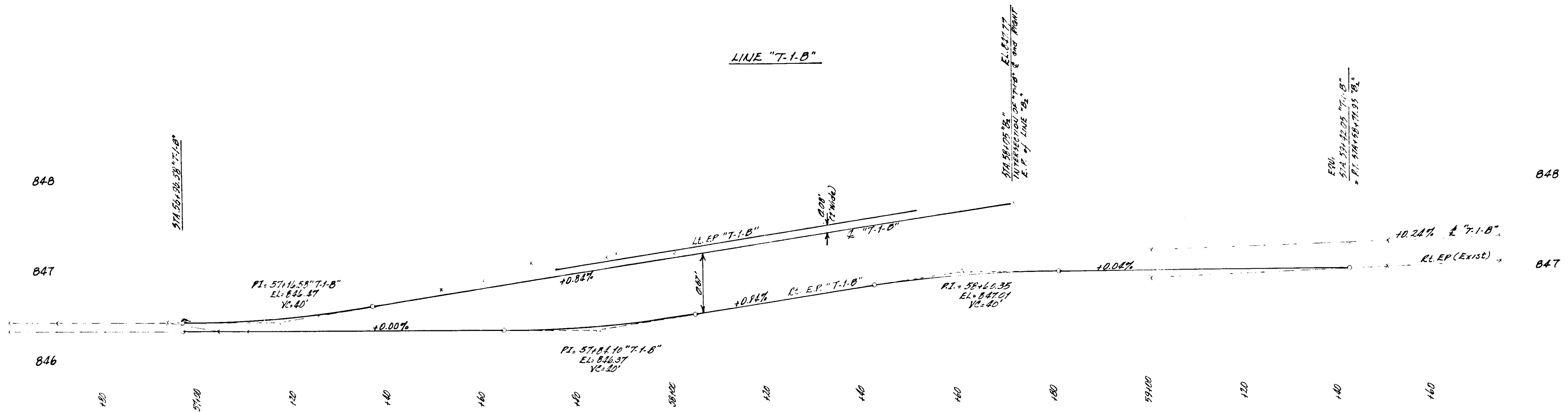




DETAILS  
 PROFILE GRADES  
 LINES "B", "B<sub>2</sub>", "T-1-B", "T-1-B<sub>2</sub>",  
 "T-1-A" & "T-1-A<sub>2</sub>"



10085 IL  
 21-12-40 1986



**DETAILS**  
**PROFILE GRADES**  
 LINES "T-1-B" & "B2"

**"T-1-A"**

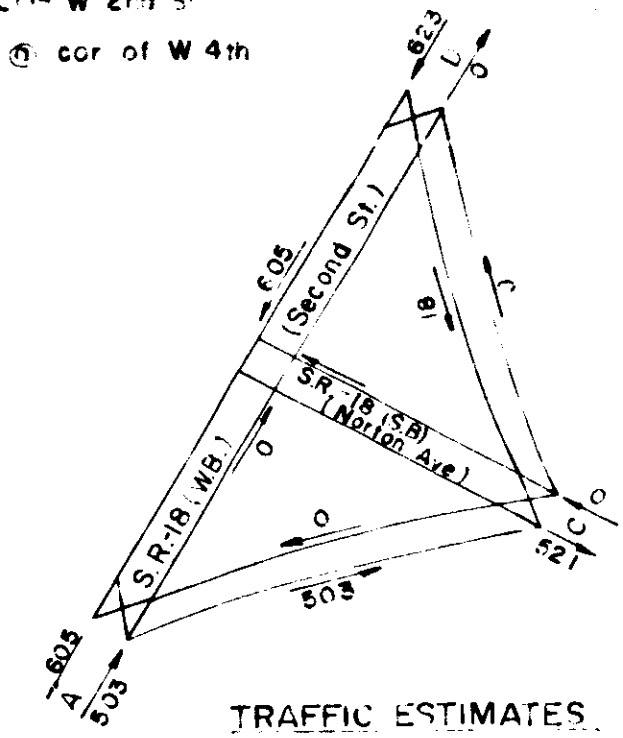
- 96+00 +06.26' Lt. M.H.
- +10.21' Lt. G.V.
- +17.19' Rt. W.M.
- +25.18' Rt. Pwp.
- +60.21' Rt. G.V.
- +69.36' Rt. 18" Map
- +75.72' Lt. Shrub
- +93.21' Lt. W.V.
- +93.22' Lt. W.M.
- +99.22' Lt. Shrub

Begin Construction  
Sta. 37+72.74 Line "T-1-A"

**LINE "T-1-A" CURVE DATA**  
 $\Delta = 110^{\circ}00'00''$   
 $D = 364.00'$   
 $T = 215.33'$   
 $L = 249.47'$   
 $R = 150.75'$   
 $L = 112.10'$   
 P.I. 100+00.00 LINE "T-1-A"

