

INDEX						
PROJECT	STRUCTURE	TYPE	SPAN	OVER	STATION	CONTRACT NO.
F-134(5)	54-28-6005	CONTINUOUS PLATE GIRDER	83'-6" 100'-6" 83'-6" SKEW = 45°	RICHLAND CREEK	98+17.5"	B-9238
SHEET NO.	SHEET DESIGNATION	SUBJECT				B.P.R. APPROVAL
1	ONE SHEET	INDEX & TITLE				
2	ROAD STD. SHEET	STD. SINGLE LANE SECTION				R-10-2-72
3	ONE SHEET	TYPICAL CROSS SECTIONS				
4	ONE SHEET	PLAN & PROFILE				
5-8	FOUR SHEETS	ROAD DETAIL APPROACH TABLE, P.S.D. & UNDERDRAIN TABLE				
9	ONE SHEET	TRANSITION DETAILS				
10	ONE SHEET	STRUCTURE DATA				
12	ONE SHEET	SOIL BORINGS				
13	ONE SHEET	PROPOSED CHANNEL CHANGE				
14	S-1	LAYOUT				
15	S-2	GENERAL PLAN				
16	S-3	BENT NO. 1				
17	S-4	PIER NO. 2				
18	S-5	PIER NO. 3				
19	S-6	BENT NO. 4				
20	S-7	FRAMING PLAN				
21	S-8	WELDED PLATE GIRDER				
22	S-9	SHOE & SPLICE DETAILS				
23	S-10	TOOTHED EXPANSION JOINT DETAILS				
24	S-11	SUPERSTRUCTURE				
25	S-12	SUPERSTRUCTURE DETAILS				
26	S-13	SCREED PLAN & DATA				
27	ONE SHEET	STRUCTURE QUANTITIES & SUMMARY				
28-55	TWENTY EIGHT SHEETS	CROSS SECTIONS				

STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

BRIDGE PLANS

FOR SPANS OVER 20 FEET

ON

STATE ROAD NO. 54 SECTION

PROJECT F-134(5) P.E.

(5) R.W.

(5) CONSTR.

BEGINNING AT A POINT 1842 FT. WEST OF THE EAST LINE OF SECTION 24, T-7-N, R-5-W, THENCE EAST 3,013.47 FT. TO A POINT 1,171.47 FT. EAST OF THE EAST LINE OF SECTION 24, T-7-N, R-5-W, LOCATED IN THE S.E. 1/4 SECTION 24, T-7-N, R-5-W & S.W. 1/4 SECTION 19, T-7-N, R-4-W, ALL IN RICHLAND TOWNSHIP, GREENE COUNTY

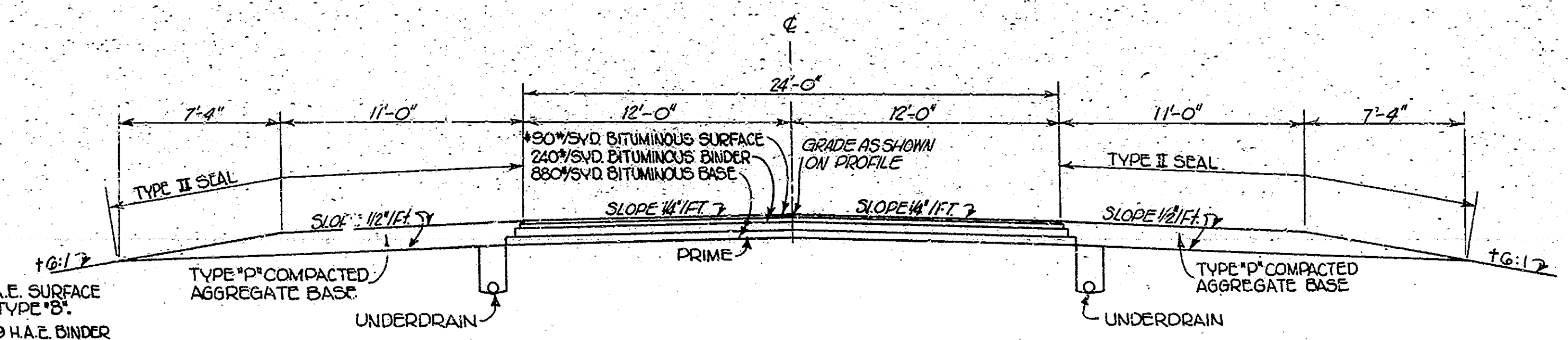
INDEX CONTINUED						
SHEET NO.	SHEET DESIGNATION	SUBJECT			B.P.R. APPROVAL	ADOPTED "A" REVISION "B"
56	BRIDGE STD. C1	STANDARD MISCELLANEOUS DETAILS				R-8-1-72
56A	BRIDGE STD. C2	STANDARD MISCELLANEOUS DETAILS				R-8-1-72
	BRIDGE STD. D	CASTING DETAILS ROADWAY DRAINS				R-8-1-72
	BRIDGE STD. E	ROADWAY DRAIN OUTLET DETAILS				R-8-1-72
	BRIDGE STD. G	TYPICAL BEAM GUARD RAIL DETAILS				R-8-1-72
	BRIDGE STD. H	TYP. DETAILS OF THICK PAVEMENT & LOC. TOE OF SL. AROUND END BENTS				R-8-1-72
	BRIDGE STD. I	TYP. DETAILS OF THICK PAVEMENT & LOCATING TOE OF SLOPE				R-8-1-72
	BRIDGE STD. J	CONT. STEEL BEAM-TYP. APPROACH DETAILS-TWIN STRUCTURES				R-8-1-72
	BRIDGE STD. K	ST. BEAM & R.C. GIRDER-TYP. APPROACH DETAILS-TWIN STRUCTURES				R-8-1-72
	BRIDGE STD. HS1	CONT. STEEL BEAM-TYP. APPROACH DETAILS-TWO-LANE STRUCTURES				R-8-1-72
	BRIDGE STD. HS2	MISCELLANEOUS APPROACH DETAILS				R-8-1-72
	BRIDGE STD. M2	MISCELLANEOUS APPROACH DETAILS				R-8-1-72
	BRIDGE STD. M4	R.C. BRIDGE APPROACH TURNOUT DETAILS-12'-6" SHOULDERS				R-8-1-72
	BRIDGE STD. M5	SLOPE WALL DETAILS				R-8-1-72
	BRIDGE STD. P2	STANDARD CONCRETE PILE DETAILS				R-8-1-71
57	BRIDGE STD. BR1	ALUMINUM BRIDGE RAILING			7-26-71	R-3-1-71
58	BRIDGE STD. BR2	ALUMINUM BRIDGE RAILING DETAILS			7-26-71	R-3-1-71
59	BRIDGE STD. BR3	STEEL BRIDGE RAILING			7-26-71	R-3-1-71
60	BRIDGE STD. BR4	STEEL BRIDGE RAILING DETAILS			7-26-71	R-3-1-71
61	BRIDGE STD. S1	MISCELLANEOUS DETAILS			1-17-72	R-8-2-71
	BRIDGE STD. S2	TYPICAL DETAILS FOR PLACING SPECIAL FILLING MATERIAL				R-8-2-71
	BRIDGE STD. T	STANDARD TEMPORARY BRIDGE				R-8-2-71
	BRIDGE STD. T SHEET A	STANDARD TEMPORARY BRIDGE				R-8-2-71
	BRIDGE STD. T SHEET B	STANDARD TEMPORARY BRIDGE				R-8-2-71
61A	ROAD STD. SHEET A	STANDARD PAVEMENT JOINTS			8-2-72	R-1-3-72
62	ROAD STD. SHEET MA	MISCELLANEOUS STANDARDS			9-23-71	R-1-4-71
63	ROAD STD. SHEET MB	MISCELLANEOUS STANDARDS			9-21-72	A-JULY 1972
64	ROAD STD. SHEET MB2	MISCELLANEOUS STANDARDS			3-7-72	R-1-3-72
	ROAD STD. SHEET MC1	MISCELLANEOUS STANDARDS				R-1-3-72
	ROAD STD. SHEET MD	MISCELLANEOUS STANDARDS				R-1-3-72
65	ROAD STD. SHEET ME1	MISCELLANEOUS STANDARDS			6-11-69	R-4-1-69
66	ROAD STD. SHEET ME2	MISCELLANEOUS STANDARDS				R-10-2-72
67	ROAD STD. SHEET ME3	MISCELLANEOUS STANDARDS				R-10-2-72
68	ROAD STD. SHEET ME4	MISCELLANEOUS STANDARDS				R-10-2-72
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	ROAD STD. SHEET ME136	MISCELL				

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.
4	IND.	F-134(5)

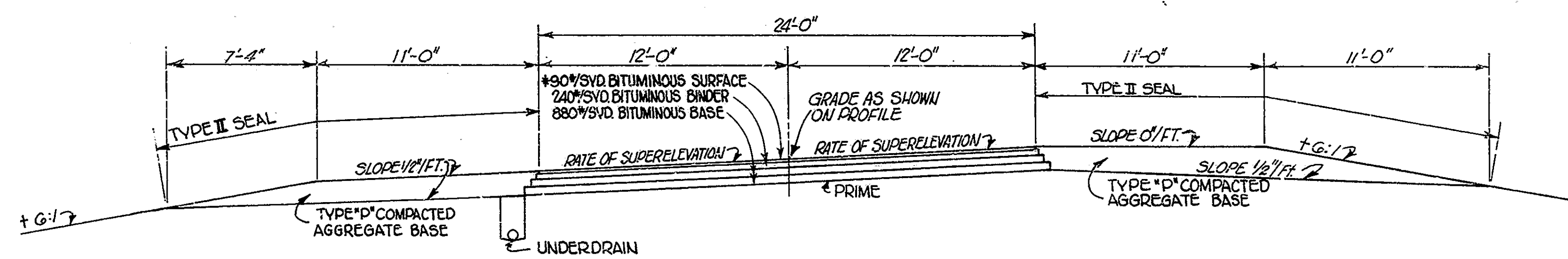
† NOTE: FOR ADDITIONAL DETAILS, SEE "STD. SINGLE LANE SECTIONS" ON SHEET NO.2

* BITUMINOUS SURFACE TO BE H.A.E. SURFACE TYPE III OR H.A.C. SURFACE TYPE "B".
 BITUMINOUS BINDER TO BE #9 H.A.E. BINDER OR H.A.C. BINDER.
 BITUMINOUS BASE TO BE #4 OR #5 H.A.E. BASE OR H.A.C. TACK COAT BETWEEN EACH LIFT (.003 GAL./SYD./LFT.)

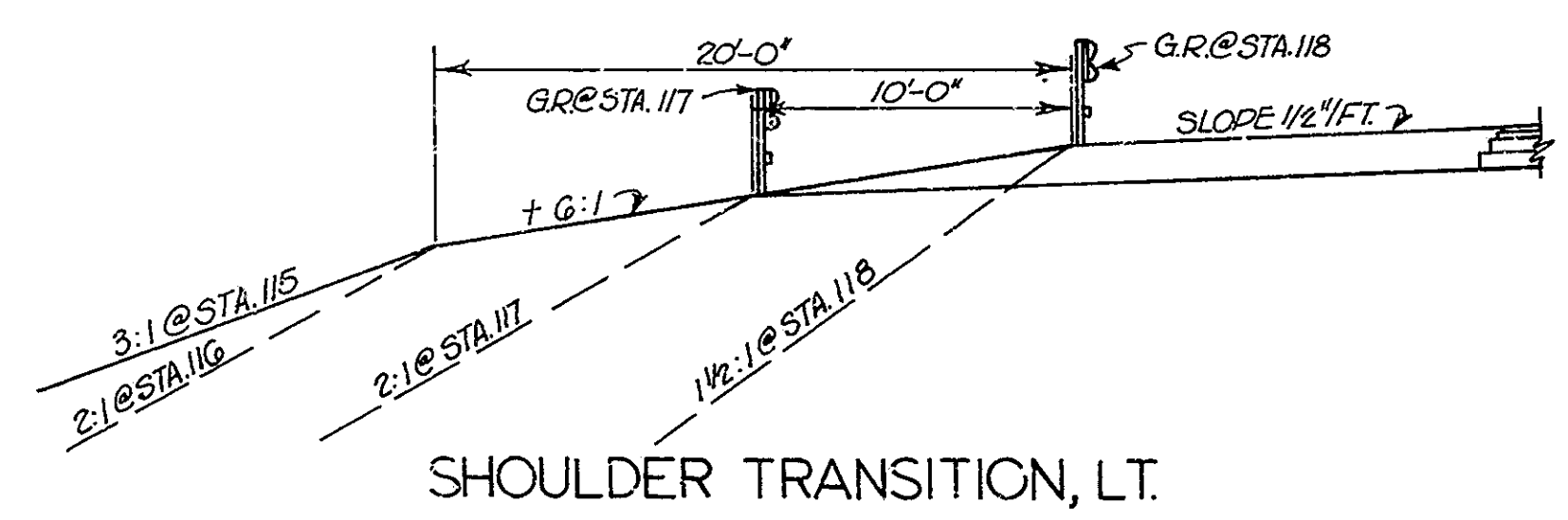
† NOTE: FOR ADDITIONAL DETAILS, SEE "STD. SINGLE LANE SECTIONS" ON SHEET NO.2



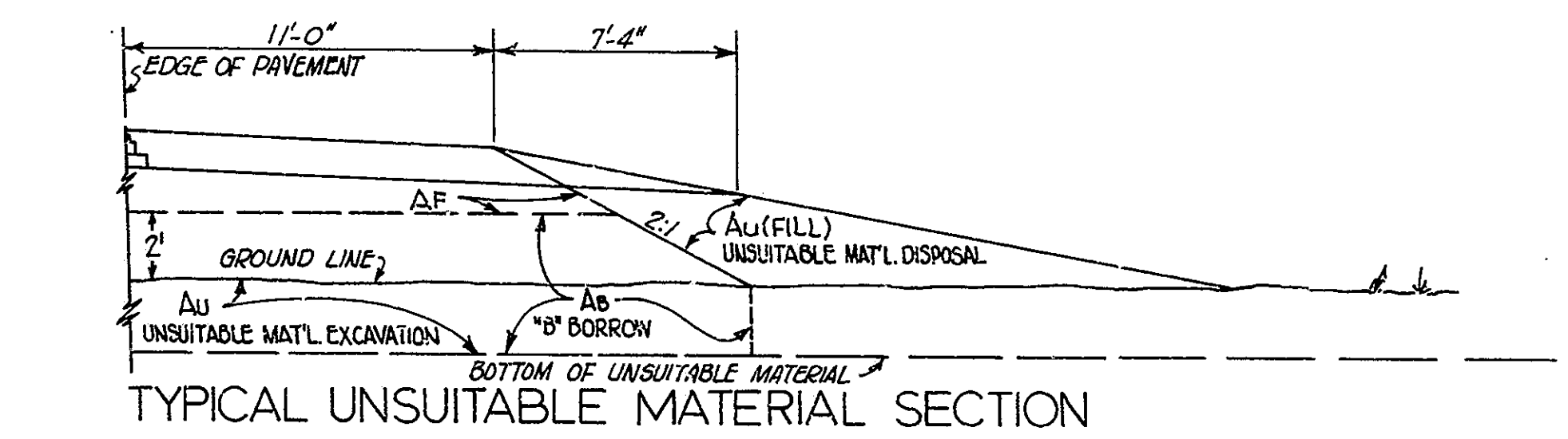
TYPICAL CROSS SECTION
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 STA.94+17 TO STA.108+67



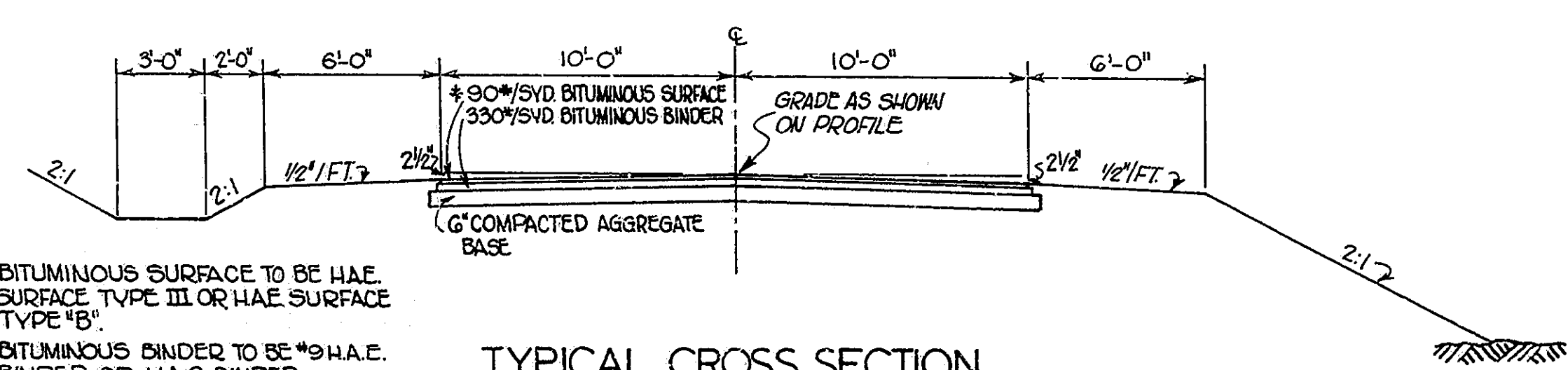
TYPICAL CROSS SECTION
 LINE "F"
 STA.88+00 TO STA.94+17
 STA.108+67 TO STA.118+1347



SHOULDER TRANSITION, LT.

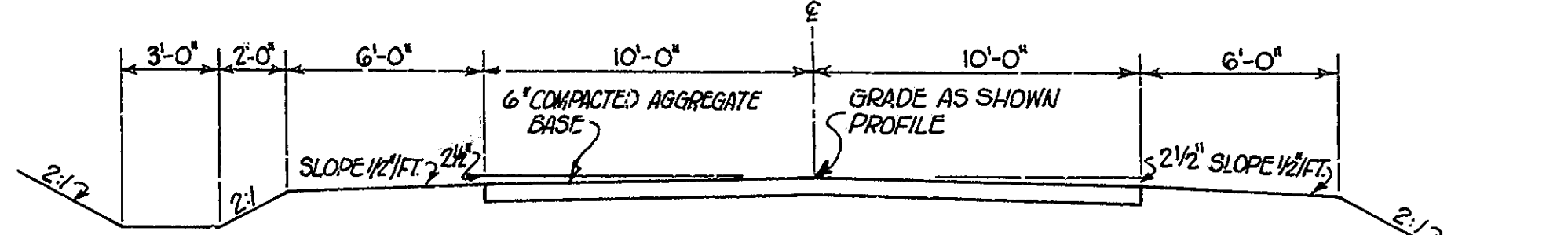


TYPICAL UNSUITABLE MATERIAL SECTION

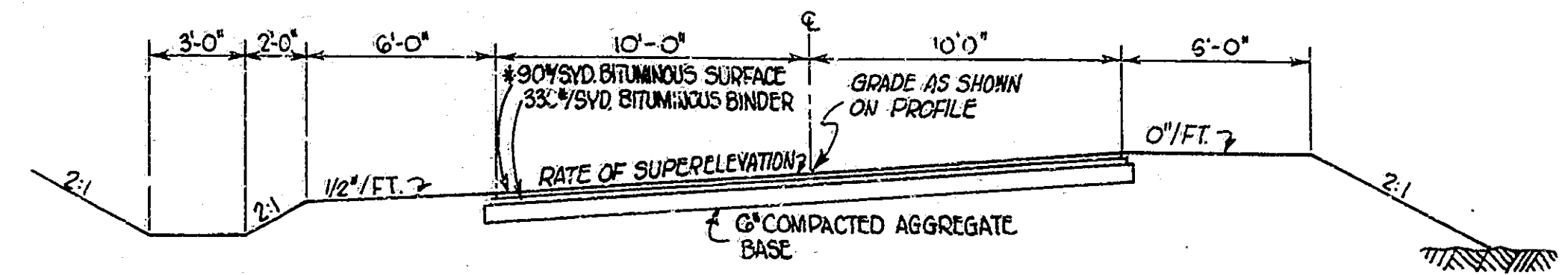


* BITUMINOUS SURFACE TO BE H.A.E. SURFACE TYPE III OR H.A.E. SURFACE TYPE "B".
 BITUMINOUS BINDER TO BE #9 H.A.E. BINDER OR H.A.C. BINDER.

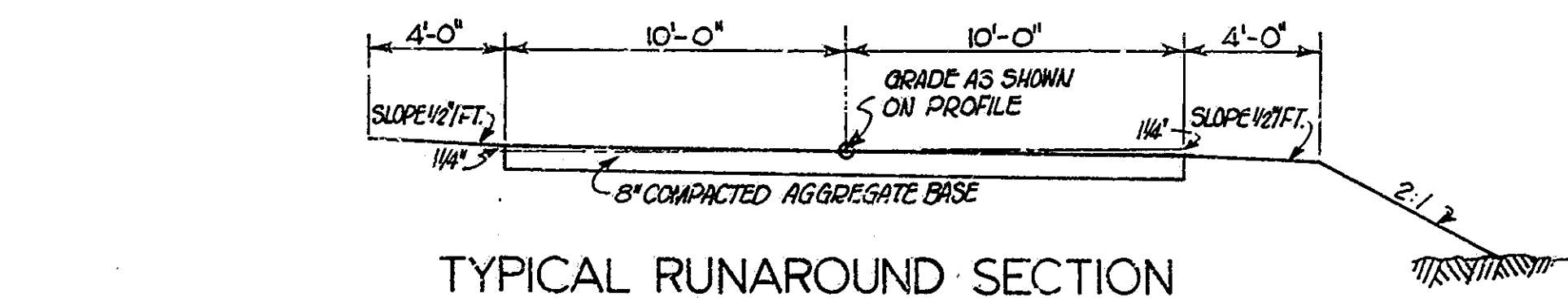
TYPICAL CROSS SECTION
 "S-2-F"
 STA.53+88.79 TO STA.55+5300



TYPICAL CROSS SECTION
 "S-1-F" & "S-3-F"
 STA.48+30 TO STA.49+87.87 "S-1-F"
 STA.48+80 TO STA.49+91.45 "S-3-F"



TYPICAL CROSS SECTION
 "S-2-F"
 STA.50+22.5 TO STA.53+88.79
 STA.55+5300 TO STA.59+05.96



TYPICAL RUNAROUND SECTION

TYPICAL CROSS SECTIONS

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



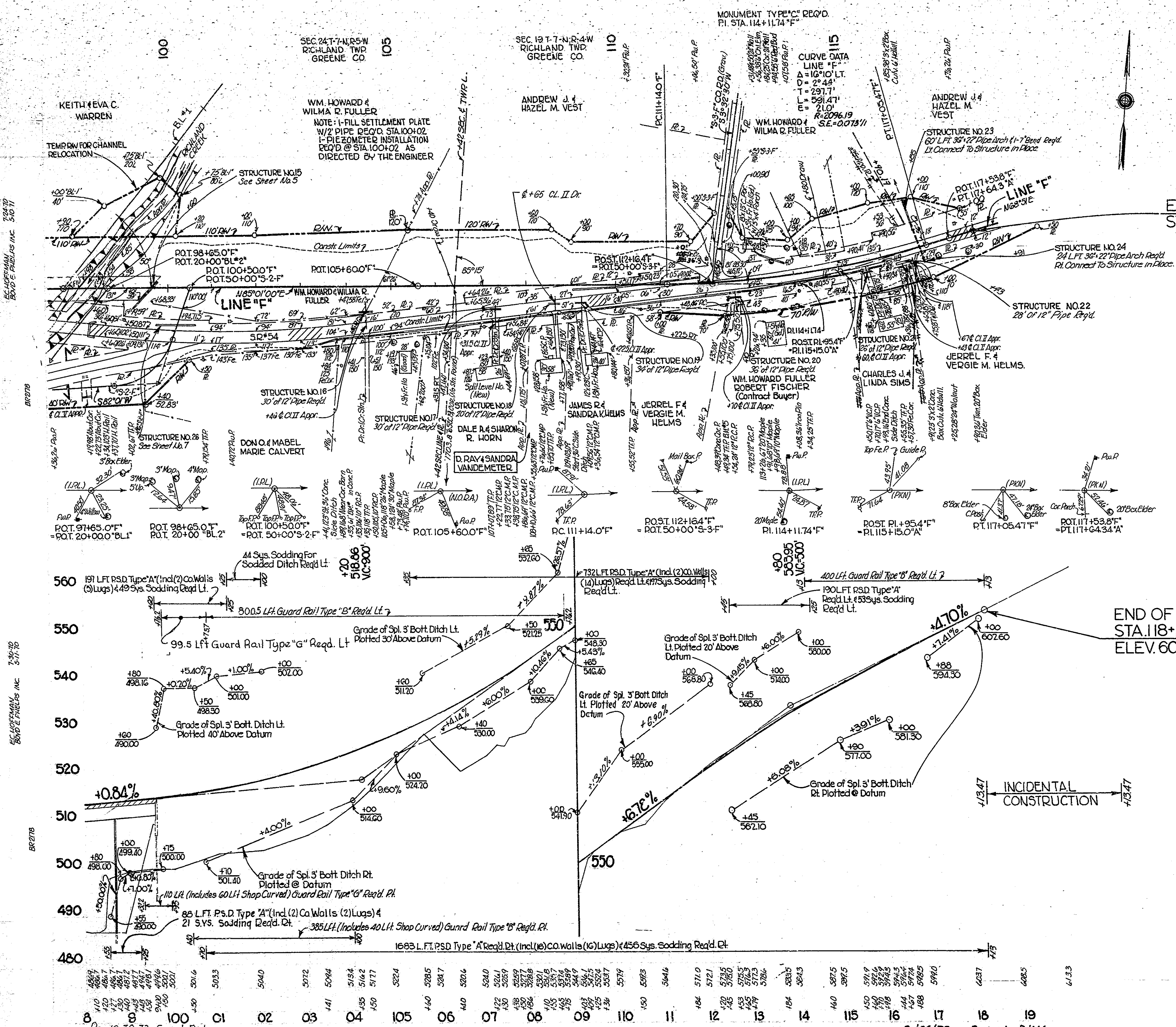
54-28-6005
 CONTRACT NO. 9238

10-30-72 J.M.W.F.U./B.W.H.

