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FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	77(6)	1947	1	27

SECTION--

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

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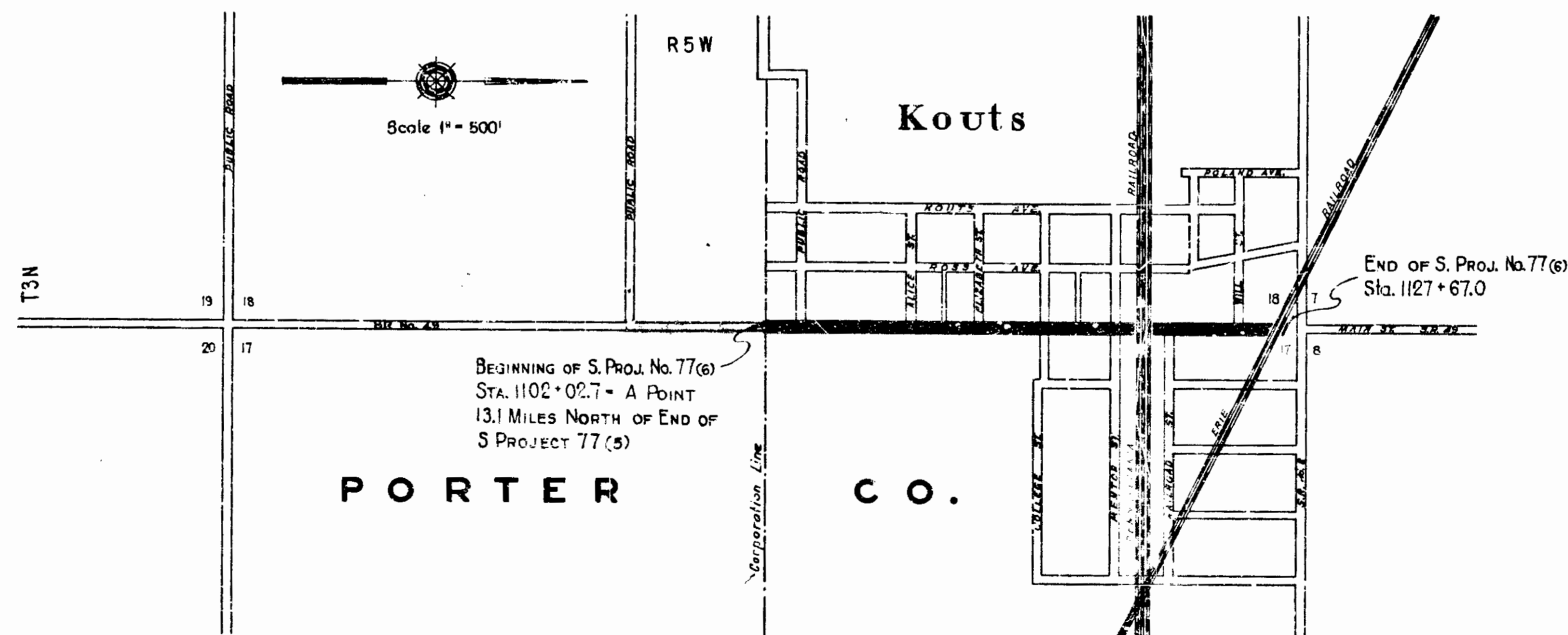
**PLAN AND PROFILE OF PROPOSED**  
**STATE HIGHWAY**  
**S. PROJECT NO. 77(6) (1947)**  
**STATE ROAD No. 49 IN KOUTS**

BEGINNING AT A POINT APPROXIMATELY 2,652 FEET NORTH OF THE SOUTHWEST CORNER OF SECTION 17 T33N-R5W ON S.R. No. 49 AND EXTENDING IN A NORTHERLY DIRECTION TO A POINT APPROXIMATELY 87.7 FEET SOUTH OF THE NORTHWEST CORNER OF SECTION 17 T33N-R5W ON S.R. No. 49 ALL IN PORTER COUNTY.

GROSS LENGTH:- 0.485 MI.  
 NET LENGTH:- 0.485 MI.  
 SCALES:-

PLAN LONG:- 1"=50' HORIZ:- 1"=50' VERT:- 1"=10'  
 TRANS:- 1"=50' PROFILE

MAX. GRADE 3.500%



STATE HIGHWAY COMMISSION OF INDIANA.  
 STANDARD SPECIFICATIONS DATED 1946  
 TO BE USED WITH THESE PLANS.