**LINE "A"**

- 46+00 +22.47' Lt. 2" Conc. San. M.H. w/6" B.I.P. Int.
- +01.35' Rt. 24" Map
- +35.41' Rt. 12" Map
- +87.35' Lt. Pwp.
- +89.43' Lt. 4" Steel Sign
- +96.20' Rt. Tip
- +99.49' Lt. 6" D.I.
- 47+00 +07.41' Lt. W.V.
- +05.44' Lt. W.M.
- +11.25' Lt. 2" Conc. San. M.H. w/6" B.I.P. Int.
- +12.51' Lt. 12" S.I.P. Int. 12" B.I.P.
- +46.50' Rt. 12" Map
- +69.47' Lt. 6" D.I.
- 48+00 +29.48' Lt. Pwp.
- +29.24' Lt. Pwp.
- +33.20' Rt. Tip
- +37.29' Lt. 24" Map
- +70.33' Rt. 18" Map
- +75.65' Lt. 15" M.H.
- +94.20' Lt. W.M.
- 49+00 +04.29' Lt. 24" Map
- +04.29' Lt. 15" Map
- +09.37' Lt. Pwp. & L. Pole
- +14.05' Lt. W.M.
- +17.07' Lt. Tip
- +83.65' Lt. 30" Map
- +93.65' Lt. Cd. Int. 18" Out.
- +99.17' Rt. 12" Pine
- 50+00 +00.07' Lt. 16" Map
- +19.25' Lt. 24" Map
- +24.95' Lt. W.M. 2" Int. 1" Int.
- +32.32' Lt. Cd. Int. (Filled) 15" Int. 12" Int.
- +34.44' Lt. San. M.H. 12" Int. 4" Int. 12" Int.
- +35.25' Lt. D.I. 12" D.I.
- +37.25' Lt. 15" Map
- +55.50' Lt. M.H. 12" Int. 4" Out.
- +55.18' Lt. 12" Map
- +51.24' Lt. 24" Map
- +34.49' Lt. Pwr. & L. Pole
- 51+00 +55.37' Rt. 15" Map
- +55.27' Lt. 4" Walnut
- 52+00 +11.25' Lt. Pwp. & Tfr
- +25.18' Lt. 24" Map
- +66.51' Rt. 12" Map
- CONT SHEET NO. 9
- 50+00 +37.45' Rt. 48" Map
- +45.26' Rt. Flyd.
- +48.30' Lt. 5" Train Map
- +53.49' Lt. 24" Map
- +96.39' Lt. W.M.
- 52+00 +09.25' Rt. W.M.
- +22.32' Lt. 4" Yucco
- +41.16' Lt. W.M.
- +75.35' Lt. 12" Map
- 53+00 +21.35' Lt. Light
- +23.15' Lt. W.M.
- +39.25' Rt. W.M.
- +67.28' Rt. G.V.
- +68.37' Lt. Pipe
- 54+00 +07.29' Rt. 15" Map
- +22.15' Lt. W.M.
- +48.30' Rt. 15" Map
- +59.35' Lt. Pipe
- +64.30' Rt. W.M.
- +69.30' Rt. 30" Map
- +94.91' Lt. 20" Tube



**LEGEND**

- (A) 110#/SYD Bituminous Surface #4, over 1100#/SYD Bituminous Base, Over 440#/SYD Bituminous Base #5D.
- (B) 330#/SYD Bituminous Base (Size #5D) Over 3" Compacted Aggregate Base #53
- (C) 110#/SYD Bituminous Surface #11, over 330#/SYD Bituminous Base Over 330#/SYD Bituminous Base #5D.
- (D) Combined Concrete Curb & Gutter, Type "C".
- (E) Combined Concrete Curb & Gutter, Type "B".
- (F) 6" Cement Concrete Pavement for Driveways w/ Monolithic Curb.
- (G) Concrete Center Curb, Type "B" (See Detail "A", Next Sheet.)
- (H) 110#/SYD Bituminous Surface No. 11

FIELD BOOK REFERENCE

**WILBUR & CECILE MOORE**

- Str. No. 15 Remove Manhole and Seal Pipe in Place
- $\Delta = 70^{\circ}00'00''$  Rt.
- P.I. = 50+00.00 LINE "A"
- $\Delta = 100^{\circ}00'00''$  LINE "T-1-A"
- $\Delta = 110^{\circ}00'00''$  Lt.
- Str. No. 13 Inlet Type "A-B" & 4' of 12" Pipe Req'd. Seal Existing 18" Pipe in Place

**HERSAL RATLIFF & BOBBY HOWELL**

- Str. No. 14 Remove Curb Inlet & Seal Pipe in Place
- Comm. Bldg. Comm. Bldg. Gd. Conc.
- PC 45+04.42 Line "A"

