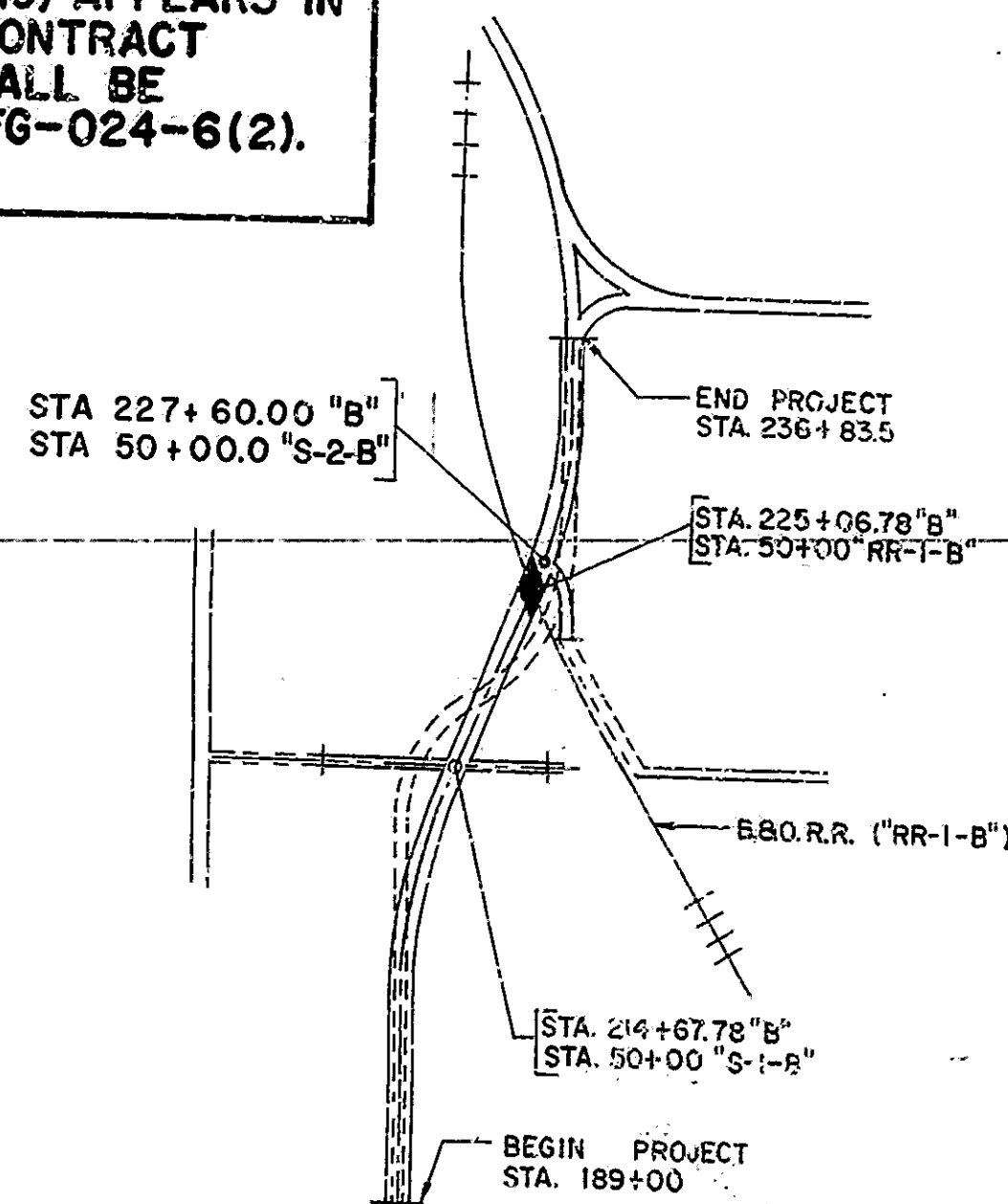


BRIDGE CONTRACT NO. B-10941

INDEX						
PROJECT	STRUCTURE	TYPE	SPAN	OVER	STATION	CONTRACT NO.
FG-024-6(2)	56-72-2471	CONTINUOUS PRESTRESSED CONCRETE BEAM	3 SPANS: 71'-7 5/8, 71'-6, & 71'-7 5/8	B&O R.R.	225+06.78 S.R. 3856 ("B")	B-10941
SHEET NO.	SHEET DESIGNATION	SUBJECT				B.P.R. APPROVAL
1	ONE SHEET	INDEX AND TITLE SHEET				
2	ONE SHEET	GENERAL NOTES				
3	ONE SHEET	TYPICAL CROSS SECTION				
4	ONE SHEET	PLAN & PROFILE STA. 189+00 TO 202+00 LINE "B"				
5	ONE SHEET	PLAN & PROFILE STA. 202+00 TO 218+00 LINE "B"				
6	ONE SHEET	PLAN & PROFILE STA. 218+00 TO 233+00 LINE "B"				
7	ONE SHEET	PLAN & PROFILE STA. 233+00 TO 236+83 LINE "B"				
8	ONE SHEET	PLAN & PROFILE STA. 45+00 TO 53+00 LINE S-1-B				
9	ONE SHEET	PLAN & PROFILE STA. 50+00 TO 54+00 LINE S-2-B				
10	ONE SHEET	SUPERELEVATION TRANSITION DIAGRAM				
11	ONE SHEET	TEST BORINGS				
12	ONE SHEET	R.C. BRIDGE APPROACH DETAILS				
13	C1	LAYOUT				
14	C2	GENERAL PLAN				
15	C3	BENT 1 DETAILS				
16	C4	BENT 4 DETAILS				
17	C5	BENT 2 & 3 DETAILS				
18	C6	BEAM DETAILS				
19	C7	BEAM DETAILS				
20	C8	FLOOR DETAILS				
21	C9	FLOOR DETAILS				
22	C10	FLOOR DETAILS				
23	C11	FLOOR DETAILS				
24	C12	SCREEDS				
25	ONE SHEET	SUMMARY				
26	ONE SHEET	ESTIMATE OF QUANTITIES				
27-55	TWENTY-NINE SHEETS	CROSS-SECTION SR 56 18900 TO STA. 236+83.5				
56-61	SIX SHEETS	CROSS-SECTION CO. RD. 50N (LINE S-1-B) STA. 45+00 TO STA. 53+00				
62-65	FOUR SHEETS	CROSS-SECTION CO. RD. 50N (LINE S-2-B) STA. 50+00 TO STA. 54+00				

NOTE:-
WHENEVER S-362(10) APPEARS IN THESE PLANS OR CONTRACT DOCUMENTS IT SHALL BE INTERPRETED AS FG-024-6(2).



SUBMITTED FOR APPROVAL MARCH 1, 1974
Richard A. Hummel
REGISTERED PROFESSIONAL ENGINEER STATE OF INDIANA



DATE	REVISIONS	SHEET NO.
10-28-74	1, 5, 6, 7, 8, 9	
1-16-75	6, 7, 8, 25	
3-18-75	1, 11, 24, 25, 26	
8-4-75	5, 6, 8, 23, 26, 41	
9-8-75	3, 8	
12-3-75	7, 35	
4-18-77	6, 9, 126	
12-29-77	25, 26	

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

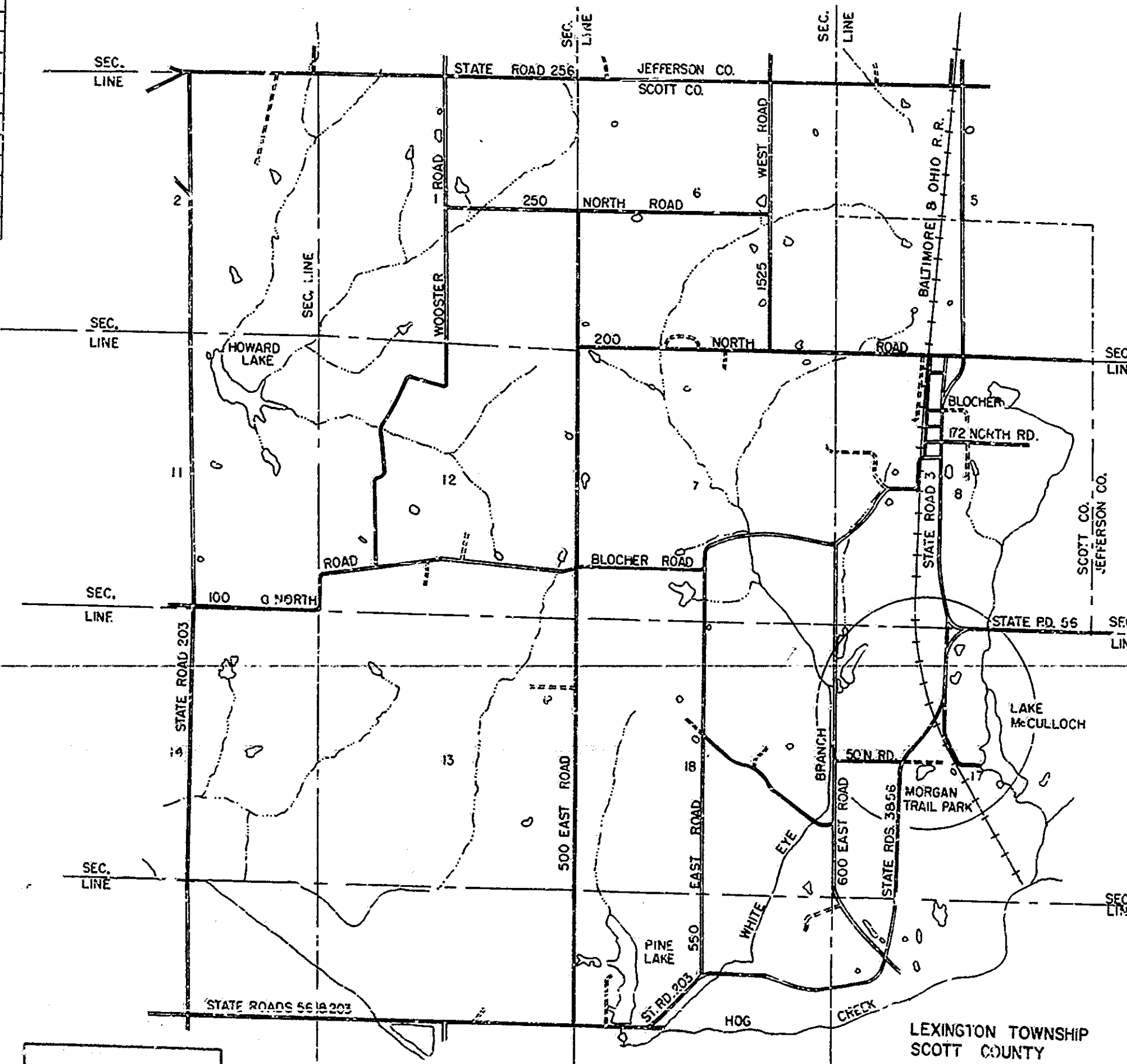
BRIDGE PLANS

FOR SPANS OVER 20 FEET

PROJECT NO. FG-024-6 (2) P.E. STATE ROAD NO. 56 (2) CONST.

LINE "B" BEGINNING AT A POINT ON Q. S.R. 3856, WHICH IS APPROXIMATELY 13231' EAST AND 1452' NORTH OF THE SOUTHWEST CORNER OF SECTION 17, AND EXTENDING 256778' IN A NORTHERLY DIRECTION TO A POINT OF INTERSECTION WITH PROPOSED Q. COUNTY ROAD 50N (LINE "S-1-B") AND FROM SAID INTERSECTION EXTENDING 103900' IN A NORTHEASTERLY DIRECTION TO A POINT OF INTERSECTION WITH Q. B.&O. R.R. AND FROM SAID INTERSECTION EXTENDING 25322' IN A NORTHEASTERLY DIRECTION TO A POINT OF INTERSECTION WITH PROPOSED Q. COUNTY ROAD 50N (LINE "S-2-B") AND FROM SAID INTERSECTION EXTENDING 9235' IN A NORTHERLY DIRECTION TO A POINT ON Q. S.R. 3856, WHICH IS APPROXIMATELY 22243' EAST AND 4762.0' NORTH OF THE SOUTHWEST CORNER OF SECTION 17. ALL IN SECTION 17, T3N, R8E, LEXINGTON TWP, SCOTT COUNTY.

LINE	ROADWAY LENGTH	BRIDGE LENGTH	TOTAL LENGTH	MAX. GRADE
"B"	0.865 miles	0.041 miles	0.906 miles	4.00 %
"S-1-B"	0.166 miles	NONE	0.166 miles	10.00 %
"S-2-B"	0.073 miles	NONE	0.073 miles	8.00 %



TRAFFIC DATA		SR 3 & SR 56
A.D.T. (1974)		3000 V.P.D.
A.D.T. (1994) PROJECTED		6290 V.P.D.
D.H.V. (1994) PROJECTED		690 V.P.D.
DESIGN SPEED		ADT: 19%; DHV: 6 %
ACCESS CONTROL		70 M.P.H.
		NONE

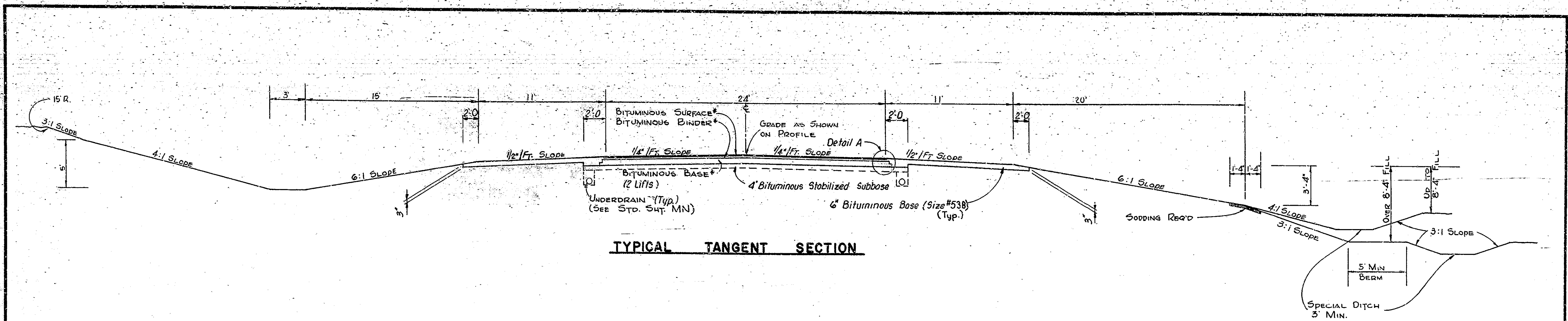
THESE PLANS PREPARED BY
COLE ASSOCIATES
ENGINEERS
SOUTH BEND, INDIANA

APPROVED 12-5-74
S. H. Hollenbeck
CHIEF HIGHWAY ENGINEER—INDIANA STATE HIGHWAY COMMISSION

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
APPROVED: _____
DIVISION ENGINEER DATE

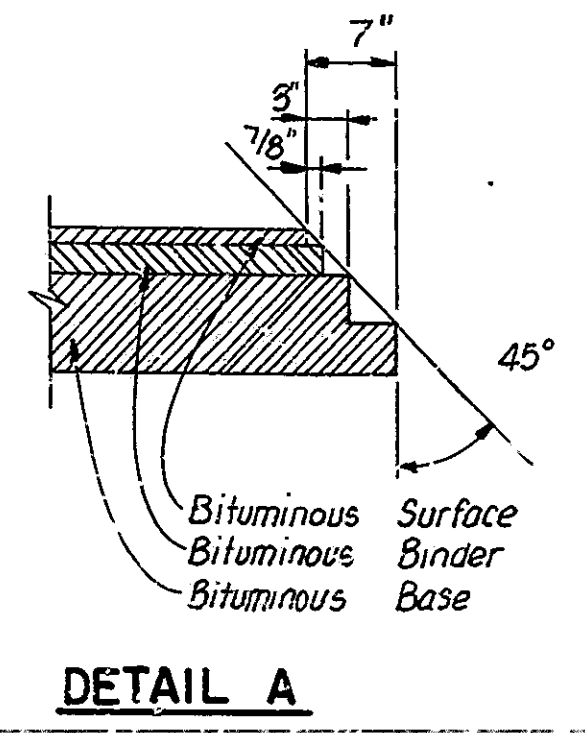
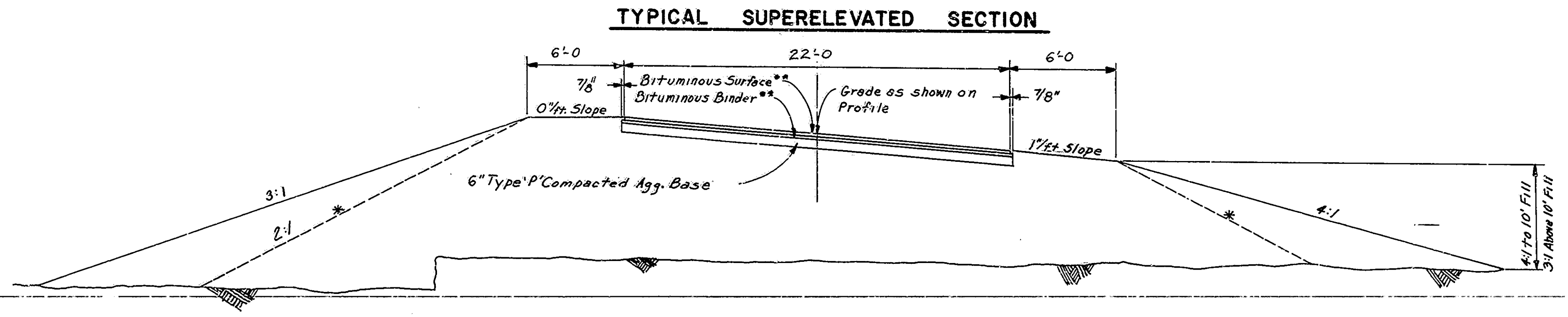
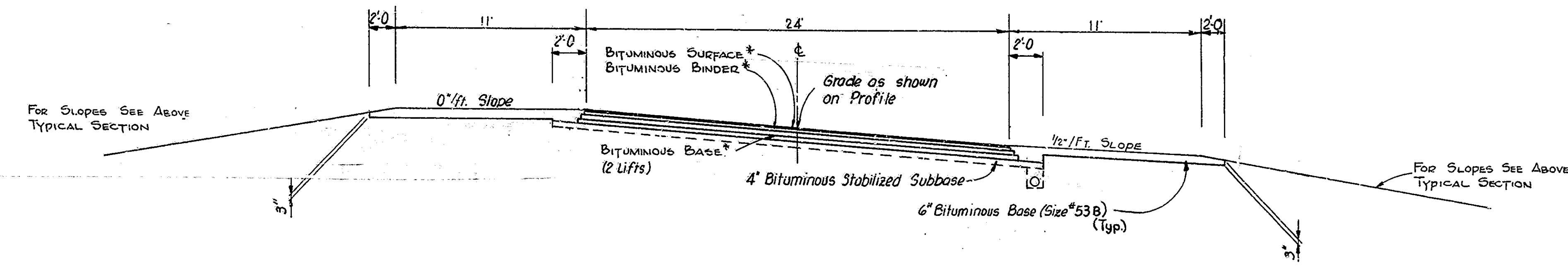
BRIDGE FILE: 56-72-2471

INDEX CONTINUED STANDARD DRAWINGS						
SHEET NO.	SHEET DESIGNATION	SUBJECT	B.P.R. APPROVAL	ADOPTED REVISION	REVISION	DATE
56	BRIDGE STD. C1	STANDARD MISCELLANEOUS DETAILS				
57	BRIDGE STD. C3	JOINT DETAILS				
58	BRIDGE STD. O	EASTING DETAILS ROADWAY CHAINS				
59	BRIDGE STD. F	ROADWAY DRAIN OUTLET 'TAILS'				
60	BRIDGE STD. J	ROADWAY DRAIN OUTLET 'TAILS'				
61	BRIDGE STD. M	EXPANSION JOINT				
62	BRIDGE STD. M4	MISCELLANEOUS APPROACH DETAILS				
63	BRIDGE STD. M2	R.C. BRIDGE APPROACH TURNOUT DETAILS '12" B' SHOULDERS				
64	BRIDGE STD. M3	SLOPEWAY AND DRAINAGE DETAILS				
65	BRIDGE STD. PB3	PRESTRESSED CONCRETE TYPE 'T' BEAMS				
66	BRIDGE STD. PB	PRESTRESSED BOX BEAMS				
67	BRIDGE STD. PB2	PRESTRESSED COMPOSITE 'S' X BEAMS				
68	BRIDGE STD. PB4	TOLERANCES FOR FABRICATION OF PRESTRESSED BEAMS				
69	BRIDGE STD. R1-C	ALUMINUM RAILING				
70	BRIDGE STD. R1-E	ALUMINUM RAILING				
71	BRIDGE STD. R1-F	STEEL PAVING, TYPE 'E'				
72	BRIDGE STD. R2A	BRIDGE LIGHTING DETAILS				
73	BRIDGE STD. S1	TYPICAL DETAILS FOR PLACING GRADE "B" SPECIAL BORROW				
74	BRIDGE STD. T SHEET A	STANDARD TEMPORARY BRIDGE				
75	BRIDGE STD. SHEET A	STANDARD PAVEMENT JOINTS				
76	ROAD STD. SHEET NA	MISCELLANEOUS STANDARDS				
77	ROAD STD. SHEET NB	MISCELLANEOUS STANDARDS				
78	ROAD STD. SHEET NC	MISCELLANEOUS STANDARDS				
79	ROAD STD. SHEET ND	MISCELLANEOUS STANDARDS				
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90	ROAD STD. SHEET NO	MISCELLANEOUS STANDARDS				
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93	ROAD STD. SHEET NR	MISCELLANEOUS STANDARDS				
94	ROAD STD. SHEET NS	MISCELLANEOUS STANDARDS				
95	ROAD STD. SHEET NT	MISCELLANEOUS STANDARDS				
96	ROAD STD. SHEET NU	MISCELLANEOUS STANDARDS				
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188	ROAD STD. SHEET NI	MISCELLANEOUS STANDARDS				
189	ROAD STD. SHEET NJ	MISCELLANEOUS STANDARDS				
190						



NOTE:- Seed Mixture "CV" to be used on all slopes 3:1 or greater.

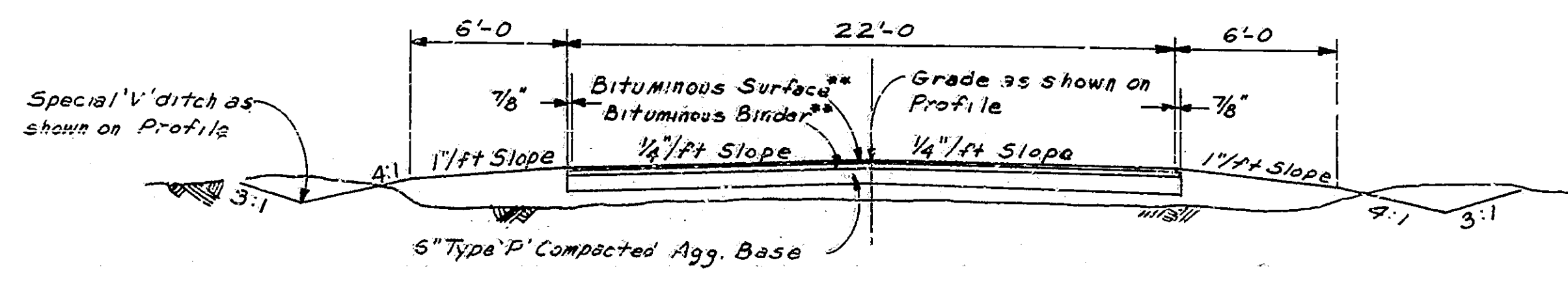
* 70%/SY Hot Asphaltic Emulsion Surface Type IV on
240%/SY Bituminous CONC. BINDER ON
880%/SY Bituminous CONC. BASE



CO. RD. 50N
TYPICAL SUPERELEVATED SECTION

* Use 2:1 slopes on Line S-1-B

** 70%/sy. Hot Asphaltic Emulsion Surface Type IV on
240%/sy. Bituminous Binder



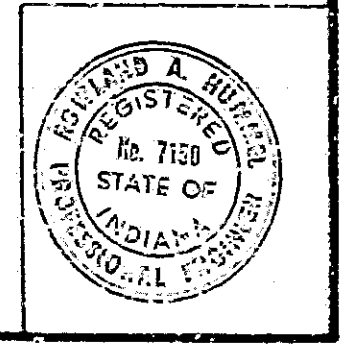
CO. RD. 50N
TYPICAL TANGENT SECTION

TYPICAL CROSS SECTIONS

SCALE: 1/4" = 1'-0"

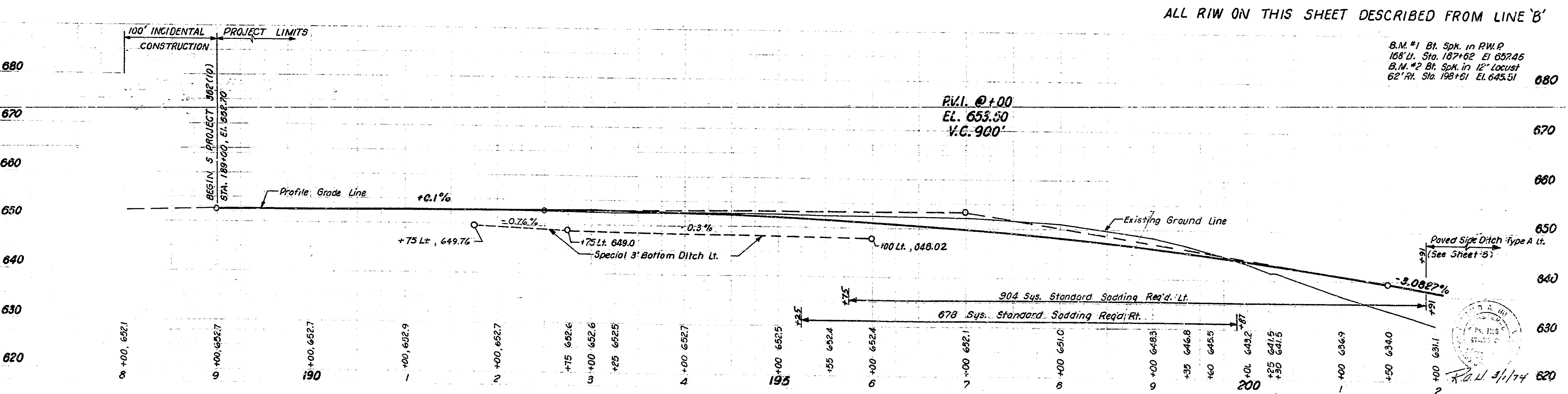
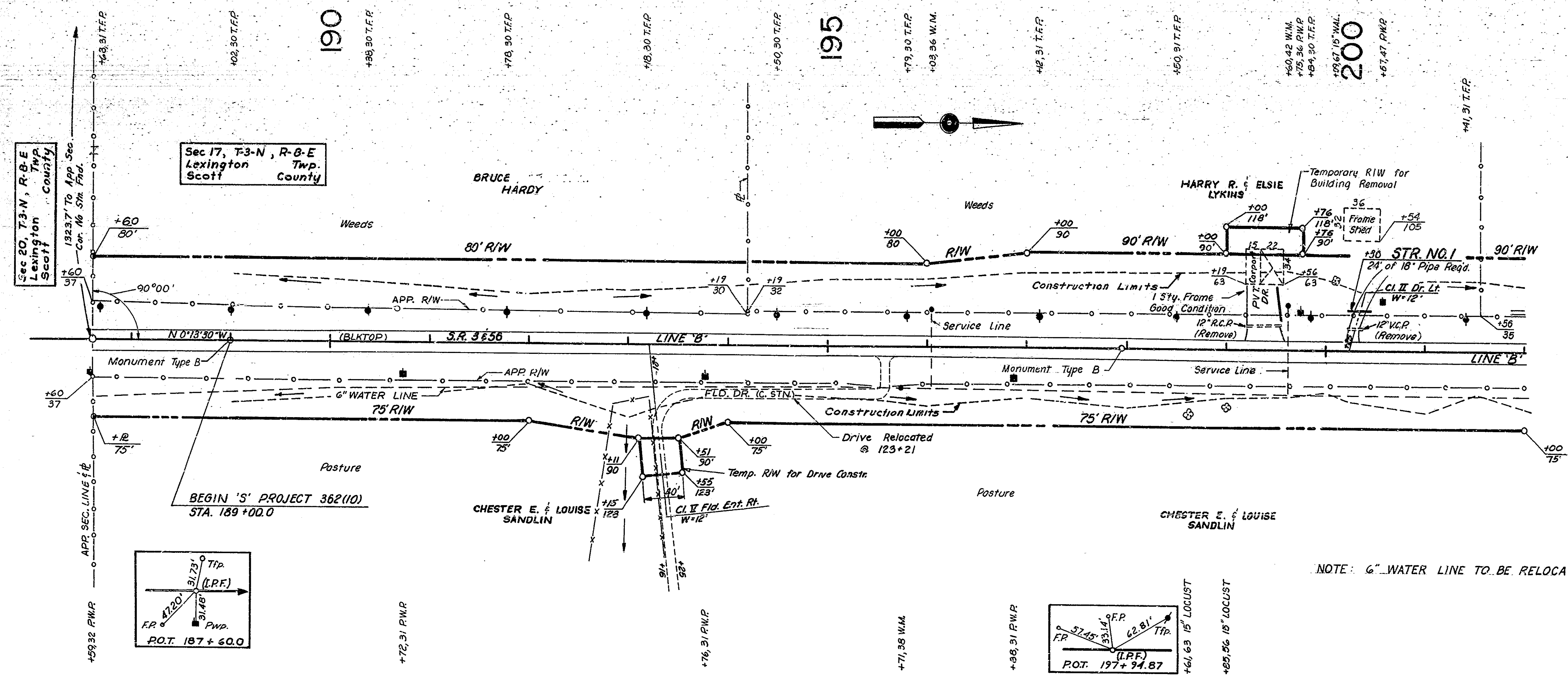
SUBMITTED FOR APPROVAL MARCH 1, 1974

Rowland O. Hummel



Contr. No. B10941

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	DATE
S-362 (10)	"B"	3	97	56-72-2471

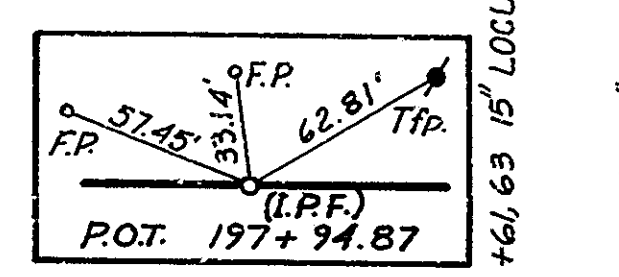
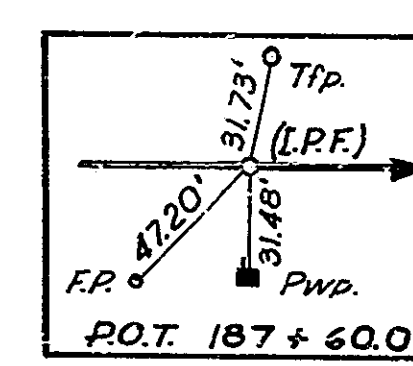


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Sec. 20, T3-N, R-8-E
 Lexington County
 1923.7 To App. Sec.
 Cor. No. 5th Fnd.

