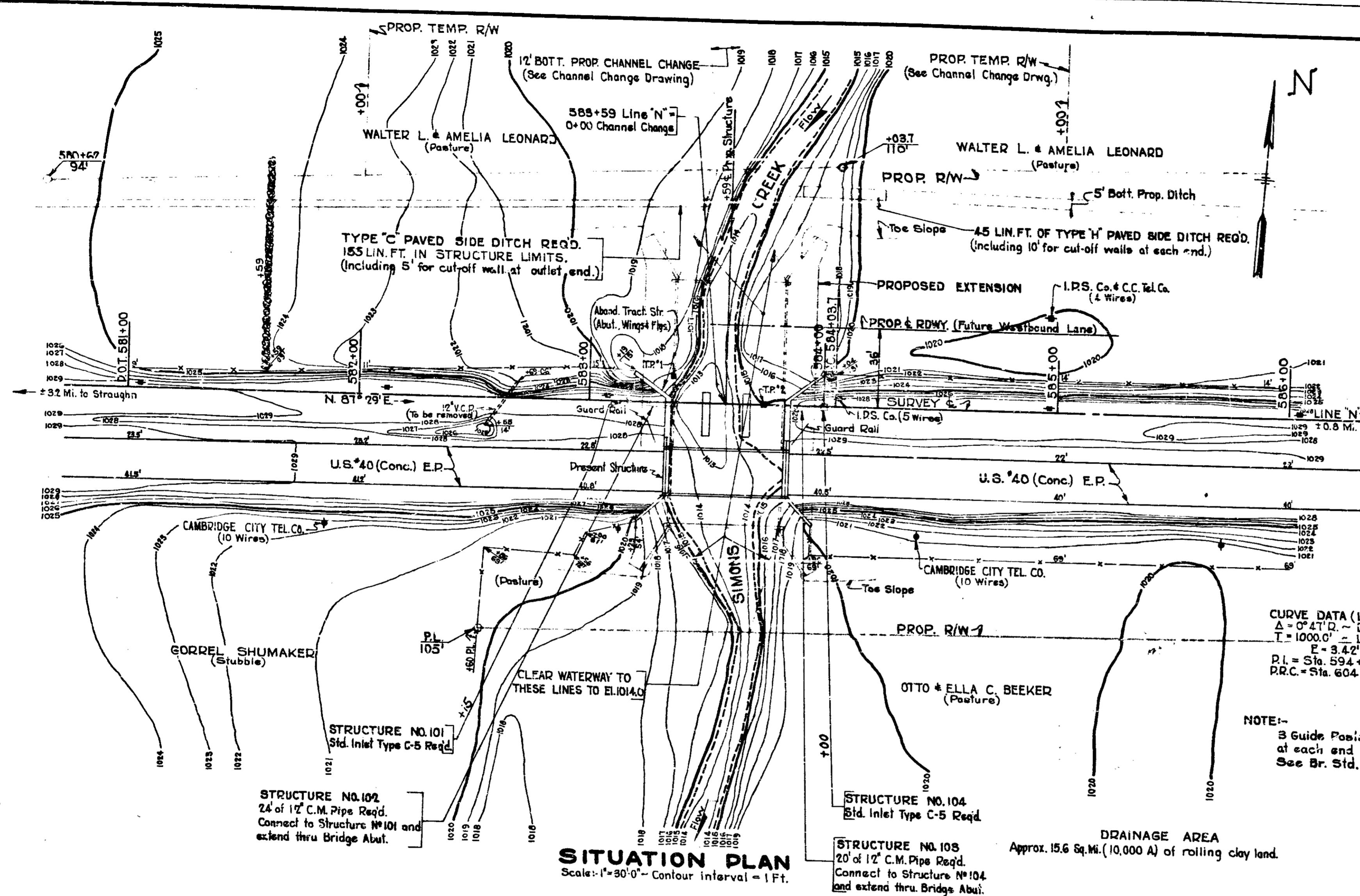


BRIDGES OVER 20' SPAN				
PROJ. ROAD DIST. IN STATE	STATE	PROJ. NO.	FISCAL YEAR	TOTAL SHEETS
7	IND.	40	1945	22

SECTION - Q

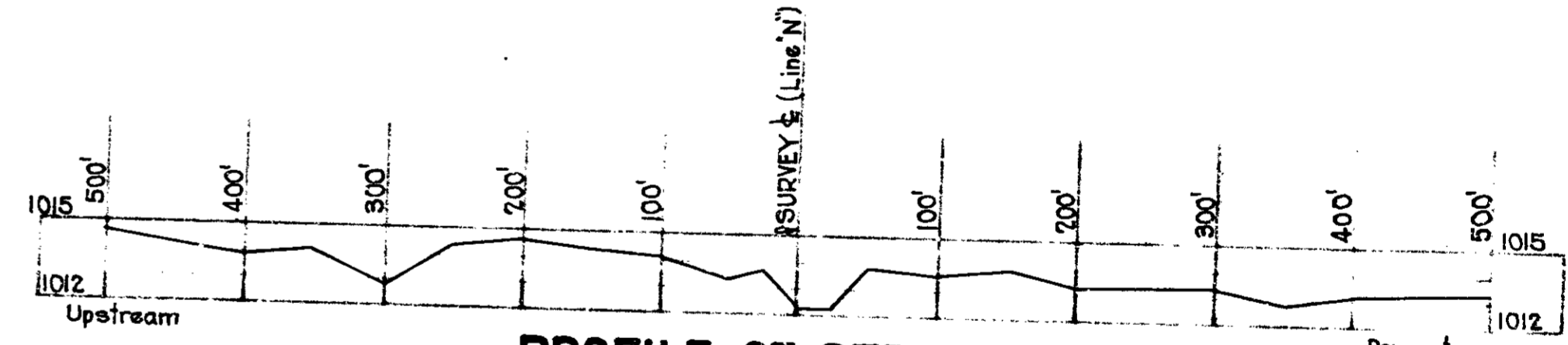


NOTE:- SEE ROAD PLANS FOR REFERENCES.

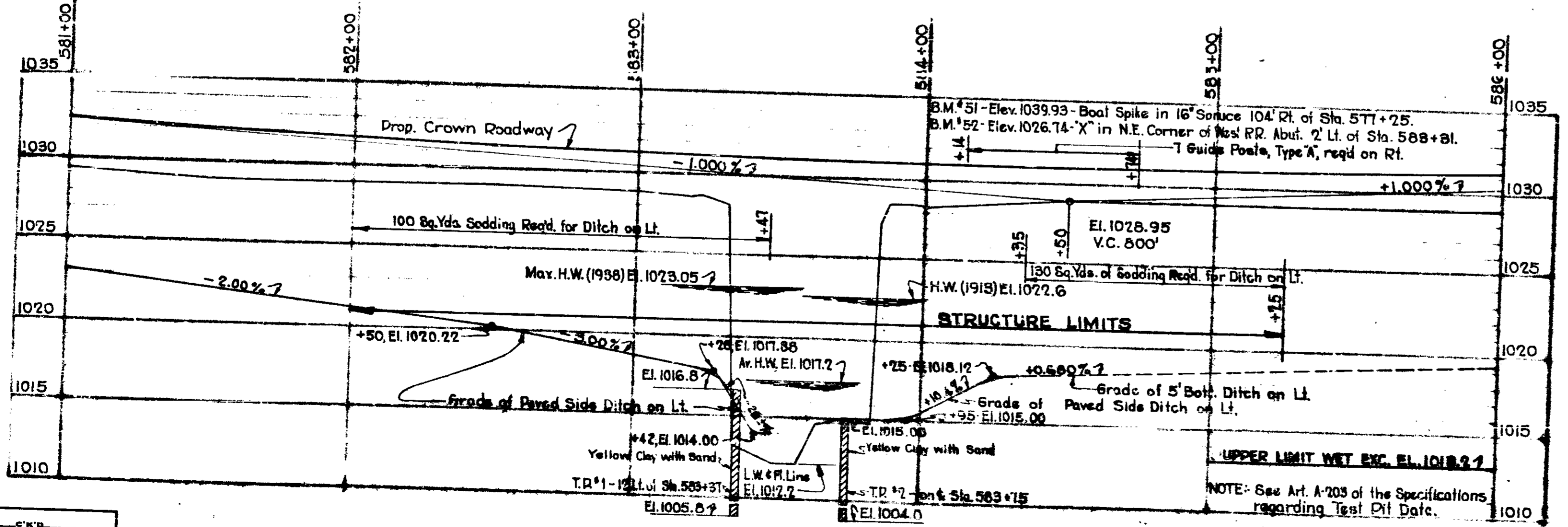
NOTE:- Present Structure was built by the Indiana State Highway Commission in 1921 as FA. 13-D-25, 48'-0" Span R.C. Arch, 20'-3" Cl. Rdwy. Plans are on file in Bridge Design Office.