RECOMMENDED FOR APPROVAL 6-30-47

*W. F. Bakers*  
 ENGINEER OF ROAD DESIGN, STATE HIGHWAY COMMISSION OF INDIANA

APPROVED AND ADOPTED 7-1-47  
 BY STATE HIGHWAY COMMISSION OF INDIANA

*Carl E. Vogelgesang*  
 CHIEF ENGINEER, STATE HIGHWAY COMMISSION OF INDIANA

APPROVED 7-1-47  
 RECOMMENDED FOR APPROVAL DATE

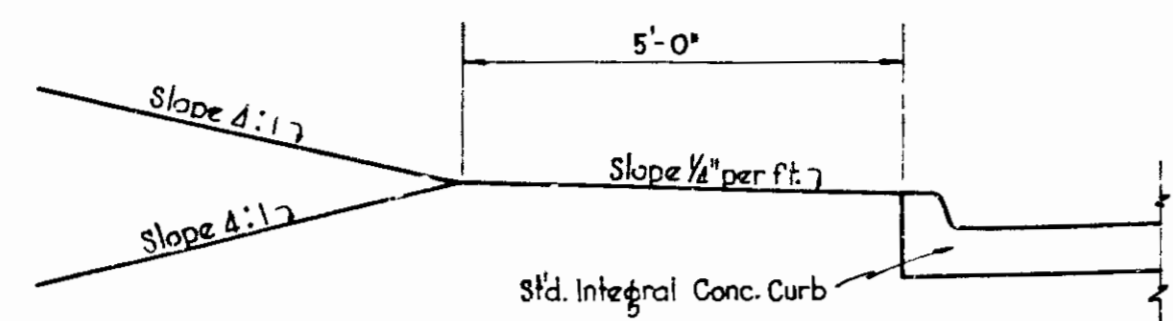
DISTRICT ENGINEER  
 PUBLIC ROADS ADMINISTRATION  
 FEDERAL WORKS AGENCY

APPROVED DATE

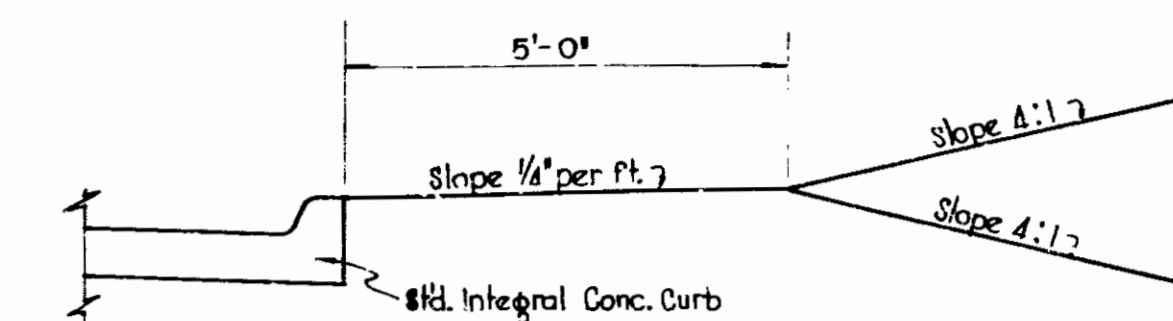
DIVISION ENGINEER  
 PUBLIC ROADS ADMINISTRATION  
 FEDERAL WORKS AGENCY

FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.
4	IND.	77 (6)	1947	2

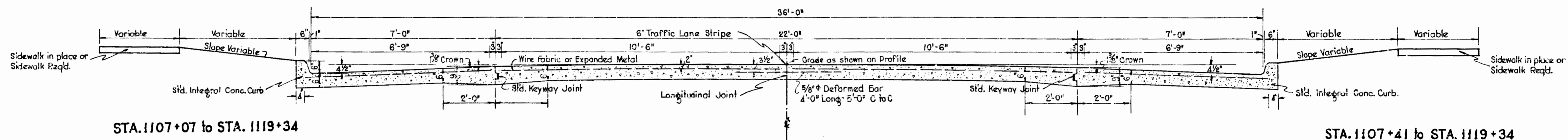
SECTION-



STA. 1102+02.7 to STA. 1107+07



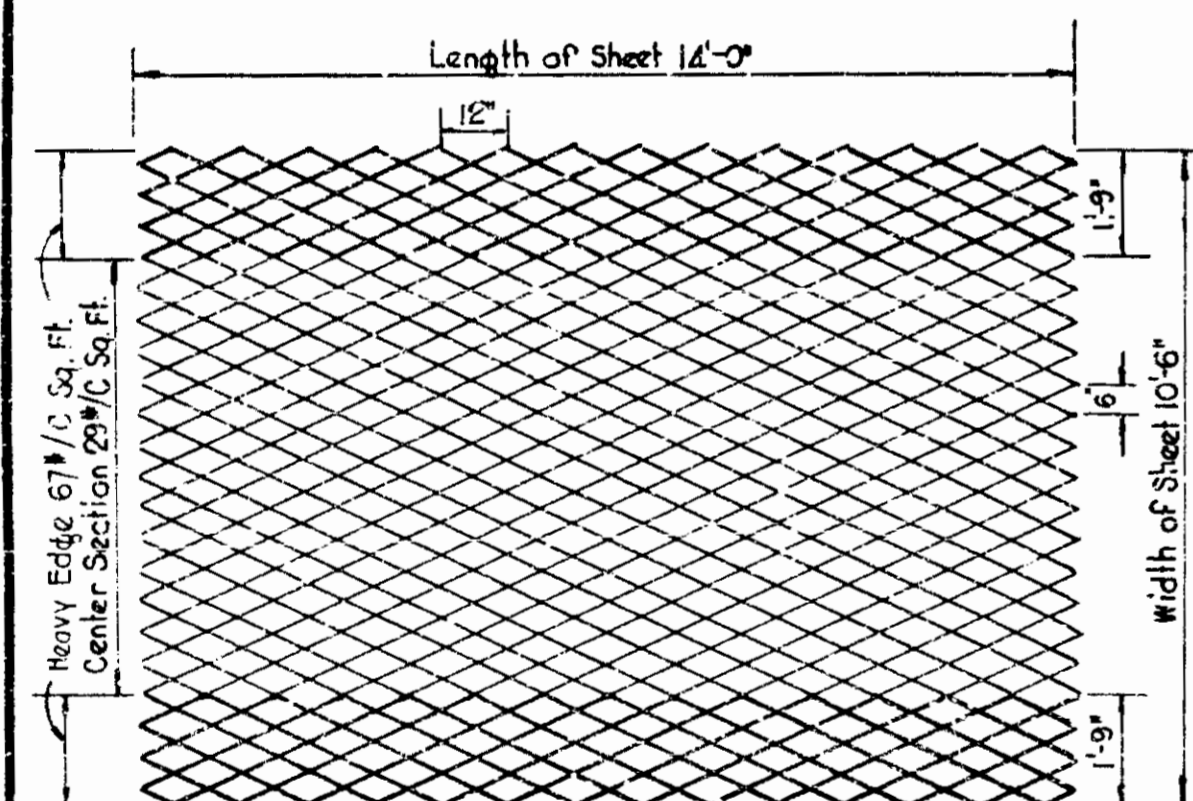
STA. 1102+02.7 to STA. 1107+41



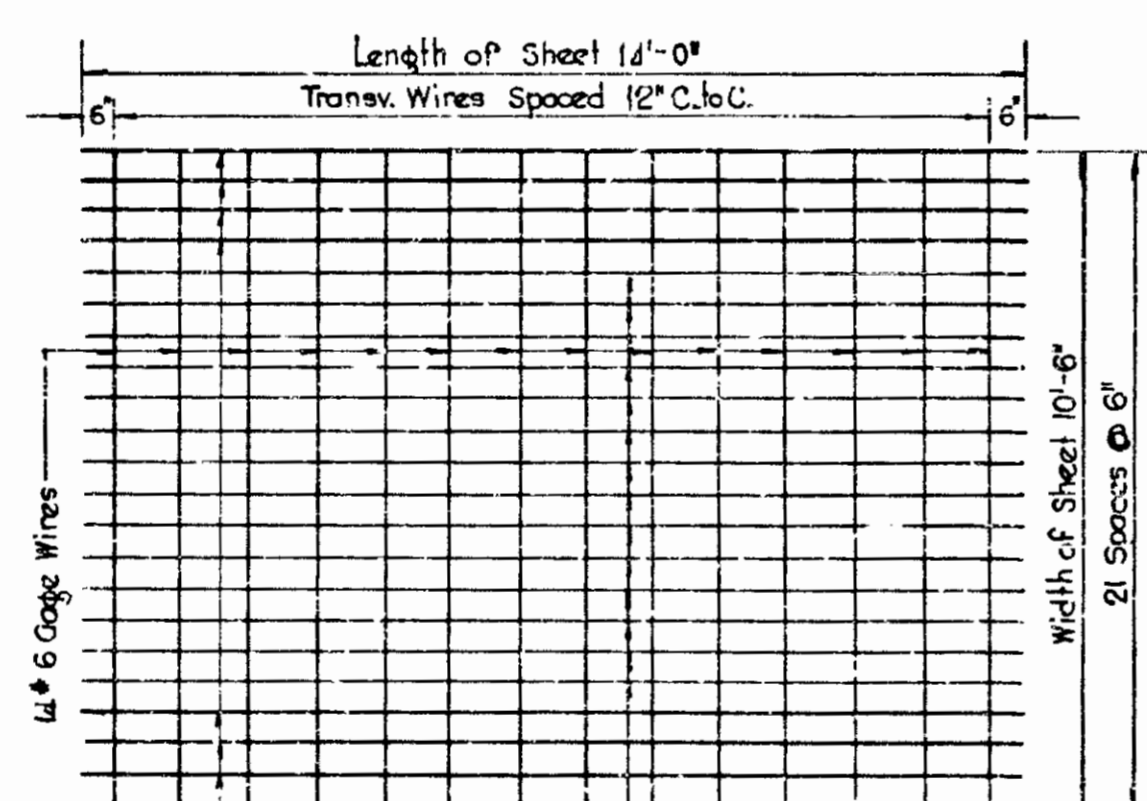
STA. 1107+07 to STA. 1119+34

STA. 1107+41 to STA. 1119+34

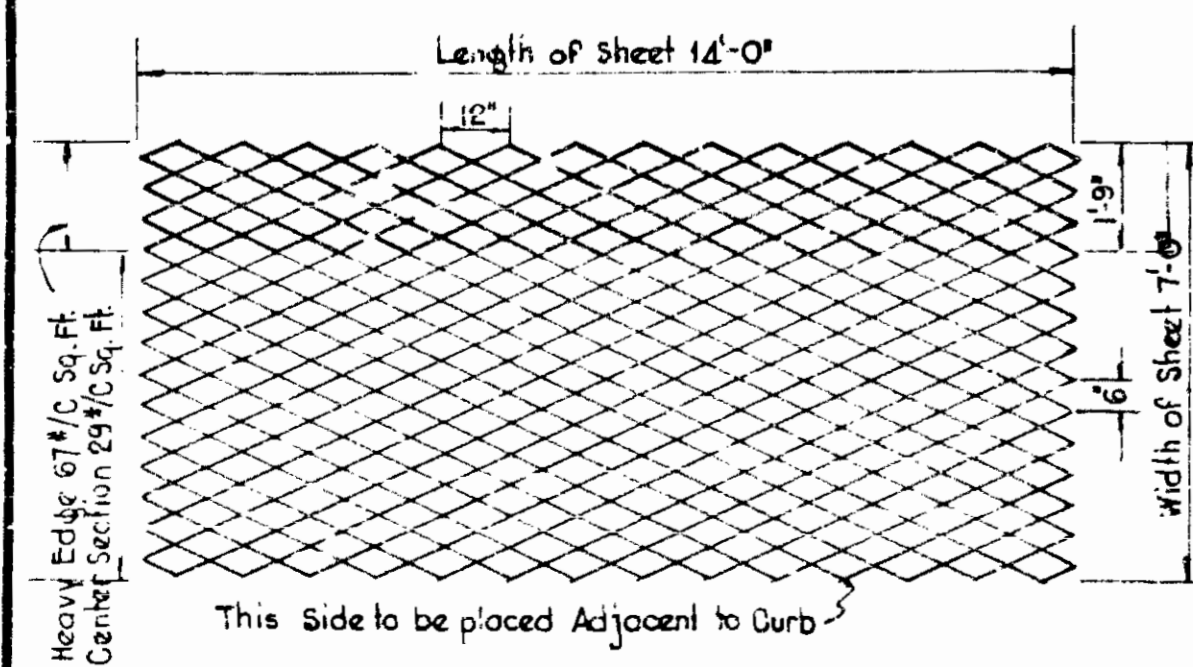
REINFORCED CONCRETE PAVEMENT  
To be used between Sta. 1102+02.7 & 1119+34  
Scale 1/2" = 1'-0"



TYPICAL SHEET OF EXPANDED METAL FABRIC FOR CENTER LANE

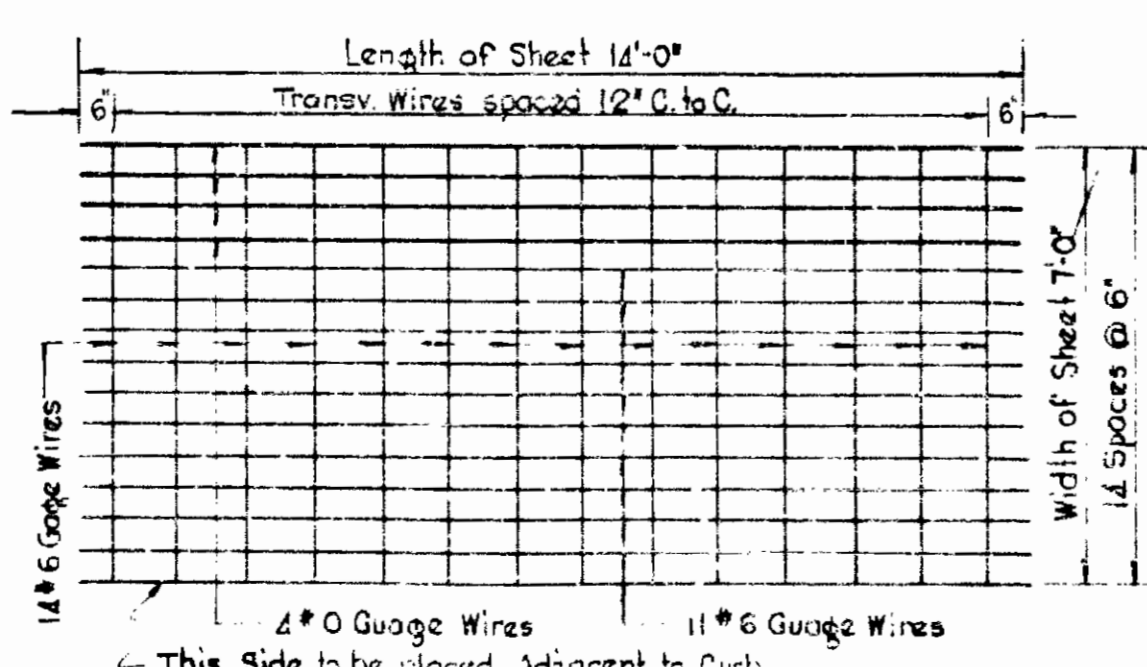


TYPICAL SHEET WIRE FABRIC FOR CENTER LANE

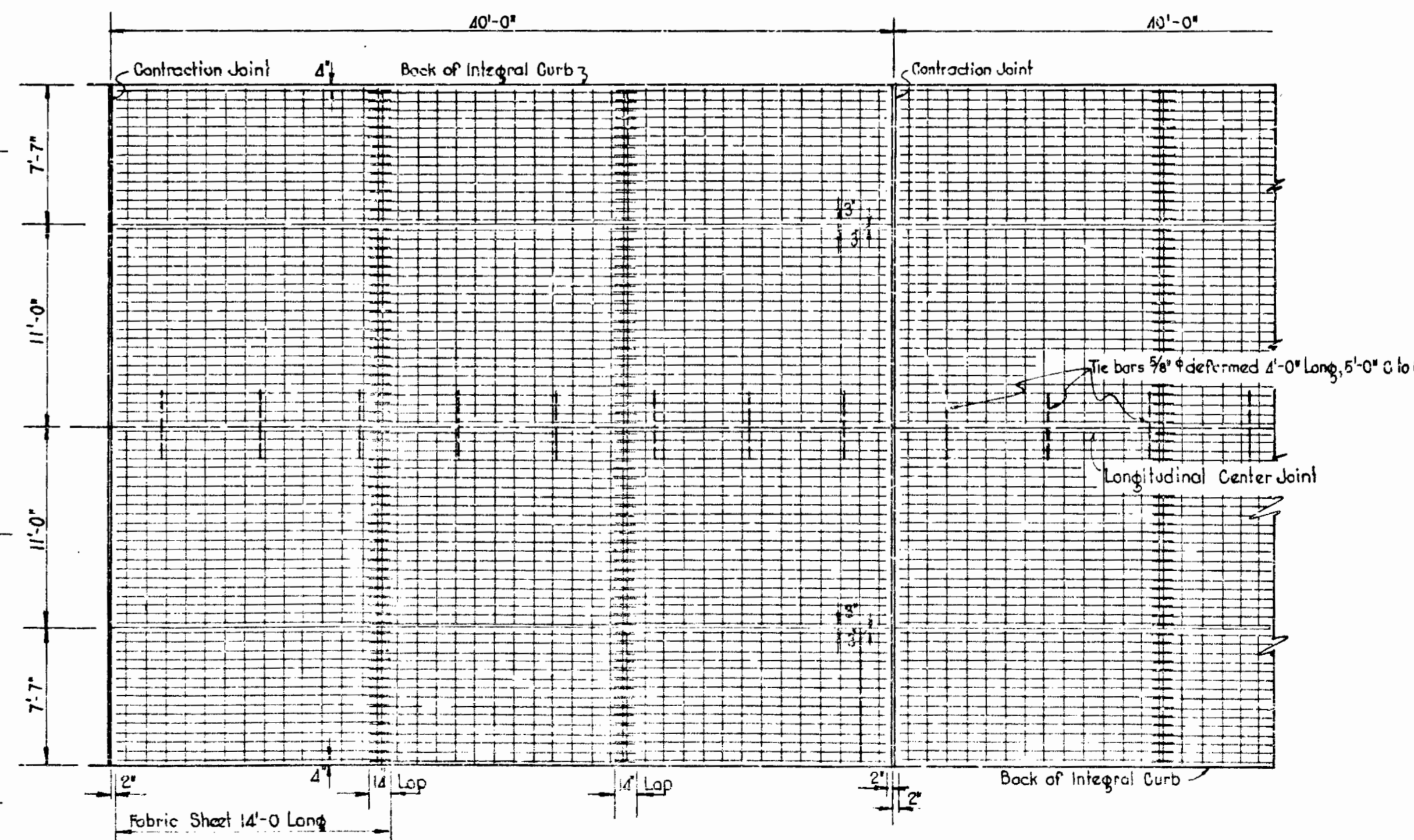


TYPICAL SHEET EXPANDED METAL FABRIC FOR PARKING LANE

Scale 3/8" = 1'-0"



