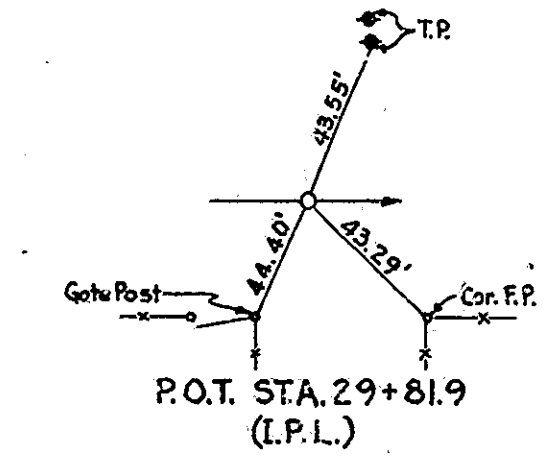
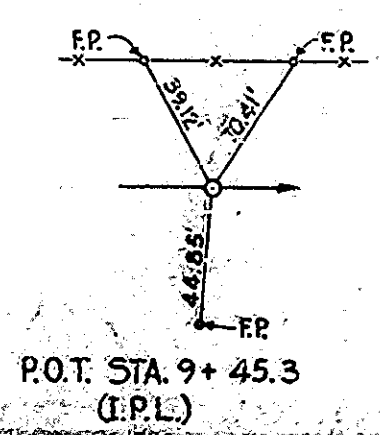
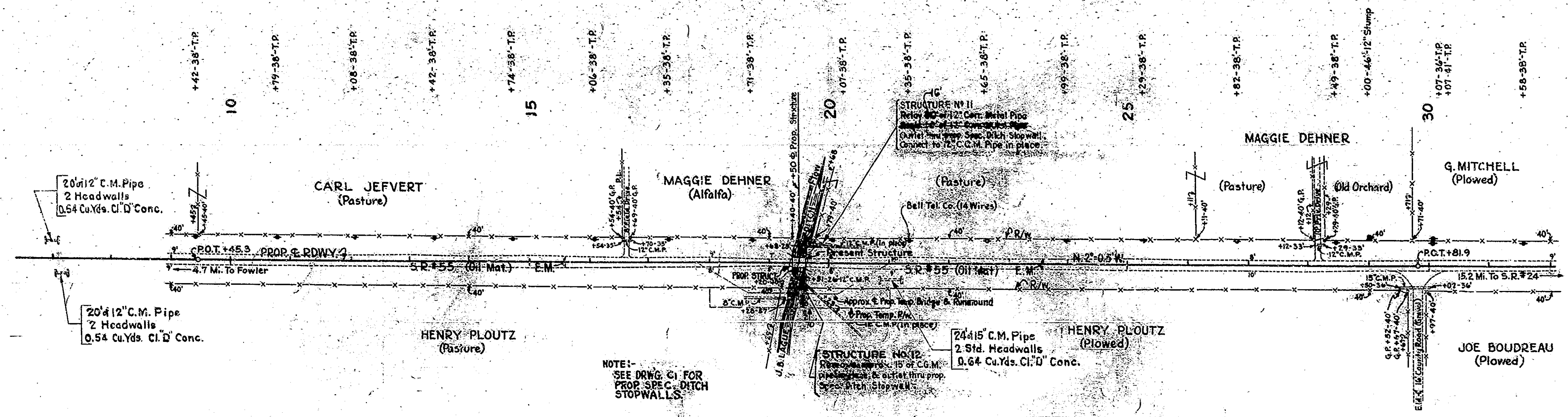
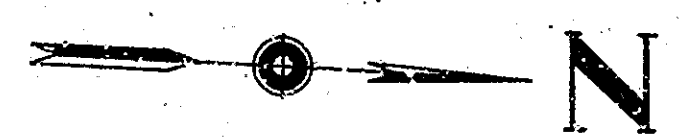


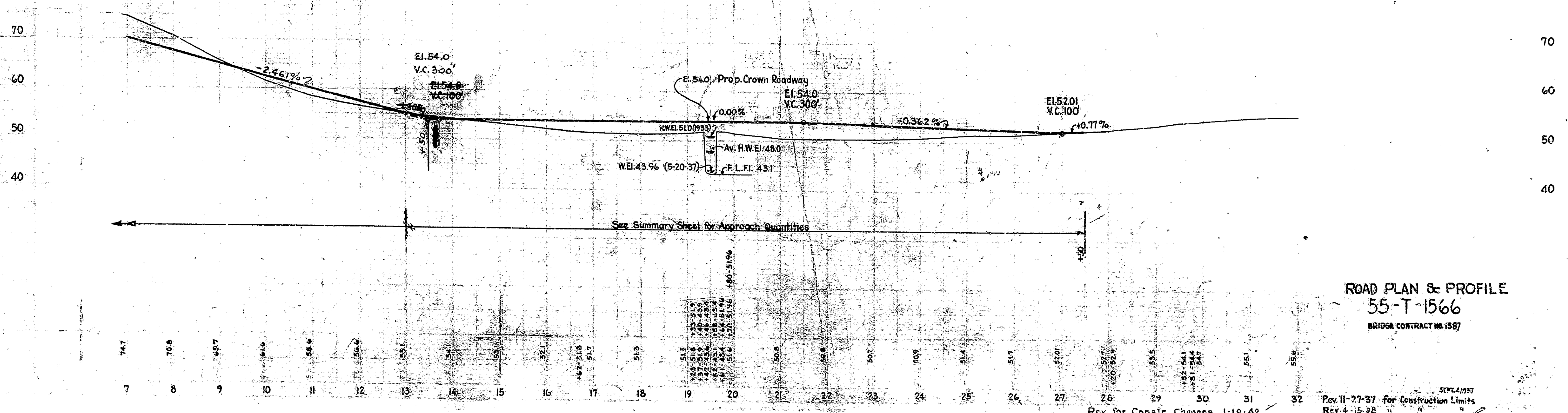


FED. ROAD DIST. NO.	STATE	STATE PROJ. YEAR	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	55	1958	2	27

SECTION T



B.M. No. 14 - Elev. 75.75 Boat Spike in Tel. Pole 38' Left of Sta. 5+48.  
 B.M. No. 15 - Elev. 55.97 Boat Spike in Tel. Pole 38' Left of Sta. 13+42.  
 B.M. No. 2 - Elev. 52.92 Boat Spike in 12' Stump 46' Left of Sta. 29+00.

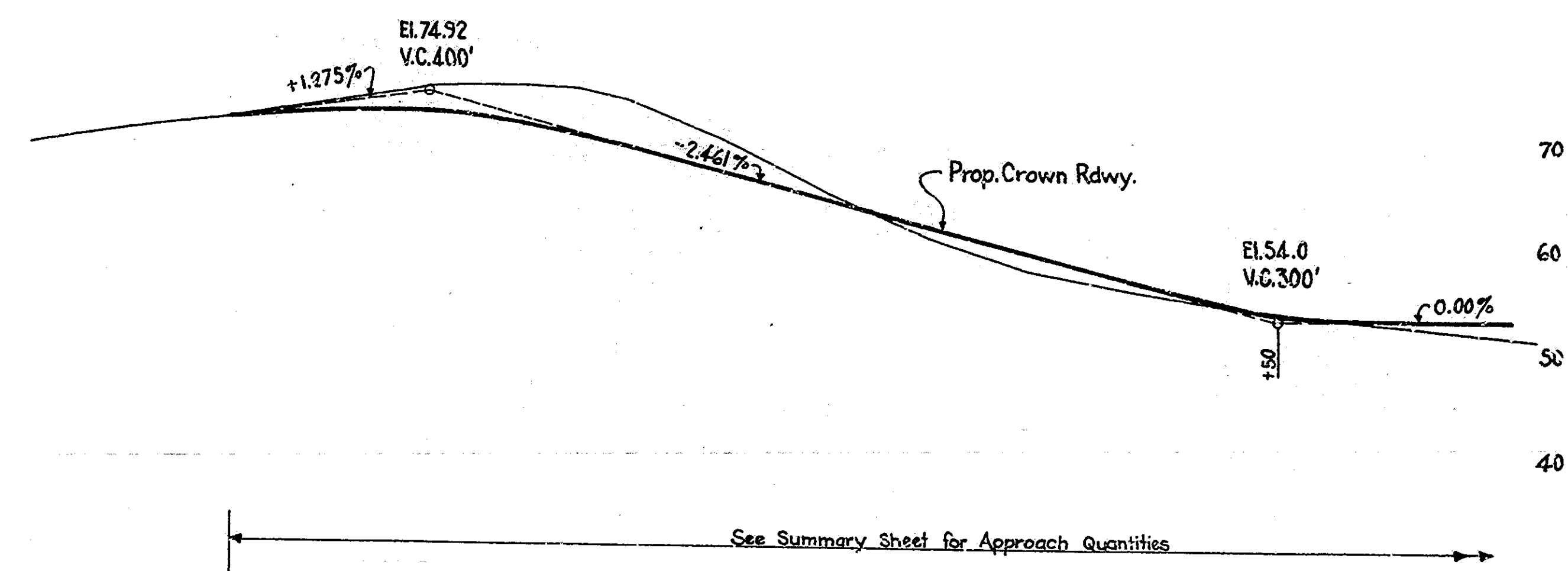


ROAD PLAN & PROFILE  
 55-T-1566  
 BRIDGE CONTRACT NO. 1567

FED. ROAD DIST. NO.	STATE	STATE PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	55	1938	2 A	27