CURVE DATA (Line 'N')
 $\Delta = 0^\circ 47' 12''$ - $D = 0^\circ 02' 35''$
 $T = 1000.0'$ - $L = 2000.0'$
 $E = 3.42'$
 P.I. = Sta. 594+08.7
 P.R.C. = Sta. 604+08.7

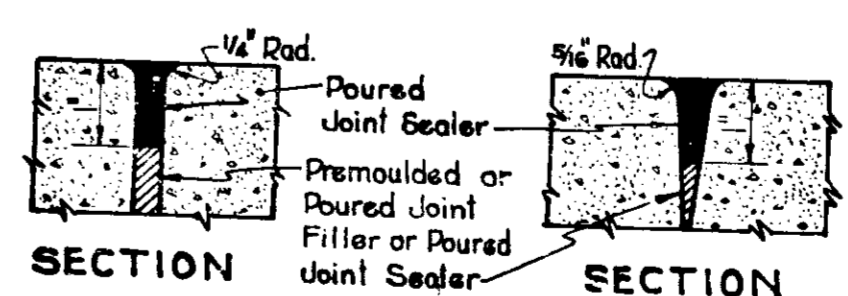
NOTE:- 3 Guide Posts, Type 'A', to be placed at each end of Handrails. See Br. Std. M.



PROFILE OF STREAM
 Scale: Horiz. 1"=100'-0" Vert. 1"=5'-0"



PROFILE ON SURVEY & (LINE 'N')
 Scale: Horiz. 1"=30'-0" Vert. 1"=5'-0"



SECTION SECTION
 DETAIL OF SPECIAL SEAL FOR PAVEMENT CONTRACTION JOINTS

NOTE:- This is Structure No. 1 on Road Project No. 13-D(a). See Sheet No. 13 of the Road Plans for Grade Line, Bench Marks and References.

LAYOUT
REINFORCED CONCRETE BRIDGE
 1 SPAN @ 48'-0" EXTENSION
 OVER SIMONS CREEK
 ON STATE ROAD-40-0
STATE HIGHWAY COMMISSION OF INDIANA
 HENRY COUNTY

SCALE: AS NOTED
 RECOMMENDED FOR APPROVAL: *[Signature]*
 SEPTEMBER 20 1944

PROJECT: 40
 SECTION: Q
 DRAWING: C1 OF 6
 STATION: 583+59
 STRUCTURE NO. 3596A

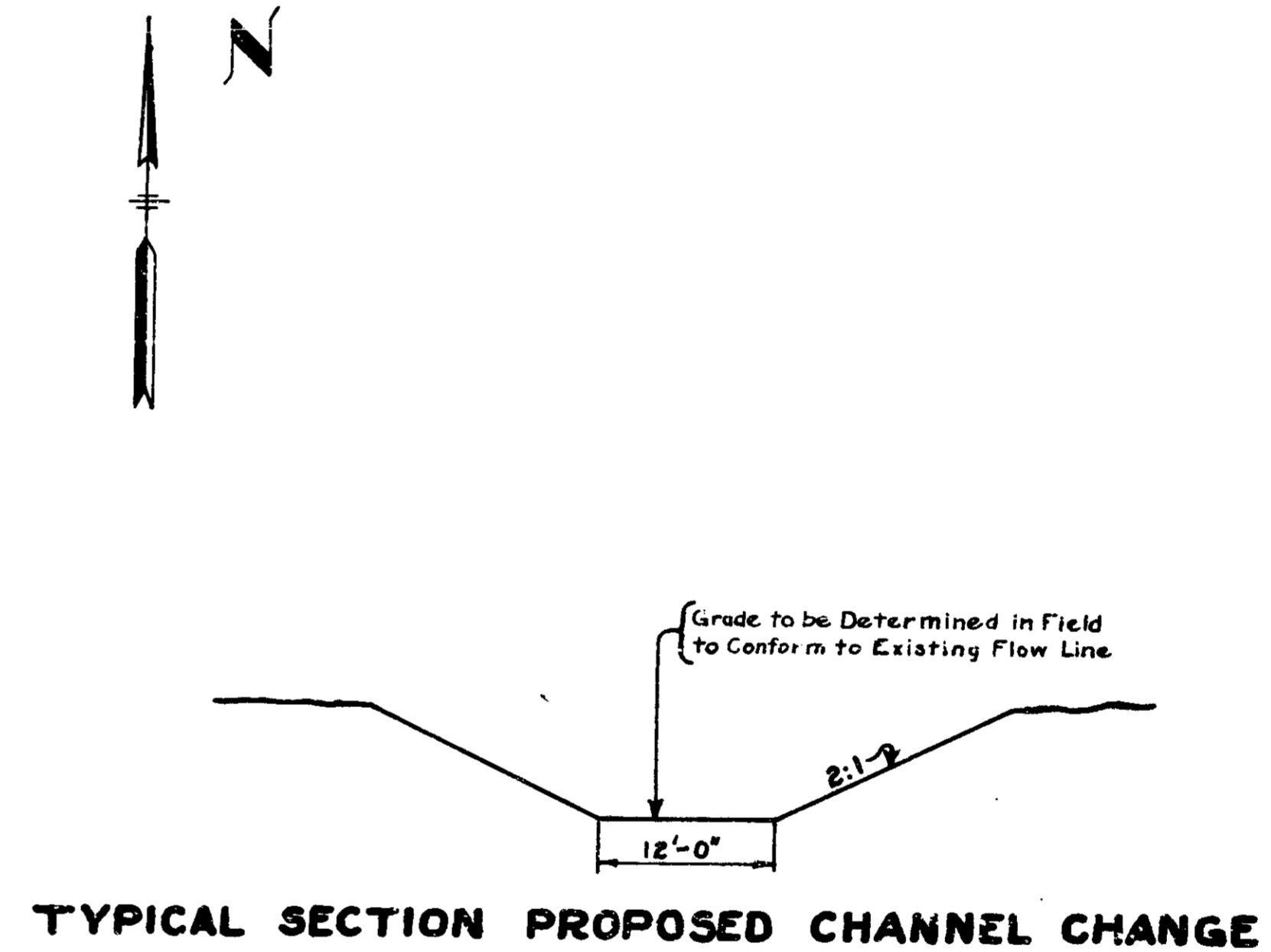
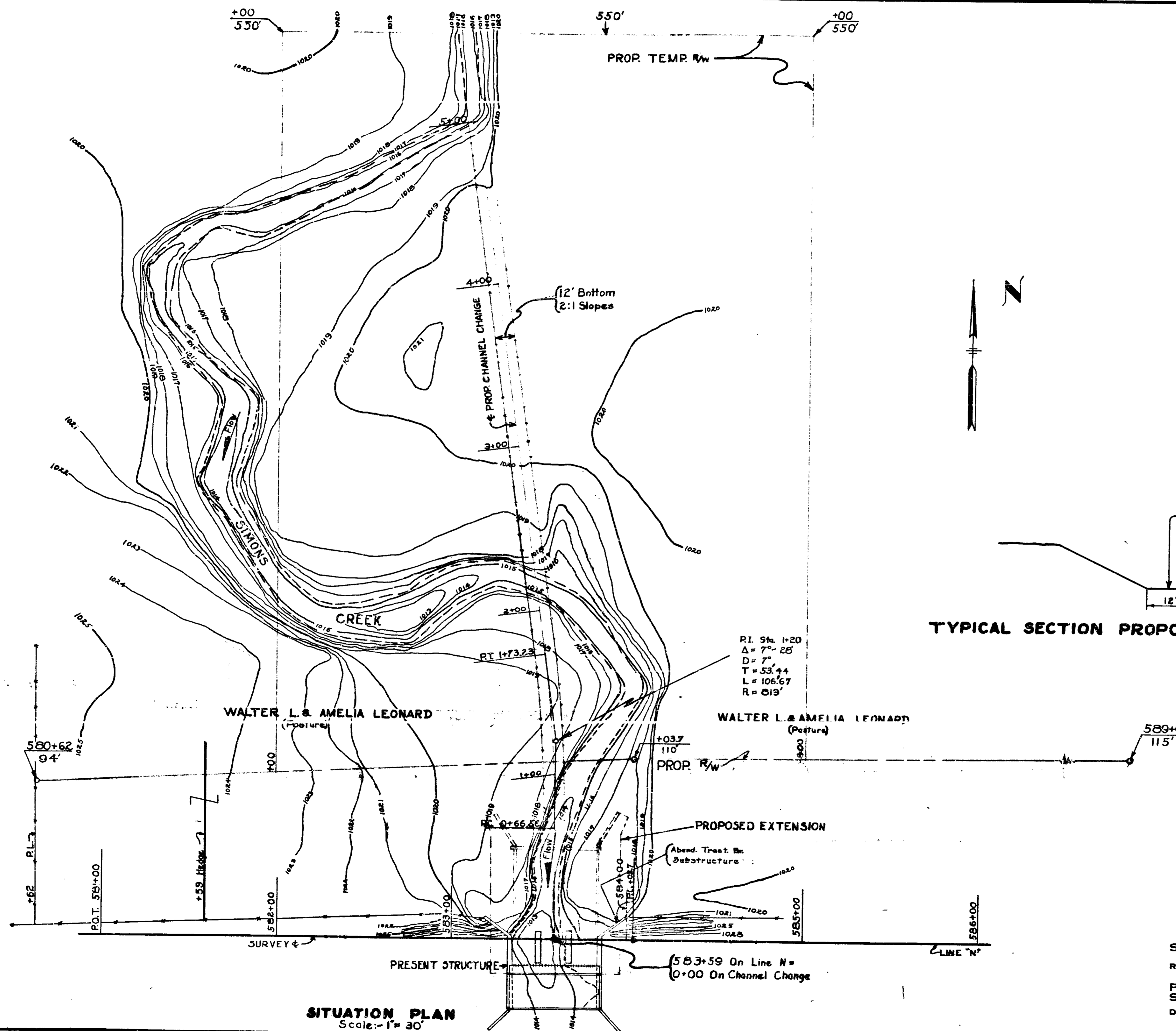
BRIDGE CONTRACT NO. 2547

DESIGNED: C.M.B.
 DRAWN: S.P. 10-49
 TRACED: M.C. 5-44

NOTE:- Field Notes, Book BR. 885 pp. 43 to 79.

