BRIDGE CONTRACT No. 1224

INDEX

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								Plan-Pavmt, Curbs & Drainage at Indpls. & Summer Aves	
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							S3	Abut. #1 Pile Plan & Bill of Materials	
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							6	"	
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							29	" 171'-6" Spans A, B, C, D, H, K	
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							[illegible]	[illegible]	1224

STATE OF INDIANA
STATE HIGHWAY COMMISSION

BRIDGE PLANS

FOR SPANS OVER 20 FEET ON

W.P.G.M. PROJECT NO. 206 SEC. A

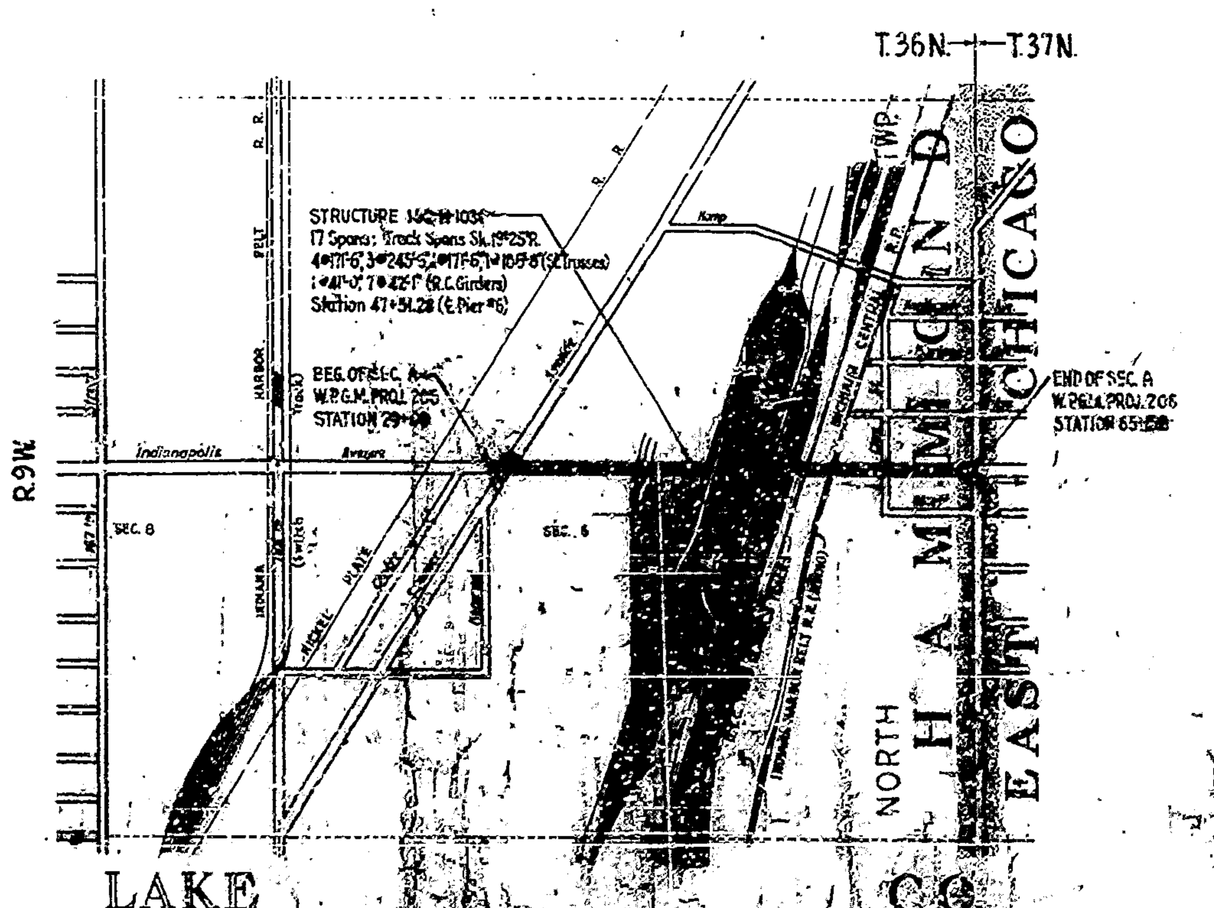
STATE ROAD NO 152 SECTION K

BEGINNING ON INDIANAPOLIS AVENUE IN HAMMOND APPROX. 115 FT. SOUTH OF PAVEMENT ON SUMMER AVENUE AND EXTENDING NORTH A DISTANCE OF APPROX. 3,598 FT. TO THE CENTERLINE OF PAVEMENT ON MICHIGAN AVENUE, IN LAKE COUNTY.

GROSS LENGTH = 0.682 MI.
NET LENGTH = 0.682 MI.

MAX. GRADE = 5.00%

Scale: 1" = 1,000'



INDEX CONTINUED

Sheet Number	Section	Structure No.	Type	Span	Over	Station	Drawing Number	Subject
172–210							[illegible]	[illegible]

CITY OF HAMMOND

Note: Gary-Hammond City car line.
Cars run every 20 Min.

UNION RAILWAY EQUIPMENT CO.

NOTE: Tank at Sta. 41+30 is 6' in diam, 28' long, 21.26 CR, supported on 2 conc. pillars & rail

-DUMP-

NOTE: 36" Wooden Box carries exhaust steam from pipe on right.

GIBSON YARDS
NEW YORK CENTRAL SUBSIDIARIES
North Bound, South Bound & East Bound
Classification Yard

TRAFFIC CENSUS OF MICHIGAN CENTRAL R.R.
32 Passenger Trains Daily
26 Freight Trains Daily

REPORT ON STRUCTURE No. 2 OF 1931
DATE 1931
7 SPANS @ 40'-0" = 280'-0" CENTRE TO CENTRE OF END PINS
7 PLATE GIRDERS EACH 41'-0" LONG OVER ALL
7 SPANS @ 40'-0" = 280'-0" CENTRE TO CENTRE OF END PINS
1 SPAN @ 40'-0" (SPECIAL SPAN 27 PLATE GIRDERS)

SEC 5, T. 36 N., R. 9 W.

NOTE: These buildings are owned and occupied by the Standard Oil Co. (Ind.) They are not used for commercial purposes.

AKOS YERGA

STOUFFER CHEMICAL CO.

SOIL NOTES
In Low Ground between Sta. 30-40 there is approx. 0.5' of sandy muck.

NOTE: This is the approximate N. Line of the W.½ of the S.W.¼ of Sec. 5. Due to the age of this survey no monuments have been found nor any accepted R.R. records of the exact location. Present fence is within 0.5' of exact location.

NOTE: Manhole 20' East of Sta. 48+22 is of brick construction with 36" brick sewer entering on the South and 36" brick sewer entering on the West. This manhole does not connect with the sewer which is used between there and the Pumping Station.

Northbound Receiving Yard (Hump)

POT Sta. 54+40 L.P.

POT Sta. 51+20 L.P.

POT 121.22.52 L.P.

POT Sta. 54+40 L.P.

NOTE: Sta. 58+30, Sheet of 36" RCP running N.W.-S.E. under Railroad. Sheet of 36" RCP running N.E.-S.W. under Railroad. Invert Elevations unknown.

EL. 61.43 V.C. 744

EL. 61.43 V.C. 179

EL. 57.64 V.C. 744

Cut
Borrow Exc. = 1,121 Cu Yds
Fill + 15% = 3090 " "
Special Filling Matl. = 21,866 " "
Special Borrow = 5620 " "
= 17,555 " "

152-R 17

BRIDGES OVER R.R. SPANS					
Bridge No.	Station	Angle	Span	Roadway	Clearance
1	1103	20S	196'	83'	23'0"

SECTION A

INDIANAPOLIS AVE.

SUMMER AVE.

GARY R/R

C.N.Y. TRACK LINE

R=100

R=40

Std. Earth Ditch Type Catch Basin

6-99 ft. V.C.P. Rc Pipe

Std. C & G Inlet

PROPOSED DRIVE TO R.R. PROPERTY

PLAN - PAVEMENT, CURBS, & DRAINAGE
AT
INDIANAPOLIS & SUMMER AVE'S

RECEIVED
SEP 2 1936
LAPORTE DISTRICT

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 10'

SEPT. 15, 1936

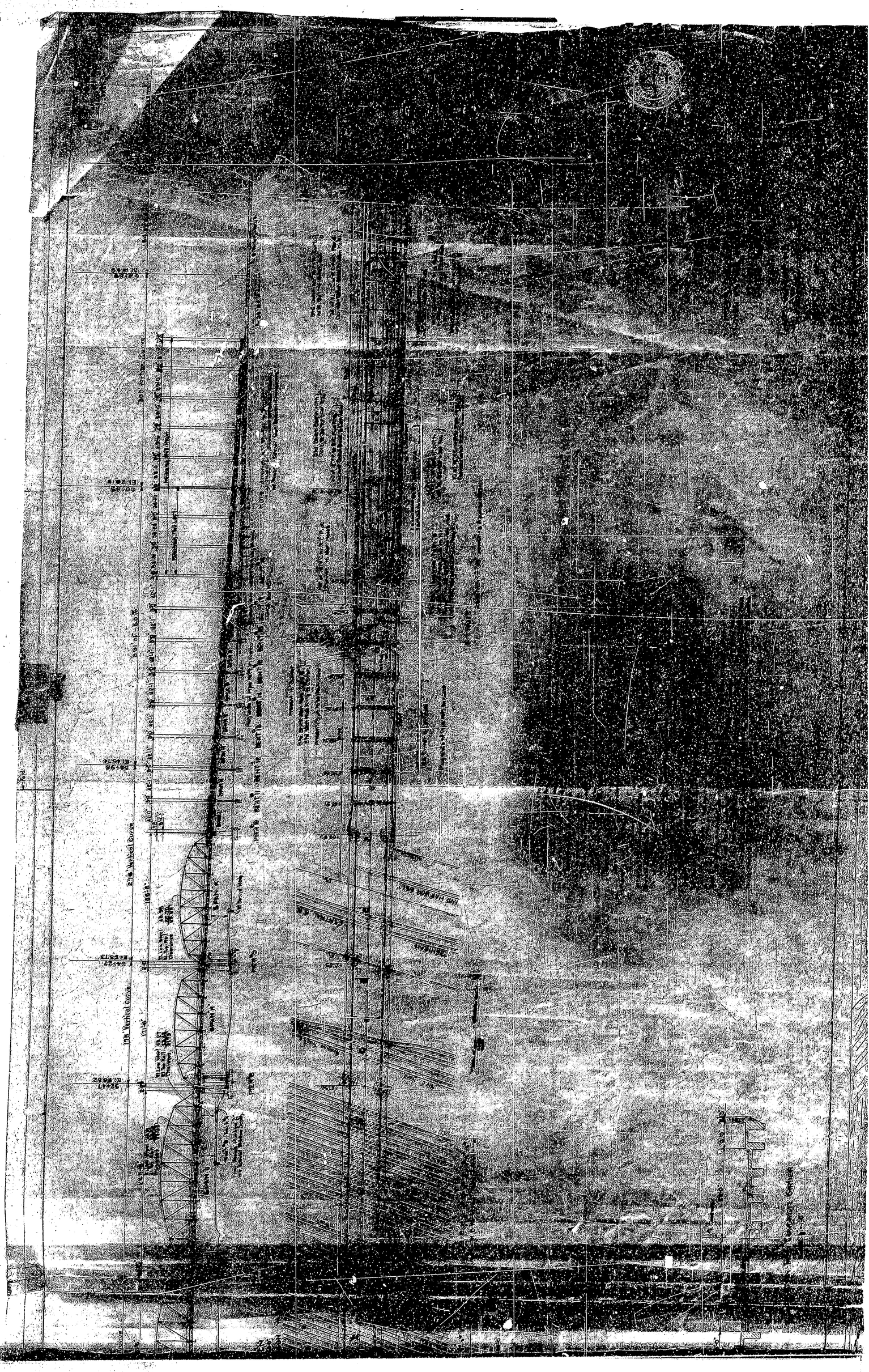
RECOMMENDED FOR APPROVAL .....

PROJECT:- WPGM 206 STATION 29+60 - 32+

SECTION:- A STRUCTURE NO. 1031

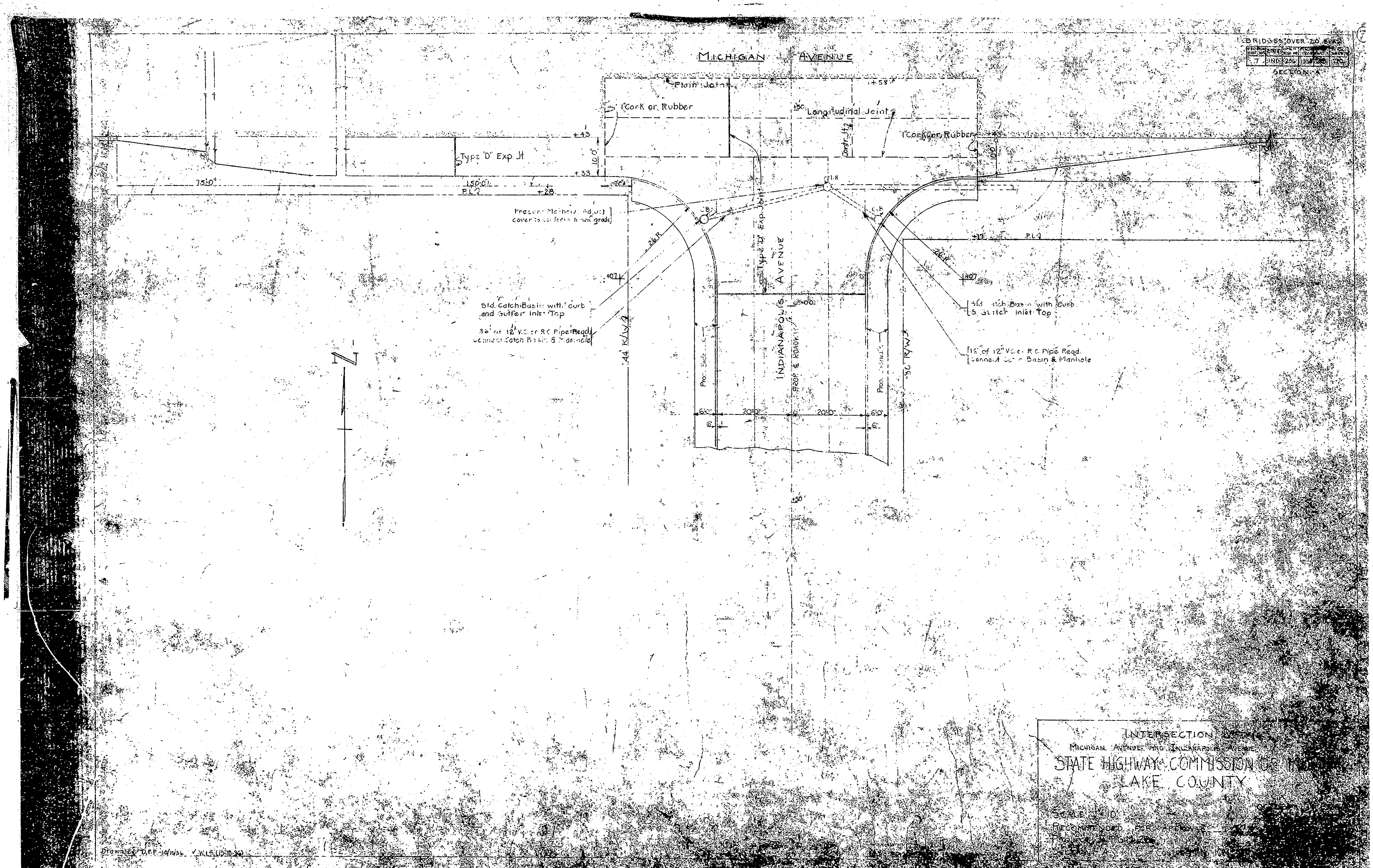
BRIDGE CONTRACT NO. 12.24

BRIDGE FILE 152-B-1031



800' Vertical Curve
278' Vertical Curve
744' Vertical Curve
171'-6"
245'-6"
SPAN A
SPAN B
SPAN C
SPAN D
SPAN E
SPAN F
ABUT. #1
PIER #2
PIER #3
PIER #5
PIER #6
South Dump Track
ELEVATION
NEW YORK CENTRAL RAILROAD
YARDS
PROPOSED
ROADWAY
NOTE:- Extension of Driveway within R.R. right-of-way to be handled by railroad
Car Repair Yard Tracks
SECTION THRU STEEL TRUSS
THRU CONCRETE GIRDER
Fold

Present Pavement
800' Vertical Curve
214' of +5.0%
278' Vertical Curve
588' Vertical Curve
171'-6"
SPAN A
SPAN B
SPAN C
SPAN D
ABUT#1
PIER#2
PIER#3
PIER#4
PIER#5
South Dock Track
R/W
P.L.
19°25' Skew
PROPOSED
ROADWAY
Car Repair Yard Tracks
NOTE - Extension of Driveway within R.R. Right of Way to be handled by Railroad
16'-0" Clear Height
Fold


MICHIGAN AVENUE
Plain Joint
1" Cork or Rubber
Longitudinal Joint
1" Cork or Rubber
Type "D" Exp. Jt.
Contr. Jt.
Type "D" Exp. Joint
+43
+33
+28
+58
10.0'
75'-0"
150'-0"
P.L.
+17
26 R
Present Manhole, Adjust cover to conform to new grade
Std. Catch Basin with Curb and Gutter Inlet Top
36' of 12" V.C. or R.C. Pipe Reqd. Connect Catch Basin & Manhole
Std. Catch Basin with Curb & Gutter Inlet Top
15' of 12" V.C. or R.C. Pipe Reqd. Connect Catch Basin & Manhole
INDIANAPOLIS AVENUE
PROP. ℄ ROADWAY
44' R/W
30' R/W
Prop. Sidewalk
6'-0"
20'-0"
20'-0"
6'-0"
6"
6"
+50
N
BRIDGES OVER 20 SPAN
7 | IND. | 204 | 1936 | 7
SECTION A
INTERSECTION DETAIL
MICHIGAN AVENUE AND INDIANAPOLIS AVENUE
STATE HIGHWAY COMMISSION OF INDIANA
LAKE COUNTY
SCALE 1"=10'
RECOMMENDED FOR APPROVAL
PROJECT WPGM-204
SECTION A
CONTRACT
Drawn By D.E.P. 10/1936
✓ W.L.S. (10-10-36)

152-K-1031

ELEVATION "A" & "WING B"

SECTION A-A

SECTION C-C

ELEVATION F-F

ELEVATION D-D

ELEVATION E-E

ELEVATION B-B

PART ELEV. OF EXP. JT.

SECTION AT EXP. JT.

PART SECTION A-A

PART PLAN

ABUTMENT NO.1 DETAILS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN -0 ROADWAY

OVER ON STATE ROAD-

STATE HIGHWAY COMMISSION OF INDIANA

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

RECOMMENDED FOR APPROVAL:-

PROJECT:- BRF-B-106 STATION:-

SECTION A

DRAWING NO. OF 18 STRUCTURE NO.

BRIDGE CONTRACT NO.

DESIGNED F.E.P. 5-20-35 CHKD. W.M.M.B.

DRAWN I.N.H.M. 5-21-35 CHKD. E.L.O. 5-21-35

TRACED V.S.L. 5-22-35 CHKD. E.L.O. 5-22-35

E.L. S. 25,55

FED. AID PROJ. NO.	STATE	ROAD NO. OR NAME	SHEET NO.	NO. SHEETS IN SET
7	IND.	206	1936	18	210

SECTION- A

BILL OF MATERIALS

REINFORCING STEEL

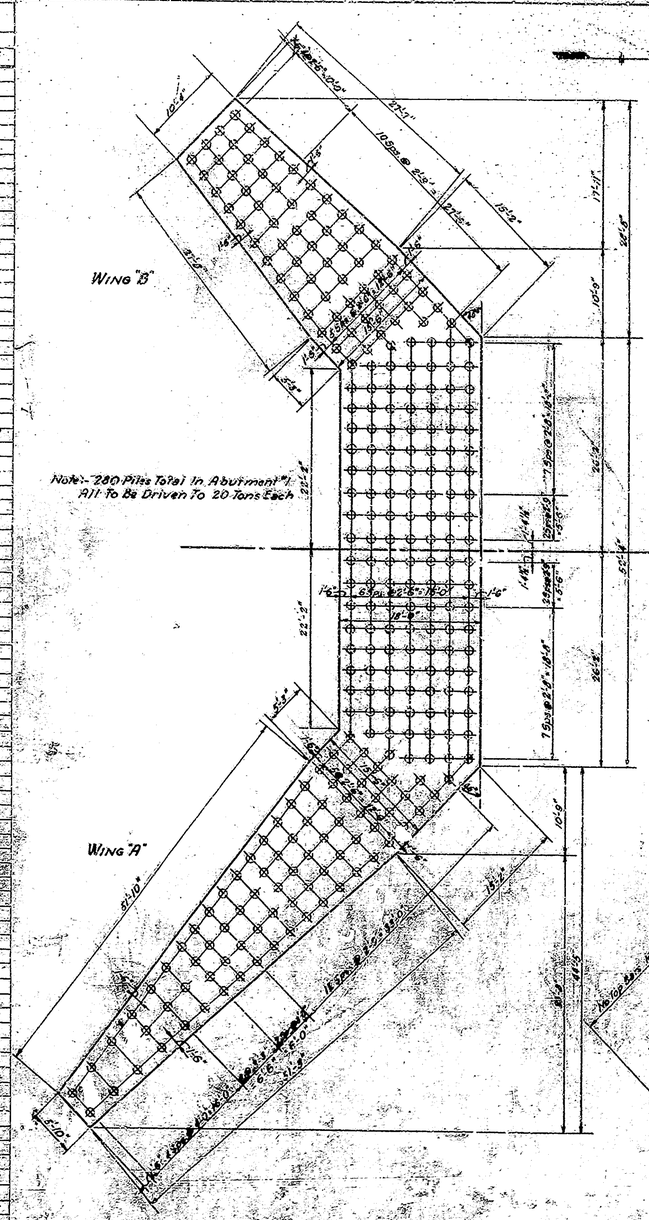
Mark	No. Pcs	Size	Length	Location	Total Length	Weight
	A_1	30	1"	18'-3"	Trans. Abut. Flg. (Bottom)	912'-6"	
	A_2	89	"	11'-3"	" " "	551'-3"	
		14	"	27'-6"	Vert. R.F. Wg. 7, Wg. 8	385'-0"	
		1	"	26'-3"	" " " "	105'-0"	
		4	"	24'-9"	" " " "	99'-0"	
		4	"	23'-0"	" " " "	92'-0"	
		4	"	21'-9"	" " " "	87'-0"	
		4	"	20'-0"	" " " "	80'-0"	
		24	"	11'-3"	" " " "	450'-0"	
		6	"	16'-6"	" " " "	66'-0"	
		56	"	12'-3"	" " " "	686'-0"	
		142	"	9'-6"	" " " "	1349'-0"	
					Total 1"	6350'-3"	16687"
	B_1	30	1"	13'-3"	Trans. Flg. Wg. 7, Wg. 8	397'-0"	
	B_2	12	"	11'-6"	" " " "	138'-0"	
	B_3	14	"	13'-3"	" " " "	185'-6"	
	B_4	18	"	11'-8"	" " " "	210'-0"	
	B_5	61	"	10'-9"	" " " "	658'-6"	
	B_6	83	"	9'-6"	" " " "	789'-6"	
	B_7	8	"	8'-3"	" " " "	66'-0"	
	B_8	9	"	6'-9"	" " " "	61'-3"	
		5	"	21'-6"	Vert. R.F. Abut.	107'-6"	
		20	"	16'-0"	" " "	320'-0"	
		32	"	10'-3"	" " "	328'-0"	
		18	"	9'-6"	" " "	171'-0"	
					Total 1"	4298'-3"	11657"
	L_1	78	¾"	5'-6"	Trans. and Long. Flg. Wg. 7, Wg. 8	537'-0"	
	L_2	38	"	9'-6"	" " " "	285'-0"	
	L_3	6	"	6'-9"	" " " "	40'-6"	
		6	"	28'-0"	Long. Rod Bottom Flg. Wg. 7	168'-0"	
		20	"	16'-0"	" " " "	320'-0"	
		32	"	10'-3"	" " " "	328'-0"	
		28	"	21'-6"	" " " "	751'-0"	
		2	"	19'-3"	Vert. R.F. Wg. 7	38'-6"	
		3	"	17'-8"	" " "	53'-6"	
		2	"	16'-0"	" " "	32'-0"	
		6	"	14'-6"	" " "	87'-0"	
		2	"	12'-9"	" " "	25'-6"	
		10	"	11'-3"	" " "	202'-6"	
		4	"	2'-3"	" " "	9'-0"	
		24	"	8'-6"	Vert. R.F. Wg. 7	204'-0"	
		24	"	8'-3"	" " "	198'-0"	
		40	"	2'-6"	" " "	100'-0"	
					Total ¾"	3945'-9"	4696"
	M_1	2	¾"	23'-6"	Horiz. R.F. Abut. Flg. A	47'-0"	
		66	"	25'-0"	Top Rod Diff. Bent Flg. A-W	1650'-0"	
		90	"	33'-0"	Long. Rod Bottom Flg. Wg. 7, Wg. 8	2970'-0"	
		46	"	23'-9"	Wing Flg. 22 I.F. Wide	1092'-6"	
		10	"	21'-6"	" " " "	215'-0"	
		77	"	23'-6"	" " " "	1809'-6"	
		2	"	25'-0"	Horiz. R.F. Wg. 7, Wg. 8	50'-0"	
		4	"	23'-3"	" " " "	93'-0"	
		33	"	20'-0"	" " " "	660'-0"	
		8	"	18'-0"	" " " "	144'-0"	
		6	"	16'-6"	" " " "	99'-0"	
		14	"	15'-3"	" " " "	213'-6"	
		2	"	13'-3"	Vert. R.F. Wg. 7, Wg. 8	26'-6"	
		2	"	11'-6"	" " " "	23'-0"	
		8	"	9'-11"	" " " "	79'-6"	
		10	"	8'-9"	" " " "	87'-6"	
		8	"	7'-11"	" " " "	63'-4"	
		3	"	7'-6"	Abut. Wing and Fx.	20'-0"	
		70	"	5'-0"	" " " "	350'-0"	
		4	"	2'-3"	Long. Rod Top Wg. 7	9'-0"	
					Total ¾"	6378'-0"	35.30*
					Total Steel		34,660#

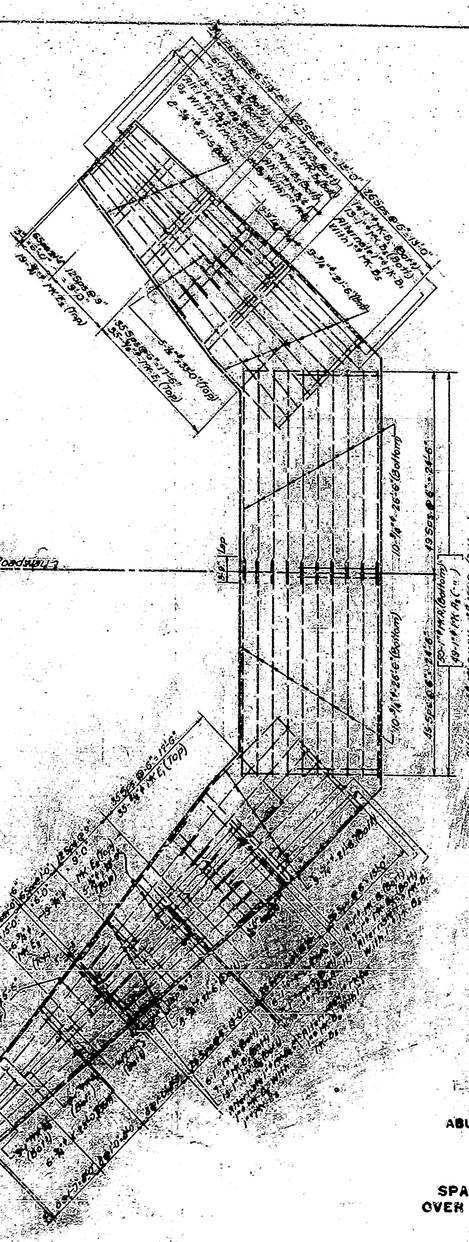
CONCRETE

Class "A" Footing			1410 Cu. Yds.
Class "A" Above Fdg.			1815 " "
Class "B"			1310 " "
Class "C"			1110 " "

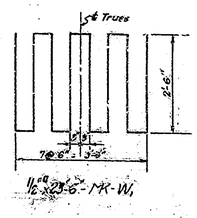
MISCELLANEOUS

220 Steel Neuber Piles	Approx. 28'-0" Long		6160 Lin. Ft.
5-6" ø Cut Drains or 6" x 4" Steel Tubing	Approx. 2½ Lbs. per Ft.	13 Lbs. per Ft.	350*
6 8" ø "	"	"	168*
		Total	518*
		Add 10%	52*
		Total	570*
18 ga. Soft Copper Exp. & Fill Strip		Approx.	56 Lin. Ft.





Mark	Size	X	Y	Cut Length
A_1	1" ø	17'-4"	6"	18'-8"
A_2	1" ø	10'-3"	6"	11'-3"
B_1	1" ø	14'-11"	6"	15'-9"
B_2	1" ø	13'-9"	6"	14'-6"
B_3	1" ø	12'-6"	6"	13'-3"
B_4	1" ø	11'-8"	6"	12'-3"
B_5	1" ø	9'-11"	6"	10'-9"
B_6	1" ø	8'-9"	6"	9'-5"
B_7	1" ø	7'-8"	6"	8'-3"
B_8	1" ø	5'-6"	6"	6'-3"
L_1	¾" ø	7'-8"	4½"	8'-6"
L_2	¾" ø	6'-8"	4½"	7'-6"
L_3	¾" ø	6'-0"	4½"	6'-9"



BILL OF SPLICE BARS
FOR ABUT. NO. 1 TO PIER NO. 10. INCL.
(To Splice With Bars Cut for Test)

No. Pcs.	Size	Length	Ext. Length	Weight
1	1⅛" ø	15'-6"	15'-6"	53*
1	1⅛" ø	14'-6"	14'-6"	49*
3	1" ø	13'-0"	39'-0"	134*
7	1" ø	13'-0"	91'-0"	246*
1	⅞" ø	12'-0"	12'-0"	25*
3	¾" ø	10'-6"	31½"	48*
3	⅝" ø	8'-0"	24'-0"	21*
3	½" ø	8'-0"	24'-0"	16*
		Total Weight of Splice Bars		636*

*Weights For 1930 Std's
(Three 3'-0" Samples Required For Each 150000* of ⅝" ø ¾" ø ⅞" ø
One 3'-0" Sample Required For Each 150000* of 1" ø 1⅛" ø 1¼" ø 1⅜" ø 1½" ø

ABUT. NO. 1 FOOT PLAN, BEND DIAGS. & BILL OF MATERIALS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN - 0 ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- AS NOTED OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A
DRAWING:- 5E OF 18 STRUCTURE NO.
BRIDGE CONTRACT NO.

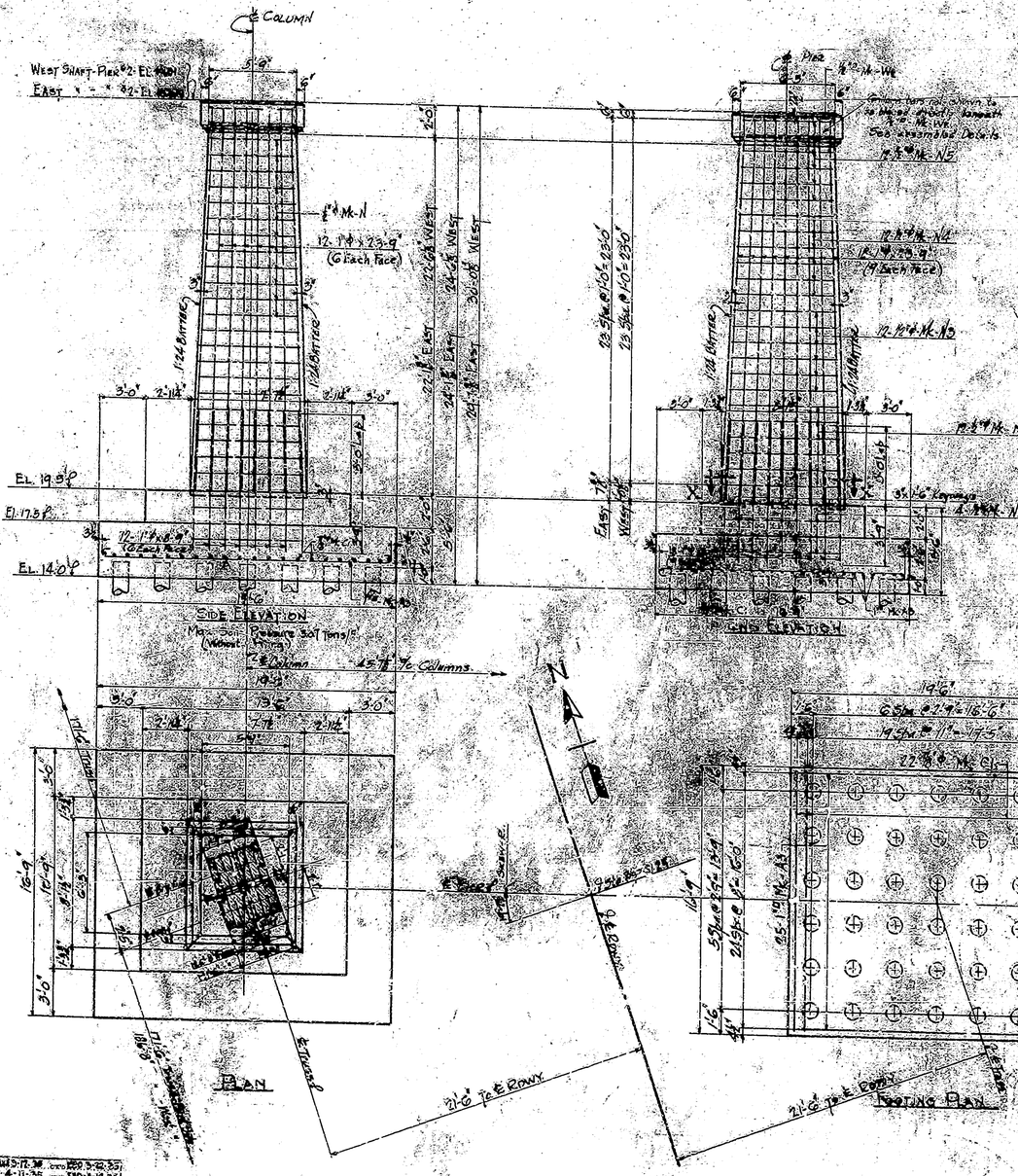
BRIDGE FILE 152-R-1031

DESIGNED E.E.D. 7-26-35 W.A.H. 7-26-35
DRAWN J.R.G. 8-7-35 CHK'D E.E.D. 7-26-35
TRACED J.R.G. 8-13-35 CHK'D J.R.F. 8-14-35

BRIDGES OVER [illegible]

FED. AID PROJ. NO.	STATE NO.	SHEET NO.	TOTAL SHEETS IN CONTRACT	CONTRACT NO.
7	IND. 206	1936	6	

SECTION-A



BILL OF MATERIALS

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
N1	30	1"	17'-6"	Long Bars Facing	1037-6"	3564#
N2	60	1"	17'-6"	West Wall Each Shaft	1050-0"	
N3	60	1"	16'-3"	East " " "	975-0"	3365#
N4	24	1"	15'-6"	Bars in Footing	372-0"	1277#
N5	48	1"	14'-8"	Bars in Footing	704-0"	2420#
W	48	1"	3'-3"	Bars in Wall Shafts	156-0"	
W1	48	1"	3'-3"	" " " "	156-0"	
				Total 1" Steel	4564-0"	15687#
N6	24	¾"	5'-0"	Bars in Footing	120-0"	
W2	48	¾"	17'-6"	Bars in Wall Shafts	840-0"	
W3	48	¾"	17'-6"	" " " "	840-0"	
W4	48	¾"	12'-6"	" " " "	600-0"	
W5	48	¾"	12'-6"	" " " "	600-0"	
W6	48	¾"	11'-6"	" " " "	552-0"	
				Total ¾" Steel	3552-0"	1420#
				Total Steel		17,107#
				4 Mixes @ 1.6 Bbls.		6.4 Cu. Yds.
				CONCRETE		
				CLASS "A" Footings	1120 Cu. Yds.	
				" "B" Shaft Walls (Above Water)	28.5	
				MISCELLANEOUS		
24	Treated Timber Piles Approx. 20'-0" Long				1680	Lin. Ft.

NOTE: Piles Total in Each Foundation All to be Driven to 23 Ton Bearing

PIER NO. 2 DETAILS & BILL OF MAT'LS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN - C ROADWAY

OVER ON STATE ROAD

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: ½"=1'-0" EXCEPT AS NOTED — OCTOBER 10, 1935

RECOMMENDED FOR APPROVAL:

PROJECT: P.R.F.M. 206 — STATION:

BRIDGE CONTRACT NO.

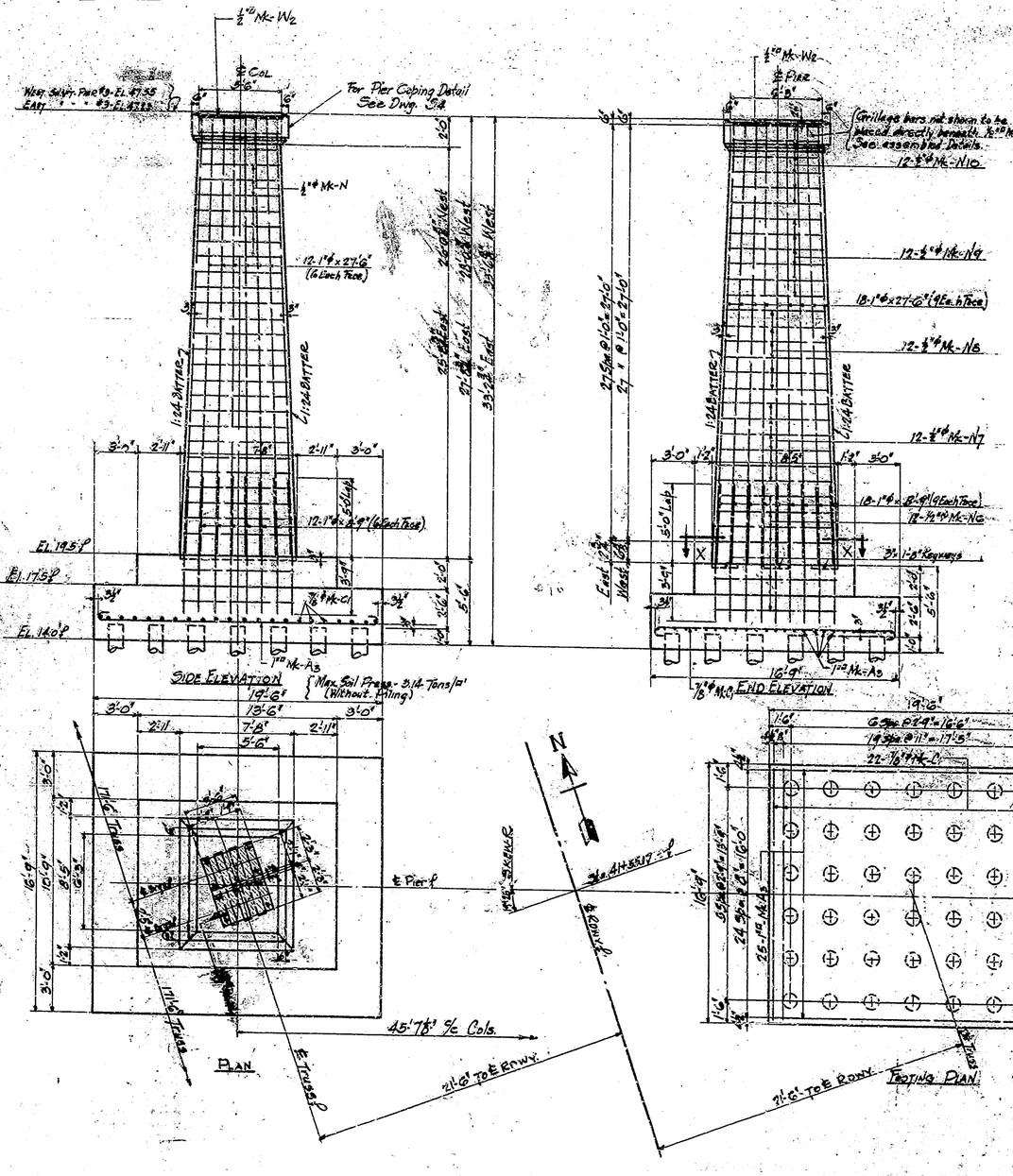
DESIGNED W.A.M. 5-17-35 — CHKD. RDO 5-22-35
DRAWN L.E.S. 4-11-35 — CHKD. EMO 4-14-35
TRACED L.E.S. 4-24-35 — CHKD. REDS 5-8-35

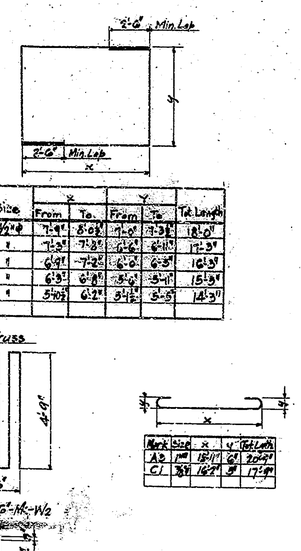
RECEIVED
NOV 2 1935
STATE OF INDIANA
HIGHWAY ENGINEER

BRIDGES OVER 20' SPAN

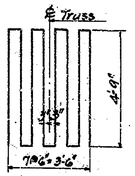
STD. ROAD DIST. NO.	STATE	BRIDGE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	205	1936	71	210

SECTION-A



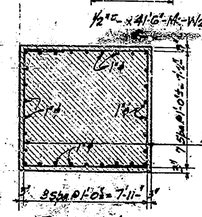


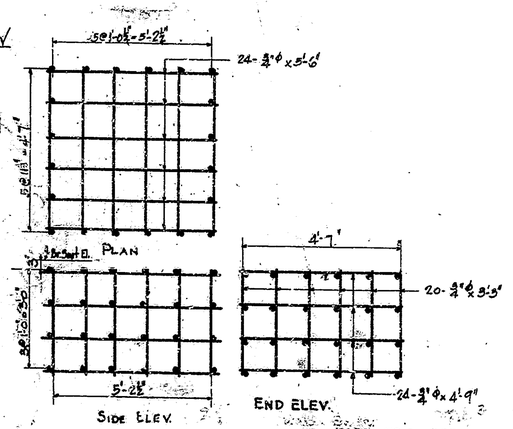
Mark	Size	X From	X To	Y From	Y To	Tot. Length
N6	½"ϕ	7'-9"	8'-6"	7'-0"	7'-3"	18'-0"
N7	"	7'-3"	7'-3"	6'-6"	6'-11"	17'-3"
N8	"	6'-9"	7'-2"	6'-0"	6'-3"	16'-3"
N9	"	6'-3"	6'-8"	5'-6"	5'-11"	15'-3"
N10	"	5'-10"	6'-2"	5'-0"	5'-5"	14'-3"



Mark	Size	X	Y	Tot. Length
A2	1"	15'-11"	6"	20'-9"
C1	⅞"	16'-9"	3"	17'-9"

½"ϕ-x 41'-6" Mk-W2





Assembled Details of Grillage Bars

BILL OF MATERIALS

REINFORCING STEEL

Pier	Mark	No. Rs.	Size	Length	Location	Total Length	Weight
↵	A2	50	1"ϕ	20'-9"	Long in Footing	1087'-6"	3569#
↵		60	1"ϕ	27'-6"	Vert. in Col. Shaft	1650'-0"	
↵		60	1"ϕ	8'-9"	" " " Footing	525'-0"	
					Total 1"ϕ	2175'-0"	5873#
↵	C1	44	⅞"ϕ	17'-9"	Trans. in Footing	781'-0"	1817#
↵		48	⅝"ϕ	5'-6"	Grillage-Under Masonry	264'-0"	
↵		48	"	4'-9"	" " " "	228'-0"	
↵		40	"	3'-3"	" " " "	130'-0"	
					Total ⅝"ϕ	622'-0"	965#
↵	W2	2	½"ϕ	41'-6"	Horizontal-Under Masonry	83'-0"	71#
↵	N6	24	½"ϕ	18'-0"	Hook Bars in Col. Shaft	432'-0"	
↵	N7	24	"	17'-3"	" " " "	414'-0"	
↵	N8	24	"	16'-3"	" " " "	390'-0"	
↵	N9	24	"	15'-3"	" " " "	366'-0"	
↵	N10	24	"	14'-3"	" " " "	342'-0"	
					Total ½"ϕ	1944'-0"	1322#
					Total Steel		★13997#
	★	Weights for 1930 Stds.					

CONCRETE

Class "E" - Footings		1060	Cu. Yds.
" "F" - Above Footings - (Cols. & Copings)		107.5	" "

MISCELLANEOUS

34	Treated Timber Piles-Approx. 20'-0" Long =	1680	Lin. Ft.

PIER NO. 3 DETAILS & BILL OF MATERIALS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN - O ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½" = 1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-

SECTION:- 1-A

DRAWING:- 55 OF 18. STRUCTURE NO. 52-2

BRIDGE CONTRACT NO.

BRIDGE FILE 152-K-1931

DESIGNED MAM 3-12-35 CKD. EED 3-13-35
DRAWN L.E.S. 4-10-35 CKD. EED 4-10-35
TRACED L.E.S. 4-24-35 CKD. EED 5-6-35

BRIDGES OVER RIVER OR STREAM						
DIST.	STATE	CO.	ROUTE	SEC.	PROJECT NO.	
2	NEB.	DOD	1936	A	206	

SECTION A

BILL OF MATERIALS

REINFORCING STEEL

Mark	No.	Size	Length	Location	Total Length	Weight
	56		33'-1"	Long'l in Pier.	1200 Lin. Ft.	
	60		30'-0"	Vert. in Ext. Shafts	(8 Shafts)	
	60		9'-1"	Pier.	2160 Lin. Ft.	
				Total	3360 Lin. Ft.	9253 #
C.	90	#7	11'-3"	Transverse Pier.	990 Lin. Ft.	
C.	10		10'-8"	Lacing Bars in Cells	214 Lin. Ft.	1710 #
	48	#7	6'-6"	Ex. Wings Above Pier Bm.	312 Lin. Ft.	2160 #
	24		5'-6"		132 Lin. Ft.	
	20		3'-9"		75 Lin. Ft.	742 #
				Total #7	1509 Lin. Ft.	10,402 #
W.	4	#7	10'-6"	Horiz. Bars in Pier Bm.	42 Lin. Ft.	
W.	4		11'-8"	Horiz. Bars in Pier Bm.	47 Lin. Ft.	
	18		5'-3"	Dowels in Pier Bm.	95 Lin. Ft.	
				Total #7	184 Lin. Ft.	1265 #
	24	#7	2'-3"	Horiz. Bars in Col. Shafts	54 Lin. Ft.	
	44		10'-3"		451 Lin. Ft.	
	44		10'-3"		451 Lin. Ft.	
	44		10'-3"		451 Lin. Ft.	
	44		10'-3"		451 Lin. Ft.	
					1858 Lin. Ft.	12,806 #
	2		39'-0"	Stirrups Brackets (Each)	78 Lin. Ft.	
	4		6'-9"		27 Lin. Ft.	
	4		5'-3"		21 Lin. Ft.	
	4		3'-0"		12 Lin. Ft.	
				Total #4	138 Lin. Ft.	92 #
				Total Steel		13,000 #

* Weights for 1940 Steel

CONCRETE

Class			
"	Footings		118.6 Cu. Yds.
"	Above	(Columns & Coping & Bracketed Platform)	118.5 Cu. Yds.

