

INDEX						
PROJECT	STRUCTURE	TYPE	SPAN	OVER	STATION	CONTRACT NO.
F-74 (56)	52-P-1784J	CONTINUOUS WELDED STEEL PLATE GIRDER BRIDGE	9 SPANS: 60'0, 90'0, 4-152'0, 2-80'0, 60'0	WABASH RIVER	224+08.45	B-7878
SHEET NO.	SHEET DESIGNATION	SUBJECT				B.P.R. APPROVAL
1	ONE SHEET	INDEX & TITLE SHEET				
2	ONE SHEET	TYPICAL CROSS SECTIONS				
3	ONE SHEET	ROAD PLAN & PROFILE				
4	ONE SHEET	ROAD PLAN & PROFILE				
5	ONE SHEET	DETAILS				
6	S1 (STR. 52-P-1784J)	LAYOUT				
7	S 2	GENERAL PLAN				
8	S 3	BENT NO. 1 & 10				
9	S 4	" " " "				
10	S 5	PIER NO. 2				
11	S 6	PIER NO. 3				
12	S 7	PIER NO. 4				
13	S 8	PIER NO. 5				
14	S 9	PIER NO. 6				
15	S 10	PIER NO. 7				
16	S 11	PIER NO. 8				
17	S 12	PIER NO. 9				
18	S 13	FRAMING PLAN				
19	S 14	FRAMING PLAN				
20	S 15	GIRDER DETAILS				
21	S 16	GIRDER SHOE DETAILS				
22	S 17	SHOE ASSEMBLIES & GIRDER DIAGRAMS				
23	S 18	NOTES, TABLES, & DESIGN DATA				
24	S 19	TOOTHED EXPANSION JOINT DETAILS				
25	S 20	FLOOR DETAILS				
26	ONE SHEET	SUMMARY				
27-64	38 SHEETS	CROSS SECTIONS				

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

BRIDGE PLANS

FOR SPANS OVER 20 FEET

ON
STATE ROAD NO. 52 SECTION P
F.A. PROJECT NO. F-74 (50) PE
(51) R/W
(56) CONST.
U.S. 52 BY-PASS

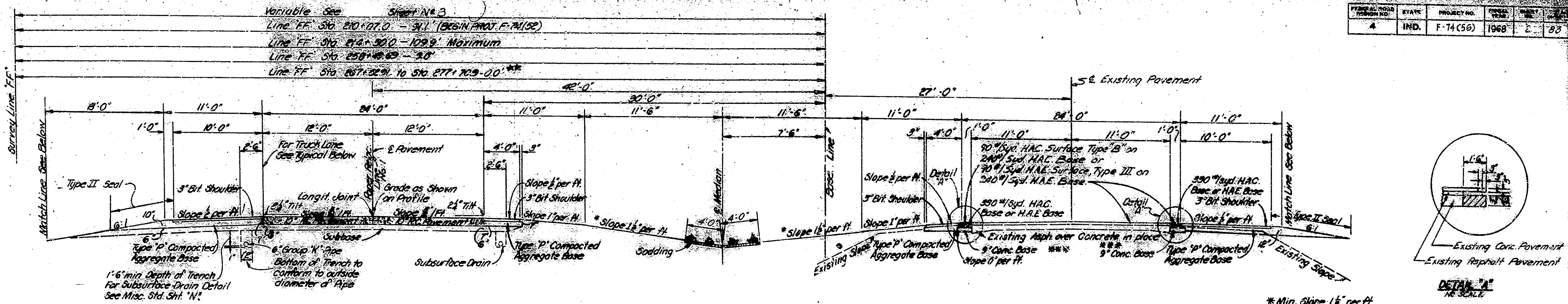
BEGINNING AT A POINT ON PROPOSED WEST BOUND LANE (P.R. N°1) APPROX. 69' NORTH OF PRESENT U.S. 52 BY-PASS AND 2788.6' WESTERLY FROM THE EAST LINE OF SECTION 8 AND EXTENDING EASTERLY A DISTANCE OF APPROX. 1650' TO A POINT ON PROPOSED WEST BOUND LANE P.R. N°1, APPROX. 1138.6' WESTERLY FROM THE EAST LINE OF SECTION 8, ALL IN SECTION 8-T.23 N.-R.4 W., TIPPECANOE COUNTY.

ROADWAY LENGTH = 0.123 MI. MAX. GRADE: -2.50 %
BRIDGE LENGTH = 0.189 MI.
TOTAL LENGTH = 0.312 MI.

BRIDGES OVER 20' SPAN					
PUBLIC ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74 (56)	1968	1	83

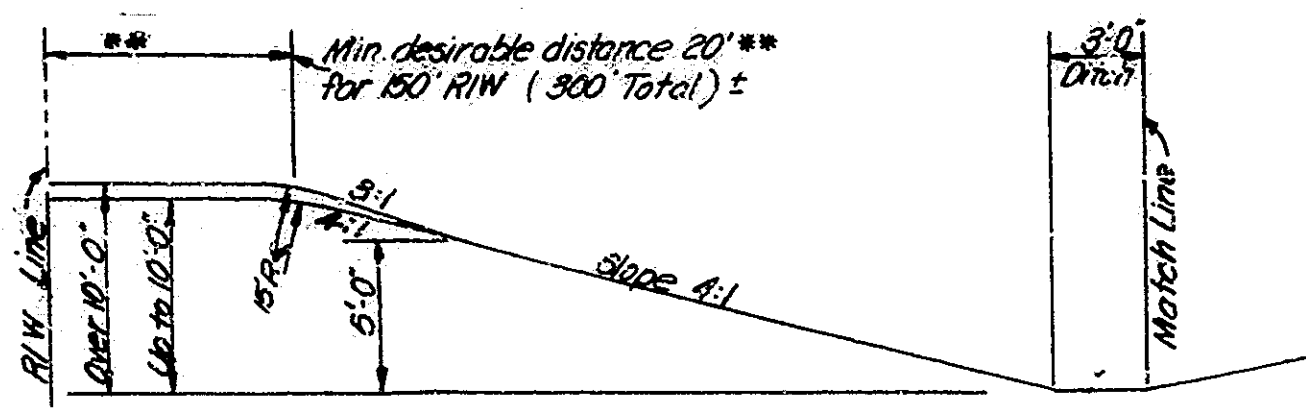
INDEX CONTINUED STANDARD DRAWINGS					
SHEET NO.	SHEET DESIGNATION	SUBJECT	B.P.R. APPROVAL	ADOPTE	REVISION
65	BRIDGE STD. C1	STANDARD MISCELLANEOUS DETAILS			
66	BRIDGE STD. C2	STANDARD MISCELLANEOUS DETAILS			
67	BRIDGE STD. D	CASTING DETAILS & DRAINAGE	1-11-68	R-11-21-67	
68	BRIDGE STD. E	ROADWAY DRAIN OUTLET DETAILS			
69	BRIDGE STD. F	EXPANSION JOINT			
70	BRIDGE STD. G	MISCELLANEOUS APPROACH DETAILS			
71	BRIDGE STD. H	R.C. BRIDGE APPROACH TURNOUT DETAILS-12" SHOULDER			
72	BRIDGE STD. I	SLOPEWALL AND DRAINAGE DETAILS			
73	BRIDGE STD. J	PRESTRESSED CONCRETE TYPE I BEAMS			
74	BRIDGE STD. K	PRESTRESSED BOX BEAMS			
75	BRIDGE STD. L	PRESTRESSED COMPOSITE BOX BEAMS WIDE			
76	BRIDGE STD. M	TOLERANCES FOR FABRICATION OF PRESTRESSED BEAMS			
77	BRIDGE STD. N	ELASTOMERIC BEARING PAD DETAILS			
78	BRIDGE STD. O	ALUMINUM RAILING-TYPE 1	1-11-68	R-11-22-67	
79	BRIDGE STD. P	ALUMINUM RAILING DETAILS			
80	BRIDGE STD. Q	STEEL RAILING-TYPE C	10-28-7	R-7-8-68	
81	BRIDGE STD. R	BRIDGE LIGHTING DETAILS			
82	BRIDGE STD. S	BRIDGE STD.			
83	BRIDGE STD. T	TYPICAL DETAILS FOR PLACING GRADE "B" SPECIAL BORROW	8-8-67	R-7-7-67	
84	BRIDGE STD. U	TYPICAL DETAILS FOR PLACING GRADE "B" SPECIAL BORROW			
85	BRIDGE STD. V	STANDARD TEMPORARY BRIDGE			
86	BRIDGE STD. W	STANDARD TEMPORARY BRIDGE			
87	BRIDGE STD. X	STANDARD TEMPORARY BRIDGE			
88	BRIDGE STD. Y	STANDARD TEMPORARY BRIDGE			
89	BRIDGE STD. Z	STANDARD TEMPORARY BRIDGE			
90	BRIDGE STD. AA	MISCELLANEOUS STANDARDS	8-19-67	R-11-10-67	
91	BRIDGE STD. AB	MISCELLANEOUS STANDARDS	8-19-67	R-11-10-67	
92	BRIDGE STD. AC	MISCELLANEOUS STANDARDS	8-23-65	A-1386-66	
93	BRIDGE STD. AD	MISCELLANEOUS STANDARDS	10-6-66	R-9-6-66	
94	BRIDGE STD. AE	MISCELLANEOUS STANDARDS	8-8-68	R-8-8-68	
95	BRIDGE STD. AF	MISCELLANEOUS STANDARDS	6-8-68	R-4-1-68	
96	BRIDGE STD. AG	MISCELLANEOUS STANDARDS			
97	BRIDGE STD. AH	MISCELLANEOUS STANDARDS			
98	BRIDGE STD. AI	MISCELLANEOUS STANDARDS			
99	BRIDGE STD. AJ	MISCELLANEOUS STANDARDS			
100	BRIDGE STD. AK	MISCELLANEOUS STANDARDS			
101	BRIDGE STD. AL	MISCELLANEOUS STANDARDS			
102	BRIDGE STD. AM	MISCELLANEOUS STANDARDS			
103	BRIDGE STD. AN	MISCELLANEOUS STANDARDS			
104	BRIDGE STD. AO	MISCELLANEOUS STANDARDS			
105	BRIDGE STD. AP	MISCELLANEOUS STANDARDS			
106	BRIDGE STD. AQ	MISCELLANEOUS STANDARDS			
107	BRIDGE STD. AR	MISCELLANEOUS STANDARDS			
108	BRIDGE STD. AS	MISCELLANEOUS STANDARDS			
109	BRIDGE STD. AT	MISCELLANEOUS STANDARDS			
110	BRIDGE STD. AU	MISCELLANEOUS STANDARDS			
111	BRIDGE STD. AV	MISCELLANEOUS STANDARDS			
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113	BRIDGE STD. AX	MISCELLANEOUS STANDARDS			
114	BRIDGE STD. AY	MISCELLANEOUS STANDARDS			
115	BRIDGE STD. AZ	MISCELLANEOUS STANDARDS			
116	BRIDGE STD. BA	MISCELLANEOUS STANDARDS			
117	BRIDGE STD. BB	MISCELLANEOUS STANDARDS			
118	BRIDGE STD. BC	MISCELLANEOUS STANDARDS			
119	BRIDGE STD. BD	MISCELLANEOUS STANDARDS			
120	BRIDGE STD. BE	MISCELLANEOUS STANDARDS			
121	BRIDGE STD. BF	MISCELLANEOUS STANDARDS			
122	BRIDGE STD. BG	MISCELLANEOUS STANDARDS			
123	BRIDGE STD. BH	MISCELLANEOUS STANDARDS			
124	BRIDGE STD. BI	MISCELLANEOUS STANDARDS			
125	BRIDGE STD. BJ	MISCELLANEOUS STANDARDS			
126	BRIDGE STD. BK	MISCELLANEOUS STANDARDS			
127	BRIDGE STD. BL	MISCELLANEOUS STANDARDS			
128	BRIDGE STD. BM	MISCELLANEOUS STANDARDS			
129	BRIDGE STD. BN	MISCELLANEOUS STANDARDS			
130	BRIDGE STD. BO	MISCELLANEOUS STANDARDS			
131	BRIDGE STD. BP	MISCELLANEOUS STANDARDS			
132	BRIDGE STD. BQ	MISCELLANEOUS STANDARDS			
133	BRIDGE STD. BR	MISCELLANEOUS STANDARDS			
134	BRIDGE STD. BS	MISCELLANEOUS STANDARDS			
135	BRIDGE STD. BT	MISCELLANEOUS STANDARDS			
136	BRIDGE STD. BU	MISCELLANEOUS STANDARDS			
137	BRIDGE STD. BV	MISCELLANEOUS STANDARDS			
138	BRIDGE STD. BW	MISCELLANEOUS STANDARDS			
139	BRIDGE STD. BX	MISCELLANEOUS STANDARDS			
140	BRIDGE STD. BY	MISCELLANEOUS STANDARDS			
141	BRIDGE STD. BZ	MISCELLANEOUS STANDARDS			
142	BRIDGE STD. CA	MISCELLANEOUS STANDARDS			
143	BRIDGE STD. CB	MISCELLANEOUS STANDARDS			
144	BRIDGE STD. CC	MISCELLANEOUS STANDARDS			
145	BRIDGE STD. CD	MISCELLANEOUS STANDARDS			
146	BRIDGE STD. CE	MISCELLANEOUS STANDARDS			
147	BRIDGE STD. CF	MISCELLANEOUS STANDARDS			
148	BRIDGE STD. CG	MISCELLANEOUS STANDARDS			
149	BRIDGE STD. CH	MISCELLANEOUS STANDARDS			
150	BRIDGE STD. CI	MISCELLANEOUS STANDARDS			
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169	BRIDGE STD. DB	MISCELLANEOUS STANDARDS			
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173	BRIDGE STD. DF	MISCELLANEOUS STANDARDS			
174	BRIDGE STD. DG	MISCELLANEOUS STANDARDS			
175	BRIDGE STD. DH	MISCELLANEOUS STANDARDS			
176	BRIDGE STD. DI	MISCELLANEOUS STANDARDS			
177	BRIDGE STD. DJ	MISCELLANEOUS STANDARDS			
178	BRIDGE STD. DK	MISCELLANEOUS STANDARDS			
179	BRIDGE STD. DL	MISCELLANEOUS STANDARDS			
180	BRIDGE STD. DM	MISCELLANEOUS STANDARDS			
181	BRIDGE STD. DN	MISCELLANEOUS STANDARDS			
182	BRIDGE STD. DO	MISCELLANEOUS STANDARDS			
183	BRIDGE STD. DP	MISCELLANEOUS STANDARDS			
184	BRIDGE STD. DQ	MISCELLANEOUS STANDARDS			
185	BRIDGE STD. DR	MISCELLANEOUS STANDARDS			
186	BRIDGE STD. DS	MISCELLANEOUS STANDARDS			
187	BRIDGE STD. DT	MISCELLANEOUS STANDARDS			
188	BRIDGE STD. DU	MISCELLANEOUS STANDARDS			
189	BRIDGE STD. DV	MISCELLANEOUS STANDARDS			
190	BRIDGE STD. DW	MISCELLANEOUS STANDARDS			
191	BRIDGE STD. DX	MISCELLANEOUS STANDARDS			
192	BRIDGE STD. DY	MISCELLANEOUS STANDARDS			
193	BRIDGE STD. DZ	MISCELLANEOUS STANDARDS			
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199	BRIDGE STD. EF	MISCELLANEOUS STANDARDS			
200	BRIDGE STD. EG	MISCELLANEOUS STANDARDS			
201	BRIDGE STD. EH	MISCELLANEOUS STANDARDS			
202	BRIDGE STD. EI	MISCELLANEOUS STANDARDS			
203	BRIDGE STD. EJ	MISCELLANEOUS STANDARDS			
204	BRIDGE STD. EK	MISCELLANEOUS STANDARDS			
205	BRIDGE STD. EL	MISCELLANEOUS STANDARDS			
206	BRIDGE STD. EM	MISCELLANEOUS STANDARDS			
207	BRIDGE STD. EN	MISCELLANEOUS STANDARDS			
208	BRIDGE STD. EO	MISCELLANEOUS STANDARDS			
209	BRIDGE STD. EP	MISCELLANEOUS STANDARDS			
210	BRIDGE STD. EQ	MISCELLANEOUS STANDARDS			
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216	BRIDGE STD. EW	MISCELLANEOUS STANDARDS			
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218	BRIDGE STD. EY	MISCELLANEOUS STANDARDS			
219	BRIDGE STD. EZ	MISCELLANEOUS STANDARDS			
220	BRIDGE STD. FA	MISCELLANEOUS STANDARDS			
221	BRIDGE STD. FB	MISCELLANEOUS STANDARDS			
222	BRIDGE STD. FC	MISCELLANEOUS STANDARDS			
223	BRIDGE STD. FD	MISCELLANEOUS STANDARDS			
224	BRIDGE STD. FE	MISCELLANEOUS STANDARDS			
225	BRIDGE STD. FF	MISCELLANEOUS STANDARDS			
226	BRIDGE STD. FG	MISCELLANEOUS STANDARDS			
227	BRIDGE STD. FH	MISCELLANEOUS STANDARDS			
228	BRIDGE STD. FI	MISCELLANEOUS STANDARDS			
229	BRIDGE STD. FJ	MISCELLANEOUS STANDARDS			
230	BRIDGE STD. FK	MISCELLANEOUS STANDARDS			
231	BRIDGE STD. FL	MISCELLANEOUS STANDARDS			
232	BRIDGE STD. FM	MISCELLANEOUS STANDARDS			
233	BRIDGE STD. FN	MISCELLANEOUS STANDARDS			
234	BRIDGE STD. FO	MISCELLANEOUS STANDARDS			
235	BRIDGE STD. FP	MISCELLANEOUS STANDARDS			
236	BRIDGE STD. FQ	MISCELLANEOUS STANDARDS			
237	BRIDGE STD. FR	MISCELLANEOUS STANDARDS			
238	BRIDGE STD. FS	MISCELLANEOUS STANDARDS			
239	BRIDGE STD. FT	MISCELLANEOUS STANDARDS			
240	BRIDGE STD. FU	MISCELLANEOUS STANDARDS			
241	BRIDGE STD. FV	MISCELLANEOUS STANDARDS			
242	BRIDGE STD. FW	MISCELLANEOUS STANDARDS			
243	BRIDGE STD. FX	MISCELLANEOUS STANDARDS			
244					

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	F-74 (56)	2	23

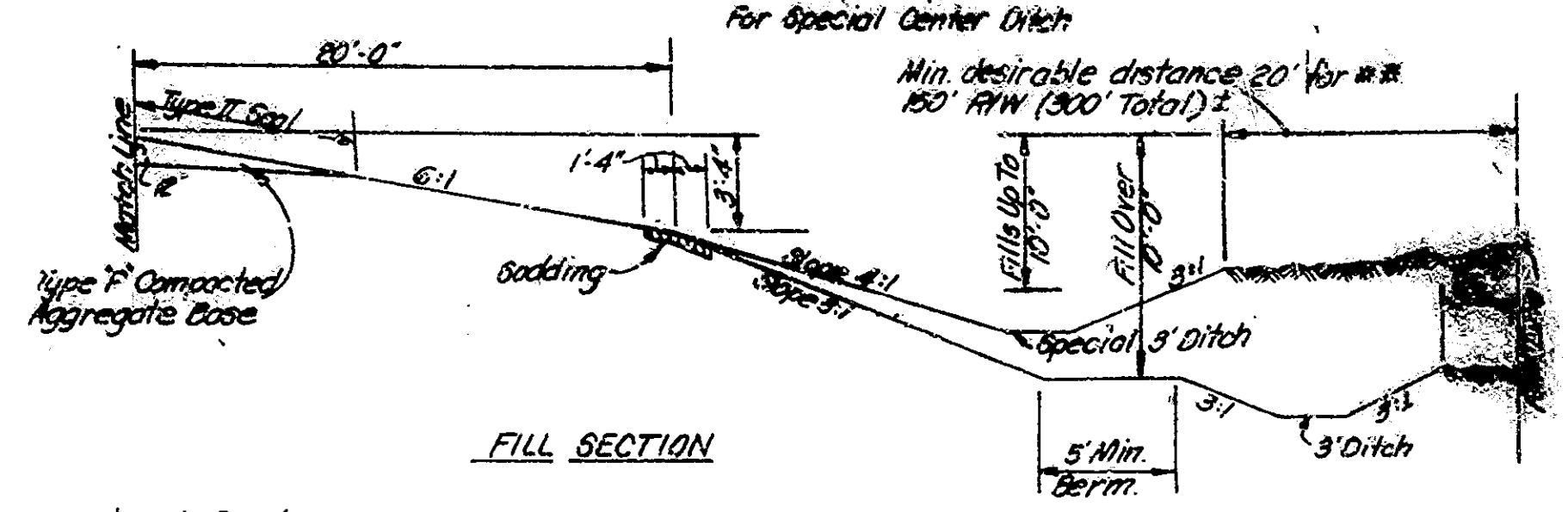


ON TANGENT & CURVES OF LESS THAN 0°15'

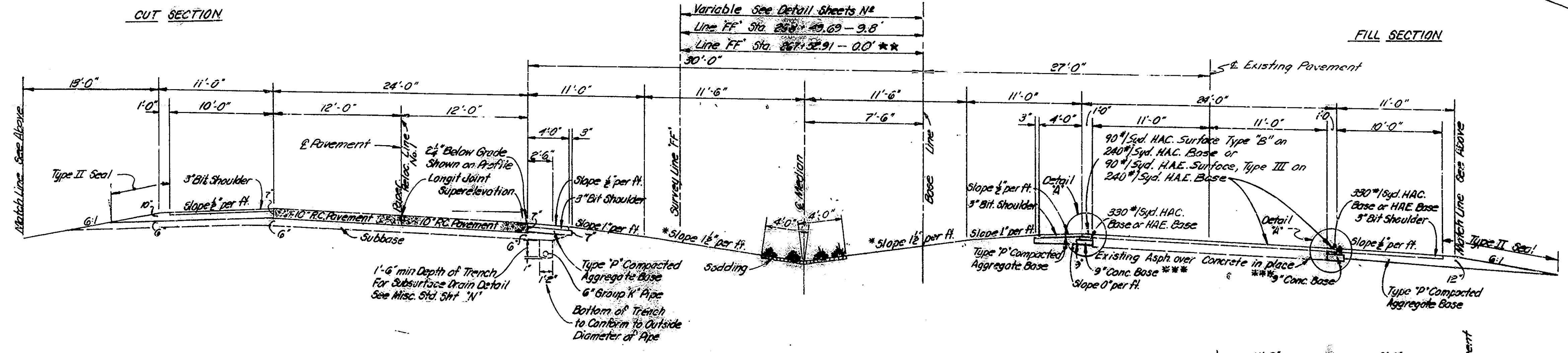
STA. 209+94.57 TO STA. 258+46.39 LINE PR NO.1
 ** STA. 267+52.91 TO STA. 277+70.90 LINE "FF"
 ** END PR1 LINE, LINE "FF" STA. 267+52.91



CUT SECTION

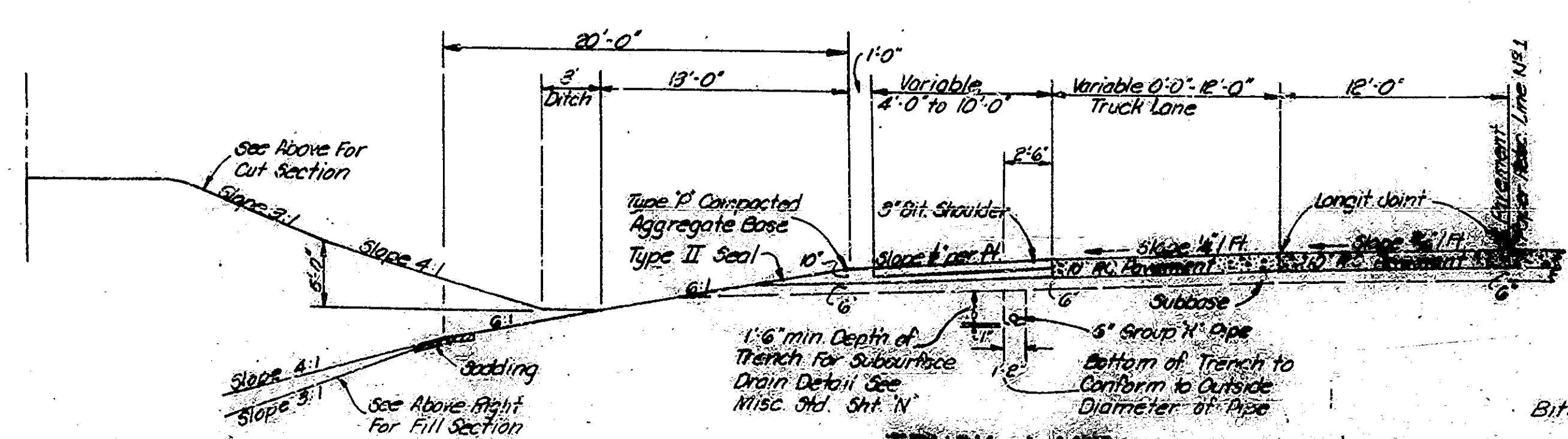


FILL SECTION

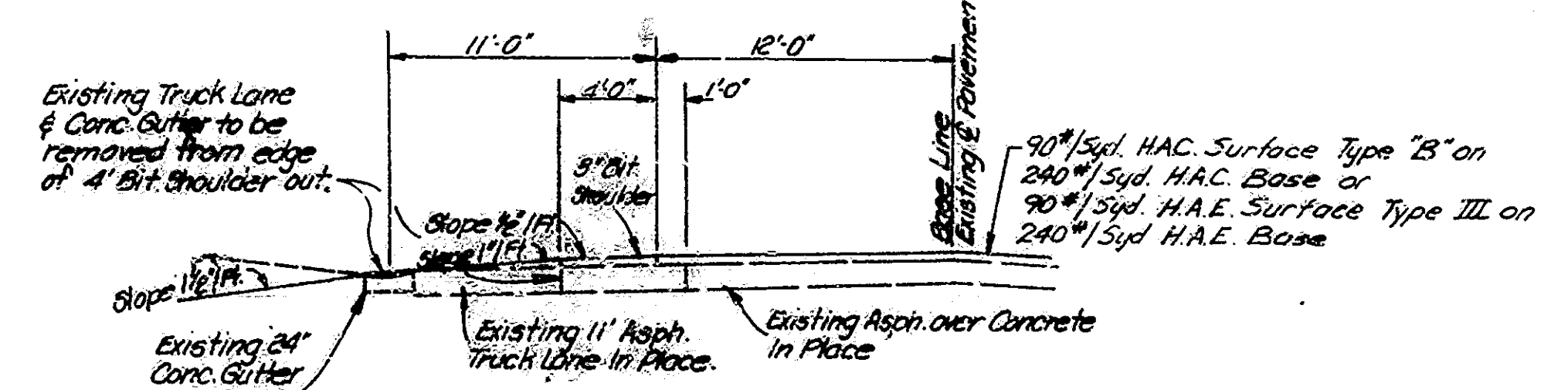


ON CURVES OF 0°15' & OVER

STA. 258+46.39 TO STA. 267+52.91 LINE PR NO.1



TRUCK LANE
 STA. 209+94.57 TO STA. 210+00.0 LINE PR1



BITUMINOUS SHOULDER CONSTRUCTION OVER EXISTING TRUCK LANE-E.S.L.
 STA. 209+94.57 TO STA. 210+00.0 LINE P.R. NO.1

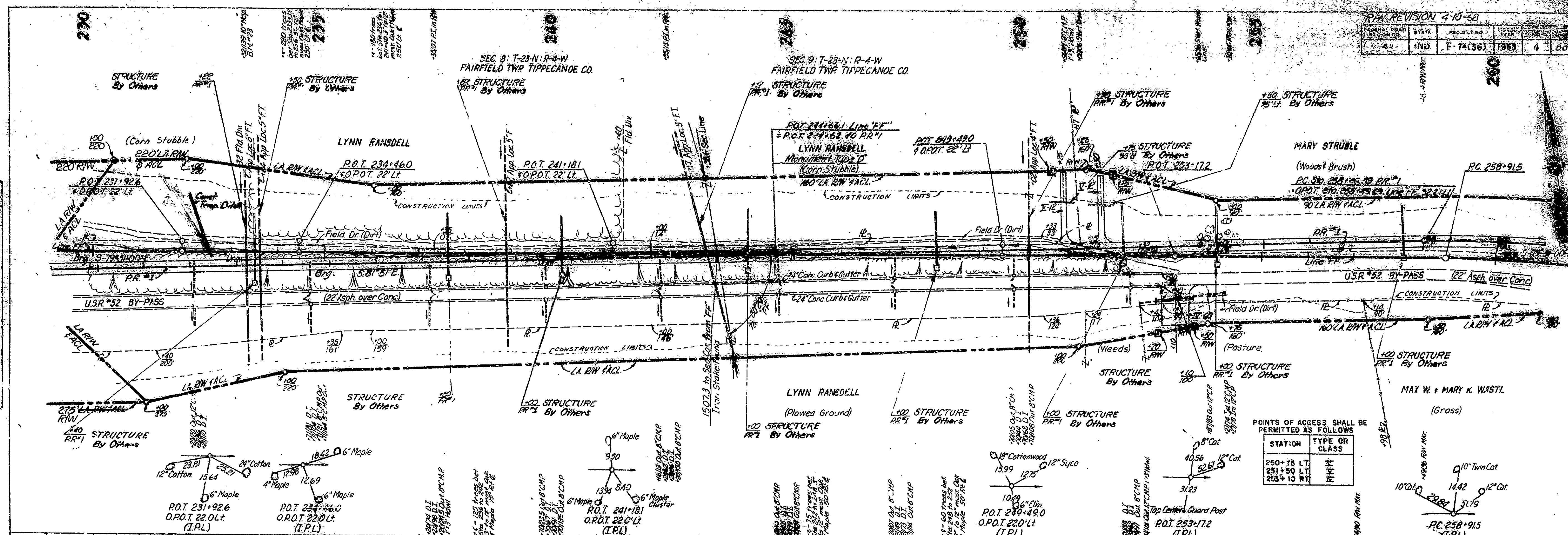
TYPICAL CROSS SECTIONS

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



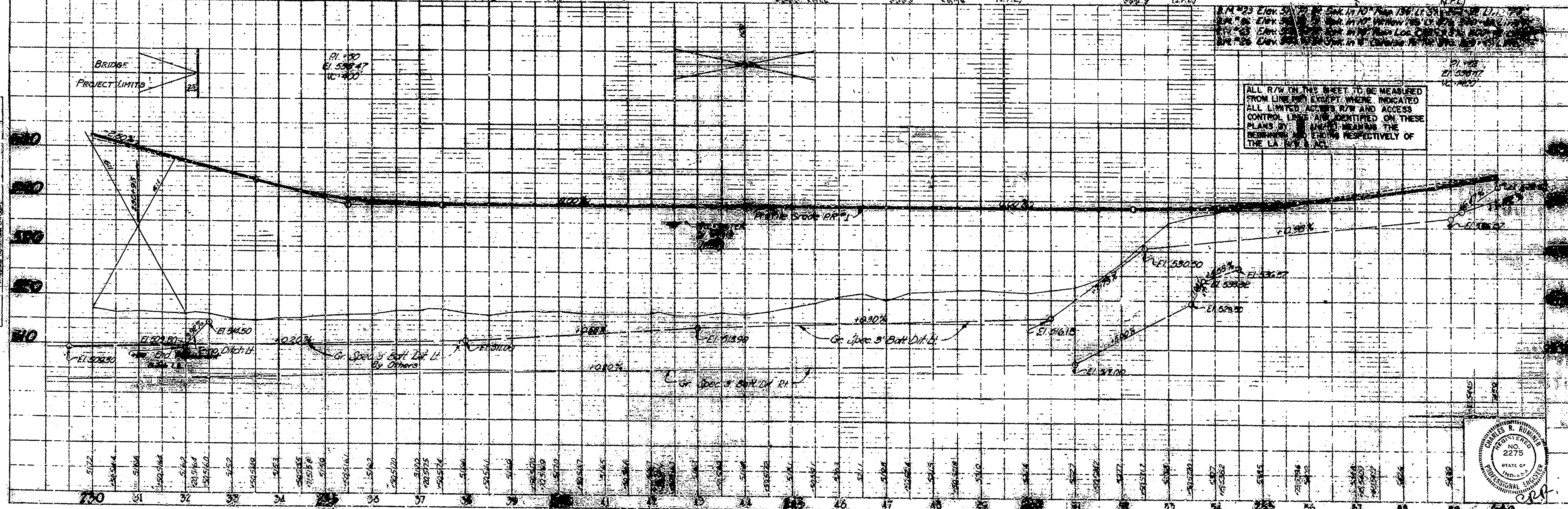
R/W REVISION 4-10-58

NO.	DATE	BY	REASON
1	1958	F. T. C. S.	INITIAL
2	1958	F. T. C. S.	REVISED
3	1958	F. T. C. S.	REVISED
4	1958	F. T. C. S.	REVISED

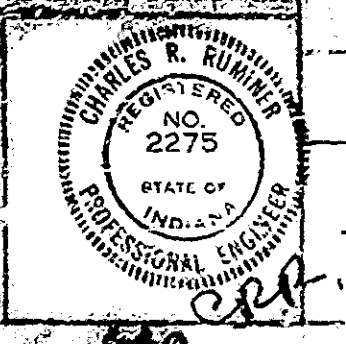


POINTS OF ACCESS SHALL BE PERMITTED AS FOLLOWS

STATION	TYPE OR CLASS
250+75 LT	TH
251+50 LT	TH
253+10 RT	TH

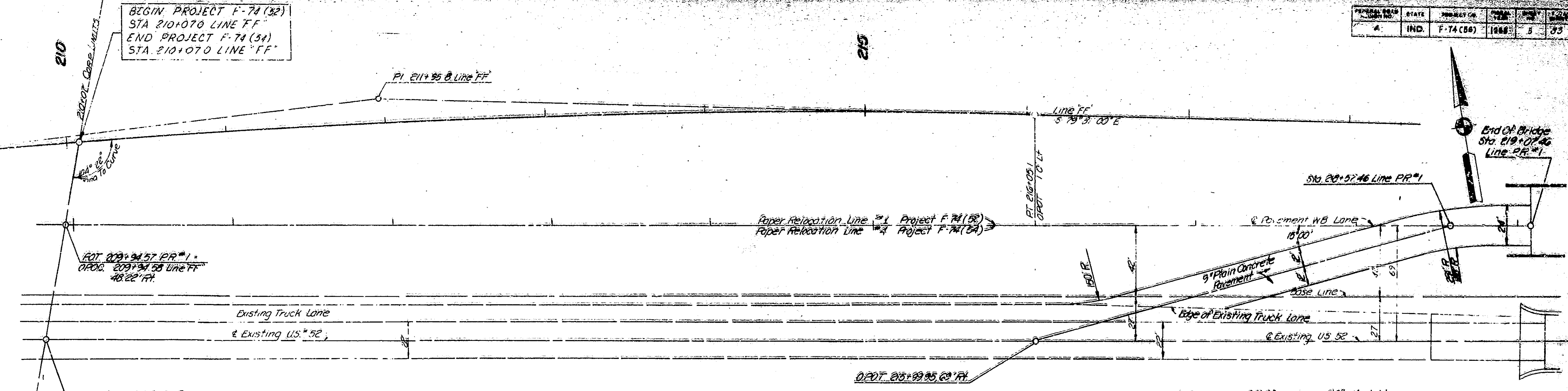


ALL R/W ON THIS SHEET TO BE MEASURED FROM LINE OF EXISTING ROAD EXCEPT WHERE INDICATED. ALL LIMITED ACCESS R/W AND ACCESS CONTROL LIMITS ARE IDENTIFIED ON THESE PLANS BY DASHED LINES. THE BEGINNING OF EACH R/W IS RESPECTIVELY OF THE LA. RW FACILITY.



FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
4	IND.	F-74 (52)	1266	1303

BEGIN PROJECT F-74 (52)
 STA 210+070 LINE FF
 END PROJECT F-74 (54)
 STA 210+070 LINE FF

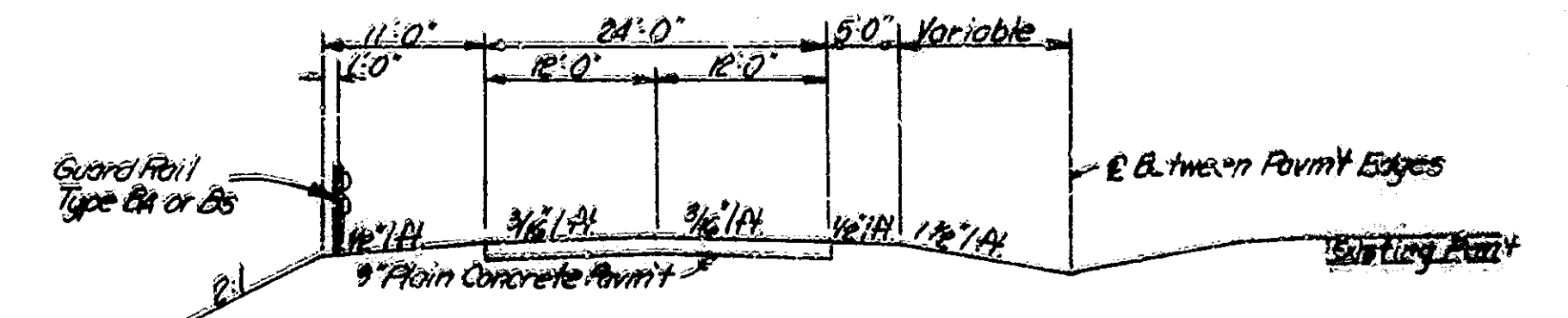


POT 209+94.57 PR #1
 OPOC 209+94.58 Line FF
 48.22' FH

Existing US 52 By Pass
 OPOC 209+82.75 PR #1, 89.00 FH
 OPOC 209+76.67 FF 11.96 FH

PI Sta 211+95.8 Line FF
 Δ = 3° 12'
 D = 1° 00'
 T = 410.7'
 L = 3820.0'
 E = 1470'

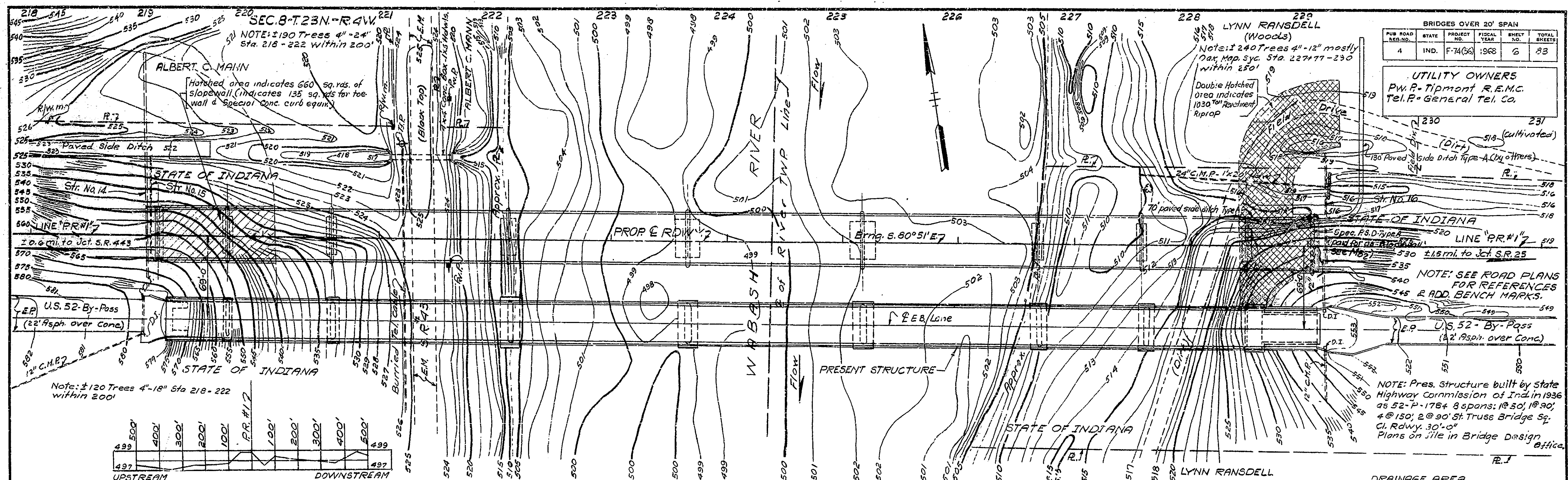
GRADED UNDER BRIDGE PROJECT
INCIDENTAL CONSTRUCTION
BUILT UNDER PROJECT F-74 (52)
REMOVED UNDER PROJECT F-74 (54)
 SCALE: 1" = 30'-0"



TYPICAL CROSS SECTION
 TEMPORARY CONNECTOR
 No Scale

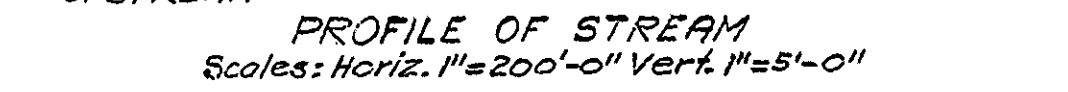
DETAILS
 SCALE: 1" = 30'-0"





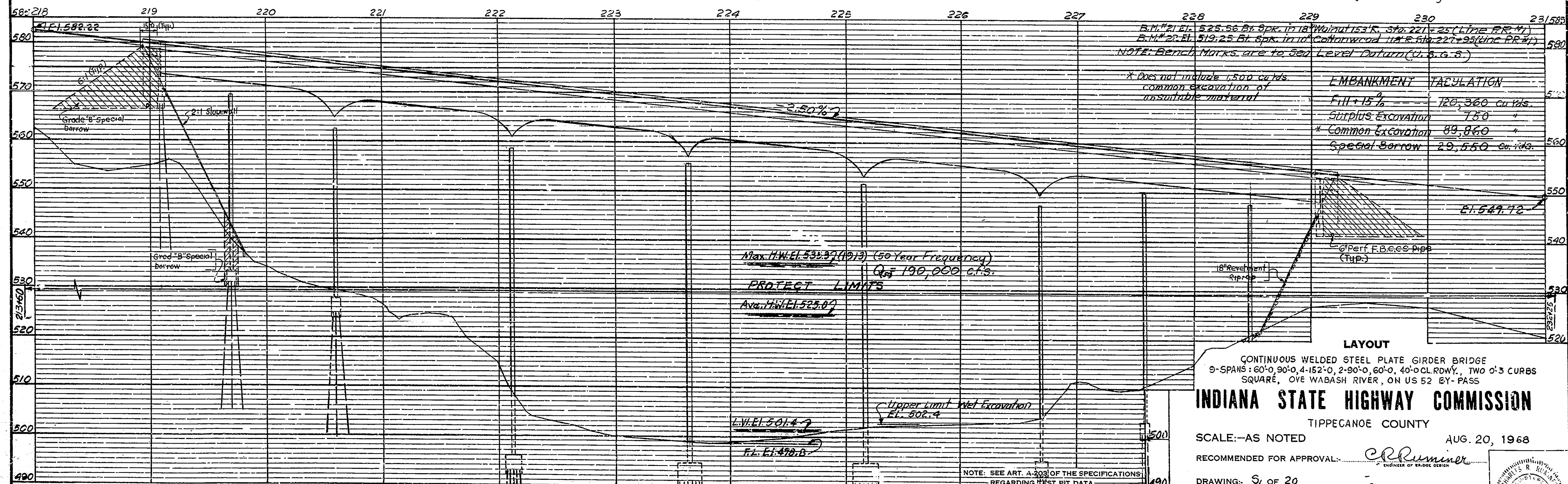
BRIDGES OVER 20' SPAN					
PUB. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	6	83

UTILITY OWNERS
 P.W. R. Tipmont R.E.M.C.
 Tel. P. General Tel. Co.



