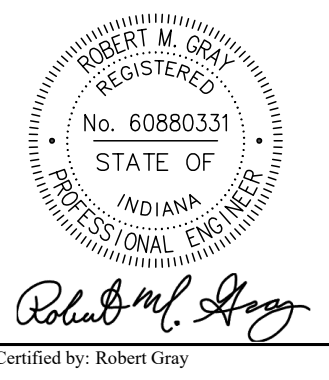


MATCHLINE SEE SHEET C402

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

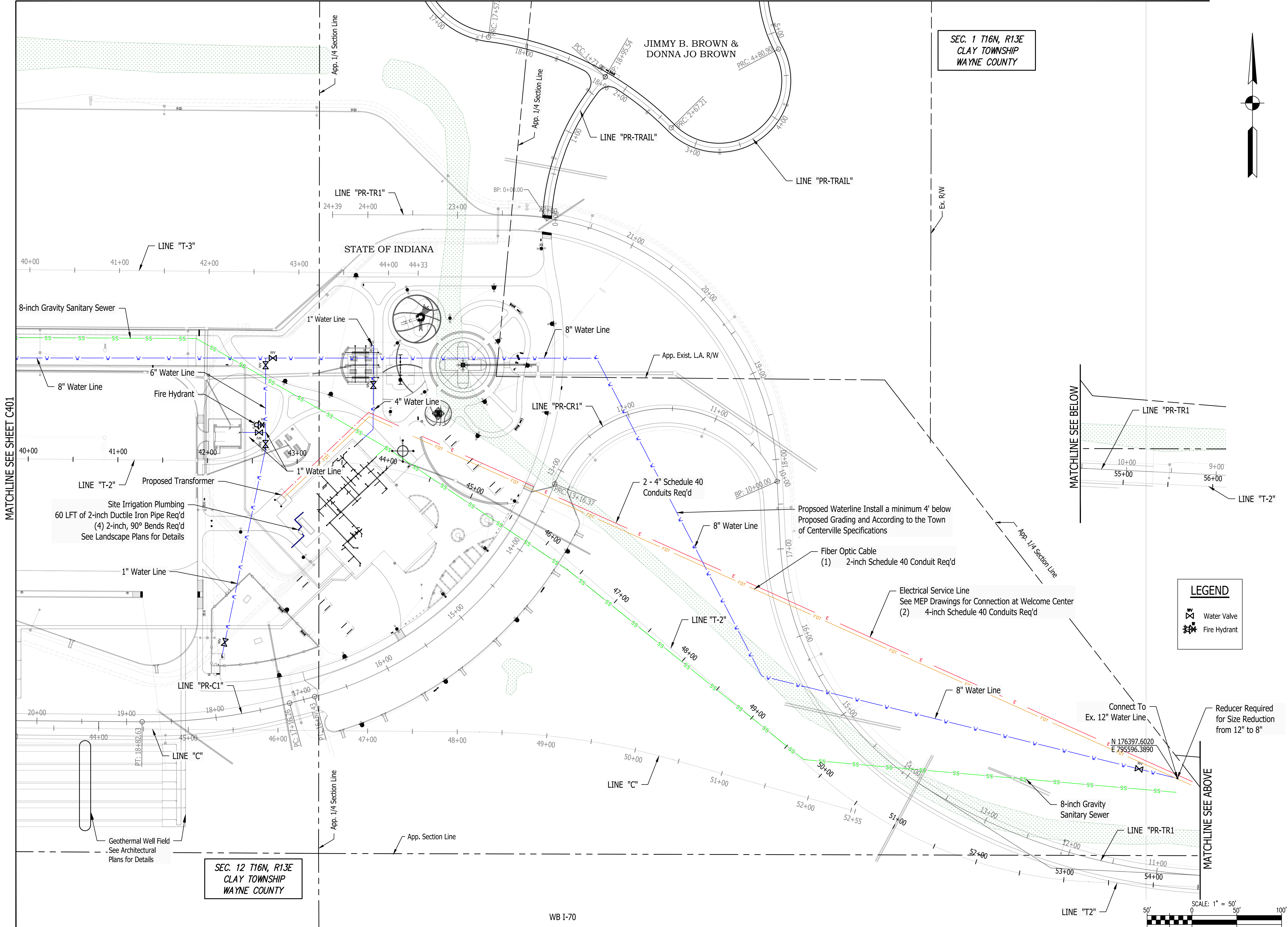
JIMMY B. BROWN &  
DONNA JO BROWN



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requisition Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C400
Sheet:	47 of 140



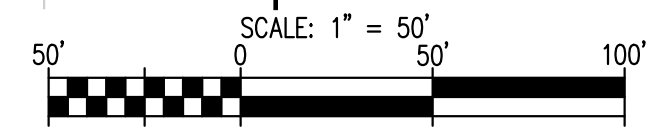
MATCHLINE SEE SHEET C401

MATCHLINE SEE BELOW

LEGEND

- Water Valve
- Fire Hydrant

MATCHLINE SEE ABOVE



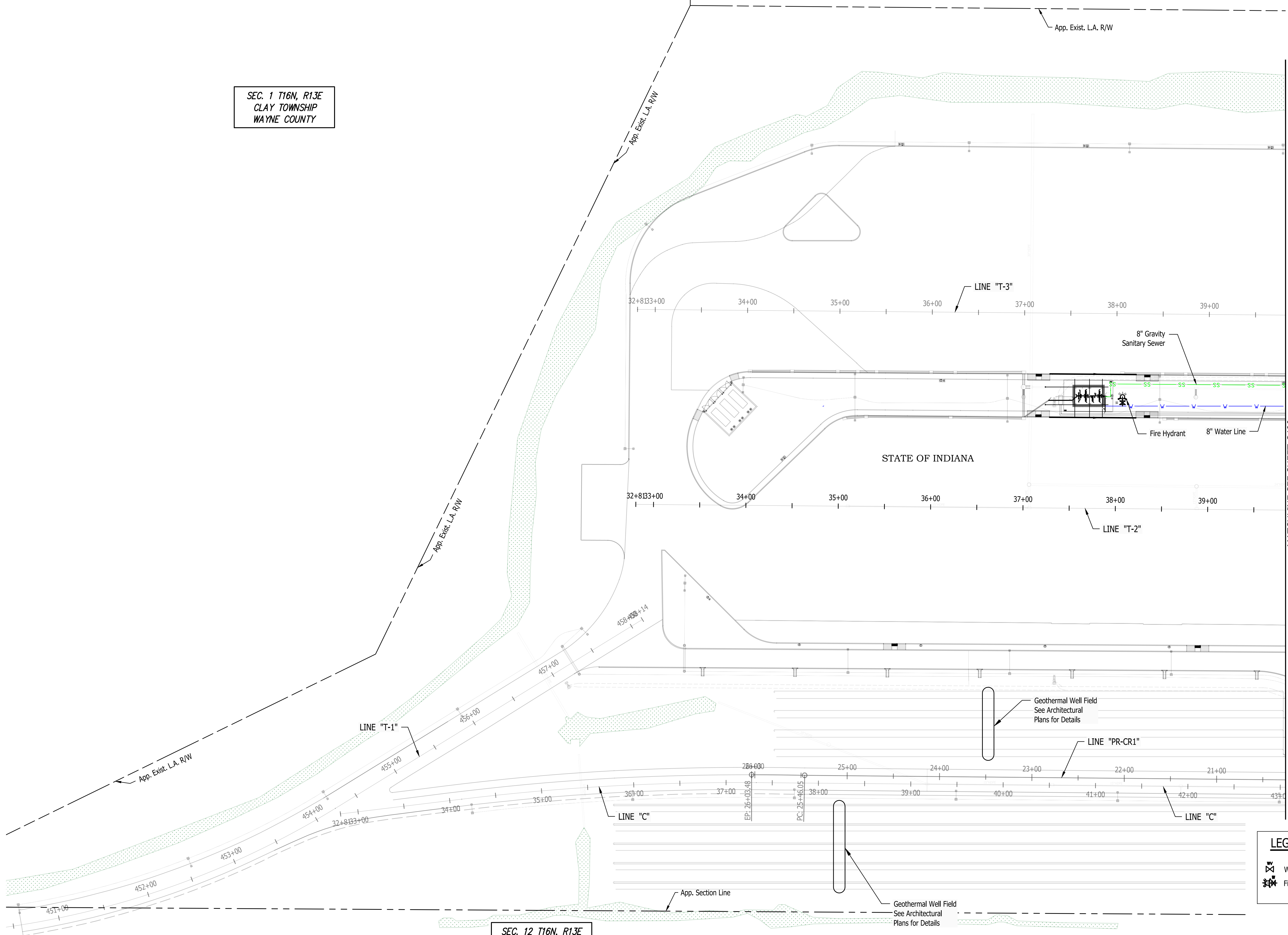
SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

WB I-70

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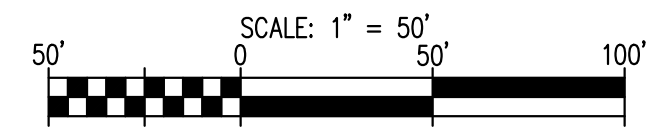
SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

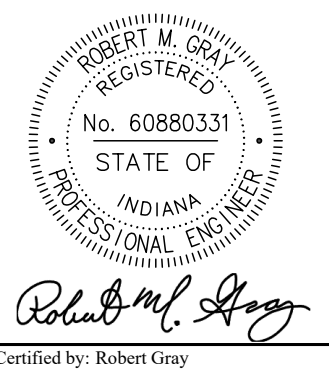


**LEGEND**

	Water Valve
	Fire Hydrant



MATCHLINE SEE SHEET C400



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

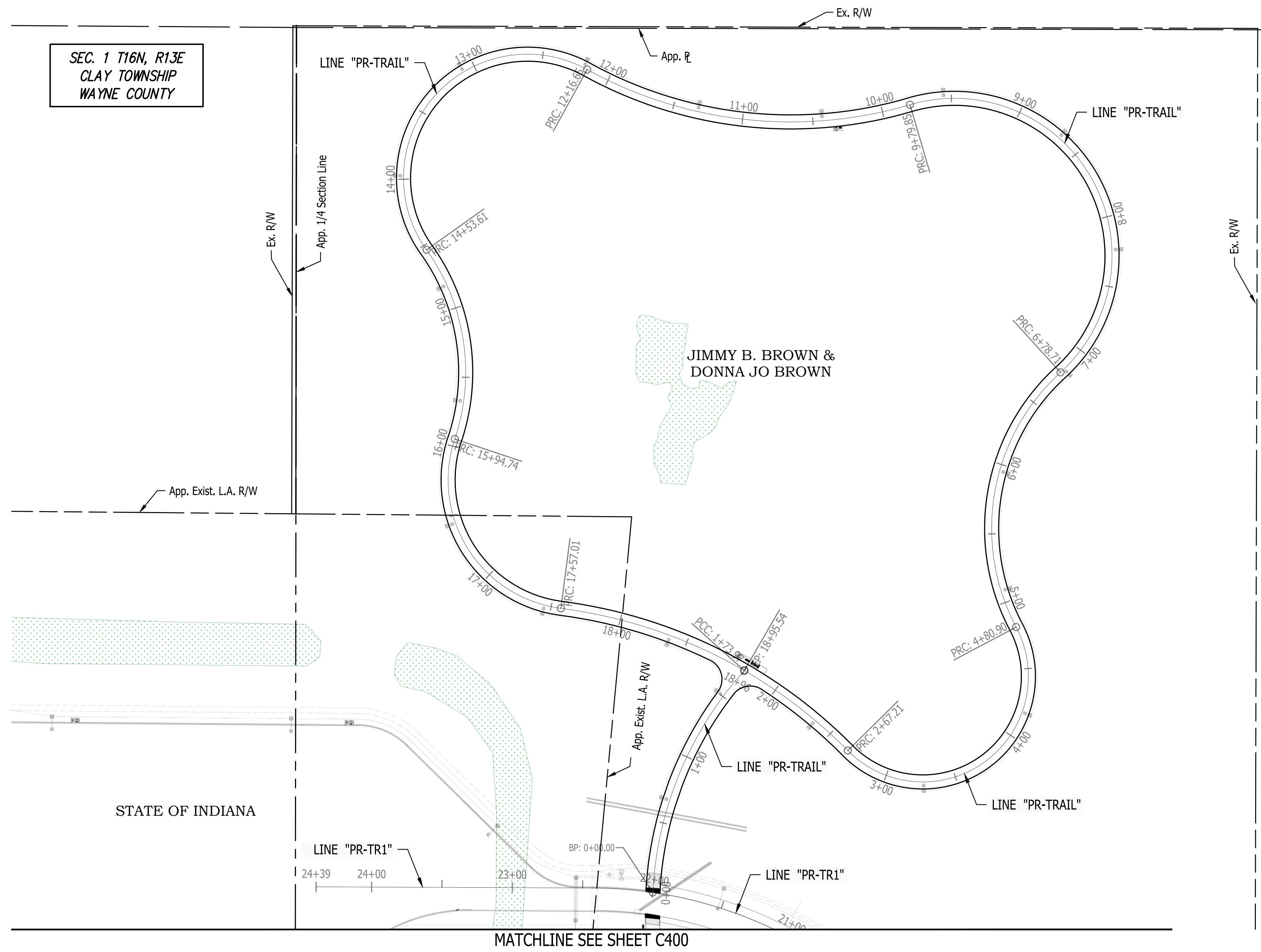


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Drawing Number:	C401
Sheet:	48 of 140

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WB I-70

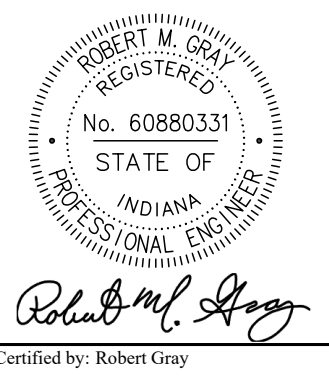
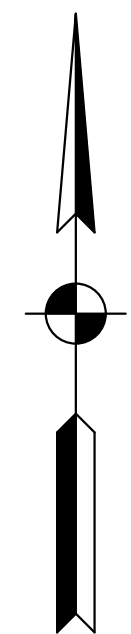
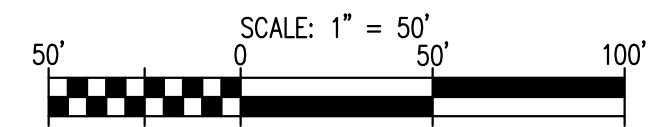
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SEC. 1 T16N, R13E  
 CLAY TOWNSHIP  
 WAYNE COUNTY

STATE OF INDIANA

MATCHLINE SEE SHEET C400

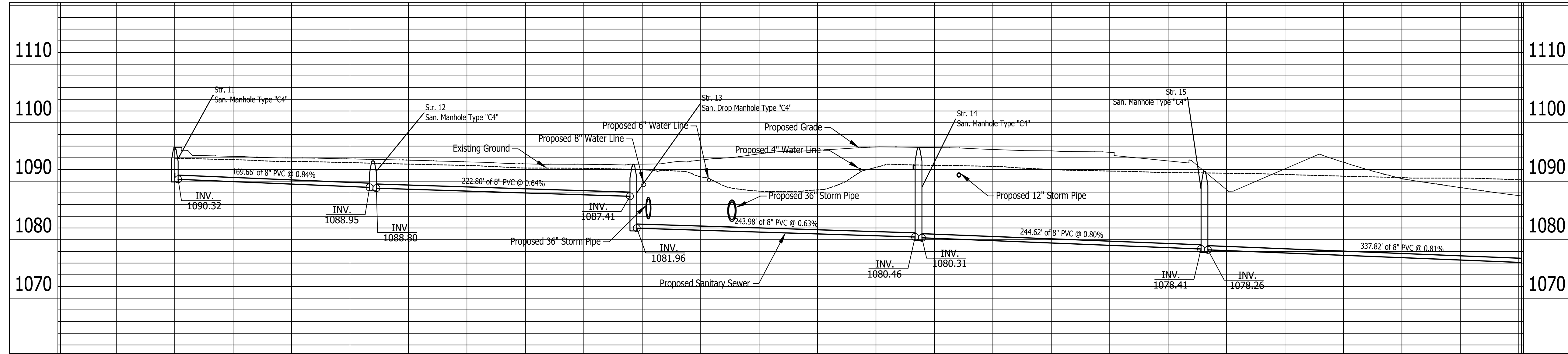


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 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



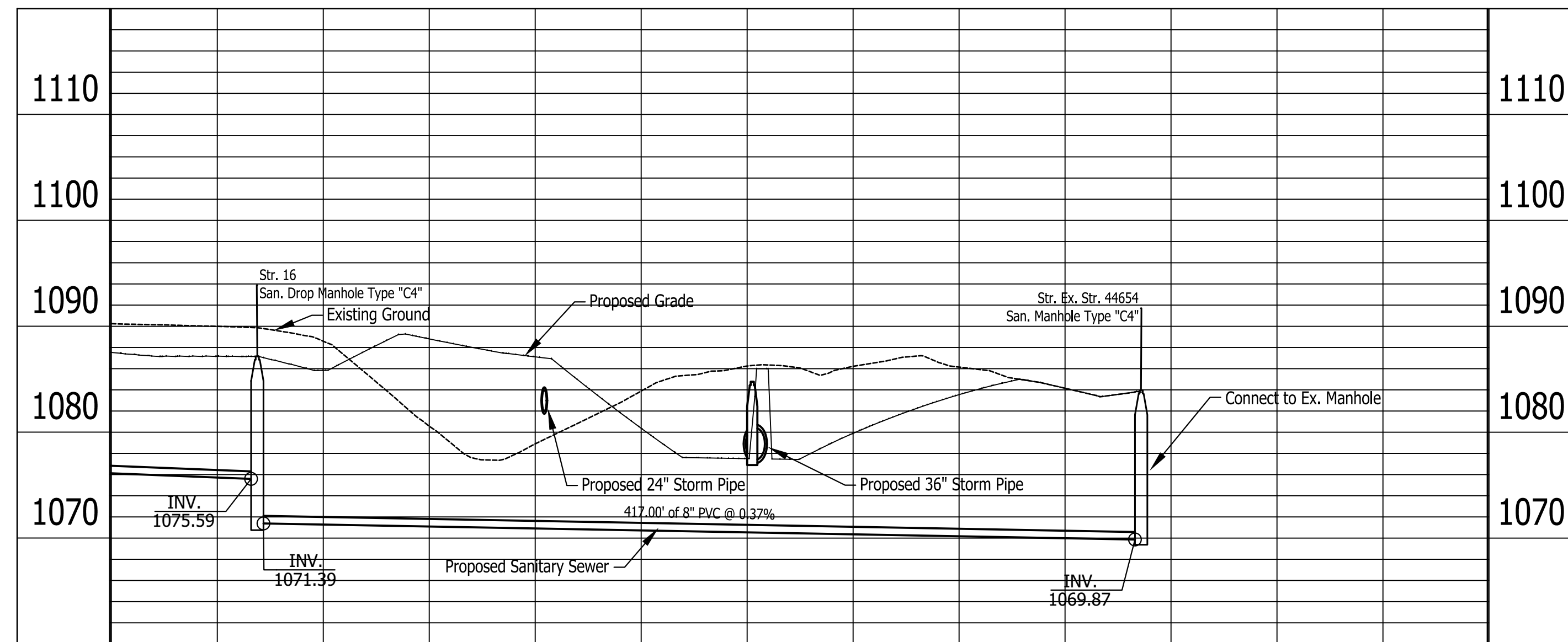
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Drafter:	PKA
Drawing Scale:	1"=50'
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Building Reference:	
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SANITARY SEWER

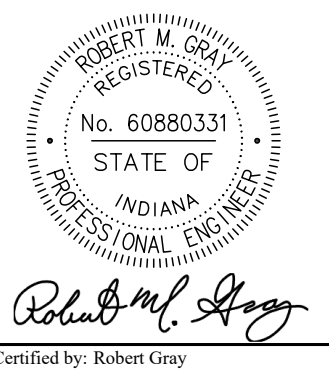
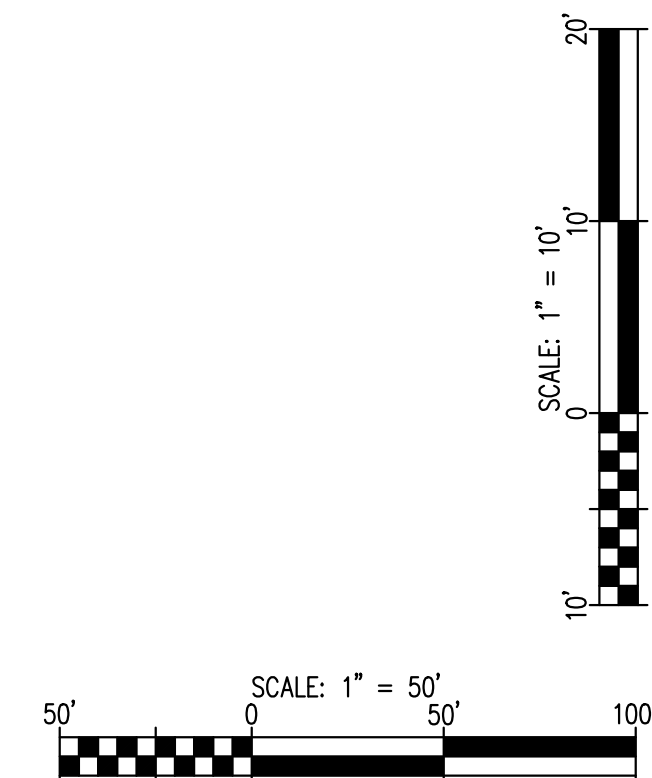


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0+00	1+00	2+00	3+00	4+00	5+00	6+00	7+00	8+00	9+00	10+00	11+00

SANITARY SEWER



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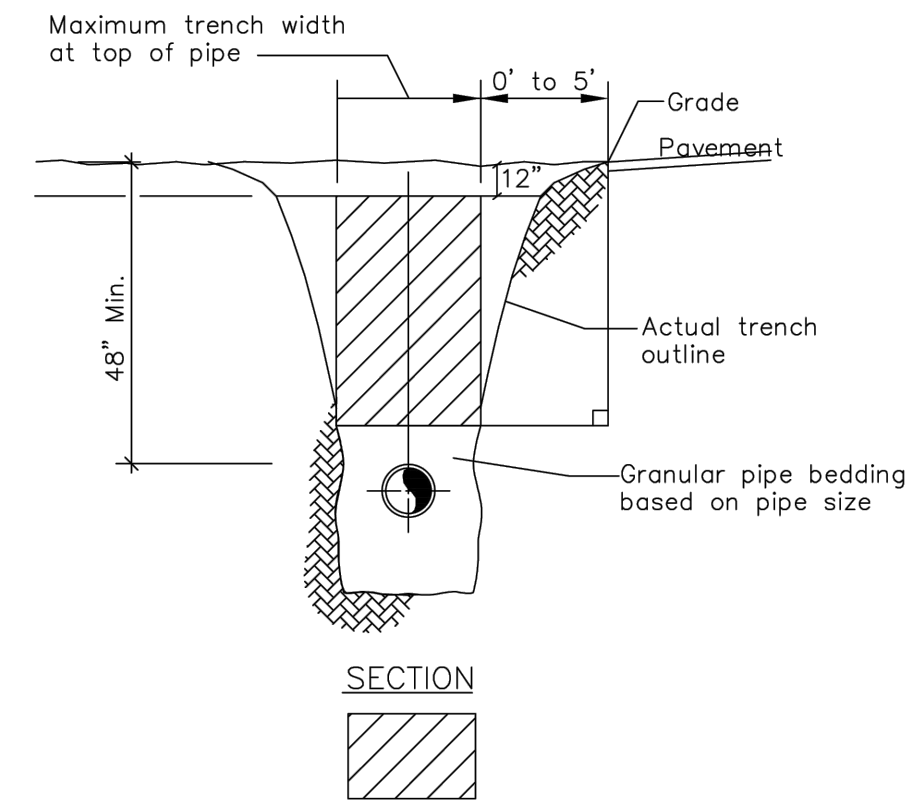
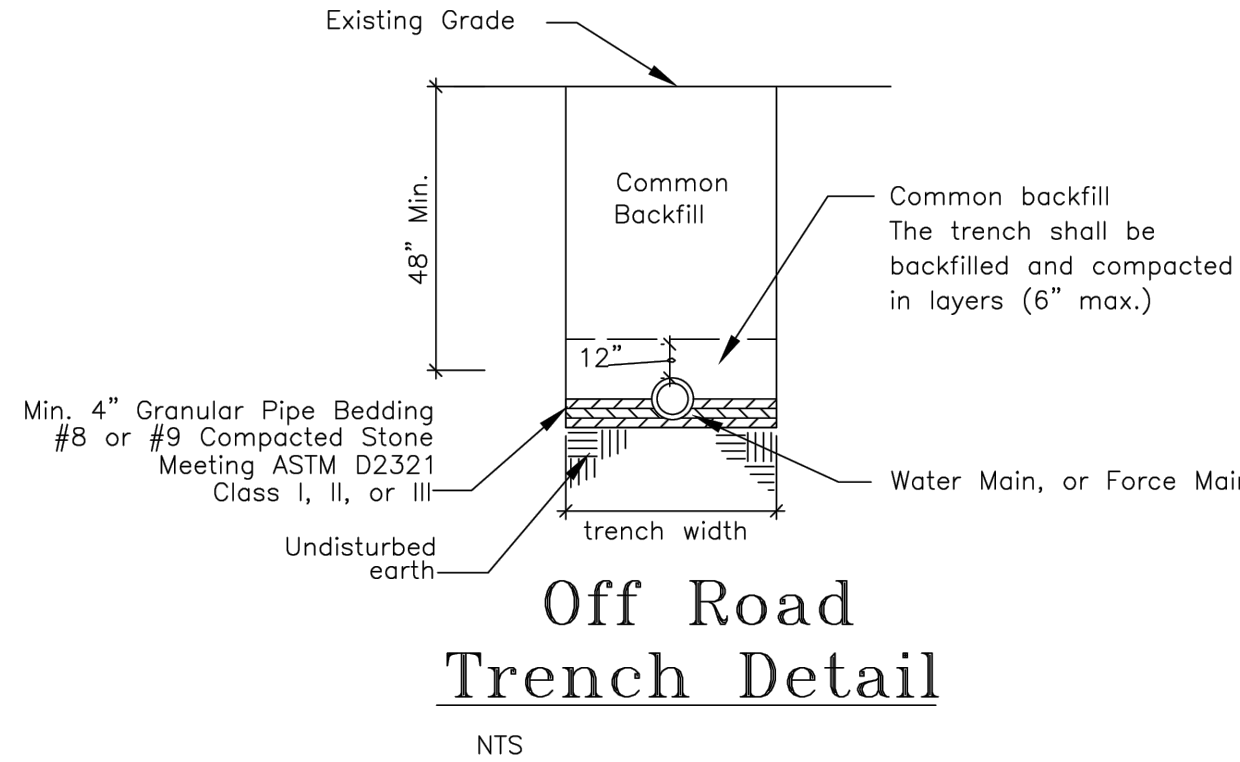


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 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:	
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Drawing Scale:	1"=50'H, 1"=10'V
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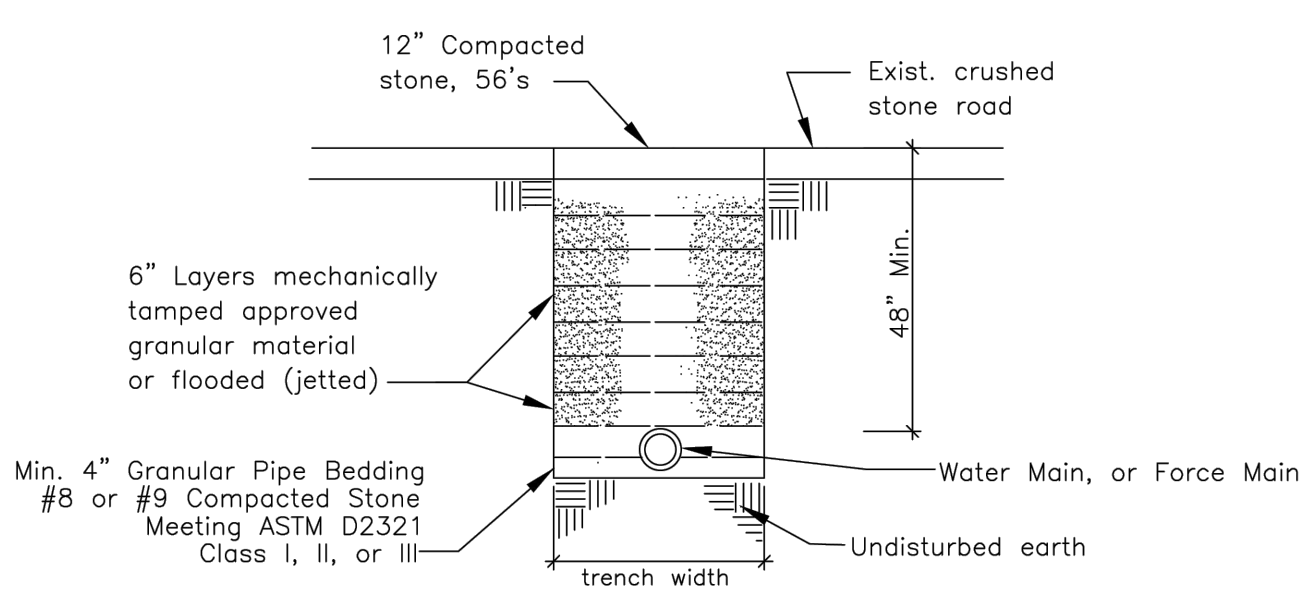
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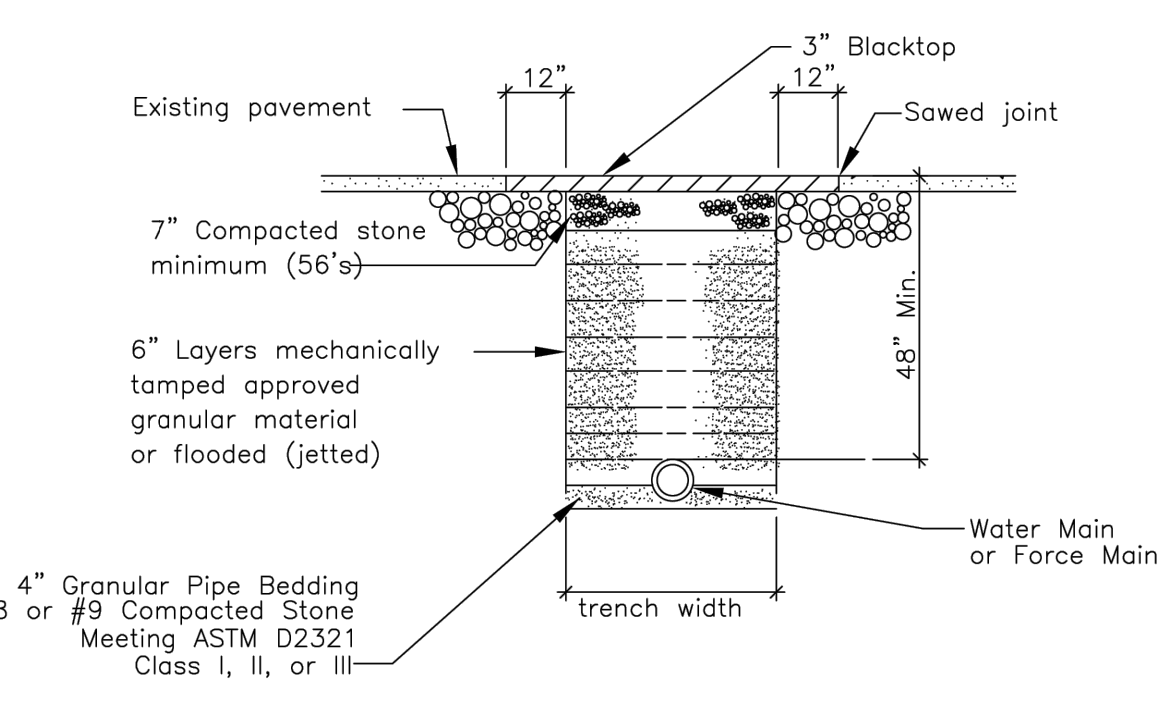
**Granular Backfill Within 5' of Pavement**

Note:  
For trenches within five feet of existing and proposed paved or stone streets, alleys, driveways, and parking areas, backfill any portion of the trenches falling within that area up to 12 inches of grade with granular backfill, mechanically tamped in six inch layers.

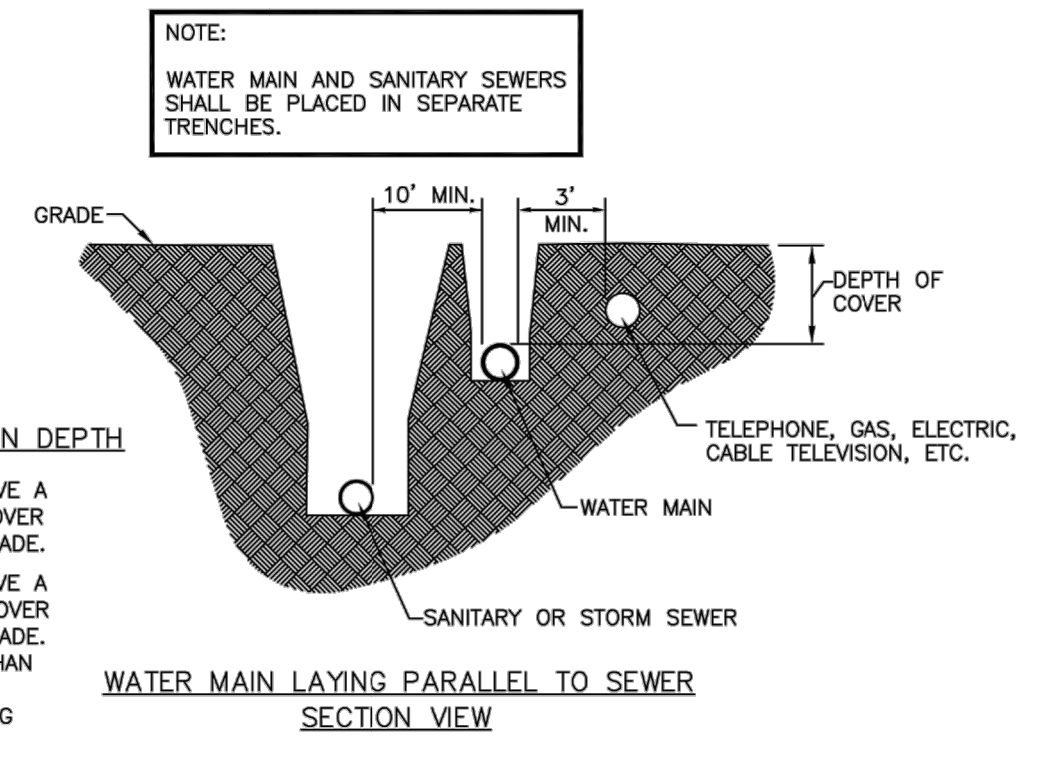
Limits of payment for granular backfill based on maximum trench width. Granular backfill beyond maximum trench width at top of pipe is not included in payment item for granular backfill.



**Detail for Crossing A Stone Drive or Road (If Open Cut is allowed)**

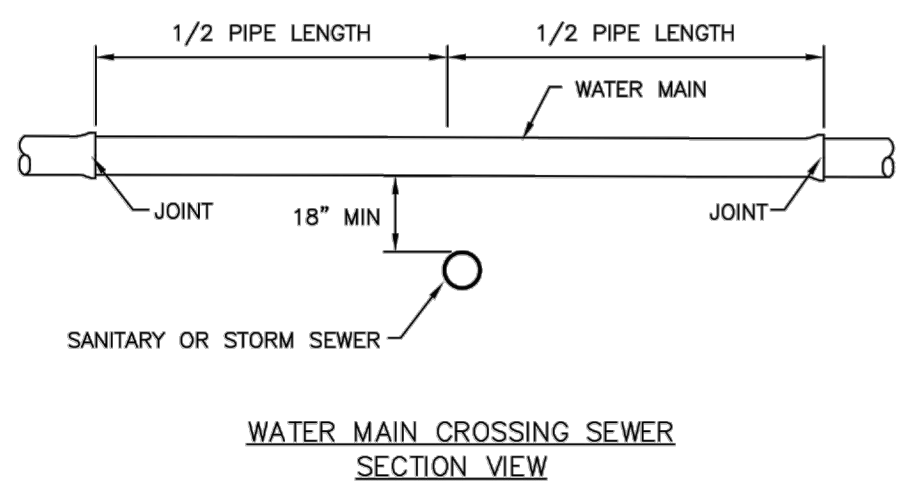


**Detail for Crossing an Asphaltic Driveway or Road (If Open Cut)**



**TYPICAL WATER MAIN DEPTH**

1. ALL PIPE SHALL HAVE A MINIMUM OF 54" COVER BELOW FINISHED GRADE.
2. ALL PIPE SHALL HAVE A MAXIMUM OF 82" COVER BELOW FINISHED GRADE. DEPTHS GREATER THAN 82" COVER WILL REQUIRE A LOWERING



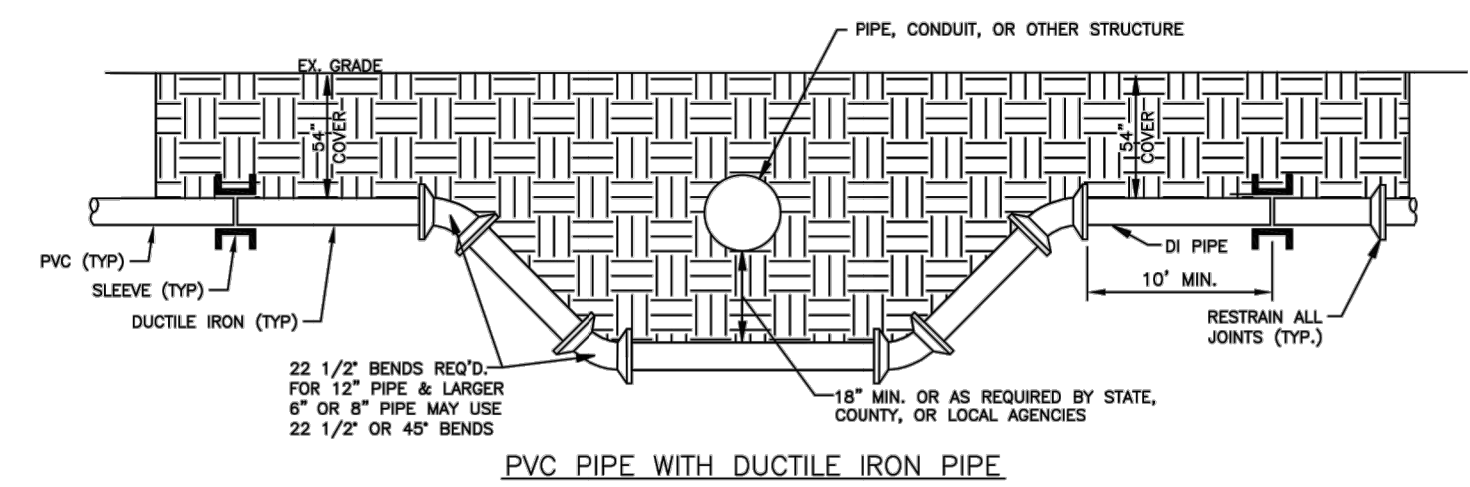
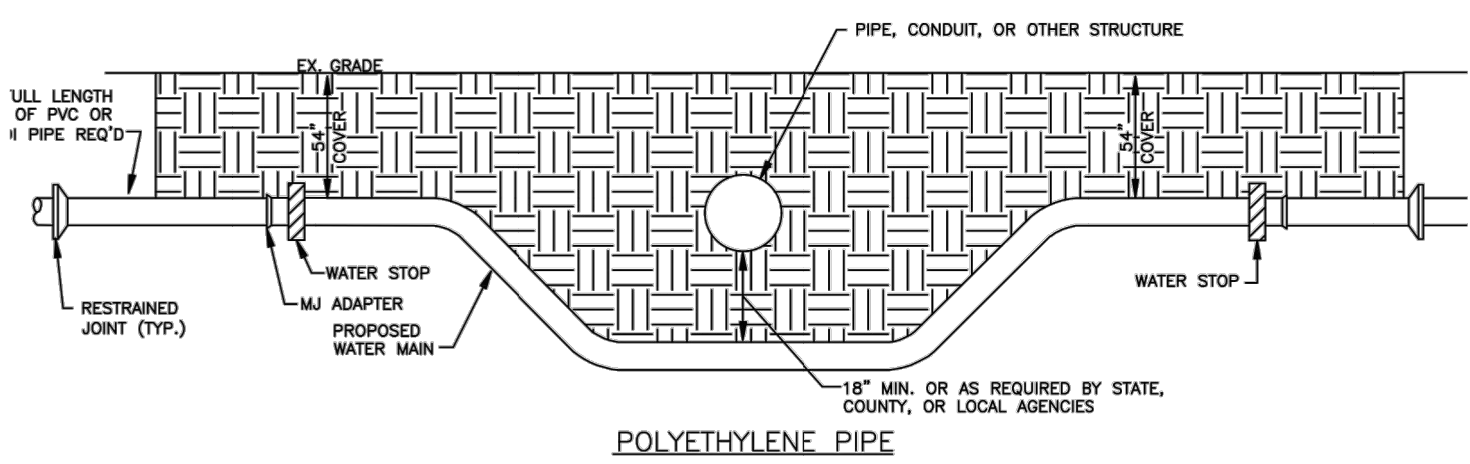
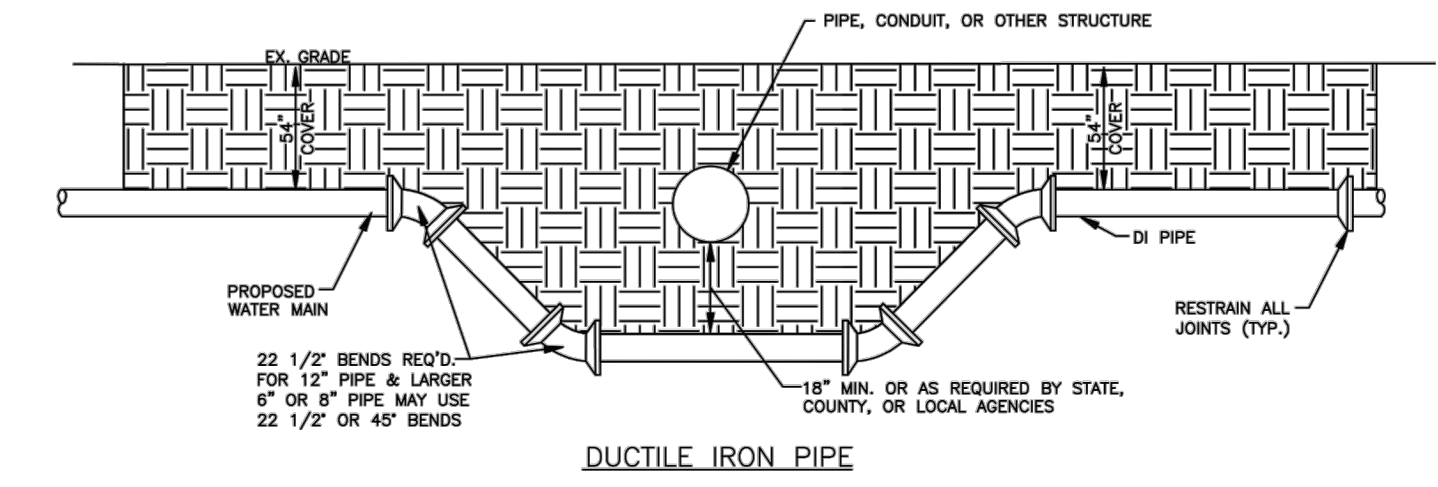
**Utility Notes:**

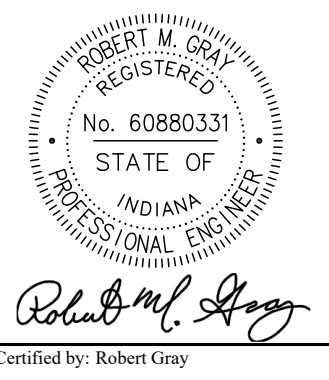
1. The contractor is responsible with coordinating with the utility companies for connection of the proposed utility lines for the project.
2. A minimum of 18 inches of vertical separation and 10 feet of horizontal separation shall be provided between water and sanitary lines. If this separation cannot be achieved, then the sanitary sewer must be constructed of water works grade materials.
3. A minimum of 18 inches of vertical separation shall be provided between storm and sanitary sewers. If the vertical separation between the storm and sanitary lines cannot be achieved, then a concrete saddle shall be used at these crossings.
4. A minimum of 3 feet of vertical separation and 2 feet of horizontal separation shall be provided between ITS conduit and force main, water main, and gravity sewer utilities.
5. When connections are to be made to existing piping and structures or where construction is in the vicinity of existing piping, the location and elevation of the existing piping and structures shall be field verified by the contractor. If any discrepancies are found, then the engineer shall be notified immediately.
6. All water and sewer mains shall be installed with tracer wire and locate wire boxes.

**Water Line Notes:**

1. A minimum of 48 inches of cover over the entire water line shall be provided.
2. All proposed water lines shall have a horizontal separation from pipe exterior to pipe exterior of 10 linear feet from all sanitary and storm sewers.
3. A minimum of 18 inches of vertical separation shall be maintained when crossing under or over and utility or drainage lines.
4. All valves are gate valves unless noted otherwise.
5. Water pipes, bedding and backfill, apparatus and fire hydrants shall conform to the governing water utility's specifications.
6. All fire hydrants shall have two (2) 2.5" diameter hose connections and one (1) 5" diameter storz connection or meet the governing water utility's standards. Contractor shall coordinate exact requirements with the water utility.
7. Fire hydrants shall be installed so as not to interfere with walkways and drives.

NOTES:  
1. ALL PIPE USED IN WATER MAIN LOWERING SHALL BE POLYETHYLENE PIPE OR DUCTILE IRON WITH RESTRAINED BENDS. (SEE STANDARD PRACTICE DRAWING "0" FOR RESTRAINED JOINT)





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 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



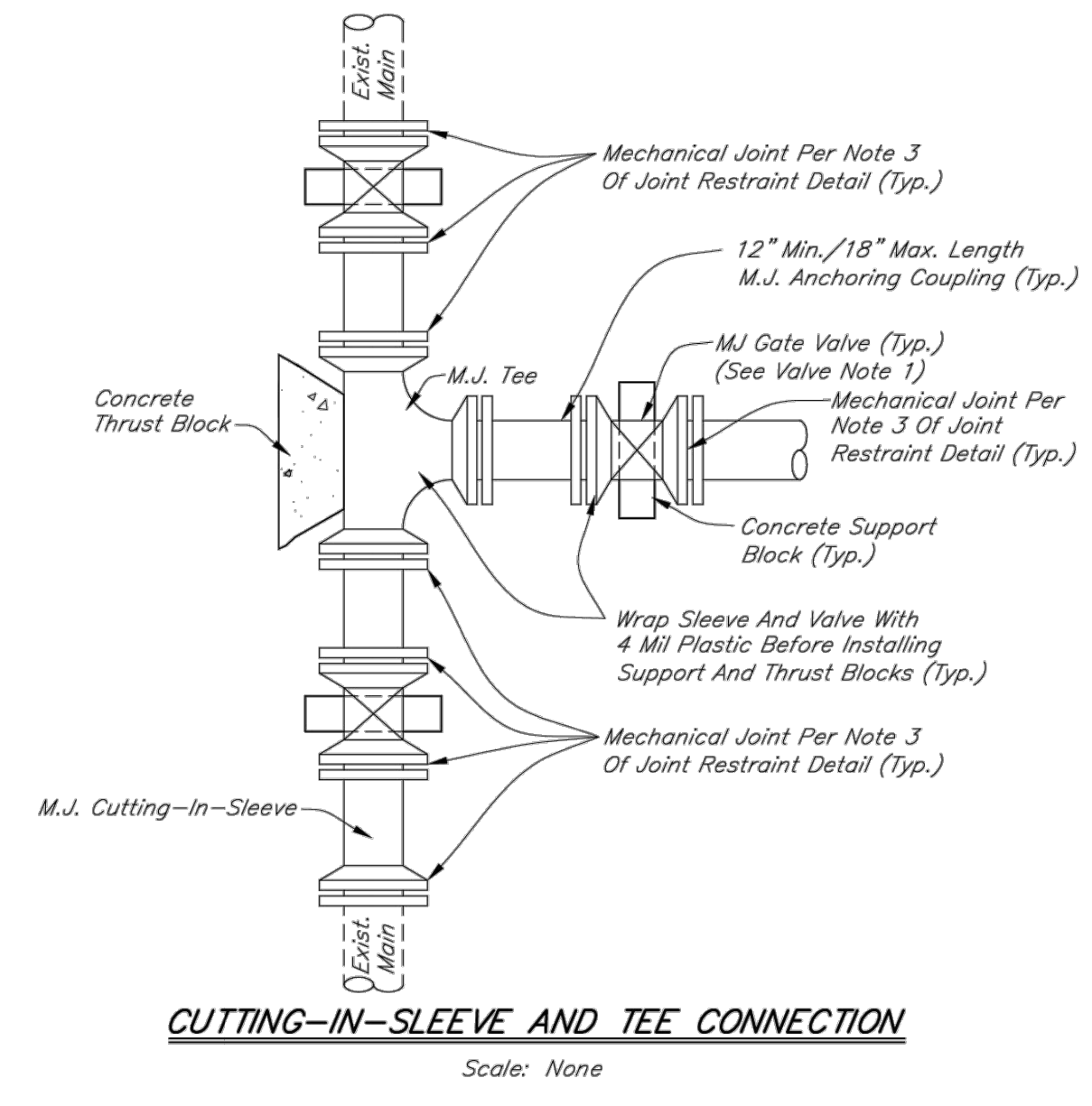
Revisions:

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Requestion Number:	
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Designer:	ID
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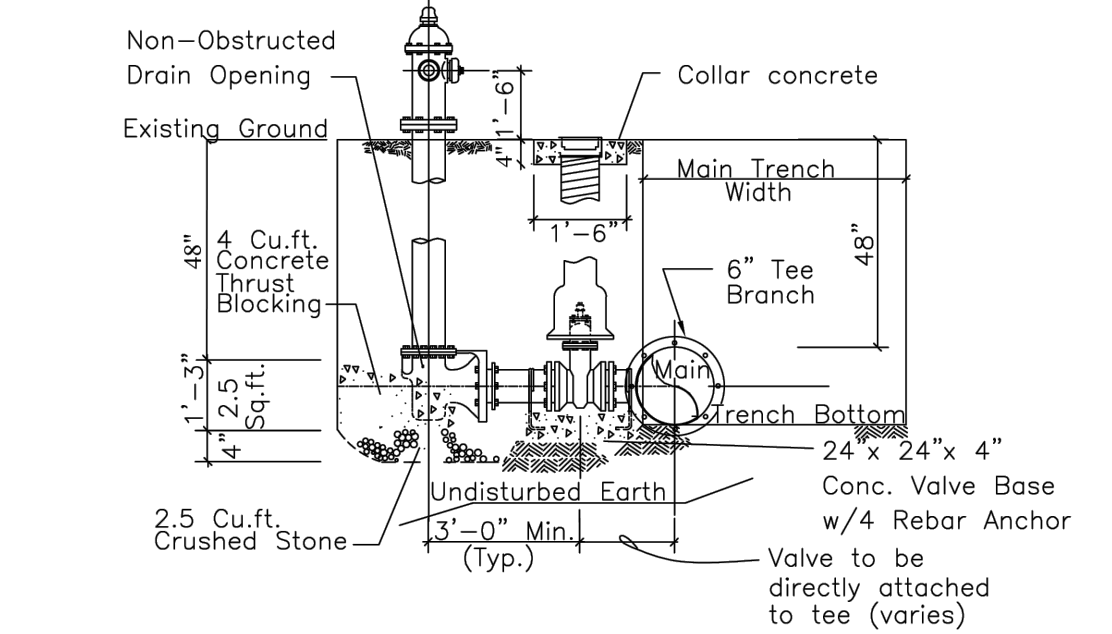
TABLE "A"  
Minimum Thrust Block Area (in sq. ft.)  
Required at Bends and Dead Ends in Soils  
with a Safe Bearing Load of 2,000 PSF

Nom. Pipe Dia. In.	Dead End or Tee	90° Bend	45° Bend	22 1/2° Bend	11 1/4° Bend
100 PSIG Maximum Internal Pressure					
2"-4"	1.0	2.0	1.0	1.0	0.5
6"	2.0	3.0	1.5	1.0	0.5
8"	3.5	4.5	2.5	1.5	1.0
10"	5.0	7.0	4.0	2.0	1.5
12"	7.0	10.0	5.5	3.0	2.0
14"	9.5	13.0	7.0	4.0	2.5
16"	12.0	17.0	9.5	5.0	3.0
24"	26.5	37.0	20.0	10.5	5.5
150 PSIG Maximum Internal Pressure					
2"-4"	1.5	2.5	1.5	1.0	0.5
6"	3.0	4.0	2.5	1.5	0.5
8"	5.0	7.0	4.0	2.0	1.0
10"	7.5	10.5	5.5	3.0	1.5
12"	10.5	14.5	8.0	4.0	2.0
14"	14.0	19.5	10.5	5.5	3.0
16"	18.0	25.5	14.0	7.0	3.5
24"	39.5	55.5	30.0	15.5	8.0
200 PSIG Maximum Internal Pressure					
2"-4"	2.0	3.0	2.0	1.0	1.0
6"	4.0	5.5	3.0	1.5	1.0
8"	6.5	9.0	5.0	2.5	1.5
10"	10.0	14.0	7.5	4.0	2.0
12"	14.0	19.5	10.5	5.5	3.0
14"	18.5	26.0	14.0	7.5	4.0
16"	24.0	34.0	18.5	9.5	5.0
24"	52.5	74.0	40.0	20.5	10.5
250 PSIG Maximum Internal Pressure					
2"-4"	4.0	5.0	3.0	1.5	1.0
6"	5.0	7.0	4.0	2.0	1.0
8"	8.0	11.5	6.5	3.5	2.0
10"	12.0	17.0	9.5	5.0	2.5
12"	17.5	24.5	13.0	7.0	3.5
14"	23.0	32.5	17.5	9.0	4.5
16"	30.0	42.0	23.0	12.0	6.0
24"	65.5	92.5	50.0	25.5	13.0
300 PSIG Maximum Internal Pressure					
2"-4"	5.0	6.5	3.5	2.0	1.0
6"	6.0	8.0	4.5	2.5	1.0
8"	10.0	14.0	7.5	4.0	2.0
10"	14.5	20.5	11.0	6.0	3.0
12"	20.5	29.0	16.0	8.0	4.0
14"	28.0	39.0	21.0	11.0	5.5
16"	36.0	50.5	27.5	14.0	7.0
24"	78.5	111.0	60.0	31.0	15.5
350 PSIG Maximum Internal Pressure					
2"-4"	6.0	8.0	4.0	2.5	1.0
6"	6.5	9.5	5.0	3.0	1.5
8"	11.5	16.0	9.0	4.5	2.5
10"	17.0	24.0	13.0	7.0	3.5
12"	24.0	34.0	18.5	9.5	5.5
14"	32.5	45.5	25.0	13.0	6.5
16"	42.0	59.0	32.0	16.5	8.5
24"	91.5	129.5	70.0	36.0	18.0

NOTE: All bends 11 1/4' and larger, including tees, shall be anchored against thrust.



**NOTES:**  
1.) Contractor Must Obtain Written Approval From The Town Of Centerville In Order To Use Either The Tapping Sleeve And Valve Connection Or The Cutting-In-Sleeve And Tee Connection.



**Fire Hydrant Installation (Typ.)**

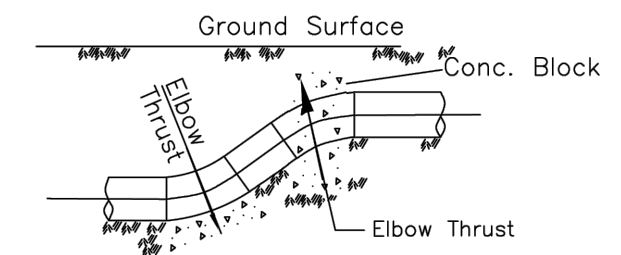
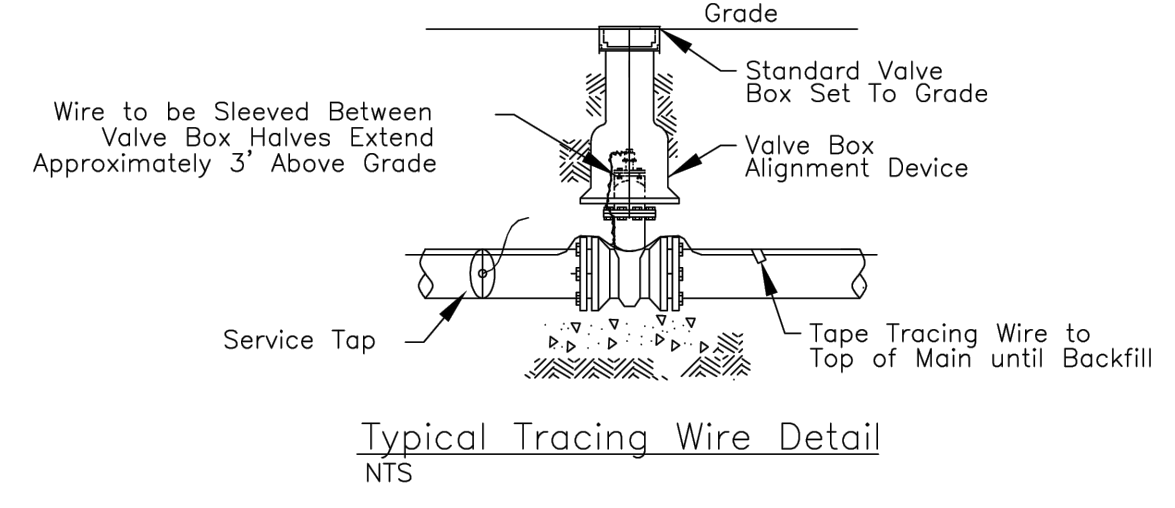
Note:  
Fire Hydrants shall be AWWA breakable type with 5 1/4" compression type main valve, 2-2 1/2" hose, nozzles, 1-4 1/2" streamer nozzle, 6" mechanical joint inlet and National Standards 1-1/2" Pentagon operating nut for installation in a 48" deep trench. Hydrant nozzle threading shall conform to specifications B26-1925 of ASA for the National Standard hose thread. Hydrant shall open to left and shall be rated for 150 lbs. working pressure. Hydrants shall be Mueller Super Centurion 200A-423, or Waterous WB-67, or a utility approved equal. Flush Hydrants Shall be Muller NO. A-411, M&H Style 33 or Utility Approves Equal.

Contractor shall ensure that drain opening drains into crushed stone fill.

3/4" Tie Rods to be provided on each side of pipe between tee and valve and between hydrant and valve, or restrained joints.

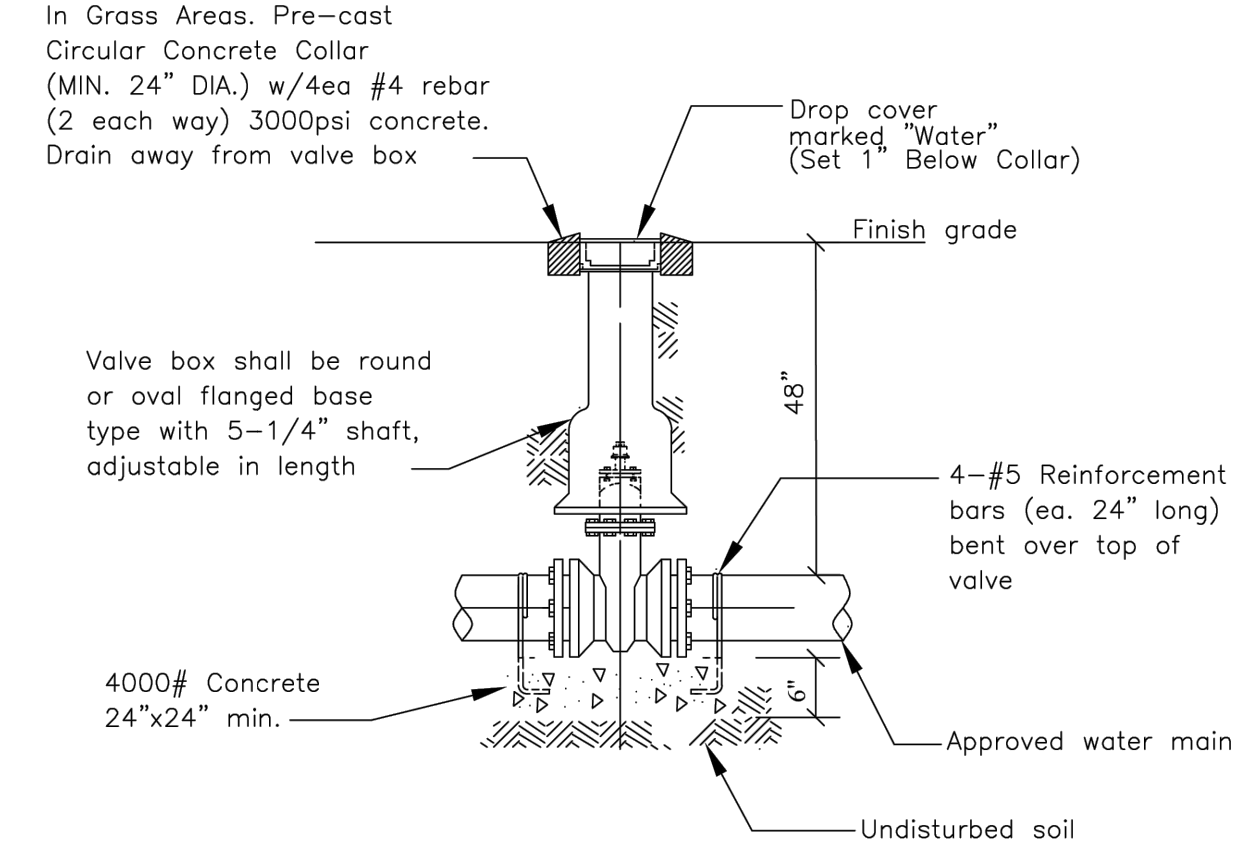
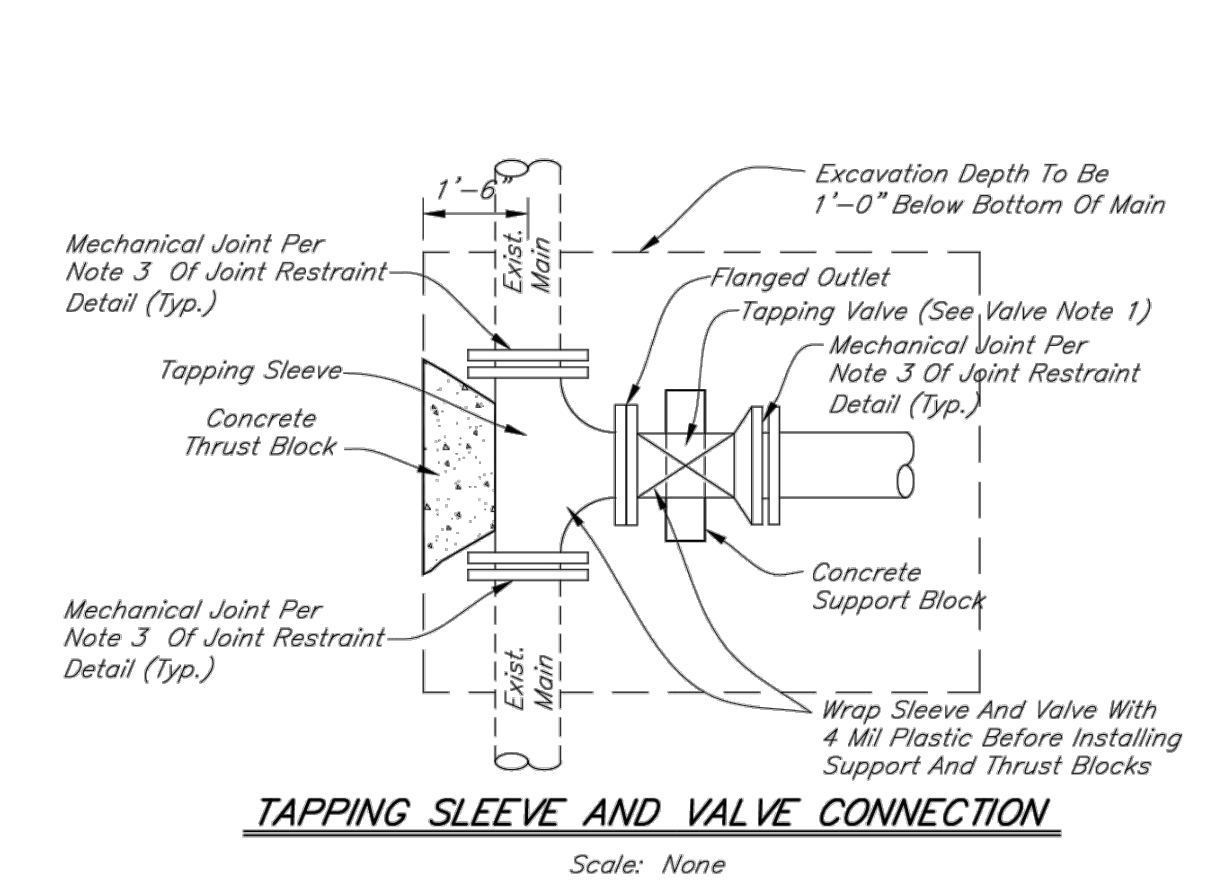
Gate valves shall conform to latest specifications of AWWA, Section C-509 for resilient seated valves. Valves shall be non-rising stem type, open left, 2" square operating nut, standard mechanical joint, A-2370-20 as manufactured by Mueller Company, Decatur, Illinois, American Flow Control, or Clow.

Valve boxes shall be two piece, 5 1/4" shaft Buffalo screw type as manufactured by Tyler-Union. The lid shall have the word "WATER" cast neatly and legibly in it.