Rev. 10-30-72 Type Seal

PROJECT NO.	LINE	SHEET	TOTAL SHEETS	FILE
F-134(5)	F	3	19	

FEDERAL ROAD DISTRICT NO.	STATE	PROJECT NO.
4	IND.	F-134(5)



END PROJECT F-134(5)
STA. 118+347 LINE "F"

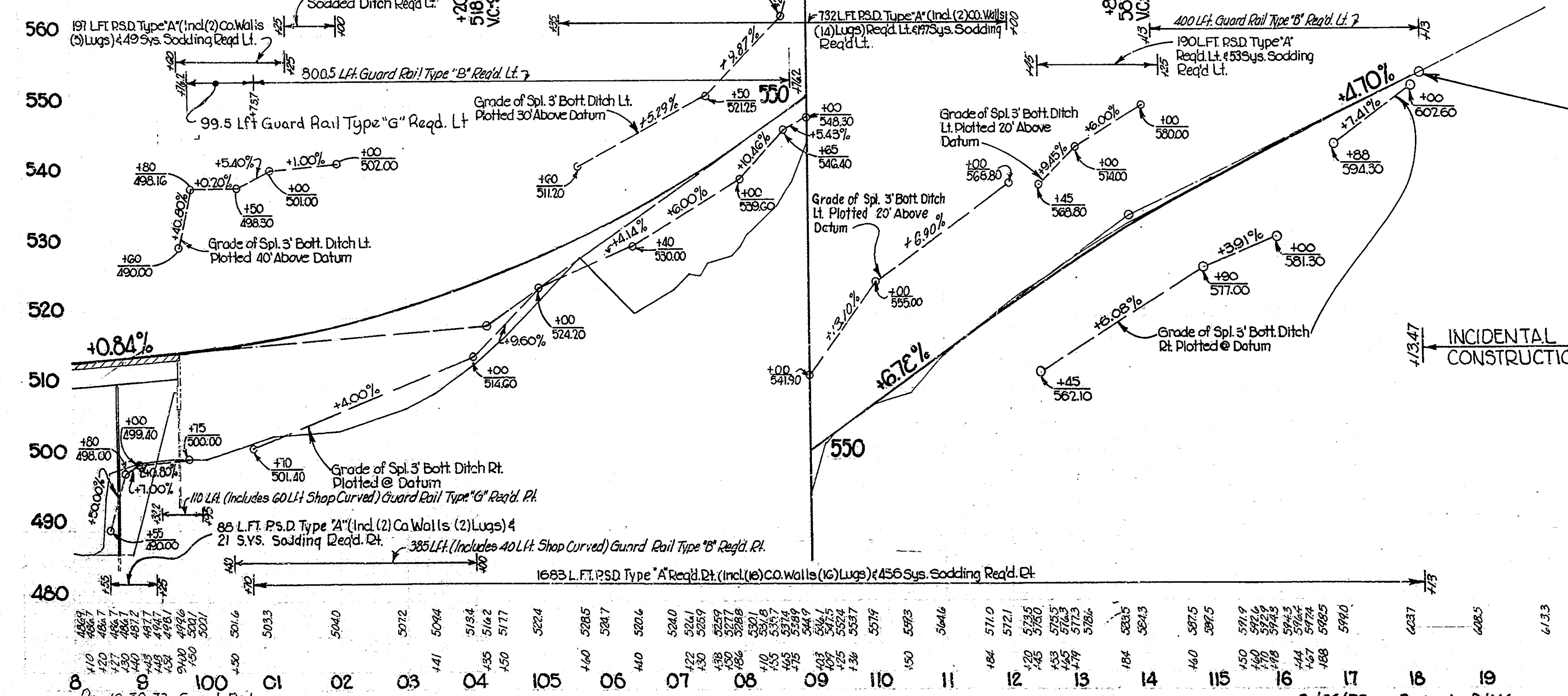
NOTE: ALL R/W SHOWN OFF
LINE "F" UNLESS
OTHERWISE NOTED

PAVEMENT REMOVAL

USC. & G.S. BM* 37M-519, ELEV. 519.369 B.M. DISC. IN CONC. POST, G.I. STA. 104+35.7"
B.M.* 4 ELEV. 550.28 B.T. 3P IN TFR 30' RT. OF STA. 108+85.7"
B.M.* 5 ELEV. 578.07 B.T. 3P IN TFR 34' RT. OF STA. 112+49.7"
B.M.* 6 ELEV. 609.92 B.T. 3P IN 24" SVC., 56' RT. OF STA. 118+87.7"

END OF PROJECT F-134(5)
STA. 118+347
ELEV. 604.32

INCIDENTAL
CONSTRUCTION



Rev. 10-30-72 W/W/WFG/RWH

56 HOFFMAN & PARRILLAS INC. 7-30-70 5-11-70

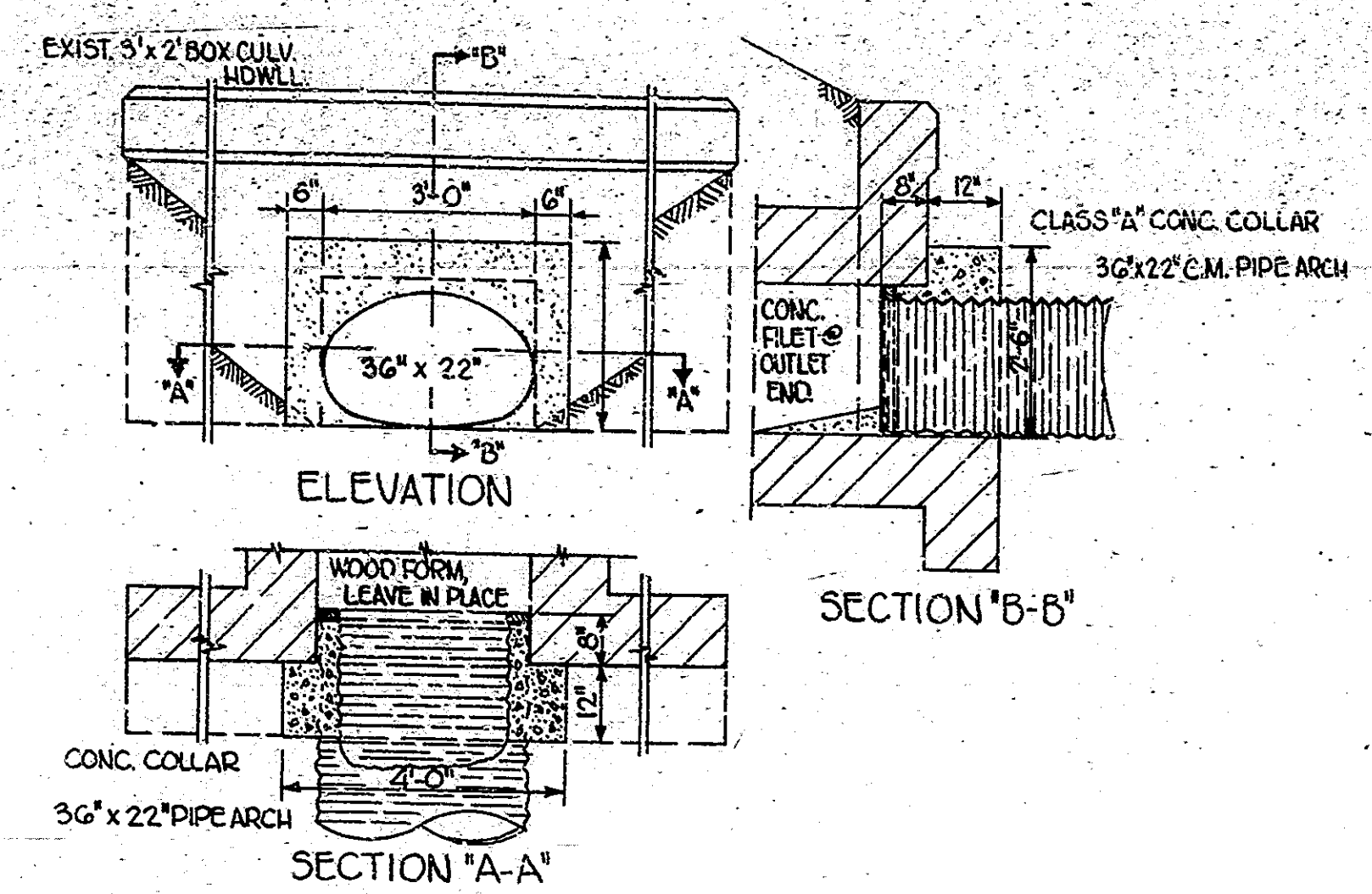
BR217B

BR217B

Bridge file: 54-28-6005
Contract No. B-9238

PROJECT NO.	LINE	SCALE	DATE	FILE
F-134(5)	"F"	G	79	

2/26/73 Revised R/W



DETAILS OF EXTENDING BOX CULVERT WITH C.M. PIPE ARCH
SCALE: 1/2" = 1'-0"

LOCATION	DESCRIPTION	LENGTH	WIDTH	RADII	DISTANCE BEYOND RW.	BITUMINOUS MIXTURE FOR APPROACHES	TYPE "D" COMP. AGGR. BASE		
		FEET	FEET	FEET			FEET	3"	6"
104+46 Rt.	Priv. Dr.	97	12	25-13		150		150	
107+31.5 Rt.	Priv. Dr.	74	17	25-15		242		242	
108+43 Rt.	Priv. Dr.	72	12	25-15		116		116	
109+22.5 Rt.	Priv. Dr.	66	25	25-15		204		204	
112+70 Rt.	Priv. Dr.	58	20	25-15		149		149	
112+70 Rt.	Temp. Dr.	26	12	25-15					55
115+60 Rt.	Priv. Dr.	58	18	25-15		136		136	
116+43 Rt.	Priv. Dr.	67	15	25-15	9	115		115	17
116+43 Rt.	Temp. Dr.	40	12	25-15	9				74
116+67 Rt.	Priv. Dr.	48	12	25-15		84		84	
116+67 Rt.	Temp. Dr.	13	12	25-15					38

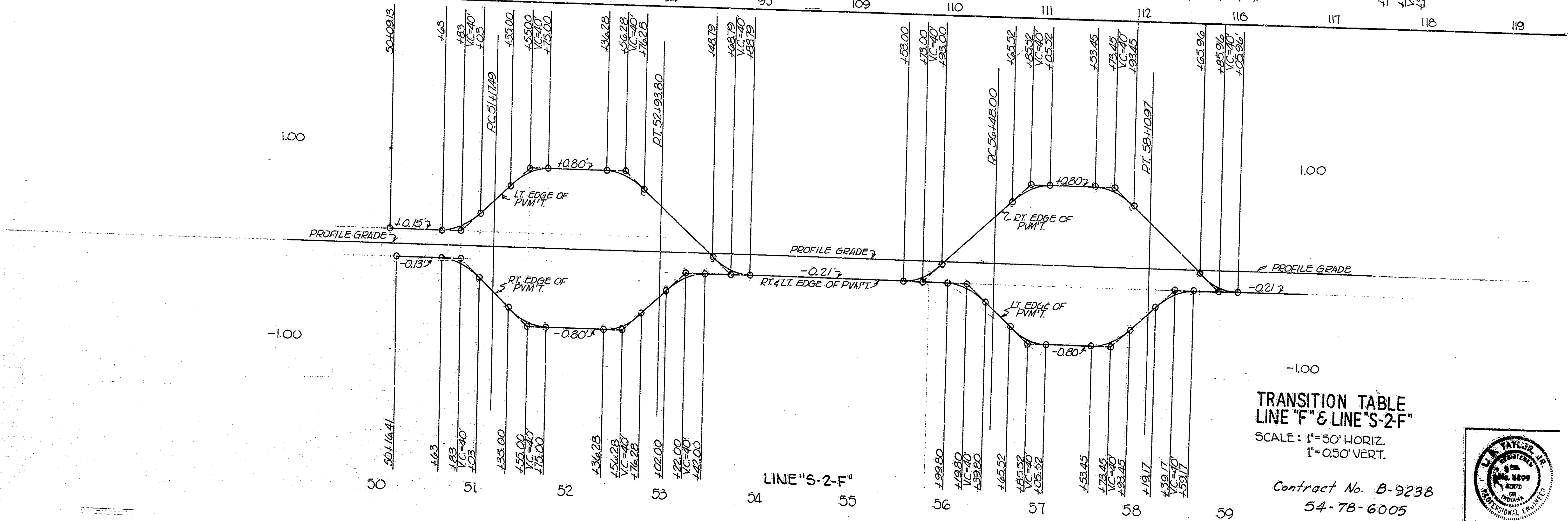
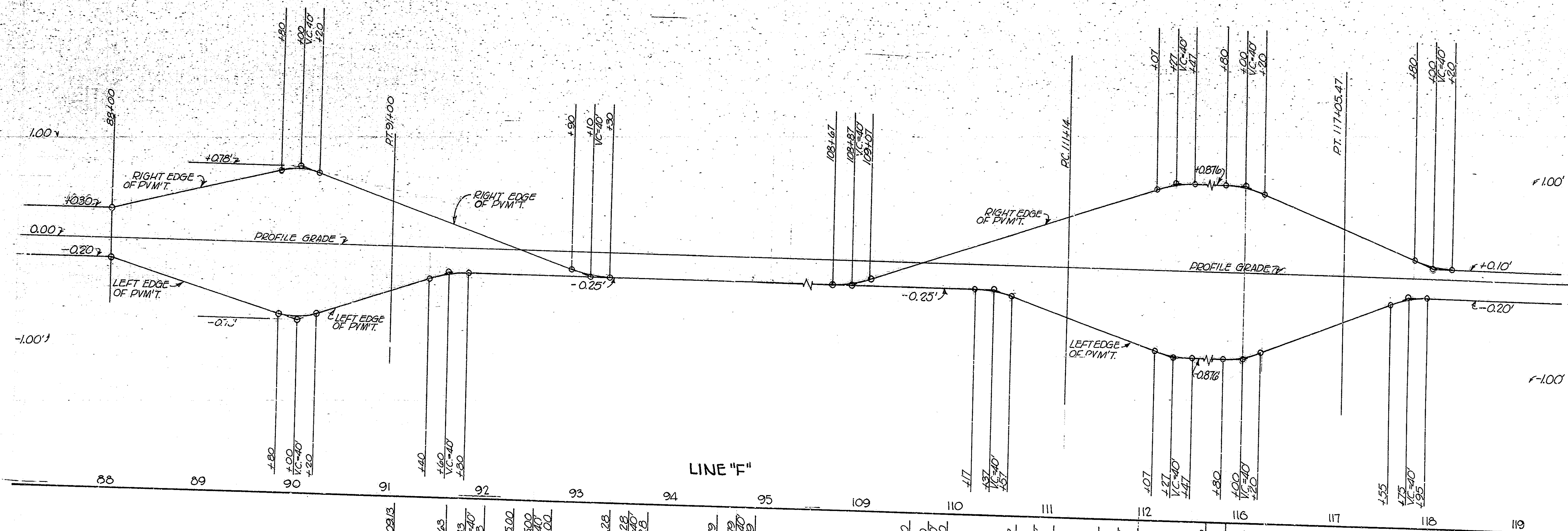
STA. TO STA.	G* FBCCS		OUTLET @ STATION	90° BEND	45° BEND	DELINEATOR POSTS	
	FEET	FEET				NO	LOCATION
88+00 TO 96+92 LT.	892	46	88+00		1	1	87+67
91+00 TO 96+70 LT.	570	46	91+00		1	1	90+67
99+90 TO 118+13 LT.	1823	32	99+90	1			99+90
99+50 TO 111+44 LT.	1164	46	99+50		1	1	99+17
TOTALS							
G* GROUP "K"	4449						
G* FB.C.C.S.		170		2	6		
DELINEATOR POSTS							4

STATION TO STATION	TYPE	PAVED SIDE DITCH (Linear Feet)						SODDING (Square Yards)			
		PAY LENGTH	NUMBER OF CUTS	PAY LENGTH	CUT OF WALLS	PAY LENGTH	TOTAL PAY LENGTH	FOR PAVED SIDE DITCH	FOR DITCHES	OTHER	TOTAL S/D. SODDING
91+25 to 91+80 LT.	"A"	56	2	8	2	10	74	15			15
92+15 to 92+75 RT.	"A"	130			2	10	140	39			39
92+75 to 93+00 LT.	"A"	26	2	8	2	10	44	8			8
97+48 to 97+77 LT.	"A"	44	2	8	2	10	62	13			13
98+55 to 99+25 LT.	"A"	10	2	8	2	10	38	21			21
99+60 to 101+25 LT.	"A"	167	5	20	2	10	197	49			49
104+25 to 102+00 LT.	"A"								44		44
100+70 to 118+13 RT.	"A"	1539	16	64	16	80	1683	456			456
105+35 to 112+00 LT.	"A"	666	14	56	2	10	732	197			197
112+45 to 114+25 LT.	"A"	180			2	10	190	53			53
"S-1-F"											
49+05 to 49+14 LT.	"A"	25			2	10	35	19			19
49+09 to 49+24 RT.	"G"	25			2	10	35	8			8
"S-2-F"											
50+71 to 51+75 LT.	"A"	104	2	8	2	10	122	31			31
57+30 to 58+62.91 LT.	"A"							110			110
"S-3-F"											
48+80 to 49+35 RT.	"A"	35			2	10	45	10			10
48+80 to 49+15 LT.	"A"	35			2	10	45	10			10
TOTALS											
P.S.D. TYPE "A"		3042		180		190	3412				
P.S.D. TYPE "G"		25				10	35				
SODDING								1075	44	3190	4309

Backslopes right of Sta 104+00 to Sta 110+40 and Sta 112+40 to Sta 116+50 to be sodded, as directed by the Engineer, in order to restore established lawns which are disrupted by the construction operation.

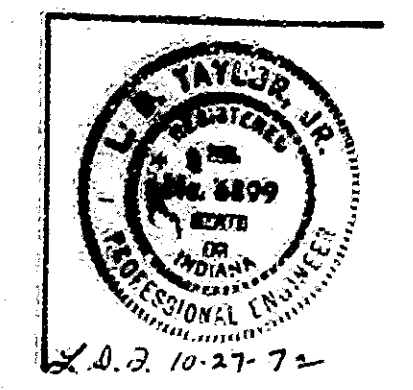
Rev. 10-30-72 JJW/wfg/AWH



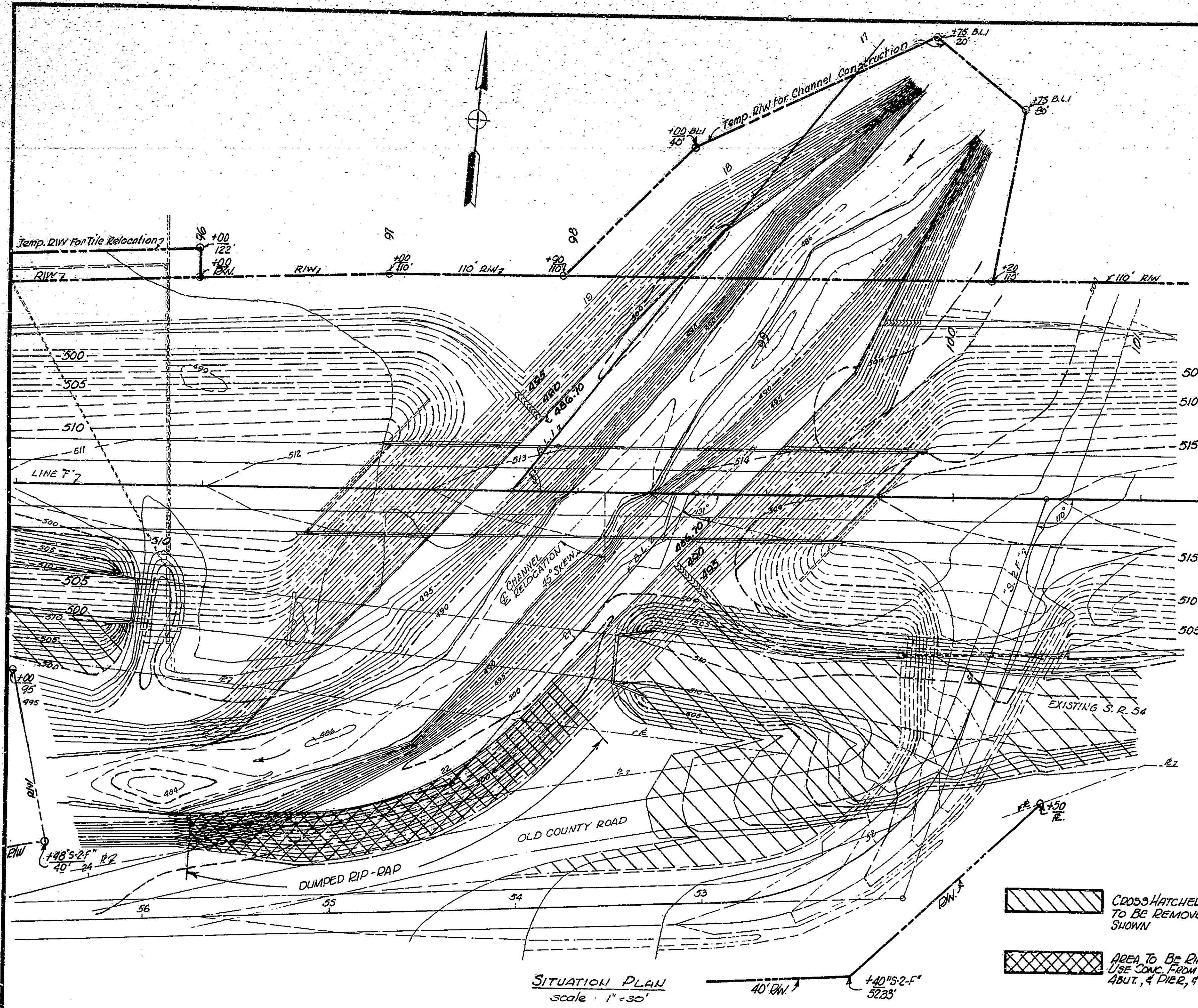




TRANSITION TABLE
 LINE "F" & LINE "S-2-F"
 SCALE: 1"=50' HORIZ.
 1"=0.50' VERT.

Contract No. B-9238
 54-78-6005



BRIDGES OVER 20' SPAN		
PUR. ROAD REG. NO.	STATE	PROJECT NO.
4	IND.	F-134(5)



 CROSS-HATCHED PORTIONS TO BE REMOVED TO GRADES SHOWN
 AREA TO BE RIP-RAPPED, USE SOME FROM OLD DECK, ABUT., 4 PIER, 4 ROADWAY

SITUATION PLAN
scale: 1" = 30'

REV. 10-30-72 JJJ/WFG/RWH

DESIGNED	C'KD
DRAWN	C'KD
TRACED	C'KD

Rev. 10-30-72 Title

PROPOSED CHANNEL CHANGE
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1" = 30' - 0"

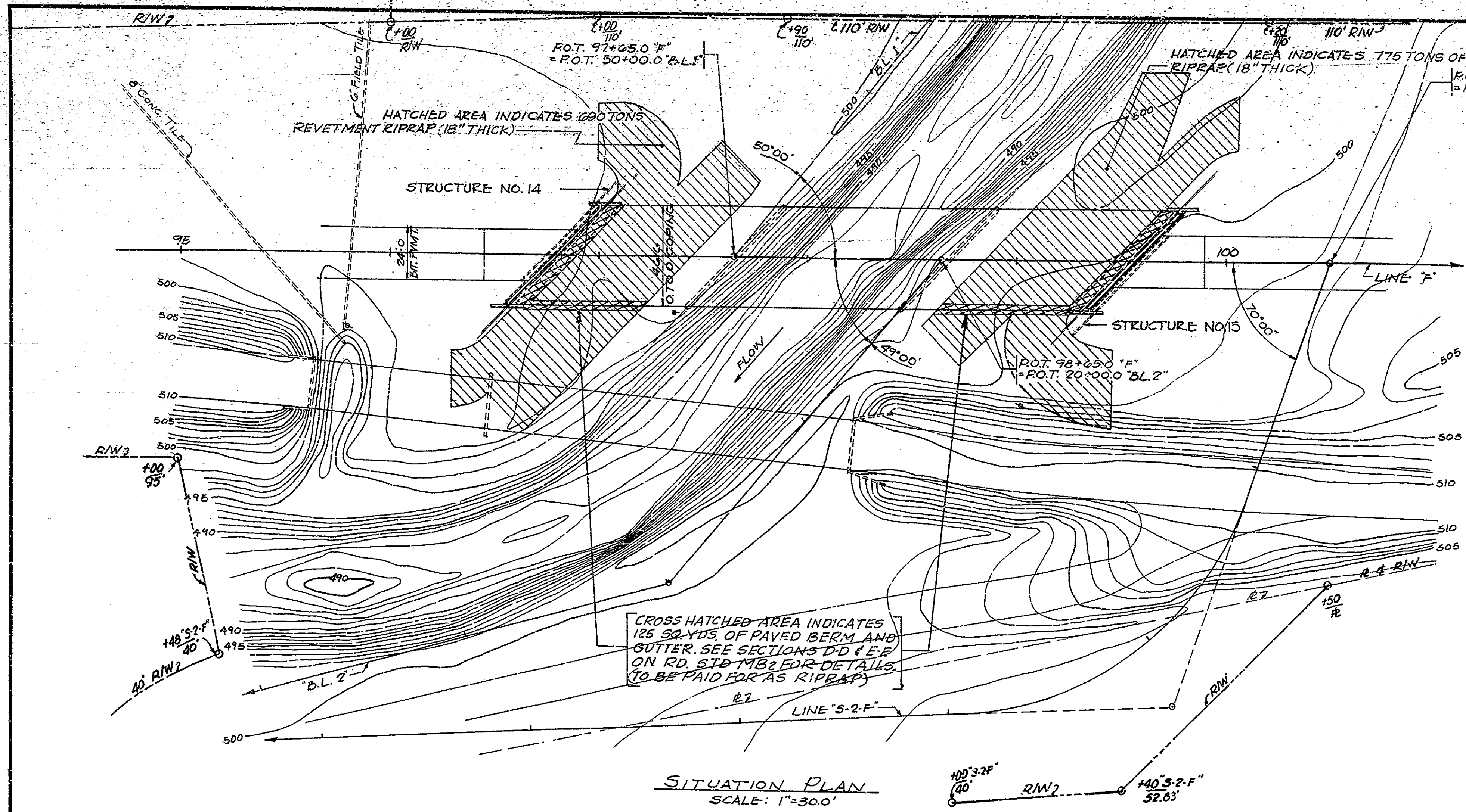
SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: OF
PROJECT: F-134(5)
BRIDGE CONTRACT NO. B-9238
BRIDGE FILE: 54-28-6025

Oct. 27
1972

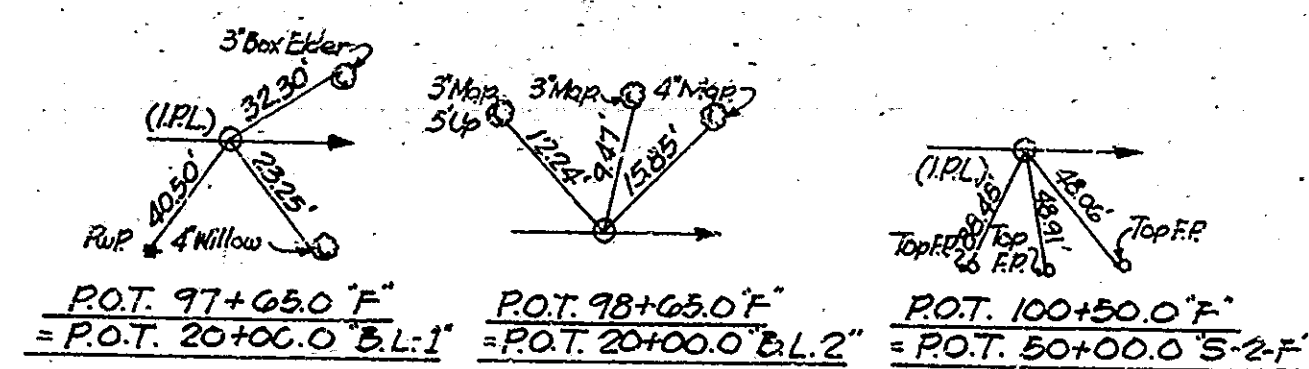


R.10-30-72 JJW.