SITUATION PLAN
 Scale: 1" = 40'-0" Contour Interval = 1ft.

DRAINAGE AREA
 Approx. 7,191 sq. mi. (4,602,240 Ac.) of fairly flat to rolling land.



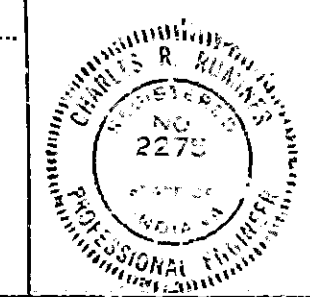
PROFILE ON PROPOSED ROADWAY
 SCALES: HORIZ. 1" = 40'-0" VERT. 1" = 5'-0"

INDIANA STATE HIGHWAY COMMISSION

TIPPECANOE COUNTY
 SCALE: -AS NOTED
 AUG. 20, 1968

RECOMMENDED FOR APPROVAL: *C.R. Ramm*
 ENGINEER OF BRIDGE DESIGN

DRAWING: 5 of 20
 PROJECT: F-74(56) STATION: 223+63.46
 BRIDGE CONTRACT NO. B-7878 (2 Pier No. 5)
 BRIDGE FILE: 52-P-1794 J



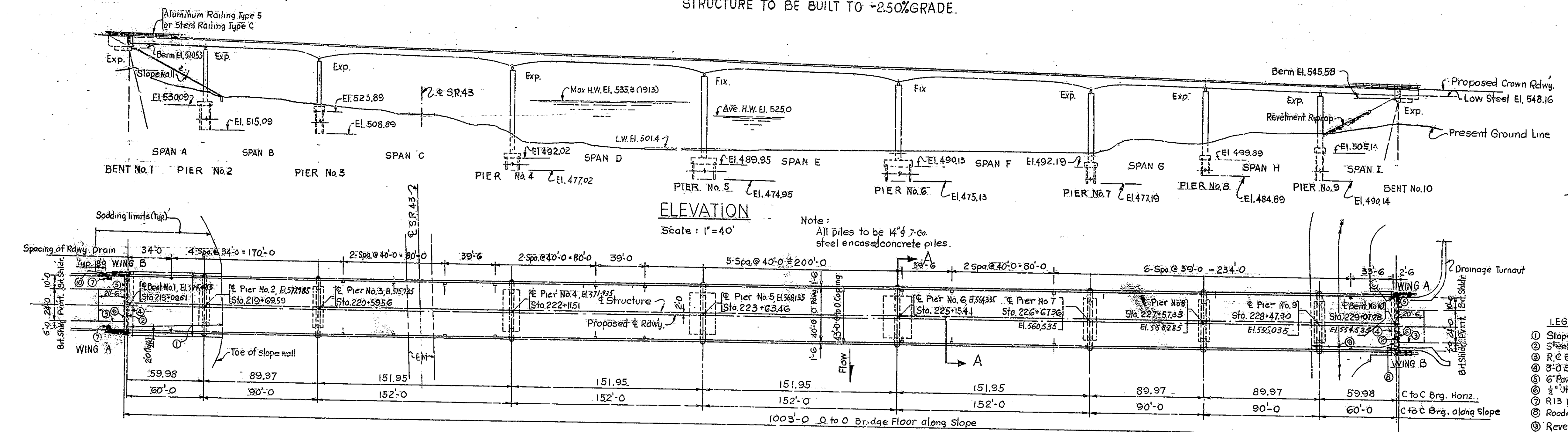
DRAWN: B.R. 9-67 CKD J.T.B. 9-67
 DESIGNED: L.E. 12-58 CKD E.L.D. 7/24/68
 TRACED: CKD

NOTE: FIELD NOTES, BOOK B.P. 2076 P. 1-35

NOTE: SEE ART. A-203 OF THE SPECIFICATIONS REGARDING TEST PIT DATA

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	FR(CO)	1968	7	83

STRUCTURE TO BE BUILT TO -2.50% GRADE.



ELEVATION

Scale: 1" = 40'

Note: All piles to be 14" x 7-gal. steel encased concrete piles.



PLAN

Scale: 1" = 40'

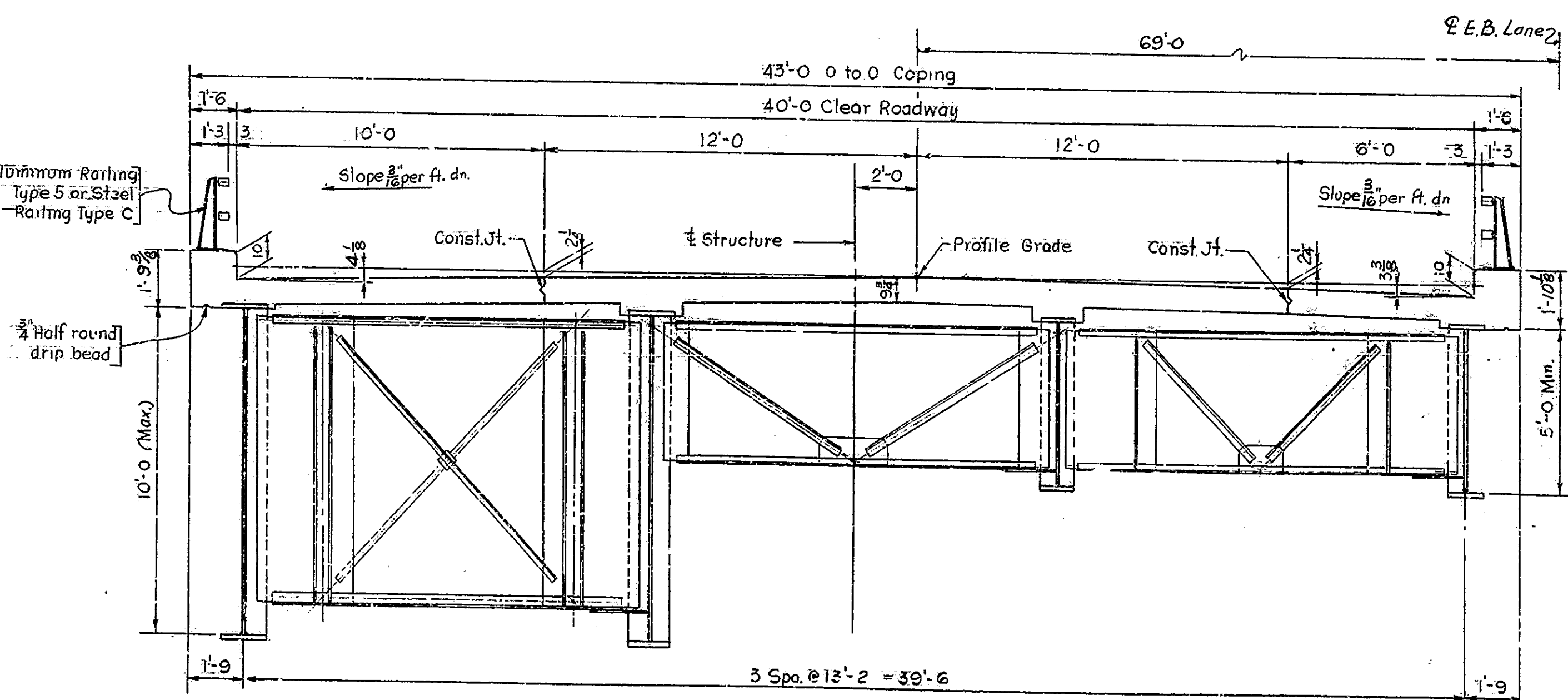
- LEGEND**
- ① Slopewall
 - ② Steel Toothed Exp. Jt.
 - ③ R.C. Bridge Approach
 - ④ 3'-0" Berm
 - ⑤ 6" Revement Ledge
 - ⑥ 1/2" Jt. Type IA
 - ⑦ R13 Inlet
 - ⑧ Roadway Drain
 - ⑨ Revement Pilecap
 - ⑩ Bronze B.M.

STANDARD DRAWING

BR. STD.	RD. STD.	PURPOSE
C1		Reinf. Bar Notes, Bar Bending Details, Splicing Pile Sheets in field.
D		Roadway Drains (Type SQ-A)
BR1		Aluminum Br. Railing - Type 5
BR2		Aluminum Br. Railing Details.
BR3		Steel Br. Railing - Type C
BR4		Steel Br. Railing Details.
SI		Typ. Details for placing Grade "B" Special Borrow
MA		Right of way Markers
M0		Paved Side Ditch
M B2		Slopewall
MC		Type 7 Coasting
MD		Type E Inlet
ME1		Pipe Anchors
ME2		Culvert Pipe End Section
MN		Backfill for Structures
MP		Kind of Pipes
SH1		Standard Detour Signs
SH2		Standard Detour Signs
SH3		Standard Detour Signs
RD. SH.		CONSTRUCTION IDENTIFICATION SIGNS

GENERAL NOTES

Depth of footings to be extended if found necessary. See Art. B403.2 (a). Piles shall be driven to elevation shown on plans or below if necessary to obtain desired bearing. Piles shall have minimum bearing value shown on detail drawings. Determine pile lengths by Art. F103 and F203 of Specifications. For details of steel encased concrete piles see Bridge Standard C1, Special Provisions and applicable articles in the Specifications. Reinforcing steel covering shall be 1 1/2 inches in top and 1 inch min. in bottom of floor slabs, 3 inches in footing except bottom steel which shall be 4 inches, and 2 inches in all other parts, unless noted. Concrete in footings, and pier stems to construction joint to be class "E". Concrete in superstructure, including bent caps, top of pier stem down to construction joint to be class "F". Concrete in paved side ditches, slopewalls, steel encased concrete piles to be class "D". Continuous concrete pours shall be required between construction joints as shown on detail plans. Waterproof back of mudwalls and bent wingwalls in accordance with the specifications. Bevel forms 1/4" under copings; and chamfer exposed edges 1 inch unless noted. 52-standard type SQ-A roadway drains to be placed as shown on this drawing. Construct slopewall and revement riprap at location as shown on Layout. Tolerance in position of pile head maximum 2 inches. All railings to be constructed perpendicular to grade. See special provisions for items included in this contract. The top of bent caps and front face on mudwall of Bent No. 1 and 10 shall be coated with two coats of epoxy resin. See special provisions. For pay items covering this structure see "Bridge Summary". Slab thickness as shown on plans to be increased 2" to provide 2" top cover on slab steel. This change shall be made by raising grade on structure 2". No change in structure elevations is required except those effected by raising floor surface, including coping and wingwalls. The approach grade to be warped to match bridge floor. No revisions have been made in these plans for this change except concrete quantities which have been revised.



JACKING FRAME AT BENT No. 3, 4, 5, 6 & 7

TYPICAL CROSS FRAME

JACKING FRAME AT BENT No. 2, 8 & 9

SECTION A-A

Scale: 1" = 3'-0"

DESIGN DATA

Designed for HS20-44 Loading in accordance with 1965 A. A. S. H. O. Specifications.

TYPICAL CROSS SECTION

See Sheet No. 2

GENERAL PLAN

CONTINUOUS WELDED STEEL PLATE GIRDER BRIDGE
9 SPANS: 60'-0", 90'-0", 4-152'-0", 2-90'-0", 60'-0", 40'-0" CL. ROADWAY + 2'-3" CURBS
SQUARE, OVER WABASH RIVER, ON U.S. 52 BY-PASS

INDIANA STATE HIGHWAY COMMISSION

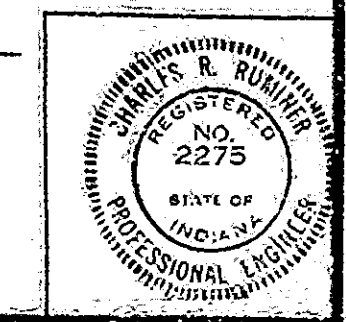
TIPPECANOE COUNTY

SCALE: AS SHOWN

AUG. 20, 1968

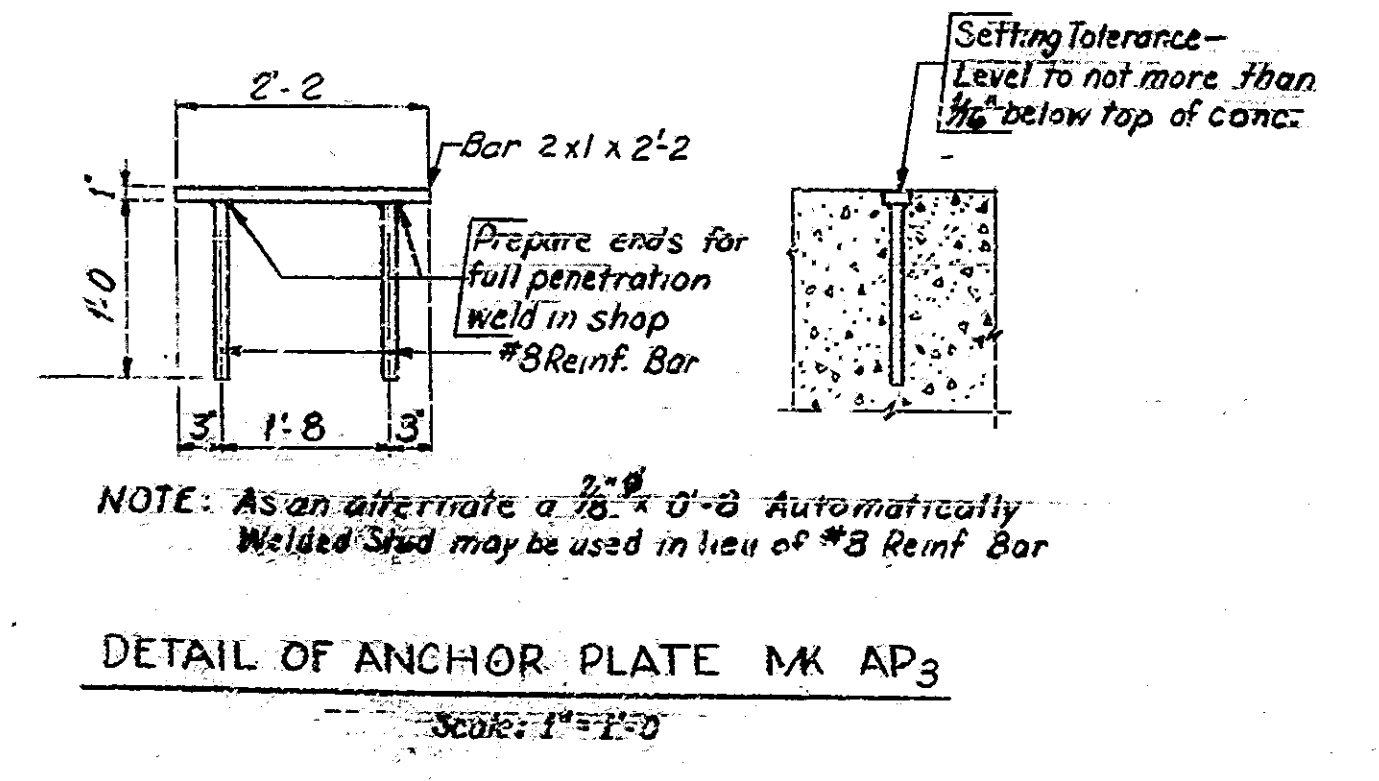
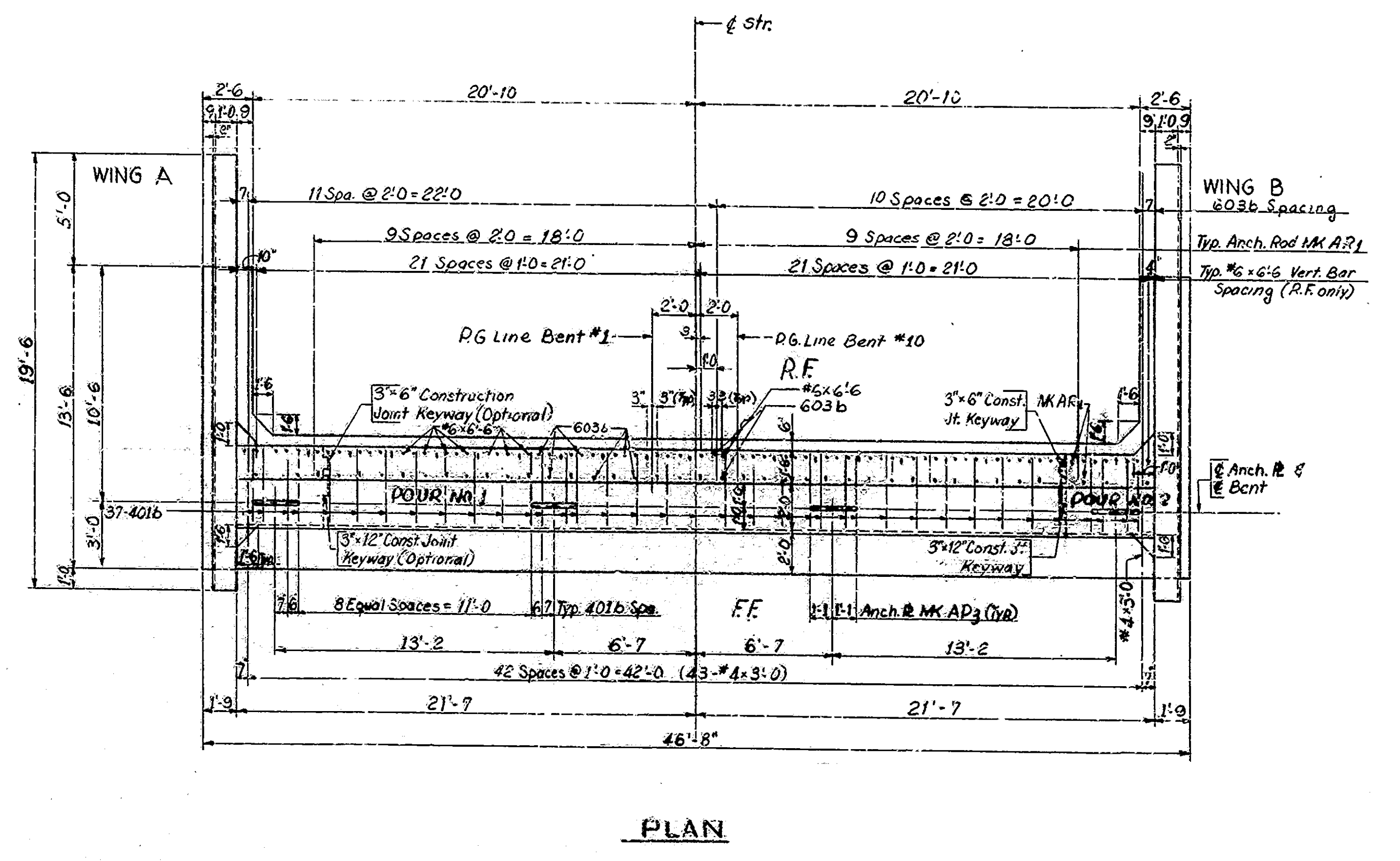
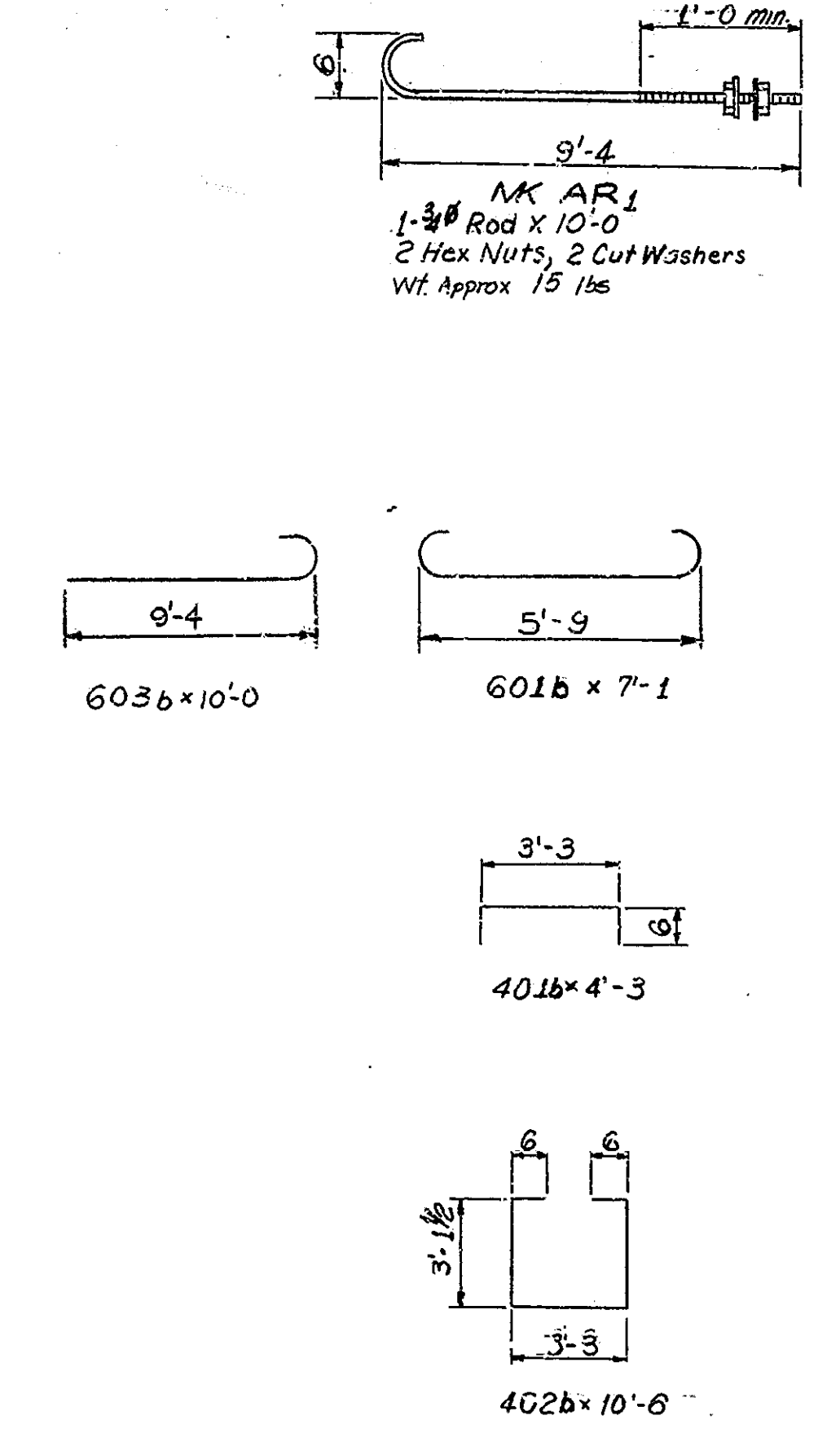
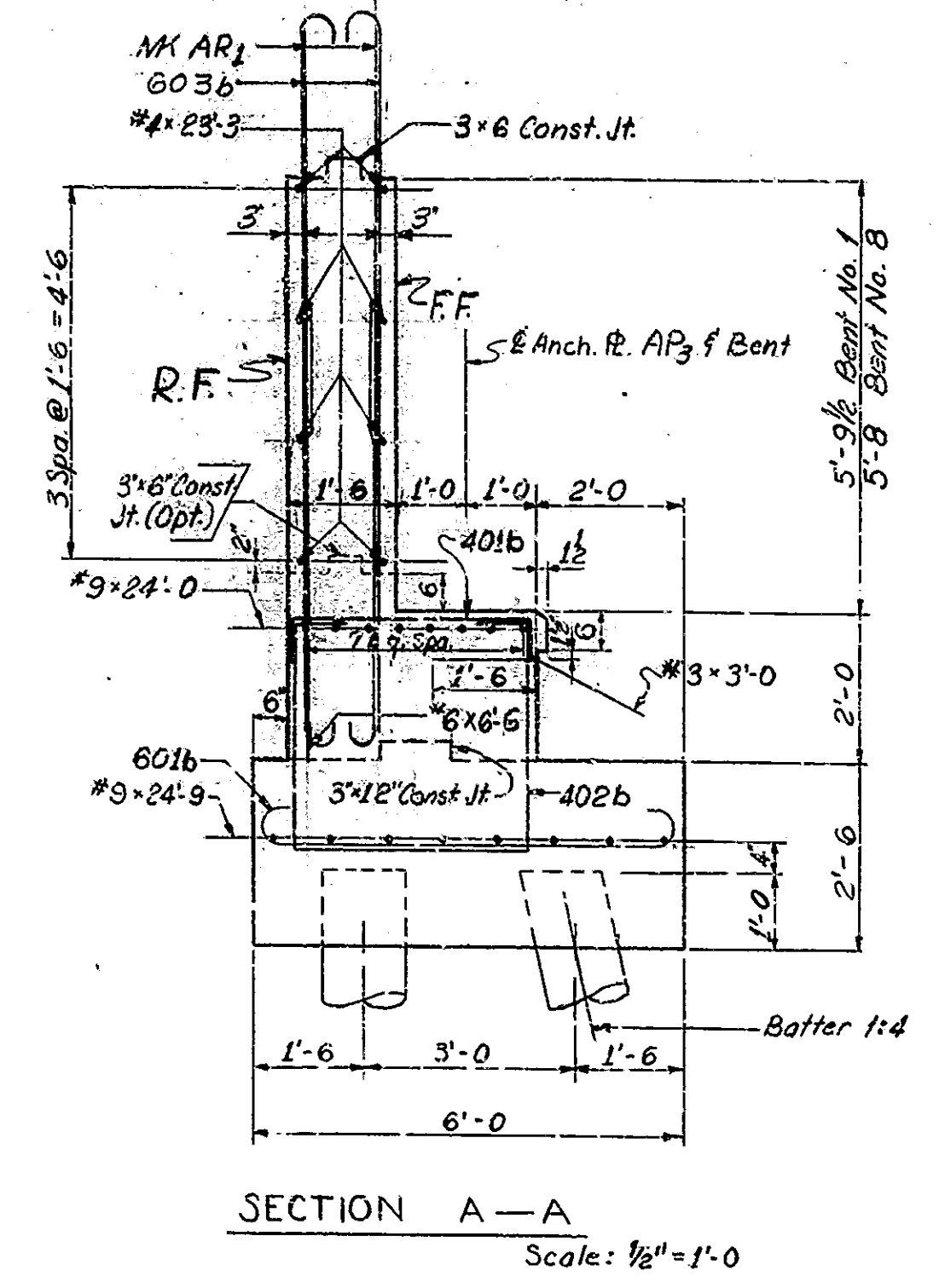
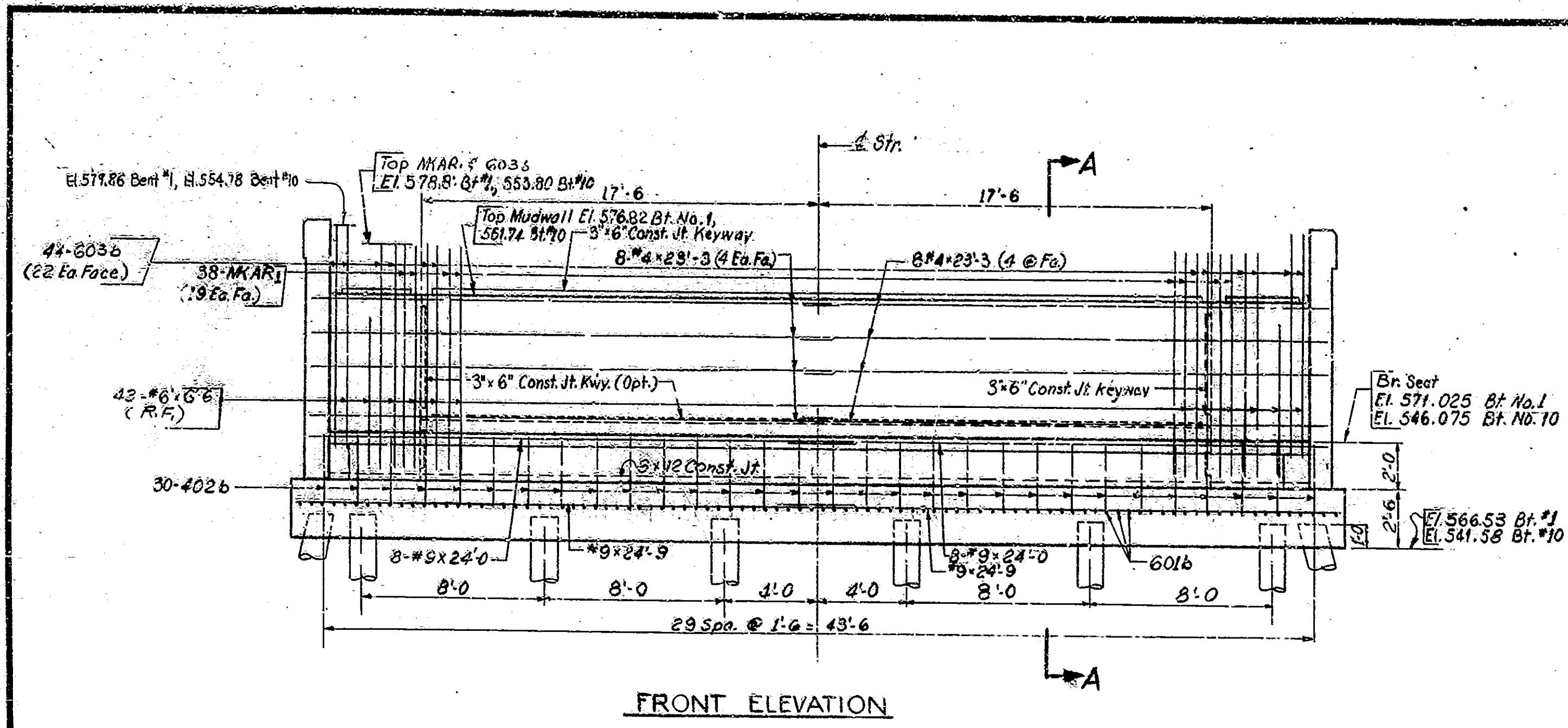
RECOMMENDED FOR APPROVAL: *C. P. Rimmer*
DIRECTOR OF BRIDGE DESIGN

DRAWING: S2 OF 20
PROJECT: F-74 (56) STATION: 223+63.46
BRIDGE CONTRACT NO. B-7278 (C&E PIER No. 5)
BRIDGE FILE: 52-P-1784J



DESIGNED: E. L. D. 9/11/67 BY: T.F.H.
DRAWN: L.F.H. 9/26/67 CHECK: E. L. D. 9/15/68
TRACED: C.W.C.

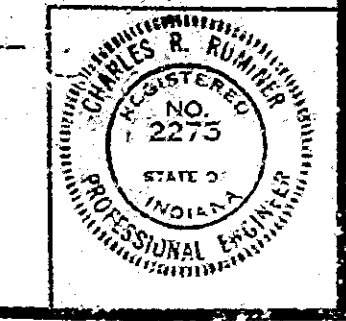
BRIDGES OVER 20' SPAN				
PUB. ROAD	STATE	PROJECT	FISCAL	TOTAL
NO.		NO.	YEAR	SHEETS
4	IND.	F-74(56)	1968	8
				83



NOTES
 For reinforcing bar notes see Bridge Standard C1
 Anchor Rods MK AR1 and Anchor Plates MK AP3 shall be set in place before concrete is poured.
 For additional details see drawing S4
 See note on General Plan for 1/2" increase in slab thickness.
 Bent cap not to be poured until after fill has been completed up to approx. elevation of bottom of the cap.

BENT NUMBER 1 & 10
INDIANA STATE HIGHWAY COMMISSION
 SCALE: 1/4" = 1'-0" UNLESS NOTED
 AUG. 20, 1968
 RECOMMENDED FOR APPROVAL: *C. R. Rummel*
 DRAWING: S3 OF 20
 PROJECT: F-74(56)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE: 52-P-1784J

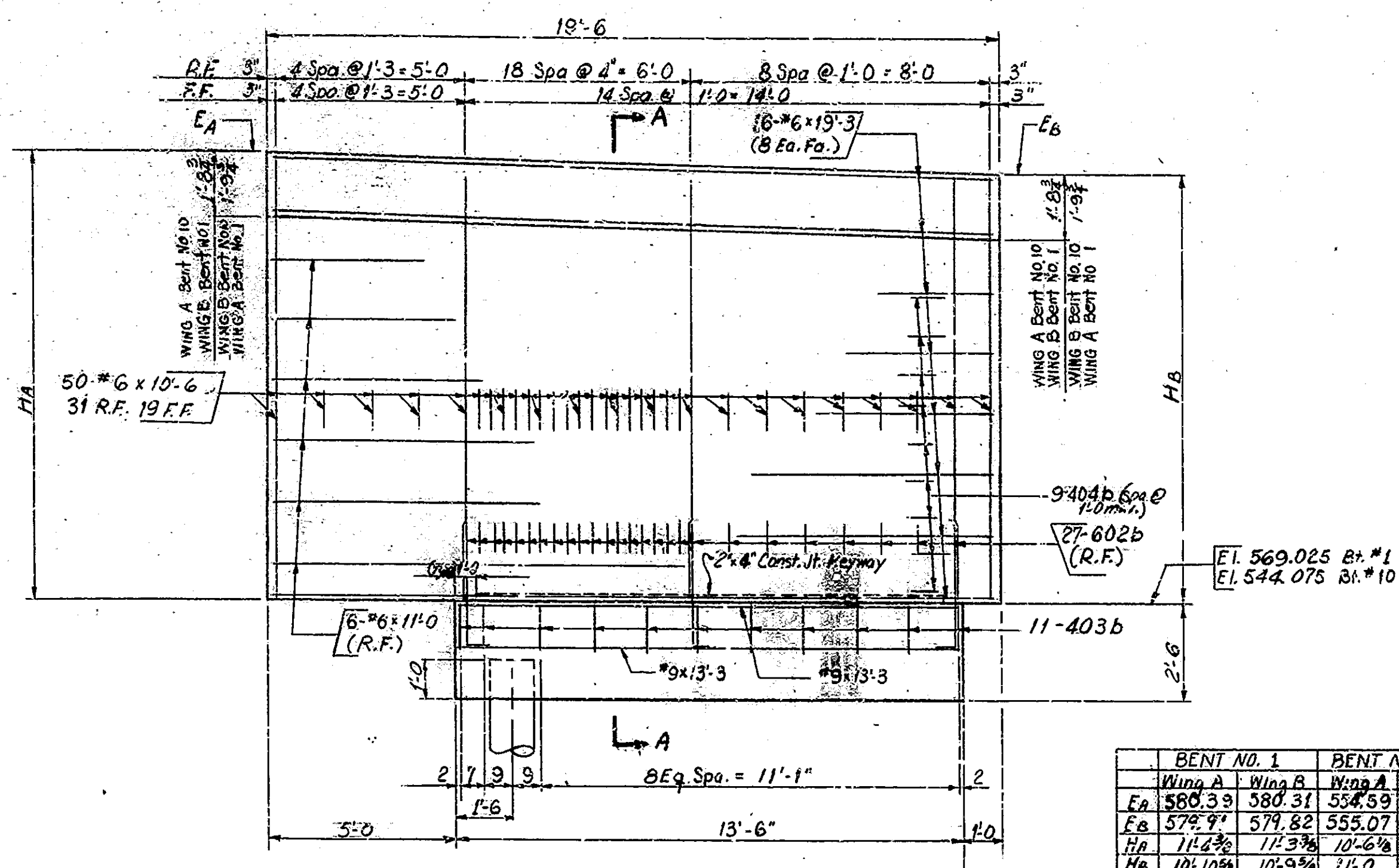
DESIGNED BY: K. J. 12/1/62
 DRAWN BY: K. J. 12/1/62
 CHECKED BY: J. E. H. 1/8/63
 TRACED BY: C. W. D.