TYPICAL SHEET WIRE FABRIC FOR PARKING LANE



PLAN OF REINFORCED CONC. SLAB  
Scale 3/16" = 1'-0"

# TYPICAL CROSS SECTIONS

SCALE- AS SHOWN

APPROVED *Carl E. Vogelgesang*  
CHIEF ENGINEER

RECOMMENDED FOR APPROVAL 6-30-47

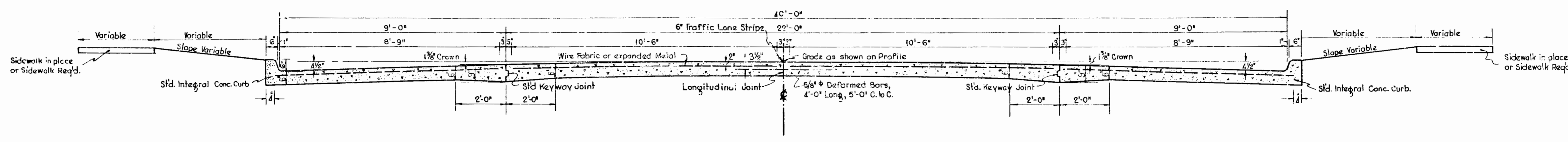
APPROVED *John N. Lauer*  
CHIEF ENGINEER

*W. H. Behrens*  
ENGINEER OF ROAD DESIGN

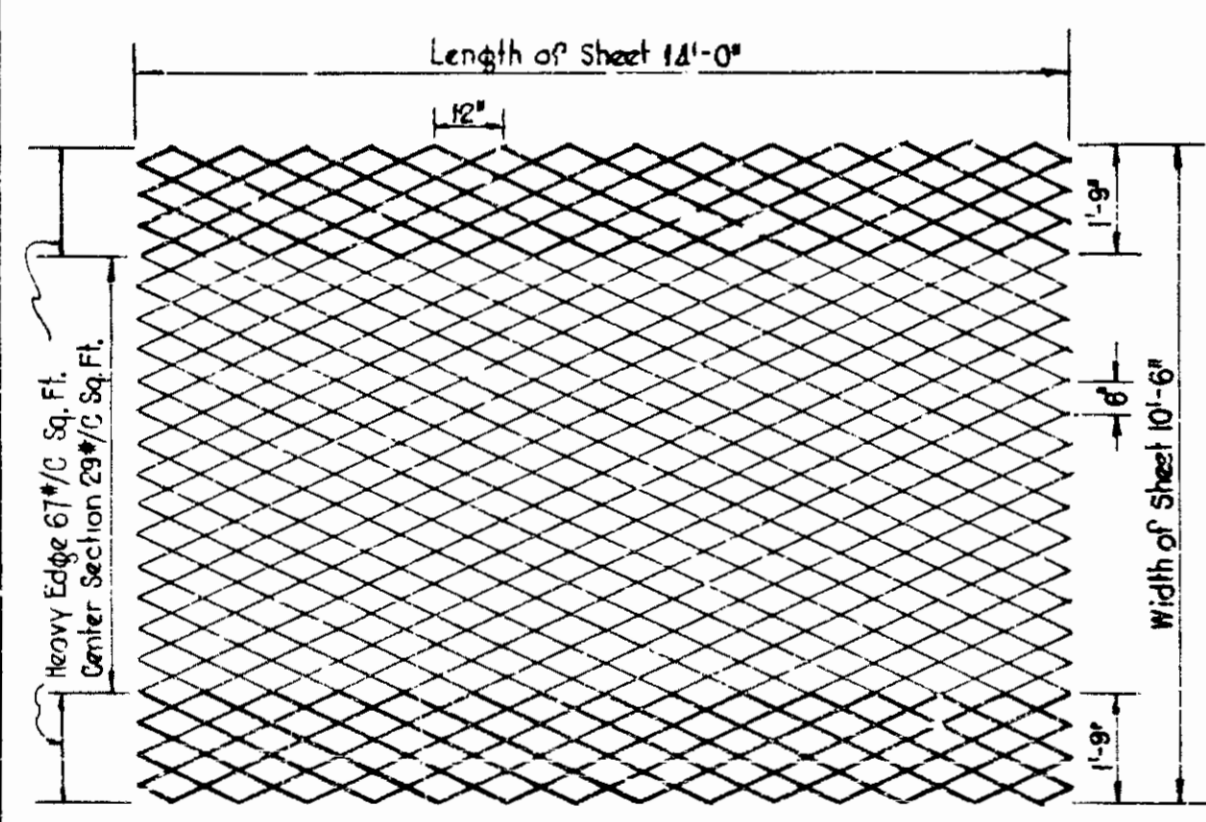


FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.
4	IND.	77(6)	1947	3

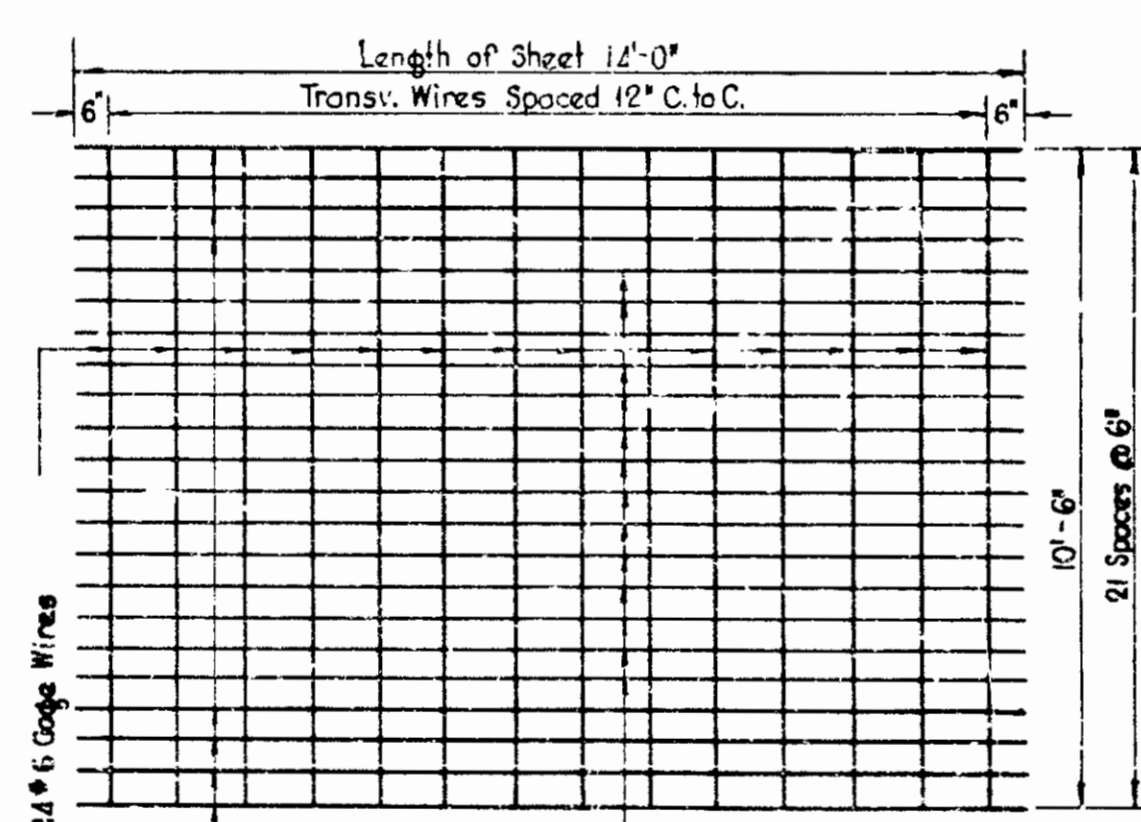
SECTION:-



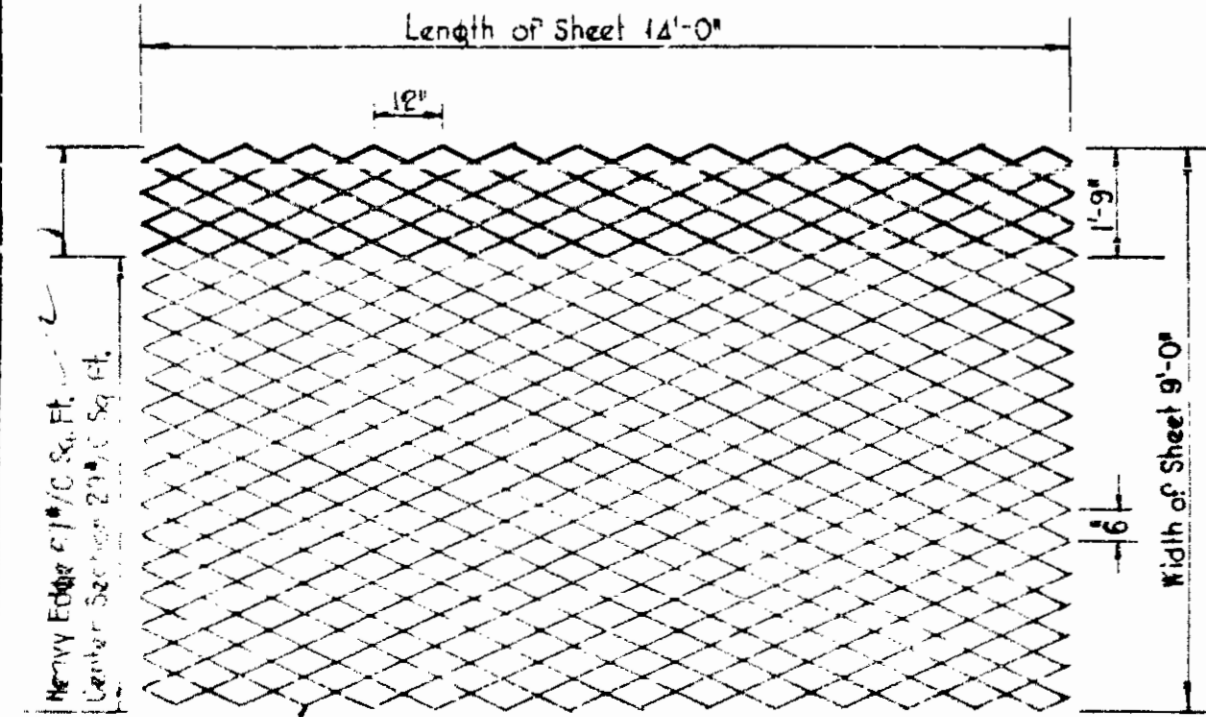
**REINFORCED CONCRETE PAVEMENT**  
To be used between Sta. 1119+34 to Sta. 1127+67  
Scale 1/2" = 1'-0"



