

INDEX			
PROJECT	STRUCTURE	TYPE	CONTRACT NO.
I-65 (N.B.)	I-65 (N.B.)	CONCRETE	6-9862
I-65 (S.B.)	I-65 (S.B.)	CONCRETE	6-9862
C-D	C-D	CONCRETE	6-9862

SHEET NO.	SHEET DESCRIPTION	SUBJECT
1	GENERAL NOTES	GENERAL NOTES
2	SECTION 1	SECTION 1
3	SECTION 2	SECTION 2
4	SECTION 3	SECTION 3
5	SECTION 4	SECTION 4
6	SECTION 5	SECTION 5
7	SECTION 6	SECTION 6
8	SECTION 7	SECTION 7
9	SECTION 8	SECTION 8
10	SECTION 9	SECTION 9
11	SECTION 10	SECTION 10
12	SECTION 11	SECTION 11
13	SECTION 12	SECTION 12
14	SECTION 13	SECTION 13
15	SECTION 14	SECTION 14
16	SECTION 15	SECTION 15
17	SECTION 16	SECTION 16
18	SECTION 17	SECTION 17
19	SECTION 18	SECTION 18
20	SECTION 19	SECTION 19
21	SECTION 20	SECTION 20
22	SECTION 21	SECTION 21
23	SECTION 22	SECTION 22
24	SECTION 23	SECTION 23
25	SECTION 24	SECTION 24
26	SECTION 25	SECTION 25
27	SECTION 26	SECTION 26
28	SECTION 27	SECTION 27
29	SECTION 28	SECTION 28
30	SECTION 29	SECTION 29
31	SECTION 30	SECTION 30
32	SECTION 31	SECTION 31
33	SECTION 32	SECTION 32
34	SECTION 33	SECTION 33
35	SECTION 34	SECTION 34
36	SECTION 35	SECTION 35
37	SECTION 36	SECTION 36
38	SECTION 37	SECTION 37
39	SECTION 38	SECTION 38
40	SECTION 39	SECTION 39
41	SECTION 40	SECTION 40
42	SECTION 41	SECTION 41
43	SECTION 42	SECTION 42
44	SECTION 43	SECTION 43
45	SECTION 44	SECTION 44
46	SECTION 45	SECTION 45
47	SECTION 46	SECTION 46
48	SECTION 47	SECTION 47
49	SECTION 48	SECTION 48
50	SECTION 49	SECTION 49
51	SECTION 50	SECTION 50
52	SECTION 51	SECTION 51
53	SECTION 52	SECTION 52
54	SECTION 53	SECTION 53
55	SECTION 54	SECTION 54
56	SECTION 55	SECTION 55
57	SECTION 56	SECTION 56
58	SECTION 57	SECTION 57
59	SECTION 58	SECTION 58
60	SECTION 59	SECTION 59
61	SECTION 60	SECTION 60
62	SECTION 61	SECTION 61
63	SECTION 62	SECTION 62
64	SECTION 63	SECTION 63
65	SECTION 64	SECTION 64
66	SECTION 65	SECTION 65
67	SECTION 66	SECTION 66
68	SECTION 67	SECTION 67
69	SECTION 68	SECTION 68
70	SECTION 69	SECTION 69
71	SECTION 70	SECTION 70
72	SECTION 71	SECTION 71
73	SECTION 72	SECTION 72
74	SECTION 73	SECTION 73
75	SECTION 74	SECTION 74
76	SECTION 75	SECTION 75
77	SECTION 76	SECTION 76
78	SECTION 77	SECTION 77
79	SECTION 78	SECTION 78
80	SECTION 79	SECTION 79
81	SECTION 80	SECTION 80
82	SECTION 81	SECTION 81
83	SECTION 82	SECTION 82
84	SECTION 83	SECTION 83
85	SECTION 84	SECTION 84
86	SECTION 85	SECTION 85
87	SECTION 86	SECTION 86
88	SECTION 87	SECTION 87
89	SECTION 88	SECTION 88
90	SECTION 89	SECTION 89
91	SECTION 90	SECTION 90
92	SECTION 91	SECTION 91
93	SECTION 92	SECTION 92
94	SECTION 93	SECTION 93
95	SECTION 94	SECTION 94
96	SECTION 95	SECTION 95
97	SECTION 96	SECTION 96
98	SECTION 97	SECTION 97
99	SECTION 98	SECTION 98
100	SECTION 99	SECTION 99
101	SECTION 100	SECTION 100

STATE OF INDIANA  
INDIANA STATE HIGHWAY COMMISSION

**BRIDGE PLANS**  
**FOR SPANS OVER 20 FEET ON**

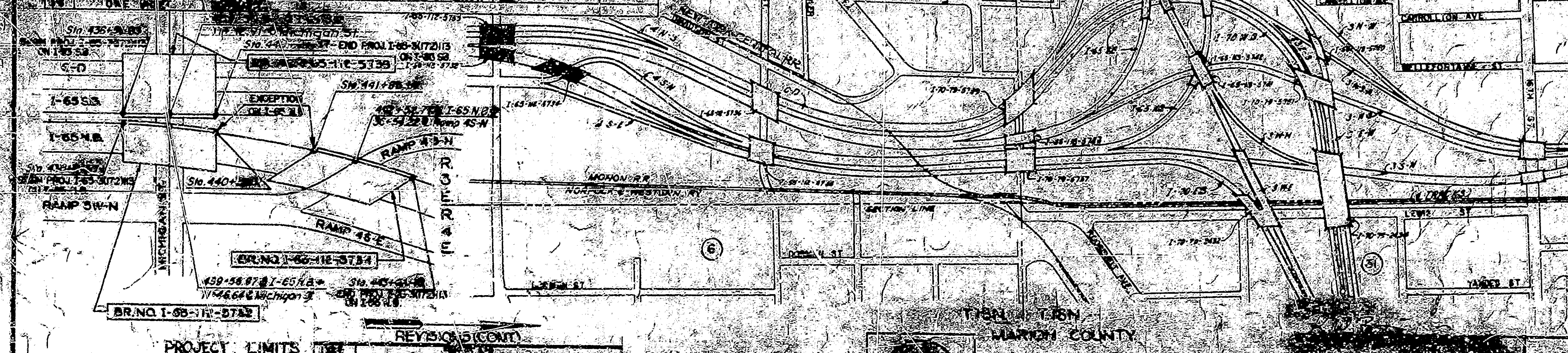
F.A. PROJECT NO. I-65  
I-65 (N.B.) OVER MICHIGAN ST.  
I-65 (S.B.) AND C-D OVER MICHIGAN ST.  
I-65 (N.B.) OVER RAMP 4S-N

I-65-112-5732: BEGINNING AT A POINT ON E. OF PROPOSED I-65 (N.B.) APPROX. 300 FT. SOUTH OF ITS INTERSECTION WITH E. OF EXISTING HIGHWAY ST. AND EXTENDING NORTH A DISTANCE OF APPROXIMATELY 100 FT. TO A POINT ON E. OF PROPOSED I-65 (N.B.) APPROXIMATELY 100 FT. NORTH OF ITS INTERSECTION WITH E. OF MICHIGAN ST. ALL IN SECTION 1, T. 8N, R. 3E, CENTER TOWNSHIP, MARION COUNTY.

I-65-112-5733: BEGINNING AT A POINT ON E. OF PROPOSED I-65 (S.B.) APPROX. 75 FT. SOUTH OF ITS INTERSECTION WITH E. OF EXISTING MICHIGAN ST. AND EXTENDING NORTH A DISTANCE OF APPROXIMATELY 100 FT. TO A POINT ON E. OF PROPOSED I-65 (S.B.) APPROXIMATELY 100 FT. NORTH OF ITS INTERSECTION WITH E. OF EXISTING MICHIGAN ST. ALL IN SECTION 1, T. 8N, R. 3E, CENTER TOWNSHIP, MARION COUNTY.

I-65-112-5734: BEGINNING AT A POINT ON E. OF PROPOSED I-65 (N.B.) APPROX. 400 FT. SOUTH OF ITS INTERSECTION WITH E. OF PROPOSED RAMP 4S-N AND EXTENDING NORTH A DISTANCE OF APPROXIMATELY 100 FT. TO A POINT ON E. OF PROPOSED I-65 (N.B.) APPROXIMATELY 100 FT. NORTH OF ITS INTERSECTION WITH E. OF EXISTING MICHIGAN ST. ALL IN SECTION 1, T. 8N, R. 3E, CENTER TOWNSHIP, MARION COUNTY.

SECTION	HALFWAY LENGTH	BRIDGE LENGTH	TOTAL LENGTH	GRADE
I-65-112-5732	NONE	0.00	0.00	+0.22%
I-65-112-5733	NONE	0.00	0.00	-0.28%
I-65-112-5734	NONE	0.00	0.00	+0.98%



INDIANA STATE HIGHWAY COMMISSION  
STANDARD SPECIFICATIONS DATED 1974  
TO BE USED WITH THESE PLANS

REVISIONS (CONT.)

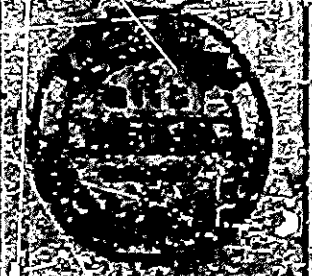
NO.	DATE	DESCRIPTION
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2	11/14/74	ISSUED FOR BIDDING
3	11/14/74	ISSUED FOR BIDDING
4	11/14/74	ISSUED FOR BIDDING
5	11/14/74	ISSUED FOR BIDDING
6	11/14/74	ISSUED FOR BIDDING
7	11/14/74	ISSUED FOR BIDDING
8	11/14/74	ISSUED FOR BIDDING
9	11/14/74	ISSUED FOR BIDDING
10	11/14/74	ISSUED FOR BIDDING

INDEX CONTINUED  
STANDARD DRAWINGS

SHEET NO.	SHEET DESCRIPTION	SUBJECT
1	GENERAL NOTES	GENERAL NOTES
2	SECTION 1	SECTION 1
3	SECTION 2	SECTION 2
4	SECTION 3	SECTION 3
5	SECTION 4	SECTION 4
6	SECTION 5	SECTION 5
7	SECTION 6	SECTION 6
8	SECTION 7	SECTION 7
9	SECTION 8	SECTION 8
10	SECTION 9	SECTION 9
11	SECTION 10	SECTION 10
12	SECTION 11	SECTION 11
13	SECTION 12	SECTION 12
14	SECTION 13	SECTION 13
15	SECTION 14	SECTION 14
16	SECTION 15	SECTION 15
17	SECTION 16	SECTION 16
18	SECTION 17	SECTION 17
19	SECTION 18	SECTION 18
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21	SECTION 20	SECTION 20
22	SECTION 21	SECTION 21
23	SECTION 22	SECTION 22
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25	SECTION 24	SECTION 24
26	SECTION 25	SECTION 25
27	SECTION 26	SECTION 26
28	SECTION 27	SECTION 27
29	SECTION 28	SECTION 28
30	SECTION 29	SECTION 29
31	SECTION 30	SECTION 30
32	SECTION 31	SECTION 31
33	SECTION 32	SECTION 32
34	SECTION 33	SECTION 33
35	SECTION 34	SECTION 34
36	SECTION 35	SECTION 35
37	SECTION 36	SECTION 36
38	SECTION 37	SECTION 37
39	SECTION 38	SECTION 38
40	SECTION 39	SECTION 39
41	SECTION 40	SECTION 40
42	SECTION 41	SECTION 41
43	SECTION 42	SECTION 42
44	SECTION 43	SECTION 43
45	SECTION 44	SECTION 44
46	SECTION 45	SECTION 45
47	SECTION 46	SECTION 46
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58	SECTION 57	SECTION 57
59	SECTION 58	SECTION 58
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61	SECTION 60	SECTION 60
62	SECTION 61	SECTION 61
63	SECTION 62	SECTION 62
64	SECTION 63	SECTION 63
65	SECTION 64	SECTION 64
66	SECTION 65	SECTION 65
67	SECTION 66	SECTION 66
68	SECTION 67	SECTION 67
69	SECTION 68	SECTION 68
70	SECTION 69	SECTION 69
71	SECTION 70	SECTION 70
72	SECTION 71	SECTION 71
73	SECTION 72	SECTION 72
74	SECTION 73	SECTION 73
75	SECTION 74	SECTION 74
76	SECTION 75	SECTION 75
77	SECTION 76	SECTION 76
78	SECTION 77	SECTION 77
79	SECTION 78	SECTION 78
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91	SECTION 90	SECTION 90
92	SECTION 91	SECTION 91
93	SECTION 92	SECTION 92
94	SECTION 93	SECTION 93
95	SECTION 94	SECTION 94
96	SECTION 95	SECTION 95
97	SECTION 96	SECTION 96
98	SECTION 97	SECTION 97
99	SECTION 98	SECTION 98
100	SECTION 99	SECTION 99

DESIGNED BY  
JAMES D. WATKINS  
INDIANAPOLIS, IND.  
ENGINEERS

PREPARED AND SUBMITTED FOR APPROVAL BY  
FREDERICK B. QUINN  
INDIANAPOLIS, IND.  
ENGINEER





INDEX (CONT)

SHEET NO.	SHEET DESIGNATION	SUBJECT
IA	ONE SHEET	INDEX (CONT) & NOTES
IB	ONE SHEET	TYPICAL CROSS SECTIONS
IC	ONE SHEET	TYPICAL CROSS SECTIONS
ID	ONE SHEET	TYPICAL CROSS SECTIONS
IE	ONE SHEET	TYPICAL CROSS SECTIONS
IF	ONE SHEET	HORIZONTAL ALIGNMENT DETAILS
IG	ONE SHEET	PLAN & ALIGNMENT N#1
IH	ONE SHEET	PROFILE I-65-NB
II	ONE SHEET	PROFILE I-65-SB & RAMP 3N-5'
IJ	ONE SHEET	PROFILE RAMP 4S-E'
IK	ONE SHEET	PROFILE RAMP 4S-N'
IL	ONE SHEET	DRAINAGE N#1
IM	ONE SHEET	MICHIGAN STREET CONSTRUCTION DETAILS
IN	ONE SHEET	APPROACH TABLE
IO	ONE SHEET	RELOCATED STORM & SANITARY SEWERS N#1
IP	ONE SHEET	DETAILS
IQ	RD. SHEET N#120	EXISTING UTILITIES RD. PROJ. I-65-3(103)113
IR	RD. SHEET N#127	RELOCATED UTILITIES RD. PROJ. I-65-3(103)113
IS	RD. SHEET N#136	TRAVERSE SEC. K RD. PROJ. I-65-3(103)113
IT	RD. SHEET N#139	TRAVERSE SEC. K RD. PROJ. I-65-3(103)113
IU	RD. SHEET N#140	TRAVERSE SEC. K RD. PROJ. I-65-3(103)113
IV	RD. SHEET N#141	SEC. K ELEV. & DESCRIPTIONS RD. PROJ. I-65-3(103)113
INA	ONE SHEET	DETAILS

GENERAL NOTES

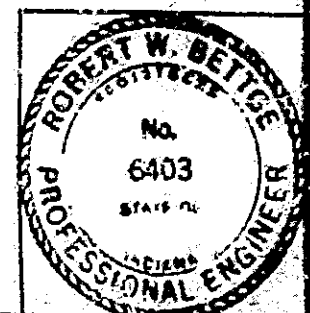
These Plans show only a Graphical Representation of the Right-of-Way. For a complete description of the location & type of Right-of-Way see the plans for Proj. I-65-3(172)113 R/W & the legal description for the individual parcels.

INDEX (CONT) & NOTES  
INDIANA STATE HIGHWAY COMMISSION

SCALE:-

DATE:- JUNE 14, 1974  
*Robert W. Betge*

DRAWING: OF SHEET: IA OF 70  
PROJECT:- I-65-3(172)113  
CONTRACT NO. B-9862  
BRIDGE FILE:- I-65-112-5732;5733;5734

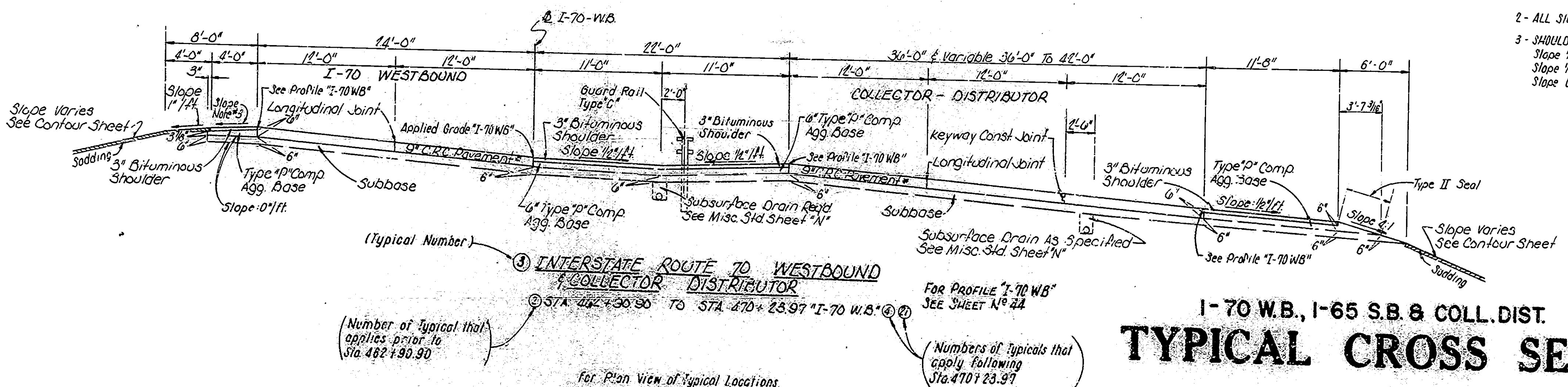
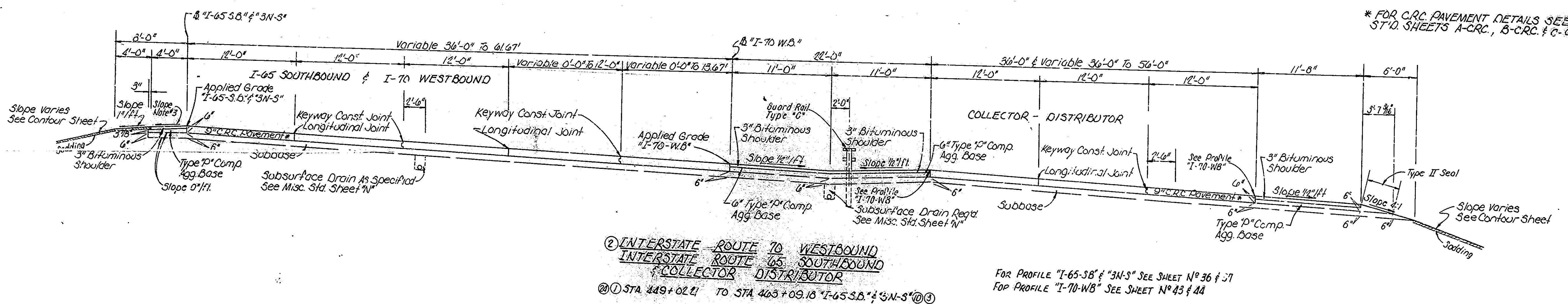
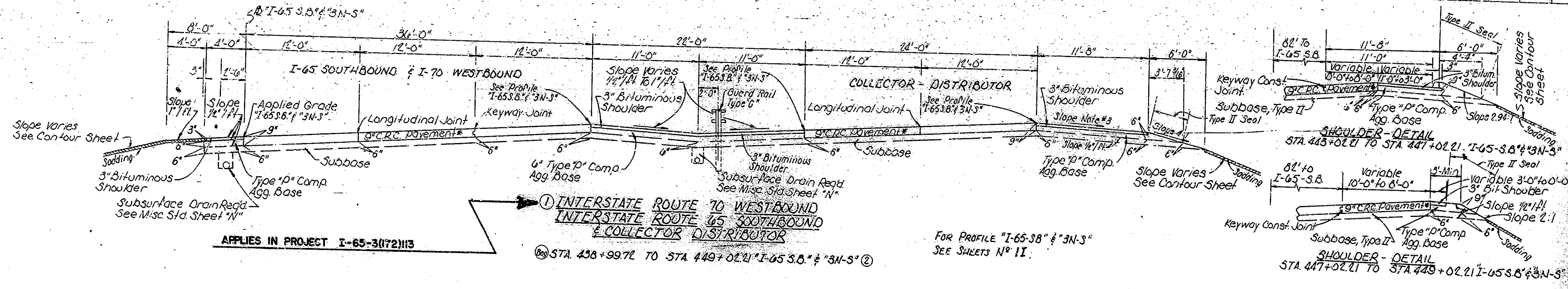


DESIGNED: CKD  
DRAWN: P.M. G.H. T.C.K.D. J.W.G.K.T.A.  
TRACED: CKD

Rev 7-9-74 Index (cont)



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-577	1974	18	70



I-70 W.B., I-65 S.B. & COLL. DIST.  
**TYPICAL CROSS SECTIONS**

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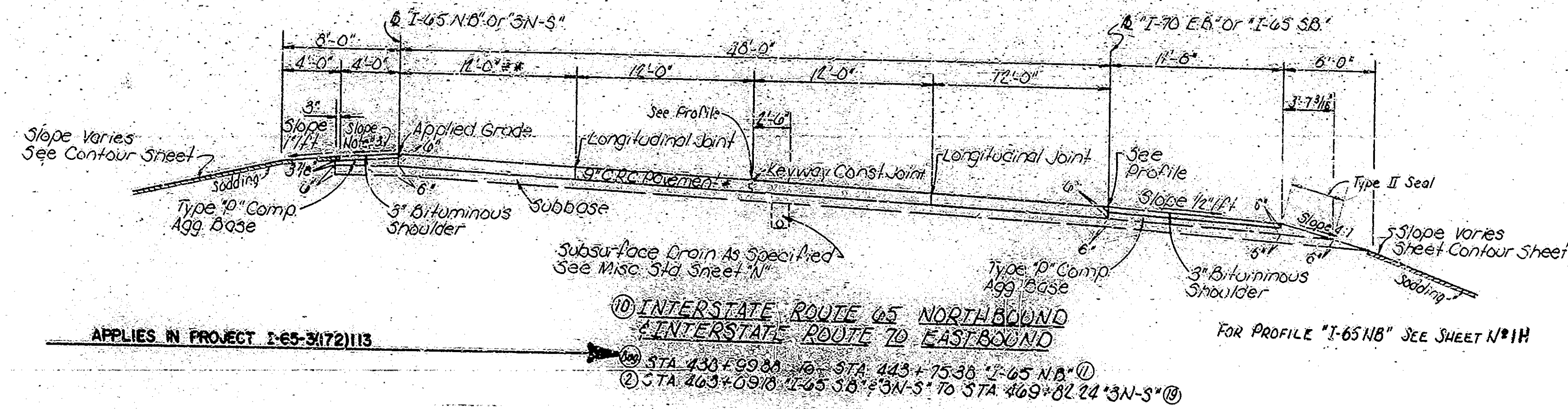
FOR INFORMATION ONLY

SUBMITTED FOR APPROVAL 12-19-68

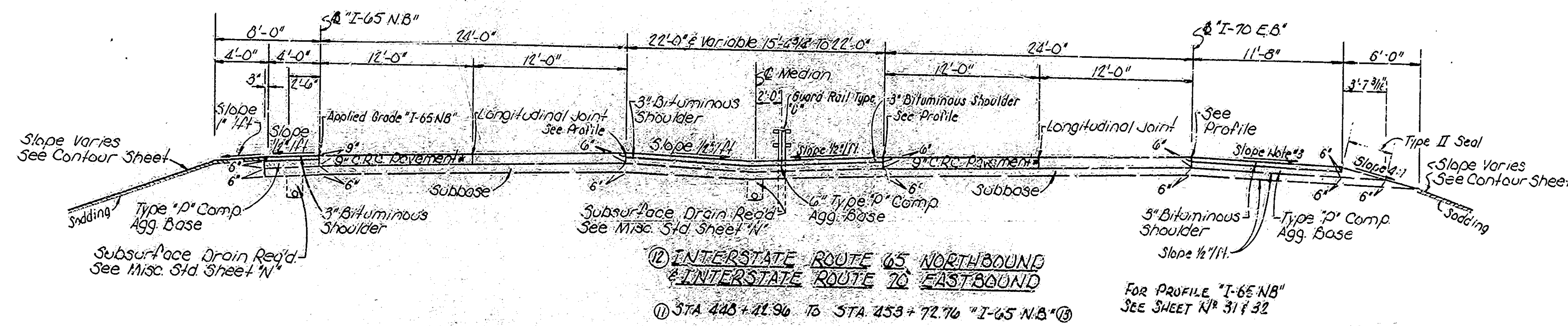
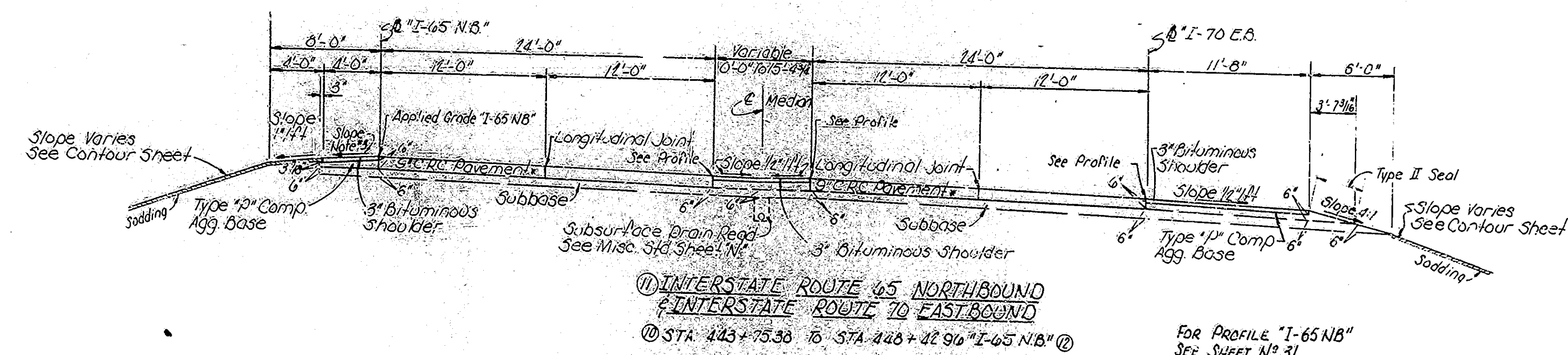
U.H.P. Johnson



FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172) 113	1974	1C	70



- \*\* Variable 0'-0" To 12'-0"  
For Sta. 463+62.24 To  
Sta. 462+62.24 "3N-S"
- \* FOR C.R.C. PAVEMENT DETAILS SEE  
STD. SHEETS A-C.R.C., B-C.R.C. & C-C.R.C.
- NOTES: 1- ALL TYPICAL CROSS SECTIONS ARE  
SHOWN IN THE DIRECTION OF TRAFFIC.  
2- ALL SIDE SLOPES ARE TO BE SODDED.  
3- SHOULDER SLOPES  
Slope 1/4" / 1' For tangent to 1°29.99'  
Slope 1/4" / 1' For 1°30' to 1°59.99'  
Slope 0" / 1' For 2°00' & Over



# I-65 NB & I-70 EB. TYPICAL CROSS SECTIONS

FOR INFORMATION ONLY

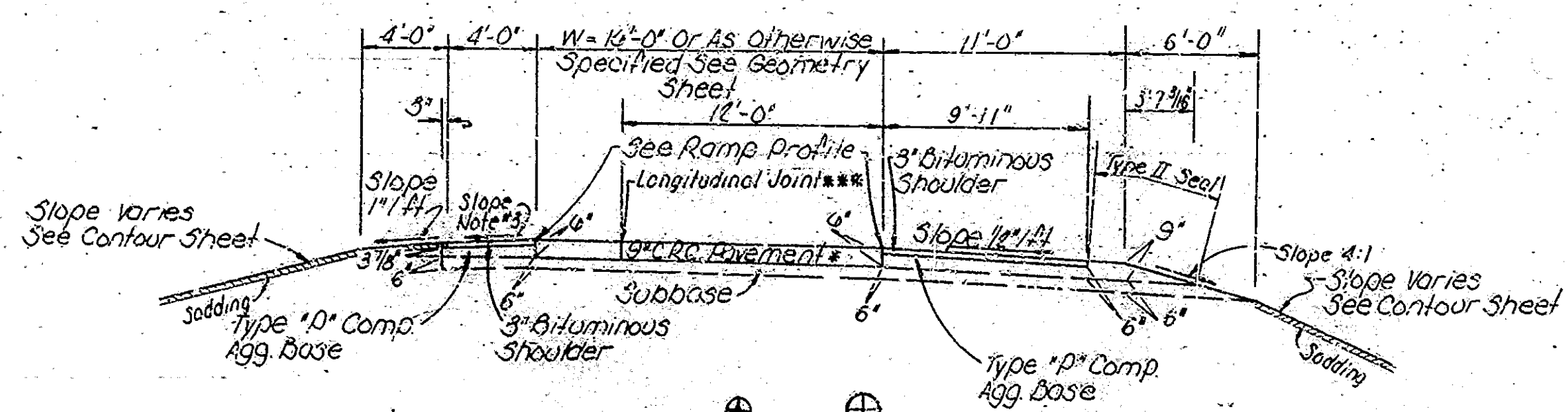
SCALE: 3/16" = 1'-0"

SUBMITTED FOR APPROVAL 12-19-68

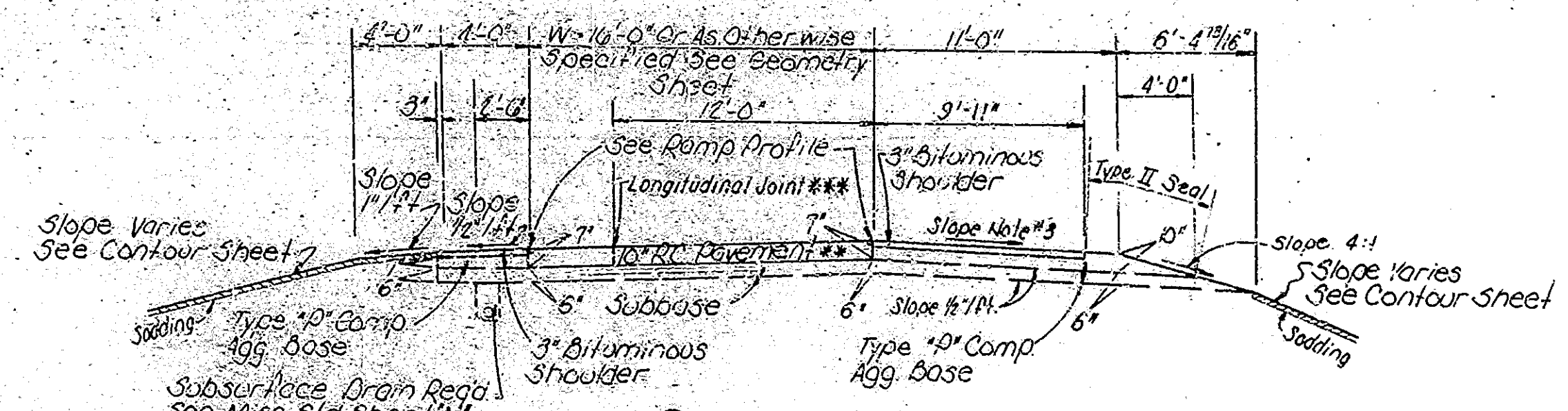
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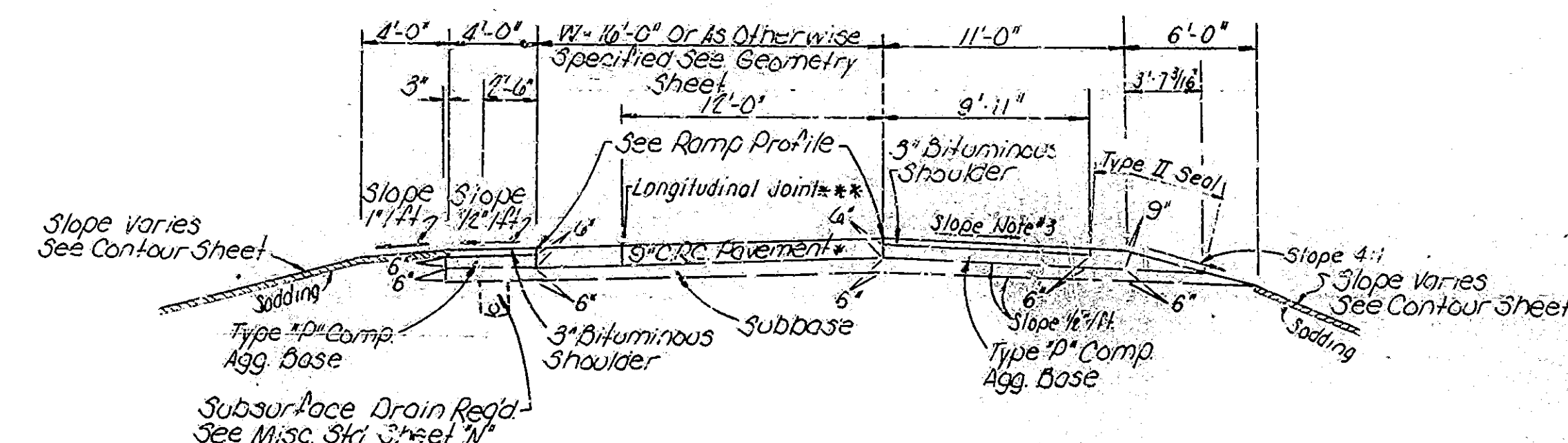
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172)113	1974	ID	70



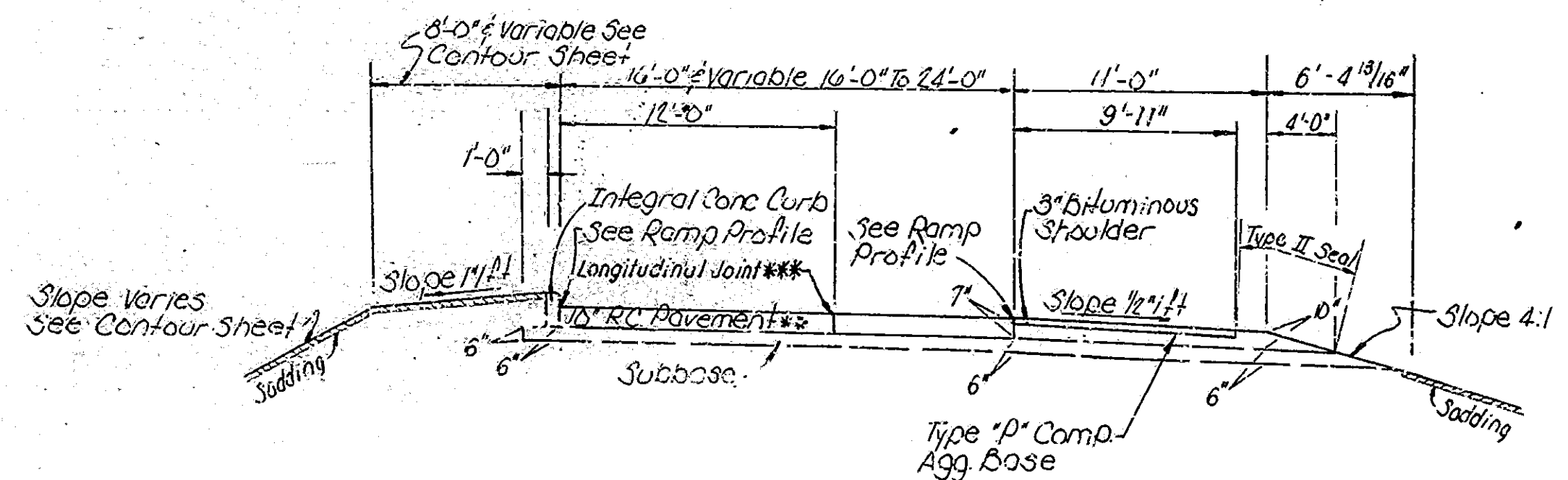
① RAMPs "3W-S", "3N-W", & "3N-S-A"  
 ② STA 571+20.11 TO STA 577+03.00 "3W-S" SEE PROFILE SHEET N° 60  
 ③ STA 574+00.00 TO STA 526+01.48 "3N-W" SEE PROFILE SHEET N° 51 & 52  
 ④ STA 574+05.23 TO STA 526+01.66 "3N-S-A" SEE PROFILE SHEET N° 51



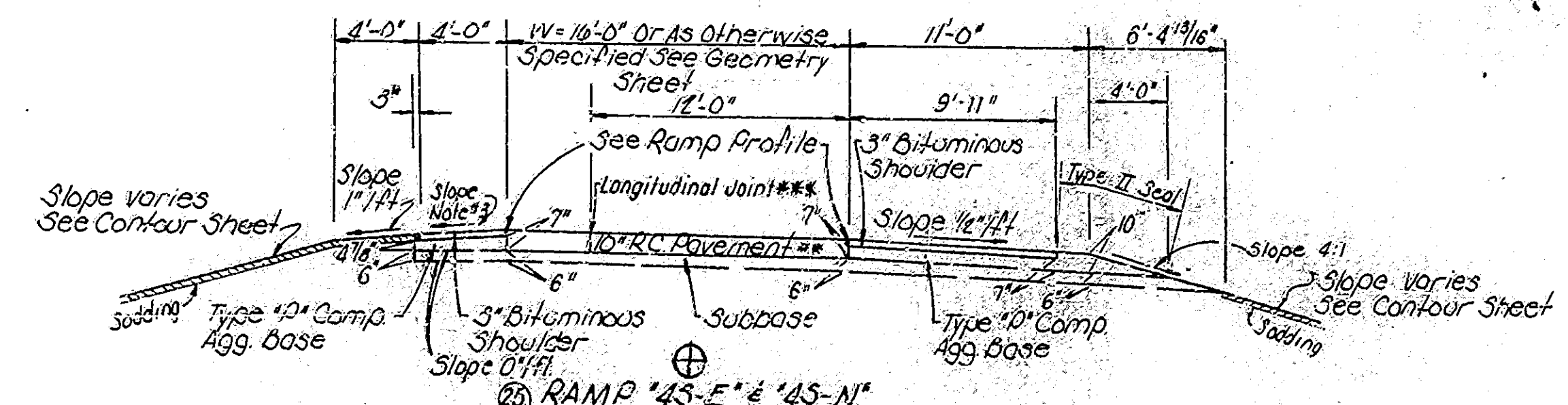
② RAMP "4S-E" & "4S-N"  
 ② STA 41+60.30 TO STA 46+75.00 "4S-E" SEE PROFILE SHEET N° 62  
 ③ STA 34+99.73 TO STA 35+04.73 "4S-N" SEE PROFILE SHEET N° 11  
 ④ STA 45+43.10 TO STA 47+50.00 "4S-N" SEE PROFILE SHEET N° 63  
 \* FOR C.R.C. PAVEMENT DETAILS SEE STD SHEETS A-C.R.C., B-C.R.C. & C-C.R.C. PAVEMENT JOINTS SHEET A  
 \*\*\* LONGITUDINAL JOINT IS NOT REQ'D WHEN PAVEMENT WIDTH IS 20' OR LESS



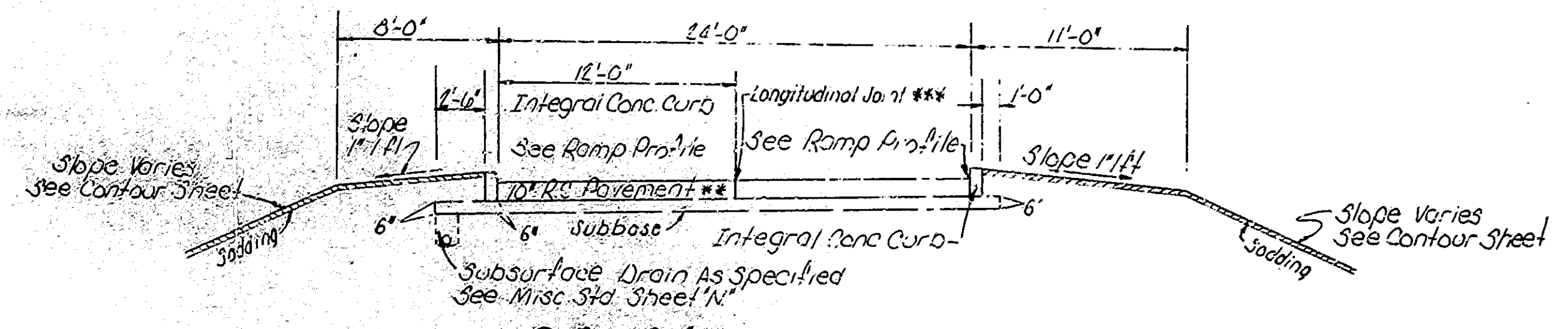
③ RAMP "3W-N"  
 ② STA 578+61.10 TO STA 587+50.74 "3W-N" SEE PROFILE SHEET N° 59



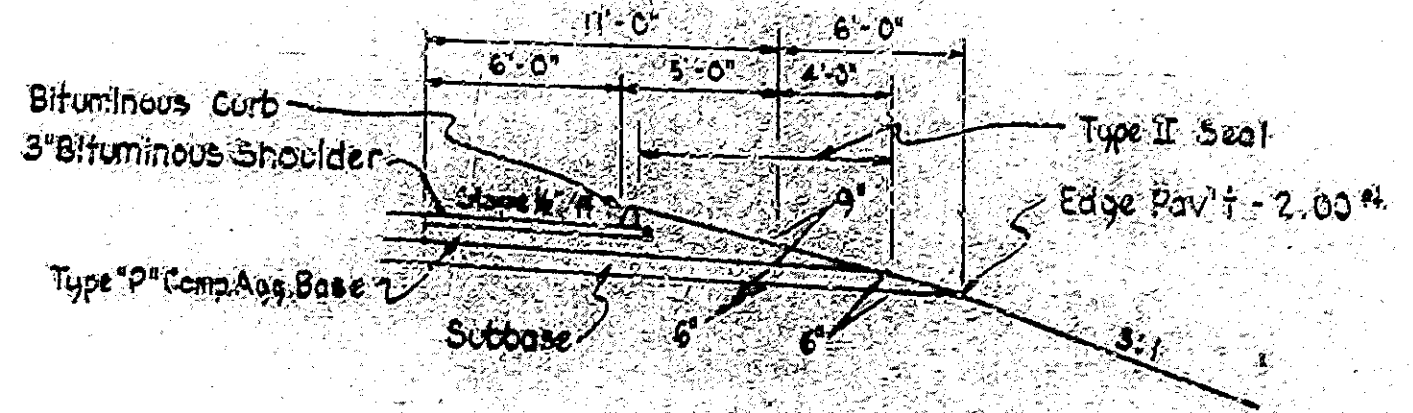
④ RAMP "4N-S"  
 ② STA 446+06.53 TO STA 449+01.89 "4N-S" SEE PROFILE SHEET N° 61  
 NOTES: 1- ALL TYPICAL CROSS SECTIONS ARE SHOWN IN THE DIRECTION OF TRAFFIC.  
 2- ALL SIDE SLOPES ARE TO BE SODDED  
 3- SHOULDER SLOPES  
 Slope 1 1/4:1 For tangent to 1°20'00"  
 Slope 1 1/4:1 For 1°30' to 1°59'59"  
 Slope 0'1:1 For 2°00' & Over



② RAMP "4S-E" & "4S-N"  
 ② STA 34+99.73 TO STA 41+60.30 "4S-E" SEE PROFILE SHEET N° 62  
 ③ STA 35+04.73 TO STA 45+43.10 "4S-N" SEE PROFILE SHEET N° 11



④ RAMP "4N-S"  
 ② STA 446+06.53 TO STA 449+01.89 "4N-S" SEE PROFILE SHEET N° 61



⊕ Shoulder "3W-S", "4S-E", "3N-W"

# RAMPs "3N-W", "3N-S-A", "3W-N", "3W-S", "4N-S", "4S-E", & "4S-N" TYPICAL CROSS SECTIONS

FOR INFORMATION ONLY

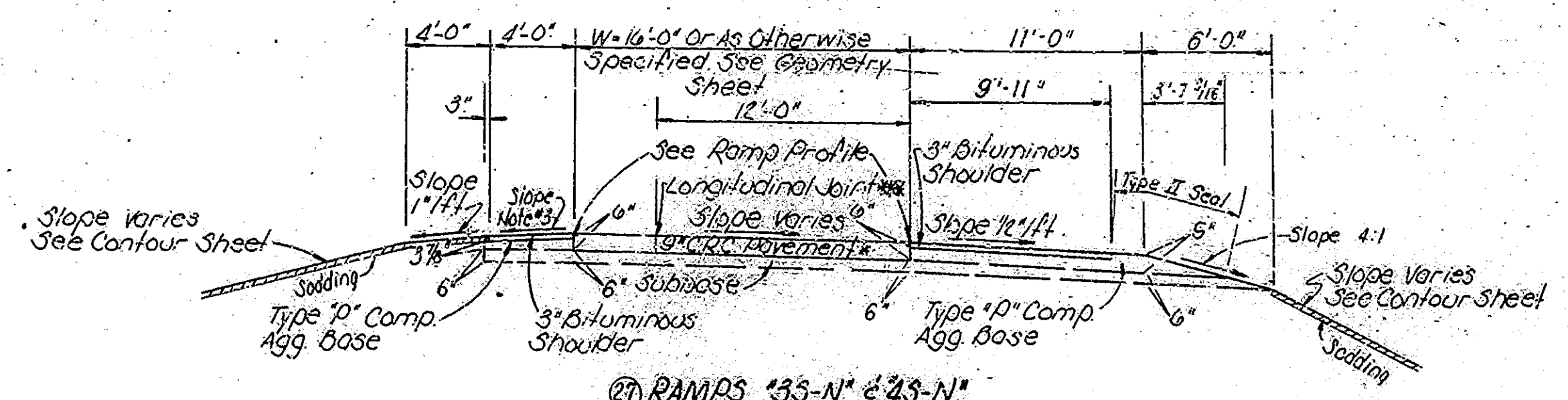
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SUBMITTED FOR APPROVAL 12-19-78

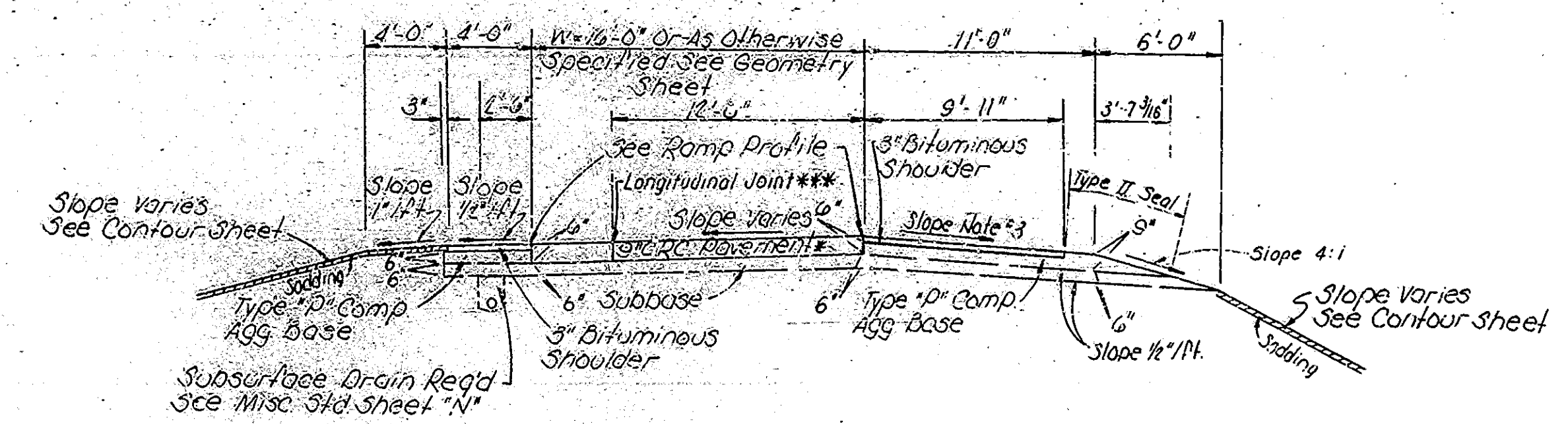
W. B. ...



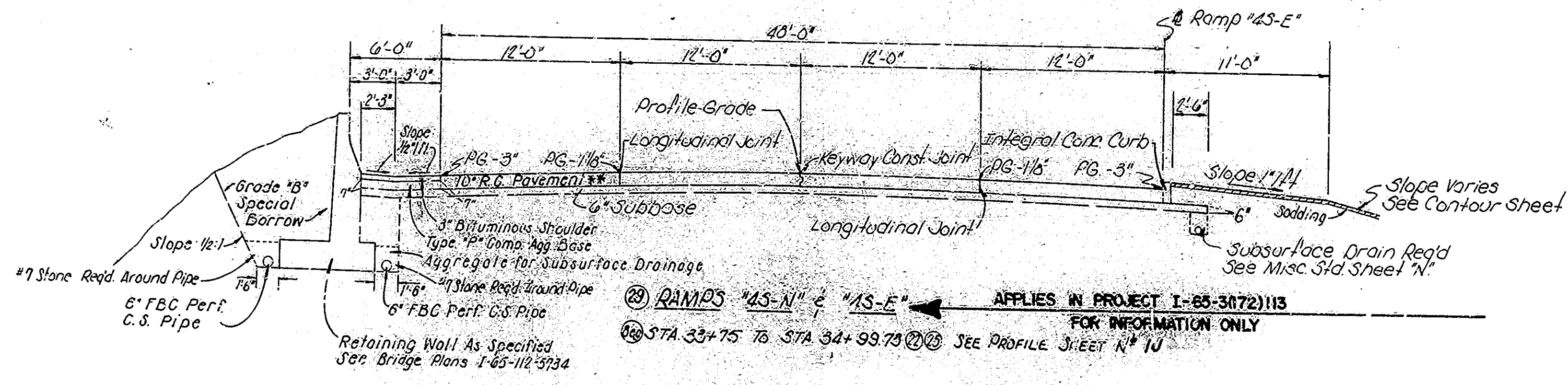
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172)113	1974	1E	70



① RAMP "33-N" & "43-N"  
 ② STA 47+50.00 TO STA 48+11.05 "43-N" SEE PROFILE SHEET N° 63  
 ③ STA 490+61.03 TO STA 491+00.00 "33-N" SEE PROFILE SHEET N° 55

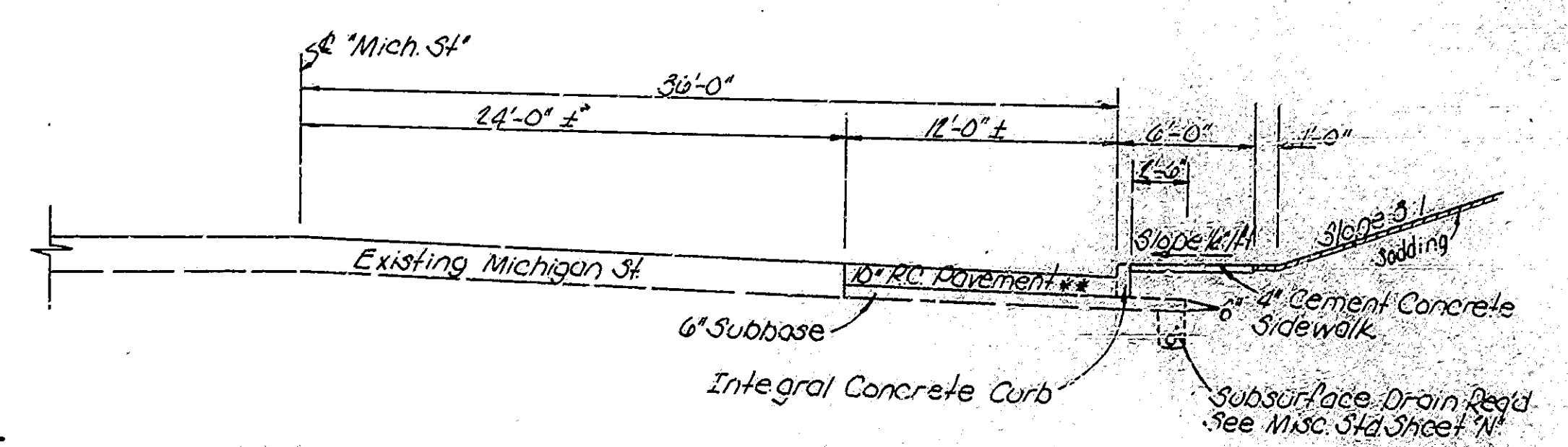


② RAMP "33-N" & "45-E"  
 ③ STA 46+75.00 TO STA 47+06.19 "45-E" SEE PROFILE SHEET N° 62  
 ④ STA 484+38.62 TO STA 490+67.03 "33-N" SEE PROFILE SHEET N° 54 & 55

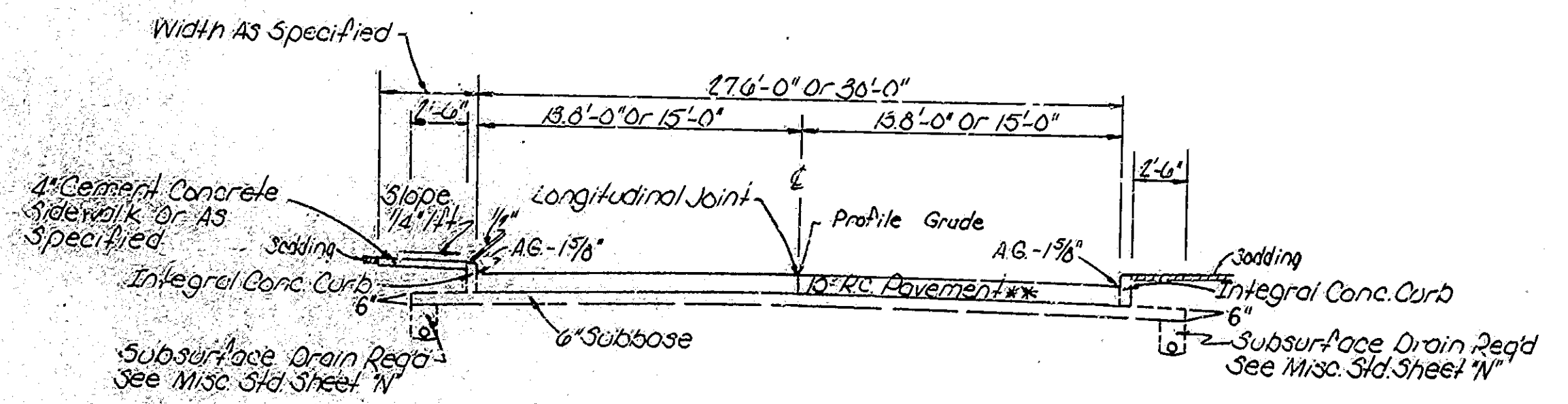


③ RAMP "45-N" & "45-E"  
 ④ STA 33+75 TO STA 34+99.75 SEE PROFILE SHEET N° 10  
 APPLIES IN PROJECT I-65-3(172)113 FOR INFORMATION ONLY

\* FOR C.R.C. PAVEMENT DETAILS SEE STD SHEETS A-C.R.C., B-C.R.C. & C-C.R.C.  
 \*\* FOR R.C. PAVEMENT DETAILS SEE STD PAVEMENT JOINTS SHEET "A"  
 \*\*\* LONGITUDINAL JOINTS NOT REQ'D. WHEN PAVEMENT WIDTH IS 20' OR LESS.  
 NOTES: 1- EXCEPT FOR "REL. DAV." ALL TYPICAL CROSS SECTIONS ARE SHOWN IN THE DIRECTION OF TRAFFIC.  
 2- ALL SIDE SLOPES ARE TO BE SODDED  
 3- SHOULDER SLOPES  
 Slope 1/4% for tangent to 1°20'00"  
 Slope 1/4% for 1°30' to 1°50'00"  
 Slope 0'1/4% for 2°00' & Over



TO BE BUILT IN PROJECT I-65-3(172)113  
 ⑩ TURNING LANE ON MICHIGAN STREET  
 ⑪ STA 8+41 TO STA 9+89 "Mich. St." SEE PROFILE SHEET N° 10



⑪ RELOCATED DAVIDSON STREET  
 ⑫ STA 13+14 TO STA 17+75 "Rel. Dav." SEE PROFILE SHEET N° 64

# RAMP "33-N", "45-E" & "45-N" MICHIGAN STREET & REL DAVIDSON STREET TYPICAL CROSS SECTIONS

SCALE: 3/16" = 1'-0"

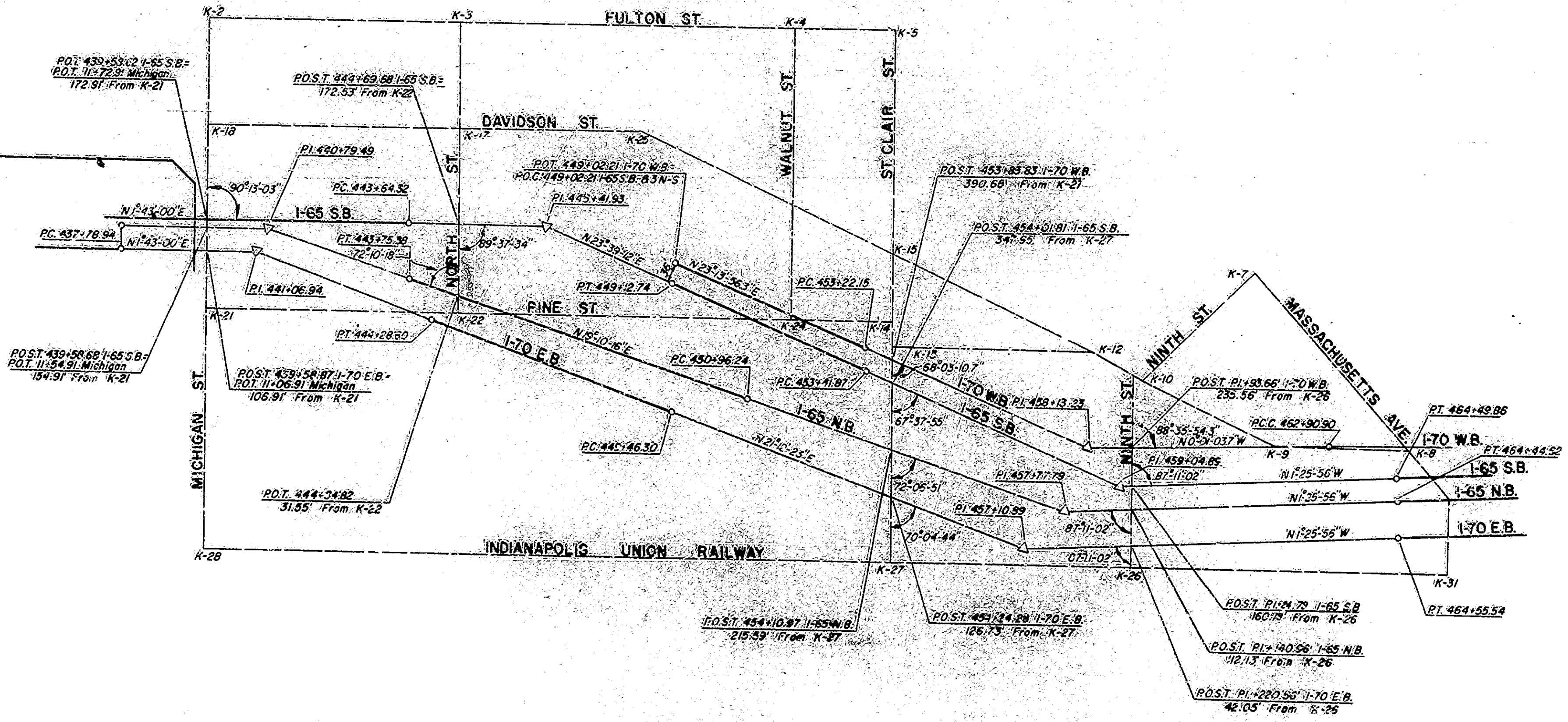
SUBMITTED FOR APPROVAL 12-19-68

Contract No. 3-9862



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	EMERY NO.	TOTAL SHEETS
4	IND.	1-65-3(172)113	1979	IF	10

BEGIN PROJECT 1-65-3(172) 113  
 END PROJECT 1-65-3(172) 113  
 STA. 436+191.93 1-65 S.B.  
 STA. 436+191.87 1-65 N.B.



# HORIZONTAL ALIGNMENT DETAILS

SCALE: 1" = 150'

Contract No. 0-5862

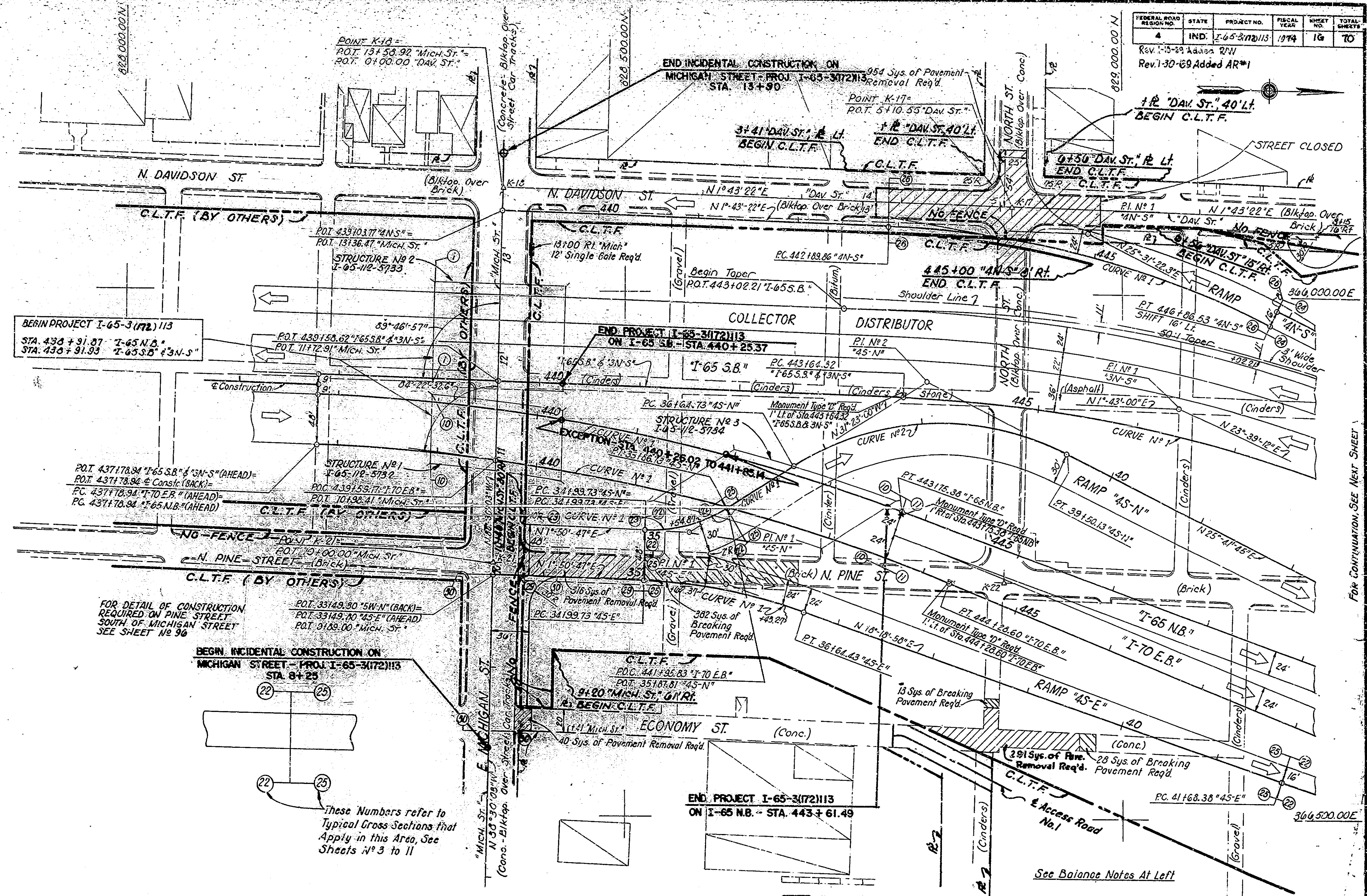
September 8, 1964

PROJECT NO.	DATE	BY	CHKD.
1-65-3(172) 113			



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	2-65-3172/113	1974	16	70

REV. 1-15-74 Added RPN  
REV. 1-30-69 Added AR\*



CURVE 1 "T-70 E.B."	CURVE 1 "T-65 N.B."	CURVE 1 "T-65 S.B." 43N-S"	CURVE 1 RAMP "N-S"	CURVE 1 RAMP "S-N"	CURVE 2 RAMP "S-N"	CURVE 1 RAMP "S-E"
PI. STA. 441106.94 N. 828,519.34 E. 366,151.50 Δ = 19°-23'-23" RL D = 35'-00"-00" R = 190.736' L = 62.933' T = 328.00' E = 21.96'	PI. STA. 440119.49 N. 828,433.34 E. 366,106.70 Δ = 17°-27'-16" RL D = 23'-55"-35.22" R = 137.86' L = 336.44' T = 300.55' E = 22.93'	PI. STA. 446141.93 N. 828,056.07 E. 366,107.56 Δ = 21°-56'-41" RL D = 4'-00"-00" R = 1432.39' L = 210.41' T = 277.61' E = 26.65'	PI. STA. 444191.10 N. 828,364.41 E. 365,941.24 Δ = 33°-48'-00.3" RL D = 6'-00"-00" R = 954.93' L = 336.67' T = 201.24' E = 20.97'	PI. STA. 35144.49 N. 828,604.39 E. 366,223.74 Δ = 33°-13'-47" LL D = 30'-11"-49.81" R = 150.00' L = 87.00' T = 44.76' E = 6.54'	PI. STA. 35120.53 N. 828,802.20 E. 366,084.17 Δ = 57°-04'-45" RL D = 20'-00"-00" R = 286.48' L = 285.40' T = 155.80' E = 32.63'	PI. STA. 35182.65 N. 828,600.99 E. 366,278.44 Δ = 16°-28'-11" RL D = 10'-00"-00" R = 512.36' L = 164.70' T = 82.92' E = 5.47'

FOR ADDITIONAL INFORMATION IN THIS AREA SEE THE FOLLOWING SHEETS  
MAINLINE & RAMP PROFILES ----- 1H&IK  
DRAINAGE ----- 1L  
RELOCATED STORM & SANITARY SEWERS ----- 1Q  
MISCELLANEOUS DETAILS ----- 1M

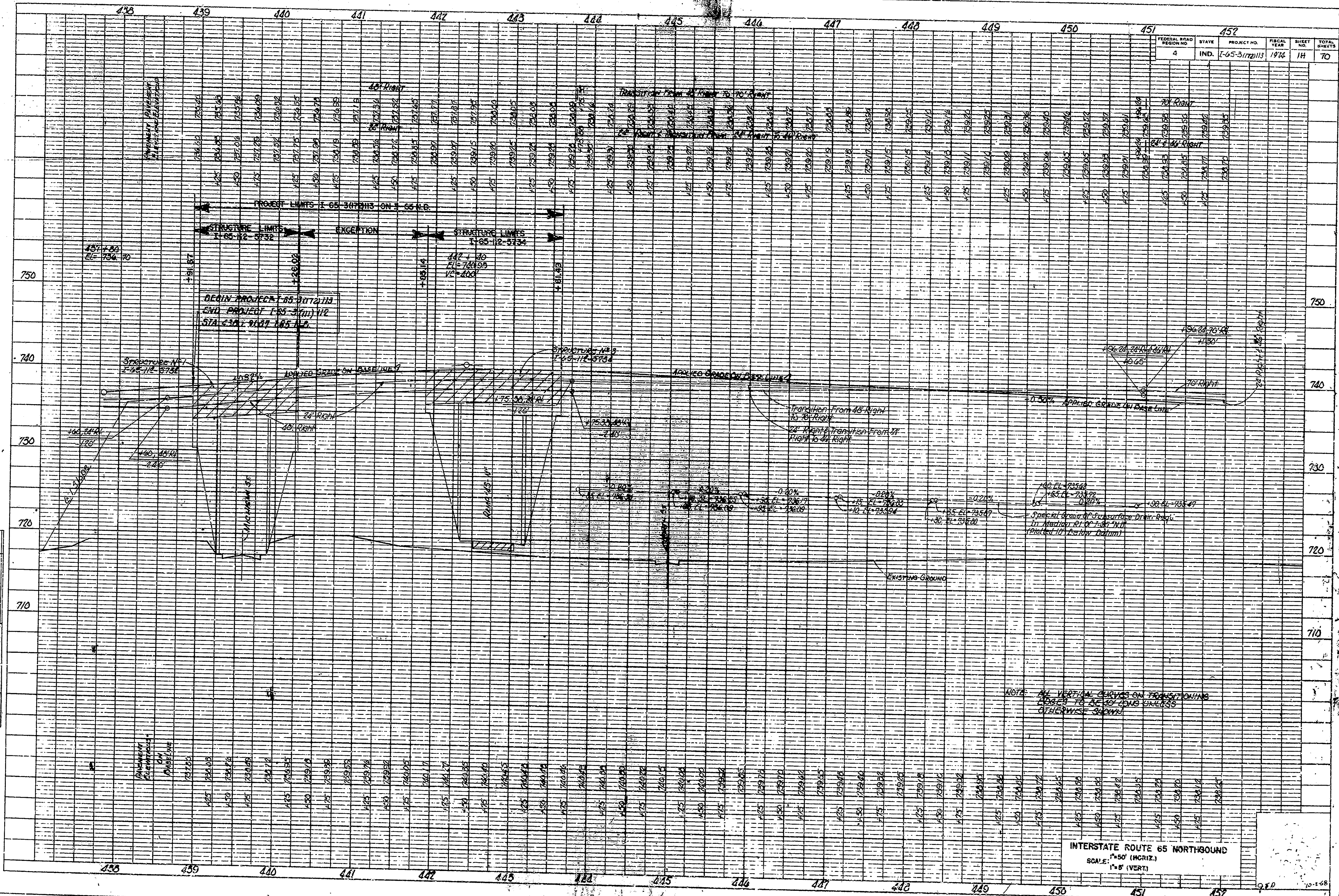
PLAN & ALIGNMENT N° 1  
SCALE: 1"=50'

Control N° B-9862

PROJECT NO.	LINE	DATE	BY	SCALE
2-65-3172/113	16	1974		1"=50'



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(12)113	1976	1H	70

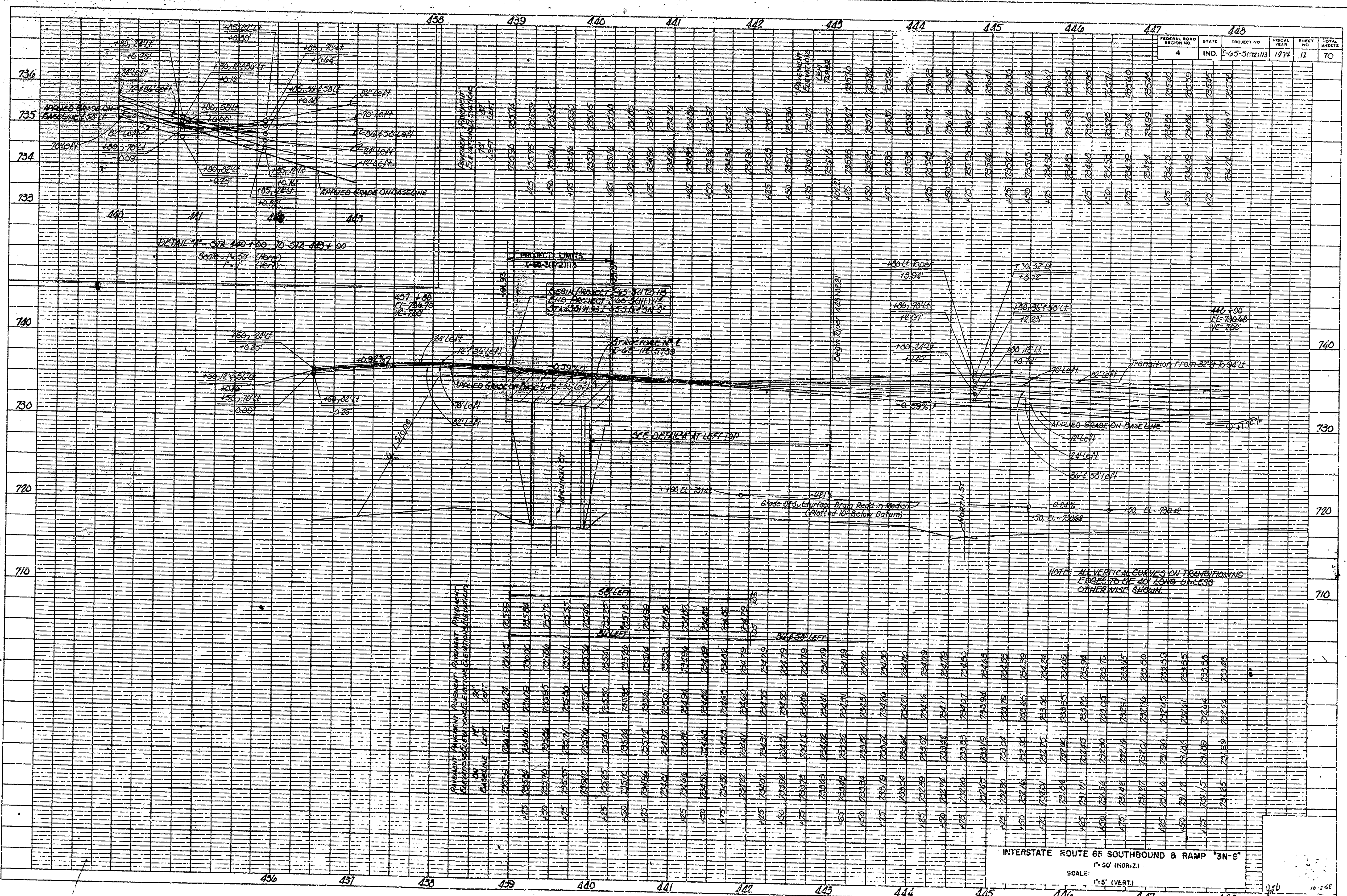


**PROFILE**  
 SHEET NO. \_\_\_\_\_  
 DATE \_\_\_\_\_  
 DRAWN BY \_\_\_\_\_  
 CHECKED BY \_\_\_\_\_  
 IN CHARGE \_\_\_\_\_  
 PROJECT NO. \_\_\_\_\_  
 LINE \_\_\_\_\_  
 SCALE \_\_\_\_\_

**INTERSTATE ROUTE 65 NORTHBOUND**  
 SCALE: 1" = 50' (HORIZ.)  
 1" = 5' (VERT.)



DATE: \_\_\_\_\_  
 PROJECT NO. \_\_\_\_\_  
 SHEET NO. \_\_\_\_\_  
 TOTAL SHEETS \_\_\_\_\_  
 SURVEYOR: \_\_\_\_\_  
 PLOTTED BY: \_\_\_\_\_  
 CHECKED BY: \_\_\_\_\_  
 STRUCTURE NO. (IF APPLICABLE): \_\_\_\_\_



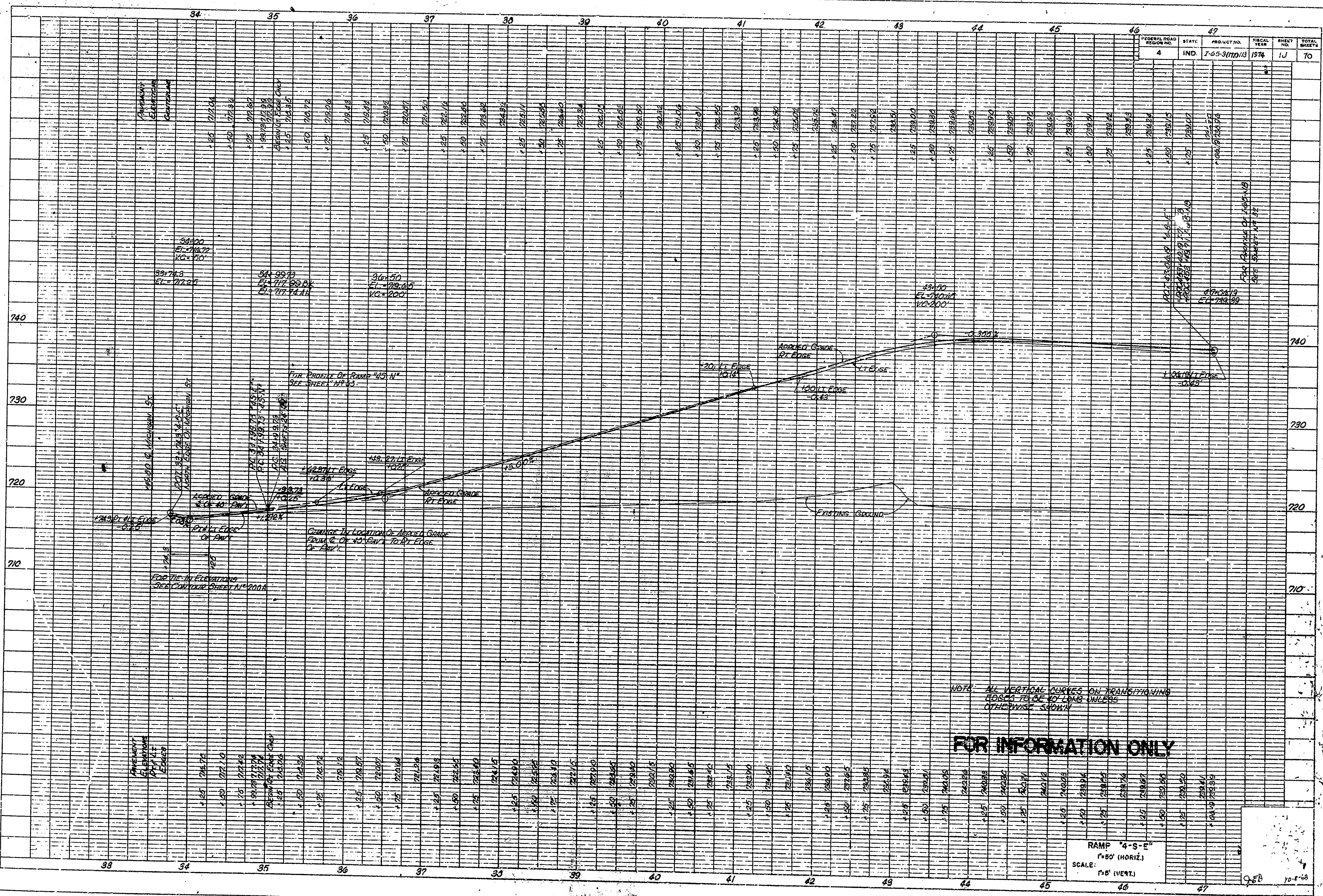
NOTE: ALL VERTICAL CURVES ON TRANSITIONING  
 GRADES TO BE 401' LONG UNLESS  
 OTHERWISE SHOWN.

INTERSTATE ROUTE 65 SOUTHBOUND B RAMP "3N-S"  
 SCALE: 1"=50' (HORIZ)  
 1"=5' (VERT)

FEDERAL ROAD REGION NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	65-3172(1)B	1974	11	70

PROJECT NO.	SHEET NO.	TOTAL SHEETS
65-3172(1)B	11	70





FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-64-3(170)13	1974	10	70

DATE	BY

PROFILE  
 DRAWN BY: [ ]  
 CHECKED BY: [ ]  
 IN CHARGE: [ ]  
 DATE: [ ]  
 PROJECT NO.: [ ]  
 SHEET NO.: [ ]  
 TOTAL SHEETS: [ ]  
 SCALE: [ ]  
 NOTES: [ ]

NOTE: ALL VERTICAL CURVES ON TRANSITIONING SHOULD BE AT LEAST 100 FEET LONG UNLESS OTHERWISE SHOWN

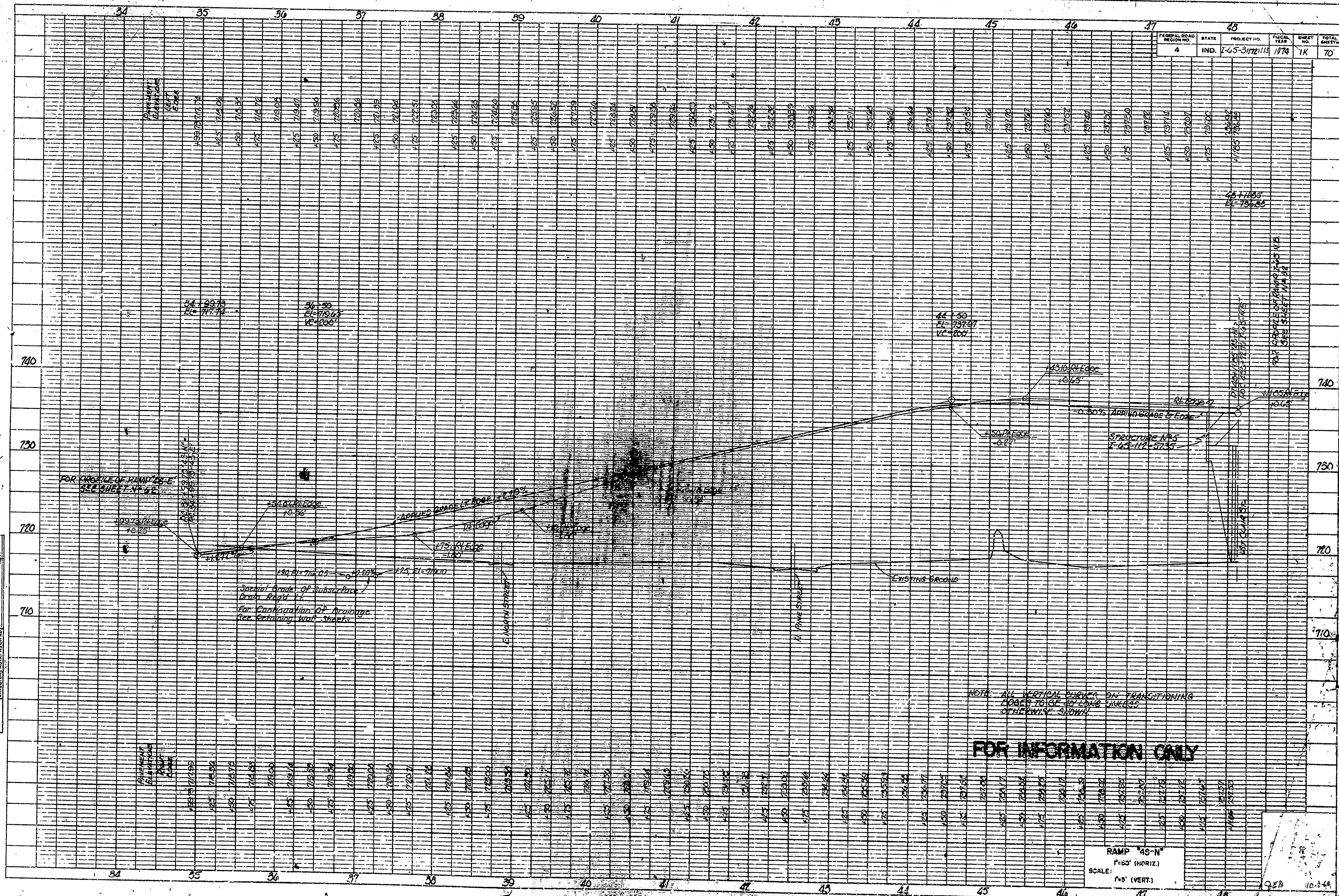
**FOR INFORMATION ONLY**

**RAMP "4-S-E"**  
 SCALE: 1"=50' (HORIZ.)  
 1"=5' (VERT.)

10-1-68  
 JED



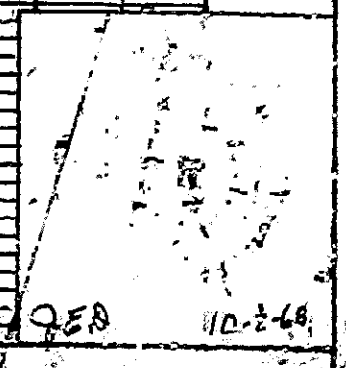
FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	PAGE NO.	SHEET NO.	TOTAL SHEETS
4	IND.	1-65-3172118	1974	1K	70



DATE	
BY	
CHECKED	
APPROVED	
DESIGNED	
DRAWN	
IN CHARGE	
PROJECT ENGINEER	
DATE	

**PROFILE**  
 SURVEYED BY: [ ]  
 GRADES CHECKED BY: [ ]  
 NOTE: [ ]  
 DATE: [ ]

RAMP "AS-N"  
 1" = 40' (HORIZ.)  
 1" = 5' (VERT.)