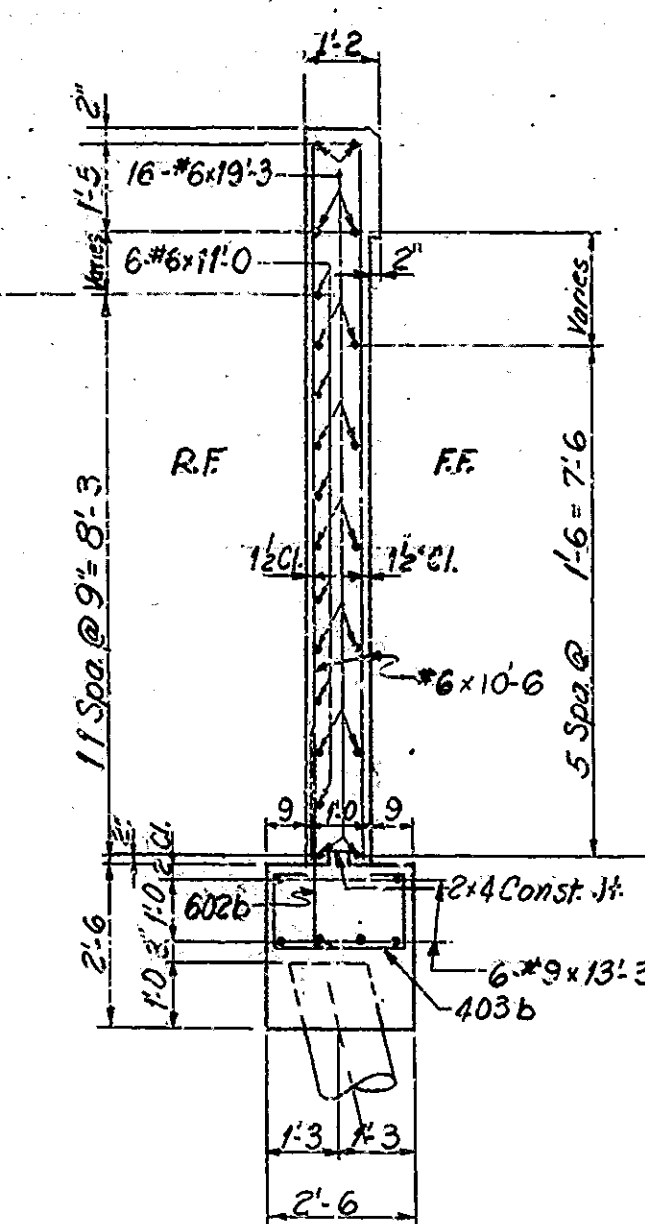
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	9	83

BILL OF MATERIALS

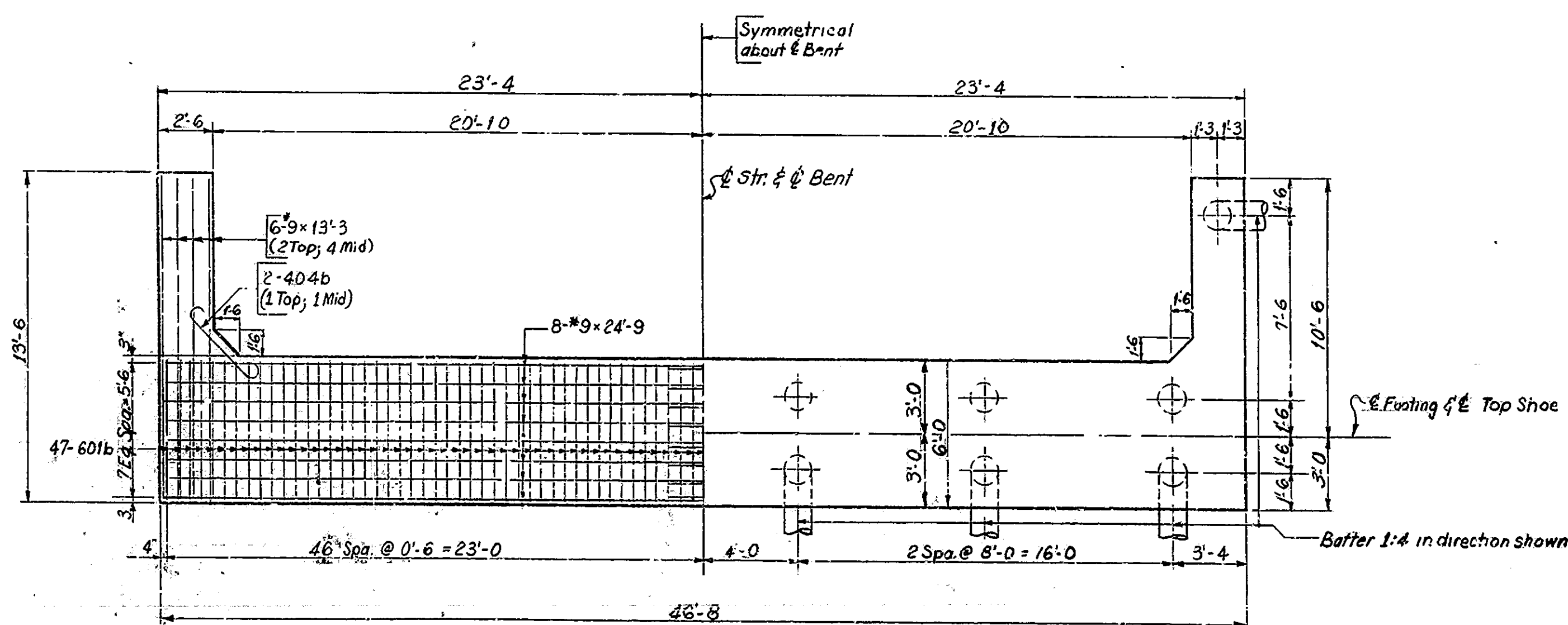
REINFORCING STEEL			
Size and Mark	Number of Bars	Length	Weight (lbs)
#9	16	24'-9"	
#9	16	24'-0"	
#9	12	13'-3"	
Total #9			3193
601b	93	7'-1"	
602b	54	4'-3"	
603b	44	10'-0"	
#6	32	19'-3"	
#6	12	11'-0"	
#6	100	10'-6"	
#6	43	6'-6"	
Total #6			5115
401b	37	4'-3"	
402b	30	10'-6"	
403b	22	5'-7"	
404b	26	4'-6"	
#4	16	23'-3"	
#4	43	3'-0"	
Total #4			810
Total Reinf. Steel			9118
CONCRETE CLASS "E"			
Footings		29.6 cu. yds.	
Bent No. 1			
Pour No. 1		31.2 cu. yds.	
Pour No. 2		10.7 cu. yds.	
Total		41.9 cu. yds.	
Bent No. 10			
Pour No. 1		30.7 cu. yds.	
Pour No. 2		10.6 cu. yds.	
Total		41.3 cu. yds.	
MISCELLANEOUS			
Anchor Plate MK APs		4 Each	
14" x 14" x 7/8" Steel Encased Concrete Piles @ 30'-0"		420 Lin. Ft.	
3/4" Anch Rod MK ARs		38 Each	



WING ELEVATION
Showing WING A
Wing B Opp Hand
Scale: 3/8" = 1'-0"

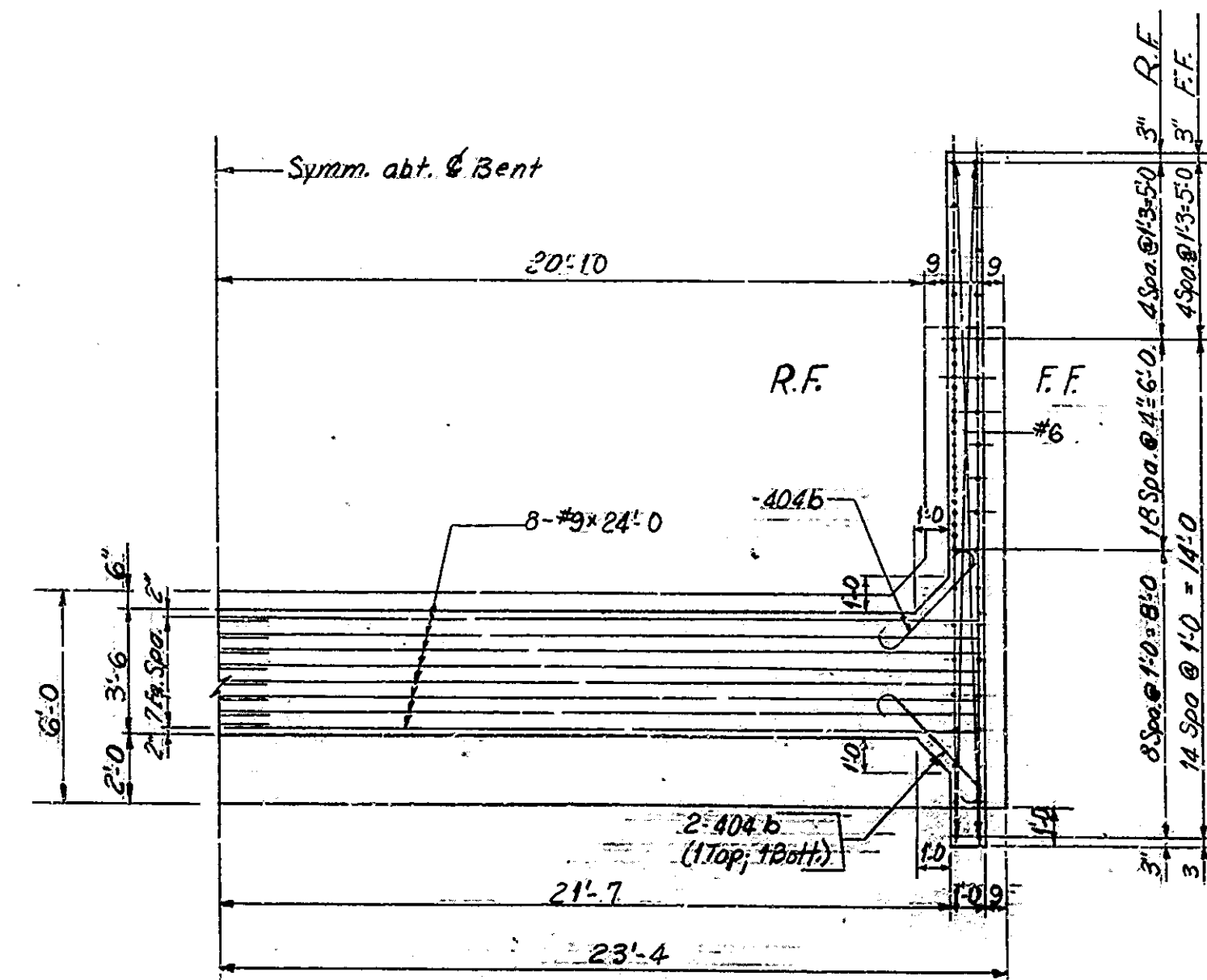


SECTION A-A
Scale: 3/8" = 1'-0"



SHOWING REINFORCING STEEL
SHOWING PILING
FOOTING PLAN
Scale: 1/4" = 1'-0"

14" - 1 1/2" #7 Ga. Steel Encased Concrete Piles. Min. Brq. 40T

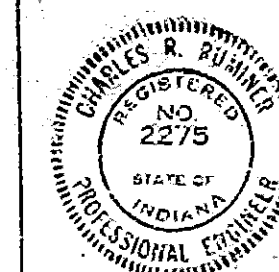


SHOWING LONGT. REINF. IN CAP & VERT. REINF. IN WING WALL
HALF CAP PLAN
Scale: 1/4" = 1'-0"

NOTES
For reinforcing bar notes see Bridge Standard C1
For additional details see drawing S3
See note on General Plan for 1/2" increase in slab thickness.

BENT NUMBER 1 & 10
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED
AUG. 20, 1968
RECOMMENDED FOR APPROVAL: *C. R. Rummel*
DRAWING: S4 OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-1784J



DESIGNED: K.K. Winkler, C.E.D., T.E.H. 1-31-68
DRAWN: M. B. Winkler, C.E.D., T.E.H. 2-18-68
TRACED: CKD

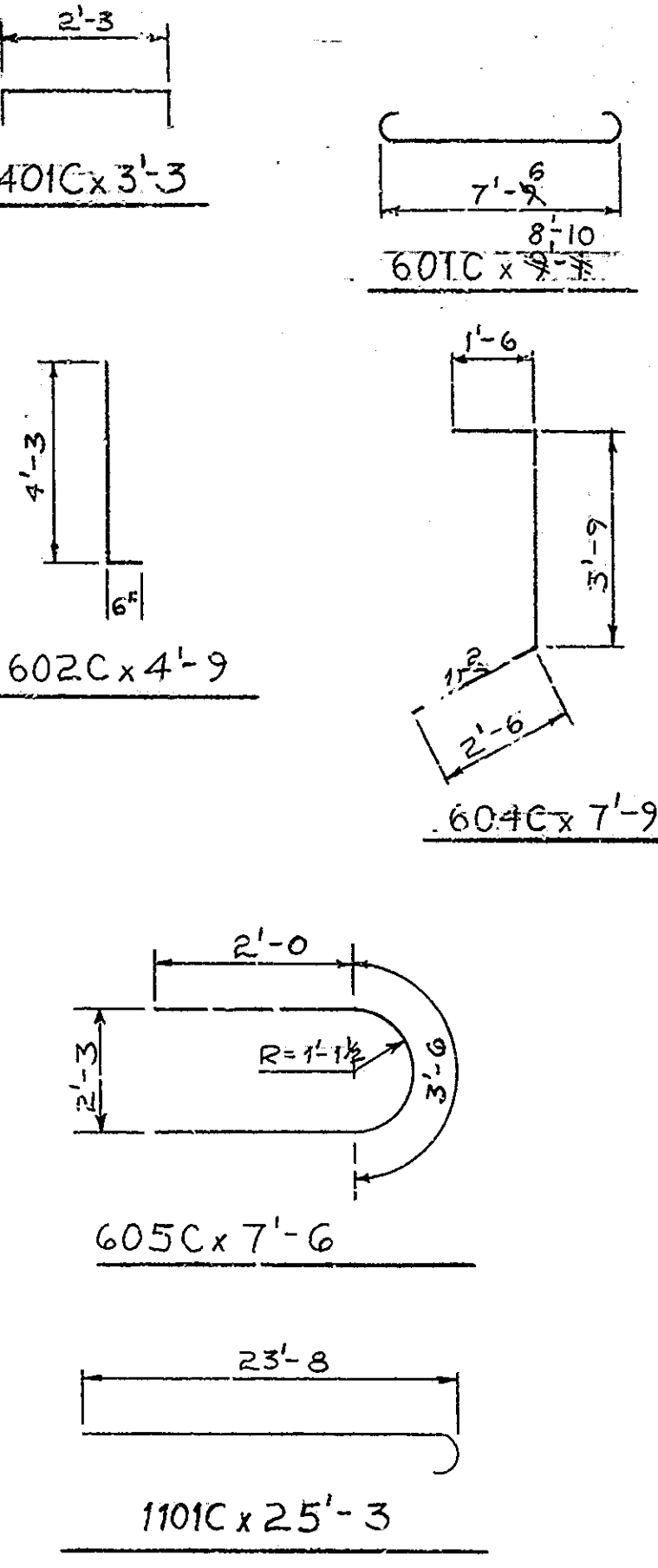
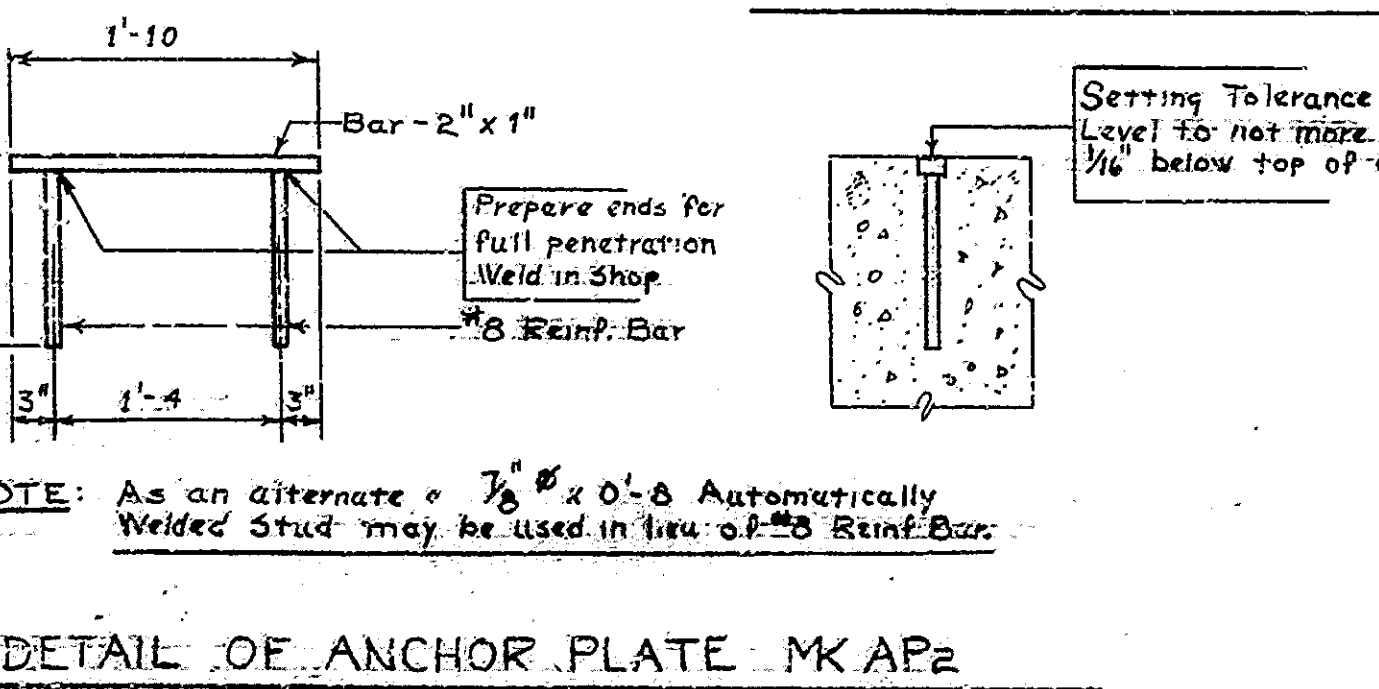
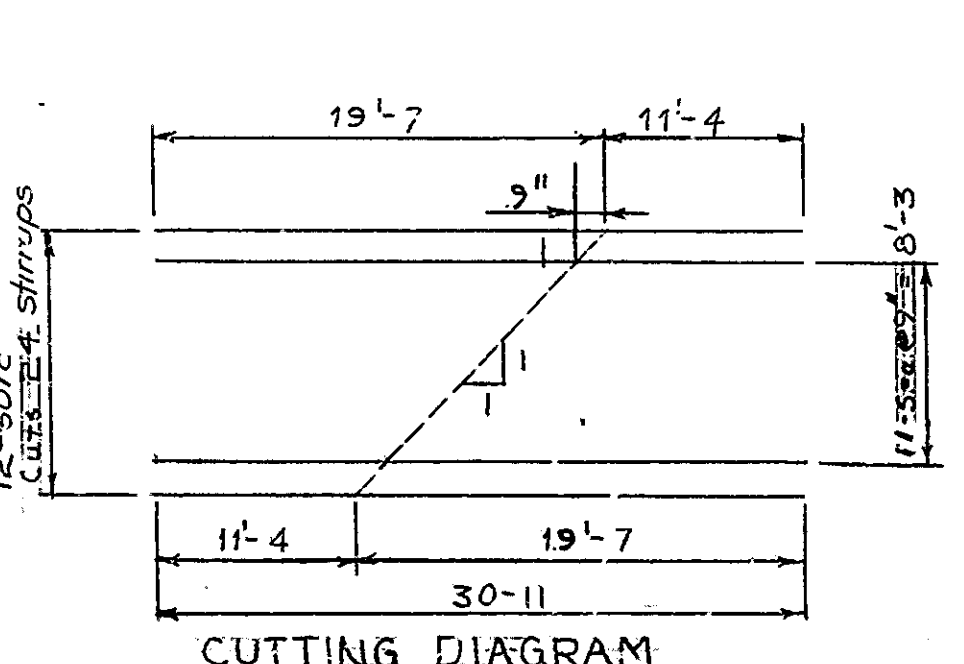
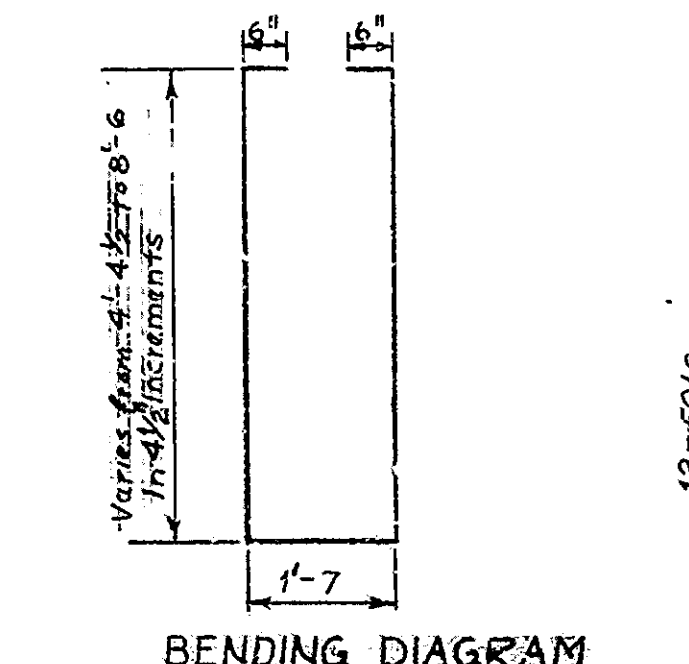
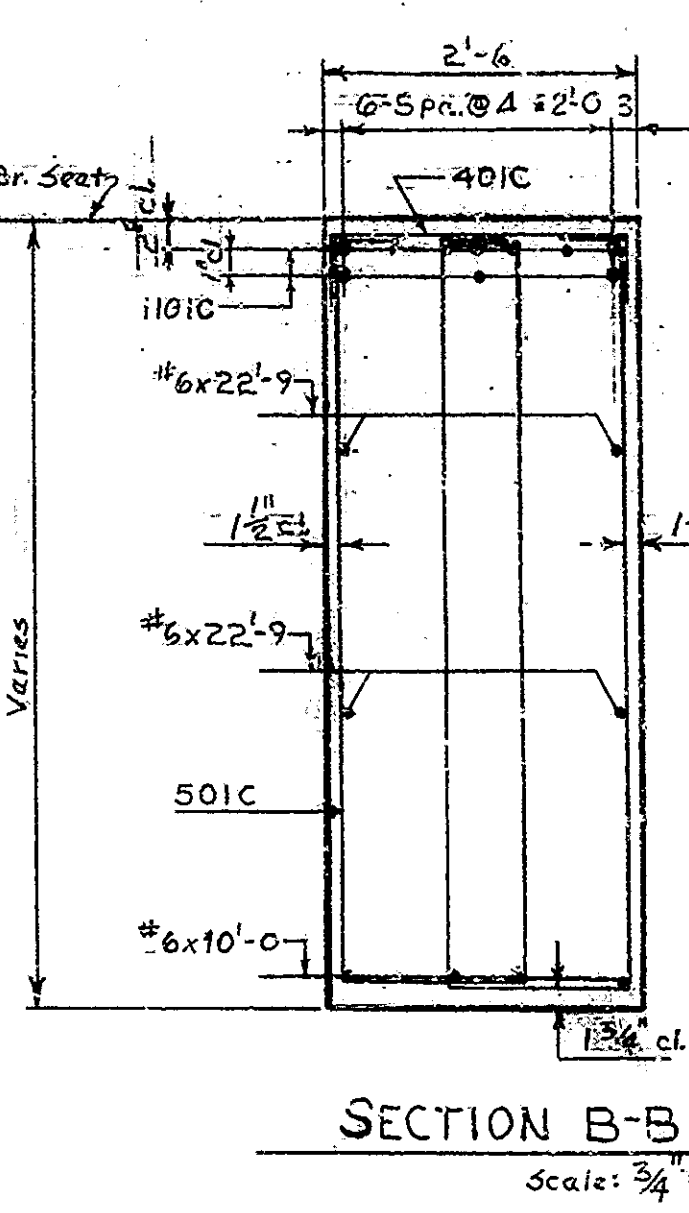
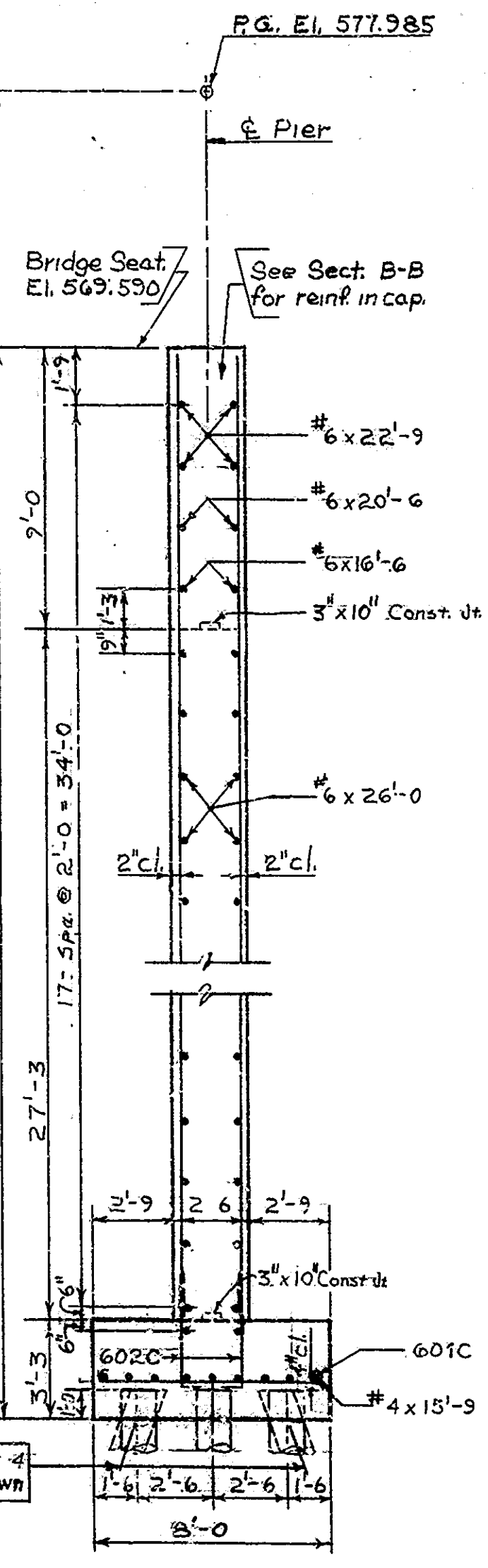
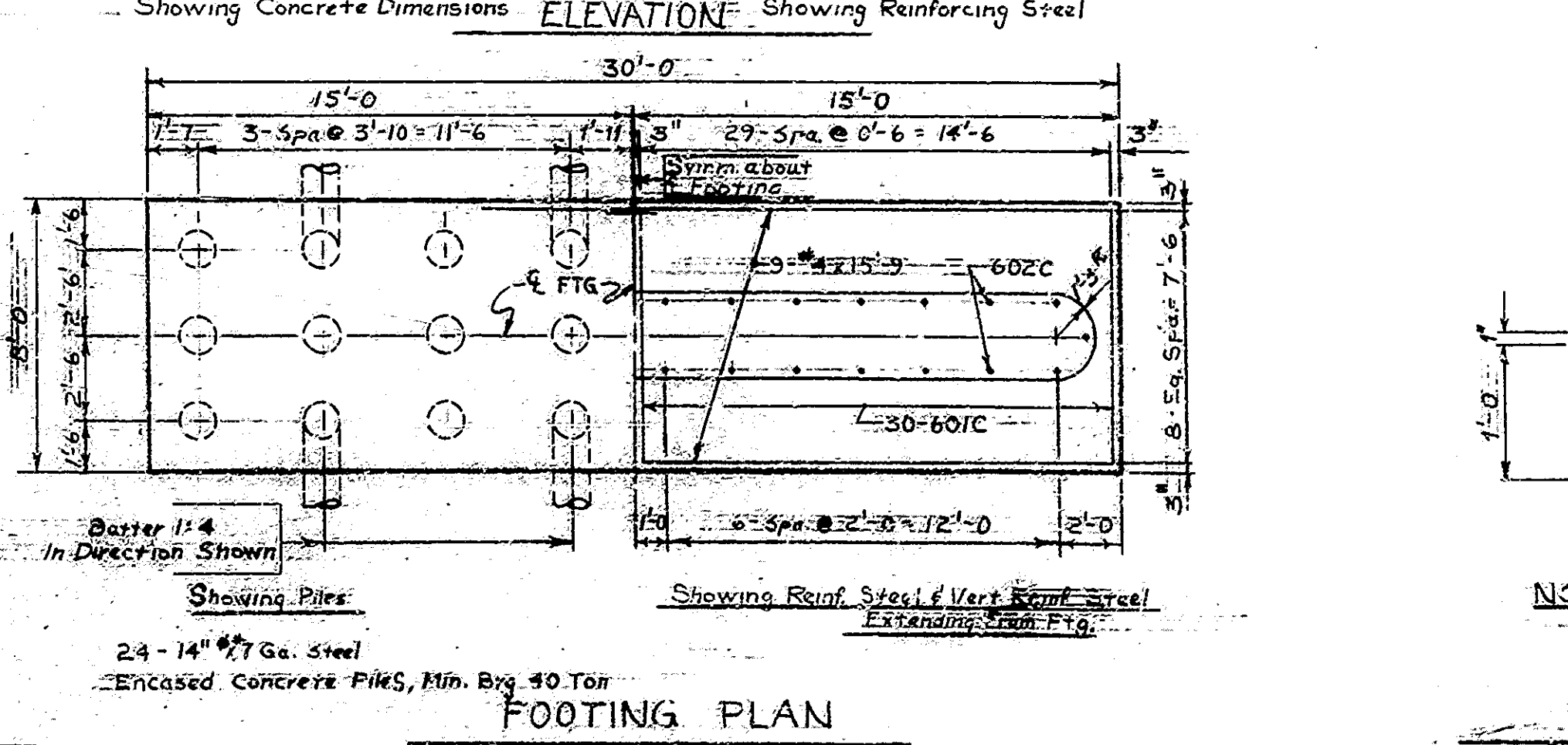
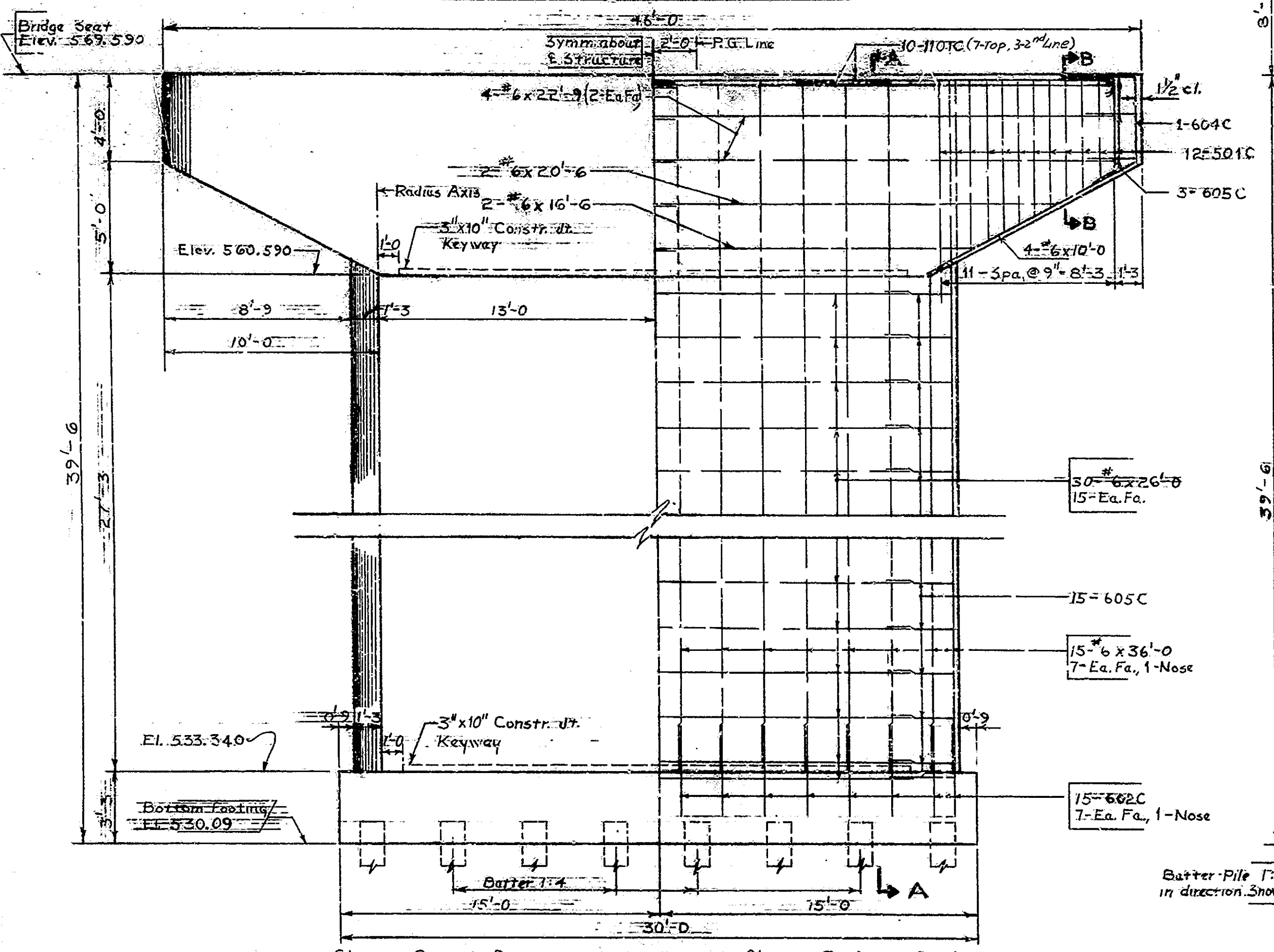
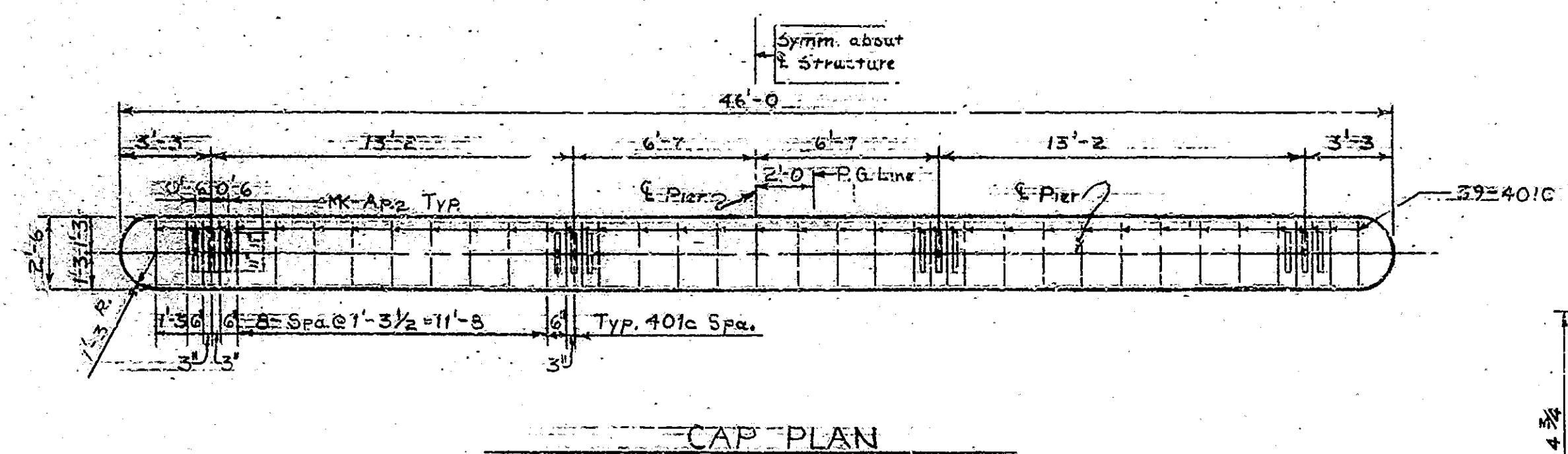
BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	10	83

REINFORCING STEEL

Size	Number	Length	Weight
Mark	Bars	(ft.)	(LBS.)
1101c	20	25'-3"	
Total # 11			
601c	60	9'-6"	
602c	30	4'-9"	
604c	2	7'-9"	
605c	36	7'-6"	
#6	30	36'-0"	
#6	30	26'-0"	
#6	8	2'-9"	
#6	4	20'-6"	
#6	4	16'-6"	
#6	8	10'-0"	
Total # 6			
501c	24	30'-11"	
Total # 5			
401c	39	3'-3"	
#4	18	15'-9"	
Total # 4			
Total Reinf. Steel			
4871			
774			
274			
8602			

CONCRETE	
Class "E" in Footing	28.9 Cu. Yd.
Class "E" above Footing	70.6 "
Class "F"	35.6 "

MISCELLANEOUS	
Anch. Pl. MK AP2	12 Each
24-14" #7 Ga. Steel	
Encased Conc. Piles @ 25'	600 L.F.

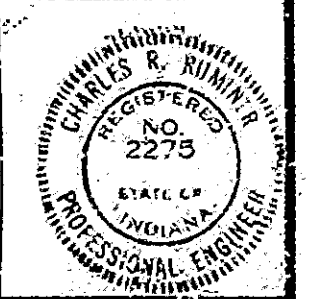


NOTES
See Bridge Standard C1 for reinforcing bar notes.
Anchor Plate MK AP2 to be present in concrete.

PIER NUMBER 2
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" UNLESS NOTED
AUG. 20, 1968
RECOMMENDED FOR APPROVAL: *C.R. Rummel*
DRAWING: S50F 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-17844

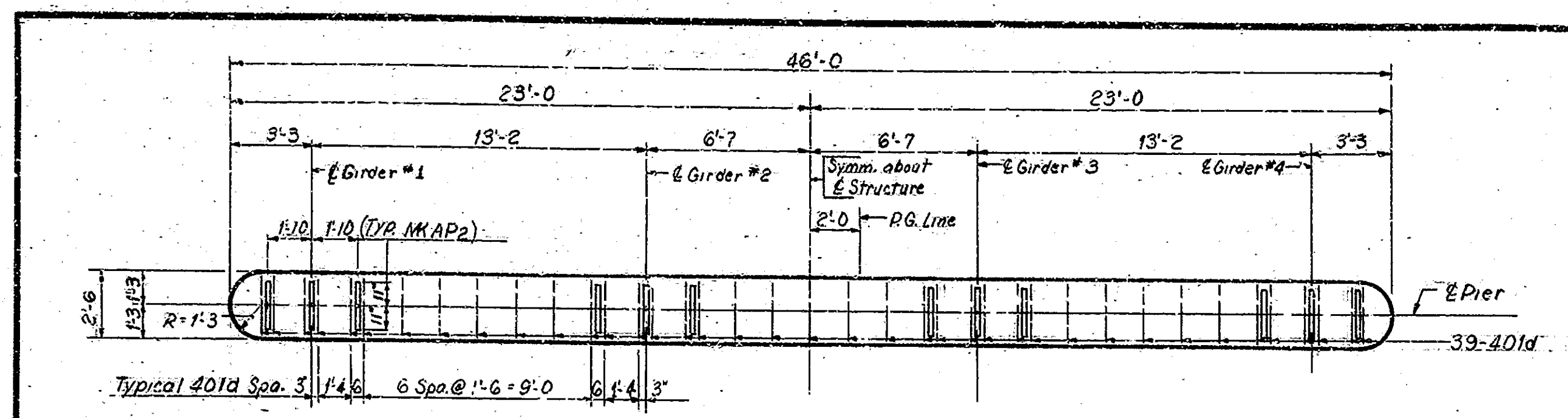
DESIGNED: K.K. 12-6-67 CKD J.F.H. 7-30-68
DRAWN: J.S. 5-68 CKD J.F.H. 2-5-68
TRACED CKD



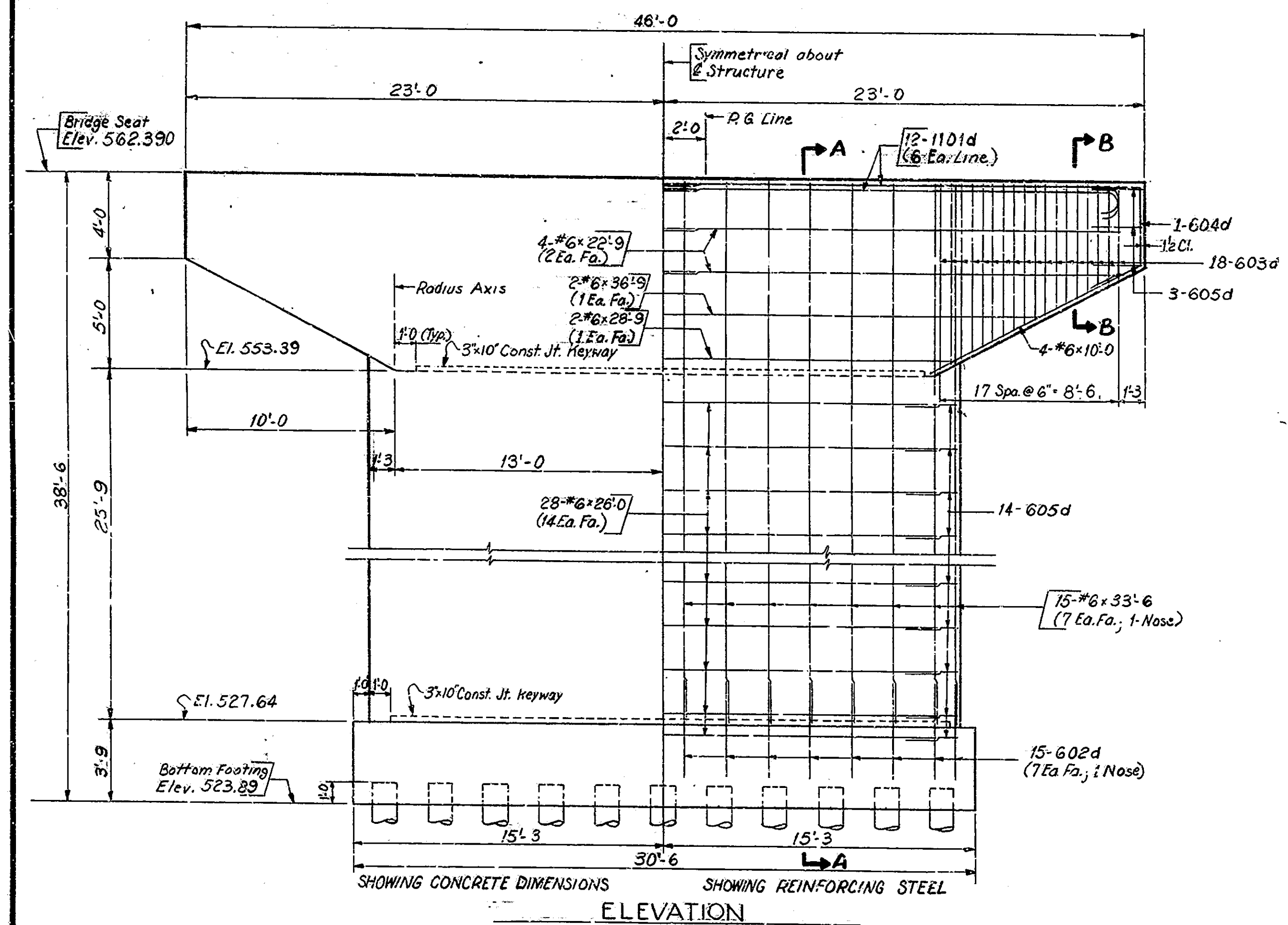
BRIDGES OVER 20' SPAN					
PUB. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	11	23

BILL OF MATERIALS

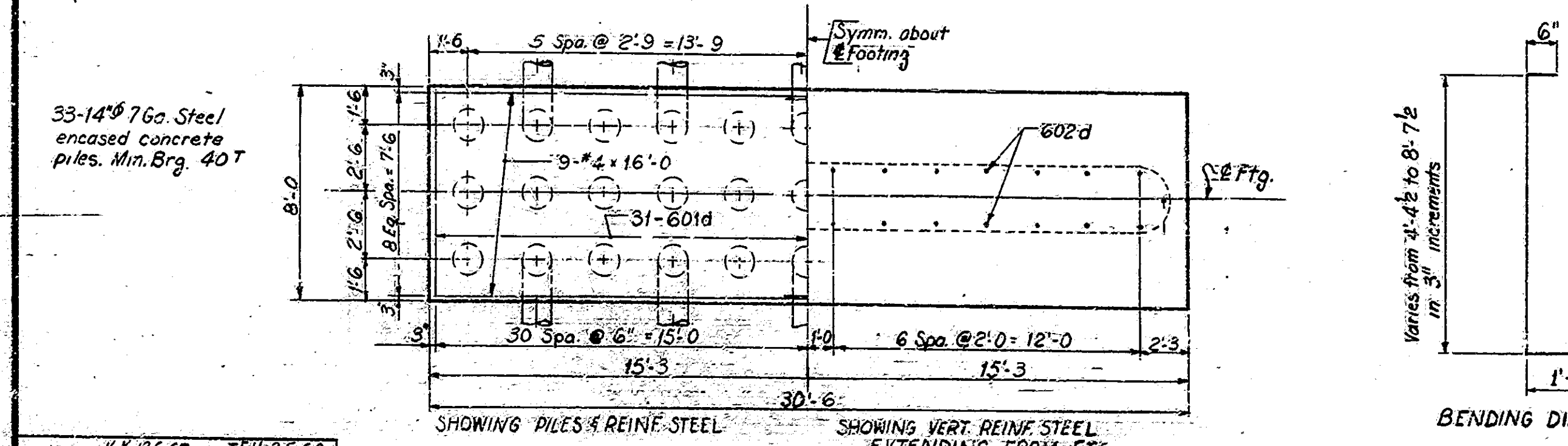
REINFORCING STEEL			
Size of Mark	Number of Bars	Length (LBS.)	Weight (LBS.)
1101d	24	25'-3"	3220
Total #11			
601d	61	3'-6"	660
602d	30	5'-3"	315
603d	38	31'-0"	1176
604d	2	7'-9"	158
605d	34	7'-6"	854
#6	2	33'-9"	118
#6	30	33'-6"	1026
#6	2	28'-9"	101
#6	28	26'-0"	728
#8	8	22'-9"	144
#6	8	10'-0"	288
Total #6			
401d	39	3'-3"	477
#4	18	16'-0"	270
Total #4			
Total Reinforcing Steel			
9842			
CONCRETE			
Class "F" in Footing			
33.9 cu yds			
Class "E" above Footing			
66.7 cu yds			
Class "F" in Cap.			
33.6 cu yds			
MISCELLANEOUS			
33-14" 7Ga. Steel encased concrete			
33.9 cu yds			
Piles @ 25'-0"			
825 Lin. Ft.			
Anchor Plate MK AP2			
12 Each			



