

INDEX						
PROJECT	STRUCTURE	TYPE	SPAN	OVER	STATION	CONTRACT NO.
I-275 - 2(5) 0	I-275 - 0-2415	CONTINUOUS WELDED PLATE GIRDER	7 of 111'-0"	3 & 0 R R and RELOCATED CHANNEL	846+60.67	B-8745
SHEET NO.	SHEET DESIGNATION	SUBJECT				S.P.R. APPROVAL
1	INDEX & TITLE					
2	ROAD PLAN SHEET NO. 4	TYPICAL CROSS SECTIONS ROAD PROJECT I-275-2(4)0 - PAVING				
3	ROAD PLAN SHEET NO. 4	PLAN & PROFILE ROAD PROJECT I-275-2(4)0 - PAVING				
4	ROAD PLAN SHEET NO. 12	PLAN & PROFILE ROAD PROJECT I-275-2(4)0 - PAVING				
5	ROAD PLAN SHEET NO. 41	CHANNEL RELOCATION ROAD PROJECT I-275-2(4)0 - PAVING				
6	STRUCTURE I-275-0-2415	TEST BORING DATA				
7	S1	LAYOUT				
8	S2	GENERAL PLAN				
9	S3	PIER 1 DETAILS				
10	S4	PIERS 2 & 3 DETAILS				
11	S5	PIER 4 DETAILS				
12	S6	PIERS 5 & 6 DETAILS				
13	S7	BENT 7 DETAILS				
14	S8	BENT 7 DETAILS				
15	S9	FRAMING PLAN - SPANS A THRU D				
16	S10	FRAMING PLAN - SPANS E THRU G				
17	S11	GIRDER DETAILS - SPANS A THRU D				
18	S12	GIRDER DETAILS - SPANS E THRU G				
19	S13	SPICE, STIFFENER & WELDING DETAILS				
20	S14	FLOORBEAM & STRINGER DETAILS				
21	S15	STRESS DATA				
22	S16	SHOE DETAILS				
23	S17	TOOTHED EXP. JT. AT PIER 4				
24	S18	TOOTHED EXP. JT. AT BENT 7				
25	S19	FLOOR DETAILS - SPANS A THRU D				
26	S20	FLOOR DETAILS - SPANS E THRU G				
27	S21	FLOOR DETAILS - SPANS A THRU G				
28	S22	SCREED ELEVATIONS				
29	S23	SCREED ELEVATIONS				
30	S24	HIGH STRENGTH ALUMINUM RAILING				
31	S25	SUMMARY				
32	ROAD PLAN SHEET NO. 40	MEDIAN TRANSITION DETAILS ROAD PROJECT I-275-2(4)0 - PAVING				
33	ROAD PLAN SHEET NO. 54	SUPERELEVATION TRANSITIONS ROAD PROJECT I-275-2(4)0 - PAVING				
34	ROAD SHEETS 105 thru 108	CROSS SECTIONS - ROAD PROJECT I-275-2(4)0 - PAVING				

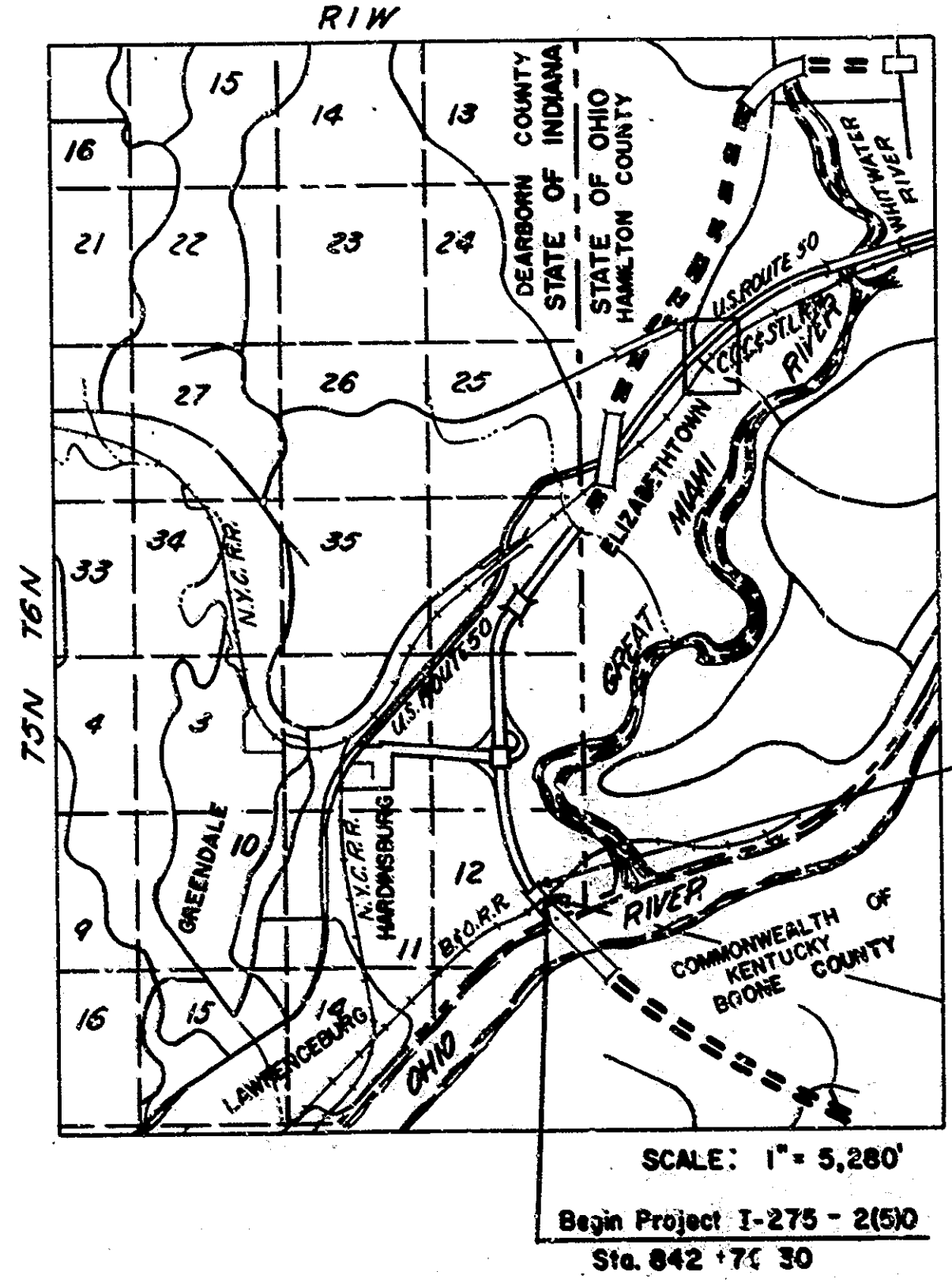
STATE OF INDIANA
INDIANA STATE HIGHWAY COMMISSION

BRIDGE PLANS
FOR SPANS OVER 20 FEET
ON
PROJECT NO. I-275 - 2(1) 0 P.E.
(2) 0 R/W
(5) 0 CONST.

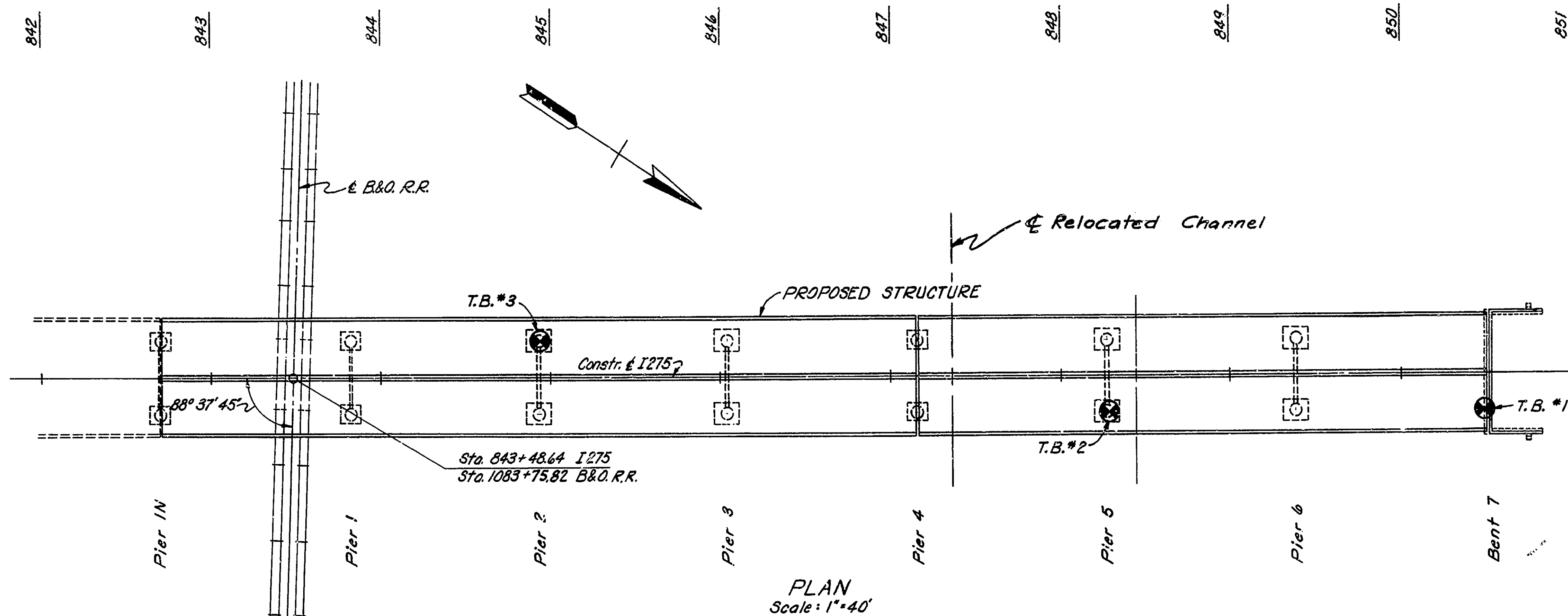
BEGINNING AT A POINT ON THE CENTERLINE OF INTERSTATE 275
APPROXIMATELY 2790 FEET EAST AND 470 FEET NORTH OF THE
SOUTHWEST CORNER OF SECTION 12, TOWNSHIP 5 NORTH, RANGE
1 WEST, AND EXTENDING ALONG LINE 'A' IN A NORTHEASTERLY
DIRECTION APPROXIMATELY 10327 FEET TO A POINT ON LINE 'PR'

ROADWAY LENGTH = 0.058 MI.
BRIDGE LENGTH = 0.148 MI.
TOTAL LENGTH = 0.206 MI.

MAX. GRADE 2.00%



INDEX CONTINUED STANDARD DRAWINGS					
SHEET NO.	SHEET DESIGNATION	SUBJECT	S.P.R. APPROVAL	ADOPTED REVISION "A"	REVISION "B"
32	BRIDGE STD. C1	STANDARD MISCELLANEOUS DETAILS		R-5-1-72	
32A	BRIDGE STD. C2	STANDARD MISCELLANEOUS DETAILS		R-5-1-72	
*	BRIDGE STD. D	CASTING DETAILS ROADWAY DRAINS			
*	BRIDGE STD. F	ROADWAY DRAIN OUTLET DETAILS			
*	BRIDGE STD. G	TYPICAL BEAM GUARD RAIL DETAILS			
*	BRIDGE STD. H	TYP. DETAILS OF THICK. PAVEMENT & LOC. TOE OF SL. AROUND END BENTS			
*	BRIDGE STD. I	TYP. DETAILS OF THICK. PAVEMENT & LOCATING TOE OF SLOPE			
*	BRIDGE STD. J	CONT. STEEL BEAM-TYP. APPROACH DETAILS-TWIN STRUCTURES			
*	BRIDGE STD. K	ST. BEAM & R.C. GIRDER-TYP. APPROACH DETAILS-TWIN STRUCTURES			
*	BRIDGE STD. M21	CONT. STEEL BEAM-TYP. APPROACH DETAILS-TWO LANE STRUCTURES			
*	BRIDGE STD. M2	MISCELLANEOUS APPROACH DETAILS			
*	BRIDGE STD. M3	MISCELLANEOUS APPROACH DETAILS			
*	BRIDGE STD. M4	R.C. BRIDGE APPROACH TURNOUT DETAILS-12'-6" SHOULDERS			
*	BRIDGE STD. M5	SLOPEWALL AND DRAINAGE DETAILS			
*	BRIDGE STD. P2	STANDARD CONCRETE PILE DETAILS			
*	BRIDGE STD. P3	PRESTRESSED CONCRETE TYPE I-BEAMS			
*	BRIDGE STD. P8	PRESTRESSER COMPOSITE BOX BEAMS WIDE			
*	BRIDGE STD. #10	TOLERANCES FOR FABRICATION OF PRESTRESSED BEAMS			
*	BRIDGE STD. R1A	ALUMINUM RAILING DETAILS			
*	BRIDGE STD. R1B	STEEL RAILING DETAILS			
*	BRIDGE STD. R2	BRIDGE LIGHTING DETAILS			
34	BRIDGE STD. S1	TYPICAL DETAILS FOR PLACING GRADE "B" SPECIAL BORROW	1-17-72	R-5-2-72	
*	BRIDGE STD. S2	TYPICAL DETAILS FOR PLACING GRADE "B" SPECIAL BORROW			
*	BRIDGE STD. T-SHEET A	STANDARD TEMPORARY BRIDGE			
*	BRIDGE STD. T-SHEET B	STANDARD TEMPORARY BRIDGE			
*	ROAD STD. SHEET A	STANDARD PAVEMENT JOINTS			
*	ROAD STD. SHEET MA	MISCELLANEOUS STANDARDS			
35	ROAD STD. SHEET MB-4	MISCELLANEOUS STANDARDS	4-25-69	R-1-27-69	
36	ROAD STD. SHEET MB-3	MISCELLANEOUS STANDARDS	7-2-77	R-5-1-77	
36A	ROAD STD. SHEET ME	MISCELLANEOUS STANDARDS	7-2-77	R-5-1-77	
36	ROAD STD. SHEET MD	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MD1	MISCELLANEOUS STANDARDS			
36A	ROAD STD. SHEET ME1	MISCELLANEOUS STANDARDS			
36	ROAD STD. SHEET ME2	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MF	MISCELLANEOUS STRUCTURE STANDARDS			
*	ROAD STD. SHEET MG	MISCELLANEOUS STRUCTURE STANDARDS			
*	ROAD STD. SHEET MH	MISCELLANEOUS PRIVATE DRIVE STANDARDS			
*	ROAD STD. SHEET MI	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MJ	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MK	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET ML	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MN	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MP1	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MP2	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MP3	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MP4	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET MP5	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET S	MISCELLANEOUS STANDARDS CENTER DITCH INLETS			
*	ROAD STD. SHEET S1	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET S2	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET S3	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET S4	MISCELLANEOUS STANDARDS			
*	ROAD STD. SHEET S5	MISCELLANEOUS STANDARDS			
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*	ROAD STD. SHEET S50	MISCELLANEOUS STANDARDS			
36B	ROAD STD. SHEET S1 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36C	ROAD STD. SHEET S2 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36D	ROAD STD. SHEET S3 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36E	ROAD STD. SHEET S4 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36F	ROAD STD. SHEET S5 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36G	ROAD STD. SHEET S6 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36H	ROAD STD. SHEET S7 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36I	ROAD STD. SHEET S8 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36J	ROAD STD. SHEET S9 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36K	ROAD STD. SHEET S10 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36L	ROAD STD. SHEET S11 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36M	ROAD STD. SHEET S12 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
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36O	ROAD STD. SHEET S14 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36P	ROAD STD. SHEET S15 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36Q	ROAD STD. SHEET S16 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36R	ROAD STD. SHEET S17 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36S	ROAD STD. SHEET S18 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
36T	ROAD STD. SHEET S19 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
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126	ROAD STD. SHEET S115 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
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137	ROAD STD. SHEET S126 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
138	ROAD STD. SHEET S127 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
139	ROAD STD. SHEET S128 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
140	ROAD STD. SHEET S129 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
141	ROAD STD. SHEET S130 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
142	ROAD STD. SHEET S131 DETOURS	STANDARD DETOUR SIGNS		R-1-27-69	
143	ROAD STD. SHEET S132 DETOURS	STANDARD DETOUR SIGNS			



NOTES
 "N" indicates Split Spoon samples taken with a 2" diameter spoon using a 140 lb. weight dropping 30". Number indicates number of blows required to drive sampler 1 foot, except as noted *
 The sampler elevations are at the center of the one foot sample.
 See Article 102.05 of the Specifications regarding Test Boring Data.
 ▽ indicates ground water elevation.

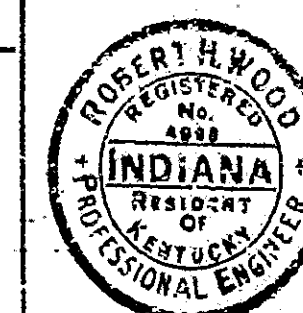
BORING NO.	T.B. #1	T.B. #2	T.B. #3
STATION	850+49	848+28	844+93
OFFSET	20' Rt.	20' Rt.	20' Lt.
GROUND ELEV.	463.8	466.5	469.2

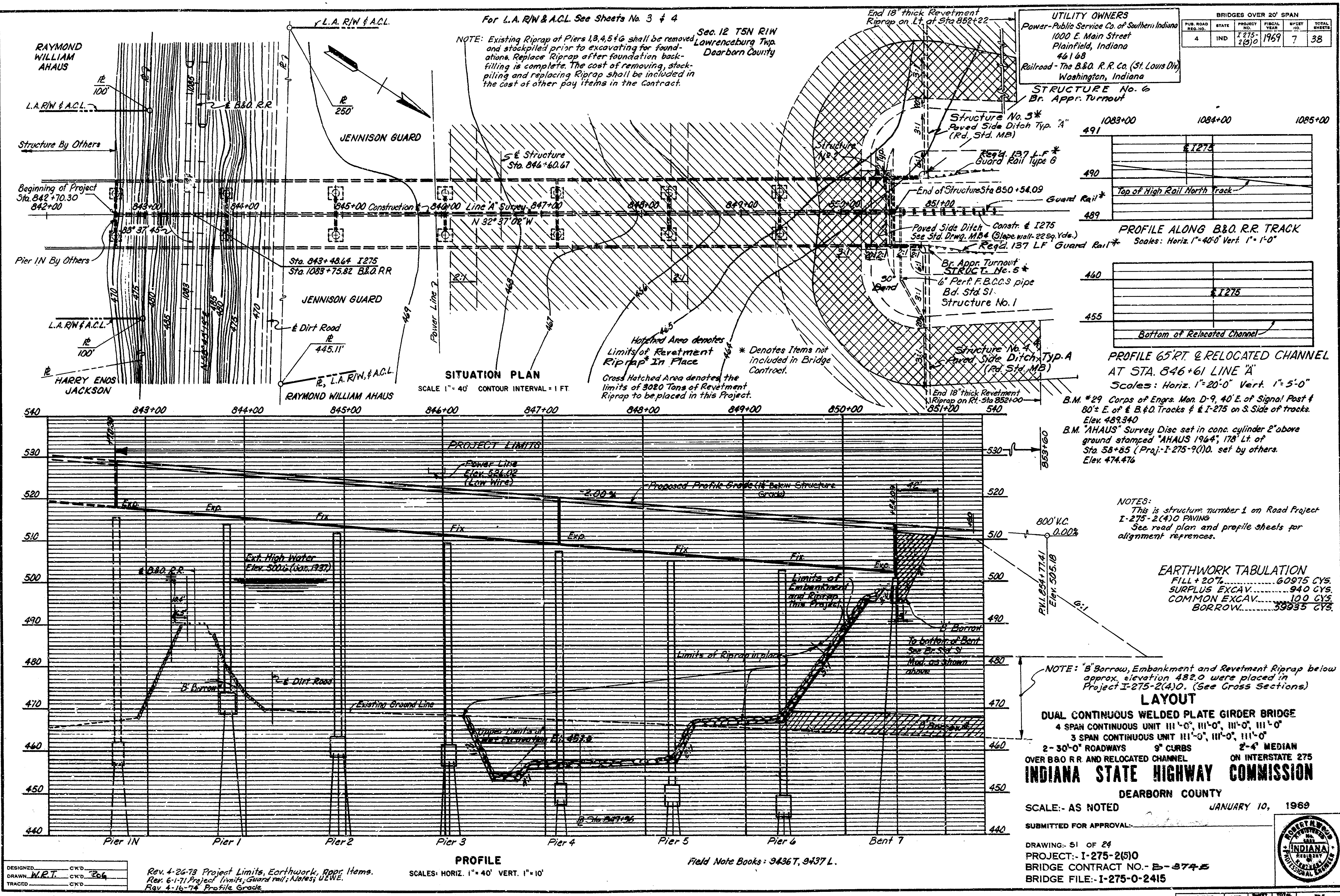
BORING NO.	SAMPLE NO.	ELEV.	N	DESCRIPTION	SAMPLE NO.	ELEV.	N	DESCRIPTION	SAMPLE NO.	ELEV.	N	DESCRIPTION
470					1	465.5	6	Dark brown silty clay, moist-stiff to medium stiff.	1	468.2	3	Dark brown silty clay, moist-medium stiff.
460	1	462.8	6		2	460.5	7		2	463.2	10	
	2	457.8	5	Dark brown silty clay, moist-medium stiff.	3	455.5	3		3	458.2	5	Brown silty clay, moist to very moist-medium stiff.
450	3	452.8	5		4	450.5	5		4	453.2	2	
	4	447.8	4		5	445.5	8	Brown silty clay, moist to very moist-medium stiff.	5	449.2	5	
440	5	442.8	3	Mottled brown silt with clay seams, moist-very loose to loose.	6	440.5	5		6	443.2	16	
	6	437.8	6		7	435.5	26	Brown silty clay with fine sand seams, wet-medium stiff.	7	438.2	20	
430	7	432.8	11	Brown clayey silt, moist to very moist-medium dense.	8	430.5	39	Brown fine to coarse sand with fine gravel, wet-dense to medium dense.	8	433.2	21	
	8	427.8	19		9	425.5	18		9	428.2	20	
420	9	422.8	17	Brown clayey silt with fine to coarse sand and gravel layers, very moist-medium dense.	10	420.5	32		10	423.2	23	Brown fine to coarse sand and gravel, wet-medium dense to dense.
	10	417.8	26	Brown clayey fine to coarse sand and gravel, wet-medium dense to dense.	11	415.5	44	Est. Pile Tip El. 416.0 (Pier 2)	11	418.2	20	
410	11	412.8	33		12	410.5	31		12	413.2	23	Est. Pile Tip El. 415.7 (Pier 2)
	12	407.8	28	Brown silty clay with fine to coarse sand and fine gravel layers, very moist-medium stiff to soft.	13	405.5	35	Brown fine to coarse sand with fine gravel, wet-dense to medium dense.	13	408.2	21	
400	13	402.8	31		14	400.5	27		14	403.2	19	
	14	397.8	33		15	395.5	22		15	398.2	25	
390	15	392.8	40	Brown fine to coarse sand with fine gravel and clay layers, wet-dense to very dense.	16	390.5	28		16	393.2	33	
	16	387.8	48		17	385.5	31	Brown fine to coarse sand with fine gravel, wet-dense to medium dense.	17	388.2	33	
380	17	382.8	55	Layered gray calcareous shale and gray fossiliferous limestone approx. 25 to 30% limestone in 1/2" to 4" layers. Some high angle jointing indicated. Elev. 375.8 End of Boring Depth of Boring 88'	18	382.8	95*	Gray and brown weathered shale, moist-very stiff. Elev. 382.5 End of Boring Depth of Boring 84'	18	383.2	40	
370	5" Rock Core 80% Recovery. Est. Pile Tip El. 379.5 (Bent 7)									381.7	75*	Elev. 381.7 End of Boring Depth of Boring 81.5'

* Number of Blows to drive Sampler 0.5'

TEST BORING DATA INDIANA STATE HIGHWAY COMMISSION

SCALE: 1"=40' HORIZ., 1"=10' VERT. JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *Ed. Willard*
 PROJECT: I 275-2(5)0
 BRIDGE CONTRACT NO. B-3748
 BRIDGE FILE: I-275-0-2415




DESIGNED: C.K.D.
DRAWN: W.R.T.
CHECKED: C.K.D.
TRACED: C.K.D.

Rev. 4-26-73 Project Limits, Earthwork, Appr. Items.
Rev. 6-1-71 Project Limits, Guard rail, Notes, U.W.E.
Rev. 4-16-74 Profile Grade

PROFILE
Scales: Horiz. 1" = 40' VERT. 1" = 10'

Field Note Books: 9436T, 9437L.

UTILITY OWNERS
Power-Public Service Co. of Southern Indiana
1000 E. Main Street
Plainfield, Indiana
46168
Railroad - The B.&O. R.R. Co. (St. Louis Div.)
Washington, Indiana

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	I-275-2(5)0	1969	7	38

STRUCTURE No. 6		
Br. Appr. Turnout		
1083+00	1084+00	1085+00
491	492	493
490	491	492
489	490	491
Top of High Rail North Track		
489	490	491
488	489	490
487	488	489
Bottom of Relocated Channel		
487	488	489
486	487	488
485	486	487

STRUCTURE No. 5		
Br. Appr. Turnout		
1083+00	1084+00	1085+00
491	492	493
490	491	492
489	490	491
Top of High Rail North Track		
489	490	491
488	489	490
487	488	489
Bottom of Relocated Channel		
487	488	489
486	487	488
485	486	487

PROFILE 65' RT @ RELOCATED CHANNEL AT STA. 846+61 LINE "A"
Scales: Horiz. 1" = 20' VERT. 1" = 5'
B.M. #29 Corps of Engrs. Mon. D-9, 40' E. of Signal Post & 80' E. of B&O Tracks & I-275 on S. Side of tracks. Elev. 489.340
B.M. "AHAUS" Survey Disc set in conc. cylinder 2" above ground stamped "AHAUS 1964", 178' Lt. of Sta. 58+85 (Proj. I-275-9(1)0. set by others. Elev. 474.476

NOTES:
This is structure number 1 on Road Project I-275-2(4)0 PAVING
See road plan and profile sheets for alignment references.

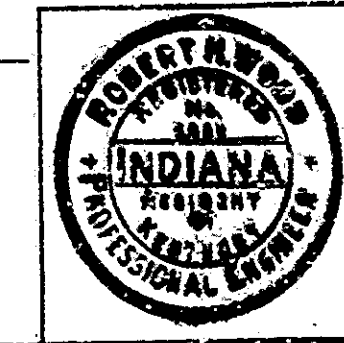
EARTHWORK TABULATION

FILL + 20%	60975 CYS.
SURPLUS EXCAV.	940 CYS.
COMMON EXCAV.	100 CYS.
BORROW	39935 CYS.

NOTE: "B" Borrow, Embankment and Retention Riprap below approx. elevation 482.0 were placed in Project I-275-2(4)0. (See Cross Sections)

LAYOUT
DUAL CONTINUOUS WELDED PLATE GIRDER BRIDGE
4 SPAN CONTINUOUS UNIT 111'-0", 111'-0", 111'-0", 111'-0"
3 SPAN CONTINUOUS UNIT 111'-0", 111'-0", 111'-0"
2-30'-0" ROADWAYS 9" CURBS 2'-4" MEDIAN
OVER B&O R.R. AND RELOCATED CHANNEL ON INTERSTATE 275

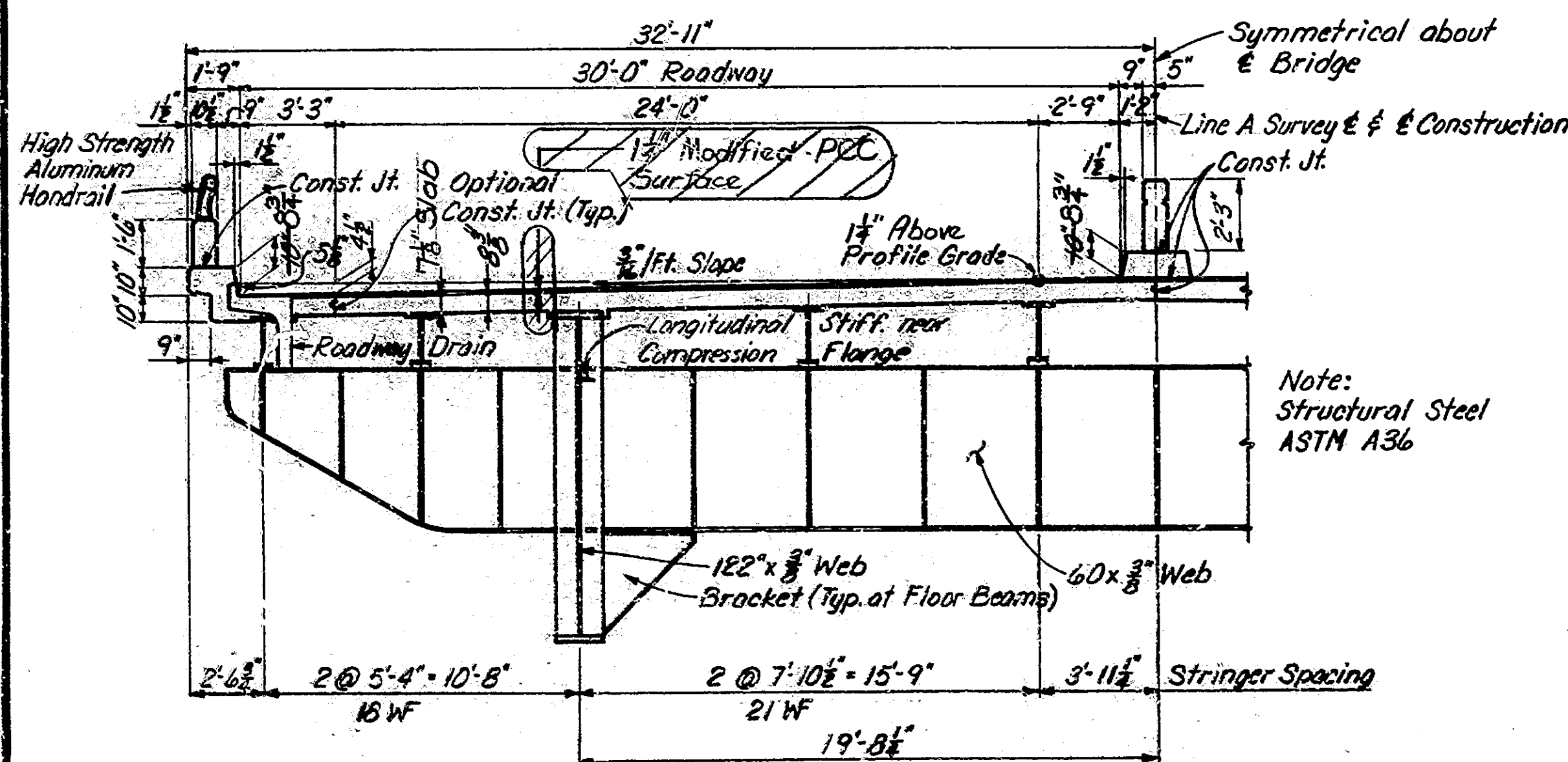
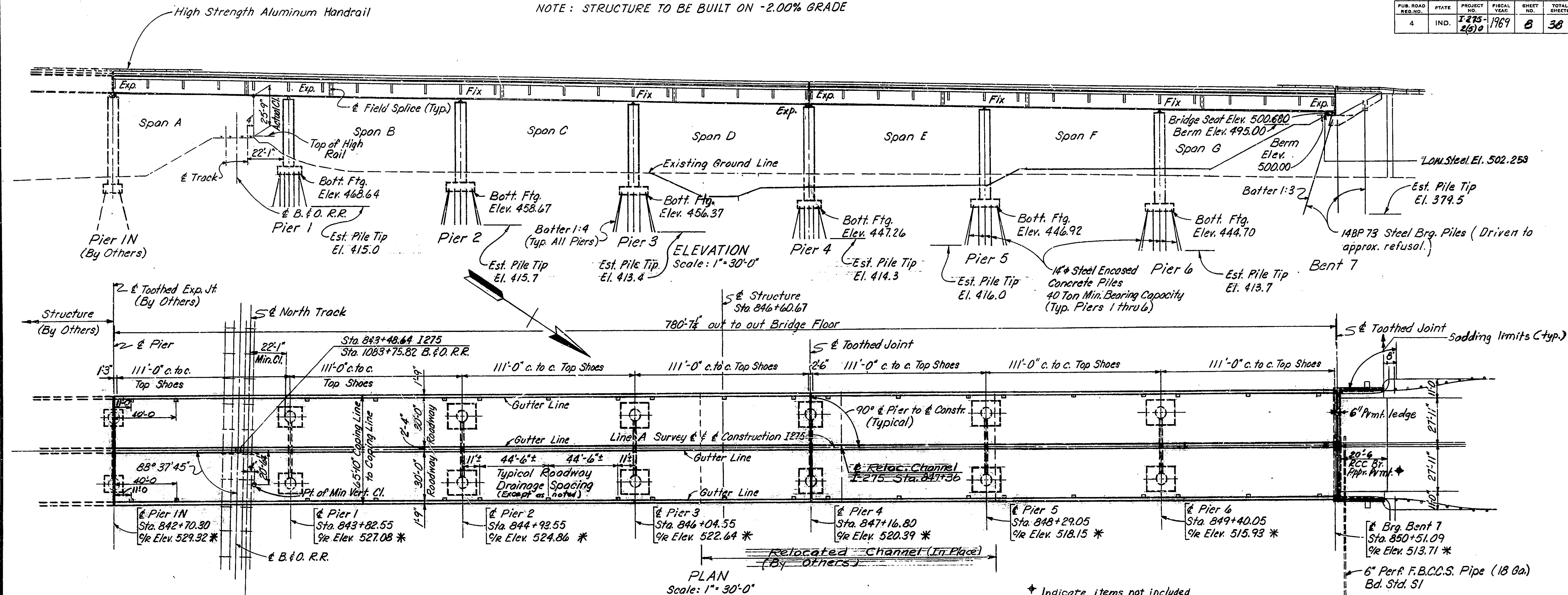
INDIANA STATE HIGHWAY COMMISSION
DEARBORN COUNTY
SCALE: AS NOTED
JANUARY 10, 1969
SUBMITTED FOR APPROVAL:
DRAWING: S1 OF 24
PROJECT: I-275-2(5)0
BRIDGE CONTRACT NO. B-3745
BRIDGE FILE: I-275-0-2415



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-275-2(5)0	"A"	7	38	I-275-0-2415

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-275-2(5)0	1969	8	38

NOTE: STRUCTURE TO BE BUILT ON -2.00% GRADE



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

DESIGNED: C.K.D.
DRAWN: W.R.T.
TRACED: C.K.D.

REV. 11-20-75 Mod. P.C.C. Surf. Deleted.
Rev. 4-16-74 Modified P.C.C. Surface
Rev. 4-26-73 Notes
Rev. 2-1-72 Rdwy. Drains
Rev. 6-1-71 Slab thickness, Std. drugs, Notes:

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

Structure exists to the immediate south. Proposed structure is extension of existing structure.
Depth of Footings to be extended if found necessary. See Art. 206.11 (C) Specifications.
Piles shall have minimum bearing value shown on detail drawings. Determine pile lengths by Art. 701 of the Specifications.
For details of steel encased concrete piles see Bridge Standard C1, and applicable articles in the Specifications.
Piles for Piers shall be driven to elevation shown on plans or below if necessary to obtain desired bearing.
Piles for Bent 7 shall be driven to approximate refusal.
Reinforcing steel covering shall be 2 inches in top and 1 inch min. in bottom of floor slabs, 3 inches in footing except bottom steel which shall be 4 inches, 2 1/2 inches for ties in columns, and 2 inches in all other parts, unless noted.
Concrete in footings to be class "B".
Concrete in superstructure, including railing, bent caps, wingwalls, top of pier column down to construction joint near top of abutment to be class "A".
Concrete in pier columns to upper construction joint and webwalls to be class "B".
Concrete in steel encased concrete piles to be class "A".

GENERAL NOTES

Continuous concrete pours shall be required between construction joints as shown on detail plans.
Waterproof backs of mudwalls and bent wingwalls in accordance with the Art. 702.22 of the Specifications.
Bevel forms 1/4" under copings; and chamfer exposed edges 1 inch unless noted.
42 Roadway drains to be placed as shown on this drawing.
Tolerance in position of pile head maximum 2 inches in end bents.
All railing to be constructed perpendicular to grade.
See special provisions for items included in this contract.
Plan dimensions are horizontal except as shown or noted and shall be corrected for slope where necessary.
Bridge seat at Pier #4 and Bridge seat and front face of mudwall at Bl. #1 to be sealed in accordance with Article 702.20 of the Specifications.
For pay items covering this structure see Bridge Summary.

DESIGN DATA

Designed for HS20-44 loading in accordance with 1965 AASHTO Specifications. Checked for 24,000 lb. axle spaced at 4.0 centers.

STANDARD DRAWINGS

Ref. Sta.	Br. Sta.	Purpose
C1		Bar Bending Details, Reinforcing Bar Notes, Method of Splicing Pile Shell in Field, Method of Splicing Steel H Piles in Field.
MB4		Drainage at Berms
S1		Details For Placing "B" Borrow, and 6" Perforated F.B.C.C.S. Pipe.
MC		Type 6 Inlet Casting
ME2		Pipe End Section 12"
MD		Type "D" Inlet
C3		Notch in slab at Ends of Beams, Type "A" Constr. Jt., Type "B" Constr. Joint.