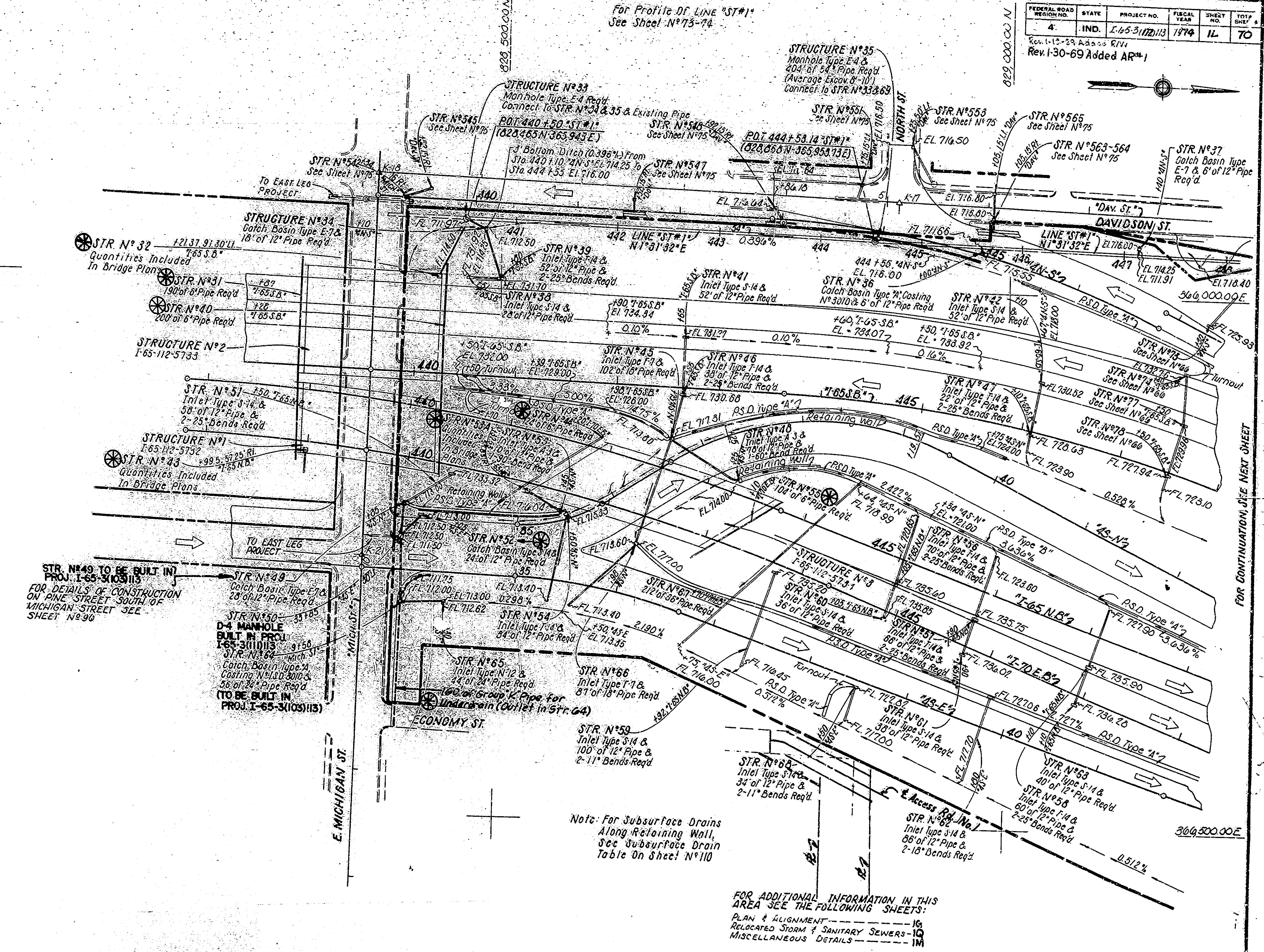


FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172)113	1974	11	70

Rev. 1-15-79 Added R/W  
Rev. 1-30-69 Added AR



For Profile Of LINE "ST#1"  
See Sheet N°73-74



STR N°49 TO BE BUILT IN  
PROJ. I-65-3(103)113  
FOR DETAILS OF CONSTRUCTION  
ON PINE STREET SOUTH OF  
MICHIGAN STREET SEE  
SHEET N°90

STR N°49  
D-4 MANHOLE  
BUILT IN PROJ.  
I-65-3(103)113  
STR N°49  
Catch Basin Type M  
Cast Iron No. 3010 &  
24" of 12" Pipe Req'd  
(TO BE BUILT IN  
PROJ. I-65-3(103)113)

Note: For Subsurface Drains  
Along Retaining Wall,  
See Subsurface Drain  
Table On Sheet N°110

FOR ADDITIONAL INFORMATION IN THIS  
AREA SEE THE FOLLOWING SHEETS:  
PLAN & ALIGNMENT - 16  
RELOCATED STORM & SANITARY SEWERS - 10  
MISCELLANEOUS DETAILS - 11

⊗ INDICATES DRAINAGE STRUCTURES INCLUDED  
IN PROJ. I-65-3(172)113

DRAINAGE N°1  
SCALE: 1"=80'

Contract N° B-9842



**RETAINING WALLS N° 1, 2 & 3**  
 "B" Borrow  
 Retaining Wall N°1 — 363 Cys.  
 Retaining Wall N°2 — 276 Cys.  
 Retaining Wall N°3 — 1046 Cys.  
 For All Other Quantities & Construction Details, See Bridge Plans I-65-112-5734

**STRUCTURE N°1 (I-65-112-5732)**  
**BRIDGE APPROACH QUANTITIES**  
 Paving Exception—Sta. 430+91.93 To Sta. 440+25.02 "I-65 N.B."  
 C.R.C. Pavement—9' (North End Only) — 127 Sys.  
 Reinforcing Steel For Pavement (North End Only) — 2896 Lbs.  
 Subbase (North End Only) — 21 Cys.  
 1/2" Preformed Expansion Joint (North End Only) — 49 Lf.  
 Grade "B" Special Borrow — 1,563 Cys.

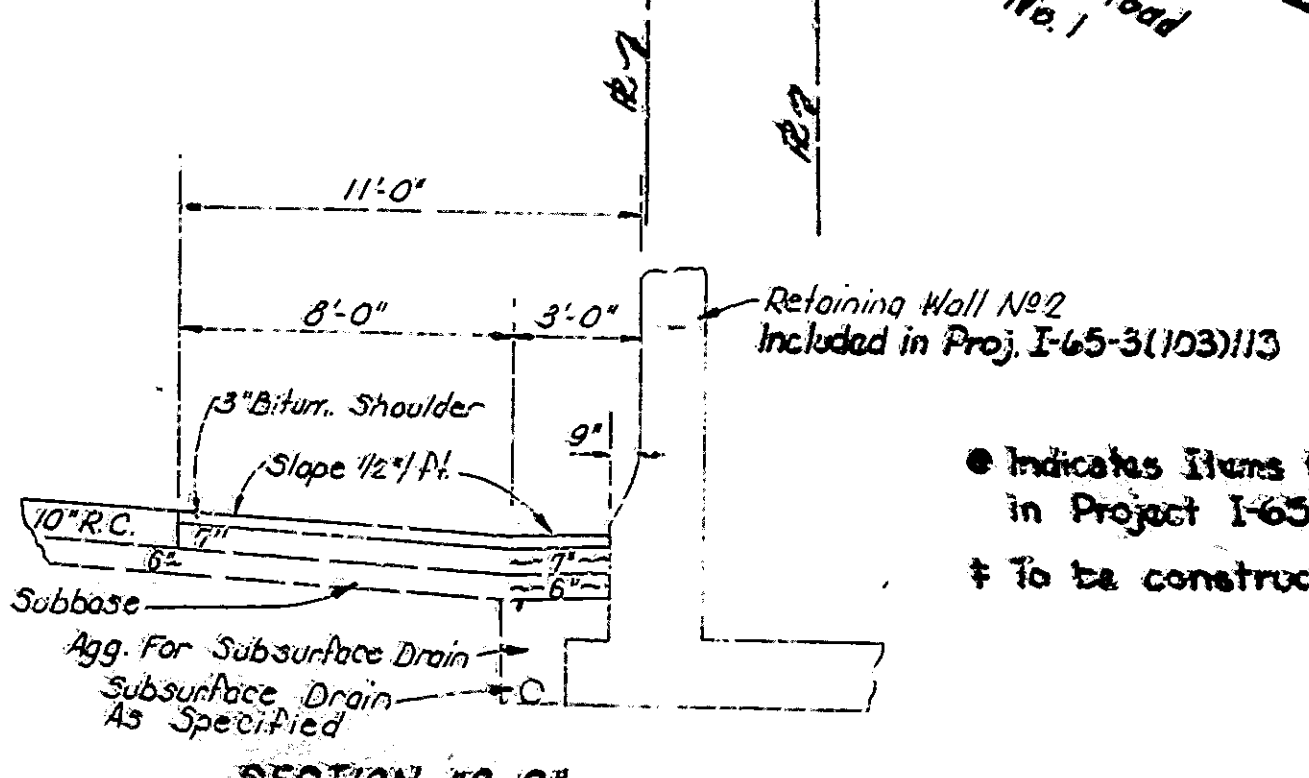
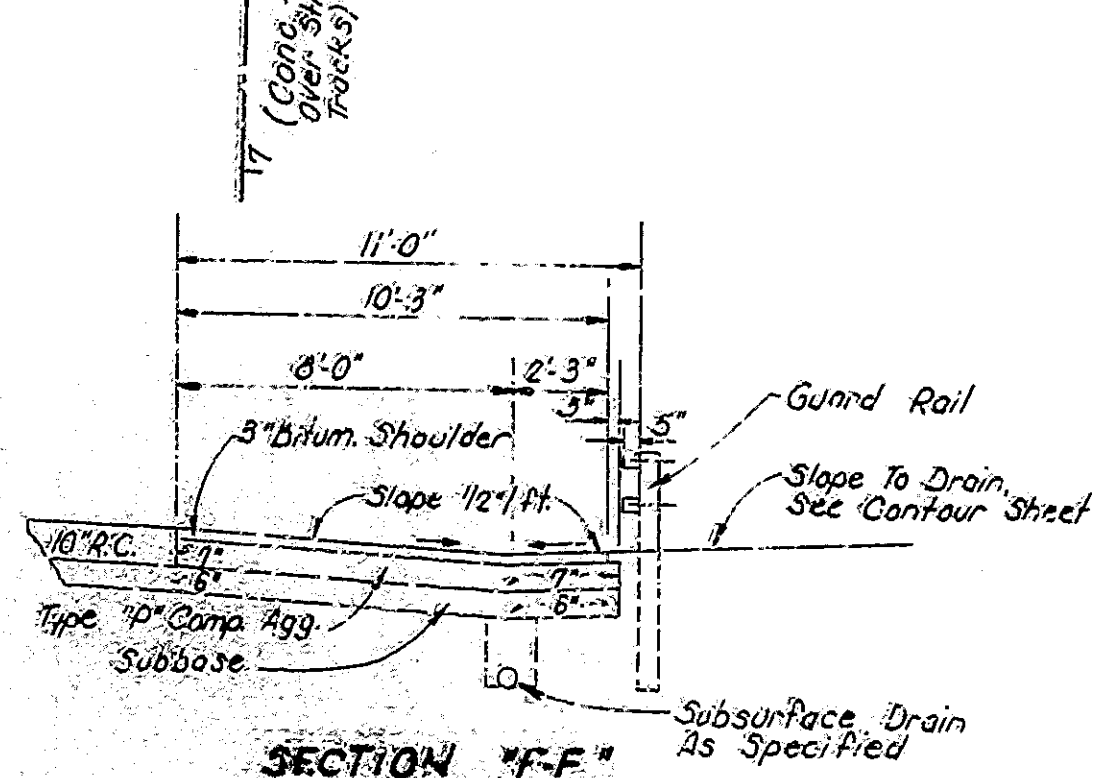
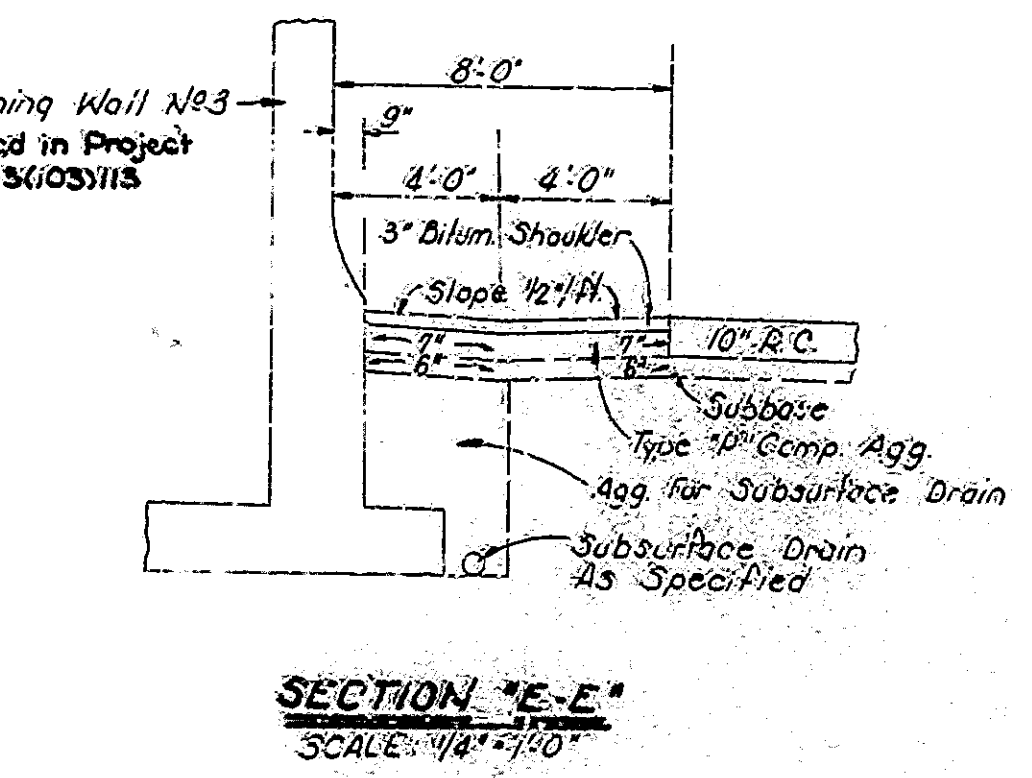
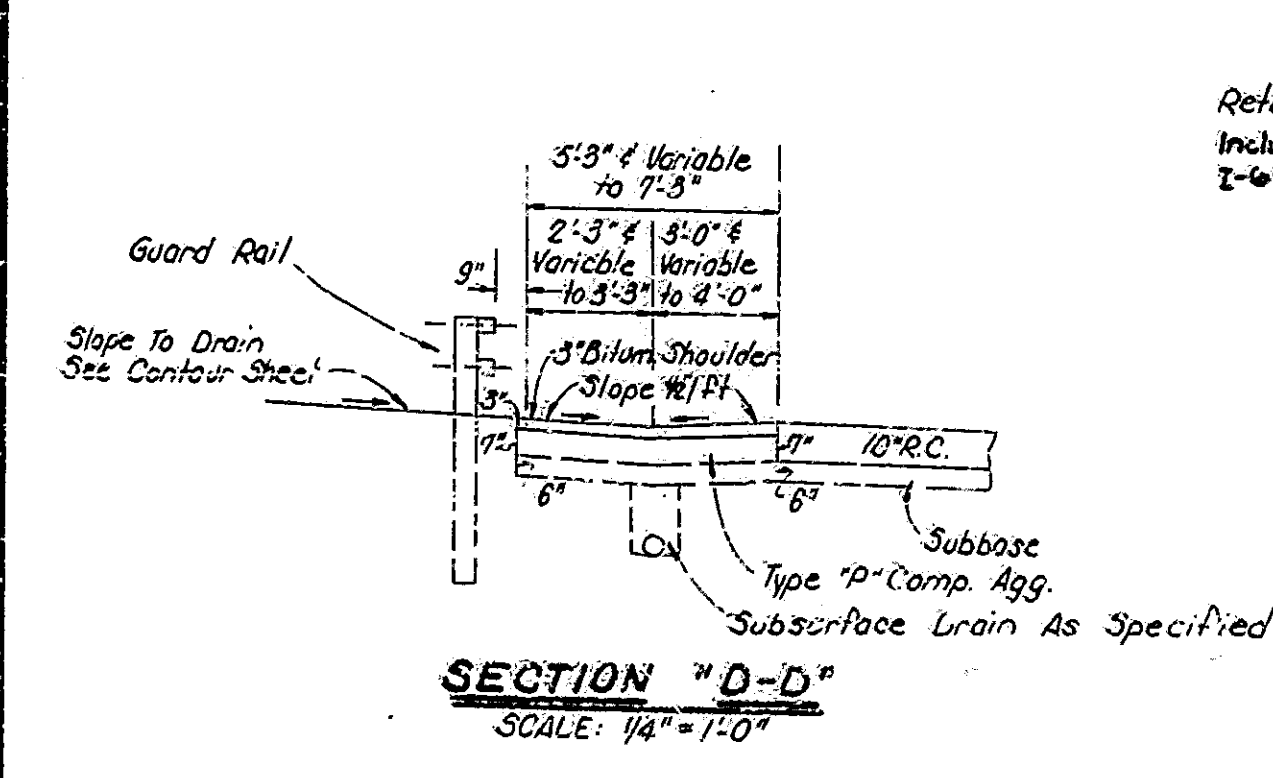
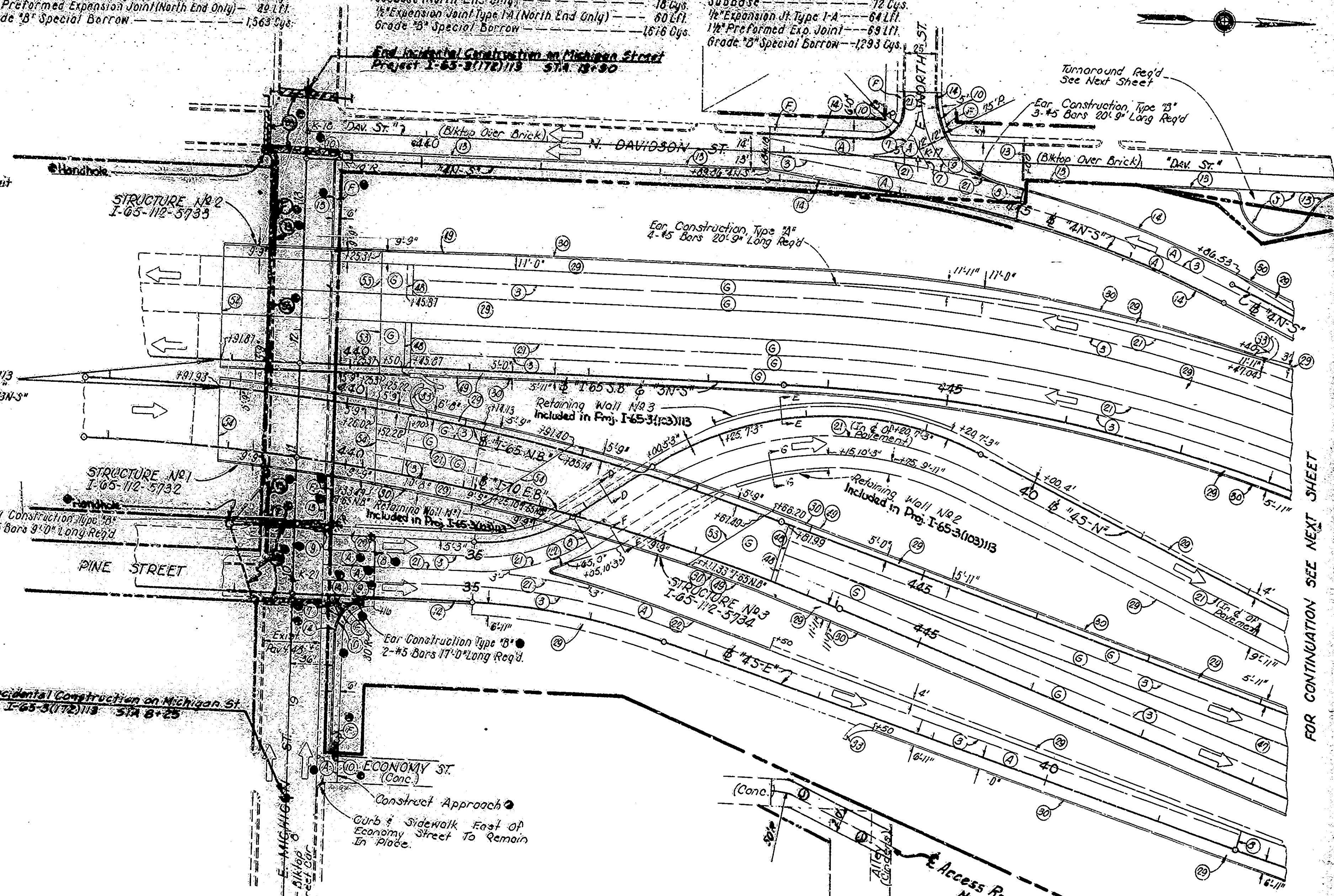
**STRUCTURE N°2 (I-65-112-5733)**  
**BRIDGE APPROACH QUANTITIES**  
 Paving Exception—Sta. 430+91.93 To Sta. 440+25.02 "I-65 S.B." & "3N-3"  
 C.R.C. Pavement—9' (North End Only) — 147 Sys.  
 Reinforcing Steel For Pavement (North End Only) — 3,241 Lbs.  
 Subbase (North End Only) — 18 Cys.  
 1/2" Expansion Joint Type I-A (North End Only) — 80 Lf.  
 1/2" Preformed Exp. Joint — 69 Lf.  
 Grade "B" Special Borrow — 1,616 Cys.

**STRUCTURE N°3 (I-65-112-5734)**  
**BRIDGE APPROACH QUANTITIES**  
 Paving Exception—Sta. 441+91.74 To Sta. 453+81.49 "I-65 N.B."  
 C.R.C. Pavement—9' — 459 Sys.  
 Reinforcing Steel For Pav't—10,466 Lbs.  
 Subbase — 72 Cys.  
 1/2" Expansion Jt. Type I-A — 64 Lf.  
 1/2" Preformed Exp. Joint — 69 Lf.  
 Grade "B" Special Borrow — 1,293 Cys.

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(112)113	1974	11	70

Rev. 1-30-69 Added AR\*\*1

- LEGEND**
- ① Reinforced Conc. Pav't (10")
  - ② Private Drive Pav't (4") & 6" Sub-base
  - ③ Cement Concrete Sidewalk - 4"
  - ④ Continuous Reinforced Concrete Pavement (9")
  - ⑤ 2" Bituminous Surface, 4" Type "D" Compacted Agg. Base
  - ⑥ 3" Bituminous Mixture For Approaches, & 8" Type "D" Compacted Agg. Base
  - ⑦ "Concrete Patches" For Pavement Replacement For Conduits
  - ⑧ "Bituminous Mixture For Patches" For Pavement Replacement For Conduits
  - ⑨ Longitudinal Joint
  - ⑩ Keyway Joint
  - ⑪ 1" Preformed Exp. Jt. w/ Load Transfer
  - ⑫ 1" Preformed Joint Filler
  - ⑬ 1/2" Expansion Joint For Sidewalk
  - ⑭ Conc. Header Type "A"
  - ⑮ Conc. Curb
  - ⑯ Integral Conc. Curb 6"
  - ⑰ Keyway Construction Joint
  - ⑱ Bituminous Shoulder - 3"
  - ⑲ Bituminous Curb
  - ⑳ Reinforced Conc. Gutter Turnout
  - ㉑ 2" Digid Steel Conduit
  - ㉒ Transverse Construction Joint
  - ㉓ Bituminous Shoulder - 5"
  - ㉔ Terminal Joint For C.R.C. Pav't
  - ㉕ Bituminous Curb and Guard Rail Transition (100' Min. Length) For Details See Guard Rail Sht. GR-44 (R. 4-25-67)
  - ㉖ Reinforced Concrete Bridge Drainage Turnout (See Details On Sheet N° 077A)
  - ㉗ 1/2" Expansion Joint Type I-A
  - ㉘ 1/2" Preformed Expansion Joint
  - ㉙ Special Cam Lined Concrete Curb & Gutter
  - ㉚ Integral Conc. Curb, Type "C" - 8"
  - \* Out of Sequence
  - ⑳ 3" PVC Conduit for Signals
  - ⑳ 222a Portland Cement Concrete for Patching (See Sheet 3N for details)



● Indicates Items to be constructed in Project I-65-3(112)113  
 † To be constructed in Paving Project.

Michigan Street Construction Details  
 SCALE: 1/4" = 1'-0"

PROJECT NO.	LINE	DATE	BY	CHECKED	SCALE
I-65-3(112)113	11	11/5/64			1/4" = 1'-0"

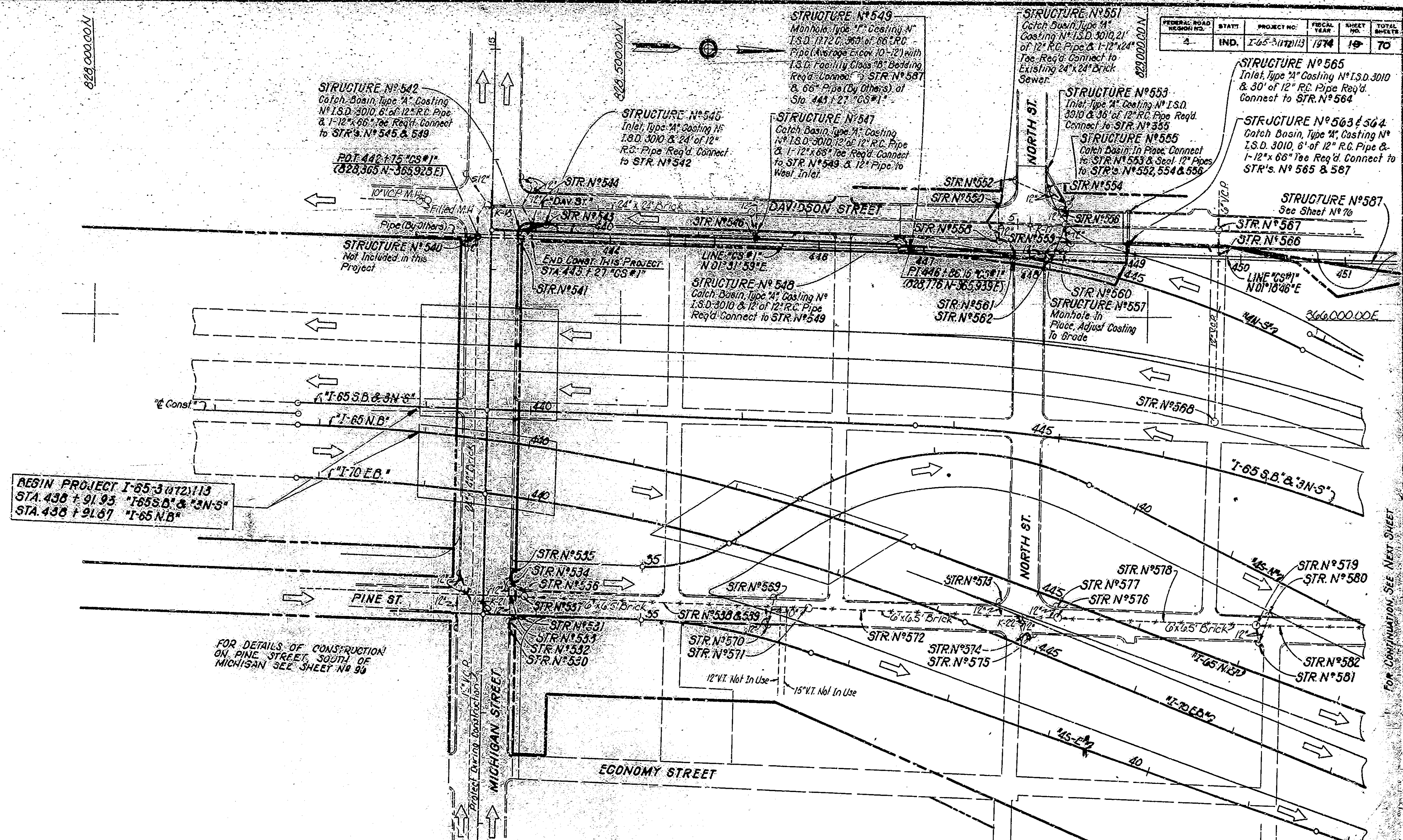






Revised 1-10-59 Added R/W

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(12)113	1974	19	70



REGIN PROJECT I-65-3(12)113  
 STA. 438 + 91.93 "I-65 S.D. & 3N-S"  
 STA. 438 + 91.67 "I-65 N.D."

FOR DETAILS OF CONSTRUCTION  
 ON PINE STREET, SOUTH OF  
 MICHIGAN SEE SHEET NO 99

- NOTES**
1. ALL STRUCTURES SHOWN ON THIS SHEET ARE I.S.D. FACILITY STRUCTURES
  2. Structure Notes are shown on this sheet for all new construction.
  3. The structures that are shown by numbers only are removal or abandoned items unless otherwise shown. For complete information, See Structure Data Sheets N° 454 to 457
  4. Any structures which are shown but are not numbered are existing structures which are not to be changed on this project.
  5. For Profile of Line "C3" See Sheets N° 83 & 84

**FOR INFORMATION ONLY**  
 ALL SEWER WORK SHOWN ON THIS SHEET TO BE COMPLETED  
 IN PROJECT I-65-3(12)113 & I-65-3(11)112

RELOCATED STORM & SANITARY SEWERS N° 1  
 SCALE: 1"=50'  
 Contract N° B-9062

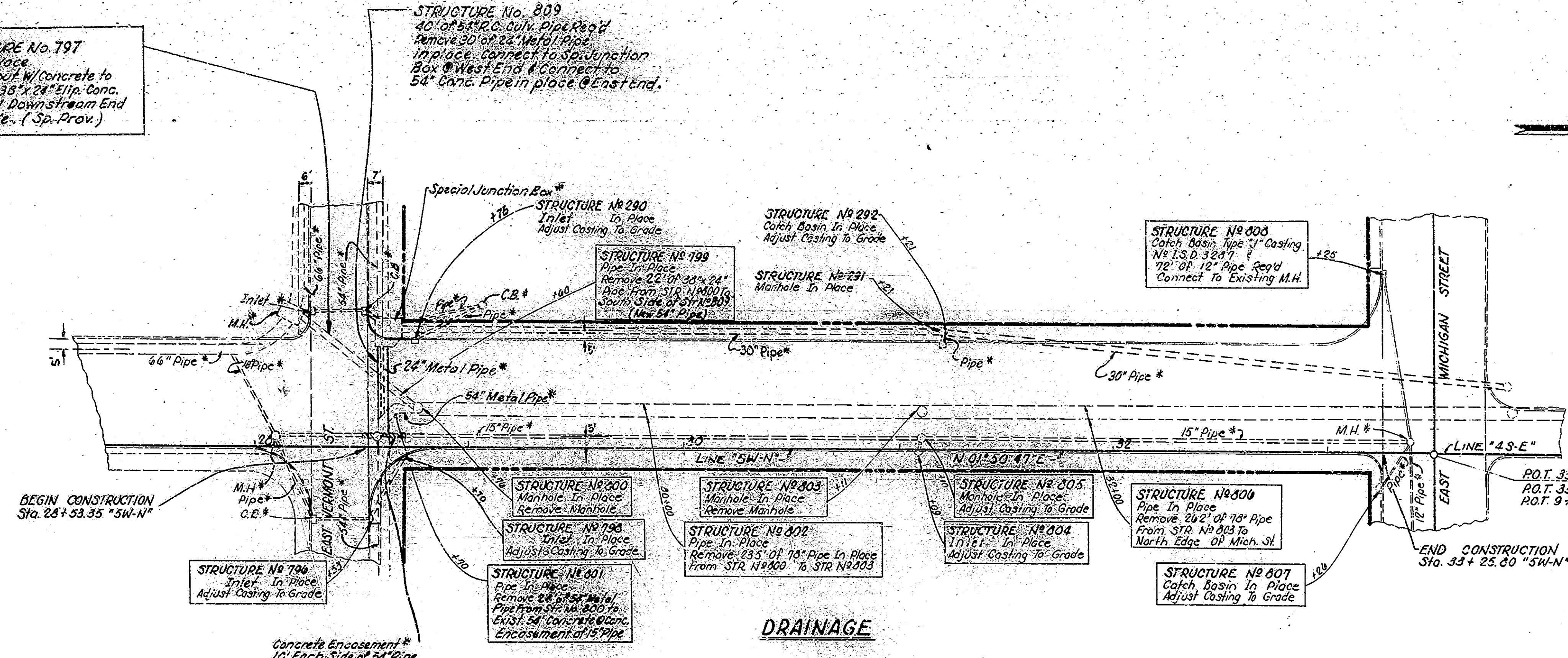
PROJECT NO.	COPY	DATE	BY	TO
I-65-3(12)113		1974		



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-65-3(112)	1974	10	70

**STRUCTURE No. 797**  
 Pipe In Place  
 Force Groove w/Concrete to Fill 4' of 36" x 24" Ellip. Conc. Pipe. Seal Downstream End @ Manhole. (Sp. Prov.)

**STRUCTURE No. 809**  
 40' of 54" R.C. Cully Pipe Req'd  
 Remove 30' of 24" Metal Pipe  
 In Place, connect to Sp. Junction Box @ West End & Connect to 54" Conc. Pipe in place @ East end.



FOR DRAINAGE DETAILS NORTH OF MICHIGAN SEE SHEET No 65 & 75

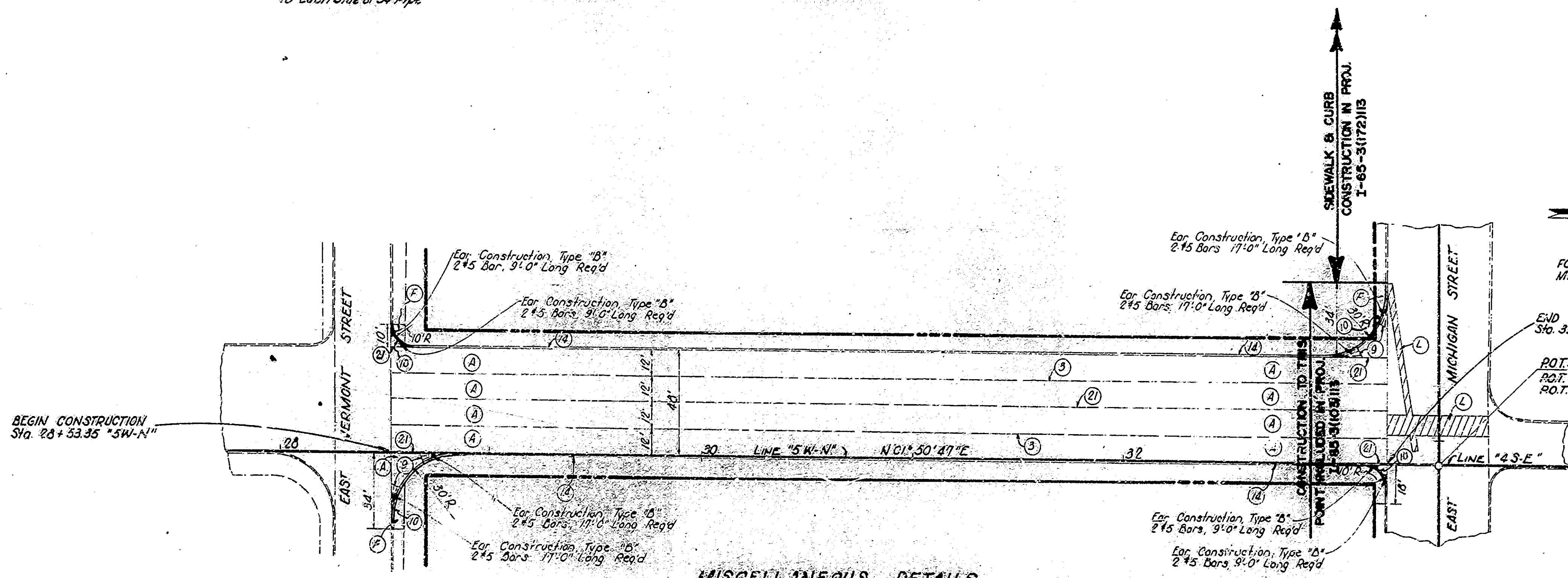
\* INDICATES STRUCTURES TO BE COMPLETED BY OTHERS PRIOR TO CONSTRUCTION ON THIS PROJECT. NO CHANGE REQUIRED (See Sheet No's 4950, 63, 64, 71 Project I-65-3(111)112)

P.O.T. 33+49.00 "SW-N" (Bk.)  
 P.O.T. 33+49.00 "4S-E" (Ah.)  
 P.O.T. 9+89.00 Mich. St.

END CONSTRUCTION Sta. 33+25.00 "SW-N"

**DRAINAGE**

**NOTES**  
 STRUCTURES THAT ARE ENCLOSED IN BOXES ARE I.S.D. FACILITY STRUCTURES.  
 FOR TYPICAL CROSS SECTIONS ON LINE "SW-N" SEE SHEET No 11



FOR MISCELLANEOUS DETAILS NORTH OF MICHIGAN SEE SHEET No 66

END CONSTRUCTION Sta. 33+25.00 "SW-N"  
 P.O.T. 33+49.00 "SW-N" (Bk.)  
 P.O.T. 33+49.00 "4S-E" (Ah.)  
 P.O.T. 9+89.00 Mich. St.

**MISCELLANEOUS DETAILS**

**LINE "SW-N"**  
**PINE STREET**  
**VERMONT ST. TO MICHIGAN ST.**

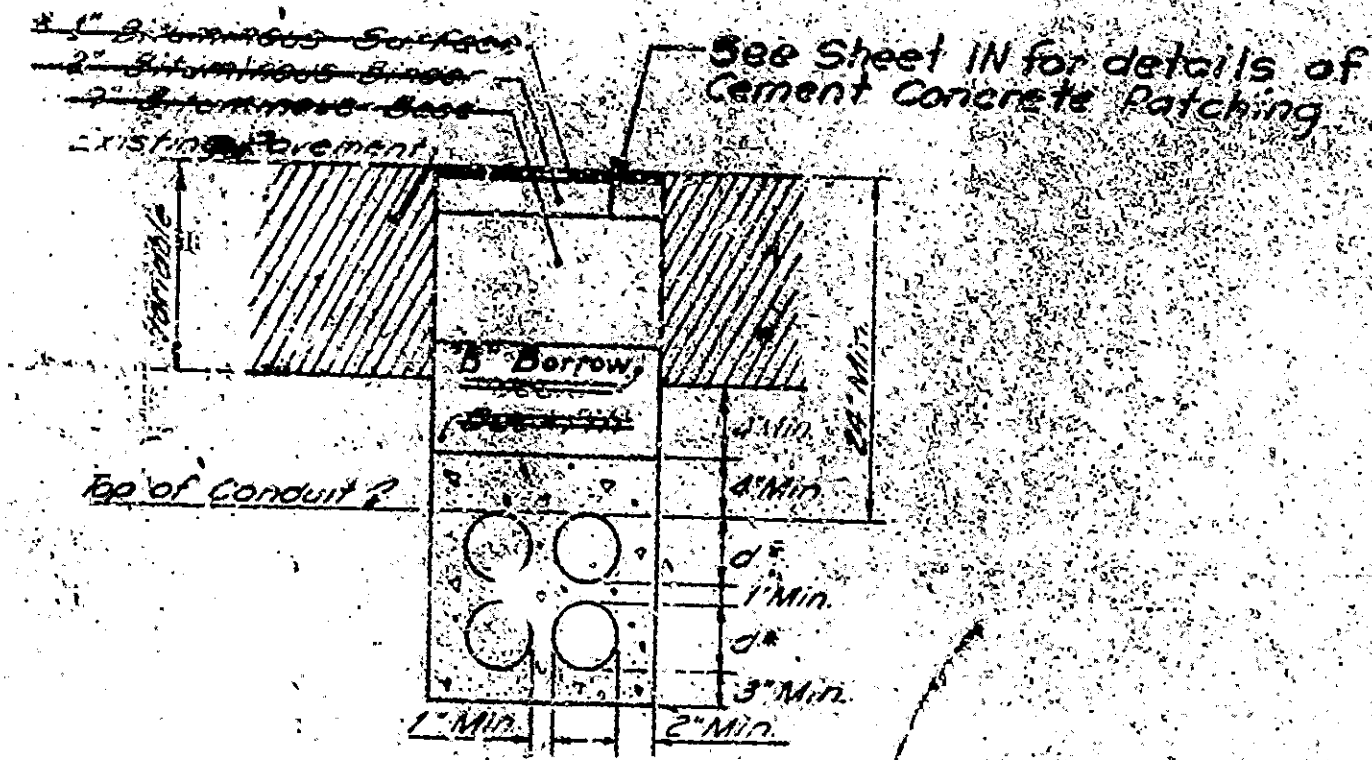
**DETAILS**

SCALE: 1"=30'

THIS SHEET INCLUDED TO SHOW LIMITS OF SIDEWALK & CURB CONSTRUCTION IN PROJECT I-65-3(112)113 ON SOUTH SIDE OF MICHIGAN ST.

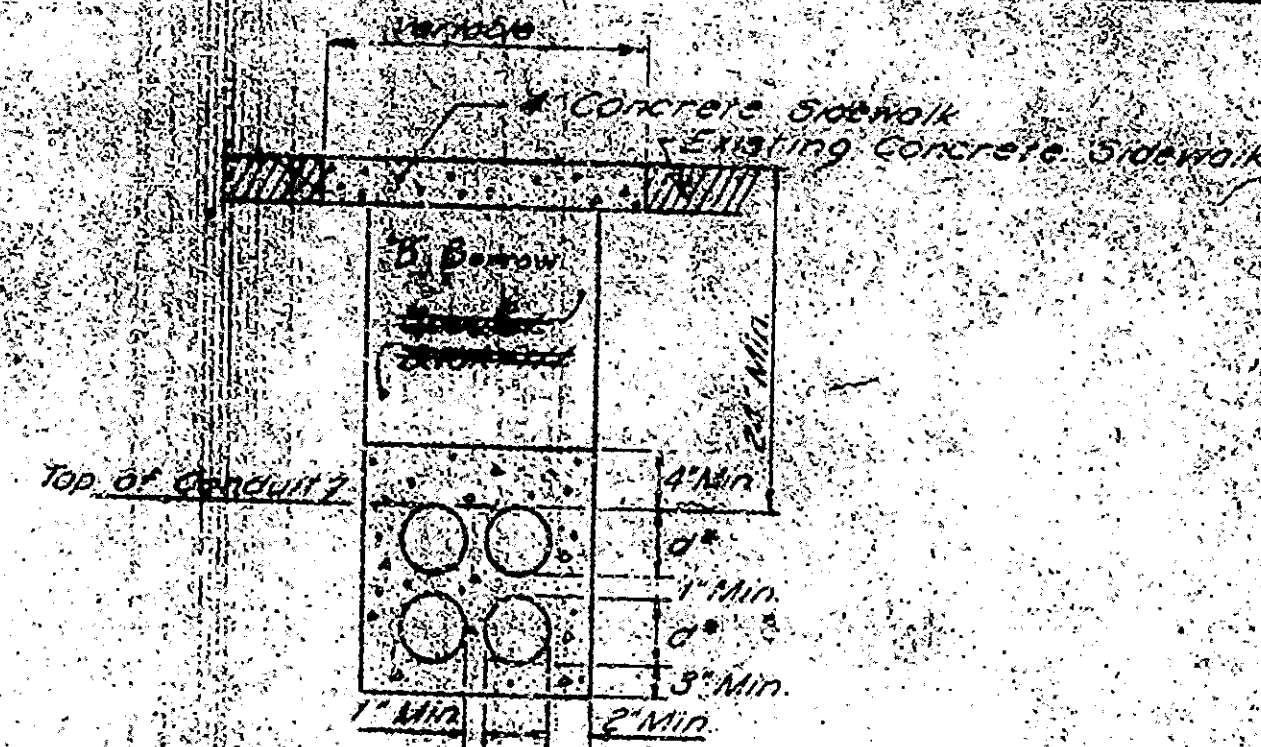


**UNDER PAVEMENT**

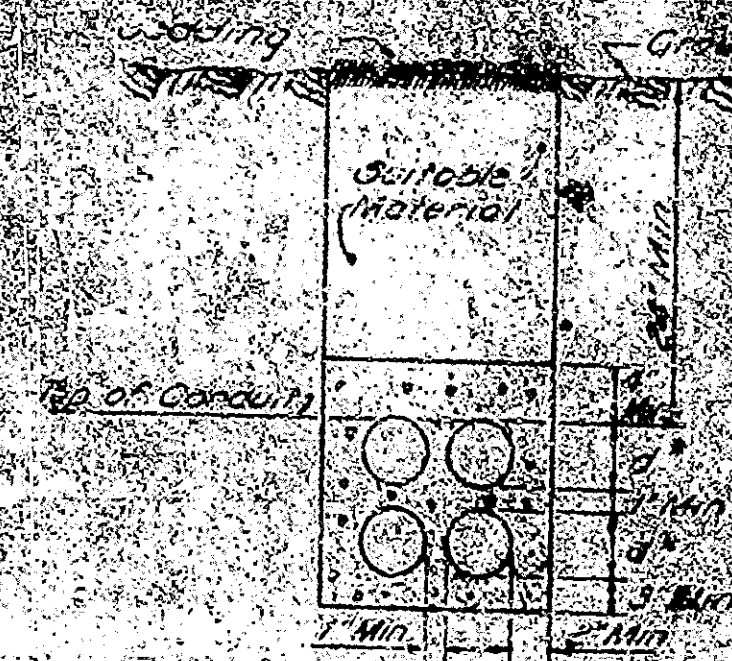


\* Use only one 1/2\"/>

**NON-PAVED AREA**



\* dimension of outside diameter of conduit.

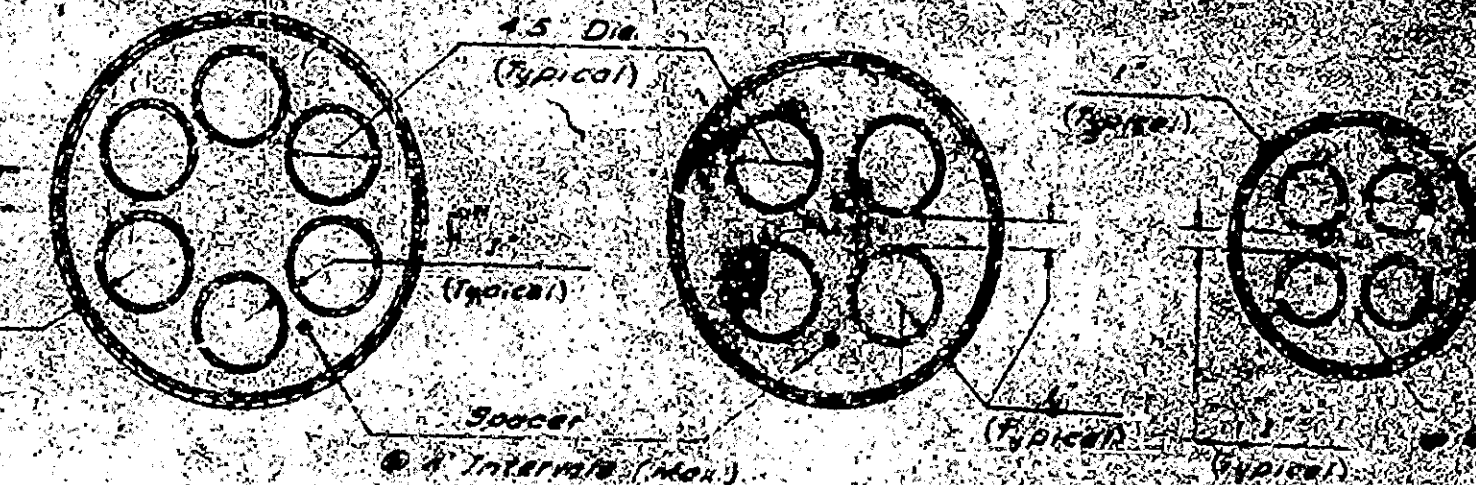


Handwritten notes on the right side of the page, including 'See RD STD. MT. 7 FOR DETAILS OF HANDHOLE TO BE USED ON THIS PROJECT' and other project-specific instructions.

**TYPICAL CONDUIT TRENCH**

Not To Scale

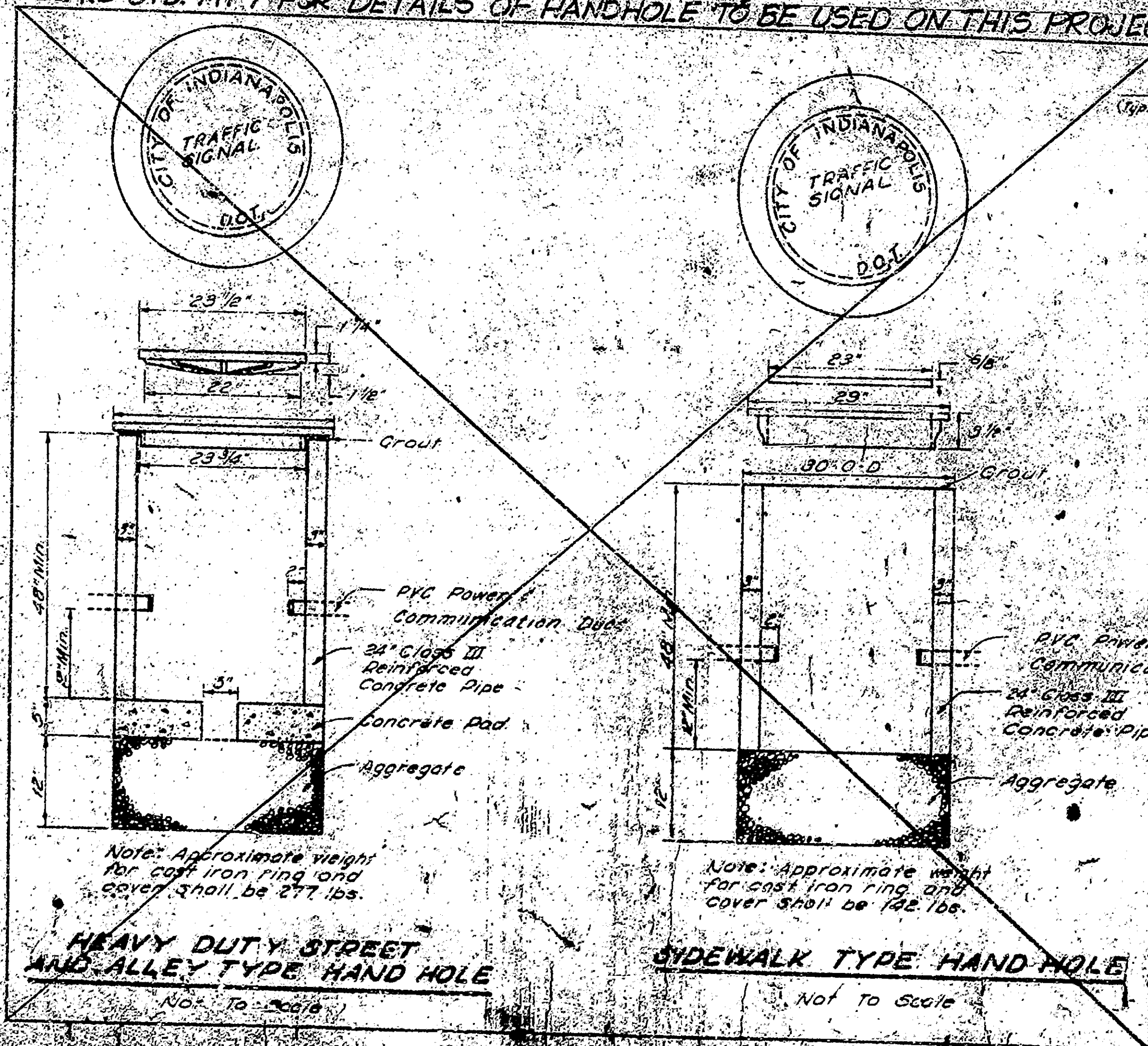
SEE RD STD. MT. 7 FOR DETAILS OF HANDHOLE TO BE USED ON THIS PROJECT.



ALL CONDUIT SHOWN IS TYPE EPIC 46 PIPE  
**JACKED STEEL PIPE WITH CONDUIT**  
 NOT TO SCALE

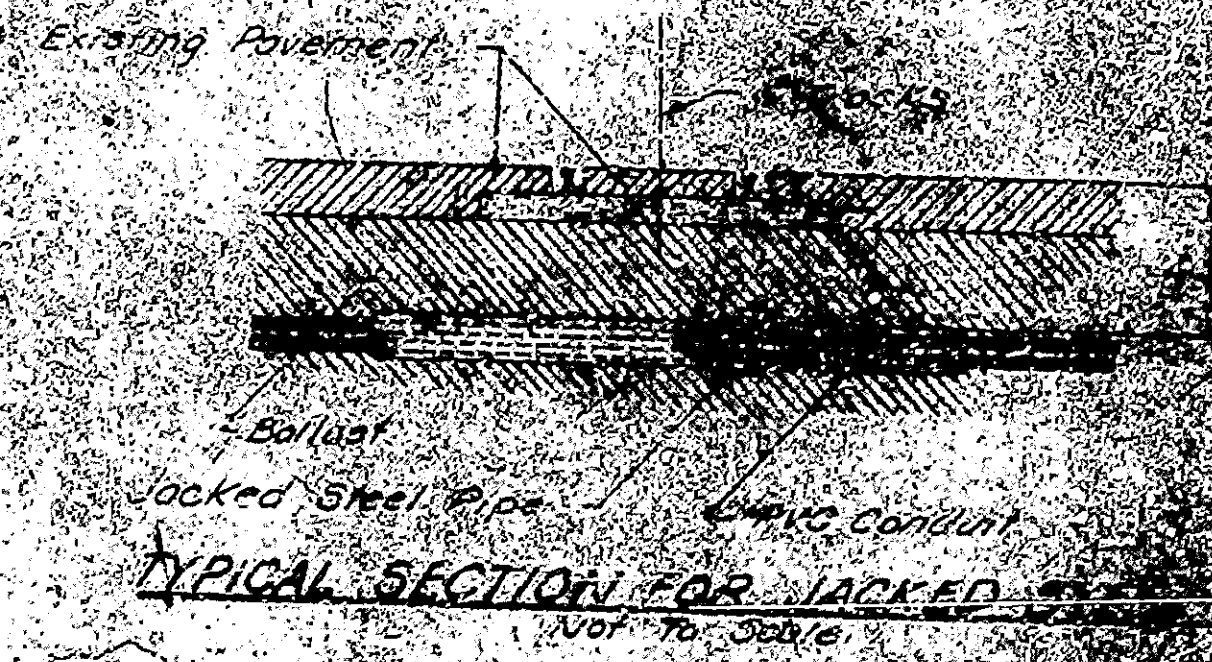
**GENERAL NOTES**

1. All hand holes shall be installed with top flush with adjoining surfaces.  
 2. For applicable specifications refer to Indiana State Highway Commission, Standard Specifications 412.15.1 and 335.02, dated 1974.



Note: Approximate weight for cast iron ring and cover shall be 277 lbs.  
**HEAVY DUTY STREET AND ALLEY TYPE HAND HOLE**  
 Not To Scale

Note: Approximate weight for cast iron ring and cover shall be 142 lbs.  
**SIDEWALK TYPE HAND HOLE**  
 Not To Scale



**TYPICAL SECTION FOR JACKED PIPE**  
 NOT TO SCALE

TYPICAL SECTIONS & MISCELLANEOUS DETAILS  
**DETAILS**



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-65-3(10)		141	340

RESET B.M. NO. 1-K ELEV. 714.625  
 □ CUT IN S.W. COR. OF CONC. STEP OF LARGE ONE-STORY BRICK WAREHOUSE ABOUT 20' EAST AND 45' SOUTH OF INTERSECTION OF PINE STREET AND NEW YORK STREET, ABOUT LEVEL WITH AND 1' NORTH OF THE N. CURB ALONG NEW YORK STREET.

B.M. NO. 2-K ELEV. 716.230  
 □ CUT IN N.W. COR. OF CONC. STEP OF LARGE ONE-STORY BRICK WAREHOUSE ABOUT 20' EAST AND 45' SOUTH OF INTERSECTION OF PINE AND VERMONT STREETS, ABOUT 6" ABOVE, AND AT THE E. SIDE OF E. SIDEWALK ALONG PINE STREET.

RESET B.M. NO. 3-K ELEV. 719.610  
 POINT OF ARROW ON FIRE HYDRANT @ S.E. COR. OF MICHIGAN STREET AND PINE STREET, 6' E. OF E. CURB OF PINE STREET AND 9' S. OF S. CURB OF MICHIGAN STREET.

RESET B.M. NO. 4-K ELEV. 722.630  
 X- CUT IN TOP OF SOUTH BOLT HEAD ON FIRE HYD. 20' NORTH OF ♀ OF NORTH STREET PRODUCED EAST, 21' W. OF WEST RAIL OF SLIDING OF PENN-CENTRAL RP. APPROX 1 BLOCK EAST OF PINE STREET ON NORTH STREET.

RESET B.M. NO. 5-K ELEV. 722.400  
 □ CUT ON TOP OF N.E. COR. OF CONCRETE LOADING DOCK @ S.W. COR. OF DAVIDSON STREET AND WALNUT STREET 25' W. OF W. CB. OF DAVIDSON STREET AND 15' S. OF THE ♀ OF WALNUT STREET.

RESET B.M. NO. 6-K ELEV. 726.740  
 (+) CUT ON N.W. BOLT AT BASE OF R.R. FLASHER 16' SOUTH ♀ 9TH STREET AND 44.5' W. OF W. RAIL.

RESET B.M. NO. 7-K ELEV. 727.500  
 □ CUT IN TOP CONC. RET. WALL ALONG WEST SIDE OF CORR. 77' SOUTH OF S. CURB OF MASS. AVENUE AND 1' N. OF S. END OF WALL @ N. SIDE OF STEPS TO INTERLOCKING TOWER.

B.M. NO. 8-K ELEV. 716.400  
 □ CUT ON N.E. COR. 30" CONC. SIGN BASE 10' S.E. OF S.E. CB. MASS. AVENUE 14.5' N. OF N. CB. OF ST. CLAIR STREET @ INTERSECTION OF MASS. AVENUE AND ST. CLAIR STREET.

B.M. NO. 9-K ELEV. 718.610  
 □ CUT IN CONC. CB. AT THE NORTH END OF A CURB INLET ON THE S.W. COR. OF THE INTERSECTION OF FULTON AND WALNUT STREETS.

RESET B.M. NO. 10-K ELEV. 718.170  
 □ CUT IN N.E. COR. FIRST CONC. STEP @ E. ENTR. TO CORINTHIAN BAPTIST CHURCH, 6.5' W. OF W. CB. FULTON STREET, 46.5' S. OF S. CB. OF NORTH STREET.

RESET B.M. NO. 11-K ELEV. 720.260  
 HEAD OF ARROW ON TOP OF FIRE HYD. @ S.W. COR. OF FULTON AND MICHIGAN STREET.

RESET B.M. NO. 12-K ELEV. 719.330  
 HEAD OF ARROW TOP FIRE HYD. @ N.W. COR. OF DAVIDSON AND MICHIGAN STREETS.

B.M. NO. 13-K ELEV. 717.250  
 □ CUT IN THE N.E. COR. OF CONC. STEP AT THE SCHOOL BUILDING, ABOUT 75' N. AND 35' W. OF THE INTERSECTION OF DAVIDSON AND VERMONT STREETS.

RESET B.M. NO. 14-K ELEV. 718.635  
 TOP OF S.E. COR. OF 6'x5' CONC. STEP, 18.6' W. OF W. CURB OF DAVIDSON, 86.5' N. OF NORTH CURB OF NEW YORK STREET @ 310 N. DAVIDSON STREET.

RESET B.M. NO. 2-L ELEV. 719.665  
 □ CUT IN CONC. PERGE BASE @ N.W. COR. OF MASS. AVENUE AND CARROLLTON STREET, 12' N.W. OF N.W. CB. OF MASS. AVENUE, JUST N. OF 2'x2' BRICK MASONRY COR. POST.

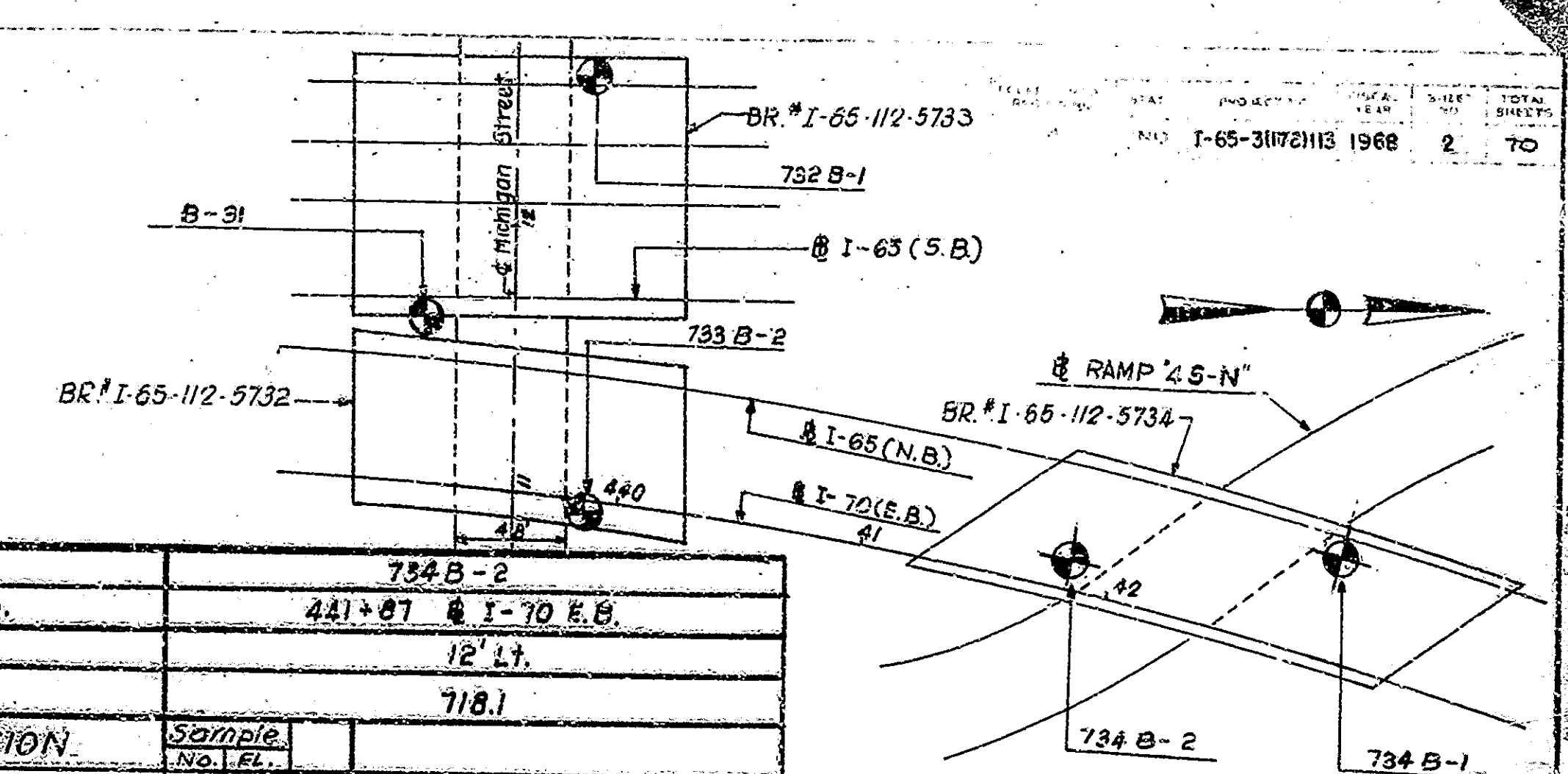
RESET B.M. NO. 3-L ELEV. 720.760  
 □ CUT IN CONC. FOUNDATION @ S.E. COR. OF COCA-COLA BUILDING (INDOPLS. PUBLIC SCHOOLS), 9' N.W. OF N.W. CB. OF MASS. AVENUE ALONG BUILDING LINE AND 19' W. OF W. CB. OF BELLFONTAINE STREET.

B.M. NO. X-295 U.S.C. & G.S. ELEV. 722.105  
 A BRONZE DISC AT INDIANAPOLIS, ABOUT 1.8 MILE S. ALONG THE N.Y.C. & N.E. R.R. FROM THE UNION STATION AT THE GRADE CROSSING OF E. ST. CLAIR STREET, 37' S. W. OF THE W. RAIL OF THE MAIN TRACK, 42' S. OF THE ♀ OF E. ST. CLAIR STREET, 5' E. OF THE ROW FENCE LINE, 20' S. OF A SWITCH STAND AT A SLIDING SWITCH, 1.5' S. OF A WHITE WOODEN WITNESS POST, 1' BELOW THE TRACK AND SET IN THE TOP OF A CONC. POST PROJECTING 8".

# DETAILS

SEC. "K"  
 ELEVATIONS AND DESCRIPTIONS





PLAN  
Scale: 1"=50'

BORING No.	B-31	732 B-1	733 B-2	734 B-1	734 B-2
STATION	489+20 @ I-65 S.B.	439+90 @ I-65 S.B.	439+88 @ I-70 E.B.	442+89 @ I-70 E.B.	441+07 @ I-70 E.B.
OFFSET	8' Rt.	86' Lt.	3' Rt.	40' Lt.	12' Lt.
GROUND EL.	718.0	717.0	717.5	718.5	718.1
Sample No. / EL.	DESCRIPTION	Sample No. / EL.	DESCRIPTION	Sample No. / EL.	DESCRIPTION
730					
725					
720					
715	1 718.0 Ground Level 2 716.0 GRAVEL 3 715.5 Brown moist soft sandy silt with a little gravel 4 714.5 Brown moist loose to very loose fine SAND	1 717.0 Ground Level 2 716.5 6" of concrete 3 715.0 Brown moist medium stiff sandy clay LOAM	1 717.5 Ground Level 2 716.7 Concrete for 9' 3 715.24 Brown moist medium dense fine to coarse SAND with trace of gravel 4 714.97 Brown moist medium dense fine SAND with trace of gravel	1 718.5 Ground Level 2 718.2 4" of bricktop pavement 3 717.5 Brown moist medium stiff silty LOAM 4 717.1 Brown moist medium stiff silty CLAY loamy with gravel 5 716.5 Brown dry loose fine to coarse SAND with trace of gravel 6 715.38 Brown moist dense fine to coarse SAND with trace of gravel	1 718.1 Ground Level 2 717.7 Brown moist very loose fine to coarse SAND with trace of gravel 3 717.0 Brown moist dense fine to coarse SAND with trace of gravel 4 716.6 Brown moist dense fine to coarse SAND with trace of gravel 5 716.1 Brown moist dense fine to coarse SAND with trace of gravel 6 715.40 Brown moist dense fine to coarse SAND with trace of gravel 7 714.95 Brown moist hard silty clay LOAM
710	5 709.0 37 Brown moist to wet loose to dense fine to coarse SAND with a trace of gravel 6 708.0 27 Gray moist very stiff clayey SILT with some sand and a trace of gravel 7 698.5 16 Gray and brown wet medium to coarse fine to coarse SAND with a little gravel 8 698.0 27 Gray moist very stiff clayey SILT with a little sand and a trace of fine gravel with possible sand seams	5 708.5 18 Brown moist medium dense fine to coarse SAND with trace of gravel 6 708.0 20 Brown moist to wet medium dense to very dense fine SAND 7 698.5 32 dense below 23.5'	5 705.5 19 Brown moist very stiff LOAM 6 705.0 23 Gray moist medium dense fine SAND 7 699.5 20 Brown moist very stiff silty CLAY 8 699.0 31 Gray moist very stiff LOAM 9 687.5 48 Greenish gray moist stiff CLAY 10 687.0 97 Dark brown moist very stiff silty CLAY with trace of organic matter 11 675.0 10 Brown moist dense fine SAND	7 718.1 4 8 717.7 18 9 717.0 14 10 716.6 16 11 701.1 24 12 696.4 40 13 696.1 51 14 688.1 68 15 688.1 68 16 688.1 68 17 688.1 68 18 688.1 68 19 688.1 68 20 688.1 68 21 688.1 68 22 688.1 68 23 688.1 68 24 688.1 68 25 688.1 68 26 688.1 68 27 688.1 68 28 688.1 68 29 688.1 68 30 688.1 68 31 688.1 68 32 688.1 68 33 688.1 68 34 688.1 68 35 688.1 68 36 688.1 68 37 688.1 68 38 688.1 68 39 688.1 68 40 688.1 68 41 688.1 68 42 688.1 68 43 688.1 68 44 688.1 68 45 688.1 68 46 688.1 68 47 688.1 68 48 688.1 68 49 688.1 68 50 688.1 68 51 688.1 68 52 688.1 68 53 688.1 68 54 688.1 68 55 688.1 68 56 688.1 68 57 688.1 68 58 688.1 68 59 688.1 68 60 688.1 68 61 688.1 68 62 688.1 68 63 688.1 68 64 688.1 68 65 688.1 68 66 688.1 68 67 688.1 68 68 688.1 68 69 688.1 68 70 688.1 68 71 688.1 68 72 688.1 68 73 688.1 68 74 688.1 68 75 688.1 68 76 688.1 68 77 688.1 68 78 688.1 68 79 688.1 68 80 688.1 68 81 688.1 68 82 688.1 68 83 688.1 68 84 688.1 68 85 688.1 68 86 688.1 68 87 688.1 68 88 688.1 68 89 688.1 68 90 688.1 68 91 688.1 68 92 688.1 68 93 688.1 68 94 688.1 68 95 688.1 68 96 688.1 68 97 688.1 68 98 688.1 68 99 688.1 68 100 688.1 68	
705					
700					
695					
690					
685					
680					
675					
670					
665					

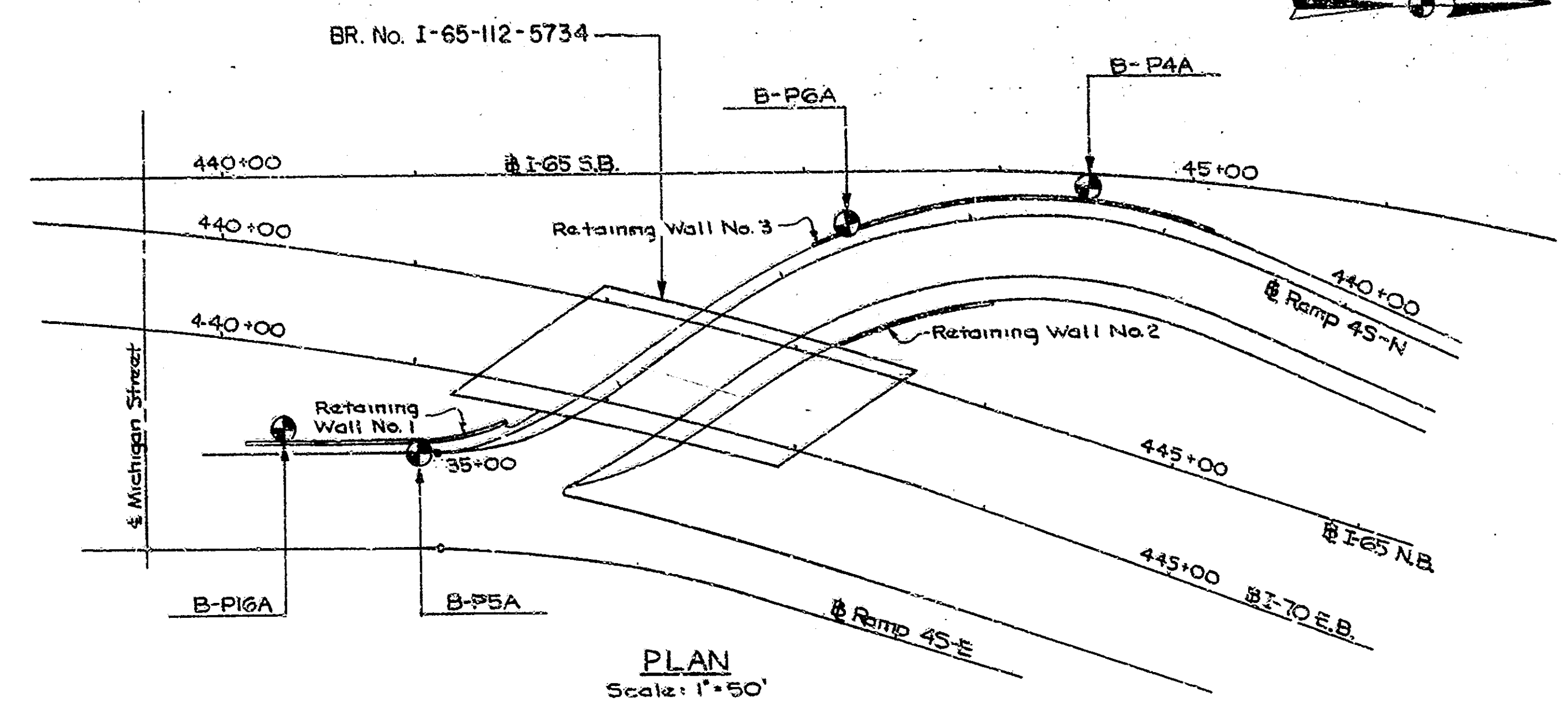
Note:  
N - Indicates the number of blows required to drive a 1 1/2" I.D., 2" O.D. Split-Spoon Sampler 12" or the depth given in the table by means of a 140 weight falling 30".  
W.L. 24' Denotes Ground Water Table after 24 hrs.  
W.L.C. Denotes Ground Water Table at completion of hole

JULY 11, 1968  
FINAL PHASE SUBMITTED FOR APPROVAL James D. Patton

**TEST BORING DATA**  
SCALE: AS NOTED  
PHASE I  
SUBMITTED FOR APPROVAL *James D. Patton* April 12, 1968  
PROJECT: I-65-3172113  
BRIDGE CONTRACT No. P-9862  
BRIDGE FILE: I-65-112-5732; 5733; 5734



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3112113	1968	3	70



PLAN  
Scale: 1"=50'

BORING NO.	P-4A	P-5A	P-6A	P-16A											
STATION	38+60 @ 45-N	34+90 @ 45-N	37+40 @ 45-N	34+20 @ 45-N											
OFFSET	15' Lt.	0'	12' Lt.	12' Lt.											
GROUND EL.	717.7	720.0	718.6	720.4											
Sample No.	EL.	N.	DESCRIPTION	Sample No.	EL.	N.	DESCRIPTION	Sample No.	EL.	N.	DESCRIPTION	Sample No.	EL.	N.	DESCRIPTION
			Ground Level				Ground Level				Ground Level				Ground Level
			Black moist soft silty loam (topsoil)	1	7200	4	Black moist soft organic silty loam	2	7194	1	Black moist organic loam (topsoil)	3	7188	2	Brown moist medium stiff clay loam
			Black organic topsoil	2	7175	11	Brown moist soft to medium stiff clay loam	1	7176	4	Brown moist medium stiff clay loam	4	7169	5	Brown moist medium stiff sandy loam
			Brown slightly moist very loose to medium dense sand and gravel	3	7155	7	Brown moist loose to medium dense sand and fine gravel	2	7163	10	Brown moist medium stiff sandy loam and gravel	5	7159	7	Brown moist loose fine sand
			Brown moist medium dense fine sand and gravel	4	7125	14	Brown moist loose to medium dense sand and fine gravel	3	7141	17	Brown moist medium dense medium sand and fine gravel	7	7144	10	End of Boring Depth of Boring 6'
			Brown moist medium dense fine sand and gravel	5	7075	14	Brown and gray moist stiff loam with trace of gravel (hard pan)	4	7111	25	Brown moist medium dense medium sand and fine gravel	8	7144	10	End of Boring Depth of Boring 6'
			End of Boring Depth of Boring 11.5'	6	7075	14	End of Boring Depth of Boring 14'	5	7088	16	End of Boring Depth of Boring 11.5'	9	7144	10	End of Boring Depth of Boring 6'

Note:  
N - Indicates the number of blows required to drive a 1 1/2" I.D., 2" O.D. Split Spoon Sampler 12" by means of a 140# weight falling 30"

**TEST BORING DATA**

SCALE: AS NOTED  
 SUBMITTED FOR APPROVAL *James D. Martin* JULY 11, 1968

PROJECT: I-65-3112113  
 BRIDGE CONTRACT No. B-9862  
 BRIDGE FILE: I-65-112-5734

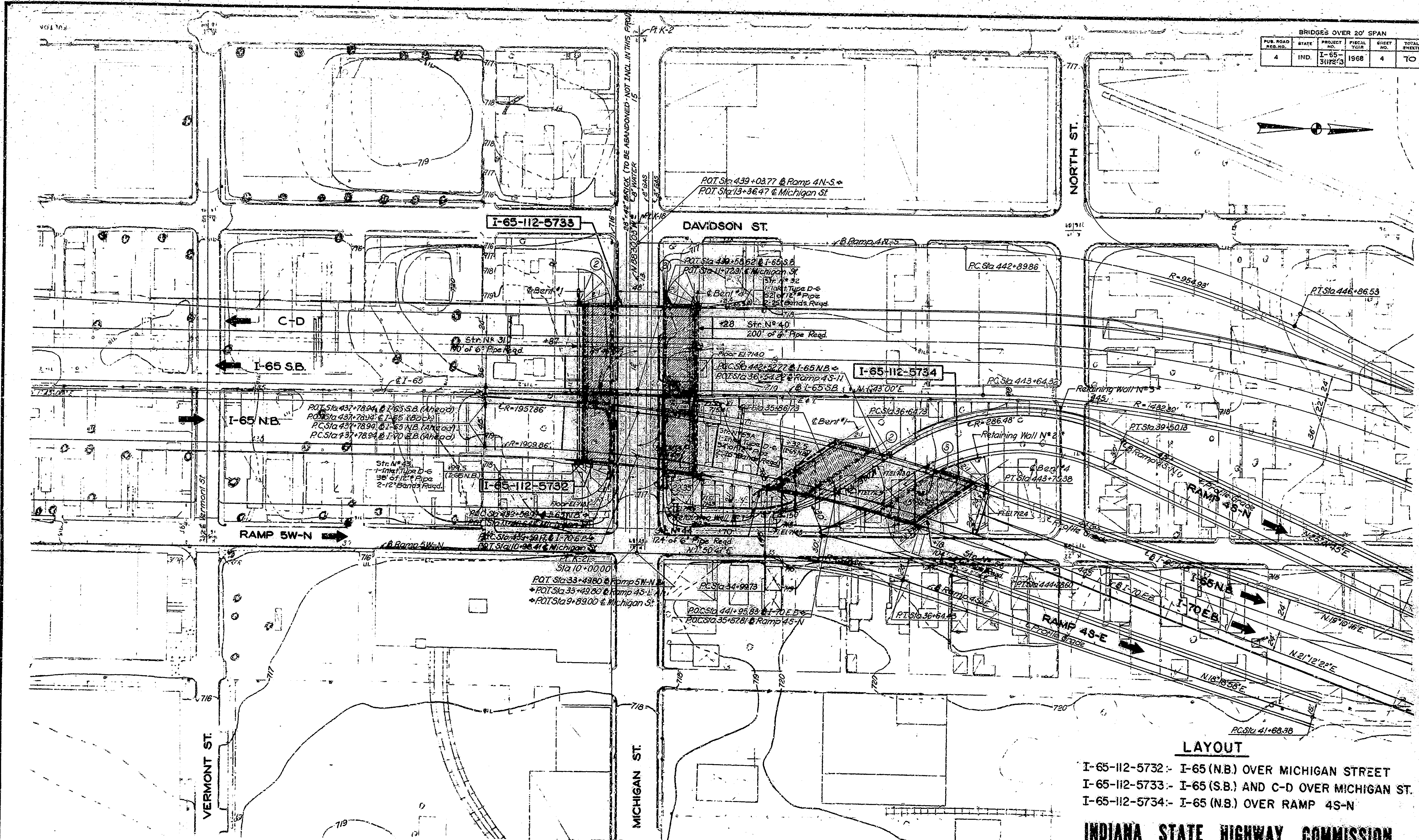
PLAN  
 1-65-112-5734  
 3-11-68  
 1:50

3359  
 1:50

1:50



BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3172-3	1968	4	70



**LAYOUT**  
 I-65-112-5732 - I-65 (N.B.) OVER MICHIGAN STREET  
 I-65-112-5733 - I-65 (S.B.) AND C-D OVER MICHIGAN ST.  
 I-65-112-5734 - I-65 (N.B.) OVER RAMP 4S-N

**INDIANA STATE HIGHWAY COMMISSION**

**(5732)**  
 Hatched Areas indicate 710 SYS. Slopewall. Includes 106 SYS for Toewall and 6 SYS for special concrete curb.

**(5733)**  
 Hatched Areas indicate 1010 SYS. Slopewall. Includes 150 SYS for Toewall and 6 SYS for special concrete curb.

**(5734)**  
 Hatched Areas indicate 895 SYS. Slopewall. Includes 183 SYS for Toewall and 14 SYS for special concrete curb.