MISCELLANEOUS

84 Timber Piles Approx. 20'-0" Long = 1680 Lin. Ft.

SECTION X-X

PART END ELEV. EAST COLUMN
Showing Section of Brackets & Platform for Stairway

PART SIDE ELEV. EAST COLUMN
Showing Brackets & Platform for Stairway

PLANS, BRACKETS & PLATFORM FOR STAIRWAY

SIDE ELEVATION - WEST COLUMN
(East Column Same Except for Stair Bracket)
Max. Soil Press. 3.20 Tons/Sq. Ft. (Without Piling)

END ELEVATION - WEST COLUMN
(East Column Same Except for Stair Bracket)

PLAN

FOOTING PLAN

Mark	Size	X		Y		Total Length
		Number	Spacing	Number	Spacing	
No1	#7	9-3"		7-3"		70'-1"
No2	"	7-3"	1'-0"	7-3"	1'-0"	78'-3"
No3	"	7-3"	1'-0"	8-3"	1'-0"	77'-3"
No4	"	6'-9"	1'-0"	10'-9"	1'-0"	76'-3"
No5	"	6'-9"	1'-0"	10'-9"	1'-0"	76'-3"
No6	"	6'-3"	1'-0"	9'-3"	1'-0"	73'-3"
No7	"	5'-11½"	1'-1"	9'-3"	1'-0"	74'-3"

PIER NO. 4 DETAILS & BILL OF MATERIALS
REINFORCED CONCRETE & STEEL TRUSS BRIDGE
SPAN OVER O ROADWAY ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF NEBRASKA

SCALE:- 1"=1'-0" OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.& M. 206 STATION:-
SECTION:- A
DRAWING:- 6 OF 18 STRUCTURE NO. 921
BRIDGE CONTRACT NO.

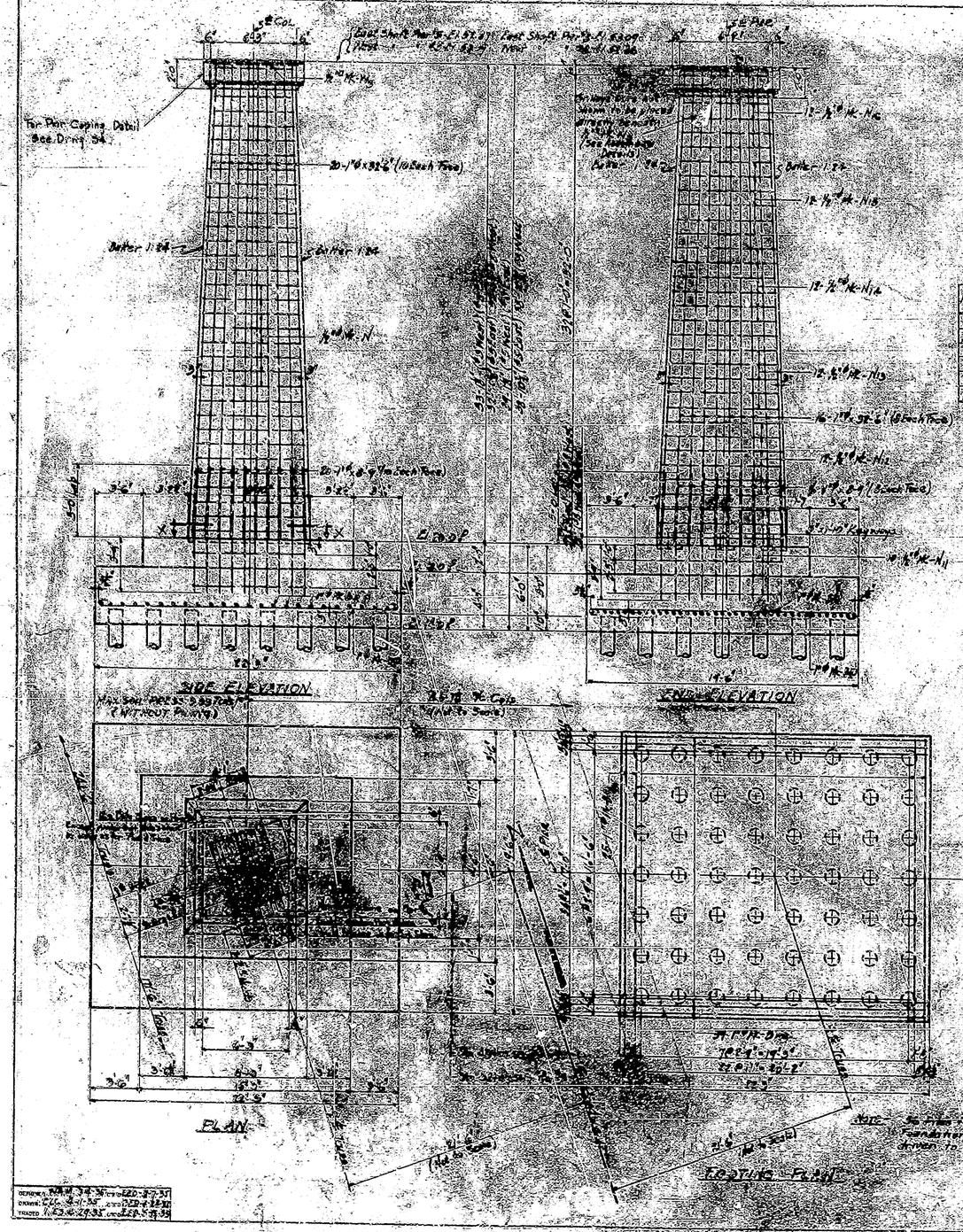
DESIGNED W.A.H. 3-7-35 CHD. E.E.D. 8-1935
DRAWN J.A.T. 5-15-35 CHD. E.E.D. 8-9-35
TRACED A.W.H. 5-22-35 CHK. E.E.D. 8-23-35

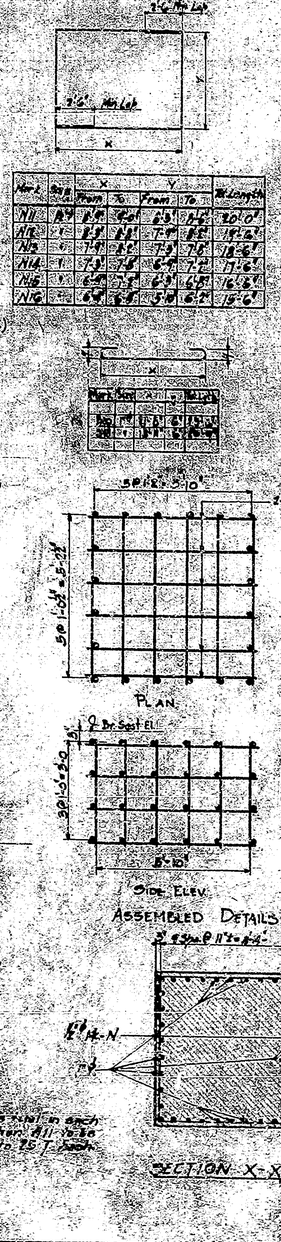
BRIDGE FILE 32-11-2(3)

BRIDGES OVER 20' SPAN.

FED. ROAD DIST. NO.	STATE	ROAD OR STREET NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	206	1930	18	218

SECTION: A





BILL OF MATERIALS

REINFORCING STEEL

Sheet	Mark	No. Rds.	Size	Length	Location	Total Length	Weight
					PIER No. 5 (PIER No. 8 SAME)		
		78	1" ø	32'-6"	Vert. Bars	2540 Lin. ft.	
✓	B10	78	"	23'-6"	Longit. Footings	1833 Lin. ft.	
✓	B11	50	"	20'-9"	Transv. "	1037 Lin. ft.	
✓		72	"	8'-9"	Vert. in Col. Tubing	630 Lin. ft.	
					Total 1" ø	6040 Lbs.	15.76 Tons
✓		48	⅝" ø	8'-8"	Bridge Under Masonry No.	416 Lin. ft.	
✓		48	"	5'-6"	" " " "	264 Lin. ft.	
✓		40	"	2'-9"	" " " "	110 Lin. ft.	
					Total ⅝" ø	790 Lbs.	1.03 Tons
✓	K3	4	¾" ø	30'-9"	Horiz. Under Masonry No.	123 Lin. ft.	205 Lbs.
✓	N1	20	¾" ø	20'-0"	Col. Hoops	400 Lin. ft.	
✓	N12	24	"	19'-6"	" "	468 Lin. ft.	
✓	N13	24	"	18'-6"	" "	444 Lin. ft.	
✓	N14	24	"	17'-6"	" "	420 Lin. ft.	
✓	N15	24	"	16'-6"	" "	396 Lin. ft.	
✓	N16	24	"	15'-6"	" "	372 Lin. ft.	
					Total ¾" ø	2700 Lin. ft.	1700 Lbs.
					Total Steel		18.63 Tons
	X	Weights for 1930 Stds.					

CONCRETE

Class			
"E"	Footings	157.0	Cu. Yds.
"E"	Above Footings-(Pile & Copings)	145	" "

MISCELLANEOUS

112	Treated Timber Piles Approx. 20'-0" Long	2240	Lin. ft.

NOTE-

Details shown are for Pier No. 5. Pier No. 8 is exactly the same in construction. However when the superstructure is set the 171'-6" span will rest on the north side and 245'-6" span on the south, opposite to that shown on the "PLAN" for Pier No. 5.

PIERS NOS. 5 & 8 DETAILS & BILL OF MATERIALS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN - O ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½" = 1'-0" OCTOBER 10, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- BRF-K 206 STATION:-

SECTION:- A

DRAWING:- 57 OF 18 STRUCTURE NO.

BRIDGE CONTRACT NO.

BRIDGE FILE 152-X-105

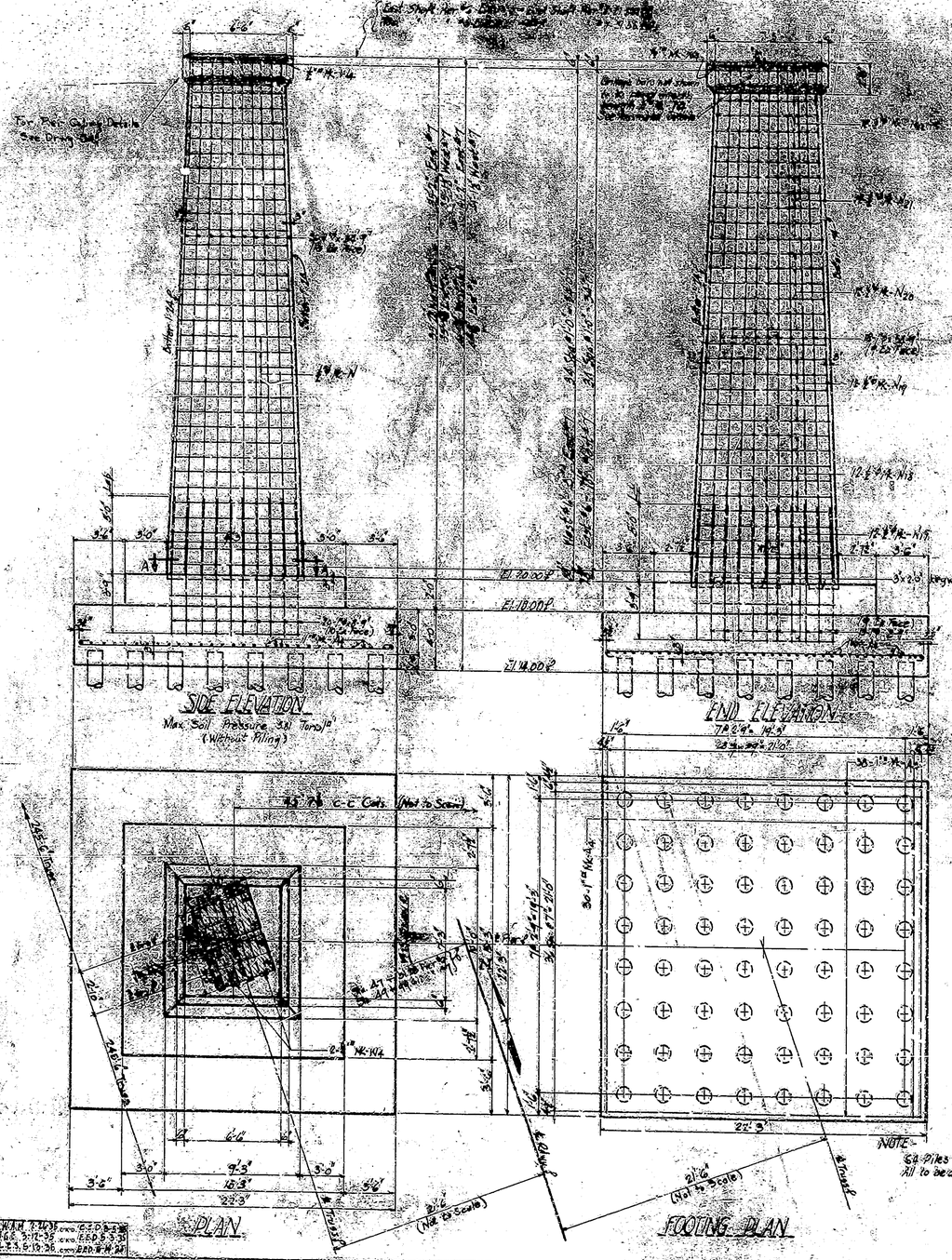
DESIGNED: RAM 24-X-35 CKD: EJD 8-7-35
DRAWN: CAC 24-X-35 CKD: EJD 8-15-35
TRACED: KSG 27-35 CKD: EJD 8-15-35

BRIDGES ON STATE HIGHWAYS						
Dist.	Co.	Sec.	No.	Bridge No.	Sheet No.	Total Sheets
7	IND.	206	4A	15	2	10

SECTION-A

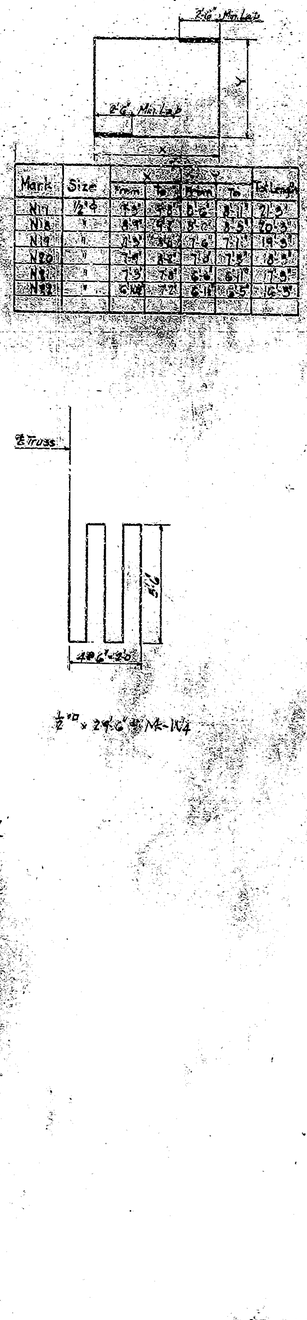
BILL OF MATERIALS

Sheet No.	Mark	No. Req'd	Size	Length	Location (Bar Mk. & Sheet No.)	Total Length	Weight
					REINFORCING STEEL		
1	A1	194	1" ⊕	13'-5"	Longitudinal in Footing	2596'-0"	
					Total 1" ⊕	2596'-0"	8998 lbs.
1		76	1" ⊕	34'-1"	Vert. in Col.	2588'-0"	
1		76	"	8'-8"	" " Footing	658'-0"	
					Total 1" ⊕	3246'-0"	8972 lbs.
1		44	3/4" ⊕	5'-6"	Orthogon. Reinf. Horiz. in Col.	242'-0"	
1		56	"	8'-3"	" " " " "	462'-0"	
1		22	"	9'-3"	" " " " "	203'-6"	
					Total 3/4" ⊕	907'-6"	1181 lbs.
1	N14	4	1/2" ⊕	28'-6"	Horiz. Under Masonry Bs.	113'-0"	101 lbs.
1	N17	28	3/4" ⊕	20'-3"	Column Hoops	472'-0"	
1	N18	24	"	12'-3"	" "	196'-0"	
1	N19	24	"	14'-3"	" "	228'-0"	
1	N20	14	"	17'-3"	" "	194'-0"	
1	N21	22	"	17'-3"	" "	414'-0"	
1	N22	22	"	15'-0"	" "	300'-0"	
					Total 1/2" ⊕	2100'-0"	1256 lbs.
					Total 3/4" ⊕		2330 lbs.
					CONCRETE		
	Class E		Footings			181.0 Cu. Yds.	
			Total Footings (Incl. 8" Stems)			1770 "	
					MISCELLANEOUS		
1		128	Timber Piles Approx. 20'-0" long			2560 Lin. Ft.	

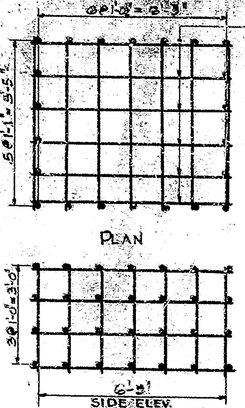


Mark	Size	X	Y	Total Length
N13	1/2" ⊕	8'-3"	8'-8"	70'-3"
N18	"	8'-3"	9'-2"	70'-3"
N19	"	9'-3"	10'-2"	79'-3"
N20	"	10'-3"	11'-2"	88'-3"
N21	"	15'-3"	16'-2"	133'-3"
N22	"	13'-3"	14'-2"	115'-3"

Mark	Size	X	Y	Weight
A1	1" ⊕	2'-6"	5'-6"	10'-6"



1/2" ⊕ 2'-6" c. to c. Mk-N14



ASSEMBLED DETAILS OF GRILLAGE BARS

PIERS NOS. 6 & 7 DETAILS & BILL OF MATERIALS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN -0" ROADWAY
OVER OR STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

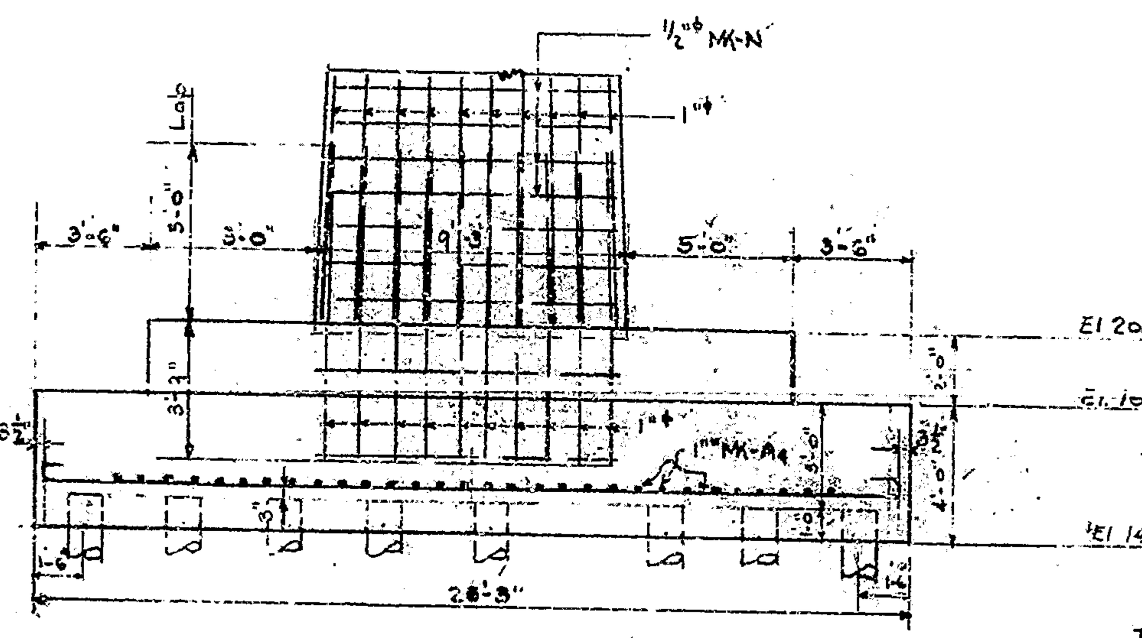
SCALE:- 1/4" = 1'-0" OCTOBER 18 1935

RECOMMENDED FOR APPROVAL:- [signature]
Engineer

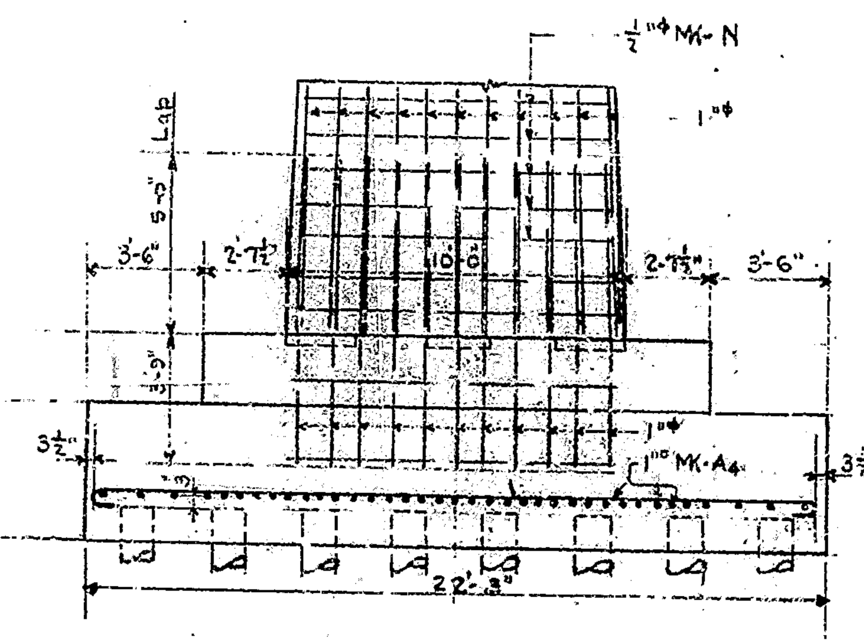
PROJECT:- BRS M 206 STATION:-
SECTION A
DRAWING: 5a OF 18 STRUCTURE NO.
BRIDGE CONTRACT NO.

DES. BY W.H.M. 7-12-35 CHKD. C.E.D. 7-12-35
DRAWN J.G.S. 7-12-35 CHKD. E.E.D.S. 7-12-35
TRACED J.S.S. 7-12-35 CHKD. B.R.D. W.H.M.

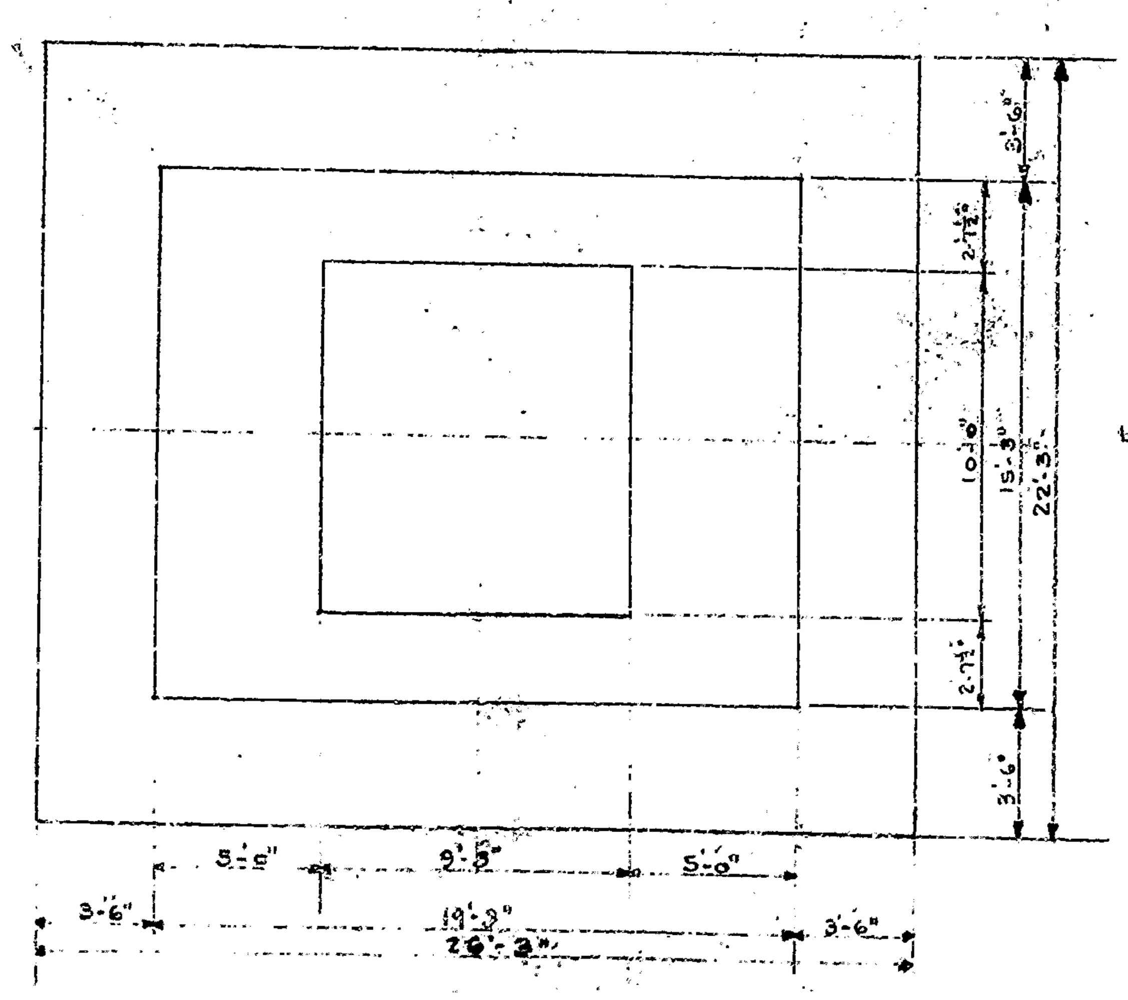
BRIDGE FILE No. 2-X-1031



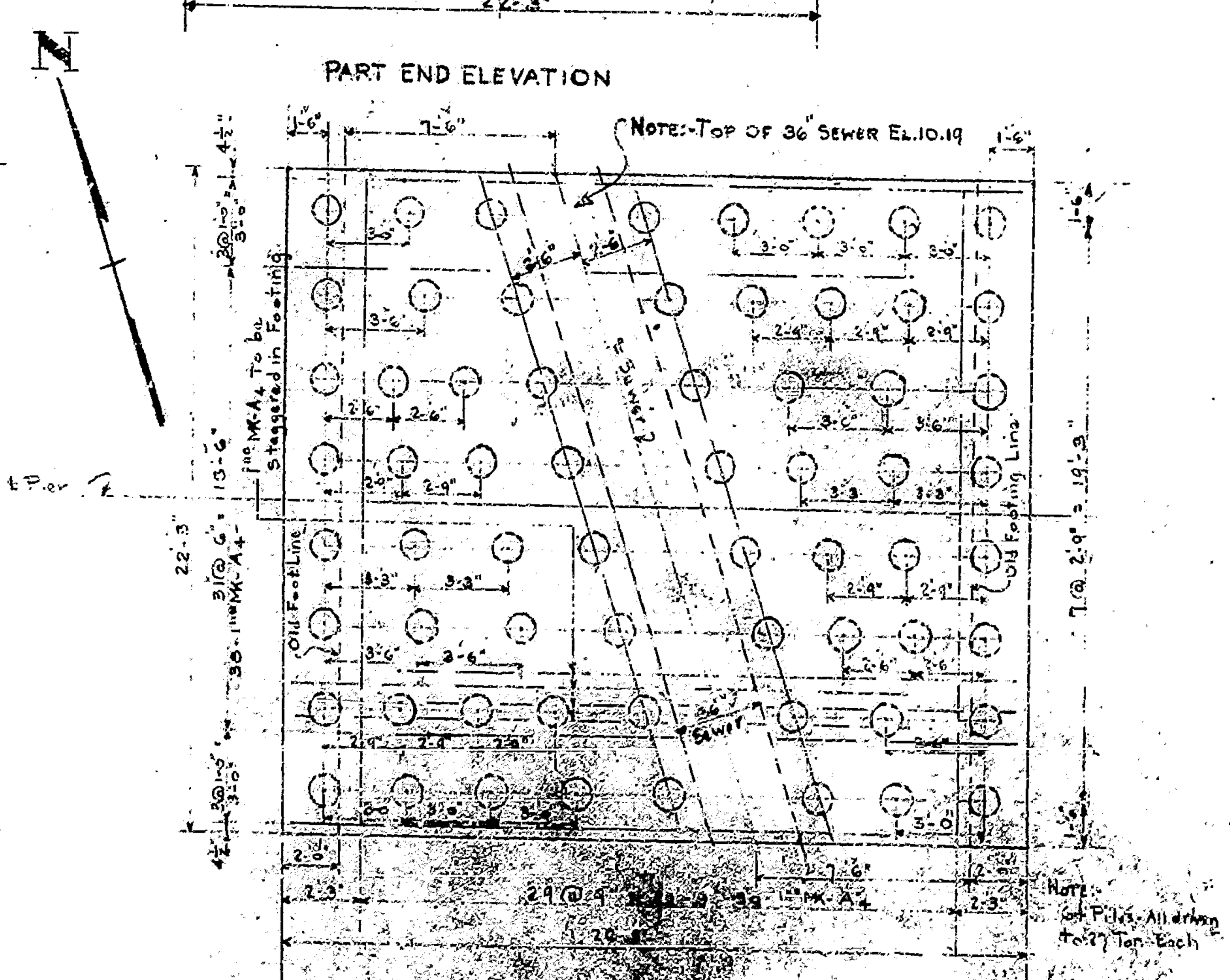
PART SIDE ELEVATION



PART END ELEVATION



PLAN AT TOP FOOTING
(WEST SHAFT)
(EAST SHAFT SAME AS ORIG PLANS
SEE DRWG S8)



BILL OF MATERIALS

REVISED CONCRETE FOR FOOTING WEST SHAFT				
CLASS E	Footing	Original	90.5 Cu. Yds	
" "	"	Revised	108.0	" "
" "	"	Increase	17.5	" "

NOTE:- FOR DETAILS NOT SHOWN ON THIS DRAWING SEE ORIGINAL PLANS DRAWING S8.

PIER NO. 6 REVISED FOOTING DETAILS
REINFORCED CONCRETE & STEEL TRUSS BRIDGE

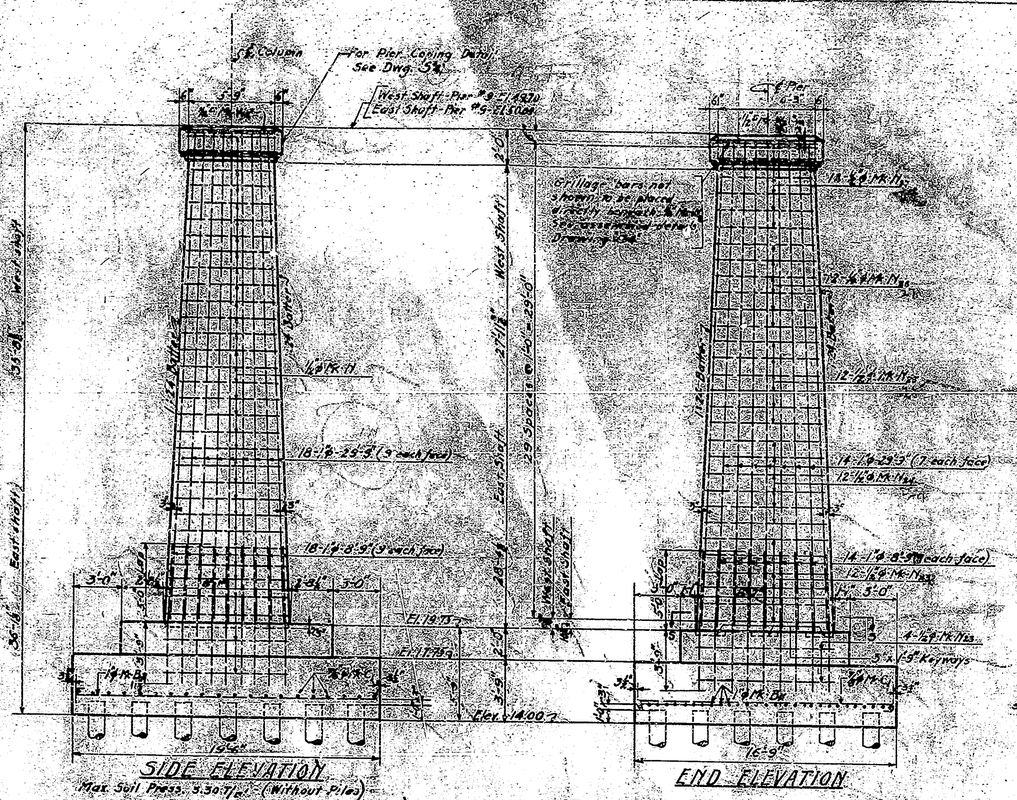
STATE HIGHWAY COMMISSION OF INDIANA

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

RECOMMENDED FOR APPROVAL

BRIDGES OVER 20' SPAN					
FEDERAL AID NO.	STATE	BRIDGE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	11	210

SECTION A



BILL OF MATERIALS
REINFORCING STEEL

Sht.	Mark	No. of Pcs.	Size	Length	Location	Total Length	Weight
✓	Bs	58	1" ø	20'-0"	Longit. in Footing	1160'-0	
✓		64	"	23'-0"	Vert. in Column Shafts	1504'-0	
✓		64	"	8'-0"	Hooks in Footing	550'-0	
✓					Total 1" ø	3867'-0	9902 #
✓	Cs	40	1¼" ø	17'-8"	Transv. in Footing	710'-0	1470 #
✓					Total 1¼" ø		
✓		40	5/8" ø	5'-6"	Grillage under Machine Pc.	264'-0	
✓		36	"	5'-6"	"	216'-0	
✓		24	"	5'-6"	"	132'-0	
✓					Total ⅝" ø	612'-0	964 #
✓	Ns	32	½" ø	4'-5"	Horiz. Bars in Masonry	142'-0	107 #
✓	Ns	32	"	10'-6"	Horiz. Bars in Conc. Shafts	336'-0	
✓	Ns	24	"	10'-6"	" " "	252'-0	
✓	Ns	36	"	18'-6"	" " "	666'-0	
✓	Ns	24	"	16'-6"	" " "	396'-0	
✓	Ns	24	"	14'-6"	" " "	348'-0	
					Total ½" ø	2140'-0	1447 #
					Total Steel		★1954 #
	★ W.F.	24	65 lbs.	61'-9"	Piles	37 Piles	

CONCRETE

Class		
C	Footings	112.0 Cu. Yds.
33	5'-0" Above Footings (Columns & Copings)	119.0 Cu. Yds.

MISCELLANEOUS

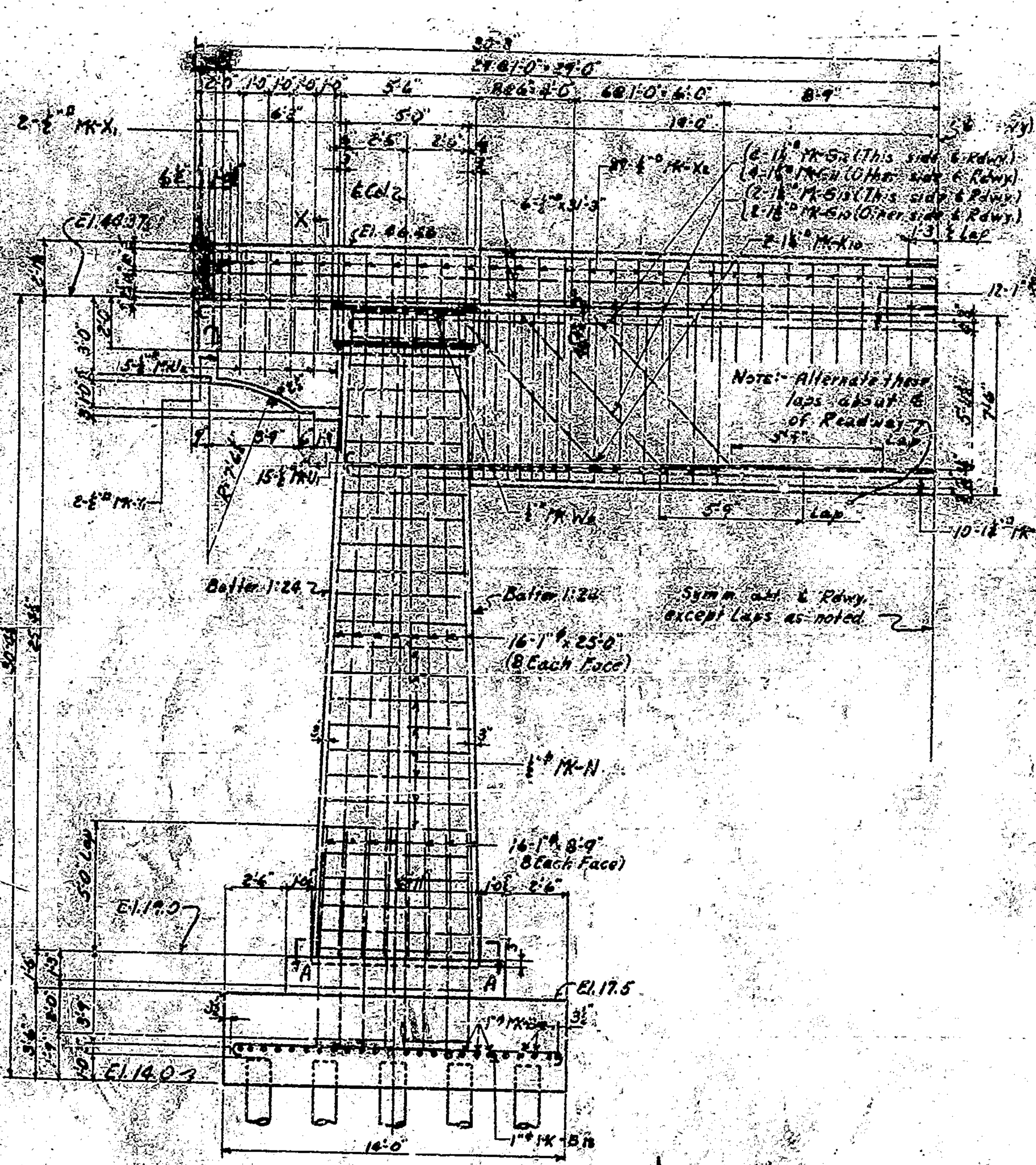
84	Treated Timber Piles Approx. 20'0" Long	2184 Lin. Ft.	2184 Lin. Ft.

DESIGNED W.A.M. 3-7-35 CHKD. R.E.D. 3-18-35
DRAWN W.C.F. 3-16-35 CHKD. R.E.D. 4-2-35
TRACED K.B.C. 4-26-35 CHKD. R.E.D. 4-29-35

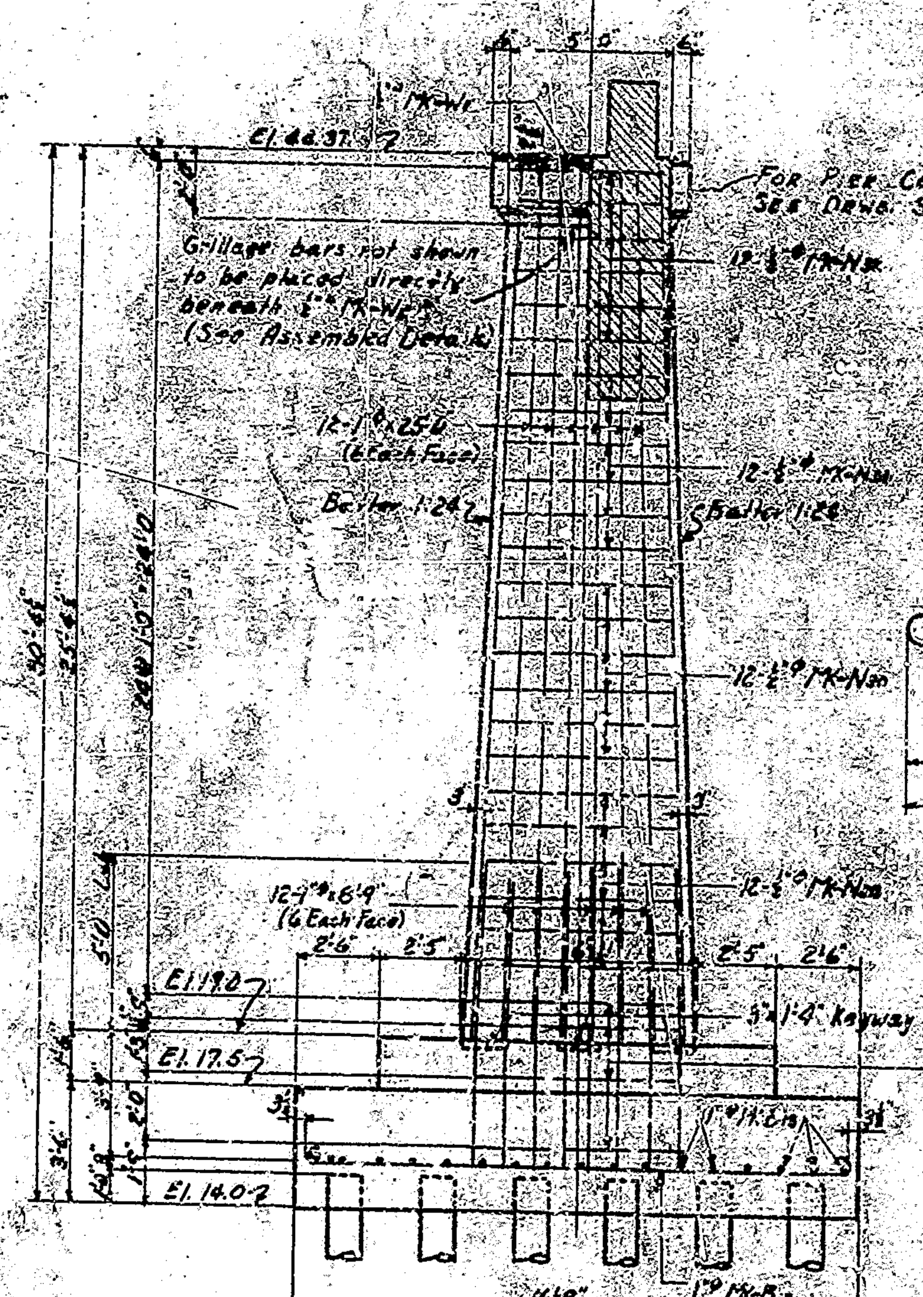
PIER NO. 9 DETAILS & BILL OF MATERIALS
REINFORCED CONCRETE
STEEL TRUSS BRIDGE
SPAN -0" ROADWAY
OVER ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½" = 1'-0" OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A
DRAWING:- 54 OF 16 STRUCTURE NO. (1-151)
BRIDGE CONTRACT NO.