BRIDGES OVER 20' SPAN

FILE NO.	STATE	PROJECT NO.
4	IND.	F-134(5)



STANDARD DRAWINGS

BRIDGE ROAD	PURPOSE
C1	REINFORCING BAR NOTES, BAR BENDING DETAILS, NOTCH IN SLAB,
C2	EXPANSION JOINTS, CONSTR. JT. TYPE A
BR1	ALUMINUM BRIDGE RAILING
BR2	ALUMINUM BRIDGE RAILING DETAILS
BR3	STEEL BRIDGE RAILING
BR4	STEEL BRIDGE RAILING DETAILS
B1	5' BORROW
MA	E.C. BRIDGE APPROACH, R/W MARKERS, TYPE B.S.C. MONUMENT.
MB	PAVED SIDE DITCH, SODDED DITCH
MB2	RIPRAP-DRAINAGE DETAILS AT END BENTS.
ME2	PIPE END SECTIONS
MH1	CLASS V DRIVES
MH2	CLASS VI DRIV. DRIVES
MZ	PUBLIC ROAD APPROACH

EARTHWORK TABULATION

COMMON EXCAVATION	FILL SWELLED
LINE "F"	+15% 77,840
R-A-R REMOVAL	9,881
S-1-F	188
S-2-F	3,496
S-3-F	612
TOTAL COMMON EXCAVATION	25,426
TOTAL FILL SWELLED	80,000 CVS.
WATERWAY EXCAVATION	16,172
WET EXCAVATION	280
TOTAL EXCAVATION	41,878
TOTAL FILL	80,000 CVS.
TOTAL EXCAVATION	41,878 CVS.
BORROW	38,122 CVS.
5' BORROW	6,436 CVS. **

* INCLUDES 4,080 CVS. CVS. OF UNSUITABLE MATERIAL REMOVAL STA. 105+60 TO 108+60
 ** INCLUDES 73 CVS. BACKFILL OVER STRUCTURE AND 284 CVS. SUBSTRUCTURE BACKFILL.

STANDARD DRAWINGS

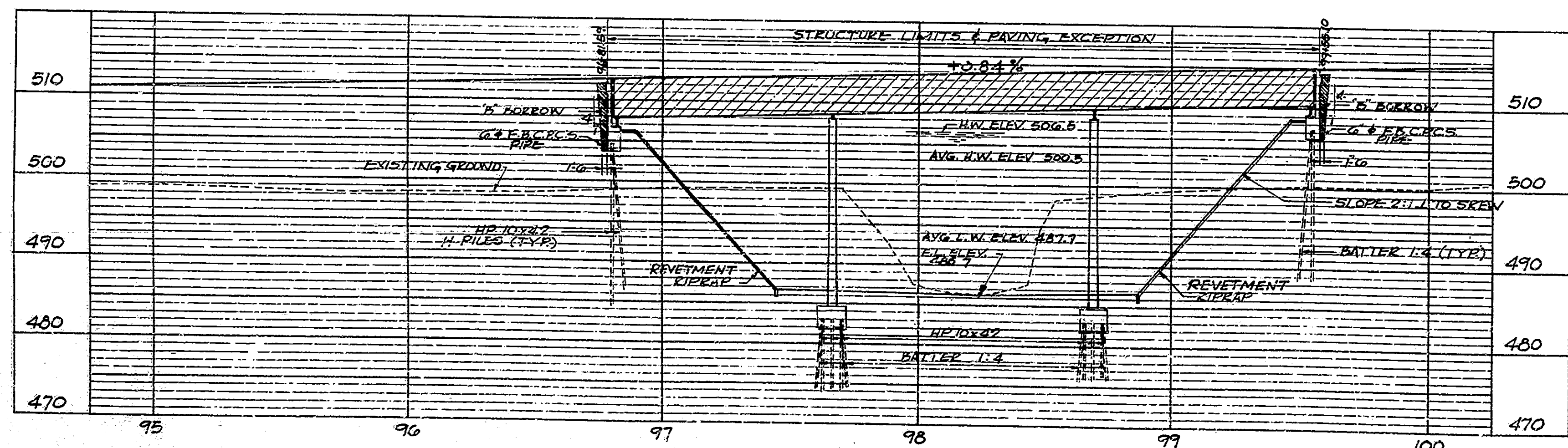
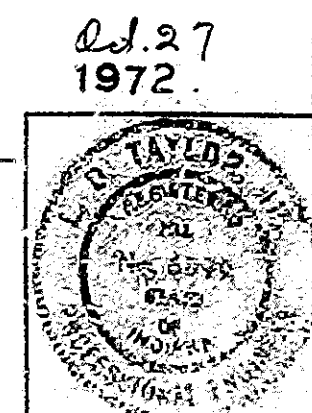
ROAD	PURPOSE
MH	BACKFILL FOR STRUCTURES
MP	KINDS OF PIPE FOR SURFACE DRAINAGE
GR2	TYPE B GUARD RAIL
GR3	TYPE B GUARD RAIL
GR4	TYPE G GUARD RAIL
GR5	ALUM. GUARD RAIL DETAILS
GR6	STEEL GUARD RAIL DETAILS
GR7	BURIED ENDS - GUARD RAIL
2, 3, 4, 5	STD. DETOUR SIGNS
RD. SH.	SPECIAL SIGNS
RD. SH.	CONSTR. IDENTIFICATION SIGN?

UTILITIES:
 TELEPHONE - INDIANA BELL TEL. CO. LINTON, INDIANA
 ELECTRICITY - REMCO, BLOOMFIELD, INDIANA

NOTES:
 1. SURVEY BOOK BR 2178
 2. SEE ARTICLE 102.05 OF THE SPECIFICATIONS REGARDING TEST PIT DATA.

LAYOUT
 CONTINUOUS PLATE GIRDER BRIDGE
 3 SPANS: 1 @ 83'-6"; 1 @ 100'-6"; 1 @ 83'-6"
 SKEW: 45°00'00" RT. 44'-0" ROADWAY
 S.R. 54 OVER RICHLAND CREEK
INDIANA STATE HIGHWAY COMMISSION
 GREENE COUNTY

SCALE: AS NOTED
 SUBMITTED FOR APPROVAL: *[Signature]*
 DRAWING: S1 of S13
 PROJECT: F-134 (5)
 BRIDGE CONTRACT NO. B-9238
 BRIDGE FILE: 54-28-6005



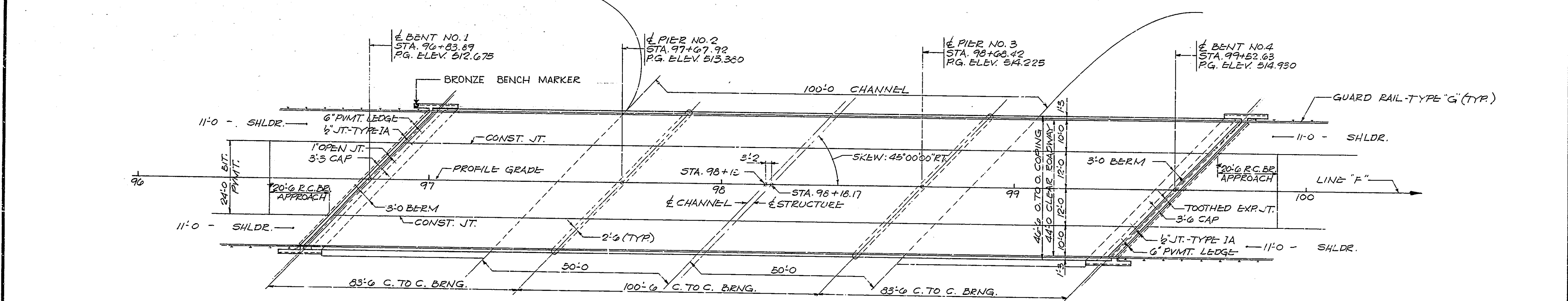
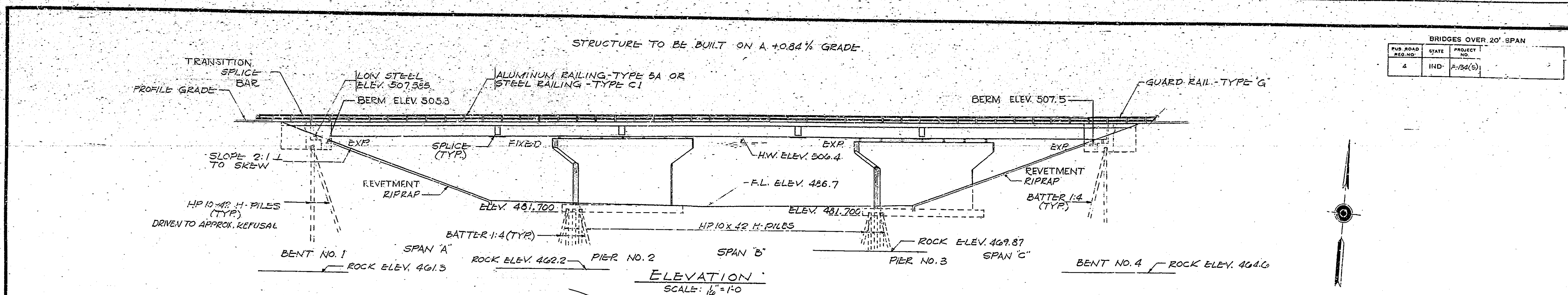
STREAM DATA

Drainage Area	95.5 Sq. Mi.
Design Discharge @ 50	13,000 C.F.S.
Design Velocity V50	6.0 F.P.S.
Waterway Area Req'd.	2,166 Sq. Ft.
Waterway Area Provided	2,744 Sq. Ft.
Upper Limits of Wet Excavation	488.7
Highwater Elevation	506.5

DESIGNED T.S.S. CKD K.L.M.
 DRAWN R.G.E. W.M. E.C.F.
 TRACED CKD

Rev. 10-30-72 Std. Drawg's, Riprap, Revetment Riprap.

BRIDGES OVER 20' SPAN		
FED. ROAD DIST. NO.	STATE	PROJECT NO.
4	IND.	F-134(5)

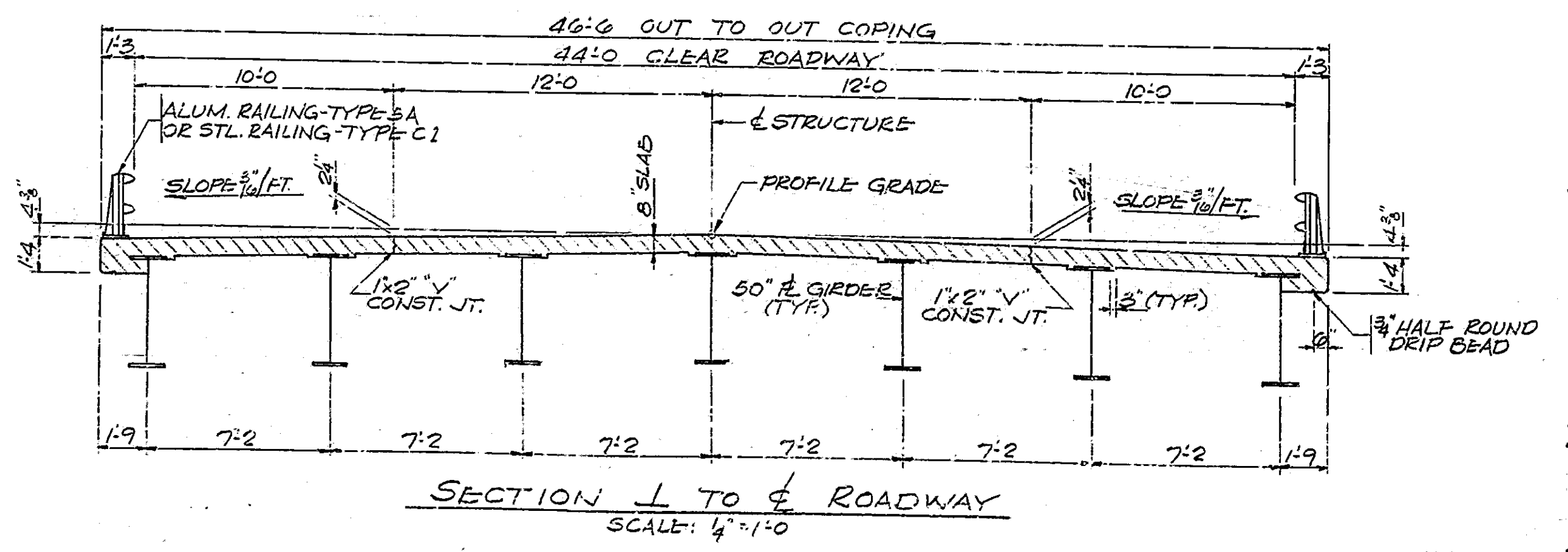


GENERAL NOTES

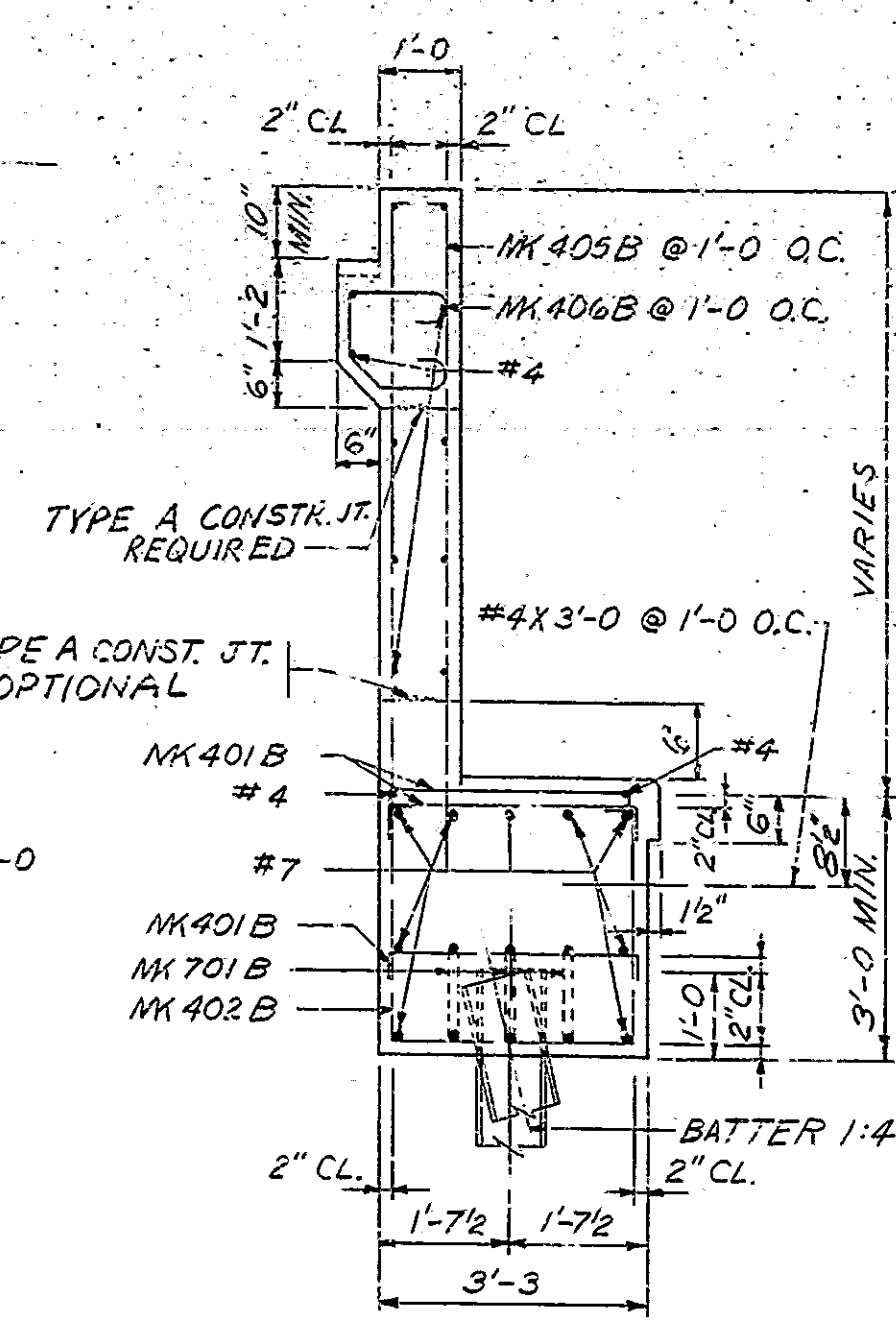
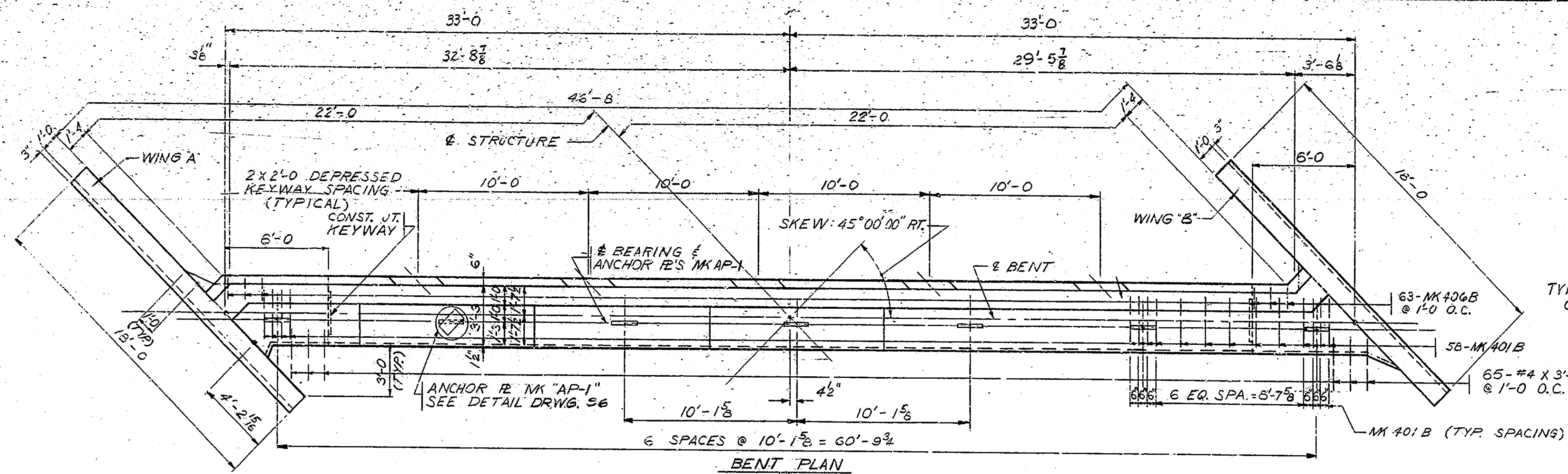
1. STEEL "H" PILES SHALL BE DRIVEN TO APPROXIMATE REFUSAL.
2. PILES SHALL HAVE MINIMUM BEARING VALUE SHOWN ON DETAIL DRAWINGS. DETERMINE PILE LENGTHS BY ART. 701 OF SPECIFICATIONS. DEPTH OF FOOTINGS TO BE EXTENDED IF FOUND NECESSARY. SEE ART. 206.11(C) OF THE SPECIFICATIONS.
3. REINFORCING STEEL COVERING SHALL BE 2 INCHES IN TOP AND 1 INCH MIN. IN BOTTOM OF FLOOR SLABS, 3 INCHES IN FOOTINGS EXCEPT BOTTOM STEEL WHICH SHALL BE 4 INCHES, AND 2 INCHES IN ALL OTHER PARTS UNLESS NOTED.
4. CONCRETE IN FOOTINGS AND PIER STEMS TO CONSTRUCTION JOINT TO BE CLASS "B".
5. CONCRETE IN SUPERSTRUCTURE, END BENTS AND TOP OF PIER STEM DOWN TO CONSTRUCTION JOINT TO BE CLASS "A".
6. CONTINUOUS CONCRETE JOINTS SHALL BE REQUIRED BETWEEN CONSTRUCTION JOINTS AS SHOWN ON DETAIL PLANS.
7. WATERPROOF BACK OF END BENTS AND WINGWALLS IN ACCORDANCE WITH ART. 702.22 OF THE SPECIFICATIONS.
8. BEVEL FORMS 1/4" UNDER COPINGS AND CHAMFER EXPOSED EDGES 1 INCH UNLESS NOTED.
9. CONSTRUCT RIPRAP (REVT.) AT LOCATIONS SHOWN ON LAYOUT.
10. TOLERANCE IN POSITION OF PILE HEADS MAXIMUM 2 INCHES AT END BENTS ONLY.
11. ALL RAILING POSTS TO BE CONSTRUCTED PERPENDICULAR TO GRADE.
12. ONLY THE TOP OF CAPS AT BENTS 1 & 4, FRONT FACE OF MUDWALLS, FACE OF DECK COPING, AND UNDERSIDE OF BRIDGE FLOOR FROM COPING TO OUTSIDE BEAM TO BE SEALED IN ACCORDANCE WITH ARTICLE 702.20 OF THE SPECIFICATIONS.
13. SEE SPECIAL PROVISIONS FOR ITEMS INCLUDED IN THIS CONTRACT.
14. 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 SPECIFICATIONS AND SHALL SUBMIT FIVE (5) COPIES OF THESE TO THE ENGINEER. SEE ARTICLE 711(C) OF THE SPECIFICATIONS.
15. PRESENT STRUCTURE LOCATED 80 FEET SOUTH OF PROPOSED STRUCTURE.
16. EXISTING PIER & BOTH ABUTMENTS TO BE REMOVED IN ACCORDANCE WITH ART. 202.03 OF THE SPECIFICATIONS.

DESIGN DATA
DESIGNED FOR HS20-44 LOADING IN ACCORDANCE WITH 1969 A.A.S.H.O. SPECIFICATIONS.

GENERAL PLAN
CONTINUOUS PLATE GIRDER BRIDGE
3 SPANS: 1 @ 33'-6"; 1 @ 100'-6"; 1 @ 83'-6"
SKEW: 45°00'00" RT. 44'-0" ROADWAY
S.R. 54 OVER RICHLAND CREEK
INDIANA STATE HIGHWAY COMMISSION
GREENE COUNTY
SCALE: AS NOTED
SUBMITTED FOR APPROVAL: *[Signature]*
DRAWING: 32 OF S13
PROJECT: F-134 (5)
BRIDGE CONTRACT NO. B-9238
BRIDGE FILE: 54-28-6005

