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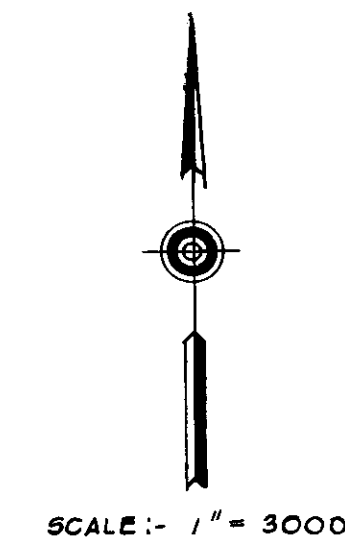
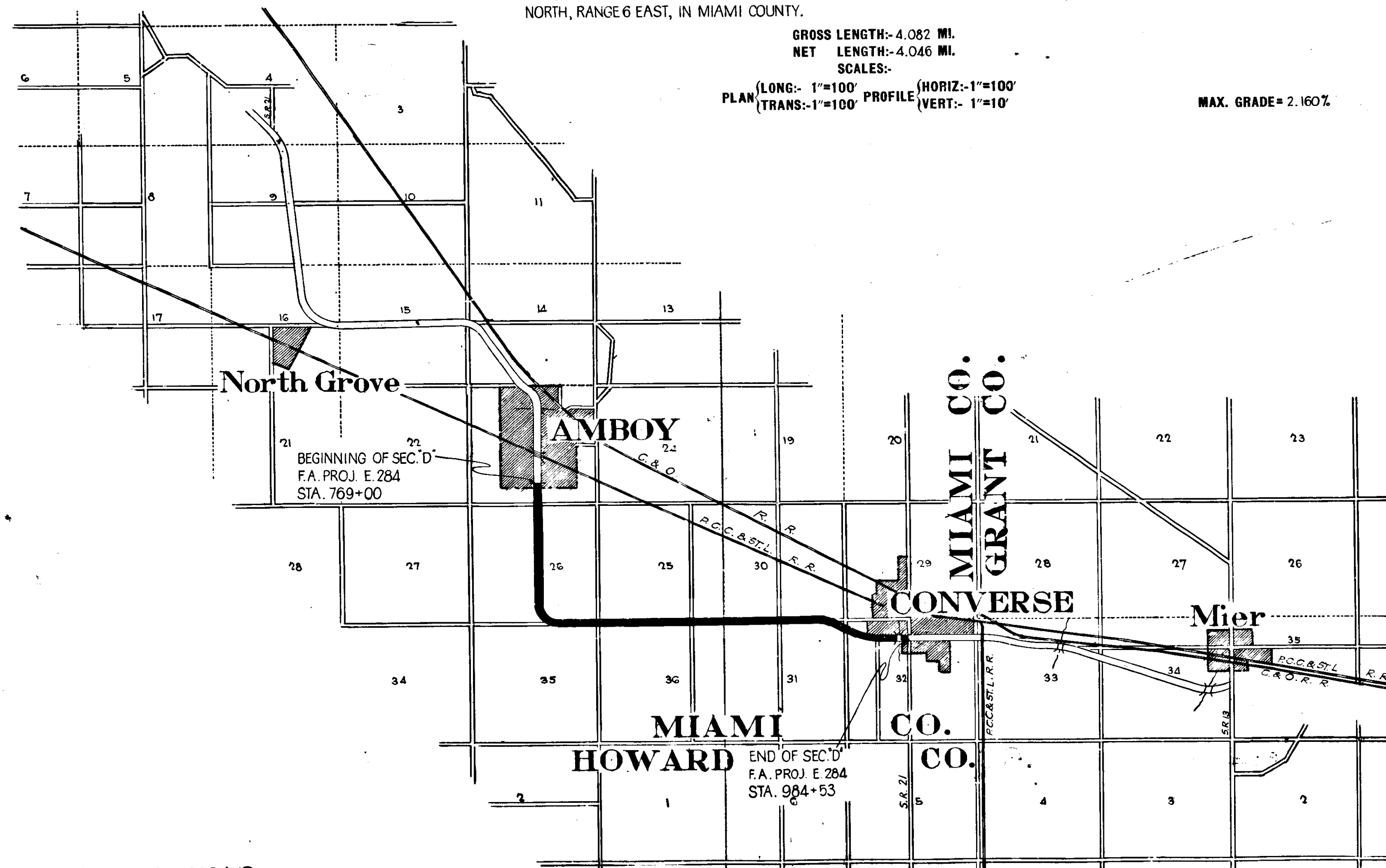
STATE OF INDIANA
STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED
STATE HIGHWAY
F. A. PROJECT NO. E. 284 SEC. D.
PERU - MARION ROAD.

BEGINNING 204' NORTH OF THE SOUTH CORPORATION LINE OF THE TOWN OF AMBOY IN THE SOUTH HALF OF SEC. 23; TOWNSHIP 25 NORTH, RANGE 5 EAST, AND RUNNING SOUTH AND EAST TO A POINT ON S.R. 21 IN THE TOWN OF CONVERSE IN THE NORTH HALF OF SEC. 32, TOWNSHIP 25 NORTH, RANGE 6 EAST, IN MIAMI COUNTY.