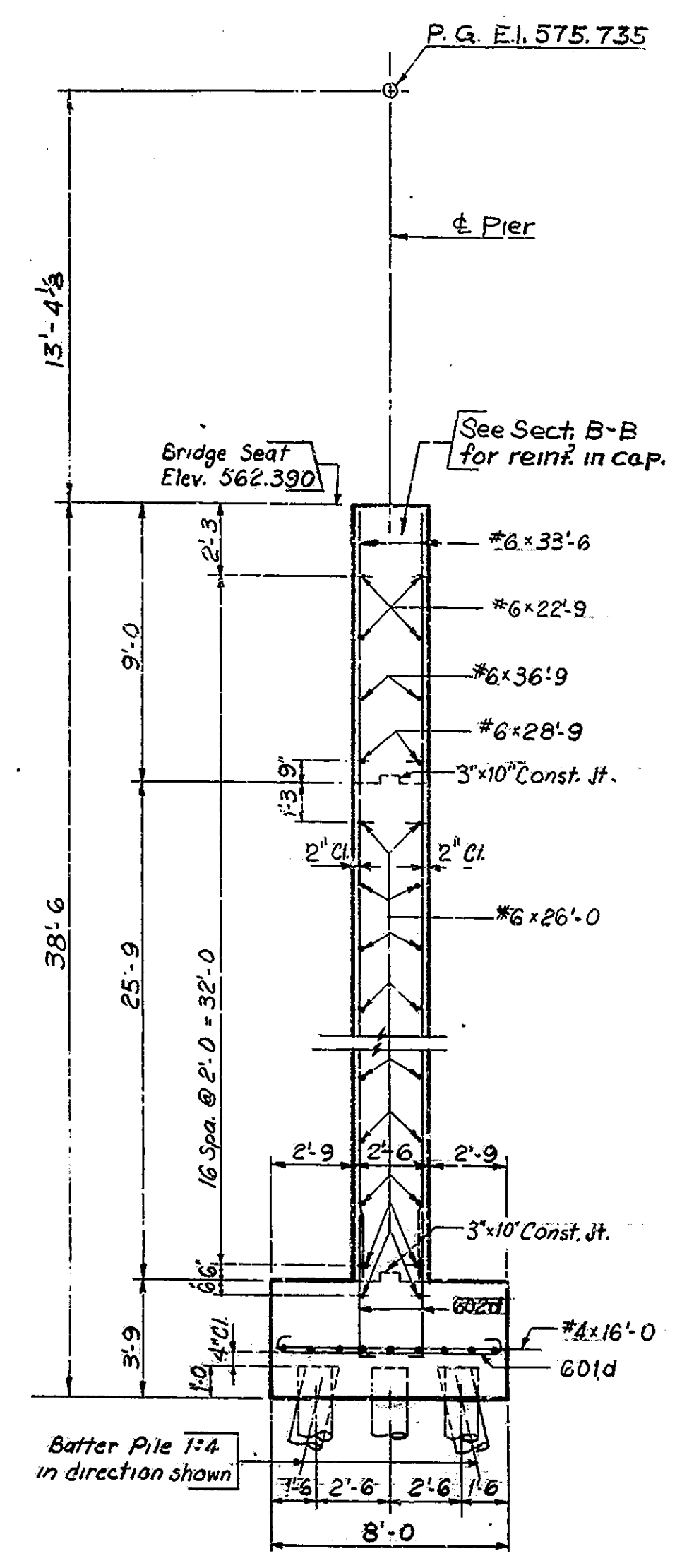
CAP PLAN



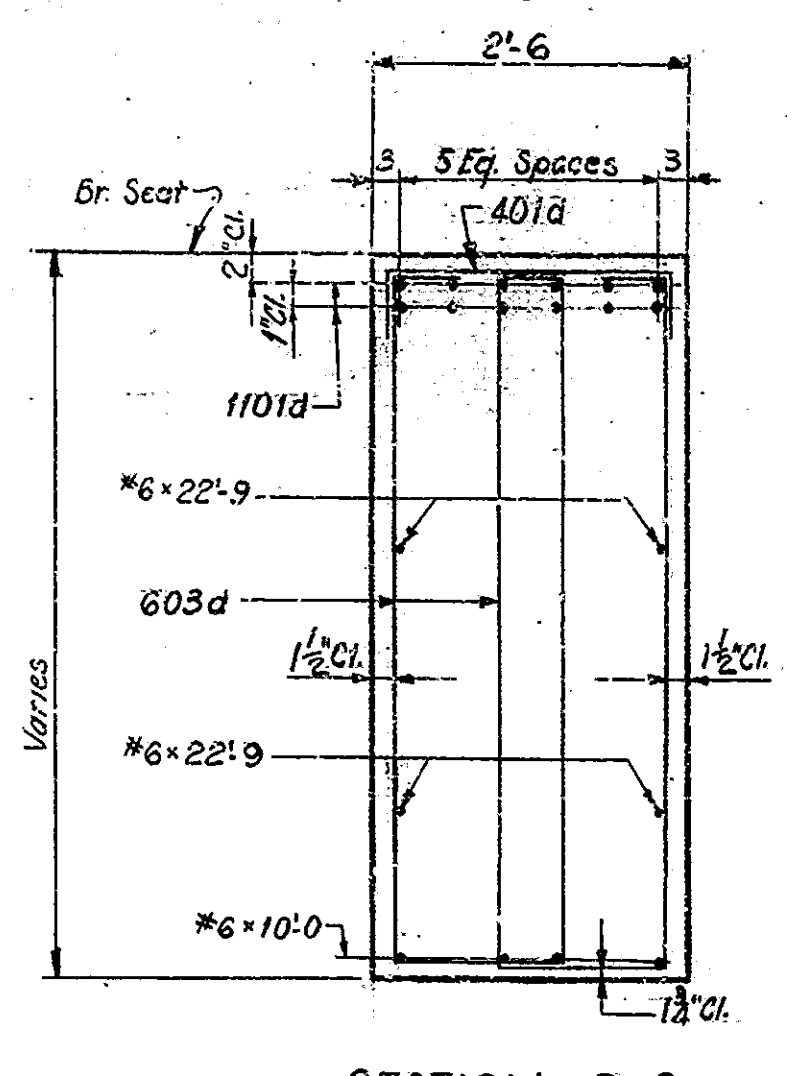
ELEVATION



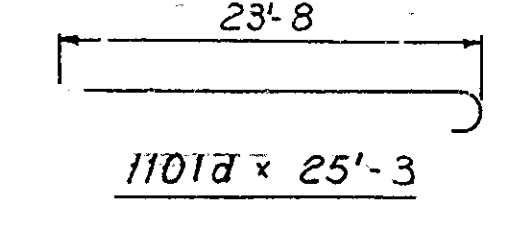
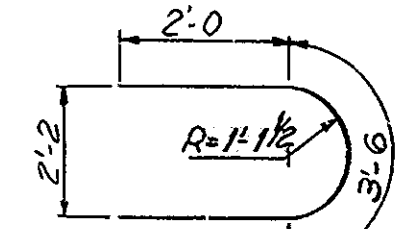
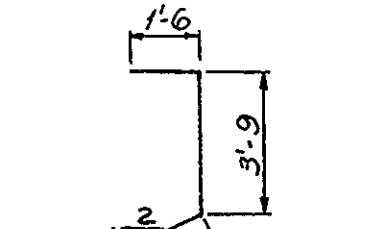
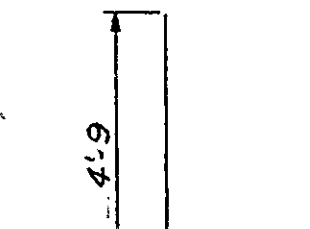
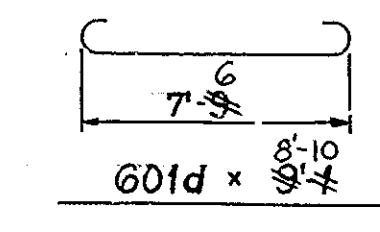
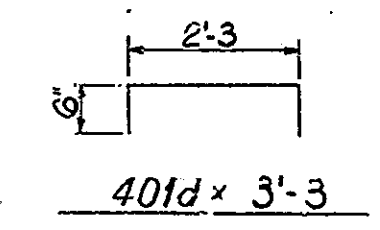
FOOTING PLAN



SECTION A-A



SECTION B-B



NOTES

See Bridge Standard C₁ for reinforcing bar notes.
Anchor Plate MK AP₂ to be preset in concrete.
For details of anchor plate MK AP₂ see drawing S₅

PIER NO. 3

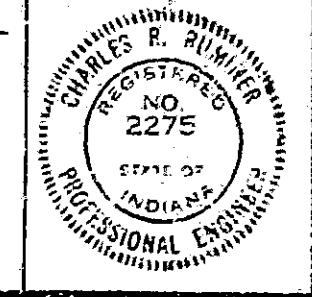
INDIANA STATE HIGHWAY COMMISSION

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

AUG. 20, 1968

RECOMMENDED FOR APPROVAL: *C.R. Remmer*

DRAWING: S₆ OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52P-1784J



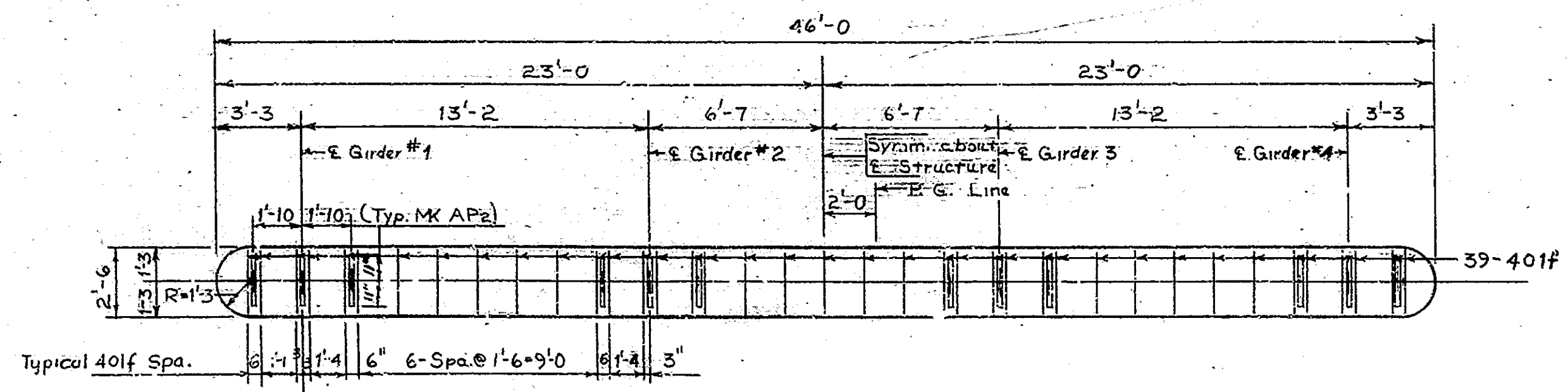
DESIGNED: J.K. [unclear] [unclear]
DRAWN: R.R. [unclear] [unclear]
TRACED: [unclear]

Rev. 4/16/60 Reinf. Bar

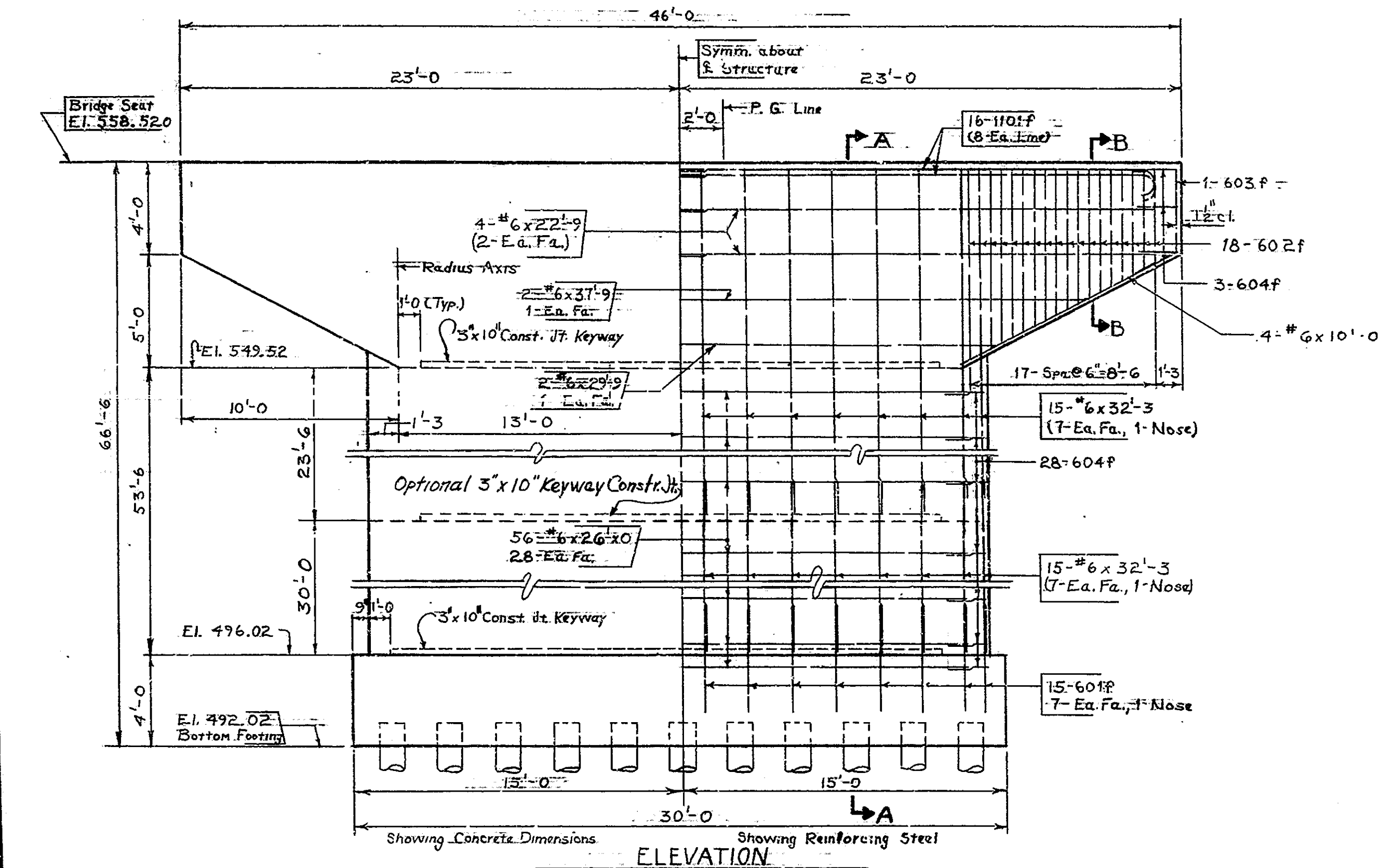
BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.	NO.	NO.	YEAR	NO.	SHEETS
IND.	F-74(56)	1968	12	83	

BILL OF MATERIALS

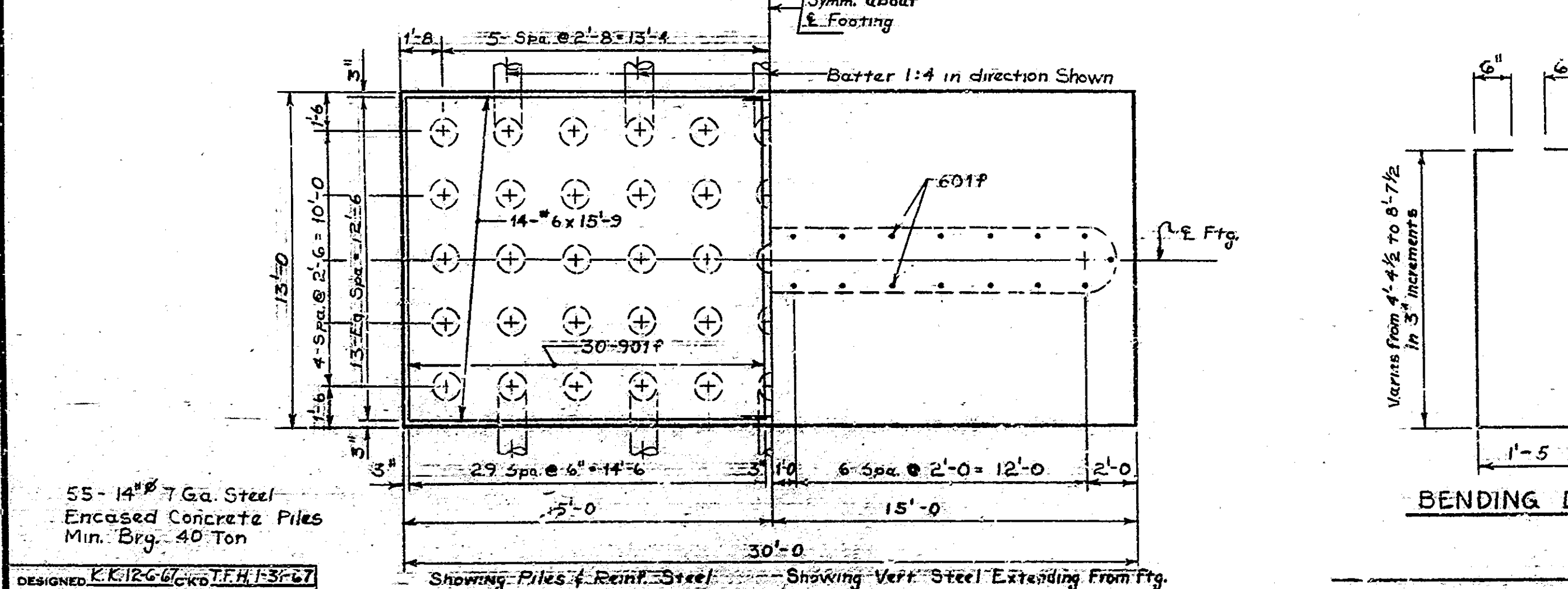
REINFORCING STEEL			
Size	Number	Length	Weight
Mark	of Bars	(ft.)	(Lbs.)
1101f	32	25'-3"	4293
Total # 11			
901f	60	15'-0"	3060
Total # 9			
601f	30	5'-3"	
602f	36	30'-10"	
603f	2	7'-9"	
604f	62	7'-6"	
#6	2	37'-9"	
#6	60	32'-3"	
#6	2	29'-9"	
#6	56	26'-0"	
#6	8	22'-9"	
#6	28	15'-9"	
#6	8	10'-0"	
Total # 6			
401f	39	3'-3"	85
Total # 4			
Total Reinf Steel			
16,415			
CONCRETE			
Class "E" in Footing	57.8 Cu. Yd.		
Class "E" above Footing	133.5 "		
Class "F"	33.6 "		
MISCELLANEOUS			
Anch. P. MK AP ₂	12 Each		
55-14" #7 Ga. Steel			
Encased Conc. Piles	825	1375 L. Ft.	



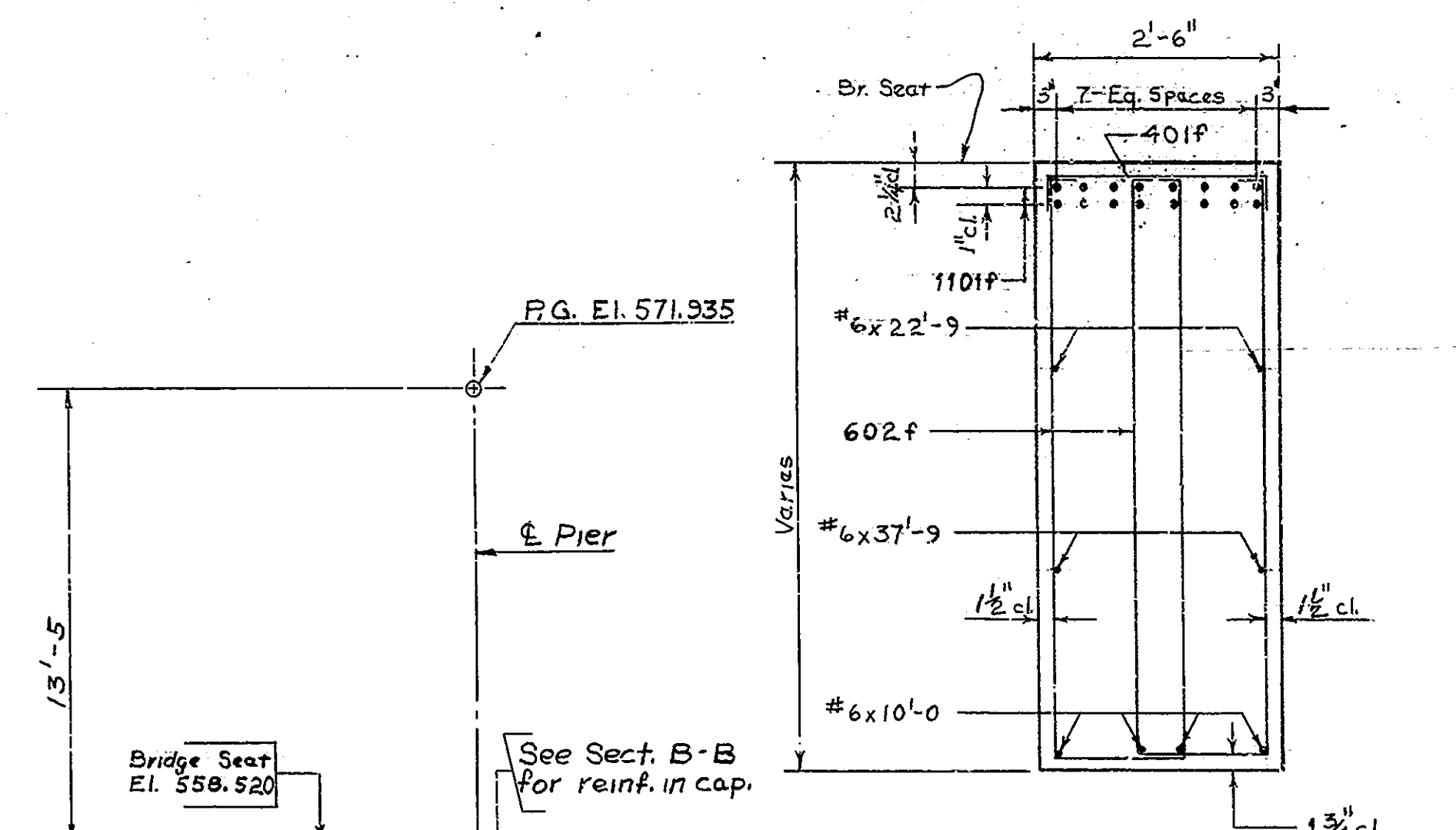
CAP PLAN



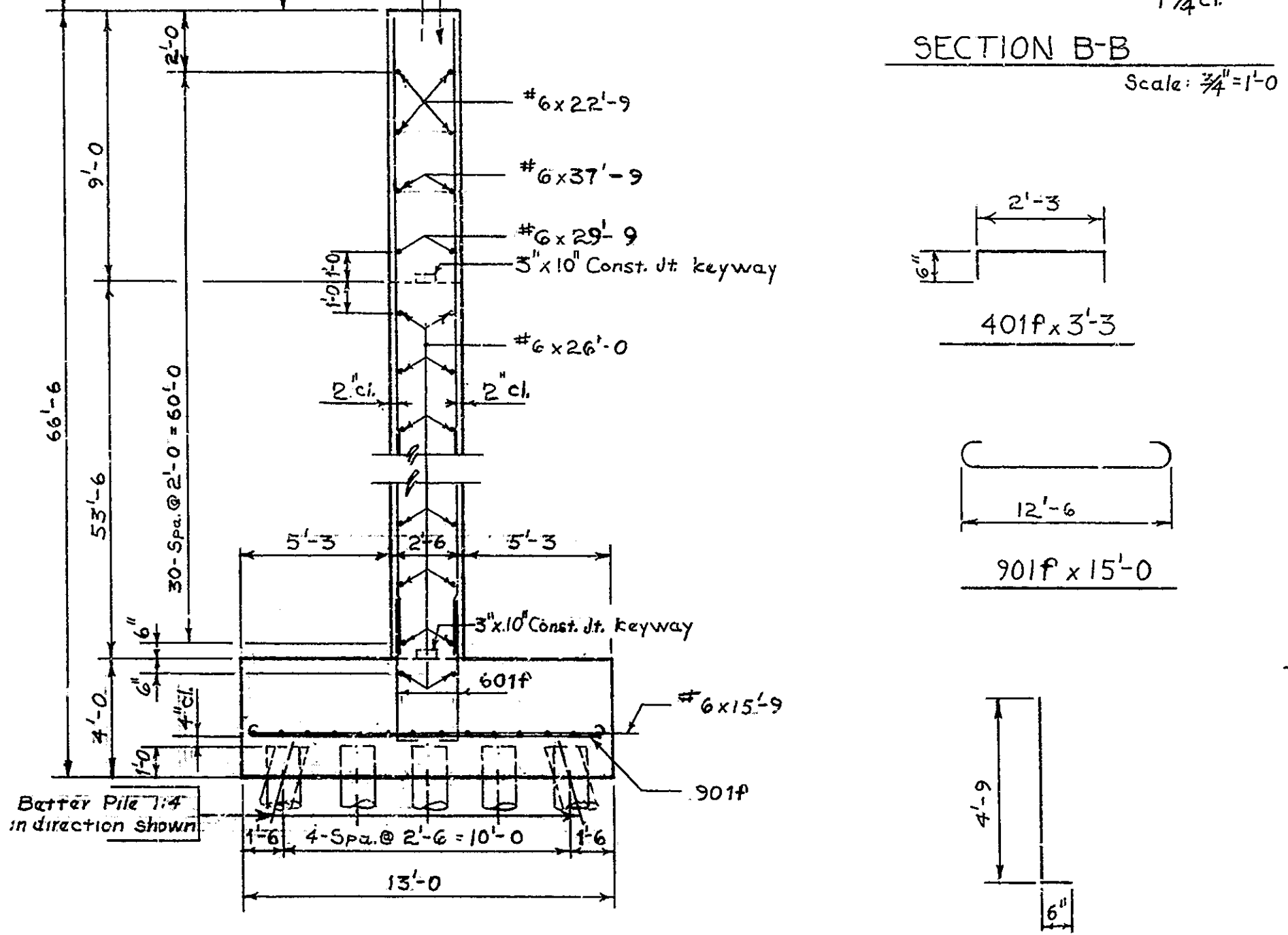
ELEVATION



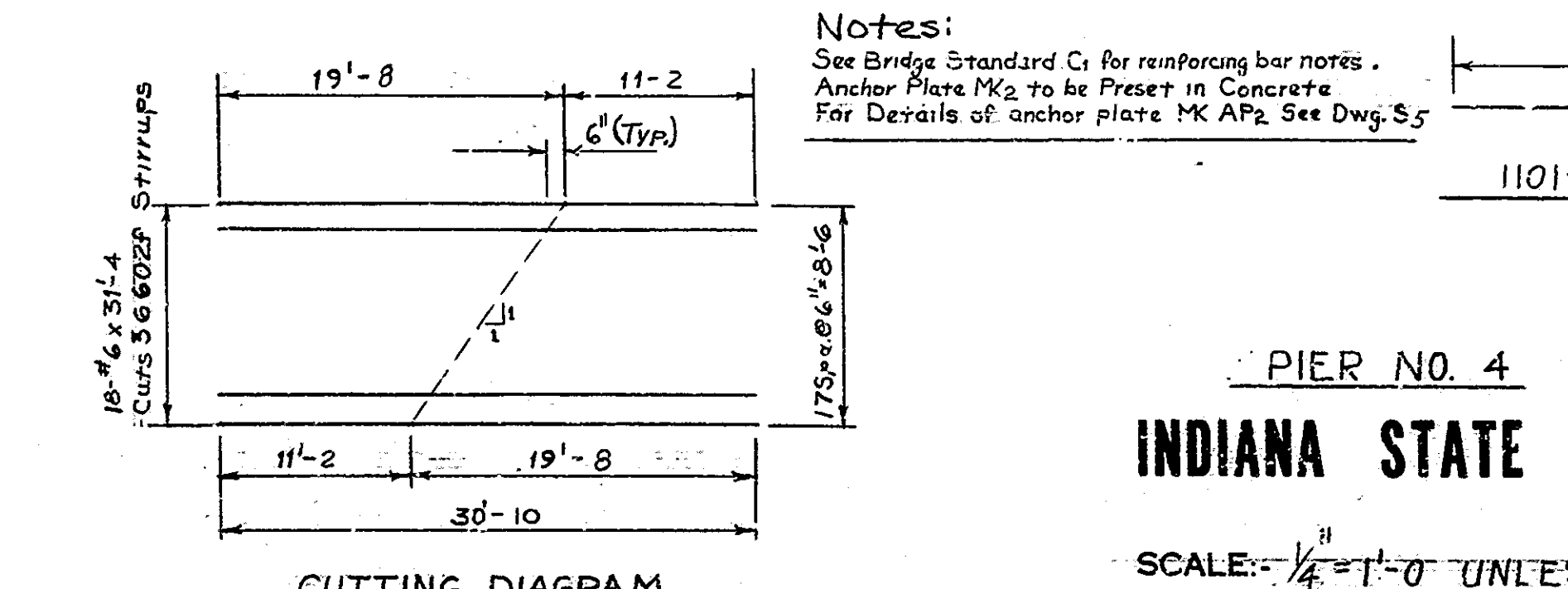
FOOTING PLAN



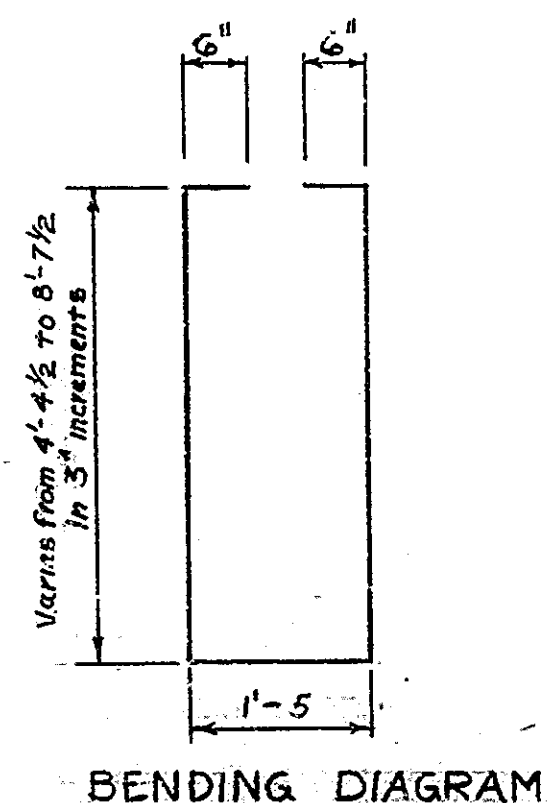
SECTION B-B



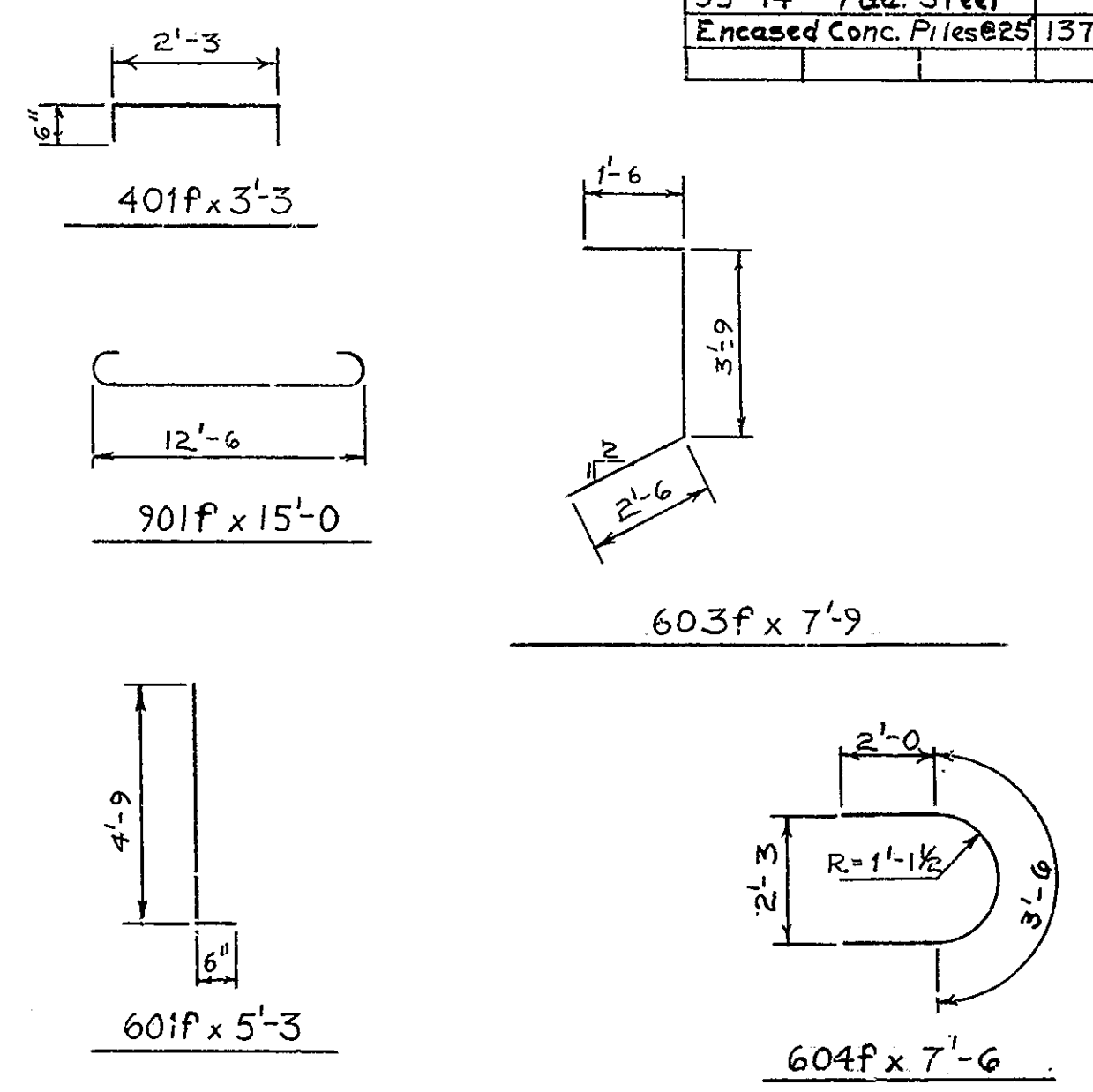
SECTION A-A



CUTTING DIAGRAM



BENDING DIAGRAM



Notes:
See Bridge Standard C1 for reinforcing bar notes.
Anchor Plate MK₂ to be Present in Concrete
For Details of anchor plate MK AP₂ See Dwg. S5

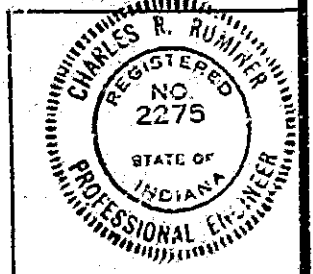
PIER NO. 4
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" UNLESS NOTED
RECOMMENDED FOR APPROVAL: [Signature] AUG. 20, 1968

DRAWING: S7 OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7818
BRIDGE FILE: 52P-17847

55-14" #7 Ga. Steel
Encased Concrete Piles
Min. Brg. 40 Ton

DESIGNED: K.K.R.C. & C.O.T.H. 1-3-67
DRAWN: C.T.H. & C.O.T.H. 2-6-68
TRACED: C.K.D.