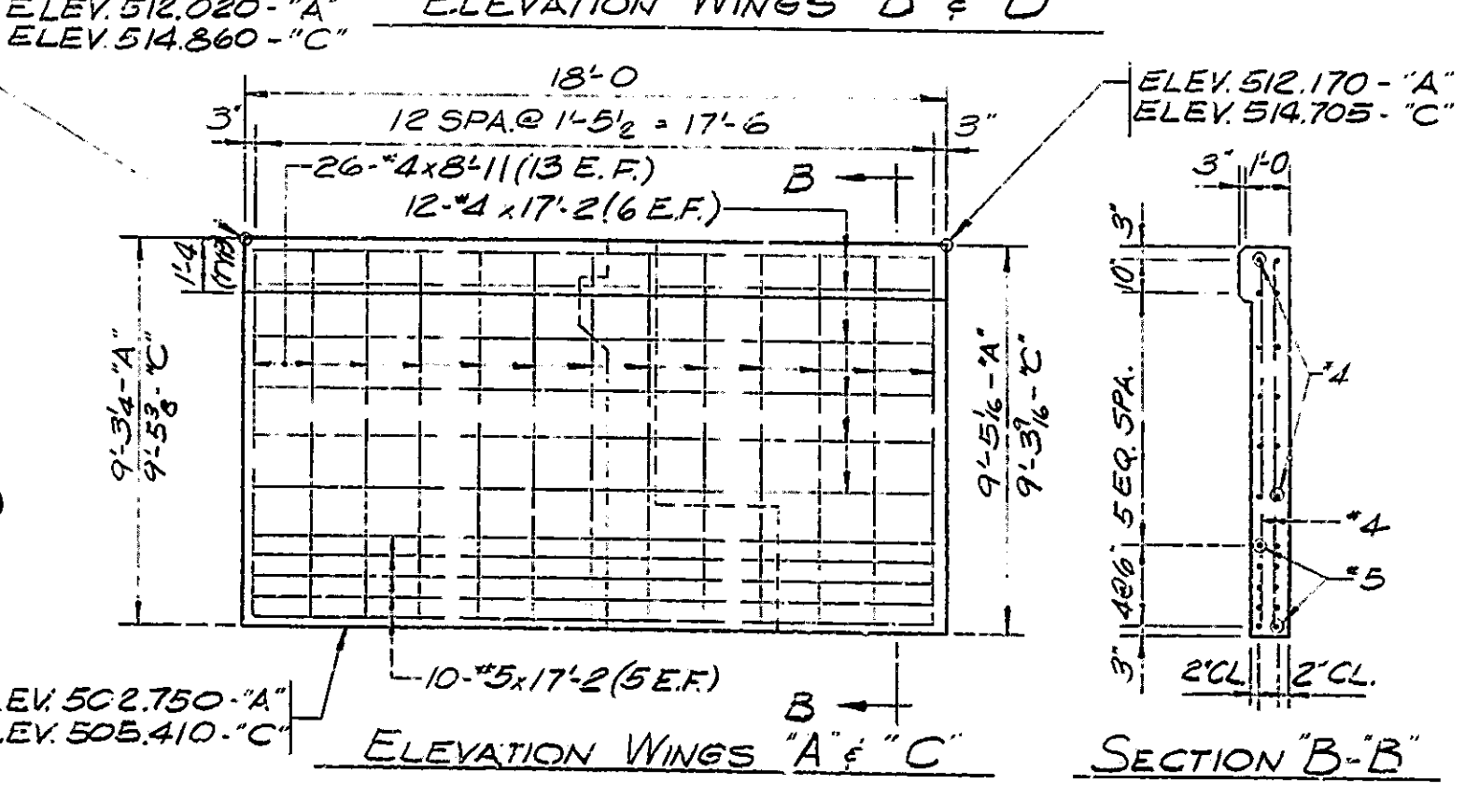
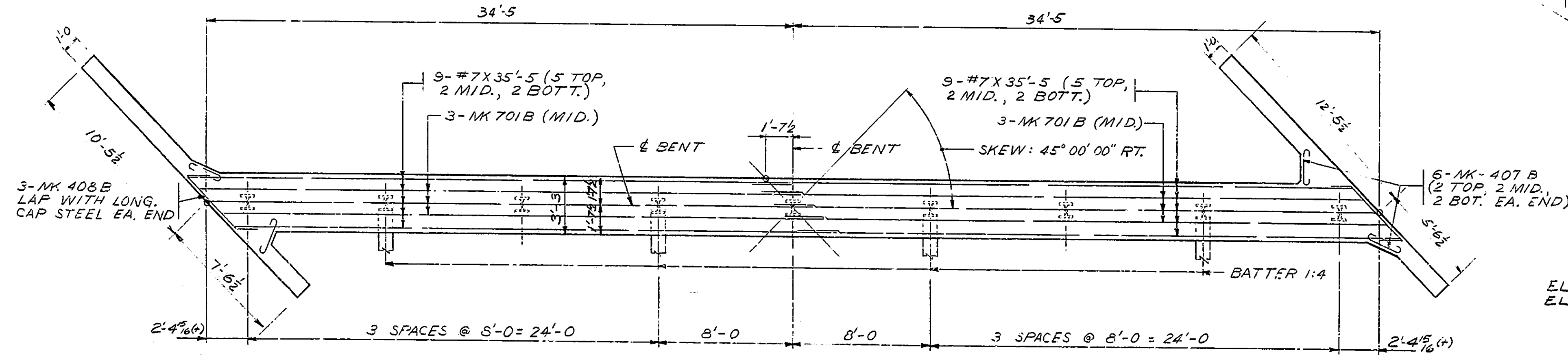
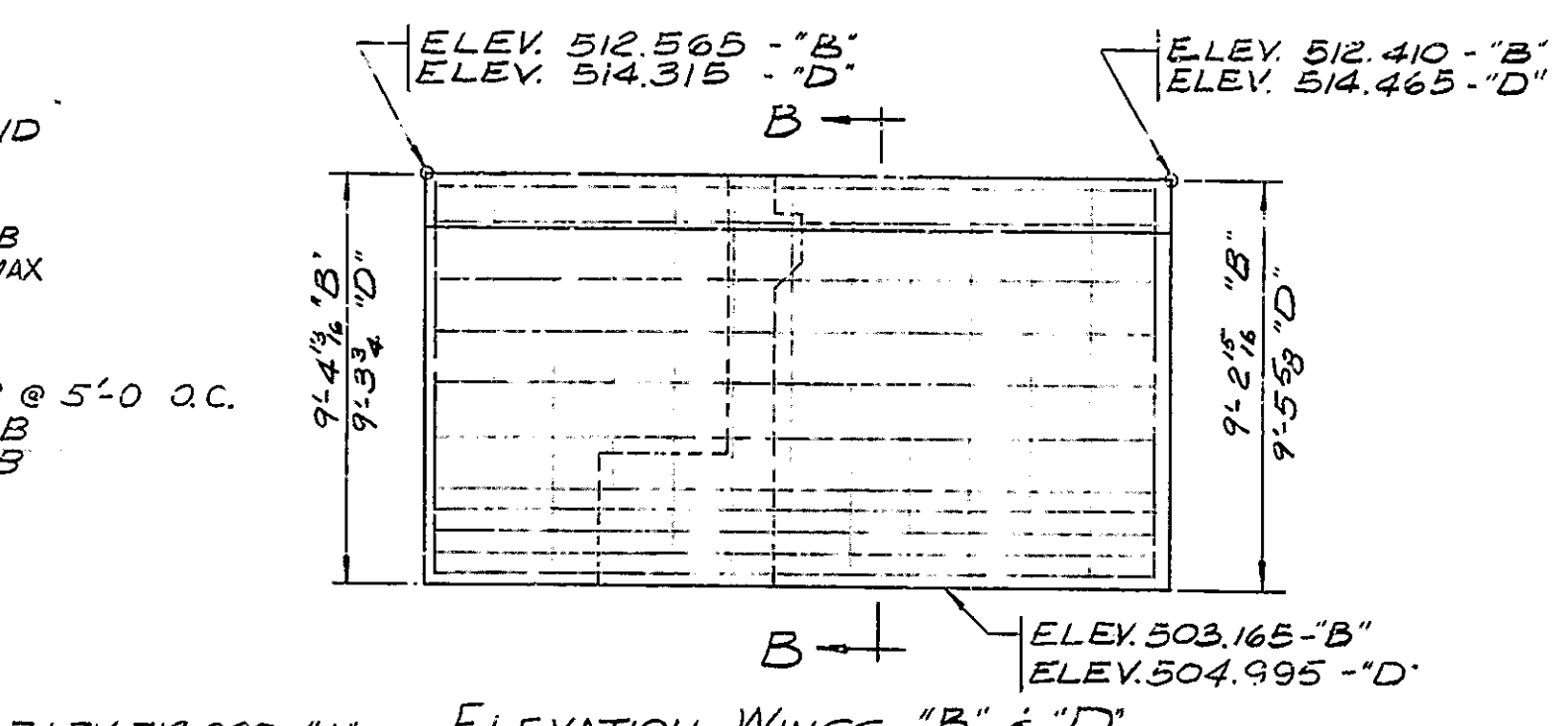
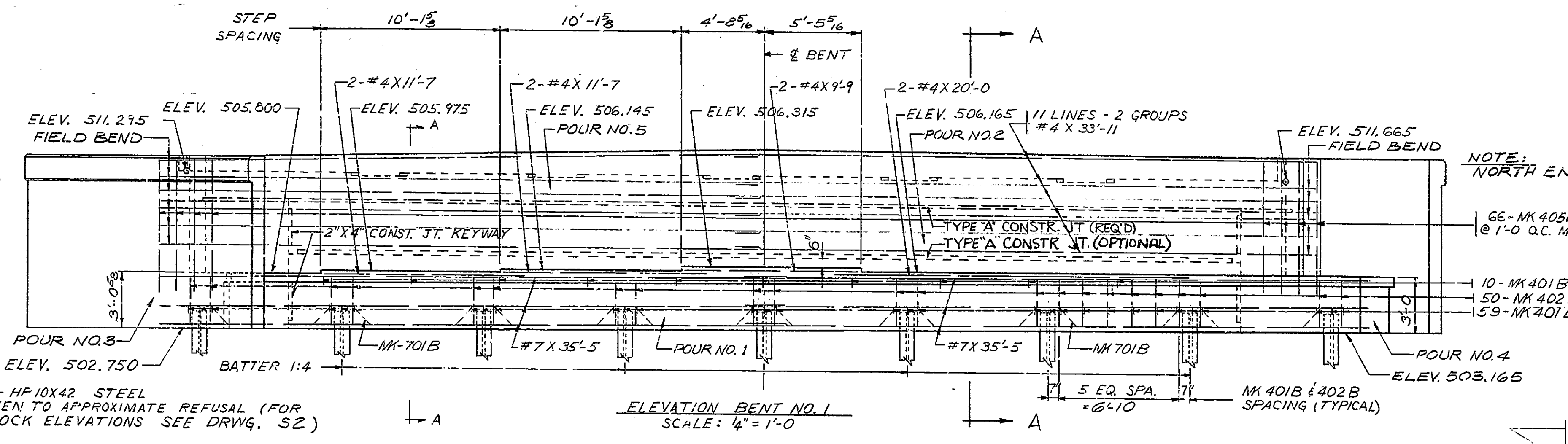


DESIGNED	T.S.S.	C.K.D.	K.L.M.
DRAWN	W.O.M.	C.K.D.	E.C.F.
TRACED		C.K.D.	



BILL OF MATERIALS BENT NO. 1

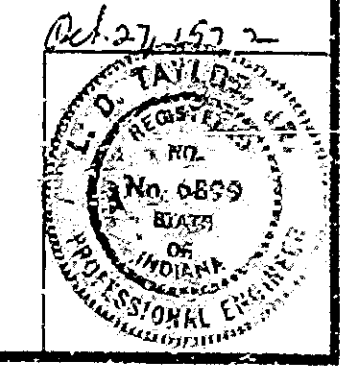
SIZE OF #	NO.	PCS.	LENGTH	WEIGHT
MK 101B	6		38'-0"	
#7	18		35'-5"	
TOTAL				7
#5	20		17'-2"	
TOTAL				5
TOTAL				358
MK 401B	127		3'-11"	
MK 402B	50		3'-3"	
MK 405B	6		15'-8"	
MK 406B	4		4'-5"	
MK 407B	12		3'-0"	
MK 408B	6		6'-9"	
#4	22		33'-11"	
#4	2		20'-0"	
#4	24		17'-2"	
#4	4		11'-7"	
#4	2		9'-9"	
#4	52		8'-11"	
#4	65		3'-0"	
TOTAL				4
TOTAL				2841
TOTAL REINFORCING				4968
CONCRETE				
CLASS "A" POUR NO. 1				22.5 C.Y.
CLASS "A" POUR NO. 2				5.2 C.Y.
CLASS "A" POUR NO. 3				9.8 C.Y.
CLASS "A" POUR NO. 4				9.9 C.Y.
CLASS "A" POUR NO. 5				7.9 C.Y.
TOTAL CLASS "A" CONCRETE				55.3 C.Y.
IN SUBSTRUCTURE				55.3 C.Y.
MISCELLANEOUS				
ANCHOR PLATE MK "AP-1"				7 EA.
9" HP 10#2 STEEL				
PILES 4x4'-0"				396 L.M.F.T.



- NOTES:**
- FOR GENERAL NOTES SEE DRAWING S 2
 - FOR REINFORCING BAR NOTES SEE BRIDGE STD. C.1
 - FOR REINFORCING BAR DETAILS AND ANCHOR "MK" "AP-1" DETAILS SEE DRAWING S 6.
 - POUR NO. 5 SHALL NOT BE MADE UNTIL ALL FLOOR SLAB POURS HAVE BEEN COMPLETED.
 - FOR MUDDWALL ELEVATIONS SEE DRAWING S 13.
 - ANCHOR "MK" "AP-1" TO BE PRESET IN CONCRETE.
 - FOR TYPE A CONSTR. JT. DETAILS SEE BR. STD. C 3

BENT NO. 1 INDIANA STATE HIGHWAY COMMISSION

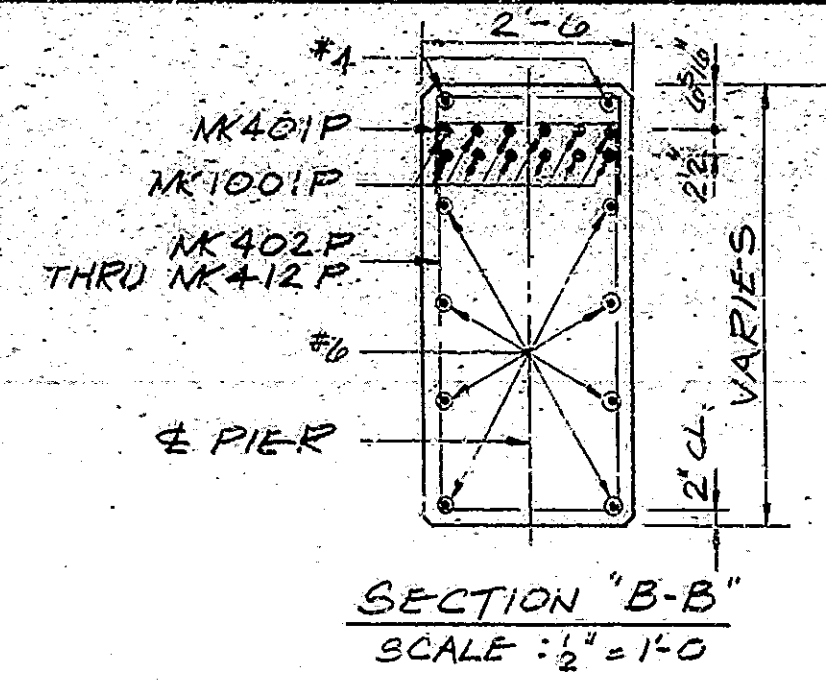
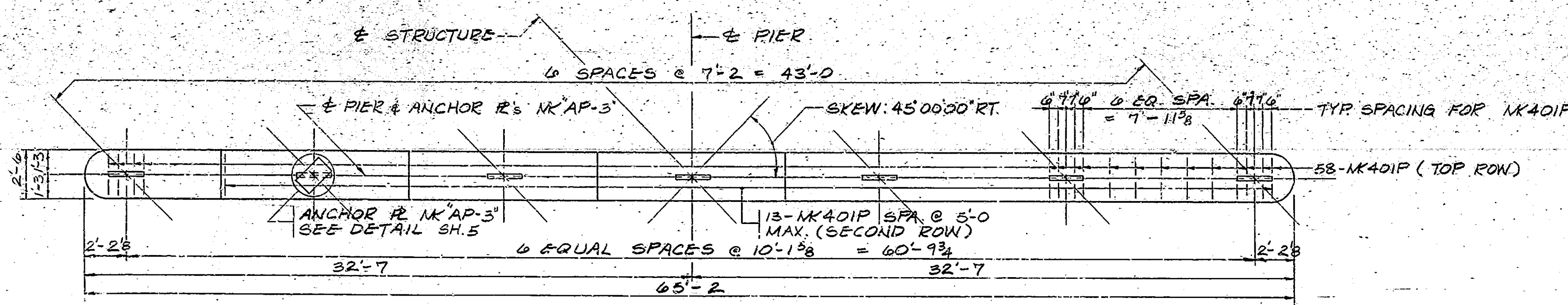
SCALE: AS NOTED DATE: 1972
 SUBMITTED FOR APPROVAL: *S. A. Seely*
 DRAWING: S 3 OF S 13 SHEET: -16 OF 79
 PROJECT: F-134(S)
 CONTRACT NO. B-9238
 BRIDGE FILE: 54-28-6005



DESIGNED: J.S.S. CK'D: *ELM*
 DRAWN: J.S.S. CK'D: *WOW*
 TRACED: CK'D:

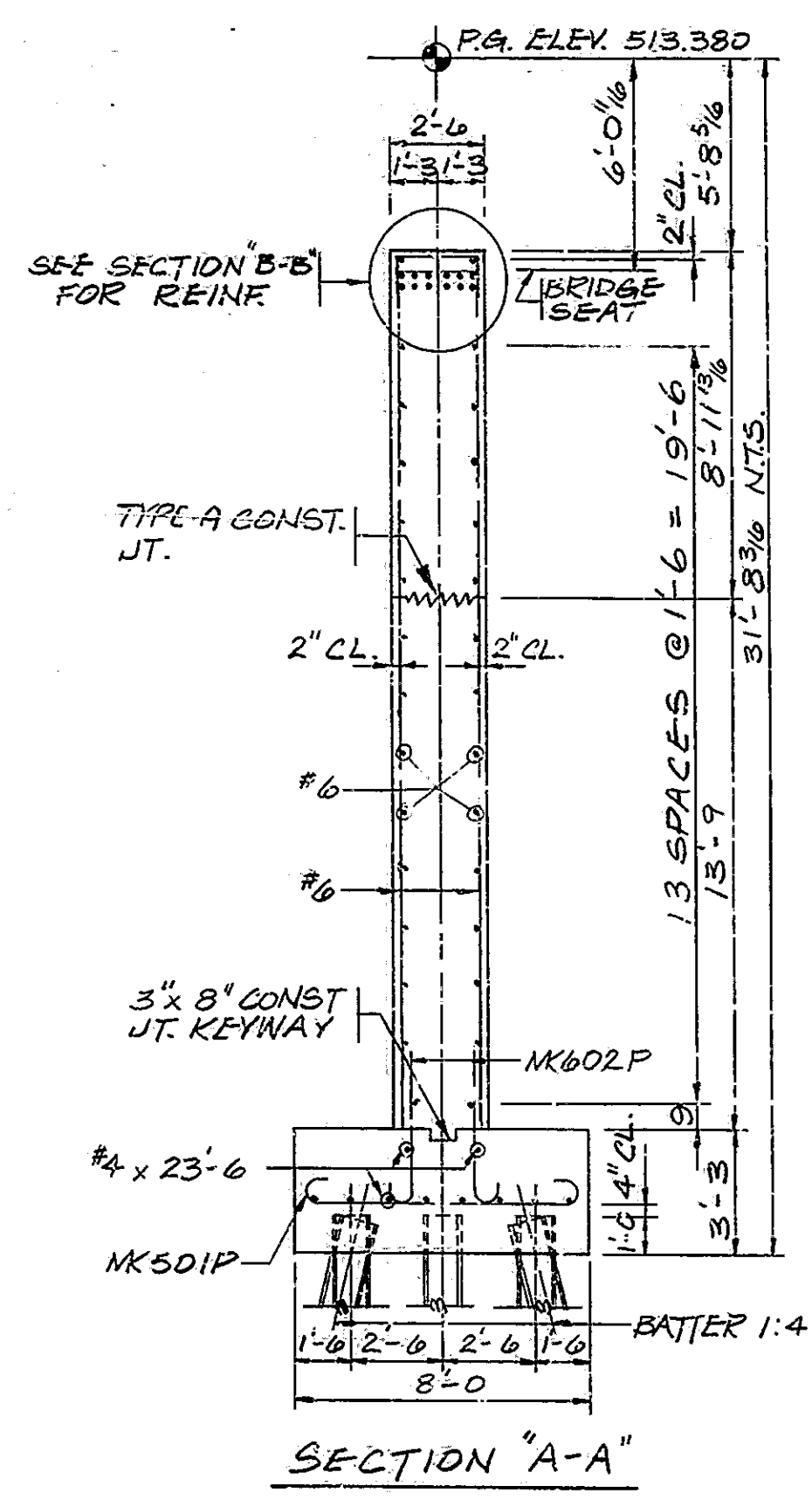
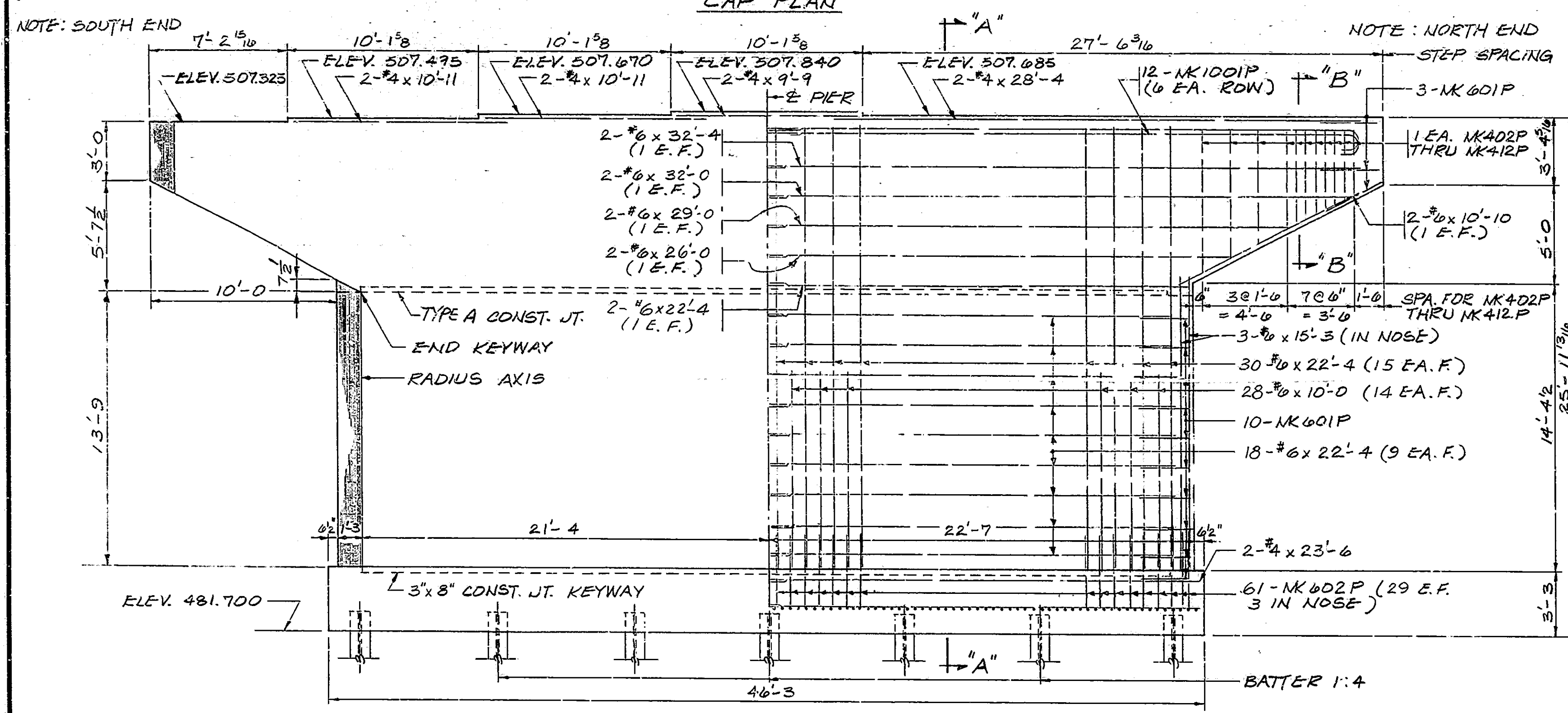
REV. 10-30-72 Const. Jt.

REV. 10-30-72 TCC CAK

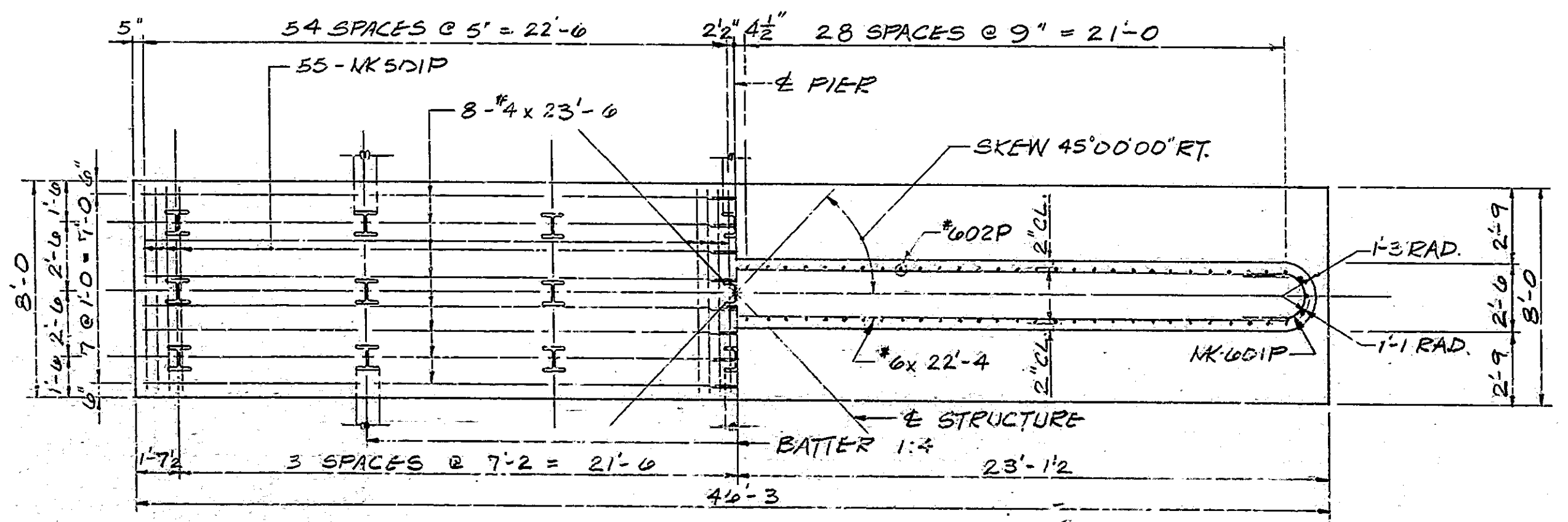


BILL OF MATERIALS

SIZE/FORM	NO. PCS.	LENGTH	WEIGHT
NK1001P	24	34'-6"	
TOTAL #10			3,563
NK601P	28	8'-5"	
NK602P	122	4'-6"	
#6	4	32'-4"	
#6	4	32'-0"	
#6	4	29'-0"	
#6	4	26'-0"	
#6	100	22'-4"	
#6	6	15'-3"	
#6	4	10'-10"	
#6	56	10'-0"	
TOTAL #6			6,268
NK501P	110	8'-8"	
TOTAL #5			994
NK401P	71	3'-2"	
NK402P	2	10'-0"	
NK403P	2	10'-6"	
NK404P	2	11'-0"	
NK405P	2	11'-6"	
NK406P	2	12'-0"	
NK407P	2	12'-6"	
NK408P	2	13'-0"	
NK409P	2	13'-6"	
NK410P	2	15'-0"	
NK411P	2	16'-6"	
NK412P	2	18'-0"	
#4	2	28'-4"	
#4	20	23'-6"	
#4	4	10'-11"	
#4	2	9'-9"	
TOTAL #4			736
TOTAL REINFORCING			11,561
CONCRETE			
CLASS B (FOOTING)			49.3 C.Y.
CLASS B (STEM)			57.3 C.Y.
CLASS A (CAP)			47.3 C.Y.
MISCELLANEOUS			
ANCHOR R'S NK'AP-3"			7 EA.
21-HP10x42 - 22'-0" EA.			462 L.W.F.T.



NOTE: 21-HP10x42 STEEL PILES DRIVEN TO APPROXIMATE REFUSAL



- NOTES:**
1. FOR REINFORCING BAR NOTES SEE BRIDGE STD. C1.
 2. ANCHOR R'S NK'AP-3" TO BE PRESET IN CONCRETE.
 3. SEE SH. 55 FOR ANCHOR R'S DETAIL.
 4. FOR REINFORCING BAR DETAILS SEE SH. 55.
 5. SEE SH. 57 FOR GENERAL NOTES.
 6. FOR TYPE A CONSTRUCTION JOINT DETAILS SEE BR. STD. C3.