BRIDGES OVER 20' SPAN					
NO. ROAD DIST. NO.	STATE	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	40	1948	4	22

SECTION - G



E. E. G. SHUMAKER
(Young Orchard)

WALTER L. & AMELIA LEONARD
(Pasture)

WALTER L. & AMELIA LEONARD
(Pasture)

CHANNEL CHANGE
REINFORCED CONCRETE BRIDGE
 1 SPAN @ 48'-0" EXTENSION 111'-0" ROADWAY
 OVER SIMONS CREEK ON STATE ROAD 40-Q
STATE HIGHWAY COMMISSION OF INDIANA
 HENRY COUNTY

SCALE: AS NOTED SEPTEMBER 20, 1944

RECOMMENDED FOR APPROVAL: *[Signature]*

PROJECT: 40 STATION: 583 + 59
 SECTION: Q STRUCTURE NO. 3596 A

DRAWING: C-2 OF 6 BRIDGE CONTRACT NO. 254-7

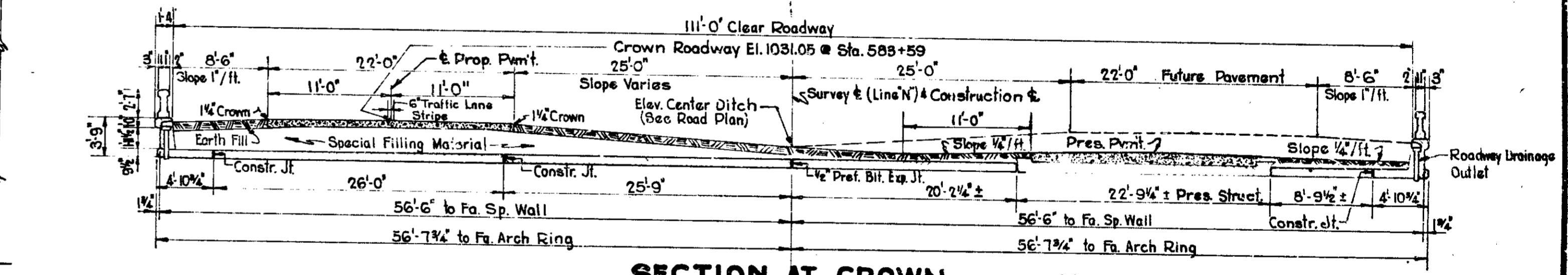
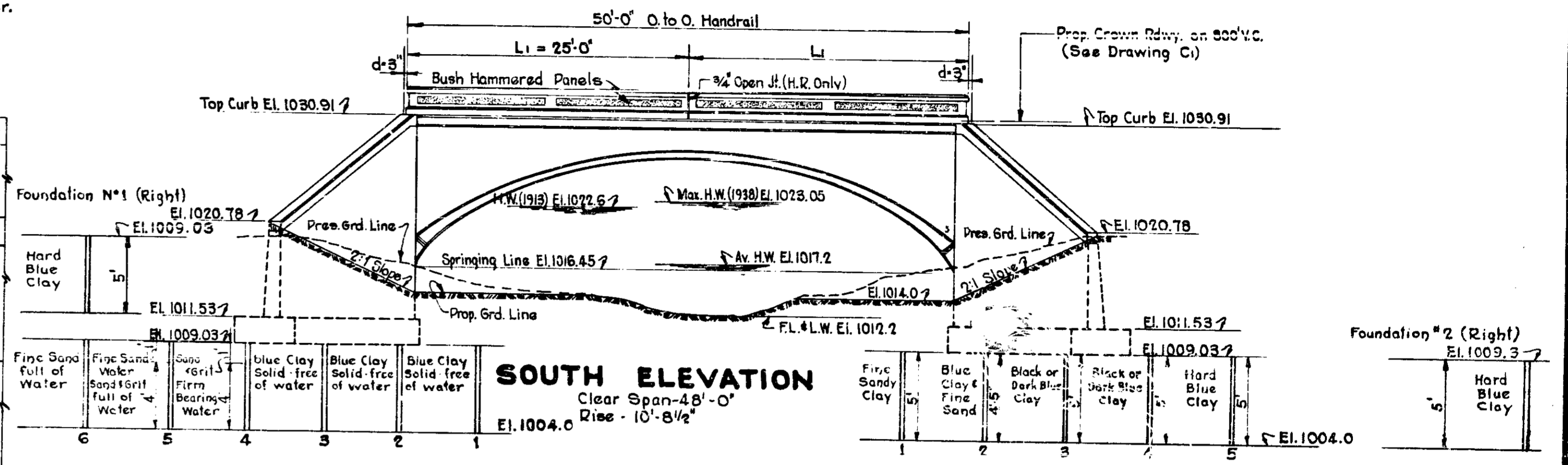
DESIGNED: C.H.D.
 DRAWN: E.E.S. 2-18-43 C.H.D. JAN 3-3-44
 TRACKED: E.E.S. 7-11-43 C.H.D. 3-7-44

SITUATION PLAN
 Scale: 1" = 30'

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS
7	IND.	40	1943	5	22

SECTION - G

NOTE:-
STRUCTURE TO BE BUILT LEVEL.
ROADWAY TO BE BUILT TO AN 800' V.C.



NOTE:-
Slopes of shoulders on right of Survey & as shown on "SECTION AT CROWN" to be warped smoothly into slopes as shown on TYPICAL SECTION ON RIGHT at approx. end of wings

GENERAL NOTES

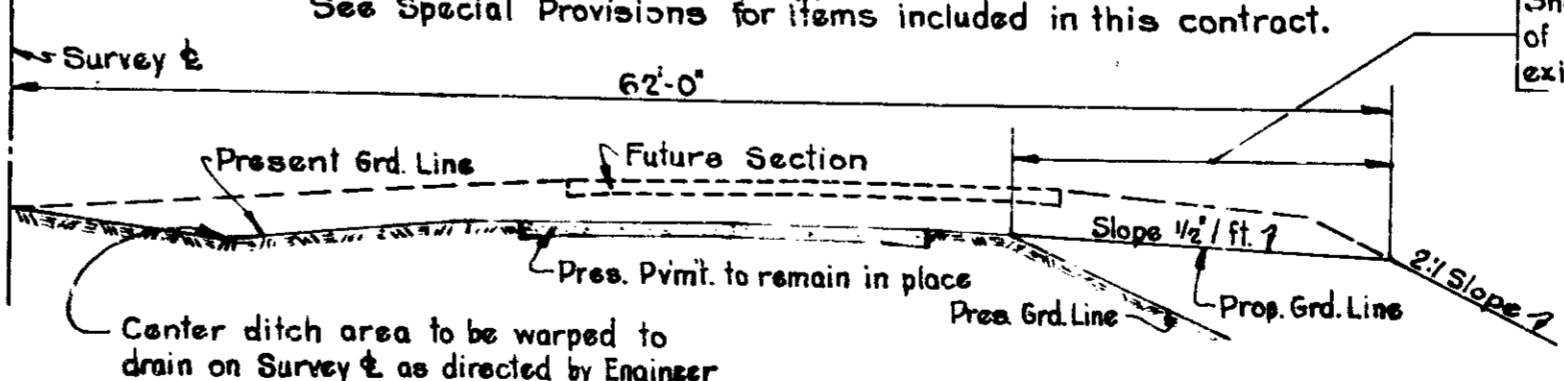
- Depth of footings to be extended if found necessary. See Art. B 202 of the Specifications.
- Reinforcing steel covering shall be 3 inches in footings except bottom steel which shall be 4 inches, 2 inches in all other parts unless noted.
- All dimensions on details and bending diagrams for reinforcing bars are measured on centerlines of bars.
- All concrete in footings, wingwalls and abutments up to skewbacks to be Class "E".
- Concrete in structure not noted above to be Class "D".
- Continuous concrete pours shall be required between construction joints as shown on detail plans.
- Waterproof abutments, wingwalls, arch rings and spandrel wall in accordance with Specifications.
- Bevel forms 1/4 inch under copings; and chamfer exposed edges 3/4 inch unless noted.
- Roadway Drainage Outlets to be placed as shown on this drawing. Upstream wings to be rippedraped.
- See Special Provisions for items included in this contract.

TYPICAL CROSS SECTION

USED ON ROAD PROJECT NO. 13, SECTION D'AY
SEE ROAD PLAN SHEET NO. 2
EXCEPT SEE SECTION ON THIS DRAWING FOR CONSTRUCTION ON RIGHT
SEE DRWG. C FOR DETAIL OF SPECIAL SEAL FOR PAVEMENT CONTRACTION JOINTS.