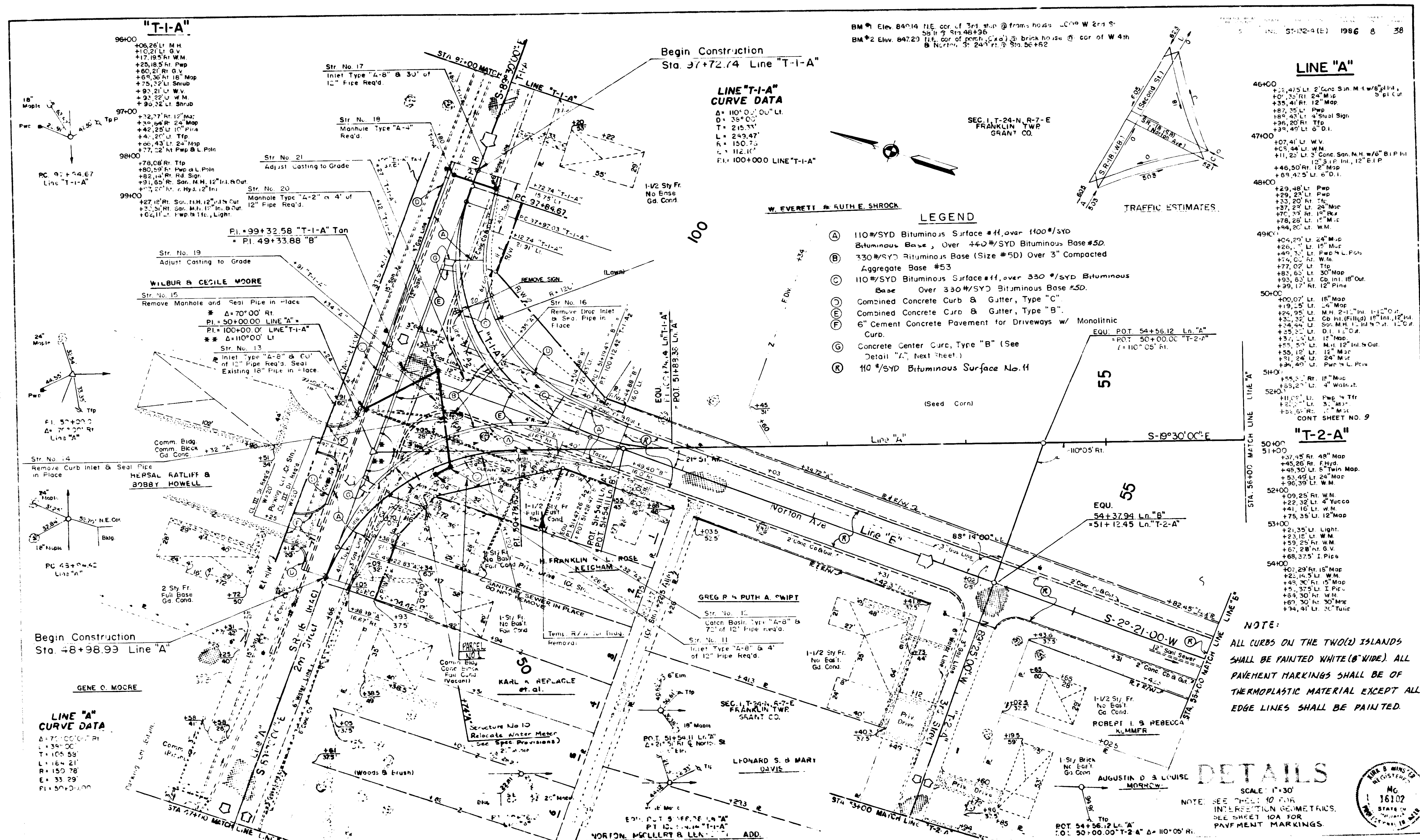
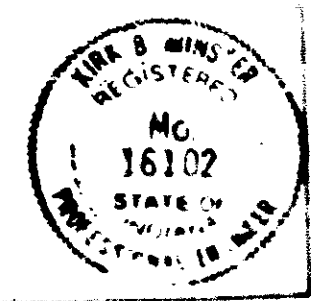
**GENE O. MOORE**

**LINE "A" CURVE DATA**  
 $\Delta = 70^{\circ}00'00''$  Rt.  
 $D = 364.00'$   
 $T = 105.58'$   
 $L = 164.21'$   
 $R = 150.75'$   
 $L = 33.29'$   
 P.I. = 50+00.00

**NOTE:**  
 ALL CURBS ON THE TWO (2) ISLANDS SHALL BE PAINTED WHITE (6" WIDE). ALL PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL EXCEPT ALL EDGE LINES SHALL BE PAINTED.

**DETAILS**

SCALE: 1" = 30'  
 NOTE: SEE SHEET 10 FOR INTERSECTION GEOMETRICS. SEE SHEET 10A FOR PAVEMENT MARKINGS.