**SITUATION PLAN**  
 Scale: 1"=50'

\* Indicates items not included in this contract

July 11, 1968

SCALE: AS NOTED

April 13, 1966

PHASE I  
 SUBMITTED FOR APPROVAL  
 OF 18 (5732)  
 OF 17 (5733)  
 OF 27 (5734)  
 PROJECT: I-65-3 (172) 13  
 BRIDGE CONTRACT NO. B-982  
 BRIDGE FILE: I-65-112-5732 THRU 5734

FINAL PHASE  
 SUBMITTED FOR APPROVAL

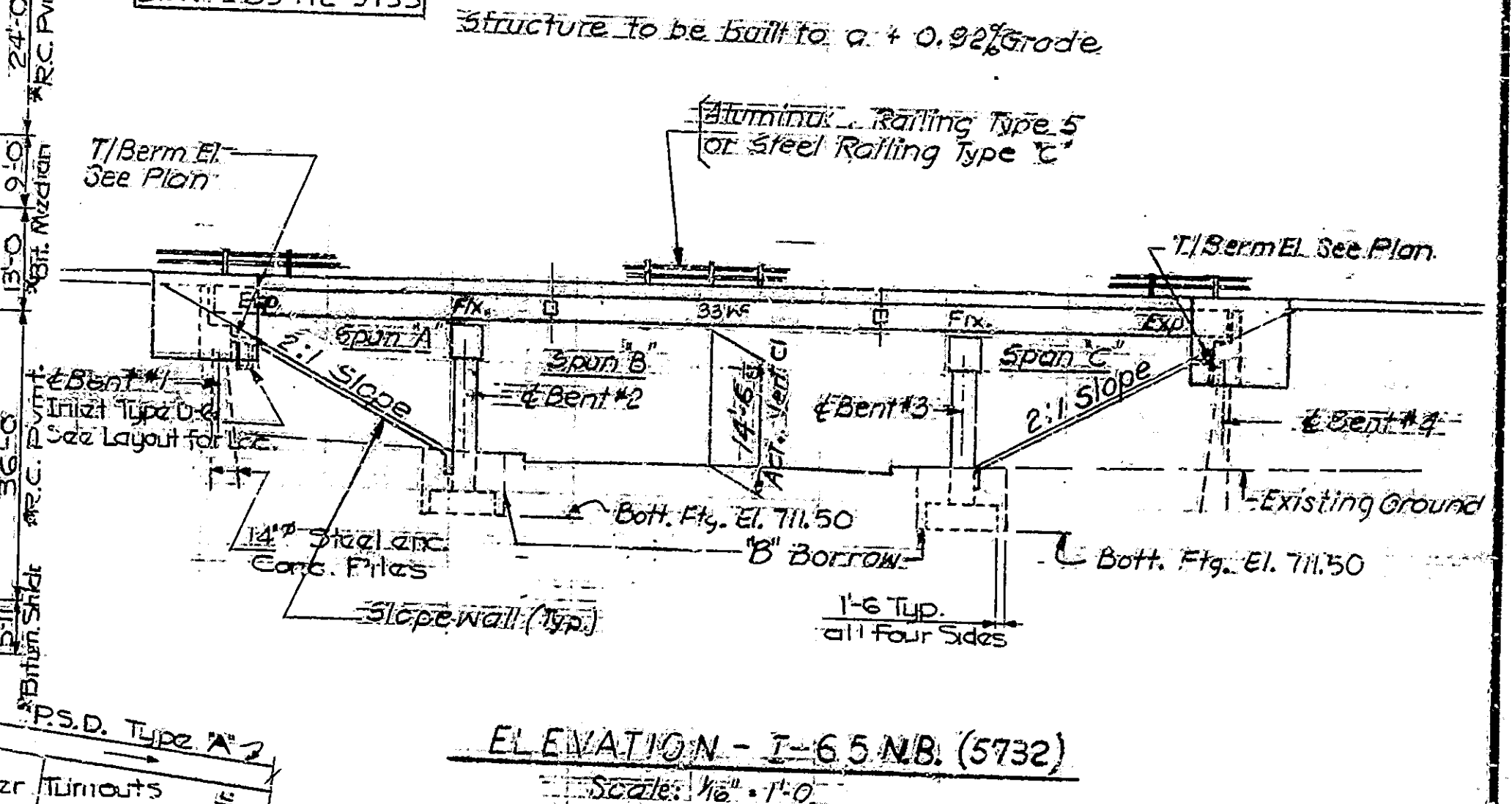
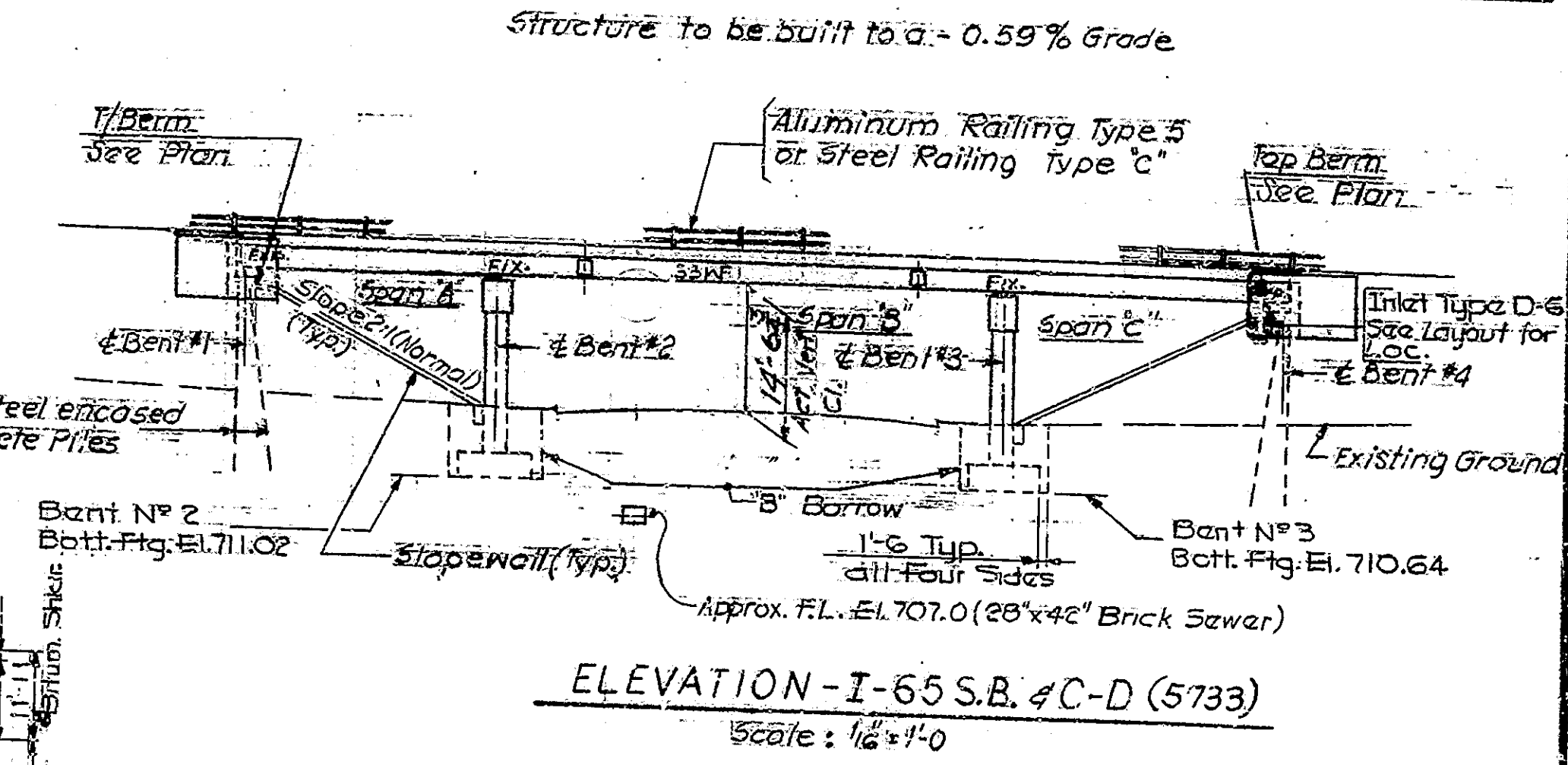
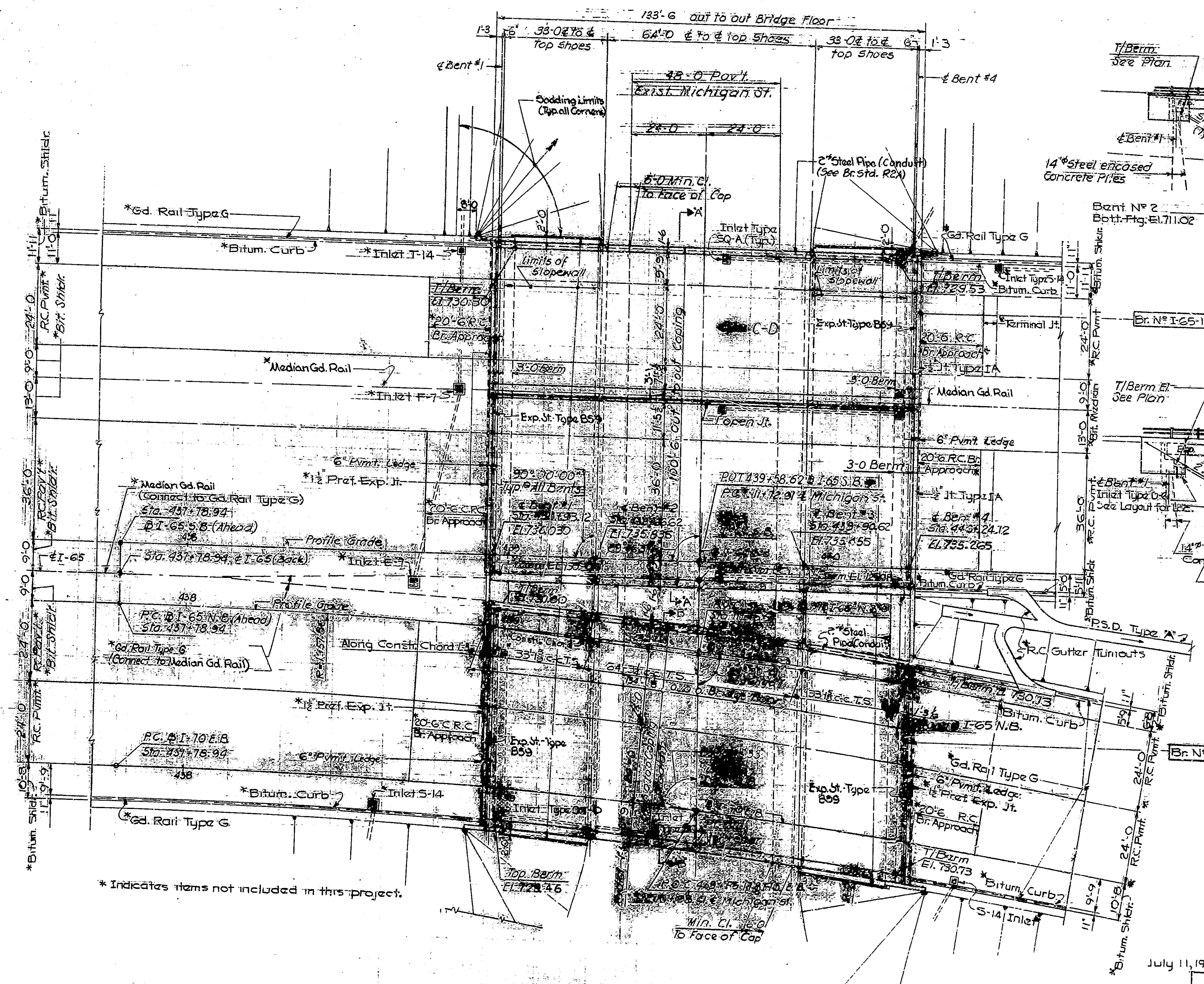
Rev 6-14-74 Slopewall quantities, 6" Pipe

Rev 6-14-74 JUN/SON/CL





BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-5 (172)113	1968	5	70



NOTES:  
For Notes and additional details see Drwg. 55.

**GENERAL PLAN (5732 & 5733)**  
**CONTINUOUS COMPOSITE STEEL BEAM BRIDGES**  
 (5733) I-65 (S.B.) AND C-D OVER MICHIGAN ST.  
 3 Spans: 33'-0", 64'-0", 33'-0"; Skew: Square  
 2 Roadways: 41'-2", 53'-2"; One 3'-1" Median, Two 3" Curbs.  
 (5732) I-65 (N.B.) OVER MICHIGAN ST.  
 3 Spans: 33'-0", 64'-0", 33'-0"; Skew: Varies  
 One Roadway: 63'-8"; Two 3" Curbs

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
 PHASE I  
 SUBMITTED FOR APPROVAL  
 DRAWING: 52 OF 113 (5733)  
 PROJECT: I-65-5 (172) 113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5732 & 5733

DESIGNED: L.L. CKD: D.D.  
 DRAWN: K.M. CKD: D.D.  
 TRACED: CKD

Rev. 6-14-74 'B' Borrow; Exp. St. 359; 2" Steel Pipe Conduit; Median Gd. Rail; Gd. Rail Type G

PLAN  
 Scale: 1/2" = 1'-0"

FINAL PHASE  
 SUBMITTED FOR APPROVAL  
*Jamie Martin*

July 11, 1968

April 17, 1968







DOC

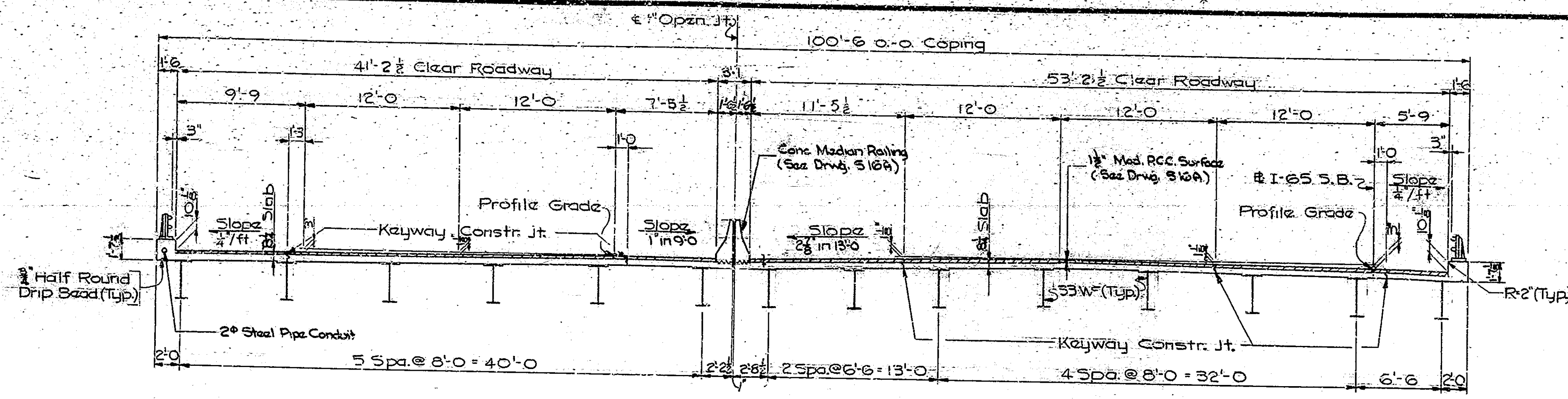
8-70-72

General plan

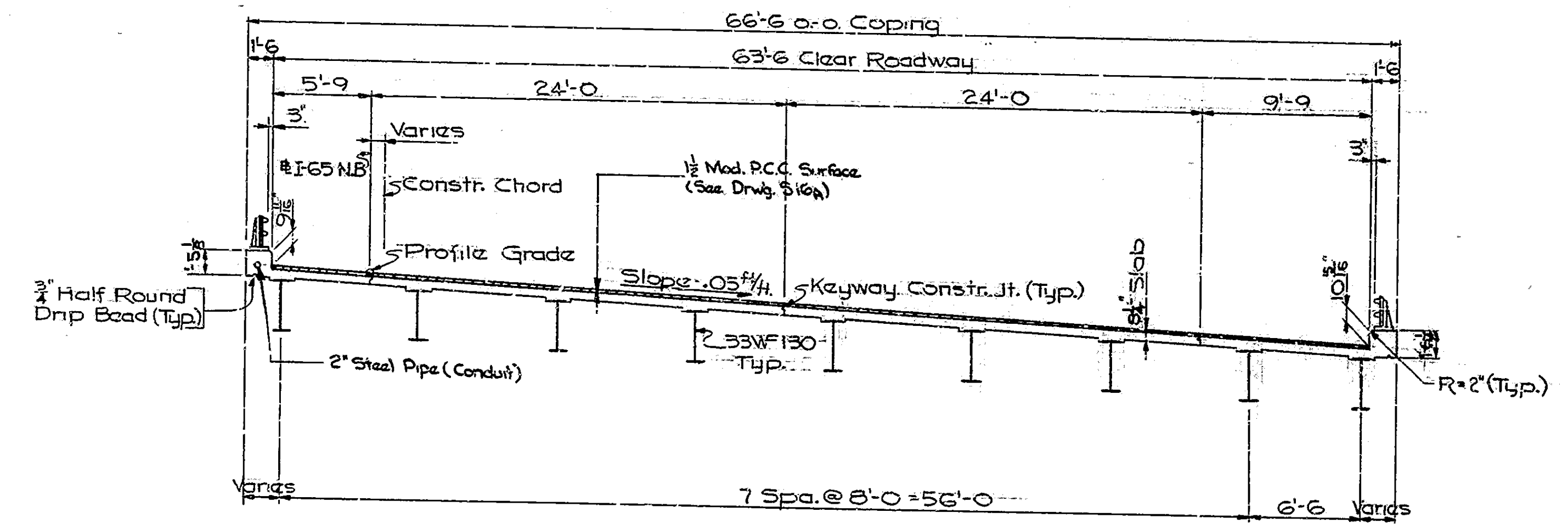
Missing



BRIDGES OVER					SPAN
PUB. ROAD RES. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	
4	IND.	I-65-3 (172)113	54	70	



SECTION A-A (5733)  
Scale: 3/16"=1'-0"



SECTION B-B (5732)  
Scale: 3/16"=1'-0"

**DESIGN DATA**

Designed for HS20-44 loading in accordance with 1973 AASHTO Specifications. Checked for special loading of 2-24,000 lb. axles spaced @ 4'-0" o.c.

**TYPICAL CROSS-SECTION**

For Typical Cross-Sections, see the Road Plans.

**JOINT LEGEND**

For 1/2" Type IA Joint, See Br Std. C3.

**GENERAL NOTES:**

- No present structure at the proposed bridge site.
- Depth of footings shall be extended if found necessary. See Art. 206.11(c) of the Specifications.
- Piles shall have the minimum bearing value shown on the detail drawings. Determine pile lengths by Art. 701 of the Specifications.
- For details of steel encased concrete piles, see Br Std. C1, and applicable articles of the Specifications.
- Minimum reinforcing steel covering shall be 2 1/2 inches in top and one inch in bottom of floor slabs, three inches in footings except four inches for bottom footing steel, one and one half inches for spirals in Bent columns and two inches in all other parts except as noted on the detail drawings.
- Concrete in footings shall be class "B".
- Concrete in the superstructure shall be Class "C".
- Concrete in bent columns and bent caps shall be class "B".
- Concrete in slopewalls and in steel encased concrete piles shall be Class "A".
- Continuous concrete pours shall be made between construction joints as shown on the detail drawings.
- Backs of mudwalls and wingwalls shall be waterproofed in accordance with Specifications Art. 702.22.
- Forms shall be beveled one fourth inch under copings and exposed edges shall be chamfered one inch unless noted.
- Standard type SQ-A roadway drains and two (2) Type OS-D roadway drain shall be placed as shown on Sheets No 18, No 31 and No 48.
- Slopewall shall be constructed at locations shown on the Layout.
- The tolerance in the position of pile heads is two inches at and bents.
- All railings shall be constructed perpendicular to the profile grade.
- The tops of End Bent Caps and front face of Mudwalls shall be sealed in accordance with Art 702.20 of the Specs.

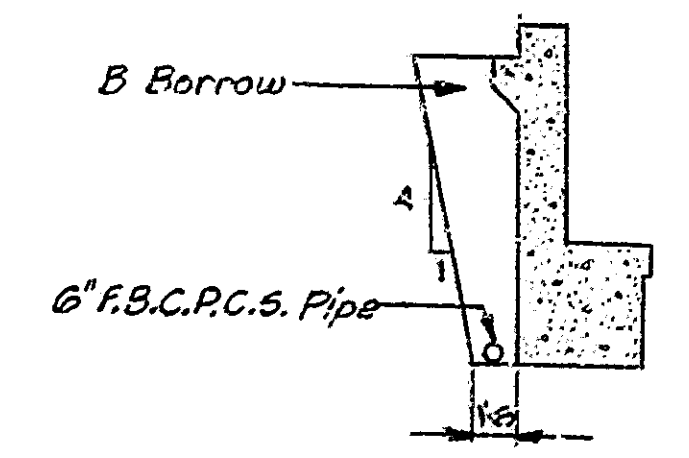
See the Special Provisions for items included in this Contract. For Pay Items covering these structures see the "Bridge Summary".  
 Bridge lighting required. Install conduit in accordance with Bridge Standard R-1A.  
 As an alternate, prestressed concrete piles may be substituted for steel encased concrete piles. See the Special Provisions.

**STANDARD DRAWINGS (CONTINUED)**

BR STD.	RD. STD.	PURPOSE
	SHEET A	1" Prof. Exp. Jt. w Load Transfer, Punit. Joints Wire Fabric Construction Jt-D1
MA1		Sidewalk Ramp, Sidewalk
MC1		Casing, Type Jd
MD2		Catchbasins, Type S
MS		Integral Conc. Curb, conc. curb
MI		Street Approach
MI1		Ear. Construction, Type B
MN		Anchor Bolts
MN		Backfill for Structures
MT7		Handhole
MP		Group "K" Pipe
MA		Pavement Offsets.

**STANDARD DRAWINGS**

BR. STD.	RD. STD.	PURPOSE
C14CS		Reinforcing Bar Notes, Bar Bending Details, Test Bar Samples, Notch in Slab at end of Beams, Method of splicing Pile Shells in field, 1/2" Type IA Joint.
BR1		Aluminum Railing Type S
BR2		Aluminum Railing Details.
BR3		Steel Railing Type C
BR4		Steel Railing Details.
REA		Bridge Lighting Details
D		Rdwy. Drain Type SQ-A and Rdwy. Drain Type OS-D.
	MB2	Slopewall
	MB4	Drainage Details
	MC	Type G Casing
	MD	Inset Type D
S1	ME2	Metal End Sections for Pipe Culverts
CA		Backfill behind end bents
		Prestressed concrete piles



TYPICAL SECTION THRU END BENTS  
Not to Scale

**GENERAL PLAN DETAILS**

INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED July 11, 1968

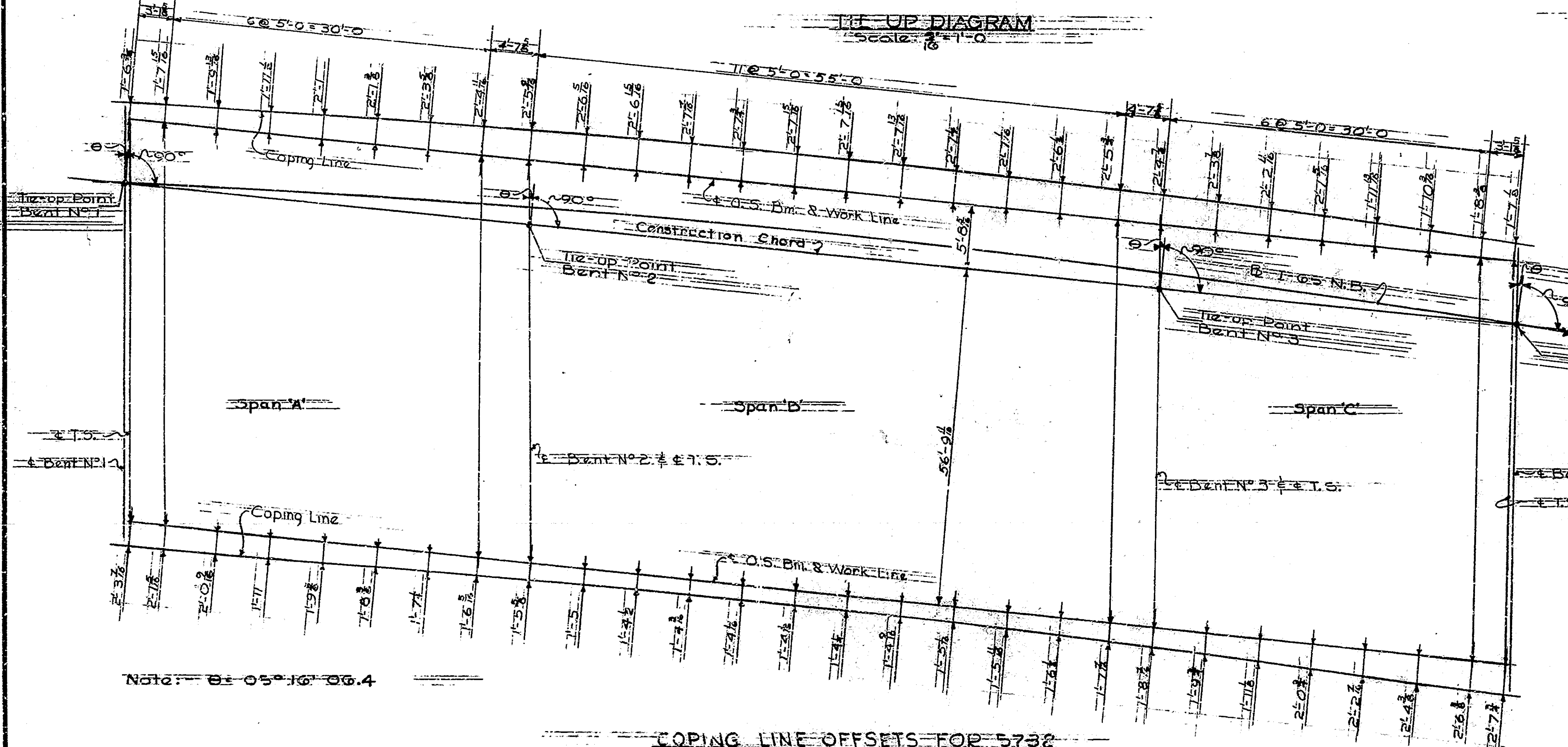
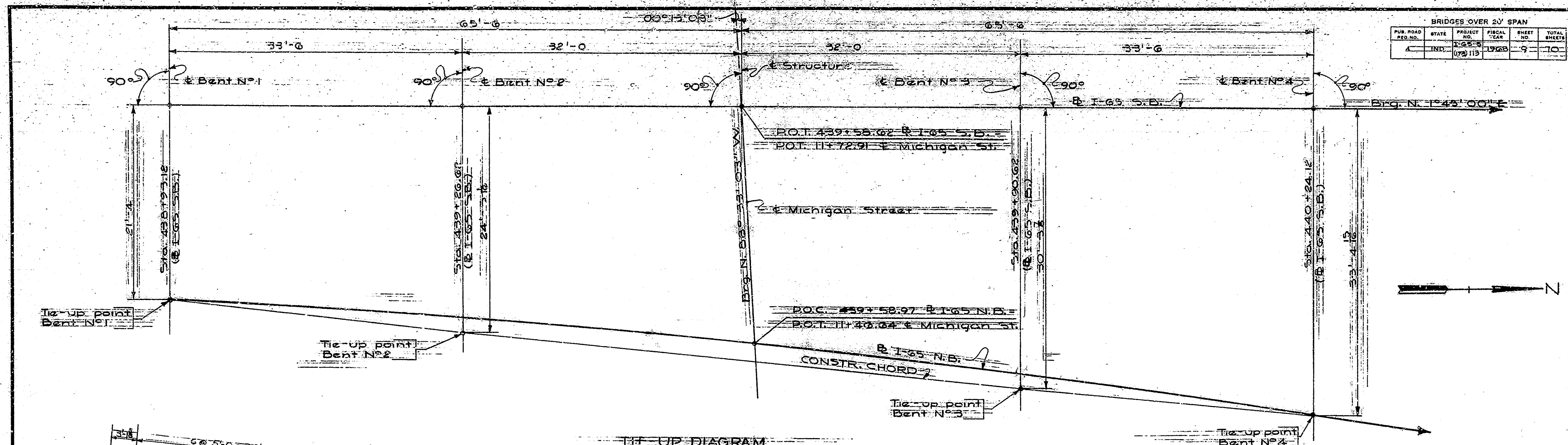
SUBMITTED FOR APPROVAL: *James D. Matia*  
 OF 19 (5732)  
 OF 17 (5733)  
 OF 27 (5734)  
 PROJECT: I-65-3 (172)113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5732, 5733 & 5734

DESIGNER: CKD  
 DRAWN: SFT 4-24@CKD L&M 4-24-68  
 TRACED: CTT

Rev. 6-14-74 Mod. P.C.C. Surface, 2" Steel Pipe Conduit, Drip Bead, Slab, Notes, Std. Drains, Railings



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
IND.	IND.	1-65-8	1965	9	10



TIE-UP DIAGRAM & COPING LINE OFFSETS

INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED July 11, 1965

SUBMITTED FOR APPROVAL: *James D. Martin*

OF 19 (5732)

DRAWING NO. OF 17 (5733)

PROJECT: I-65 (IND) 113

BRIDGE CONTRACT NO. 8-9067

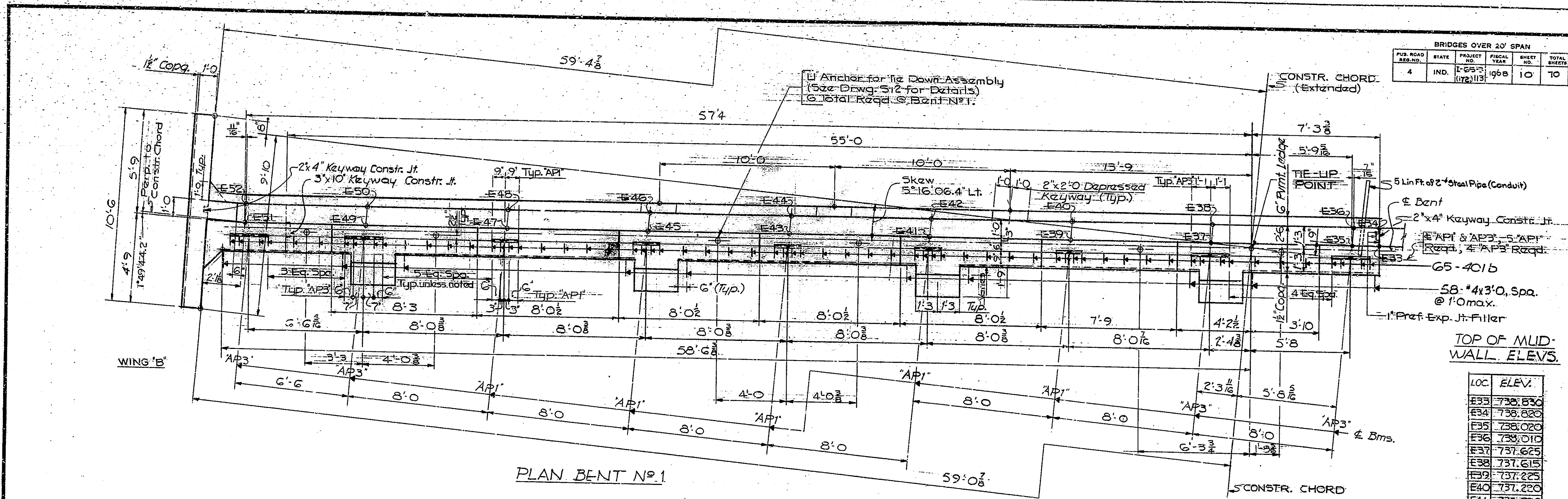
BRIDGE FILE: I-65 113-5732-17-1

DESIGNED BY: J.S. 2-1-65  
 DRAWN BY: R.P. 2-2-65  
 TRACED BY: C.W.D.

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
		9	10	

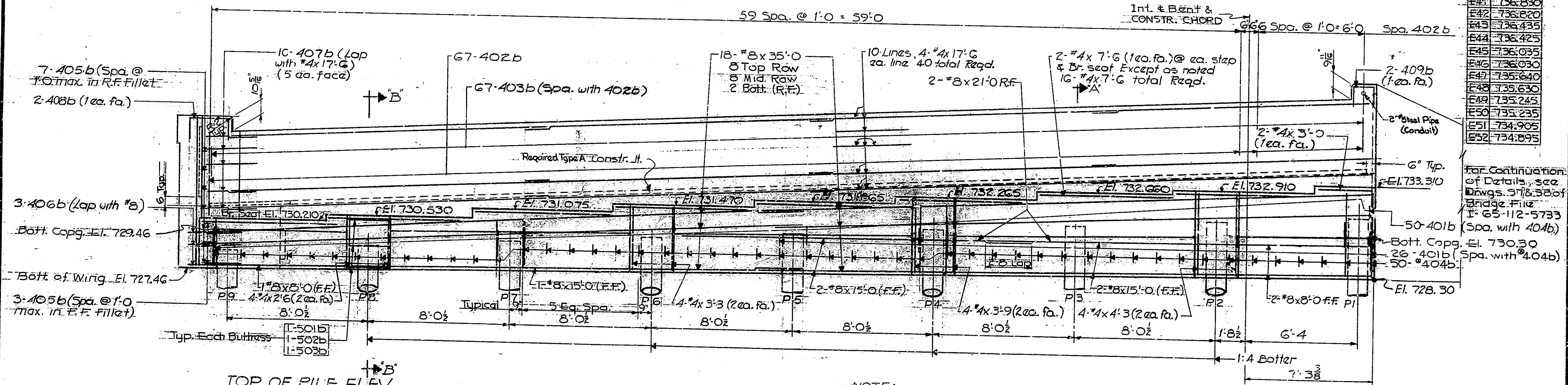


BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172) 113	1968	10	10



TOP OF MUD-WALL ELEV.

LOC.	ELEV.
E33	738.830
E34	738.820
E35	738.020
E36	738.010
E37	737.625
E38	737.615
E39	737.225
E40	737.220
E41	736.830
E42	736.820
E43	736.435
E44	736.425
E45	736.035
E46	736.030
E47	735.640
E48	735.630
E49	735.245
E50	735.235
E51	734.905
E52	734.895



PILE	ELEV.
P.1	731.53
P.2	731.15
P.3	730.77
P.4	730.39
P.5	730.00
P.6	729.62
P.7	729.24
P.8	728.86
P.9	728.48

**NORTH ELEVATION**

NOTE: Mudwall above horiz. Type A Constr. Jt. shall not be poured until superstructure is poured.

NOTE: 9-14" Steel Encased Concrete Piles to be driven to a 40' minimum bearing.

NOTES:  
 For "Reinforcing Bar Notes" see Br. Std. C1.  
 For additional details and "Bill of Materials" see Drawg. S8.  
 For Anchor Plate details, see drawg. S9.  
 Anchor Plates to be present in the concrete.  
 \*Indicates cutting and bending diagram required.

**BENT NO. 1 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: 3/8" = 1'-0"  
 July 11, 1968  
 SUBMITTED FOR APPROVAL: *James D. Walter*  
 DRAWING: S 7 OF 19  
 PROJECT: I-65-3 (172) 113  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: I-65-112-5732

DESIGNED: W.H.S. 8-17-66 K.D.S. 9-27-67  
 DRAWN: R.S. 10-10-67 K.D.S. 11-15-67  
 TRACED: C.K.O.

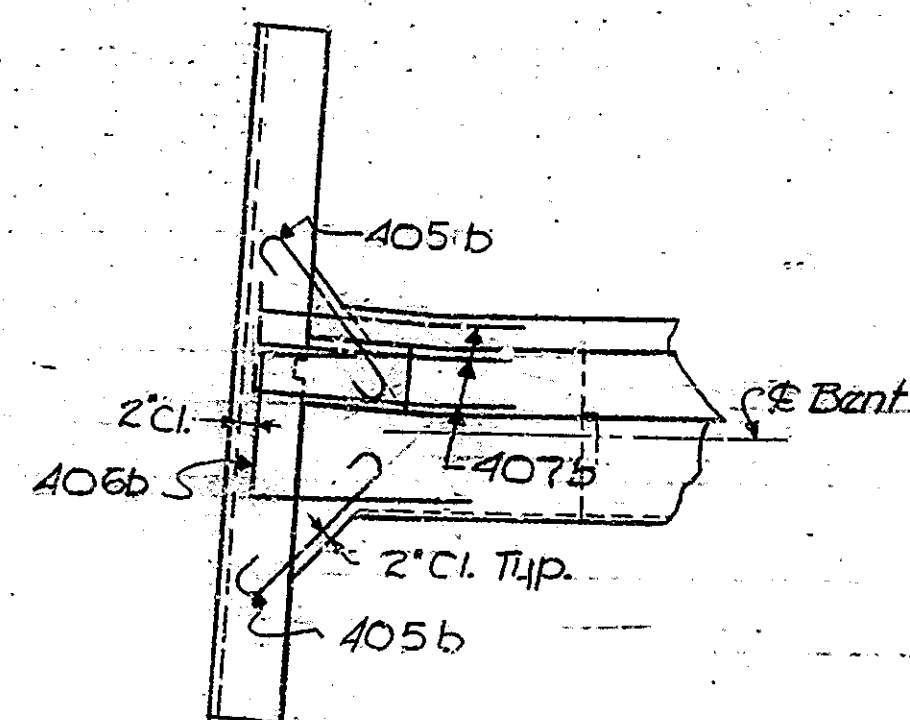


BRIDGES OVER 20' SPAN						
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL	
NO.		NO.	YEAR	NO.	SHEETS	
4	IND.	I-65-3 (172) 113	1968	11	70	

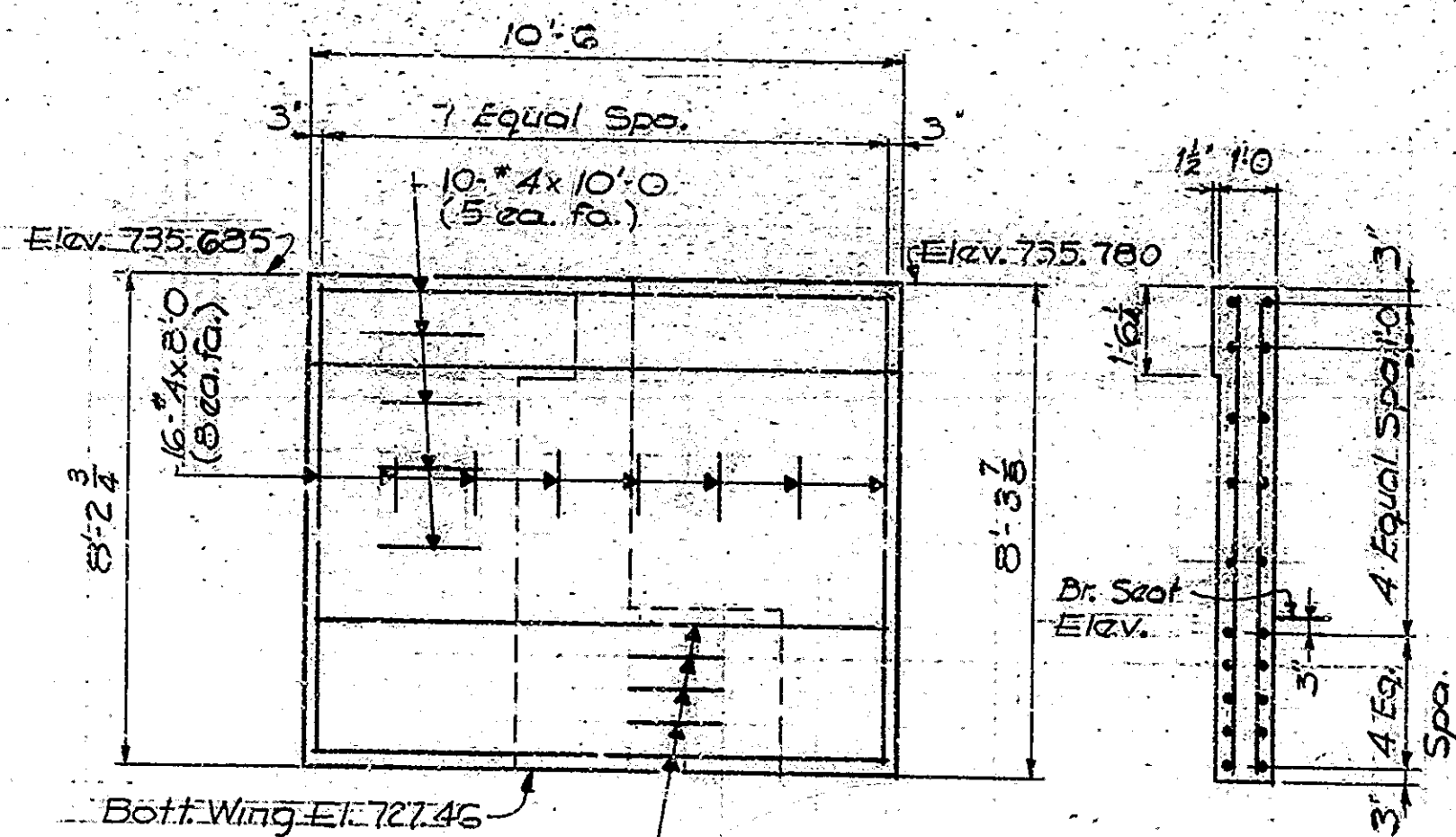
**BILL OF MATERIALS**

REINFORCING STEEL			
SIZE & MARK	N <sup>o</sup> of Bars	LENGTH	WEIGHT
#8	18	35'-0"	
#8	2	21'-0"	
#8	5	15'-0"	
#8	3	8'-0"	
Total #8			2059'
501b	4	7'-9"	
502b	4	9'-3"	
503b	4	10'-3"	
#5	10	10'-0"	
Total #5			218'
401b	141	3'-3"	
402b	67	11'-8"	
403b	67	4'-1"	
404b	25	19'-11"	
405b	10	4'-0"	
406b	3	7'-11"	
407b	10	4'-7"	
408b	2	6'-9"	
409b	2	5'-2"	
#4	40	17'-6"	
#4	10	10'-0"	
#4	18	8'-0"	
#4	16	7'-6"	
#4	4	4'-3"	
#4	4	3'-9"	
#4	60	3'-0"	
#4	4	2'-6"	
Total #4			2290'
Total Steel			4567'
CONCRETE			
Pour N <sup>o</sup> 1	26.5 cu yd		
Pour N <sup>o</sup> 2	4.7 cu yd		
Pour N <sup>o</sup> 3	11.9 cu yd		
Total Cl. A Conc. in Substr.	43.0 cu yd		
MISCELLANEOUS			
Anchor P. MK API	5 ea.		
Anchor P. MK AP3	4 ea.		
9-14" 2-Steel-Gr.			
Conc. Piles (#7 Gr.)			
x 30'-0" Approx.	2700 ft.		
Tie Down Assembly MKDA	6 ea.		
2" Steel Pipe (Conduit)	5 Lin. Ft.		

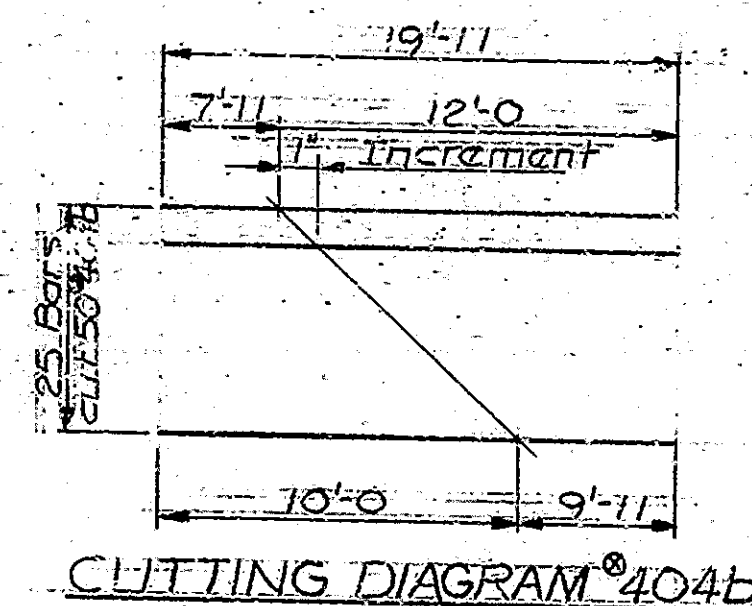
\* Pour N<sup>o</sup> 3 to be poured after the floor slab has been poured.



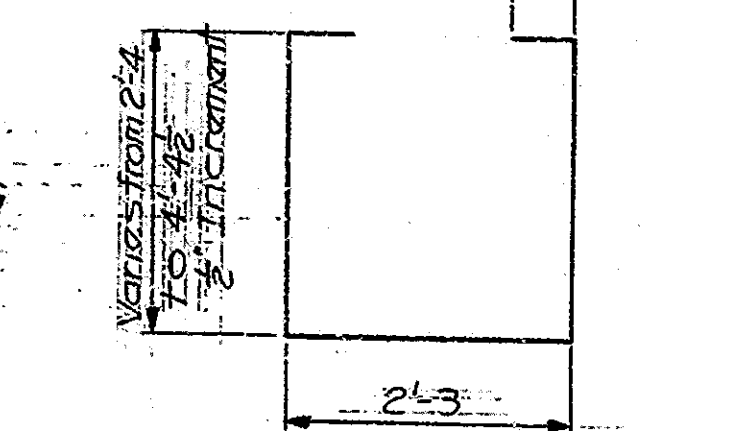
**WING 'B' DETAILS**  
Scale: 3/8" = 1'-0"



**SECTION THRU WING WING ELEVATION**  
Scale: 3/8" = 1'-0"

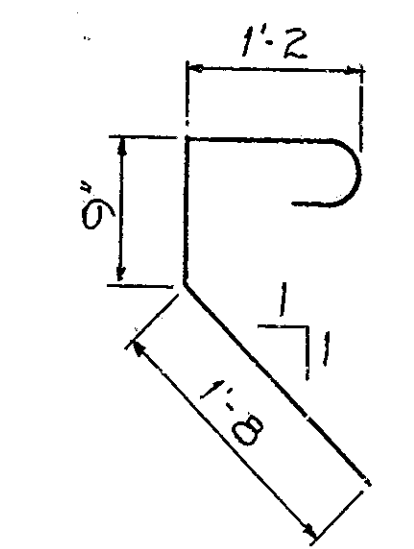


**CUTTING DIAGRAM #404b**

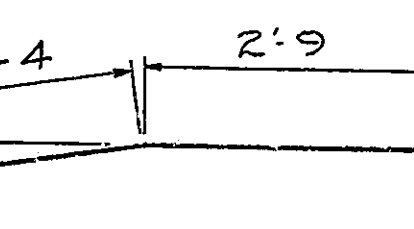


**BENDING DIAGRAM #404b**

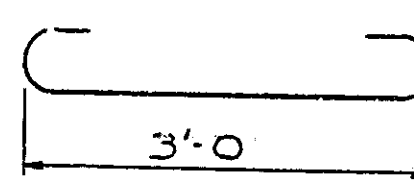
Mark	'o	'h	Length
501b	2'-3"	2'-9"	7'-9"
502b	2'-3"	3'-6"	9'-3"
503b	2'-3"	4'-0"	10'-3"
401b	2'-3"	6"	3'-3"
402b	8"	5'-6"	11'-8"
408b	2'-9"	2'-0"	6'-9"
409b	1'-2"	2'-0"	5'-2"



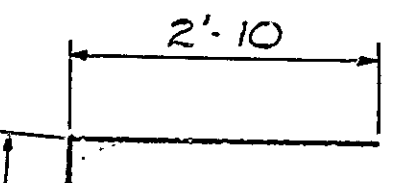
403b x 4'-1"



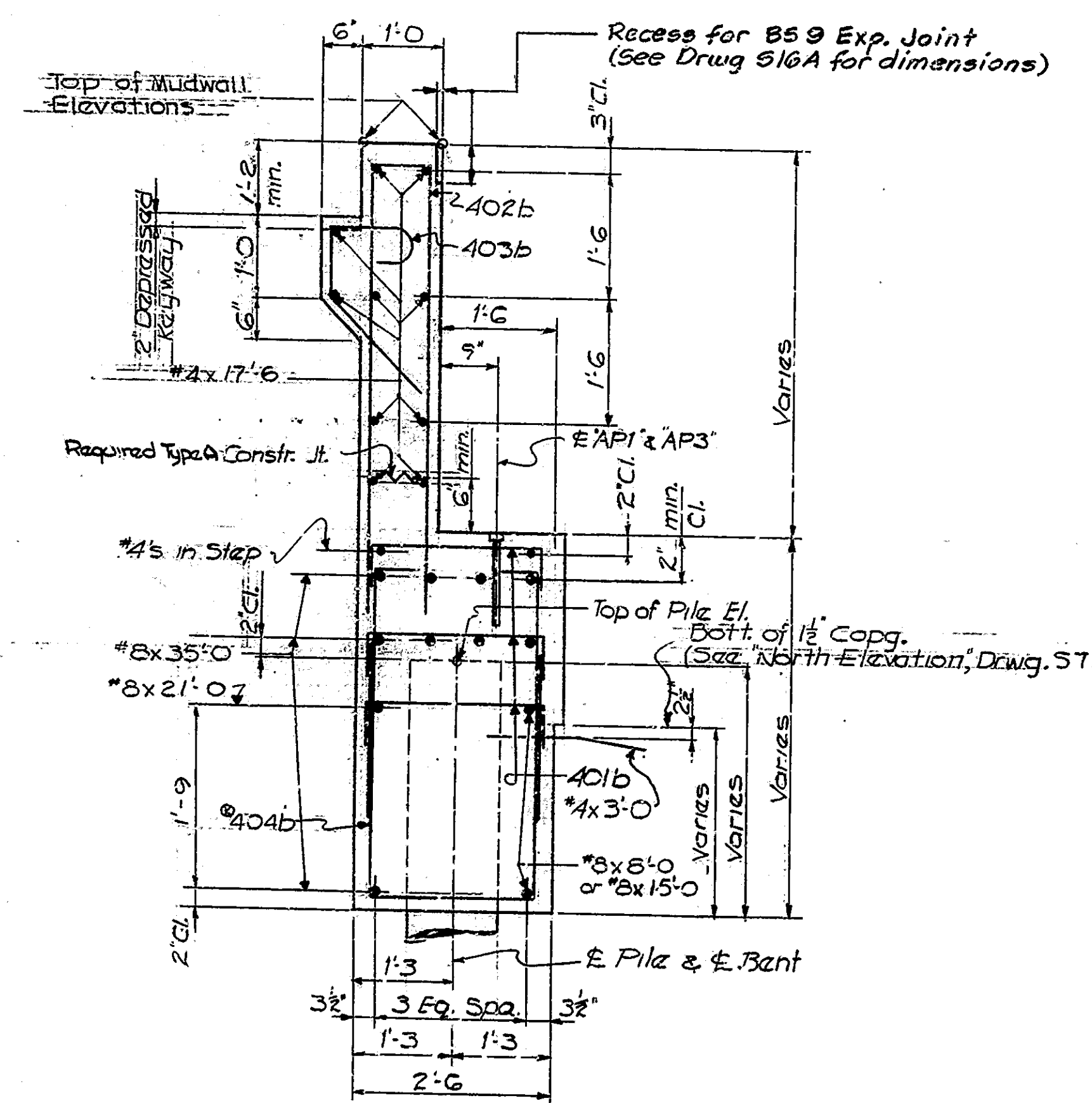
407b x 4'-7"



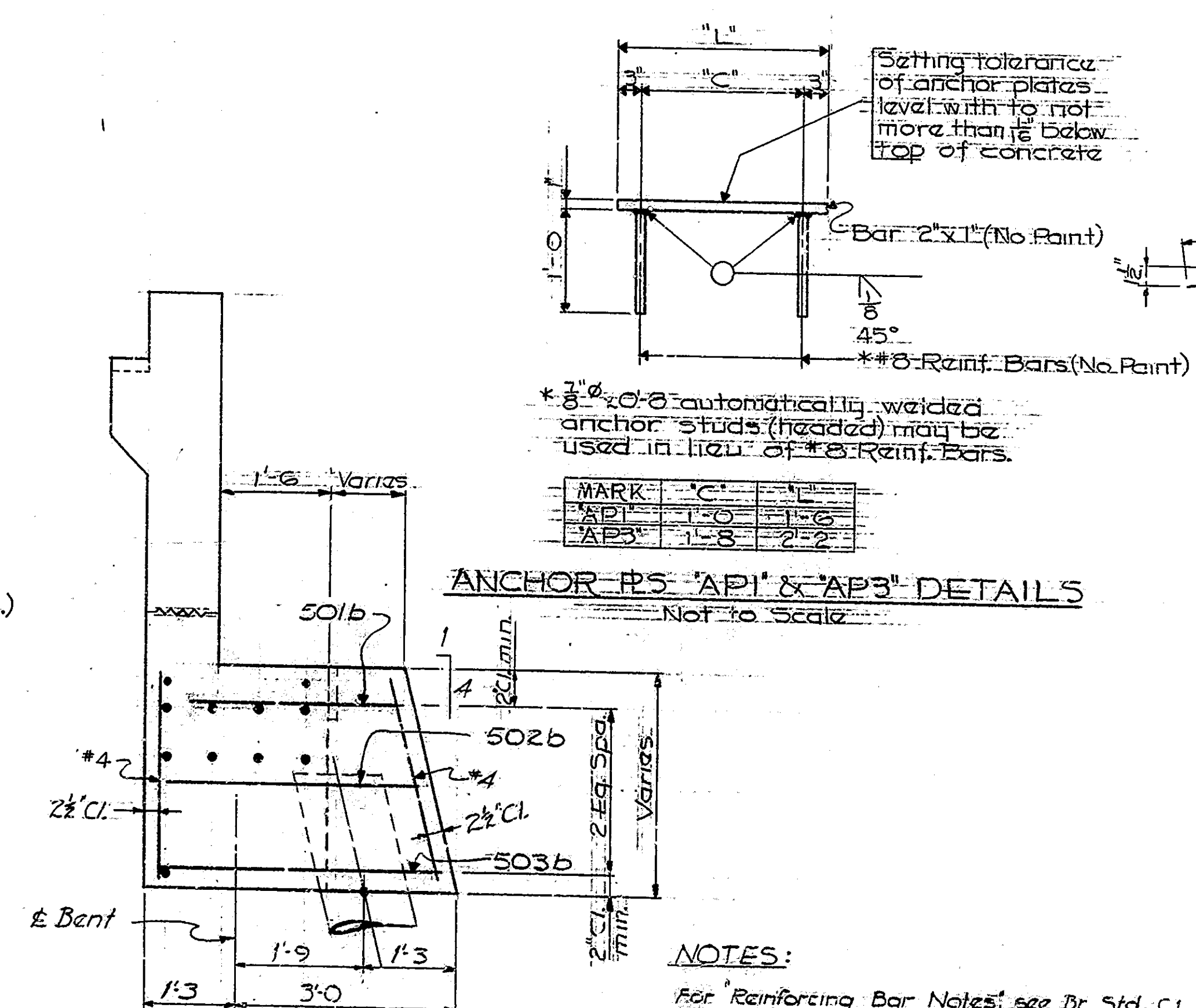
405b x 4'-0"



406b x 7'-11"

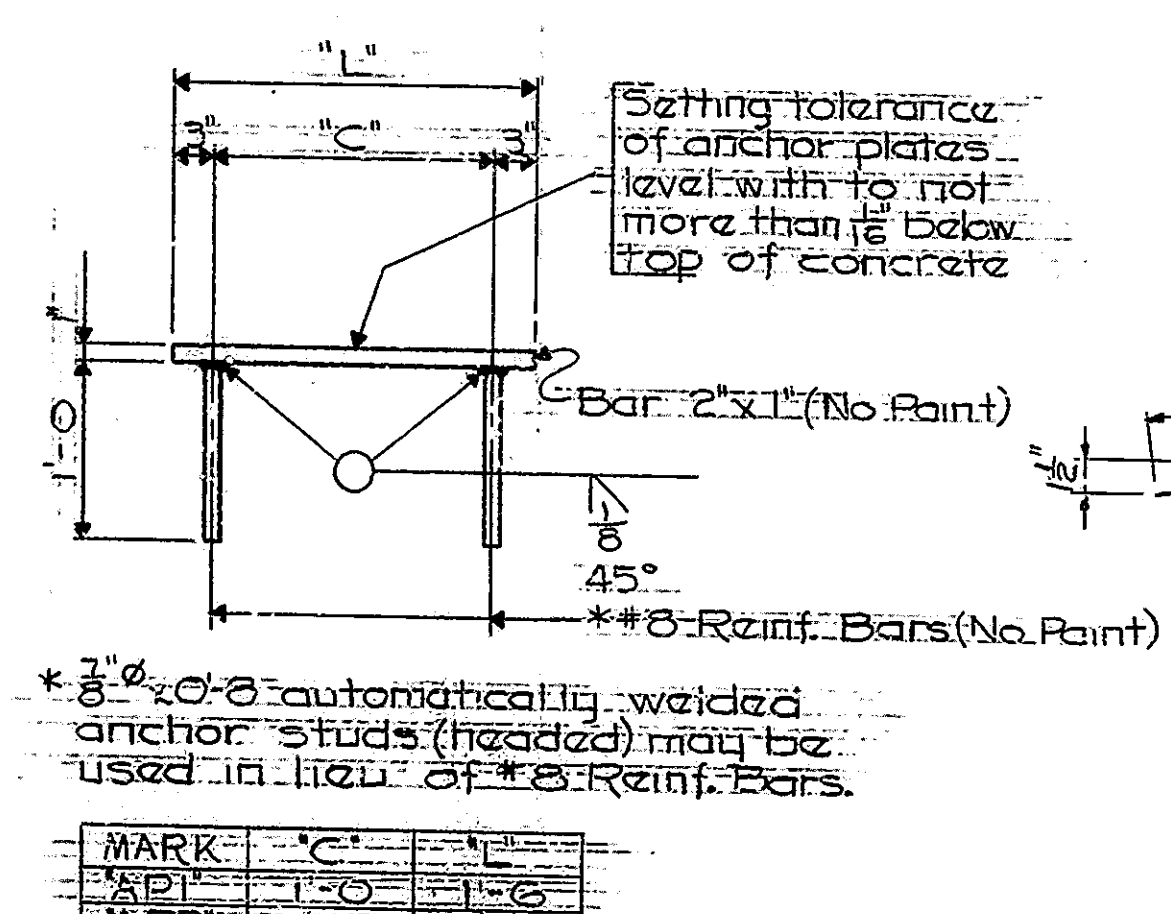


**SECTION 'A-A'**  
Scale: 3/4" = 1'-0"



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

**ANCHOR P. API & AP3 DETAILS**



MARK	'C	'L
API	1'-0"	1'-6"
AP3	1'-3"	2'-2"

**NOTES:**  
For Reinforcing Bar Notes, see Br. Std. C1.  
For additional details, see Drwg. S7.  
**POUR DESIGNATION:**  
Pour N<sup>o</sup> 1 - Cap and base of Midwall right of vertical Constr. Joint.  
Pour N<sup>o</sup> 2 - Wingwall, base of Midwall and Cap left of vertical Constr. Joint.  
Pour N<sup>o</sup> 3 - Midwall above hinge constr. joint.

**BENT N<sup>o</sup> 1 DETAILS & BILL OF MATERIALS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
SUBMITTED FOR APPROVAL: *James D. Martin* July 11, 1968  
DRAWING: S.B. or 19  
PROJECT: I-65-3(172) 113  
BRIDGE CONTRACT NO. B-9802  
BRIDGE FILE: I-65-112-5732

REV 2-10-69 J.W.M. CHK CLASS  
REV 6-14-74 J.W.M. MRG. PL

DESIGNED: WNS 8/11/61 JSS 9-27-67  
DRAWN: R-3-10-24/6 W.L.M. 4-15-68  
TRACED: C.W.D.

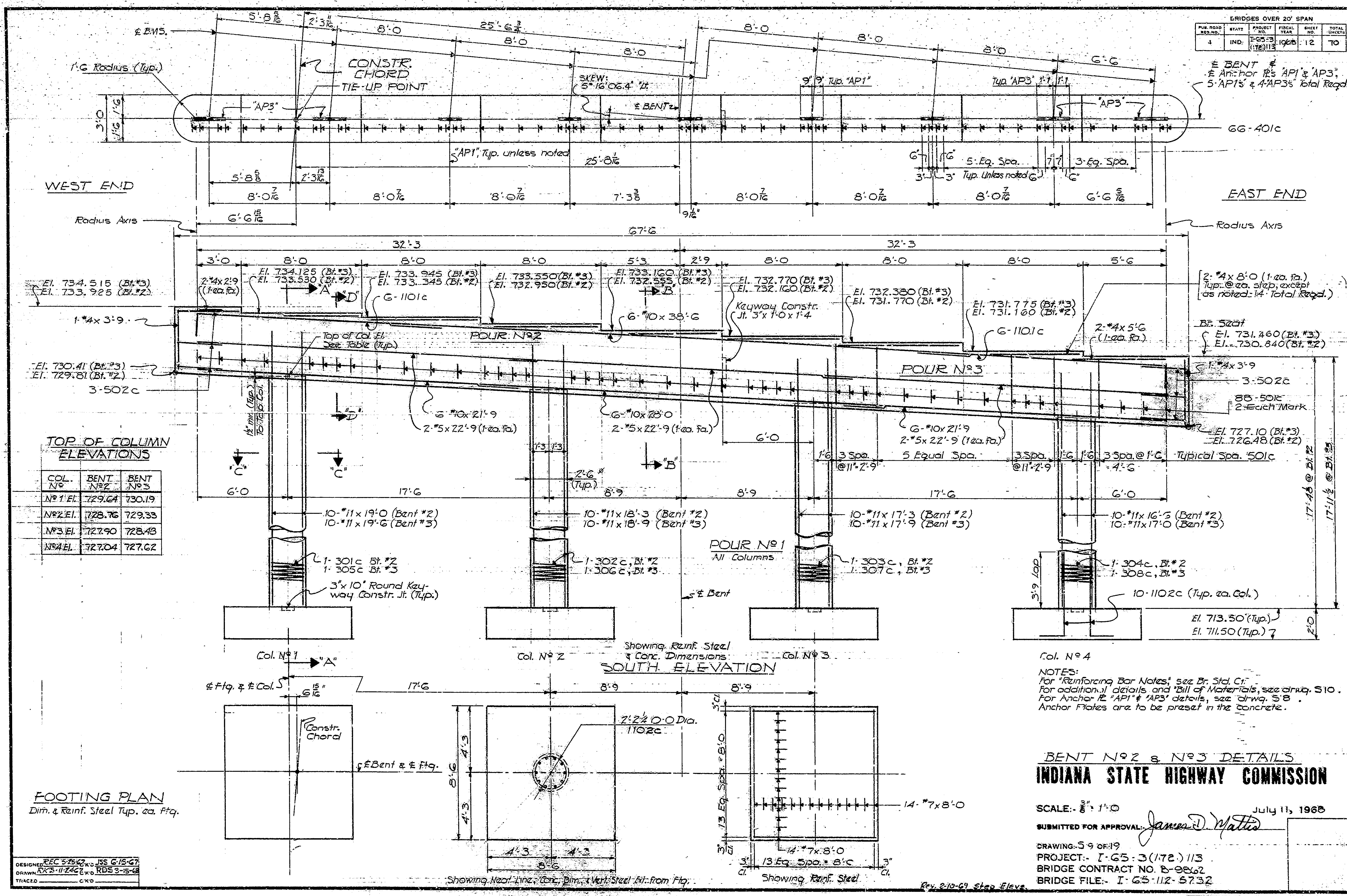
Rev. 6-14-74 Constr. Jt., Bill of Materials, Pour Designation.

Rev. 2-10-69 Top Wing Elev.



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172)113	1968	12	70

E BENT & Anchor P's AP1 & AP3  
 5-AP1's & 4-AP3's Total Req'd.



**TOP OF COLUMN ELEVATIONS**

COL. NO.	BENT NO. 2	BENT NO. 3
Nº 1	El. 729.64	730.19
Nº 2	El. 728.76	729.33
Nº 3	El. 727.90	728.48
Nº 4	El. 727.04	727.62

**NOTES:**  
 For "Reinforcing Bar Notes," see Br. Std. C1.  
 For additional details and "Bill of Materials," see drwg. S10.  
 For Anchor P's AP1 & AP3 details, see drwg. S8.  
 Anchor Plates are to be present in the concrete.

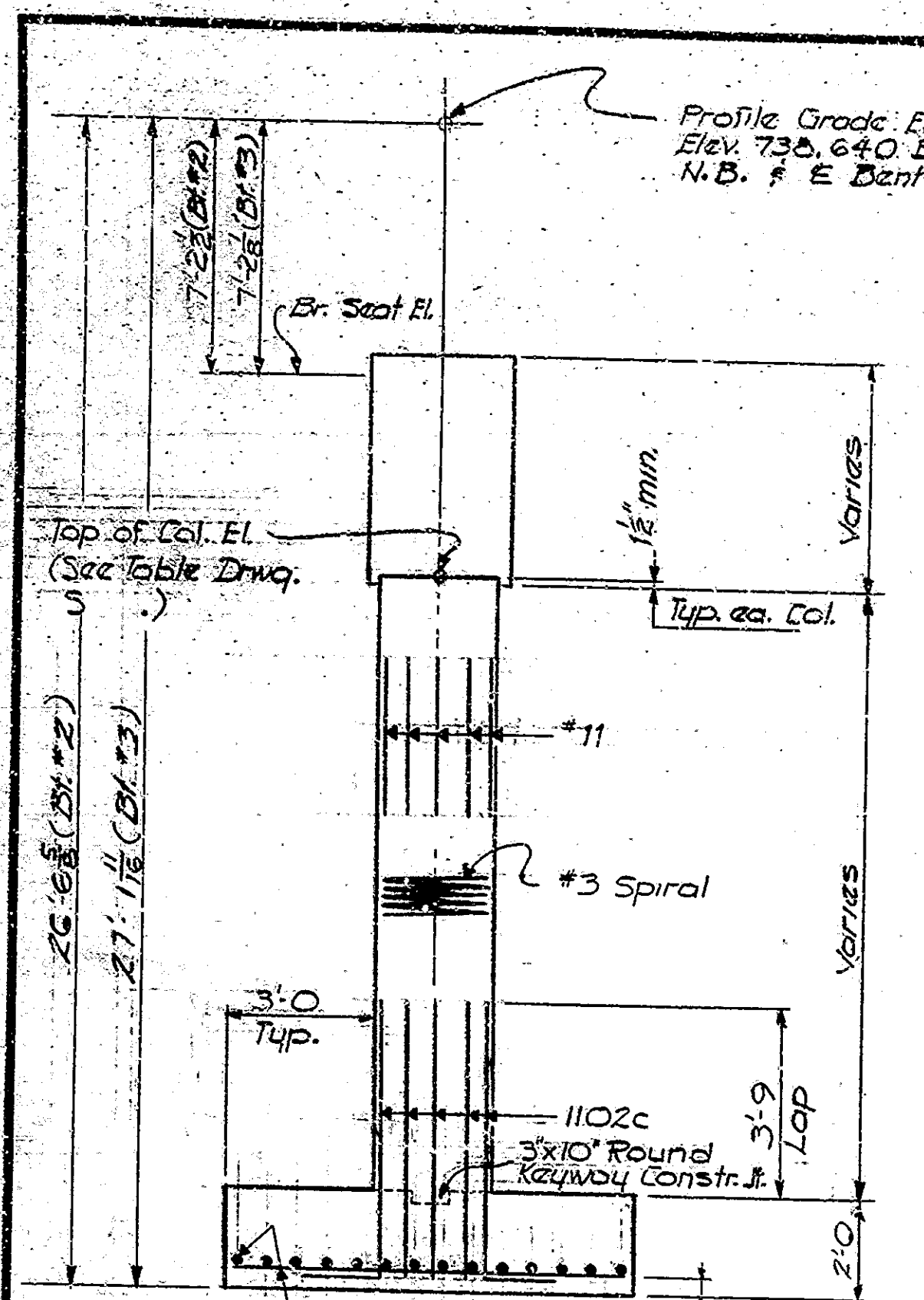
**BENT NO. 2 & NO. 3 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**  
 SCALE: 3/8" = 1'-0"  
 July 11, 1968  
 SUBMITTED FOR APPROVAL: *James D. Mattie*  
 DRAWING: S 9 OF 19  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5732

DESIGNED: JSS G/15-C7  
 DRAWN: RDS 3-15-68  
 TRACED: CKD

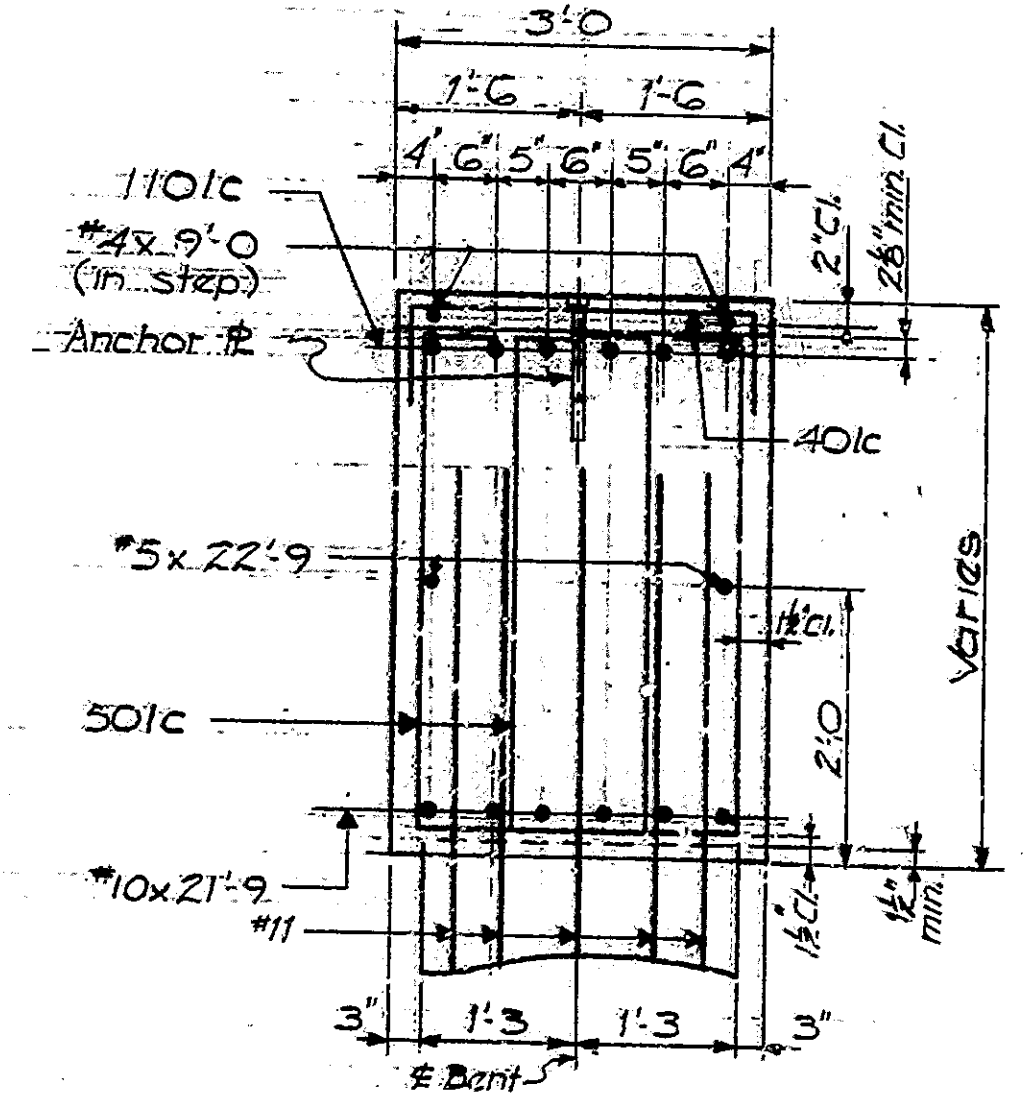
Rev. 2-10-67 J.M.H. CH. D55



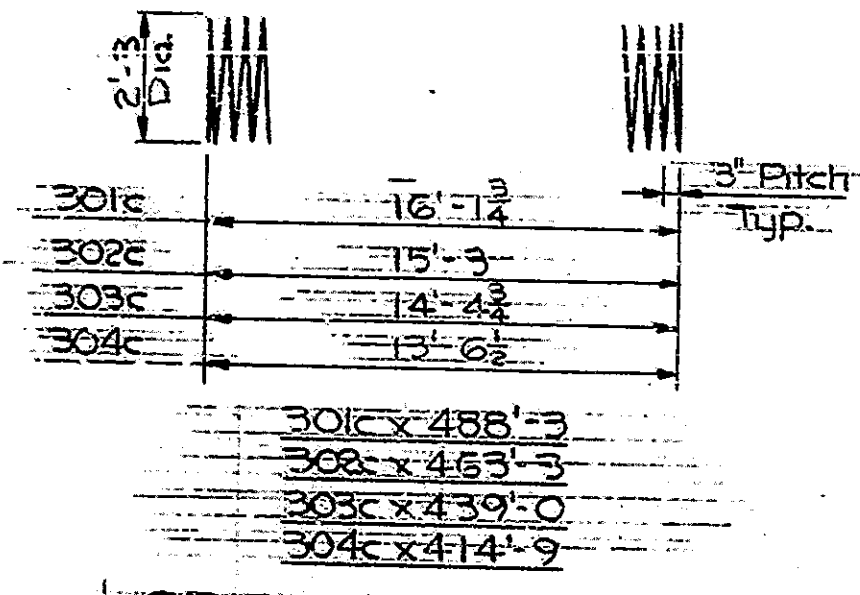
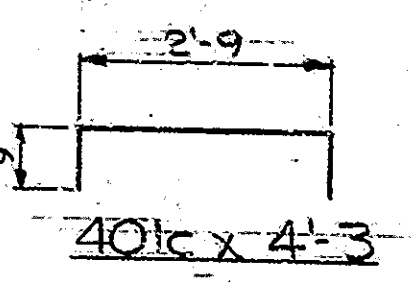
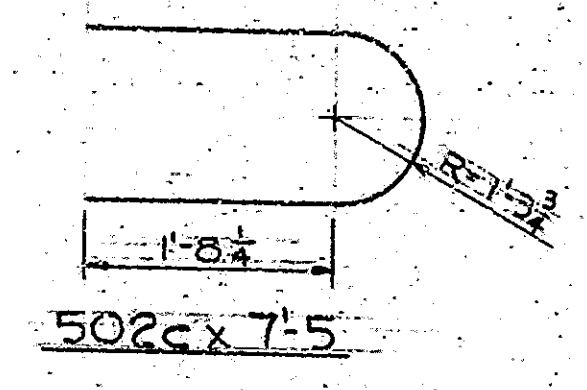
BRIDGES OVER 20' SPAN					
Road No.	State	Project No.	Fiscal Year	Sheet No.	Total Sheets
4	IND.	I-65-3(72)113	1968	13	70



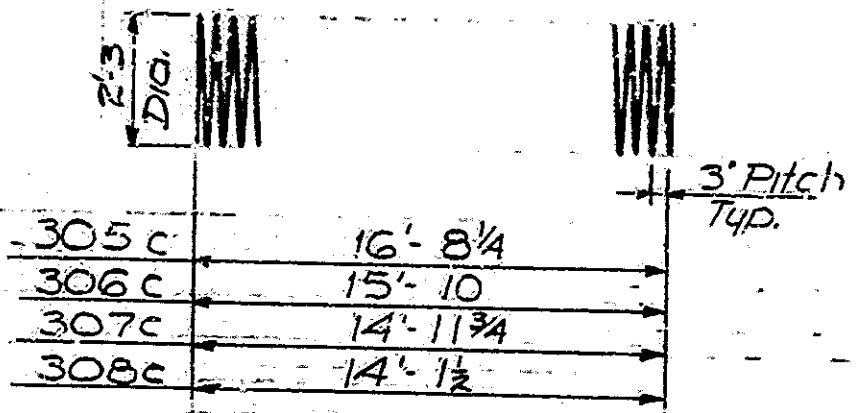
**SECTION 'A-A'**  
Scale: 3/4" = 1'-0"  
Max. Soil Pressure = 2.4 Ton/sq ft



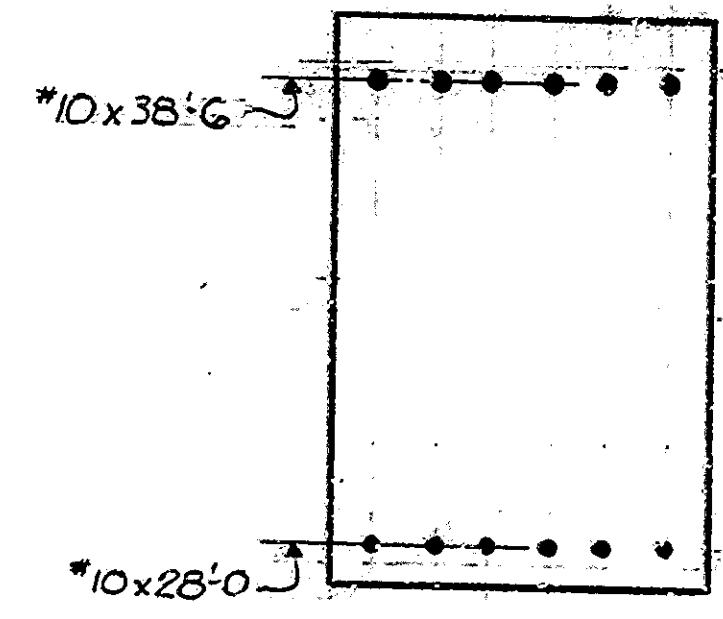
**SECTION 'D-D'**  
Scale: 3/4" = 1'-0"



**SPIRAL REIN. BT. N°2**

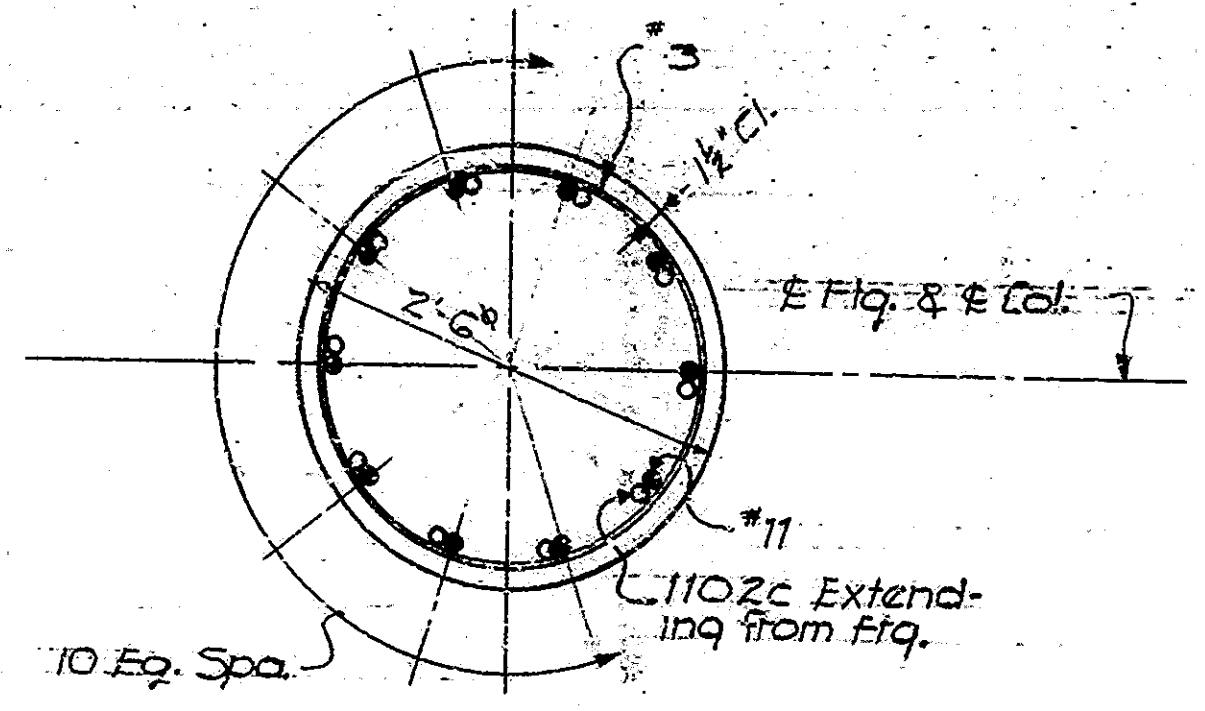


**SPIRAL REIN. BT. N°3**

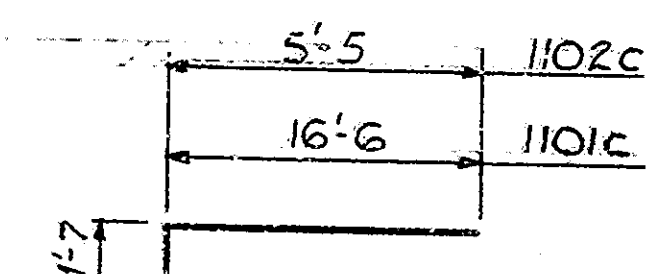


**SECTION 'B-B'**

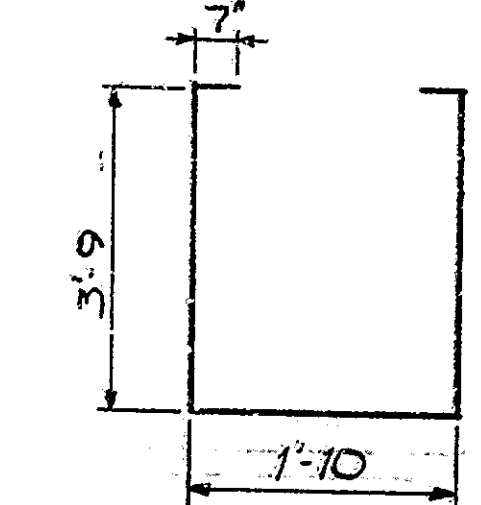
Same as Section 'D-D' except as noted.  
Scale: 3/4" = 1'-0"



**SECTION 'C-C'**  
Scale: 1" = 1'-0"



1101c x 18'-1"  
1102c x 7'-0"



501c x 10'-6"

**BILL OF MATERIALS BENT N°2**

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight
1101c	12	18'-1"	
1102c	40	7'-0"	
#11	10	19'-0"	
#11	10	18'-3"	
#11	10	17'-3"	
#11	10	16'-6"	
Total #11			6413*
#10	6	30'-6"	
#10	6	28'-0"	
#10	12	21'-9"	
Total #10			2840*
#7	112	8'-0"	1831*
501c	88	10'-6"	
502c	6	7'-5"	
#5	6	22'-9"	
Total #5			1153*
401c	66	4'-3"	
#4	16	8'-0"	
#4	2	5'-6"	
#4	2	3'-9"	
#4	2	2'-9"	
Total #4			289*
301c	1	488'-3"	
302c	1	463'-3"	
303c	1	439'-0"	
304c	1	414'-9"	
Total # Spiral Reinf.			619*
Total Steel			13205*
CONCRETE			
Class A' (in Cap)			
Pour N° 2			17.4cys
Pour N° 3			15.2cys
Total Class A' Conc.			32.6cys
Class A' (in Col.)			
Pour N° 1			10.8cys
Total Class A' in Subst.			23.4cys
Class B' (Ftg.)			26.8cys
MISCELLANEOUS			
Anchor Plates MKAP1			5 ea.
Anchor Plates MKAP3			4 ea.

**BILL OF MATERIALS BENT N°3**

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight
1101c	12	18'-1"	
1102c	40	7'-0"	
#11	10	19'-6"	
#11	10	18'-9"	
#11	10	17'-9"	
#11	10	17'-0"	
Total #11			6519*
#10	6	30'-6"	
#10	6	28'-0"	
#10	12	21'-9"	
Total #10			2840*
#7	112	8'-0"	1831*
501c	88	10'-6"	
502c	6	7'-5"	
#5	6	22'-9"	
Total #5			1153*
401c	66	4'-3"	
#4	16	8'-0"	
#4	2	5'-6"	
#4	2	3'-9"	
#4	2	2'-9"	
Total #4			289*
305c	1	503'-9"	
306c	1	479'-6"	
307c	1	455'-3"	
308c	1	431'-0"	
Total # Spiral Reinf.			703*
Total Steel			13335*
CONCRETE			
Class A' (in Cap)			
Pour N° 2			17.4cys
Pour N° 3			15.2cys
Total Class A' Conc.			32.6cys
Class A' (in Col.)			
Pour N° 1			11.2cys
Total Class A' in Subst.			23.8cys
Class B' (Ftg.)			26.8cys
MISCELLANEOUS			
Anchor Plates MKAP1			5 ea.
Anchor Plates MKAP3			4 ea.

**NOTES:**  
For Reinforcing Bar Notes, see Br. Std. C1.  
For additional details, see Dwg. 59.

**BENT N°2 & N°3 DETAILS AND BILLS OF MATERIALS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
SUBMITTED FOR APPROVAL *James D. Martin* July 11, 1968

DRAWING: 510 of 19  
PROJECT: I-65-3(172)113  
BRIDGE CONTRACT NO. B-9262  
BRIDGE FILE: I-65-112-5732

Rev. 2-10-59 J.W. Chk. D.S.  
Rev. 6-14-74 J.W. MRS. P.C.

DESIGNED: KEC 52542 W.D. 55 CUS-67  
DRAWN: MRS. 11-24-62 W.D. RDS 3-15-68  
TRACED: C.K.D.

Rev. 6-14-74 Bill of Material

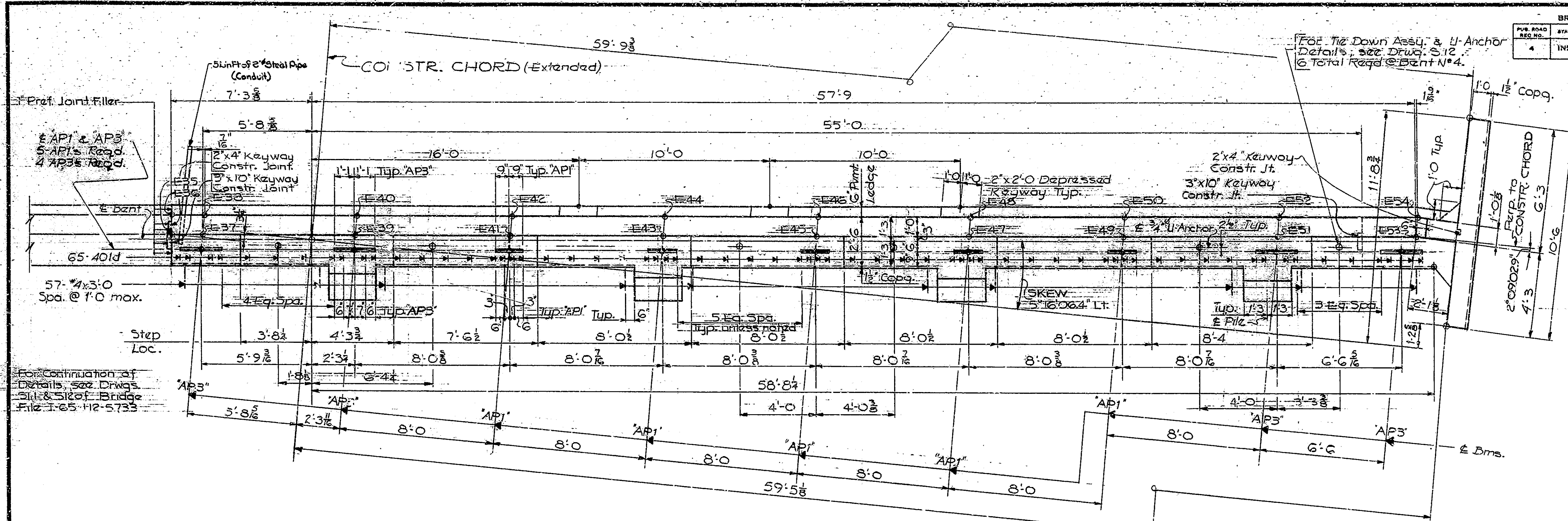
Provide 1/2 turns at both Top & Bottom and 1/2 turns for Lap of Spiral Reinf.

Rev. 2-10-59 Distance P.G. to Br. Seat

PROJECT NO.	DATE	BY	SCALE	FILE

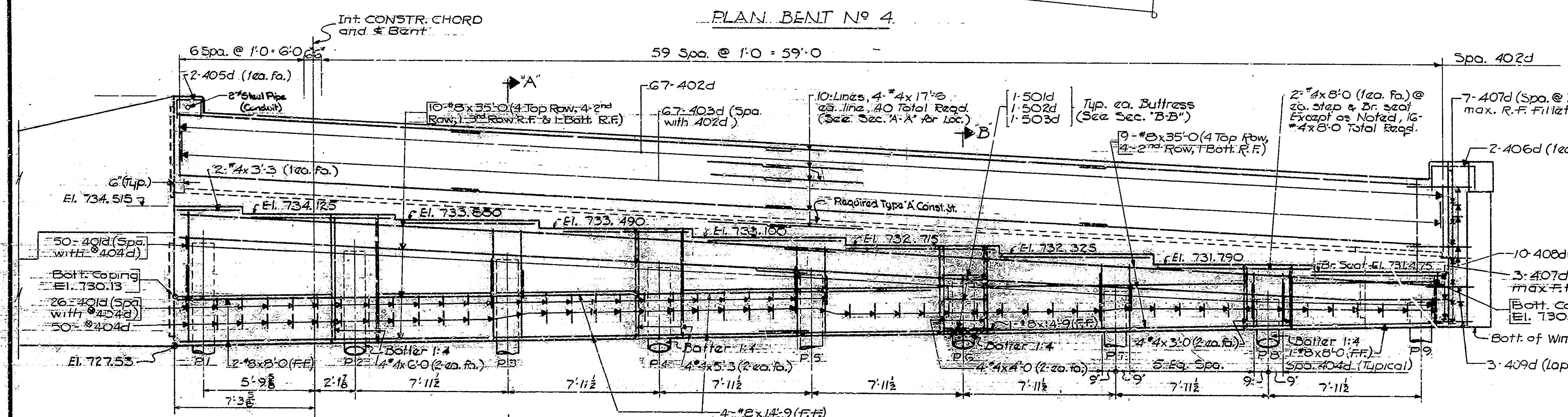


BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172)113	1968	14	70



TOP OF MUD WALL ELEV.