SECTION T

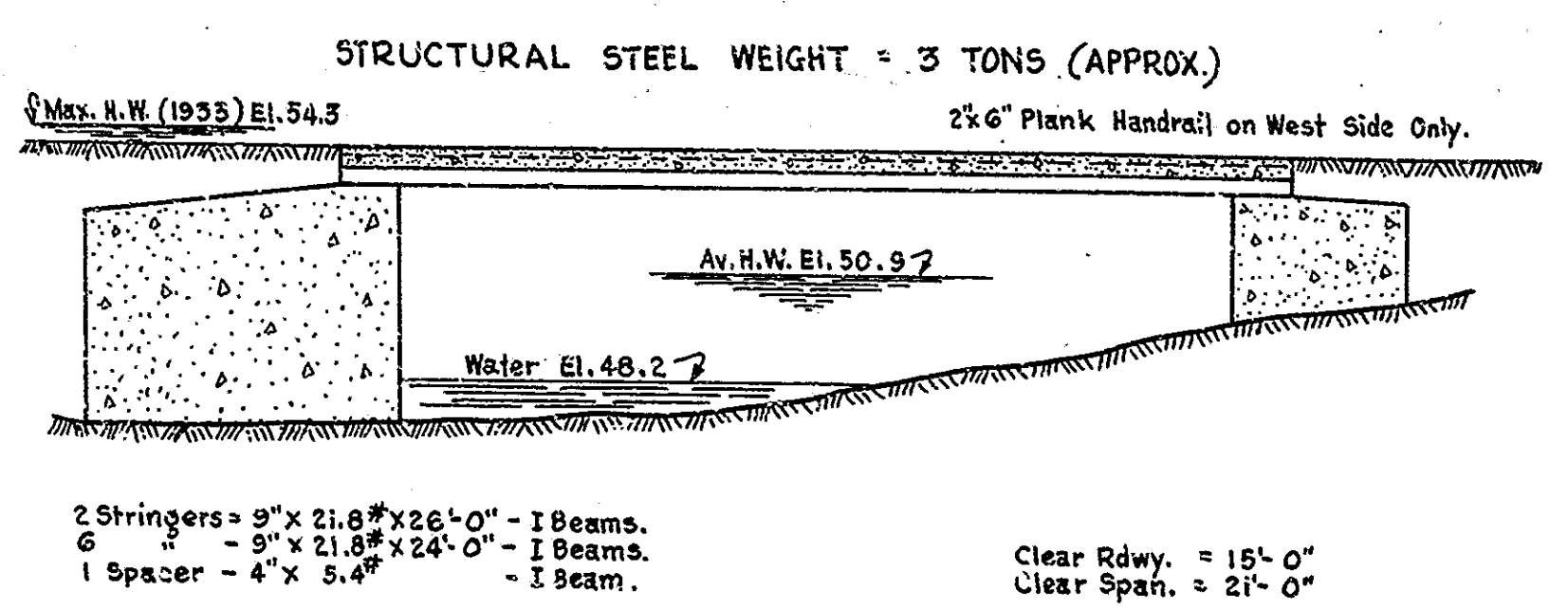
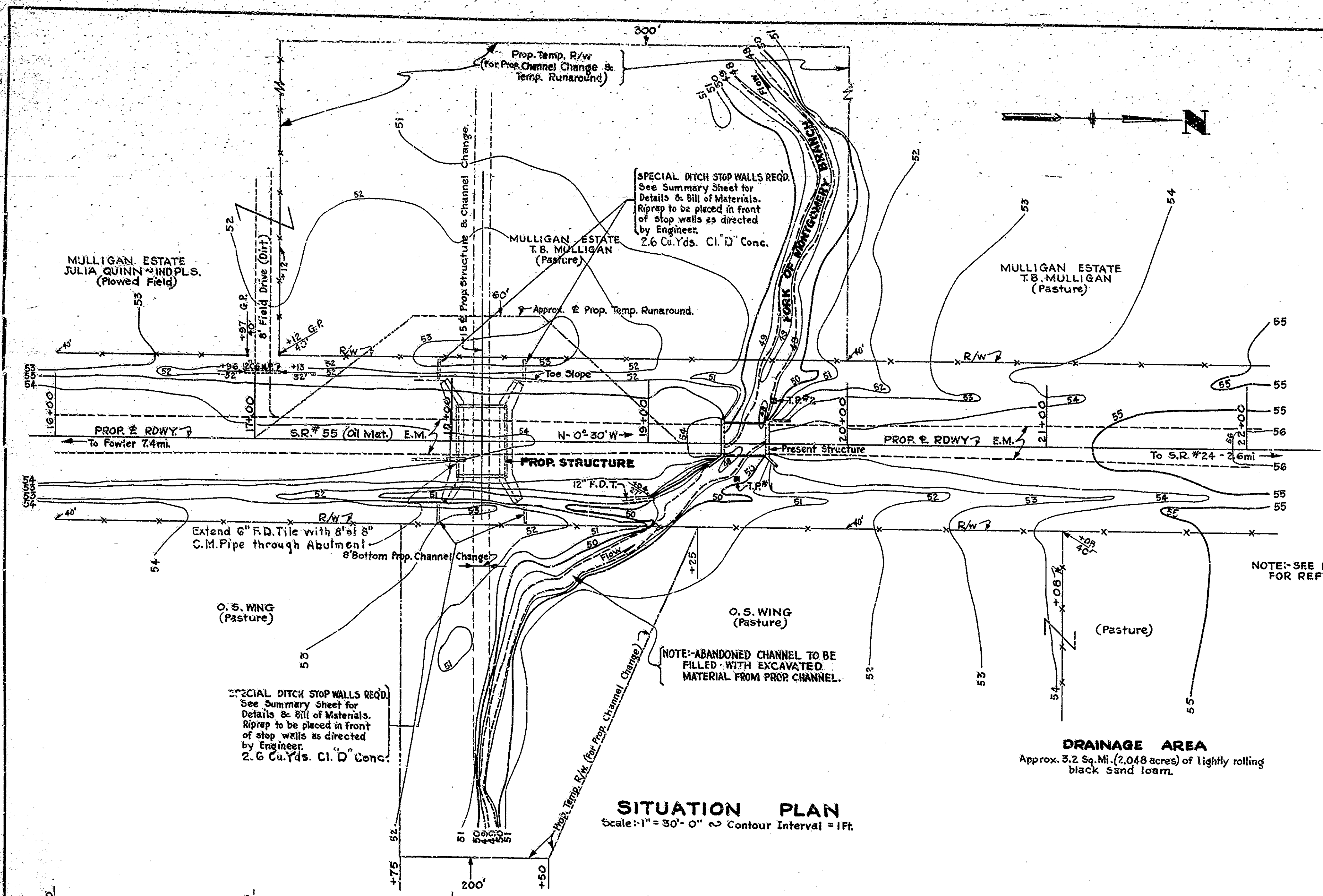
52238  
 52239  
 52240  
 52241  
 52242  
 52243  
 52244  
 52245  
 52246  
 52247  
 52248  
 52249  
 52250  
 52251  
 52252  
 52253  
 52254  
 52255  
 52256  
 52257  
 52258  
 52259  
 52260  
 52261  
 52262  
 52263  
 52264  
 52265  
 52266  
 52267  
 52268  
 52269  
 52270  
 52271  
 52272  
 52273  
 52274  
 52275  
 52276  
 52277  
 52278  
 52279  
 52280  
 52281  
 52282  
 52283  
 52284  
 52285  
 52286  
 52287  
 52288  
 52289  
 52290  
 52291  
 52292  
 52293  
 52294  
 52295  
 52296  
 52297  
 52298  
 52299  
 52300



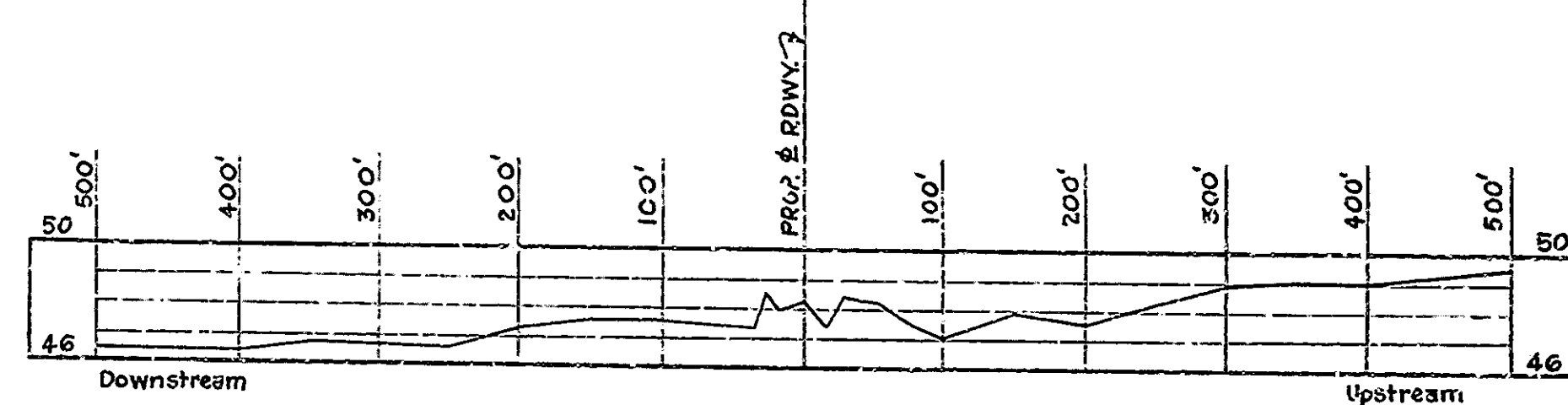
ROAD PLAN & PROFILE  
 55-T-1566  
 BRIDGE CONTRACT No. 1587