GROSS LENGTH:- 4.082 MI.
NET LENGTH:- 4.046 MI.
SCALES:-
PLAN (LONG:- 1"=100' PROFILE (HORIZ:- 1"=100'
(TRANS:- 1"=100' VERT:- 1"=10'

MAX. GRADE= 2.160%



FEDERAL ROAD DISTRICT NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	284	1933	1	52

SECTION: D

APPROVED AND ADOPTED 3-28-33.
By STATE HIGHWAY COMMISSION OF INDIANA.
James D. Adams
CHAIRMAN STATE HIGHWAY COMMISSION

APPROVED 1-25-33.
Hugh B. Baughman
DIRECTOR STATE HIGHWAY COMMISSION

APPROVED 9-2-32.
R. Brown
DIRECTOR STATE HIGHWAY COMMISSION

APPROVED 12-10-32.
C. J. Little
CHIEF ENGINEER STATE HIGHWAY COMMISSION

RECOMMENDED FOR APPROVAL
DISTRICT ENGINEER & CHIEF OF PUBLIC ROADS

RECOMMENDED FOR APPROVAL
CHIEF ENGINEER - BUREAU OF PUBLIC ROADS

APPROVED
DIRECTOR - BUREAU OF PUBLIC ROADS

INDIANA STATE HIGHWAY STANDARD SPECIFICATIONS DATED 1923 AND INDIANA STATE HIGHWAY STANDARD SPECIFICATION 'B' DATED APRIL 1931 ON FILE WITH U. S. BUREAU OF PUBLIC ROADS, TO BE USED WITH THESE PLANS, ALSO SUPPLEMENTAL SPECIFICATIONS DRAFT OF NOV. 1, 1928 & NOV. 1, 1930 AND SUPPLEMENTAL SPECIFICATION NO. 1 DRAFT OF MARCH 1, 1932.

C.E. 12-14-32
4/17/33

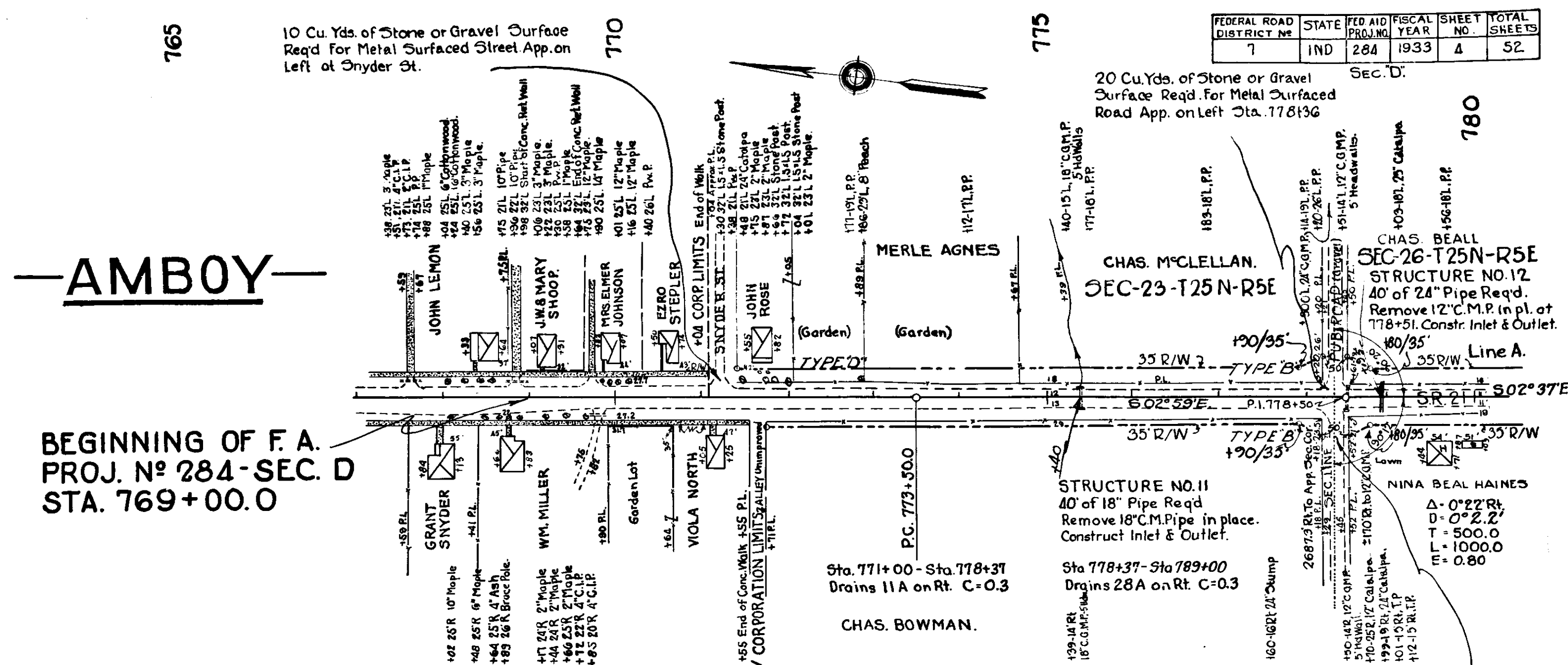
T.H. Wright
J.C. Procter
W.J. Genders
5/28/32

2269

T.H. Wright
J.C. Procter
6/32

2282

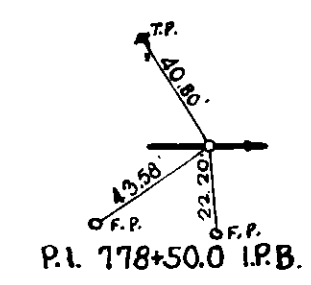
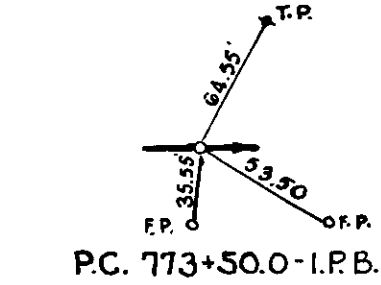
B.M. No. 63 Elev. 816.69 Boat Spike in Telephone Pole 25' Lt. of Sta. 769+23



FEDERAL ROAD DISTRICT NO.	STATE	FED. AID FISCAL YEAR	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	1933	1933	4	52

