



**Highway Factors Group Attachment – SR-25 Plan and Profile Sheets**

**Rochester, IN**

**HWY19MH003**

**(22 pages)**

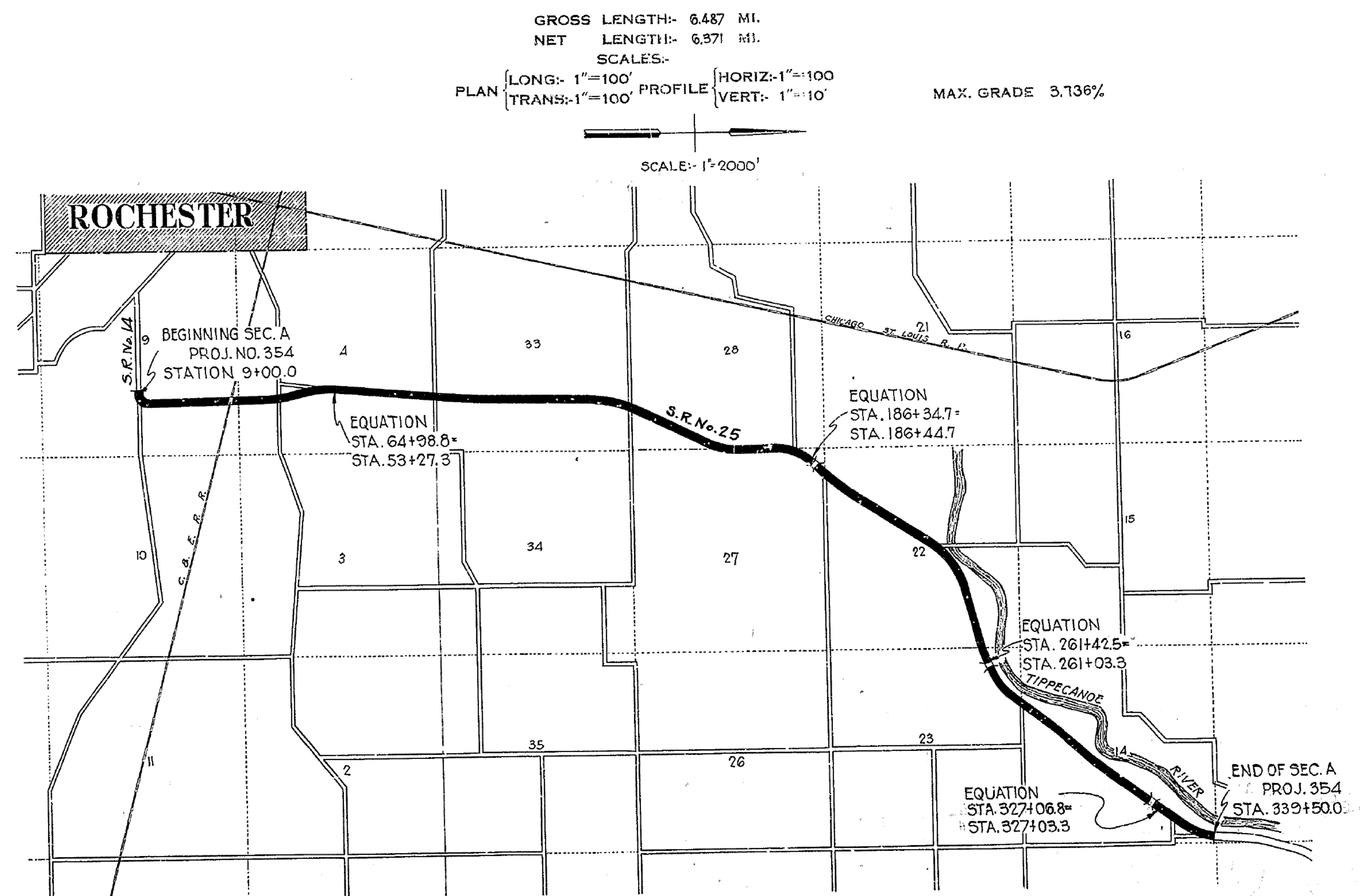
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SHEET NO.	37-112	CROSS SECTIONS

## STATE OF INDIANA STATE HIGHWAY COMMISSION

### PLAN AND PROFILE OF PROPOSED STATE HIGHWAY PROJECT NO. 354 SEC. A (1936) ROCHESTER ~ WARSAW ROAD.

BEGINNING ON S.R. 14 APPROX. 3/4 MILE EAST OF ROCHESTER AND RUNNING NORTH EAST TO A POINT ON S.R. 25 APPROX. 85 FT. SOUTH OF THE NORTH LINE OF SECTION 13 TOWNSHIP 31 NORTH RANGE 3 EAST IN FULTON COUNTY.



REVISIONS		
Date	Sheet Nos.	Revised
11-16-35	2-3	Typical Cross Section
12-16-35	15	Quantities
1-8-36	7-11-13	R/W
1-17-36	10-14X incl. 102A-103B incl. 104A-105B incl.	Profile, Grade and Excavation Quantities

APPROVED AND ADOPTED 10-31-35  
BY STATE HIGHWAY COMMISSION OF INDIANA

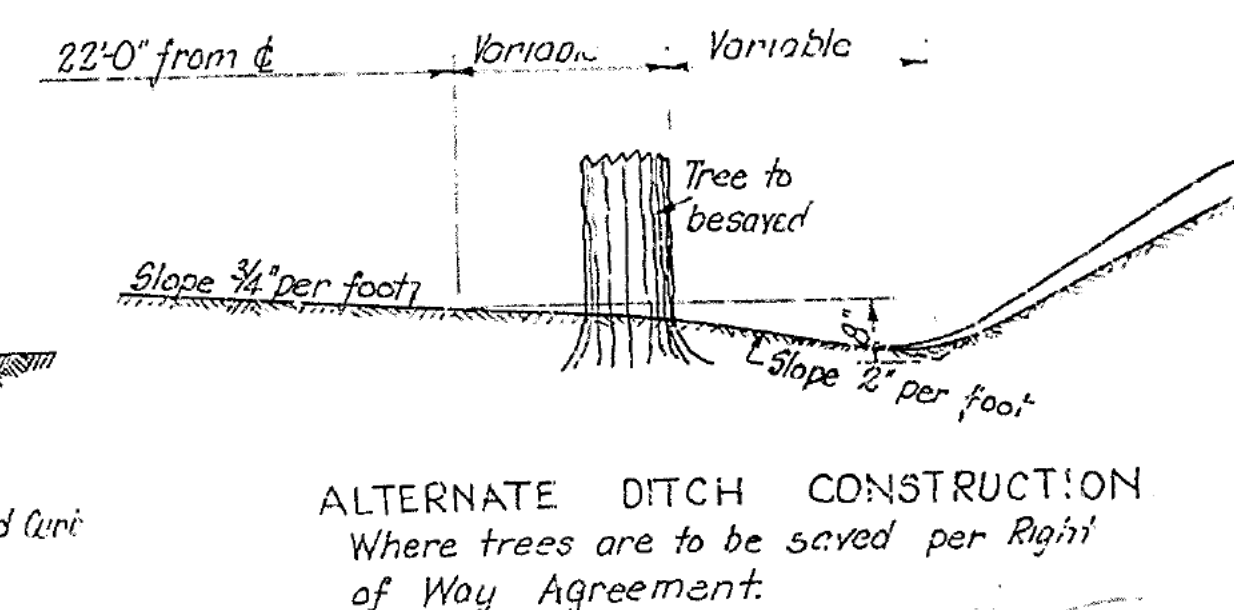
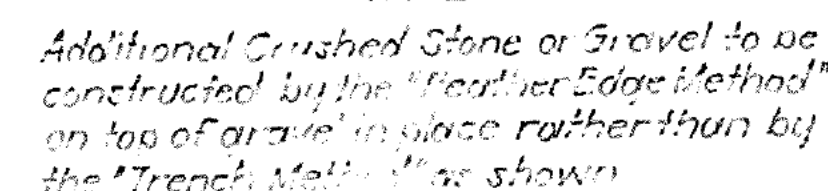
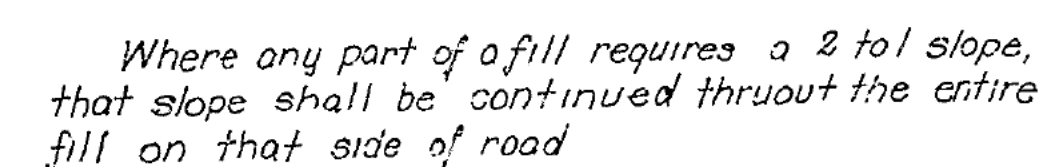
APPROVED 10-31-35

RECOMMENDED FOR APPROVAL

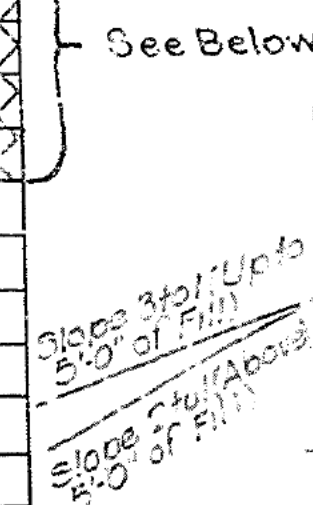
RECOMMENDED FOR APPROVAL

APPROVED

REV. 12-56



- See Below



Scale  $\frac{1}{2}'' = 1'-0''$

APPROVED

APPROVED \_\_\_\_\_  
 C.E.V. 10-31-35 CHIEF ENGINEER - STATE HIGHWAY COMMISSION OF INDIANA



Traffic Census Erie R.R.  
 2 Reg. Passengers Each Way }  
 1 Local Freight " " } 24 Hrs.  
 5 Extra " " }

ERIE R.R.				
Sta	36° 70.23	Ga.	2nd Rail	} Siding.
"	36° 65.29	"	1st	
"	36° 56.60	"	2nd	} W. Bound Main
"	36° 51.70	"	1st	
"	36° 42.90	"	2nd	} E. Bound Main
"	36° 38.00	"	1st	

SEC.4-T30N-R3E

SEC.9-T30N-R3E

50 Sq.Yds. Additional  
Pavement Read. for  
Widening at R. R.

R/W NOTE:-  
Temporary R/W to be secured from  
Erie R.R. on R.&L. @ Sta. 36+02 to  
Sta. 36+27 and on R.&L. @ Sta. 36+82  
to Sta. 37+06 for Excavation of  
embankments for sight.