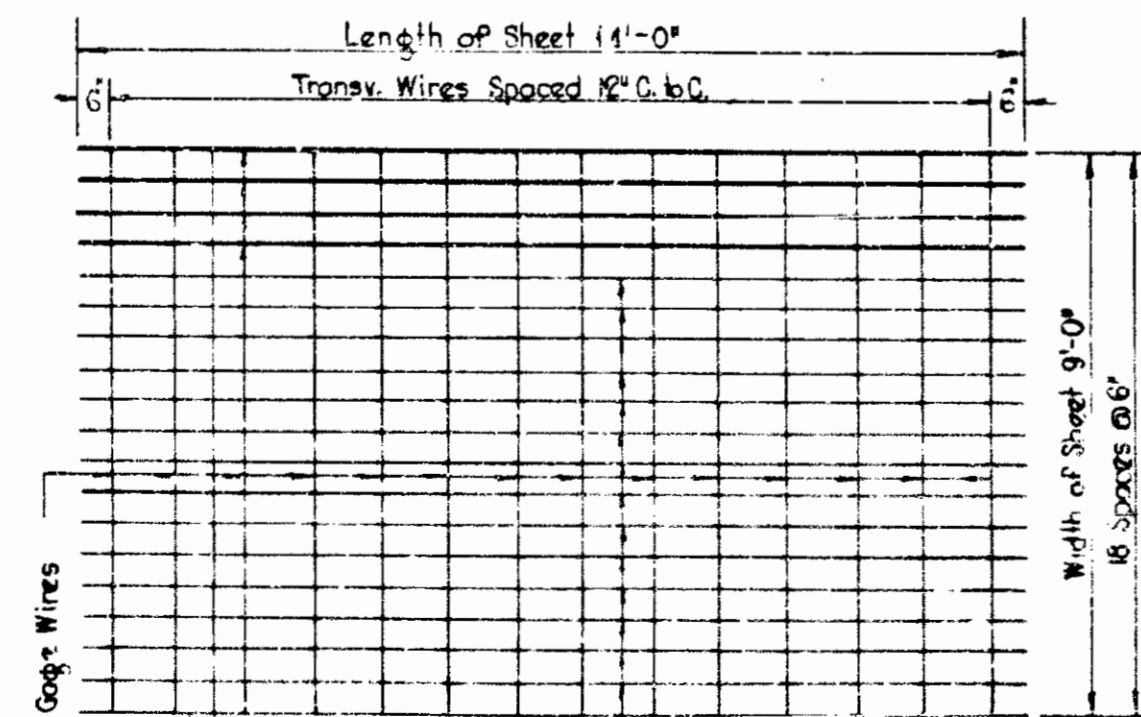
**TYPICAL SHEET OF EXPANDED METAL FABRIC FOR CENTER LANE**



**TYPICAL SHEET WIRE FABRIC FOR CENTER LANE**

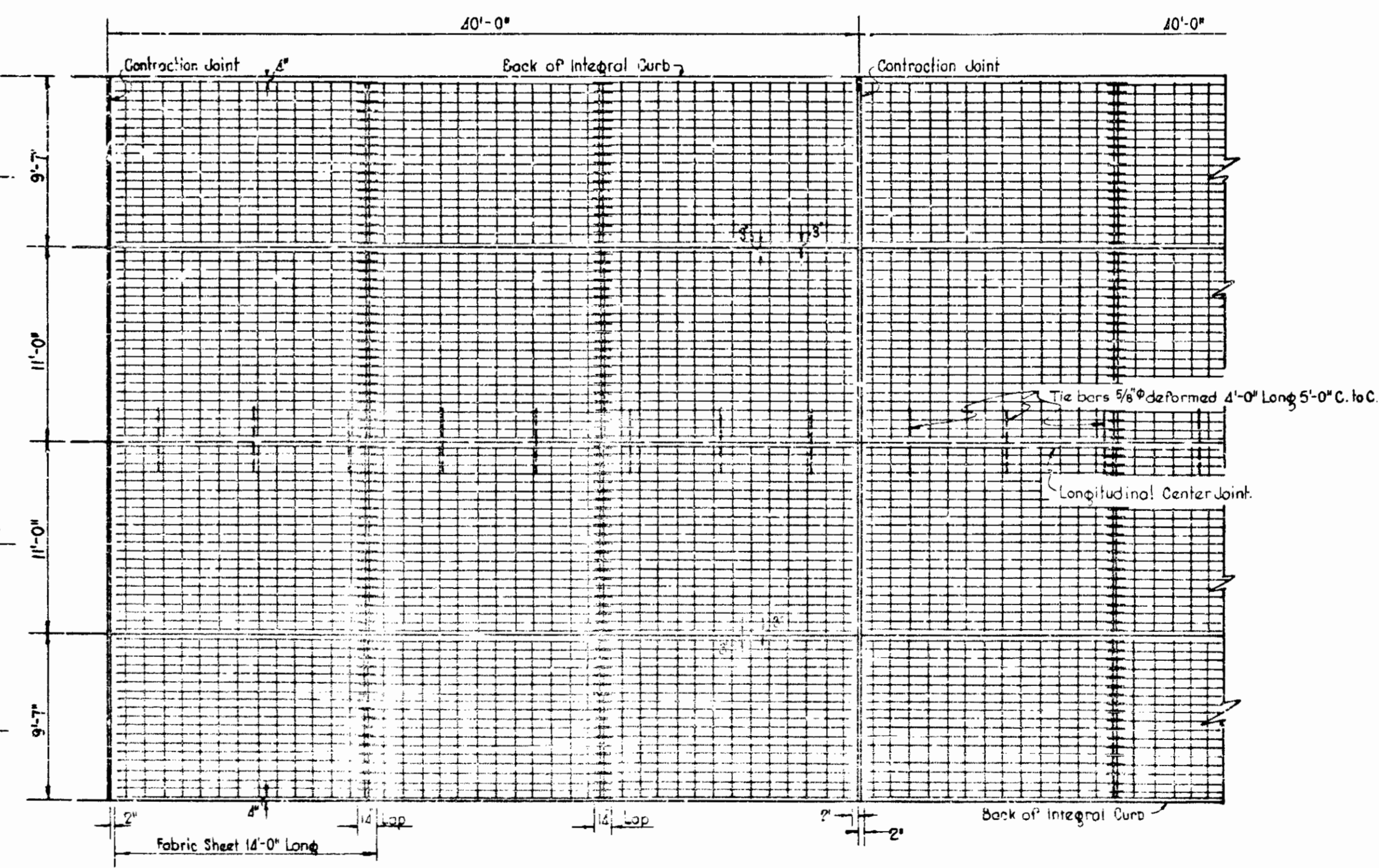


**TYPICAL SHEET EXPANDED METAL FABRIC FOR PARKING LANE**



**TYPICAL SHEET WIRE FABRIC FOR PARKING LANE**

Scale 3/8" = 1'-0"



**PLAN OF REINFORCED CONC. SLAB**  
Scale 3/16" = 1'-0"

# TYPICAL CROSS SECTIONS

SCALE: AS SHOWN

APPROVED *Carl P. Hoffmann*  
CHIEF ENGINEER

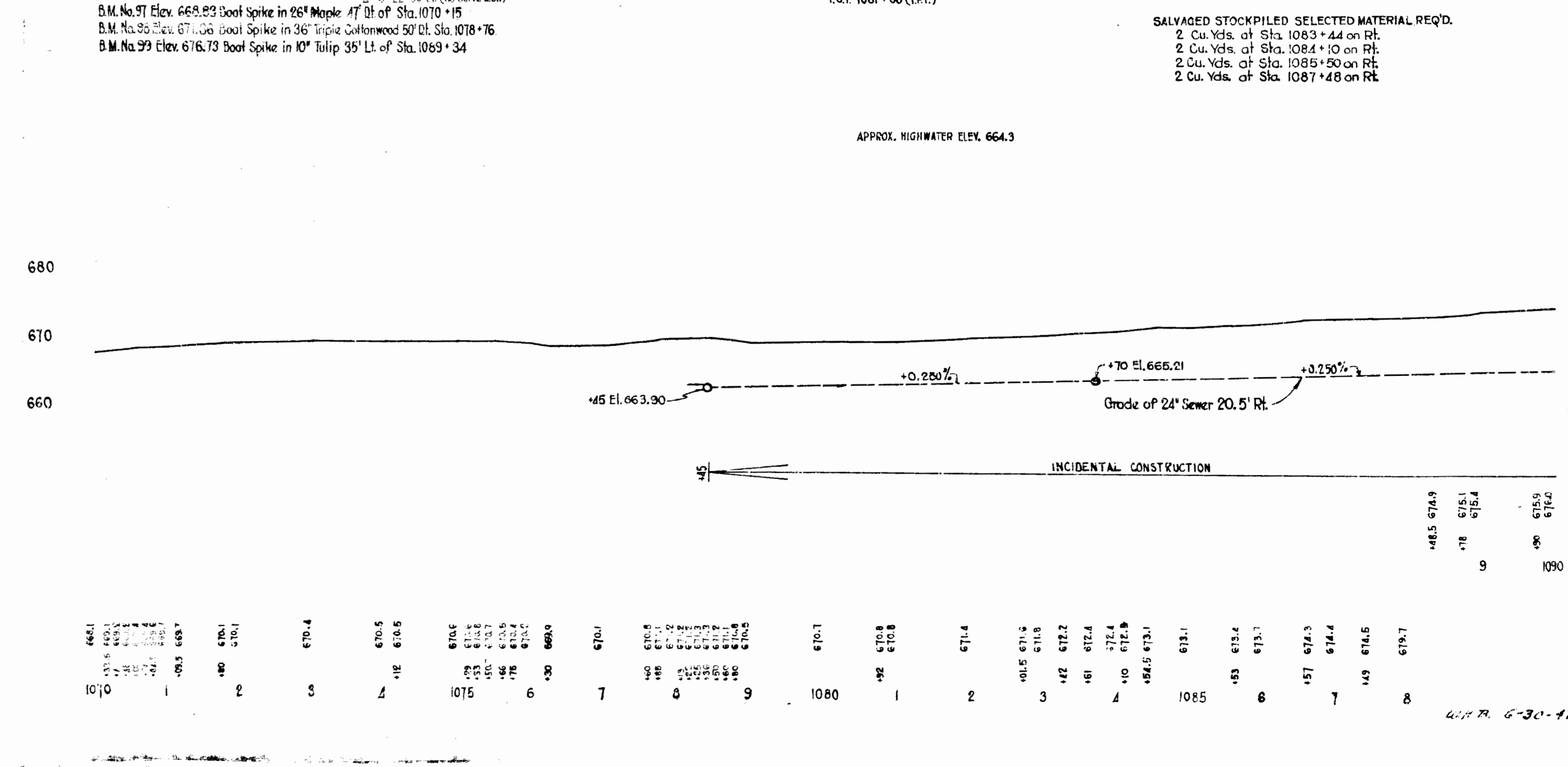
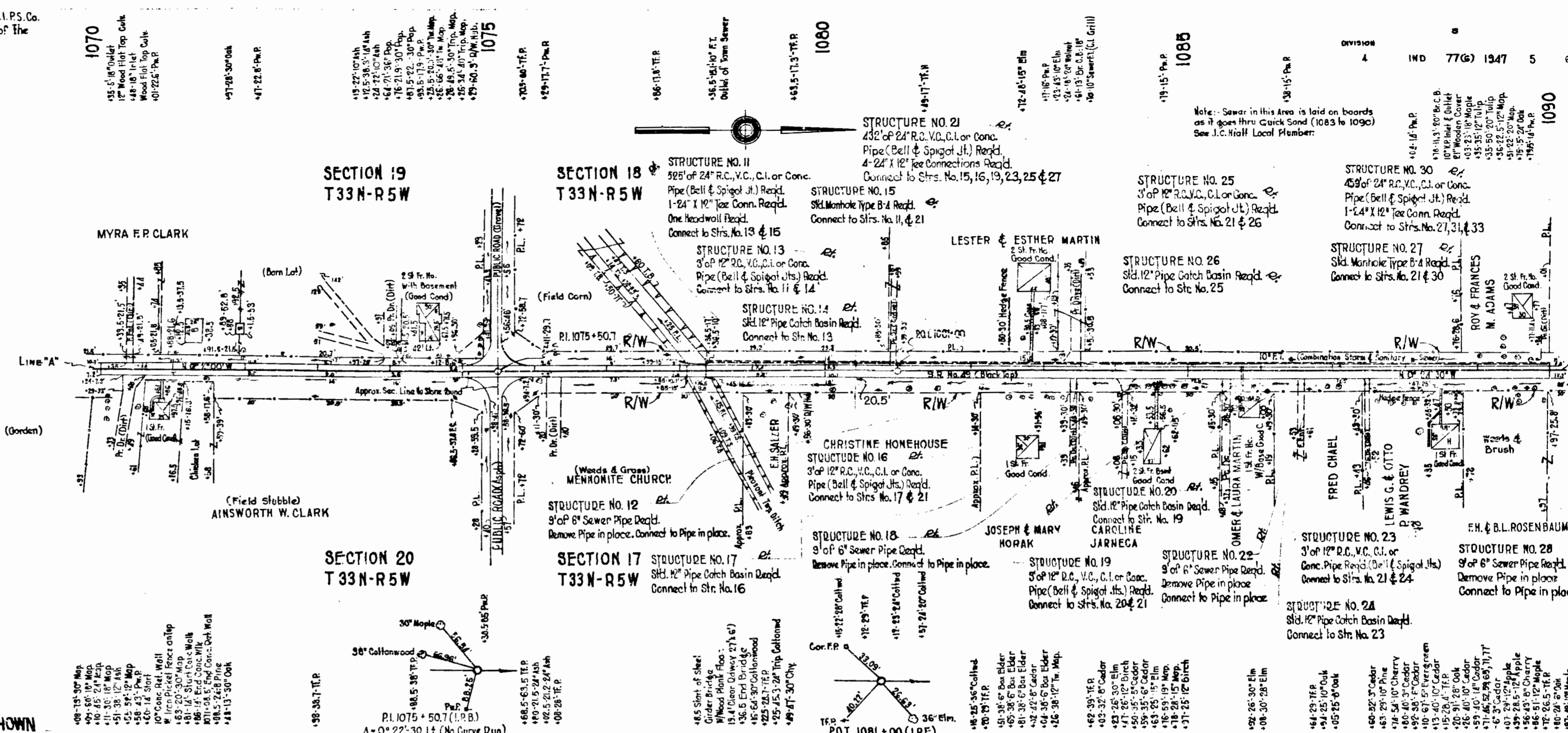
RECOMMENDED FOR APPROVAL *G-30-47*