BEGINNING OF F.A. PROJ. NO 284-SEC. D STA. 769+00.0

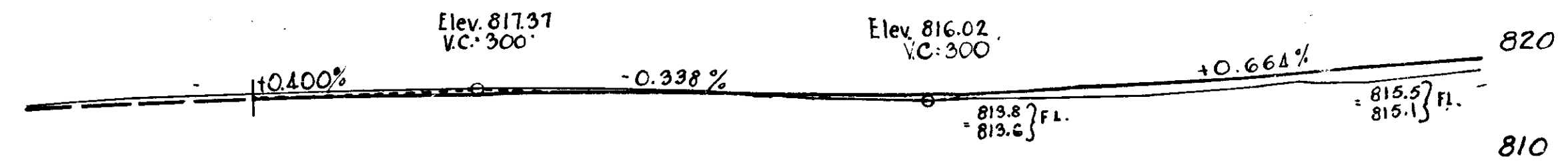
ALL R/W ON THIS SHEET 35' ON EACH SIDE EXCEPT AS SHOWN



STD. SECTION C-8-G ADOPTED OCT. 1929 (Rev. April 29, 1932) AND STD. SECTION C-8-G-B ADOPTED AUG. 1931 (Rev. April 29, 1932) TO BE USED ON THIS PROJECT.
Grade line represents top of finished pavement.
Grade to be raised 3" for Rock Asphalt and Asphaltic Macadam Pavements.

NOTE: At all road approaches where gravel or stone surface is required, the Contractor shall salvage that portion of metal in place as specified by the Project Engineer

STANDARDS UNDER DATE AS LISTED IN INDEX ON TITLE SHEET TO BE USED ON THIS PROJECT. ALL CURVES OF 5' AND OVER TO BE WIDENED ACCORDING TO STANDARDS OF 1932. THE CROWN WILL BE TAKEN OUT OF ALL CURVES OVER 2'



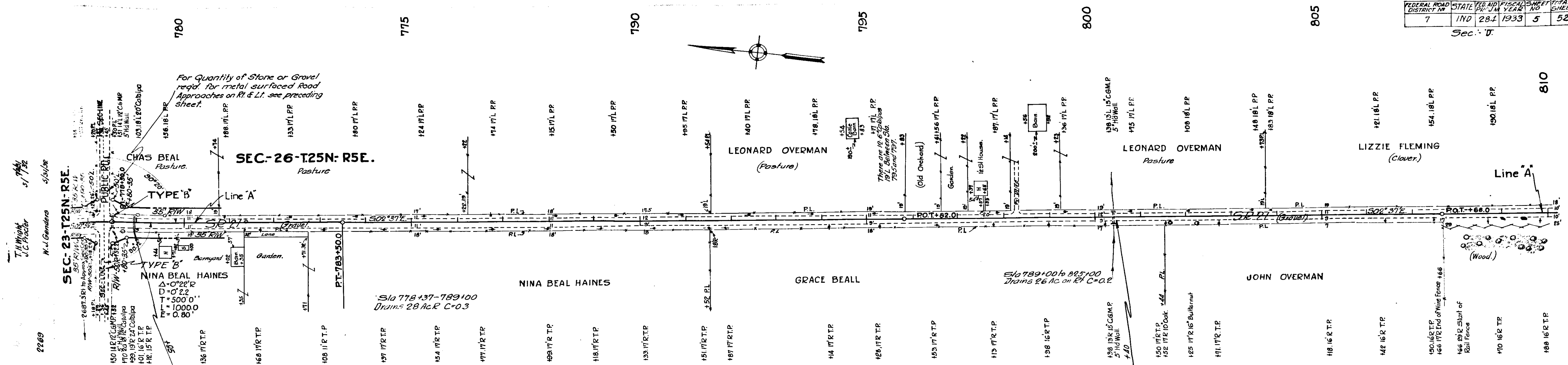
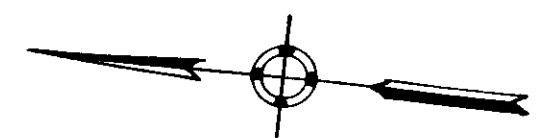
-NOTE-
State Standard Specifications adopted 1923 and Supplements of Nov. 1, 1928 and Nov. 1, 1930 shall apply in the construction of Concrete, Bituminous Concrete or Brick Pavements.
State Standard Specification B adopted April 1931 except guarantee clauses - Articles 12-H-4, 12-J-4, 12-K-4, 12-L-4, 12-M-4, also Supplementary Specification No. 1, adopted March 1, 1932, shall apply in the construction of Asphaltic Macadam and Rock Asphalt on Macadam bases.
Features not covered by Std. Specification B and Supplementary Specification No. 1 shall be constructed in accordance with State Standard Specifications adopted 1923 and Supplements thereto.

816.7	816.6	817.0	817.3	817.5	817.4	817.0	816.3	816.1	816.2	816.1	816.3	817.3	817.4	816.4
67	68	69	70	71	72	73	74	75	76	77	78	79	80	81

C.E.V. 12-11-32
J.H. 12-20-32

FEDERAL ROAD DISTRICT NO.	STATE	YEAR	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	28.7	1933	5	52

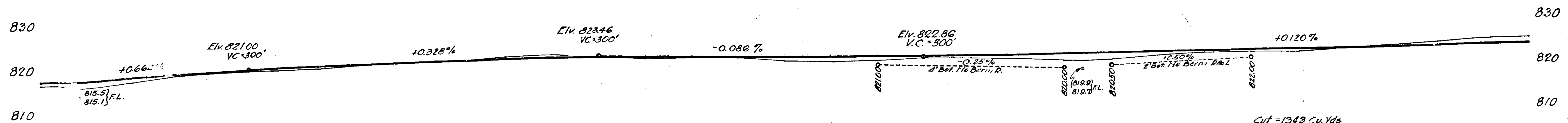
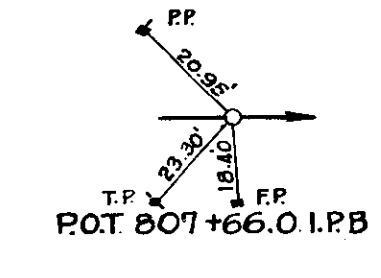
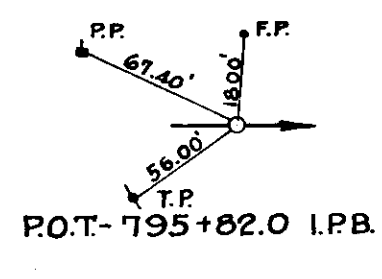
Sec. II



ALL RW ON THIS SHEET 35' EACH SIDE C EXCEPT AS SHOWN.