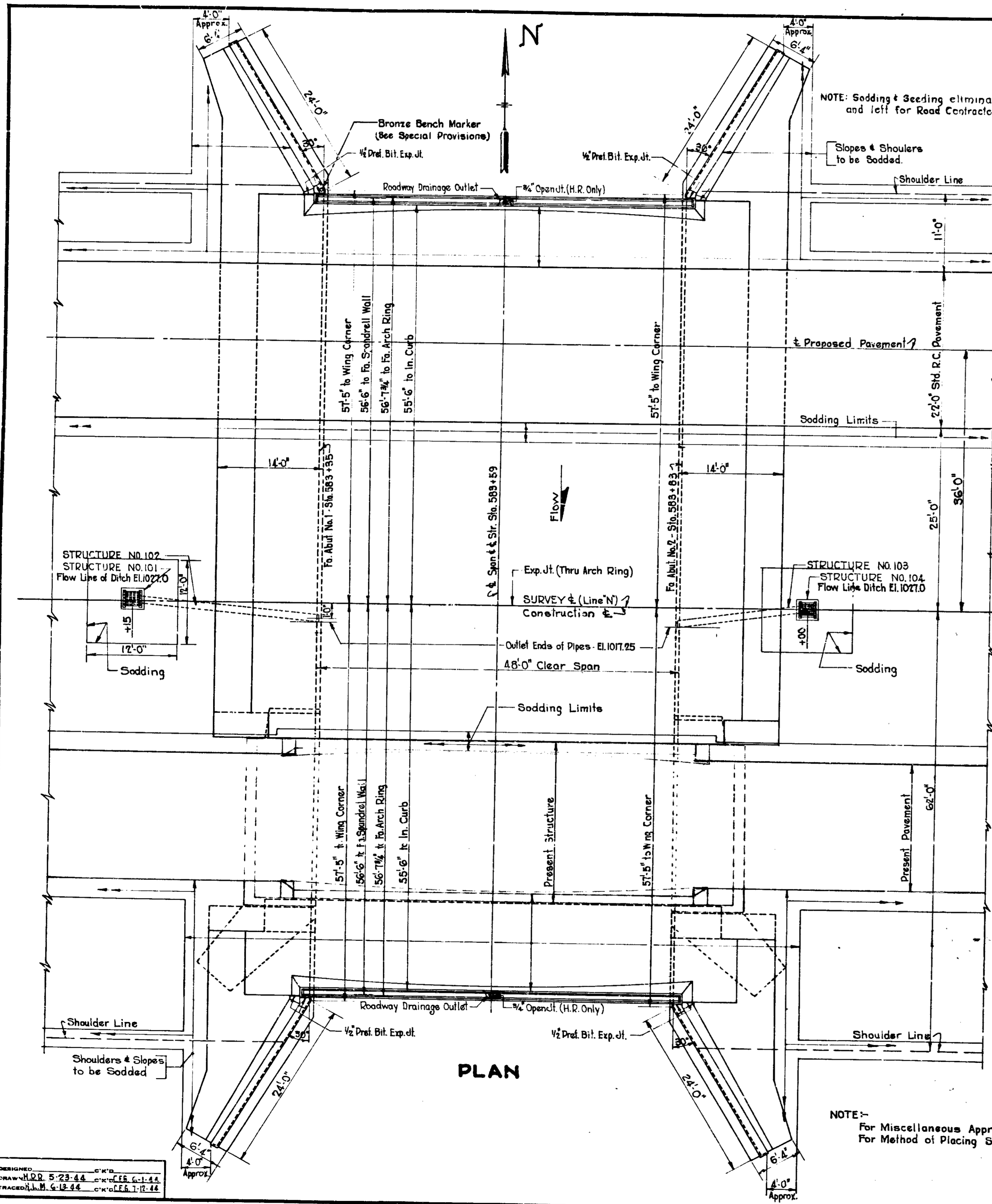
STANDARD DRAWINGS

Use Std. Concrete Handrail Details, Br. Std. A2, dated 3-24-34 rev. 2-20-42
Use Std. Miscellaneous Details, Br. Std. C, dated Oct. 1, 1943, except omit copper flashing and substitute cotton fabric for burlap.



TYPICAL SECTION ON RIGHT OF SURVEY &

NOTE:-
For Miscellaneous Approach Details, see Br. Std. "M" dated July 1, 1944.
For Method of Placing Special Filling Material, see Br. Std. "S" dated June 15, 1939.

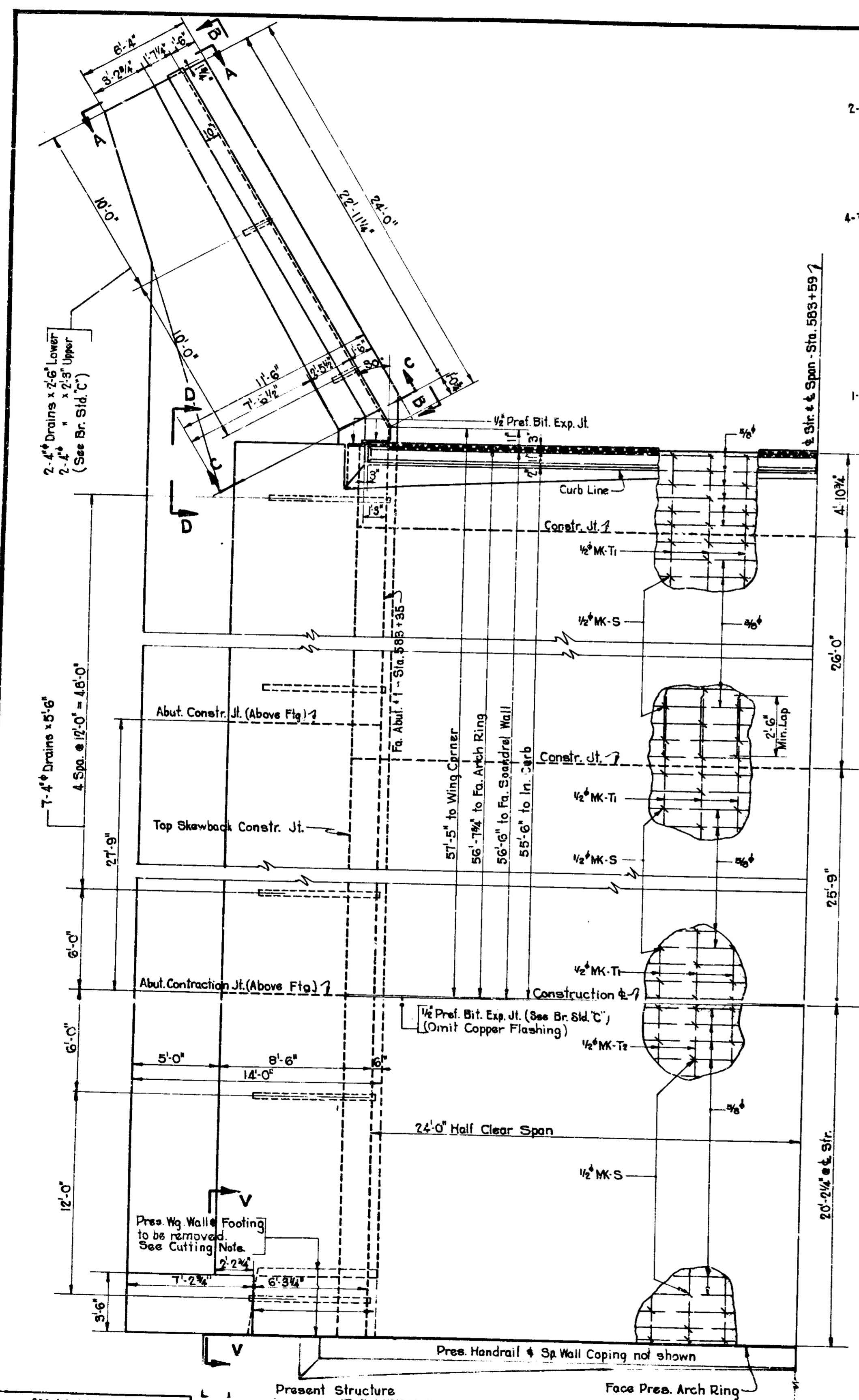


GENERAL PLAN
REINFORCED CONCRETE BRIDGE
1 SPAN @ 48'-0" EXTENSION 111'-0" ROADWAY
OVER SIMONS CREEK ON STATE ROAD 40-Q
STATE HIGHWAY COMMISSION OF INDIANA
HENRY COUNTY
SCALE: 1/8" = 1'-0" SEPTEMBER 20, 1944
RECOMMENDED FOR APPROVAL: *A. L. Humble*
PROJECT: 40 STATION: 583 + 59
SECTION: Q STRUCTURE NO. 3596A
DRAWING: C 3 OF 6 BRIDGE CONTRACT NO. 2547
Rev. 1-25-46 For Construction Changes.