APPROVED *John H. ...*

*W. H. ...*  
ENGINEER OF ROAD DESIGN AND SURVEY



Power Lines are Property of M.I.P.S. Co.  
The Tel. Lines are Property of the  
Ind. Associated Tel. Corp.



**TYPICAL CROSS SECTIONS AS SHOWN ON SHEETS No. 2 & 3  
TO BE USED ON THIS PROJECT.**  
**STATE HIGHWAY COMMISSION OF INDIANA STANDARD SPECIFICATIONS  
DATED 1946 TO BE USED WITH THESE PLANS.**

STANDARDS UNDER DATES AS LISTED IN INDEX ON TITLE SHEET TO BE USED  
ON THIS PROJECT.  
GRADE LINE AS SHOWN ON PROFILE REPRESENTS TOP OF FINISHED SURFACE.  
ALL SHOULDERS, CUT AND FILL SLOPES SHALL BE MULCHED SEEDED.  
EXCAVATION QUANTITIES AS SHOWN ON PLAN AND PROFILE SHEETS INCLUDE  
ESTIMATED EXCAVATION FOR PRIVATE AND PUBLIC APPROACHES. (SEE TABLE ON  
SHEET No. 6 )  
CONTRACTION JOINTS TYPE D1, D4 OR D5 AS SPECIFIED ON THIS PROJECT  
SHALL BE THE SAME AS SHOWN ON STANDARD SHEETS EXCEPT THAT THE JOINTS  
SHALL CONFORM TO THE TYPICAL CROSS SECTION AS SHOWN ON THIS PROJECT.  
CONTRACTION JOINTS SHALL BE PLACED AT THE BEGINNING AND END OF  
ALL RADII AT STREET AND ALLEY INTERSECTIONS.  
CONTRACTION JOINTS TO BE PLACED AT MANHOLES WITHIN PAVEMENT LIMITS.

ALL R/W ON THIS SHEET AS SHOWN

B.M. No. 97 Elev. 663.83 Boot Spike in 26" Maple AT Qt. of Sta. 1070+15  
B.M. No. 98 Elev. 671.06 Boot Spike in 36" Triple Cottonwood 50' Qt. Sta. 1078+76  
B.M. No. 99 Elev. 676.73 Boot Spike in 10" Tulip 35' Lt. of Sta. 1069+34

SALVAGED STOCKPILED SELECTED MATERIAL REQ.  
2 Cu. Yds. of Sta. 1083+44 on R/L  
2 Cu. Yds. of Sta. 1084+10 on R/L  
2 Cu. Yds. of Sta. 1085+50 on R/L  
2 Cu. Yds. of Sta. 1087+48 on R/L

J.S. Wilkinson  
C.A. Wernick  
L.C. Barrell

J.S. Wilkinson  
C.A. Wernick  
L.C. Barrell

4192L

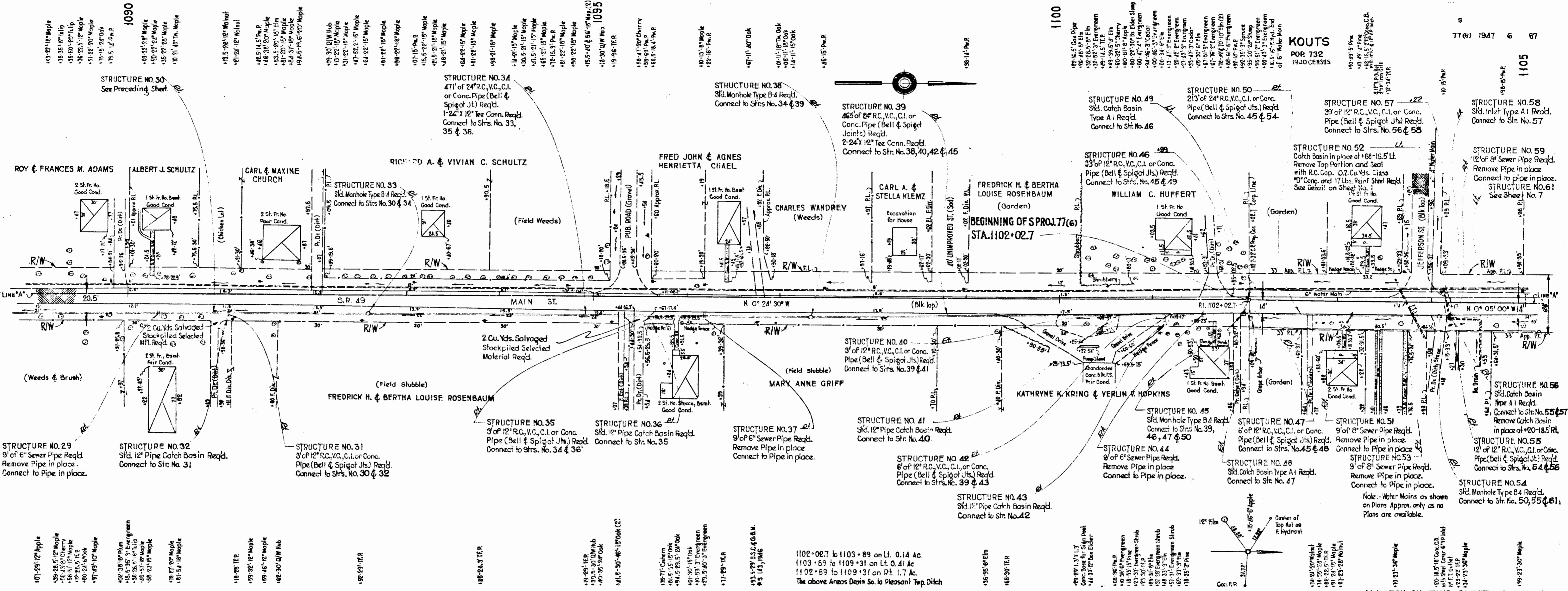
12-46  
12-46

U.S. Wilkinson  
G.A. Wernoth  
L.C. Barrett

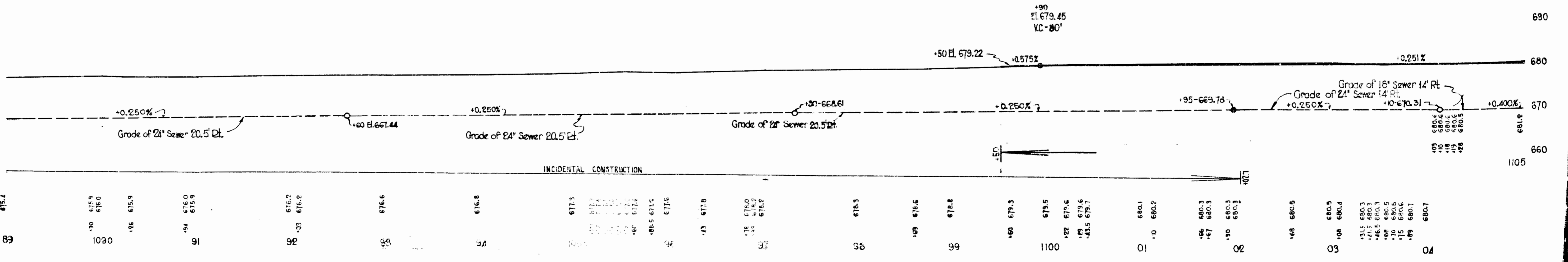
U.S. Wilkinson  
G.A. Wernoth  
L.C. Barrett