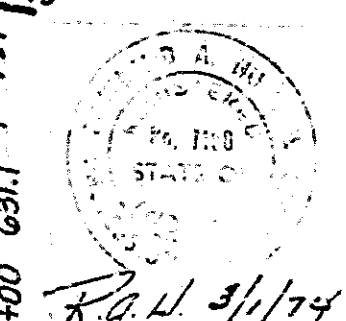
Sec. 17, T3-N, R-8-E
 Lexington Twp.
 Scott County



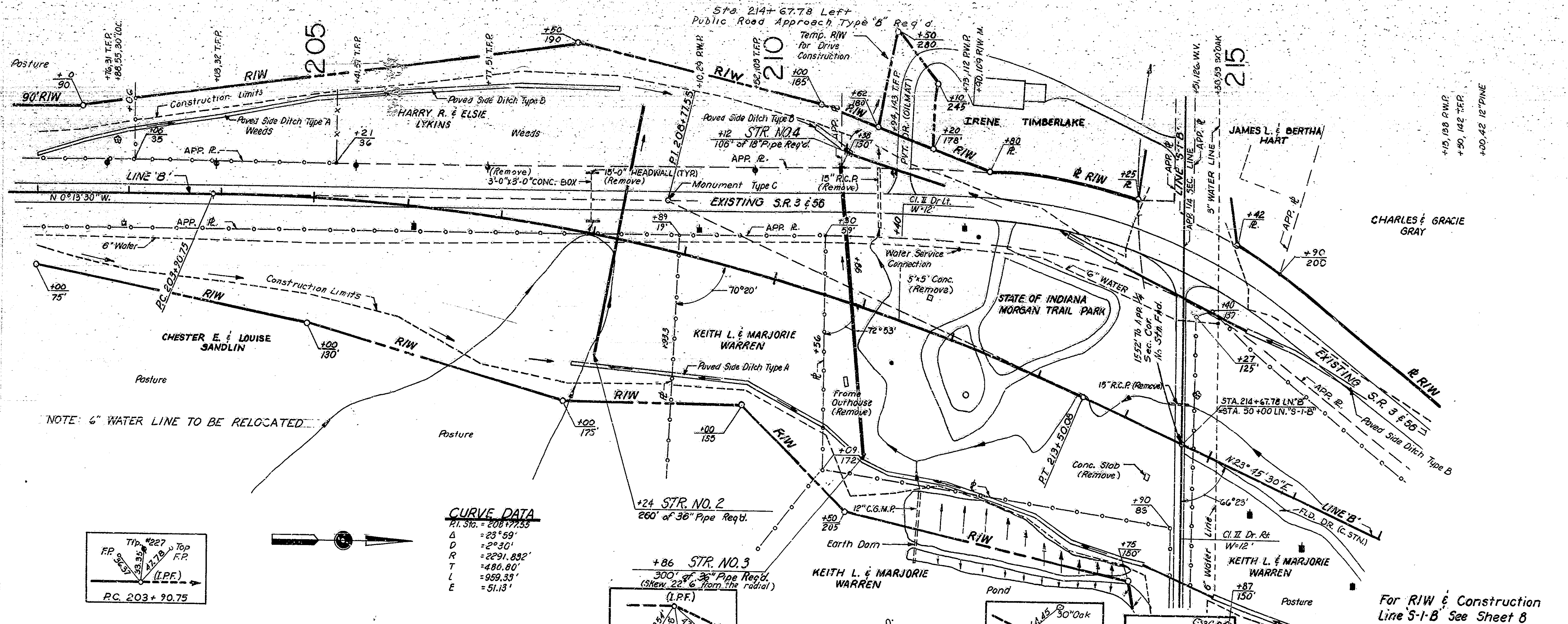
NOTE: 6" WATER LINE TO BE RELOCATED

ALL R/W ON THIS SHEET DESCRIBED FROM LINE 'B'

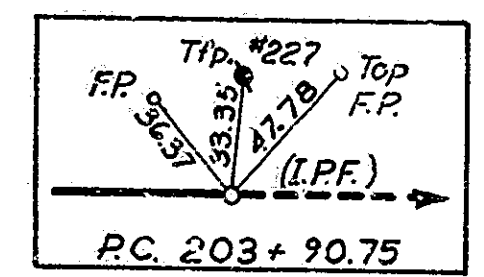
B.M. #1 Bt. Spk. in P.W.P.
 168' Lt. Sta. 187+62 El. 657.45
 B.M. #2 Bt. Spk. in 12" Locust
 62' Rt. Sta. 198+51 El. 645.51



PLAN
 154C
 Civil Assoc. No. 17,723
 9-7-73
 1-97947L



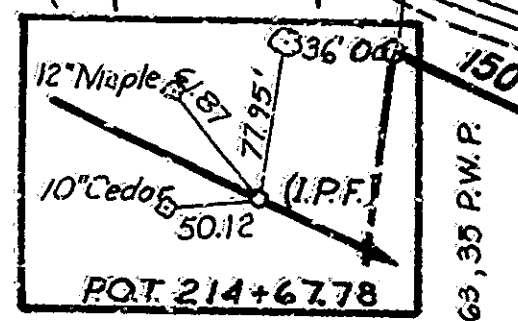
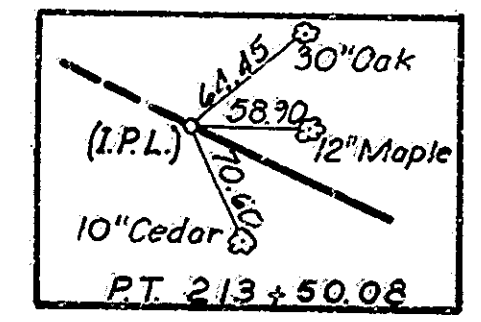
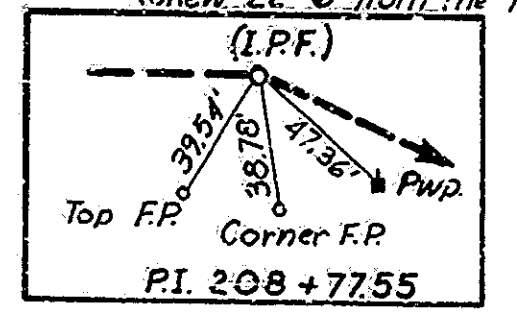
NOTE: 6" WATER LINE TO BE RELOCATED



CURVE DATA

PI. Sta. = 208+77.55

Δ	= 23° 59'
D	= 2° 30'
R	= 2291.832'
T	= 486.80'
L	= 959.33'
E	= 51.13'

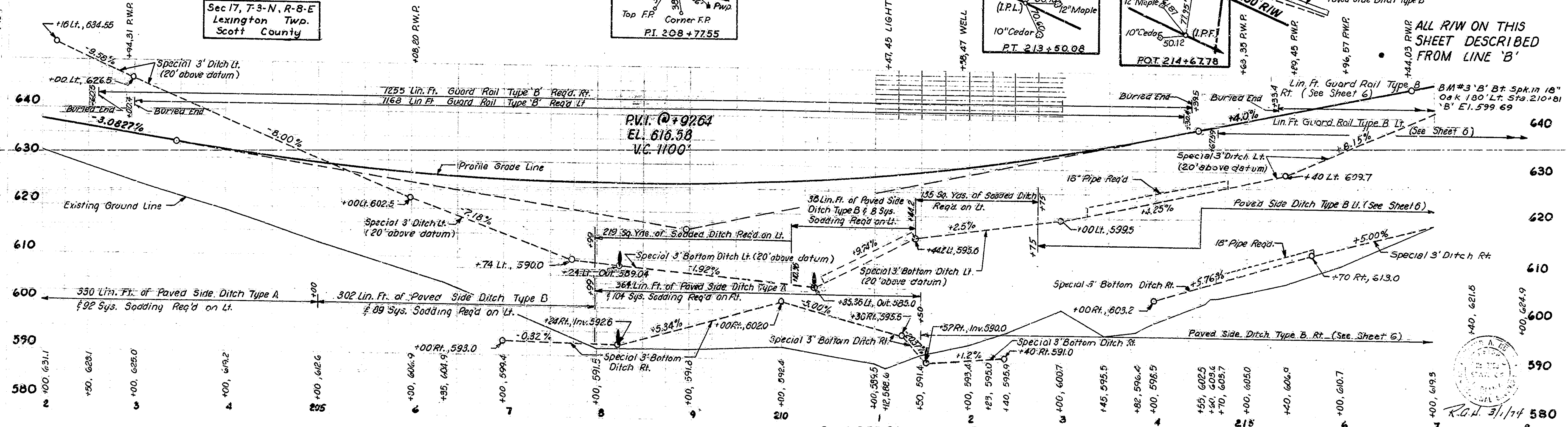


154C
 Civil Assoc. No. 17,723
 9-7-73
 1-97947L

Sec 17, T-3-N, R-8-E
 Lexington Twp.
 Scott County

For RIW & Construction
 Line 5-1-B See Sheet 8

ALL RIW ON THIS
 SHEET DESCRIBED
 FROM LINE 'B'

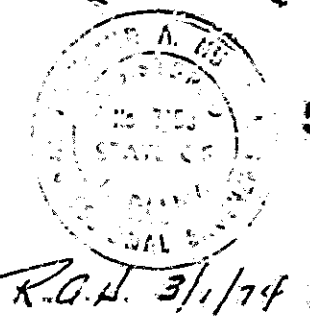


Rev. 9-8-75; R/W Sta. 215+00 Rt.
 Rev. 8-4-75; Temp. R/W APPX. Sta. 215+00 Rt.

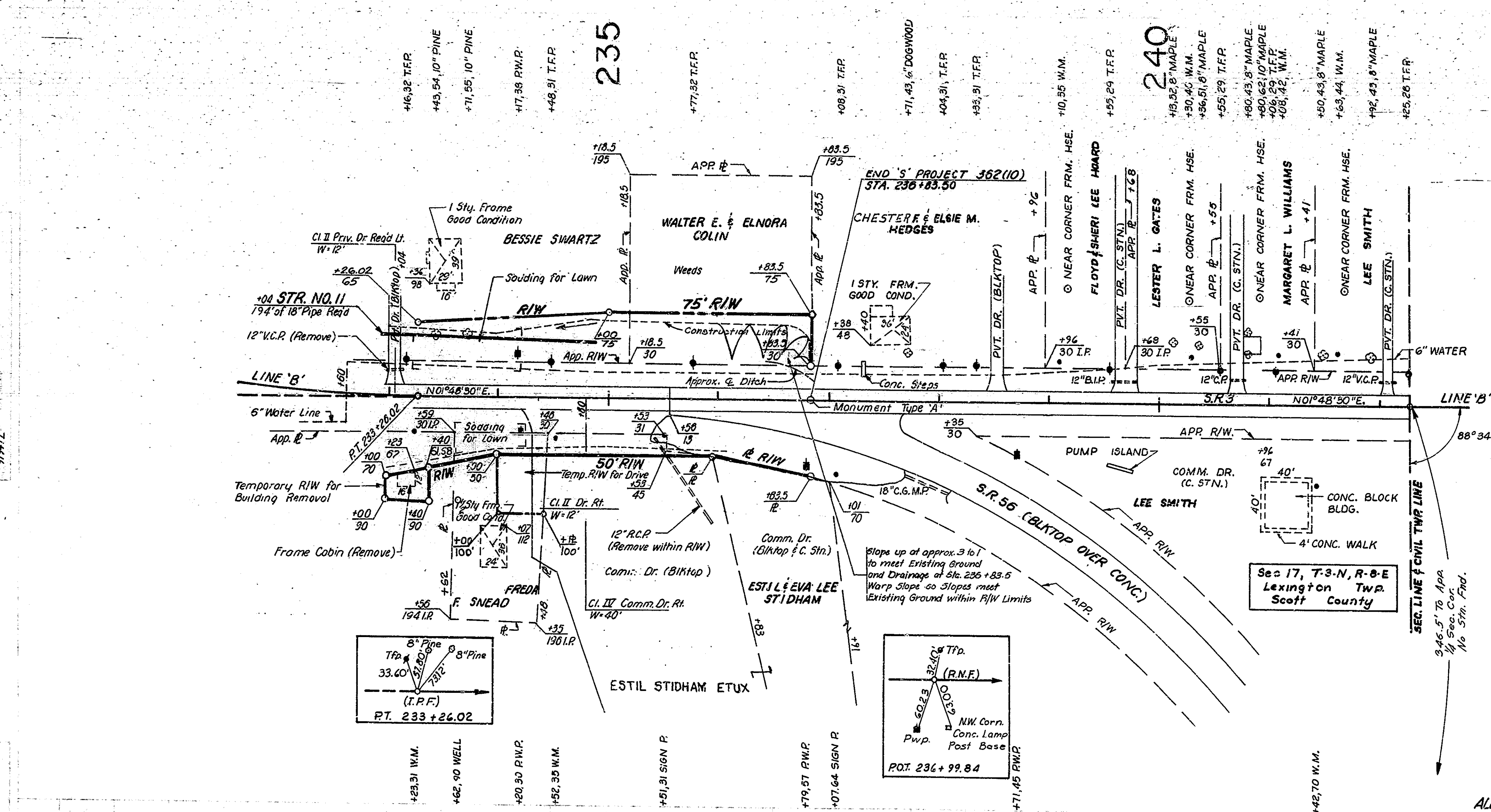
Rev. 10-28-74 P

Contr. No. B-10941
 MARCH 1, 1974

3-382(10) B 5 97 58-72-2471



PLAN
97997Z



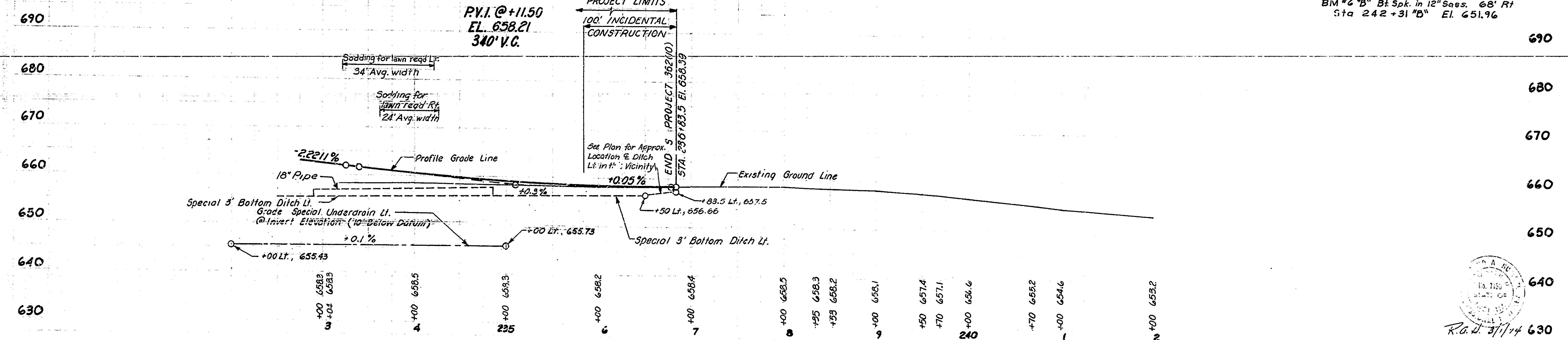
Sec 8, T-3-N, R-8-E
Johnson Twp.
Scott County

Sec 17, T-3-N, R-8-E
Lexington Twp.
Scott County



ALL RIW ON THIS SHEET DESCRIBED FROM LINE 'B'

BM #6 'B' Bt Spk in 12\"/>



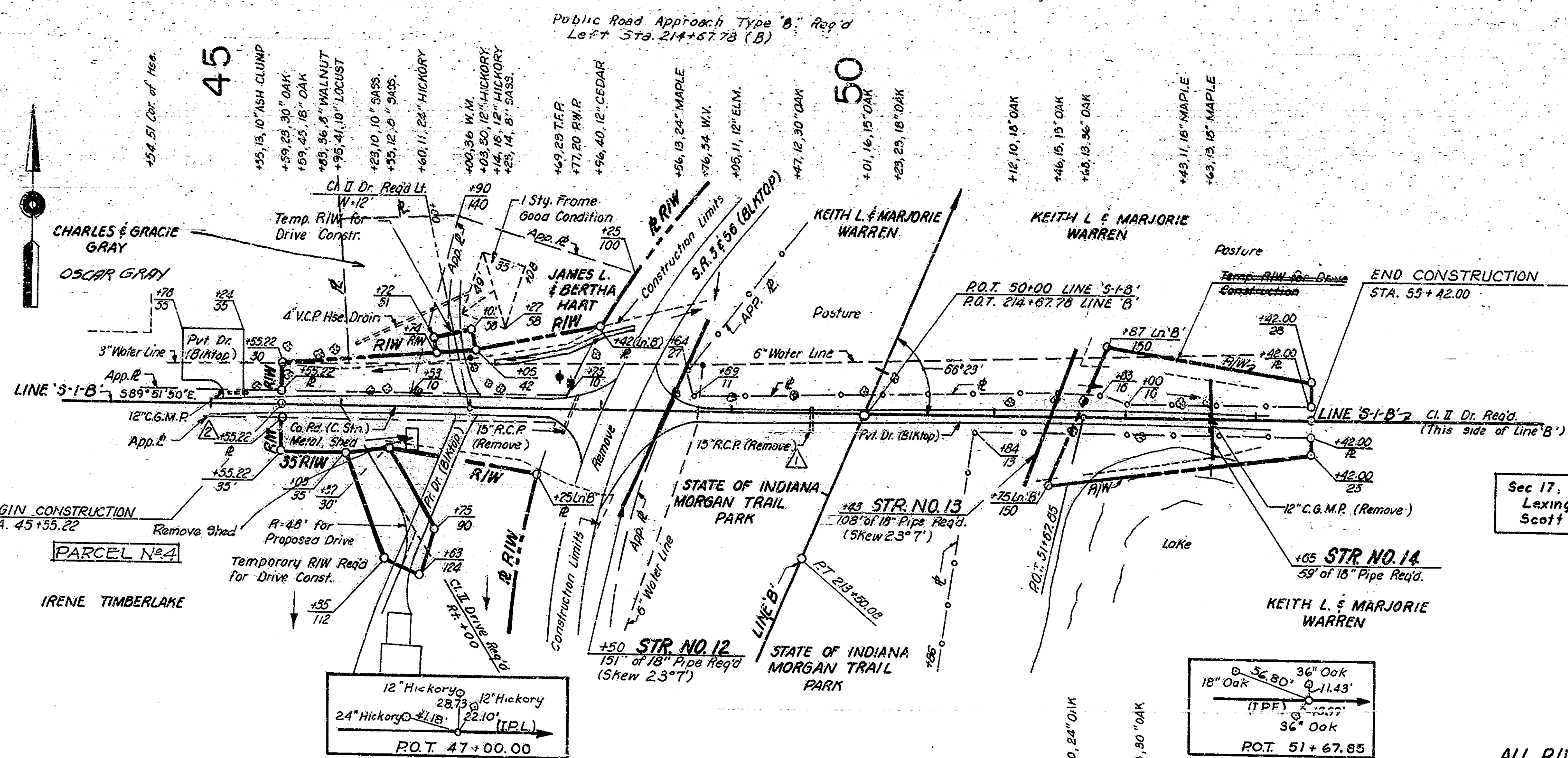
Rev. 12-3-75 Ditch Sta 236+50 Lt.
Rev. 1-16-75 R/W Prop. owner.
Rev. 10-18-74 R/W

Contr. No. B-10941
MARCH 1, 1974



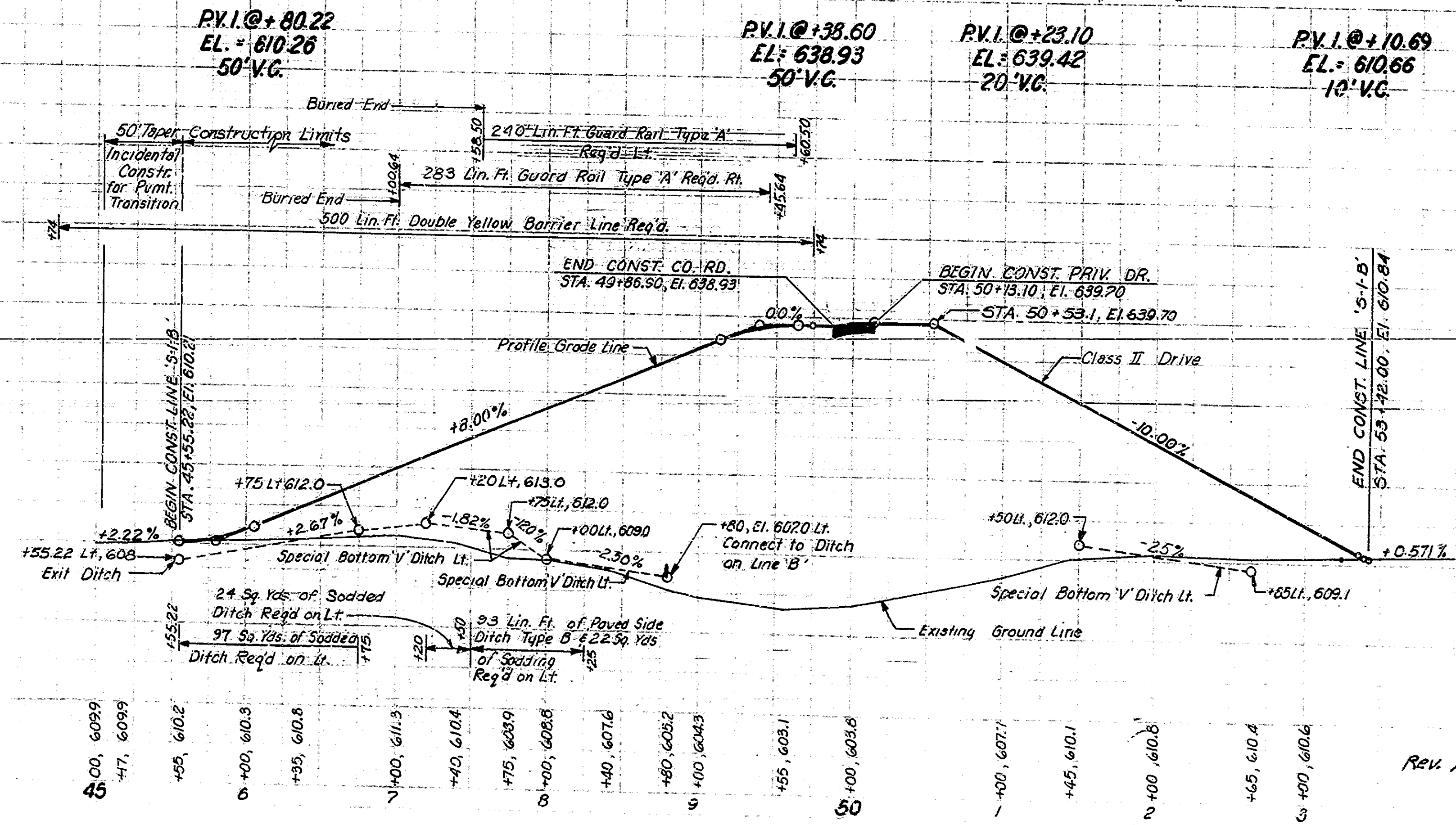
R. G. D. 3/1/74

S-362(10) B 7 97 56-72-2471



Sec 17, T-3-N, R-8-E
Lexington Twp.
Scott County

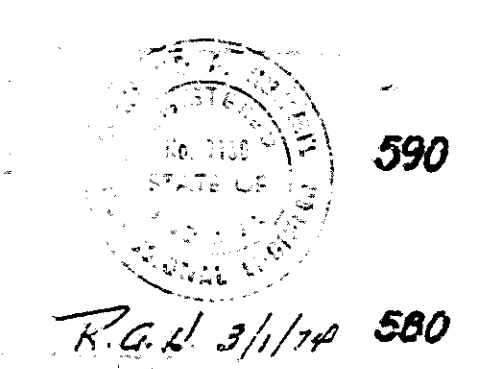
ALL RIW ON THIS SHEET DESCRIBED
FROM LINE 'S-1-B' UNLESS NOTED



Stop Sign, R-1B, Sta. 49+50 Rt., Line 'S-1-B'
Do Not Pass Sign, Sta. 49+00 Rt., Line 'S-1-B'

Rev. 10-28-74 R/W, J. Owner

Contr. No B-10941
MARCH 1, 1974



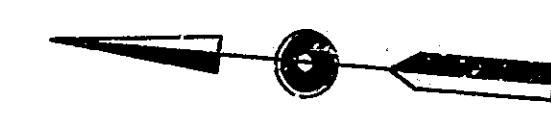
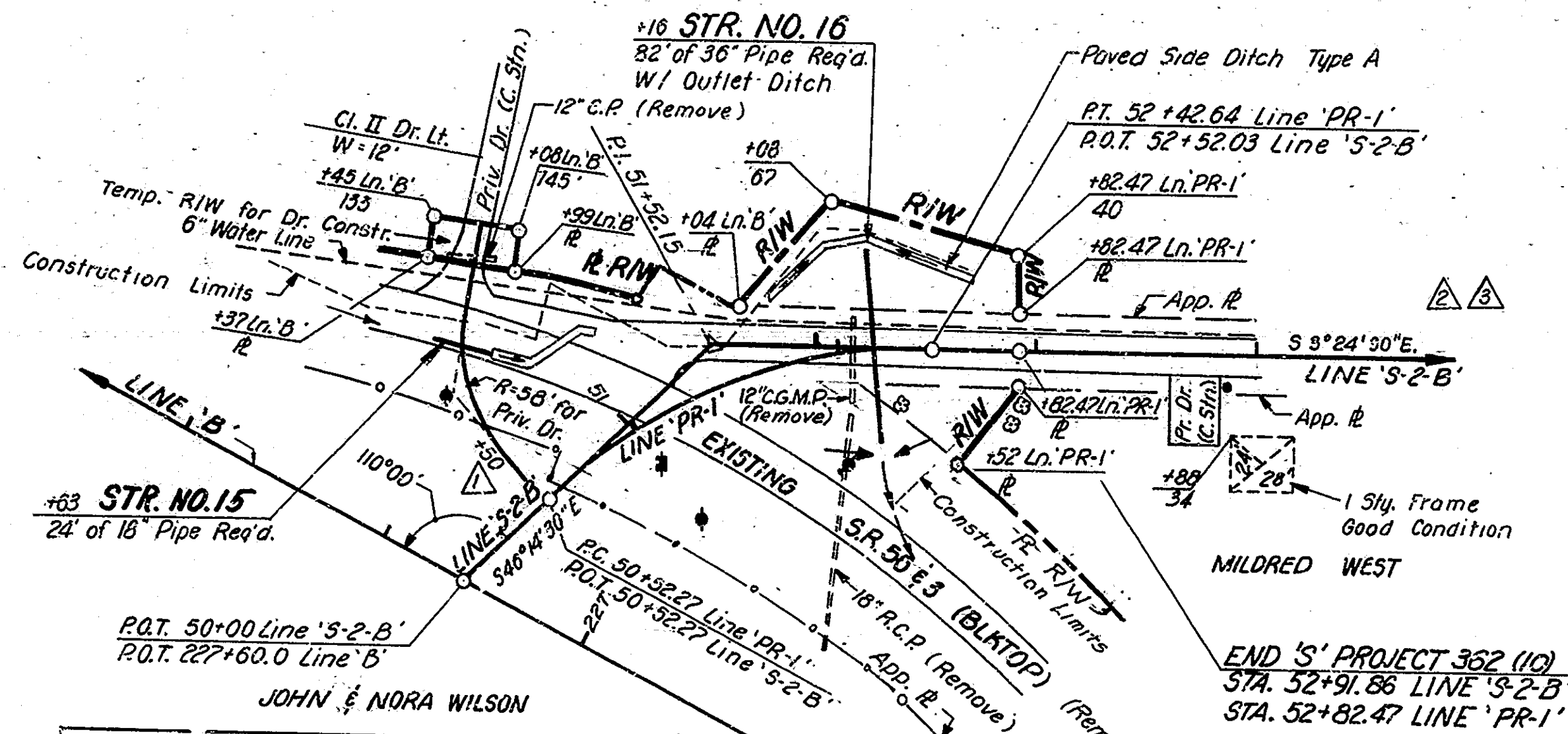
Rev. 9-8-75; R/W 215+00 Rt.
Rev. 8-4-75 R/W for Cl. II Drive Str. No. 13 & 14
Rev. 4-18-77 Removals

Sta. 227+60.00 (B) Right
Public Road Approach Type B Req'd.