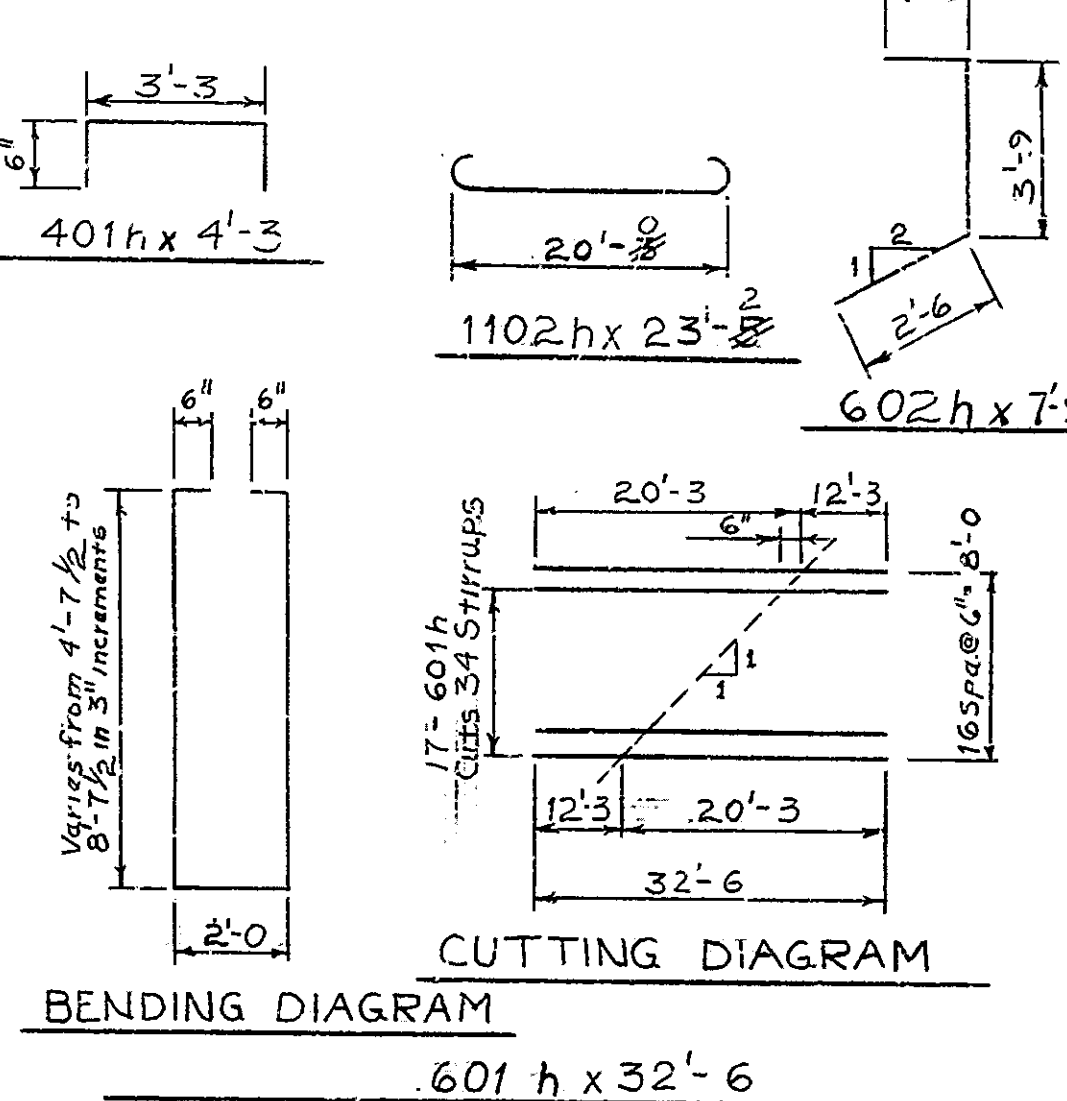
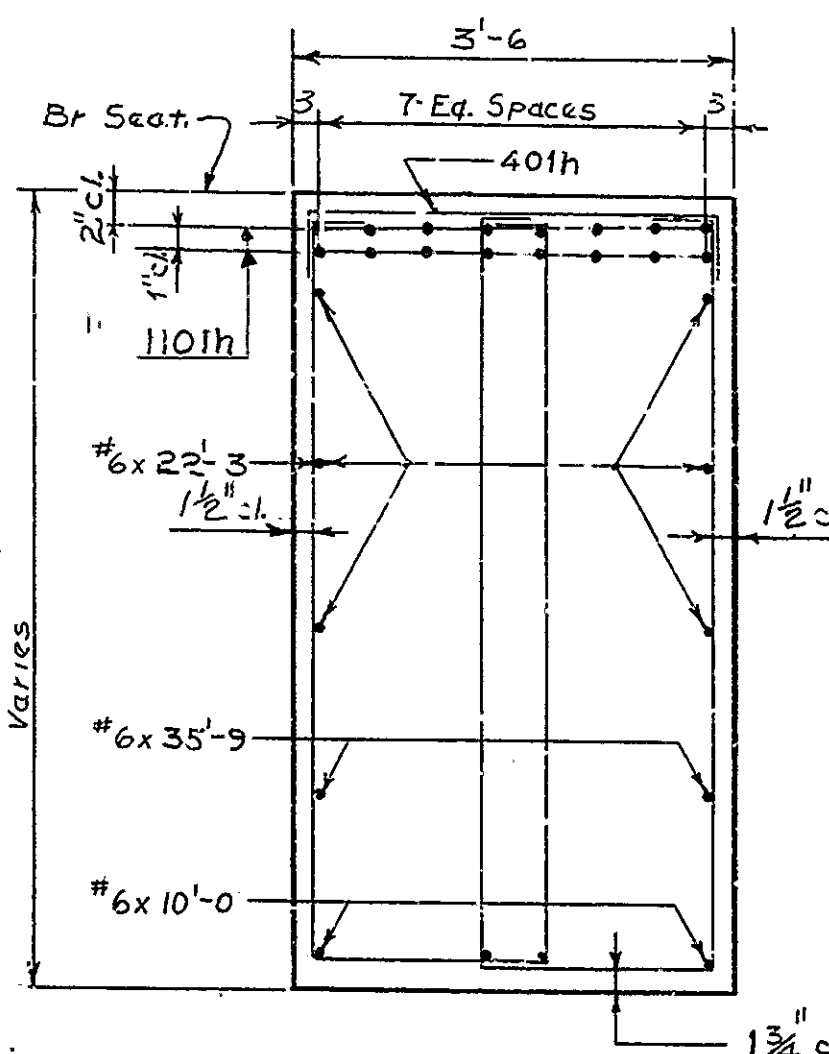
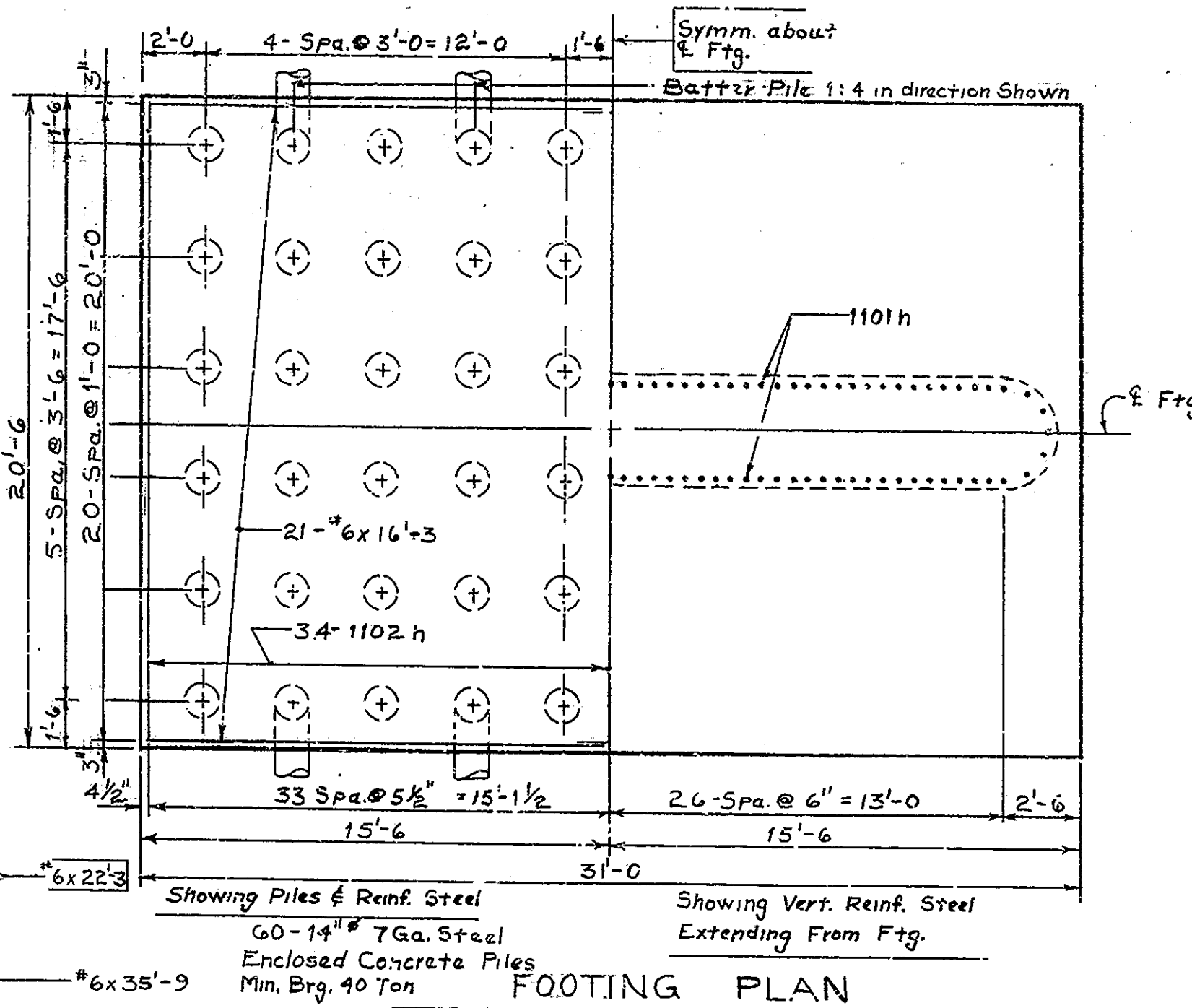
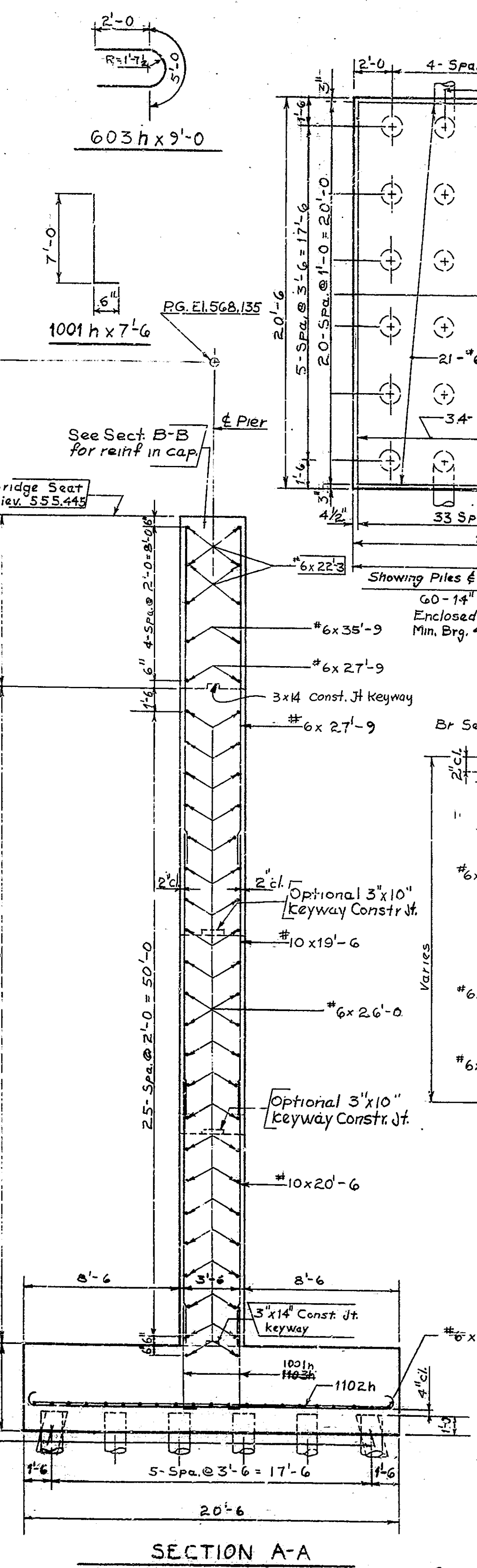
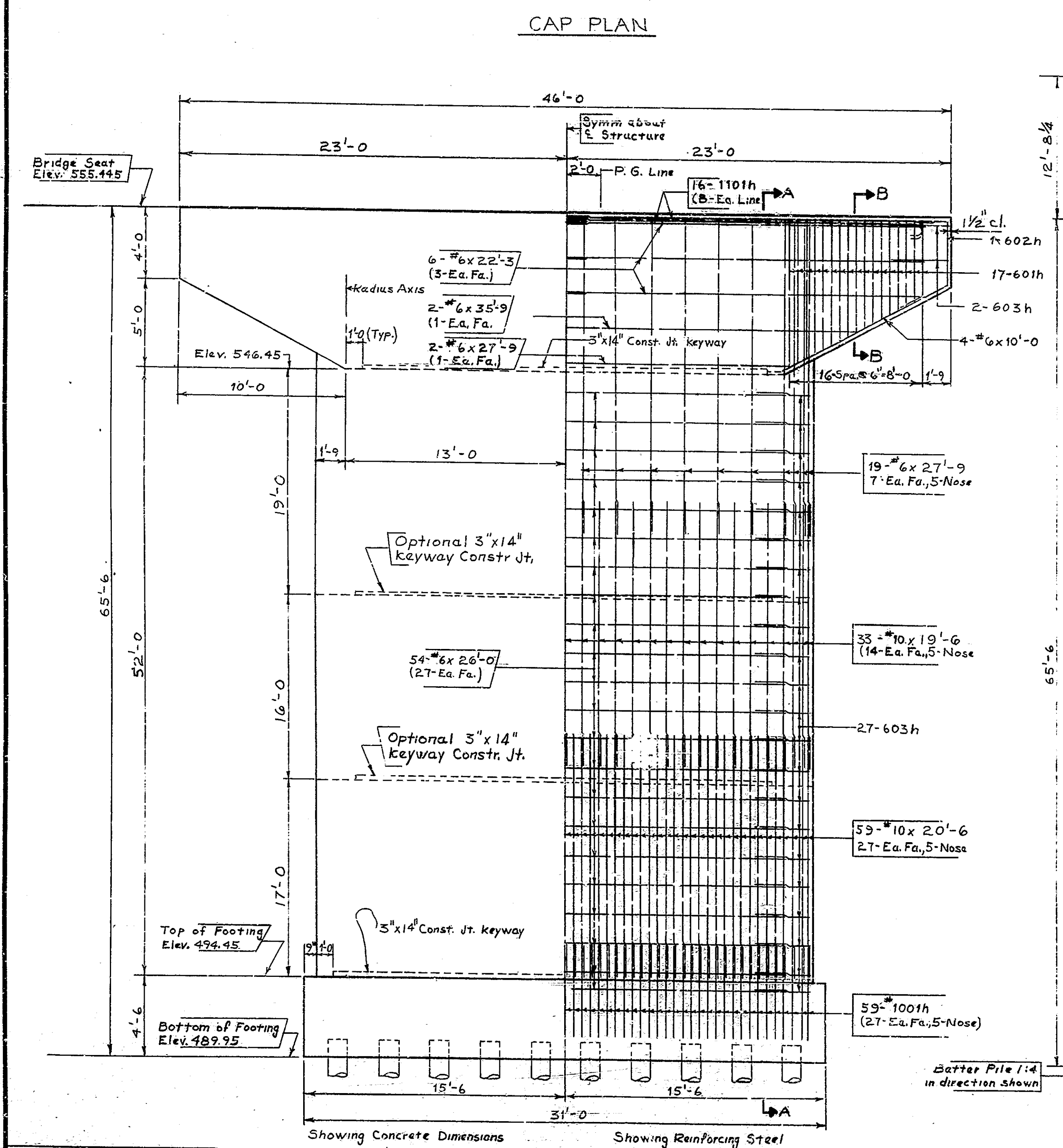
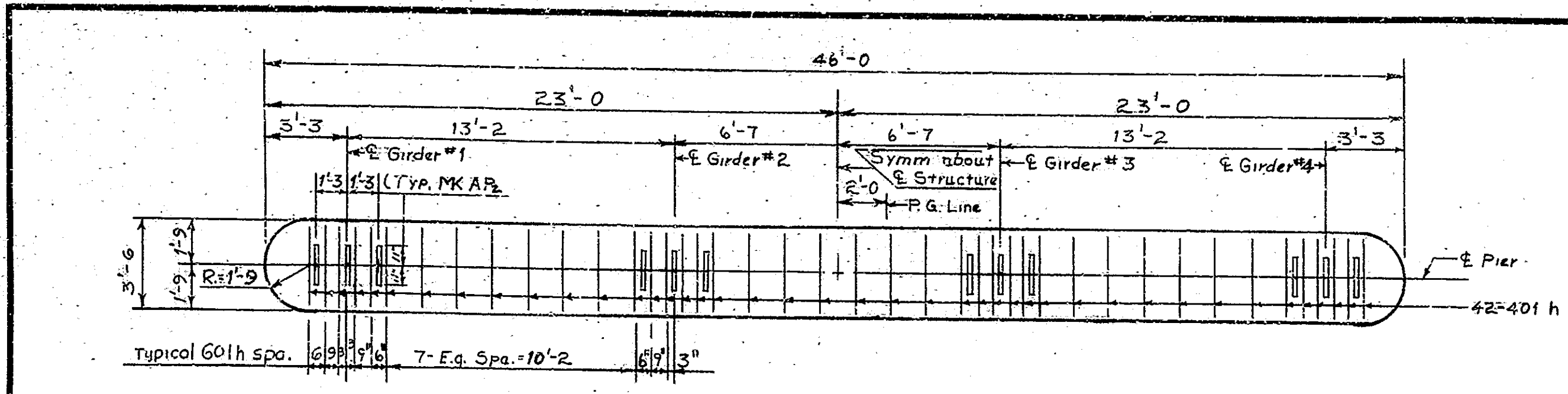
BRIDGES OVER 20' SPAN					
NO. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	F-74(56)	1968	13	83

BILL OF MATERIALS

REINFORCING STEEL			
Size	Number	Length	Weight
Mark	Bats	(Lbs)	
1101h	32	24'-9"	
1102h	67	23'-9"	
Total #11			12,544
1001h	116	7'-6"	
#10	116	20'-6"	
#10	64	19'-6"	
Total #10			19,346
601h	34	32'-6"	
602h	2	7'-9"	
603h	58	9'-0"	
#6	2	35'-9"	
#6	40	27'-9"	
#6	54	26'-0"	
#6	12	22'-3"	
#6	42	16'-3"	
#6	3	10'-0"	
Total #6			7896
401h	42	4'-3"	
Total #4			119
Total Reinf. Steel			39,905

CONCRETE	
Class "E" in Footing	1055 cu yd
Class "E" above Footing	193.8 cu yd
Class "F"	46.9 cu yd

MISCELLANEOUS	
Anch. Pl. MK AP ₂	12 Each
60-14" #7 Ga. Steel Encased Conc. Piles @ 25'	1500 Lbs

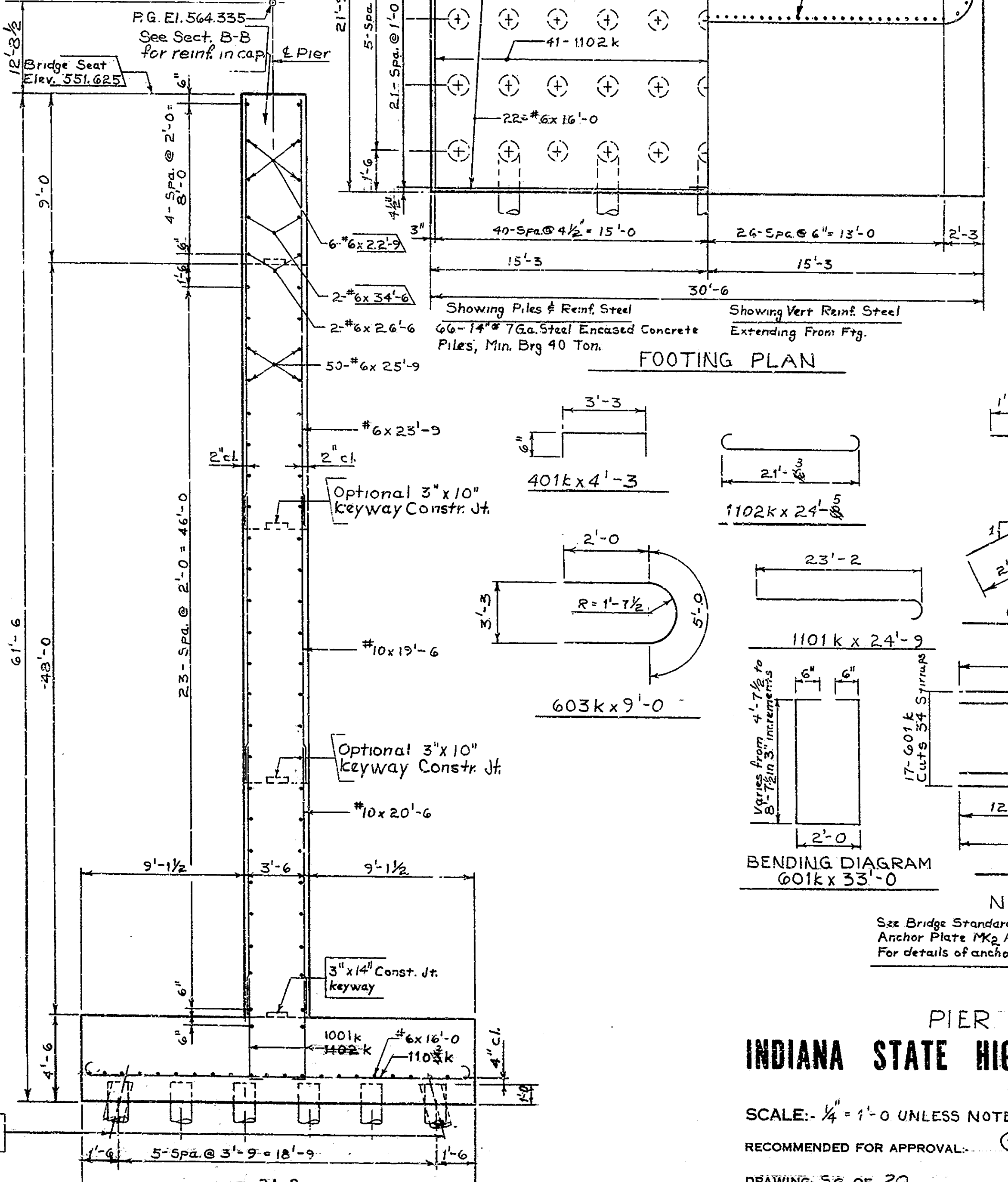
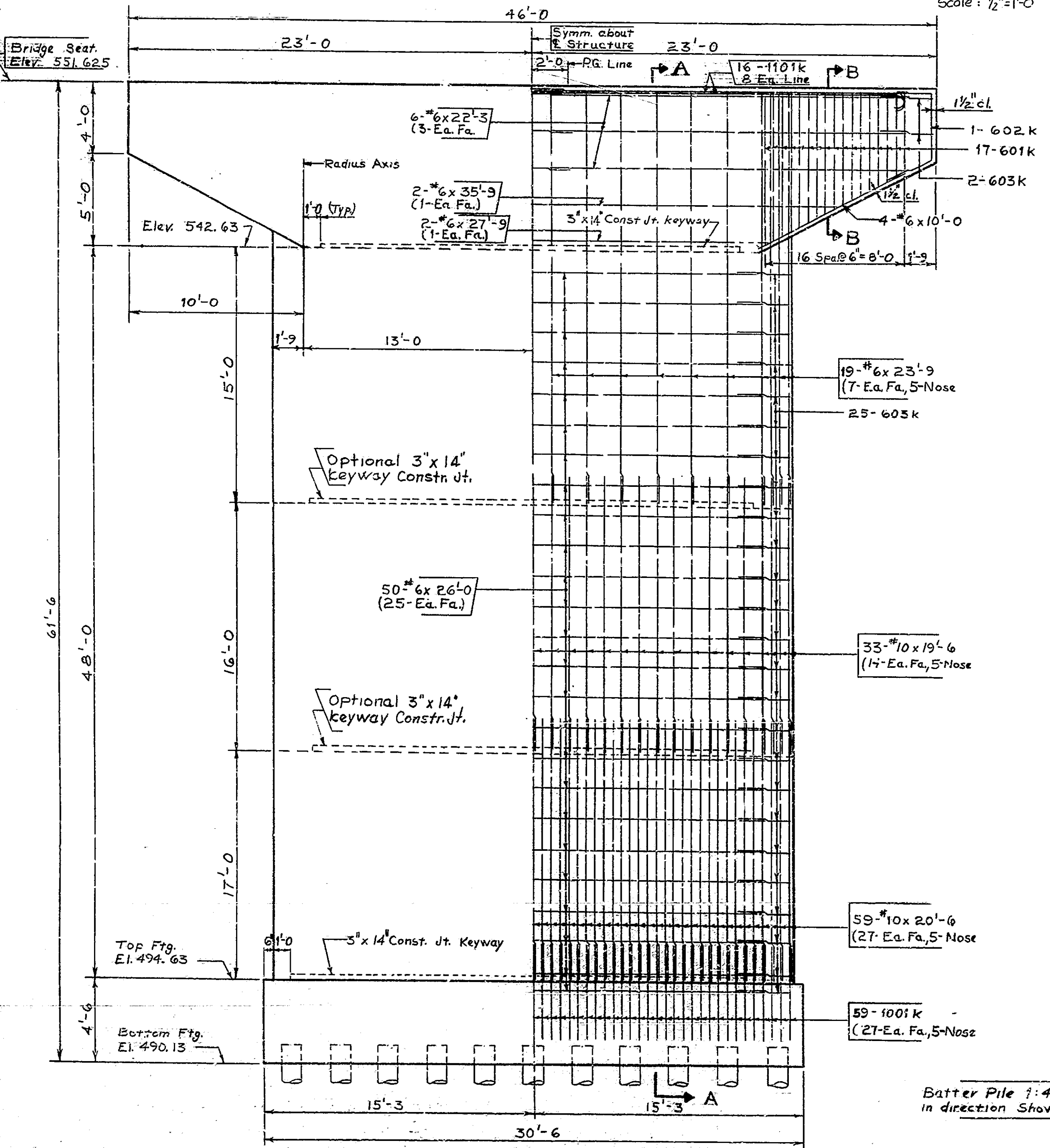
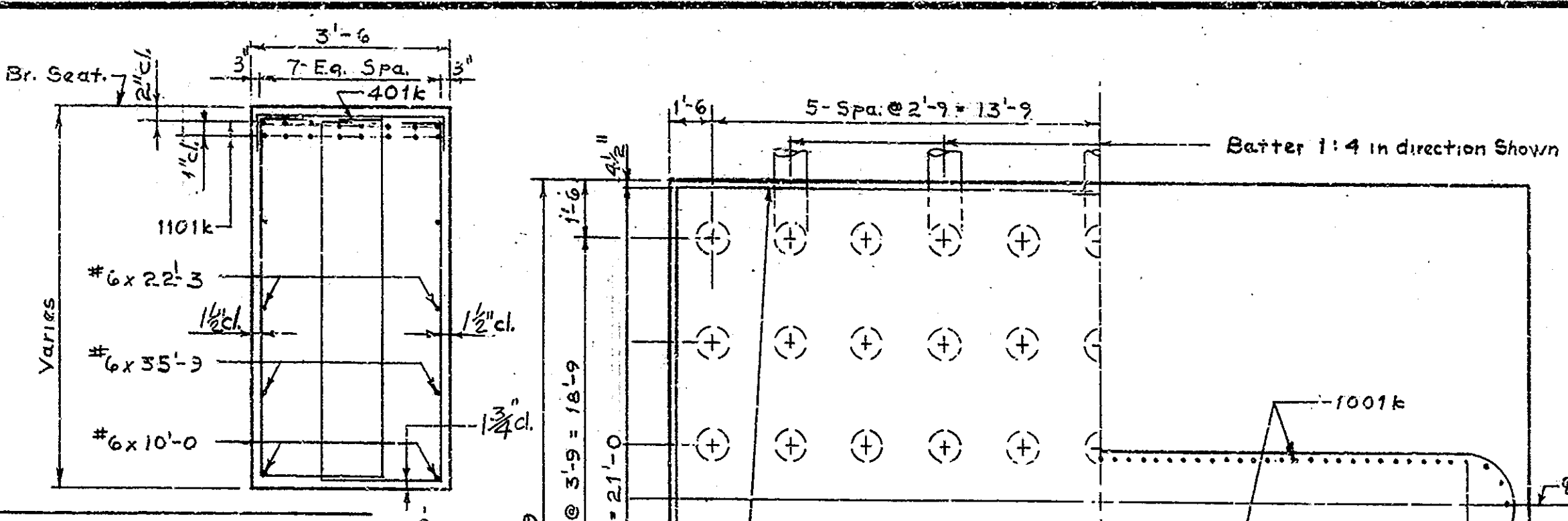
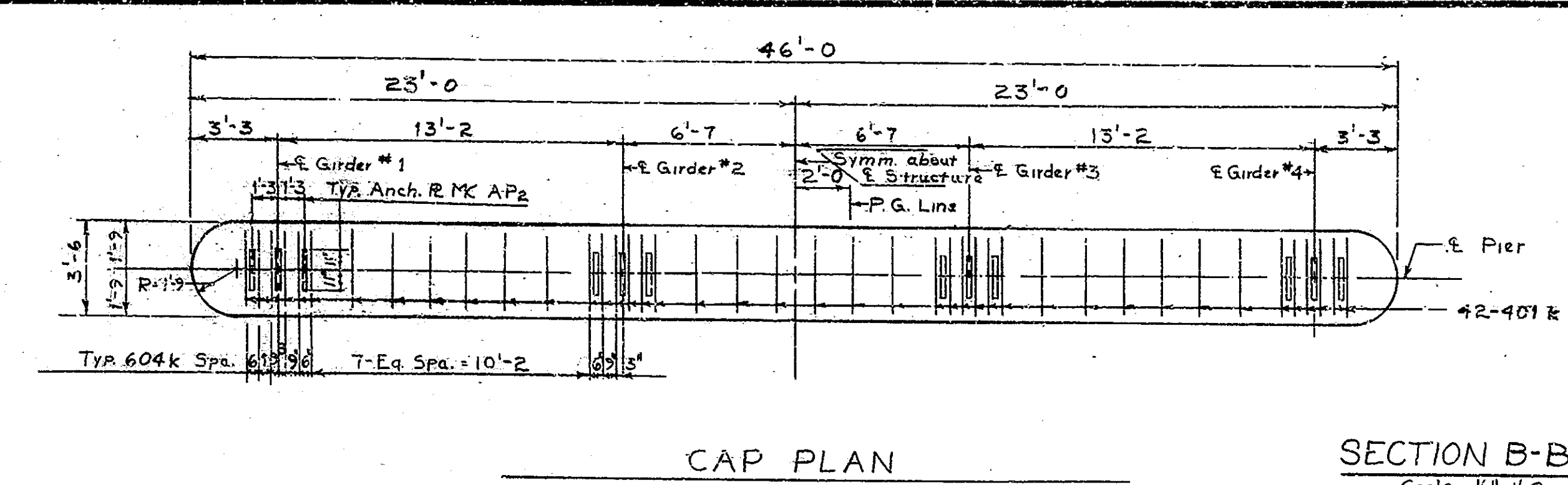


NOTES
 See Bridge Standard C for reinforcing bar notes.
 Anchor Plate MK AP₂ to be prest in concrete.
 For details of anchor Plate MK AP₂ see drawing S5

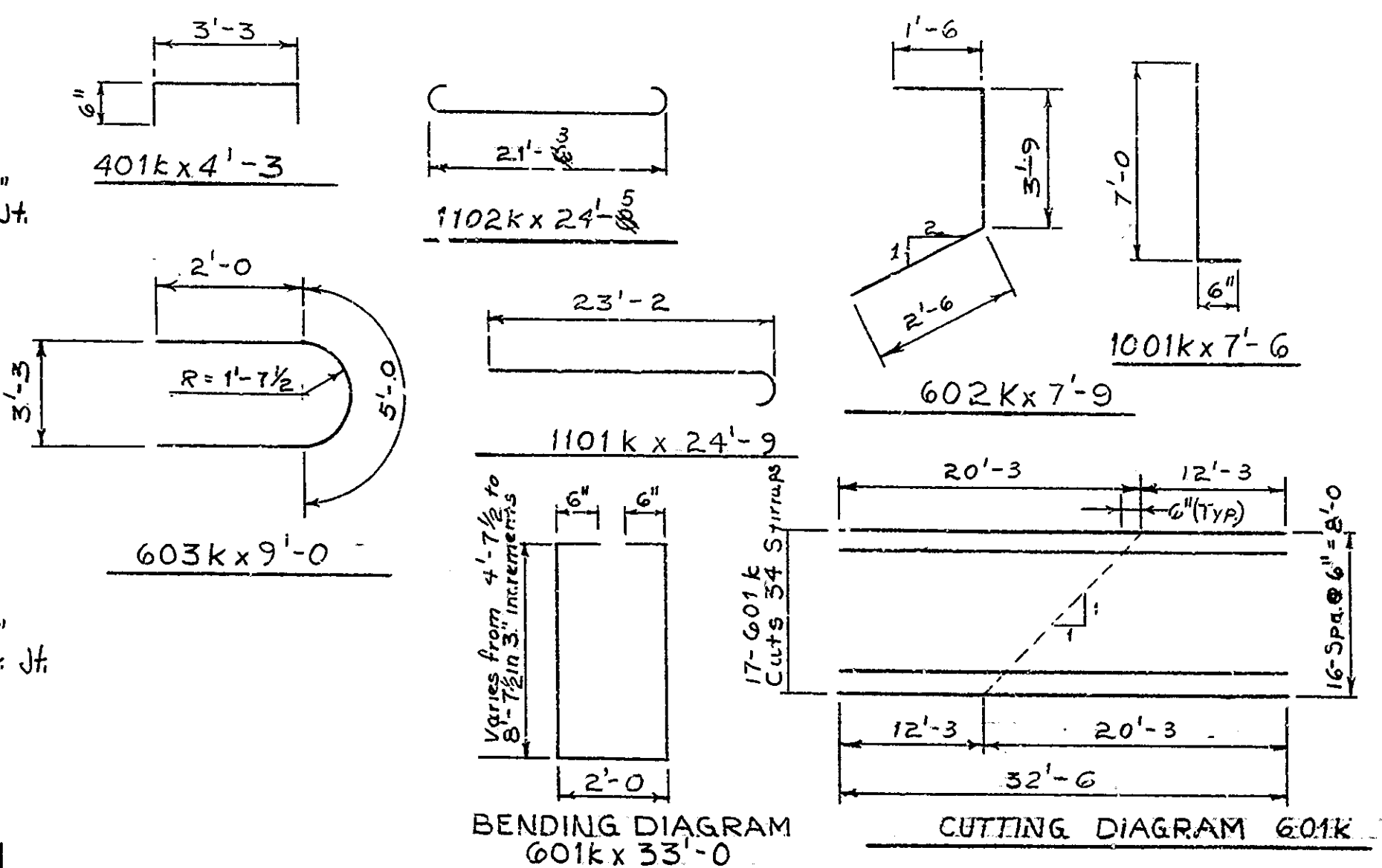
PIER NO. 5
INDIANA STATE HIGHWAY COMMISSION
 SCALE: 1/4" = 1'-0" UNLESS NOTED AUG. 20, 1968
 RECOMMENDED FOR APPROVAL: *C.R. Rimmer*
 DRAWING: S8 OF 20
 PROJECT: F-74(56)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE: S2EP-1784J
 Rev. 1/10/69 Reinf. Bar

DESIGNED: F.K. 12-4-62 C.W.D. F.H. 1-16-68
 DRAWN: J.T. 1-17-68 C.W.D. J.F.H. 2-7-68
 TRACED: C.W.D.

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	14	83



REINFORCING STEEL			
Size & Mark	Number of Bars	Length	Weight (Lbs)
1101k	32	24'-9"	
1102k	81	24'-8"	
Total # 11			14,823
1001k	116	7'-6"	
#10	116	20'-6"	
#10	64	19'-6"	
Total # 10			19,346
601k	34	32'-6"	
602k	2	7'-9"	
603k	54	9'-0"	
#6	2	35'-9"	
#6	2	27'-9"	
#6	50	26'-0"	
#6	38	23'-9"	
#6	12	22'-3"	
#6	44	16'-0"	
#6	8	10'-0"	
Total # 6			7,490
401k	42	4'-3"	
Total # 4			119
Total Reinf. Steel			41,778
CONCRETE			
Class "E" in Footing		110.6 Cu Yd	
Class "E" above Footing		178.6 "	
Class "F"		46.9 "	
MISCELLANEOUS			
Anch. Pl. MK AP ₂		12 Each	
6" x 14" #7 Ga. Steel		Extending From Ftg.	
Encased Conc. Piles @ 25'		1650 Lb.	



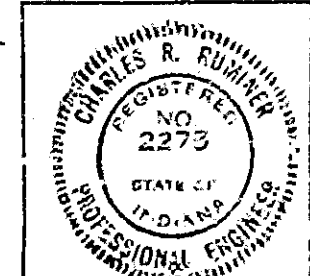
NOTES
See Bridge Standard C₁ for reinforcing bar notes.
Anchor Plate MK AP₂ to be preset in concrete.
For details of anchor plate MK AP₂ see drawing S-5.

PIER NO. 6
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" UNLESS NOTED
AUG. 20, 1968

RECOMMENDED FOR APPROVAL: *C. R. Rummel*

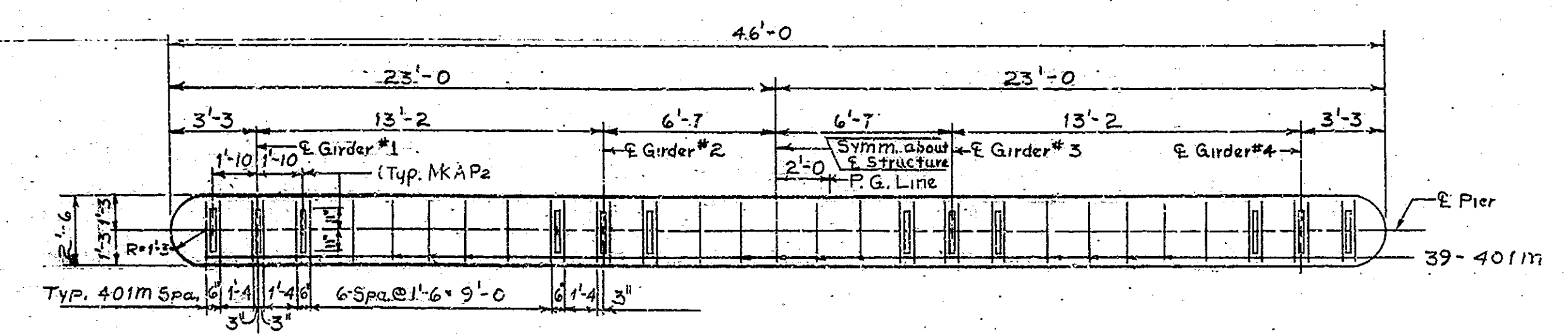
DRAWING: 59 OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-1784J



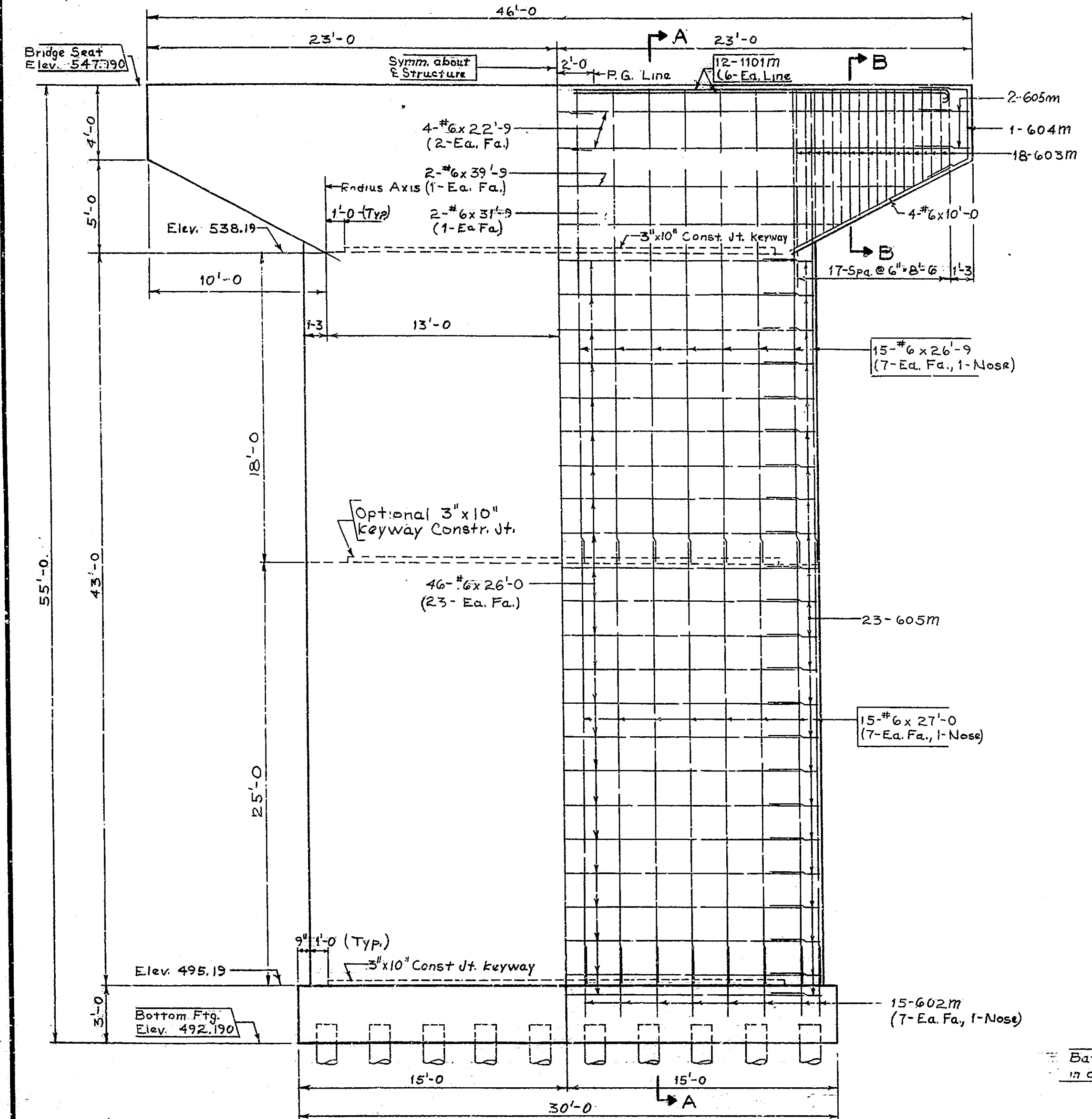
DESIGNED: E. B. 4-6-68 C.W.D. T.F.H. 1-16-68
DRAWN: T. 1-26-68 C.W.D. T.F.H. 2-7-68
TRACED: C.W.D.