4192 L

89

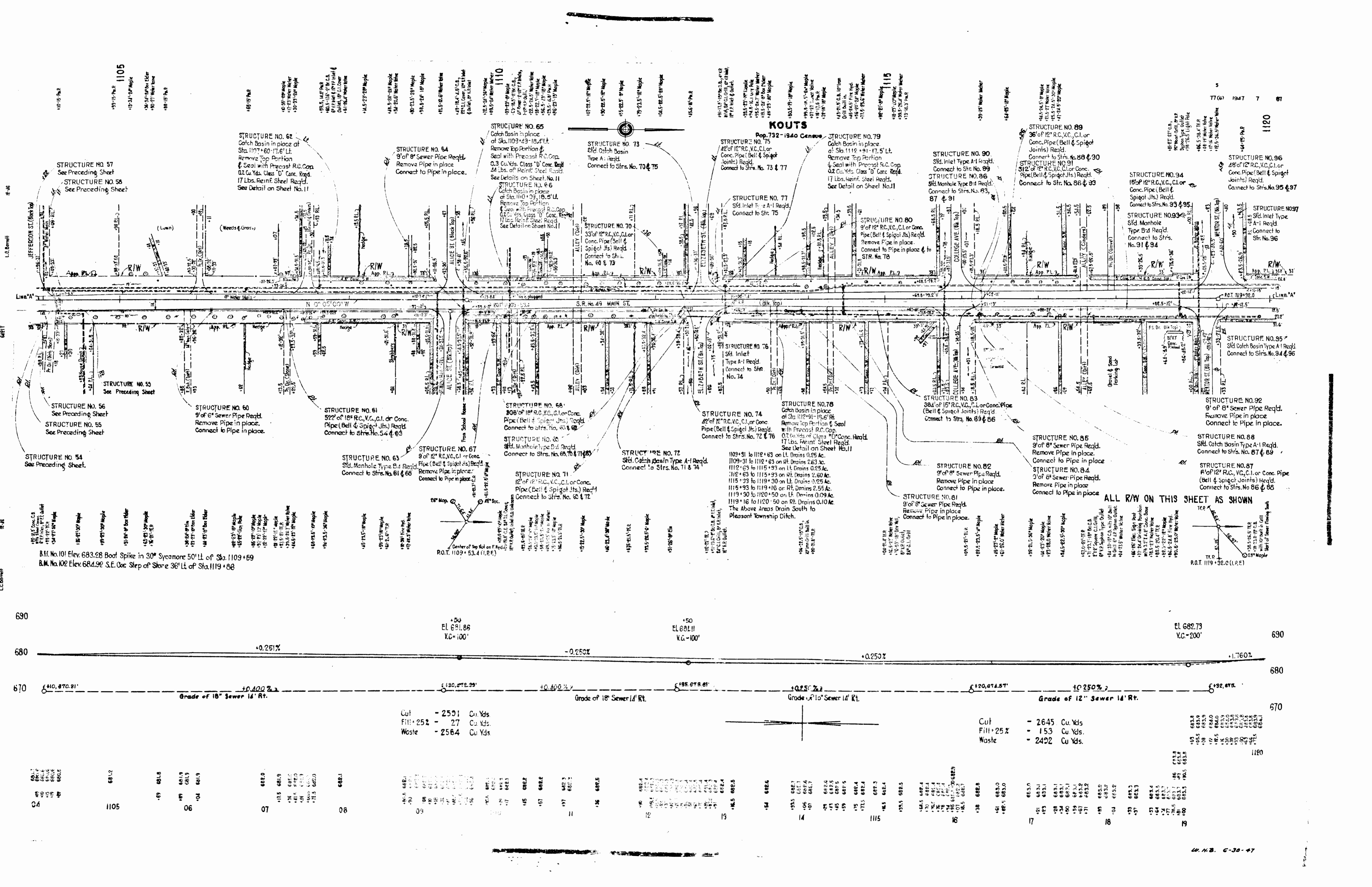


B.M. No. 99 Elev. 676.73 Boat Spike in 10' Tulip 35' Lt. Sta. 1089 + 34  
 B.M. No. 100 Elev. 680.97 Boat Spike in 10' Box Elder 33' Pt. Sta. 1100 + 44



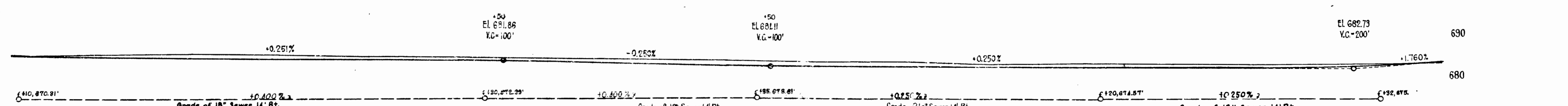
ALL R/W ON THIS SHEET AS SHOWN





**KOUTS**  
Pop. 732 - 1940 Census

B.M. No. 101 Elev. 683.28 Boof Spike in 30" Sycamore 50' Lt. of Sta. 1109 + 69  
 B.M. No. 102 Elev. 684.92 S.E. Cor. Step of Stone 36" Lt. of Sta. 1119 + 88

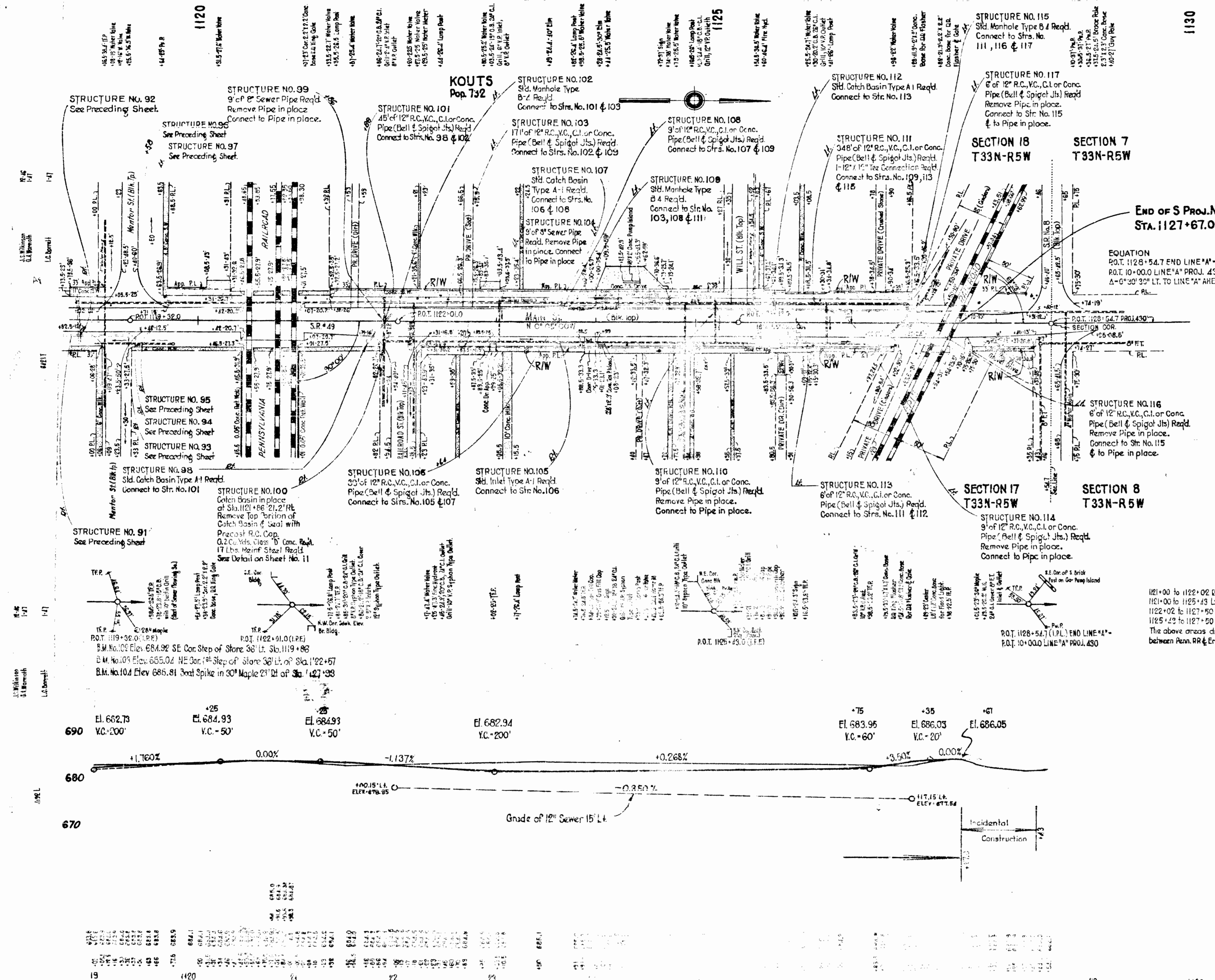


Station	Structure	Notes	Cut	Fill	Waste
1105	57, 58	See Preceding Sheet			
06	54, 55	See Preceding Sheet			
07	56, 59	See Preceding Sheet			
08	60, 61	See Preceding Sheet			
09	62, 63	See Preceding Sheet			
10	64, 65	See Preceding Sheet			
11	66, 67	See Preceding Sheet			
12	68, 69	See Preceding Sheet			
13	70, 71	See Preceding Sheet			
14	72, 73	See Preceding Sheet			
15	74, 75	See Preceding Sheet			
16	76, 77	See Preceding Sheet			
17	78, 79	See Preceding Sheet			
18	80, 81	See Preceding Sheet			
19	82, 83	See Preceding Sheet			
20	84, 85	See Preceding Sheet			
21	86, 87	See Preceding Sheet			
22	88, 89	See Preceding Sheet			
23	90, 91	See Preceding Sheet			
24	92, 93	See Preceding Sheet			
25	94, 95	See Preceding Sheet			
26	96	See Preceding Sheet			

Cut = 2531 Cu. Yds.  
 Fill = 252 Cu. Yds.  
 Waste = 2564 Cu. Yds.

Cut = 2645 Cu. Yds.  
 Fill = 153 Cu. Yds.  
 Waste = 2492 Cu. Yds.





LOCATION	DESCRIPTION	EXCAVATION		LENGTH	WIDTH	RADIUS	STOCKPILED	STABILIZED	SEEDING	DETAIL
		GU. YDS.	CUT FILL							
1095+88	Rt. Class IV	7	0	12	36	10'	52			5
1100+80	Rt. Class IV	13	0	13	36	10'	57			5
1101+63	Lt. Class II	6	0	16	10	15'	25			5
1101+31	Rt. Class II	4	0	13	10	10'	15			5
1102+68	Rt. Class I	2	0	5	10	5'				5
1103+44	Rt. Class I	4	0	13	10	5'				5
1103+89	Rt. Jefferson St.	12	0	43	28	18'		17	44	5
1104+03	Rt. Class I	2	0	5	10	5'				5
1105+88	Rt. Class I	2	0	5	10	5'				5
1106+04	Rt. Class I	2	0	5	10	5'				5
1107+18	Rt. Class I	2	0	5	10	5'				5
1107+44	Rt. Class I	4	0	13	10	5'				5
1109+30	Lt. Alice St.	15	0	43	28	18'		21	31	9
1109+30	Rt. Alice St.	13	0	43	28	18'		13	40	9
1110+16	Rt. Class I	4	0	13	10	5'				9
1110+37	Lt. Alley	5	0	13	14	6'				9
1110+97	Rt. Alley	5	0	13	14	6'				9
1112+23	Rt. Class III	11	0	18	20	9'				9
1112+62	Lt. Elizabeth St.	18	0	43	28	18'		21	41	10
1112+62	Rt. Elizabeth St.	24	0	43	28	18'		21	36	10
1115+54	Rt. Class I	5	0	13	10	10'				10
1115+54	Rt. Class I	5	0	13	10	10'				10
1114+28	Rt. Class I	4	0	13	10	10'				10
1114+30	Lt. Alley	5	0	13	14	6'				10
1115+34	Lt. College Ave.	16	0	43	28	18'		13	37	10
1115+34	Rt. College Ave.	16	0	43	28	18'		13	40	10
1117+58	Rt. Alley	6	0	13	14	6'				10
1117+58	Rt. Alley	8	0	13	14	6'				10
1117+32	Rt. Class III	11	0	13	30	5'			46	19
1117+32	Rt. Class I	4	0	13	10	5'				19
1118+66	Rt. Class III	13	0	14	30	5'			49	10
1119+16	Rt. Mentor St.	13	0	43	24	18'		26	52	10
1119+33	Lt. Mentor St.	24	0	43	36	18'		17	58	10
1120+16	Lt. Class III	6	0	23	20	5'			55	10
1121+56	Lt. Class I	2	0	15	10	5'			15	10
1122+02	Rt. Railroad St.	16	0	43	28	18'		15	45	10
1122+71	Lt. Class I	6	0	15	10	5'			13	10
1123+34	Rt. Class III	7	0	13	12	5'			20	11
1124+13	Lt. Class III	12	0	11	26	5'			34	11
1124+43	Rt. Class I	5	0	13	10	5'			17	11
1124+60	Lt. Class III	8	0	11	26	5'			34	11
1125+47	Lt. Will St.	14	0	43	28	18'		16	47	11
1125+87	Rt. Class I	3	0	12	10	5'			16	11
1126+84	Lt. Class III	0	0	14	14	5'			32	11
1127+11	Rt. Class I	1	0	5	10	5'			7	11
1127+37	Lt. Class I	1	0	10	10	5'			7	11
* 1119+05	Rt. Class III	0	0	5	20	5'			12	10