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT YEAR	LOCAL PROJECT NO.	TOTAL SHEETS	SECTION
7	IND.	55	1938	10	27

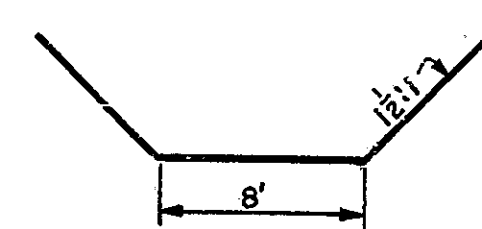
SECTION - T



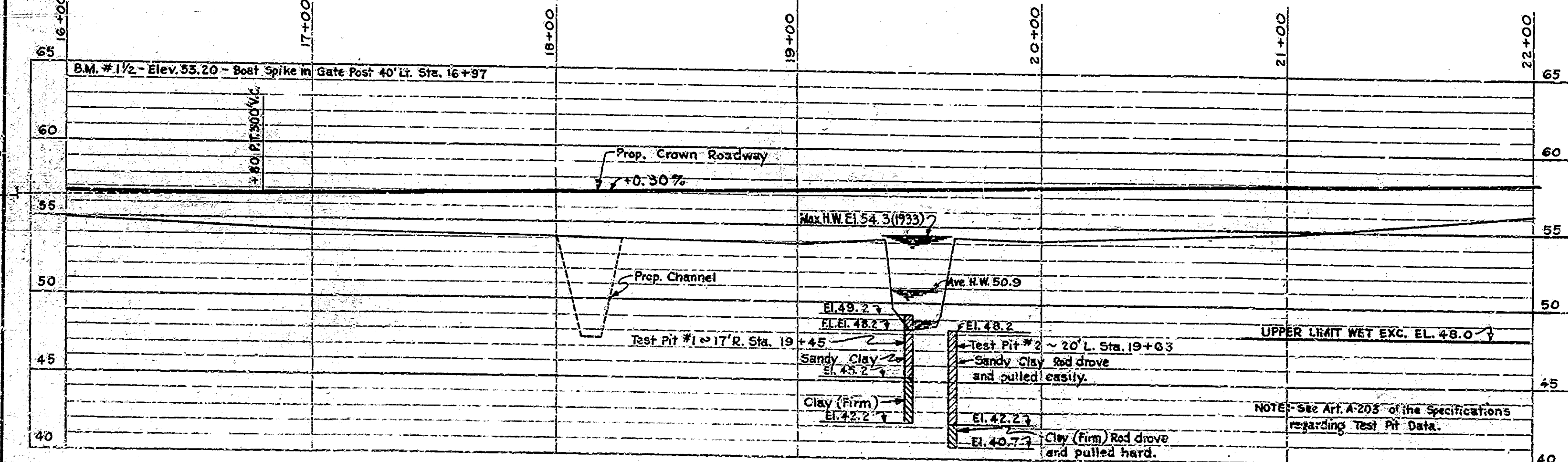
PRESENT STRUCTURE ~ EAST ELEV.  
Scale: 1/4" = 1'-0"



PROFILE OF STREAM  
Scales: - Hor. 1" = 100'-0", Vert. 1" = 5'-0"



TYPICAL SECTION PROP. CHANNEL CHANGE



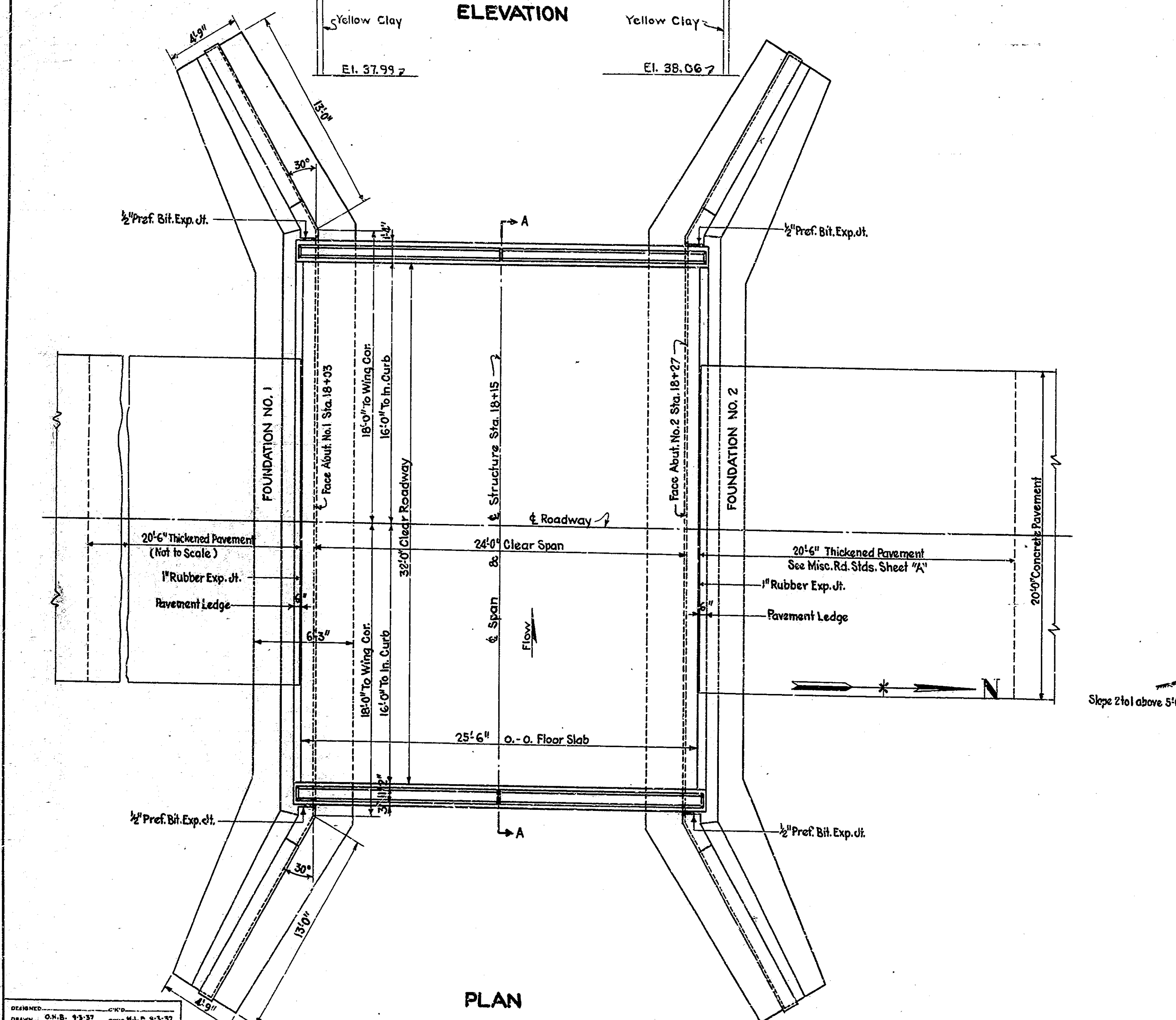
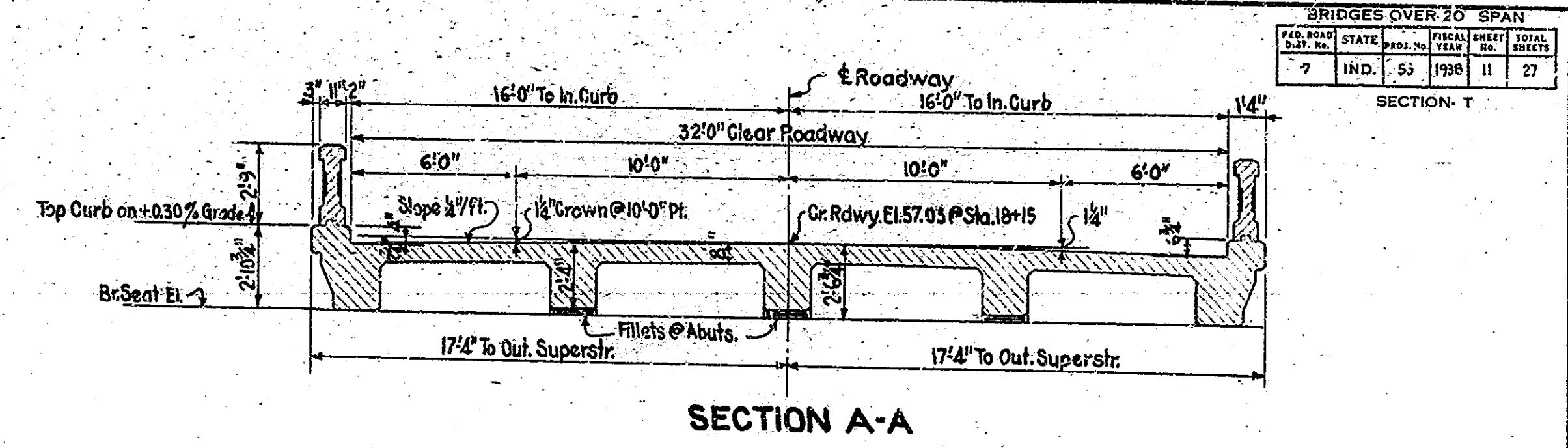
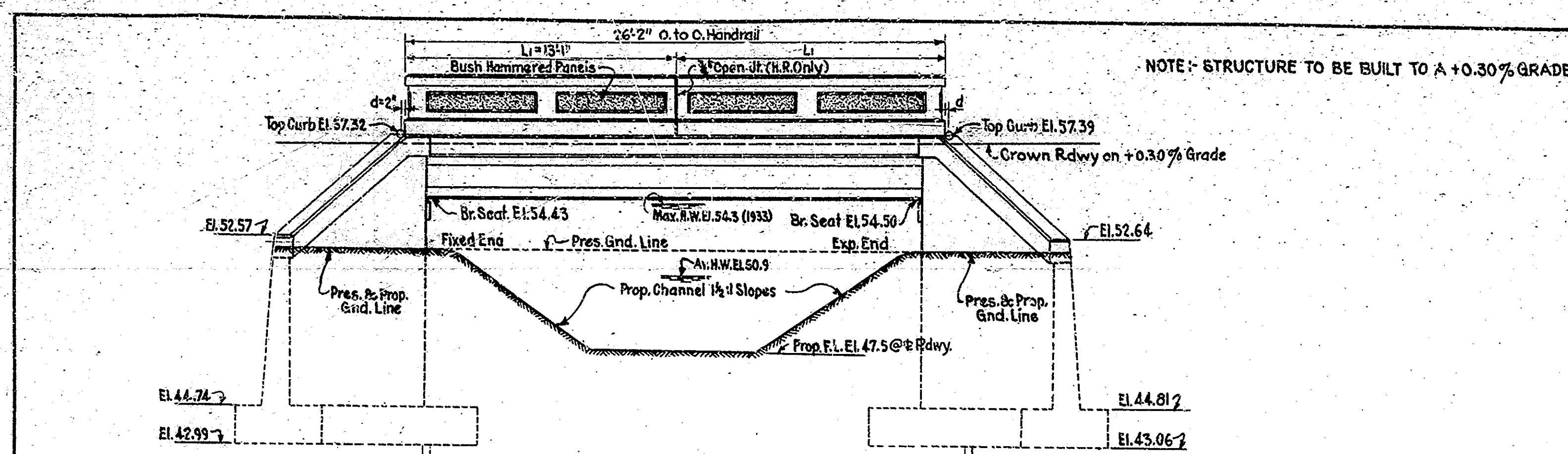
PROFILE ON PROPOSED ROADWAY  
Scales: - Hor. 1" = 30'-0", Vert. 1" = 5'-0"