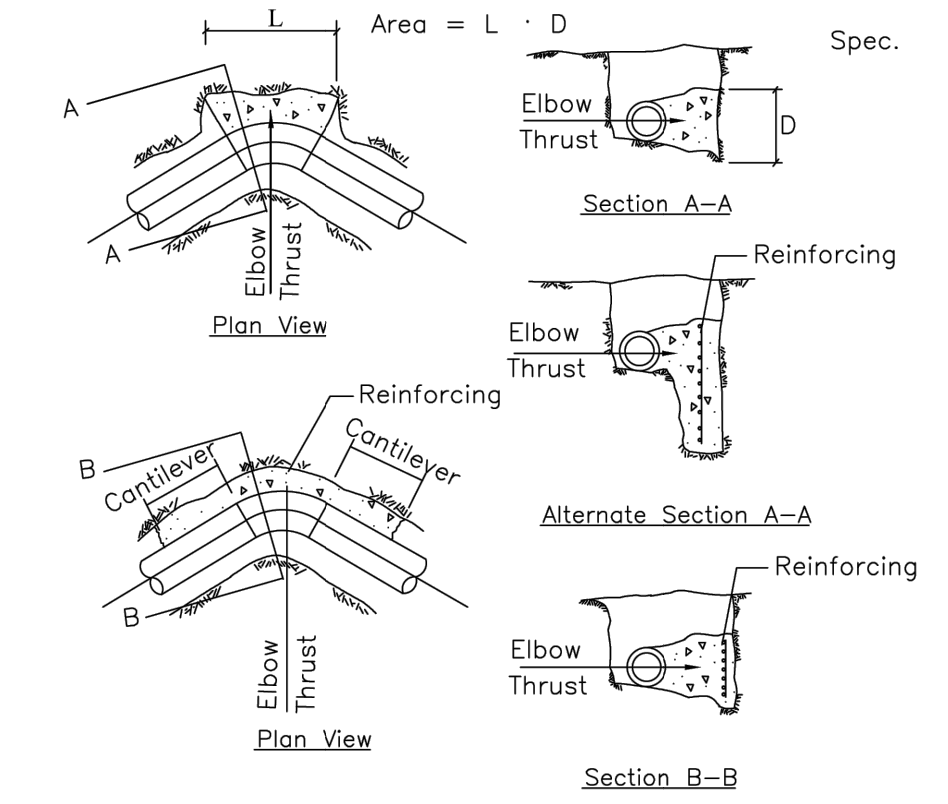
**Elevation of Vertical Elbow**

NTS



**Plan View Anchoring Details**

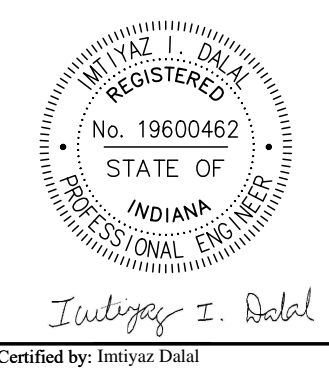
NTS



**Thrust Blocking Details**

NTS

Note: RESTRAINED JOINTS MAY BE USED IN PLACE OF THRUST BLOCKING SEE SHEET 6 FOR REQUIRED LENGTHS OF RESTRAINED JOINT PIPE.



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CENTERVILLE, INDIANA



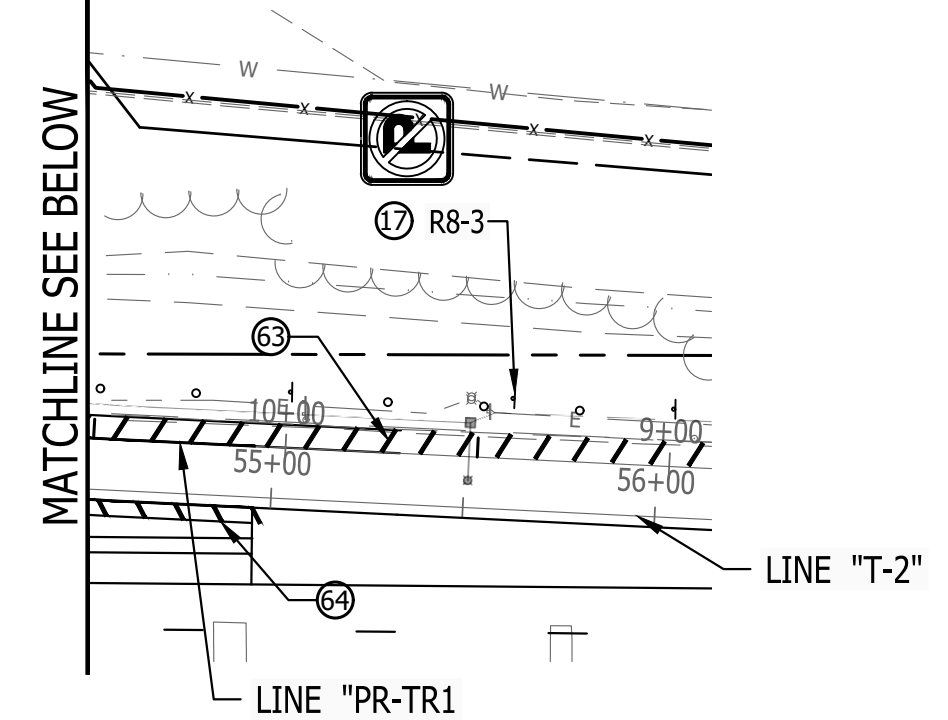
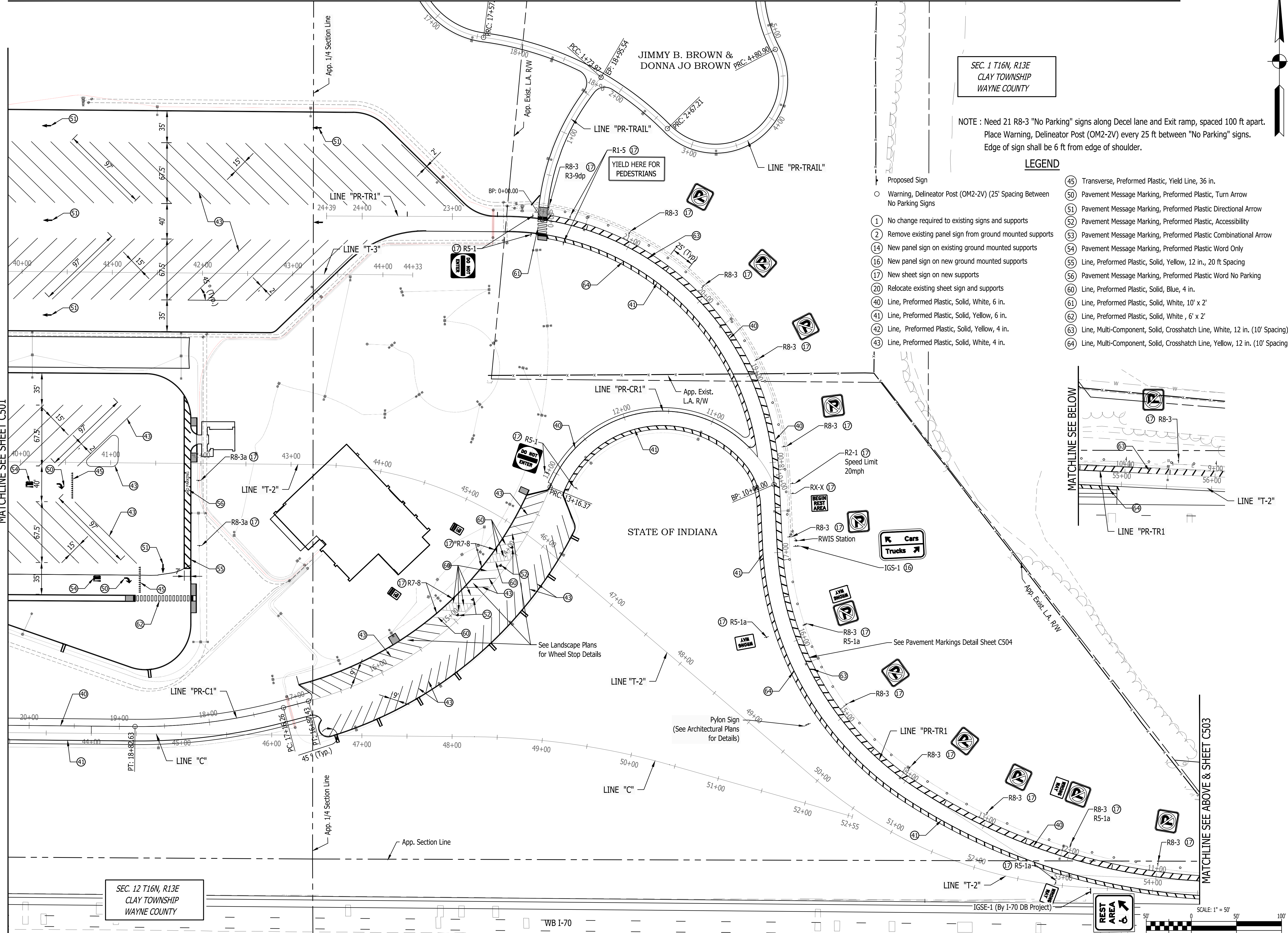
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Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C500
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SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

NOTE : Need 21 R8-3 "No Parking" signs along Decel lane and Exit ramp, spaced 100 ft apart.  
Place Warning, Delineator Post (OM2-2V) every 25 ft between "No Parking" signs.  
Edge of sign shall be 6 ft from edge of shoulder.

LEGEND

- Proposed Sign
- Warning, Delineator Post (OM2-2V) (25' Spacing Between No Parking Signs)
- ① No change required to existing signs and supports
- ② Remove existing panel sign from ground mounted supports
- ③ New panel sign on existing ground mounted supports
- ④ New panel sign on new ground mounted supports
- ⑤ New sheet sign on new supports
- ⑥ Relocate existing sheet sign and supports
- ⑦ Line, Preformed Plastic, Solid, White, 6 in.
- ⑧ Line, Preformed Plastic, Solid, Yellow, 6 in.
- ⑨ Line, Preformed Plastic, Solid, White, 4 in.
- ⑩ Line, Preformed Plastic, Solid, White, 10' x 2'
- ⑪ Line, Preformed Plastic, Solid, White, 6' x 2'
- ⑫ Line, Multi-Component, Solid, Crosshatch Line, White, 12 in. (10' Spacing)
- ⑬ Line, Multi-Component, Solid, Crosshatch Line, Yellow, 12 in. (10' Spacing)
- ⑭ Transverse, Preformed Plastic, Yield Line, 36 in.
- ⑮ Pavement Message Marking, Preformed Plastic, Turn Arrow
- ⑯ Pavement Message Marking, Preformed Plastic Directional Arrow
- ⑰ Pavement Message Marking, Preformed Plastic, Accessibility
- ⑱ Pavement Message Marking, Preformed Plastic Combinational Arrow
- ⑲ Pavement Message Marking, Preformed Plastic Word Only
- ⑳ Line, Preformed Plastic, Solid, Yellow, 12 in., 20 ft Spacing
- ㉑ Pavement Message Marking, Preformed Plastic Word No Parking
- ㉒ Line, Preformed Plastic, Solid, Blue, 4 in.
- ㉓ Line, Preformed Plastic, Solid, White, 10' x 2'
- ㉔ Line, Preformed Plastic, Solid, White, 6' x 2'
- ㉕ Line, Multi-Component, Solid, Crosshatch Line, White, 12 in. (10' Spacing)
- ㉖ Line, Multi-Component, Solid, Crosshatch Line, Yellow, 12 in. (10' Spacing)



SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

WB I-70

IGSE-1 (By I-70 DB Project)

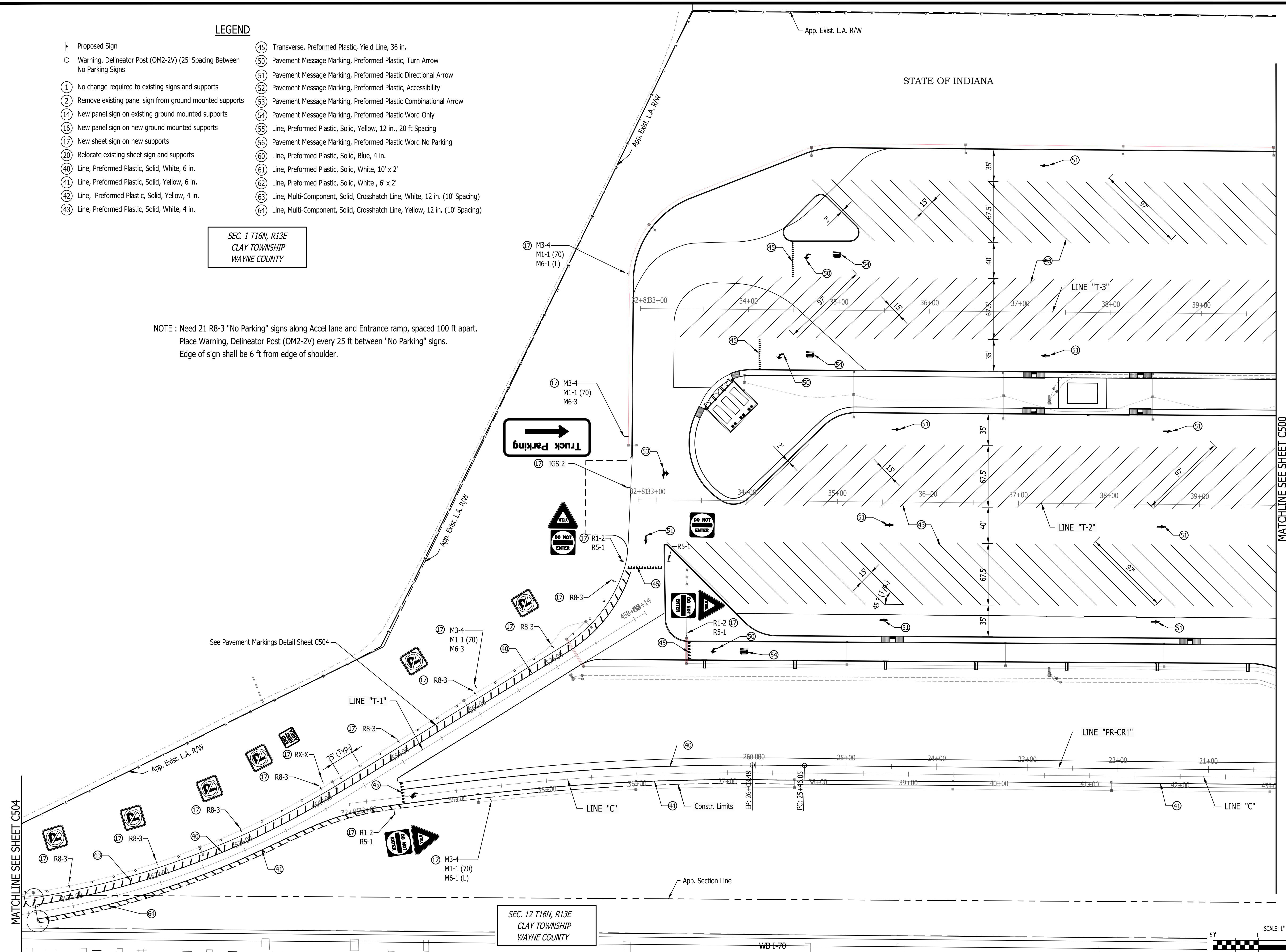
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**LEGEND**

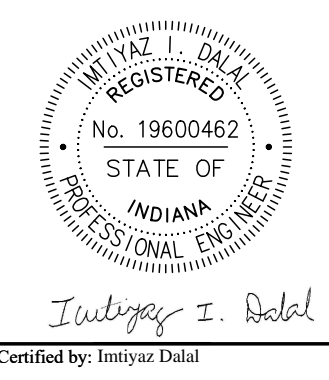
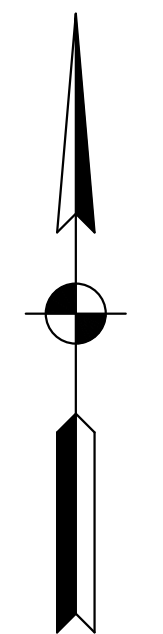
- Proposed Sign
- Warning, Delineator Post (OM2-2V) (25' Spacing Between No Parking Signs)
- 1 No change required to existing signs and supports
- 2 Remove existing panel sign from ground mounted supports
- 14 New panel sign on existing ground mounted supports
- 16 New panel sign on new ground mounted supports
- 17 New sheet sign on new supports
- 20 Relocate existing sheet sign and supports
- 40 Line, Preformed Plastic, Solid, White, 6 in.
- 41 Line, Preformed Plastic, Solid, Yellow, 6 in.
- 42 Line, Preformed Plastic, Solid, Yellow, 4 in.
- 43 Line, Preformed Plastic, Solid, White, 4 in.
- 45 Transverse, Preformed Plastic, Yield Line, 36 in.
- 50 Pavement Message Marking, Preformed Plastic, Turn Arrow
- 51 Pavement Message Marking, Preformed Plastic Directional Arrow
- 52 Pavement Message Marking, Preformed Plastic, Accessibility
- 53 Pavement Message Marking, Preformed Plastic Combinational Arrow
- 54 Pavement Message Marking, Preformed Plastic Word Only
- 55 Line, Preformed Plastic, Solid, Yellow, 12 in., 20 ft Spacing
- 56 Pavement Message Marking, Preformed Plastic Word No Parking
- 60 Line, Preformed Plastic, Solid, Blue, 4 in.
- 61 Line, Preformed Plastic, Solid, White, 10' x 2'
- 62 Line, Preformed Plastic, Solid, White, 6' x 2'
- 63 Line, Multi-Component, Solid, Crosshatch Line, White, 12 in. (10' Spacing)
- 64 Line, Multi-Component, Solid, Crosshatch Line, Yellow, 12 in. (10' Spacing)

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

NOTE : Need 21 R8-3 "No Parking" signs along Accel lane and Entrance ramp, spaced 100 ft apart.  
Place Warning, Delineator Post (OM2-2V) every 25 ft between "No Parking" signs.  
Edge of sign shall be 6 ft from edge of shoulder.



SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

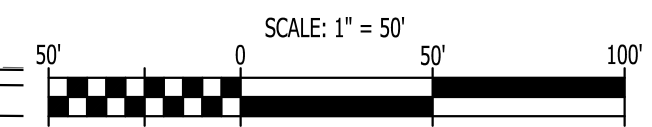


PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

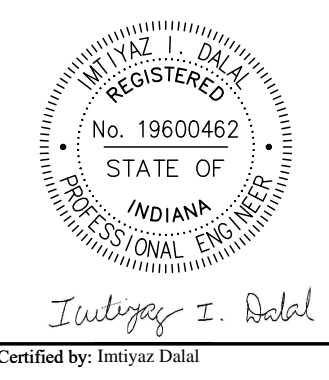


Revisions:	
Project Number:	89006007-23-034-C1
Requisition Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C501
Sheet:	54 of 140

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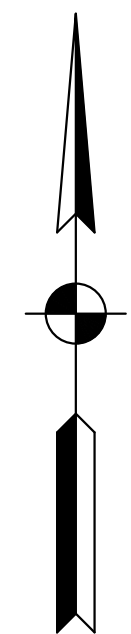




PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

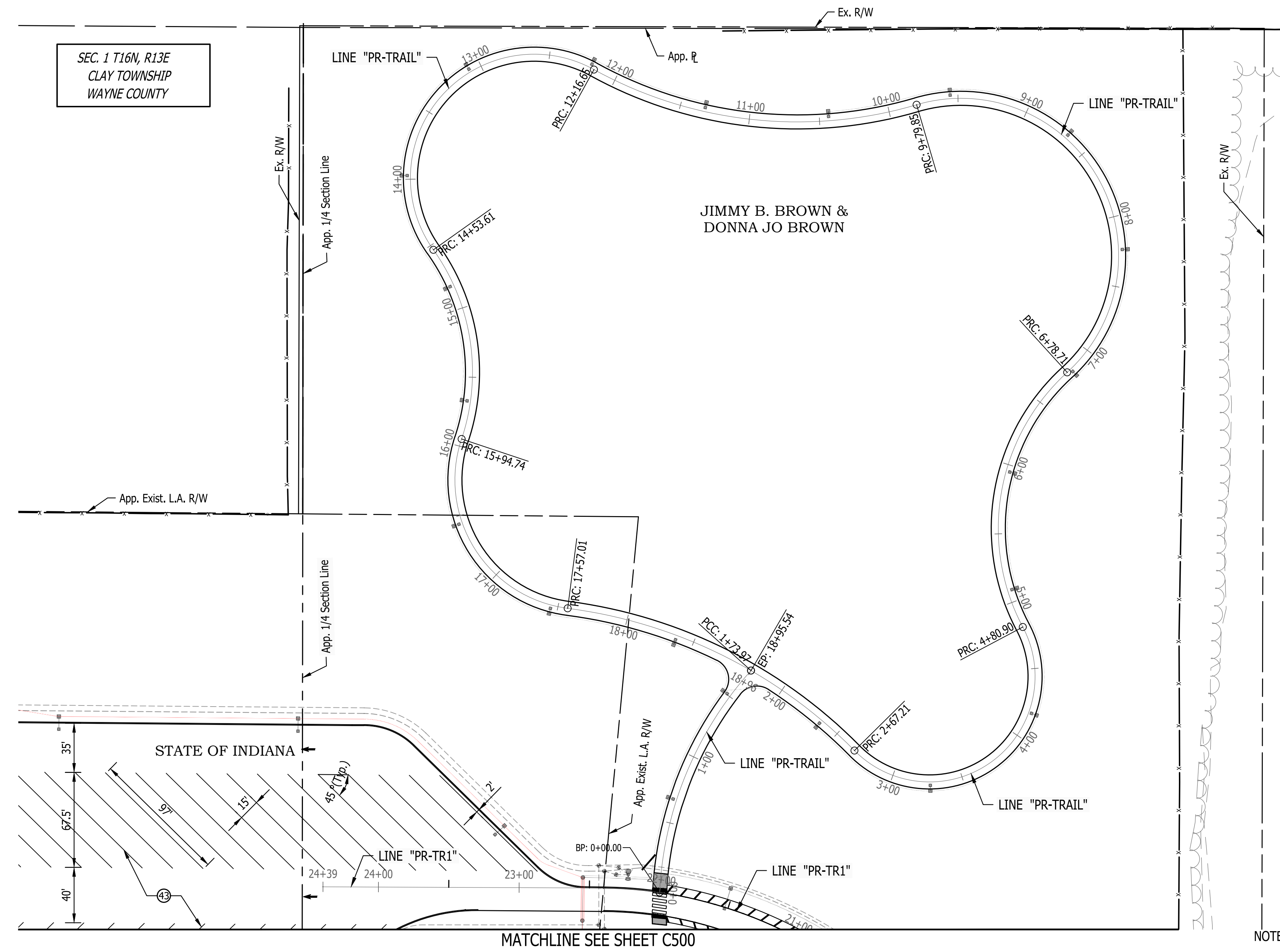


Revisions:	
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Requestion Number:	
Account Number:	
Designer:	IID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C502
Sheet:	55 of 140

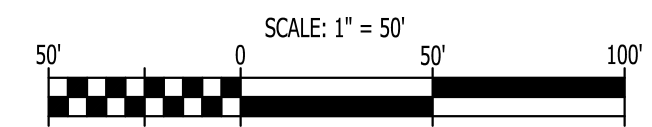


**LEGEND**

- Proposed Sign
- Warning, Delineator Post (OM2-2V) (25' Spacing Between No Parking Signs)
- 1 No change required to existing signs and supports
- 2 Remove existing panel sign from ground mounted supports
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- 53 Pavement Message Marking, Preformed Plastic Combinational Arrow
- 54 Pavement Message Marking, Preformed Plastic Word Only
- 55 Line, Preformed Plastic, Solid, Yellow, 12 in., 20 ft Spacing
- 56 Pavement Message Marking, Preformed Plastic Word No Parking
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- 62 Line, Preformed Plastic, Solid, White, 6' x 2'
- 63 Line, Multi-Component, Solid, Crosshatch Line, White, 12 in. (10' Spacing)
- 64 Line, Multi-Component, Solid, Crosshatch Line, Yellow, 12 in. (10' Spacing)



NOTE : See Landscape Plans for Proposed Signs Along Walking Path.

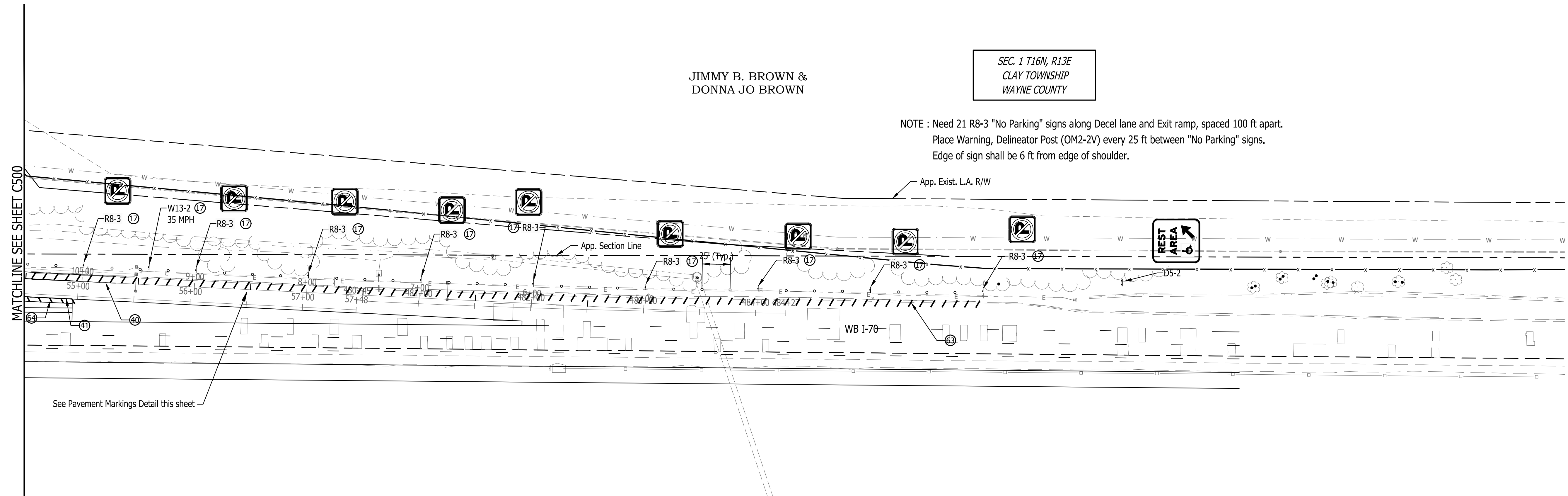


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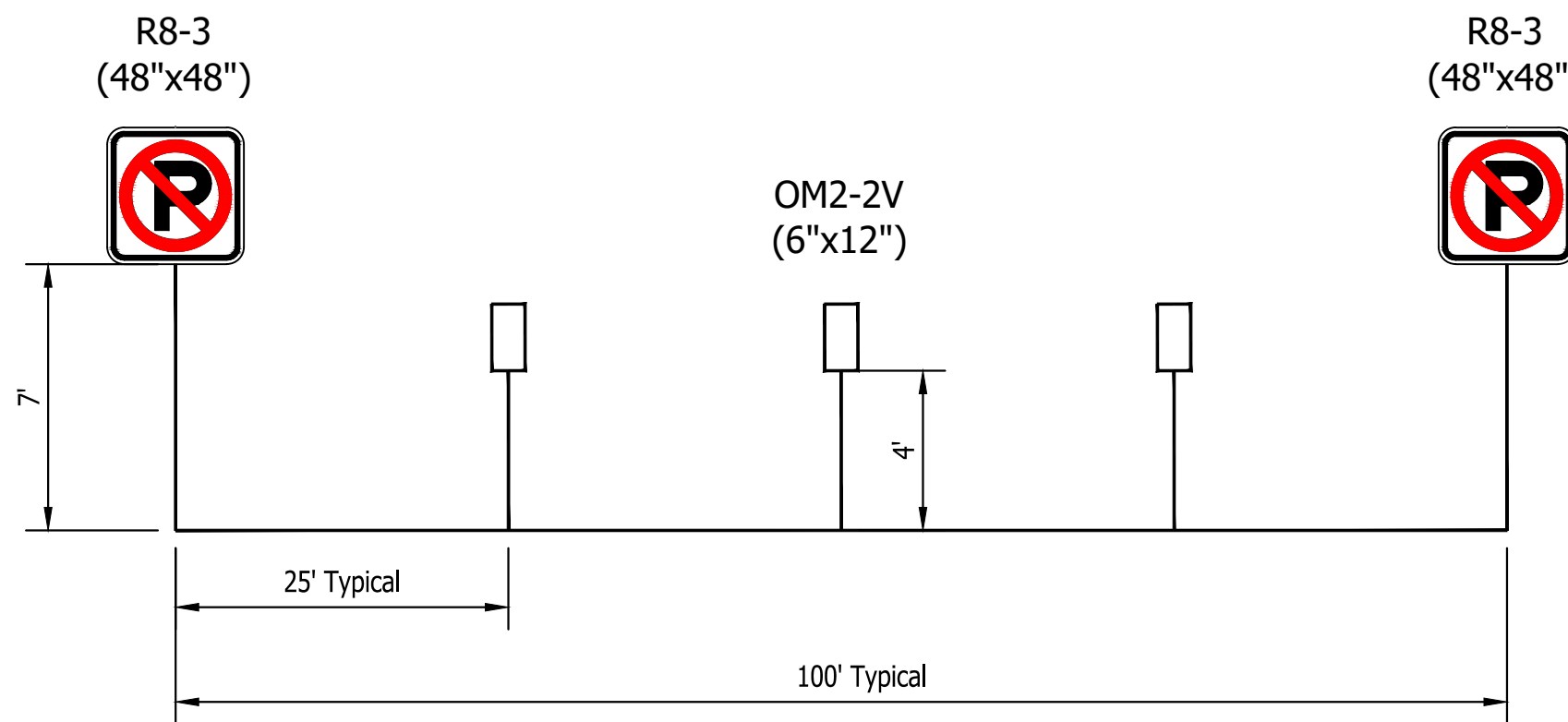
JIMMY B. BROWN &  
DONNA JO BROWN

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

NOTE : Need 21 R8-3 "No Parking" signs along Decel lane and Exit ramp, spaced 100 ft apart.  
Place Warning, Delineator Post (OM2-2V) every 25 ft between "No Parking" signs.  
Edge of sign shall be 6 ft from edge of shoulder.



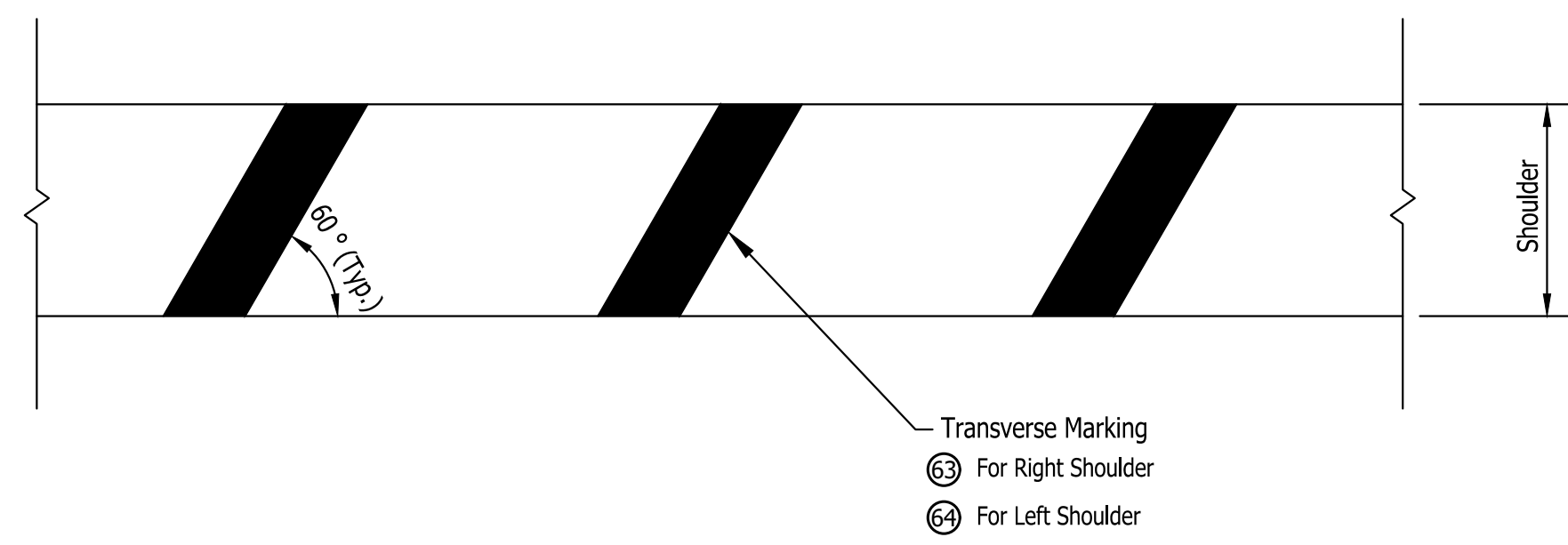
See Pavement Markings Detail this sheet



Note: Delineator color shall be white per IMUTCD § 3F.03  
Red delineators shall be used on reverse side of white delineators

"NO PARKING" Signage Detail

Scale : None



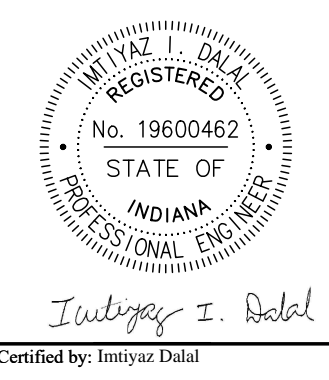
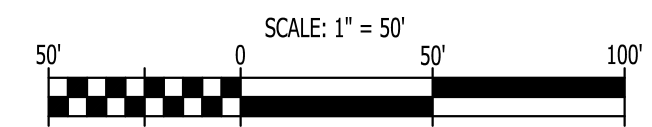
Pavement Marking Detail  
For Shoulder

Scale : None

LEGEND

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FOR INFORMATION ONLY



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C503
Sheet:	56 of 140

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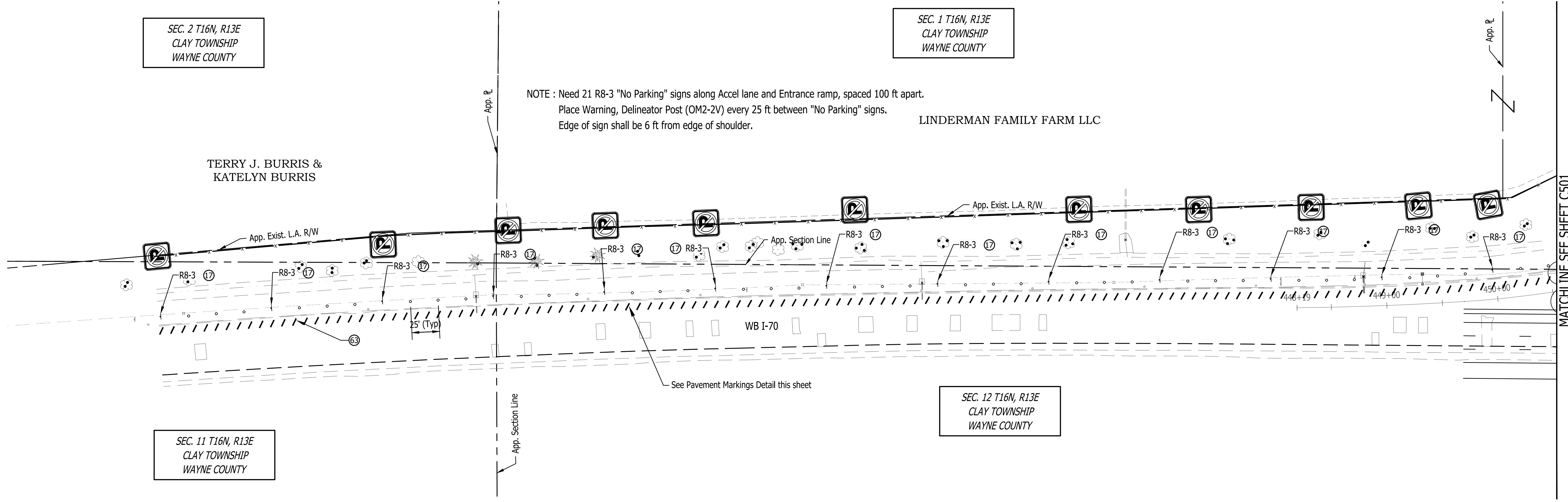
SEC. 2 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

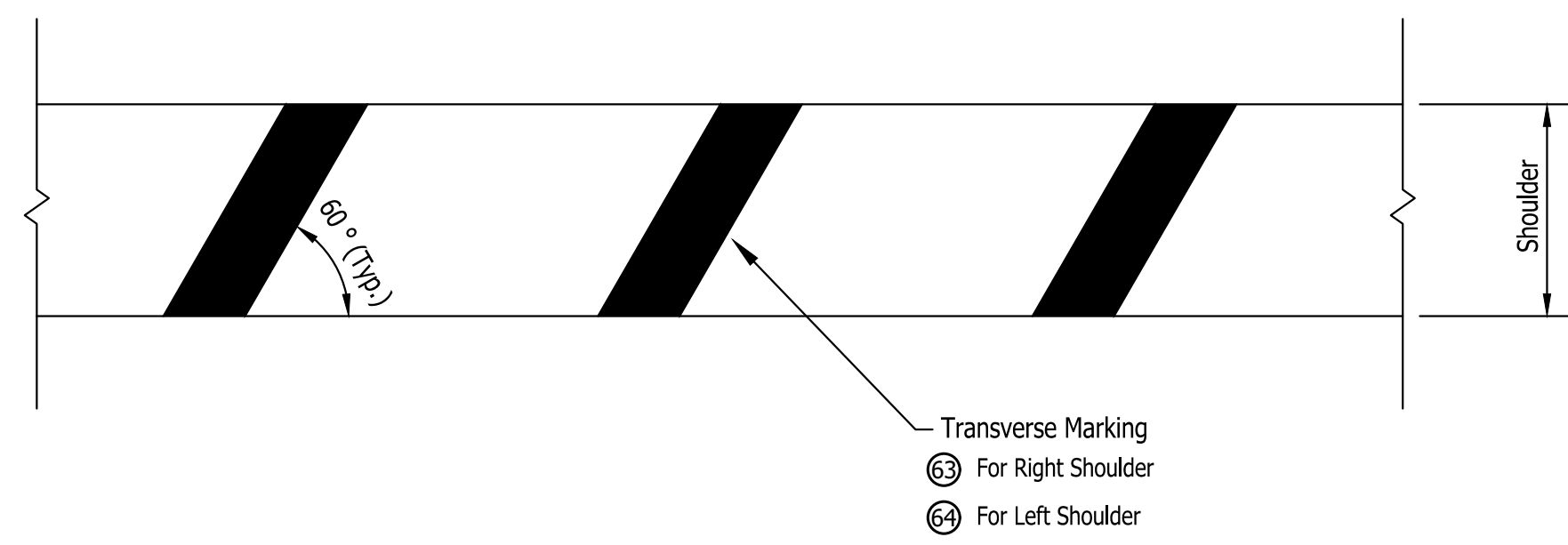
TERRY J. BURRIS &  
KATELYN BURRIS

LINDERMAN FAMILY FARM LLC

NOTE : Need 21 R8-3 "No Parking" signs along Accel lane and Entrance ramp, spaced 100 ft apart.  
Place Warning, Delineator Post (OM2-2V) every 25 ft between "No Parking" signs.  
Edge of sign shall be 6 ft from edge of shoulder.



MATCHLINE SEE SHEET C501



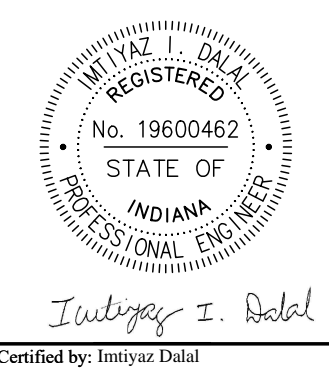
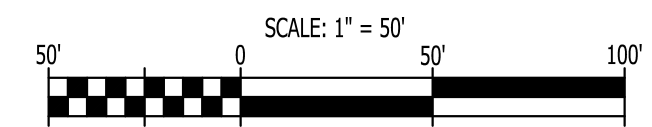
Pavement Marking Detail  
For Shoulder

Scale : None

FOR INFORMATION ONLY

**LEGEND**

- |   |   |
|---|---|
| <ul style="list-style-type: none"> <li>Proposed Sign</li> <li>Warning, Delineator Post (OM2-2V) (25' Spacing Between No Parking Signs)</li> <li>1 No change required to existing signs and supports</li> <li>2 Remove existing panel sign from ground mounted supports</li> <li>14 New panel sign on existing ground mounted supports</li> <li>16 New panel sign on new ground mounted supports</li> <li>17 New sheet sign on new supports</li> <li>20 Relocate existing sheet sign and supports</li> <li>40 Line, Preformed Plastic, Solid, White, 6 in.</li> <li>41 Line, Preformed Plastic, Solid, Yellow, 6 in.</li> <li>42 Line, Preformed Plastic, Solid, Yellow, 4 in.</li> <li>43 Line, Preformed Plastic, Solid, White, 4 in.</li> </ul> | <ul style="list-style-type: none"> <li>45 Transverse, Preformed Plastic, Yield Line, 36 in.</li> <li>50 Pavement Message Marking, Preformed Plastic, Turn Arrow</li> <li>51 Pavement Message Marking, Preformed Plastic Directional Arrow</li> <li>52 Pavement Message Marking, Preformed Plastic, Accessibility</li> <li>53 Pavement Message Marking, Preformed Plastic Combinational Arrow</li> <li>54 Pavement Message Marking, Preformed Plastic Word Only</li> <li>55 Line, Preformed Plastic, Solid, Yellow, 12 in., 20 ft Spacing</li> <li>56 Pavement Message Marking, Preformed Plastic Word No Parking</li> <li>60 Line, Preformed Plastic, Solid, Blue, 4 in.</li> <li>61 Line, Preformed Plastic, Solid, White, 10' x 2'</li> <li>62 Line, Preformed Plastic, Solid, White, 6' x 2'</li> <li>63 Line, Multi-Component, Solid, Crosshatch Line, White, 12 in. (10' Spacing)</li> <li>64 Line, Multi-Component, Solid, Crosshatch Line, Yellow, 12 in. (10' Spacing)</li> </ul> |
|---|---|



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

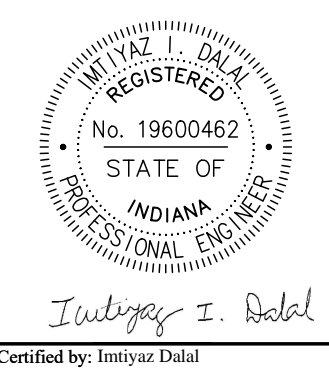
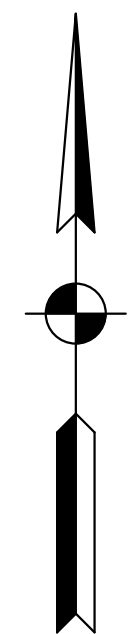


Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C504
Sheet:	57 of 140



### SHEET SIGN & POST SUMMARY

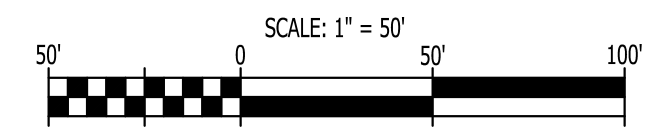
PLAN SHEET NO.	SIGN				POST													
	LOCATION		SIGN CODE	SIGN SIZE (W x H) (in. x in.)	GROUND - MOUNTED SIGN AREA (ft <sup>2</sup> )			MOUNTED ON PANEL SIGN, AREA (ft <sup>2</sup> )	SQUARE									
	STATION	LINE " "			0.080"	0.100"	0.125"		0.080"	2 1/2" X 2 1/2" - 12 GA. (TYPE 3)			2" X 2" - 12 GA. (TYPE 2)			2 1/4" X 2 1/4" - 12 GA. (TYPE 1)		
										UNREINFORCED ANCHOR			REINFORCED ANCHOR			REINFORCED ANCHOR		
NORTHING (N); EASTING (E):		POST LENGTH (ft.)			POST LENGTH (ft.)			POST LENGTH (ft.)										
		1	2	TOTAL	1	2	TOTAL	1	TOTAL									
C500, C503	N:176270.0833, E:796474.1292		R8-3	48 x 48		16.00						13.0	13.0	26.0				
	total of 20 signs (Decel lane), place every 100 ft					288.00						234.0	234.0	468.0				
C501, C504	N:176669.9884, E:793569.5181		R8-3	48 x 48		16.00						13.0	13.0	26.0				
	total of 21 signs (Accel lane), place every 100 ft					256.00						208.0	208.0	416.0				
C500, C503	N:176271.3237, E:796449.2085		OM2-2V	6 x 12	0.50									6.0	6.0			
	total of 120 delineators (rad and white) (Decel lane), place every 25 ft					59.50								354.0	354.0			
C501, C504	N:176648.6909, E:793556.7954		OM2-2V	6 x 12	0.50									6.0	6.0			
	total of 120 delineators (red and white) (Accel lane), place every 25 ft					59.50								354.0	354.0			
C500	N:176719.2400, E:795170.8447		RX-X	36 x 36		9.00								8.7	8.7			
C500	N:176730.3770, E:795170.5033		R2-1 (20 mph)	24 x 30	5.00									10.0	10.0			
C500	N:177036.2168, E:794900.1093		R3-9dP	30 x 12	2.50							14.0	14.5	28.5				
			R8-3	48 x 48		16.00												
C500	N:177027.8887, E:794924.7301		R1-5	36 x 36		9.00								8.7	8.7			
C500	N:176999.1038, E:794917.3203		R1-5	36 x 36		9.00								8.7	8.7			
C500	N:176741.9742, E:794898.3286		R5-1	36 x 36		9.00								11.0	11.0			
C500	N:177006.1004, E:794880.8813		R5-1	36 x 36		9.00								11.0	11.0			
C500	N:177026.6639, E:794882.8279		R5-1	36 x 36		9.00								11.0	11.0			
C500	N:176725.2715, E:794930.4096		R5-1	36 x 36		9.00								11.0	11.0			
C500	N:176295.0298, E:795464.6513		R5-1a	36 x 36		9.00								11.0	11.0			
C500	N:176573.6917, E:795184.2594		R5-1a	36 x 36		9.00								Mount to back of Sheet Sign R8-3				
C500	N:176326.4627, E:795477.8484		R5-1a	36 x 36		9.00								Mount to back of Sheet Sign R8-3				
C500	N:176283.4487, E:795464.6513		R5-1a	36 x 36		9.00								11.0	11.0			
C500	N:176656.6525, E:794840.3044		R7-8	12 x 18	1.50									10.00	10.0			
C500	N:176637.5151, E:794825.8126		R7-8	12 x 18	1.50									10.00	10.0			
C500	N:176602.3680, E:794793.6016		R7-8	12 x 18	1.50									10.00	10.0			
C500	N:176586.3882, E:794775.9394		R7-8	12 x 18	1.50									10.00	10.0			
C500	N:176733.1511, E:794512.0803		R8-3a	48 x 48		16.00						13.0	13.0	26.0				
C500	N:176660.9058, E:794513.0803		R8-3a	48 x 48		16.00						13.0	13.0	26.0				
C501	N:176829.7814, E:793581.3418		M3-4	24 x 12	2.00									15.0	15.0			
			M1-1 (70)	24 x 24	4.00													
			M6-3	21 x 15	2.19													
C501	N:177009.9234, E:793583.1940		M3-4	24 x 12	2.00									15.0	15.0			
			M1-1 (70)	24 x 24	4.00													
			M6-1 (L)	21 x 15	2.19													
C501	N:176829.7814, E:793581.3418		IGS-2	96 x 42		28.00			13.0	14.0	27.0							
Total (Current Sheet)						149.88	723.00	28.00			27.00			1016.50		892.01		



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



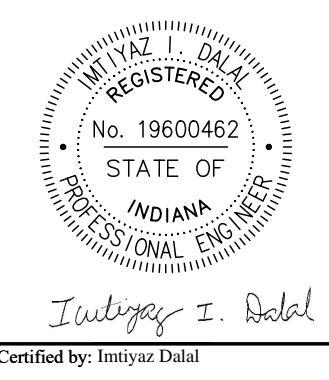
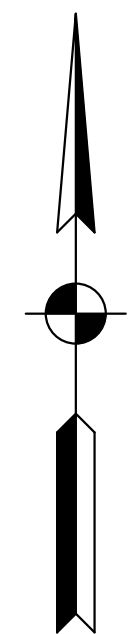
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DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C506
Sheet:	59 of 140



Last Saved By: pandrew Printed: 7/23 11:13AM - Centerville Welcome Center\OWMS\GTA\1394-C500\_S04-PWK\_Plan.dwg Aug 22, 2024 - 5:12:43 pm

SHEET SIGN & POST SUMMARY

PLAN SHEET NO.	SIGN				POST												
	LOCATION		SIGN CODE	SIGN SIZE (W x H) (in. x in.)	GROUND - MOUNTED SIGN AREA (ft <sup>2</sup> )			MOUNTED ON PANEL SIGN, AREA (ft <sup>2</sup> )	SQUARE								
	STATION	LINE " "			0.080"	0.100"	0.125"		2 1/2" X 2 1/2" - 12 GA. (TYPE 3)			2" X 2" - 12 GA. (TYPE 2)			2 1/4" X 2 1/4" - 12 GA. (TYPE 1)		
	or								UNREINFORCED ANCHOR			REINFORCED ANCHOR			REINFORCED ANCHOR		
NORTHING (N); EASTING (E):		POST LENGTH (ft.)			POST LENGTH (ft.)			POST LENGTH (ft.)									
								1	2	TOTAL	1	2	TOTAL	1	TOTAL		
C501	N:176554.5126, E:793414.9697		M3-4	24 x 12	2.00										15.0	15.0	
			M1-1 (70)	24 x 24	4.00												
			M6-3	21 x 15	2.19												
C501	N:176429.7707, E:793431.8109		M3-4	24 x 12	2.00										15.0	15.0	
			M1-1 (70)	24 x 24	4.00												
			M6-1 (L)	21 x 15	2.19												
C501	N:176692.7236, E:793627.7613		R5-1	36 x 36		9.00								11.0	11.0		
C501	N:176692.7236, E:793576.6817		R1-2	48x48x48		6.93									11.0	11.0	
			R5-1	36 x 36		9.00											
C501	N:176415.4452, E:793325.8303		R1-2	48x48x48		5.50									11.0	11.0	
			R5-1	36 x 36		9.00											
C501	N:176610.5267, E:793647.9547		R1-2	48x48x48		5.50									11.0	11.0	
			R5-1	36 x 36		9.00											
C501	N:176449.5653, E:793245.8307		RX-X	36 x 36		9.00								8.7	8.7		
C503	N: 176299.6042, E: 795732.3923		W13-2 (35 mph)	36 x 48		12.00								12.0	12.0		
Total (Current Sheet)						16.38	74.93								94.67		
Total (Previous Sheet)						149.88	723.00	28.00			27			1016.5		892.0	
Grand Total						166.25	797.93	28.00			27.00			1016.5		986.7	



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:

Project Number: 89006007-23-034-C1

Account Number:

Designer: IID Drawing Date: 8/30/2024

Drafter: PKA Drawing Scale: 1"=50'

DAPW Approval:

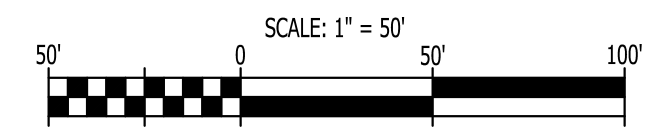
Client Approval:

Reference Number: 1394

Building Reference:

Drawing Number: C507

Sheet: 60 of 140





MATCHLINE SEE SHEET C602

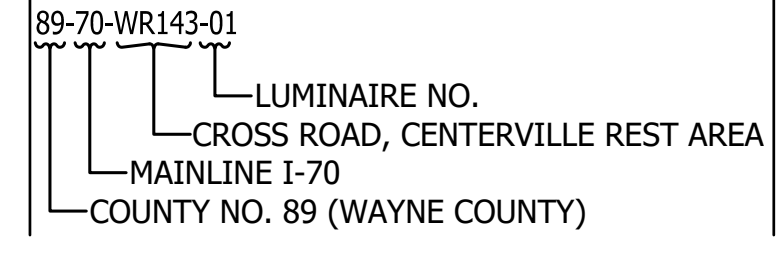
JIMMY B. BROWN & DONNA JO BROWN

SEC. 1 T16N, R13E CLAY TOWNSHIP WAYNE COUNTY

LIGHTING LEGEND

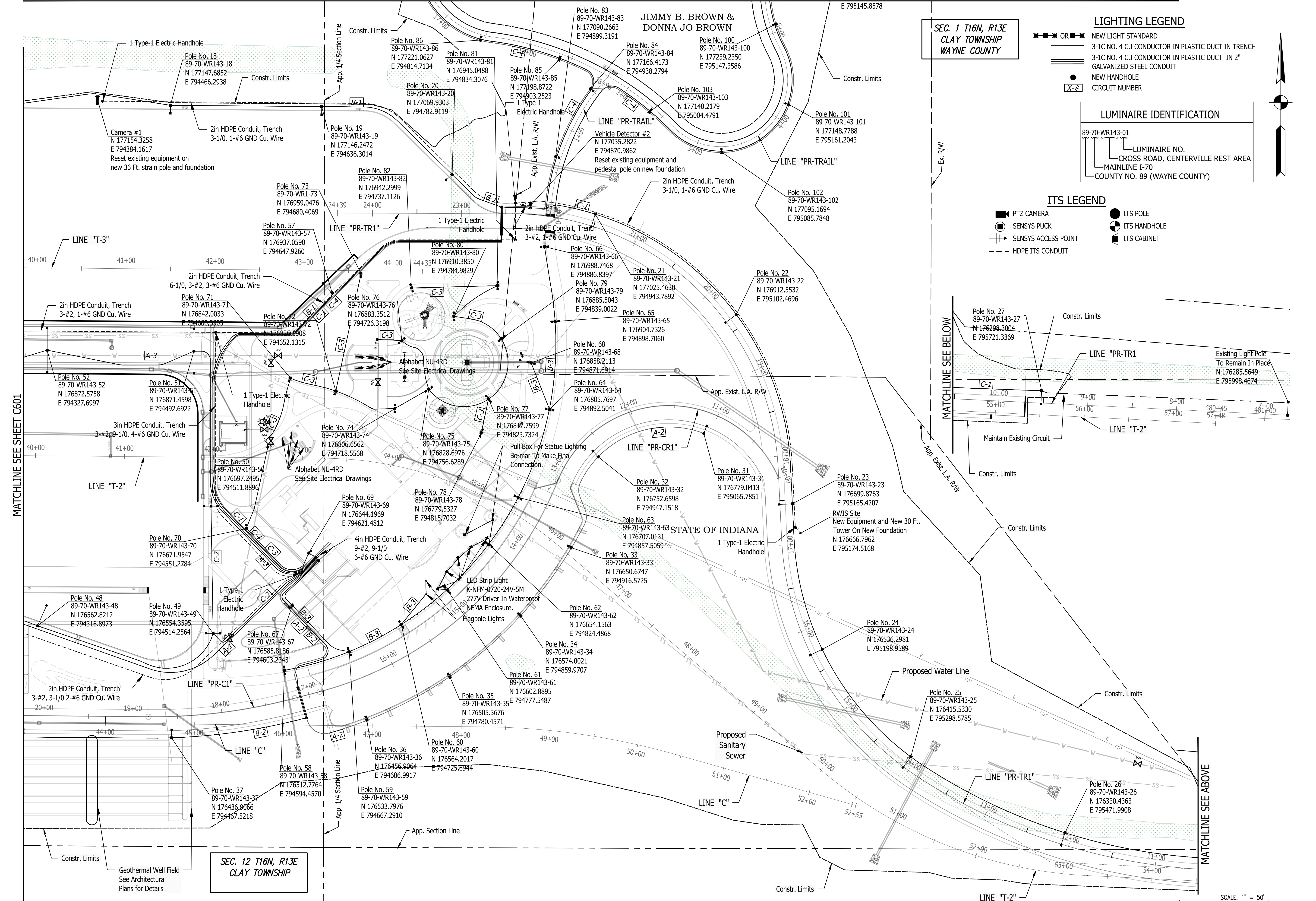
- NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- CIRCUIT NUMBER

LUMINAIRE IDENTIFICATION



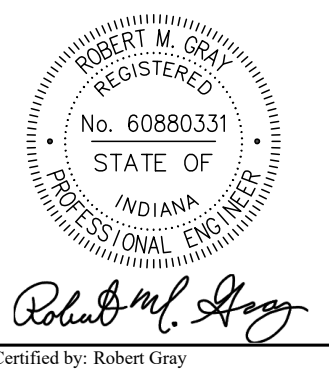
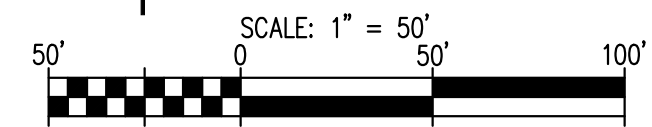
ITS LEGEND

- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET



SEC. 12 T16N, R13E CLAY TOWNSHIP

WB I-70



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C600
Sheet:	62 of 140

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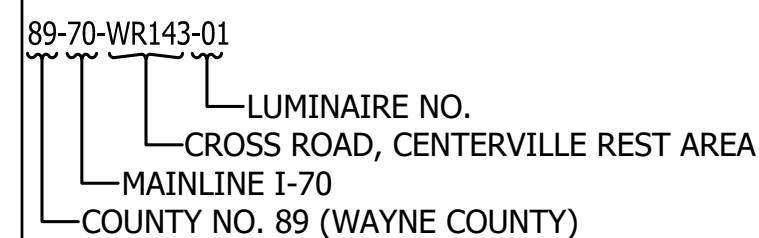
**ITS LEGEND**

- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

**LIGHTING LEGEND**

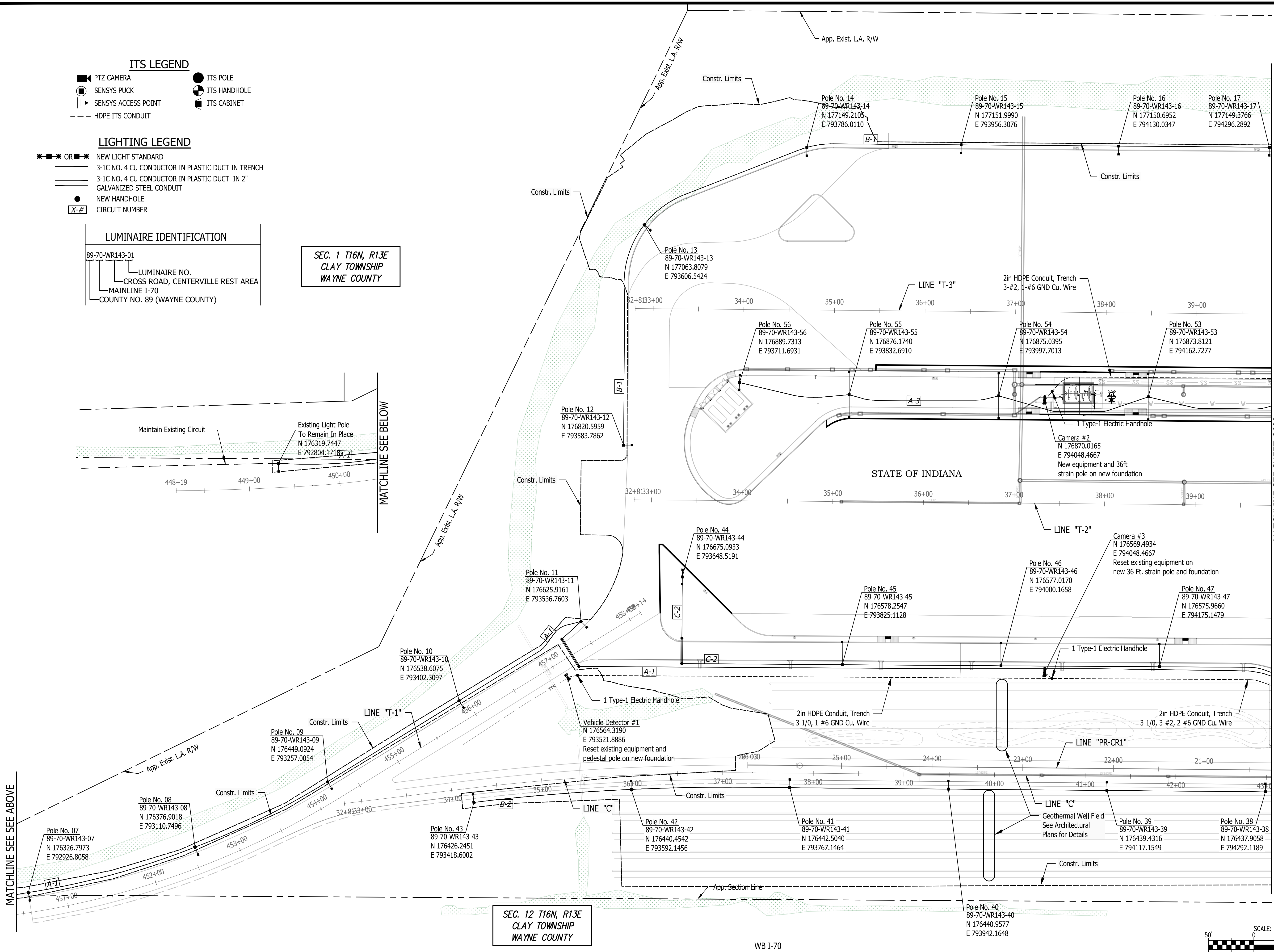
- NEW LIGHT STANDARD
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- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- CIRCUIT NUMBER

**LUMINAIRE IDENTIFICATION**



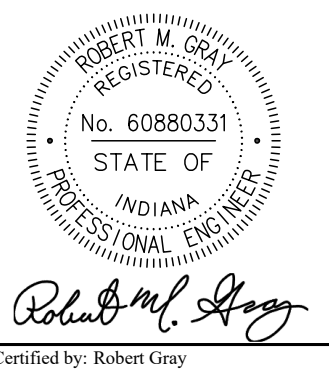
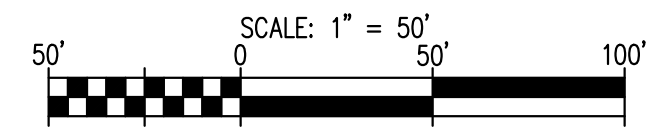
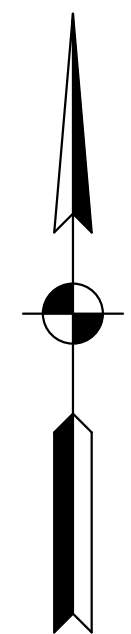
SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY



MATCHLINE SEE SHEET C600

MATCHLINE SEE ABOVE



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

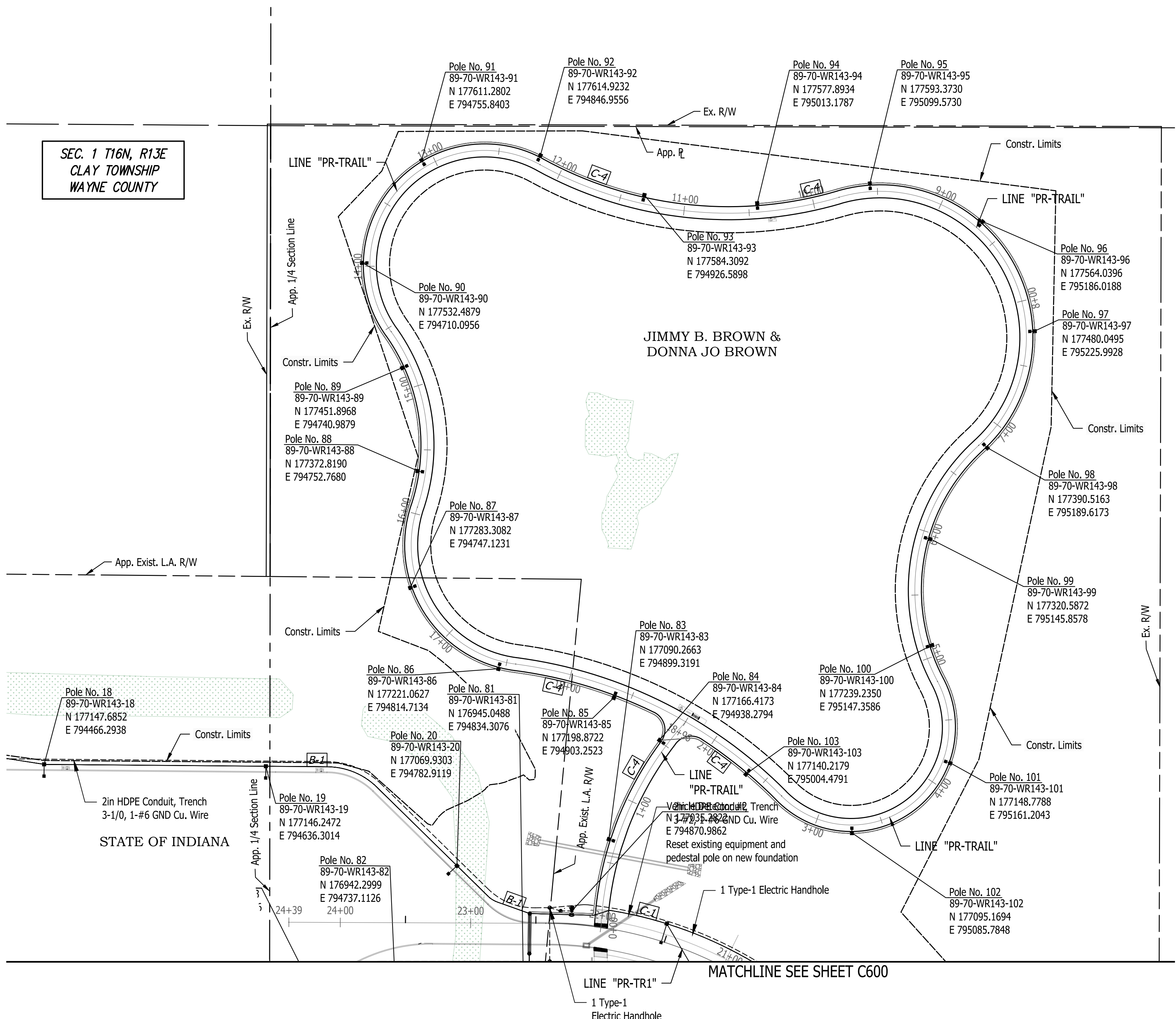


Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C601
Sheet:	63 of 140

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WB I-70

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SEC. 1 T16N, R13E  
 CLAY TOWNSHIP  
 WAYNE COUNTY