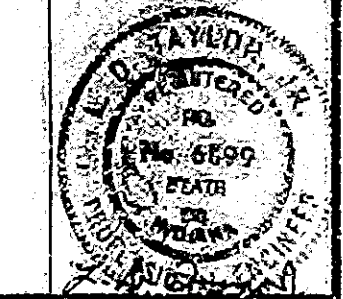
**PIER NO. 2
INDIANA STATE HIGHWAY COMMISSION**

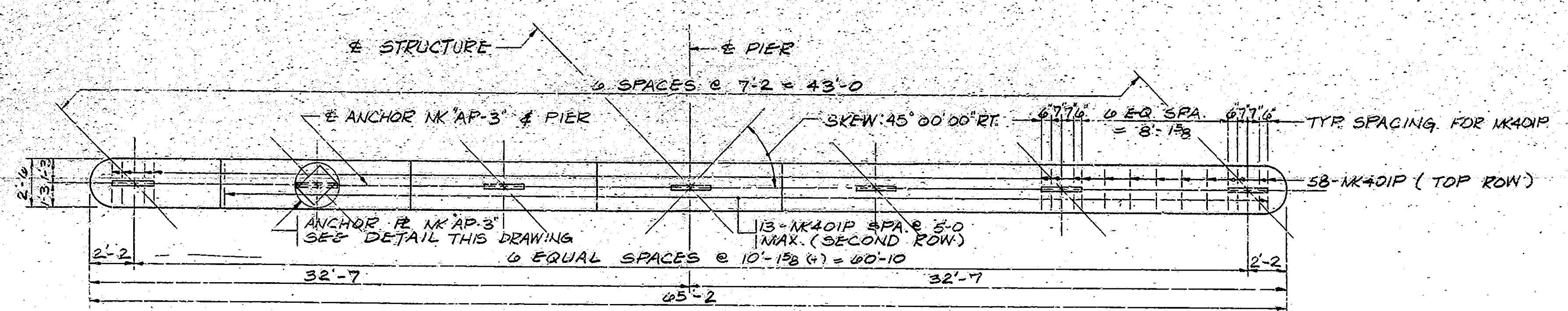
SCALE: 1/4" = 1'-0" UNLESS NOTED DATE: 1972

Oct. 27, 1972

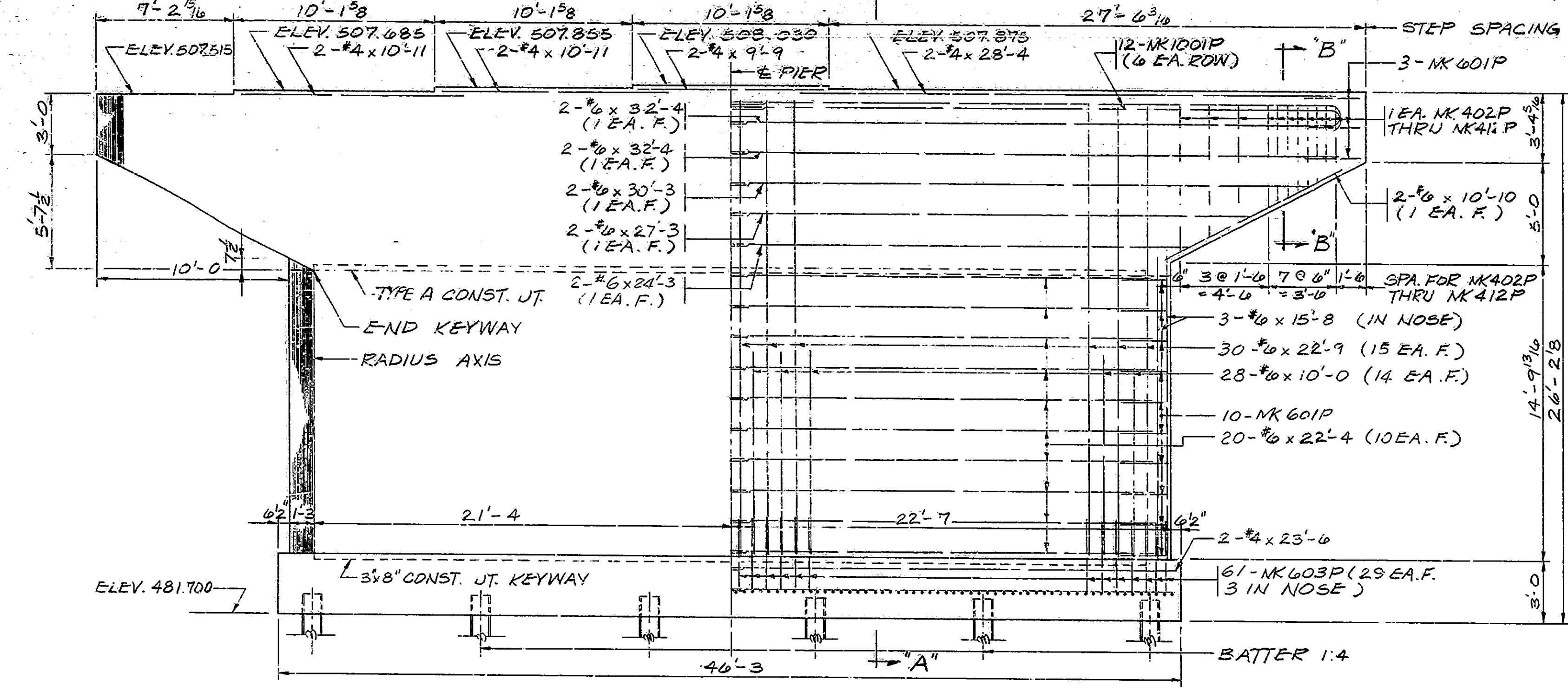
DESIGNED: J.S.S. CKD: ELM
DRAWN: R.F. CKD: WCM
TRACED: CKD

DRAWING: S4 OF S13 SHEET: 17 OF 79
PROJECT: F-134 (5)
CONTRACT NO. B-92.38
BRIDGE FILE: 54-28-6005

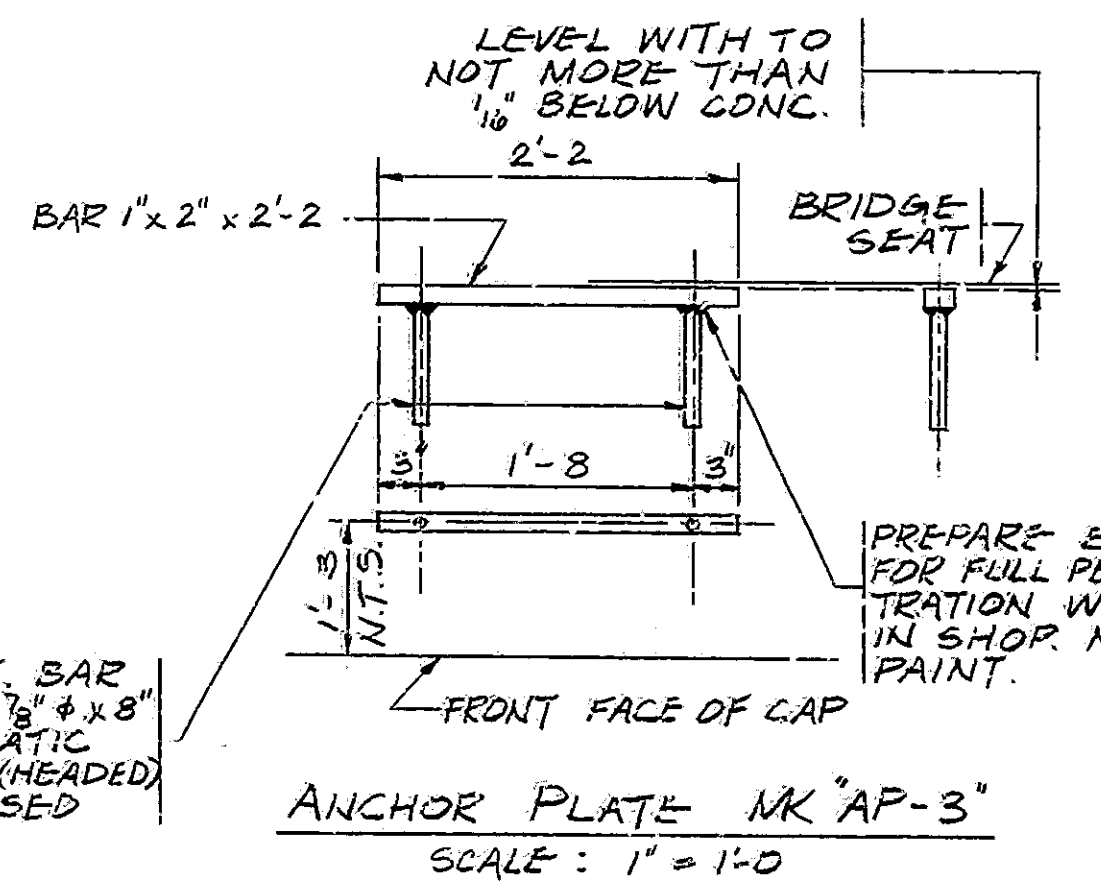
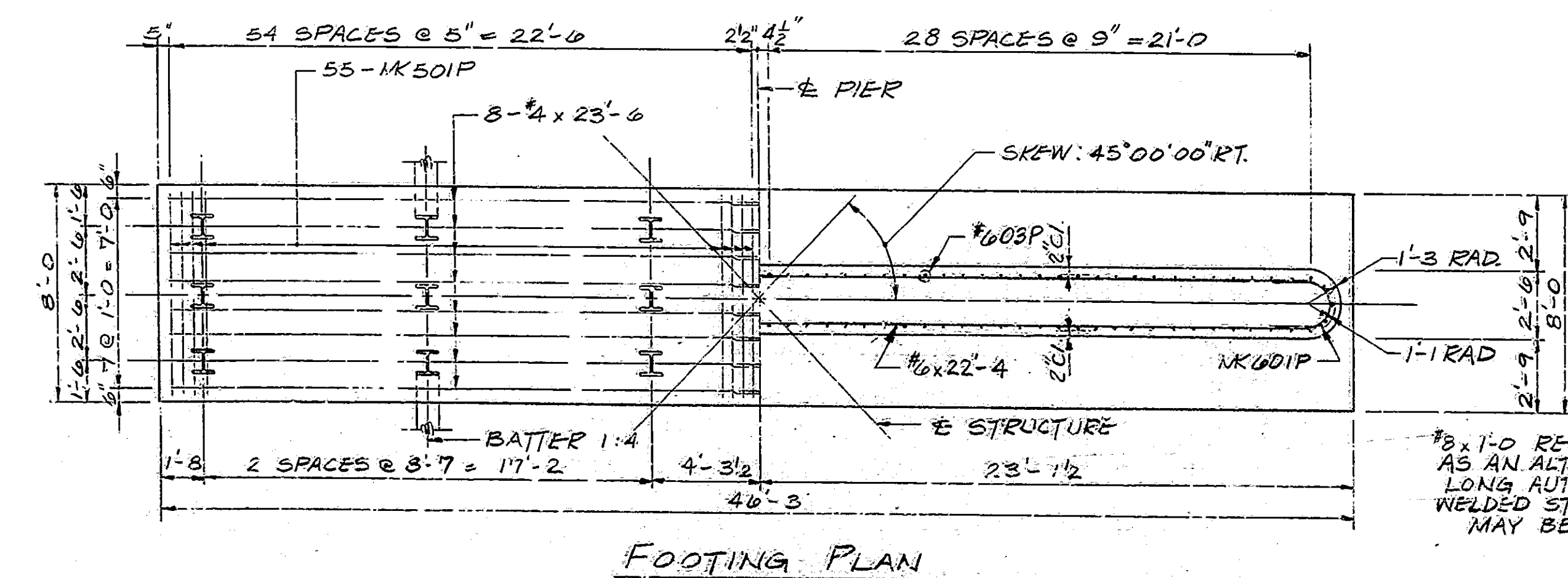




NOTE: SOUTH END CAP PLAN NOTE: NORTH END



NOTE: 18-HPI0x42 STEEL PILES DRIVEN TO APPROXIMATE REFUSAL



- NOTES:
1. FOR GENERAL NOTES SEE DRAWING S7.
 2. FOR REINFORCING BAR NOTES SEE BRIDGE STD. C1.
 3. ANCHOR PLATES MK AP-3 TO BE PRESET IN CONCRETE.
 4. FOR SECTION "B-B" SEE DRAWING S4.
 5. FOR TYPE A CONST. JT. DETAILS SEE BR. STD. C3.

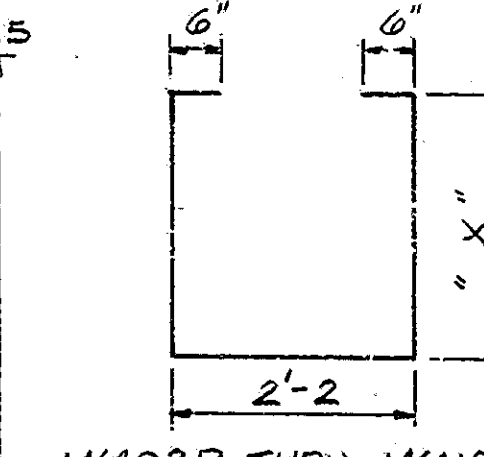
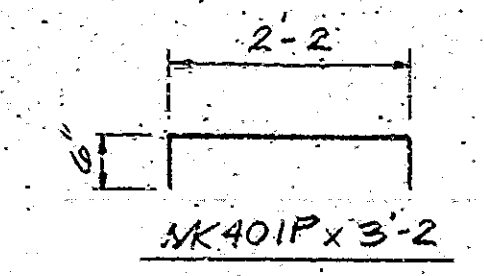
PIER NO. 3
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4"=1'-0" UNLESS NOTED DATE-1972

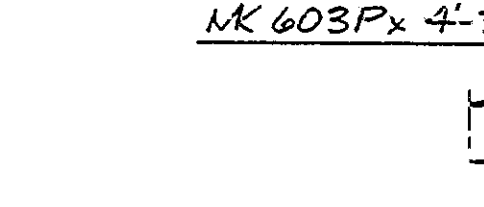
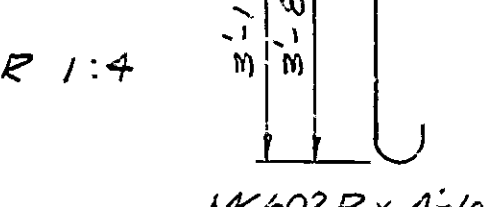
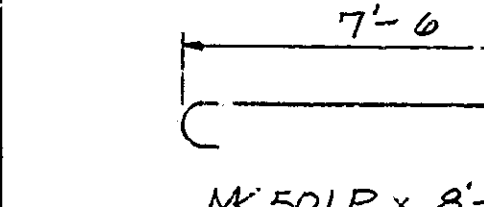
DRAWING-S5 OF S3 SHEET-18 OF 75
PROJECT: F-134 (5)
CONTRACT NO. B-9238
BRIDGE FILE: 54-28-6005

BILL OF MATERIALS

SIZE OR MK	NO. PCS.	LENGTH	WEIGHT
MK1001P	24	34'-4"	3563
TOTAL #10			
MK601P	26	8'-5"	
MK603P	122	4'-3"	
#6	8	32'-4"	
#6	4	30'-3"	
#6	4	27'-3"	
#6	4	24'-3"	
#6	60	22'-9"	
#6	40	22'-4"	
#6	6	15'-8"	
#6	4	10'-10"	
#6	56	10'-0"	
TOTAL #6			6227
MK501P	110	8'-8"	994
TOTAL #5			
MK401P	71	3'-2"	
MK402P	2	10'-0"	
MK403P	2	10'-0"	
MK404P	2	11'-0"	
MK405P	2	11'-0"	
MK406P	2	12'-0"	
MK407P	2	12'-0"	
MK408P	2	13'-0"	
MK409P	2	13'-0"	
MK410P	2	15'-0"	
MK411P	2	16'-0"	
MK412P	2	18'-0"	
#4	2	28'-4"	
#4	30	23'-0"	
#4	4	10'-11"	
#4	2	9'-9"	
TOTAL #4			736
TOTAL REINFORCING			11,720
CONCRETE			
CLASS B (FOOTING)			409 CY
CLASS B (STEM)			592 CY
CLASS A (CAP)			47.3 CY
MISCELLANEOUS			
ANCHOR PLATES MK AP-3			7 EA.
18-HPI0x42 - 14'-0" EA.			252 LIN. FT.



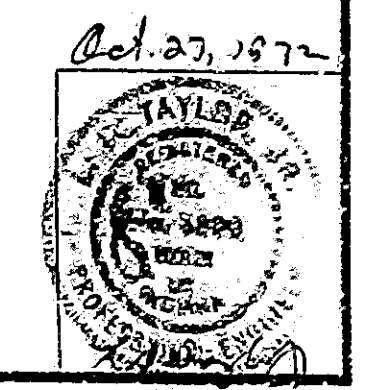
MARK	"x"	LENGTH
MK402P	3'-5"	10'-0"
MK403P	3'-8"	10'-0"
MK404P	3'-11"	11'-0"
MK405P	4'-2"	11'-0"
MK406P	4'-5"	12'-0"
MK407P	4'-8"	12'-0"
MK408P	4'-11"	13'-0"
MK409P	5'-2"	13'-0"
MK410P	5'-11"	15'-0"
MK411P	6'-8"	16'-0"
MK412P	7'-5"	18'-0"

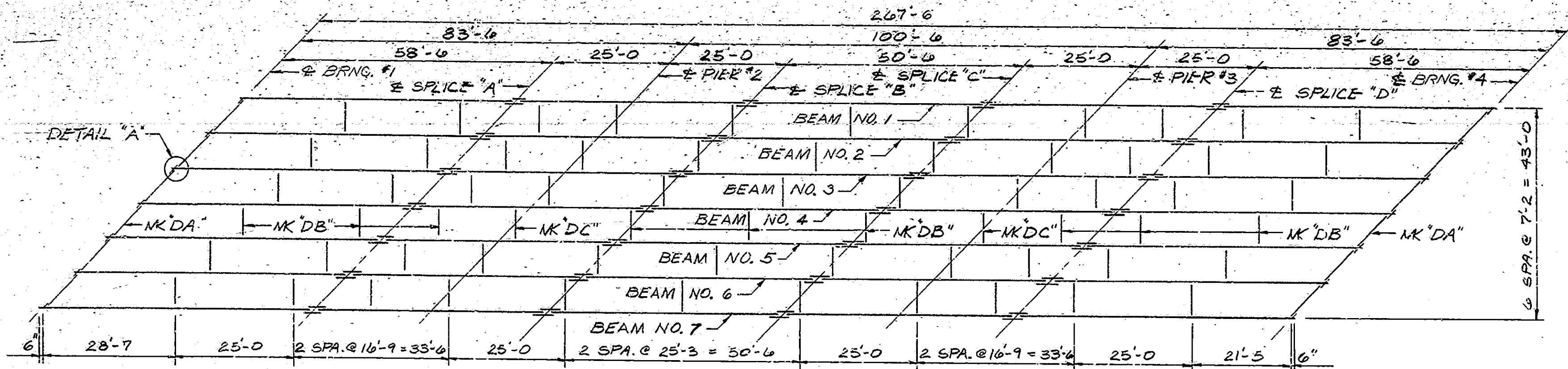


Rev. 10-30-72 TCC CHK.

DESIGNED: T.S.S. CKD: ZLM
DRAWN: R.E. CKD: WDM
TRACED: CKD

Rev. 10-30-72 Type A Const. Jt., Reinf. Bill of Materials & Notes



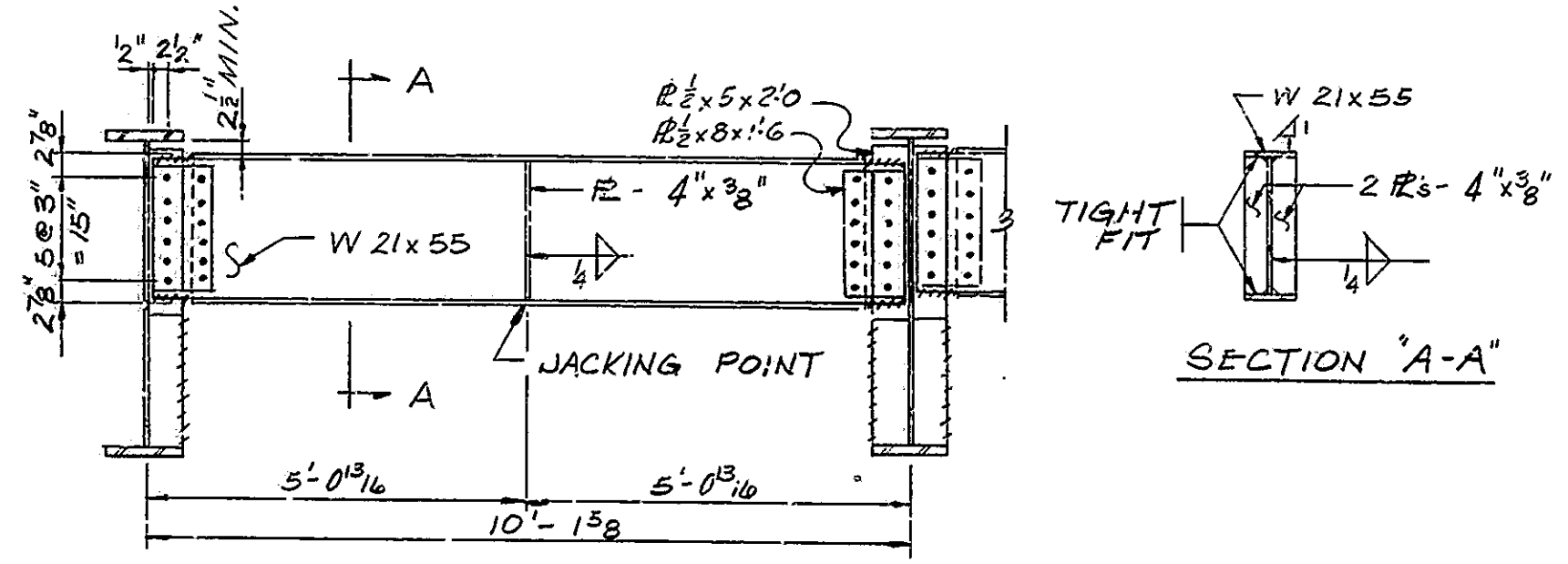


FRAMING PLAN
SCALE: 1/8" = 1'-0"

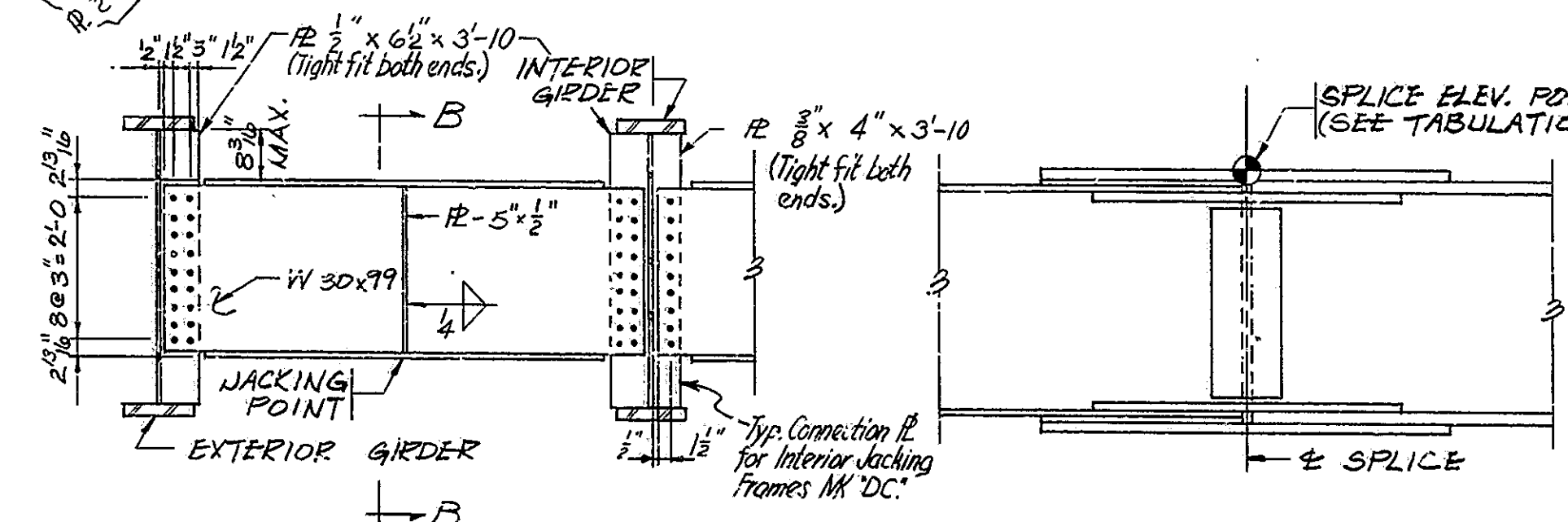
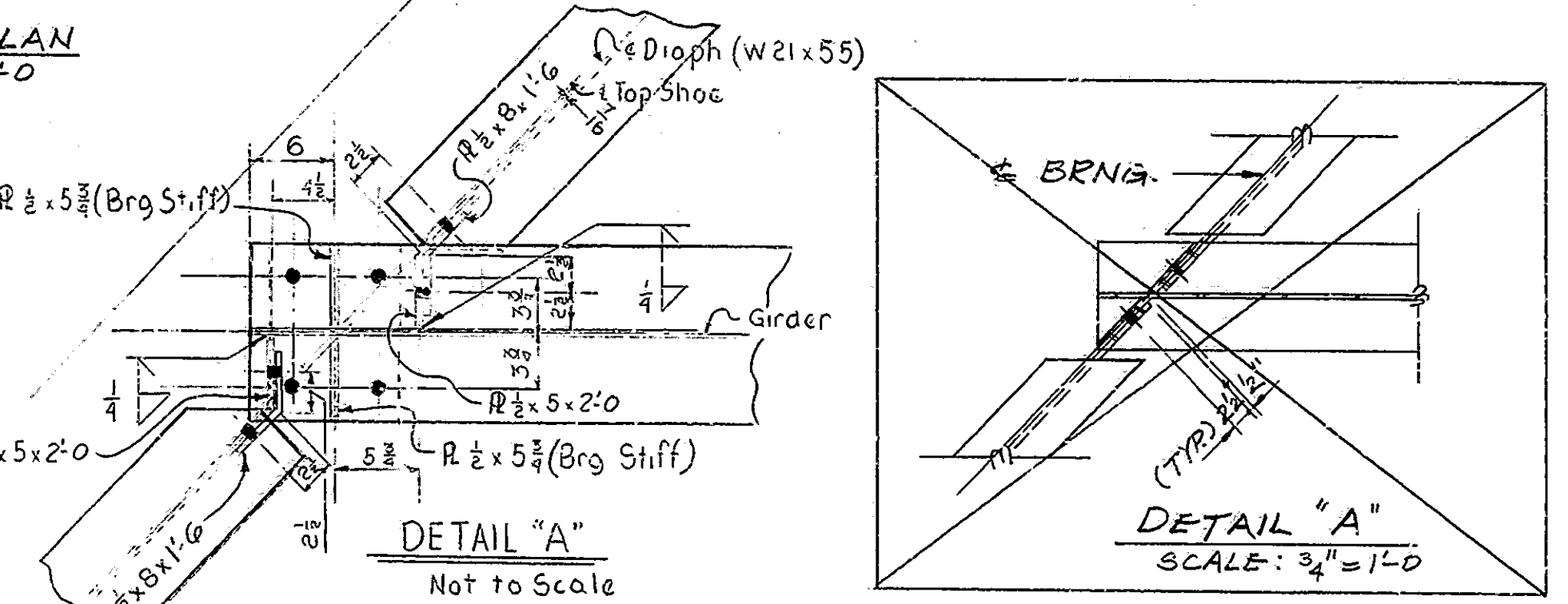
BEAM	1	2	3	4	5	6	7
ELEVATION SPLICE "A"	512.450	512.500	512.550	512.605	512.430	512.260	512.085
ELEVATION SPLICE "B"	512.840	512.875	512.945	512.995	512.825	512.650	512.480
ELEVATION SPLICE "C"	513.265	513.315	513.370	513.420	513.250	513.075	512.905
ELEVATION SPLICE "D"	513.710	513.765	513.815	513.870	513.695	513.525	513.350

SPLICE ELEVATION TABLE

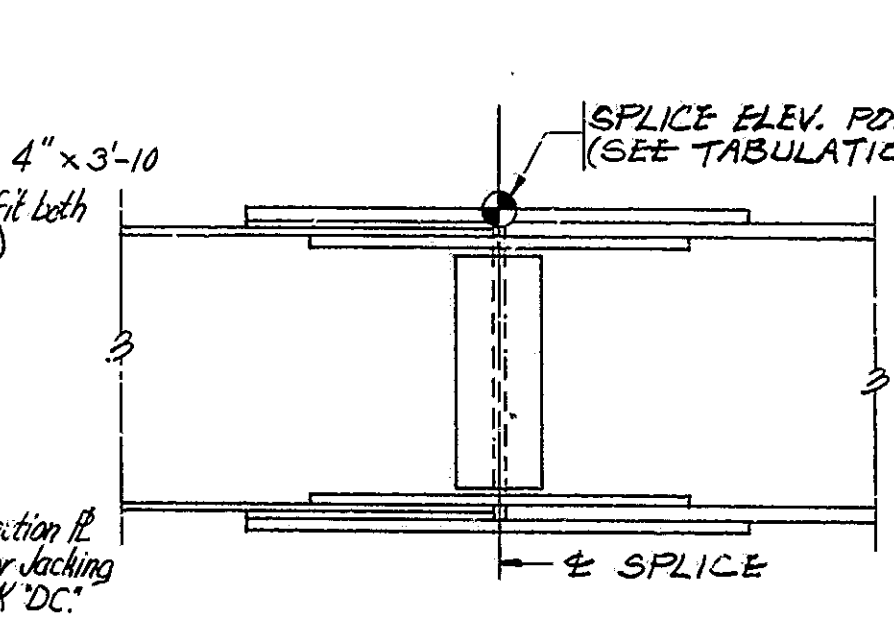
SPLICE ELEVATIONS ARE WITH FALSEWORK REMOVED AND CARRYING STEEL DEADLOAD ONLY. TOP OF GIRDER SPLICE PLATES SHALL BE ADJUSTED TO THE ABOVE ELEVATIONS BEFORE BOLTING FIELD SPLICES.