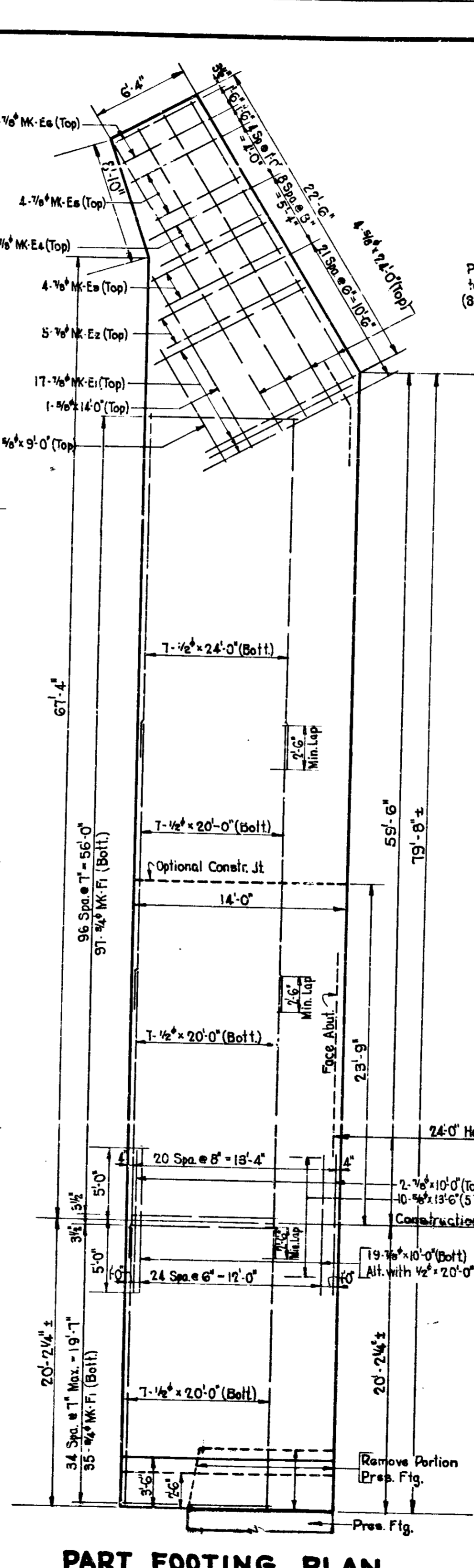
DESIGNED: J.R.R. 5-23-44
DRAWN: J.R.R. 5-23-44
CHECKED: J.M. 6-12-44

BRIDGES OVER 20' SPAN						
FED. ROAD DIST. NO.	STATE	PROJ. NO.	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS	DATE
7	IND.	40	1945	7	22	

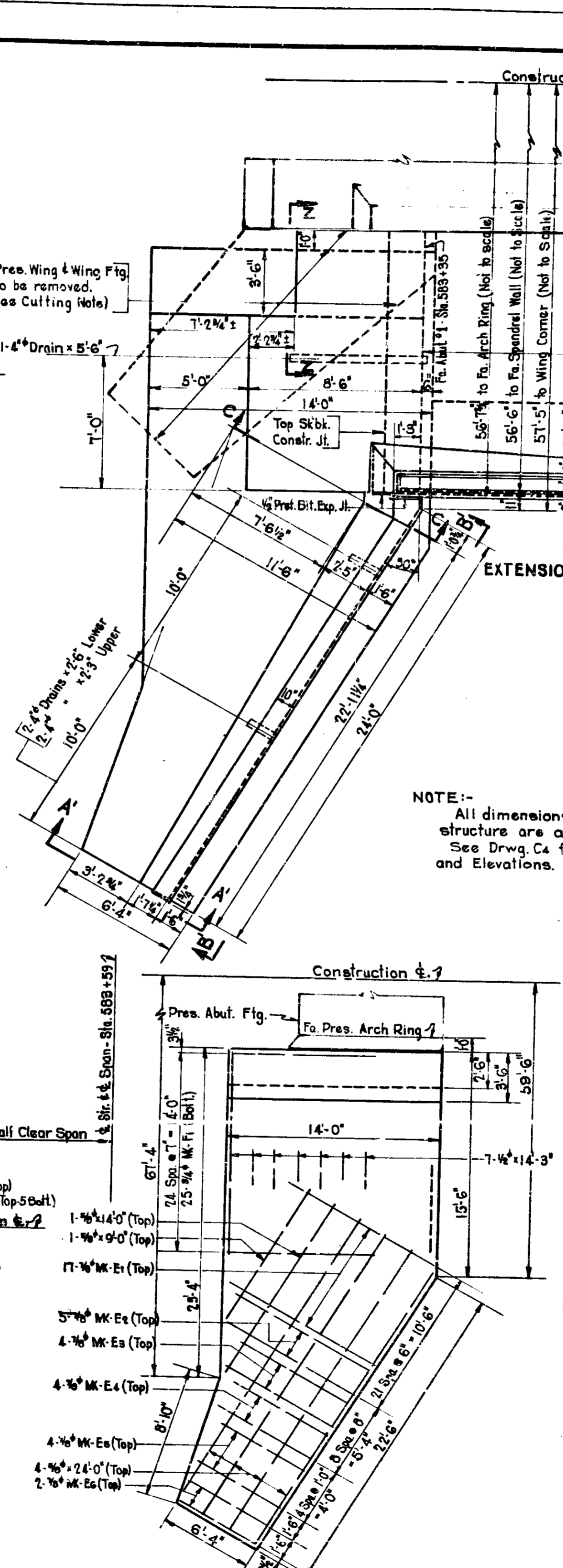
SECTION - Q



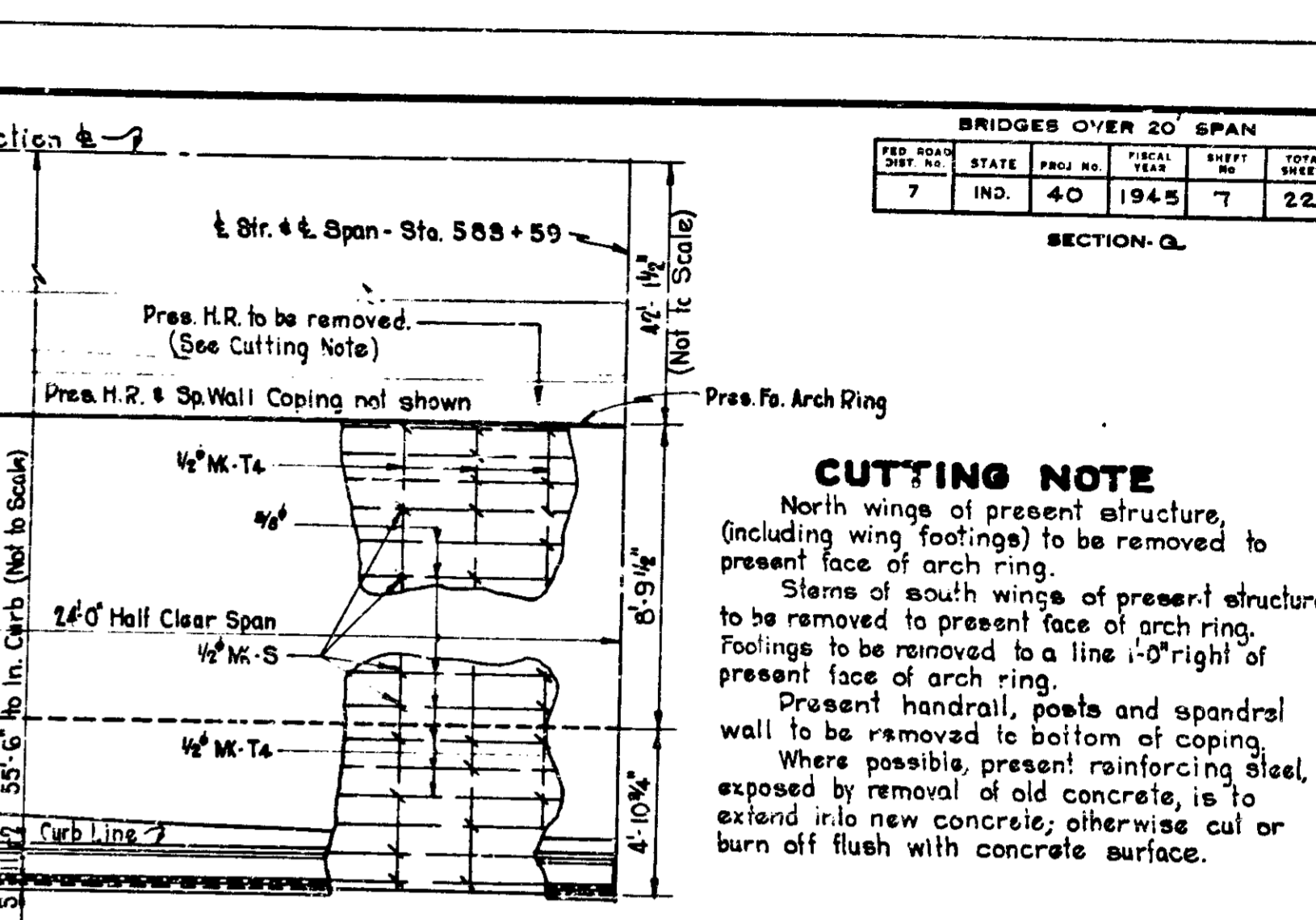
PART PLAN
EXTENSION LEFT OF PRESENT STRUCTURE