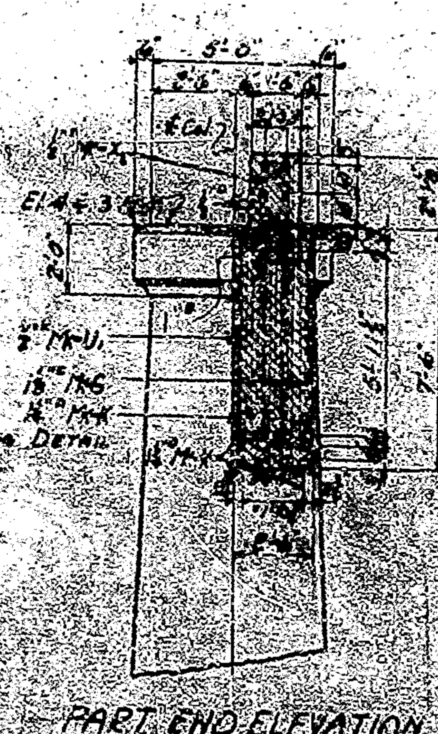
BRIDGE FILE 162-K-1031



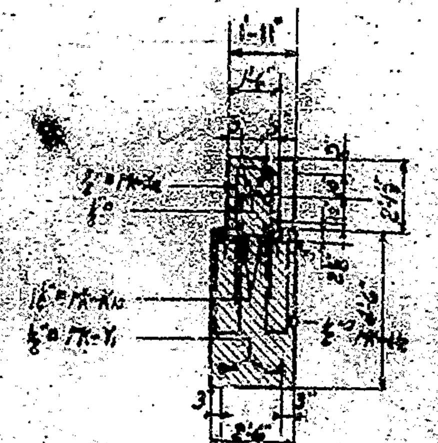
HALF SIDE ELEVATION
Max. Soil Press. 3.15 Tons/□' (Without Piling)



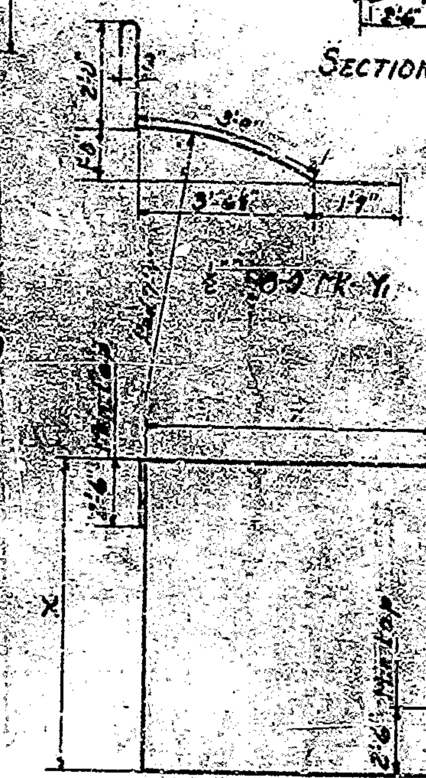
END ELEVATION
(OMITTING TIE BEAM STEEL)

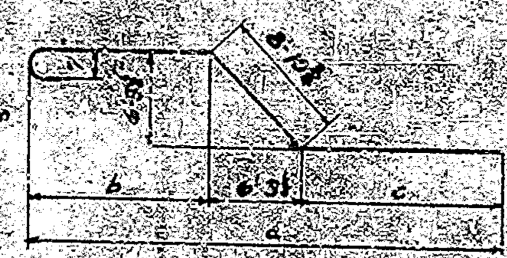


PART END ELEVATION
(SHOWING TIE BEAM STEEL)



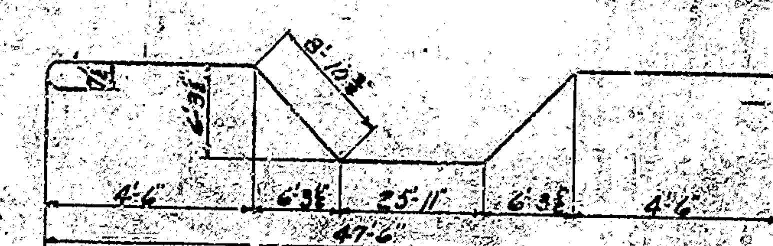
SECTION X-X





Mark	Size	a	b	c	Tot. Lgth.
G10	1⅛"□	40'9"	12'11"	21'5"	44'3"
G11	"	38'0"	15'8"	16'0"	41'6"
G12	"	27'9"	15'8"	5'4"	31'3"
G13	"	25'0"	12'11"	5'4"	28'6"

Mark	Size	X From	X To	Total Length
N68	½"□	4'6"	6'0"	16'0"
N27	"	6'0"	6'3"	15'3"
N30	"	5'5"	5'8"	14'3"
N31	"	5'0"	5'5"	13'3"
N32	"	4'6"	4'11"	12'3"



1¼"□ x 55'-0" Mk-K10

Mark	Size	e	d	Tot. Lgth.
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	6"	[illegible]	18'0"
[illegible]	[illegible]	6"	13'8"	15'8"

BILL OF MATERIALS

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	12	216

SECTION- A

REINFORCING STEEL

✓	Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
✓	K10	2	1¼"□	55'0"	Tie Beam Longt. (Bent)	110'0"	
✓	K11	10	"	49'8"	" " " (Bott.)	497'6"	
					Total 1¼"□ Bars	607'6"	3862#
✓	G10	2	1⅛"□	44'3"	Tie Beam Longt. (Bent)	88'6"	
✓	G11	4	"	41'6"	" " " "	166'0"	
✓	G12	4	"	31'3"	" " " "	125'0"	
✓	G13	2	"	28'6"	" " " "	57'0"	
					Total 1⅛"□	436'6"	1849#
✓		12	1"□	25'0"	Tie Beam Longt. Top	300'0"	1032#
✓		56	1"□	25'0"	Vert. Cols.	1400'0"	
✓	B18	48	"	18'0"	Hor. Ftgs.	864'0"	
✓	B19	34	"	15'3"	" "	518'6"	
✓		56	"	8'9"	Vert. Ftgs. to Cols.	490'0"	
					Total 1"□	3272'6"	8836#
✓		24	¾"□	4'3"	Grillage Under Mas. Pls.	102'0"	
✓		24	"	3'3"	" " " "	78'0"	
✓		40	"	2'6"	" " " "	100'0"	
					Total ¾"□	280'0"	423#
✓	U1	30	½"□	31'6"	Stirrups in Tie Beam	945'0"	
✓	U2	10	"	14'3"	" " " "	142'6"	
✓	W1	2	"	23'6"	Horiz. Under Mas. Pls.	47'0"	
✓	[illegible]	[illegible]	"	[illegible]	Vert. Ties in Tie Beam [illegible]	[illegible]	
✓	Y1	4	"	8'0"	Horiz. Tie Bm. Brkt.	[illegible]	
✓		12	"	31'3"	" " Wall	375'0"	
					Total ½"□	[illegible]	[illegible]61#
✓	N68	16	½"□	16'0"	Hoops in Cols.	256'0"	
✓	N27	24	"	15'3"	" " "	366'0"	
✓	N30	24	"	14'3"	" " "	342'0"	
✓	N31	24	"	13'3"	" " "	318'0"	
✓	N32	24	"	12'3"	" " "	294'0"	
					Total ½"□	1576'0"	1072#
					TOTAL STEEL		*18,527#

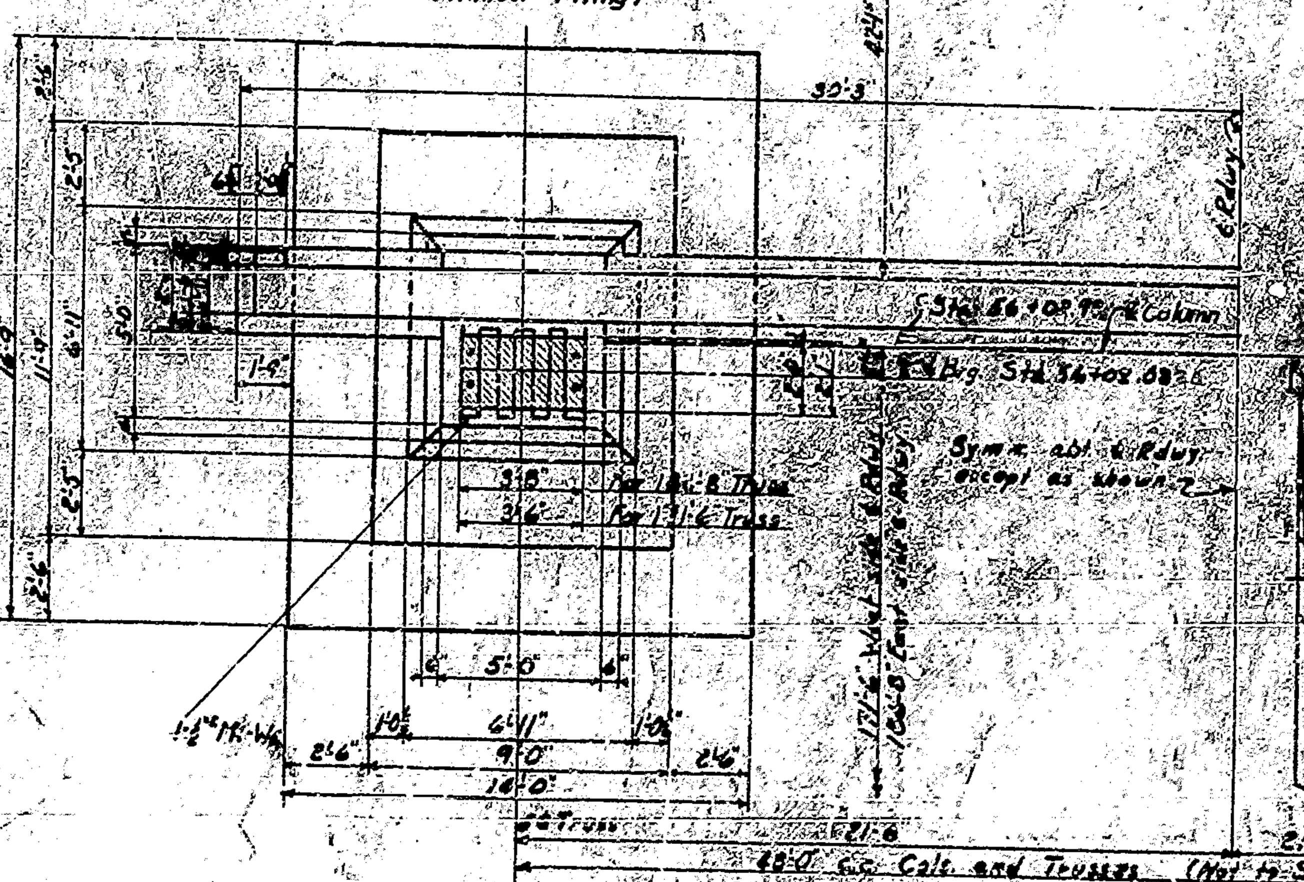
*Weights for 1930 Stds.

CONCRETE

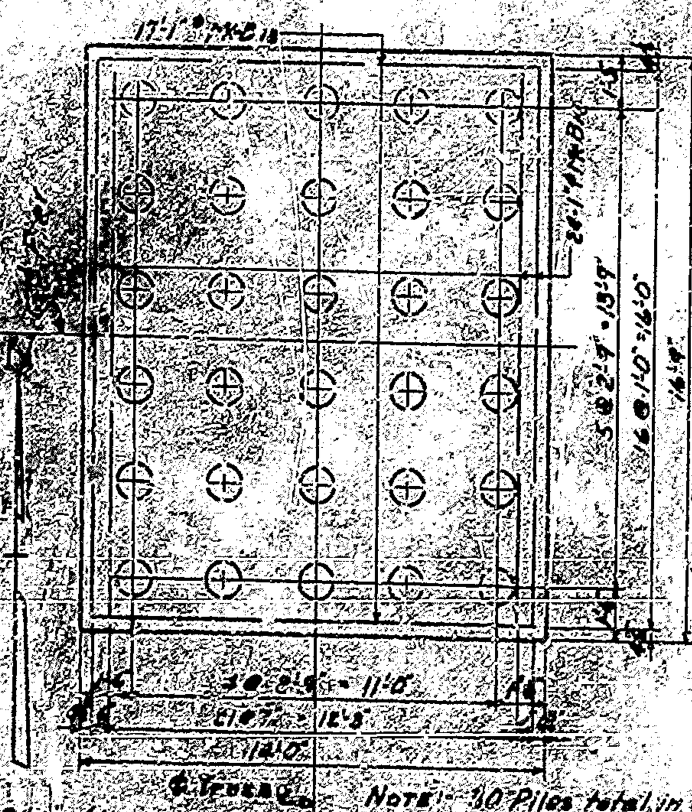
Class "E" Footings	72.5 Cu. Yds.
" "E" Above Footings (columns, tie beams, tie beam brkt. & copings)	103.0 "

MISCELLANEOUS

60 Treated Timber Piles Approx. 20'0" Long = 1200 Lin. Ft.

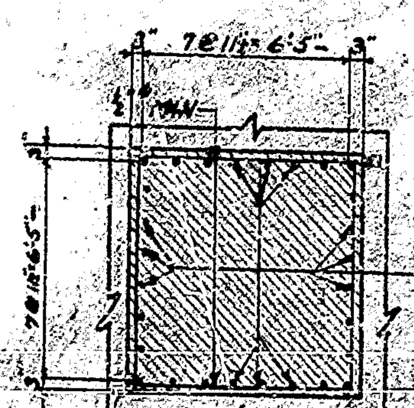


PLAN

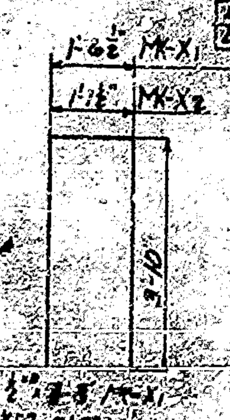


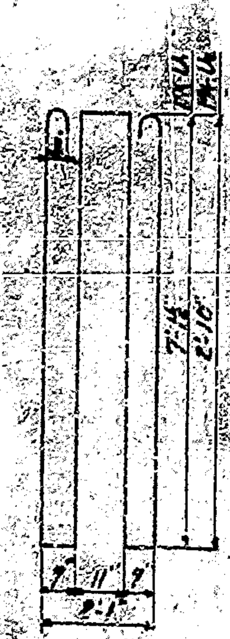
FOOTING PLAN

NOTE:- 30 Piles total in each Foundation. All to be driven to 25 T. each.



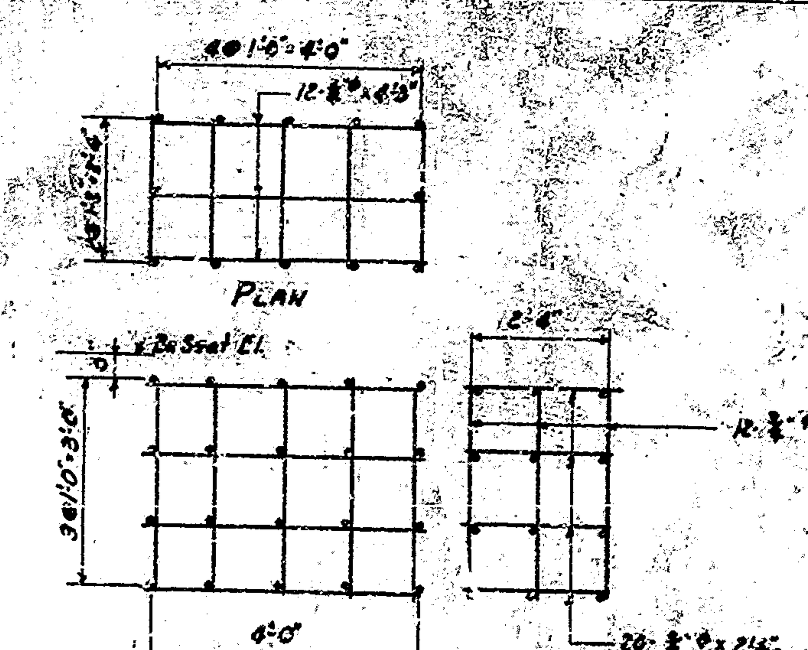
SECTION A-A





½"□ x 31'-6" Mk-U1
½"□ x 14'-3" Mk-U2

½"□ x 23'-6" Mk-W1



PLAN
SIDE ELEV. END ELEV.
ASSEMBLED DETAILS OF GRILLAGE BARS

PIER NO.10 DETAILS & BILL OF MATERIALS
REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN - 0 ROADWAY
OVER ON STATE ROAD:-

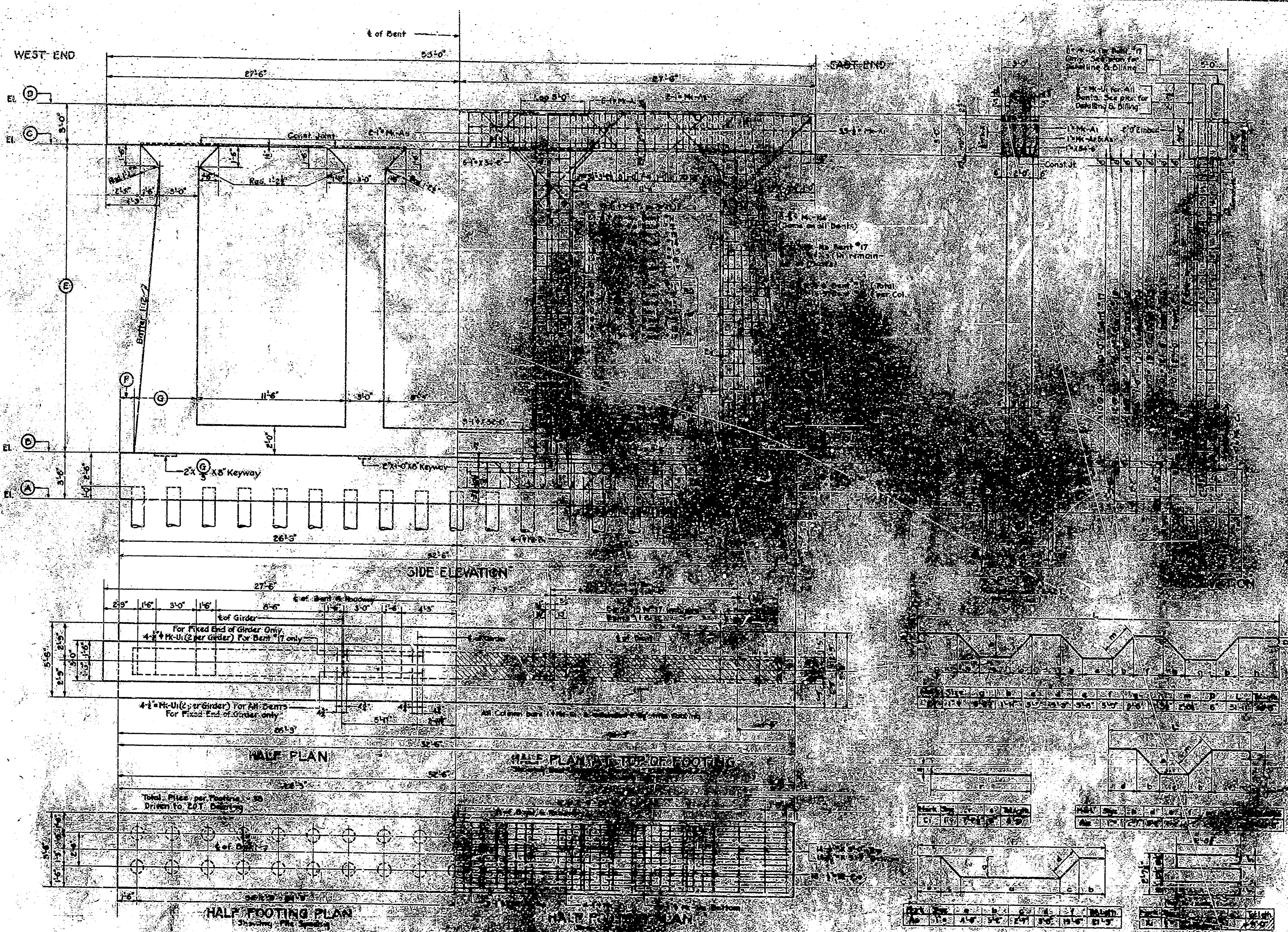
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¼" = 1'-0"
OCTOBER 18 1935
RECOMMENDED FOR APPROVAL:- [signature] ENGINEER OF BRIDGES
PROJECT:- W.P.G.M. 206
SECTION:- A
STATION:-
DRAWING:- S10 OF 18
STRUCTURE NO.
BRIDGE CONTRACT 40.
BRIDGE FILE 182-W-1031

DESIGNED E.F.D. 2-25-35	CK'D W.A.M. 3-19-35
DRAWN C.L.L. 4-26-35	CK'D E.F.D. 5-7-35
TRACED S.R.T. 5-10-35	CK'D E.F.D. 5-17-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	15	210

SECTION-A



SYMBOL	BENT #11	BENT #12	BENT #13	BENT #14	BENT #15	BENT #16	BENT #17
El. (A)	13.77	13.80	13.86	13.87	[illegible]	[illegible]	[illegible]
El. (B)	17.27	17.36	17.36	17.37	[illegible]	17.37	[illegible]
El. (C)	41.82	39.58	37.13	34.87	[illegible]	[illegible]	[illegible]
El. (D)	44.52	42.36	40.13	[illegible]	[illegible]	[illegible]	[illegible]
El. (E)	24'-3"	22'-0"	19'-9"	[illegible]	[illegible]	[illegible]	[illegible]
(F)	1'-1½"	1'-3½"	1'-5¾"	1'-8"	1'-10¼"	[illegible]	[illegible]
(G)	4'-10¾"	4'-8½"	4'-6¼"	4'-4"	4'-1¾"	[illegible]	[illegible]
(H)	3'-2¼"	3'-0"	2'-9¾"	[illegible]	[illegible]	[illegible]	[illegible]
℄ Station	56+48.37	56+93.66	57+38.74	57+83.82	[illegible]	58+73.99	59+19.07

DESIGNED I.M. 3-19-35 CK'D H.A.Z. 3-21-35
DRAWN H.A.Z. 3-27-35 CK'D I.M. 3-29-35
TRACED J.J.M. 4-11-35 CK'D E.L. K4-11-35

BILL OF MATERIALS
BENTS #11 To #17 INCLUSIVE

REINFORCING STEEL

Location		Total Length	Weight
Long. Caps	Top (8 Ea.)	2362'-6"	
"	Bent (4 Ea.)	718'-0"	
"	Bent (2 Ea.)	304'-6"	
"	Bent (8 Ea.)	2289'-6"	
	Total " φ Bars	5370'-0"	19,505#
Long. Footings	Bent (8 Ea.)	[illegible]	
"	Bott. (8 Ea.)	[illegible]	
Vert. Columns & Footings		[illegible]	
Long. Footings	Top (8 Ea.)	[illegible]	
Vert. Columns - Bent #11		[illegible]	
"	#12	[illegible]	
"	#13	900'-0"	
"	#17	810'-0"	
"	Bents [illegible]	864'-0"	
"	[illegible]	758'-0"	
"	#17 & #13	[illegible]	
"	[illegible]	[illegible]	
"	#18	[illegible]	
"	#16	[illegible]	
	Total 1" φ Bars	[illegible]	48,712#
Long. [illegible]	Bent #11	[illegible]	
"	#12	303'-0"	
"	#13	301'-6"	
"	#14	298'-6"	
"	#15	297'-0"	
"	#16	294'-0"	
"	#17	292'-6"	
Diagonals in Brackets		1599'-0"	
	Total ¾" φ Bars	3689'-6"	8607#
Vert. Caps & Girders		696'-0"	
Stirrups Caps		4410'-6"	7227'-6"
" Footings		4599'-0"	
Transverse Footings, Top & Bottom		1890'-0"	
	Total ½" φ Bars	11,595'-0" / 14,372'-6"	15937# / 12,360#
External Column Hoops, Bents #11 & 12		318'-0"	
Ext. Col. Hoops, Bents #13-#16 inclu.		661'-6"	
" All Bents		922'-6"	
"		851'-6"	
Internal Column Hoops, All Bents		2507'-0"	
	Total ⅜" φ Bars	5264'-0"	2000#
Grand Total for Steel			82,761# / 85184#
See Dwg. No. 214 For Bill of Splice Bars			

CONCRETE

Item	Bent #11	Bent #12	Bent #13	Bent #14	Bent #15	Bent #16	Bent #17	Total
	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.	Cu. Yds.
Class "E" Footing	37.5	37.5	37.5	37.5	37.5	37.5	37.5	262.5
Class "D" Above Ftng. to Cap	30.5	28.0	25.5	23.0	20.5	18.0	18.0	161.5
Class "D" Cap	18.5	18.5	18.5	18.5	18.5	18.5	18.5	129.5
Total Class "D"	49.0	46.5	44.0	41.5	39.0	36.5	36.5	291.0

MISCELLANEOUS

Item	Description	Total
Piles	[illegible]	5320 Lin. Ft.

NOTE: FOR BENT NO. 17 :-
ARRANGEMENT OF PILES AND FOOTING DESIGN FOR BENT NO. 17 DEPENDENT ON EXACT LOCATION OF PRESENT SEWER. PLANS TO BE REVISED AT TIME OF CONSTRUCTION. REINFORCING STEEL NOT TO BE ORDERED UNTIL PLANS ARE REVISED.
SEE SPECIAL PROVISIONS.

DETAILS, BILL OF MATERIAL & BENDING DIAGRAMS BENTS #11 TO #17

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN OVER - O ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¼" = 1'-0"

OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL ENGINEER OF BRIDGES

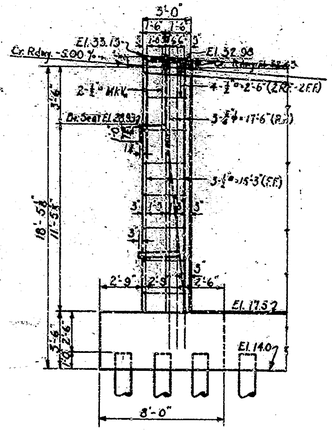
PROJECT:- W.P.G.M. 206
SECTION:- A
STATION:-
DRAWING:- 3½ OF 18
BRIDGE CONTRACT NO.
STRUCTURE NO. 1031

BRIDGE FILE 132-K-1031 Rev. 1-28-36 - Correction in Length Bar Mk-X1

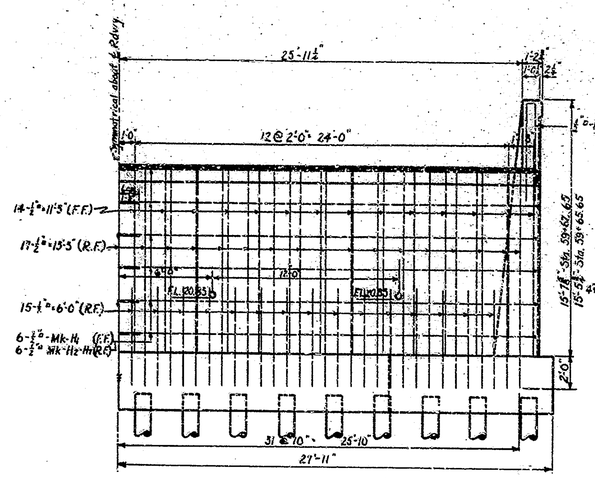
BRIDGES OVER RD. 67 AT N.

Dist.	No.	STATE	Sheets	Year	Sheet No.	Total Sheets
7	IND.	206	1934	M	5/10

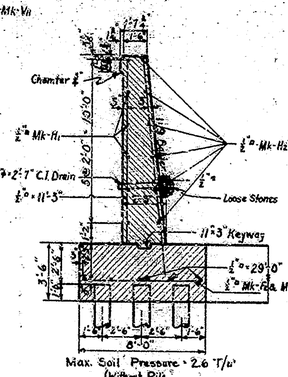
SECTION-A



ELEVATION

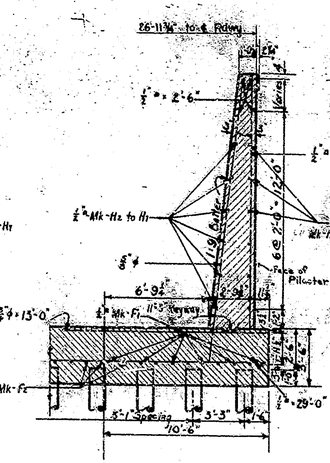


HALF ABUT. ELEVATION



Max. Soil Pressure = 2.6 T/□' (Without Pile)

SECTION ON ℄ RDWY



SECTION "A-A"

Bent	Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
		10	⅞ø	15'-0"	Top Footing-Wing Section	150'-0"	
					Total ⅞ø Bars	150'-0"	198#
		6	⅞ø	17'-6"	Vert. Wing Section (R.F.)	105'-0"	
					Total ⅞ø Bars	105'-0"	111#
	H1	12	½ø	30'-6"	Horiz. Abut. (F.F.)	366'-0"	
	H2	2	"	28'-6"	" (R.F.)	57'-0"	
	H3	2	"	28'-0"	" (")	56'-0"	
	H4	2	"	27'-6"	" (")	55'-0"	
	H5	2	"	27'-0"	" (")	54'-0"	
	H6	2	"	26'-6"	" (")	53'-0"	
	H7	2	"	26'-0"	" (")	52'-0"	
	V2	4	"	12'-3"	Vert. Wall on Bridge Seat	49'-0"	
		33	"	13'-3"	Vert. Abut. Stem (R.F.)	437'-3"	
		30	"	6'-0"	" " " (")	180'-0"	
		28	"	11'-3"	" " " (F.F.)	315'-0"	
		6	"	15'-3"	" Wing Section (")	91'-6"	
		8	"	2'-6"	Horiz. Wall on Bridge Seat (F.F.)	20'-0"	
		10	"	29'-0"	Long. Footing-Abut.	290'-0"	
	F1	12	"	33'-0"	Transv. Footing " & Wall Footing	396'-0"	
	F2	46	"	8'-0"	Abut. Footing	368'-0"	
	F3	54	"	5'-0"	" " "	270'-0"	
		12	"	26'-9"	Long. Footing-Wall	321'-0"	
					Total ½ø Bars	3430'-9"	2950#

* Weights for 1930 Standards. Total Steel 3259#

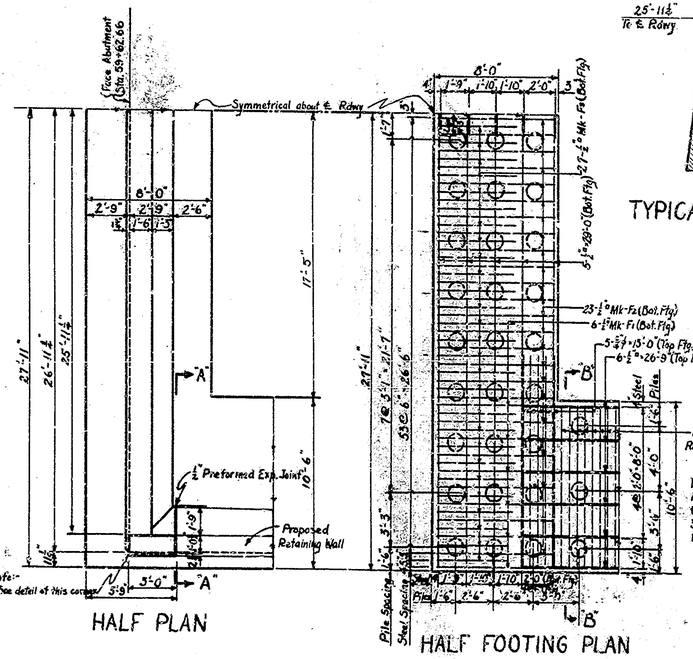
Note:- See Drawing S.B.-1 for Bill of Splice Bars.

CONCRETE

Class "C" In Footing (Abut. Section Only)	58.0 cu. yds.
Above Footing to Exp. Jts.	51.6 "

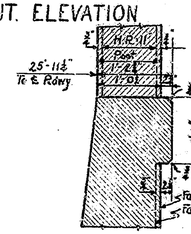
MISCELLANEOUS

4-4"ø×2'-7" C.I. (Soil Pipe) Drains	10'-8"	133.3#
Neat Soft Copper Exp. Joint-1'-0" wide	Approx. 31 Lin. Ft.	
54 Treated Timber Piles Approx. 20'-0" Long	1080 lin. ft.	

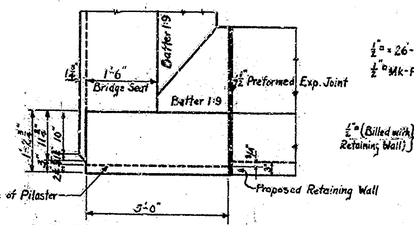


HALF PLAN

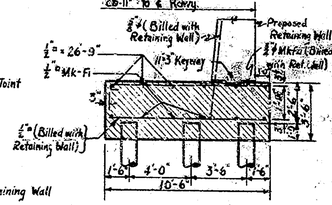
HALF FOOTING PLAN



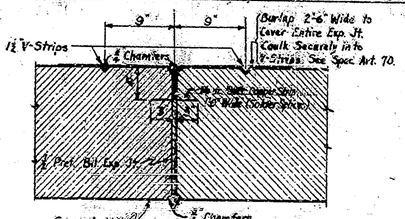
TYPICAL HANDRAIL DETAIL
Scale:- 1"=1'-0"



DETAIL-CORNER BR. SEAT
Scale:- ½"=1'-0"



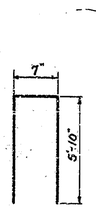
SECTION "B-B"



TYPICAL EXPANSION JOINT DETAIL
Scale:- 1½"=1'-0"

Mark	Size	r	s	Tot. Length
F1	⅞ø	32'-7"	3"	33'-0"
F2	"	7'-7"	4"	8'-0"
F3	½ø	4'-7"	3"	5'-0"

Mark	Size	r	s	Tot. Length
H1	½ø	28'-0"	2'-6"	30'-6"
H2	"	27'-0"	1'-6"	28'-6"
H3	"	26'-9"	1'-3"	28'-0"
H4	"	26'-6"	1'-0"	27'-6"
H5	"	26'-3"	0'-9"	27'-0"
H6	"	26'-0"	0'-6"	26'-6"
H7	"	25'-9"	0'-3"	26'-0"



BARS V11
½ø × 12'-3"

NOTE:- Total 54 Piles in Abut. Footing. 1st Row driven to 20 T. Bearing. 2nd and 3rd Rows driven to 15 T. Bearing.

NOTE:- See Dwg. S.B.-3 for Retaining Wall.

NOTE:- ARRANGEMENT OF PILES AND FOOTING DESIGN DEPENDENT ON EXACT LOCATION OF PRESENT SEWER. PLANS TO BE REVISED AT TIME OF CONSTRUCTION. REINFORCING STEEL NOT TO BE ORDERED UNTIL PLANS ARE REVISED. SEE SPECIAL PROVISIONS.

DESIGNED E.W.W. 5-2-35 ...CKD O.G.D. 5-1934
DRAWN E.W.W. 5-11-35 ...CKD O.G.D. 5-28-35
TRACED W.W.S. 5-25-35 ...CKD E.W.W. 5-29-35

ABUTMENT NO. 18- DETAILS, BENDING DIAGRAMS & BILL OF MATERIALS.

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN - 0" ROADWAY
OVER ON STATE ROAD - 41-W

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½"=1'-0" EXCEPT AS NOTED — OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 — STATION:-
SECTION:- A
DRAWING:- S.B. 2 OF 18 — STRUCTURE NO. 18
BRIDGE CONTRACT NO.

BRIDGE FILE (82 K - 1031)

BRIDGES OVER 60' SPAN

FED. PROJECT NO.	STATE PROJECT NO.	SHEET NO.	TOTAL SHEETS
2	(IND.) 206 1936	18	210

SECTION- R

BILL OF MATERIALS

REINFORCING STEEL

Mark	No.	Size	Length	Location	Tot Length Weight
Fm	32	#6	10'0"	Trans. (Top Footing)	170'-0"
Fm	32	"	5'-8"	" " "	342'-0"
Fm	47	"	9'-0"	" " "	423'-0"
Fm	28	"	8'-8"	" " "	238'-0"
Fm	27	"	8'-0"	" " "	216'-0"
Fm	14	"	7'-8"	" " "	108'-0"
				Total 3/4" ø Bars	1494'-0" 2271#
	2	3/4"	15'6"	E.F.of Wall (Vertical)	32'-0"
	5	"	17'0"	" " "	85'-0"
	5	"	16'6"	" " "	82'-6"
	5	"	16'0"	" " "	80'-0"
	7	"	15'6"	" " "	108'-6"
	5	"	14'3"	" " "	72'-6"
	5	"	14'3"	" " "	71'-5"
	5	"	13'5"	" " "	68'-9"
	6	"	13'3"	" " "	79'-6"
	5	"	12'9"	" " "	63'-9"
	20	"	12'3"	" " "	353'-3"
	5	"	11'3"	" " "	58'-9"
	6	"	11'3"	" " "	87'-6"
	36	"	10'3"	" " "	369'-0"
	44	"	9'0"	" " "	396'-0"
	20	"	7'9"	" " "	155'-0"
J	19	"	7'0"	" " "	133'-0"
				Total 3/4" ø Bars	2202'-6" 2419#
	42	1/2"	26'9"	Hor. Rfg. (2 Top - 2 Bott.)	1123'-6"
	84	"	21'9"	" Mat (AE to EE)	1827'-0"
	2	"	15'3"	Verticals (E.F. of Wall)	30'-6"
	5	"	14'9"	" " "	73'-9"
	5	"	14'3"	" " "	71'-5"
	5	"	13'9"	" " "	68'-9"
	7	"	13'3"	" " "	92'-6"
	5	"	12'6"	" " "	62'-6"
	5	"	12'0"	" " "	60'-0"
	5	"	11'6"	" " "	57'-6"
	6	"	11'0"	" " "	66'-0"
	5	"	10'6"	" " "	52'-6"
	5	"	10'0"	" " "	50'-0"
	13	"	9'6"	(3 Vert. E.F. of Wall, 2 Horiz. Bot. Bars)	123'-6"
	24	"	9'0"	" " " " "	216'-0"
	26	"	8'6"	Trans. (Bott. Footing)	221'-0"
	18	"	7'9"	" " "	147'-3"
	18	"	7'3"	" " "	130'-6"
	14	"	6'9"	" " "	94'-6"
	19	"	6'6"	" " "	123'-6"
	12	"	4'3"	Vert (E.F. of Hand Rail Post)	51'-0"
	53	"	4'6"	" (E.F. of Hand Rail)	238'-6"
				Total 1/2" ø Bars	5032'-3" 4328#
	99	3/8"	12'3"	Hor. (Handrail)	1212'-3"
	12	"	5'6"	Vert. (E.F. of Handrail Post)	33'-0"
	101	"	2'6"	6.2 lb. LF of Wall Horizontal	257'-6"
				Total 3/8" ø Bars	1513'-3" 571#
				Total Steel (1 Wall)	5259#
* Weights for 1930 Slab.				(2 Walls)	*10518#

NOTE: See Drawing No.S.8 for Splice Bars

CONCRETE

Class "E" Footings	276.0 Cu.Yds.
Class "E" Above Plan (Wall) (Slab) (Curb)	200.0 " "
Class "F" Handrail	254.75 Lin.Ft. (1820) Cu.Yds.

MISCELLANEOUS

20-4"ø C.I. Drains (4" Steel tubing Area 1/2 sq.in.)	261.50 Lin.Ft. 650#
Misc. Soft Copper Exp. Pl. 150 Mat.	Approx. 3.8 Lin. Ft.
202 Treated Timber Piles Approx. 20' Long	4040 Lin.Ft.

ELEVATION

UNIT #1 — UNIT #2 — UNIT #3

Top Wall Elev. 33.13

Top Ftg. Elev. 17.30

Bott. Fig. Elev. 14.00

14 @ 3'-0" = 42'-0"

20 @ 2'-0" = 40'-0"

82 @ 6" = 41'-0"

54 @ 4'-3" = 19'-0"

20 @ 2'-0" = 40'-0"

13 @ 3'-6" = 45'-6"

41 @ 1'-0" = 41'-0"

20 @ 2'-0" = 40'-0"

7 @ 4'-6" = 31'-6"

Piling

E.F. Elev.

F.F. Elev.

PLAN

(SYMMETRICAL ABOUT ℄ ROADWAY)

Joint "A" — Joint "B" — Joint "C"

Reinforcing Mat

Floor Heater

9 @ 12'-0" = 108'-0" (C.I. Drains)

124'-4½"

NOTE:- FOR DETAIL OF ABUT. "B" SEE DRAWING No. S12.

FOOTING PLAN

Bars Billed with Mark "B"

14 @ 3'-0" = 42'-0"

82 @ 6" = 41'-0"

54 @ 4'-3" = 19'-0"

66 @ 6" = 33'-0"

121 @ 1'-0" = 121'-0"

6 @ 2'-3" = 13'-6"

34 @ 1'-0" = 34'-0"

NOTE: 1st Row Piling Use 20 Ton Piles
2nd " " " 15 " " "
3rd " " " 12 " " "

SECTION "A-A"

Non-Soil Press. 2.12 Tons/ℓ" (Without Piles)

Top Wall Elev. 32.96

Top Fig. Elev. 17.50

Bott. Fig. Elev. 14.00

SECTION "B-B"

Max. Soil Press. 1.51 Tons/ℓ" (Without Piles)

Top Fig. Elev. 17.50

Bott. Fig. Elev. 14.00

HALF SECTION PERPENDICULAR TO ℄ RDWY.

Proj. ℄ Rdwy.

Top Wall Elev.

Top Fig. Elev. 17.50

Bott. Fig. Elevations

NOTE:
See Sheet 11 For Std. Conc. Handrail Details.
See Drawing S.18 for Expansion Joint Details.

Mark	Size	r	s	Total Length
Fa	#6	3'-4"	4'-8"	12'-0"
Fa2	"	3'-10"	1'-1"	5'-6"
Fa3	"	6'-4"	1'-1"	9'-0"
Fa4	"	7'-10"	1'-1"	11'-0"
Fa5	"	7'-4"	1'-1"	10'-6"
Fa6	"	8'-10"	1'-1"	12'-6"
J	#6	6'-4"	4'-1"	17'-0"

RETAINING WALL DETAILS
FROM STA. 59+62.86 TO STA. 60+90.04 (LT. & RT.)

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

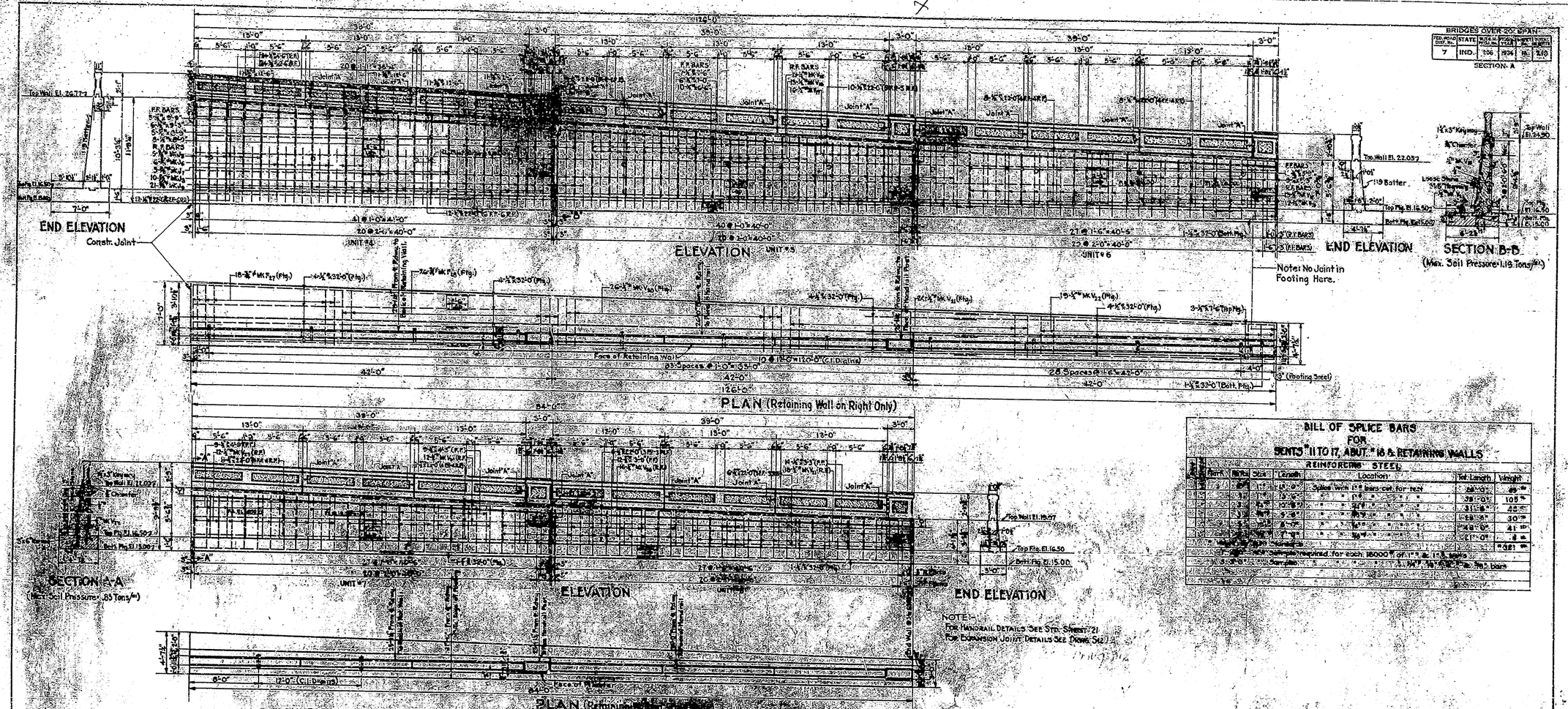
SPAN — O' ROADWAY
OVER — ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 3/16" = 1'-0"
RECOMMENDED FOR APPROVAL:-
OCTOBER 18, 1935
STATION:-
PROJECT:- W.R.G.M. 206
SECTION:- A
DRAWING:- S.15 OF 18
STRUCTURE NO. 1031
BRIDGE CONTRACT NO.

DESIGNED W.J.S. 4-22-35 ... CKD. E.W.H. 5-25-35.
DRAWN ... W.J.S. 5-22-35 ... CKD. E.W.H. 5-25-35
TRACED A.T.M. 9-6-35 ... CKD. W.J.S. 9-8-35

BRIDGE FILE: 152-K-1031



BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	ROUTE No.	COUNTY	SHEET No.	TOTAL SHEETS
7	IND.	206	1934	16	220

SECTION A

BILL OF SPLICE BARS
FOR
BENTS 11 TO 17, ABUT. 18 & RETAINING WALLS

Mark	No. Pcs.	Size	Length	Location	Tot. Length	Weight
				REINFORCING STEEL		
			0'-0"	Splice bars 1'-6" bars cast for next	38'-0"	65 lbs
			15'-6"	" " " " " "	39'-0"	105 lbs
			10'-8"	" " " " " "	31'-8"	85 lbs
			8'-6"	" " " " " "	38'-6"	30 lbs
			8'-6"	" " " " " "	48'-0"	41 lbs
			16'-6"	" " " " " "	41'-0"	8 lbs
				Total Weight of Splices		381 lbs

Splices required for each 18000 lb. of 1" & 1 1/8" sq. bars
1 3/4" sq. bars, 1 1/2" sq. bars

BILL OF MATERIALS

Mark	No. Pcs.	Size	Length	Location
				REINFORCING STEEL
F_{17}	18	¾" sq.	7'-0"	Trans. Footing (Top)
F_{16}	22	"	6'-6"	" " " (Bott.)
				Total ¾" Bars 1485 lbs.
J_{13}	5	1" sq.	11'-6"	Verticals (R.F. Wall)
J_{14}	5	"	10'-5"	" " "
J_{15}	5	"	10'-5"	" " "
J_{16}	11	"	9'-6"	" " "
				Total 1" Bars 4355 lbs.
V_{13}	13	¾" sq.	8'-6"	Verticals (R.F. Wall)
V_{16}	13	"	8'-5"	" " "
V_{17}	26	"	8'-5"	" " "
V_{18}	13	"	7'-6"	" " "
V_{19}	121	"	7'-0"	" " "
V_{20}	82	"	5'-5"	" " "
V_{21}	42	"	4'-6"	" " "
V_{22}	19	"	4'-6"	Trans. Footing (Top)
V_{23}	2	"	6'-6"	Vert. (R.F. Wall)
V_{24}	11	"	6'-0"	" " "
	34	lbs.	2'-0"	Max. Wall Height (R.F.)
	19	"	3'-0"	" " " "
	5	"	8'-5"	Verticals (R.F. Wall)
	6	"	8'-3"	" " "
	8	"	8'-0"	" " "
	8	"	7'-6"	" " "
	10	"	7'-0"	" " "
	6	"	6'-6"	" " "
	10	"	6'-0"	" " "

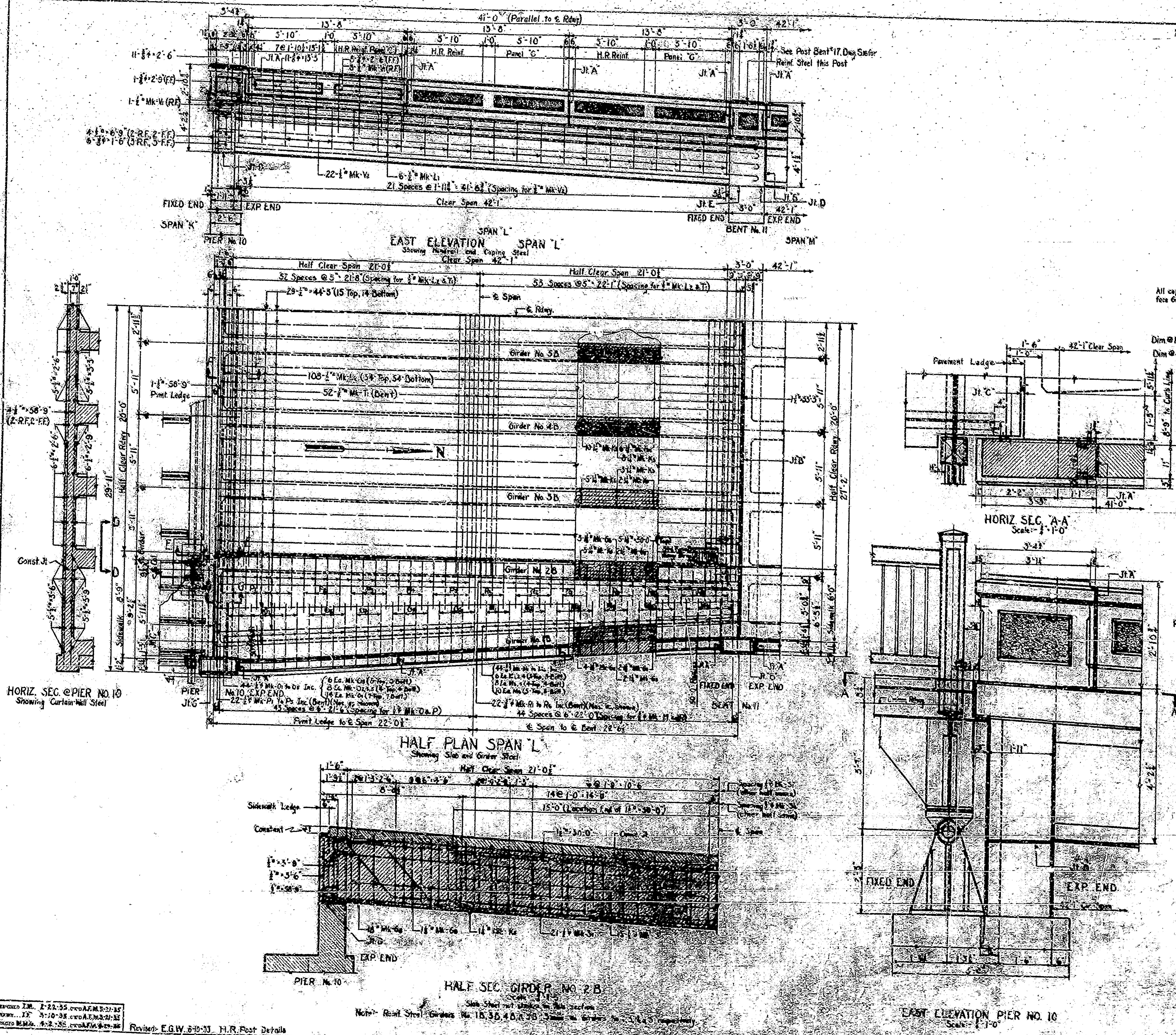
DESIGNED W.I.S. 9-21-35 ... CHKD E.W.W. 9-30-35
DRAWN W.I.S. 9-21-35 ... CHKD E.W.W. 9-30-35
TRACED R.C.A. 10-1-35 ... CHKD W.I.S. 10-12-35

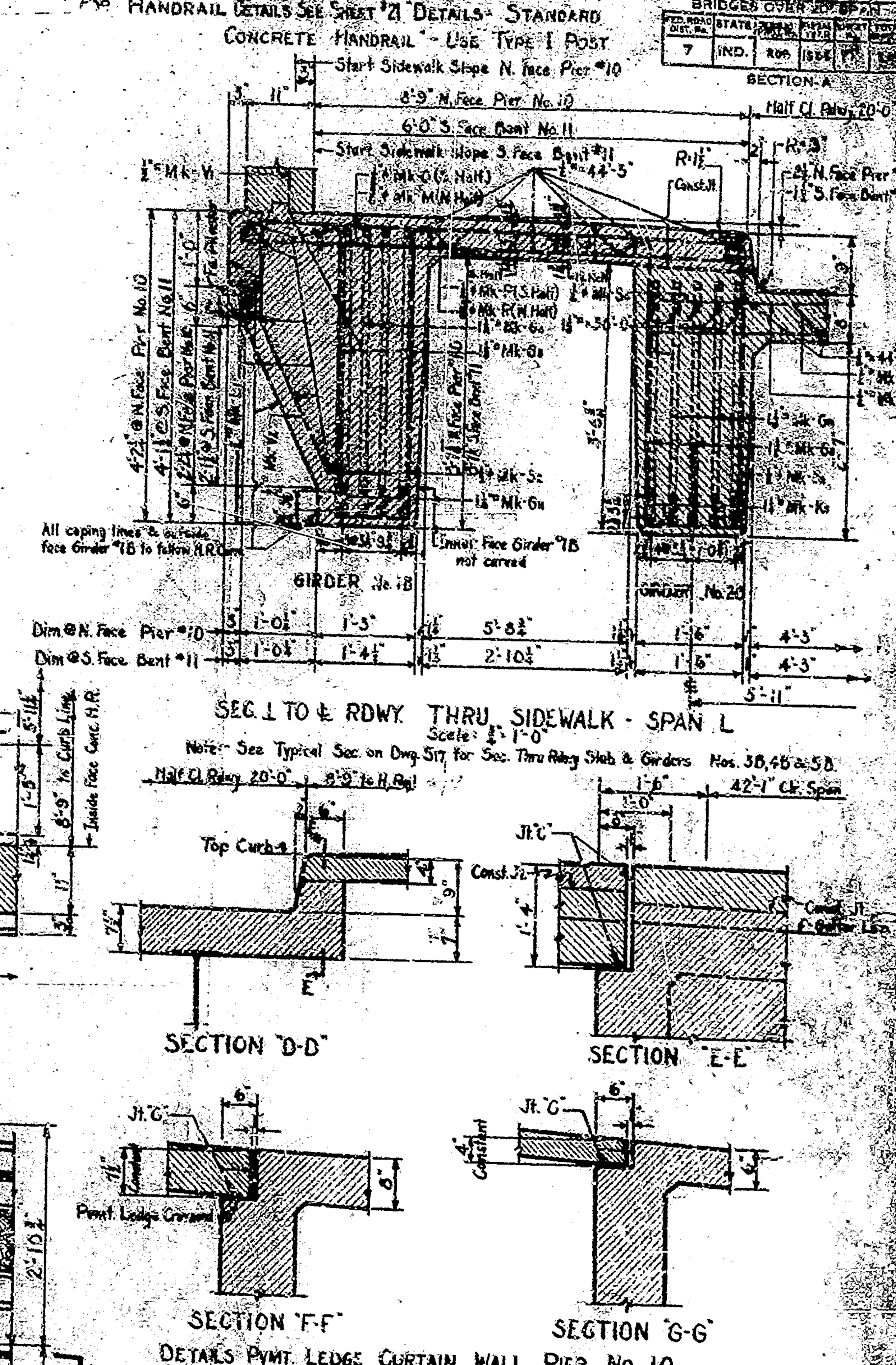
DETAIL OF RETAINING WALL STA. 60+90.04 TO STA. 63+00 (RT. ONLY)
BENDING DIAGRAM & BILL OF MATERIALS
REINFORCED CONCRETE & STEEL TRUSS BRIDGE
SPAN - 0 ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 3/16" = 1'-0" OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:- Engineer of Bridges
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A
DRAWING:- 14 OF 18 STRUCTURE NO. 103
BRIDGE CONTRACT NO.