STRUCTURE NO 13
40' of 24" Pipe Road
Remove 15' C&M in place.

PI-770+50.0 I.P.B.	PT-783+50.0 I.P.B.
BM No 64 Elev. 818.60	Boal Spike in 12' Catalpa 45 Rt Sta. 780+10
BM No 65 Elev. 821.73	10' Maple 72" H Sta. 797+73
BM No 66 Elev. 825.55	10' Oak 40' Rt Sta. 808+34



Cut = 929 Cu Yds
Fill 12% = 923
Waste 6
Quantities include 25 Cu Yds of Fill
For 2 1/2' Appro. R&L of Sta 778+5
25 Cu Yds Cut for 5' Approach on Lt of Snyder St

Cut = 1343 Cu Yds
Fill 20% = 1309
Waste 34

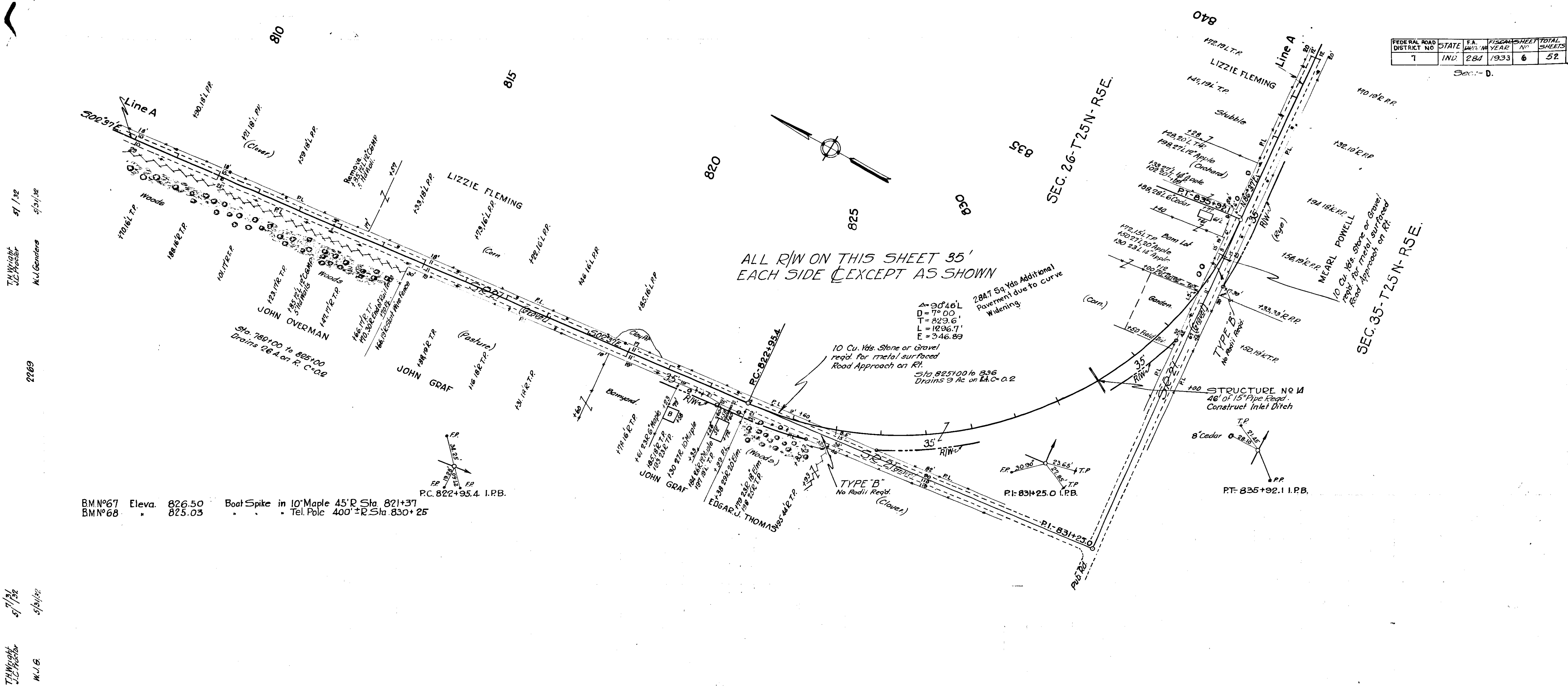
817.3	818.4	819.7	820.2	820.6	821.0	821.8	822.3	822.6	823.3	823.9	823.4	822.8	822.9	822.9	822.7	821.9	822.0	822.5	822.4	822.2	821.7	821.8	821.5	823.1	823.1	823.2	823.9	824.4	825.0	825.5	825.8	
778	79	780	81	82	83	84	795	86	87	88	89	790	91	92	93	94	795	96	97	98	99	800	801	2	3	4	805	6	7	8	9	810

C.E.V. 12-11-32
9.14-12-20-32

J.H. Wright
J.C. Procter
M.J. Ganders
7.3.32
5.31.37

FEDERAL ROAD DISTRICT NO	STATE	F.A. YEAR	FISCAL YEAR	SHEET NO	TOTAL SHEETS
7	IND	284	1933	6	52

Sec. - D.