LAYOUT  
**REINFORCED CONCRETE BRIDGE**  
1 SPAN @ 24'-0" 32'-0" ROADWAY  
OVER FORK OF MONTGOMERY BRANCH ON STATE ROAD-55-T  
**STATE HIGHWAY COMMISSION OF INDIANA**  
BENTON COUNTY

SCALE: AS NOTED  
RECOMMENDED FOR APPROVAL: \_\_\_\_\_  
SEPTEMBER 21, 1937

PROJECT: 55 STATION: 18+15  
SECTION: T STRUCTURE NO. 1567  
DRAWING: C1 OF 5

BRIDGE CONTRACT NO. 1567  
Rev. 11-27-37 for Construction Limits  
Ref. for Constr. Changes - 1-15-42



**GENERAL NOTES**

Depth of footings to be extended if found necessary. See Art. BB 202 of Specifications.

Reinforcing steel covering shall be 1 inch in floor slab, 3 inches in footings, 2 inches in all other parts unless noted.

All Dimensions on Details and Bending Diagrams for Reinforcing Bars are measured on centerlines of Bars.

Concrete in footings, wingwalls, and abutments to be Class "E".

Concrete in superstructure including handrail, and in Ditch Stopwalls to be Class "D".

Waterproof abutments, and wingwalls in accordance with Specifications.

Bevel forms 1/4 inch under copings; and chamfer exposed edges 3/8 inch unless noted.

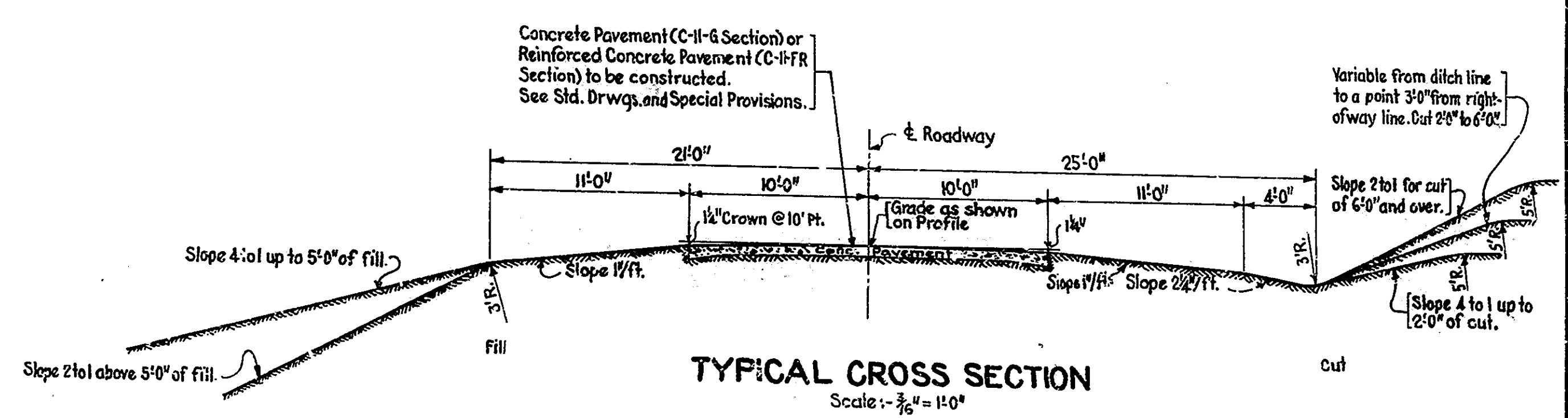
Wings & Ditch Stopwalls to be rip-rapped.

Outlet Ends of drains thru structure to project 3" Cut or burn off Inlet Ends Flush with Concrete.

See Special Provisions for items included in this contract.

**STANDARD DRAWINGS:**

Superstructure: Use Standard Superstructure Details 24' span R.C. Girder, 32'-0" Roadway, Drawing Std. No. 1101-A, dated September 21, 1937.