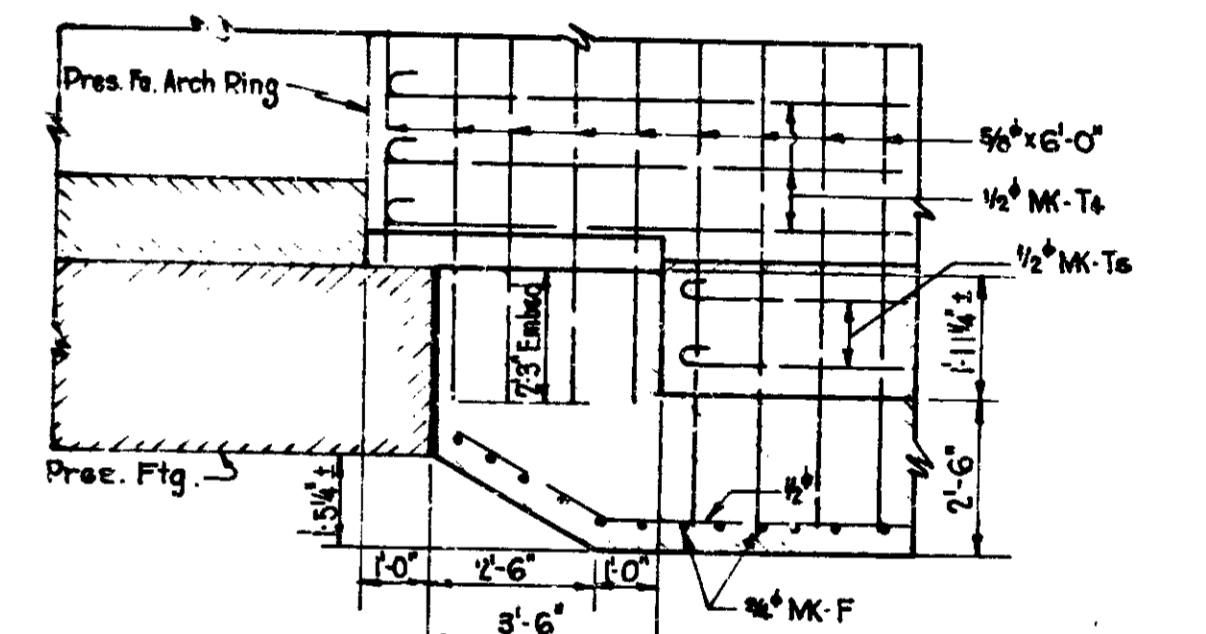
PART FOOTING PLAN
Scale: 3/8" = 1'-0"



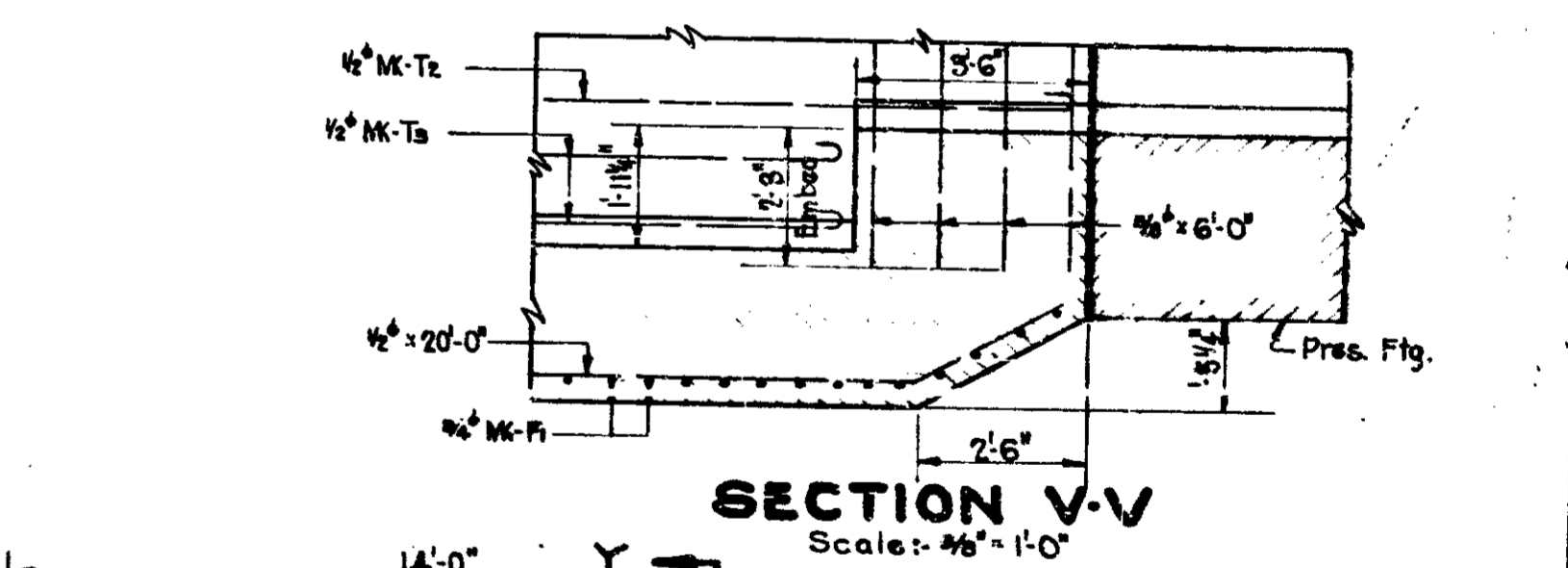
PART FOOTING PLAN
RIGHT EXTENSION
Scale: 3/8" = 1'-0"



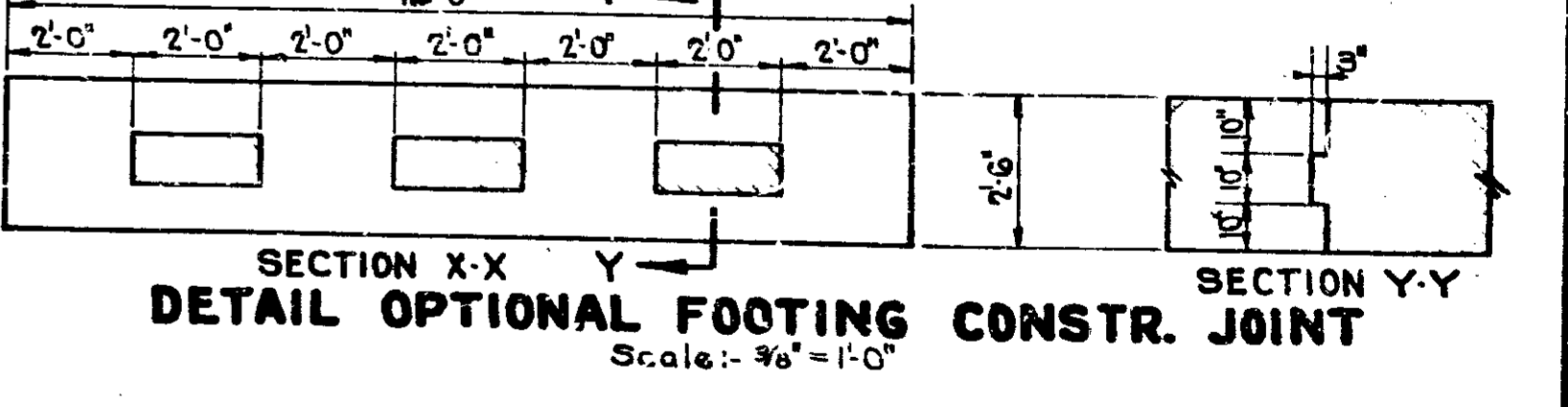
PART PLAN
EXTENSION RIGHT OF PRESENT STRUCTURE



SECTION 2-2
Scale: 3/8" = 1'-0"



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



SECTION X-X Y Y
DETAIL OPTIONAL FOOTING CONSTR. JOINT
Scale: 3/8" = 1'-0"

PLANS
STATE HIGHWAY COMMISSION OF INDIANA

SCALE: 1/4" = 1'-0" UNLESS NOTED SEPTEMBER 20, 1944

RECOMMENDED FOR APPROVAL: *[Signature]*

PROJECT: 40 SECTION: Q STATION: 583 + 59 STRUCTURE NO. 3596 A

DRAWING: C.5 OF 6 BRIDGE CONTRACT NO. 2547

DESIGNED: C.E.A. 2-1-44
DRAWN: C.E.G. 5-8-44
CHECKED: M.L. 6-22-44

LEFT EXTENSION

ABUTMENT NO.1 (ABUTMENT NO.2 SAME)