STATE OF INDIANA

JIMMY B. BROWN &  
 DONNA JO BROWN

MATCHLINE SEE SHEET C600

**ITS LEGEND**

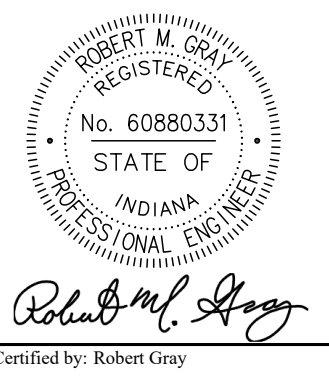
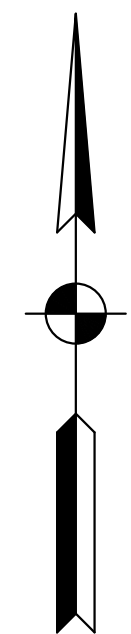
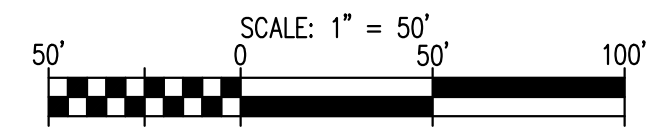
- PTZ CAMERA
- SENSYS PUCK
- SENSYS ACCESS POINT
- HDPE ITS CONDUIT
- ITS POLE
- ITS HANDHOLE
- ITS CABINET

**LIGHTING LEGEND**

- NEW LIGHT STANDARD
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN TRENCH
- 3-1C NO. 4 CU CONDUCTOR IN PLASTIC DUCT IN 2" GALVANIZED STEEL CONDUIT
- NEW HANDHOLE
- CIRCUIT NUMBER

**LUMINAIRE IDENTIFICATION**

89-70-WR143-01  
 LUMINAIRE NO.  
 CROSS ROAD, CENTERVILLE REST AREA  
 MAINLINE I-70  
 COUNTY NO. 89 (WAYNE COUNTY)



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C602
Sheet:	64 of 140

LUMINAIRE SCHEDULE												
LUMINAIRE NO.	BRANCH CIRCUIT A-1	1	2	3	4	5	6	7	8	9	10	11
CIRCUIT CONNECTION							Brown	Brown	Brown	Brown	Brown	Brown
CONNECTION TYPE							Type 2	Type 2	Type 2	Type 2	Type 2	Type 2
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE							II	II	II	II	II	II
MAST ARM LENGTH (FT)							8	8	8	8	8	8
TOP OF FOUNDATION ELEVATION (FT)							1093.50	1094.20	1096.70	1099.90	1101.20	
POLE SETBACK (FT)							6.00	6.00	6.00	6.00	6.00	
SET BACK FROM	FRONT FACE OF CURB											
	FRONT FACE OF GUARDRAIL											
	EDGE OF PAVEMENT											
	EDGE OF SHOULDER						X	X	X	X	X	
LUMINAIRE M.H. (FT)												
LUMINAIRE E.M.H. (FT)	Existing	Existing	Existing	Existing	Existing	Existing	40	40	40	40	40	

LUMINAIRE SCHEDULE												
LUMINAIRE NO.	BRANCH CIRCUIT C-1	21	22	23	24	25	26	27	28	29	30	
CIRCUIT CONNECTION		Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow			
CONNECTION TYPE		Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2			
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		II	II	II	II	II	II	II	II	Existing		
MAST ARM LENGTH (FT)		8	8	8	8	8	15	15	Existing			
TOP OF FOUNDATION ELEVATION (FT)		1091.00	1091.30	1091.20	1089.00	1087.30	1086.60	1086.00				
POLE SETBACK (FT)		8.00	8.00	8.00	8.00	8.00	8.00	8.00				
SET BACK FROM	FRONT FACE OF CURB											
	FRONT FACE OF GUARDRAIL											
	EDGE OF PAVEMENT											
	EDGE OF SHOULDER	X	X	X	X	X	X	X				
LUMINAIRE M.H. (FT)												
LUMINAIRE E.M.H. (FT)		40	40	40	40	40	40	40	Existing	Existing	Existing	

LUMINAIRE SCHEDULE									
LUMINAIRE NO.	BRANCH CIRCUIT B-2	37	38	39	40	41	42	43	
CIRCUIT CONNECTION		Orange	Orange	Orange	Orange	Orange	Orange	Orange	
CONNECTION TYPE		Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 1	
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		II	II	II	II	II	II	II	
MAST ARM LENGTH (FT)		8	8	8	8	8	8	8	
TOP OF FOUNDATION ELEVATION (FT)		1096.30	1097.50	1098.30	1099.30	1100.00	1100.30	1100.80	
POLE SETBACK (FT)		4.00	4.00	4.00	4.00	4.00	4.00	4.00	
SET BACK FROM	FRONT FACE OF CURB								
	FRONT FACE OF GUARDRAIL								
	EDGE OF PAVEMENT								
	EDGE OF SHOULDER	X	X	X	X	X	X	X	
LUMINAIRE M.H. (FT)									
LUMINAIRE E.M.H. (FT)		40	40	40	40	40	40	40	

LUMINAIRE SCHEDULE													
LUMINAIRE NO.	BRANCH CIRCUIT A-3	51A	51B	52A	52B	53A	53B	54A	54B	55A	55B	56A	56B
CIRCUIT CONNECTION		Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown
CONNECTION TYPE		Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 1	Type 1
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		III	III	III	III	III	III	III	III	III	III	III	III
MAST ARM LENGTH (FT)		25	25	25	25	25	25	25	25	8	8	25	25
TOP OF FOUNDATION ELEVATION (FT)		1093.10		1093.30		1094.70		1095.00		1096.00		1098.70	
POLE SETBACK (FT)		27.00		27.00		27.00		27.00		27.00		61.00	
SET BACK FROM	FRONT FACE OF CURB												
	FRONT FACE OF GUARDRAIL												
	EDGE OF PAVEMENT												
	EDGE OF SHOULDER												
LUMINAIRE M.H. (FT)													
LUMINAIRE E.M.H. (FT)		50		50		50		50		50		50	

LUMINAIRE SCHEDULE																							
LUMINAIRE NO.	BRANCH CIRCUIT B-3	58A	58B	59A	59B	60A	60B	61A	61B	62A	62B	63A	63B	64A	64B	65A	65B	66A	66B	67	68A	68B	
CIRCUIT CONNECTION		Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange
CONNECTION TYPE		Type 1	Type 1	Type 3	Type 3	Type 3	Type 3	Type 3	Type 3	Type 2	Type 2	Type 2	Type 2	Type 3	Type 3	Type 2	Type 2	Type 1	Type 1	Type 2	Type 1	Type 1	
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		III	III	III	III	III	III	III	III	III	III	III	III	III	III	III	IV	III	III	III	III	III	IV
MAST ARM LENGTH (FT)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOP OF FOUNDATION ELEVATION (FT)		1096.60		1096.50		1096.10		1095.80		1095.40		1095.10		1092.80		1092.30		1091.80		1096.10		1092.90	
POLE SETBACK (FT)		m		12.00		12.00		12.00		12.00		12.00		N/A		N/A		N/A		N/A		N/A	
SET BACK FROM	FRONT FACE OF CURB																						
	FRONT FACE OF GUARDRAIL																						
	EDGE OF PAVEMENT																						
	EDGE OF SHOULDER			X		X		X		X		X		X		X		X		X		X	
LUMINAIRE M.H. (FT)																							
LUMINAIRE E.M.H. (FT)		20		20		20		20		20		20		20		20		20		16		20	

LUMINAIRE SCHEDULE																								
LUMINAIRE NO.	BRANCH CIRCUIT C-3	69	70	71	72	73	74A	74B	75A	75B	76A	76B	77A	77B	78A	78B	79A	79B	80A	80B	81A	81B	82A	82B
CIRCUIT CONNECTION		Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow	Yellow
CONNECTION TYPE		Type 2	Type 2	Type 2	Type 3	Type 1	Type 2	Type 2	Type 3	Type 3	Type 2	Type 2	Type 3	Type 3	Type 1	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 1	Type 1	
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		III	III	IV	III	III	III	III	III	III	III	IV	III	IV	III	III/IV	III	IV	III	IV	III	IV	III	IV
MAST ARM LENGTH (FT)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOP OF FOUNDATION ELEVATION (FT)		1096.30	1096.40	1094.80	1095.40	1093.80	1095.40	1094.50	1094.50	1094.60	1093.80	1094.30	1093.80	1094.30	1093.50	1093.50	1093.50	1093.50	1093.50	1093.50	1092.60	1093.90	1093.90	
POLE SETBACK (FT)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
SET BACK FROM	FRONT FACE OF CURB																							
	FRONT FACE OF GUARDRAIL																							
	EDGE OF PAVEMENT																							
	EDGE OF SHOULDER																							
LUMINAIRE M.H. (FT)																								
LUMINAIRE E.M.H. (FT)		16	16	16	16	16	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	

LUMINAIRE SCHEDULE												
LUMINAIRE NO.	BRANCH CIRCUIT B-1	12	13	14	15	16	17	18	19	20	57	
CIRCUIT CONNECTION		Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	Orange	
CONNECTION TYPE		Type 1	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		III	III	III	III	III	III	III	III	III	III	
MAST ARM LENGTH (FT)		8	8	8	8	8	8	8	8	8	15	
TOP OF FOUNDATION ELEVATION (FT)		1100.30	1099.10	1098.30	1096.20	1095.50	1094.50	1093.90	1092.80	1092.30	1093.30	
POLE SETBACK (FT)		4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	4.50	8.00	
SET BACK FROM	FRONT FACE OF CURB	X	X	X	X	X	X	X	X	X	X	
	FRONT FACE OF GUARDRAIL											
	EDGE OF PAVEMENT											
	EDGE OF SHOULDER											
LUMINAIRE M.H. (FT)												
LUMINAIRE E.M.H. (FT)		50	50	50	50	50	50	50	50	50	50	

LUMINAIRE SCHEDULE									
LUMINAIRE NO.	BRANCH CIRCUIT A-2	31	32	33	34	35	36		
CIRCUIT CONNECTION		Brown	Brown	Brown	Brown	Brown	Brown		
CONNECTION TYPE		Type 1	Type 2	Type 2	Type 2	Type 2	Type 2		
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		II	II	III	III	III	III		
MAST ARM LENGTH (FT)		8	8	N/A	N/A	N/A	N/A		
TOP OF FOUNDATION ELEVATION (FT)		1091.90	1092.60	1093.50	1094.00	1093.60	1094.90		
POLE SETBACK (FT)		4.00	4.00	3.68	3.68	3.68	3.68		
SET BACK FROM	FRONT FACE OF CURB				X	X	X		
	FRONT FACE OF GUARDRAIL								
	EDGE OF PAVEMENT								
	EDGE OF SHOULDER	X	X						
LUMINAIRE M.H. (FT)									

LUMINAIRE SCHEDULE																						
LUMINAIRE NO.	BRANCH CIRCUIT C-4	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100	101	102	103
CIRCUIT CONNECTION		Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown	Brown
CONNECTION TYPE		Type 2	Type 3	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 1	Type 1	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2	Type 2
ROAD LUMINAIRE I.E.S. DISTRIBUTION TYPE		II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II	II
MAST ARM LENGTH (FT)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
TOP OF FOUNDATION ELEVATION (FT)		1091.20	1092.90	1092.90	1094.50	1096.10	1096.80	1096.60	1096.50	1096.30	1096.20	1096.10	1096.10	1095.80	1094.80	1093.90	1094.00	1093.30	1092.30	1091.90	1092.00	1092.90
POLE SETBACK (FT)		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SET BACK FROM	FRONT FACE OF CURB																					
	FRONT FACE OF GUARDRAIL																					
	EDGE OF PAVEMENT																					
	EDGE OF SHOULDER																					
LUMINAIRE M.H. (FT)																						
LUMINAIRE E.M.H. (FT)		16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16

LUMINAIRE						
LOCATION	LUMINAIRE NO.	EMH	LUMENS PER LUMINAIRE	IES CLASS	MANUFACTURER	DESCRIPTION
RAMP	7-11, 21-26, 37-43	40	16.000	TYPE II	GE	ERLH-X-16-E3-40
TRUCK PARKING	12-20, 44-57	50	30.700	TYPE III	GE	ERL2-X-32-D5-30
CAR PARKING	33-36	20	9.479	TYPE III	WEEF	111-0912-TILT-20-X-X-A20-XX12-B0
CAR PARKING	58-66, 68, 77, 81-82	20	6.168	TYPE III	WEEF	(2) 111-0473-TILT-20-X-X-A20-XX12-B16-XX12
LANDSCAPE	70-73	16	6.168	TYPE III	WEEF	111-0473-TILT-16-X-X-A16-XX12-B0
LANDSCAPE	74-75, 77, 79-80, 82	20	9.479/6,182	TYPE III/IV	WEEF	111-0473, 111-0277-TILT-20-X-X-A20-XX12-B16-XX12
LANDSCAPE	69	16	6.182	TYPE IV	WEEF	111-0277-TILT-16-X-X-A16-XX12-B0
LANDSCAPE	67	16	9.479	TYPE IV	WEEF	111-0912-TILT-16-X-X-A16-XX12-B0
LANDSCAPE	83-103	16	3.673	TYPE II	WEEF	111-0453-16' Pole
FLAG	N/A	*	572	N/A	Concord American	ABW2-#4P-***

PANEL BOARD SCHEDULE															
LOAD DESCRIPTION	LOAD (AMPS)			BRKR (AMPS)	WIRE	CKT NO.	ØA	ØB	ØC	CKT NO.	WIRE	LOAD (AMPS)			LOAD DESCRIPTION
	ØA	ØB	ØC									ØA	ØB	ØC	
A-1	5.9			20	#4	1				2	#4	2.2			A-2
B-1		10.5		20	#4	3	●			4	#4	20	3.8		B-2
C-1			5.4	20	#4	5		●		6	#4	20	9.6		C-2
A-3	11.5			20	#8	7	●		●	8	20	4.3			A-4 (BLDG)
B-3		5.0		20	#4	9		●		10	20	4.8			B-4 (BLDG)
C-3			5.9	20	#4	11			●	12	#4	20	2.1		C-4
Photocell	0.1			20	#8	13	●			14					Empty
Empty						15				16					Empty
Empty						17				18					Empty

DESIGN DATA	
Initial Lamp Lumen (LL) (Conventional, Ramps)	16.000 lumens per luminaire
Initial Lamp Lumen (LL) (Conventional, Parking)	30.700 lumens per luminaire
Average Maintained Illumination (EL) Roadway	0.60 fc
Average Maintained Illumination (EL) Parking	1.00 fc
Lamp Lumen Depreciation Factor (LLD)	0.88
Luminaire Dirt Depreciation Factor (LDD)	0.87
Maintained Factor (LLD X LDD)	0.77
Uniformity Ratio	4:1
Mounting Height (Conventional)	40 to 50 ft

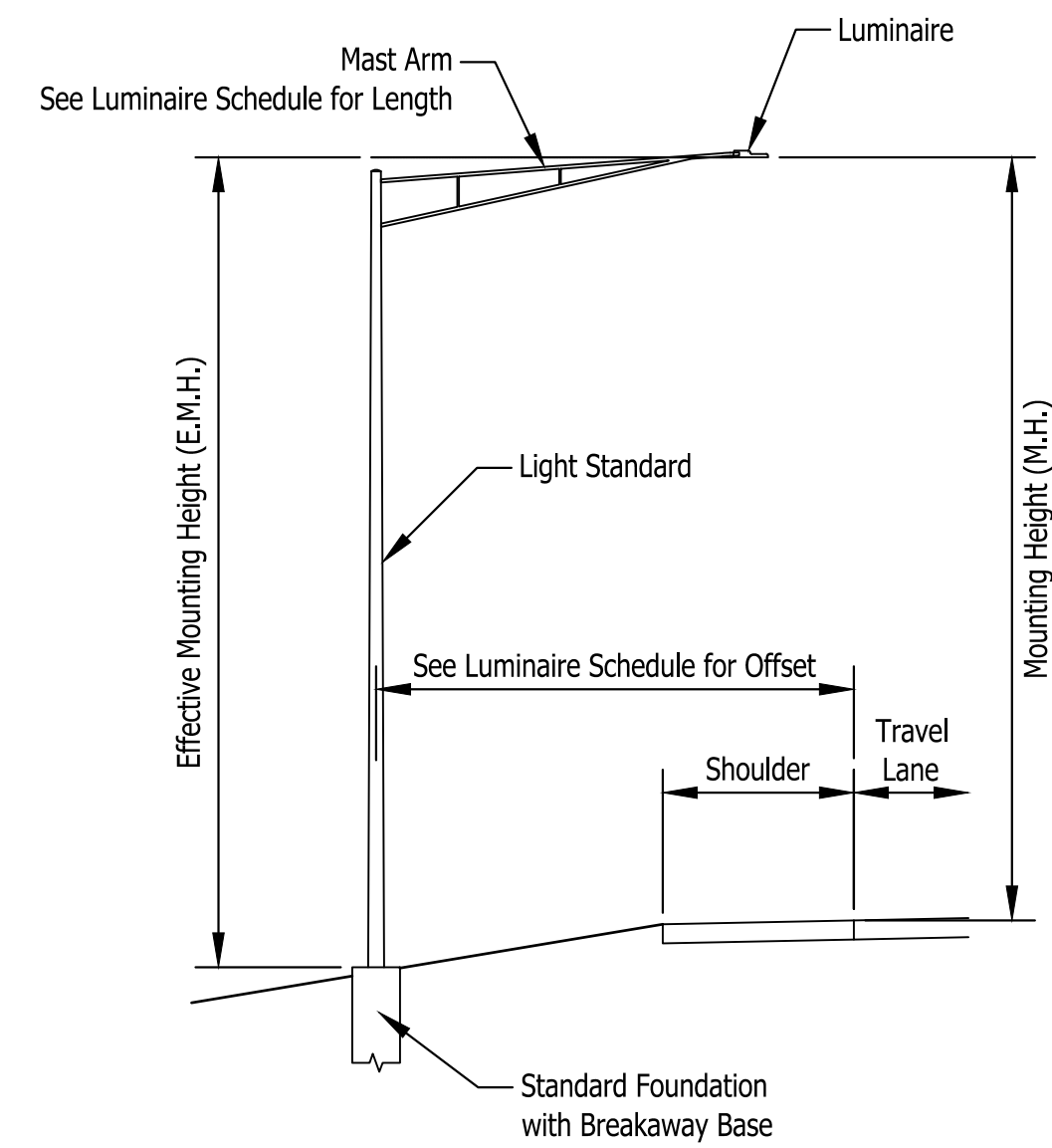


PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

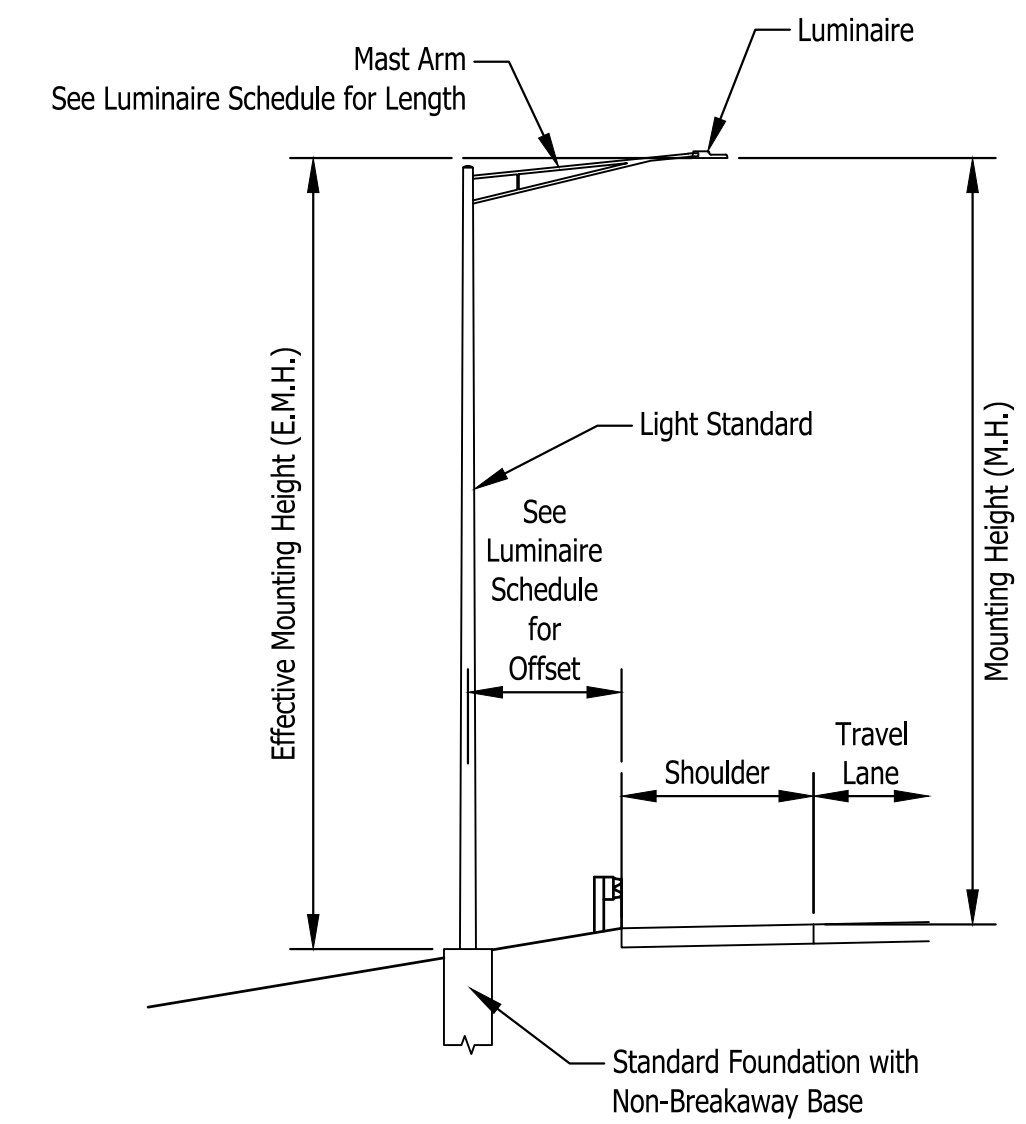


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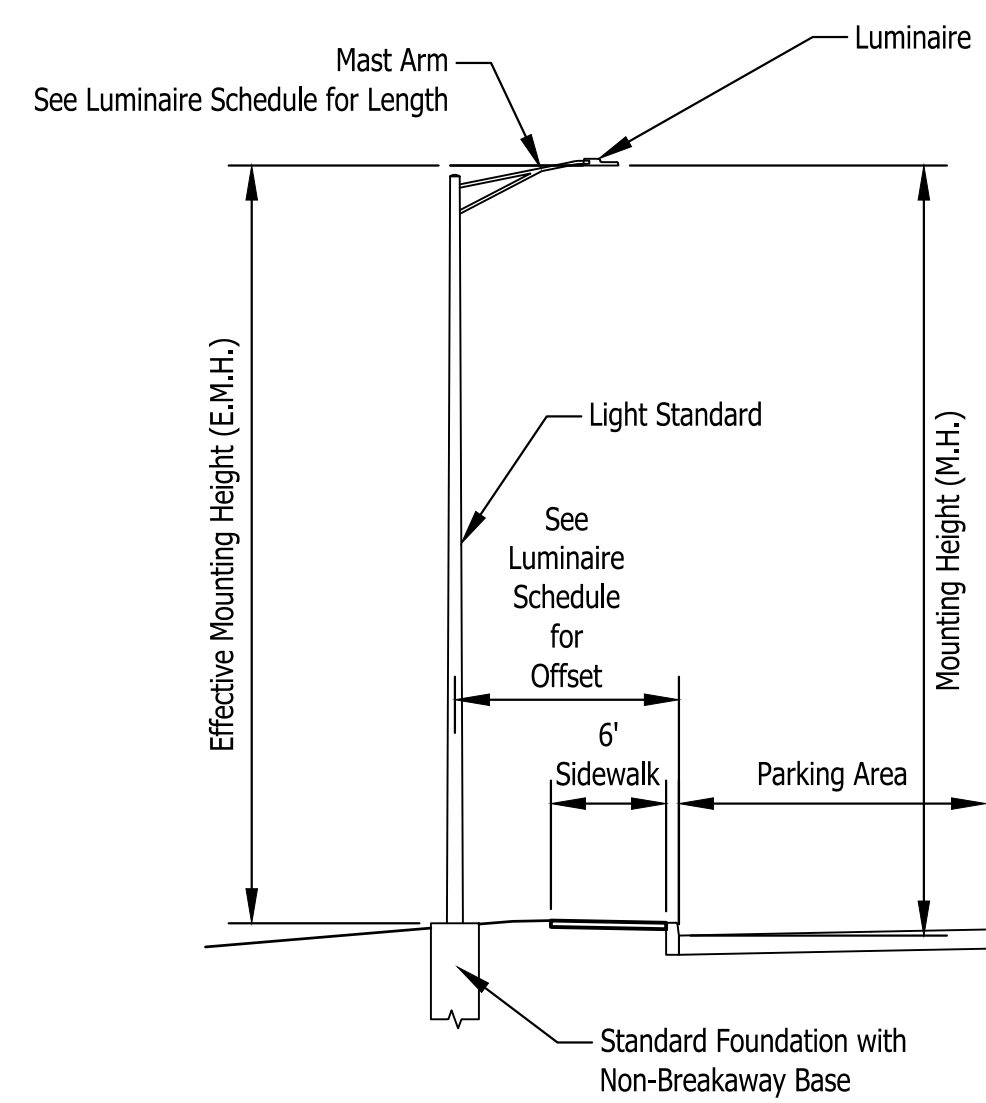
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 Requisition Number: -  
 Account Number: -  
 Designer: IID Drawing Date: 8/30/2024  
 Drafter: PKA Drawing Scale: N/A  
 DAPW Approval: -  
 Client Approval: -  
 Reference Number: 1394  
 Building Reference: -  
 Drawing Number: C604  
 Sheet: 66 of 140



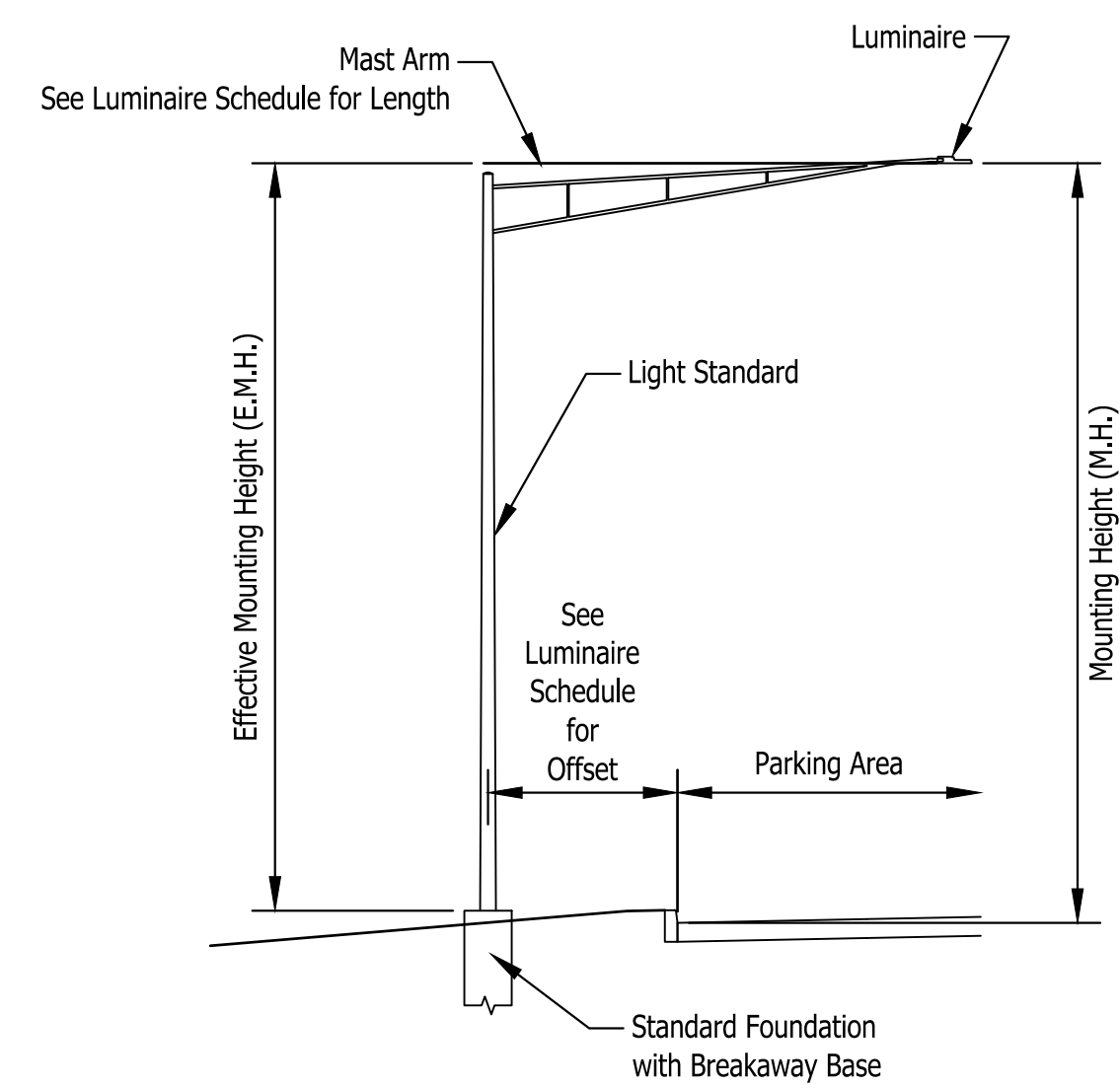
Typical Light Pole Installation  
Shoulder without Guardrail



Typical Light Pole Installation  
Shoulder with Guardrail

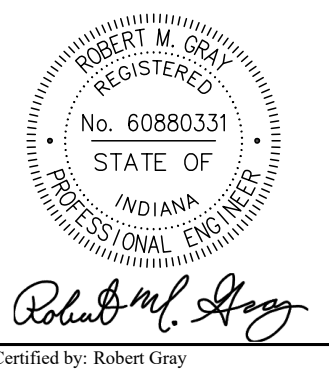


Typical Light Pole Installation  
Curb and Sidewalk



Typical Light Pole Installation  
Curb

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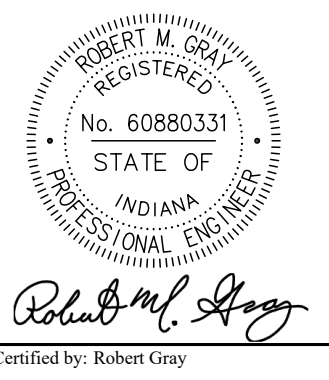
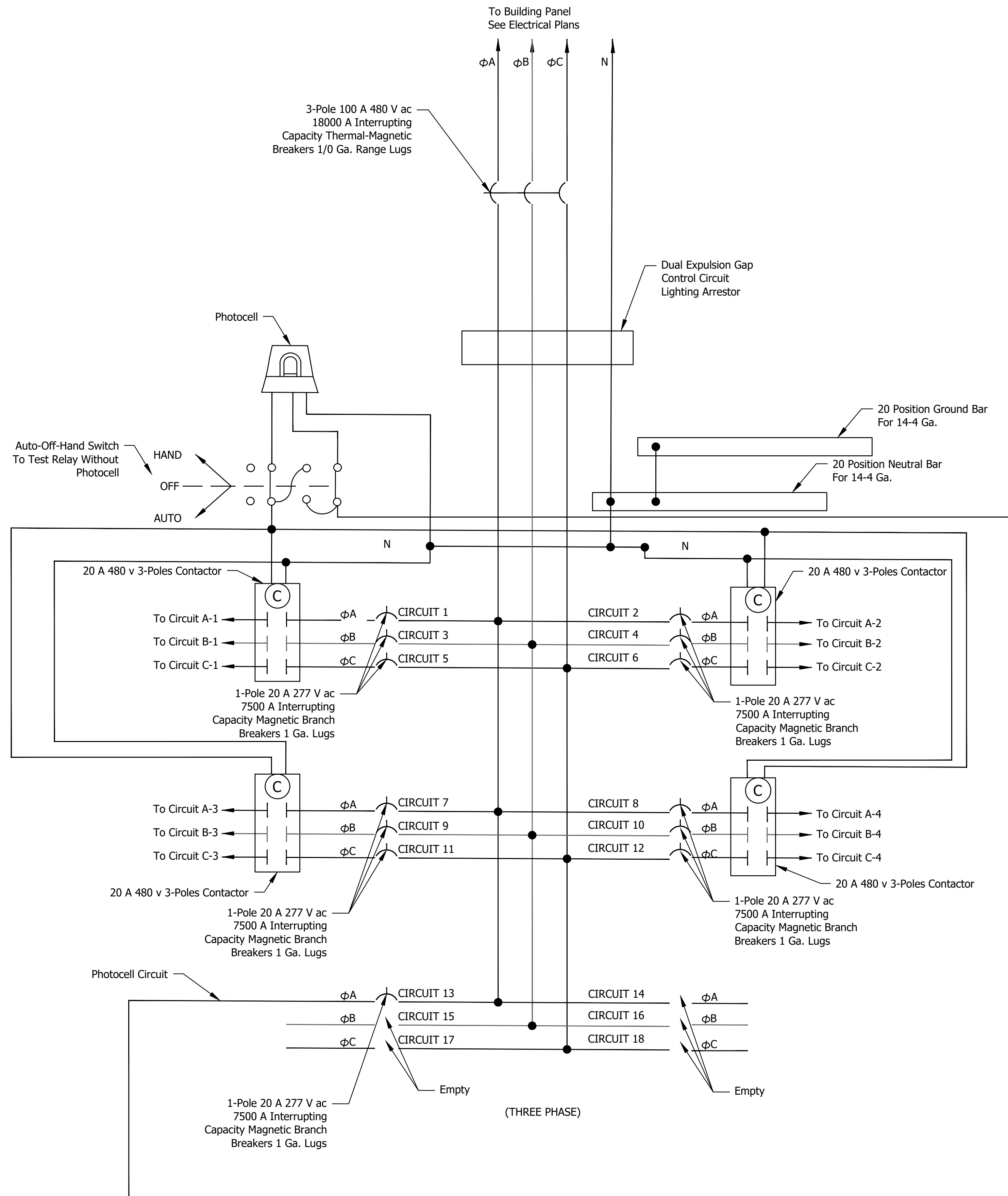


PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:	
Project Number: 89006007-23-034-C1	
Requestion Number:	
Account Number:	
Designer: IID	Drawing Date: 8/30/2024
Drafter: PKA	Drawing Scale: N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	
Sheet: 67 of 140	

Lighting Photocell Diagram



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requisition Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C606
Sheet:	68 of 140

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MATCHLINE SEE SHEET C702

JIMMY B. BROWN &  
DONNA JO BROWN

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

WETLAND D PEM1A  
0.399 acres  
Do Not Disturb  
Beyond Construction Limits

WETLAND B PEM1A  
1.582 acres  
Do Not Disturb

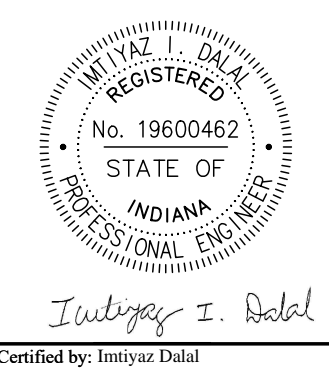
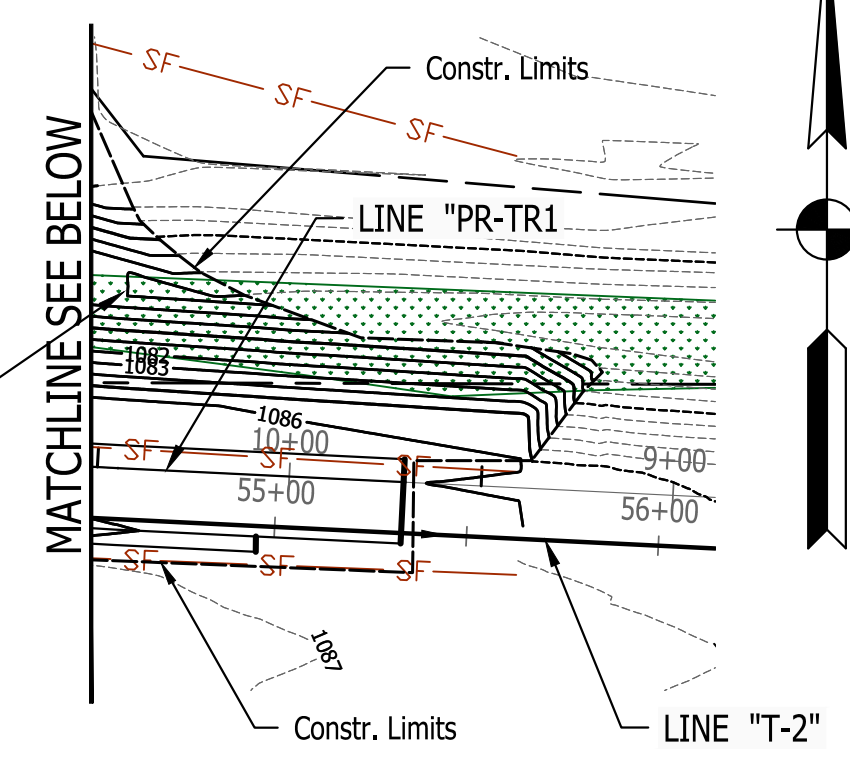
WETLAND D  
PEM1A Impact 0.546 acres

WETLAND E  
PEM1A Impact 0.015 acres

SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

LEGEND

- SF Temporary Silt Fence (As Req'd)
- FS Temporary Filter Sock (As Req'd)
- PRF Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)
- Modified Temporary Check Dam, Revetment Riprap
- Temporary Check Dam, Traversable, Low Profile
- Ditch Inlet Protection
- Inlet Protection
- Temporary Sediment Basin
- Temporary Seed and Mulch
- Manufactured Surface Protection Product
- Wetland Area
- Suggested Material Storage and Staging Area
- Suggested Stockpile Location
- Permanent Revetment Riprap
- Offsite Flow Direction
- Dry Native Grass Seed Mixture
- Do Not Mow or Spray Sign



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

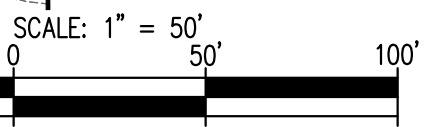


Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C700
Sheet:	70 of 140

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MATCHLINE SEE SHEET C701

MATCHLINE SEE ABOVE



WB-1-70

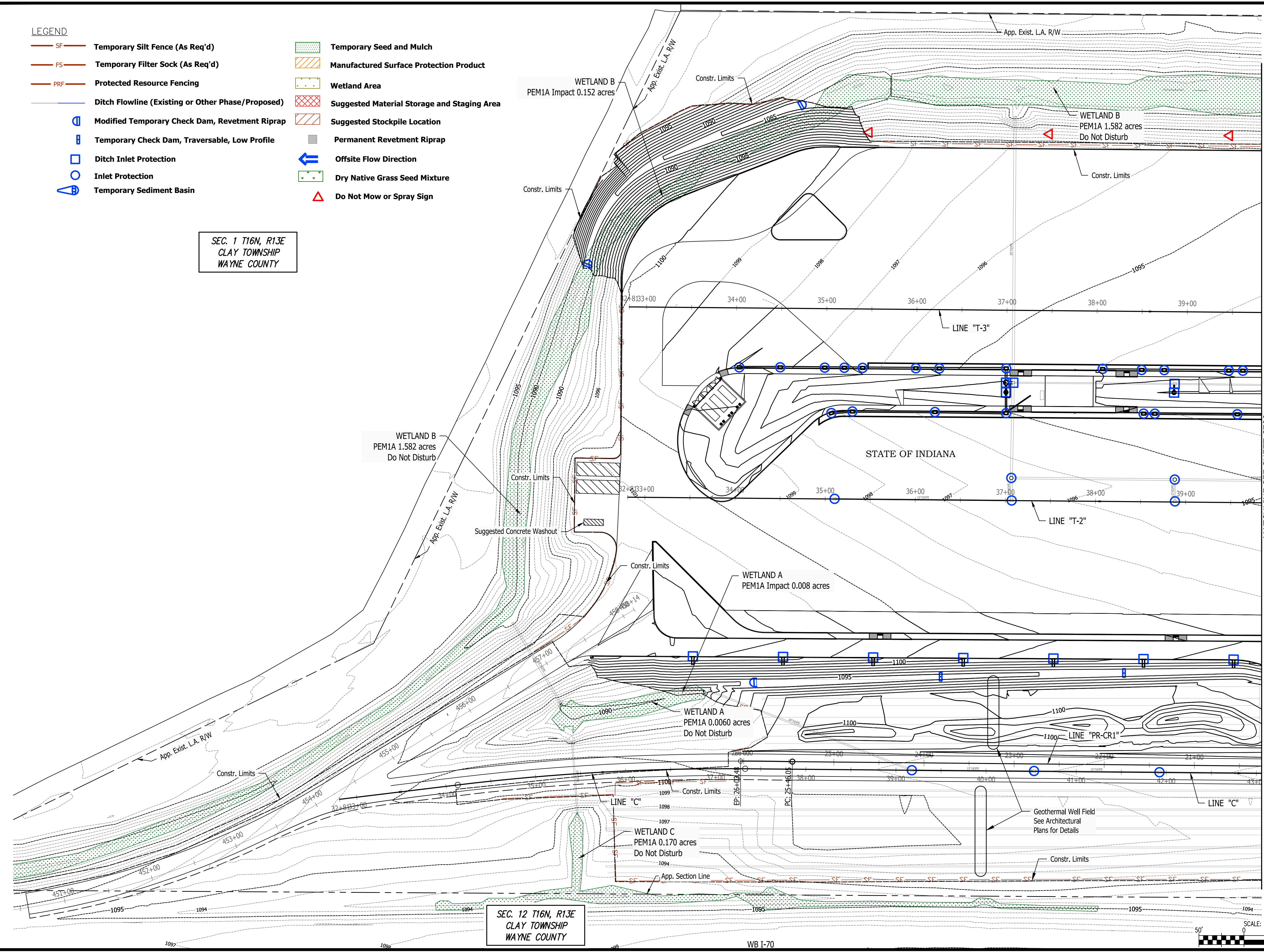


**LEGEND**

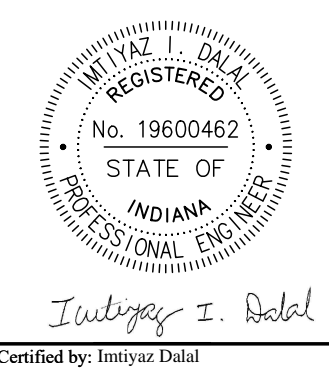
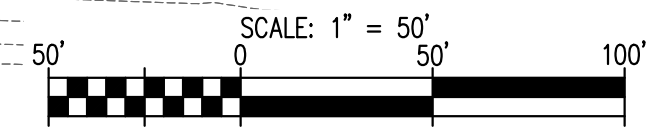
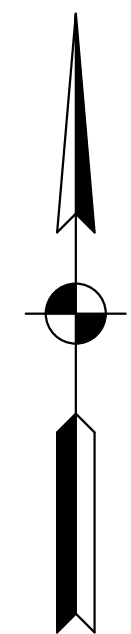
- SF** Temporary Silt Fence (As Req'd)
- FS** Temporary Filter Sock (As Req'd)
- PRF** Protected Resource Fencing
- Ditch Flowline (Existing or Other Phase/Proposed)**
- Modified Temporary Check Dam, Revetment Riprap**
- Temporary Check Dam, Traversable, Low Profile**
- Ditch Inlet Protection**
- Inlet Protection**
- Temporary Sediment Basin**
- Temporary Seed and Mulch**
- Manufactured Surface Protection Product**
- Wetland Area**
- Suggested Material Storage and Staging Area**
- Suggested Stockpile Location**
- Permanent Revetment Riprap**
- Offsite Flow Direction**
- Dry Native Grass Seed Mixture**
- Do Not Mow or Spray Sign**

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY



MATCHLINE SEE SHEET C700



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	IID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C701
Sheet:	71 of 140

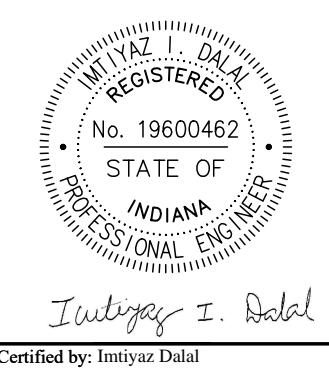
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TEMPORARY EROSION CONTROL TABLE

STATION	LOCATION			PROTECTED RESOURCE FENCE	PROTECTED RESOURCE SIGN	INLET PROTECTION	DITCH INLET PROTECTION	TEMPORARY SEED	FERTILIZER	TEMPORARY MULCH	MANUFACTURED SURFACE PROTECTION PRODUCE	FILTER SOCK	TEMPORARY SILT FENCE	TEMPORARY GEOTEXTILES	TEMPORARY FILTER STONE	TEMPORARY CHECK DAM RIPRAP	TRAVERSABLE CHECK DAM	SEDIMENT TRAP	SEDIMENT BASIN	REMARKS
	LEFT	MEDIAN	RIGHT																	
1394 Centerville Welcome Center (PR-TR1)																				
9+39.00 to 14+09.37	X												536							See Plans
9+39.00 to 23+44.37			X										1406							See Plans
9+39.00 to 20+20.79			X										1082							See Plans
12+55.15			X		1															
13+28.49			X			1														
13+52.31			X																1	
13+77.48	X					1														
14+20.34	X																1			
14+73.46	X																1			
15+43.84	X					1														
15+88.88	X																1			
16+49.73			X		1															
17+69.33	X																1			
17+94.30			X													1				
18+52.14			X		1															
19+48.16	X					1														
19+38.89			X		1															
20+12.86			X		1															
22+09.41	X																			
22+47.27			X			1														
24+30.67			X		1															
1394 Centerville Welcome Center (T3)																				
32+80.84 to 44+31.52	X												1353							See Plans
43+50.29	X					1														
42+73.07			X			1														
41+97.59			X			1														
41+75.31			X			1														
41+44.55	X				1															
40+84.94			X			1														
40+84.90			X			1														
39+62.05			X			1														
39+56.74			X			1														
39+46.48			X			1														
39+45.45	X				1															
38+86.58			X			1														
38+86.04			X			1														
38+75.02			X			1														
38+50.18			X			1														
37+45.35	X				1															
37+07.60			X			1														
36+99.46			X			1														
36+99.47			X			1														
36+99.58			X			1														
36+25.45			X			1														
35+99.32			X			1														
35+45.18	X				1															
35+40.46			X			1														
35+20.01			X			1														
35+04.77	X															1				
34+98.35			X			1														
34+49.10			X			1														
34+03.07			X			1														
1394 Centerville Welcome Center (T2)																				
32+81	X		X										535							See Plans
45+23.25			X			1														
43+13.90	X					1														
41+97.23	X					1														
41+97.63			X			1														
41+87.96	X					1														
41+88.01		X				1														
41+88.10			X			1														
41+88.33			X			1														
41+50.24	X					1														
41+45.21			X			1														
41+29.46	X					1														
40+85.13		X				1														
40+84.85	X					1														
40+51.17			X			1														
39+56.50	X					1														
39+54.84			X			1														
38+88.18		X				1														
38+87.62	X					1														
38+65.07	X					1														
38+55.09			X			1														
38+52.09	X					1														
38+33.14			X			1											1			
37+55.15			X			1														
37+07.00		X				1														
37+06.09	X					1														
37+00.00	X					1														
36+55.05			X			1														
36+30.11			X			1											1			
36+21.07	X					1														

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PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

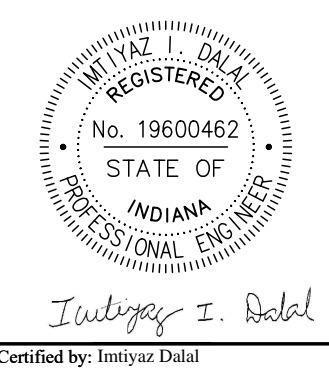


Revisions:

Project Number: 89006007-23-034-C1  
 Requisition Number:  
 Account Number:  
 Designer: IID Drawing Date: 8/30/2024  
 Drafter: PKA Drawing Scale: 1"=50'  
 DAPW Approval:  
 Client Approval:  
 Reference Number: 1394  
 Building Reference:  
 Drawing Number: C703  
 Sheet: 73 of 140

Plot Saved By: pandrew Printed 3/7/23  
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TEMPORARY EROSION CONTROL TABLE																					
STATION	LOCATION			PROTECTED RESOURCE FENCE	PROTECTED RESOURCE SIGN	INLET PROTECTION	DITCH INLET PROTECTION	TEMPORARY SEED	FERTILIZER	TEMPORARY MULCH	MANUFACTURED SURFACE PROTECTION PRODUCE	FILTER SOCK	TEMPORARY SILT FENCE	TEMPORARY GEOTEXTILES	TEMPORARY FILTER STONE	TEMPORARY CHECK DAM RIPRAP	TRAVERSABLE CHECK DAM	SEDIMENT TRAP	SEDIMENT BASIN	REMARKS	
	LEFT	MEDIAN	RIGHT																		LFT
35+54.77			X			1															
35+29.60	X					1															
35+06.02	X					1															
35+10.68		X				1															
34+55.03			X			1															
34+22.91																1					
33+55.10			X			1															
1394 Centerville Welcome Center (PR-CR1)																					
13+54.24	X					1															
13+55.56	X																1				
13+67.88			X			1															
13+97.59			X			1															
13+99.31	X					1															
14+44.90	X					1															
14+90.00	X					1															
15+24.67	X																1				
15+34.77	X					1															
15+79.64	X					1															
16+24.45	X					1															
16+69.86	X					1															
16+96.28	X																1				
18+64.50	X					1															
20+04.66	X					1															
21+38.50	X					1															
22+77.87	X					1															
24+13.58	X					1															
1394 Centerville Welcome Center (C)																					
33+89.95 to 52+54.37			X										2234								
35+44.73 to 37+12.37	X												312								
35+84.03	X															1					
35+33.90	X		X																		
1394 Centerville Welcome Center (PR-Trail)																					
3+49.38 to 17+82.18			X										1679								
1+73.97 to 18+96.00	X												1596								
TOTAL					10	78	0						10733			4	9		1		



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:

Project Number: 89006007-23-034-C1  
 Requisition Number: -  
 Account Number: -  
 Designer: IID Drawing Date: 8/30/2024  
 Drafter: PKA Drawing Scale: 1"=50'  
 DAPW Approval: \_\_\_\_\_  
 Client Approval: \_\_\_\_\_  
 Reference Number: 1394  
 Building Reference: -  
 Drawing Number: C704  
 Sheet: 74 of 140

JIMMY B. BROWN &  
DONNA JO BROWN

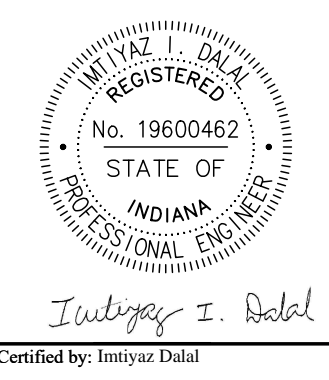
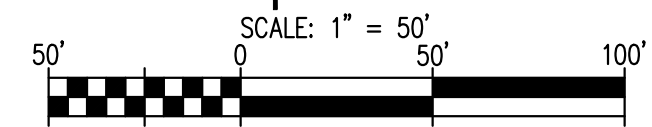
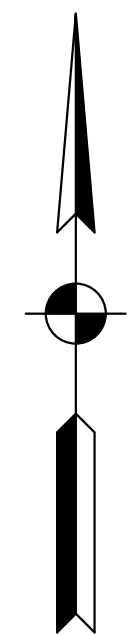
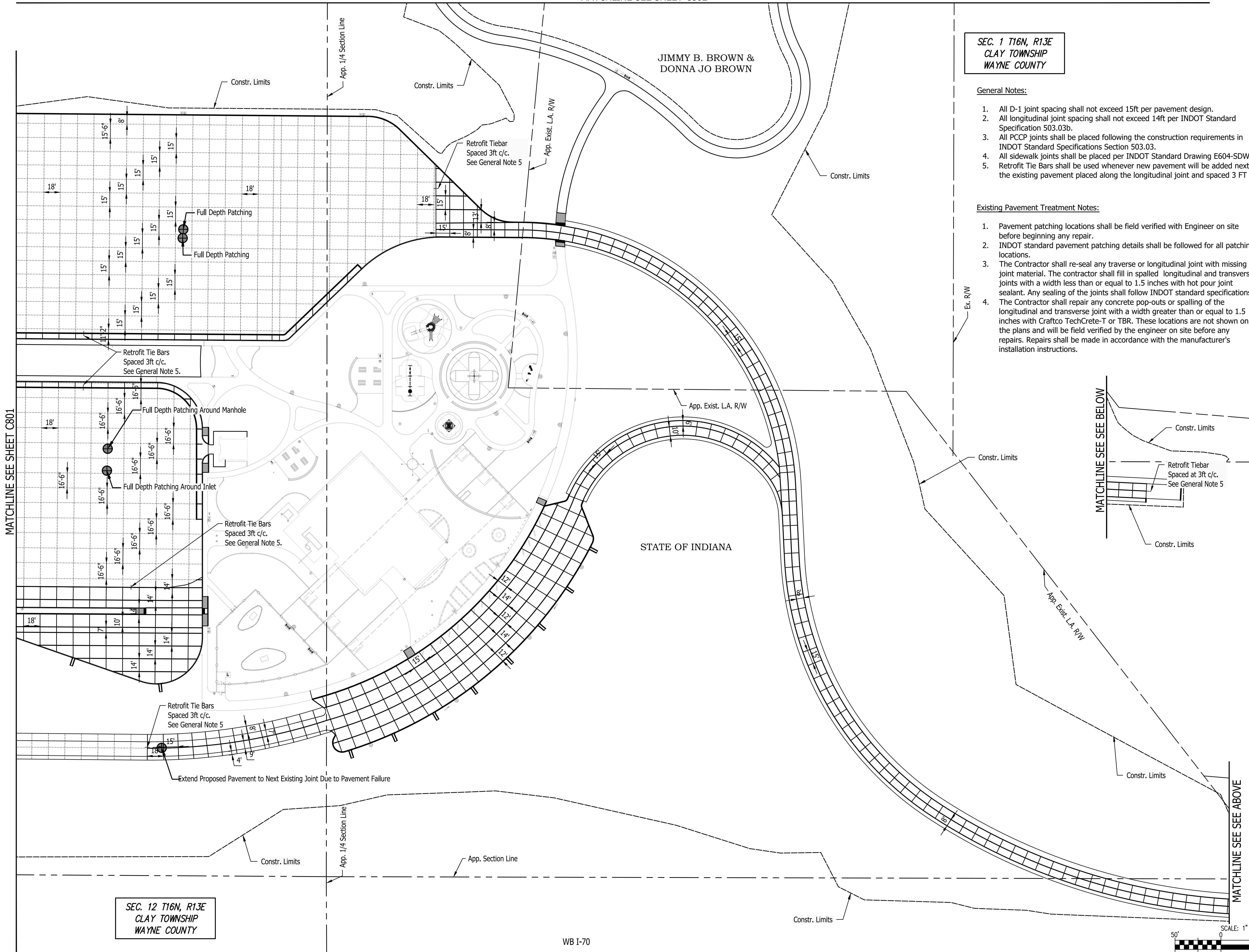
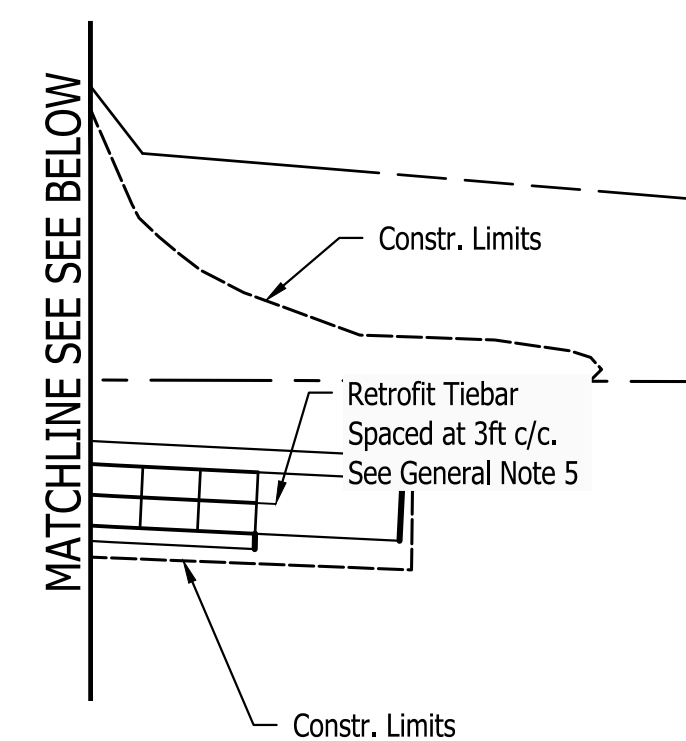
SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

General Notes:

1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.
5. Retrofit Tie Bars shall be used whenever new pavement will be added next to the existing pavement placed along the longitudinal joint and spaced 3 FT c/c.

Existing Pavement Treatment Notes:

1. Pavement patching locations shall be field verified with Engineer on site before beginning any repair.
2. INDOT standard pavement patching details shall be followed for all patching locations.
3. The Contractor shall re-seal any traverse or longitudinal joint with missing joint material. The contractor shall fill in spalled longitudinal and transverse joints with a width less than or equal to 1.5 inches with hot pour joint sealant. Any sealing of the joints shall follow INDOT standard specifications.
4. The Contractor shall repair any concrete pop-outs or spalling of the longitudinal and transverse joint with a width greater than or equal to 1.5 inches with Craftco TechCrete-T or TBR. These locations are not shown on the plans and will be field verified by the engineer on site before any repairs. Repairs shall be made in accordance with the manufacturer's installation instructions.



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C800
Sheet:	75 of 140

Last Saved By: pandrew Printed: 7/23  
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SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

**General Notes:**

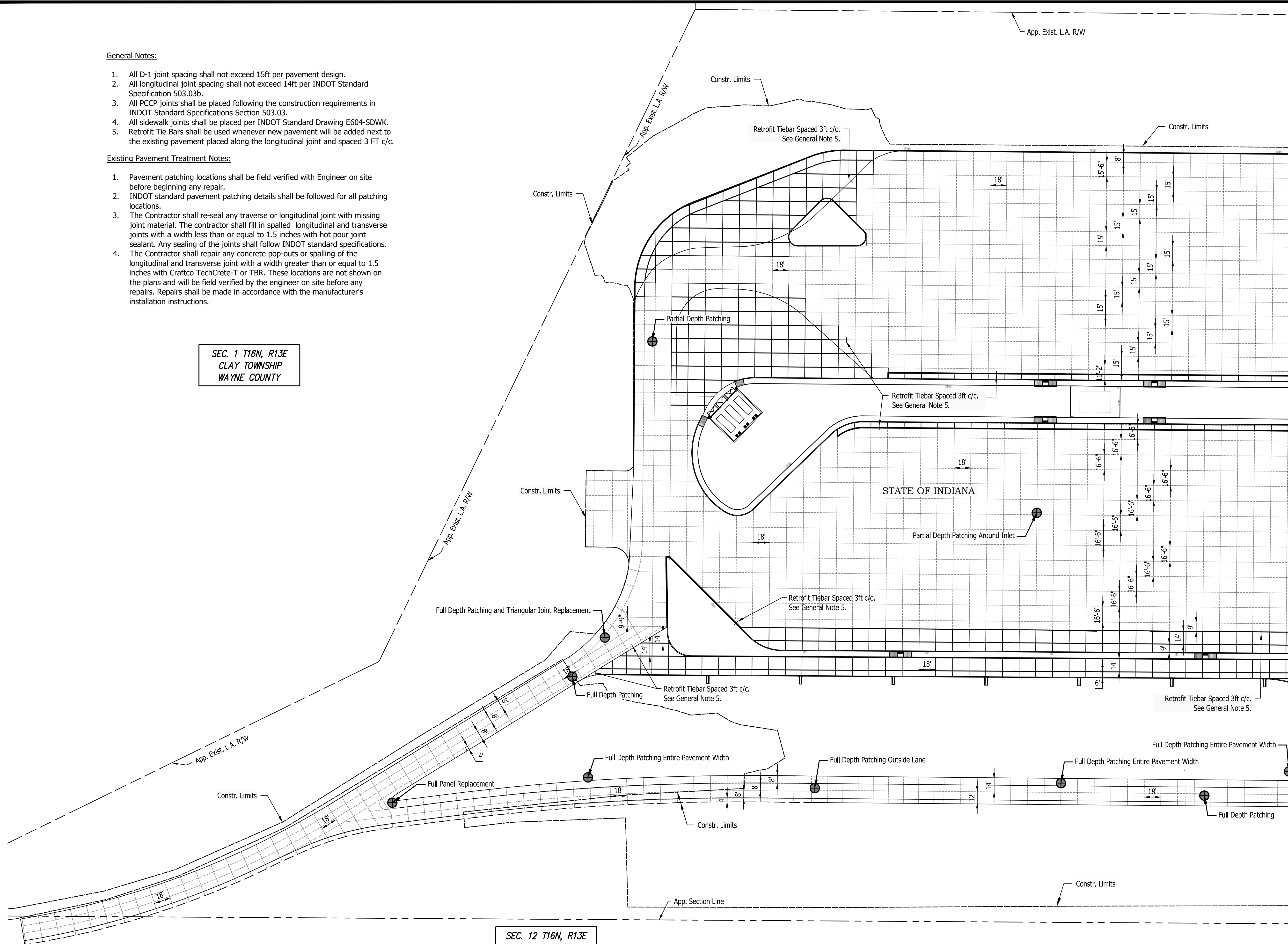
1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.
5. Retrofit Tie Bars shall be used whenever new pavement will be added next to the existing pavement placed along the longitudinal joint and spaced 3 FT c/c.

**Existing Pavement Treatment Notes:**

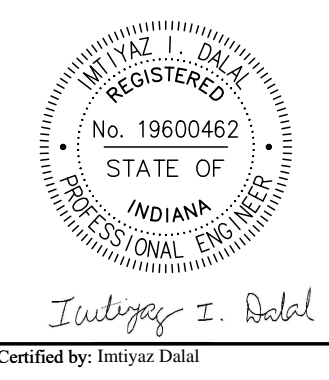
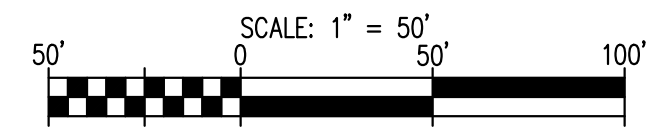
1. Pavement patching locations shall be field verified with Engineer on site before beginning any repair.
2. INDOT standard pavement patching details shall be followed for all patching locations.
3. The Contractor shall re-seal any traverse or longitudinal joint with missing joint material. The contractor shall fill in spalled longitudinal and transverse joints with a width less than or equal to 1.5 inches with hot pour joint sealant. Any sealing of the joints shall follow INDOT standard specifications.
4. The Contractor shall repair any concrete pop-outs or spalling of the longitudinal and transverse joint with a width greater than or equal to 1.5 inches with Craftco TechCrete-T or TBR. These locations are not shown on the plans and will be field verified by the engineer on site before any repairs. Repairs shall be made in accordance with the manufacturer's installation instructions.