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

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

Grade as shown on profile represents top of Finished Pavement. Standards under dates as listed in Index on Title Sheet to be used on this project.

State Highway Commission of Indiana Standard Specifications for Road Construction, dated March 1935 & Addendum No. 1 shall apply in the construction of this project.

Crown to be taken out of all curves over 2°

Curves shall be super-elevated and widened according to Standards adopted September 1932

In all road approaches where metal surface is req'd. the contractor shall salvage that portion of metal in place as directed by the Project Engineer.

Where paper relocation or widening follows existing road,  $\frac{1}{2}$  of construction shall be on center of existing road instead of on paper location or curved  $\frac{1}{2}$ .

Elev. 507.28  
VC = 300'

- NOTE -  
Additional Crushed Stone or Gravel to be constructed by the "Feather Edge Method" on top of gravel in place rather than by the "Trench Method" as shown.

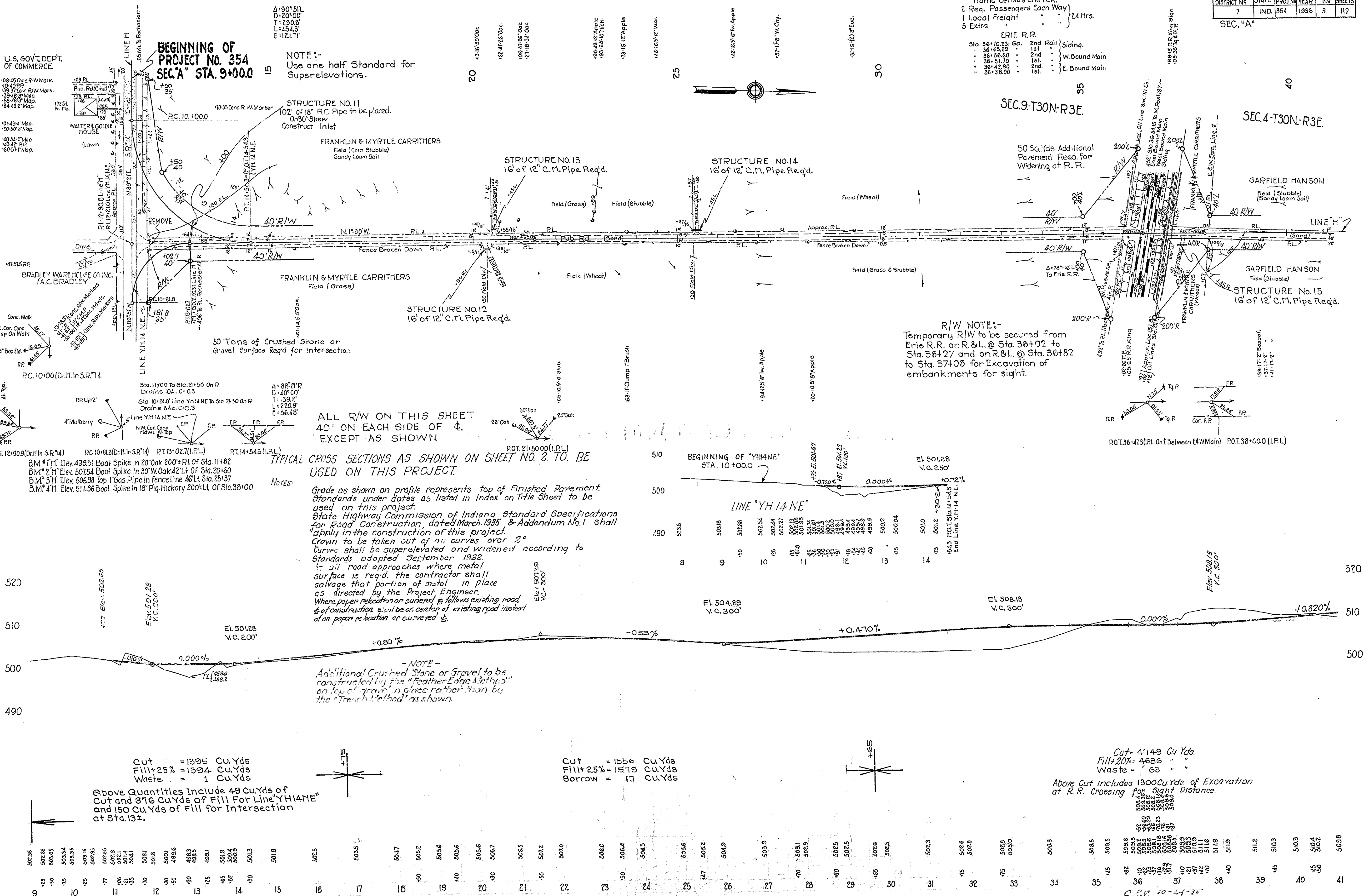
Cut = 1395 Cu.Yds  
Fill+25% = 1394 Cu.Yds  
Waste = 1 Cu.Yds

Above Quantities Include 49 Cu.Yds of Cut and 376 Cu.Yds of Fill For Line YH14NE and 150 Cu.Yds of Fill for Intersection at Sta. 13±.

Cut = 1556 Cu.Yds  
Fill + 25% = 1573 Cu.Yds  
Borrow = 17 Cu.Yds

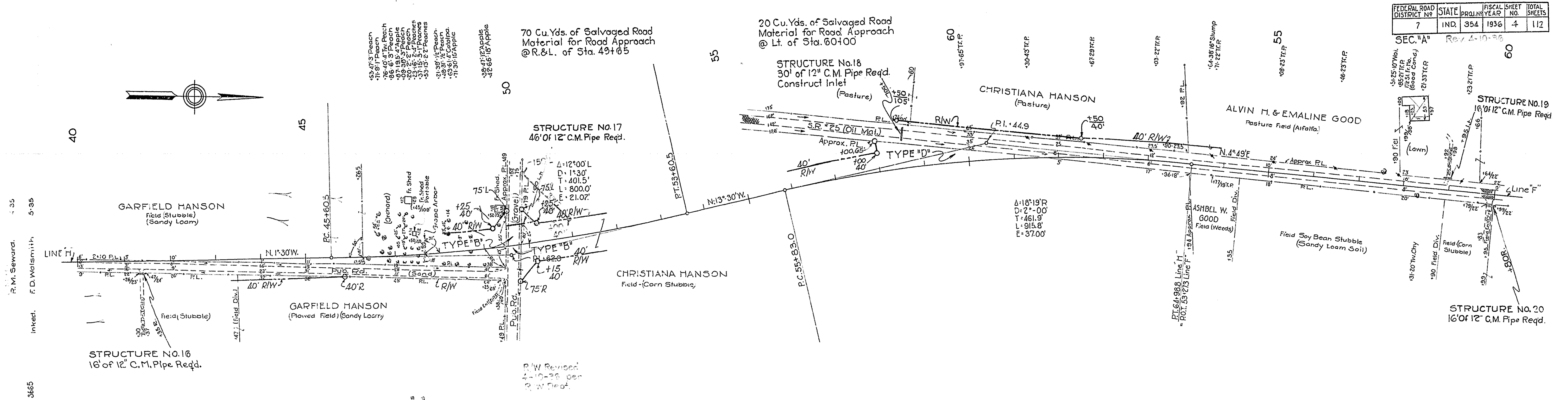
Cut = 4'1.49 Cu Yds.  
Fill + 20% = 4686 " "  
Waste = 63 " "

Above Cut includes 1300 Cu. Yds. of Excavation  
at R.R. Crossing for Eight Distance.



FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	4	112

SEC. "A" Rev. 4-10-36



B.M. No. 511 Elev. 515.59 Boat Spike In 12\" Pear 115' Lt. Of Sta. 48+64  
 B.M. No. 611 Elev. 505.97 Top 1 1/2\" Pipe In Fence Line 137' Lt. Of Sta. 58+74  
 B.M. No. 711 Elev. 503.01 Boat Spike In 12\" Walnut 79' Lt. Of Sta. 57+90 Line \"F\"

P.C. 45+60.5 (W.H.B.)

P.I. 49+62.0 (I.P.L.) In E Pub. Rd.

P.I. 53+60.5 (W.H.B.)  
 (No Ref. Available)

P.C. 55+83.0  
 (No Ref. Available)

P.I. 60+44.9 (I.P.L.)

N.W. Cor.  
 Conc. F.P.  
 46.10' T.P.  
 10\" W. Chy.  
 P.T. 64+98.8 (I.P.L.)