Rev. 1/10/69 Reinf. Bar

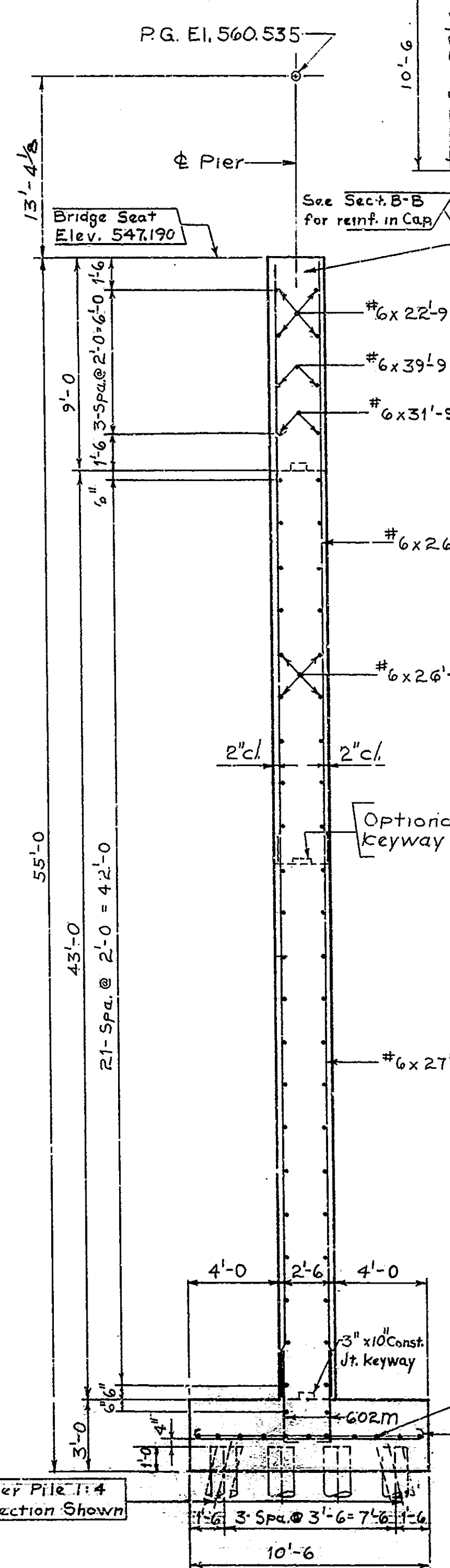
BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	15	83



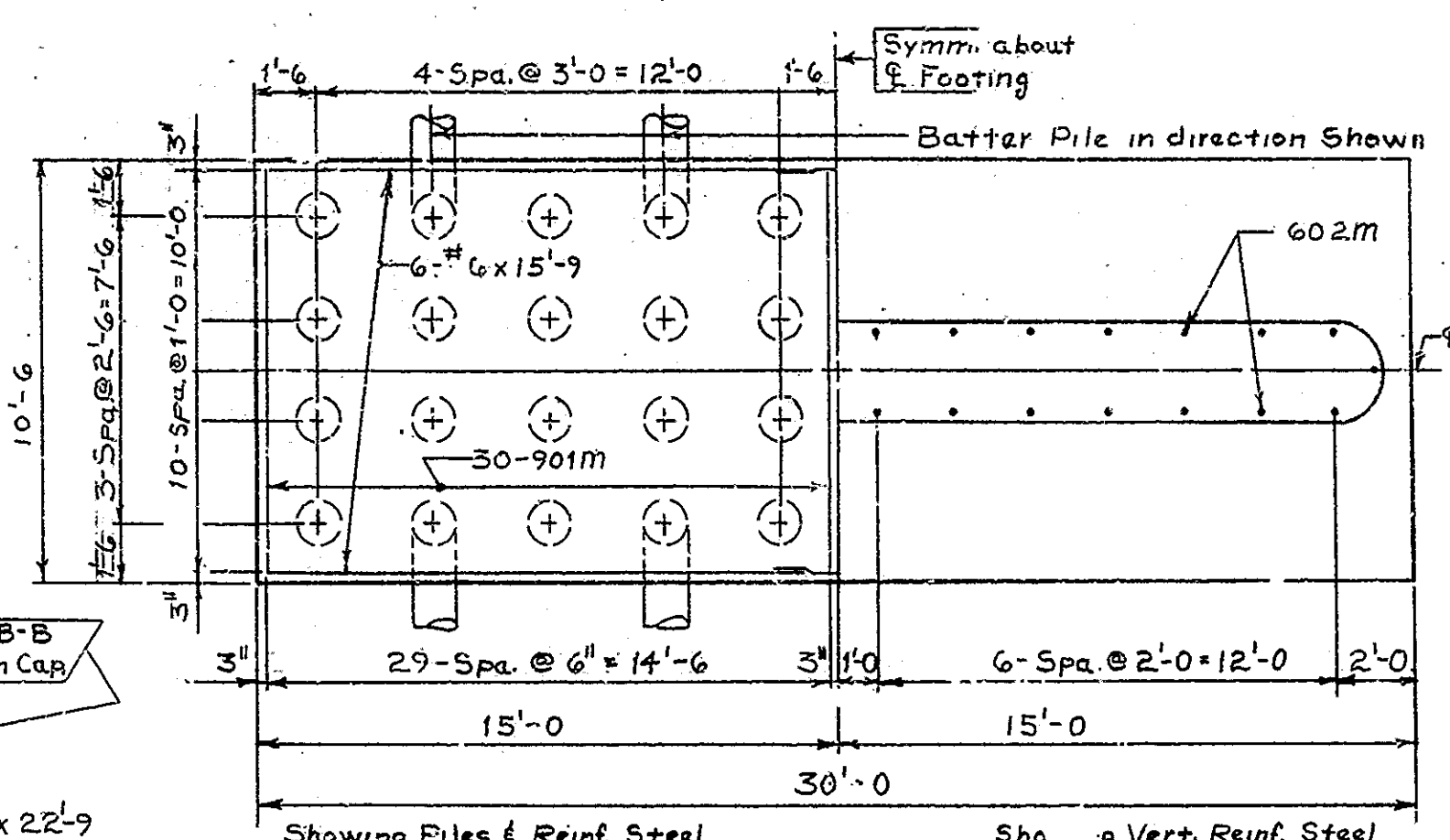
CAP PLAN



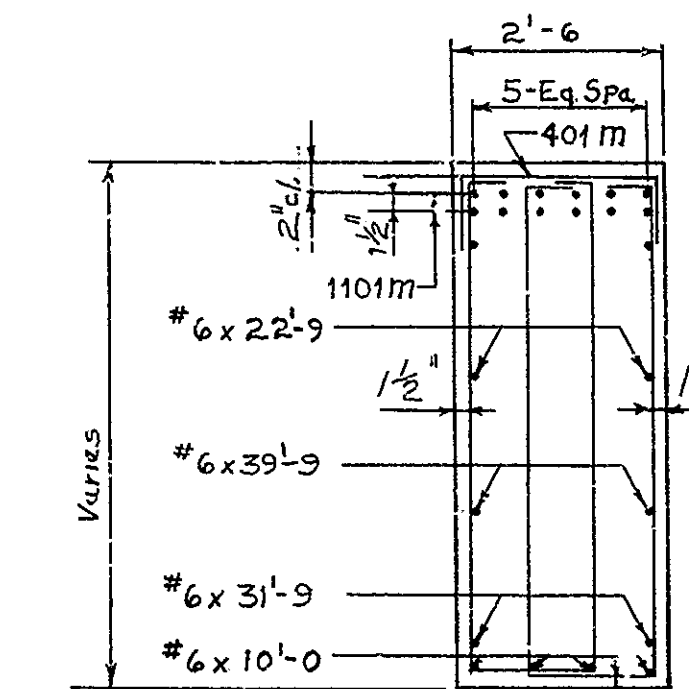
ELEVATION



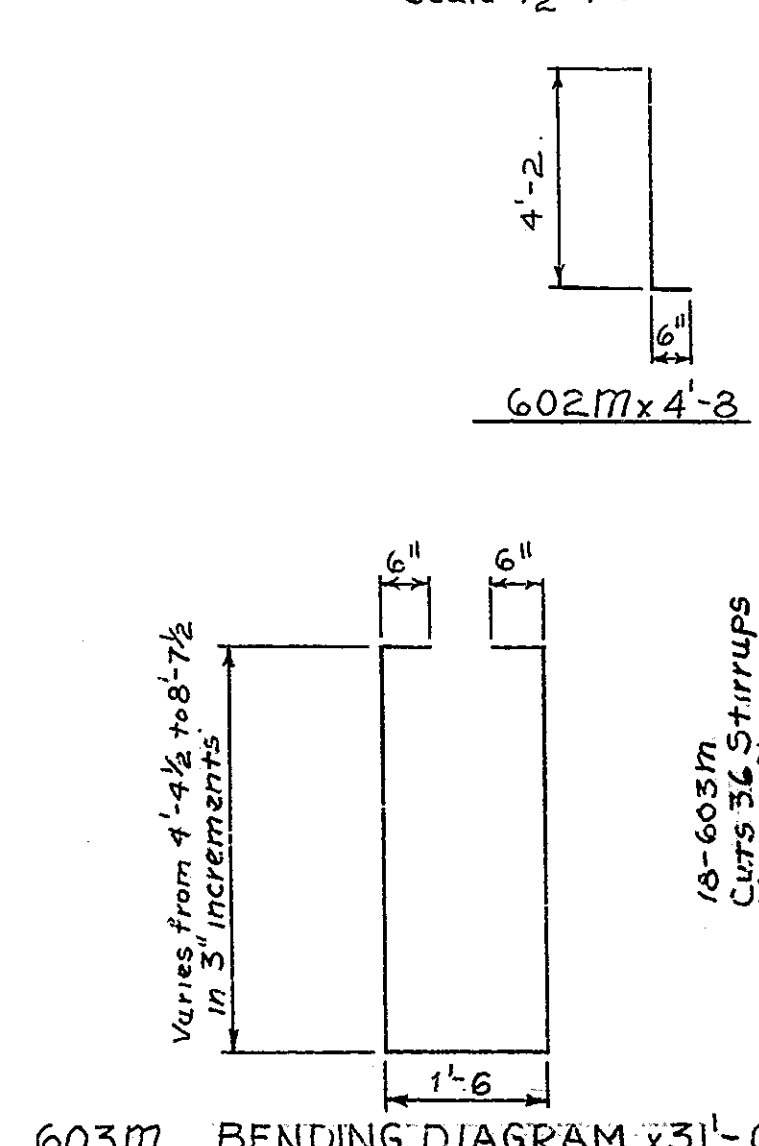
SECTION A-A



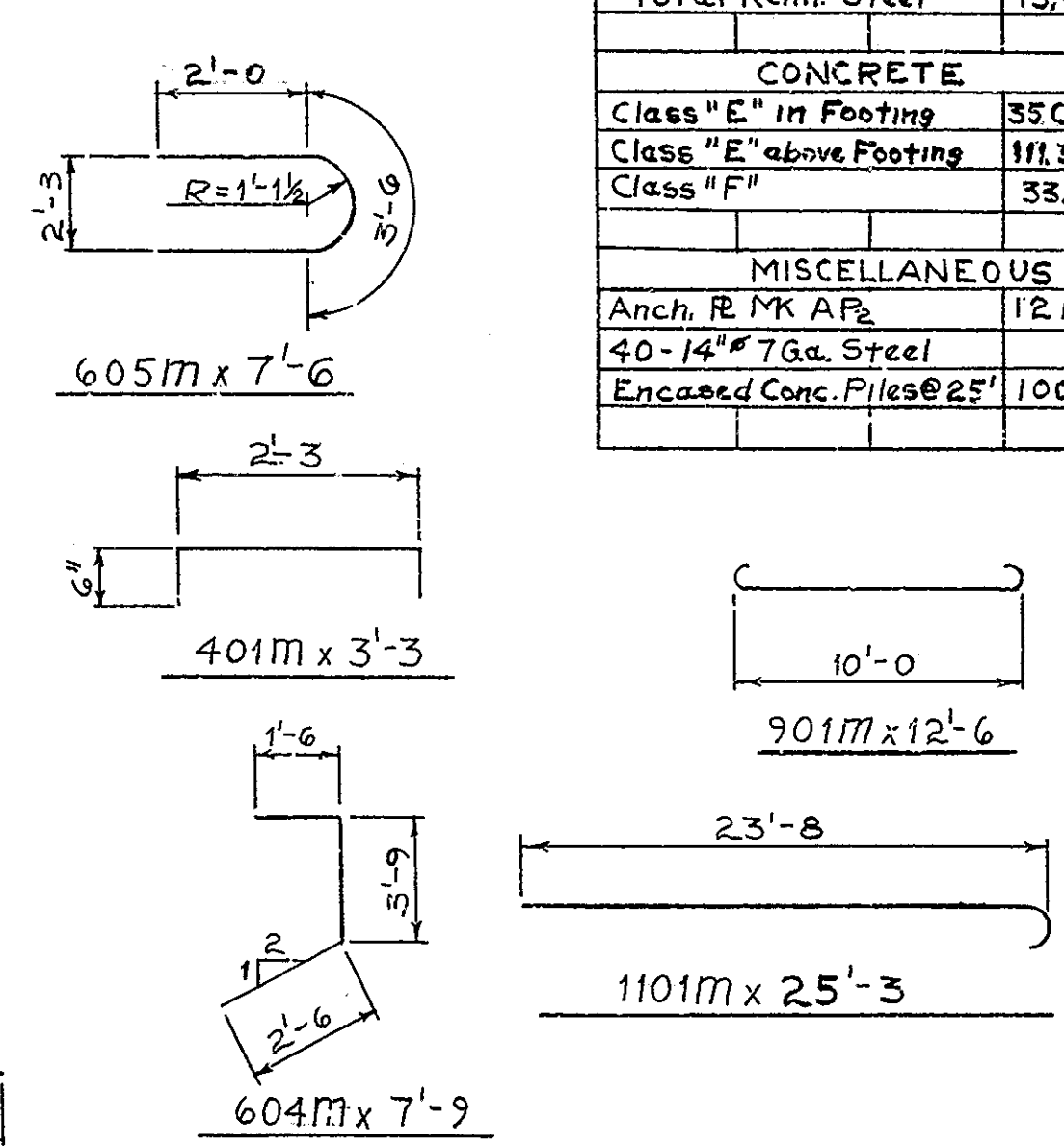
FOOTING PLAN



SECTION B-B

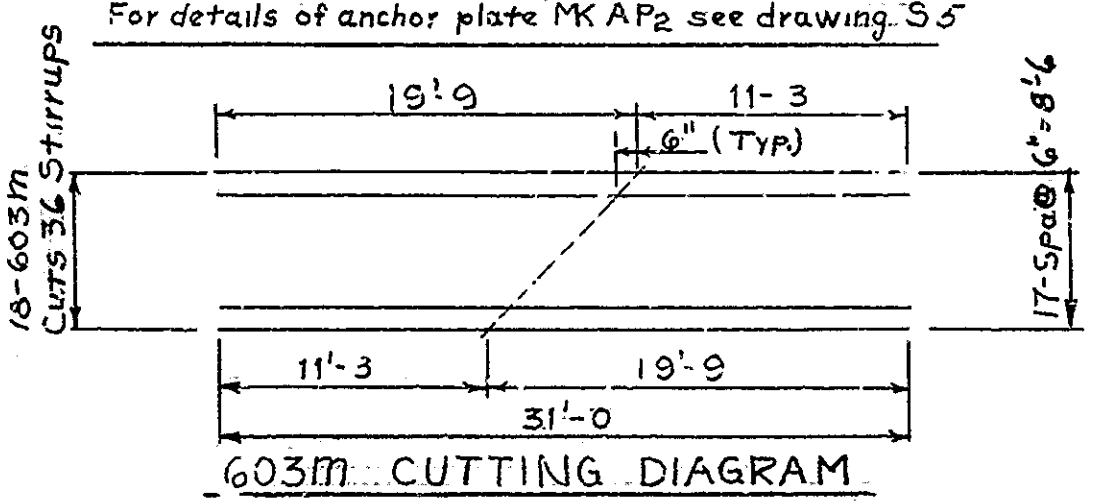


603M BENDING DIAGRAM x31'-0



NOTES

See Bridge Standard C1 for reinforcing bar notes
Anchor Plate MK AP2 to be preset in Concrete
For details of anchor plate MK AP2 see drawing S5



603M CUTTING DIAGRAM

BILL OF MATERIALS

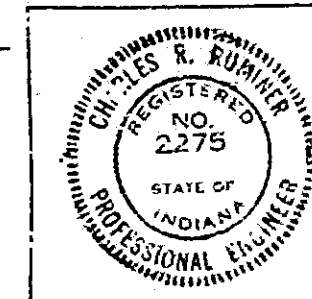
REINFORCING STEEL			
Size & Mark	Number of Bars	Length	Weight (Lbs.)
1101m	24	25'-3"	3220
Total #11			3220
901m	60	12'-6"	2550
Total #9			2550
602m	30	4'-8"	1000
603m	36	3'-0"	1000
604m	2	7'-9"	1000
605m	50	7'-6"	1000
#6	2	39'-9"	1000
#6	30	27'-0"	1000
#6	30	26'-9"	1000
#6	46	26'-0"	1000
#6	8	22'-9"	1000
#6	12	15'-9"	1000
#6	8	10'-0"	1000
Total #6			7584
401m	39	3'-3"	1000
Total #4			85
Total Reinf. Steel			13,439
CONCRETE			
Class "E" in Footing		35 Cu. Yd.	
Class "E" above Footing		111.3 #	
Class "F"		33.6 #	
MISCELLANEOUS			
Anchor Plate MK AP2		12 Each	
40-14#7 Ga. Steel			
Encased Conc. Piles @ 25'		1000 Lb.	

PIER NO. 7
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" Unless Noted AUG. 20, 1968

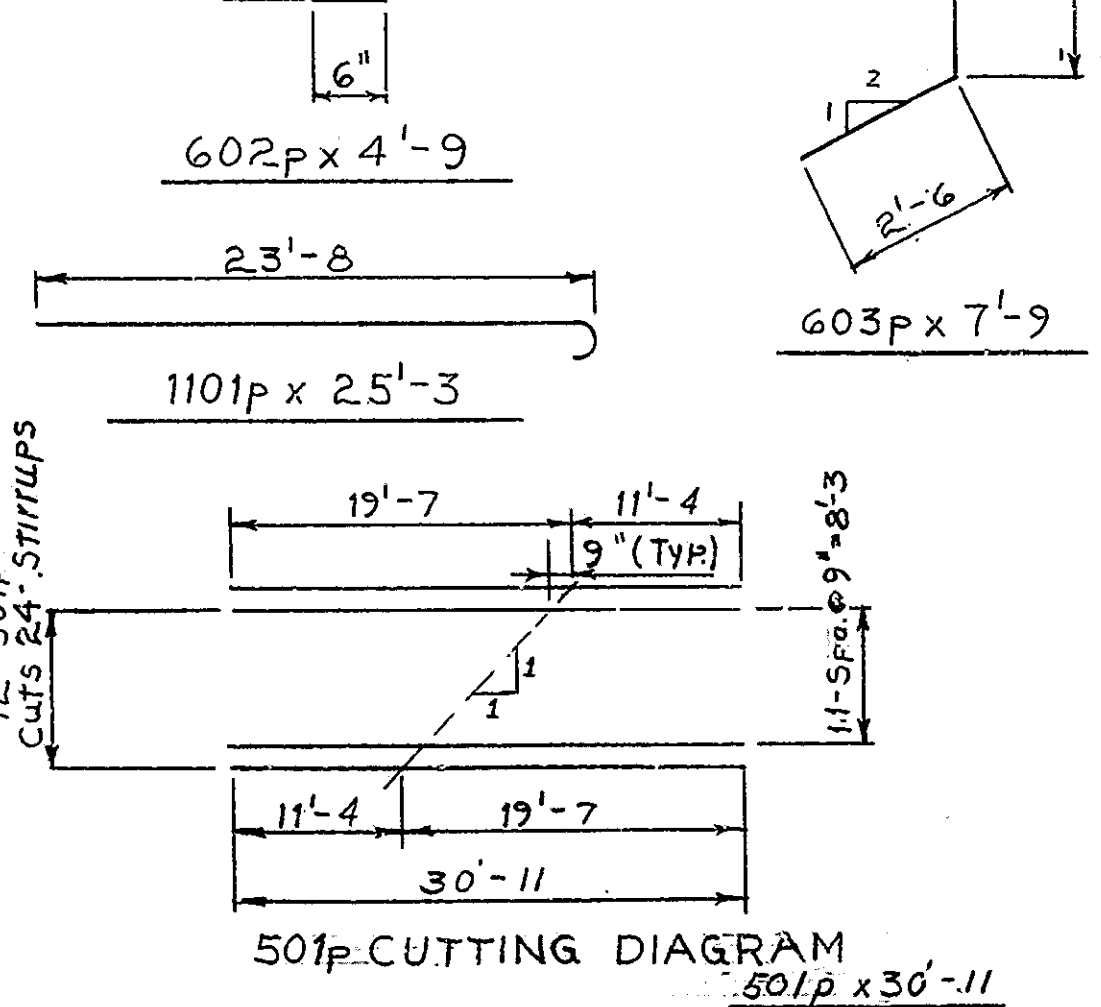
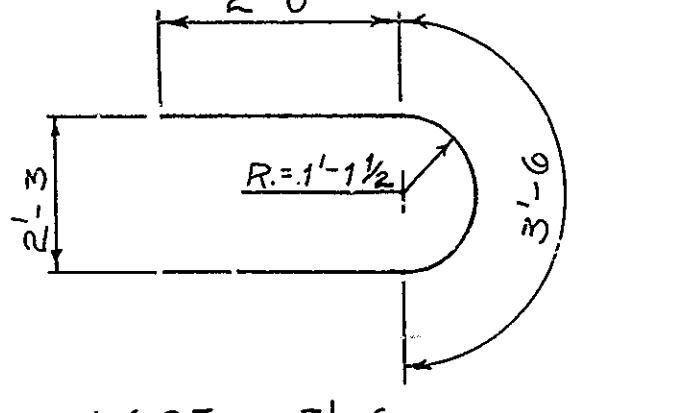
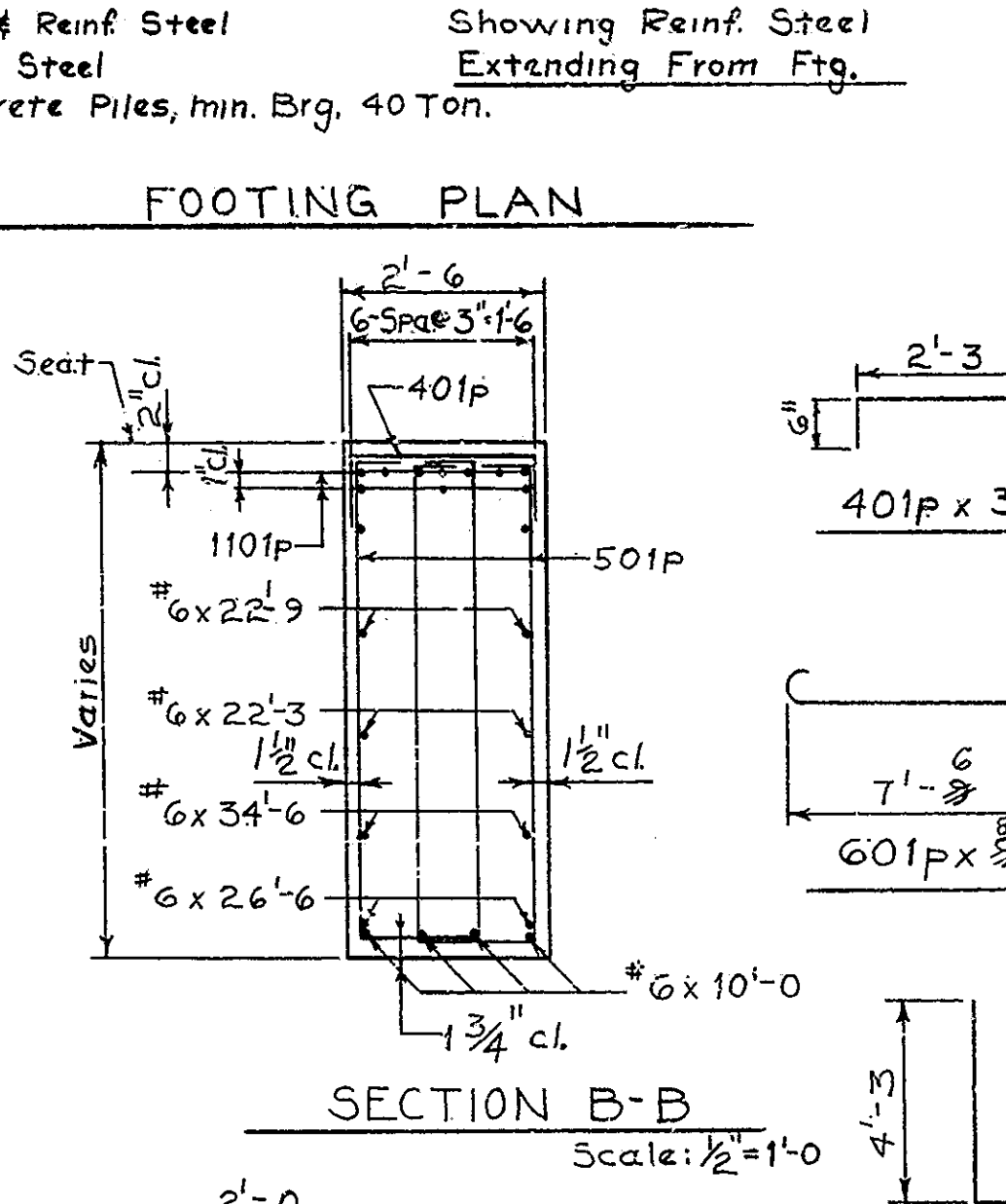
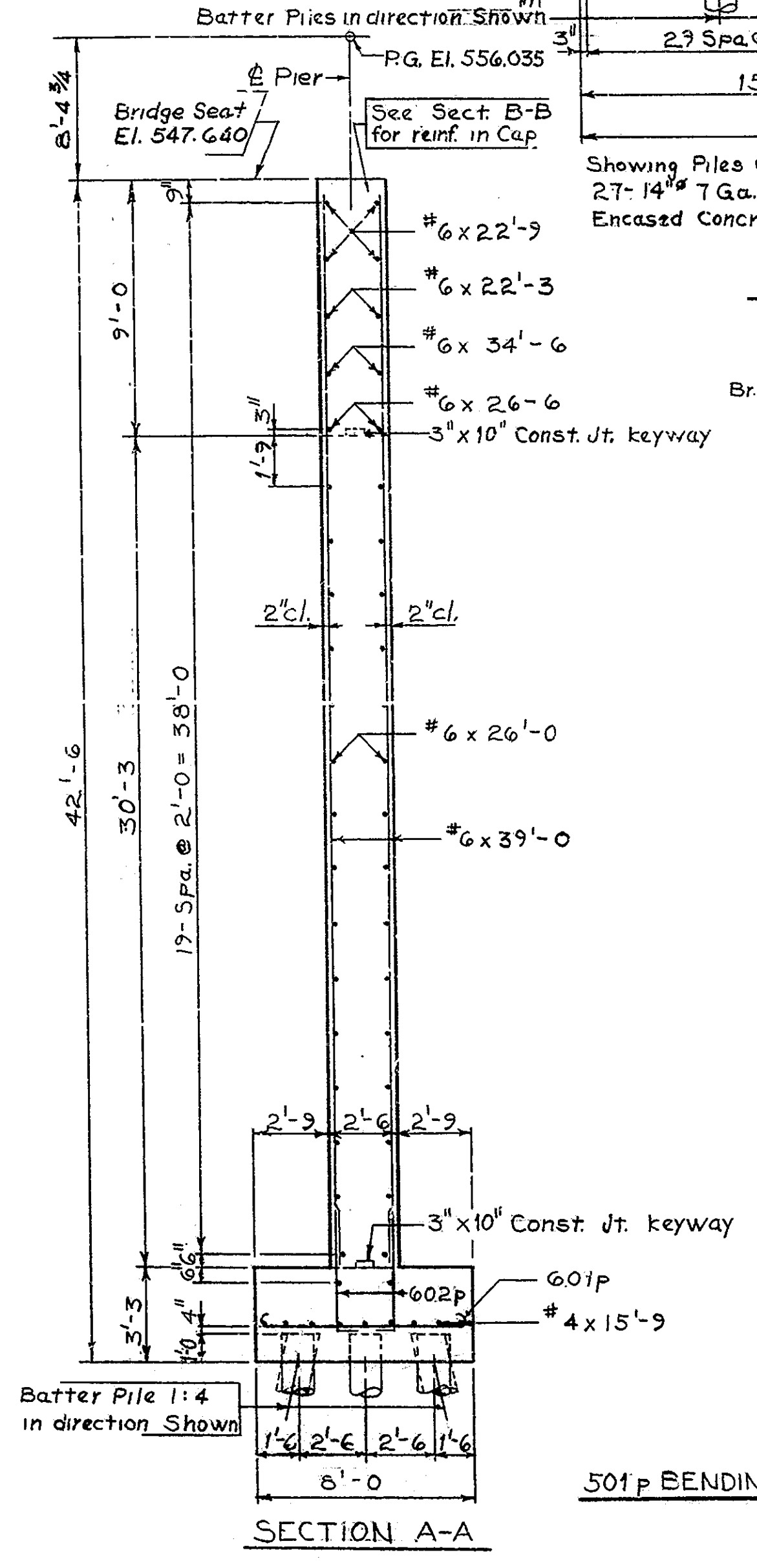
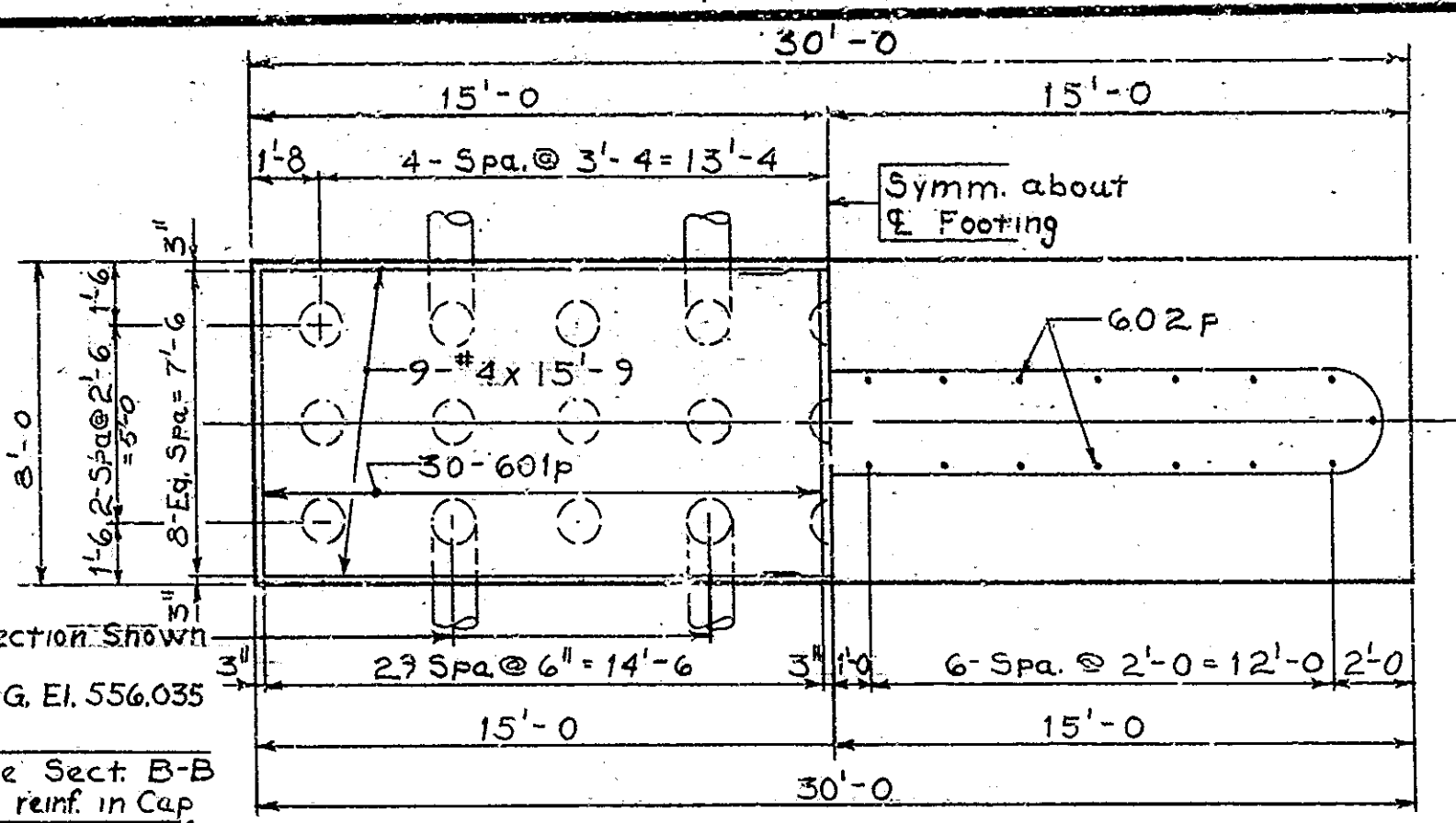
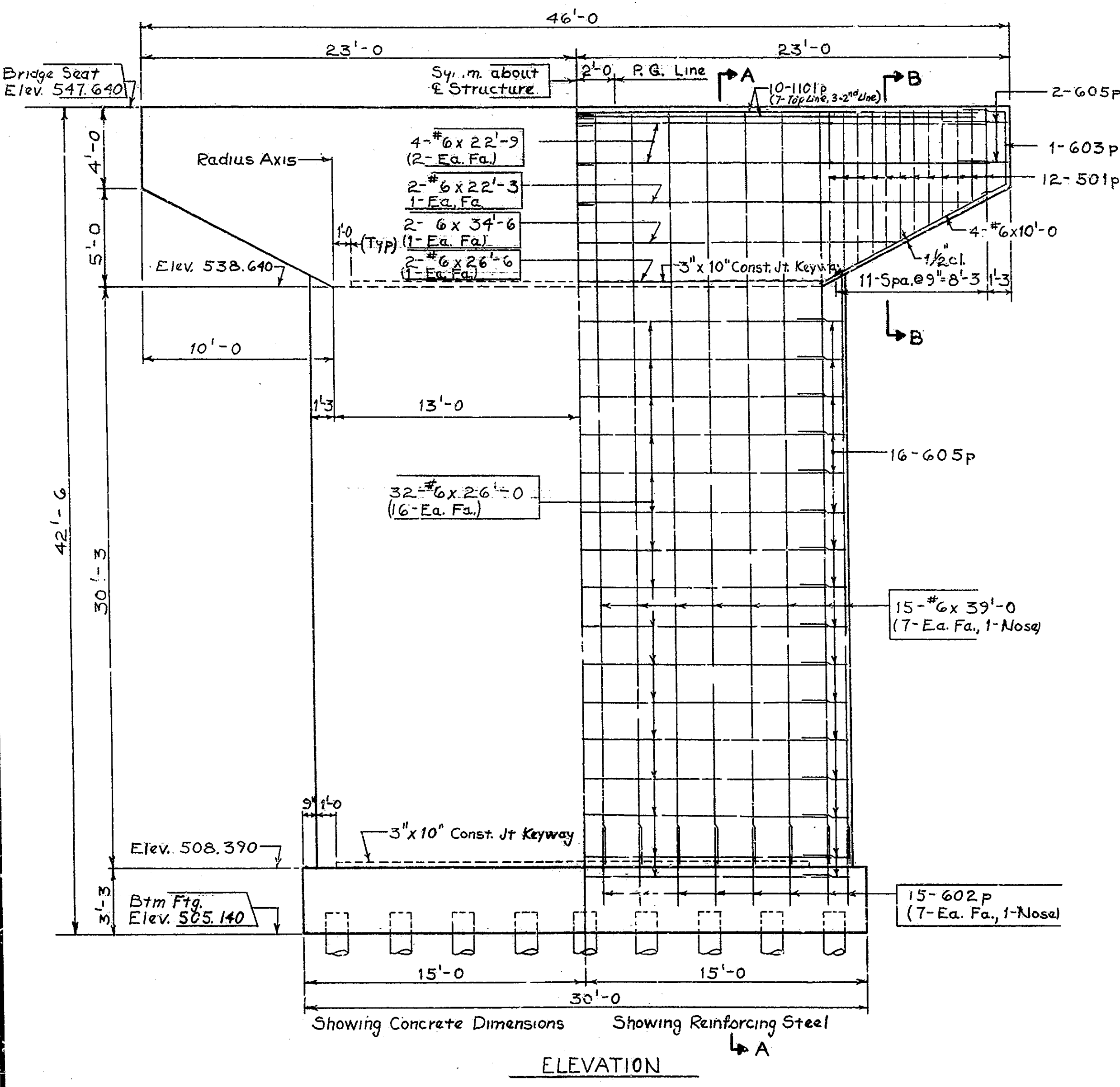
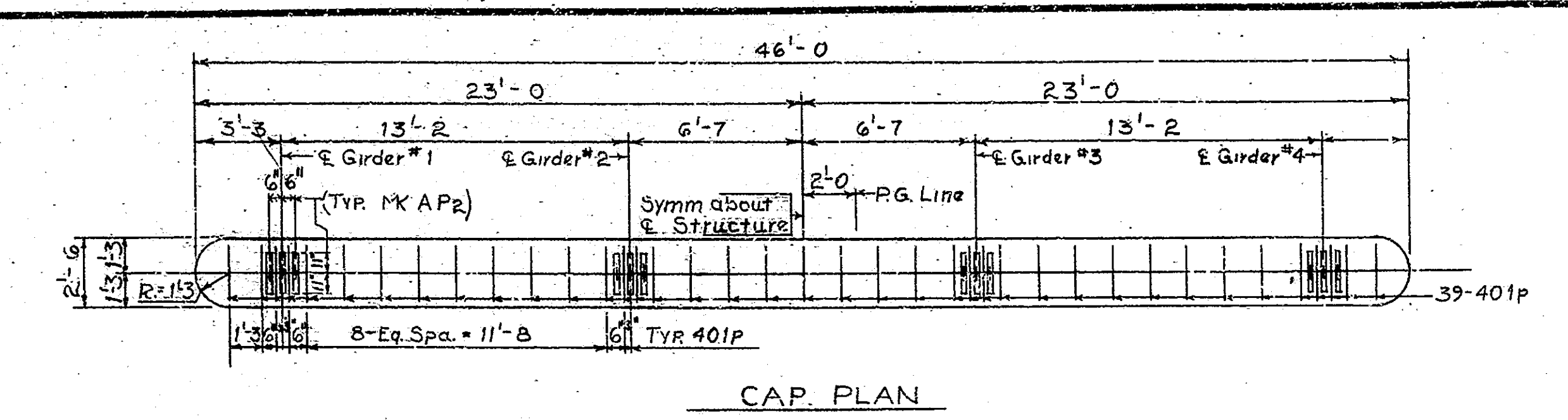
RECOMMENDED FOR APPROVAL: *C. R. Rasmussen*

DRAWING: S10 OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-1784J



DESIGNED BY: J. B. ...
DRAWN BY: ...
TRACED: ...

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	17	83



REINFORCING STEEL			
Size & Mark	Number of Bars	Length	Weight (Lbs.)
1101P	20	25'-3	2683
Total #11 2683			
601P	60	810#	
602P	30	4'-9	
603P	2	7'-9	
605P	36	7'-6	
#6	30	39'-0	
#6	2	34'-6	
#6	2	26'-6	
#6	32	26'-0	
#6	8	22'-9	
#6	4	22'-3	
#6	8	10'-0	
Total #6 5179			
501P	24	30'-11	774
Total #5 774			
401P	39	3'-3	
#4	18	15'-9	
Total #4 274			
Total Reinf. Steel 8910			
CONCRETE			
Class "E" in Footing 2890cu			
Class "E" above Footing 783.3			
Class "F" 33.6			
MISCELLANEOUS			
Anch. Pl. MK APz 12 Each			
27-14# 7Ga. Steel 274			
Encased Conc. Piles 25 675Lb			

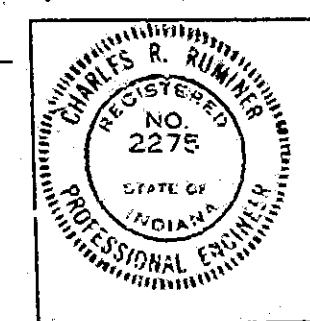
NOTES:
 See Bridge Standard G₃ for reinforcing bar notes
 Anchor Plate MK APz to be preset in concrete
 For details of Anchor Plate MK APz See drawing 35

PIER NO. 9
INDIANA STATE HIGHWAY COMMISSION

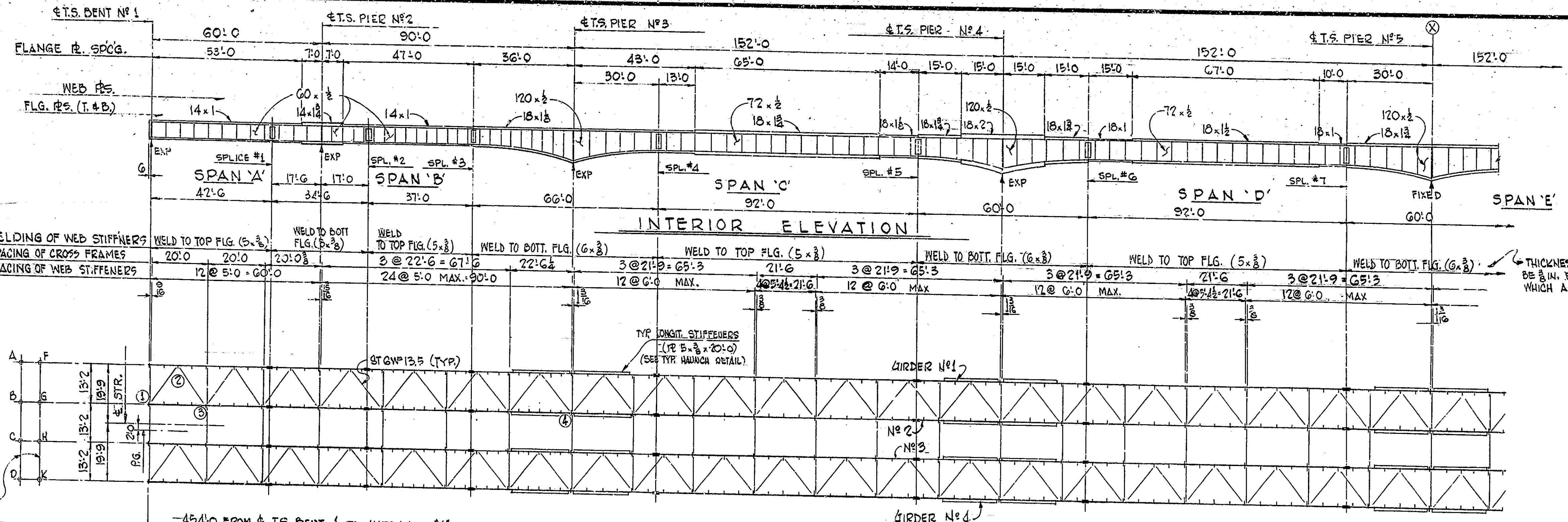
SCALE: 1/4" = 1'-0" UNLESS NOTED AUG. 20, 1968

RECOMMENDED FOR APPROVAL: *C.R. Rimmer*
 ENGINEER OF BRIDGE DESIGN

DRAWING: 52 OF 20
 PROJECT: F-74(56)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE: 52-P-1784J



DESIGNED: E.E. 12-6-67 W.D. TEH 11-6-68
 DRAWN: E.E. 12-6-68 W.D. TEH 11-6-68
 TRACED: C.W.D.



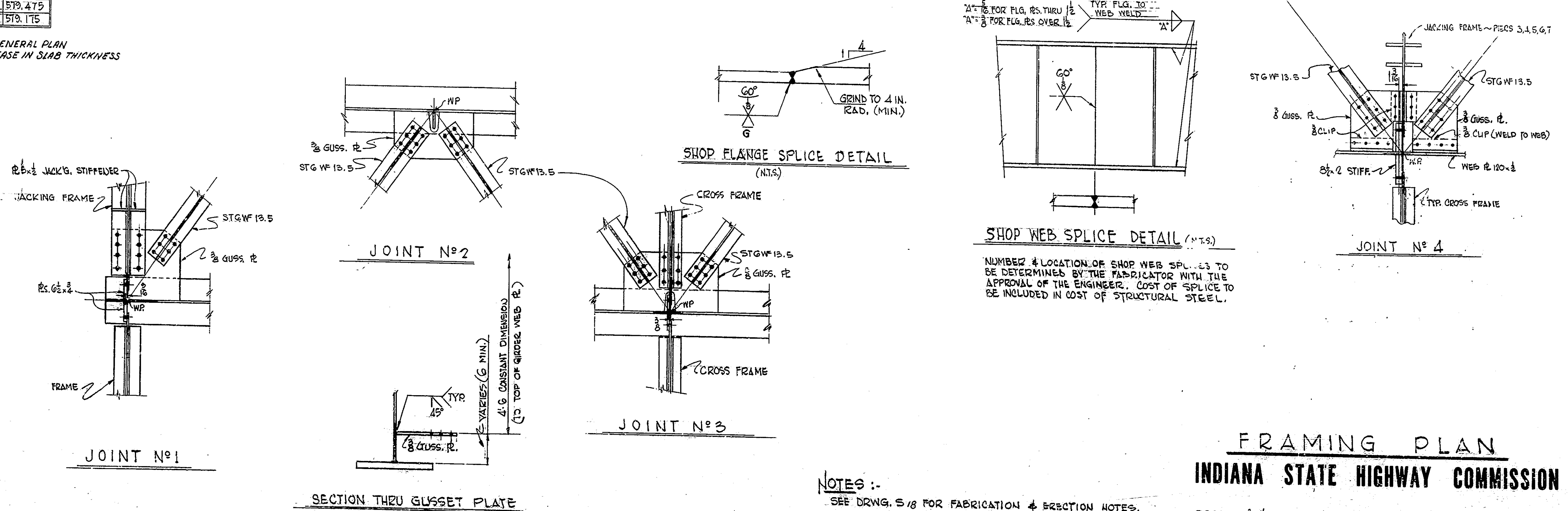
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-14(56)	1968	18	83

EDGES OF TOOTHED PL.