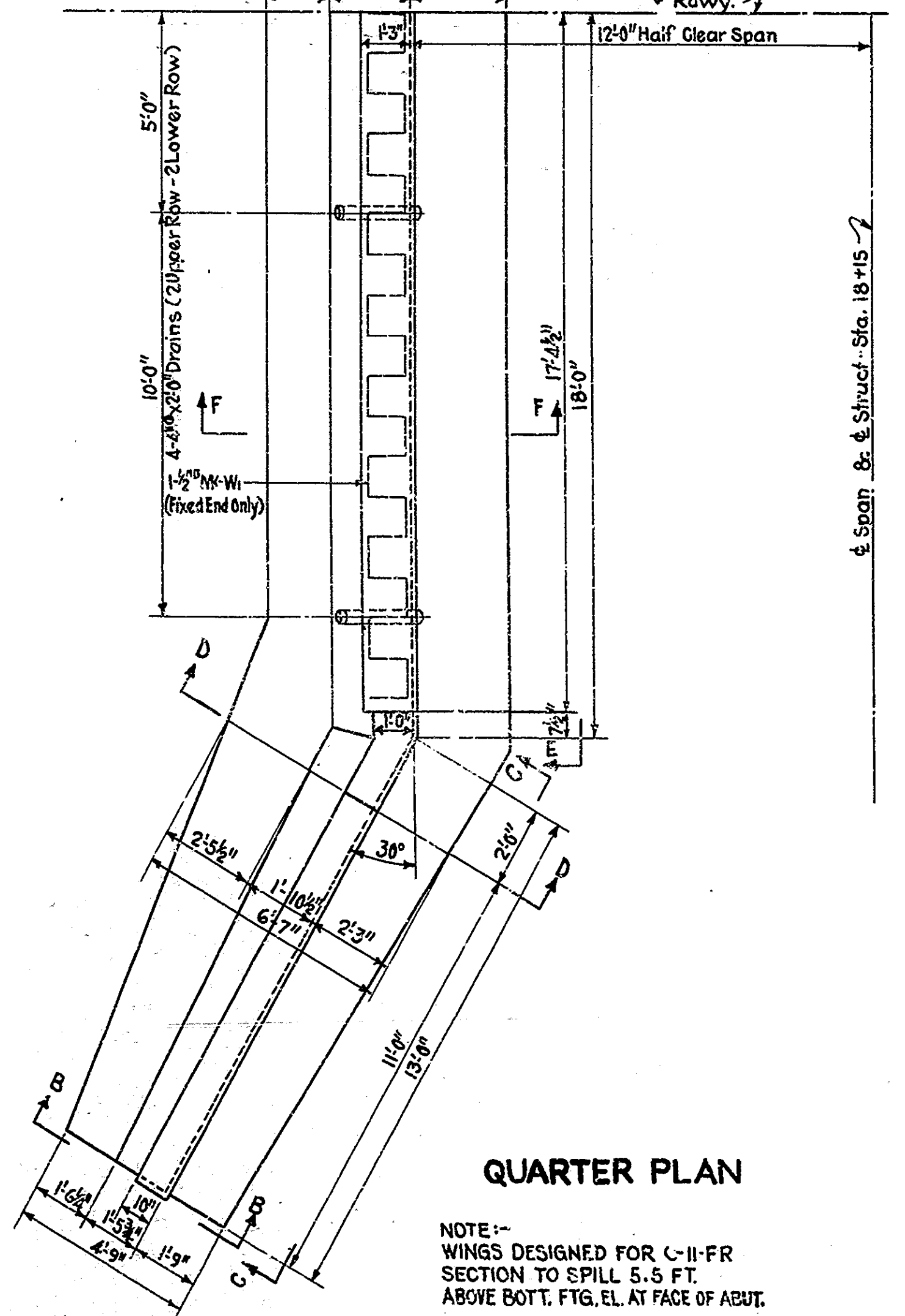
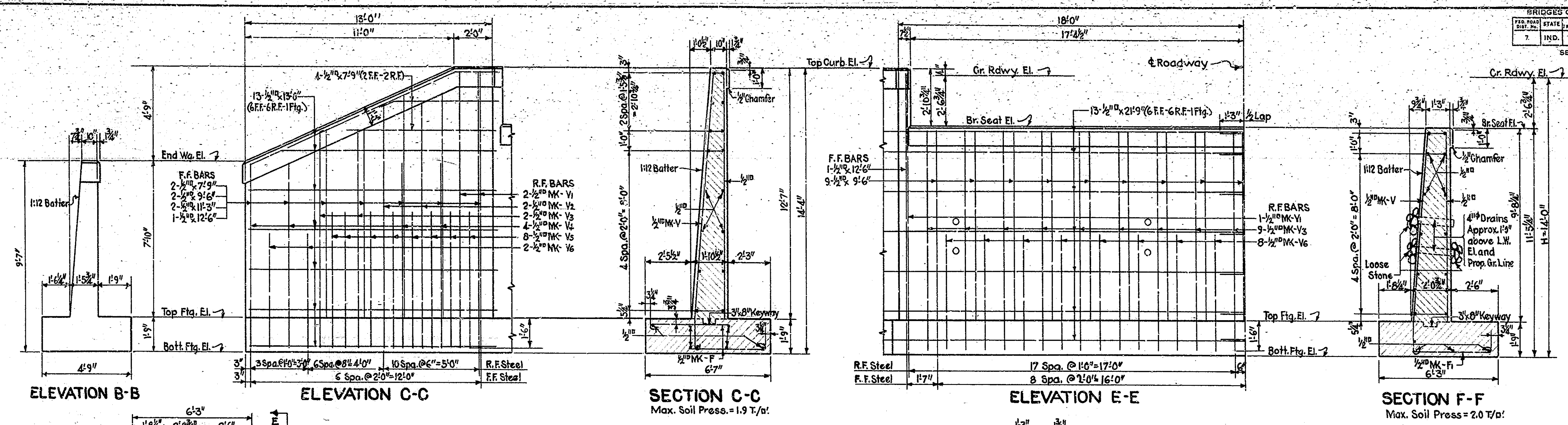


GENERAL PLAN  
**REINFORCED CONCRETE BRIDGE**  
 1 SPAN @ 24'-0" 32'-0" ROADWAY  
 OVER FORK OF MONTGOMERY BRANCH ON STATE ROAD-55-T  
**STATE HIGHWAY COMMISSION OF INDIANA**  
 BENTON COUNTY  
 SCALE: 1/4"=1'-0" UNLESS NOTED SEPTEMBER 21, 1937  
 RECOMMENDED FOR APPROVAL: \_\_\_\_\_  
 PROJECT- 55 STATION- 18 + 15  
 SECTION- T STRUCTURE NO. 1567  
 DRAWING- C2 OF 3 BRIDGE CONTRACT NO. 1567

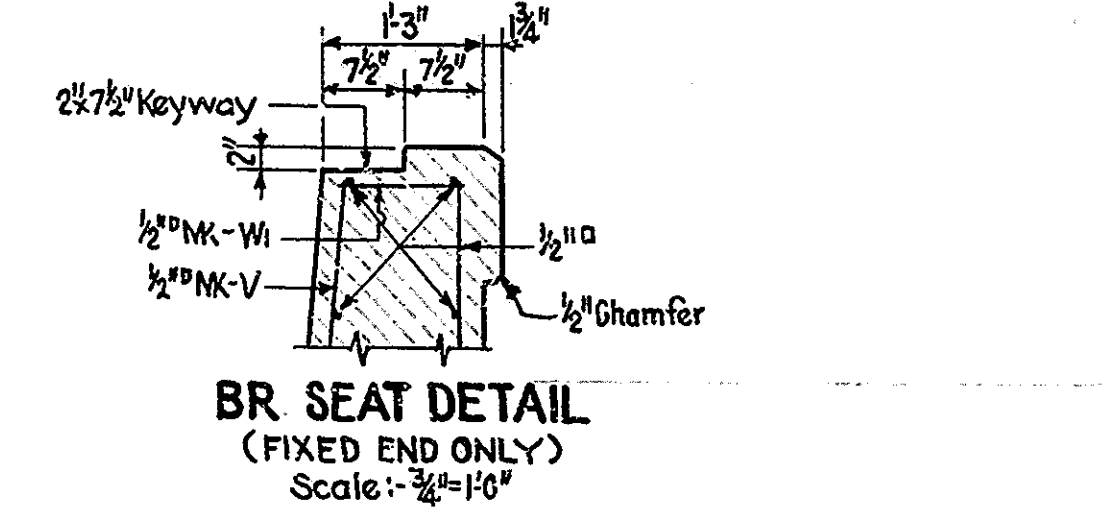
DESIGNED: C.M.B. 9-3-37  
 DRAWN: C.M.B. 9-3-37  
 CHECKED: C.M.B. 9-3-37  
 TRACKED: C.M.B. 9-3-37

Revised 11-27-37 for Concrete Pavement.  
 Rev. for Constr. Changes: 1-19-42

BRIDGES OVER 30' SPAN					
PER. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	55	1933	12	27
SECTION - T					



NOTE -- SEE DRWG. C2 FOR ELEVATIONS.



**BILL OF MATERIALS**

REINFORCING STEEL						
BENT	MARK	NO. PIECES	SIZE	LENGTH	LOCATION	TOTAL LENGTH
√	Fr	3	1/2"	8'-0"	Splice Bars for 1/2" cut for rest	24'-0"
√	F2	182	"	4'-9"	Transv. Abut. & Wg. Flgs. (28 Top-154 Bot)	844'-0"
√	V1	36	"	4'-3"	Wg. Flgs. (Bot)	136'-0"
√	V1	12	"	14'-3"	Vert. R.F. Wgs. & Abuts.	171'-0"
√	V2	8	"	12'-9"	" " " "	102'-0"
√	V3	44	"	11'-6"	" " " "	506'-0"
√	V4	16	"	9'-9"	" " " "	156'-0"
√	V5	32	"	7'-3"	" " " "	232'-0"
√	V6	40	"	6'-3"	" " " "	250'-0"
√	W1	2	"	35'-0"	Horiz. Br. Seat (Fixed End Only)	70'-0"
√	---	6	"	36'-0"	Longit. Abut. Flgs.	219'-0"
√	---	52	"	21'-9"	Horiz. Abuts.	1131'-0"
√	---	64	"	13'-0"	Wgs. & Longit. Wg. Flgs.	832'-0"
√	---	8	"	12'-6"	Vert. R.F. Wgs. & Abuts.	100'-0"
√	---	8	"	11'-3"	" " " "	90'-0"
√	---	42	"	9'-6"	" " " "	399'-0"
√	---	24	"	7'-9"	" & Horiz. Wgs.	186'-0"
√	---	12	"	6'-3"	Longit. Wg. Flgs. (Top)	75'-0"
Total 1/2"						5543'-6"
* Weights for 1934 Sds.						* 4712 #
CONCRETE						
CLASS "E" - Footings						= 48.2 Cu. Yds.
CLASS "E1" - Above Footings						= 69.0 " "
MISCELLANEOUS						
4" Drains, Steel Boiler Tubing (Weight/Ft = 6.286#) 16 Pcs. @ 2'-0"						= 201 Lbs.