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

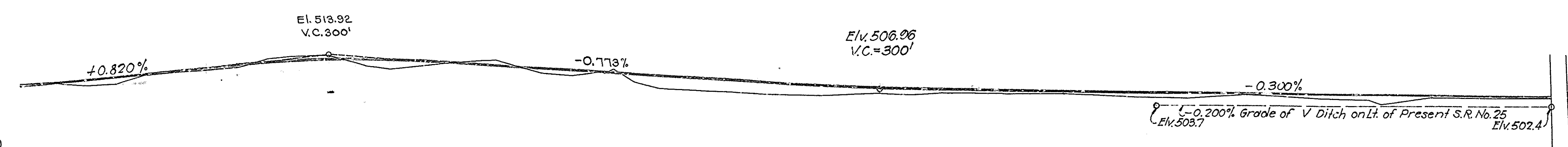
55 Sq. Yds. of Sodding req'd on Lt. 7

4-35  
 4-35  
 J.M. Harrod  
 E.M. Seward  
 F.D. Walmsmith

520

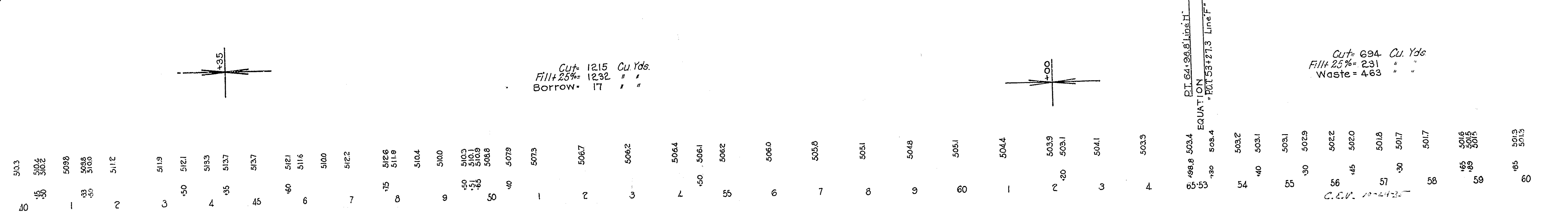
510

500

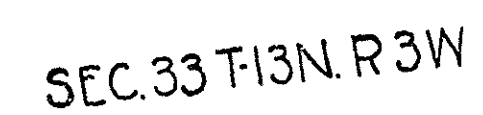


Cut = 1215 Cu. Yds.  
 Fill = 25% = 1232 "  
 Borrow = 17 "

Cut = 694 Cu. Yds.  
 Fill = 25% = 231 "  
 Waste = 463 "



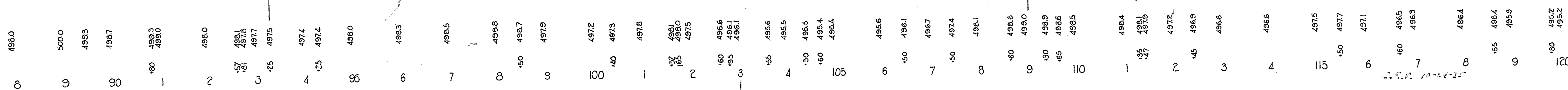
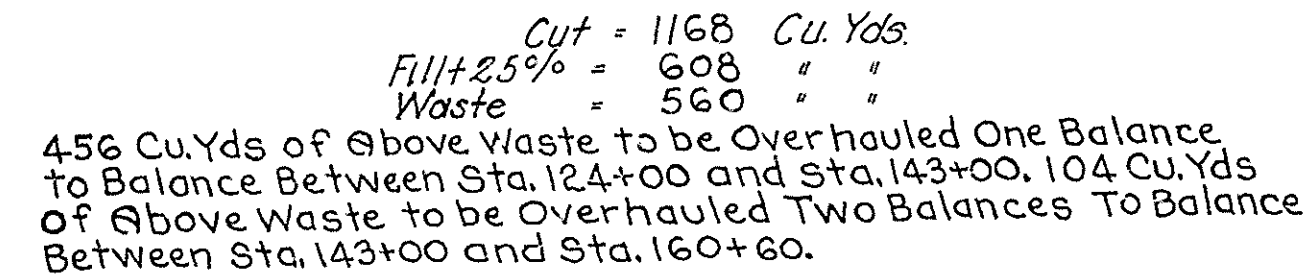
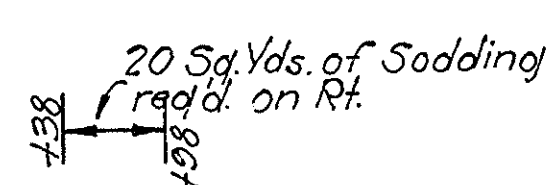
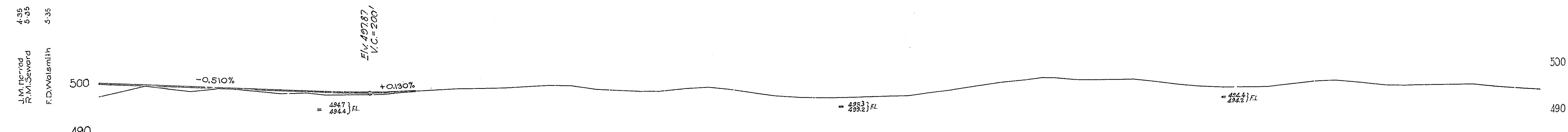
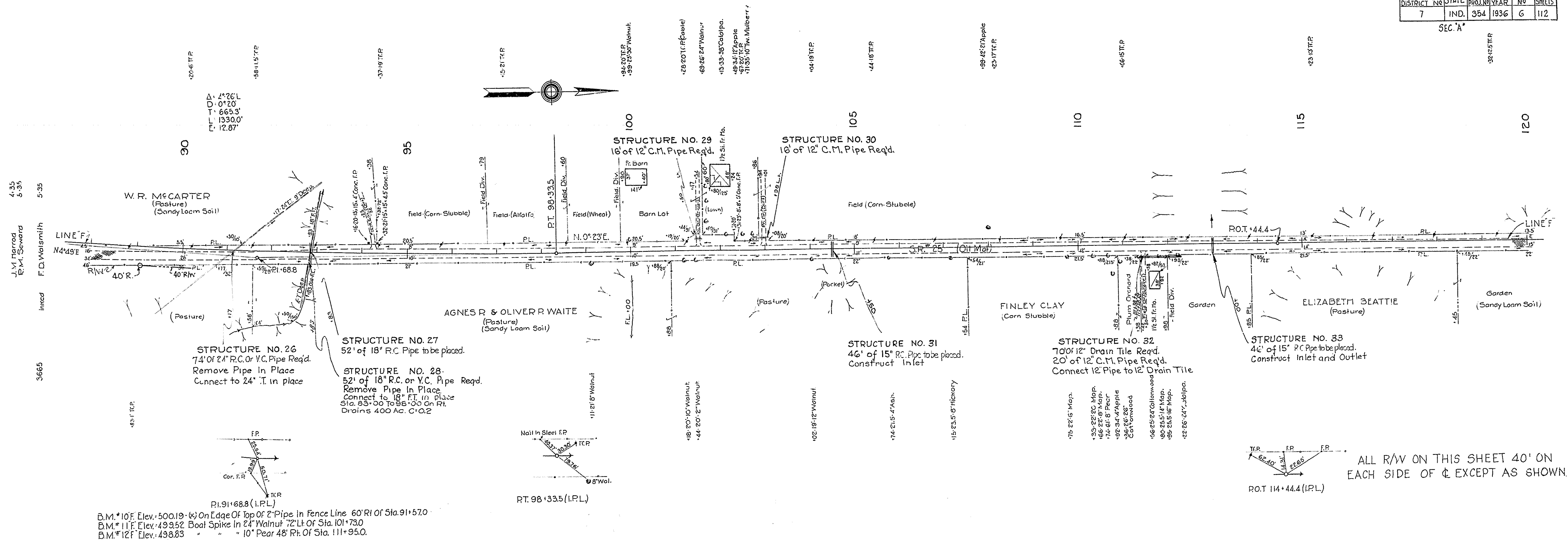
SEC "A"





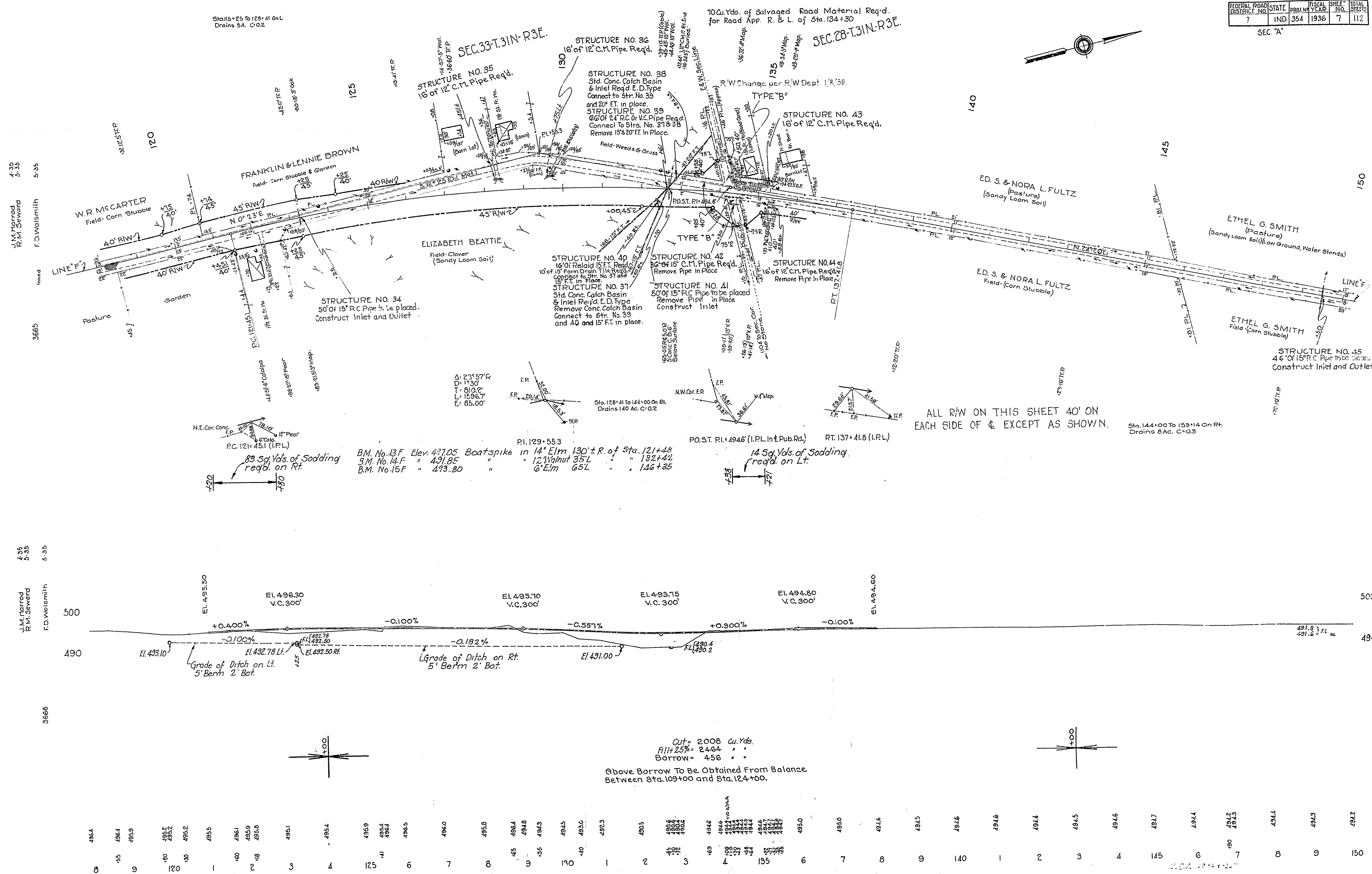
FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	6	112