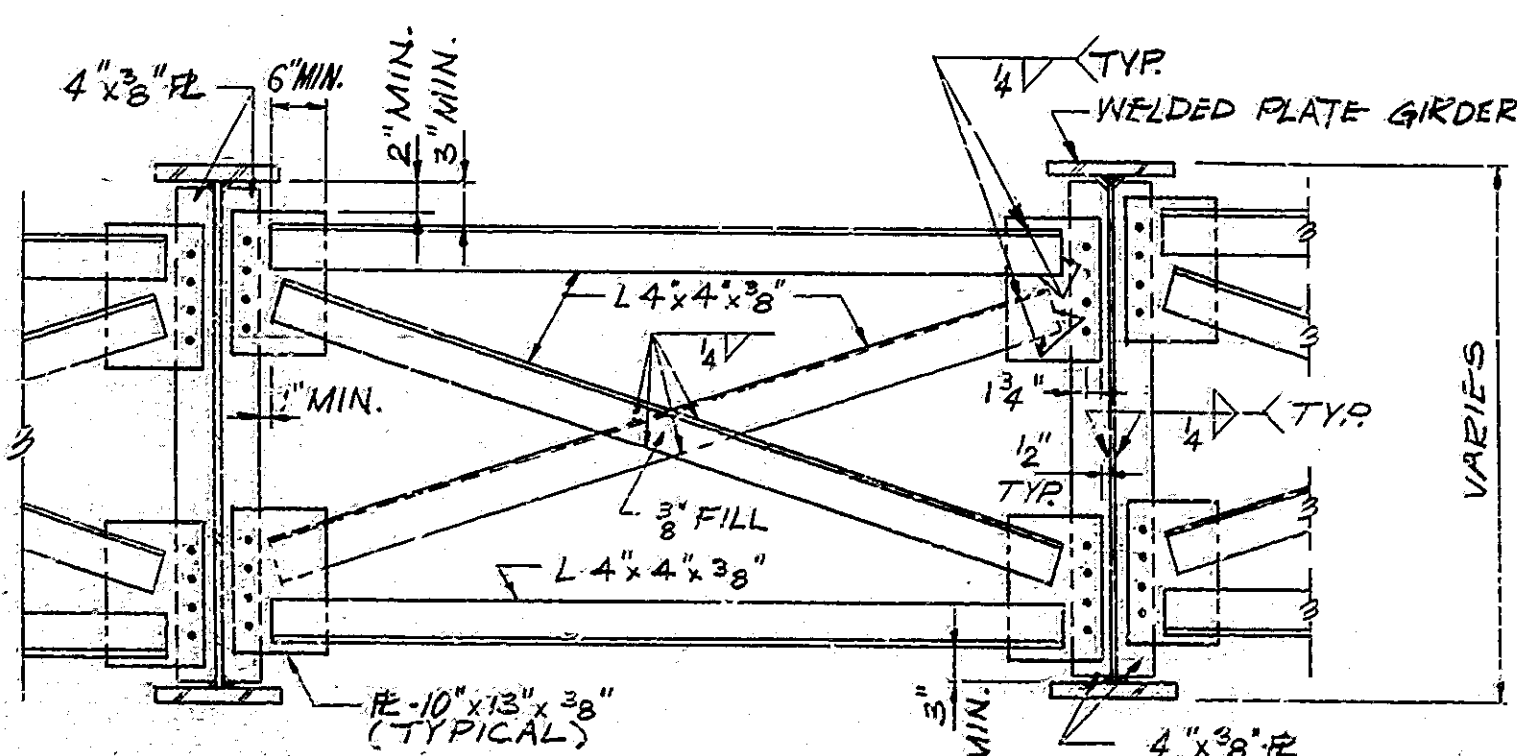
JACKING FRAME DETAILS MK'DA'
SCALE: 1/2" = 1'-0"



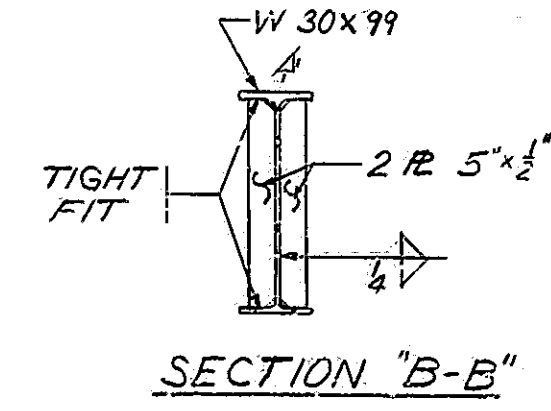
JACKING FRAME DETAILS MK'DC'
SCALE: 1/2" = 1'-0"



SPLICE ELEVATION DETAIL
NO SCALE



SECTION 'C-C' DIAPHRAGM MK'DB'
NO SCALE



SECTION 'B-B'

DATA USED FOR DESIGN & DETAILS

LIVE LOAD	--- HS20-44 LOADING WITH IMPACT AND DISTRIBUTION OF LOADS IN ACCORDANCE WITH THE 1961 A.A.S.H.O. SPECIFICATIONS.
DEAD LOAD	--- ACTUAL WEIGHT PLUS 35 LBS. PER SQ.FT. OF ROADWAY TO PROVIDE FOR FUTURE WEARING SURFACE.
SLAB	--- DESIGN FOR 14,000 POUND WHEEL PLUS IMPACT WITH 1" MONOLITHIC WEARING SURFACE.
UNIT STRESSES	--- STRUCTURAL STEEL BENDING [TENSION] 20,000 PSI / A 36 / A 514 / 29,000 PSI / YIELD
	--- STRUCTURAL STEEL BEARING 1,000 PSI (SEE SPEC.)
	--- STRUCTURAL STEEL ON CONCRETE (INCLUDING OVERTURNING AND ECCENTRIC LOADING) 1,200 PSI
	--- CONCRETE COMPRESSION 12,400 PSI
	--- SHEAR ON FILLET WELDS 13,500 PSI
	--- REINFORCING STEEL [TENSION] 20,000 PSI

GENERAL NOTES

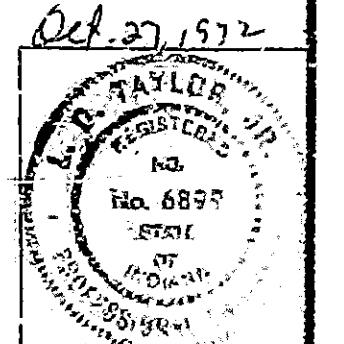
- IF GIRDERS ARE SHOP REAMED OR DRILLED, PROGRESSIVE GIRDER ASSEMBLY WILL BE PERMITTED. SEE ART. 711.44 OF THE SPECIFICATIONS.
- HIGH STRENGTH BOLTS ARE 7/8" OPEN HOLES UNLESS NOTED.
- RIVETS SHALL NOT BE USED IN ASSEMBLY OF STRUCTURAL STEEL.
- ALL PAINT SHALL BE IN ACCORDANCE WITH CURRENT STATE HIGHWAY SPECIFICATIONS: SHOP PAINT, FIELD PAINT, BASIC LEAD SILICO CHROMATE.
- BEAMS MUST BE CAMBERED TO A SMOOTH CURVE. CAMBER MUST BE CHECKED WHILE BEAMS ARE SUPPORTED IN SUCH A WAY AS TO HAVE NO 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 SHOP DETAILS SHALL SHOW A PLAN OF MATCH MARKING 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 DWG. 8.8. ALL BEAMS ARE TO BE ERECTED USING FULL SIZE DRIFT PINS AND ERECTION BOLTS IN A MINIMUM OF FIFTY PERCENT (50%) OF THE FLANGE SPLICE HOLES AND FIFTY PERCENT (50%) OF THE WEB SPLICE HOLES. THE ELEVATION SHALL BE CHECKED BEFORE BOLTING FIELD SPLICES AND WHILE STRUCTURAL STEEL IS UNSUPPORTED BY FALSEWORK.
- FLANGE SPLICE BARS SHALL HAVE PLANED OR ROLLED EDGES AND HOLES IN BARS SHALL BE SUBDRILLED AND REAMED OR DRILLED TO SIZE WHILE ASSEMBLED.
- THE CONTRACTOR SHALL PREPARE DETAILED WORKING OR SHOP DRAWINGS TO ENABLE HIM TO FABRICATE AND CONSTRUCT ALL PARTS OF THE WORK IN CONFORMITY WITH THE ENGINEER'S DRAWINGS AND SPECIFICATIONS AND SHALL SUBMIT FIVE (5) COPIES OF THESE TO THE ENGINEER. SEE ART. 711.04 OF THE SPECIFICATIONS.
- DIAMETER OF HOLES IN ALL MATERIAL CONNECTING TOP SHOES TO BEAM FLANGES SHALL BE ONE (1) INCH.
- BOLTS CONNECTING BEAM FLANGE TO TOP SHOE SHALL EXTEND INTO TOP SHOE A MINIMUM OF ONE (1) INCH.
- SHIMS BETWEEN BEAMS AND TOP SHOES MAY BE BUILT UP NO SHIM SHALL BE LESS THAN 1/8" IN THICKNESS.
- STRUCTURAL 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.
- 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 STRUCTURAL STEEL.
- 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 FIELD SPLICES ARE OPTIONAL (EXCEPT AS NOTED) SUBJECT TO REGULATIONS PERTAINING TO THE MOVEMENT OF OVERLENGTH CONCRETE AND STEEL BEAMS ON STATE HIGHWAYS, AS STATED IN SUPPLEMENT #2 TO GENERAL LETTER #19-71 DATED AUGUST 19, 1971. SHOP PLANS SHALL INDICATE WHICH SPLICES THE CONTRACTOR INTENDS TO ELIMINATE AND ALSO MEANS OF TRANSPORTATION WHETHER BY RAIL OR OVER STATE HIGHWAYS.
- ALL STRUCTURAL STEEL SHALL CONFORM TO A.S.T.M. A 36 UNLESS OTHERWISE NOTED.
- ALL WELDS IN FLANGE PLATES SHALL BE GROUND SMOOTH AND FLUSH WITH THE BASE METAL ON ALL SURFACES. THIS SHALL APPLY TO BOTH PARTS OF EQUAL THICKNESS AND PARTS OF UNEQUAL THICKNESS. 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 GRINDING SHALL BE CLEANED, FILLED WITH WELD METAL AND REGROUND TO A UNIFORM FINISH.
- ALL WELDS SHALL BE SUBJECT TO RADIO-GRAPHIC INSPECTION AT THE OPTION OF THE ENGINEER.
- SHEAR PLATE OR UNIVERSAL MILL PLATES SHALL BE USED FOR GIRDER WEBS AND SHALL BE ORDERED WITH SUFFICIENT ADDITIONAL WIDTH TO ALLOW FOR TRIMMING OF EDGES TO PROVIDE BUILT-IN CAMBER FOR DEAD LOAD DEFLECTION AND VERTICAL CURVE. TRIMMING SHALL BE 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 FLANGE.
- WHEN THE GIRDER SECTIONS ARE FITTED UP IN THE SHOP FOR REAMING OR DRILLING OF FIELD SPLICES, THE CENTER LINES OF OPPOSING FLANGES SHALL NOT DEVIATE MORE THAN 1/8" WITH THE WEBS IN ALIGNMENT.
- ESTIMATED WEIGHT OF STRUCTURAL STEEL: 450,250* (INCLUDES 2250* A 514 AND 10,900* FOR TOOTHED JOINT)
- 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 THE CONTRACT PLANS. SEE ART. 711.07 OF THE SPECIFICATIONS.

FRAMING PLAN
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED DATE: 1972

SUBMITTED FOR APPROVAL: *[Signature]*

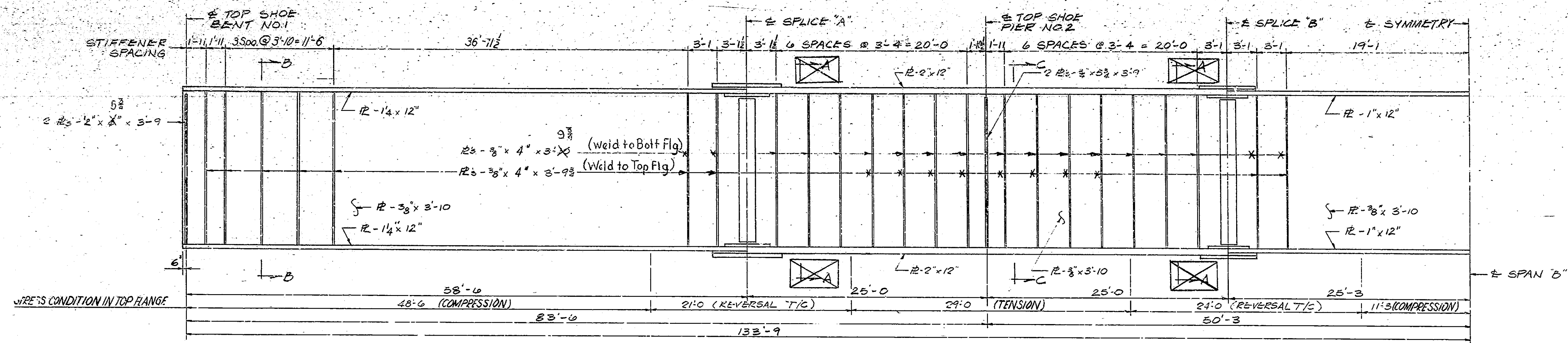
DRAWING: S7 OF S13 SHEET 20 OF 79
PROJECT: F-134 (5)
CONTRACT NO. 3-9238
BRIDGE FILE: 54-28-6005



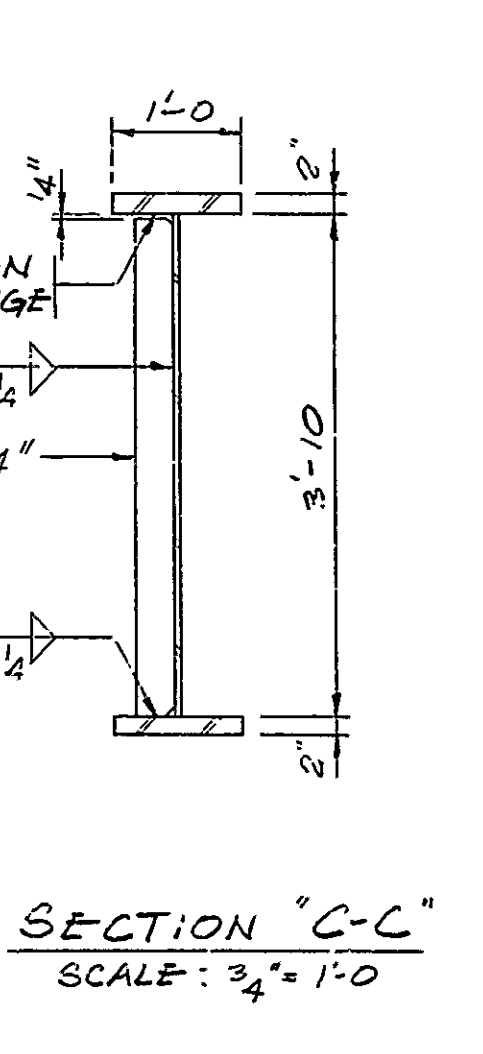
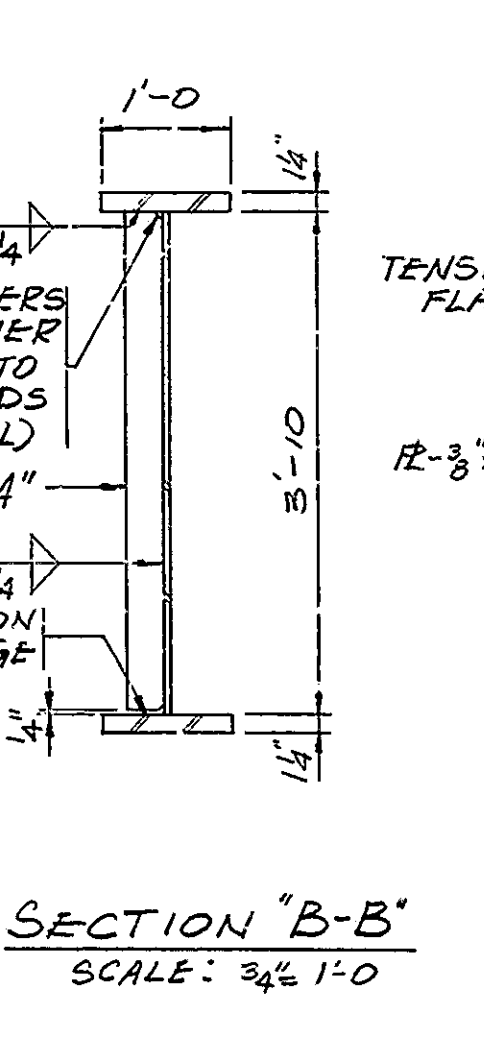
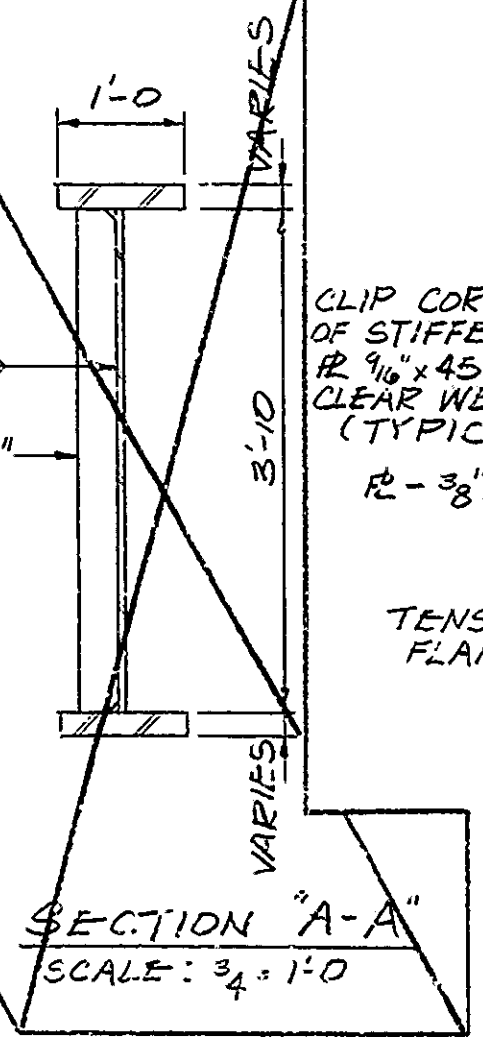
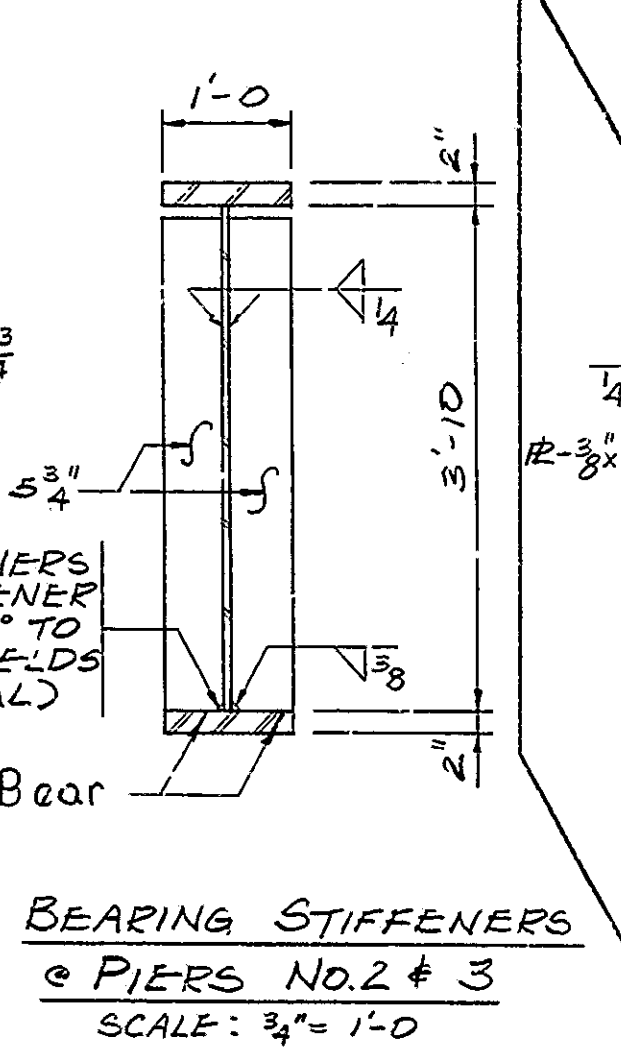
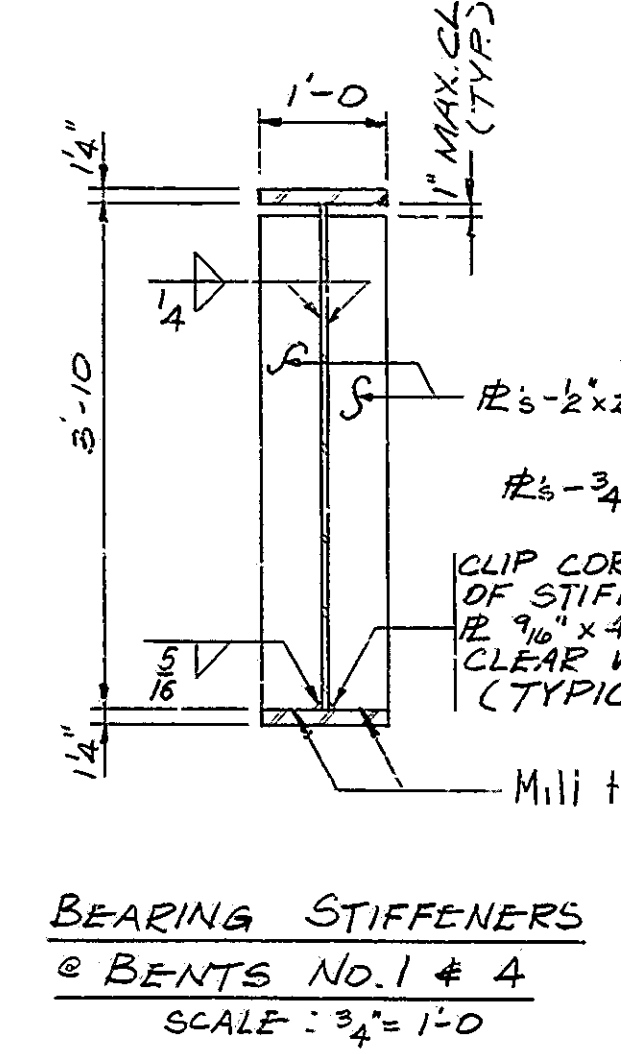
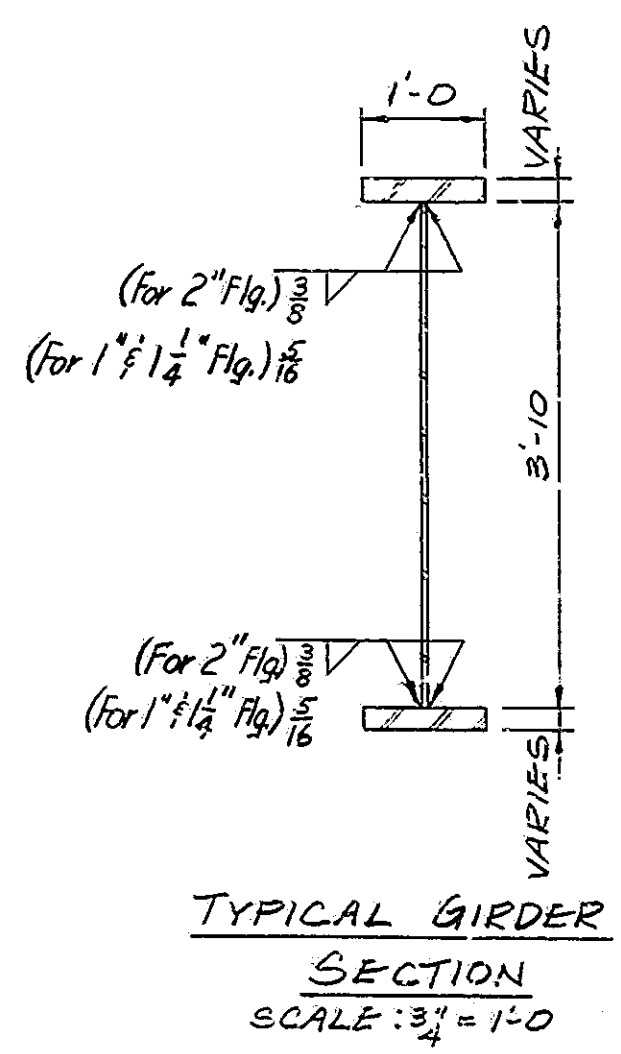
Rev. 11-28-72 WFG/RWH/JJW