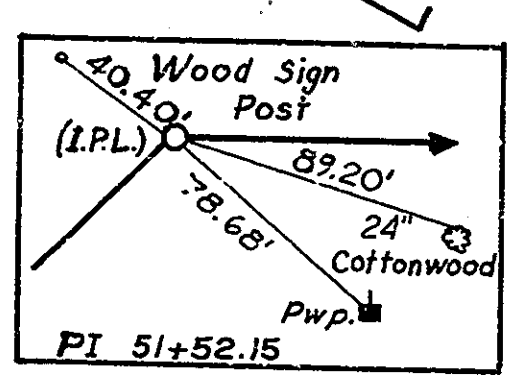
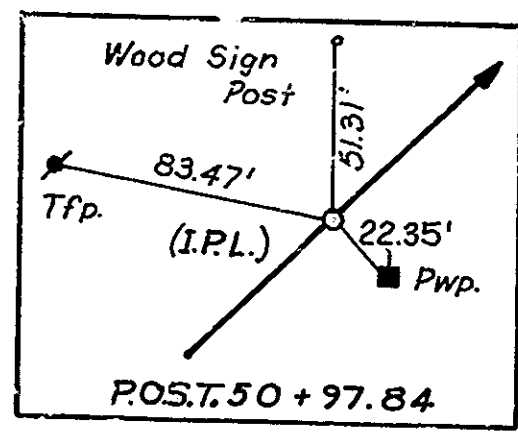
50

149.05 T.F.P.

HARLIE & MAE FUGATE

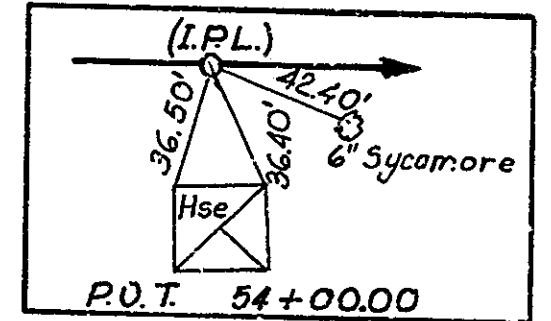


Sec 17, T-3-N, R-8-E
Lexington Twp.
Scott County



CURVE DATA

$\Delta = 42^\circ 50'$
 $D = 22^\circ 30'$
 $R = 254.65'$
 $T = 99.88'$
 $L = 190.57'$
 $E = 18.89'$
 $SE = 0.080\%$

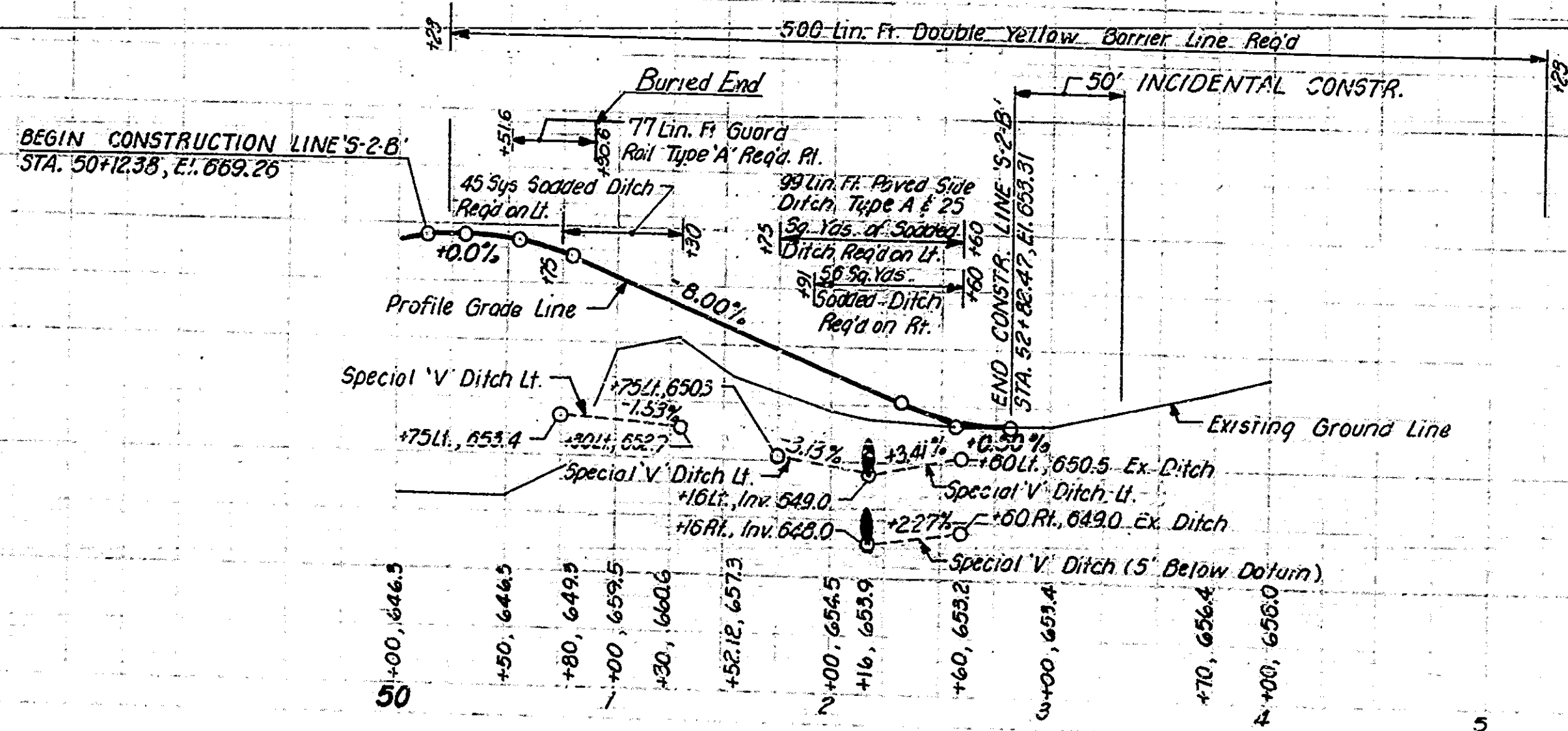


ALL RIW ON THIS SHEET DESCRIBED FROM
LINE 'S-2-B' UNLESS NOTED

690
680
670
660
650
640
630

P.V.I. @ 56.60
El. 669.26
50' V.C.

P.V.I. @ 57.47
El. 653.19
50' V.C.

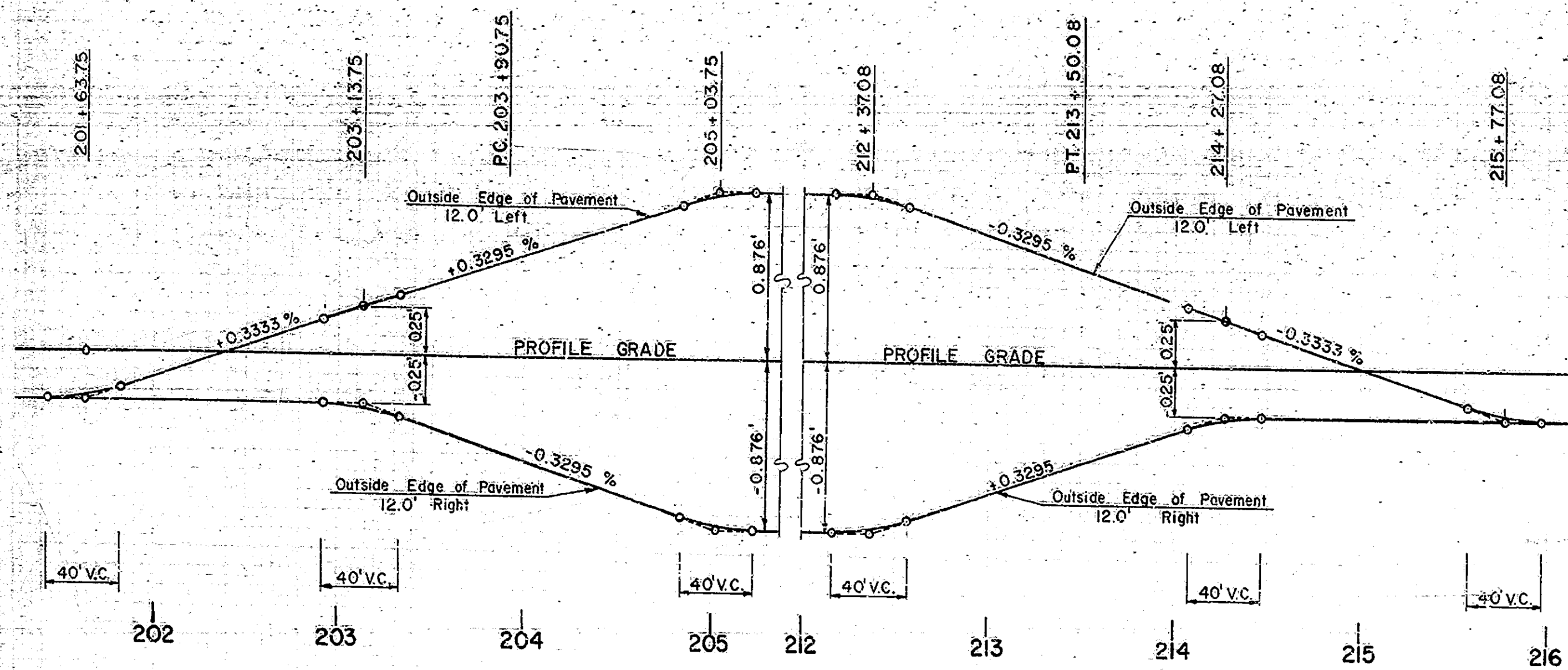


- ▲ Stop Sign, R-1B, Sta. 50+34.11, Line 'S-2-B'
- ▲ Do Not Pass Sign, R-11A, Sta. 54+84.11, Line 'S-2-B'
- ▲ Stop Ahead Sign, W-13A, Sta. 55+09.11, Line 'S-2-B'

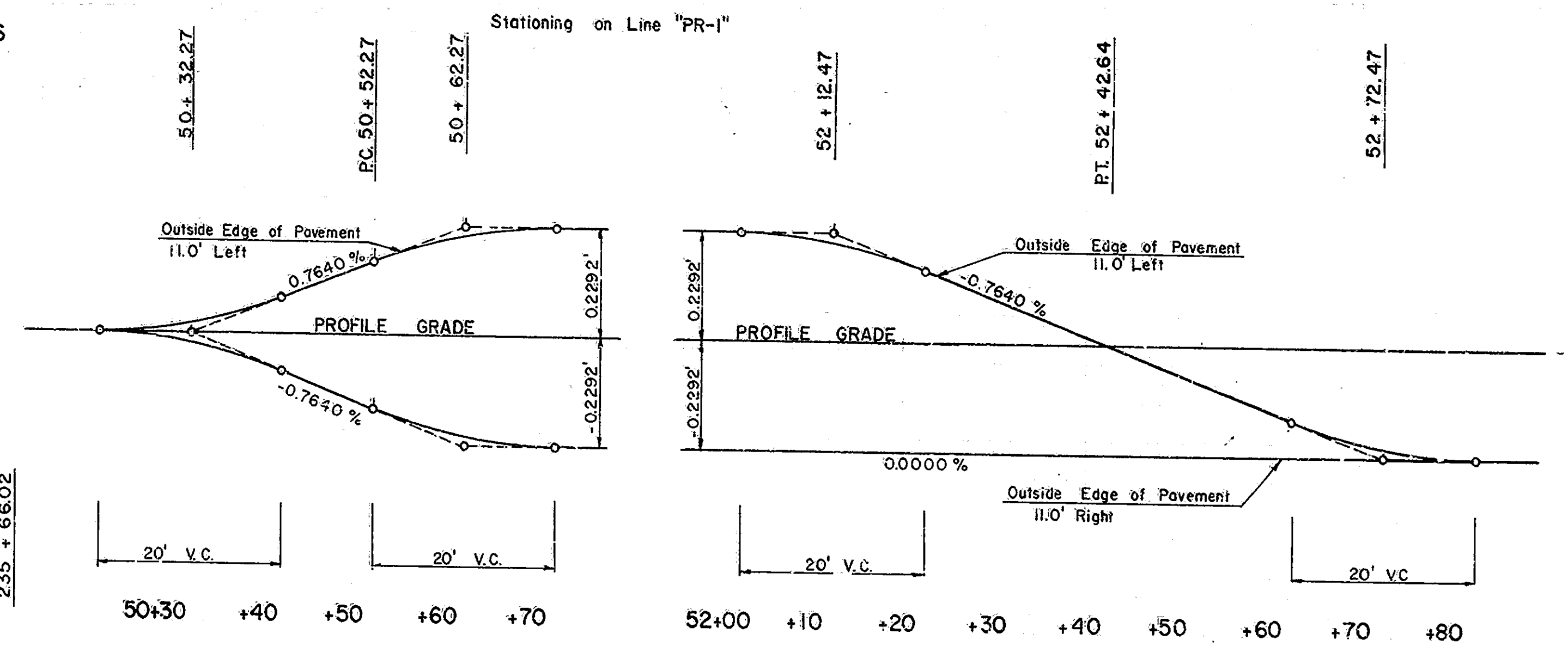


Contn. No. B-10781

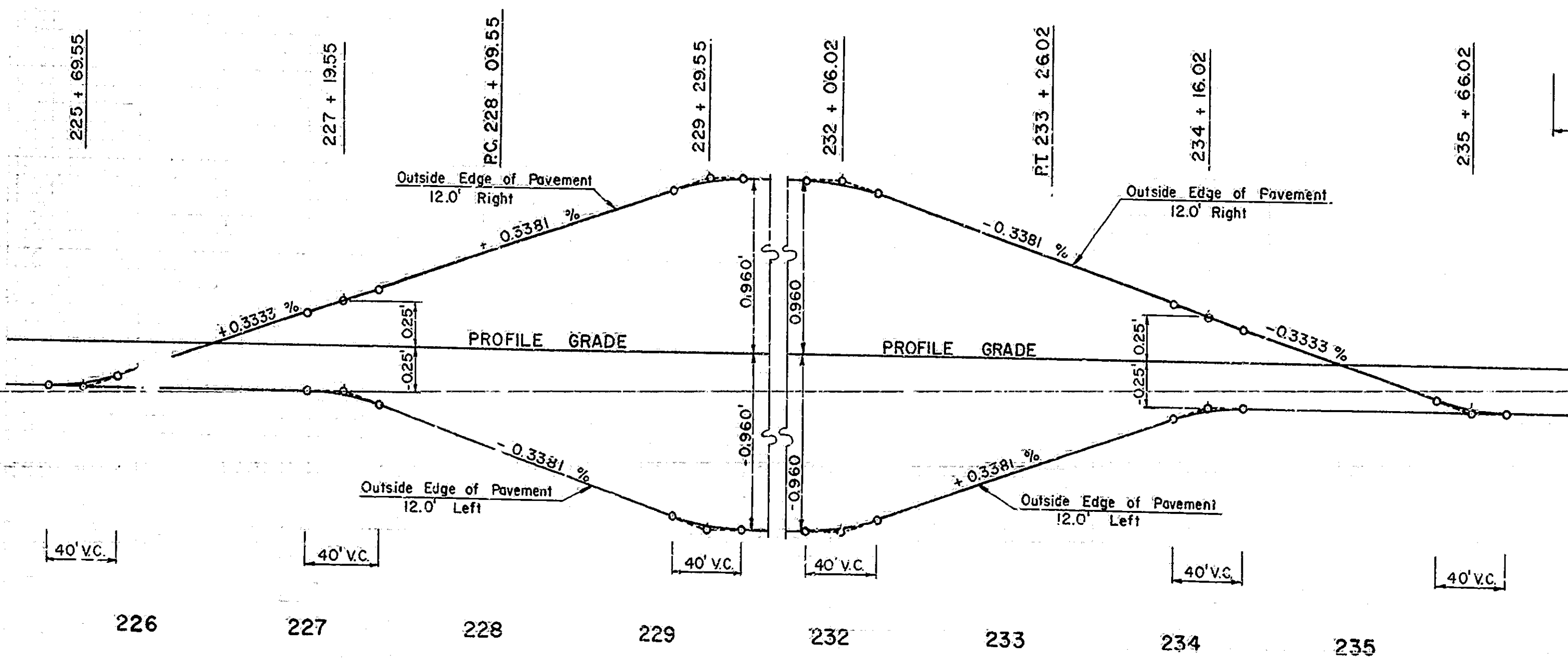
R.G.H. 3/1/74



SUPERELEVATION TRANSITION
CURVE NO. 1 LINE "B"
 SCALE: 1" = 50' Horiz.
 1" = 0.5' Vert.



SUPERELEVATION TRANSITION
CURVE NO. 2 LINE "S-2-B"
 SCALE: 1" = 10' Horiz.
 1" = 0.2' Vert.

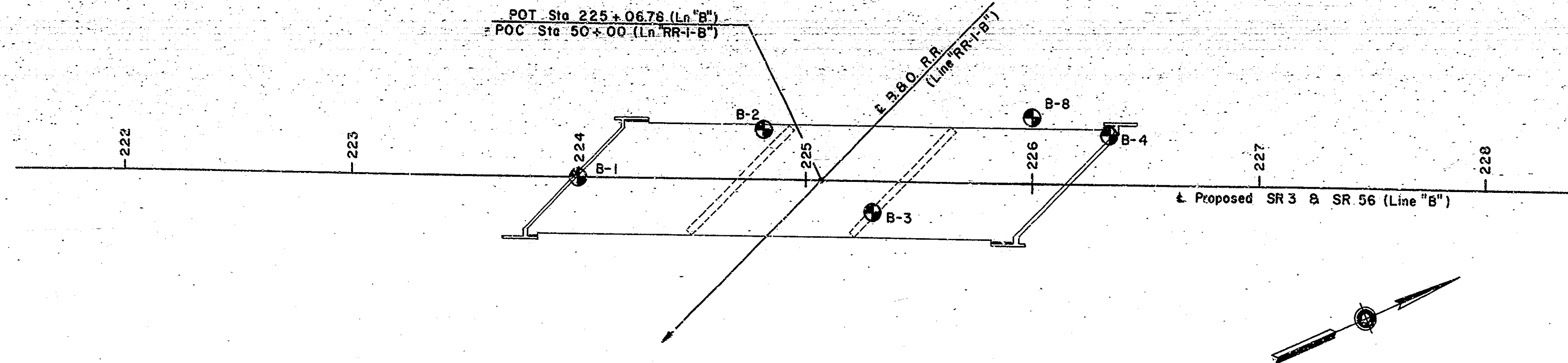


SUPERELEVATION TRANSITION
CURVE NO. 2 LINE "B"
 SCALE: 1" = 50' Horiz.
 1" = 0.5' Vert.

SUPERELEVATION TRANSITIONS
 SCALE: AS NOTED

PROJECT: S-362 (110)
 BRIDGE CONTRACT NO. B-10941
 BRIDGE FILE: 56-72-2471

FRK



NOTES:

- W.L.C. DENOTES GROUND WATER TABLE AT COMPLETION OF DRILLING HOLE.
- W.L. 24 ▽ DENOTES GROUND WATER TABLE AFTER 24 HOURS.
- N INDICATES THE NUMBER OF BLOWS REQUIRED TO DRIVE A 1 3/8" I.D., 2" O.D. SPLIT SPOON SAMPLER 12" OR THE LENGTH GIVEN IN THE TABLE BY MEANS OF A 140 LB. WEIGHT FALLING 30".
- SEE ART. 102.05 OF THE SPECIFICATIONS REGARDING TEST BORING DATA.

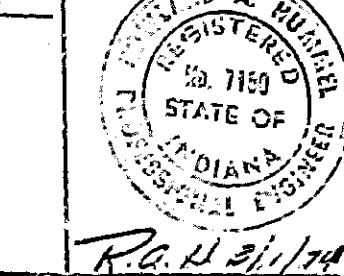
PLAN
Scale: 1" = 30'

BORING NO. B-1			BORING NO. B-2			BORING NO. B-3			BORING NO. B-4			BORING NO. B-8			BORING NO.				
STATION: 224 + 00.00			STATION: 224 + 82			STATION: 225 + 30			STATION: 226 + 34			STATION: 226 + 00			STATION:				
OFFSET: NONE			OFFSET: 21' LT			OFFSET: 13' RT			OFFSET: 21' LT			OFFSET: 28' LT			OFFSET:				
GROUND ELEV: 643.1			GROUND ELEV: 637.2			GROUND ELEV: 639.7			GROUND ELEV: 637.6			GROUND ELEV: 633.2			GROUND ELEV:				
SAMPLE NO	ELEV	N	DESCRIPTION	SAMPLE NO	ELEV	N	DESCRIPTION	SAMPLE NO	ELEV	N	DESCRIPTION	SAMPLE NO	ELEV	N	DESCRIPTION	SAMPLE NO	ELEV	N	DESCRIPTION
			Ground Level				Ground Level				Ground Level				Ground Level				
	643.1		Light Brown slightly moist stiff Silty Clay Loam		637.2		Light Brown slightly moist very stiff Silty Clay Loam		639.7		Light Brown slightly moist very stiff Silty Clay		637.6		Brown slightly moist medium stiff Silty Clay Loam (topsoil)				
1	640.6	11		1	634.2	20		1	636.6	13		1	633.2		Dark Brown slightly moist medium stiff Silty Loam with trace Shale				
2	639.6	28	Light Brown slightly moist stiff to very stiff Silty Clay	2	633.7	40	Black slightly moist weathered to hard Shale	2	634.7	57	Brown slightly moist stiff Silty Clay Loam	2	629.7	47	Black slightly moist weathered to hard Shale				
3	638.6	38	Brown & Black slightly moist very stiff weathered Shale	3	631.2	34	Brown and Gray slightly moist hard Silty Clay				Dark Brown slightly moist weathered to hard Shale				Bottom of test boring 10.5'				
4	633.1	50/6'		4	625.2	26	Gray moist medium stiff Shaly Clay				Bottom of test boring 10.5'				Bottom of test boring 5.7'				
	632.6		Black slightly moist hard Shale	5	622.2	50/3'	Black slightly moist weathered to hard Shale												
	628.1		Bottom of test boring 15.0'		617.2		Bottom of test boring 20.0'												

TEST BORINGS
STATE ROUTES 3 & 56 OVER B & O R.R.
INDIANA STATE HIGHWAY COMMISSION
SCOTT COUNTY

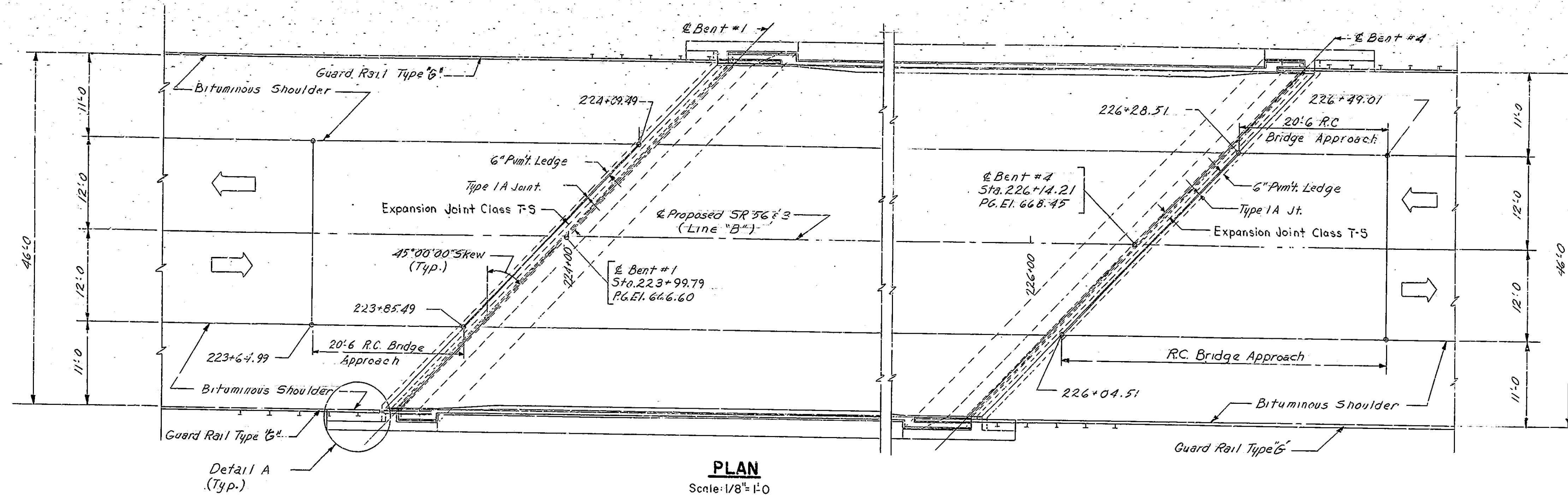
SCALE: - HORIZ: 1" = 30' ; VERT: 1" = 5'
SUBMITTED FOR APPROVAL: *Frederick O. Hummel*

MARCH 1, 1974



PROJECT: - S- 362 (10) SHEET 11 OF 97
BRIDGE CONTRACT NO. B-10941
BRIDGE FILE: - 56-72- 2471

DESIGNED: CWD
DRAWN: *NEZ* CWD
CHECKED: CWD



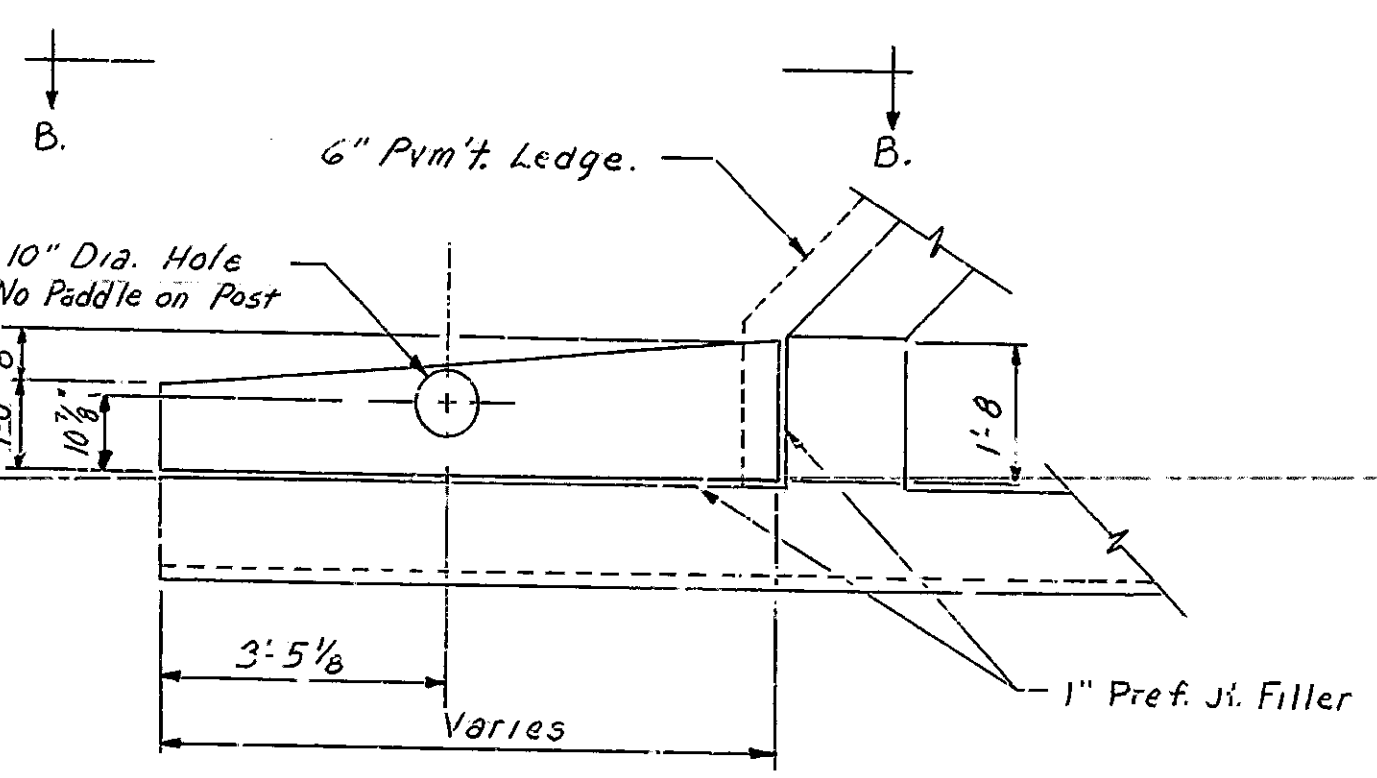
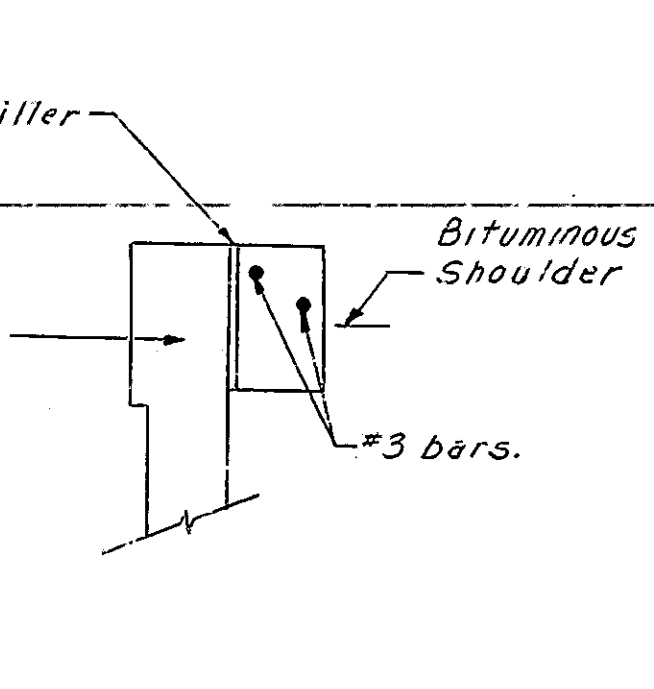
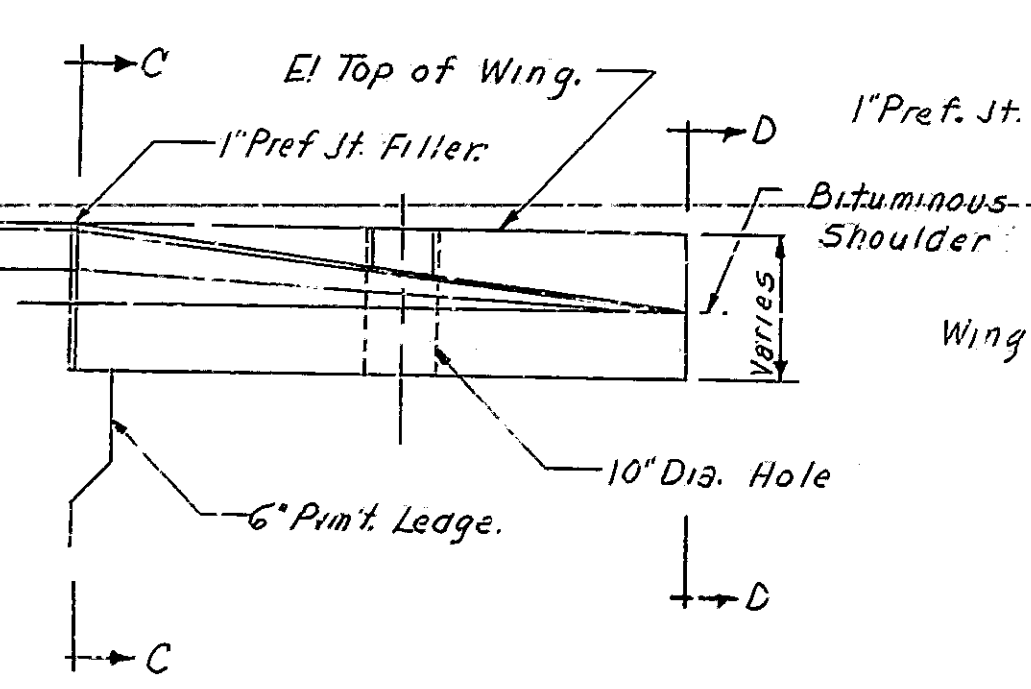
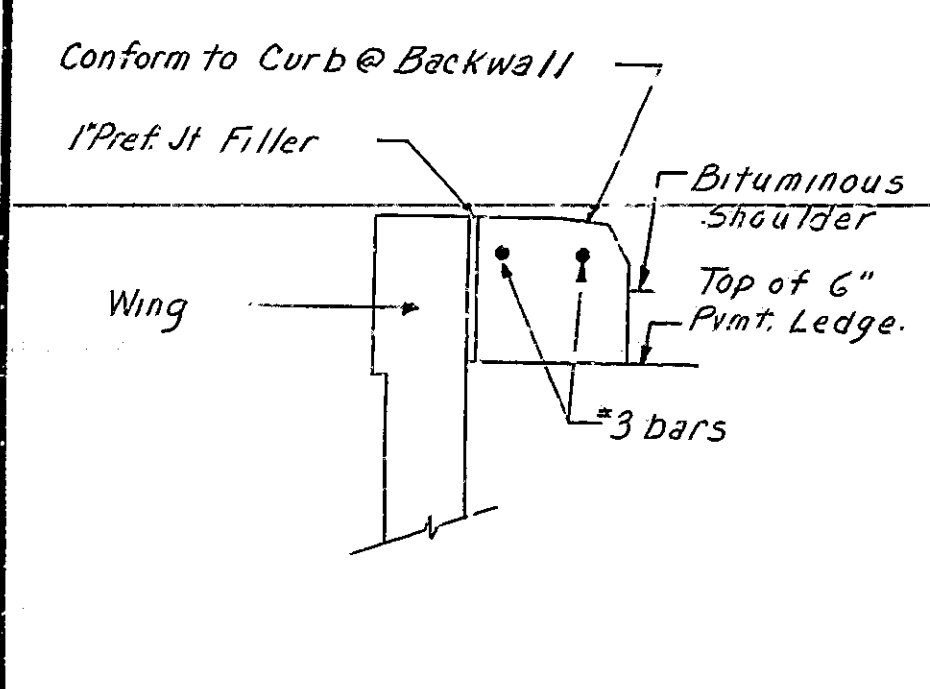
BILL OF MATERIALS*

REINFORCING STEEL			
MARK OR SIZE	NO. REQ'D	LENGTH	WEIGHT (LBS.)
#9	96	20'-6"	
#5	22	33'-3"	
Area B	24 7/8 S.Y.		1536
TOTAL			4352

SUMMARY OF QUANTITIES*

Reinforcing Steel for Pavement (1)	4352	
10" R.C. Bridge Approach (2)	1105YS	1425YS
Additional 10" R.C. Bridge Approach	325YS	
Special Turnout Class A Concrete		5.4 cys.