12.12.6.11.10



FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	364	1936	7	112

SEC. 'A'





FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	8	112

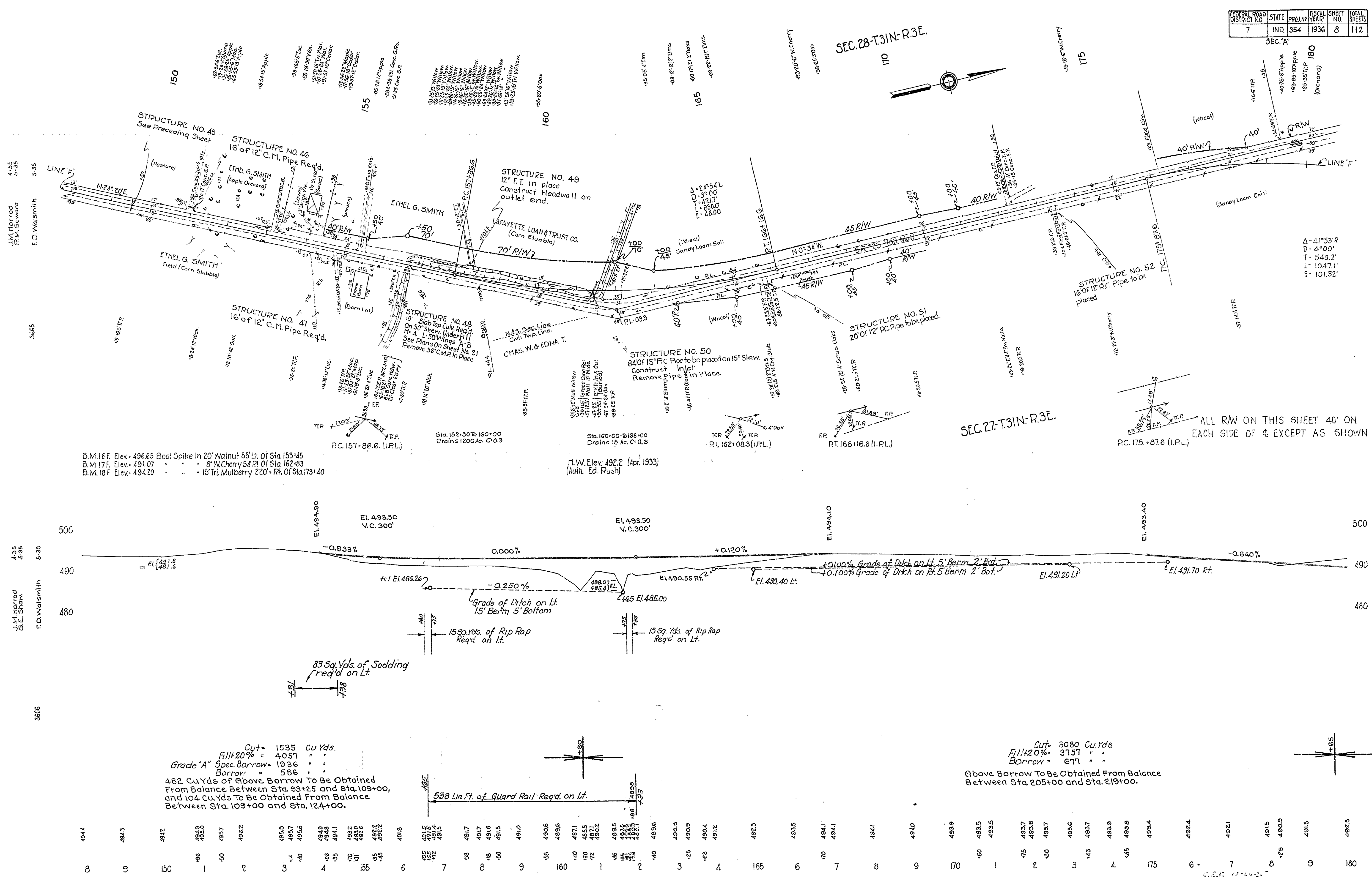
SEC. 28-T3IN-R3E.

180  
(Orchard)

Δ-41°53' R  
D-4°00'  
T-545.2'  
L-1047.1'  
E-101.32'

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

SEC. 27-T3IN-R3E.



NOTE-105 Tons of Crushed Stone or Gravel Surface Req'd. for Road Approach on Lt. of Sta. 181+00.

Sta. 191+28-200+00  
Dr. 3 Aon R. C. 0.3

Sta. 200+00-207+50  
Dr. 1 1/2 A. on L. C. 0.3

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	9	112

SECTION 'A'

# FULTON CO.

SEC. 22 T. 31 N. R. 3 E.

DEVON J. HAIMBAUGH.

STRUCTURE No. 57  
16' of 12" C.M. Pipe Req'd.

JOHN B. HAIMBAUGH.

Δ=9°59' L.  
D=15'00"  
T=500.4'  
L=998.3'  
E=21.80

WM. C. JURGENSMEIR.

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

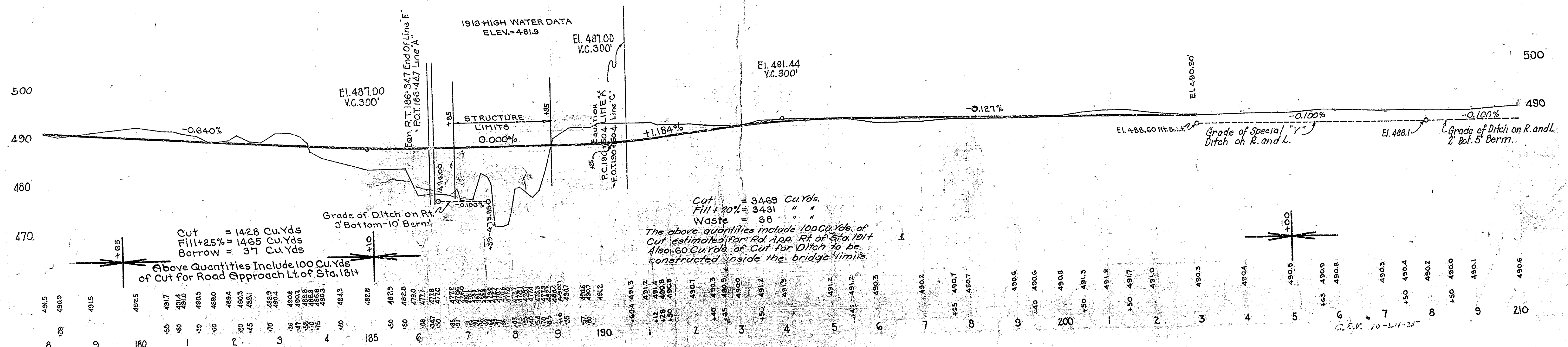
20 Cu. Yds. of Salvaged Road Material Req'd. for Road App. on Rt. of Sta. 195+00.

20 Cu. Yds. of Salvaged Road Material Req'd. for Road Approach on Rt. of Sta. 191+00.

88 Tons of Crushed Stone or Gravel Surface Req'd. for Approaches to Separate Contr. Str.

B.M. No. 19 Elev. 488.86 Boat Spike in 24" Sycamore 23' E. of Sta. 183+80.  
B.M. No. 20 " 492.16 " " 20' Elm. 30' E. of Sta. 190+80 Line A.  
B.M. No. 21 " 490.39 " " 16' Hickory 186' E. of Sta. 204+65 Line C.  
B.M. No. 19F Elev. 488.86 " " 24" Sycamore 95' E. of Sta. 183+60

388 Lin. Ft. of Guard Rail Req'd. on Lt.  
276 Lin. Ft. of Guard Rail Req'd. on Rt.  
74 Lin. Ft. of Guard Rail Req'd. on Lt.