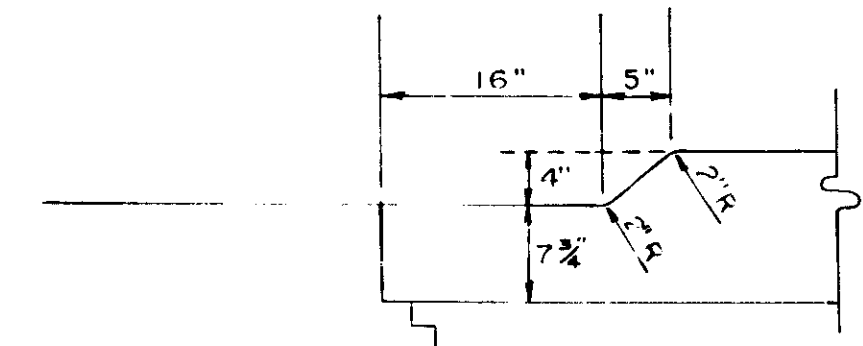


**LEGEND**

- (A) 110 #/SYD Bituminous Surface #11, Over 1100 #/SYD Bituminous Base, Over 440 #/SYD Bituminous Base.
- (B) 330 #/SYD Bituminous Base (Size #50) Over 3" Compacted Aggregate Base #53
- (C) 110 #/S D Bituminous Surface #11, Over 330 #/SYD Bituminous Base, Over 330 #/SYD Bituminous Base.
- (D) Combined Concrete Curb & Gutter, Type "C"
- (E) Combined Concrete Curb & Gutter, Type "B"
- (F) 6" Cement Concrete Pavement for Driveways w/ Monolithic Curb
- (G) Concrete Center Curb, Type "B" (See Detail "A")
- (H) 110 #/SYD Bituminous Surface No. 11.

**LINE "A" CURVE DATA**  
 $\Delta = 2^{\circ}15'30''$  Lt.  
 $D = 36^{\circ}00'$   
 $T = 111.98'$   
 $L = 195.16'$   
 $R = 159.15'$   
 $E = 35.45'$   
 $PI = 58+25.38$

**DETAIL "A"**

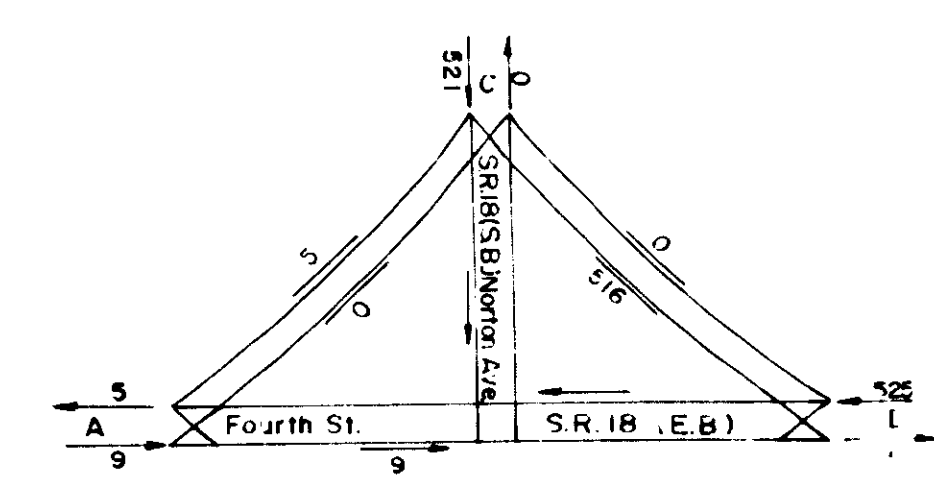


NOTE: See Std. Sheet ME For Additional Details. Scale: 1" = 1'

**NOTE:**  
 ALL CURBS ON THE TWO (2) ISLANDS SHALL BE PAINTED WHITE (8" WIDE). ALL OTHER PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL EXCEPT ALL EDGE LINES SHALL BE PAINTED.