Mark	Size	x	Tot. Length
F1	1/2"	4'-4"	4'-9"
F2	"	3'-10"	4'-3"
V1	"	13'-10"	14'-3"
V2	"	12'-4"	12'-9"
V3	"	11'-0"	11'-6"
V4	"	9'-3"	9'-9"
V5	"	6'-10"	7'-3"
V6	"	5'-10"	6'-3"

**SUBSTRUCTURE DETAILS  
STATE HIGHWAY COMMISSION OF INDIANA**

SCALE: 3/8" = 1'-0" UNLESS NOTED

SEPTEMBER 21, 1937

RECOMMENDED FOR APPROVAL: \_\_\_\_\_

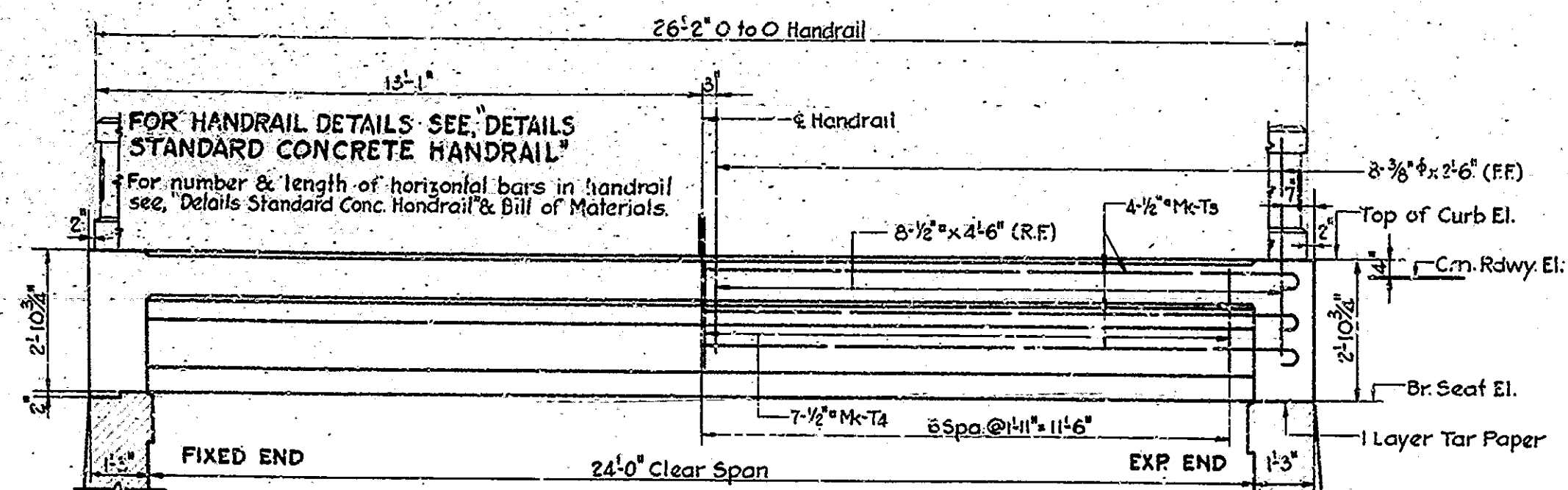
PROJECT: 55 STATION: 15+15  
SECTION: T STRUCTURE NO. 1567