BRIDGE FILE 152-16-33





FED. ROAD DIST. No.	STATE	PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	[illegible]	[illegible]

BRIDGES OVER 20' SPAN — SECTION: A

Note:- Joint "C" is vertical 1" Pref. Bit. Exp. Jt. extending from surface of Rdwy. or sidewalk to bottom of Pvmt. Ledge, with Tar Paper separator on bottom of Pvmt. Ledge.

Note:- Inside Face Handrail Span "L" to be built with Curves having 50'-0" Radius, (these curves to start @ Face of H.R. Posts) at each end of Handrail with straight line between tangent to curves.

Note:- Provide 16 Std. 6" Rdwy. Drains Type B located as shown on Dwg. S15 & S16. See Sheet #22 for Std. 6" Rdwy. Drain Details.

R.C. GIRDER SUPERSTRUCTURE DETAILS
REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN OVER

O ROADWAY
ON STATE ROAD: 41-W

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: ¼" = 1'-0" EXCEPT AS NOTED
OCTOBER 1935
RECOMMENDED FOR APPROVAL:
PROJECT: W.P.G.M. 206
SECTION: A
STATION:
DRAWING: S15 OF 13
STRUCTURE NO. 1031
BRIDGE CONTRACT NO.
BRIDGE FILE 41-K-1031

DESIGNED T.M. 2-22-35 CKD A.F.M. 3-21-35
DRAWN T.F. 3-10-35 CKD A.F.M. 3-21-35
TRACED W.M.G. 4-2-35 CKD A.F.M. 4-29-35

Revised: E.G.W. 8-10-35 H.R. Post Details

BRIDGES OVER 20' SPAN

FED. ROAD DIST. NO.	STATE	ROAD PROJECT NO.	COUNTY	BRIDGE NO.
7	IND.	206	1935	18	210

SECTION- A.

FOR HANDRAIL DETAILS SEE "DETAILS STANDARD CONCRETE HANDRAIL". USE TYPE 1 POST

This Post poured with Abut.#18.

EAST ELEVATION SPANS S&T

SHOWING HANDRAIL OR CURB STEEL

SPAN "S" — DENT No.16 — DENT No.17 — SPAN "T" — ABUT. No.18

HALF PLAN SPANS S&T

SHOWING GIRDER LAYOUT

SAME AS SPAN "S"

SPAN "S" — SPAN "T"

GIRDER No.5A — GIRDER No.4A — GIRDER No.3A — GIRDER No.2A — GIRDER No.1A — GIRDER No.5 — GIRDER No.4 — GIRDER No.3 — GIRDER No.2 — GIRDER No.1

HORIZ. SECTION AT DENT No.16 SHOWING CURTAIN WALL STEEL

HORIZ. SECTION AT ABUT. No.18 SHOWING CURTAIN WALL STEEL

SECTION "J-J" SHOWING JUNCTION OF SWALK & PAVT. LEDGES

Scale 1½"=1'-0

R.C. GIRDER SUPERSTRUCTURE DETAILS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN OVER - O ROADWAY ON STATE ROAD:-41-W

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1½"=1'-0" EXCEPT AS NOTED

OCTOBER 10, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT: M.P.C.No. 206 STATION:

SECTION:- A

DRAWING S.N. OF 19 STRUCTURE P.O.

BRIDGE CONTRACT NO.

BRIDGE NO. 18 on Item 1931

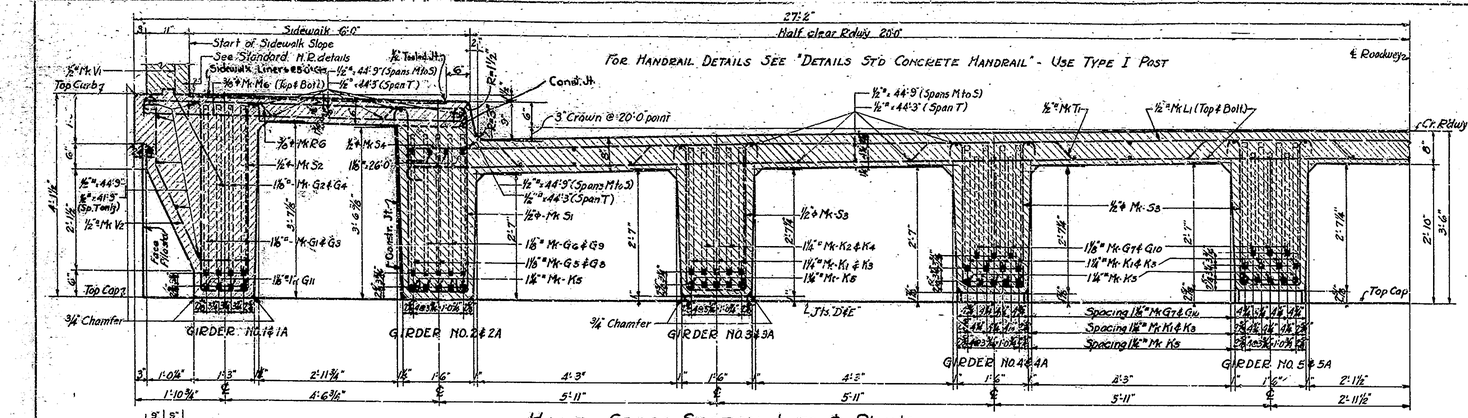
CHECKED J.M. 10-22-35 ...com'd APP'D 11-7-35

DRAWN ... J.R.S. 9-20-35 ...com'd APP'D 11-7-35

TRACED ... J.M. 9-3-35 ...com'd APP'D 9-25-35

BRIDGES OVER 20' SPAN						
FED. ROAD DIST. No.	STATE	W.R.G.M. PROJ. No.	PROJ. YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	19	210

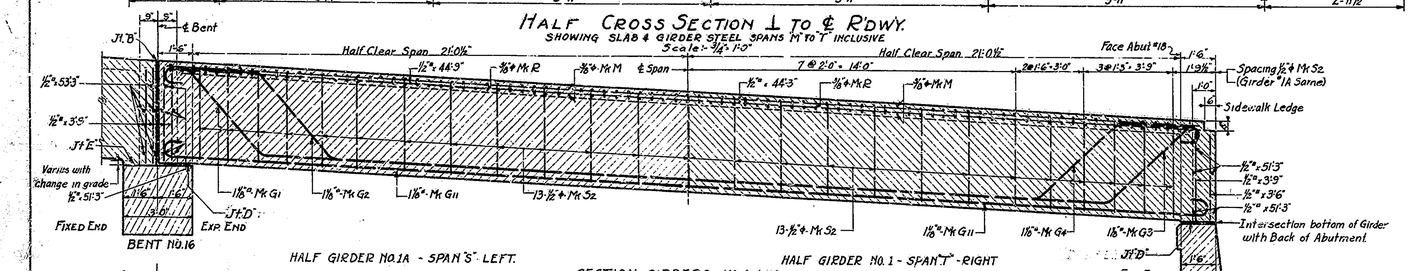
SECTION A



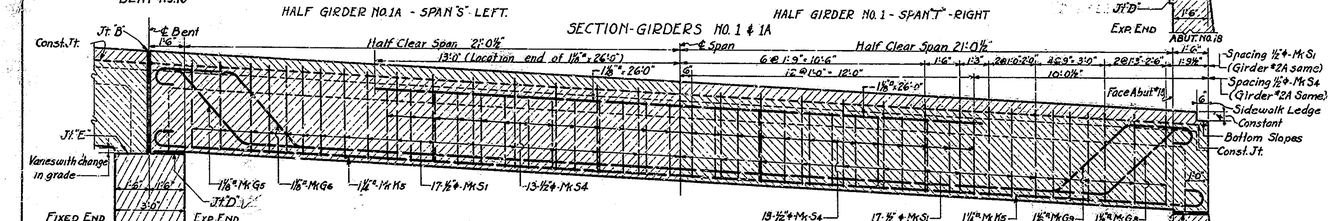
HALF CROSS SECTION ⊥ TO ℄ R'DWY.

SHOWING SLAB & GIRDER STEEL SPANS 'M' TO 'T' INCLUSIVE

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

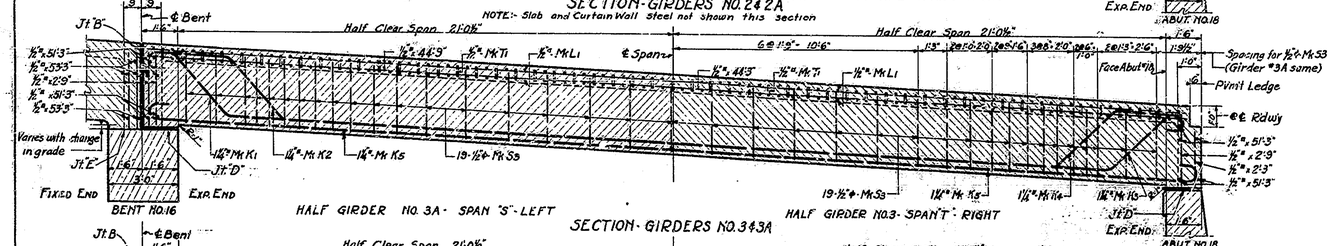


SECTION-GIRDERS NO. 1 & 1A

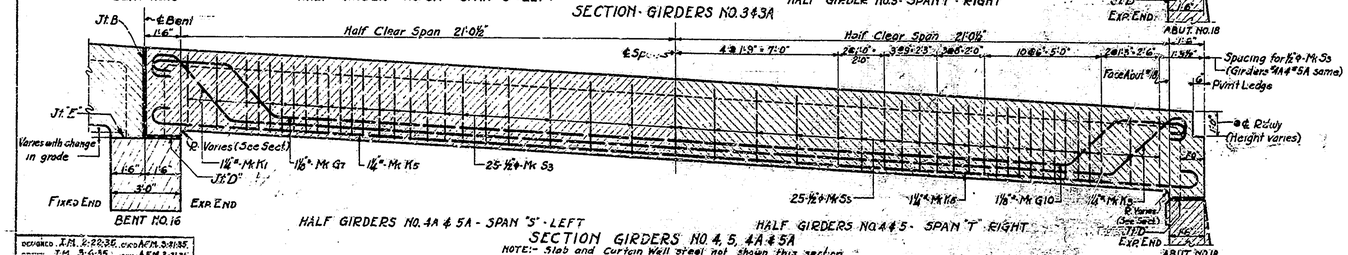


SECTION-GIRDERS NO. 2 & 2A

NOTE:- Slab and Curtain Wall steel not shown this section



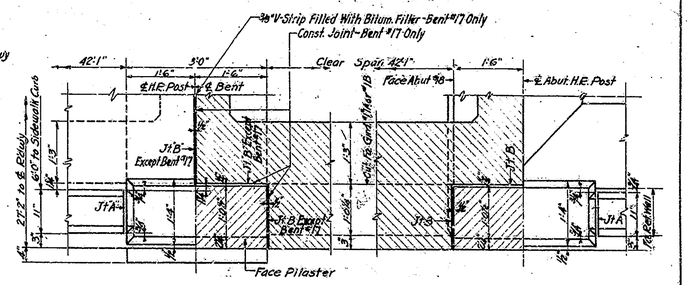
SECTION-GIRDERS NO. 3 & 3A



SECTION GIRDERS NO. 4, 5, 4A & 5A

NOTE:- Slab and Curtain Wall steel not shown this section

DESIGNED J.H. 2-22-35 CHECKED A.F.M. 3-1-35
DRAWN J.H. 3-9-35 CHECKED A.F.M. 3-21-35
TRACED R.E.D. 3-29-35 CHECKED A.F.M. 3-29-35



DETAIL @ BENTS 11 TO 17 INCL.

HALF PLAN & HORIZ. HALF SEC. 'B-B'

Scale 3/4" = 1'-0"

DETAIL @ ABUT. NO. 18

HORIZ. HALF SEC. & HALF PLAN 'C-C'

Scale 3/8" = 1'-0"

NOTE:- Joint 'A' is 3/4" open Expansion Joint in Handrail only.
Joint 'B' is 1/2" Preformed Bituminous Expansion Joint, extending from surface of Roadway or Sidewalk Slab thru Superstructure to top of Bent Cap or Abutment.

R.C. GIRDER SUPERSTRUCTURE DETAILS

REINFORCED CONCRETE & STEEL TRUSS BRIDGE

SPAN OVER - O ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 3/8" = 1'-0" EXCEPT AS NOTED OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.R.G.M. 206 STATION

SECTION:- A

DRAWING:- SHEET 19 OF 18 STRUCTURE NO. 103

BRIDGE CONTRACT NO.

BRIDGE FILE 152-W-1031

BILL OF MATERIALS
SUPERSTRUCTURE R.C. GIRDER SPANS

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
K1	132	1"	48'-9"	Girders (5 Ea.) [illegible]	6435'-0"	
K2	24	"	48'-9"	"3,4 (2 Ea.)	1170'-0"	
K3	44	"	48'-3"	(8 Ea.) [illegible]	2123'-0"	
K4	8	"	48'-3"	"3,3B" (2 Ea.)	386'-0"	
K5	320	"	46'-9"	All Interior Girders (5 Ea.)	14960'-0"	
	9	"	15'-6"	Splice Bars	139'-6"	
				Total 1" Bars	25223'-6"	135,396
G1	24	1⅛"	49'-6"	Girders "1A (2 Ea.)	1188'-0"	
G2	24	"	49'-6"	1A (2 Ea.)	1188'-0"	
G3	8	"	49'-0"	1,1B (2 Ea.)	392'-0"	
G4	8	"	49'-0"	1,1B (2 Ea.)	392'-0"	
G5	36	"	49'-0"	2A (3 Ea.)	1764'-0"	
G6	24	"	49'-0"	2A (2 Ea.)	1176'-0"	
G7	72	"	48'-3"	4A, 5A (3 Ea.)	[illegible]	
G8	12	"	48'-6"	2,2B (3 Ea.)	[illegible]	
G9	8	"	48'-5"	2,2B (2 Ea.)	[illegible]	
G10	24	"	47'-9"	4,4B,5,5B [illegible]	1146'-0"	
G11	64	"	46'-6"	[illegible]	[illegible]	
	10	"	30'-0"	2,2B Top (3 Ea.)	[illegible]	
	56	"	28'-0"	[illegible] Top [illegible]	[illegible]	
	5	"	[illegible]	Splice Bars	[illegible]	
				Total 1⅛" Bars	[illegible]	[illegible]
T1	422	¾"	45'-6"	Transv. Rdwy. Slab [illegible]	[illegible]	
L1	112	"	47'-3"	Long'l Rdwy. Slab [illegible]	[illegible]	
L2	861	"	45'-3"	[illegible]	[illegible]	
D1	192	"	7'-9"	Drain [illegible]	[illegible]	
V1	396	"	4'-6"	Vert. [illegible]	1737'-[illegible]	
V2	352	"	4'-9"	[illegible]	1672'-0"	
	5	"	[illegible]	Horiz. [illegible] Rail (Pier [illegible])	290'-9"	
	33	"	53'-3"	Walls	1563'-9"	
	90	"	37'-3"	[illegible]	2650'-[illegible]	
	396	"	[illegible]	Curbs [illegible]	[illegible]	
	70	"	[illegible]	Long'l [illegible]	[illegible]	
	72	"	37'-9"	[illegible]	[illegible]	
	92	"	6'-9"	[illegible] Posts	[illegible]	
	246	"	3'-9"	[illegible] Curb [illegible]	[illegible]	
	82	"	3'-6"	[illegible]	[illegible]	
	270	"	3'-3"	[illegible]	[illegible]	
	360	"	2'-9"	[illegible]	990'-0"	
	151	"	2'-3"	[illegible]	[illegible]	
	21	"	2'-3"	[illegible]	[illegible]	
	5	"	8'-6"	Splice Bars	[illegible]	
				Total ¾" Bars	[illegible]	[illegible]

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
P1	14	½"	10'-3"	Transv. S.W. Slab (Bent)	143'-6"	
P2	8	"	10'-0"		80'-0"	
P3	8	"	9'-9"		78'-0"	
P4	6	"	9'-6"		57'-0"	
P5	8	"	9'-3"		74'-0"	
O1	28	"	10'-0"	Transv. S.W. Slab (Top & Bot.)	280'-0"	
O2	16	"	9'-9"		156'-0"	
O3	12	"	9'-6"		114'-0"	
O4	16	"	9'-3"		148'-0"	
O5	16	"	9'-0"		144'-0"	
S1	544	"	9'-6"	Stirrups Girder 2,2A,2B	5168'-0"	
S2	400	"	9'-6"	1,1A,1B	3800'-0"	
S3	2160	"	8'-0"	3,3A,3B,4,4A,4B,5,5A,5B	17,280'-0"	
S4	424	"	8'-0"	Stirrups Girder 2,2A,2B	3392'-0"	
	6	"	8'-0"	Splice Bars	48'-0"	
				Total ½" Bars	30,362'-6"	20,253
R1	6	⅜"	8'-9"	Transv. S.W. Slab (Bent)	52'-6"	
R2	8	"	8'-6"		68'-0"	
R3	8	"	8'-3"		66'-0"	
R4	8	"	8'-0"		64'-0"	
R5	8	"	7'-9"		[illegible]	
R6	610	"	7'-9"		4727'-6"	
R7	14	"	6'-6"		91'-0"	
M1	12	"	8'-6"	Transv. S.W. Slab (Top & Bot.)	102'-0"	
M2	12	"	8'-3"		99'-0"	
M3	16	"	8'-0"		128'-0"	
M4	12	"	7'-9"		93'-0"	
M5	76	"	7'-6"		[illegible]	
M6	1206	"	7'-5"		[illegible]	
M7	64	"	6'-3"		400'-0"	
	154	"	17'-5"	Long'l H.R. Panels "B"	[illegible]	
	308	"	13'-6"	"A"	4158'-0"	
	66	"	13'-3"		[illegible]	
	2	"	2'-9"	Vert. H.R. Post Pier No. 10	5'-6"	
	644	"	2'-6"	Horiz. & Vert. H.R.	1610'-0"	
	12	"	1'-6"	Horiz. H.R. [illegible] Pier No. 10	18'-0"	
	3	"	7'-0"	Splice Bars	21'-0"	
				Total ⅜" Bars	23,360'-[illegible]	[illegible]
				Total Steel		[illegible]

CONCRETE QUANTITIES

Superstructure	Span	L	M	N	O	P	Q	S	T	[illegible]
Class "B"	Cu. Yds.	154.5	146.0	146.0	146.0	146.0	146.[illegible]	[illegible]	[illegible]	[illegible] (17[illegible] Cu. Yds.)
Handrail Class "[illegible]"	(56.0 Cu. Yds.)									

MISCELLANEOUS

[illegible] Deck Drains, Pipes, etc. (See 6" [illegible] Drain) [illegible]

SUMMARY

ITEM	CONCRETE Class [illegible] Cu. Yds.	Class C Cu. Yds.	[illegible]	[illegible]	REINFORCING STEEL [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Total Lbs.	[illegible]	[illegible]
ABUT. NO. 1	[illegible]	[illegible]	[illegible]										[illegible]		
PIER NO. 2	—	1060	865										[illegible]		
3	—	1060	1015										[illegible]		
4	—	1110	1180										[illegible]		
5	—	1510	1485										[illegible]		
6	—	1810	1110										15,030		
7	—	1810	1110										[illegible]		
8	—	1510	1485										[illegible]		
9	—	1110	1150										[illegible]		
10	—	772.5	1050										[illegible]		
[illegible]	291.0	772.5											[illegible]		
ABUT. NO. 18	—	380	315										[illegible]		
[illegible]	—	1360	[illegible]										[illegible]		
[illegible]	—	965	[illegible]										[illegible]		
SPLICE BARS	—				83	63	178	781	46	96	90	[illegible]	[illegible]		
[illegible]	379.5			36.0	[illegible]								[illegible]		
Totals	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

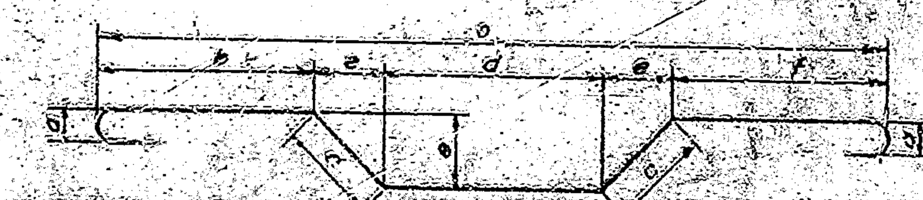
Weights for 350 S.H. [illegible]

MISCELLANEOUS

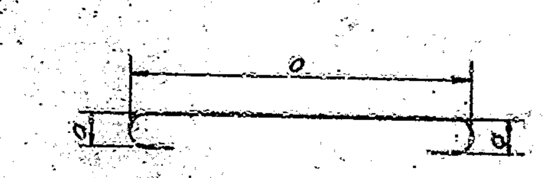
4" C.I. Drains (or 4" Steel Tubing) Approx. [illegible] Total [illegible] Lin. Ft. - 1896 [illegible]
Std. 6" [illegible] Drains [illegible] (See Standard Sheet) [illegible]
[illegible] Exp. [illegible] [illegible] Lin. Ft.
Total = 6750 [illegible]

DESIGNED .... CH'K'D ....
DRAWN .... CH'K'D ....
TRACED E.L.F. 4-29-35 CH'K'D H.A.Z. [illegible]

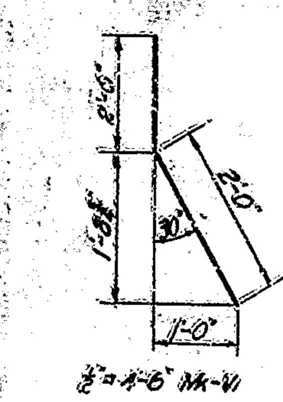
BAR BENDING DIAGRAMS



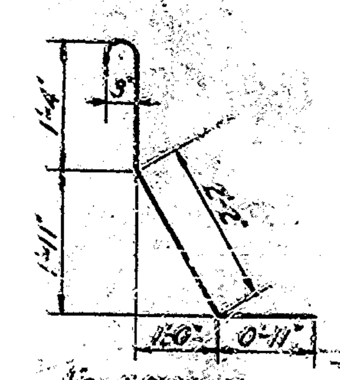
Mark	Size	a	b	c	d	e	f	o	Length
K1	1"	0'-1½"	1'-11"	3'-6½"	37'-3"	2'-3"	1'-1"	44'-7"	48'-9"
K2	"	"	3'-5"	"	32'-9"	"	3'-5"	44'-7"	45'-9"
K3	"	"	0'-9"	"	37'-7"	"	0'-9"	44'-1"	48'-3"
K4	"	"	3'-1"	"	32'-11"	"	3'-1"	44'-1"	48'-3"
G1	1⅛"	0'-7"	0'-11½"	4'-10"	35'-10"	3'-5"	0'-11½"	44'-7"	49'-6"
G2	"	"	4'-2½"	"	28'-4"	"	4'-2½"	"	"
G3	"	"	0'-9"	"	35'-9"	"	0'-9"	44'-1"	49'-0"
G4	"	"	4'-0"	"	29'-3"	"	4'-0"	"	"
G5	"	"	1'-1"	4'-0"	36'-9"	2'-10"	1'-1"	42'-7"	"
G6	"	"	3'-5"	"	32'-1"	"	3'-5"	"	"
G7	"	"	3'-3"	2'-10"	34'-1"	2'-0"	3'-3"	"	48'-3"
G8	"	"	0'-9"	4'-0"	36'-11"	2'-10"	0'-9"	44'-1"	48'-6"
G9	"	"	3'-1"	"	32'-3"	"	3'-1"	"	"
G10	"	"	2'-11"	2'-10"	34'-3"	2'-0"	2'-11"	"	47'-9"
P1	½"	0'-3"	2'-9"	0'-4½"	4'-4½"	0'-3"	1'-7½"	9'-3"	10'-3"
P2	"	"	2'-8"	"	4'-2"	"	1'-7"	9'-0"	10'-0"
P3	"	"	2'-7½"	"	4'-0½"	"	"	8'-9"	9'-9"
P4	"	"	2'-7"	"	3'-2"	"	"	8'-6"	9'-6"
P5	"	"	2'-3½"	"	3'-8"	"	1'-6½"	8'-3"	9'-3"
R1	⅜"	0'-2"	2'-6"	0'-4½"	3'-3½"	0'-3"	1'-6½"	8'-0"	8'-9"
R2	"	"	2'-3½"	"	3'-3½"	"	1'-6"	7'-9"	8'-6"
R3	"	"	2'-5"	"	3'-1"	"	"	7'-6"	8'-3"
R4	"	"	2'-4"	"	2'-11½"	"	1'-5½"	7'-3"	8'-0"
R5	"	"	2'-3½"	"	2'-9½"	"	1'-5"	7'-0"	7'-9"
R6	"	"	2'-4½"	"	2'-7"	"	1'-4½"	6'-10"	"
R7	"	"	1'-1½"	"	"	"	"	5'-7"	6'-6"



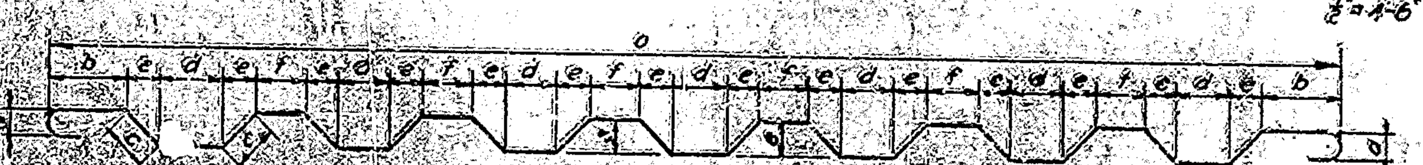
Mark	Size	a	o	Length
K5	1"	0'-1½"	44'-7"	46'-9"
G11	1⅛"	0'-7"	44'-7"	46'-6"
L1	¾"	0'-3"	46'-6"	47'-3"
L2	"	"	44'-6"	45'-3"
D1	"	"	7'-0"	7'-9"
O1	½"	0'-3"	9'-3"	10'-0"
O2	"	"	9'-0"	9'-9"
O3	"	"	8'-9"	9'-6"
O4	"	"	8'-6"	9'-3"
O5	"	"	8'-3"	9'-0"
M1	⅜"	0'-2"	8'-0"	8'-5"
M2	"	"	7'-9"	8'-3"
M3	"	"	7'-6"	8'-0"
M4	"	"	7'-3"	7'-9"
M5	"	"	7'-0"	7'-6"
M6	"	"	6'-10"	7'-6"
M7	"	"	5'-7"	6'-3"



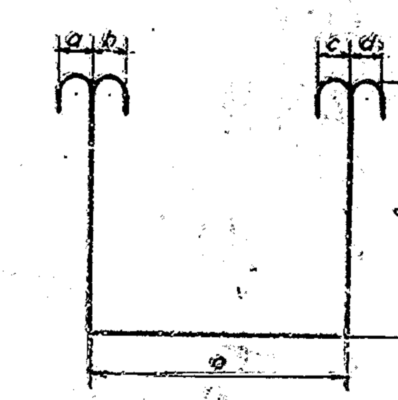
¾"ø 4'-6" Mk-V1



¾"ø 4'-9" Mk-V2



Mark	Size	a	b	c	d	e	f	o	Length
T1	¾"	0'-3"	1'-10"	0'-6½"	2'-7"	0'-4½"	2'-7"	42'-6"	45'-6"



Mark	Size	a	b	c	d	e	f	Length
S1	½"	0'-3"	—	0'-3"	—	1'-2½"	3'-9½"	9'-6"
S2	"	0'-3"	—	—	0'-3"	0'-11½"	3'-9½"	9'-6"
S3	"	0'-3"	—	—	0'-3"	1'-2½"	2'-11"	8'-0"
S4	"	—	0'-3"	0'-3"	—	1'-2½"	2'-11"	[illegible]

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	[illegible]	[illegible]	SHEET No.	TOTAL SHEETS
7	IND.	205	1326	25	210

SECTION A

R.C.G. BILL OF MATERIALS, SUMMARY & BAR BENDING DIAGRAMS
REINFORCED CONCRETE & STEEL TRUSS BRIDGE

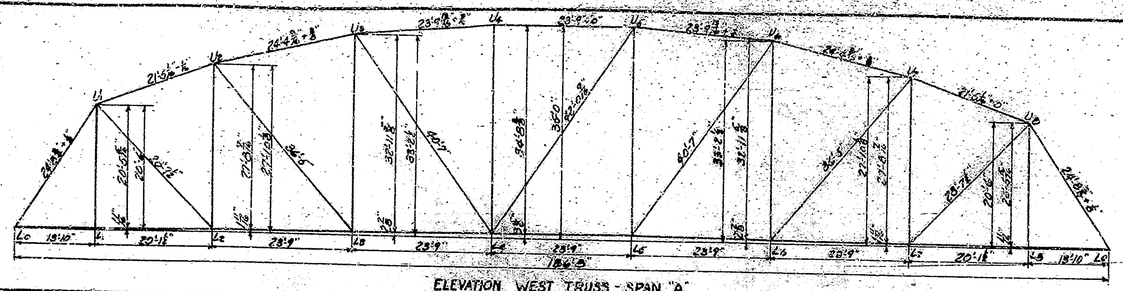
SPAN
OVER
- 0 ROADWAY
ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-
OCTOBER [illegible], 1935
RECOMMENDED FOR APPROVAL:- [illegible]
PROJECT:- [illegible] 205
SECTION:- [illegible]
STATION:-
[illegible]
STRUCTURE NO. [illegible]
BRIDGE CONTRACT NO.
BRIDGE FILE 152-K-[illegible]

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	PROJECT No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	23	283

SECTION A.



ELEVATION WEST TRUSS - SPAN "A"

+ COMPRESSION
+ TENSION

MEMBER	PRIMARY STRESSES - KIPS - SPAN A & K					SECTION	PROPERTIES					AREA REQD. AT CENTER	AREA REQD. AT END	AREA GIVEN				CONNECTION STRESS	DETAILS
	D.L.	L.L.	S.W.L.	IMP.	TOTAL.		I in.	r in.	l/r	e in.	Wt/ft lbs.			GROSS	Rivet Deduct Chord	Rivet Deduct Web	NET CENTER	NET END	
L0U1	-414.50	-151.63	-30.21	11.5% -174.4	-613.78	Web at C. Horiz. Con. 2-23x3/8 PL 2-18x7/16 PL	297	6.65	45	285	198	42.62		49.19					620,000	End Battens 23"x8"x2'6" Double lacing 4"x3"x2'6"
U1U2	-394.29	-144.49	-28.79	11.5% -166.2	-586.19	Con. 2-23x3/8 PL 2-18x7/16 PL	257	6.62	40	350	188	43.91		46.09					595,000	do
U2U3	-457.73	-167.82	-33.44	11.5% -193.0	-678.28	Con. 2-23x3/8 PL 2-18x7/16 PL	292	6.53	45	370	217	54.50		56.39					699,000	do
U3U4	-489.77	-179.62	-35.7.	11.5% -206.6	-725.84	Con. 2-23x3/8 PL 2-18x7/16 PL	286	6.49	44	320	225	57.32		58.69					738,000	do
U4U5	-488.39	-179.11	-35.69	11.5% -206.0	-723.79	do	285	6.49	44	320	225	57.14		58.59					738,000	do
U5U6	-488.95	-179.62	-36.79	11.5% -206.6	-725.02	do	286	6.49	44	320	225	57.32		58.59					738,000	do
U6U7	-459.85	-167.82	-33.44	11.5% -193.0	-676.54	Con. 2-23x3/8 PL 2-18x7/16 PL	292	6.53	45	390	217	54.50		54.39					699,000	do
U7U8	-388.99	-144.49	-28.79	11.5% -166.2	-576.04	Con. 2-23x3/8 PL 2-18x7/16 PL	257	6.62	40	380	188	45.91		46.99					595,000	do
U8L7	-359.89	-133.97	-30.21	11.5% -154.1	-533.48	Con. 2-23x3/8 PL 2-18x5/8 SB	297	6.76	44	465	180	44.79		45.46					550,000	do
L0L1 L2	+231.84	+84.81	+16.90	11.5% + 9.75	+343.30	2-15"Be45"					115	22.54	22.10	26.34	2-7/8	1-7/8	23.48	23.21	358,000	Tie B. at L2 28'-8 1/2" Double Lacing 2"x1/4" PL at 2'-0"
L2L3	+370.42	+135.75	+27.05	11.5% +15.61	+548.83	2-15"Be55" 2-PL 14"x1/2"					180	34.90	34.10	43.90	2-7/8	2-7/8	38.32	37.24	595,000	Tie B. 23"x3/8"x1'-0" do
L3L4	+446.47	+163.69	+32.62	11.5% +18.82	+661.60	2-15"Be55" 2-PL 14"x1/2"					207	41.50	43.50	52.94	2-7/8	2-7/8	45.15	44.07	698,000	do do
L4L5	+487.55	+179.11	+35.69	11.5% +20.60	+722.95	2-15"Be55" 2-PL 14"x1/2"					223	43.00	47.60	57.60	2-7/8	2-7/8	49.18	50.188	769,000	do do
L5L6	+442.67	+163.69	+32.62	11.5% +18.82	+658.80	2-15"Be55" 2-PL 14"x1/2"					207	41.50	43.50	52.84	2-7/8	2-7/8	45.15	44.07	698,000	do do
L6L7	+364.64	+136.75	+27.05	11.5% +15.61	+543.05	2-15"Be55" 2-PL 14"x1/2"					180	36.90	36.10	44.90	2-7/8	2-7/8	38.32	39.24	595,000	do do
L7L8L9	+201.30	+ 74.93	+16.90	11.5% + 8.62	+301.75	2-15"Be40"					105	20.05	19.70	24.40	2-7/8	1-7/8	20.87	20.24	319,000	Tie B. at L9 25"x3/8"x1'-3" do
U1L1	+58.06	+ 61.53	+ 6.56	6.6% +86.72	+163.07	1-12 WFe53"	245	2.48	99		53		10.71	13.59		3-7/8		12.49	200,000	
U1L2	-45.09 -64.43	+ 37.11 - 43.86	+ 4.92 - 8.36	+ 7.05(44%) - 5.67(44%)	+ 3.93 -121.85	2-12"Be20.7"	332	4.52	73		47		9.50	12.06				10.06	122,710	Web PL of Sway Space Cons. 18"x3/8"x1'-2" Lacing 2"x3/8"x1'-5"
U2L3	-6.39 -6.48	- 46.30 - 34.98	+ 7.58 - 6.59	+ 7.66(44%) - 4.84(44%)	+ 56.98 - 52.49	do	396	4.52	88		49		6.00	12.06				10.06	109,090	do do
U3L4	+26.21	+ 13.51	+ 2.69	11.5% + 1.55	+43.96	do	416	4.52	92		45		3.40	12.06				10.06	Tie 65,000 161,000	do Alt. Use Tie B. 18"x3/8"x0'-7 1/2"
U4L5	+23.96 +6.49	+ 49.00 - 32.00	+ 8.90 - 5.72	+ 7.36(44%) - 4.80(44%)	+ 88.81 - 26.01	do	416	4.52	92		49		6.90	12.06				10.06	119,000	do Lacing 2"x3/8"x1'-3 1/2"
U5L6	- 6.78 - 9.68	- 46.30 - 34.98	+ 7.58 - 6.59	+ 7.66(44%) - 4.84(44%)	+ 56.74 - 55.69	do	396	4.52	88		49		6.00	12.06				10.06	109,090	do do
U6L7	-48.31 -69.02	+ 37.11 - 43.86	+ 4.92 - 8.36	+ 7.05(44%) - 5.67(44%)	+ 0.77 -126.45	do	332	4.52	73		69		9.50	12.06				10.06	122,710	do do
U8L8	+14.70	0	+ 6.56	0	+ 21.26	1-12 WFe58"	245	2.48	99		55		4.80	15.59		3-7/8		12.49	70,000	
U1L2	+197.13	+80.19	+16.04	10% +9.62	+302.98	2-12"Be40"	364	4.09	84		86	20.10	19.90	23.66	2-7/8	1-7/8	22.586	20.44	340,000	End Tie B. at L1 1/8"-Intermediate 11"x3/8"x0'-7 1/2"
U2L3	+116.51	+63.25	+ 12.52	12.5% +7.91	+200.19	2-12"Be25"	437	4.43	99		55	13.52	5.26	14.64	2-7/8	1-7/8	15.765	13.64	209,000	End Tie B. at L3 1/8"x3/8"x1'-10" do
U3L4	+71.63	+58.86	+ 11.33	13.5% +7.95	+148.77	2-12"Be20.7"	487	4.61	106		66	10.13	9.97	12.06	2-7/8	1-7/8	11.184	10.94	165,000	do do
U4L5	+1.44 +1.02	+ 47.72 - 47.72	+ 8.59 - 8.59	+ 7.16(44%) - 7.16(44%)	+ 64.33 - 62.45	2-12"Be25"	505	4.43	114		82	6.67	6.67	14.64	2-7/8	1-7/8	15.765	13.64	126,940	do Single Lacing 2"x3/8"x1'-10" do
U5L6	+74.99	+58.86	+ 11.33	13.5% +7.95	+153.13	2-12"Be20.7"	487	4.61	106		66	10.13	9.97	12.06	2-7/8	1-7/8	11.184	10.94	165,000	do do
U6L7	+121.16	+63.25	+ 12.52	12.5% +7.91	+ 204.84	2-12"Be25"	437	4.43	99		85	13.52	13.26	14.64	2-7/8	1-7/8	15.765	13.64	209,000	do do
U8L9	+283.34	+86.50	+ 16.04	10% +9.62	+395.83	2-12"Be 35" 2-PL 14"x1/2"	544	3.97	86		100	23.00	22.80	27.40	2-7/8	1-7/8	13.96	13.78	384,000	End Tie B. at L9 [illegible] do

DRAWN BY A.P.W. 7-22-35 CKD BY G.L.K. 7-22-35
TRACED BY J.A.L. 10-4-35 CKD BY G.L.K. 10-4-35

DATA USED FOR DESIGN & DETAILS

Standard Specifications for Highway Bridges & Incidental Structures by American Association of State Highway Officals.
Live Loads for Floor Beams & Stringers, Loading H-20, 4-20 Ton Trucks, 9'0" c.to c.
Live Loads for Trusses - Loading H20, 600# per lin. ft. & 28000# Concentrated load for each of four traffic Lanes - 9'0" wide & 9'0" c.to c.
Slab designed with 1" wearing surface.

SHEAR
SHOP RIV'S - 12,000#/in²
FIELD " - 10,000#/in²

BEARING
SHOP RIV'S - 24000#/in²
FIELD " - 20000#/in²

Note:- All rivets, connecting gusset plates to Top & Bottom Chord Members or their Splices, Shall be figured as Field Rivets.

RIVETS:- In flgs. of Bottom Chord, except main connections, 7/8" ϕ.
In flgs. of Top chord & End Posts 7/8" ϕ.
Stitch rivets in Top & Bott. Chords & End Posts 5/8" ϕ.
In all Web Members, except Main Connections, 5/8" ϕ

PUNCHING:- All main connections sub-punched 13/16" ϕ and reamed to 15/16" after Trusses are assembled in the shop.
Holes for Top Lateral System punched 15/16" ϕ and not reamed.

