

R-22927

PROJECT	DESIGNATION
IM/74-2(093)65	9305000
CONTRACT	BRIDGE FILE
	I-74-72-4440C

INDEX				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
I-74-72-4440C	CONTINUOUS COMPOSITE STEEL I-BEAM TWIN STRUCTURES	14783.2 @ 29566. 14783 40'40'30" LT.	I-465	26+026.11

SHEET NO.	SUBJECT
1	TITLE AND INDEX SHEET
2	GENERAL PLAN
3	GENERAL PLAN DETAILS
4	BENT NO. 1 (EB) & BENT NO. 5 (WB) DETAILS
5	BENT NO. 1 (WB) & BENT NO. 5 (EB) DETAILS
6	WING WALL DETAILS AND BILL OF MATERIALS
7	PIERS NO. 2 (EB & WB) DETAILS
8	PIERS NO. 3 (EB & WB) DETAILS
9	PIERS NO. 4 (EB & WB) DETAILS
10	PIERS NO. 2, 3 & 4 BILL OF MATERIALS
11	BEARING ASSEMBLY DETAILS
12	FRAMING PLAN
13	DIAPHRAGM AND SPLICE DETAILS
14	COLLISION WALL AND SLOPEWALL DETAILS
15	SUPERSTRUCTURE REINFORCING DETAILS
16	SUPERSTRUCTURE DETAILS AND BILL OF MATERIALS
17	APPROACH SLAB DETAILS AND BILL OF MATERIALS
18	SCREED TABLE - EASTBOUND
19	SCREED DETAILS - EASTBOUND
20	SCREED TABLE - WESTBOUND
21	SCREED DETAILS - WESTBOUND
22	BRIDGE SUMMARY

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

FOR SPANS OVER 6.1 METERS

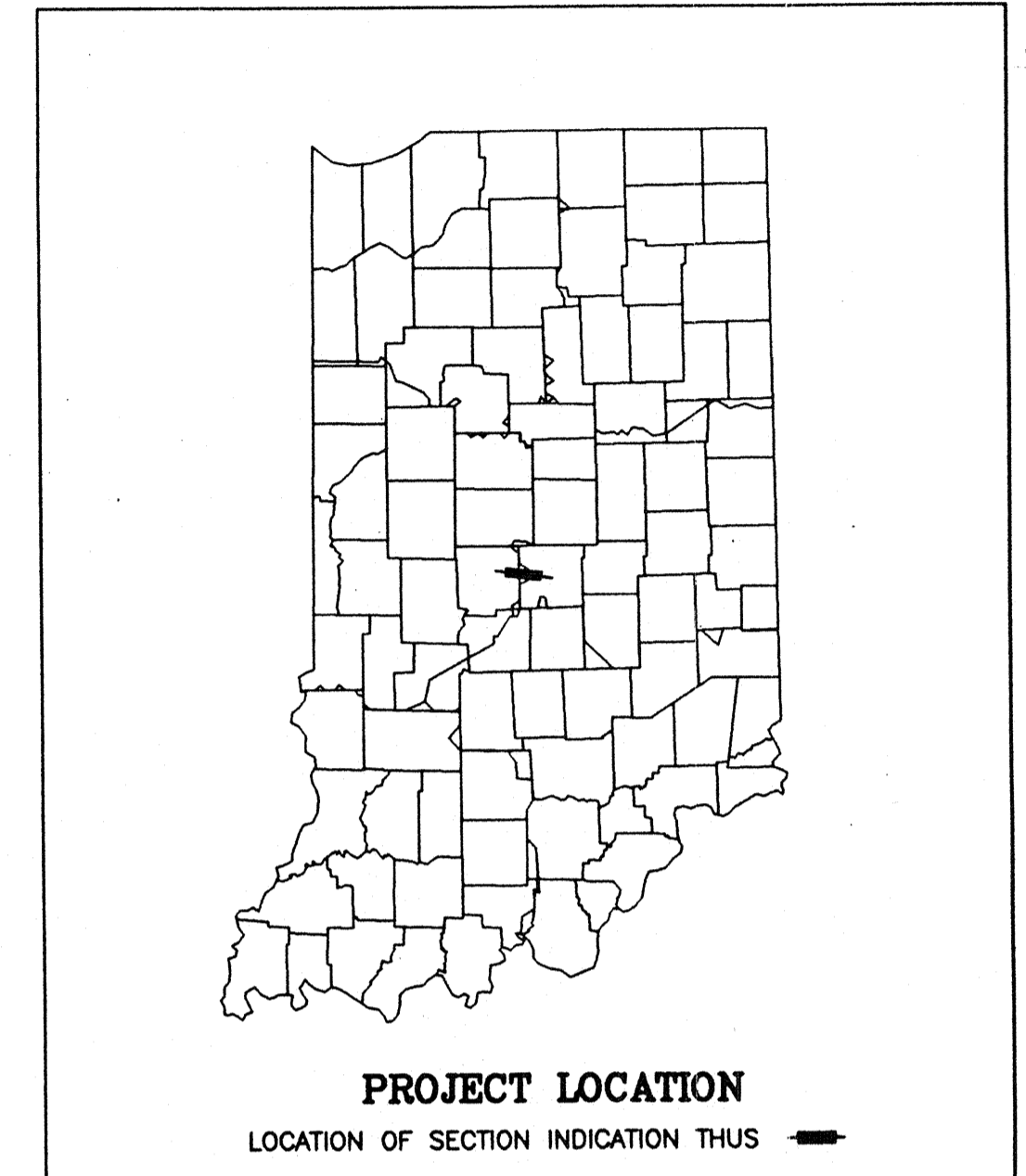
ON
I-74

PROJECT NO.

IM/74-2(087)65 P.E.
R/W
IM/74-2(093)65 CONST.
UTIL.

TRAFFIC DATA	
A.A.D.T. 1998	26,560 V.P.D.
A.A.D.T. 2018	38,230 V.P.D.
D.H.V.	V.P.H.
DIRECTIONAL DISTRIBUTION	%
TRUCKS	% D.H.V. % A.A.D.T.

DESIGN DATA	
DESIGN SPEED	80 K.P.H.
PROJECT DESIGN CRITERIA	
FUNCTIONAL CLASSIFICATION	Interstate Freeway
RURAL/URBAN	RURAL
TERRAIN	
ACCESS CONTROL	Limited

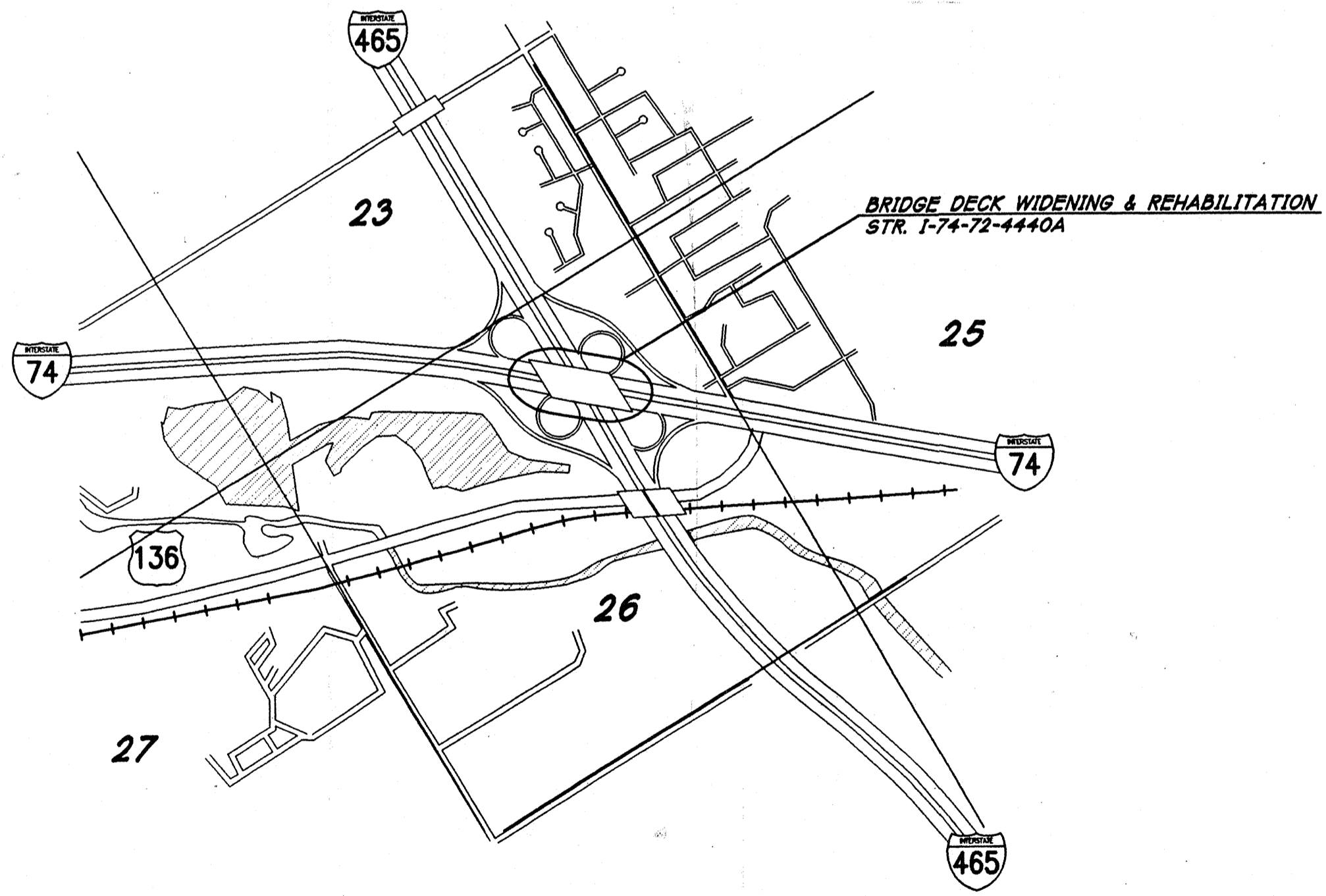


BRIDGE DECK WIDENING AND REHABILITATION TO STRUCTURE NO. I-74-72-4440C
OVER I-465, IN WAYEN TOWNSHIP, MARION COUNTY, INDIANA.

PART 2 OF 3

R-22927

STANDARD DRAWING INDEX				
SHEET NO.	SHEET DESIGNATION	SUBJECT	FHWA APPROVAL	ADOPTED REVISION
		SEE SPECIAL PROVISIONS FOR LIST OF STANDARD DRAWINGS TO BE USED WITH THIS CONTRACT.		



LEGEND	
BRIDGE LENGTH :	0.091 KM.
ROADWAY LENGTH :	KM.
TOTAL LENGTH :	KM.
MAX GRADE :	+2.49 %

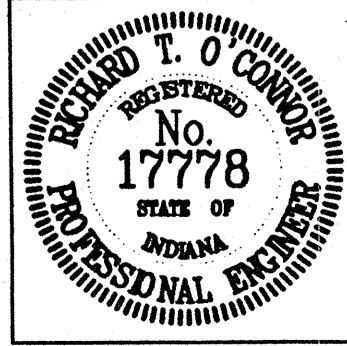
NOTE
WHENEVER IM-74-2(87)65
APPEARS ON THESE PLANS OR CONTRACT DOCUMENTS
IT SHALL BE INTERPRETED AS IM-74-2(93)65

Date: 11/28/15
Drawn: 5/22/1996
Scale: 1"=100'
Title: R-22927
Project: I-74-72-4440C-TL-DWG (ROW CORPORATION, ROW CORPORA)

REVISIONS	
DATE	SHEET NO.

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION
APPROVED: _____
DATE: _____
DIVISION ADMINISTRATOR

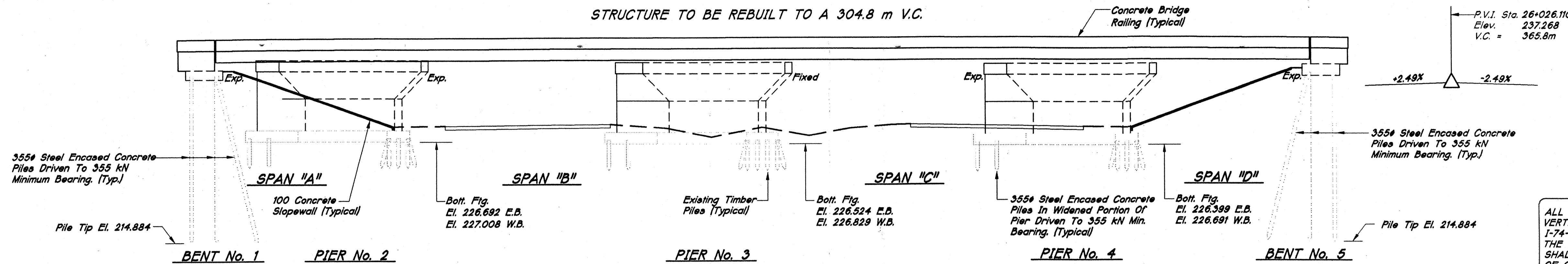
PLANS
PREPARED BY: RQAW Corporation (317) 255-6060
PHONE NUMBER
CERTIFIED BY: *Richard D. Connor* 11-18-96
DATE
APPROVED FOR LETTING: *Philip H. Kline* 11/28/96
DATE
CHIEF, DIVISION OF DESIGN



INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 1995
TO BE USED WITH THESE PLANS

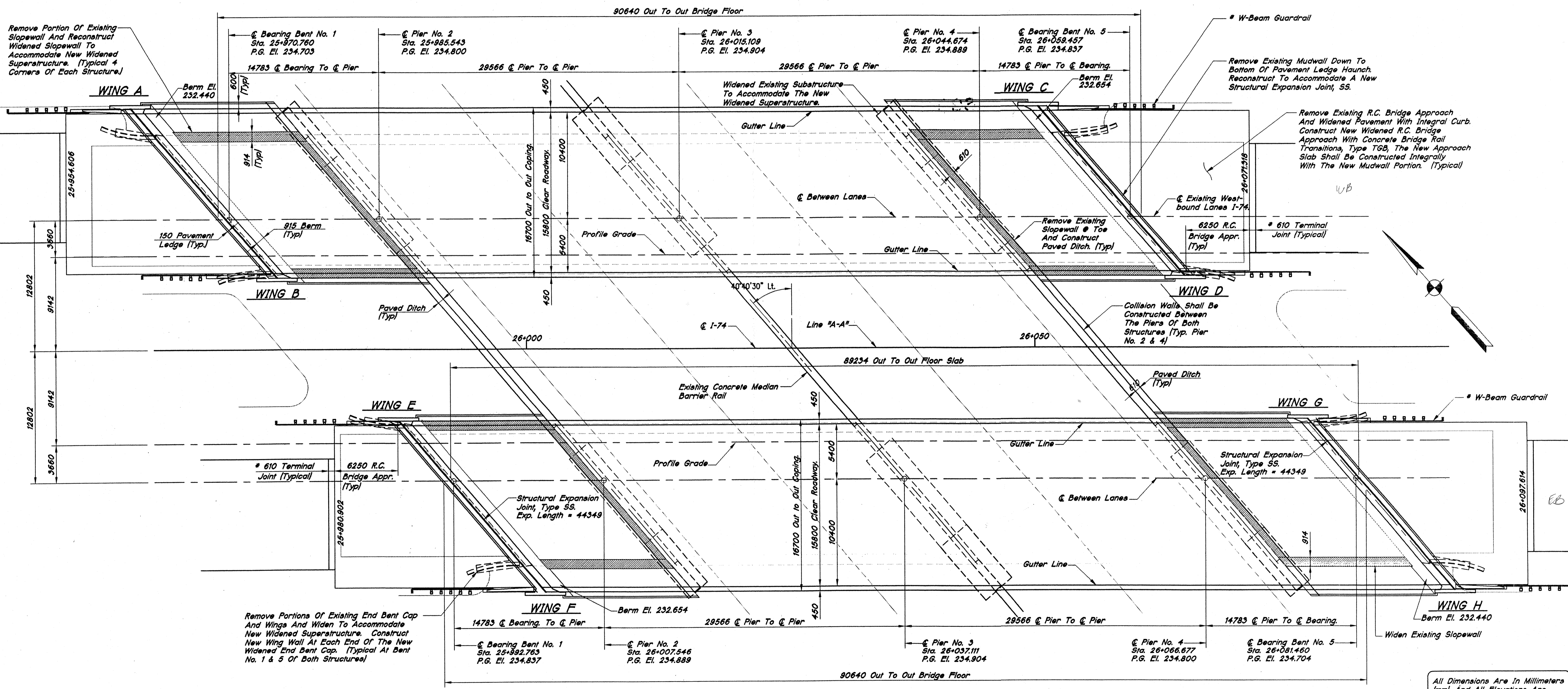
BRIDGE FILE	
I-74-72-4440C	DESIGNATION
9305000	
SHEETS	
1	of 22
CONTRACT	
R-22927	PROJECT
IM/74-2(093)65	

STRUCTURE TO BE REBUILT TO A 304.8 m V.C.



ALL ELEVATIONS WERE COMPUTED BASED ON VERTICAL CURVE DATA TAKEN FROM ROAD PLANS I-74-2(22)69. SPOT ELEVATIONS WERE TAKEN ON THE EXISTING SUBSTRUCTURES. THE CONTRACTOR SHALL VERIFY VERTICAL CURVE DATA AND TOP OF CAP ELEVATIONS PRIOR TO BEGINNING CONSTRUCTION. NOTIFY THE ENGINEER OF ANY DISCREPANCY.

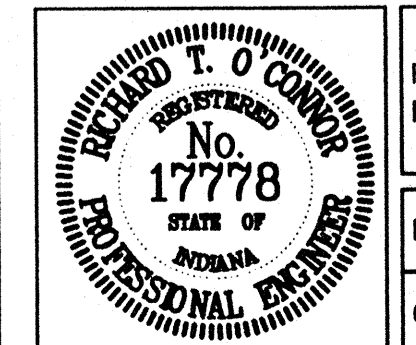
ELEVATION
SCALE: 1 : 200
All Stationing and Elevations Have Been Derived From the Original Contract Plans. (Bridge File I-74-72-4440)



All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

PLAN
SCALE: 1 : 200

Date: 8/17/96
Scale: 1:200
Drawing File: I-74-72-4440-001
Job: I-74-72-4440



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-2-96
DESIGN ENGINEER DATE
DESIGNED: AMP DRAWN: REM
CHECKED: RJS CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION
GENERAL PLAN
STRUCTURE I-74-72-4440C

HORIZONTAL SCALE AS SHOWN	BRIDGE FILE I-74-72-4440C
VERTICAL SCALE AS SHOWN	DESIGNATION 9305000
SURVEY BOOK	SHEETS 2 of 22
CONTRACT R-2292	PROJECT IM/74-2(087)65

GENERAL NOTES:

Plans For The Existing Structure Are On File In The Bridge Department At The Indiana Department Of Transportation As Bridge Files: I-74-72-4440, I-74-72-4440A, And I-74-72-4440B, Are Available Upon Request.

For Traffic Maintenance Information See Road Plans.

Where New Work Is To Be Fitted To Old Work, The Contractor Shall Check All Dimensions And Conditions In The Field And Report Any Errors Or Discrepancies To The Engineer And Assume Responsibility For Their Correctness And The Fit Of The New Part To Old.

Reinforcing Steel Covering Shall Be 65mm In Top And 25mm Min. In Bottom Of Floor Slab And 50mm In All Other Parts Unless Noted.

Continuous Concrete Pours Shall Be Required Between Construction Joints As Shown On The Detail Plans.

For Concrete Removal Equipment, See Article 202.03(b) Of The Standard Specifications.

Concrete In Superstructure And Railings To Be Class "C".

Concrete In Pier Footing To Be Class "B".

Concrete Above Pier Footings To Be Class "A".

Concrete In End Bents And Wingwalls To Be Class "A".

Chamfer Exposed Edges 25mm Unless Noted.

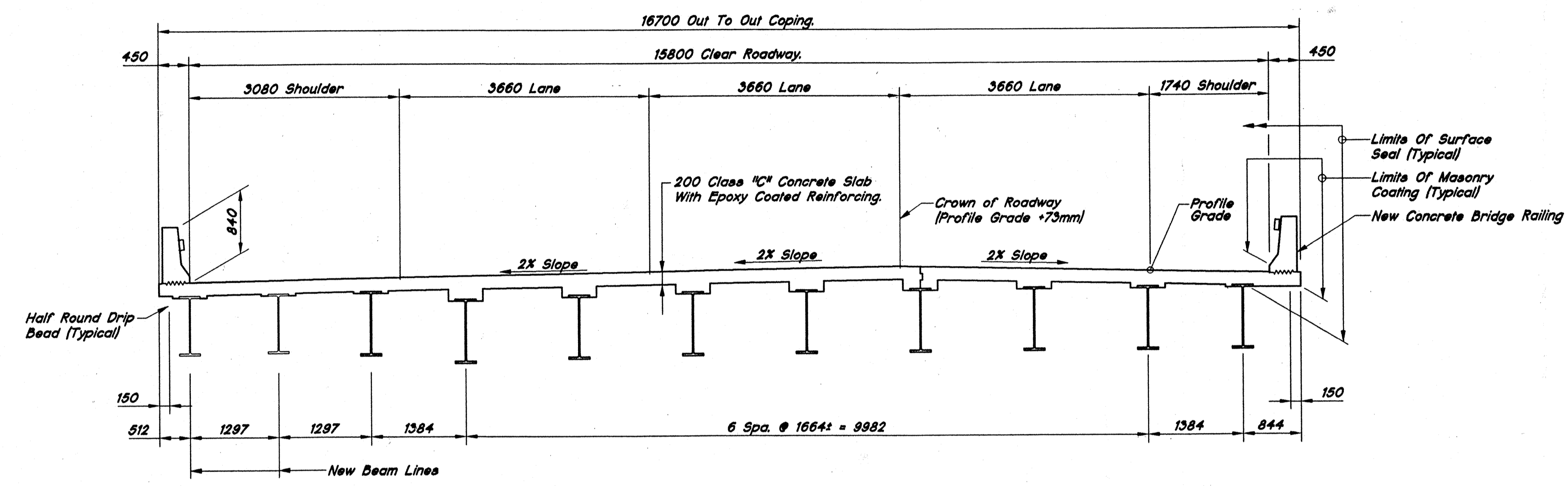
Seal All Exposed Concrete Surfaces, As Noted On Plan, With An Approved Sealer. See Supplemental Specifications Section 709.05.

DESIGN DATA:

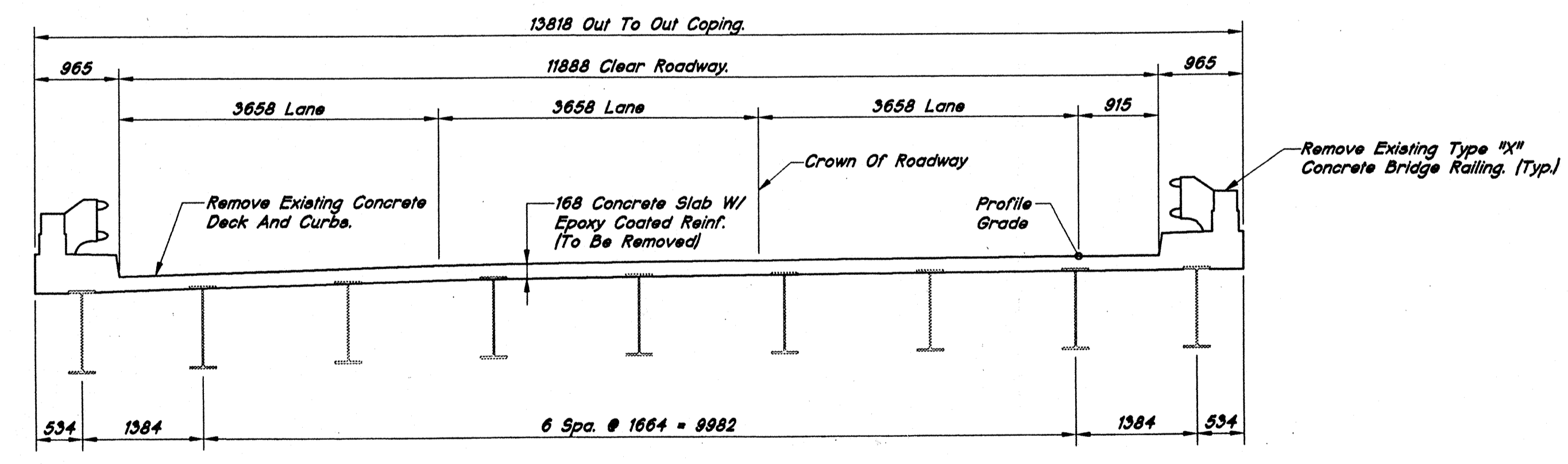
Allowable Design Stresses: Class A Concrete $f_c = 24$ MPa.
Class B Concrete $f_c = 21$ MPa.
Class C Concrete $f_c = 27$ MPa.
Reinforcing Steel $f_y = 410$ MPa.

LIVE LOADS: HS20-44 Loading In Accordance With 1994 A.A.S.H.T.O. Specifications And Iterims, Checked For Military Loading.

DEAD LOADS: Actual Weight Plus 1.7 kN/m² (Composite) For Future Wearing Surface.



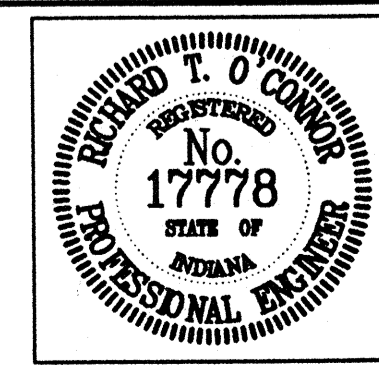
PROPOSED SECTION (WB)
SCALE: 1 : 50
(E.B.L. Same By Opposite Hand)



EXISTING SECTION (WB)
SCALE: 1 : 50
(E.B.L. Same By Opposite Hand)

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

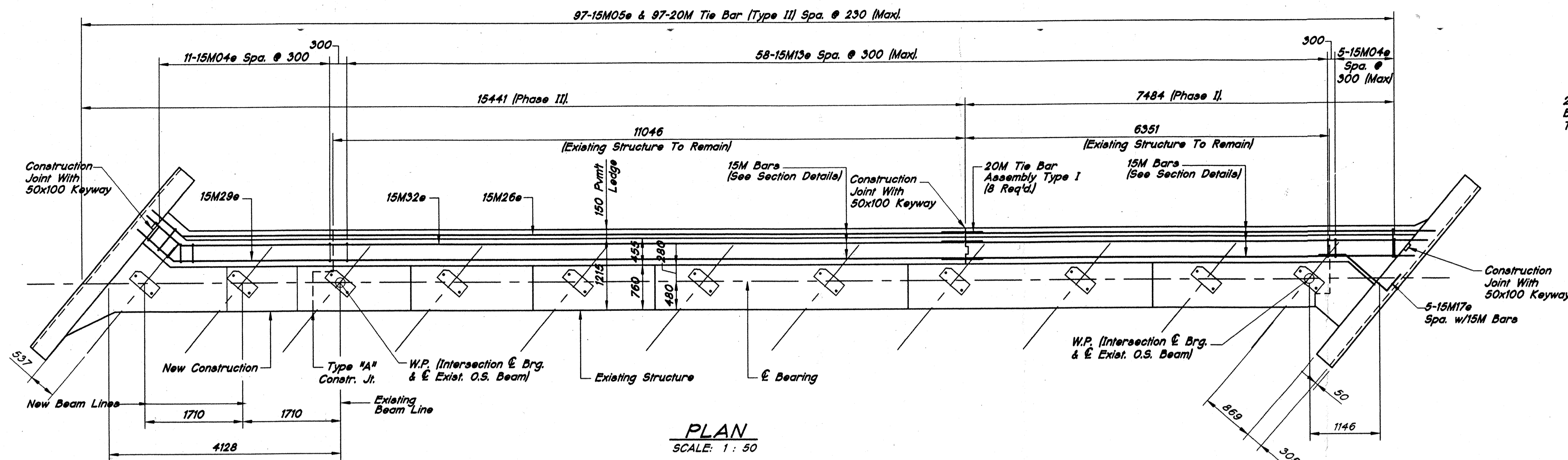
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XREF: 4440-SEC, BC-SEC, MT-DATA, 4440-MS1



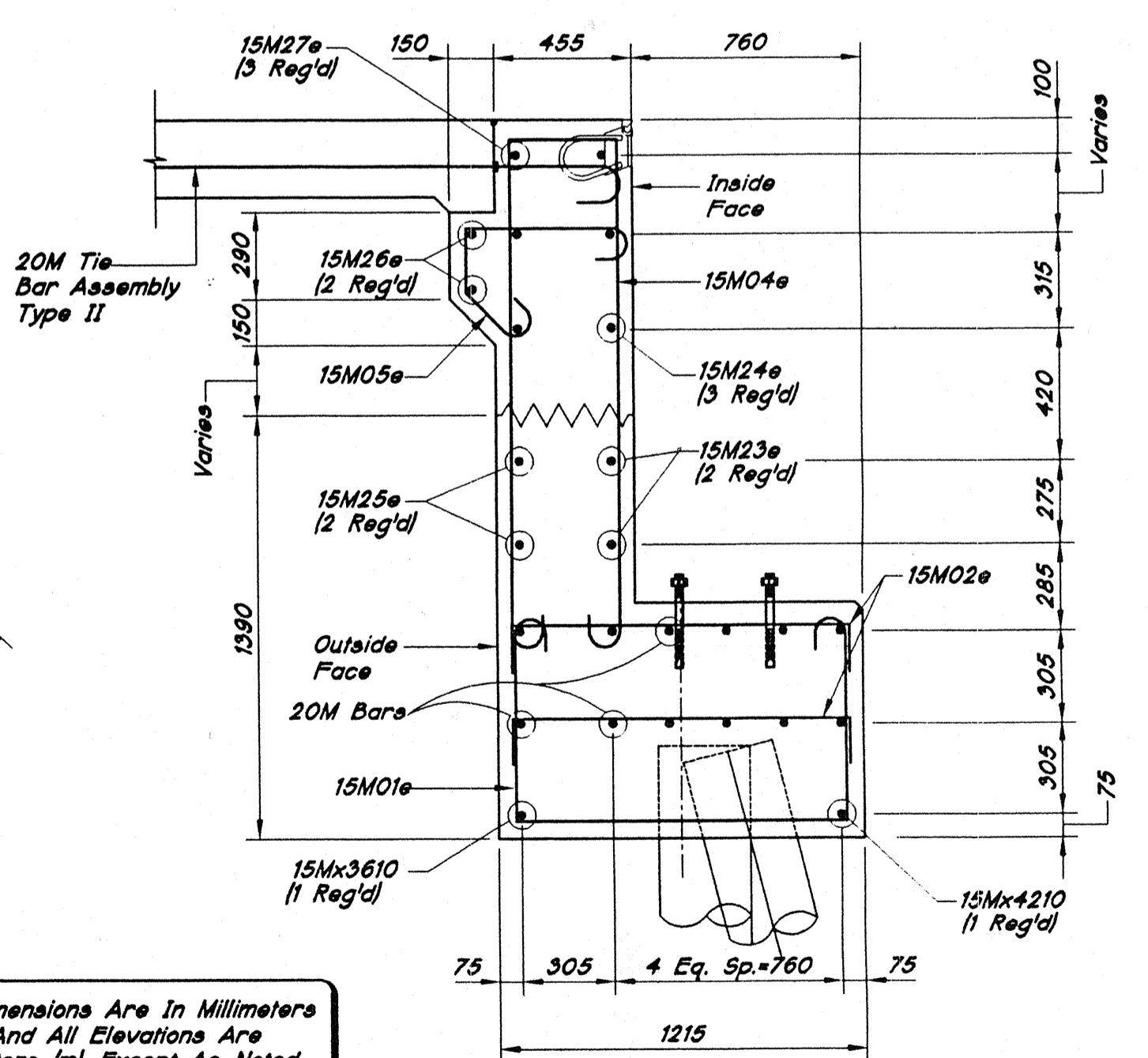
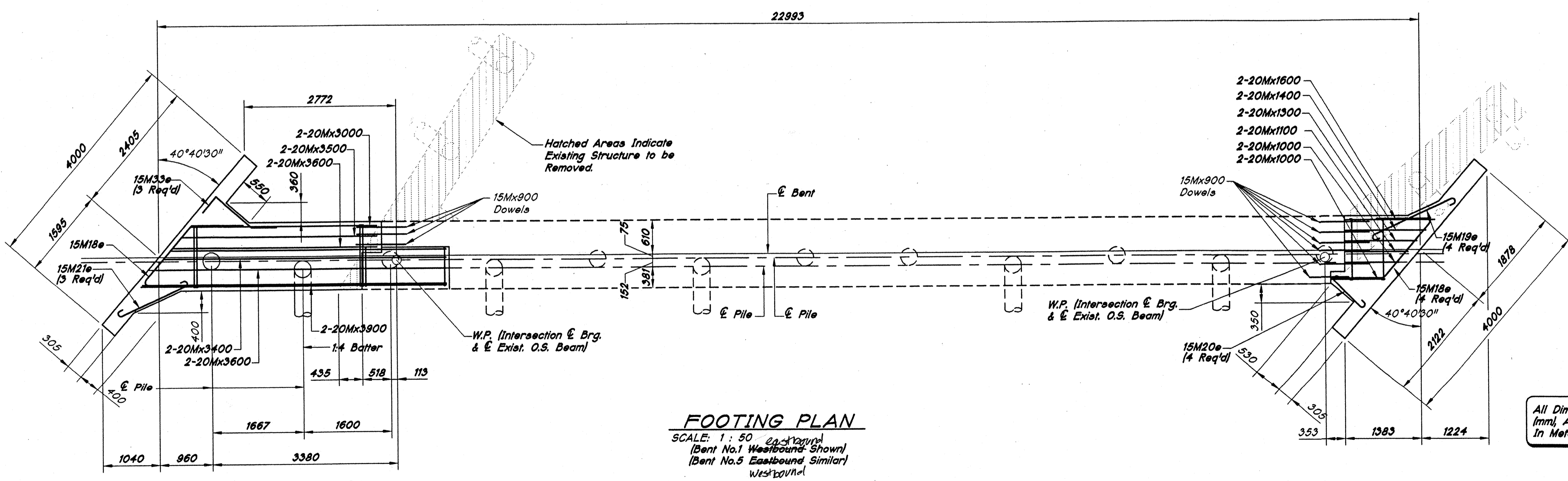
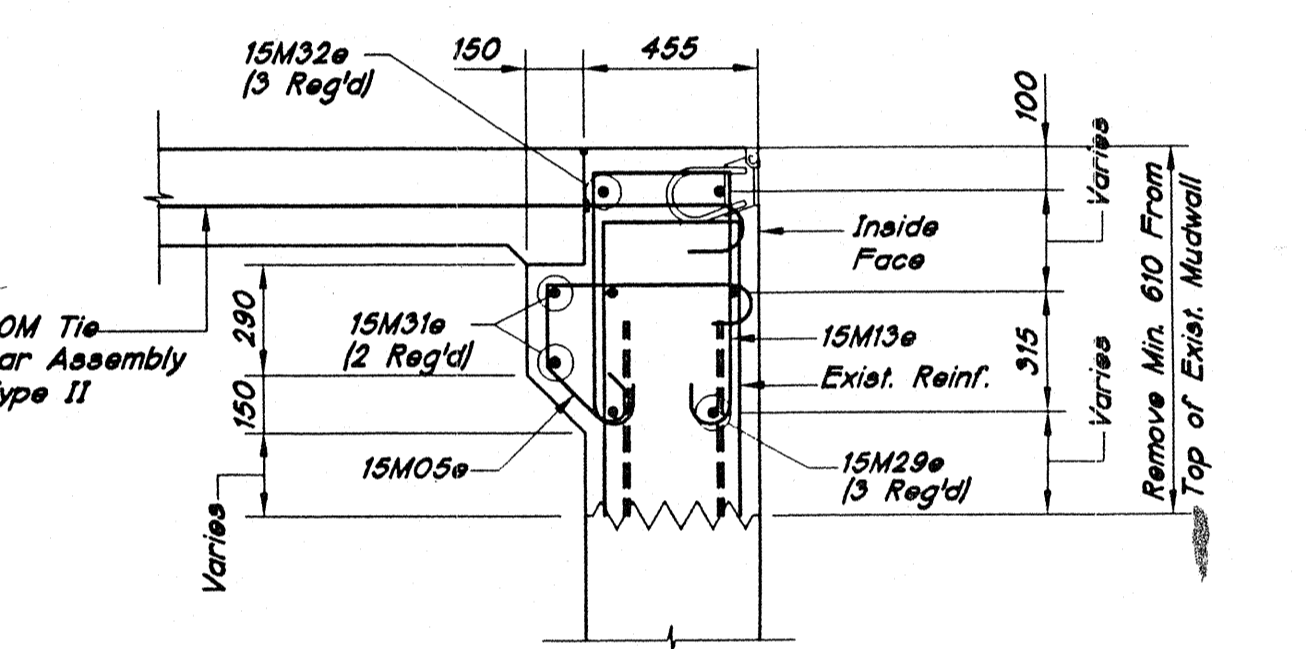
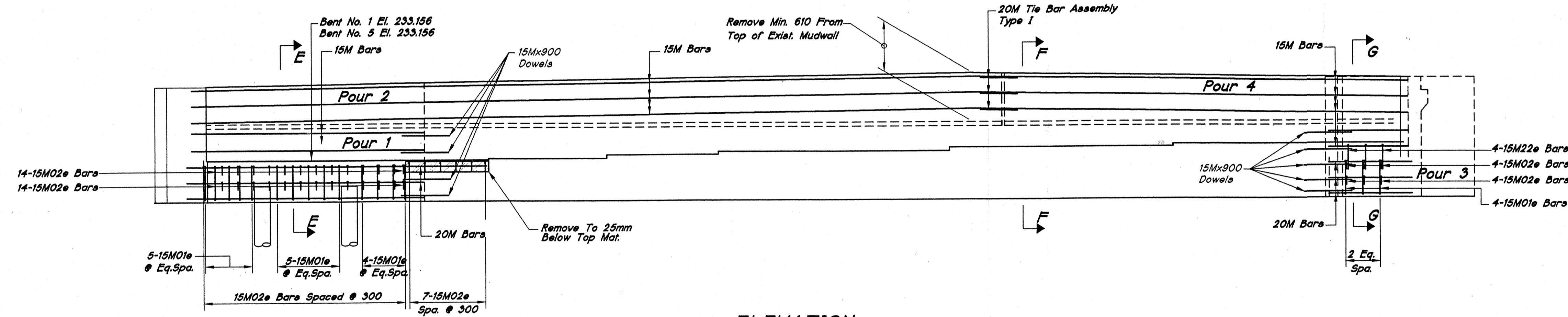
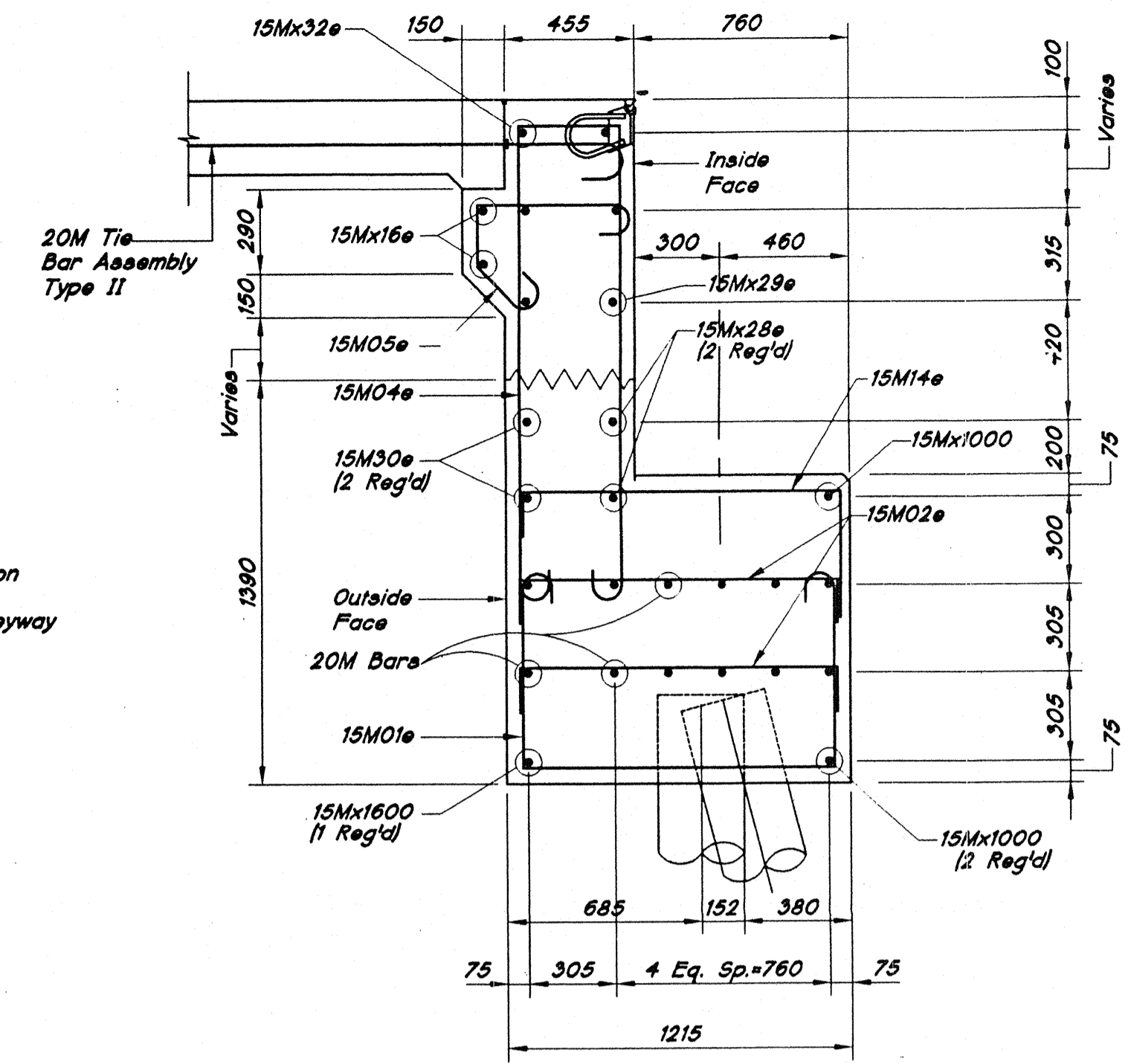
RECOMMENDED FOR APPROVAL	<i>Richard P. O'Connor</i>	11-12-96
DESIGNED:	AMP	DRAWN: REM
CHECKED:		CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION
GENERAL PLAN DETAILS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440C
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	3 of 22
CONTRACT	PROJECT
R-22927	1M/74-2(087)65

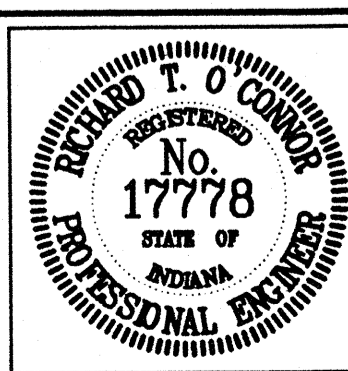


See Bearing Assembly Details For Anchor Plate Locations Sheet II.