GENERAL PLAN

DUAL CONTINUOUS WELDED PLATE GIRDER BRIDGE
4 SPAN CONTINUOUS UNIT 111'-0", 111'-0", 111'-0", 111'-0"
3 SPAN CONTINUOUS UNIT 111'-0", 111'-0", 111'-0"
2- 30'-0" ROADWAYS 9" CURBS 2'-4" MEDIAN
OVER B&O R.R. AND RELOCATED CHANNEL ON INTERSTATE 275
INDIANA STATE HIGHWAY COMMISSION

DEARBORN COUNTY

SCALE: AS NOTED

JANUARY 10, 1969

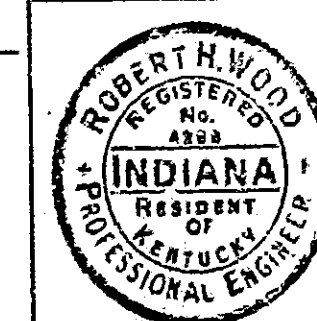
SUBMITTED FOR APPROVAL:

DRAWING: S2 OF 24

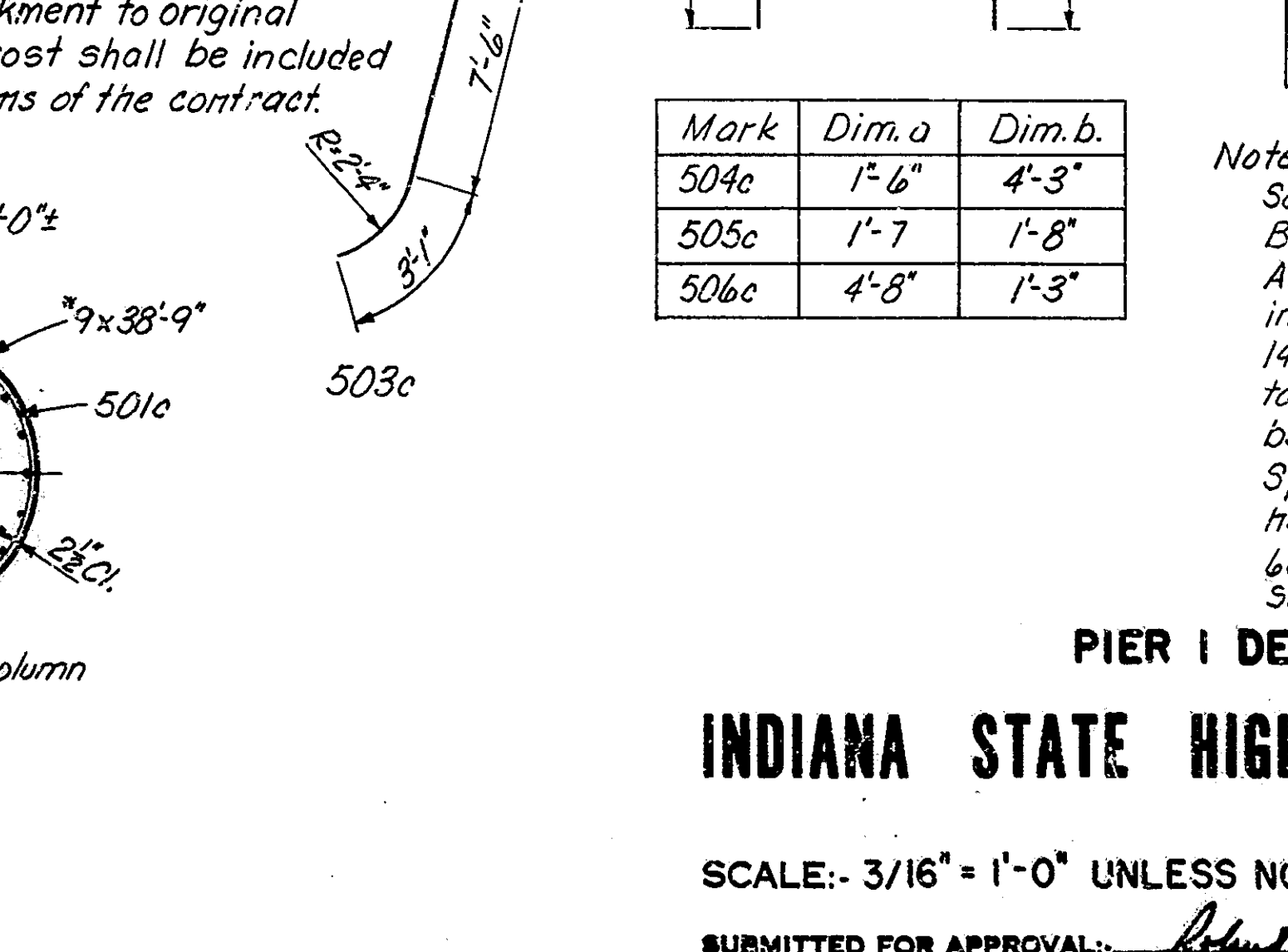
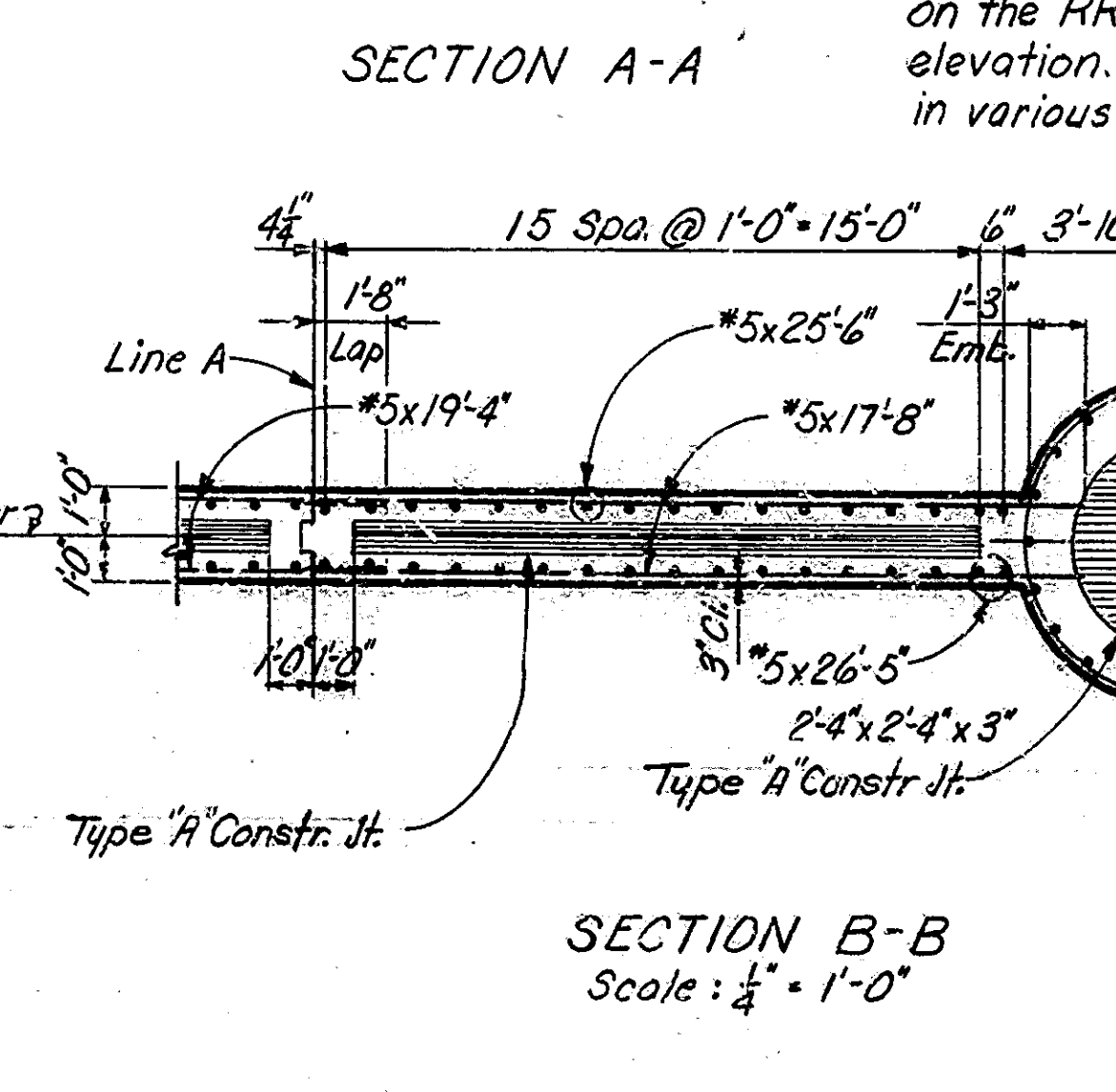
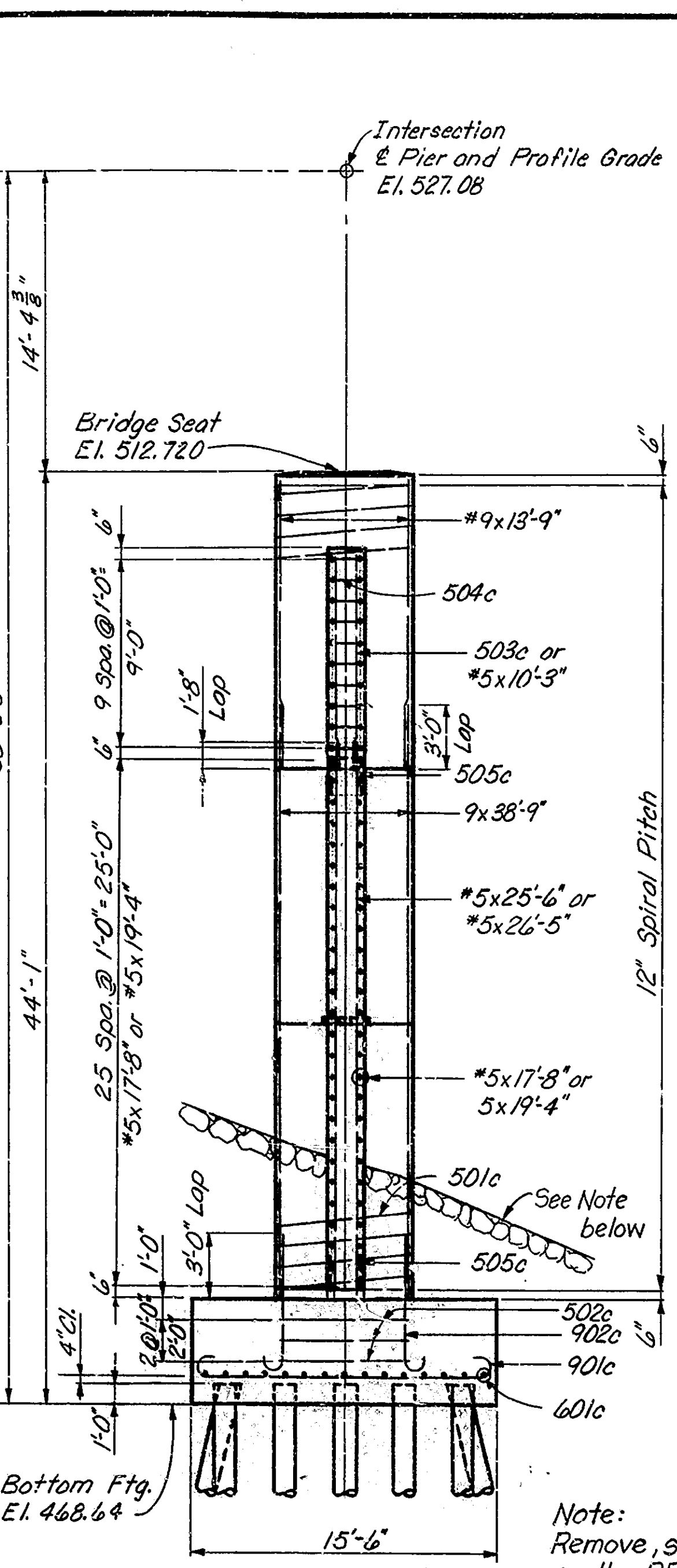
PROJECT: I-275-2(5)0

BRIDGE CONTRACT NO. B-8745

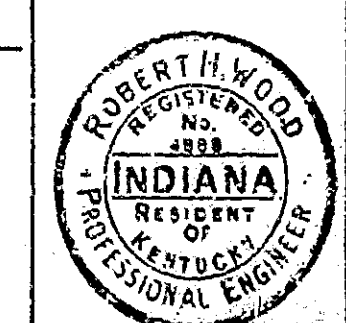
BRIDGE FILE: I-275-0-2415



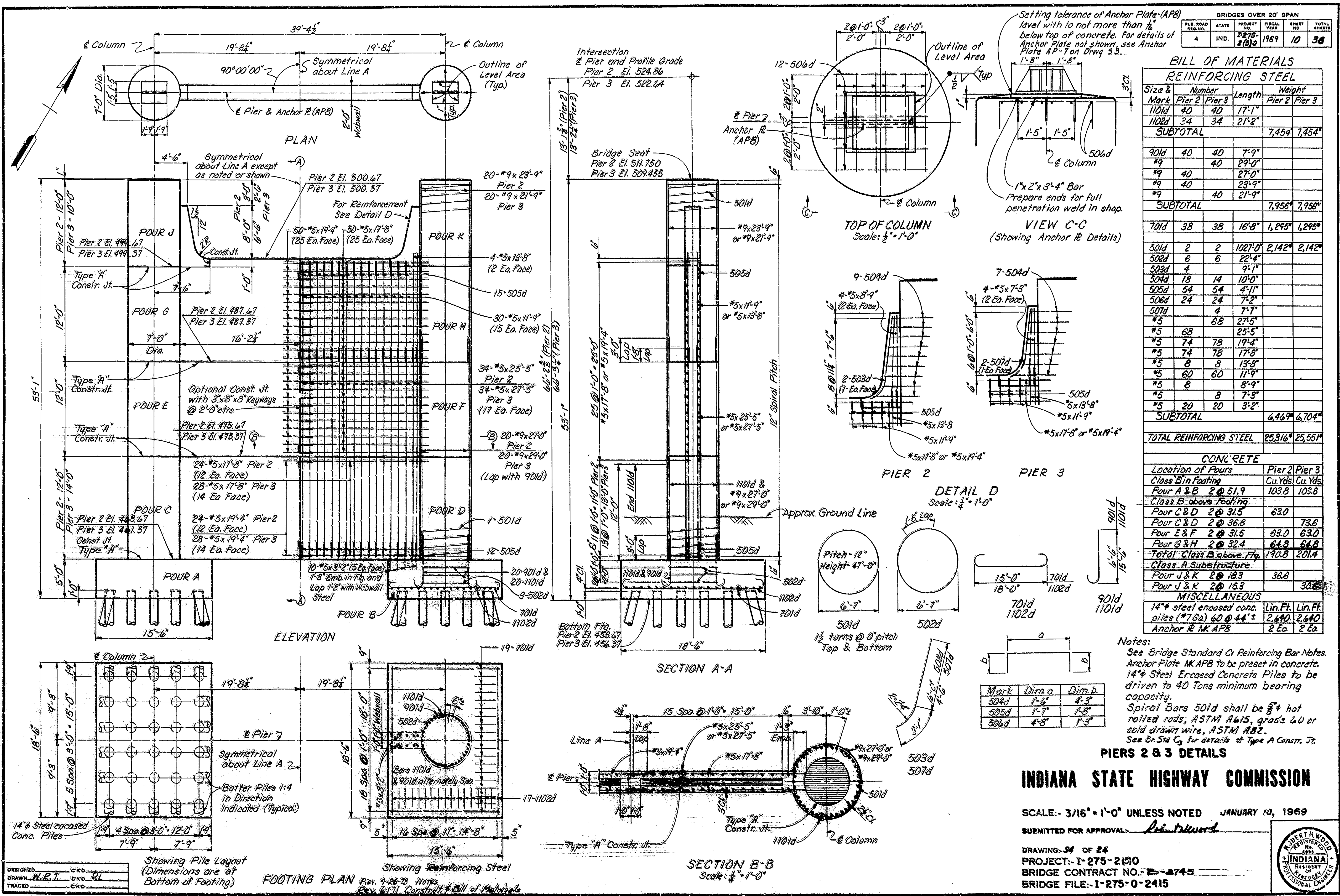
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-275-2(5)0	21	8	38	I-275-0-2415



Notes:
See Bridge Standard C1 Reinforcing Bar Notes.
Anchor Plate MK AP7 to be preset in concrete.
14" ϕ Steel Encased Concrete Piles to be driven to 40 Tons minimum bearing capacity.
Spiral Bar 501e shall be 5" ϕ hot rolled rods, ASTM A615, grade 60 or cold drawn wire, ASTM A82.
Use Br. Std. C3 for Type A Constr. Joint Details.



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-275-2(3)0	"A"	9	38	I-275-0-2415



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
IND.	IND.	2275-2(5)	1969	10	36

BILL OF MATERIALS					
REINFORCING STEEL					
Size & Mark	Number	Length	Weight		
	Pier 2	Pier 3	Pier 2	Pier 3	
1101d	40	40	17'-1"		
1102d	34	34	21'-2"		
SUBTOTAL					7,454 7,454
901d	40	40	7'-9"		
#9	40	40	29'-0"		
#9	40	40	27'-0"		
#9	40	40	23'-9"		
#9	40	40	21'-9"		
SUBTOTAL					7,956 7,956
701d	38	38	16'-8"		
501d	2	2	102'-0"		
502d	6	6	22'-4"		
503d	4	4	9'-1"		
504d	18	14	10'-0"		
505d	54	54	4'-11"		
506d	24	24	7'-2"		
507d	4	4	7'-7"		
#5	68	68	27'-5"		
#5	74	78	25'-5"		
#5	74	78	19'-4"		
#5	74	78	17'-8"		
#5	8	8	13'-8"		
#5	60	60	11'-9"		
#5	8	8	8'-9"		
#5	20	20	3'-2"		
SUBTOTAL					6,469 6,704
TOTAL REINFORCING STEEL					25,316 25,551

901d	40	40	7'-9"		
#9		40	29'-0"		
#9	40		27'-0"		
#9	40		23'-9"		
#9		40	21'-9"		
SUBTOTAL				7,956*	7,956**
701d	38	38	16'-8"	1,245*	1,245*
501d	2	2	1027'-0"	2,142*	2,142*
502d	6	6	28'-4"		
503d	4		9'-1"		
504d	18	14	10'-0"		
505d	54	54	4'-11"		
506d	24	24	7'-2"		
507d		4	7'-7"		
#5		68	27'-5"		
#5	68		25'-5"		
#5	74	78	19'-4"		
#5	74	78	17'-8"		
#5	8	8	13'-8"		
#5	60	60	11'-9"		
#5	8		8'-9"		
#5		8	7'-3"		
#5	20	20	3'-2"		
SUBTOTAL				6,469*	6,704*
TOTAL REINFORCING STEEL				85,316*	25,551*

Mark	Dim. a	Dim. b
504d	1'-6"	4'-3"
505d	1'-7"	1'-8"
506d	4'-8"	1'-3"

PIERS 2 & 3 DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/16" = 1'-0" UNLESS NOTED JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *Redwood*

DRAWING: 34 OF 24

PROJECT: I-275-2(5)0

BRIDGE CONTRACT NO. 2-275

BRIDGE FILE: I-275-0-2415



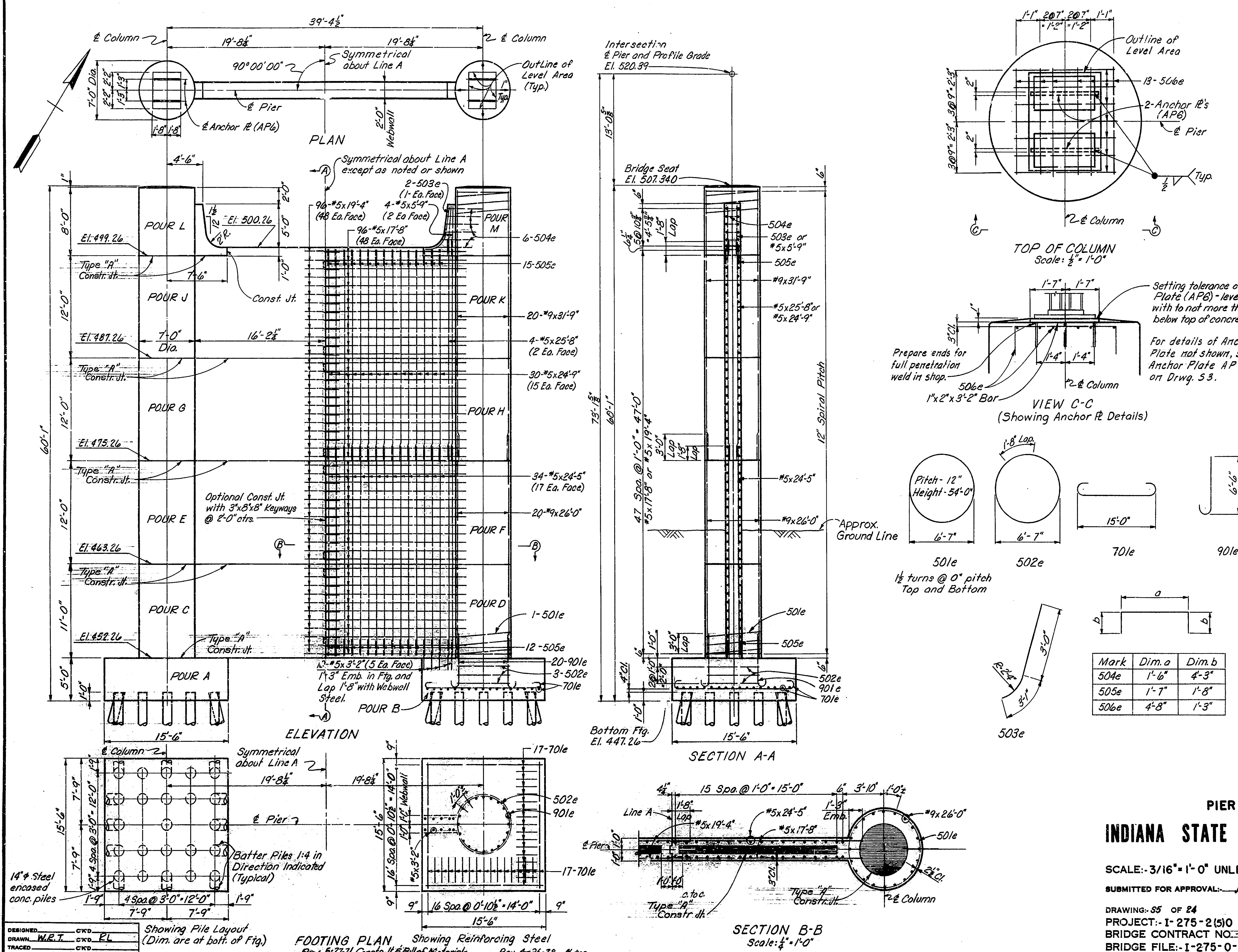
ПОДПИСЬ РАССЛЕДОВАТЕЛЯ	ОБЪЕКТ
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CONCRETE	
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Class A Substructure

MISCELLANEOUS	
14" x 4" steel crosshead	1 in. Ft

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
T-275-2(3)	"B"	11	38	T-275-0-2415



BRIDGES OVER 20' SPAN					
FILE NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
275-2(50)	IND.	275-2(50)	1969	12	38

BILL OF MATERIALS REINFORCING STEEL

Size & Mark	Number	Length	Pier 5	Pier 6	Weight
1101F	36	21'-2"	4,049'	4,049'	
901F	40	7'-9"			
902F	40	12'-9"			
*9	40	29'-9"			
*9	40	28'-0"			
*9	40	27'-9"			
*9	40	26'-0"			
SUBTOTAL			10,370'	10,370'	
701F	44	16'-8"	1,499'	1,499'	
501F	2	112'-10"	2,357'	2,357'	
502F	6	22'-4"			
503F	4	4'-7"			
504F	8	10'-0"			
505F	54	4'-11"			
506F	24	7'-2"			
507F	4	3'-1"			
*5	68	28'-5"			
*5	8	25'-8"			
*5	60	24'-9"			
*5	68	24'-5"			
*5	96	19'-4"			
*5	96	17'-8"			
*5	8	4'-3"			
*5	20	3'-2"			
*5	8	2'-9"			
SUBTOTAL			7,999'	8,257'	
TOTAL REINFORCING STEEL			26,274'	26,532'	

CONCRETE

Location of Pours	Pier 5	Pier 6
Class B in Footing	Cu. Yds.	Cu. Yds.
Pour A & B 2 @ 52.0	104.0	104.0
Class B above Footing		
Pour C & D 2 @ 28.9	57.8	
Pour C & D 2 @ 34.2		68.4
Pour E & F 2 @ 31.5	63.0	63.0
Pour G & H 2 @ 31.5	63.0	63.0
Pour J & K 2 @ 32.4	64.8	64.8
Total Class B above Footing	248.6	259.2
Class A Substructure		
Pour L & M 2 @ 9.3	18.6	
Pour L & M 2 @ 6.3		12.6
14" steel encased conc. piles (#7 Ga.) 56 @ 32' ±	1,792	1,792
Anchor PL MK APB	2 Ea.	2 Ea.

Notes:
See Bridge Standard C1 Reinforcing Bar Notes.
Anchor Plate MK APB to be preset in concrete.
14" steel encased concrete piles to be driven to 40 tons minimum bearing capacity.
Spiral Bars 501F shall be $\frac{5}{8}$ " ϕ hot rolled rods, ASTM A615, grade 60 or cold drawn wire, ASTM A82.
See Br. Std. C3 for details of Type A Constr. Jt.

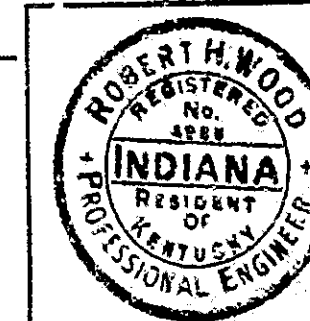
PIERS 5 & 6 DETAILS

INDIANA STATE HIGHWAY COMMISSION

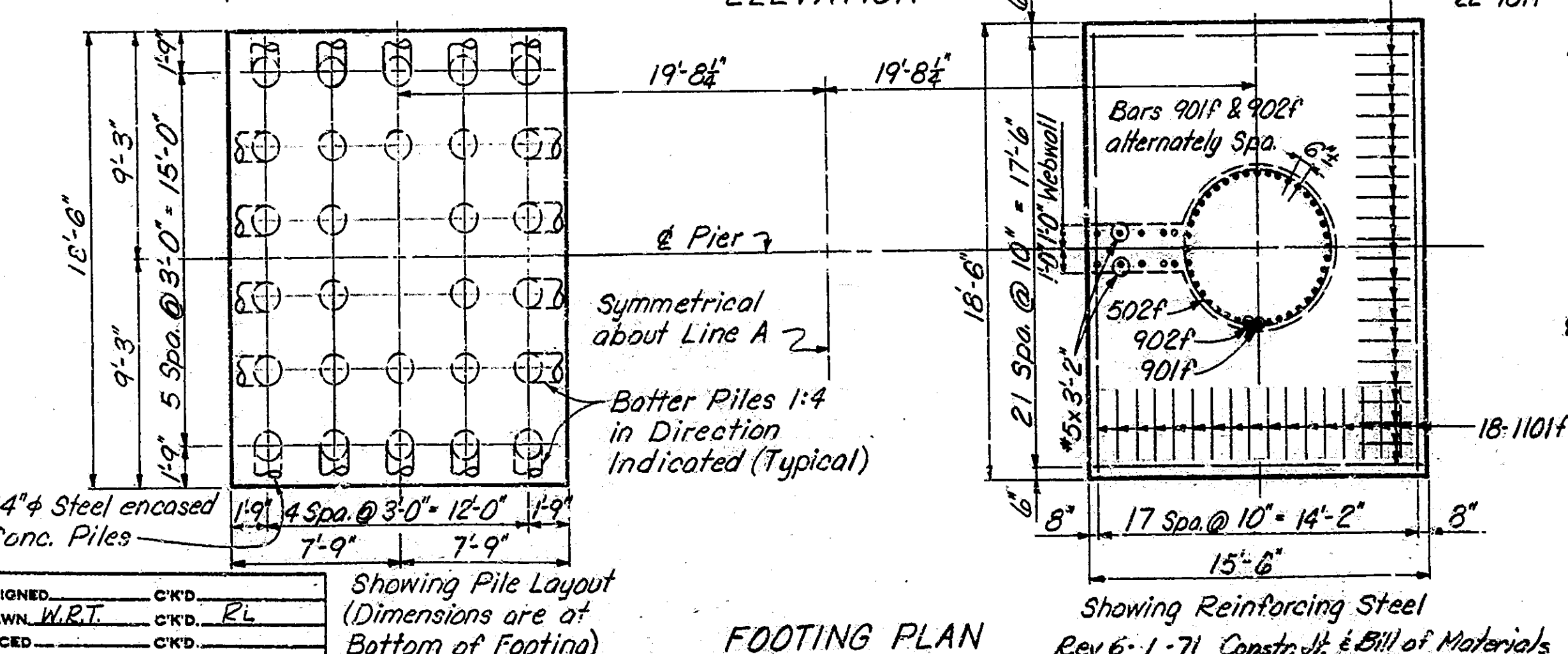
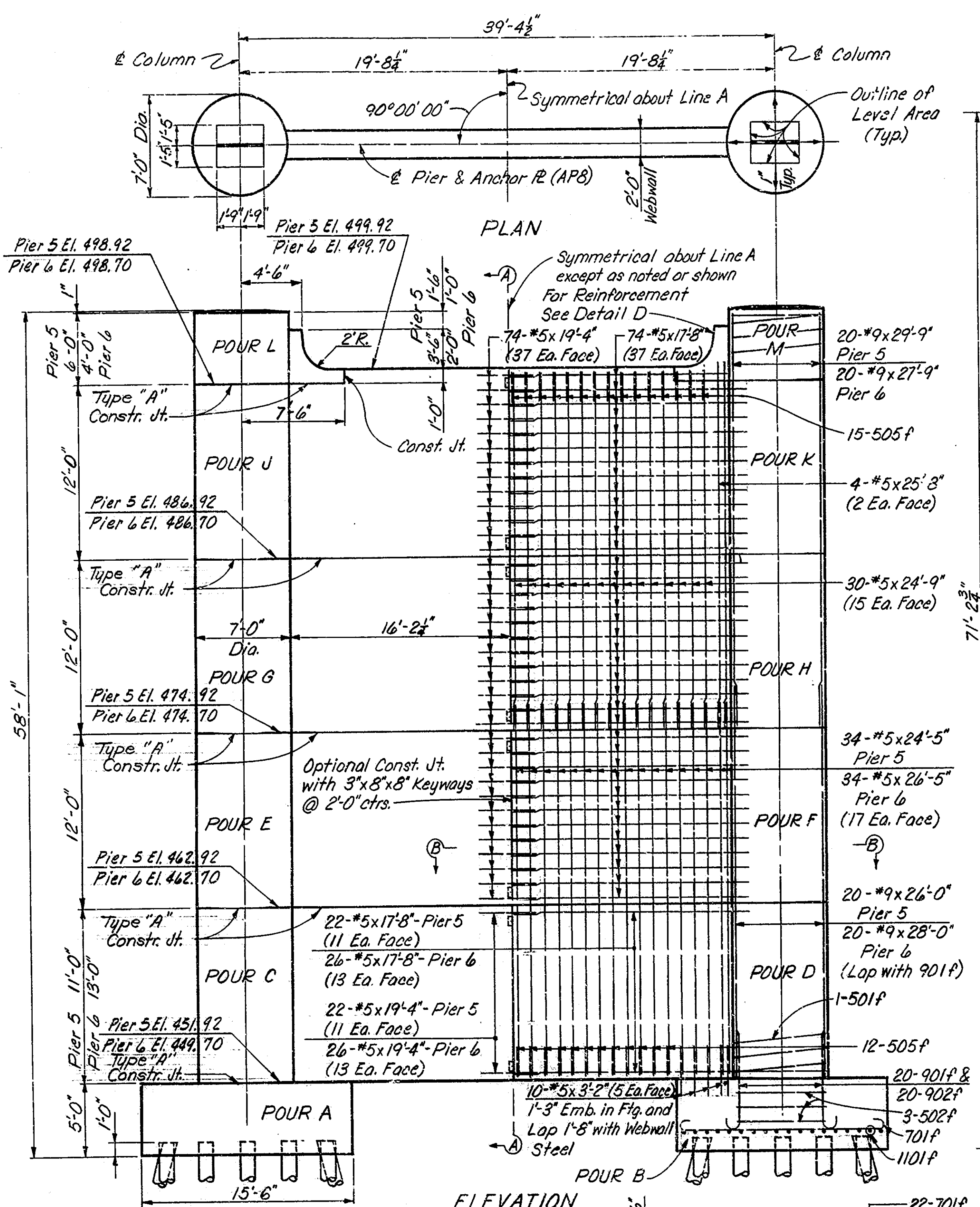
SCALE: 3/16" = 1'-0" UNLESS NOTED JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *R. H. Wood*

DRAWING: 38 OF 24
PROJECT: I-275-2(50)
BRIDGE CONTRACT NO.: B-8745
BRIDGE FILE: I-275-0-2415

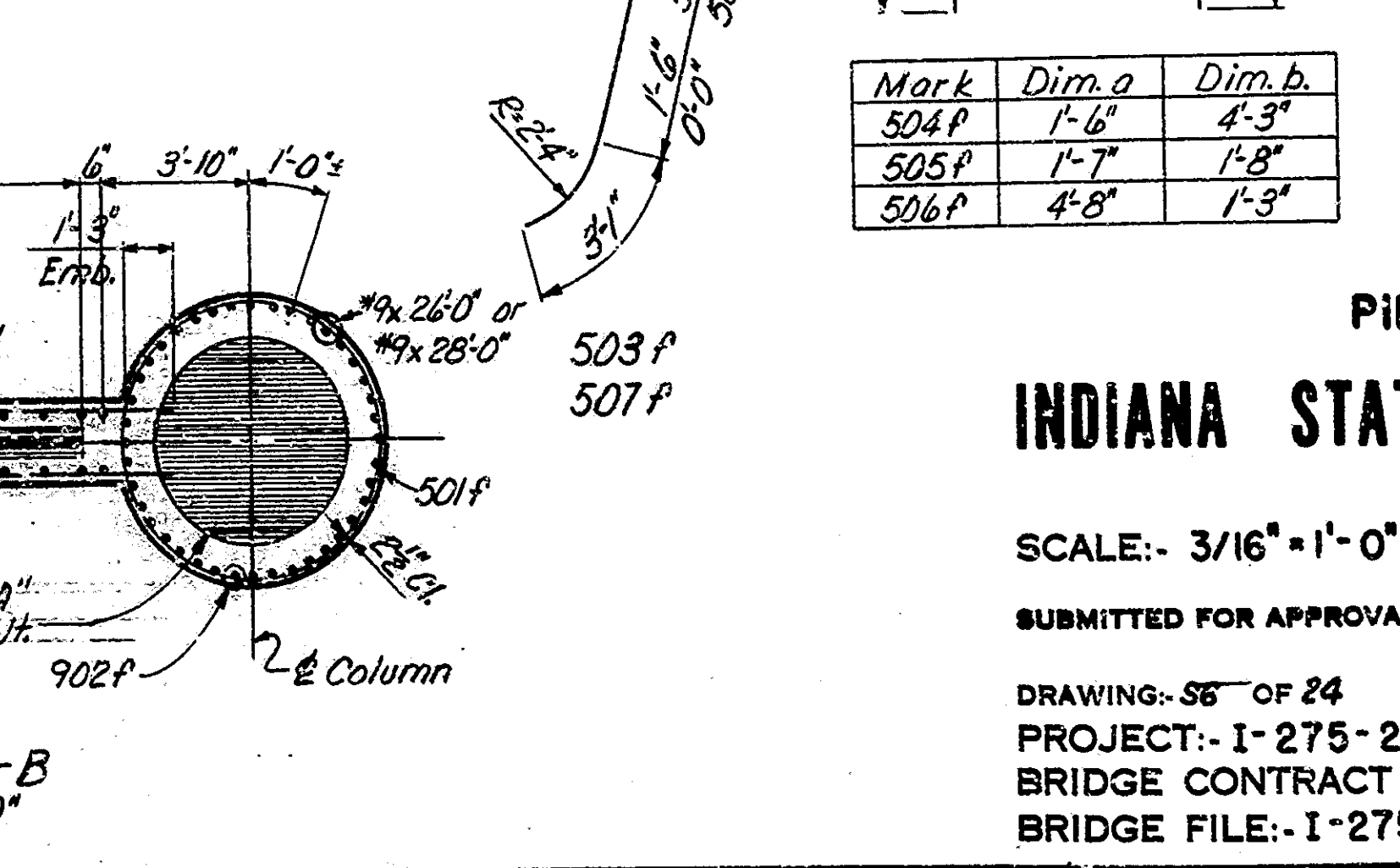
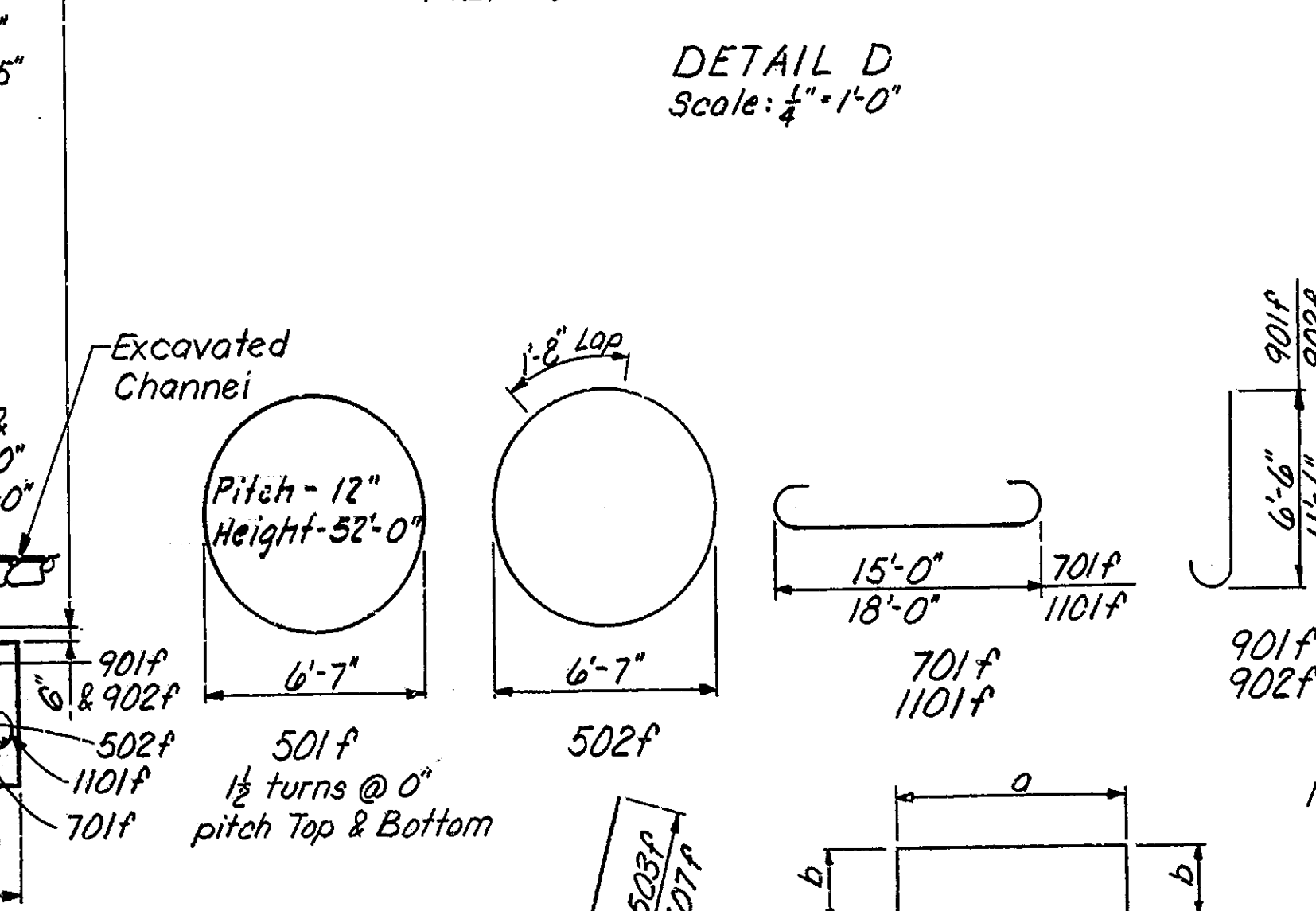
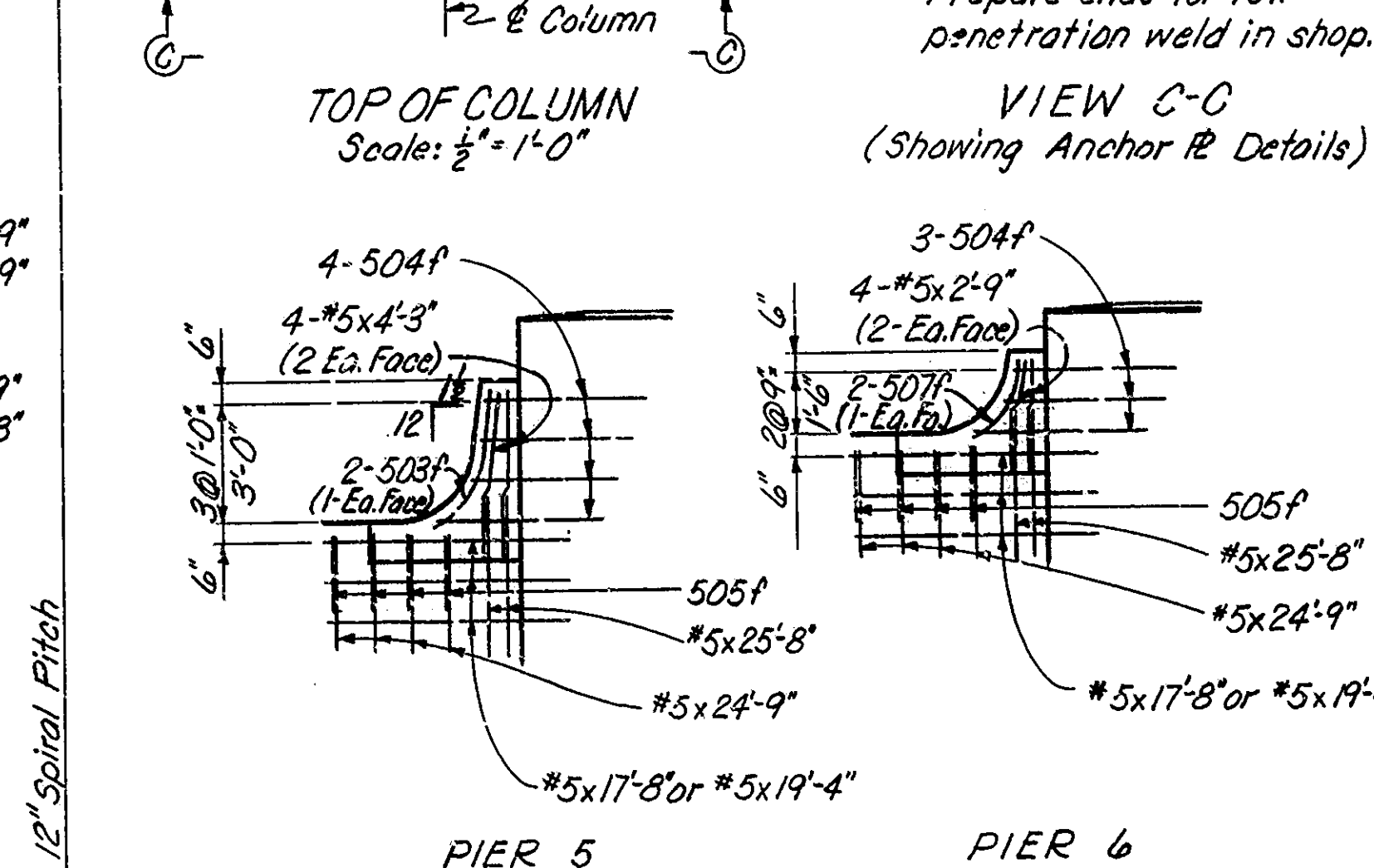
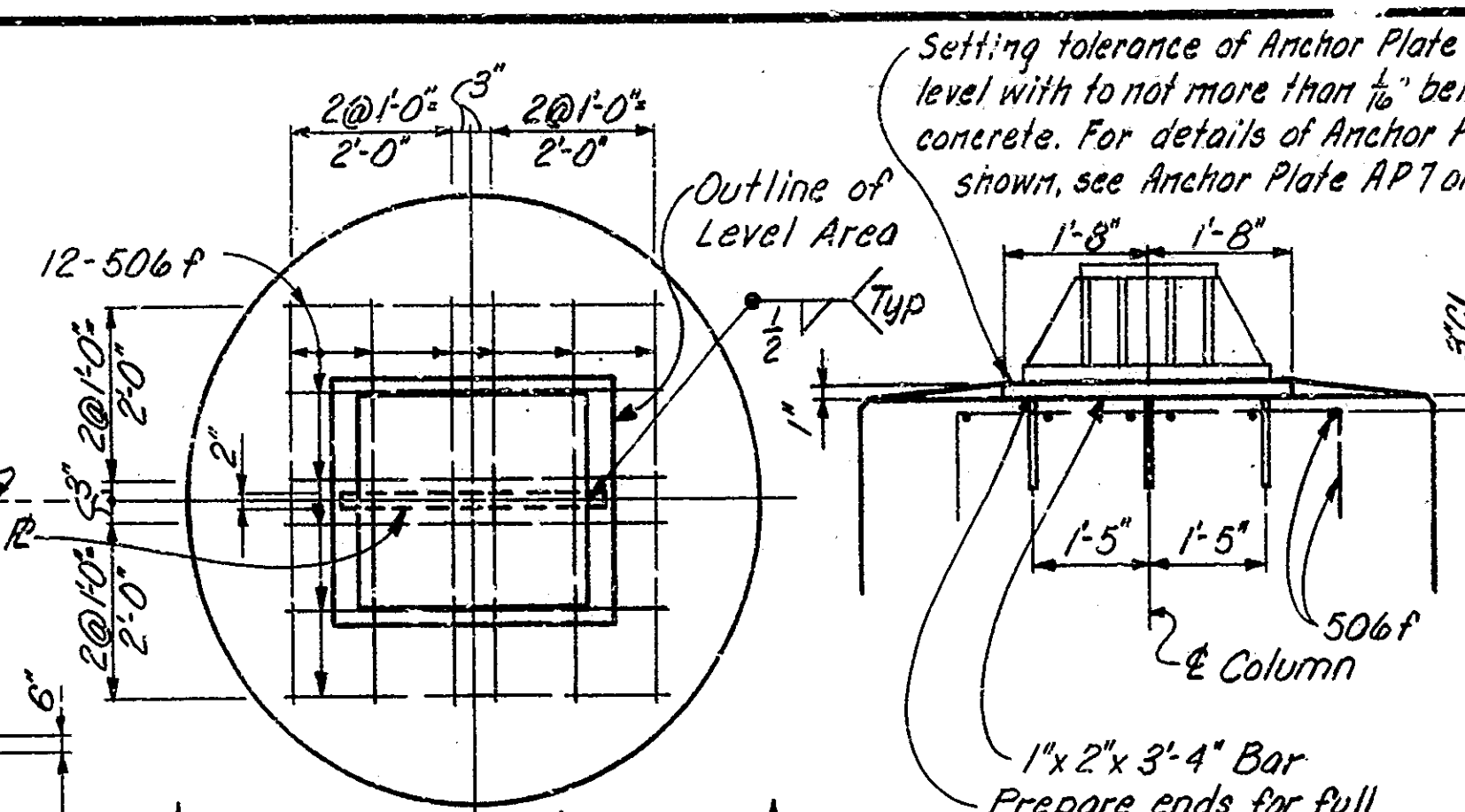
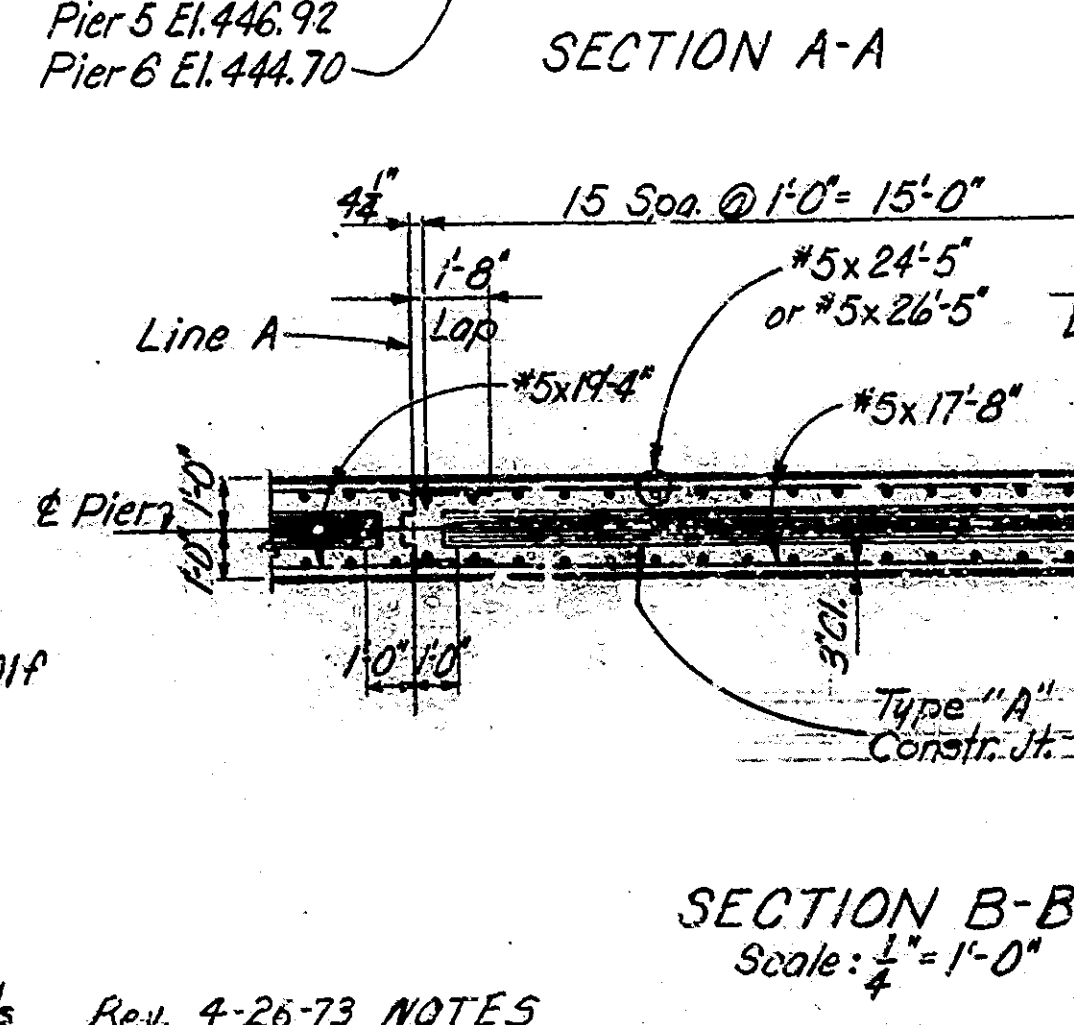
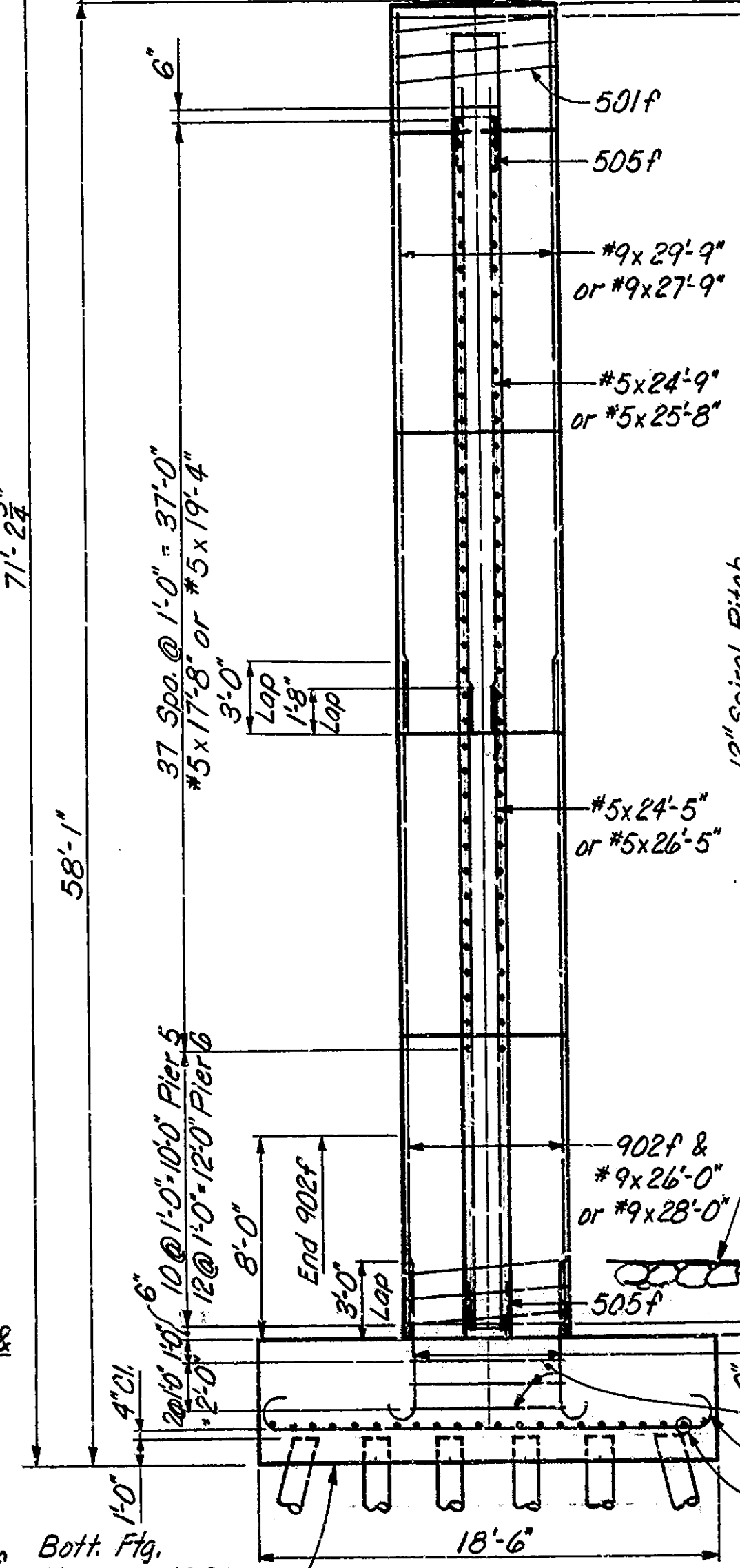


PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
275-2(50)	A	12	38	I-275-0-2415



Intersection
Pier 5 El. 518.15
Pier 6 El. 515.93

Bridge Seat
Pier 5 El. 505.005
Pier 6 El. 502.785



DESIGNED: C.K.D.
DRAWN: W.R.T.
CHECKED: C.K.D.
TRACED: C.K.D.

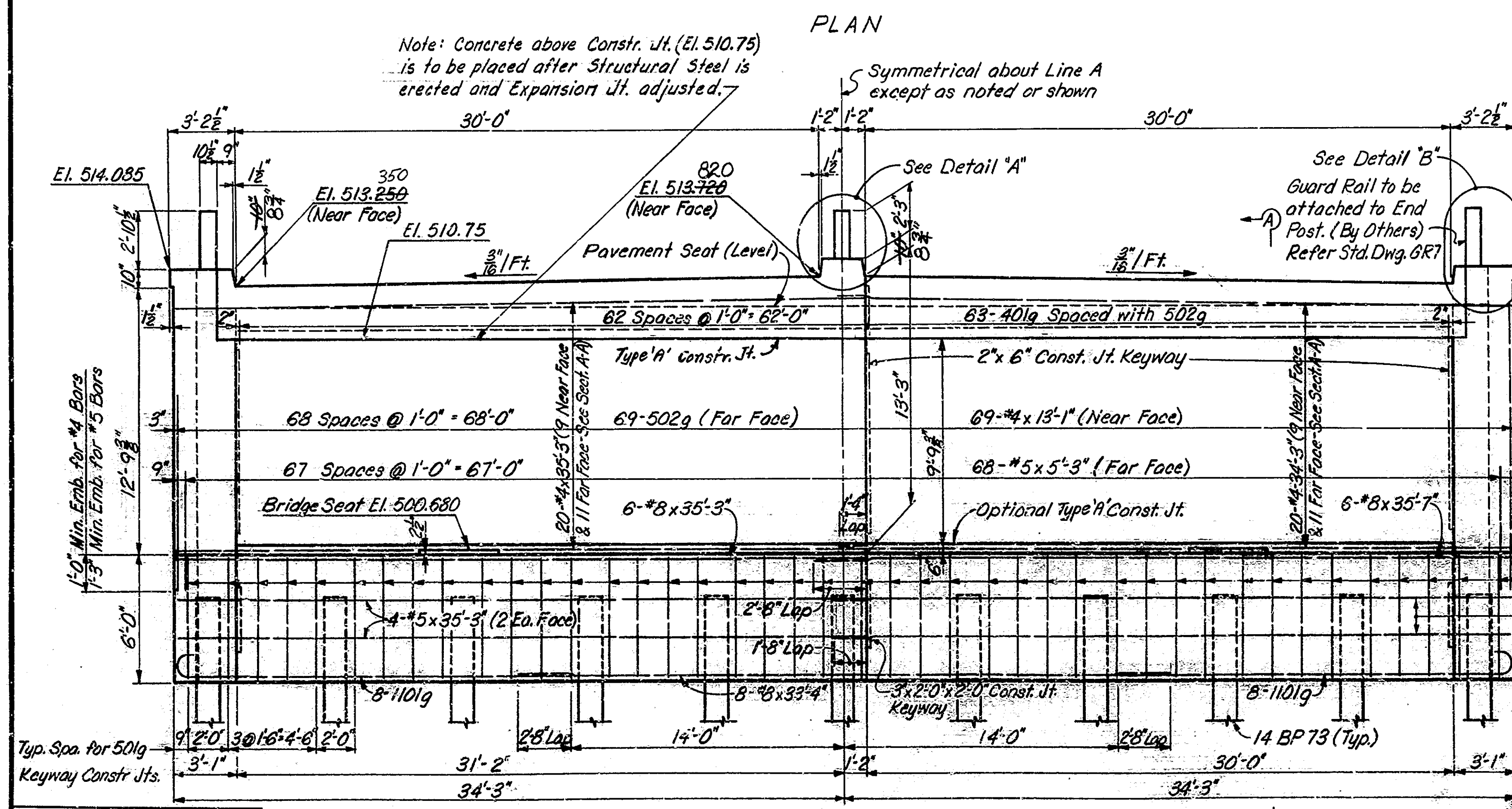
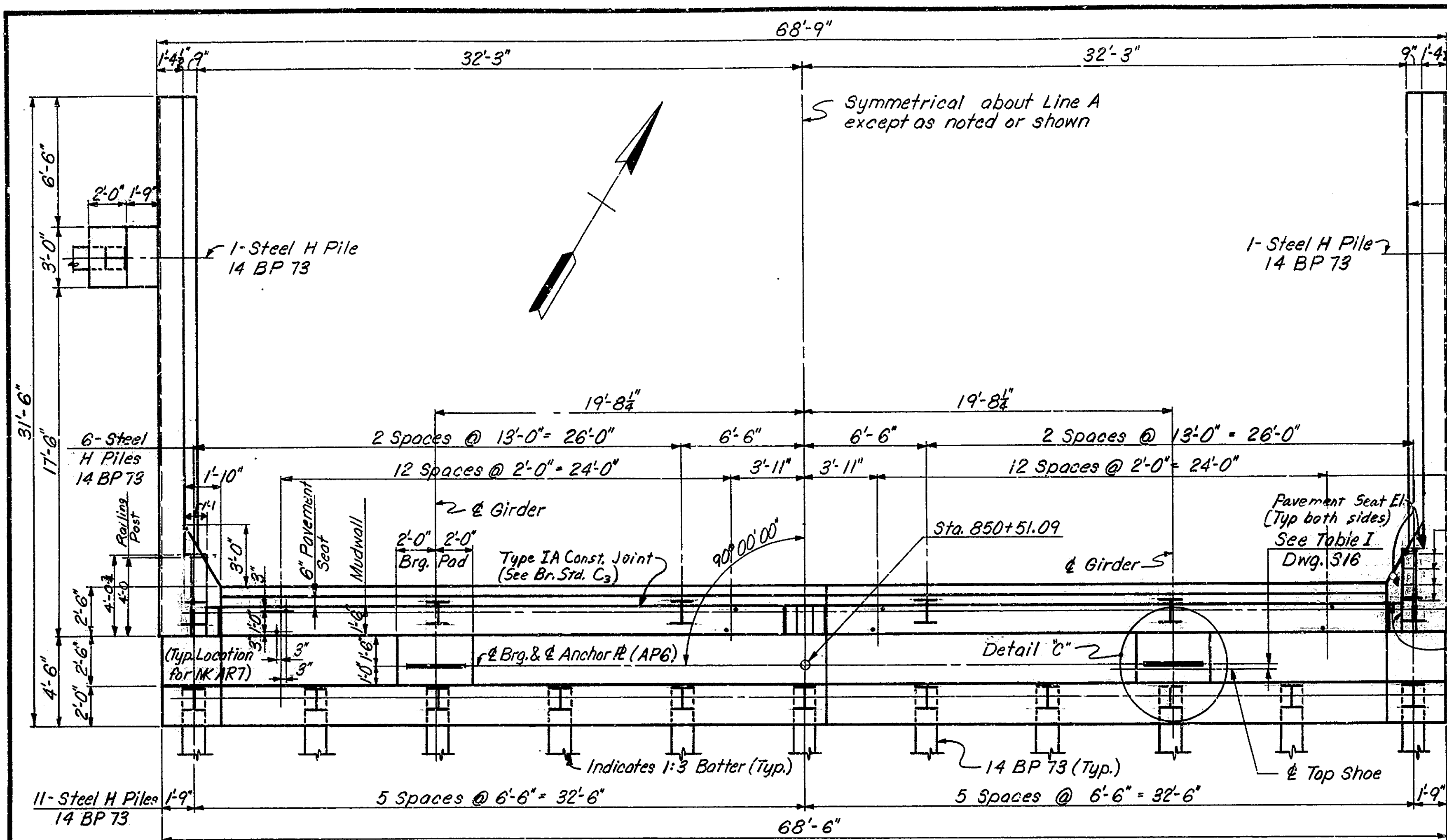
Showing Pile Layout
(Dimensions are at
Bottom of Footing)

FOOTING PLAN

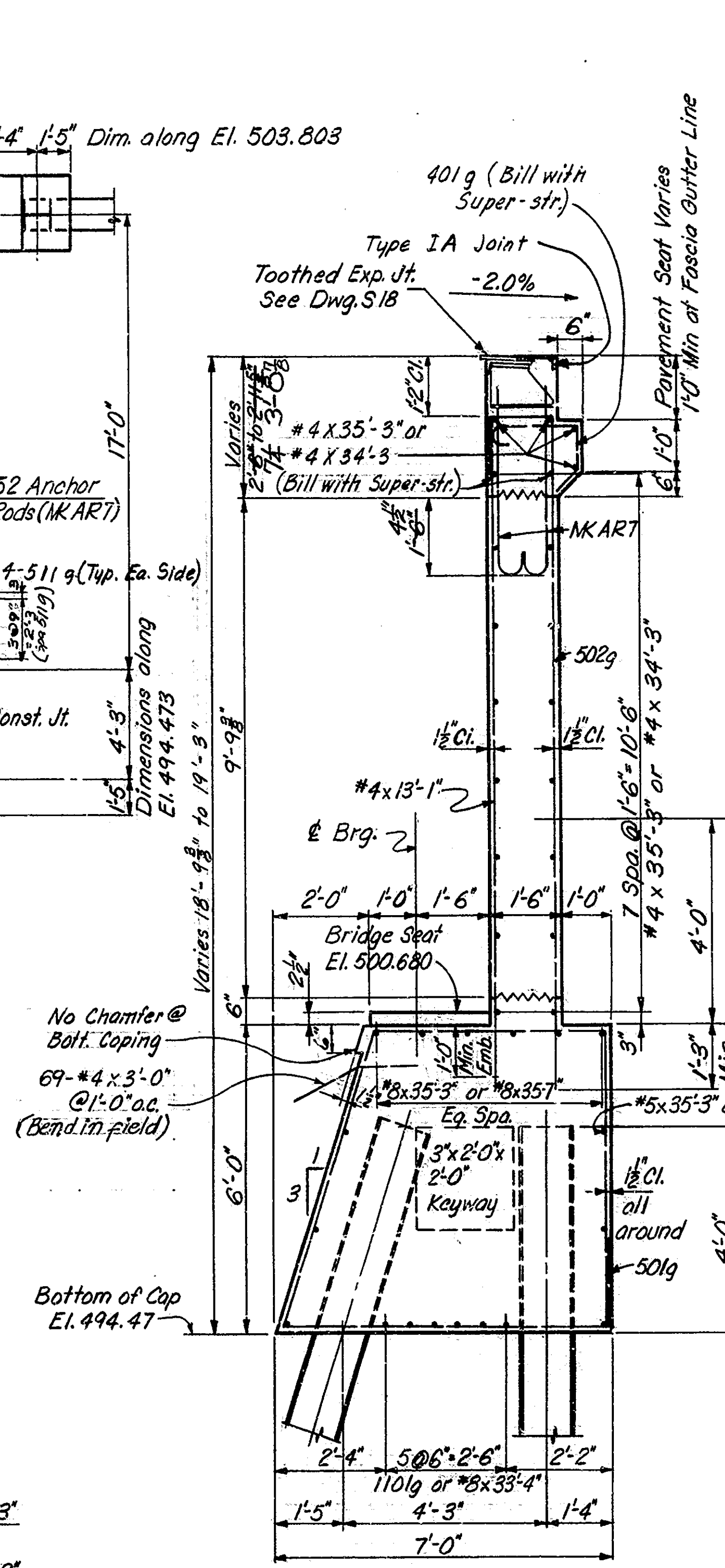
Showing Reinforcing Steel

Rev 6-1-71 Constr. Jt. & Bill of Materials Rev. 4-26-73 NOTES

BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.	NO.	NO.	YEAR	NO.	SHEETS
4	IND.	I-275-2(5)0	1969	13	38



DESIGNED: CWD
 DRAWN: WET
 TRACED: WET
 Rev 4-28-73 Notes, Reinf., Railing Post
 Rev 6-1-71 Type A Const. Jts. Notes
 Rev 4-16-74 Elevation



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

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

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

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

NOTES:
 For Detail C, Wingwalls, Bill of Materials, etc.
 See Dwg. S8
 See Br. Std. C1 for Reinf. Bar Notes
 See Br. Std. C3 for Type A Const. Jt. details.
 Superstructure steel and concrete dead loads are to be in place and bearing on the Bent before any backfill is placed above bottom cap.
 See Bridge Standard C1 for Reinforcing Bar Notes.
 Anchor Rods MKAR7 and Anchor Plates MKAP6 shall be preset in concrete.
 Steel H-Piles 14BP73 to be driven to approx. refusal.
 Toothed Expansion Joint shall be accurately set and firmly secured before concrete is poured.
 See Dwg. S18 for Joint Setting data.

BENT 7 DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" UNLESS NOTED JANUARY 10, 1969

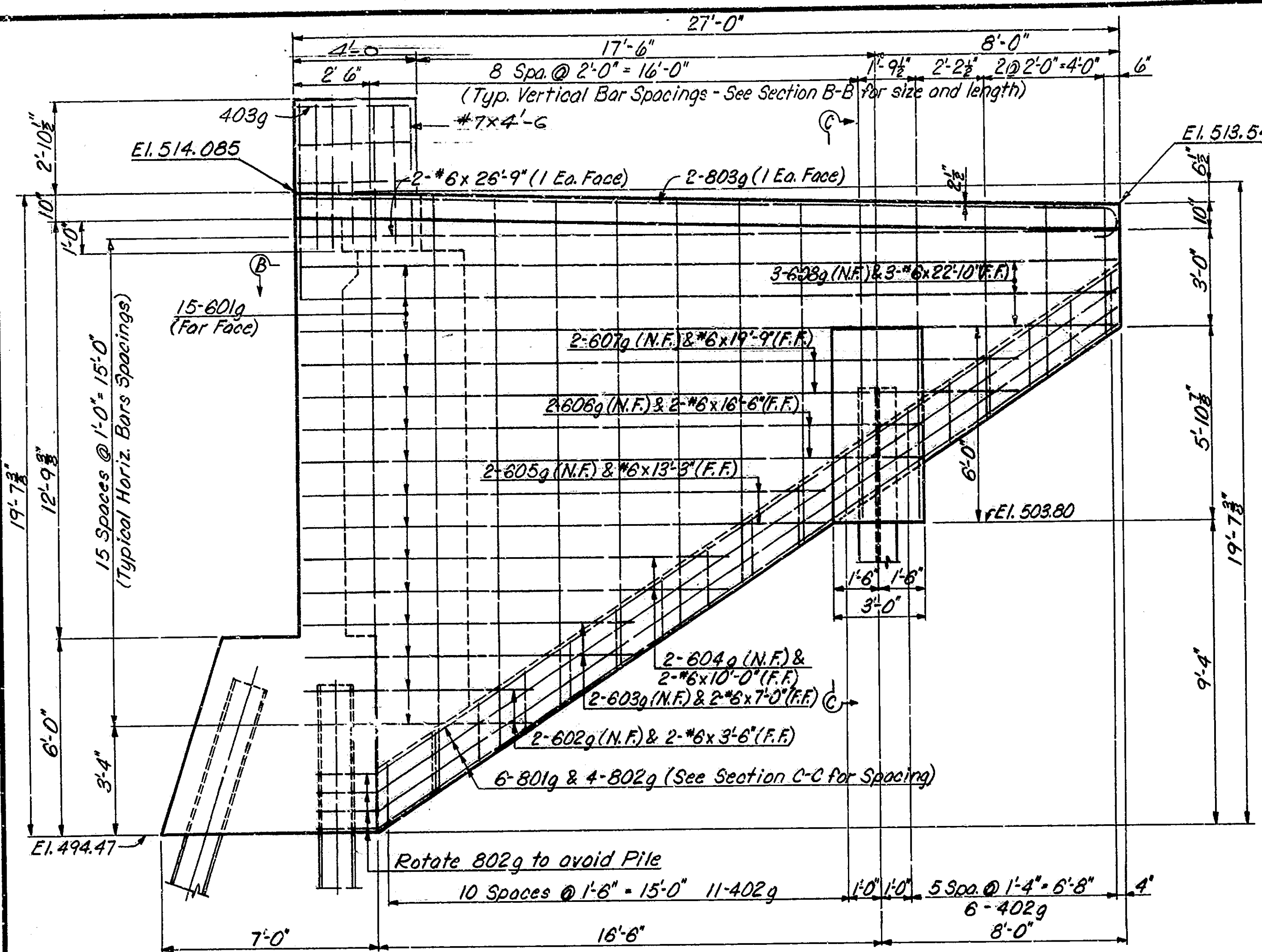
SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: 37 OF 24
 PROJECT: I-275-2(5)0
 BRIDGE CONTRACT NO.: B-8745
 BRIDGE FILE: I-275-0-2415

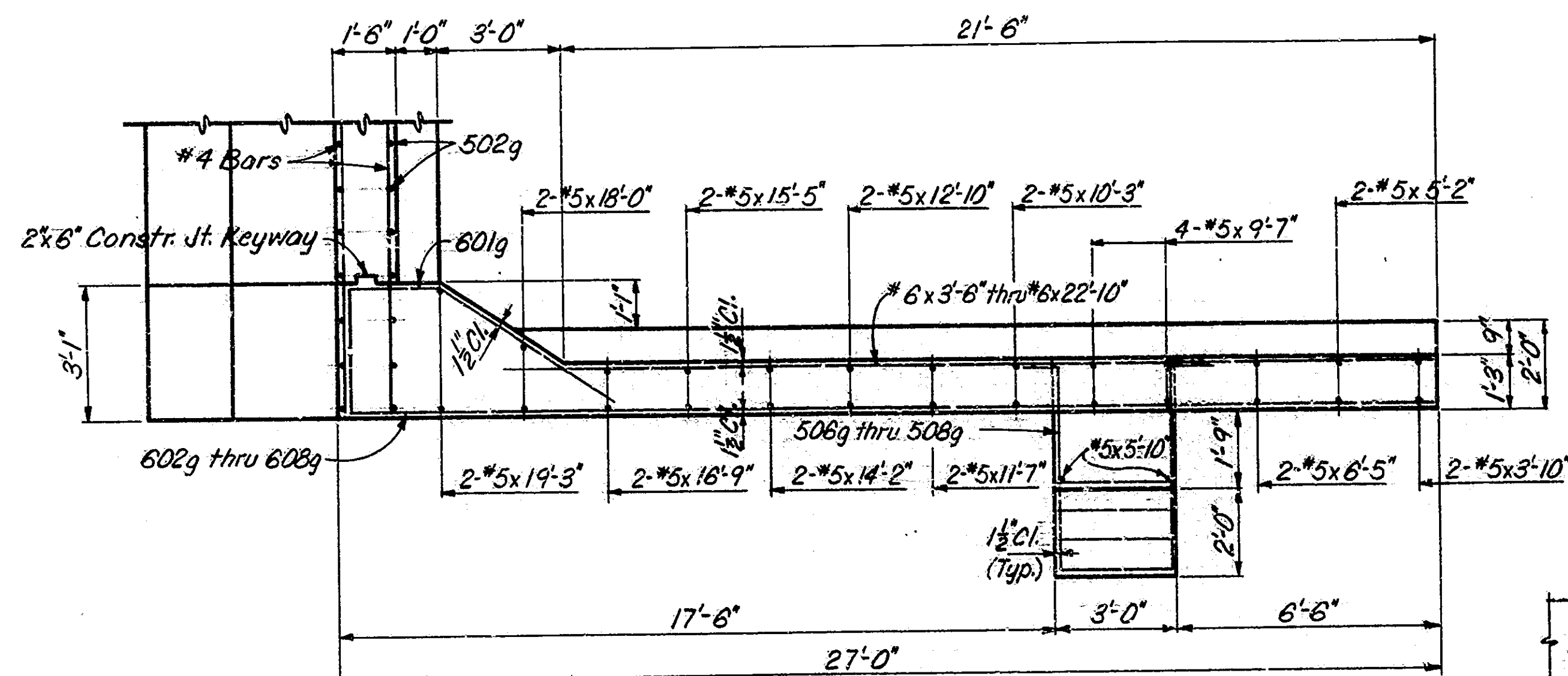


PROJECT NO.	LINE	SHEET	TOTAL SHEETS	FILE
I-275-2(5)0	A	13	38	I-275-0-2415

BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	1275-2(5)0	1969	14	38

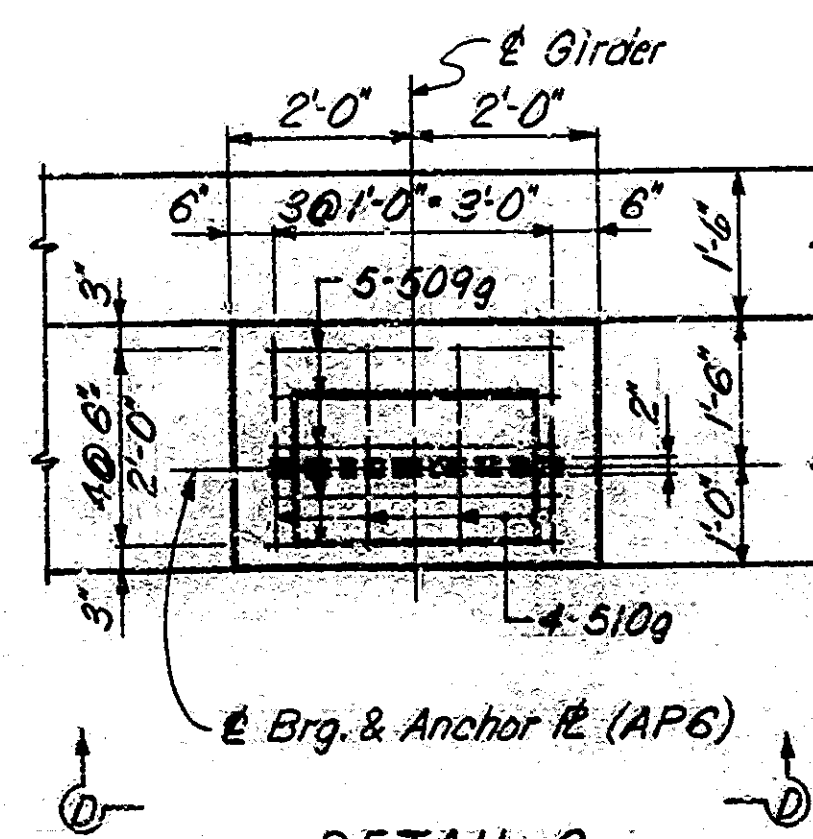


TYPICAL WINGWALL ELEVATION

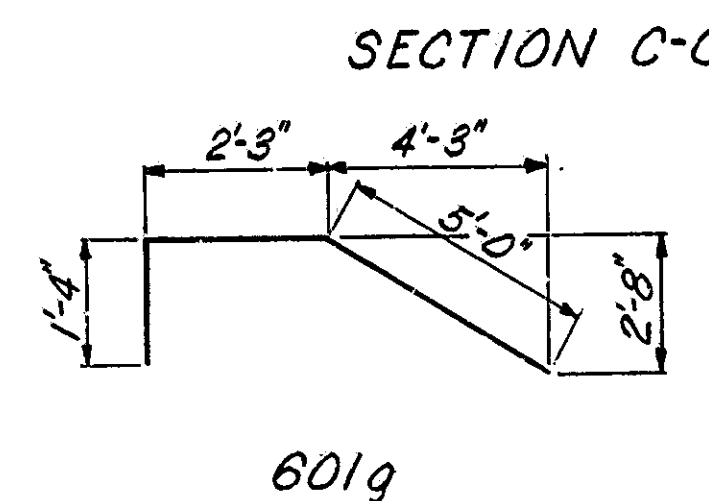


SECTION B-B

Note:
For location of
Detail C, see
Dwg. 57



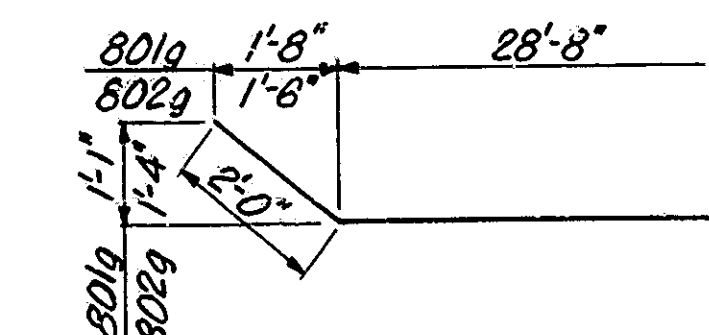
DETAIL C
Scale: 1/2" = 1'-0"



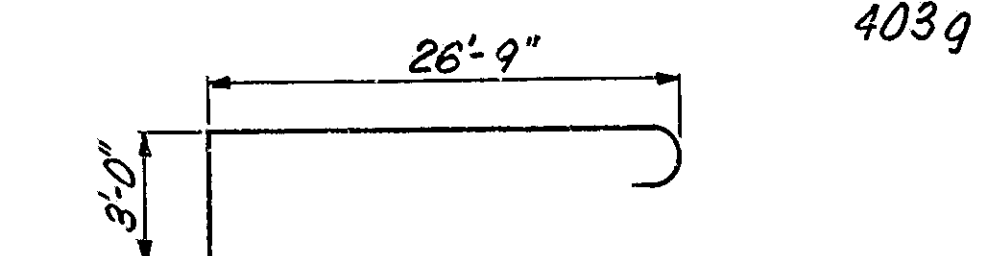
SECTION C-C

Mark	Dim. a	Dim. b
503g	1'-10"	2'-0"
504g	2'-7"	2'-0"
509g	3'-6"	1'-3"
510g	2'-2"	1'-3"
511g	2'-0"	2'-0"

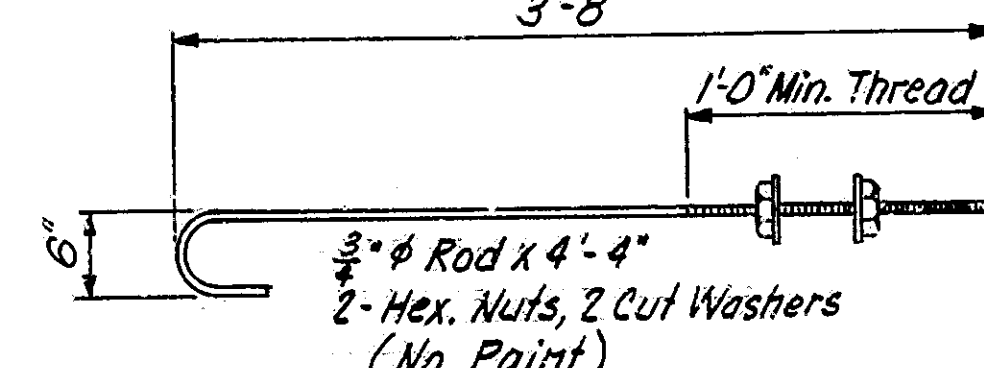
Mark	Dim. a
505g	3'-0"
508g	3'-6"
507g	4'-0"
508g	4'-6"



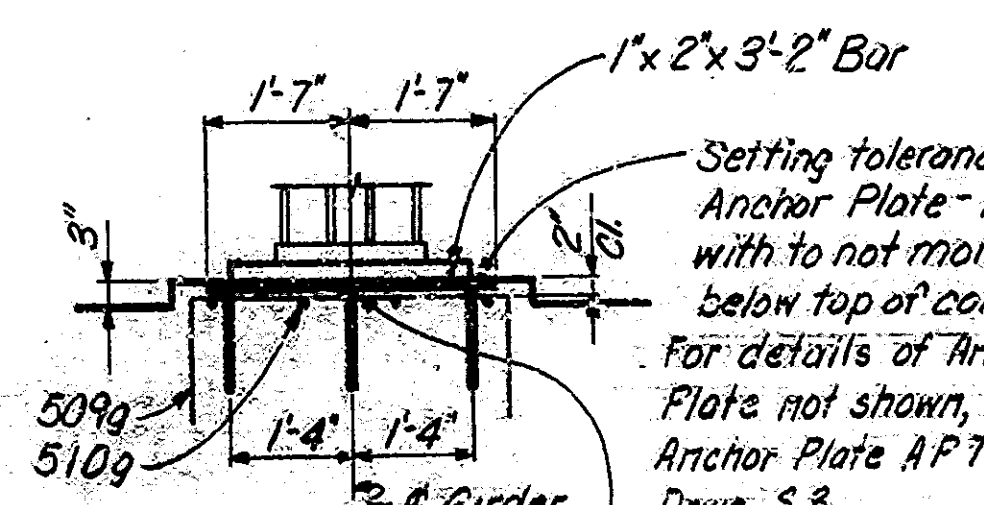
801g & 802g



803g



ANCHOR ROD - MKAR 7
Weight = 7.1*



VIEW D-D
(Showing Anchor Rod Details)

BILL OF MATERIALS - BENT 7 REINFORCING STEEL

Size & Mark	Number	Length	Weight Lbs.
1101g	16	21'-8"	1842*
801g	12	30'-8"	
802g	8	30'-8"	
803g	4	30'-10"	
*8	6	35'-3"	
*8	6	35'-7"	
*8	8	33'-4"	
SUBTOTAL			3814
7	28	4'-6"	256
601g	30	8'-7"	
602g	4	8'-8"	
603g	4	12'-2"	
604g	4	15'-2"	
605g	4	18'-5"	
606g	4	21'-8"	
607g	4	24'-11"	
608g	6	28'-0"	
*6	4	3'-6"	
*6	4	7'-0"	
*6	4	10'-0"	
*6	4	13'-3"	
*6	4	16'-8"	
*6	4	19'-9"	
*6	6	22'-10"	
SUB TOTAL			1,873
501g	42	24'-11"	
502g	69	15'-11"	
504g	4	6'-7"	
505g	2	7'-9"	
506g	2	8'-3"	
507g	2	8'-9"	
508g	2	9'-3"	
509g	10	6'-0"	

BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-275-2610	1969	15	38

DATA USED FOR DESIGN AND DETAILS

LIVE LOAD: HS20-44 loading with impact and distribution of loads in accordance with 1969 AASHTO Specifications. Checked for special loading consisting of two 24,000 pound axles spaced 4'-0" apart.

DEAD LOAD: Actual weight plus 20 pounds per sq. ft. of roadway to provide for future wearing surface.

SLAB: Designed for 16,000 pound wheel plus impact, and with 1" monolithic wearing surface.

ALLOWABLE STRESSES: To be in accordance with 1969 AASHTO Specifications.

All field splices are optional except as noted (See Drwg. Sp) subject to "Regulations pertaining to the movement of over length concrete and steel beams on State Highways," as stated in Supp. #2 to Gen. Letter #19-71.