ALLOWABLE DIRECT STRESS IN COMP. = $(15000 - 50\frac{l}{r}) - (\text{Ref } f_b) = \frac{\text{Connection Stress}}{\text{Gross Area}}$

" " " " TEN. = $16000 - f_b = \frac{\text{Connection Stress}}{\text{Net Area}}$

f_b = Bending Stress due to Weight of Mem. : f_e = Bending Stress due to eccentricity

STRESS & DESIGN SHEET 186'-8" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- -

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.C.M. 206 SECTION:- A. STATION:- STRUCTURE NO. 1031

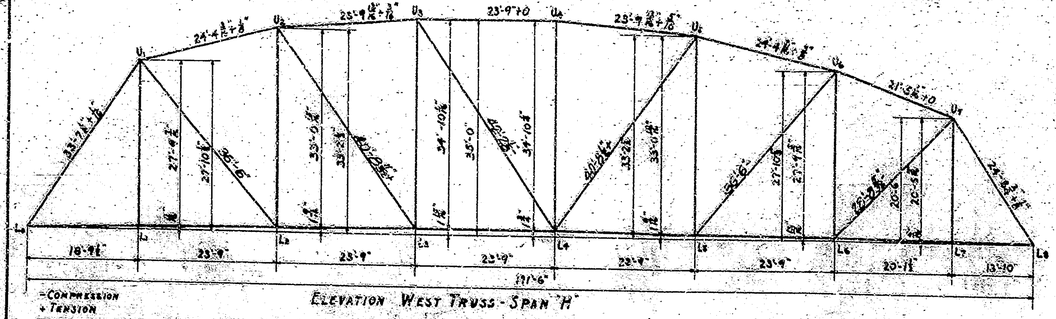
DRAWING 1 OF 173

BRIDGE FILE 152-K-1031

BRIDGE CONTRACT NO. 1224

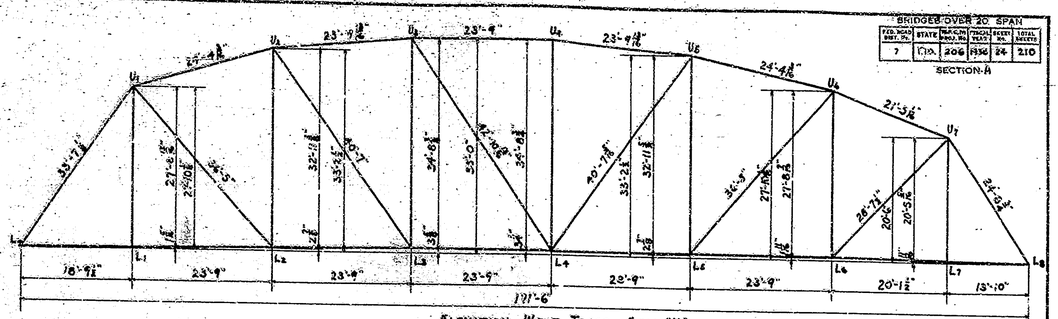
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	ROAD OR STREET NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	206	F336	24	210

SECTION-A



ELEVATION WEST TRUSS - SPAN "H"

-COMPRESSION
+TENSION



ELEVATION WEST TRUSS - SPAN "K"

MEMBER	PRIMARY STRESSES 191'-6" TRUSS - SPANS H & K (SPAN H - Sect. Design Except as Noted) D.L.	L.L.	S.W.L.L.	IMP.	TOTAL
L0U1	-369.41	-138.08	-27.75	12% - 16.57	-551.81
U1U2	-335.94	-127.33	-25.58	12% - 15.28	-504.13
U2U3	-395.68	-150.46	-30.25	12% - 18.04	-594.43
U3U4	-413.73	-157.69	-31.68	12% - 18.92	-621.02
U4U5	-414.36	-158.11	-31.77	12% - 18.97	-623.71
U5U6	-399.75	-152.46	-30.64	12% - 18.30	-601.15
U6U7	-351.17	-133.92	-26.91	12% - 16.07	-528.07
U7L8	-374.20	-142.40	-28.61	12% - 17.09	-562.30
L0L1 L1L2	+206.75	+77.24	+15.52	12% + 9.27	+308.78
L2L3	+327.70	+124.22	+24.96	12% + 14.91	+491.78
L3L4	+394.48	+150.06	+30.15	12% + 18.01	+592.68
L4L5	+389.88	+148.70	+29.87	12% + 17.85	+586.30
L5L6	+329.95	+125.83	+25.28	12% + 15.10	+496.16
L6L7L8	+209.30	+ 79.65	+16.01	12% + 9.56	+314.52
U1L1	+77.32	+65.68	+8.08	60% +31.61	+130.49
U2L2	- 41.24 - 58.92	+32.28 -44.36	+3.82 - 7.65	11% + 4.32 14% - 6.21	+ 2.18 - 117.14
U3L3	- 6.30 - 9.00	+39.97 -54.97	+5.67 - 5.62	15% + 5.97 14% - 5.08	+ 45.11 - 56.09
U4L4	+21.67	+11.93	+2.4	12% + 1.93	+37.93
U5L5	+13.06 + 9.14	+48.09 -29.81	+6.56 - 6.70	16% + 7.70 14% - 4.27	+ 75.31 - 29.34
U6L6	-32.85 -46.93	+37.81 -38.77	+3.99 - 6.85	11% + 7.19 13% - 5.04	+ 16.14 - 97.59
U7L7	+57.97	+67.53	+6.56	60% +36.92	+162.98
U1L2	+185.97	+81.76	+15.48	13% + 10.63	+293.34
U2L3	+114.18	+67.15	+11.74	14% + 9.4	+202.47
U3L4	+ 34.00 + 23.80	+ 52.25 - 38.71	+ 8.18 - 5.45	15% + 7.84 13% - 4.58	+102.27 - 26.96
U4L5	+ 41.05 + 28.74	+56.55 -38.64	+8.21 - 5.10	14% + 7.06 11% - 4.37	+106.89 - 21.57
U5L6	+91.75	+56.73	+10.13	13% + 7.88	+165.39
U6L6	+171.74	+73.97	+14.18	12% + 8.88	+268.77
U7L8	+213.94	+79.65	+11.81	12% + 9.58	+315.18

For Stresses: Designed A.W.W. 7-2-35 Checked G.L.W. 7-30-35; Revised A.V.M. 8-5-35 Checked G.L.W. 8-6-35

SECTION	PROPERTIES I-IN.	r-IN.	A	e-IN.	M/A+Ic	AREA REQ'D. AT CENTER	AREA REQ'D. AT END	AREA GIVEN "A" Gross	Net Chord Outside	Net Chord Inside	Net Web	Net End	CONNECTION STRESS	DETAILS
1 Cov. Pl. 22½"x⅝" 2 L 8"x8"x1" 1 Web Pl. 17½"x⅜"	403.1	6.79	60.00	.585	199.88	46.45		48.84					580,000	Tie Pl. 23"x⅜"x2'-6" Double Lace Bars 2½"x⅜" (Max. Spa. 7'-6")
1 Cov. Pl. 9½"x⅝" 2 L 8"x8"x1" 1 Web Pl. 38"x⅜"	292.2	6.78	43.10	.980	178.00	41.31		43.26					531,000	do
1 Cov. Pl. 23"x⅝" 2 L 8"x8"x1" 1 Web Pl. 17½"x⅜"	285.8	6.62	43.56	.320	209.00	47.13		47.00					601,855	do
1 Cov. Pl. 23"x⅝" 2 L 8"x8"x1" 2 Web Pl. 17½"x⅜"	285.0	6.57	43.44	.270	205.00	46.20		46.55					632,700	do
do	285.8	6.57	43.50	.270	205.00	46.35		46.34					632,400	do
do	292.2	6.57	44.34	.270	205.00	48.00		44.57					626,000	do
1 Cov. Pl. 23"x⅝" 2 L 8"x8"x1" 2 Web Pl. ½"x⅝"	257.0	6.74	37.96	.380	168.00	43.27		43.26					585,675	do
1 Cov. Pl. 23"x⅞" 2 L 8"x8"x1" 2 Web Pl. ½"x⅝"	294.75	6.70	44.30	.365	190.00	45.47		47.40					595,000	do
2 L 15"x8"x⅝"					105.0	20.7	20.4	25.40	Long Leg Outstanding	4-⅞" Rivets	20.84	20.66	314,000	Tie Pl. at Lo 23"x⅜"x1'-3" Others 23"x⅜"x1'-0" Double Lacing 2½"x⅜"x abt. 2'-4"
2 L 15"x8"x⅝" 2 Pl. 15"x⅝"					150.0	33.4	32.8	39.02	Long Leg Outstanding	4-⅞" Rivets	do	33.81	34.14	517,000	Tie Pl. 23"x⅜"x1'-0" Double Lacing 2½"x⅜"x abt. 2'-4"
2 L 15"x8"x.55" 2 Pl. 14"x½"					185.0	40.4	39.6	46.72	Long Leg Outstanding	4-⅞" Rivets	do	40.05	40.81	619,000	do
do					185.0	40.4	39.6	46.72	do	do	do	40.05	40.81	619,000	do
2 L 15"x8"x.55" 2 Pl. 14"x½"					150.0	33.6	33.2	39.02	Long Leg Outstanding	4-⅞" Rivets	do	33.51	34.14	517,000	do
2 L 15"x8"x40#					105.0	21.0	20.66	25.40	Long Leg Outstanding	4-⅞" Rivets	do	20.84	20.66	318,345	Tie Pl. at Lo 23"x⅜"x1'-3" Others 23"x⅜"x1'-0" Double Lacing 2½"x⅜"x abt. 2'-4"
1-12" WF @ 53#	332.82	7.48	134.2		53.0		12.40	15.59		2-⅞" Rivets		12.49	200,000	
2 L 12"x8"x20.7#	395.23	4.61	85.8		49.0		7.07	12.06		4-⅞" Rivets		10.06	117,000	One Tie Pl. at Sway Frame Conn. 13½"x⅜"x1'-2" abt. Single Lacing 2½"x⅜"x 1'-3½"
do	416.373	4.61	90.32		49.0		4.71	12.06		do		10.06	99,000	do
do	436.75	4.61	90.46		49.0		2.98	12.06		do		10.05	55,000	One Tie Pl. at Sway Frame Conn. 13½"x⅜"x1'-2" abt. All other Tie Pls. 13½"x⅜"x 0'-7½"
do	399.623	4.61	87.00		49.0		6.1	12.06		do		10.06	108,000	One Tie Pl. at Sway Frame Conn. 13½"x⅜"x1'-2" abt. Single Lacing 2½"x⅜"x 1'-3⅜"
do	337.457	4.61	72.11		49.0		2.09	12.06		do		10.06	111,000	do
1-12" WF @ 53#	265.312	3.48	99.0		53.0		10.80	15.59		2-⅞" Rivets		12.49	200,000	
2 L 12"x8"x40#	437.0	4.09	106.9		66.0	20.40	20.22	23.46	Long Leg Outstanding	4-⅞" Rivets	do	20.84	304,000	End Tie Pls. 11"x⅜"x1'-3" Intermediate Pls. 11"x⅜"x 0'-7½"
2 L 12"x8"x30#	487.0	4.26	113.8		61.0	15.08	14.76	17.68	do	4-⅞" Rivets	do	15.34	217,000	End Tie Pls. 11"x⅜"x1'-0" Intermediate Pls. 11"x⅜"x 0'-7½"
2 L 12"x8"x20.7#	314.812	4.41	111.7		54.0	8.13	7.96	12.06	3-⅞" Rivets	do	do	10.70	10.94	150,000	End Tie Pls. 11"x⅜"x1'-0" Single Lacing 2½"x⅜"x abt. 1'-0½"
do	487.812	4.41	103.4		54.0	8.13	7.96	12.06	do	do	do	10.70	10.91	129,000	do
2 L 12"x8"x25#	431.0	4.43	98.6		52.0	11.33	11.20	14.64	3-⅞" Rivets	do	do	13.76	13.09	196,500	End Tie Pls. 11"x⅜"x1'-0" Intermediate Pls. 11"x⅜"x 0'-7½"
2 L 12"x8"x35#	368.5	4.28	82.17		77.0	18.15	17.90	20.52	do	3-⅞" Rivets	do	19.09	18.26	294,000	End Tie Pls. 11"x⅜"x1'-3" Intermediate Pls. 11"x⅜"x 0'-7½"
2 L 12"x8"x40#	348.16	4.09	84.15		82.0	20.96	20.63	23.46	do	do	do	22.34	21.35	335,070	do

DATA USED FOR DESIGN AND DETAILS

Standard specifications for Highway Bridges and Incidental Structures by American Association of State Highway Officials.
Live Loads for Floor Beams & Stringers - Loading H-20, 4-20 Ton Trucks, 9'-0" c-c.
Live Loads for Trusses - Loading H-20, 600# per lin. ft. & 28000# concentrated load for each of Four traffic lanes 9'-0" wide @ 9'-0" c-c.
Slab designed with 1" wearing surface.

SHEAR
Shop Rivets - 12,000 #/in²
Field " - 10,000 #/in²
BEARING
Shop Rivets - 24,000 #/in²
Field Rivets - 20,000 #/in²

Note:- All rivets connecting Gusset Pls. to top and bottom chord members or their splices shall be figured as Field Rivets.

RIVETS:- In flg's of Bottom chord, except main connections, ¾".
In flg's. of Top chord and End Posts, ⅞".
Stitch rivets in Top and Bottom chords and End Posts, ¾".
In all web members, except main connections, ¾".
PUNCHING:- All main connections sub-punched 1⅛" and reamed to ⅞" after trusses are assembled in the shop.
Holes for Top Lateral System punched ⅞" and not reamed.

Allowable Direct Stress in Comp. = $(15000 - \frac{s_R}{r^2}) - (f_e + f_b) = \frac{\text{Connection Stress}}{\text{Gross Area}}$.
" " " - Tension = $16000 - f_b = \frac{\text{Connection Stress}}{\text{Net Area}}$

f_b = Bending Stress due to weight of Mem. f_e = Bending Stress due to Eccentricity.

STRESS & DESIGN SHEET 171'-6" TRUSS SPANS A & K.

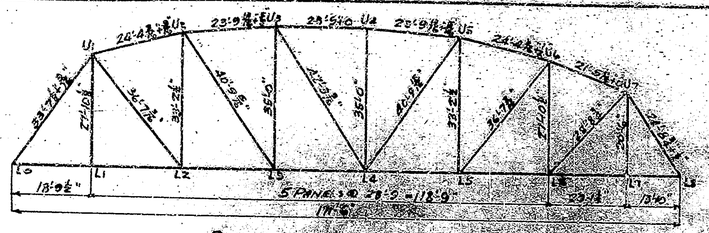
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-
OCTOBER 16, 1935
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 2 OF 173
BRIDGE FILE 152-K-1031
BRIDGE CONTRACT NO. 1224

BRIDGES OVER 20' SPAN

FOR ROAD DIST. NO.	STATE	ROAD NO. OR LOCAL NAME	LOCAL NO.	PROJECT NO.	TOTAL SHEETS
7	IND.	206	1936	25	210

SECTION-A.



ELEVATION WEST TRUSS SPANS B-Ca. D

\- COMP.
+ TEN.

MEMBER	PRIMARY STRESSES - KIPS D.L.	L.L.	S.W.L.L.	IMP.	TOTAL	SECTION	PROPERTIES I in.⁴	r in.	A/F	e in.	Wt. per Ft.	ALLOWABLE "P" Gross Area	Net Area	Net Area Reversed	CONNECTION STRESS	DETAILS
L0U1	-369.96	-137.54	-27.51	12% -16.50	-551.51	Row H 20"×8" Z/16×6×6 / 1-Cov PL 25"×⅜" 2-PL D 51"	405.10	6.78	69.50	.685	178.00	47.15		46.90		545,500	Tie Pl at L1 23"×⅜"×1'-3" Others 23"×⅜"×1'-0" Double Lac Bars 2½"×⅜"×Abt 2'-4" Cts. (Max Incl 6")
U1U2	-333.16	-126.44	-25.30	12% -15.17	-500.07	1-Cov PL 25"×⅜" 2-PL D 51"	291.20	6.78	43.10	.500	148.00	42.60		42.37		511,200	do do
U2U3	-390.81	-149.18	-29.15	12% -17.90	-587.74	Row H 20"×8" Z/16×6×6 / 1-Cov PL 25"×⅜" 2-PL D 51"	295.50	6.64	43.10	.540	150.00	41.95		41.72		499,800	do do
U3U4	-408.51	-156.45	-31.30	12% -15.77	-611.53	Row H 20"×8" Z/16×6×6 / 1-Cov PL 25"×⅜" 2-PL D 51"	285.00	6.65	42.80	.780	146.00	41.75		41.46		635,300	do do
U4U5	-429.15	-156.89	-31.89	12% -15.84	-671.76	Row H 20"×8" Z/16×6×6 / 1-Cov PL 25"×⅜" 2-PL D 51"	281.00	6.64	42.80	.780	146.00	41.41		41.30		635,300	do do
U5U6	-392.64	-151.35	-30.27	12% -15.16	-539.42	2-Web PL 16"×⅜" 1-Cov PL 25"×⅜" 2-PL D 51"	277.20	6.63	43.95	.780	148.00	41.00		40.80		631,130	do do
U6U7	-342.76	-133.30	-26.67	12% -14.00	-516.73	1-Cov PL 25"×⅜" 2-PL D 51"	257.00	6.85	37.50	.520	126.00	43.90		43.67		530,700	do do
U1L2	-318.49	-123.85	-28.41	12% -14.36	-485.61	2-15 D 40#	285.00				105.00	20.12	20.19	23.40	1.96 Web 3.54 Flg	4-7"×⅞" Web	20.38	21.32	585,000	Tie Pl at L2 23"×⅜"×1'-3" Others 23"×⅜"×1'-0" Double Lacing Bars 2½"×⅜"×Abt 2'-4" Cts.
L0L1L2	+204.96	+74.98	+15.39	13% +9.59	+304.92															
L2L3	+324.97	+123.85	+24.67	12% +14.00	+487.77	2-15 D 45# 2-PL 14"×⅜"	283.00				153.00	33.33	32.42	35.02		4-7"×⅞" Web	33.34	34.31	528,770	Tie Pl at L3 23"×⅜"×1'-0" Double Lacing Bars 2½"×⅜"×Abt 2'-4" Cts.
L3L4	+389.72	+148.76	+28.76	12% +17.15	+584.09	2-15 D 55# 2-PL 14"×⅜"	285.00				185.00	40.00	39.20	41.72		4-7"×⅞" Web	39.95	41.46	629,215	do do
L4L5	+383.19	+147.62	+29.54	12% +17.71	+578.06	2-15 D 55# 2-PL 14"×⅜"	285.00				185.00	40.00	39.20	41.72		4-7"×⅞" Web	39.95	41.46	629,215	do do
L5L6	+321.99	+125.23	+25.05	12% +15.05	+497.30	2-15 D 45# 2-PL 14"×⅜"	285.00				158.00	33.33	32.97	35.01		4-7"×⅞" Web	33.34	34.31	528,770	do do
L6L7L8	+170.16	+69.29	+15.29	14% + 8.52	+271.65	2-15 D 40#	241.50				105.00	18.44	19.06	23.40	1.34 Web 3.64 Flg	4-7"×⅞" Web	23.82	21.32	529,000	Tie Pl at L3 23"×⅜"×1'-3" Others 23"×⅜"×1'-0" Double Lac. Bars 2½"×⅜"×Abt 2'-4" Cts.
U1L1	+75.62	+25.68	+ 6.35	14% + 3.41	+187.05	1-12 WF 53#	334.13	2.45	4.35		53.00	12.22	12.22	15.59		5-7"×⅞" Flg	12.71	12.71	203,400	
U1L2	-32.36	-11.32	+ 3.81	12% + 2.00	+10.60	2-12 D 20.7#	398.50	4.52	88.25		41.40	10.47	10.47	12.06		4-7"×⅞" Flg			127,800	One Tie Pl at Sway Frame Conn 13½"×⅜"×1'-2½" Abt
U2L2	+24.5	+8.69	+ 5.55	14% + 3.50	+42.24	2-17 C 20.7#	420.00	4.52	93.00		41.40	6.97	6.97	12.06		4-7"×⅞" Flg	10.04	10.04	1'14,380	Single Lacing Bars 2½"×⅜"×1'-3" Abt.
U2L3	+1.72	-6.57	- 5.62	15% - 5.40	+5.96															do
U3L3	+30.78	+11.80	+ 2.96	11% - 1.42	+43.36	2-12 D 20.7#	220.00	4.52	99.00		41.40	2.95	2.95	12.06		4-7"×⅞" Flg	10.04	10.04	72,100	All Tie Pl's 13½"×⅜"×0'-7½"
U3L4	+21.07	+8.05	+ 4.52	14% + 2.95	+36.57	2-12 D 20.7#	398.50	4.52	88.25		41.40	6.05	6.05	12.06		4-7"×⅞" Flg	10.04	10.04	127,800	One Tie Pl at Sway Frame Conn 13½"×⅜"×1'-2½" Abt
U4L4	-24.27	-9.37	+ 4.00	14% + 2.60	+23.76	2-12 D 20.7#	334.10	4.52	74.00		41.40	8.07	8.07	12.06		4-7"×⅞" Flg	10.04	10.04	106,630	Single Lacing Bars 2½"×⅜"×1'-3" Abt
U4L5	-40.81	-15.54	- 6.78	15% - 5.21	-68.34														169,140	do
U5L5	+14.30	+5.00	+ 1.25	12% 0	+20.55	1-12 WF 53#	344.00	2.48	99.00		53.00	4.16	4.80	15.59		5-7"×⅞" Flg	12.71	12.71	120,200	
U1L2	+181.86	+69.88	+ 15.88	14% + 10.16	+288.65	2-12 D 40#	439.00	4.09	107.95		86.00	20.87	19.80	23.40	2-PL 14"×⅜" 1-PL 12"×⅜"	4-7"×⅞" Web	20.38	21.32	505,960	Batten Pls 7½"×⅜"×0'-11" Abt Stagger 1'-6" Ctrs End Tie Pls 1'-0"×⅜"×1'-8"
U2L3	+111.30	+42.75	+11.61	13% + 9.01	+198.67	2-12 D 30#	490.00	4.28	114.60		67.00	13.89	14.64	17.58	2-PL 14"×⅜" 1-PL 12"×⅜"	4-7"×⅞" Web	14.31	15.24	290,772	Batten Pl 7½"×⅜"×0'-11" Abt Stagger 1'-6" Ctrs End Tie Pls 11½"×⅜"×1'-10"
U3L4	+32.27	+12.40	+ 5.18	14% + 3.65	+100.65	2-12 D 20.7#	426.00	4.61	113.10		54.46	7.96	7.96	12.06	1-PL 12"×⅜"	4-7"×⅞" Web	10.71	10.94	136,880	Lacing Bars 2½"×⅜"×1'-3" Abt. Welds will not develop Single Tie Pl at Sway Frame Conn End Tie Pls 11½"×⅜"×1'-10"
U4L4	+7.27	+2.79	+ 1.17	14% + 0.82	+22.17															
U4L5	+10.28	+3.96	+ 1.66	14% + 1.16	+31.45	2-12 D 20.7#	490.00	4.61	106.80		84.00	8.00	7.82	12.06	1-PL 12"×⅜"	4-7"×⅞" Web	10.71	10.94	136,155	do
U5L5	+94.31	+36.30	+10.01	+7.32	+167.94	2-12 D 20.7#	432.20	4.61	93.00		49.00	11.93	12.98	16.06	1-PL 12"×⅜" 2-PL 14"×⅜"	4-7"×⅞" Web	11.79	10.94	164,480	Batten Pls 7½"×⅜"×0'-11" Abt Stagger 1'-6" Ctrs End Tie Pls 11½"×⅞"×1'-8"
U5L6	+205.33	+79.85	+14.05	+9.58	+308.81	2-12 D 40#	544.75	4.09	84.35		86.00	20.87	19.80	23.40	2-PL 14"×⅜" 1-PL 12"×⅜"	4-7"×⅞" Web	12.58	21.35	535,070	

DATA USED FOR DESIGN & DETAILS.

Standard Specifications for Highway Bridges and Incidental Structures by American Association of State Highway Officials

Live Loads for Floor Beams & Stringers Loading H-20, 4-20 Ton Trucks; 9'-0" Center to Center.

Live Loads for Trusses:- Loading H-20-600# per lineal ft & 28,000# concentrated load for each of four traffic lanes 9'-0" Wide & 3'-0" center to center.

Slab designed with 1" Wearing surface.

SHEAR:-
Shop Rivets 12,000#/in²
Field Rivets-10,000#/in²

BEARING:-
Shop Rivets-24,000#/in²
Field Rivets-20,000#/in²

NOTE:- All rivets, connecting gusset plates to top & bottom chord members or their splices, shall be figured as Field Rivets.

RIVETS:- In flanges of bottom chord, except main connections, ⅞"ø
In flanges of top chord & end posts ⅞"ø
Stitch rivets in top & bottom chords & end posts ⅞"ø
In all web members, except main connections ⅞"ø

PUNCHING:- All main connections Sub-punched ¹³/₁₆"ø and reamed to ⅞"ø after Trusses are assembled and match-marked in the shop.
Holes for Top lateral system punched ¹³/₁₆"ø and not reamed.

Allowable Direct Stress in Comp. = (15000 - 50 l/r) - (fst + fb) = Connection Stress / Gross Area.

Allowable Direct Stress in Ten. = 16000 - fb = Connection Stress / Net Area.

(fb - Bending stress due to weight of member) (fb - Bending Stress due to eccentricity)

DESIGNED A.T.S. 12-12-35 BFL 5-11-35
TRACED BKW 2-24-35 GEK 10-17-35

STRESS & DESIGN SHEET SPANS B.C.& D

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

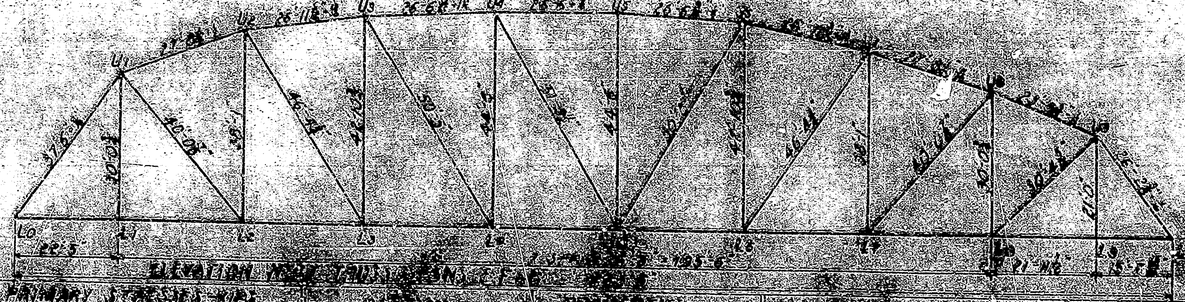
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 3 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER CO. DRAIN

FED. AID PROJ. NO.	STATE	SHEET NO.	TOTAL SHEETS	SPAN	SKEW	ANGLE
7	IND.	2PP8	9PP8	90'	25°	2.10°

SECTION A.



ELEVATION WEST TRUSS - SPAN C.F.&S.

PRIMARY STRESSES - KIPS

MEMBER	D.L.	L.L.	IMPACT	TOTAL
L0 U1	+100.73	+103.59	+21.78	+226.10
U1 U2	-94.11	-176.04	-33.89	-304.04
U2 U3	-83.14	-142.19	-30.39	-255.72
U3 U4	-71.55	-109.41	-24.31	-205.27
U4 U5	-60.00	-82.83	-17.57	-160.40
U5 U6	-48.40	-59.65	-12.57	-120.62
U6 U7	-36.77	-40.00	-8.77	-85.54
U7 U8	-25.17	-24.00	-5.77	-54.94
U8 U9	-13.57	-12.00	-3.77	-29.34
U9 U10	-1.98	-4.00	-1.98	-7.96
L0 L1	+93.17	+96.00	+20.16	+209.33
L1 L2	+93.17	+96.00	+20.16	+209.33
L2 L3	+82.58	+84.00	+17.64	+184.22
L3 L4	+71.98	+72.00	+15.12	+159.10
L4 L5	+61.39	+60.00	+12.60	+133.99
L5 L6	+50.79	+48.00	+10.08	+108.87
L6 L7	+40.20	+36.00	+7.56	+83.76
L7 L8	+29.60	+24.00	+5.04	+58.64
L8 L9	+19.01	+12.00	+2.52	+33.53
L9 L10	+8.41	+4.00	+0.84	+13.25
U1 L1	-37.63	-38.40	-8.06	-84.09
L1 U2	+30.54	+31.20	+6.55	+68.29
U2 L2	-26.88	-27.45	-5.76	-60.09
L2 U3	+23.22	+23.72	+4.98	+51.92
U3 L3	-16.13	-16.48	-3.46	-36.07
L3 U4	+15.56	+15.89	+3.34	+34.79
U4 L4	-9.38	-9.58	-2.01	-20.97
L4 U5	+7.90	+8.07	+1.69	+17.66
U5 L5	-2.63	-2.69	-0.56	-5.88
L5 U6	+0.24	+0.24	+0.05	+0.53
U6 L6	+5.51	+5.63	+1.18	+12.32
L6 U7	-10.76	-10.99	-2.31	-24.06
U7 L7	+13.27	+13.55	+2.84	+29.66
L7 U8	-16.02	-16.36	-3.44	-35.82
U8 L8	+19.28	+19.70	+4.14	+43.12
L8 U9	-22.53	-23.01	-4.83	-50.37
U9 L9	+25.79	+26.35	+5.53	+57.67
L9 U10	-29.04	-29.67	-6.23	-64.94
U10 L10	+32.30	+33.00	+6.93	+72.23

MEMBERS

MEMBER	SECTION	PLATES	ANGLES	GUSSET	WEB	AREA GIVEN	CONNECTION STRESS	DETAILS
L0 U1	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	226,100	Shop to be Welded Field " " Bolted
U1 U2	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	304,040	
U2 U3	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	255,720	do
U3 U4	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	205,270	do
U4 U5	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	160,400	do
U5 U6	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	120,620	do
U6 U7	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	85,540	do
U7 U8	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	54,940	do
U8 U9	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	29,340	do
U9 U10	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	7,960	do
L0 L1	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	209,330	do
L1 L2	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	209,330	do
L2 L3	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	184,220	do
L3 L4	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	159,100	do
L4 L5	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	133,990	do
L5 L6	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	108,870	do
L6 L7	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	83,760	do
L7 L8	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	58,640	do
L8 L9	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	33,530	do
L9 L10	2-15" I 42.9#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	13,250	do
U1 L1	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	84,090	do
L1 U2	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	68,290	do
U2 L2	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	60,090	do
L2 U3	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	51,920	do
U3 L3	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	36,070	do
L3 U4	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	34,790	do
U4 L4	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	20,970	do
L4 U5	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	17,660	do
U5 L5	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	5,880	do
L5 U6	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	530	do
U6 L6	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	12,320	do
L6 U7	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	24,060	do
U7 L7	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	29,660	do
L7 U8	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	35,820	do
U8 L8	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	43,120	do
L8 U9	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	50,370	do
U9 L9	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	57,670	do
L9 U10	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	64,940	do
U10 L10	2-8" I 18.4#	2-14"x⅜"	2-6"x6"x⅝"	⅜"	⅜"	36.00	72,230	do

DATA USED FOR DESIGN & DETAILS

Standard Specifications for Highway Bridges & Incidental Structures by American Association of State Highway Officials.
Live Loads for Floor Beams & Stringers, Loading H-20, 4-20 Ton Trucks, 9'-0" c. to c.
Live Loads for Trusses - Loading H-20, - 600# per lin. ft. & 28,000# Concentrated load for each of four traffic lanes - 9'-0" wide & 9'-0" c. to c.
Slab designed with 1" wearing surface.

SHEAR
Shop Rivets - 12,000 #/□"
Field " - 10,000 #/□"
BEARING
Shop Rivets - 24000 #/□"
Field " - 20000 #/□"

NOTE:- All rivets, connecting gusset plates to top & bottom chord members or their splices, shall be figured as field rivets.

RIVETS:- In flanges of bottom chord, except main connections, ⅞"
In flanges of top chord & end posts ⅞"
Stitch rivets in top & bottom chords & end posts ⅞"
In all web members, except main connections ⅞"

PUNCHING:- All main connections sub-punched ¾" and reamed to ⅞" after trusses are assembled in the shop.
Holes for top lateral system punched ¾" and not reamed.

Allowable direct stress in compression = (15,000 - ½ l/r) = Connection Stress / Gross Area
" " " " tension = 16,000 - fb = Connection Stress / Net Area

fb = bending stress due to wt of member.
fc = bending stress due to eccentricity.

STRESS & DESIGN SHEET SPANS E, F, & G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

OCTOBER 18, 1935

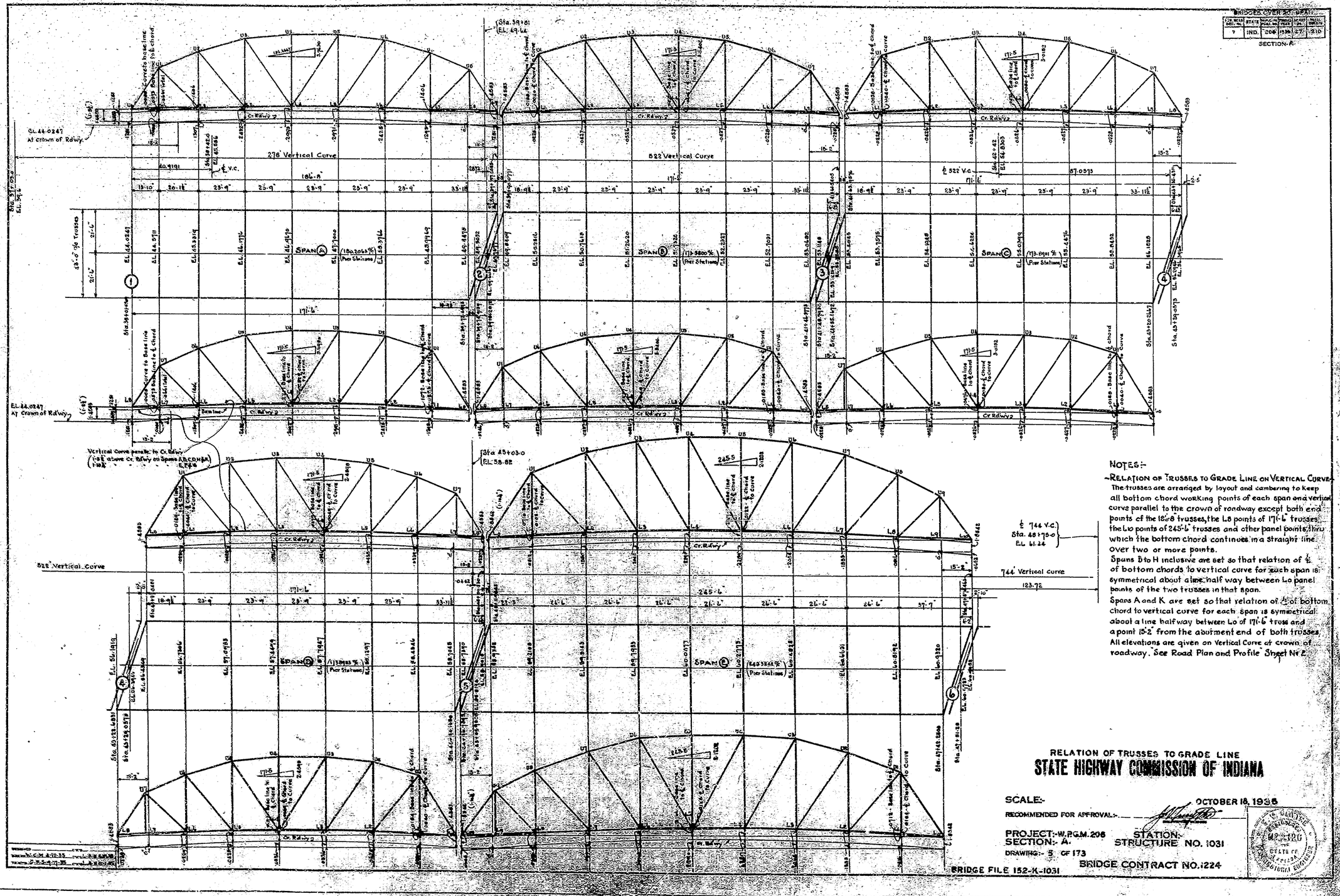
RECOMMENDED FOR APPROVAL:-

PROJECT- W.P.S.& B. 206 STATION-
SECTION- A STRUCTURE NO. 1031
DRAWING- 4 OF 173
BRIDGE CONTRACT NO. 1224

FILED 152-W-108

BRIDGES OVER 20'-0" SPAN						
CIR. NO. OR DIST. NO.	STATE	ROUTE NO. OR PROJ. NO.	PROJ. SEC.	NO. OF SPANS	LENGTH OF BRIDGE	
7	IND.	206	1936	2-7	910	

SECTION-A



NOTES:-

-RELATION OF TRUSSES TO GRADE LINE ON VERTICAL CURVE-

The trusses are arranged by layout and cambering to keep all bottom chord working points of each span on a vertical curve parallel to the crown of roadway except both end points of the 180'-8 trusses, the L8 points of 171'-6" trusses, the L10 points of 245'-6" trusses and other panel points thru which the bottom chord continues in a straight line over two or more points.

Spans B to H inclusive are set so that relation of ℄ of bottom chords to vertical curve for each span is symmetrical about a line half way between two panel points of the two trusses in that span.

Spans A and K are set so that relation of ℄ of bottom chord to vertical curve for each span is symmetrical about a line half way between two of 171'-6" truss and a point 15'-2" from the abutment end of both trusses.

All elevations are given on Vertical Curve at crown of roadway. See Road Plan and Profile Sheet Nr 2.

RELATION OF TRUSSES TO GRADE LINE

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

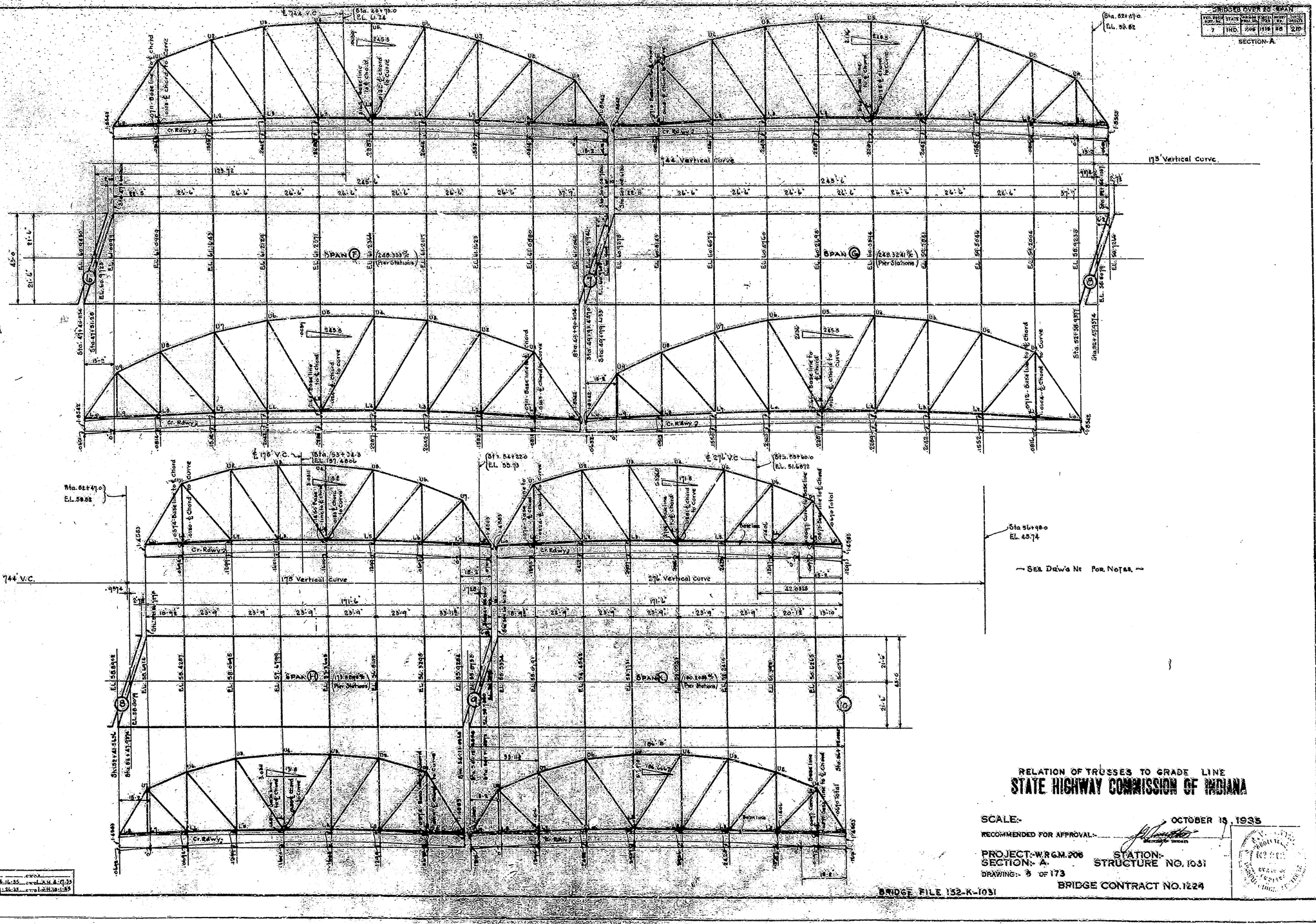
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 5 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

STATE OF INDIANA REGISTERED ENGINEER 4P 1126

FED. ROAD PROJ. NO.	STATE	BRIDGE NO.	SHEET NO.	SHEET TOTAL
7	IND.	1031	38	210

SECTION-A.



RELATION OF TRUSSES TO GRADE LINE

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

RECOMMENDED FOR APPROVAL:- OCTOBER 18, 1935

PROJECT:- W.R.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 3 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED
DRAWN W.C.M. 4-16-35 CHKD. J.A.M. 6-17-35
TRACED G.T.S. 9-24-35 CHKD. J.A.M. 10-18-35

BRIDGES OVER 25' SPAN

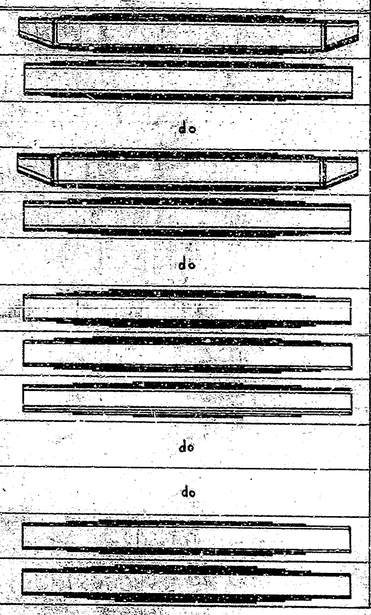
FED. ROAD DIST. NO.	STATE	ROAD OR STREET NO.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
7	IND.	208	1536	29	210

SECTION-A

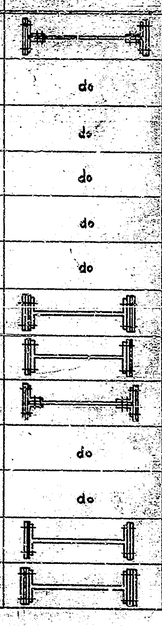
FLOOR BEAMS

SPAN	SPAN LENGTH	No.	BEAM ERECTION MARK (See Erection Diagrams)	SHEAR D.L.	SHEAR L.L.	SHEAR 30% IMPACT	SHEAR TOTAL	MOMENT D.L.	MOMENT L.L.	MOMENT 30% IMPACT	MOMENT TOTAL	TOTAL W. BRKT. M.	SECT. MOD. REQ'D	SECT. MOD. USED	LENGTH TO C TRUSSES
A, B, C, D, H, & K	171'-6" B. TO B. OF BRGS.	10	1-A-FB-1 1-D-FB-1 1-B-FB-1 2-H-FB-1 1-C-FB-1 1-K-FB-1	37085	29860	18875	135,820	414,270	328,985	235,565	1,578,770		1181.6	1198.2	48'-11½"
		10	1-A-FB-2 1-D-FB-2 1-B-FB-2 2-H-FB-2 1-C-FB-2 1-K-FB-2	63983	63118	37885	164,960	684,991	715,285	215,180	1,617,450	1,567,030	1175.3	1198.2	49'-0"
		24	1-A-FB-3 1-D-FB-3 1-B-FB-3 2-H-FB-3 1-C-FB-3 1-K-FB-3 1-A-FB-4 1-D-FB-4 1-B-FB-4 2-H-FB-4 1-C-FB-4 1-K-FB-4 1-A-FB-5 1-D-FB-5 1-B-FB-5 2-H-FB-5 1-C-FB-5 1-K-FB-5	58880	57120	46270	181,970	658,630	707,108	212,130	1,577,860	1,525,500	1192.7	1162.7	49'-0"
E, F, & G	245'-6"	6	1-E-FB-1 1-F-FB-1 1-G-FB-1	43185	61468	36880	141,470	477,745	741,038	144,720	1,663,860		1547.7	1542.4	48'-11½"
		6	1-E-FB-2 1-F-FB-2 1-G-FB-2	72015	79810	47885	199,720	723,870	765,614	217,506	1,719,470	1,651,340	1238.5	1248.4	49'-0"
		16	1-E-FB-3 2-F-FB-3 1-G-FB-3 1-E-FB-4 2-F-FB-4 1-G-FB-4 1-E-FB-5 2-F-FB-5 2-G-FB-5	65220	78195	46915	190,330	720,740	716,900	215,070	1,652,710	1,681,270	1193.0	1198.0	49'-0"
G	245'-6"	1	1-G-FB-8	72725	79811	47884	200,420	781,261	763,614	217,506	1,762,380	1,696,000	1241.6	1248.4	49'-0"
G	245'-6"	2	1-G-FB-6 1-G-FB-7	67710	78195	46915	192,820	728,780	716,900	215,070	1,660,700	1,593,260	1193.0	1201.3	49'-0"
A & K	179'-1"	2	1-A-FB-7 1-K-FB-7	20173	69950	41875	132,100	225,250	641,215	384,735	1,231,200		938.4	949.3	49'-0"
K	179'-1"	1	1-K-FB-6	40615	75265	45160	161,040	459,940	690,225	207,065	1,356,910	1,317,380	988.0	1011.6	49'-0"
K	179'-1"	1	1-K-FB-5	53490	77120	46270	176,870	605,555	707,100	212,135	1,520,790	1,471,190	1104.0	1132.5	49'-0"
A	179'-1"	1	1-A-FB-6	42015	75265	45160	162,440	478,030	690,105	207,065	1,371,360	1,332,410	999.3	1020.0	49'-0"
A	179'-1"	1	1-A-FB-5	53230	77120	46270	177,020	605,170	707,100	212,130	1,522,400	1,472,950	1104.6	1114.0	49'-0"

ELEVATION



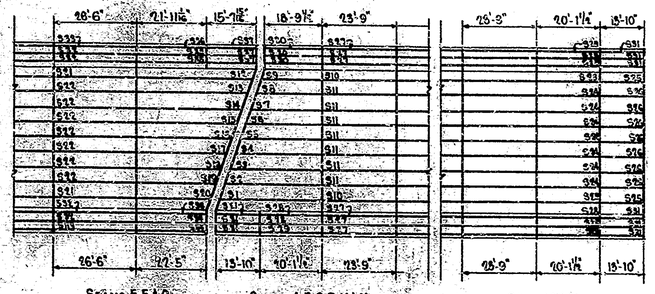
SECTION



MATERIAL NO.	SIZE	LENGTH	REMARKS
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 35'-0" 24'-0"	No Bracket Moment
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 35'-0" 23'-0"	
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 35'-0" 23'-0"	
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 35'-0" 23'-0"	Fused Made Same as F.B. 5 No Bracket Moment
4 L's 1 PL 2 PLS. 2 "	6"x6"x⅞" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 30'-0" 21'-0"	
4 L's 1 PL 2 PLS. 2 "	6"x6"x⅞" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 31'-0" 22'-0"	
WF 2 PLS. 2 "	35@182# 14"x⅝" " "	1-55'-5½" 1-43'-0" 32'-0" 22'-0"	
WF 2 PLS. 2 "	36@182# 15"x⅝" " "	1-55'-5½" 1-43'-11" 30'-0" 24'-0"	
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 42"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 33'-0" 23'-0"	No Bracket Moment
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 48"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-11" 30'-0" 23'-0"	
4 L's 1 PL 2 PLS. 2 "	6"x6"x1" 42"x⅜ 14"x⅜ 14"x½	1-55'-5½" 1-43'-0" 33'-0" 23'-0"	
WF 2 PLS. 2 "	36@182# 15"x⅝" " "	1-55'-5½" 1-43'-0" 30'-0" 22'-0"	
WF 2 PLS. 2 "	36@182# 14"x⅝" " "	1-55'-5½" 1-43'-0" 31'-0" 23'-0"	

FLOOR STRINGERS

	SPAN	LENGTH	No.	BEAM DESIGN MARK	SHEAR D.L.	SHEAR L.L.	SHEAR 30% IMPACT	SHEAR TOTAL	MOMENT D.L.	MOMENT L.L.	MOMENT 30% IMPACT	MOMENT TOTAL	I	C-C FL. BEAMS	MATERIAL No. PLS.	MATERIAL SIZE	MATERIAL LENGTH	REMARKS
SIDEWALK STRGS.	A, B, C, D, H & K	179'-1" & 171'-6" ON C. OF BRIDGE	10	S1	8162	10302	5833	24,370	56,500	59,460	17,830	133,790	186.9	33	10	24"@80#		
			10	S2	8696	10815	6242	25,760	60,170	62,420	18,650	141,240	198.5	31	10	24"@74#		
			10	S3	15135	24980	7045	47,160	104,880	129,360	33,000	267,240	368.0	28	10	24"@74#		
			10	S4	7082	14310	4185	25,580	49,280	74,100	18,870	142,250	199.9	28	10	24"@74#		
			10	S5	6892	13860	4085	24,840	47,930	71,820	18,330	138,080	194.0	28	10	24"@74#		
			10	S6	6075	12180	3585	21,840	42,150	63,180	16,110	121,440	170.6	28	10	do		
			10	S7	5689	11405	3355	20,450	39,450	59,130	15,080	113,660	159.7	28	10	do		
			10	S8	6185	12395	3650	22,230	42,880	64,320	16,410	123,610	173.7	28	10	do		
			10	S9	6185	12395	3650	22,230	42,880	64,320	16,410	123,610	173.7	28	10	do		
			10	S10	5775	11575	3405	20,755	40,030	60,045	15,315	115,390	162.1	28	10	do		
			10	S11	5775	11575	3405	20,755	40,030	60,045	15,315	115,390	162.1	28	10	do		
			6	S11	5340	10700	3150	19,190	37,010	55,515	14,160	106,685	149.9	28	6	do		
	E, F, & G	245'-6"	6	S1	8350	16719	5280	30,350	72,000	80,370	22,500	174,870	245.7	33	6	24"@80#		
			6	S14	8390	16819	5430	30,640	72,450	80,790	22,680	175,920	247.1	31	6	24"@74#		
			6	S15	9660	19470	6240	35,370	83,400	93,540	26,100	203,040	285.1	31	6	24"@74#		
			6	S16	7630	15360	4920	27,910	65,850	73,800	20,610	160,260	225.1	28	6	24"@74#		
			6	S17	7100	14300	4580	25,980	61,300	68,700	19,180	149,180	209.6	28	6	do		
			6	S18	6120	12330	3950	22,400	52,850	59,250	16,540	128,640	180.7	28	6	do		
			6	S19	6430	12955	4150	23,535	55,530	62,265	17,380	135,175	189.9	28	6	do		
			42	S20	5360	11085	3565	20,010	46,280	53,580	14,960	114,820	161.3	28	6	do		
			147	S22	5888	11970	3820	21,678	50,880	58,860	16,440	126,180	177.2	28	6	do		14-0"@6", 7-11"@8", 6-21"@12"
	A & K	179'-1" ON C. OF BRGS. & ROADWAY	4	S23	4780	11210	3170	19,160	39,930	47,820	13,350	101,100	142.0	28	4	do		
			19	S24	4900	11340	3270	19,510	40,900	49,020	13,680	103,600	145.5	28	4	do		
			4	S25	3120	6000	1800	10,920	26,000	26,000	7,260	59,260	83.2	28	4	do		
			19	S26	2280	4690	1390	8,360	19,000	19,530	5,460	43,990	61.8	28	4	do		
			80	S27	1860	3120		4,980	10,920	13,000		23,920						
			3	S28	1530	2940		4,470	11,500	12,750		24,250						Double A. Br. Strs.
			3	S29	1095	2085		3,180	8,470	9,130		17,600						
			36	S30	1395	2655		4,050	10,600	11,630		22,230						
			32	S31	765	1450		2,215	5,900	6,380		12,280						
			81	S32	1920	3680		5,600	15,000	16,000		31,000						
			16	S33	1035	2010		3,045	8,250	8,630		16,880						
			8	S34	1065	2065		3,130	8,500	8,880		17,380						
			15	S35	1020	2005		3,025	8,400	8,500		16,900						



SPANS E, F, & G — SPANS A, B, C, D, H & K — SPANS A & K

STRINGER DESIGN MARKING DIAGRAM
(Typical For Same Panel Lengths Not Shown)

DESIGN DATA FLOOR SYSTEM
STEEL TRUSS BRIDGE

SPAN OVER - O. ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935.