SEC. 1 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY

SEC. 12 T16N, R13E  
CLAY TOWNSHIP  
WAYNE COUNTY



MATCHLINE SEE SHEET C800



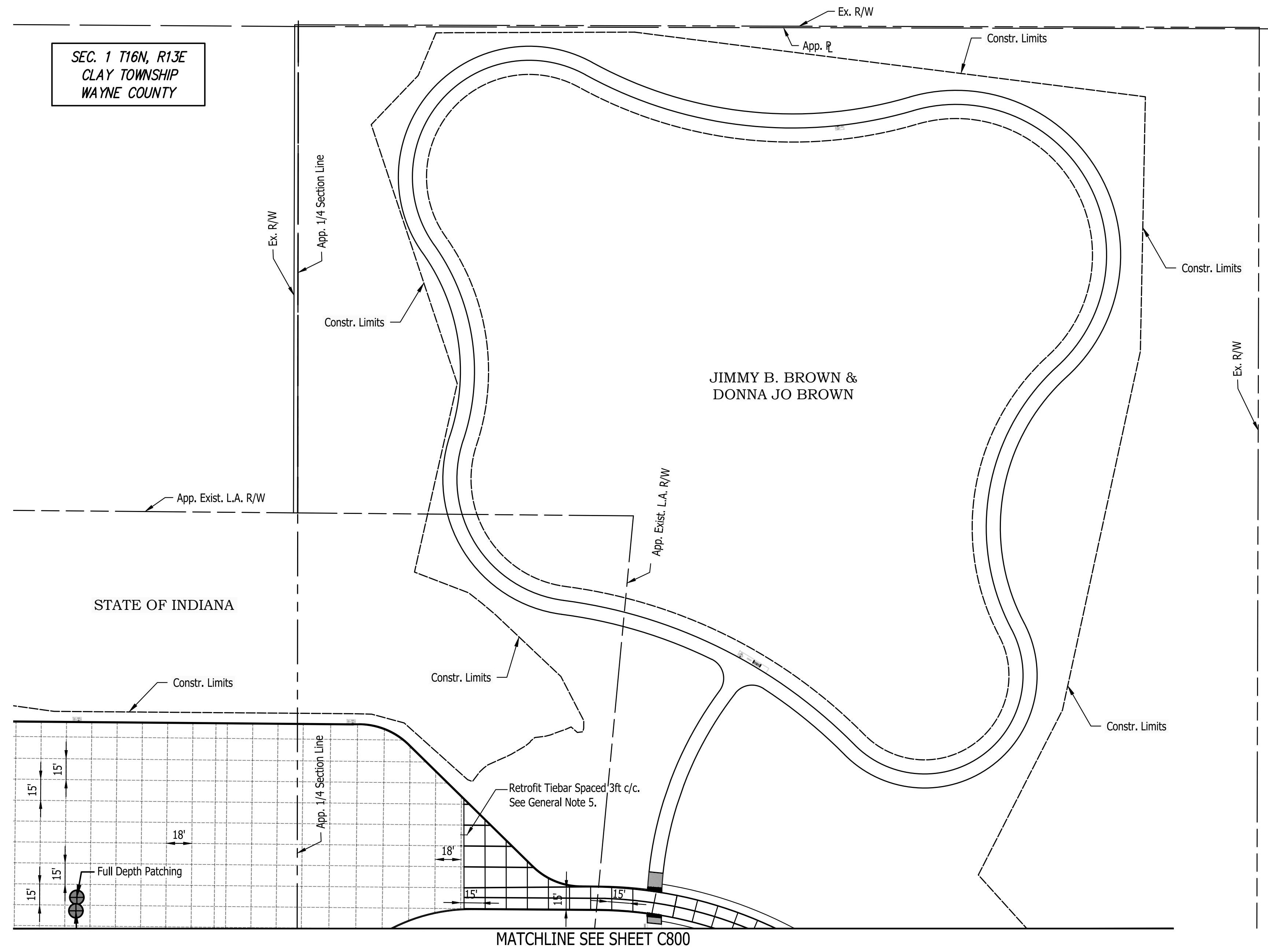
PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requisition Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C801
Sheet:	76 of 140

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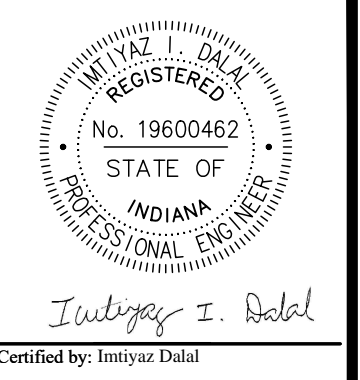
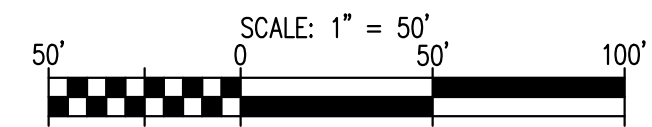


**General Notes:**

1. All D-1 joint spacing shall not exceed 15ft per pavement design.
2. All longitudinal joint spacing shall not exceed 14ft per INDOT Standard Specification 503.03b.
3. All PCCP joints shall be placed following the construction requirements in INDOT Standard Specifications Section 503.03.
4. All sidewalk joints shall be placed per INDOT Standard Drawing E604-SDWK.
5. Retrofit Tie Bars shall be used whenever new pavement will be added next to the existing pavement placed along the longitudinal joint and spaced 3 FT c/c.

**Existing Pavement Treatment Notes:**

1. Pavement patching locations shall be field verified with Engineer on site before beginning any repair.
2. INDOT standard pavement patching details shall be followed for all patching locations.
3. The Contractor shall re-seal any traverse or longitudinal joint with missing joint material. The contractor shall fill in spalled longitudinal and transverse joints with a width less than or equal to 1.5 inches with hot pour joint sealant. Any sealing of the joints shall follow INDOT standard specifications. The Contractor shall repair any concrete pop-outs or spalling of the longitudinal and transverse joint with a width greater than or equal to 1.5 inches with Craftco TechCrete-T or TBR. These locations are not shown on the plans and will be field verified by the engineer on site before any repairs. Repairs shall be made in accordance with the manufacturer's installation instructions.



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



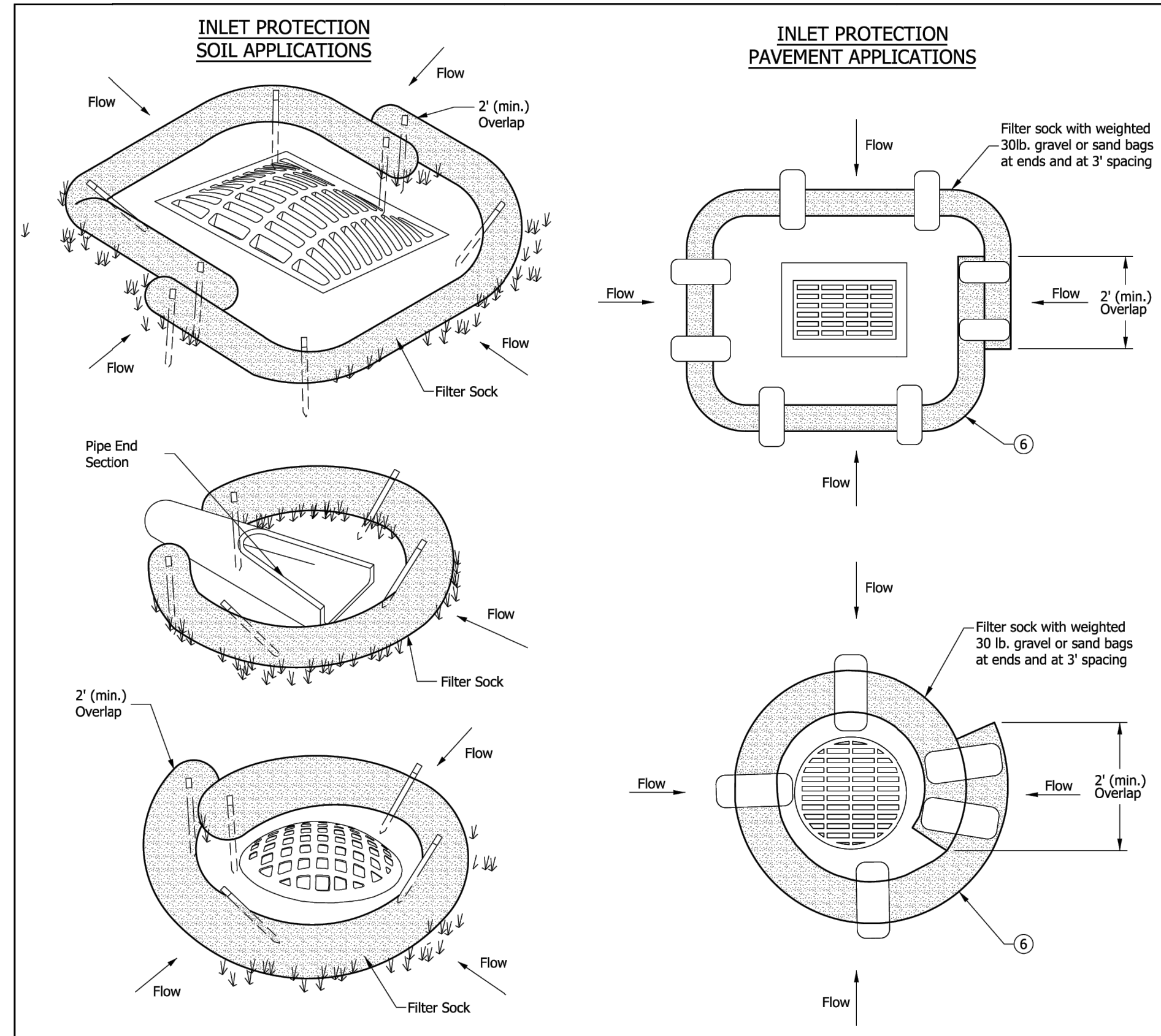
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Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	PKA
Drawing Scale:	1"=50'
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	C802
Sheet:	77 of 140

INDEX	
SHEET NO.	SUBJECT
1	Temporary Erosion Control Index Sheet
2	Temporary Inlet Protection, Filter Sock
3	Temporary Inlet Protection, Gravel Ring
4	Temporary Inlet Protection, Filter Bag Insert
5	Temporary Curb Inlet Protection
6	Temporary Check Dam, Reversible Riprap
7	Temporary Check Dam, Traversable, Low Profile
8	Temporary Check Dam, Traversable
9	Temporary Sediment Trap
10	Perimeter Protection, Filter Sock
11	Perimeter Protection, Silt Fence
12	Temporary Erosion Control Perimeter Construction Entrance

INDIANA DEPARTMENT OF TRANSPORTATION  
 TEMPORARY EROSION CONTROL INDEX SHEET  
 SEPTEMBER 2019  
 STANDARD DRAWING NO. E 205-TECD-01

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/2/2019  
 CHIEF ENGINEER DATE 5/31/2019

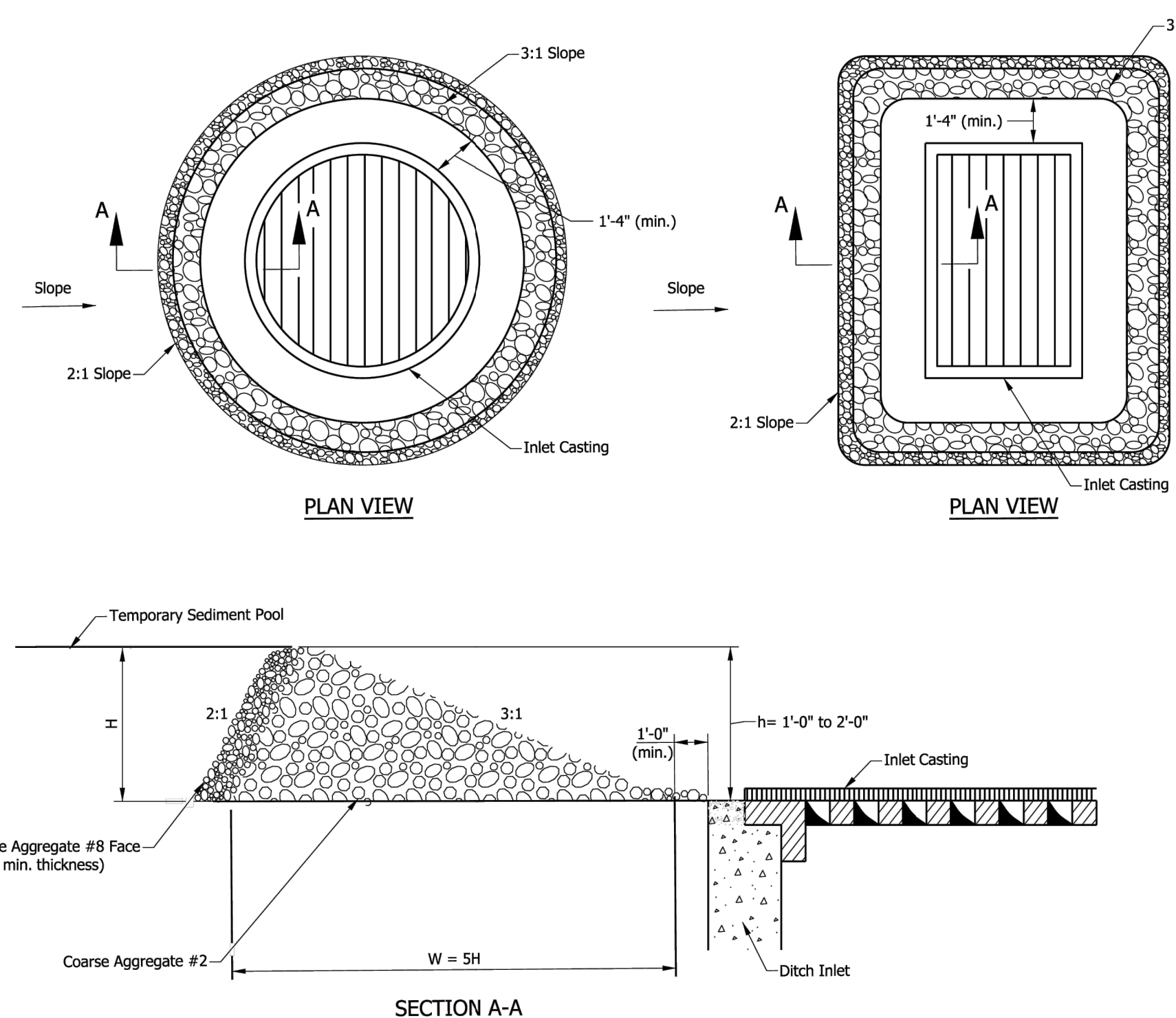


- NOTES:**
- Fiber roll may be substituted for filter sock.
  - Filter sock shall be secured to prevent movement and undercutting as shown or in accordance with the manufacturer's instructions. See Standard Drawing E 205-TECD-10 for securing methods.
  - Inlet protection shall be inspected, at a minimum once every seven days and after each storm event. Sediment shall be removed when 1/3 of the filter sock depth has been filled or as directed.
  - Sediment and gravel deposited on roadways shall be removed once identified after each storm event.
  - Inlet protection shall be removed after the surrounding area becomes stable.
  - Inlet protection shall be used within a lane or shoulder only when closed to traffic. Inlet protection shall not cause water to encroach upon a lane open to traffic.

INDIANA DEPARTMENT OF TRANSPORTATION  
 TEMPORARY INLET PROTECTION, FILTER SOCK  
 SEPTEMBER 2019  
 STANDARD DRAWING NO. E 205-TECD-02

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/2/2019  
 CHIEF ENGINEER DATE 5/31/2019

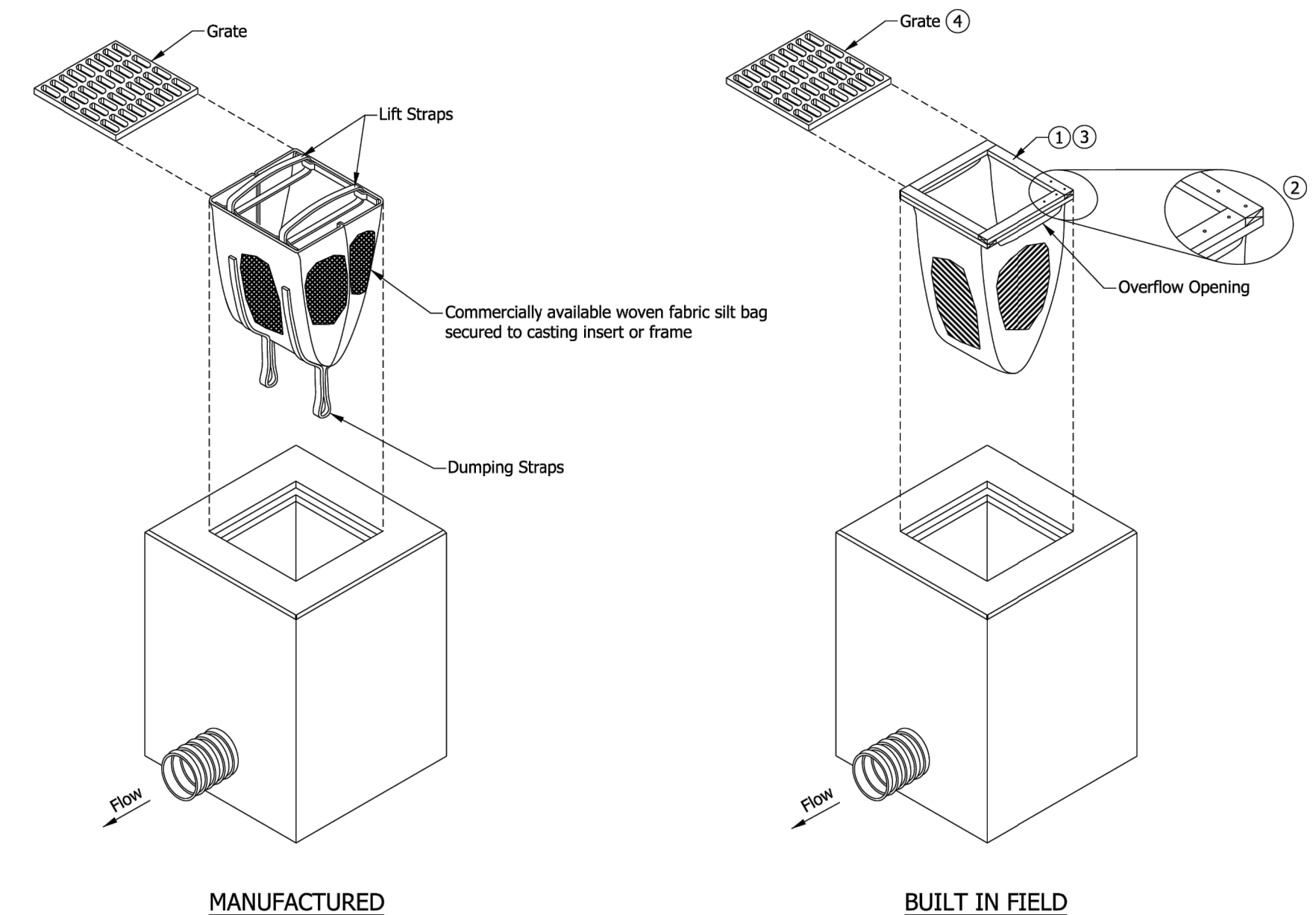


- NOTES:**
- $H = h + 0.25$ , ft
  - Weight of coarse aggregate #2, Tons:  $(6.28/27)(0.57^2 + 2.5H)(1 + 3H + \frac{1}{2} \text{inlet width})(0.6)$
  - Weight of coarse aggregate #8, Tons:  $(6.28/27)H(1 + 4H + \frac{1}{2} \text{inlet width})(0.6)$

INDIANA DEPARTMENT OF TRANSPORTATION  
 TEMPORARY INLET PROTECTION, GRAVEL RING  
 SEPTEMBER 2019  
 STANDARD DRAWING NO. E 205-TECD-03

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/2/2019  
 CHIEF ENGINEER DATE 5/31/2019



- NOTES:**
- Frame opening size to match inlet opening.
  - Geotextile bag shall be fabricated from a piece of geotextile 2 times the opening size pushed through the opening to form an overflow opening. Secure by nails.
  - Frame with bag to be placed over inlet opening.
  - Bag frame shall be secured in place by weight of inlet grate. Grate may be rotated 45 degrees to the bag's frame.

INDIANA DEPARTMENT OF TRANSPORTATION  
 TEMPORARY INLET PROTECTION, FILTER BAG INSERT  
 SEPTEMBER 2019  
 STANDARD DRAWING NO. E 205-TECD-04

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/2/2019  
 CHIEF ENGINEER DATE 5/31/2019

Certified by: ENGINEER

**JSE**  
 JANSSEN & SPAANS ENGINEERING  
 jsengr.com  
 9100 Horizon Park Court - Indianapolis, IN 46216

**krM**  
 Architects  
 1515 N. Pennsylvania St.  
 Indianapolis, Indiana

**RATIO**  
 LANDSCAPE ARCHITECTURE  
 30 W Monroe Street, Suite 500  
 Chicago, IL 60603  
 T: 312.465.2359  
 www.ratiodesign.com

**Applied**  
 Engineering Services

PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

**IDOA**

INDIANA DEPARTMENT OF TRANSPORTATION

Revisions:

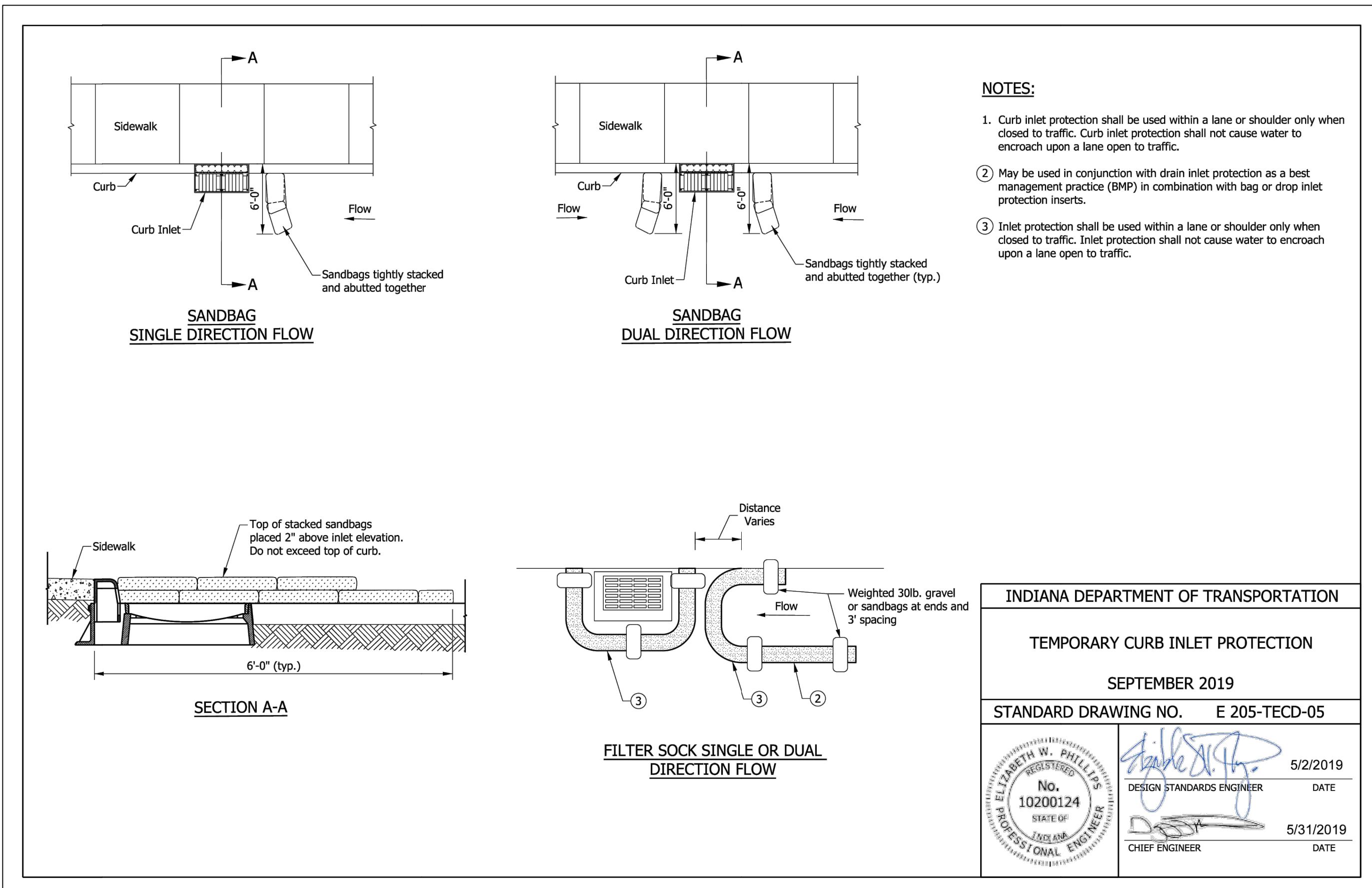
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 Requisition Number:  
 Account Number:

Designer: ID Drawing Date: 8/30/2024  
 Drafter: JRC Drawing Scale: N/A  
 DAPW Approval:  
 Client Approval:

Reference Number: 1394  
 Building Reference:  
 Drawing Number: CS100  
 Sheet: 78 of 140

Plot Saved By: pmdmaw Printed: 8/20/24 P:\1394 - Centerville Welcome Center\Drawings\1394-Centerville-CS100-TECD-03-034-C1.dwg Aug 20, 2024 - 7:04:29 am





INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CURB INLET PROTECTION

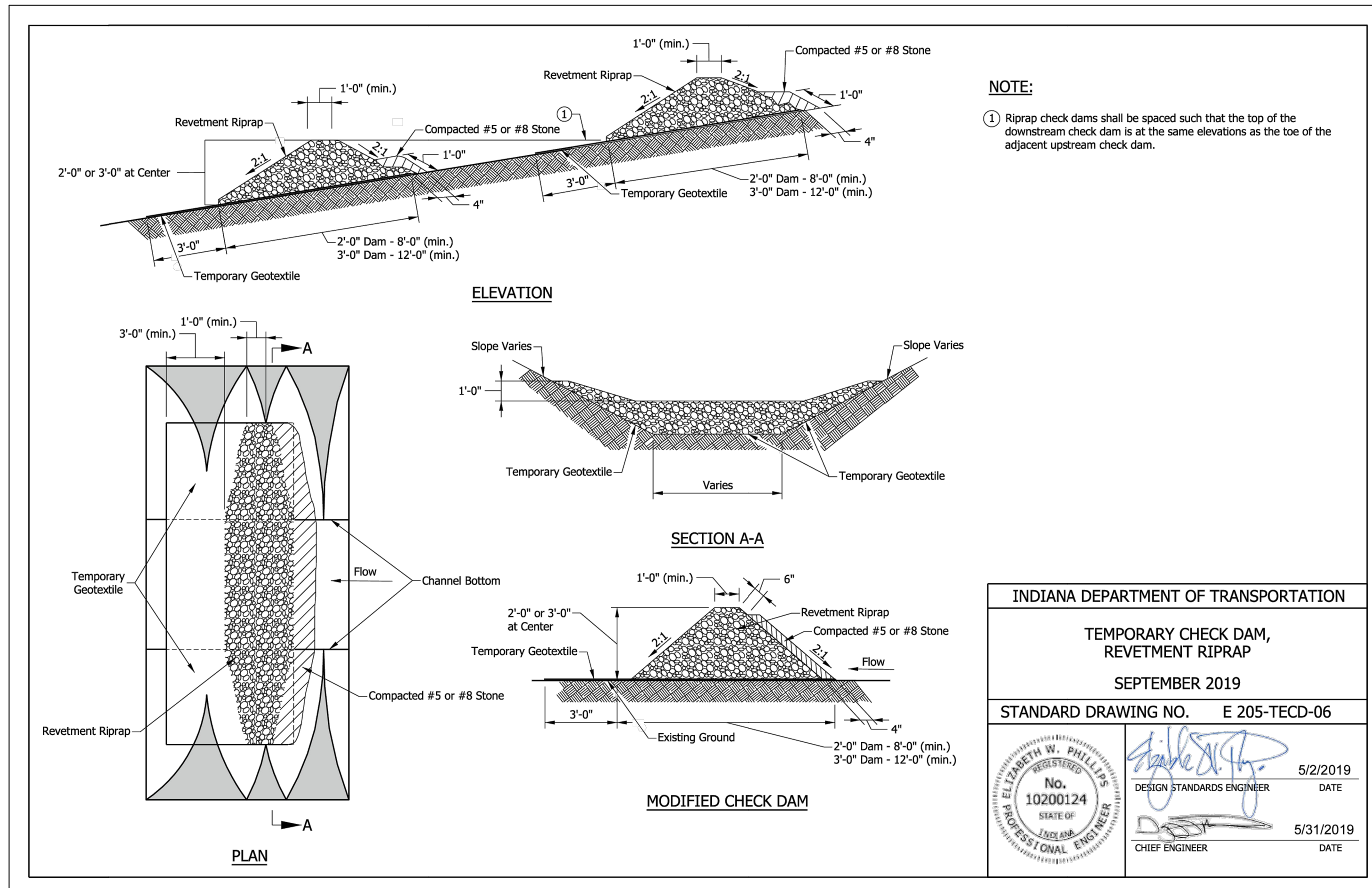
SEPTEMBER 2019

STANDARD DRAWING NO. E 205-TECD-05

ELIZABETH W. PHILLIPS  
No. 10200124  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF INDIANA

DESIGN STANDARDS ENGINEER DATE 5/2/2019

CHIEF ENGINEER DATE 5/31/2019



INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CHECK DAM, REVETMENT RIPRAP

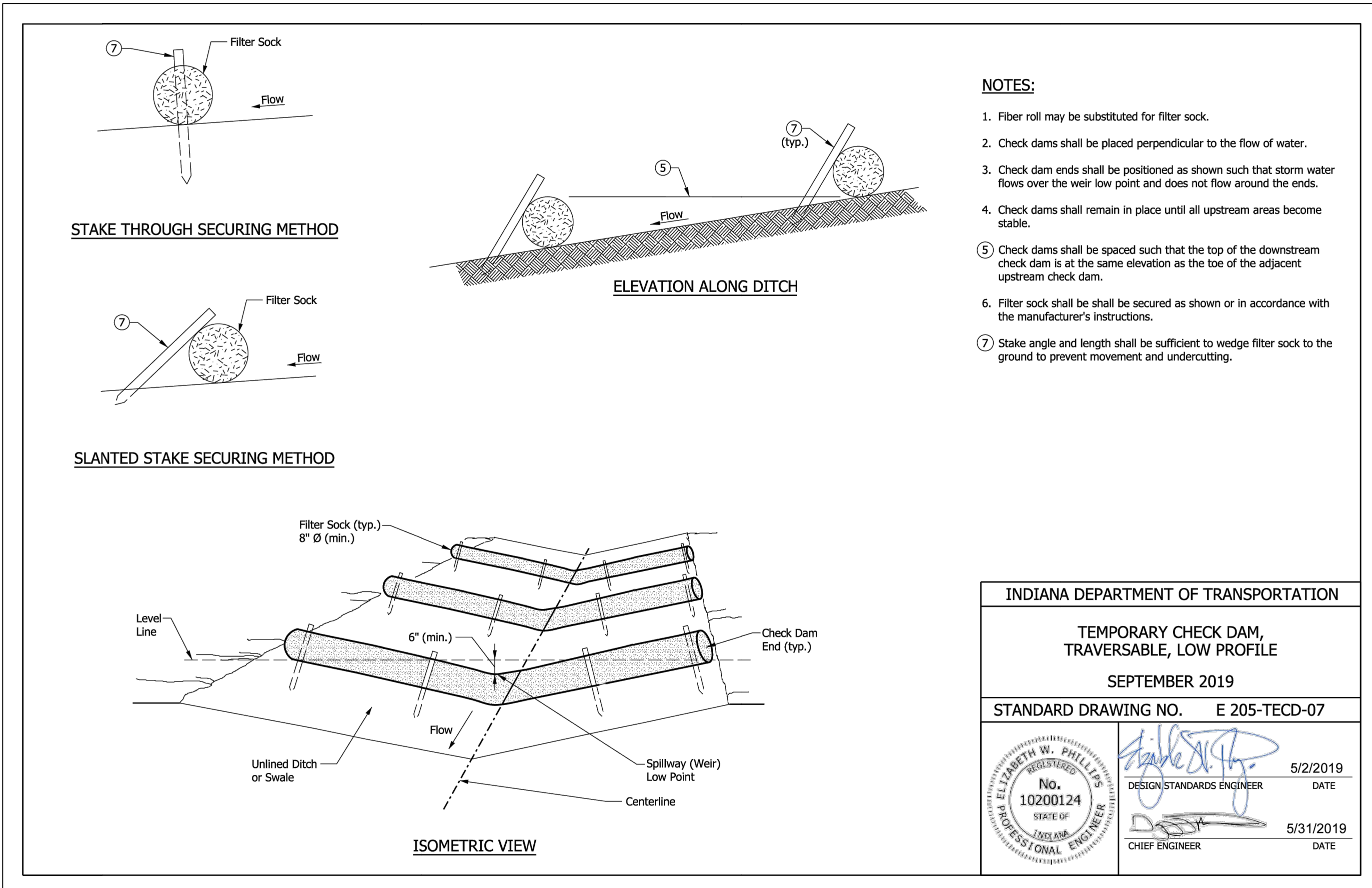
SEPTEMBER 2019

STANDARD DRAWING NO. E 205-TECD-06

ELIZABETH W. PHILLIPS  
No. 10200124  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF INDIANA

DESIGN STANDARDS ENGINEER DATE 5/2/2019

CHIEF ENGINEER DATE 5/31/2019



INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CHECK DAM, TRAVERSABLE, LOW PROFILE

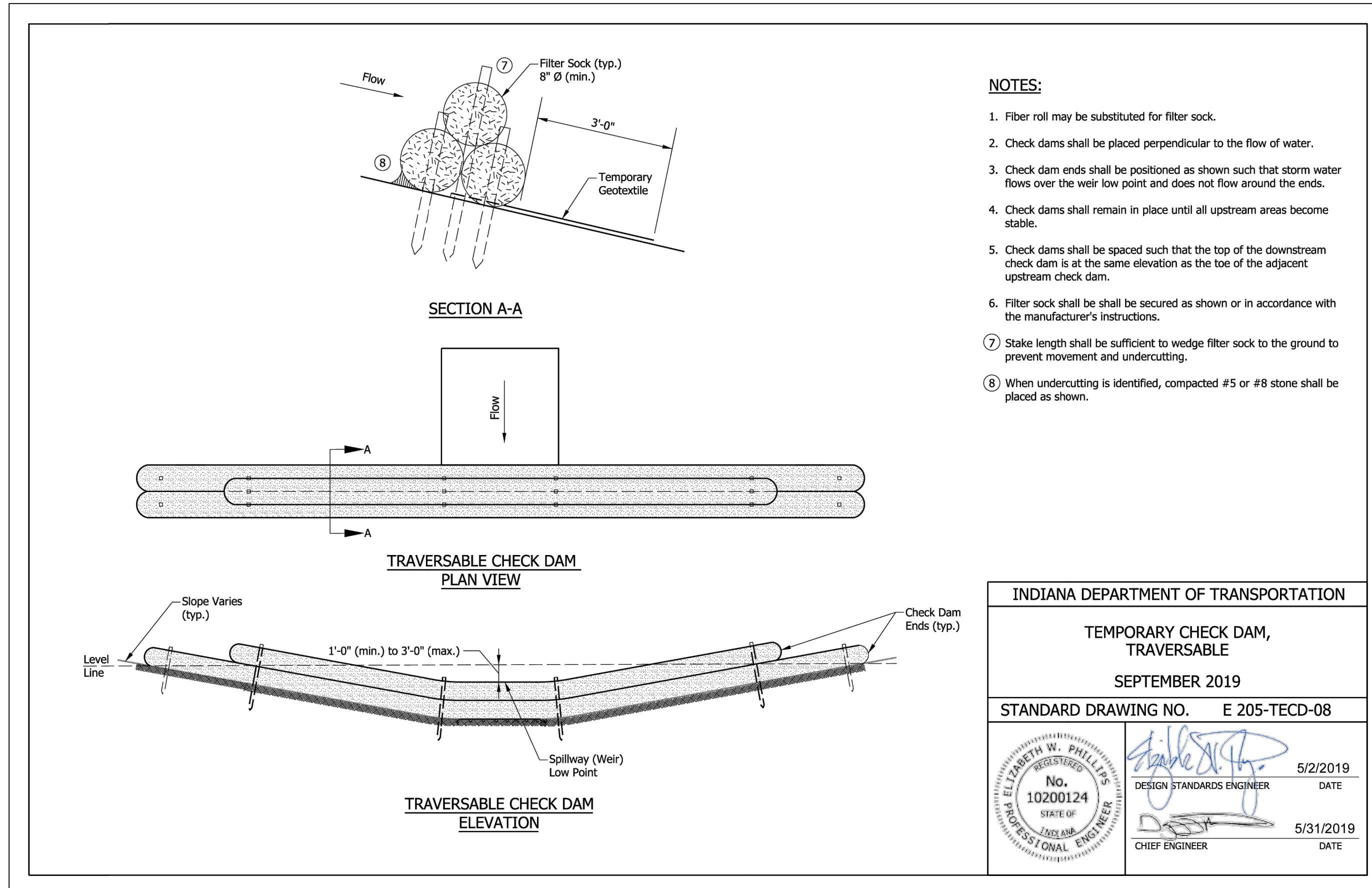
SEPTEMBER 2019

STANDARD DRAWING NO. E 205-TECD-07

ELIZABETH W. PHILLIPS  
No. 10200124  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF INDIANA

DESIGN STANDARDS ENGINEER DATE 5/2/2019

CHIEF ENGINEER DATE 5/31/2019



INDIANA DEPARTMENT OF TRANSPORTATION

TEMPORARY CHECK DAM, TRAVERSABLE

SEPTEMBER 2019

STANDARD DRAWING NO. E 205-TECD-08

ELIZABETH W. PHILLIPS  
No. 10200124  
REGISTERED PROFESSIONAL ENGINEER  
STATE OF INDIANA

DESIGN STANDARDS ENGINEER DATE 5/2/2019

CHIEF ENGINEER DATE 5/31/2019

Last Saved By: pmdm... 8/30/2024 10:45:00 AM

Certified by: ENGINEER

**JSE**  
JANSSEN & SPAANS ENGINEERING  
jseengr.com  
9100 Horizon Park Court - Indianapolis, IN 46216

**krM**  
Architects  
1515 N. Pennsylvania St.  
Indianapolis, Indiana

**RATIO**  
LANDSCAPE ARCHITECTURE  
30 W Monroe Street, Suite 500  
Chicago, IL 60603  
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**Applied**  
Engineering Services

PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

**IDOA**

INDIANA DEPARTMENT OF TRANSPORTATION

Revisions:

Project Number: 89006007-23-034-C1

Requisition Number:

Account Number:

Designer: ID Drawing Date: 8/30/2024

Drafter: JRC Drawing Scale: N/A

DAPW Approval:

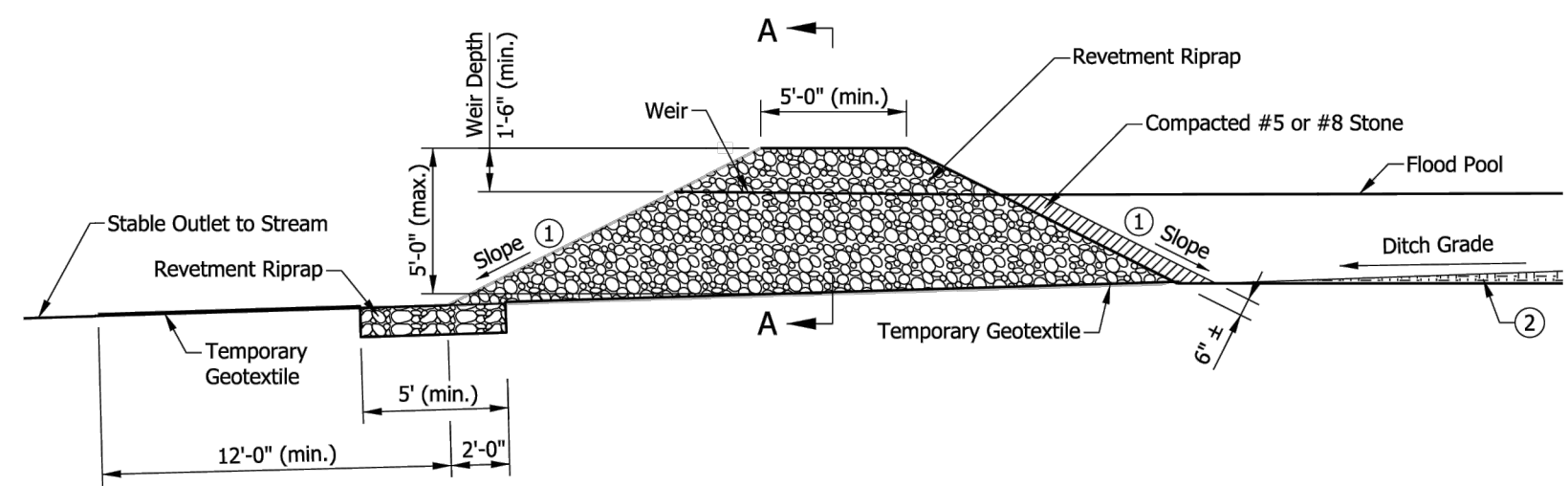
Client Approval:

Reference Number: 1394

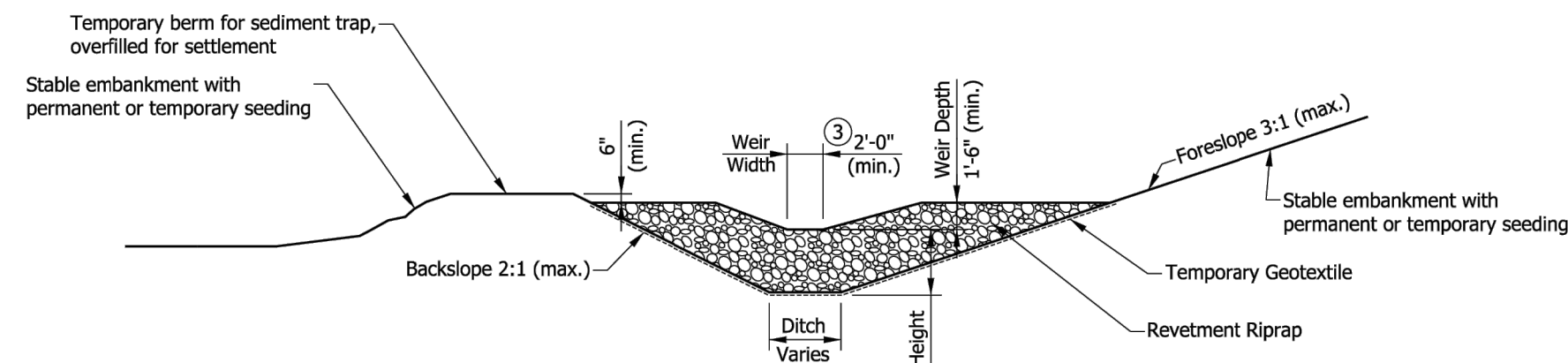
Building Reference:

Drawing Number: CS101

Sheet: 79 of 140



ELEVATION VIEW

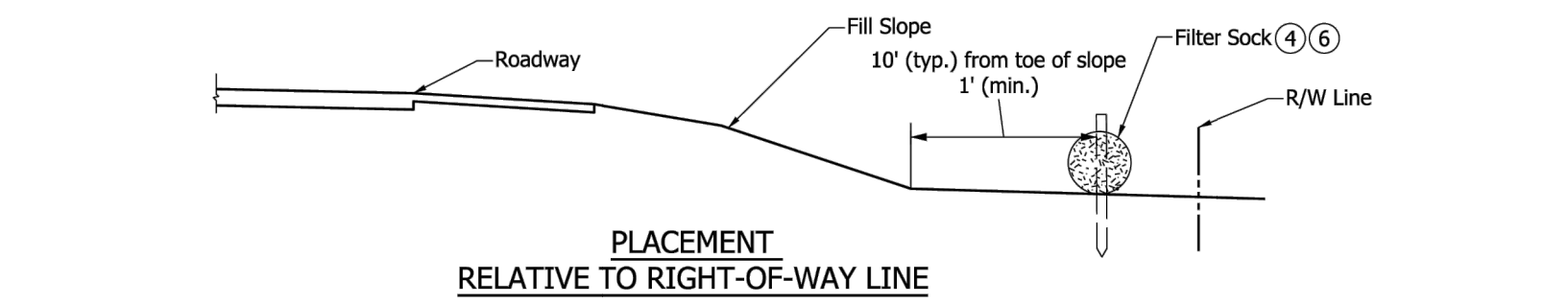


SECTION A-A

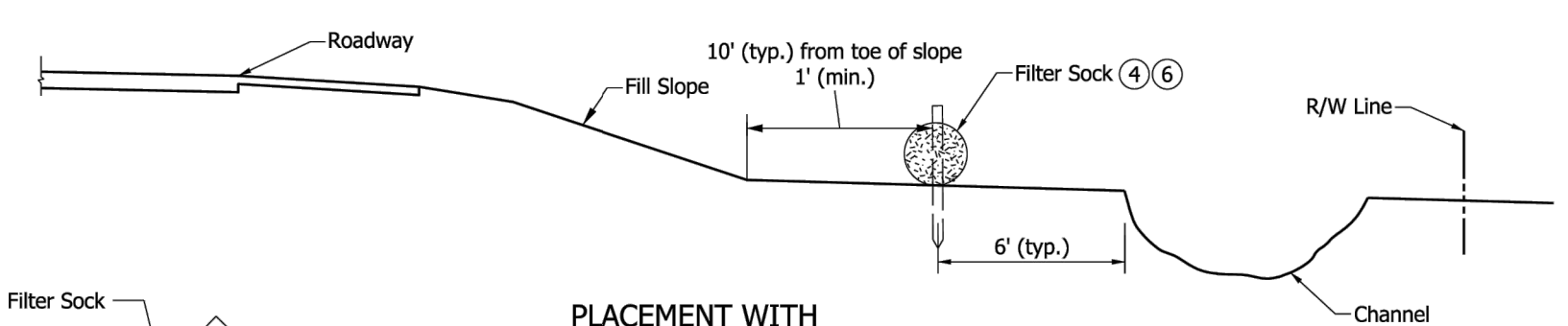
NOTES:

- Slope should be 3:1 maximum on the near side with respect to the direction of traffic while the far side slope may be 2:1 maximum.
- This area may be excavated below proposed ditch grade to achieve sediment trap capacity. Area shall not be excavated below the bottom elevation of sediment trap riprap. Over-excavation does not count toward trap capacity of 2-year, 24-hour storm event.
- Weir width equals ditch bottom width, minimum 2ft.

INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY SEDIMENT TRAP	
SEPTEMBER 2019	
STANDARD DRAWING NO. E 205-TECD-09	
	DESIGN STANDARDS ENGINEER DATE 5/2/2019 CHIEF ENGINEER DATE 5/31/2019



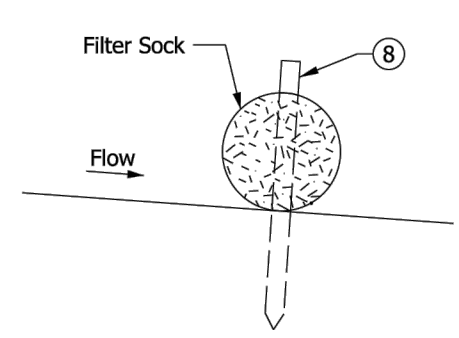
PLACEMENT RELATIVE TO RIGHT-OF-WAY LINE



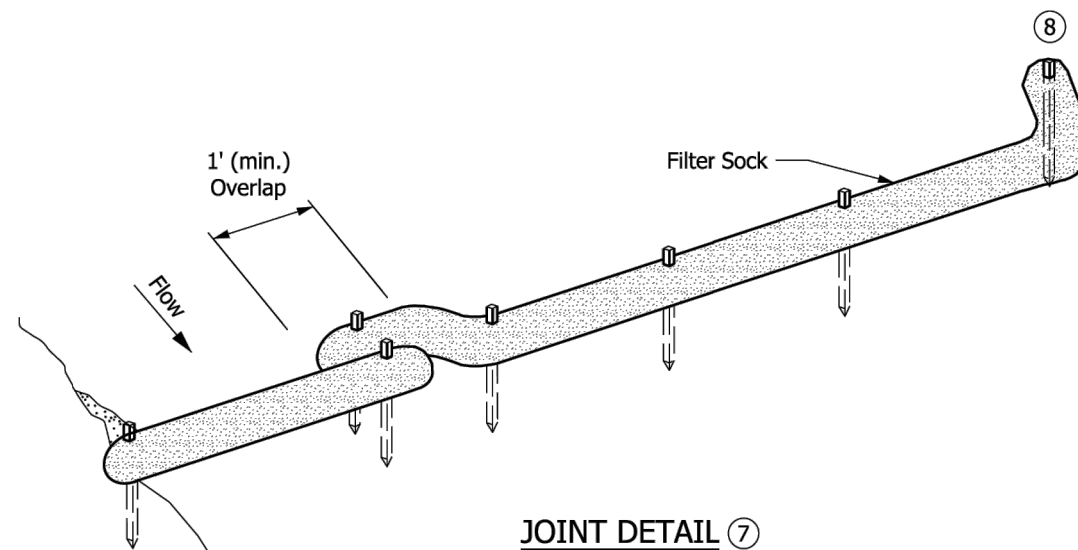
PLACEMENT WITH CHANNEL IN RIGHT OF WAY



SLANTED STAKE SECURING METHOD



STAKE THROUGH SECURING METHOD

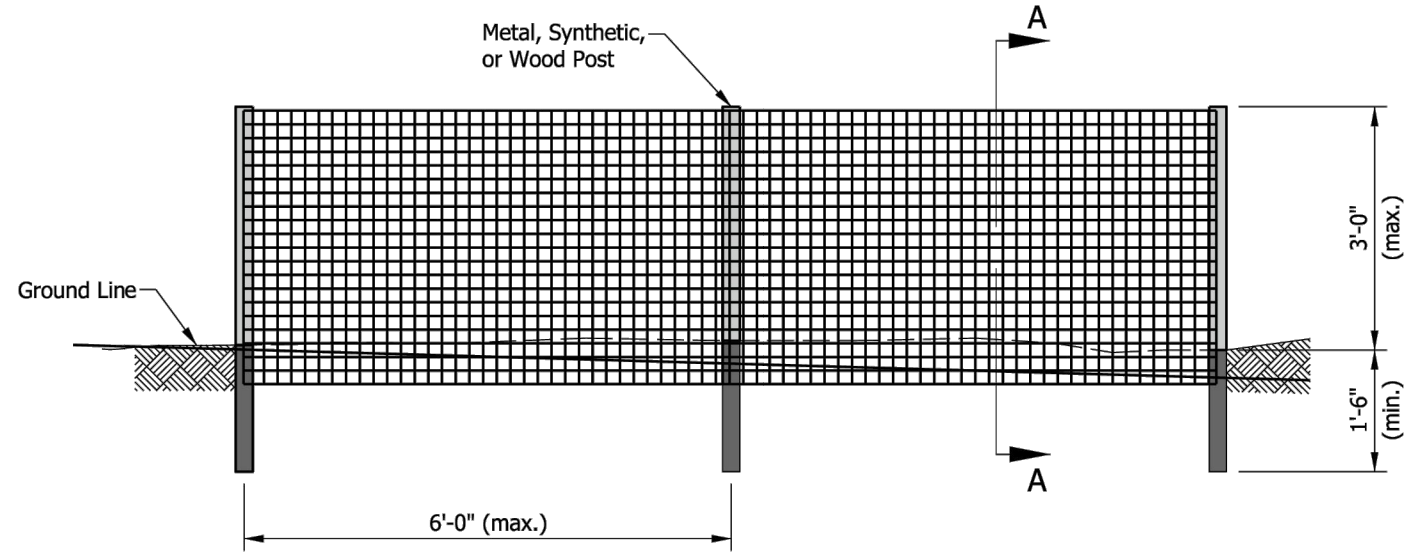


JOINT DETAIL

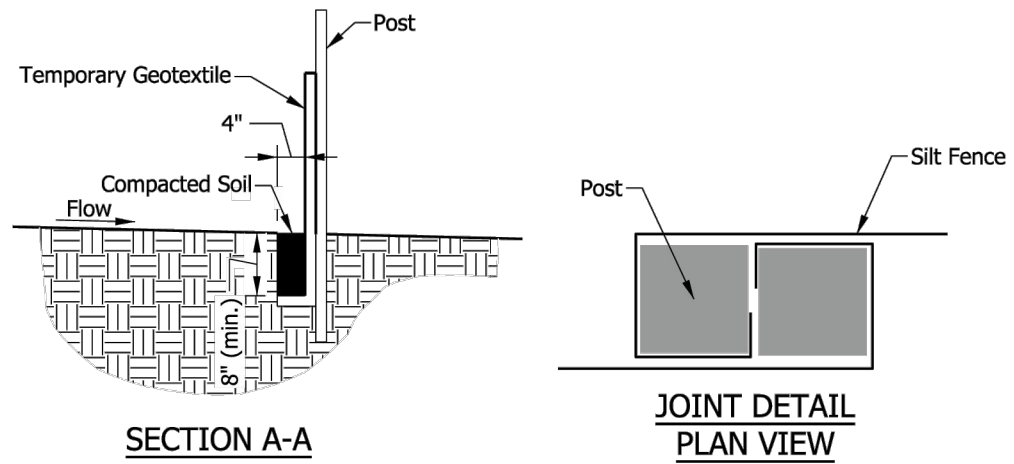
NOTES:

- Fiber roll may be substituted for filter sock.
- Filter sock shall be installed as shown or in accordance with manufacturer's recommendations.
- Filter sock diameter shall be as required by design based on watershed area.
- Filter sock shall be placed perpendicular to the flow of water.
- Filter sock shall be secured as shown or in accordance with the manufacturer's instructions.
- Filter sock does not require staking when fill slope is less than or equal to 12%, except when fill slope is below the  $Q_{100}$  water surface elevation and flood prone area.
- Filter socks shall be secured in locations below the  $Q_{100}$  water surface elevation and flood prone location. Filter sock end shall be secured using the stake through method. Intermediate points may be secured using either the stake through or slanted stake method.
- Stake angle and length shall be sufficient to wedge filter sock to the ground to prevent movement and undercutting.

INDIANA DEPARTMENT OF TRANSPORTATION	
PERIMETER PROTECTION, FILTER SOCK	
SEPTEMBER 2019	
STANDARD DRAWING NO. E 205-TECD-10	
	DESIGN STANDARDS ENGINEER DATE 5/2/2019 CHIEF ENGINEER DATE 5/31/2019



ELEVATION

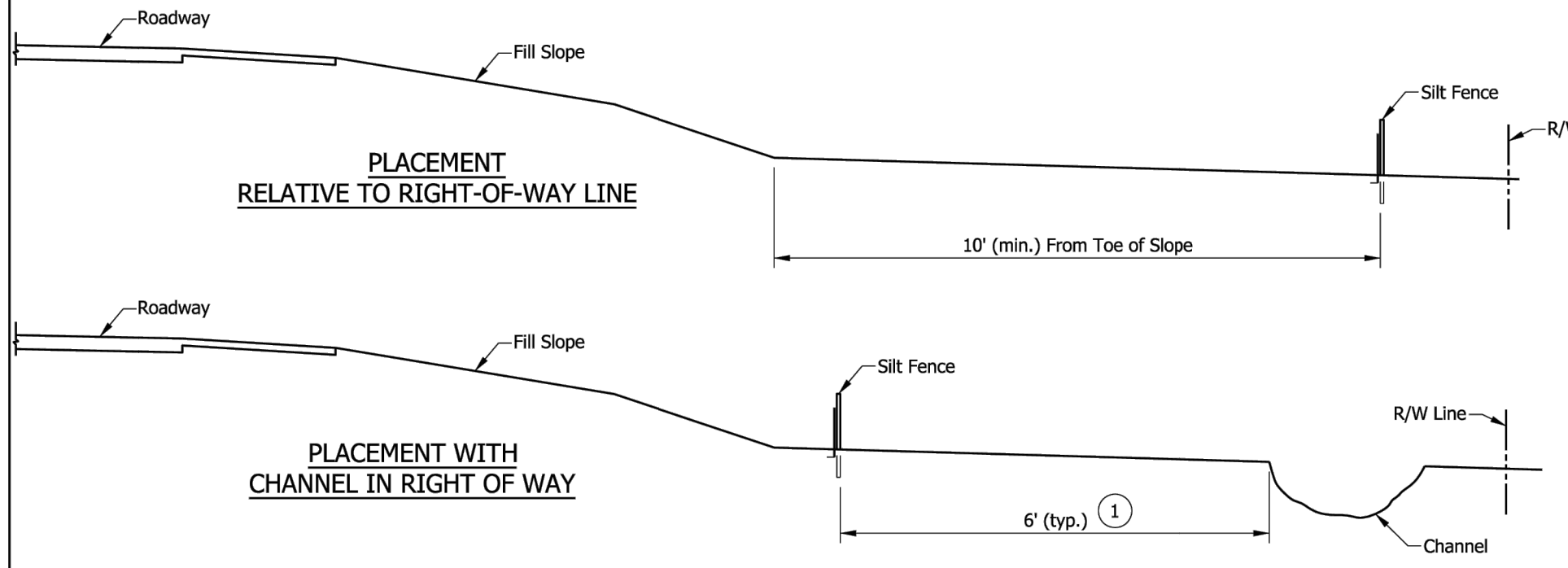


SECTION A-A

JOINT DETAIL PLAN VIEW

NOTES:

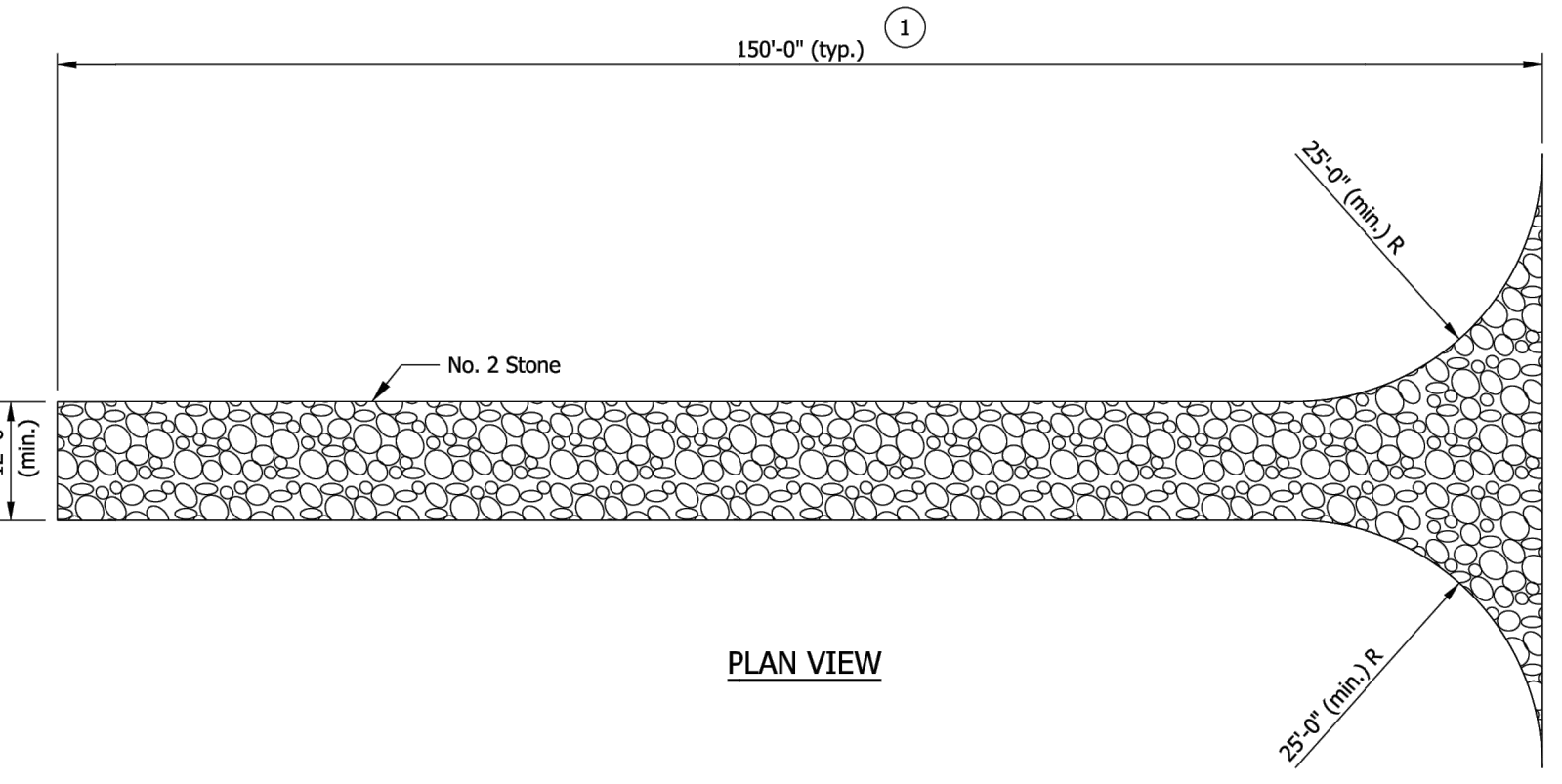
- Dimensions will vary based on right-of-way availability. Silt fence shall be placed as close as possible to the edge of construction limits.
- The spacing of the tiebacks shall equal the spacing of the posts. Additional post depth or tiebacks may be required in unstable soils.
- Filter Sock shall be used instead of silt fence at or below  $Q_{100}$ .



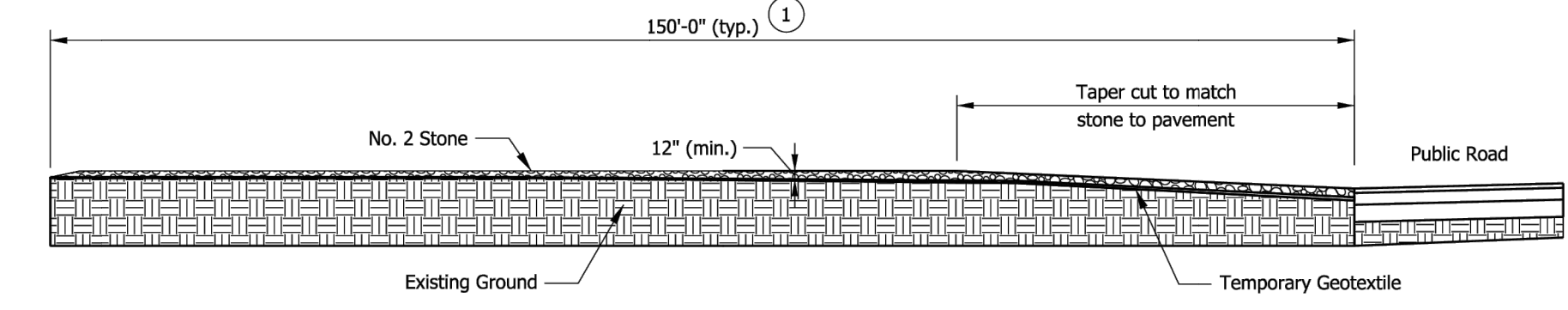
PLACEMENT RELATIVE TO RIGHT-OF-WAY LINE

PLACEMENT WITH CHANNEL IN RIGHT OF WAY

INDIANA DEPARTMENT OF TRANSPORTATION	
PERIMETER PROTECTION, SILT FENCE	
SEPTEMBER 2019	
STANDARD DRAWING NO. E 205-TECD-11	
	DESIGN STANDARDS ENGINEER DATE 5/2/2019 CHIEF ENGINEER DATE 5/31/2019



PLAN VIEW



PROFILE VIEW

NOTE:

- May be reduced as justified by site conditions, but shall not be less than 50 ft.

INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY EROSION CONTROL PERIMETER CONSTRUCTION ENTRANCE	
SEPTEMBER 2019	
STANDARD DRAWING NO. E 205-TECD-12	
	DESIGN STANDARDS ENGINEER DATE 5/2/2019 CHIEF ENGINEER DATE 5/31/2019

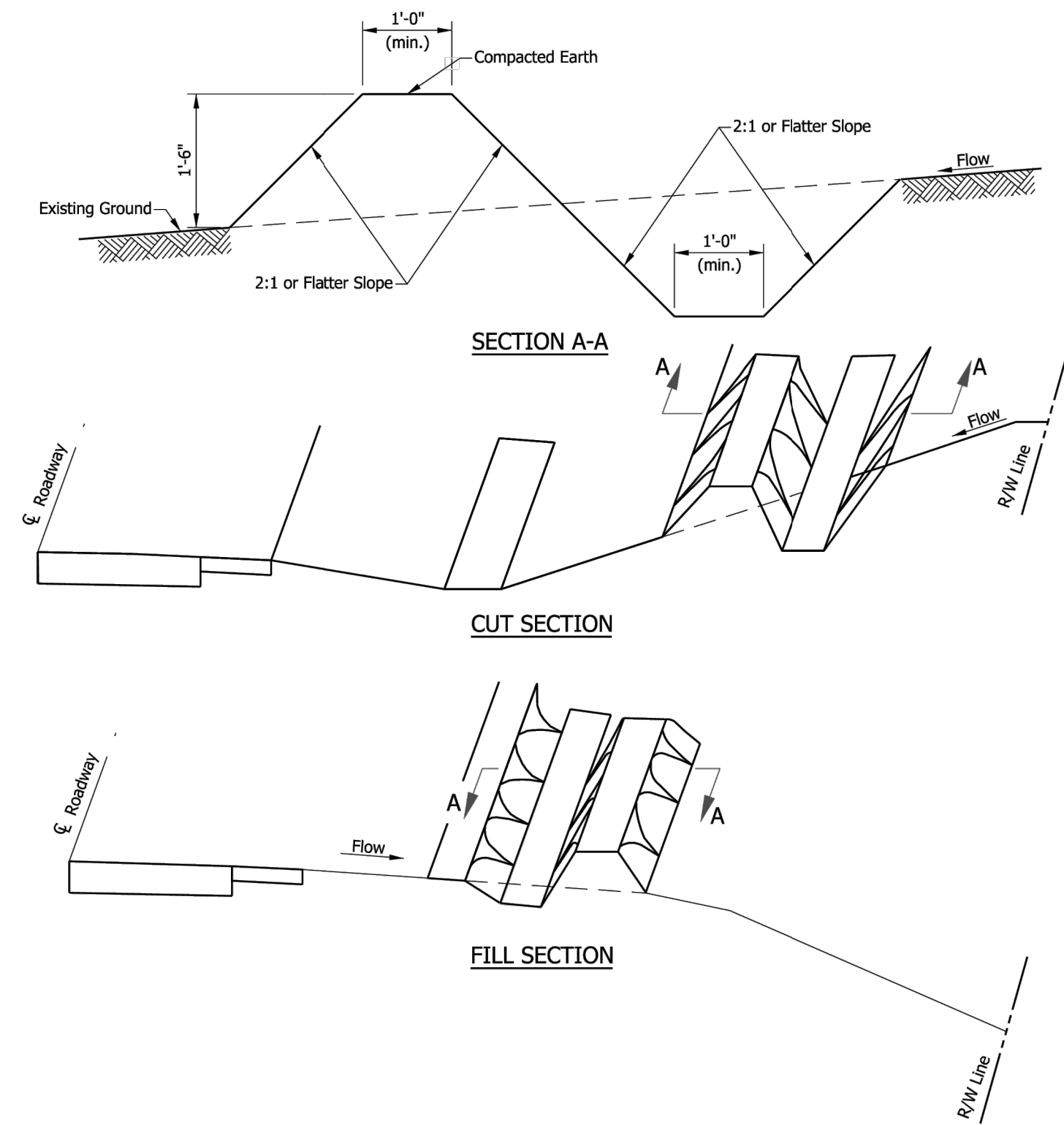
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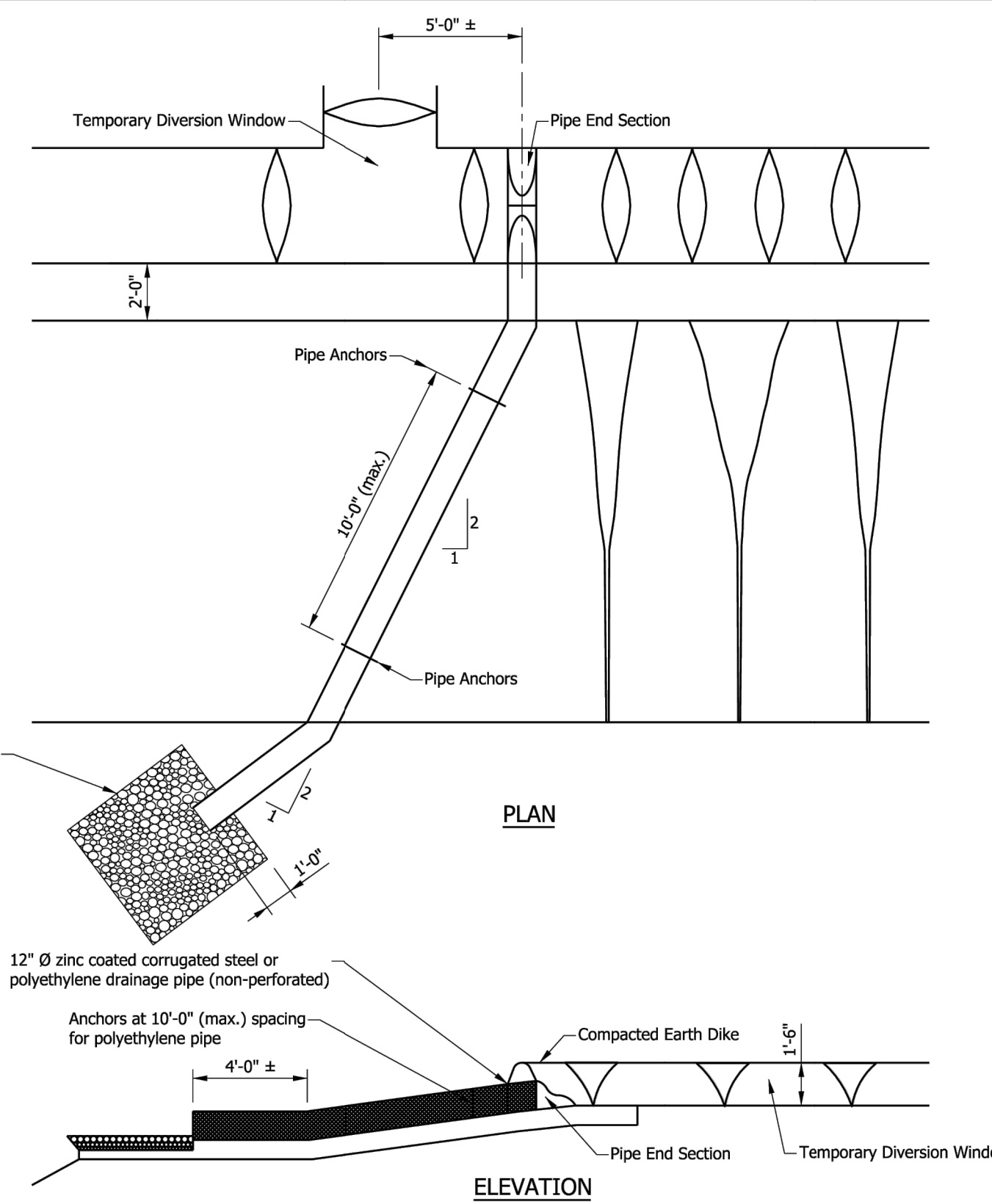
PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID 8/30/2024
Drafter:	JRC Drawing Scale: N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS102
Sheet:	80 of 140

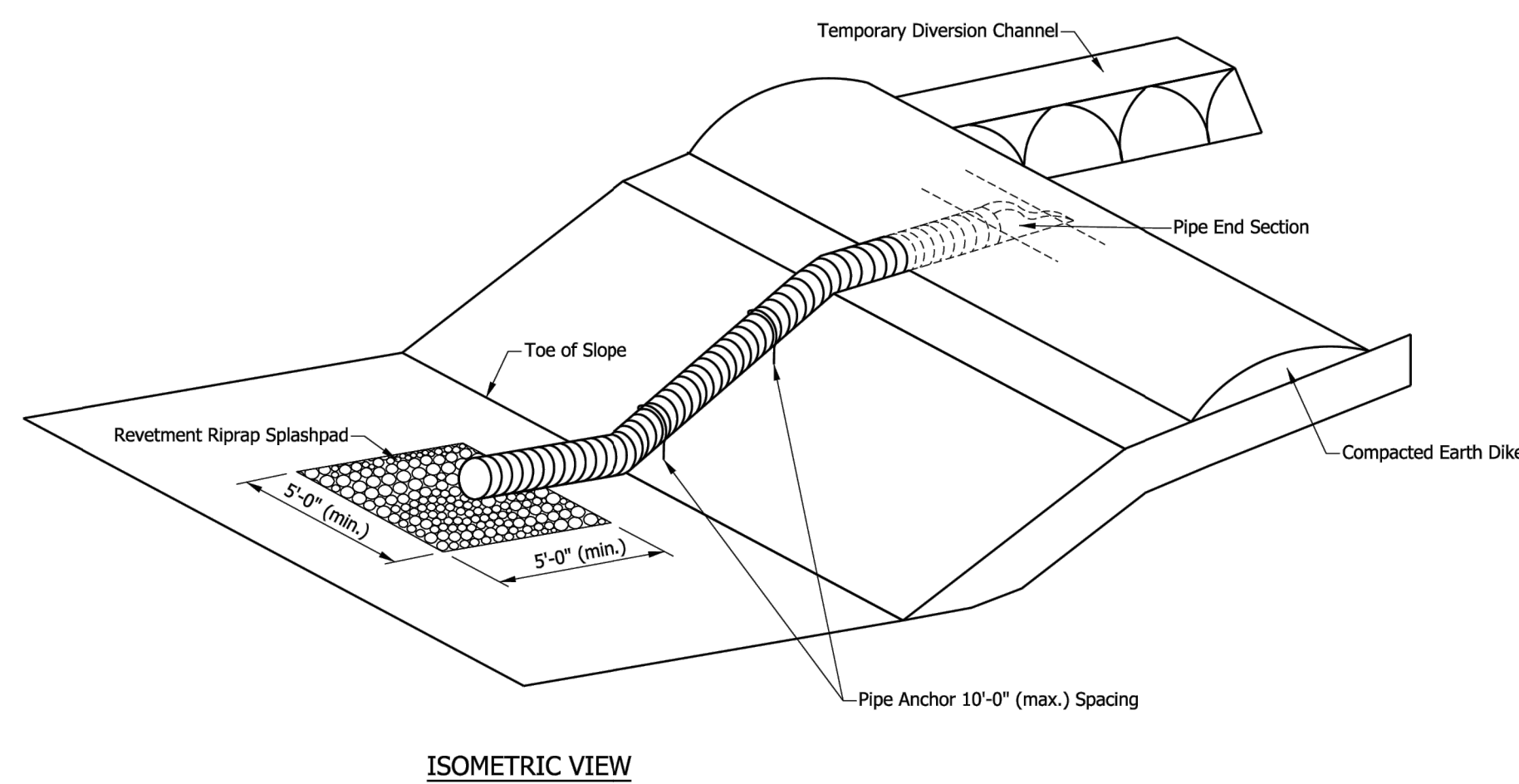


INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY INTERCEPTOR DITCH	
MARCH 2002	
STANDARD DRAWING NO. E 205-TECS-01	
	/s/ Richard L. VanCleave 03/01/02 DESIGN STANDARDS ENGINEER DATE
	/s/ Richard K. Smutzer 03/01/02 CHIEF ENGINEER DATE



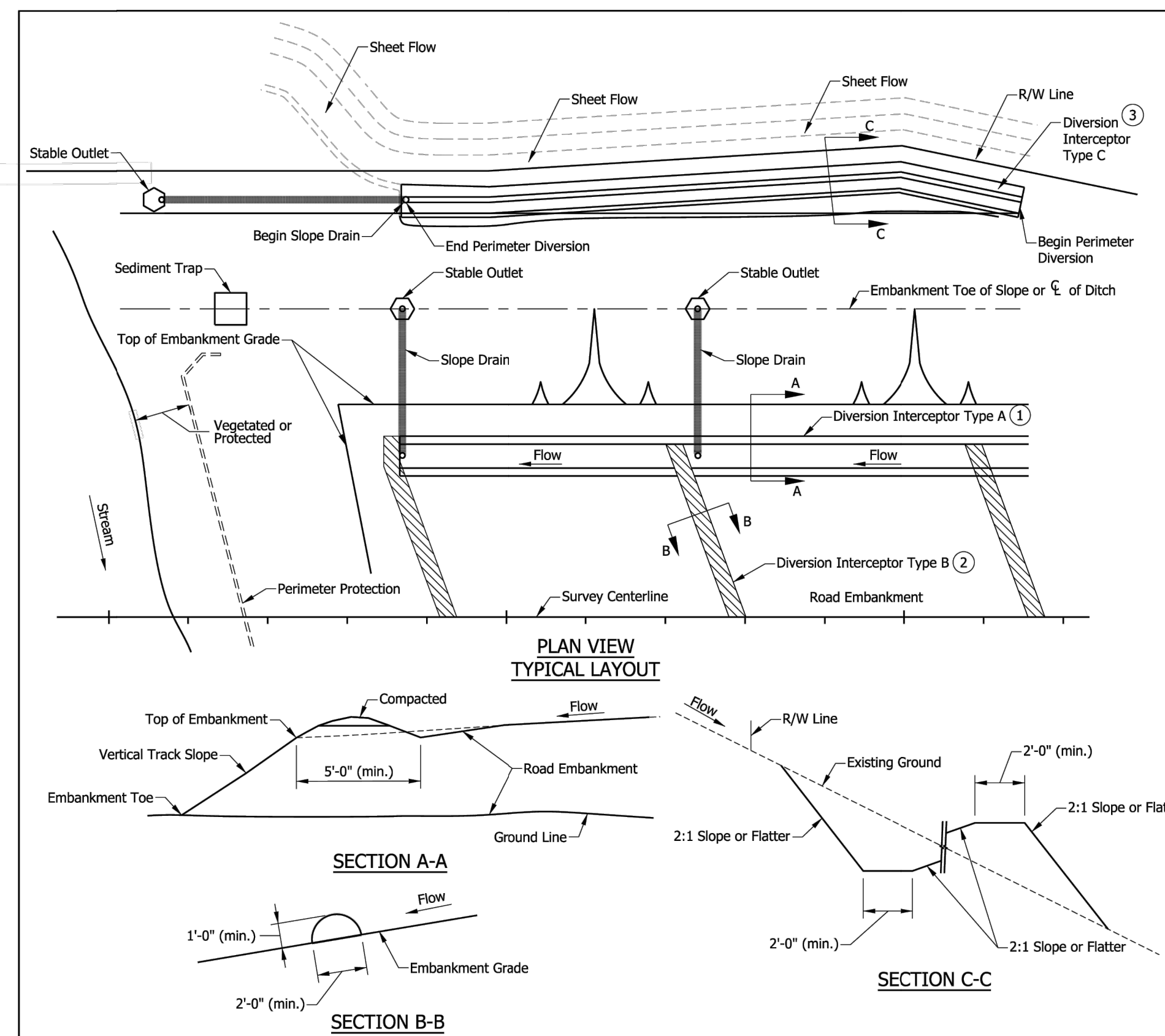
- NOTES:**
- Length of slope drain shall be extended as required as fill slope is constructed.
  - The maximum drainage area for a 12" dia. pipe is 1 acre.
  - The required revetment riprap weight is 1.4 tons.

INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY SLOPE DRAIN	
PLAN AND ELEVATION VIEW	
SEPTEMBER 2010	
STANDARD DRAWING NO. E 205-TECS-02	
	/s/ Richard L. VanCleave 09/01/10 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 09/01/10 CHIEF ENGINEER DATE



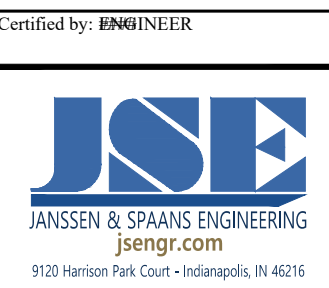
- NOTE:**
- See Standard Drawing E 205-TECS-02 for notes.

INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY SLOPE DRAIN	
ISOMETRIC VIEW	
SEPTEMBER 2001	
STANDARD DRAWING NO. E 205-TECS-03	
	/s/ Richard L. VanCleave 9-04-01 DESIGN STANDARDS ENGINEER DATE
	/s/ Ftroz Zandi 9-04-01 CHIEF ENGINEER DATE



- NOTES:**
- Diversion Interceptor Type A shall be used to control embankment runoff to slope drains during grading operations.
  - Diversion Interceptor Type B shall be a series of ridges used to divert runoff from long narrow corridor. Maximum length of the ridges shall not exceed 100 ft. Ridges shall be used for dividing grades and haul roads.
  - Diversion Interceptor Type C shall be used to collect offsite runoff before entering the disturbed portion of the project site. Maximum allowable runoff captured from offsite drainage area is 5 acres.

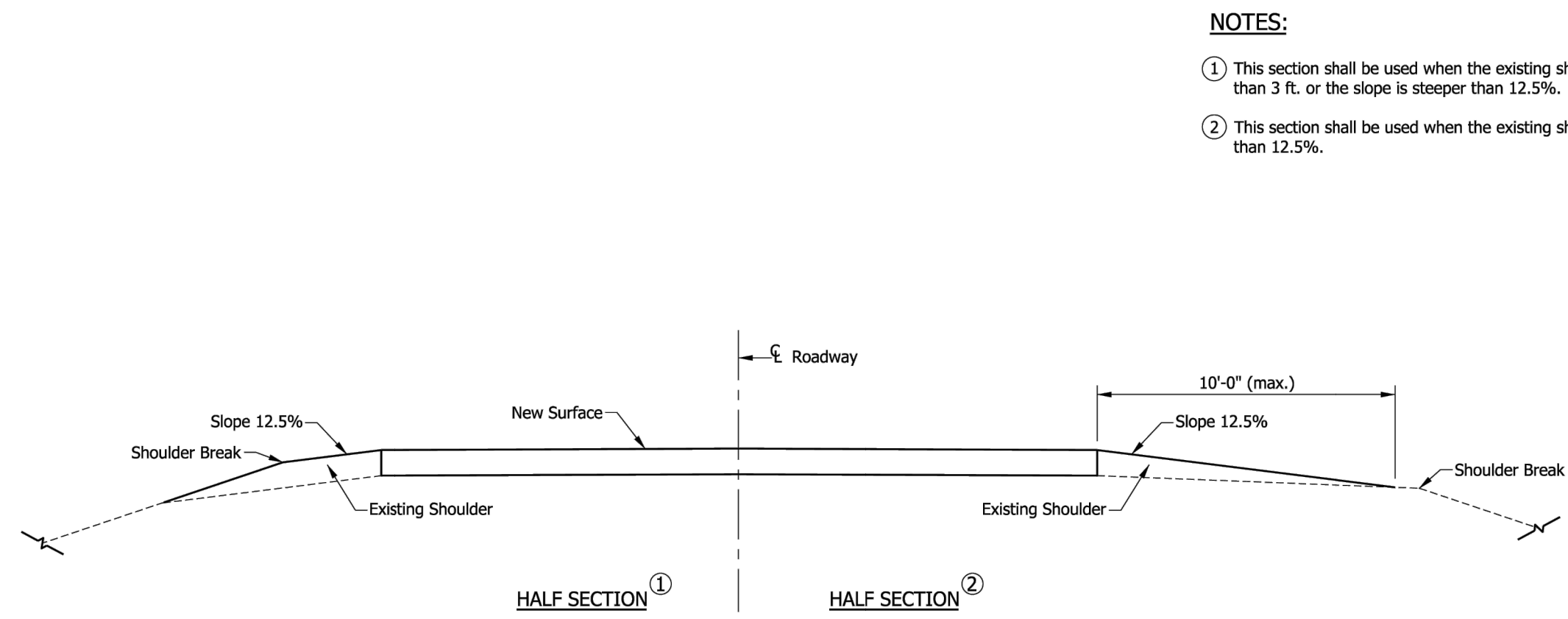
INDIANA DEPARTMENT OF TRANSPORTATION	
TEMPORARY EROSION CONTROL SLOPE	
DIVERSION INTERCEPTORS	
SEPTEMBER 2012	
STANDARD DRAWING NO. E 205-TECS-04	
	/s/ Richard L. VanCleave 09/04/12 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 09/04/12 CHIEF ENGINEER DATE



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



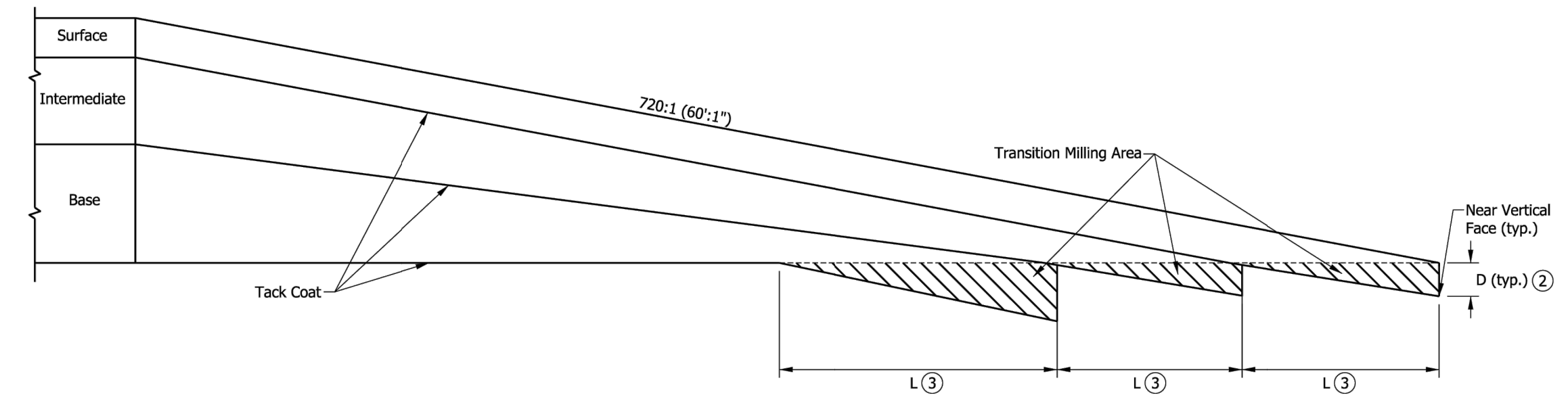
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Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	JRC
Drawing Scale:	N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS103
Sheet:	81 of 140



- NOTES:**
- ① This section shall be used when the existing shoulder width is less than 3 ft. or the slope is steeper than 12.5%.
  - ② This section shall be used when the existing shoulder slope is flatter than 12.5%.

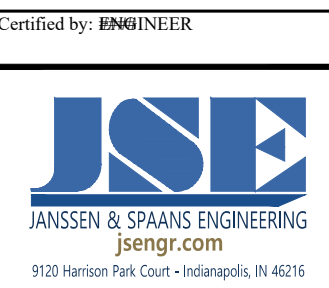
TYPICAL SECTION FOR SHOULDER TREATMENT

INDIANA DEPARTMENT OF TRANSPORTATION	
SHOULDER TREATMENT FOR RESURFACING WORK	
SEPTEMBER 2007	
STANDARD DRAWING NO. E 303-STRW-01	
	/s/ Richard L. VanCleave 09/04/07 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 09/04/07 CHIEF ENGINEER DATE



- NOTES:**
1. Transition milling areas inaccessible to the milling machine shall be removed by other methods to achieve a near vertical face.
  - 2) D(in.)=1 1/2 in. or 2 times the maximum particle size of specified HMA course, whichever is greater
  - 3) L(ft.)=D x 60

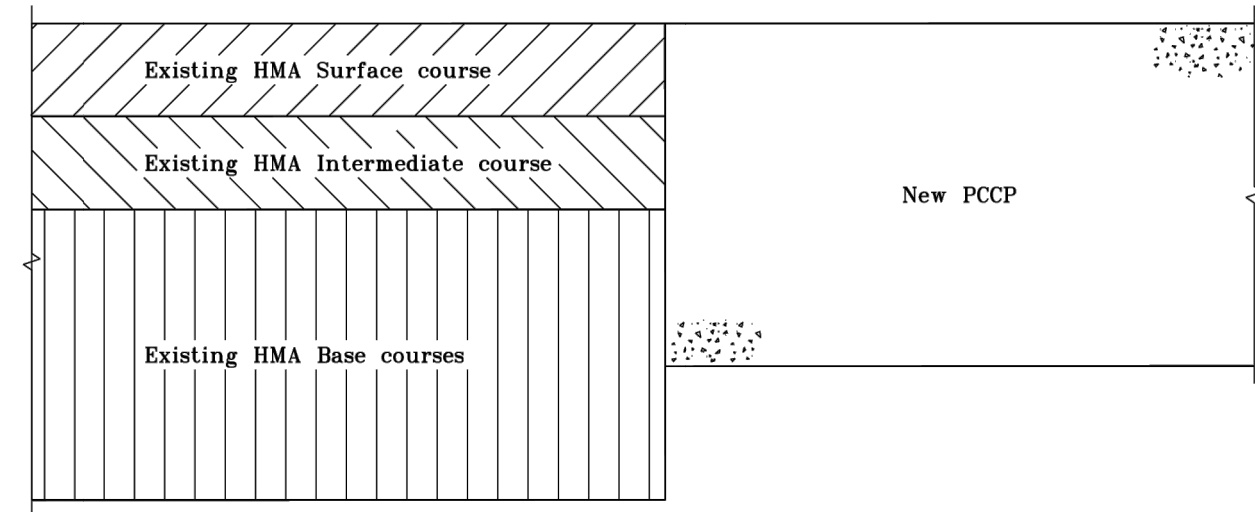
INDIANA DEPARTMENT OF TRANSPORTATION	
HMA PAVEMENT WEDGING AND TRANSITION MILLING	
SEPTEMBER 2020	
STANDARD DRAWING NO. E 306-TMPT-01	
	12/11/2019 DESIGN STANDARDS ENGINEER DATE
	1/17/2020 CHIEF ENGINEER DATE



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

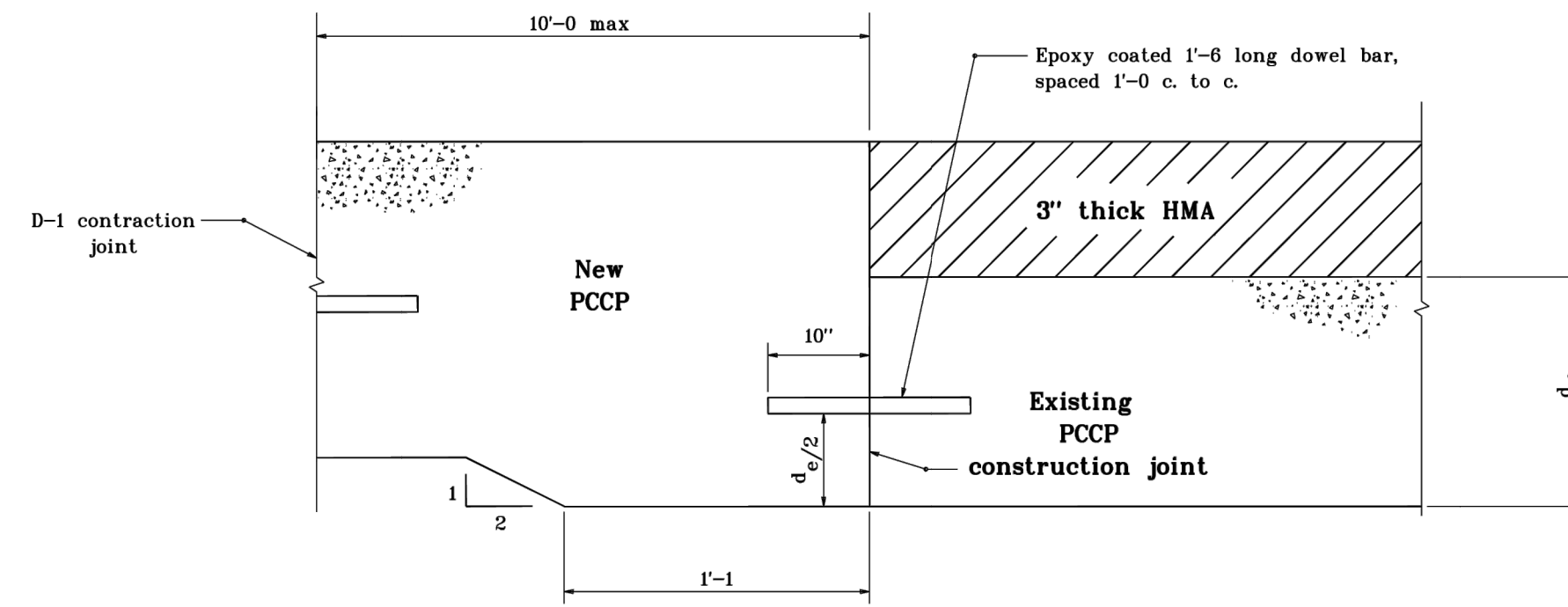


Revisions:	
Project Number: 89006007-23-034-C1	
Requisition Number:	
Account Number:	
Designer: IID	Drawing Date: 8/30/2024
Drafter: JRC	Drawing Scale: N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS104
Sheet:	82 of 140



EXISTING HMA PAVEMENT TO NEW PCCP

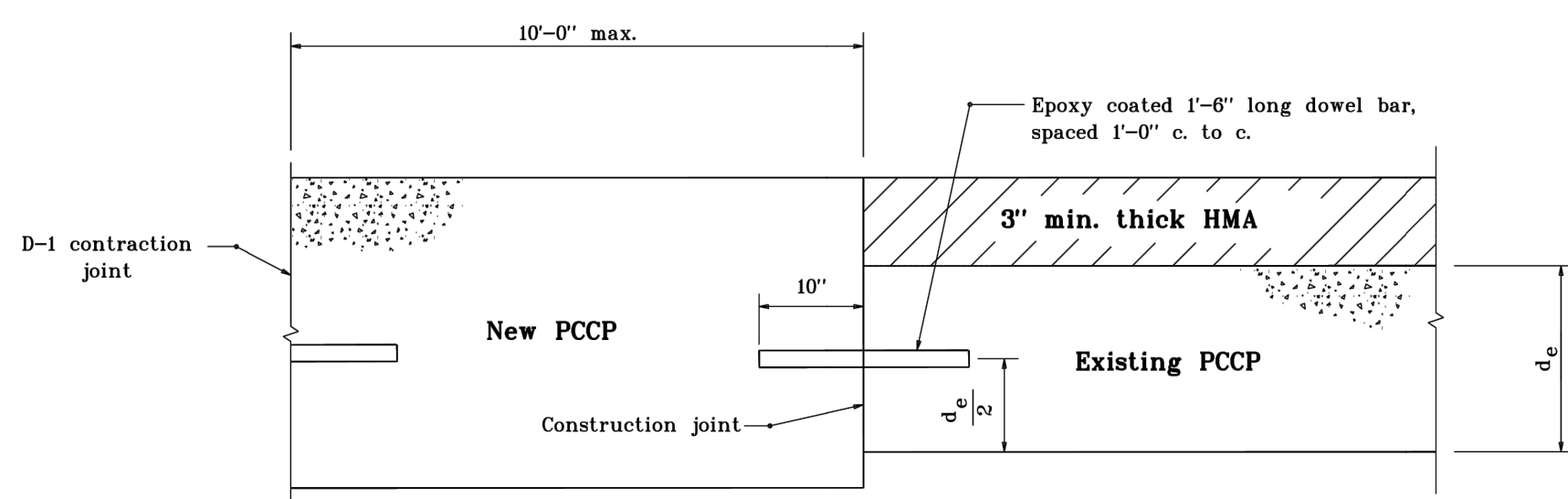
INDIANA DEPARTMENT OF TRANSPORTATION	
PAVEMENT TYPE TRANSITION	
SEPTEMBER 1999	
STANDARD DRAWING NO. E 500-PTRN-01	
	/s/ Anthony L. Dremovich 9-01-99 DESIGN STANDARD ENGINEER DATE
	/s/ Donald W. Lucas 9-01-99 CHIEF HIGHWAY ENGINEER DATE



TRANSITION DESIGN WITH THICKENED SLAB

New PCCP Thickness is Less Than that of 3" Thick HMA + Existing PCCP

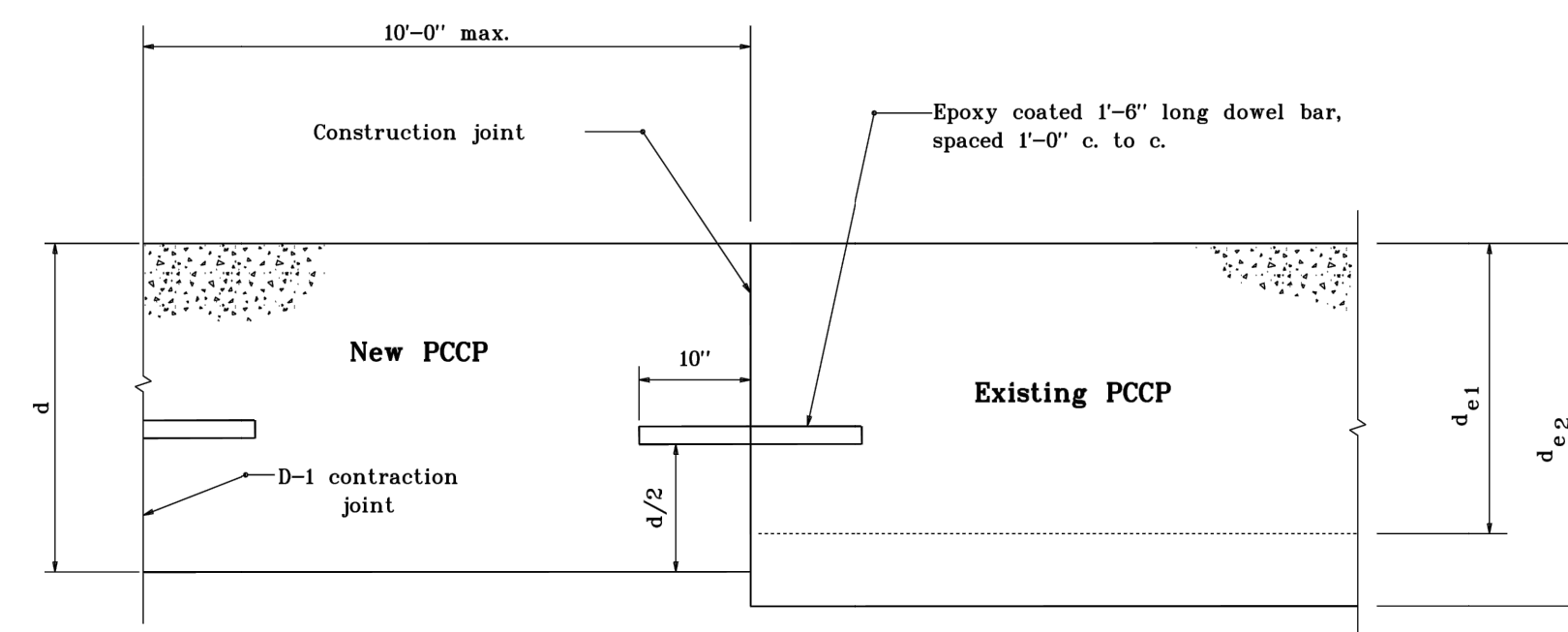
INDIANA DEPARTMENT OF TRANSPORTATION	
PAVEMENT TYPE TRANSITION	
JANUARY 2000	
STANDARD DRAWING NO. E 500-PTRN-02	
	/s/ Anthony L. Dremovich 1-03-00 DESIGN STANDARD ENGINEER DATE
	/s/ Firous Zandi 1-03-00 CHIEF HIGHWAY ENGINEER DATE



TRANSITION DESIGN

New PCCP Thickness is Greater Than or Equal to That of 3" Thick HMA + Existing PCCP

INDIANA DEPARTMENT OF TRANSPORTATION	
PAVEMENT TYPE TRANSITION	
SEPTEMBER 1999	
STANDARD DRAWING NO. E 500-PTRN-03	
	/s/ Anthony L. Dremovich 9-01-99 DESIGN STANDARD ENGINEER DATE
	/s/ Donald W. Lucas 9-01-99 CHIEF HIGHWAY ENGINEER DATE



TRANSITION DESIGN

New PCCP to Existing PCCP  
 $d > d_{e1}$  (New PCCP Thicker Than Existing)  
 $d < d_{e2}$  (New PCCP Thinner Than Existing)

INDIANA DEPARTMENT OF TRANSPORTATION	
PAVEMENT TYPE TRANSITION	
SEPTEMBER 1999	
STANDARD DRAWING NO. E 500-PTRN-04	
	/s/ Anthony L. Dremovich 9-01-99 DESIGN STANDARD ENGINEER DATE
	/s/ Donald W. Lucas 9-01-99 CHIEF HIGHWAY ENGINEER DATE

Last Saved By: pmdmwh Printed: 8/30/24  
 P:\1394 - Centerville Welcome Center\CS105\CS105-500.dwg Aug 20, 2024 - 7:55:56 am

Certified by: ENGINEER



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:

Project Number: 89006007-23-034-C1  
 Requisition Number:

Account Number:

Designer: IID Drawing Date: 8/30/2024

Drafter: JRC Drawing Scale: N/A

DAPW Approval:

Client Approval:

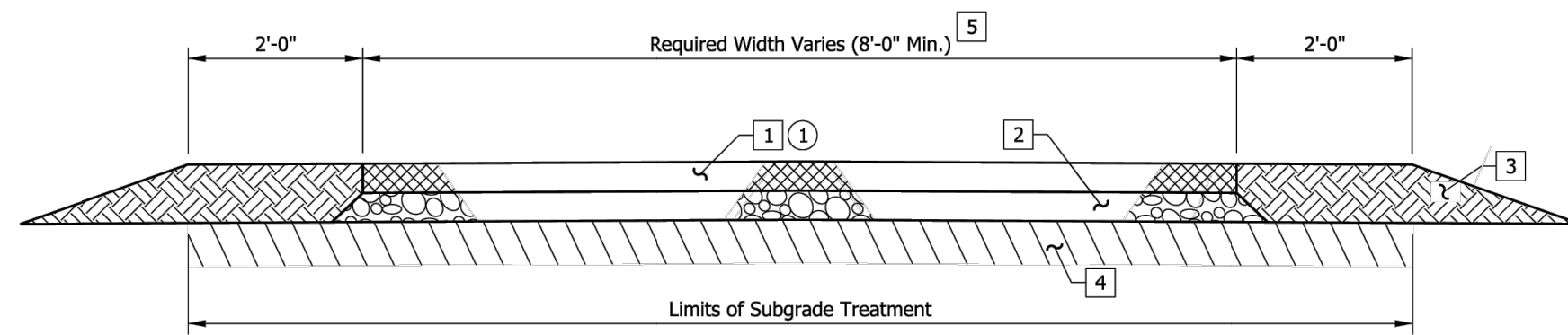
Reference Number: 1394

Building Reference:

Drawing Number:

CS105

Sheet: 83 of 140



- NOTES:**
- Transverse joints spaced at 8'-0" without dowels. Saw cut 1/8" wide and 1" deep.
  - See Standard Drawing series E 604-NVUF for HMA pavement sections.

- LEGEND**
- 4" of PCCP
  - 4" Compacted Aggregate No. 53, Base
  - Earth Shoulder
  - Subgrade Treatment III, 6" of Soil Compacted to the Density and Moisture Requirement
  - Width and Cross Slope as Required

INDIANA DEPARTMENT OF TRANSPORTATION

NON-MOTORIZED VEHICLE USE FACILITY  
PCCP PAVEMENT SECTION

SEPTEMBER 2015

STANDARD DRAWING NO. E 502-NVUF-01

	/s/ Elizabeth W. Phillips	03/09/15
	DESIGN STANDARDS ENGINEER	DATE
	/s/ Mark A. Miller	03/09/15
	CHIEF ENGINEER	DATE

INDEX	
SHEET NO.	SUBJECT
1	PCCP Joints Index
2	Sawed Joints and Joint Sealant
3	D-1 Contraction Joint Details
4	Transverse Construction Joint Details
5	Longitudinal Joint Details

- GENERAL NOTES:**
- Dowel bars shall be epoxy coated.
  - Tie-bars shall be epoxy coated.

INDIANA DEPARTMENT OF TRANSPORTATION

PCCP JOINTS  
INDEX

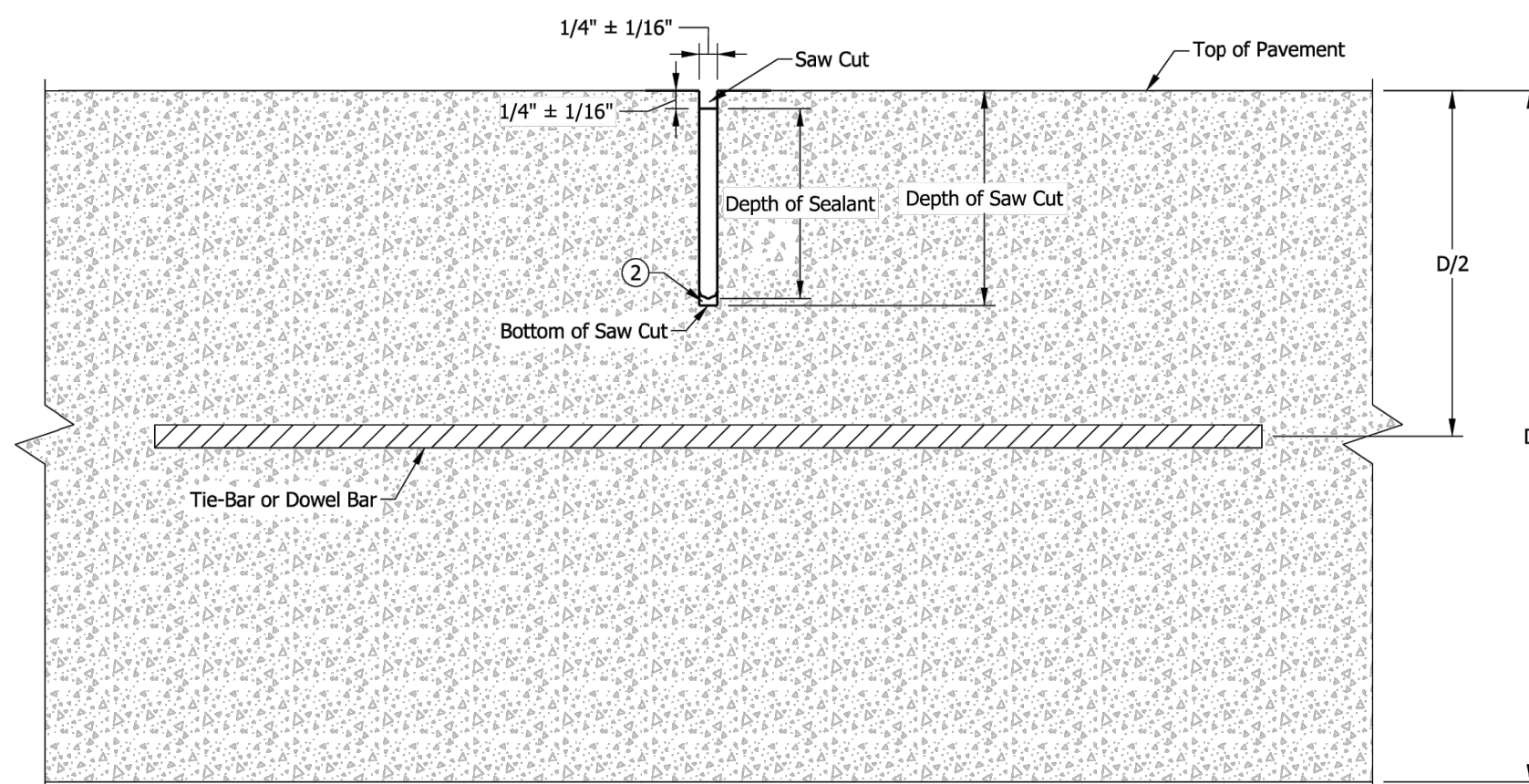
SEPTEMBER 2020

STANDARD DRAWING NO. E 503-CCPJ-01

	/s/ Elizabeth W. Phillips	03/10/20
	DESIGN STANDARDS ENGINEER	DATE
	/s/ Mark A. Miller	05/08/20
	CHIEF ENGINEER	DATE

TYPE OF JOINT	DEPTH OF SAW CUT	DEPTH OF SEALANT
Longitudinal Joint	D/3	2" (min.)
D-1 Contraction Joint	D/3	2" (min.)
Retrofit Contraction Joint (3)	1"	Bottom of Saw Cut
Retrofit Pressure Relief Joint (3)	1"	Bottom of Saw Cut
Transverse Construction Joint	1"	Bottom of Saw Cut
Longitudinal Construction Joint	1"	Bottom of Saw Cut

- NOTES:**
- Multiple passes of sealant may be required.
  - Backer rod shall not be installed.
  - For retrofit contraction joint and pressure relief joint details, see Standard Drawing Series E 506-CCPJ.



TRANSVERSE AND LONGITUDINAL  
SAW CUT WITH HOT POURED SEALANT

D = PCCP Thickness

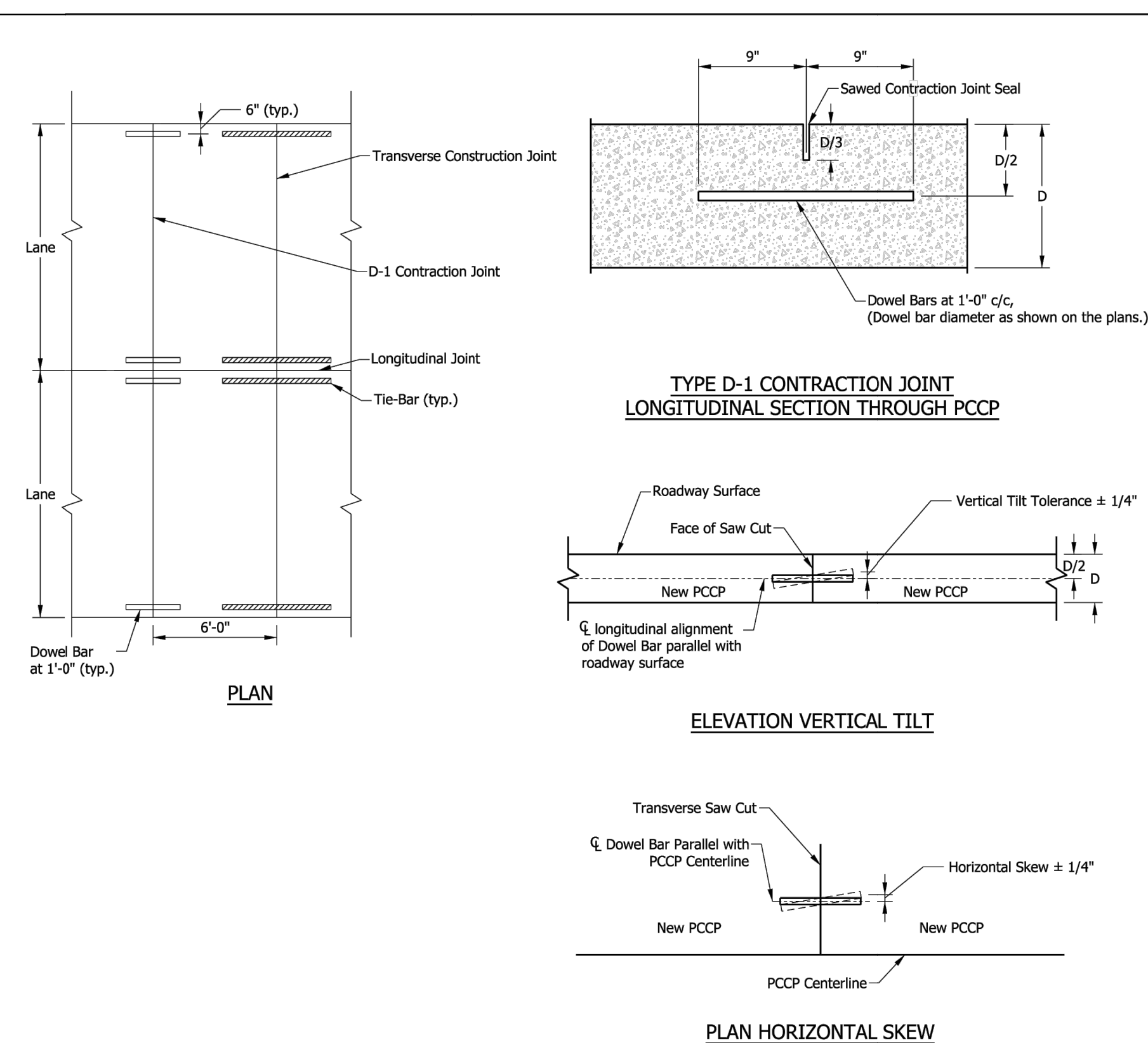
INDIANA DEPARTMENT OF TRANSPORTATION

SAWED JOINTS  
AND  
JOINT SEALANT

SEPTEMBER 2020

STANDARD DRAWING NO. E 503-CCPJ-02

	/s/ Elizabeth W. Phillips	03/10/20
	DESIGN STANDARDS ENGINEER	DATE
	/s/ Mark A. Miller	05/08/20
	CHIEF ENGINEER	DATE



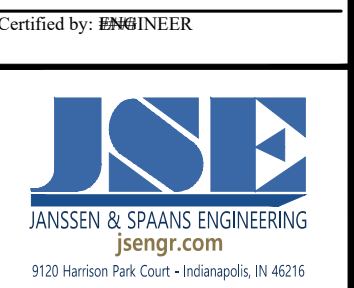
INDIANA DEPARTMENT OF TRANSPORTATION

D-1 CONTRACTION JOINT DETAILS

SEPTEMBER 2020

STANDARD DRAWING NO. E 503-CCPJ-03

	/s/ Elizabeth W. Phillips	03/10/20
	DESIGN STANDARDS ENGINEER	DATE
	/s/ Mark A. Miller	05/08/20
	CHIEF ENGINEER	DATE

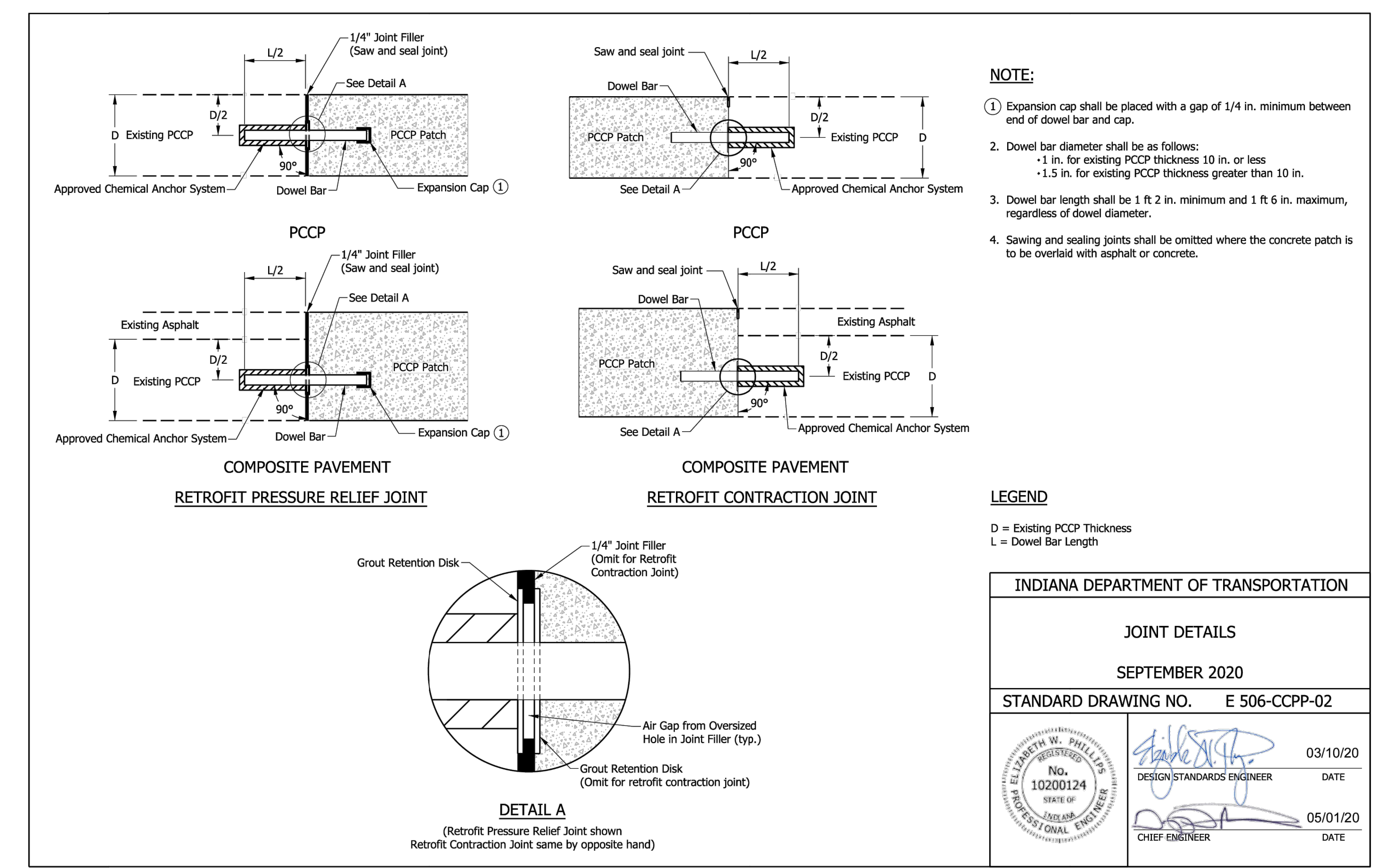
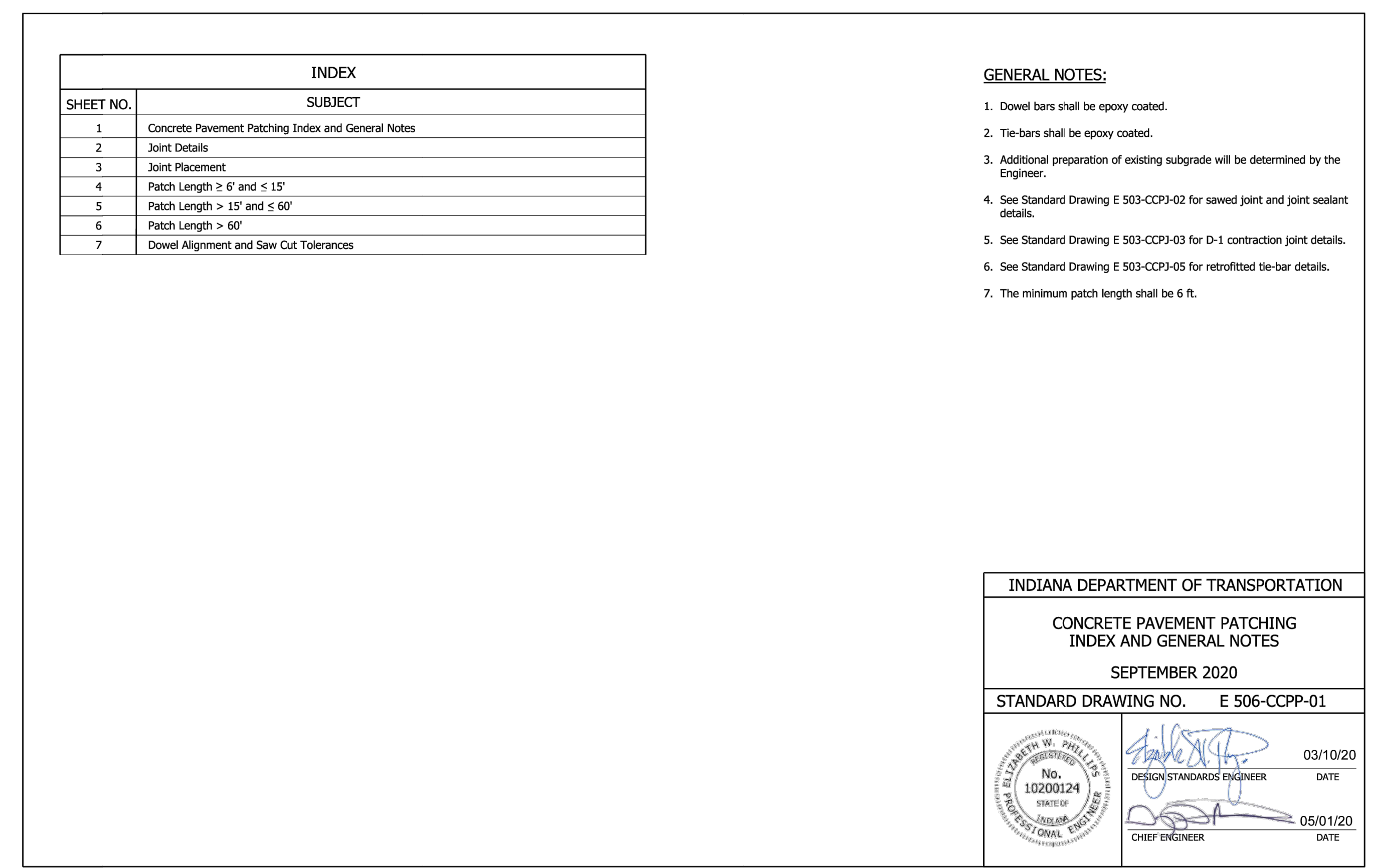
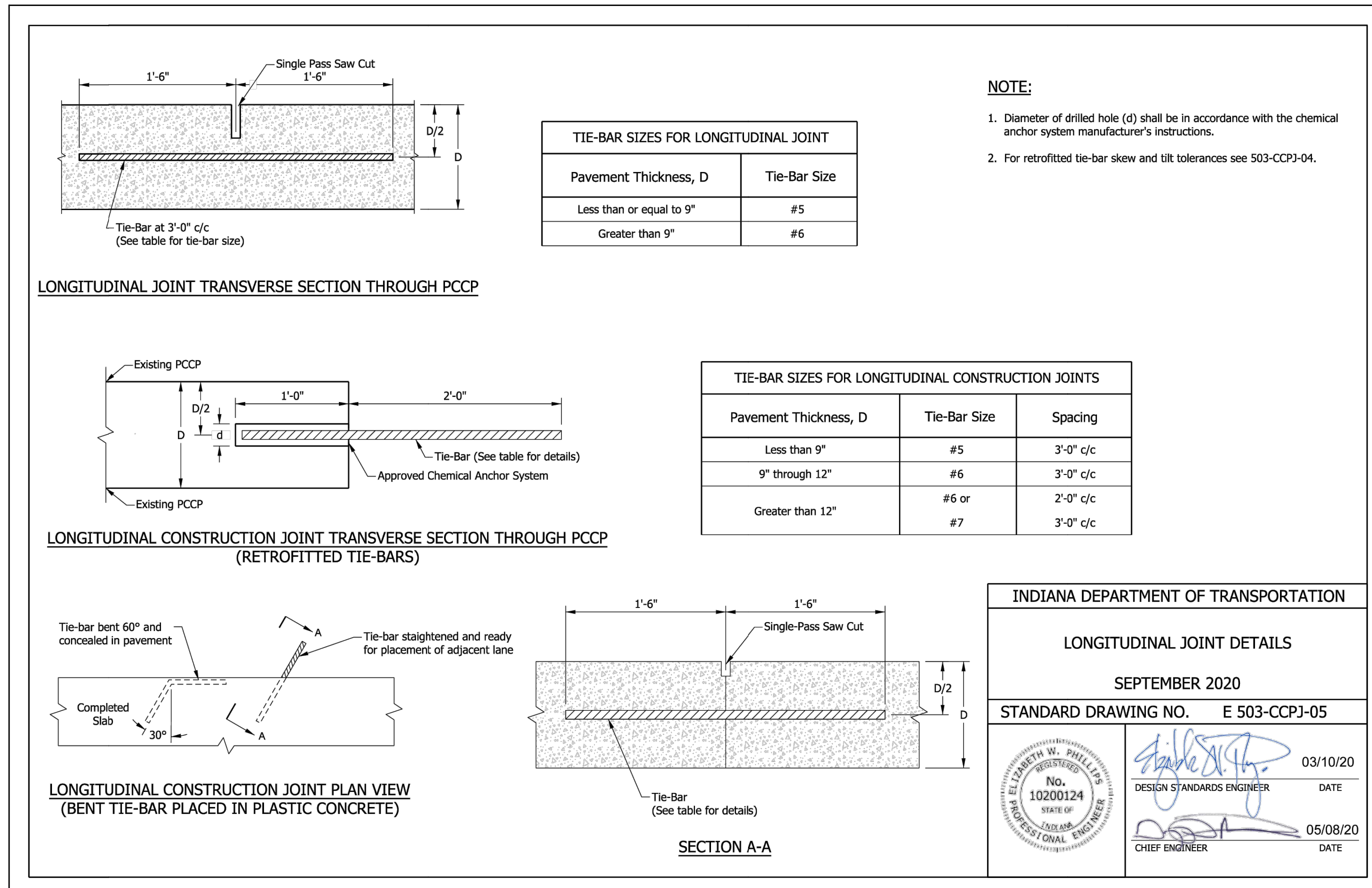
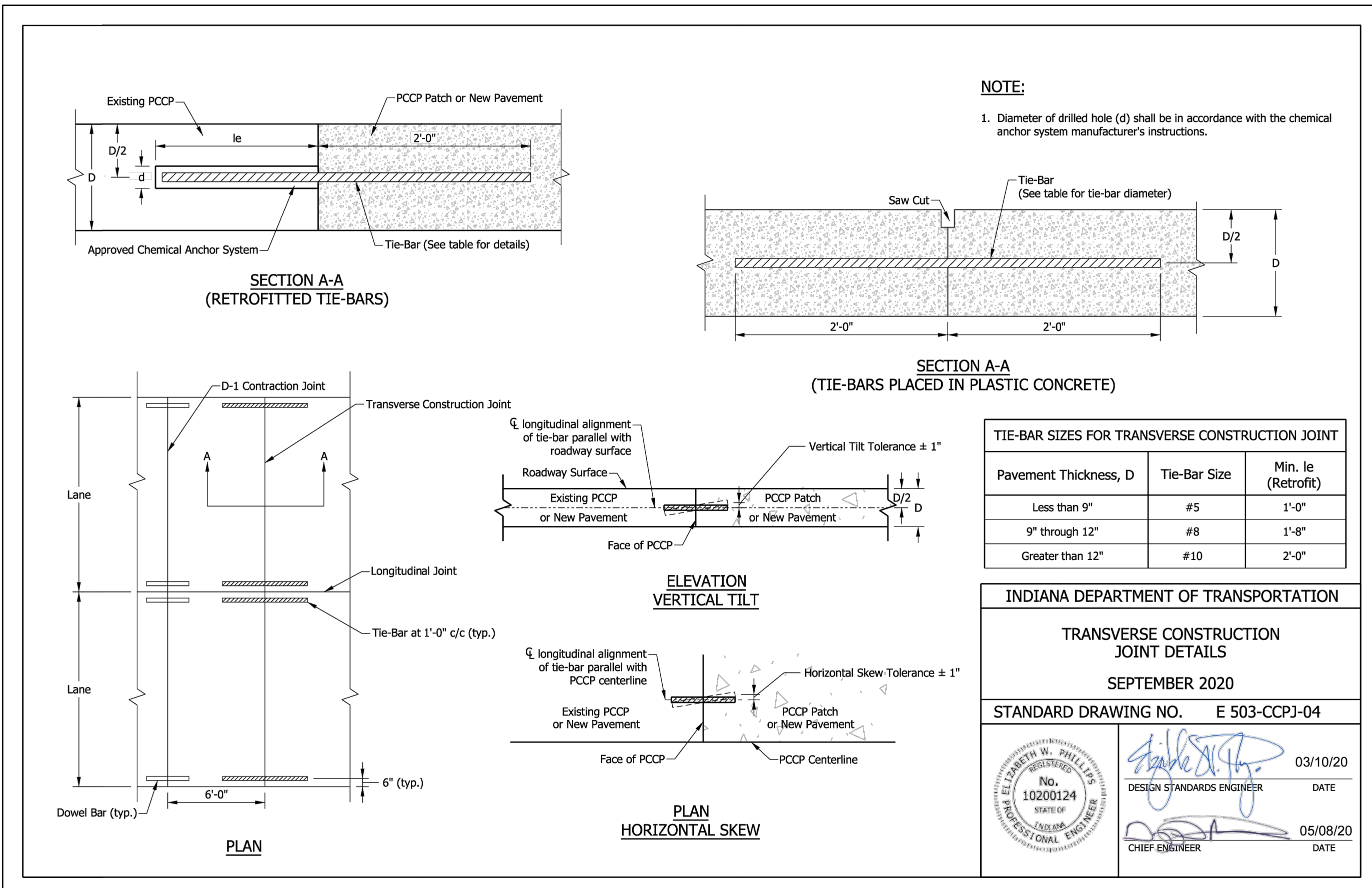


PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:

Project Number:	89006007-23-034-C1
Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	JRC
Drawing Scale:	N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS106
Sheet:	84 of 140



Last Saved By: pmdmwh Printed: 8/30/2024 1:13:04 PM - Centerville Welcome Center (JMS) (S) (1) - Centerville - CS107 - 5100 SUNDOWN - 500.dwg Aug 20, 2024 - 7:06:16 am

Certified by: ENGINEER

**JSE**  
JANSSEN & SPANNS ENGINEERING  
jseengr.com  
910 Horizon Park Court - Indianapolis, IN 46216

**krM**  
ARCHITECTURE  
1515 N. Pennsylvania St.  
Indianapolis, Indiana

**RATIO**  
LANDSCAPE ARCHITECTURE  
30 W. Monroe Street, Suite 500  
Chicago, IL 60603  
T: 312.465.2359  
www.ratiodesign.com

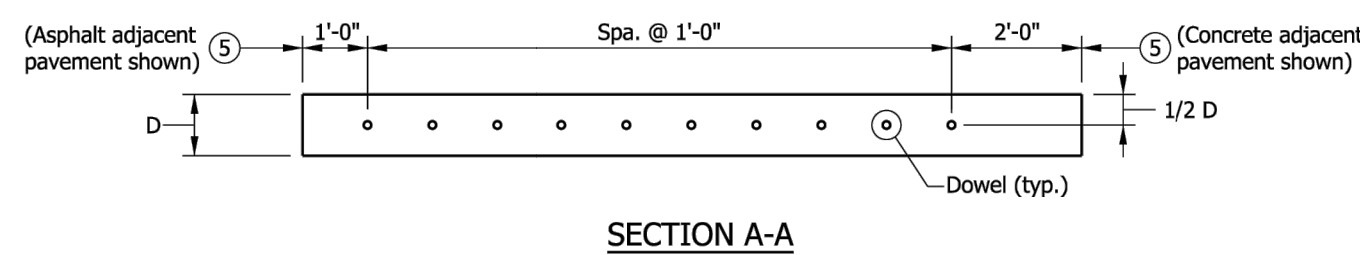
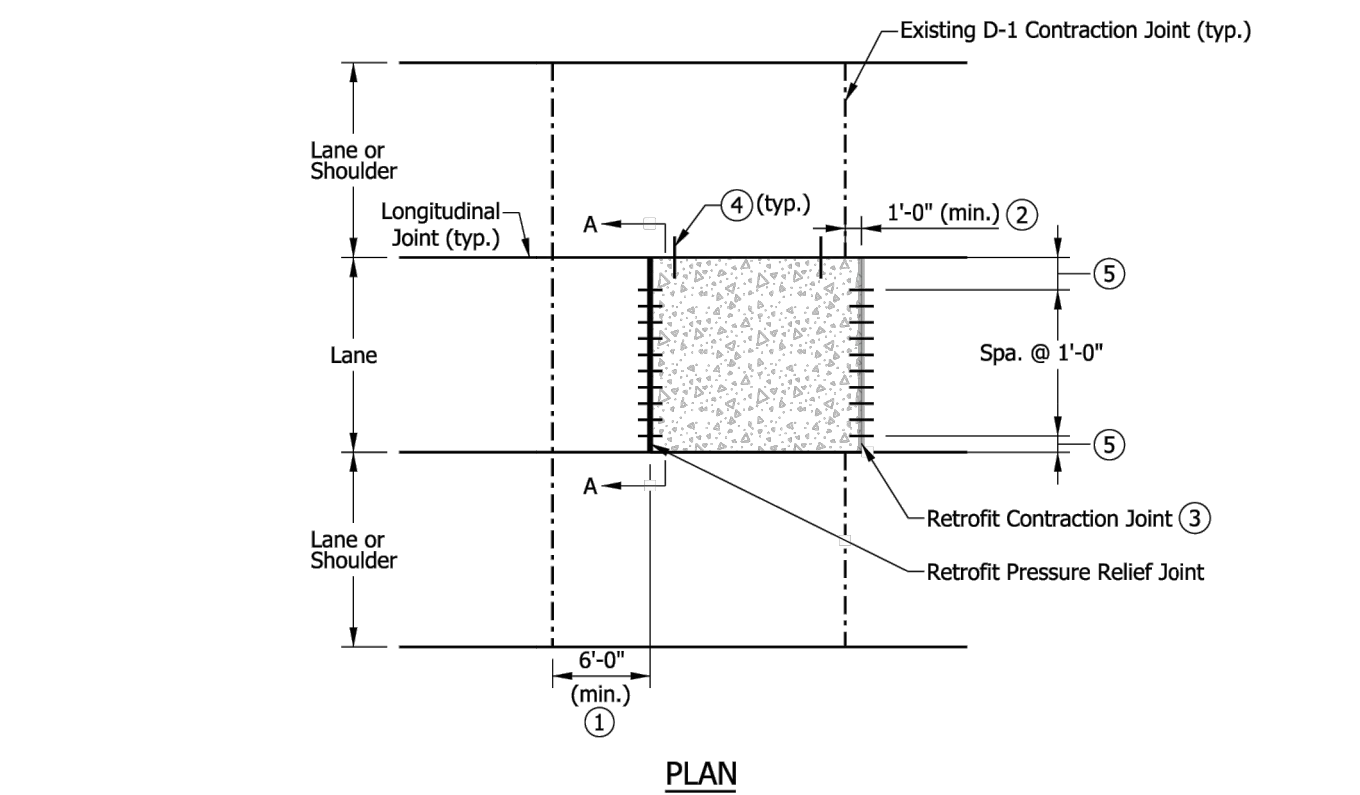
**Applied**  
Engineering Services

PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

**IDOA**  
INDIANA DEPARTMENT OF TRANSPORTATION

Revisions:

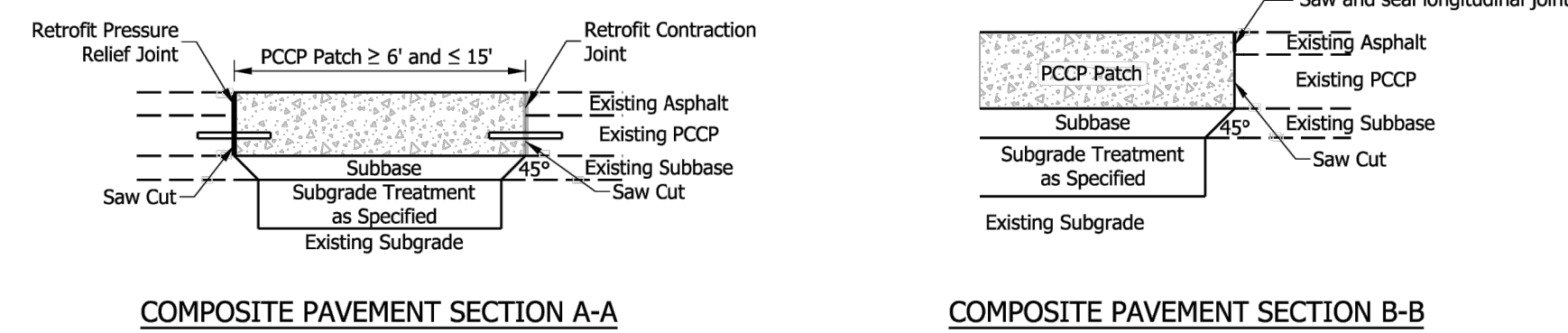
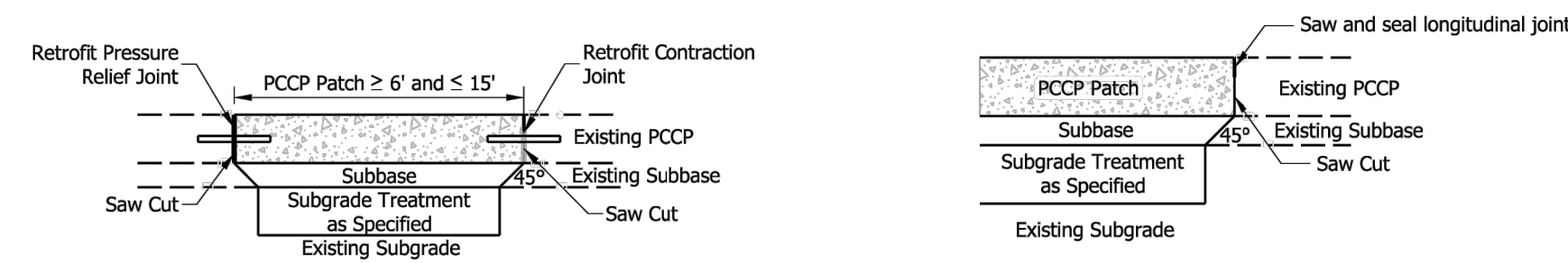
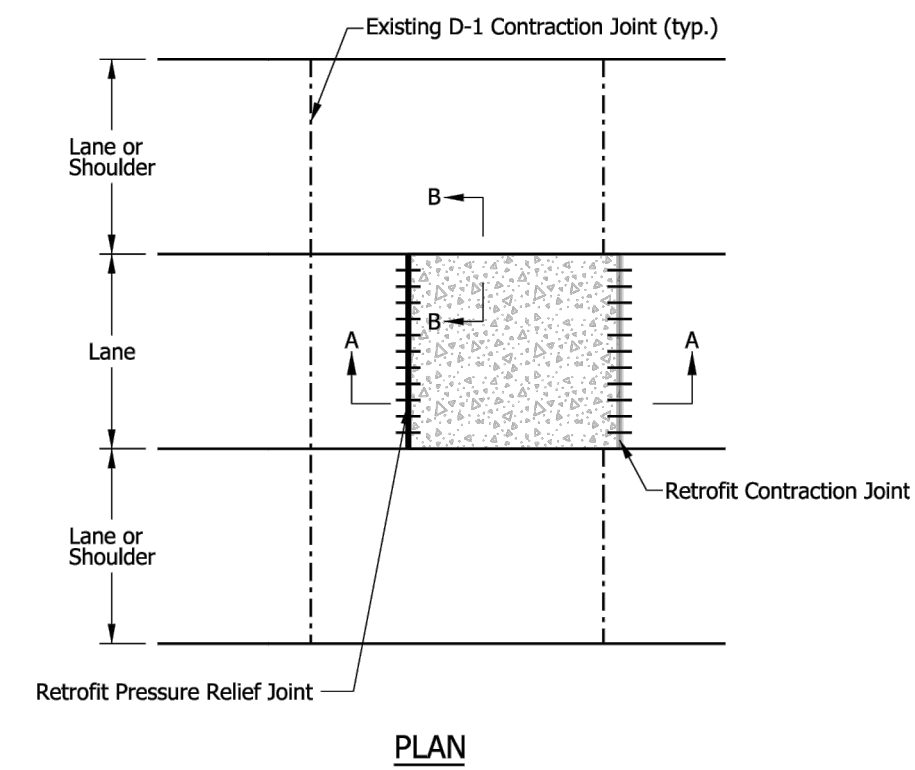
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Account Number:  
Designer: IID Drawing Date: 8/30/2024  
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Drawing Number: CS107  
Sheet: 85 of 140



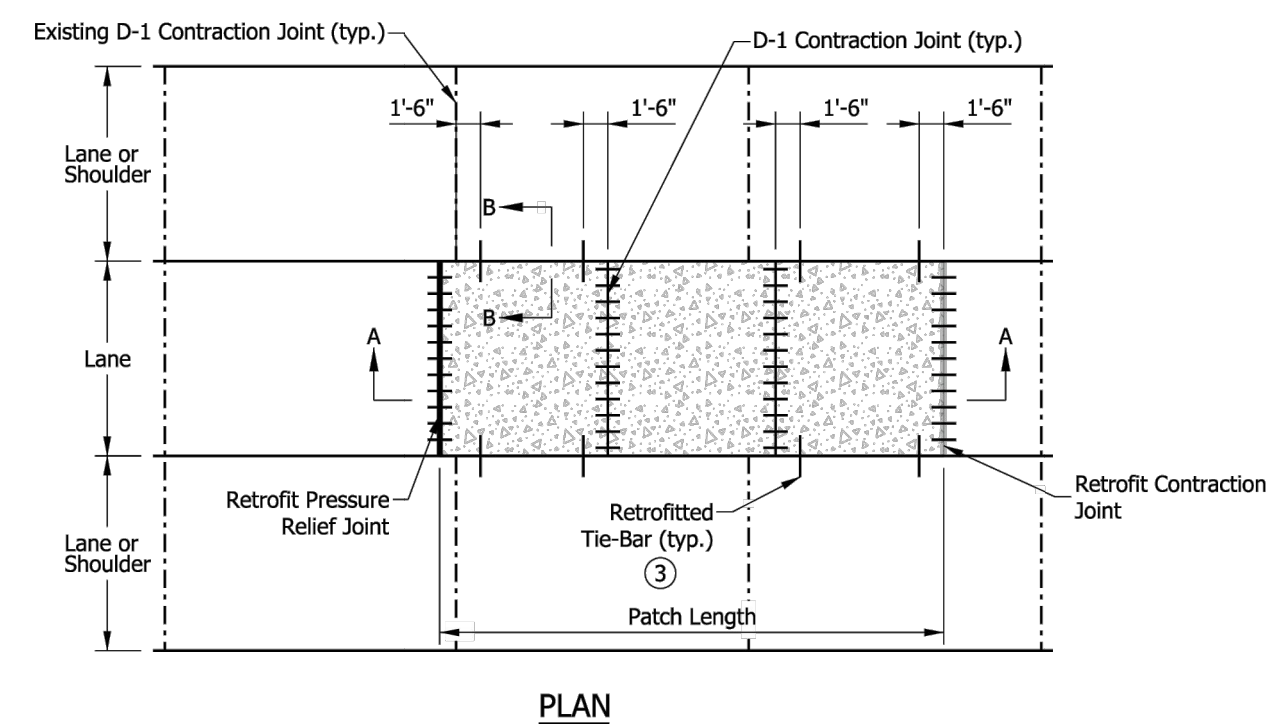
- NOTES:**
1. Retrofit pressure relief joints and retrofit contraction joints shall be placed a minimum of 6 ft from an existing D-1 contraction joint located in the same lane as the patch.
  2. Retrofit pressure relief joints and retrofit contraction joints shall be placed a minimum of 1 ft from an existing D-1 contraction joint located in a lane adjacent to the patch.
  3. Where the total patch length exceeds 60 ft, a retrofit pressure relief joint shall be used in lieu of the retrofit contraction joint.
  4. Retrofit tie-bars as required for patches greater than 15 ft.
  5. Distance to first dowel shall be as follows:
    - 1 ft 0 in. where adjacent pavement is asphalt
    - 2 ft 0 in. where adjacent pavement is concrete

**LEGEND**  
D = Existing PCCP Thickness

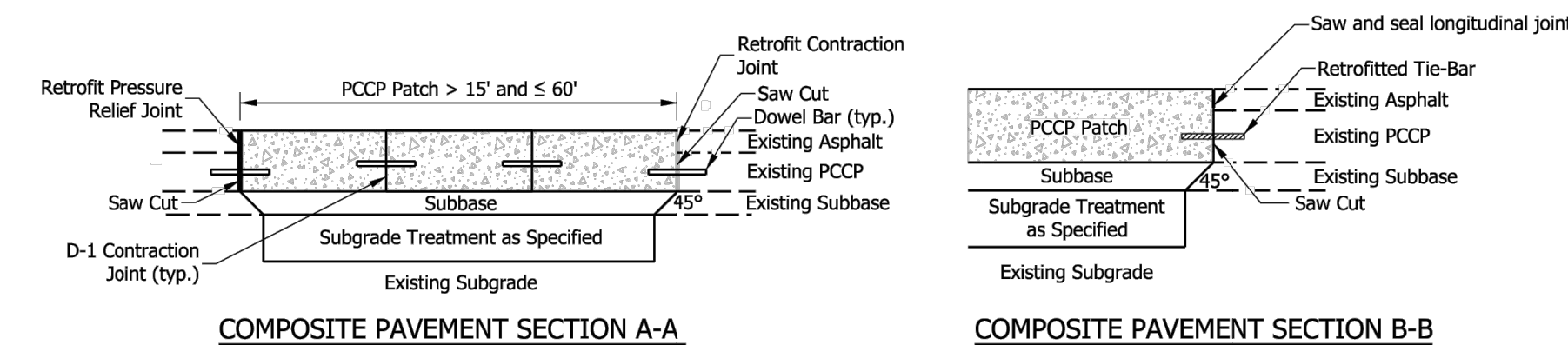
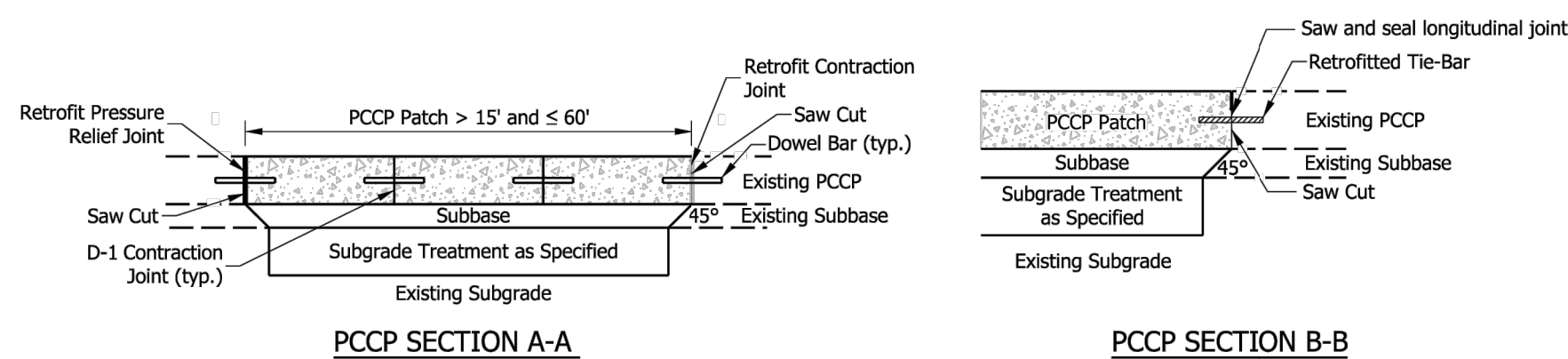
INDIANA DEPARTMENT OF TRANSPORTATION	
JOINT PLACEMENT	
SEPTEMBER 2020	
STANDARD DRAWING NO. E 506-CCPP-03	
	03/10/20 DATE
	05/01/20 DATE



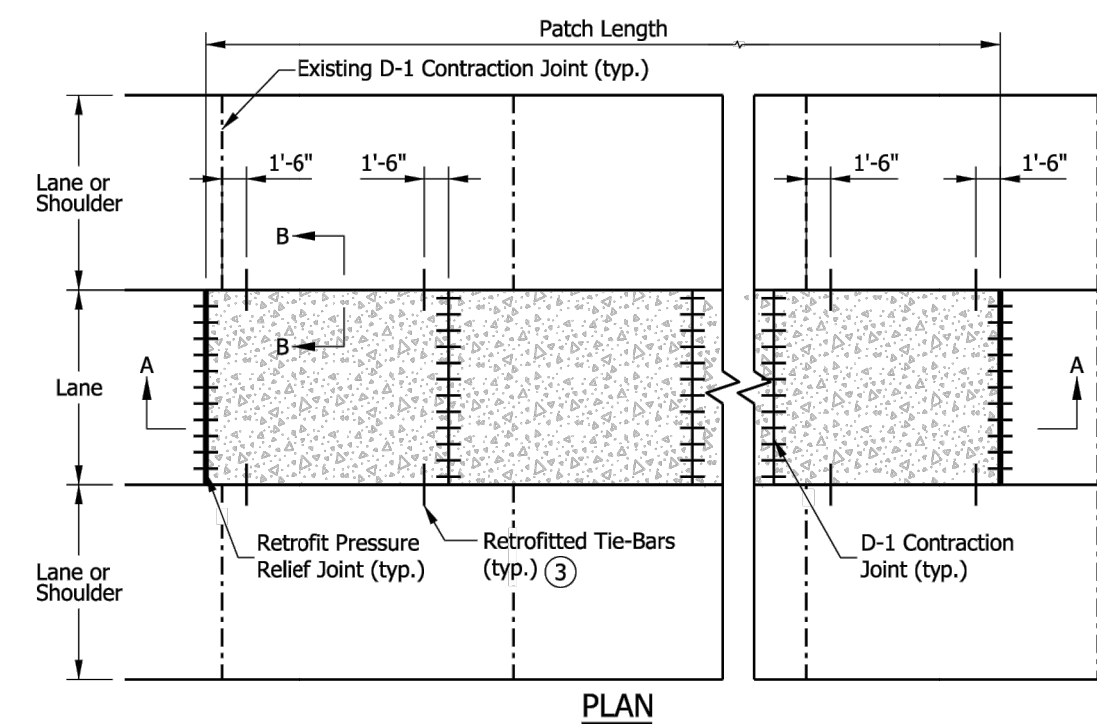
INDIANA DEPARTMENT OF TRANSPORTATION	
PATCH LENGTH ≥ 6' AND ≤ 15'	
SEPTEMBER 2020	
STANDARD DRAWING NO. E 506-CCPP-04	
	03/10/20 DATE
	05/01/20 DATE



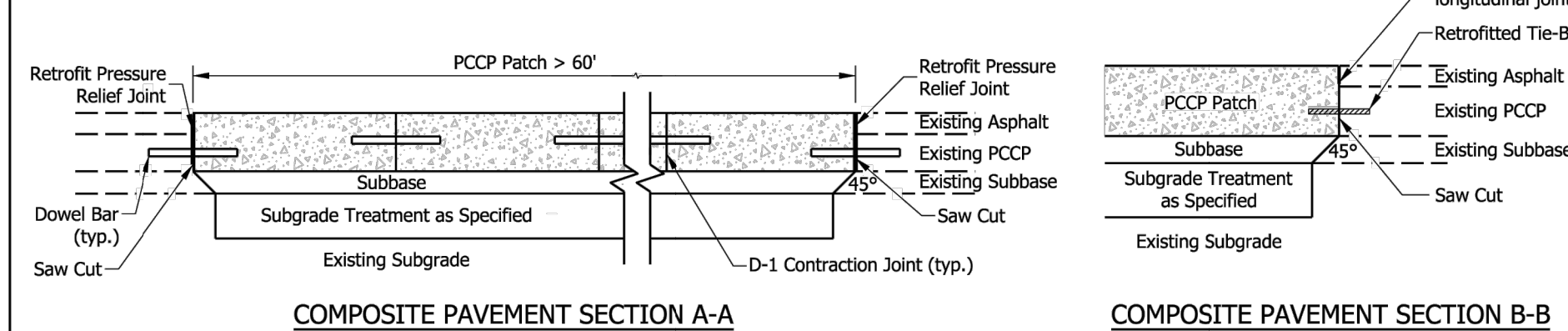
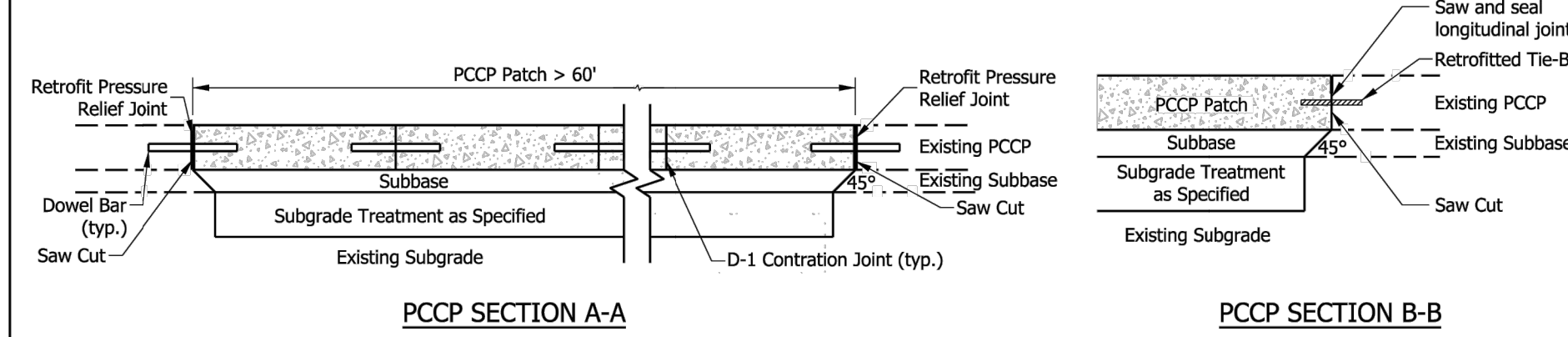
- NOTES:**
1. D-1 contraction joints shall be spaced at 15 ft. Where 15 ft spacing results in the last panel being less than 6 ft in length, the last D-1 spacing shall be adjusted to create two equal panel lengths greater than 6 ft.
  2. Retrofit tie-bars shall be placed in every other panel as shown.
  3. Retrofit tie-bars shall be used where adjacent lane or shoulder is PCCP or composite pavement.



INDIANA DEPARTMENT OF TRANSPORTATION	
PATCH LENGTH > 15' AND ≤ 60'	
SEPTEMBER 2020	
STANDARD DRAWING NO. E 506-CCPP-05	
	03/10/20 DATE
	05/01/20 DATE

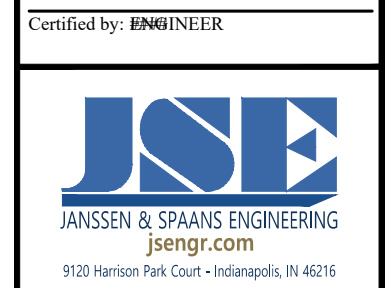


- NOTES:**
1. D-1 contraction joints shall be spaced at 15 ft. Where 15 ft spacing results in the last panel being less than 6 ft in length, the last D-1 spacing shall be adjusted to create two equal panel lengths greater than 6 ft.
  2. Retrofit tie-bars shall be placed in every other panel as shown.
  3. Retrofit tie-bars shall be used where adjacent lane or shoulder is PCCP or composite pavement.



INDIANA DEPARTMENT OF TRANSPORTATION	
PATCH LENGTH > 60'	
SEPTEMBER 2020	
STANDARD DRAWING NO. E 506-CCPP-06	
	03/10/20 DATE
	05/01/20 DATE

Last Saved By: pender Printed: 8/30/2024 1:13:14 PM - Centerville Welcome Center (VMS) (S) (1) - Centerville - CS108 - 1394 - 7/6/2024 8:28 am



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

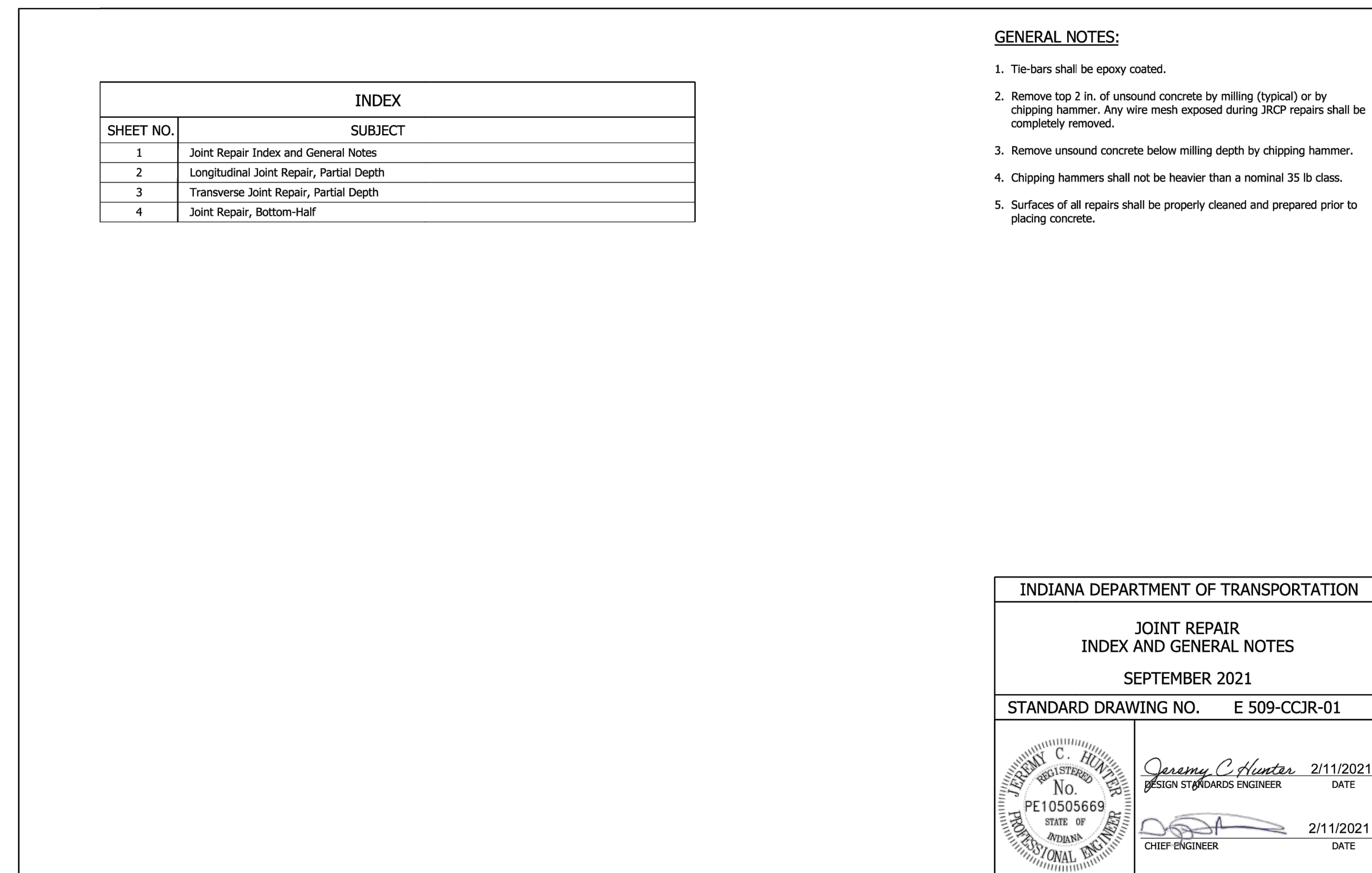
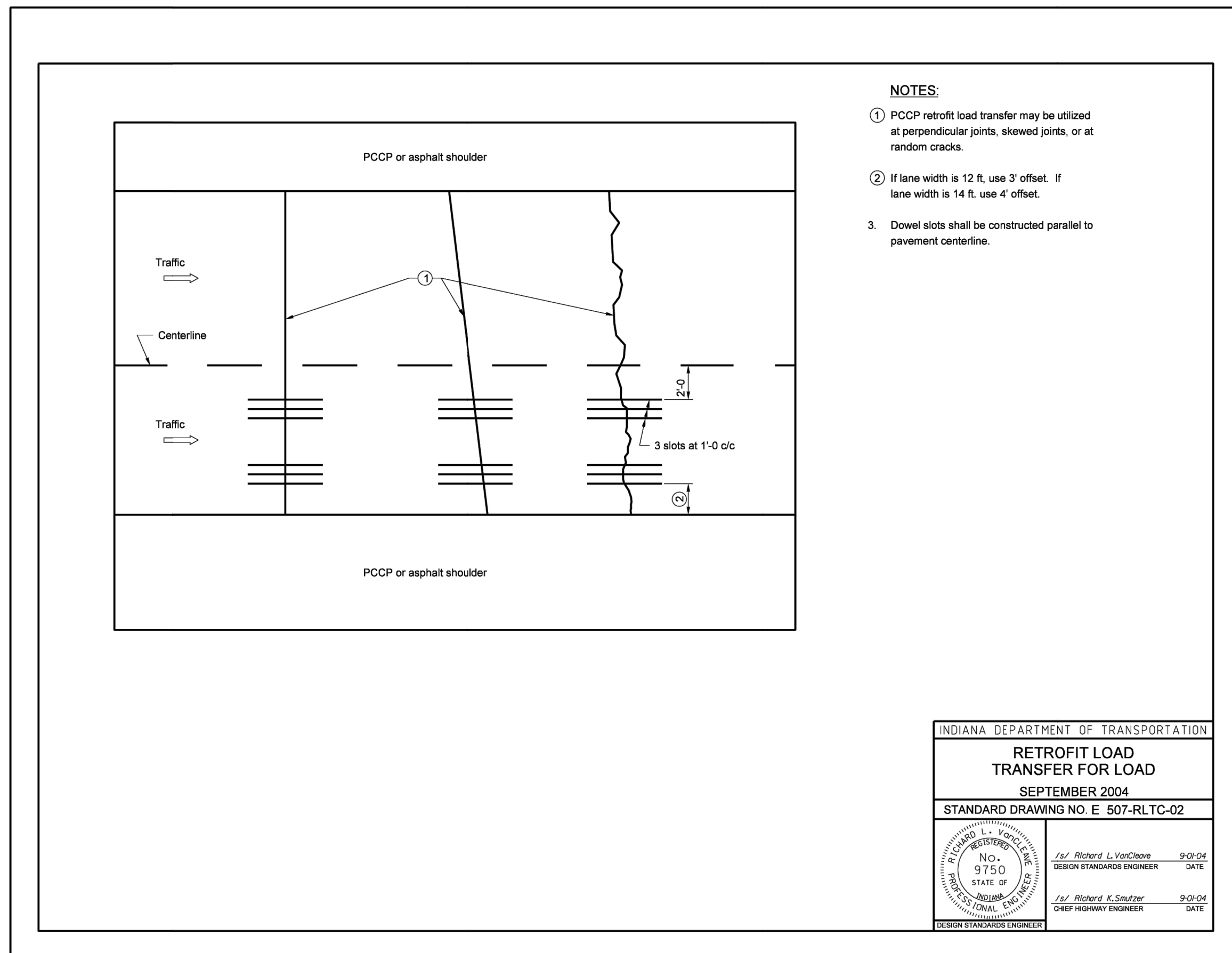
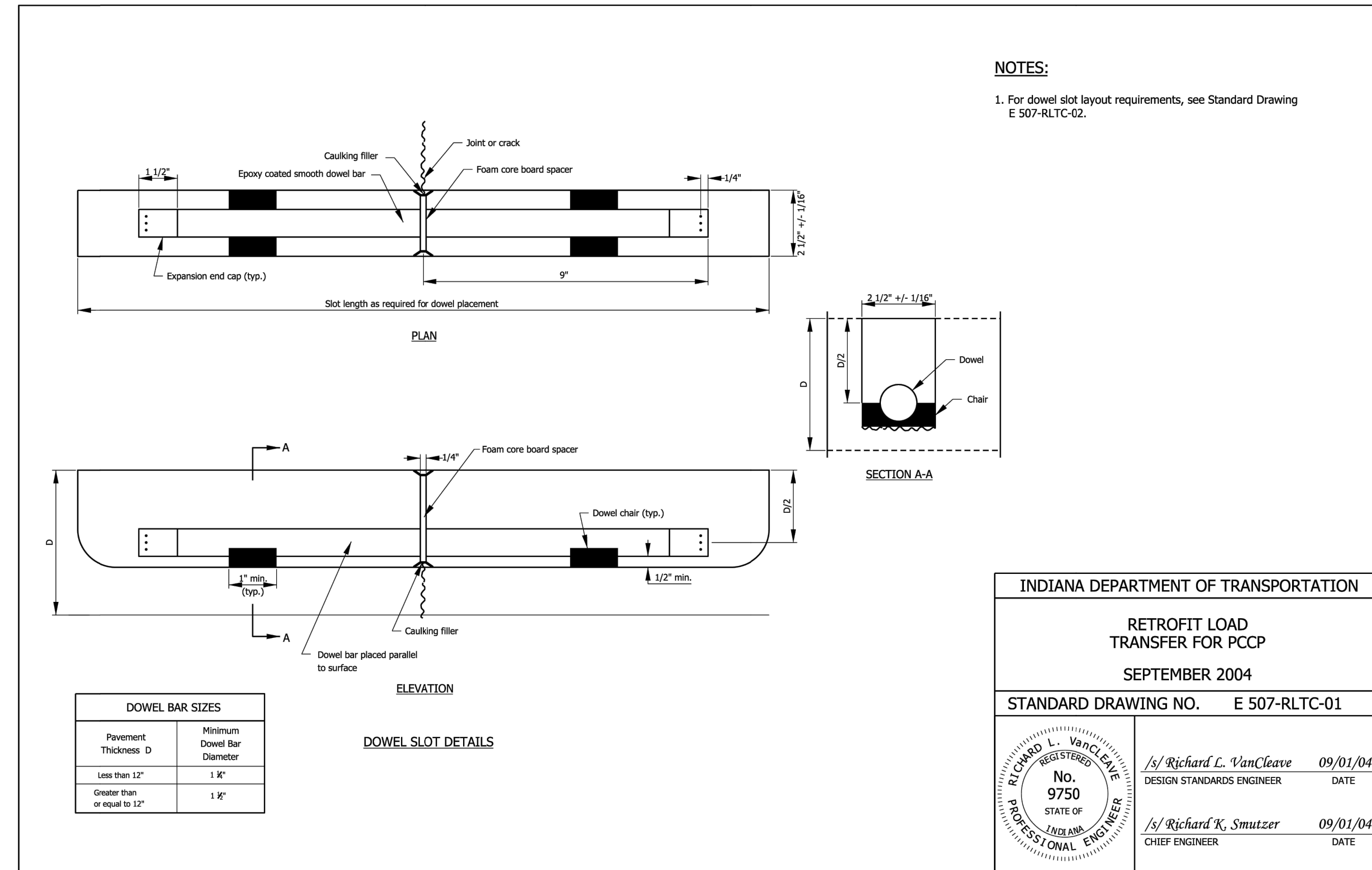
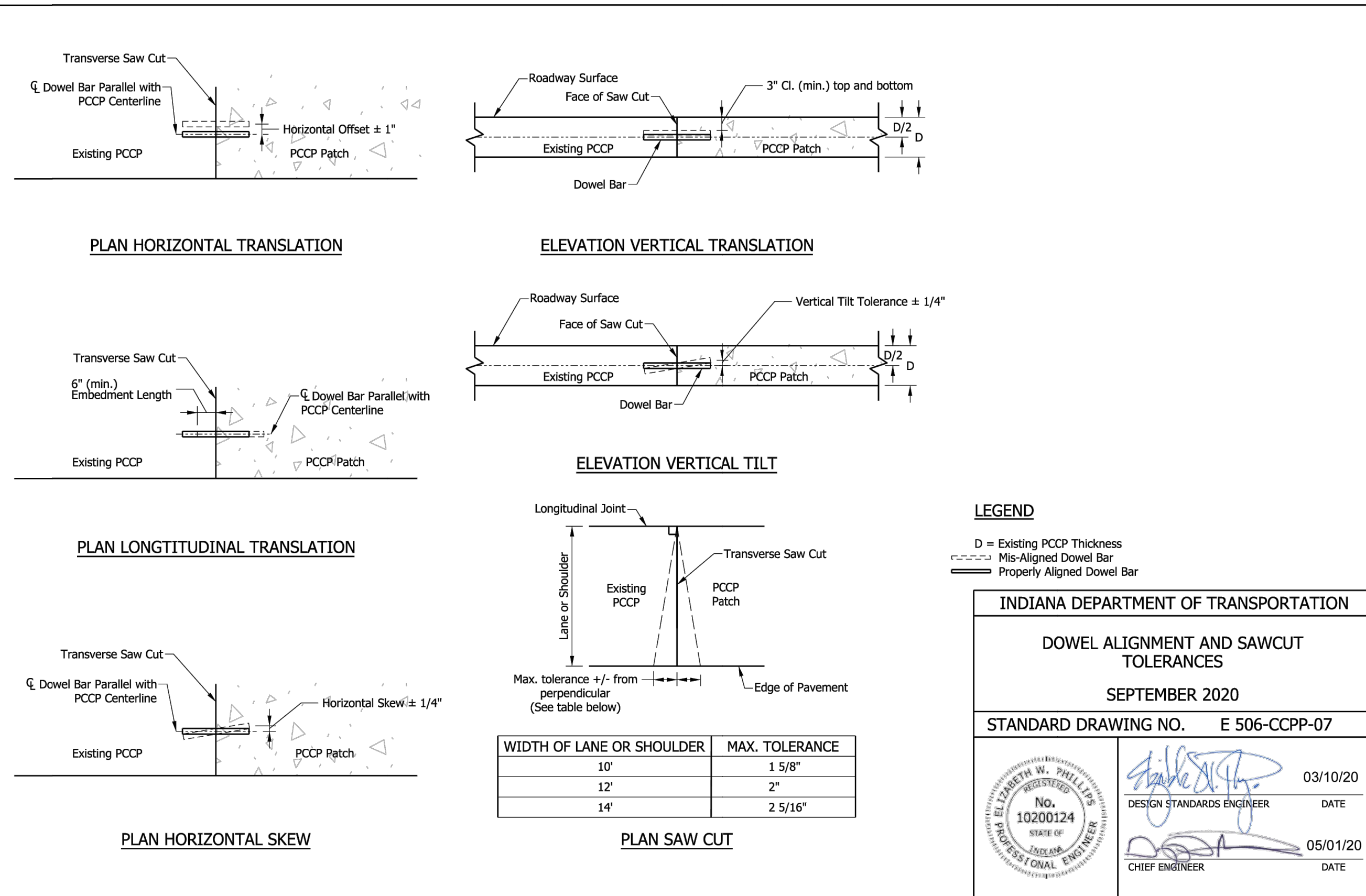


INDIANA DEPARTMENT OF TRANSPORTATION	
PATCH LENGTH > 60'	
SEPTEMBER 2020	
STANDARD DRAWING NO. E 506-CCPP-06	
	03/10/20 DATE
	05/01/20 DATE

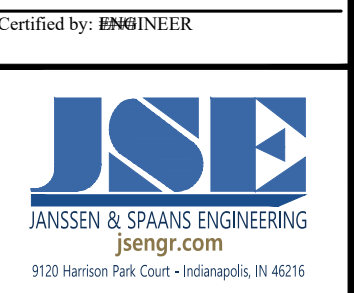
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Requestion Number:	
Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	JRC
Drawing Scale:	N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS108
Sheet:	86 of 140





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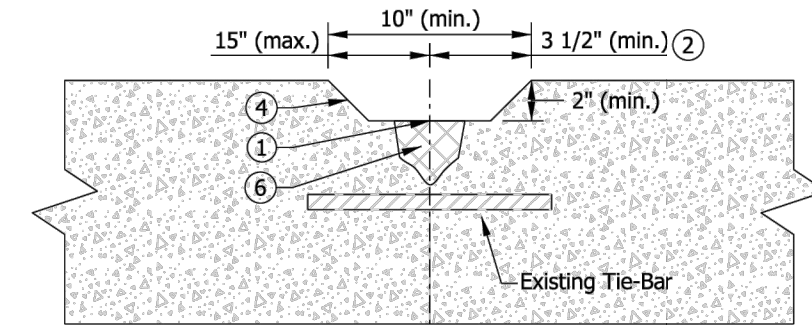


PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

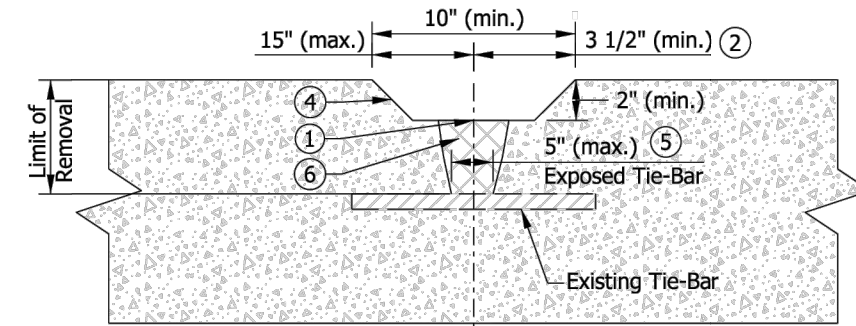


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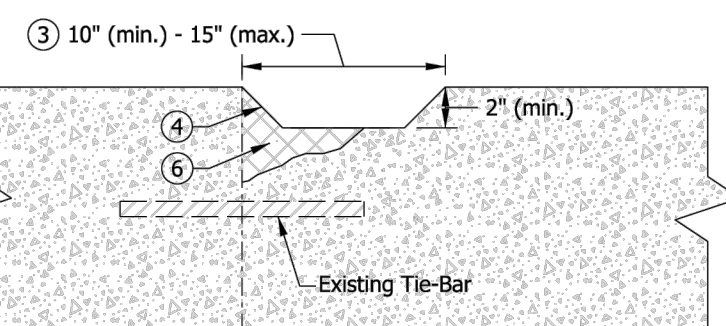
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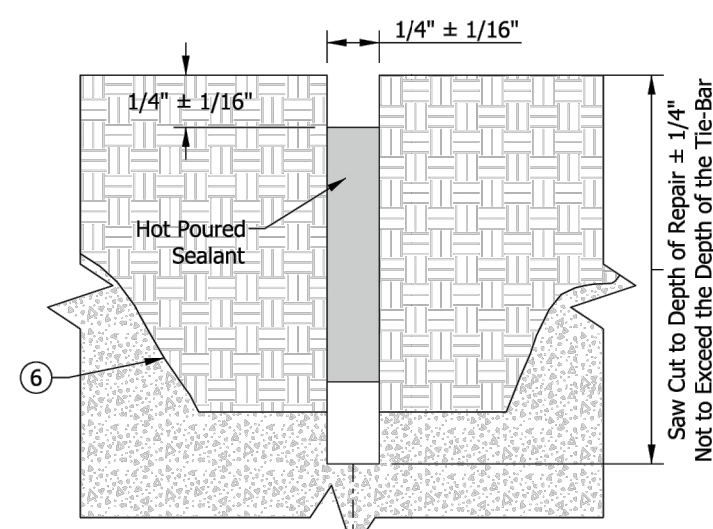
REMOVAL DETAIL STRADDLING JOINT WITHOUT EXPOSED TIE-BAR



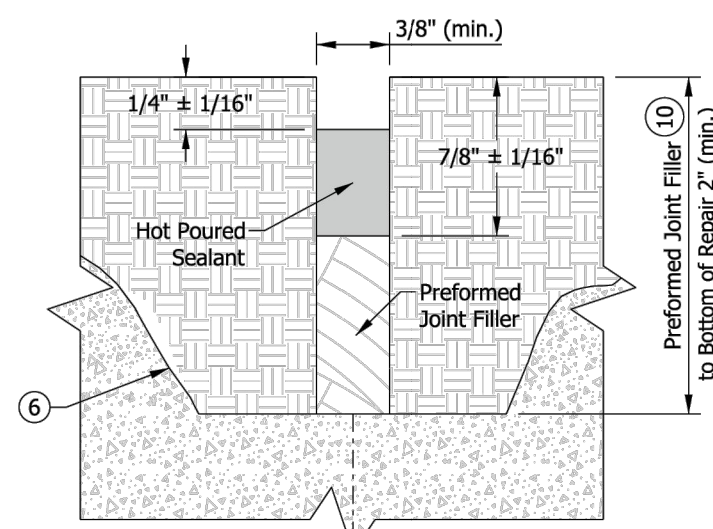
REMOVAL DETAIL STRADDLING JOINT WITH EXPOSED TIE-BAR



REMOVAL DETAIL ADJACENT TO JOINT WITHOUT EXPOSED TIE-BAR



JOINT DETAIL- SAW CUT OPTION



JOINT DETAIL- PREFORMED JOINT FILLER OPTION (Final Configuration)

**NOTES:**

- 1 Joints shall be reestablished by either preformed joint filler or saw cut option with tooling.
- 2 Repairs that involve both sides of the joint shall have at least 3 1/2 in. of milling width on both sides of the joint. The overall milling width shall be at least 10 in.
- 3 Repairs that only involve one side of the joint shall have at least 10 in. of milling width, as measured from the joint, and shall not disturb the concrete in the adjacent slab.
- 4 Sides of repair shall be tapered 30° - 60° from vertical.
- 5 Full depth patching shall be used where the width of unsound concrete at the depth of the tie-bar exceeds 5 in.
- 6 2 in. minimum milling shown, additional hand chipping may be required to remove unsound concrete.
- 7 Existing tie-bars exposed after removal shall be removed to the face of existing concrete. For tie-bar tolerance, see Standard Drawing Series E 503-CCP1.
- 8 Any voids resulting from hand chipping that extend below the tie-bars may be filled with repair concrete. Removal of the unsound concrete below the elevation of the tie-bars is not intended.
- 9 Repairs shall be terminated 12 in. or more from a transverse joint.
- 10 Preformed Joint Filler initially installed to top of repair. A portion shall be sawed out to create reservoir for hot pour sealant.

**LEGEND**

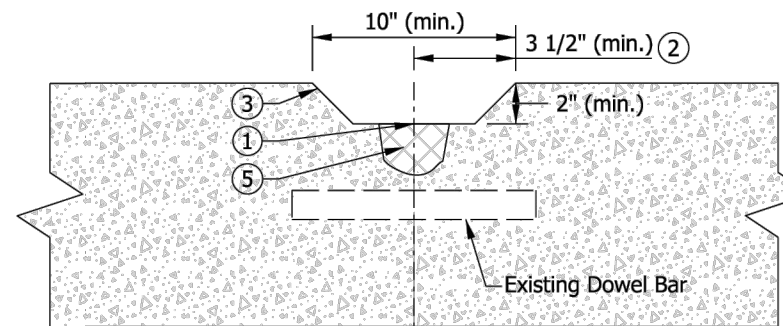
- New Concrete
- Unsound Concrete
- Existing Concrete

INDIANA DEPARTMENT OF TRANSPORTATION

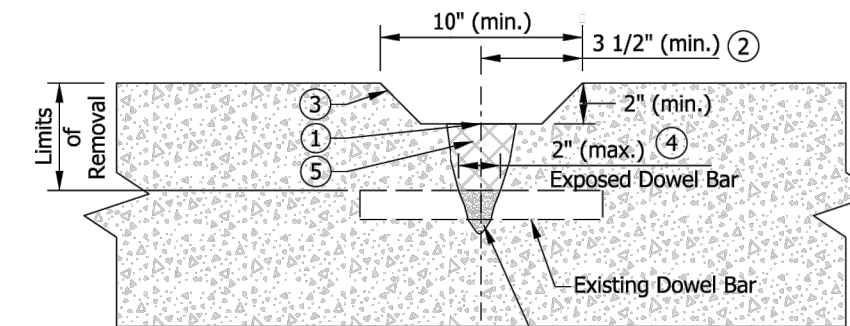
LONGITUDINAL JOINT REPAIR, PARTIAL DEPTH  
SEPTEMBER 2021

STANDARD DRAWING NO. E 509-CCJR-02

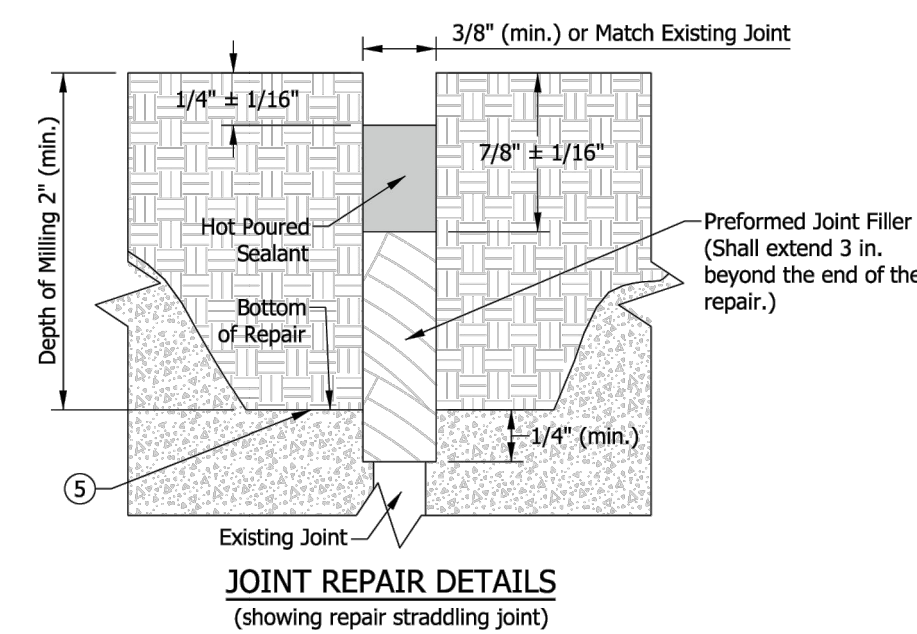
	<i>Jeremy C. Hunter</i> 2/11/2021 DESIGN STANDARDS ENGINEER DATE
	2/11/2021 CHIEF ENGINEER DATE



REMOVAL DETAIL WITHOUT EXPOSED DOWEL BAR STRADDLING JOINT



REMOVAL DETAIL WITH EXPOSED DOWEL BAR STRADDLING JOINT



JOINT REPAIR DETAILS (showing repair straddling joint)

**NOTES:**

- 1 Joints shall be reestablished by installing 3/8 in. preformed joint filler prior to concrete placement.
- 2 Repairs that involve both sides of the joint shall have at least 3 1/2 in. of milling width on both sides of the joint. The overall milling width shall be at least 10 in.
- 3 Sides of repair shall be tapered 30° - 60° from vertical.
- 4 Full depth patching shall be used where the width of unsound concrete at the depth of the tie-bar exceeds 2 in.
- 5 2 in. minimum milling shown, additional hand chipping may be required to remove unsound concrete.
- 6 Existing dowel bars exposed after removal that are either misaligned or severely corroded shall be removed to the face of existing concrete. For dowel bar tolerance, see Standard Drawing Series E 503-CCP1.
- 7 Exposed areas of dowel bars shall be covered with duct tape as a bond breaker.
- 8 Any voids resulting from hand chipping that extend below the elevation of the top of the dowel bars shall be filled with dry clean sand. Removal of the unsound concrete below the elevation of the top of the dowel bars is not intended.
- 9 Joint repairs shall not terminate within a wheel path. Where existing deterioration exists within a wheel path, the limits of the repair should extend to the edge or center of the lane.

**LEGEND**

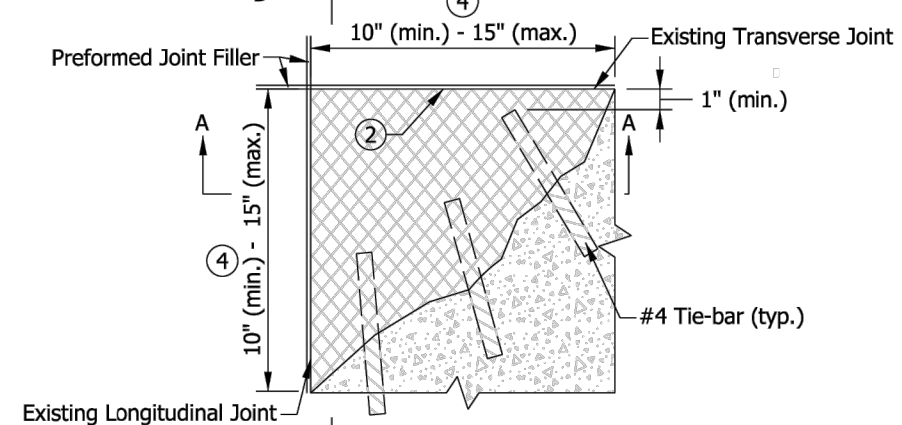
- Sand
- New Concrete
- Unsound Concrete
- Existing Concrete

INDIANA DEPARTMENT OF TRANSPORTATION

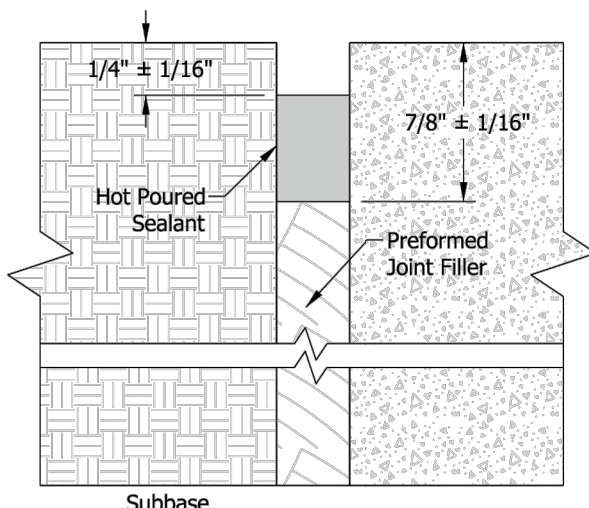
TRANSVERSE JOINT REPAIR, PARTIAL DEPTH  
SEPTEMBER 2021

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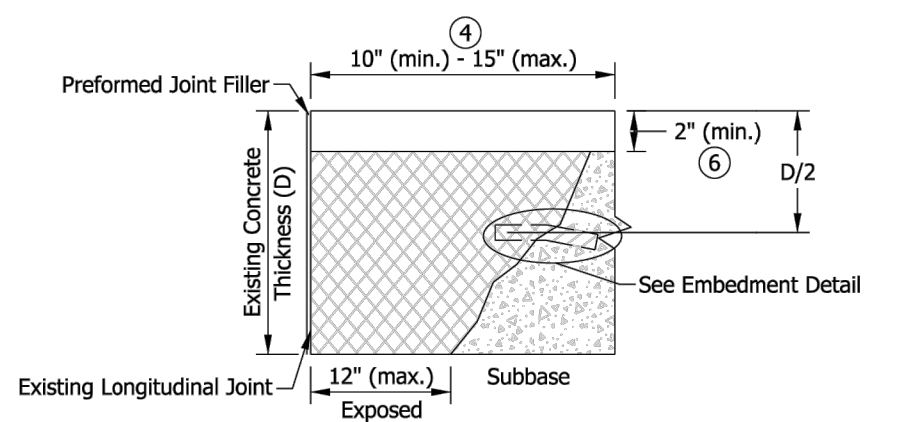
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	2/11/2021 CHIEF ENGINEER DATE



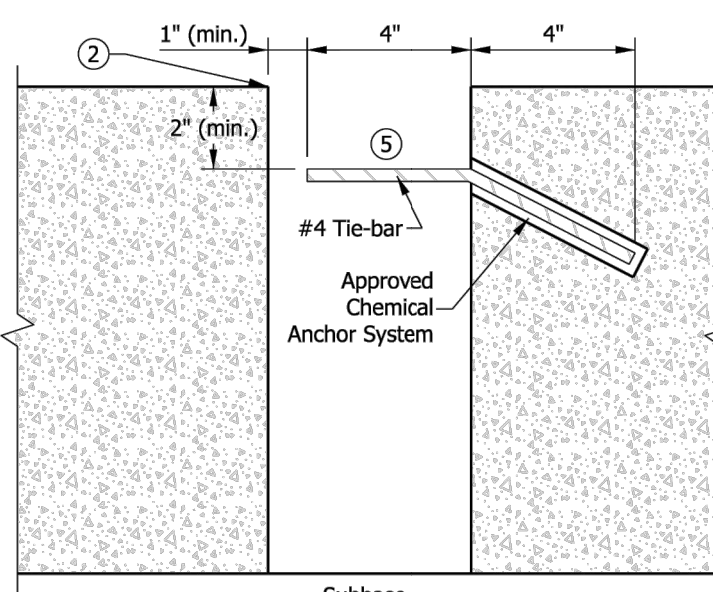
CORNER SLAB REPAIR - PLAN VIEW



SECTION B-B (showing repaired concrete)



SECTION A-A (showing concrete removal)



EMBEDMENT DETAIL

**NOTES:**

- 1 #4 tie-bars shall be installed at 6 in. spacing, center to center while maintaining a minimum 2 in. of cover and 1 in. of clearance from the vertical sides of the joint.
- 2 Joints shall be reestablished by installing full depth preformed expansion joint filler to match the existing transverse joint prior to concrete placement.
- 3 Area for joint repair, bottom-half will be measured at D/2.
- 4 15 in. maximum or as approved by the Engineer.
- 5 #4 tie-bars may be installed at an angle to clear the adjacent existing concrete, but shall be field bent horizontal prior to installation.
- 6 Pay limits for partial depth joint repair.

**LEGEND**

- New Concrete
- Unsound Concrete
- Existing Concrete

INDIANA DEPARTMENT OF TRANSPORTATION

JOINT REPAIR, BOTTOM-HALF  
SEPTEMBER 2021

STANDARD DRAWING NO. E 509-CCJR-04

	<i>Jeremy C. Hunter</i> 2/11/2021 DESIGN STANDARDS ENGINEER DATE
	2/11/2021 CHIEF ENGINEER DATE

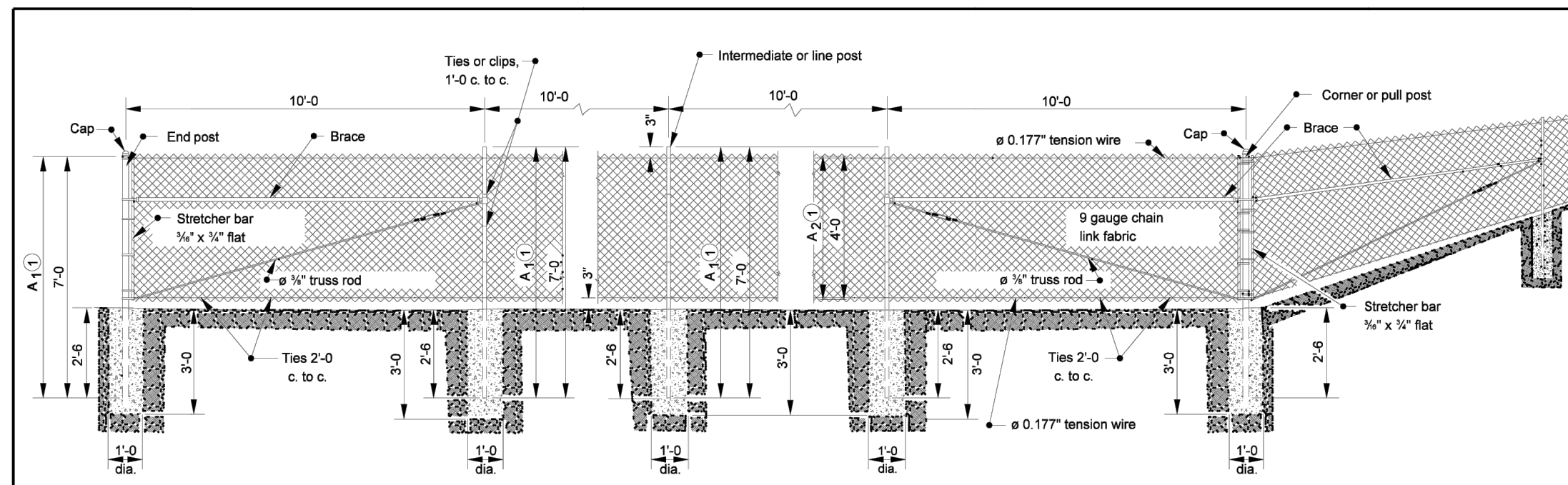
Certified by: ENGINEER



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:	
Project Number:	89006007-23-034-C1
Requestion Number:	
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DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS110
Sheet:	88 of 140



RIGHT OF WAY FENCE  
Steel Chain Link Fence

GENERAL NOTES

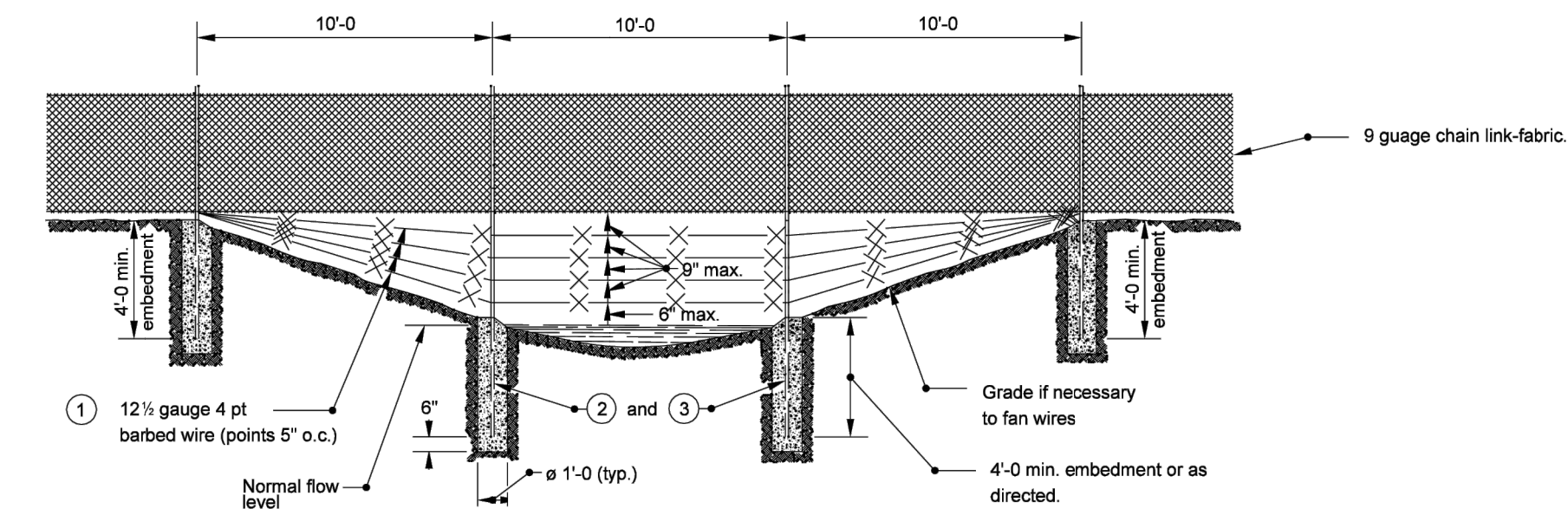
- For each additional 1'-0" in height increase dimensions A<sub>1</sub> and A<sub>2</sub> by 1'-0".
- Dimensions as shown are for 4'-0" fence.
- For chain link type stream crossing or depression detail see Standard Drawing E 603-CLTF-02 for dimensions and installation.

HEIGHT OF FENCE	GROUP 1				GROUP 2			
	NOM. DIA.	WEIGHT	NOM. DIA.	WEIGHT	NOM. DIA.	WEIGHT	NOM. DIA.	WEIGHT
END, CORNER, AND PULL POSTS	2	3.65	2 1/4"	5.78	2	3.12	2 1/4"	4.64
LINE POSTS	1 1/4"	2.27	2	3.65	1 1/4"	1.84	2	3.12
BRACE	1 1/4"	2.27	1 1/4"	2.27	1 1/4"	1.84	1 1/4"	1.84

INDIANA DEPARTMENT OF TRANSPORTATION  
CHAIN LINK TYPE FENCE  
MARCH 2006  
STANDARD DRAWING NO. E 603-CLTF-01

Richard L. VanCleave  
DESIGN STANDARDS ENGINEER  
DATE 3/0/06

Richard K. Smutzer  
CHIEF HIGHWAY ENGINEER  
DATE 3/0/06



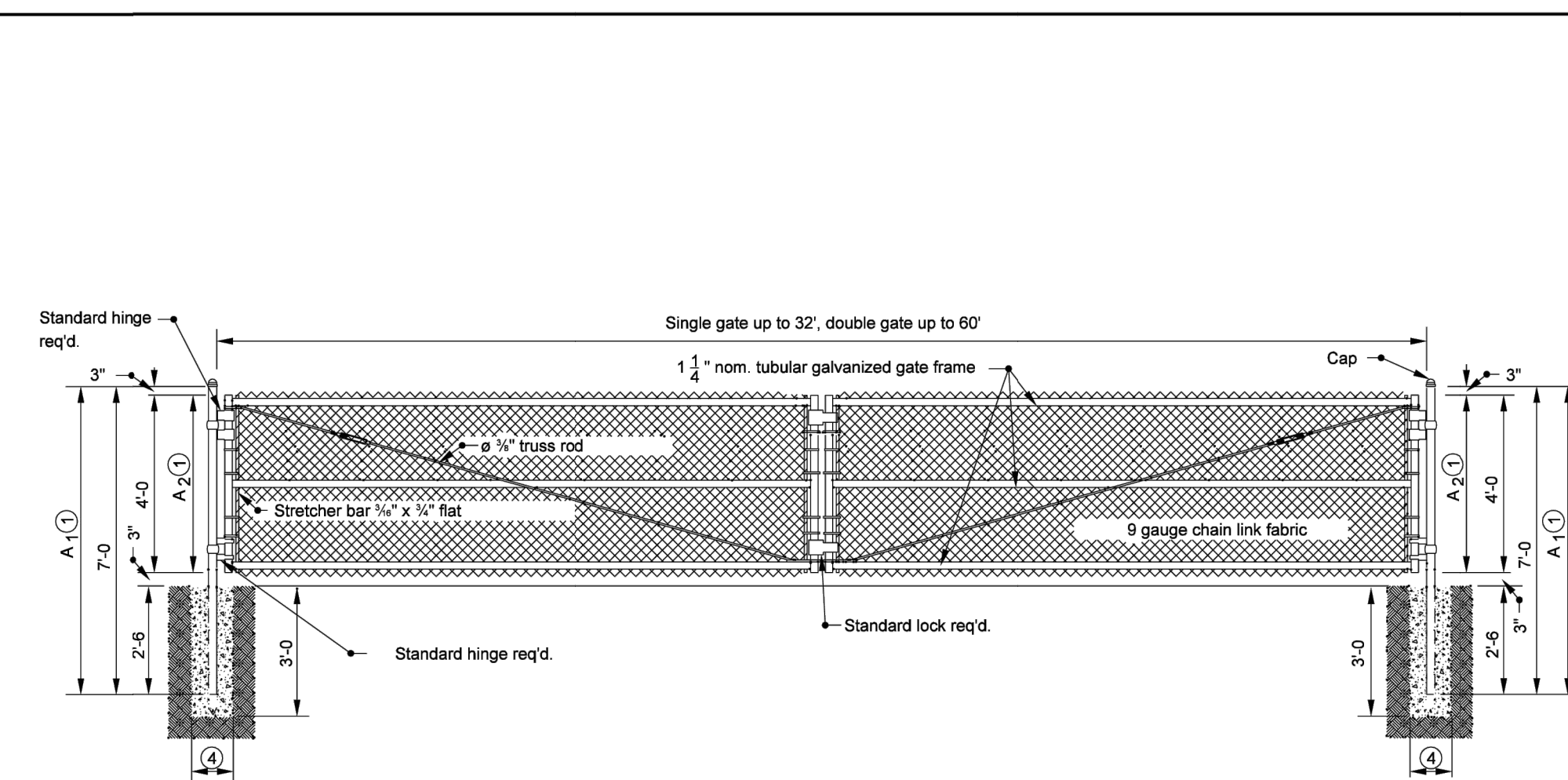
SECTION AT STREAM CROSSING OR DEPRESSION

- GENERAL NOTES
- This installation to be made only where directed. Barbed wire will not be required at points where such installation would cause the collecting of drift in the channel.
  - Line posts of 9'-6 or longer for crossing shall be 2" nominal tubing or 3 x 3 x 1/4 angles and shall be set in concrete footings.
  - Extra length posts to be used as directed.