LOC.	ELEV.
E35	740.040
E36	740.050
E37	739.230
E38	739.240
E39	738.750
E40	738.965
E41	738.840
E42	738.850
E43	738.450
E44	738.460
E45	738.860
E46	738.075
E47	737.675
E48	737.685
E49	737.285
E50	737.295
E51	736.895
E52	736.905
E53	736.160
E54	736.170



TOP OF PILE ELEV. SOUTH ELEVATION

LOC.	ELEV.
P1	732.66
P2	732.30
P3	731.92
P4	731.55
P5	731.19
P6	730.82
P7	730.45
P8	730.09
P9	729.72

NOTE:  
 9-14" Steel Enc. Conc. Piles to be driven to a 40 Ton mill. bearing.

NOTES:  
 For Reinforcing Bar Notes see Dr. Std. C1.  
 For additional details & Bill of Materials see Drwg. S-11.  
 For Anchor detail see drwg. 58.  
 Anchor P's to be preset in the concrete.

\*Indicates cutting and banding diagram reqd.

BENT NO. 4 DETAILS INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/8" = 1'-0"  
 SUBMITTED FOR APPROVAL: *James D. Matlock* July 11, 1968  
 DRAWING: 511 OF 19  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5732

DESIGNED: VHS 01/16/68 SS 9-27-67  
 DRAWN: KS 10/10/67 WLE & JRB:LS  
 TRACED: CKO



BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR.	TOTAL SHEETS
4	IND.	I-65-3 (172)113	1968	15
				70

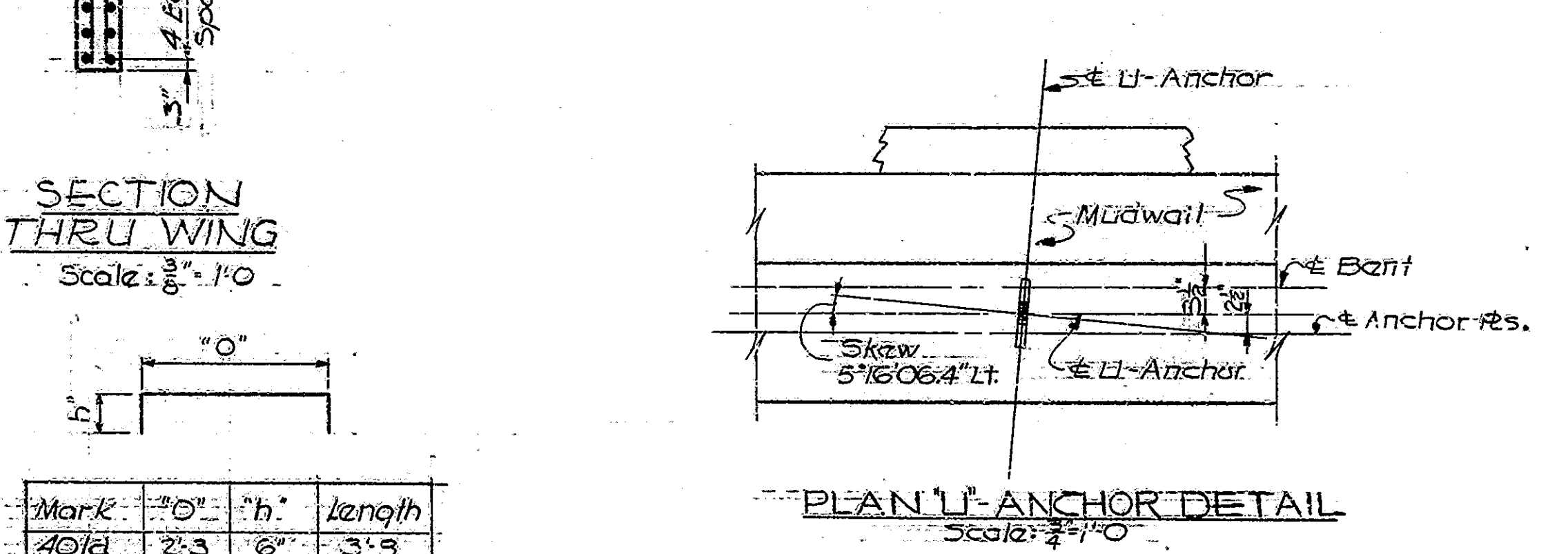
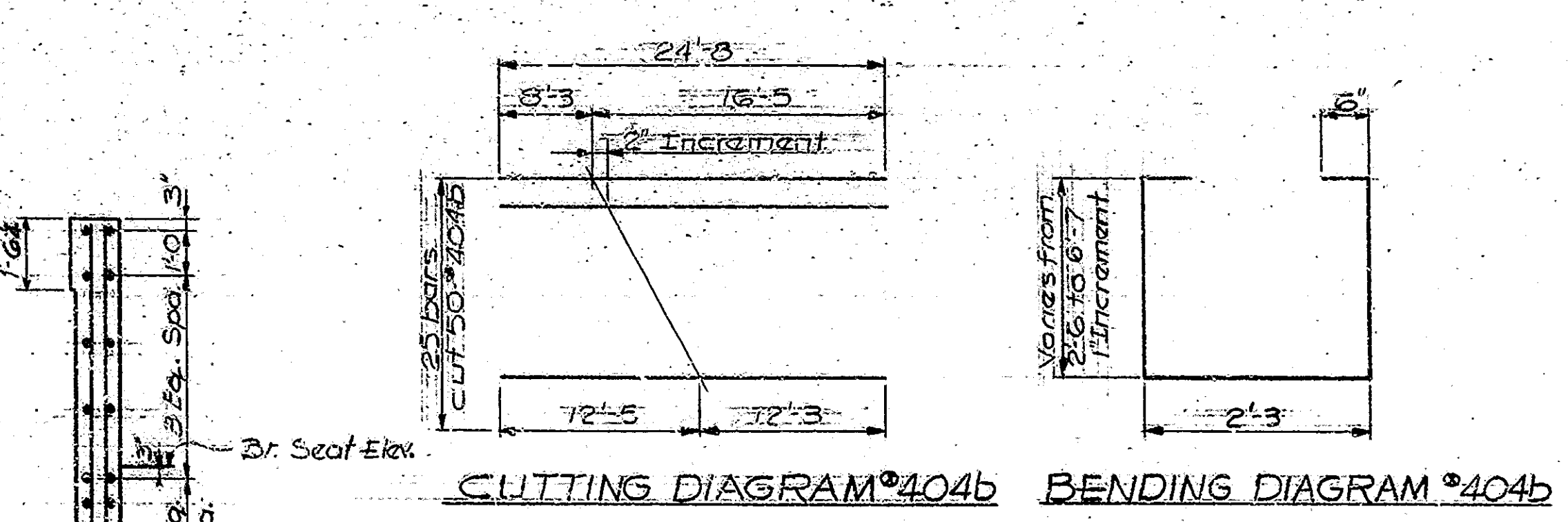
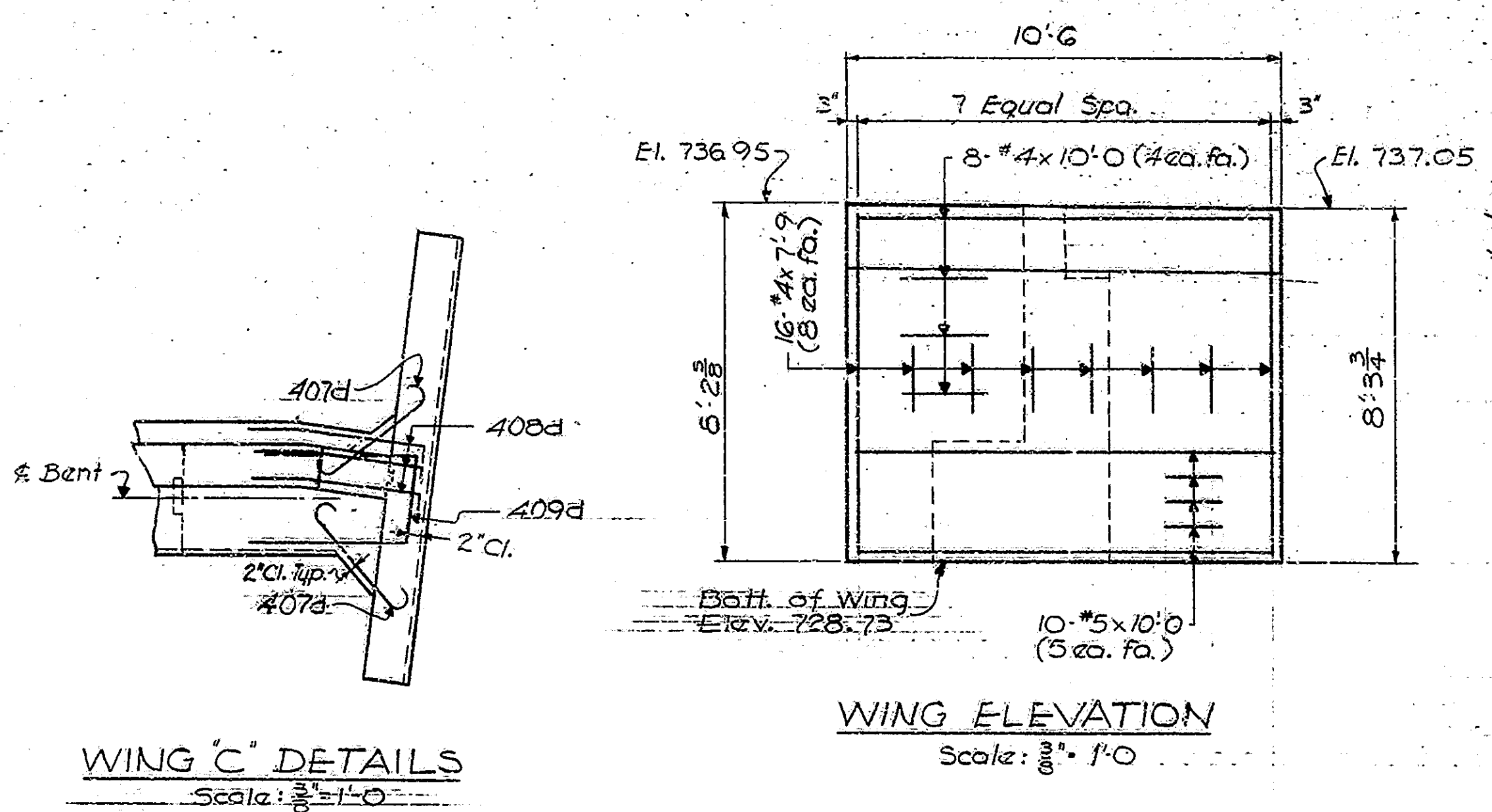
**BILL OF MATERIALS**

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight
#8	19	35'-0"	
#8	4	14'-3"	
#8	3	8'-0"	
Total #8			1997*
501d	4	7'-9"	
502d	4	9'-3"	
503d	4	9'-9"	
#5	10	10'-0"	
Total #5			216*
401d	141	3'-3"	
402d	67	12'-8"	
403d	67	4'-1"	
404d	25	24'-8"	
405d	2	5'-2"	
406d	2	6'-9"	
407d	10	4'-0"	
408d	10	4'-7"	
409d	3	7'-11"	
#4	40	17'-6"	
#4	8	10'-0"	
#4	16	8'-0"	
#4	16	7'-9"	
#4	4	6'-0"	
#4	4	5'-3"	
#4	4	4'-0"	
#4	2	3'-3"	
#4	61	3'-0"	
Total #4			2414*
Total Steel			4627*

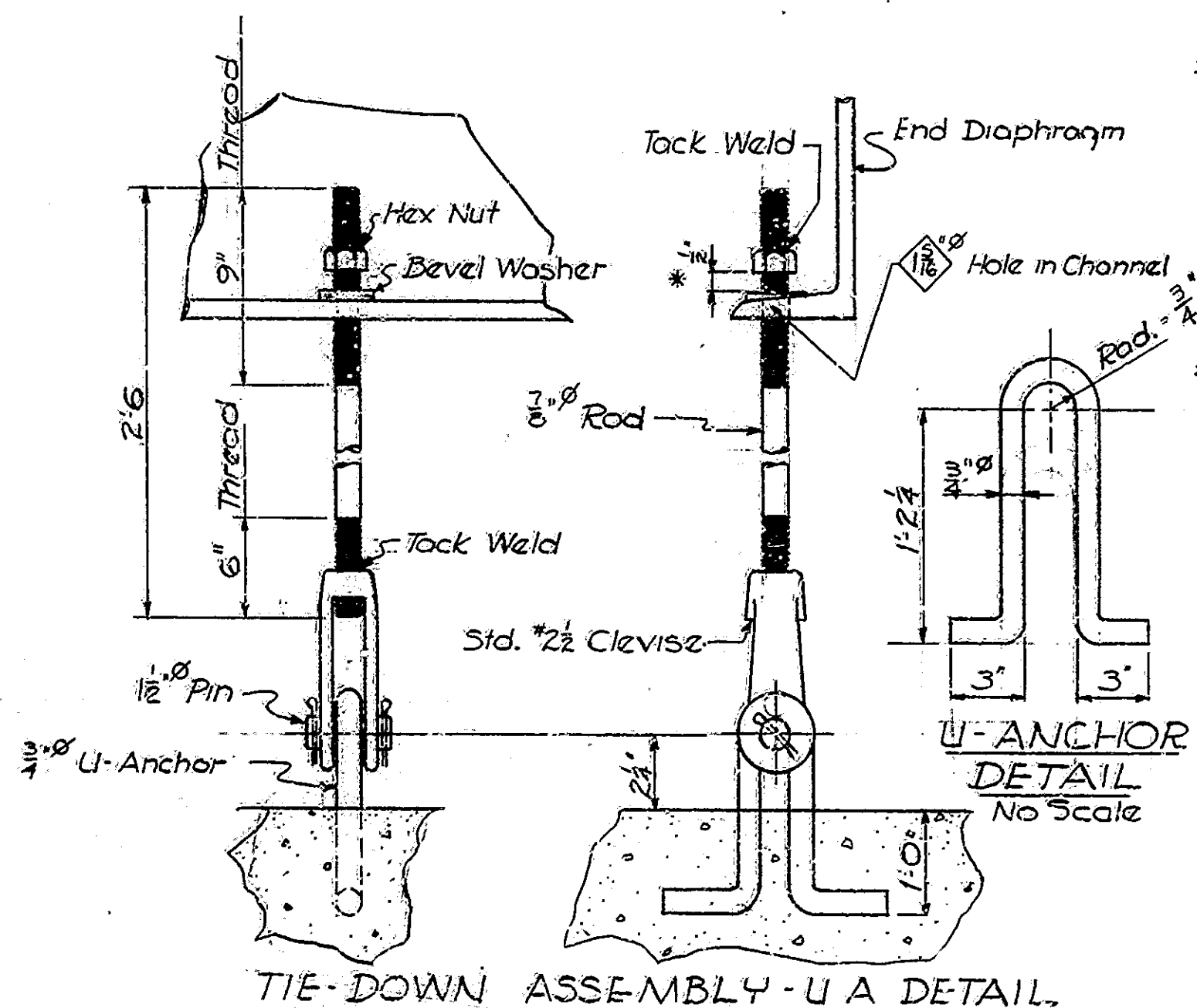
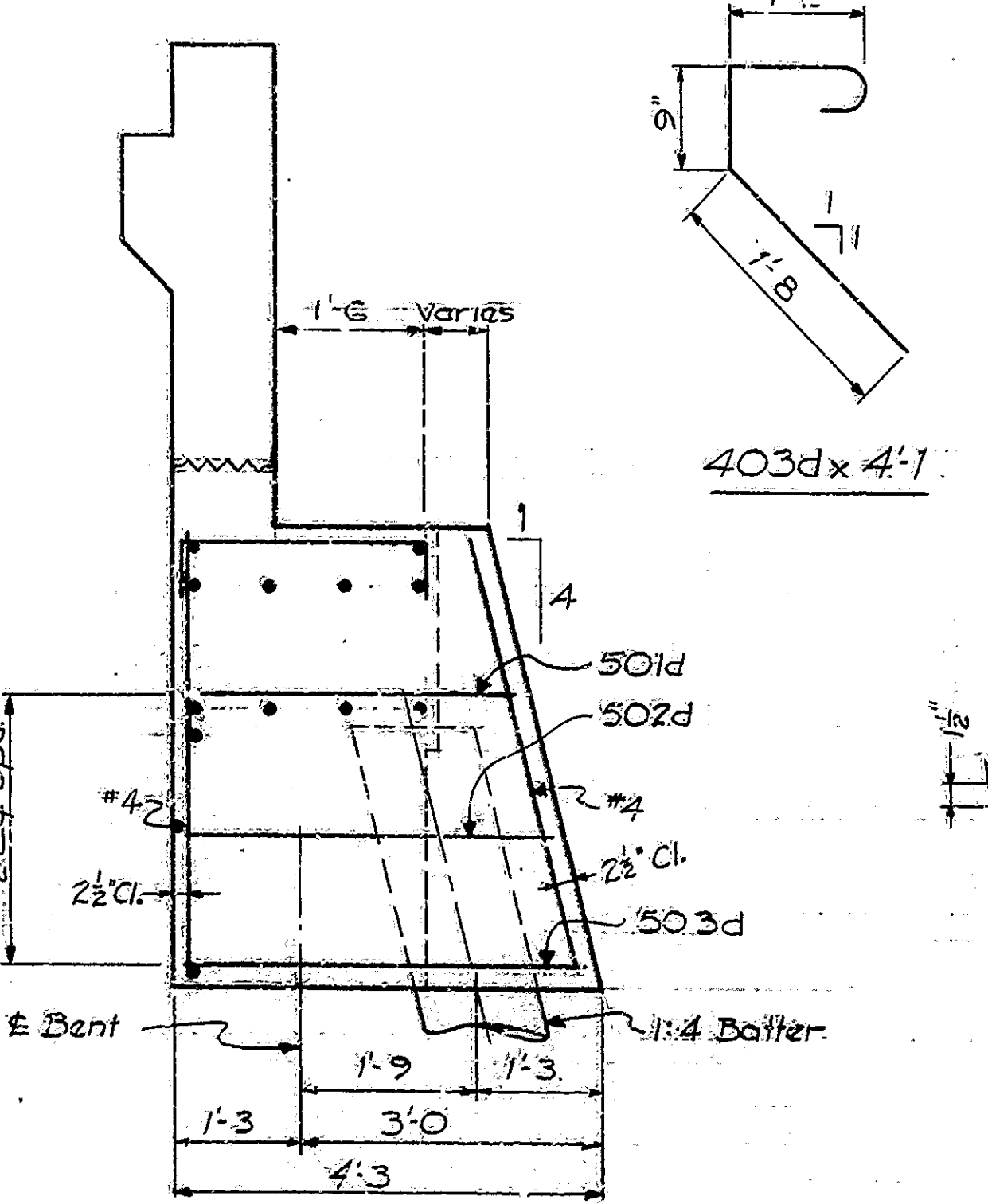
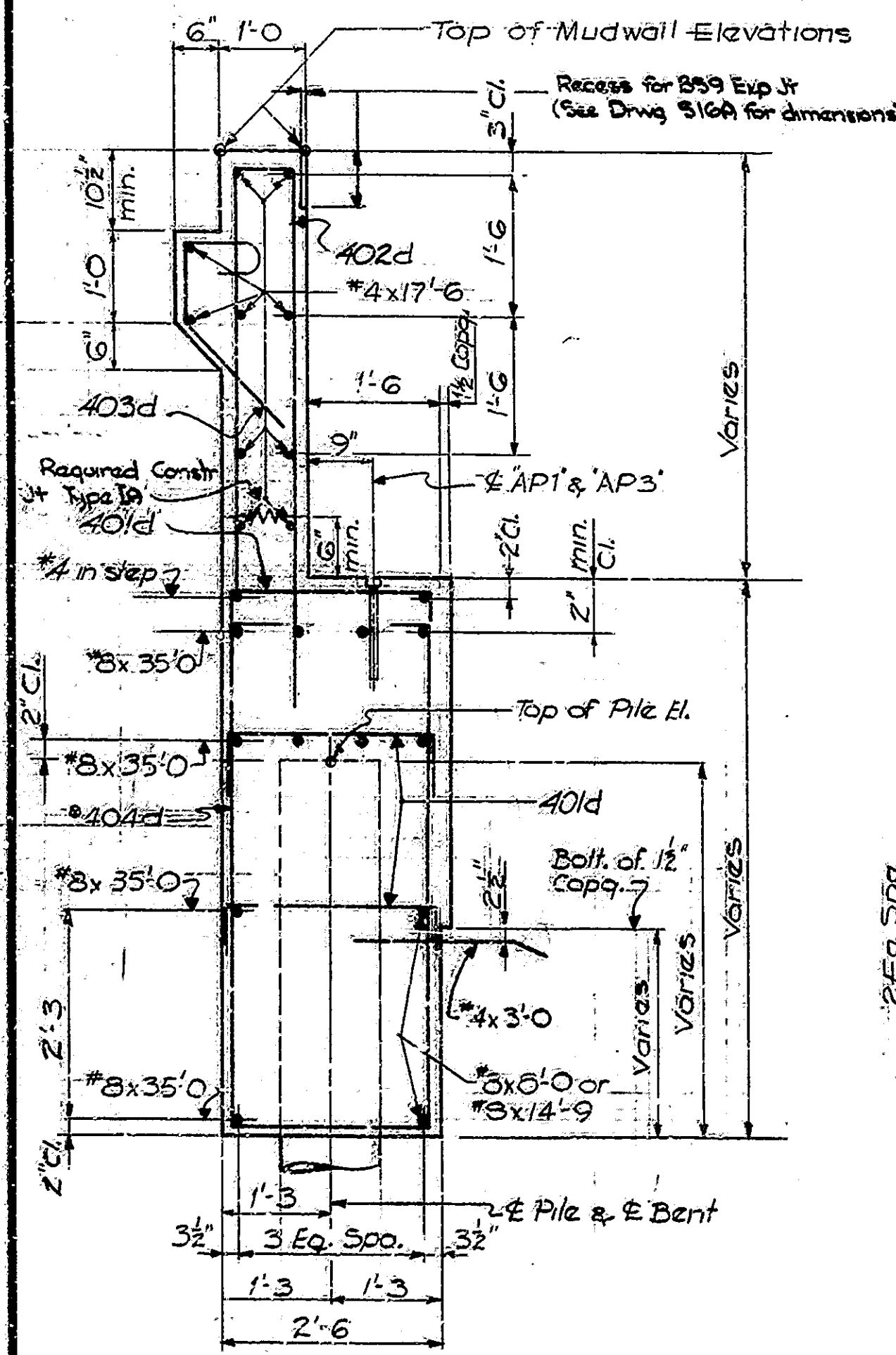
CONCRETE	
Pour No 1	24.0 cu yd
Pour No 2	4.8 cu yd
Pour No 3	11.9 cu yd
Total Class A Substr.	50.7 cu yd

**MISCELLANEOUS**  
 Anchor B.M. "API" 5 Ea.  
 Anchor B.M. "AP3" 4 Ea.  
 9-14" Steel Enc.  
 Conc. Piles (#7 Ga.)  
 x 30'-0" Approx. 270 Lft.  
 Tie Down Assembly MKW 6-Ea.  
 2" Steel Pipe (Condens.) 5 Lft.

\* Pour No 3 shall not be made until after the floor slab has been poured.



Mark	"d"	"h"	length
401a	2-3	6"	3'-9"
402a	8"	6'-0"	12'-8"
405d	1'-2"	2'-0"	5'-2"
406d	2'-9"	2'-0"	6'-9"
501d	2'-9"	2'-9"	7'-9"
502d	2'-3"	3'-6"	9'-3"
503d	2'-3"	3'-9"	9'-9"



**NOTES:**  
 For "Reinforcing Bar Notes," see Br. Std. Cl.  
 For additional details, see Drwg. S-11.  
**POUR DESIGNATION:**  
 Pour No 1: Main Cap and base of Mudwall Left of Vertical Center Joint.  
 Pour No 2: Wingwall, base of Mudwall and Cap Right of Vertical Center Joint.  
 Pour No 3: Mudwall above horiz. const. joint.

**BENT NO 4 DETAILS & BILL OF MATERIALS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted July 11, 1968  
 SUBMITTED FOR APPROVAL: James D. Mattis  
 DRAWING: S12 OF 19  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. B-9262  
 BRIDGE FILE: I-65-112-5732

DESIGNED: JWS 3-16-68  
 DRAWN: KCS 10-13-67  
 CHECKED: LEM 4-18-68

Rev. 6-19-74 Notes: Bill of Material, Design for #59



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172)113	1965	16	70

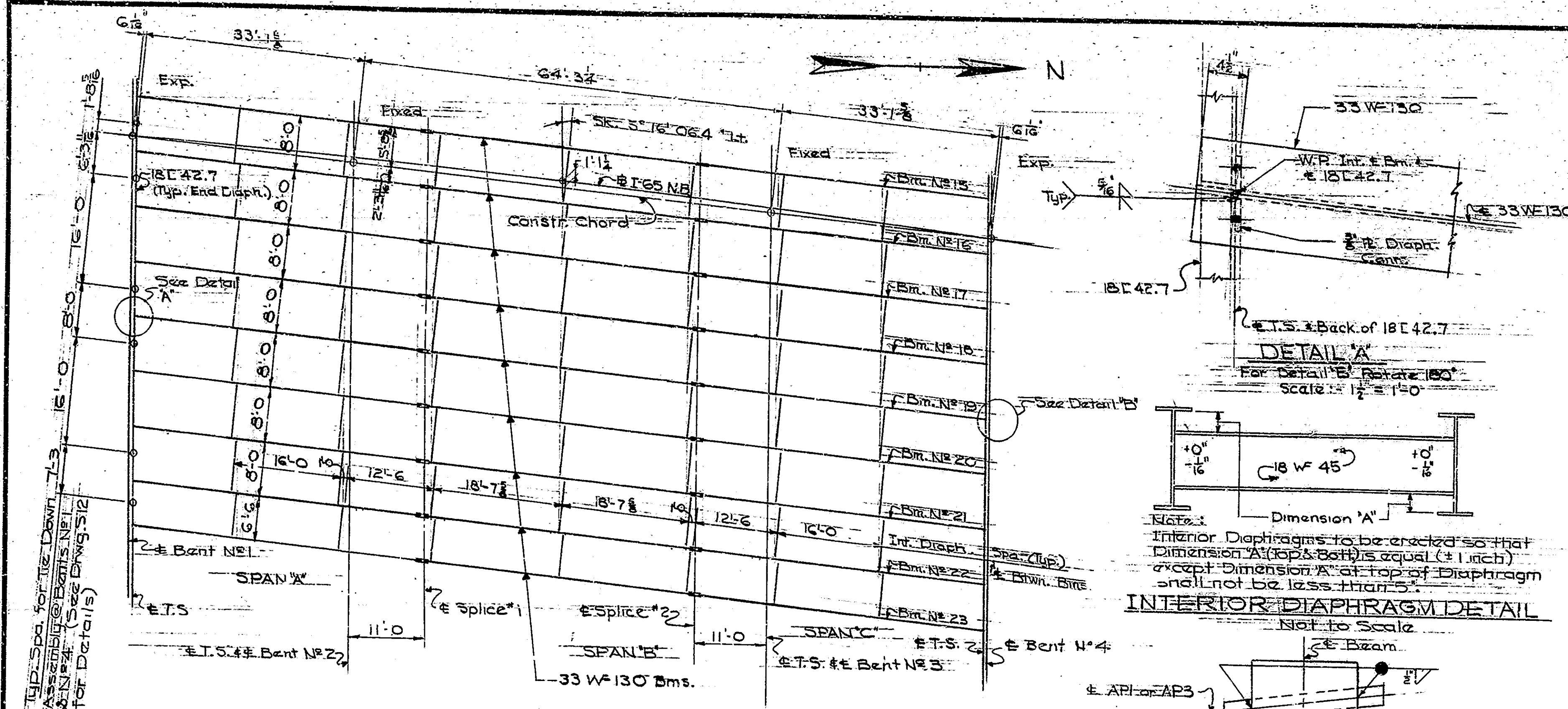
**DATA USED FOR DESIGN AND DETAILS**

**LIVE LOADS:** HS20-44 loading in accordance with the 1973 AASHTO Specifications and a special loading consisting of 2-24,000 pound axles spaced 4'-0" apart.  
**DEAD LOADS:** Actual weight plus .35 lbs. per square foot of roadway to provide for future wearing surface.  
**SLAB:** Designed for a 16,000 pound wheel plus impact in accordance with the 1973 AASHTO Specifications. Allows for 1 inch monolithic wearing surface.  
**ALLOWABLE STRESSES:** To be in accordance with 1973 AASHTO Specifications.

**FABRICATION NOTES**

Boils: 2" (High Strength) Rivets are not permitted.  
 Open holes are 1/4" (unless noted).  
 All paint shall be in accordance with current State Highway Specifications.  
 Shop Paint: Basic Lead Silico-Chromate.  
 Field Paint: Basic Lead Silico-Chromate.  
 Holes for beam splices shall be subpunched or subdrilled and reamed to size while assembled. See Art. 711.24 of the Specifications.  
 The Contractor shall prepare detailed Working or Shop drawings to enable him to fabricate, erect and construct all parts of the work in conformity with the Engineer's drawings and the Specifications and shall submit five (5) copies of these to the Engineer. See Art. 711.04 of the Specifications.  
 The shop details shall show a plan of matchmarking for all reamed pieces.  
 All splice plates to be removed, cleaned and deburred after reaming. Splice plates shall not extend beyond the end of beam after bolting for shipment.  
 The shop plans shall indicate whether reaming or drilling is to be done in shop or field. If shop reaming or drilling is used, the beams shall be assembled in accordance with the No Load Camber and Reaming Diagram. See Drawg. S14.  
 Flange splice bars shall have planed or rolled edges and holes in bars shall be subdrilled and reamed or drilled full size while assembled.  
 Holes in all material connecting top shoes to the beam flanges shall be one inch diameter. Bolts connecting the top shoes to the beam flanges shall extend into the top shoes a minimum of one inch.  
 3/8" Stud or channel shear connectors may be used in lieu of 3/8" welded stud shear connectors. If alternate shear connectors are used, they shall have equivalent shear value and the proposed size and spacing submitted for approval.  
 As soon as the Engineer has approved the field welds, all welds and any surface from which the shop paint has been omitted or has become worn off or has otherwise become defective shall be thoroughly cleaned, covered with one coat of shop paint.  
 Shims between beams and top shoes may be built up. No shim shall be less than 1/8" inch in thickness.  
 Diaphragm to beam connections may be bolted in lieu of being field welded. If the Contractor elects to use connections other than those shown in the Contract Plans, he shall submit details to the Engineer for approval. He shall assume full responsibility for layout of all diaphragm connections and for the accuracy of all fitted parts. No increase in pay weight will be permitted.

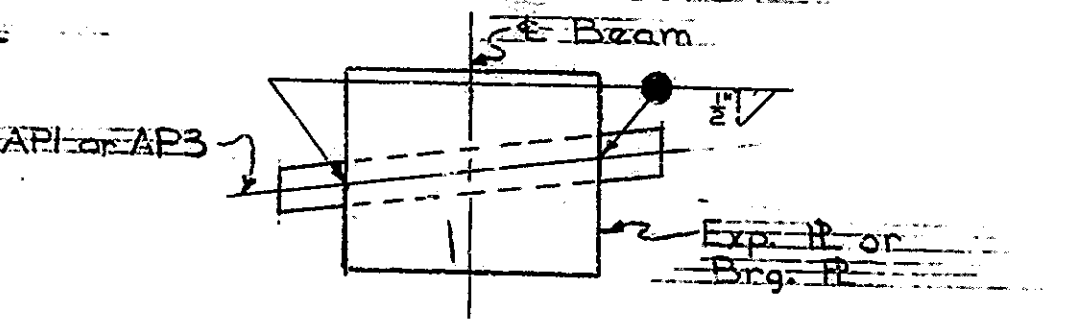
All structural steel shall conform to ASTM-A36.  
 Weight of Structural Steel (estimated) = 159,700 lbs.  
 Weight of Bronze Plates = 504 lbs.  
 The weight of High Strength Bolts is not included in the estimated weight of Structural Steel. The cost of these bolts shall be included in the cost of the Structural Steel.  
 Material as listed on the shop drawings which do not require mill test reports may be changed from that shown on the contract plans subject to approval. The material specification shall be given on the shop drawings if different than that on contract plans. See art. 711.07 of Specifications.



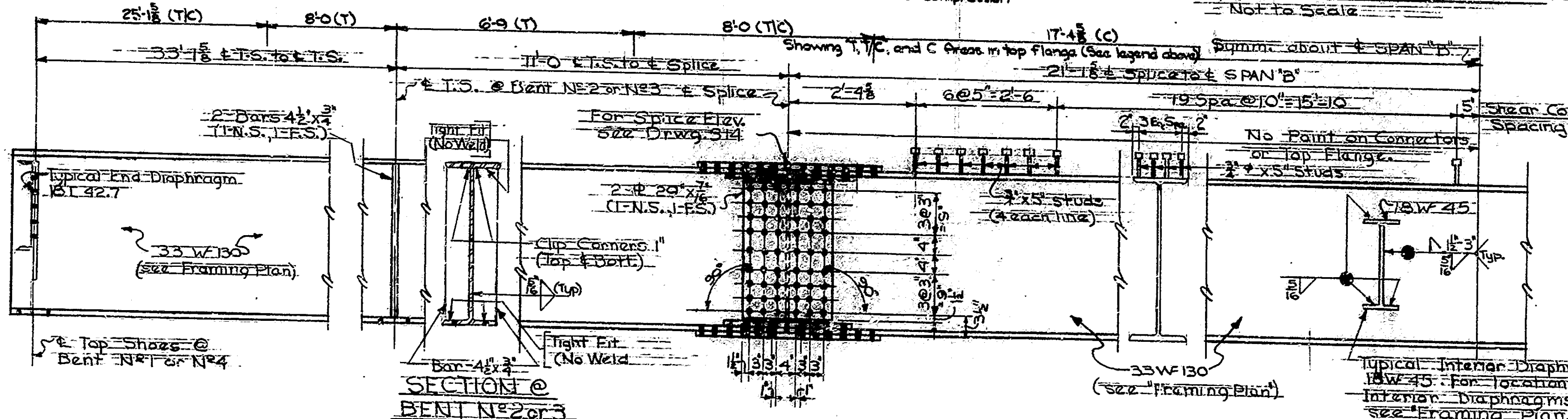
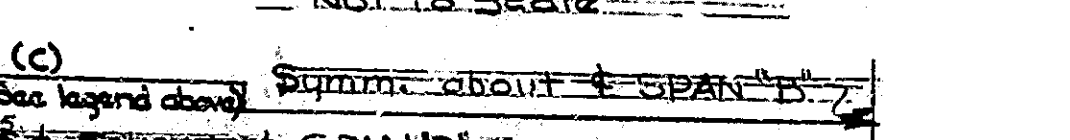
**FRAMING PLAN**

Scale: 3/8" = 1'-0"  
 Note: Shim at all supports, each beam.  
 (See Shop Assembly Drawg. S14.)

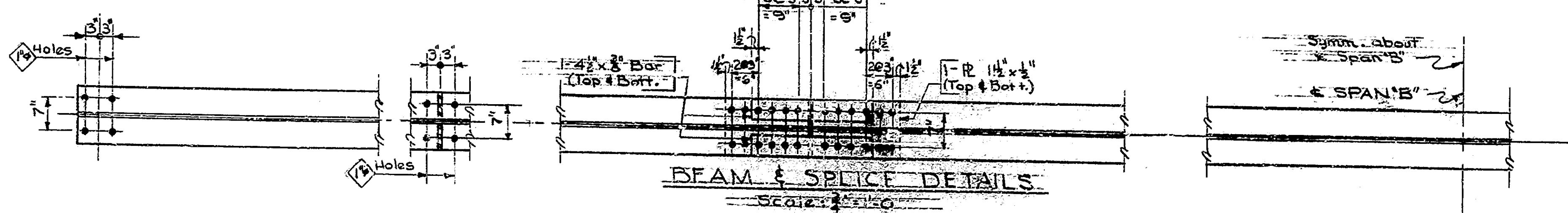
**INTERIOR DIAPHRAGM DETAIL**



**PLAN SHOWING FIELD WELD BTWN. ANCHOR P. & EXP. P.**



**SECTION @ BENT NO. 2 OR 3**



**BEAM & SPLICE DETAILS**

**FRAMING PLAN**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Matta* July 11, 1965  
 DRAWING: S13 OF 19  
 PROJECT: I-65-3 (172)113  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: I-65-112-5732

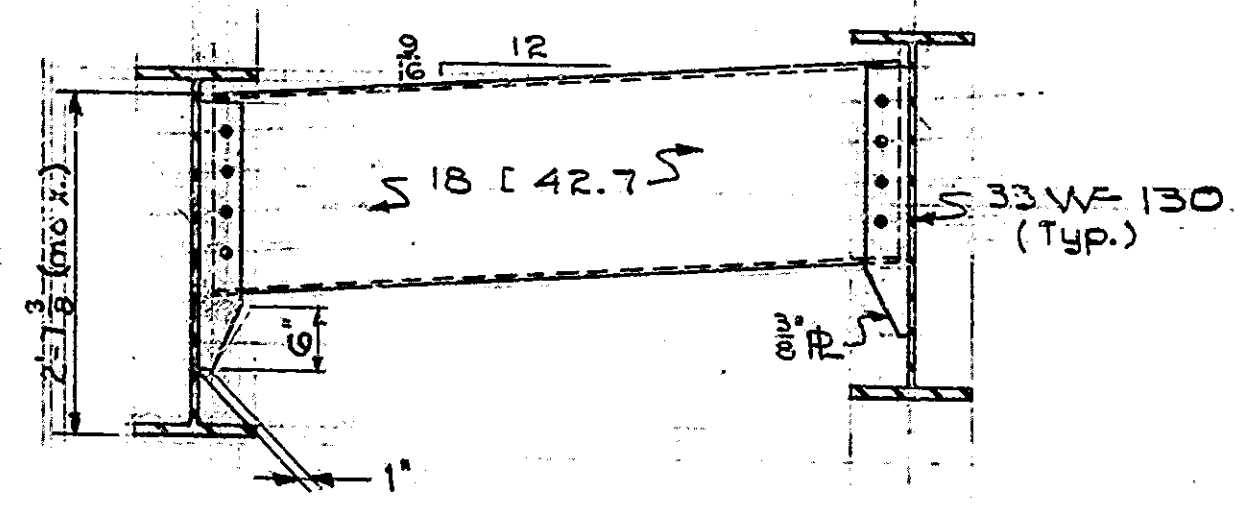
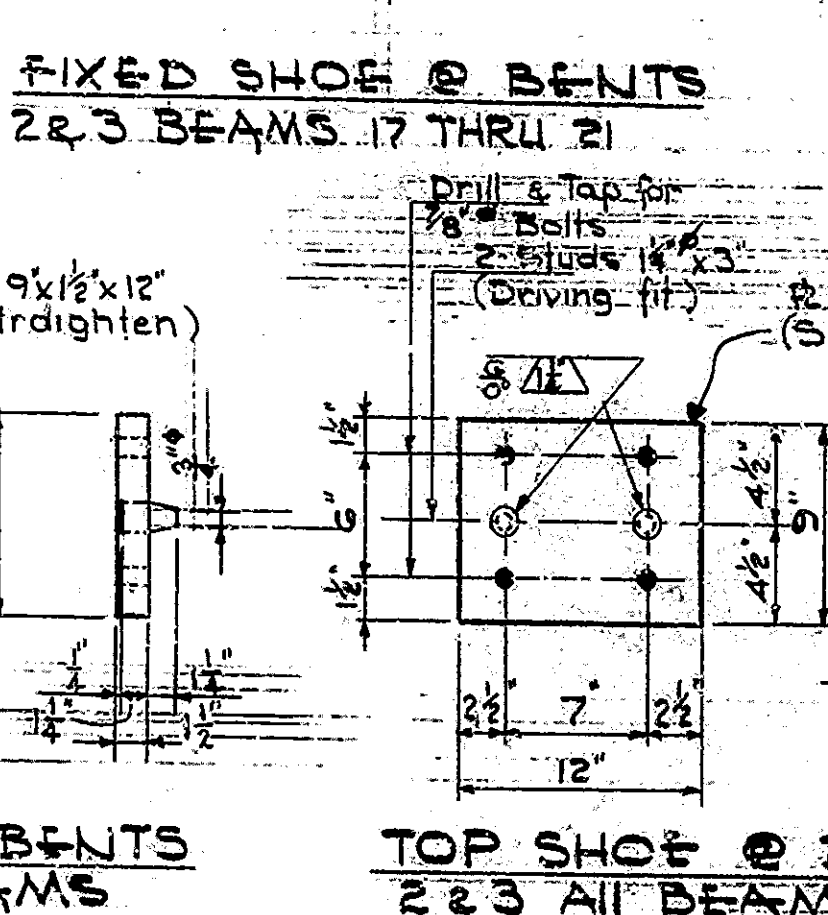
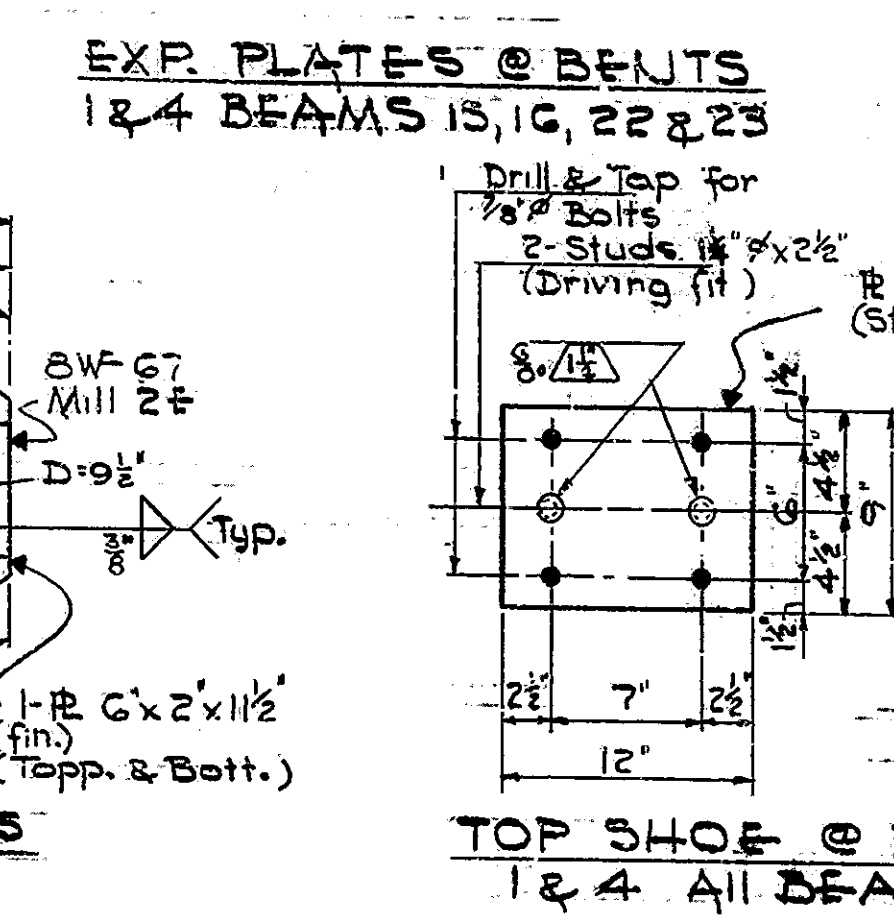
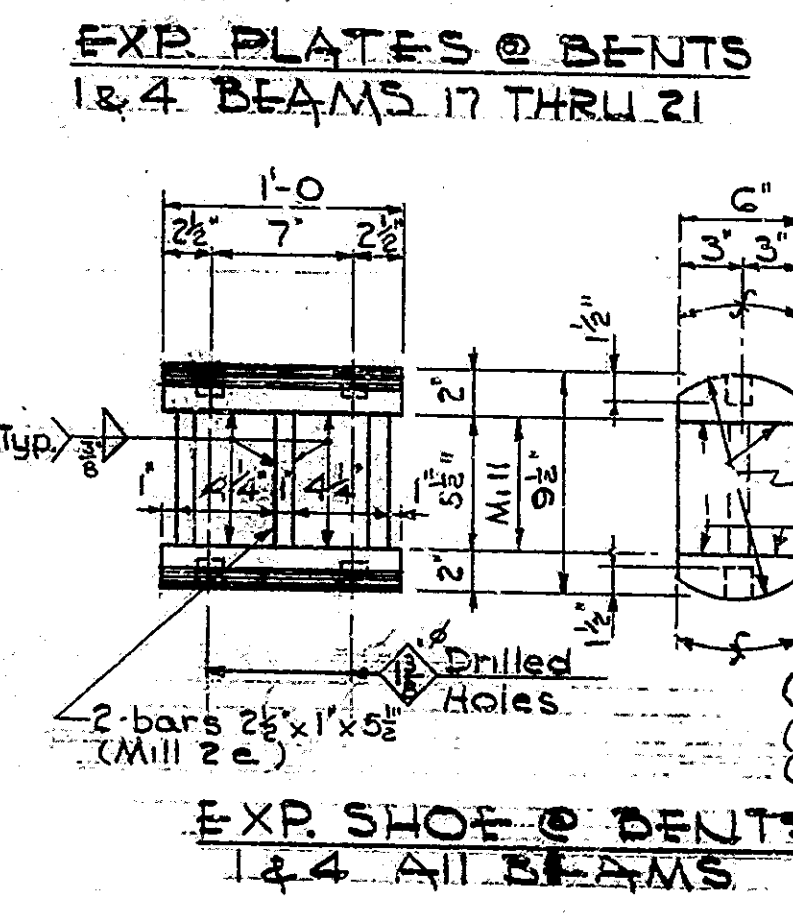
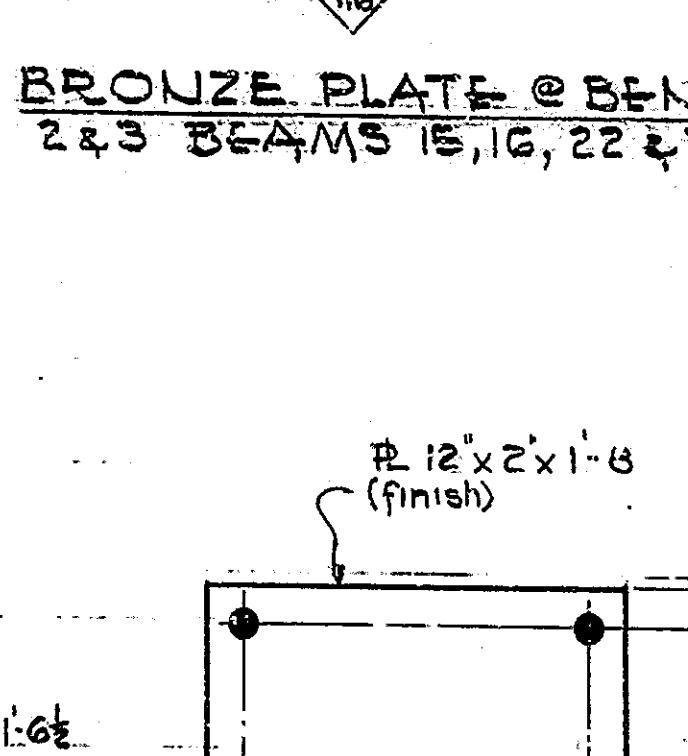
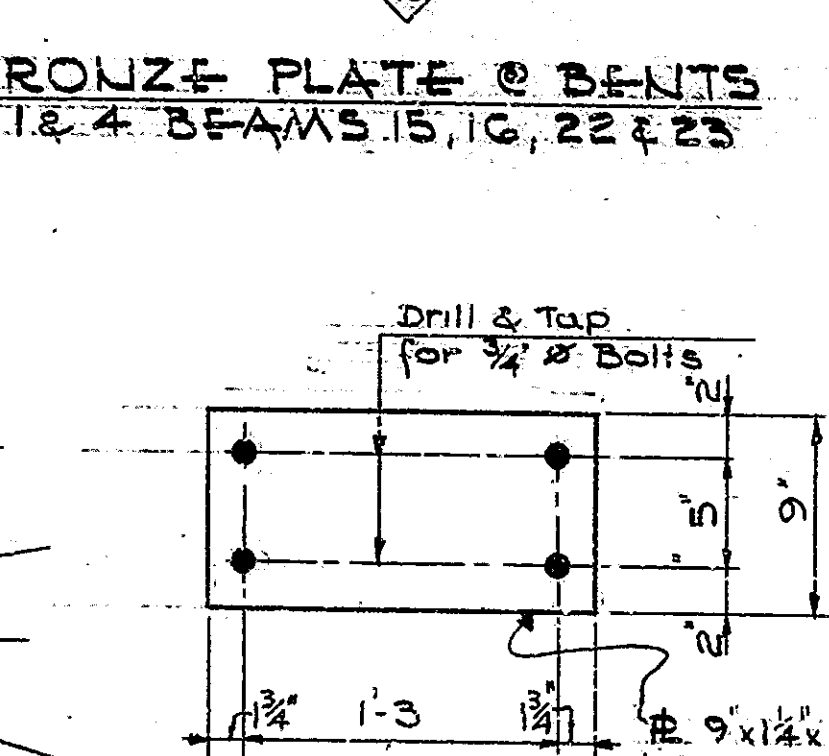
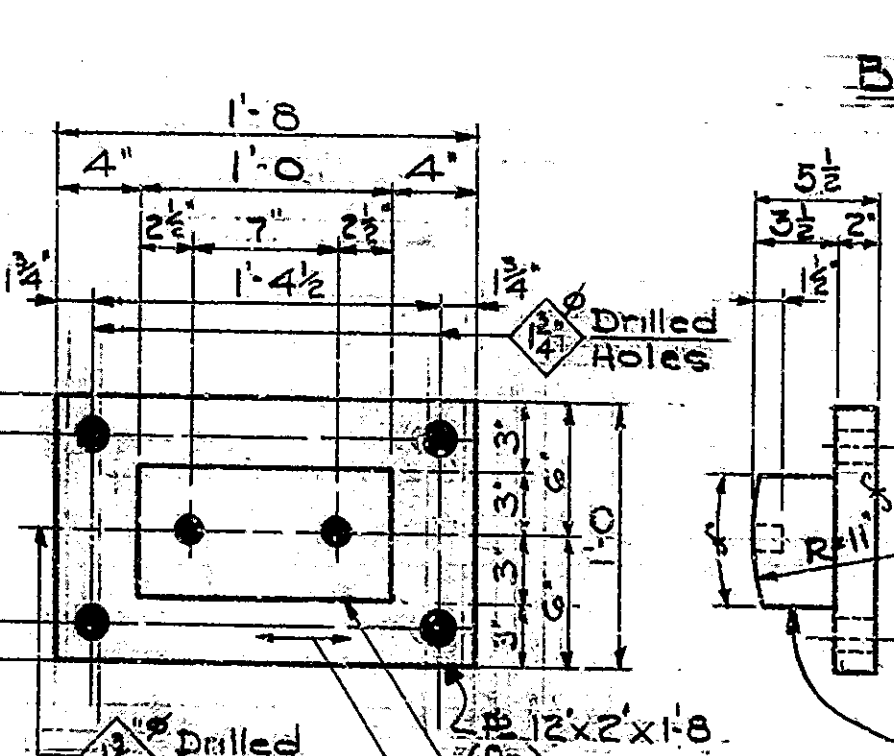
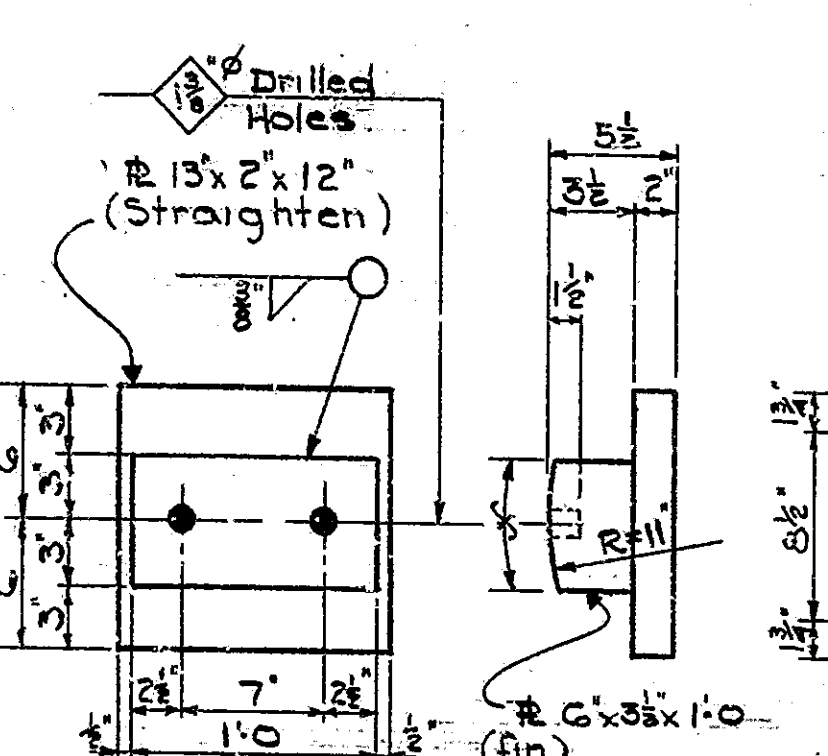
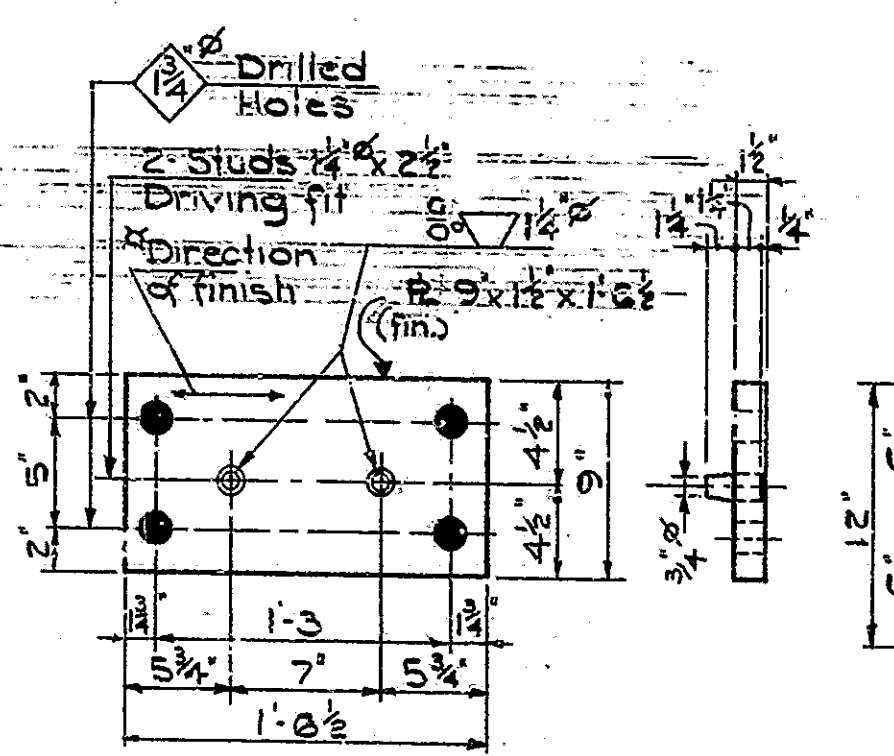
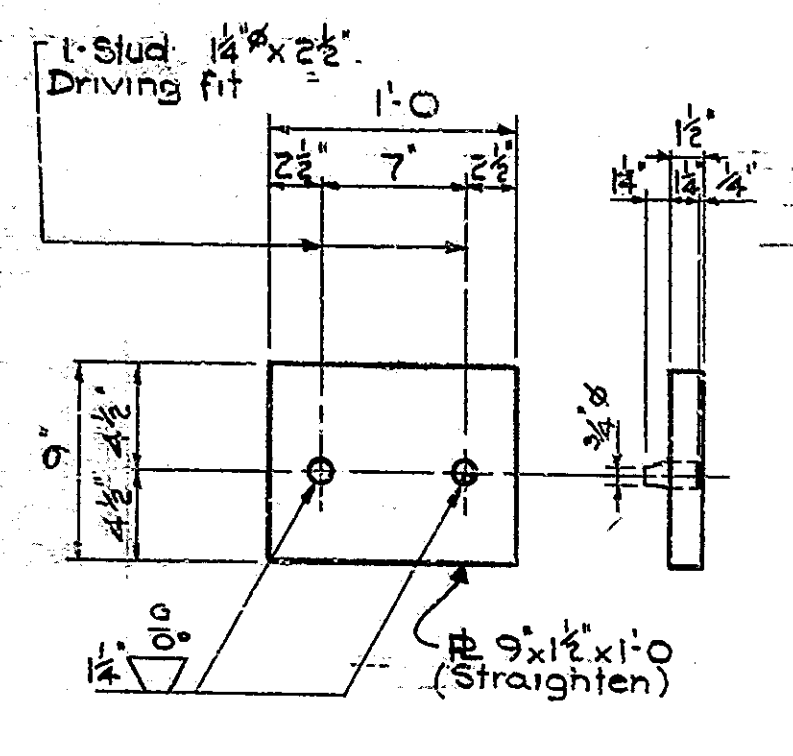
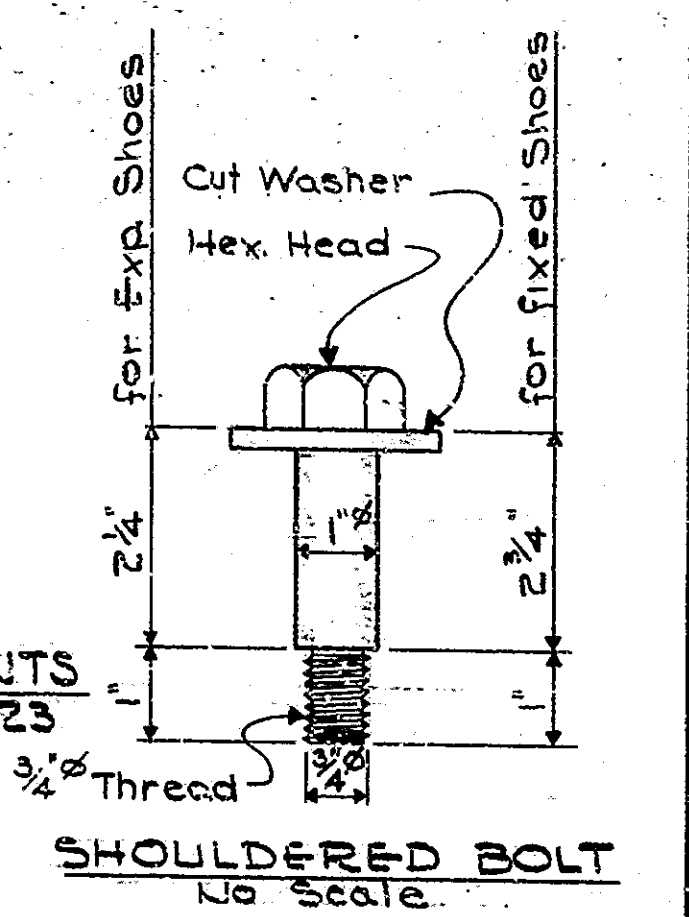
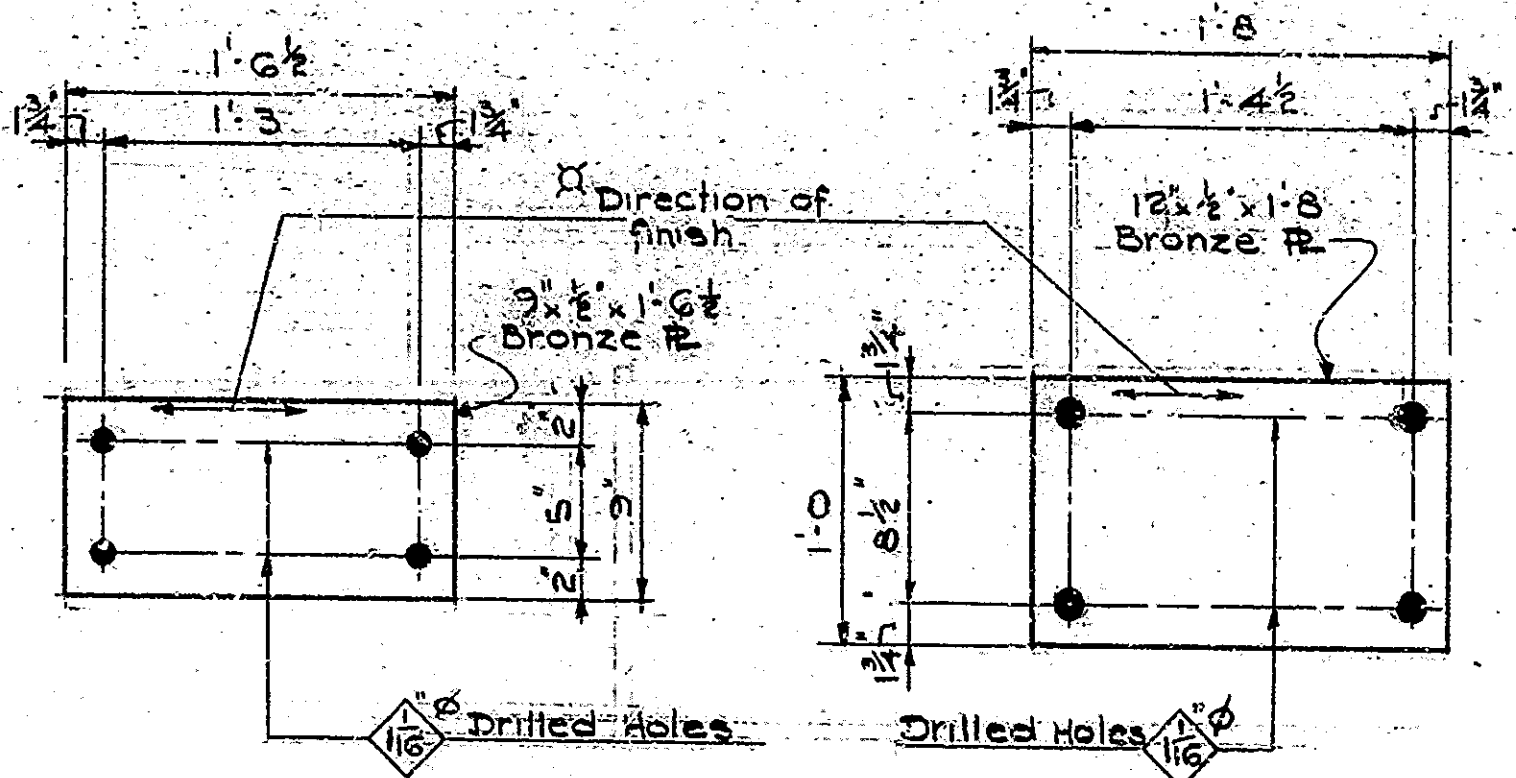
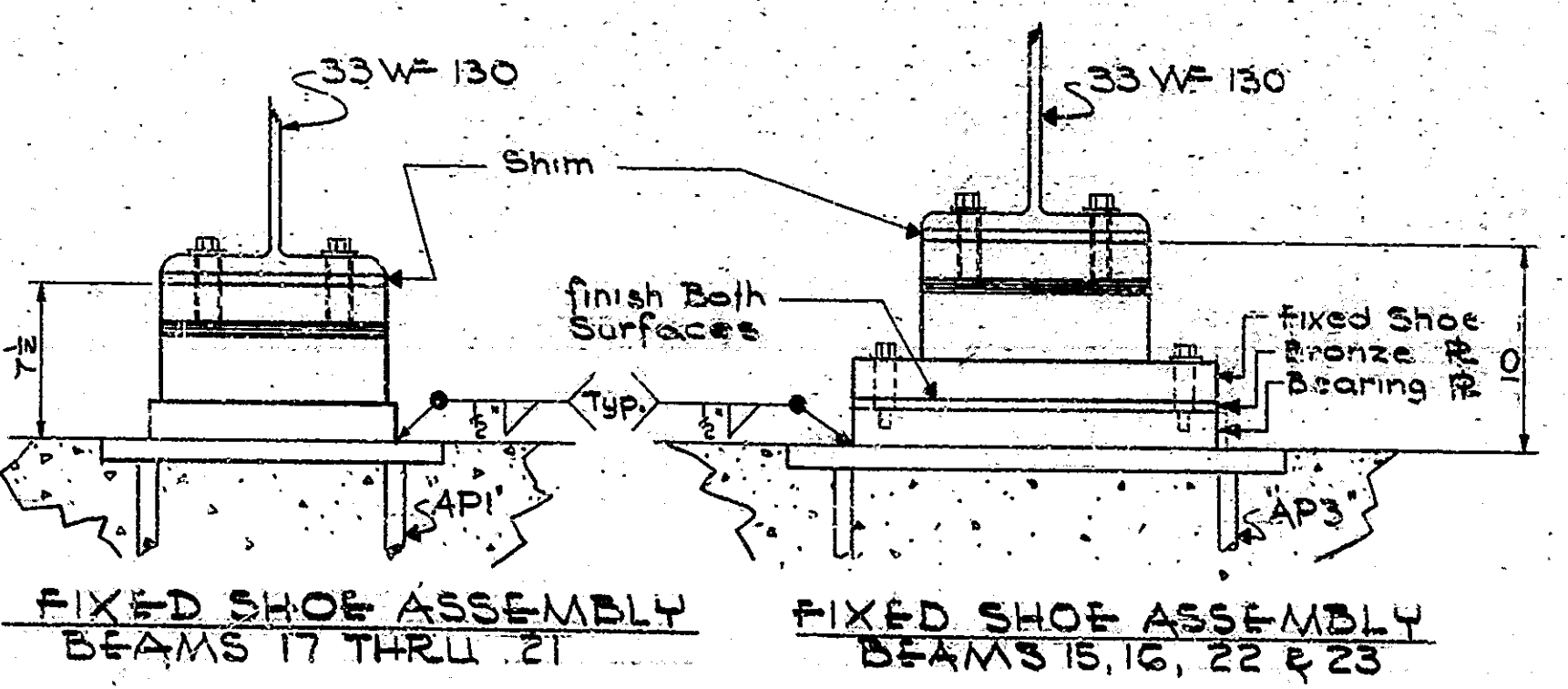
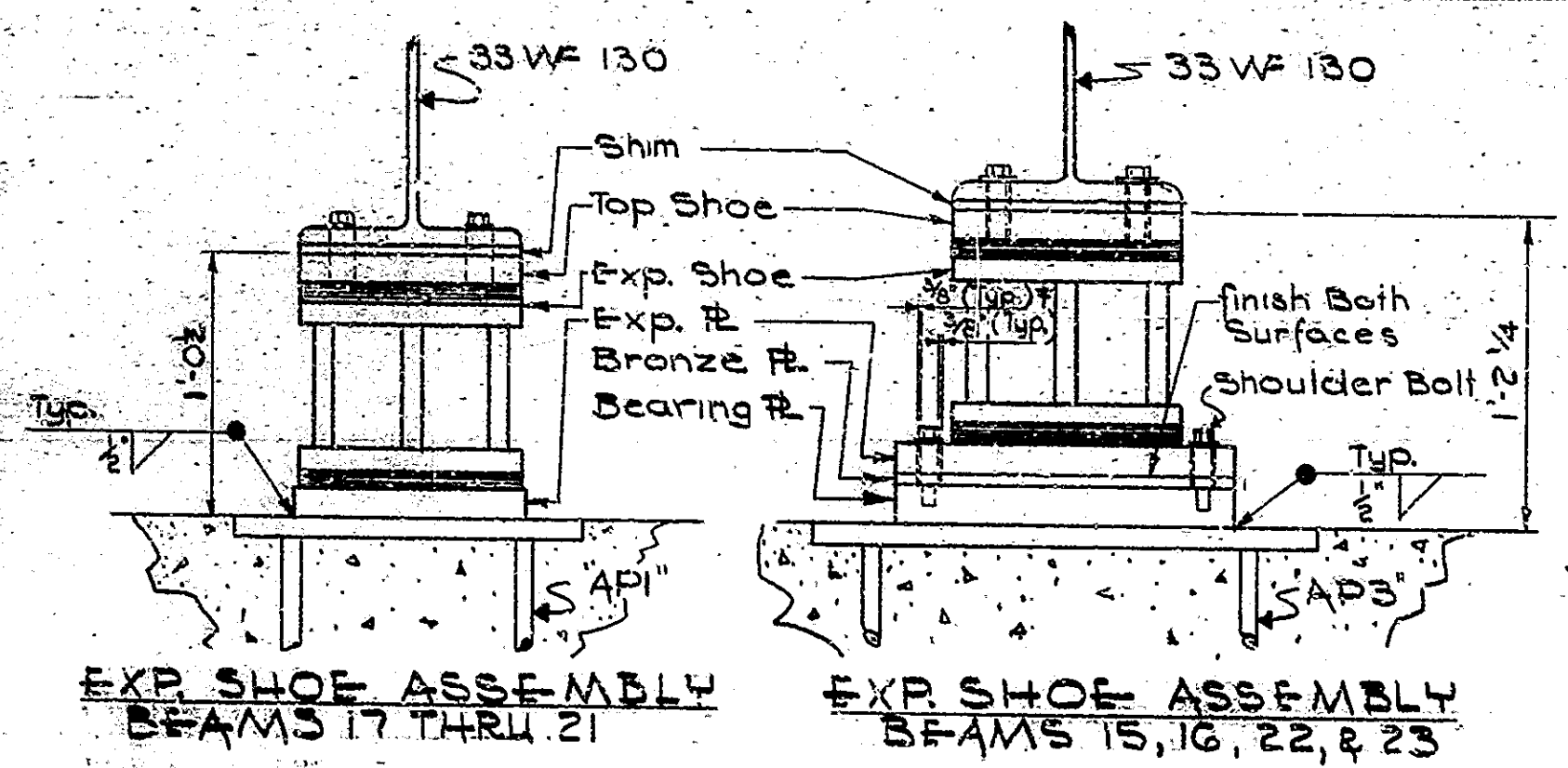
DESIGNED: W.S.12-VL-WD-SS-1-19-67  
 DRAWN: HM-2-22-67-WD-LSM-6-17-67  
 TRACED: CKD

Rev 6-14-74 Tension/Compression Notes

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-65-3 (172)113		16	70	



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (17) 113	1968	17	70



NOTES

Open Holes are  $\frac{1}{8}$ " unless noted.

All steel is A572-A36.

For additional Structural Steel Details, see Drwg. S13.

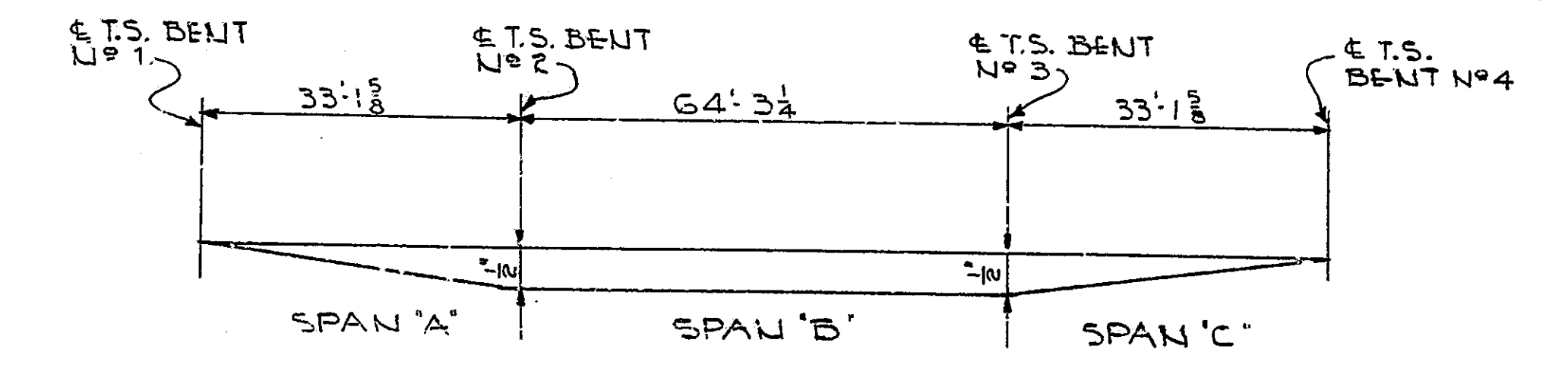
Curved surfaces of shoes shall be machined after weldments have been completed.

Min. finish to be ANSI 125.

Bearing Plate is to be adjusted to maintain  $\frac{3}{8}$ " opening before welding bearing plate to Anchor Plate.

Bronze Plates to be self-lubricating type.

Design Unit Loading = 1000 psi.



\* Beams are to be straight within a tolerance of  $\frac{3}{8}$ " at the center. If camber exists, lay out beams with the camber up. Beams shall be checked for camber in such a way as to have no bending moment in the direction of camber.

All structural steel is to be erected using full size drift pins and with a minimum of 50% of the holes in any connection filled with snug tight bolts. See Article 711.59 of the Specifications.

The splice elevations shall be checked before bolting field splices and with the structural steel unsupported by falsework. See "Table of Splice Elevations".

TABLE OF SPLICE ELEVATIONS

BM No.	SPLICE #1	SPLICE #2
15	737.710	738.100
16	737.380	737.705
17	736.925	737.315
18	736.530	736.925
19	736.135	736.530
20	735.740	736.140
21	735.345	735.750
22	734.955	735.355
23	734.565	734.960

Splice elevations are with falsework removed and carrying steel O.L. only. Top of splice plates shall be adjusted to the above elevations before bolting field splices.

STRUCTURAL STEEL DETAILS  
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/2" = 1'-0" July 11, 1968

SUBMITTED FOR APPROVAL: *James D. Mattia*

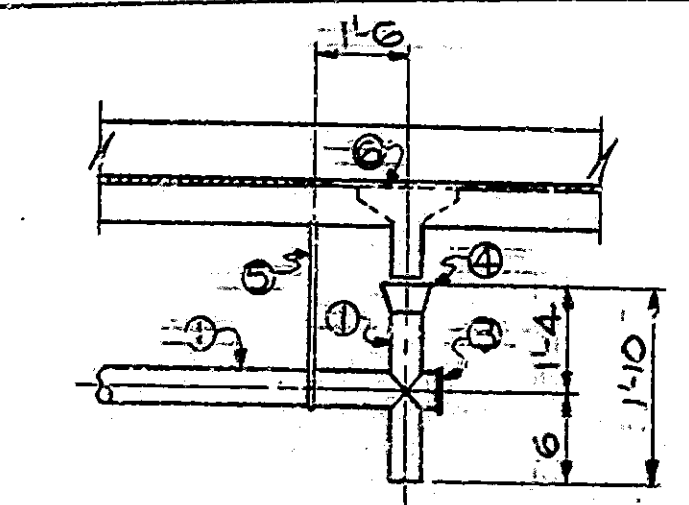
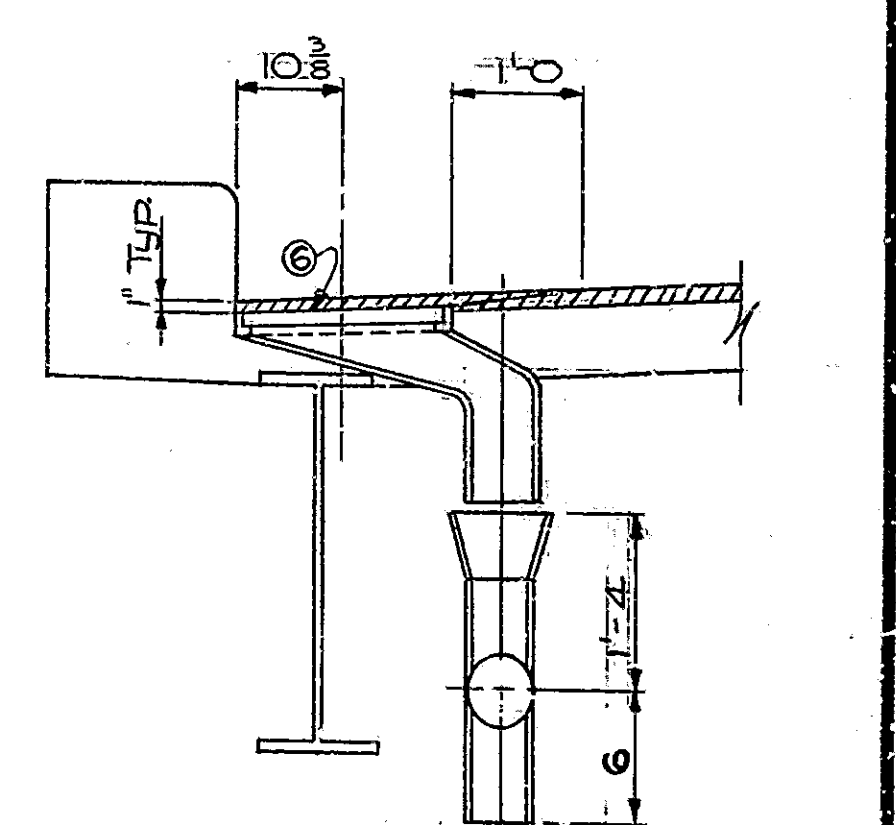
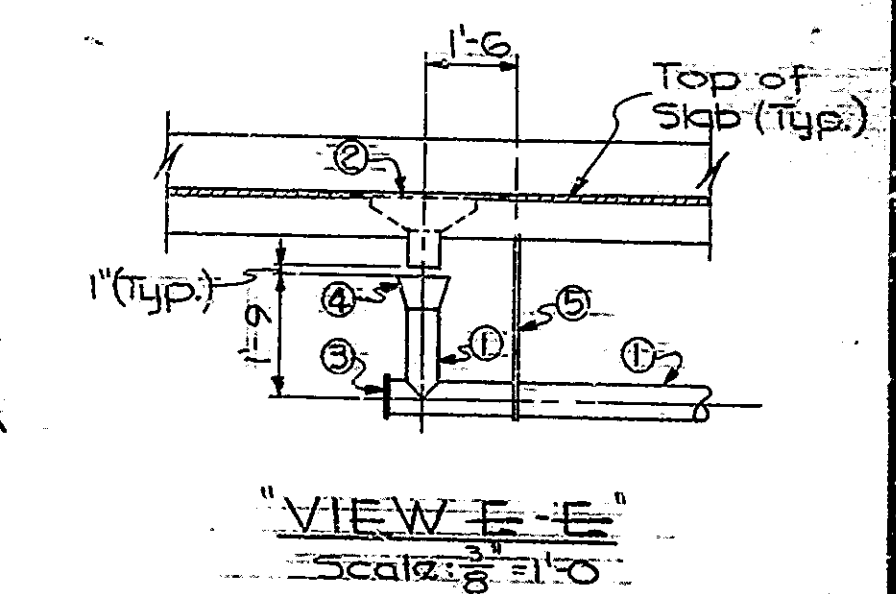
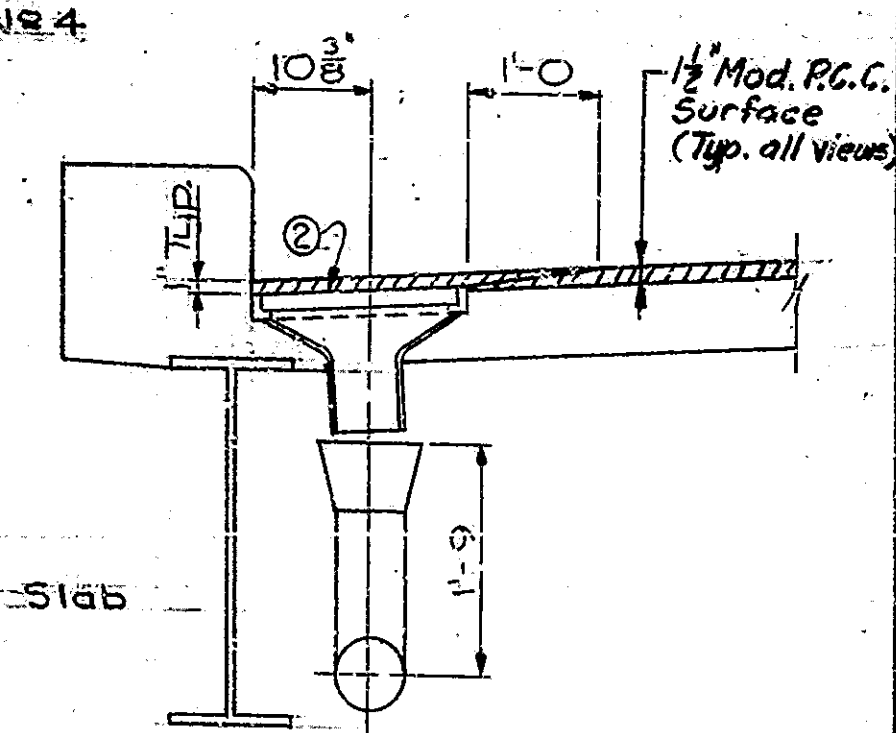
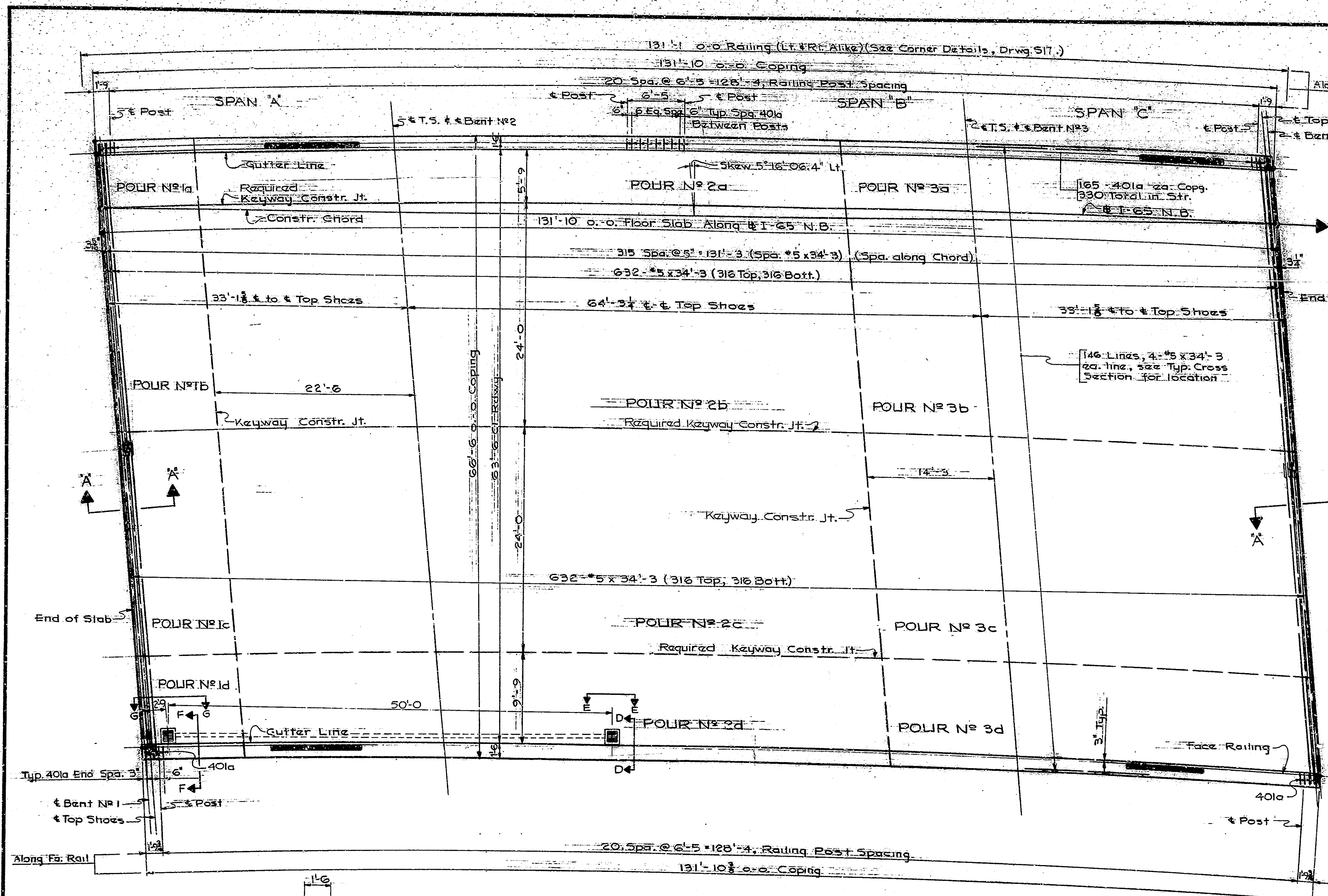
DRAWING: S14 OF 19  
PROJECT: I-65-3 (17) 113  
BRIDGE CONTRACT NO. 8-9862  
BRIDGE FILE: I-65-112-5732

REV. 6-16-68 JWW/kmb/106

PROJECT NO.	LOG	SHEET NO.	TOTAL SHEETS	FILE



BRIDGES OVER 20' SPAN				
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-65-3 (172)113	1968	70



PLAN  
Scale: 3/4" = 1'-0"

NOTES

After structural steel has been erected, concrete forms shall not be blocked against the expansion ends of the steel beams.  
 For "Reinforcing Bar Notes", see Br. Std. C1.  
 For additional details, see Drwg. 516 and 517.  
 For "Bill of Materials", see Drwg. 517.  
 Sequence of pours to be made in order of pour numbers. All superstructure construction joints are optional unless noted and pours may be made continuous provided the pour terminates at a construction joint indicated on the plans.  
 For railing details, see Br. Std. BR1, BR2, BR3, and BR4.  
 For Joint Legend, see the General Plan.