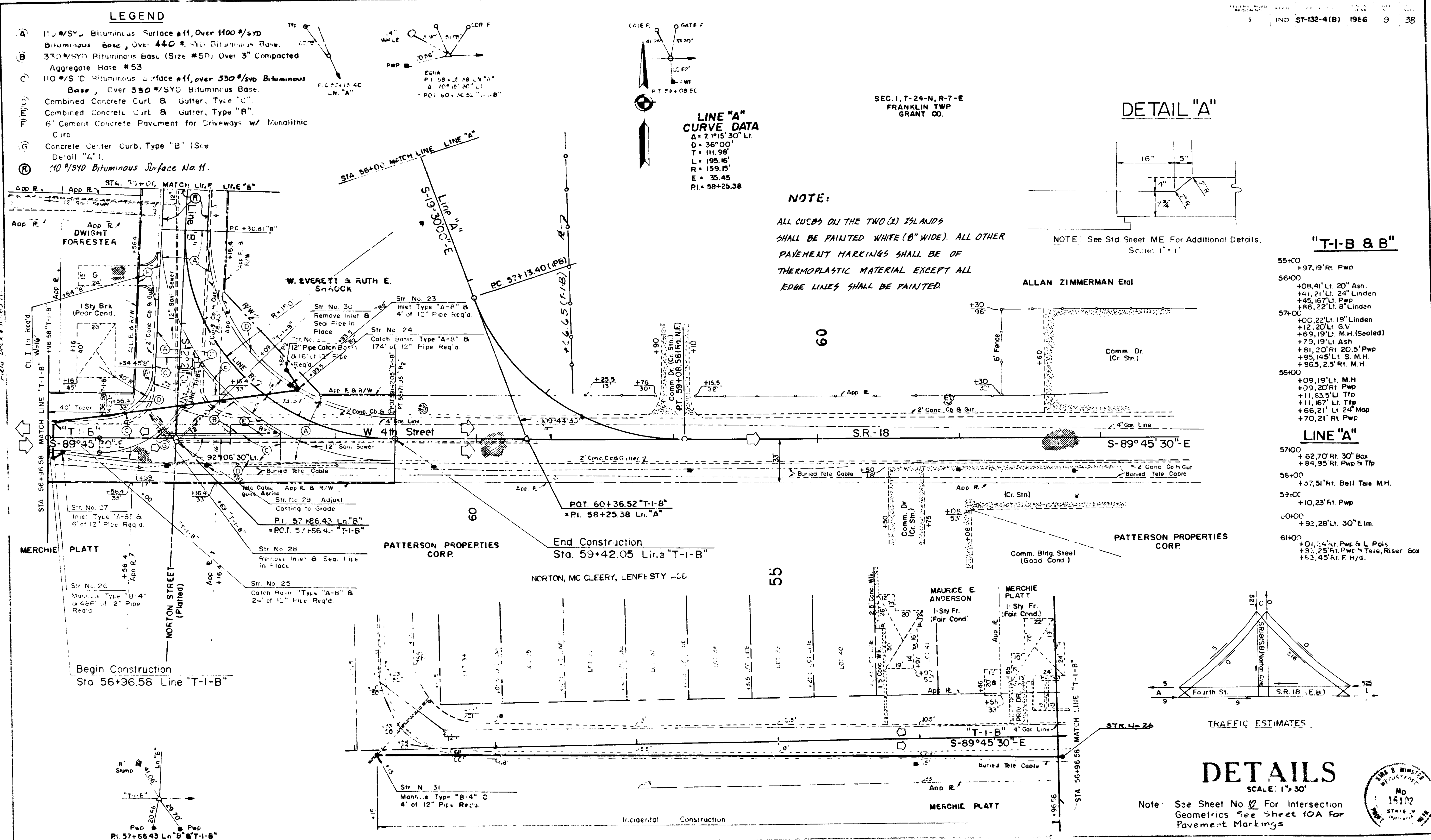
**"T-I-B & B"**

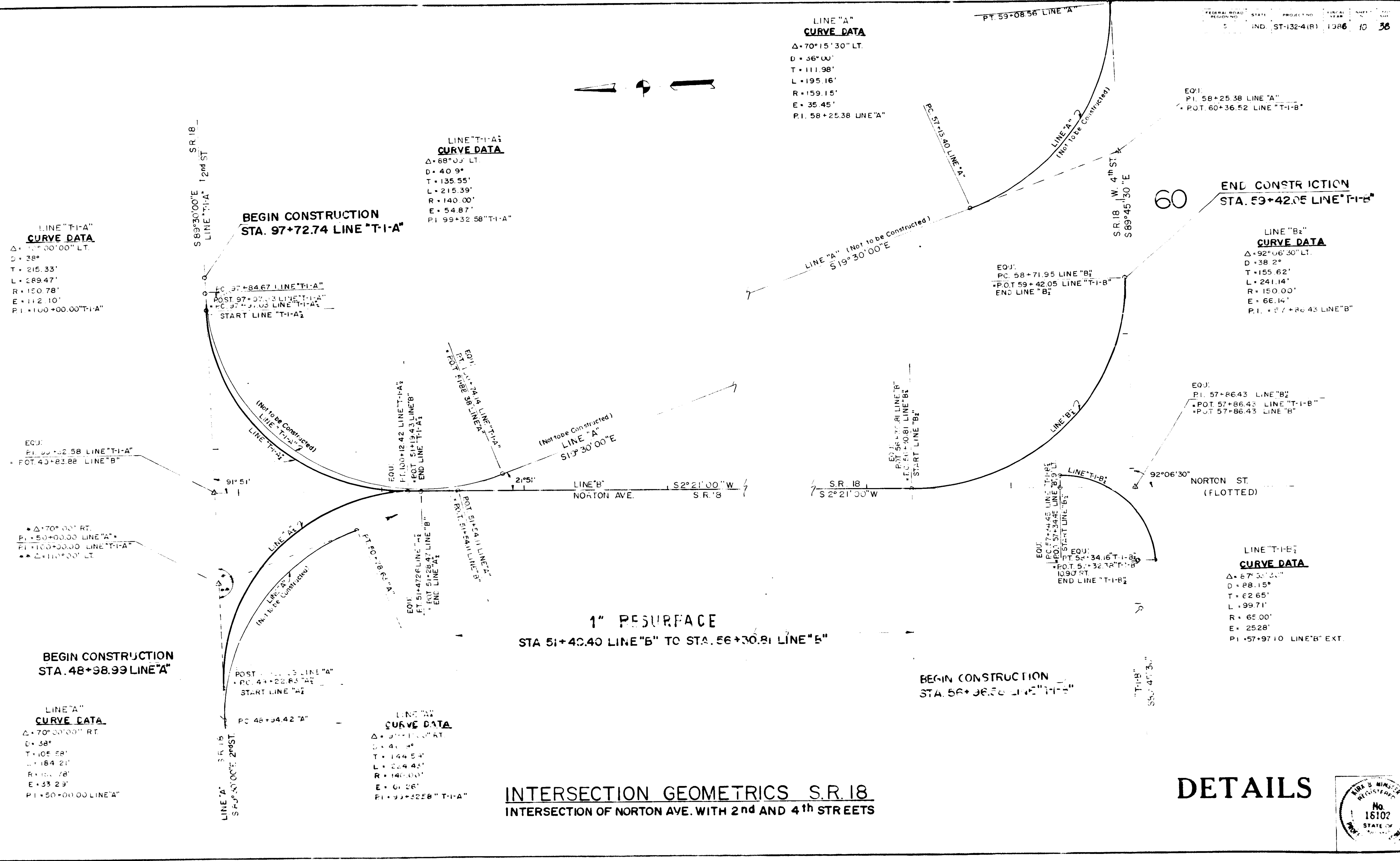
- 55+00 +97.19' Rt. Pwp
- 56+00 +09.41' Lt. 20" Ash.  
+41.21' Lt. 24" Linden  
+45.15' Lt. Pwp  
+96.22' Lt. 8" Linden
- 57+00 +00.22' Lt. 18" Linden  
+12.20' Lt. 6V  
+69.19' Lt. M.H. (Sealed)  
+79.19' Lt. Ash  
+81.20' Rt. 20.5' Pwp  
+85.145' Lt. S. M.H.  
+86.5.2.5' Rt. M.H.
- 58+00 +09.19' Lt. M.H.  
+09.20' Rt. Pwp  
+11.63.5' Lt. Tfp  
+11.167' Lt. Tfp  
+66.21' Lt. 24" Map  
+70.21' Rt. Pwp
- LINE "A"**
- 57+00 +62.70' Rt. 30" Box  
+84.95' Rt. Pwp 5' Tfp
- 55+00 +57.51' Rt. Bell Tele M.H.
- 59+00 +10.23' Rt. Pwp
- 60+00 +92.28' Lt. 30" E.Im.
- 61+00 +01.54' Rt. Pwp S.L. Pels.  
+82.25' Rt. Pwp 1/2" Tote, Riser box  
+83.45' Rt. F. Hyd.



**DETAILS**  
 SCALE: 1" = 30'

Note: See Sheet No. 10 For Intersection Geometrics See Sheet 10A For Pavement Markings





**LINE "T1-A" CURVE DATA**  
 $\Delta = 170^{\circ}00'00''$  LT.  
 D = 380'  
 T = 215.33'  
 L = 289.47'  
 R = 150.78'  
 E = 112.10'  