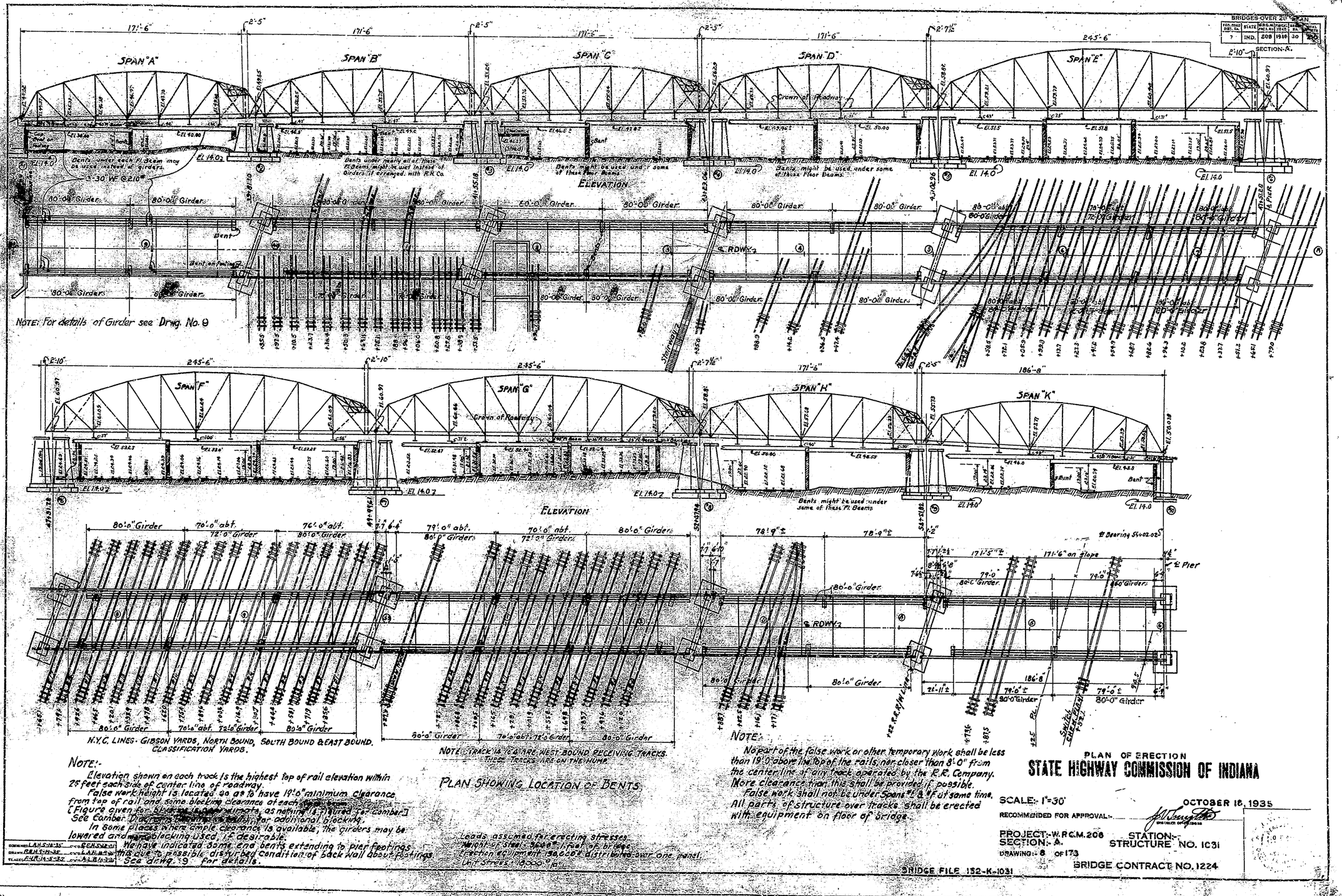
RECOMMENDED FOR APPROVAL:-

PROJECT:- W.F.G.M. 208 STATION:-
SECTION:- A
DRAWING:- 7 OF 173 STRUCTURE NO. 10-A
BRIDGE CONTRACT NO. 1224.

BRIDGE FILE 152-K-1031

FED. ROAD PROJ. NO.	STATE	BRIDGES OVER 20' SPAN				
		BRIDGE NO.	PROJ. NO.	TYPE	NO. SPANS	TOTAL LENGTH
7	IND.	208	1936	30		

SECTION-A.



NOTE: For details of Girder see Drwg. No. 9

NOTE:-

Elevation shown on each track is the highest top of rail elevation within 25 feet each side of center line of roadway.

False work height is located so as to have 19'-0" minimum clearance from top of rail and some blocking clearance at each bent. [Figure given for 0 or 4" camber, as nothing is required for camber] See Camber Diagrams Drwg. No. 9 for additional blocking.

In some places where ample clearance is available, the girders may be lowered and more blocking used, if desirable.

We have indicated some end bents extending to pier footings this due to possible disturbed condition of back wall above footings See drwg. 9 for details.

Loads assumed for erecting stresses
Weight of steel: 3600 lbs. per lin. ft. of bridge.
Erection equipment: 150,000 lbs distributed over one panel.
Unit Stress: 18,000 lbs.

NOTE:-

No part of the false work or other temporary work shall be less than 19'-0" above the top of the rails, nor closer than 8'-0" from the center line of any track operated by the R.R. Company. More clearance than this shall be provided if possible.

False work shall not be under Spans "E" & "F" at the same time.

All parts of structure over tracks shall be erected with equipment on floor of bridge.

PLAN OF ERECTION

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=30' OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:- J. A. Livengood
DIRECTOR OF PUBLIC WORKS

PROJECT:- W.R.C.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 8 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 132-K-1031

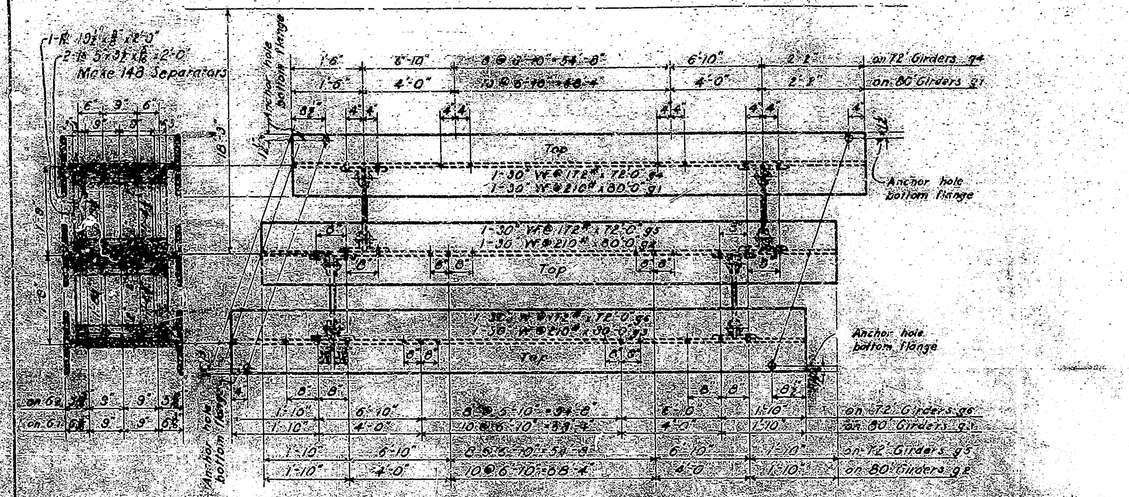
DESIGNED L.A.H. 5-18-35 DET. 5-22-35 CHK. E.C.R. 5-22-35
DRAWN R.R.H. 5-18-35 CHK. L.A.H. 5-18-35
TRACED E.C.R. 10-15-35 CHK. A.L.B. 10-22-35

BRIDGES OVER 20' SPAN

FED. ROUTE OR S.P.D. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	NO. OF SHEETS
7	IND.	206	1936	31	210

SECTION-A-

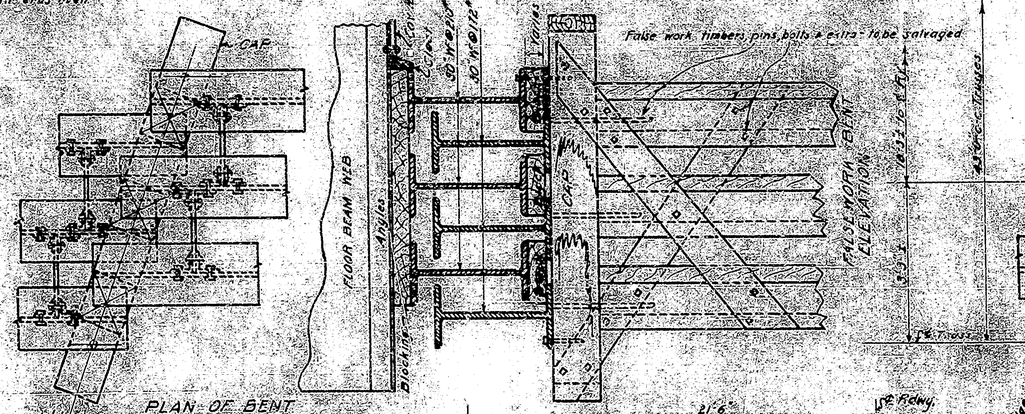
1-R 10½ x 8 x 2'-0"
2-B 5 7/8 x 8 x 2'-0"
Make 148 Separators



MAKE 4 GIRDERS as shown & noted with g1-2-3 M.G.1
" 2 " " " " " g4-5-6 M.G2

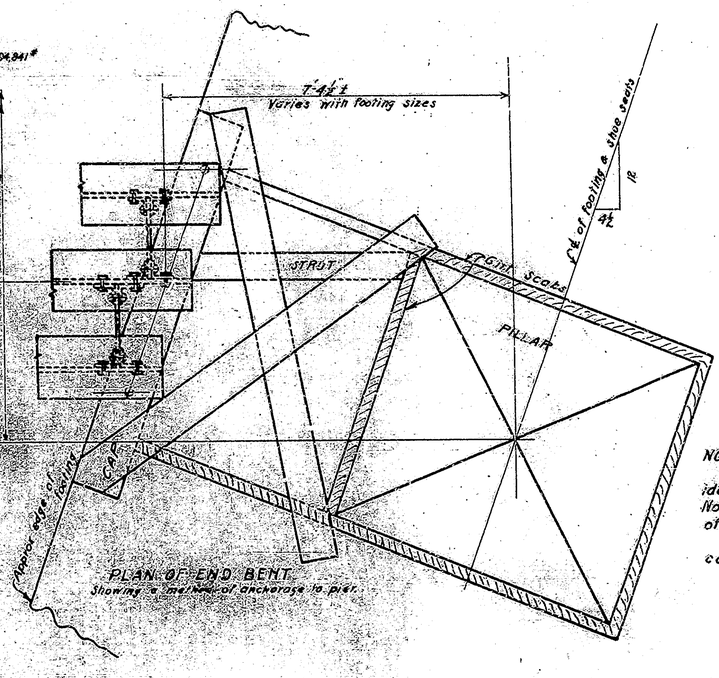
Estimated weight of steel for Erection-294,841#
(Not included in Bill of Materials)

NOTE:-
The various beams are shown punched for assembling into a girder with ends even.



PLAN OF BENT
Showing a method of beam bearing for narrow caps.
Wider caps for double bents may be used with girders in line.

STRUCTURAL BRACING FOR ERECTION



PLAN OF END BENT
Showing a method of anchorage to pier.

NOTE:-
These details are to give a general idea of the suggested plan of erection. No estimate has been made of the size of false work timbers.
Contractor will be required to submit complete details of falsework for approval.

NOTE:-
Rivets ⅞"ø
Holes 15/16"ø
Edge distances 1½" unless noted.

DETAIL PLAN OF ERECTION
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¾"=1'-0" EXCEPT AS NOTED — OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 — STATION:-
SECTION:- A. — STRUCTURE NO. 1031
DRAWING:- 9 OF 173
BRIDGE CONTRACT NO. 1224

DESIGNED REH 9-22-35 CHK'D LAM 9-24-35
DRAWN REH 9-25-35 CHK'D LAM 10-1-35
TRACED ALB 10-3-35 CHK'D ARL 10-7-35

BRIDGE FILE 152-K-1031

PLAN OF TOP LATERALS - SPAN A

INSIDE ELEVATION OF WEST TRUSS

PORTAL - A-P

VIEW A-A

VIEW B-B (A-Pa top)

SECTION C-C (A-F6)

SECTION D-D (A-F5)
G-G (A-F2)

SECTION E-E (A-F3)
F-F (A-F4)

SECTION H-H (A-F1)

BRIDGES OVER 20' SPAN						
SEC. NO. DIST. No.	COUNTY	NO. OF SPANS IN PROJ.	PROJ. NO.	ROAD NO.	LENGTH OF BRIDGE	WIDTH OF ROADWAY
7	IND.	208	1936	55	218	

SECTION A

~INDEX~

ERECTION MARK	DRAWING NO.
A-P	4
A-P, a to g	4
A-P, c to top	4
A-P1, c to g	4
A-P2, a to g	4
A-P3, a to g	4
A-P4, a to g	4
A-P5, a to g	4
A-P6, a to g	4
A-TL-1 to 5	4
A-TL-1 to 5 R	4
A-TL-7	4
A-TL-8	4
A-TL-9	4
A-TL-10	4
A-TL-10 R	4
A-TL-11	4
A-TL-11 R	4
A-TL-12	4
A-TL-12 R	4
A-U1-U2-W	4
A-U2-U3-W	4
A-U3-U4-W	4
A-U4-U5-W	4
A-U5-U6-W	4
A-U6-U7-W	4
A-U7-U8-W	4
A-U8-U9-W	4
A-U9-U10-W	4
A-U10-U11-W	4
A-U11-U12-W	4
A-L1-L2-W	4
A-L2-L3-W	4
A-L3-L4-W	4
A-L4-L5-W	4
A-L5-L6-W	4
A-L6-L7-W	4
A-L7-L8-W	4
A-L8-L9-W	4
A-L9-L10-W	4
A-L10-L11-W	4
A-L11-L12-W	4
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A-L5-L6-E	4
A-L6-L7-E	4
A-L7-L8-E	4
A-L8-L9-E	4
A-L9-L10-E	4
A-L10-L11-E	4
A-L11-L12-E	4
A-U1-U2-E	4
A-U2-U3-E	4
A-U3-U4-E	4
A-U4-U5-E	4
A-U5-U6-E	4
A-U6-U7-E	4
A-U7-U8-E	4
A-U8-U9-E	4
A-U9-U10-E	4
A-U10-U11-E	4
A-U11-U12-E	4
A-U1-L1	4
A-U2-L2	4
A-U3-L3	4
A-U4-L4	4
A-U5-L5	4
A-U6-L6	4
A-U7-L7	4
A-U8-L8	4
A-U9-L9	4
A-U10-L10	4
A-U11-L11	4
A-U12-L12	4
A-G1-G2	4
A-G2-G3	4
A-G3-G4	4
A-G4-G5	4
A-G5-G6	4
A-G6-G7	4
A-G7-G8	4
A-G8-G9	4
A-G9-G10	4
A-G10-G11	4
A-G11-G12	4
A-G1-U1	4
A-G2-U2	4
A-G3-U3	4
A-G4-U4	4
A-G5-U5	4
A-G6-U6	4
A-G7-U7	4
A-G8-U8	4
A-G9-U9	4
A-G10-U10	4
A-G11-U11	4
A-G12-U12	4

~INDEX~

ERECTION MARK	DRAWING NO.
A-G1	4
A-G1 & A-E1	4
A-L1 & L1-E	4
A-L1 & L2-E	4
A-L1 & L3-E	4
A-L1 & L4-E	4
A-L1 & L5-E	4
A-L1 & L6-E	4
A-L1 & L7-E	4
A-L1 & L8-E	4
A-L1 & L9-E	4
A-L1 & L10-E	4
A-L1 & L11-E	4
A-L1 & L12-E	4
A-U1 & L1-E	4
A-U1 & L2-E	4
A-U1 & L3-E	4
A-U1 & L4-E	4
A-U1 & L5-E	4
A-U1 & L6-E	4
A-U1 & L7-E	4
A-U1 & L8-E	4
A-U1 & L9-E	4
A-U1 & L10-E	4
A-U1 & L11-E	4
A-U1 & L12-E	4
A-U1 & U2-E	4
A-U1 & U3-E	4
A-U1 & U4-E	4
A-U1 & U5-E	4
A-U1 & U6-E	4
A-U1 & U7-E	4
A-U1 & U8-E	4
A-U1 & U9-E	4
A-U1 & U10-E	4
A-U1 & U11-E	4
A-U1 & U12-E	4
A-U1 & U1-W	4
A-U1 & U2-W	4
A-U1 & U3-W	4
A-U1 & U4-W	4
A-U1 & U5-W	4
A-U1 & U6-W	4
A-U1 & U7-W	4
A-U1 & U8-W	4
A-U1 & U9-W	4
A-U1 & U10-W	4
A-U1 & U11-W	4
A-U1 & U12-W	4
A-U1 & L1-W	4
A-U1 & L2-W	4
A-U1 & L3-W	4
A-U1 & L4-W	4
A-U1 & L5-W	4
A-U1 & L6-W	4
A-U1 & L7-W	4
A-U1 & L8-W	4
A-U1 & L9-W	4
A-U1 & L10-W	4
A-U1 & L11-W	4
A-U1 & L12-W	4
A-U1 & G1-W	4
A-U1 & G2-W	4
A-U1 & G3-W	4
A-U1 & G4-W	4
A-U1 & G5-W	4
A-U1 & G6-W	4
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A-U1 & G11-W	4
A-U1 & G12-W	4
A-G1 & G1-E	4
A-G1 & G2-E	4
A-G1 & G3-E	4
A-G1 & G4-E	4
A-G1 & G5-E	4
A-G1 & G6-E	4
A-G1 & G7-E	4
A-G1 & G8-E	4
A-G1 & G9-E	4
A-G1 & G10-E	4
A-G1 & G11-E	4
A-G1 & G12-E	4

ERECTORS NOTE:
Do not rivet 3 way brace diagonals in place until and connections to posts and top chords are drive

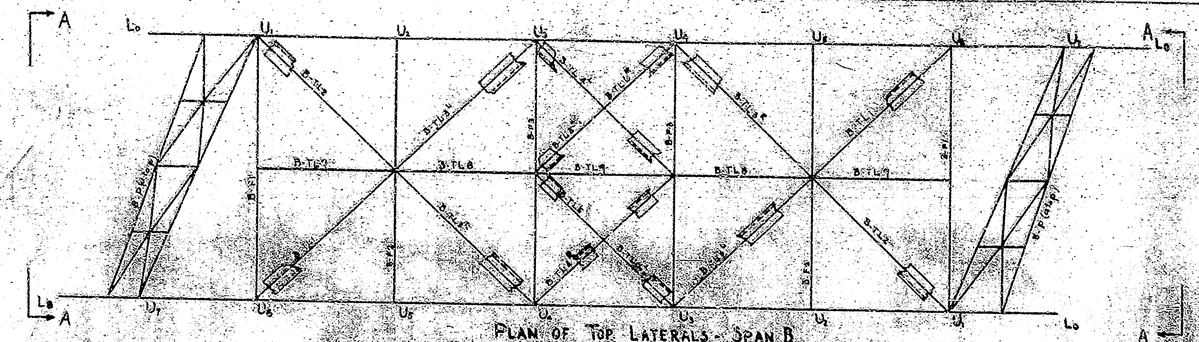
ERECTION PLAN SPAN-A
STEEL TRUSS BRIDGE
-0 ROADWAY
ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

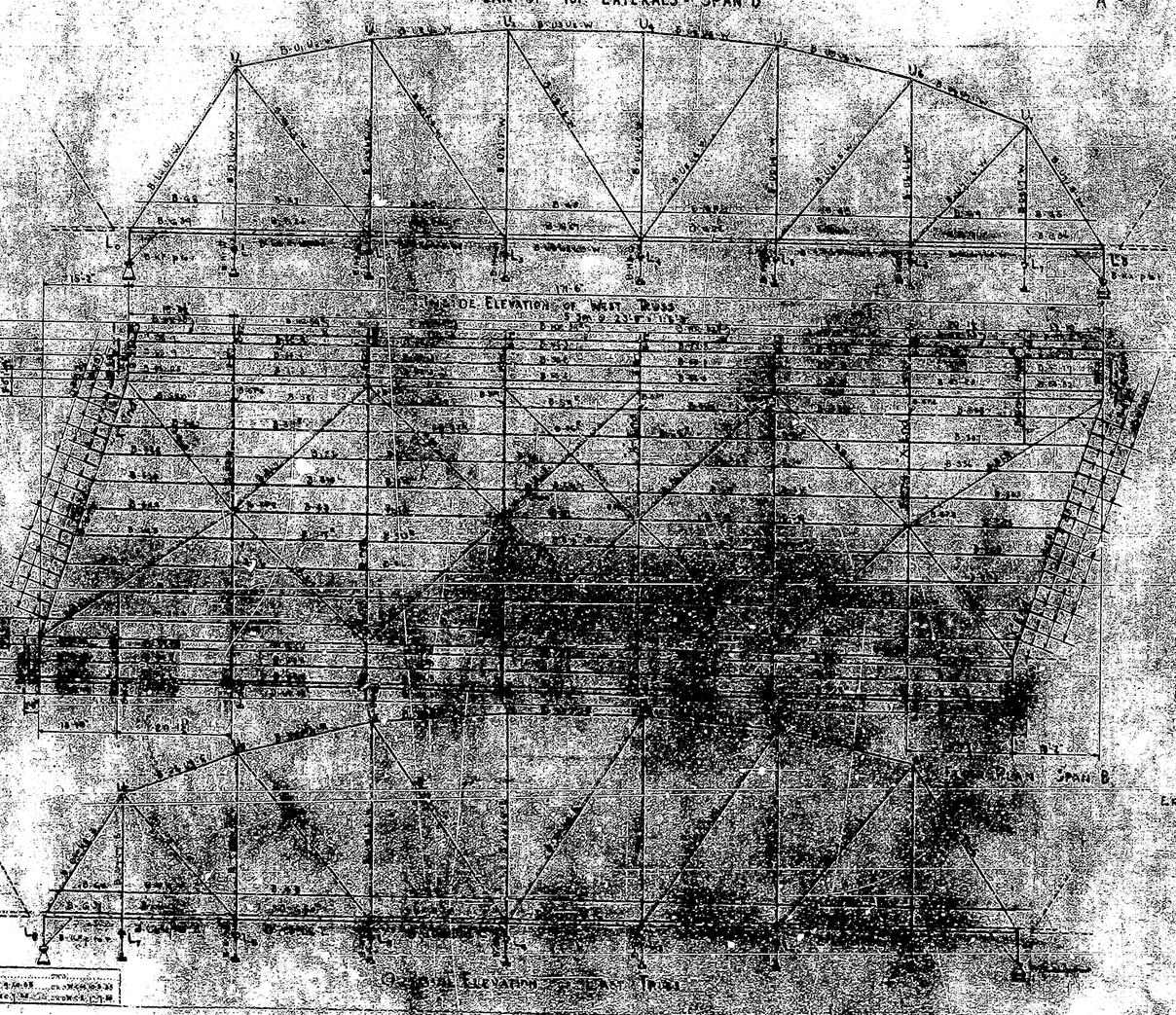
SPAN
OVER

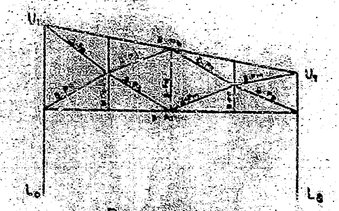
SCALE:-
RECOMMENDED FOR APPROVAL:-
OCTOBER 13, 1935.
PROJECT:- W.P.& M. 208
SECTION:- A
STATION:-
DRAWING NO. OF 173
STRUCTURE NO. 1031
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 32-K-1031

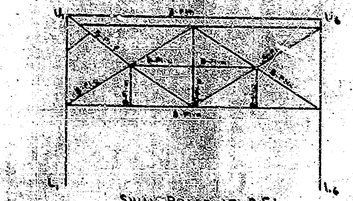
DESIGNED
DRAWN W.C.E. 9-10-35
TRACED W.C.E. 10-4-35
CHKD.
CHKD. H.C.W. 10-9-35
APPD. R.H.S. 10-13-35

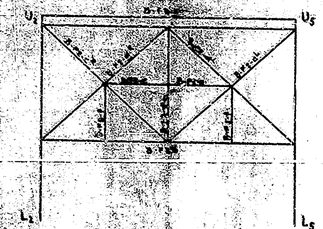
BRIDGE CONTRACT

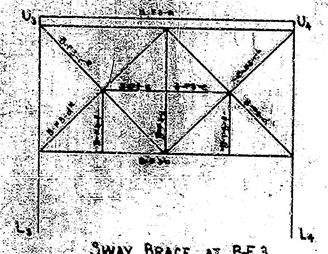


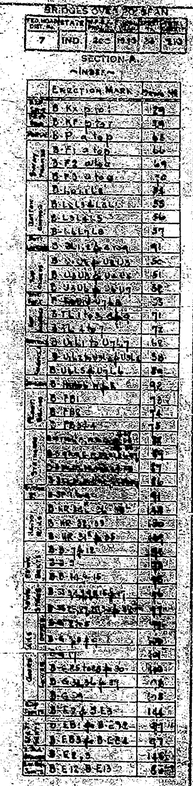












ERECTION PLAN SPAN- B
STEEL TRUSS BRIDGE
SPAN
OVER
- C ROADWAY
ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206
SECTION:- A
STATION:-
DRAWING:- 11 OF 173
STRUCTURE NO.
BRIDGE CONTRACT NO. 1221

BRIDGE FILE 152-K-1031

Erectors Note:-
Do not insert sway brace diagonals until work in place until end connections to posts and top chords are driven

BRIDGES OVER 20' SPAN

FED. AID PROJ. NO.	STATE	BRIDGE NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	25	210

SECTION A.

PLAN OF TOP LATERALS SPAN C

INSIDE ELEVATION OF WEST TRUSS

FLOOR PLAN SPAN C

OUTSIDE ELEVATION OF EAST TRUSS

PORTAL VIEW A-A

SWAY BRACE AT C-F1

SWAY BRACE AT C-F2

SWAY BRACE AT C-F3

Erector's Note:-
Do not rivet Sway Brace diagonals C-F3d, C-F3d' in place until end connections to posts and top chords are driven.

	Erection Mark	Qnty
Steel Floor Beams	C-K1 p 10 s	24
	C-K1' p 10 s	24
Portal	C-P-a 10 p	48
Vertical Posts	C-F1 a 10 p	48
	C-F2 a 10 p	48
	C-F3 a 70 p	72
Lower Chords	C-L0 U2 U3	48
	C-L4 L5 & L7 L8	96
	C-L4 L5 & L7 L8	96
	C-L6 L7 &	24
Portal Bracing	C-B1 2 24 x 76 3	96
Upper Chords	C-U1 U2 & U4 U5	96
	C-U2 U3 & U4 U5	96
	C-U5 U6 & U6 U7	48
End Posts	C-L0 U1 & U7 L8	96
Top Laterals	C-TL-1 to 8 & L9	144
Portals	C-U1 L1 to U7 L7	96
Struts	C-U1 L1 to U7 L7 & U7 L8	192
	C-U8 L8 & U8 L8	96
Hangers	C-H1 to H8 &	96
Floor Beams	C-FB1	24
	C-FB2	24
	C-FB 3 to 8	144
Stringers	C-S 1 to 4	96
	C-S 5 to 8 & 10 to 13	192
	C-S 9 & 14	48
Bridge Seats	C-BP1 16 x	96
Hand Rail	C-HR 2 0 2 4 CM & 2	96
	C-HR 2 5 2 4 CM & 2	96
	C-HR 2 5 2 4 CM & 2	96
Sidewalk Brackets	C-B 1 to 8	96
	C-B 9 to 12 & 15 to 18	96
Sidewalk Stringers	C-S 1 to 4 & 11 to 14 & 17	96
	C-S 5 to 10 & 15 & 16	96
Curb Angles	C-C 2 x 5	96
	C-C 7 0 x 9	192
	C-C 17	192
	C-C 25 to 28 & 30 to 33	192
	C-C 34 to 37	96
Expansion Joints	C-E 3 x 4	144
Expansion Joints	C-E B 3 x 4	96
Bridge Seats	C-E B 1 x 2	96
Hand Rail Brackets	C-H 2 3 x 5	144
Curb Angle Splices	C-E 12 x 13	96

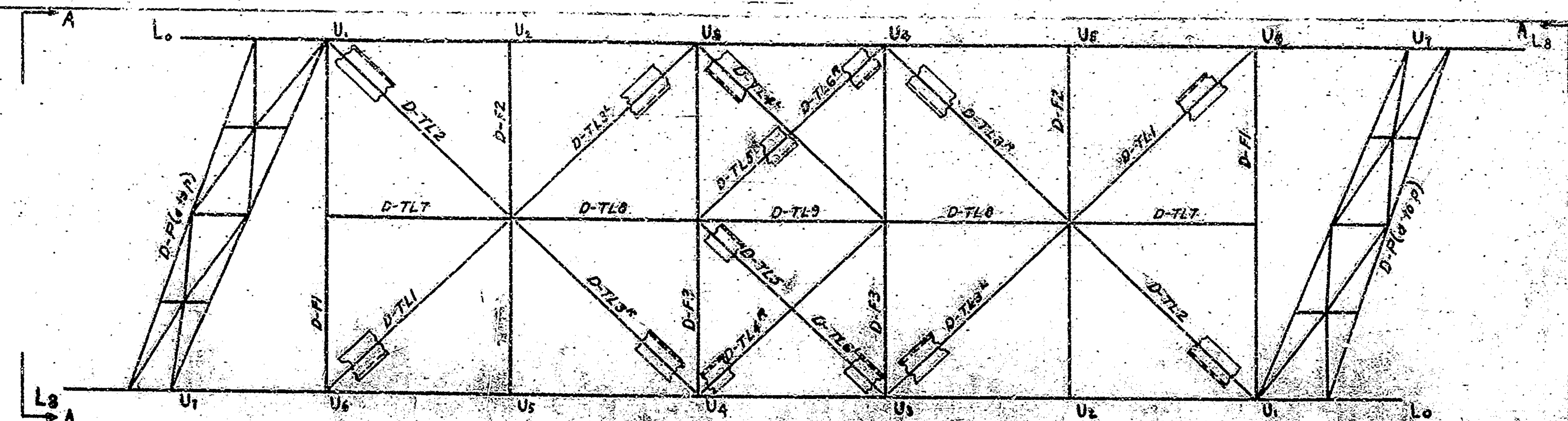
ERECTION PLAN SPAN - C
STEEL TRUSS BRIDGE
SPAN - 0 ROADWAY
OVER ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-
OCTOBER 18, 1935.
RECOMMENDED FOR APPROVAL:-
ENGINEER OF BRIDGES
PROJECT:- W.P.G.M. 206
SECTION:- A.
STATION:-
DRAWING:- 12 OF 173
STRUCTURE NO. 1031
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 152-K-1031

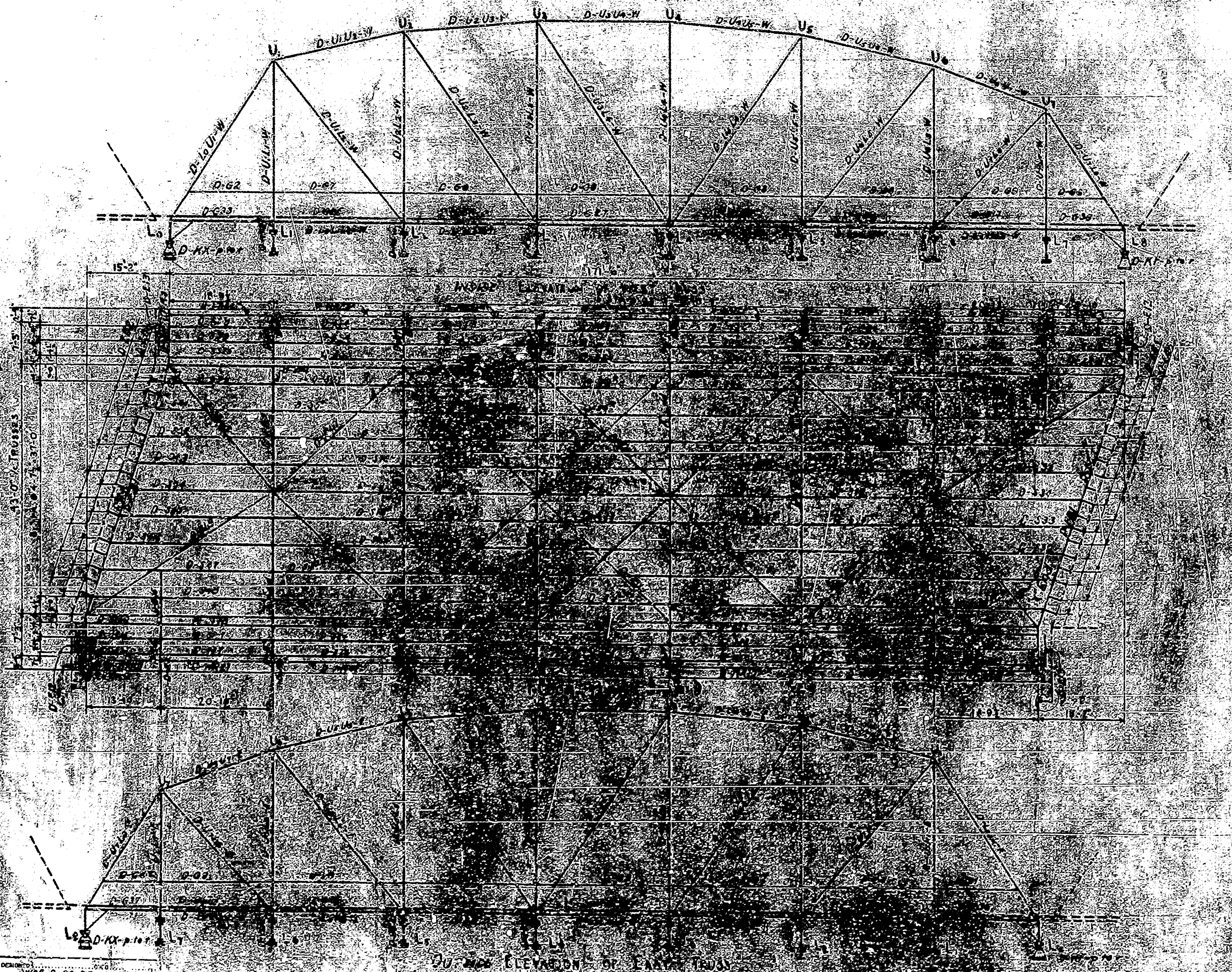
DESIGNED
DRAWN N.C.E. 3-1935 CHD. W.C.M. 9-35
TRACED A.L.B. 10-9-35 CHD. N.C.E. 10-935

FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	35	210

BRIDGES OVER 20' SPAN — SECTION-A.

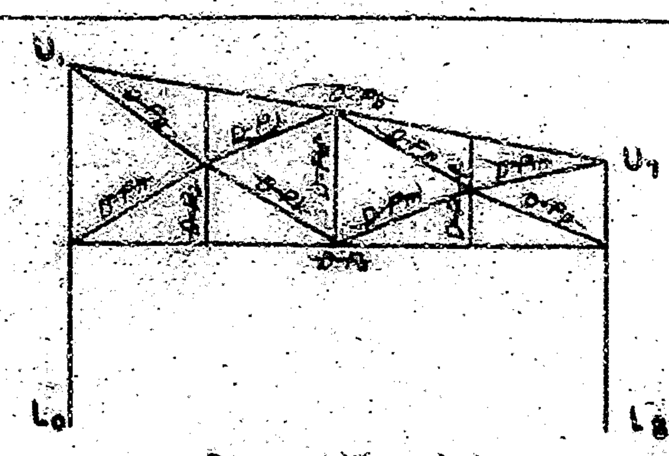


PLAN OF TOP LATERALS - SPAN D

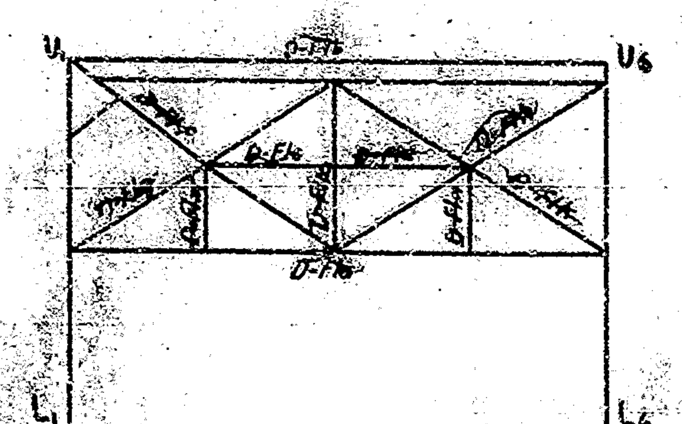


INSIDE ELEVATION OF WEST TRUSS

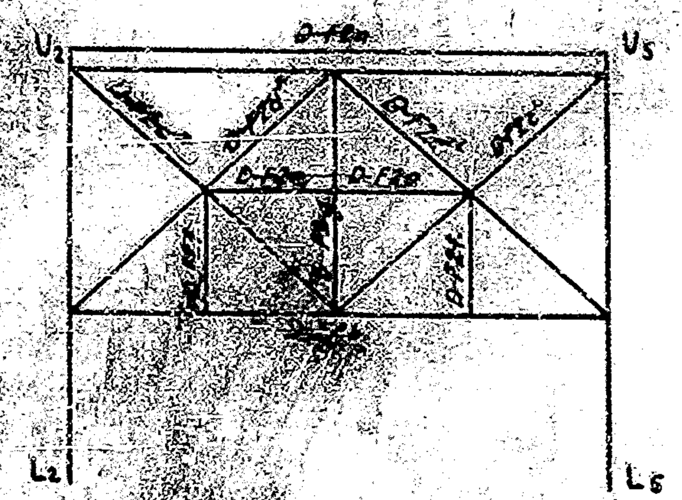
OUTSIDE ELEVATION OF EAST TRUSS



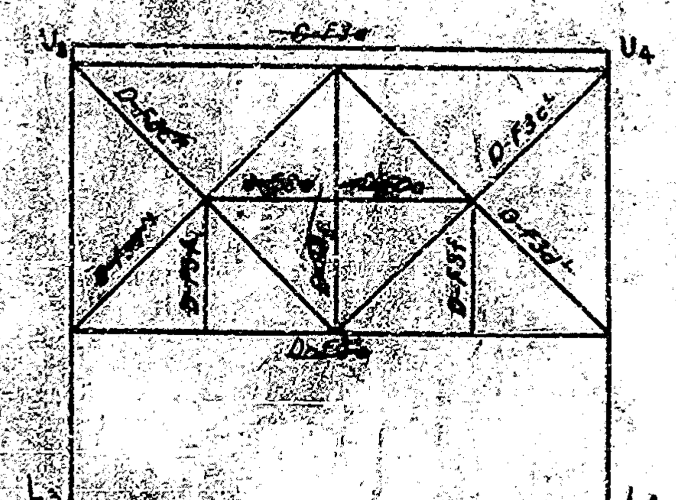
PORTAL VIEW A-A



SWAY BRACE AT D-F1



SWAY BRACE AT D-F2



SWAY BRACE AT D-F3

Erector's Note:
Do not rivet Sway Brace diagonals in place until end connections to posts and top chords are driven.

[illegible]	ERECTION MARK	DRAW. No.
Exp. Shoe	D-KX-p.for	89
Fixed Shoe	D-KY-p.for	89
Portal	D-P-a top	65
[illegible]	D-F1-a top	66
	D-F2-a thg	69
	D-F3-a thg	70
Bottom Chord	D-L0L2	84
	D-L2L3 & L5L6	55
	D-L3L4 & L4L5	56
	D-[illegible]	57
Bottom Laterals	D-[illegible]	91
Top Chord	D-U1U2 & U2U3	90
	D-U3U4 & U4U5	[illegible]
	D-U5U6 & U6U7	[illegible]
End Posts	D-L0U1 & U7L8	[illegible]
Top Laterals	D-TL1 to 3, & 8 & 9	[illegible]
	D-TL4 to 7	[illegible]
Verticals	D-U1L1 to U7L7	[illegible]
Diagonals	D-U1L2 to U3L4 & U5L6	[illegible]
	D-U6L7 & U7L8	59
Hangers	[illegible]	90
Floor Beams	D-FB1	73
	D-FB2	74
	D-FB3 & 4	75
Stringers	[illegible]	[illegible]
	[illegible]	87
	[illegible]	87
	D-S92, 35, 61 to 63, 3?? to 67	86
[illegible]	D-SP1 to 4	91
Hand Rails	D-HR-15, 17, 18 & 22	109
	D-HR23 & 24	1[illegible]
	D-HR19R/L-20R/L-21	1[illegible]
Sidewalk Brackets	D-B7 & 12	94
	D-B11	92
	D-B14 & 15	93
Sidewalk Stringers	D-S53, 4, 7, 9, 10, 15 & 16	96
	D-S525, 26, 28, 30 & 31	97
Guard Rails Upper	D-G1, 2, 4 & 6	99
	D-G7, 8 & 9	100
Guard Rails Lower	D-G17	101
	D-G25 to 28 & 30	103
	D-G33, 35, 37 & 38	98
Exp. Joints	D-E1 & D-E5	144
Exp. Joint Brackets	D-EB1 & D-EB2	97
	D-EB5 & D-EB6	97
Hand Rail Spacer	D-R2, 3	145
S.W. Exp. Jts.	D-E12 & 13	85

DESIGNED .... CK'D ....
DRAWN W.C.F. 9-20-35 CK'D W.C.M. 10-3-35
TRACED A.S.L. 10-8-35 CK'D W.C.F. 10-9-35

ERECTION PLAN SPAN-D

STEEL TRUSS BRIDGE

SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935.

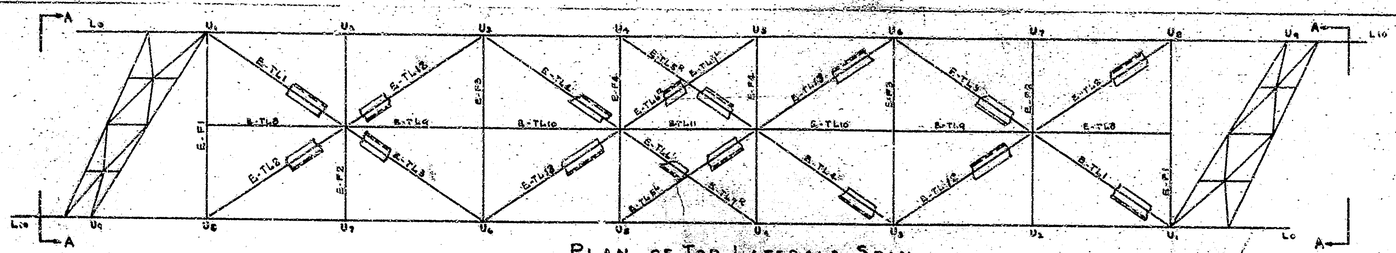
RECOMMENDED FOR APPROVAL:- .... ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A.