\* Not in proper Sequence

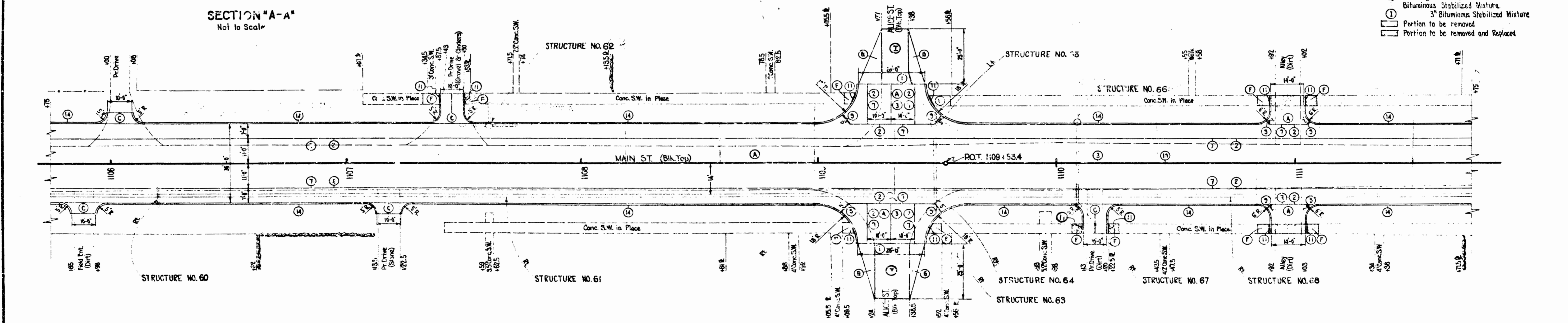
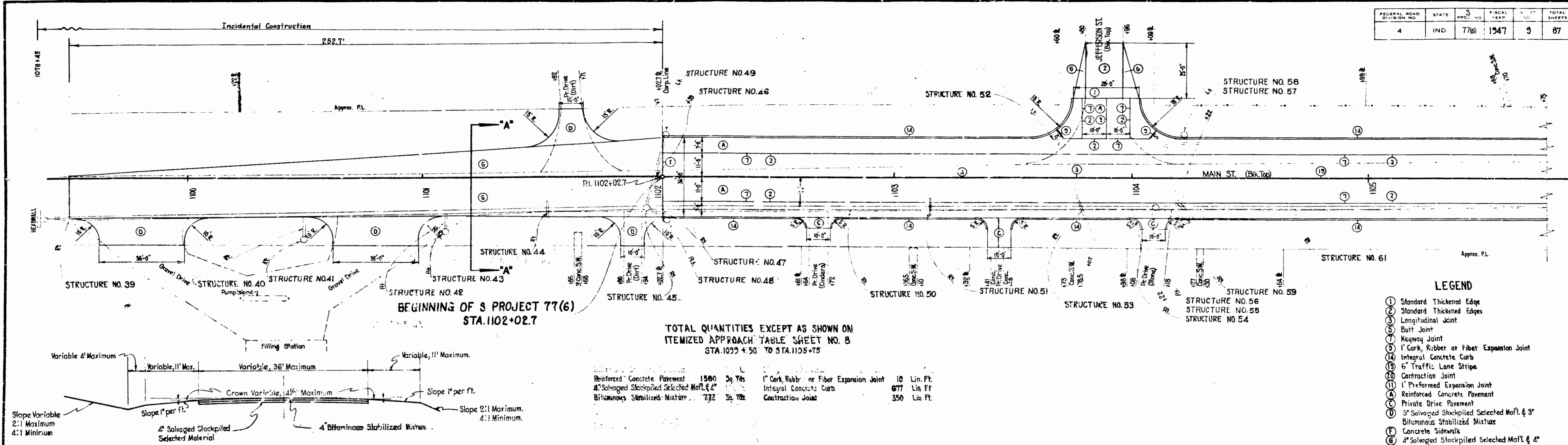
1121+00 to 1122+02 Qt. 0.19 Ac.  
 1121+00 to 1125+43 Lt. 0.36 Ac.  
 1122+02 to 1127+50 Qt. 0.44 Ac.  
 1125+43 to 1127+50 Lt. 0.17 Ac.  
 The above areas drain into Sewer between Penn. RR & Erie RR. Flows No. 6 No. 2.

ALL R/W ON THIS SHEET AS SHOWN

19	1120	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
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FEDERAL ROAD DIVISION NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	77(6)	1947	9	87



BEGINNING OF S PROJECT 77(6)  
STA. 1102+02.7

TOTAL QUANTITIES EXCEPT AS SHOWN ON  
ITEMIZED APPROACH TABLE SHEET NO. 8  
STA. 1092+50 TO STA. 1105+75

Reinforced Concrete Pavement	1580	Sq. Yds.	1" Cork, Rubber or Fiber Expansion Joint	10	Lin. Ft.
Salvaged Stockpiled Selected Mat'l. & 4"			Integral Concrete Curb	677	Lin. Ft.
Bituminous Stabilized Mixture	732	Sq. Yds.	Contraction Joint	350	Lin. Ft.

TOTAL QUANTITIES EXCEPT AS SHOWN ON  
ITEMIZED APPROACH TABLE SHEET NO. 8  
STA. 1105+75 TO STA. 1111+75

Reinforced Concrete Pavement	2587	Sq. Yds.	1" Cork, Rubber or Fiber Expansion Joint	28	Lin. Ft.
Integral Concrete Curb	1085	Lin. Ft.	Preformed Expansion Joint	64	Lin. Ft.
Concrete Sidewalk	36	Sq. Yds.	Contraction Joint	576	Lin. Ft.
Sidewalk Removal	40	Sq. Yds.			

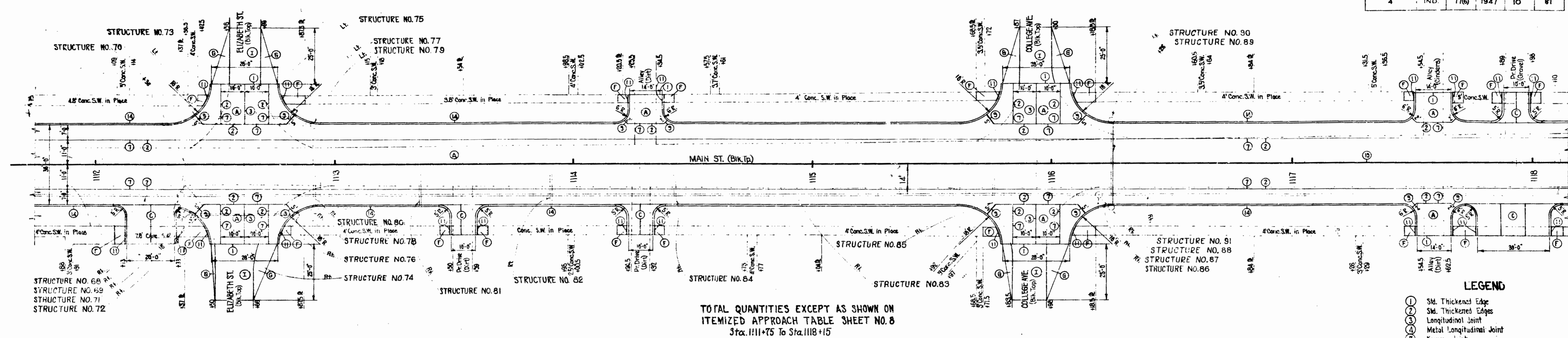
- LEGEND**
- ① Standard Thickened Edge
  - ② Standard Thickened Edges
  - ③ Longitudinal Joint
  - ④ Butt Joint
  - ⑤ Keyway Joint
  - ⑥ 1" Cork, Rubber or Fiber Expansion Joint
  - ⑦ Integral Concrete Curb
  - ⑧ 6" Traffic Lane Stripes
  - ⑨ Contraction Joint
  - ⑩ Preformed Expansion Joint
  - ⑪ Reinforced Concrete Pavement
  - ⑫ Private Drive Pavement
  - ⑬ 3" Salvaged Stockpiled Selected Mat'l. & 3" Bituminous Stabilized Mixture Concrete Sidewalk
  - ⑭ 4" Salvaged Stockpiled Selected Mat'l. & 4" Bituminous Stabilized Mixture
  - ⑮ 3" Bituminous Stabilized Mixture
  - ⑯ Portion to be removed
  - ⑰ Portion to be removed and Replaced

SECTION "A-A"  
Not to Scale

**DETAILS**  
SCALE: -1"=20'-0"

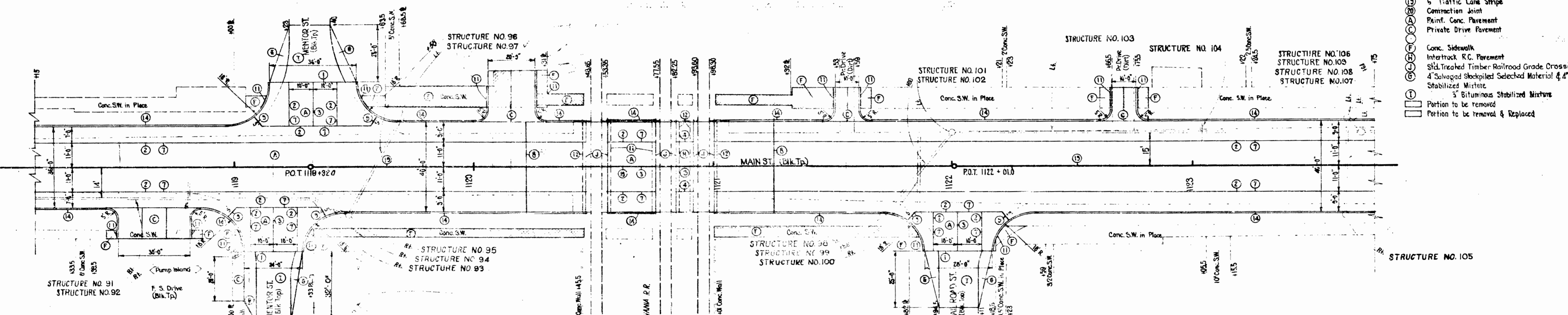


FEDERAL ROAD DIVISION NO.	STATE	PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
4	IND.	77(6)	1947	10	81