1) Top steel included in cost of 10" R.C. Pavement.
 2) Pay item - 10" R.C. Pavement
 See Rd. Std. MA for std. pavement Jt. & Bridge Approach Details.
 * Indicates Bill of Summary for both approaches.

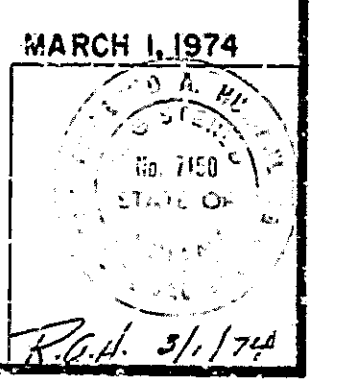


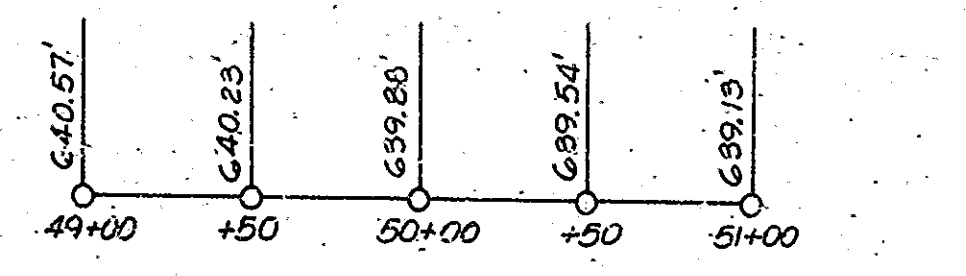
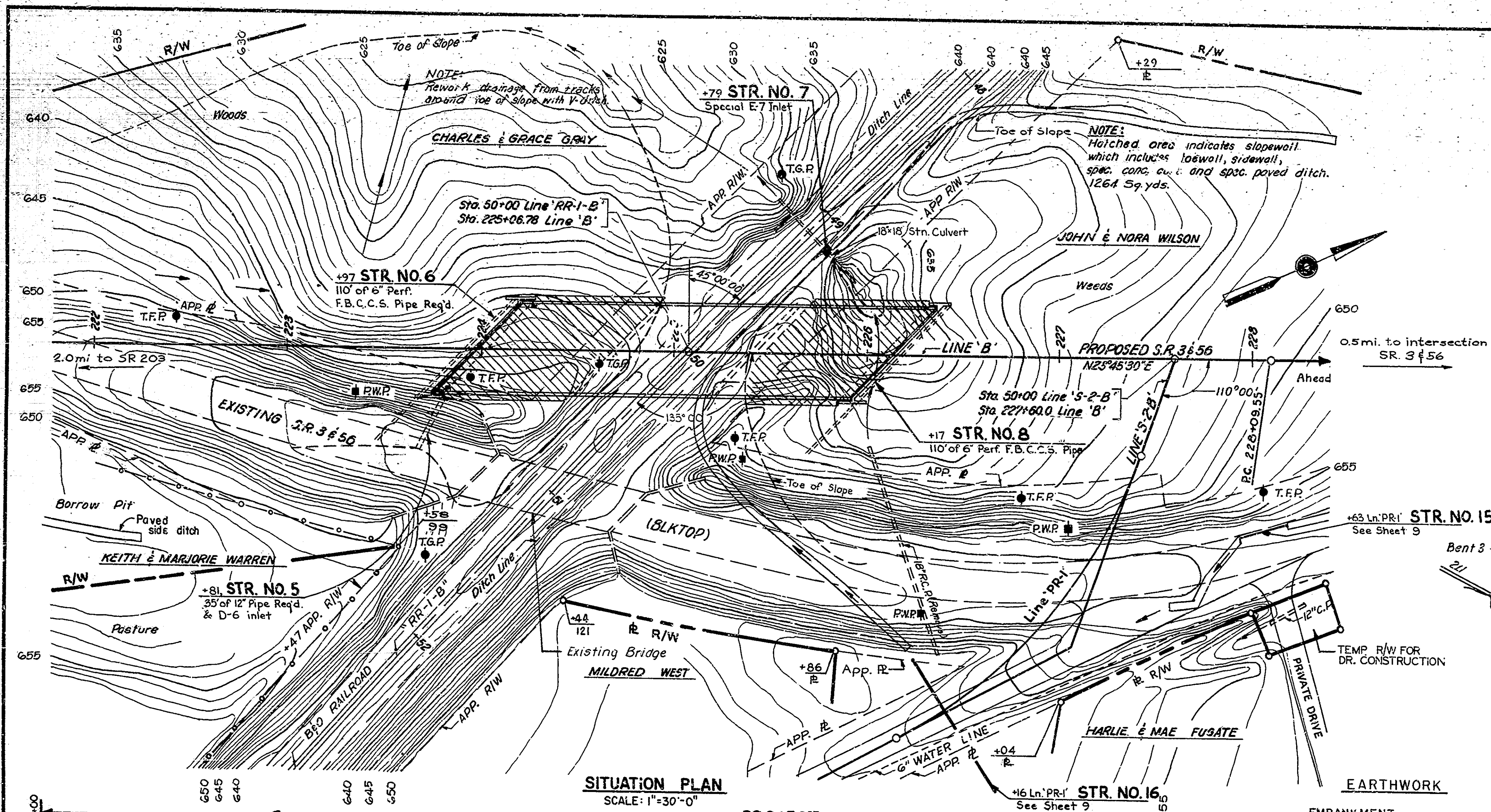
(*3 bars included in cost of Special Turnout)

DESIGNED: D.A.O. C.K.O.
 DRAWN: D.A.L. L. Q. 73 C.K.O. J.R.F.
 TRACED: C.K.O.

R.C. BRIDGE APPROACH
INDIANA STATE HIGHWAY COMMISSION

SCALE: - AS NOTED
 SUBMITTED FOR APPROVAL: *Rowland A. Hummel*
 DRAWING: OF SHEET 12 OF 97
 PROJECT: - S-362 (10)
 BRIDGE CONTRACT NO. B-10941
 BRIDGE FILE: - 56-72-2471

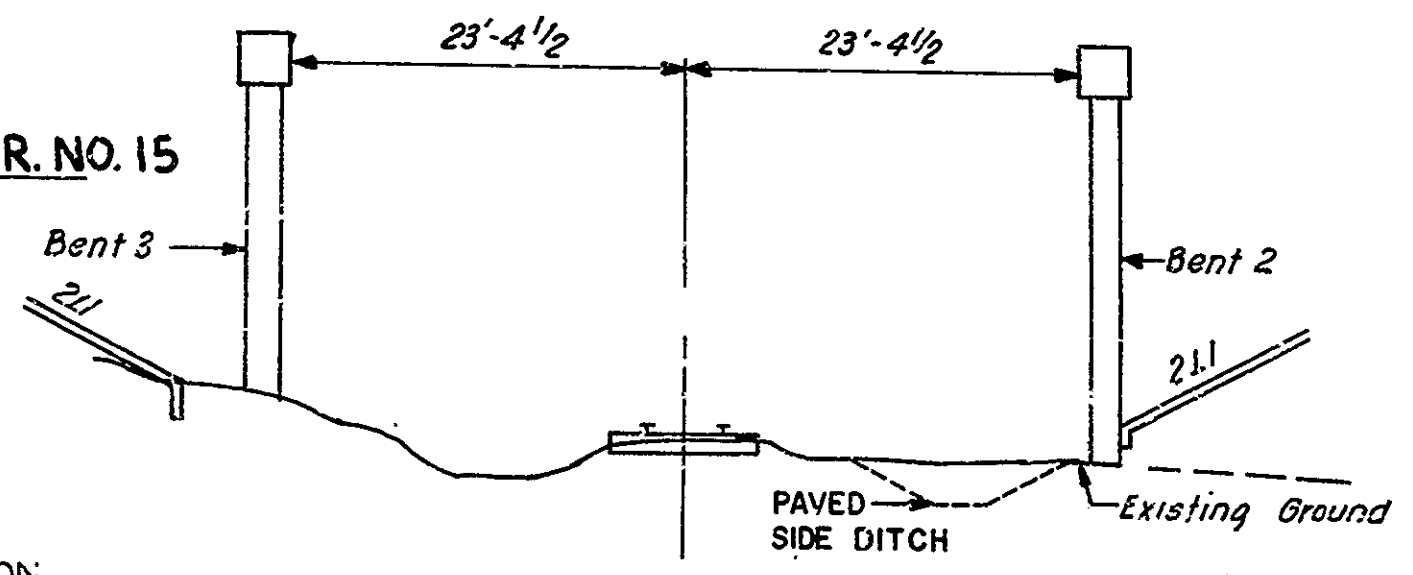




PROFILE TOP OF HIGH (SOUTH) RAIL

PRESENT STRUCTURE

Present structure (to be removed) is approximately 50' south of the proposed structure. It is a 1 span steel girder and reinforced concrete bridge with a 19'-2" clear roadway. It was built by the Indiana State Highway Commission in 1926. Plans are on file (Proj. FA. No. 39, Structure 3) in the Bridge Office.
NOTE: See road plans for references, Bench Marks, and details not shown.



SECTION NORMAL TO TRACK

EARTHWORK

EMBALLMENT	
SR 56	351635 CYS.
CO. RD. N50 (S-1-B)	*11136 CYS.
CO. RD. N50 (S-2-B)	+1472 CYS.
MISCELLANEOUS	*34313 CYS.
LESS 'B' BORROW @	
END BENTS	-86 CYS.
FILL	398470 CYS.
+20%	79694 CYS.
TOTAL FILL	478164 CYS.
COMMON EXCAVATION	
SR 56	-17483 CYS.
CO. RD. N50 (S-1-B)	-151 CYS.
CO. RD. N50 (S-2-B)	-620 CYS.
MISCELLANEOUS	-87 CYS.
TOTAL EXCAVATION	-18341 CYS.
TOTAL BORROW	459823 CYS.

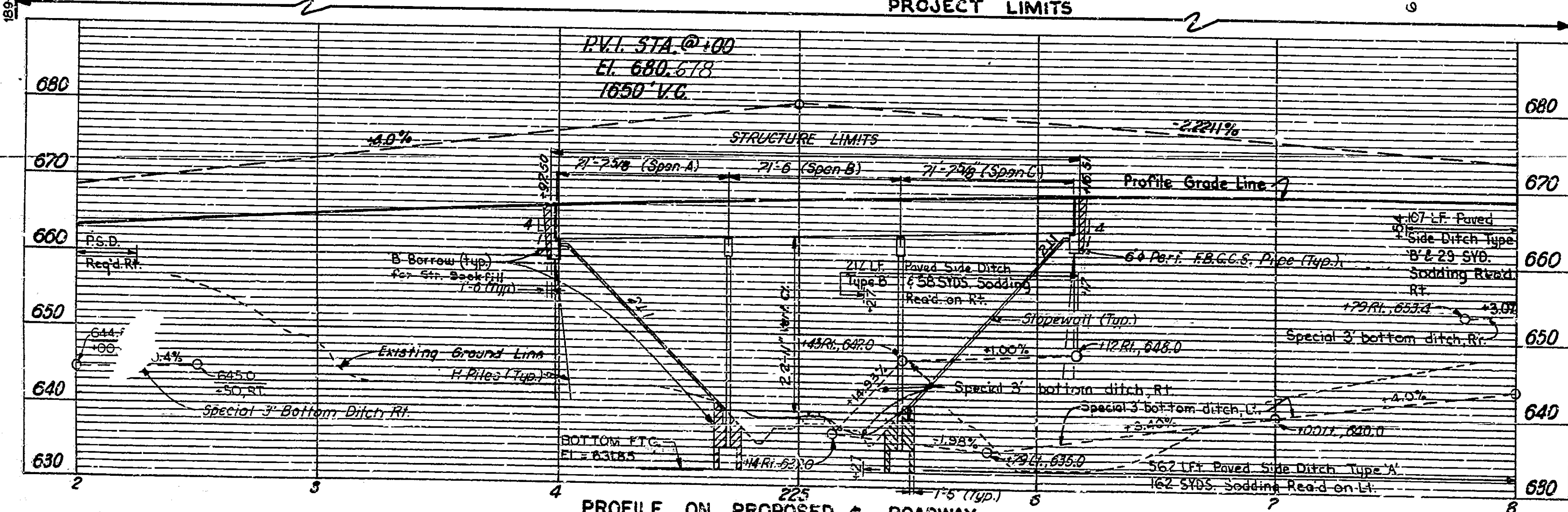
PUBLIC UTILITIES

POWER LINES: PUBLIC SERVICE INDIANA
1100 EAST MAIN ST.
PLAINFIELD, INDIANA 46168
WATER LINES: STUCKER FORK WATER UTILITIES
AUSTIN, INDIANA 47102
TELEPHONE LINES: INDIANA TELEPHONE CORR
SEYMOUR, INDIANA 47274

LAYOUT

CONTINUOUS PRESTRESSED CONCRETE
1-BEAM BRIDGE, 3SPAN: 71'-7 9/8", 71'-6",
71'-7 7/8", 45'-00' 00" SKEW RIGHT,
44'-0" CLEAR ROADWAY

STATE ROUTES 3 & 56 OVER B.&O. R.R.
INDIANA STATE HIGHWAY COMMISSION
SCOTT COUNTY

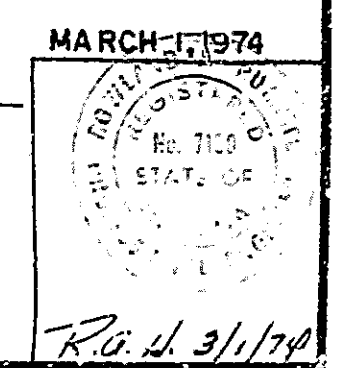


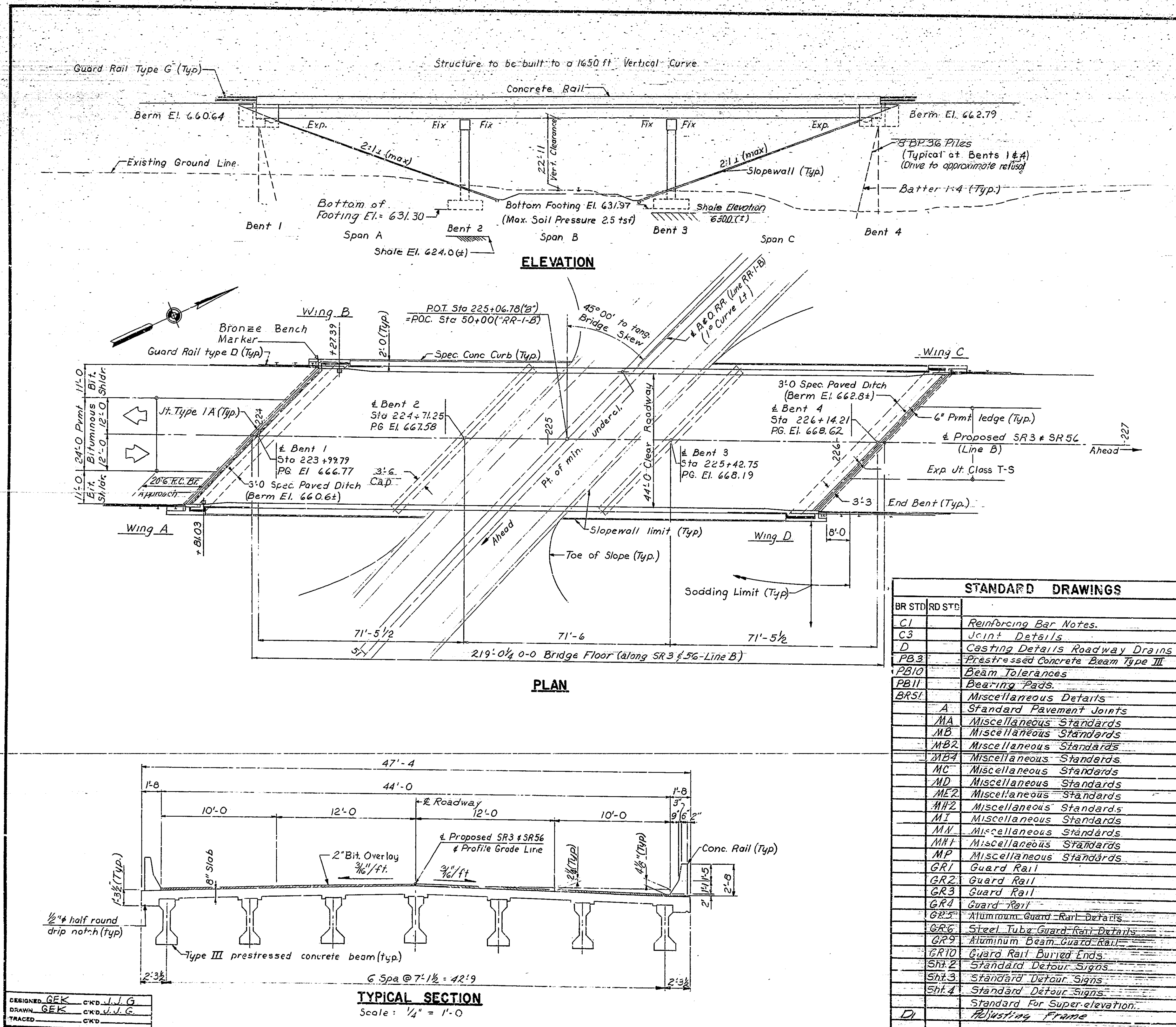
PROFILE ON PROPOSED ROADWAY

SCALE: HORIZ. 1"=30'-0"
VERT. 1"=10'-0"

DESIGNED G.E.K. CKD. J.L.G.
DRAWN J.L.G. CKD. G.E.K.
TRACED G.E.K. CKD.

SCALE: AS INDICATED
SUBMITTED FOR APPROVAL: *Fred A. Hummel*
DRAWING: C1 OF 12 SHEET 13 OF 97
PROJECT: S-362 (10)
BRIDGE CONTRACT NO B-10941
BRIDGE FILE: 56-72-2471





GENERAL NOTES:
 Present structure (to be removed) is approximately 50' south of the proposed structure. It is a 1 span steel girder and reinforced concrete bridge with a 19'-2" clear roadway. It was built by the Indiana State Highway Commission in 1926. Plans are on file (Proj: FA No 59, Structure 3) in the Bridge Office.

Depth of footings to be extended if found necessary. See Art 206.11(c). Specifications.

Piles shall be driven to approximate refusal.

Reinforcing steel covering shall be 2 1/2 inches in top and 1 inch min in bottom of floor slabs, 3 inches in footing except bottom steel which shall be 4 inches, and 2 inches in all other parts unless noted.

Concrete in superstructure to be class "C"
 Concrete in footings and crashwalls to be Class "B"
 Concrete in end bents, bent caps and columns and railings to be class "A"
 Concrete in slopewalls and special paved ditches to be class "A"

Continuous concrete pours shall be required between construction joints as shown on detail plans.
 Waterproof rear face of mudwall and wings in accordance with Art 702.22 of the Specification.

Chamfer exposed edges 1 inch unless noted.

Standard type OS-D roadway drains to be placed as shown on this drawing.
 Construct slopewall at locations shown on Layout. Tolerance in position of pile head maximum 2 inches. Face and underside of coping and outside face of outside beams to be rubbed in accordance with 702.20

Only the top of bent and end bent caps, front face of mudwalls and faces of railing to be sealed in accordance with Art. 702.20 of the Specification.

See special provisions for items included in this contract.

The State shall maintain, or provide for the maintenance of, the bridge structure, the drainage thereof, and all other highway facilities.
 The Railroad shall maintain its own roadway and track, the structures supporting the same, the drainage thereof, and all other railroad facilities.

DESIGN DATA:
 Design for HS 20-44 loading in accordance with 1973 A.A.S.H.O. Specifications.

For Typical Roadway Section See Sheet No. 3.

GENERAL PLAN

CONTINUOUS PRESTRESSED CONCRETE BEAM BRIDGE
 3 SPANS: 71'-5 1/2, 71'-6, 71'-5 1/2
 45°00' SKEW RT. ; 44'-0 CLEAR ROADWAY

STATE ROUTES 3 & 56 OVER B.&O. RAILROAD
INDIANA STATE HIGHWAY COMMISSION
 SCOTT COUNTY

SCALE: -1/16" = 1'-0 UNLESS NOTED

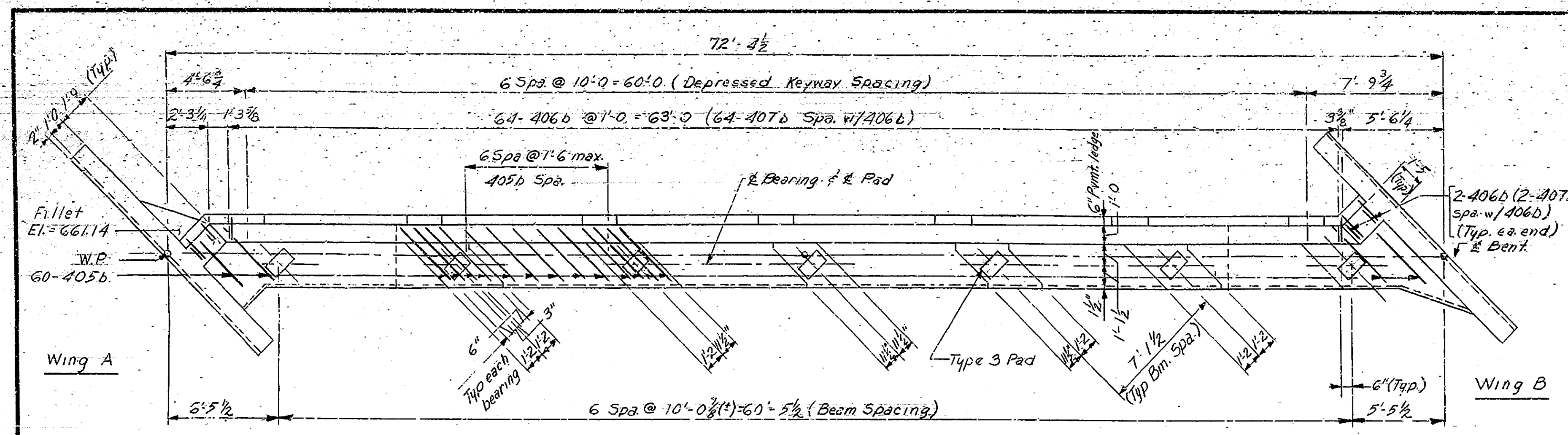
SUBMITTED FOR APPROVAL: *Frederick A. Hummel* MARCH 1, 1974

DRAWING: C2 OF 12 SHEET 14 OF 97
 PROJECT: S-362 (10)
 BRIDGE CONTRACT NO. B-10941
 BRIDGE FILE: 56-72-2471

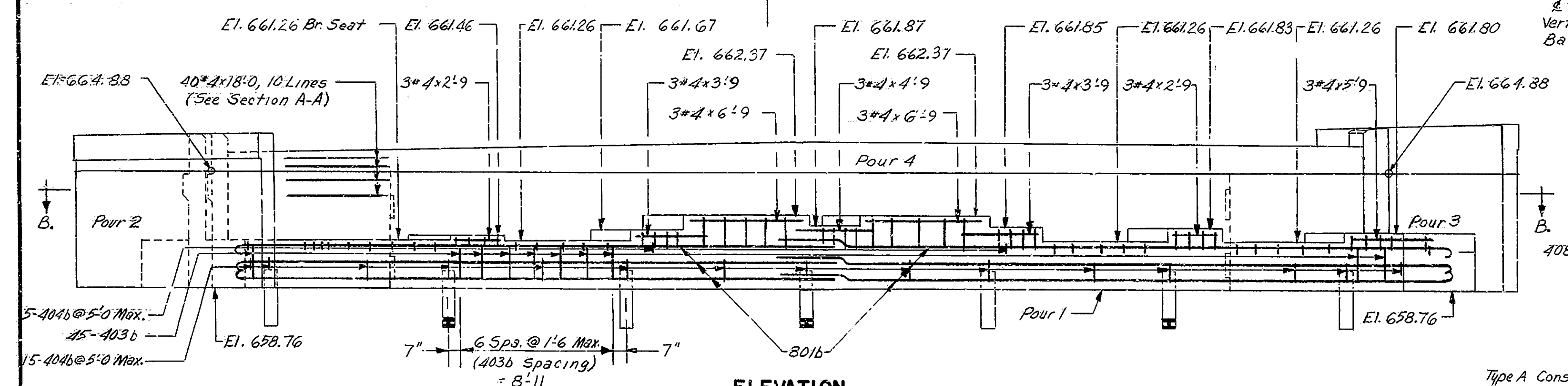
STANDARD DRAWINGS	
BR STD	RD STD
CI	Reinforcing Bar Notes.
C3	Joint Details
D	Casting Details Roadway Drains
PB3	Prestressed Concrete Beam Type III
PB10	Beam Tolerances
PB11	Bearing Pads
BR51	Miscellaneous Details
A	Standard Pavement Joints
MA	Miscellaneous Standards
MB	Miscellaneous Standards
MB2	Miscellaneous Standards
MB4	Miscellaneous Standards
MC	Miscellaneous Standards
MD	Miscellaneous Standards
ME2	Miscellaneous Standards
MH2	Miscellaneous Standards
MI	Miscellaneous Standards
MM	Miscellaneous Standards
MW1	Miscellaneous Standards
MP	Miscellaneous Standards
GR1	Guard Rail
GR2	Guard Rail
GR3	Guard Rail
GR4	Guard Rail
GR5	Aluminum Guard Rail Details
GR6	Steel Tube Guard Rail Details
GR9	Aluminum Beam Guard Rail
GR10	Guard Rail Buried Ends
Sht 2	Standard Detour Signs
Sht 3	Standard Detour Signs
Sht 4	Standard Detour Signs
DI	Relaxing Frame