BENT	MARK	No. PIECES	SIZE	LENGTH	LOCATION	TOTAL LENGTH	WEIGHT
STRAIGHT	E1	1	1/2"	17'-9"	Transv. Wing Figs.	216'-9"	
	E2	5	"	11'-6"	"	57'-6"	
	E3	4	"	10'-0"	"	40'-0"	
	E4	4	"	9'-0"	"	36'-0"	
	E5	4	"	8'-0"	"	32'-0"	
	E6	2	"	7'-6"	"	15'-0"	
	G1	2	"	19'-3"	Vert. P.F. Wings	38'-6"	
	G2	2	"	18'-3"	"	36'-6"	
	G3	2	"	18'-3"	"	36'-6"	
	G4	2	"	18'-3"	"	36'-6"	
	G5	2	"	18'-3"	"	36'-6"	
	G6	2	"	18'-3"	"	36'-6"	
	G7	2	"	18'-3"	"	36'-6"	
	G8	2	"	18'-3"	"	36'-6"	
	G9	2	"	18'-3"	"	36'-6"	
	G10	2	"	18'-3"	"	36'-6"	
	BENT	F1	40	"	10'-0"	Longit. Figs. @ Abut. Contr. Jt.	400'-0"
					Total 1/2"	1842'-9"	2745*
F1		132	3/4"	10'-3"	Transv. Abut. Ftg.	1353'-0"	2032*
T1		4	3/4"	24'-0"	Longit. Wing Ftg.	96'-0"	
T2		19	"	17'-0"	Vert. R.F. Abut. (Ext. into Arch Ring)	1343'-0"	
T3		3	"	15'-6"	Mid. @ End Sp. Wall	46'-6"	
T4		1	"	14'-0"	Longit. Wing Ftg.	14'-0"	
T5		10	"	13'-6"	Transv. Figs. @ Abut. Contr. Jt.	135'-0"	
T6		19	"	11'-6"	Vert. F.F. Abut. (Ext. into Arch Ring)	909'-6"	
T7		1	"	9'-0"	Longit. Wing Ftg.	9'-0"	
T8		19	"	6'-0"	Vert. R.F. Abut. (Slabs)	474'-0"	
					Total 1/2"	3076'-0"	3156*
T9		20	1/2"	30'-0"	Horiz. Abut.	600'-0"	
T10		6	"	20'-9"	"	124'-6"	
T11		4	"	17'-3"	"	69'-0"	
T12		7	"	28'-0"	Wing	196'-0"	
T13		4	"	26'-6"	Coping	106'-0"	
T14	15	"	24'-0"	Longit. Abut. Ftg. - Horiz. Wing	360'-0"		
T15	4	"	21'-3"	Horiz. Wing	85'-0"		
T16	2	"	20'-0"	Longit. Ftg.	540'-0"		
T17	2	"	19'-0"	Vert. F.F. Wing	38'-0"		
T18	2	"	18'-3"	"	36'-6"		
T19	2	"	17'-0"	"	34'-0"		
T20	2	"	15'-6"	"	31'-6"		
T21	2	"	14'-9"	"	29'-0"		
T22	2	"	13'-0"	"	26'-0"		
T23	2	"	11'-9"	"	23'-0"		
T24	2	"	10'-3"	"	20'-6"		
T25	2	"	9'-0"	"	18'-0"		
T26	2	"	7'-3"	"	14'-6"		
				Total 1/2"	2478'-0"	1655*	
				TOTAL STEEL		9586*	

~ CONCRETE ~
 Class "D" - Arch Ring Between Skewback Constr. Jts.
 - Inner Section 20'-2 1/4" (Pres. Str. to Exp. Jt.) 41.9 Cu Yds.
 - " " 25'-9" (Exp. Jt. to Constr. Jt.) 53.4 " "
 - " " 26'-0" (Between Constr. Jts.) 53.9 " "
 - Outer " 4'-10 1/2" (Constr. Jt. to Fa. Arch Ring) 10.1 " "
 - Spandrel Wall 17.3 " "
 TOTAL CLASS "D" (Except Handrail) 176.6 Cu Yds.
 Class "D" - Handrail (3.6 Cu Yds.) 50.0 Lin. Ft.
 ~ MISCELLANEOUS ~
 1 P.C. 6" C.I. Soil Pipe (Single Hub) x 5'-0" = 95 Lbs.

~ CONCRETE ~
 Class "E" - Footing 38.9 Cu Yds.
 Class "E" - Above Footing - Wing & Abut. to Skewback Constr. Jt. to Present Structure 138.1 Cu Yds.
 ~ MISCELLANEOUS ~
 4" Drains (Steel Boiler Tubing Wt. = 6.286#/Lin. Ft.) 1 @ 5'-6", 2 @ 2'-6", 2 @ 2'-3" 94 Lbs.*

*Billed in Summary as Cast Iron

SPLICE BARS

BENT	MARK	No. PIECES	SIZE	LENGTH	LOCATION	TOTAL LENGTH	WEIGHT
STRAIGHT	F1	3	3/4"	12'-0"	To Splice 1/2" Cut for test	36'-0"	25*
					To Replace 3/4" Cut for test	30'-9"	46*
					To Splice 3/4" Cut for test	9'-6"	30*
					To Splice 1/2" Cut for test	8'-0"	16*
				TOTAL STEEL		117*	

DESIGNER: M.R. S. 10-44
 CHECKED: C.W. 10-44
 DRAWN: C.W. 10-44
 TRACKED: H.M. 1-7-44

SPAN

BENT	MARK	No. PIECES	SIZE	LENGTH	LOCATION	TOTAL LENGTH	WEIGHT
STRAIGHT	C1	6	3/4"	15'-6"	Vert. End Sp. Wall	93'-0"	
	C2	4	"	40'-0"	Horiz. Top Sp. Wall	160'-0"	
	C3	158	"	25'-0"	Longit. Arch Ring	3950'-0"	
					Total 1/2"	4743'-0"	9286*
	L1	4	1/2"	14'-9"	Vert. R.F. Spandrel Wall	118'-0"	
	L2	4	"	13'-6"	"	54'-0"	
	L3	4	"	12'-6"	"	50'-0"	
	L4	4	"	11'-6"	"	46'-0"	
	L5	4	"	10'-0"	"	40'-0"	
	L6	4	"	9'-0"	"	36'-0"	
	L7	4	"	7'-9"	"	31'-0"	
	L8	4	"	6'-9"	"	27'-0"	
	L9	4	"	5'-3"	"	24'-0"	
	L10	4	"	4'-6"	"	18'-0"	
	L11	4	"	3'-9"	"	14'-0"	
	L12	4	"	2'-6"	"	9'-0"	
	BENT	G1	158	3/4"	2'-6"	Arch Ring Stirrups	395'-0"
G2		88	"	2'-0"	"	176'-0"	
G3		88	"	1'-9"	"	154'-0"	
G4		68	"	1'-9"	"	154'-0"	
G5		68	"	1'-4"	"	154'-0"	
G6		176	"	1'-4"	"	244'-0"	
G7		512	"	1'-1"	"	619'-2"	
T1		116	3/4"	30'-0"	Transv. Arch Ring	3480'-0"	
T2		58	"	20'-9"	"	1209'-6"	
T3		8	"	26'-6"	Horiz. Spandrel Wall	212'-0"	
T4		4	"	18'-0"	"	60'-0"	
T5		4	"	13'-0"	Vert. " "	52'-0"	
T6		8	"	11'-6"	"	69'-0"	
T7		4	"	9'-0"	"	36'-0"	
T8		4	"	7'-3"	"	29'-0"	
T9		4	"	5'-9"	"	23'-0"	
T10		4	"	4'-6"	Vert. R.F. Hdrl. - Vert. Horiz. Spandrel Wall	169'-0"	
T11	4	"	4'-0"	"	16'-0"		
T12	13	"	3'-3"	"	42'-3"		
				Total 1/2"	7963'-2"	5320*	
T13	22	3/4"	2'-6"	Horiz. Handrail	539'-0"		
T14	34	"	2'-6"	Vert. F.F. Handrail	85'-0"		
				Total 1/2"	624'-0"	755*	
				TOTAL STEEL		14841*	

~ CONCRETE ~
 Class "D" - Arch Ring Between Skewback Constr. Jts.
 - Inner Section 20'-2 1/4" (Pres. Str. to Exp. Jt.) 41.9 Cu Yds.
 - " " 25'-9" (Exp. Jt. to Constr. Jt.) 53.4 " "
 - " " 26'-0" (Between Constr. Jts.) 53.9 " "
 - Outer " 4'-10 1/2" (Constr. Jt. to Fa. Arch Ring) 10.1 " "
 - Spandrel Wall 17.3 " "
 TOTAL CLASS "D" (Except Handrail) 176.6 Cu Yds.
 Class "D" - Handrail (3.6 Cu Yds.) 50.0 Lin. Ft.

~ MISCELLANEOUS ~
 1 P.C. 6" C.I. Soil Pipe (Single Hub) x 5'-0" = 95 Lbs.