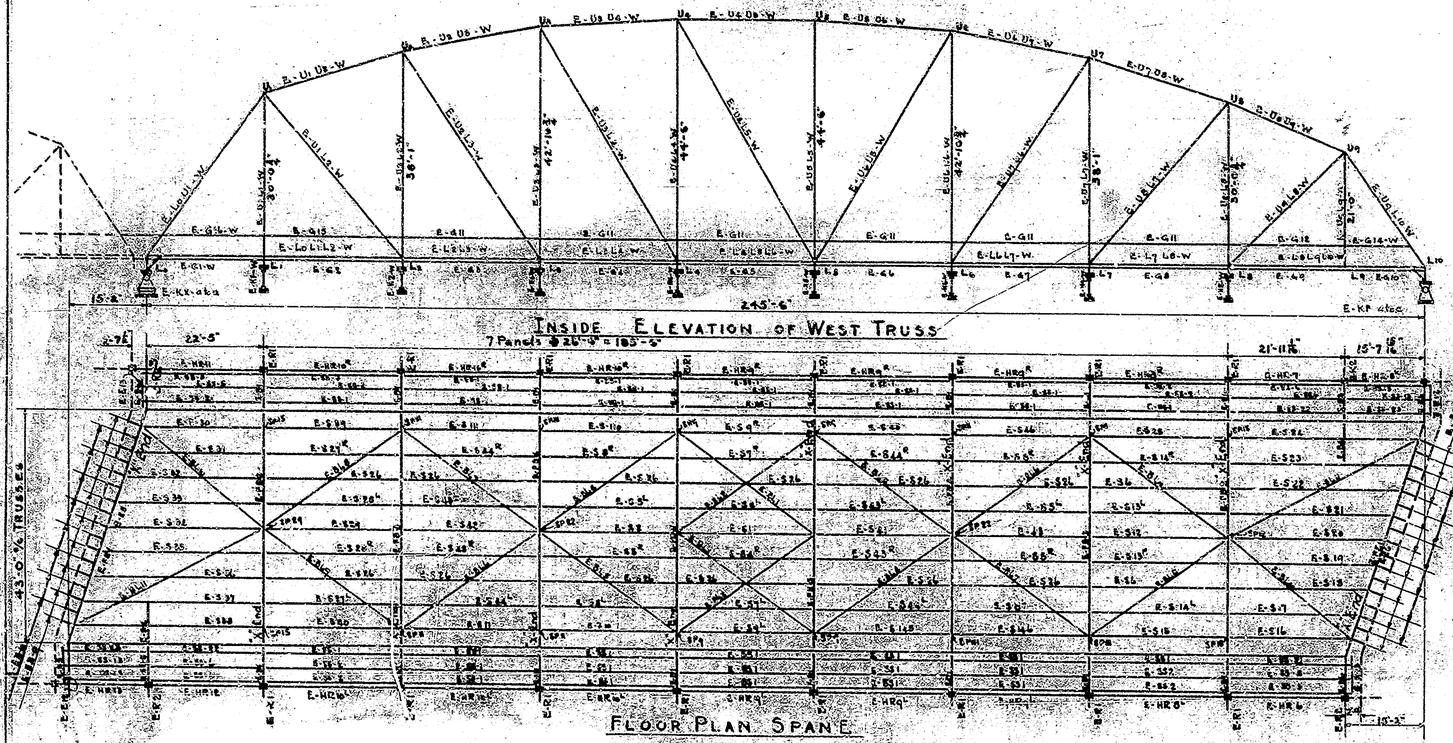
DRAWING:- 13 OF 173 STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031



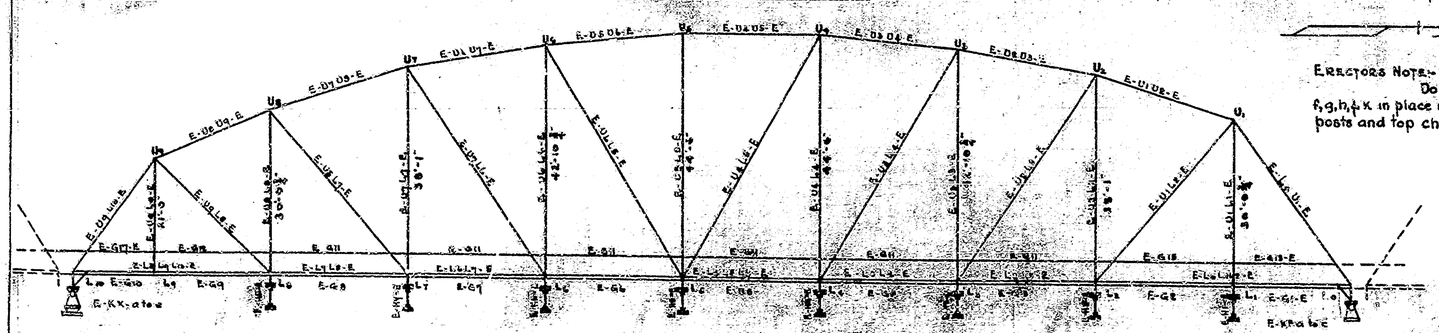
PLAN OF TOP LATERALS SPAN



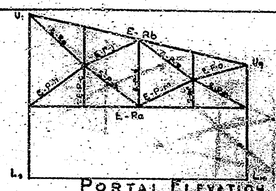
INSIDE ELEVATION OF WEST TRUSS

7 Panels @ 26'-3" = 183'-6"

FLOOR PLAN SPAN E

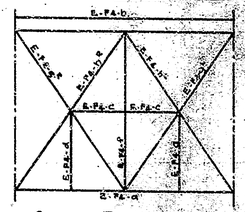


OUTSIDE ELEVATION OF EAST TRUSS

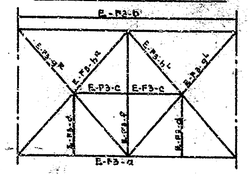


PORTAL ELEVATION

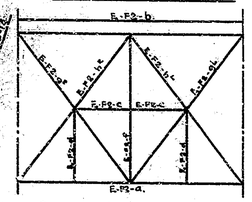
SECTION A-A



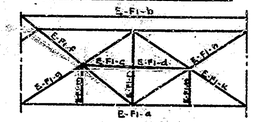
SWAY FRAME E-F4



SWAY FRAME E-F3



SWAY FRAME E-F2



SWAY FRAME E-F1

N

ERECTORS NOTE:-

Do not rivet sway brace diagonals f, g, h, & k in place until end connections to posts and top chords are driven

BRIDGES OVER 25' MARK

DIST. NO.	STATE	ROAD NO.	SEC.	SHT. NO.	TOTAL SHTS.
7	IND.	Rec.	1930	38	200

SECTION A

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E-U4U5, U5U6	110
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E-U2L3, U7L8	194
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E-U4L5, U5L6	196
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E-L1L2, L9L10	296
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E-L3L4, L7L8	298
E-L4L5, L6L7	299
E-L5L6	300

ERECTION PLAN SPAN-E

STEEL TRUSS BRIDGE

SPAN -O ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

RECOMMENDED FOR APPROVAL:- OCTOBER 18, 1935

PROJECT:-W.P.G.M. 295

SECTION:- A.

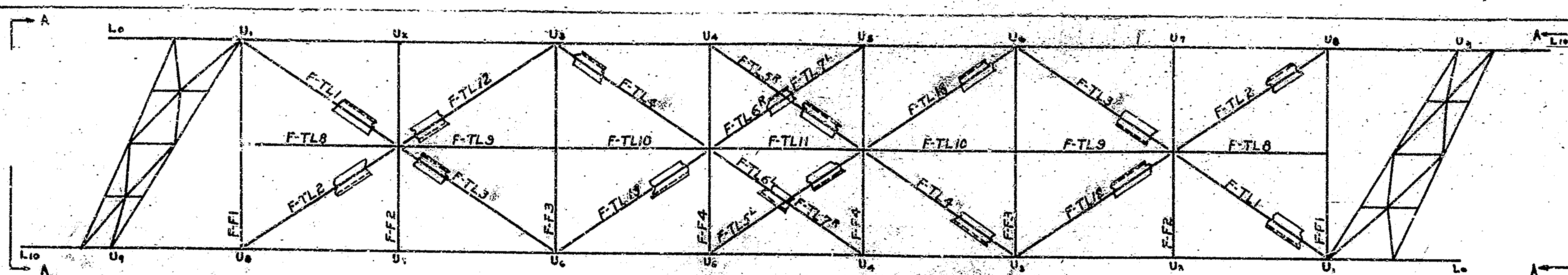
STATION:-

DRAWING:-14 OF 173

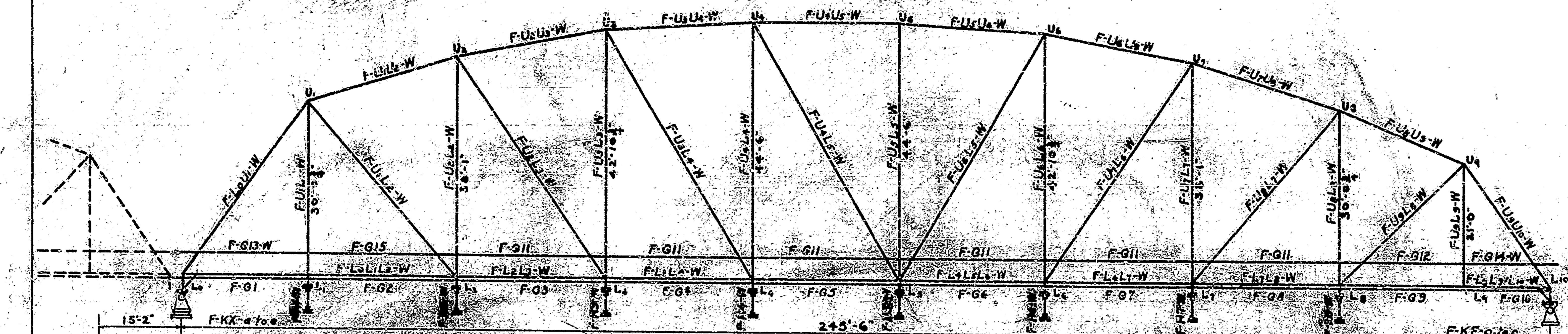
STRUCTURE NO. 1531

BRIDGE CONTRACT NO. 1224

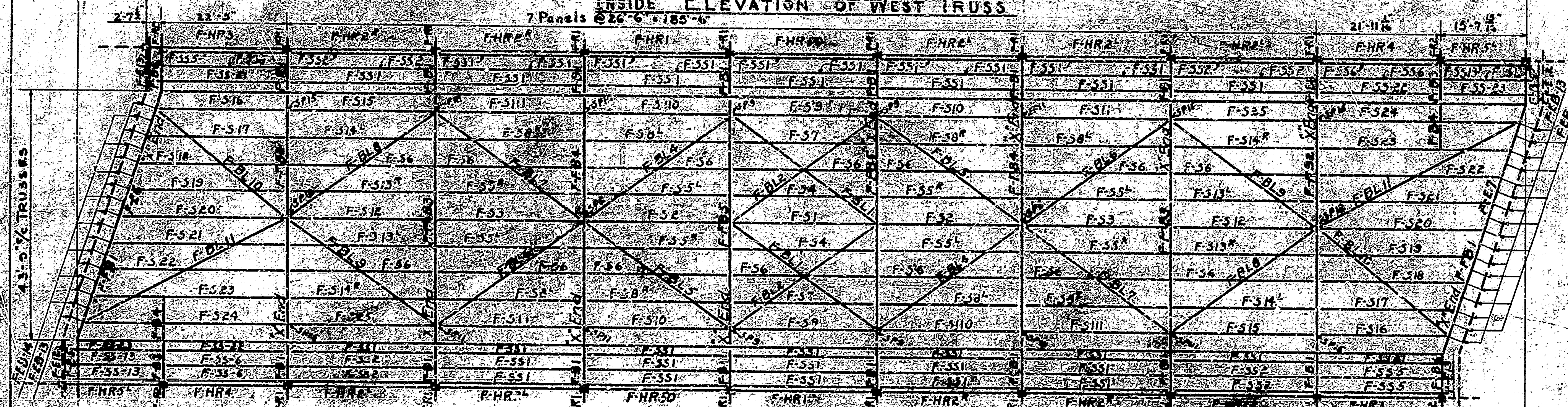
BRIDGE FILE 152-K-1031



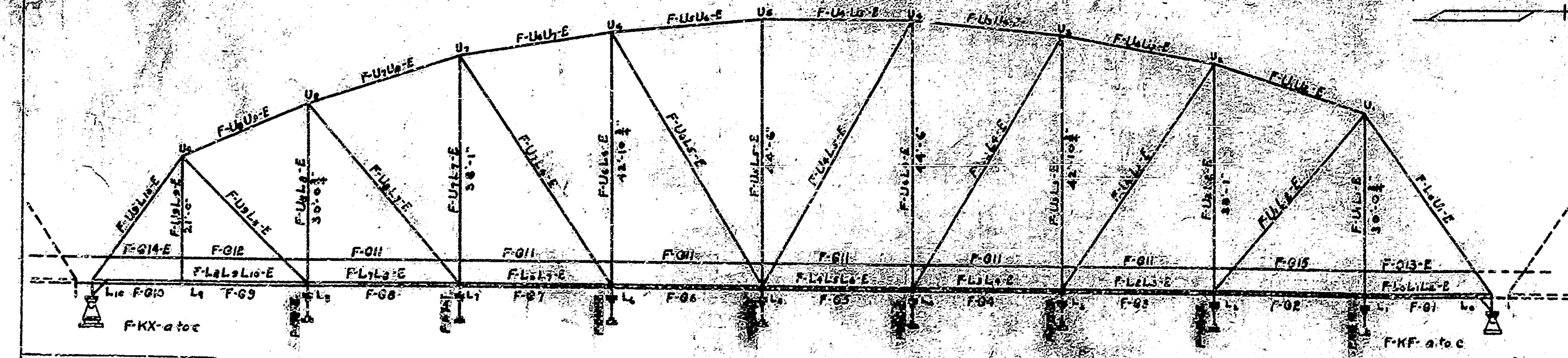
PLAN OF TOP LATERALS SPAN



INSIDE ELEVATION OF WEST TRUSS

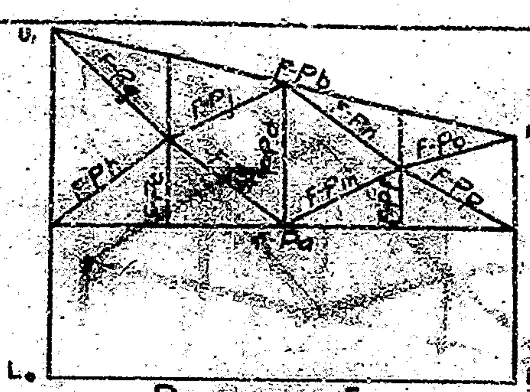


FLOOR PLAN. SPAN F

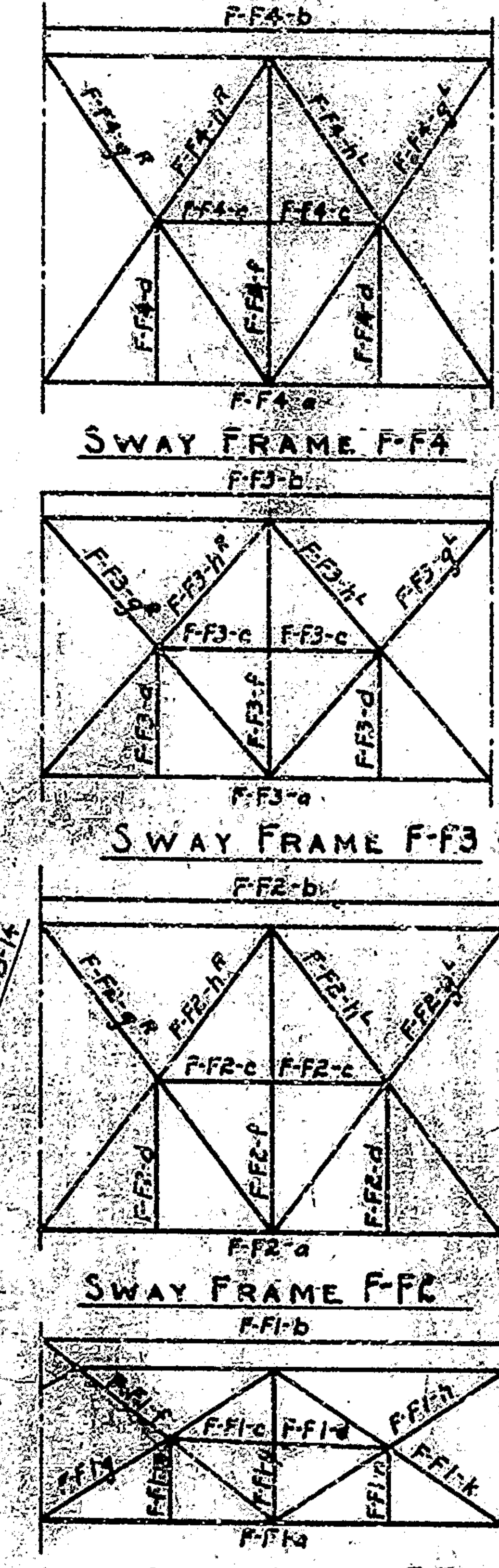


OUTSIDE ELEVATION OF EAST TRUSS

DESIGNED	CK'D
DRAWN H.C.E. 9-10-35	CK'D C.M. 10-2-35
TRACED F.H.R. 10-3-35	CK'D H.C.E. 10-4-35



PORTAL ELEVATION
SECTION A-A

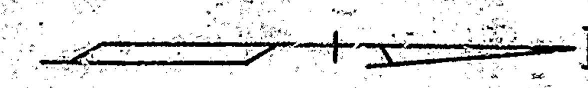


SWAY FRAME F-F4

SWAY FRAME F-F3

SWAY FRAME F-F2

SWAY FRAME F-F1



N

ERECTOR'S NOTE:
Do not rivet Sway Frame diagonals f, g, h & k in place until end connections to posts and top chords are driven.

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	W.P.&M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	37	210

SECTION-A

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	F-FB3 to 5	131
Fixed Exp. Bearings	F-KX a to e	30
	F-KF a to c	30
Portal	F-P a to p	121
Sway Frame	F-F1 a to p	122
	F-F2 a to h	123
	F-F3 a to h	124
	F-F4 a to h	125
Hangers	F-H8E to F-H8-E	141
	F-H8W to F-H8-W	141
Sidewalk Brackets	F-B1	141
	F-B3 to 6	93
Stringers	F-S1 to 8	134
	F-S9 to 11	139
	F-S12	134
	F-S13 to 20	133
	F-S21	135
	F-S22	133
	F-S23, 24	135
	F-S25	133
	F-S110, 111	139
Stringer Plates	F-SP2	139
	F-SP9	139
	F-SP11	134
	F-SP12	139
	F-SP15	134
	F-SP111	139
Bott. Laterals	F-BL1, 2	140
	F-BL4 to 11	140
Top Laterals	F-TL 1 to 4	126
	F-TL5 to 7	127
	F-TL8 to 11	128
Top Chords	F-U1U2, U2U3	107
	F-U3U4, U4U5	108
	F-U5U6, U6U7	109
	F-U7U8, U8U9	110
Posts End	F-L0U1, U9L10	106
Verticals	F-U1L1 to U9L9	120
Diagonals	F-U1L2 to U4L5	118
	F-U6L5 to U8L9	119
Lower Chords	F-L2L3, L3L4	113
	F-L4L5L6	114
	F-L6L7, L7L8	115
	F-L0L1L2	112
	F-L8L9L10	117
Hand Rails	F-HR1	145
	F-HR 2 to 5	146
Sidewalk Stringers	F-SS 21, 22, 23	97
	F-SS 1, 2	96
	F-SS 5, 6	96
	F-SS 13	96
Guard Rails	F-G1 to 10	142
	F-G11 to 15	143
Exp. Joints	F-E6, F-E7	144
Exp. Joint Brackets	F-EB13, F-EB-14	97
S.W. Exp. Joints	F-E12 & 13	85

ERECTION PLAN SPAN- F.

STEEL TRUSS BRIDGE

SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935.

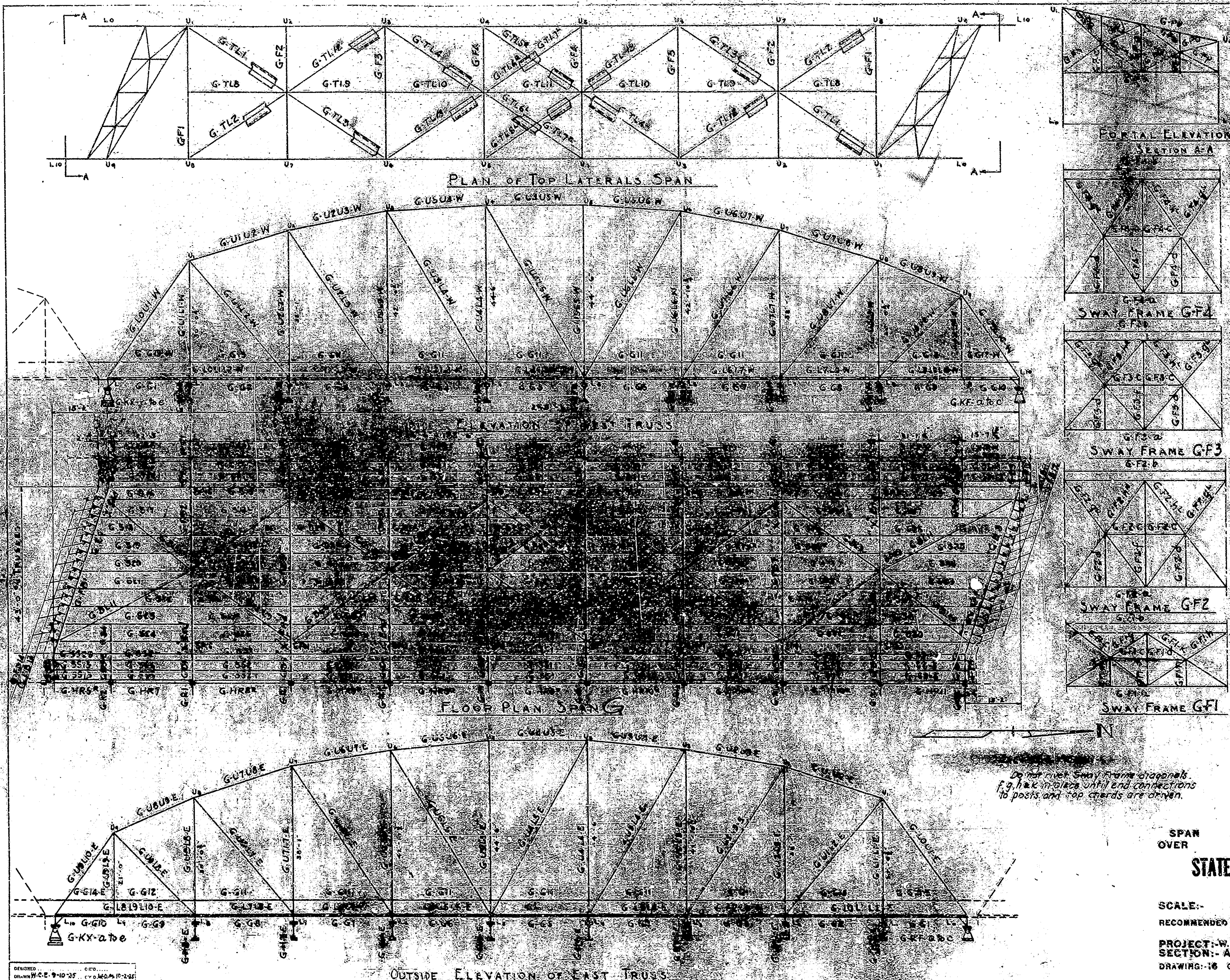
RECOMMENDED FOR APPROVAL:- ENGINEER OF BRIDGES

PROJECT:- W.R.G.M. 206 STATION:-
SECTION:- A.
DRAWING:- 15 OF 173 STRUCTURE NO. 1031
BRIDGE CONTRACT NO. 1234

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	32	210

SECTION-A.



Do not rivet Sway Frame diagonals f, g, h & k in place until end connections to posts and top chords are driven.

SPAN G-

	ERECTION MARK	DWG. NO.
	[illegible]	
	[illegible]	85
STRINGER PLATES	G-SP9	134
	G-SP11	134
	G-SP12	139
	G-SP15	134
	G-SP22	139
	G-SP60	134
	G-SP71	134
	G-SP73	135
	G-SP79	135
	G-SP91	134
	G-SP111	134
BOTT. LATERALS	G-BL-1, 2	140
	G-BL-4 to 11	140
TOP LATERALS	G-TL-1 to 4	126
	G-TL 5 to 7	127
	G-TL 8 to 11	128
TOP CHORDS	G-U1U2, U2U3	107
	G-U3U4, U4U5	108
	G-U5U6, U6U7	109
	G-U7U8, U8U9	110
END POSTS	G-L0U1, U9L10	106
VERT. POSTS	G-U1L1 to U9L9	120
DIAG.	G-U1L2 to U4L5	118
	G-U6L5 to U9L8	119
LOWER CHORDS	G-L2L3, L3L4	113
	G-L4L5 L6	114
	G-L6L7, L7L8	115
	G-L0L1 L2	111
	G-L8L9 L10	116
HAND RAILS	G-HR5, 6	146
	G-HR7 to 12	147
	G-HR14	145
SIDE WALK STRINGERS	G-SSE1, 22, 23	97
	G-SS1, 2	96
	G-SS 5, 6	96
	G-SS 13	96
END GUARD	G-G1 to 10	142
	G-G11 to 17	143
	G-E7, G-E8	144
	G-EB11, G-EB12	97
	G-EB13, G-EB14	97
FLOOR BEAMS	G-FB1	129
	G-FB2	130
	G-FB3 to 5	131
	G-FB6 to 8	132
EXP. SHOE	G-KX a to e	30
FIXED SHOE	G-KF a to c	30

	ERECTION MARK	DWG. NO.
PORT. FRAME	G-P a to p	121
SWAY FRAMES	G-F1 a to p	122
	G-F2 a to h	123
	G-F3 a to h	124
	G-F4 a to h	125
	G-H1-E & G-H8-E	141
	G-H1-W & G-H8-W	141
LOWER HANGER BENTS	G-B1, 2	141
	G-B3 to 6	98
STRINGERS	G-S1	135
	G-S2	137
	G-S4, 5	136
	G-S6	134
	G-S7 to 9	136
	G-S12	134
	G-S13 to 20	133
	G-S21	135
	G-S22	133
	G-S23, 24	135
	G-S25	133
	G-S26	135
	G-S41	137
	G-S43, 44	136
	G-S45, 46	137
	G-S70 to 73	137
	G-S74, 75	136
	G-S76	135
	G-S77, 78	136
	G-S79	135
	G-S80, 81	130
	G-S82	136
	G-S83 to 88	138
	G-S89	136
	G-S90, 91	137
	G-S92 to 94	136
	G-S96	135
	[illegible]	137
	G-R1 & G-R2	148

DESIGNED .... CH'D.....
DRAWN W.C.E. 9-10-35 CH'D W.D.M. 10-2-35
TRACE L.W.W. 10-2-35 CH'D W.C.M. 10-4-35

ERECTION PLAN SPAN-G

STEEL TRUSS BRIDGE

SPAN -O ROADWAY
OVER ON STATE ROAD:-

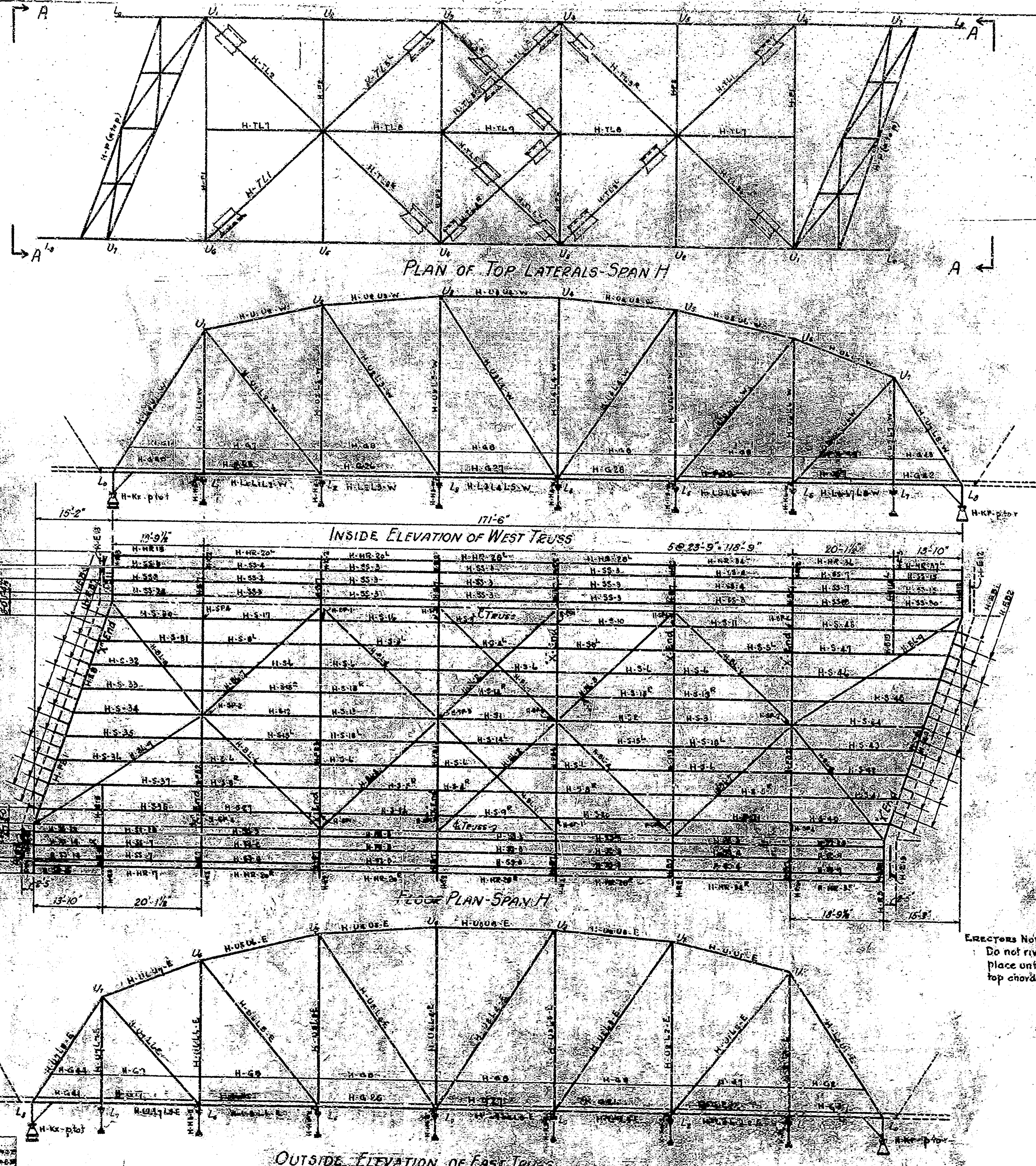
STATE HIGHWAY COMMISSION OF INDIANA

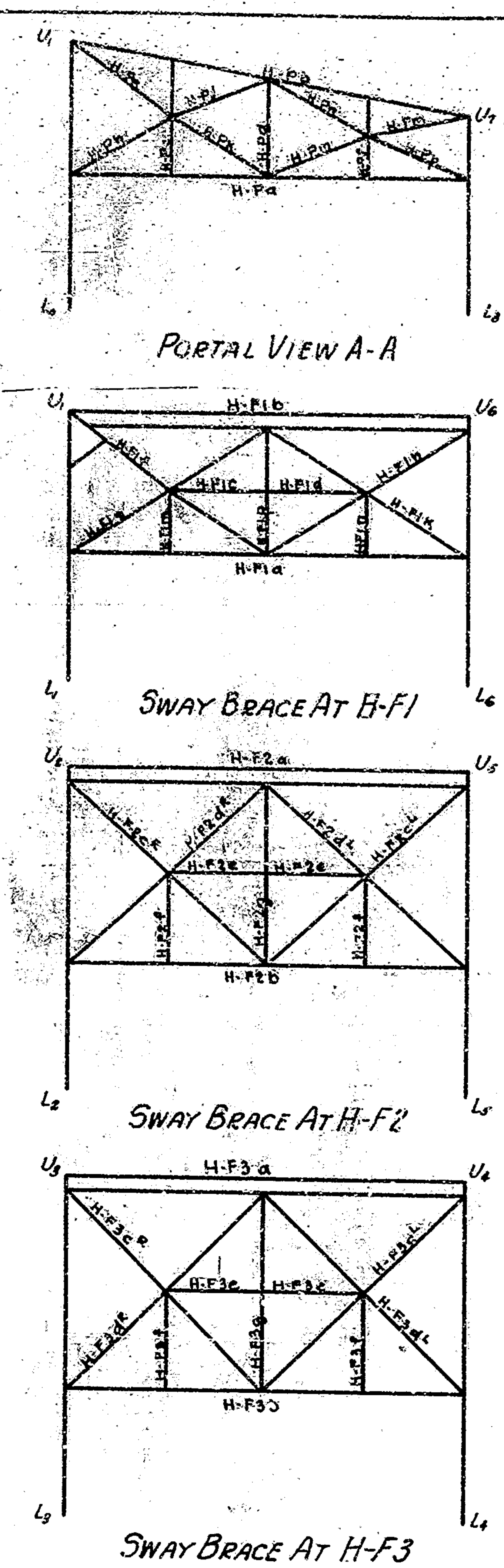
SCALE:- OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- ....

PROJECT:- W.P.G.M.206 STATION:-
SECTION:- A.
DRAWING:-16 OF 173 STRUCTURE NO. 1031
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031





BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	39	210

SECTION-A.

~INDEX~

	ERECTION MARK	DRW'G Nº
Exp. Shoe	H-Kx-p to t	29
Fixed Shoe	H-KF-p to r	29
Portal	H-P a to p	65
Sway Frames	H-F1 a to p	66
	H-F2 a to q	69
	H-F3 a to q	73
Bottom Chords	H-L0L1L2	54
	H-L2L3 & L5L6	56
	H-L3L4L5	56
	H-L6L7L8	57
Bott. Laterals	H-BL-1,2,3,4 to 9	91
Top Chords	H-U1U2 & U2U3	50
	H-U3U4 & U4U5	51
	H-U5U6 & U6U7	52
[illegible]	H-L0U1 & U7L8	53
Top Laterals	H-TL 1 to 3, 8 & 9	71
	H-TL 4 to 7	72
[illegible]	H-U1L1 to U7L7	63
[illegible]	H-U1L2 to U3L4 & U5L4	60
	H-U6L5 & U7L6	61
[illegible]	H-[illegible] W&E	62
[illegible]	H-R2,3	145
Floor Beams	H-FB1	73
	H-FB2	73
	H-FB3 & 4	75
Stringers	H-S [illegible]	85
	H-S [illegible]	89
	H-S [illegible]	87
	H-S [illegible]	86
[illegible]	H-SP1 to 2	91
Hand Rails	H-HR 15,17,18 & 35	149
	H-HR [illegible] & 37	149
[illegible]	H-B 7 & 12	94
	H-3[illegible]	92
	H-B14 & 15	95
[illegible]	H-SS 3,4,7,8,9,14 & 15	96
	H-SS 24,25,28,29 & 30	97
Guard Rails	H-G 1,2,4,6	99
	H-G 7,8 & 9	100
	H-G 43 & 44	104
	H-G 17	101
	H-G 25 to 28 & 30	100
	H-G 39,40 & 41	106
	H-G 42	95
	H-G 43 & 44	105
Exp. Joint	H-E8 & H-E9	108
[illegible]	H-EB7 & H-EB8	97
	H-EB1 & H-EB2	97
[illegible]	H-E12 & 13	85

ERECTORS NOTE:-
Do not rivet sway brace diagonals c,d,f,g,h,j,k in place until end connections to posts and top chords are driven.

ERECTION PLAN SPAN-H

STEEL TRUSS BRIDGE

SPAN
OVER

- O ROADWAY
ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- .... [signature] ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206
SECTION:- A.

STATION:-

DRAWING:-17 OF 173

STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

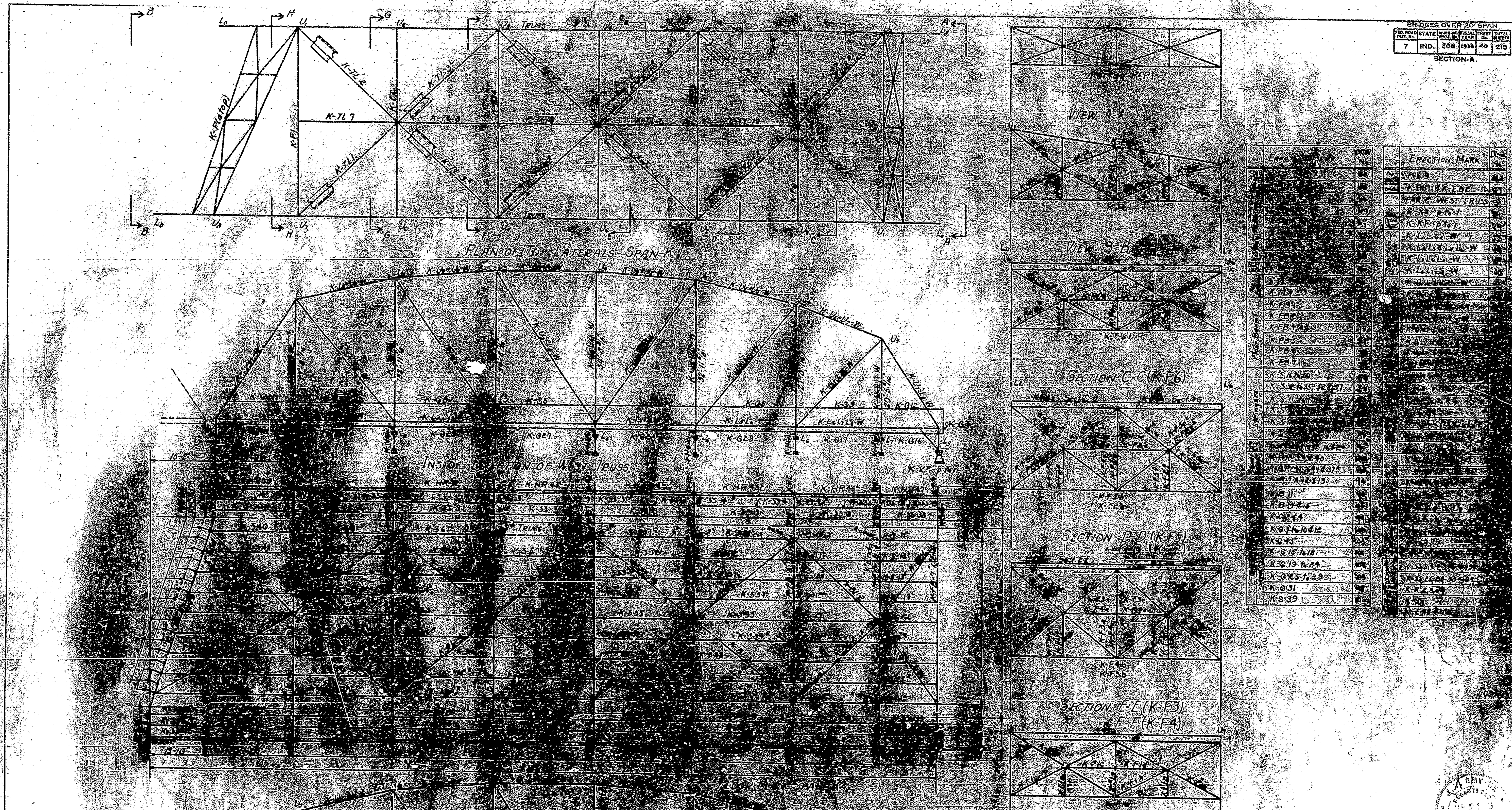
BRIDGE FILE 152-K-1031

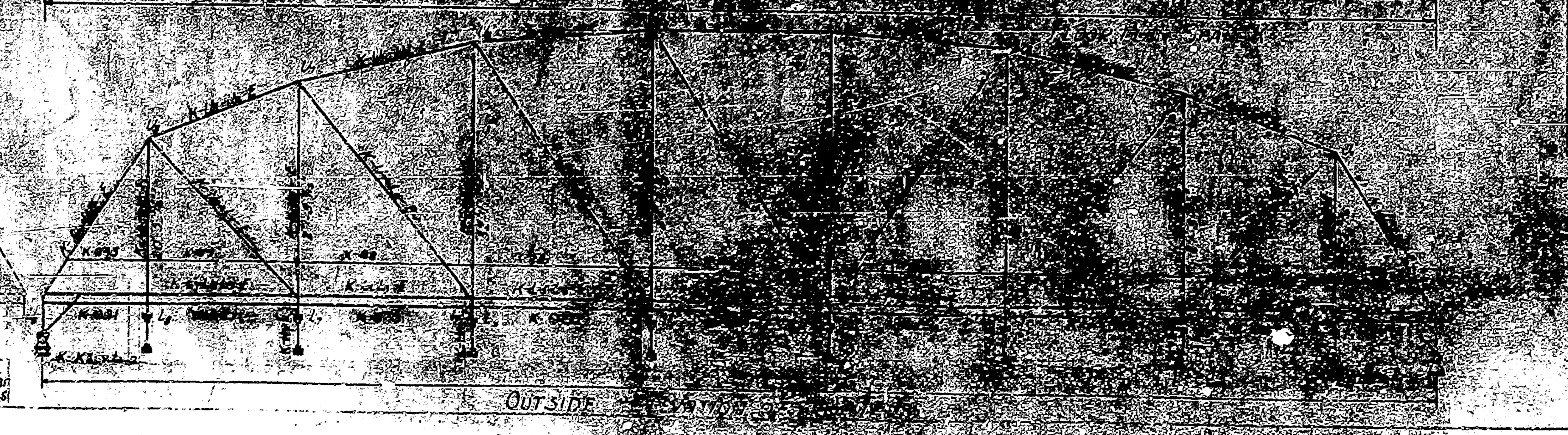
DESIGNED		CKD.	
DRAWN	W.C.E. 9-19-35	CKD.	W.C.M.
TRACED	G.F.S. 10-8-35	CKD.	W.C.E.

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	40	210

SECTION-A.





ERECTORS NOTE: ... rivet Sway Frame diagonals ... place until end connections ... top chords are driven.

DESIGNED .... CK'D ....
DRAWN W.C.E. 9-24-35 CK'D W.C.H. 10-2-35
TRACED F.H.R. 10-8-35 CK'D W.C.E. 10-8-35

ERECTION PLAN SPAN-K

STEEL TRUSS BRIDGE

SPAN - 0 ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- .... ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206
SECTION:- A
STATION:-

DRAWING: 19 OF 173

STRUCTURE NO. 103

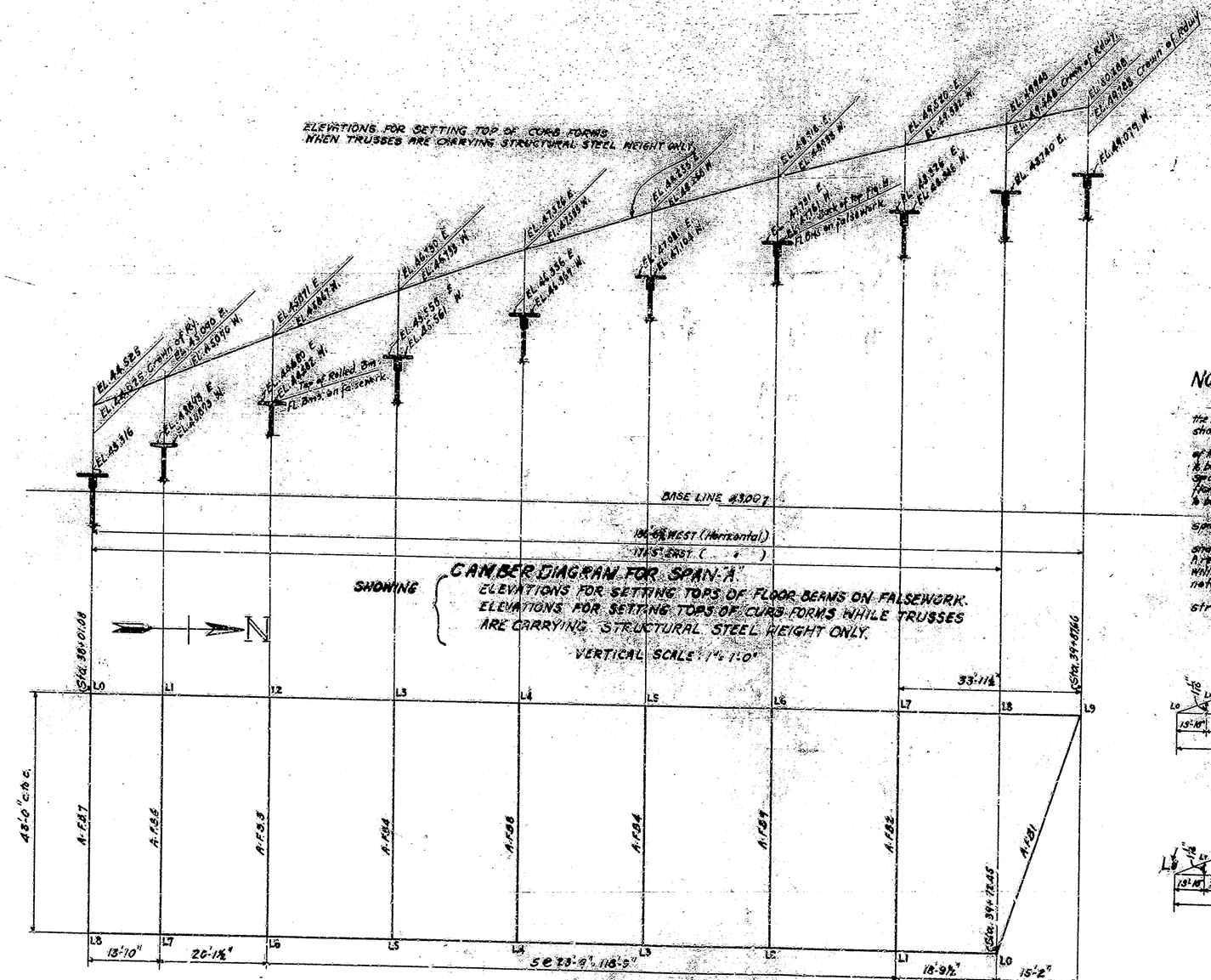
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-103

BRIDGES OVER 20' SPANS					
FED. ROAD DIST. No.	STATE	NO. OF MAIN SPANS	ROAD WIDTH	SKEW	TOTAL LENGTH
7	IND.	204	44'-0"	45°	336'

SECTION A.

ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY.



LINE DIAGRAM SHOWING FLOOR BEAMS
Scale 1" = 10'-0"

TABLES OF DEFLECTIONS.

WEST TRUSS	L1	L2	L3	L4	L5	L6	L7	L8
DEFLECTION DUE TO TRUSS LOAD	0.4000	0.7983	1.1948	1.5873	1.9737	2.3519	2.7200	3.0747
DEFLECTION DUE TO CONC. RDWY & S.W. SLABS	0.2561	0.5115	0.7655	1.0158	1.2637	1.5061	1.7423	1.9693

EAST TRUSS	L1	L2	L3	L4	L5	L6	L7
DEFLECTION DUE TO TRUSS LOADS	0.417	0.796	1.170	1.535	1.882	2.215	2.530
DEFLECTION DUE TO CONC. RDWY & SW SLABS	0.261	0.516	0.765	1.009	1.247	1.476	1.695

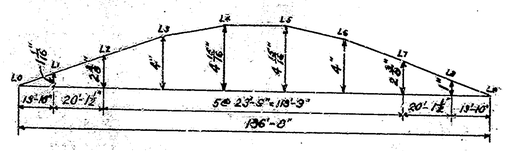
NOTE:-

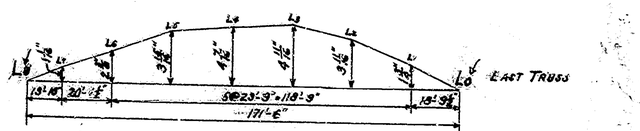
Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected, and the trusses setting, the elevations of the top of curbs at the panel points over the truss spans are to be set as shown in the diagrams. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beam on the floor beams to top of curb is not to be less than 7 3/4" nor more than 8".

All points for top of curbs on both webs shall be set on each span before any concrete is poured on that particular span. No excessive amount of lumber, materials, or equipment shall be on the spans at the time the elevations of top of curb are set. If necessary, adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits.)

Bench Mark Elevations are shown to nearest .01 on sub-structure plans.