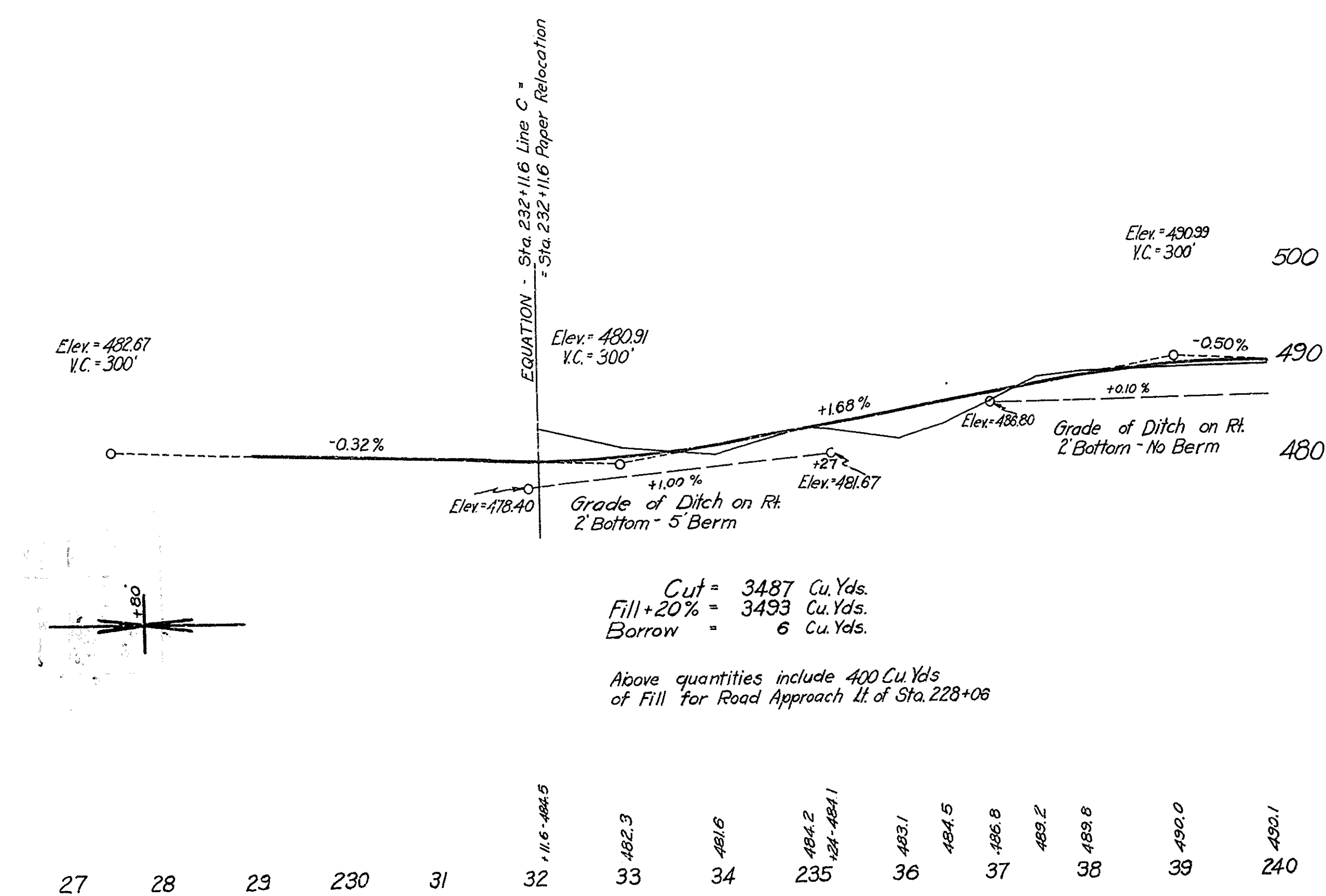
FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEA.	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	10-A	112

Sec-"A" Paper Relocation #1  
Rev. 1-17-36

Sec - "A" Paper Relocation  
Rev. 1-17-36

B.M. #23 - Elev. 483.59 - Boat Spike in 14" Oak, 55' Lt of Sta. 230+95 Line C.  
B.M. #24 - Elev. 483.54 - Boat Spike in 12" Syc, 159' Lt of Sta. 238+10 Paper Reloc. Line

Construction Change Per M.R. Keefe  
1-17-36



NOTE: PAPER RELOCATION between Sta. 232+11.6 and Sta. 261+42.5 to be constructed.

NOTE: For paper relocation Sta. 232+11.6 to Sta. 261+42.5 - Project Engr. to re-cross section before construction begins. Grade and quantities are for paper relocation. Profile is for surveyed &.

See Sheets No. 10A and 11-A For Profile, Grade, and Excavation Quantities.

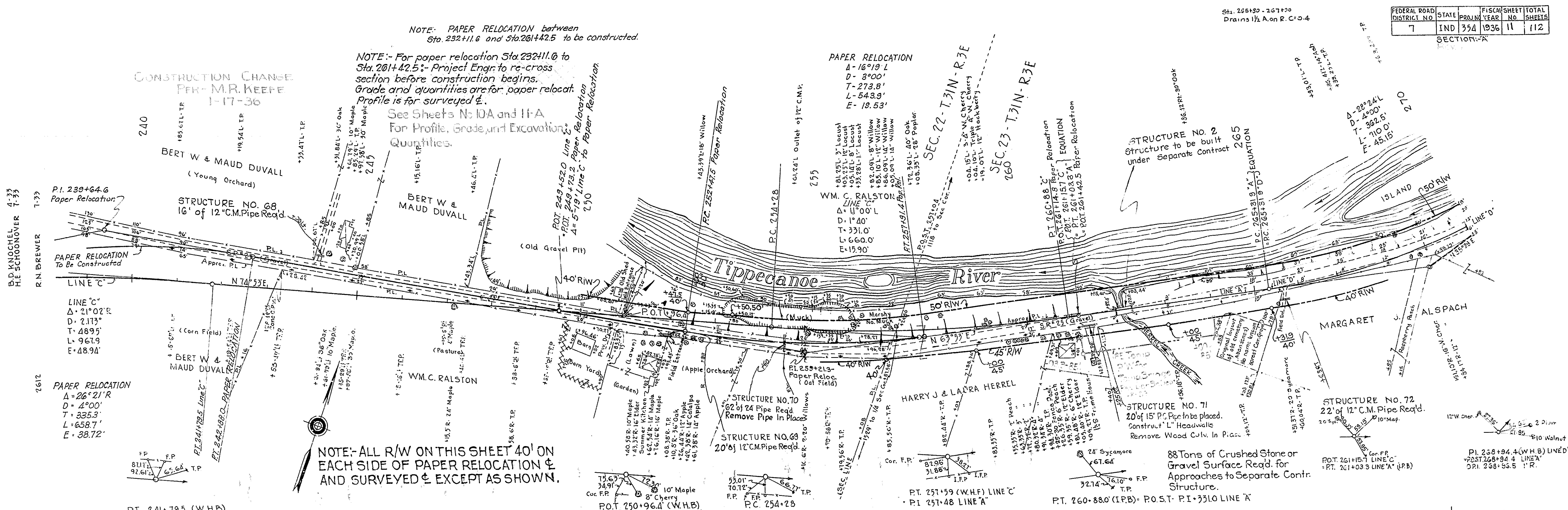
PAPER RELOCATION  
A-16'19" L  
D-3'00"  
T-273.8'  
L-543.3'  
E-18.53'

WM. C. RALSTON  
LINE C  
A-11'00" L  
D-1'40"  
T-331.0'  
L-660.0'  
E-15.90'

SEC. 22-73IN-R3E  
SEC. 23-73IN-R3E

STRUCTURE NO. 2  
Structure to be built under separate contract

A-28'24" L  
D-4'00"  
T-362.5'  
L-710.0'  
E-45.15'



NOTE: ALL R/W ON THIS SHEET 40' ON EACH SIDE OF PAPER RELOCATION & AND SURVEYED & EXCEPT AS SHOWN.

PT. 241+79.5 (W.H.B.)  
B.M.\*24 Elev. 487.54 Boat Spike in 12" Sycamore 234' L of Sta. 231+88  
B.M.\*25 " 481.77 " 14" Apple 160' L of Sta. 248+00  
B.M.\*26 " 481.89 " 36" Oak 361' L of Sta. 258+13  
B.M.\*27 " 481.77 " 8" Walnut 60' R " 269+95

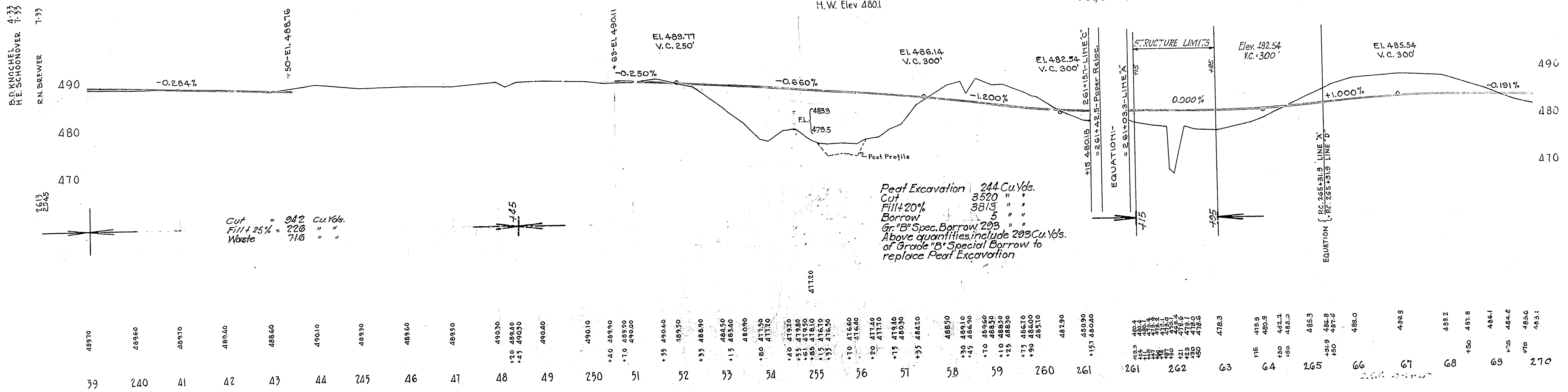
8 Guide Posts Req'd on Rt.