All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

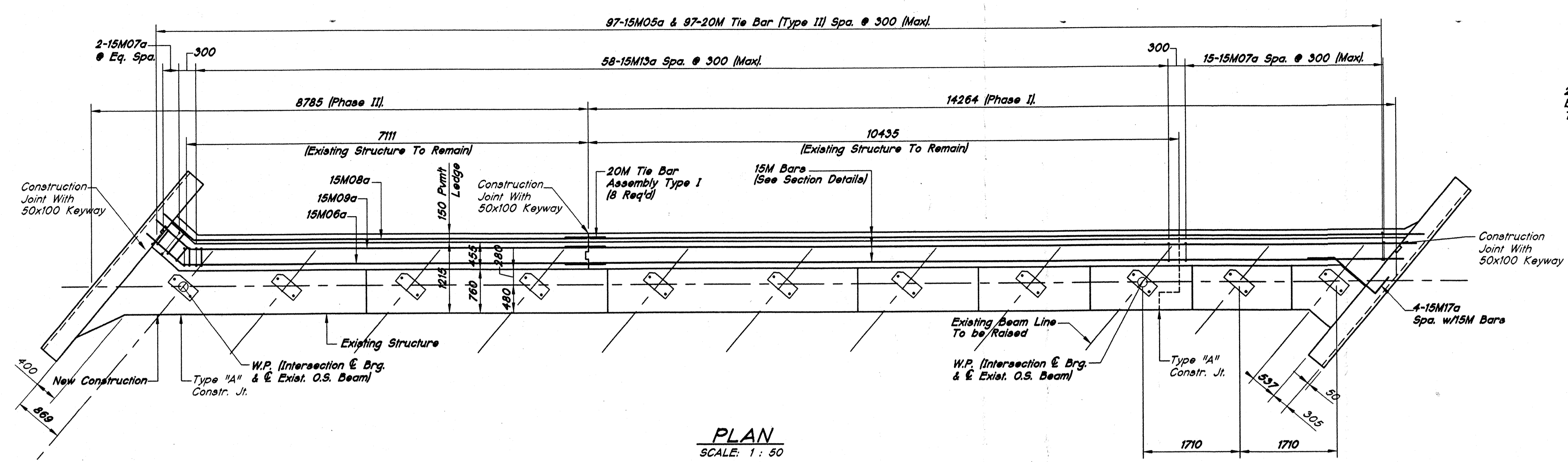
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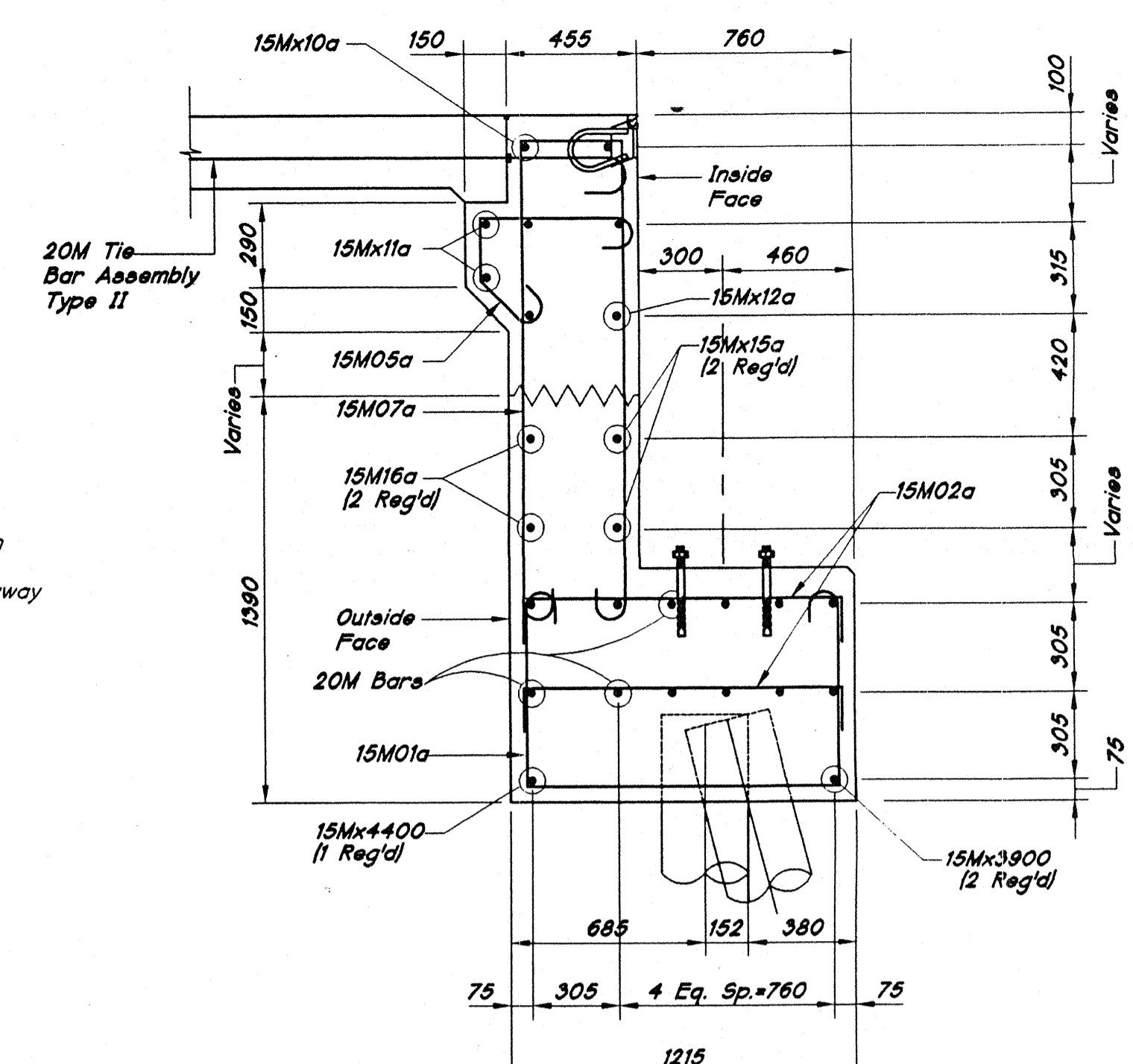
RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-12-96
 DESIGN ENGINEER DATE
 DESIGNED: AMP DRAWN: REM
 CHECKED: RTO CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION
 BENT NO. 1 (EB) & BENT NO. 5 (WB) DETAILS

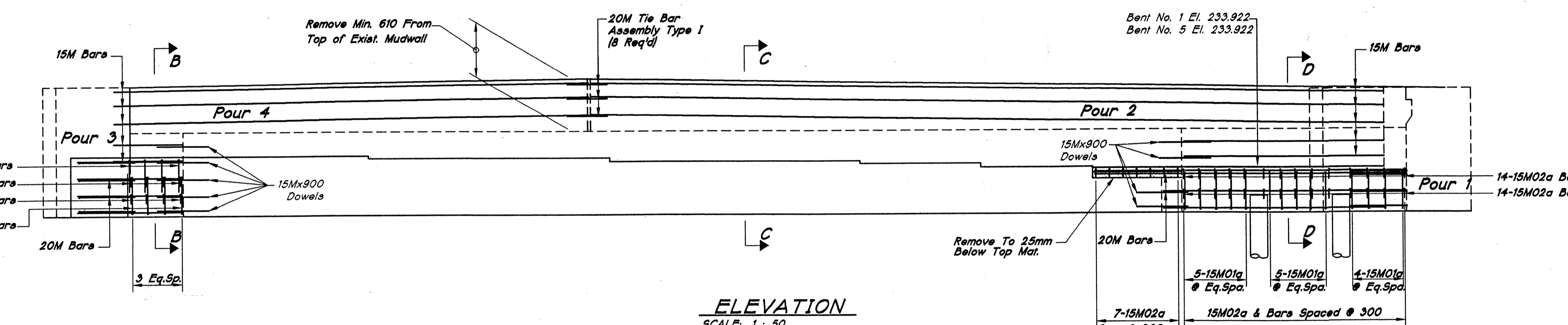
HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	4 of 22
CONTRACT	PROJECT
R-22927	IM/74-2(087)85



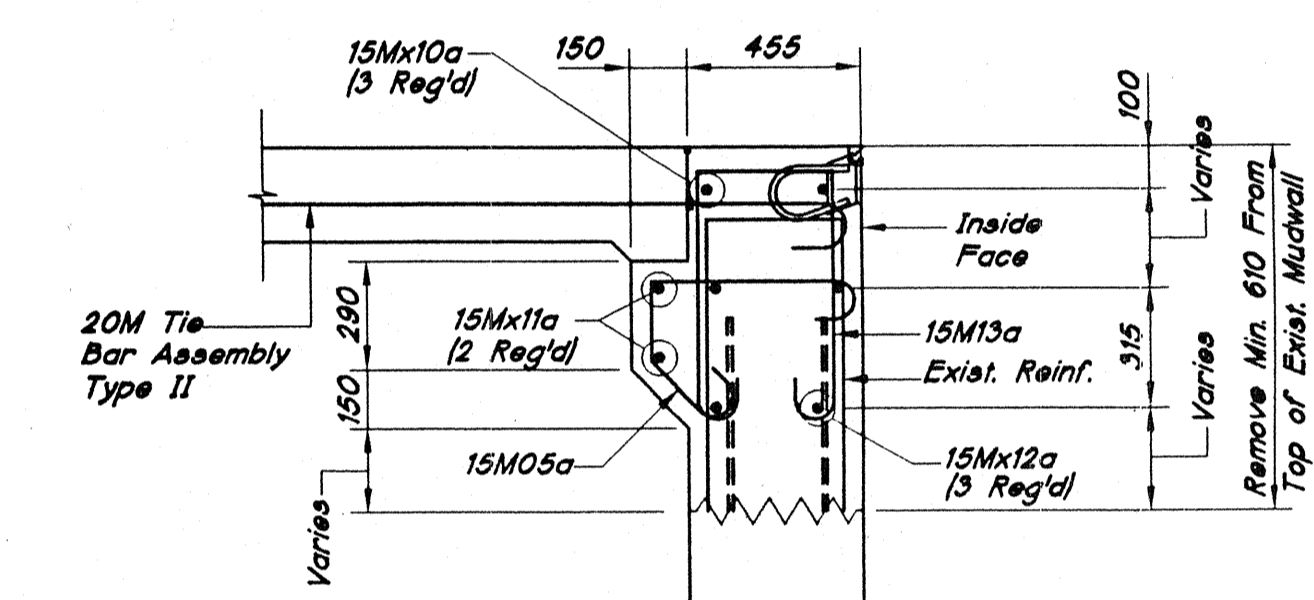
PLAN
SCALE: 1:50



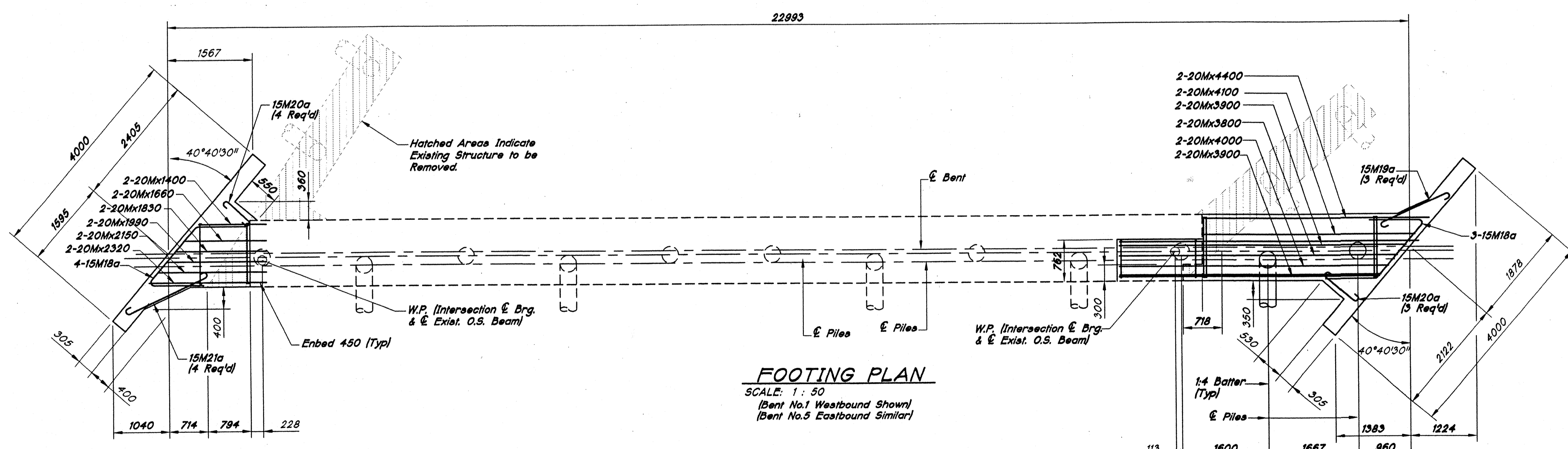
SECTION D-D
SCALE: 1:20



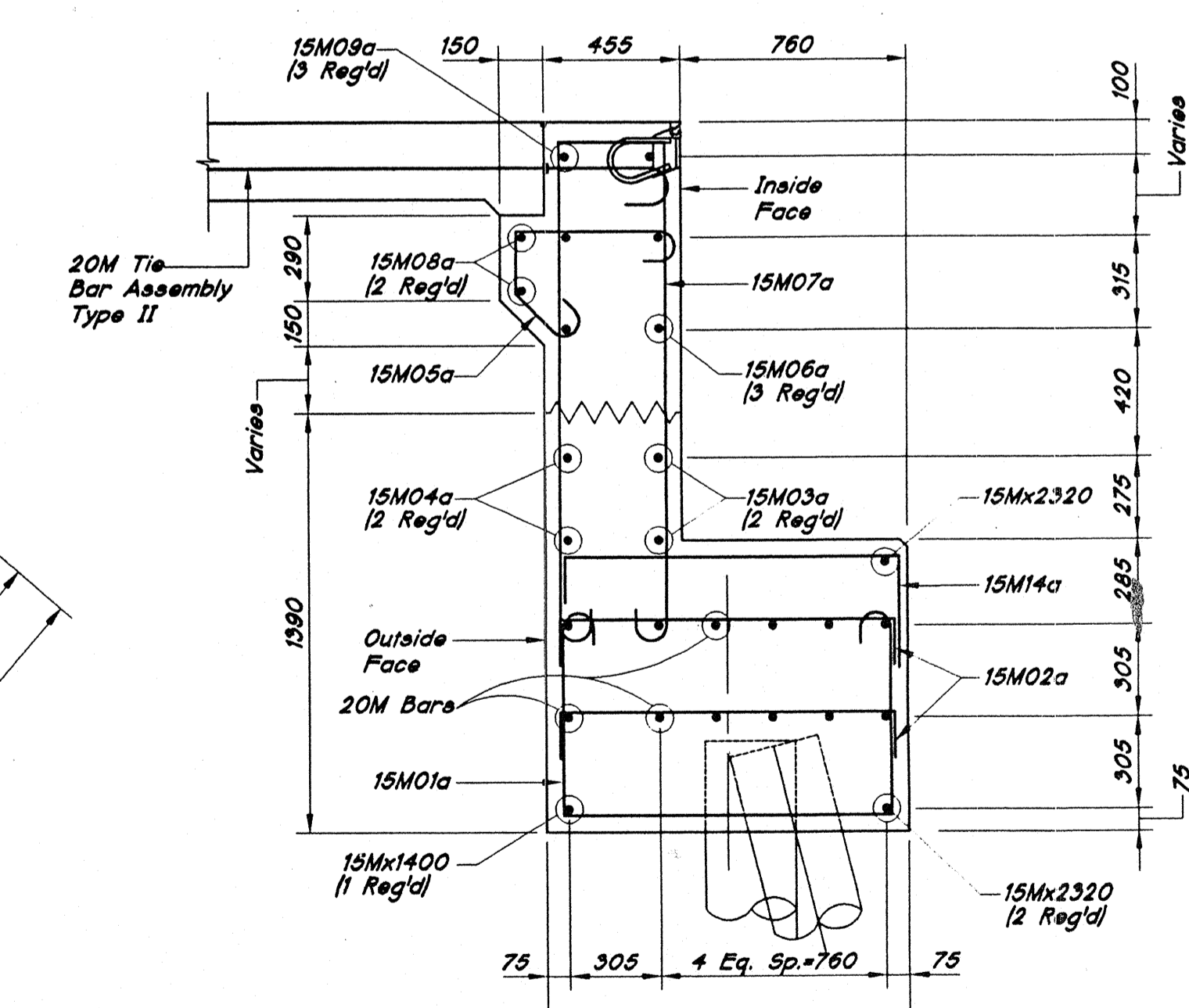
ELEVATION
SCALE: 1:50



SECTION C-C
SCALE: 1:20



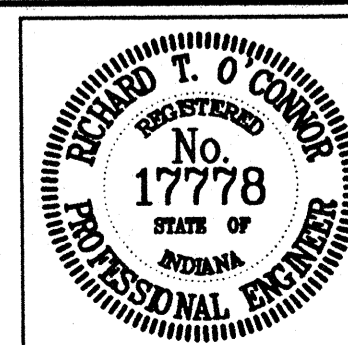
FOOTING PLAN
SCALE: 1:50
(Bent No.1 Westbound Shown)
(Bent No.5 Eastbound Similar)



SECTION B-B
SCALE: 1:20

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

Time: 10:58:30
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Scale: 1:50
Drawing File: I:\FA\4057\4057-C15.DWG (ROAD CORPORATION, ROAD CORPORA)



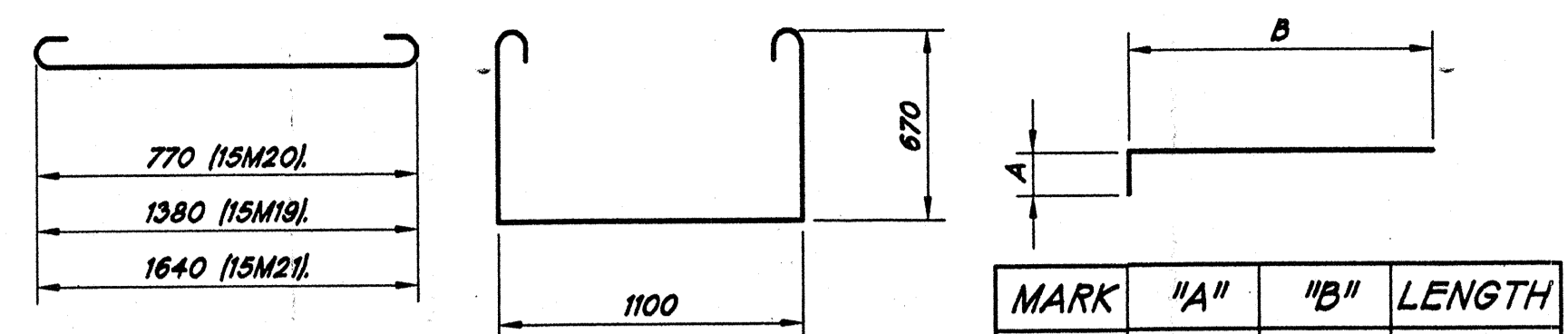
RECOMMENDED FOR APPROVAL
Richard J. Connor 11-12-96
DESIGN ENGINEER DATE
DESIGNED: AMP DRAWN: REM
CHECKED: *RTD* CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION
BENT NO. 1 (WB) & BENT NO. 5 (EB) DETAILS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	5 of 22
CONTRACT	PROJECT
R-2292	IM/74-2(087) 65

BENT NO. 1 (WB) & BENT NO. 5 (EB)
BILL OF MATERIALS
 (Quantities are for One Bent Only)

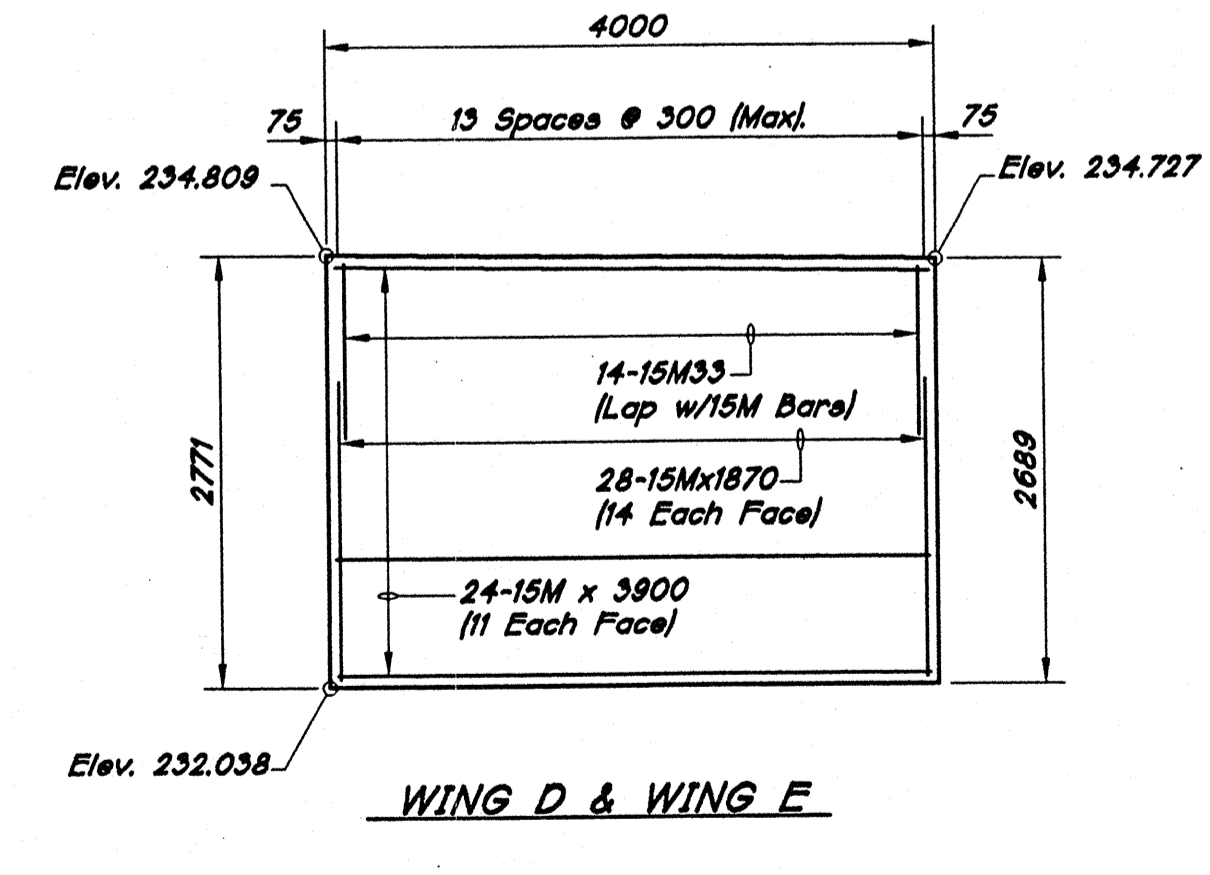
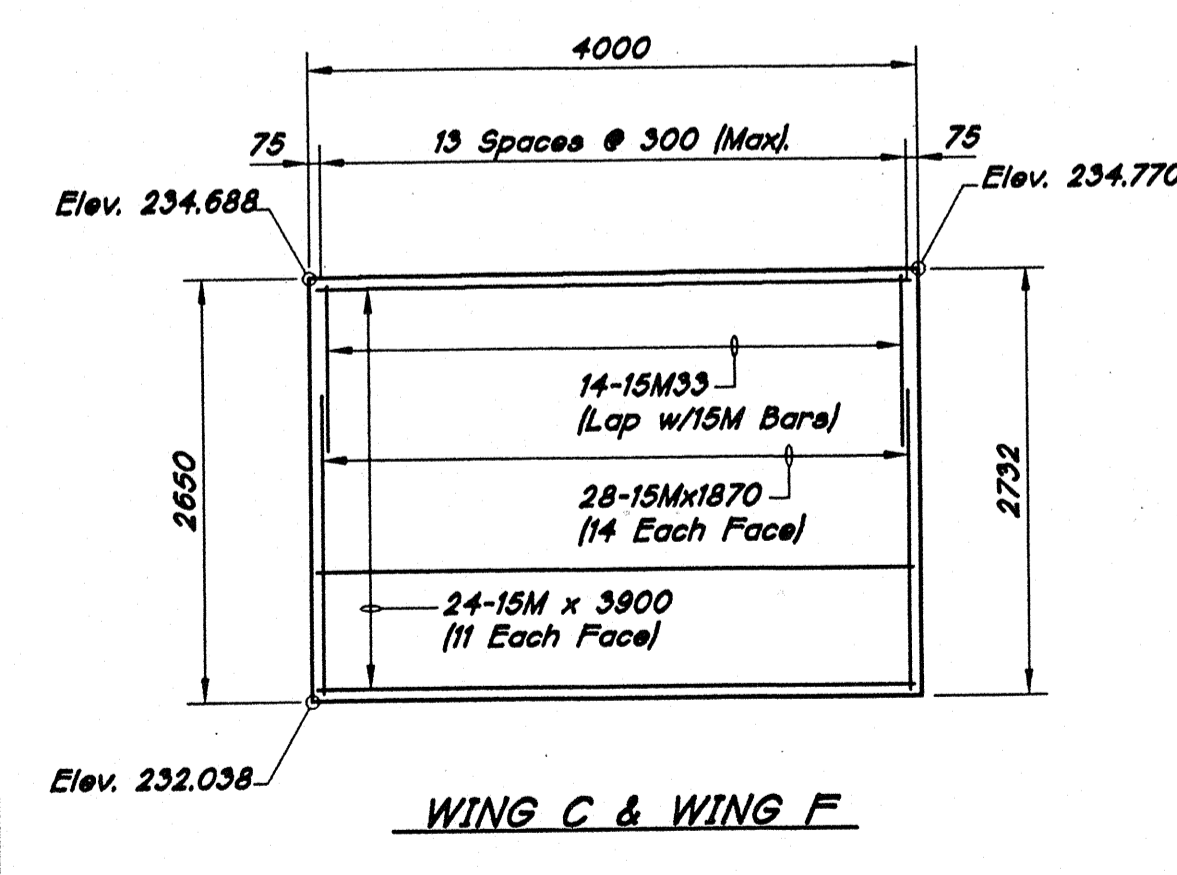
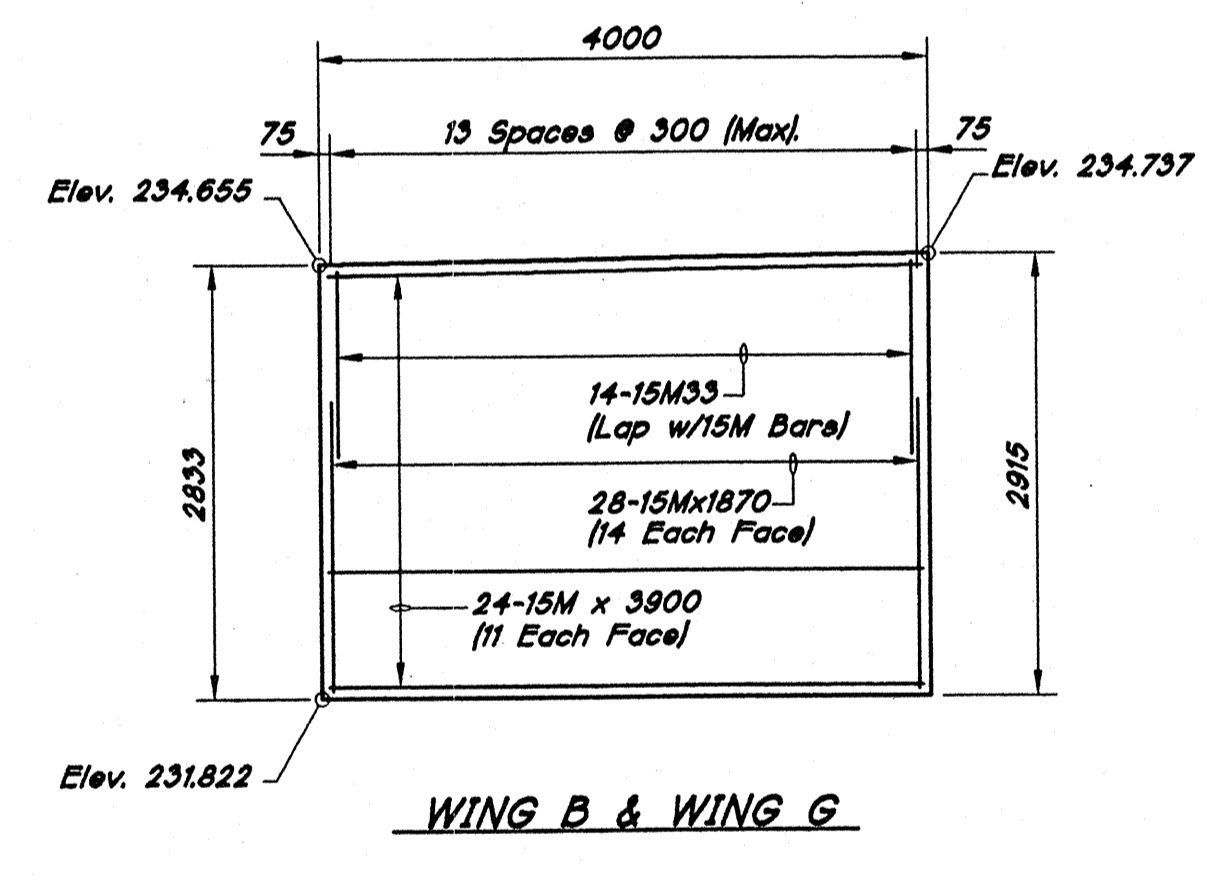
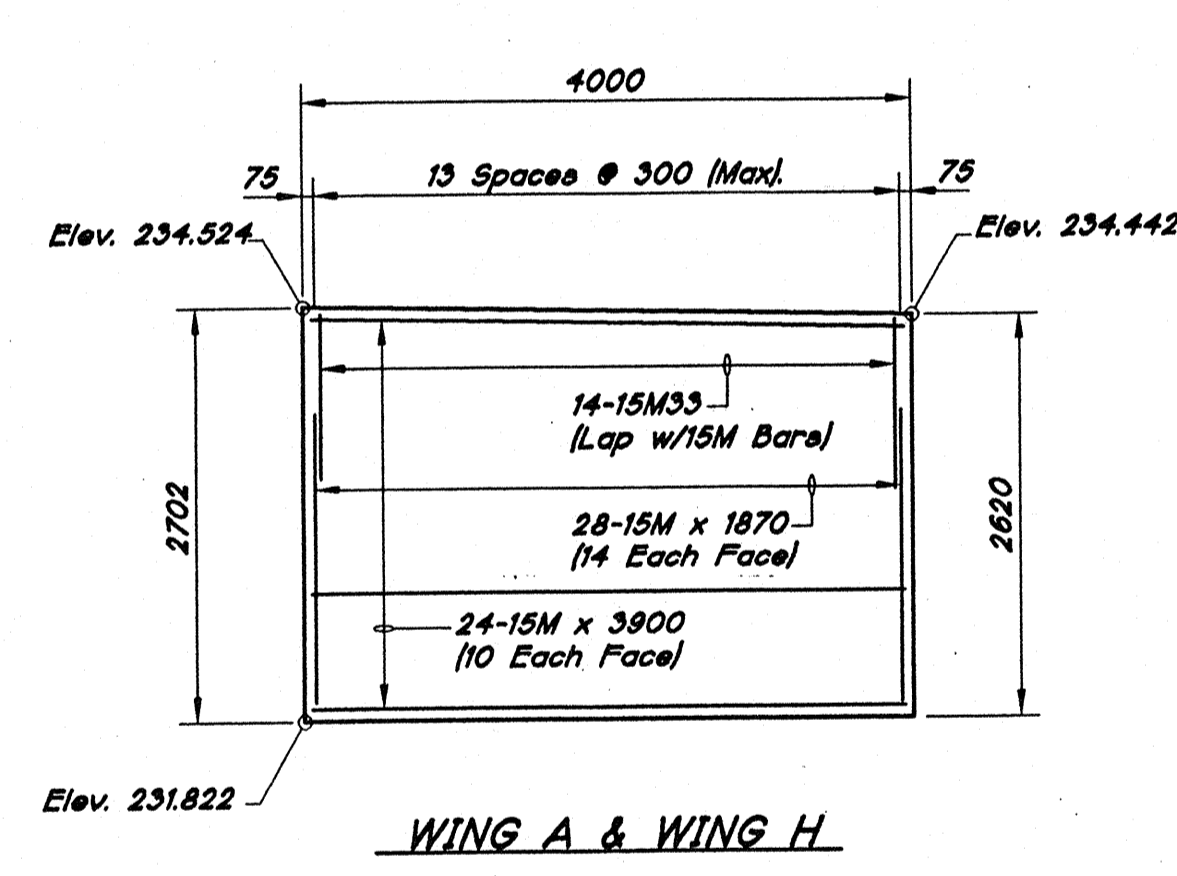
BENT NO. 1 (EB) & BENT NO. 5 (WB)
BILL OF MATERIALS
 (Quantities are for One Bent Only)



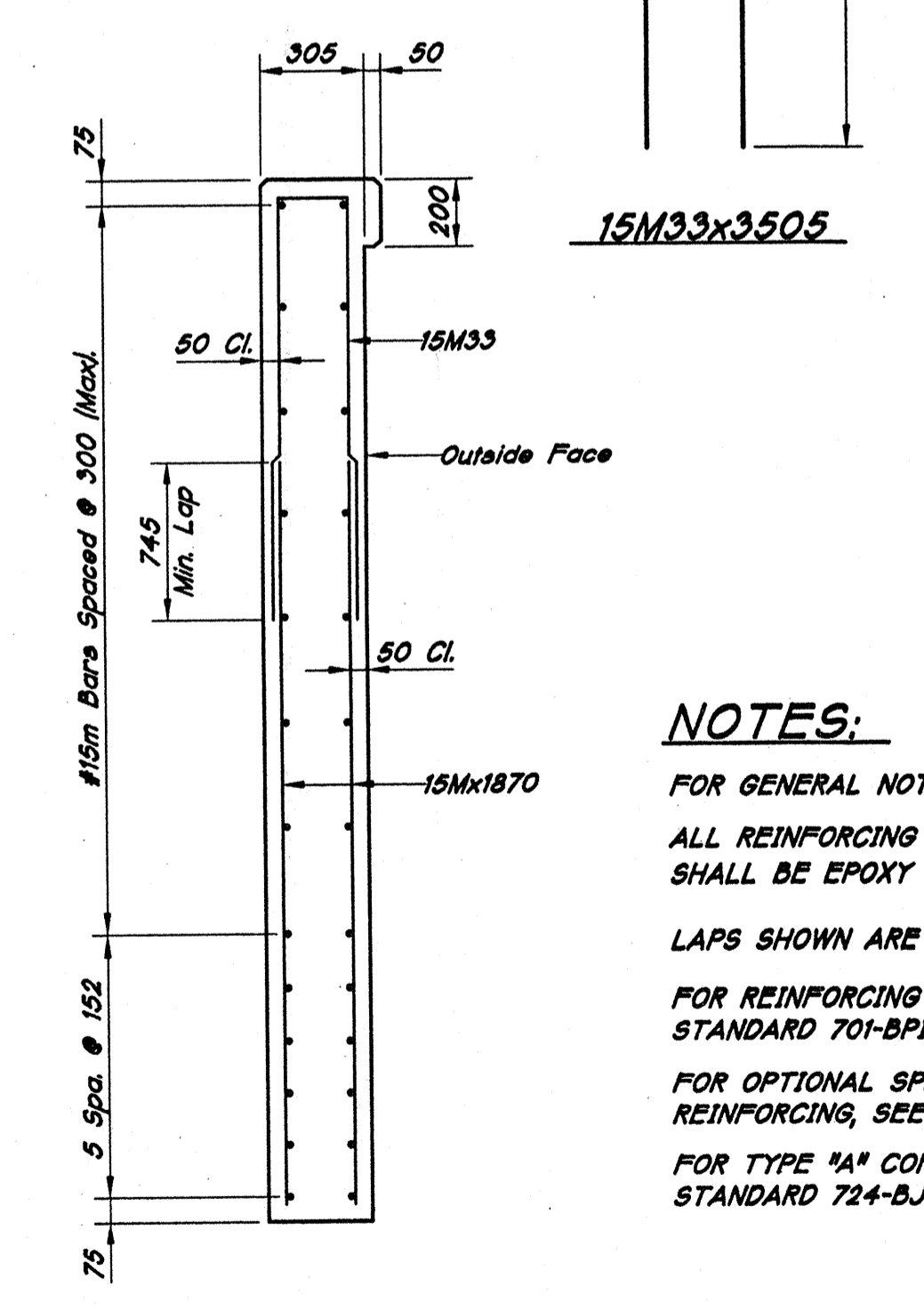
MARK	"A"	"B"	LENGTH
15M03	180	1910	2090
15M04	180	1000	1180
15M06	180	8075	8255
15M08	180	7775	7955
15M09	180	7890	8070
15M10	180	14635	14815
15M11	180	14750	14930
15M12	180	14385	14565
15M14	180	1540	1720
15M15	180	4280	4460
15M16	180	4530	4710
15M23	180	3560	3740
15M24	180	14160	14340
15M25	180	3390	3570
15M26	180	14170	14350
15M27	180	14285	14465
15M28	180	1660	1840
15M29	180	7310	7490
15M30	180	1890	2070
15M31	180	8360	8540
15M32	180	7535	7715

SIZE & MARK	No. OF BARS	LENGTH	WEIGHT (kg)
15M01	18	2920	
15M02	43	1400	
15M03	2	2060	
15M04	2	1180	
15M05	87	1415	
15M06	3	8255	
15M07	17	4155	
15M08	2	7925	
15M09	3	8070	
15M10	3	14825	
15M11	2	14930	
15M12	3	14565	
15M13	58	2155	
15M14	4	1720	
15M15	2	4460	
15M16	2	4710	
15M17	4	1780	
15M18	7	3250	
15M19	5	1715	
15M20	9	1140	
15M21	4	1975	
15M22	56	3505	
15M	1	1400	
15M	112	1870	
15M	1	2320	
15M	96	3900	
15M	1	4810	
15M	1	5370	
* 15M	17	900	
Total #15M			2456
20M	2	4400	
20M	2	4100	
20M	2	4000	
20M	4	3900	
20M	2	3800	
20M	2	2320	
20M	2	2150	
20M	2	1990	
20M	2	1830	
20M	2	1660	
20M	2	1400	
Total #20M			167
Total Epoxy Coated Reinforcing			2623
CONCRETE (QTY.)			
Class "A" in Substructure			
Pour No. 1		8.6m ³	
Pour No. 3		4.8m ³	
Total Class "A" in Substructure		13.4m³	
Class "C" in Superstructure			
Pour No. 2		4.0m ³	
Pour No. 4		2.2m ³	
Total Class "C" in Superstructure		6.2m³	
MISCELLANEOUS (QTY.)			
Surface Seal		52m ²	
Threaded Tie Bar Assembly Type I		8 Ea.	
Threaded Tie Bar Assembly Type II		75 Ea.	
24mm Drilled Holes		38 Ea.	
Pile, Concrete, Steel Shell Encased			
7.9mm, 356mm. Pile Shell 2 @ 18M		36 Meters	
15" Borrow For Str. Backfill		11.8m ³	

SIZE & MARK	No. OF BARS	LENGTH	WEIGHT (kg)
15M01	17	2920	
15M02	40	1400	
15M05	97	1415	
15M13	58	2155	
15M14	3	1720	
15M17	5	1780	
15M18	9	3250	
15M19	4	1715	
15M20	4	1140	
15M21	5	1975	
15M22	5	1775	
15M23	2	3740	
15M24	3	14340	
15M25	2	3570	
15M26	2	14350	
15M27	3	14465	
15M28	2	1840	
15M29	3	7490	
15M30	2	2070	
15M31	2	8540	
15M32	3	7715	
15M33	56	3505	
15M	1	1000	
15M	1	1600	
15M	112	1870	
15M	96	3900	
15M	1	4300	
15M	1	4900	
* 15M	17	900	
Total #15M			2335
20M	2	3800	
20M	4	3600	
20M	2	3500	
20M	2	3400	
20M	2	3000	
20M	2	2100	
20M	2	1930	
20M	2	1770	
20M	2	1600	
20M	3	1440	
Total #20M			143
Total Epoxy Coated Reinforcing			2478
CONCRETE (QTY.)			
Class "A" in Substructure			
Pour No. 1		8.6m ³	
Pour No. 3		4.8m ³	
Total Class "A" in Substructure		13.4m³	
Class "C" in Superstructure			
Pour No. 2		4.0m ³	
Pour No. 4		2.2m ³	
Total Class "C" in Superstructure		6.2m³	
MISCELLANEOUS (QTY.)			
Surface Seal		52m ²	
Threaded Tie Bar Assembly Type I		8 Ea.	
Threaded Tie Bar Assembly Type II		75 Ea.	
24mm Drilled Holes		38 Ea.	
Pile, Concrete, Steel Shell Encased			
7.9mm, 356mm. Pile Shell 2 @ 18M		36 Meters	
15" Borrow For Str. Backfill		11.6m ³	



WING WALL ELEVATIONS
 SCALE: 1 : 50



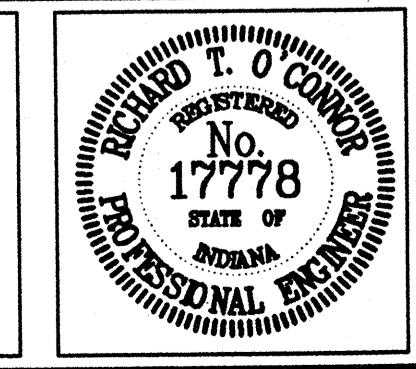
TYPICAL WING SECTION
 SCALE: 1 : 20

NOTES:
 FOR GENERAL NOTES, SEE SHEET 2.
 ALL REINFORCING IN THE SUPERSTRUCTURE SHALL BE EPOXY COATED.
 LAPS SHOWN ARE MINIMUM LAP LENGTHS.
 FOR REINFORCING BAR NOTES, SEE BRIDGE STANDARD 701-BPIL-07.
 FOR OPTIONAL SPLICE IN VERTICAL RAILING REINFORCING, SEE BRIDGE STANDARD 724-BJTS-06.
 FOR TYPE "A" CONSTRUCTION JOINT, SEE BRIDGE STANDARD 724-BJTS-01.

* Indicates Slope Wall Reinforcing Embedded in Bents. See Slope Wall Detail Sheet 14.

All Dimensions Are in Millimeters (mm), And All Elevations Are in Meters (m), Except As Noted.