DESIGNED: J.S.B. CKD K.L.M.
DRAWN: R.E. CKD W.Q.M.
TRACED: CKD

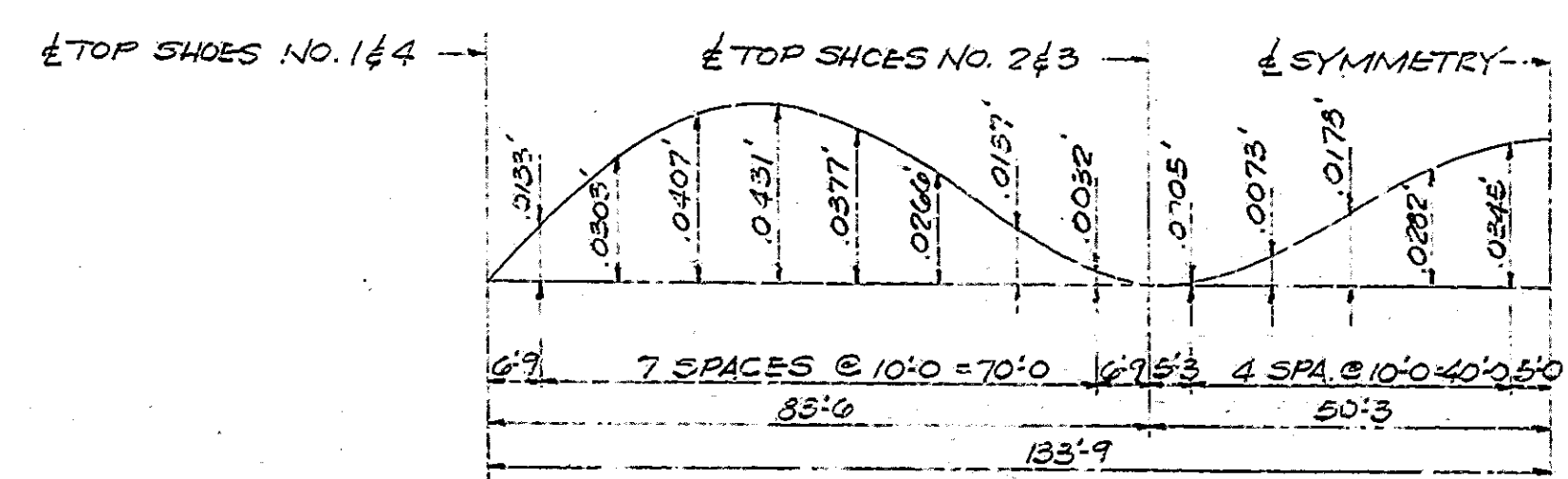
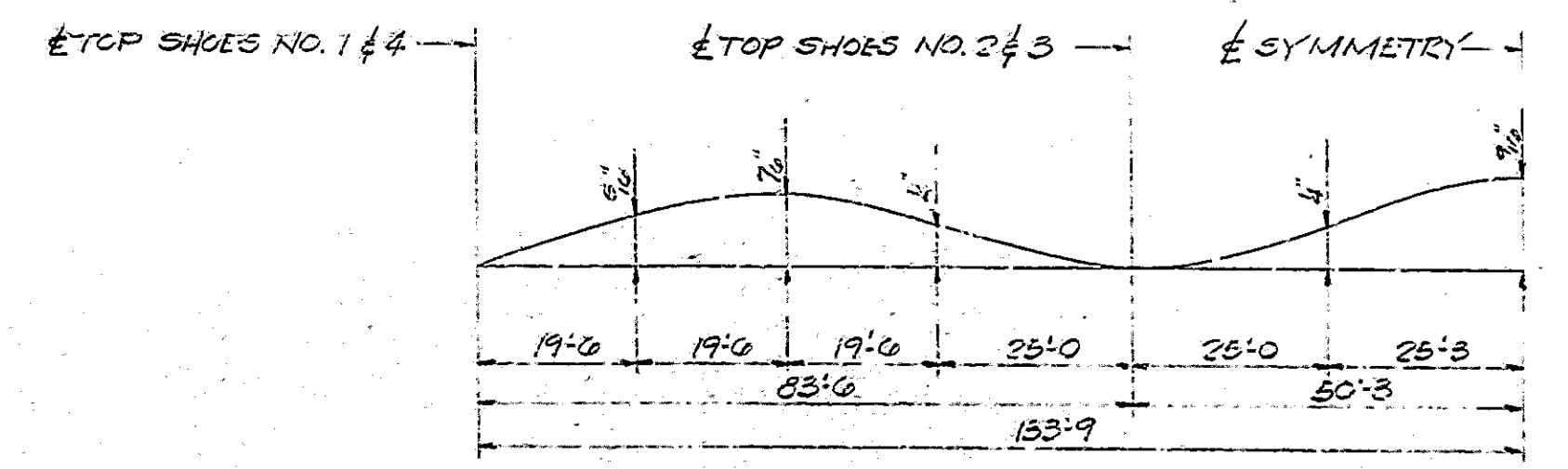
Rev. 11-28-72 Detail "A"
Rev. 10-30-72 Notes, Connections, Welds

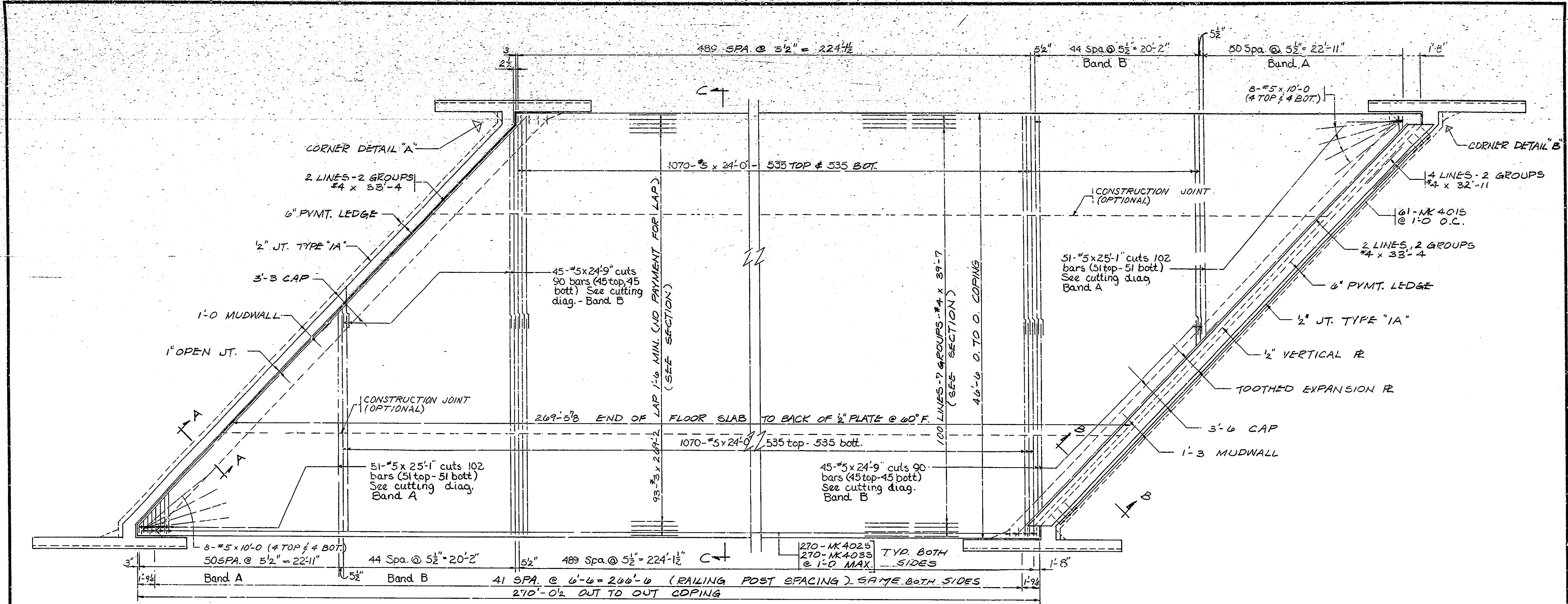


TYPICAL GIRDER ELEVATION
SCALE: HORIZ. 3/16" = 1'-0"
VERT. 3/4" = 1'-0"



- NOTES
1. FOR INTERIOR GIRDER USE TRANSVERSE STIFFENER ON ONE SIDE ONLY.
 2. FOR EXTERIOR GIRDER USE TRANSVERSE STIFFENER ON INSIDE ONLY.
 3. FOR SPLICE DETAIL SEE DWG. S9
 4. STIFFENERS TO BE WELDED TO COMPRESSION FLANGE
 5. CLIP CORNERS OF ALL STIFFENER PLATES 9/16" x 45 TO CLEAR PLATE GIRDER WELDS.
 6. SEE DRG. S7 FOR GENERAL NOTES AND DETAILS OF JACKING FRAME DIAPHRAGM.
 7. ALL STEEL TO BE ASTM-A36 UNLESS NOTED.
 8. SEE DRAWING S7 FOR GENERAL FABRICATION AND ERECTION NOTES.





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

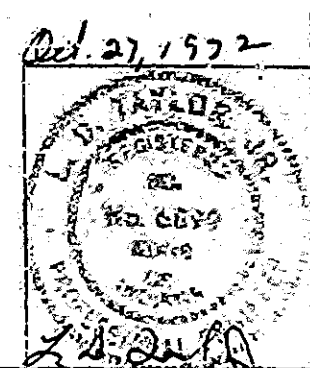
NOTES:

1. FOR REINFORCING BAR NOTES SEE BRIDGE STANDARD C1.
2. FOR REINFORCING BAR DETAILS, CORNER DETAILS, BILL OF MATERIALS, POUR SCHEDULE, CUT DIAGRAM, SECTION "A-A", AND SECTION "C-C" SEE DRAWING S12.
3. 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 (DRWG S12). THE CONTRACTOR MAY CHANGE THE WIDTH OF POURS, SEQUENCE OF POURS OR OR LOCATION OF CONSTRUCTION JOINTS SUBJECT TO THE APPROVAL OF THE ENGINEER.
4. AFTER THE STRUCTURAL STEEL HAS BEEN ERECTED, CONCRETE FORMS SHALL NOT BE BLOCKED AGAINST THE EXPANSION END OF STEEL IN MAKING ANY POURS ADJACENT TO STEEL SPANS.
5. SEE DRWG. S7 FOR GENERAL NOTES.
6. FOR RAILING DETAILS SEE BRIDGE STANDARDS BR1, 2, 3, & 4.
7. WELDED DEFORMED STEEL WIRE FABRIC MAY BE USED IN PLACE OF #3 BARS IN TOP OF SLAB.
8. FOR SECTION "B-B" SEE DRWG. S10.

SUPERSTRUCTURE
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED DATE: 1972

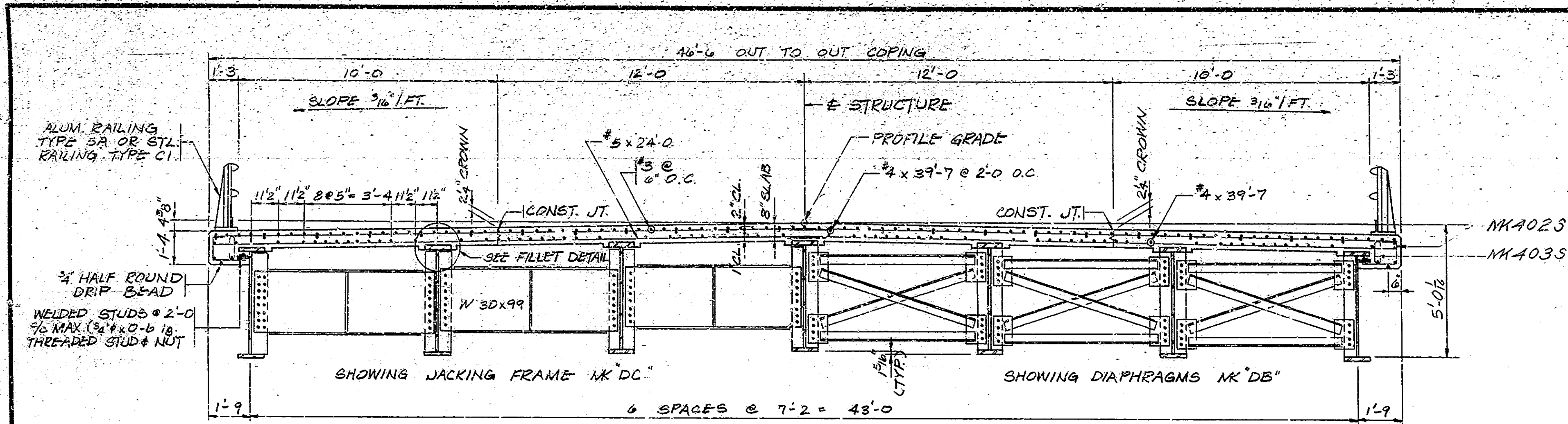
DRAWING: S11 OF S13 SHEET: 24 OF 73
PROJECT: F-134 (5)
CONTRACT NO. B-9238
BRIDGE FILE: 54-28-6005



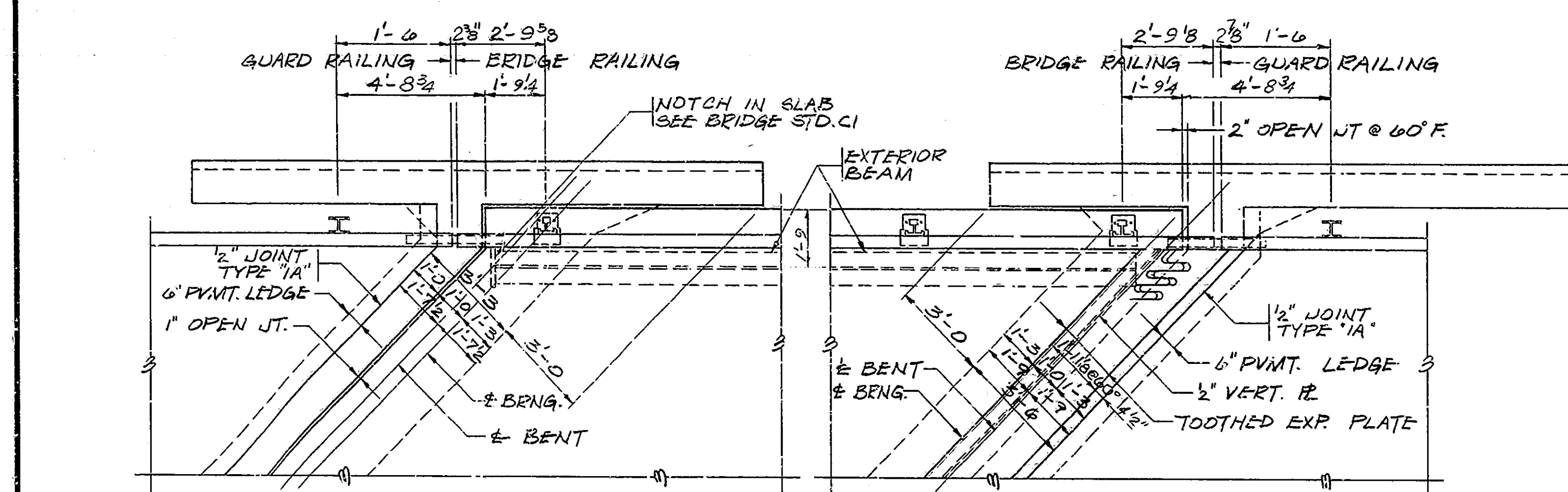
REV. 10-30-72 NOTES

REV. 10-30-72 E B

DESIGNED: J.S.S. CKD. K.L.M.
DRAWN: R.G.E. CKD. W.O.M.
TRACED: CKD.

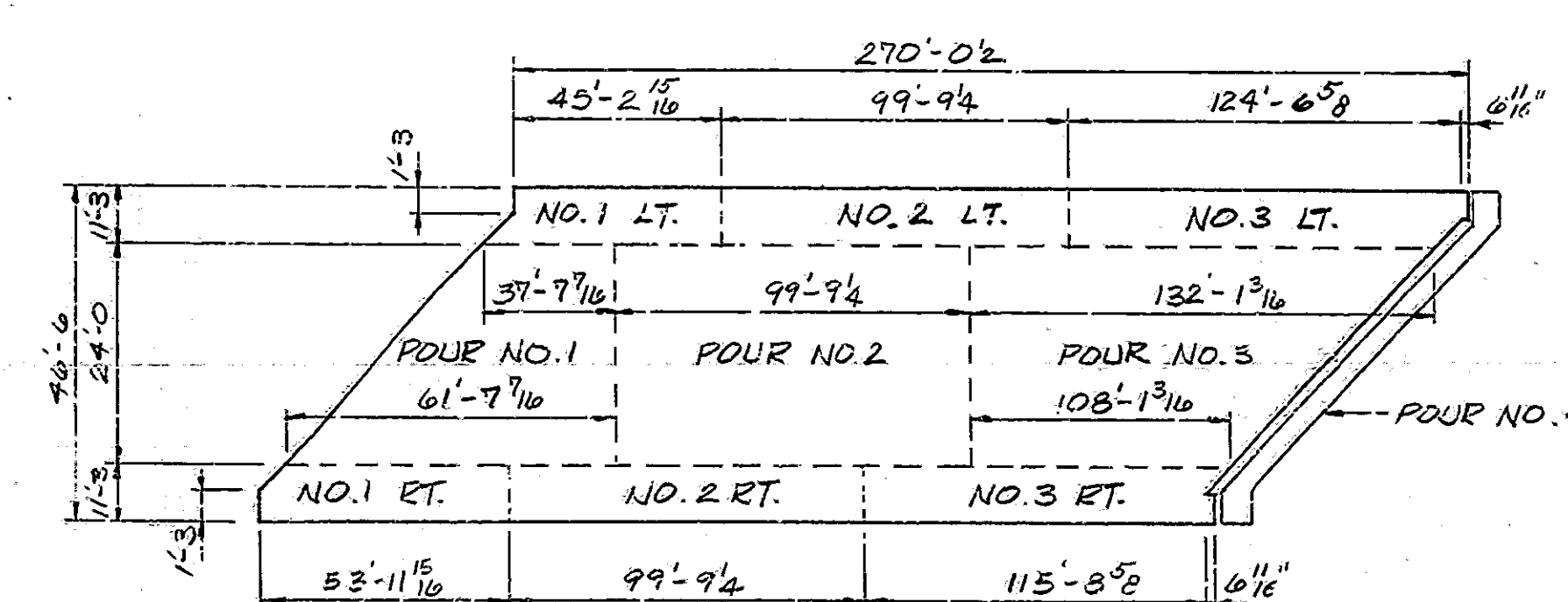


SECTION "C-C"
SCALE: 3/8" = 1'-0"

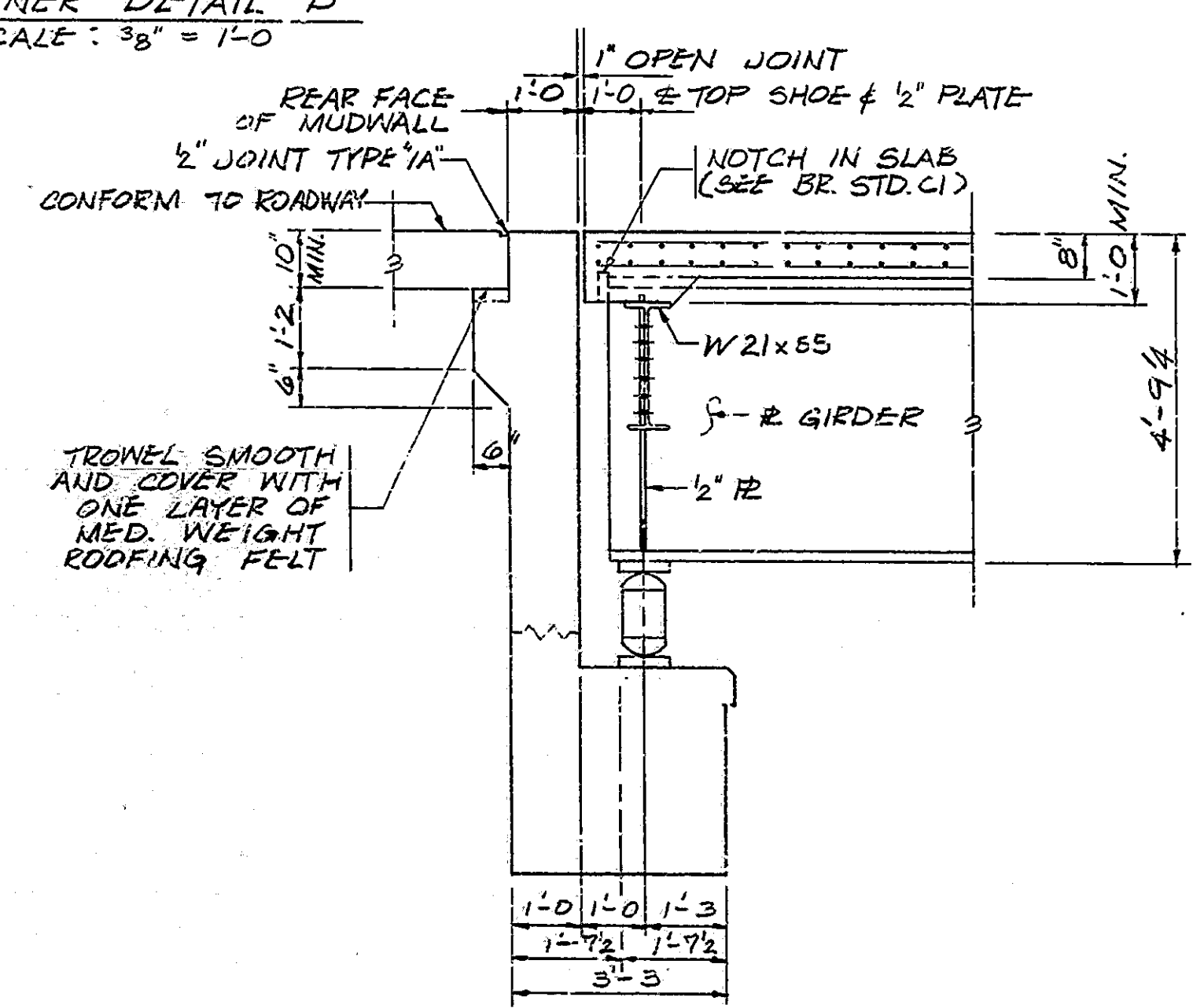


CORNER DETAIL "A"
SCALE: 3/8" = 1'-0"

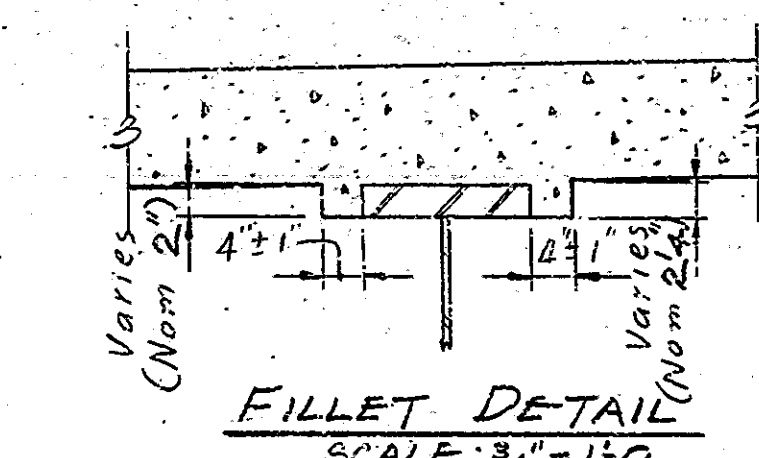
CORNER DETAIL "B"
SCALE: 3/8" = 1'-0"



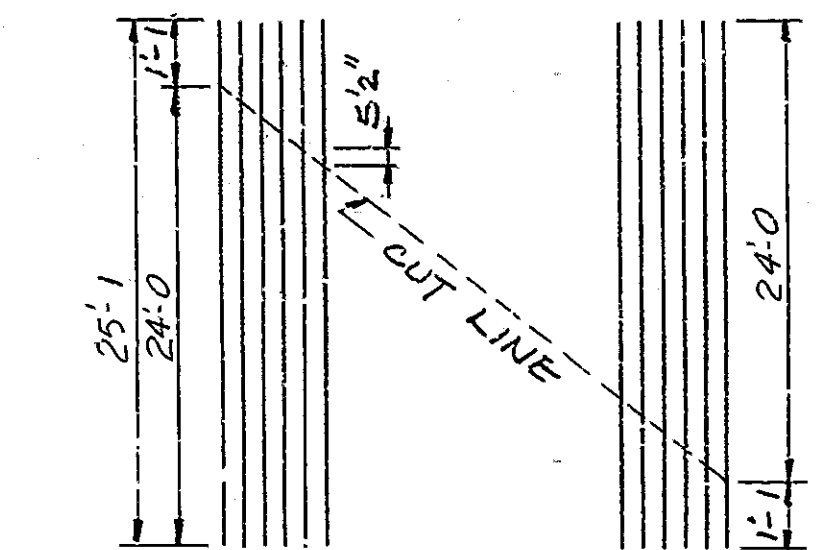
SCHEDULE OF POURS
NO SCALE



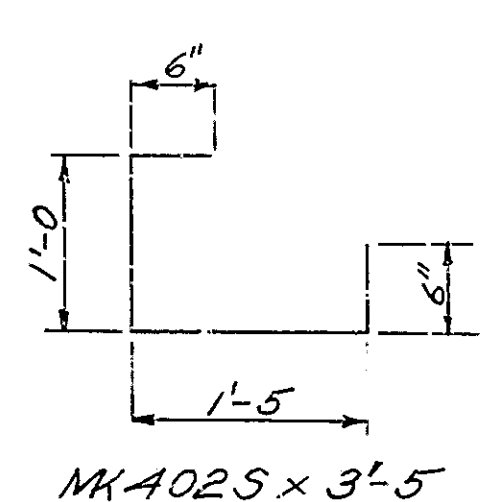
SECTION "A-A"
SCALE: 1/2" = 1'-0"



FILLET DETAIL
SCALE: 3/4" = 1'-0"

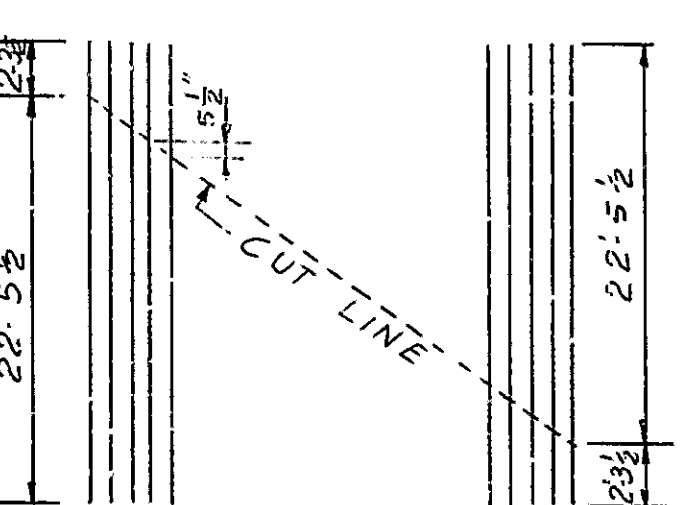
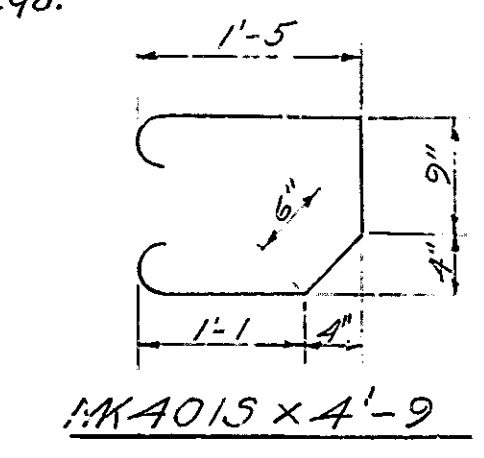


BAND "A" 51" #5 x 25'-1
50 SPA @ 5 1/2" = 22'-11
CUT DIAGRAM
2 Sets Req'd.



MKA025 x 3'-5

MKA035 x 2'-0



BAND "B" 45-5" x 24'-9
44 SPA @ 5 1/2" = 20'-2
CUT DIAGRAM
2 Sets Req'd.

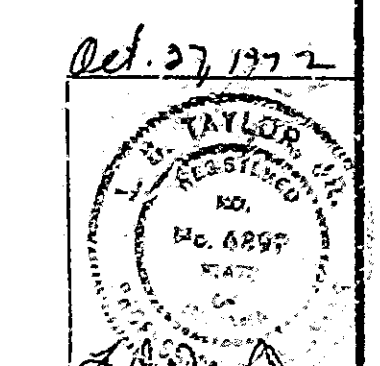
Note: For additional details and notes see Drwg. S11.