Shop plans shall indicate which splices the contractor intends to eliminate and also means of transportation whether by rail or over State Highways.

Materials as listed on the shop drawings which do not require mill test reports may be changed from that shown on the contract plans subject to approval. The material specification shall be given on the shop drawings if different than that on contract plans. See Art. 711.07 of Specifications.

GENERAL NOTES

- High Tensile Steel Bolts, 7/8" ϕ , Open Holes 15/16" ϕ unless noted.
- High strength bolts shall be used in the assembly of structural steel.
- Rivets shall not be permitted.
- Girders must be cambered to a smooth curve. Camber must be checked while girders are supported in such a way as to have no bending moment in direction of camber.
- All floorbeam webs and stiffeners are to be truly vertical.
- Holes for girder splices shall be subpunched or subdrilled and reamed to size while assembled. See Article 711.24 of the Specifications.
- All splice plates to be removed, cleaned, and deburred after reaming. Splice plates shall not extend beyond the end of girder after bolting for shipment.
- The shop plans shall indicate whether reaming or drilling is to be done in the shop or field. If shop reaming or drilling is used the girder shall be assembled in accordance with the diagram on Drawings S11 or S12. If the girders are shop reamed or drilled, full size drift pins shall be used in erection.
- Field connections for floorbeam or stringers may be reamed or drilled assembled or reamed or drilled to a metal template without assembly.
- Flange splice bars shall have planed or rolled edges and holes in bars shall be subdrilled and reamed or drilled full size while assembled.
- The shop details shall show a plan for matchmarking for all reamed pieces.
- All structural steel shall be erected and girders or beams adjusted to their true elevations before bolting field splices. The elevation shall be checked with splices connected by full size drift pins and erection bolts, and with girders or beams unsupported by any falsework. See Drawings S11 or S12 for true elevations of splices.
- 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 drawings to the Engineer. See Article 711.04 of the Specifications.
- Diameter of holes in all material connecting top shoes to girder flanges shall be one inch. Bolts connecting girder flange to top shoe shall extend into top shoe a minimum of one inch.
- Shims between beams and top shoes may be built up. No shim shall be less than 1/8" in thickness.
- All shop butt 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 the grinding shall be cleaned, filled with weld metal, and reground to a uniform finish.
- 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.
- Sheared plates or universal mill plates to 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. 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.

FRAMING PLAN - SPANS A THRU D

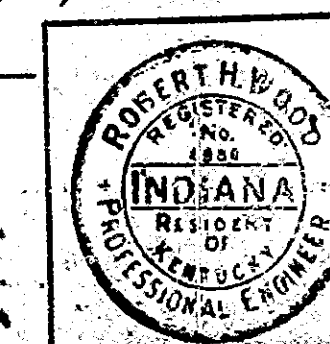
INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/32" = 1'-0" UNLESS NOTED

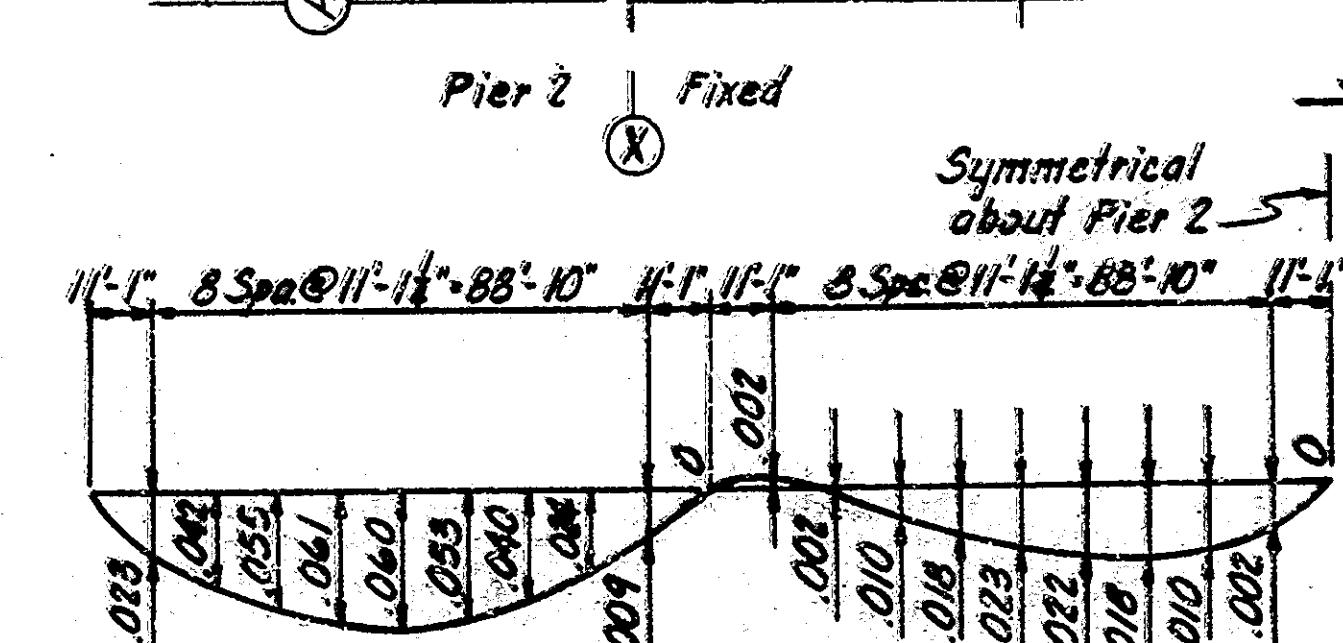
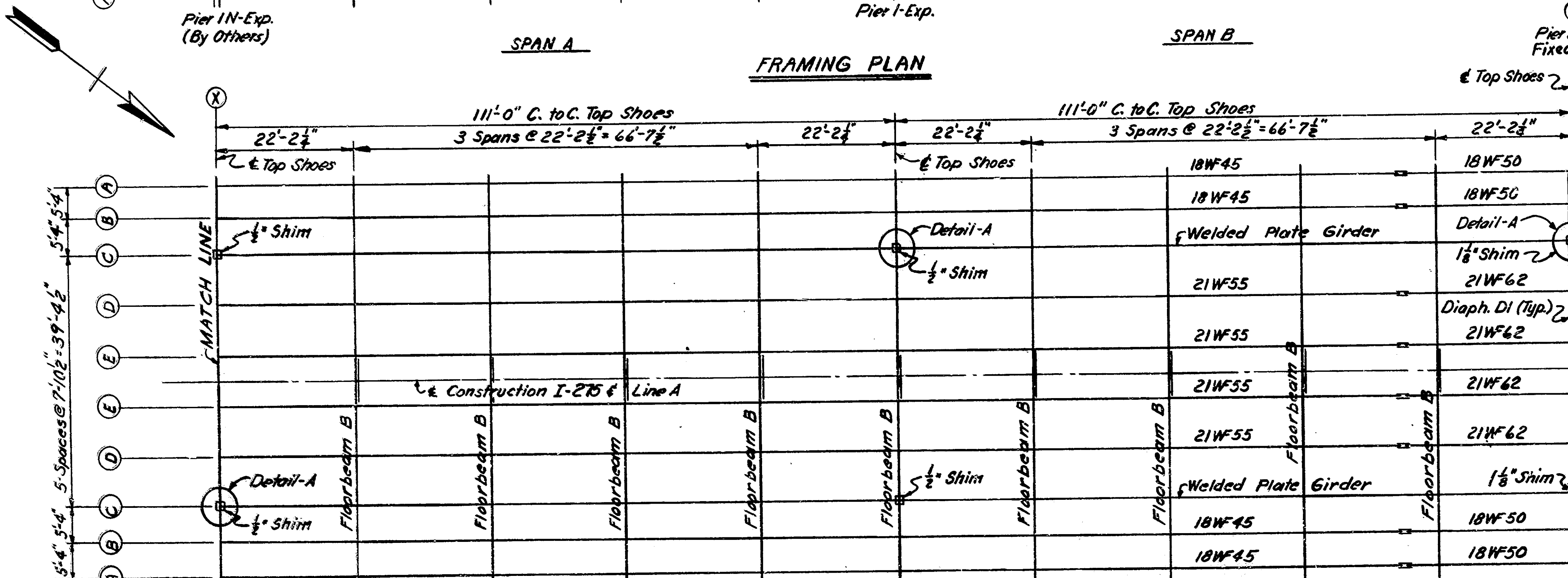
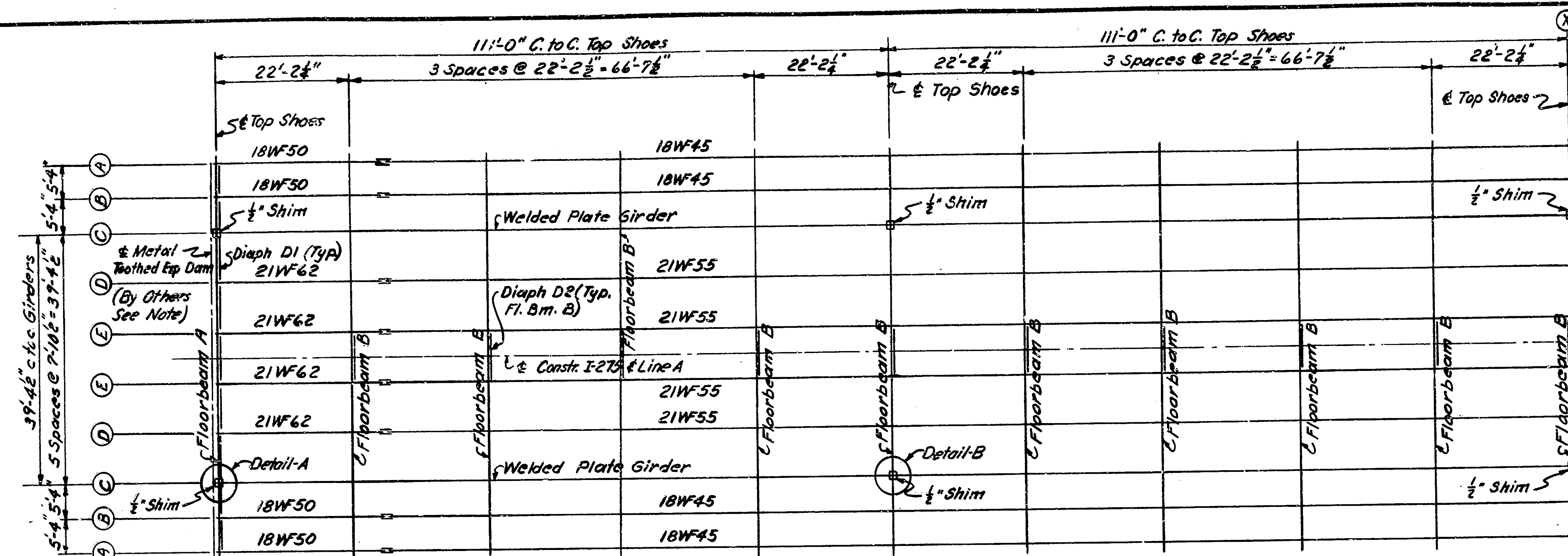
JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *Robert H. Wood*

DRAWING: 89 OF 24
PROJECT: 1-275-2610
BRIDGE CONTRACT NO.: B-874-5
BRIDGE FILE: 1-275-0-2415



PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS
1-275-2610	A	15	38



DESIGNED: CWF	CKD: RL
DRAWN: CWF	CKD: RL
TRACED: CWF	CKD: RL

Estimated Weight of Structural Steel, 1,516,900 Lbs., includes:
Exp. Jts. at Pier 4 & Bent 7.....25,320 Lbs.
ASTM A588 Expansion Joints.....15,750 Lbs.
ASTM A514 in Bearings.....11,310 Lbs.

NOTE TO ERECTOR: Structural steel shall be erected using sufficient full-size drift pins to permit placement of bolts without damage thereto and to facilitate setting splices to grade.

At the time of erection not less than 50 percent of the holes in any connection shall be filled with bolts. The bolts shall not be tightened more than snug tight at this stage.

Any drifting required shall be only such that will draw the parts into position but not sufficient to enlarge the holes or distort the metal. Unfair holes shall be reamed or drilled.

* This weight is included in weight of expansion joints at pier 4 and bent 7.

NOTES: All dimensions are horizontal except dimensions along bottom of girders, as shown on Drawings S11 and S12. For location of splices, see Girder or Stringer Details. Expansion joint at Pier 1N to be furnished by others and installed under this contract. For Details A or B, see Drawing S10.

When the girder sections are fit up in the shop for reaming or drilling of field splices, the centerlines of opposing flanges shall not deviate more than 1/8 inch with the webs in alignment. All butt welds shall be subject to radiographic inspection at the option of the Engineer.

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 paint shall be in accordance with current State Highway specifications: Shop paint - Brownish Orange; Field Paint - Aluminum.

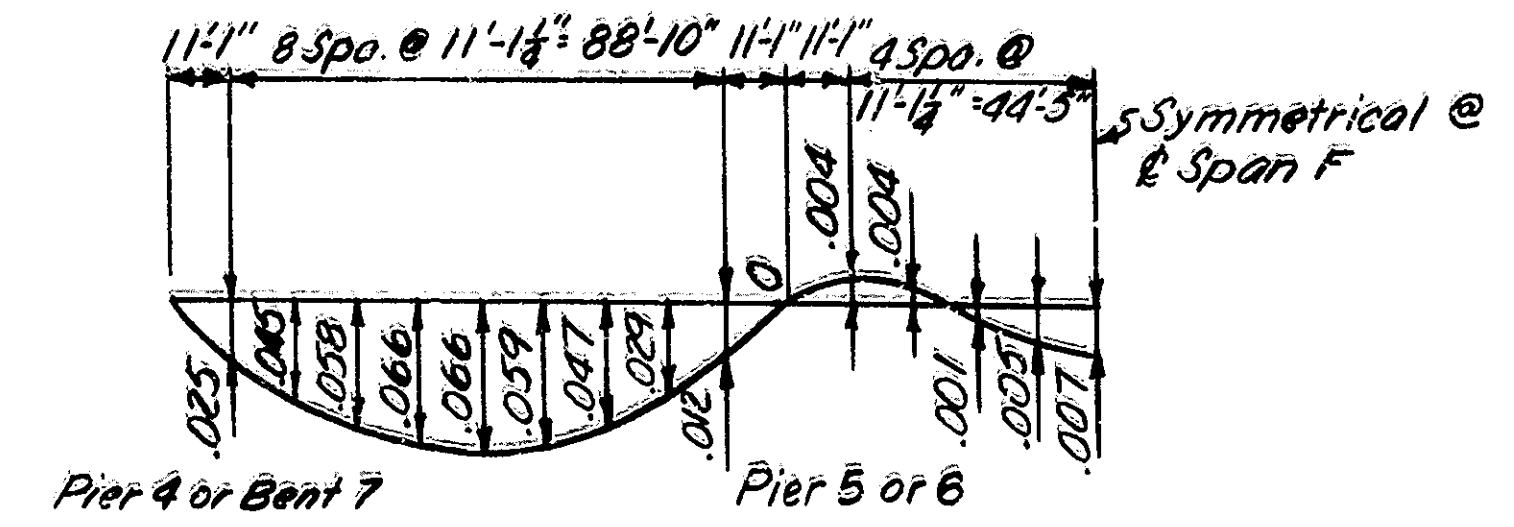
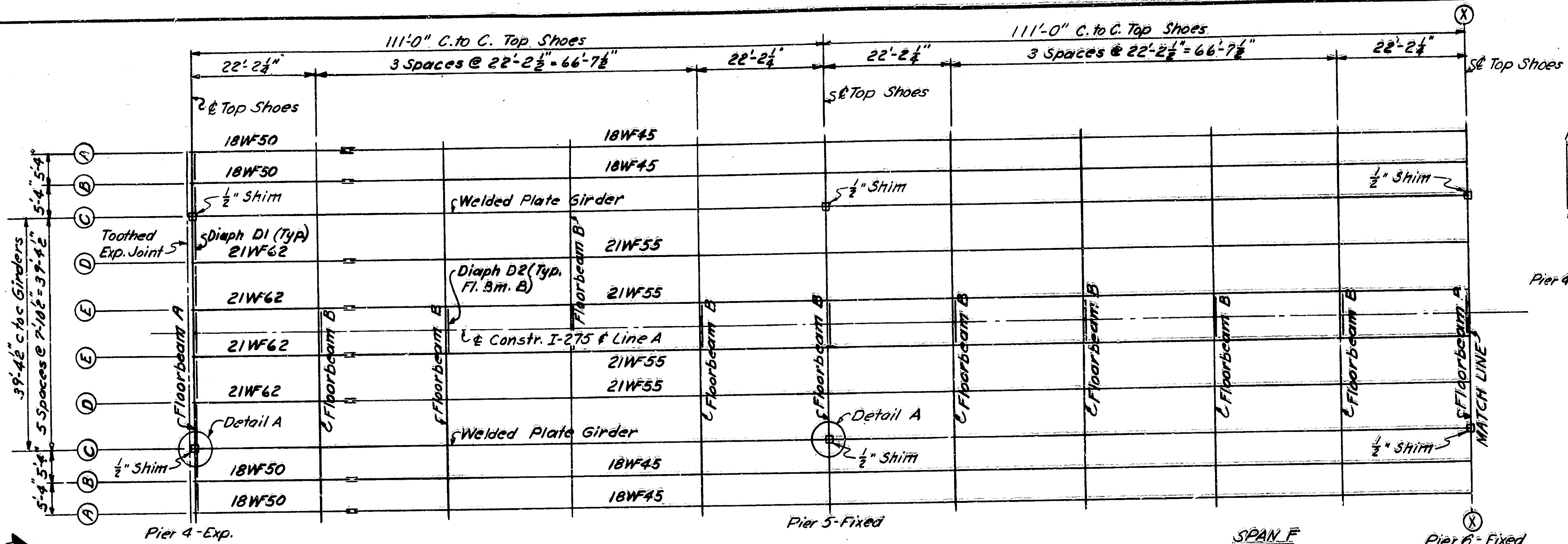
All structural steel shall conform to ASTM A 36 unless otherwise noted.

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.

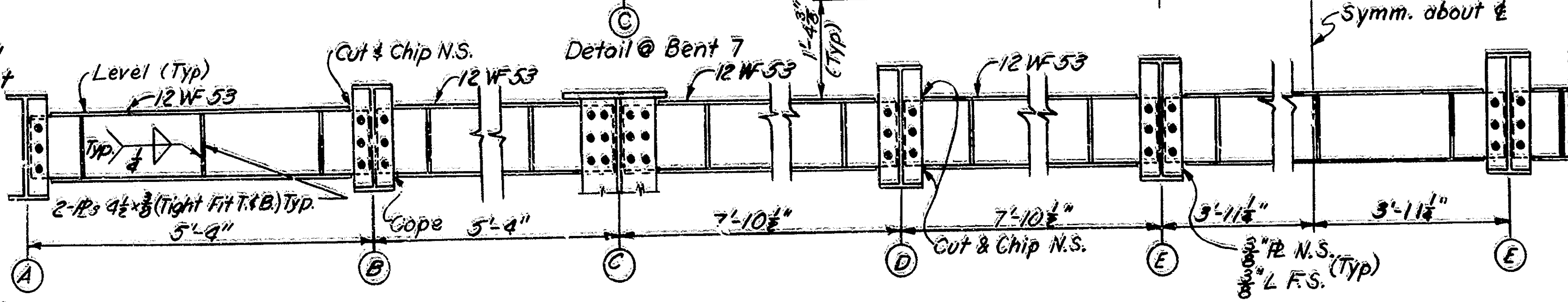
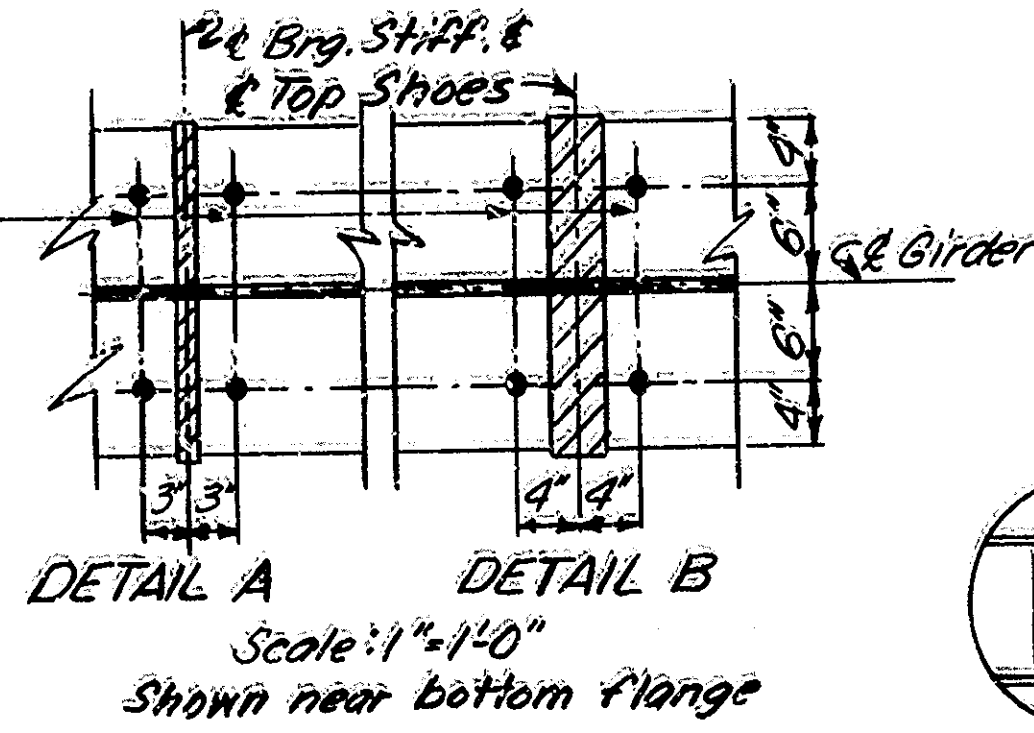
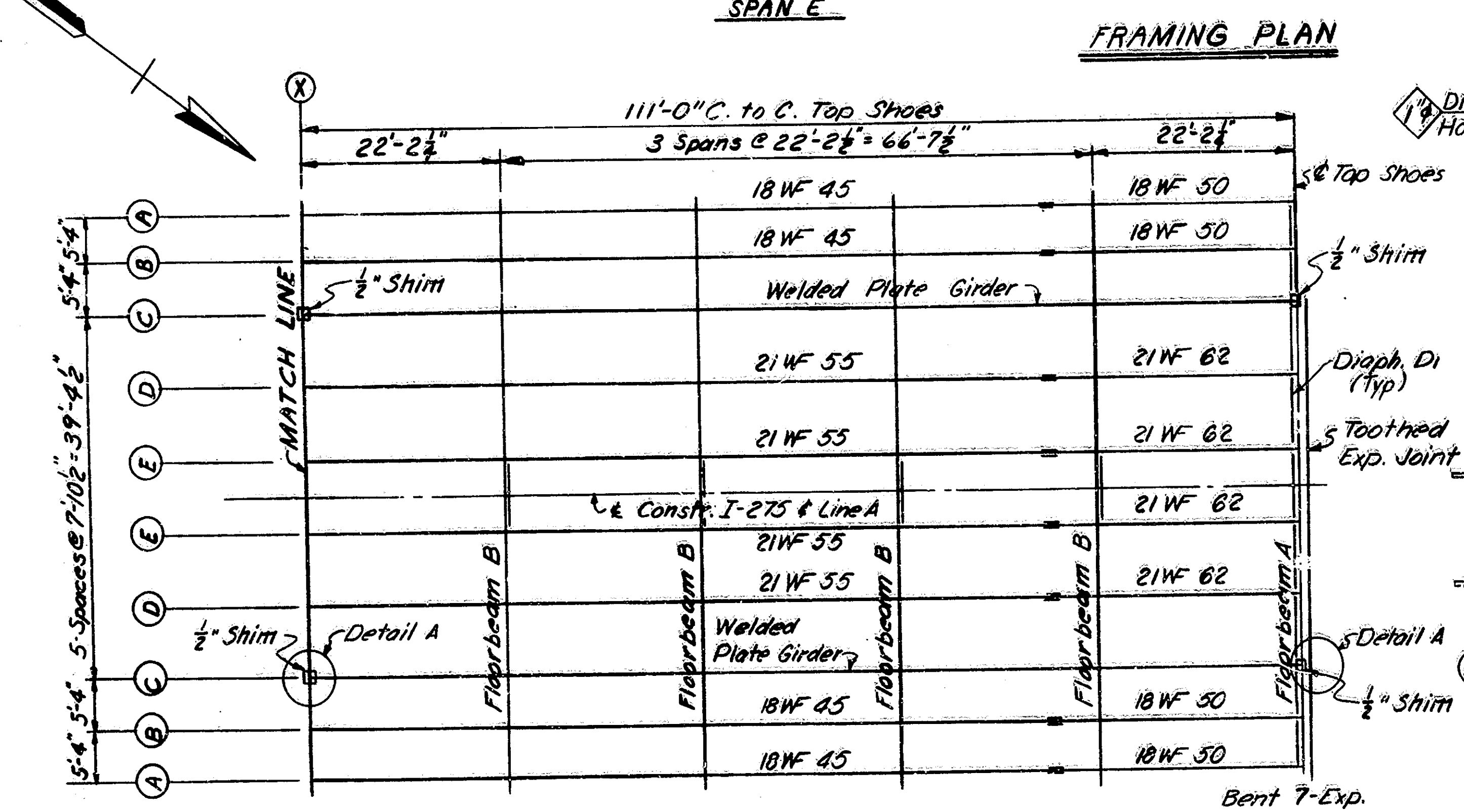
In grinding surfaces of butt welds, no undercut below original surface of the thinner plate will be permitted.

Rev 4-26-73 General notes, Note to erector

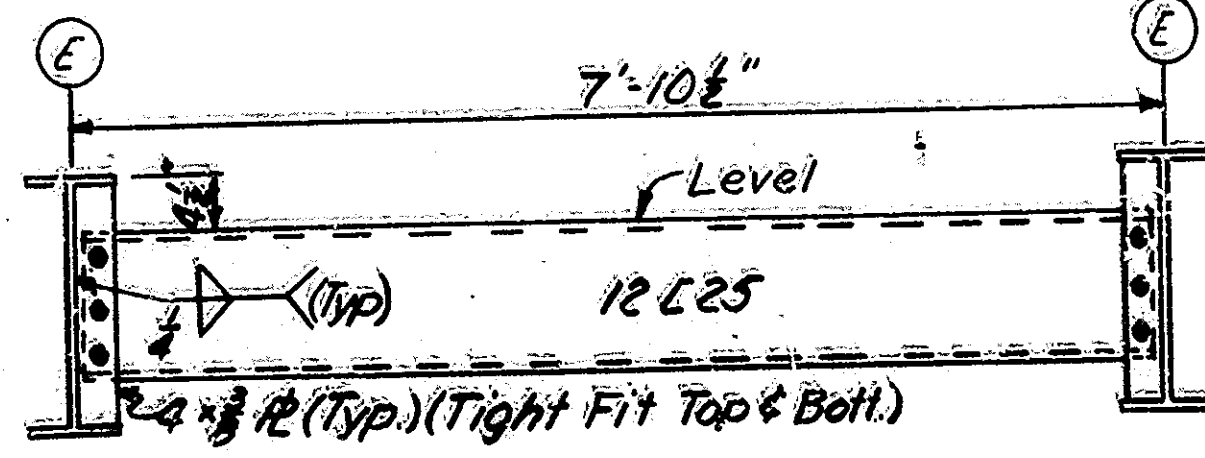
BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.	NO.	NO.	YEAR	NO.	SHEETS
4	IND.	1275-3010	1969	16	38



Note:
The Contractor shall procure details of steel joint at Pier 1N, from Director, Division of Bridges Kentucky Department of Highways, Frankfort Kentucky, 40601. The details are shown on Sheet No 21 of Dwg. No. 17210.



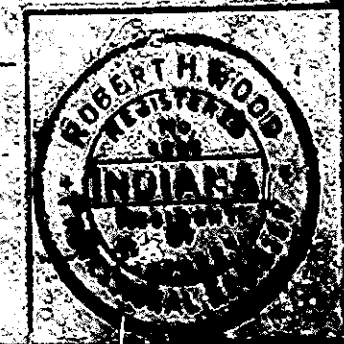
DIAPHRAGMS D1 AT PIERS 1N, 4 AND BENT 7
(See Expansion Jt. for locations of stiffeners and holes in top flange)
Scale: 1/4" = 1'-0"



See Drawing 59 for General Notes.

FRAMING PLAN - SPANS E THRU G INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/32" = 1'-0" UNLESS NOTED JANUARY 10, 1969
SUBMITTED FOR APPROVAL: *As Directed*
DRAWING: 310 OF 24
PROJECT: I-275-2(5)0
BRIDGE CONTRACT NO. - B-374-5
BRIDGE FILE: I-275-0-2415

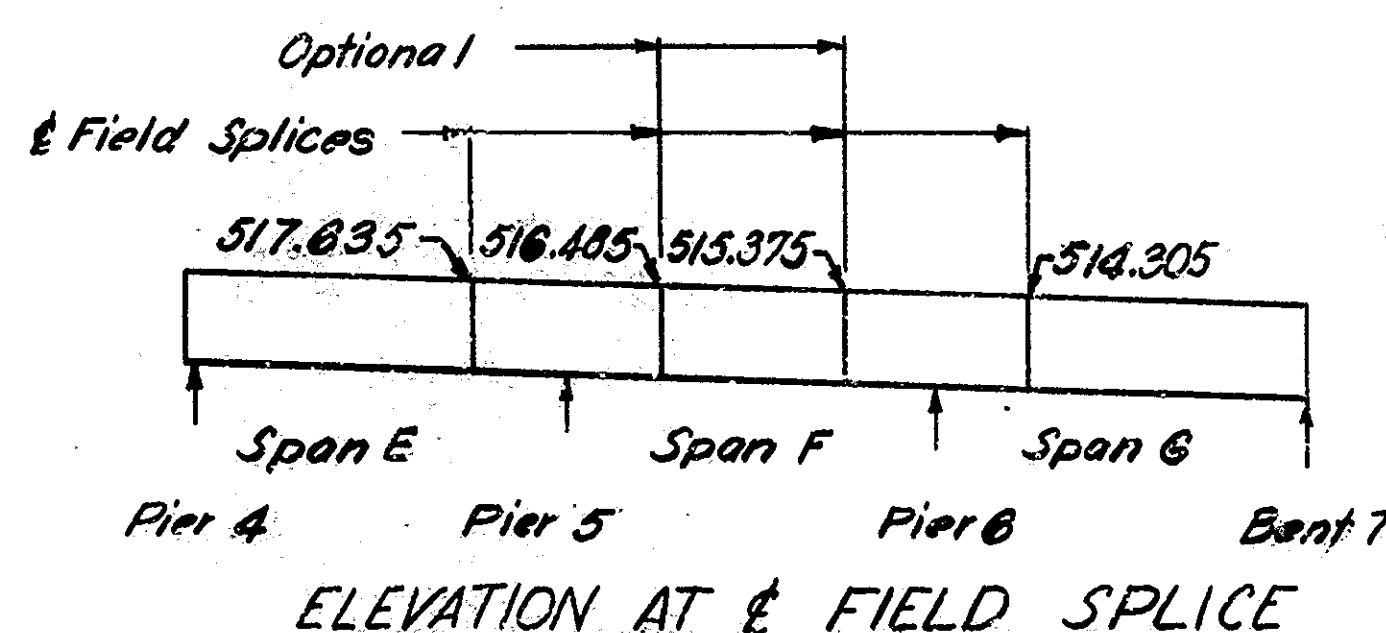
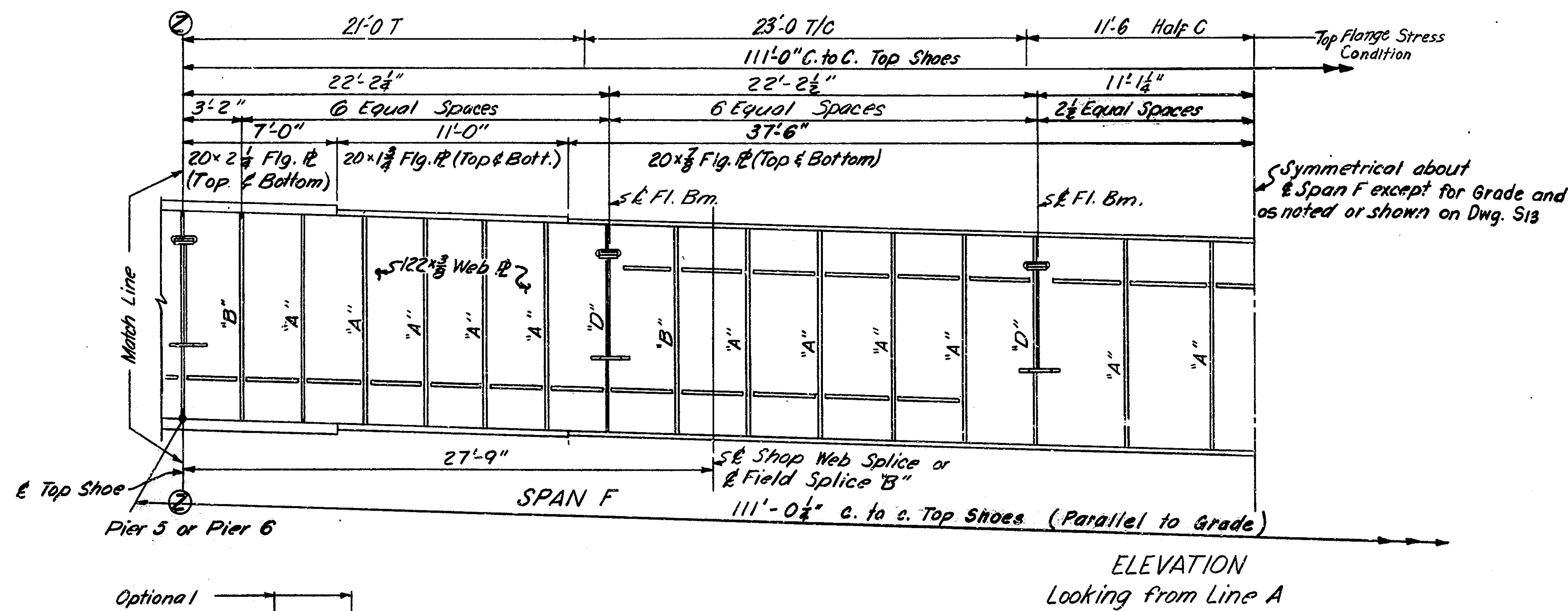
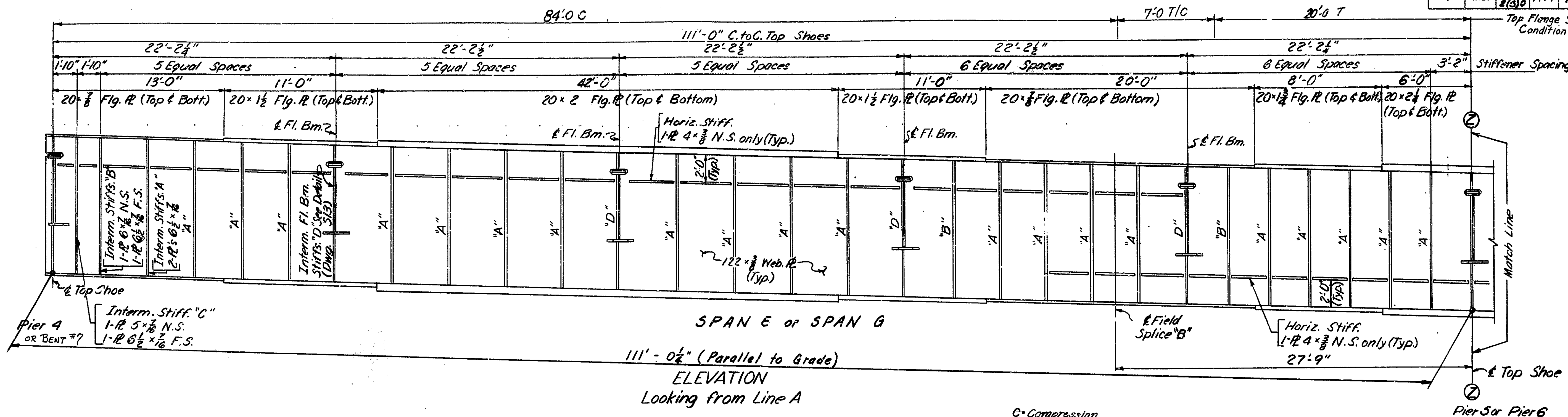


DESIGNED	C.K.D.
DRAWN	C.B.F.
TRACED	C.K.D.

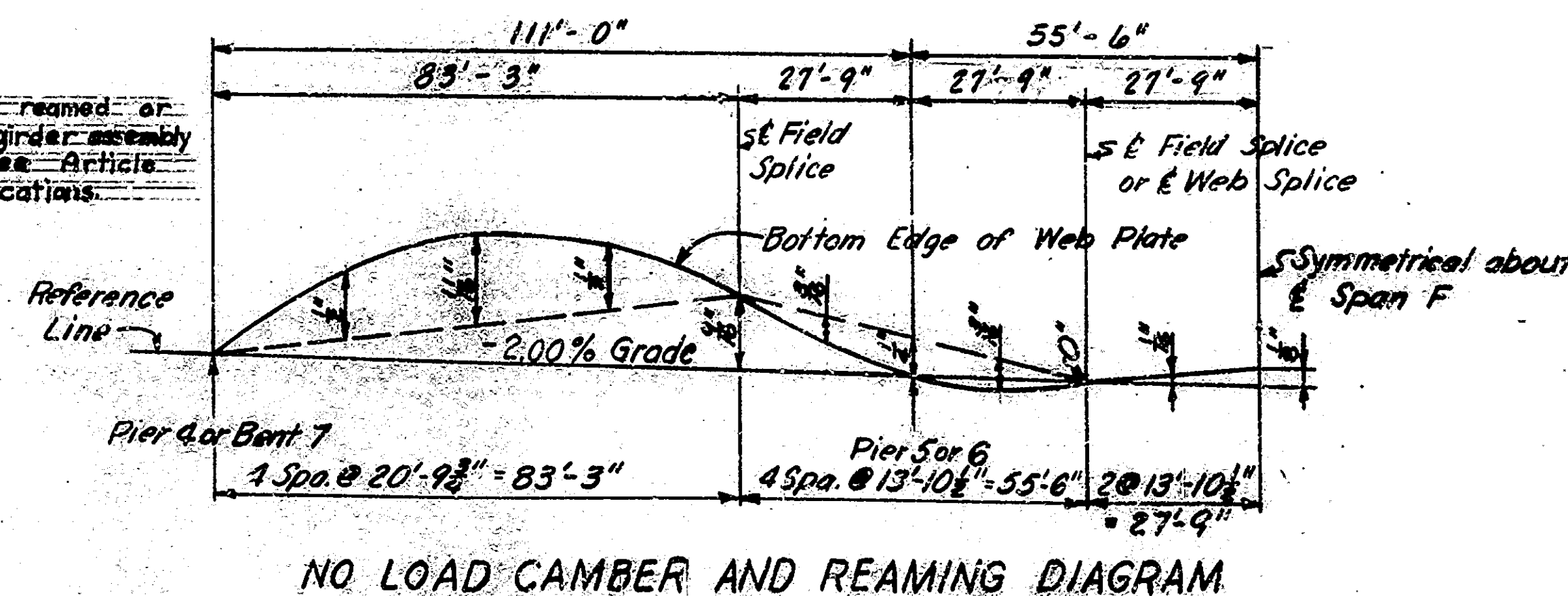
Rev. 6-1-71 Constr. Dimension

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-275-2(5)0	"A"	17	30	I-275-0-245

BRIDGES OVER 20' SPAN					
PUB. ROAD DES. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	275-2(5)0	1969	18	38



NOTE: If girders are shop reamed or drilled, progressive girder assembly will be permitted. See Article 711.44 of the Specifications.



Notes:
All dimensions are horizontal except as noted.
For Bearing Stiffeners, Floorbeam Connections, Field Splices A and B, Web Splice, etc., See Dwg. S13.
Top and bottom of Web to be cut on concentric arcs where camber is shown.
N.S. denotes Near Side, F.S. denotes Far Side
See Drawing 89 for General Notes

GIRDER DETAILS - SPANS E THRU G

INDIANA STATE HIGHWAY COMMISSION

SCALE: 1/4" = 1'-0" UNLESS NOTED JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *John D. ...*

DRAWING: S12 OF 24
PROJECT: 1-275-2(5)0
BRIDGE CONTRACT NO: B-3745
BRIDGE FILE: 1-275-0-2415



DESIGNED: CWD
DRAWN: CWD
TRACED: CWD

Rev. 4-26-73 Notes
Rev. 6-1-71 Field splice note, Top flg. stress designation.