DESIGNED: GFK CKD: J.J.G.
 DRAWN: GFK CKD: J.J.G.
 TRACED: CKD

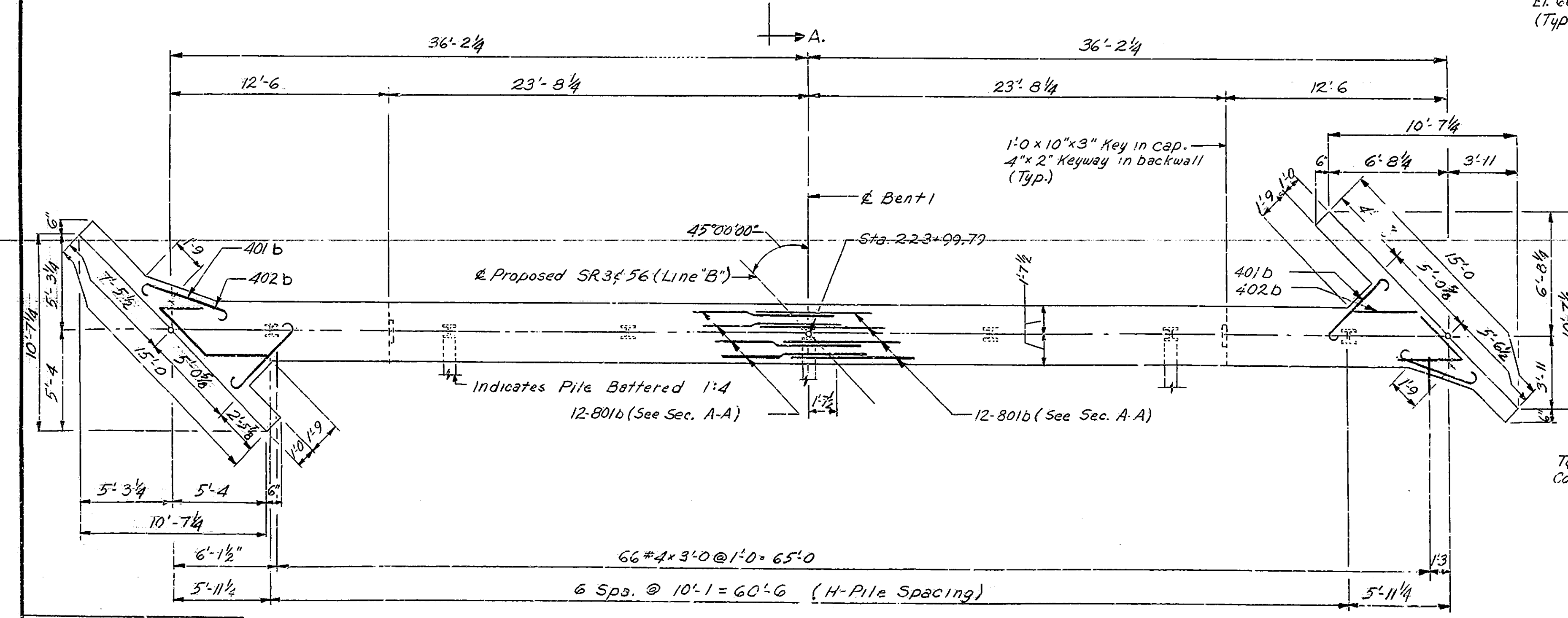
TYPICAL SECTION
 Scale: 1/4" = 1'-0



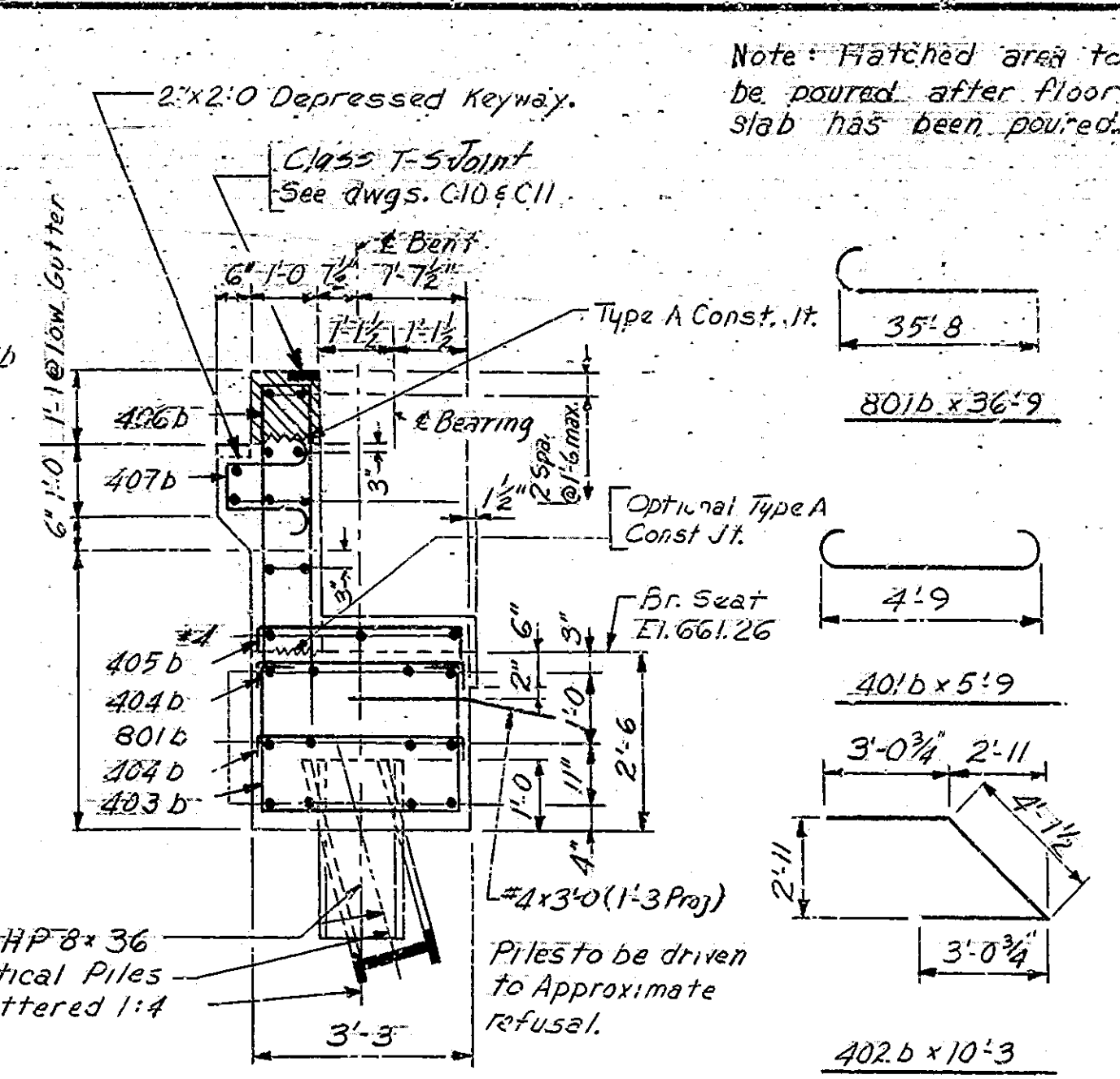
PLAN



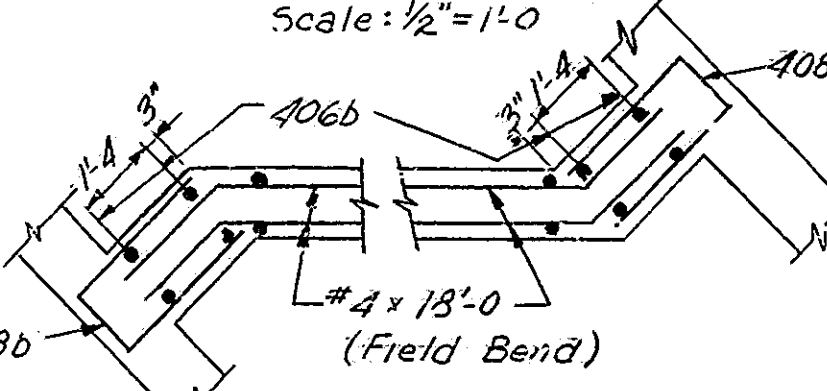
ELEVATION



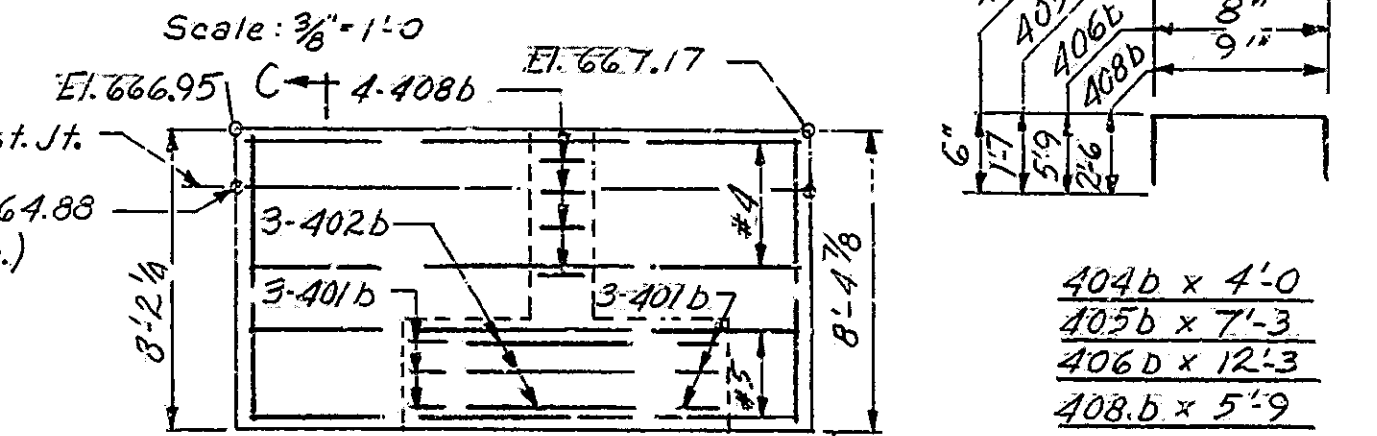
CAP PLAN



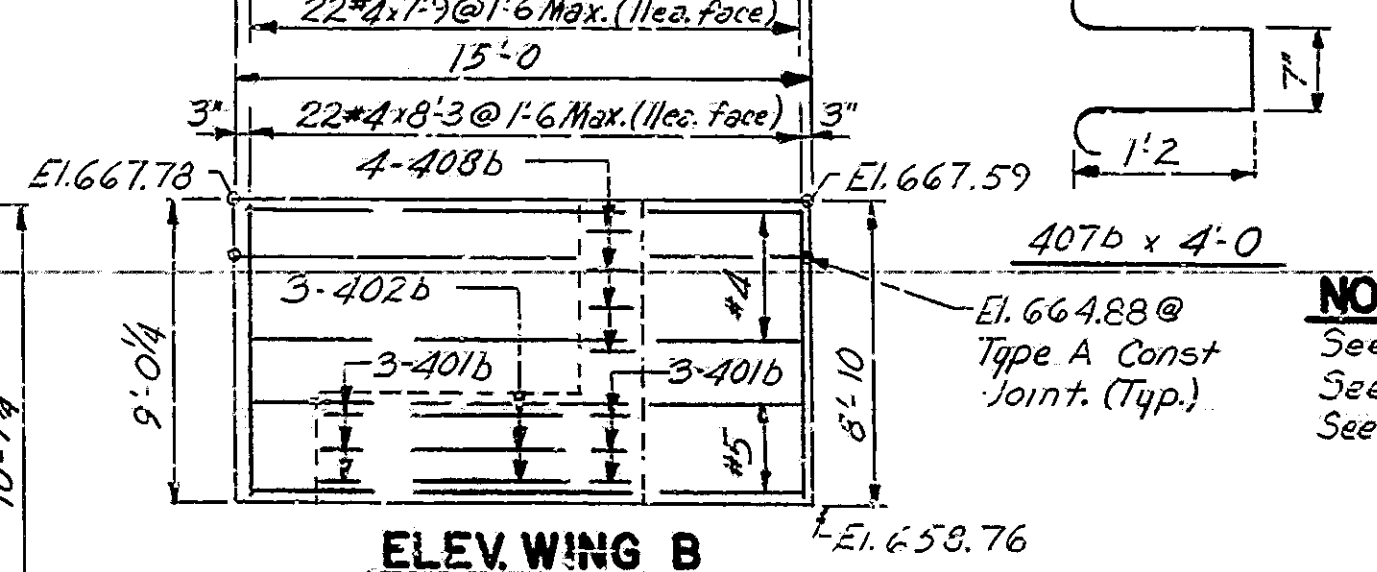
SECTION A-A



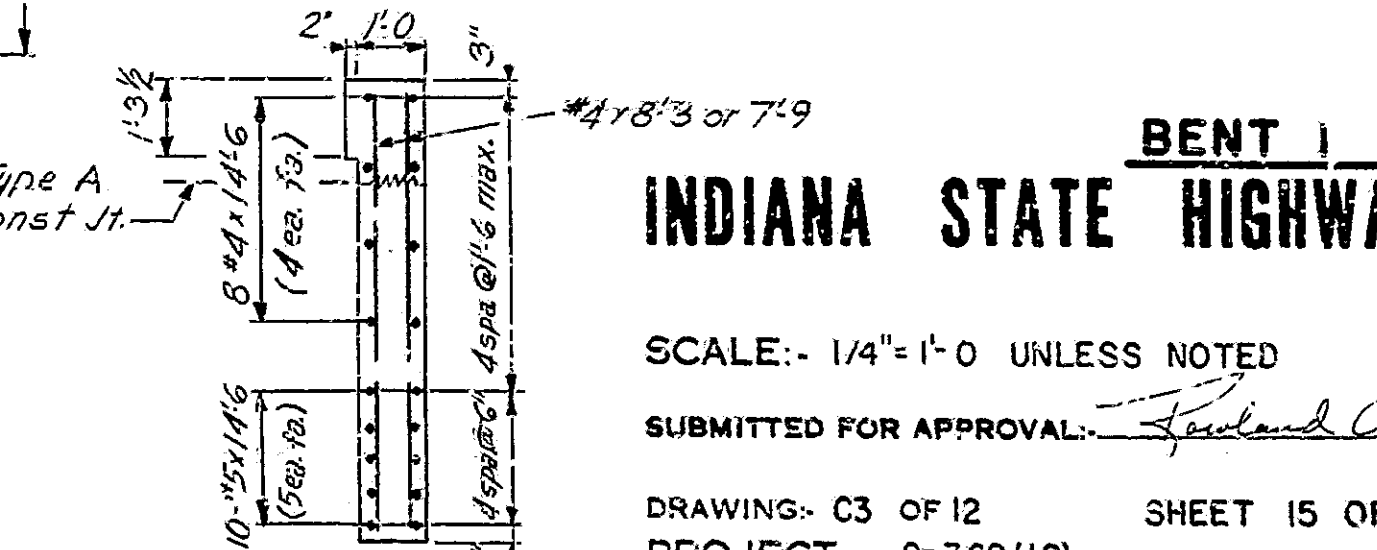
PART SECTION B-B



ELEV. WING A



ELEV. WING B



SECTION C-C

Note: Hatched area to be poured after floor slab has been poured.

BILL OF MATERIALS

REINFORCING STEEL

MARK/NO OF SIZE	BARS	LENGTH	WEIGHT
801b	24	36'-9"	
Total # 8 Bars			2,335
#5	20	14'-6"	
Total # 5 Bars			302
401b	12	5'-9"	
402b	6	10'-3"	
403b	45	8'-3"	
404b	20	4'-0"	
405b	60	7'-3"	
406b	68	12'-3"	
407b	68	4'-0"	
408b	8	5'-9"	
#4	40	78'-0"	
#4	16	14'-6"	
#4	22	8'-3"	
#4	22	7'-9"	
#4	6	6'-9"	
#4	3	5'-9"	
#4	3	4'-9"	
#4	6	3'-9"	
#4	66	3'-0"	
#4	6	2'-9"	
Total # 4 Bars			2,526
TOTAL REIN. STEEL			5,183

CONCRETE QUANTITIES

CLASS A CONCRETE	CU. YDS.
POUR 1	2.41
POUR 2	9.1
POUR 3	9.9
POUR 4	7.2

TOTAL CLASS A CONCRETE 29.3

MISCELLANEOUS

7-8 BP 36" x 40'-0"	280 Lin. Ft.
---------------------	--------------

NOTES:
See dwg. C2 for General Notes
See Br. Std. C1 for Reinforcing Bar Notes
See Br. Std. C3 for Type A Const. Jt.

BENT 1
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" UNLESS NOTED

SUBMITTED FOR APPROVAL: *Fordland G. Hummel*

DRAWING: C3 OF 12 SHEET 15 OF 97

PROJECT: S-362(10)

BRIDGE CONTRACT NO. B-10941

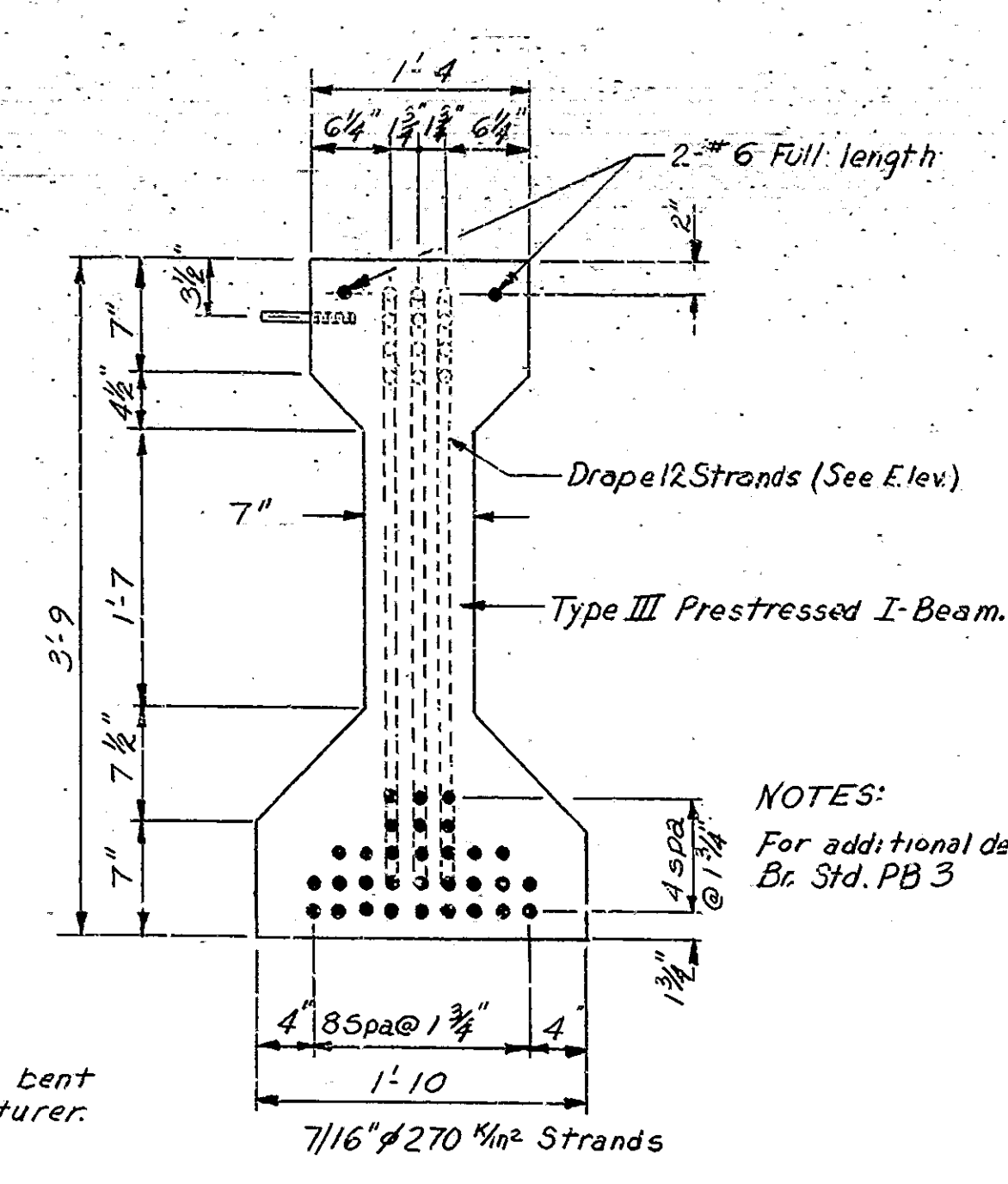
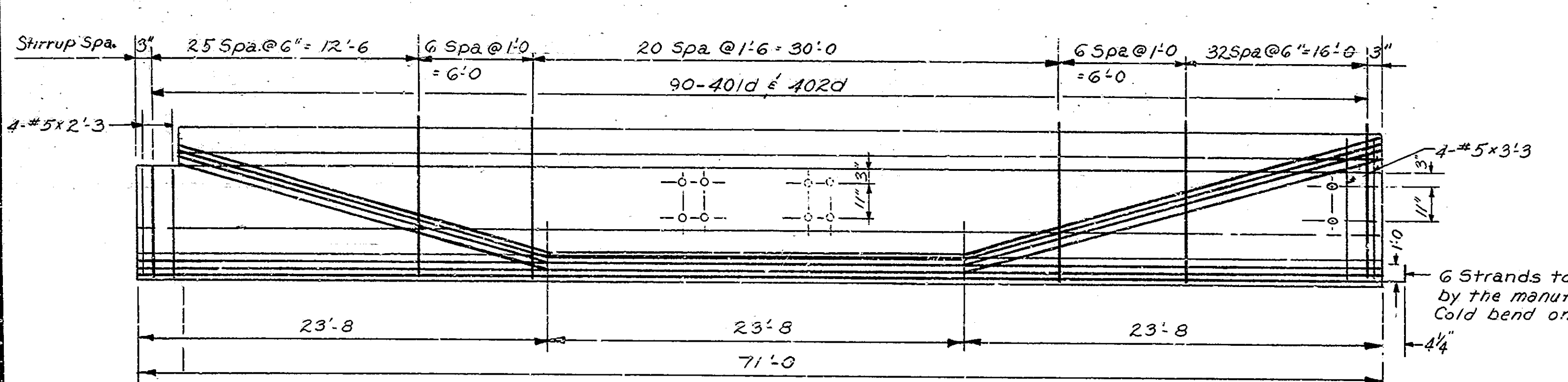
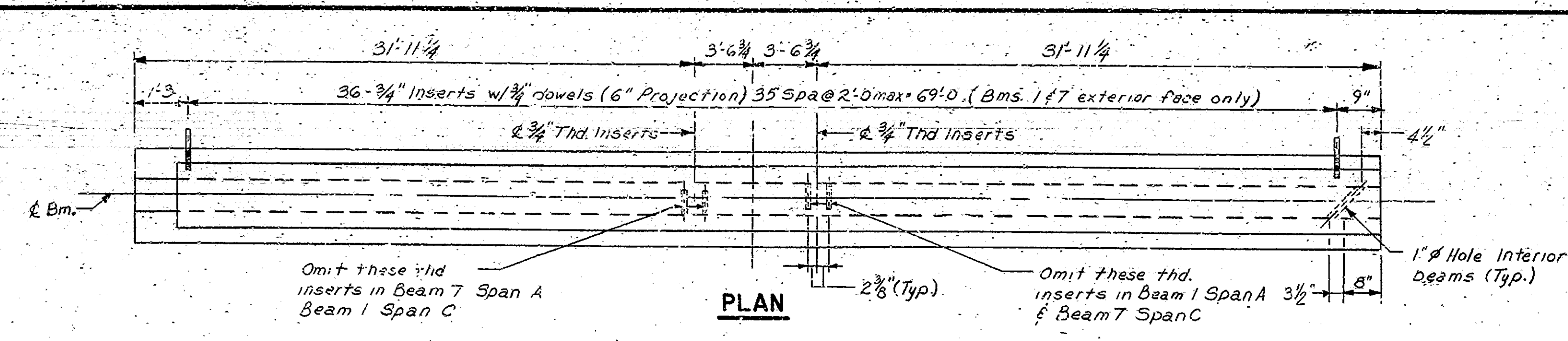
BRIDGE FILE: 56-72-2471

MARCH 1, 1974



DESIGNED: J.R.F. C.W.D. G.E.X.
DRAWN: G.E.K. J.L.G.
TRACED: D.A.D. C.W.D. J.L.G.

R.G.H. 3/1/74

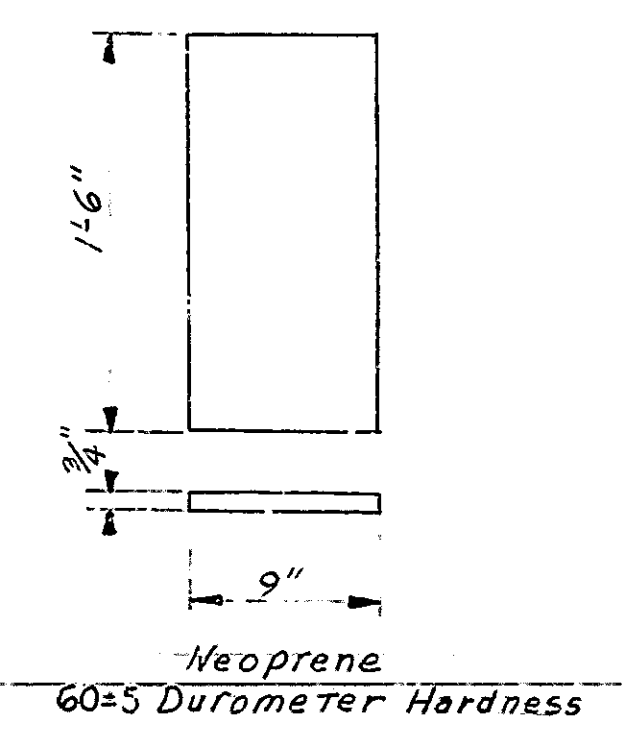
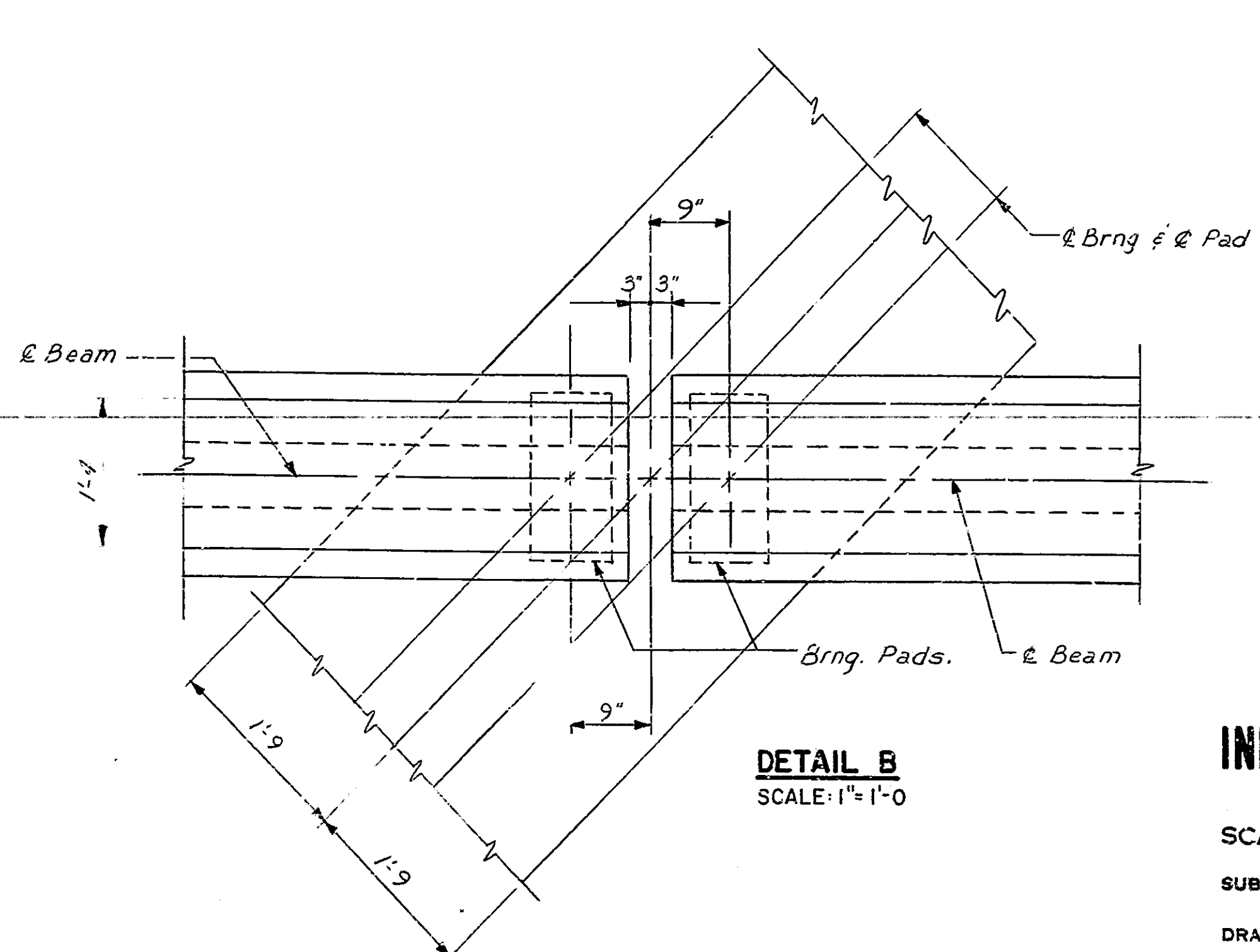
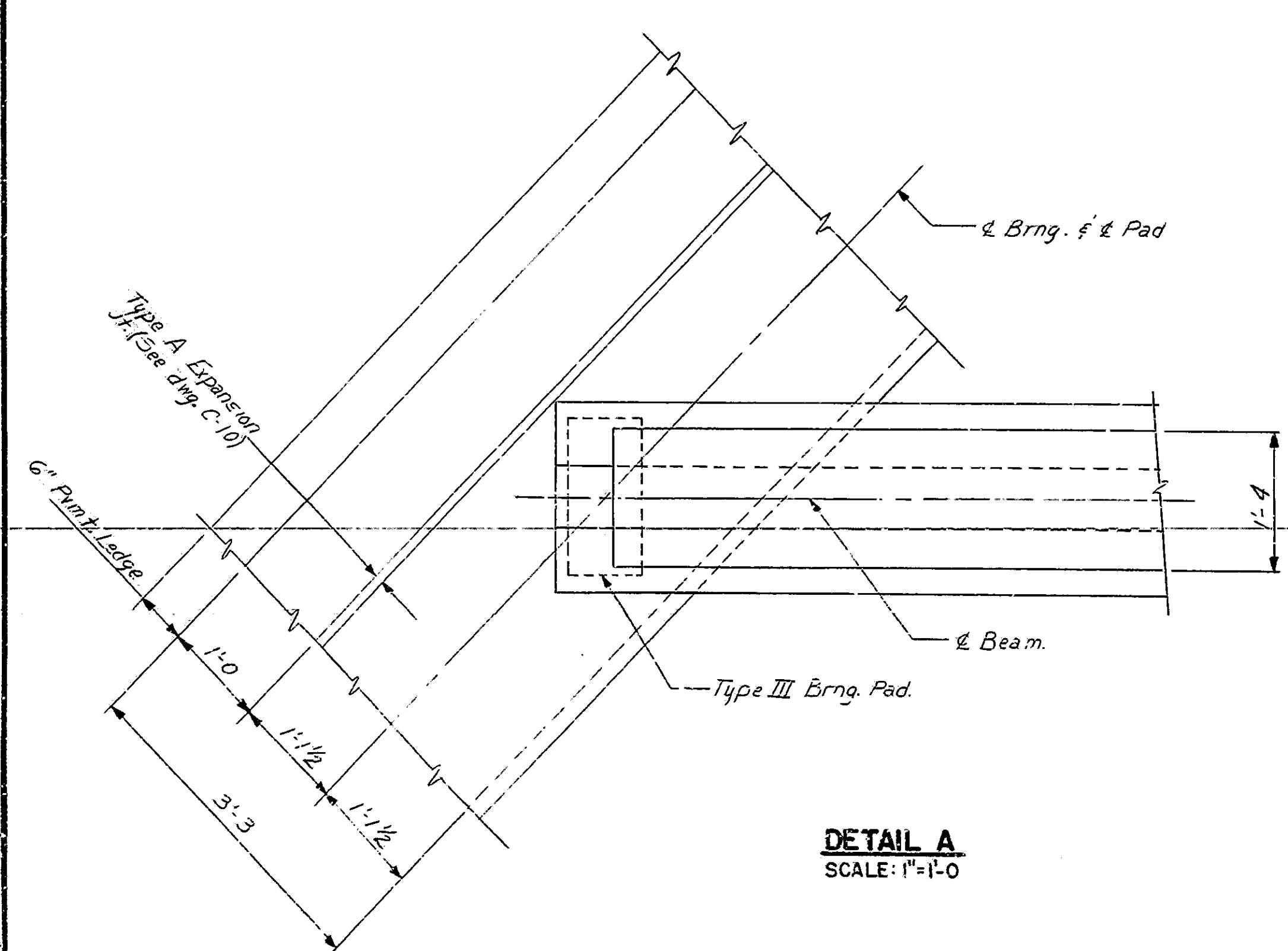


QUANTITIES (ONE BEAM)	
Items	Quantities
Initial Prestress	21.7 K/Strand
Number of Strands	31 *
Elevation of row 12	3'-7"
Camber as Erected	0.88"
Residual Camber	0.19"
Concrete Strength (28 days)	5000 P.S.I
Number 401d	90
Number 402d	90
Number 403d	0
Lineal ft. #4	1020
Lineal ft. #5	22'-0"
Lineal ft. #6	140'-0"
Concrete Cu. Yds.	10.2

NOTES:
For additional details see Br. Std. PB 3

NOTES:
All Concrete, Reinforcing steel, and bearing pads included in cost of concrete beams.
* Indicates 7/16" #7 wire 270 ksi HS Strands.
Concrete strength at strand release 4000 P.S.I.
Outside face of outside beams to be rubbed in accordance with 702.20.