NOTE:  
 The top reinforcing steel shall be securely tied down to the forms and/or the beams in order to prevent lifting during concrete placement.  
 The contractor may change the width of pours, sequence of pours, or location of construction joints, subject to the approval of the Engineer.

NOTE:  
 For Floor Drainage Legend, see Drwg. 517.

INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED      July 11, 1968

SUBMITTED FOR APPROVAL: *James D. Mattie*

DRAWING: S15 OF 19  
 PROJECT: I-65-3 (172) 113  
 BRIDGE CONTRACT NO. B-9462  
 BRIDGE FILE: I-65-112-55732

REV. 6-18-74 J.W./R.W./P.K.

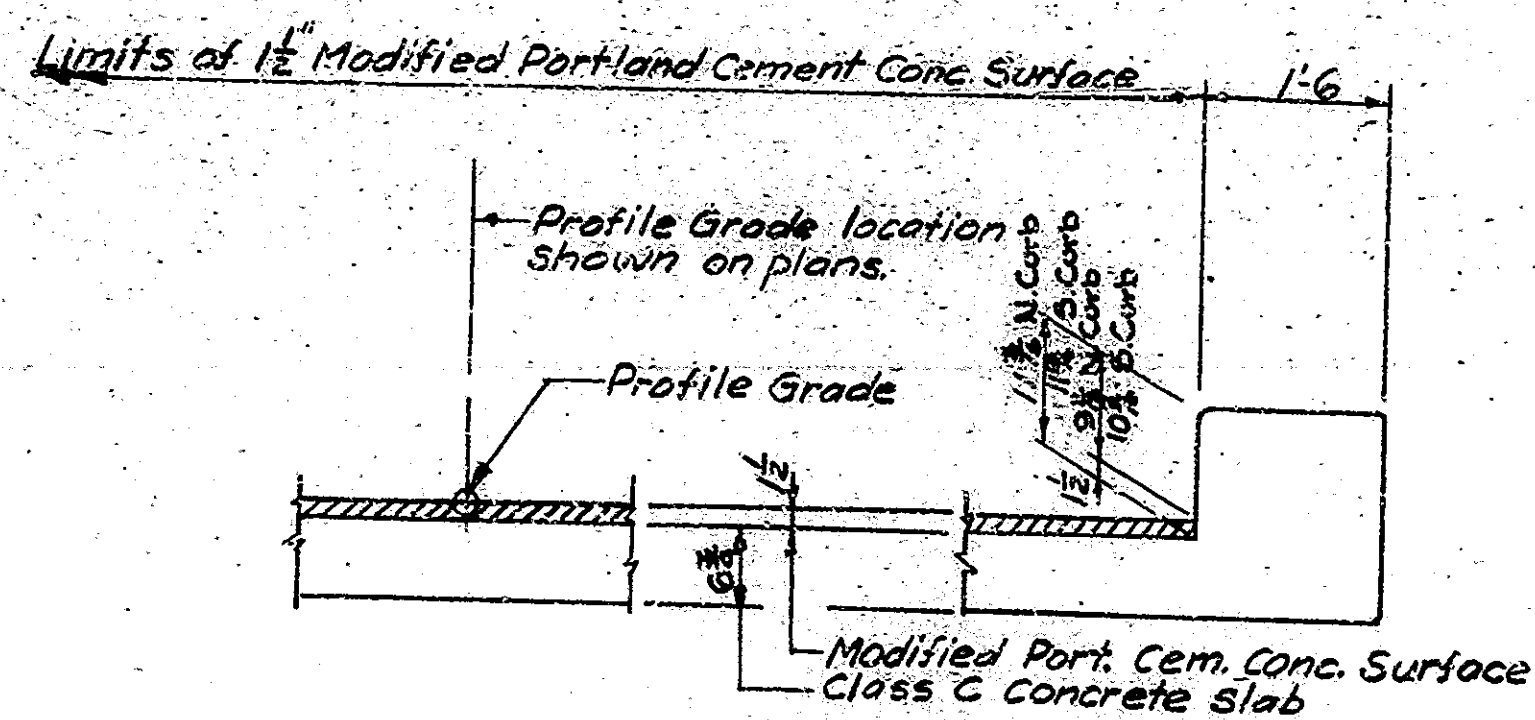
DESIGNED BY: J.W./R.W./P.K.      1-19-67  
 DRAWN BY: J.W./R.W./P.K.      1-19-67  
 TRACED BY: C.W.D.

REV. 6-18-74 Note Reinforcing Steel

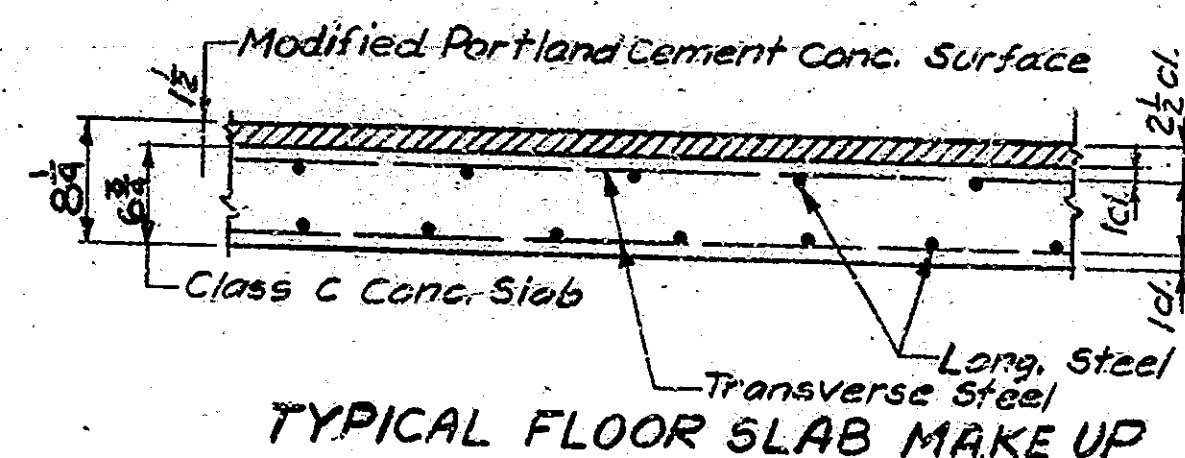




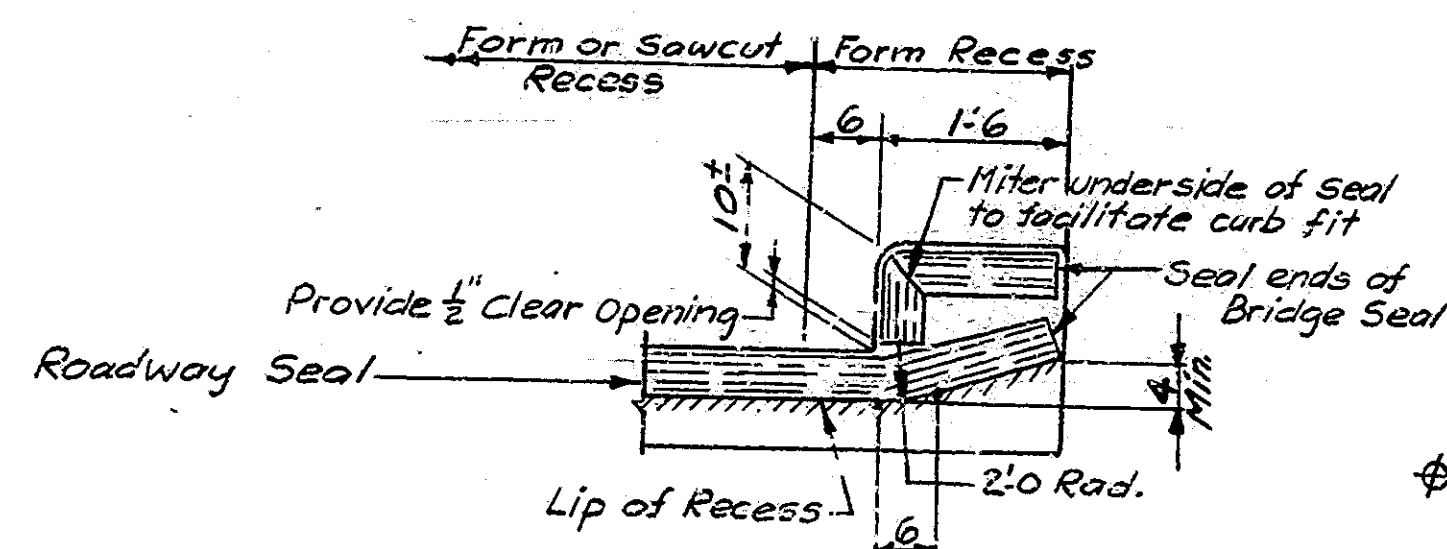




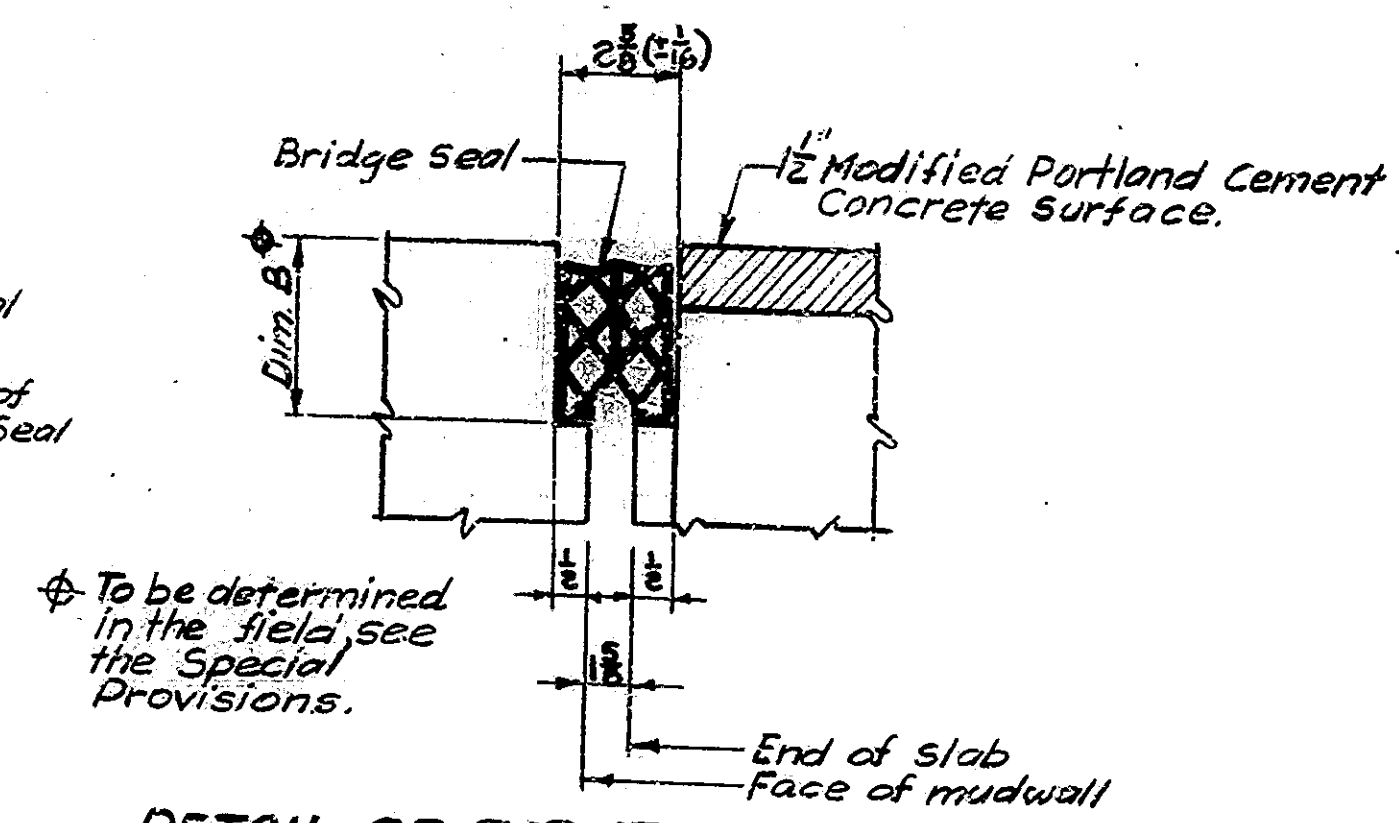
MODIFIED PORTLAND CEMENT  
CONCRETE SURFACE DETAILS



TYPICAL FLOOR SLAB MAKE UP



TYPICAL JOINT INSTALLATION AT CURBS



DETAIL OF EXP. JT. - TYPE BS9

NOTES:  
Work this drawing with floor details.  
Surface seal the exposed vertical roadway face and top of curbs, and top of mudwalls.

MODIFIED P.C.C. SURFACE & BS EXP. JOINT DETAILS  
INDIANA STATE HIGHWAY COMMISSION

SCALE:- DATE: JUNE 14, 1974

DRAWING: 5/6A OF 19 SHEET: 19A OF 70  
PROJECT: I-65-3(172)113  
CONTRACT NO. 8-9062  
BRIDGE FILE: I-65-112-5732



DESIGNED	CKD
DRAWN	CKD
TRACED	CKD



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
A	IND.	I-65-3 (172)113	1968	20	70

**BILL OF MATERIALS**

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight Lbs.
#5	1848	34'-3"	66,016*
401a	330	3'-4"	735*
Total Steel			66,751*

**CONCRETE**

Class "C" Conc.	
Pour No 1A	2.3 cys
No 1B	5.9 cys
No 1C	5.9 cys
No 1D	3.4 cys
No 2A	14.7 cys
No 2B	37.1 cys
No 2C	37.1 cys
No 2D	21.5 cys
No 3A	9.7 cys
No 3B	24.5 cys
No 3C	24.5 cys
No 3D	14.3 cys
Total Class "C" Conc.	200.9 cys

**MISCELLANEOUS**

2" Steel Pipe (Conduit)	132 Lf.
Railing Type SQ	500 C
(R.F. & L. Alik, 2 @ 131.7)	262.2 Lf.
Modified Portland Cement	30.7 cys.
Concrete Surface	30.7 cys.
Exp. Joint - Type BS9	143 Lf.
Finishing and Curing	930 sqs.
Surface Seal	750 sqf.

**CAST IRON**

1 - Std. Rdwy. Drain Type SQ, Grate "A"	@ 192" Ea.	192"
1 - Std. Rdwy. Drain Type OS, Grate "D"	@ 248" Ea.	248"
Total Cast Iron		440"

401a x 3'-4"

**LEGEND**

- 6" Steel Drain Pipe (Std. Weight)
- Std. Rdwy. Drain Type SQ, Grate "A"
- Clean Out - 1/4" R. Cover with 4 - 3/8" Bolts
- 10" x 6" Reducer
- Adjustable Clip Pipe Hanger with 3/4" threaded insert and 3/4" Rod. Max. Spacing 10'-0"
- Std. Rdwy. Drain Type OS, Grate "D"

NOTE:  
Cost of Hangers, Inserts, Reducers and Clean Out Plates to be included in cost of 6" Steel Drain Pipe.  
Estimated length of 6" Steel Drain Pipe = 55'-0"

**NOTES:**

For additional Notes and details, see Drawg. S15 f16 and S16

**FLOOR DETAILS AND BILL OF MATERIALS**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED

July 11, 1968

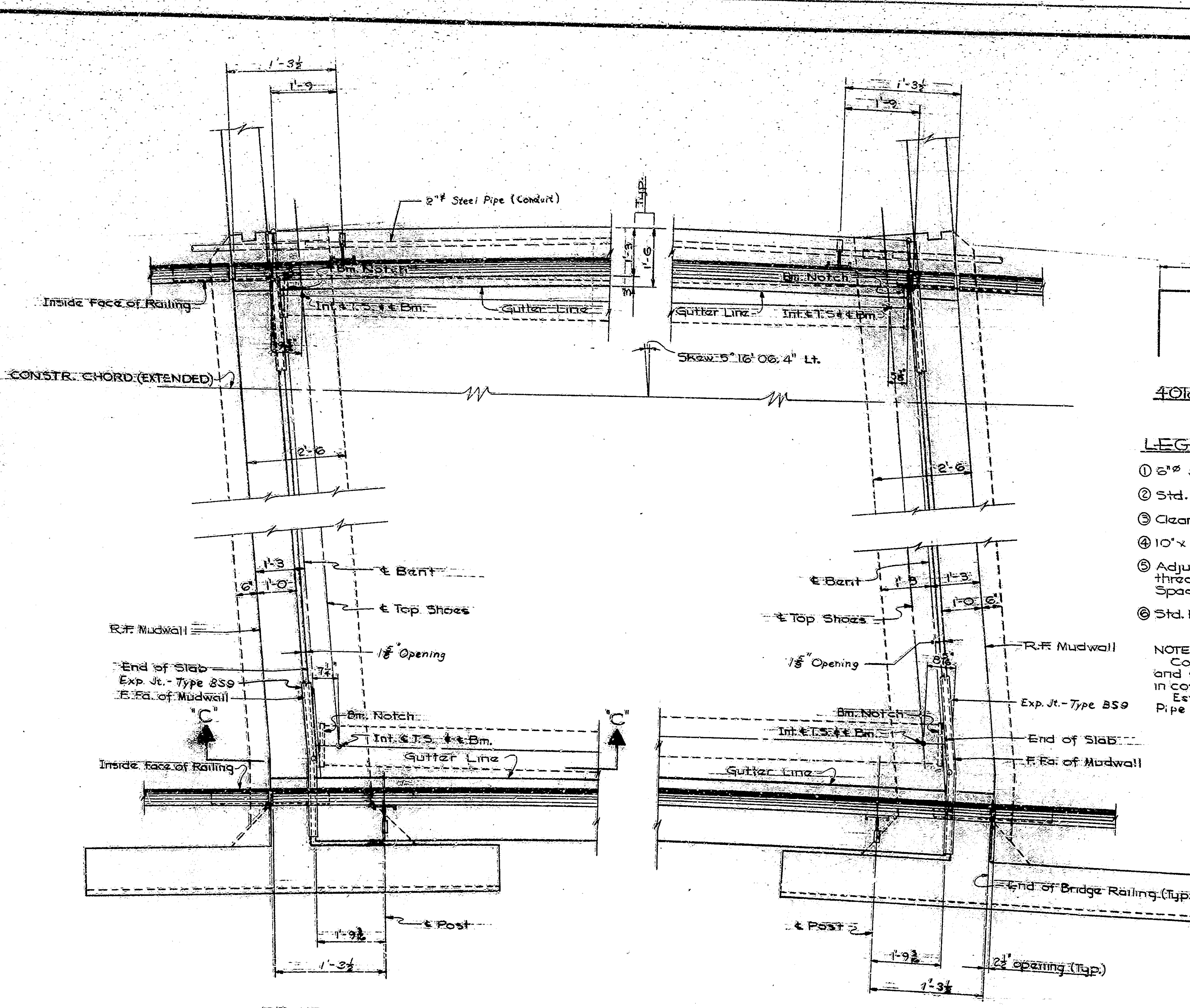
FOR APPROVAL: *James D. Matter*

DRAWING: 517 OF 19

PROJECT: I-65-3 (172)113

BRIDGE CONTRACT NO. 6-9562

BRIDGE FILE: I-65-112-5-132



BENT No 1

BENT No 4

**CORNER DETAILS**

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

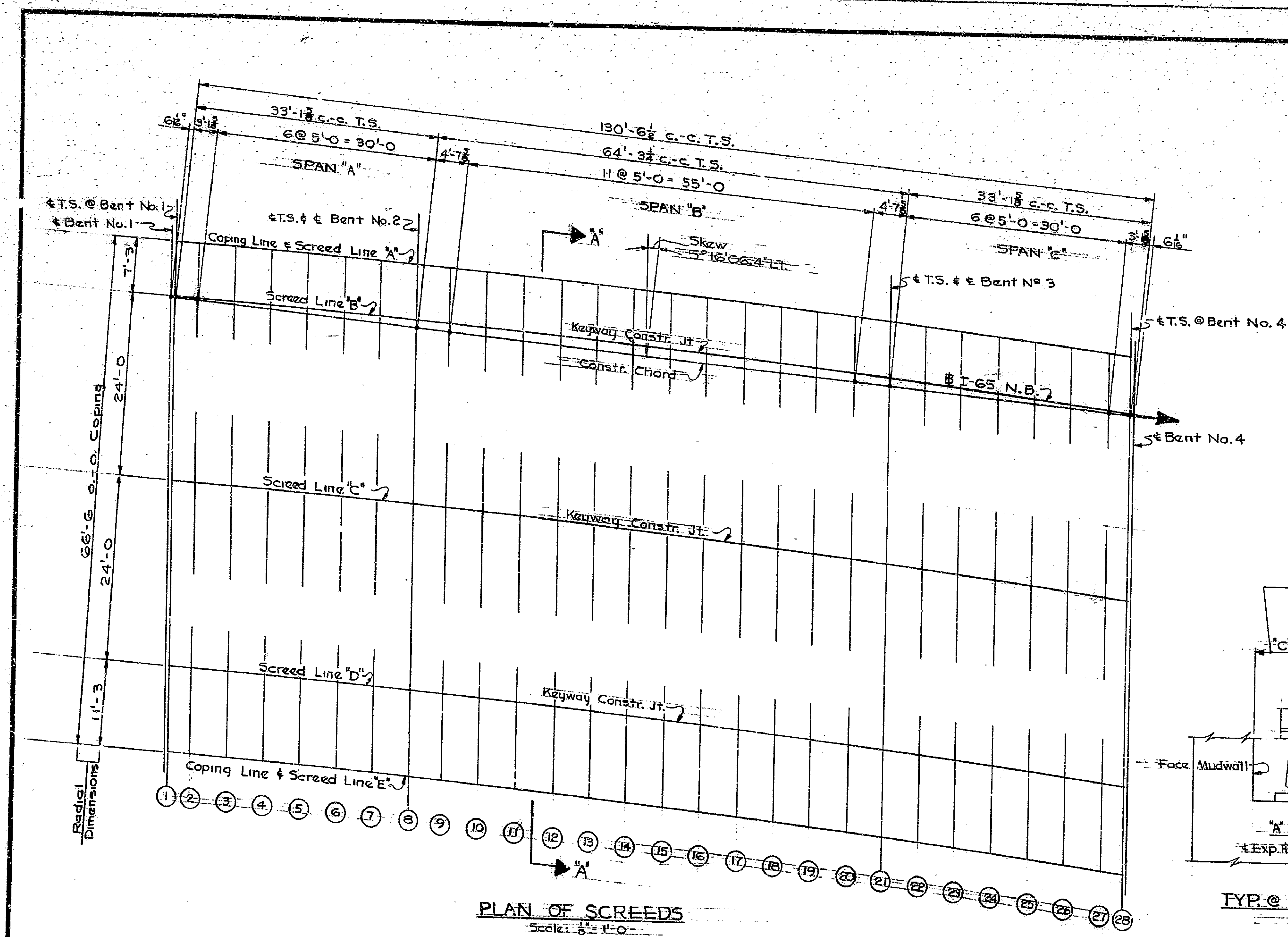
DESIGNED BY: JIM/FRS/PL  
DRAWN BY: JIM/FRS/PL  
CHECKED BY: JIM/FRS/PL

Rev. 6-14-74 Expansion Joints, Conduit, Railing dimension, Legend, Notes, Bill of Materials

Rev. 6-14-74 JIM/FRS/PL



BRIDGES OVER 20' SPAN					
PUB. ROAD RES. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172) 113	1968	21	70



**TABLE I**

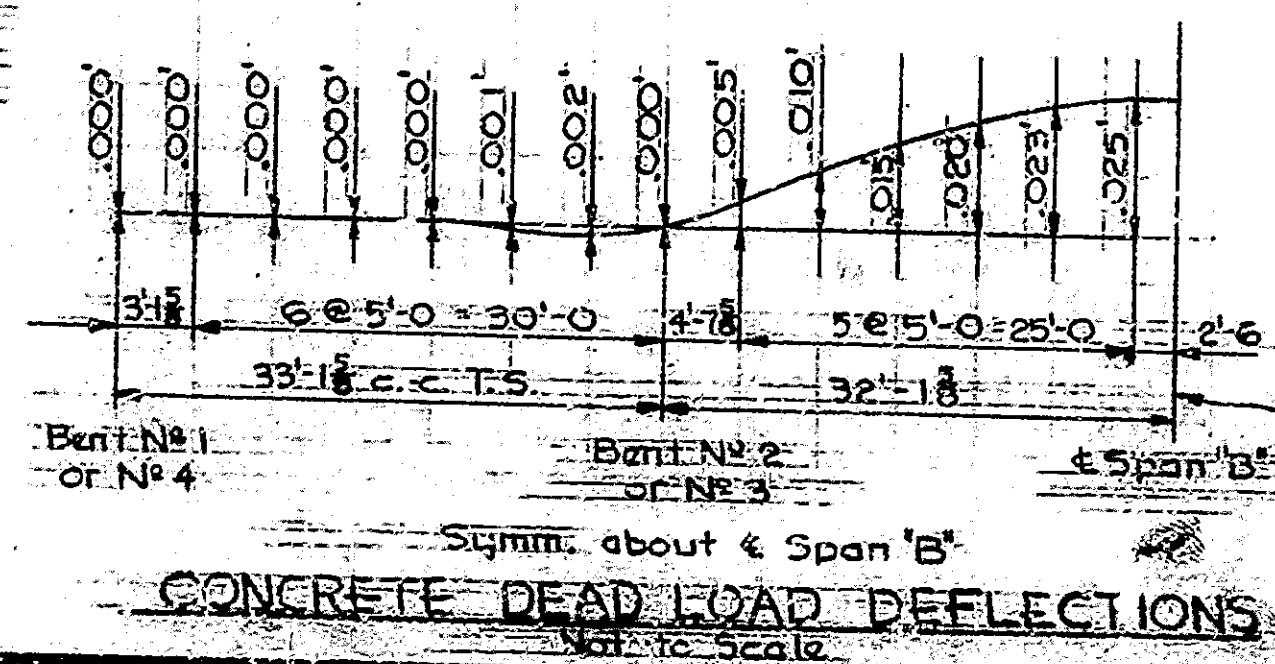
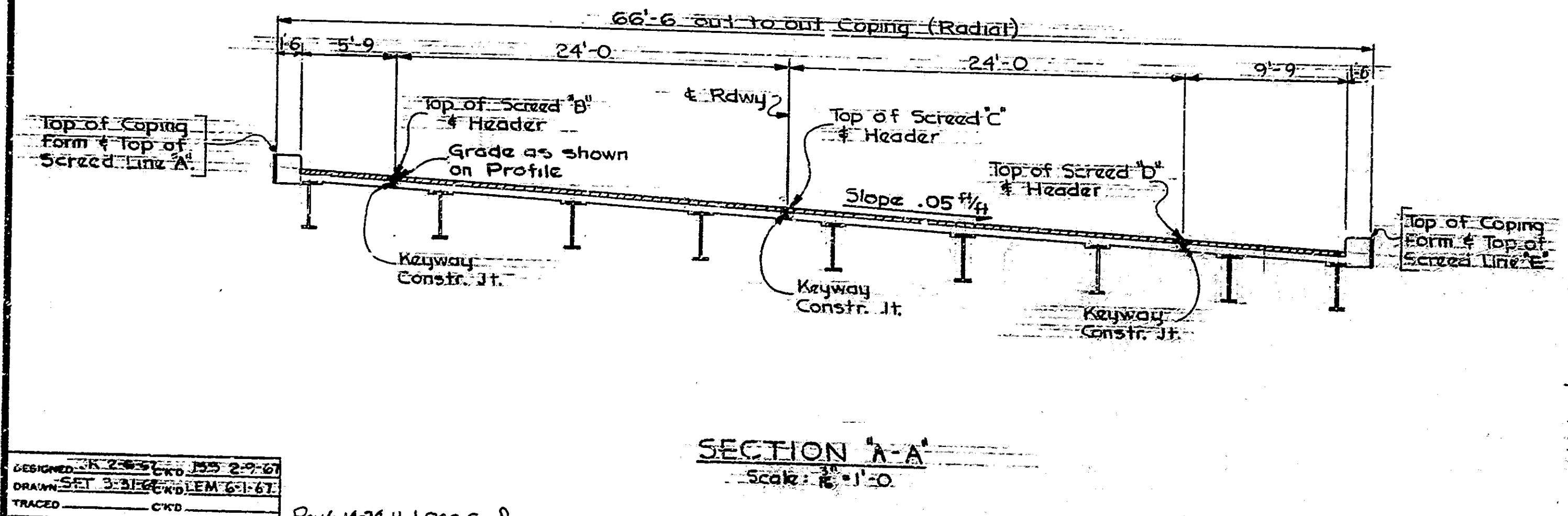
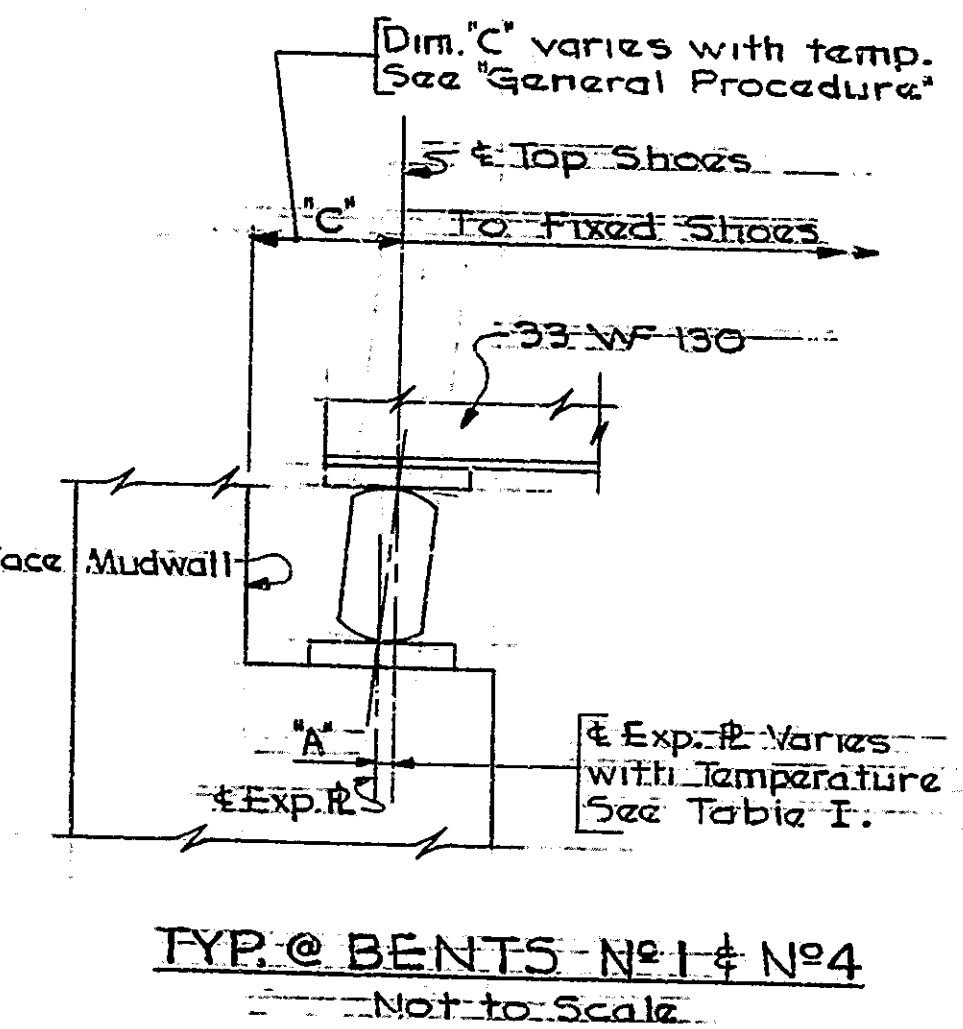
Dimension	"A"						
Temperature of Beam	0°	20°	40°	60°	80°	100°	120°
Dist. & T.S. to Exp. Pl.	1 1/2"	1 1/4"	3/4"	1/2"	3/8"	5/16"	3/16"

**NOTES**

**PURPOSE:**  
 "Plan of Screeds" shows location of screeds.  
 "Table of Elevations" (Drwg. 519) shows data for setting screeds and coping forms, so that the slab and copings will be at the final grade elevations after all the concrete has been poured.

**GENERAL PROCEDURE:**  
 "Table I" shows data for setting expansion plates.

- After all splice plates have been bolted and all interior diaphragms have been welded in place, adjust the superstructure longitudinally so that Dim. "C" from the centerline of the Top Shoe to the face of the Mudwall at Bents N<sup>o</sup> 2 and N<sup>o</sup> 4 are equal.
- With the superstructure in the adjusted position called for in (1), weld the fixed Shoes to the Anchor Plates at Bents N<sup>o</sup> 2 and N<sup>o</sup> 3.
- Adjust the Expansion Plate under each Expansion Shoe in accordance with Dimension "A" in Table I for the prevailing temperature. Note that Dimension "A" is always the distance from a vertical line through the centerline of the Top Shoe in a direction away from the Fixed Shoes. Weld the Expansion Plates to the Anchor Plates at Bents N<sup>o</sup> 1 and N<sup>o</sup> 4.
- After the shoes are set, take elevations at all screed points on top of adjacent beams. Enter these elevations in the "Table of Elevations". Subtract these elevations from the 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 screeds or coping forms by leveling.
- No concrete in the floor is to be poured until the above operations are completed.



**SCREEDS**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED

SUBMITTED FOR APPROVAL: *James D. Mattia* July 11, 1968

DRAWING: 518 of 19  
 PROJECT: I-65-3 (172) 113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5732

DESIGNED: R. C. ...  
 DRAWN: S. J. ...  
 TRACED: ...



BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172)113	1968	22	70

TABLE OF ELEVATIONS

PH	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	26	27	28	
A	Elevation Top of Coping Form	738.895	738.865	738.910	738.955	739.000	739.045	739.090	739.140	739.185	739.235	739.290	739.340	739.385	739.435	739.480	739.525	739.570	739.610	739.650	739.690	739.730	739.770	739.820	739.865	739.910	739.955	740.005	740.030
	Elevation Top of O.S. Beam																												
	Dist. Top of Bm. to Top of Copg. Form																												
⊕ B	Elevation Top of Screed	737.745	737.775	737.820	737.865	737.910	737.955	738.000	738.050	738.095	738.145	738.200	738.250	738.300	738.345	738.390	738.435	738.480	738.520	738.560	738.600	738.640	738.685	738.730	738.780	738.825	738.870	738.915	738.945
	Elevation Top of Beam																												
	Dist. Top of Bm. to Top of Screed																												
⊕ C	Elevation Top of Screed	736.555	736.585	736.635	736.680	736.725	736.770	736.815	736.865	736.915	736.965	737.015	737.070	737.115	737.165	737.210	737.255	737.300	737.340	737.385	737.425	737.465	737.510	737.555	737.605	737.650	737.695	737.745	737.775
	Elevation Top of Beam																												
	Dist. Top of Bm. to Top of Screed																												
⊕ D	Elevation Top of Screed	735.310	735.400	735.445	735.495	735.540	735.585	735.635	735.680	735.730	735.785	735.835	735.885	735.940	735.985	736.035	736.080	736.125	736.165	736.210	736.250	736.290	736.335	736.380	736.430	736.480	736.525	736.570	736.600
	Elevation Top of Beam																												
	Dist. Top of Bm. to Top of Screed																												
E	Elevation Top of Coping Form	735.745	735.775	735.825	735.870	735.920	735.965	736.010	736.060	736.110	736.165	736.215	736.265	736.320	736.365	736.415	736.460	736.505	736.545	736.590	736.630	736.670	736.715	736.765	736.815	736.860	736.910	736.955	736.985
	Elevation Top of O.S. Beam																												
	Dist. Top of Bm. to Top of Copg. Form																												

⊕ Screed elevations shown are given at the top of the Modified R.C.C. Surface. To obtain screed elevations at the top of the Class "C" concrete slab, subtract 1/2" (0.125') from the tabulated elevations.

NOTE: For location of Screed Points and Notes, see Drwg. 5.18.

TABLE OF ELEVATIONS

INDIANA STATE HIGHWAY COMMISSION

SCALE: NONE

July 11, 1968

SUBMITTED FOR APPROVAL: *James D. Mattis*

DRAWING: 519 OF 19

PROJECT: I-65-3 (172) 113

BRIDGE CONTRACT NO. 8-2862

BRIDGE FILE: I-65-112-5732

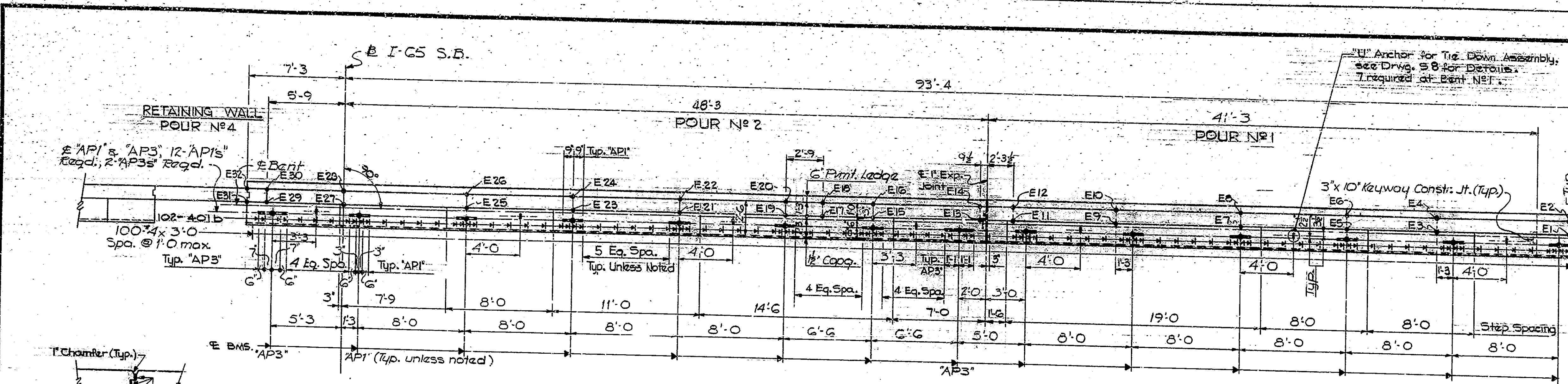
Rev 6-14-74 WJW/SOM/PC

DESIGNED BY: JFC/3306/CKW/LEM 5-26-68  
 DRAWN BY: JFC/3306/CKW/LEM 5-26-68  
 TRACED BY: CWD

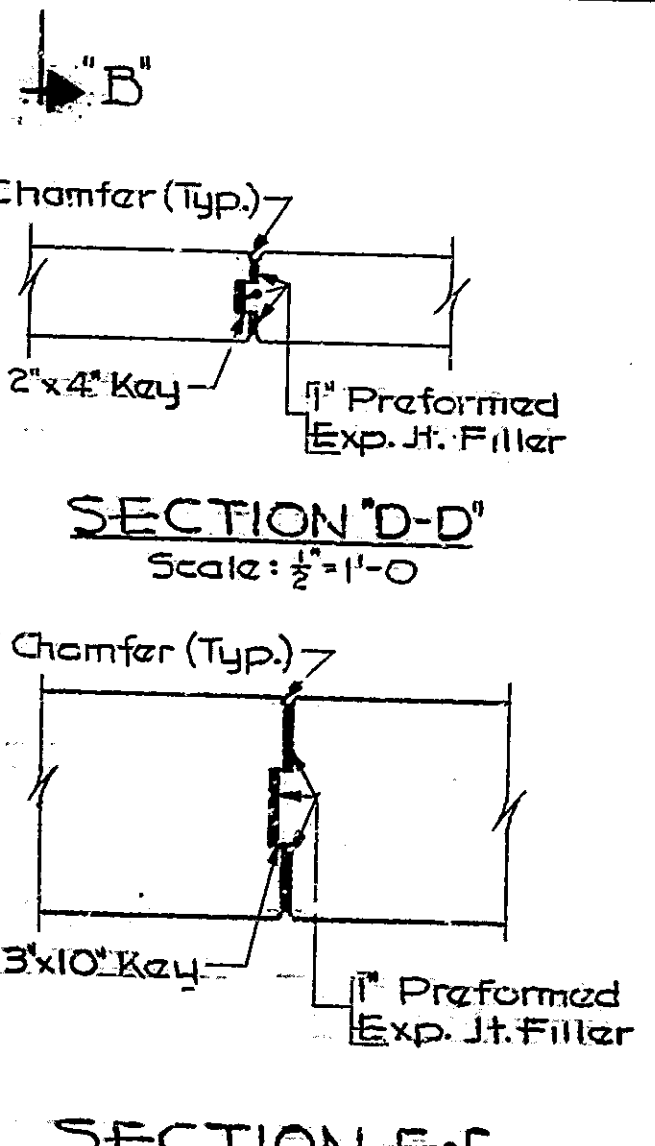
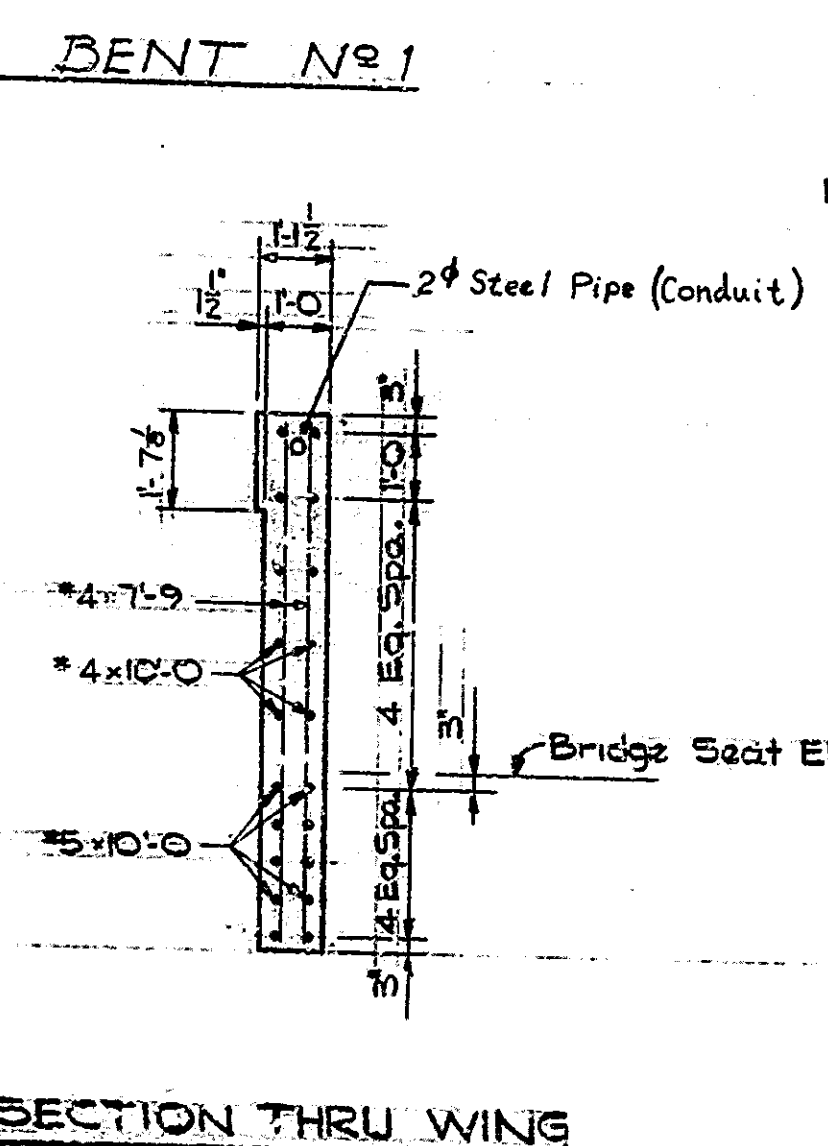
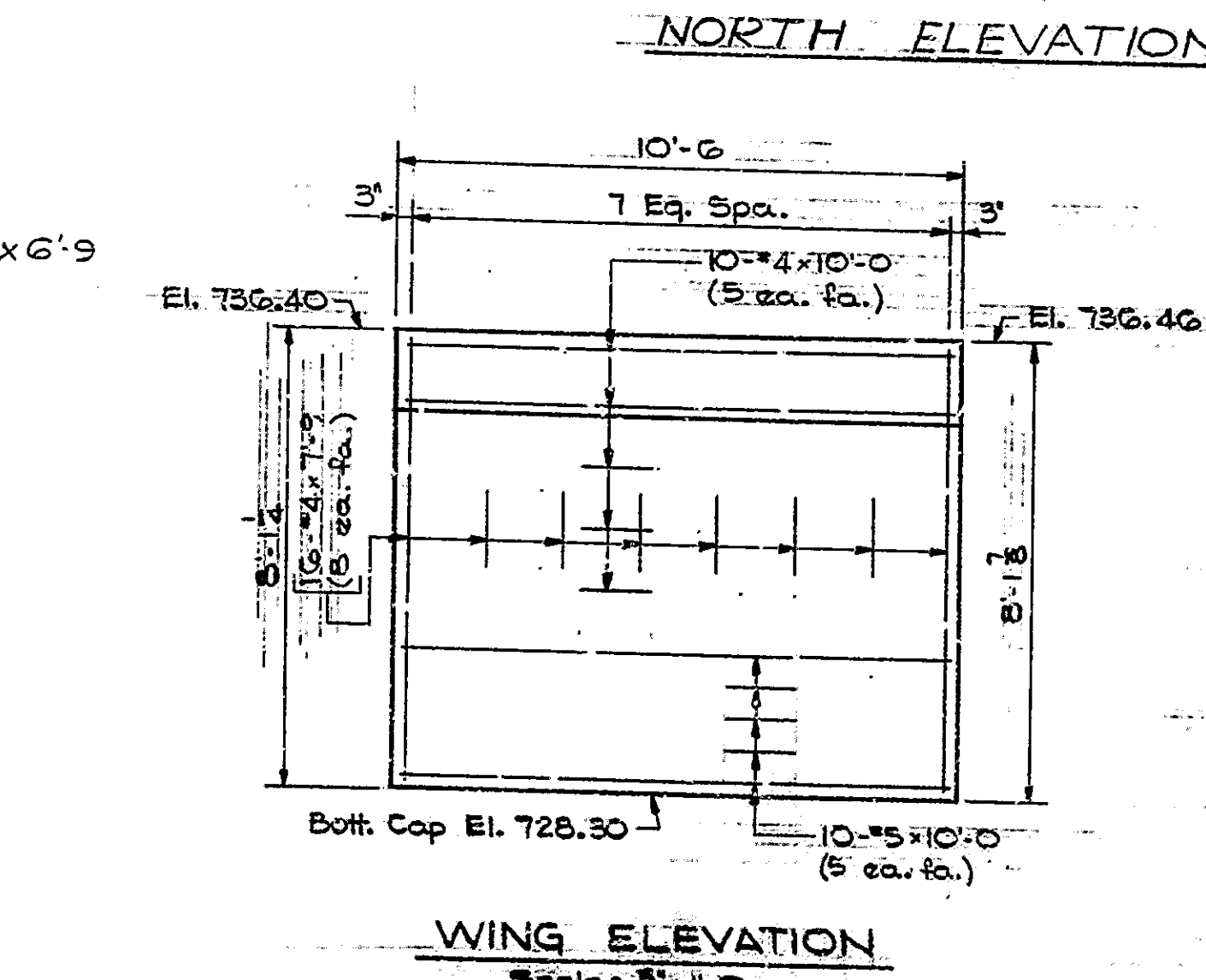
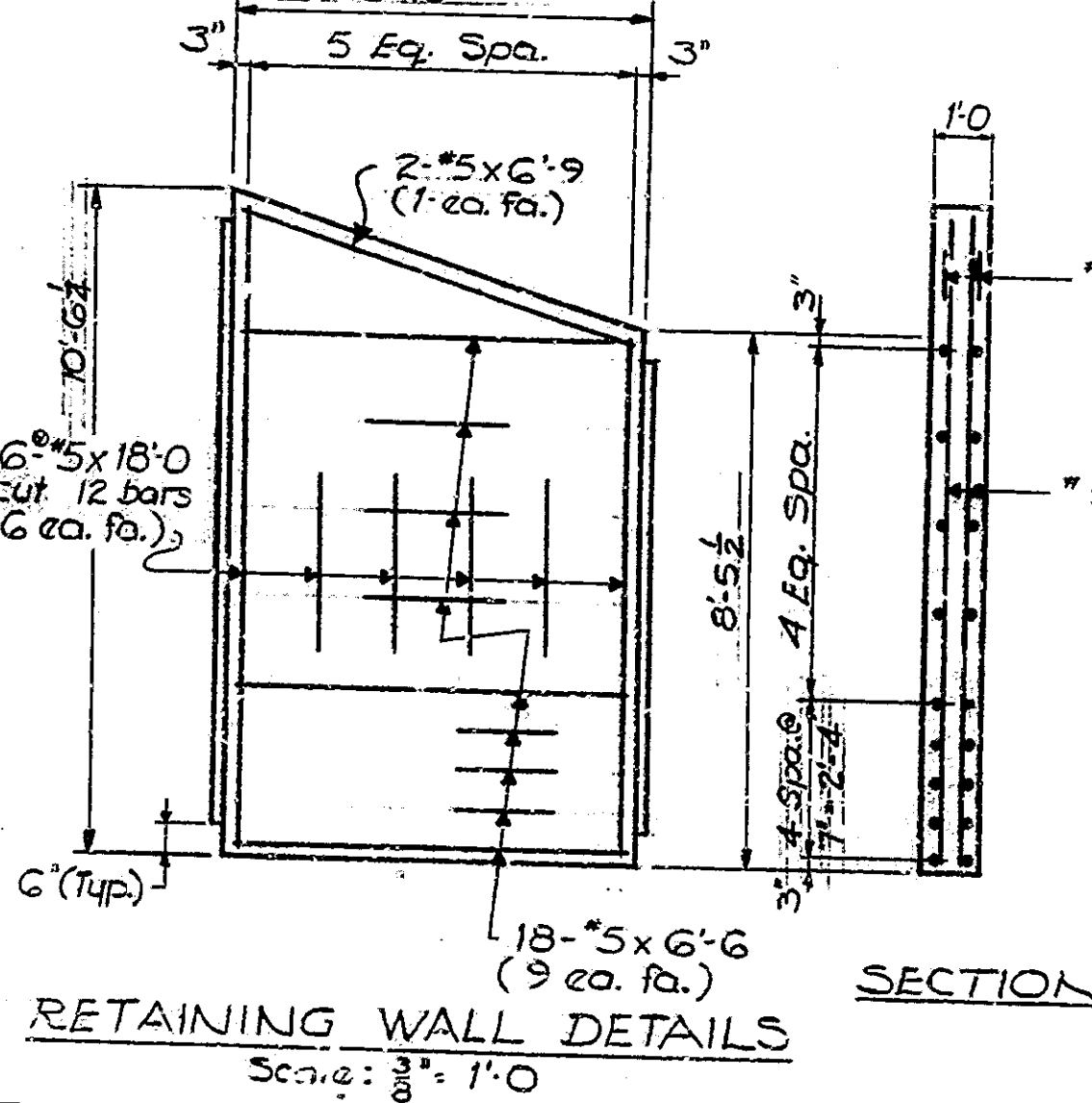
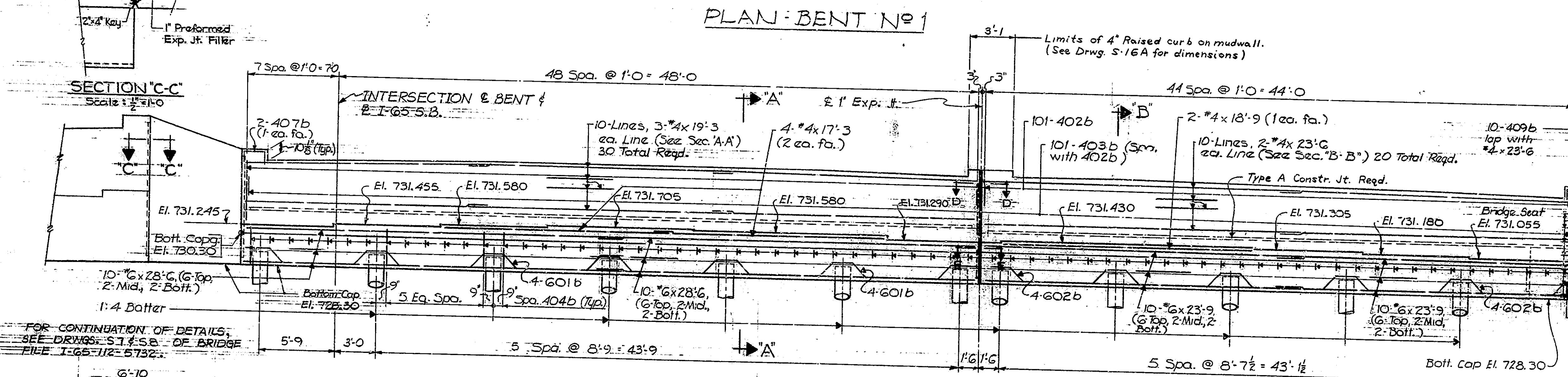
Rev 6-14-74 Elevation note



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172) 113	1968	23	10



TOP OF MUDWALL ELEVATIONS			
Point	Elevation	Point	Elevation
E1	735.580	E17	736.190
E2	735.585	E18	736.195
E3	735.160	E19	736.210
E4	735.160	E20	736.215
E5	735.630	E21	736.275
E6	735.635	E22	736.275
E7	735.960	E23	736.250
E8	735.965	E24	736.240
E9	736.025	E25	736.155
E10	736.075	E26	736.155
E11	735.960	E27	736.035
E12	735.965	E28	736.035
E13	735.960	E29	735.915
E14	735.965	E30	735.920
E15	736.075	E31	736.140
E16	736.100	E32	736.140



**NOTES:**  
 \* Indicates cutting diagram required.  
 Top of Mudwall shall conform to Roadway Surface.  
 For Reinforcing Bar Notes, see Dr. Std. C1.  
 For additional Details and Bill of Materials, see Drwg. S 8.  
 For Anchor Plates 'API' & 'AP3' Details, see Drwg. S 8.  
 Anchor Plates are to be present in the concrete.  
 Portion of Mudwall above horiz. Type 'A' Constr. Jt. shall not be poured until after the Superstructure has been poured.

**BENT No 1 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**  
 SCALE: 1/4" = 1'-0" Unless Noted  
 SUBMITTED FOR APPROVAL: *James D. Mather* July 11, 1968  
 DRAWING: S7 OF 17  
 PROJECT: I-65-3(172) 113  
 BRIDGE CONTRACT NO. 8-9562  
 BRIDGE FILE: I-65-112-5733

Rev. 6-14-74 JWW/TMS/PC

DESIGNED: WJS BKG CKO JSS B-28-67  
 DRAWN: RVS J-28-67 CKO LEM A-15-68  
 TRACED: CKO

Rev. 6-14-74 Wingwall, notes, Constr. Jts., 2" steel pipe, curbs

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE



PIV. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-65-3 (172)113	1968	24	70

**BILL OF MATERIALS**

SIZE & MARK	N <sup>o</sup> of Bars	Length	Weight
601b	8	31'-5"	
602b	8	26'-0"	
#6	20	28'-6"	
#6	20	23'-9"	
Total #6			2240*

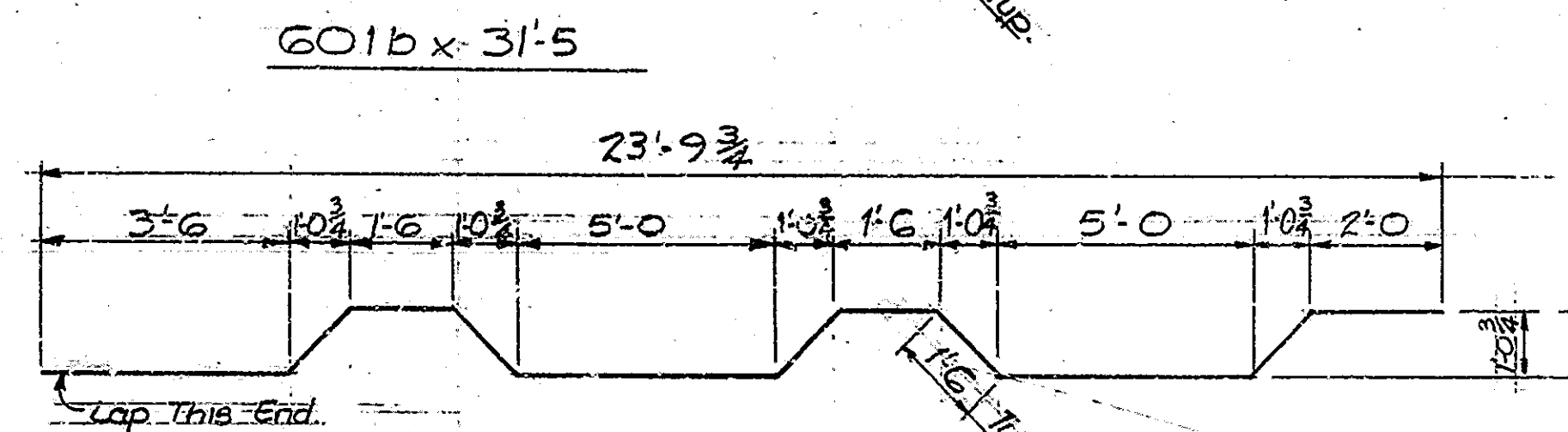
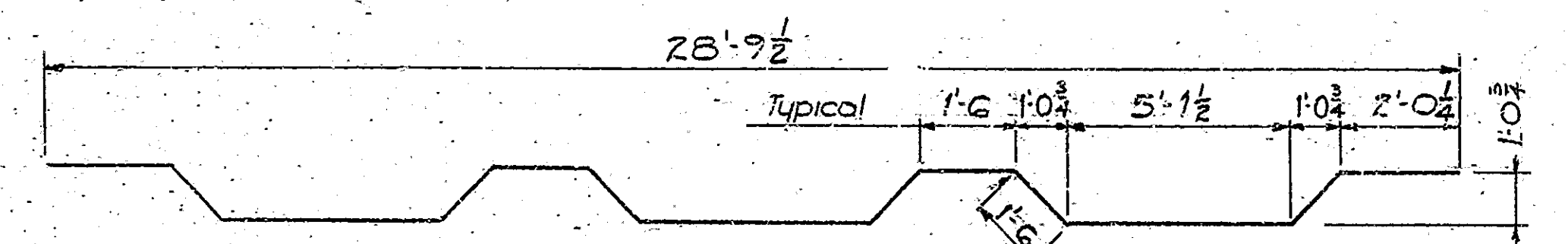
#5	6	18'-0"	
#5	10	19'-0"	
#5	2	6'-9"	
#5	18	6'-6"	
Total #5			553*

401b	172	3'-3"	
402b	101	11'-8"	
403b	101	4'-1"	
404b	70	8'-3"	
405b	10	4'-0"	
406b	2	6'-3"	
407b	2	5'-2"	
408b	3	6'-10"	
409b	10	2'-10"	
#4	20	23'-6"	
#4	30	19'-3"	
#4	2	18'-9"	
#4	4	17'-3"	
#4	10	10'-0"	
#4	16	7'-9"	
#4	100	3'-0"	
Total #4			3017*
Total Steel			5830*

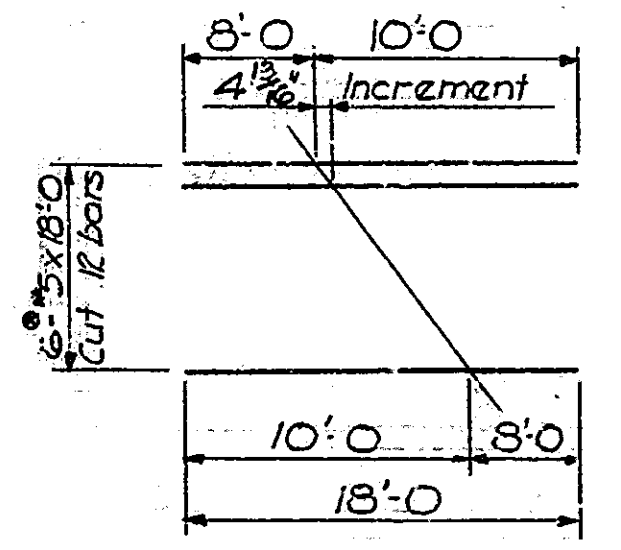
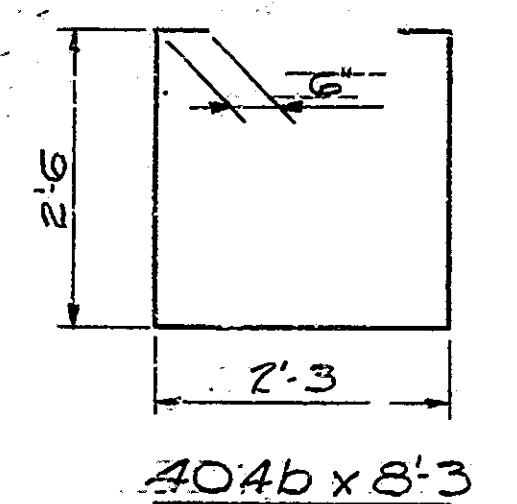
CONCRETE	
Class of Conc.	
Form N#1	20.3 cys.
Form N#2	27.6 cys.
Form N#3	4.5 cys.
Form N#4	2.4 cys.
Total Class of Conc.	54.8 cys.

MISCELLANEOUS	
Anchor IR's "API"	12 each
Anchor IR's "AP3"	2 each
Tie-Down Assembly MK U-A	7 each
13-14 # Steel Etc. Conc.	
Piles (#10) x 30'-0"	
Approx.	390 Lb.
2" Steel Pipe (Constr.)	14 Lin. Ft.

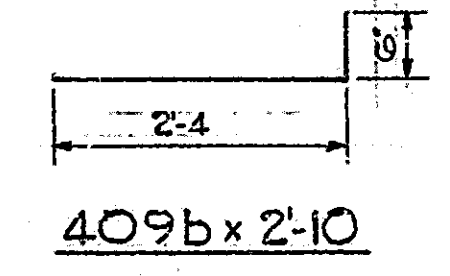
⊕ Indicates Cutting Diagram  
 ⊕ Portion of mudwall above horiz. Type A Constr. Jt. shall not be poured until after the super. is poured.



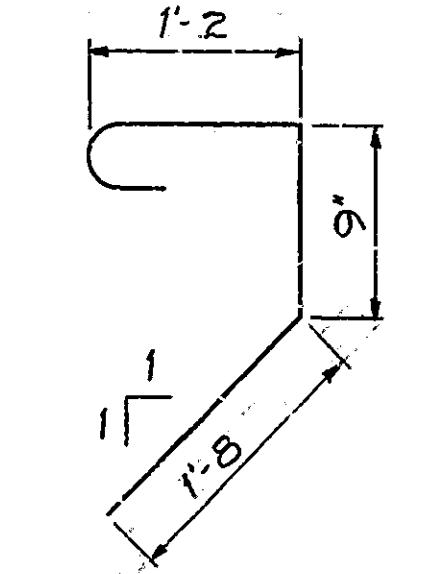
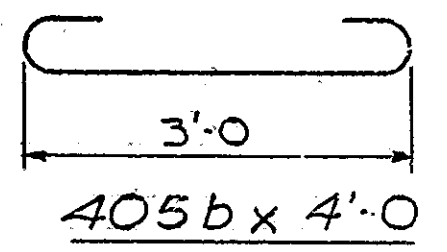
Mark	h <sup>o</sup>	h <sup>h</sup>	Length
401b	2'-3"	6"	3'-3"
402b	8"	5'-6"	11'-8"
406b	2'-3"	2'-0"	6'-3"
407b	1'-2"	2'-0"	6'-2"
408b	2'-3"	2'-4"	6'-10"



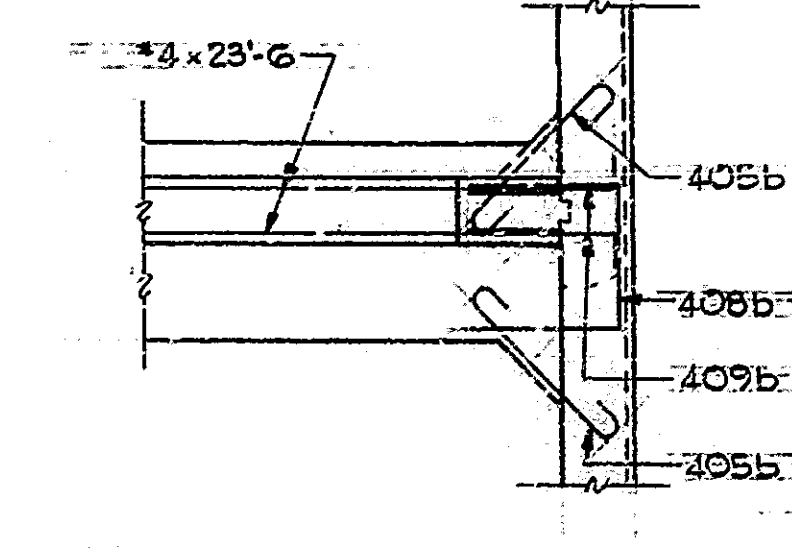
CUTTING DIAGRAM #5 x 18'-0"



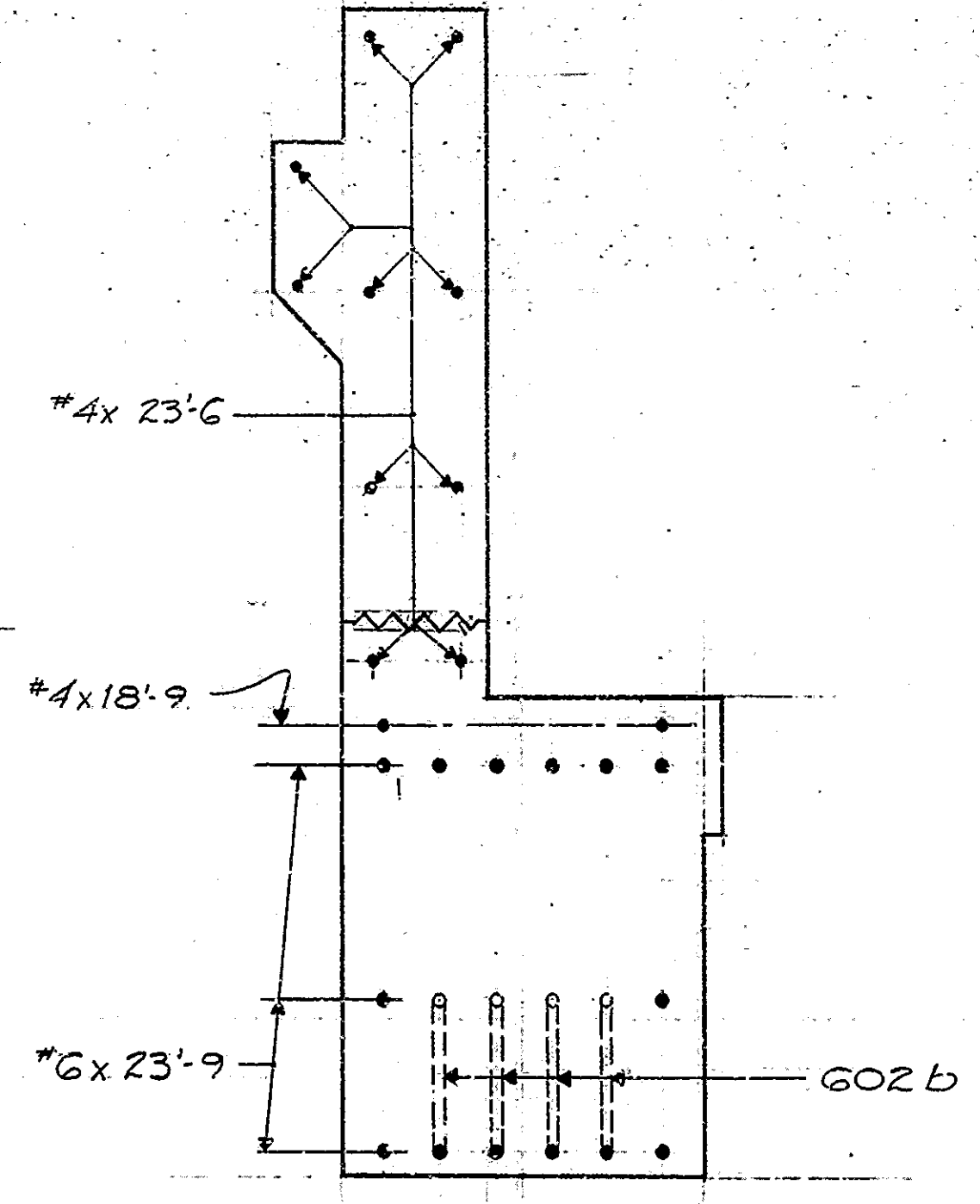
409b x 2'-10"



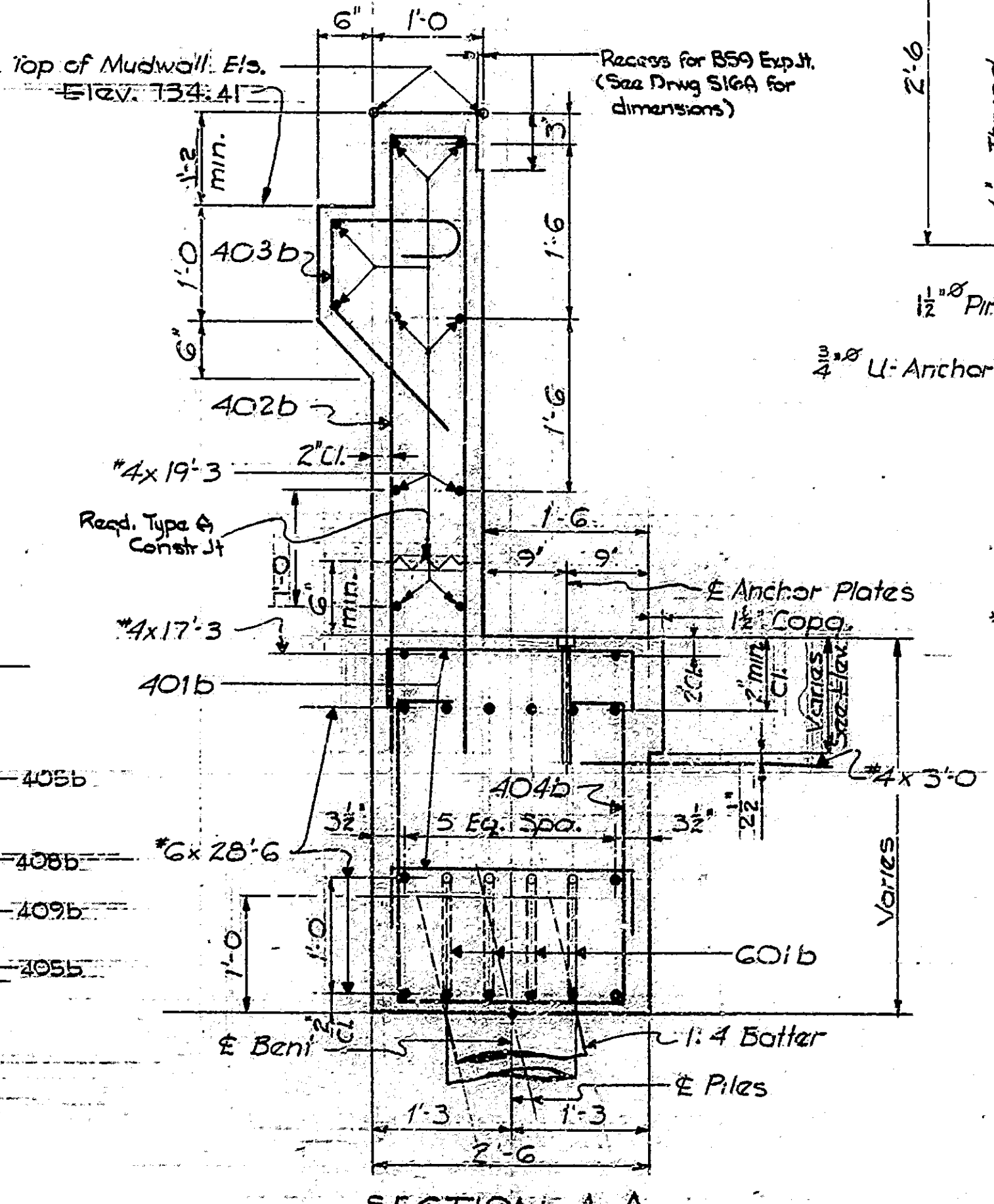
403b x 4'-1"



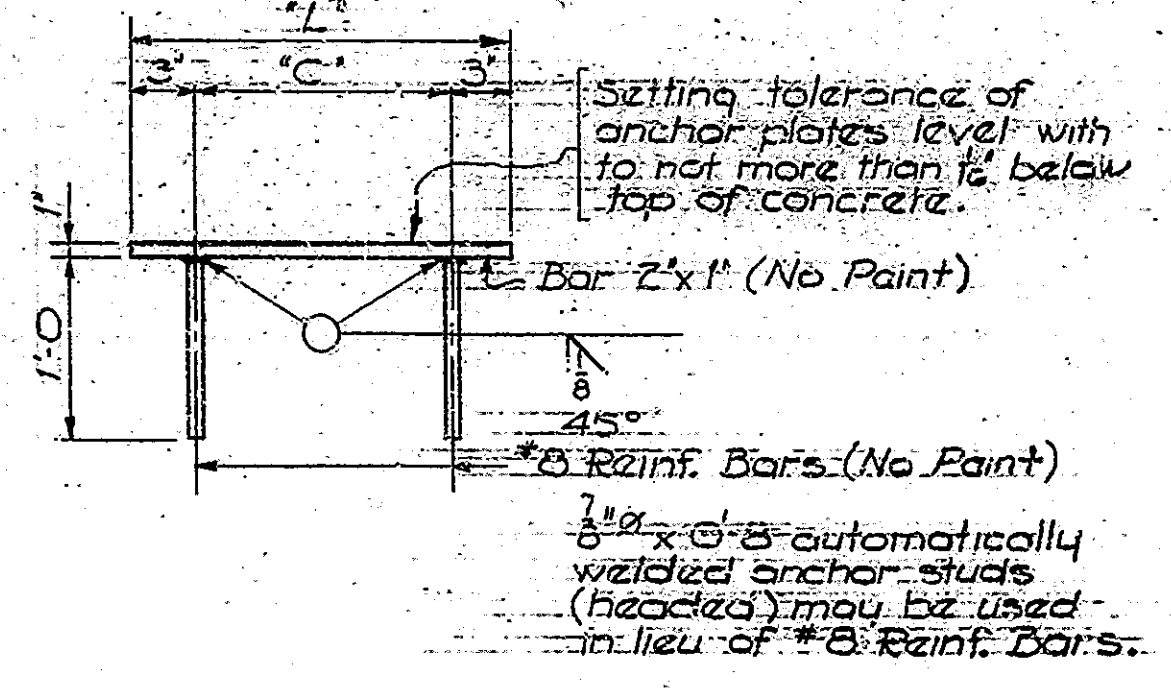
WING DETAILS Scale: 3/8" = 1'-0"



SECTION B-B Same as Section A-A except as noted

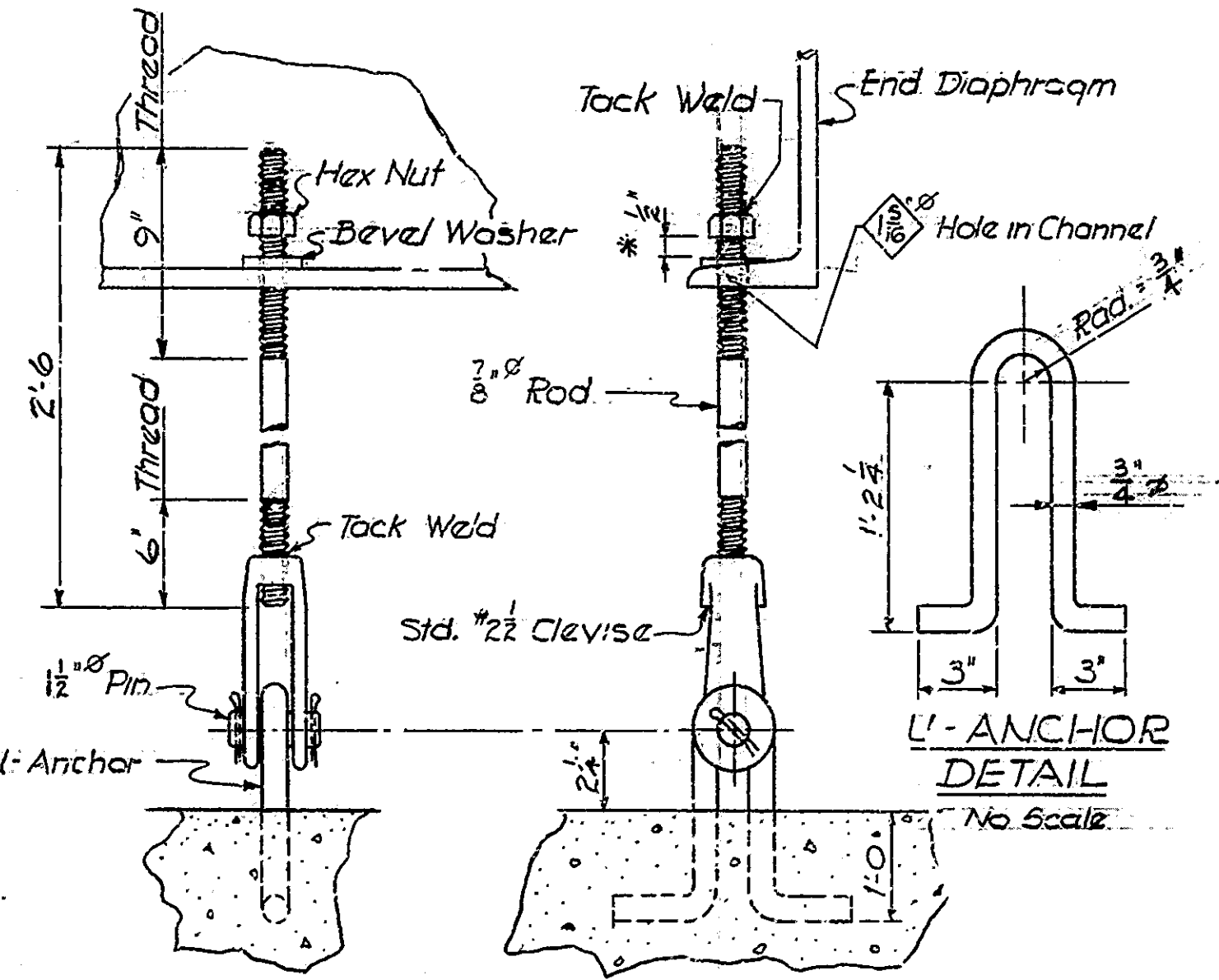


SECTION A-A



MARK	"C"	"L"
"API"	1'-0"	1'-6"
"AP3"	1'-8"	2'-2"

ANCHOR IR'S "API" & "AP3" DETAILS No Scale



TIE-DOWN ASSEMBLY U-A DETAIL No Scale

\* Before tack welding nut, adjust nut to give 1/2" clearance with clevis pin snugged up against U-Anchor

**NOTES:**

For "Reinforcing Bar Notes", see Br. Std. C1.  
 For additional Details, see Drwg. S-7.  
 For location of Piles, see "North Elevation" Drwg. S-7.

**BENT NO. 1 DETAILS & BILL OF MATERIALS INDIANA STATE HIGHWAY COMMISSION**

SCALE: 1" = 1'-0" Unless Noted July 11, 1968

SUBMITTED FOR APPROVAL: *James D. Watis*

DRAWING: 58 OF 17  
 PROJECT: I-65-3 (172) 113  
 BRIDGE CONTRACT NO. 8-9662  
 BRIDGE FILE: I-65-112-5733

REV. 6-14-74 JUVINER/DL

DESIGNED: W.H.S. 5/6/62 NO. 255 8-28-67  
 DRAWN: R.S. 10-30-66 C.W.D. E.M.L. 2-5-66  
 TRACED: C.K.D.