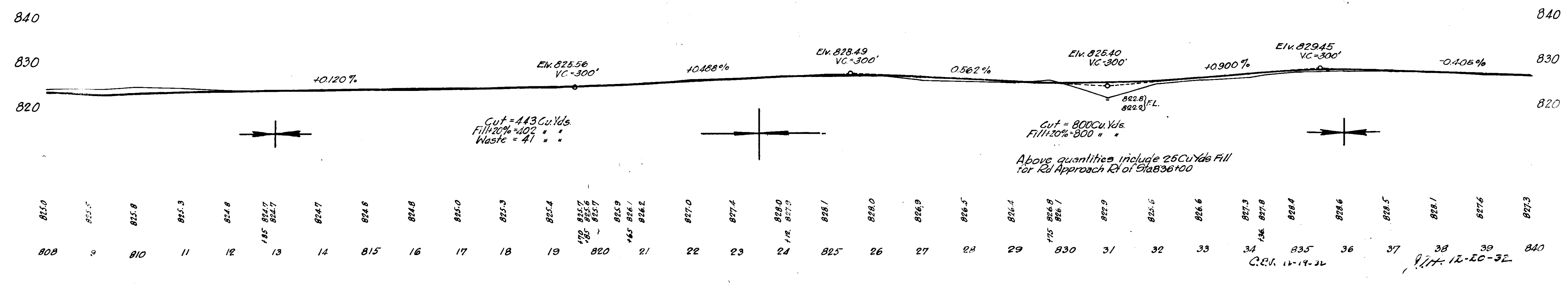
ALL R/W ON THIS SHEET 35' EACH SIDE EXCEPT AS SHOWN

$\Delta = 90^\circ 46'$
 $D = 7^\circ 00'$
 $T = 823.6'$
 $L = 1926.7'$
 $E = 346.89'$

2847 54 Yds Additional Pavement due to curve Widening
 10 Cu. Yds Stone or Gravel reqd. for metal surfaced Road Approach on Rt.
 Sta. 825+00 to 836
 Drains to R.C. on L.C. 0.2

STRUCTURE NO. 11
 48" 15" Pipe Road
 Construct Inlet Ditch

BM#67 Elev. 826.50
 BM#68 " 825.03
 Boat Spike in 10' Maple 45' R Sta. 821+37
 Tel. Pole 400' ± R Sta. 830+25
 P.C. 822+95.4 I.R.B.



T.H. Wright
 J.C. Hester
 5/1/32
 5/1/32

2269

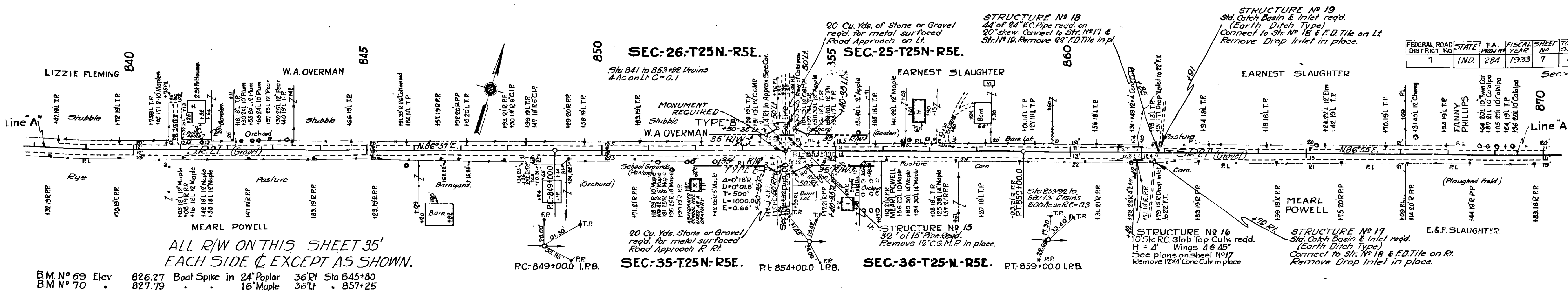
T.H. Wright
 J.C. Hester
 5/1/32
 5/1/32

34
 35
 C.R. 12-19-32

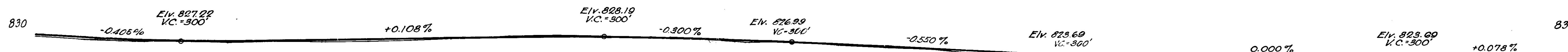
38
 39
 R.H. 12-20-32

FEDERAL ROAD DISTRICT NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	284	1933	7	52

Sec-D

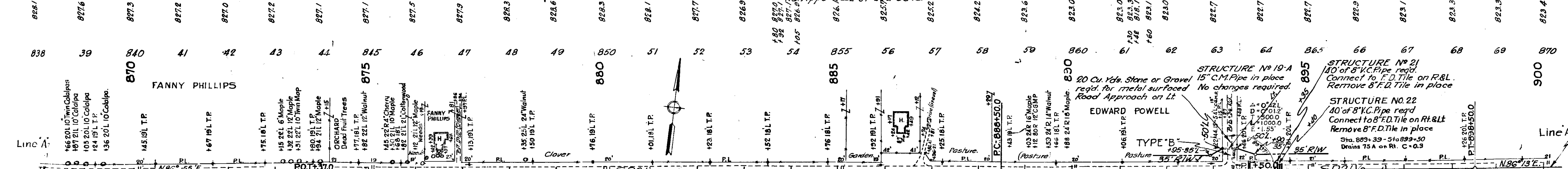


BM No 69 Elev. 826.27 Boat Spike in 24' Poplar 36' R/Sla 845+80
 BM No 70 Elev. 827.79 Boat Spike in 16' Maple 36' L/Sla 857+25

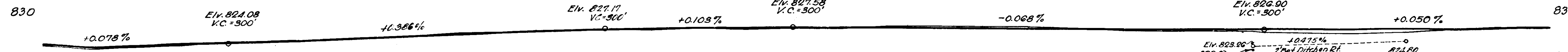


Cut = 468 Cu.Yds.
 Fill 20% = 452 "
 Waste = 16 "

Cut = 704 Cu.Yds.
 Fill 20% = 702 "
 Waste = 2 "
 Quantities include 25 Cu.Yds. Cut for Rd. App's R&L of Sta 854+.