PROJECT NO.	LINE	SHEET	DATE
275-2(5)0	A	18	1-25-69

BRIDGES OVER 20' SPAN

PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
SERIES		NO.	YEAR	NO.	SHEETS
4	IND.	1275-2(5)0	1969	19	38

GIRDER - FLOORBEAM DETAILS

DETAIL AT END FLOOR BEAM PIERS 1 & 4

DETAIL AT INTERMEDIATE FLOOR BEAM

DETAIL AT FLOOR BEAM PIERS 2, 3, 5 & 6

DETAIL AT END FLOOR BEAM BENT 7

DETAIL AT INTERMEDIATE STIFFENER

DETAIL FIELD SPLICE "A"

DETAIL FIELD SPLICE "B"

HORIZONTAL STIFFENER DETAILS

TYPICAL SHOP WEB SPLICE

TYPICAL SLOT DETAIL "B"

SECTION B-B

FLANGE TO WEB WELD

SECTION A-A (Floorbeam not shown)

SPlice, STIFFENER & WELDING DETAILS

INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/4" = 1'-0" UNLESS NOTED

SUBMITTED FOR APPROVAL: *[Signature]*

DRAWING: 518 OF 84

PROJECT: I-275-2(5)0

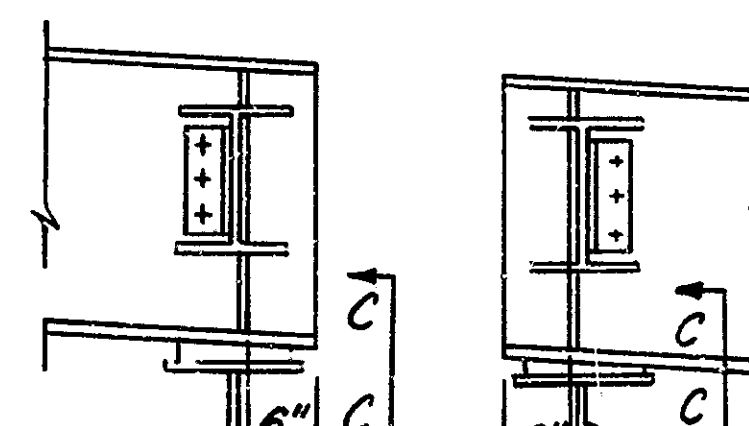
BRIDGE CONTRACT NO.: B-6745

BRIDGE FILE: I-275-0-2415

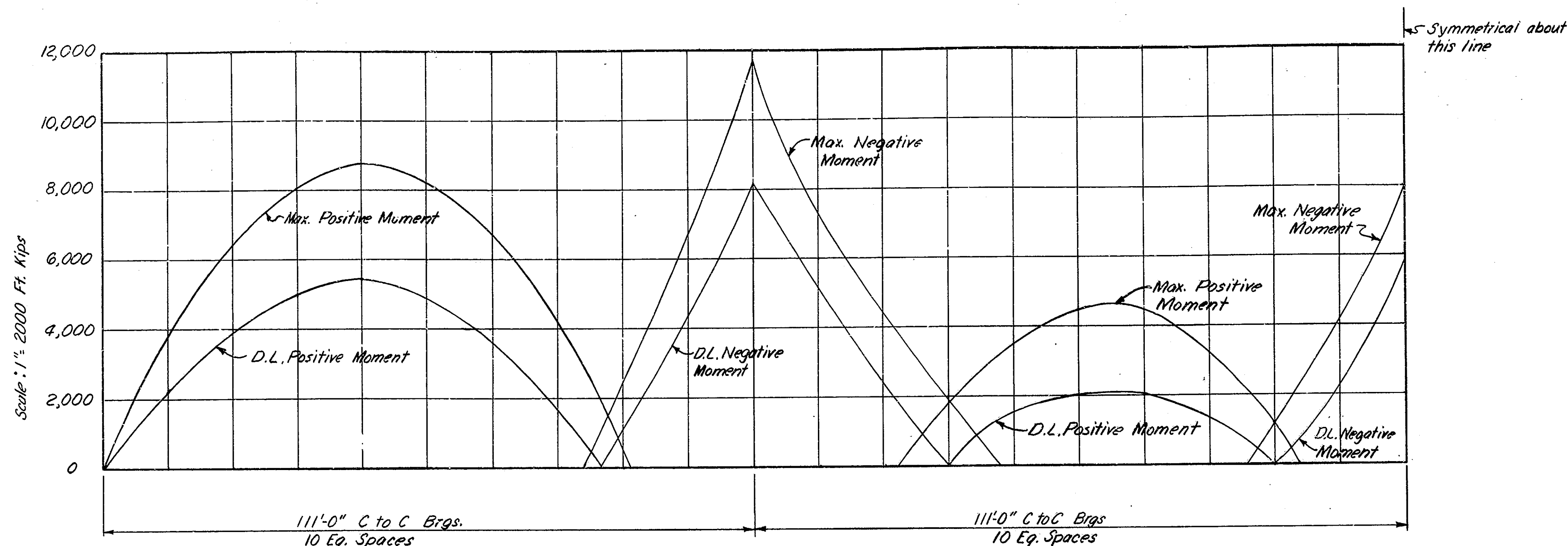
Rev. 4-26-73 Flange Splice detail removed

SCALE:- 3/4" = 1'-0" UNLESS NOTED JANUARY 10, 1969
SUBMITTED FOR APPROVAL: *Rich Howard*
DRAWING:- *S18* OF *24*
PROJECT:- I-275-2(510)
BRIDGE CONTRACT NO.- *D-6745*
BRIDGE FILE:- I-275-0-2415





BRIDGES OVER 20' SPAN					
PUB. ROAD DES. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-275- 2(5)0	1969	21	38

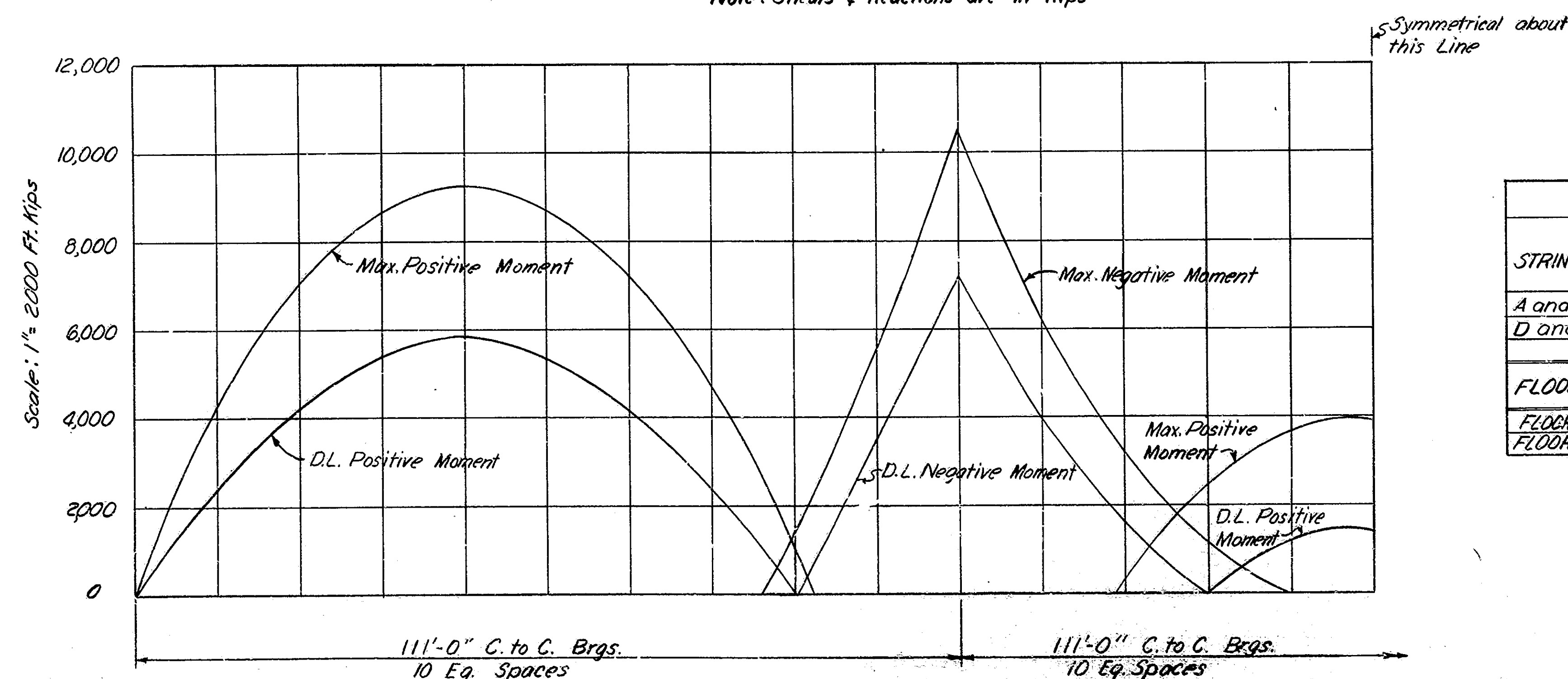


PIER 1 or 4		
	Max. Reaction	Max. Shear
DL =	251.4	208.4
LL =	129.5	129.5
I =	27.5	27.5
Total =	408.4	365.4

PIER 1 or 3		
	Max. Reaction	Max. Shear
DL =	348.5	748.1
LL =	143.0	231.3
I =	30.3	49.0
Total =	521.8	1028.4

PIER 2		
	Max. Reaction	Max. Shear
DL =	239.3	579.6
LL =	135.0	215.0
I =	28.6	45.6
Total =	402.9	840.2

HALF SPANS A THRU D
MOMENTS SHEARS & REACTIONS OF GIRDERS C
Note: Shears & Reactions are in Kips



PIER 4 or Bent 7		
	Max. Reaction	Max. Shear
DL =	261.1	213.1
LL =	129.7	129.7
I =	27.5	27.5
Total =	418.3	370.3

PIER 5 or 6		
	Max. Reaction	Max. Shear
DL =	339.2	709.4
LL =	141.2	224.4
I =	29.9	47.6
Total =	510.3	981.4

HALF SPANS E THRU G
MOMENTS SHEARS & REACTIONS OF GIRDERS C
Note: Shears & Reactions are in Kips

DATA FOR FLOORBEAMS AND STRINGERS																
STRINGERS	MOMENT (Ft. Kips)								REACTION (Kips)							
	POSITIVE MOMENT				NEGATIVE MOMENT				END REACTIONS				INTERIOR REACTIONS			
	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total
A and B	34.7	86.0	25.6	146.3	48.3	64.3	19.2	131.8	8.0	19.6	5.9	33.5	23.3	25.9	7.7	56.9
D and C	42.6	126.5	37.9	207.0	59.3	94.5	28.5	182.3	9.9	29.2	8.7	47.8	28.6	38.1	11.4	78.1
FLOORBEAMS	POSITIVE MOMENT				NEGATIVE MOMENT				INTERIOR SHEAR				CANTILEVER SHEAR			
	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total
	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total	D.L.	L.L.	I	Total
FLOORBEAM - A	139	535	160	834	135	258	78	471	18.3	41.9	12.5	72.7	16.9	33.0	9.9	59.8
FLOORBEAM - B	370	707	212	1289	371	342	103	816	60.7	55.4	16.6	132.7	46.0	43.6	13.1	102.7

STRESS DATA
INDIANA STATE HIGHWAY COMMISSION

SCALE:-

JANUARY 10, 1969

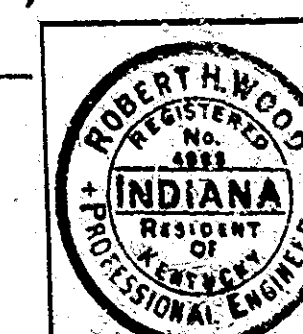
SUBMITTED FOR APPROVAL:-

DRAWING: 3/5 OF 24

PROJECT: 1-275-2(5)0

BRIDGE CONTRACT NO. B-8745

BRIDGE FILE: 1-275-0-2415



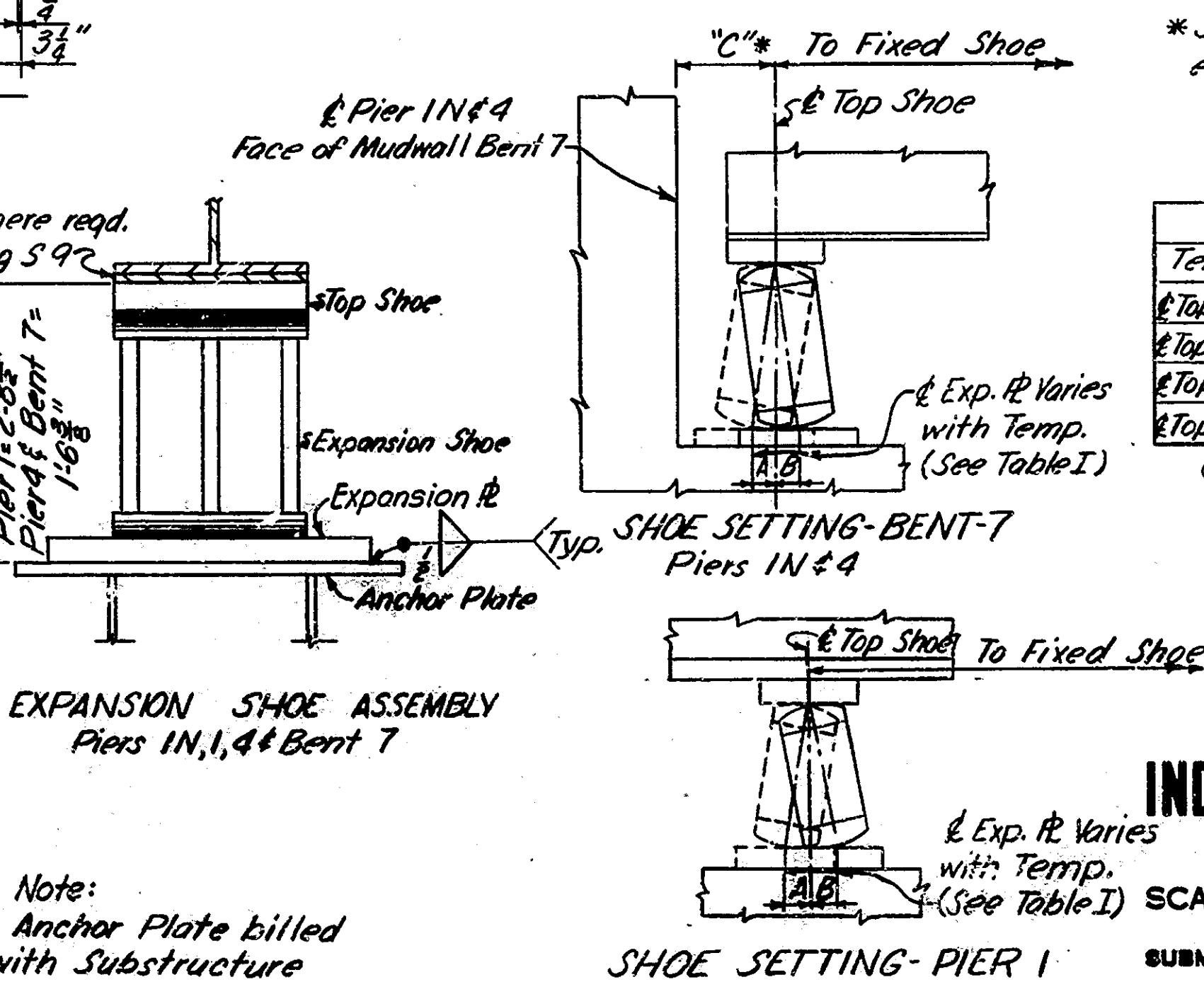
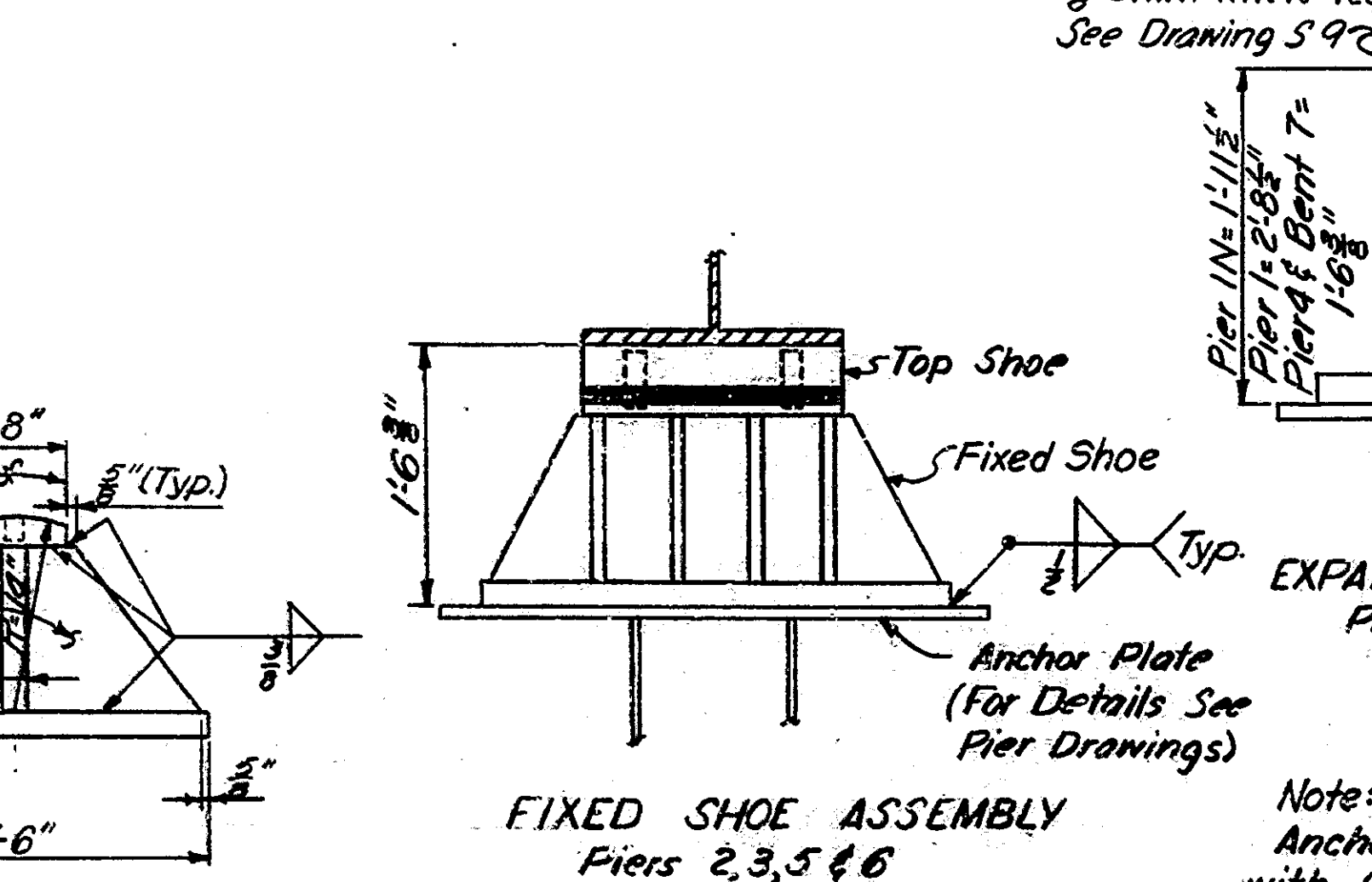
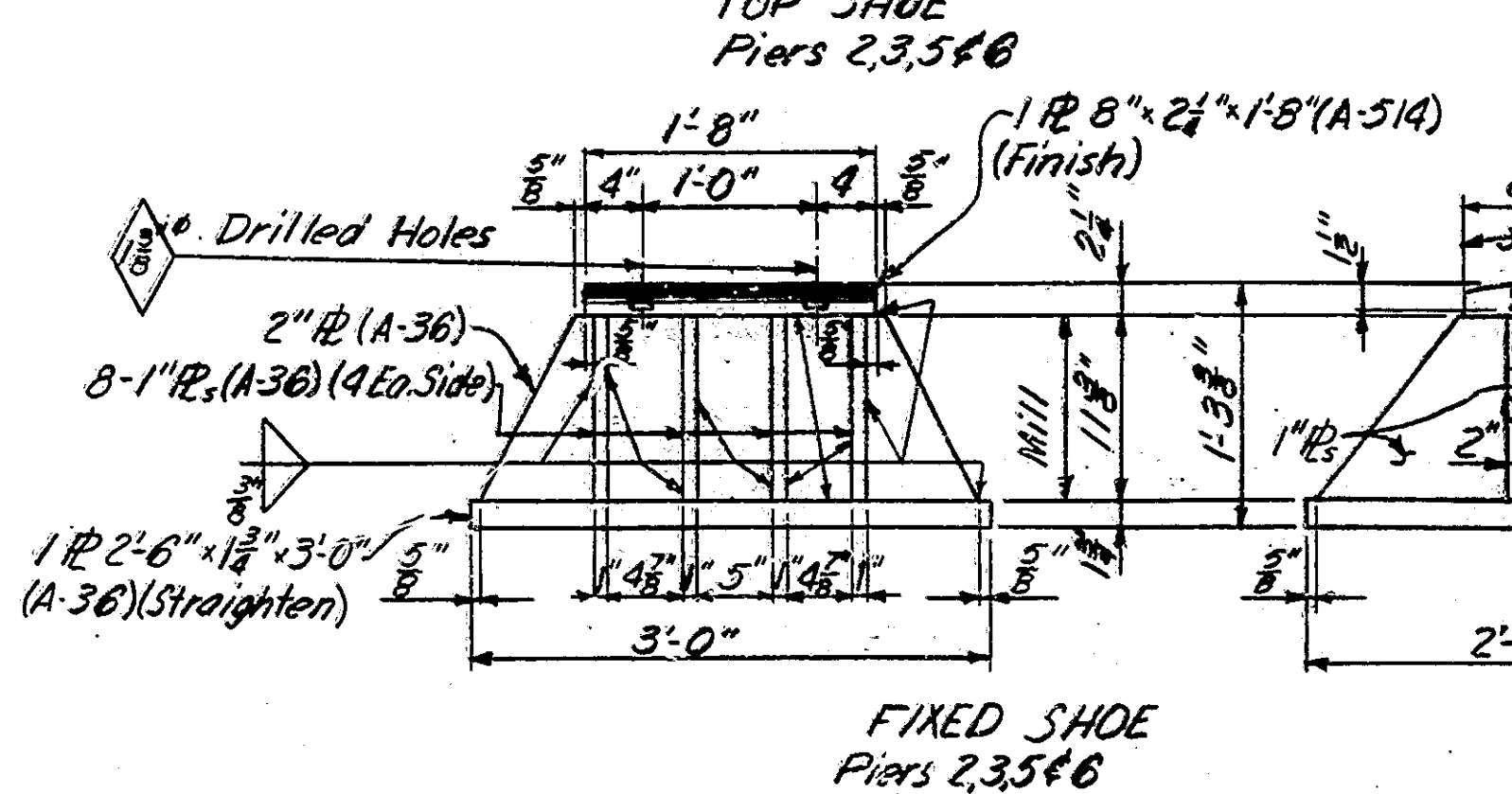
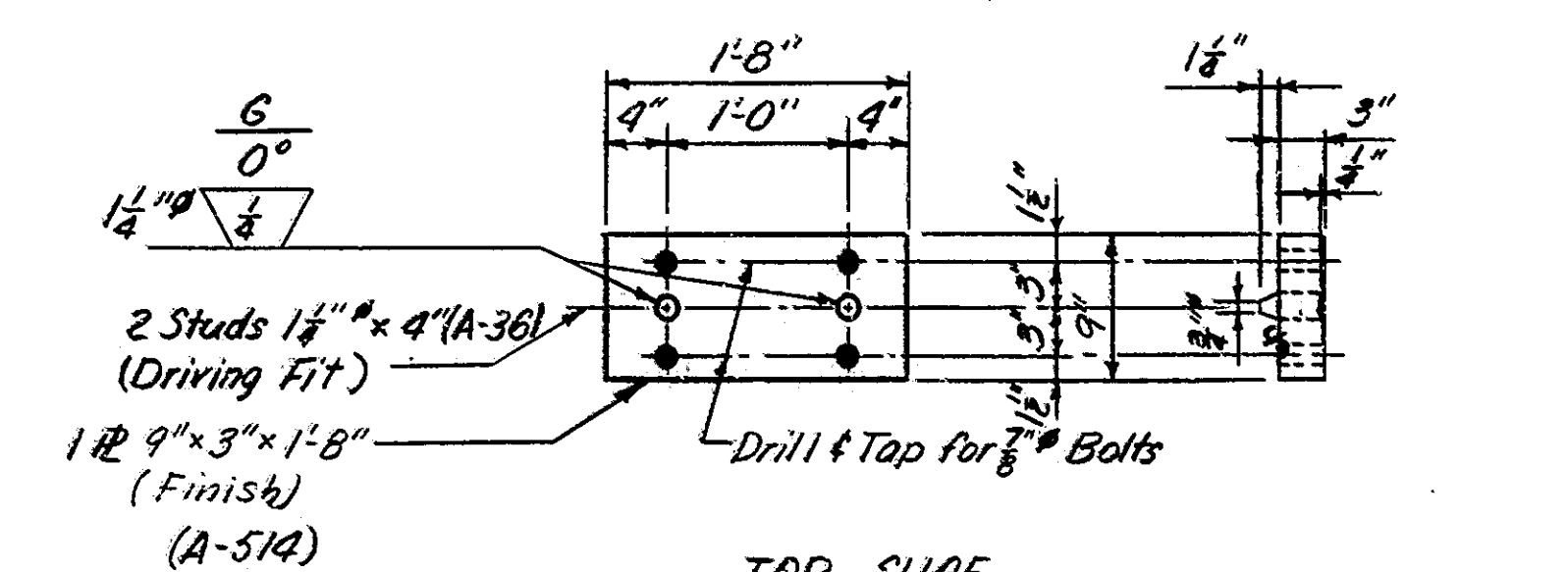
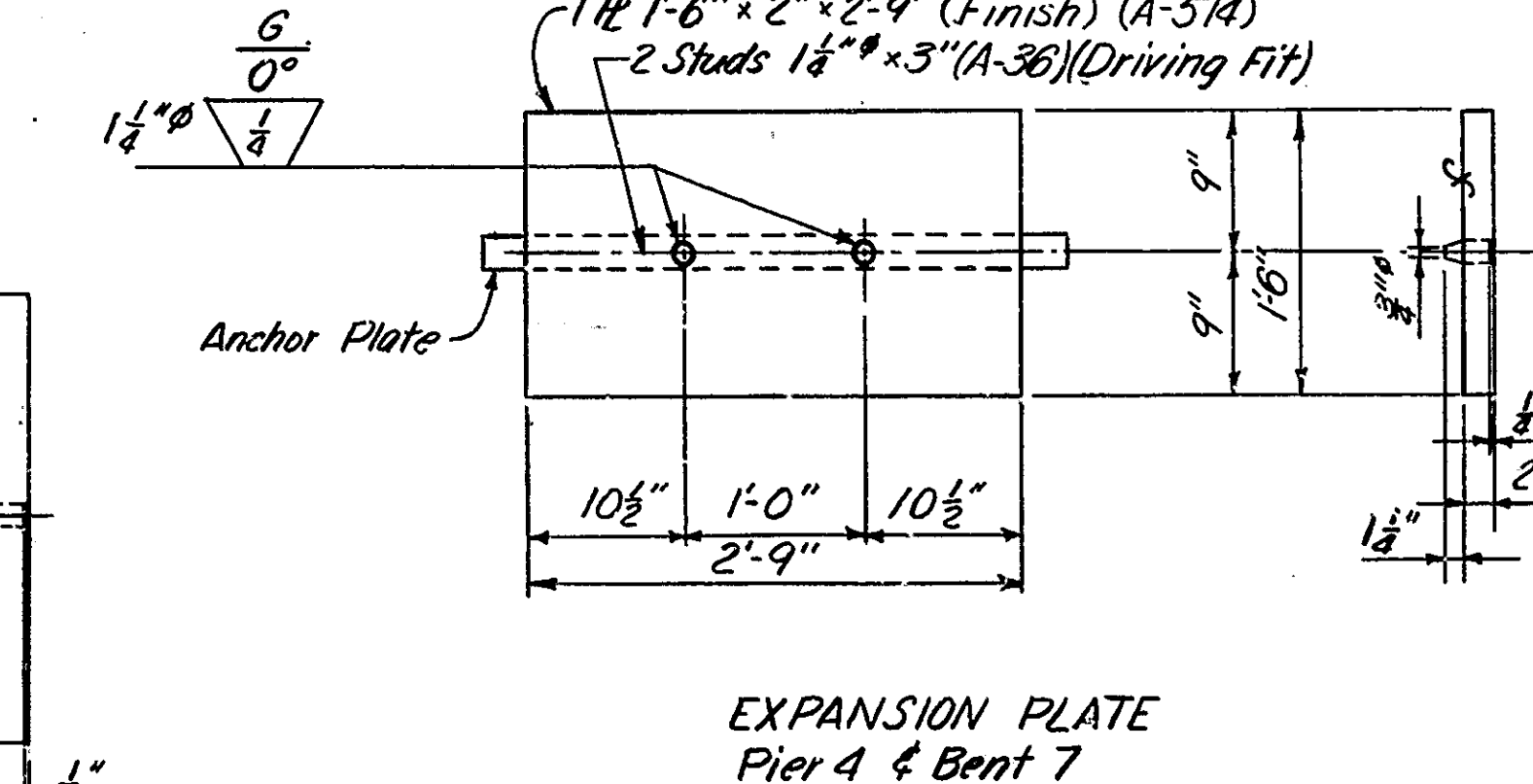
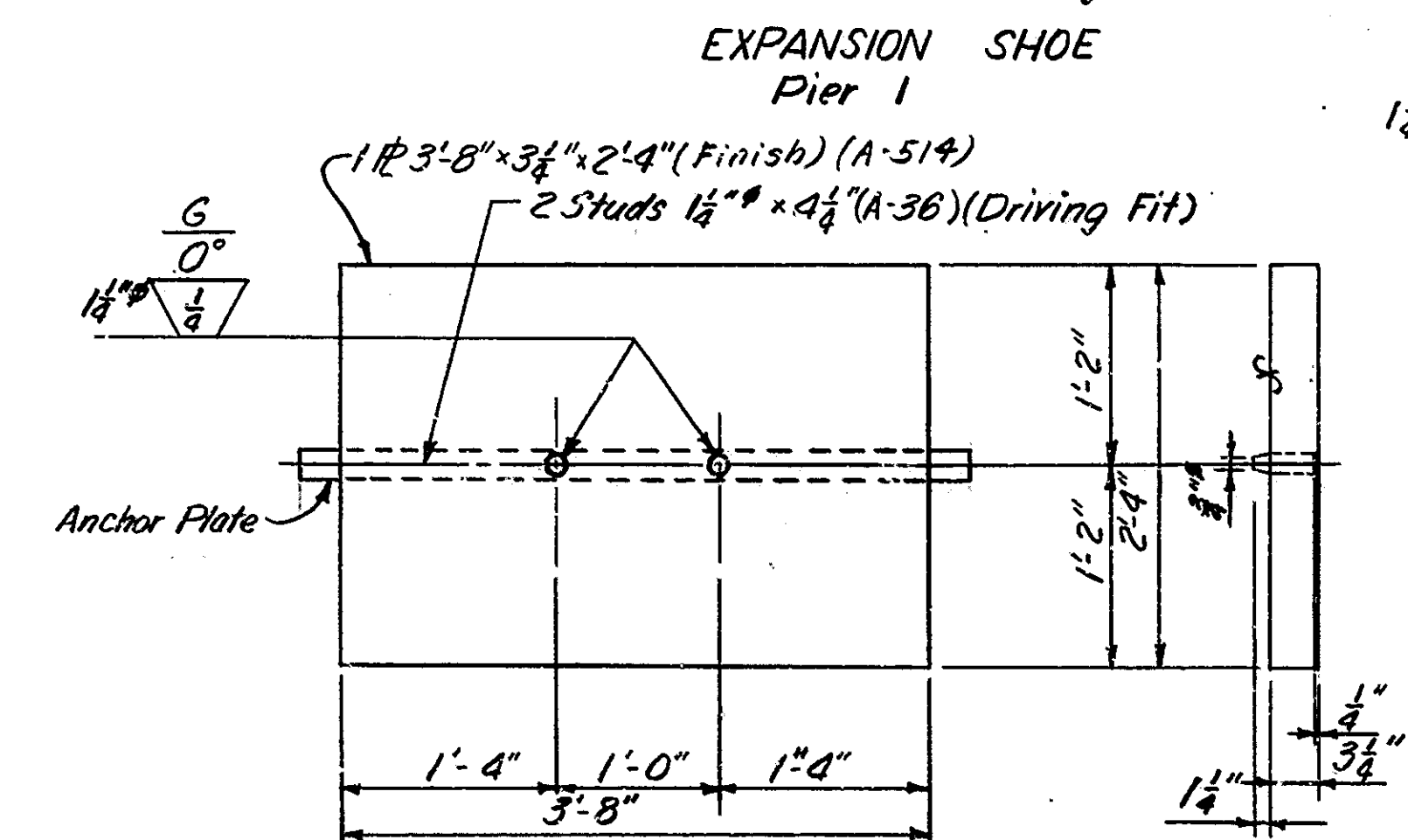
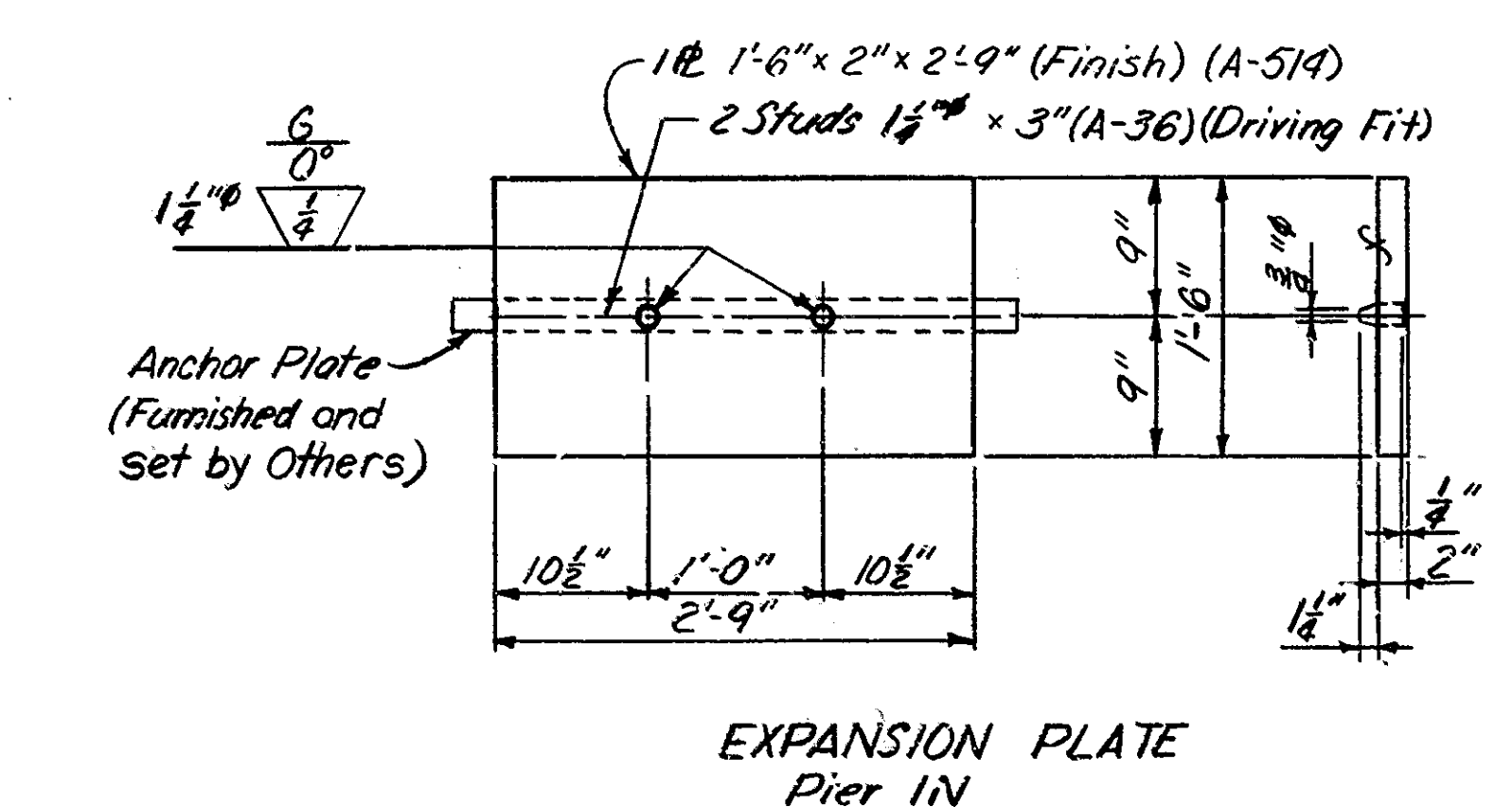
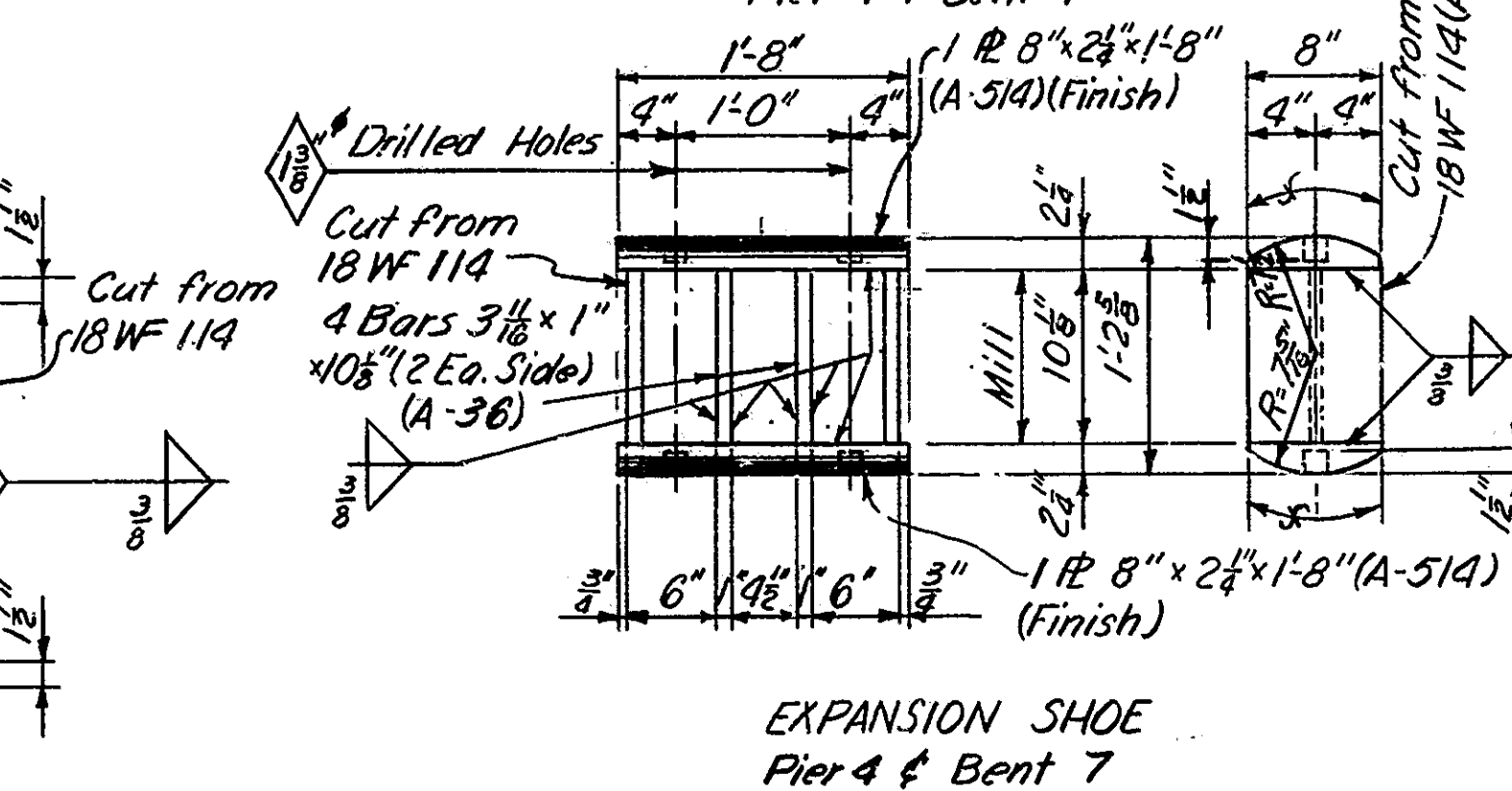
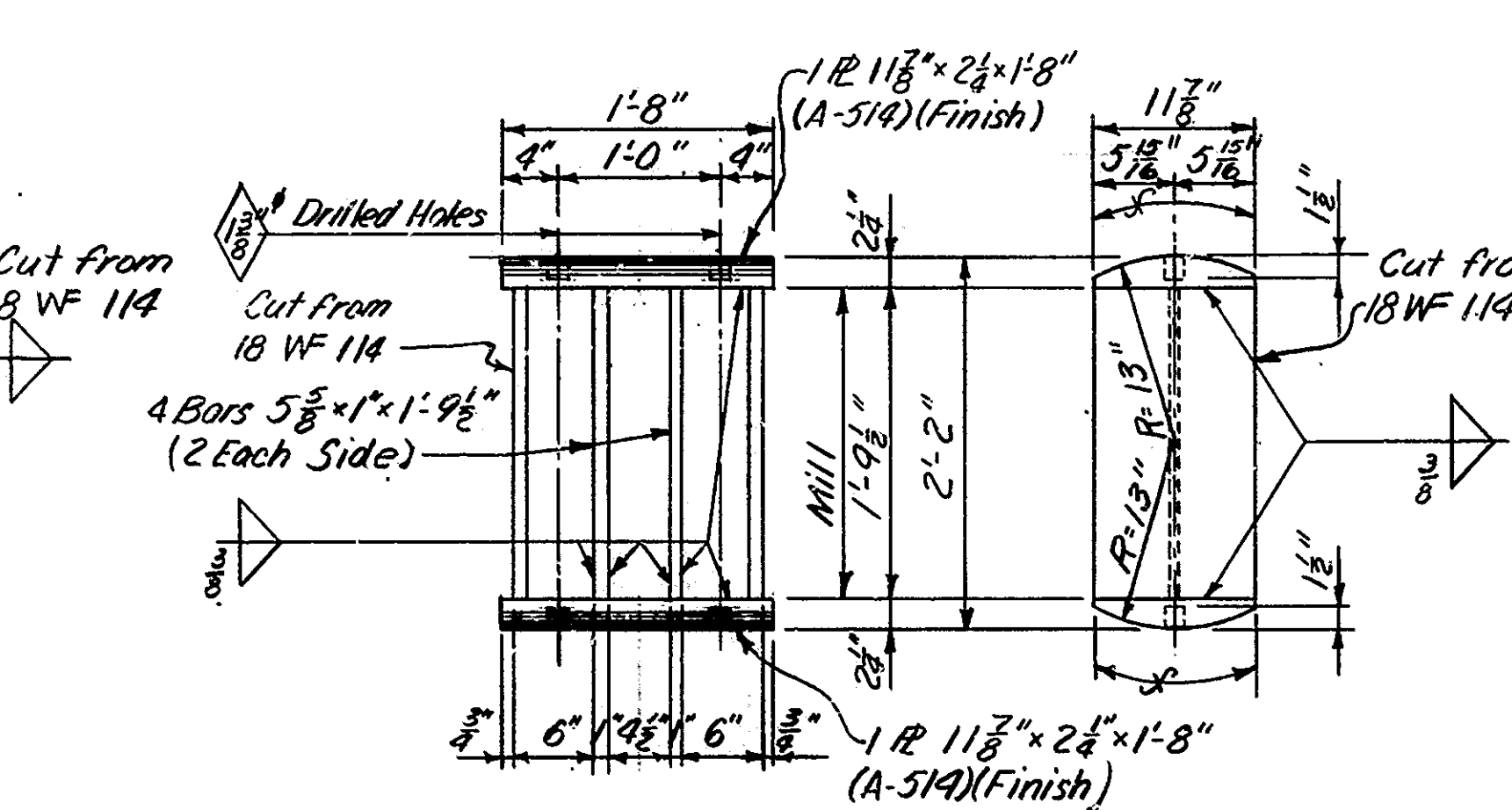
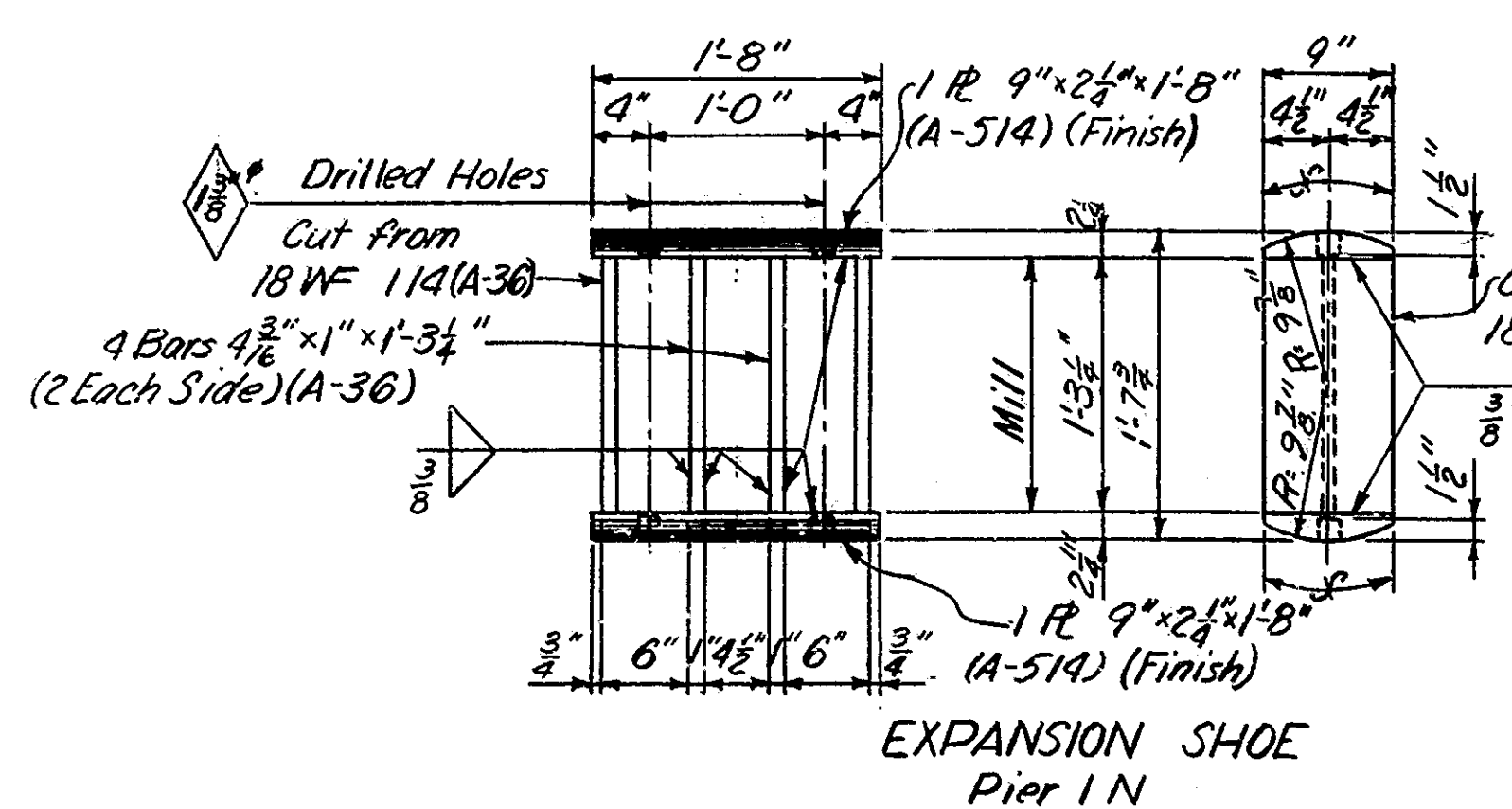
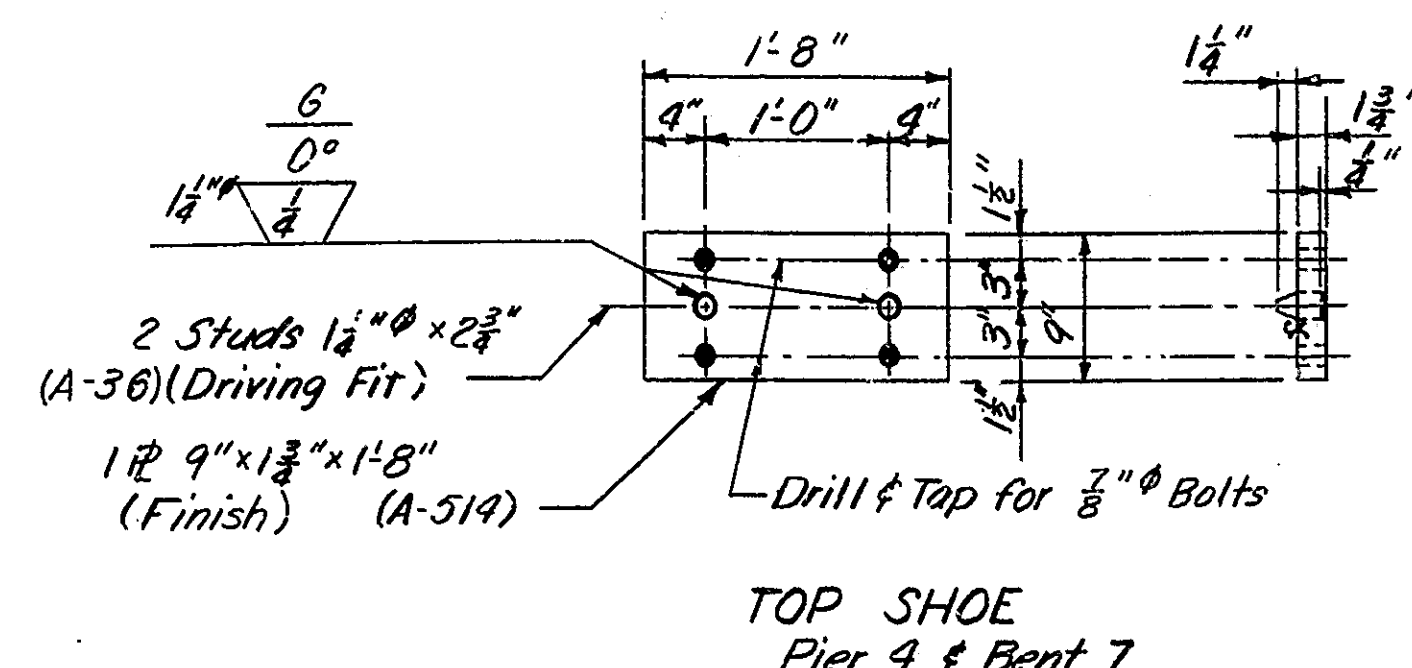
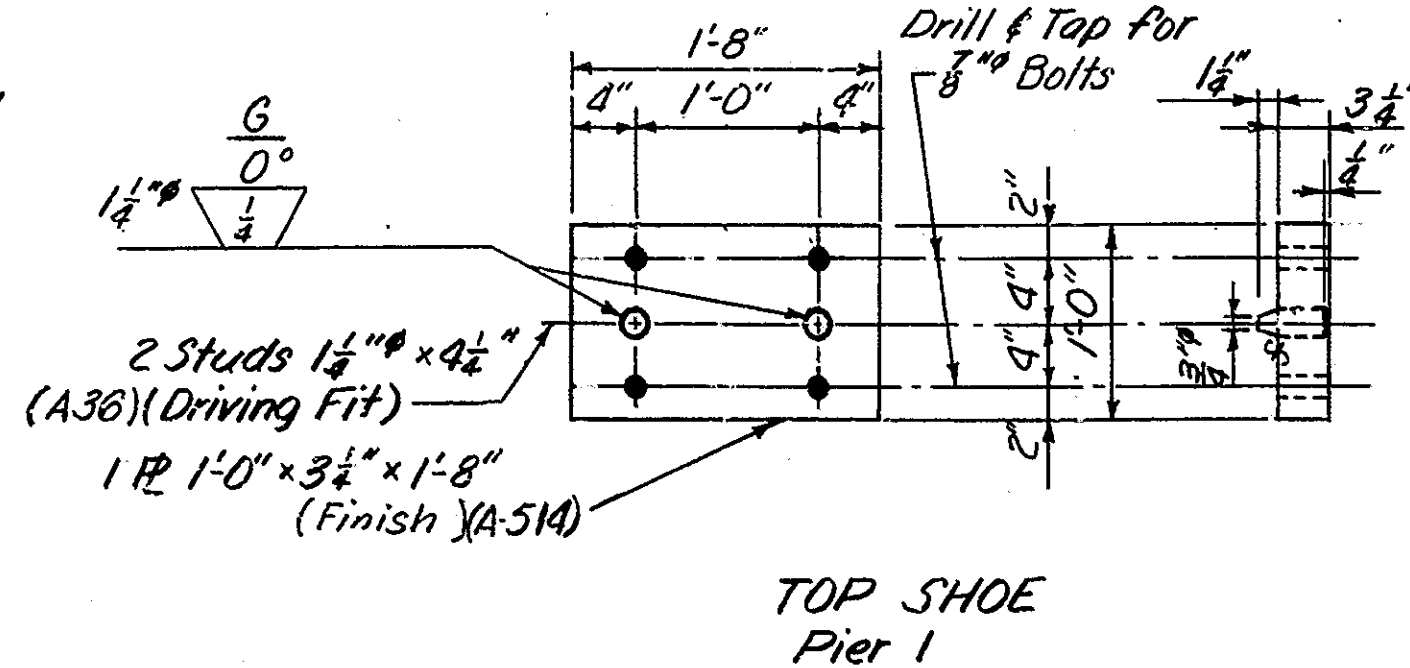
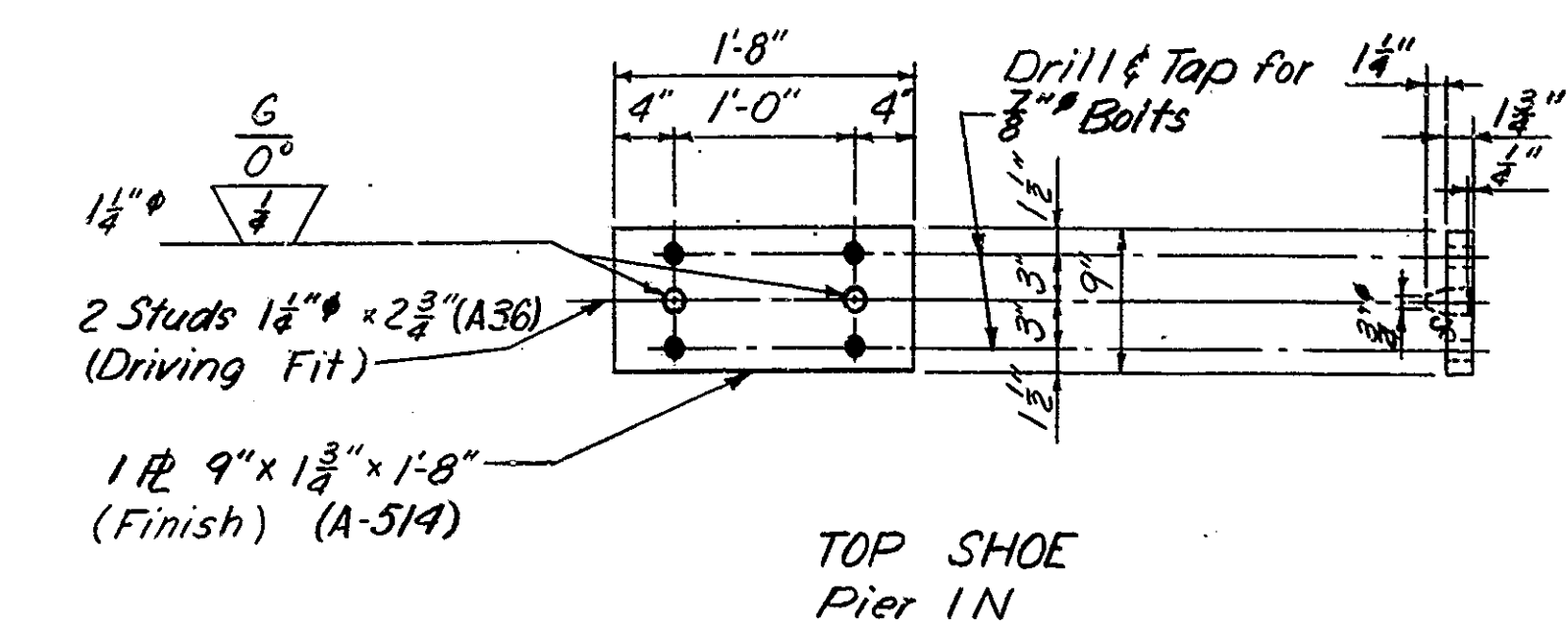
DESIGNED	C.K.D.
DRAWN	C.B.F.
TRACED	C.K.D.