NOTE: Fabricator may use 1/2" #270 K strands. Computations to be furnished with shop plans

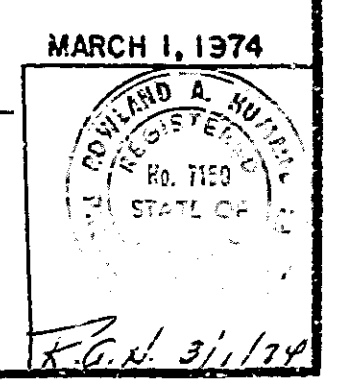


BEAM DETAILS
INDIANA STATE HIGHWAY COMMISSION

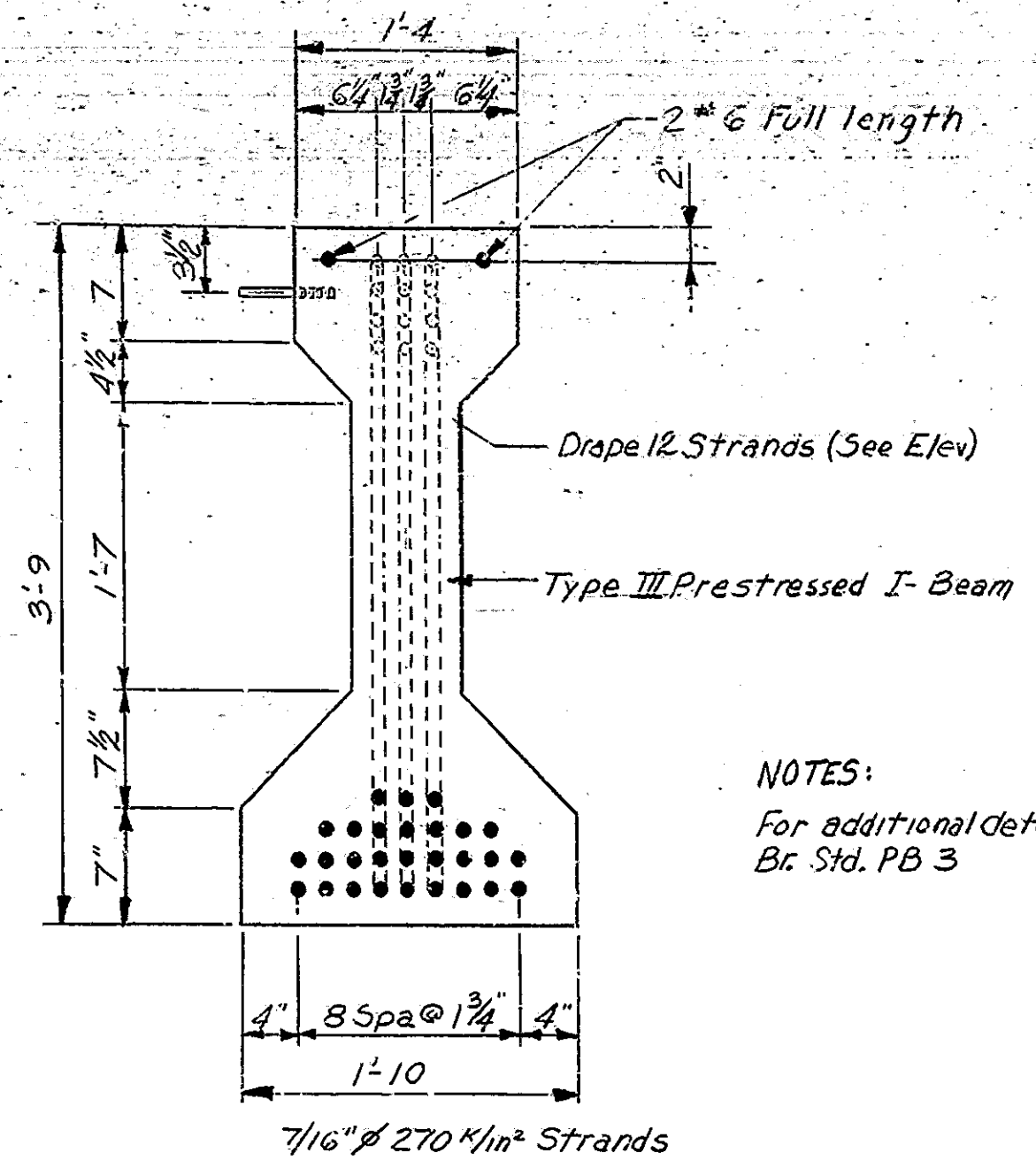
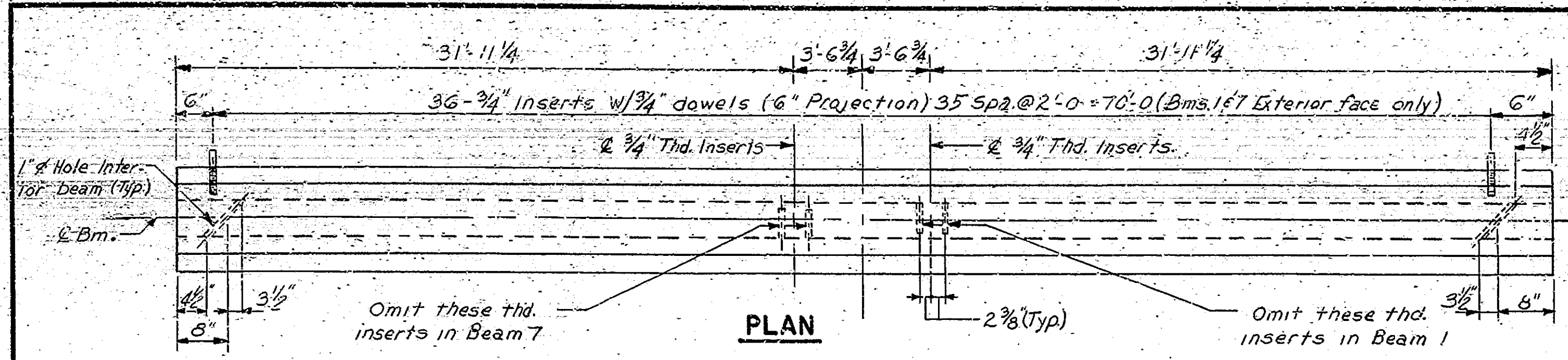
SCALE: AS NOTED

SUBMITTED FOR APPROVAL: *Frederick A. Hummel*

DRAWING: C6 OF 12 SHEET 18 OF 97
PROJECT: S-362 (10)
BRIDGE CONTRACT NO. B-10941
BRIDGE FILE: 56-72-2471



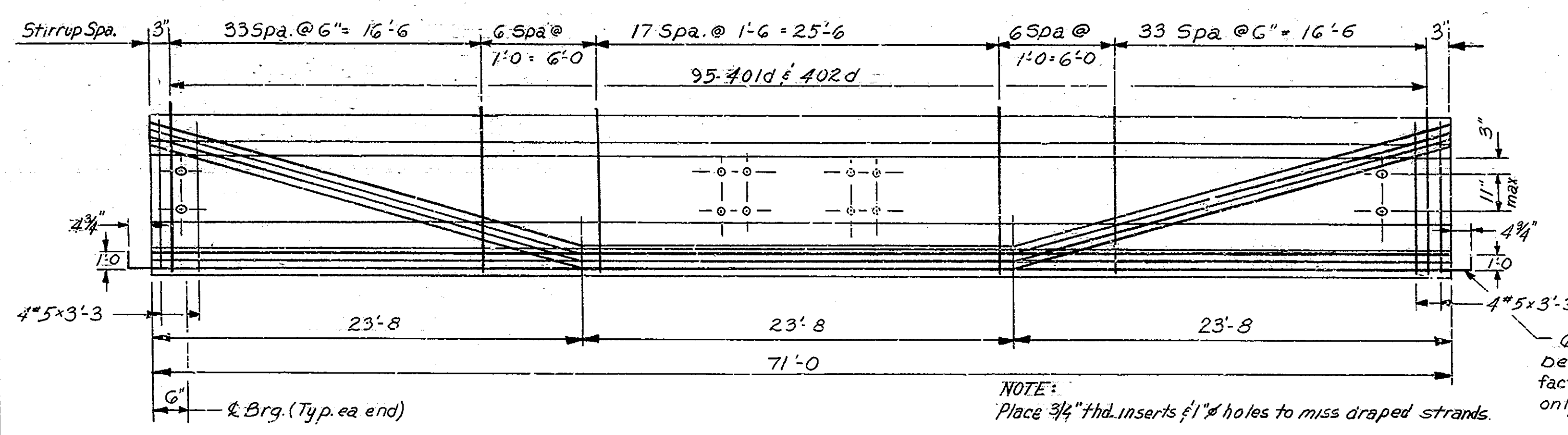
DESIGNED: J.R.F. C.K.D. G.E.K.
DRAWN: D.A.O. C.K.D. G.E.K.
TRACED: C.K.D.



QUANTITIES (ONE BEAM)	
Items	Quantities
Initial Prestress	21.7 #/strand
Number of Strands	28 *
Elevation of row 12	3'-7"
Camber as Erected	0.77"
Residual Camber	0.08"
Concrete Strength (28 days)	5,000 PSI
Number 401d	96
Number 402d	96
Number 403d	0
Lineal ft. #4	1088'
Lineal ft. #5	26'-0"
Lineal ft. #6	141'-0"
Concrete Cu. Yds.	10.2

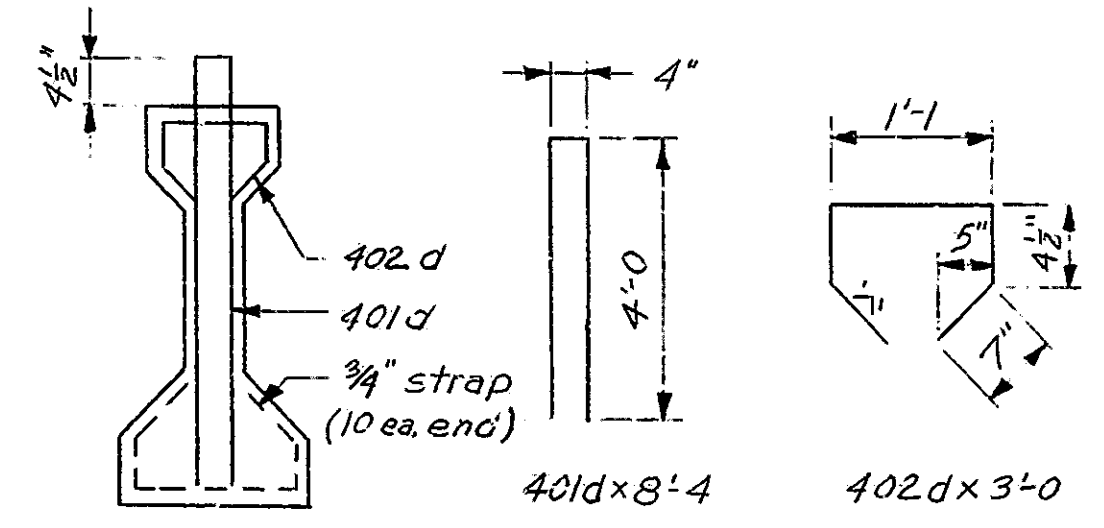
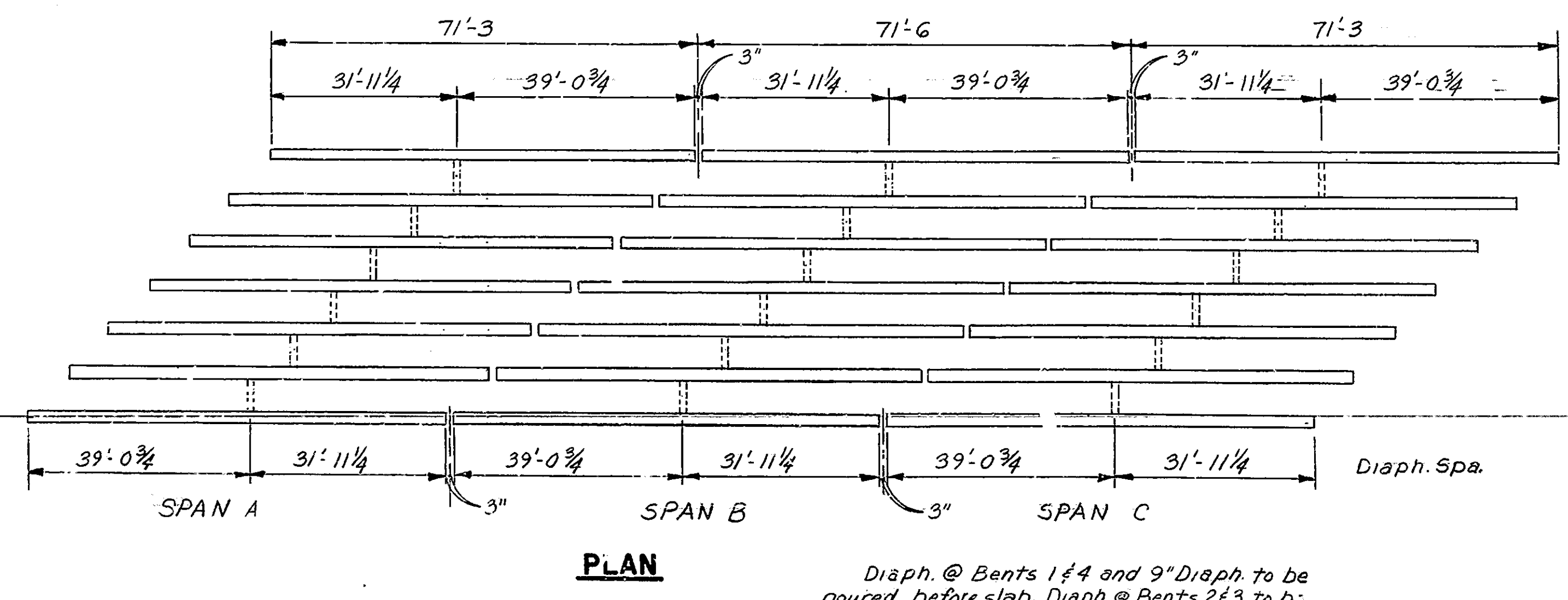
NOTES:
For additional details see Br. Std. PB 3

All Concrete, Reinforcing steel, and bearing pads included in cost of concrete beams
* Indicates 7/16" ϕ 7-Wire 270 #/in² HS Strands
Concrete strength at strand release 4000 PSI
Outside face of outside beams to be rubbed in accordance with T02.20.



NOTE:
Place 3/4" thd. inserts & 1" ϕ holes to miss draped strands.

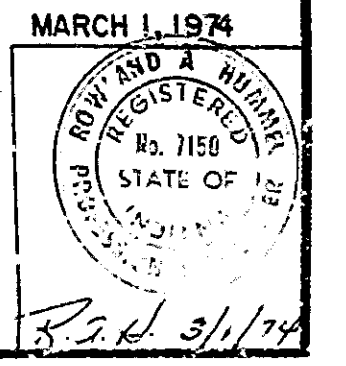
NOTE: Fabricator may use 1/2" ϕ 270 K strands
Computations to be furnished with shop plans



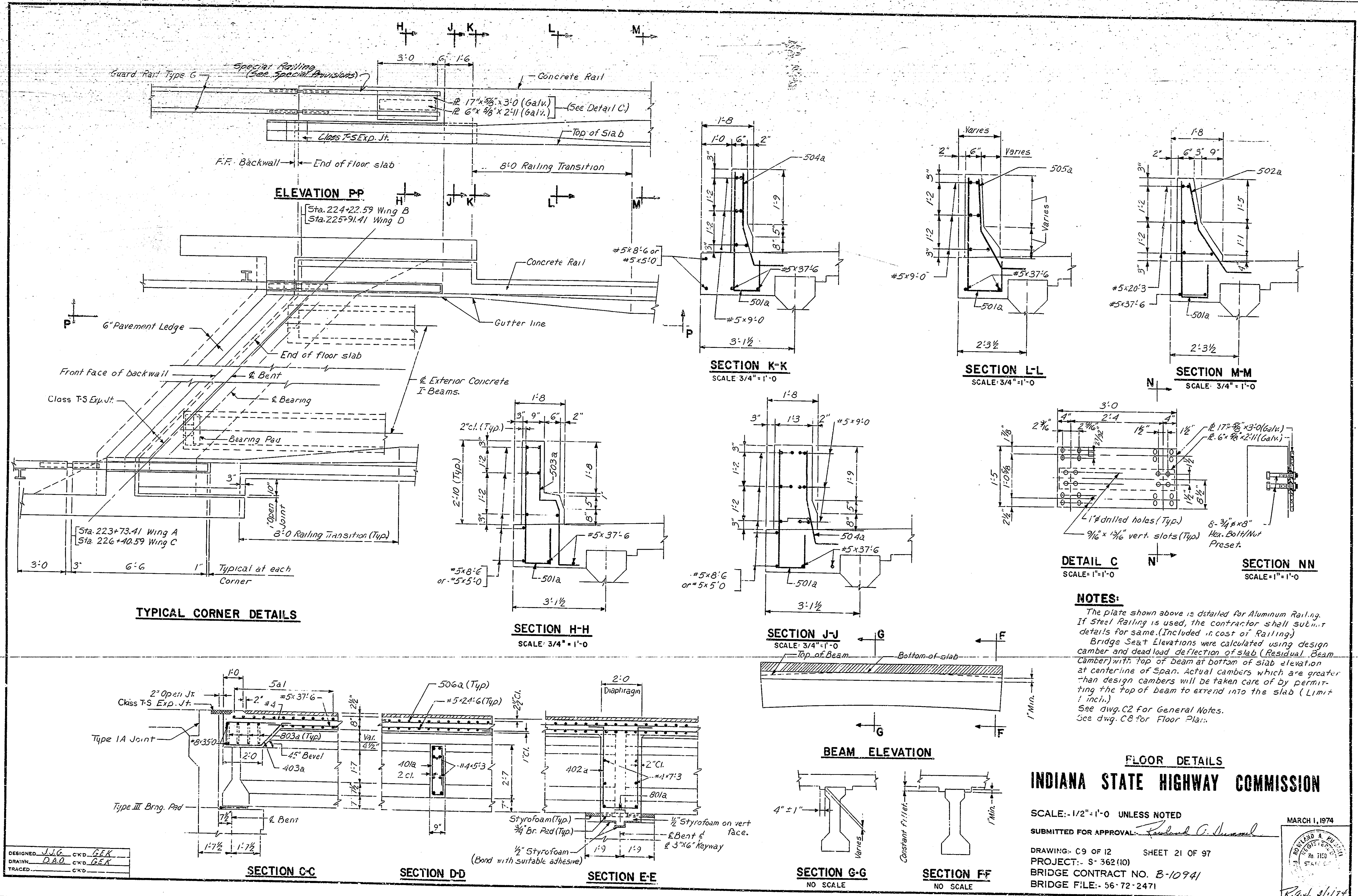
401d & 402d combined form one stirrup. Typical all spans.

BEAM DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED
SUBMITTED FOR APPROVAL: *Richard A. ...*
DRAWING: C7 OF 12 SHEET 19 OF 97
PROJECT: S-362 (10)
BRIDGE CONTRACT NO. B-10941
BRIDGE FILE: 56-72-2471



DESIGNED: JRF CVD G.E.K.
DRAWN: DAO CVD G.E.K.
TRACED: CVD

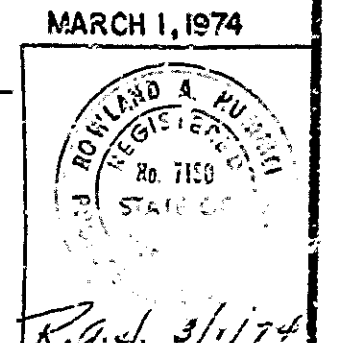


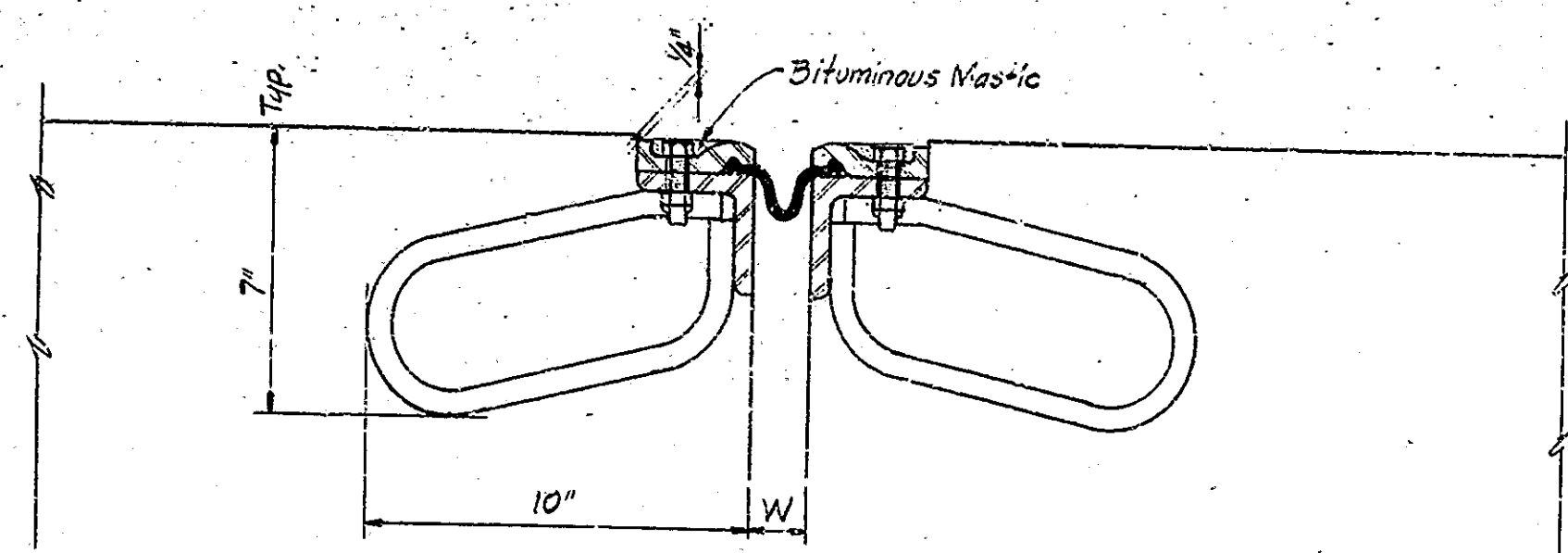
NOTES:
 The plate shown above is detailed for Aluminum Railing. If Steel Railing is used, the contractor shall submit details for same. (Included in cost of Railing)
 Bridge Seat Elevations were calculated using design camber and dead load deflection of slab (Residual Beam Camber) with top of beam at bottom of slab elevation at centerline of span. Actual cambers which are greater than design cambers will be taken care of by permitting the top of beam to extend into the slab (Limit 1 inch).
 See dwg. C2 for General Notes.
 See dwg. C8 for Floor Plan.

INDIANA STATE HIGHWAY COMMISSION

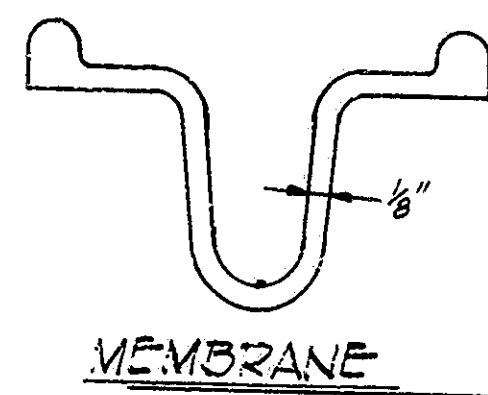
SCALE: 1/2" = 1'-0" UNLESS NOTED
 SUBMITTED FOR APPROVAL: *Richard A. ...*
 MARCH 1, 1974
 DRAWING: C9 OF 12 SHEET 21 OF 97
 PROJECT: S-362(10)
 BRIDGE CONTRACT NO. B-10941
 BRIDGE FILE: 56-72-2471

DESIGNED: J.V.G. CKD: G.E.K.
 DRAWN: D.A.O. CKD: G.E.K.
 TRACED: CKD: G.E.K.