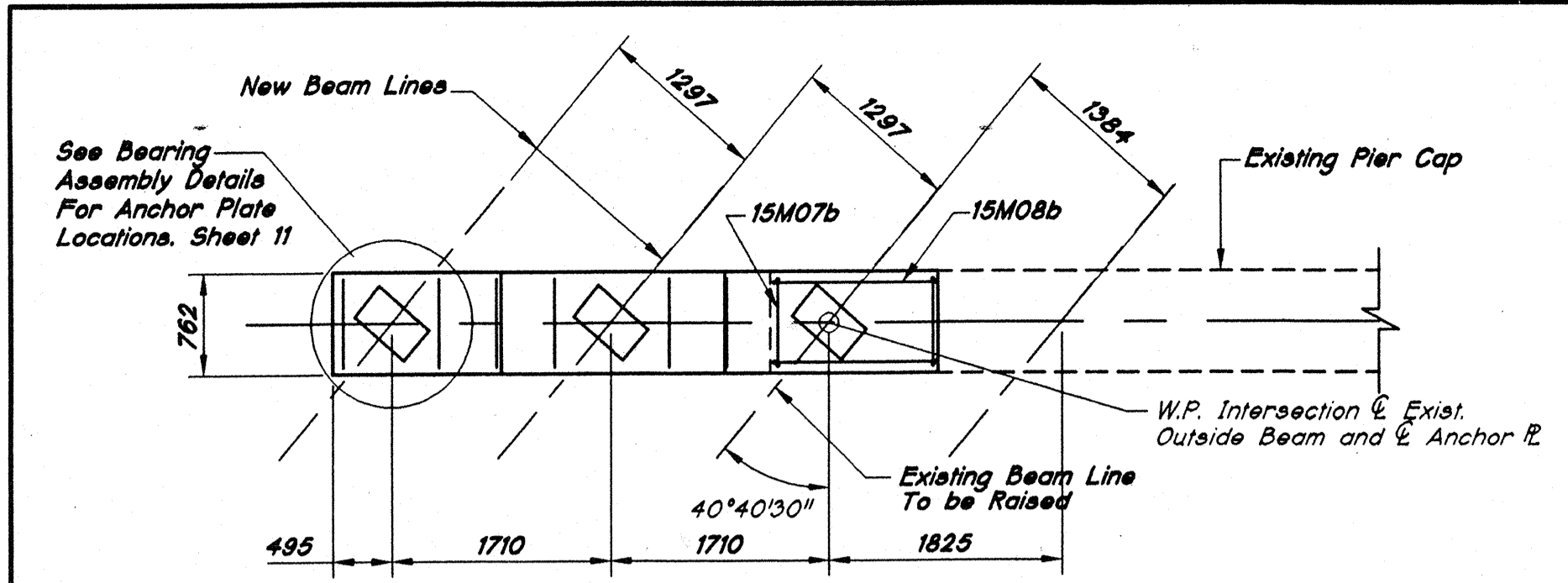
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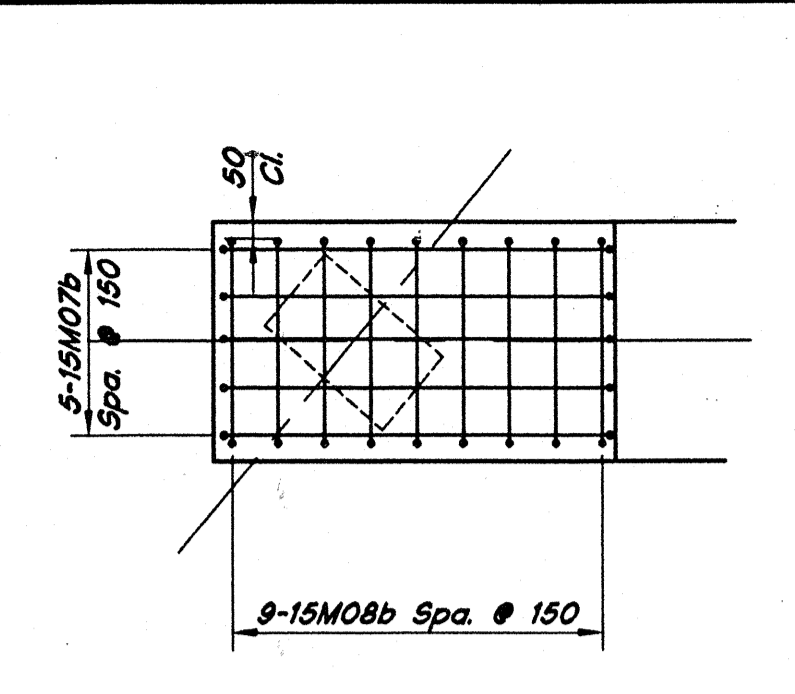
RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-12-96
 DESIGN ENGINEER DATE
 DESIGNED: AMP DRAWN: REM
 CHECKED: SCJ CHECKED: *ETD*

INDIANA DEPARTMENT OF TRANSPORTATION
 WING WALL DETAILS AND BILL OF MATERIALS

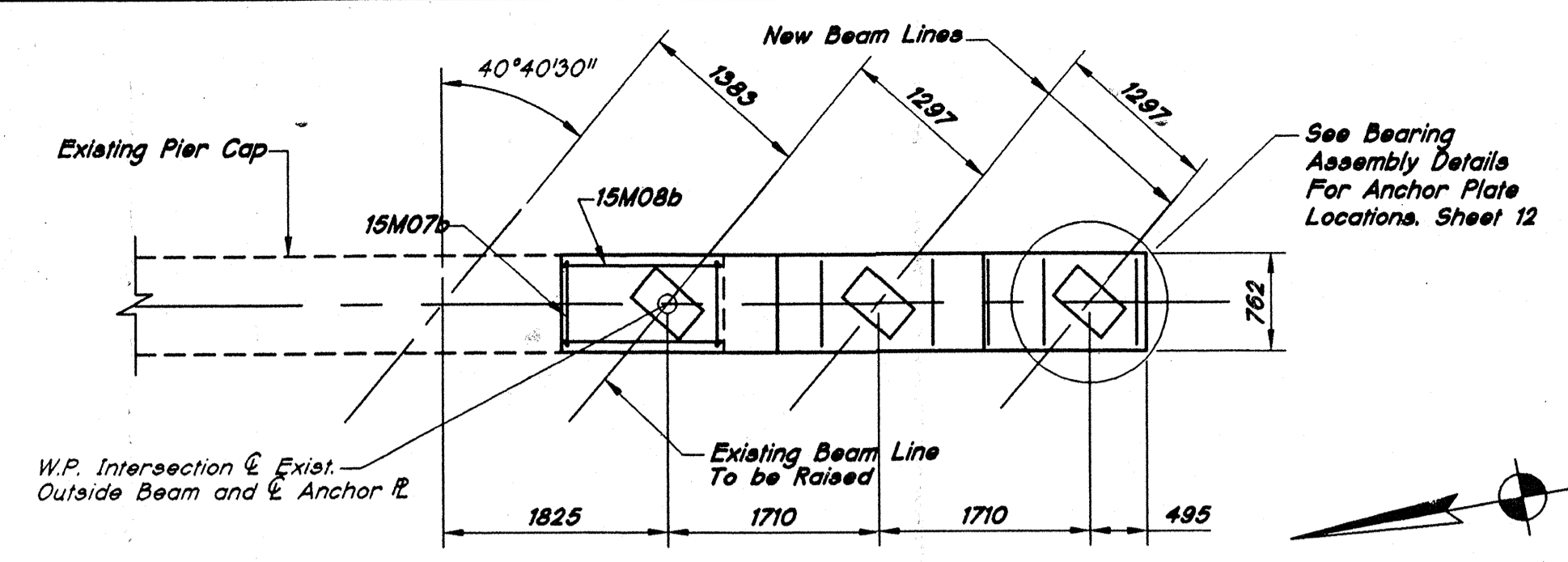
HORIZONTAL SCALE	BRIDGE FILE
1 : 50	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	6 of 22
CONTRACT	PROJECT
R-2292	1M/74-2(087) 65



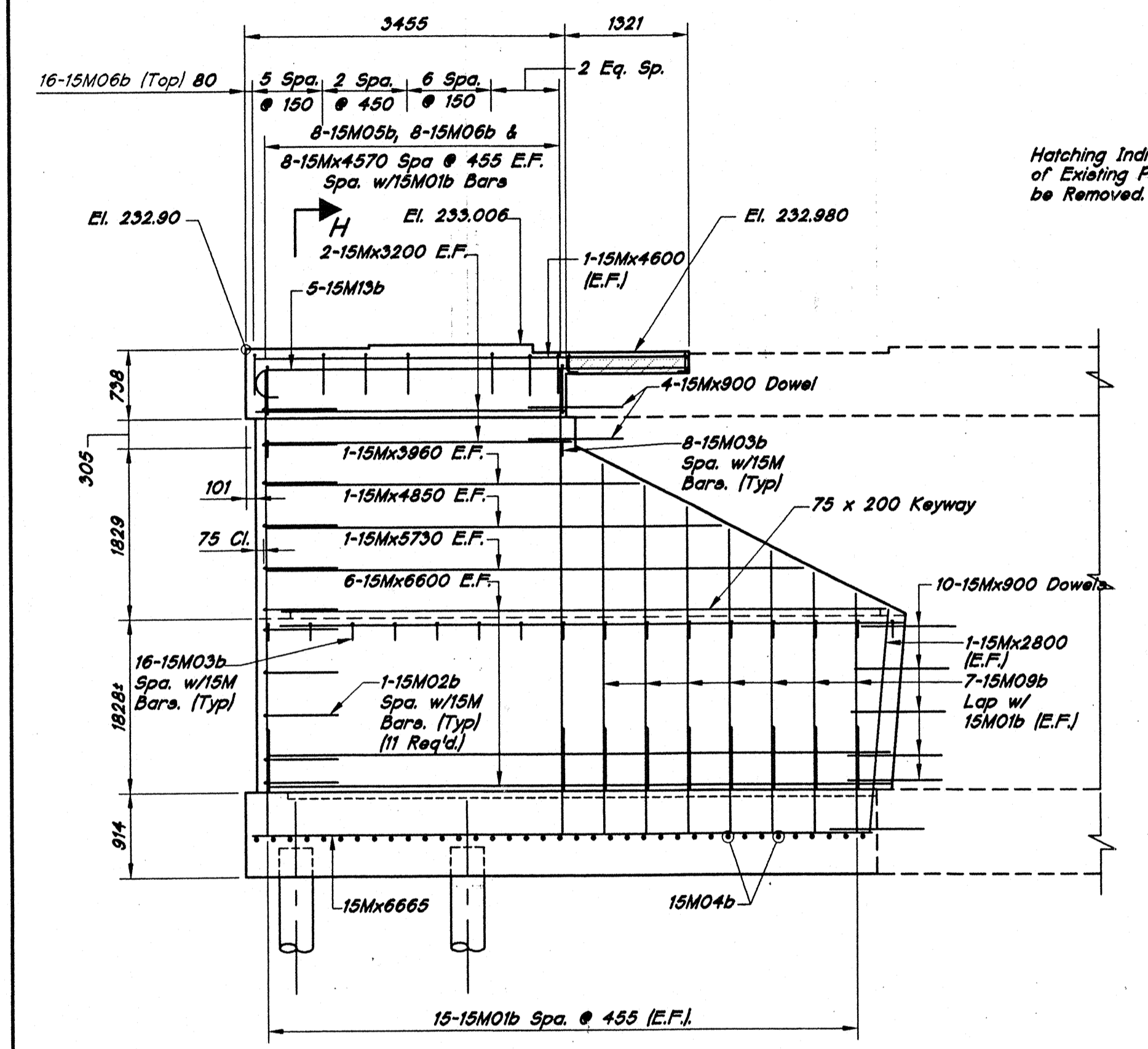
CAP PLAN
SCALE: 1 : 50



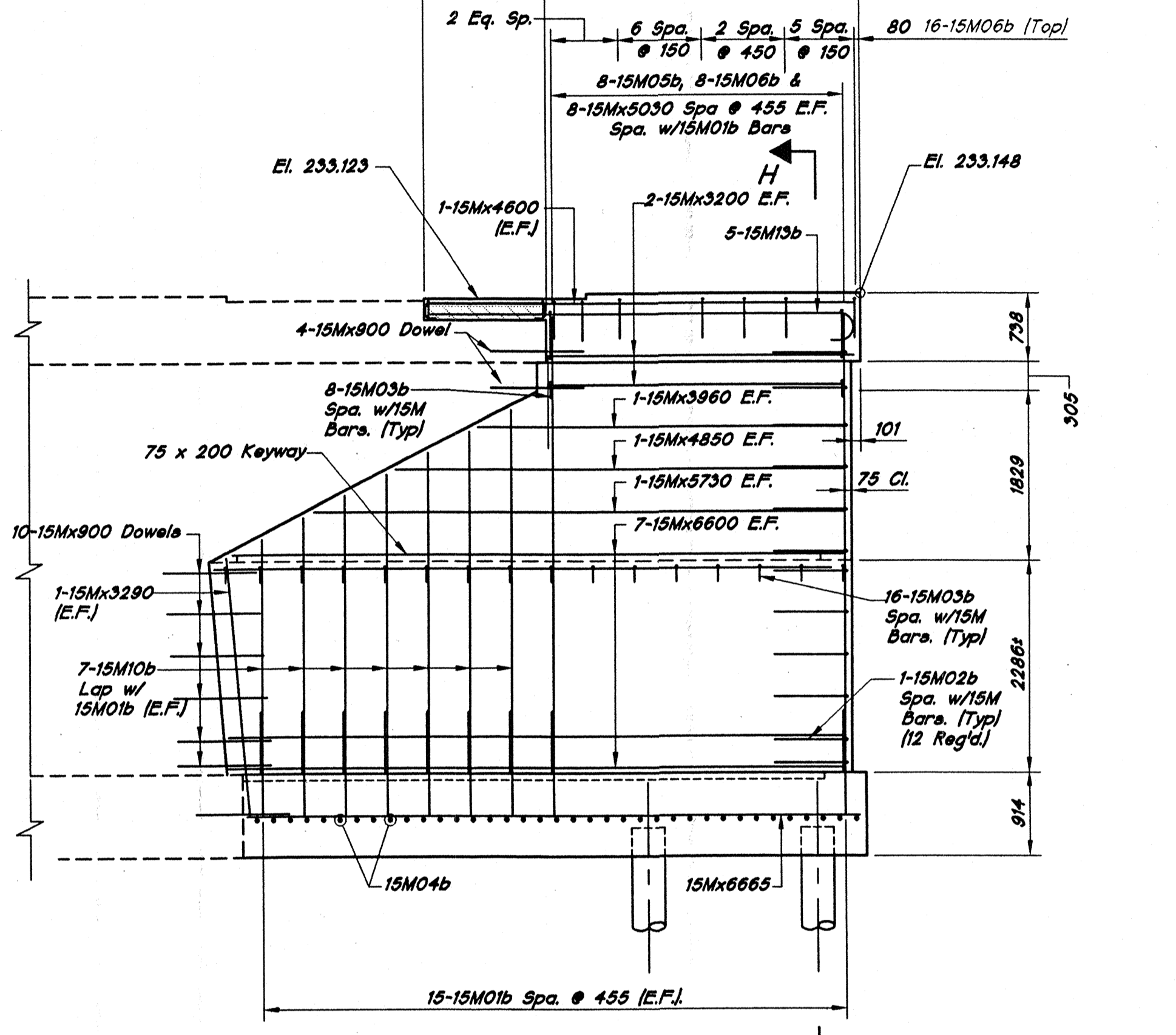
CAP REMOVAL DETAILS



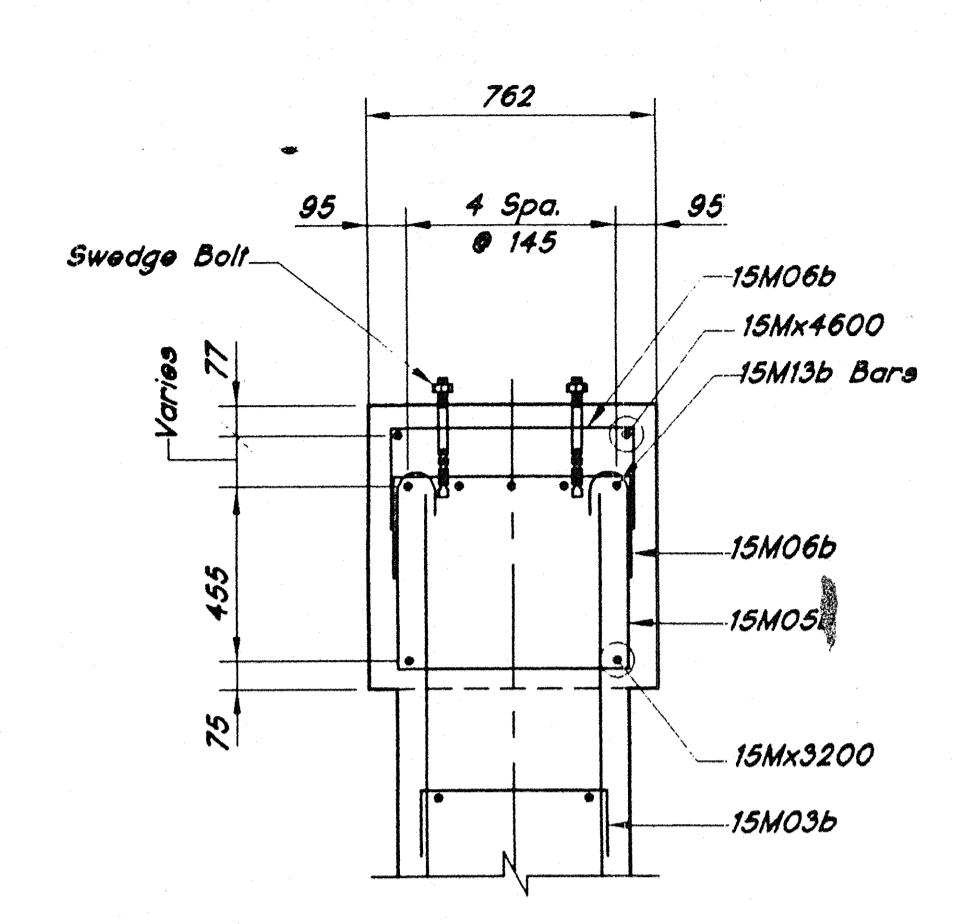
CAP PLAN
SCALE: 1 : 50



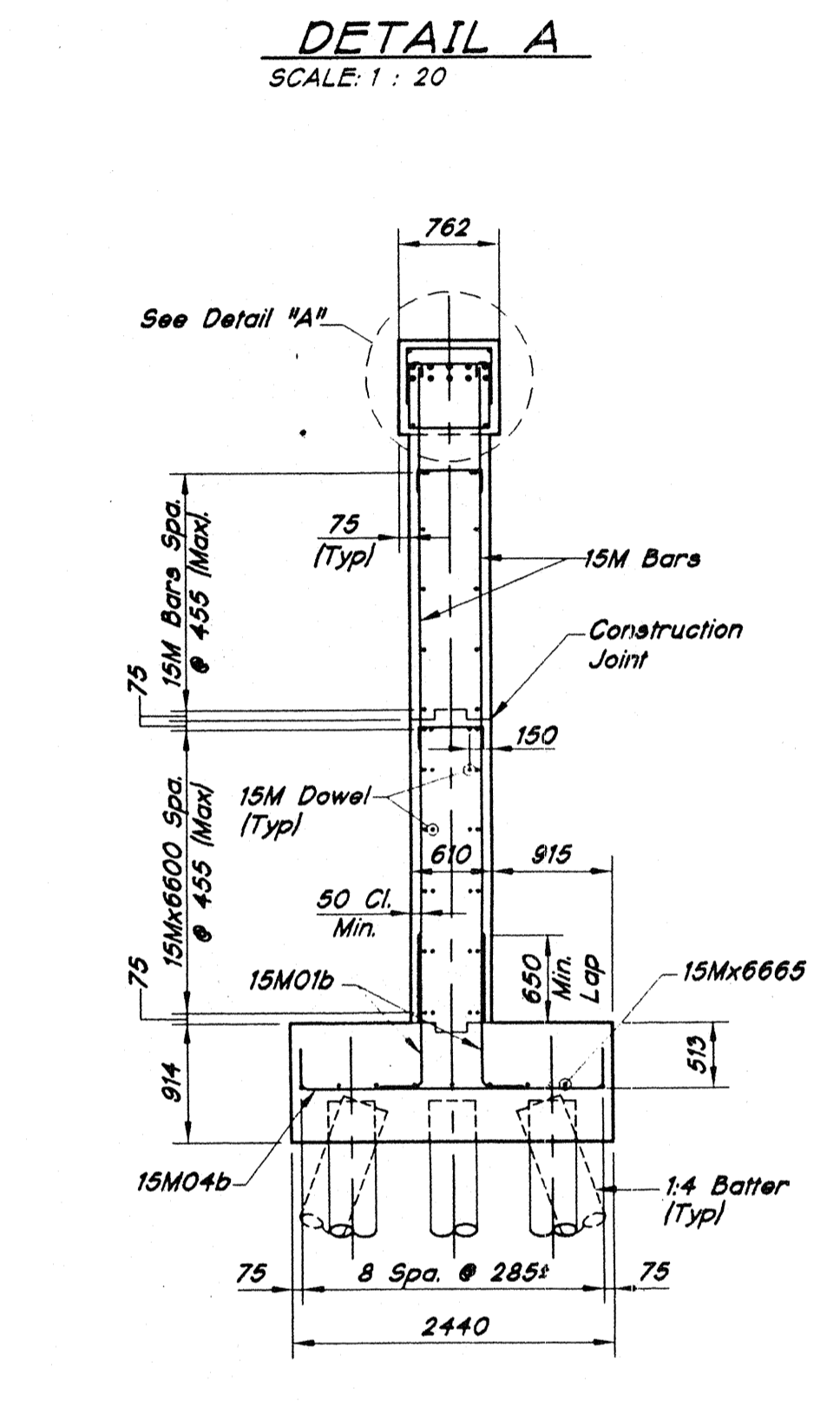
PIER ELEVATION
SCALE: 1 : 50



PIER ELEVATION
SCALE: 1 : 50

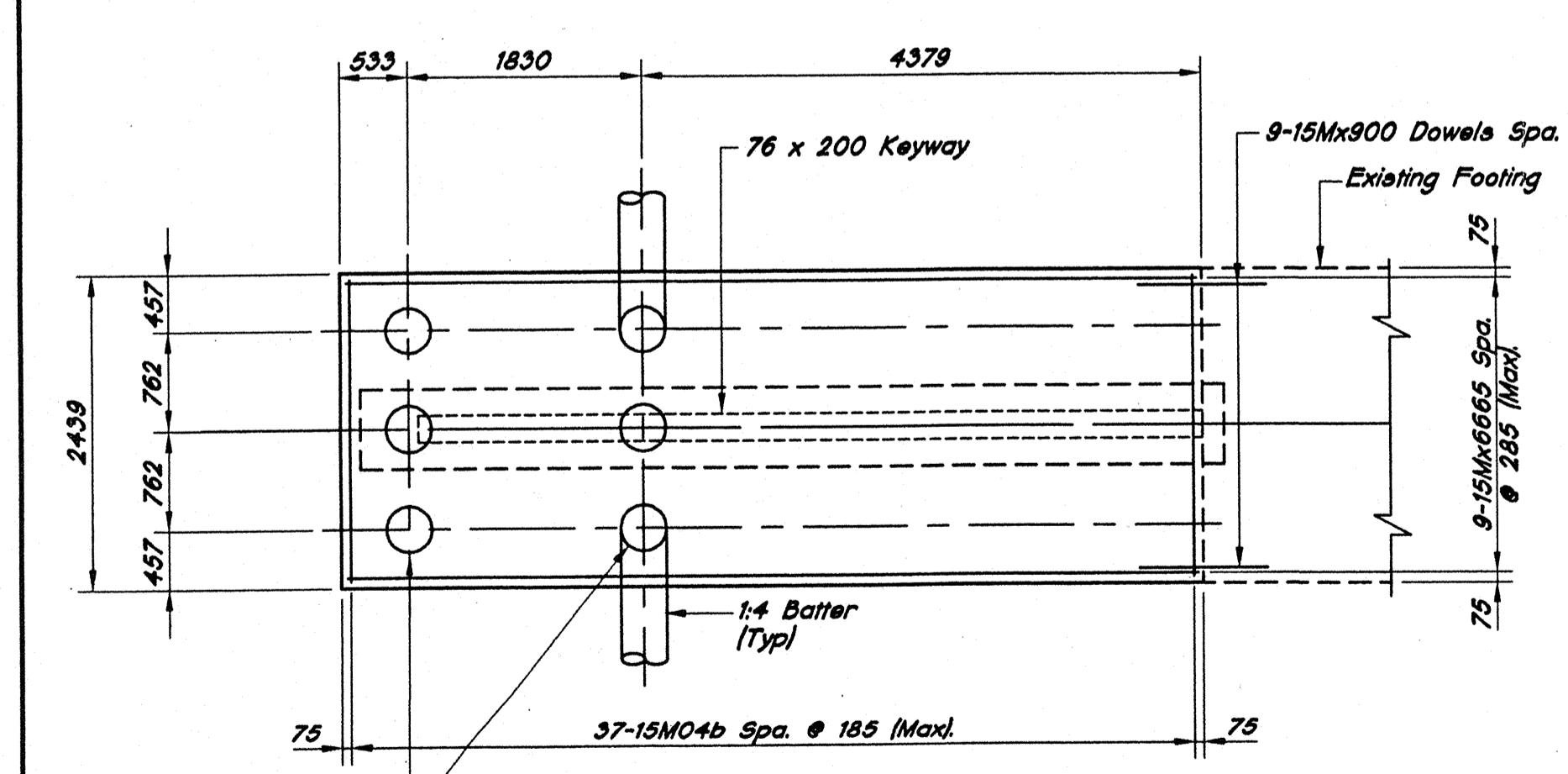


DETAIL A
SCALE: 1 : 20

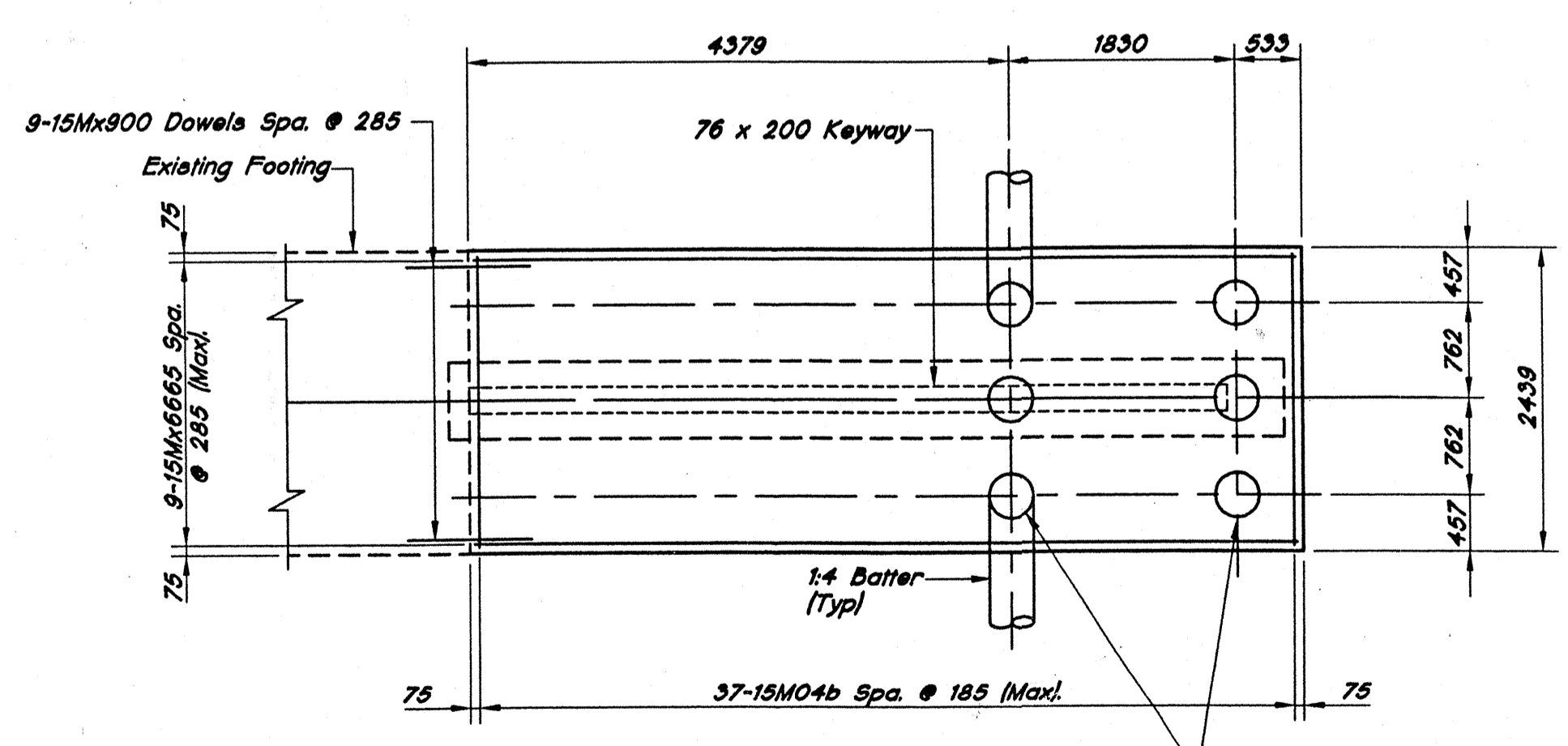


SECTION H-H
SCALE: 1 : 50

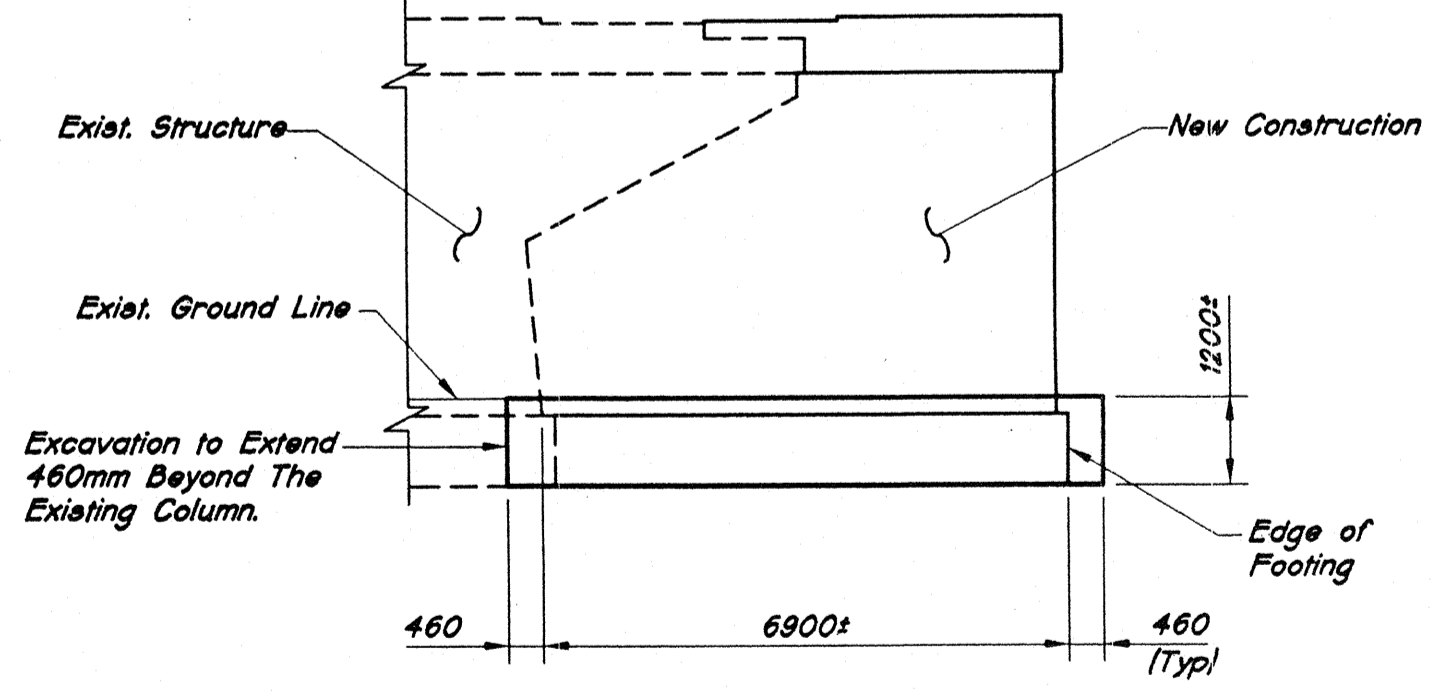
Note: Embed All 15Mx900 Dowels 450mm in to Field Drilled Holes With An Approved Anchoring System. (Min. Pullout = 80,000 N)



FOOTING PLAN
SCALE: 1 : 50
PIER NO. 2 (WESTBOUND)



FOOTING PLAN
SCALE: 1 : 50
PIER NO. 2 (EASTBOUND)



EXCAVATION DIAGRAM

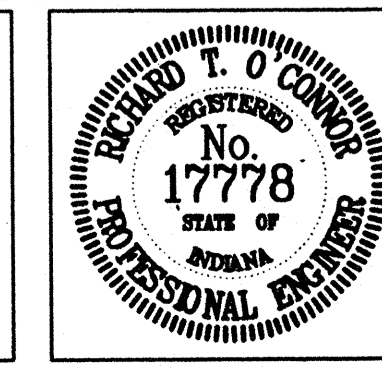
All Dimensions Are in Millimeters (mm), and All Elevations Are in Meters (m), Except As Noted.

355# Steel Encased Concrete pile. (All Piles to be Driven to 355kN(Typ))

Roughen Existing Pier and Coat With Epoxy before New Concrete is Poured.

355# Steel Encased Concrete pile. (All Piles to be Driven to 355kN(Typ))

Time: 10.34.3
Date: 6/1/99
Drawing File: I-74-V057A-457-C19.DWG (ROW CORPORATION, ROW CORPORA)