MARK	SIZE	O	Q	LENGTH
E1	1/2"	11'-3"	5'	12'-9"
E2	3/4"	10'-0"	5'	11'-6"
E3	3/4"	8'-6"	5'	10'-0"
E4	3/4"	7'-6"	5'	9'-0"
E5	3/4"	6'-6"	5'	8'-0"
E6	3/4"	6'-0"	5'	7'-6"
G1	3/4"	1'-2"	3"	2'-6"
G2	3/4"	1'-2"	3"	2'-0"
G3	3/4"	1'-2"	3"	1'-9"
G4	3/4"	1'-2"	3"	1'-9"
G5	3/4"	1'-2"	3"	1'-9"
G6	3/4"	1'-2"	3"	1'-9"
G7	3/4"	1'-2"	3"	1'-9"
G8	3/4"	1'-2"	3"	1'-9"
G9	3/4"	1'-2"	3"	1'-9"
G10	3/4"	1'-2"	3"	1'-9"
G11	3/4"	1'-2"	3"	1'-9"
G12	3/4"	1'-2"	3"	1'-9"
G13	3/4"	1'-2"	3"	1'-9"
G14	3/4"	1'-2"	3"	1'-9"
G15	3/4"	1'-2"	3"	1'-9"
G16	3/4"	1'-2"	3"	1'-9"
G17	3/4"	1'-2"	3"	1'-9"
G18	3/4"	1'-2"	3"	1'-9"
G19	3/4"	1'-2"	3"	1'-9"
G20	3/4"	1'-2"	3"	1'-9"
G21	3/4"	1'-2"	3"	1'-9"
G22	3/4"	1'-2"	3"	1'-9"
G23	3/4"	1'-2"	3"	1'-9"
G24	3/4"	1'-2"	3"	1'-9"
G25	3/4"	1'-2"	3"	1'-9"
G26	3/4"	1'-2"	3"	1'-9"
G27	3/4"	1'-2"	3"	1'-9"
G28	3/4"	1'-2"	3"	1'-9"
G29	3/4"	1'-2"	3"	1'-9"
G30	3/4"	1'-2"	3"	1'-9"
G31	3/4"	1'-2"	3"	1'-9"
G32	3/4"	1'-2"	3"	1'-9"
G33	3/4"	1'-2"	3"	1'-9"
G34	3/4"	1'-2"	3"	1'-9"
G35	3/4"	1'-2"	3"	1'-9"
G36	3/4"	1'-2"	3"	1'-9"
G37	3/4"	1'-2"	3"	1'-9"
G38	3/4"	1'-2"	3"	1'-9"
G39	3/4"	1'-2"	3"	1'-9"
G40	3/4"	1'-2"	3"	1'-9"
G41	3/4"	1'-2"	3"	1'-9"
G42	3/4"	1'-2"	3"	1'-9"
G43	3/4"	1'-2"	3"	1'-9"
G44	3/4"	1'-2"	3"	1'-9"
G45	3/4"	1'-2"	3"	1'-9"
G46	3/4"	1'-2"	3"	1'-9"
G47	3/4"	1'-2"	3"	1'-9"
G48	3/4"	1'-2"	3"	1'-9"
G49	3/4"	1'-2"	3"	1'-9"
G50	3/4"	1'-2"	3"	1'-9"
G51	3/4"	1'-2"	3"	1'-9"
G52	3/4"	1'-2"	3"	1'-9"
G53	3/4"	1'-2"	3"	1'-9"
G54	3/4"	1'-2"	3"	1'-9"
G55	3/4"	1'-2"	3"	1'-9"
G56	3/4"	1'-2"	3"	1'-9"
G57	3/4"	1'-2"	3"	1'-9"
G58	3/4"	1'-2"	3"	1'-9"
G59	3/4"	1'-2"	3"	1'-9"
G60	3/4"	1'-2"	3"	1'-9"
G61	3/4"	1'-2"	3"	1'-9"
G62	3/4"	1'-2"	3"	1'-9"
G63	3/4"	1'-2"	3"	1'-9"
G64	3/4"	1'-2"	3"	1'-9"
G65	3/4"	1'-2"	3"	1'-9"
G66	3/4"	1'-2"	3"	1'-9"
G67	3/4"	1'-2"	3"	1'-9"
G68	3/4"	1'-2"	3"	1'-9"
G69	3/4"	1'-2"	3"	1'-9"
G70	3/4"	1'-2"	3"	1'-9"
G71	3/4"	1'-2"	3"	1'-9"
G72	3/4"	1'-2"	3"	1'-9"
G73	3/4"	1'-2"	3"	1'-9"
G74	3/4"	1'-2"	3"	1'-9"
G75	3/4"	1'-2"	3"	1'-9"
G76	3/4"	1'-2"	3"	1'-9"
G77	3/4"	1'-2"	3"	1'-9"
G78	3/4"	1'-2"	3"	1'-9"
G79	3/4"	1'-2"	3"	1'-9"
G80	3/4"	1'-2"	3"	1'-9"
G81	3/4"	1'-2"	3"	1'-9"
G82	3/4"	1'-2"	3"	1'-9"
G83	3/4"	1'-2"	3"	1'-9"
G84	3/4"	1'-2"	3"	1'-9"
G85	3/4"	1'-2"	3"	1'-9"
G86	3/4"	1'-2"	3"	1'-9"
G87	3/4"	1'-2"	3"	1'-9"
G88	3/4"	1'-2"	3"	1'-9"
G89	3/4"	1'-2"	3"	1'-9"
G90	3/4"	1'-2"	3"	1'-9"
G91	3/4"	1'-2"	3"	1'-9"
G92	3/4"	1'-2"	3"	1'-9"
G93	3/4"	1'-2"	3"	1'-9"
G94	3/4"	1'-2"	3"	1'-9"
G95				

LOCATION		TYPE	CLASS D CONCRETE CUYDS	REINFC STEEL LBS	CAST IRON LBS	REMARKS
101	Sta. 583+10	Std. Inlet - Type Cs				Connect to Str. #102 - See Misc. Road Sigs. "C" & "D"
102	Sta. 583+22	12" C.M. Pipe				Connect to Str. #101 and extend thru Abut. #1 of proposed structure. Outlet end to be ripped up.
103	Sta. 583+91	12" C.M. Pipe				Connect to Str. #104 and extend thru Abut. #2 of proposed structure. Outlet end to be ripped up.
104	Sta. 584+00	Std. Inlet - Type Cs				Connect to Str. #103.
	Sta. 582+60	12" V.C. Pipe				To be removed

SUMMARY OF MISCELLANEOUS APPROACH QUANTITIES											
ITEM	QUANTITY			ITEM	QUANTITY			ITEM	LENGTH		
	NEW	RESET	REMOVAL		UNIT	NEW	RESET			REMOVAL	
Reinforced Concrete	795			Catch Basin, Ring & Cover Top	Each			Flexible Ditch Guard Rail			
Asphalt Pavement				Catch Basin, Curb & Gutter Inlet Top				Cable Guard Rail			
Concrete				Catch Basin, Curb & Gutter Inlet Top				Expansion of Joints, Type			
Brick				Catch Basin, Earth Ditch Type				Expansion of Rubber Expansion Jts.			
Gravel				Inset, Curb & Gutter Inlet Top				Expansion of Rubber Expansion Jts.			
Gravel	150			Inset, Curb Inlet Top				Expansion of Rubber Expansion Jts.			
Gravel	4.5			Manhole, Type A				Expansion of Rubber Expansion Jts.			
Gravel				Manhole, Type B				Expansion of Rubber Expansion Jts.			
Gravel				Manhole, Type Cs		2		Expansion of Rubber Expansion Jts.			
Gravel				Guide Posts	Each	* 21		Expansion of Rubber Expansion Jts.			
Gravel				12" V.C. Pipe	Lin. Ft.		25	Pvmt. Contr. Jts. Type A5, D1, D4 or D5	* 198		
Gravel								6" Traffic Lane Stripe	* 325		

SUMMARY OF GRADING QUANTITIES															
EXCAVATION				FILL		SPECIAL		SODDING		TOP SOIL		SEEDING		CLASS 'X' EXCAVATION	
WET	COMMON	WATERWAY	SUPPLIS	PLAIN	% FILLING MAT.	SPECIAL	DORROW	SODDING	TOP SOIL	RIP-RAP	SEEDING	CLASS 'X' EXCAVATION	ACRES	CU. YDS.	CU. YDS.
300 653	95 196	1110				4008	1315	0			0		0	189	

SUMMARY OF STRUCTURE QUANTITIES																			
ITEM	CONCRETE				REINFORCING STEEL (1954 STD. WTS.)												STRUCTURAL STEEL	PILES	CAST IRON
	CLASS	CLASS 'D'	CLASS 'D'	CLASS 'D'	1/4"	3/8"	1/2"	3/4"	1"	1 1/4"	1 1/2"	1 3/4"	2"	TOTALS	LBS.	NO. IN FT.			
Extension of Pres. Structure - Left																			
Abutment #1	176.6	122.1	110.3	3.6	50.0									2475	2032	3156	1655	9588	
Span																			14841
Abutment #2		122.1	110.3											2475	2032	3156	1655	9588	
Extension of Pres. Structure - Right																			
Abutment #1	45.6	38.9	33.1	3.6	50.0									1927	385	748	781	3847	
Span																			1684
Abutment #2		38.9	33.1											1927	385	748	781	3847	
Splice Bars														25	46	30			117
TOTALS	222.2	1322.0	286.8	7.2	100.0									9369	4680	19182	11904	4710	45805

TYPE	SUMMARY OF PIPE									
	12"	18"	24"	30"	36"	42"	48"	54"	60"	66"
Standard										
Special										
Removal										

BARRICADES, TRAFFIC SIGNS, AND LIGHTS				
ITEM	UNIT	QUANTITY	ASSEMBLY	TOTAL
Standard 4'-0" x 4'-0" Signs	Each	12	Signs, W-30X1-R	4
			Signs, W-28X1-R	4
			Signs, X-16R	4
			Lanterns or Torches	8
Standard Barricades	Each	2	Barricades	2
			Signs, X-12R	* 2
			Signs, G-17R	2
			Lanterns	4
			Torches	10

*Eliminate word "Road" and say "Bridge Construction."
*Eliminate word "Runaround."

ITEM		UNIT	QUANTITY	MISCELLANEOUS
Removal Portions of Pres. Structure		Lump Sum	1	Earth Fill over Arch Ring (Fa. to Fa. Abuts.) = 90 Cu. Yds. (Included in Summary of Grading Quantities)
Removal Traction Abutments & Piers				Special Filling Material over Arch Ring (Fa. to Fa. Abuts.) = 595 " " (Included in Special Filling Material shown)
				Subgrade Treatment Material = 138 " " (in Summary of Grading Quantities)

SUMMARY
STATE HIGHWAY COMMISSION OF INDIANA

RECOMMENDED FOR APPROVAL: *A. J. Dunlap*
SEPTEMBER 20, 1944

PROJECT: 40
SECTION: G
STRUCTURE NO 3596 A

BRIDGE CONTRACT NO. 2547
Rev. 1-25-46 For Construction Changes