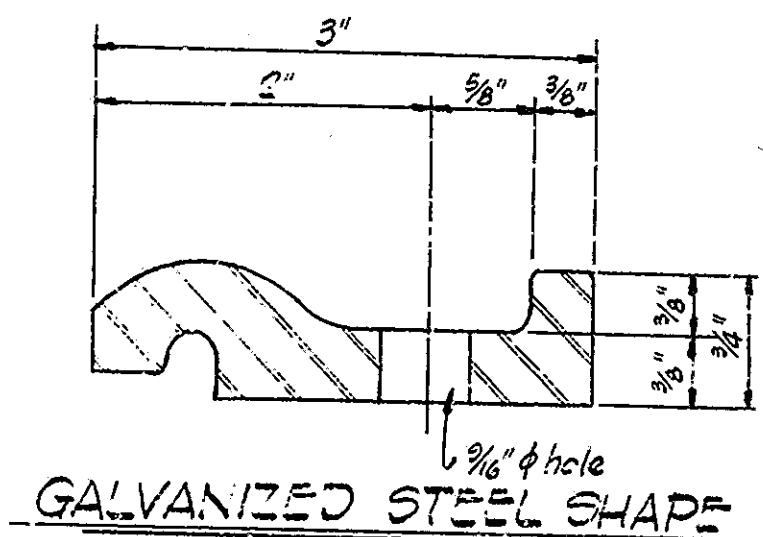




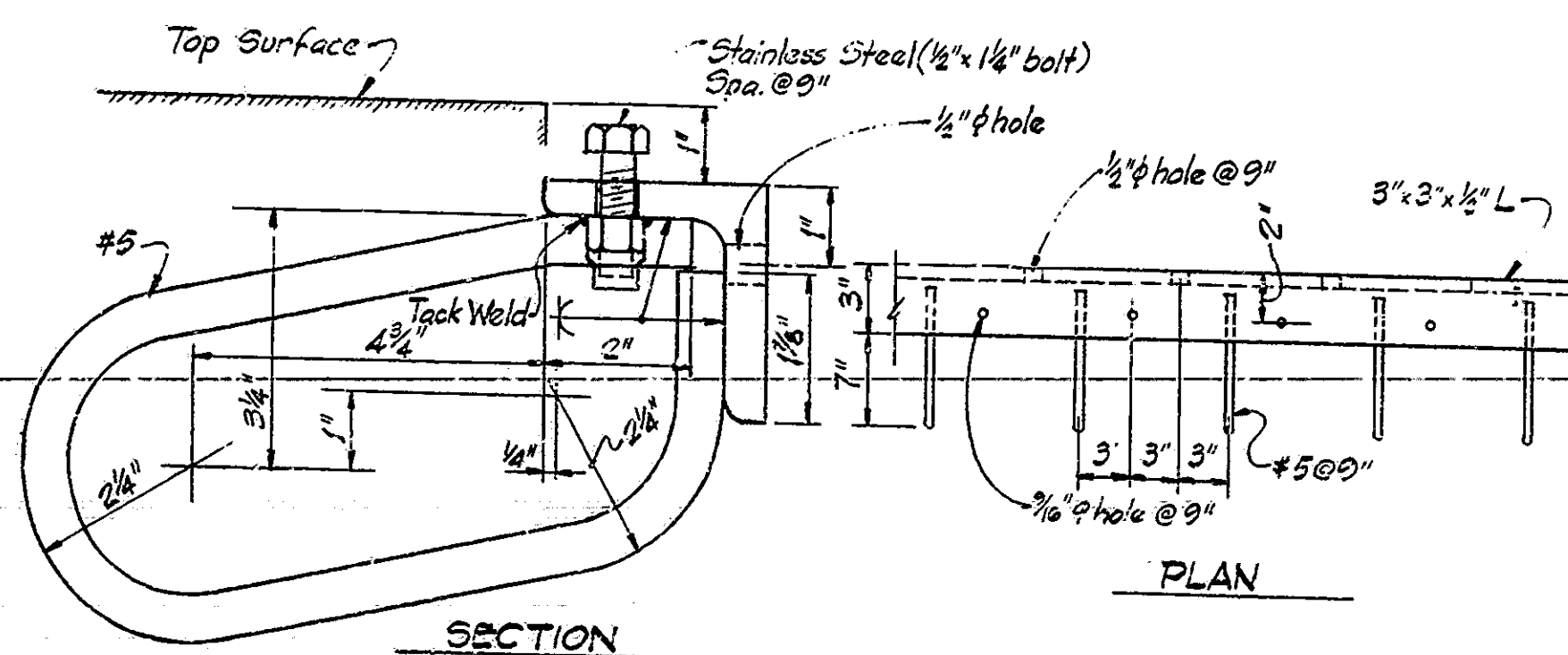
TYPICAL SECTION



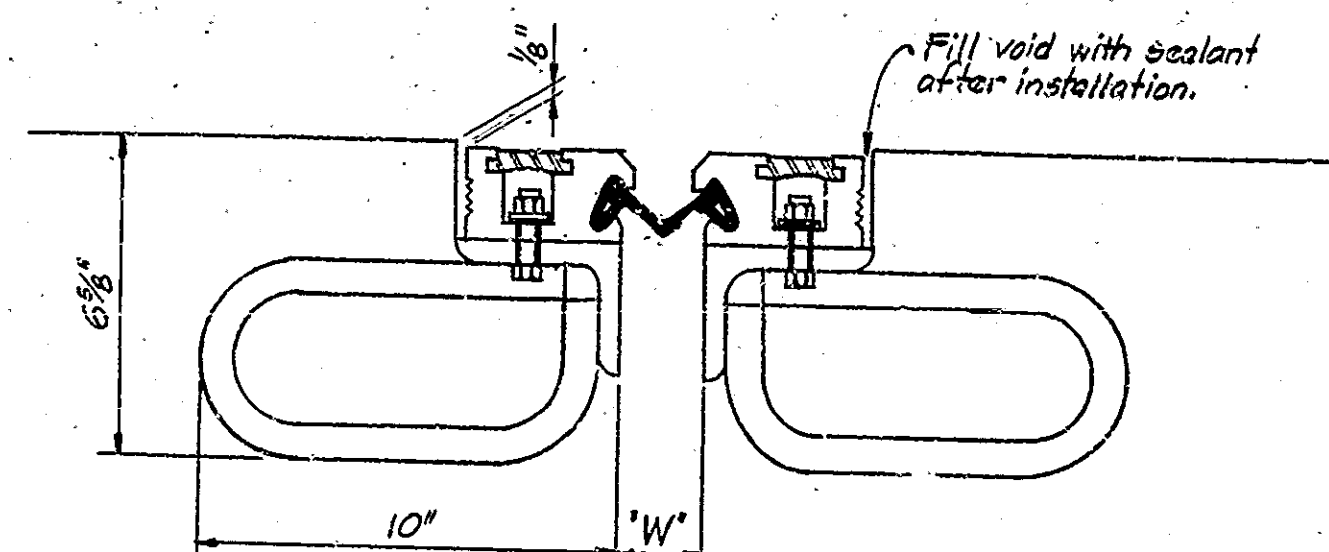
MEMBRANE



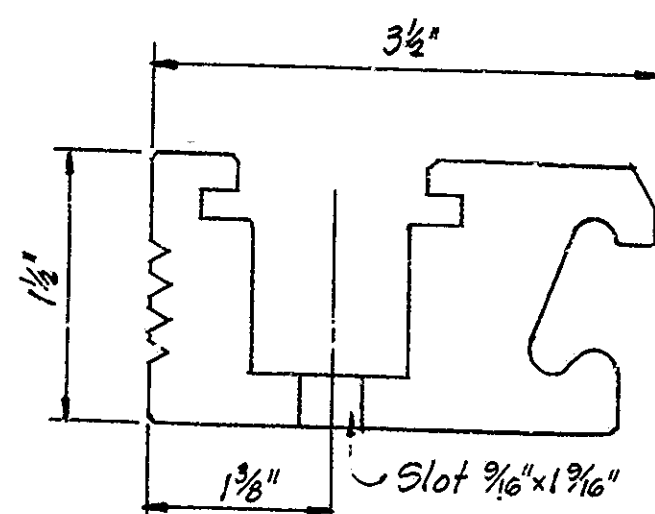
GALVANIZED STEEL SHAPE



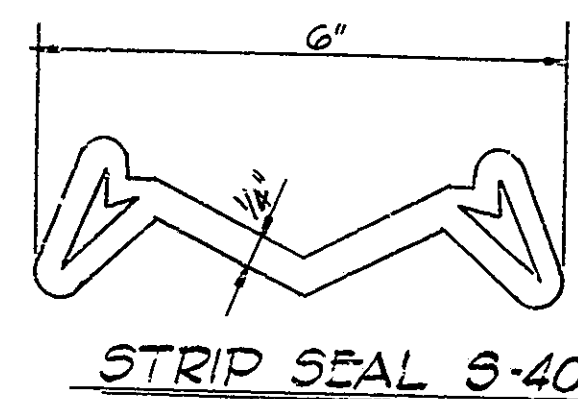
SECTION ANCHOR DETAIL



TYPICAL SECTION



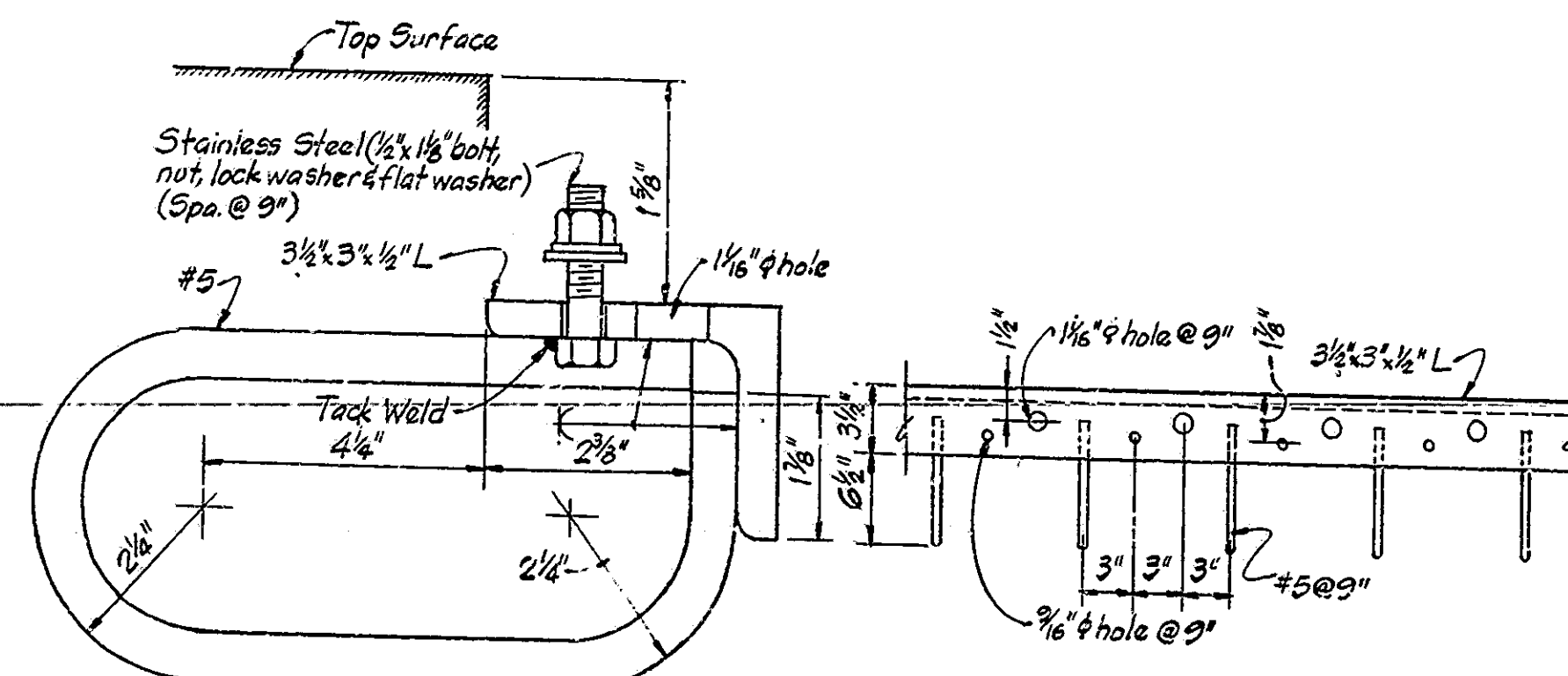
ALUMINUM EXTRUSION TYPE II



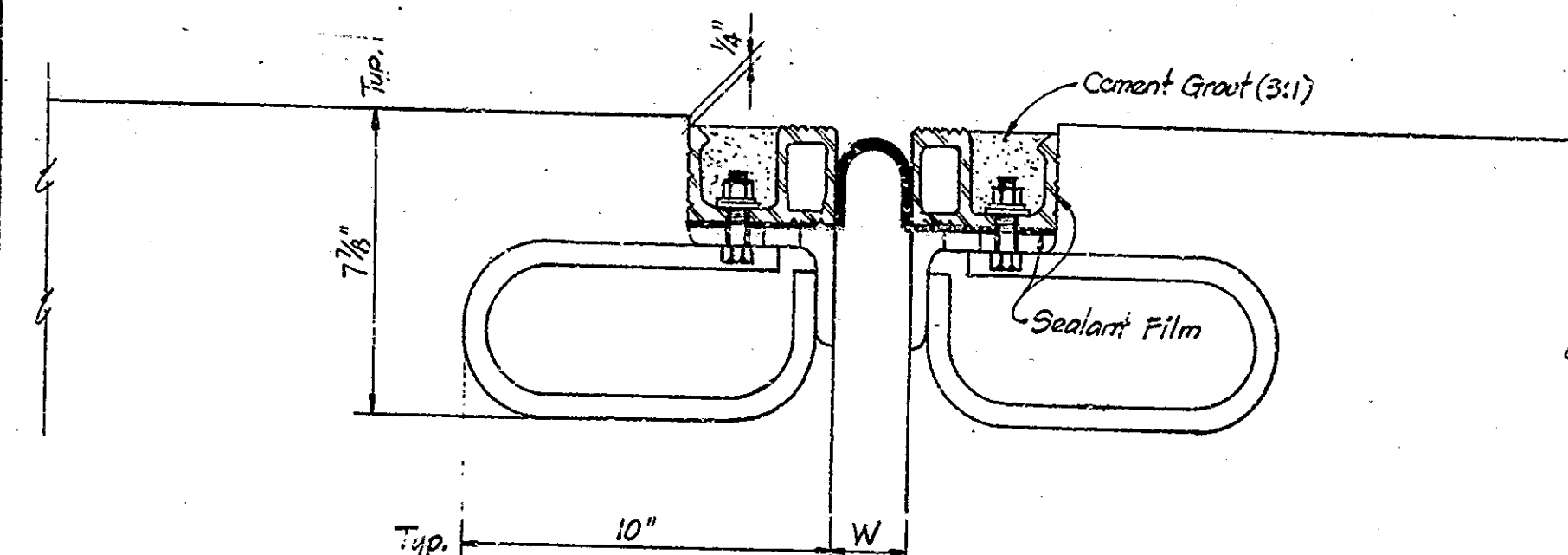
STRIP SEAL S-400



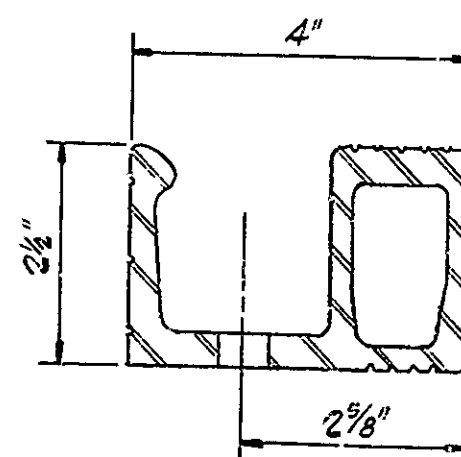
CAP STRIP



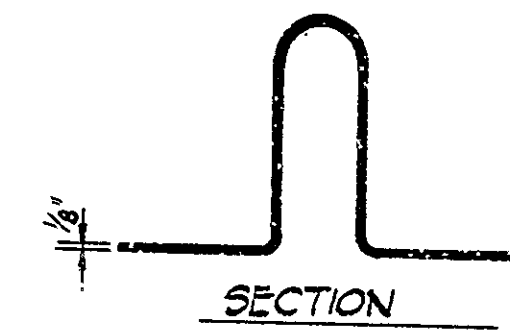
SECTION ANCHOR DETAIL



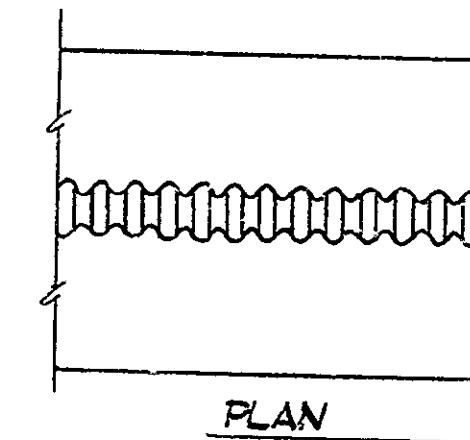
TYPICAL SECTION



ALUMINUM EXTRUSION



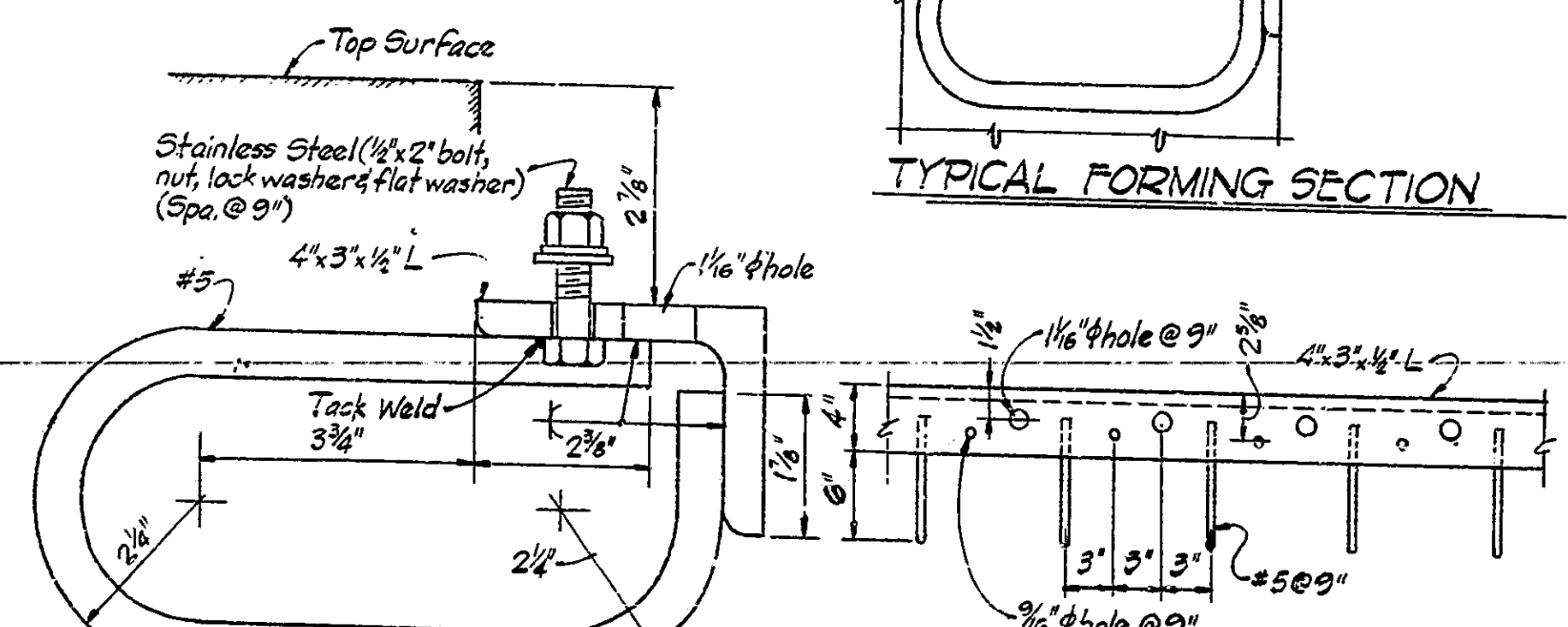
SECTION



PLAN

ALUMINUM EXTRUSION

MEMBRANE



SECTION ANCHOR DETAIL

NOTES

See the Special Provisions for properties of materials.
 The cost of extrusions, elastomeric seal elements, sealants, adhesive, cement grout, anchor system and installation of joint shall be included in the cost of Expansion Joint.
 The profile of the joint is to conform to the roadway cross section.
 The seal element shall be moulded and furnished in a continuous length equal to that required for the joint.
 At changes in direction (at curbs, median barriers, etc.) the sections of joint are to be cut to the bevel required to produce the same cross section on each piece being joined.
 The joint, including anchor assembly, is to be shop fabricated and delivered to the job site as a complete continuous unit for joint lengths up to 44 feet. Joints above lengths of 44 feet or joints used with stage construction shall be field welded with ends to be shop prepared.
 All work, both shop and field, shall be in accordance with 711.03
 All exposed structural steel surfaces will be painted in accordance with ISHC Standard Specifications.
 The Contractor shall submit 3 copies of shop drawings for all joints involving curbs or other special features.

JOINT SETTING TABLE

Ambient Temperature	DIMENSION "W"		
	100'-200'	200'-300'	300'-400'
120°	2 1/2"	1 3/4"	1 1/2"
100°	2 3/8"	1 7/8"	1 5/8"
80°	2 1/2"	2 3/8"	1 3/4"
60°	3"	2 3/4"	2 1/4"
40°	3 3/8"	3 1/4"	2 3/8"
20°	3 3/4"	3 1/2"	3 3/8"
0°	3 3/8"	3 3/4"	4"

EXPANSION JOINTS CLASS T-S
 INDIANA STATE HIGHWAY COMMISSION

SCALE: NONE

DATE:

William A. [Signature]

DRAWING: C10 OF 12 SHEET: 22 OF 97

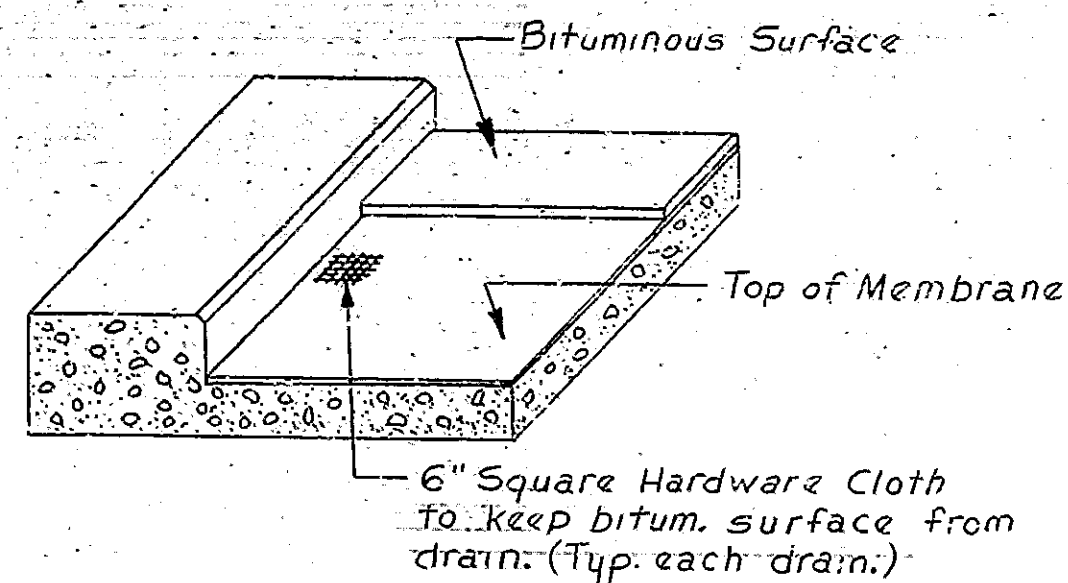
PROJECT: 5-362(2)

CONTRACT NO. 3-10001

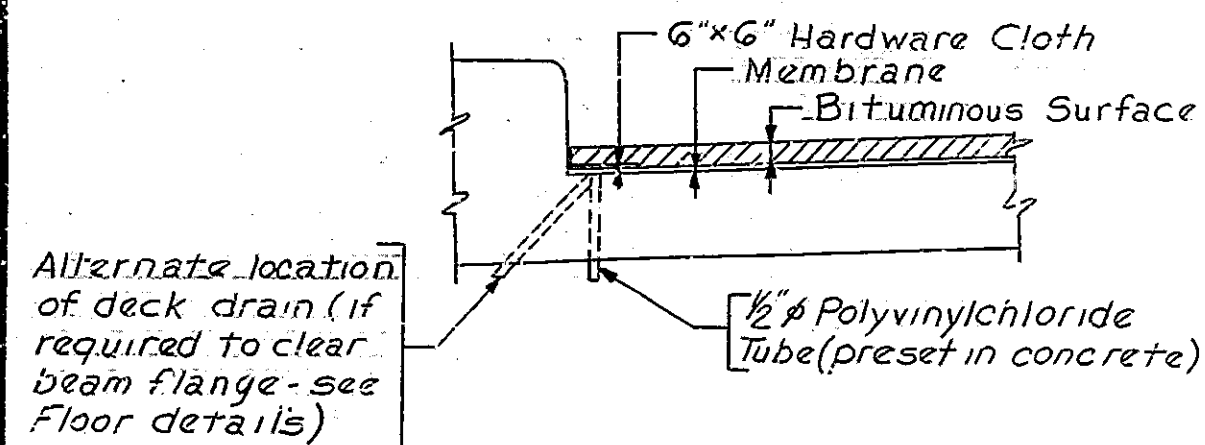


DESIGNED: CKD
 DRAWN: CKD
 TR/CD: CKD

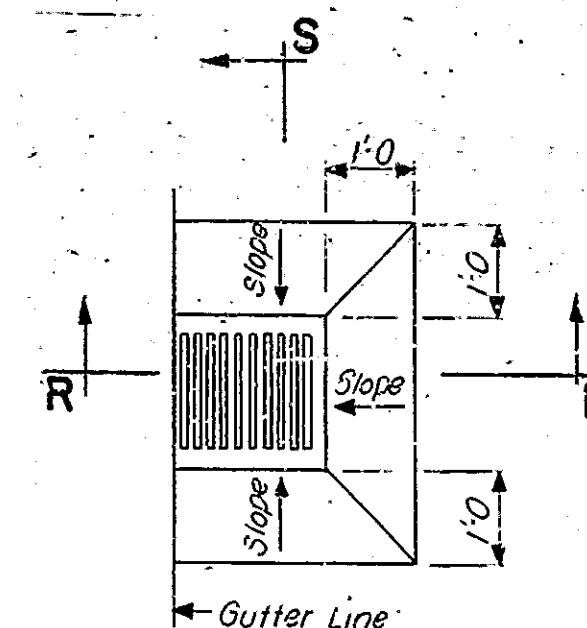
Rev. 11-22-76 Notes, Joint Wabo S-400 II



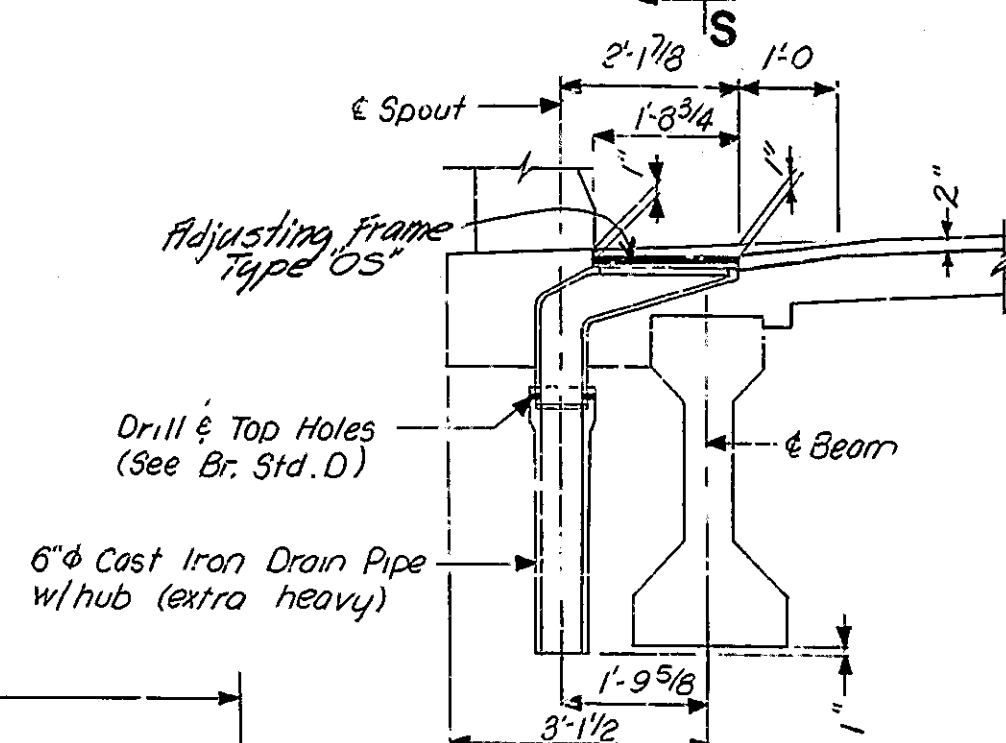
ASSEMBLY SKETCH OF DECK DRAIN



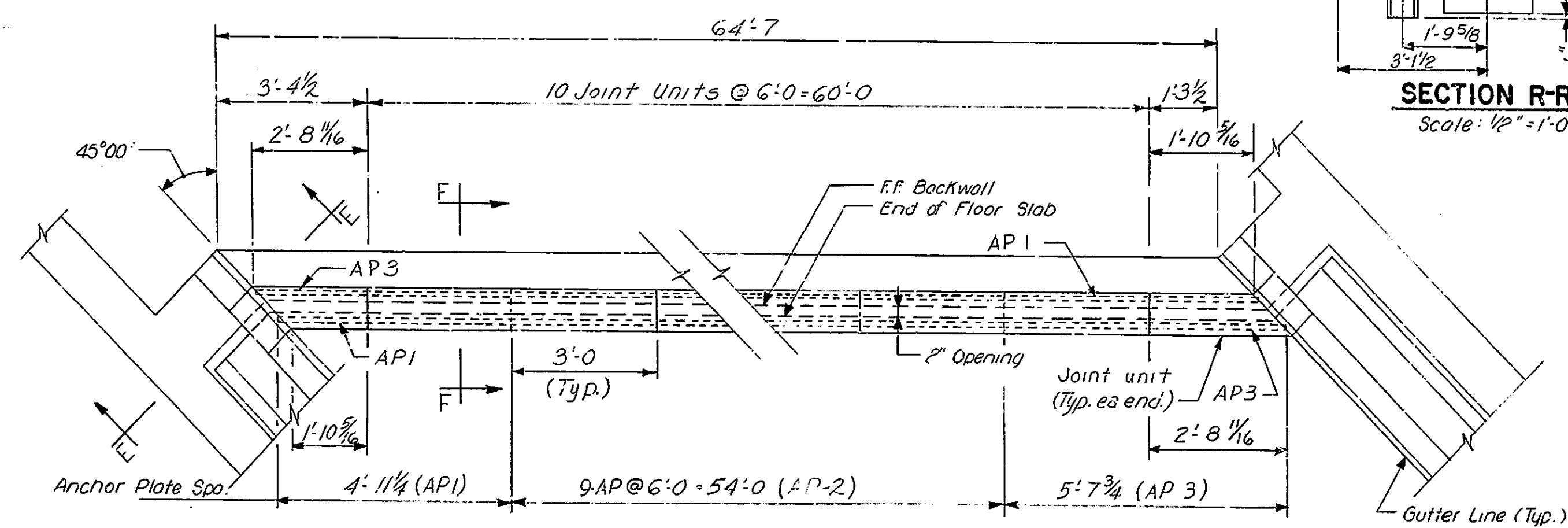
DECK DRAIN DETAIL



ROADWAY DRAIN TYPE OS-D
Scale: 1/2" = 1'-0"

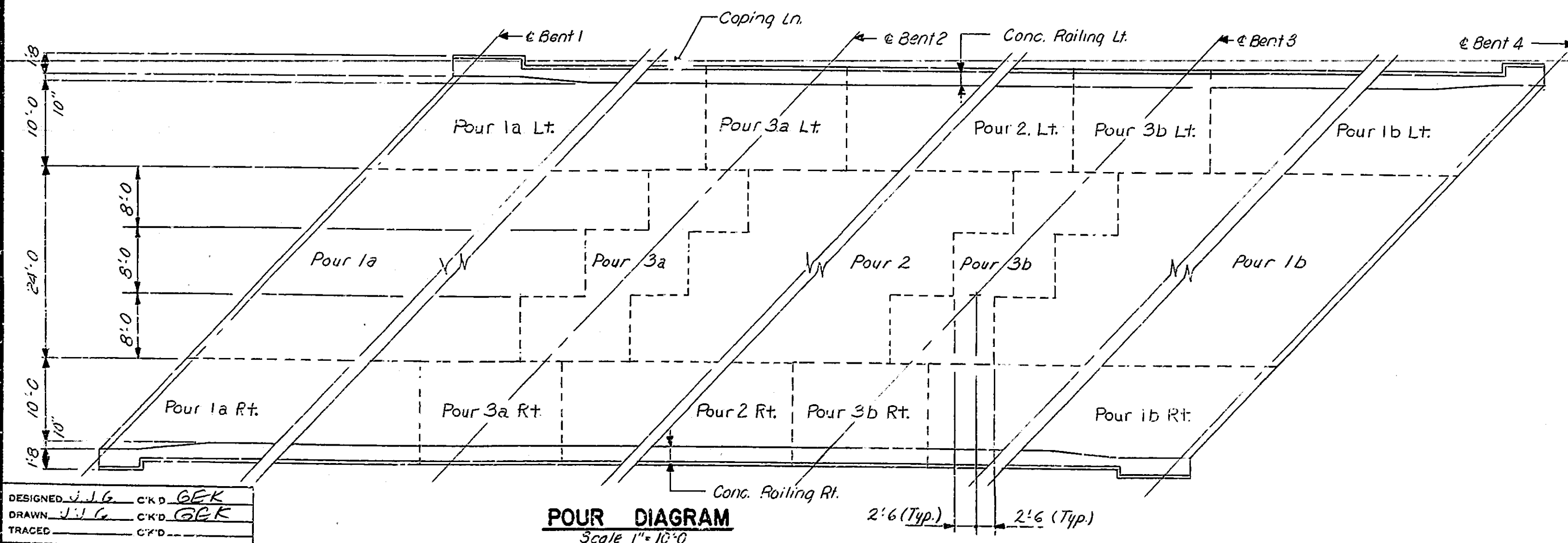


SECTION R-R
Scale: 1/2" = 1'-0"

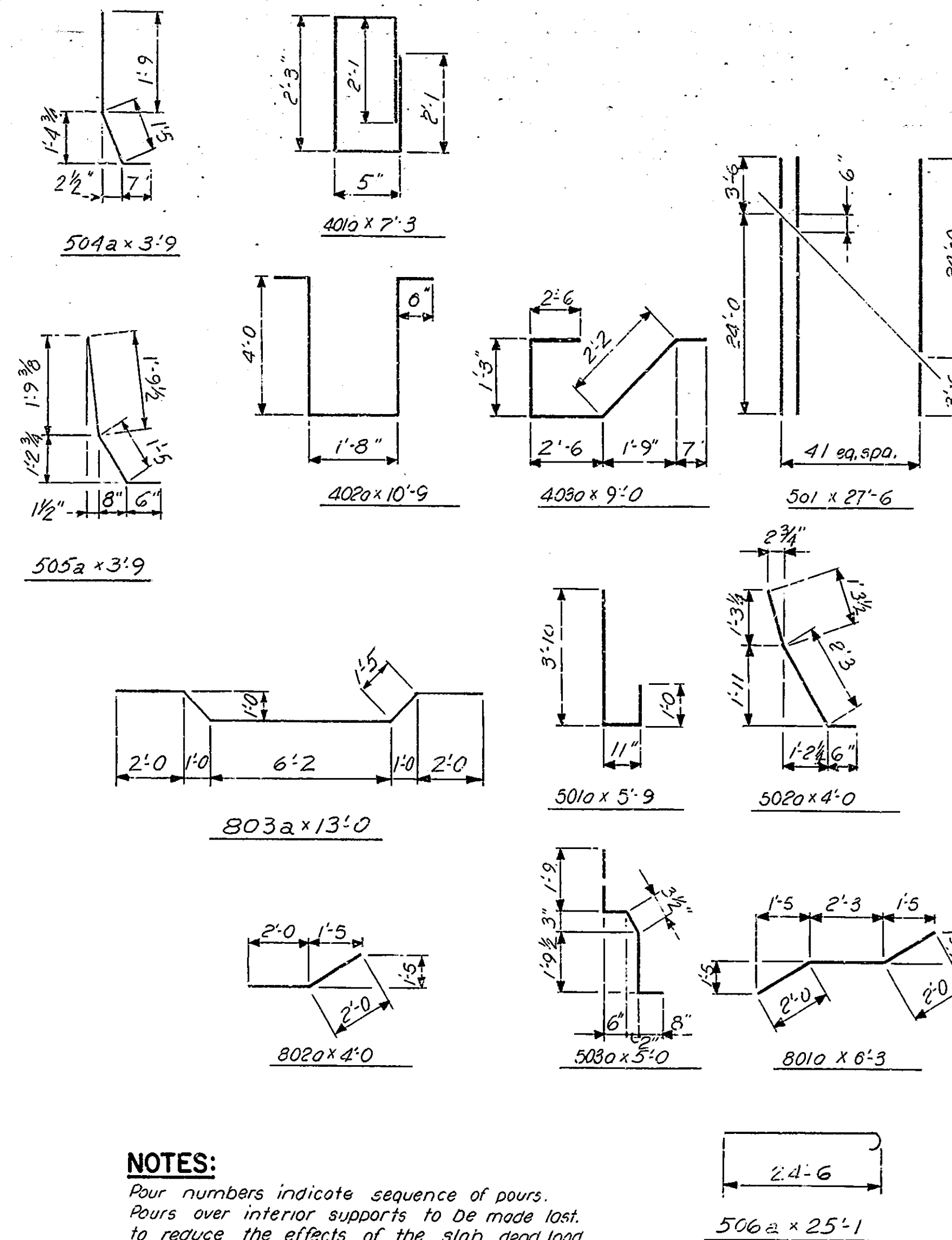


TYPE A EXPANSION JOINT LAYOUT
Scale: 1/2" = 1'-0"

For Section E-E & F-F See dwg. C10



POUR DIAGRAM
Scale: 1" = 10'-0"



NOTES:

Pour numbers indicate sequence of pours. Pours over interior supports to be made last, to reduce the effects of the slab dead load in the negative moment area. Pour 3 will include the diaphragm at support. Interior diaphragms to be poured before slab is poured.
After beams have been erected, concrete forms shall not be blocked against the expansion end of the beams in making any pours adjacent to the beam spans.
For additional details & dimensions see dwg. C8 & C9.
The transverse construction joint may be eliminated subject to the approval of the Engineer.
See dwg. C2 for General Notes.