PT. ELEV.	PT. ELEV.
A 579.140	F 579.090
B 579.525	G 579.470
C 579.530	H 579.475
D 579.230	K 579.175

SEE NOTE ON GENERAL PLAN FOR 1/2" INCREASE IN SLAB THICKNESS

PART PLAN 1=20'



NOTES :-
 SEE DRWG. S-18 FOR FABRICATION & ERECTION NOTES.
 FOR ADDITIONAL DETAILS SEE DRWGS. S-14, S-15, S-16 & S-17.
 1/2" THICK SHIM REQ'D BETWEEN TOP SHOE & GIRDER FLANGE

FRAMING PLAN
 INDIANA STATE HIGHWAY COMMISSION

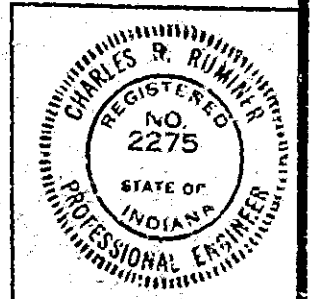
SCALE: 3/4" = 1' UNLESS NOTED

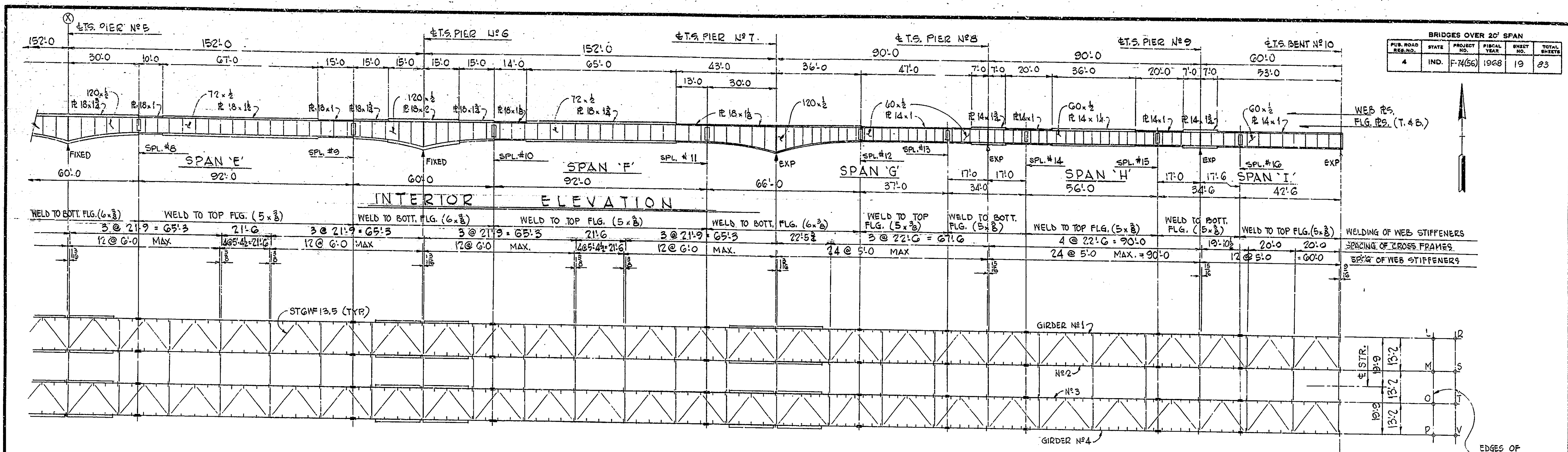
AUG. 20, 1968

RECOMMENDED FOR APPROVAL: [Signature]

DRAWING: S-18 OF 20
 PROJECT: F-14 (56)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE: 52-P-1784 J

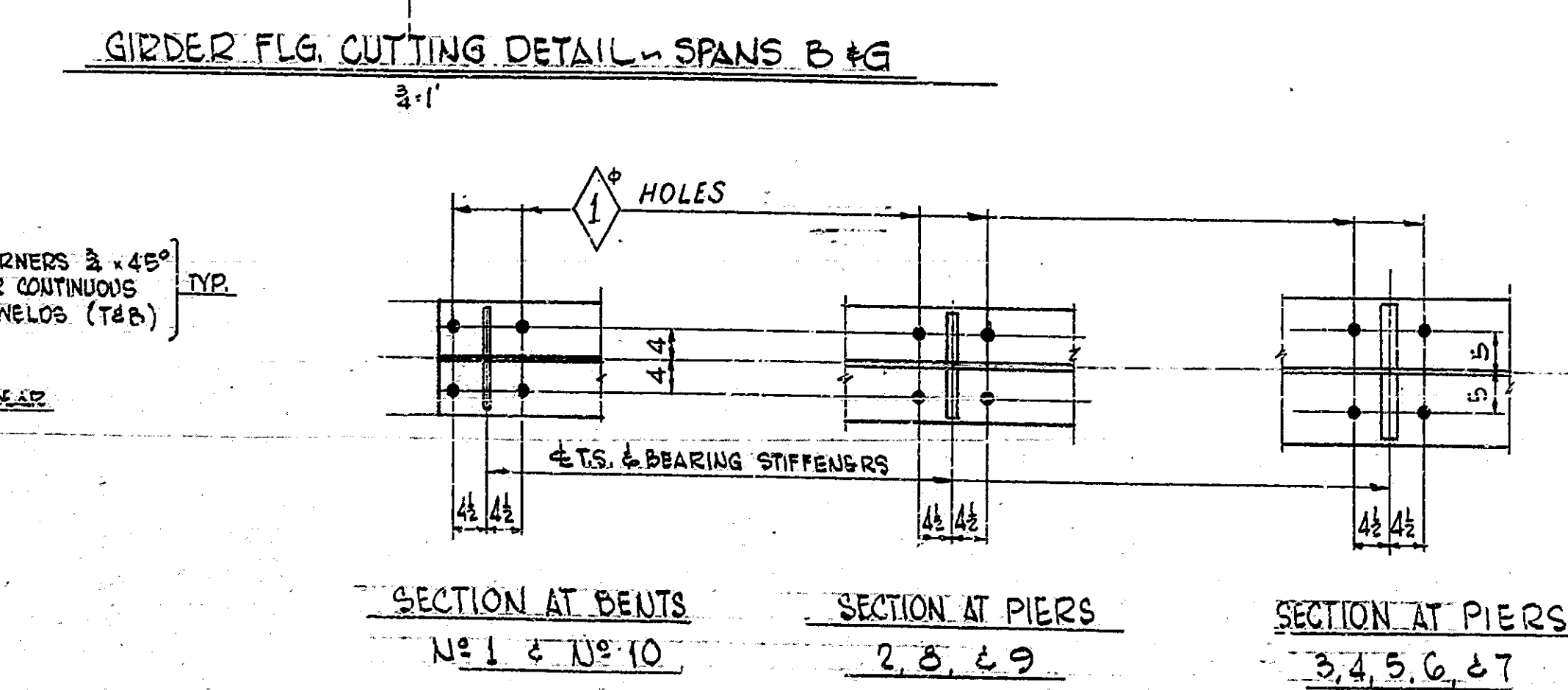
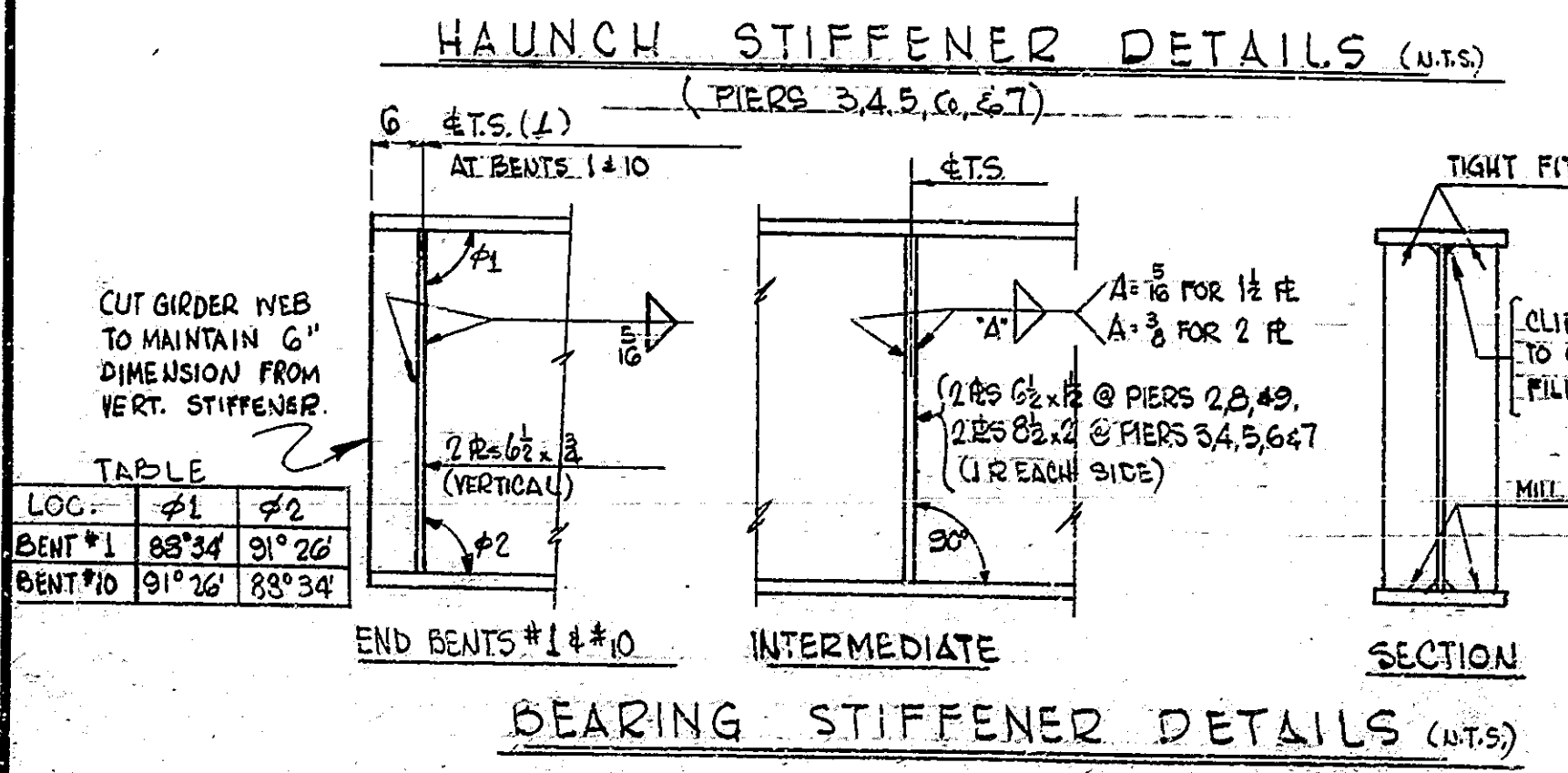
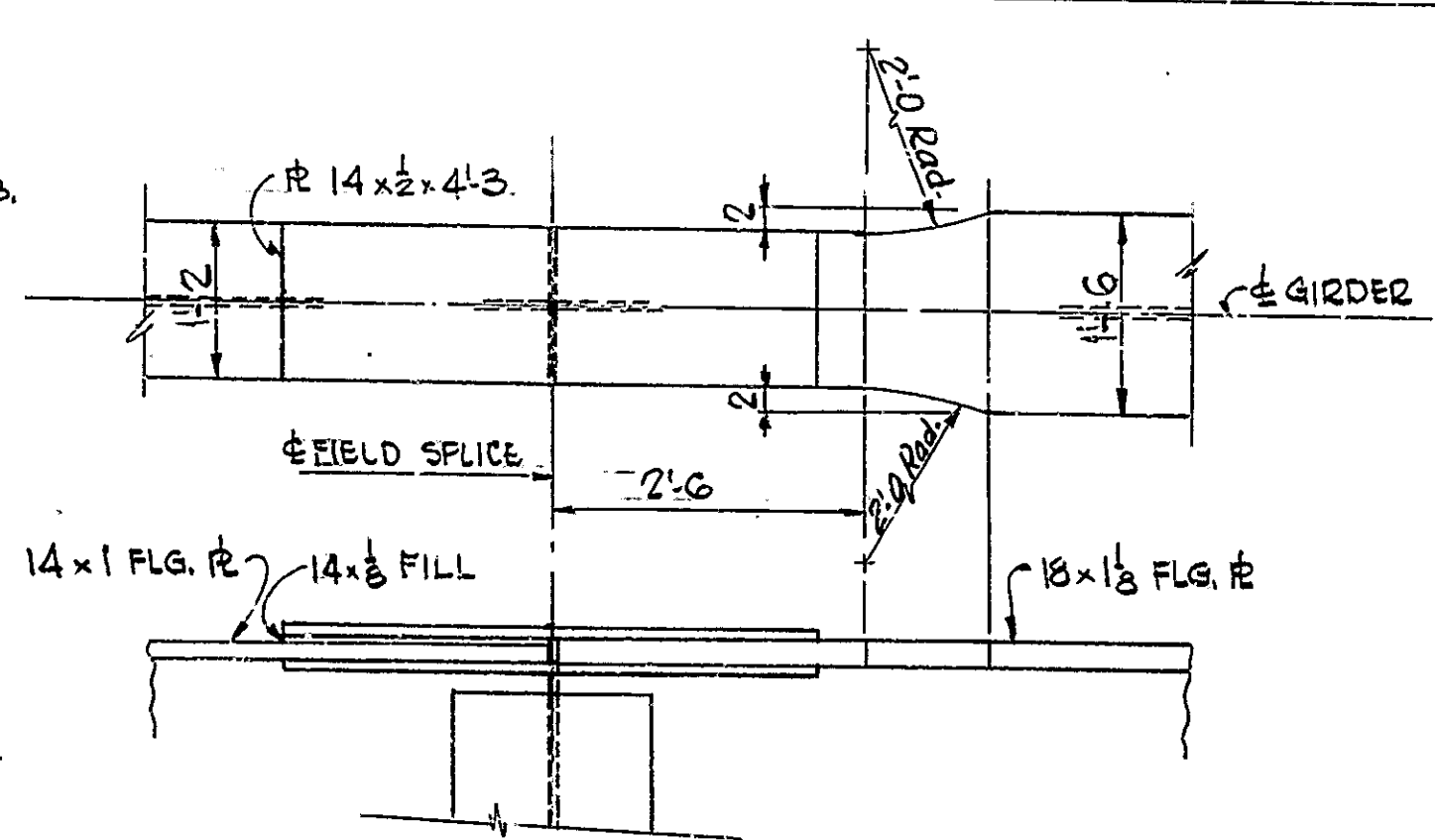
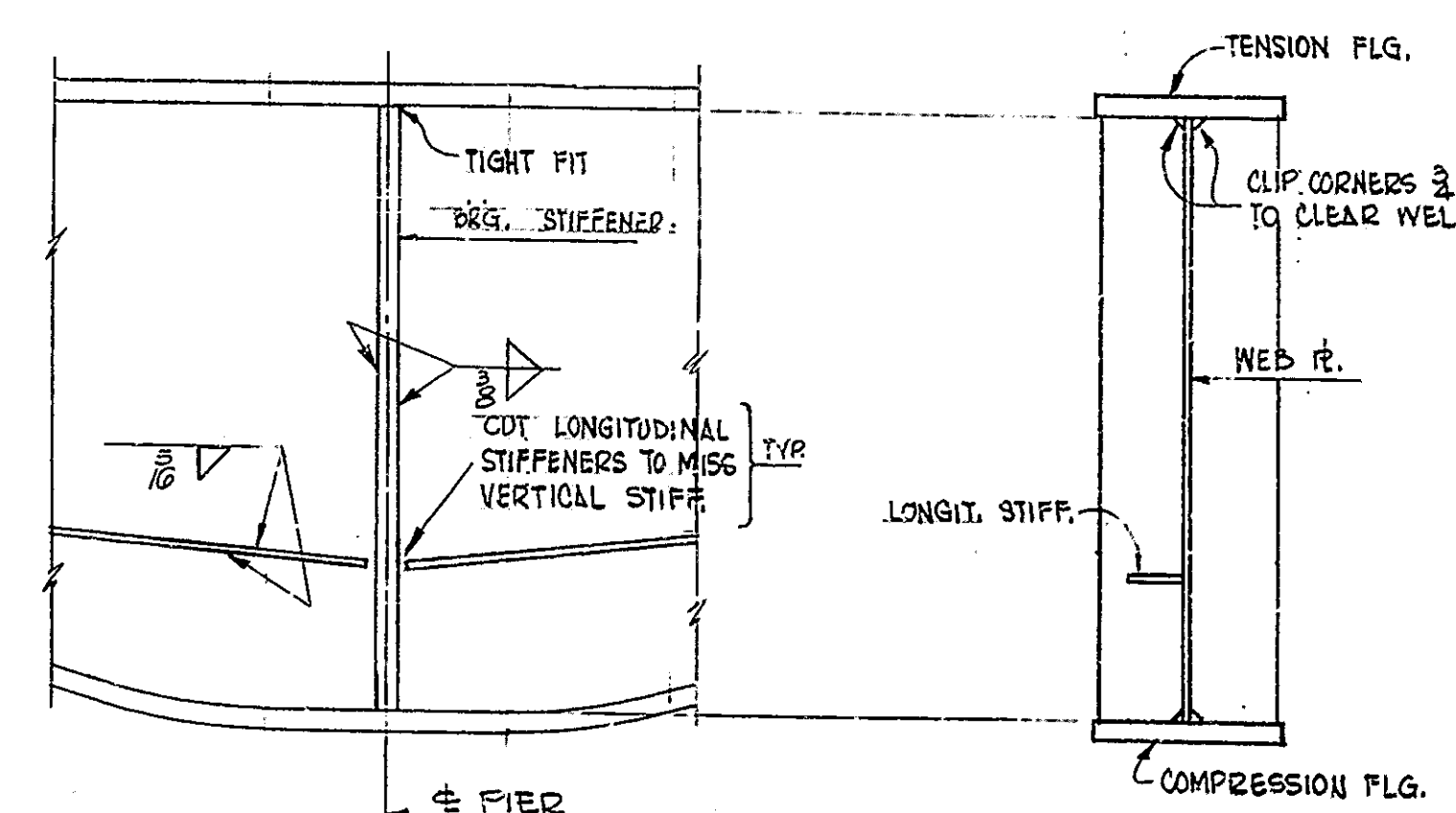
DESIGNED: CYD	CHKD: FLD 8/13/68
DRAWN: [Signature]	TRACED: CKD





BRIDGES OVER 20' SPAN					
PIER ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	F-74(56)	1968	19	23

PART PLAN 1/20



PT. ELEV.	PT. ELEV.
L 554.149	R 554.090
M 554.525	S 554.470
O 554.930	T 554.475
P 554.230	V 554.175

SEE NOTE ON GENERAL PLAN FOR 1/2" INCREASE IN SLAB THICKNESS.

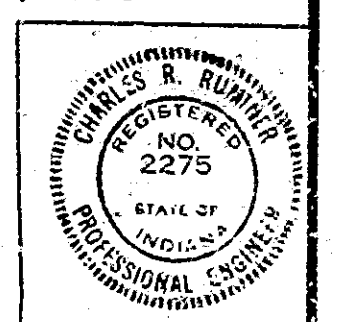
NOTES:-
SEE DRWG. S-18 FOR FABRICATION & ERECTION NOTES.
FOR ADDITIONAL DETAILS SEE DRWGS. S-12, S-15, S-16 & S-17

FRAMING PLAN
INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED AUG. 20, 1968

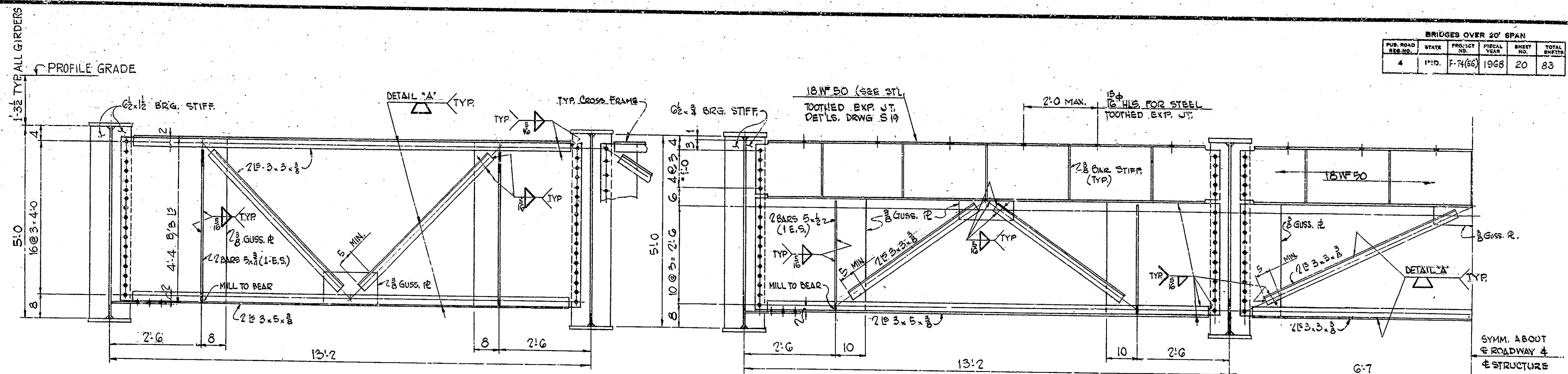
RECOMMENDED FOR APPROVAL: *C.R. Runner*

DRAWING: S-14 OF 20
PROJECT: F-74 (56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-1784 J



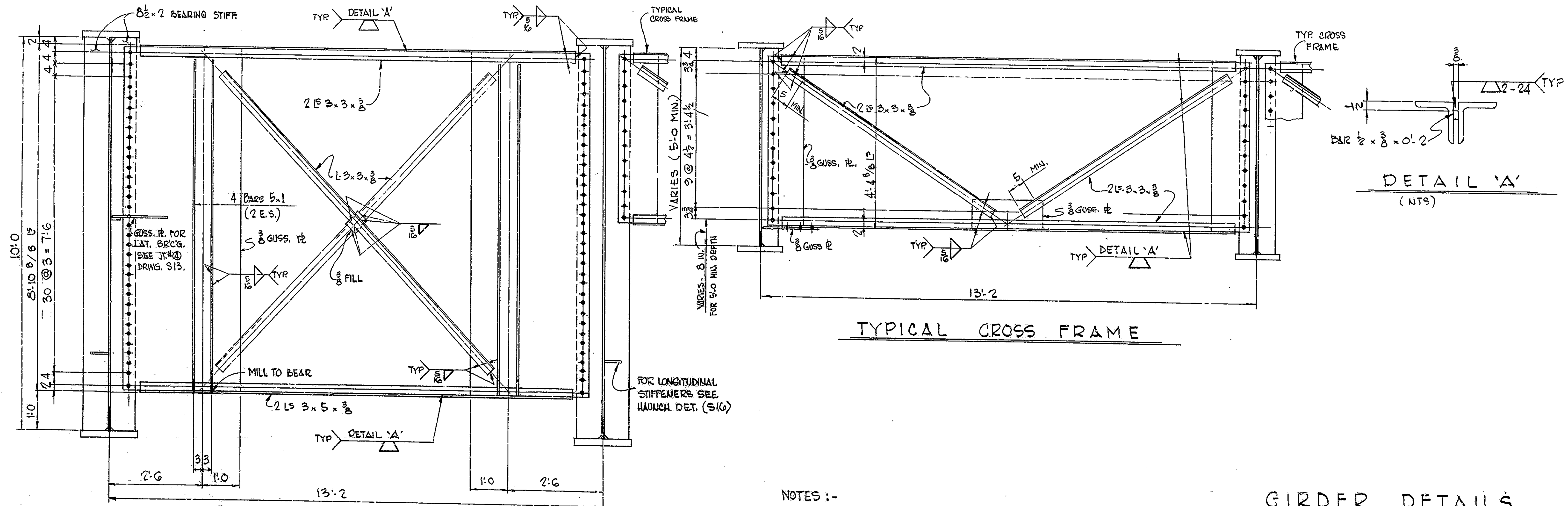
DESIGNED: CKD
DRAWN: RWF 11/20/67 CKD, E.L.D. 8/13/68
TRACED: CKD

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	20	83



JACKING FRAME AT BENTS NO 2, 8, & 9

JACKING FRAMES AT END BENTS NO 1 & NO 10



JACKING FRAME AT BENTS NO 3, 4, 5, 6, & 7

TYPICAL CROSS FRAME

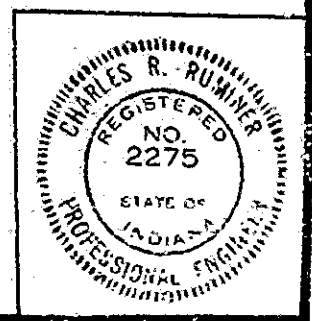
DETAIL 'A' (NTS)

NOTES :-
 SEE DRWG S 18 FOR FABRICATION & ERECTION NOTES.
 FOR ADDITIONAL DETAILS SEE DRWG S 13, S 14, S 16 & S 17
 OPEN HOLES 1 1/8" UNLESS NOTED.

GIRDER DETAILS
 INDIANA STATE HIGHWAY COMMISSION

SCALE: - 3/4" = 1' UN.
 AUG. 20, 1968
 RECOMMENDED FOR APPROVAL: *C.R. Rummel*
 ENGINEER OF BRIDGE DESIGN

DRAWING: S 15 OF 20
 PROJECT: - F 74 (56)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE: - 52-P-1784 J



DESIGNED: CKD
 DRAWN: RLF 12/67 CKD F.L.D. 8/12/68
 TRACED: CKD

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	22	85

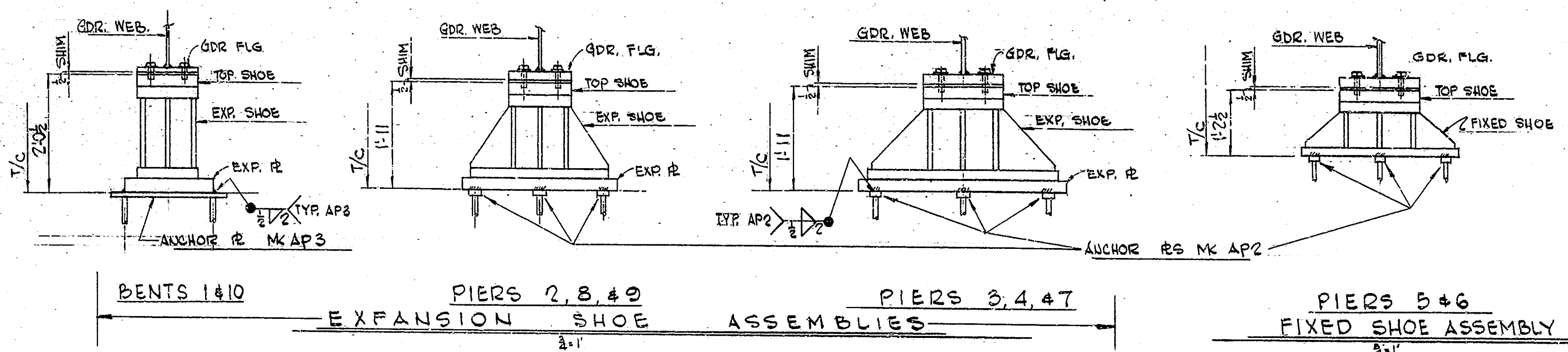
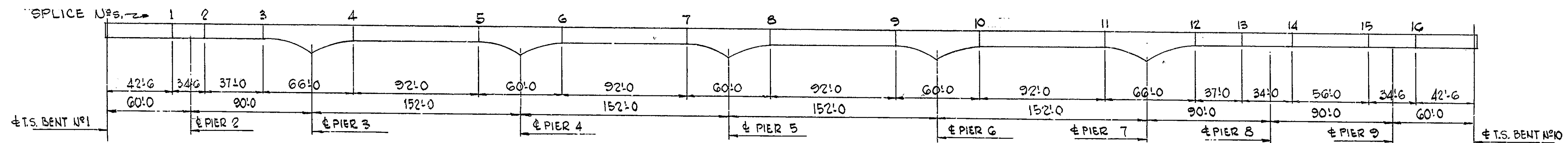
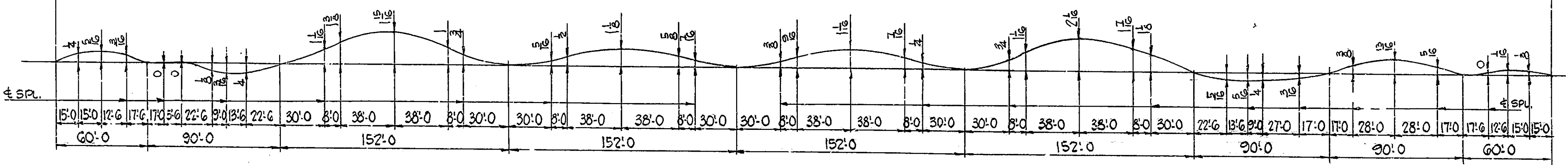


TABLE OF FIELD SPLICE ELEVATIONS (GIRDERS NO. 1, 2, 3, 4 SAME)

SPL.	ELEV.	SPL.	ELEV.	SPL.	ELEV.	SPL.	ELEV.
*1	577.265	*5	571.640	*9	564.010	*13	557.530
*2	576.595	*6	570.110	*10	562.545	*14	556.720
*3	575.465	*7	567.820	*11	560.215	*15	555.315
*4	573.910	*8	566.320	*12	558.455	*16	554.430



NOTE TO ERECTOR :- ELEVATIONS GIVEN ABOVE ARE LOCATED AT THE TOP OF THE FLANGE FIELD SPLICE PLATE. GIRDERS SHALL BE ADJUSTED TO THESE ELEVATIONS BEFORE BOLTING CONNECTIONS. THESE ELEVATIONS ARE WITH FALSEWORK REMOVED, CARRYING STEEL DEADLOAD ONLY.



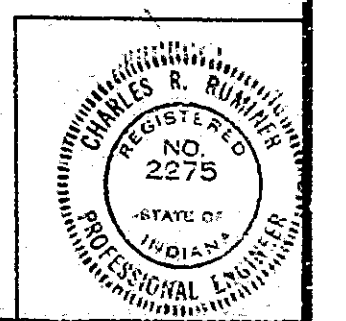
NOTE - THE SHOP PLANS SHALL INDICATE WHETHER REAMING OR DRILLING IS TO BE DONE IN SHOP OR FIELD. IF SHOP REAMING OR DRILLING IS USED, THE GIRDERS SHALL BE ASSEMBLED IN ACCORDANCE WITH THE DIAGRAM ABOVE. IF THE GIRDERS ARE SHOP REAMED OR DRILLED, FULL SIZE DRIFT PINS SHALL BE USED IN ERECTION.

SHOE ASSEMBLIES & GIRDER DIAGRAMS
INDIANA STATE HIGHWAY COMMISSION

SCALE: - A.M. AUG. 20, 1968

RECOMMENDED FOR APPROVAL: *C.R. Rummel*

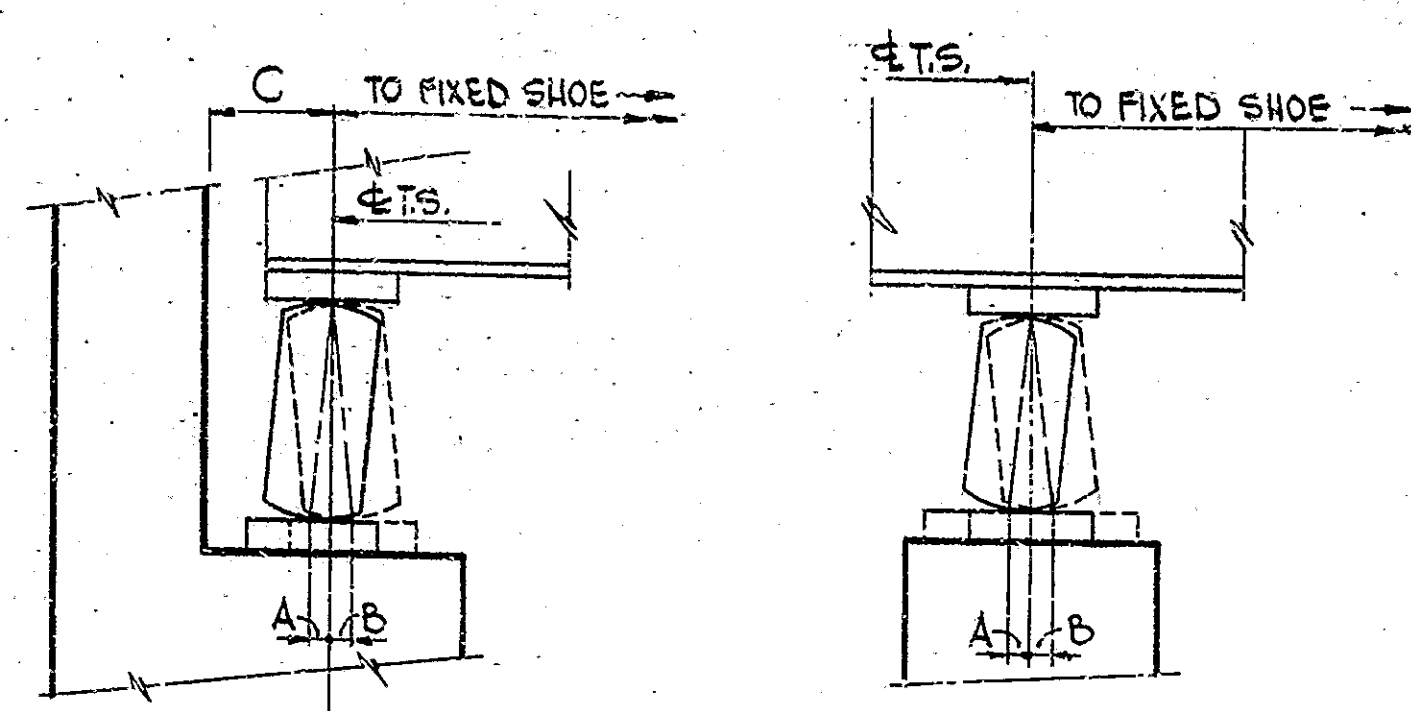
DRAWING: S17 OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-1784 J



DESIGNED: CKD
DRAWN: RLF 128-G, CKD, F.L.D. 6/13/68
TRACED: CKD

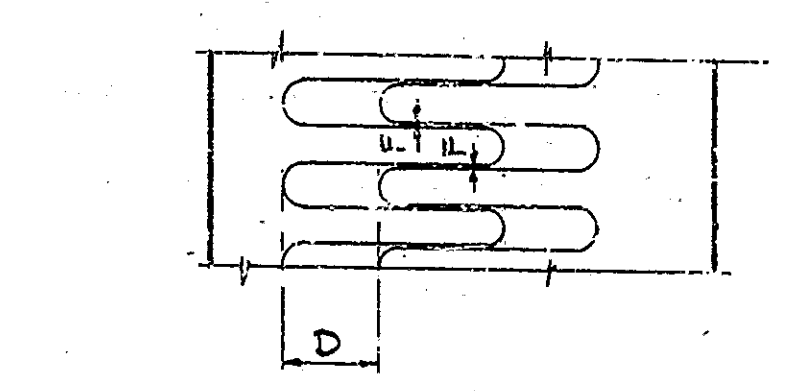
NOTES -
FOR FABRICATION & ERECTION NOTES SEE DRWG S 18
FOR ADDITIONAL DETAILS SEE DRWGS. S 13, S 14, S 15 & S 16

BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	F-74(56)	1968	23
				83



END BENTS N°1 or 10 PIERS N°2,3,4,7,8, #9
SHOE SETTING DATA

TEMP. →	DIMENS. A				DIMENS. B			
	0°	20°	40°	60°	80°	100°	120°	
BENT N°1	2 2/3	2 1/2	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
PIER 2	2 1/2	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
PIER 3	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
PIER 4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
PIER 7	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
PIER 8	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
PIER 9	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	
BENT 10	2 2/3	2 1/2	2 1/4	2 1/4	2 1/4	2 1/4	2 1/4	

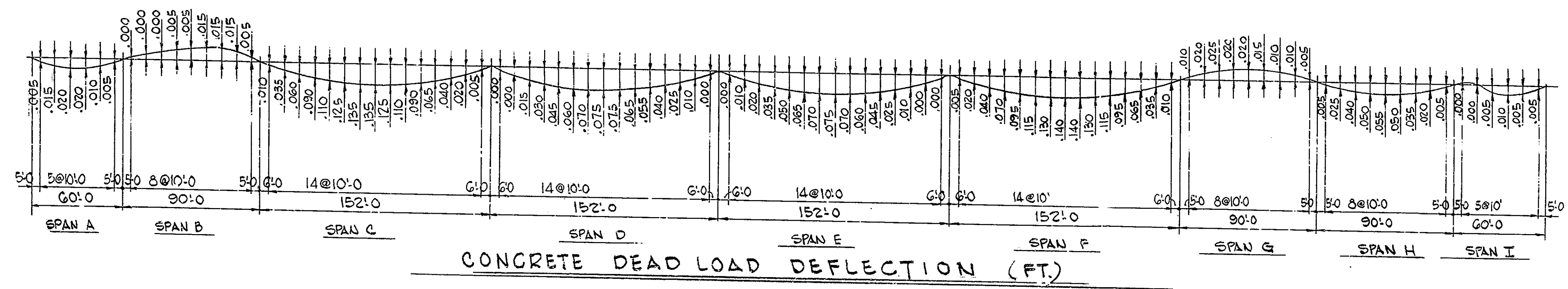


BENT N°	TEMP. →	DIMENS. D						DIMENS. F							
		0°	20°	40°	60°	80°	100°	120°	0°	20°	40°	60°	80°	100°	120°
10		5 1/2	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4	5 1/4
1		7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8	7 1/8

TOOTHED EXP. JOINT SETTING DATA

GENERAL PROCEDURE

- AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED AND ALL BOLTING AND WELDING COMPLETED, THE SUPERSTRUCTURE SHALL BE ADJUSTED LONGITUDINALLY SO THAT DIMENSION 'C' FROM THE TOP SHOES TO THE MUDWALL AT BENT N°1 IS EQUAL TO DIMENSION 'C' FROM THE Q OF TOP SHOES TO THE MUDWALL AT BENT N°10.
- WITH THE SUPERSTRUCTURE IN THE ADJUSTED POSITION CALLED FOR IN (1), WELD THE FIXED SHOES TO THE ANCHOR PLATES AT PIERS N°5 AND 6.
- ADJUST THE EXPANSION PLATES UNDER EACH EXPANSION SHOE IN ACCORDANCE WITH DIMENSION 'A' OR 'B' IN TABLE I FOR THE PREVAILING TEMPERATURE. NOTE THAT DIMENSION 'A' IS ALWAYS THE DISTANCE FROM A VERTICAL LINE THROUGH THE CENTER LINE OF TOP SHOE IN A DIRECTION AWAY FROM THE FIXED SHOE. WELD THE EXPANSION PLATES TO THE ANCHOR PLATES.
- SET THE TOOTHED EXP. JOINTS AND ADJUST THEM TO ELEVATION USING THE DOUBLE NUTS FOR ADJUSTMENT.
- ADJUST THE TOOTHED EXP. JOINTS TRANSVERSELY SO THAT THE OPENINGS 'F' BETWEEN THE TEETH ARE EQUAL AND LONGITUDINALLY SO THAT DIMENSION 'D' CORRESPONDS TO THE VALUE SHOWN IN TABLE II FOR THE PREVAILING TEMP.
- SCREED ELEVATIONS SHALL BE DETERMINED BY ADDING THE CONCRETE DEAD LOAD DEFLECTIONS TO THE REQUIRED FINAL CONCRETE ELEVATIONS AT ALL SCREED POINTS. TAKE ELEVATIONS AT ALL SCREED POINTS ON TOP OF GIRDER ADJACENT TO SCREED POINT. SUBTRACT THESE ELEVATIONS FROM THE ELEVATIONS CORRECTED FOR DEFLECTION 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 CONCRETE IS POURED. DO NOT SET SCREED OR COPING FORMS BY LEVELING. SCREED ELEVATIONS WILL BE FURNISHED ON REQUEST.
- NO CONCRETE IN THE FLOOR IS TO BE POURED UNTIL THE ABOVE OPERATIONS ARE COMPLETE.



CONCRETE DEAD LOAD DEFLECTION (FT.)

FABRICATION AND ERECTION NOTES

U.S. BOLTS - 3/4" AND OPEN HOLES - 1/2" (UNLESS NOTED).
 ALL PAINT SHALL BE IN ACCORDANCE WITH CURRENT STATE HIGHWAY SPECIFICATIONS :- SHOP AND FIELD PAINT TO BE BASIC LEAD SILICO CHROMATE (SEE SPEC. PROVISIONS) GIRDERS MUST BE CAMBERED TO A SMOOTH CURVE. CAMBER MUST BE CHECKED WHILE GIRDERS ARE SUPPORTED IN SUCH A WAY AS TO HAVE NO BENDING MOMENT IN DIRECTION OF CAMBER.
 HOLES FOR GIRDER SPLICES SHALL BE SUBPUNCHED OR SUBDRILLED AND REAMED TO SIZE WHILE ASSEMBLED. SEE ARTICLE E 1103.18 (d) OF THE SPECIFICATIONS.
 THE SHOP DETAILS SHALL SHOW A PLAN OF MATCHMARKING OF ALL REAMED PIECES. ALL SPlice PLATES TO BE REMOVED, CLEANED, AND DEBURRED AFTER REAMING. SPlice PLATES SHALL NOT EXTEND BEYOND THE END OF GIRDER AFTER BOLTING FOR SHIPMENT.
 FLANGE SPlice BARS SHALL HAVE PLANED OR ROLLED EDGES AND HOLES IN BARS SHALL BE SUBDRILLED AND REAMED OR DRILLED FULL SIZE WHILE ASSEMBLED.
 ALL GIRDER SPLICES TO BE ERECTED USING FULL SIZE DRIFT PINS IN A MINIMUM OF FIFTY PERCENT (50%) OF THE FLANGE SPlice HOLES AND FIFTY PERCENT (50%) OF THE WEB SPlice HOLES. THE ELEVATIONS SHALL BE CHECKED BEFORE BOLTING FIELD SPLICES AND THE STRUCTURAL STEEL UNSUPPORTED BY FALSEWORK.
 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 SPEC'S, AND SHALL SUBMIT FOUR (4) COPIES OF THESE TO THE ENGINEER. SEE ARTICLE E 1103.2 OF THE SPECIFICATIONS;
 ALL HOLES IN GIRDER FLANGES CONNECTING TO TOP SHOES SHALL BE 1" Ø.
 BOLTS CONNECTING GIRDER FLANGES TO TOP SHOES SHALL EXTEND INTO THE TOP SHOES A MINIMUM OF 1 1/2 INCH.
 SHIMS BETWEEN TOP SHOES AND GIRDERS MAY BE BUILT UP. NO SHIM SHALL BE LESS THAN 3/8 INCH IN THICKNESS.
 ALL SHOP BUTT WELDS IN FLANGE PLATES SHALL BE GRIND SMOOTH AND FLUSH WITH THE BASE METAL ON ALL SURFACES. THIS SHALL APPLY TO BOTH PARTS OF EQUAL THICKNESS AND PARTS OF UNEQUAL THICKNESS. FINISHED DETAILS SHALL BE AS SHOWN ON DRWG'S S 13. GRINDING SHALL BE DONE IN THE DIRECTION OF STRESS AND IN SUCH A MANNER THAT THE METAL IS KEPT BELOW THE BLUE BRITTLE RANGE. ANY DEFECTS EXPOSED BY THE GRINDING SHALL BE CLEANED, FILLED WITH WELD METAL, AND REGROUND TO A UNIFORM FINISH.