INDIANA DEPARTMENT OF TRANSPORTATION  
CHAIN LINK TYPE FENCE  
SEPTEMBER 2004  
STANDARD DRAWING NO. E 603-CLTF-02

Richard L. VanCleave  
DESIGN STANDARDS ENGINEER  
DATE 9/0/04

Richard K. Smutzer  
CHIEF HIGHWAY ENGINEER  
DATE 9/0/04



CHAIN LINK GATE

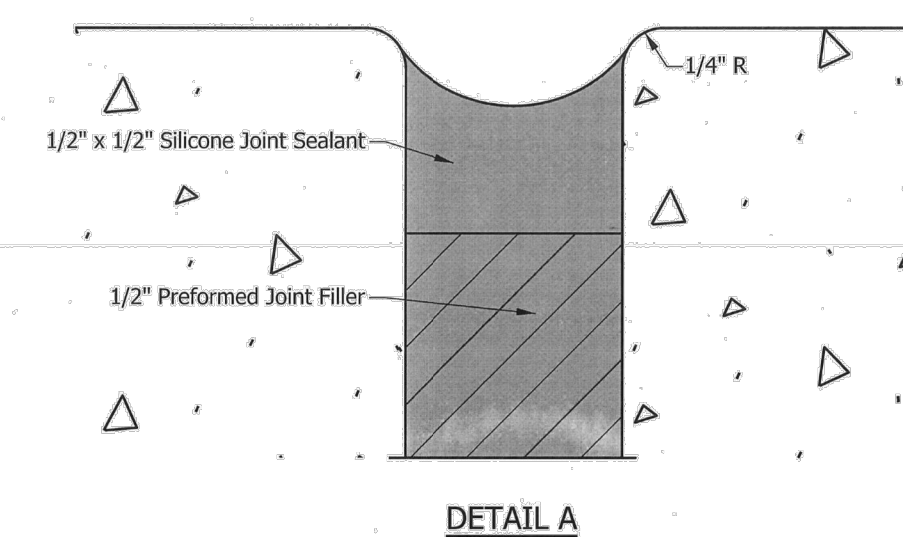
GENERAL NOTES

- For each additional 1'-0" in height increase dimension A<sub>1</sub> and A<sub>2</sub> by 1'-0".
- See Standard Drawing E 603-CLTF-01 for the tubular post chart.
- Dimensions as shown are for 4'-0" fence.
- Diameter equals 10" plus the outside diameter of the post.

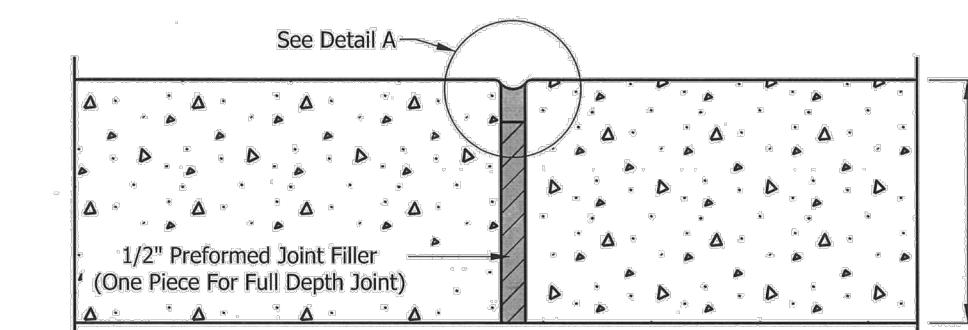
INDIANA DEPARTMENT OF TRANSPORTATION  
CHAIN LINK TYPE GATE  
SEPTEMBER 2004  
STANDARD DRAWING NO. E 603-CLTF-03

Richard L. VanCleave  
DESIGN STANDARDS ENGINEER  
DATE 9/0/04

Richard K. Smutzer  
CHIEF HIGHWAY ENGINEER  
DATE 9/0/04



DETAIL A



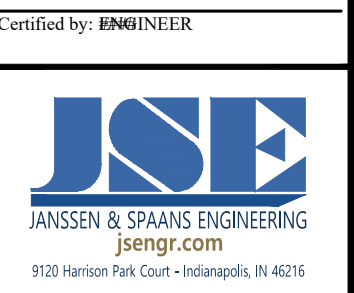
SIDEWALK EXPANSION JOINT

- NOTES:
- Dimension D is equal to the full depth of the sidewalk or curb ramp.

INDIANA DEPARTMENT OF TRANSPORTATION  
SIDEWALK EXPANSION JOINT  
SEPTEMBER 2015  
STANDARD DRAWING NO. E 604-CCS3-01

Elizabeth W. Phillips  
DESIGN STANDARDS ENGINEER  
DATE 12/02/14

Mark A. Miller  
CHIEF ENGINEER  
DATE 12/03/14

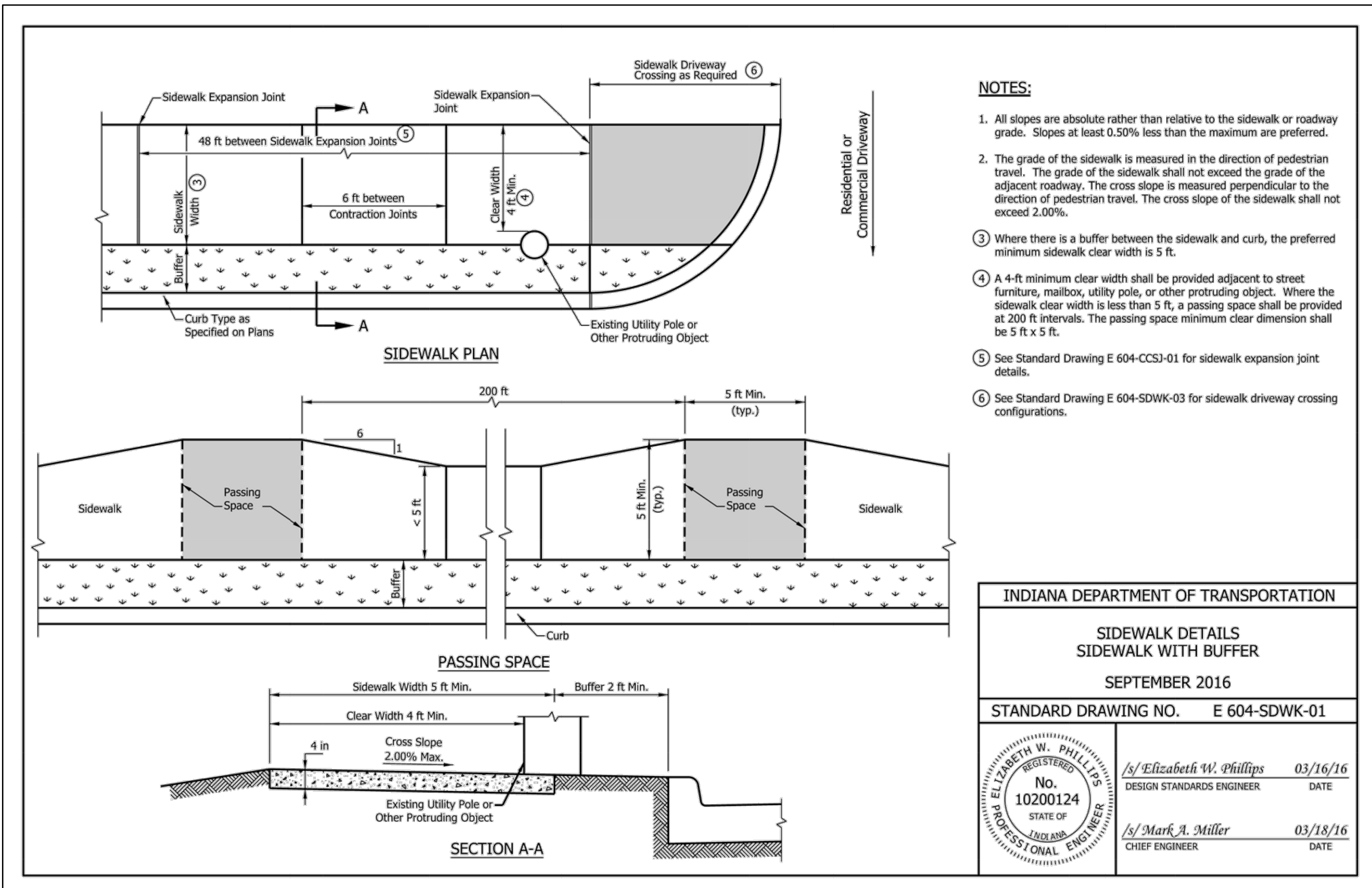


PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA

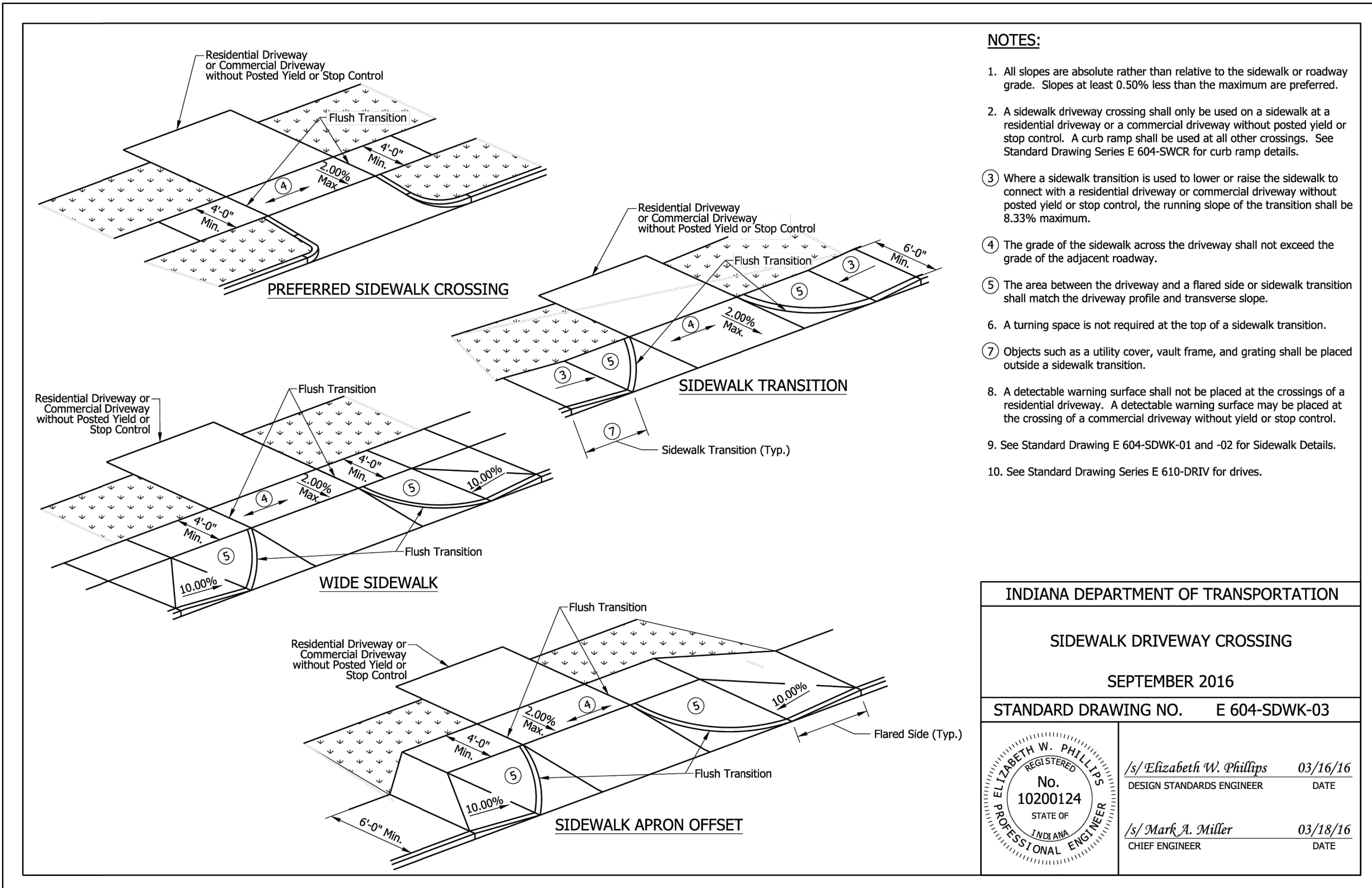
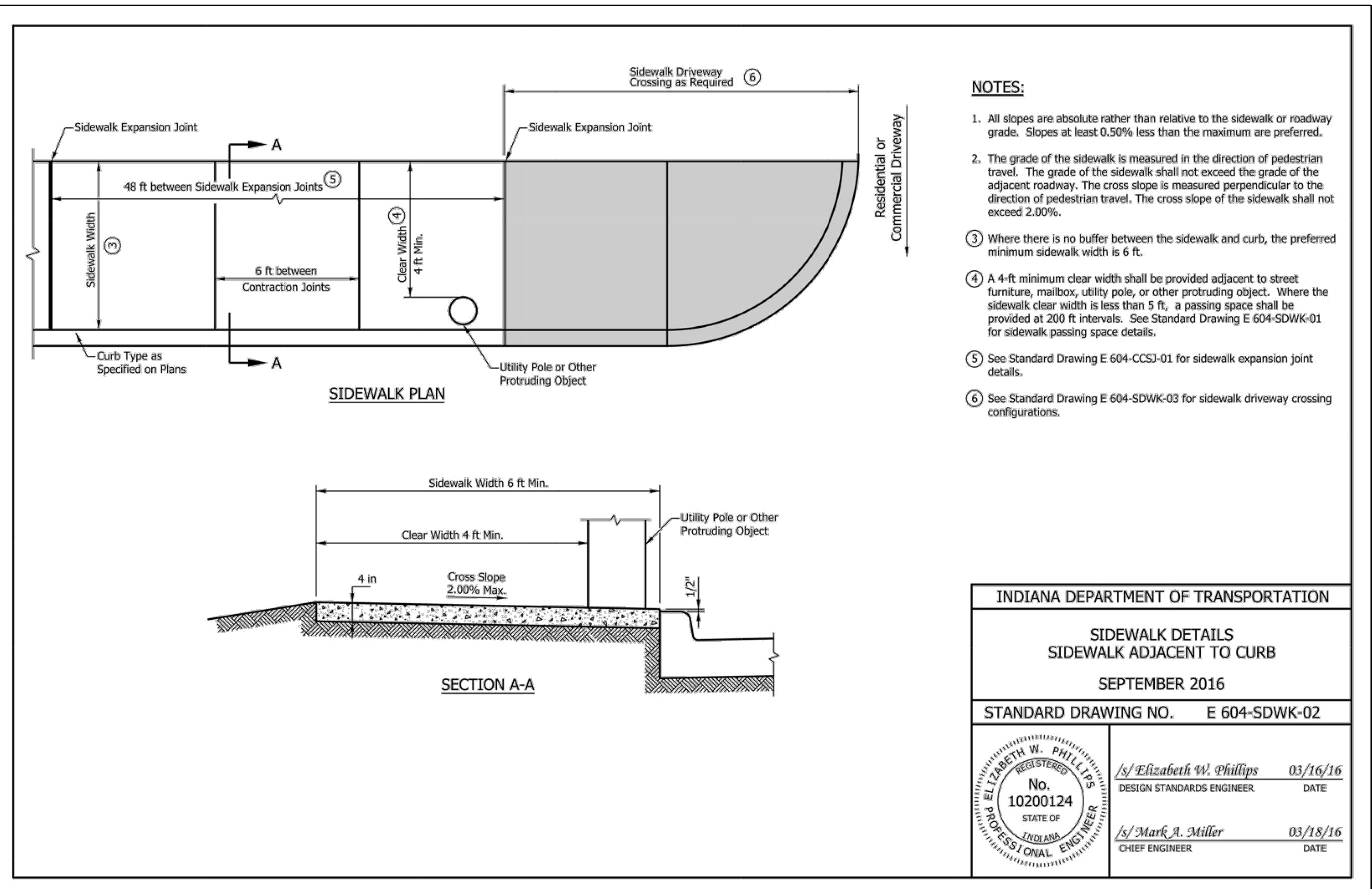


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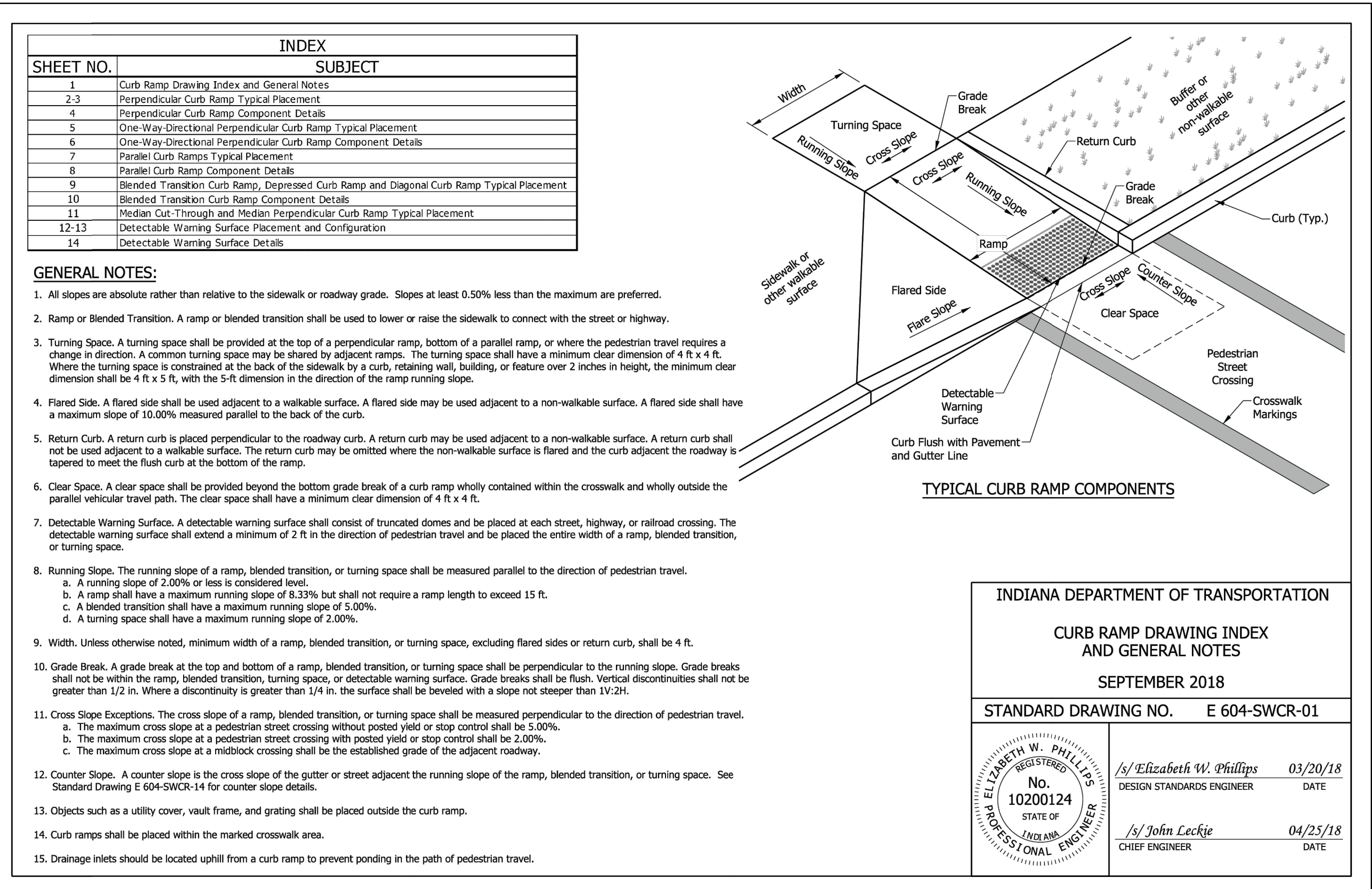
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Requisition Number:  
Account Number:  
Designer: IID Drawing Date: 8/30/2024  
Drafter: JRC Drawing Scale: N/A  
DAPW Approval:  
Client Approval:  
Reference Number: 1394  
Building Reference:  
Drawing Number: CS111  
Sheet: 89 of 140



INDIANA DEPARTMENT OF TRANSPORTATION	
SIDEWALK DETAILS SIDEWALK WITH BUFFER	
SEPTEMBER 2016	
STANDARD DRAWING NO. E 604-SDWK-01	
	/s/ Elizabeth W. Phillips 03/16/16 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 03/18/16 CHIEF ENGINEER DATE

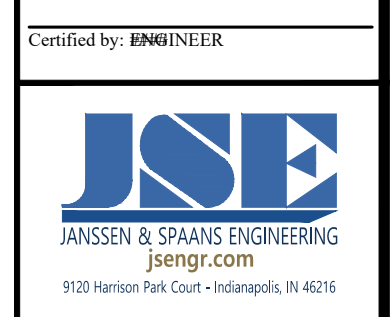


INDIANA DEPARTMENT OF TRANSPORTATION	
SIDEWALK DRIVEWAY CROSSING	
SEPTEMBER 2016	
STANDARD DRAWING NO. E 604-SDWK-03	
	/s/ Elizabeth W. Phillips 03/16/16 DESIGN STANDARDS ENGINEER DATE
	/s/ Mark A. Miller 03/18/16 CHIEF ENGINEER DATE



INDIANA DEPARTMENT OF TRANSPORTATION	
CURB RAMP DRAWING INDEX AND GENERAL NOTES	
SEPTEMBER 2018	
STANDARD DRAWING NO. E 604-SWCR-01	
	/s/ Elizabeth W. Phillips 03/20/18 DESIGN STANDARDS ENGINEER DATE
	/s/ John Lackie 04/25/18 CHIEF ENGINEER DATE

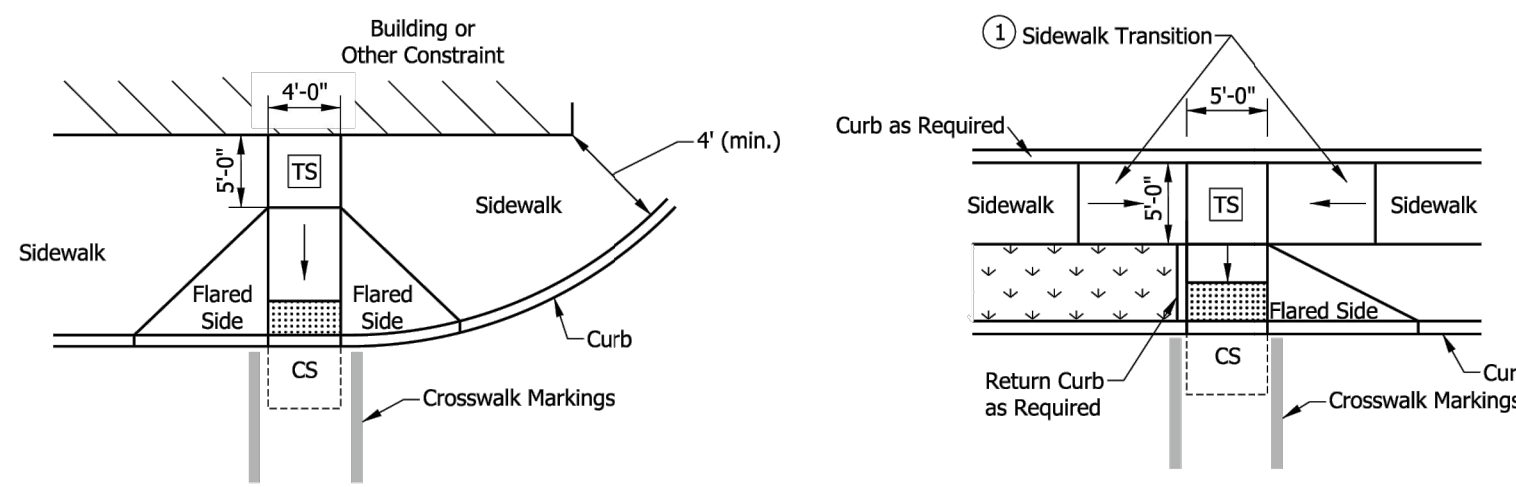
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PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

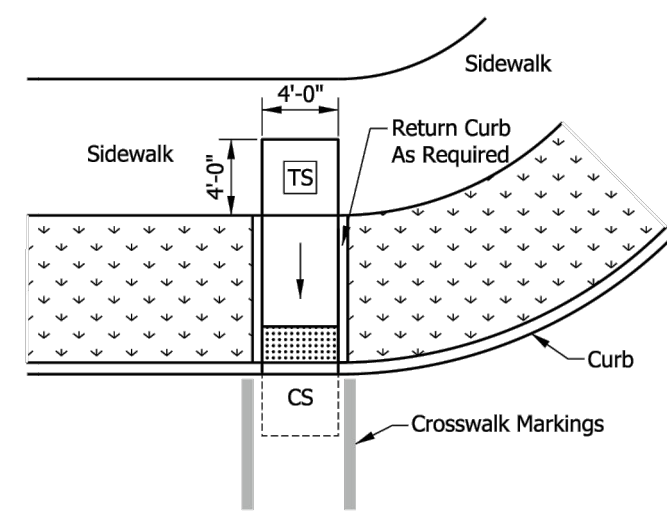


Revisions:	
Project Number: 89006007-23-034-C1	
Requestion Number:	
Account Number:	
Designer: ID	Drawing Date: 8/30/2024
Drawer: JRC	Drawing Scale: N/A
DAPW Approval:	
Client Approval:	
Reference Number: 1394	Drawing Number: CS112
Sheet: 90 of 140	



PERPENDICULAR CURB RAMP  
ADJACENT WALKABLE SURFACE

TIERED PERPENDICULAR CURB RAMP



PERPENDICULAR CURB RAMP  
ADJACENT NON-WALKABLE SURFACE

NOTES:

- Where insufficient width between the curb and back of sidewalk prevent a standard perpendicular curb ramp running slope, a sidewalk transition may be used to lower the sidewalk grade. The sidewalk transition running slope shall not exceed 8.33%. See Standard Drawing Series E 604-SDWK for sidewalk details.
- The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.

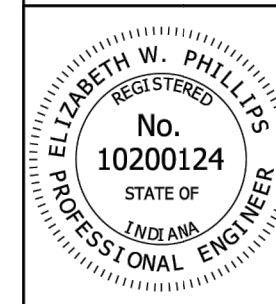
LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space
- Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP  
TYPICAL PLACEMENT  
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-02

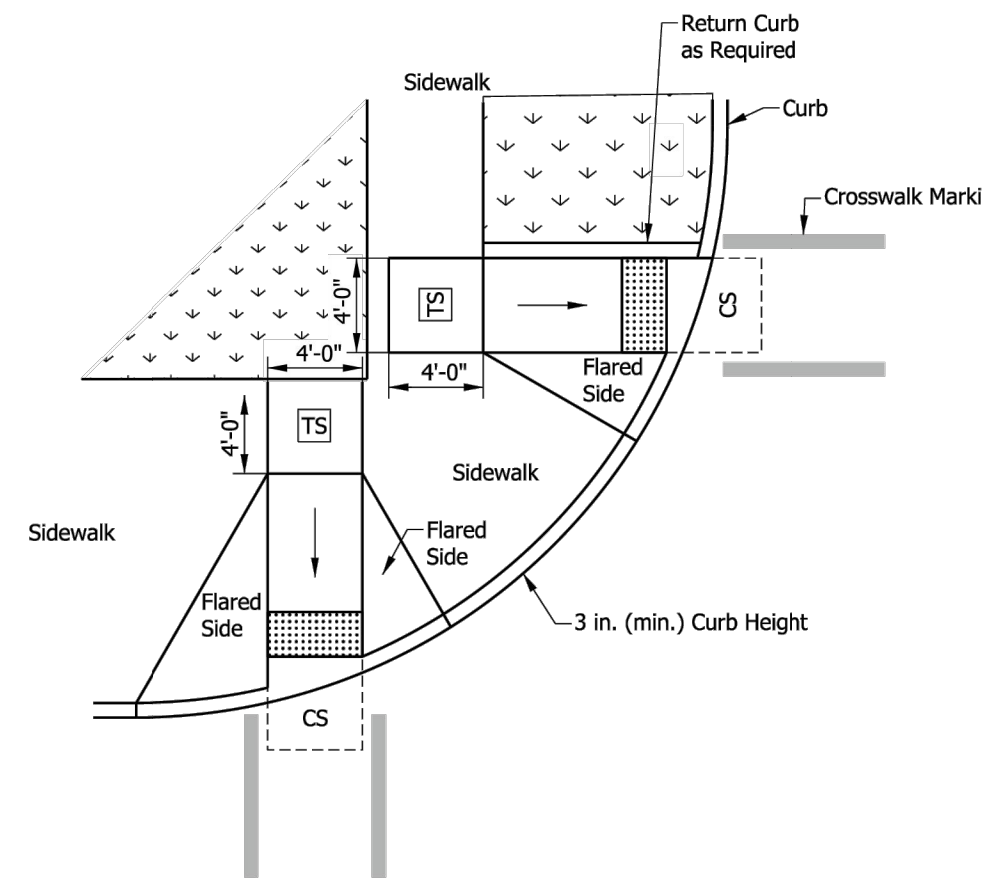


*/s/ Elizabeth W. Phillips* 03/29/18  
DESIGN STANDARDS ENGINEER DATE

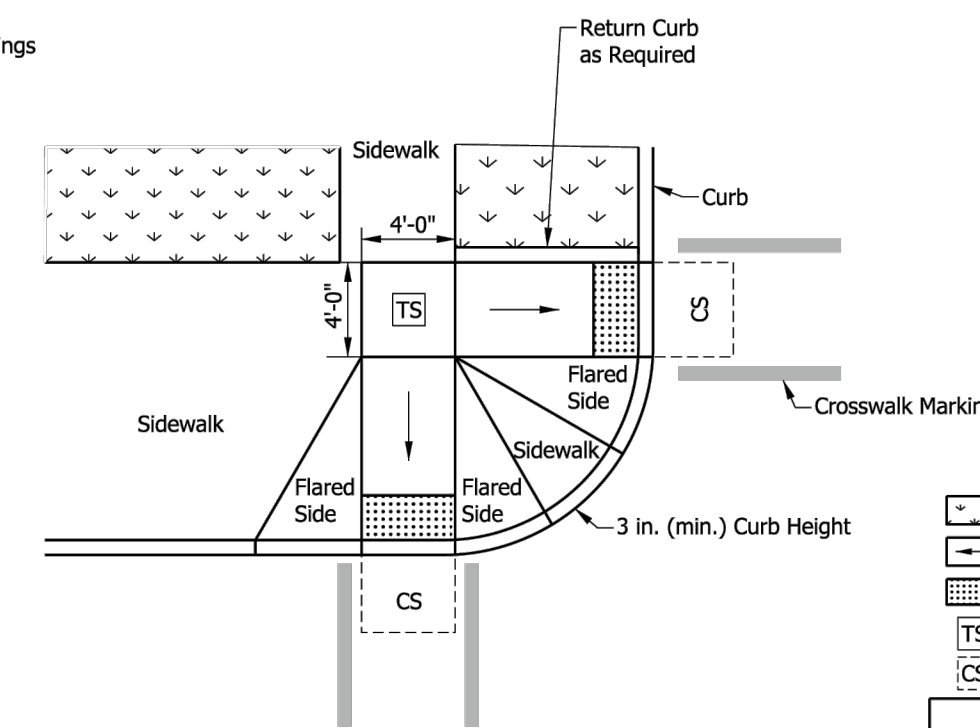
*/s/ John Leckie* 04/25/18  
CHIEF ENGINEER DATE

NOTE:

- The turning space shall have a minimum clear dimension of 4 ft x 4 ft and a running slope of 2.00% maximum. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope.



PAIRED PERPENDICULAR  
CURB RAMPS AT LARGE RADIUS



PAIRED PERPENDICULAR  
CURB RAMPS AT SMALL RADIUS

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space
- Clear Space

INDIANA DEPARTMENT OF TRANSPORTATION

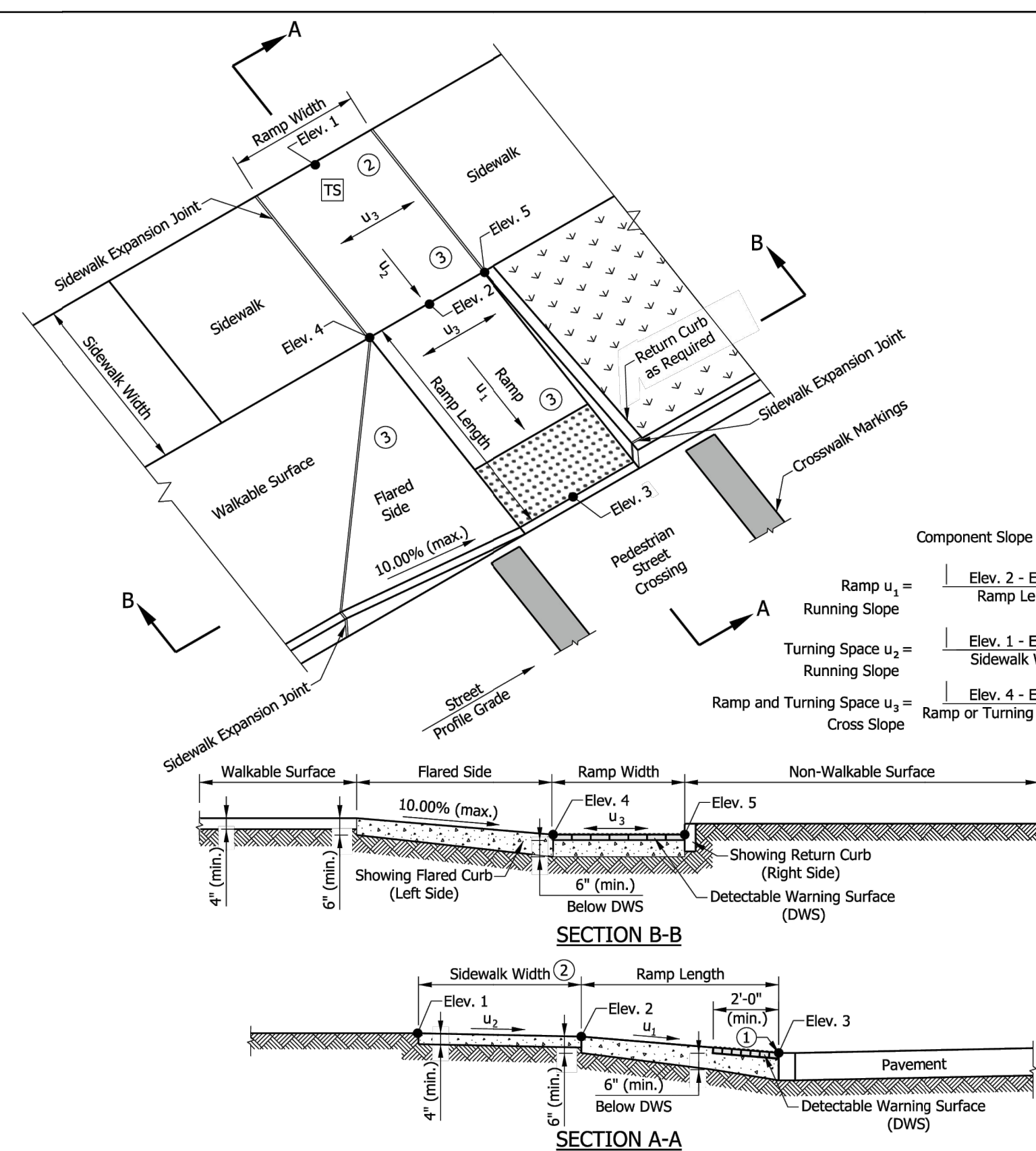
PAIRED PERPENDICULAR CURB RAMPS  
TYPICAL PLACEMENT  
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-03



*/s/ Elizabeth W. Phillips* 03/15/16  
DESIGN STANDARDS ENGINEER DATE

*/s/ Mark A. Miller* 03/18/16  
CHIEF ENGINEER DATE



NOTES:

- The bottom edge of the ramp and top of curb shall be flush with the edge of adjacent pavement and gutter line.
- The turning space shall have a minimum clear dimension of 4 ft x 4 ft. Where the turning space is constrained at the back of the sidewalk, the minimum clear dimension shall be 4 ft x 5 ft, with the 5-ft dimension in the direction of the ramp running slope. Where a tiered perpendicular curb ramp is used, a constrained turning space shall have a minimum clear dimension of 5 ft x 5 ft.
- Curb ramp surface shall be coarse broomed transverse to the running slope.
- See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
- See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
- See Standard Drawing E 604-CCS3-01 for sidewalk expansion joint details.

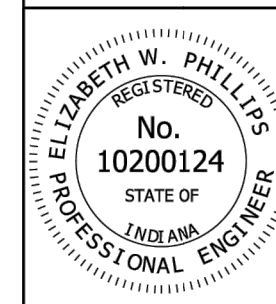
LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface
- Turning Space

INDIANA DEPARTMENT OF TRANSPORTATION

PERPENDICULAR CURB RAMP  
COMPONENT DETAILS  
SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-04

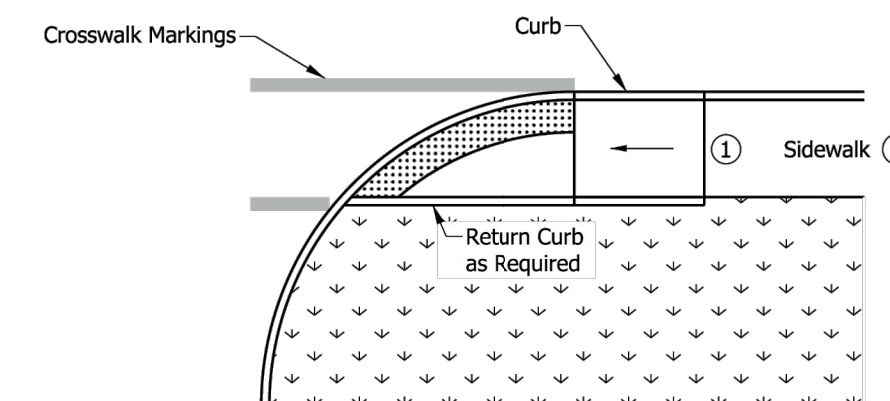


*/s/ Elizabeth W. Phillips* 03/29/18  
DESIGN STANDARDS ENGINEER DATE

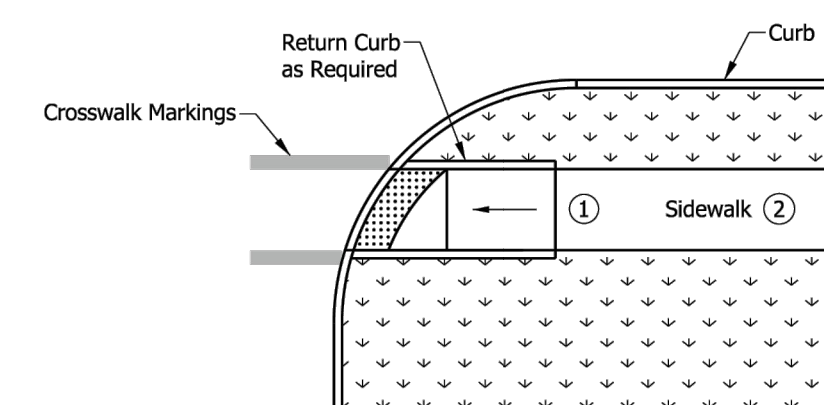
*/s/ John Leckie* 04/25/18  
CHIEF ENGINEER DATE

NOTES:

- A turning space is not required at the top of the ramp for a one-way directional perpendicular curb ramp.
- Where there is no buffer between the sidewalk and curb the preferred minimum sidewalk width is 6 ft. Where a buffer is placed between the sidewalk and curb, the preferred minimum sidewalk width is 5 ft. See Standard Drawing Series E 604-SDWK for sidewalk details.



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP ADJACENT CURB



ONE-WAY DIRECTIONAL PERPENDICULAR CURB RAMP WITH BUFFER

LEGEND:

- Buffer or Other Non-Walkable Surface
- Ramp
- Detectable Warning Surface

INDIANA DEPARTMENT OF TRANSPORTATION

ONE-WAY DIRECTIONAL  
PERPENDICULAR CURB RAMP  
TYPICAL PLACEMENT  
SEPTEMBER 2016

STANDARD DRAWING NO. E 604-SWCR-05



*/s/ Elizabeth W. Phillips* 03/15/16  
DESIGN STANDARDS ENGINEER DATE

*/s/ Mark A. Miller* 03/18/16  
CHIEF ENGINEER DATE

Certified by: ENGINEER



PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
CENTERVILLE WELCOME CENTER  
CENTERVILLE, INDIANA



Revisions:

Project Number: 89006007-23-034-C1

Requisition Number:

Account Number:

Designer: IID Drawing Date: 8/30/2024

Drafter: JRC Drawing Scale: N/A

DAPW Approval:

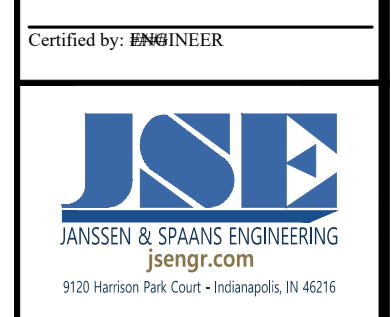
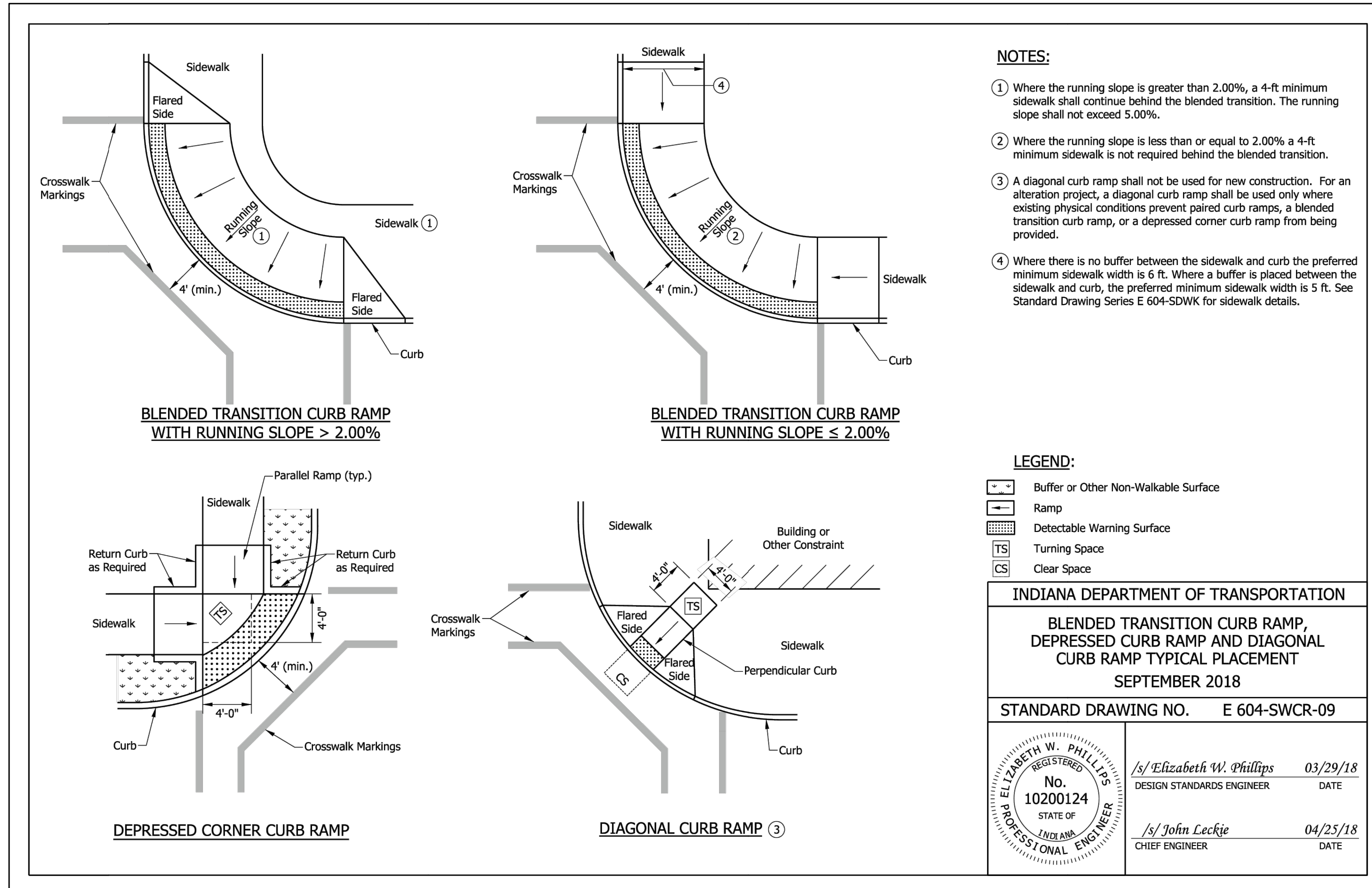
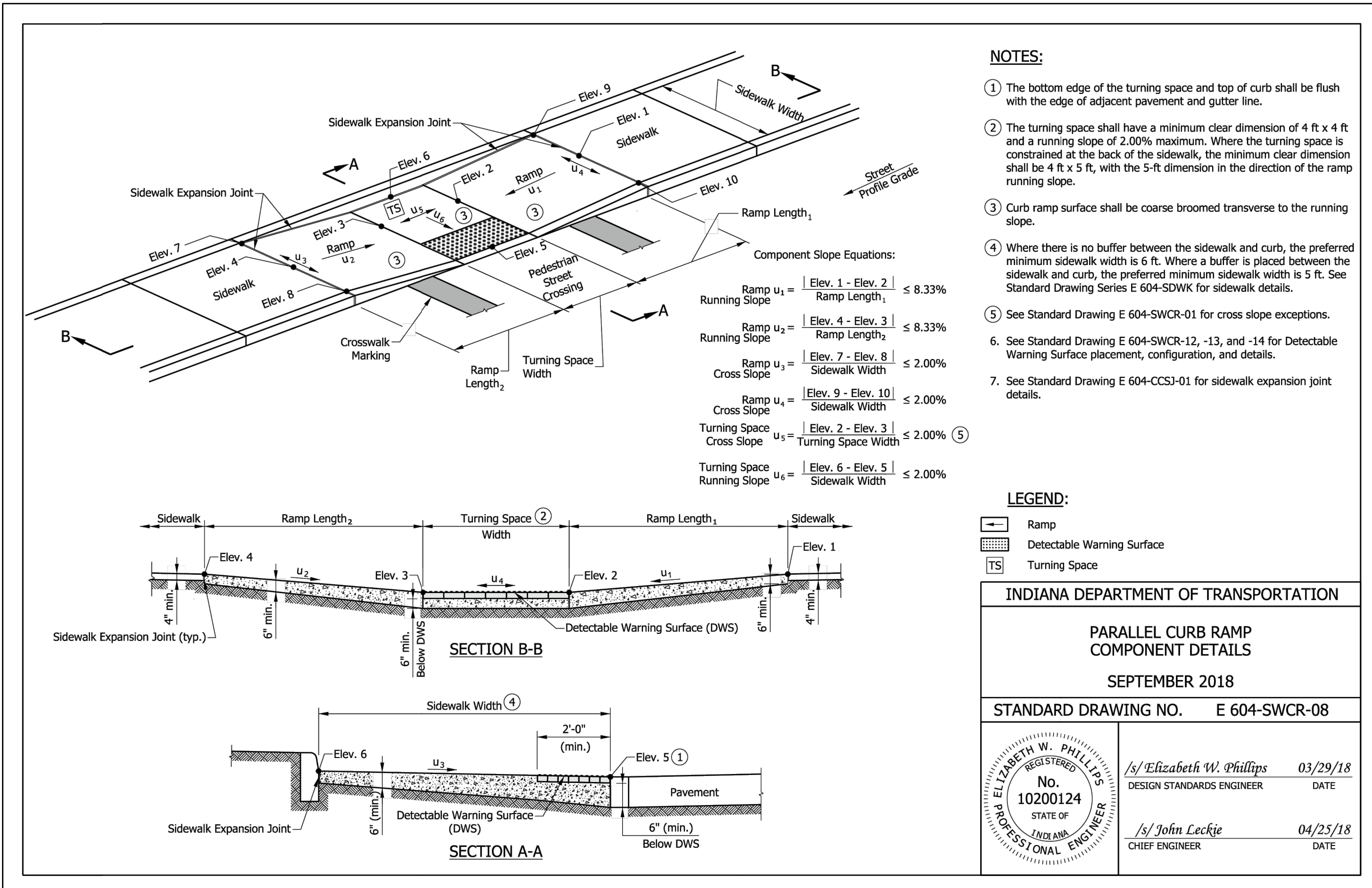
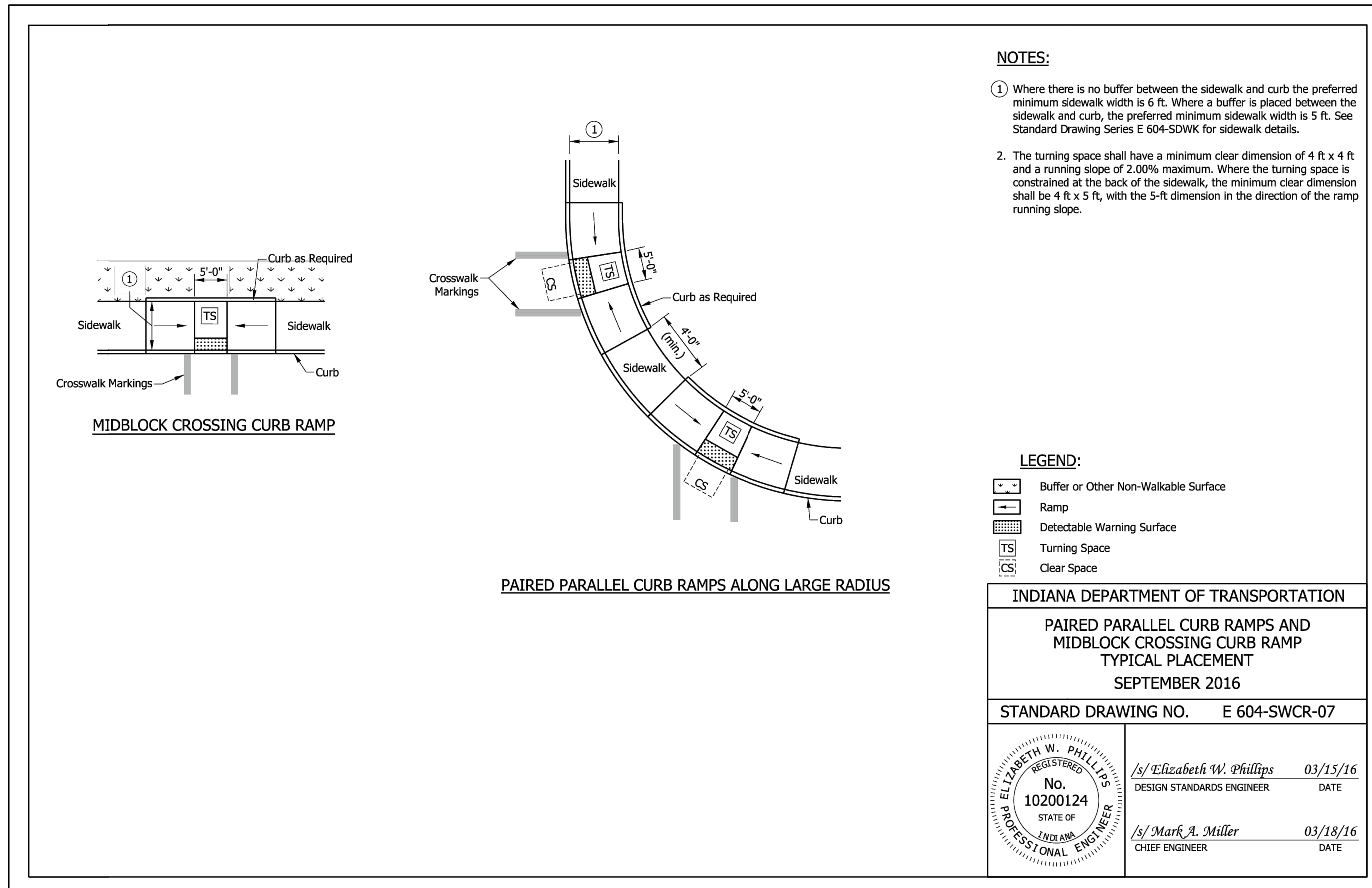
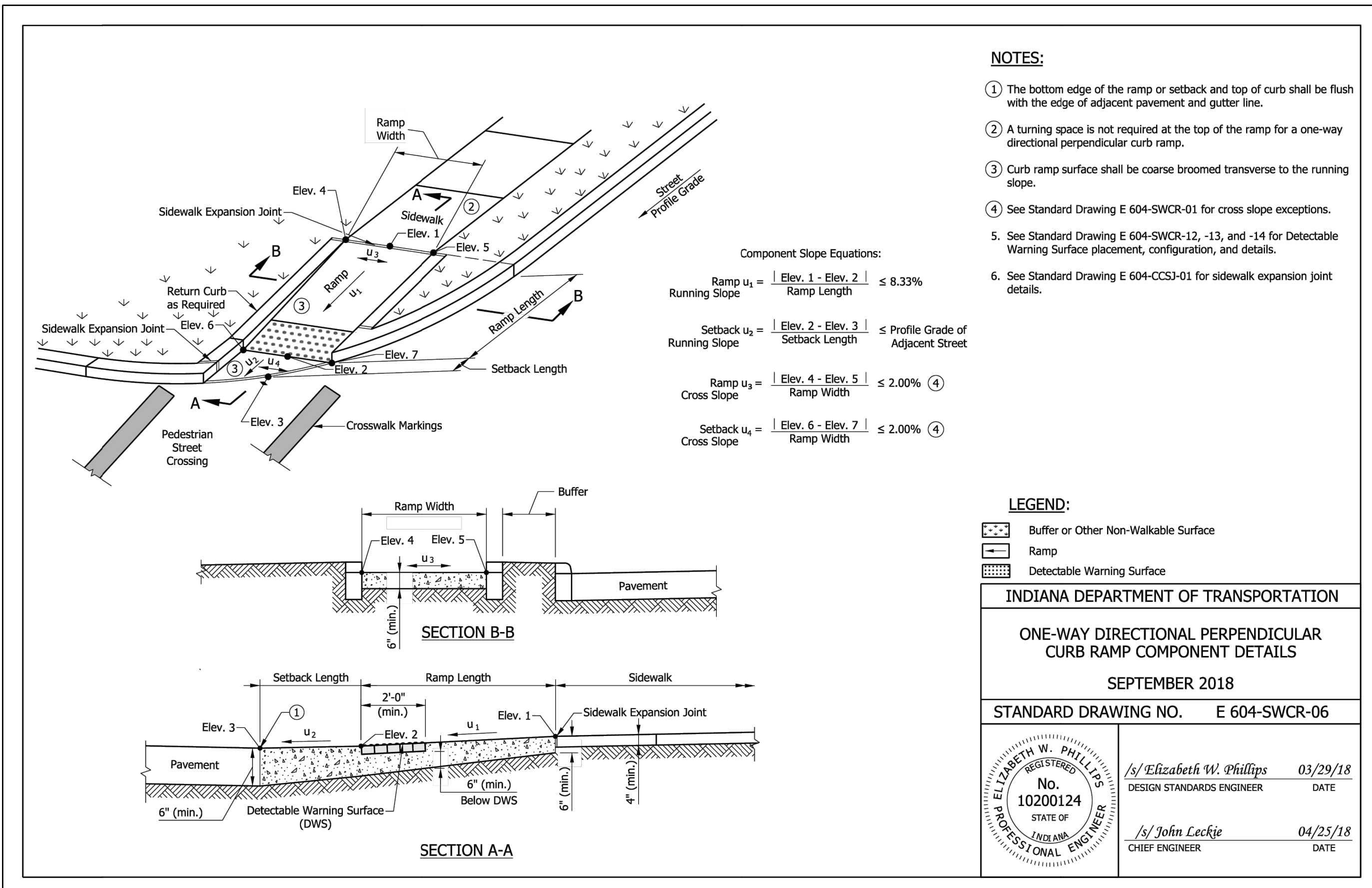
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Reference Number: 1394

Building Reference:

Drawing Number: CS113

Sheet: 91 of 140



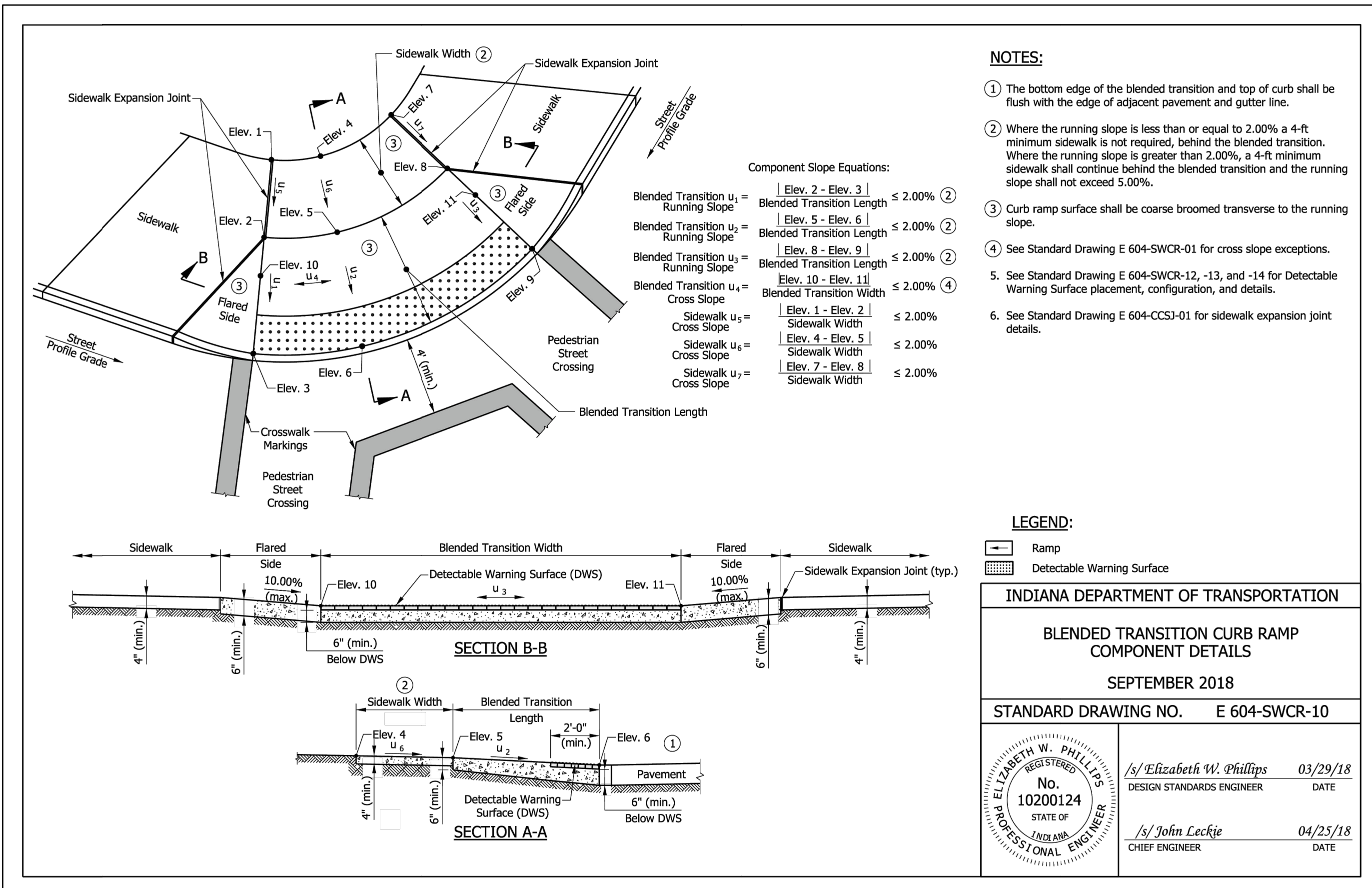
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 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA



Revisions:

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Account Number:	
Designer:	ID
Drawing Date:	8/30/2024
Drafter:	JRC
Drawing Scale:	N/A
DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS114
Sheet:	92 of 140

Last Saved By: pml@indiana.gov  
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- NOTES:**
- The bottom edge of the blended transition and top of curb shall be flush with the edge of adjacent pavement and gutter line.
  - Where the running slope is less than or equal to 2.00% a 4-ft minimum sidewalk is not required, behind the blended transition. Where the running slope is greater than 2.00%, a 4-ft minimum sidewalk shall continue behind the blended transition and the running slope shall not exceed 5.00%.
  - Curb ramp surface shall be coarse broomed transverse to the running slope.
  - See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
  - See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
  - See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

**LEGEND:**

- Ramp
- Detectable Warning Surface

**INDIANA DEPARTMENT OF TRANSPORTATION**

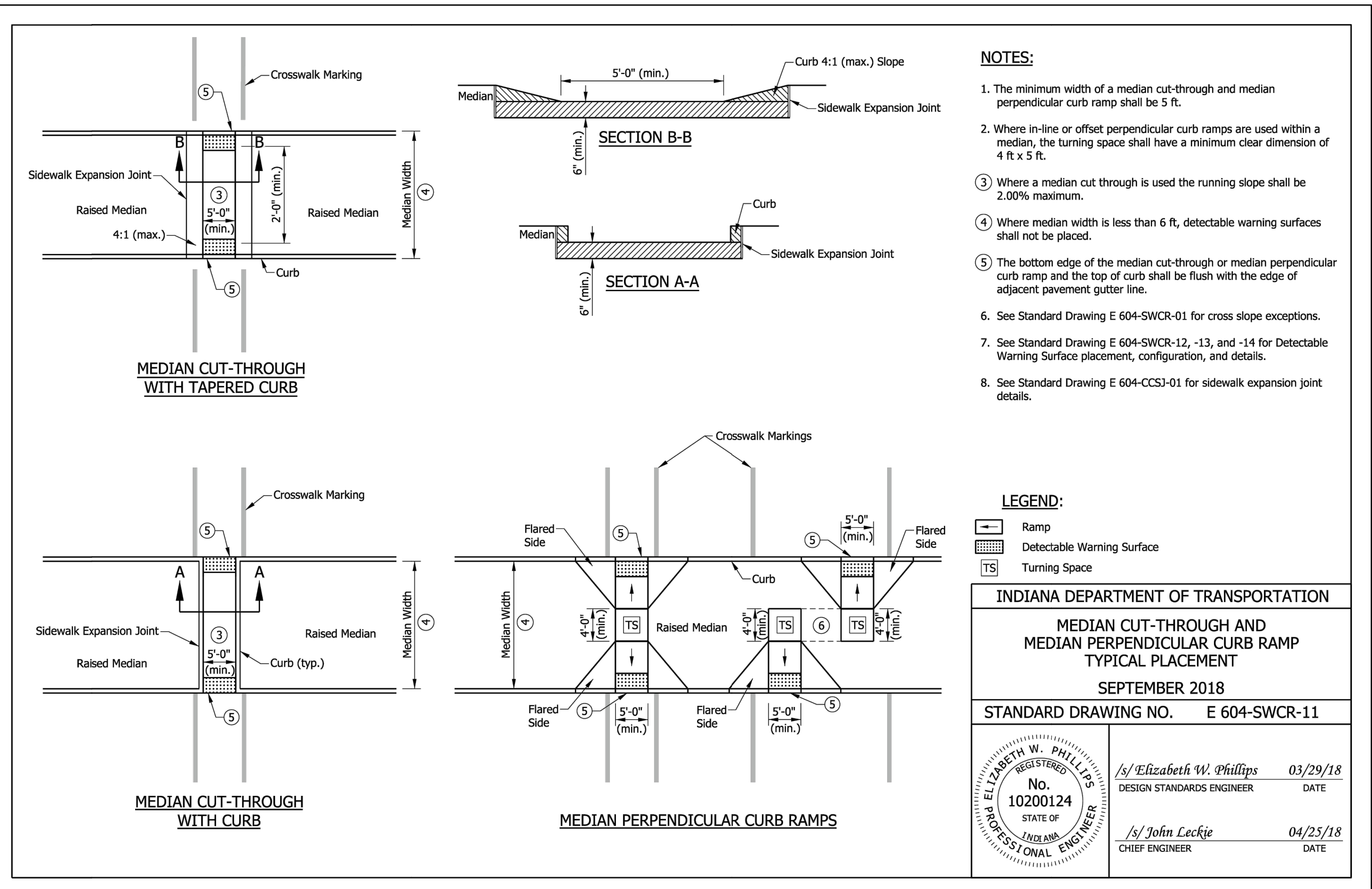
**BLENDED TRANSITION CURB RAMP COMPONENT DETAILS**

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-10

*/s/ Elizabeth W. Phillips* 03/29/18  
 DESIGN STANDARDS ENGINEER DATE

*/s/ John Leckie* 04/25/18  
 CHIEF ENGINEER DATE



- NOTES:**
- The minimum width of a median cut-through and median perpendicular curb ramp shall be 5 ft.
  - Where in-line or offset perpendicular curb ramps are used within a median, the turning space shall have a minimum clear dimension of 4 ft x 5 ft.
  - Where a median cut through is used the running slope shall be 2.00% maximum.
  - Where median width is less than 6 ft, detectable warning surfaces shall not be placed.
  - The bottom edge of the median cut-through or median perpendicular curb ramp and the top of curb shall be flush with the edge of adjacent pavement gutter line.
  - See Standard Drawing E 604-SWCR-01 for cross slope exceptions.
  - See Standard Drawing E 604-SWCR-12, -13, and -14 for Detectable Warning Surface placement, configuration, and details.
  - See Standard Drawing E 604-CCSJ-01 for sidewalk expansion joint details.