1354 Lin. Ft. of Guard Rail Req'd. on Lt.

282 Lin. Ft. of Guard Rail Req'd. on Lt.

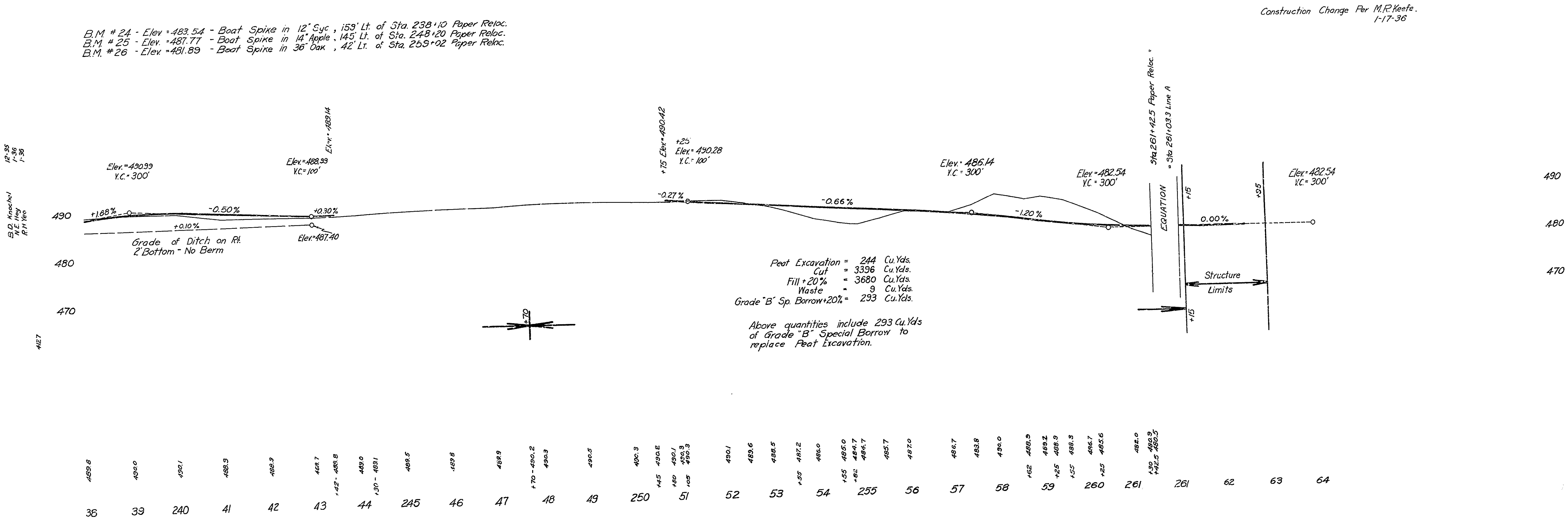
82 Sq. Yds. of Sodding req'd. on Rt.

157 Sq. Yds. of Sodding req'd. on Rt.



FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FIG. YEAR	SHEET NO.	TOTAL SHEETS
7	IND	354	1936	11-A	112

Sec. "A" Paper Relocation  
1-17-36







FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	12 A	112

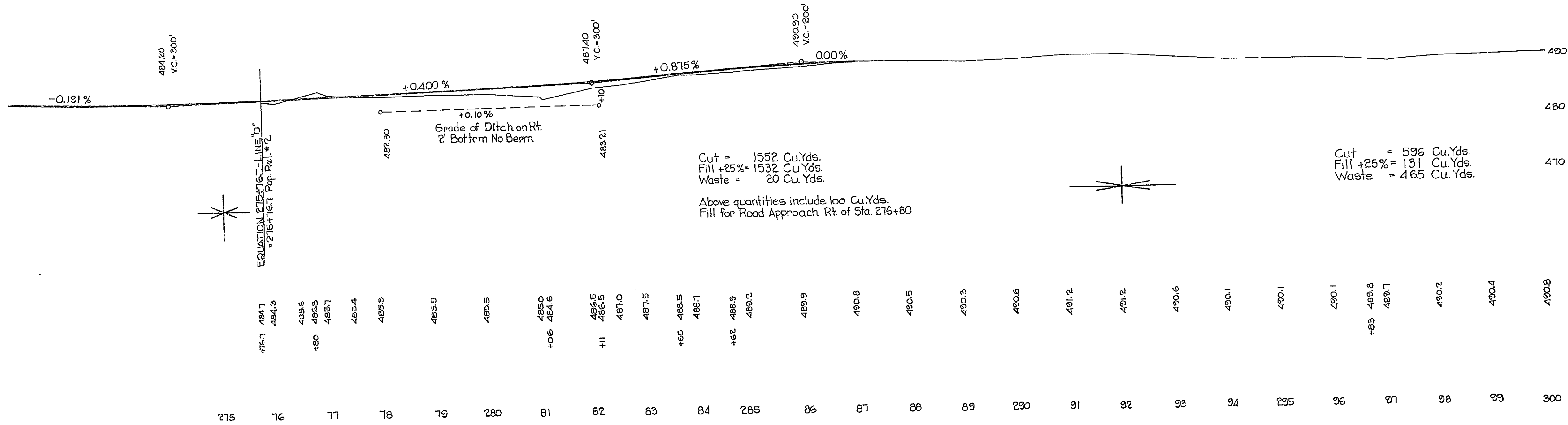
SEC. A Paper Relocation \*2  
Rev. 1-17-36

Construction Change Per M.R. Keefe  
1-17-36

B.M. #28 Elev. 488.53 Boat Spike in 10' Cat. 135' Rt. of Sta. 281+29 P.R. Line  
B.M. #29 Elev. 490.88 Boat Spike in 12" Apple 68' Lt. of Sta. 291+36 P.R. Line

B.D. MICHAEL  
N.E. 107

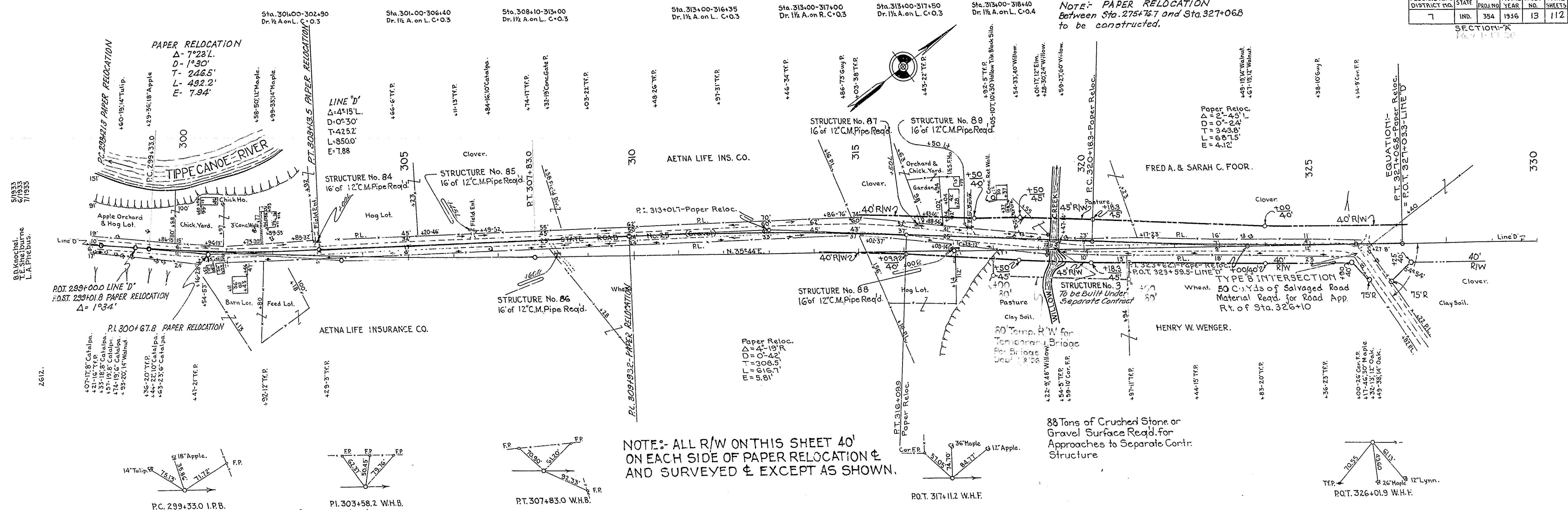
41271



FEDERAL ROAD DISTRICT NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	13	112