 P.I. = 100+00.00" T1-A"

**BEGIN CONSTRUCTION STA. 97+72.74 LINE "T1-A"**

**LINE "T1-A" CURVE DATA**  
 $\Delta = 68^{\circ}03'00''$  LT.  
 D = 40.9'  
 T = 135.55'  
 L = 215.39'  
 R = 140.00'  
 E = 54.87'  
 P.I. = 99+32.58" T1-A"

**LINE "A" CURVE DATA**  
 $\Delta = 70^{\circ}15'30''$  LT.  
 D = 36^{\circ}00'  
 T = 111.98'  
 L = 195.16'  
 R = 159.15'  
 E = 35.45'  
 P.I. = 58+25.38" LINE "A"

**END CONSTRUCTION STA. 59+42.05 LINE "T1-B"**

**LINE "B2" CURVE DATA**  
 $\Delta = 92^{\circ}06'30''$  LT.  
 D = 38.2'  
 T = 155.62'  
 L = 241.14'  
 R = 150.00'  
 E = 66.14'  
 P.I. = 57+86.43" LINE "B"

**EQU. P.I. 57+86.43" LINE "B2"**  
 POT 57+86.43" LINE "T1-B"  
 POT 57+86.43" LINE "B"

**LINE "T1-B" CURVE DATA**  
 $\Delta = 67^{\circ}30'00''$  LT.  
 D = 28.15'  
 T = 62.65'  
 L = 99.71'  
 R = 65.00'  
 E = 25.28'  
 P.I. = 57+97.10" LINE "B" EXT.

$\Delta = 170^{\circ}00'00''$  RT.  
 P.I. = 50+00.00" LINE "A"  
 P.I. = 100+00.00" LINE "T1-A"  
 $\Delta = 110^{\circ}00'00''$  LT.