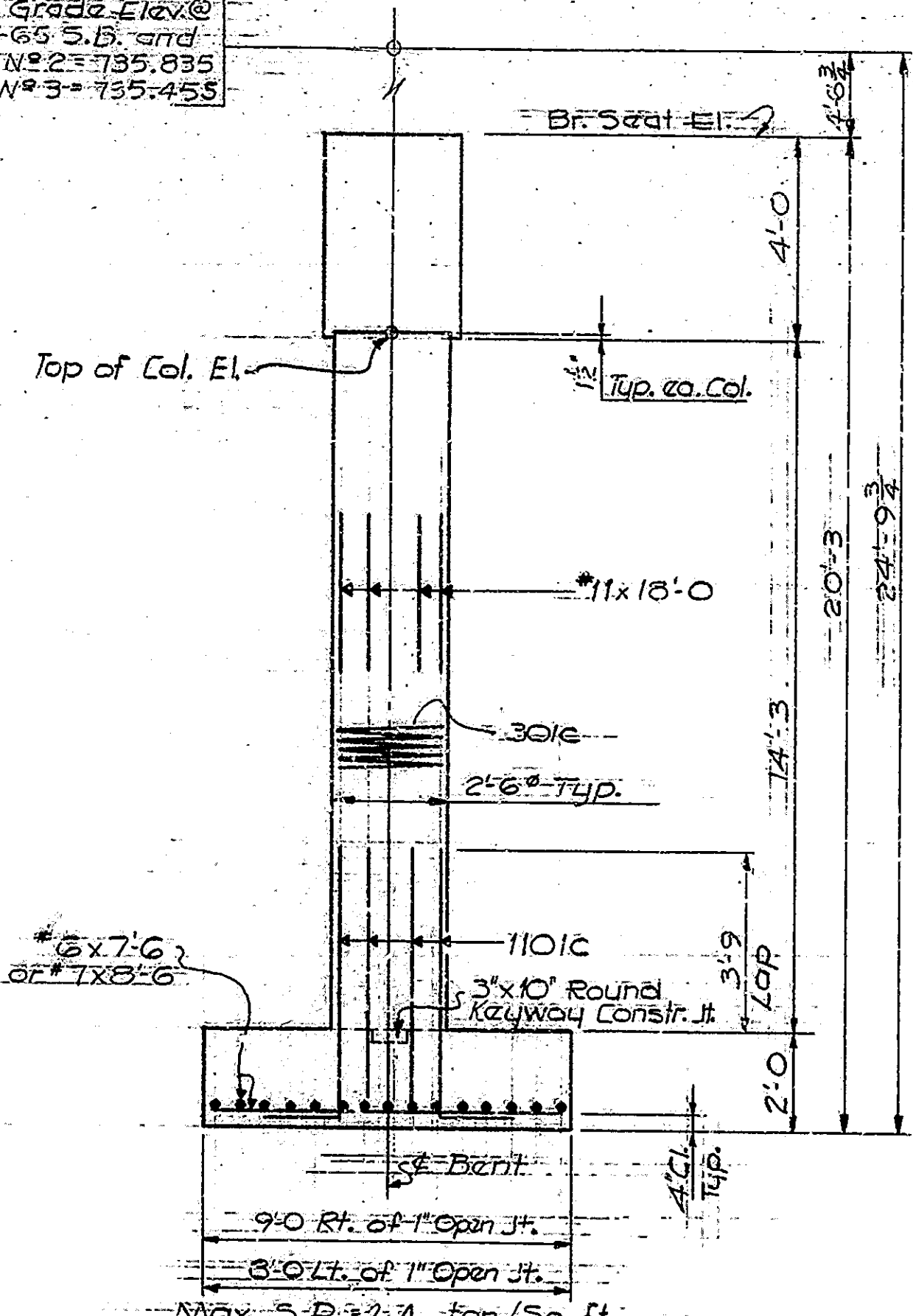
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
		24	70	



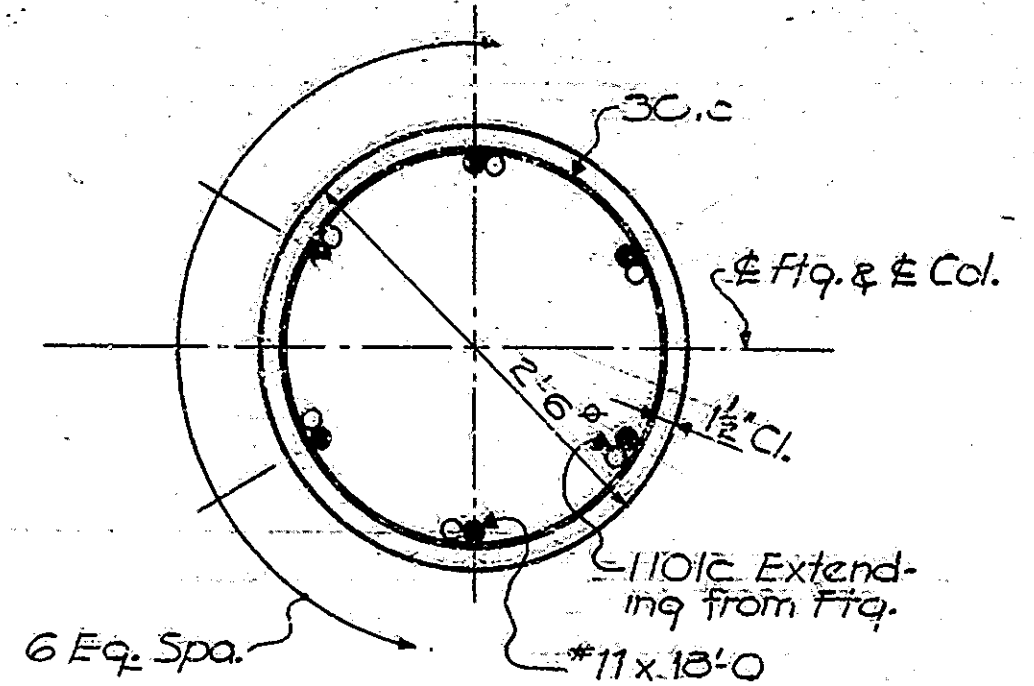




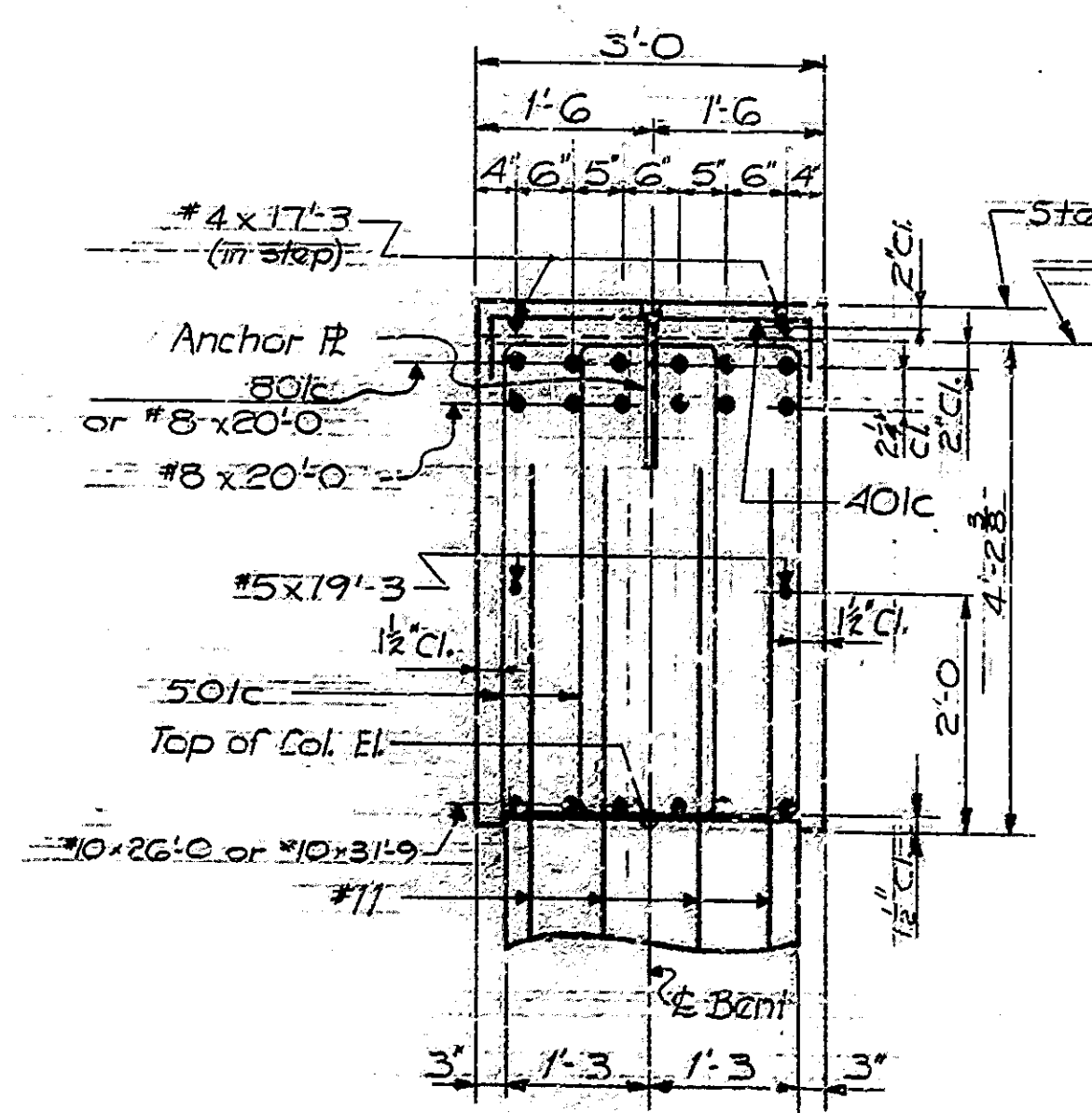
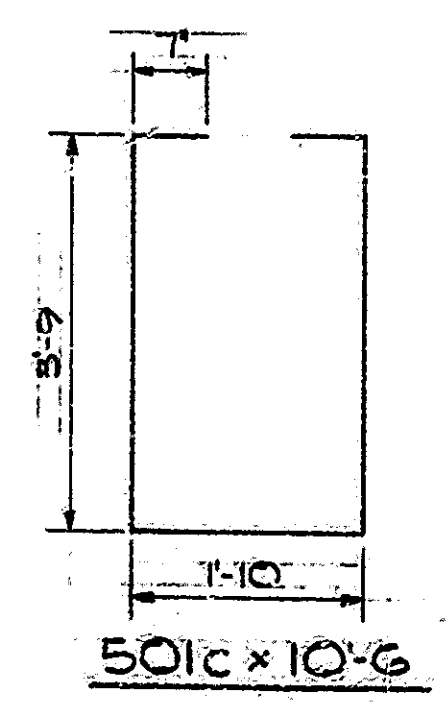
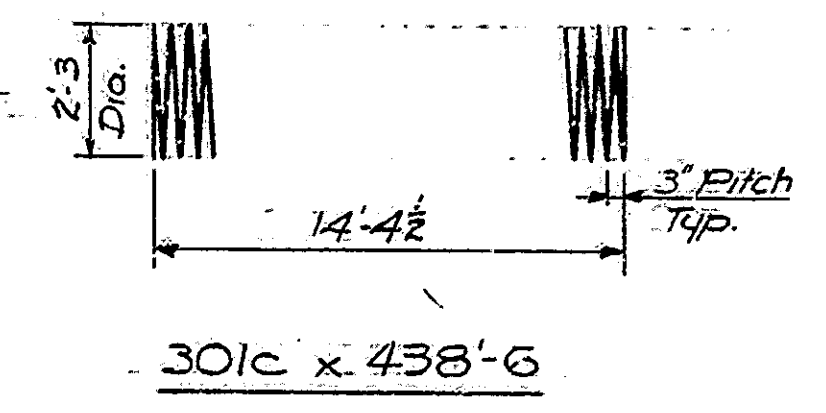
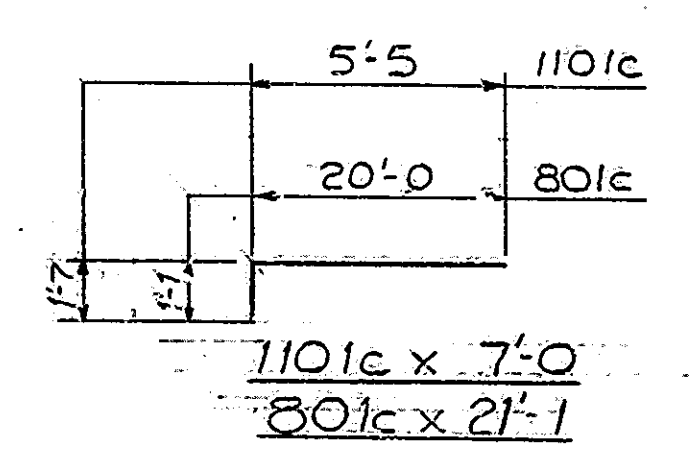
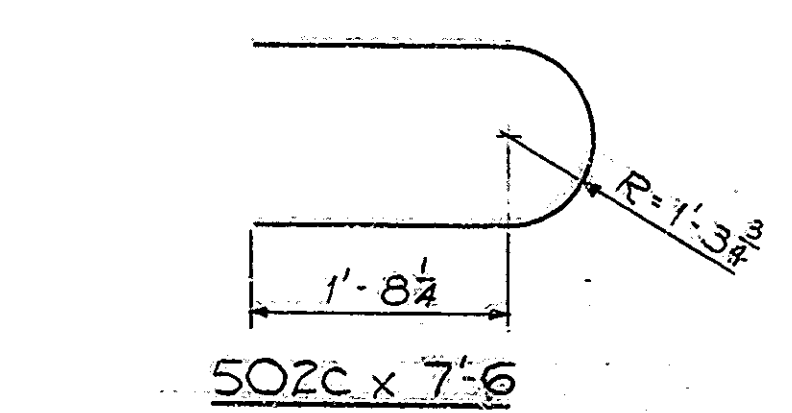
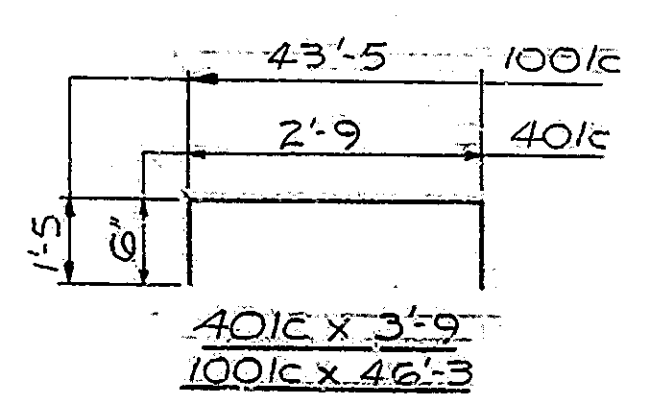
Profile Grade Elev. @  
Int. of I-GS S.B. and  
Bent No. 2 = 735.835  
Bent No. 3 = 735.455



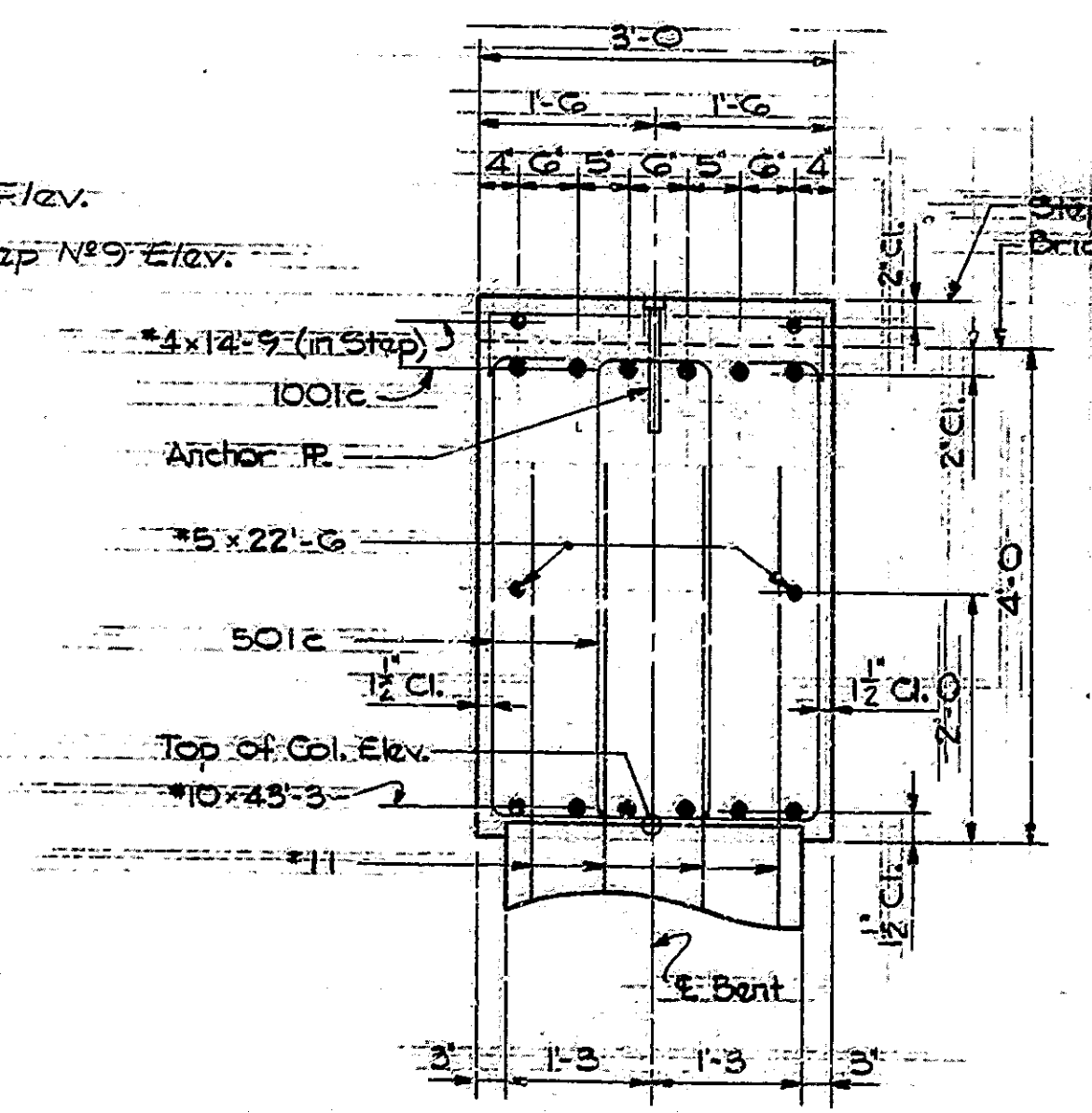
SECTION A-A  
Scale: 3/8" = 1'-0"



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



SECTION C-C  
Scale: 3/8" = 1'-0"



SECTION D-D  
Scale: 3/8" = 1'-0"

BRIDGES OVER 20' SPAN					
PROJ. ROAD	STAKE	PROJECT	FISCAL	STREET	TOTAL
NO.	NO.	NO.	YEAR	NO.	SHEETS
4	IND.	I-65-3	1968	26	70
		(192)113			

BILL OF MATERIALS BENT NO. 2

REINFORCING STEEL			
SIZE & MARK	NO OF BARS	LENGTH	WEIGHT
1101c	36	7'-0"	
*11	36	18'-0"	
Total #11			4782*
1001c	6	4'-3"	
*10	6	43'-3"	
*10	6	31'-9"	
*10	6	26'-0"	
Total #10			3802*
801c	12	21'-1"	
*8	24	20'-0"	
Total #8			1957*
*7	102	8'-6"	1772*
*6	90	7'-6"	1014*
501c	194	10'-6"	
502c	6	7'-6"	
*5	4	22'-6"	
*5	6	19'-3"	
Total #5			2386*
401c	117	3'-9"	
*4	4	17'-3"	
*4	4	14'-9"	
*4	2	3'-9"	
Total #4			354*
Spiral Reinf.			
301c	6	438'-6"	990*
Total Steel			17087*
CONCRETE			
Class A (in Cap)			
Pour No. 2			7.3 cys
Pour No. 3			8.1 cys
Pour No. 4			5.8 cys
Pour No. 5			10.6 cys
Pour No. 6			10.2 cys
Pour No. 7			8.6 cys
Class A (in Col.)			
Pour No. 1			15.7 cys
Total Class A in Substr.			
Class B (Ftg.)			
32.2 cys			
MISCELLANEOUS			
Anchor B's 'API'			12 ea.
Anchor B's 'APB'			2 ea.

NOTES:  
For Reinforcing Bar Notes, see Br. Std. C.  
For additional details, see Drawg. S-9.  
Provide 1/2 turns at both top and bottom and 1 1/2 turns for top of spiral reinf.

BENT NO. 2 & NO. 3  
DETAILS & BILL OF MATERIALS  
INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted  
SUBMITTED FOR APPROVAL: James D. Mattie July 11, 1968

DRAWING: 510 OF 17  
PROJECT: I-65-3(112) 113  
BRIDGE CONTRACT NO. B-9862  
BRIDGE FILE: I-65-112-5233

DESIGNED: REC 518-67 CKD: JSS 6-15-67  
DRAWN: S 10-5-67 CKD: JSS 6-15-67  
TRACED: CKD

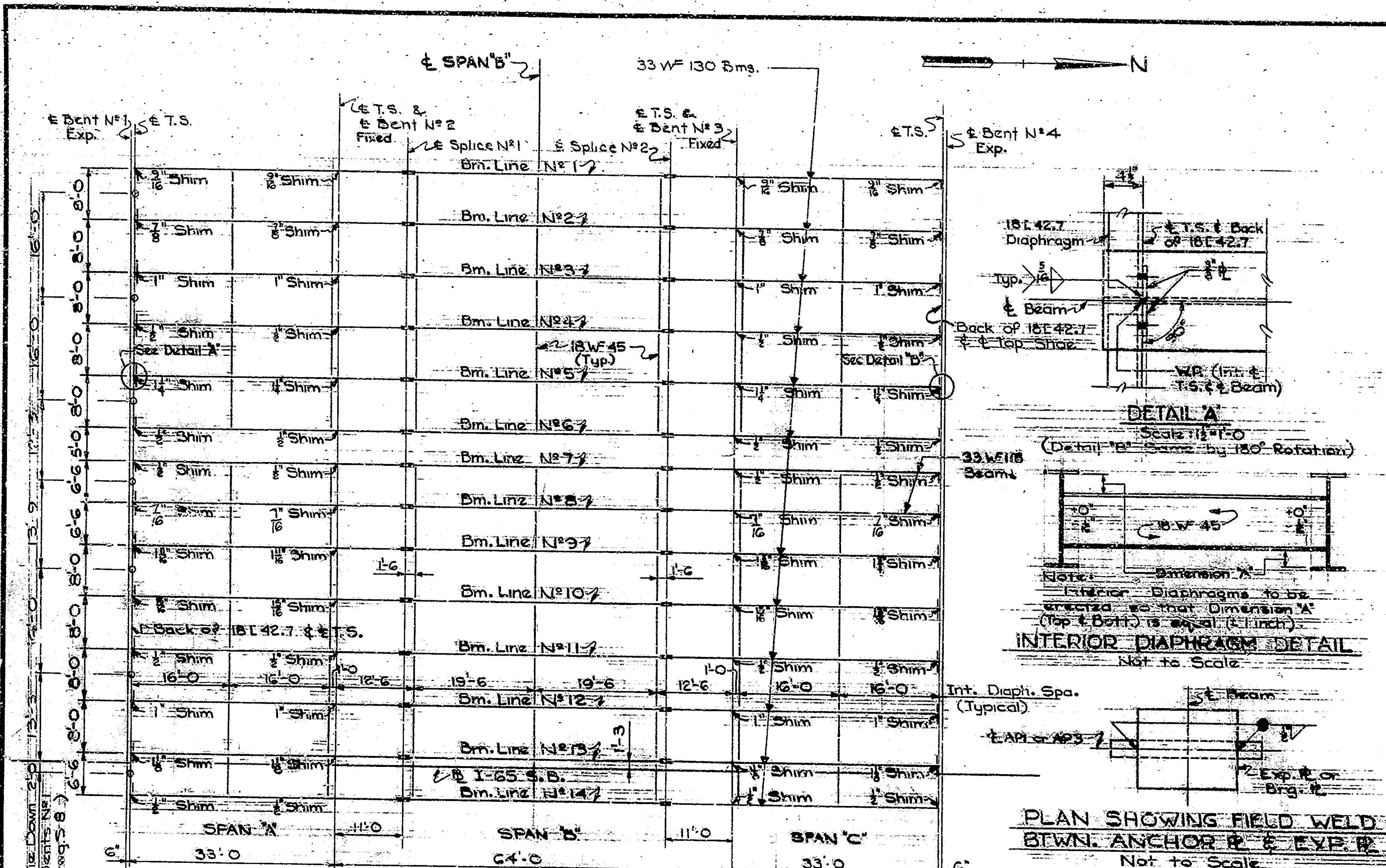




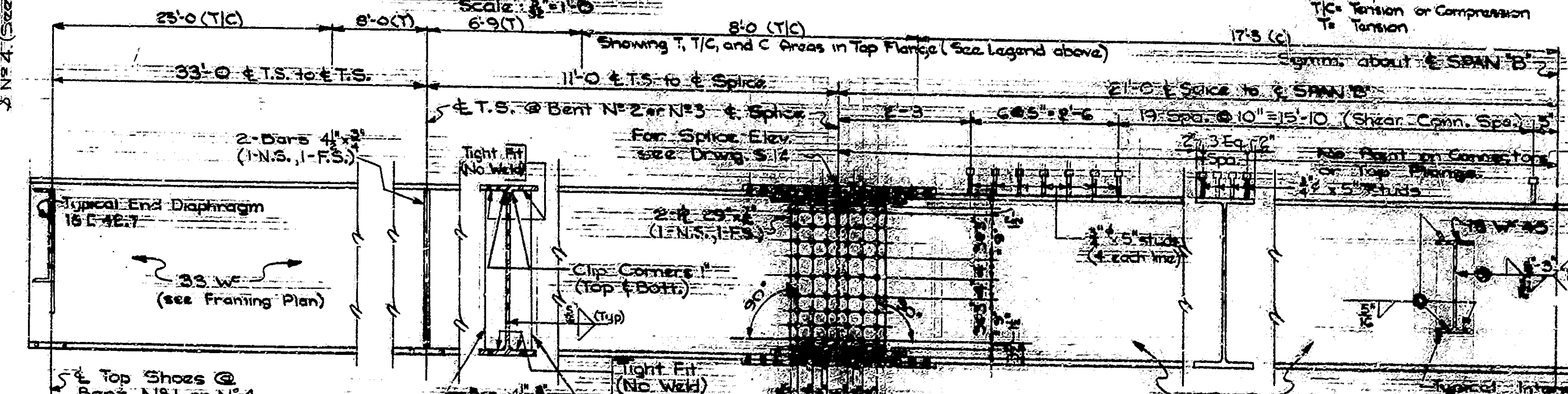




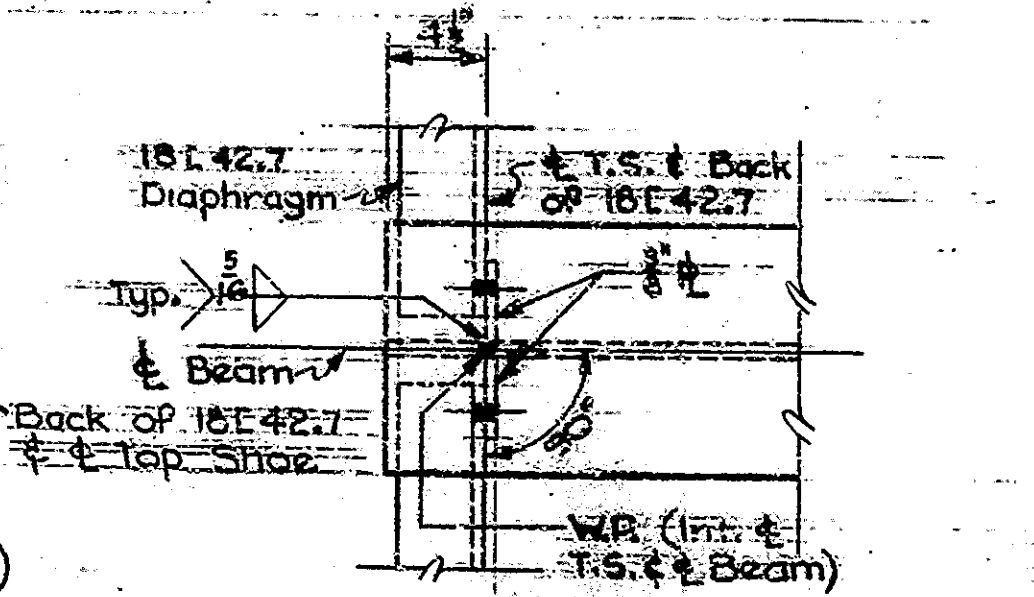




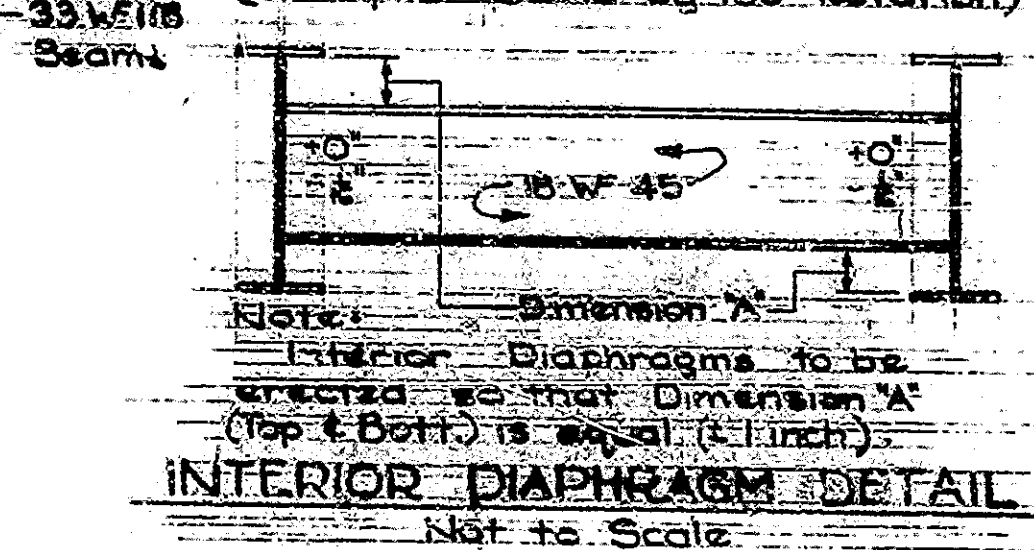
FRAMING PLAN  
Scale: 1/8" = 1'-0"



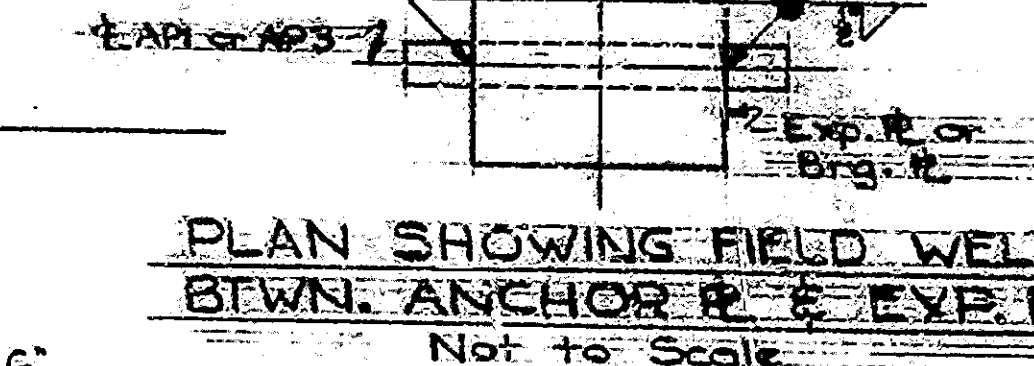
SECTION @  
BENT N#2 or 3  
Scale: 1/4" = 1'-0"



DETAIL A  
Scale: 1/4" = 1'-0"  
(Detail B Same by 180° Rotation)



INTERIOR DIAPHRAGM DETAIL  
Scale: 1/4" = 1'-0"  
Not to Scale



PLAN SHOWING FIELD WELD  
BETWEEN ANCHOR PLATE & EXP. PLATE  
Scale: 1/4" = 1'-0"  
Not to Scale

**DATA USED FOR DESIGN AND DETAILS**

LIVE LOADS: HS20-44 loading in accordance with 1973 AASHTO Specifications and a special loading consisting of 2-21,000 pound axles spaced 4'-0" apart.  
 DEAD LOADS: Actual weight plus 35 pounds per square foot of roadway to provide for future wearing surface.  
 SLABS: Designed for a 16,000 pound wheel plus impact in accordance with the 1973 AASHTO Specifications. Allows for one inch monolithic wearing surface.  
 ALLOWABLE STRESSES: To be in accordance with 1973 AASHTO Specifications.

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	I-65-3(172) 113	1968	29	70

**FABRICATION NOTES:**

- High Strength Bolts are 7/8" (Rivets are not permitted). Open holes are 1/8" unless noted.
- All paint shall be in accordance with current State Highway Specifications.
- Shop Paint: Basic lead-silico-chromate
- Field Paint: Basic lead-silico-chromate
- Holes for beam splices shall be subpunched or subdrilled and reamed to size while assembled. See Art. 711.24 of the Specifications.
- The Contractor shall prepare detailed working or shop drawings to enable him to fabricate, erect and construct all parts of the work in conformity with the Engineer's drawings and the Specifications and shall submit five (5) copies of these to the Engineer. See Art. 711.04 of the Specifications.
- The shop details shall show a plan of matchmarking for all reamed pieces.
- All splice plates to be removed, cleaned and deburred after framing. Splice plates shall not extend beyond the end of beam after bolting for shipment.
- The shop plans shall indicate whether reaming or drilling is to be done in shop or field. If shop reaming or drilling is used, bearing points are to be established on a straight line.
- Flange splice bars shall have planed or rolled edges and holes in bars shall be subdrilled and reamed or drilled full size while assembled.
- Holes in all material connecting top shoes to the beam flanges shall be one inch diameter. Bolts connecting the top shoes to the beam flanges shall extend into the top shoe a minimum of one inch.
- 3/8" Stud or channel shear connectors may be used in lieu of 3/4" welded stud shear connectors. If alternate shear connectors are used, they shall have equivalent shear value and the proposed size and spacing submitted for approval.
- As soon as the Engineer has approved the field welds, all welds and any surface from which the shop paint has been omitted or has become worn off or has otherwise become defective shall be thoroughly cleaned of all charred paint or any other foreign matter and shall be completely covered with one coat of shop paint.
- Shims between beams and top shoes may be built up. No shim shall be less than 1/2" in thickness.
- Diaphragm to beam connections may be bolted in lieu of being field welded. If the Contractor elects to use connections other than those shown in the Contract Plans, he shall submit details to the Engineer for approval. He shall assume full responsibility for layout of all diaphragm connections and for the accuracy of all fitted parts. No increase in pay weight will be permitted.
- Beams are to be straight within a tolerance of 3/8" at the center.
- If camber exists, lay out beams with the camber up. Beams shall be checked for camber in such a way as to have no bending moment in the direction of camber.
- All structural steel is to be erected using full size drift pins and with a minimum of 50% of the holes in any connection filled with snug tight bolts. See Art. 711.59 of the Specs.
- The splice elevations shall be checked before bolting field splices and with the structural steel unsupported by falsework. See "Table of Splice Elevations," Drawg. S-14.
- The weight of High Strength Bolts is not included in the estimated weight of Structural Steel. The cost of these bolts shall be included in the cost of the Structural Steel.
- All Structural Steel shall conform to ASTM-A36.
- Weight of Structural Steel (estimated) = 302,300 lbs.
- Weight of Bronze Plates = 252 lbs.
- Materials as listed on the shop drawings which do not require mill test reports may be changed from that shown on the contract plans subject to approval. The material specification shall be given on the shop drawings if different than that on contract plans. See art. 711.01 of Specifications.

REV 6-14-74 JUN. MRS. D.L.

DESIGNED BY: H.S. LUKASZAK, CIVIL ENGINEER  
 DRAWN BY: D.S. 2-20-67, CIVIL ENGINEER  
 TRACED BY: C.K.D.

INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted July 11, 1968

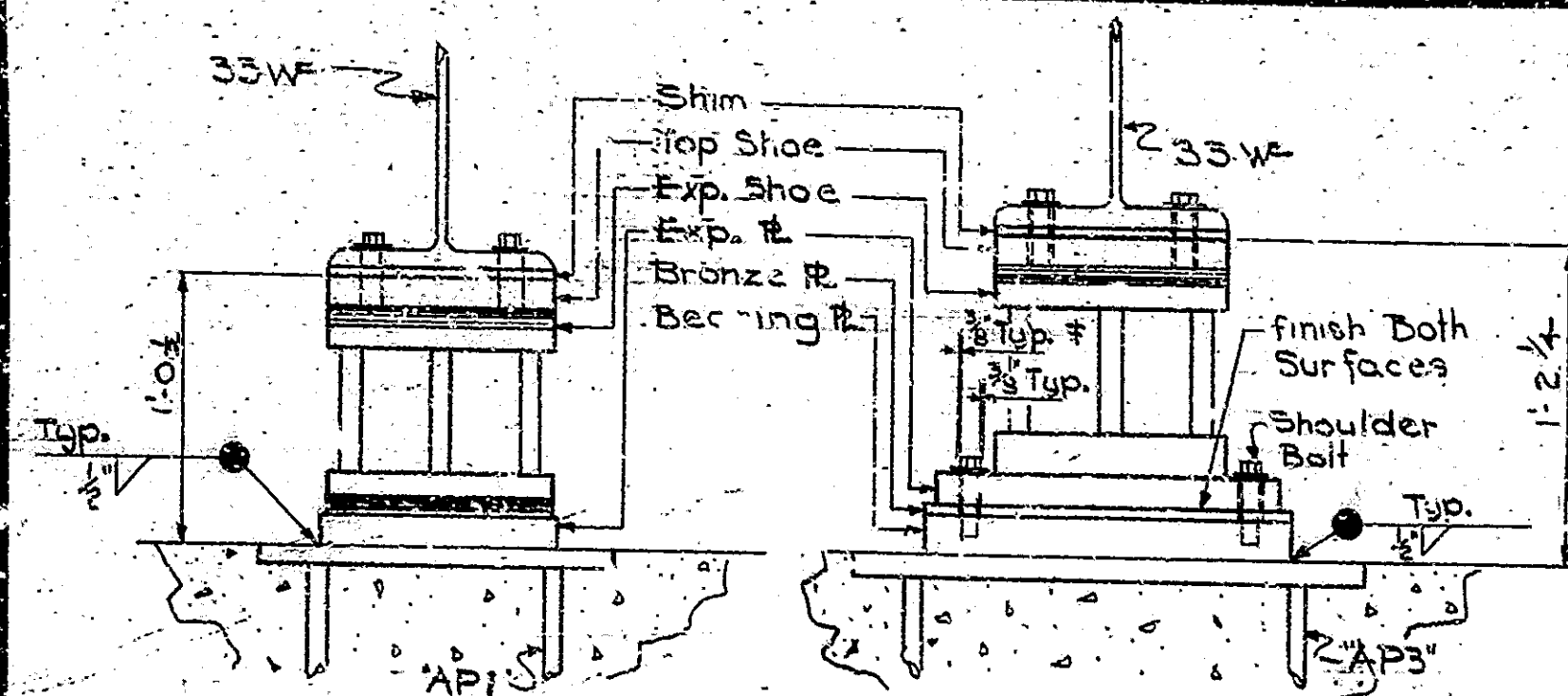
SUBMITTED FOR APPROVAL: James D. Mattie

DRAWING: S13 OF 17  
 PROJECT: I-65-3(172) 113  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: I-65-3(172) 113

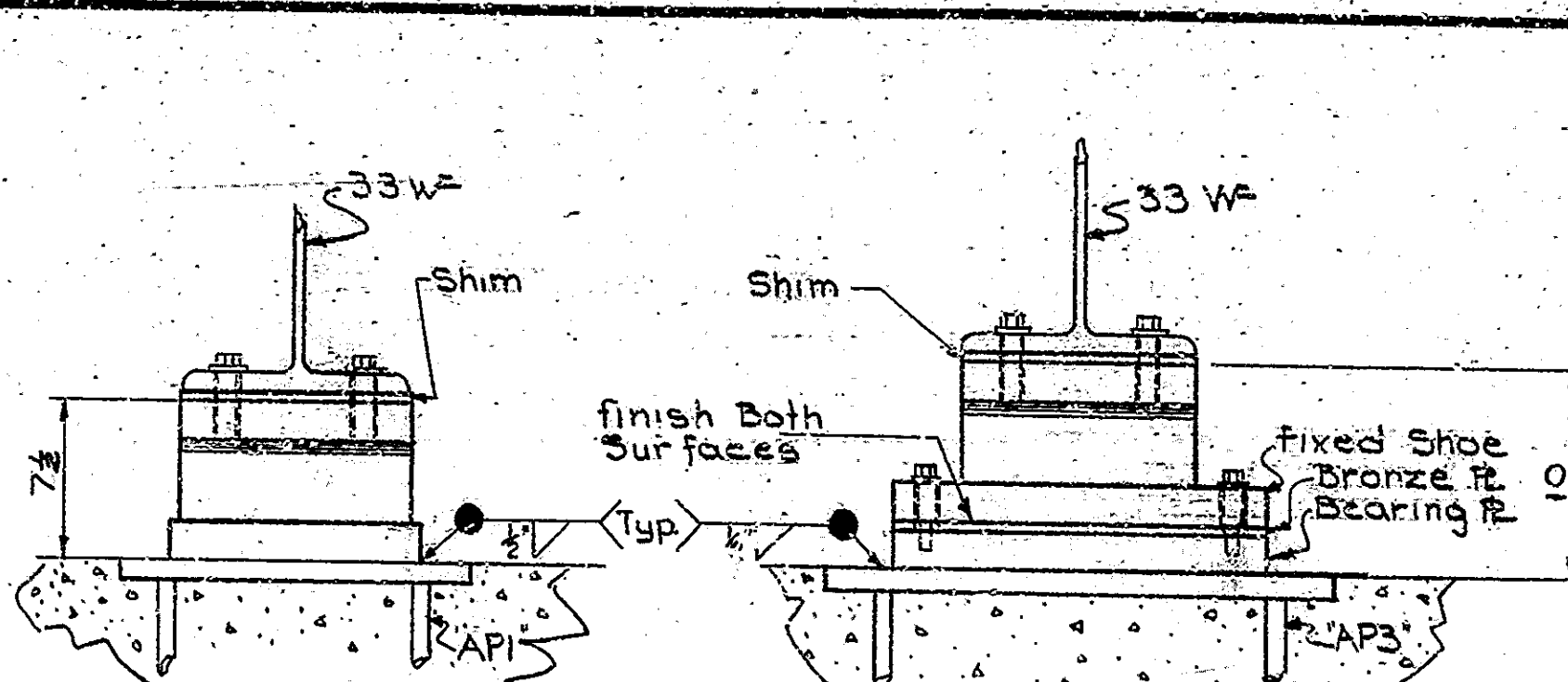
REV. 6-14-74 Tension Compression Notes  
 REV. 2-29-69 Shims on 3m line 2 from top



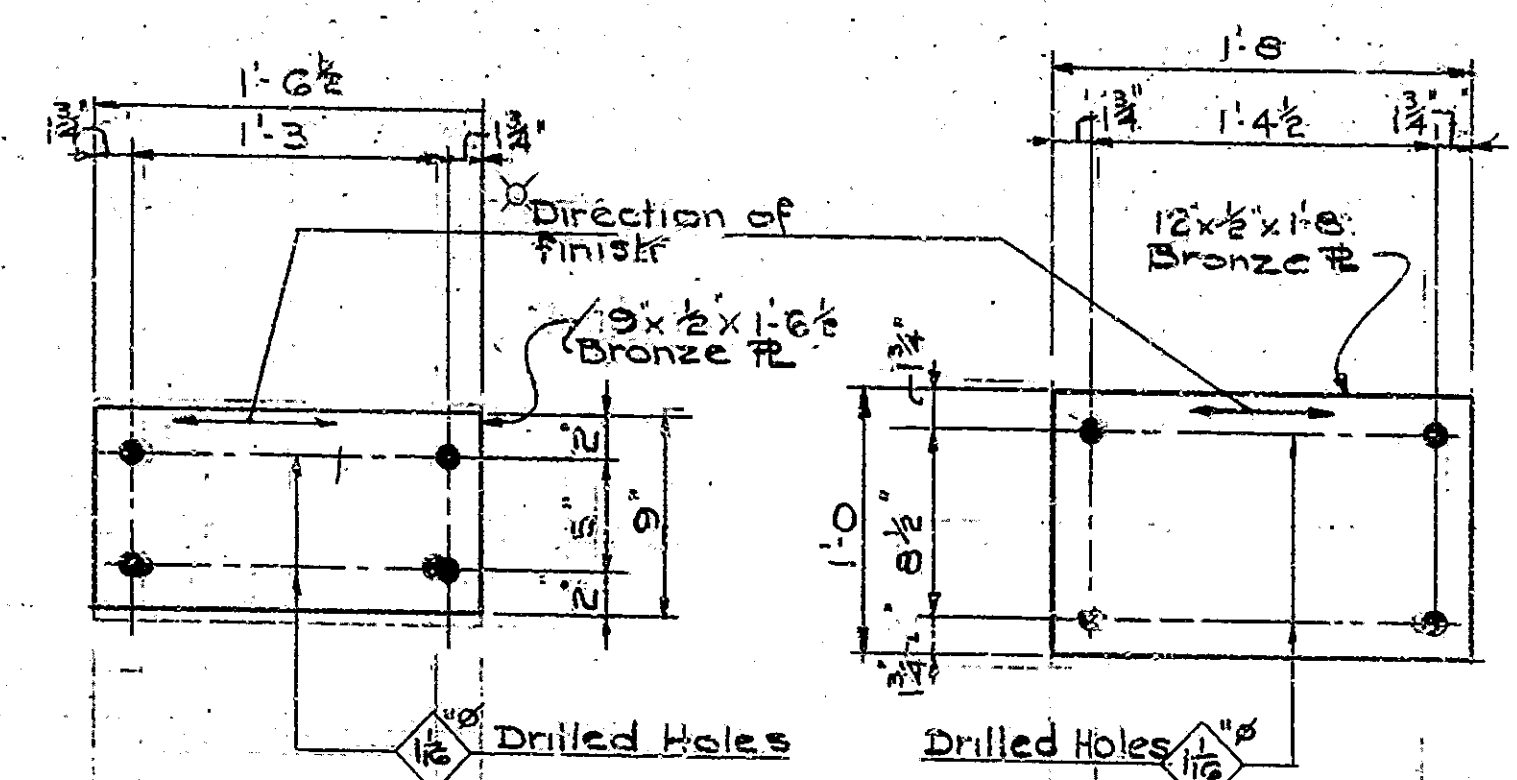
BRIDGES OVER 20' SPAN					
FILE NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-65-3(12)13	68	30	70



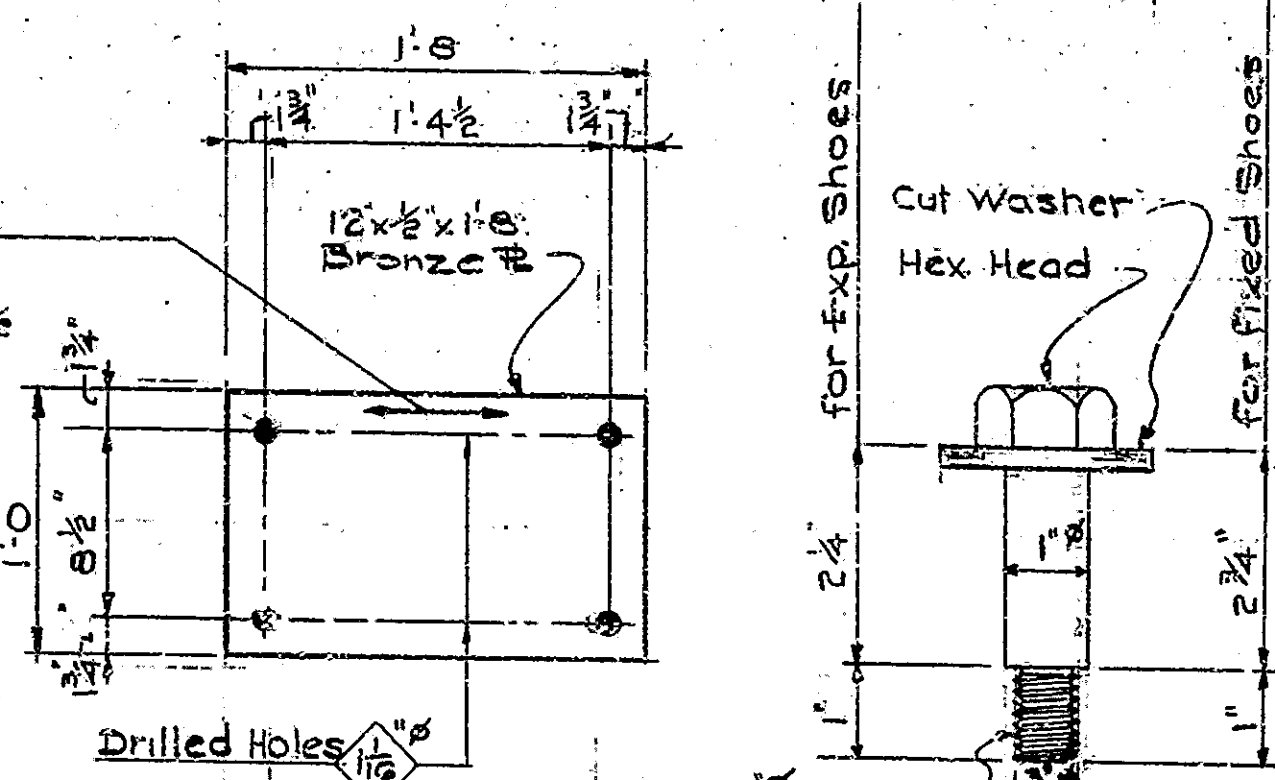
EXP. SHOE ASSEMBLY  
ALL BEAMS EXCEPT 7 & 14



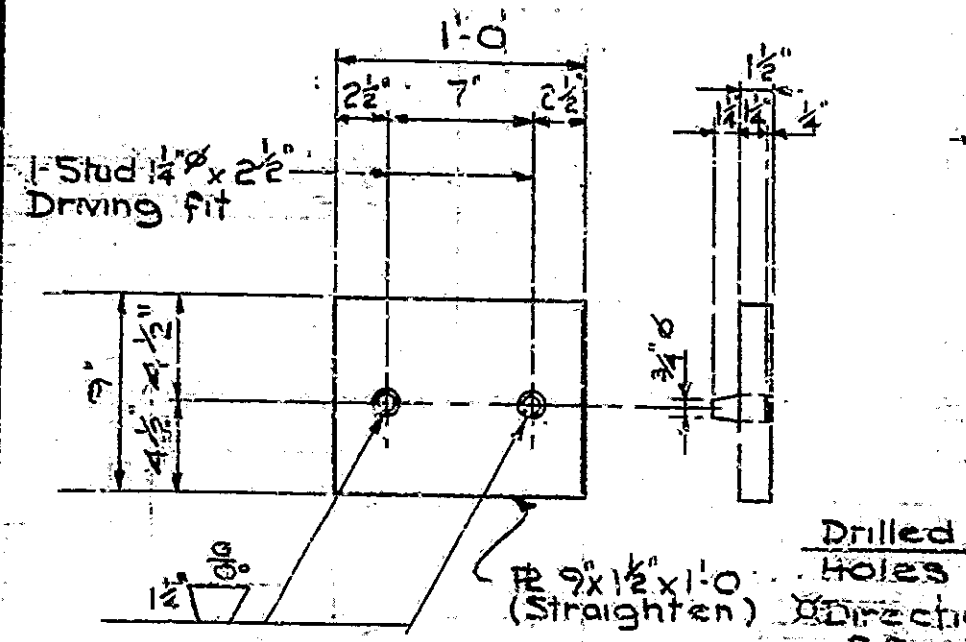
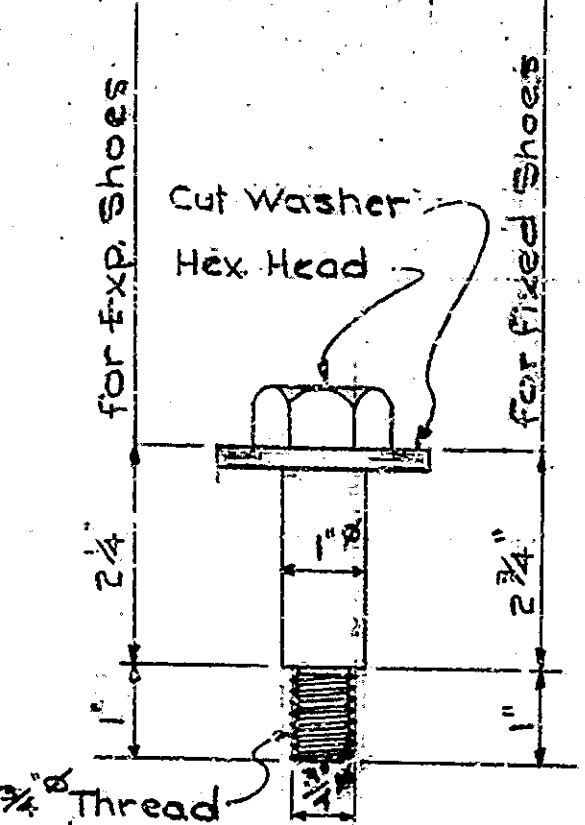
FIXED SHOE ASSEMBLY  
ALL BEAMS EXCEPT 7 & 14



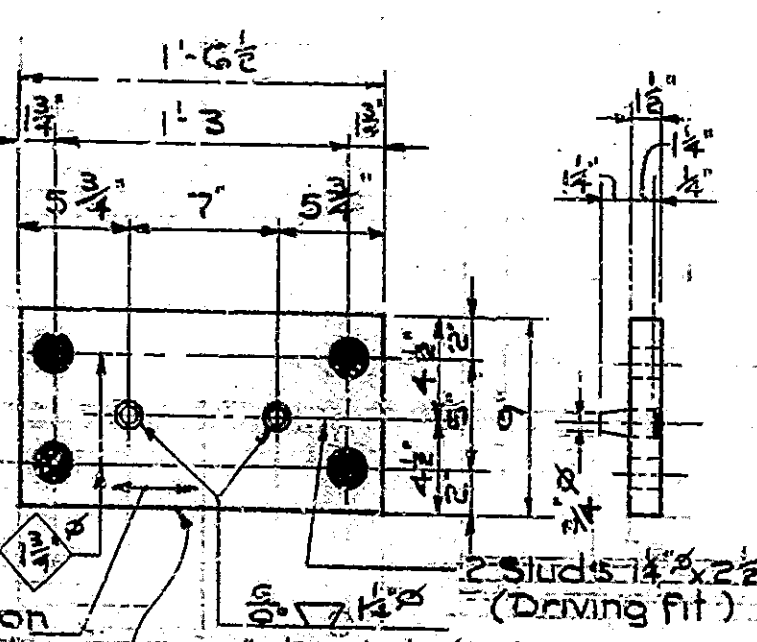
BRONZE PLATE @ BENTS  
1 & 4 BEAMS 7 & 14



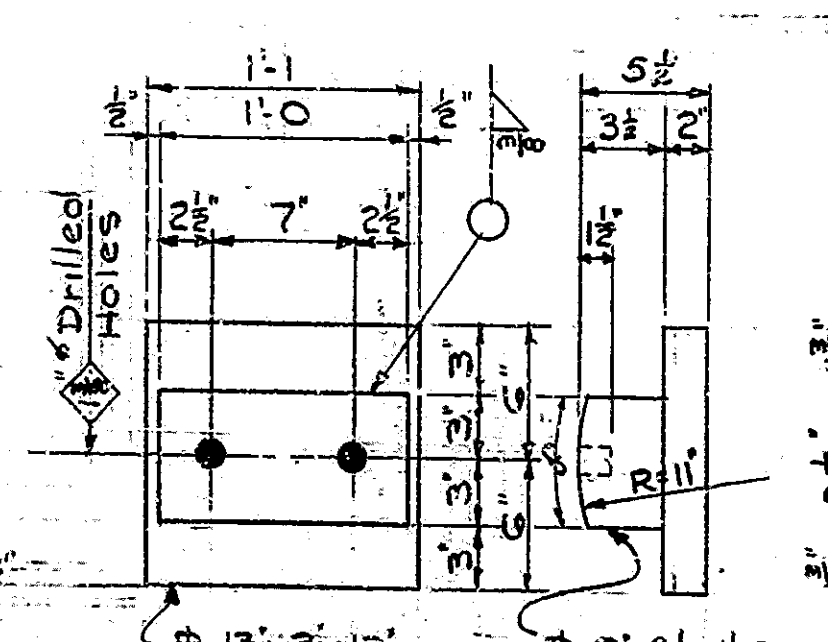
BRONZE PLATE @ BENTS SHOULDERS BOLT  
2 & 3 BEAMS 7 & 14



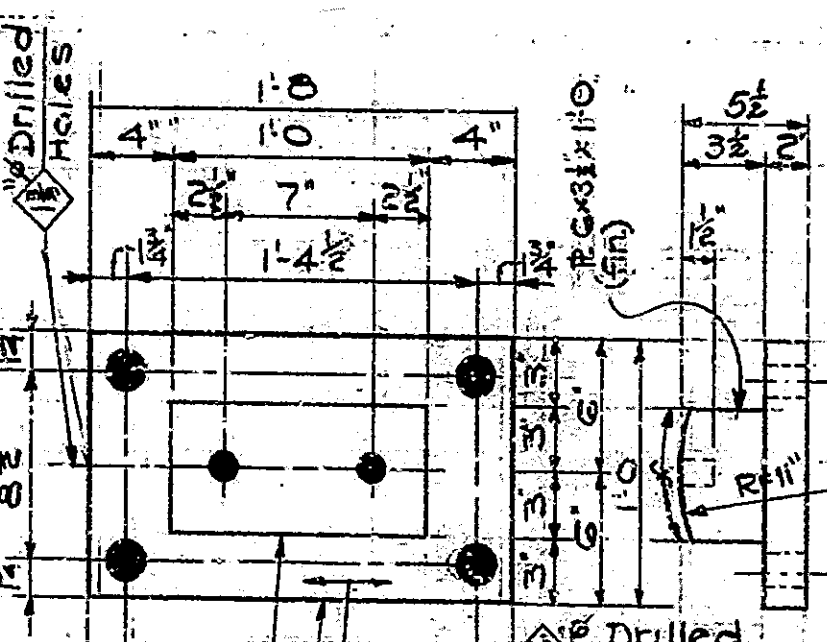
EXP. PLATE @ BENTS  
1 & 4 ALL BEAMS EXCEPT 7 & 14



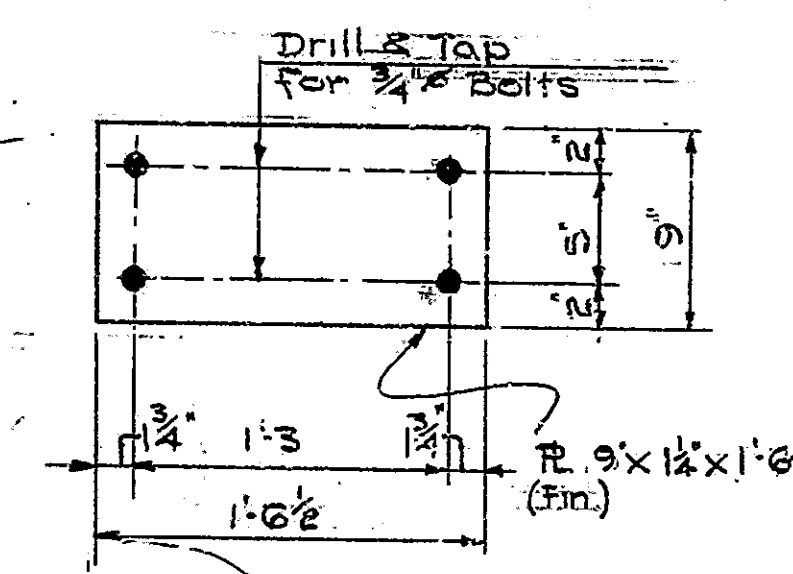
EXP. PLATE @ BENTS  
1 & 4 BEAMS 7 & 14



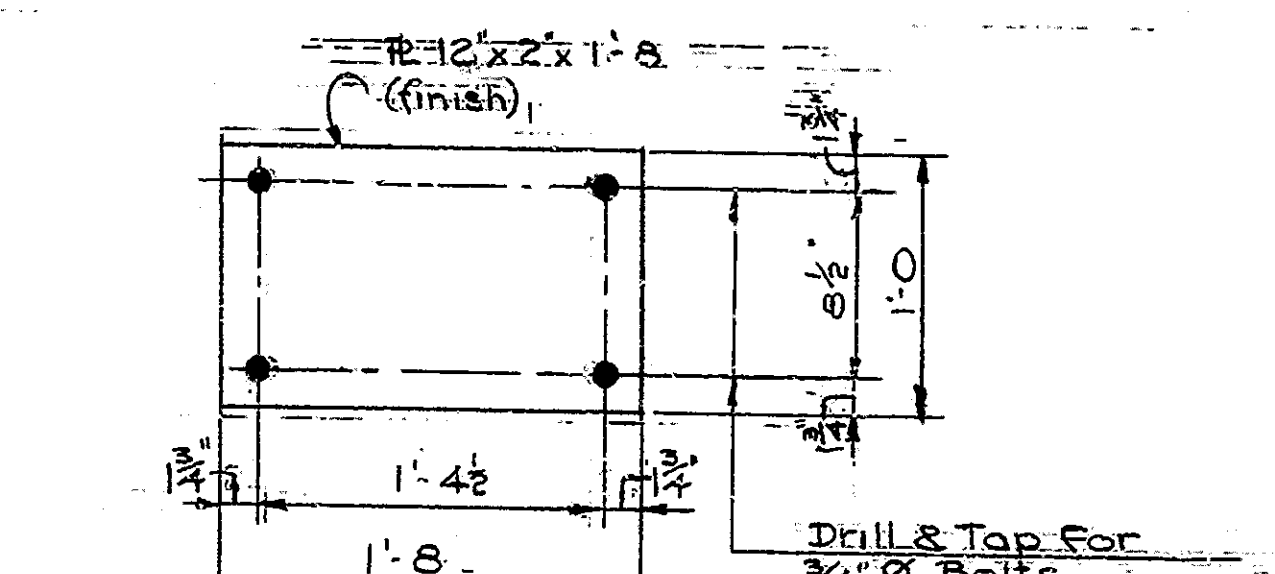
FIXED SHOE @ BENTS  
2 & 3 ALL BEAMS EXCEPT 7 & 14



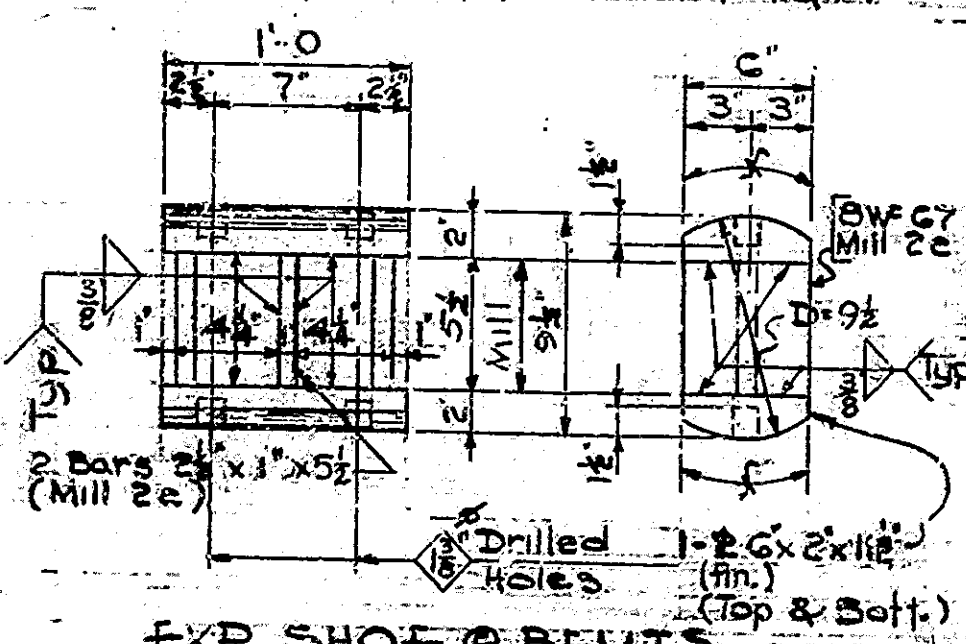
FIXED SHOE @ BENTS  
2 & 3 BEAMS 7 & 14



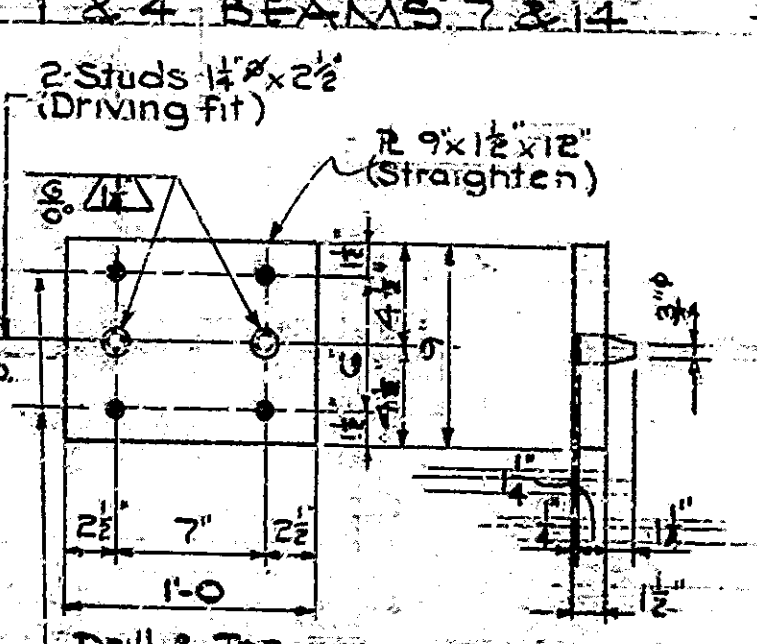
BEARING PLATE @ BENTS  
1 & 4 BEAMS 7 & 14



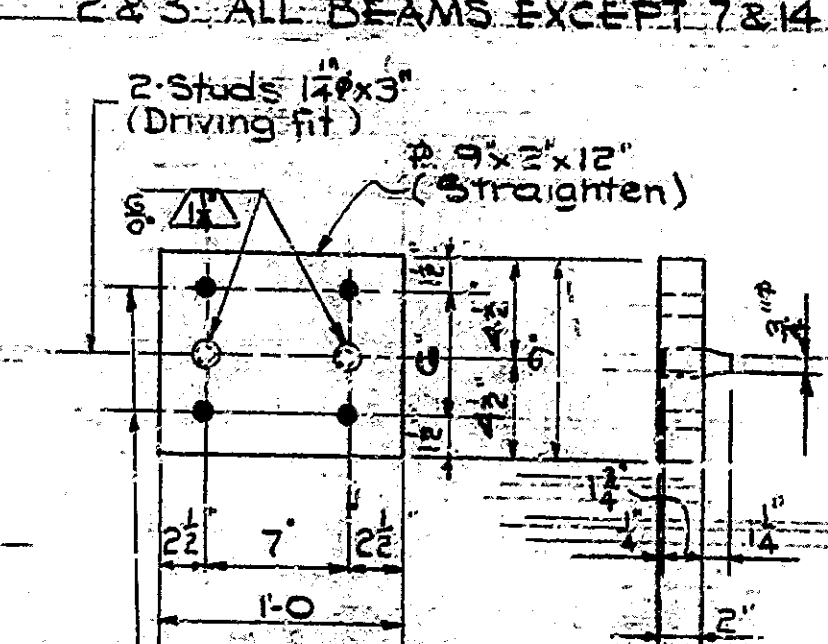
BEARING PLATE @ BENTS  
2 & 3 BEAMS 7 & 14



EXP. SHOE @ BENTS  
1 & 4 ALL BEAMS



TOP SHOE @ BENTS  
1 & 4 ALL BEAMS



TOP SHOE @ BENTS  
2 & 3 ALL BEAMS

TABLE OF SPLICE ELEVATIONS

BN/12	SPLICE NO. 1	SPLICE NO. 2
1	734.695	734.445
2	734.845	734.600
3	734.980	734.735
4	735.065	734.815
5	735.125	734.880
6	735.065	734.815
7	735.055	734.800
8	735.190	734.935
9	735.315	735.065
10	735.375	735.130
11	735.340	735.095
12	735.255	735.010
13	735.145	734.895
14	735.030	734.780

Splice Elev. are at top surface of splice. Splice elevations are with falsework removed and carrying Steel DL only. Top of splice plates shall be adjusted to the above elevations before bolting field splices.

NOTES

Open holes are 1/8" unless noted.  
All steel is ASTM A-36.  
For additional Structural Steel Details, see Drwg. S12.  
Curved surfaces of shoes shall be machined after weldments have been completed.

Min. finish to be ANSI 125.

Bearing Plate is to be adjusted to maintain opening before welding bearing plate to Anchor Plate.  
Bronze Plates to be self lubricating type.  
Design Unit Loading = 1000 psf.

STRUCTURAL STEEL DETAILS  
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/2" = 1'-0"

July 11, 1968

SUBMITTED FOR APPROVAL: *James D. Mattie*

DRAWING: S 14 OF 17  
PROJECT: I-65-3(12) 13  
BRIDGE CONTRACT NO. B-9862  
BRIDGE FILE: I-65-112-5733

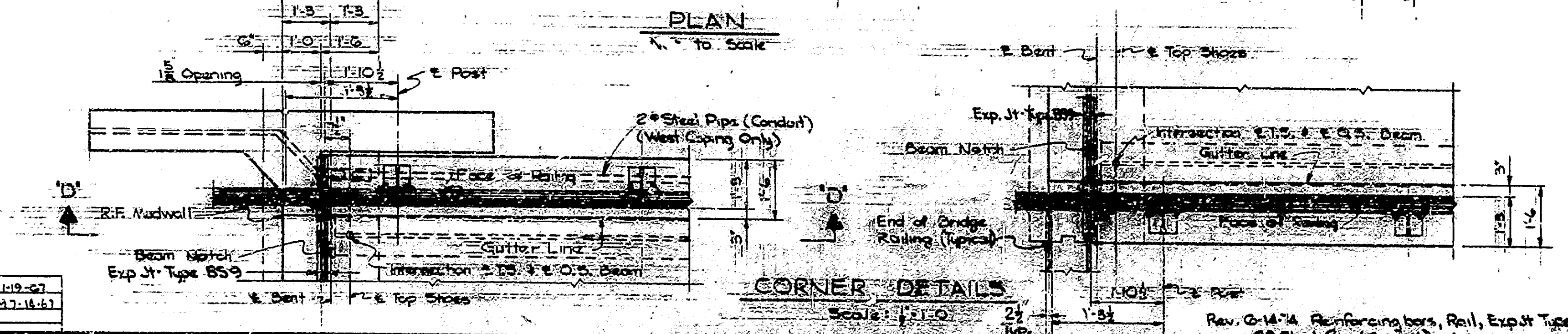
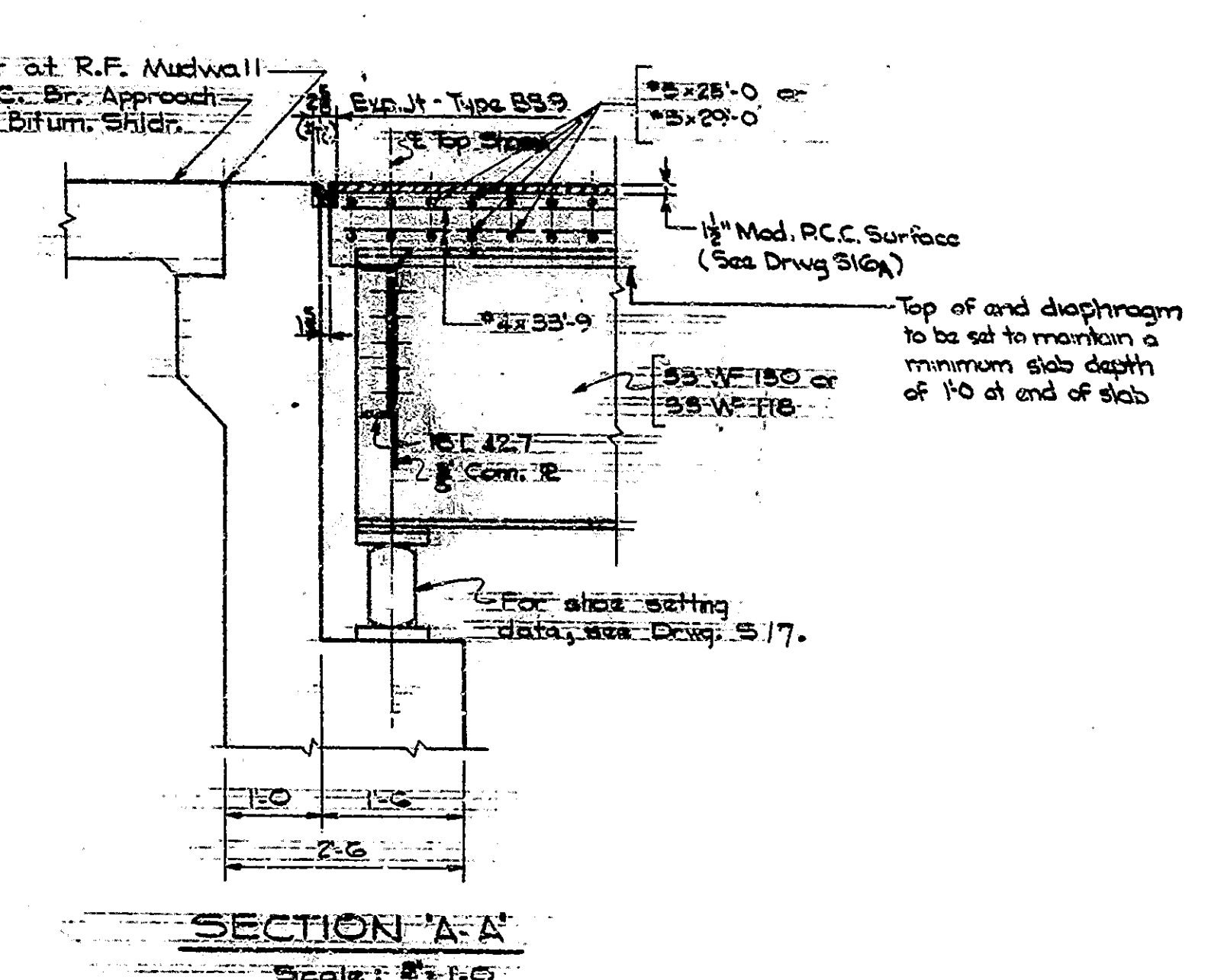
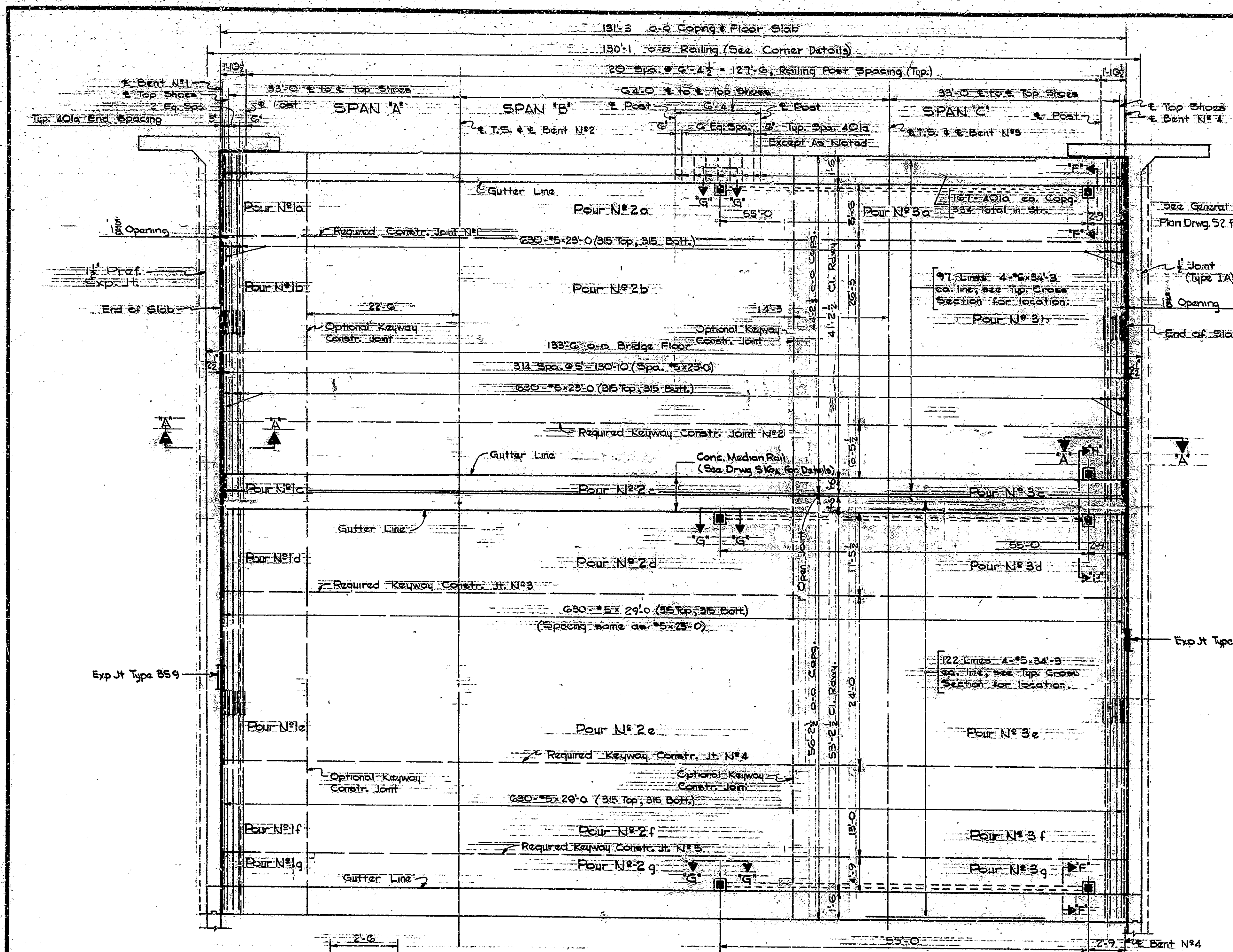
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE

DESIGNED BY: WMS/MSJ/CWD/JSS 1-20-67  
DRAWN BY: SRS/2-12-67/RDE/R-6-67  
TRACED BY: CKD

Rev. 6-14-74 Shoe Assembly details, Splice elevations, Notes



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-5	1968	31	70



**NOTES:**

The top reinforcing steel in the deck shall be securely tied down to the deck forms and/or the beams in order to prevent lifting during concrete placement.

After structural steel has been erected, concrete forms shall not be blocked against the expansion ends of the steel beams.

For 'Reinforcing Bar Notes,' see Br. Std. C1.

For additional details and 'Bill of Materials,' see Drawgs. S16, S14, S15.

Sequence of pours to be made in order of pour numbers.

All superstructure construction joints are optional unless noted and pours may be made continuous provided the pour terminates at a construction joint indicated on the plan.

The Contractor may change the width of pours, sequence of pours, or location of construction joints subject to the approval of the Engineer.

For railing details, see Br. Std. BR1, BR2, BR3, and BR4.

For 'Joint Legend,' see General Plan.

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted July 11, 1968

SUBMITTED FOR APPROVAL: *James D. Mattis*

DRAWING: 515 OF 17

PROJECT: I-65-5 (172) 113

BRIDGE CONTRACT NO. B-9862

BRIDGE FILE: I-65-112-5788

DESIGNER: J. L. G. C. W. S. L. H. 19-57  
 DRAWN: D. B. S. C. W. L. E. H. 19-57  
 TRACED: C. W. S. L. H. 19-57











BRIDGES OVER 20' SPAN					
PUR. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172)113	1968	83	70

### BILL OF MATERIALS

REINFORCING STEEL			
Mark & Size	N <sup>o</sup> of Bars	Length	Weight Lbs.
#5	530	3'-10"	
#5	876	3'-7"	
#5	1260	2'-0"	
#5	1260	2'-3'-0"	
Total #5			10,120
#4	4	2'-9"	
#4	334	3'-7"	
#4	60	2'-3"	
#4	548	2'-8"	
Total #4			285
Total Reinf. Steel			10,405

CONCRETE	
Class	Quantity
Class "A" Conc.	
Pour N <sup>o</sup> 1a	3.0 Cys
" N <sup>o</sup> 1b	6.5 Cys
" N <sup>o</sup> 1c	2.2 Cys
" N <sup>o</sup> 1d	2.2 Cys
" N <sup>o</sup> 1e	1.1 Cys
" N <sup>o</sup> 1f	3.3 Cys
" N <sup>o</sup> 1g	2.1 Cys
" N <sup>o</sup> 2a	1.2 Cys
" N <sup>o</sup> 2b	1.2 Cys
" N <sup>o</sup> 2c	1.4 Cys
" N <sup>o</sup> 2d	1.4 Cys
" N <sup>o</sup> 2e	1.4 Cys
" N <sup>o</sup> 2f	3.0 Cys
" N <sup>o</sup> 2g	1.9 Cys
" N <sup>o</sup> 3a	1.5 Cys
" N <sup>o</sup> 3b	1.2 Cys
" N <sup>o</sup> 3c	2.1 Cys
" N <sup>o</sup> 3d	9.0 Cys
" N <sup>o</sup> 3e	1.2 Cys
" N <sup>o</sup> 3f	1.2 Cys
" N <sup>o</sup> 3g	1.2 Cys
Total Class "C" Conc.	24.1 Cys

MISCELLANEOUS	
Railing Type S or C	24.2 Lbs
2" Steel Conduit	13.2 Lbs
Mod. C.C. Surfaces	32.3 Cys
6" Drain	2.1 Cys
1-6" 2" Drain	2.1 Cys
Total Mod. C.C. Surfaces	37.4 Cys
Class C Railing Concrete	10 @ 2.45 Cys
Expansion J. Type B59	2.0 Cys
Finishing and Curing Surface Seal	1.5 Cys
CAST IRON	
6 Std. 6" C.I. Rdm.	
Drains - Type SG-9 @ 192"	7.15 Lbs
3-Std. 6" C.I. Rely Drain	
Type OS-D # 240"	2.0 Lbs
Total C.I. Grates, Basins, etc.	400 Lbs
1-6" x 2" Sample Hub	
C.I. Soil Pipe (8" dia. Manu)	47

### NOTES

- "Table I" shows data for setting expansion plates.
- GENERAL PROCEDURE:**
- After all splice plates have been bolted and all interior diaphragms have been welded in place, adjust the superstructure longitudinally so that Dim. "C" from the centerline of the Top shoe to the face of the Mudwall at Bents N<sup>o</sup>1 and N<sup>o</sup>4 are equal.
  - With the superstructure in the adjusted position called for in (1), weld the Fixed Shoes to the Anchor Plates at Bents N<sup>o</sup>2 and N<sup>o</sup>3.
  - Adjust the Expansion Plate under each Expansion shoe in accordance with Dimension "A" in "Table I" for the prevailing temperature. Note that Dimension "A" is always the distance from a vertical line through the centerline of the Top shoe in a direction away from the Fixed Shoes. Weld the Expansion Plates to the Anchor Plates at Bents N<sup>o</sup>1 and N<sup>o</sup>4.
  - After the shoes are set, take elevations at all screed points on top of adjacent beams.
- Subtract these elevations from the screed 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 of it in what order the concrete is poured. Do not set screeds or coping forms by leveling.
- No concrete in the floor is to be poured until the above operations are completed.

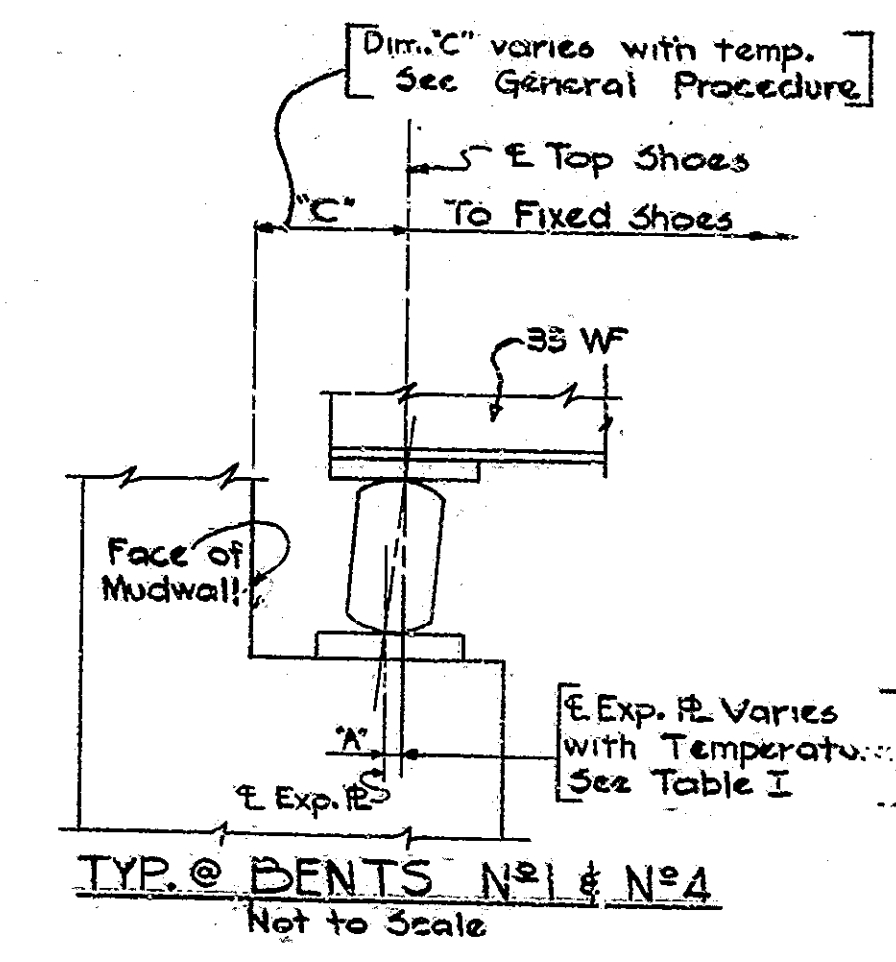
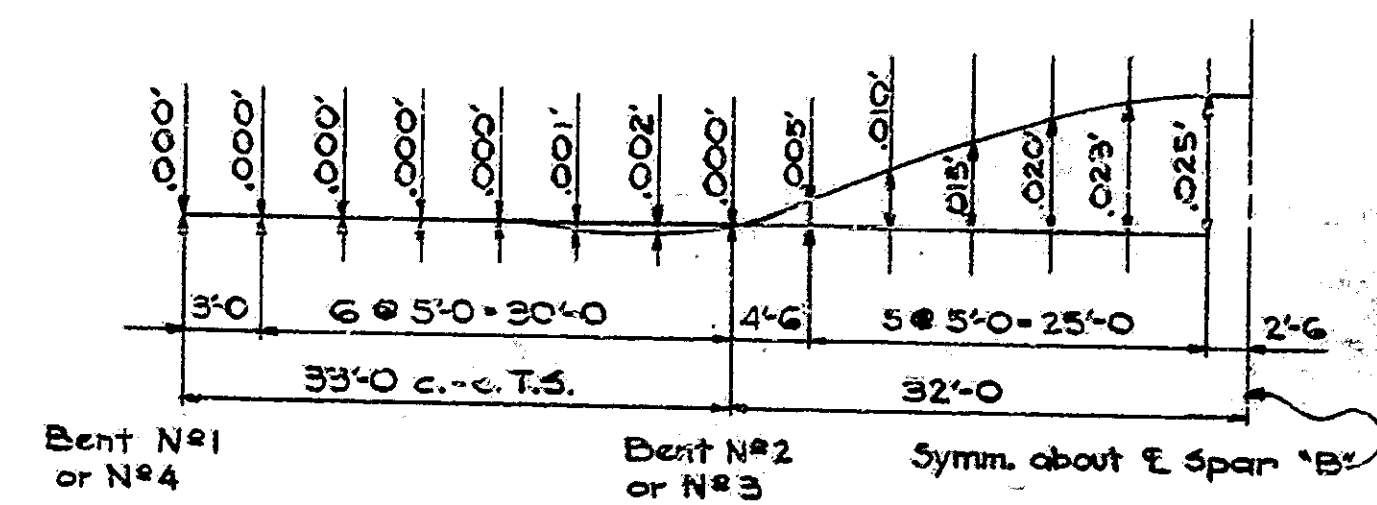
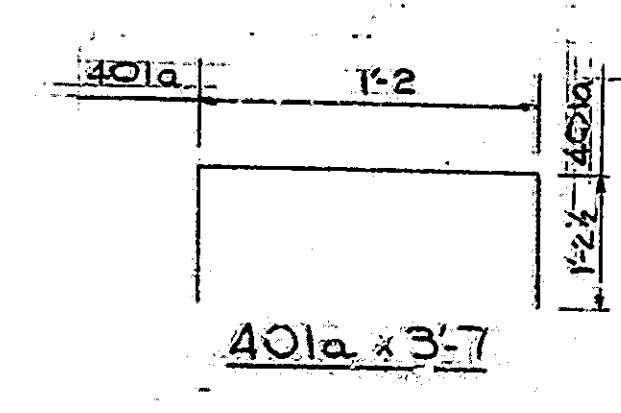


TABLE I

Dimension	A						
Temperature of Beam	0°	20°	40°	60°	80°	100°	120°
Dist. F.T.S. to E Exp. R.	1/8"	1/4"	3/8"	1/2"	5/8"	3/4"	7/8"



CONCRETE DEAD LOAD DEFLECTIONS  
Not to Scale

NOTE: For additional details, see Drwgs. 515 & 516.  
Cost of hangers, pipe clamps, inserts, reducers, and clean-out B's to be included in the cost of 6\"/>

### FLOOR DETAILS AND BILL OF MATERIALS

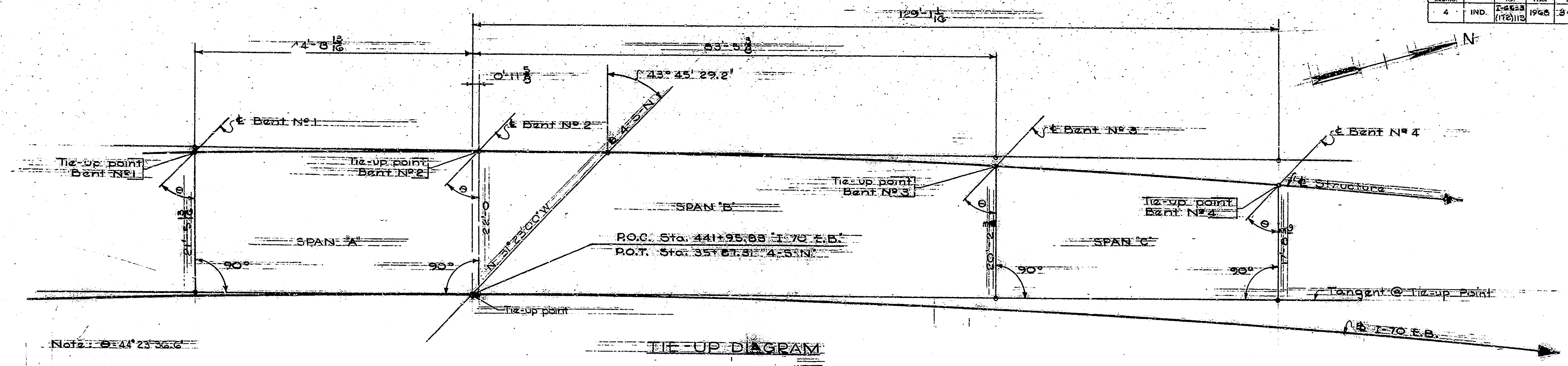
## INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/4"=1'-0" Unless Noted  
 July 11, 1968  
 SUBMITTED FOR APPROVAL: *James D. Martin*  
 DRAWING: 5 of 17  
 PROJECT: I-65-3 (172)113  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: I-65-112-3733

DESIGNED: J.S. 1-5-67 C.V.O. N252-18-67  
 DRAWN: J.P. 7-10-67 C.V.O. LEM 12-3-67  
 TRACED: C.V.O.