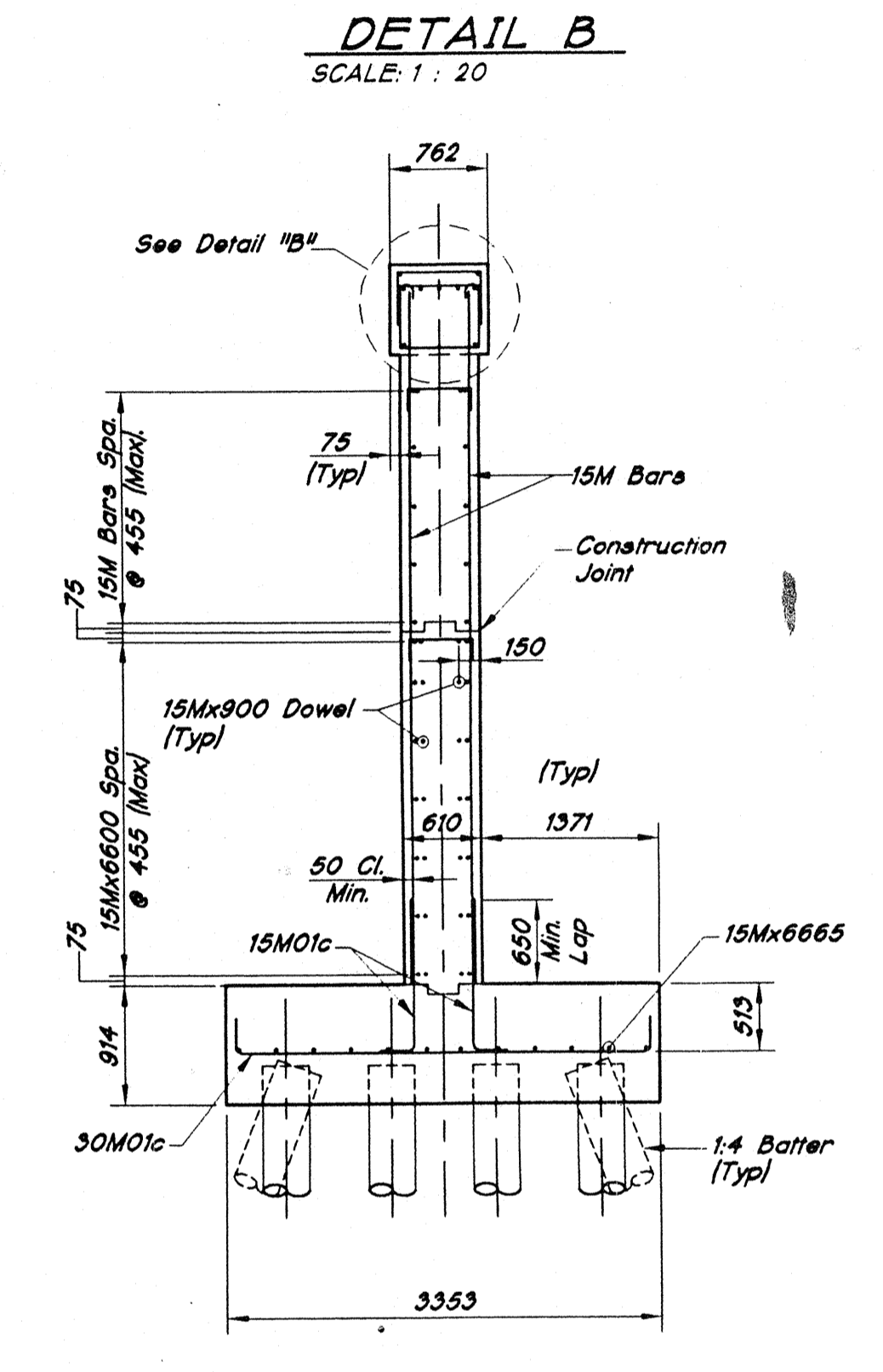
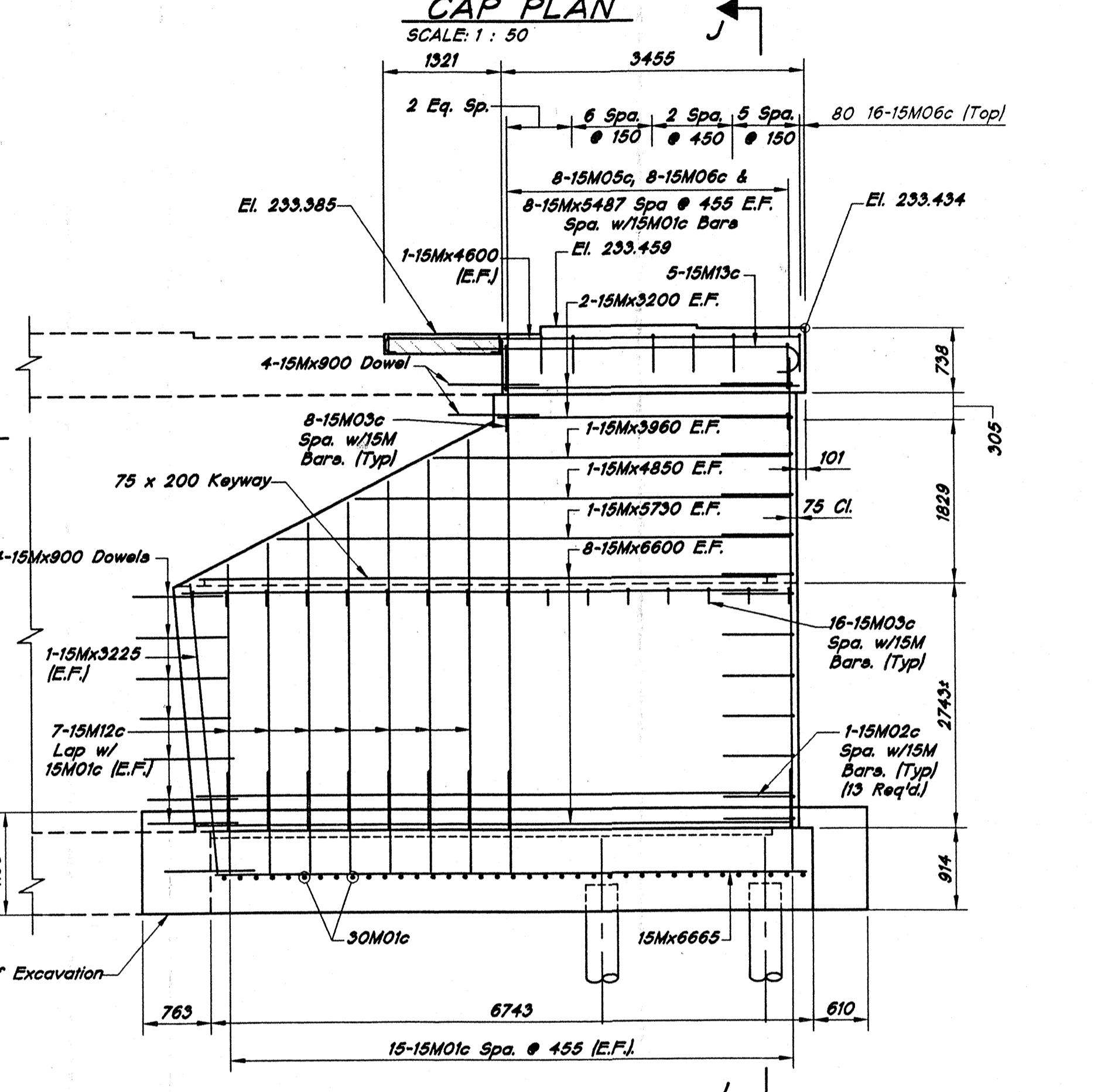
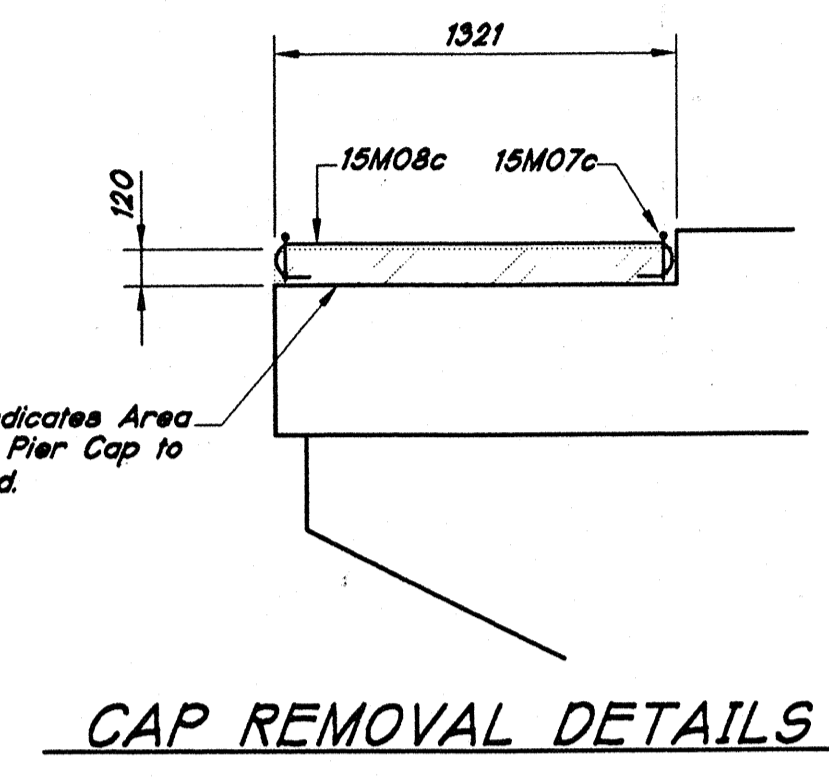
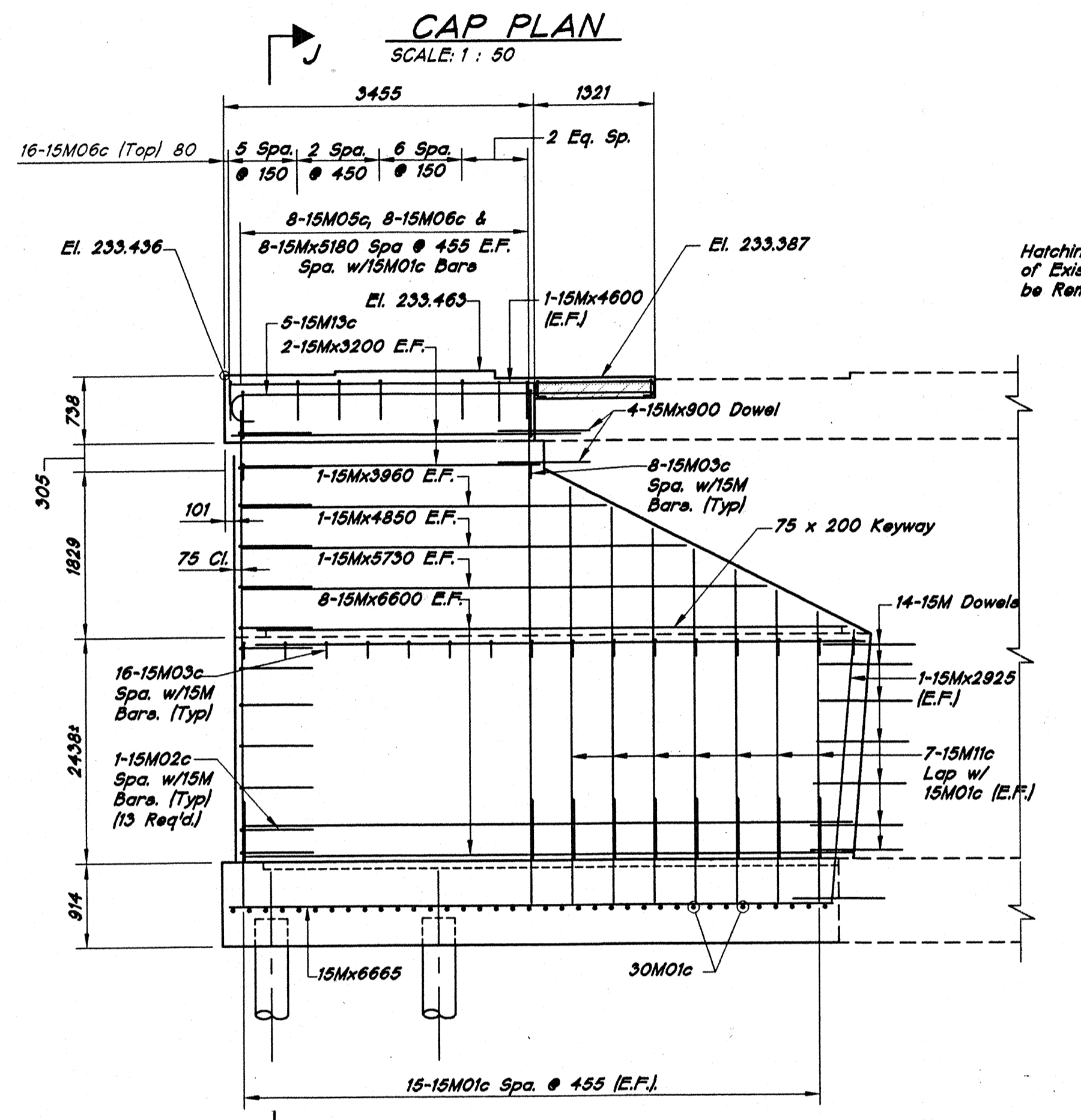
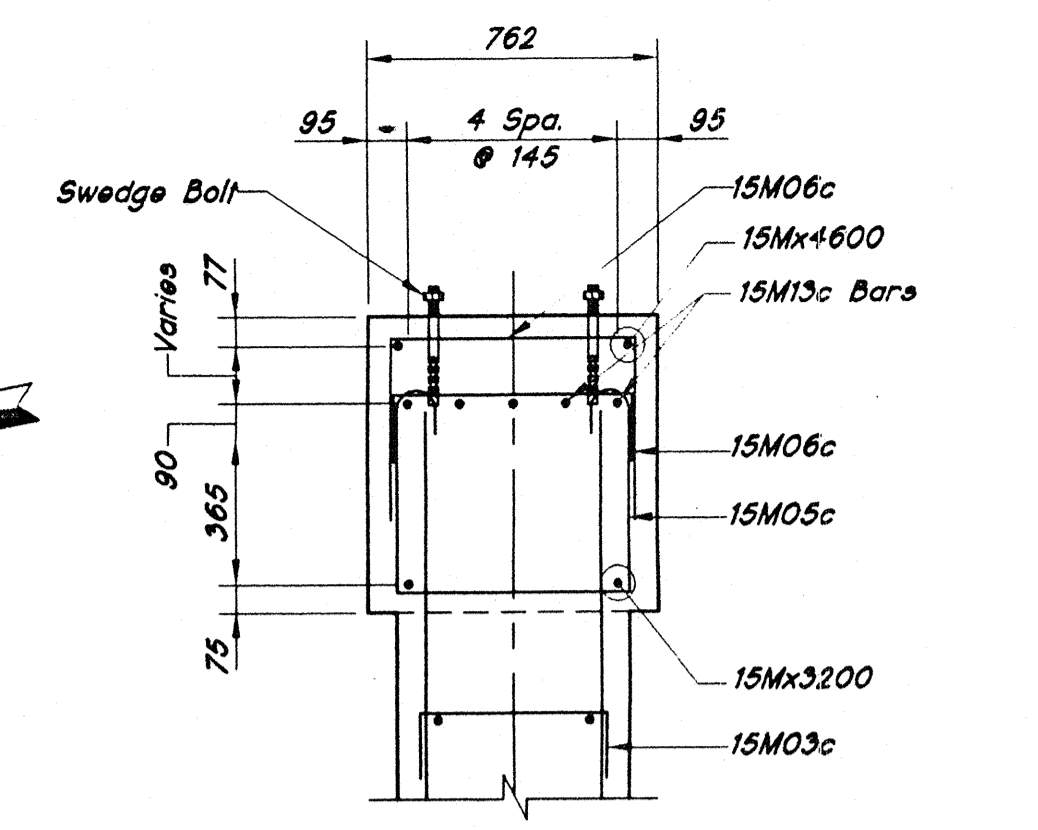
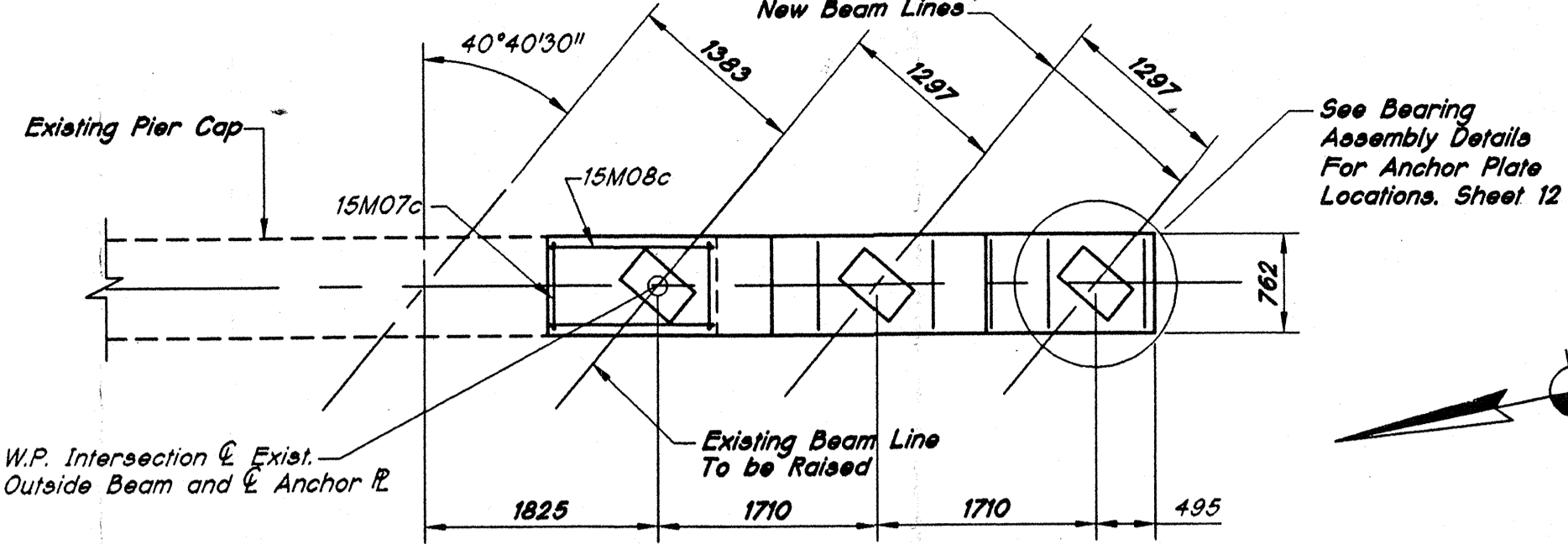
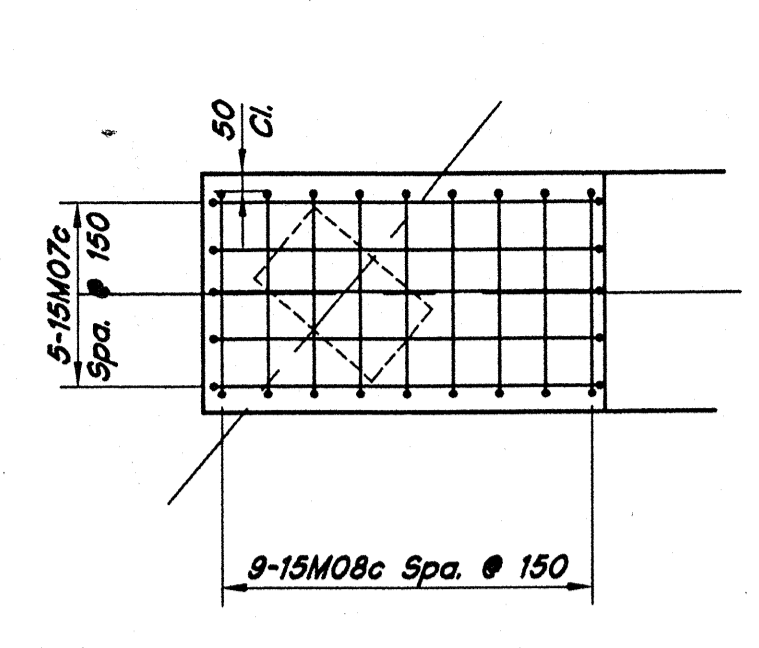
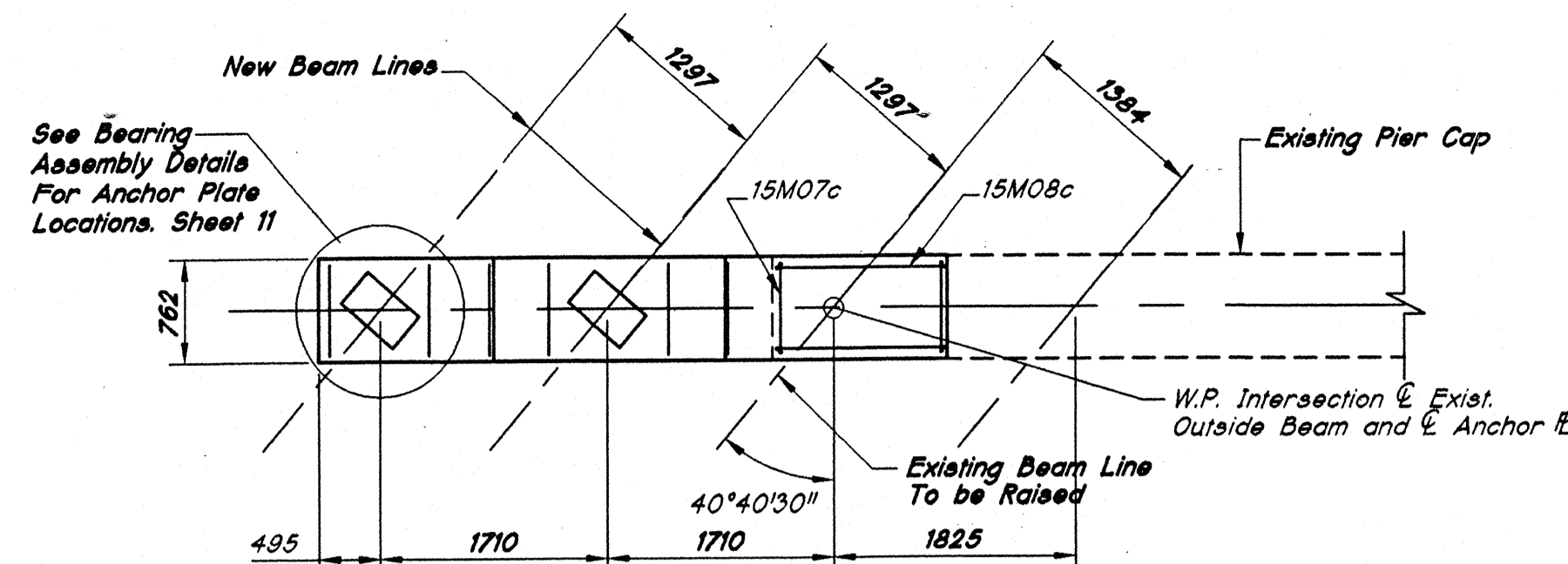
RECOMMENDED FOR APPROVAL: *Robert T. O'Connor* 11/2-96
DESIGN ENGINEER DATE

DESIGNED: AMP DRAWN: REM
CHECKED: SCJ CHECKED: RTO

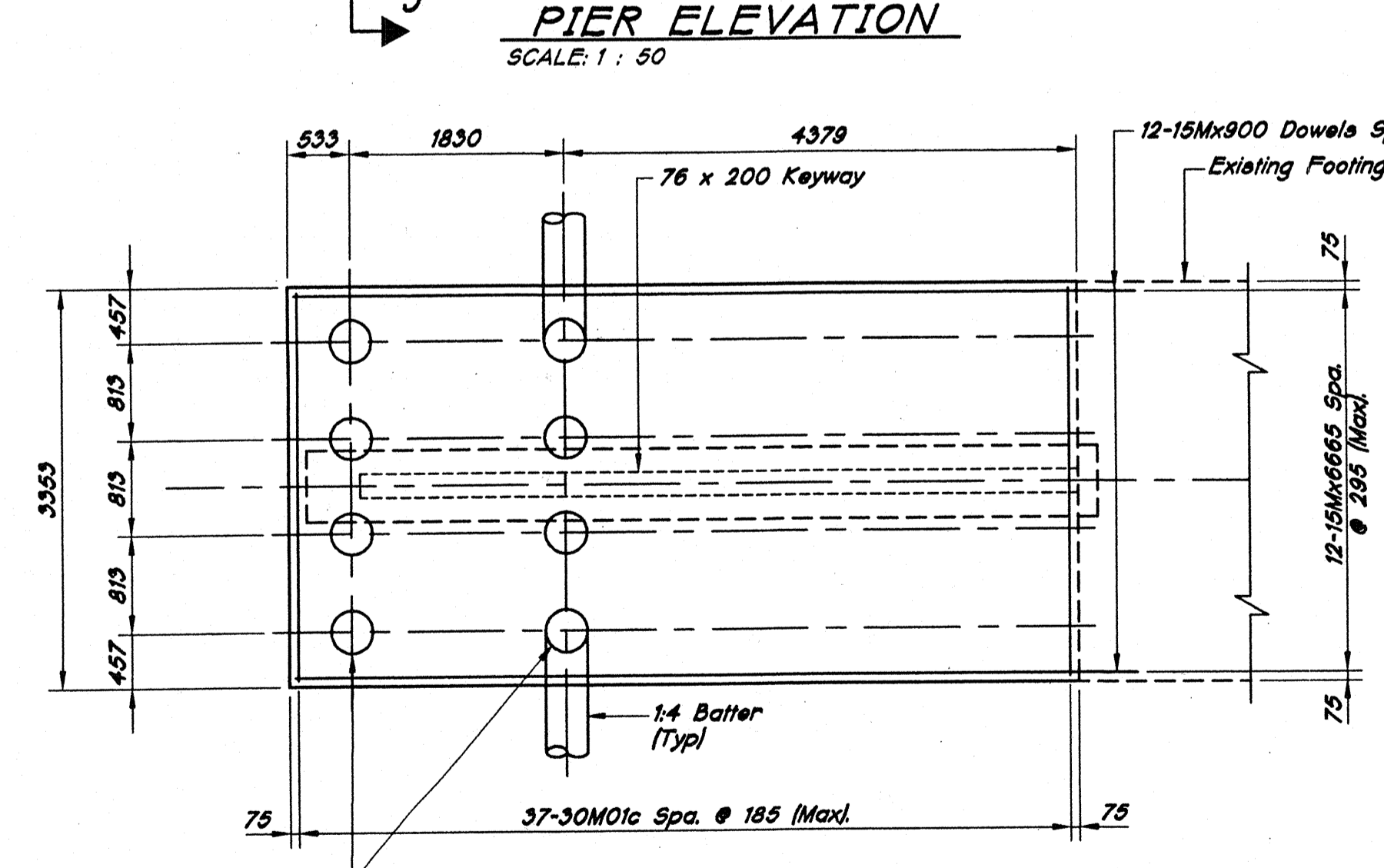
INDIANA DEPARTMENT OF TRANSPORTATION

PIER NO. 2 (EB & WB) DETAILS

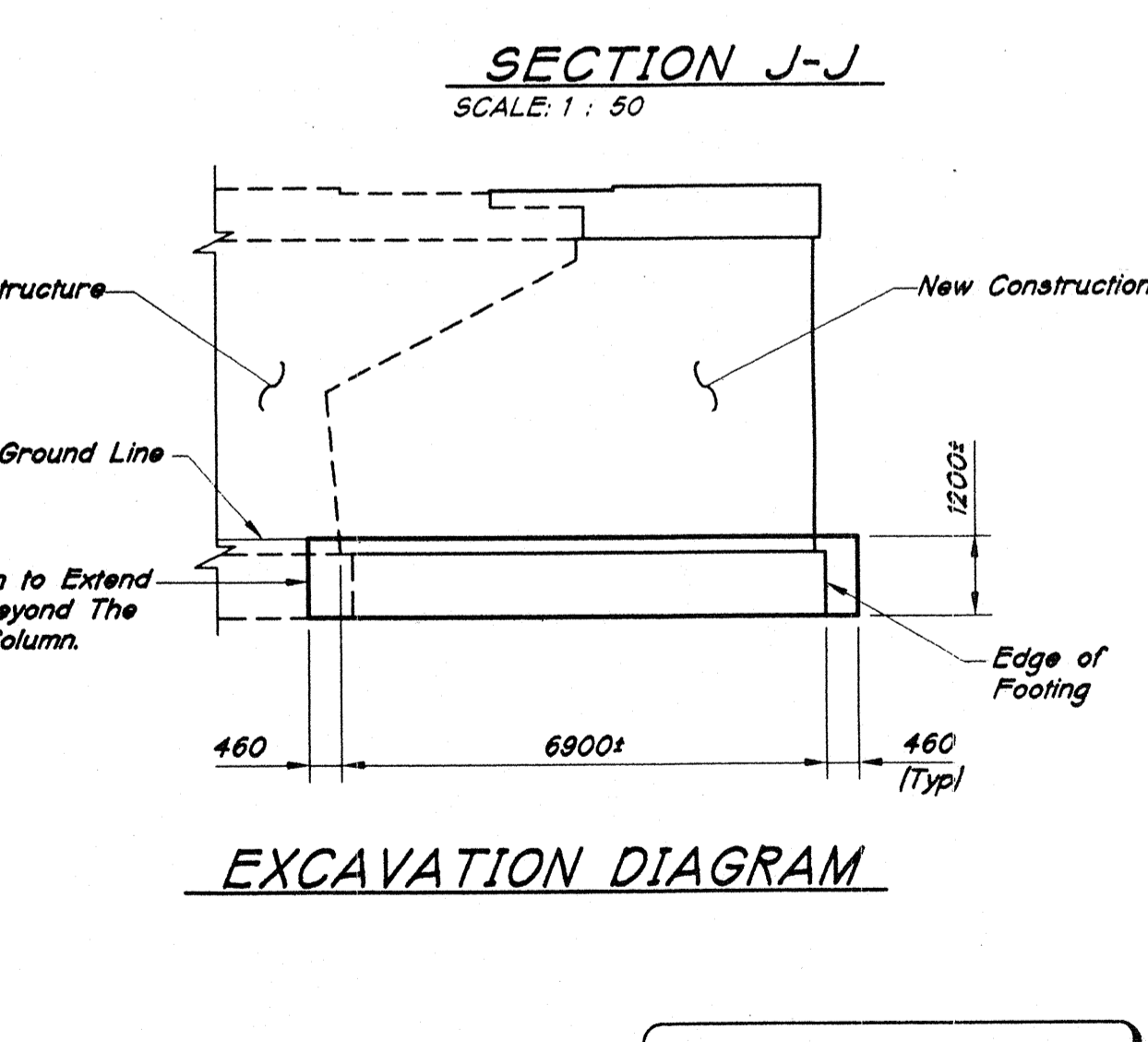
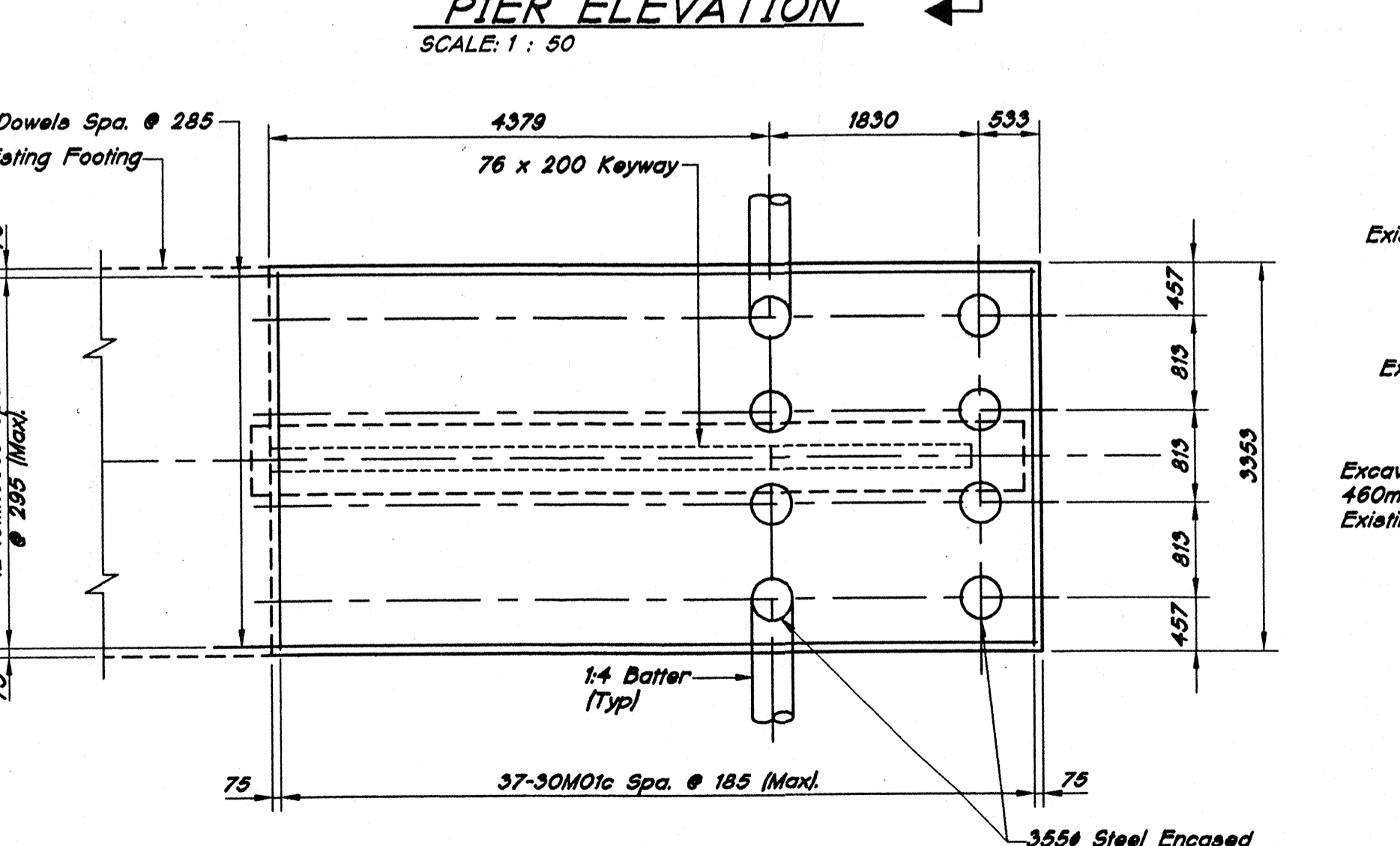
HORIZONTAL SCALE 1 : 50	BRIDGE FILE I-74-72-4440c
VERTICAL SCALE	DESIGNATION 9305000
SURVEY BOOK R-2292	SHEETS 7 of 22
CONTRACT	PROJECT IM/74-2(087) 65



Note:
Embed All 15Mx900 Dowels 450mm
in to Field Drilled Holes With An
Approved Anchoring System.
(Min. Pullout = 80,000 N)



Roughen Existing Pier and Coat
With Epoxy before New Concrete
is Poured.



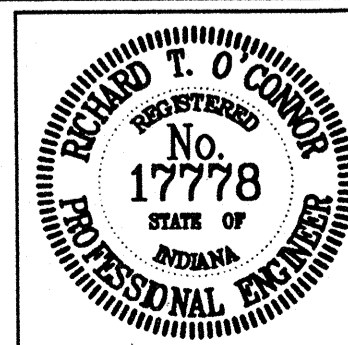
All Dimensions Are In Millimeters
(mm), And All Elevations Are
In Meters (m), Except As Noted.

FOOTING PLAN
SCALE: 1 : 50
PIER NO. 3 (WESTBOUND)

FOOTING PLAN
SCALE: 1 : 50
PIER NO. 3 (EASTBOUND)

EXCAVATION DIAGRAM
SCALE: 1 : 50

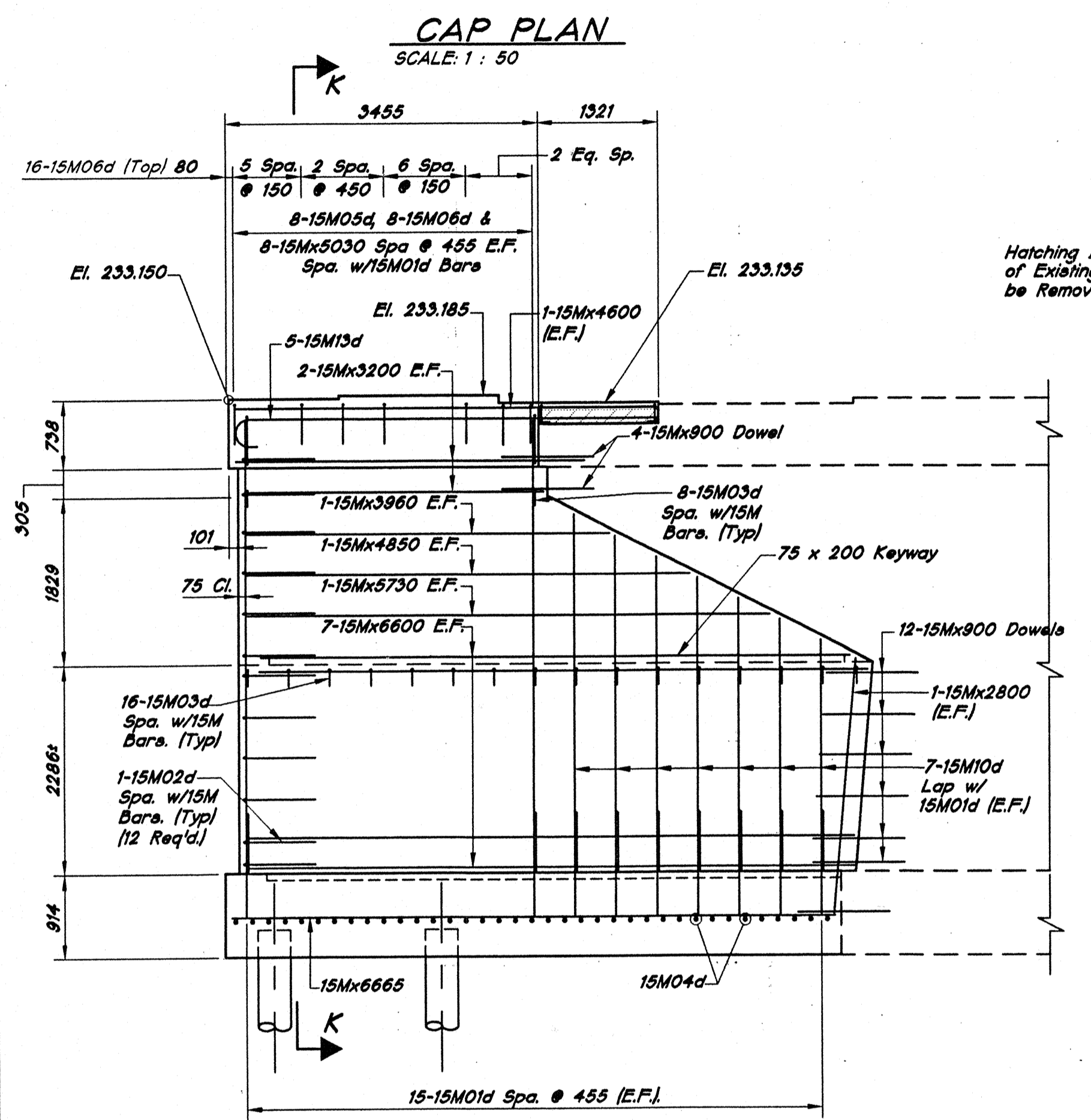
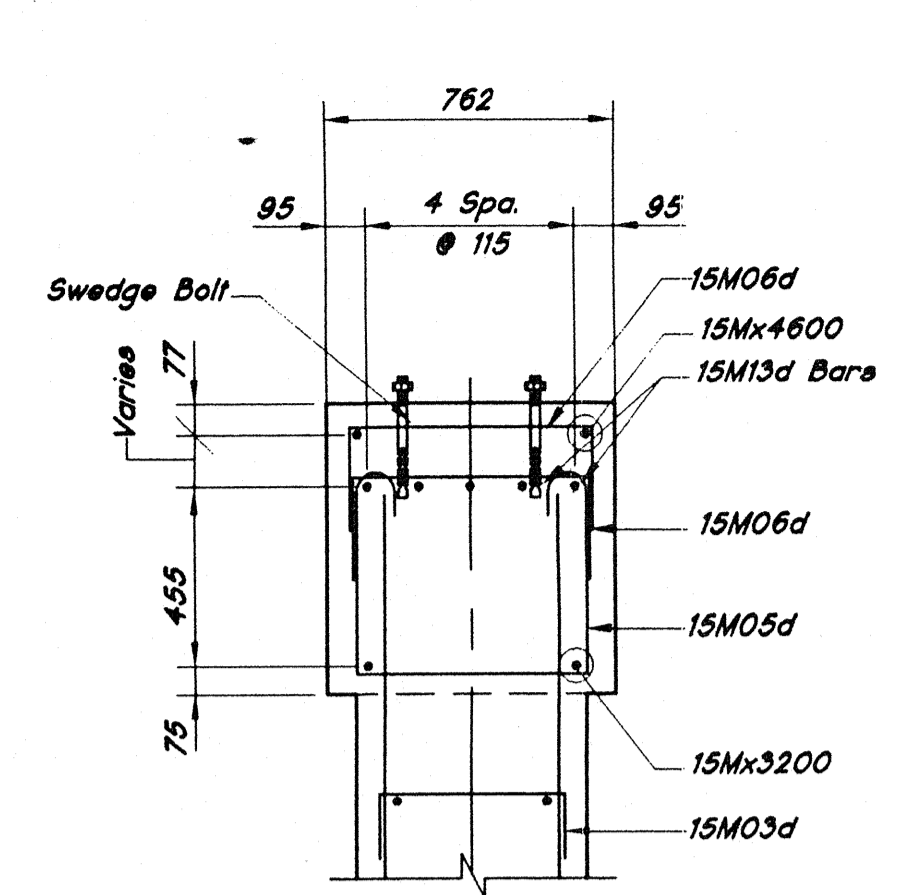
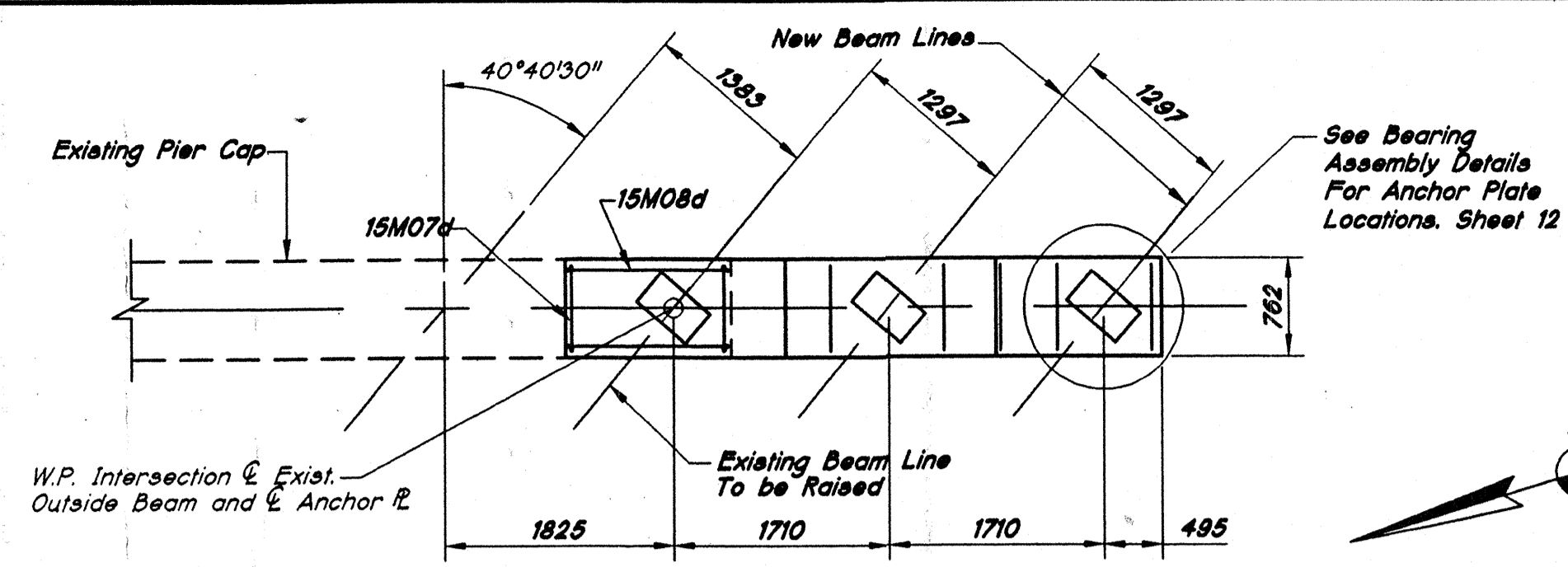
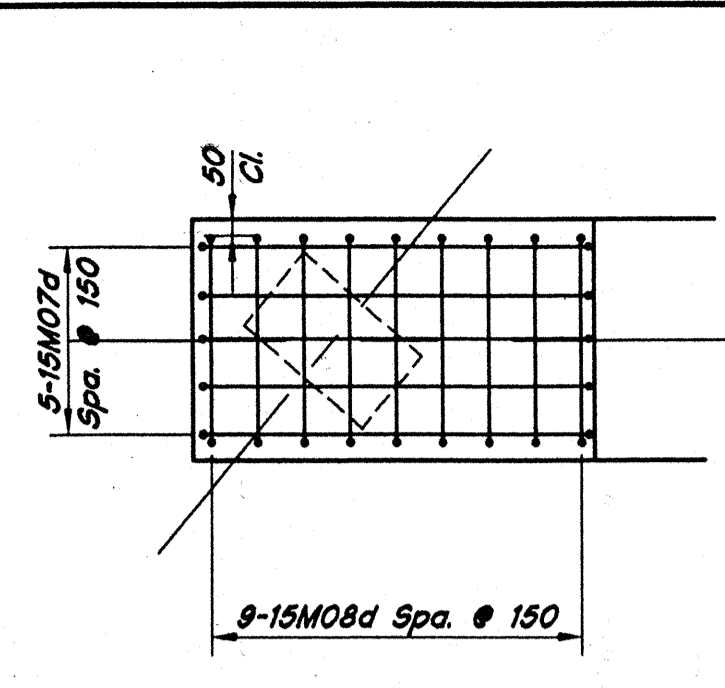
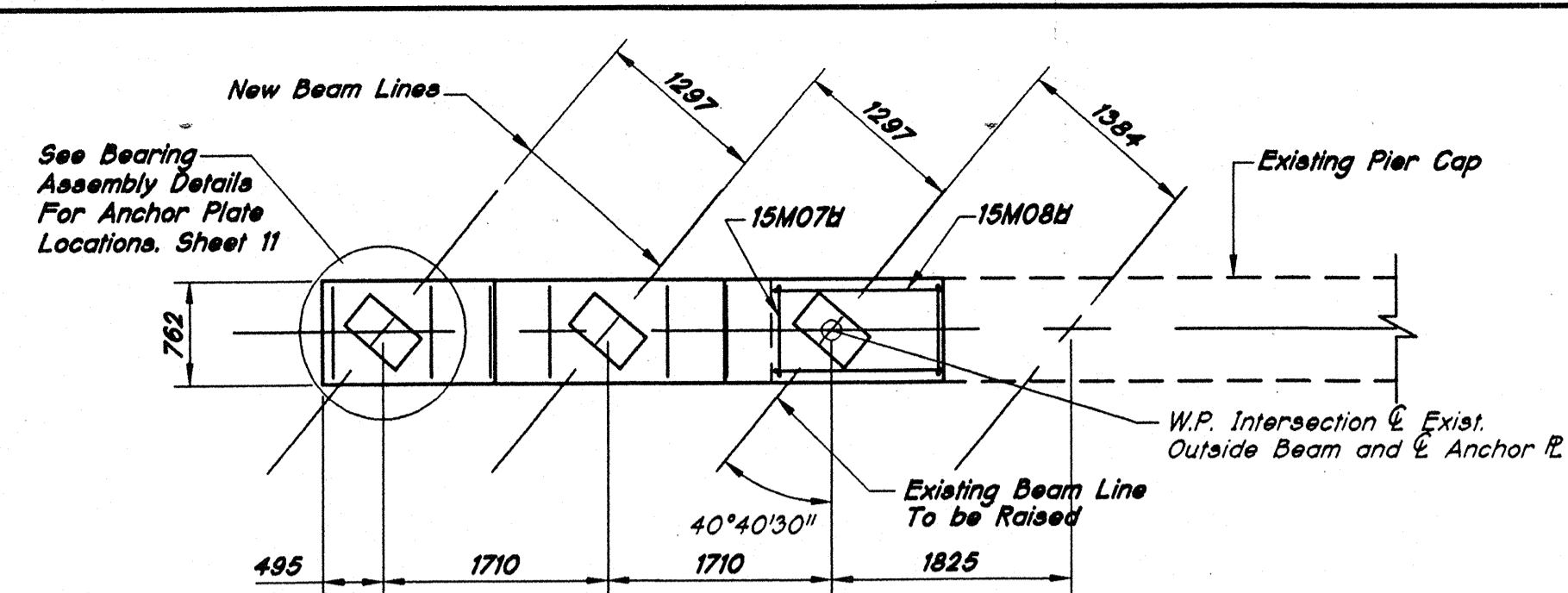
Time: 10:40:1
 Date: 6/4/1996
 Drawing File: I-74-4057-C21.DWG (ROAD CORPORATION, ROAD CORPORA)
 Xref: EX-DA



RECOMMENDED FOR APPROVAL
Richard T. O'Connor 11-12-96
 DESIGN ENGINEER DATE
 DESIGNED: AMP DRAWN: REM
 CHECKED: SCJ CHECKED: ETO