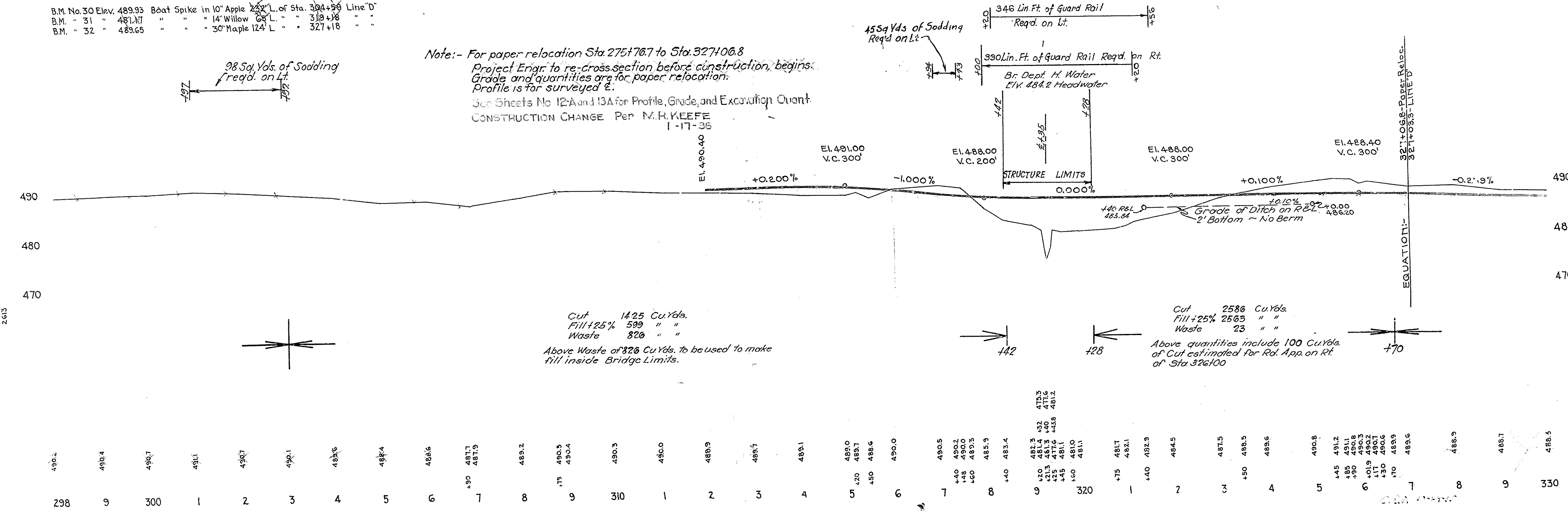
SECTION-A  
167-11-50

NOTE:- PAPER RELOCATION  
Between Sta. 275+76.7 and Sta. 327+06.8  
to be constructed.



NOTE:- ALL R/W ON THIS SHEET 40'  
ON EACH SIDE OF PAPER RELOCATION &  
AND SURVEYED & EXCEPT AS SHOWN.

Note:- For paper relocation Sta. 275+76.7 to Sta. 327+06.8  
Project Engr. to re-cross-section before construction, begins.  
Grade and quantities are for paper relocation.  
Profile is for surveyed &.  
See Sheets No. 12-A and 13-A for Profile, Grade, and Excavation Quant.  
CONSTRUCTION CHANGE Per M.R. KEEFE  
1-17-36



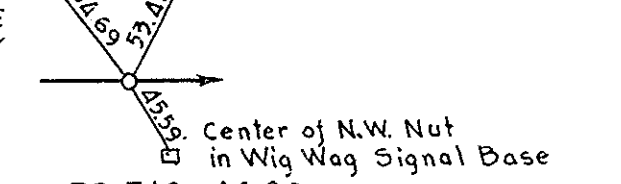
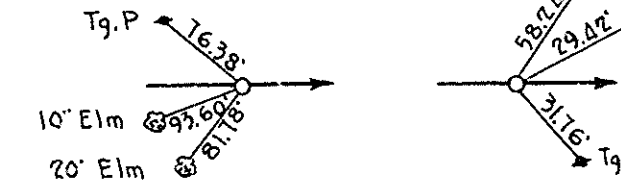
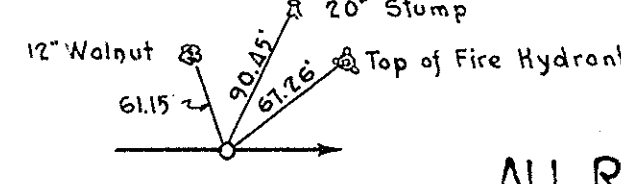
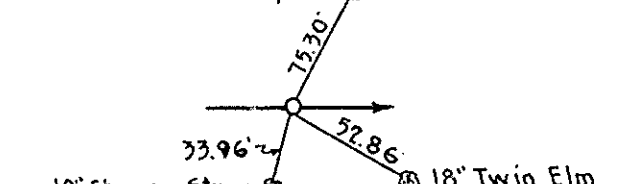
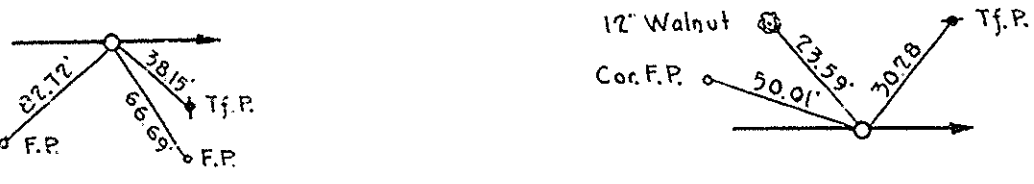
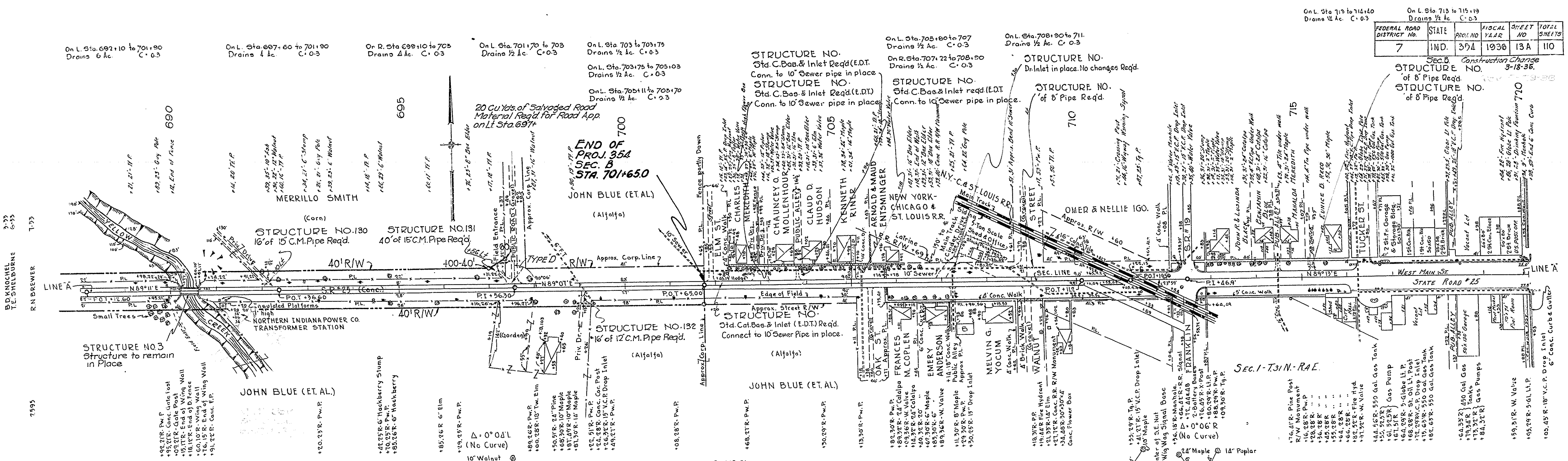
Cut 1425 Cu.Yds.  
Fill +25% 599 " "  
Waste 826 " "  
Above Waste of 826 Cu.Yds. to be used to make  
fill inside Bridge Limits.

Cut 2586 Cu.Yds.  
Fill +25% 2563 " "  
Waste 23 " "  
Above quantities include 100 Cu.Yds.  
of Cut estimated for Rel. App. on Rt.  
of Sta. 326+00