Rev. 4-26-73 Table Heading

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-275-2(5)0	A	21	38	1-275-0-2415

GENERAL PROCEDURE

- (1) After all bolting has been completed and all falsework supports have been removed for the four span unit, adjust the superstructure for this unit longitudinally such that Dimension C at Pier 1N is equal to Dimension C at Pier 4.
- (2) With the superstructure in the adjusted position called for in (1), weld the fixed shoes to anchor plates at Pier 2. The fixed shoes at Pier 3 may then be welded to the anchor plates at any time that the prevailing temperature is within the range of 40-degrees to 80 degrees.
- (3) Adjust the masonry plates under each expansion shoe in accordance with Dimension 'A' or 'B' in Table_1 for the prevailing temperature, and weld masonry plate to anchor plate. Note that dimension *A* is the distance from a vertical line thru the CTS in a direction away from fixed shoe.
- (4) After all bolting has been completed and falsework supports have been removed for the three span unit, adjust the superstructure for this unit longitudinally such that Dimension C at Bent 7 is 3-1/2" greater than Dimension C at Pier 4.
- (5) With the superstructure in the adjusted position called for in (4), weld the fixed shoes to anchor plates in Pier 5. The fixed shoes at Pier 6 may then be welded to the anchor plates at any time that the prevailing temperature is within the range of 40 degrees to 80 degrees.
- (6) Use same procedure outlined in (3) above.
- (7) Set the steel expansion joints and adjust them to elevations shown using the adjusting bolts.
- (8) After the shoes are set take elevations on all screen points on top of the adjacent stringer. Enter these elevations in the "Table of Elevations", Drawing S23. Subtract these elevations from the calculated elevations and use the resulting dimensions as the height for setting the screed or coping form above that point. This dimension remains constant regardless of how much or in what order the concrete is poured. Do not set screeds or coping forms by leveling.
- (9) No concrete is to be poured in the deck until the above operations are completed.
- (10) Adjust the steel expansion joints transversely so that the openings 'I' between the teeth are equal, and longitudinally so that the openings correspond to the Dimension 'B' given in the Tables on Drawings S17 or S18 for the prevailing temperature.



* See General Procedure for explanation of Dimension "C".

TABLE I

	Dimension A				Dimension B		
Temperature	0°	20°	40°	60°	80°	100°	120°
Top Shoe to Anchor @ Pier 1	1 1/2"	7"	12"	0	12"	3"	1 1/2"
Top Shoe to Anchor @ Pier 1	3"	1"	4"	0	4"	1"	3"
Top Shoe to Anchor @ Pier 1	3"	1"	4"	0	4"	1"	3"
Top Shoe to Anchor @ Bent 7	1 1/2"	1"	3"	1/2"	0	0	1/2"

⊙ Indicates "A" dimensions at "B" Temperature

Notes:
For General Notes See Drawing S9.
Curved surfaces of Shoes to be machined
after Weldments have been Completed.

SHOE DETAILS

INDIANA STATE HIGHWAY COMMISSION

JANUARY 10, 1969

SUBMITTED FOR APPROVAL:

DRAWING:- 513 OF 24

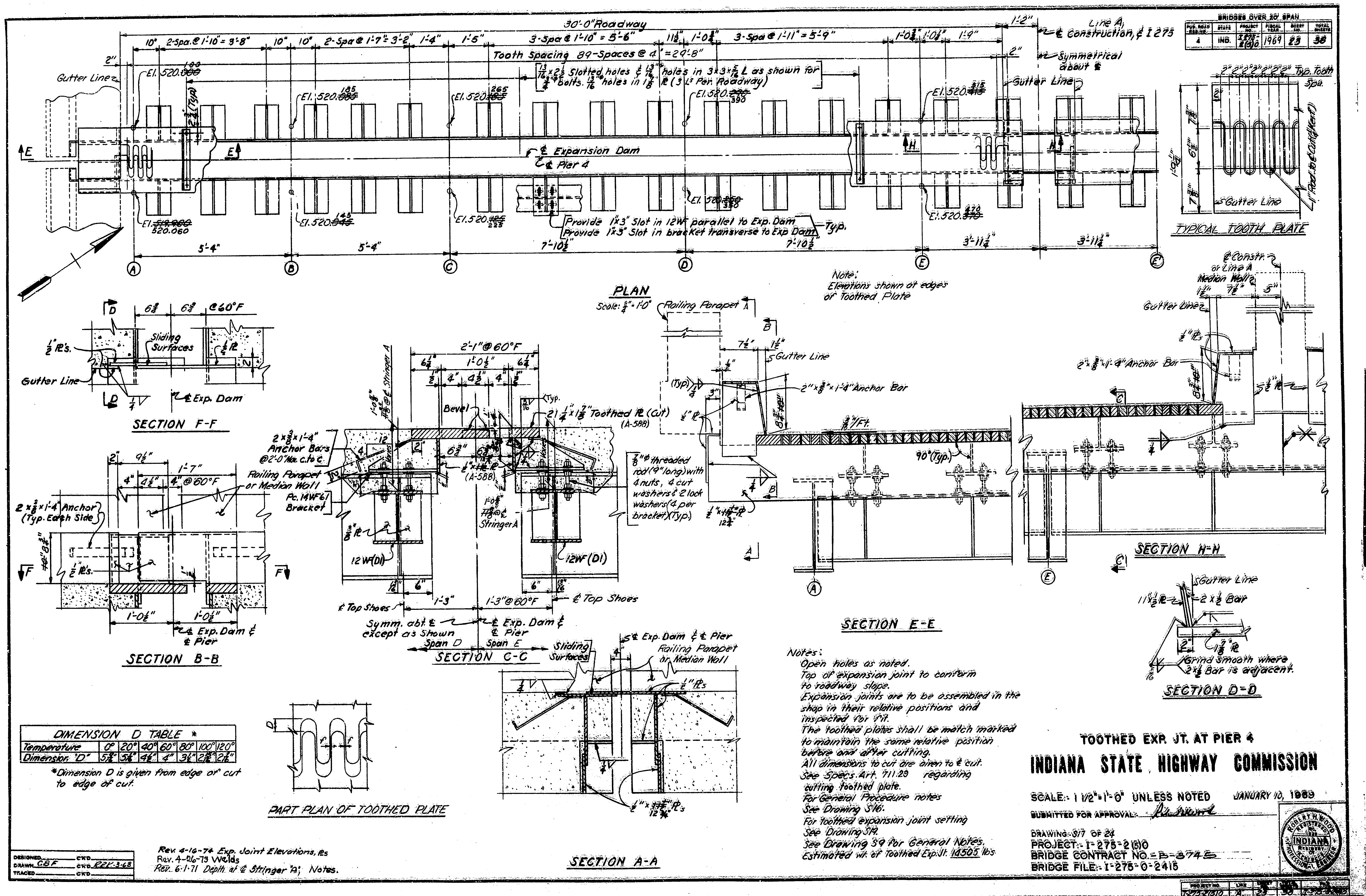
PROJECT:-1-273-2(5)0
BRIDGE CONTRACT NO=B-8746

BRIDGE FILE:- I-275-0-2415

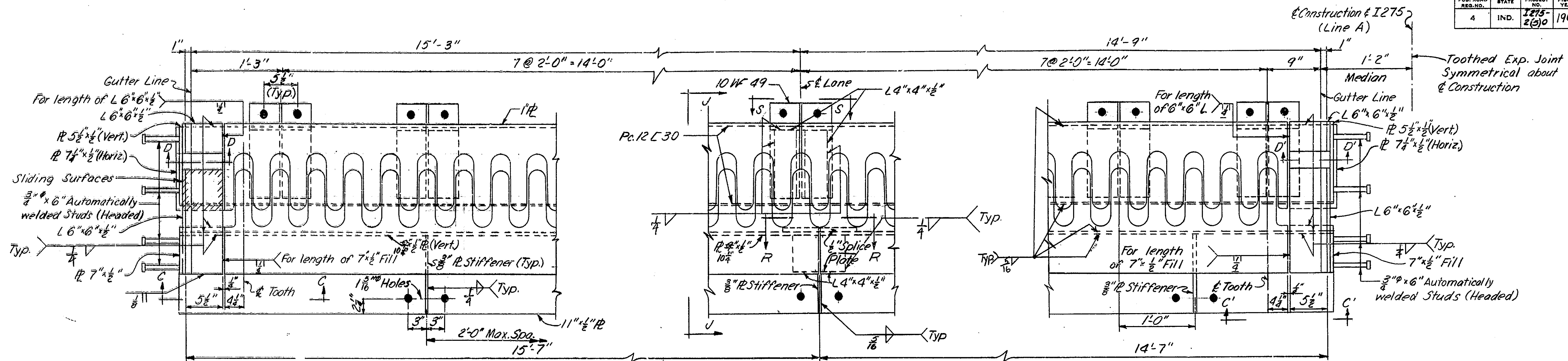
DESIGNED _____ CK'D _____
DRAWN C.B.F. _____ CK'D R.R.K.'s 206
TRACED _____ CK'D _____

Rev. 4-26-73 Shoes, Notes
Rev. 6-1-71 Shoes, Table I, Note.

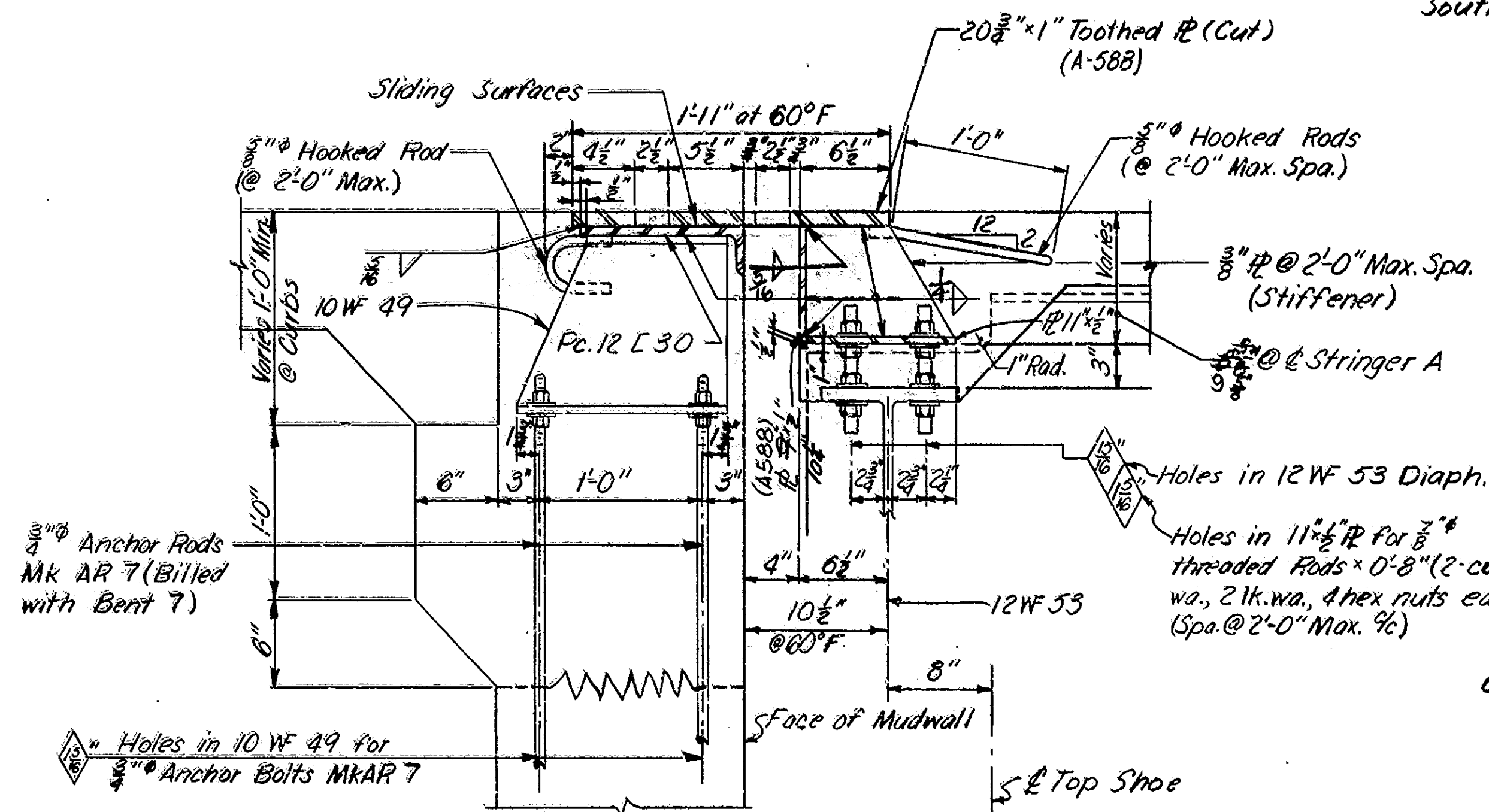
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
T-275-2(5)0	A	22	33	T-275-0-241



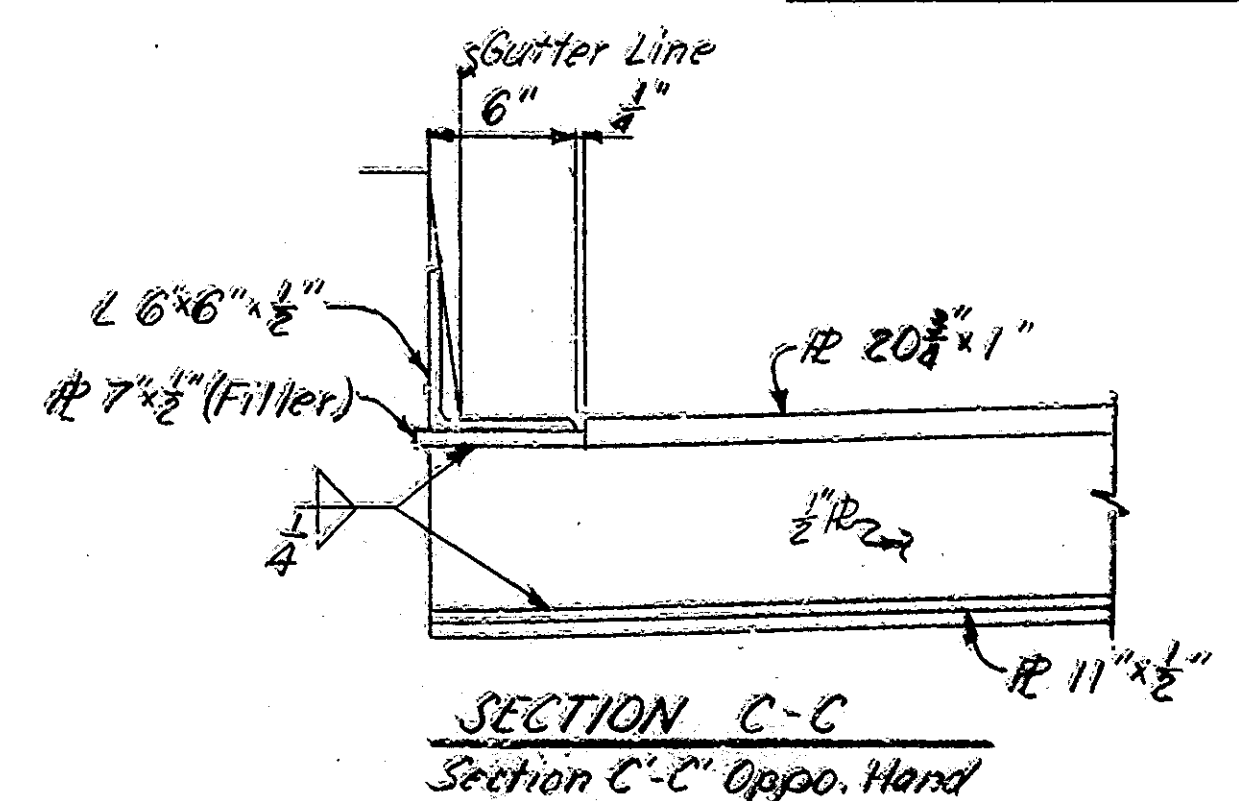
BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1275-2(5)0	1969	24	38



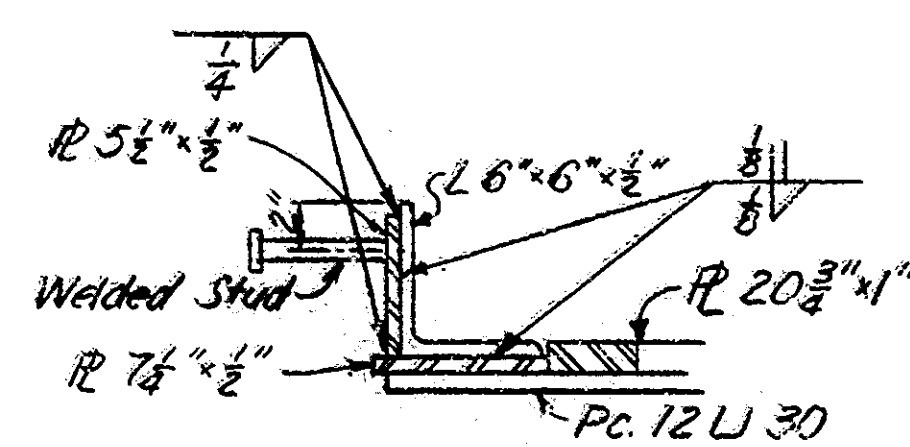
PLAN - TOOTHED EXPANSION JOINT AT BENT 7 NORTH BOUND LANE
South Bound Lane Opposite Hand



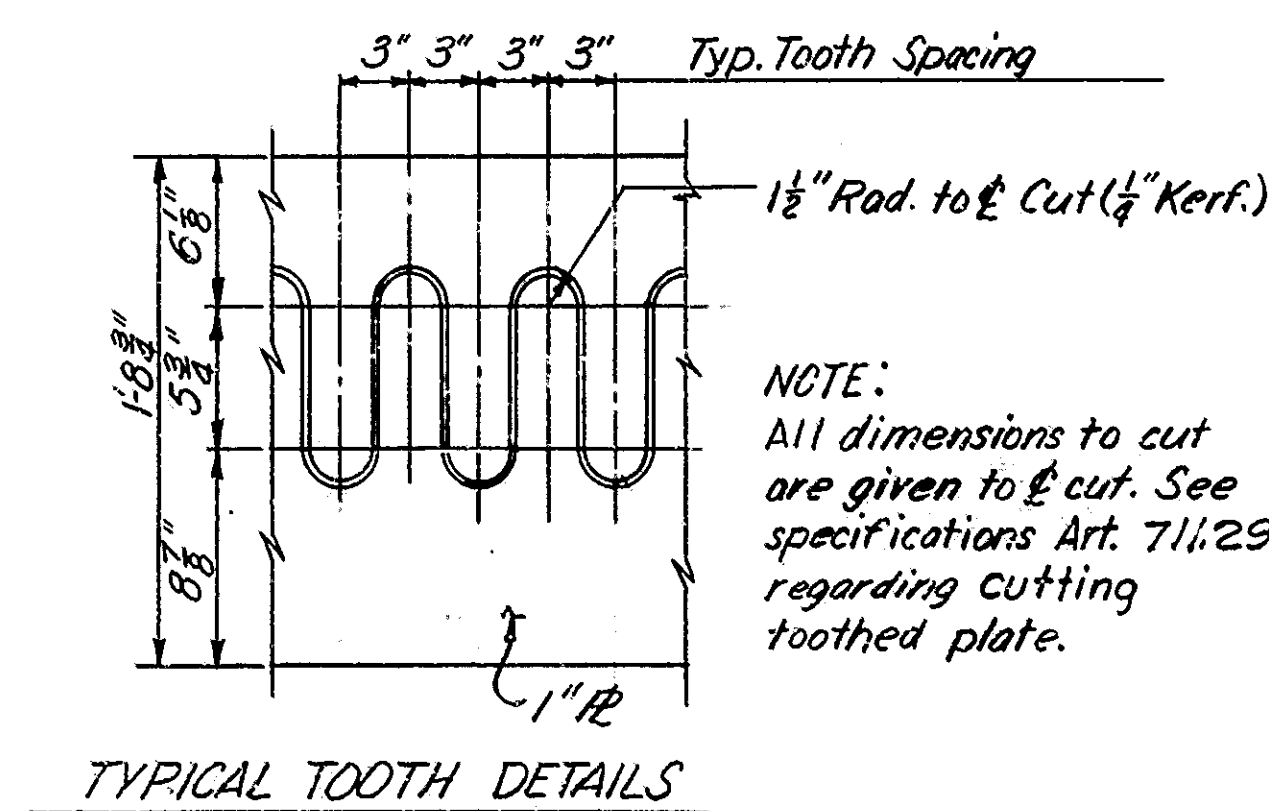
SECTION J-J



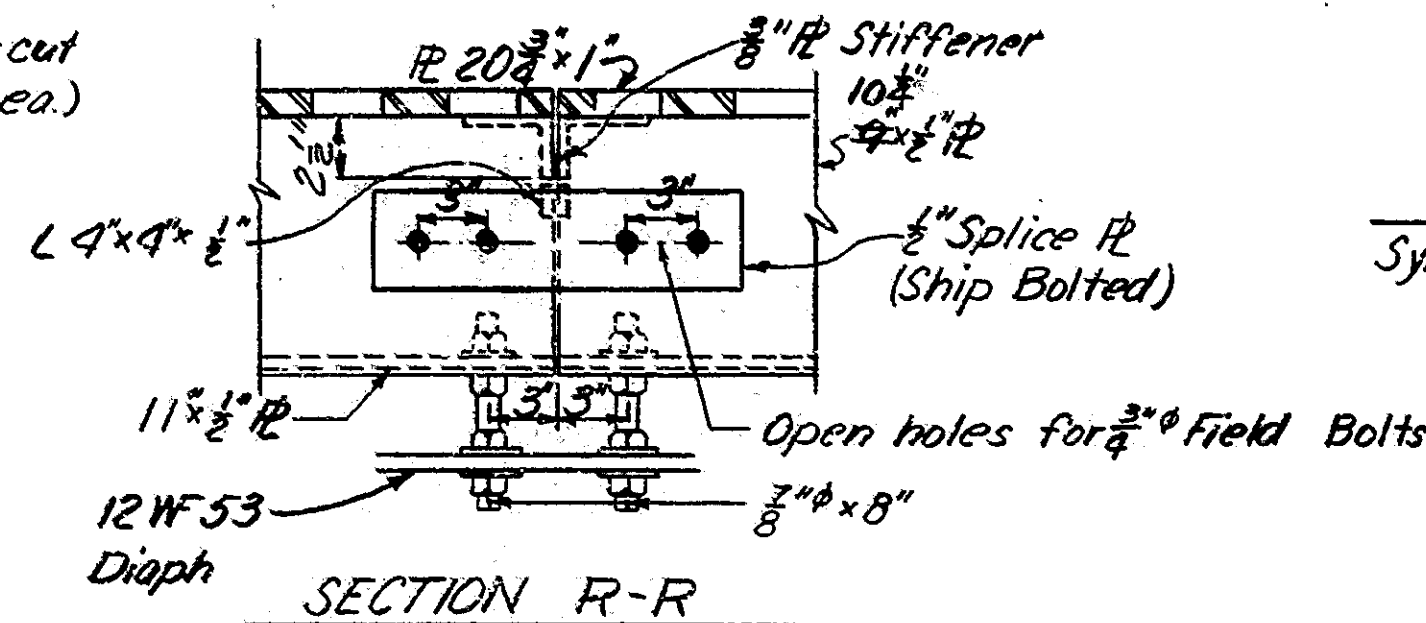
SECTION C-C
Section C-C Oppo. Hand



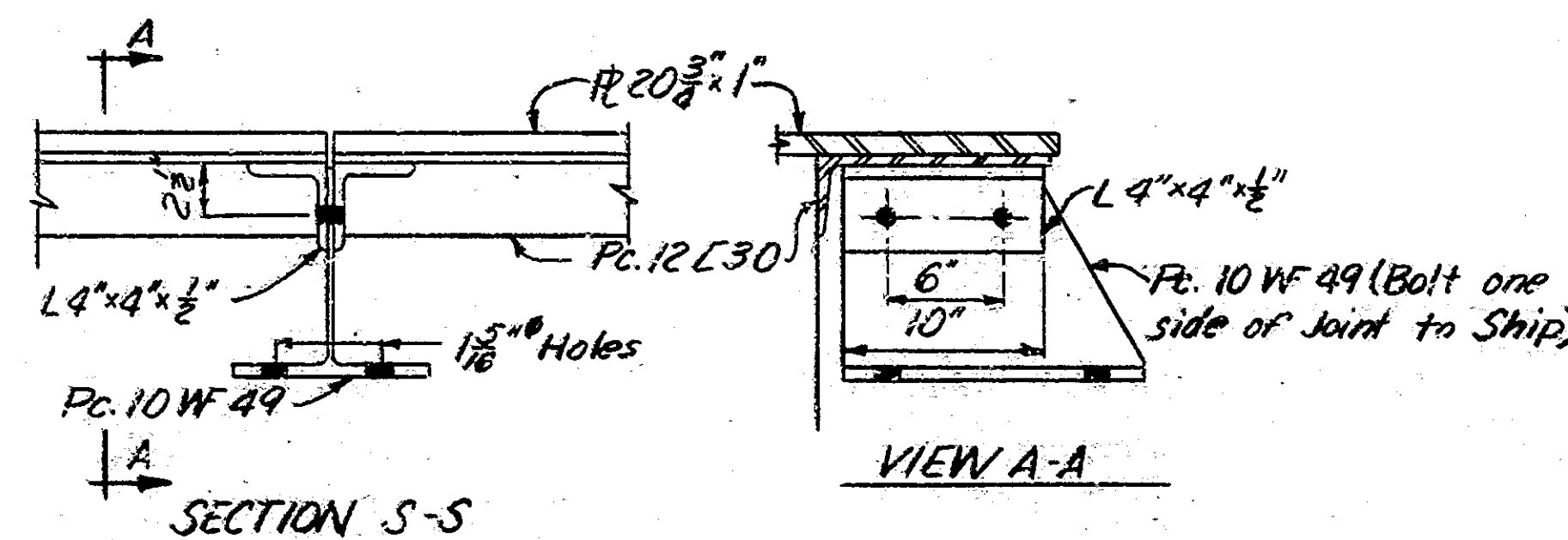
SECTION D-D
Section D-D Oppo. Hand



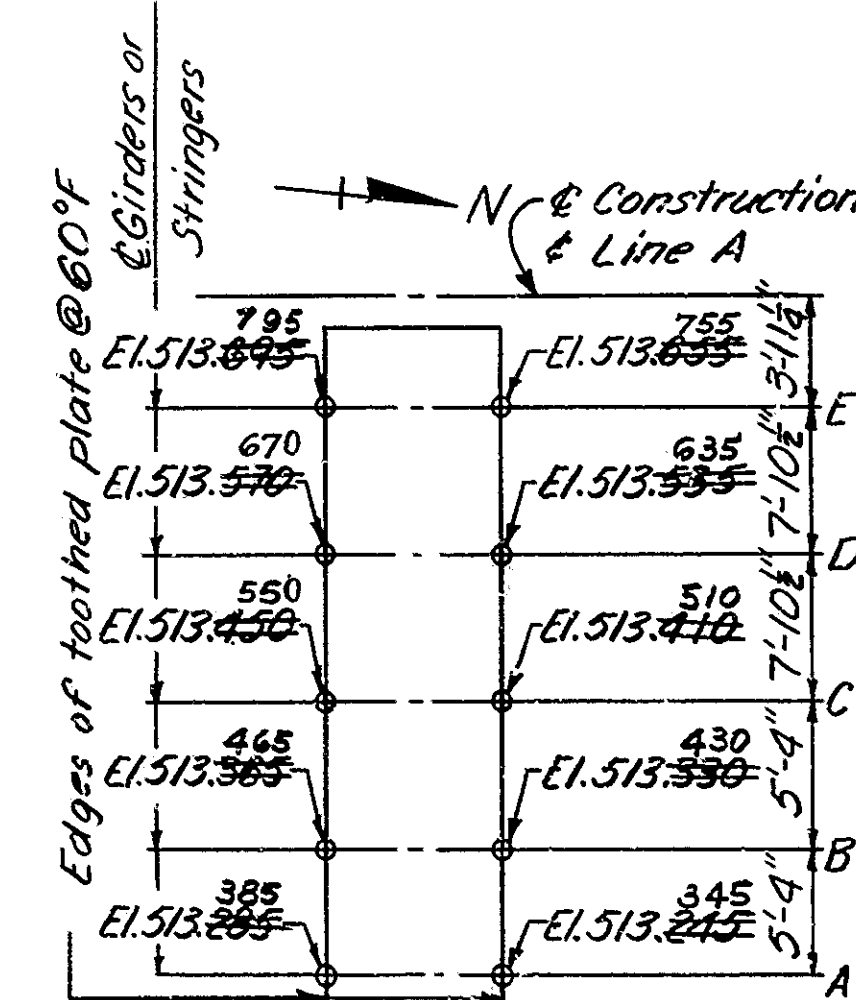
TYPICAL TOOTH DETAILS



SECTION R-R



VIEW A-A



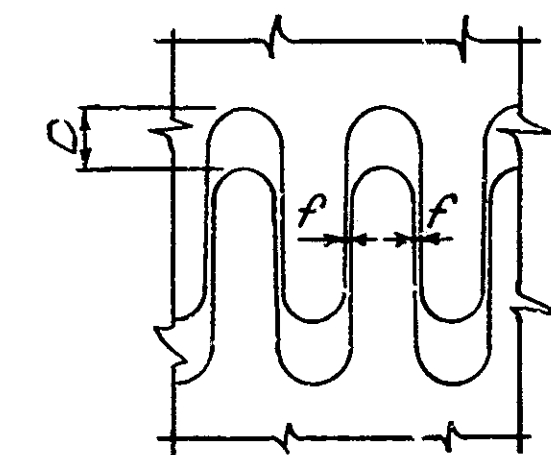
TOOTHED PLATE ELEV-BENT 7
Symmetrical about & Construction

DIMENSION D TABLE *							
Temperature	0°	20°	40°	60°	80°	100°	120°
Dimension "D"	3 1/4"	3"	2 3/4"	2 1/2"	2 1/4"	2"	1 3/4"

*Dimension D is given from edge of cut to edge of cut.