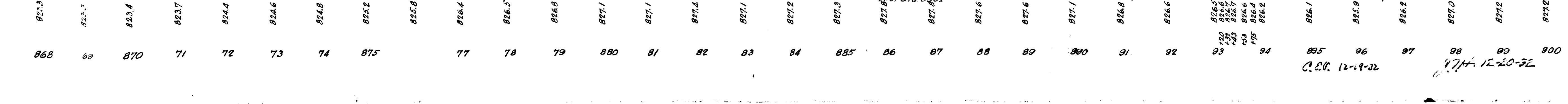


BM No 71 Elev. 824.74 Boat Spike in 14' Maple 72' R/Sla 873+50
 BM No 72 Elev. 829.17 Boat Spike in 18' Poplar 47' L/Sla 888+30



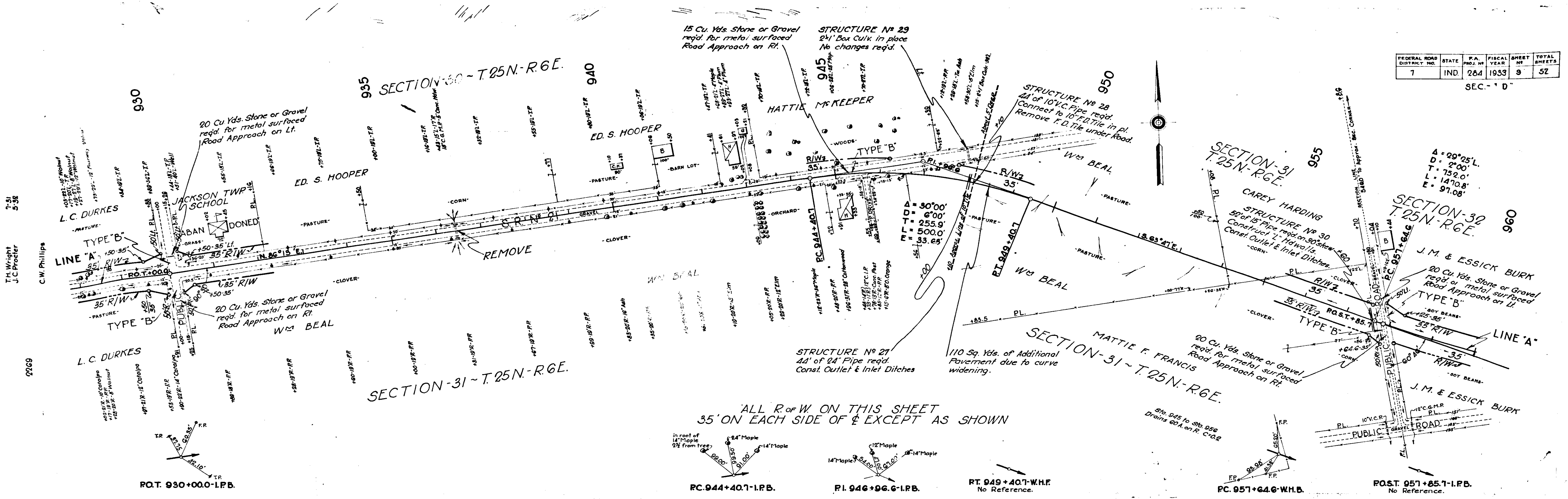
Cut = 1029 Cu.Yds.
 Fill 20% = 1063 "
 Borrow = 36 "

Cut = 1026 Cu.Yds.
 Fill 20% = 950 "
 Waste = 70 "
 Quantities include 25 Cu.Yds. Fill for Rd. App. 1/4" 5' Sta 883+.



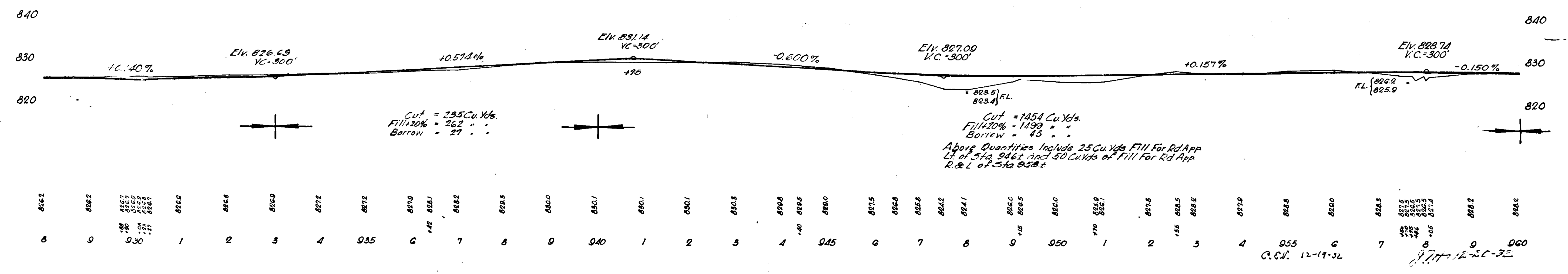
FEDERAL ROAD DISTRICT NO.	STATE	P.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	284	1933	9	52

SEC. - 1 D



B.M. No 16 Elev. 827.63 Boot Spike in 20' Maple 80' Lt. of Sta. 945+34.
 71 830.36 20' Apple 400' Rt. of Sta. 953+46.