DRAWING: C3 OF 3 BRIDGE CONTRACT NO. 1587

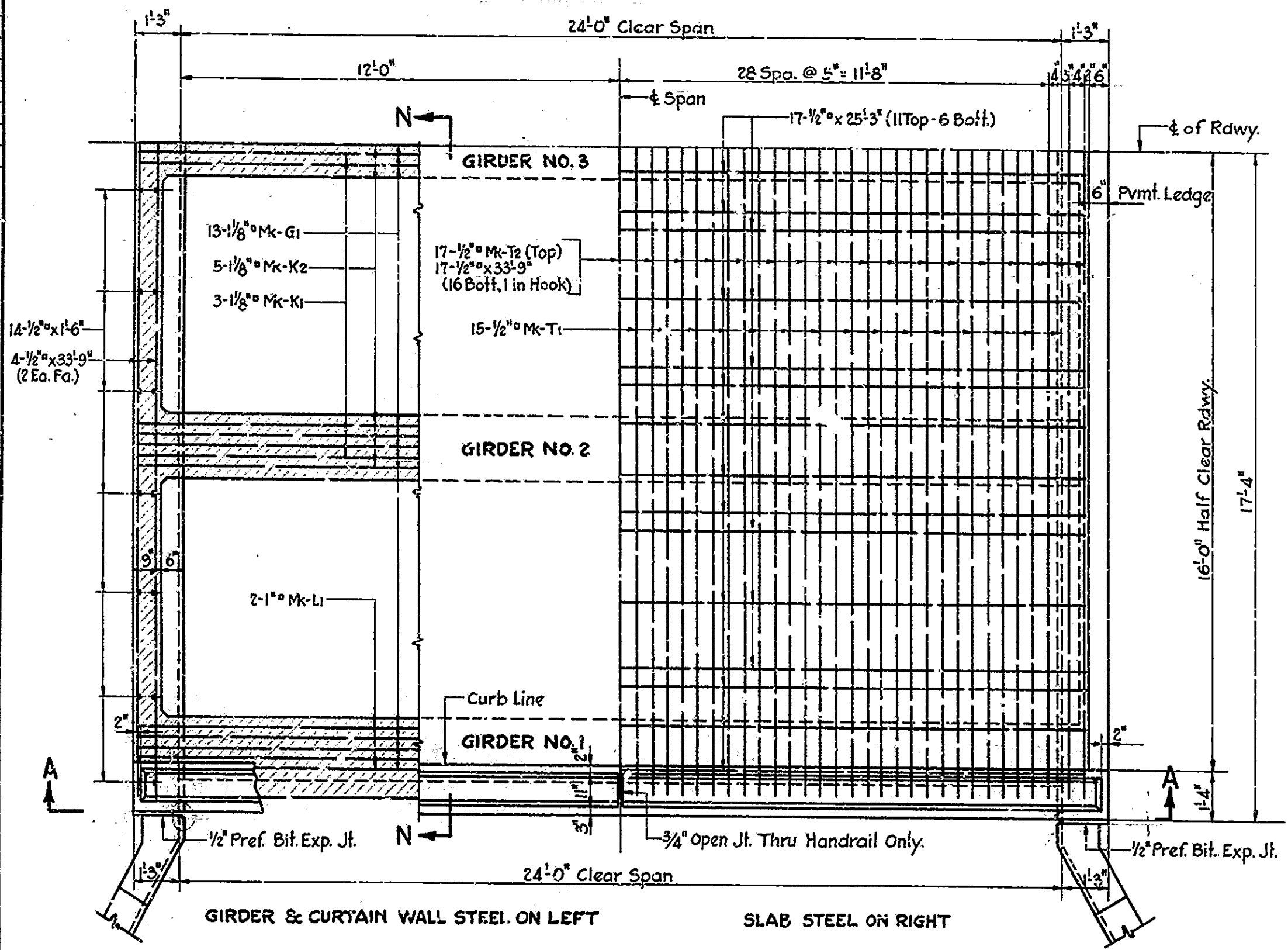
Rev. for Const. Changes - 1-19-42

THIS STANDARD R. C. GIRDER USED ON THE FOLLOWING STRUCTURES

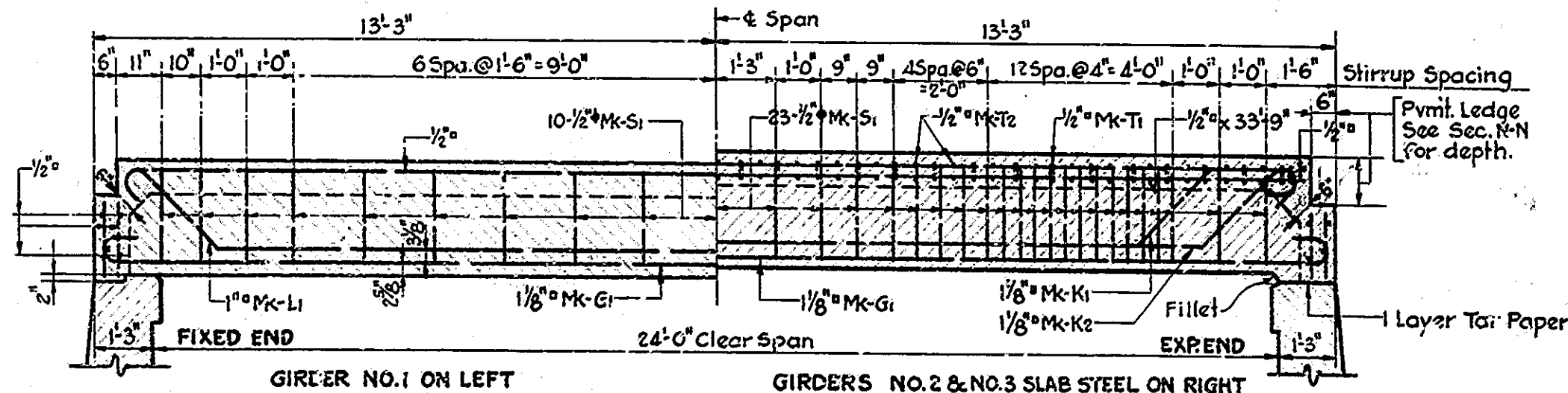
Form 55 T 1567



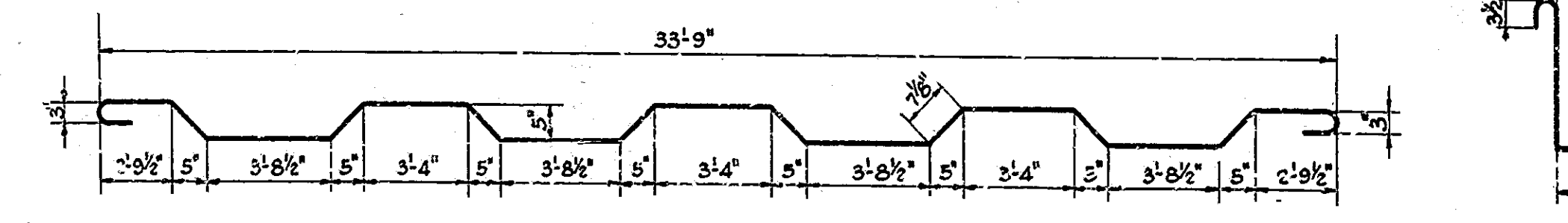
ELEVATION A-A



HALF PLAN



GIRDER SECTIONS



DESIGN DATA-

Unit Stresses - Single Live Load,  $f_s = 18,000 \text{ psi}$ ,  $f_c = 900 \text{ psi}$   
 Double Live Load,  $f_s = 27,000 \text{ psi}$ ,  $f_c = 1350 \text{ psi}$   
 Live Load - H-10 with impact, with distribution of loads in accordance with 1935 A.A.S.H.O Specifications.  
 Dead Load includes 15% of roadway to provide for future wearing surface.  
 Slab designed with 1/2" wearing surface and for single Live Load only.  
 Maximum Dead Load deflection = 1/8"  
 Note - All dimensions shown on details and bending diagrams for reinforcing bars, are measured on  $\frac{1}{4}$  of bar.

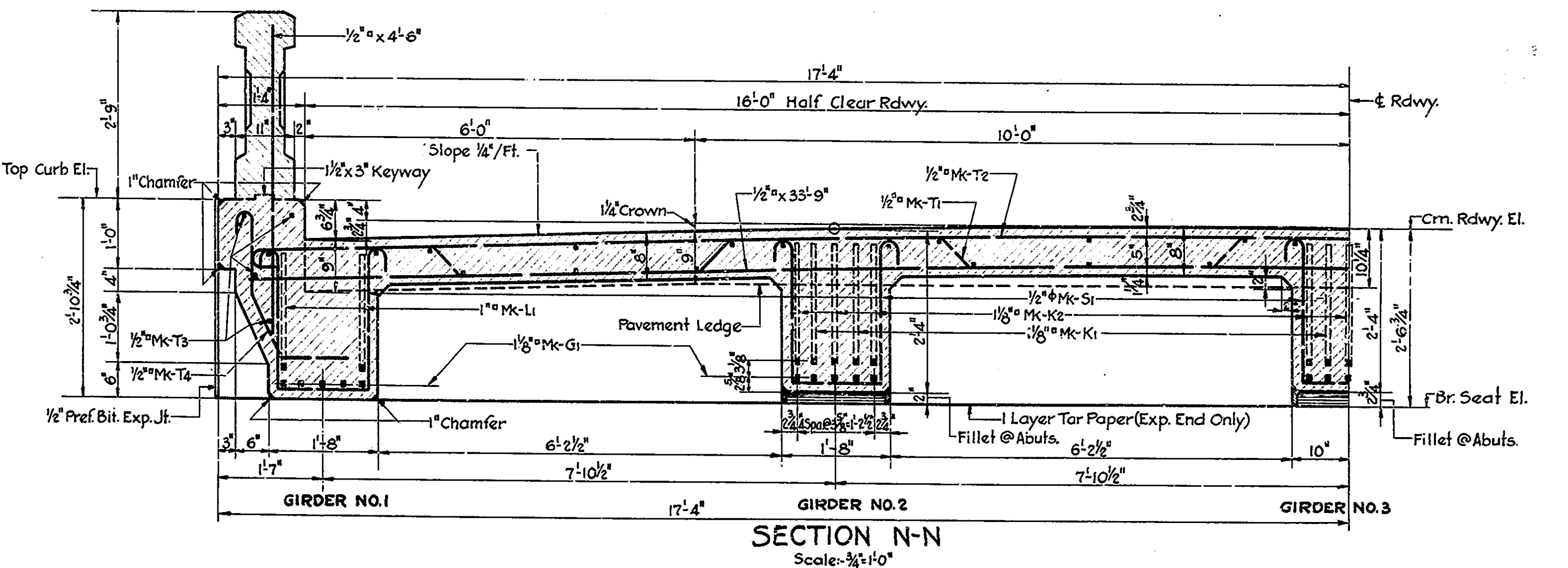
TEST BAR SAMPLES-

Size 1-1/8" - Cut one 3'-0" sample from any 1-1/8" bar, making cuts 6'-3" & 9'-3" from same end of hooked bar, or from same bent-up point of bent bar. Splice the bar cut with 1-1/8" x 14'-6"  
 Size 1" - Cut one 3'-0" sample from any 1" bar Mk-L1, making cuts 5'-6" and 8'-6" from same bent-up point. Splice the bar cut with 1" x 13'-0"  
 Size 3/8" - Cut three 3'-0" samples from any bars billed over 8'-0" long excepting bars Mk-T1. Splice the bars cut with 3/8" x 8'-0"  
 Size 1/2" - Cut three 2'-0" samples from any three extra stirrups Mk-S1 provided in bill.  
 Size 3/8" - Cut three 3'-0" samples from any three bars 3/8" x 12'-6" Splice the bars cut with 3/8" x 7'-0"

BILL OF MATERIALS

REINFORCING STEEL									
MARK	NO. PCS	SIZE	LENGTH	LOCATION	TOTAL LENGTH	WEIGHT			
Gi	25	1-1/8"	14'-6"	Splice bar for 1/2" cut for test.	14'-6"				
K1	6	2-8"	28'-0"	Girders No. 1, No. 2, & No. 3.	700'-0"				
K2	9	2-8"	27'-9"	No. 2 & No. 3.	171'-0"				
				No. 2 & No. 3.	243'-9"				
				Total 1-1/8"	1153'-3"	4885 #			
L1	4	1"	13'-0"	Splice bar for 1" cut for test.	13'-0"				
				Girders No. 1	111'-0"				
				Total 1"	124'-0"	422 #			
T1	30	3/8"	8'-0"	Splice bars for 1/2" cut for test.	24'-0"				
T2	33	3/8"	36'-0"	Slab - Transv.	1080'-0"				
T3	8	3/8"	34'-6"	" " " " - Top	1138'-6"				
T4	26	3/8"	26'-9"	In & Beneath Curb - Hor.	214'-0"				
				" " " " - Vert.	97'-6"				
				33 Slab - Transv. - Bot. - 8 Mudwalls	1383'-9"				
				Slab - Long. - 22 Top - 12 Bot.	255'-6"				
				Curb & Handrail - Vert. - R.F.	144'-0"				
				Mudwalls - Vert.	84'-0"				
				Total 3/8"	5024'-3"	4271 #			
S1	176	1/2"	6'-3"	Girder Stirrups + 3 for test.	1100'-0"	735 #			
				Splice bars for 3/8" cut for test.	21'-0"				
				Handrail - Hor.	550'-0"				
				" " " " - Vert. - FF	60'-0"				
				Total 1/2"	651'-0"	245 #			
				TOTAL STEEL		10,553 #			

\* Wts. for 1934 Standards.  
 CONCRETE  
 Class "D" Superstructure (Except Handrail) = 40.3 Cu. Yds.  
 Class "D" Handrail (3.5 Cu. Yds.) = 52.3 Lin. Ft.