TOTAL QUANTITIES EXCEPT AS SHOWN ON ITEMIZED APPROACH TABLE SHEET NO. 8 Sta. 1111+75 To Sta. 1118+15

Reinforced Concrete Pavement	2512 Sq. Yds	Contraction Joint	720 Lin. Ft.
Sidewalk Removal	110 Sq. Yds	1" Cork, Rubber or Fiber Expansion Joint	52 Lin. Ft.
Integral Concrete Curb	1144 Lin. Ft.	1" Preformed Expansion Joint	113 Lin. Ft.
Concrete Sidewalk	68 Sq. Yds		



TOTAL QUANTITIES EXCEPT AS SHOWN ON ITEMIZED APPROACH TABLE SHEET NO. 8 Sta. 1118+15 To Sta. 1123+15

Reinforced Concrete Pavement	2532 Sq. Yds	1" Preformed Expansion Joint	110 Lin. Ft.
1" Cork, Rubber or Fiber Expansion Joint	130 Lin. Ft.	1" Preformed Expansion Joint with Load Transfer	80 Lin. Ft.
Integral Concrete Curb	518 Lin. Ft.	Contraction Joint	560 Lin. Ft.
Concrete Sidewalk	237 Sq. Yds	Sidewalk Removal	310 Sq. Yds
Std. Treated Timber R.R. Grade Crossing	120 Sq. Yds	Concrete Header	246 Lin. Ft.

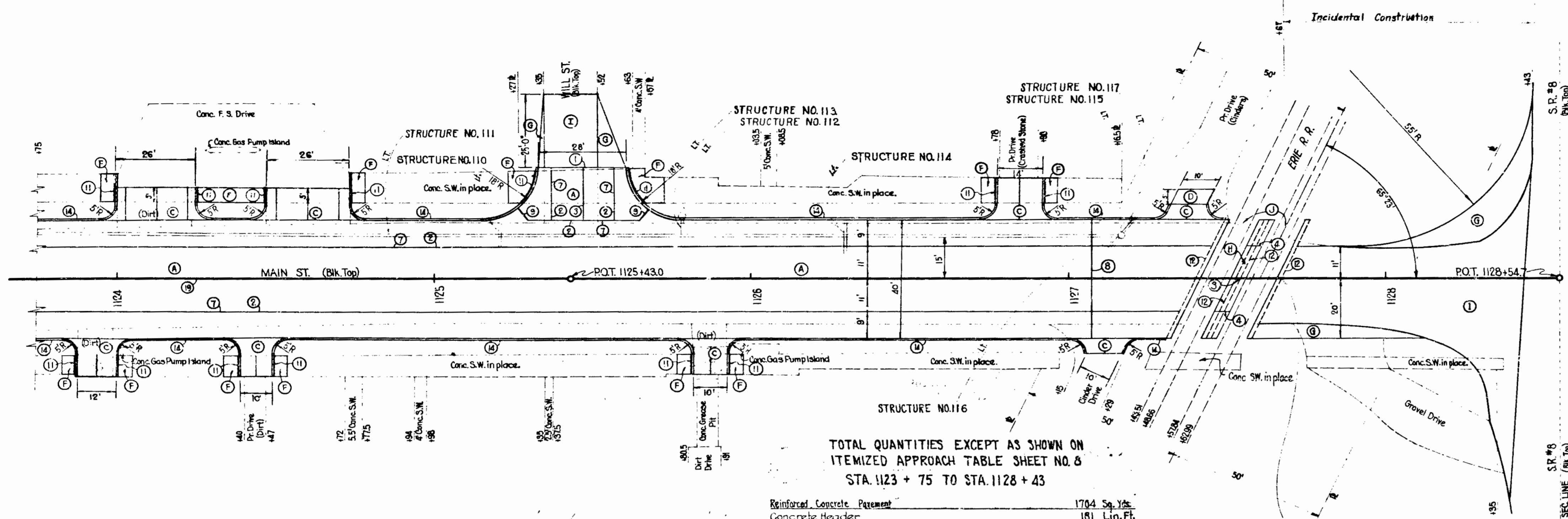
- LEGEND**
- (---) Std. Thickened Edge
  - (---) Std. Thickened Edges
  - (---) Longitudinal Joint
  - (---) Metal Longitudinal Joint
  - (---) Keyway Joint
  - (---) 1" Preformed Expansion Joint with Load Transfer
  - (---) 1" Cork, Rubber or Fiber Expansion Joint
  - (---) 1" Preformed Expansion Joint
  - (---) Conc. Header
  - (---) Integral Curb
  - (---) 6" Traffic Lane Stripe
  - (---) Contraction Joint
  - (---) Pref. Conc. Pavement
  - (---) Private Drive Pavement
  - (---) Conc. Sidewalk
  - (---) Intertrack R.C. Pavement
  - (---) Std. Treated Timber Railroad Grade Crossing
  - (---) 4" Salvaged Stockpiled Selected Material 4" Stabilized Mixture
  - (---) 3" Bituminous Stabilized Mixture
  - (---) Portion to be removed
  - (---) Portion to be removed & Replaced

# DETAILS

SCALE: 1" = 20'-0"



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS
4	IND	77(6)	1947	11	67

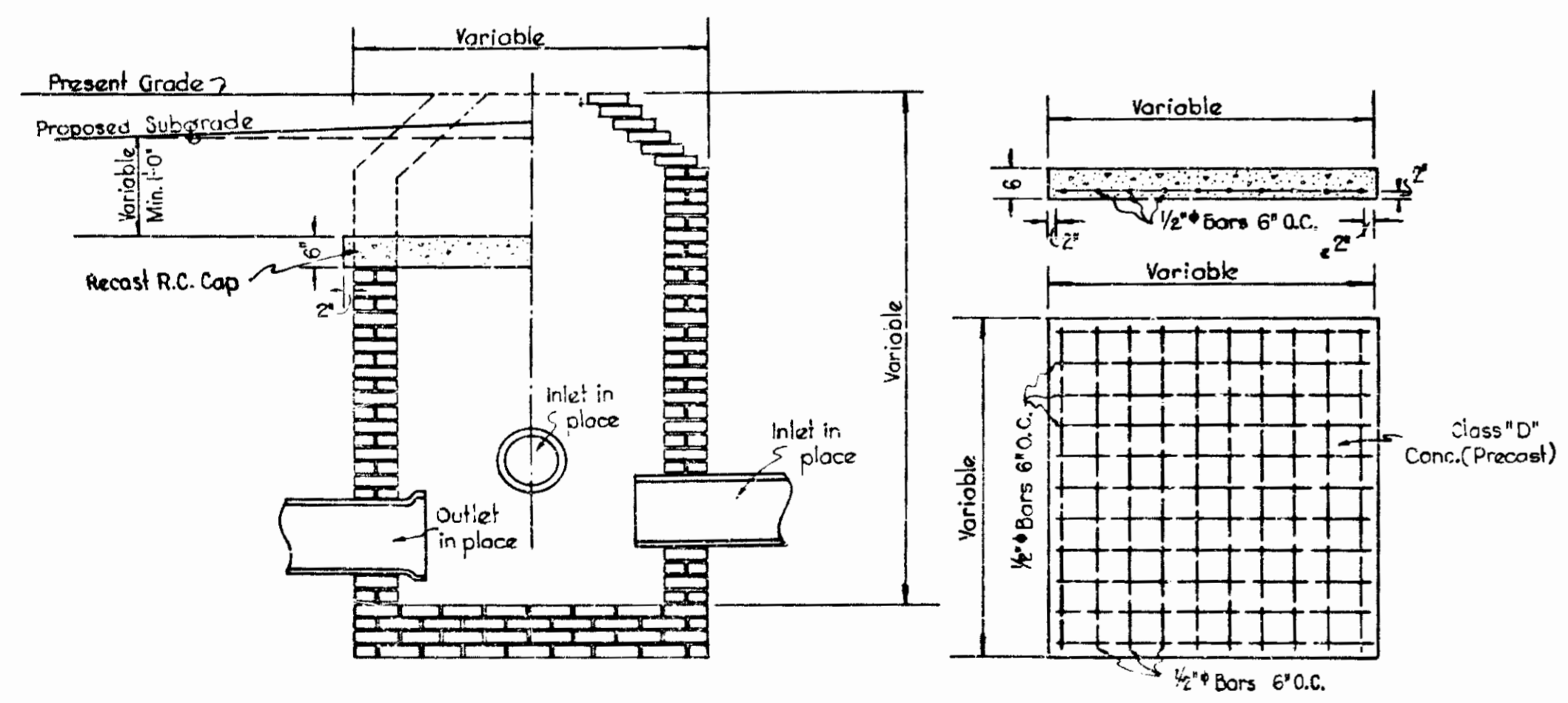


TOTAL QUANTITIES EXCEPT AS SHOWN ON ITEMIZED APPROACH TABLE SHEET NO. 8 STA. 1123 + 75 TO STA. 1128 + 43

Reinforced Concrete Pavement	1704 Sq. Yds.
Concrete Header	181 Lin. Ft.
Integral Concrete Curb	523 Lin. Ft.
4" Salvaged Stockpiled Selected Material & 4" Bituminous Stabilized Mixture	54 Sq. Yds.
3" Bituminous Stabilized Mixture	320 Sq. Yds.
Standard Treated Timber	
Railroad Grade Crossing	36 Sq. Yds.
1" Cork Rubber or Fiber Expansion Joint	10 Lin. Ft.
Concrete Sidewalk	72 Sq. Yds.
1" Preformed Expansion Joint	106 Lin. Ft.
Contraction Joint	345 Lin. Ft.
Sidewalk Removal	183 Sq. Yds.
1" Preformed Expansion Joint with Load Transfer	40 Lin. Ft.

END OF S PROJECT 77(6)  
STA. 1127+67.0

- LEGEND**
- (S) Std. Thickened Edge.
  - (S) Std. Thickened Edges.
  - (L) Longitudinal Joint.
  - (M) Metal Longitudinal Joint.
  - (K) Keyway Joint.
  - (E) 1" Preformed Exp. Jt. with Load Trf.
  - (E) 1" Cork Rubber or Fiber Expansion Joint.
  - (E) 1" Preformed Expansion Joint.
  - (C) Conc. Header.
  - (I) Integral Curb.
  - (S) 6" Traffic Lane Stripe.
  - (C) Contraction Joint.
  - (R) Reinf. Conc. Pavement.
  - (P) Private Drive Pavement.
  - (S) Conc. Sidewalk.
  - (S) 4" Salvaged Stockpiled Selected Mat'l. & 4" Bituminous Stabilized Mixture.
  - (S) Intertrack R.C. Pavement.
  - (S) 3" Bituminous Stabilized Mixture.
  - (S) Std. Treated Timber Railroad Crossing.
  - (S) 3" Salvaged Stockpiled Selected Mat'l. & 3" Bit. Stabilized Mixture.
- Portion to be removed.
- Portion to be removed and replaced.



DETAIL SHOWING RECAST R.C. CAP ON EXISTING STRUCTURE  
Scale 1/2" = 1'-0"

**DETAILS**  
Scale: 1" = 20'-0"  
Except as Noted