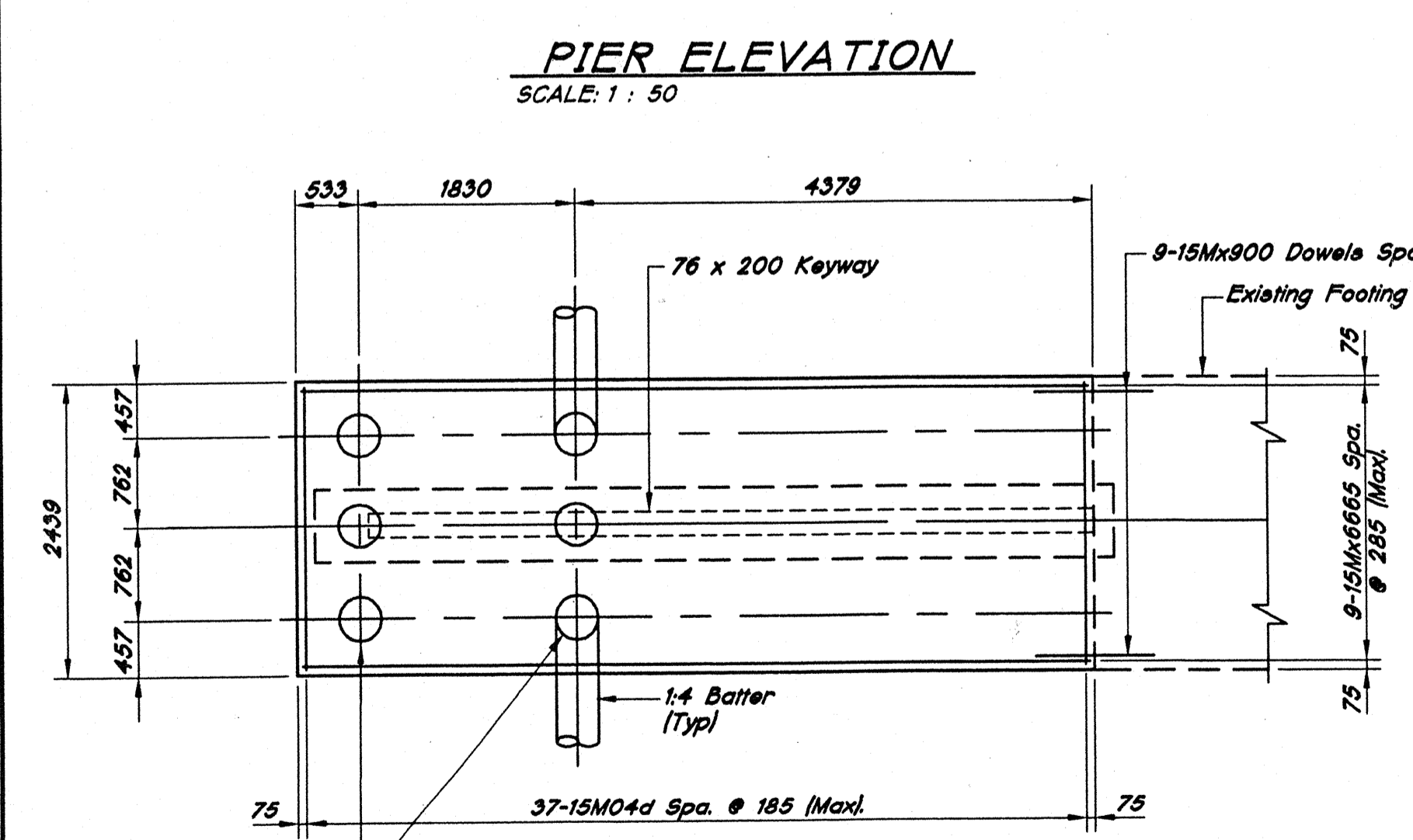
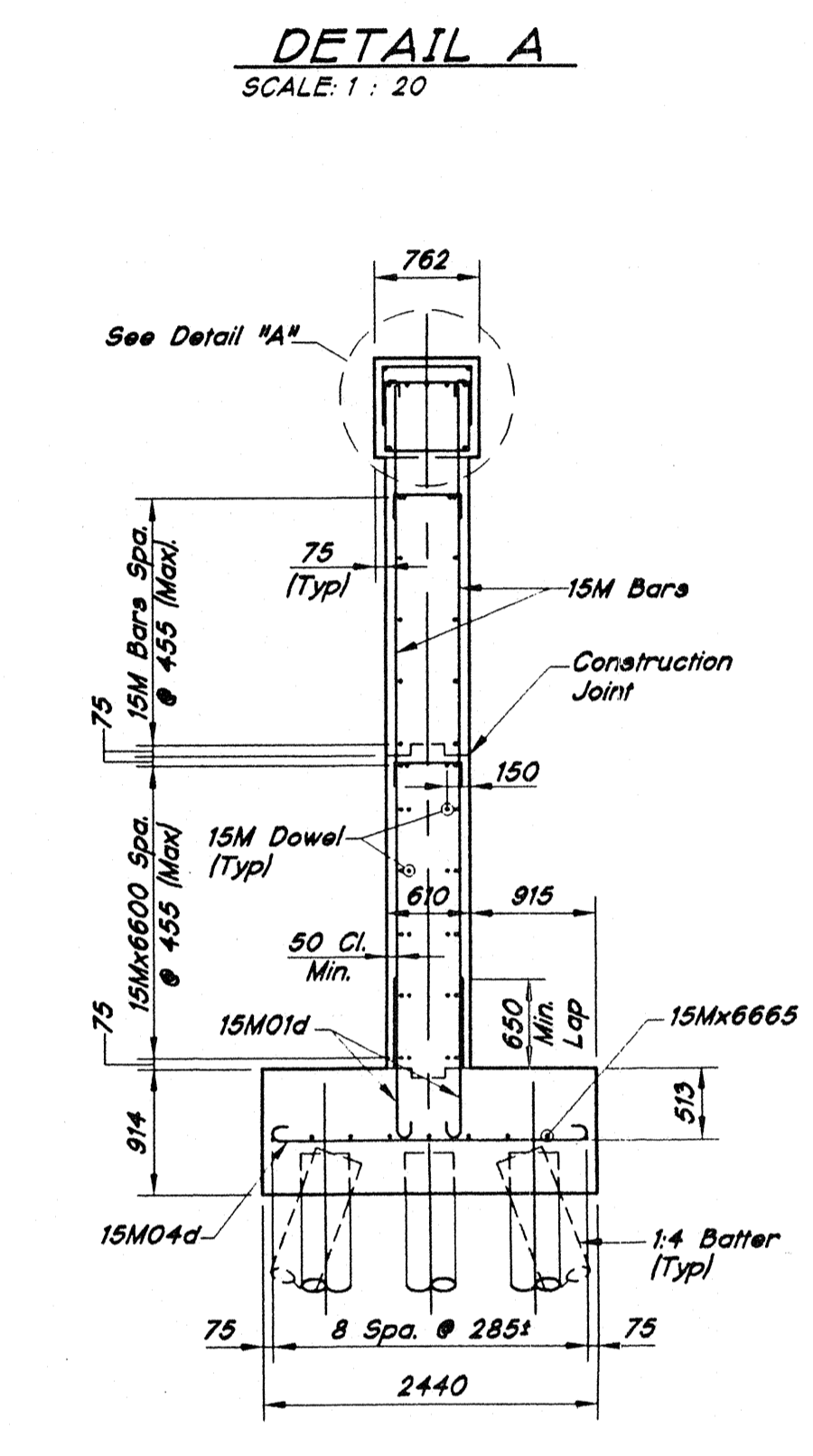
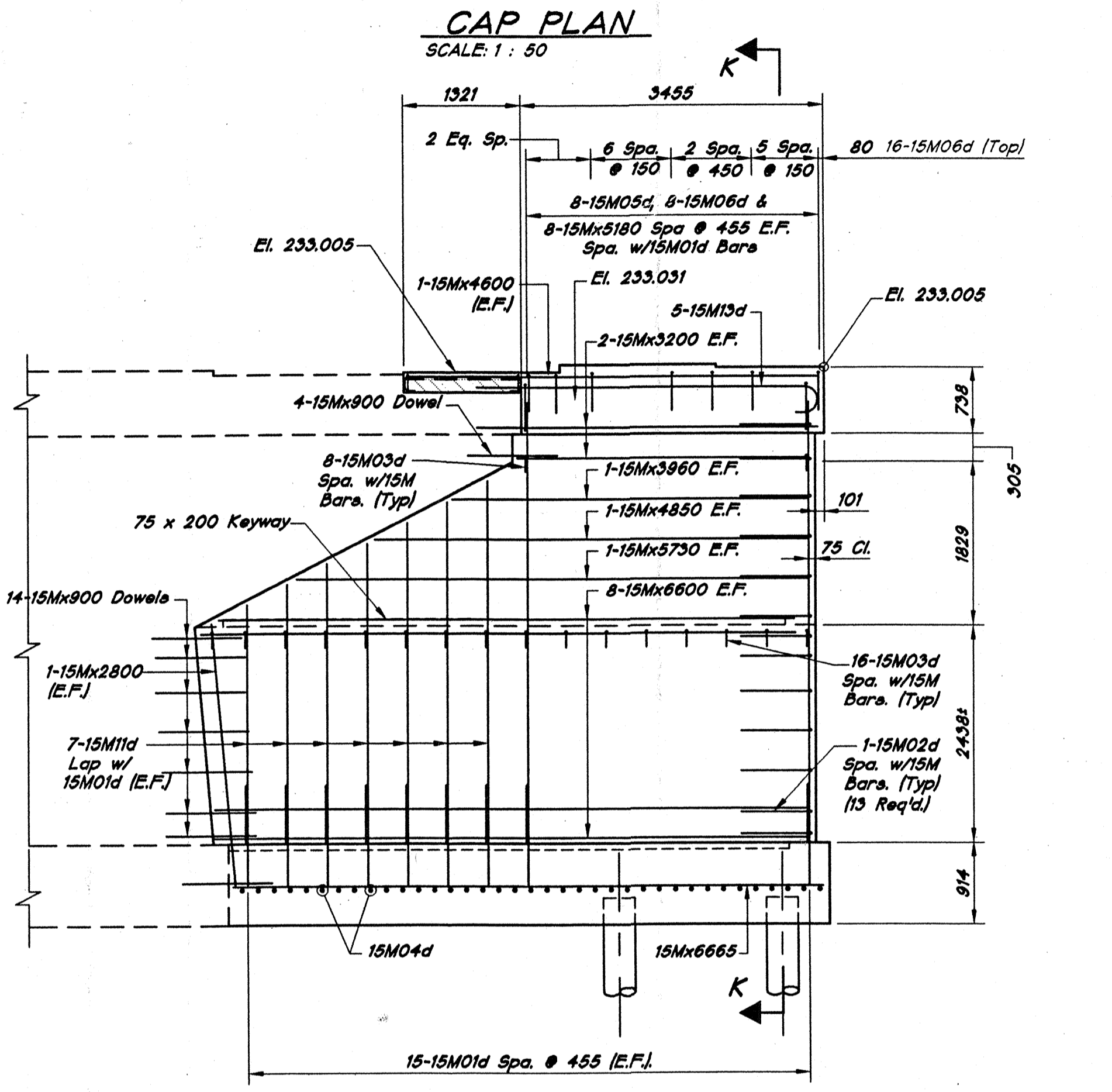
INDIANA DEPARTMENT OF TRANSPORTATION
PIER NO. 3 (EB & WB) DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1 : 50	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	8 of 22
CONTRACT	PROJECT
R-229a7	1M/74-2(087) 65



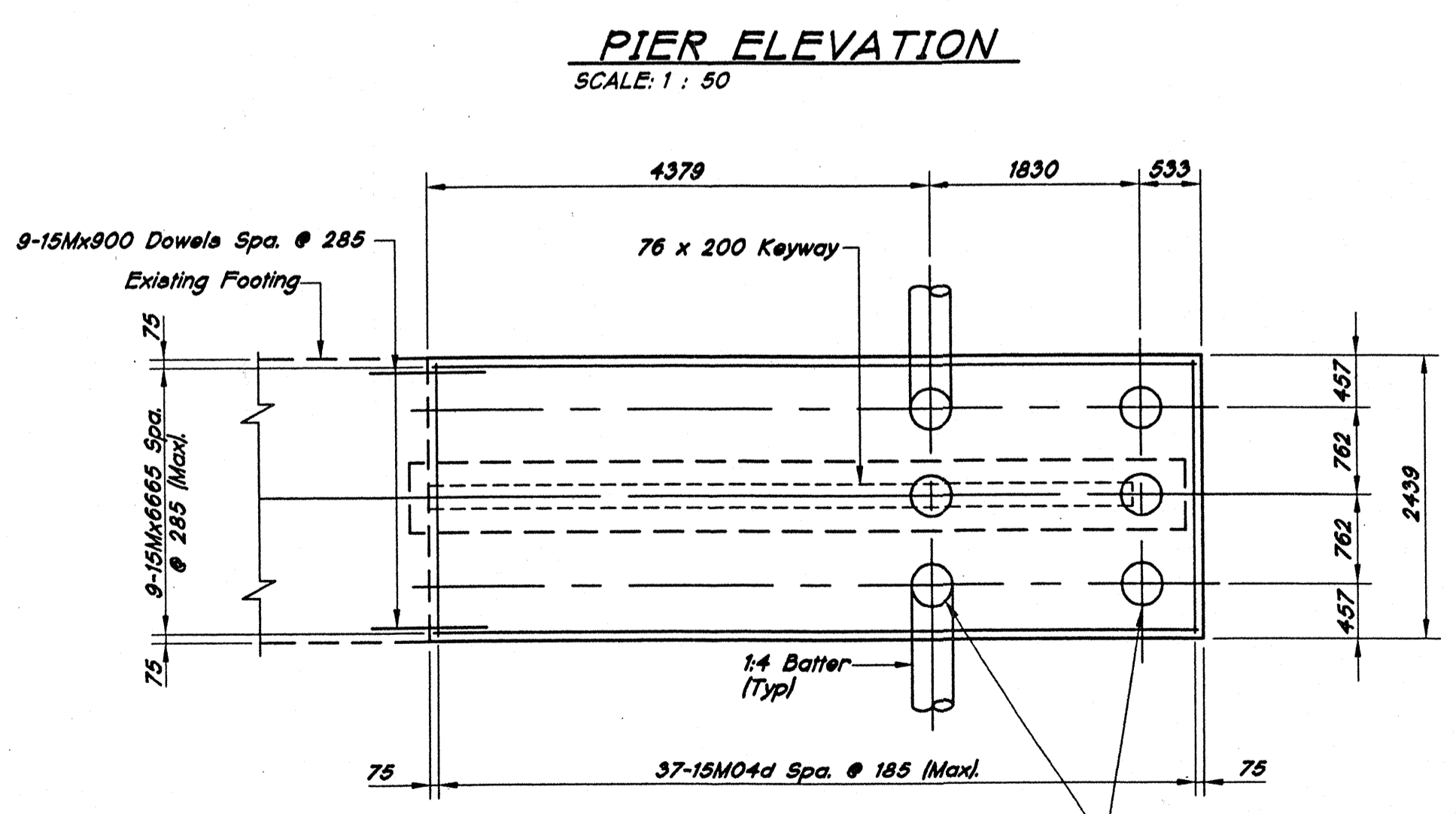
CAP REMOVAL DETAILS

Note: Embed All 15Mx900 Dowels 450mm In to Field Drilled Holes With An Approved Anchoring System. (Min. Pullout = 80,000 N)



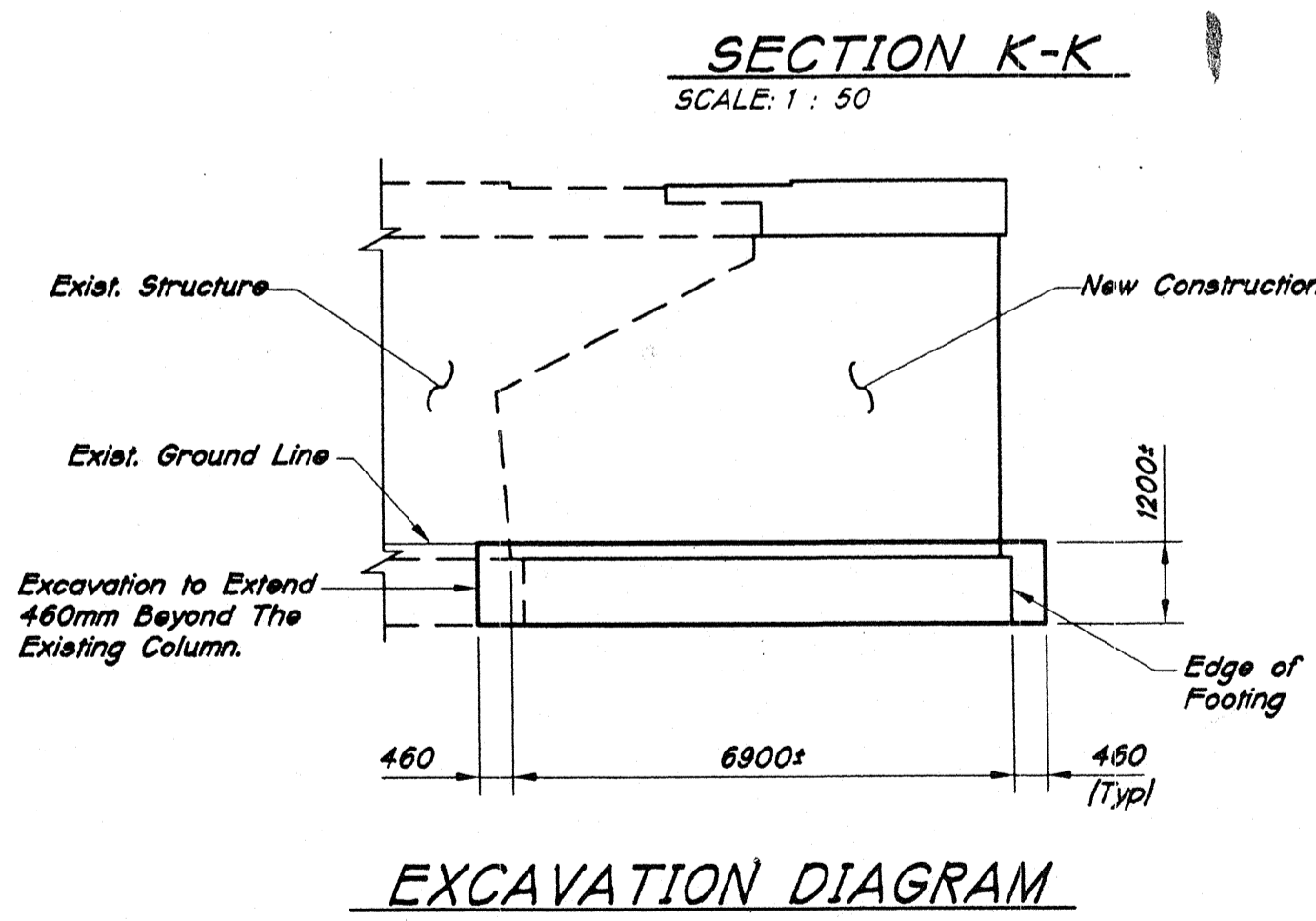
FOOTING PLAN
SCALE: 1 : 50
PIER NO. 4 (WESTBOUND)

355# Steel Encased Concrete pile. (All Piles to be Driven to 355kN(Typ))



FOOTING PLAN
SCALE: 1 : 50
PIER NO. 4 (EASTBOUND)

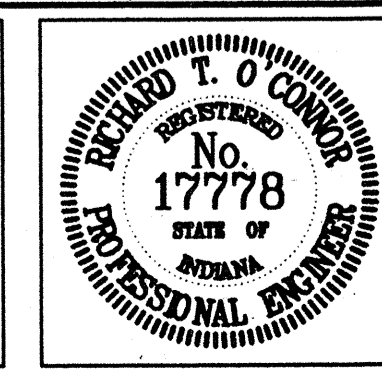
355# Steel Encased Concrete pile. (All Piles to be Driven to 355kN(Typ))



EXCAVATION DIAGRAM

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

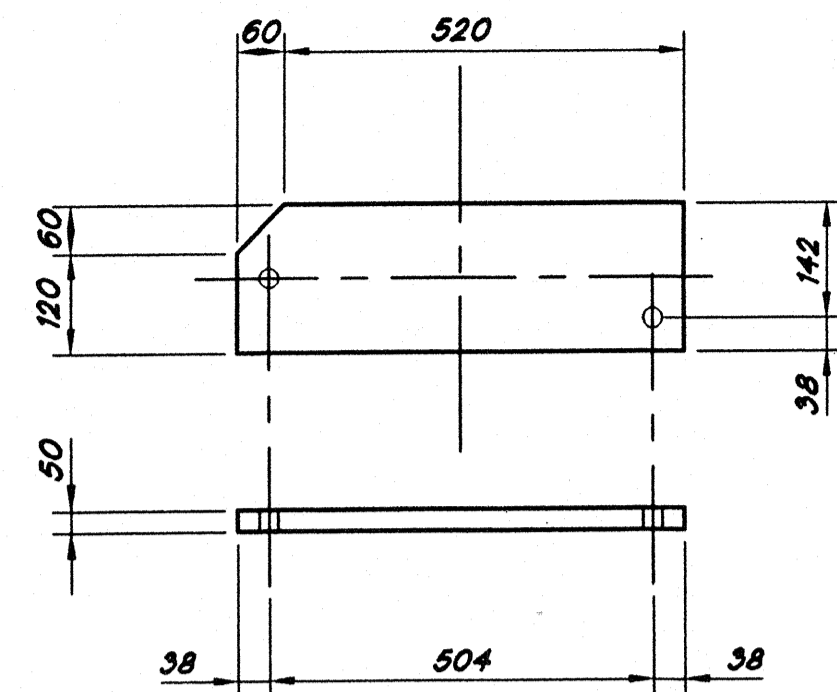
Time: 10/24/83 Scale: 1:50 Drawing File: I-74-4057-4057-C20.DWG (ROW CORPORATION, ROW CORPORA)



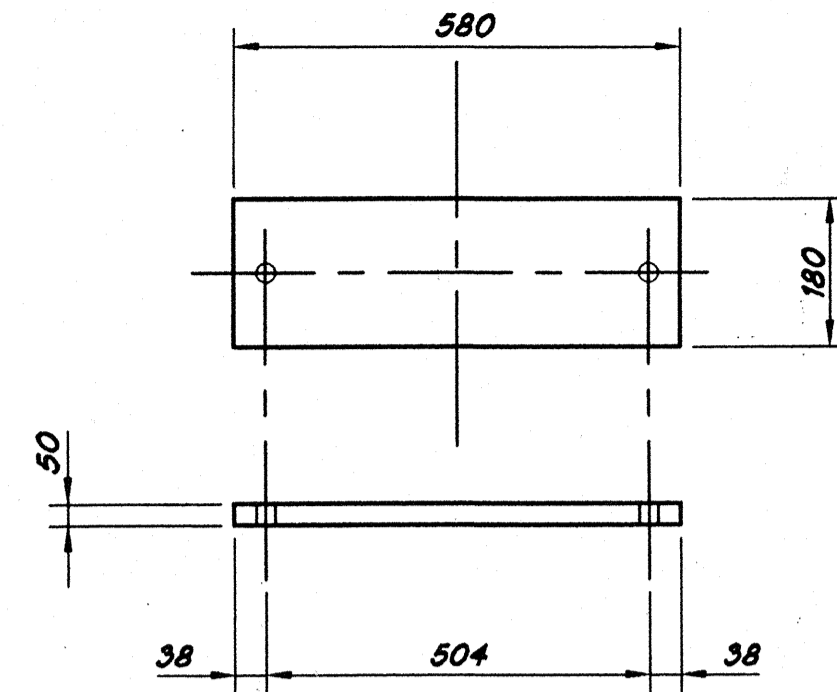
RECOMMENDED FOR APPROVAL *Richard T. O'Connor* 11-12-96
DESIGN ENGINEER DATE
DESIGNED: AMP DRAWN: REM
CHECKED: SCJ CHECKED: RTO

INDIANA DEPARTMENT OF TRANSPORTATION
PIER NO. 4 (EB & WB) DETAILS

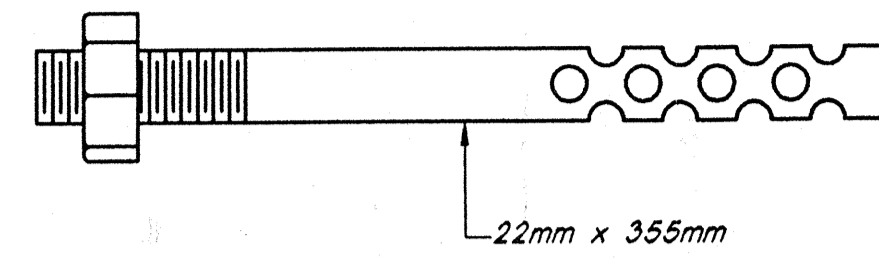
HORIZONTAL SCALE 1 : 50	BRIDGE FILE I-74-72-4440c
VERTICAL SCALE	DESIGNATION 9305000
SURVEY BOOK	SHEETS 9 of 22
CONTRACT R-22927	PROJECT 1M/74-2(087) 65



END BENT No. 1 & 5
 (Type-I 12 Required)

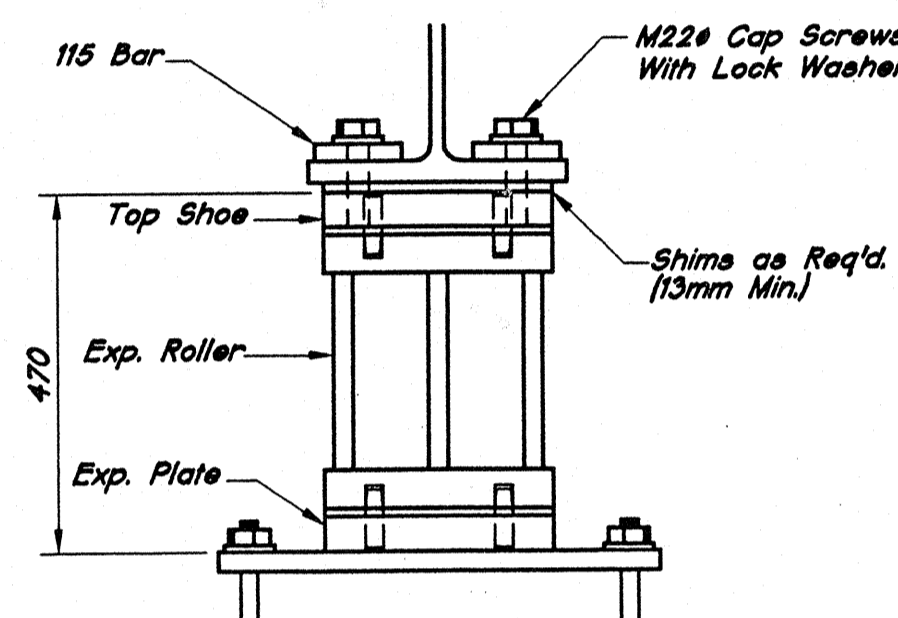


PIERS No. 2, 3 & 4
 (Type-II 18 Required)

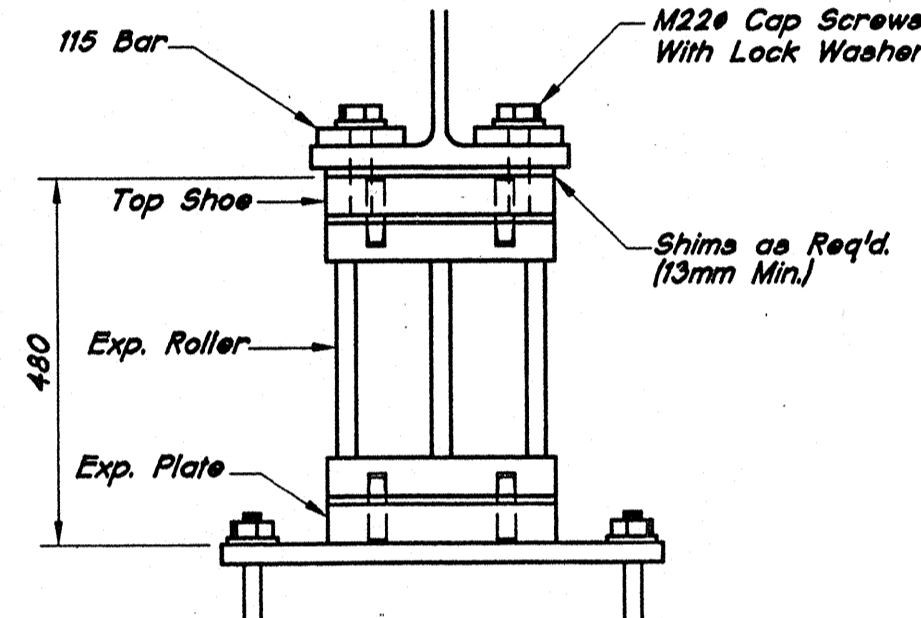


SWEDGE BOLT DETAILS
 SCALE: NONE
 (60 Required)

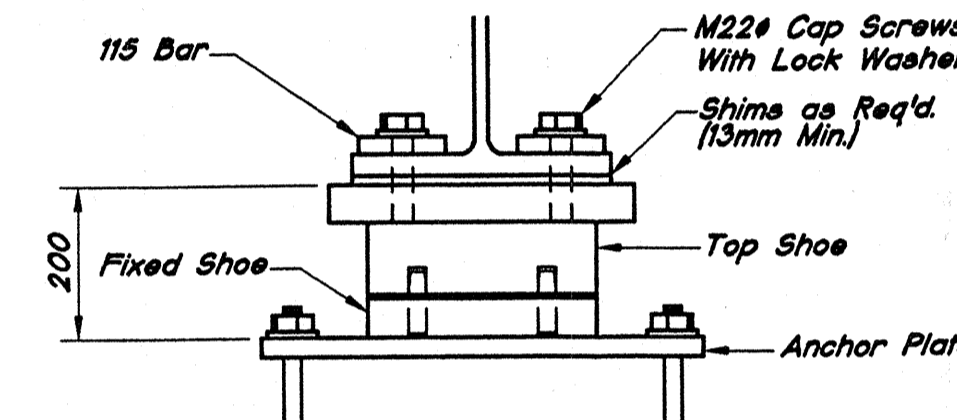
ANCHOR PLATE DETAILS
 SCALE: NONE



2 - 22# Swedge Bolts, Thread 75, No Paint.
 2 - 65x6 Washer, Wt.



2 - 22# Swedge Bolts, Thread 75, No Paint.
 2 - 65x6 Washer, Wt.



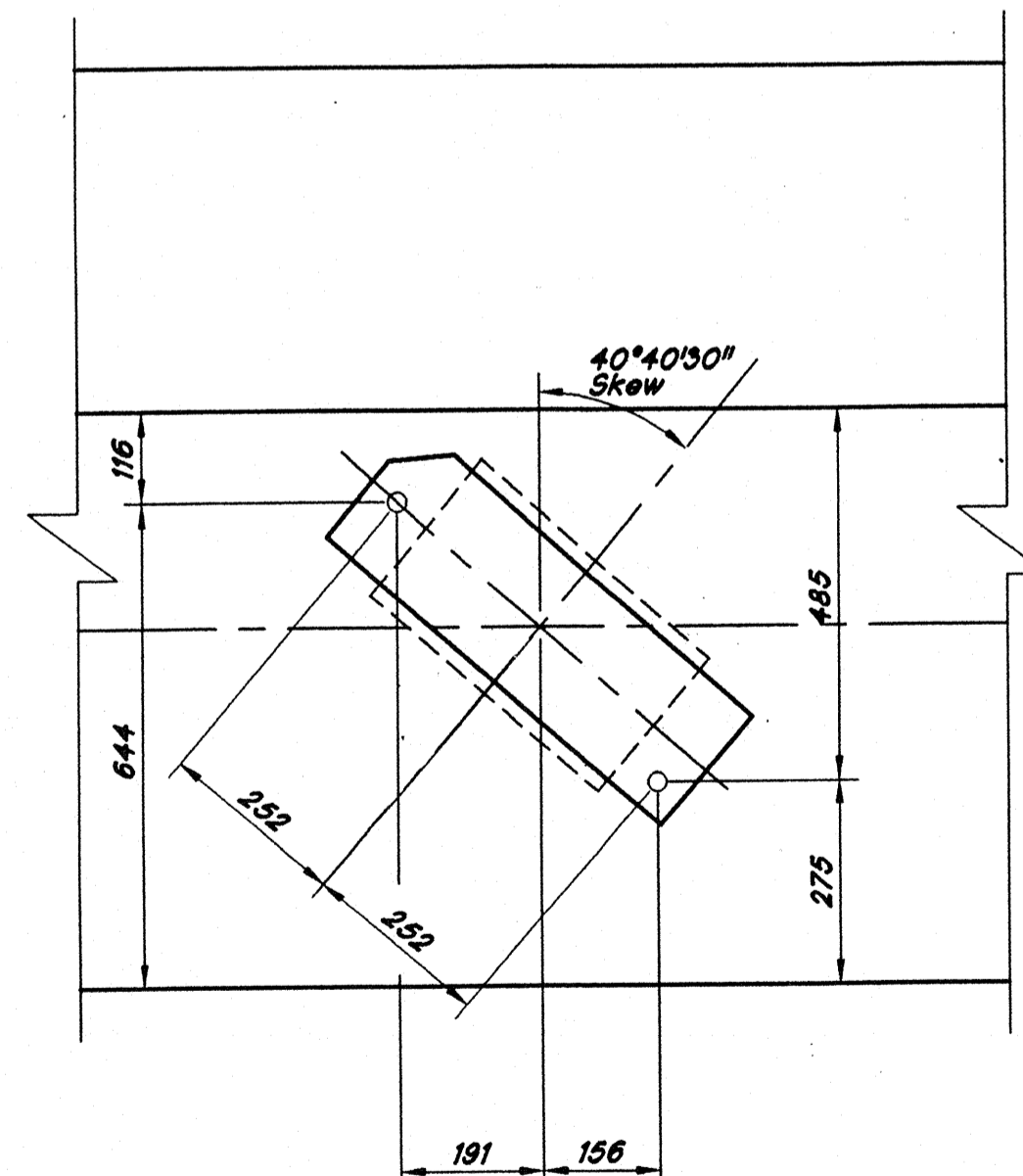
2 - 22# Swedge Bolts, Thread 75, No Paint.
 2 - 65x6 Washer, Wt.

Bearing Assemblies For Existing Beams
 To Be Raised Beams Maybe Used In Lieu
 Of New Metric Bearing Assemblies.

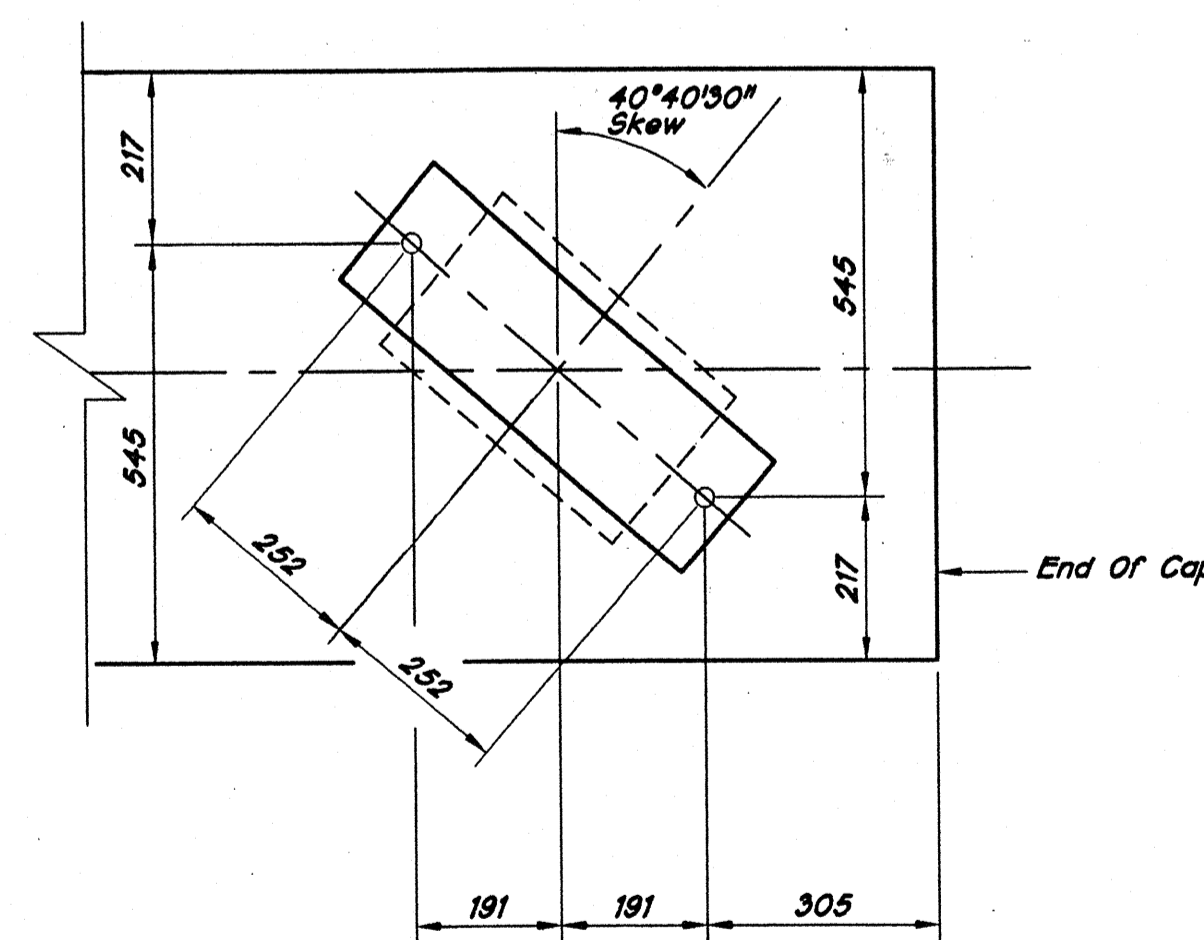
SHOE ASSEMBLY @ BENT No. 1 & 5
 SCALE: 1 : 10
 (TYPE-E1 12 Required)

SHOE ASSEMBLY @ BENT No. 2 & 4
 SCALE: 1 : 10
 (TYPE-E2 12 Required)

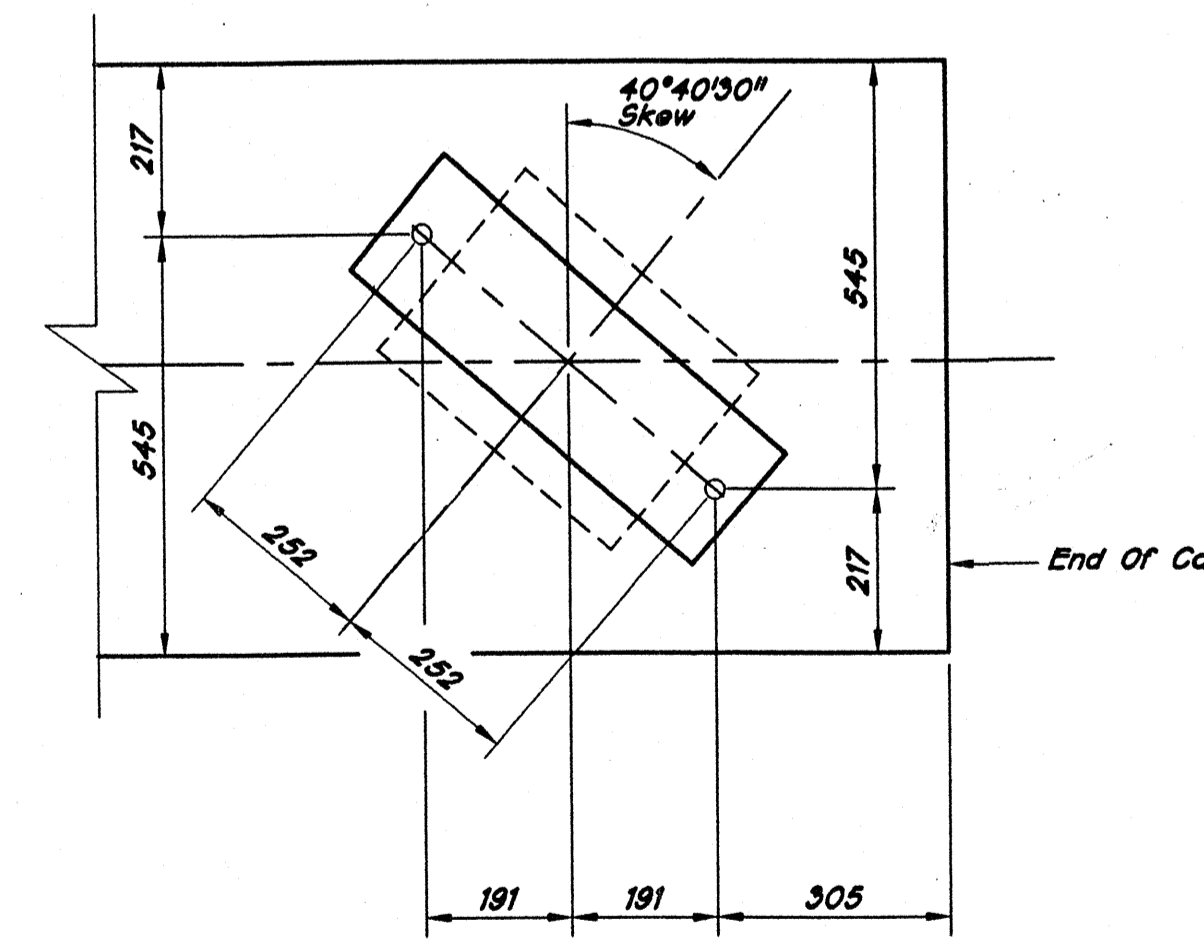
SHOE ASSEMBLY @ PIER No. 3
 SCALE: 1 : 10
 (TYPE-F2 6 Required)



END BENT No. 1 & 5



PIERS No. 2, & 4

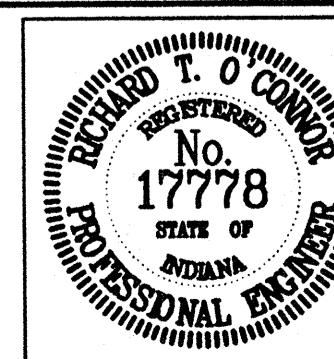


PIER No. 3

BEARING ASSEMBLY LOCATION DETAILS
 SCALE: 1 : 10

All Dimensions Are In Millimeters
 (mm), And All Elevations Are
 In Meters (m), Except As Noted.