BILL OF MATERIALS			
REINFORCING STEEL			
Mark or Size	Length	No. Req'd	Weight (lbs)
801a	6'-3"	10	
802a	4'-0"	4	
803a	13'-0"	18	
#8	35'-0"	8	
#8	27'-9"	280	
TOTAL NO. 8 BARS			29,369
5a1	27'-6"	168	
501a	5'-9"	442	
502a	4'-0"	386	
503a	5'-0"	24	
504a	3'-9"	16	
505a	3'-9"	16	
506a	25'-1"	764	
#5	37'-6"	318	
#5	24'-6"	764	
#5	20'-3"	108	
#5	9'-0"	24	
#5	8'-6"	16	
#5	5'-0"	32	
TOTAL NO. 5 BARS			67,094
401a	7'-3"	108	
402a	10'-9"	72	
403a	9'-0"	72	
#4	24'-9"	188	
#4	24'-0"	47	
#4	7'-3"	112	
#4	5'-3"	144	
TOTAL NO. 4 BARS			6,382

TOTAL REINFORCING STEEL		CONCRETE POURS CU.YDS.	
93,845		1a Lt.	23.7
		1a	44
		1a Rt.	23.8
		1b Lt.	23.8
		1b	44
		1b Rt.	23.7
		2 Lt.	18.9
		2	36.3
		2 Rt.	18.9
MISCELLANEOUS		3a Lt. W/ 2'-0" Diaphragm	9.7
Adjusting Forms OS-D		3a W/2'0 Diaphragm	18.1
2 @ 87 LBS		3a Rt. W/2'0 Diaphragm	9.7
Roadway Drain Type OS-D 2 @ 248 LBS.		3b Lt. W/2'0 Diaphragm	9.7
TOTAL		3b W/2'0 Diaphragm	18.1
674 lbs.		3b Rt. W/2'0 Diaphragm	9.7
Class F-3 Expansion Jts.		9" Diaphragm	8.5
137 LFT.		CONCRETE RAILING CU.YDS.	
2 Pcs., 6" x 3'-9" C.I. Drain Pipe (extra heavy) 7'-6" @ 18 1/2" x 5" / hub (2 hubs)		Concrete Railing Lt.	18.8
145 lbs.		Concrete Railing Rt.	18.8
		Total Class 'C' Conc.	340.6

FLOOR DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED

SUBMITTED FOR APPROVAL: *Kendall G. Hummel*

DRAWING: C11 OF 12 SHEET 23 OF 97

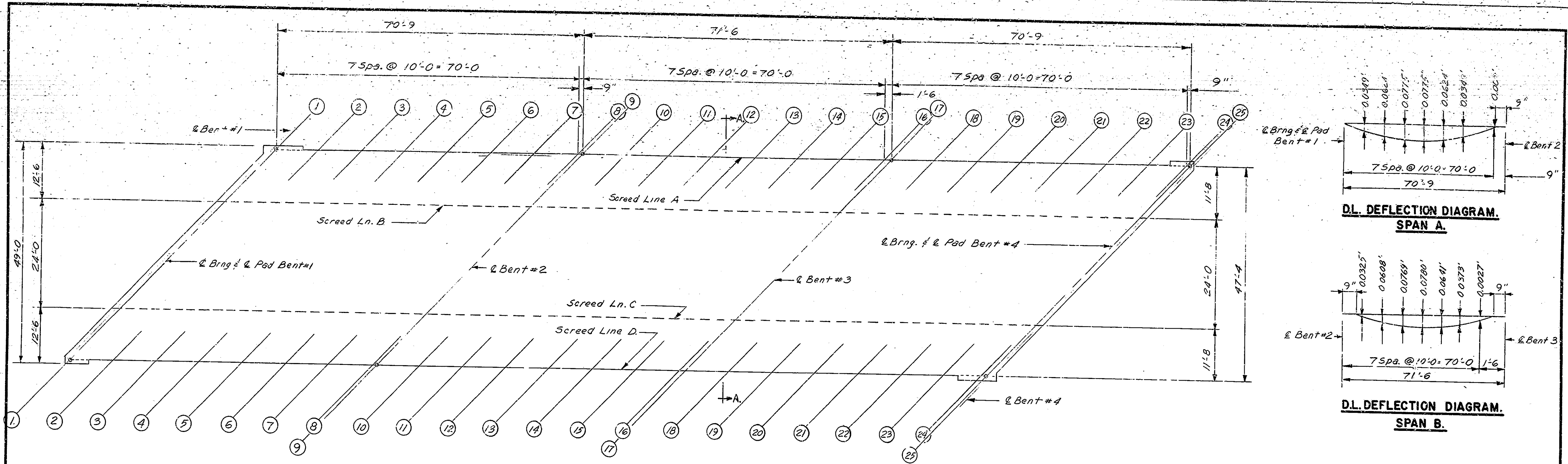
PROJECT: S-362(10)

BRIDGE CONTRACT NO. B-10941

BRIDGE FILE: 56-72-2471

MARCH 1, 1974

DESIGNED: J.L.G. C.K.D. G.E.K.
DRAWN: J.L.G. C.K.D. G.E.K.
TRACED: C.T.D.



PLAN
3/32" = 1'-0"

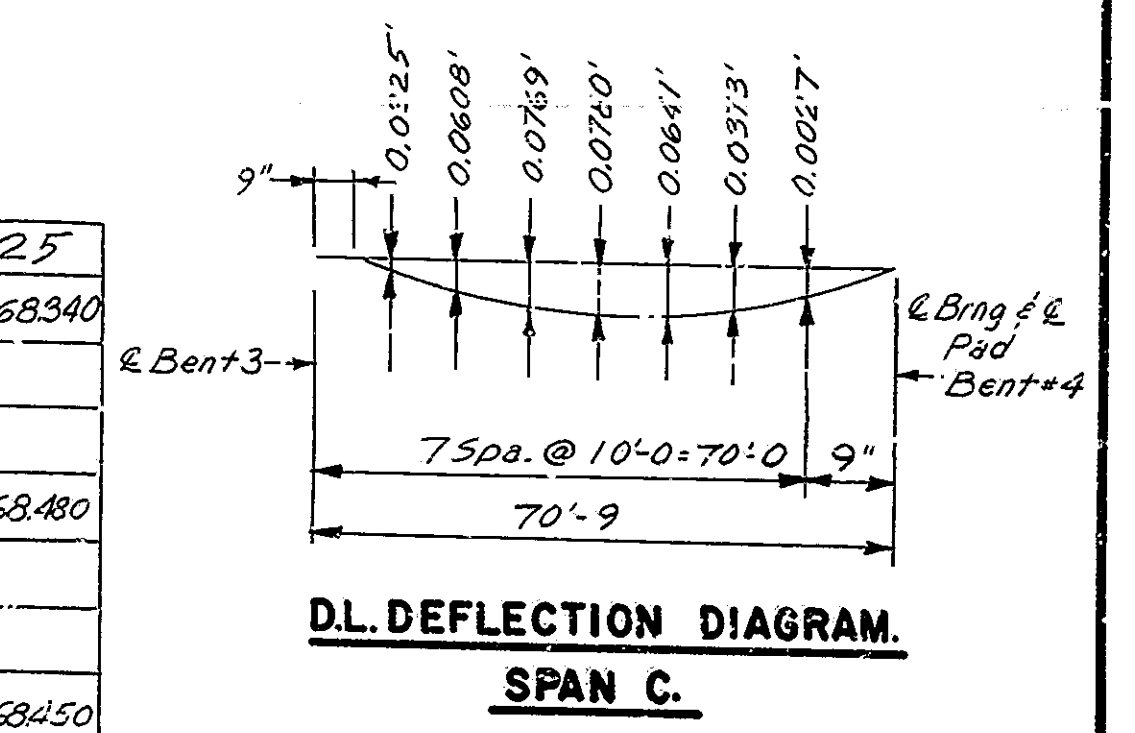
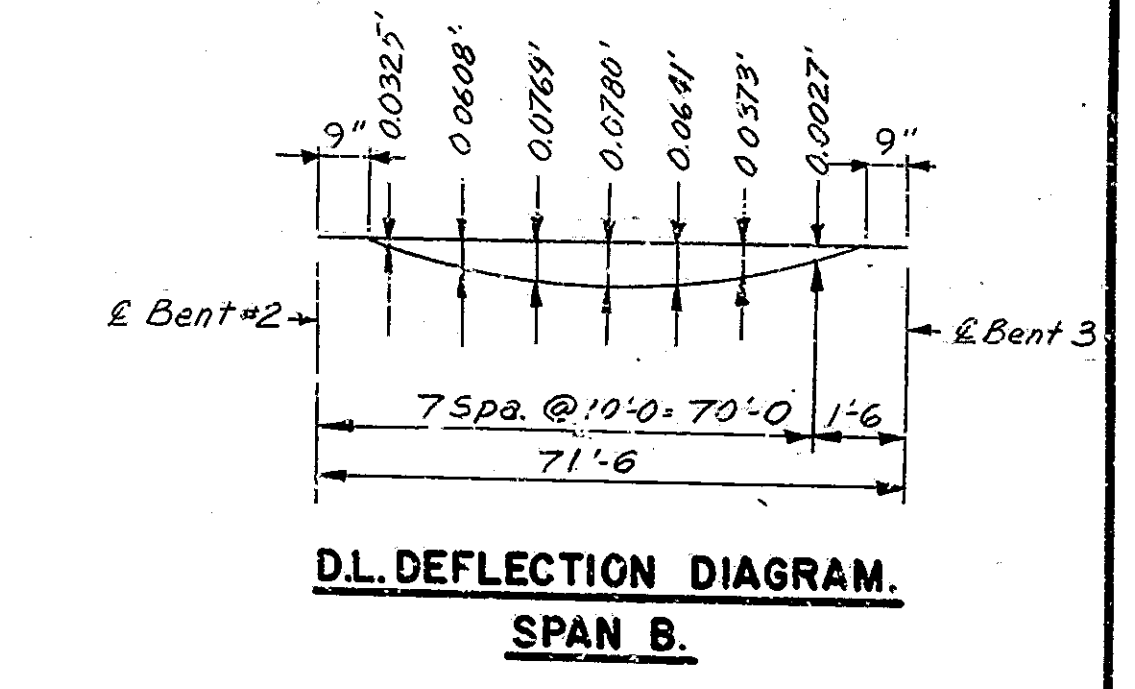
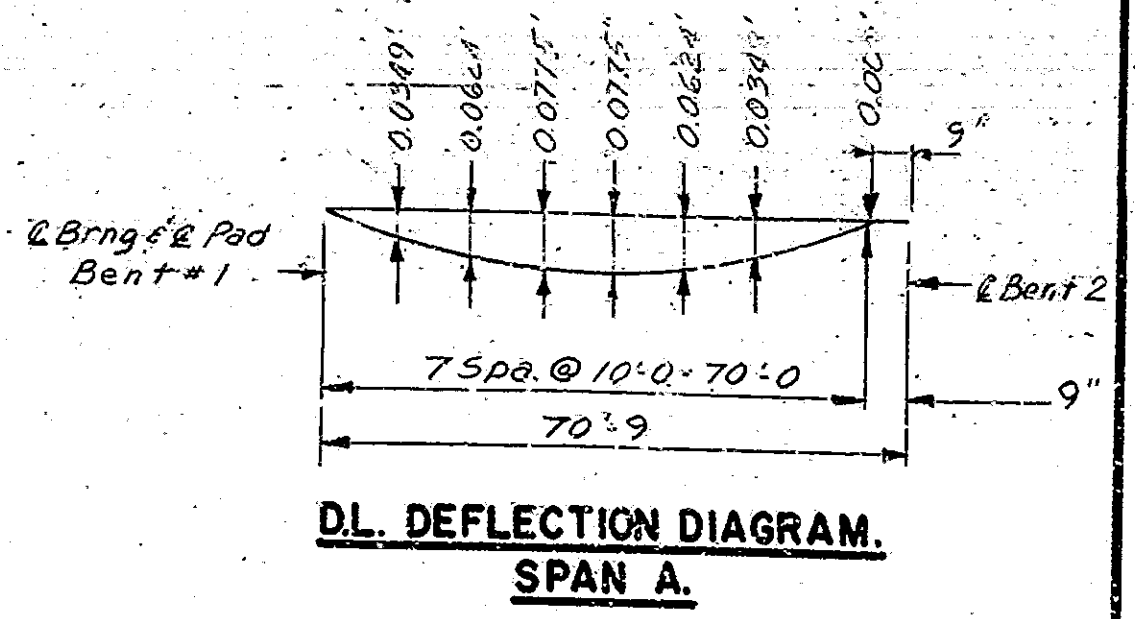


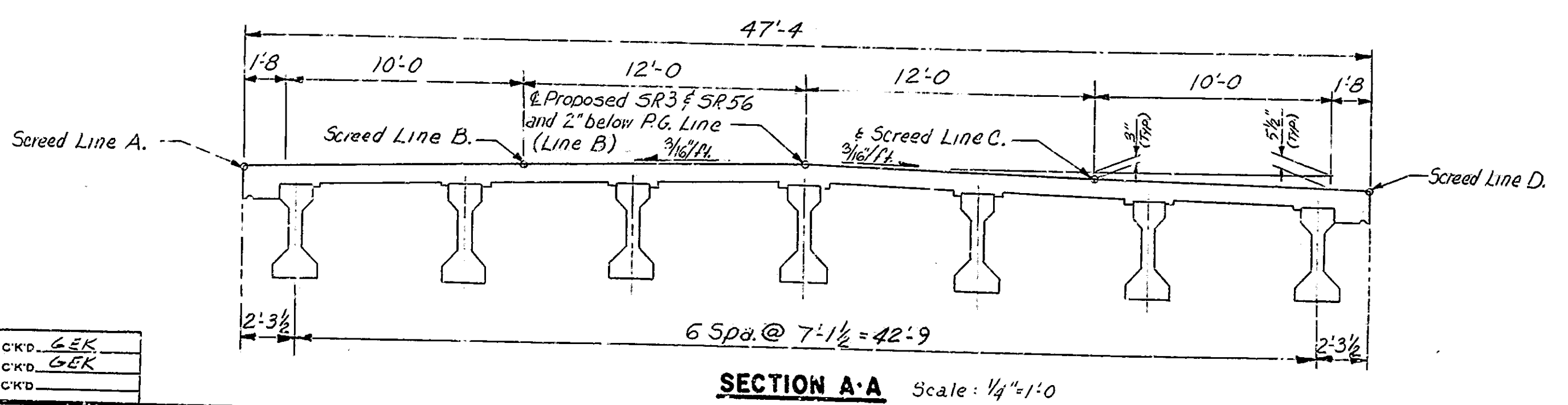
TABLE OF ELEVATIONS

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25
A. Elevation Top of Coping Form.	666.695	666.845	666.985	667.105	667.210	667.295	667.365	667.425	667.430	667.555	667.665	667.765	667.845	667.905	667.945	667.980	667.985	668.080	668.165	668.235	668.290	668.320	668.355	668.340	668.340
Distance from Top of Beam to Top of Coping Form.																									
B. Elevation Top of Adjacent Beam.	666.735	666.890	667.035	667.165	667.270	667.360	667.435	667.500	667.505	667.630	667.750	667.850	667.935	668.000	668.045	668.080	668.090	668.190	668.280	668.355	668.410	668.450	668.470	668.480	668.480
Distance from Top of Adjacent Beam to Top of Screed.																									
C. Elevation Top of Screed.	666.435	666.595	666.750	666.885	667.005	667.105	667.185	667.260	667.265	667.400	667.530	667.640	667.730	667.805	667.860	667.905	667.915	668.025	668.125	668.210	668.285	668.350	668.400	668.445	668.450
Distance from Top of Adjacent Beam to Top of Screed																									
D. Elevation Top of Coping Form.	666.095	666.265	666.420	666.560	666.685	666.790	666.875	666.950	666.960	667.100	667.230	667.345	667.440	667.520	667.580	667.630	667.640	667.750	667.855	667.945	668.020	668.090	668.155	668.220	668.225
Distance from Top of Beam to Top of Coping Form.																									

Note: Elevations are top of overlay
Subtract 2 inches to obtain top of concrete elevation

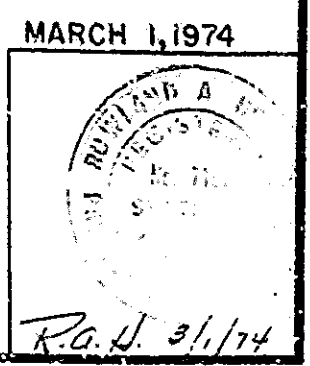
SCREED NOTES

- After the concrete beams are set, take elevations at all the screed points on the top of beams adjacent to the screed point. Subtract these elevations from tabulated elevations and use the resulting dimensions as the height for setting the screed or coping form above that point. This dimension remains constant regardless of how much or in what order the concrete is poured. Do not set screed or coping forms by leveling.
- No concrete is to be poured until the above operations are completed.



SCREDS
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED
SUBMITTED FOR APPROVAL: *Lawrence A. Hummel*
DRAWING: C12 OF 12 SHEET 24 OF 97
PROJECT: S-362(10)
BRIDGE CONTRACT NO. B-10941
BRIDGE FILE: 56-72-2471



DESIGNED: DAO CKD: GEK
DRAWN: DAO CKD: GEK
TRACED: CKD

ITEM	CONCRETE					STRUCTURE QUANTITIES													
	CLASS C SUPERSTR	CLASS A SUBSTR	CLASS B		CONCRETE RAILING CLASS C	REINF. STEEL TOTAL	PRESTRESSED CONCRETE TYPE I BEAM	ANCHOR RODS MK-AR	ANCHOR PLATES MK-AP	PILES				FOUNDATION EXCAVATION (UNCLASS)	CAST IRON, GRATES, BASINS, & FITTINGS	B-BORROW	GUARD RAIL TYPE D	TYPE A EXP JT.	6" O. C. DRAIN PIPE
			ABOVE FTG.	IN. FTG.						UNTREATED TIMBER	TREATED TIMBER	STEEL ENCASED	STEEL H BEARING						
CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	CU. YDS.	
SUBSTRUCTURE																			
BENT 1		90.3				5183													
BENT 2		42.5	55.5	36.3		27,999													
BENT 3		42.5	55.5	36.3		27,999													
BENT 4		47.8				5164													
SUPERSTRUCTURE	340.6				37.6	93,845	1491										137	145	
TOTALS	340.6	183.1	111.0	72.6	37.6	160,190	1491										137	145	

APPROACH TABLE													
LOCATION	DESCRIPTION	WIDTH	RADI	GRADE	LENGTH	DIST. BEYOND	EXCAVATION (CY)	BITUM. SURFACE	BITUM. BASE	COMP. AGG. BASE	DEPTH	TONS	TONS
LT/RT STATION		FT.	FT.	%	FT.	FT.	CUT	FILL	#/SQ. YD.	#/SQ. YD.	IN.	TONS	TONS
RT 193+21 (B)	CL. V. FLD. ENT.	12		-10%	103	36		356					
LT 200+25 (B)	CL. II DR.	12		-4%	8			3	110			220	2
LT 211+40 (B)	CL. II DR.	12		-10%	242	84		5461	110	18		220	36
LT 214+67.78 (B)	Pub Rd App Type B	22		8%	112		13	3089	110	39		660	152
RT 214+67.78 (B)	CL. II DR.	12		-10%	318	180		8392	110	24		220	48
RT 227+60 (B)	Pub Rd App Type B	22		8%	104		125	2065	110	42		660	201
RT 230+17 (B)	CL. II DR.	12		-10%	72			138	110	6		220	11
LT 230+76 (B)	CL. II DR.	12		-10%	43			7	110	4		220	7
LT 233+04 (B)	CL. II DR.	12		-4%	31			4	110	3		220	5
RT 234+37 (B)	CL. II DR.	12		-10%	51	24		294	110	4		220	9
RT 234+80 (B)	CL. IV COMM. DR.	40		-4%	19				110	5		220	9

PAVED SIDE DITCH & SODDING SUMMARY															
LT OR RT	STATION TO STATION	TYPE	PAVED SIDE DITCH (LIN. FT.)				SODDING (SQ. YD.)								
			PAY LENGTH	NO. OF LUGS	PAY LENGTH	CUT OFF WALLS	PAY LENGTH	TOTAL PAY LENGTH	FOR PSD	FOR DITCHES	SHOULDERS	OTHER	TOTAL SOD		
LT	195+75 TO 200+90 (LN.B)														
LT	201+91 TO 205+00 (LN.B)	A	309	4	16	1	5	330	92					904	904
LT	205+00 TO 207+99 (LN.B)	B	299	2	8	1	5	302	89					89	89
LT	207+99 TO 210+36 (LN.B)													219	219
LT	210+36 TO 211+44.2 (LN.B)	B	28				2	10	38	8				8	8
LT	211+44.2 TO 222+75 (LN.B)													135	135
LT	212+75 TO 218+25 (LN.B)	B	399	3	12	4	20	431	118					118	118
LT	AT BENT 1													886	886
LT	AT BENT 4													417	417
LT	225+27 TO 230+25 (LN.B)	A	545	3	12	3	15	572	162					162	162
LT	AT HOUSE													500	500
RT	195+25 TO 199+87 (LN.B)													678	678
RT	207+59 TO 211+50 (LN.B)	A	351	2	8	1	5	364	104					104	104
RT	211+50 TO 222+25 (LN.B)	B	1015	6	24	3	15	1006	277					277	277
RT	225+27 TO 226+17 (LN.B)	B	195	3	12	1	5	212	58					58	58
RT	AT BENT 1													226	226
RT	AT BENT 4													272	272
RT	227+54 TO 228+75 (LN.B)	B	97				2	107	29					29	29
RT	228+75 TO 230+60 (LN.S)													165	165
RT	AT HOUSE													566	566
RT	AT HOUSE													200	200
LT	45+52.2 TO 46+75 (LN.S)													97	97
LT	47+20 TO 47+50 (LN.S)													24	24
LT	47+50 TO 48+25 (LN.S)	A	75	2	8	2	10	95	22					22	22
LT	50+75 TO 51+30 (LN.S)													45	45
LT	51+75 TO 52+60 (LN.S)	A	85	1	4	2	10	99	25					25	25
RT	51+91 TO 52+60 (LN.S-2-B)													56	56

* SEE SHOULDER SODDING TABLE BELOW

APPROACH TABLE CONT'D													
LOCATION	DESCRIPTION	WIDTH	RADI	GRADE	LENGTH	DIST. BEYOND	EXCAVATION (CY)	BITUM. SURFACE	BITUM. BASE	COMP. AGG. BASE	DEPTH	TONS	TONS
LT/RT STATION		FT.	FT.	%	FT.	FT.	CUT	FILL	#/SQ. YD.	#/SQ. YD.	IN.	TONS	TONS
RT 46+00 (S-2-B)	CL. II DR.	12		-10%	89	65		21	110	7		220	16
LT 47+00 (S-1-B)	CL. II DR.	12		-10%	41	12		36	110	3		220	6
LT 50+50 (S-2-B)	CL. II DR.	12		-10%	107	17		3223	110	9		220	18

STRUCT. NO.	LOCATION	SIZE	APPROACH DESCRIPTION		STRUCTURES			REMARKS
			KIND	LENGTH LIN. FT.	GAUGE	METHOD OF BACKFILL	PIPE END SECT. EACH	
1	200+36 LT. LINE B	18"	GROUP "D"	24	0.064"	B	2	CLASS II DRIVE
2	208+24 LT. LINE B	36"	GROUP "C"	280	0.064"	A	2	
3	210+86 LT. LINE B	36"	GROUP "C"	300	0.064"	A	2	
4	211+2 LT. LINE B	18"	GROUP "E"	106	0.064"	B	2	CLASS II DRIVE
5	223+81 RT. LINE B	12"	STANDARD INLET TYPE D6 & FB.C.C.S. W/D	35	0.064"		1	1" 18" 00' BEND REQ'D.
6	223+97 LT. LINE B	6"	PERF. F.B.C.C.S.	110	0.052"			1" PIPE SCREEN END PIECE REQ'D.
7	226+79 RT. LINE B		SPECIAL E-7 INLET					SPECIAL INLET INV. EL. = 626.6, INL. EL. = 635.0
8	226+17 LT. LINE S	6"	PERF. F.B.C.C.S.	110	0.052"			1" PIPE SCREEN END PIECE REQ'D.
9	230+28 RT. LINE B	18"	GROUP "D"	26	0.064"	B	2	CLASS II DRIVE
10	230+76 LT. LINE B	18"	GROUP "D"	34	0.064"	B	2	CLASS II DRIVE
11	233+04 LT. LINE B	18"	GROUP "D"	194	0.064"	B	2	CLASS II DRIVE
12	48+50 LT. LINE S+B	18"	GROUP "E"	151	0.064"	B	2	COUNTY ROAD
13	51+43 LT. LINE S+B	18"	GROUP "D"	108	0.064"	B	2	COUNTY ROAD
14	52+65 LT. LINE S+B	18"	GROUP "D"	59	0.064"	B	2	CLASS II DRIVE
15	50+63 LT. LINE S-2-B	18"	GROUP "D"	24	0.064"	B	2	CLASS II DRIVE
16	52+16 LT. LINE S-2-B	36"	GROUP "D"	82	0.064"	B	2	COUNTY ROAD
TOTALS								Total of Reinforcing Steel Carried to "Structure Quantities"

UNDERDRAIN TABLE						
LT OR RT	STATION TO STATION	6" GROUP "K" PIPE LIN. FT.	6" NPBCCS PIPE LIN. FT.	PIPE SCR. END SECT. EACH	AGGREGATE CU. YDS.	REMARKS
LT	189+00 TO 202+40 (LN.B)	340			21	CONNECT TO 6" NPBCCS
LT	AT 202+40 (LN. B)		38	1		CONNECT TO 3 BOT DITCH LT.
LT	215+00 TO 223+88.99 (LN.B)	888.99			54	CONNECT TO 6" NPBCCS
LT	AT 215+00 (LN. B)		126	1		CONNECT TO 3 BOT DITCH LT.
LT	227+50 TO 226+49.01 (LN.B)	100.99			3	CONNECT TO 6" NPBCCS
LT	AT 226+49.01 (LN. B)		109	1		CONNECT TO 3 BOT DITCH LT.
LT	227+50 TO 231+50 (LN.B)	400			24	CONNECT TO SP. UNDERDRN.
LT	231+50 TO 232+00 (LN.B)	50			7	CONNECT TO 6" NPBCCS
LT	235+00 TO 235+00 (LN.B)	300			44	CONNECT TO 6" NPBCCS
LT	AT 235+00 (LN. B)		89	1		CONNECT TO TOE OF SLOPE
LT	235+00 TO 236+83.5 (LN.B)	183.5			11	
RT	189+00 TO 208+03 (LN.B)				116	CONNECT TO 36" PIPE
RT	208+03 TO 210+35 (LN.B)				18	CONNECT TO 36" PIPE
RT	223+64.99 TO 210+95 (LN.B)				73	CONNECT TO 36" PIPE
RT	234+90 TO 236+83.5 (LN.B)				12	
* SPECIAL GRADE UNDERDRAIN TOTAL		5922	362	4	391	

SODDING FOR SHOULDERS		
LT OR RT	STATION TO STATION	SODDING (SQ. YDS)
LT	202+16 TO 214+25 (LN. B)	354
LT	214+80 TO 224+16.92 (LN. B)	278
LT	226+16.28 TO 234+50 (LN. B)	238
RT	192+24 TO 194+50 (LN. B)	62
RT	200+00 TO 223+67.74 (LN. B)	697
RT	225+97.08 TO 227+20 (LN. B)	36
RT	227+50 TO 234+40 (LN. B)	195

SUMMARY
INDIANA STATE HIGHWAY COMMISSION

DECEMBER 1, 1971

CONSTRUCTION IDENTIFICATION: EAL 1
SIGN: * Signs XM-6
SIGN: * Signs XM-7
SIGN: * Signs XM-8

* Not a pay item. Place as directed by the engineer.

SUMMARIZED JJG ckd DAO
TRACED DAO ckd GEX

NOTES:
Weight of Spirals includes weight of 1/2 extra turns top and bottom.
Spacers and 1/2 turns of laps included in cost of Spiral.
*** The weight of structural steel is approximate only, and it shall be the Contractor's responsibility to determine the weight on which he bases his bid.
For Test Bar Samples See Bridge Standard C1.

Rev. 4-29-77; Comp. Agg. Base Quantities
Rev. 8-4-75; Paved Side Ditch Type B Sta. 211+50 to Sta. 222+25
18" Group D pipe Class II Dr. Quantities Sta. 214+67.78
Rev. 3-18-75 Conc. & Reinf. @ Bent 2 & 3
Rev. 1-16-75 Cl. II Drive @ 282+84 Deleted.

SUBMITTED FOR APPROVAL *Richard A. Howard*

PROJECT: S-362 (10) SHEET 25 OF 97
CONTRACT NO: B-10941
BRIDGE FILE: 56-72-2471

MARCH 1, 1974
STATE OF INDIANA
BRIDGE FILE: 56-72-2471