**BEGIN CONSTRUCTION STA. 48+98.99 LINE "A"**

**LINE "A" CURVE DATA**  
 $\Delta = 70^{\circ}00'00''$  RT.  
 D = 38'  
 T = 105.88'  
 L = 184.21'  
 R = 101.78'  
 E = 33.23'  
 P.I. = 50+00.00" LINE "A"

**LINE "B" CURVE DATA**  
 $\Delta = 57^{\circ}11'00''$  AT  
 D = 41.4'  
 T = 144.54'  
 L = 224.42'  
 R = 140.00'  
 E = 61.26'  
 P.I. = 99+32.58" T1-A"

**1" RESURFACE STA 51+42.40 LINE "B" TO STA. 56+30.81 LINE "B"**

**BEGIN CONSTRUCTION STA. 56+30.81 LINE "T1-B"**

**INTERSECTION GEOMETRICS S.R. 18**  
 INTERSECTION OF NORTON AVE. WITH 2nd AND 4th STREETS

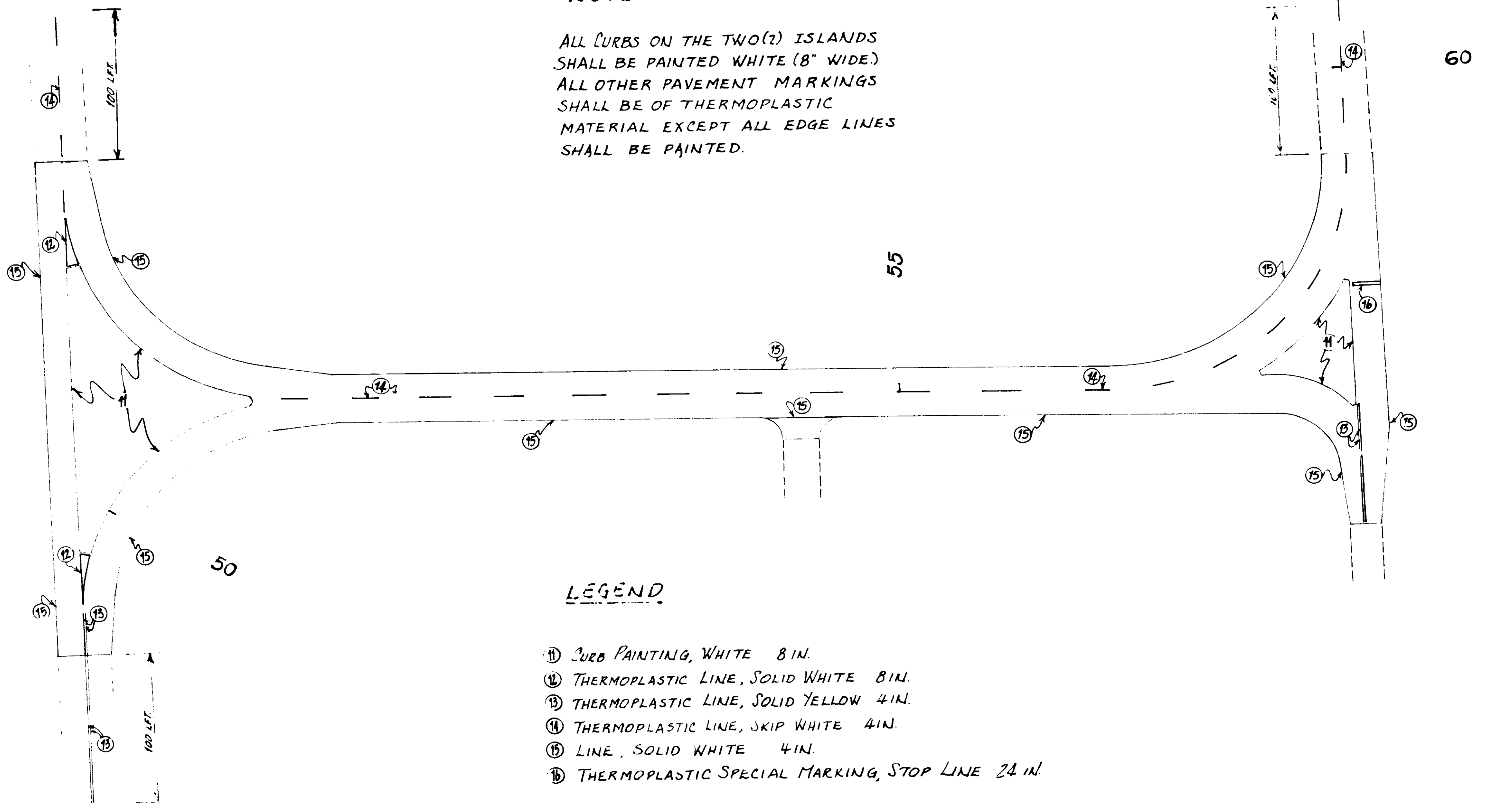
**DETAILS**





**NOTE:**

ALL CURBS ON THE TWO(2) ISLANDS SHALL BE PAINTED WHITE (8" WIDE)  
ALL OTHER PAVEMENT MARKINGS SHALL BE OF THERMOPLASTIC MATERIAL EXCEPT ALL EDGE LINES SHALL BE PAINTED.