Time: 16:28:47
 Date: 6/3/96
 Drawing File: I-74-72-4440c

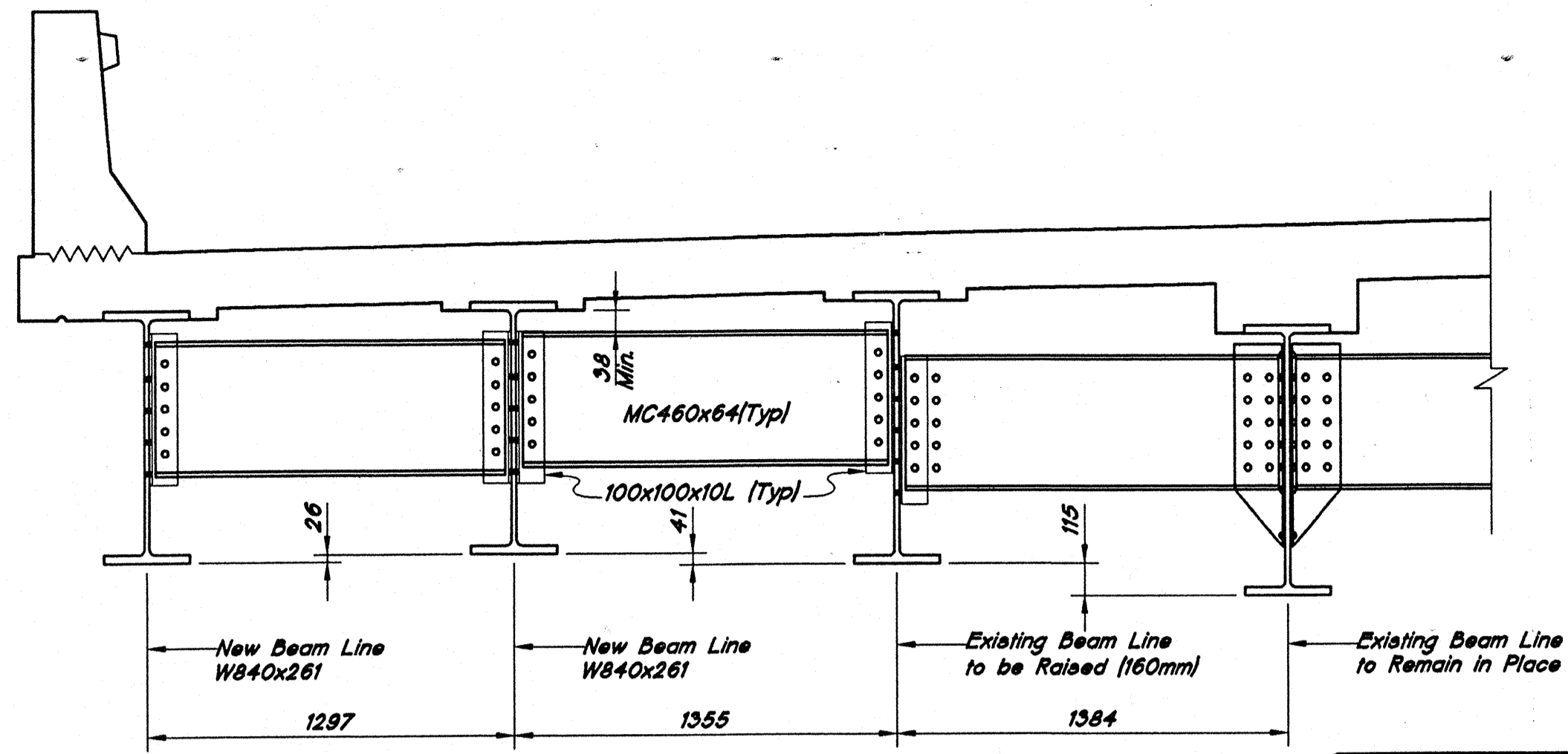


RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-12-96
 DESIGN ENGINEER DATE
 DESIGNED: AMP DRAWN: REM
 CHECKED: *RTD* CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION

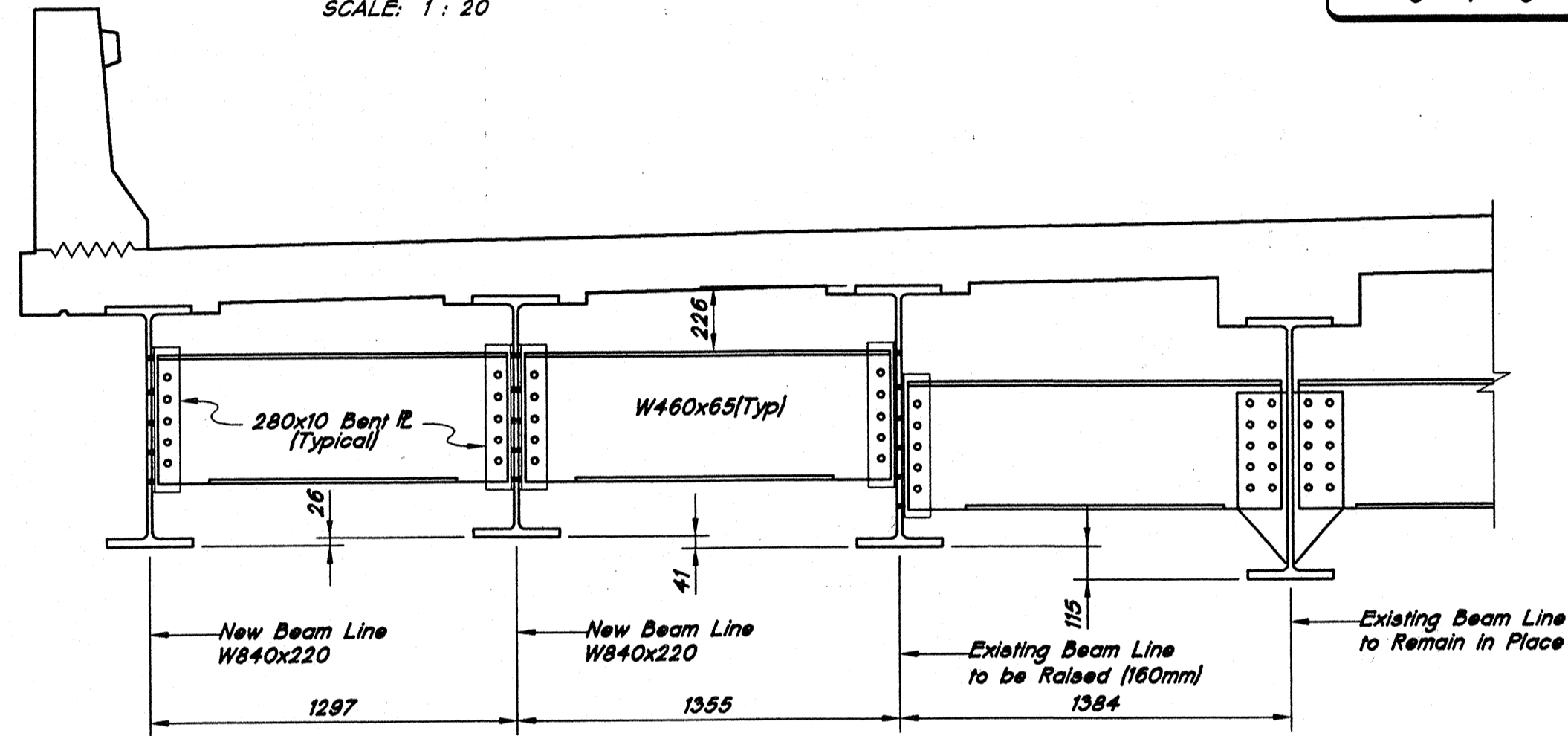
BEARING ASSEMBLY DETAILS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	11 of 22
CONTRACT	PROJECT
R-2227	IM/74-2(087) 65

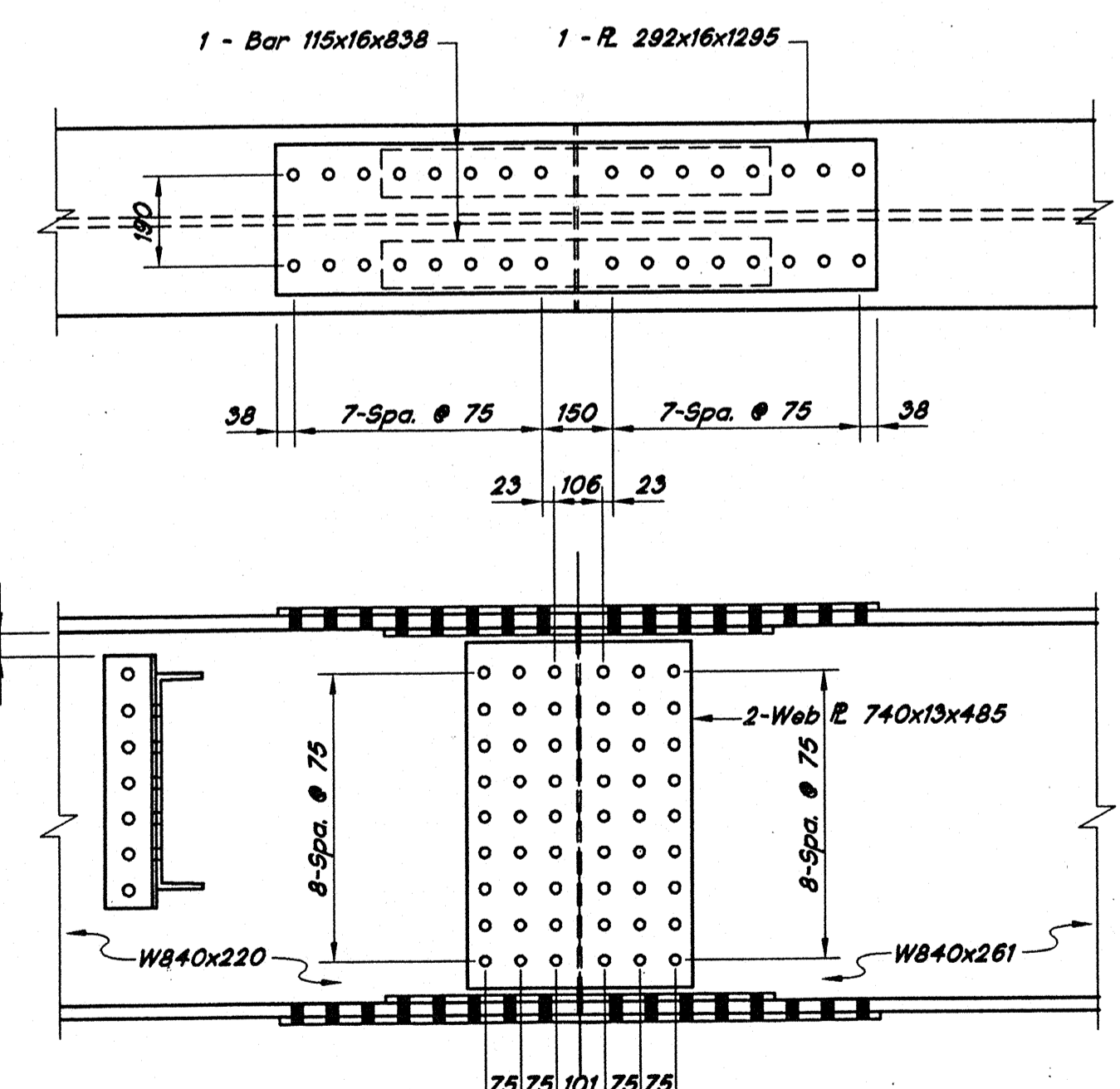


NEW INTERIOR DIAPHRAGM SECTION
SCALE: 1:20

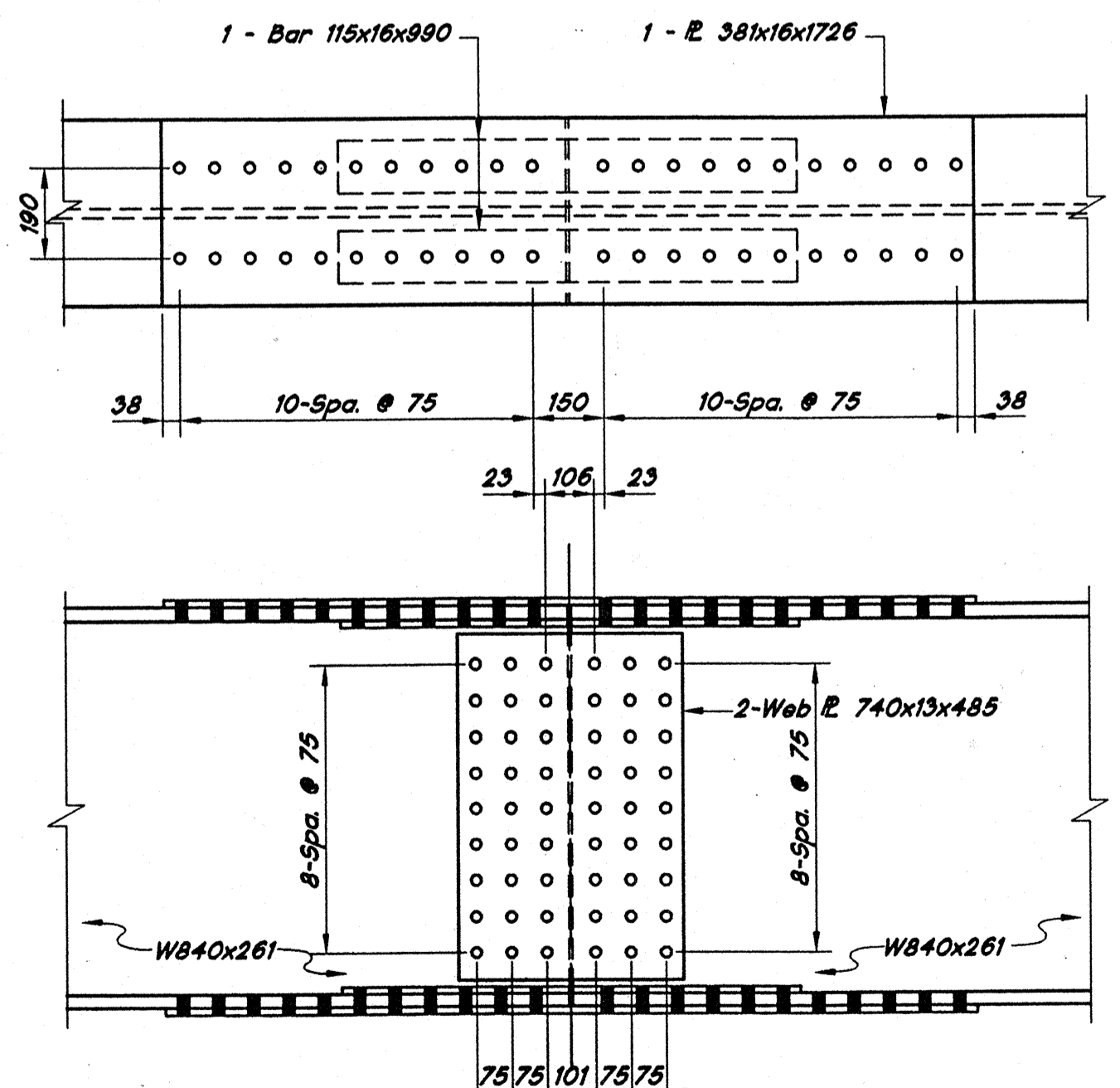
New Diaphragms To Be Offset At a Minimum Of 150 mm From Existing Diaphragms.



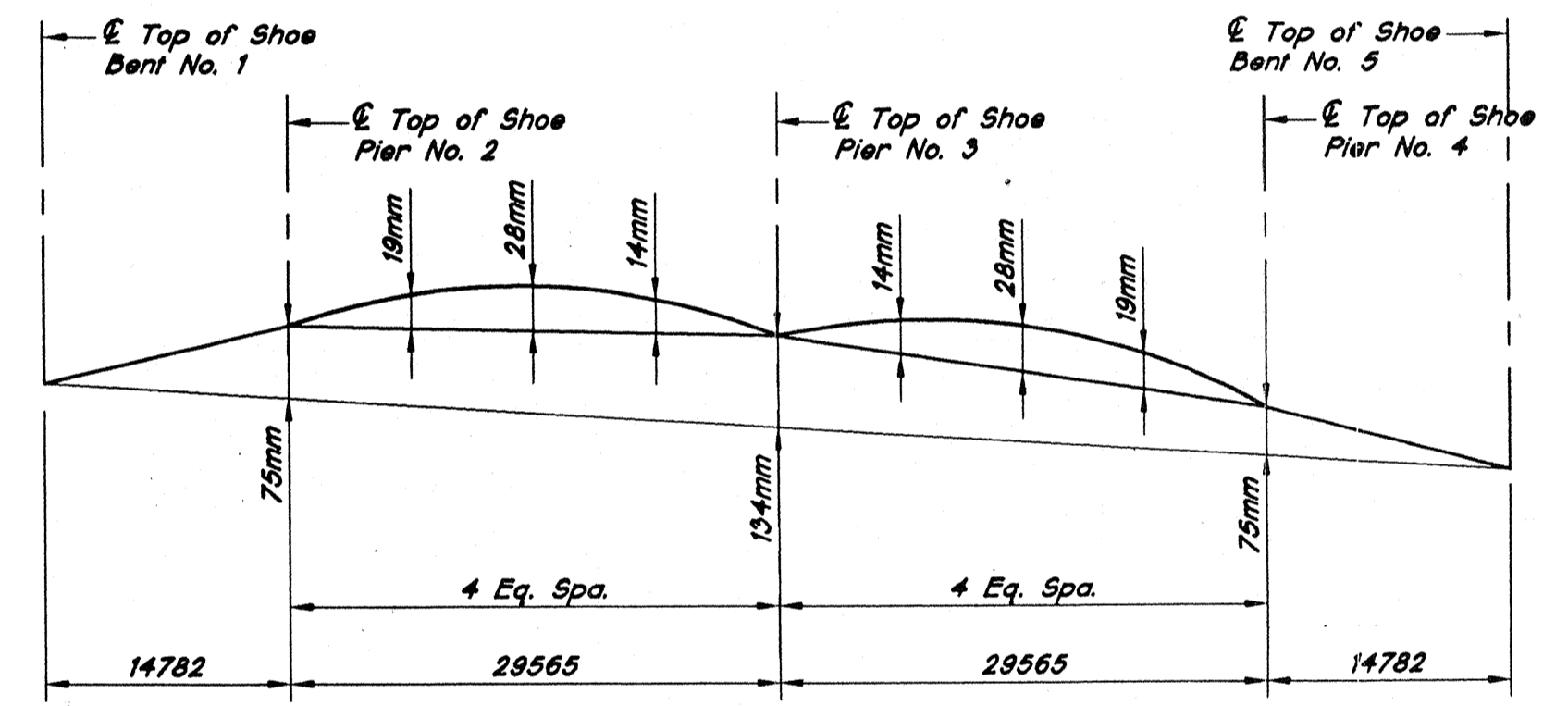
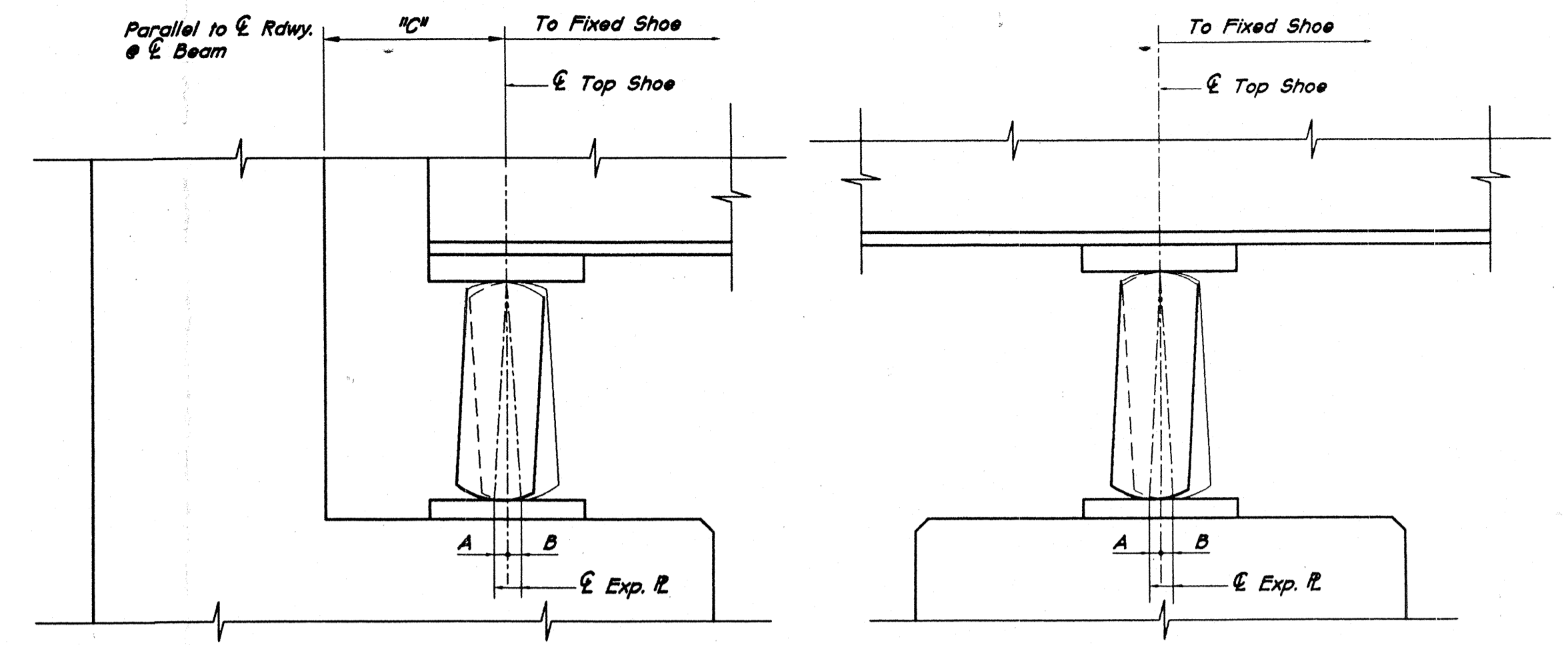
NEW END DIAPHRAGM SECTION
SCALE: 1:20



SPLICE @ PIERS No. 2 & 4
SCALE: NONE



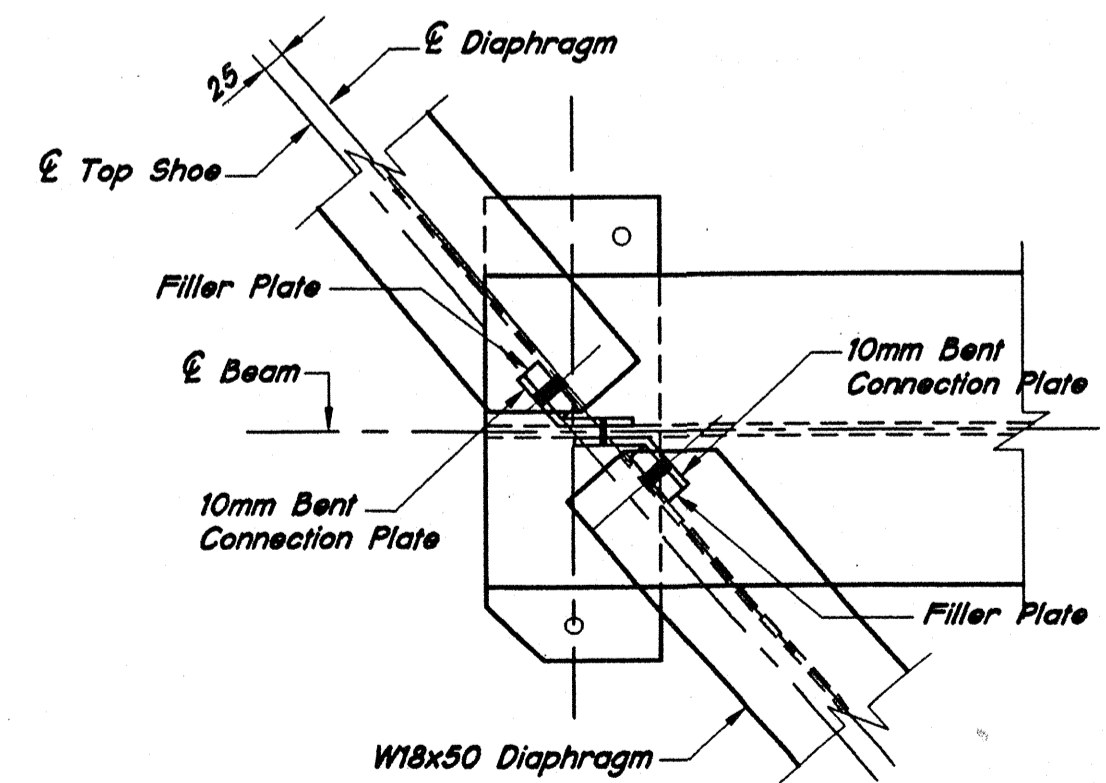
SPLICE @ 0.75 SPAN B & 0.25 SPAN C
SCALE: NONE



NO LOAD CAMBER & BLOCKING DIAGRAM
SCALE: NONE

TABLE I

TEMPERATURE	DIMENSION "A" OR "B" - \bar{C} BEARING TO \bar{C} TOP SHOES						
	DIMENSION "A"			DIMENSION "B"			
Bents No. 1 & No. 5	25	21	14	10	-	2	6
Piers No. 2 & No. 4	11	6	3	-	3	6	11



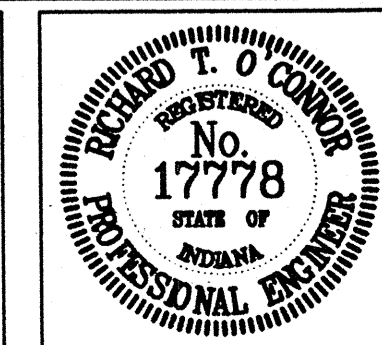
END DIAPHRAGM CONNECTION DETAIL
SCALE: NONE

GENERAL PROCEDURE

- After all Bolts have been Installed Tightened, Adjust the Superstructure Longitudinally so that Dimension "C" From the \bar{C} Top Shoe to the Face of the Midwall at Bents No. 1 & 5 are Equal.
- With the Superstructure in the Adjusted Position Called for in (1) Set the Anchor Bolts for the Fixed Shoes at Pier No. 3.
- Adjust the Expansion Plate 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 \bar{C} Top Shoe in a Direction away from the Fixed Shoe. Set the Anchor Bolts.
- Screed Elevations Shall be Determined by Adding the Required Concrete Dead Load Deflections Given on this Drawing to the Final Required Concrete Elevations at Screed Points. Take Elevations at All Screed Points on Top of Beam Adjacent to Screed Point. Subtract these Elevations from the Elevation Corrected for Deflection and Use the Resulting Dimension at the Height for Setting the Screed Form Above that Point. This Dimension Remains Constant Regardless of how Much or in What Order the Concrete is Poured. Do Not Set Screeds by Levelling.
- No Concrete in the Floor is to be Poured Until the Above Operations are Complete.

All Dimensions Are in Millimeters (mm), And All Elevations Are in Meters (m), Except As Noted.

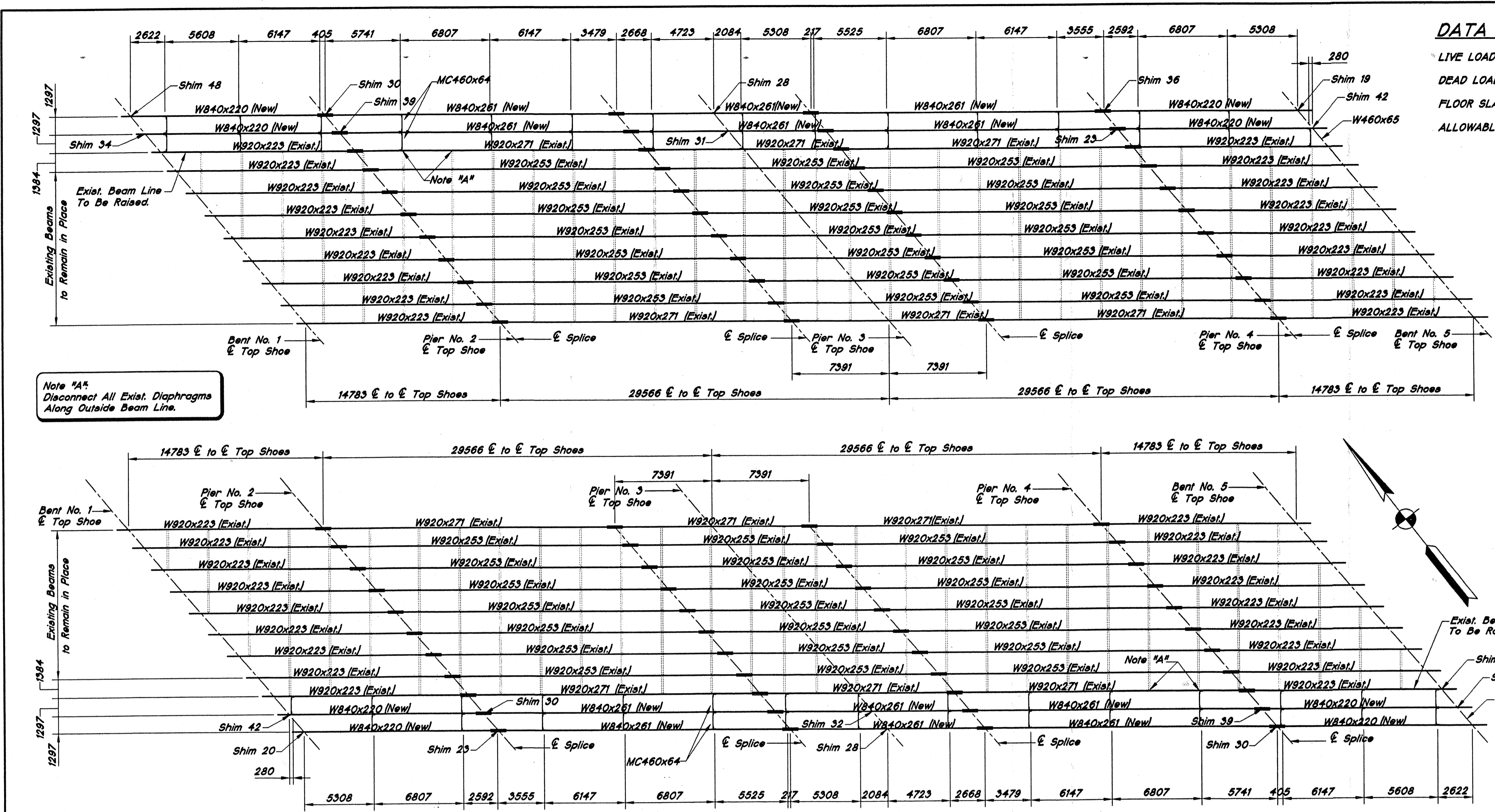
Date: 7/1/77
 Scale: 1:20
 Drawing File: I-74-4440c-DWG (ROW CORPORATION, ROW CORPORA)



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* DESIGN ENGINEER DATE: _____
 DESIGNED: AMP DRAWN: REM
 CHECKED: *STO* CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION
 DIAPHRAGM & SPLICE DETAILS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	12 of 22
CONTRACT	PROJECT
R-2297	1M/74-2(087) 65



DATA USED FOR DESIGN AND DETAILS:

LIVE LOADS: HS20-44 LOADING IN ACCORDANCE WITH 1989 A.A.S.H.T.O. SPECIFICATIONS AND INTERIMS.

DEAD LOADS: ACTUAL WEIGHT PLUS 1.473kg PER M FOR FUTURE WEARING SURFACE.

FLOOR SLAB: DESIGNED FOR 7257.6kg WHEEL LOAD PLUS IMPACT.

ALLOWABLE STRESSES: TO BE ACCORDANCE WITH 1989 A.A.S.H.T.O. SPECIFICATIONS AND INTERIMS.

FABRICATION AND ERECTION NOTES:

ALL STRUCTURAL STEEL SHALL CONFORM TO ASTM A36 UNLESS NOTED OTHERWISE.

THE CONTRACTOR SHALL PREPARE DETAILED WORKING OR SHOP DRAWINGS TO ENABLE HIM TO FABRICATE, ERECT, AND CONSTRUCT ALL PARTS IN CONFORMITY WITH THE ENGINEERS DRAWINGS AND SPECIFICATIONS AND SHALL SUBMIT FIVE (5) COPIES TO THE ENGINEER. SEE ARTICLE 711.04 OF THE SPECIFICATIONS.

BOLTED CONNECTIONS SHALL BE MADE WITH HIGH STRENGTH BOLTS M22 DIA. UNLESS OTHERWISE NOTED. OPEN HOLES SHALL BE 25mm DIA. UNLESS NOTED.

THE SHOP DETAILS SHOW A PLAN OF MATCH MARKING FOR ALL REAMED PIECES. ALL SPLICE TO BE REMOVED, CLEANED, AND DEBURRED AFTER REAMING. SPLICE PLATES SHALL NOT EXTEND BEYOND THE END OF THE BEAM AFTER BOLTING FOR SHIPMENT.

ALL PAINT SHALL BE IN ACCORDANCE WITH THE CURRENT STATE HIGHWAY HIGHWAY SPECIFICATIONS. SHOP PAINT: INORGANIC ZINC SILICATE PRIMER. FIELD PAINT: VINYL FINISH COAT, LIGHT GREEN COLOR NO. 24466, FEDERAL STANDARD 585.

STRUCTURAL STEEL FOR WELDING MAY BE FLAME CUT IF THE FLAME CUTTING IS MECHANICALLY GUIDED. HAND FLAME CUTTING SHALL BE USED ONLY WHEN APPROVED AND THE SURFACE IS FURTHER TREATED BY MILLING AND GRINDING OR CHIPPING AND GRINDING.

THE SHOP PLANS SHALL INDICATE WHETHER REAMING AND DRILLING IS TO BE DONE IN THE SHOP OR IN THE FIELD. IF SHOP REAMING OR DRILLING IS USED, THE BEAMS SHALL IN ACCORDANCE WITH THE NO LOAD CAMBER AND REAMING DIAGRAM. IF THE BEAMS ARE SHOP REAMED OR DRILLED, FULL SIZE DRIFT PINS SHALL BE USED IN ERECTION.

IF BEAMS ARE SHOP REAMED OR DRILLED, PROGRESSIVE BEAM ASSEMBLY WILL BE PERMITTED. SEE ARTICLE 711.07 OF THE SPECIFICATIONS.

WHEN THE BEAM SECTIONS ARE FIT UP IN THE SHOP FOR REAMING OR DRILLING OF FIELD SPLICES, THE CENTERLINES OF ADJACENT BEAMS SHALL NOT DEVIATE MORE THAN 5mm WITH THE WEBS IN ALIGNMENT.

HOLES FOR BEAM SPLICES AND SPLICE PLATES SHALL BE SUB PUNCHED OR SUB DRILLED SUB DRILLED AND REAMED TO SIZE WHILE ASSEMBLED. SEE ARTICLE 711.24 OF THE SPECIFICATIONS. FLANGE SPLICE BARS SHALL BE SUB DRILLED AND REAMED OR DRILLED FULL SIZE WHILE ASSEMBLED.

DIAMETER OF HOLES IN ALL MATERIAL CONNECTING TOP SHOES OR BEARING PLATE TO BEAM FLANGES TO BE 25mm DIAMETER (5mm LARGER THAN THE DIAMETER OF THE BOLTS) BOLTS CONNECTING BEAM FLANGE TO TOP SHOE SHALL EXTEND INTO THE TOP SHOE A MINIMUM OF 25mm.

SHIMS BETWEEN BEAMS AND TOP SHOE OR BEARING PLATE MAY BE BUILT-UP. NO SHIM SHALL BE LESS THAN 5mm THICKNESS. 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 FROM THAT SHOWN ON THE CONTRACT PLANS. SEE ARTICLE 711.07 OF THE SPECIFICATIONS. RIVETS SHALL NOT BE USED IN THE ASSEMBLY OF THE STRUCTURAL STEEL.

AS SOON AS THE ENGINEER HAS APPROVED THE FIELD WELDS, ALL WELDS ON 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.

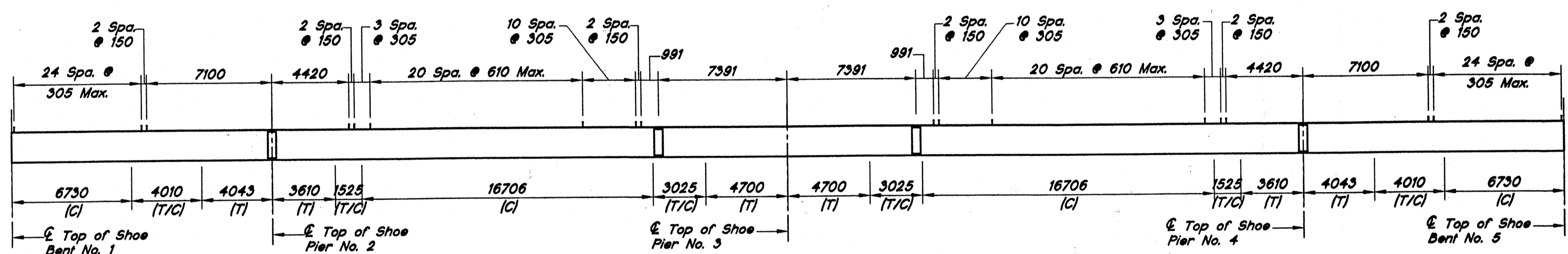
ALL STRUCTURAL STEEL SHALL BE ERECTED AND BEAMS ADJUSTED TO THEIR TRUE ELEVATION BEFORE BOLTING FIELD SPLICES. THE ELEVATION SHALL BE CHECKED WITH SPLICES CONNECTED BY FULL SIZE DRIFT PINS AND ERECTION BOLTS AND WITH BEAMS UNSUPPORTED BY ANY FALSEWORK. SEE SHEET 14 OF 22 FOR TRUE ELEVATION OF SPLICES.

ESTIMATED WEIGHT OF EXIST. STR. STEEL (A-36) 530250kg (265125kg EACH STRUCTURE)
ESTIMATED WEIGHT OF STRUCTURAL STEEL (A-36) 88480kg (48240kg EACH STRUCTURE)

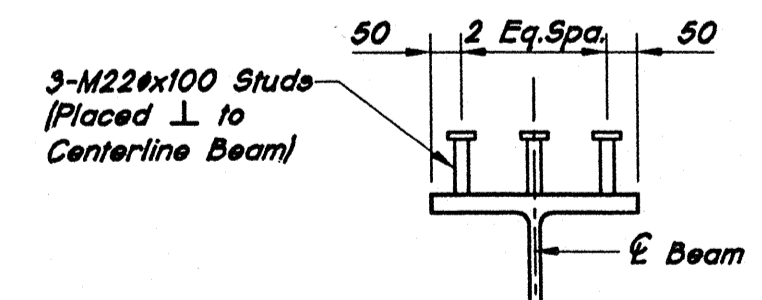
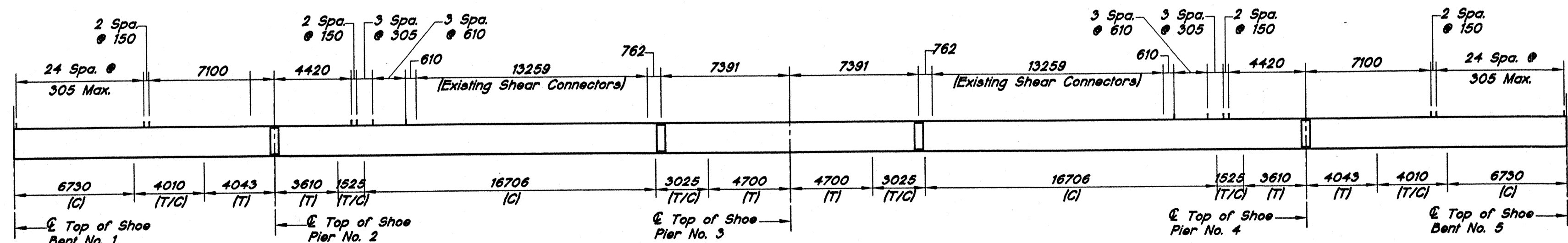
THE WEIGHT OF HIGH STRENGTH BOLTS IS NOT INCLUDED IN THE ESTIMATED WEIGHT OF STRUCTURAL STEEL. THE COST OF THESE BOLTS SHALL BE INCLUDED IN THE COST OF THE STRUCTURAL STEEL.

SHEAR CONNECTORS: 8250 EACH (2625 EACH, EACH STRUCTURE)
FIELD DRILLED HOLES: 210 EACH (105 EACH, EACH STRUCTURE)
RIVETS TO BE REMOVED: 300 EACH (150 EACH, EACH STRUCTURE)

FRAMING PLAN
SCALE: 1 : 200



SHEAR STUD LOCATIONS (Existing Beams)
SCALE: 1 : 200



SHEAR CONNECTOR DETAIL
SCALE: NONE

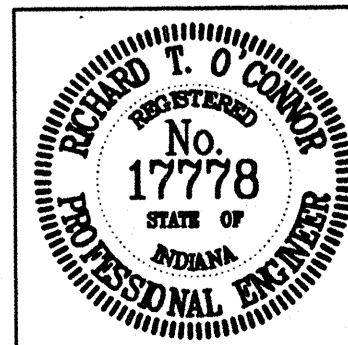
NOTES:

STUDS SHALL BE AUTOMATICALLY WELDED TO THE GIRDER BY THE USE OF A STUD WELDING GUN. THE WELDS SHALL BE OF SUFFICIENT STRENGTH TO PERMIT THE STUDS TO BE BENT 30°.

THE CONTRACTOR MAY USE WELDED CHANNELS OR 20 # WELDED STUDS AS ALTERNATE SHEAR CONNECTORS. IF USED THEY SHALL HAVE EQUIVALENT SHEAR VALUE AND THE PROPOSED SIZE AND SPACING SHALL BE SUBMITTED FOR APPROVAL.