NOTES:
Open holes 1 1/8" unless noted.
Top of expansion joint to conform to roadway slope. See Drawing S21 for slope.
Expansion joints are to be assembled in the shop in their relative positions and inspected for fit.
The toothed plates shall be match marked to maintain the same relative position before and after cutting.
For General Procedure notes See Drawing S16
For toothed expansion joint setting See Drawing S19
See Drawing S9 for General Notes.

Estimated wt. of Toothed Exp. Jt. 10815 lbs.



PART PLAN OF TOOTHED PLATE

TOOTHED EXP. JT. AT BENT 7 INDIANA STATE HIGHWAY COMMISSION

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

JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *Robert Wood*

DRAWING: 318 OF 24

PROJECT: 1-275-2(5)0

BRIDGE CONTRACT NO. B-8745

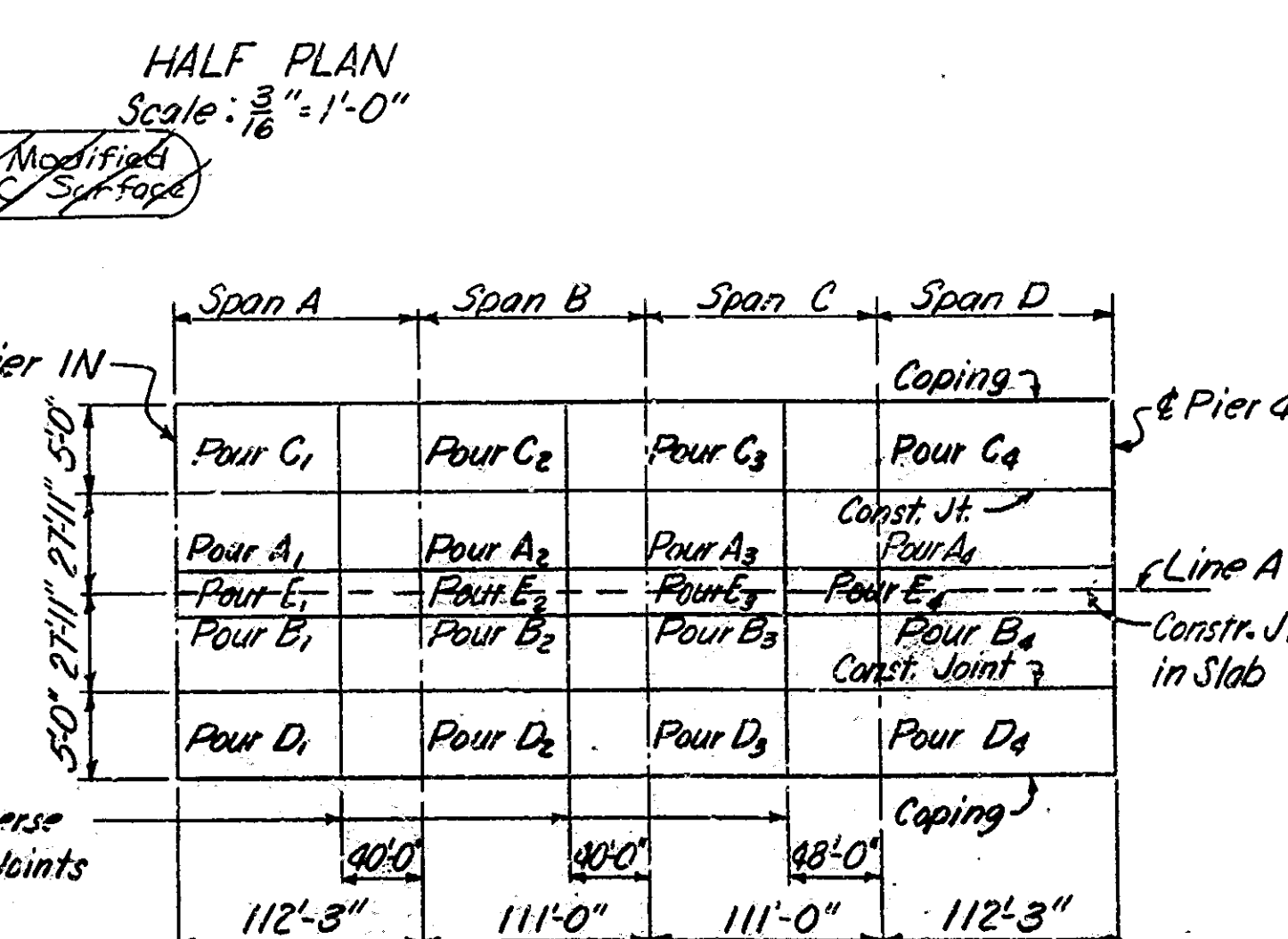
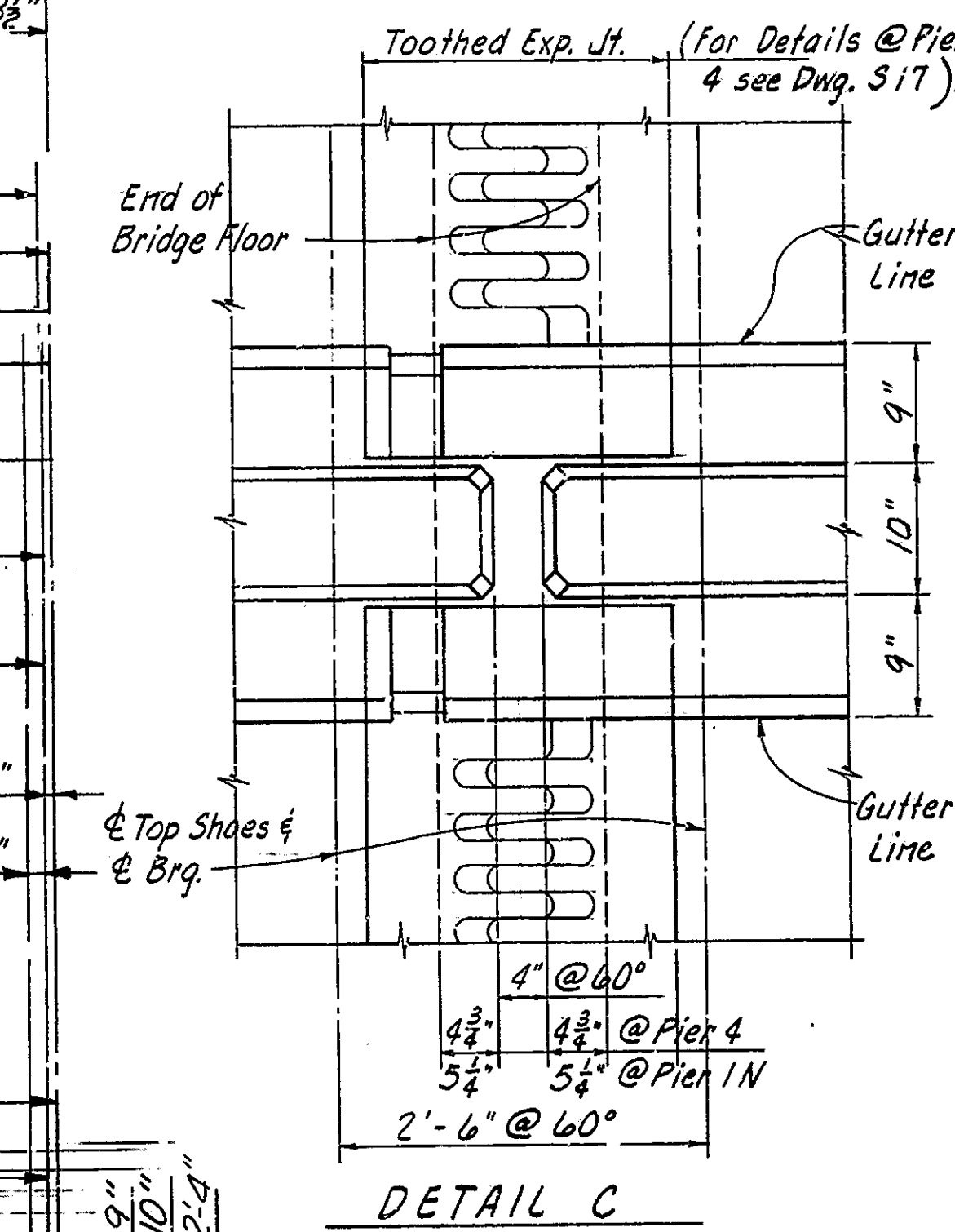
BRIDGE FILE: 1-275-0-2415



DESIGNED: CWD
DRAWN: CBE, RCB, CWD, RCB, S-162
CHECKED: CWD

Rev. 4-16-74 Exp. Joint Elevations, Rts.
Rev. 4-26-73 Weld Size, Constr. Jt.
Rev. 6-1-71 Depth at E Stringer 'A' Note.

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1275-2(5)0	A	24	38	1-275-0-2415



Notes:

For Sections, Details, and Bill of Materials See Drawing-S21
For Reinforcing Bar Notes and Notch in Slab at end
of girders see Bridge Standard C-1 & C-3.
See Drawing-S9 for General Notes.

After structural steel has been erected, concrete forms
shall not be blocked against the expansion end of the
steel in making any pours adjacent to steel spans.

Welded wire fabric may be used in place of #3
bars in top of slab

FLOOR DETAILS - SPANS A THRU D

INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

JANUARY 10, 1969

SUBMITTED FOR APPROVAL:- *Robert Wood*

DRAWING:- 819 OF 24

PROJECT:- I-275-2(5)0

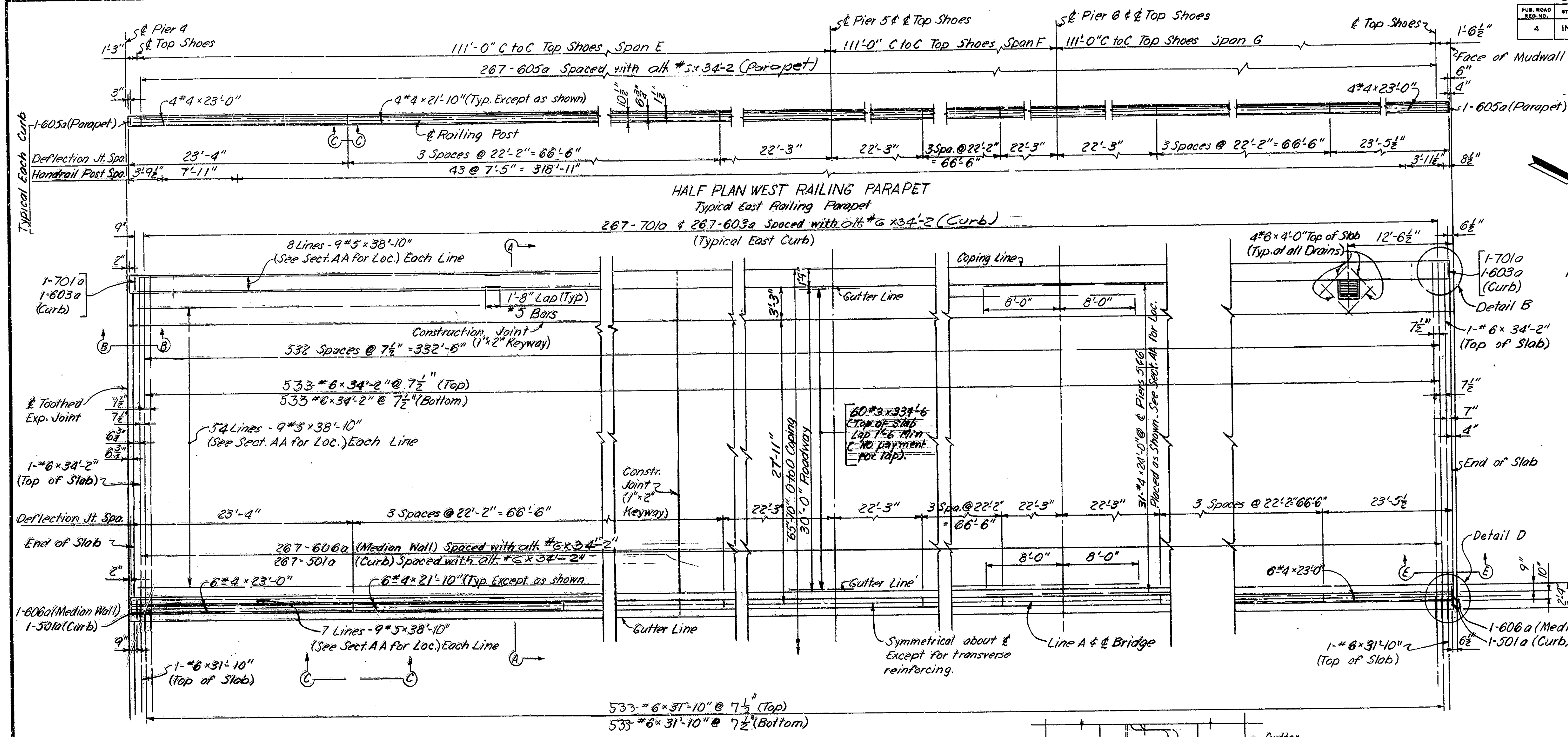
BRIDGE CONTRACT NO. *B-8745*

BRIDGE FILE:- I-275-0-2415

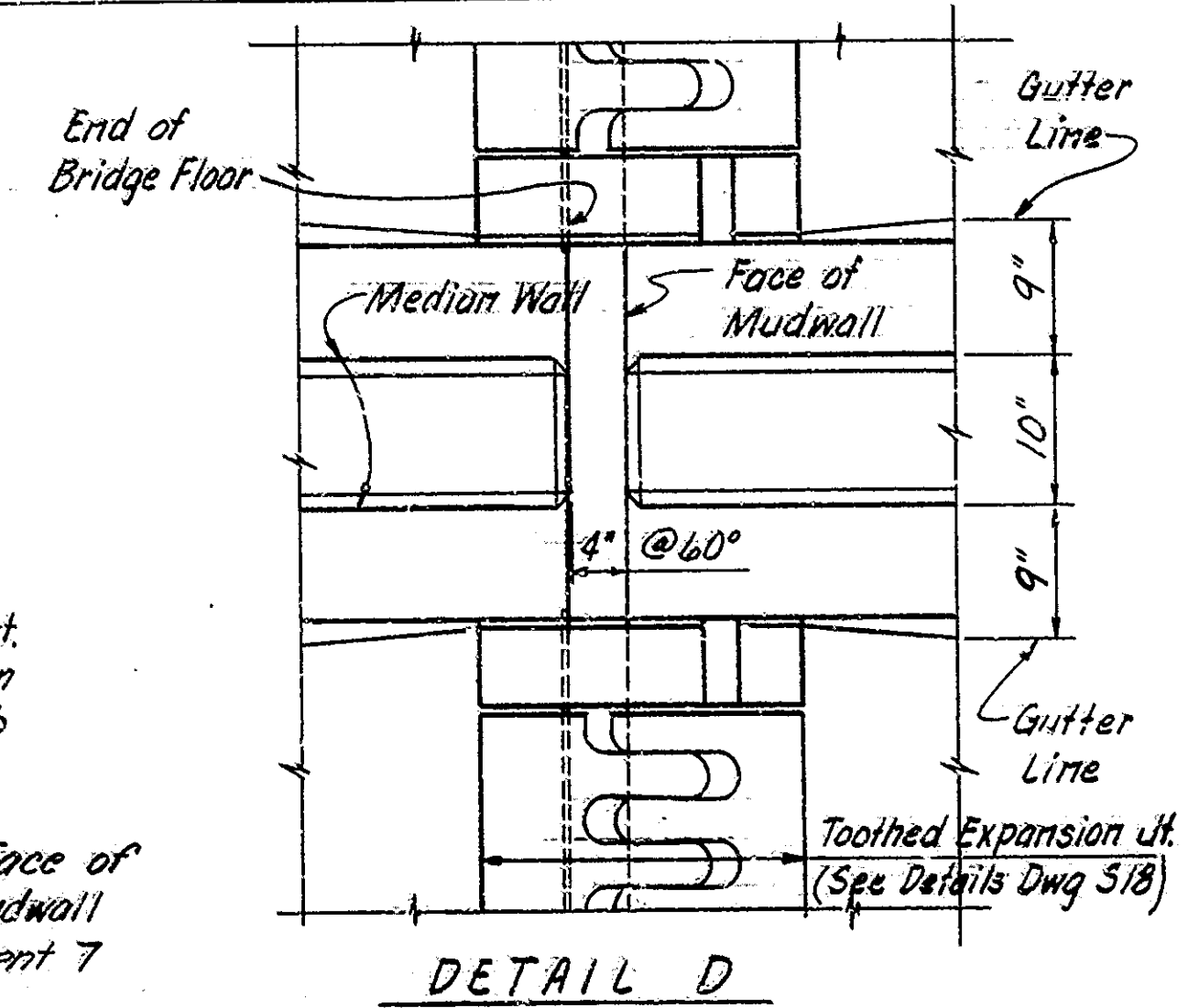
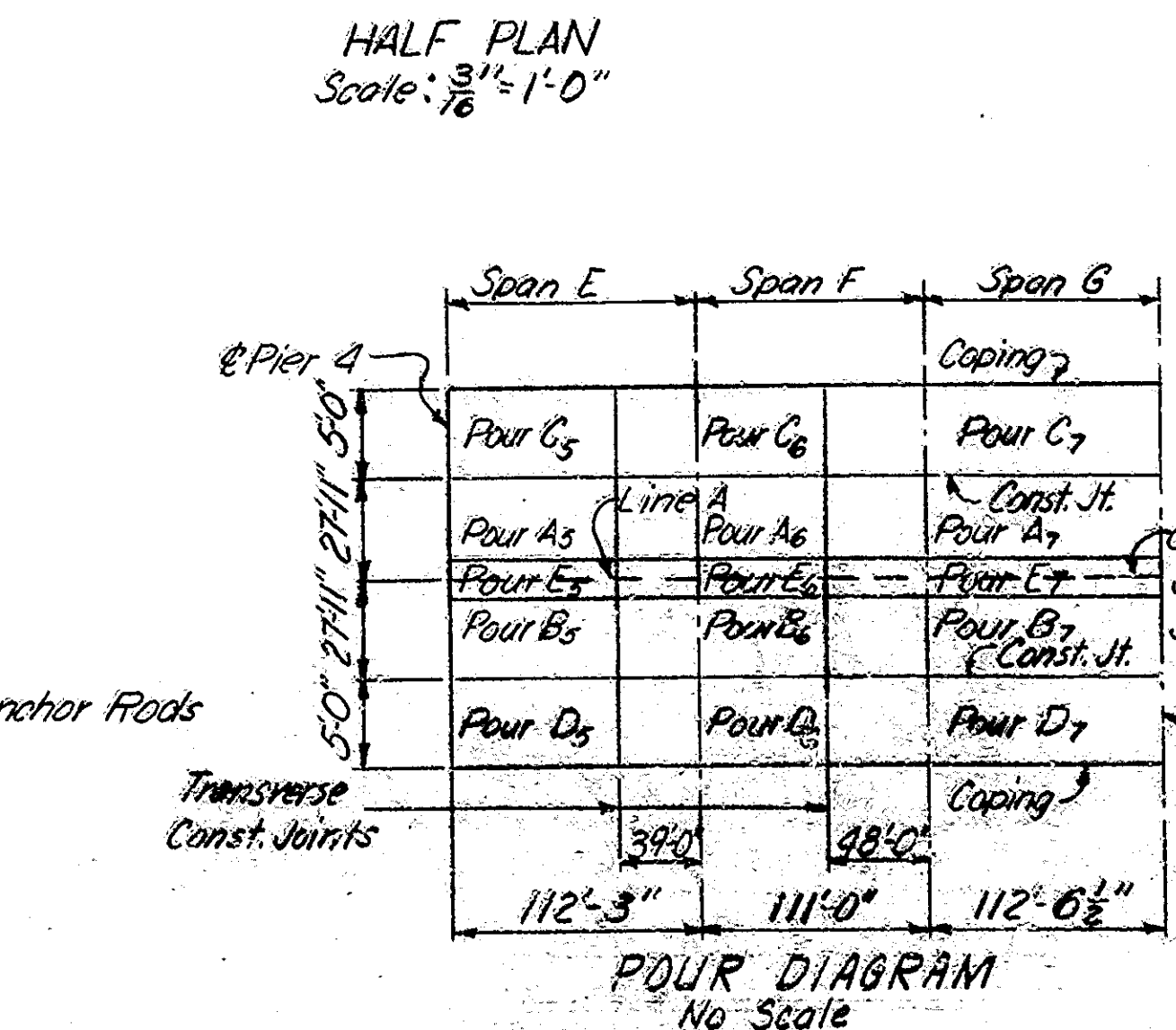
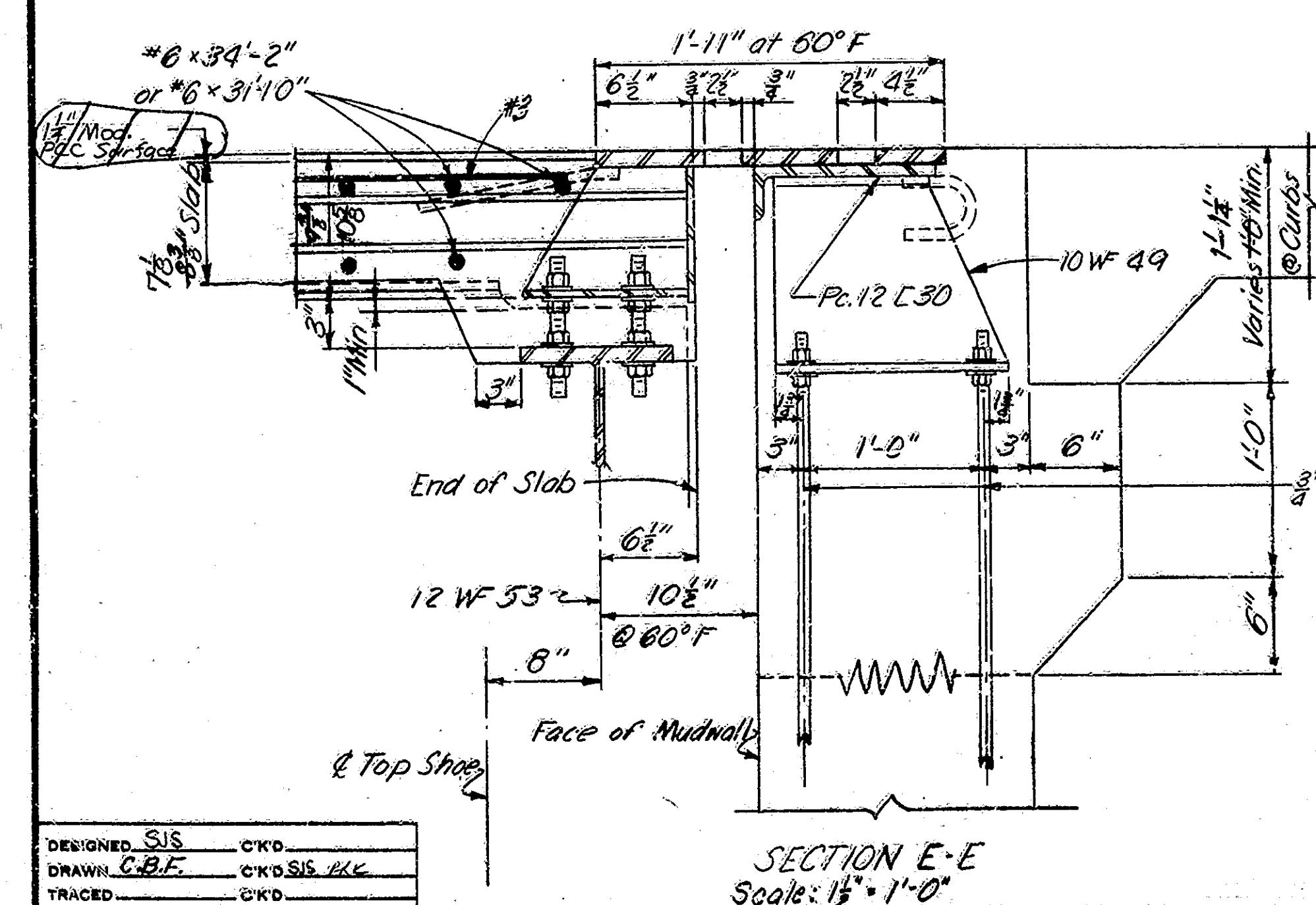
ROBERT H. WOOD
REGISTERED
No. 3900
INDIANA
RESIDENT
ENGINEER

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
7-275-25)0	"A"	25	38	7-275-0-38

BRIDGES OVER 20' SPAN					
PUB. ROAD REQ. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	275-2(5)0	1969	26	38



Note:
For Drain Locations
see General Plan

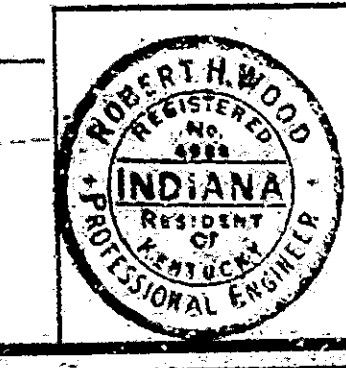


Notes:
For Sections, Details, and Bill of Materials
See Drawing-521
For Reinforcing Bar Notes and Notch in Slab at end of
girders See Bridge Standard C-1 & C-3.
After structural steel has been erected, concrete
forms shall not be blocked against the expansion
end of the steel in making pours adjacent to
steel spans.
See Drawing-59 for General Notes.
Welded wire fabric may be used in place of #3
bars in top of slab.

FLOOR DETAILS - SPANS E THRU G INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED
SUBMITTED FOR APPROVAL: *Robert Wood*
JANUARY 10, 1969

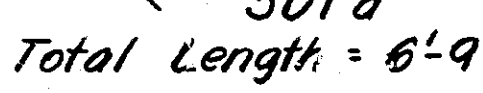
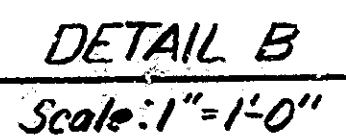
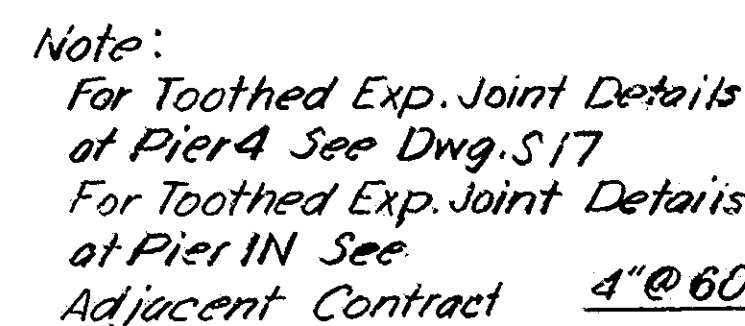
DRAWING: 520 OF 24
PROJECT: I-275-2(5)0
BRIDGE CONTRACT NO. B-3743
BRIDGE FILE: I-275-0-2415



Rev 4-16-74 WIN/14001 CHM

DESIGNED: SIS	CWD
DRAWN: C.B.F.	CWD/SIS/KC
TRACED: CWD	

PROJECT NO.	LINE	SHEET	DATE	FILE
I-275-2(5)0	4	26	1969	I-275-0-2415



Note: For Location of Sections
See Drawings S19 & S20
See drwg. S8 for additional
Superstructure Materials.

Note See Drwg 523 for revised
Concrete Quantities

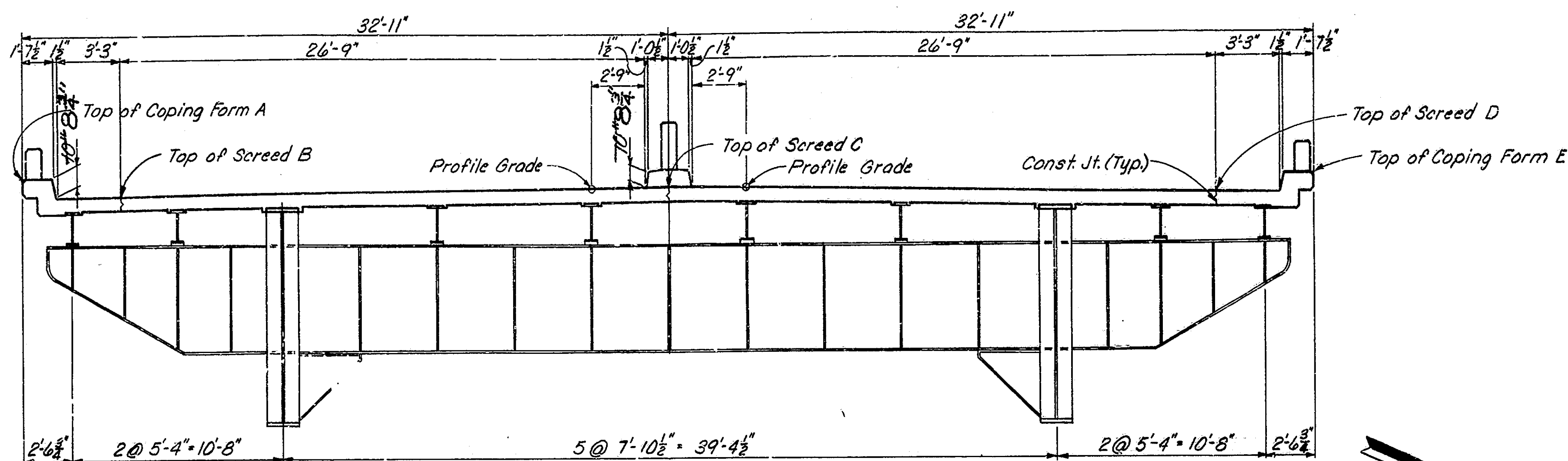
SCALE:- AS NOTED.

SUBMITTED FOR APPROVAL: Robert H. Wood

DRAWING: 821 OF 24
PROJECT: I-275-2(5)0
BRIDGE CONTRACT NO. ~~E-8745~~
BRIDGE FILE: I-275-0-2415



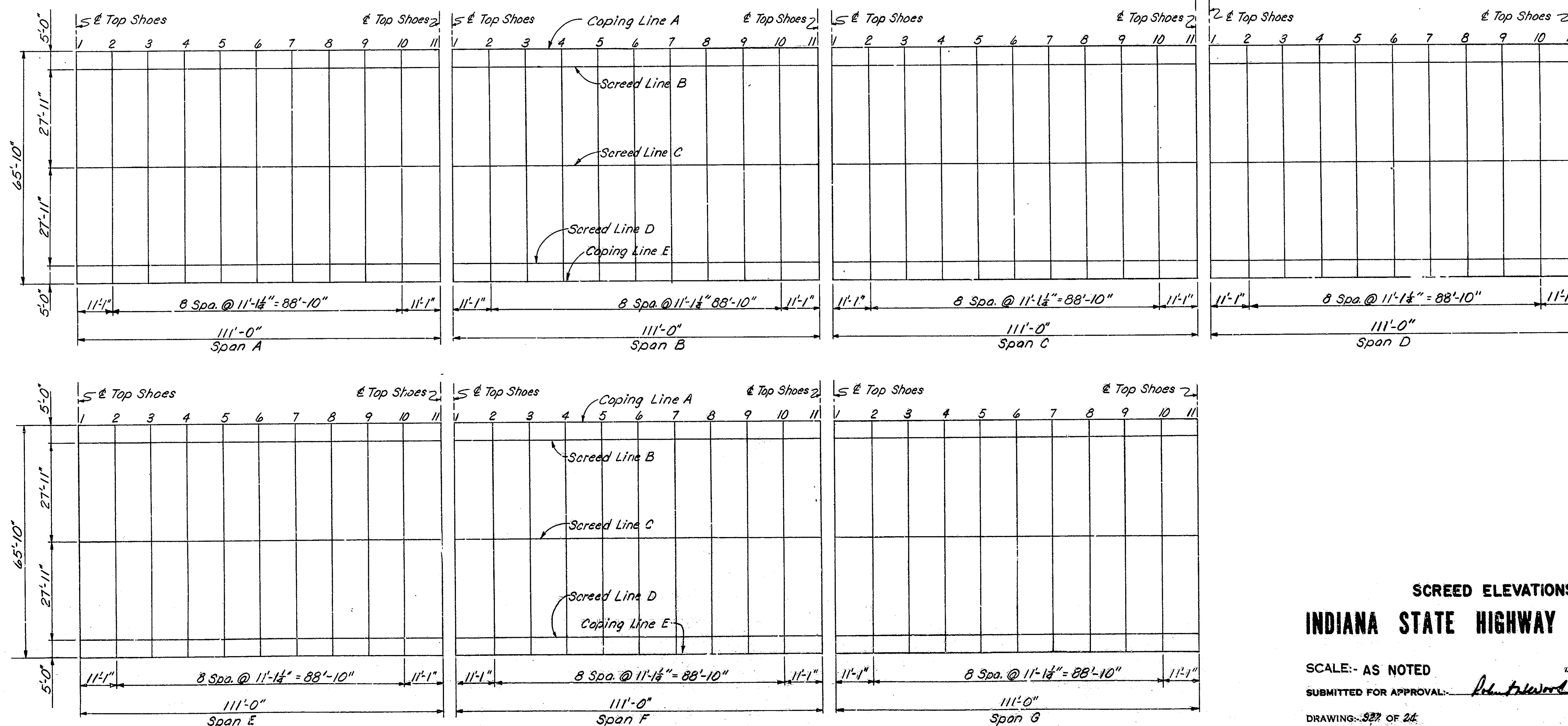
BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	2275- 2(3)0	1969	28	38



TYPICAL SECTION
Scale: $\frac{1}{4}$ " = 1'-0"

NOTE
PURPOSE:
"Plan of Screeds" shows location of screeds.
"TABLE OF ELEVATIONS" Drawing S23
Shows data for setting screeds and coping
forms so that the slab and copings will be at
the final grade elevations after all concrete
has been placed

GENERAL PROCEDURE:
For "General Procedure" see Drawing S16



PLAN OF SCREEDS
Scale: $\frac{1}{16}$ " = 1'-0"

SCREED ELEVATIONS INDIANA STATE HIGHWAY COMMISSION

SCALE:- AS NOTED

JANUARY 10, 1969

SUBMITTED FOR APPROVAL:

R. H. Wood

DRAWING: S22 OF 24

PROJECT: I-275-2(5)0

BRIDGE CONTRACT NO. B-8745

BRIDGE FILE: I-275-0-2415



DESIGNED: CKD
DRAWN: W.R.T. CKD
TRACED: CKD

Rev. 4-16-74 curb height

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
2275-2(5)0	A	28	38	2275-0-2415

TABLE OF ELEVATIONS																							
		SPAN "A"											SPAN "B"										
Point		1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11
A	Elevation Top of Coping Form	529.710	529.515	529.310	529.100	528.885	528.660	528.430	528.200	527.960	527.730	527.490	527.490	527.275	527.050	526.840	526.620	526.405	526.180	525.955	525.725	525.500	525.270
	Elevation Top of O.S. Beam																						
	Distance Top Beam To Top Coping Form																						
B	Elevation Top of Screed	528.925	528.735	528.525	528.315	528.100	527.880	527.650	527.420	527.175	526.945	526.710	526.710	526.490	526.265	526.055	525.840	525.620	525.410	525.175	524.940	524.720	524.490
	Elevation Top of Beam																						
	Distance Top Beam To Top Screed																						
C	Elevation Top of Screed	529.360	529.170	528.960	528.755	528.535	528.315	528.085	527.850	527.610	527.380	527.145	527.145	526.925	526.700	526.490	526.275	526.055	525.835	525.610	525.375	525.155	524.925
	Elevation Top of Beam																						
	Distance Top Beam To Top Screed																						
D	Elevation Top of Screed	528.925	528.735	528.525	528.315	528.100	527.880	527.650	527.420	527.175	526.945	526.710	526.710	526.490	526.265	526.055	525.840	525.620	525.410	525.175	524.940	524.720	524.490
	Elevation Top of Beam																						
	Distance Top Beam To Top Screed																						
E	Elevation Top of Coping Form	529.710	529.515	529.310	529.100	528.885	528.660	528.430	528.200	527.960	527.730	527.490	527.490	527.275	527.050	526.840	526.620	526.405	526.180	525.955	525.725	525.500	525.270
	Elevation Top of O.S. Beam																						
	Distance Top Beam To Top Coping Form																						

TABLE OF ELEVATIONS																							
		SPAN "C"											SPAN "D"										
Point		1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11
A	Elevation Top of Coping Form	525.270	525.060	524.840	524.625	524.405	524.185	523.955	523.730	523.495	523.280	523.050	523.050	522.845	522.630	522.430	522.215	522.000	521.780	521.550	521.315	521.080	520.830
	Elevation Top of O.S. Beam																						
	Distance Top Beam To Top Coping Form																						
B	Elevation Top of Screed	524.490	524.275	524.055	523.845	523.620	523.400	523.175	522.950	522.715	522.495	522.270	522.270	522.065	521.850	521.645	521.435	521.220	520.995	520.770	520.535	520.295	520.045
	Elevation Top of Beam																						
	Distance Top Beam To Top Screed																						
C	Elevation Top of Screed	524.925	524.710	524.490	524.280	524.055	523.835	523.610	523.385	523.150	522.930	522.705	522.705	522.500	522.285	522.080	521.870	521.655	521.430	521.205	520.970	520.730	520.480
	Elevation Top of Beam																						
	Distance Top Beam To Top Screed																						
D	Elevation Top of Screed	524.490	524.275	524.055	523.845	523.620	523.400	523.175	522.950	522.715	522.495	522.270	522.270	522.065	521.850	521.645	521.435	521.220	520.995	520.770	520.535	520.295	520.045
	Elevation Top of Beam																						
	Distance Top Beam To Top Screed																						
E	Elevation Top of Coping Form	525.270	525.060	524.840	524.625	524.405	524.185	523.955	523.730	523.495	523.280	523.050	523.050	522.845	522.630	522.430	522.215	522.000	521.780	521.550	521.315	521.080	520.830
	Elevation Top of O.S. Beam																						
	Distance Top Beam To Top Coping Form																						

TABLE OF ELEVATIONS																																		
		SPAN "E"											SPAN "F"											SPAN "G"										
Point		1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11	1	2	3	4	5	6	7	8	9	10	11
A	Elevation Top of Coping Form	520.780	520.590	520.385	520.175	519.960	519.740	519.510	519.275	519.035	518.800	518.560	518.560	518.340	518.115	517.900	517.680	517.460	517.235	517.010	516.775	516.565	516.340	516.340	516.140	515.925	515.725	515.510	515.295	515.075	514.845	514.610	514.370	514.120
	Elevation Top of O.S. Beam																																	
	Distance Top Beam To Top Coping Form																																	
B	Elevation Top of Screed	519.995	519.805	519.600	519.390	519.175	518.955	518.725	518.490	518.250	518.020	517.780	517.780	517.560	517.330	517.115	516.895	516.675	516.450	516.230	516.000	515.780	515.560	515.560	515.355	515.145	514.940	514.730	514.515	514.290	514.060	513.825	513.590	513.335
	Elevation Top of Beam																																	
	Distance Top Beam To Top Screed																																	
C	Elevation Top of Screed	520.430	520.240	520.035	519.825	519.610	519.390	519.160	518.925	518.685	518.455	518.215	518.215	517.995	517.765	517.550	517.330	517.110	516.885	516.665	516.435	516.215	515.995	515.995	515.790	515.580	515.375	515.165	514.950	514.725	514.495	514.260	514.020	513.770
	Elevation Top of Beam																																	
	Distance Top Beam To Top Screed																																	
D	Elevation Top of Screed	519.995	519.805	519.600	519.390	519.175	518.955	518.725	518.490	518.250	518.020	517.780	517.780	517.560	517.330	517.115	516.895	516.675	516.450	516.230	516.000	515.780	515.560	515.560	515.355	515.145	514.940	514.730	514.515	514.290	514.060	513.825	513.590	513.335
	Elevation Top of Beam																																	
	Distance Top Beam To Top Screed																																	
E	Elevation Top of Coping Form	520.780	520.590	520.385	520.175	519.960	519.740	519.510	519.275	519.035	518.800	518.560	518.560	518.340	518.115	517.900	517.680	517.460	517.235	517.010	516.775	516.565	516.340	516.340	516.140	515.925	515.725	515.510	515.295	515.075	514.845	514.610	514.370	514.120
	Elevation Top of O.S. Beam																																	
	Distance Top Beam To Top Coping Form																																	

BRIDGES OVER 10' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
4	IND.	I-275-2(5)0	1969	29	38

CLASS "A" CONCRETE SUPERSTRUCTURE			
SPANS A thru D	CU. YDS.	SPANS E thru G	CU. YDS.
Pour A1 & B1 (2@15.7)	91.4	Pour A5 & B5 (2@16.4)	92.4
Pour C1 & D1 (2@11.6)	23.2	Pour C5 & D5 (2@11.6)	23.6
Pour E1	4.3	Pour E5	4.4
Pour A2 & B2 (2@10.6)	141.2	Pour A6 & B6 (2@16.4)	129.6
Pour C2 & D2 (2@17.8)	35.6	Pour C6 & D6 (2@16.4)	32.8
Pour E2	6.6	Pour E6	6.1
Pour A3 & B3 (2@8.6)	177.2	Pour A7 & B7 (2@10.9)	203.8
Pour C3 & D3 (2@16.6)	33.2	Pour C7 & D7 (2@25.0)	51.6
Pour E3	6.1	Pour E7	5.6
Pour A4 & B4 (2@10.7)	203.4		
Pour C4 & D4 (2@25.8)	51.6		
Pour E4	9.6		
Total	783.4	Total	553.9
Modified P.C.C. Surface 193.8 CU. YDS.			