7-31
5-38
T.H. Wright
J.C. Procter
C.W. Phillips
9769



866.1	866.2	866.7	866.8	866.9	867.2	867.2	867.9	868.1	868.2	868.3	868.0	868.1	868.1	868.5	868.6	868.5	868.5	868.2	868.2	868.0	868.8	868.8	868.0	868.8	868.8	868.2	868.2					
0	0	0.30	1	2	3	4	935	6	7	8	9	940	1	2	3	4	945	6	7	8	9	950	1	2	3	4	955	6	7	8	9	960

C.S.N. 12-19-32
 12-19-32

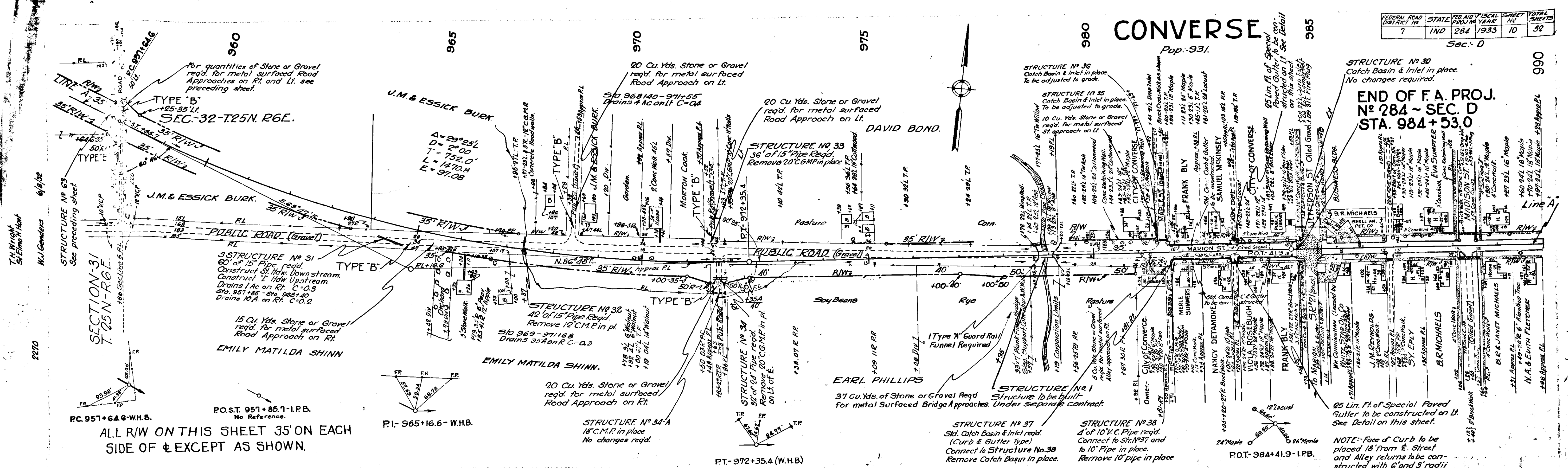
CONVERSE

Pop. 931.

FEDERAL ROAD DISTRICT	STATE	FEEDING ROAD	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	284	1933	10	32

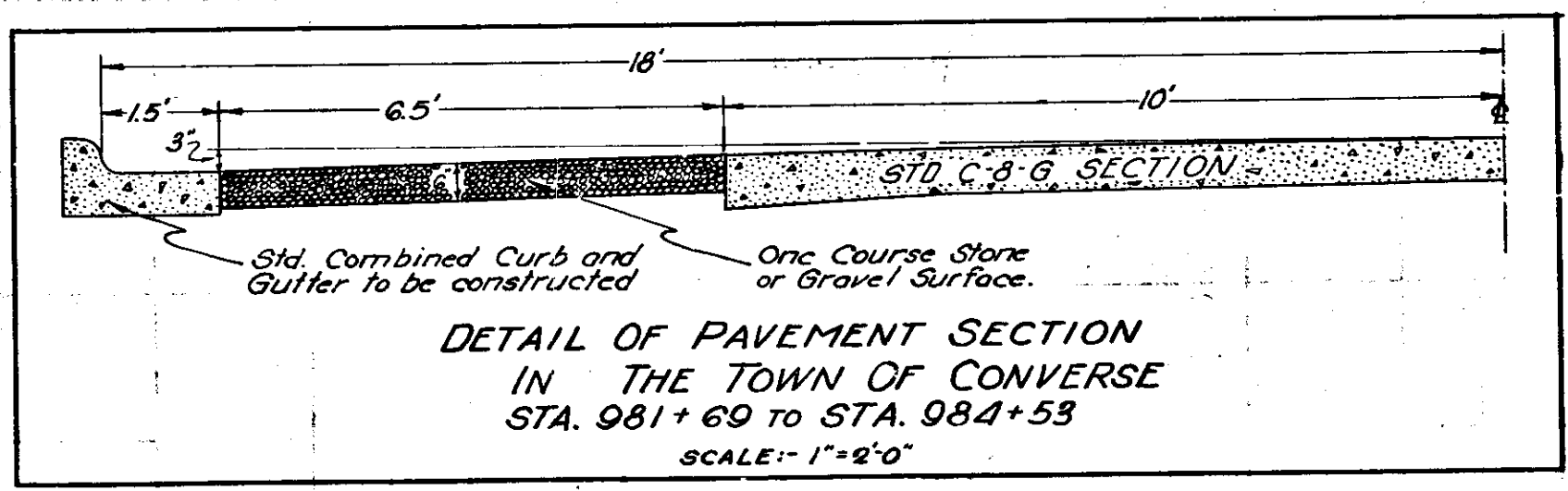
Sec. D

END OF F.A. PROJ.
No. 284 - SEC. D
Sta. 984+53.0



ALL R/W ON THIS SHEET 35' ON EACH SIDE OF ϕ EXCEPT AS SHOWN.