All Dimensions Are in Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

Time: 14:19
Date: 9/2/1996
Drawing File: L-7A V057\FRAME.DWG (BOWEN CORPORATION, BOWEN CORPORATION)



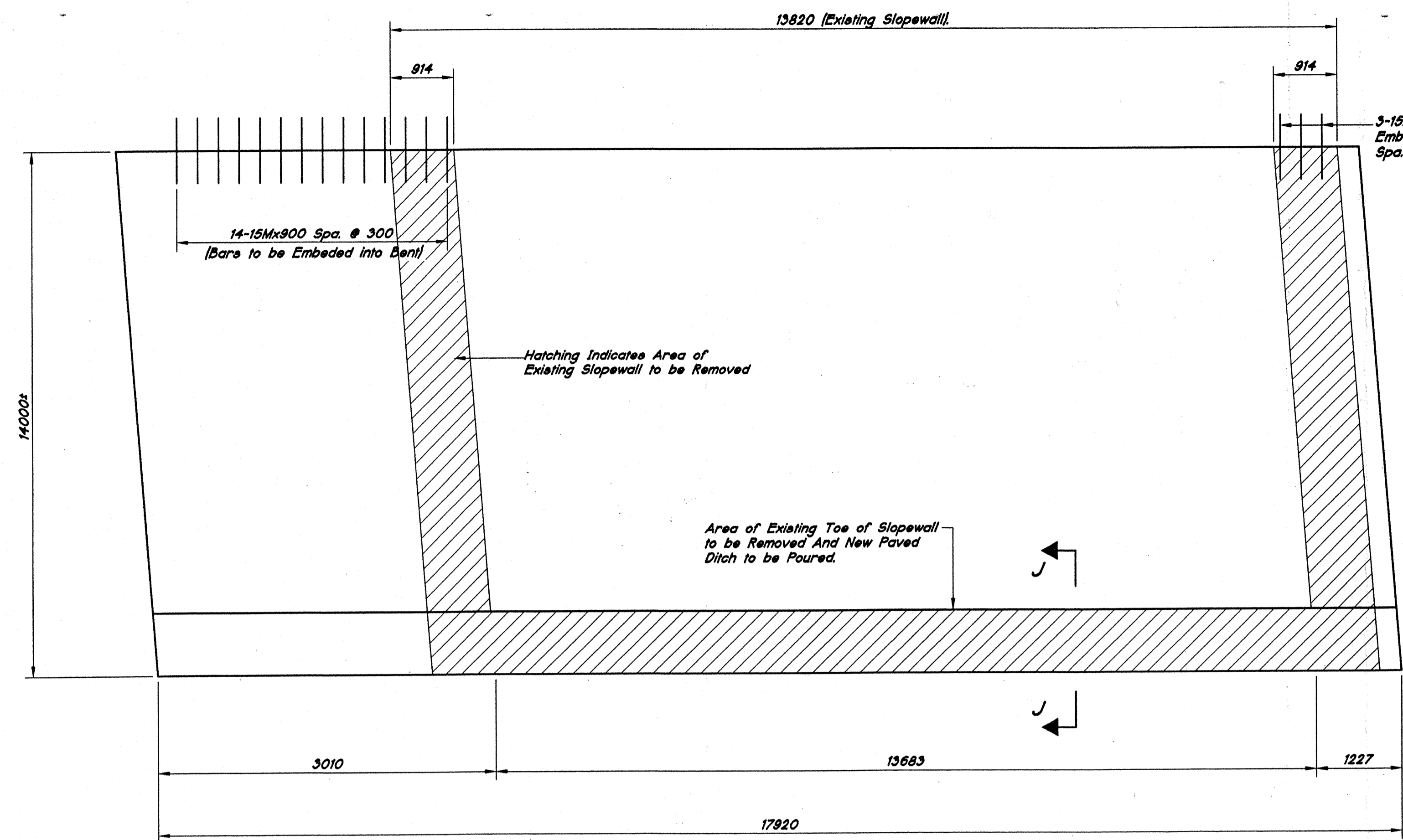
RECOMMENDED FOR APPROVAL: *Richard J. O'Connor* 11-18-96
DESIGN ENGINEER DATE

DESIGNED: SCJ DRAWN: REM
CHECKED: RTO CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION

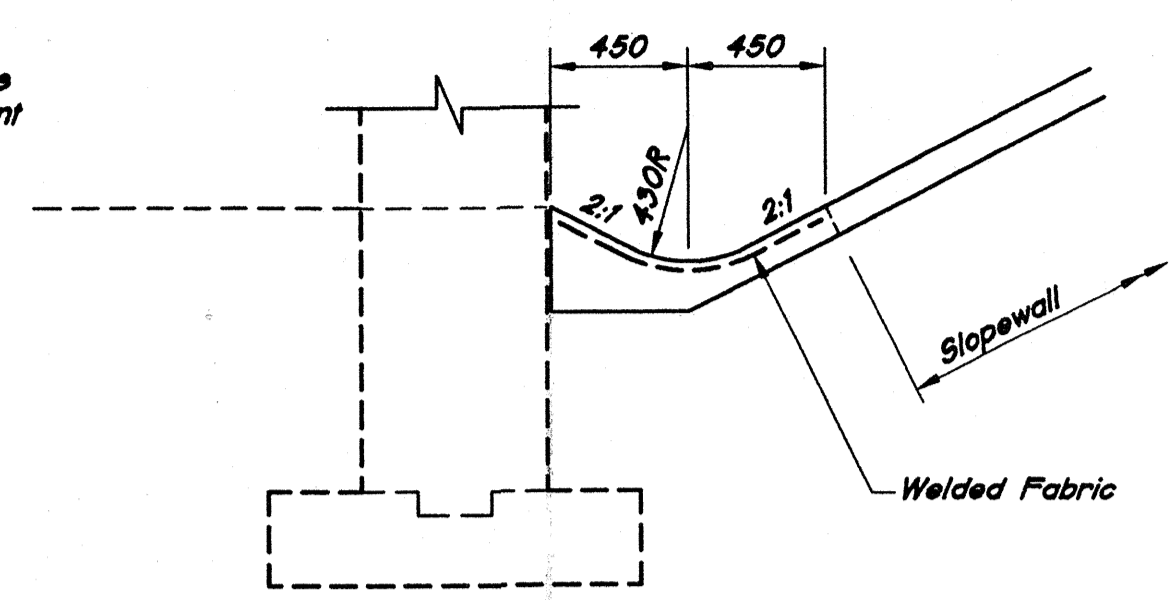
FRAMING PLAN

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	13 of 22
CONTRACT	PROJECT
R-22927	IM/74-2(087)65

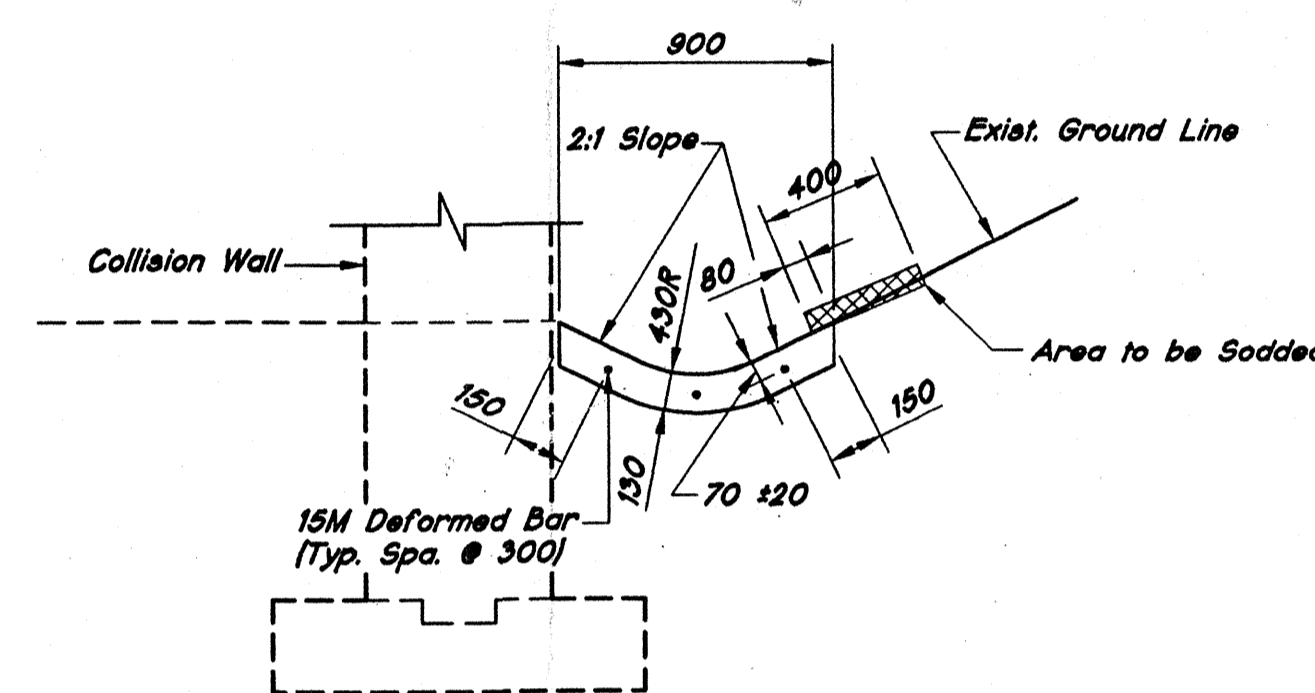


PLAN (SLOPEWALL)
SCALE: 1 : 50

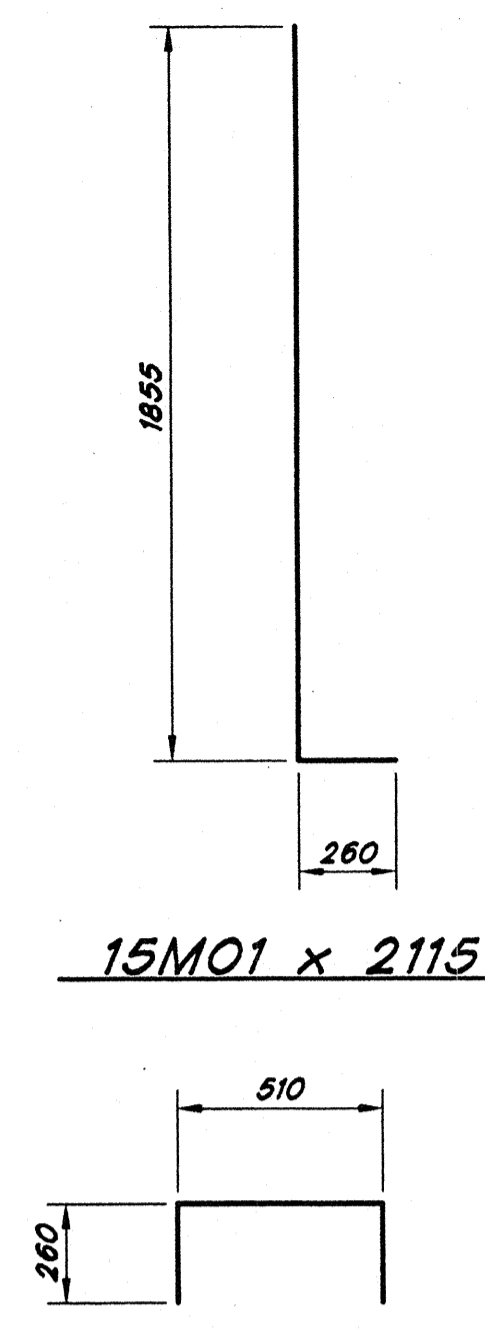
Note:
Thickness of Sloped Wall to Match Existing. See Standard Sheets 616-SWCO-01 & 616-SWCO-03



SECTION "J-J"
SCALE: NONE



SECTION BETWEEN SLOPEWALLS
SCALE: NONE



15M01 x 2115

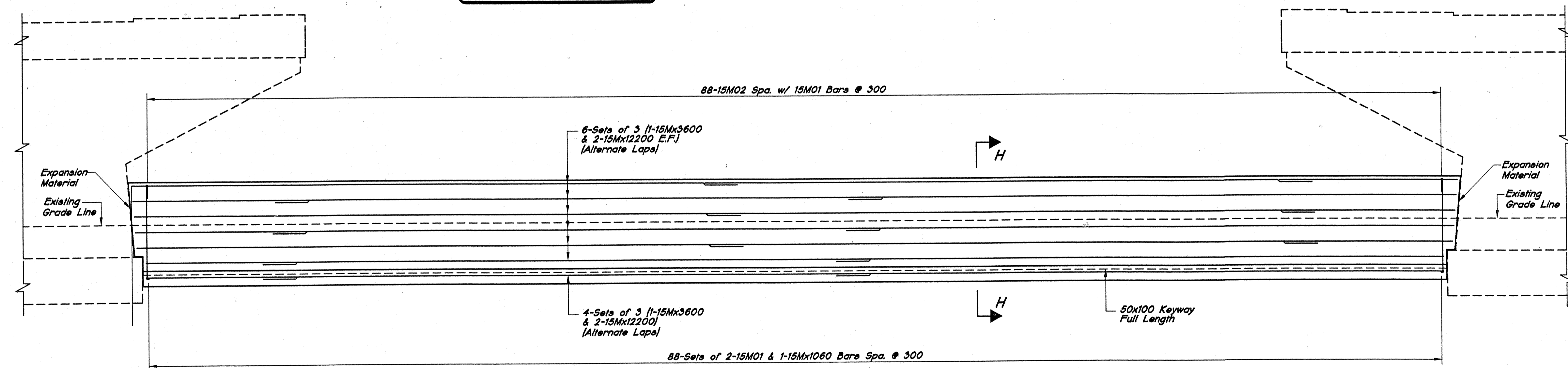
15M02 x 1030

**BILL OF MATERIALS
-COLLISION WALL
(EAST & WEST)**

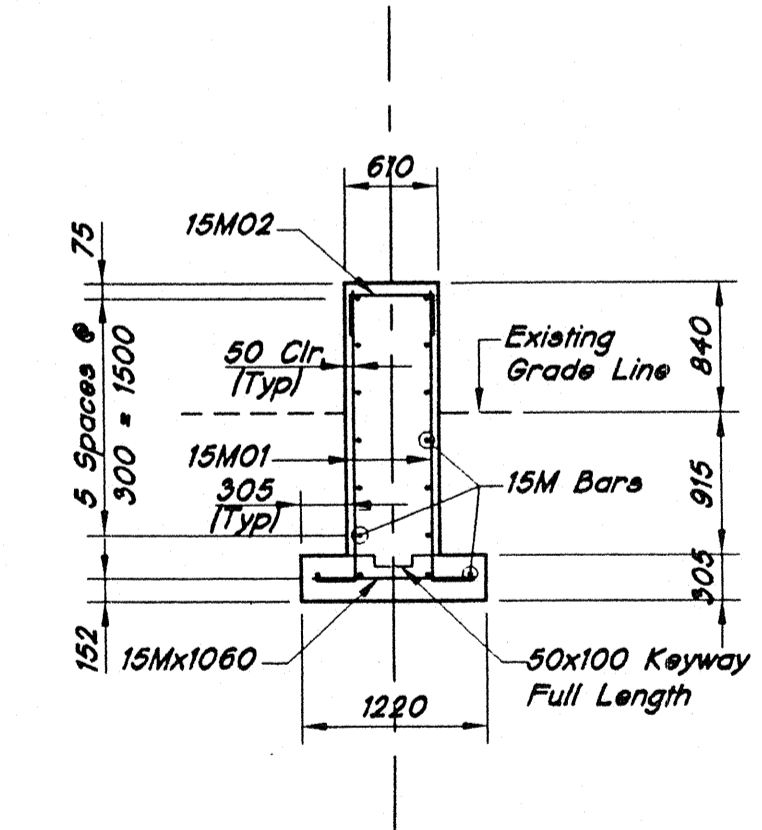
(QUANTITIES ARE FOR ONE WALL ONLY)

REINFORCING STEEL EPOXY COATED			
SIZE & MARK	No. OF BARS	LENGTH	WEIGHT (kg)
15M01	176	2115	
15M02	88	1030	
15M	32	12200	
15M	16	3600	
15M	88	1060	
Total #15M			1577
Total Epoxy Coated Reinforcing			1577
CONCRETE (QTY.)			
Class "B" In Footing			9.7 m ³
Class "A" In Sub-Structure			28.5 m ³
MISCELLANEOUS (QTY.)			
Surface Seal			59.8 m ²
Unclassified Excavation			66.7 m ³
#3 Borrow For Str. Backfill			23.6 m ³

- NOTES:**
FOR GENERAL NOTES, SEE SHEET 3.
LAPS SHOWN ARE MINIMUM LAP LENGTHS.
FOR REINFORCING BAR NOTES, SEE BRIDGE STANDARD 701-BPIL-07.
FOR TYPE "A" CONSTRUCTION JOINT, SEE BRIDGE STANDARD 724-BJTS-01.



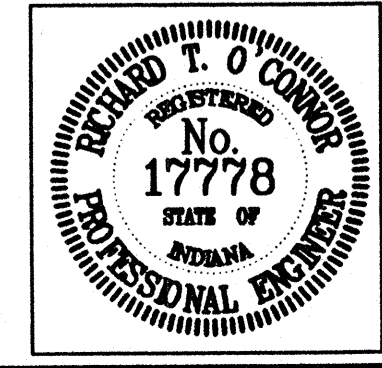
COLLISION WALL ELEVATION
SCALE: 1 : 50
(Collision Walls Located Between Piers 2 EB & 2 WB and 4 EB & 4 WB)



SECTION H-H
SCALE: 1 : 50

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

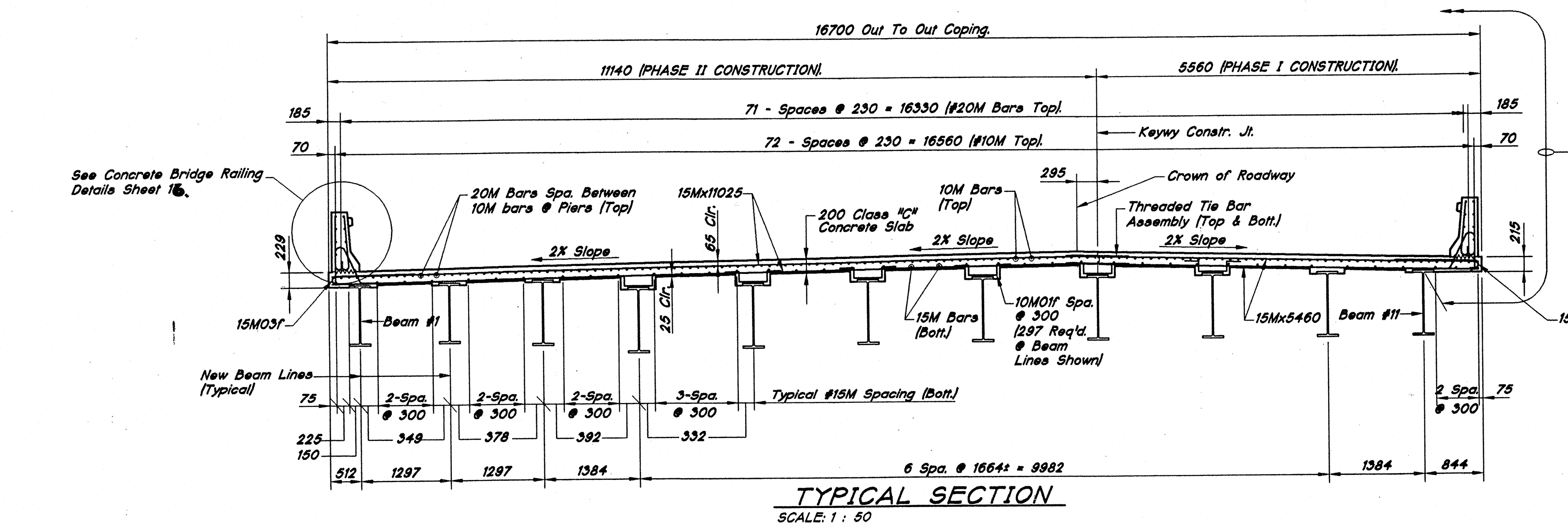
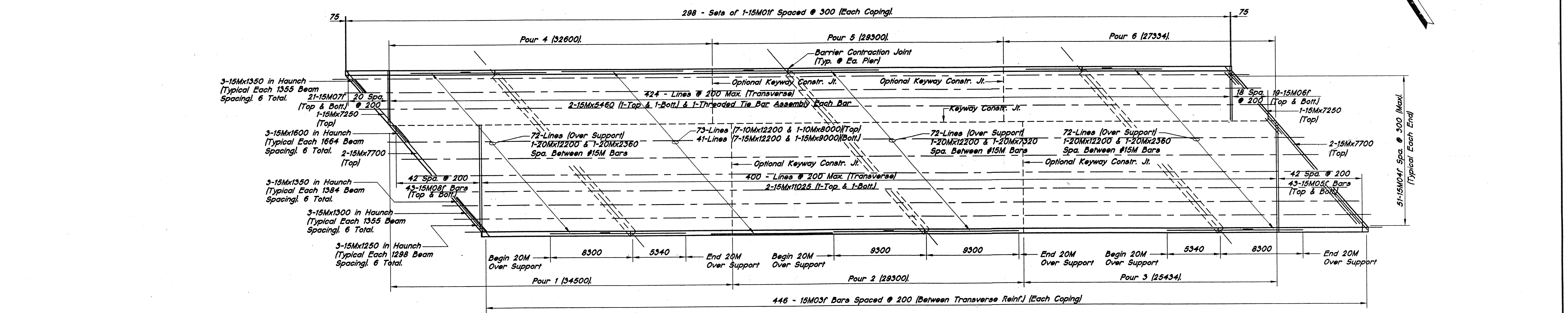
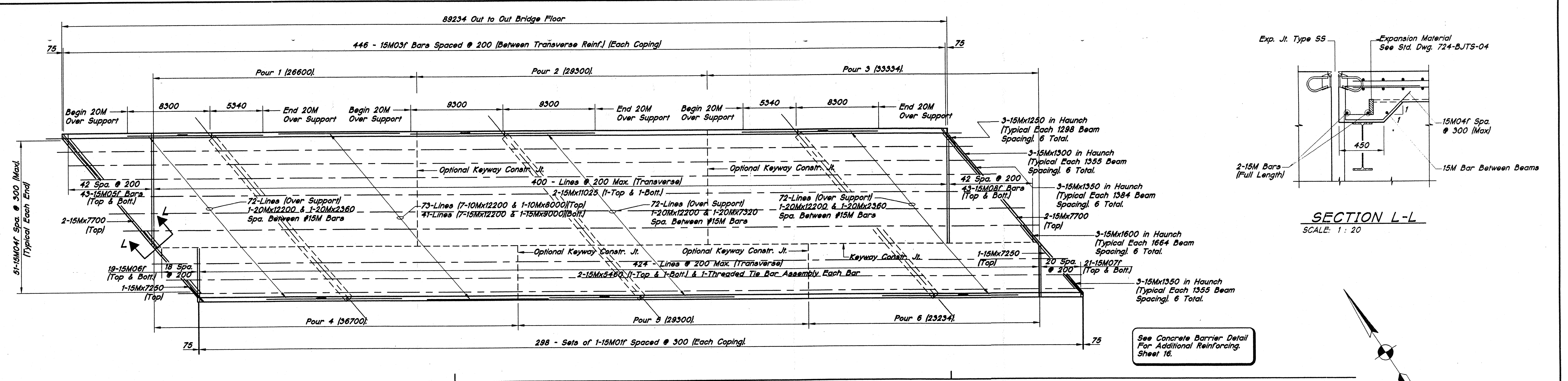
Time: 1:38:46
Date: 6/7/1996
Drawing File: I-74-4457-C-MALL.DWG (ROWW CORPORATION, ROWW CORPORA)



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-12-96
DESIGN ENGINEER DATE
DESIGNED: AMP DRAWN: REM
CHECKED: SCJ CHECKED: RTO

INDIANA DEPARTMENT OF TRANSPORTATION
COLLISION WALL AND SLOPEWALL DETAILS

HORIZONTAL SCALE 1 : 50	BRIDGE FILE I-74-72-4440c
VERTICAL SCALE	DESIGNATION 9305000
SURVEY BOOK	SHEETS 14 of 22
CONTRACT R-2292	PROJECT IM/74-2(087) 65



SLAB PLAN
SCALE: 1 : 20

PERMANENT METAL DECK FORMS
MAY NOT BE USED ON THIS STRUCTURE.

Limit of Surface Seal (Typical).

LAP CHART

BAR	LAP LENGTH
#10M	600
#15M	745
#20M	920

NOTES:

FOR GENERAL NOTES, SEE SHEET 3.

AFTER STRUCTURAL STEEL HAS BEEN ERRECTED, CONCRETE FORMS SHALL NOT BE BLOCKED AGAINST THE EXPANSION END OF STEEL IN MAKING ANY POURS ADJACENT TO STEEL SPANS.

SEQUENCE OF POURS TO BE MADE IN ORDER OF POUR NUMBERS. ALL SUPERSTRUCTURE CONSTRUCTION JOINTS ARE OPTIONAL EXCEPT AS NOTED AND POURS MAY BE CONTINUOUS PROVIDED POUR TERMINATES AT A CONSTRUCTION JOINT INDICATED ON THE PLANS. THE CONTRACTOR MAY CHANGE THE WIDTH OF POURS, SEQUENCE OF POURS, OR LOCATION OF CONSTRUCTION JOINTS SUBJECT TO THE APPROVAL OF THE ENGINEER.

THE TOP REINFORCING IN THE DECK SHALL BE SECURELY TIED DOWN TO THE DECK FORMS AND/OR THE BEAMS TO PREVENT LIFTING DURING CONCRETE PLACEMENT.

ALL REINFORCING IN THE SUPERSTRUCTURE SHALL BE EPOXY COATED.

LAPS SHOWN ARE MINIMUM LAP LENGTHS.

FOR REINFORCING BAR NOTES, SEE BRIDGE STANDARD 701-8PIL-07.

FOR BARRIER DELINEATOR SPACING, SEE GENERAL PLAN.

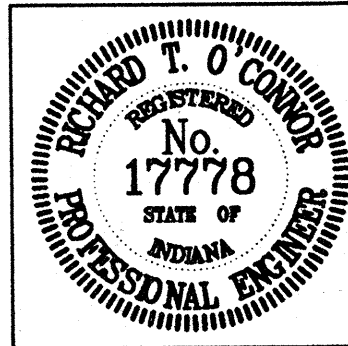
FOR OPTIONAL SPLICE IN VERTICAL RAILING REINFORCING, SEE BRIDGE STANDARD 724-BJTS-06.

FOR TYPE "A" CONSTRUCTION JOINT, SEE BRIDGE STANDARD 724-BJTS-01.

FOR ADDITIONAL NOTES, DETAILS, AND BILL OF MATERIALS, SEE SHEETS 3 & 16.

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

Time: 10:34:44
 Date: 1/12/96
 Drawing File: I-74-V057A-V057A-CL-DWG (ROW CORPORATION, ROW CORPORA)



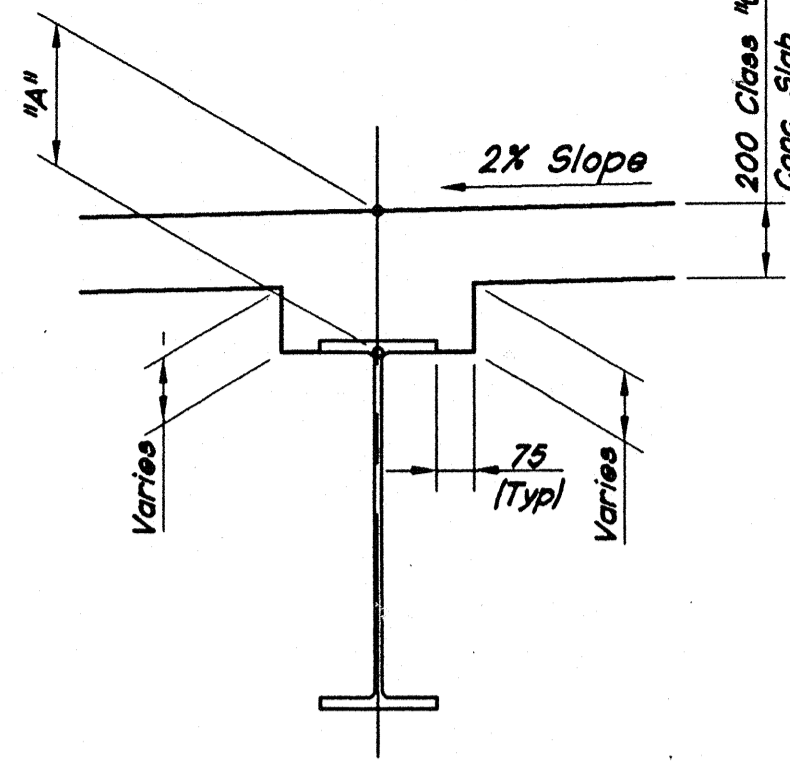
RECOMMENDED FOR APPROVAL: *Richard T. O'Connor 1/12/96*
 DESIGN ENGINEER DATE

DESIGNED: SCJ DRAWN: REM
 CHECKED: RTO CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION

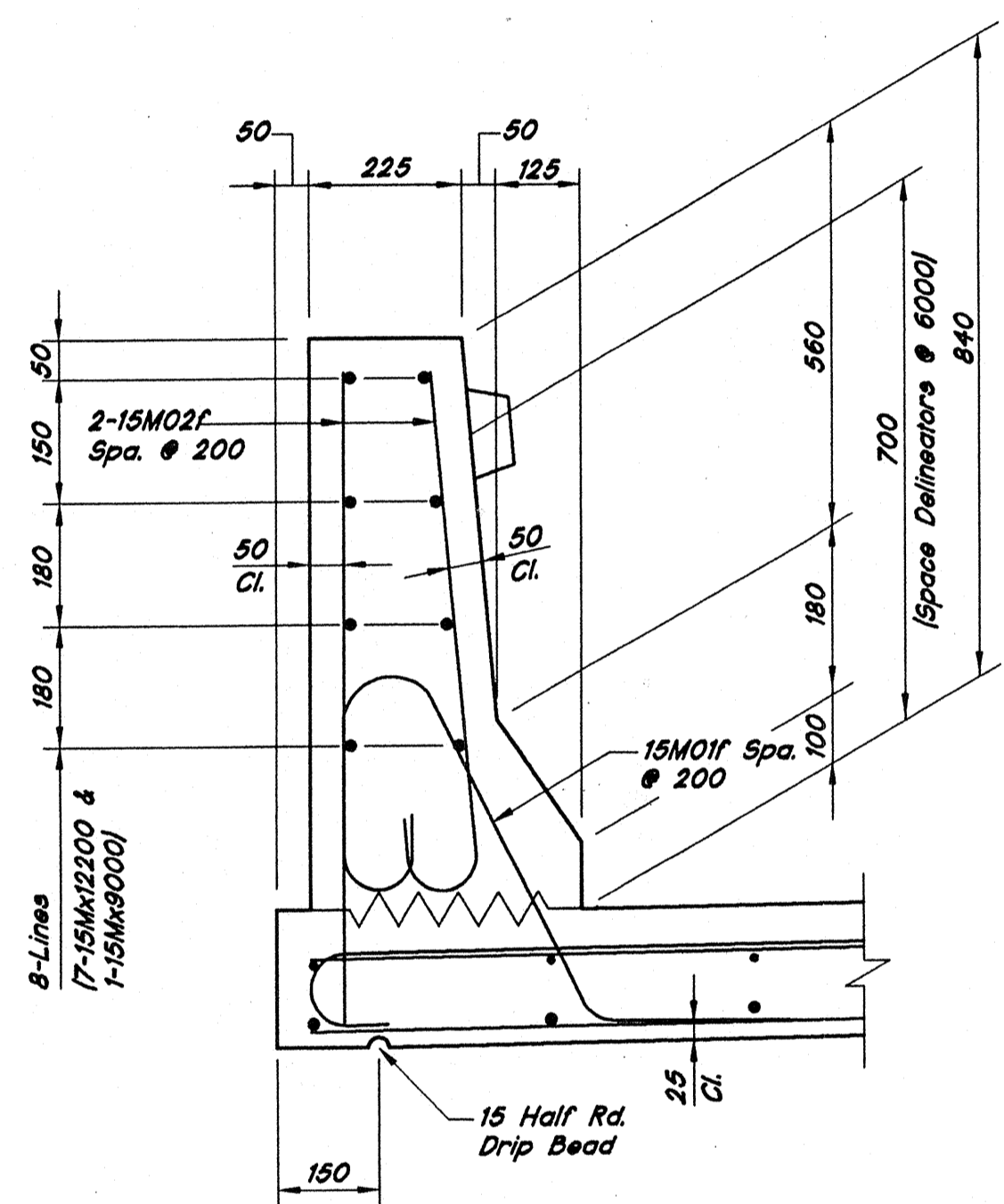
SUPERSTRUCTURE REINFORCEMENT DETAILS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	15 of 23
CONTRACT	PROJECT
R-2292	IM/74-2(08)65

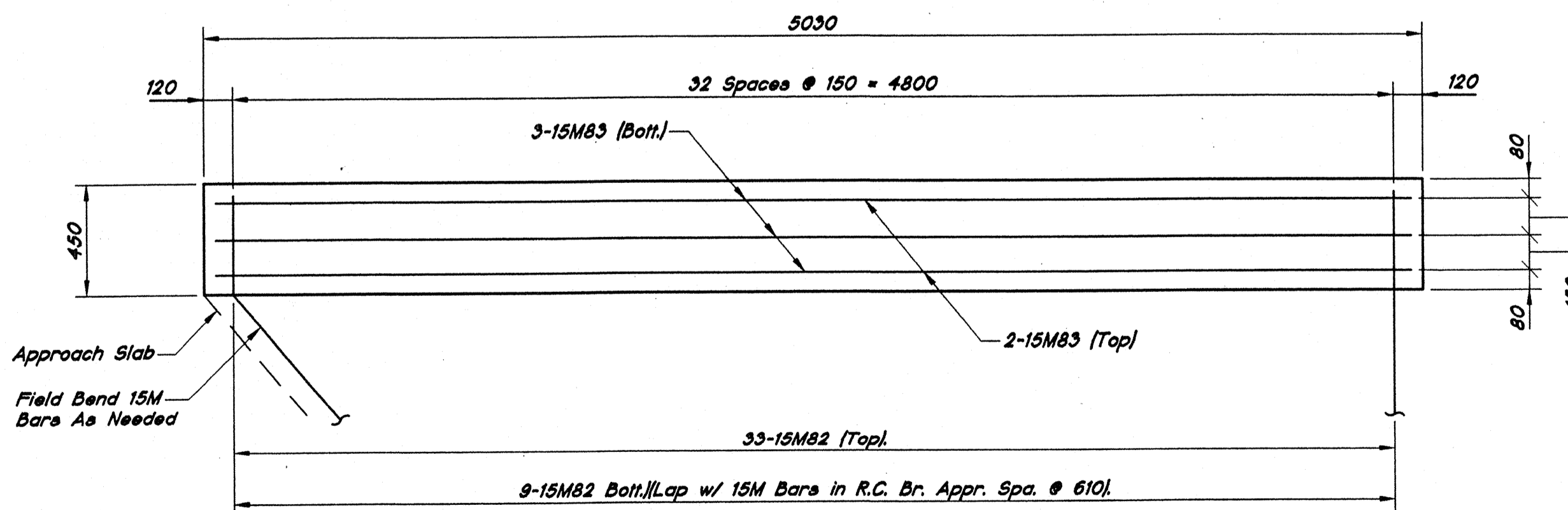


FILLET DETAIL
SCALE: 1:20

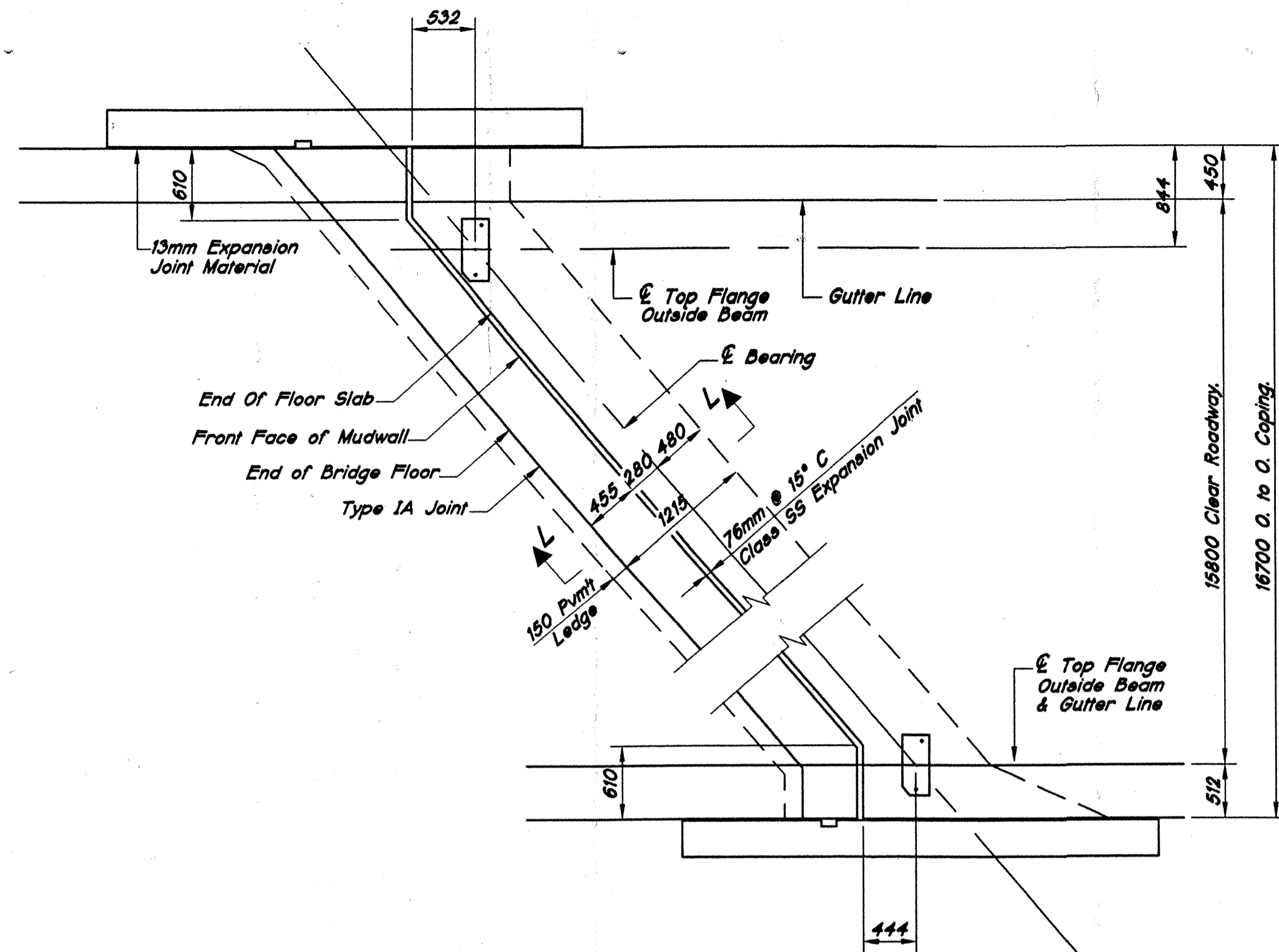
Beam Number	1	2	3	4	5	6	7	8	9	10	11
Dimension "A"	238	238	292	363	342	334	342	359	310	267	232



CONCRETE BARRIER RAIL DETAIL
SCALE: 1:10

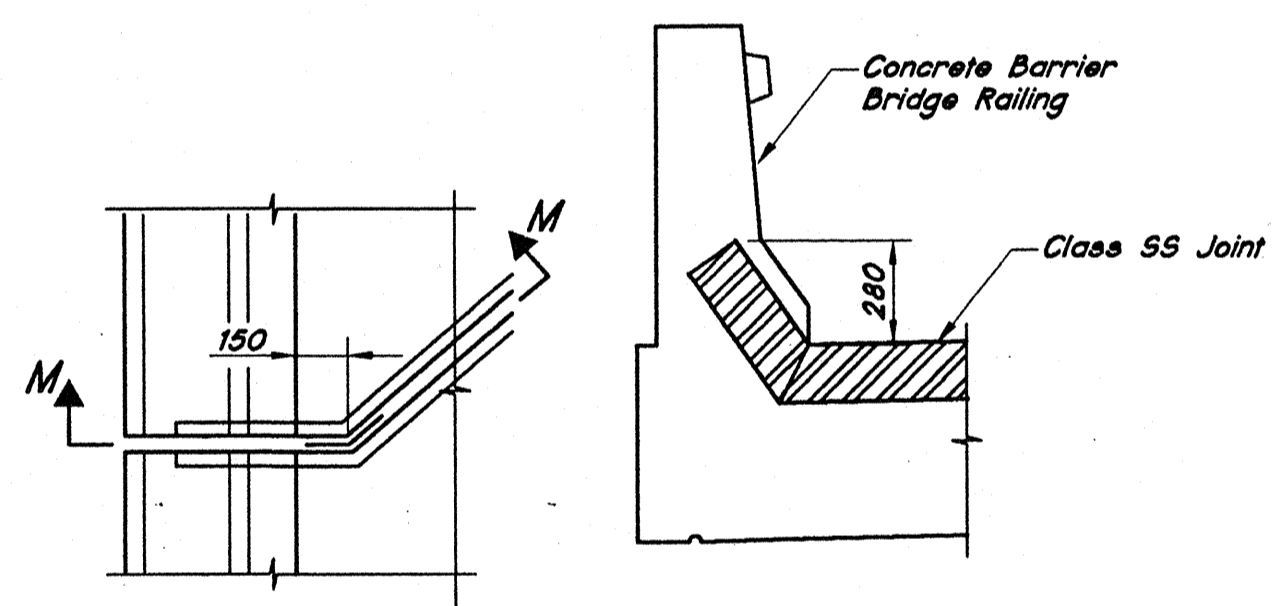


APPROACH SLAB EXTENSION DETAIL
SCALE: 1:20
[This Detail To Be Worked With Standard Drawing No. 706-BRTT-05]

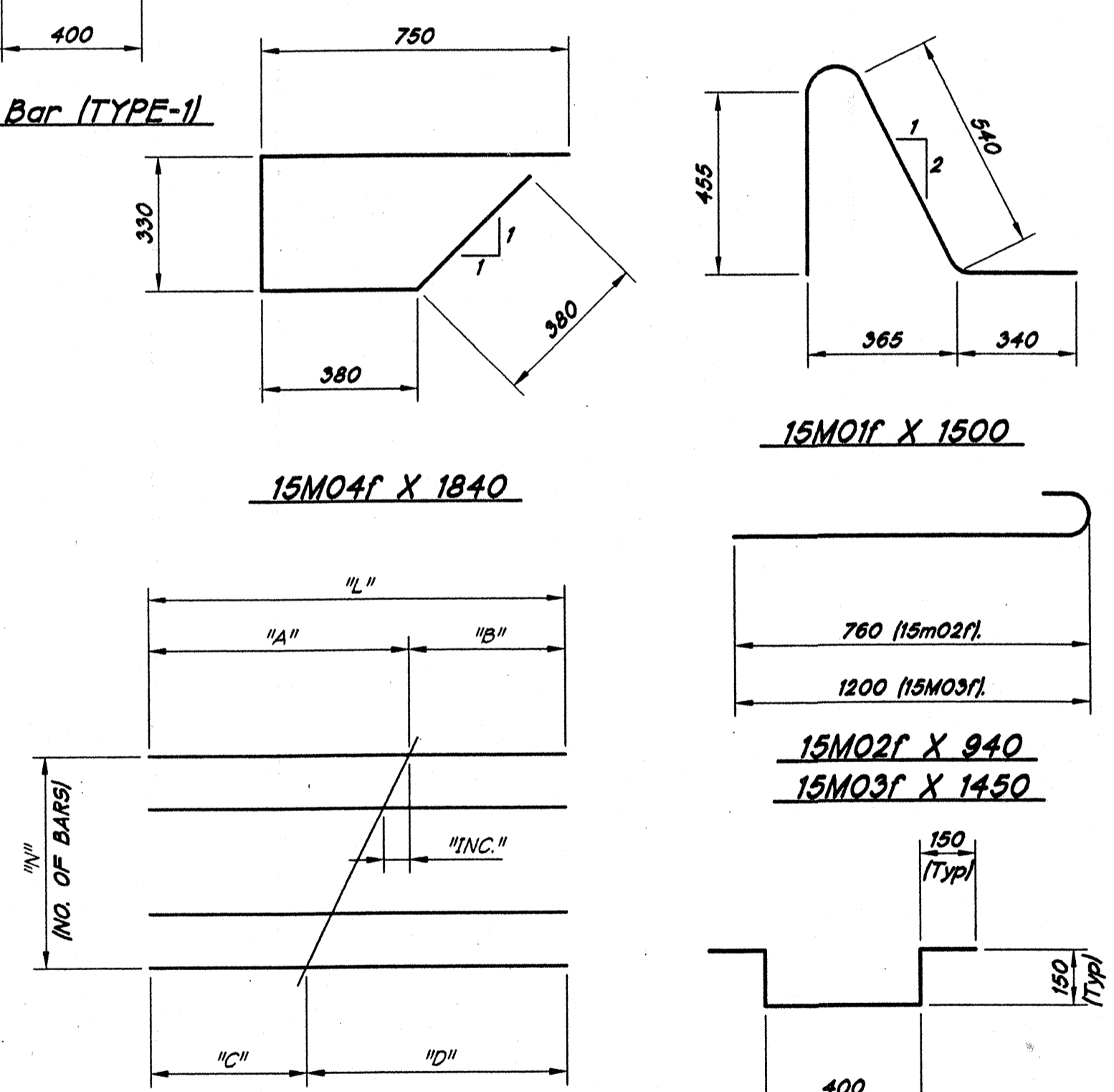


CORNER DETAIL - BENT NO. 1 (WB)
SCALE: 1:20 (Bent No.'s 5 (WB), 1 & 5 (EB) Similar)

Threaded Tie Bar (TYPE-I)



TYPICAL RAILING @ JOINT



CUTTING DIAGRAM

TABLE							
MARK	"A"	"B"	"C"	"D"	"E"	"F"	"G"
15M05F	43	11600	10710	890	890	10710	230
15M06F	19	8000	7260	740	740	7260	230
15M07F	21	6000	5290	710	710	5290	230
15M08F	43	11000	10388	612	612	10388	230

**SUPERSTRUCTURE (WB)
BILL OF MATERIALS**

REINFORCING STEEL EPOXY COATED			
SIZE & MARK	No. OF BARS	LENGTH	WEIGHT (kg)
20M	216	12200	
20M	72	7320	
20M	144	2360	
Total #20M Bars			8247
15M01F	596	1500	
15M02F	1192	940	
15M03F	892	1450	
15M04F	102	1840	
15M05F	43	11600	
15M06F	19	8000	
15M07F	21	6000	
15M08F	43	11000	
15M	469	12200	
15M	800	11000	
15M	67	8000	
15M	4	7700	
15M	2	7260	
15M	848	5500	
15M	36	2100	
15M	12	1700	
15M	12	1600	
Total #15M Bars			38771
10M01F	1782	1000	
10M	392	12200	
10M	56	8000	
Total #10M Bars			5497
Total Epoxy Coated Reinforcing			52515
CONCRETE		(QTY.)	
Concrete "C" in Superstructure			
Pour No. 1		73.5m³	
Pour No. 2		80.1m³	
Pour No. 3		91.9m³	
Pour No. 4		44.5m³	
Pour No. 5		35.3m³	
Pour No. 6		28.4m³	
Total Conc. "C" in Superstructure		353.7m³	
Concrete Barrier Railing		41.9m³	
MISCELLANEOUS		(QTY.)	
Barrier Delineators		30 Ea.	
Surface Seal		548.8m²	
Threaded Tie Bar Assembly (TYPE-I)		598 Ea.	
Expansion Joint (Type SS)		43.5m	

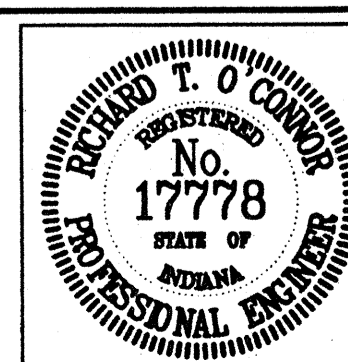
**SUPERSTRUCTURE (EB)
BILL OF MATERIALS**

REINFORCING STEEL EPOXY COATED			
SIZE & MARK	No. OF BARS	LENGTH	WEIGHT (kg)
20M	216	12200	
20M	72	7320	
20M	144	2360	
Total #20M Bars			8247
15M01F	596	1500	
15M02F	1192	940	
15M03F	892	1450	
15M04F	102	1840	
15M05F	43	11600	
15M06F	19	8000	
15M07F	21	6000	
15M08F	43	11000	
15M	469	12200	
15M	800	11000	
15M	67	8000	
15M	4	7700	
15M	2	7260	
15M	848	5500	
15M	36	2100	
15M	12	1700	
15M	12	1600	
Total #15M Bars			38771
10M01F	1782	1000	
10M	392	12200	
10M	56	8000	
Total #10M Bars			5497
Total Epoxy Coated Reinforcing			52515
CONCRETE		(QTY.)	
Concrete "C" in Superstructure			
Pour No. 1		95.1m³	
Pour No. 2		80.1m³	
Pour No. 3		70.3m³	
Pour No. 4		39.6m³	
Pour No. 5		35.3m³	
Pour No. 6		33.5m³	
Total Conc. "C" in Superstructure		353.7m³	
Concrete Barrier Railing		41.9m³	
MISCELLANEOUS		(QTY.)	
Barrier Delineators		30 Ea.	
Surface Seal		548.8m²	
Threaded Tie Bar Assembly (TYPE-I)		598 Ea.	
Expansion Joint (Type SS)		43.5m	

NOTES:

- FOR GENERAL NOTES, SEE SHEET 3.
- ALL REINFORCING IN THE SUPERSTRUCTURE SHALL BE EPOXY COATED.
- LAPS SHOWN ARE MINIMUM LAP LENGTHS.
- FOR REINFORCING BAR NOTES, SEE BRIDGE STANDARD 701-BPIL-07.
- FOR OPTIONAL SPLICE IN VERTICAL RAILING REINFORCING, SEE BRIDGE STANDARD 724-BJTS-06.
- FOR TYPE "A" CONSTRUCTION JOINT, SEE BRIDGE STANDARD 724-BJTS-01.