5/1933  
6/1933  
7/1933  
B.D. Knochel  
T.E. Sheburne  
L.A. Phebus

5/1933  
6/1933  
7/1933  
B.D. Knochel  
T.E. Sheburne  
L.A. Phebus

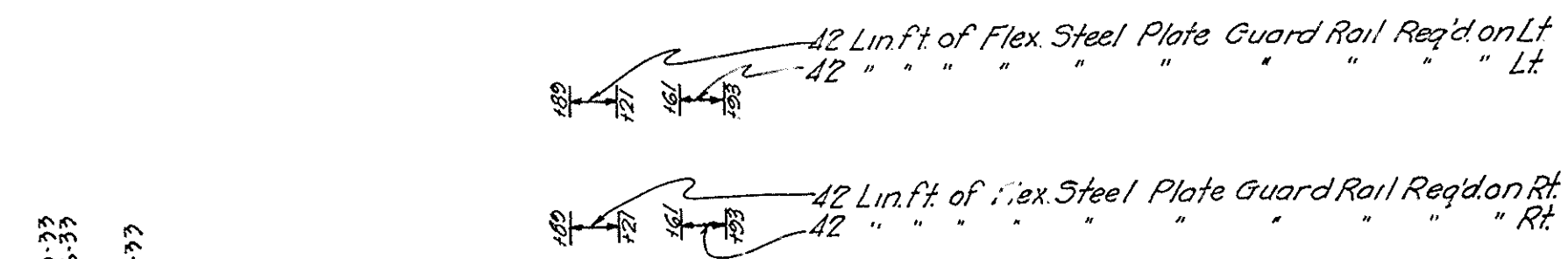




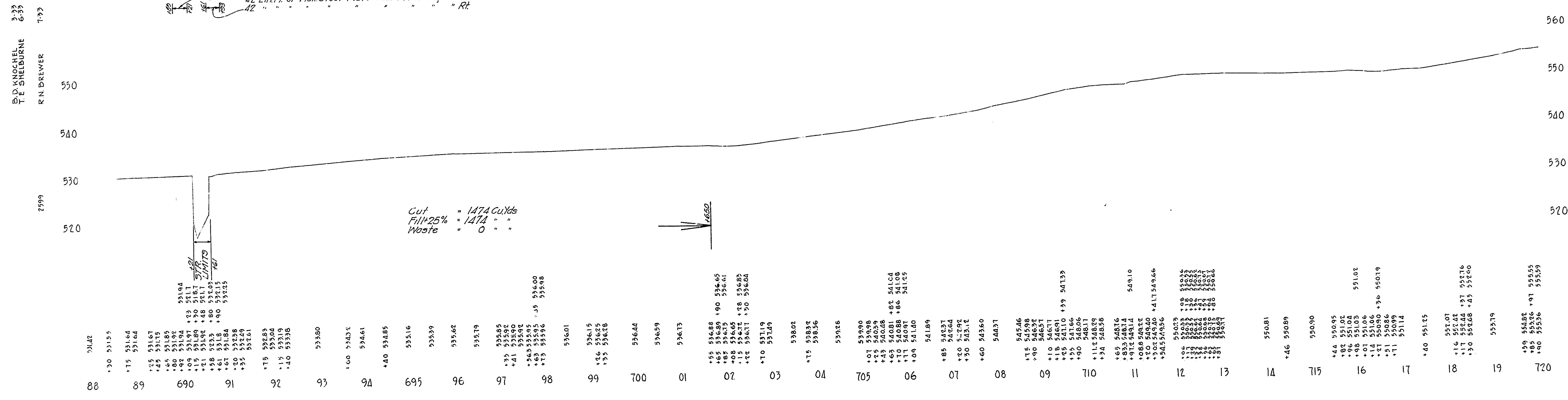
EQUATION  
P.O.T. 688+12.60 P.O.T. 692+36.60  
Drill Hole = P.O.T. 72+23.85 on Dr. Survey  
Drill Hole  
B.M.\* 63 Elev. 531.00 - Boat Spike in 26' Beech - 60' R of Sta. 691+57 = B.M.\* 2 Elev. 102.63 Bridge Dept Survey  
B.M.\* 64 Elev. 531.79 - " " " 10' Cottonwood 34' L of Sta. 702+70  
B.M.\* 65 Elev. 531.08 - " " " 12' Maple 56' L of Sta. 714+51

ALL R/W ON THIS SHEET  
AS SHOWN.

**MENTONE Inc.**  
POPULATION 704



Cut Fill 25% = 1474 Cu.Yds  
Waste = 0



B.D. KNOCH  
T.E. SHELBURNE  
R.N. BREWER

B.D. KNOCH  
T.E. SHELBURNE  
R.N. BREWER

FEDERAL ROAD DISTRICT	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	134	112

SEC A Paper Relocation #2  
REV. 1-1-36

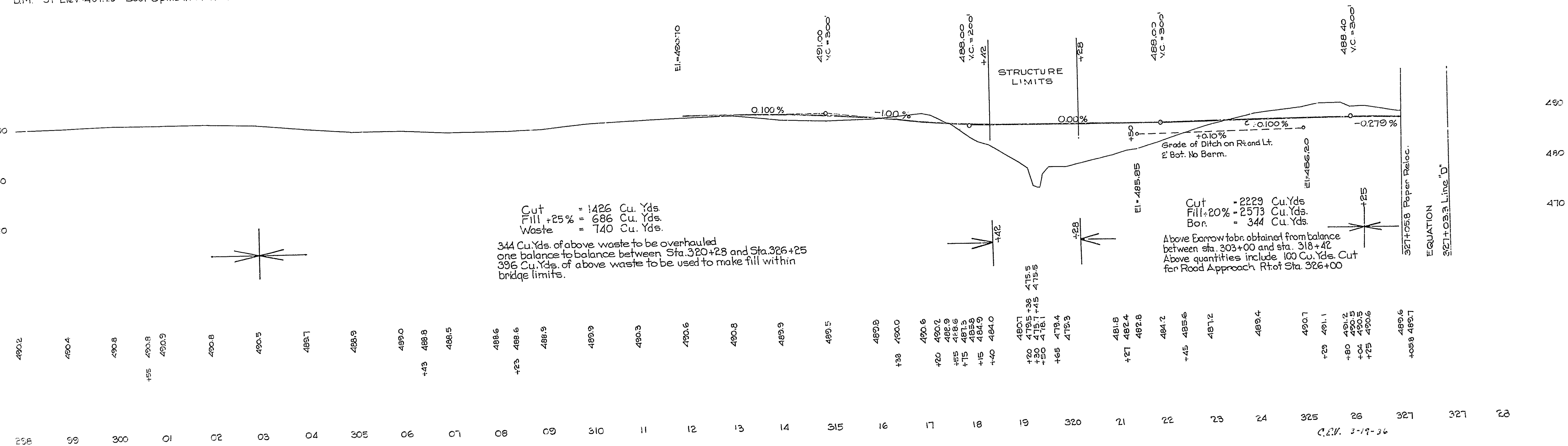
Construction Change Per M.R. Keefe  
1-17-36

B.M. # 30 Elev. 489.93 Boat Spike in 10' Apple 198' Lt. of Sta. 304+71 P.R. Line.  
B.M. # 31 Elev. 481.75 Boat Spike in 14' Willow 45' Lt. of Sta. 319+22 P.R. Line.

B.D. KNOX  
NE HOY

12-32  
1-36

4127



SEC. "A"



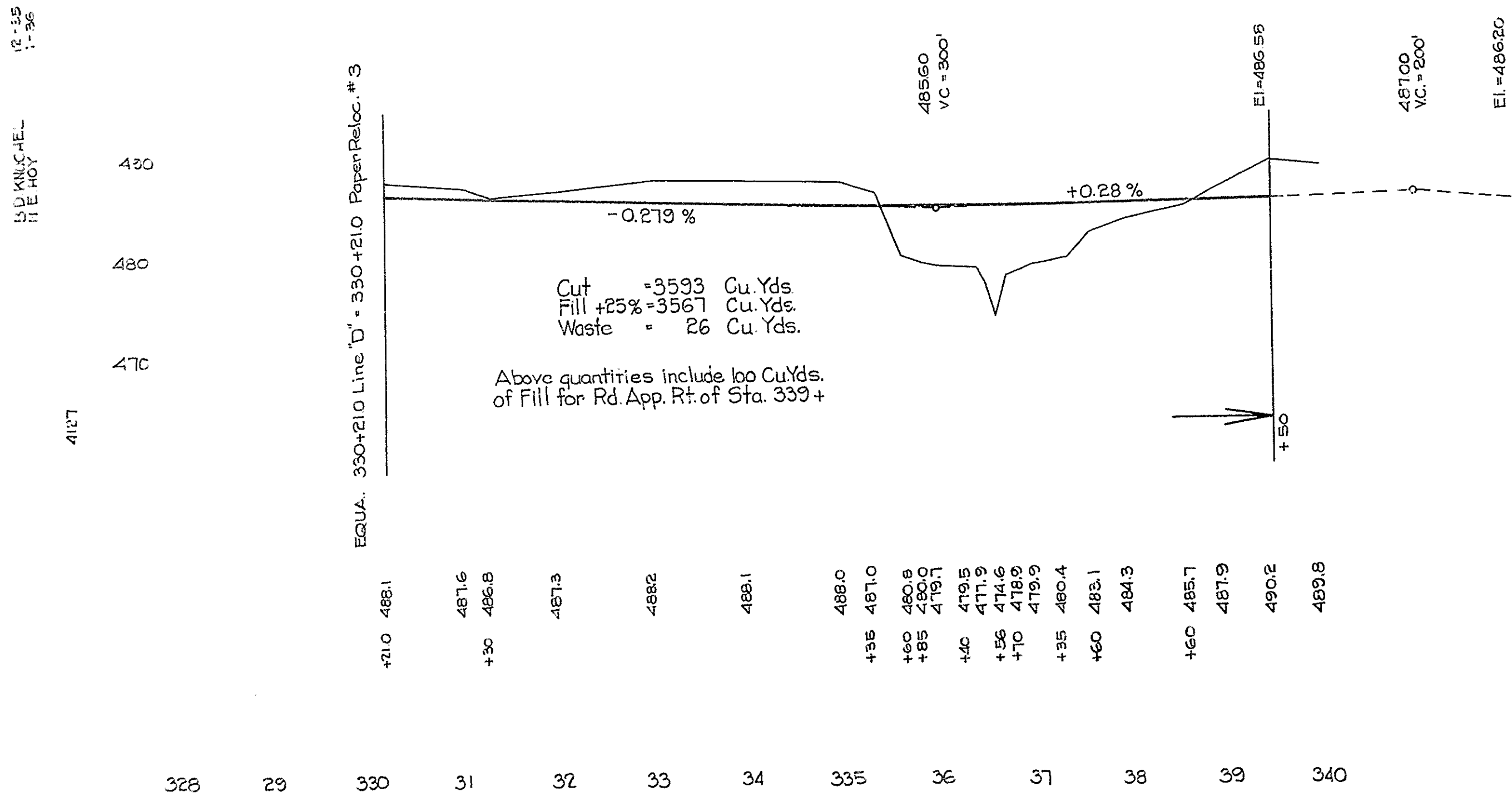


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	354	1936	14A	112

SEC. A Paper Relocation \*3  
REV. 1-11-36

Construction Change Per M.R. Keefe  
1-17-36

B.M. # 33 Elev. 481.32 Boat Spike in 26' Elm 60' Rt. of Sta. 336+89 Paper Reloc. Line.





## BRIDGE AND CULVERT DATA

[illegible]

STRUCTURE NUMBER	LOCATION	DESCRIPTION		LENGTH	HEIGHT	WINGS 'W'	FLOWLINE		CONCRETE CLASS 'D'	STEEL REINFORCING LBS.	RUBBLE HEADWALLS	REMARKS	PLANS ON SHEET NO.	STRUCTURE
		SIZE	KIND				UP STREAM	DOWN STREAM						
1	181+20		Structure to be built under	Separate Contract										
2	262+45													
3	312+28													