- B.M. #78 Elev. 824.52
- B.M. #79 Elev. 813.70
- B.M. #80 Elev. 829.09
- Boat Spike in 20" Maple 80' Rt Sta 966+83
- Boat Spike in 18" Poplar 48' Lt. 974+65
- Point of Arrow on top of Fire Hydrant N.E. Cor Jefferson & Morrison Sls Converse 33' Lt Sta 985+10

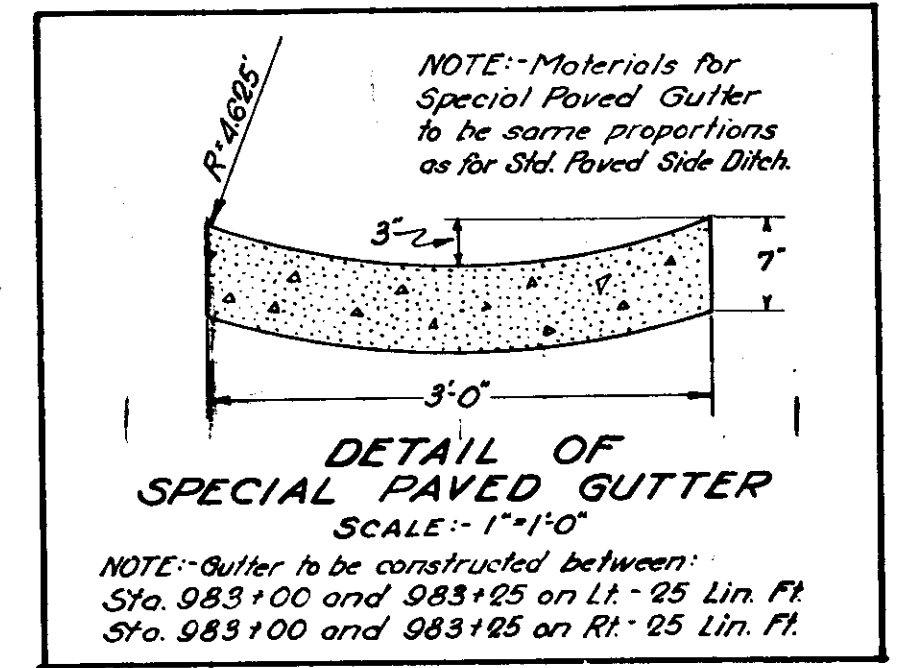


High Water Data:

1913 - Elev. 815.5	Sta. 981+69 to 983+05 - 148 Lin. Ft.
1915 - Elev. 812.5 (Bridge Dept)	Sta. 981+71 - 983+05 - 148 "
	Sta. 983+20 - 984+53 - 141 "
	Sta. 983+20 - 984+53 - 142 "

Concrete Curb Removal

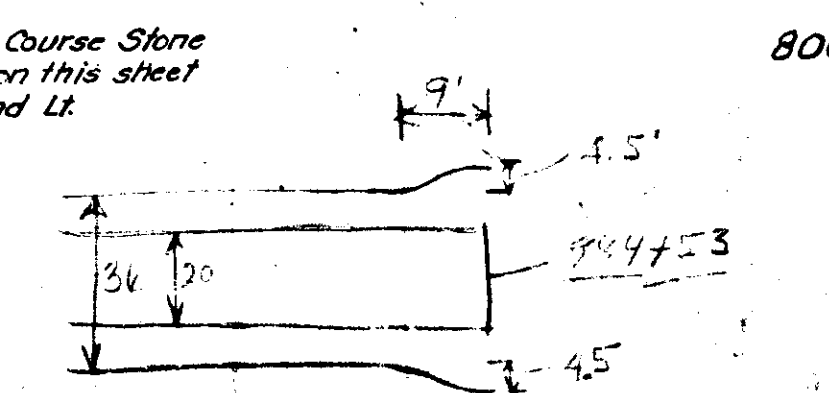
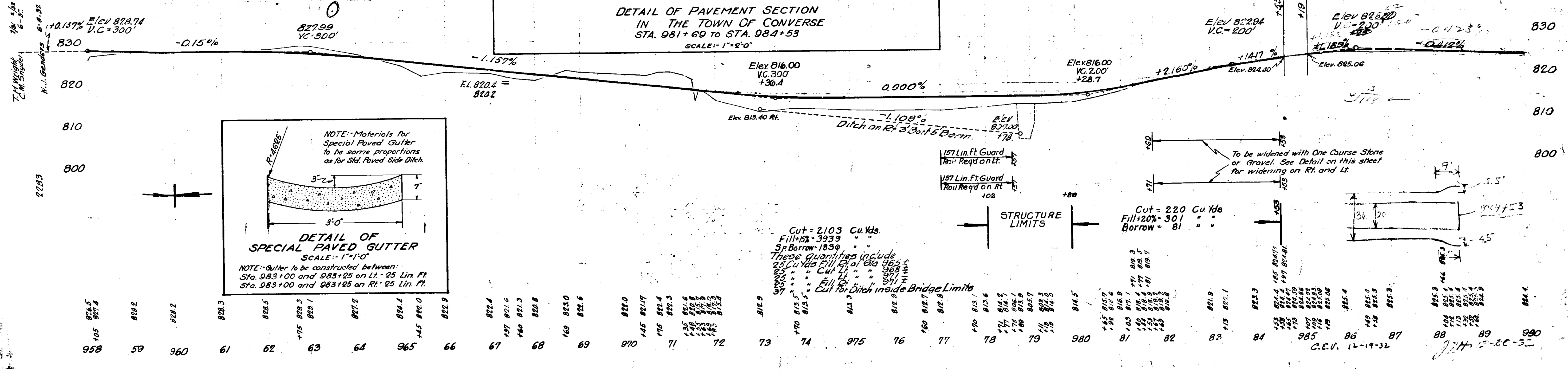
LT - Sta. 981+69 to 983+05 - 148 Lin. Ft.
RT - 981+71 - 983+05 - 150 "
LT - 983+20 - 984+53 - 146 "
RT - 983+20 - 984+53 - 147 "



Cut = 2103 Cu.Yds.
Fill = 3933
Sp. Borrow = 1839

These quantities include:
25 Cu.Yds. Fill of 2 1/2' depth
Cut for Ditch inside Bridge Limits

Cut = 220 Cu.Yds.
Fill = 201
Borrow = 81



C.C.V. 12-14-32