Time: 16:55:23
Date: 5/20/1998
Scale: Full
Drawing File: I-74-4057-4057-514.DWG (RDW CORPORATION, RDW CORPORA)



RECOMMENDED FOR APPROVAL: *Richard O'Connor* 11-12-96
DESIGN ENGINEER DATE

DESIGNED: AMP
DRAWN: REM

CHECKED: RTO
CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION

SUPERSTRUCTURE DETAILS AND BILL OF MATERIALS

HORIZONTAL SCALE AS NOTED	BRIDGE FILE I-74-72-4440c
VERTICAL SCALE	DESIGNATION 9305000
SURVEY BOOK R-22927	SHEETS 16 of 23 PROJECT IM/74-2(087)85

**APPROACH SLAB
BILL OF MATERIALS**

(Quantities Are For All Approach Slabs)

REINFORCING STEEL GRADE 400

SIZE & MARK	No. OF BARS	LENGTH	WEIGHT (kg)
15M01	28	5750	
15M02	72	6150	
15M03	136	17600	
15M04	136	10600	
15M05	72	19700	
15M06	52	10150	
15M91	210	6274	
15M92	210	9364	
15M	60	10090	
15M	72	4850	
Total #15M			16635
Total Epoxy Coated Reinforcing			16635

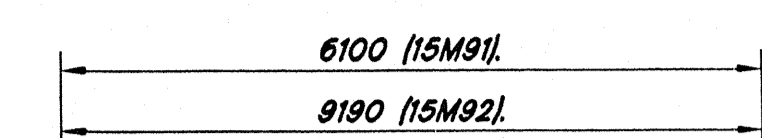
CONCRETE (QTY.)

Cement Concrete Pavement, Reinforced, 255mm	824 m ²
---	--------------------

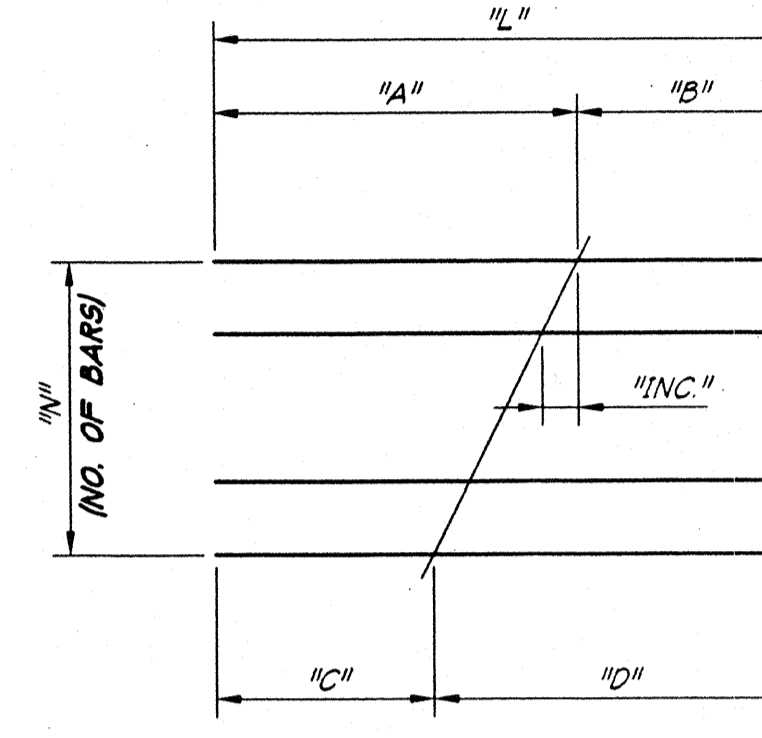
MISCELLANEOUS (QTY.)

Surface Seal	824.0 m ²
15M Threaded Tie Bar (Type-I)	86 Ea.

15M Threaded Tie Bar (TYPE-I)



15M91x6274
15M92x9364



CUTTING DIAGRAM

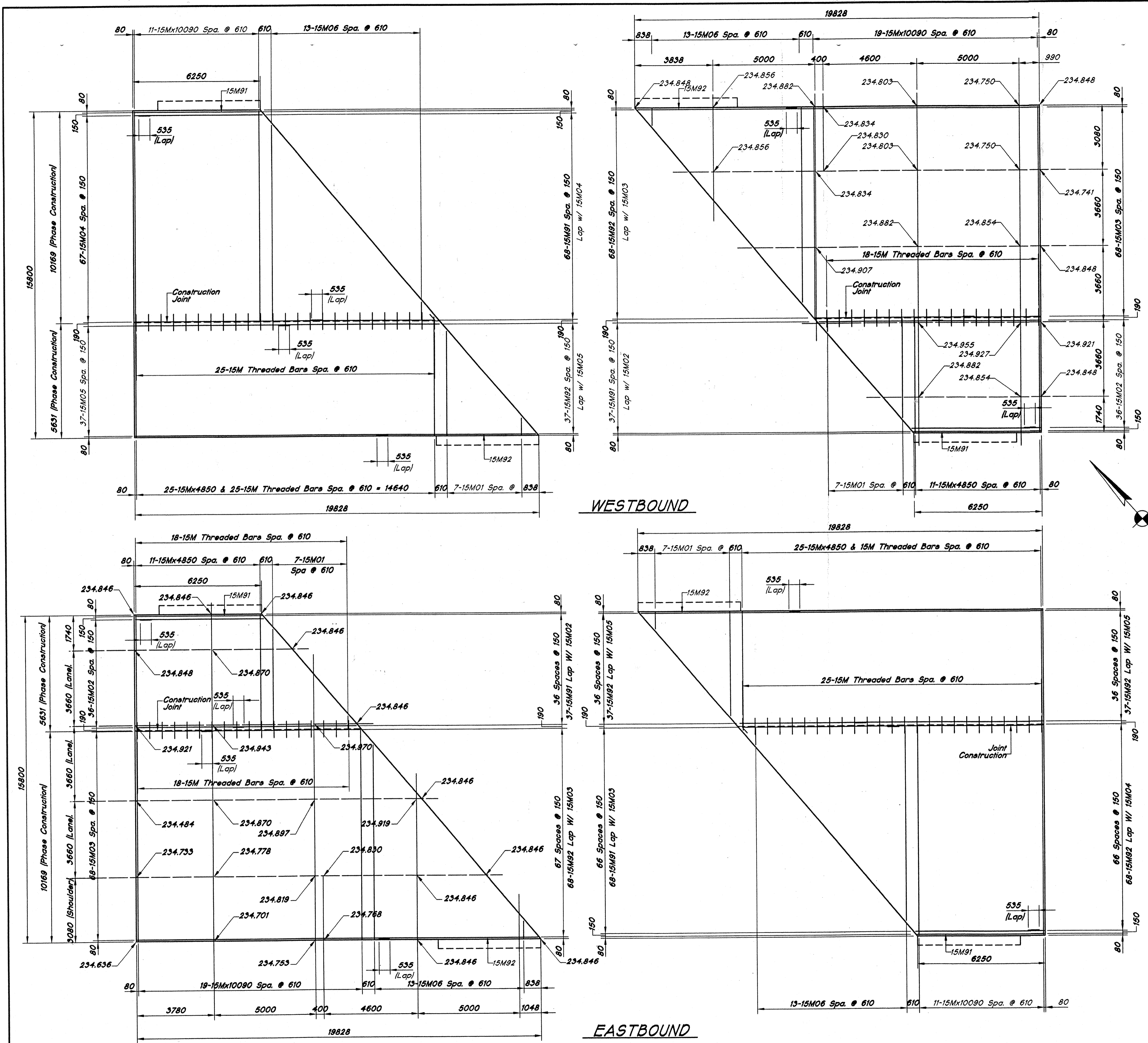
TABLE

MARK	"N"	"L"	"A"	"B"	"C"	"D"	"INC"
15M01	7	5750	5000	750	750	5000	710
15M02	37	6150	5300	850	850	5300	130
15M03	68	17600	11100	6500	6500	11100	130
15M04	68	10270	9360	910	910	9360	130
15M05	37	19700	12200	7500	7500	12200	130
15M06	13	10150	9300	850	850	9300	710

NOTES:

- FOR GENERAL NOTES, SEE SHEET 3.
- LAPS SHOWN ARE MINIMUM LAP LENGTHS.
- FOR REINFORCING BAR NOTES, SEE BRIDGE STANDARD 701-BPIL-07.
- FOR TYPE "A" CONSTRUCTION JOINT, SEE BRIDGE STANDARD 724-BJTS-01.

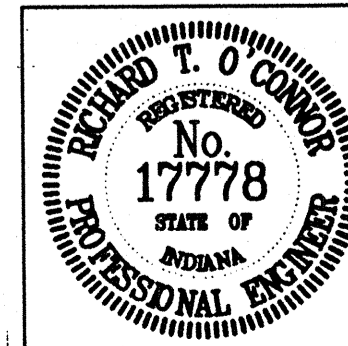
All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.



WESTBOUND

EASTBOUND

Time: 7:318
Date: 2/21/1996
Scale: 1"=10'
Drawing File: I-74-VIS7-AP.DWG (ROAD CORPORATION, ROAD CORPORA)



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 1-12-96
DESIGN ENGINEER DATE

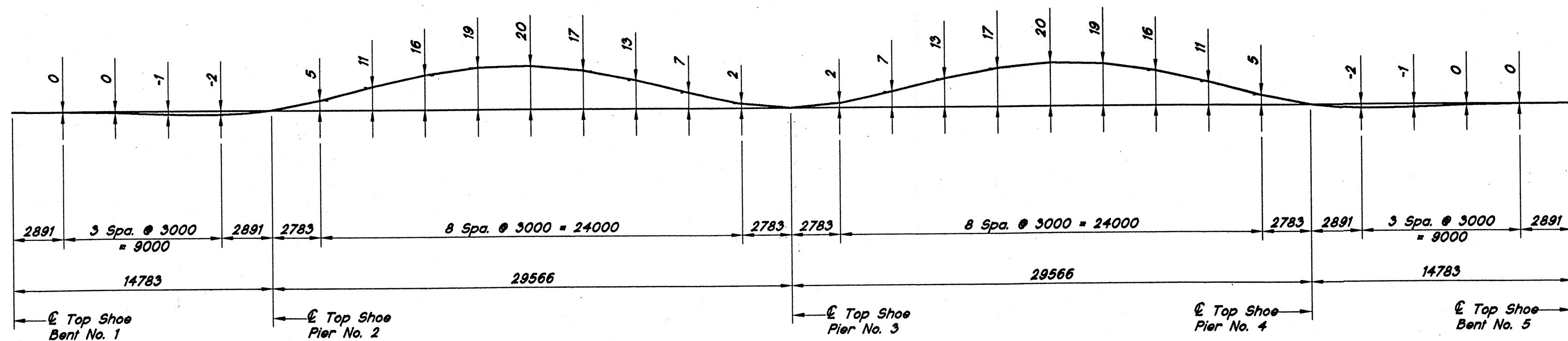
DESIGNED: AMP DRAWN: REM
CHECKED: SCJ CHECKED: RTO

INDIANA DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS & BILL OF MATERIALS

HORIZONTAL SCALE	BRIDGE FILE
1 : 100	I-74-72-4440c
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	17 of 22
CONTRACT	PROJECT
R-22927	IM/74-2(087) 65

EASTBOUND	SPAN "A"										SPAN "B"										SPAN "C"										SPAN "D"				
SCREED POINT NUMBER	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	31				
A ELEVATION - TOP OF SCREED	234.841	234.856	234.870	234.884	234.898	234.904	234.918	234.934	234.947	234.957	234.962	234.961	234.957	234.950	234.943	234.939	234.939	234.941	234.943	234.942	234.938	234.928	234.913	234.895	234.874	234.855	234.843	234.826	234.807	234.788	234.769				
A ELEVATION - TOP OF BEAM																																			
A DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
B ELEVATION - TOP OF SCREED	234.862	234.876	234.890	234.904	234.915	234.923	234.937	234.953	234.966	234.975	234.980	234.979	234.974	234.967	234.960	234.955	234.955	234.956	234.958	234.957	234.953	234.943	234.928	234.909	234.888	234.869	234.856	234.839	234.820	234.800	234.781				
B ELEVATION - TOP OF BEAM																																			
B DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
C ELEVATION - TOP OF SCREED	234.884	234.908	234.922	234.935	234.946	234.953	234.967	234.982	234.985	235.004	235.008	235.007	235.001	234.994	234.986	234.981	234.980	234.981	234.982	234.981	234.976	234.966	234.950	234.931	234.910	234.890	234.877	234.859	234.840	234.820	234.799				
C ELEVATION - TOP OF BEAM																																			
C DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
D ELEVATION - TOP OF SCREED	234.895	234.909	234.923	234.936	234.947	234.954	234.968	234.983	234.985	235.004	235.008	235.007	235.002	234.994	234.987	234.982	234.981	234.982	234.983	234.982	234.977	234.966	234.951	234.932	234.910	234.890	234.877	234.860	234.840	234.820	234.800				
D ELEVATION - TOP OF BEAM																																			
D DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
E ELEVATION - TOP OF SCREED	234.936	234.949	234.962	234.975	234.982	234.981	235.005	235.019	235.031	235.040	235.043	235.041	235.035	235.027	235.019	235.014	235.012	235.012	235.013	235.011	235.005	234.994	234.978	234.959	234.937	234.916	234.893	234.884	234.864	234.844	234.823				
E ELEVATION - TOP OF BEAM																																			
E DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
F ELEVATION - TOP OF SCREED	234.976	234.988	235.001	235.013	235.023	235.028	235.041	235.055	235.067	235.074	235.077	235.075	235.068	235.060	235.051	235.045	235.043	235.043	235.043	235.040	235.034	235.022	235.006	234.985	234.963	234.942	234.927	234.909	234.888	234.867	234.846				
F ELEVATION - TOP OF BEAM																																			
F DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
G ELEVATION - TOP OF SCREED	234.883	234.895	235.008	235.020	235.029	235.035	235.048	235.061	235.073	235.080	235.083	235.081	235.074	235.065	235.056	235.050	235.048	235.048	235.048	235.045	235.039	235.027	235.010	234.990	234.967	234.946	234.932	234.913	234.892	234.871	234.850				
G ELEVATION - TOP OF BEAM																																			
G DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
H ELEVATION - TOP OF SCREED	234.860	234.873	234.885	234.896	235.005	235.010	235.023	235.036	235.047	235.054	235.056	235.053	235.046	235.037	235.028	235.021	235.018	235.018	235.017	235.014	235.007	234.995	234.978	234.957	234.934	234.912	234.897	234.878	234.857	234.835	234.812				
H ELEVATION - TOP OF BEAM																																			
H DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
J ELEVATION - TOP OF SCREED	234.833	234.845	234.856	234.867	234.876	234.880	234.882	235.005	235.015	235.022	235.023	235.020	235.012	235.002	234.992	234.985	234.982	234.981	234.979	234.976	234.968	234.956	234.938	234.916	234.893	234.871	234.855	234.835	234.814	234.791	234.769				
J ELEVATION - TOP OF BEAM																																			
J DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
K ELEVATION - TOP OF SCREED	234.823	234.834	234.846	234.856	234.865	234.868	234.881	234.883	235.003	235.009	235.011	235.007	234.889	234.889	234.879	234.872	234.868	234.867	234.865	234.862	234.854	234.841	234.823	234.801	234.777	234.855	234.839	234.819	234.797	234.774	234.752				
K ELEVATION - TOP OF BEAM																																			
K DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
L ELEVATION - TOP OF SCREED	234.906	234.917	234.928	234.938	234.946	234.950	234.961	234.973	234.983	234.989	234.990	234.986	234.978	234.967	234.957	234.949	234.945	234.944	234.942	234.938	234.929	234.916	234.898	234.876	234.851	234.829	234.813	234.792	234.770	234.747	234.724				
L ELEVATION - TOP OF BEAM																																			
L DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
M ELEVATION - TOP OF SCREED	234.878	234.889	234.899	234.908	234.916	234.920	234.930	234.942	234.951	234.956	234.957	234.952	234.943	234.932	234.921	234.913	234.908	234.906	234.904	234.899	234.890	234.876	234.857	234.835	234.810	234.787	234.770	234.749	234.726	234.702	234.679				
M ELEVATION - TOP OF BEAM																																			
M DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
N ELEVATION - TOP OF SCREED	234.855	234.865	234.875	234.884	234.891	234.894	234.904	234.915	234.924	234.929	234.928	234.923	234.914	234.903	234.891	234.882	234.878	234.875	234.872	234.867	234.857	234.843	234.823	234.800	234.775	234.751	234.734	234.713	234.689	234.665	234.641				
N ELEVATION - TOP OF BEAM																																			
N DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
P ELEVATION - TOP OF SCREED	234.832	234.842	234.851	234.859	234.866	234.869	234.878	234.889	234.897	234.901	234.901	234.895	234.885	234.875	234.861	234.852	234.847	234.844	234.840	234.835	234.825	234.810	234.790	234.767	234.741	234.717	234.689	234.677	234.653	234.629	234.604				
P ELEVATION - TOP OF BEAM																																			
P DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
R ELEVATION - TOP OF SCREED	234.810	234.818	234.828	234.836	234.842	234.844	234.853	234.864	234.871	234.875	234.874	234.868	234.858	234.845	234.833	234.823	234.818	234.814	234.810	234.804	234.794	234.778	234.758	234.734	234.708	234.683	234.655	234.643	234.619	234.593	234.569				
R ELEVATION - TOP OF BEAM																																			
R DISTANCE TOP OF SCREED TO TOP OF BEAM																																			
S ELEVATION - TOP OF SCREED	234.802	234.811	234.820	234.828	234.834	234.836	234.845	234.855	234.862	234.866	234.865	234.859	234.848	234.836	234.823	234.813	234.808	234.804	234.800	234.793	234.783	234.767	234.747	234.723	234.696	234.672	234.654	234.631	234.606	234.581	234.556				
S ELEVATION - TOP OF BEAM																																			
S DISTANCE TOP OF SCREED TO TOP OF BEAM																																			



CONCRETE DEADLOAD DEFLECTION DIAGRAM (mm)
SCALE: NONE

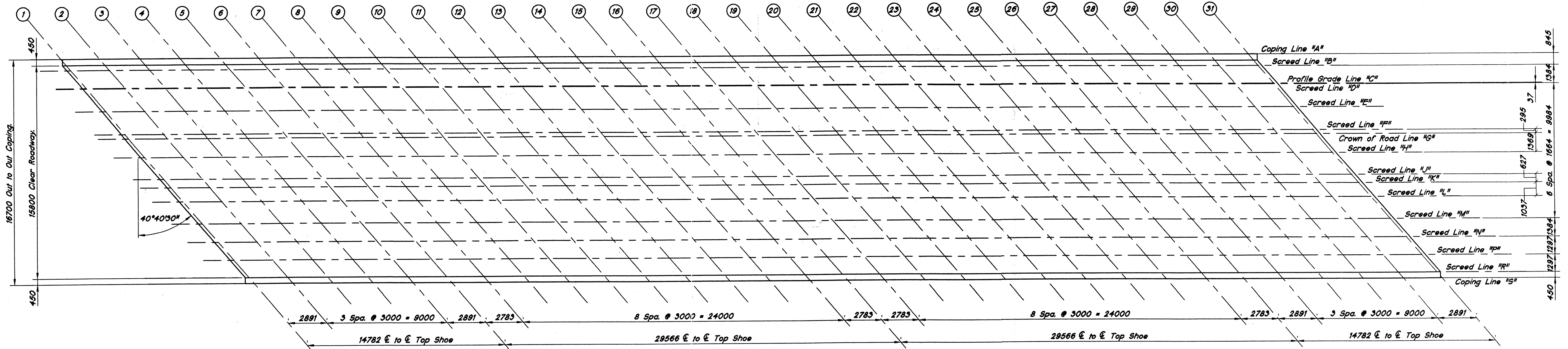
SCREED NOTES:

Screed Elevations Shall Be Determined By Adding The Concrete Dead Load Deflections To The Final Concrete Elevations At All Screed Points.
Take Elevations At All Screed Points On Top Of Beam. Enter The Elevations Below The Tabulated Elevations In The Screed Table. Subtract These Elevations From The Tabulated Elevations And Use The Resulting Dimensions As The Height For The Setting Of The Screed Or Coping Form Above That Point. This Dimension Remains Unchanged Regardless Of How Much Or In What Order The Concrete Is Poured.
No Concrete Is To Be Poured Until The Above Operation Is Complete.
Do Not Set Screeds Or Coping Forms By Leveling.

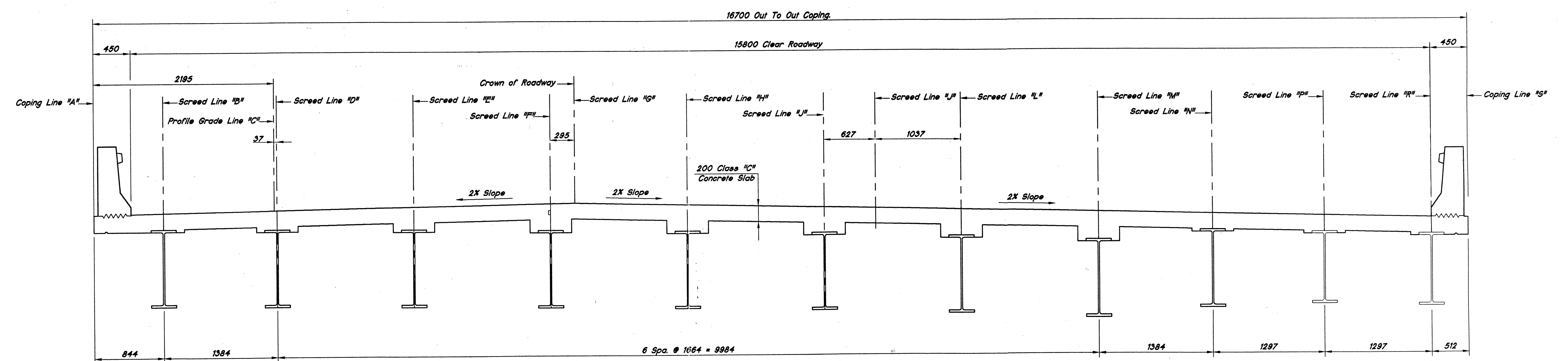
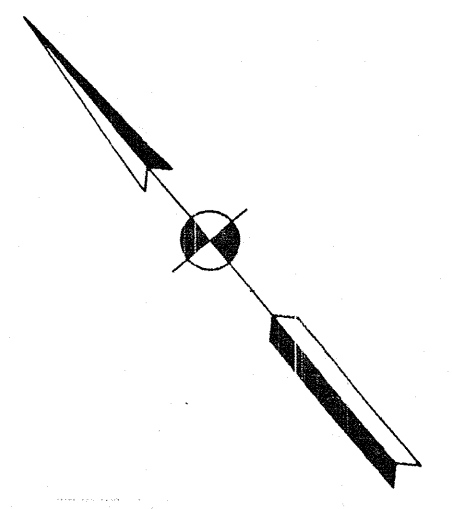
All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

Time: 2:24:49
Scale: 1/4" = 1'-0"
Drawing File: I-74-V077-SCR-1.DWG (ROW CORPORATION, ROW CORPORA)

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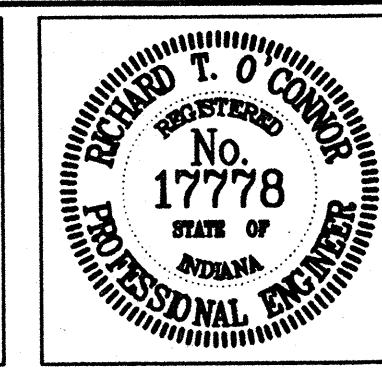
SCREED PLAN - EASTBOUND
SCALE: 1 : 150



TYPICAL EASTBOUND SECTION
SCALE: 1 : 50

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

Date: 9/22/95
 Scale: 1:150
 Drawing File: I-74\057A\SCR-EB.DWG (ROAD CORPORATION, ROWM CORPORA)



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-12-96
 DESIGN ENGINEER DATE

DESIGNED: AMP DRAWN: REM
 CHECKED: SCJ CHECKED: RTZ

INDIANA DEPARTMENT OF TRANSPORTATION

SCREED DETAILS - EASTBOUND

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440C
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	19 of 22
CONTRACT	PROJECT
R-22937	1M/74-2(087)65

WESTBOUND SCREED POINT NUMBER	SPAN "A"					SPAN "B"										SPAN "C"					SPAN "D"													
	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	31			
ELEVATION - TOP OF SCREED	234.556	234.581	234.606	234.631	234.654	234.672	234.696	234.723	234.747	234.768	234.783	234.794	234.800	234.804	234.808	234.813	234.823	234.836	234.848	234.859	234.865	234.866	234.862	234.855	234.845	234.836	234.834	234.828	234.820	234.811	234.802			
ELEVATION - TOP OF BEAM																																		
DISTANCE TOP OF SCREED TO TOP OF BEAM																																		

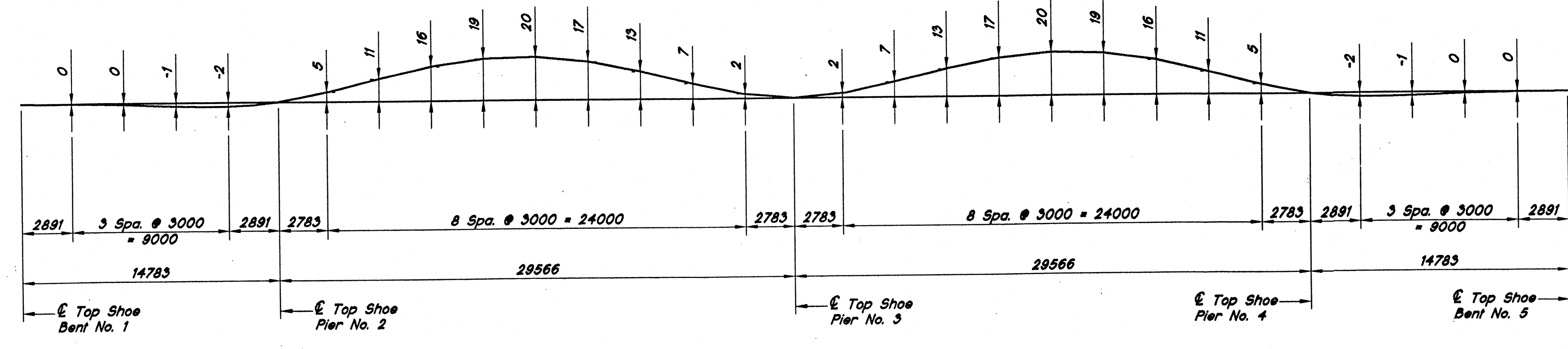
SCREED NOTES:

Screeed Elevations Shall Be Determined By Adding The Concrete Dead Load Deflections To The Final Concrete Elevations At All Screeed Points.

Take Elevations At All Screeed Points On Top Of Beam, Enter The Elevations Below The Tabulated Elevations In The Screeed Table, Subtract These Elevations From The Tabulated Elevations And Use The Resulting Dimensions As The Height For The Setting Of The Screeed Or Coping Form Above That Point. This Dimension Remains Unchanged Regardless Of How Much Or In What Order The Concrete Is Poured.

No Concrete Is To Be Poured Until The Above Operation Is Complete.

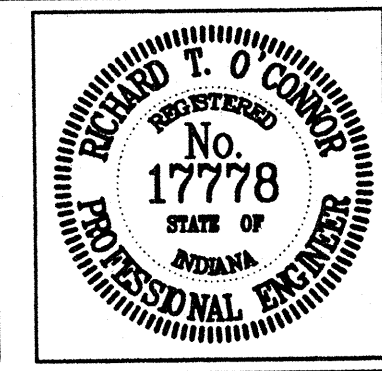
Do Not Set Screeeds Or Coping Forms By Leveling.



CONCRETE DEADLOAD DEFLECTION DIAGRAM (mm)
SCALE: NONE

All Dimensions Are In Millimeters (mm), And All Elevations Are In Meters (m), Except As Noted.

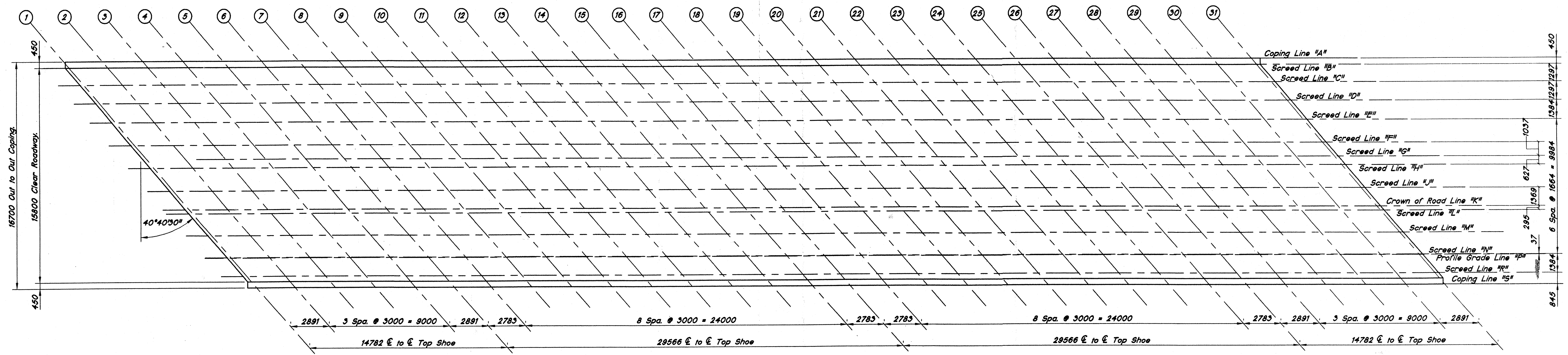
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Date: 6/7/1986
Scale: 1=200
Drawing Title: I-74 MS7 SCR-2 DMC (BSM CORPORATION, ROW CORPORA)



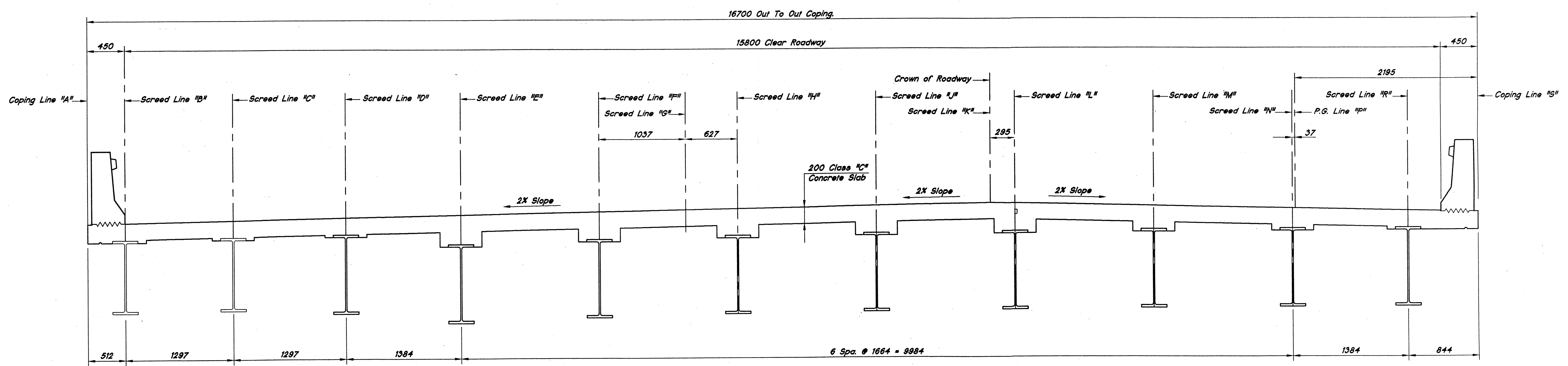
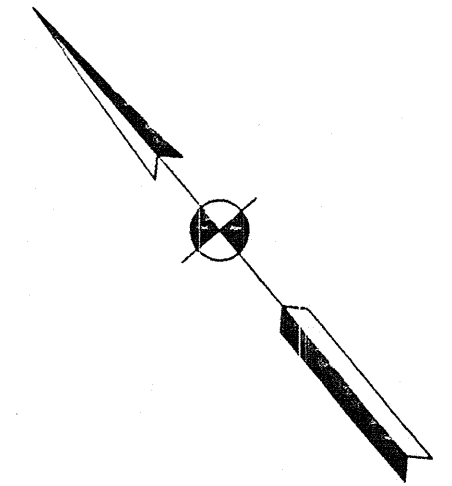
RECOMMENDED FOR APPROVAL: *Richard D. Connor* 11-12-86
DESIGN ENGINEER DATE
DESIGNED: SCJ DRAWN: REM
CHECKED: ETO CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION
SCREED TABLE - WESTBOUND

HORIZONTAL SCALE	BRIDGE FILE
NONE	I-74-72-4440C
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	20 of 22
CONTRACT	PROJECT
R-2997	1M/74-2(087)65



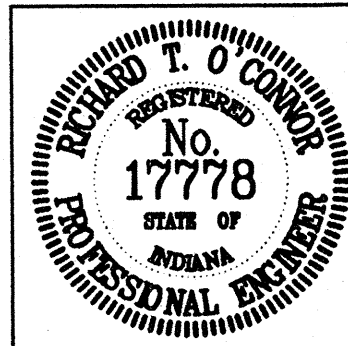
SCREED PLAN - WESTBOUND
SCALE: 1 : 150



TYPICAL WESTBOUND SECTION
SCALE: 1 : 50

All Dimensions Are in Millimeters (mm), And All Elevations Are in Meters (m), Except As Noted.

Date: 9/2/98
 Time: 9:50:26
 Drawing File: I:\74\057\SCR-MB.DWG (RDW CORPORATION, RDW CORPORA)



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11/2-96
 DESIGN ENGINEER DATE
 DESIGNED: AMP DRAWN: REM
 CHECKED: SCJ CHECKED: RTZ

INDIANA DEPARTMENT OF TRANSPORTATION
SCREED DETAILS - WESTBOUND

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	I-74-72-4440C
VERTICAL SCALE	DESIGNATION
	9305000
SURVEY BOOK	SHEETS
	21 of 22
CONTRACT	PROJECT
R-2292	IM/74-2(087)65

STRUCTURE QUANTITIES

ITEM	CONCRETE				CONCRETE "C" IN RAILING	REINF. STEEL	REINF. STEEL EPOXY COATED	STRUCT. STEEL ***	FIELD DRILLED HOLES IN CONCRETE	ANCHOR PLATES TYPE-I	ANCHOR PLATES TYPE-II	PILES				150mm C.I. DRAIN PIPE	CAST IRON GRATES, BASINS & FITTINGS	SHEAR CONNECTOR	EXPANSION JOINT				BEARING ASSEMBLY TYPE E-1	BEARING ASSEMBLY TYPE E-2	BEARING ASSEMBLY TYPE F-2	FIELD DRILLED HOLES	BARRIER DELINEATORS	MASONRY COATING (ESTIMATED)**	SURFACE SEAL (ESTIMATED)**	"B" BORROW FOR STR. BACKFILL	FOUNDATION EXCAVATION UNCLASSIFIED	RIVETS REMOVED	THREADED TIE-BAR ASSEMBLY	THREADED TIE BAR		
	"C" IN SUPERSTR.	"A" IN SUBSTR.	"A" ABOVE FOOTING	"B" IN FOOTING								Meters	kg.	kg.	kg.				EACH	EACH	EACH	NO.													Meters	NO.
EASTBOUND LANES:																																				
SUBSTRUCTURE:																																				
BENT NO. 1	6.2	13.4							38			2	36																52.0	11.6					83	
PIER NO. 2		18.1		15.0			1024		16			6	72																							
PIER NO. 3		20.6		20.7			1689		18			8	96																							
PIER NO. 4		20.6		15.0			1081		18			6	72																							
BENT NO. 5	6.2	13.4					2623		38			2	36															52.0	11.8					83		
SUPERSTRUCTURE	353.7				41.9		52515		8789								2625									105	30	548.8					250	598		
SUB-TOTAL	366.1	86.1		50.7	41.9		3794		57616		8789	22	288				2625									105	30	652.8	75.8			108.1	250	764		
WESTBOUND LANES:																																				
SUBSTRUCTURE:																																				
BENT NO. 1	6.2	13.4					2623		38			2	36															52.0	11.8					83		
PIER NO. 2		19.9		15.0			981		14			6	72																							
PIER NO. 3		20.5		20.7			1682		18			8	96																							
PIER NO. 4		19.9		15.0			1022		16			6	72																							
BENT NO. 5	6.2	13.4					2478		38			2	36															52.0	11.6					83		
SUPERSTRUCTURE	353.7				41.9		52515		8789								2625									105	30	548.8					250	598		
SUB-TOTAL	366.1	87.1		50.7	41.9		3685		57616		8789	22	288				2625									105	30	652.8	76.0			108.1	250	764		
COLLISION WALL		56.6		19.4			3154																													
Reinf. Steel for Approach Structures																																				
Reinf. Steel for R.C. Bridge Approaches																																				
Reinf. Steel for Pvm'l, Tapers, etc.																																				
TOTAL	732.2	199.8		120.8	83.8		24114		117672		17578	48	624				5258									210	60	1425.2	190			349.6	500	1528		

PAVEMENT QUANTITIES AND APPROACH TABLE

LOCATION	DESCRIPTION (APPROACH TYPE OR CLASS)	WIDTH	LENGTH	RADI	DISTANCE BEYOND R/W LINE	SURFACE BEYOND R/W LINE			GRADE	EXCAVATION	CLEAR ZONE AT DRIVE	BITUMINOUS MIXTURE FOR APPROACHES											BITUMINOUS MATERIAL FOR ROADS							BITUMINOUS BASE 50	SEAL COAT TYPE 2	SEAL COAT TYPE 5	BITUMINOUS MATERIAL FOR		COMPACTED AGGREGATE FOR BASE NO. 53				COMPACTED AGGREGATE FOR SURFACE NO. 73				REMARKS
						COMPACTED AGGREGATE BASE	BITUM.	CONCRETE				SURFACE	BINDER	BASE	BASE	BASE	BASE	BASE	BASE	PRIME COAT	TACK COAT	DEPTH		DEPTH																			
						kg/m	kg/m	kg/m				kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	kg/m	m	m	m	m	m	m	m				m										

STRUCTURE DATA

STRUCTURE NUMBER	LOCATION				DESCRIPTION	FLOW LINE					THICKNESS	VELOCITY	REINFORCEMENT	CONCRETE CLASS	PIPE END SECTION	GRADED BOX END SECTION	CONNECT TO STR.	REMARKS
	STATION	LEFT	RIGHT	CROSS		GROUP	UP STREAM	DOWN STREAM	BACKFILL METHOD	STEEL								

UNDERDRAIN TABLE

STATION	#0.150 GROUP "A" PIPE	AGGREGATE FOR UNDERDRAINS	GEOTEXTILES	AT STATION	OUTLET												REMARKS	
					ELBOWS	WYE	TEES EACH				#0.150 NON-PERF. FEBCS PIPE	SODDING	DELINATOR POST	OUTLET HURU	SHOULDER	CONNECT TO STR. NO.		CONNECT TO UNDERDRAIN
							EACH	EACH	45	90								

PAVED SIDE DITCH AND SODDING SUMMARY TABLE

STATION TO STATION	LEFT	RIGHT	PAVED SIDE DITCH (M)										SHEET NO.
			TYPE	PAY LENGTH	NO. OF LUGS	PAY LENGTH	CUT OFF WALLS	PAY LENGTH	TOTAL PAY LENGTH	FOR PSD	FOR DITCHES	OTHER	

RIGHT-OF-WAY MARKERS

STATION	LEFT	RIGHT	OFFSET
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MONUMENTS

SHEET NO.	LOCATION	TYPE
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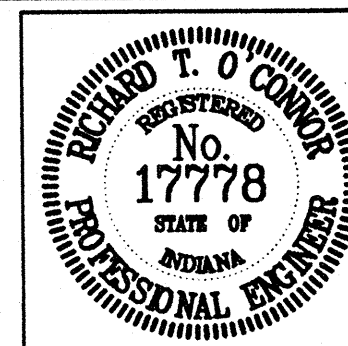
REVISIONS

DATE	ITEM
------	------

- NOTES:**
- Weight of Spirals includes weight of 1 1/2 extra turns top and bottom. Spacers and 1 1/2 turns at laps shall be included in the cost of the Spiral.
 - If the Contractor elects to use metal pipe, the thickness shall be as shown in the Approach Structures Table.
 - The quantity for Surface Seal is approximate only, and it shall be the Contractor's responsibility to determine the quantity on which he bases his bid.
 - 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.

- LEGEND OF ABBREVIATION**
- F.B.C.C.S./P.I. FULLY BITUMINOUS COATED CORRUGATED STEEL WITH PAVED INVERT
 - F.B.C.C.A.A./P.I. FULLY BITUMINOUS COATED CORRUGATED ALUMINUM ALLOY WITH PAVED INVERT
 - F.B.C.C.S. FULLY BITUMINOUS COATED CORRUGATED STEEL
 - C.S. CORRUGATED STEEL
 - C.A.A. CORRUGATED ALUMINUM ALLOY
 - S.P.S. STRUCTURAL PLATE STEEL
 - F.B.C.P.C.S. FULLY BITUMINOUS COATED PERFORATED CORRUGATED STEEL

Date: 6/4/1998
 Scale: 1" = 100'-0"
 Xrefs: STR-DAT, SUM-NOT, SOD-TAB, R/W-TAB, REV, MON-TAB, DRA-TAB, APP-TAB



RECOMMENDED FOR APPROVAL: *Richard T. O'Connor* 11-12-96
 DESIGN ENGINEER DATE

DESIGNED: AMP	DRAWN: REM
CHECKED: RTZ	CHECKED: SCJ

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE SUMMARY

HORIZONTAL SCALE	BRIDGE FILE
VERTICAL SCALE	1-74-72-4440C
SURVEY BOOK	DESIGNATION
	9305000
	SHEETS
	22 of 22
CONTRACT	PROJECT
R-22927	IM/74-2(087)65