SECTION N-N  
 Scale: 3/4" = 1'-0"

MARK	SIZE	x	y	TOTAL LENGTH
G1	1-1/8"	26'-0"	7"	28'-0"
T2	1/2"	33'-9"	3"	34'-6"
T3	"	26'-0"	3"	26'-9"

MARK	SIZE	A	B	C	D	E	F	TOTAL LENGTH
K2	1-1/8"	2'-1"	20'-10"	1'-7 1/2"	2'-6"	7"	25'-0"	27'-9"
L1	1"	2'-0"	21'-0"	"	2'-5 1/2"	6"	"	27'-9"

STANDARD SUPERSTRUCTURE DETAILS  
**REINFORCED CONCRETE BRIDGE**  
 1 SPAN @ 24'-0" 32'-0" ROADWAY

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: 3/8" = 1'-0" UNLESS NOTED  
 RECOMMENDED FOR APPROVAL: \_\_\_\_\_ SEPTEMBER 21, 1937

55-T-1567  
 DRAWING STANDARD NO. 1101-A





### APPROACH STRUCTURES

STRUCTURE NUMBER	LOCATION	DESCRIPTION	CLASS D CONCRETE CU YDS	REIN STEEL LBS	CAST IRON LBS	REMARKS
	Sta. 21+00	16" Corr. Metal Pipe		0.64		
II	STRUCTURE 55-1566 25' LI. Sta. 19+68	12" Corr. Metal Pipe				16
II	STRUCTURE 55-1566 26' LI. Sta. 19+51	12" Corr. Metal Pipe				16
	Sta. 17+10	12" Corr. Metal Pipe	20'	0.54		Relay 50' of C&M Pipe in Place thru Prop. Ditch Stopwall. Remove approx. 15' of C&M Pipe in place & outlet thru Prop. Ditch Stopwall.
II	STRUCTURE 55-1566 29' LI. Sta. 18+93	12" Corr. Metal Pipe		0.6		Relay 16' of 15" C&M Pipe in Place
II	STRUCTURE 55-1567 25' LI. Sta. 24+11	12" Corr. Metal Pipe	20'	0.5		Relay 20' of 12" Corr. Metal Pipe in place - Add 3rd Private Entrance Roadway
TOTALS						

### SUMMARY OF MISCELLANEOUS APPROACH QUANTITIES

ITEM	UNIT	QUANTITY			ITEM	UNIT	QUANTITY			ITEM	LENGTH
		NEW	RESET	REMOVAL			NEW	RESET	REMOVAL		
Concrete Pavement	Sq. Yds.	11,213	5,279	1,566	Catch Basin, Catch Cover for				Flexible Plate Guard Rail		
Reinforced Concrete Pavement	Sq. Yds.	2,983	1,567		Catch Basin, Catch Basin Inlet				Cable Guard Rail		
Thickened Rein. Conc. Pavement	Sq. Yds.	273		1,568	Catch Basin, Catch Inlet Tap				Expansion Joints, Pavement	4029	
Asphalt Pavement, Including Base	Sq. Yds.				Catch Basin, Catch Inlet Tap				Cork or Rubber Expansion Jts.		
Brick Pavement, Including Base	Sq. Yds.				Catch Basin, Catch Inlet Tap				Cork or Rubber Expansion Jts.		
Concrete Crosswalks, 4" Thick	Sq. Yds.	91	1,566		Cast Iron Inlet Tee				Rubber Expansion Joints	128	
Concrete Sidewalk, 4" Thick	Sq. Yds.	91	1,567		Cast Iron Inlet Tee				Pre-Surround Bituminous Exp. Jts.		
Brick Sidewalk	Sq. Yds.	91	1,568		Manhole, Type A				Contraction Joints		
Gravel or Crushed Stone	Cu. Yds.				Manhole, Type B						
Paved Side Ditch	Lin. Ft.										
Paved Gutter	Lin. Ft.										
Lip Type Gutter	Lin. Ft.										
Combined Curb & Gutter	Lin. Ft.		7,923	1,566					Struct. 1566-42		
Integral Curb	Lin. Ft.		4,438	1,567					1567-40		
Stone Curb	Lin. Ft.		4,455	1,568					1568-46		
Paint, Steel for Pavement	Lbs.	17,085									

### SUMMARY OF GRADING QUANTITIES

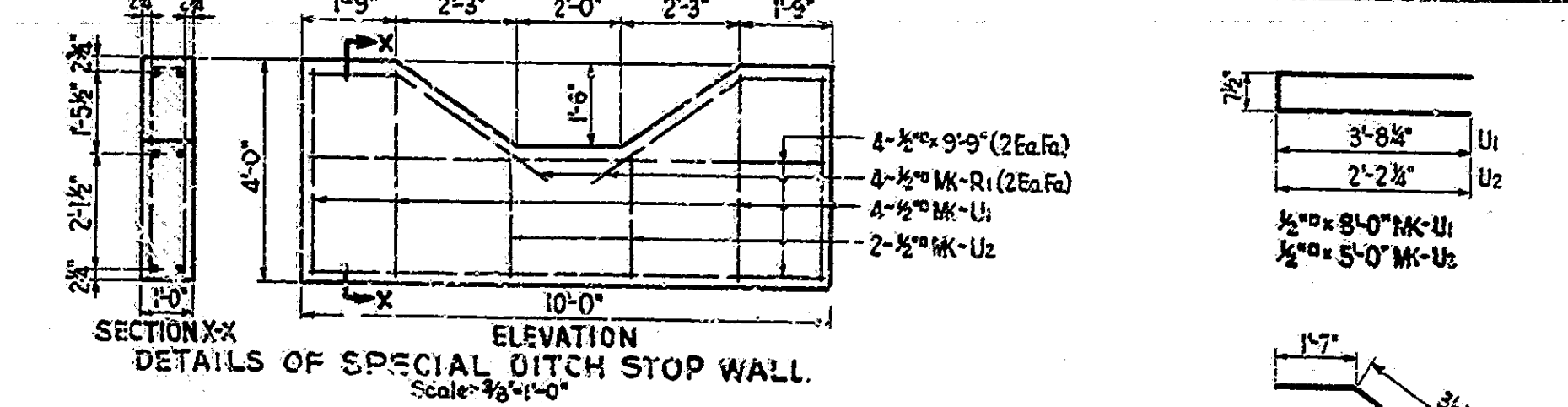
COMMON	EXCAVATION	EXCAVATION				FILL	SPECIAL	SPECIAL	SODDING	TOP SOIL	RIP-RAP	Waterway EXCAVATION	FINISHING SHOULDERS AND DITCHES
		WET	DRY	SURPLUS	PLUS								
CU YDS.	CU YDS.	CU YDS.	CU YDS.	CU YDS.	CU YDS.	%	CU YDS.	SQ YDS.	SQ YDS.	SQ YDS.	SQ YDS.	CU YDS.	CU YDS.
4240	9180	7	541	563	645	571	172	178	2504	1044	833	4170	1318

### SUMMARY OF STRUCTURE QUANTITIES

ITEM	CONCRETE			REINFORCING STEEL (1934 STANDS)												STRUCTURAL STEEL	TIMBER PILES	CAST IRON	TIMBER PILES DRIVEN
	CLASS D	CLASS E	CLASS F	1 1/2"	1 1/4"	1"	3/4"	5/8"	3/8"	1/2"	3/16"	1/4"	1/8"	TOTALS					
Waterwall (Abut. #1-2)	59.5	841	1,382																
STRUCTURE #1566 - Substructure	55.6		5.2	690	8,555									5,349					
STRUCTURE #1567 - Substructure	16.1		16.1	690										5,629	776	323			5,349
STRUCTURE #1567 - Superstructure	40.3		40.3	52.3		4,885	422							4,712					4,712
STRUCTURE #1568 - Substructure	45.7		51.4	76.6	3.5	470				4,406				4,271	735	245			10,558
STRUCTURE #1568 - Superstructure														5,673	223				10,302
TOTALS																			

### SUMMARY OF PIPE

TYPE	UNIT	SIZE													
		4"	6"	8"	10"	12"	15"	18"	24"	30"	36"	42"	48"	54"	60"
Vitrified Clay Sewer	Lin. Ft.														
Vitrified Clay Sewer	Lin. Ft.														
Reinforced Concrete	Lin. Ft.														
Cast Iron	Lin. Ft.														
Cast Iron	Lin. Ft.														
Corrugated Metal	Lin. Ft.														
Corrugated Metal	Lin. Ft.														
Cast Iron	Lin. Ft.														
Corrugated Metal	Lin. Ft.														
Cast Iron	Lin. Ft.														
Corrugated Metal	Lin. Ft.														
Cast Iron	Lin. Ft.														
Corrugated Metal	Lin. Ft.														



### BILL OF MATERIALS FOR ONE WALL

MARK	No. PICES	SIZE	LENGTH	LOCATION	TOTAL LENGTH	WEIGHT
U1	4	3'-8 1/2"		Vertical		
U2	4	2'-2 3/8"		Vertical		
U3	2	4'-0"		Horizontal		
U4	2	4'-0"		Horizontal		
TOTAL STEEL					10'-0"	56#

### MISCELLANEOUS

Remove Present Structures 1566, 1567, & 1568 - Lump Sum For Each  
 Temporary Bridges & Runarounds - Structures 1566, & 1568 - Lump Sum For Each  
 Furnishing Equip. For Driving Piles (1566) - Lump Sum

Temporary Runaround - 1567 - Lump Sum

### BILL OF MATERIALS FOR THICKENED PAVEMENT - STRUCTS. #1566, 1567 & 1568

MARK	No. PICES	SIZE	LENGTH	LOCATION	TOTAL LENGTH	WEIGHT
U1	240	1/2"	21'-0"	Longit. (80 each Structure)	5,040'-0"	
U2	22	22'-6"		Transv. (1568)	495'-0"	
U3	22	20'-3"		(1566)	445'-6"	
U4	22	19'-6"		(1567)	423'-0"	
TOTAL STEEL					6,409'-6"	5,446#

Standard Thickened Pavement (91 Sq. Yds. each Struct.)  
 NOTE: See Miscellaneous Road Stds. - Sheet A

MISCELLANEOUS  
 273 Sq. Yds.

SUMMARY  
 STATE HIGHWAY COMMISSION OF INDIANA

OCTOBER 2, 1937

BRIDGE CONTRACT NO. 1587

END ST