**LEGEND**

- ① CURB PAINTING, WHITE 8 IN.
- ② THERMOPLASTIC LINE, SOLID WHITE 8 IN.
- ③ THERMOPLASTIC LINE, SOLID YELLOW 4 IN.
- ④ THERMOPLASTIC LINE, SKIP WHITE 4 IN.
- ⑤ LINE, SOLID WHITE 4 IN.
- ⑥ THERMOPLASTIC SPECIAL MARKING, STOP LINE 24 IN.

**PAVEMENT MARKINGS**

**DETAILS**

SCALE 1"=40'



### SUMMARY OF QUANTITIES AND APPROACH TABLE

LOCATION (STATION)	DESCRIPTION (APPROACH TYPE OR CLASS)	PIPE BASE					3"	CEMENT CONCRETE FINISH FOR PAVEMENT DRUM AND
		110	1100	330	330	440		
49+25 "A" Tan.	CL III	20'	21'	20-10			59	
49+97 "A" Tan.	CL III	20'	21'	20-10			59	
56+64 "B"	CL I	15'	15'	10-10			30	
MAINLINE - LINE "A" T-1-A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V, W, X, Y, Z					5168 2698 915 2024 2755		158 3.04 1085	
					5168 2698 915 2024 2755		148	

### STRUCTURE DATA

LOCATION	DEPTH	DESCRIPTION	LENGTH	FLOW LINE	PIPE THICKNESSES	VELOCITY WHEN FLOWING FULL	REMARKS
10 49+74 "A"	X	RELOCATE WATER METER					SEE SPECIAL PROVISIONS
11 50+26 "A"	X	L INLET TYPE "A-B" REQ'D	4'	843.78 843.70	0.4	A	CONNECT TO STRUCTURE NO. 12.
12 50+32 "A"	X	L C.B. TYPE "A-B" REQ'D	72'	843.70 842.21	7.3	A	CONNECT TO STRUCTURE NO. 20.
13 50+24 "A"	X	L INLET TYPE "A-B" REQ'D	60'	843.40 842.21	6.1	A	CONNECT TO STRUCTURE NO. 20 & SEAL EXISTING 18" PIPE. REMOVE CURB INLET AND SEAL PIPE IN PLACE.
14 50+32 "A"	X						REMOVE MANHOLE AND SEAL PIPE IN PLACE.
15 50+34 "A"	X						REMOVE INLET AND SEAL PIPE IN PLACE.
16 50+35 "A"	X						CONNECT TO STRUCTURE NO. 18, (EXISTING 12" SEWER PIPE).
17 97+80 "F-A"	X	L INLET TYPE "A-B" REQ'D	30'	842.14	3.0	A	ADJUST CASTING TO GRADE.
18 97+80 "F-A"	X	L M.H. TYPE "A-B" REQ'D	4'		0.4	A	
19 98+91 "F-A"	X						ADJUST CASTING TO GRADE.
20 99+10 "F-A"	X	L M.H. TYPE "A-B" REQ'D	4'	842.21 842.15	0.4	A	
21 99+17 "F-A"	X						ADJUST CASTING TO GRADE.
22 57+86 "B"	X	P 12" PIPE C.B. REQ'D	16'		1.6	B	CONNECT TO STRUCTURE NO. 24.
23 57+94 "B"	X	L INLET TYPE "A-B" REQ'D	4'	842.37 842.30	0.4	A	CONNECT TO STRUCTURE NO. 24.
24 58+20 "B"	X	L C.B. TYPE "A-B" REQ'D	174'	842.36 843.72	77.6	A	CONNECT TO STRUCTURE NO. 25.
25 57+27 "B"	X	L C.B. TYPE "A-B" REQ'D	24'	843.12 842.21	7.4	A	CONNECT TO STRUCTURE NO. 24.
26 57+57 "F-B"	X	P M.H. TYPE "B-A" REQ'D	40'	842.63 842.21	49.1	B	CONNECT TO STRUCTURE NO. 31.
27 57+57 "F-B"	X	P M.H. TYPE "A-B" REQ'D	6'	843.81 843.15	0.6	A	CONNECT TO STRUCTURE NO. 27.
28 57+57 "F-B"	X						REMOVE INLET & SEAL PIPE IN PLACE.
29 57+56 "F-B"	X						ADJUST CASTING TO GRADE.
30 58+09 "F-B"	X						REMOVE INLET & SEAL PIPE IN PLACE.
31 58+15 "F-B"	X	P M.H. TYPE "B-A" REQ'D	4'	841.61	0.4	B	CONNECT TO EXISTING PIPE.

### PAVED SIDE DITCH AND SODDING SUMMARY TABLE

PAVED SIDE DITCH		SODDING	
48+98.99 "A"	53+42.05 "F-B"		2720