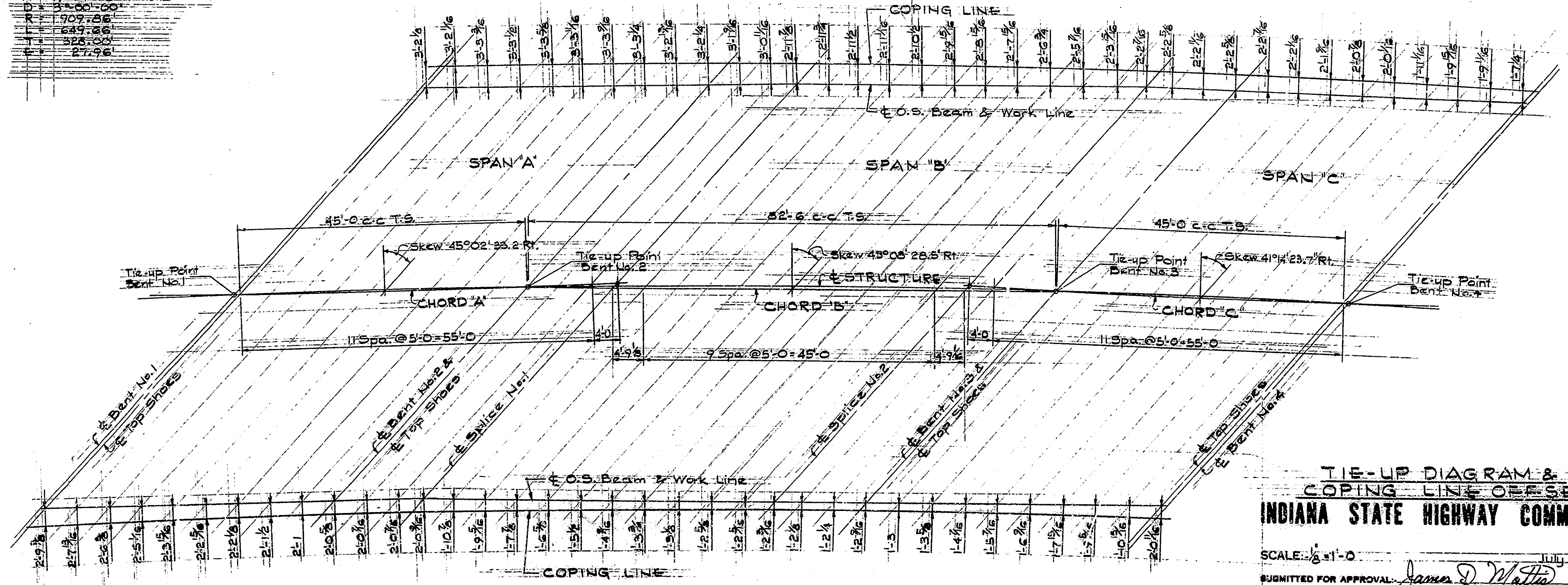


BRIDGES OVER 20' SPAN					
PROJ. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172)113	1965	34	70



**CURVE DATA I-70 E.B.**

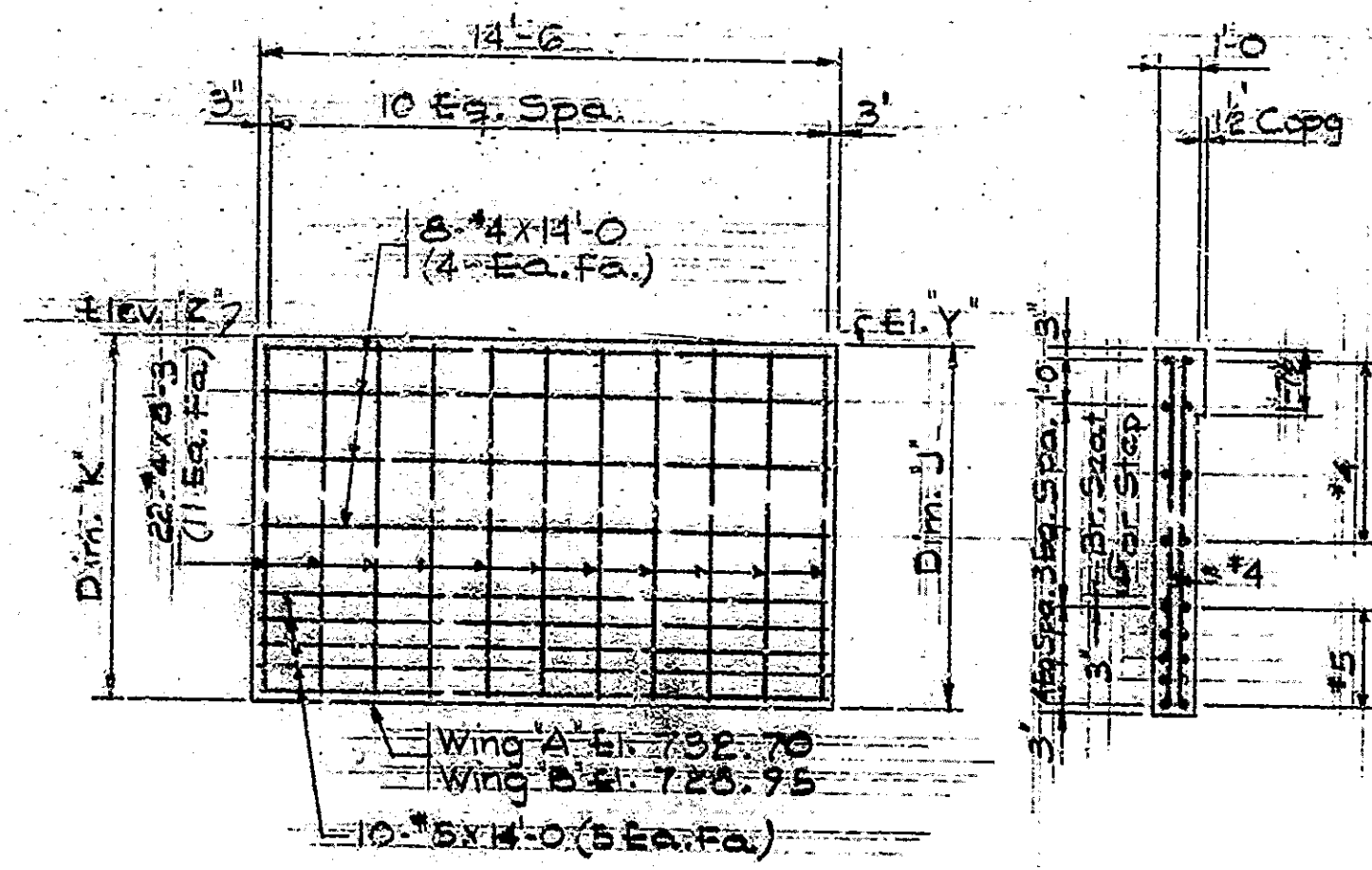
PI Sta. 441+06.94
A = 13+29.23 R
D = 31+00.00
R = 1707.86
L = 647.86
T = 323.93
E = 27.96



DESIGNED BY: J.S.C. CWD 15511-27-65  
DRAWN BY: J.S.C. CWD 15511-27-65  
TRACED BY: CWD



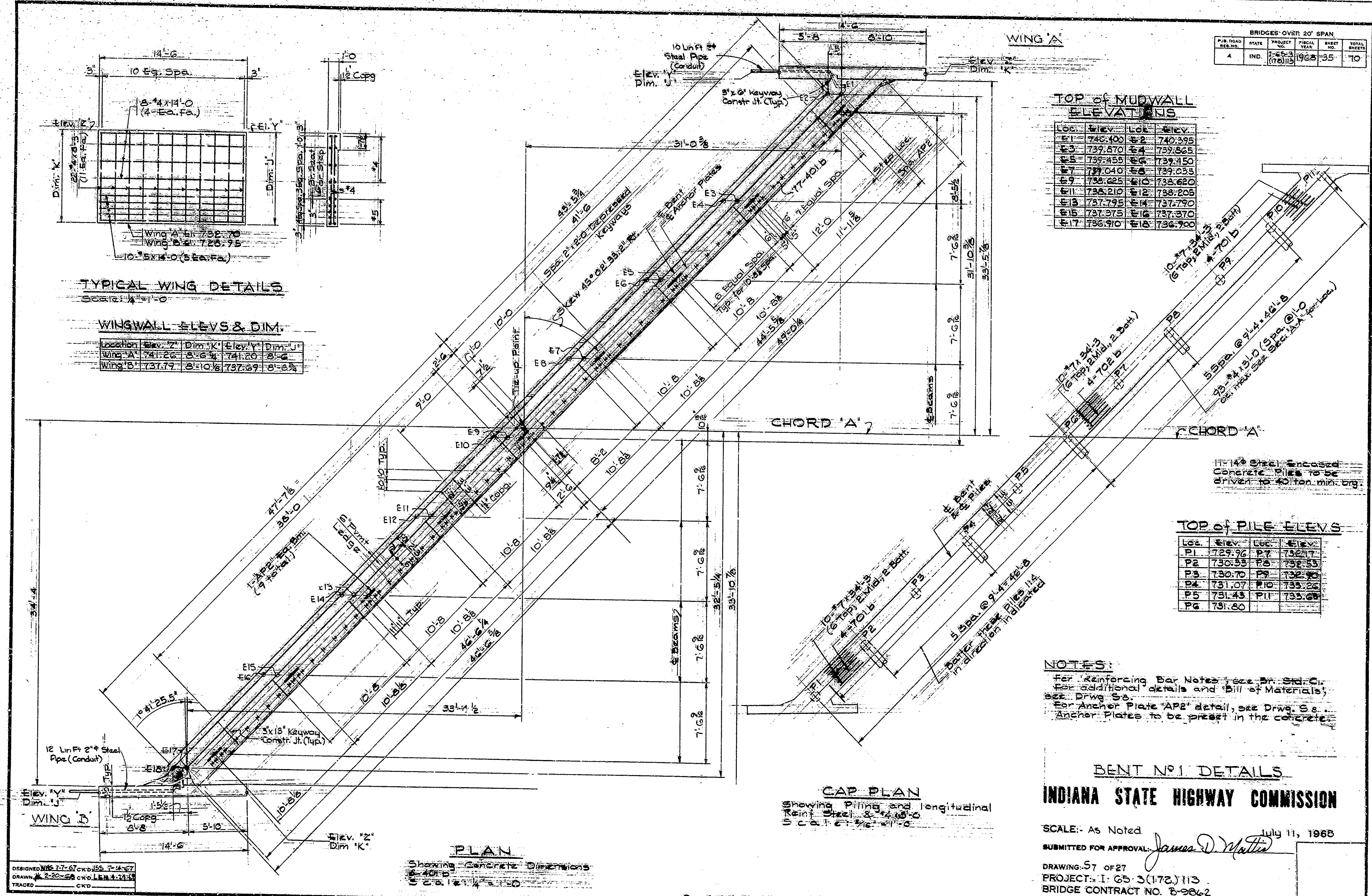
BRIDGES OVER 20' SPAN					
P.R. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
A	IND.	E-65-3 (172)113	1968	35	70



TYPICAL WING DETAILS  
SCALE: 1/4" = 1'-0"

WINGWALL ELEV. & DIM.

Location	Elev. 'Z'	Dim. 'K'	Elev. 'Y'	Dim. 'J'
Wing 'A'	741.26	8'-6 1/4"	741.20	8'-6"
Wing 'B'	737.79	8'-10 1/8"	737.69	8'-8 1/4"



TOP of MIDWALL ELEVATIONS

Loc.	Elev.	Loc.	Elev.
E-1	740.400	E-2	740.395
E-3	739.670	E-4	739.865
E-5	739.455	E-6	739.450
E-7	739.040	E-8	739.035
E-9	738.625	E-10	738.620
E-11	738.210	E-12	738.205
E-13	737.795	E-14	737.790
E-15	737.375	E-16	737.370
E-17	736.910	E-18	736.900

TOP of PILE ELEVATIONS

Loc.	Elev.	Loc.	Elev.
P1	729.96	P7	732.17
P2	730.55	P8	732.55
P3	730.70	P9	732.90
P4	731.07	P10	733.26
P5	731.43	P11	733.68
P6	731.80		

NOTES:  
 For Reinforcing Bar Notes, see Br. Std. C.  
 For additional details and Bill of Materials,  
 see Drawg. S-8.  
 For Anchor Plate 'AP2' detail, see Drawg. S-8.  
 Anchor Plates to be precast in the concrete.

BENT NO. 1 DETAILS  
 INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Martin* July 11, 1968  
 DRAWING: 57 OF 27  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. B-2862  
 BRIDGE FILE: I-65-112-5734

Rev. 6-14-74 DL-NCS-DL

DESIGNED: MRS. T. J. CROOKS, T-4-67  
 DRAWN: J. R. CROOKS, T-4-67  
 TRACED: CKD

PLAN  
 Showing Concrete Dimensions  
 Scale: 1/4" = 1'-0"

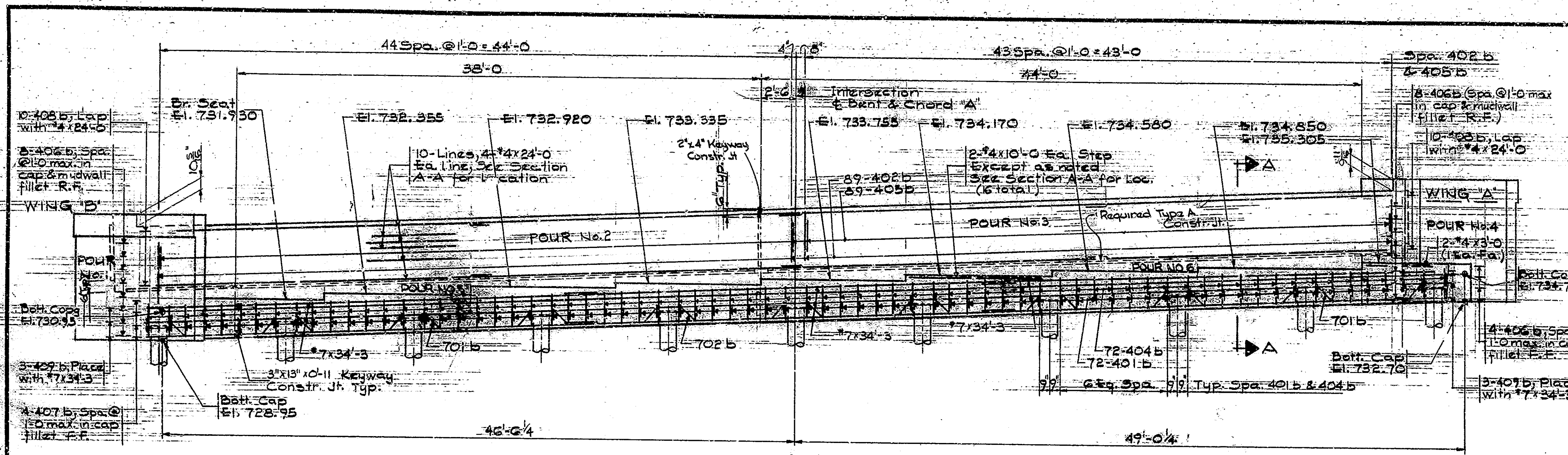
CAP PLAN  
 Showing Piling and longitudinal  
 Reinforcement  
 Scale: 1/4" = 1'-0"

Rev. 6-14-74 Steel Pipe Conduit, Notes, Constr. It.

PROJECT NO.	LINE	DATE	BY	FILE



BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	105-3	1968	36	70

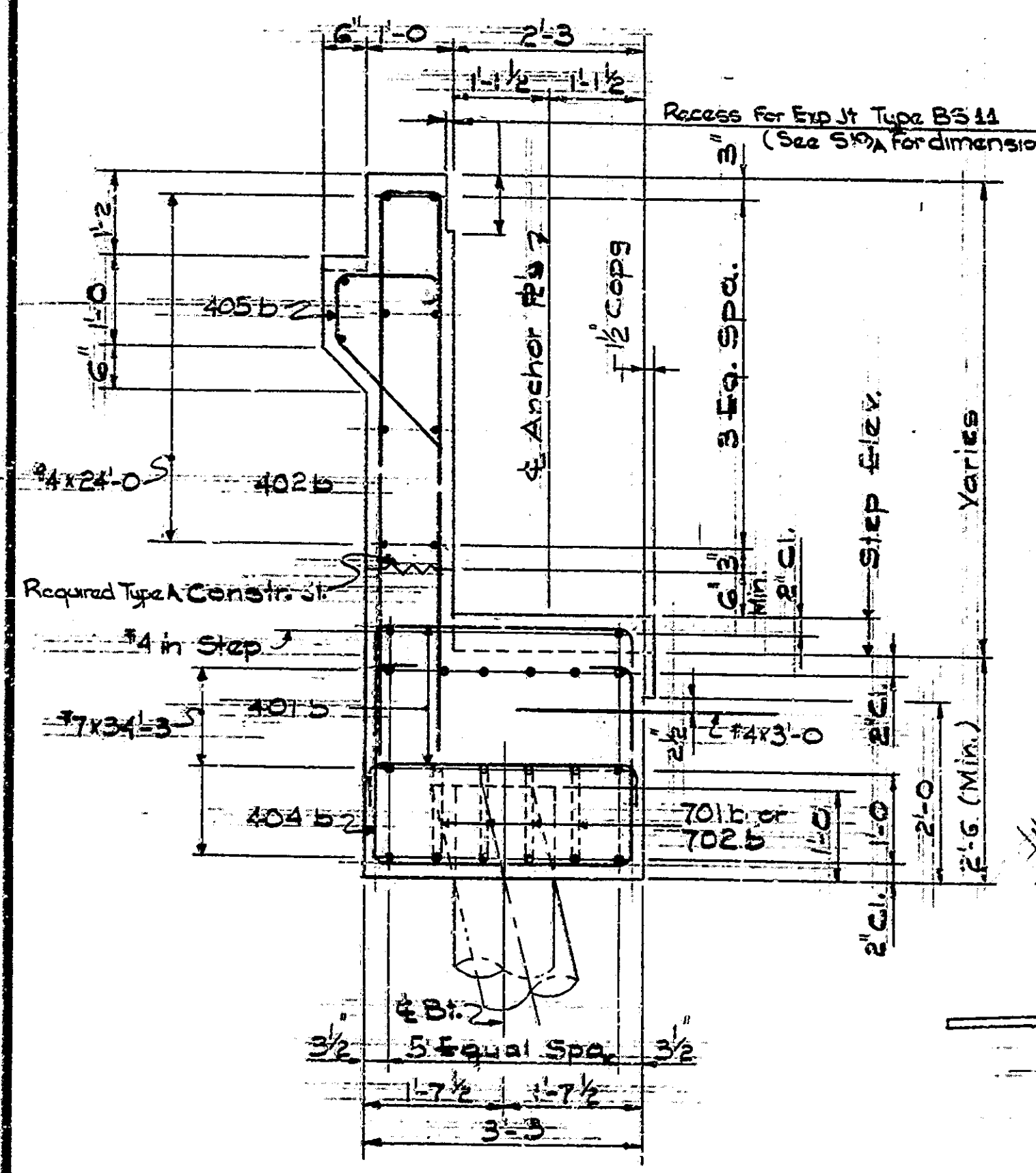


**NORTH ELEVATION**  
Scale: 1/4" = 1'-0"

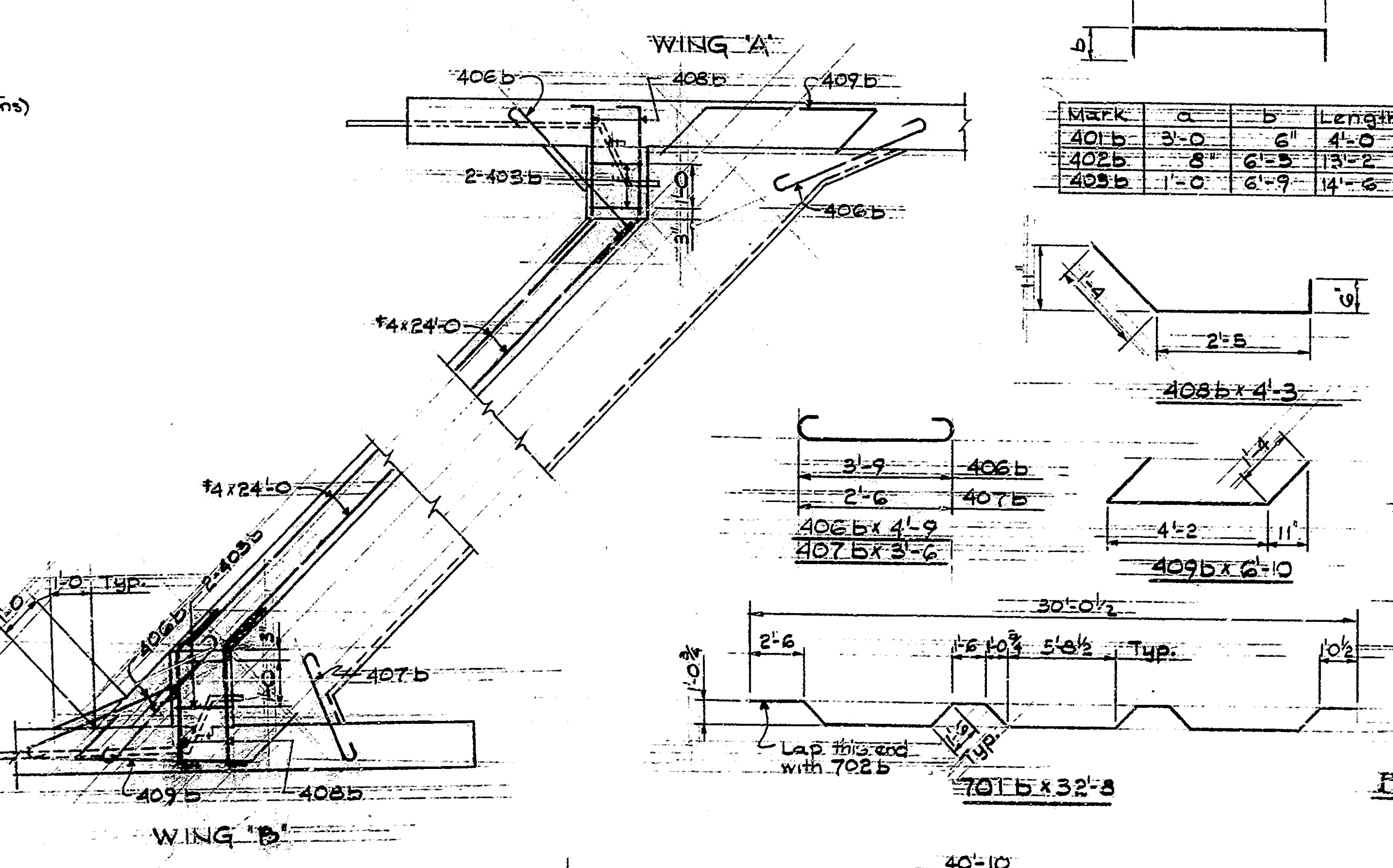
Note: Mudwell above horiz. type A Constr. Joint shall not be poured until the superstructure is poured.

**BILL OF MATERIALS**

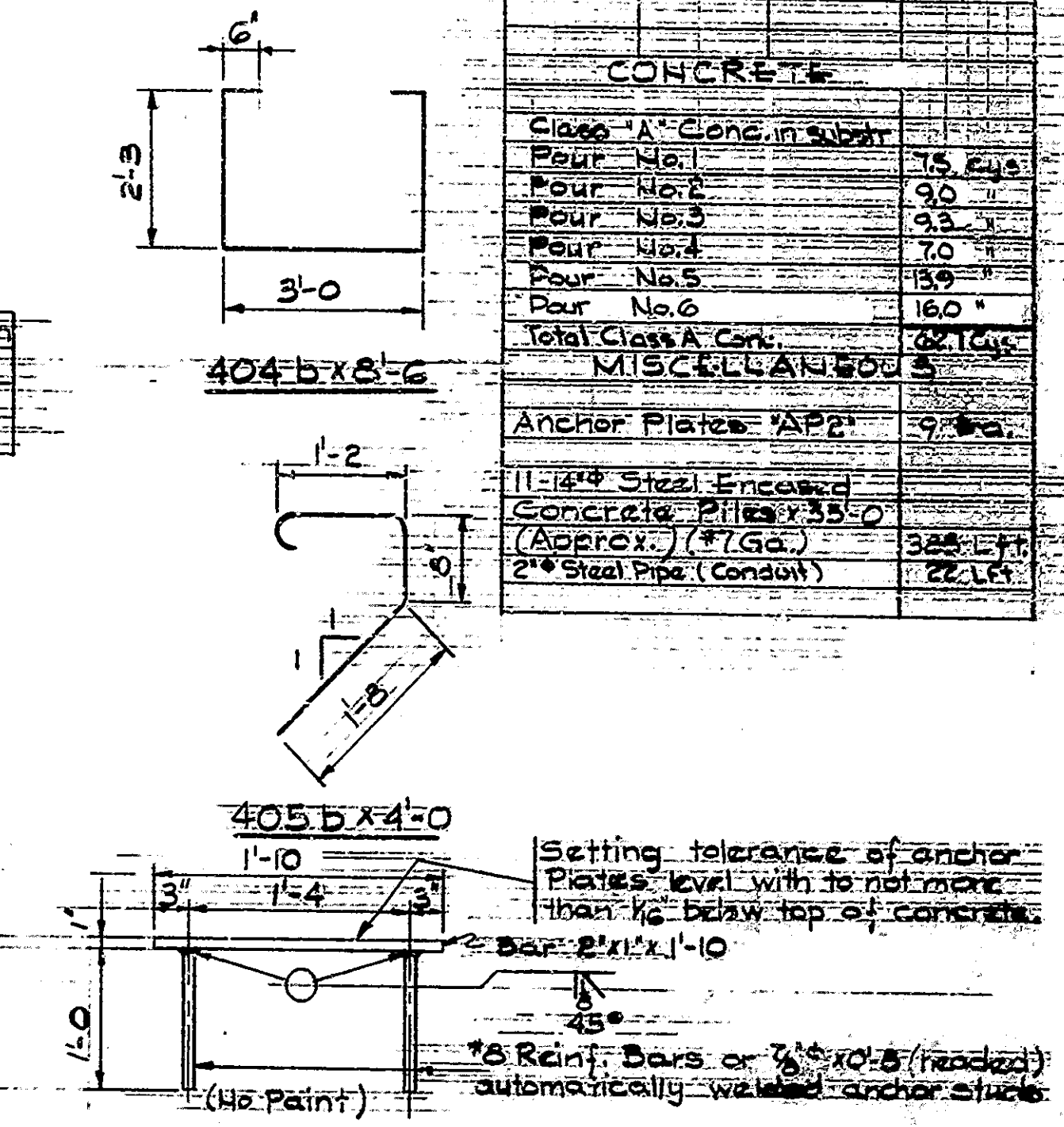
REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight (Lbs)
701b	8	52'-8"	
702b	4	44'-4"	
707	30	34'-3"	
<b>Total #1</b>	<b>42</b>		<b>2997</b>
#5	20	14'-0"	292
401b	142	1'-0"	
402b	89	13'-2"	
403b	7	14'-6"	
404b	72	8'-8"	
405b	87	4'-0"	
406b	20	14'-9"	
407b	4	5'-6"	
408b	20	14'-3"	
409b	8	16'-10"	
#4	40	24'-0"	
#4	16	4'-0"	
#4	16	10'-0"	
#4	44	8'-3"	
#4	25	3'-0"	
<b>Total #4</b>	<b>144</b>		<b>4354</b>
<b>Total Steel</b>			<b>6643</b>
CONCRETE			
Class 'A' Conc. in subdr.			15 cu yd.
Pour No. 1			30
Pour No. 2			33
Pour No. 3			70
Pour No. 4			160
Pour No. 5			160
Pour No. 6			160
<b>Total Class 'A' Con.</b>			<b>620 cu yd.</b>
MISCELLANEOUS			
Anchor Plates 'AP2'			9 sq. ft.
11-1/4" Steel Encased Concrete Piles 35'-0" (Approx.) (#7 Gal.)			325 L.Ft.
2" Steel Pipe (Conduit)			22 L.Ft.



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



**WING DETAILS**  
Scale: 1/2" = 1'-0"



**ANCHOR PLATE 'AP2' DETAIL**  
No Scale

**NOTES:**  
For Reinforcing Bar Notes, see Br. Std. C-11  
For additional details, see Drwg. 57

**BENT #1 DETAILS & BILL OF MATERIALS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
SUBMITTED FOR APPROVAL: *James D. Martin* July 11, 1968  
DRAWING: 58 OF 27  
PROJECT: I-65-3(172)113  
BRIDGE CONTRACT NO. B-2262  
BRIDGE FILE: I-65-112-573A

REV. 6-16-74 DL-MET-DL

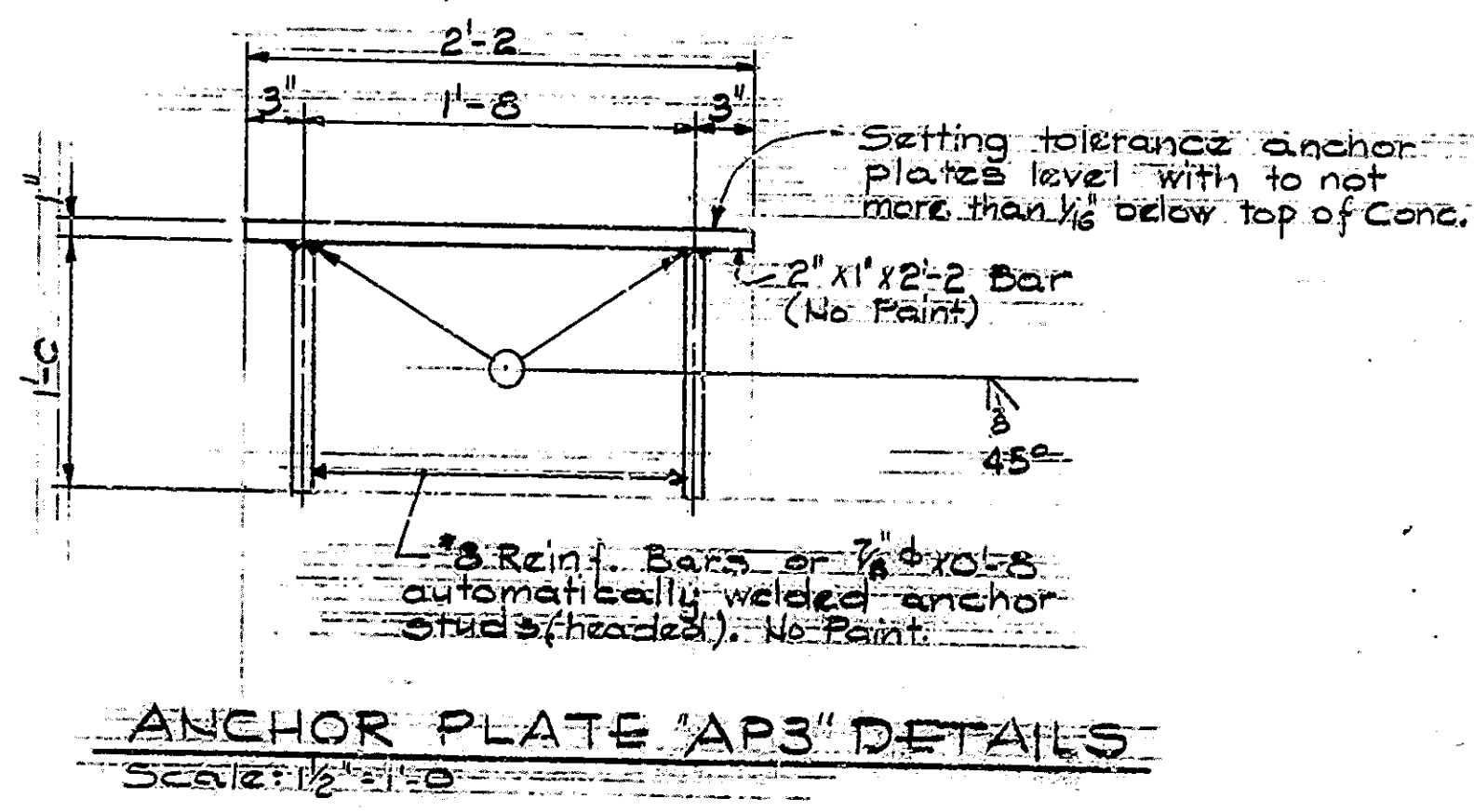
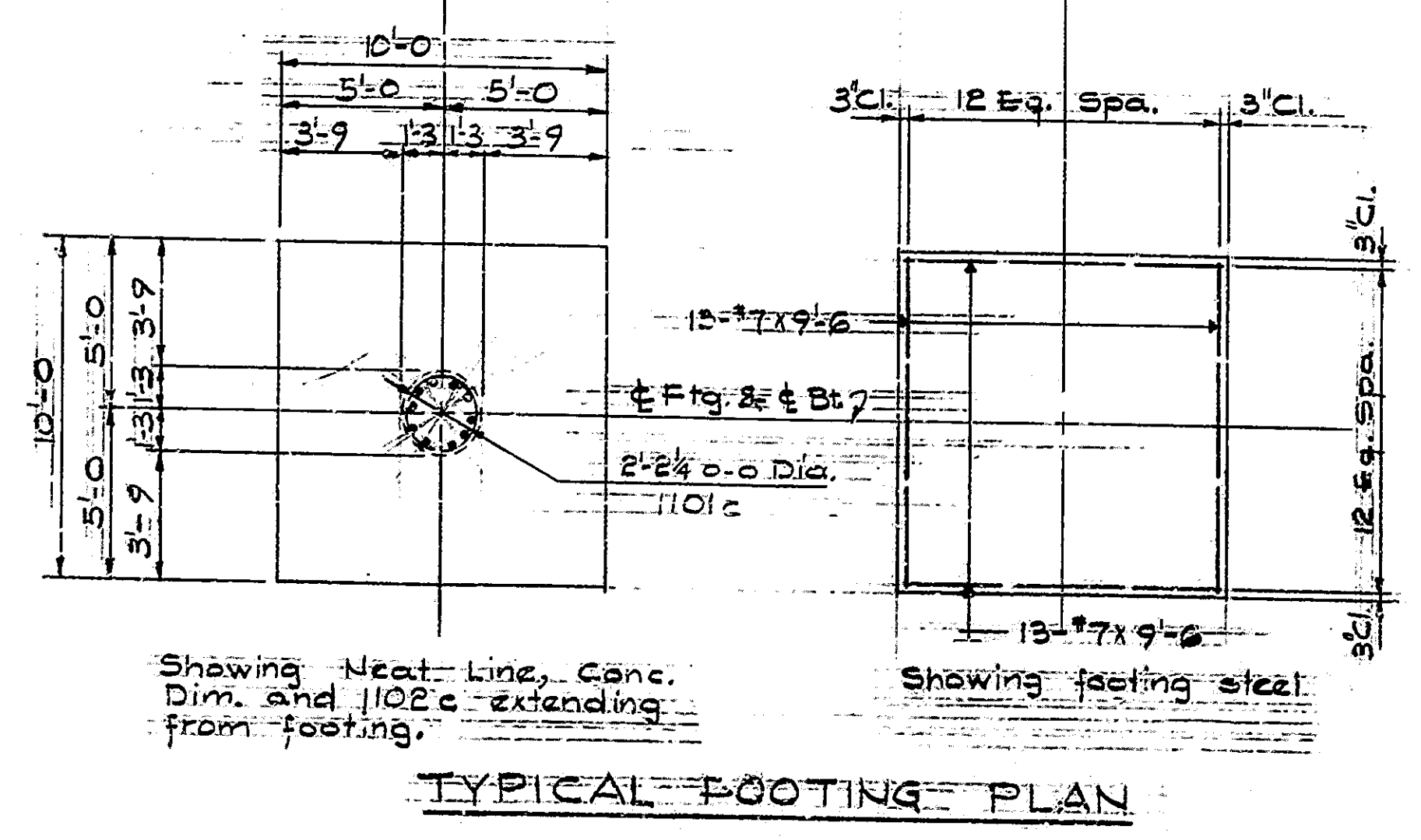
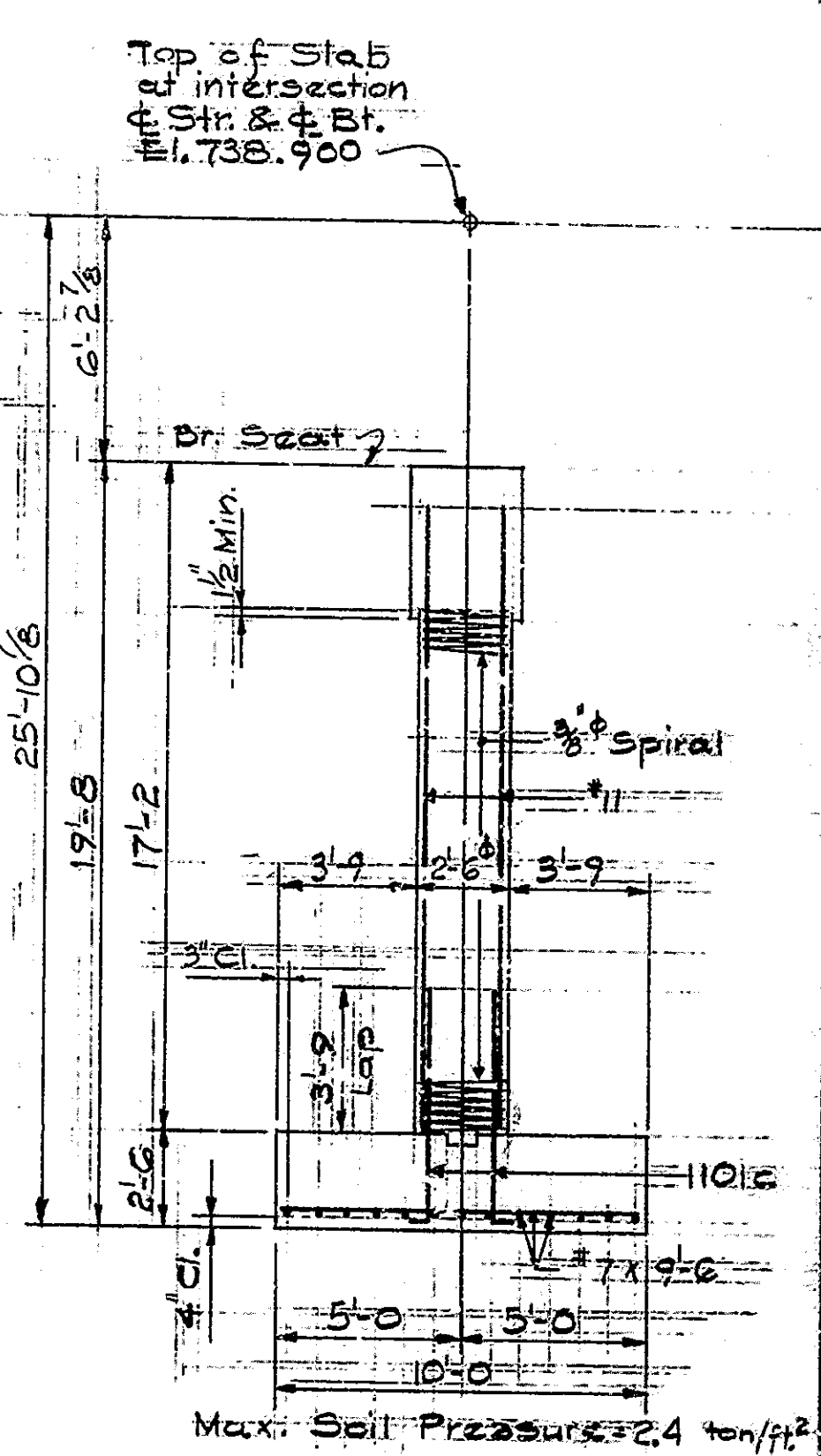
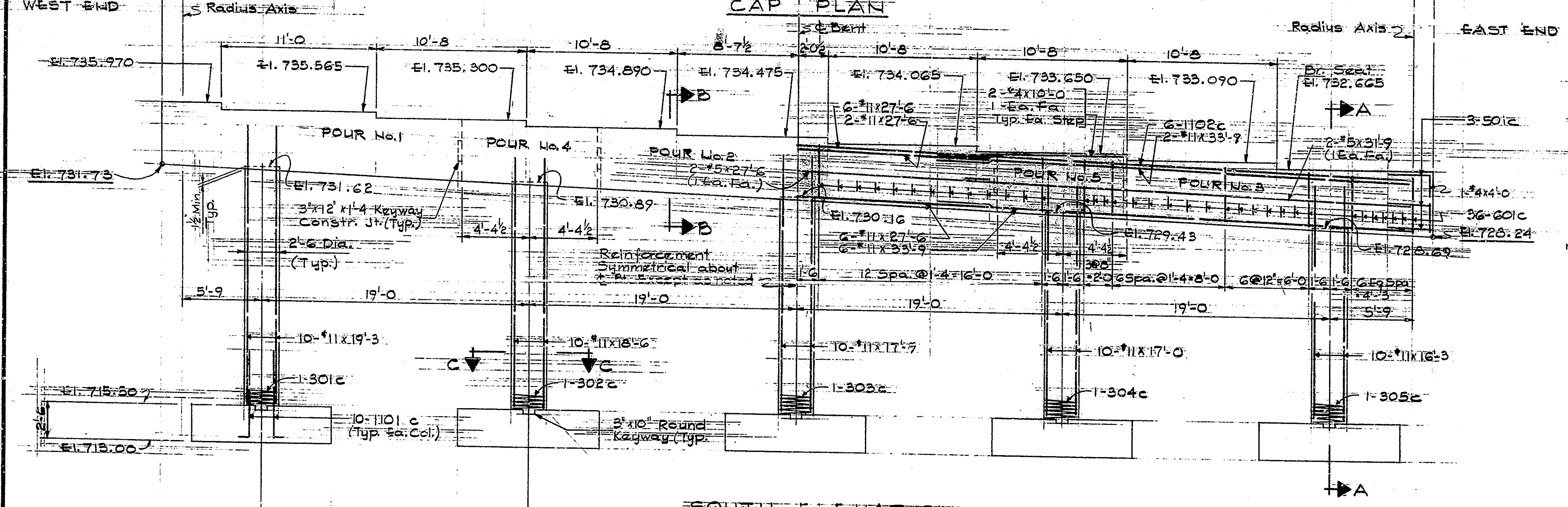
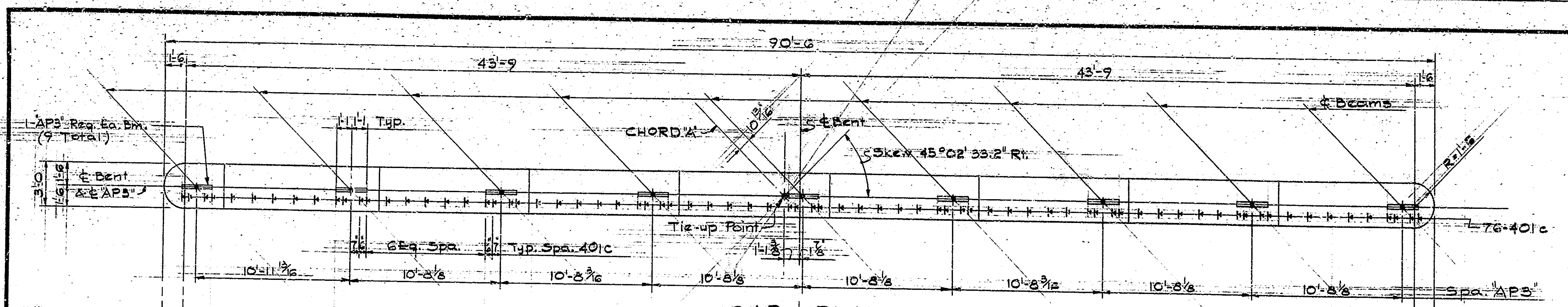
DESIGNED BY: W.S. 7-7-66 W.S. 7-15-67  
DRAWN BY: E.C. 2-21-68 C.K. 4-28-68  
TRACED BY: C.W.D.

REV. 6-16-74 Bill of Mat. Consult. 10-1-68 11-1-68

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3 (172) 113	1962	37	10



**NOTES:**

For Reinforcing Bar Notes, see Dr. Std. C.  
 For Bill of Materials see Drwg. S-11.  
 Anchor Plates 'AP3' to be preset in the concrete.  
 Bar Sections 'B-B' & 'C-C' see Drwg. S-11.  
 Provide 1/2 turns at both top and bottom and 1/2 turns for lap of Spiral Reinforcing.  
 Pours to be made in order of pour numbers. Allow at least 72 hrs between adjacent pours.

**BENT No. 2 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: 1/4" = 1'-0", UNLESS NOTED      JULY 11, 1965

SUBMITTED FOR APPROVAL: *James D. Walter*

DRAWING: S-9 OF 27  
 PROJECT: I-65-3 (172) 113  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: I-65-112-5734

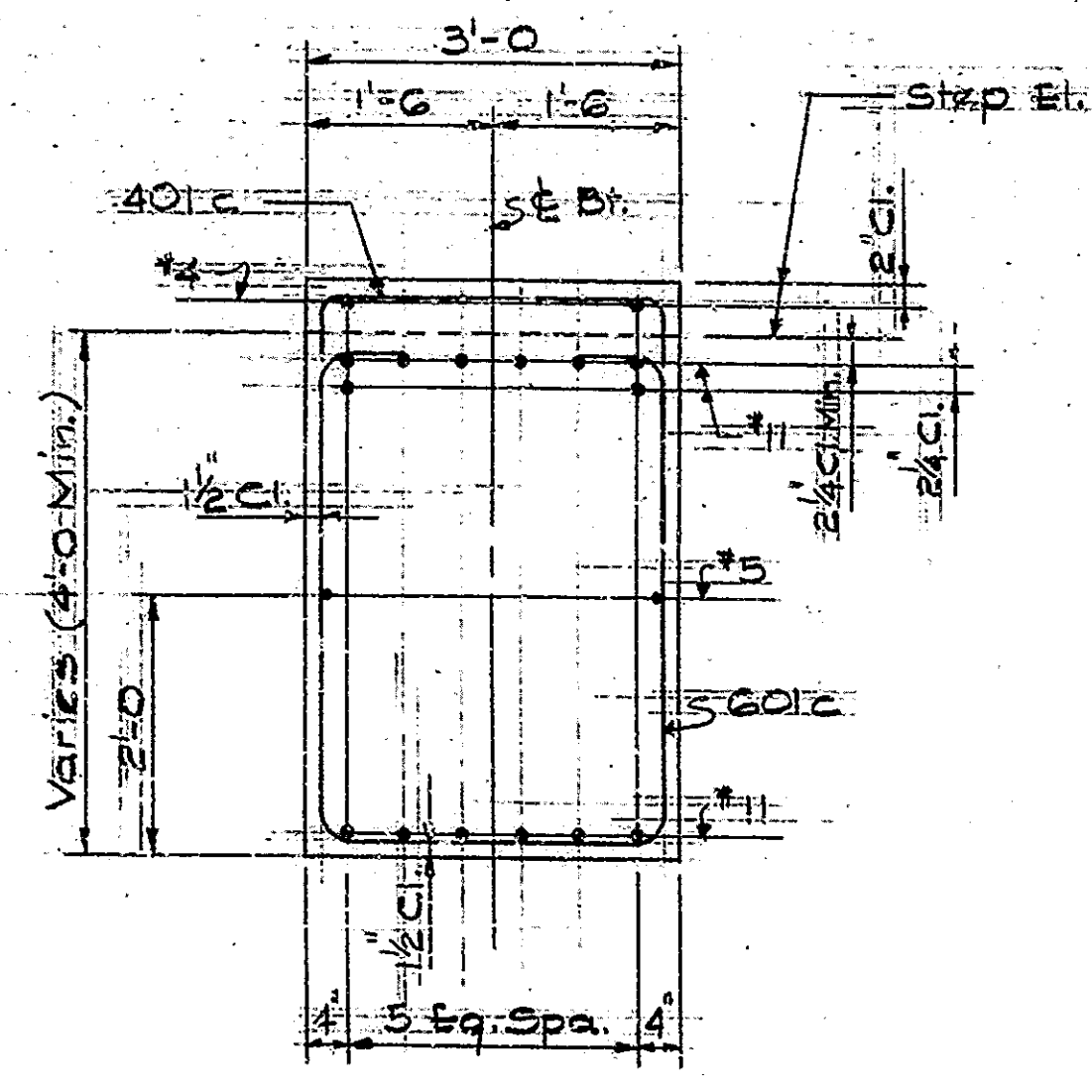
DESIGNER: NER 146-68 CVD JMS 2-2-68  
 DRAWN: K 2-6-68 CVD ESB 4-22-68  
 TRACED: CVD





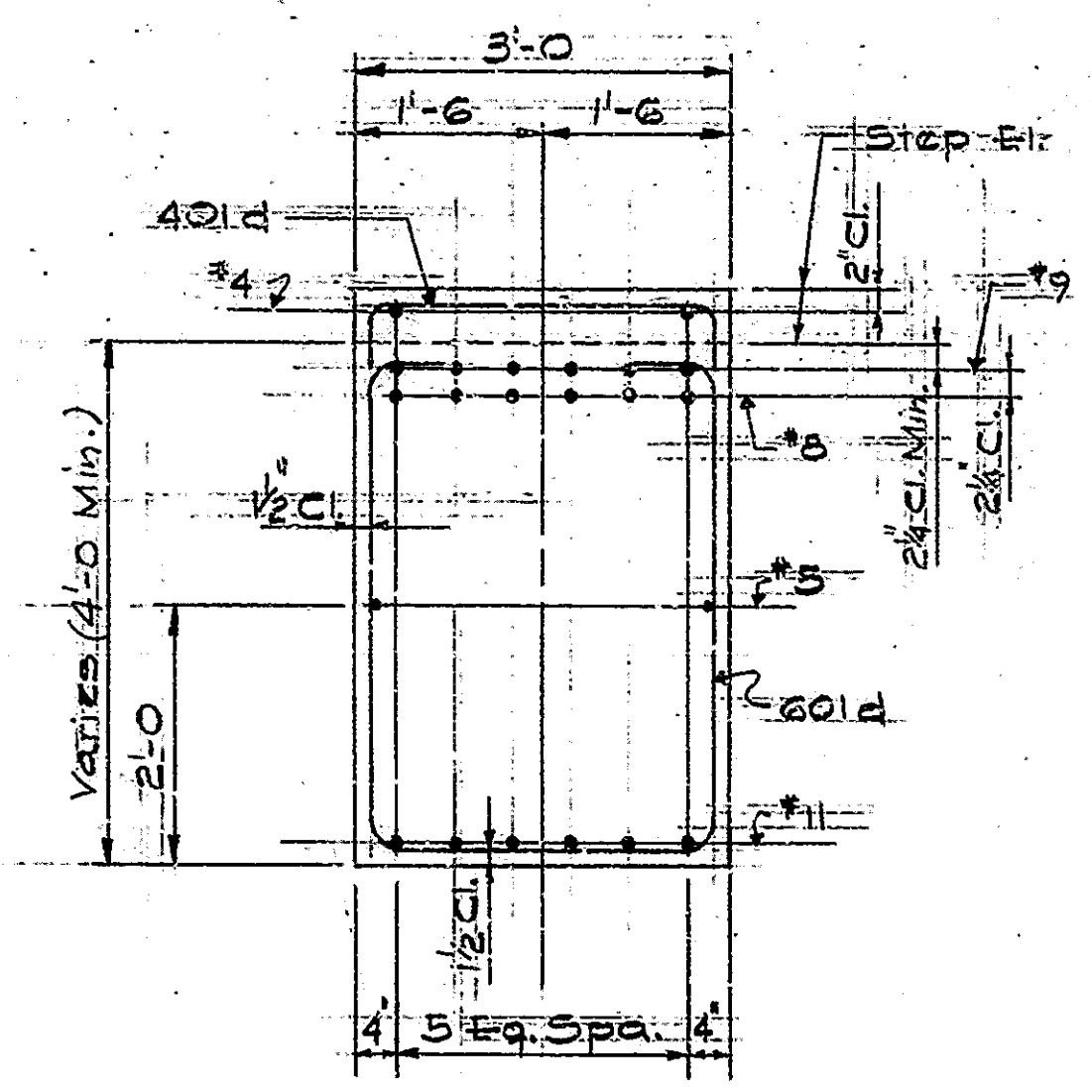


BRIDGES OVER 20' SPAN				
STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IND.	I-65-3(172)113	1968	39	70

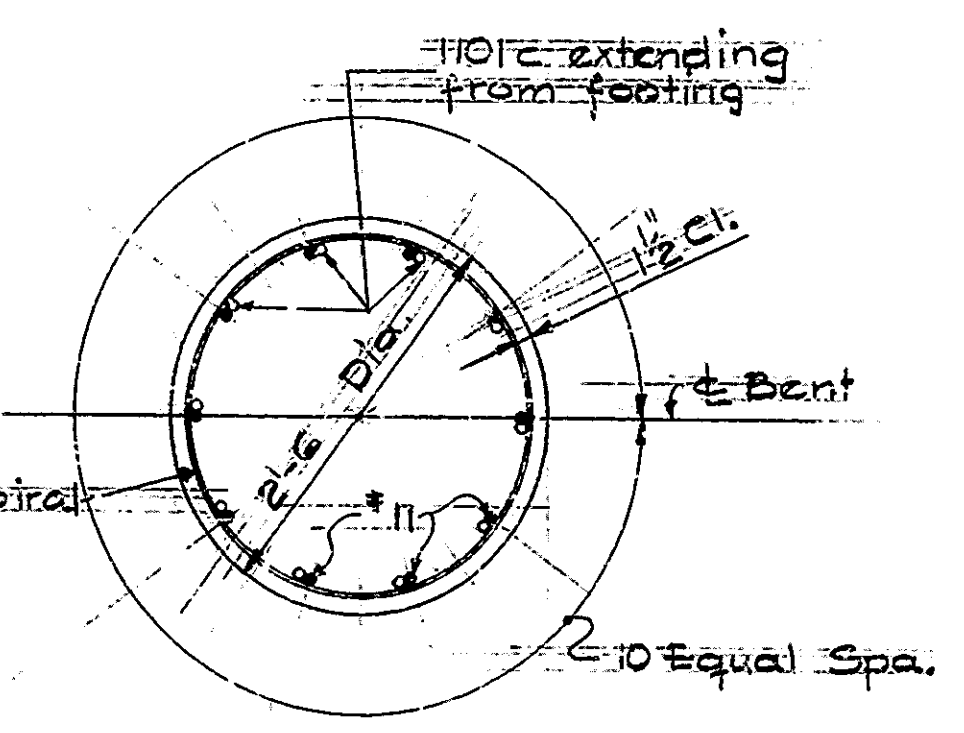


SECTION B-B

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

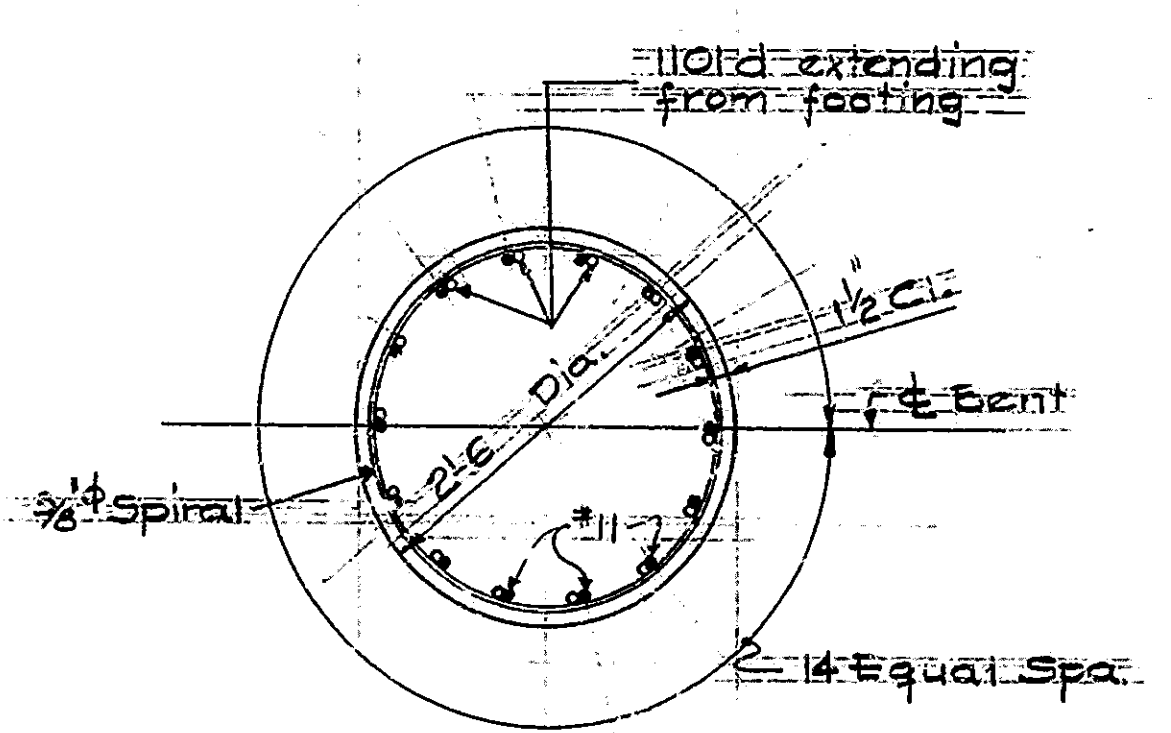


SECTION D-D



SECTION C-C

No. Scale



SECTION E-E

3" Pitch

Mark	a	b	Length
16-3	(491'-3)		301c
15-5	(467'-9)		302c
14-0	(442'-6)		303c
14-0	(427'-6)		304c
13-2	(404'-0)		305c
16-4	(493'-9)		301d
15-7	(472'-6)		302d
14-1	(453'-6)		303d
14-2	(432'-3)		304d
13-5	(411'-3)		305d

3/8" SPIRAL REIN

Mark	a	b	Length
401c	76	3'-9"	
401d	16	10'-0"	
401e	2	4'-0"	

Mark	a	b	Length
1101c			7'-6"
1101d	51-11	1'-7"	33'-4"
1102c	33-9	1'-7"	33'-4"
901d	32'-6"	1'-5"	33'-9"

Mark	a	b	Length
601c	72	11'-7"	1253
501c	6	9'-2"	
45	4	31'-9"	
45	2	27'-6"	
Total #5			247
401c	76	3'-9"	
401d	16	10'-0"	
401e	2	4'-0"	
Total #4			503

Mark	a	b	Length
601c	72	11'-7"	1253
501c	6	9'-2"	
45	4	31'-9"	
45	2	27'-6"	
Total #5			247
401c	76	3'-9"	
401d	16	10'-0"	
401e	2	4'-0"	
Total #4			503

BILL OF MATERIALS BENT No. 2

REINFORCING STEEL	Size & Mark	No. of Bars	Length	Weight (LBS)
1101c	#11	50	7'-6"	
1102c	#11	2	33'-4"	
#11	#11	6	33'-9"	
#11	#11	14	27'-6"	
#11	#11	10	19'-3"	
#11	#11	10	18'-6"	
#11	#11	10	17'-9"	
#11	#11	10	17'-0"	
#11	#11	10	16'-3"	
Total #11				13387.5
#7	#7	150	9'-6"	2524
601c	#7	72	11'-7"	1253
501c	#7	6	9'-2"	
#5	#5	4	31'-9"	
#5	#5	2	27'-6"	
Total #5				247
401c	#4	76	3'-9"	
401d	#4	16	10'-0"	
401e	#4	2	4'-0"	
Total #4				503
3/8" Spiral Reinf				842
Total Steel				19047
CONCRETE				
Class 'A' in Cap				
Pour No. 1				10.2cys
No. 2				4.2cys
No. 3				10.1
No. 4				4.2
No. 5				4.3
Total Class 'A'				43.0cys
Class 'A' in Columns				
Total Conc. 'A' in Substr.				13.4cys
Class 'B' in Fig. 50				36.3cys
Total Class 'A'				43.2cys
MISCELLANEOUS				
Anchor Plates 'AP3'				9 Ea.

BILL OF MATERIALS BENT No. 3

REINFORCING STEEL	Size & Mark	No. of Bars	Length	Weight (LBS)
1101d	#11	70	7'-6"	
#11	#11	12	33'-9"	
#11	#11	6	26'-6"	
#11	#11	14	19'-3"	
#11	#11	14	18'-6"	
#11	#11	14	17'-9"	
#11	#11	14	17'-0"	
#11	#11	14	16'-3"	
Total #11				12387
901d	#7	12	33'-9"	
#7	#7	6	27'-6"	
Total #7				1938
#8	#8	12	32'-3"	
#8	#8	6	27'-6"	
Total #8				1474
#7	#7	60	9'-0"	
#7	#7	60	8'-6"	
Total #7				2146
601d	#6	68	11'-7"	1183
501d	#6	6	9'-2"	
#5	#5	4	31'-9"	
#5	#5	2	26'-6"	
Total #5				245
401d	#4	76	3'-9"	
401e	#4	16	10'-0"	
401f	#4	2	4'-0"	
Total #4				303
3/8" Spiral Reinf				842
Total Steel				20589
CONCRETE				
Class 'A' in Cap				
Pour No. 1				10.3cys
No. 2				14.1cys
No. 3				7.8
No. 4				4.5
No. 5				4.5
Total Class 'A'				43.2cys
Class 'A' in Columns				
Total Conc. 'A' in Substr.				13.5cys
Class 'B' in Fig. 50				36.3cys
Total Class 'A'				43.2cys
MISCELLANEOUS				
Anchor Plates 'AP3'				9 Ea.

NOTES:  
 For Reinforcing Bar Notes, see Br. Std. Ct.  
 For additional details Br. No. 2 see Drwg. 39,  
 Br. No. 3 Drwg. 50.

BENTS No. 2 & 3 DETAILS & BILLS OF MATERIALS  
 INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED  
 SUBMITTED FOR APPROVAL: *James D. Mathis* July 11, 1968  
 DRAWING: 511 OF 27  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: I-65-112-5734

DESIGNED: MRR-1-16-68 CKD: VHS 2-2-68  
 DRAWN: K-27-68 CKD: D-4-22-68  
 TRACED: CKD

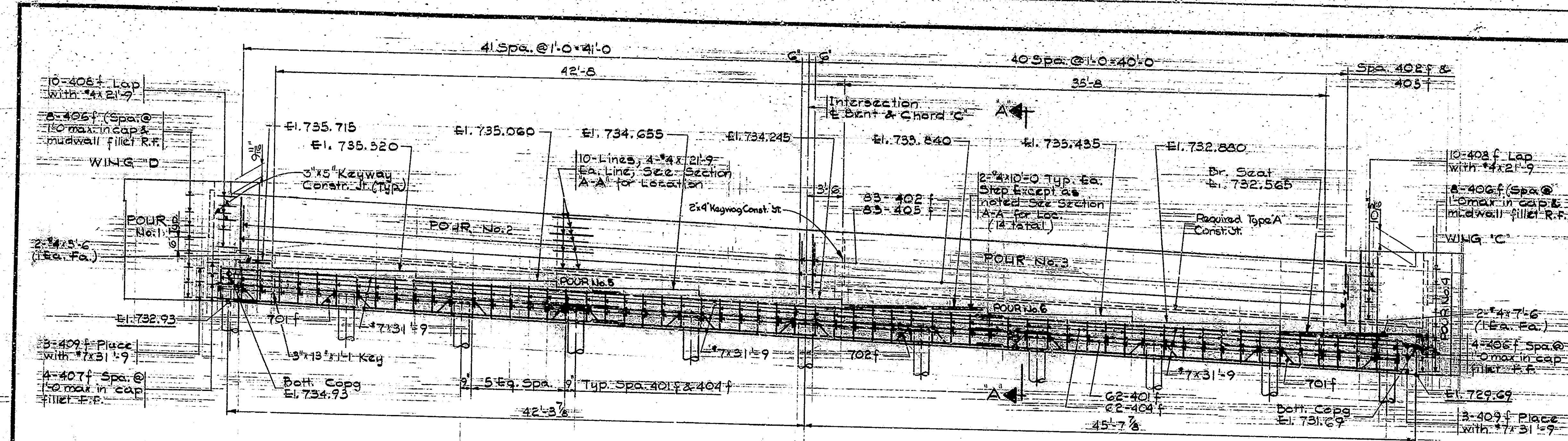
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE







BRIDGES OVER 20' SPAN				
STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
IND.	1-65-3 (172)113	1968	41	70



**SOUTH ELEVATION**  
Scale: 1/2" = 1'-0"

**BILL OF MATERIALS**

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight (LBS)
701 f	3	31'-2"	
702 f	4	41'-2"	
707 f	30	31'-9"	
<b>Total</b>	<b>37</b>		<b>2,794</b>

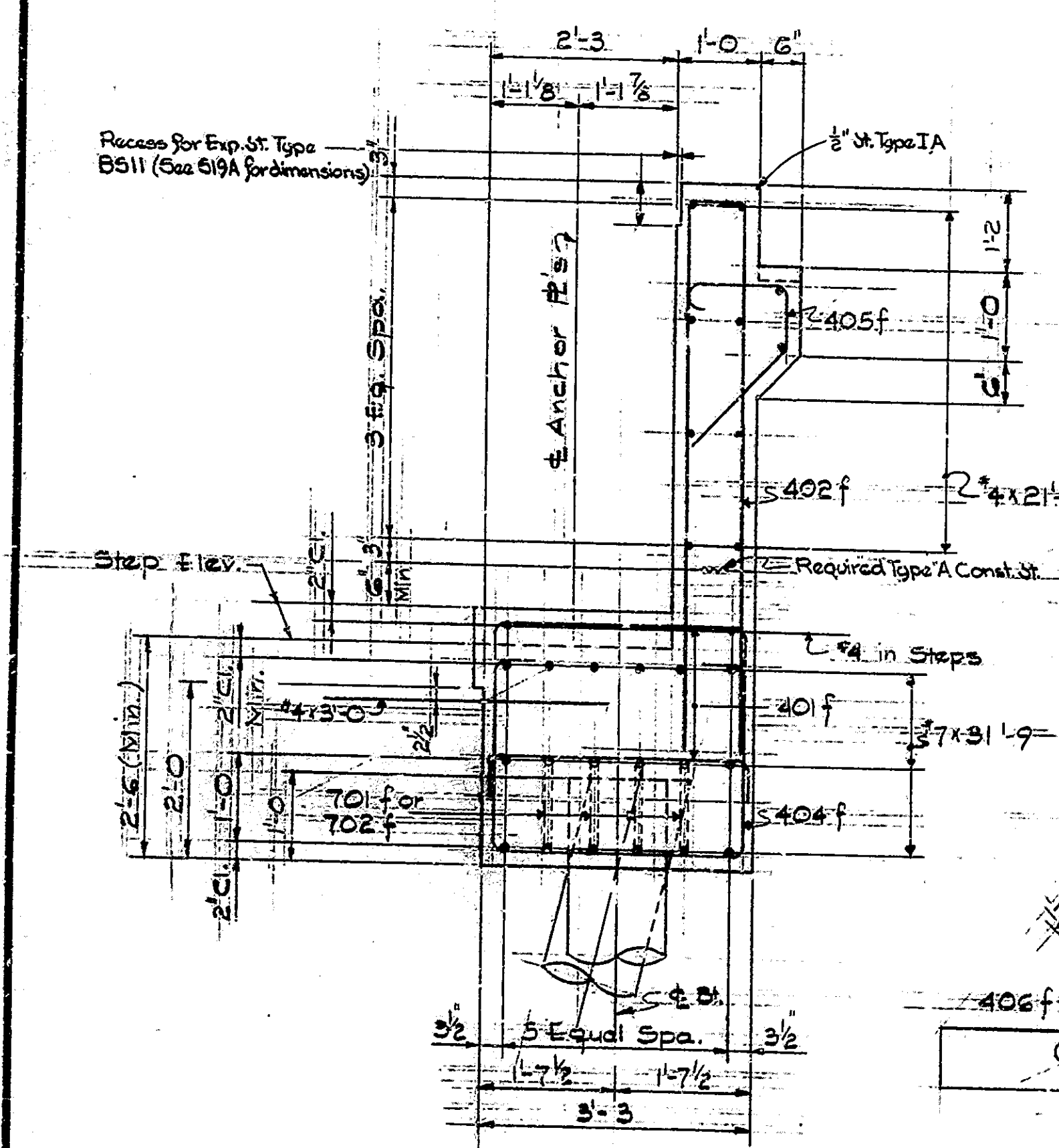
*B	20	14'-0"	292
401 f	156	4'-0"	
402 f	85	13'-2"	
403 f	2	14'-6"	
404 f	68	8'-6"	
405 f	85	4'-0"	
406 f	20	4'-9"	
407 f	4	3'-9"	
408 f	20	4'-3"	
409 f	6	6'-5"	
704 f	40	21'-9"	
704 f	16	14'-0"	
704 f	18	10'-0"	
704 f	44	8'-3"	
704 f	2	7'-6"	
704 f	2	5'-6"	
704 f	36	5'-0"	
<b>Total #4</b>			<b>3,116</b>
<b>Total Steel</b>			<b>6,202</b>

**CONCRETE**

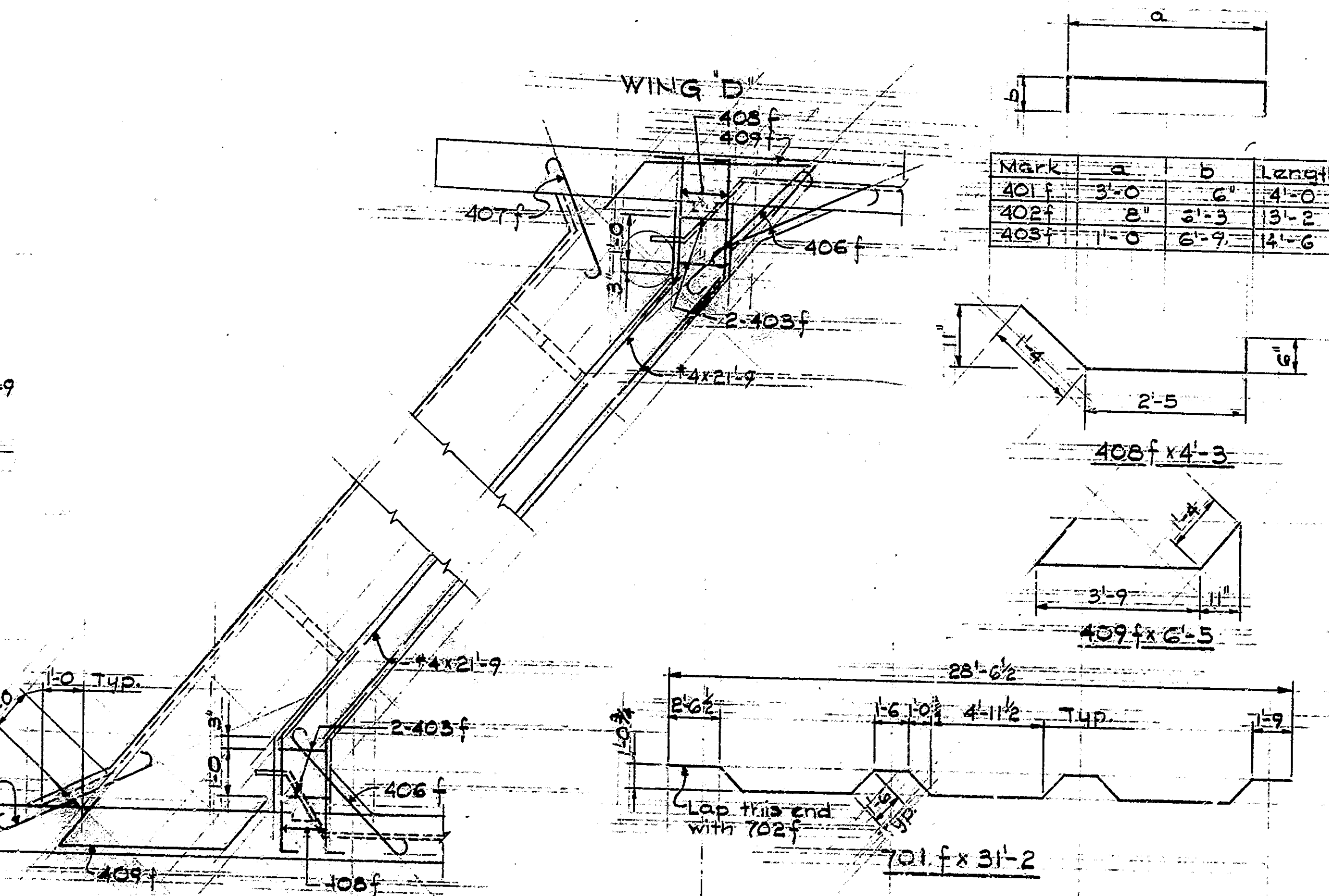
Class 'A' in Substr.		
Pour No.		6.4 cu yd
No. 2		9.3
No. 3		7.6
No. 4		6.8
No. 5		15.3
No. 6		12.5
<b>Total Class A</b>		<b>57.9 cu yd</b>

**MISCELLANEOUS**

Anchor Plates AP2	9 lbs.
11-14" Steel Encased Concrete Piles/77 ga. x35" (Approx.)	345 Lbs.
2" Steel Pipe (Conduit)	22 Lbs.



**SECTION A-A**  
Scale: 1/2" = 1'-0"



**WING DETAILS**  
Scale: 1/2" = 1'-0"

Mark	a	b	Length
401 f	3'-0"	6"	4'-0"
402 f	2"	5'-3"	13'-2"
403 f	1'-0"	6'-9"	14'-6"

**NOTES:**  
 For Reinforcing Bar Notes, see Br. Std. C12.  
 For additional details, see Drawg. S12.  
 Mudwall above bent Type A const. joint shall not be poured until the superstructure is poured.

**BENT No. 4 DETAILS & BILL OF MATERIALS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED  
 SUBMITTED FOR APPROVAL: *James D. Walter* July 11, 1968  
 DRAWING: 13 OF 27  
 PROJECT: 1-65-3 (172)113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: 1-65-112-5734

Rev. 6-14-74 D. J. Conway / PC

DESIGNED BY: J2-57 CWD SE 7-15-67  
 DRAWN BY: L32-5A CWD EA 4-24-68  
 TRACED: CWD

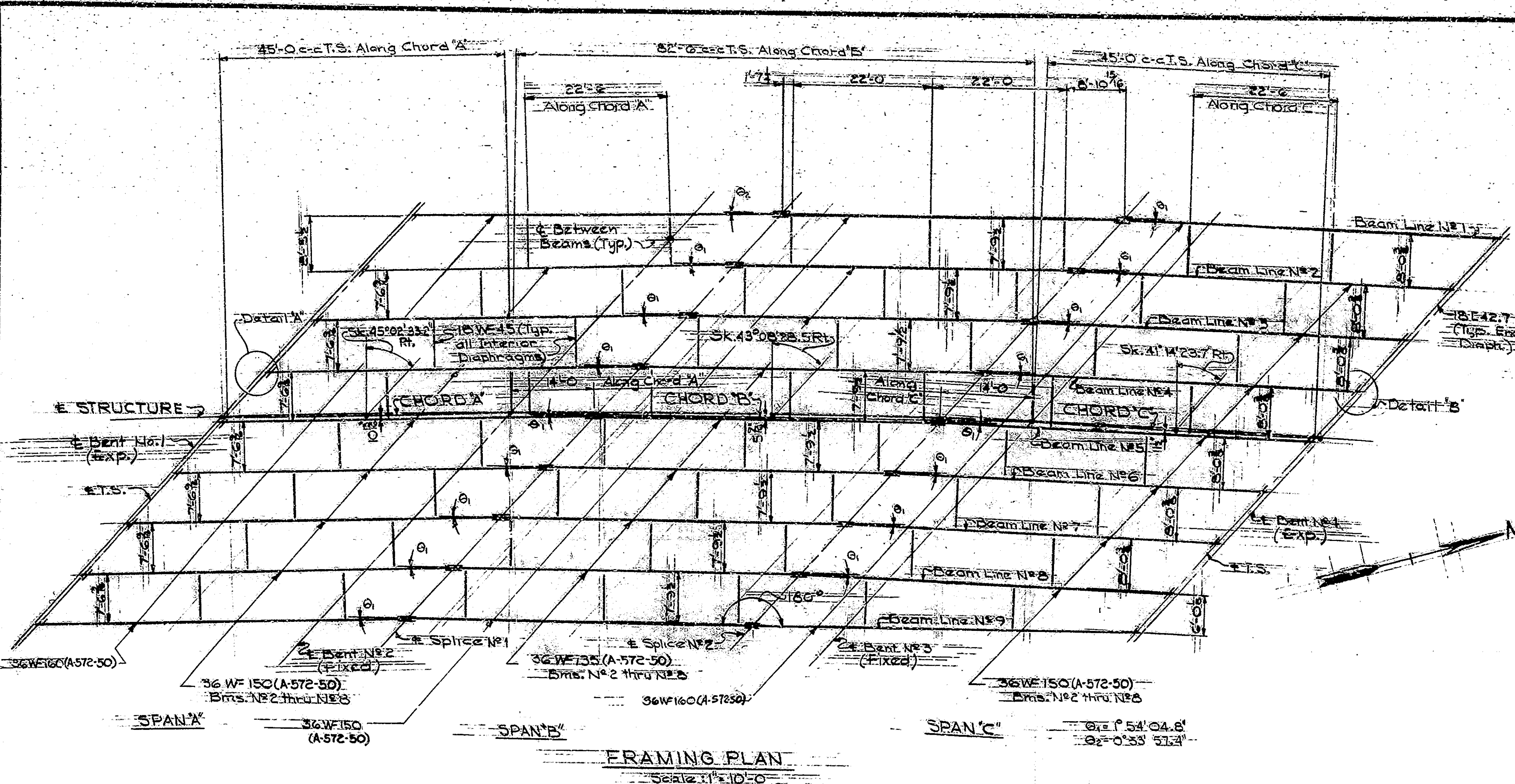
Rev. 6-14-74 Spinto, Bill of Materials, Pour, 2" Conduit



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-65-112	1965	42	70

**DATA USED FOR DESIGN AND DETAILS**

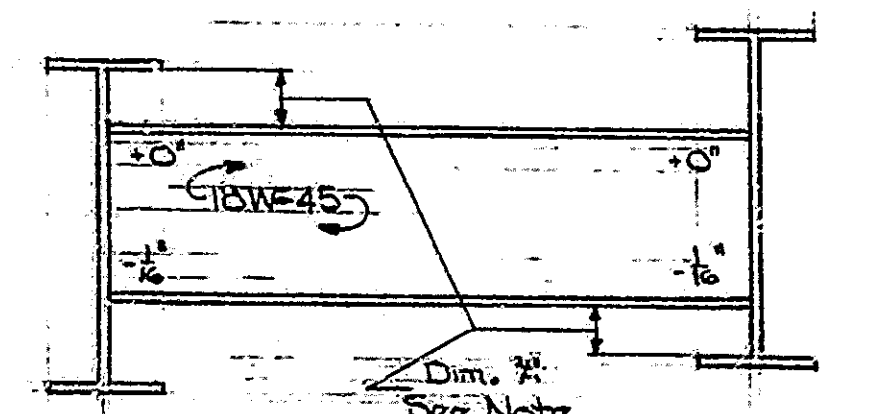
LIVE LOAD: HS20-44 loading in accordance with the 1975 AASHTO Specifications and a special loading consisting of 2-24,000 pound axles spaced 4'-0" apart.  
 DEAD LOAD: Actual weight plus 35 pounds per square foot of roadway to provide for future wearing surface.  
 SLAB: Designed for a 16,000 pound wheel plus impact in accordance with the 1973 AASHTO Specifications. Allow for one inch monolithic wearing surface.  
 ALLOWABLE STRESSES: To be in accordance with 1973 AASHTO Specifications.