Note:
For "Plan of Screeds"
See Drawing S22
For Procedure in using screed elevations, see Dwg. S16
All elevations shown in table are at top of concrete slab. For top of Mod. P.C.C. (Proposed) elevation of Line B, C, & D add 0.10' to these elevations.

SCREED ELEVATIONS INDIANA STATE HIGHWAY COMMISSION

SCALE:-
SUBMITTED FOR APPROVAL: *R. H. Wood*
DRAWING: S29 OF 24
PROJECT: I-275-2(5)0
BRIDGE CONTRACT NO.: B-3745
BRIDGE FILE: I-275-0-2415

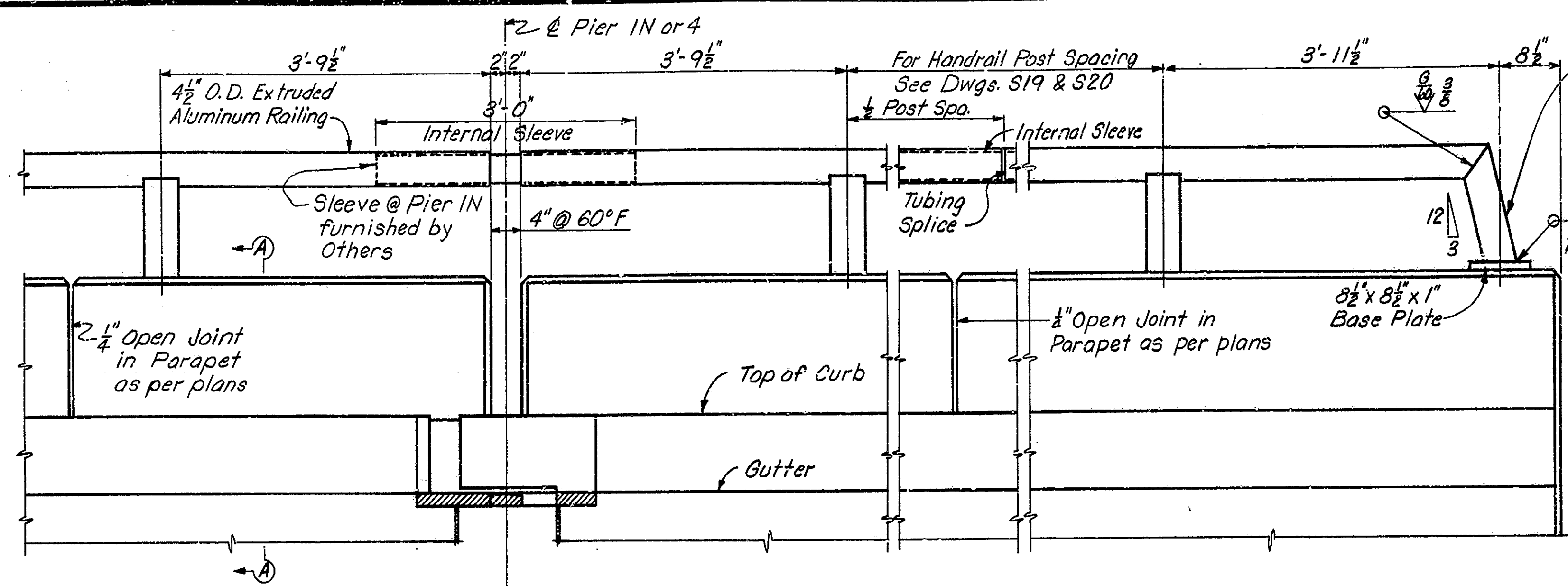


DESIGNED: CKD
DRAWN: WRT, CKD, RPK
TRACED: CKD

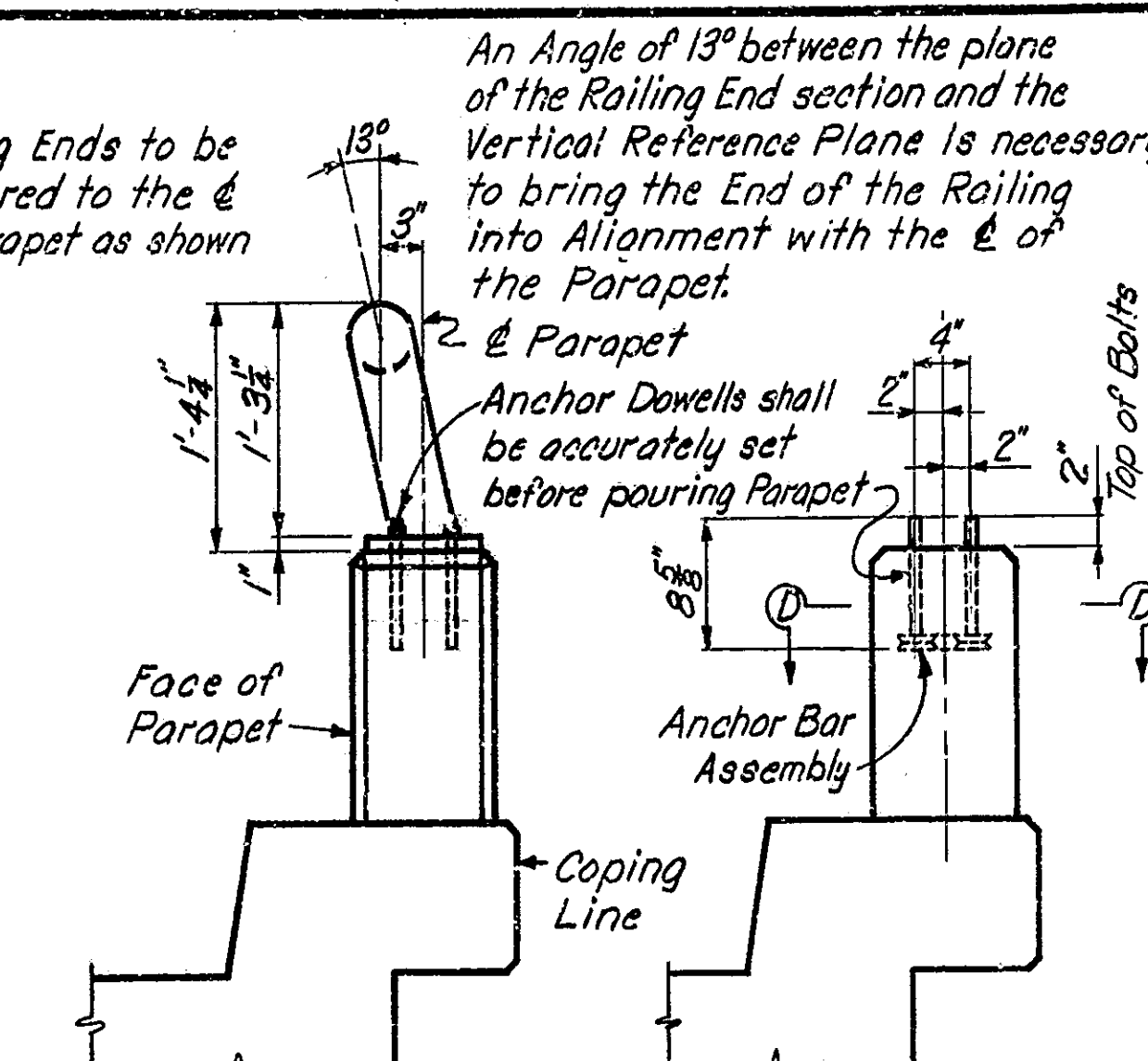
Rev. 11-20-75 Mod. P.C.C. Surf. Deleted, Note. Rev. 4-16-74 Bill of Materials Note

PROJECT NO.	LINE	SHEET	TOTAL	FILE
I-275-2(5)0	A	29	38	I-275-0-2415

BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
4	IND.	I-275-2(5)0	1969	30	38

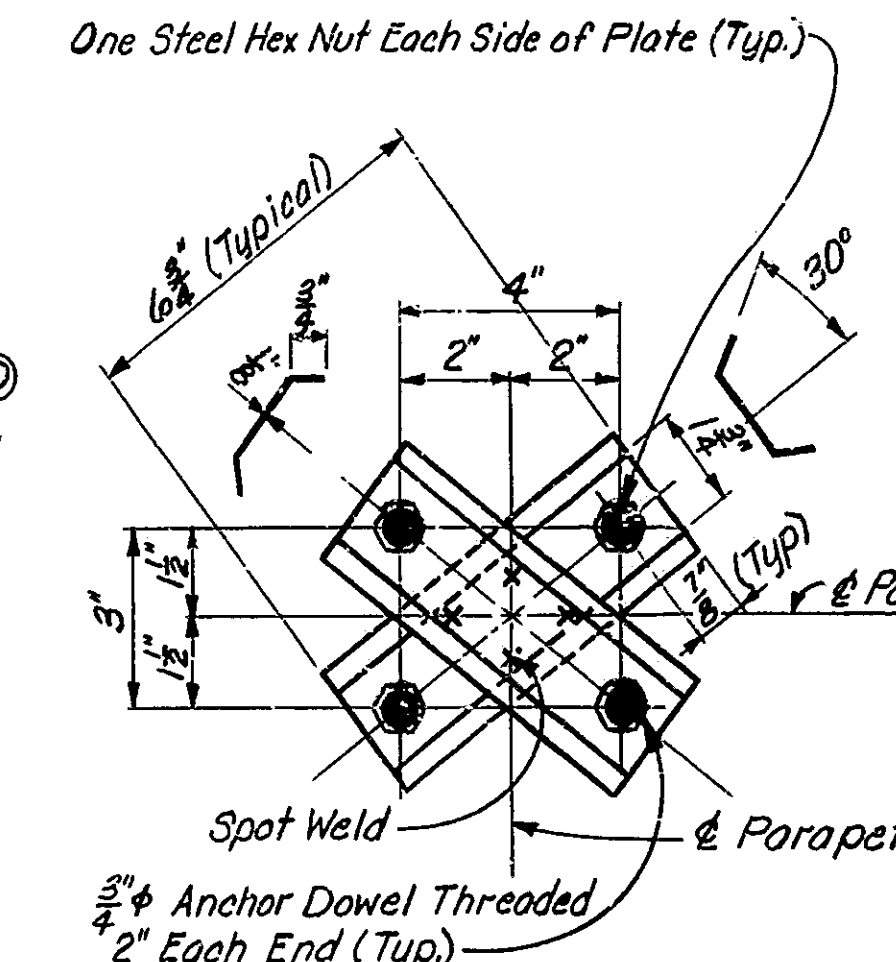


INSIDE ELEVATION OF HANDRAIL

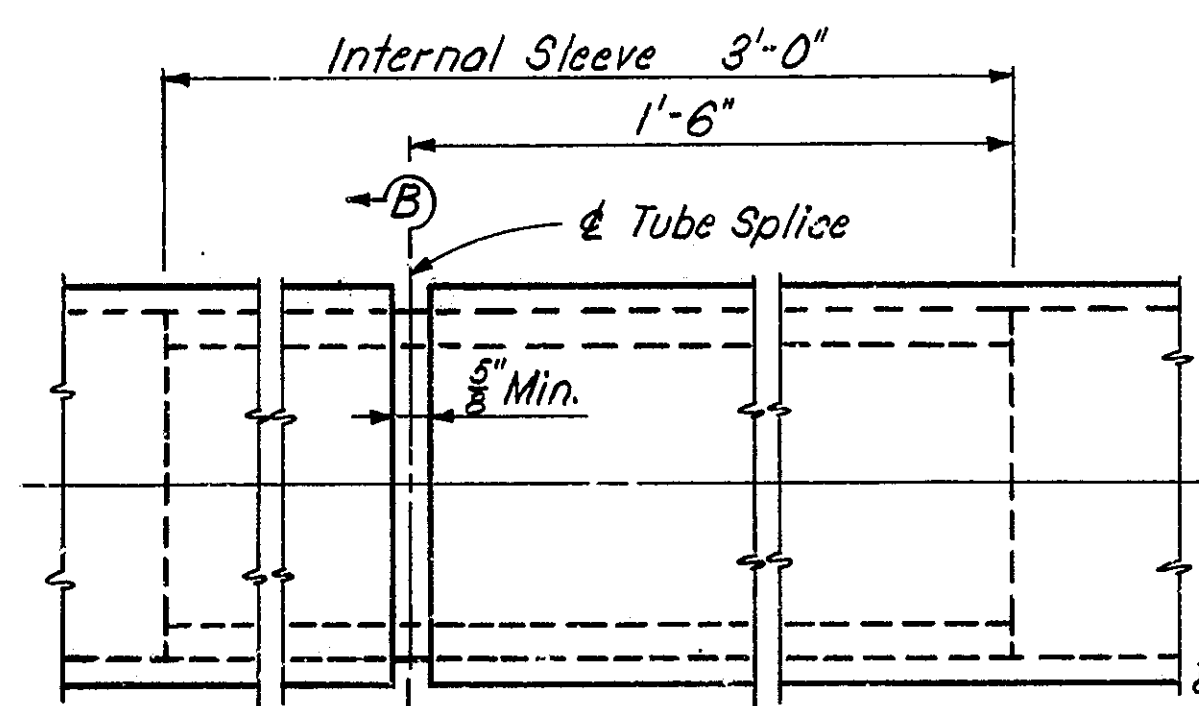


END VIEW

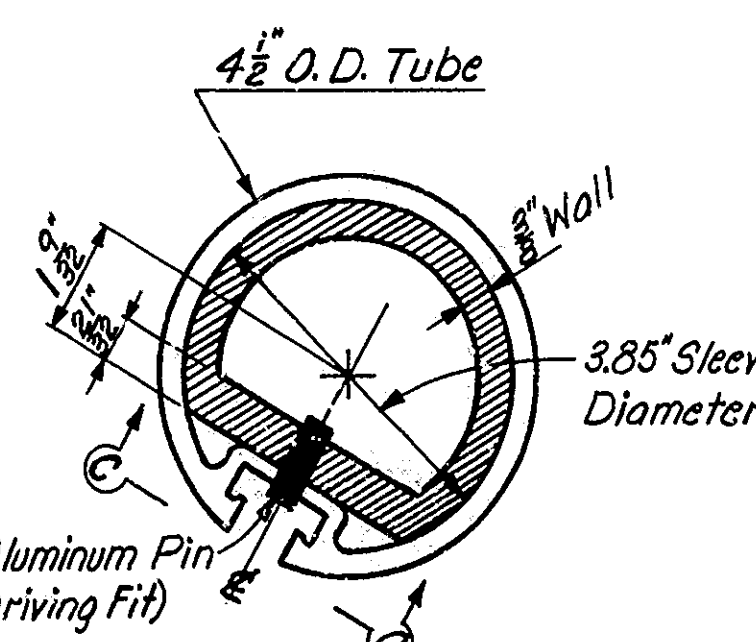
SECTION A-A



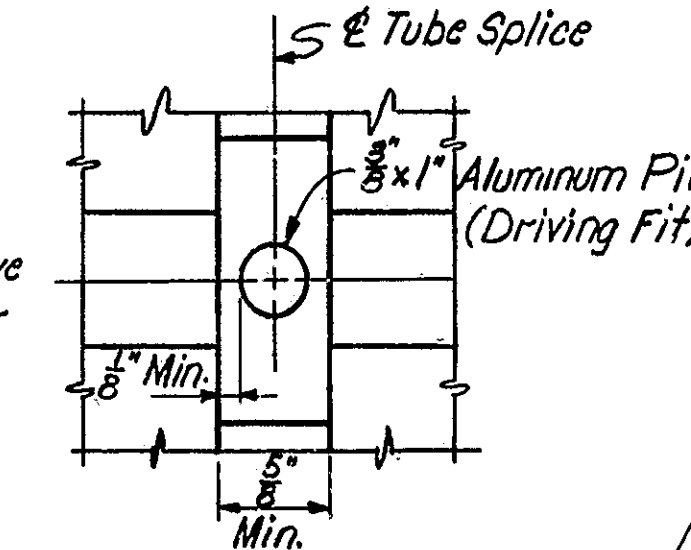
SECTION D-D



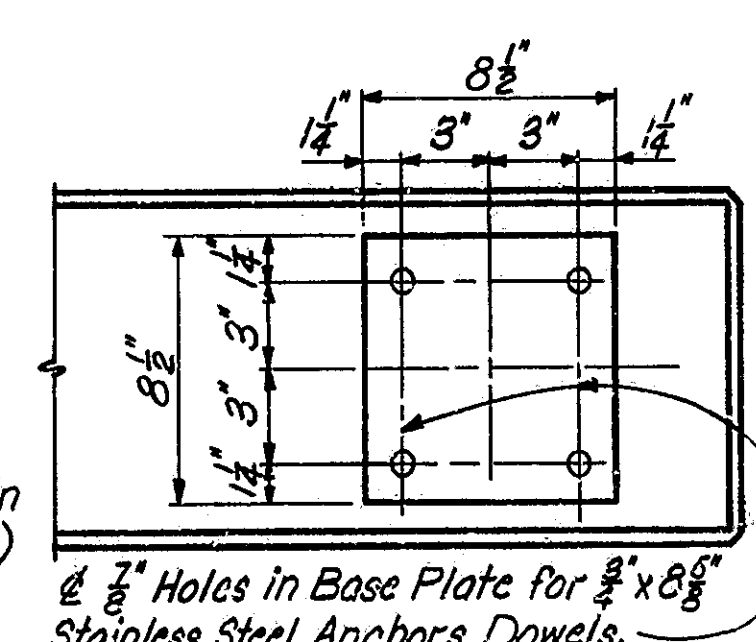
TUBE SPLICE DETAIL



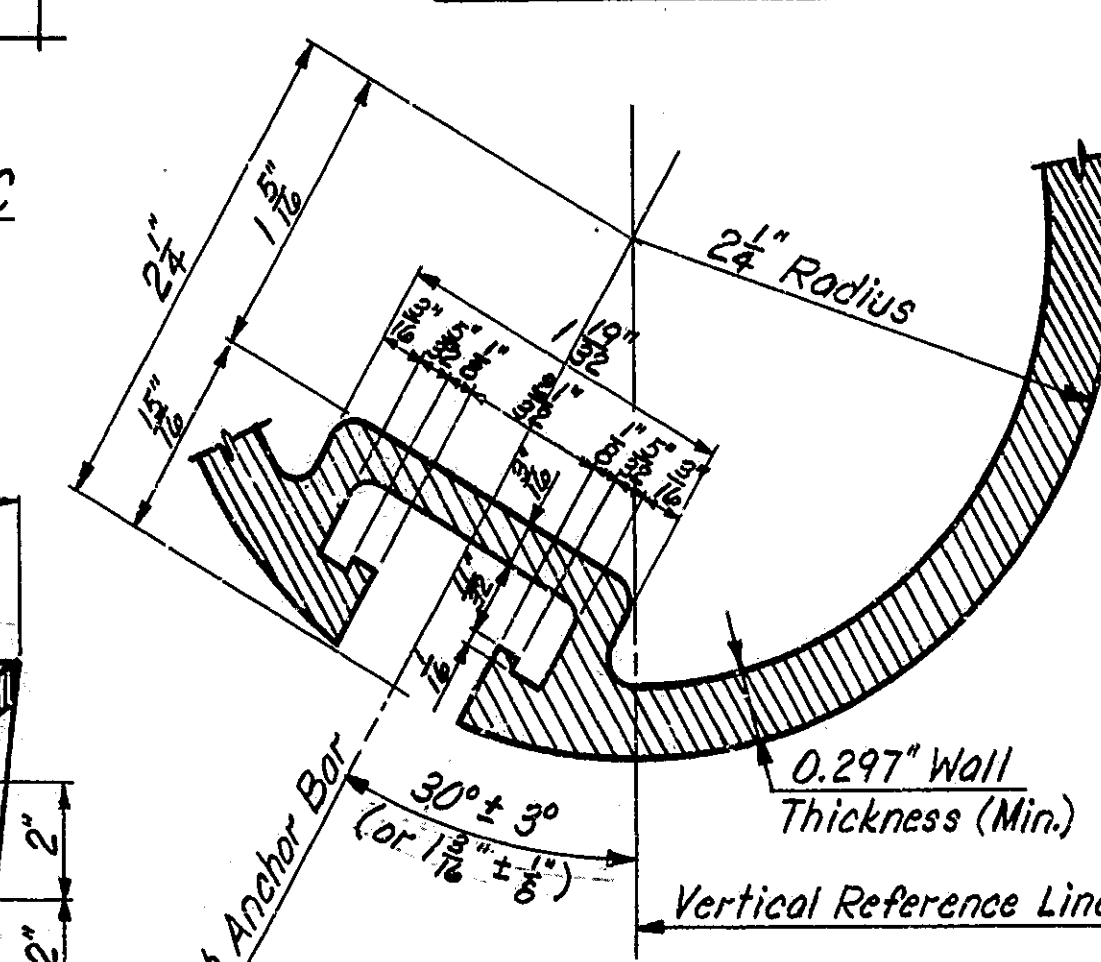
SECTION B-B
(Internal Sleeve Detail)



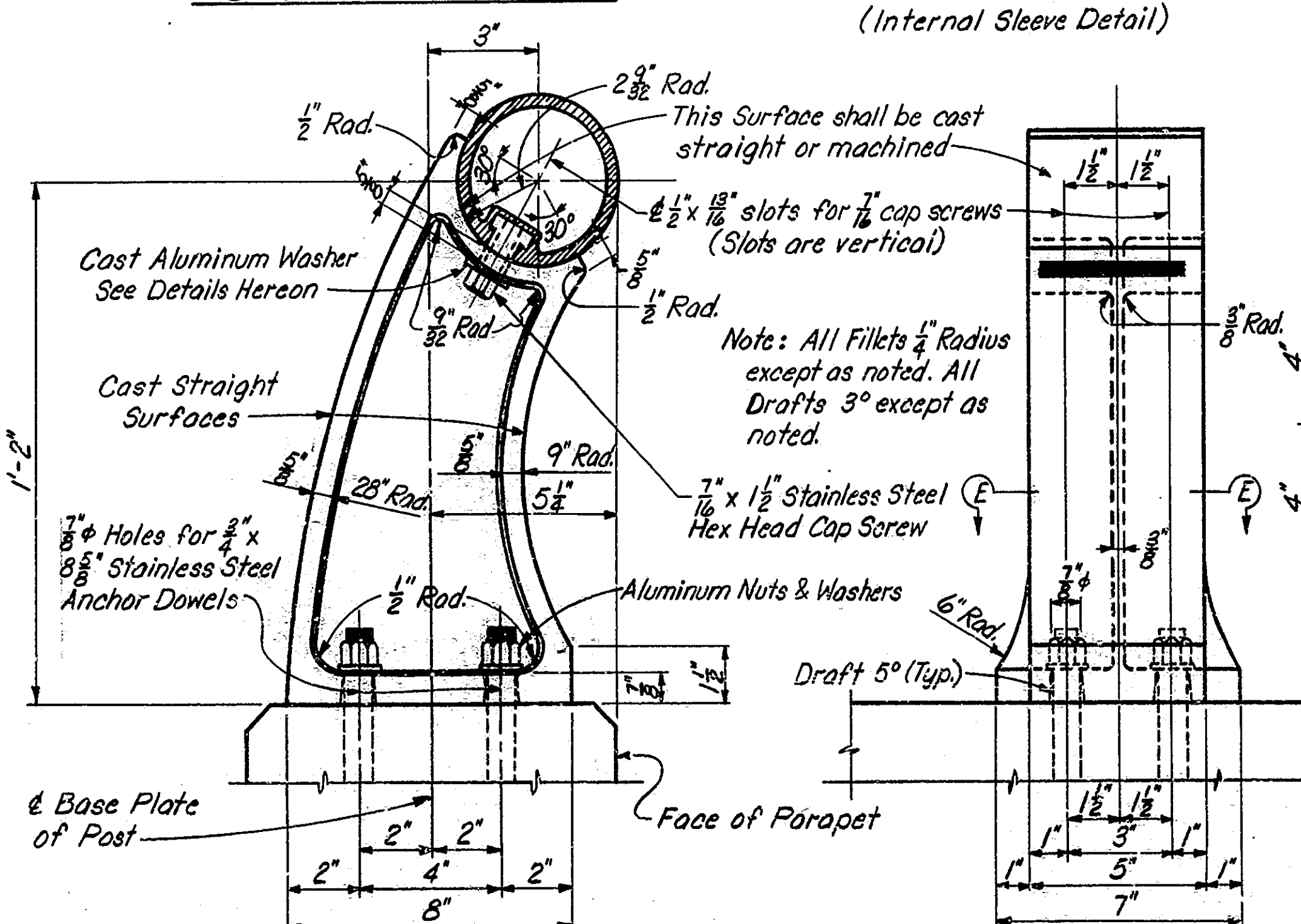
SECTION C-C



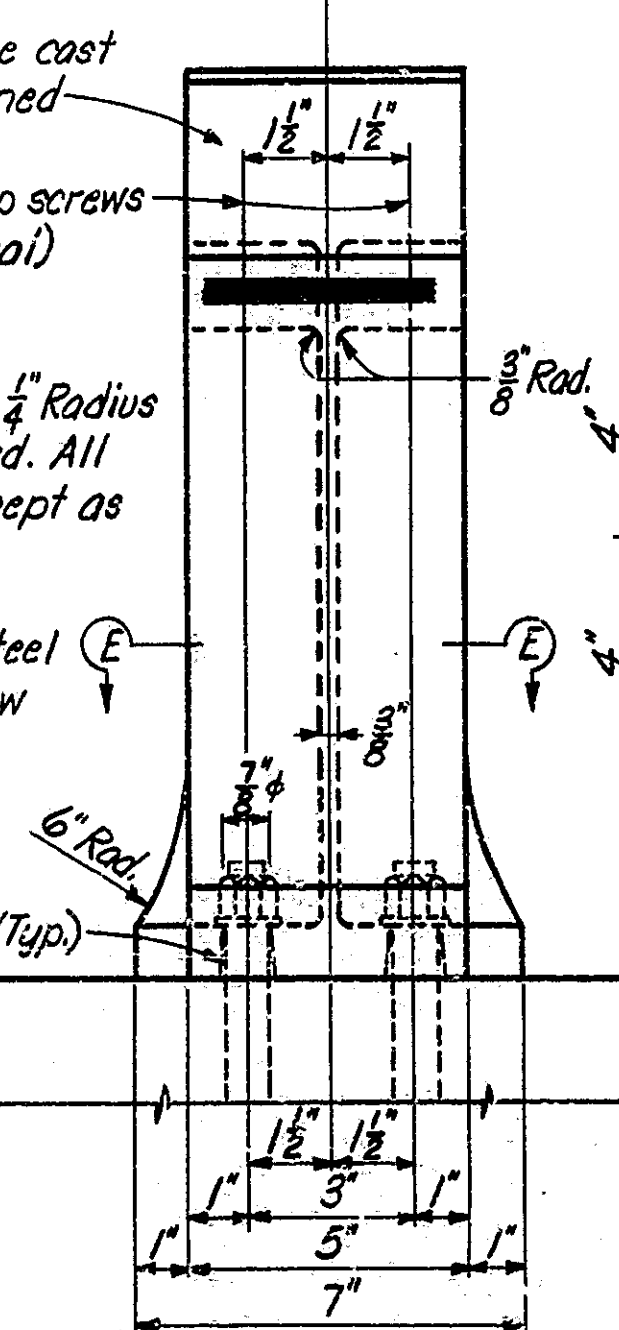
BASE PLATE



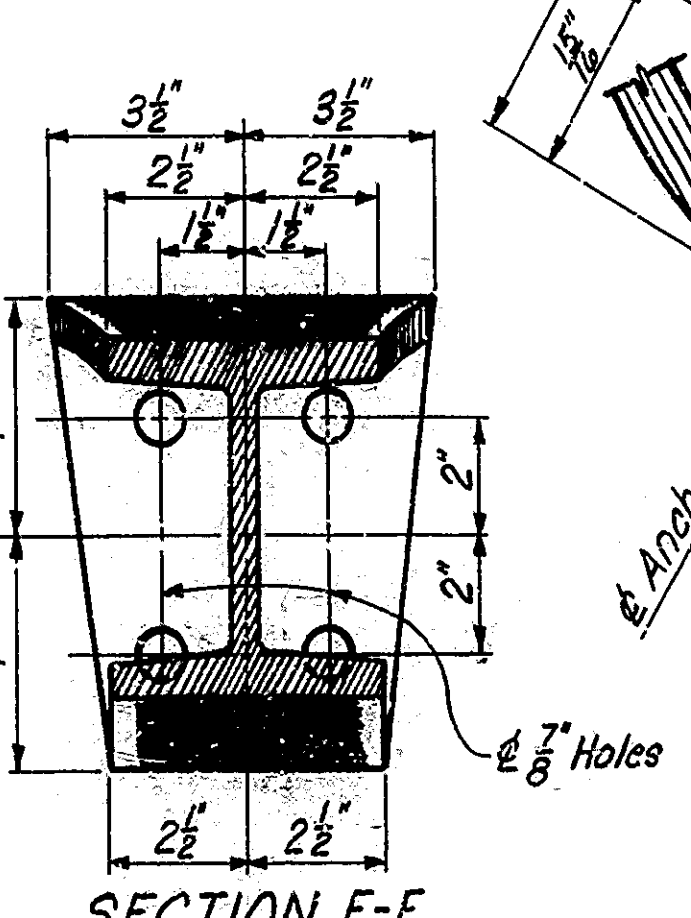
PART SECTION OF RAILING



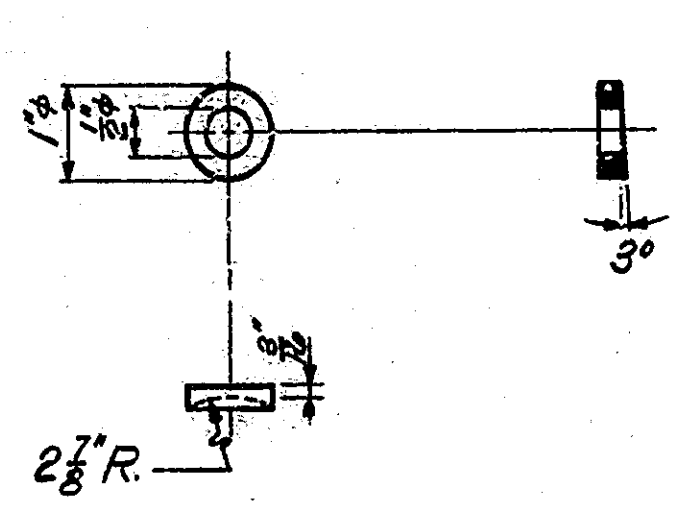
SIDE ELEVATION
(Rail in Place)



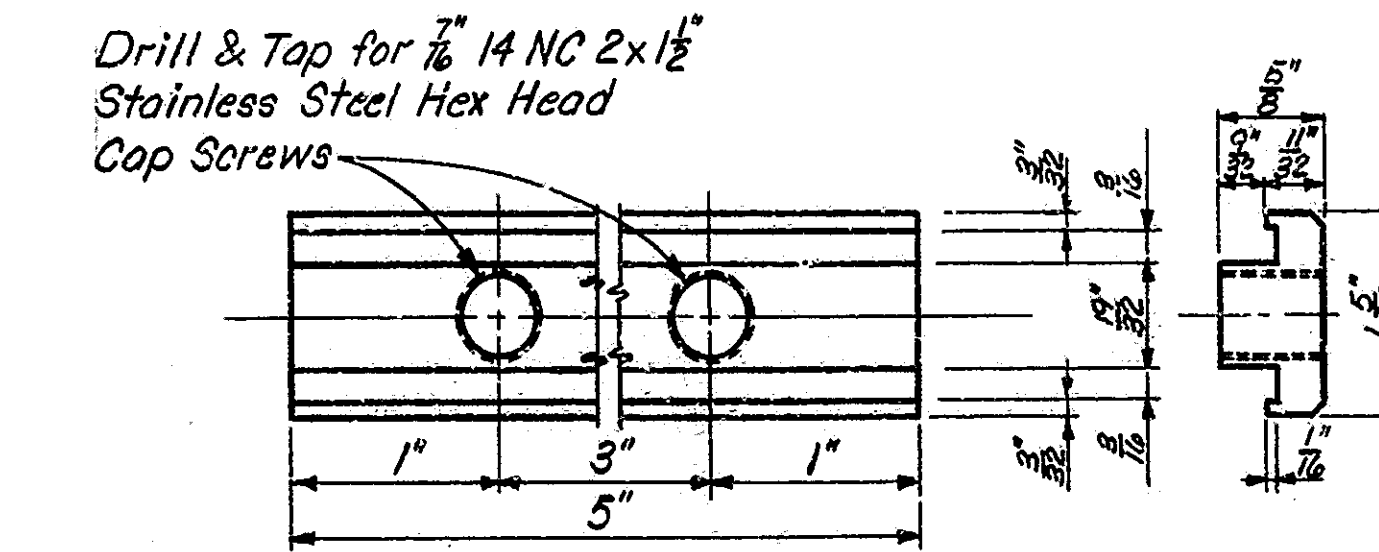
FRONT ELEVATION
(Rail Removed)



SECTION E-E



CAST ALUMINUM WASHER DETAIL



RAIL-POST CLAMP BAR

DESIGN SPECIFICATIONS: Designed in accordance with 1969 A.A.S.H.O. Specifications.

1. Open holes as noted.
2. Material for Anchor Bolts shall conform to ASTM A276 Type 430 stainless steel except with a minimum of 100,000 psi ultimate strength. Threads may be rolled or cut.
3. Material for cap screws to be stainless steel, ASTM A276.
4. Material for aluminum nuts shall be ASTM B221 Alloy 6061-T6. Aluminum nuts to be U.S.A.S.I. finished hexagon thick nuts Class 2B thread. Steel nuts for anchor bar assembly shall conform to ASTM A307. All nuts to comply with U.S.A.S.I. Specification B 18.2 for hexagon nuts.
5. Material for rail splices, rails, aluminum bolts and aluminum nuts shall be ASTM B 221 Alloy 6061-T6.
6. Material for cast aluminum railing post and cast aluminum washers shall conform to AASHTO M 193-64.
7. All welding shall be metal inert gas process.
8. End of tube sections to be sawed or milled. Cut ends to be true, smooth and free from burrs or ragged edges.
9. Railing system shall be continuous. See Plans. Each joint in rail length shall be spliced as detailed. Each rail section shall be attached to a minimum of three (3) posts.
10. Anchor bolts to be preset in concrete. For spacing of railing posts, see Floor Detail.
11. Railing to be paid for per lineal foot, and the cost shall include all hardware and post connections necessary to erect railing.
12. Material for anchor channel bars shall conform to ASTM A36.
13. All aluminum surfaces in contact with concrete shall be given one shop coat of zinc chromate paint.
14. The Contractor shall furnish three (3) copies of Certified Mill Test Reports covering rail material, posts, anchor bolts and other material as requested by the Engineer.
15. Material for aluminum washers shall be ASTM B-209 Alloy Alclad 2024-T3.

HIGH STRENGTH ALUMINUM RAILING
INDIANA STATE HIGHWAY COMMISSION

SCALE: NONE

JANUARY 10, 1969

SUBMITTED FOR APPROVAL: *Robert H. Wood*

DRAWING: 824 OF 24
PROJECT: I-275-2(5)0
BRIDGE CONTRACT NO: B-8745
BRIDGE FILE: I-275-0-2415



DESIGNED: C.K.D.
DRAWN: V.R.T.
CHECKED: C.K.D.
TRACED: C.K.D.

Rev. 4-26-73 1969 Specs

PROJECT NO.	LINE	SHEET	TOTAL	FILE
I-275-2(5)0	2	30	38	I-275-0-2415