BILL OF MATERIALS			
SIZE OR MK	NO.	PCS.	LENGTH WEIGHT
#5	102		25'-1
#5	90		24'-9
#5	2140		24'-0
#5	16		10'-0
TOTAL			58727
MKA015	61		4'-9
MKA025	540		3'-5
MKA035	540		2'-0
#4	8		32'-11
#4	8		33'-4
#4	700		39'-7
TOTAL #4			21,011
#3	93		267'-2
TOTAL #3			9,412
TOTAL REINFORCING			89,150'
CONCRETE CLASS "A"			
POUR NO.	LT.	FT.	CU YD.
"	1	16.9	16.9
"	2	32.8	32.8
"	3	90.1	90.1
"	4	32.8	32.8
"	5	39.9	39.9
"	6	75.4	75.4
"	7	39.4	39.4
"	8	9.7	9.7
TOTAL CLASS "A"			382.4
MISCELLANEOUS			
ALUMINUM RAILING - TYPE SA OR STEEL RAILING - TYPE C1			544.5 LB

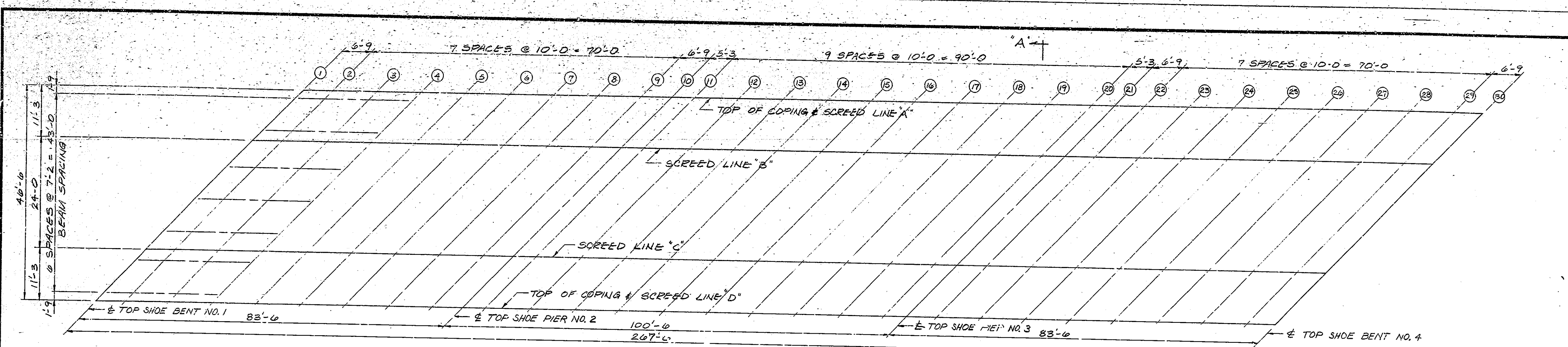
SUPERSTRUCTURE DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED DATE: 1972

DRAWING: S12 OF S13 SHEET: 15 OF 13
PROJECT: F-134 (5)
CONTRACT NO. B-9238
BRIDGE FILE: 54-28-6005



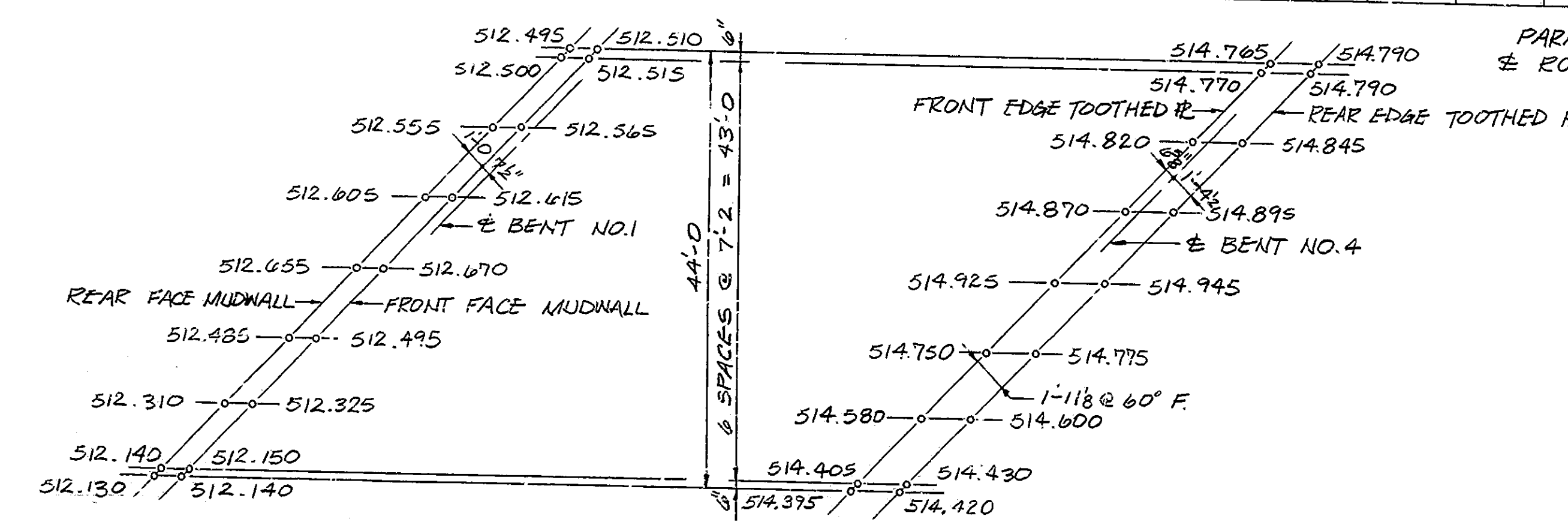
DESIGNED: TSS CKD RLM
DRAWN: RAE CKD WOM
TRACED: CKD



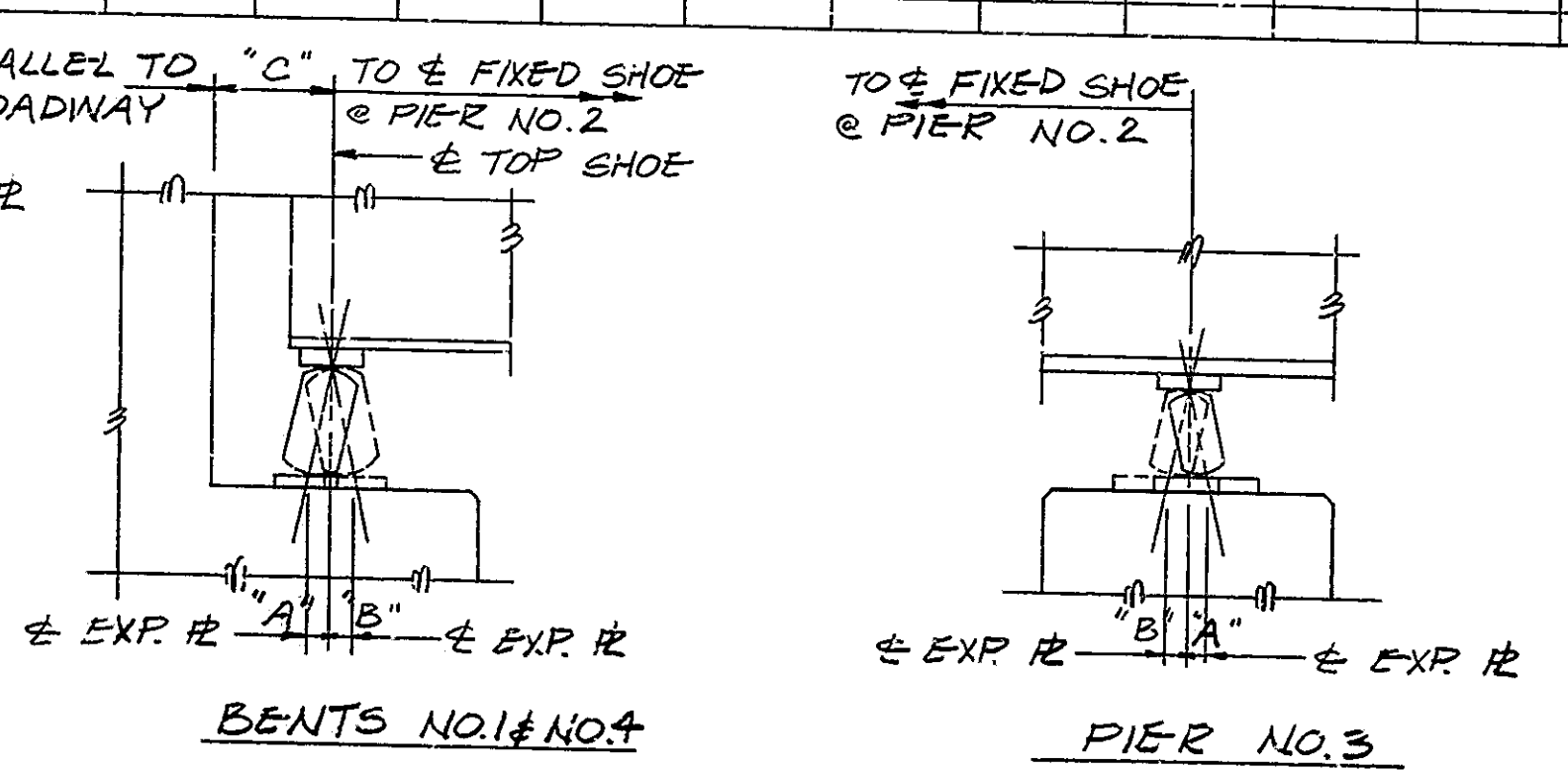
SCREED PLAN
SCALE: 3/32" = 1'-0"

TABLE OF ELEVATIONS

POINT	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	29	30
A ELEV. TOP OF COPING FORM	512.510	512.580	512.680	512.775	512.865	512.940	513.015	513.085	513.160	513.215	513.255	513.350	513.440	513.535	513.625	513.710	513.790	513.860	513.935	514.015	514.055	514.115	514.210	514.310	514.405	514.495	514.575	514.650	514.715	514.760
B ELEV. TOP OF ADJACENT BEAM	512.390	512.460	512.560	512.655	512.745	512.820	512.895	512.965	513.040	513.090	513.135	513.230	513.320	513.415	513.505	513.590	513.670	513.740	513.815	513.895	513.935	513.995	514.090	514.190	514.285	514.370	514.455	514.525	514.595	514.640
C ELEV. TOP OF ADJACENT BEAM	512.120	512.190	512.290	512.385	512.470	512.550	512.625	512.695	512.770	512.820	512.865	512.955	513.050	513.145	513.235	513.320	513.400	513.470	513.545	513.625	513.665	513.725	513.820	513.915	514.015	514.100	514.185	514.255	514.325	514.370
D ELEV. TOP OF ADJACENT BEAM	512.120	512.190	512.290	512.385	512.470	512.550	512.625	512.695	512.770	512.820	512.865	512.955	513.050	513.145	513.235	513.320	513.400	513.470	513.545	513.625	513.665	513.725	513.820	513.915	514.015	514.100	514.185	514.255	514.325	514.370



MUDWALL & TOOTHED JOINT ELEVATIONS
NO SCALE



SHOE SETTING DETAILS

TABLE NO. 1

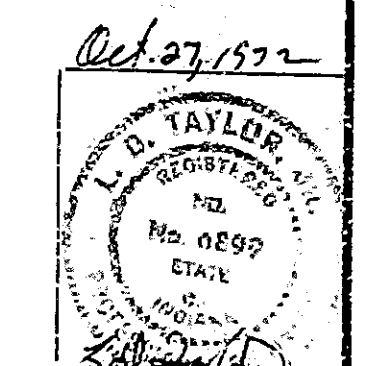
TEMPERATURE	0°	20°	40°	60°	80°	100°	120°
DIMENSION	A						
BENT NO. 1	1/8"	3/8"	3/4"	1"	3/8"	1/2"	1/2"
DIMENSION	B						
PIER NO. 3	1/2"	5/8"	3/4"	0	3/16"	5/16"	1/2"
DIMENSION	C						
BENT NO. 4	1 3/8"	1 1/2"	1 3/4"	1 7/8"	1 7/8"	1 7/8"	1 7/8"
DIMENSION	D						
BENT NO. 4	1-5/8"	1-5/8"	1-5/8"	1-5/8"	1-5/8"	1-5/8"	1-5/8"

- GENERAL PROCEDURE**
- AFTER ALL STRUCTURAL STEEL HAS BEEN ERECTED AND WELDING COMPLETED, ADJUST THE SUPERSTRUCTURE LONGITUDINALLY SO THAT DIM. "C" FROM CENTERLINE OF TOP SHOE TO THE FACE OF THE MUDWALL @ BENT NO. 4 IS EQUAL TO DIM. "C" IN TABLE NO. 1 FOR PREVAILING TEMPERATURE.
 - WELD THE FIXED SHOES AT BENT NO. 2 TO THE ANCHOR PLATES.
 - WITH THE SUPERSTRUCTURE IN THE ADJUSTED POSITION, ADJUST THE BEARING PLATE UNDER EACH EXPANSION SHOE IN ACCORDANCE WITH DIMENSION "A" OR "B" IN TABLE NO. 1, THIS DRAWING, 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 SHOE.
 - WELD THE EXPANSION PLATES TO THE ANCHOR PLATES ON BENTS NO. 1 AND NO. 4 AND AT PIER NO. 3.
 - AFTER THE SHOES ARE SET, TAKE ELEVATIONS AT ALL SCREED POINTS ON TOP OF ADJACENT GIRDER. ENTER THESE ELEVATIONS IN "TABLE OF ELEVATIONS" THIS DRAWING. 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 ON THE GIRDER. THIS DIMENSION REMAINS CONSTANT REGARDLESS OF HOW MUCH OR IN WHAT ORDER THE CONCRETE IS POURED. DO NOT SET SCREED OR COPING FORMS BY LEVELING.
 - SET STEEL EXP. JOINTS AND ADJUST THEM TO ELEVATIONS SHOWN ON THIS DRAWING USING THE DOUBLE NUTS ON THE ANCHOR RODS AND ON THE 1/8" DIAM. RODS ON TOP OF THE DIAPHRAGMS. ADJUST STEEL EXP. JOINTS HORIZONTALLY TO MAKE OPENING "D" EQUAL TO THE DIMENSION SHOWN IN TABLE NO. 2, DRAWING S10, FOR THE PREVAILING TEMPERATURE.
 - NO CONCRETE IN FLOOR IS TO BE POURED UNTIL THE ABOVE OPERATIONS ARE COMPLETE.

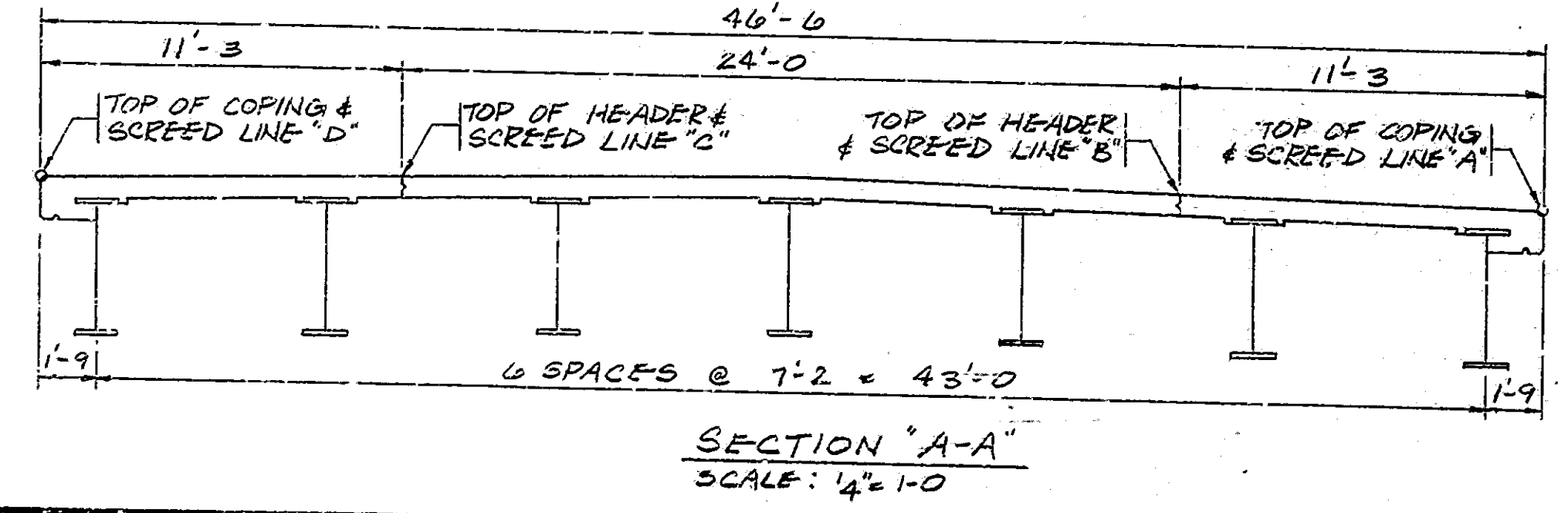
SCREED DATA
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED DATE: 1972

DRAWING: S13 OF S13 SHEET: 26 OF 73
PROJECT: F-134 (5)
CONTRACT NO. B-9238
BRIDGE FILE: 54-28-6005



DESIGNED: J.S. C.W.D. K.L.M.
DRAWN: R.C.F. C.W.D. W.O.M.
TRACED: C.W.D.



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

- NOTES:**
- SCREED PLAN SHOWS LOCATION OF SCREEDS.
 - TABLE OF ELEVATIONS SHOWS DATA FOR SETTING SCREEDS AND COPING FORMS SO THAT SLAB AND COPING WILL BE AT FINAL GRADE ELEVATIONS AFTER ALL CONCRETE HAS BEEN POURED.
 - SEE DRAWING S7 FOR GENERAL NOTES.
 - FOR TEMPERATURE CORRECTIONS SEE TABLE NO. 1.
 - FOR SHOE ASSEMBLIES SEE DRAWING S9.

REV. 10-30-72 NOTES

ITEM	CONCRETE								QUANTITIES												
	CLASS A		CLASS B		CONCRETE RAILING CLASS A		REINF. STEEL TOTAL	STRUCT. STEEL ***	BRONZE PLATES	ANCHOR PLATES MK-AP-1	ANCHOR RODS MK-AR-6	FILES			CAST IRON DRAIN PIPE	RAILING TYPE B ₃ OR C ₁	CAST IRON GRATES, SIGNS & FITTINGS	B BORROW FOR STR. BACKFILL	ANCHOR PLATES MK-AP-3	B BORROW	
	SUBSTR.	SUPERSTR.	ABOVE FTG.	IN FTG.	CU. YDS.	LIN. FT.	LBS.	LBS.				UNTREATED TIMBER	TREATED TIMBER	STEEL BEARING CON.							STEEL BEARING
SUB-STRUCTURE																					
BENT NO. 1	55.3						4,966														
PIER NO. 2	47.3		57.3	44.3			11,367														
PIER NO. 3	47.3		54.2	40.9			11,720														
BENT NO. 4	52.2						4,287														
SUPERSTRUCTURE		362.4					89,150	450,250													
TOTALS	202.1	362.4	116.5	85.2			124,507	450,250	14	62			57,148	544.5					14		6,363

ITEM	DESCRIPTION	UNIT	QUANTITIES	
			BRIDGE	FILE
1	Concrete, Class A in Superstructure	Cu. Yds.	202.1	
2	Concrete, Class A in Substructure	Cu. Yds.	362.4	
3	Concrete, Class B above Footings	Cu. Yds.	116.5	
4	Concrete, Class B in Footings	Cu. Yds.	85.2	
5	Concrete Railing			
6	Reinforcing Steel	Pounds	124,507	
7	Structural Steel	Lump Sum	1	
8	Concrete Structural Members	Lump Sum	1	
9	Anchor Plates (MK-AP-1)	Each	14	
10	Bronze Plates	Pounds		
11	Cast Iron, Drain Pipe, Inch	Pounds		
12	Cast Iron, Grates, Basins and Fittings	Pounds		
13	Railing (Type B ₃ or C ₁)	Lbs. Ft.	544.5	
14	Anchor Rods (MK-AR-6)	Each	62	
15	Anchor Plates (MK-AP-3)	Each	14	
16	Timber Piles, Furnished, Treated	Lin. Ft.		
17	Timber Piles, Driven, Treated	Lin. Ft.		
18	Pile Sheets, Furnished & Driven (")	Lin. Ft.		
19	Steel H Piles, Furnished & Driven (HP 10x42)	Lin. Ft.	1,486	
20	Furnishing Equipment for Driving Piles	Lump Sum		
21	Wet Excavation	Cu. Yds.	280	
22	Foundation Excavation (Unclassified)	Cu. Yds.		
23	Waterway Excavation	Cu. Yds.	16,172	
24	Common Excavation	Cu. Yds.	25,426	
25	Borrow	Cu. Yds.	38,122	
26	B Borrow for Structure Backfill	Cu. Yds.		
27	B Borrow	Cu. Yds.	6,363	
28	Expansion Joint, Preformed (")	Lin. Ft.		
29	Concrete Pavement, Reinforced Cement (10 ")	Sq. Yds.	173.3	
30	(Type P) Compacted Aggregate for Base	Tons	3,027.4	
31	Calcium Chloride	Tons	2.1	
32	Removal of Present Structure	Each		
33	Concrete Pavement Removal	Sq. Yds.	7,379	
34	Construction Signs, (Type A)	Each	12	
35	Construction Signs, (Type B)	Each	6	
36	Standard Barricades (Type III)	Each	2	
37	Standard Barricades (Type B)	Each	2	
38	R/W Markers	Each	46	
39	Stipewall	Sq. Yds.		
40	Riprap	Sq. Yds.	125	
41	Concrete, Class A in Structures	Cu. Yds.		
42	Sodding	Sq. Yds.	4309	
43	Mulched Seeding	Sq. Yds.		
44	Bituminous Surface	Tons	469.6	
45	Bituminous Binder	Tons	1221.7	
46	Bituminous Base	Tons	3,672.8	
47	Bituminous Material for Approaches	Tons	197.3	
48	Bituminous Material for Prime Coat	Tons	17.3	
49	Bituminous Material for Seal Coat	Tons	11.2	
50	Bituminous Material for Tack Coat	Tons	3.1	
51	Covering Aggregate	Tons	85.3	
52	Paved Side Ditch (Type "A")	Lft.	3412	
53	Paved Side Ditch (Type "G")	Lft.	35	
54	Guard Rail (Type "B")	Lft.	2417	
55	Guard Rail (Type "G")	Lft.	408	
56	Monument (Type "B")	Each	2	
57	Monument (Type "C")	Each	1	
58	Seed Mixture	Lb.	1537	
59	Mulch Material	Ton	432	
60	Fertilizer	Ton	8.7	
61	Agricultural Limestone	Ton	10.9	
62	Delineator Posts	Each	4	
63	Group "K" Pipe For Underdrain 6" (C.S.-6a.18)	Lft.	4,449	
64	F.B.C.C.S. Pipe 6" (3a.18)	Lft.	178	
65	F.B.C.C.S. Pipe 6" (Ga.18)	Lft.	100	
66	Group "D" Pipe 8"	Lft.	150	
67	Group "L" Pipe 10"	Lft.	220	
68	Group "A" Pipe 12" (F.B.C.C.S.-6a.16)	Lft.	64	
69	Group "A" Pipe 15" (F.B.C.C.S.-6a.16)	Lft.	228	
70	Group "A" Pipe 30" (F.B.C.C.S.-6a.16)	Lft.	50	
71	Group "D" Pipe 12" (C.S.-16Ga.)	Lft.	216	
72	Gr. G-2 Pipe (4.15 Ft. Min. Area) (F.B.C.C.S. Pipe Arch-162)	Lft.	26	
73	Gr. G-3 Pipe (4.15 Ft. Min. Area) (F.B.C.C.S. Pipe Arch-166)	Lft.	60	
74	Pipe Culvert End Sections (12')	Ea.	18	
75	Pipe Culvert End Sections (15')	Ea.	4	
76	Pipe Culvert End Sections (4' SE Min. Area)	Ea.	4	
77	Aggregate for Underdrains	Cu. Yds.	400	

STRUCT. NO.	LOCATION	APPROACH		STRUCTURES					REMARKS
		DESCRIPTION	KIND	LENGTH LIN. FT.	CONCR. CL. IN STRS. CU. YDS.	REINF. STEEL LBS.	B BORROW FOR STR. BACKFILL CU. YDS.	PIPE END SEC. EACH	
TOTALS									Total of Reinforcing Steel Carried to "Structure Quantities"

ITEM	UNIT	QUANTITY	BARRICADES, BARRIERS, TRAFFIC SIGNS AND LIGHTS	
			ASSEMBLY	BRIDGE FILE
CONSTRUCTION SIGNS TYPE A	EACH	12	Signs XW-1 Signs XW-2 Signs XW-3 Signs XM-2 Signs W-4B, W-35A (20 M.P.H.)	
STANDARD BARRICADES TYPE III	EACH	2	Torches Barricades (Type A) Signs XR-1 Signs M-20A	
STANDARD BARRICADES TYPE B	EACH	2	Lanterns Barricades (Type B) Signs XR-1	
CONSTRUCTION SIGNS TYPE B	EACH	6	Lanterns Signs W-11 Signs W-35A	
SUITABLE BRIDGE BARRIERS	EACH	*	Suitable Barriers Lanterns or Torches	
CONSTRUCTION IDENTIFICATION SIGNS	EACH	2	Signs XM-6 Signs XM-7 Signs XM-8	2

(1) Includes 153 Tons for Temp. Seeding
 (2) Includes 31 Tons for Temp. Seeding
 (3) Includes 39 Tons for Temp. Seeding

SUMMARY (CONT.)

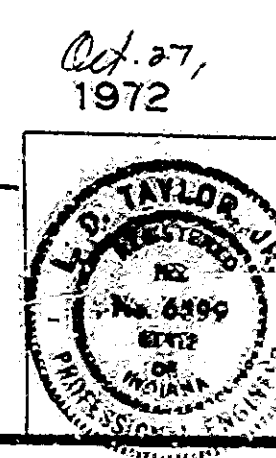
ITEM	DESCRIPTION	UNIT	QUANTITY
78	Temporary Seed Mixture	Lbs.	842
79	Water	M.G.	120
80	Revetment Riprap	Ton	1465
81	Settlement Plates	Ea.	2
82	Piezometer	Ea.	2
83	47 Inch Fence, Farm Field	Lft.	850

INDIANA STATE HIGHWAY COMMISSION

PROJECT: F-134 (5) SHEET. 27 of 79
 CONTRACT NO: F-9238
 BRIDGE FILE: 54-28-6005

Submitted for Approval: *[Signature]*

Rev. 10-30-72 (AmG) 14, 29, 40, 42, 54, 55, 59, 60, 61, 63, 64, 65, 68 thru 73; Item 20 Deleted; Items 78 thru 83 Added.



ND STR

12-10-50-72 J.J.W.

JUNE 1, 1969

NOTES:
 For Test Bar Samples See Bridge Standard C1.
 * Not a Pay Item. Place as directed by the Engineer.
 * W-35A' safe speed to be determined by the Engineer.
 Directional, Advisory or Warning Signs shall be right hand or left hand as the location of the sign requires.

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

SUMMARIZED: W.O.M. CK'D. K.L.M.
 TRACED: W.O.M. CK'D. K.L.M.