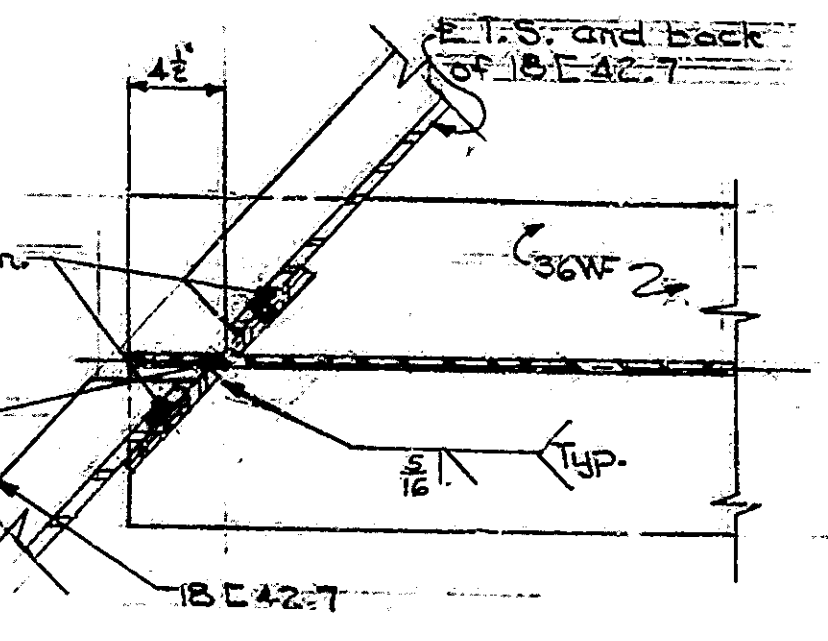
**FRAMING PLAN**  
Scale: 1" = 10'-0"

**FABRICATION NOTES:**

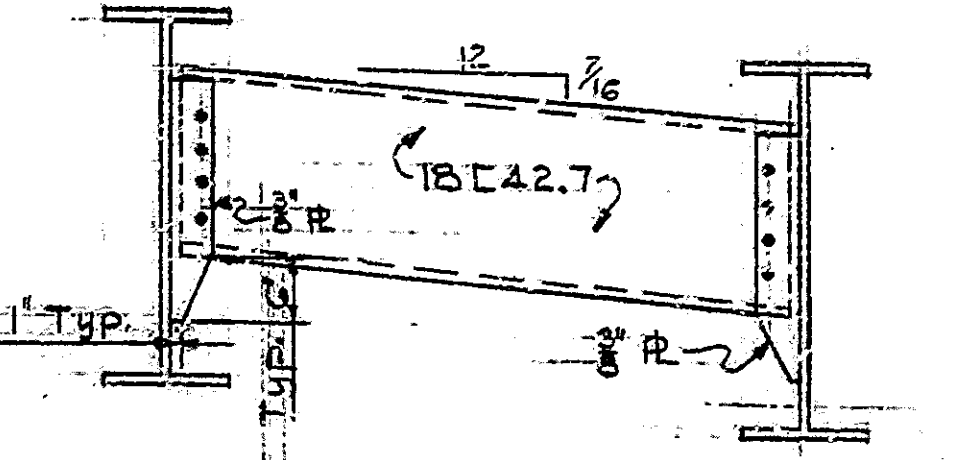
Boils - 3/8" High Strength (unless noted) - Electric permitted.  
 Open holes - 1/2" unless noted.  
 All work shall be in accordance with current State Highway Specifications.  
 Shop Paint: - Beams, Lined, Zinc Chromate  
 Field Paint: - Beams, Lined, Zinc Chromate  
 Camber shall be checked while the beams are supported in such a way as to have bending moment in the direction of camber.  
 Holes for beam splices shall be subpunched or subdrilled and reamed to size while assembled. See Art. 711.24 of the Specifications.  
 The Contractor shall prepare detailed working or shop drawings to enable him to fabricate, erect and construct all parts of the work in conformity with the Engineer's drawings and the Specifications and shall submit five (5) copies of these to the Engineer. See Art. 711.04 of the Specifications.  
 The shop details shall show a plan of matchmarking for all treated pieces.  
 All splice plates to be removed, cleaned and deburred after reaming. Splice plates shall not extend beyond the end of beam after bolting for shipment.  
 The shop plans shall indicate whether reaming or drilling is to be done in shop or field. If shop reaming or drilling is used, the beams shall be assembled in accordance with the "No Load Camber and Reaming Diagram".  
 Flange splice bars shall have planed or rolled edges and holes in bars shall be subdrilled and reamed or drilled full size while assembled.  
 Holes in all material connecting top shoes to the beam flanges shall be 1/8" diameter. Bolts connecting the top shoes to the beam flanges shall extend into the top shoe a minimum of one inch.  
 Stud or channel shear connectors may be used in lieu of 3/8" welded stud shear connectors. If alternate shear connectors are used, they shall have equivalent shear value and the proposed size and spacing submitted for approval.  
 As soon as the Engineer has approved the field welds, all welds and any surface from which the shop paint has been omitted or has otherwise worn off or has otherwise become defective shall be thoroughly cleaned of all chipped paint or any other foreign matter and shall be completely covered with one coat of shop paint.  
 Shims between beams and top shoes may be built up. No shim shall be less than 3/8" in thickness.  
 Diaphragms to beam connections may be bolted in lieu of being field welded. If the contractor elects to use composite bolts other than those shown in the Contract Plans, he shall submit details to the Engineer for approval. He shall assume full responsibility for layout of all diaphragm connections and for the accuracy of all fitted parts. No increase in pay weight will be permitted.  
 The weight of high strength bolts is not included in the estimated weight of structural steel. The cost of these bolts shall be included in the cost of the structural steel.  
 All structural steel shall conform to ASTM-A56 unless otherwise noted.  
 Estimated weight of structural steel = 277,350 lbs.  
 Includes 237,700 lbs. (A-572-50)  
 Weight of bronze plates = 510 lbs.



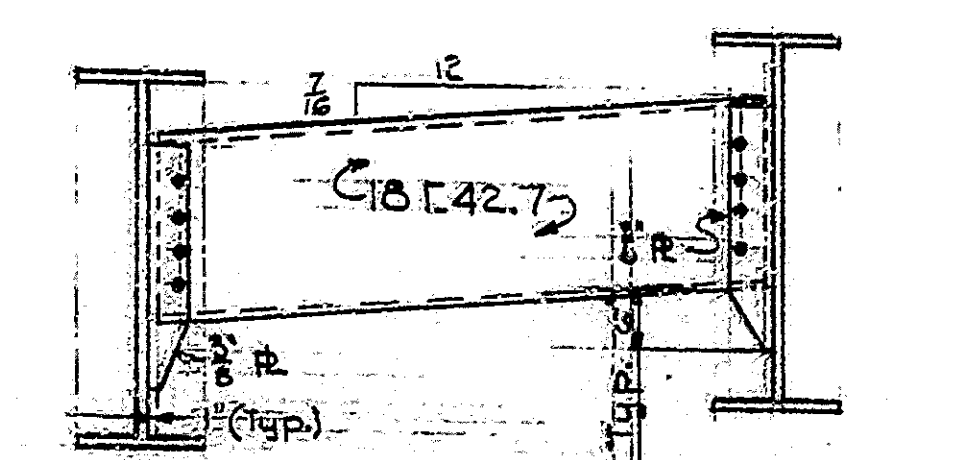
**INTERIOR DIAPHRAGM DETAIL**  
Not to Scale



**DETAIL A**  
For Detail B Rotate 180°  
Not to Scale



**END DIAPHRAGM DETAIL @ BENT #4**  
Not to Scale



**END DIAPHRAGM DETAIL @ BENT #1**  
Not to Scale

**TABLE OF SPLICE ELEVATIONS**

Beam No.	Splice #	Elevation
1	1	739,939
1	2	739,519
1	3	739,109
1	4	738,694
1	5	738,284
1	6	737,874
1	7	737,469
1	8	737,044
1	9	736,644

Elevations are with falsework removed and carrying steel dead load only. Top of splice plates shall be adjusted to the above elevations before bolting field splices.

**FRAMING PLAN**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Martin* July 11, 1965  
 DRAWING: S-14 of 27  
 PROJECT: I-65-112(172)113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5734

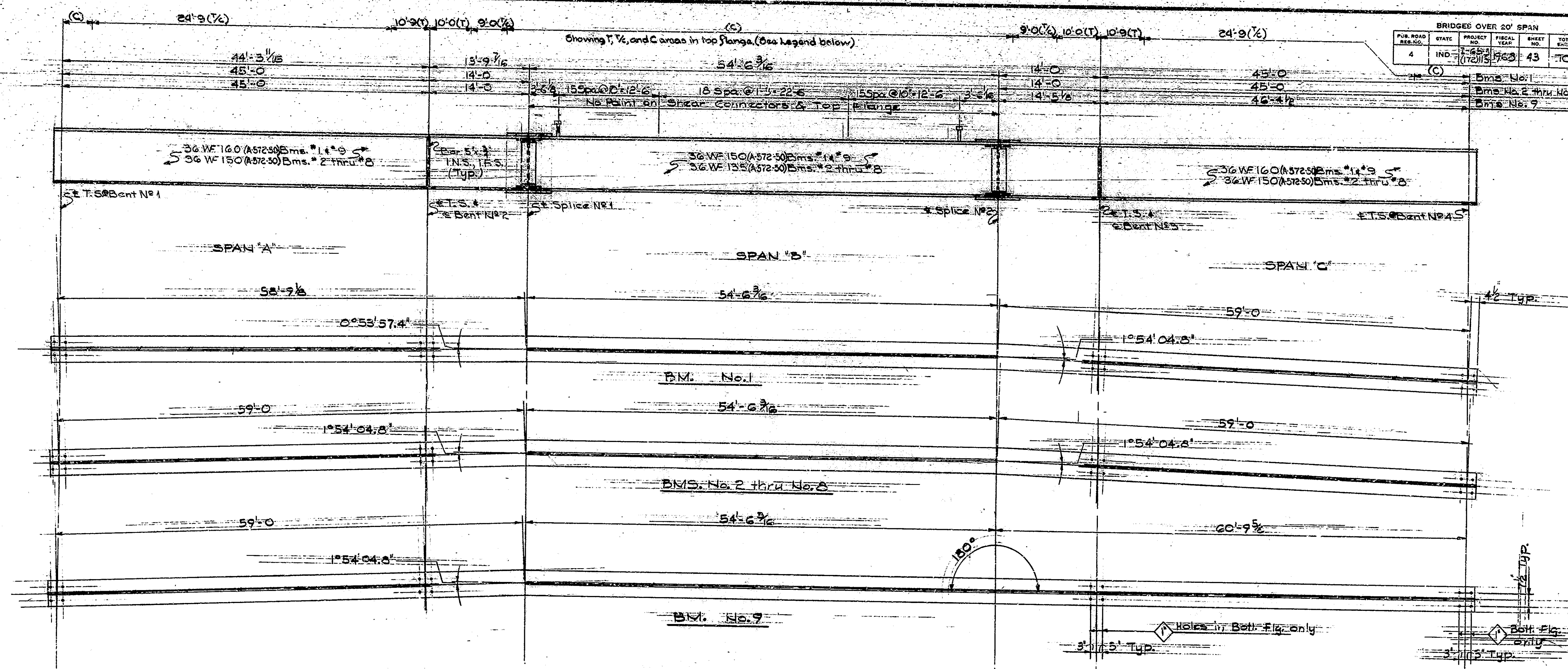
DESIGNED: REC. C-3-67 CIVIL WMS 2-20-67  
 DRAWN: HM (G-21-66) CIVIL CSB 4-22-68  
 TRACED: CWD

Rev. 6-14-74 Notes, Splice Elevations, A-572-50



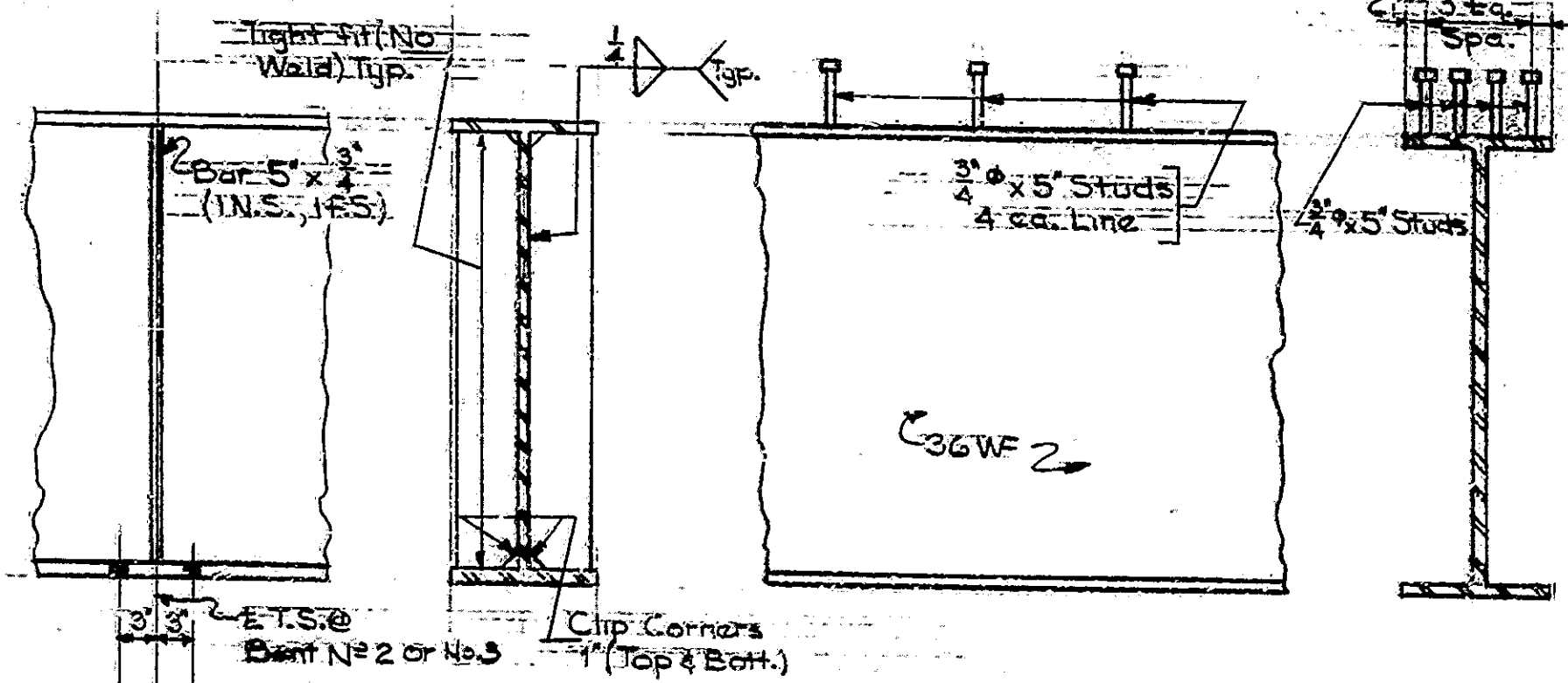
Rev. 6-16-74 DL Highway 10L

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	172/113	1963	43	100



**BEAM DETAILS**  
Not to Scale

T = Tension  
 X = Tension or Compression  
 C = Compression



**BEAM DETAILS**  
Scale: 1/2" = 1'-0"

**NOTES:**  
 All steel is ASTM-A36 unless noted.  
 For Fabrication Notes, see Drawg. S-14.  
 For additional Structural Steel Details, see Drawgs. S-14, S-16 & S-17.

**STRUCTURAL STEEL DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Mattis* July 11, 1963  
 DRAWING: S-15 OF 27  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. 8-92102  
 BRIDGE FILE: I-65-112-5734

DESIGNED: R.C. GIBSON  
 DRAWN: H.W. 7-5-67  
 TRACED: CKD

Rev. 6-14-74 Tension/Compression, A-572-50

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE

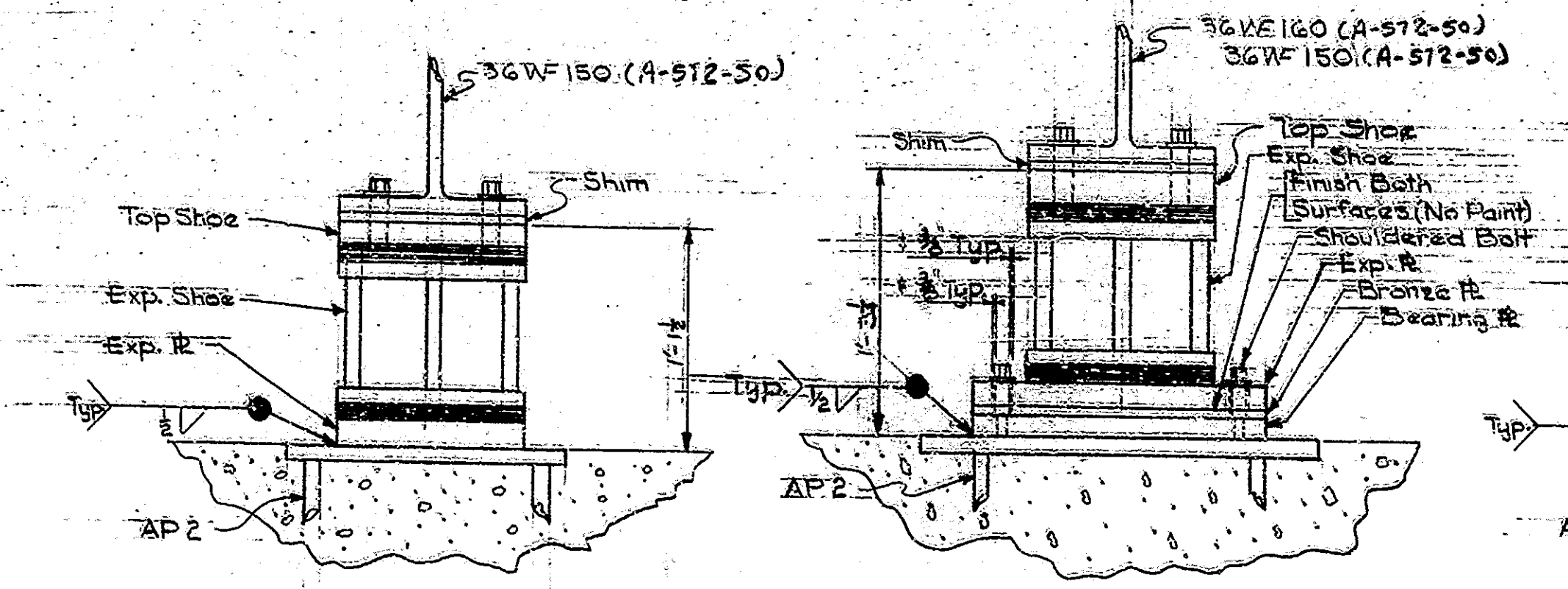






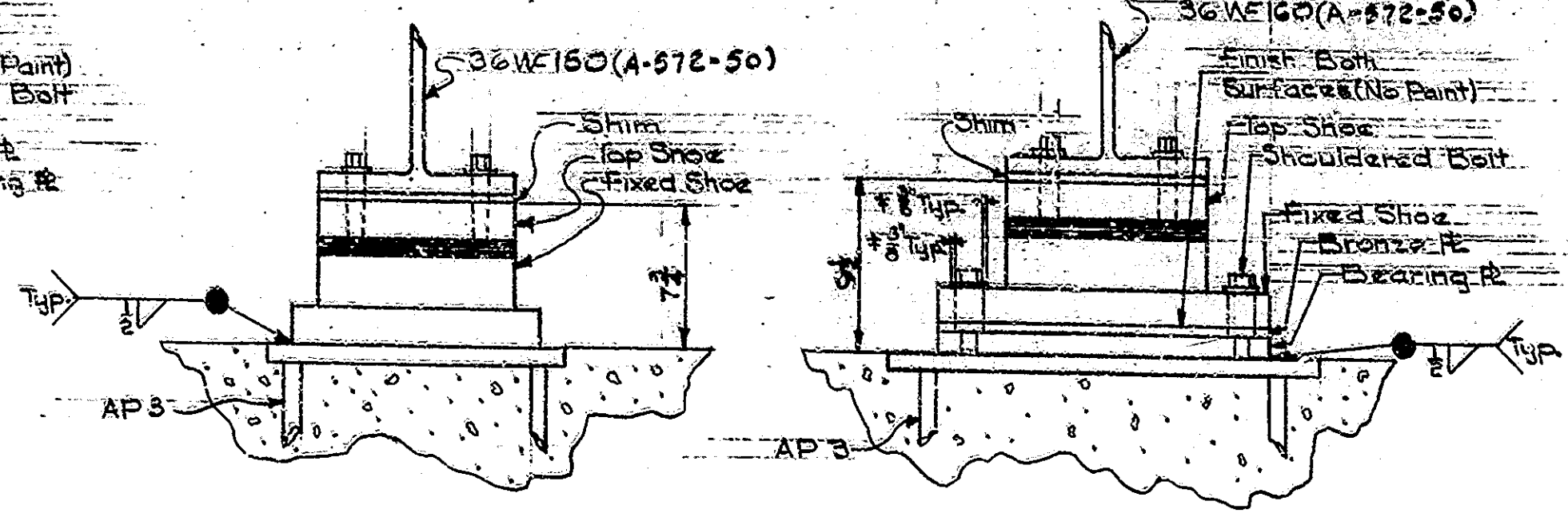
BRIDGES OVER 20' SPAN					
PUR. PROJ. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	172-113	1968	45	70

**NOTES:**  
 1. Open holes are 1/8" unless noted.  
 2. All steels are ASTM A36 unless noted.  
 3. For additional structural steel details see Drawings S14, S15, & S16.  
 4. Curved surfaces of shoes shall be machined after weldments have been completed.  
 5. Min. finish to be ANS1 125. No Paint on this surface.  
 6. Bearing R to be adjusted to maintain 1/8" clearance before welding Bearing R to Anchor R.  
 7. Bronze R to be self-lubricating type. Design unit loading = 1000 psi.



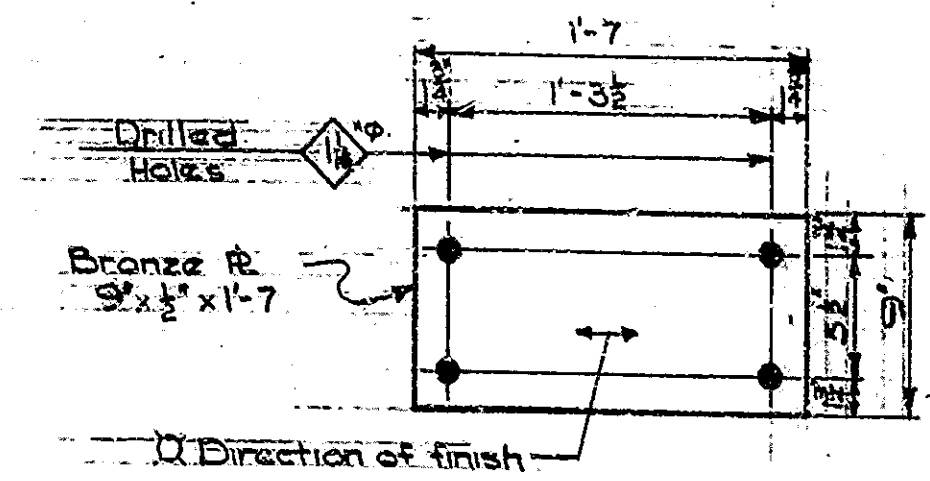
EXP. SHOE ASSEMBLY @  
BENTS 1 & 4 BMS. 3 THRU 7

EXP. SHOE ASSEMBLY @  
BENTS 1 & 4 BMS. 1, 2, 8, & 9

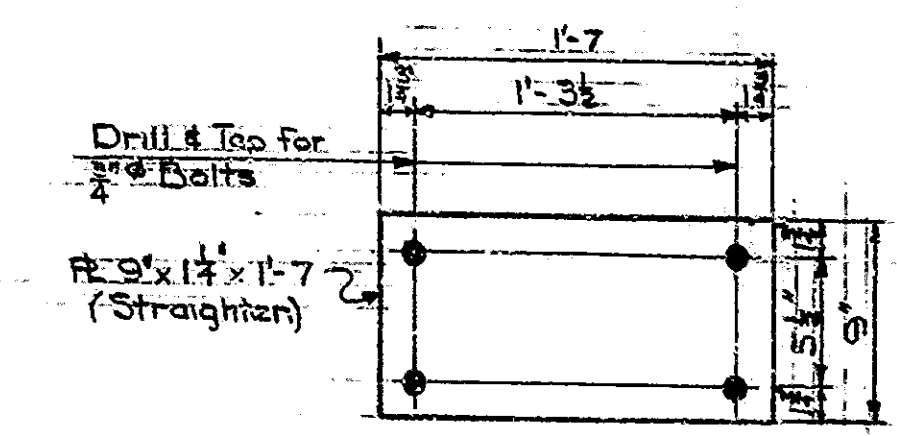


FIXED SHOE ASSEMBLY @  
BENTS 2 & 3 BMS. 3 THRU 7

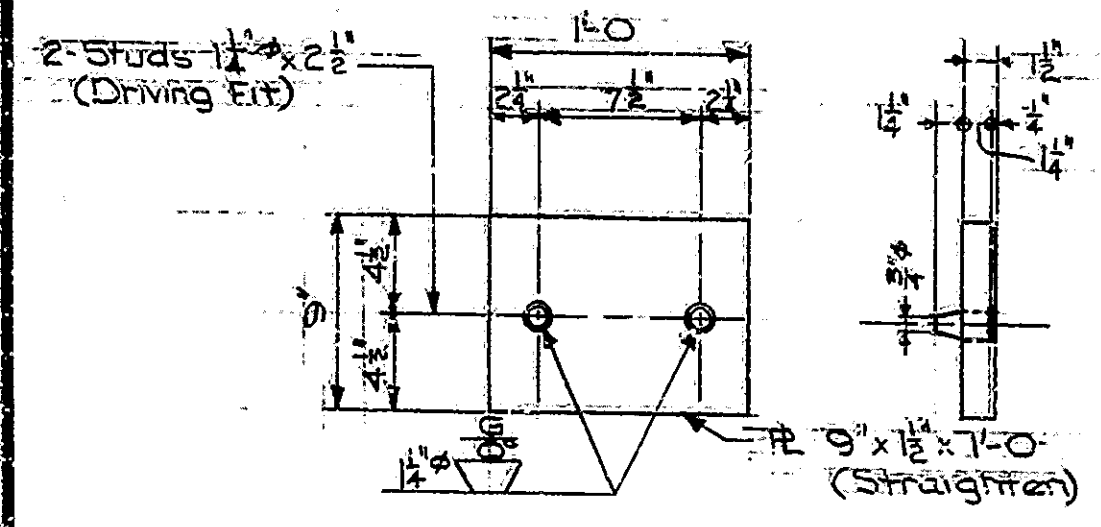
FIXED SHOE ASSEMBLY @  
BENTS 2 & 3 BMS. 1, 2, 8, & 9



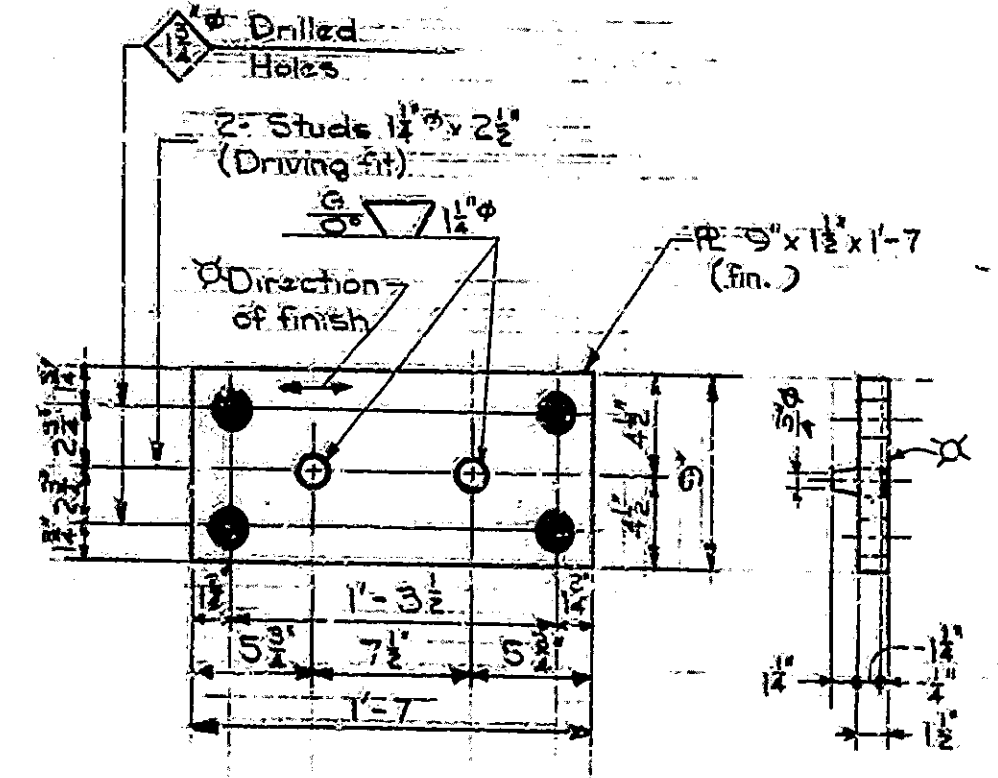
BRONZE R @ BENTS 1 & 4  
BMS. 1, 2, 8 & 9



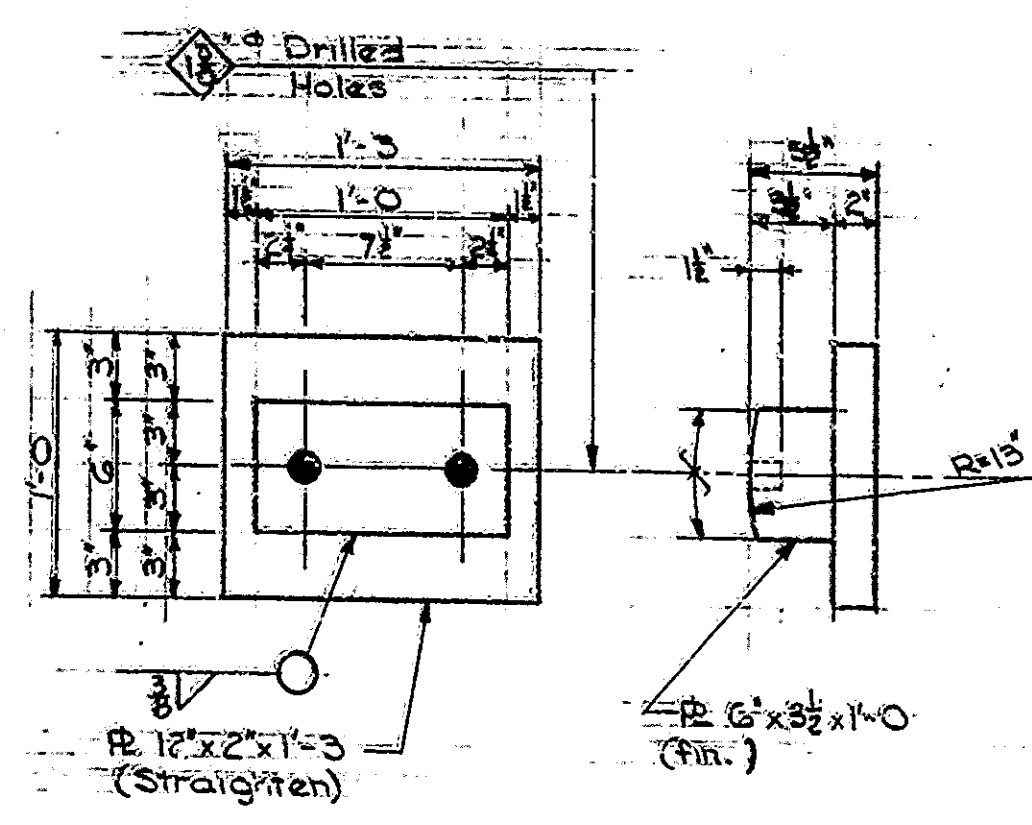
BRONZE R @ BENTS 1 & 4  
BMS. 1, 2, 8 & 9



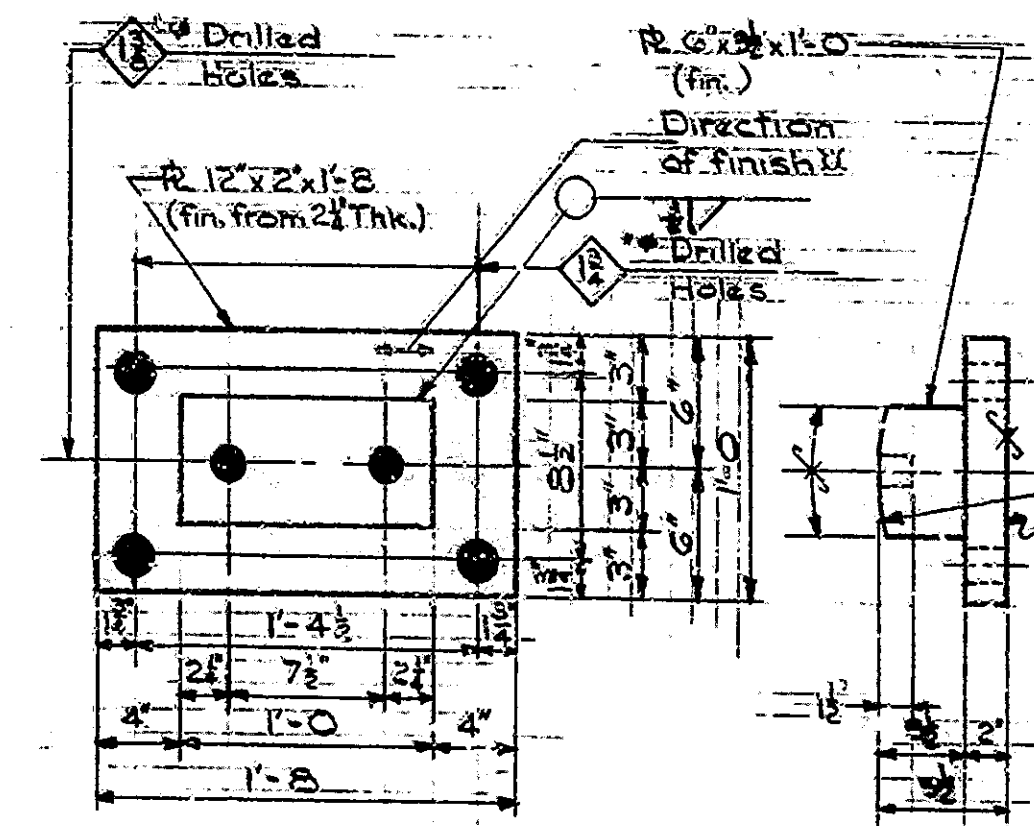
EXP. PLATE @ BENTS 1 & 4  
BMS. 3 THRU 7



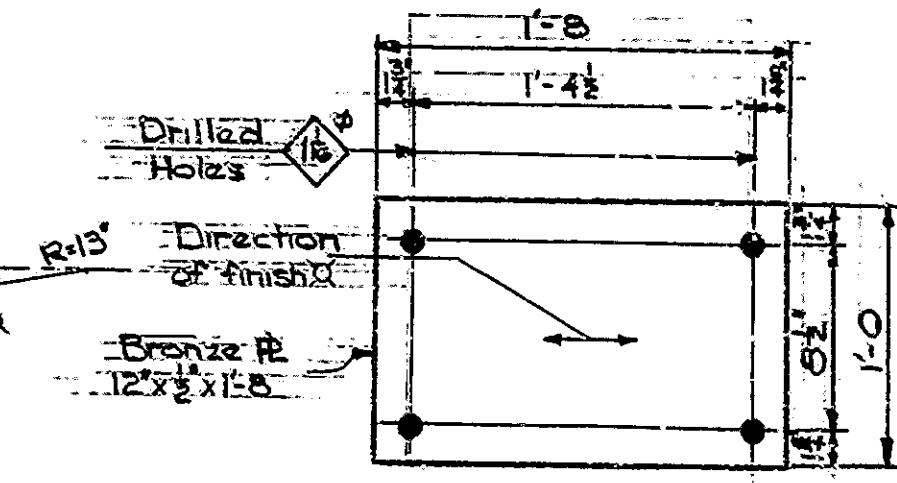
EXP. PLATE @ BENTS 1 & 4  
BMS. 1, 2, 8, & 9



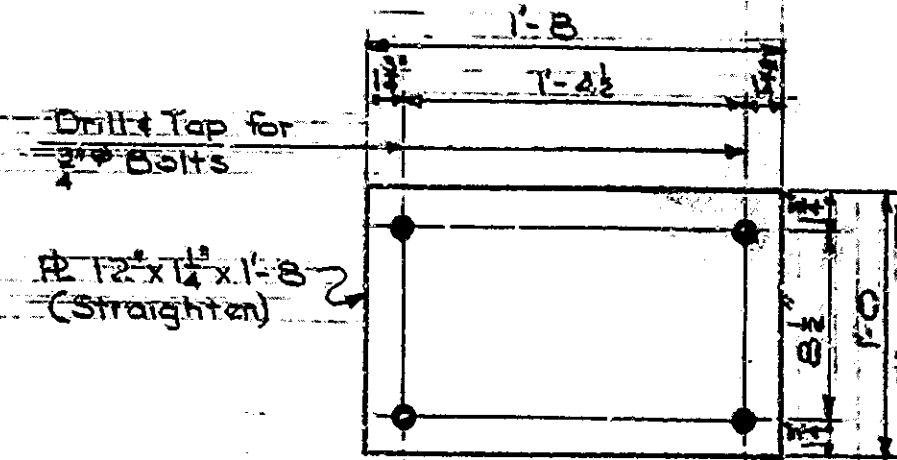
FIXED SHOE @ BENTS 2 & 3  
BMS. 3 THRU 7



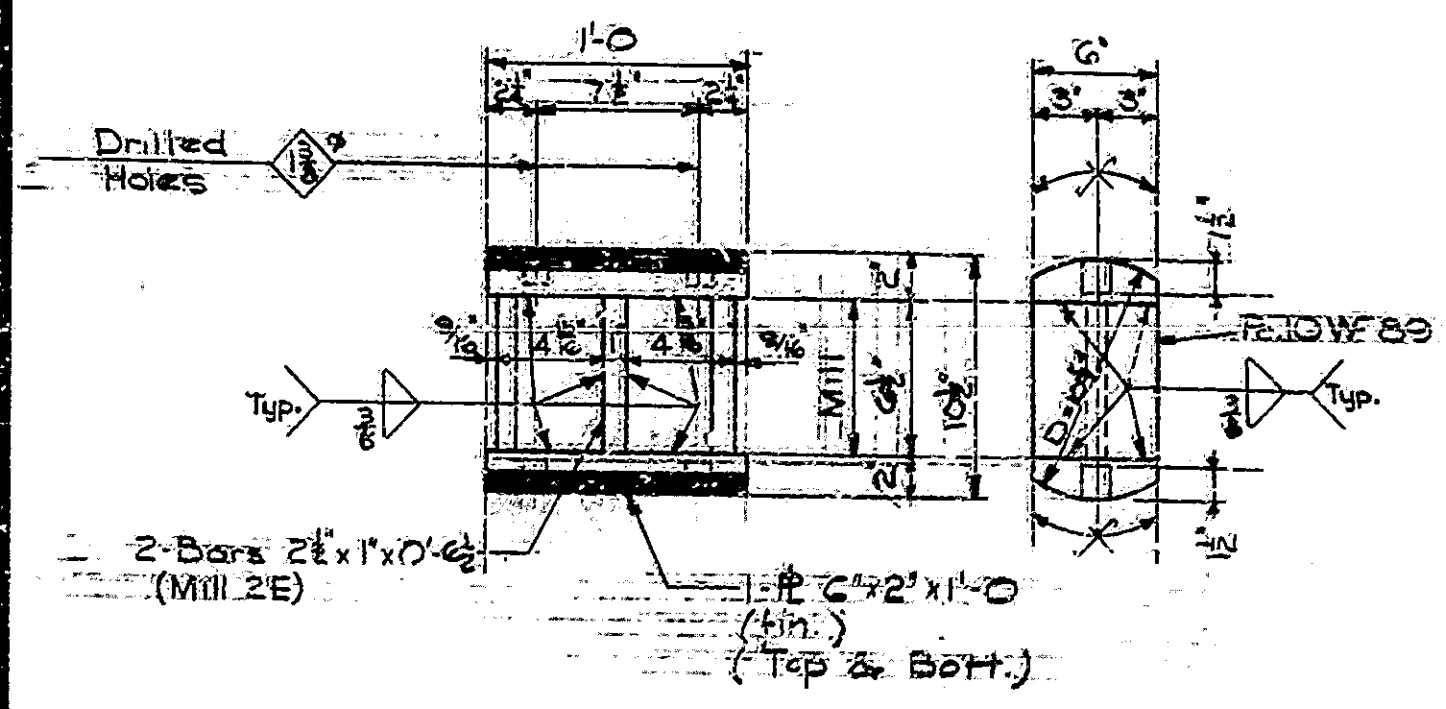
FIXED SHOE @ BENTS 2 & 3  
BMS. 1, 2, 8, & 9



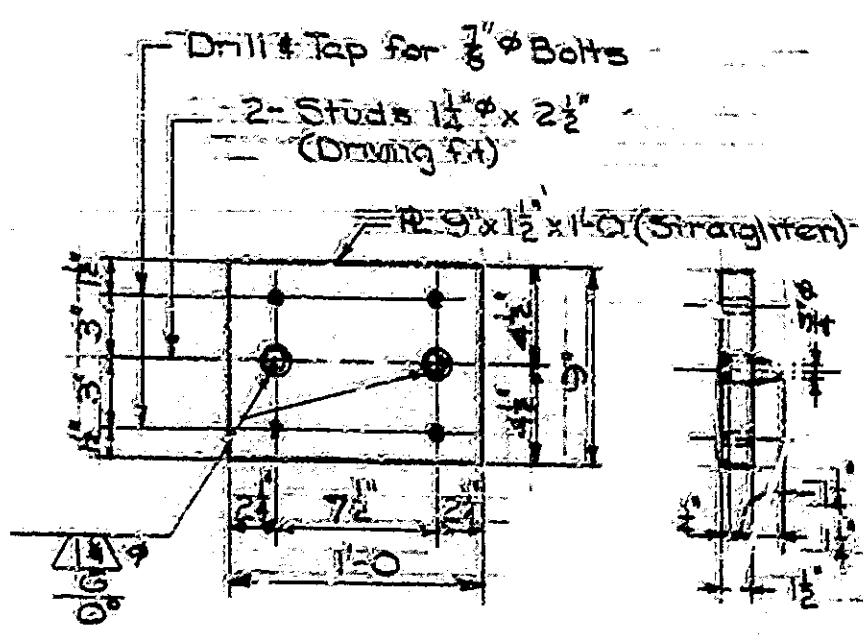
BRONZE R @ BENTS 2 & 3  
BMS. 1, 2, 8, & 9



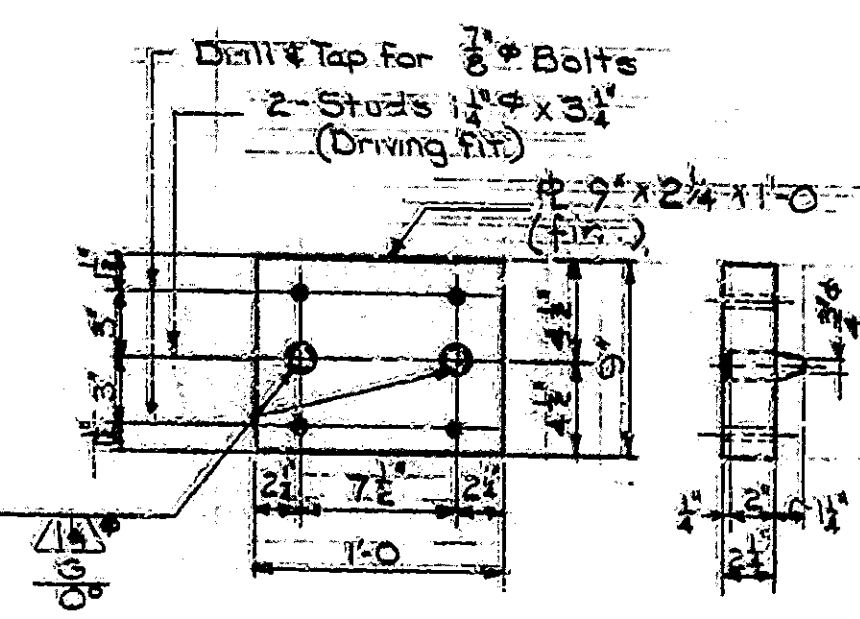
BRONZE R @ BENTS 2 & 3  
BMS. 1, 2, 8, & 9



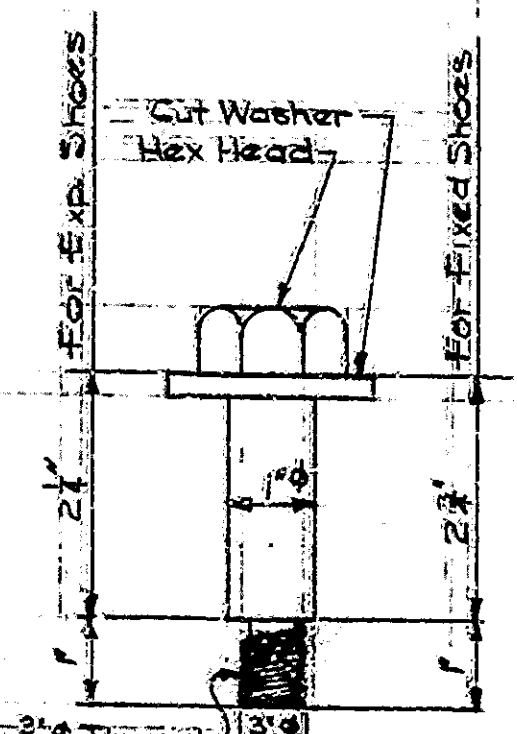
EXP. SHOE @ BENTS 1 & 4  
ALL BEAMS



TOP SHOE @ BENTS 1 & 4  
ALL BEAMS



TOP SHOE @ BENT 2 & 3  
ALL BEAMS



SHOULDERED BOLT  
No Seal

**STRUCTURAL STEEL DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: 1/2" = 1'-0" Unless Noted  
 SUBMITTED FOR APPROVAL *James D. Mattis* July 11, 1968  
 DRAWING: S17 OF 27  
 PROJECT: I-65-3 (172) 113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5734

REV 6-14-74 DL-NRS-DL

DESIGNED: WBS:11-67 CKO:REC:6-13-67  
 DRAWN: HMG:23-67 CKO:23-4-24-68  
 TRACED: CKO

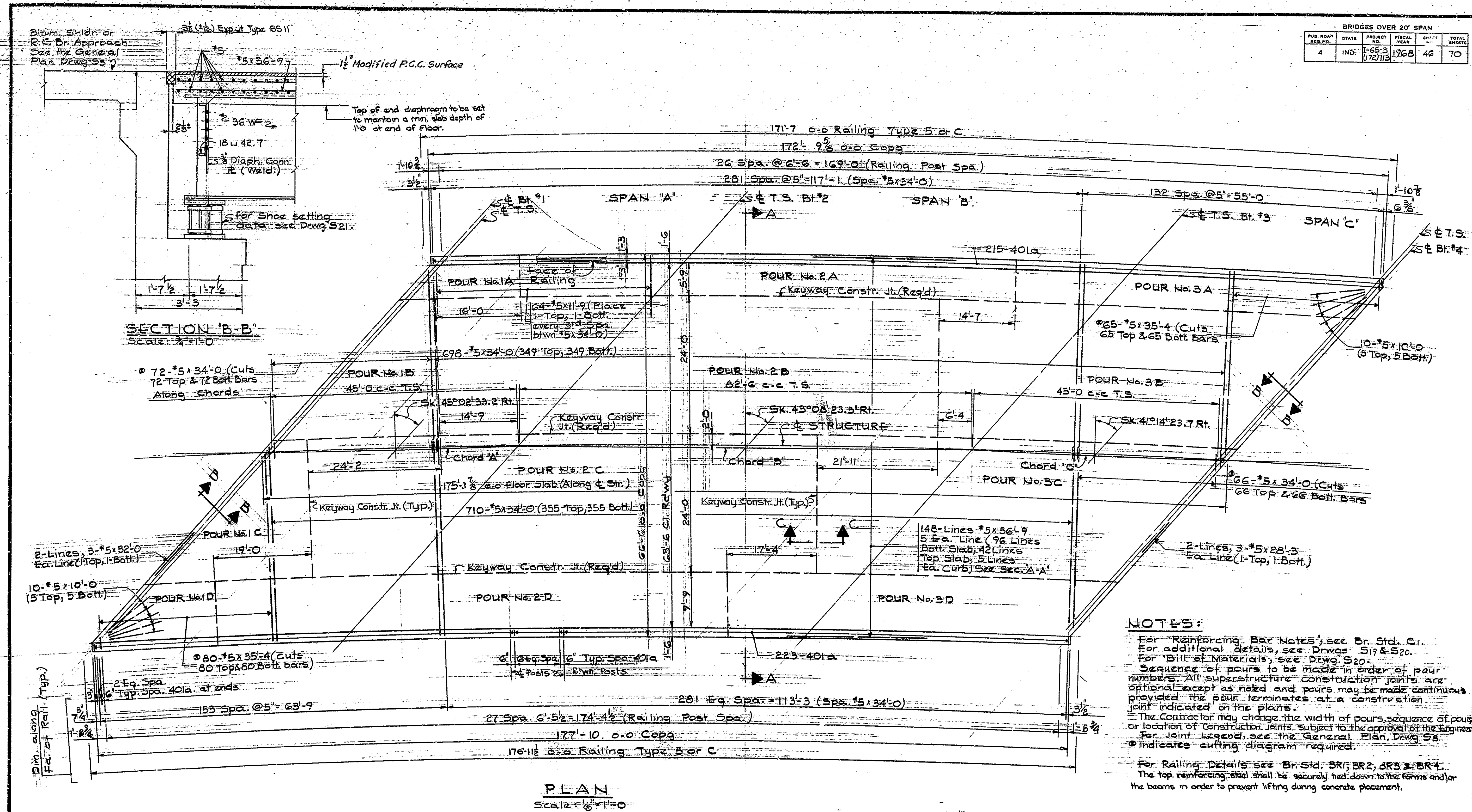
REV 6-14-74 Shoe Assembly Details & Notes

November 5, 1961

PROJECT NO.	LINE	DATE	TOTAL SHEETS	FILE



BRIDGES OVER 20' SPAN				
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	1-65-3 (172)115	1968	70



**NOTES:**

- For Reinforcing Bar Notes, see Br. Std. C1.
- For additional details, see Drwgs. S19 & S20.
- For Bill of Materials, see Drwg. S20.
- Sequence of pours to be made in order of pour numbers. All superstructure construction joints are optional except as noted and pours may be made continuous provided the pour terminates at a construction joint indicated on the plans.
- The Contractor may change the width of pours, sequence of pours or location of construction joints, subject to the approval of the Engineer.
- For Joint Legend, see the General Plan, Drwg. S3.
- ⊙ indicates cutting diagram required.
- For Railing Details see Br. Std. BR5, BR2, BR3 & BR4.
- The top reinforcing steel shall be securely tied down to the forms and/or the beams in order to prevent lifting during concrete placement.

**FLOOR DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED  
 July 11, 1968  
 SUBMITTED FOR APPROVAL: *James D. Matter*  
 DRAWING: 36 OF 27  
 PROJECT: 1-65-3 (172)115  
 BRIDGE CONTRACT NO. 8-9862  
 BRIDGE FILE: 1-65-112-5734

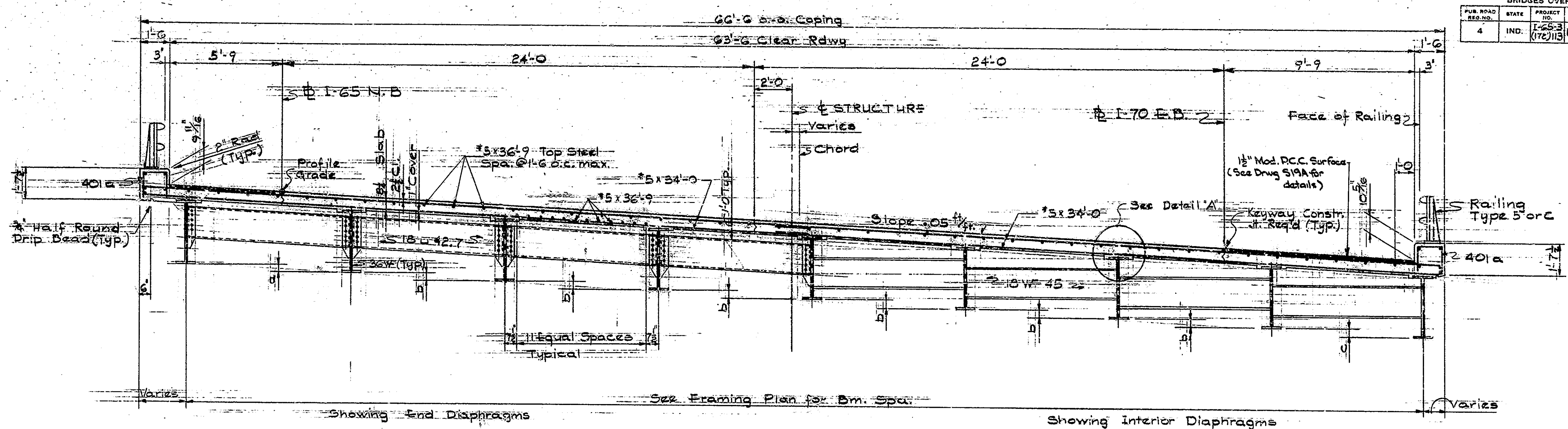
DESIGNED WBS-2-67 CKD REC 6-8-67  
 DRAWN 1-25-68 CKD LEM 2A 48  
 TRACED CKD

Rev. 6-14-74 Notes: Exp. Jt. Type BS11, Reinforcing Steel, Rail

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE



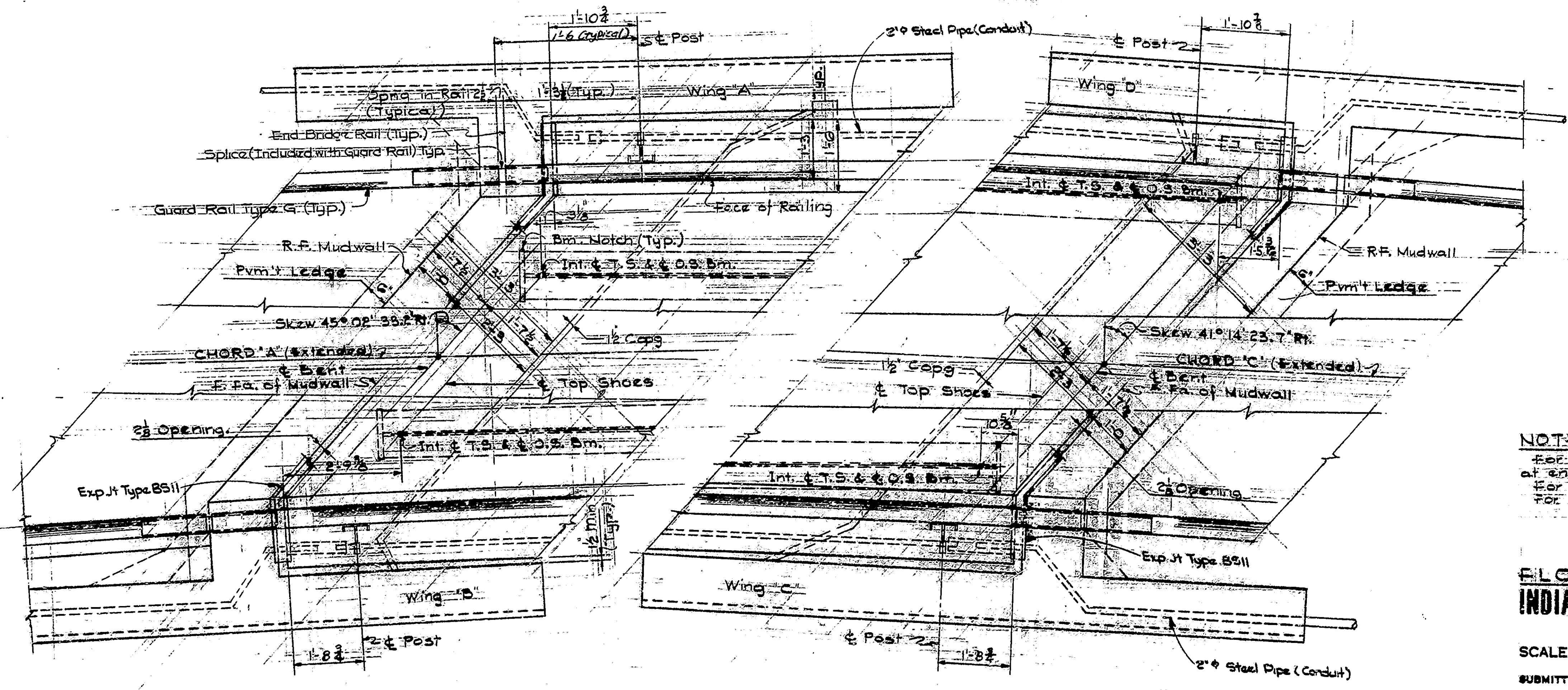
BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-65-3 (172)113	1968	47	70



**SECTION A-A**  
Scale: 1/4" = 1'-0"

**BOTT. of BM OFFSETS**

Location	a	b	c
Bent No. 1	5 1/2'	4 1/2'	4 1/2'
Bent No. 4	4 1/2'	3 1/2'	3 5/8'



**DETAIL 'A'**  
Scale: 1/4" = 1'-0"

**NOTES:**  
See 'Reinforcing Bar Notes', and Note at end of Beams, see Br. Std. Cr. For additional details see Drawg. S18, S20 & S19D for Bill of Materials see Drawg. S20.

**FLOOR DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED  
SUBMITTED FOR APPROVAL: *James D. Mattie* July 11, 1968  
DRAWING: 29 OF 27  
PROJECT: I-65-3(172)113  
BRIDGE CONTRACT NO. 6-9862  
BRIDGE FILE: I-65-112-5734

DESIGNED BY: S. J. STOKO EC 6-8-67  
DRAWN BY: G. BERT CRD LEM 8-24-68  
TRACED CKD

**BENT No. 1**

**CORNER DETAILS**  
Scale: 1/4" = 1'-0"

**BENT No. 4**

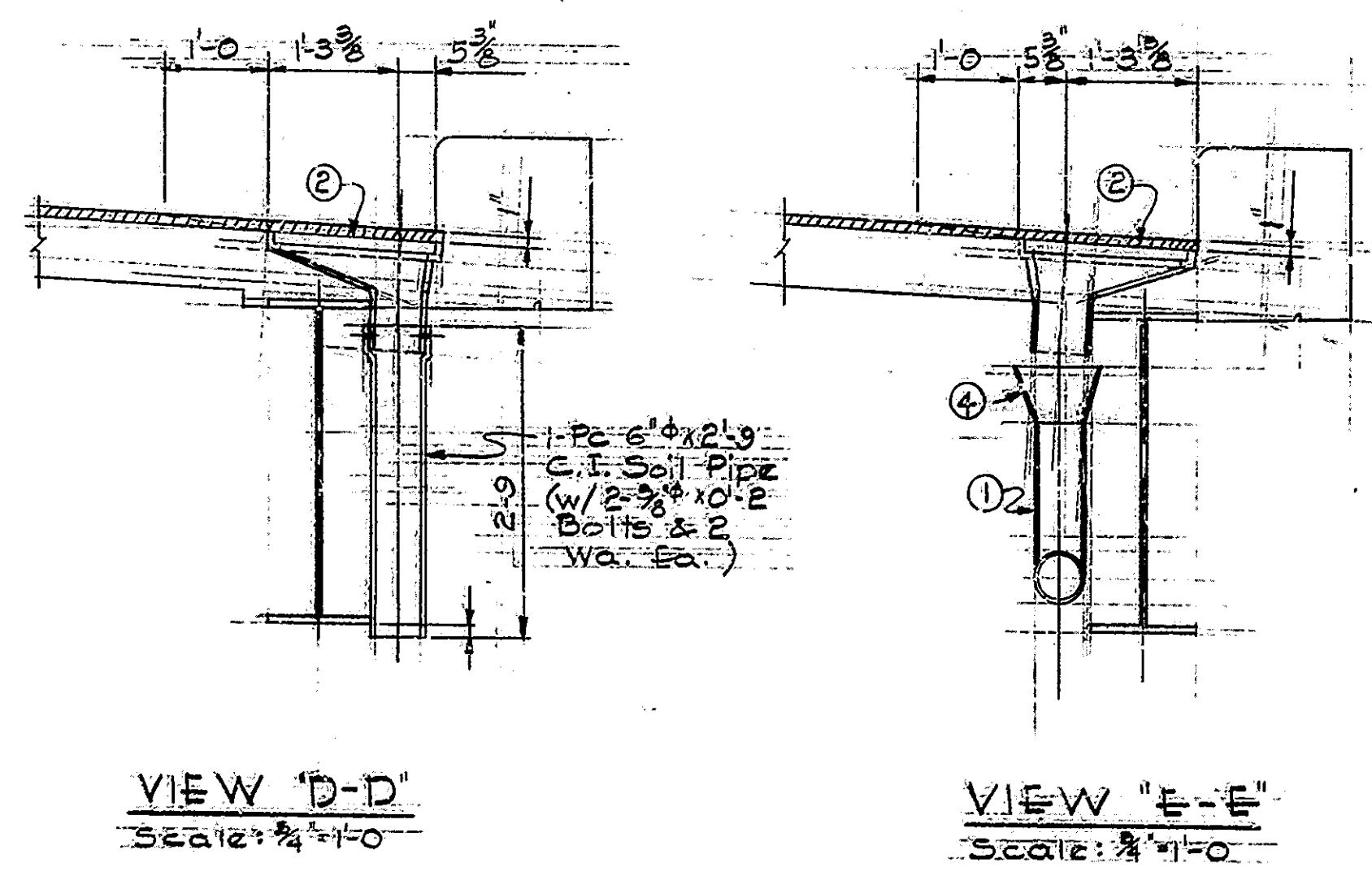
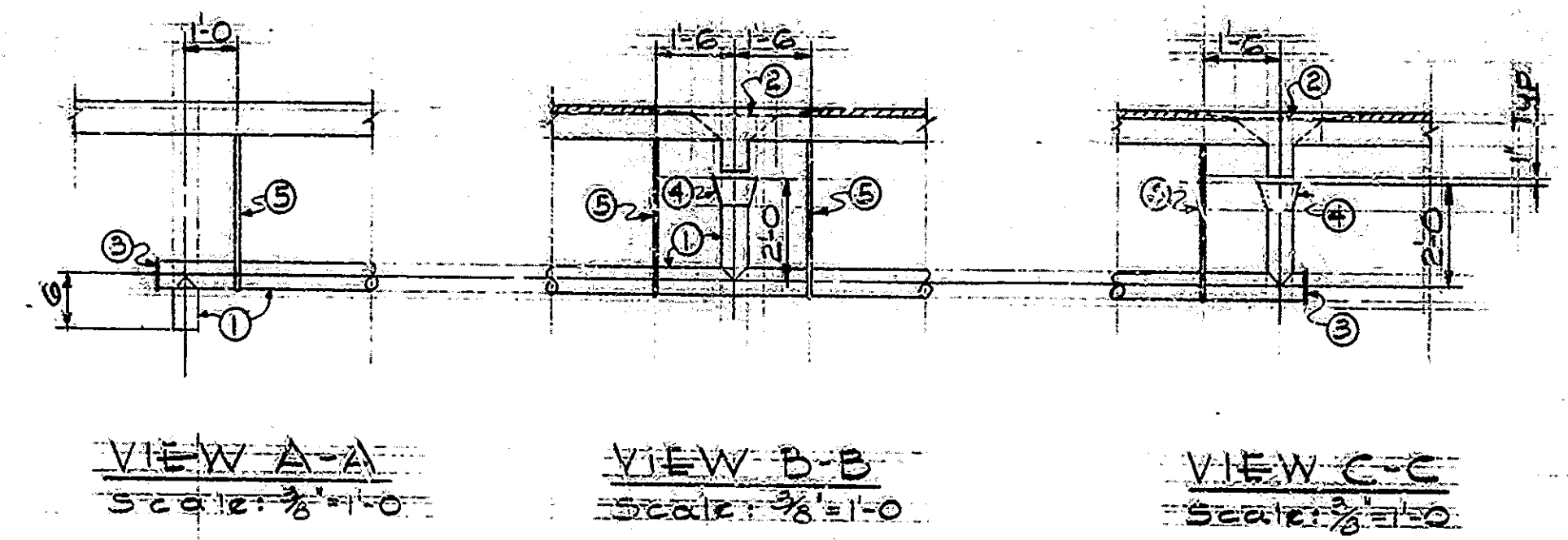
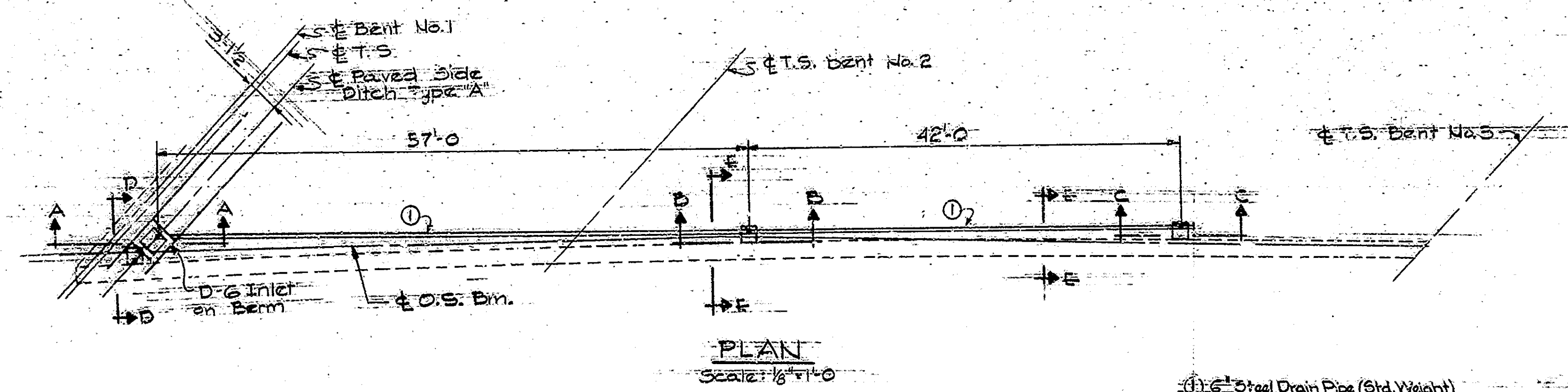
Rev 6-14-74 Slab Reinforcing Steel  
2" Steel Pipe Conduit, Exp. Jt. BS11, Mod. P.C.C. Surface.



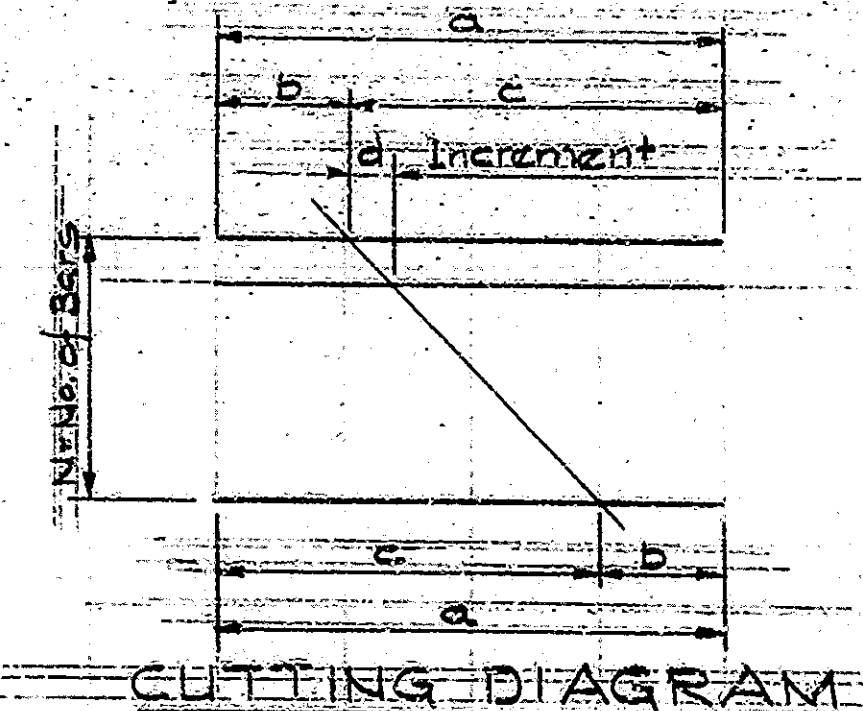




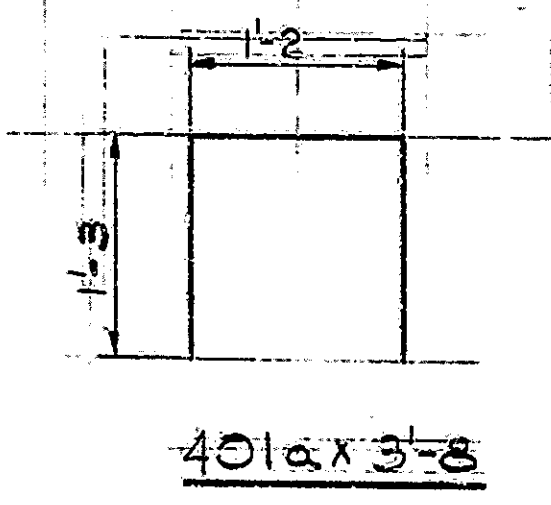
BRIDGES OVER 20' SPAN				
P.C. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
4	IND.	I-65-3 (172) 113	1968	48 10



- ① 6" Steel Drain Pipe (Std. Weight)
  - ② Std. Rebar Drain Type S-0 Grate (Grating to be parallel to Gutter Linz)
  - ③ Clean Out 4" Cover with 1-3/8" Bolt
  - ④ 1/2" x 6" Reducer
  - ⑤ Adjustable Clip Pipe Hanger with 3/4" threaded insert and 1/2" red. Max. Spacing 18'-0"
- NOTE:  
Cost of Hangers, Inserts, Reducers and Clean Out Plates to be included in cost of 6" Steel Drain Pipe.
- Estimated length of 6" Steel Drain Pipe = 105.5 ft.



Size	a	b	c	d	N
401a	35'-4"	1'-9"	33'-7"	1 1/2"	80
401b	35'-4"	1'-9"	33'-7"	6"	65
401c	34'-0"	2'-0"	32'-0"	5 1/2"	72
401d	34'-0"	2'-0"	32'-0"	5 1/2"	65



**BILL OF MATERIALS**

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight (Lbs)
#5	740	34.9	
#5	145	33.4	
#5	1545	34.0	
#5	6	32.0	
#5	64	28.3	
#5	64	11.3	
#5	20	10.0	
Total #5			89902
401a	438	3-8	1073
Total Steel			90975

**CONCRETE**

Class C Conc. Bottom		
Pour No. 1		3.0
No. 1B		3.1
No. 1C		9.5
No. 1D		1.5
No. 2A		18.8
No. 2B		47.5
No. 2C		48.1
No. 2D		26.3
No. 3A		13.3
No. 3B		34.0
No. 3C		34.4
No. 3D		18.9
Total Class C Conc.		269.4

**MISCELLANEOUS**

Rebar Type 50C	3482 ft
Rebar Type 60	35 LR
1/2" x 6" Reducer	576
1/2" x 6" Reducer	50
Total Misc. Iron	620
Reinforcing Steel	1212
Concrete	269.4
Total	1015

NOTES:  
For additional Notes and Details see Drawgs 5-8 & 5-9.

**FLOOR DETAILS & BILL OF MATERIALS**  
**INDIANA STATE HIGHWAY COMMISSION**

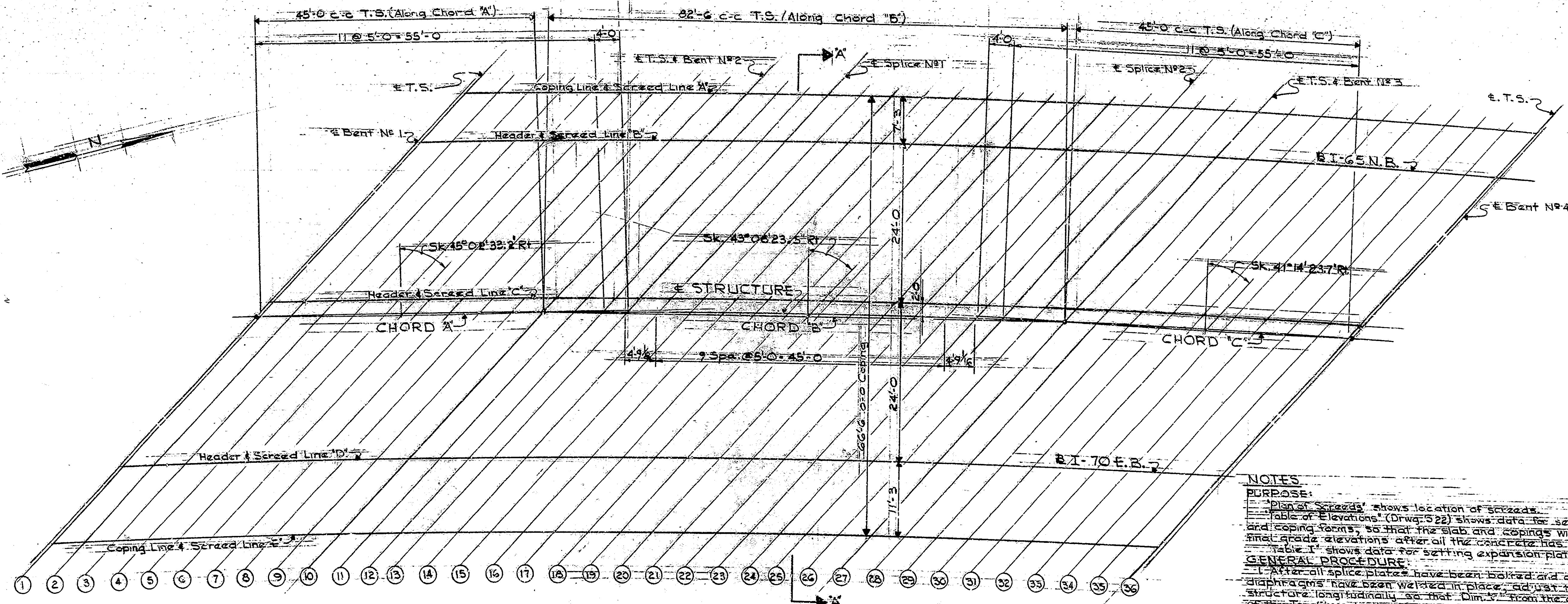
SCALE: AS NOTED July 11, 1968  
 SUBMITTED FOR APPROVAL: *James D. Watten*  
 DRAWING: 326 OF 27  
 PROJECT: I-65-3(172) 113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5734

DESIGNED: W.S. 52-67 CKD 8K 6-2-67  
 DRAWN: J. 2-6-68 CKD LEM 2-1-68  
 TRACED: CKD

Rev. 6-14-74 Mod. P.C.C. Surface, Bill of Matls., Steel Drain Pipe

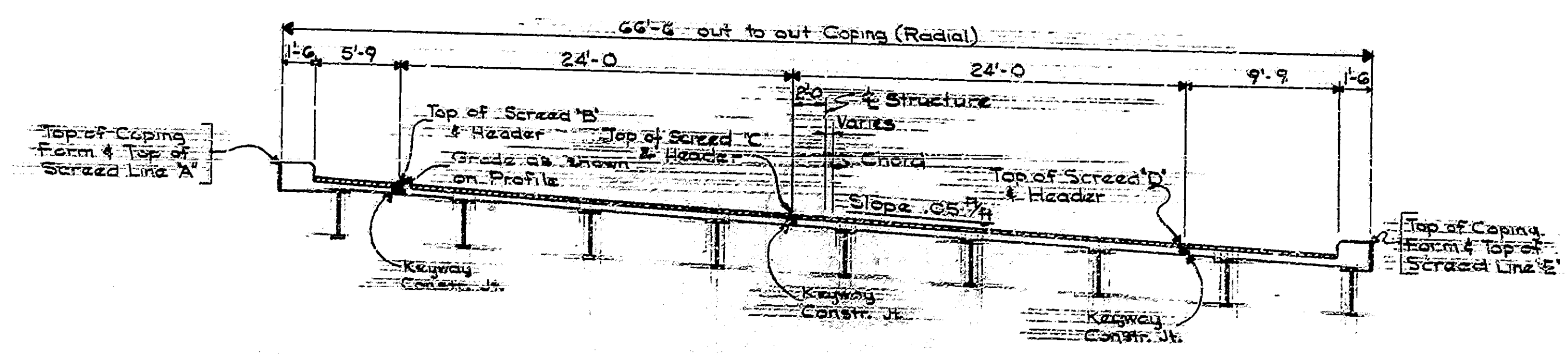


BRIDGES OVER 20' SPAN					
PUR. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-65-3(172)313	1968	49	70



PLAN OF SCREEDS  
Scale: 1/8" = 1'-0"

**NOTES:**  
**PURPOSE:**  
 1. Plan of Screeds shows location of screeds.  
 2. Table of Elevations (Drawg. S22) shows data for setting screeds and coping forms, so that the slab and copings will be the final grade elevations after all the concrete has been poured.  
 3. Table I shows data for setting expansion plates.  
**GENERAL PROCEDURE:**  
 1. After all splice plates have been bolted and all interior diaphragms have been welded in place, adjust the superstructure longitudinally so that Dim. "A" from the centerline of the Top Shoes to the face of the Midwall at Bent No. 1 and No. 4 are equal.  
 2. With the superstructure in the adjusted position called for in (1), weld the Fixed Shoes to the Anchor Plates at Bents No. 2 & No. 3.  
 3. Adjust the Expansion Plate under each Expansion Shoe in accordance with Dimension "A" in Table I for the prevailing temperature. Note that Dimension "A" is always the distance from a vertical line through the center line of the Top Shoe in a direction away from the Fixed Shoes. Weld the Expansion Plates to the Anchor Plates at Bents No. 1 and No. 4.  
 4. After the shoes are set, take elevations at all screed points on top of adjacent beams. Enter these elevations in the Table of Elevations. Subtract these elevations from the tabulated elevations and use the resulting dimension 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 screeds or coping forms by leveling.  
 5. No concrete in the floor is to be poured until the above operations are completed.



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

SCREEDS  
INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Martin* July 11, 1968  
 DRAWING: S21 of 27  
 PROJECT: I-65-3(172)313  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5734

DESIGNED WMS 5-1-67 CKD M-6-5-67  
 DRAWN HML 7-26-67 CKD M-5-22-68  
 TRACED CKD



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	112-5734	1968	50	70

TABLE OF ELEVATIONS

Sta.	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
A	Elevation Top of Coping Form																	
A	Elevation Top of O.S. Beam																	
A	Dist. Top of Bm. to Top of Copg. Form																	
B	Elevation Top of Scazed																	
B	Elevation Top of Beam																	
B	Dist. Top of Bm. to Top of Scazed																	
C	Elevation Top of Scazed																	
C	Elevation Top of Beam																	
C	Dist. Top of Bm. to Top of Scazed																	
D	Elevation Top of Scazed																	
D	Elevation Top of Beam																	
D	Dist. Top of Bm. to Top of Scazed																	
E	Elevation Top of Coping Form																	
E	Elevation Top of O.S. Beam																	
E	Dist. Top of Bm. to Top of Copg. Form																	

Sta.	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
A	Elevation Top of Coping Form																	
A	Elevation Top of O.S. Beam																	
A	Dist. Top of Bm. to Top of Copg. Form																	
B	Elevation Top of Scazed																	
B	Elevation Top of Beam																	
B	Dist. Top of Bm. to Top of Scazed																	
C	Elevation Top of Scazed																	
C	Elevation Top of Beam																	
C	Dist. Top of Bm. to Top of Scazed																	
D	Elevation Top of Scazed																	
D	Elevation Top of Beam																	
D	Dist. Top of Bm. to Top of Scazed																	
E	Elevation Top of Coping Form																	
E	Elevation Top of O.S. Beam																	
E	Dist. Top of Bm. to Top of Copg. Form																	

⊕ Scazed elevations shown are given at the top of the Modified P.C.C. Surface. To obtain scazed elevations at the top of the main "C" Conc. Slab, subtract 1/4" (0.125) from the tabulated elevations.

Rev 6-14-74 DL-MRS-PL

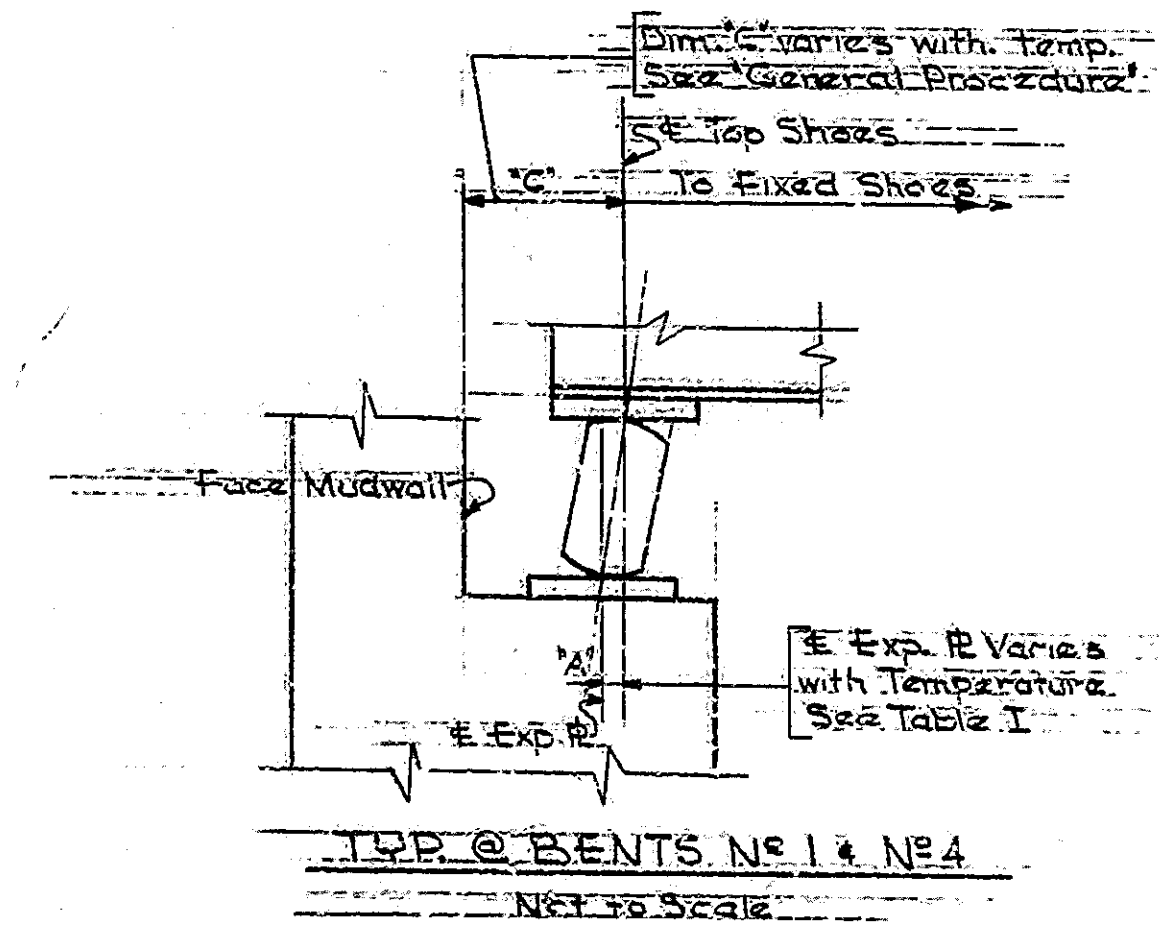
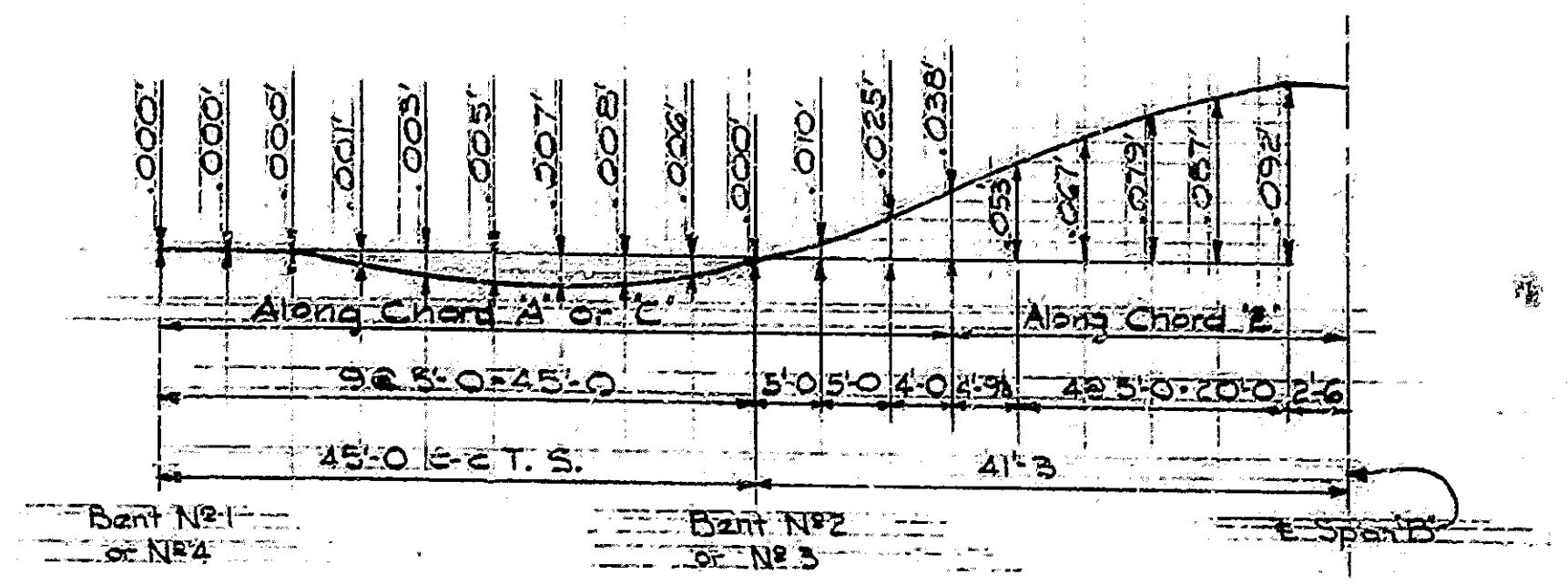


TABLE I

Dimension	A'						
Temperature of Beam	0°	20°	40°	60°	80°	100°	120°
Dist. to Top of Exp. #	1/8"	1/4"	3/8"	1/2"	5/8"	3/4"	7/8"

INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Matter* July 11, 1968  
 DRAWING: S22 of 27  
 PROJECT: I-65-3(172)113  
 BRIDGE CONTRACT NO. B-9862  
 BRIDGE FILE: I-65-112-5734

DESIGNED W.S. S-167, C.R. 4-6-67  
 DRAWN H.M. T-21-67, C.W. R.D.S. 2-24-68  
 TRACED C.W.D.