STRUCTURAL LOW CARBON STEEL OR STRUCTURAL LOW ALLOY STEEL FOR WELDING MAY BE FLAME CUT IF THE FLAME CUTTING EQUIPMENT IS MECHANICALLY GUIDED. HAND FLAME CUTTING SHALL BE USED ONLY WHEN APPROVED, AND THE SURFACE IS FURTHER TREATED BY MILLING, GRINDING, OR CHIPPING AND GRINDING.
 SHEARED PLATES OR UNIVERSAL MILL PLATES TO BE USED FOR GIRDER WEBS SHALL BE ORDERED WITH SUFFICIENT ADDITIONAL WIDTH TO ALLOW FOR TRIMMING OF EDGES TO PROVIDE BUILT-IN CAMBER FOR DEAD LOAD DEFLECTION. TRIMMING SHALL BE DONE BY FLAME CUTTING. THE FAYING SURFACES OF THE WEB AND FLANGE PLATES AND THE ADJACENT SURFACES THAT ARE TO BE FILLET WELDED SHALL BE CLEANED BY GRINDING PRIOR TO ASSEMBLY AND WELDING OF WEB TO FLANGES.
 WHEN THE GIRDER SECTIONS ARE FIT UP IN THE SHOP FOR REAMING OR DRILLING OF FIELD SPLICES, THE CENTERLINES OF OPPOSING FLANGES SHALL NOT DEVIATE MORE THAN 3/8 INCH WITH THE WEBS IN ALIGNMENT.
 ALL BUTT WELDS SHALL BE SUBJECT TO RADIO-GRAPHIC INSPECTION AT THE OPTION OF THE ENGINEER. SEE SPECIAL PROVISIONS.
 AS SOON AS THE ENGINEER HAS APPROVED THE FIELD WELDS, ALL WELDS AND ANY SURFACE FROM WHICH THE SHOP COAT HAS BEEN OMITTED OR BECOMES WORN OFF OR HAS OTHERWISE BECOME DEFECTIVE SHALL BE THOROUGHLY CLEANED OF ALL CHARRED PAINT OR ANY FOREIGN MATTER AND COMPLETELY COVERED WITH ONE COAT OF SHOP PAINT.
 ALL WELDING SHALL CONFORM TO THE CURRENT AWS SPECIFICATIONS FOR WELDED HIGHWAY AND RAILWAY BRIDGES UNLESS OTHERWISE NOTED.
 ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A-36 UNLESS OTHERWISE NOTED.
 RIVETS SHALL NOT BE USED IN THE ASSEMBLY OF STRUCTURAL STEEL.

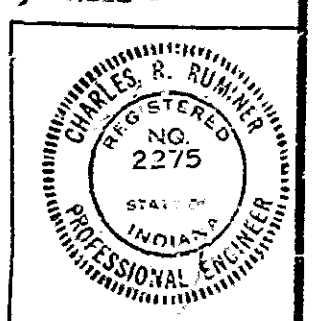
ESTIMATED WEIGHT OF STRUCTURAL STEEL = 1,555,500 LBS.
 (INCLUDES 7400 LBS. EACH FOR TOOTHED EXPANSION JTS. AT BENT N°1 AND BENT N°10, AND 26730 LBS. OF ASTM A-514 STEEL.)
 THE WEIGHT OF H.S. BOLTS IS NOT INCLUDED IN THE ESTIMATED WEIGHT OF STRUCTURAL STEEL. THE COST OF THESE BOLTS TO BE INCLUDED IN THE COST OF STRUCTURAL STEEL.

DATA USED FOR DESIGN AND DETAILS

- LIVE LOADS :- HS20-44 LOADING WITH IMPACT AND DISTRIBUTION OF LOADS IN ACCORDANCE WITH 1965 A.A.S.H.O. SPECIFICATIONS.
- DEAD LOAD :- ACTUAL WEIGHT PLUS 35#/RS.F. OF ROADWAY TO PROVIDE FOR FUTURE WEARING SURFACE.
- SLAB - DESIGNED FOR 16,000# WHEEL PLUS IMPACT, AND WITH 1 INCH MONOLITHIC WEARING SURFACE.
- UNIT STRESSES - (STRUCTURAL STEEL)
 - BENDING, TENSION OR COMPRESSION (A-36) 20,000 PSI
 - SHEAR ON HIGH STRENGTH BOLTS 13,500 PSI
 - BEARING STEEL ON CONCRETE (INCLUDING OVERTURNING AND ECCENTRIC LOADING) 1,000 PSI
 - REINFORCING STEEL (TENSION) 20,000 PSI
 - CONCRETE (COMPRESSION) 1,200 PSI

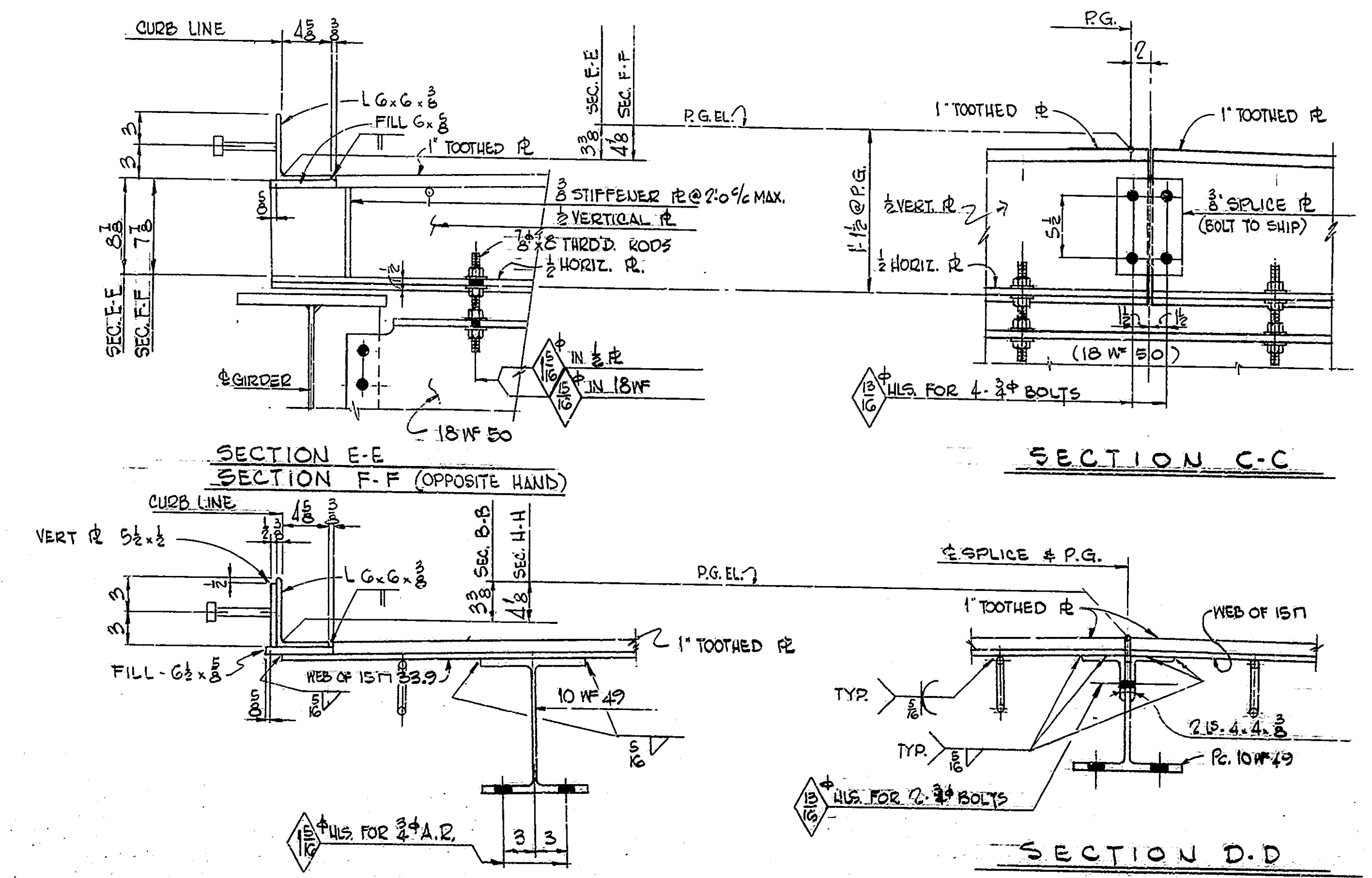
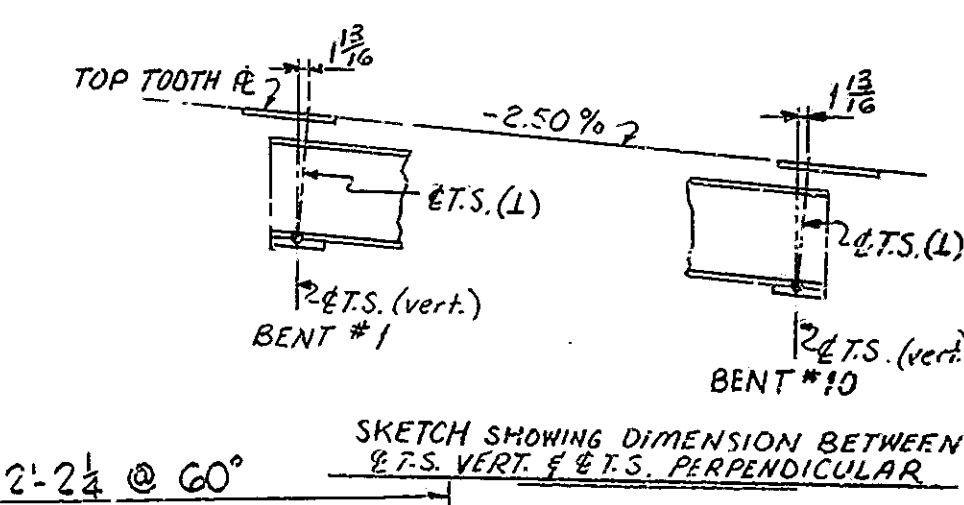
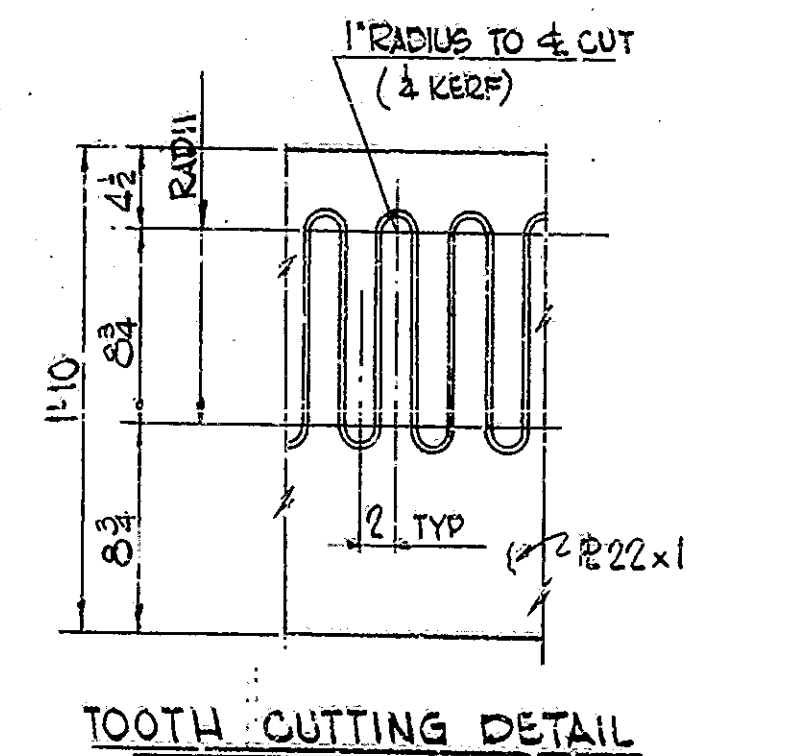
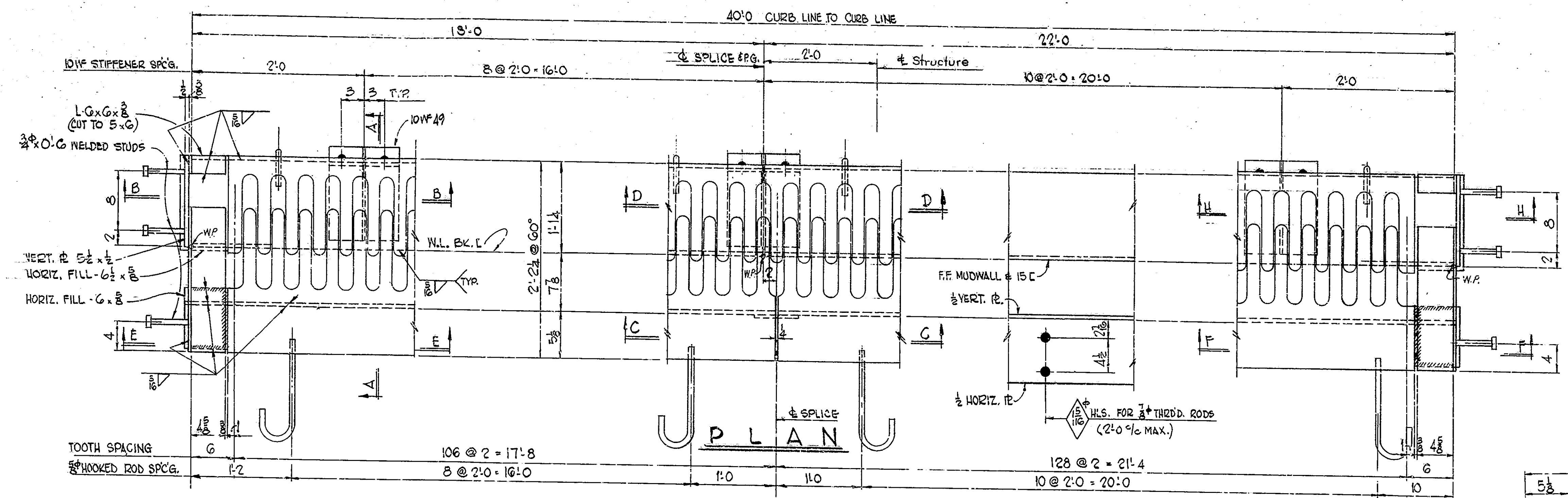
NOTES, TABLES, AND DESIGN DATA
 INDIANA STATE HIGHWAY COMMISSION

SCALE:- NONE
 AUG. 20, 1968
 RECOMMENDED FOR APPROVAL: *E.R. Rimmer*
 ENGINEER OF BRIDGE DESIGN
 DRAWING: S18 OF 20
 PROJECT:- F-74 (56)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE:- 52-P-1784 J

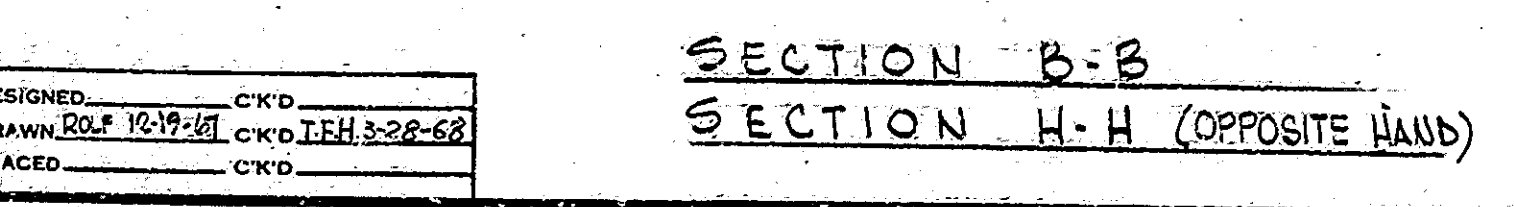
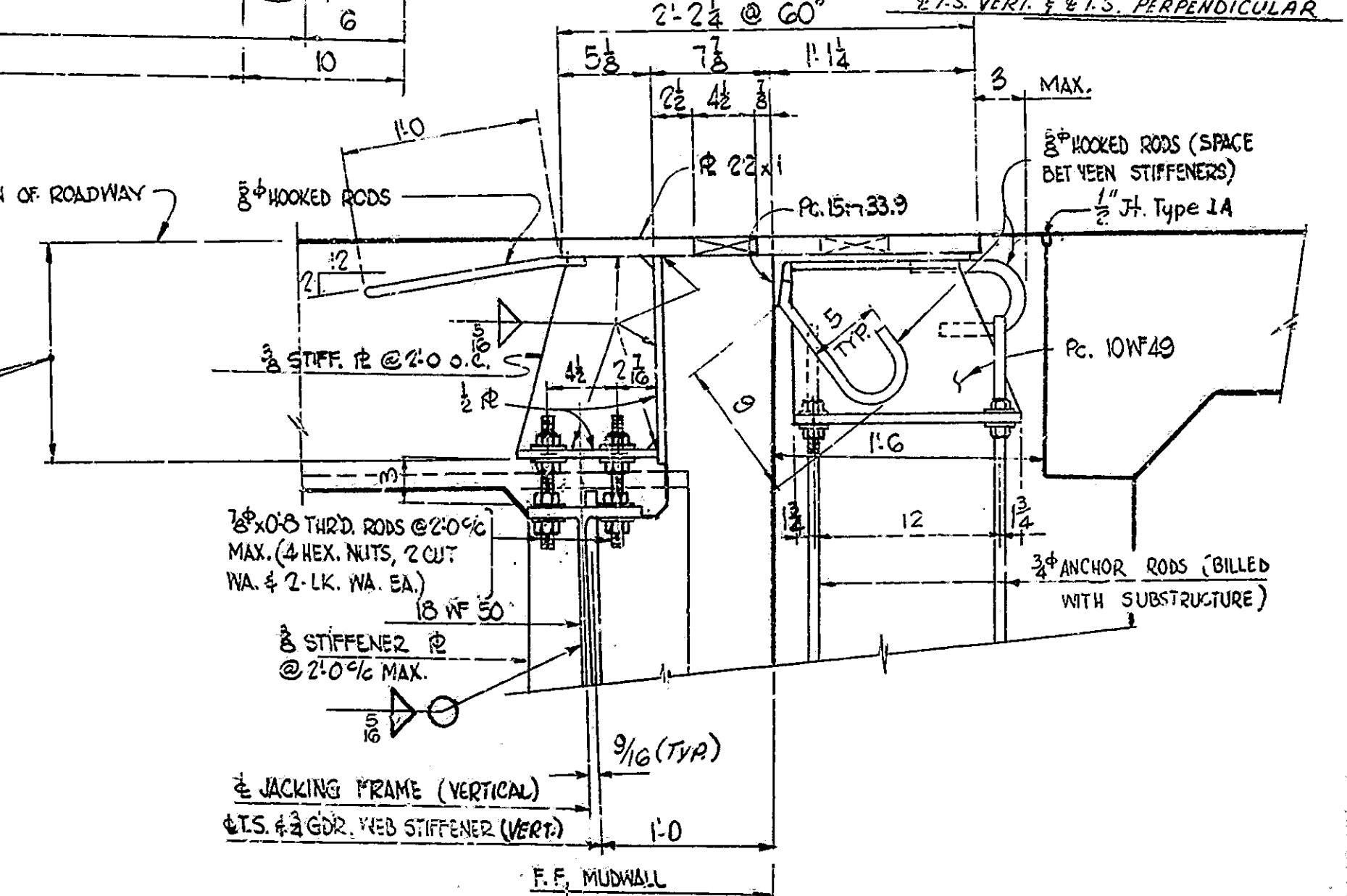


DESIGNED: CKD
 DRAWN: GOLF 12-12-67 CKD FL.D. 8/13/68
 TRACED: CKD

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(86)	1968	24	83



CONSTRUCTION DIMENSION VARIES. (1 1/2" AT PROFILE GRADE) TOP OF 22" x 1" TOOTHED PLATE TO CONFORM TO ROADWAY SURFACE. TOTAL OFFSETS AT CURB LINES ARE AS SHOWN IN SECT. E, F, B, & H.

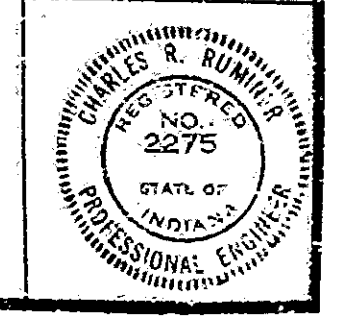


NOTES:
 STRUCTURAL STEEL EXPANSION JOINT AS SHOWN FOR BENT 10. EXPANSION JOINT FOR BENT 10 IS OPPOSITE HAND.
 OPEN HOLES AS NOTED.
 SEE SPEC'S. ART. E.11.0.13 REGARDING BURNING OF TOOTHED PLATE.
 THE TOOTHED PLATES SHALL BE MATCH-MARKED TO MAINTAIN THE SAME RELATIVE POSITION BEFORE AND AFTER CUTTING.
 EXPANSION JOINTS ARE TO BE SHOP ASSEMBLED IN THEIR RELATIVE ERRECTED POSITIONS AND INSPECTED FOR FIT.
 SEE DRWG. 518 FOR TOOTHED JOINT ERECTION DATA.
 SEE DRWG. 52 FOR GENERAL NOTES.
 ESTIMATED WEIGHT OF TOOTHED EXPANSION JOINTS = 14,800# TOTAL (JTS. FOR BOTH BENT 1 & BENT 10 WEIGH APPROXIMATELY 7,400# EACH)

TOOTHED EXPANSION JOINT DETAILS
INDIANA STATE HIGHWAY COMMISSION

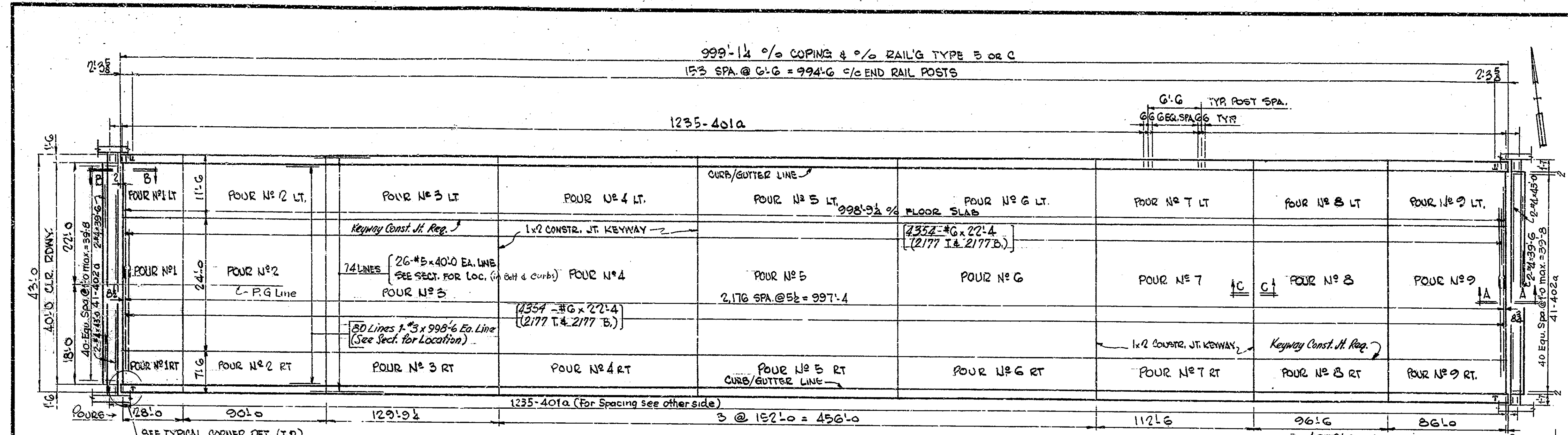
SCALE: 1/4"=1'-0"
 AUG. 20, 1968
 RECOMMENDED FOR APPROVAL: *C.R. Rimmer*
 ENGINEER OF BRIDGE DESIGN

DRAWING: S 19 OF 20
 PROJECT: F-74(86)
 BRIDGE CONTRACT NO. B-7878
 BRIDGE FILE: 52-P-1784J

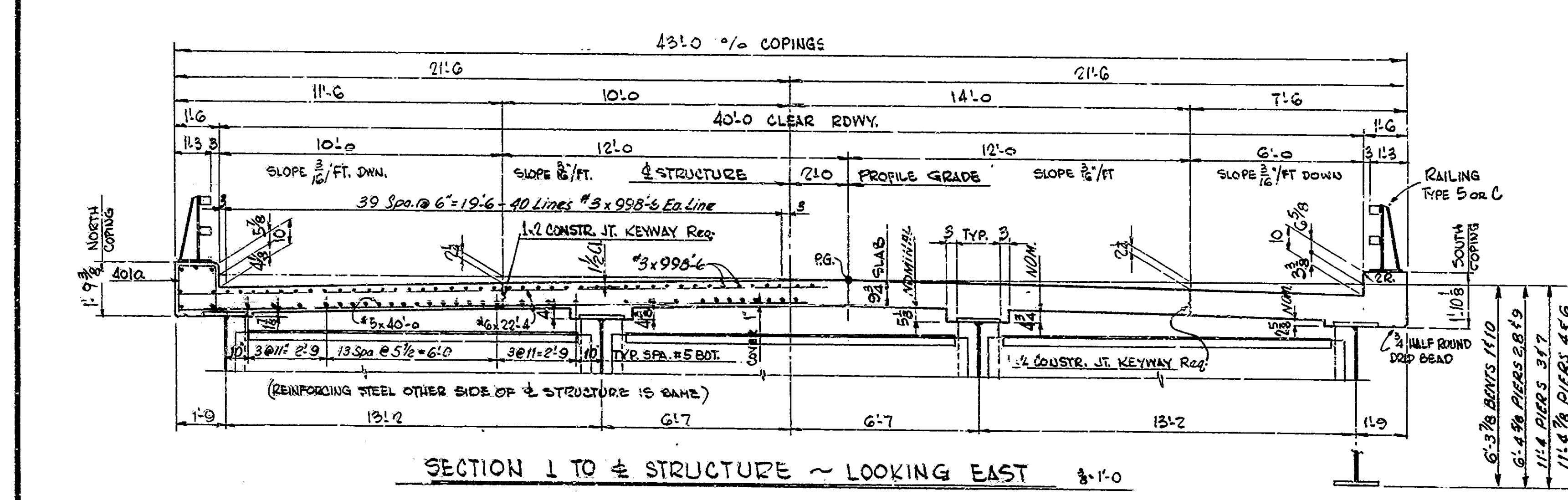


DESIGNED: CKD
 DRAWN: RLF 12-19-67
 TRACED: CKD
 CKD: LEH 3-28-68

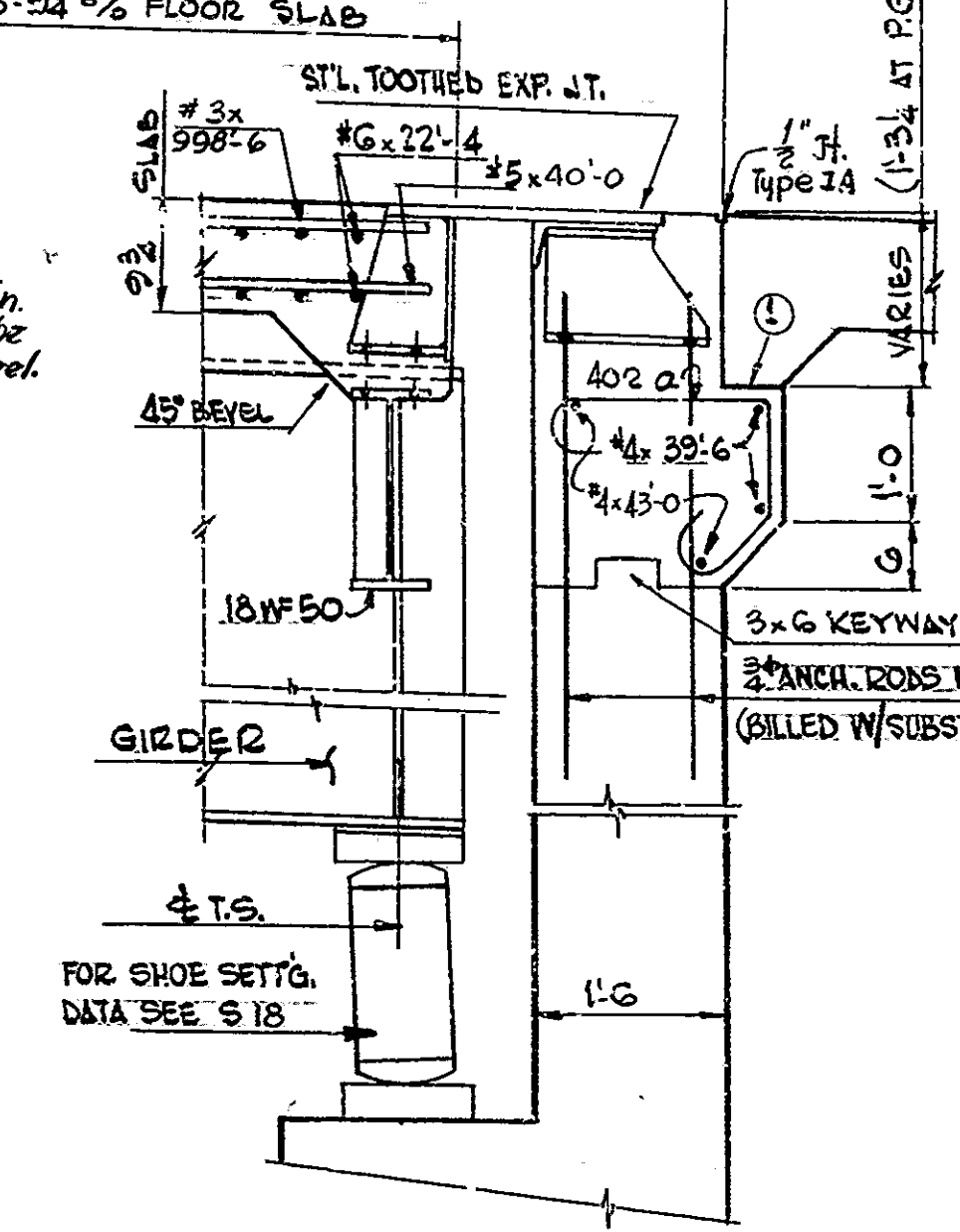
BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	F-74(56)	1968	25	83



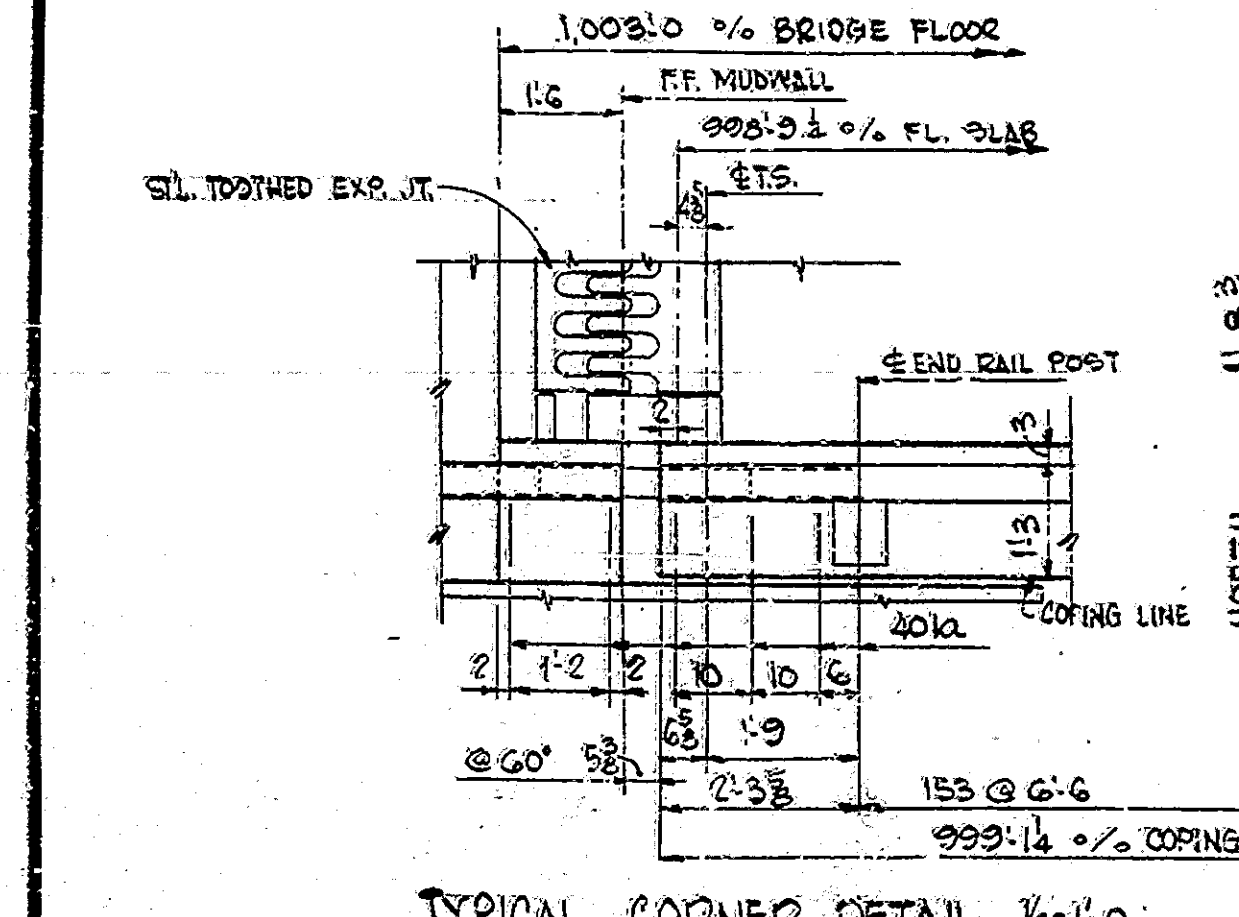
PLAN - SHOWING SEQUENCE OF POURS (N.T.S.)



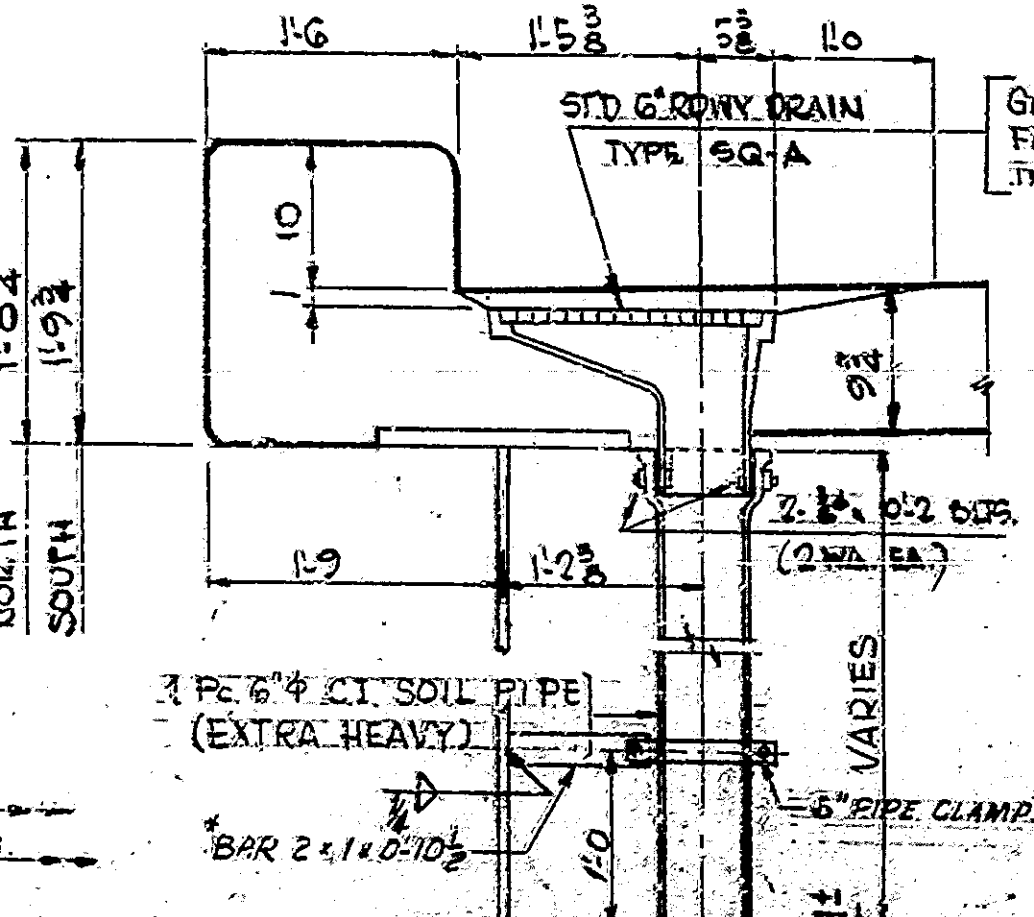
SECTION I TO STRUCTURE - LOOKING EAST 3/4"=1'-0"



SECTION A-A 3/4"=1'-0"



TYPICAL CORNER DETAIL 1/2"=1'-0"



ROADWAY DRAIN DETAIL 1/2"=1'-0"

Grate bars to be parallel to R.Rdwy. Fit grate to box in shop and ship in place.

NOTES

See note on General Plan for 1/8" increase in slab thickness. Top mat of reinforcing steel shall be supported on chairs under the top transverse reinforcing bars. See Bridge Standard C1 for reinforcing bar notes. See Bridge Standard BR1, BR2, BR3, & BR4 for railing details. After structural steel has been erected, concrete forms shall not be stacked against the expansion end of the steel in making any pours adjacent to steel spans. Sequence of pours to be made in order of pour numbers. All transverse 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 the construction joints subject to the approval of the Engineer.

BILL OF MATERIALS

REINFORCING STEEL			
SIZE & MARK	NO. OF BARS	LENGTH	WEIGHT LBS.
#6	8708	22'-4"	
TOTAL		NO. G =	292,107
#5	1924	40'-0"	
TOTAL		NO. 5	80,269
401a	2470	4'-3"	
402a	82	4'-0"	
#4	4	43'-0"	
#4	4	39'-0"	
TOTAL		NO. 4	7,452
#3	80	998'-6"	
TOTAL		REIN. STEEL	409,863

CONCRETE

CLASS "F" SUPERSTRUCTURE		CYS
Pour No 1		22.8
Pour No 2		71.8
Pour No 3		104.1
Pour No 4		121.7
Pour No 5		121.7
Pour No 6		121.7
Pour No 7		20.6
Pour No 8		17.1
Pour No 9		69.2
Pour No 1 RT		8.4
Pour No 2 RT		26.8
Pour No 3 RT		38.3
Pour No 4 RT, 5 RT, 6 RT		3 @ 44.9 CYS EA. = 134.7
Pour No 7 RT		33.4
Pour No 8 RT		28.7
Pour No 9 RT		27.7
Pour No 1 LT		11.7
Pour No 2 LT		87.4
Pour No 3 LT		53.7
Pour No 4 LT, 5 LT, 6 LT		3 @ 62.8 CYS EA. = 188.4
Pour No 7 LT		46.7
Pour No 8 LT		40.1
Pour No 9 LT		35.8
CAP. BENT NO 1		7.5
CAP. BENT NO 10		7.5
TOTAL CLASS "F"		1,525.5 CYS

MISCELLANEOUS

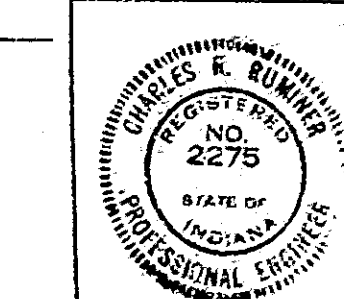
RAILINGS TYPE B OR C		1998.2 LF
52-RDWAY DRAIN TYPE SQ-A		9984 lbs.
2-RS69-9-0		352 lbs.
2-RS69-9-0		334 lbs.
2-RS69-9-0		216 lbs.
2-RS69-7-6		280 lbs.
2-RS69-7-0		262 lbs.
2-RS69-6-6		244 lbs.
2-RS69-16-0		2486 lbs.
18-RS69-15-0		1710 lbs.
TOTAL CAST IRON		15,950 lbs.

FLOOR DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED August 20, 1968

RECOMMENDED FOR APPROVAL: [Signature]

DRAWING: 52 OF 20
PROJECT: F-74(56)
BRIDGE CONTRACT NO. B-7878
BRIDGE FILE: 52-P-1784J



DESIGNED: C.K.D.
DRAWN: C.K.D. 1-1-68
TRACED: C.K.D.