**LEGEND:**

- Ramp
- Detectable Warning Surface
- Turning Space

**INDIANA DEPARTMENT OF TRANSPORTATION**

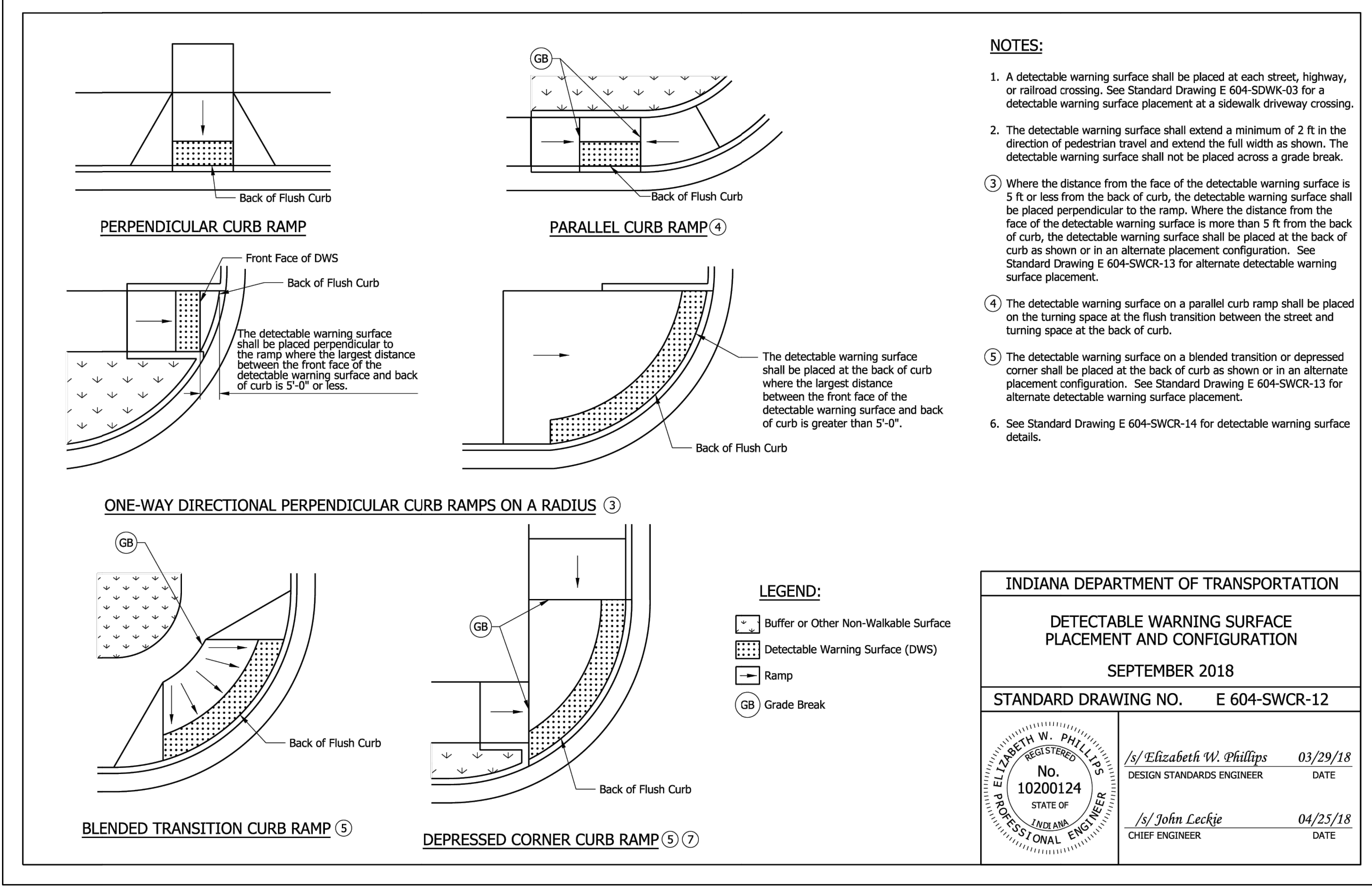
**MEDIAN CUT-THROUGH AND MEDIAN PERPENDICULAR CURB RAMP TYPICAL PLACEMENT**

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-11

*/s/ Elizabeth W. Phillips* 03/29/18  
 DESIGN STANDARDS ENGINEER DATE

*/s/ John Leckie* 04/25/18  
 CHIEF ENGINEER DATE



- NOTES:**
- A detectable warning surface shall be placed at each street, highway, or railroad crossing. See Standard Drawing E 604-SDWK-03 for a detectable warning surface placement at a sidewalk driveway crossing.
  - The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
  - Where the distance from the face of the detectable warning surface is 5 ft or less from the back of curb, the detectable warning surface shall be placed perpendicular to the ramp. Where the distance from the face of the detectable warning surface is more than 5 ft from the back of curb, the detectable warning surface shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
  - The detectable warning surface on a parallel curb ramp shall be placed on the turning space at the flush transition between the street and turning space at the back of curb.
  - The detectable warning surface on a blended transition or depressed corner shall be placed at the back of curb as shown or in an alternate placement configuration. See Standard Drawing E 604-SWCR-13 for alternate detectable warning surface placement.
  - See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

**INDIANA DEPARTMENT OF TRANSPORTATION**

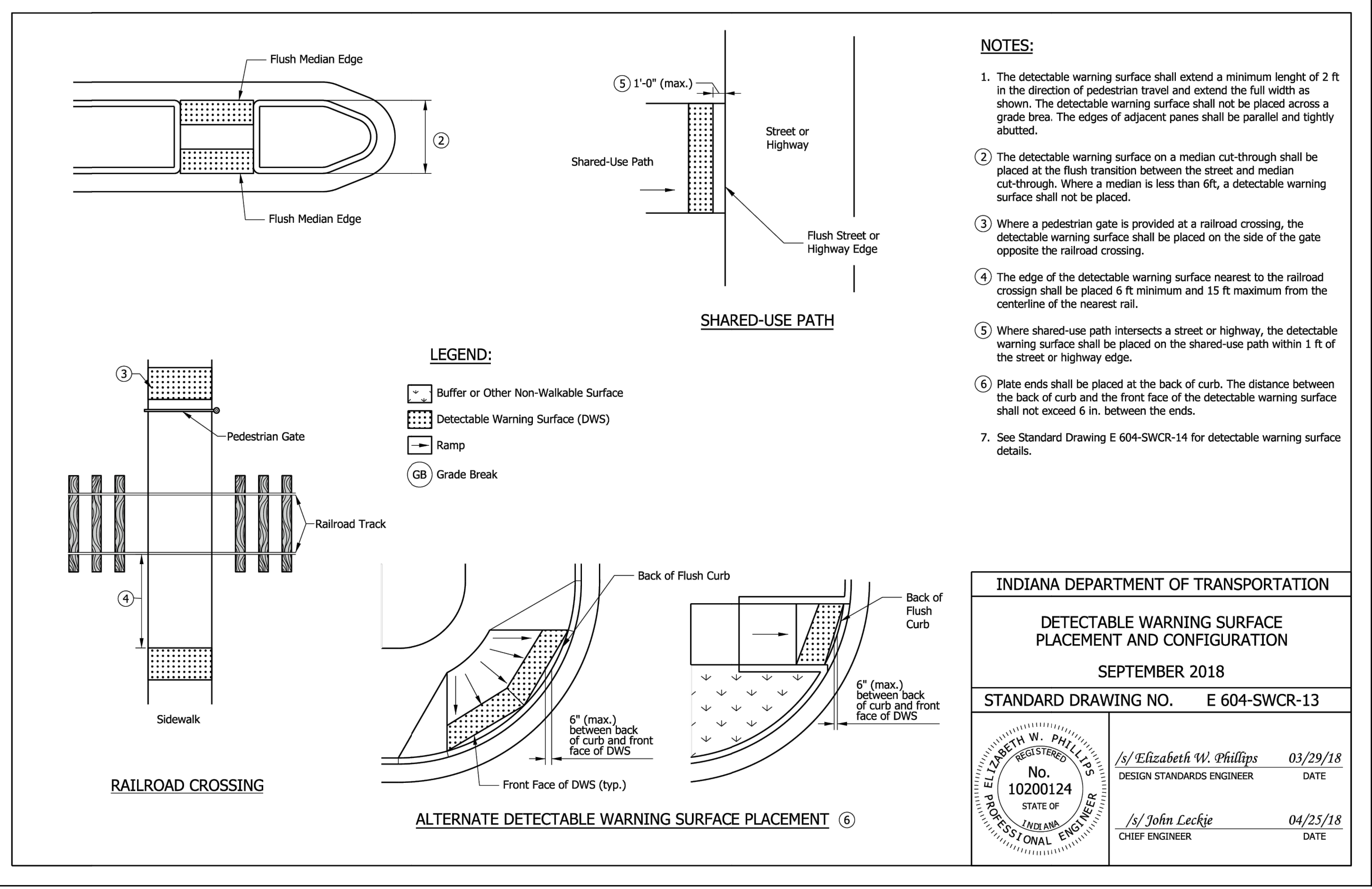
**DETECTABLE WARNING SURFACE PLACEMENT AND CONFIGURATION**

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-12

*/s/ Elizabeth W. Phillips* 03/29/18  
 DESIGN STANDARDS ENGINEER DATE

*/s/ John Leckie* 04/25/18  
 CHIEF ENGINEER DATE



- NOTES:**
- The detectable warning surface shall extend a minimum length of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break. The edges of adjacent panels shall be parallel and tightly abutted.
  - The detectable warning surface on a median cut-through shall be placed at the flush transition between the street and median cut-through. Where a median is less than 6 ft, a detectable warning surface shall not be placed.
  - Where a pedestrian gate is provided at a railroad crossing, the detectable warning surface shall be placed on the side of the gate opposite the railroad crossing.
  - The edge of the detectable warning surface nearest to the railroad crossing shall be placed 6 ft minimum and 15 ft maximum from the centerline of the nearest rail.
  - Where shared-use path intersects a street or highway, the detectable warning surface shall be placed on the shared-use path within 1 ft of the street or highway edge.
  - Plate ends shall be placed at the back of curb. The distance between the back of curb and the front face of the detectable warning surface shall not exceed 6 in. between the ends.
  - See Standard Drawing E 604-SWCR-14 for detectable warning surface details.

**INDIANA DEPARTMENT OF TRANSPORTATION**

**DETECTABLE WARNING SURFACE PLACEMENT AND CONFIGURATION**

SEPTEMBER 2018

STANDARD DRAWING NO. E 604-SWCR-13

*/s/ Elizabeth W. Phillips* 03/29/18  
 DESIGN STANDARDS ENGINEER DATE

*/s/ John Leckie* 04/25/18  
 CHIEF ENGINEER DATE

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Certified by: **JSE**  
 JANSSEN & SPAANS ENGINEERING  
 jsengr.com  
 9102 Horizon Park Court - Indianapolis, IN 46216

**krM**  
 Architects  
 1515 N. Pennsylvania St.  
 Indianapolis, Indiana

**RATIO**  
 LANDSCAPE ARCHITECTURE  
 30 W Monroe Street, Suite 500  
 Chicago, IL 60603  
 T: 312.465.2359  
 www.ratiodesign.com

**Applied**  
 Engineering Services

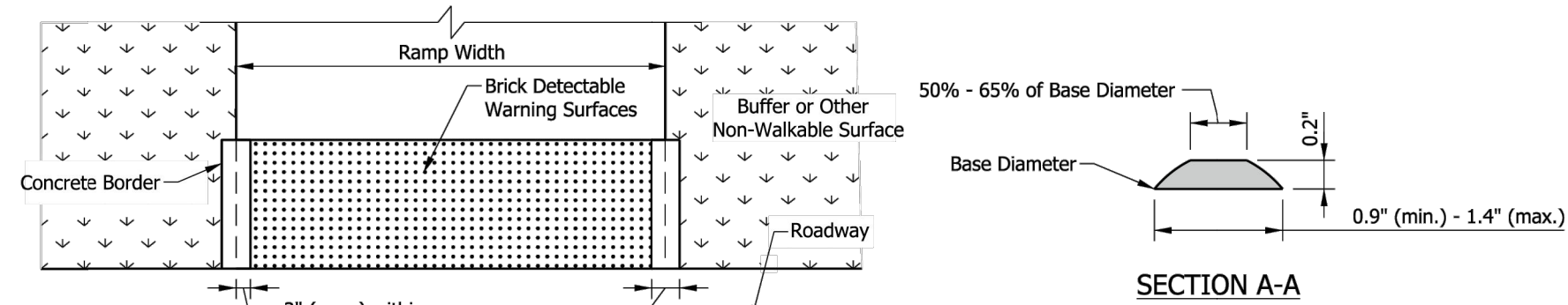
PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

**IDOA**

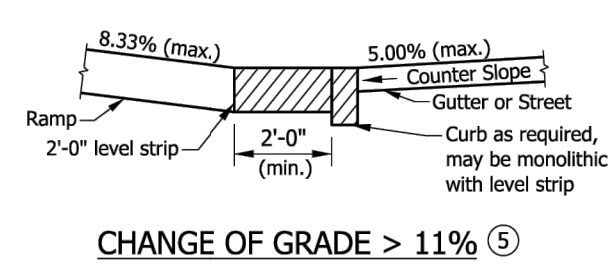
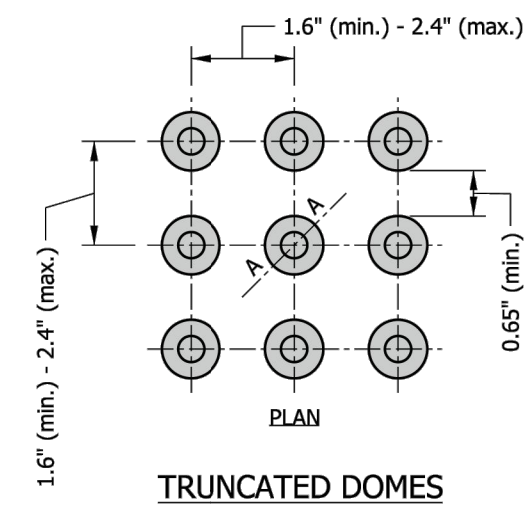
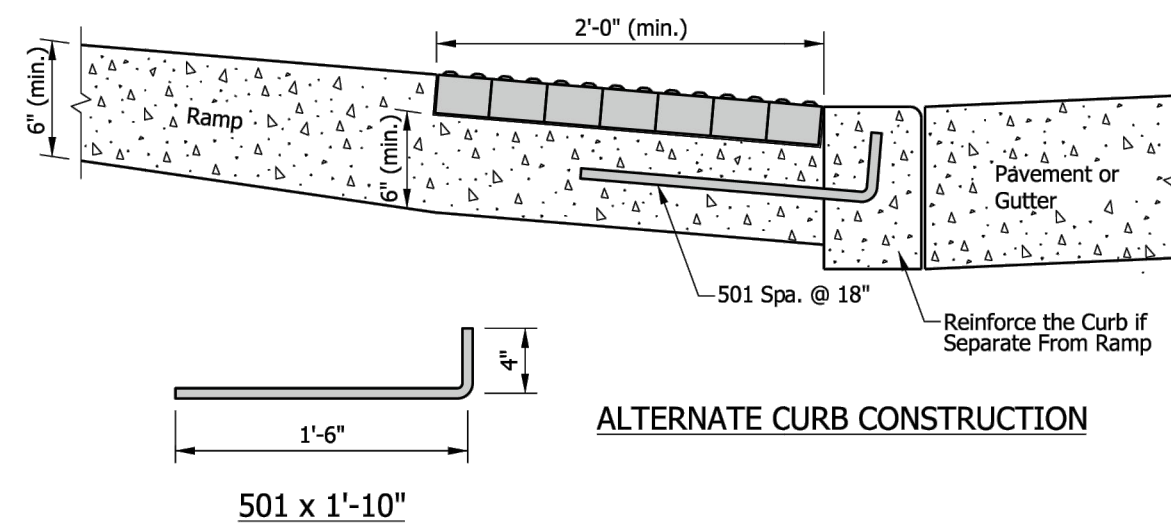
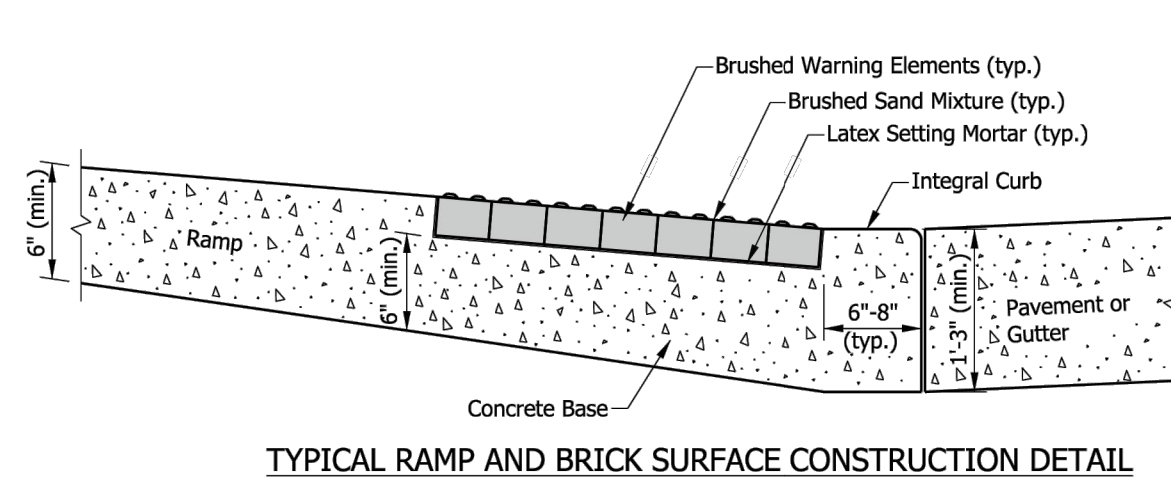
**INDIANA DEPARTMENT OF TRANSPORTATION**

Revisions:

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 Requisition Number:  
 Account Number:  
 Designer: JRC Drawing Date: 8/30/2024  
 Drafter: JRC Drawing Scale: N/A  
 DAPW Approval:  
 Client Approval:  
 Reference Number: 1394  
 Building Reference:  
 Drawing Number: CS115  
 Sheet: 93 of 140



BRICK DETECTABLE WARNING SURFACE WITH CONCRETE BORDER (6) (7)

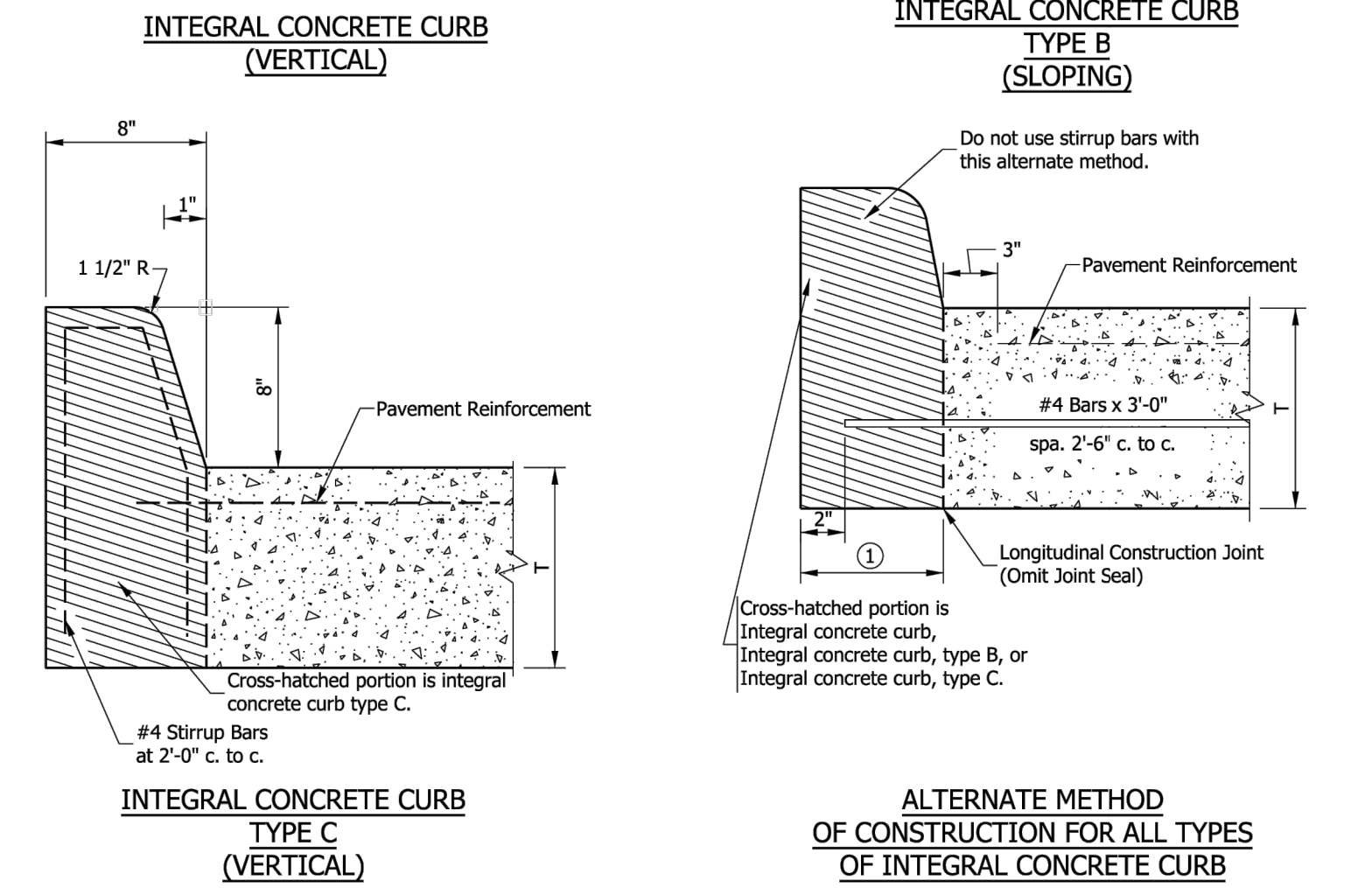
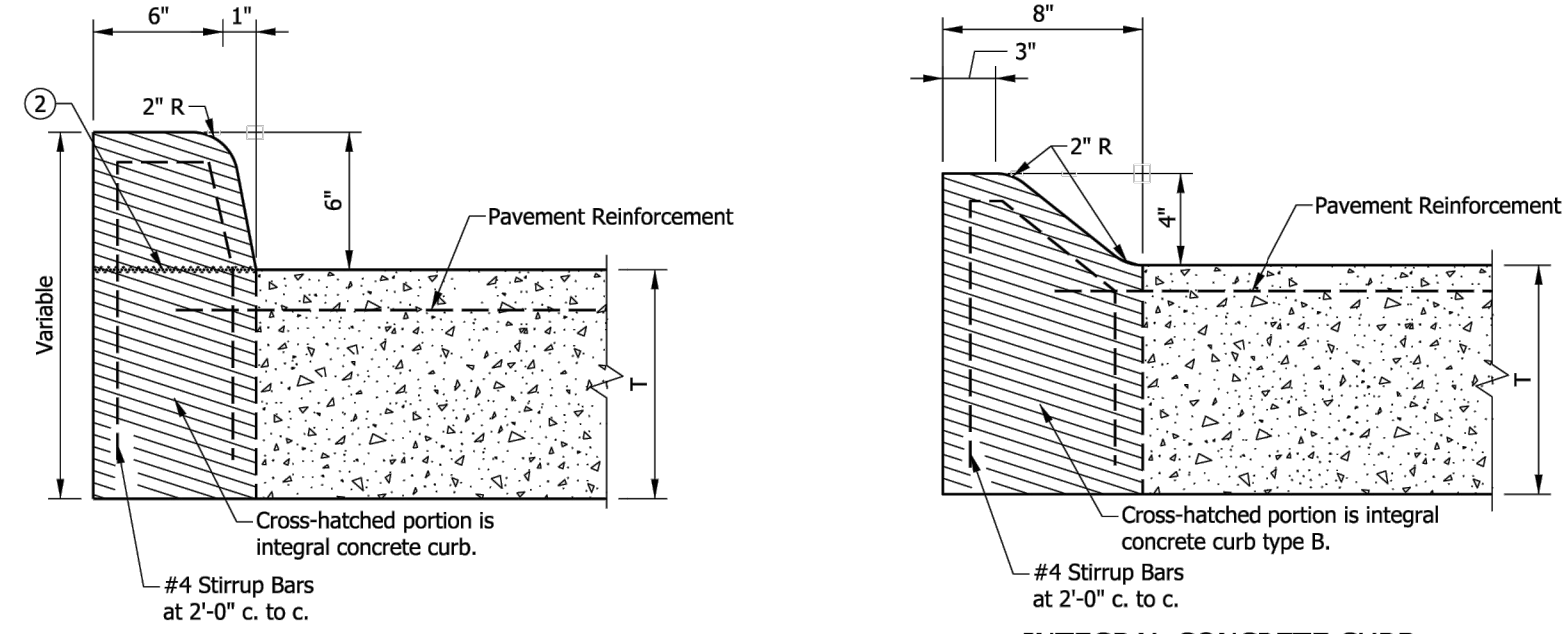


- NOTES:**
1. Detectable warning surface shall consist of truncated domes. Domes shall be aligned in a square or radial grid pattern with diameter and center-to-center spacing within the ranges specified.
  2. The detectable warning surface may be field cut. Truncated dome spacing between adjacent panels shall be within the ranges specified.
  3. The detectable warning surface shall contrast visually with adjacent surfaces, either light-on-dark or dark-on-light.
  4. The detectable warning surface shall extend a minimum of 2 ft in the direction of pedestrian travel and extend the full width as shown. The detectable warning surface shall not be placed across a grade break.
  5. The maximum counter slope of the gutter or street at the bottom of the ramp shall be 5.00%. Where the algebraic difference between the running slope and the counter slope exceeds 11%, a 2-ft minimum level strip should be provided at the bottom of the ramp.
  6. Where a concrete border is used for forming, the border shall be cast monolithically with the curb ramp concrete. The concrete border shall not reduce the ramp width by more than 2 in. on each side.
  7. Where forming other than a concrete border is used, the edge restraint shall not encroach upon the ramp width.

INDIANA DEPARTMENT OF TRANSPORTATION  
**DETECTABLE WARNING SURFACE DETAILS**  
 SEPTEMBER 2018  
 STANDARD DRAWING NO. E 604-SWCR-14

*/s/ Elizabeth W. Phillips* 03/29/18  
 DESIGN STANDARDS ENGINEER DATE

*/s/ John Leckie* 04/25/18  
 CHIEF ENGINEER DATE

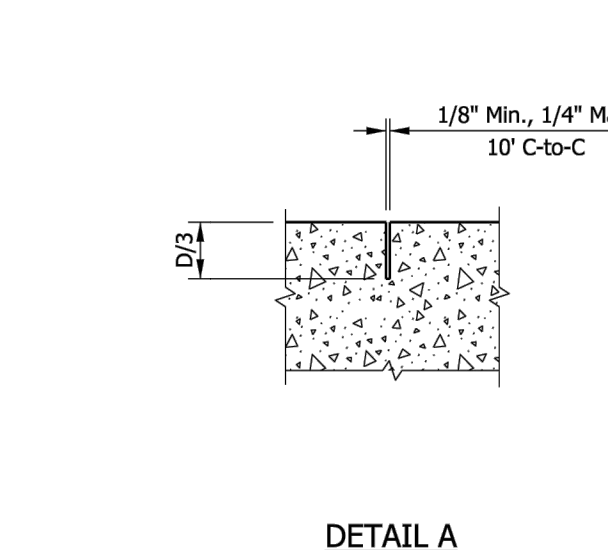
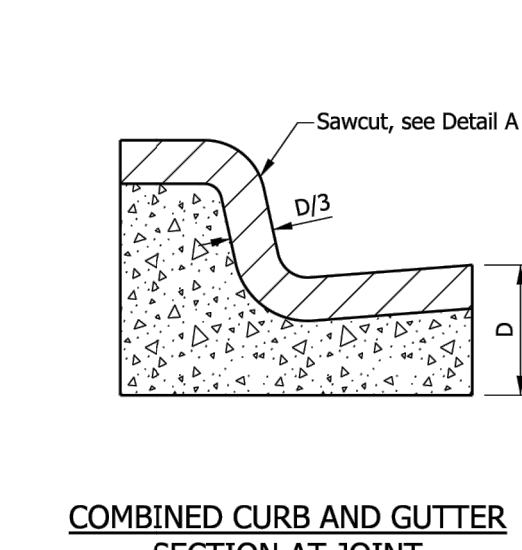
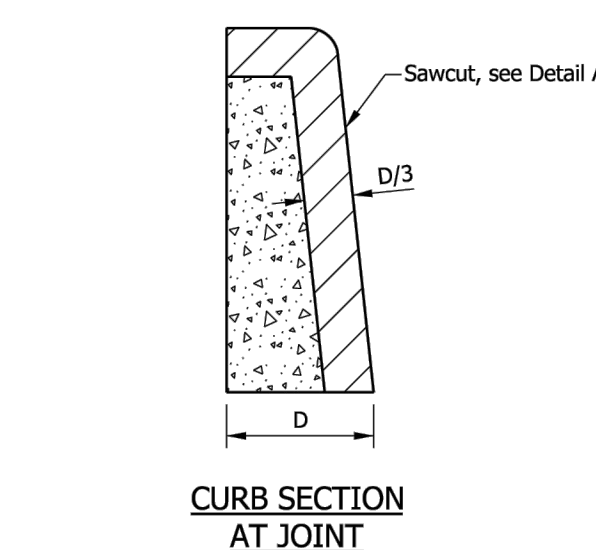
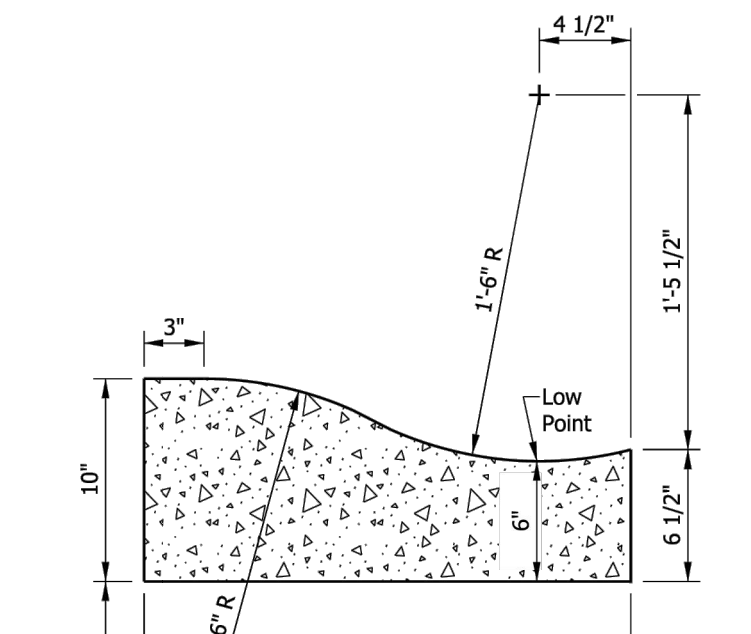
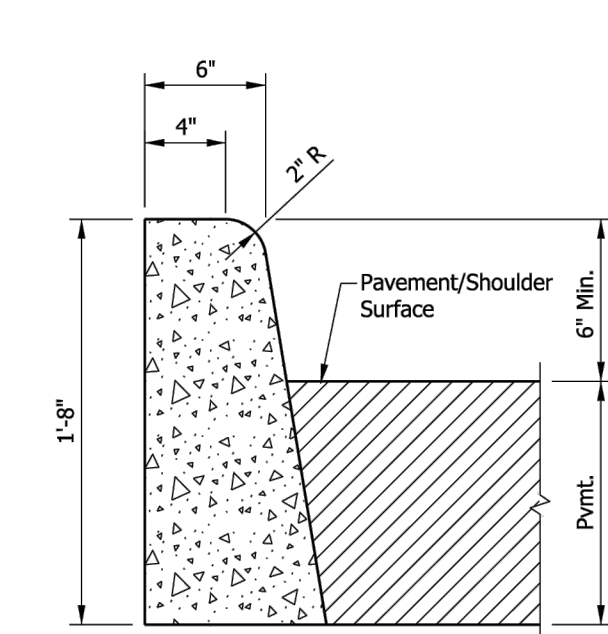
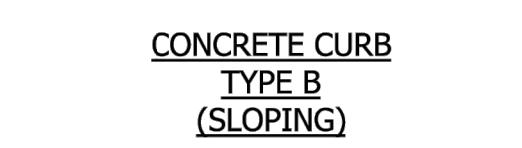
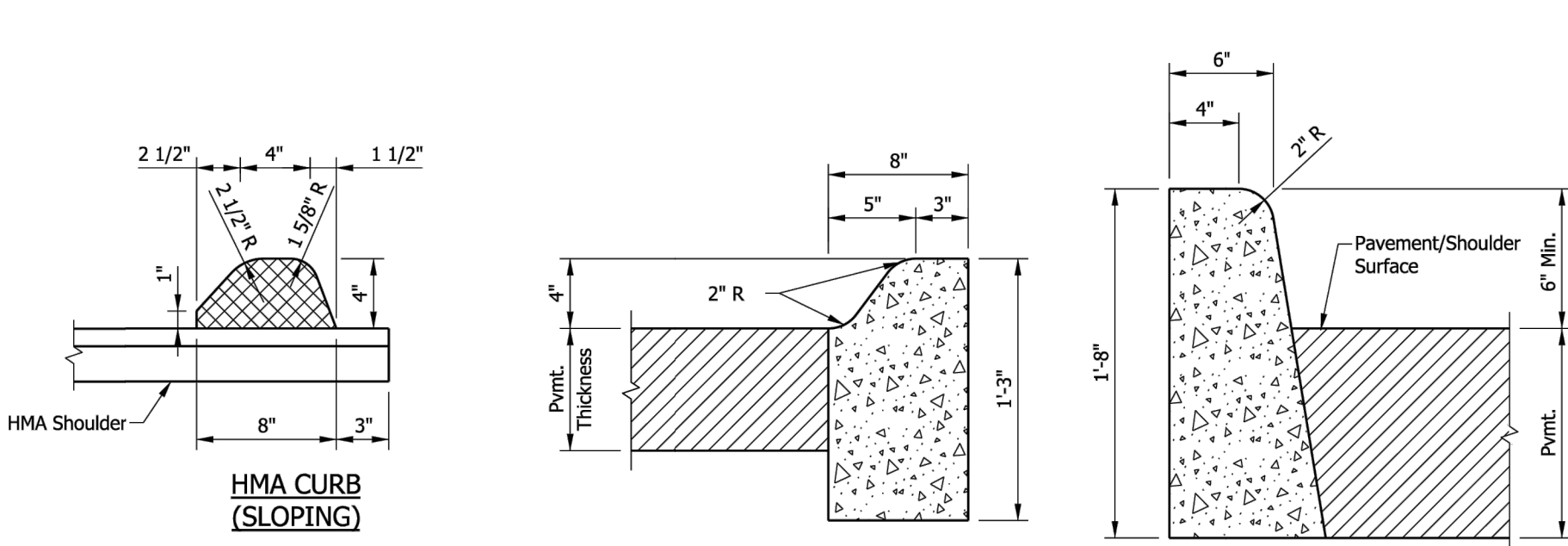


- NOTES:**
1. 8 in. for integral concrete curb type B or C and 7 in. for integral concrete curb.
  2. Concrete below this line may be poured with the pavement.
- LEGEND:**
- T = Nominal Pavement Thickness

INDIANA DEPARTMENT OF TRANSPORTATION  
**INTEGRAL CONCRETE CURB**  
 SEPTEMBER 2004  
 STANDARD DRAWING NO. E 605-CCIN-01

*/s/ Richard L. VanCleave* 9-01-04  
 DESIGN STANDARDS ENGINEER DATE

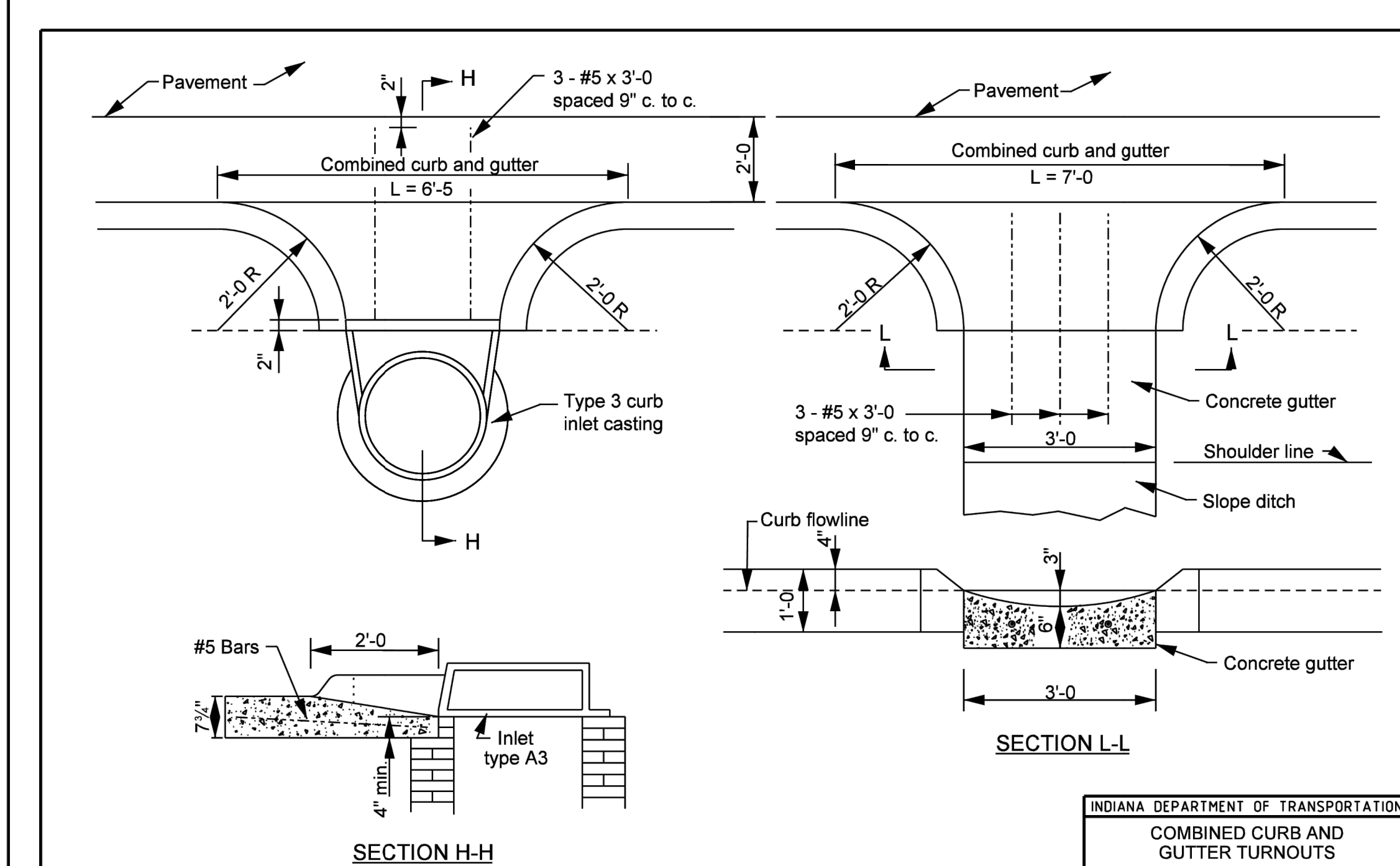
*/s/ Richard K. Smutzer* 9-01-04  
 CHIEF ENGINEER DATE



INDIANA DEPARTMENT OF TRANSPORTATION  
**CONCRETE AND HMA CURBS AND SAWED JOINTS**  
 SEPTEMBER 2014  
 STANDARD DRAWING NO. E-605-CCSJ-01

*/s/ Richard L. VanCleave* 06/20/13  
 DESIGN STANDARDS ENGINEER DATE

*/s/ Mark A. Miller* 09/26/13  
 CHIEF ENGINEER DATE



INDIANA DEPARTMENT OF TRANSPORTATION  
**COMBINED CURB AND GUTTER TURNOUTS**  
 MARCH 2003  
 STANDARD DRAWING NO. E 605-CTCG-01

*/s/ Richard L. VanCleave* 3-03-03  
 DESIGN STANDARDS ENGINEER DATE

*/s/ Richard K. Smutzer* 3-03-03  
 CHIEF HIGHWAY ENGINEER DATE

Last Saved By: pmdmaw Printed: 8/20/24  
 P:\1394 - Centerville Welcome Center\Drawings\CS116 - Centerville - CS116 - Standard - 600.dwg Aug 20, 2024 - 7:08:45 am

Certified by: ENGINEER

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 9100 Harbor Park Court - Indianapolis, IN 46216

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**Applied**  
 Engineering Services

PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
 CENTERVILLE WELCOME CENTER  
 CENTERVILLE, INDIANA

**IDOA**  
 INDIANA DEPARTMENT OF TRANSPORTATION

Revisions:

Project Number: 89006007-23-034-C1  
 Requestion Number:

Account Number:

Designer: IID Drawing Date: 8/30/2024  
 Drafter: JRC Drawing Scale: N/A

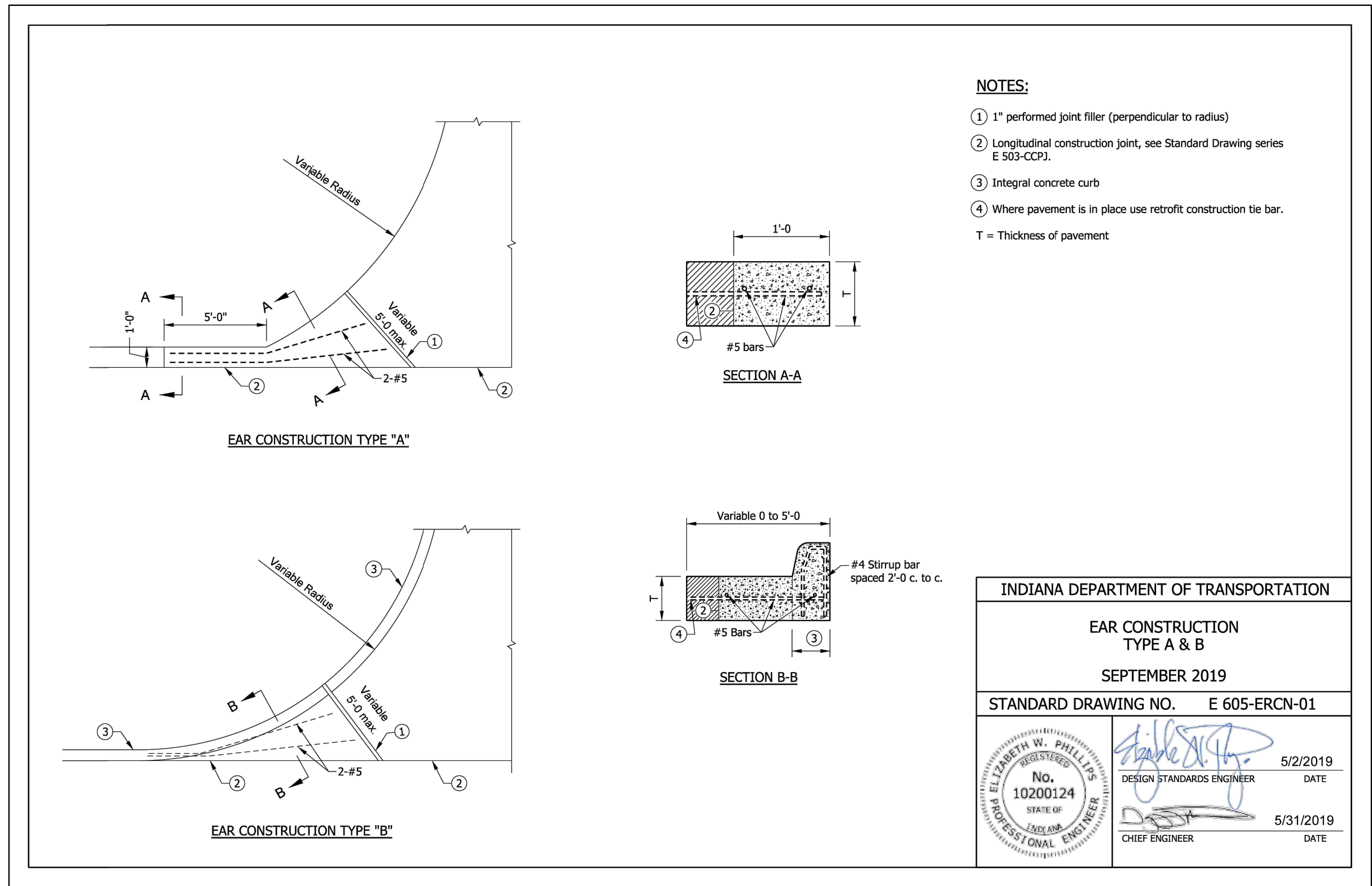
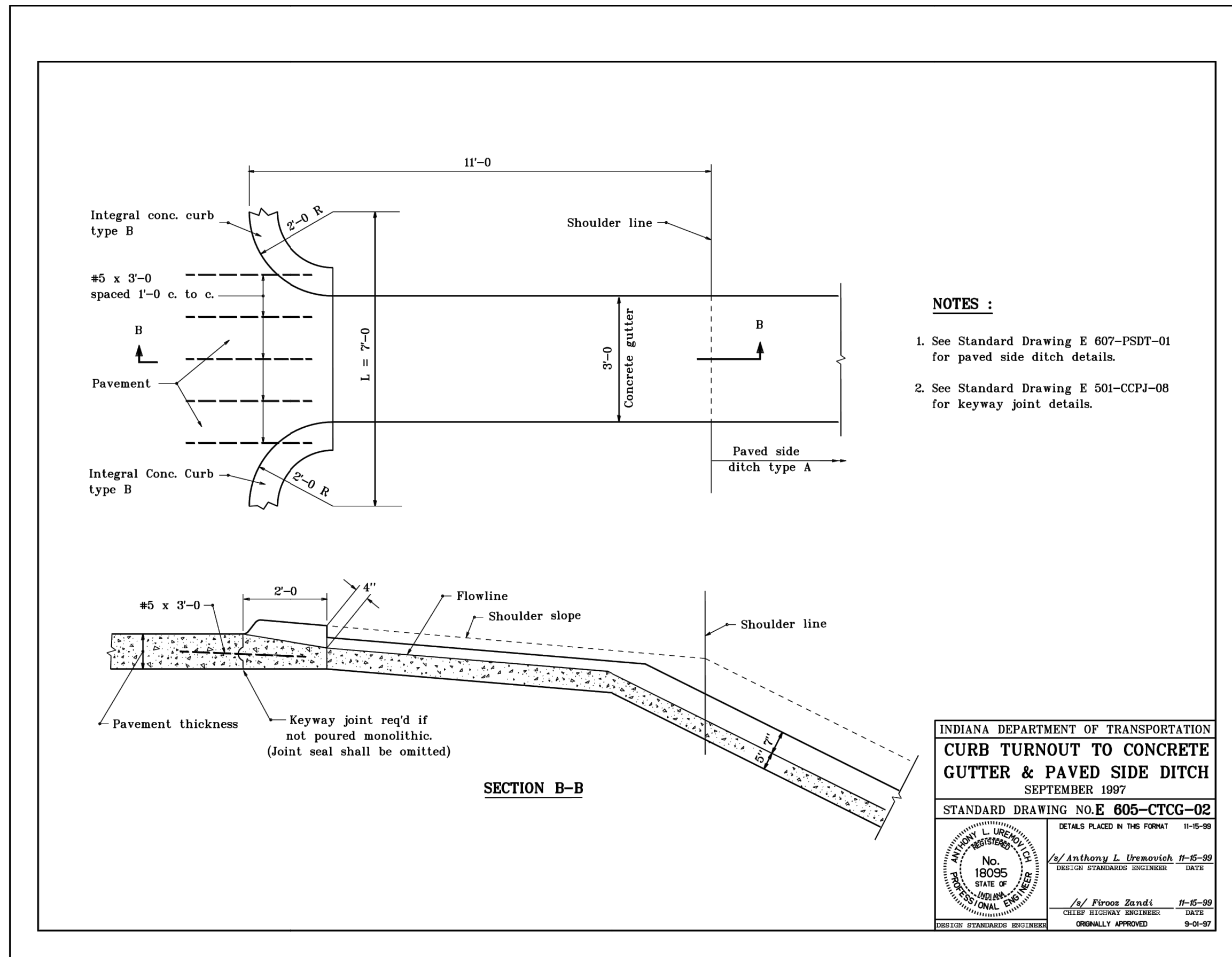
DAPW Approval:

Client Approval:

Reference Number: 1394  
 Building Reference:

Drawing Number: CS116  
 Sheet: 94 of 140





**NOTES:**

- 1" perforated joint filler (perpendicular to radius)
- Longitudinal construction joint, see Standard Drawing series E 503-CCPJ.
- Integral concrete curb
- Where pavement is in place use retrofit construction tie bar.

T = Thickness of pavement

INDIANA DEPARTMENT OF TRANSPORTATION  
**EAR CONSTRUCTION TYPE A & B**  
 SEPTEMBER 2019  
 STANDARD DRAWING NO. E 605-ERCN-01

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/2/2019  
 CHIEF ENGINEER DATE 5/31/2019

INDEX	
SHEET NO.	SUBJECT
1	Drawing Index and General Notes
2	Class I Drive (Residential) Plan
3	Class II Drive (Residential) Plan
4	Class III Drive (Commercial) Plan
5	Class IV Drive (Commercial) Plan
6	Class V Drive (Field Entrance) Plan and Section
7	Class VI Drive (Industrial) Plan and Section
8	Class VII Drive (Industrial) Plan
9	Class I and Class III Drives Approach Grades
10	Class II and Class IV Drives Sections
11	Class II, IV & V Drives Approach Grades
12	Class VI Drive Approach Grades
13	Class VII Drive Approach Grades
14	Joint Placement, Corner Reinforcing, Monolithic Curb, and Concrete Curb and Gutter Details
15	Private Drive Crossover Plans
16	Private and Commercial Drive Crossover Sections
17	Commercial Drive Crossover Plans
18	Pavement Wedge and Pay Limits for Class II, IV and VII Drives

- GENERAL NOTES**
1. When the maximum approach grade of  $\pm 10\%$  does not meet the grade of the existing drive before the R/W line, the approach grade of  $\pm 10\%$  shall extend beyond the R/W to the point of intersection with the existing driveway grade. Construction beyond the R/W line shall be done in temporary R/W.
  2. The appropriate pipe end treatment should be provided for pipes located either inside the clear zone or outside the clear zone.
  3. The minimum driveway pavement sections for Class III, IV, VI and VII Drives have been designed for 400 trucks per day. If the truck traffic count is greater than 400 per day, the required pavement section shall be as shown elsewhere on the plans.
  4. For Class III, IV, VI and VII Drives, if length of the driveway is more than 15 feet, then D-1 contraction joints are required in transverse direction. Spacing shall be 1/2 the length of the driveway or 15 feet max.
  5. Embankment slopes within the mainline clear zone for new construction/reconstruction projects or within the obstruction-free zone for 3R projects should be as shown in the table on Standard Drawing E 610-PRAP-01. Outside the clear zone or the obstruction-free zone, the embankment slopes should desirably be 4:1 but not steeper than 3:1.

INDIANA DEPARTMENT OF TRANSPORTATION

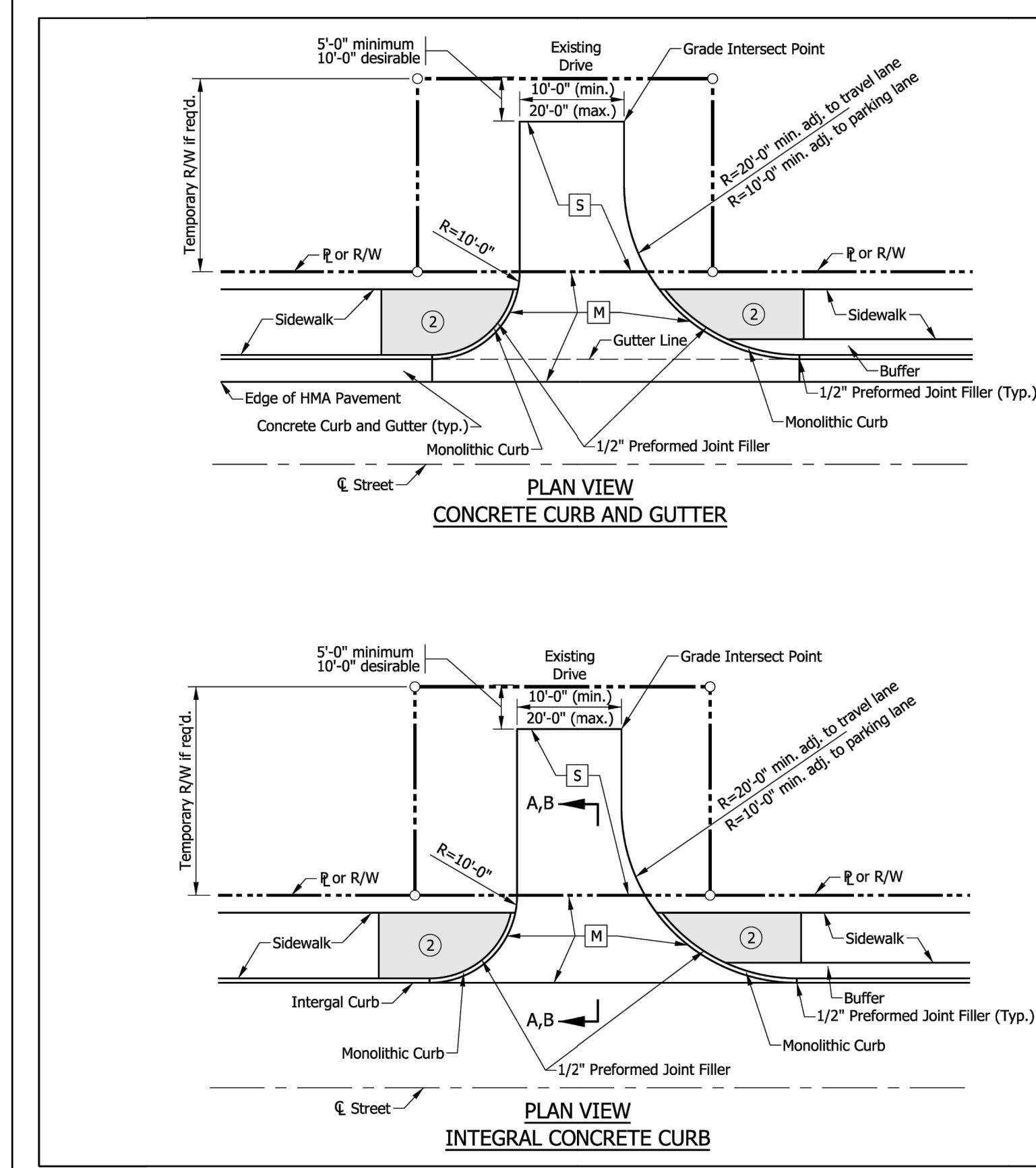
**INDEX GENERAL NOTES AND LEGEND**

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-01

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/1/2019  
 CHIEF ENGINEER DATE 6/5/2019



**NOTES:**

1. See Standard Drawing series E 610-DRIV-14 for joint placement, corner reinforcing, monolithic curb, and concrete curb and gutter details.
2. See Standard Drawing E 604-SDWK-03 sidewalk driveway crossing details.
3. See Standard Drawing E 610-DRIV-09 for Sections A-A and B-B.

**LEGEND**

[M] PCCP for Approaches, 6 in., on Dense Graded Subbase, 6 in., on Subgrade Treatment Type II (6 in. Coarse Aggregate No. 53)

[S] For type and thickness equivalent to surface in place, see plans.

▭ Sidewalk Elevation Transition

INDIANA DEPARTMENT OF TRANSPORTATION

**CLASS I DRIVE (RESIDENTIAL)**

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-02

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/1/2019  
 CHIEF ENGINEER DATE 6/5/2019

INDIANA DEPARTMENT OF TRANSPORTATION

**CLASS I DRIVE (RESIDENTIAL)**

SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-02

ELIZABETH W. PHILLIPS  
 No. 10200124  
 STATE OF INDIANA  
 REGISTERED PROFESSIONAL ENGINEER

DESIGN STANDARDS ENGINEER DATE 5/1/2019  
 CHIEF ENGINEER DATE 6/5/2019

Certified by: ENGINEER

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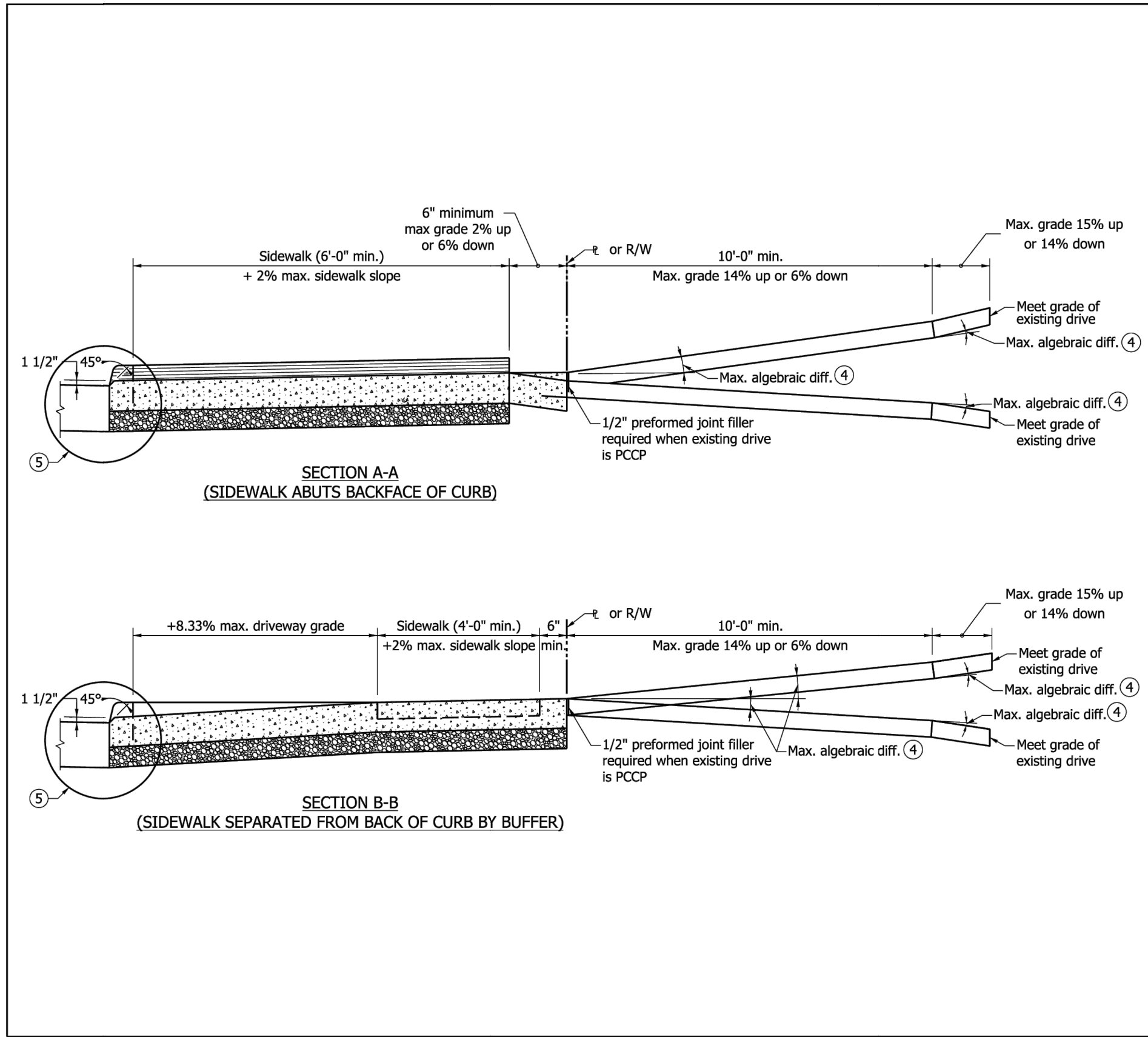
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 CENTERVILLE, INDIANA

**IDOA**  
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 Drafter: JRC Drawing Scale: N/A  
 DAPW Approval:  
 Client Approval:  
 Reference Number: 1394  
 Building Reference:  
 Drawing Number: CS117  
 Sheet: 95 of 140

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- NOTES:**
- See Standard Drawing E 610-DRIV-02 Class I Drive pavement section.
  - See Standard Drawing E 610-DRIV-04 Class III Drive pavement section.
  - See Standard Drawing E 604-SDWK-03 for sidewalk driveway crossing details.
  - The maximum algebraic difference in grades shall not exceed 8% for crested grade nor 12% for sagged grade
  - See Standard Drawing E 610-DRIV-14 joint placement, monolithic curb, and concrete curb and gutter details.

**LEGEND**

▬ = Curb ramp or sidewalk elevation transition.  
 ▬ = PCCP

INDIANA DEPARTMENT OF TRANSPORTATION

CLASS I AND CLASS III DRIVE APPROACH GRADES

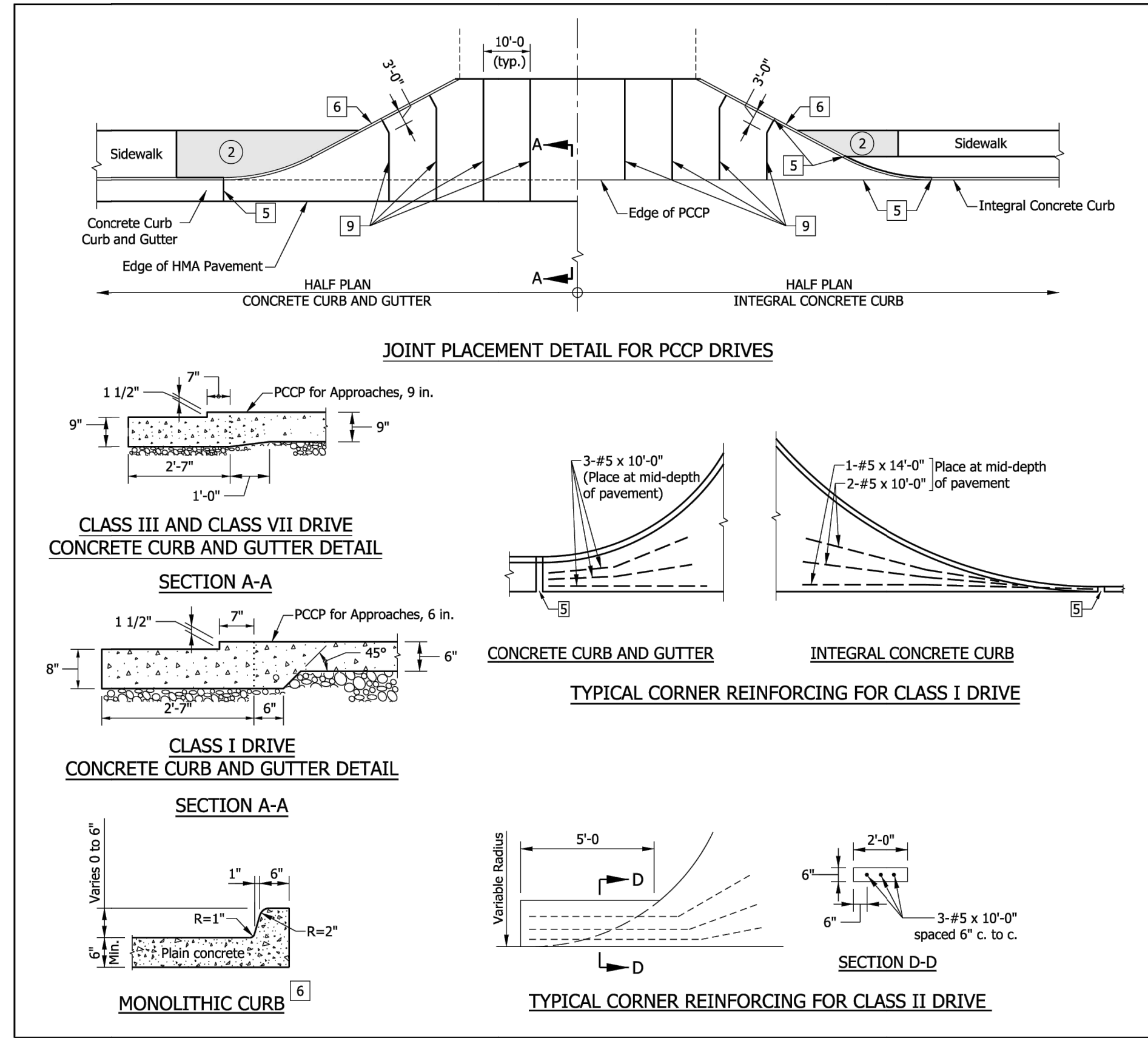
SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-09

ELIZABETH W. PHILLIPS  
 No. 10200124  
 REGISTERED PROFESSIONAL ENGINEER  
 STATE OF INDIANA

DESIGN STANDARDS ENGINEER DATE 5/29/2019

CHIEF ENGINEER DATE 6/5/2019



- NOTES:**
- See Standard Drawing series E 503-CCPJ for joint details.
  - See Standard Drawing E 604-SDWK-03 sidewalk driveway crossing details.
- LEGEND**
- 5 1/2" Preformed Joint Filler  
 6 Monolithic Curb  
 9 Longitudinal Joint

INDIANA DEPARTMENT OF TRANSPORTATION

JOINT PLACEMENT, CORNER REINFORCING, MONOLITHIC CURB, AND CONCRETE CURB AND GUTTER DETAILS

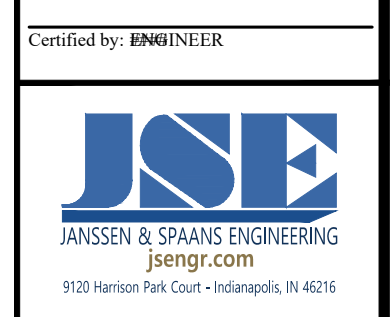
SEPTEMBER 2019

STANDARD DRAWING NO. E 610-DRIV-14

ELIZABETH W. PHILLIPS  
 No. 10200124  
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 STATE OF INDIANA

DESIGN STANDARDS ENGINEER DATE 5/29/2019

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PUBLIC WORKS PROJECT NO. 89006007-23-034-C1  
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DAPW Approval:	
Client Approval:	
Reference Number:	1394
Building Reference:	
Drawing Number:	CS118
Sheet:	96 of 140