CAMBER DIAGRAMS FOR SHOP ASSEMBLY OF TRUSSES
Not to Scale

CAMBER DIAGRAM FOR ERECTION SPAN-A

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: AS NOTED — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 — STATION:-
SECTION:- A. — STRUCTURE NO. 1031
DRAWING:- 19 OF 173

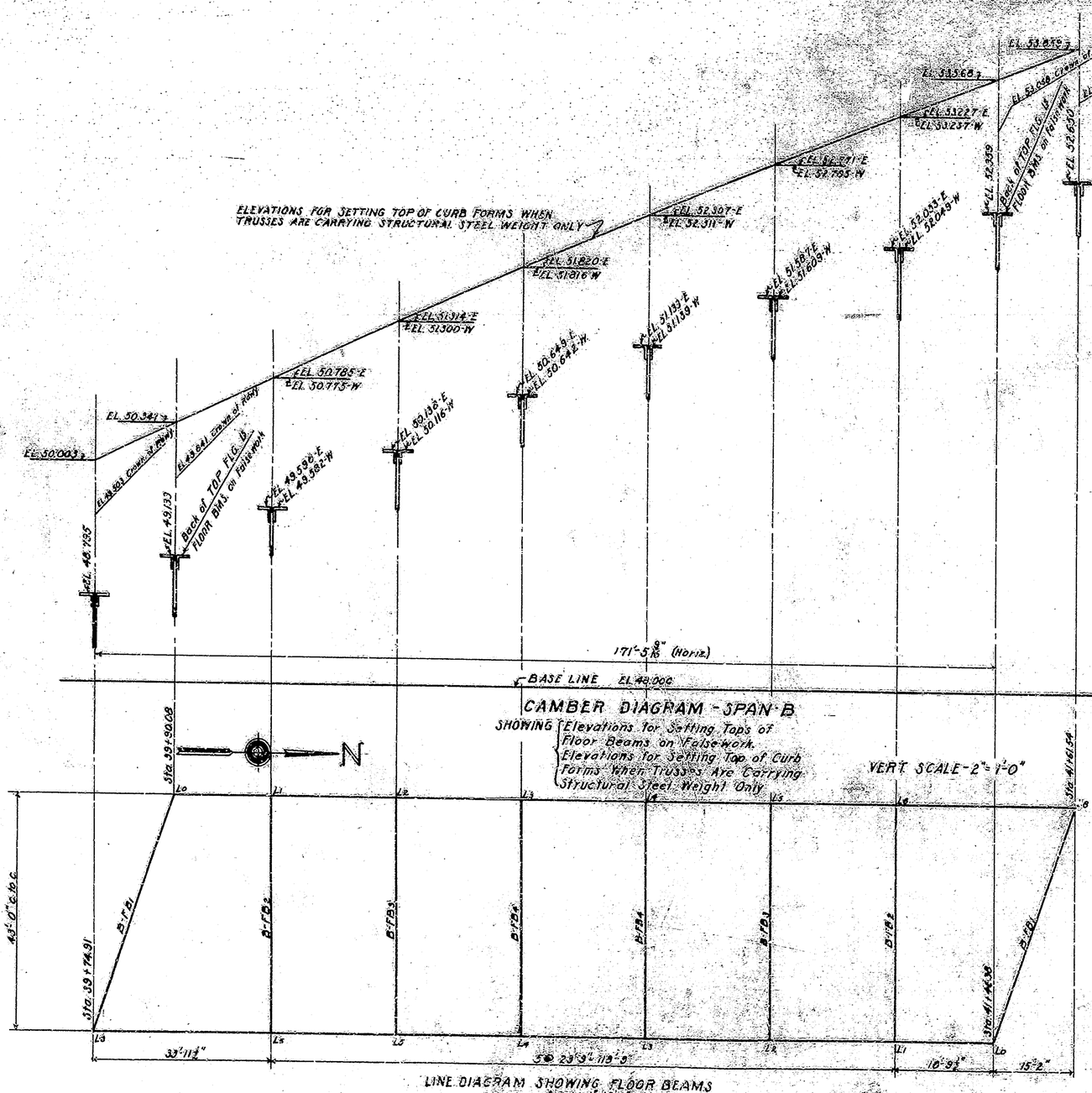
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-R-1031

DESIGNED W.C.E. 10-16-35 CHECKED A.V.M. 10-17-35
DRAWN L.W.M. 10-16-35 CHECKED A.V.M. 10-17-35

STATE ROAD NO.	STATE PROJECT NO.	BRIDGE NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND. 206	1031	1936	42	206

SECTION-A



LINE DIAGRAM SHOWING FLOOR BEAMS
Scale-1"=10'-0"

TABLE OF DEFLECTIONS

	L1	L2	L3	L4	L5	L6
Deflection Due to Truss Load	.1812"	.2817"	.4107"	.4384"	.3909"	.2535"
Deflection Due to Conc., Rdwy & S.W. Slabs	.2815"	.4615"	.6508"	.7006"	.6227"	.4013"

NOTES:-

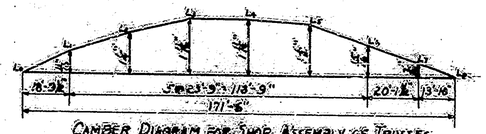
Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected and the trusses swung, the elevations of the top of curbs at the panel points over the truss spans are to be set as shown in the diagram. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beam on the floor beams to top of curb is not to be less than 1'-2¼" nor more than 1'-2⅝".

All points for top of curbs on both sides shall be set on each span before any concrete is poured on that particular span.

No excessive amount of formwork, materials, or equipment shall be on the spans at the time the elevations of top of curb are set. A reasonable adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits).

Bridge Seat Elevations are shown to nearest 0.01' on substructure plans.



CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES
Not to Scale

CAMBER DIAGRAM FOR ERECTION OF SPAN-B

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- AS NOTED OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.R.G.M.206 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 20 OF 173
BRIDGE CONTRACT NO. 1224

STATE OF INDIANA REGISTERED ENGINEER

Drawn T.B. 10-14-35 ... Approved
Traced A.B. 10-15-35 ... Approved

BRIDGE FILE 152-R-1031

ENDPOSTS OVER 20' SPAN.					
FED. PROJ. NO.	STATE	BEAM OR WEB DEPTH	WEB PLATE THICK.	FLANGE ANGLES	WEB PLATE WIDTH
7	IND.	288	7/16	45	510

SECTION-A.

TABLE OF DEFLECTIONS

	L_1	L_2	L_3	L_4	L_5	L_6
DEFLECTION DUE TO TRUSS LOAD	.1812"	.2917"	.4107"	.4334"	.3903"	.2535"
DEFLECTION DUE TO CONC. RDWY. & S.W. SLABS	.2813"	.4615"	.6509"	.7066"	.6267"	.4013"

ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY.

El. 52.401

El. 53.118 Crown of Roadway

El. 53.618 TOP OF CURB

El. 52.696

El. 53.904

El. 53.944 Crown of Roadway

BACK OF TOP FL. IS FLOOR BMS. ON FALSE WORK

El. 54.291 E. El. 54.281 W.

El. 53.104 El. 53.088 W.

El. 54.717 E. El. 54.733 W.

El. 53.571 E. El. 53.549 W.

El. 55.181 E. El. 55.177 W.

El. 54.008 E. El. 54.003 W.

El. 55.594 E. El. 55.538 W.

El. 54.426 E. El. 54.421 W.

El. 55.986 E. El. 56.000 W.

El. 54.842 E. El. 54.884 W.

El. 56.369 E. El. 56.379 W.

El. 55.175 E. El. 55.132 W.

El. 56.753

El. 56.897

El. 56.986 Crown of Roadway

El. 55.445

BACK OF TOP FLG. IS TOP OF FALSE WORK

El. 55.668

111'-5½" (HORIZ.)

BASE LINE 52.000

N

CAMBER DIAGRAM SPAN "C"

SHOWING ELEVATIONS FOR SETTING TOPS OF FLOOR BEAMS ON FALSE WORK. ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY.

VERT. SCALE: 2"=1'-0"

Sta. 41+63.96

Sta. 41+46.79

Sta. 43+20.27

Sta. 43+33.43

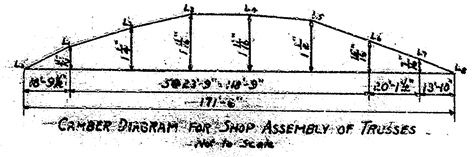
45'-0" c. to c.

C-FB1 C-FB2 C-FB3 C-FB4 C-FB5 C-FB6 C-FB7 C-FB1

15'-2" 18'-3½" 5 @ 23'-3" = 116'-3" 33'-11½"

LINE DIAGRAM SHOWING FLOOR BEAMS

SCALE: 1"=10'-0"



CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES

Not to Scale

NOTE:

Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected and the trusses swung, the elevations of the top of curbs at the panel points over the truss spans are to be set as shown in the diagram. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beam on the floor beams to the top of curb is not to be less than 1.2% nor more than 1.2%.

All points for top of curbs on both sides shall be set on each span before any concrete is poured on that particular span.

No excessive amount of formwork, materials, or equipment shall be on the spans at the time the elevations of top of curb are set. A reasonable adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits).

Bridge Seat Elevations are shown to nearest .01' on substructure plans.

DESIGNED [illegible] CHKD. [illegible]
DRAWN W.R.B. 12-14-35 CHKD. A.W.K. 12-16-35
TRACED E.W.B. 12-26-35 CHKD. L.H.W. 12-27-35

CAMBER DIAGRAM FOR ERECTION SPAN - C

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: AS NOTED OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL: [signature]

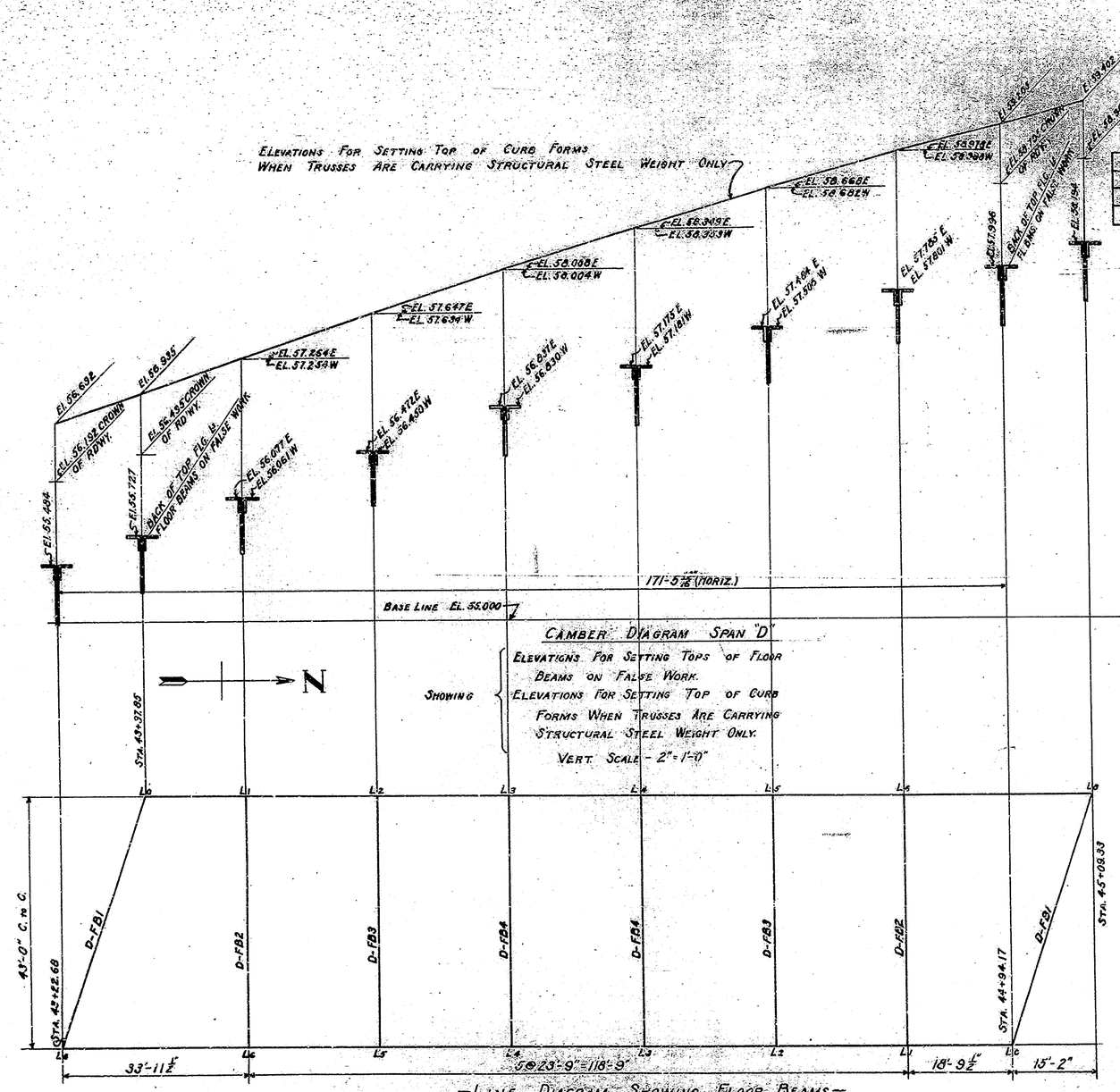
PROJECT W.P.G.M. 208 STATION:
SECTION A STRUCTURE NO. 1031
DRAWING 21 OF 173
BRIDGE CONTRACT NO. 1424

BRIDGE FILE 152-K-1031

ENCODED GIVEN TO DRAFT.					
DIST. NO.	STATE	ROAD NO. OR STREET	SECT. NO.	SHEET NO.	SHEETS
7	IND.	208	1935	4A	510

SECTION A

ELEVATIONS FOR SETTING TOP OF CURB FORMS
WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY



CAMBER DIAGRAM SPAN "D"

SHOWING
- ELEVATIONS FOR SETTING TOPS OF FLOOR BEAMS ON FALSE WORK.
- ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY.

VERT. SCALE - 2" = 1'-0"

—LINE DIAGRAM SHOWING FLOOR BEAMS—
—SCALE-1"-10'-0"—

TABLE OF DEFLECTIONS

	L1	L2	L3	L4	L5	L6
DEFLECTION DUE TO TRUSS LOAD	.1812"	.2917"	.4107"	.4394"	.3909"	.2535"
DEFLECTION DUE TO CONC. RDWY. & S.W. SLABS	.2815"	.4615"	.6509"	.7006"	.6227"	.4013"

NOTES:-

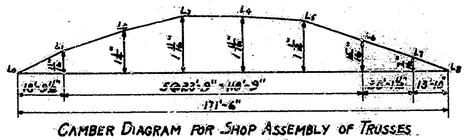
Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected, and the trusses swung, the elevations of the top of curbs at the panel points over the truss spans are to be set as shown in the diagram. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beam on the floor beams to top of curb is not to be less than 1'-2½" nor more than 1'-2½".

All points for top of curbs on both sides shall be set on each span before any concrete is poured on that particular span.

No excessive amount of formwork, materials, or equipment shall be on the spans at the time the elevations of top of curb are set. A reasonable adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits.)

Bridge Seat Elevations are shown to nearest .01 on substructure plans.



CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES
Not to Scale

CAMBER DIAGRAM FOR ERECTION SPAN-D

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-AS NOTED — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M. 208 — STATION:-
SECTION:- A. — STRUCTURE NO. 1031
DRAWING:- 22 OF 173

BRIDGE CONTRACT NO. 1224

DESIGNED TAR 10-15-35 — APPROVED
TRACED AGL 10-16-35 — APPROVED

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' OR UNDER

FED. AID PROJ. NO.	STATE	SEC. OF PROJ.	TOTAL PROJ.	TOTAL SHEETS
7	IND.	X05	1006	10

SECTION-A

TABLE OF DEFLECTIONS

	L1	L2	L3	L4	L5	L6	L7	L8
DEFLECTION DUE TO TRUSS LOAD	0.2457"	0.4930"	0.6930"	0.7827"	0.8012"	0.7327"	0.5896"	0.3193"
DEFLECTION DUE TO CONC. R'DWY & S.W. SLABS	0.3598"	0.6165"	0.6975"	1.0767"	1.1035"	1.0532"	0.8777"	0.3598"

ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY

EL. 68.339 — EL. 68.637 — EL. 68.639 — EL. 68.637 — EL. 68.637 — EL. 68.637 — EL. 68.637 — EL. 68.637 — EL. 68.637 — EL. 61.432 — EL. 61.432

EL. 68.339 CROWN OF R'DWY.

EL. 68.637 CROWN OF R'DWY.

BACK OF TOP FLG. IS FLOOR SYST. ON FALSEWORK — EL. 38.257

EL. 58.761 E / EL. 58.761 W

EL. 59.390 E / EL. 59.390 W

EL. 60.037 E / EL. 60.065 W

EL. 60.361 E / EL. 60.363 W

EL. 60.640 E / EL. 60.637 W

EL. 60.865 E / EL. 60.870 W

EL. 60.965 E / EL. 61.010 W

EL. 61.045 E / EL. 61.038 W

EL. 61.045 E / EL. 61.066 W

EL. 61.432

EL. 61.432 CROWN OF R'DWY.

EL. 60.832 CROWN OF R'DWY.

BACK OF TOP FLG. IS FLOOR SYST. ON FALSEWORK — EL. 60.229

EL. 60.888 CROWN OF R'DWY.

EL. 60.290

EL. 58.651

EL. 58.501 E / EL. 58.453 W

EL. 58.829 E / EL. 58.883 W

EL. 59.356 E / EL. 59.214 W

EL. 59.899 E / EL. 59.454 W

EL. 59.734 E / EL. 59.726 W

EL. 59.903 E / EL. 59.854 W

EL. 60.042 E / EL. 60.078 W

EL. 60.161 E / EL. 60.168 W

BASE LINE - EL. 38.000

245'-5½" (HORIZ.)

CAMBER DIAGRAM - SPAN E

N

SHOWING { ELEVATIONS FOR SETTING TOPS OF FLOOR BEAMS OR FALSEWORK. ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY.

VERT. SCALE - 2"=1'-0"

43'-0" C TO C TRUSSES

(STA. 44+96.79)

STA. 45+11.96 E

STA. 47+43.86 E

E-E81 — E-E82 — E-E83 — E-E84 — E-E85 — E-E86 — E-E84 — E-E86 — E-E82 — E-E81

L0 L1 L2 L3 L4 L5 L6 L7 L8 L9

15'-2" — 22'-5" — 7 PANELS @ 25'-6" = 185'-6" — 22'-5" — 15'-2"

LINE DIAGRAM SHOWING FLOOR BEAMS

SCALE - 1"=10'-0"

NOTES:-

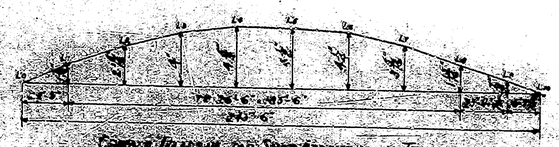
Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected, and the trusses swung, the elevations of the top of curbs at the panel points over the truss spans are to be set as shown in the diagram. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beams on the floor beams to top of curb is not to be less than 1'-2" nor more than 1'-2½".

All points for top of curbs on both sides shall be set on each span before any concrete is poured on that particular span.

No excessive amount of formwork materials or equipment shall be on the spans at the time the elevations of top of curb are set. A reasonable adjustment in the field of the profile of top of curb, will be permitted in order to match work previously done (see paragraph for limits).

Bridge Seat Elevations are given to nearest .01' on substructure plans.



CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES

NOT TO SCALE

CAMBER DIAGRAM FOR ERECTION SPAN - E

STATE HIGHWAY COMMISSION OF INDIANA

SCALE- AS NOTED — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- _____ CHIEF ENGR. OF BRIDGES

PROJECT- W.P.G.M. 206 — STATION:-

SECTION:- A- — STRUCTURE NO. 1031

DRAWING - 23 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE NO. K-1031

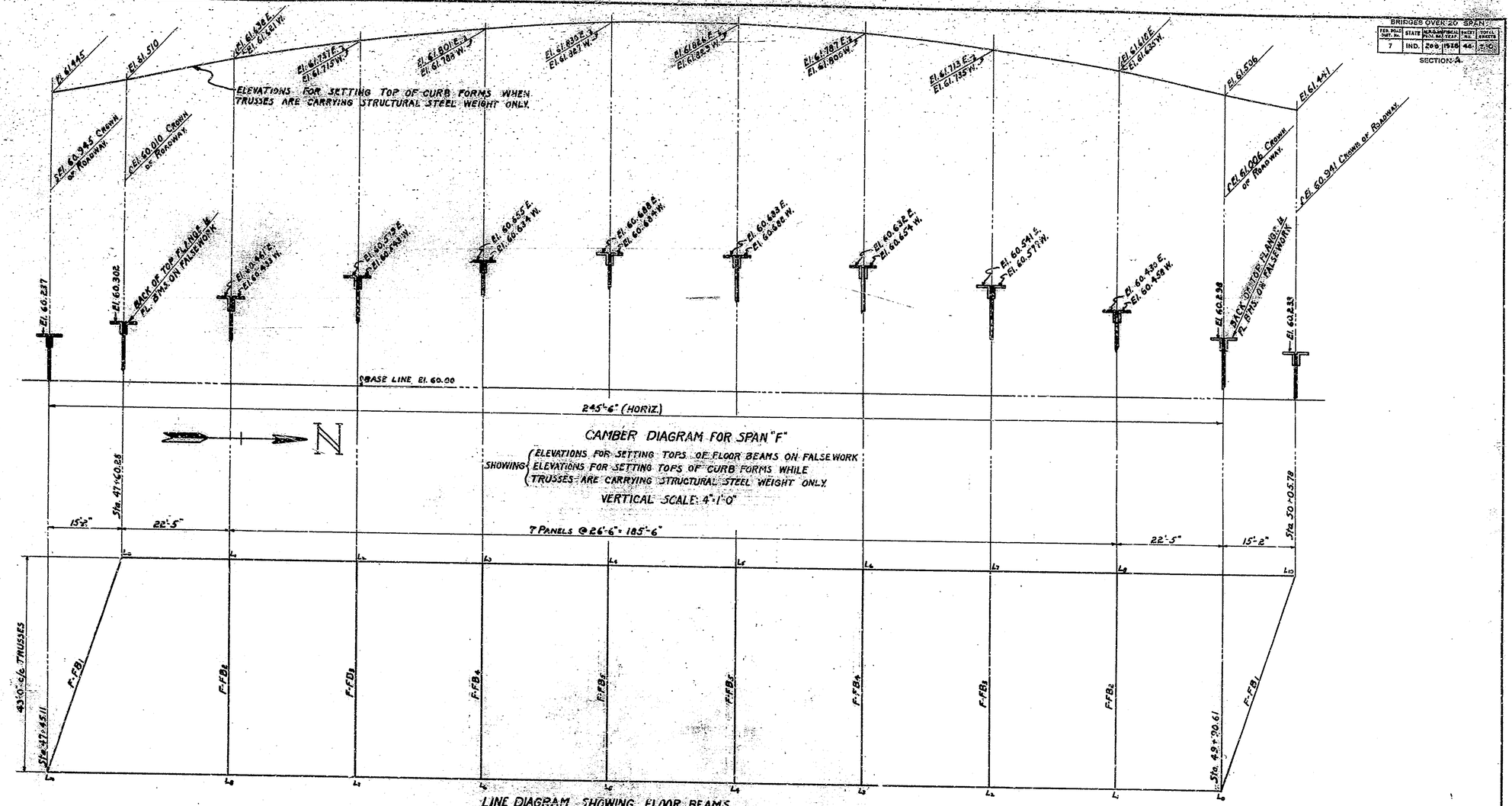
DETAILED: [illegible]

TRACED: [illegible]

FED. ROAD DIST. No.	STATE	ROAD or STREET NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	269	1936	44	50

BRIDGES OVER 20' SPAN

SECTION A.



CAMBER DIAGRAM FOR SPAN "F"

SHOWING { ELEVATIONS FOR SETTING TOPS OF FLOOR BEAMS ON FALSEWORK
ELEVATIONS FOR SETTING TOPS OF CURB FORMS WHILE
TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY

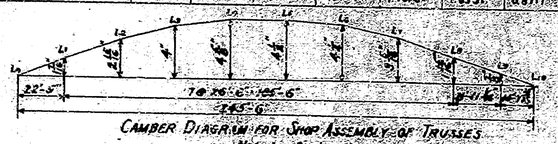
VERTICAL SCALE: 4" = 1'-0"

LINE DIAGRAM SHOWING FLOOR BEAMS

SCALE: 1" = 10'-0"

TABLE OF DEFLECTIONS

	L_1	L_2	L_3	L_4	L_5	L_6	L_7	L_8
DEFLECTION DUE TO TRUSS LOAD	0.2557'	0.4381'	0.6541'	0.7867'	0.8014'	0.7527'	0.6041'	0.3134'
DEFLECTION DUE TO CONC. RDWY. & S.W. SLABS	0.0728'	0.1210'	0.1714'	0.1979'	0.1983'	0.1851'	0.1511'	0.0736'



CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES

Not to Scale

NOTES:

Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram. With the steel erected and the trusses swung, the elevations of the top of curbs of the panel points over the truss spans are to be set as shown in the diagram. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beam on the floor beams to top of curb is not to be less than 7 1/2" nor more than 11 1/2".

All points for top of curbs on both sides shall be set on each span before any concrete is placed on that particular span.

No excessive amount of formwork material or equipment shall be on the span at the time the elevations of the curb are set. A reasonable adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits).

Bridge Seat Elevations are shown to nearest .01' on substructure plans.

CAMBER DIAGRAM FOR ERECTION SPAN - F

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- AS NOTED

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. J. Timmis

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A STRUCTURE NO. 1031

DRAWING 24 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 192-K-1031

DESIGNED Y.L.B. 10-22-35 CHKD. A.F.M.D. 10-25-35
DRAWN E.E.B. 10-16-35 CHKD. A.F.M.D. 10-25-35

ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY

EL 61.495 — EL 60.995 CROWN OF RDWY.
EL 61.428 — EL 60.928 CROWN OF RDWY.
EL 61.346 W. — EL 61.346 E.
EL 61.208 W. — EL 61.208 E.
EL 61.051 W. — EL 61.064 E.
EL 60.810 W. — EL 60.862 E.
EL 60.532 W. — EL 60.539 E.
EL 60.372 W. — EL 60.359 E.
EL 60.077 W. — EL 60.066 E.
EL 59.747 W. — EL 59.759 E.
EL 59.474 — EL 59.227 CROWN OF RDWY.

EL 60.286
EL 60.220 — BACK OF TOP FLG. IS EL 58.85 ON FALSEWORK
EL 60.157 W. — EL 60.184 E.
EL 60.036 W. — EL 60.072 E.
EL 59.858 W. — EL 59.910 E.
EL 59.717 W. — EL 59.782 E.
EL 59.600 W. — EL 59.706 E.
EL 59.492 W. — EL 59.582 E.
EL 58.920 W. — EL 58.884 E.
EL 58.570 W. — EL 58.563 E. — TOP OF ROLLED BOX / EL 58.06 ON FALSEWORK
EL 58.216 — BACK OF TOP FLG. IS EL 58.85 ON FALSEWORK
EL 58.018 — EL 57.967 CROWN OF RDWY.

Base line elevation 58.0000

245'-5½" HORIZ.

CAMBER DIAGRAM FOR SPAN G.

SHOWING { ELEVATIONS FOR SETTING TOPS OF FLOOR BEAMS ON FALSEWORK
ELEVATIONS FOR SETTING TOP OF CURB FORMS WHEN TRUSSES ARE CARRYING STRUCTURAL STEEL WEIGHT ONLY.

Vertical scale 2½"/1'-0"

15'-2" | 22'-5" | 7 PANELS @ 25'-6" = 185'-6" | 22'-5" | 15'-2"

L0 L1 L2 L3 L4 L5 L6 L7 L8 L9 L10

43'-0" c. c. TRUSSES

G-FB1 — Sta. 50+08.61
G-FB2
G-FB3
G-FB4
G-FB5
G-FB6
G-FB7
G-FB8
G-FB1 — Sta. 52+38.94

Sta. 49+93.45

LINE DIAGRAM SHOWING FLOOR BEAMS
SCALE: 1" = 10'-0"

CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES
Not to Scale

TABLE OF DEFLECTIONS

	L1	L2	L3	L4	L5	L6	L7	L8	L9
DEFLECTION DUE TO TRUSS LOADS	0.2857	0.4947	0.6501	0.7577	0.8012	0.7927	0.6091	0.3743	0.1654
DEFLECTION DUE TO CONC. RDWY. & S.R. SLABS	0.3596	0.6198	0.8975	1.0767	1.093	1.0382	0.8717	0.5683	0.2741

BRIDGES OVER 20' SPAN

FED. ROAD SEC. NO.	STATE SEC. NO.	BRIDGE NO.	TRAFFIC COUNT	SURVEY NO.	TOTAL MILEAGE
7	1HD	E96	930	97	210

SECTION A.

NOTES:
Floor beams are to be placed on the falsework with the backs of the top flanges in the vertical plane through the centers of the bearings.
With the span completed and the roadway slab poured, the deflection of the floor beams will be as shown in the table of deflections.
All floor beams are to be set with webs plumb.
Camber ordinates are shown to nearest .01 for construction purposes only.
Design computations are shown to nearest .01 for substructure plans.

DESIGNED WCF 10-15-35 CHK. 10-16-35
DRAWN WCF-10-15-35 CHK. 10-16-35
TRACED L.W.M.-10-16-35 CHK. 10-16-35

CAMBER DIAGRAM FOR ERECTION SPAN-G

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- AS NOTED — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. C. Hornbeck

PROJECT:- W.P.G.M.206 — STATION:-
SECTION:- A. — STRUCTURE NO. 1031
DRAWING:- 25 OF 173

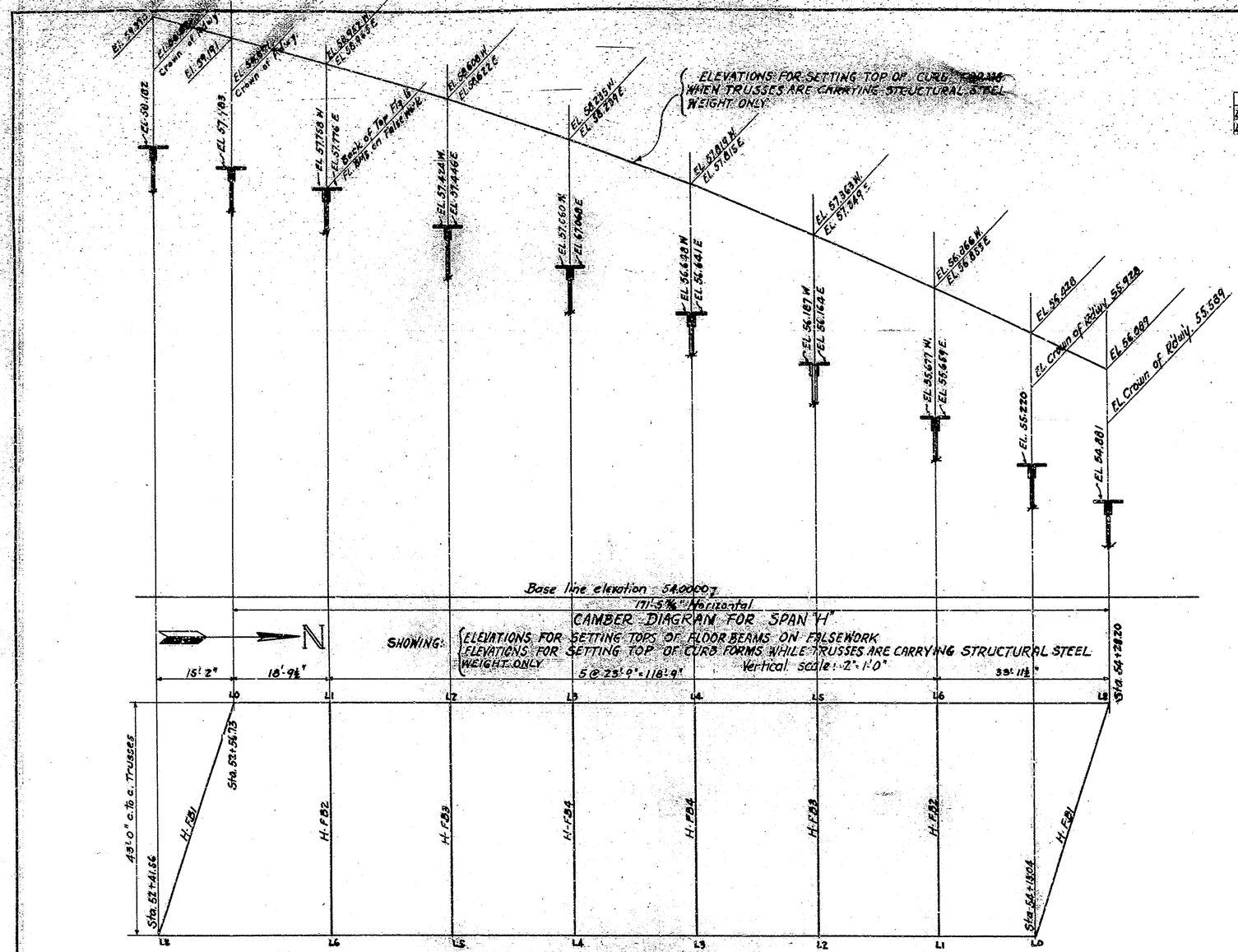
BRIDGE FILE 132-K-1031 — BRIDGE CONTRACT NO. 1224

STATE OF INDIANA — REGISTERED ENGINEER — No. 2121

BRIDGES ON F.A. 20 SPAN

FED. ROAD DIST. NO.	STATE	F.A. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND	206	1936	48	210

SECTION-A.



LINE DIAGRAM SHOWING FLOOR BEAMS
SCALE 1"=10'-0"

TABLE OF DEFLECTIONS

	L1	L2	L3	L4	L5	L6	L7
DEFLECTION DUE TO TRUSS LOAD	0.1714"	0.2862"	0.4102"	0.4436"	0.3917"	0.2851"	0.1907"
DEFLECTION DUE TO CONC. RDWY. & SW. SLABS	0.2818"	0.4640"	0.6552"	0.7053"	0.6278"	0.4328"	0.2087"

NOTE:-

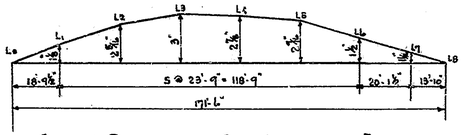
Floor beams are to be placed on the falsework with the bolt of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected and the trusses giving the elevations of the top of curbs at the panel points over the truss spans are as shown in the diagram a smooth curve over each span is to be obtained however the distance from the back of top flange angles or top of beam on the floor beams to top of curb is not to be less than ½" nor more than 1".

All points for top of curbs on both sides shall be set on each span before any concrete is poured on that particular span.

No excessive amount of form work, materials or equipment shall be on the spans at the time the elevations of top of curb are set. A reasonable adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits.)

Bridge seat elevations are shown to nearest .01' on substructure plans.



~CAMBER DIAGRAM FOR SHOP ASSEMBLY OF TRUSSES~
~Not to Scale~

DESIGNED ---- CHD. ----
DRAWN WCS-10-18-35 CHD. AVM-10-18-35
TRACED LHW-10-16-35 CHD. AVM-10-18-35

CAMBER DIAGRAM FOR ERECTION SPAN-H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- AS NOTED — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. L. Smith

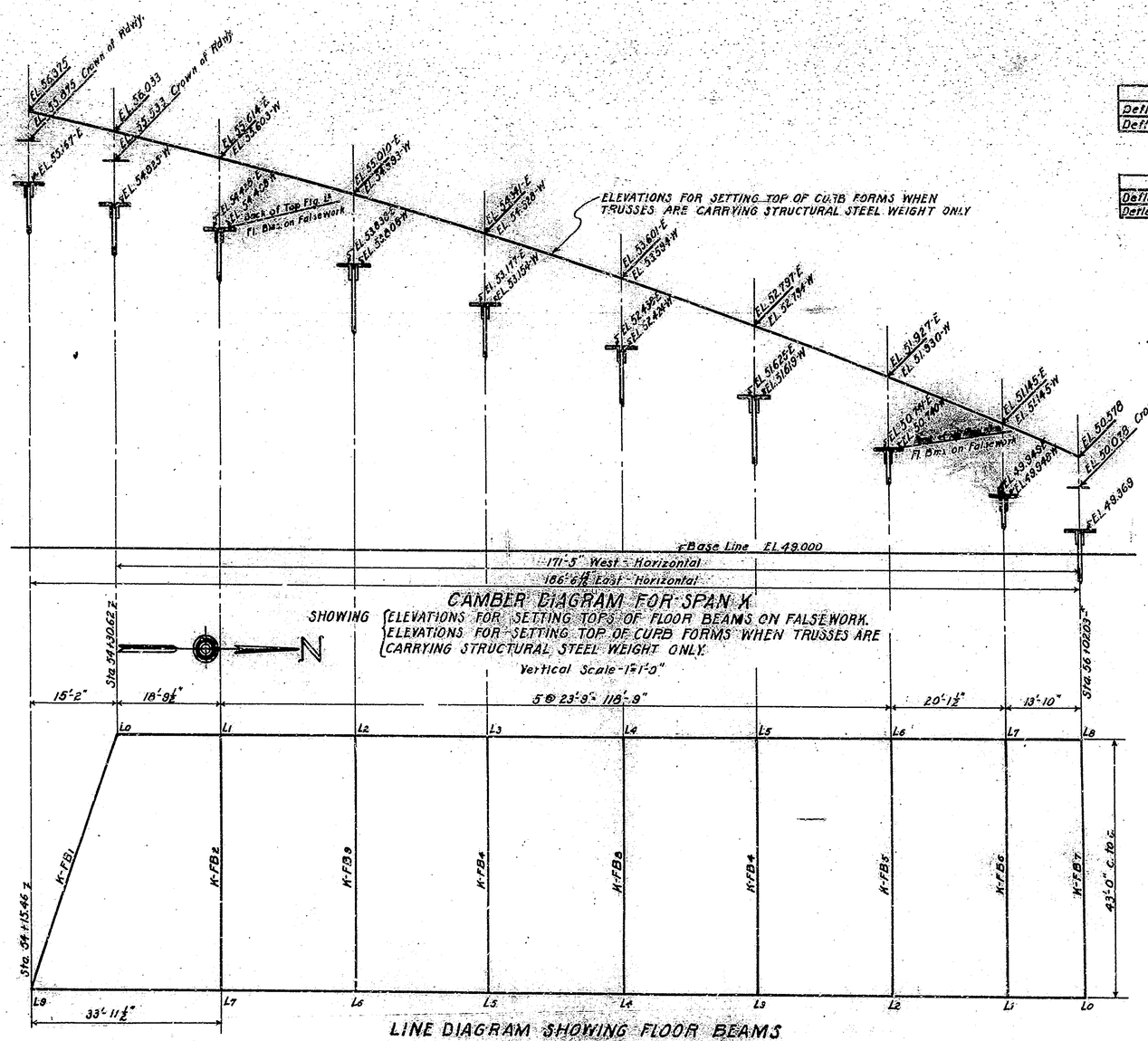
PROJECT:- W.P.G.M. 206 — STATION:-
SECTION:- A — STRUCTURE NO. 1031
DRAWING:- 26 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20 FT.

FED. ROAD DIST. No.	STATE	ROAD OR STREET No.	SHEET TOTAL	SHEET No.	CONTRACT No.
7	IN.	206	1938	98	910

SECTION-A



LINE DIAGRAM SHOWING FLOOR BEAMS
Scale-1"=10'-0"

TABLES OF DEFLECTIONS

WEST TRUSS	L1	L2	L3	L4	L5	L6	L7
Deflection Due To Truss Load	0.1617"	0.2807"	0.4036"	0.4518"	0.3824"	0.2167"	0.1330"
Deflection Due To Conc. Rdwy. & S.W. Slabs	0.2822"	0.4664"	0.6558"	0.7098"	0.6325"	0.4642"	0.2249"

EAST TRUSS	L1	L2	L3	L4	L5	L6	L7	L8
Deflection Due To Truss Load	0.1400"	0.2705"	0.4346"	0.5338"	0.5357"	0.4330"	0.2654"	0.1307"
Deflection Due To Conc. Rdwy. & S.W. Slabs	0.2267"	0.4235"	0.6652"	0.7935"	0.8135"	0.6737"	0.4231"	0.2037"

NOTES:-

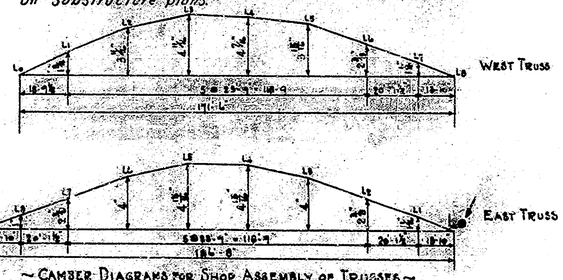
Floor beams are to be placed on the falsework with the back of the top flange angles or top of beam at the elevations shown in the diagram.

With the steel erected and the trusses, swung, the elevations of the top of curbs at the panel points over the truss spans are to be set as shown in the diagram. A smooth curve over each span is to be obtained. However, the distance from the back of top flange angles or top of beam on the floor beams to top of curb is not to be less than 1'-2" nor more than 1'-3".

All points for top of curbs on both sides shall be set on each span before any concrete is poured on that particular span.

No excessive amount of formwork materials, or equipment shall be on the spans at the time the elevations of top of curb are set. A reasonable adjustment in the field of the profile of top of curb will be permitted in order to match work previously done. (See above note for limits.)

Bridge Seat Elevations are shown to nearest 0.01' on substructure plans.



~CAMBER DIAGRAMS FOR SHOP ASSEMBLY OF TRUSSES~
~Not to Scale~

CAMBER DIAGRAM FOR ERECTION SPAN-K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-AS NOTED — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

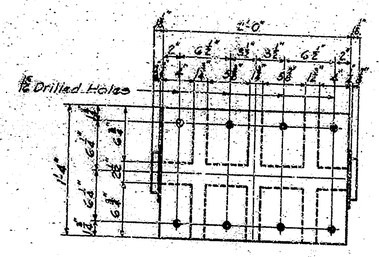
PROJECT-W.P.&M. 206 — STATION:-
SECTION-A — STRUCTURE NO. 1031
DRAWING-27 OF 173 — BRIDGE CONTRACT NO. 1224

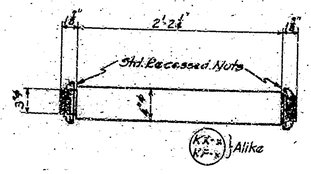
BRIDGE FILE 152-K-1031

DESIGNED NCE 10-15-35 CHKD AVM 10-15-35
TRACED ALB 10-16-35 CHKD AVM 10-16-35

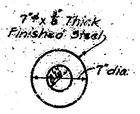
BRIDGES OVER 20' SPANS					
FED. ROAD DIST. No.	STATE	PROJECT NUMBER	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1933	28	210

SECTION-A.

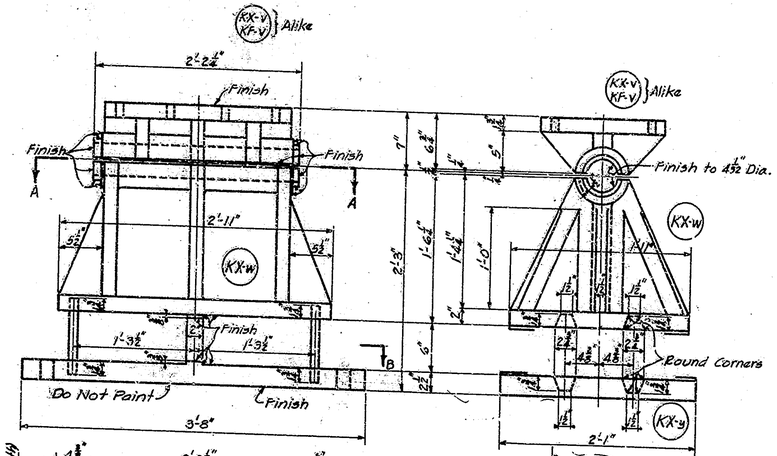




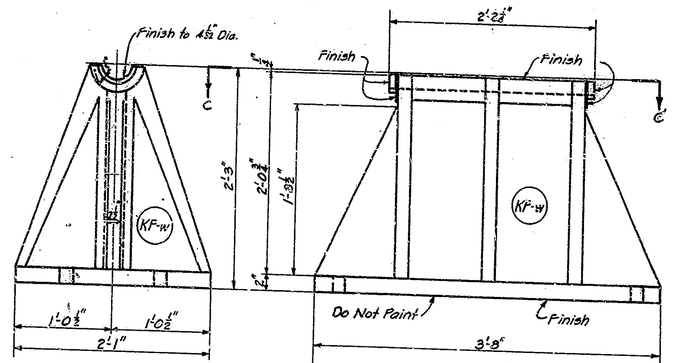
8 COLLARS
(Assemble 2 Each Pin)

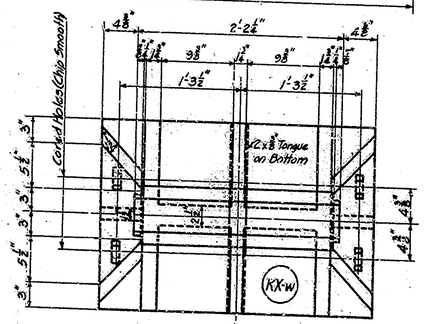


8 WASHERS
(Assemble 2 Each Pin)

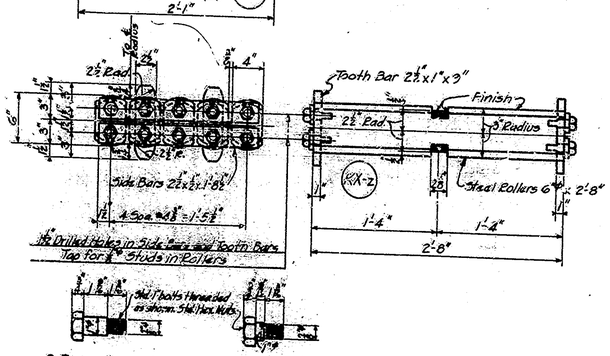


MAKE 144 SHOE ANCHOR BOLTS (For All Shoes All Spans)

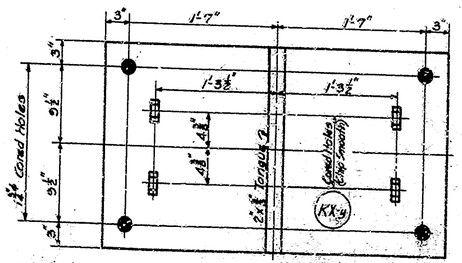




VIEW A-A

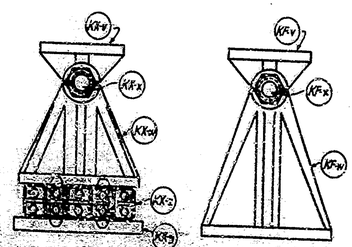


8 REQD. EACH NEST 12 REQD. EACH NEST



VIEW B-B

MAKE 2-KX-v	One-A-KX-v	MAKE 2-KX-z	One-A-KX-z
MARK	One-K-KX-v	MARK	One-K-KX-z
MAKE 2-KX-w	One-A-KX-w	MAKE 2-KF-v	One-A-KF-v
MARK	One-K-KX-w	MARK	One-K-KF-v
MAKE 2-KX-x	One-A-KX-x	MAKE 2-KF-w	One-A-KF-w
MARK	One-K-KX-x	MARK	One-K-KF-w
MAKE 2-KX-y	One-A-KX-y	MAKE 2-KF-x	One-A-KF-x
MARK	One-K-KX-y	MARK	One-K-KF-x



Assembly Diagram for Expansion Shoe (A-KX-v to z, K-KX-v to z) * Number to fit for each shoe.

Assembly Diagram for Fixed Shoe (A-KF-v to x, K-KF-v to x)

NOTE:
Pieces KX-v, KF-v, KX-w, KF-w & KX-y to be made of Cast Steel. Rollers and pins to be made of structural steel.

SHOES FOR 186'-8" TRUSSES SPANS A & K.
STEEL TRUSS BRIDGE
SPAN
OVER O ROADWAY
ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

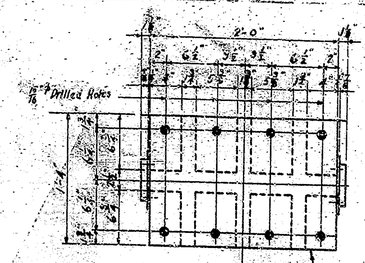
SCALE:-1½"=1'-0" OCTOBER 18, 1933.
RECOMMENDED FOR APPROVAL:-
PROJECT:-W.P.G.M. 206 STATION:-
SECTION:-A
DRAWING:-28 OF 173 STRUCTURE NO.
BRIDGE FILE 152-K-103 BRIDGE CONTRACT NO. 1224

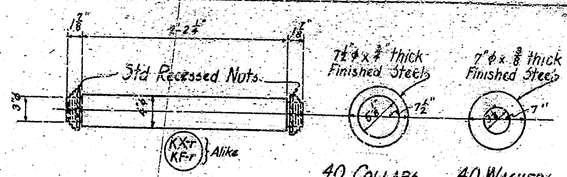
TRACED W.C.M. 2-27-34 CHECKED A.B.C. 3-2-34
DRAWN W.C.M. 2-15-34 CHECKED A.A.E. 2-17-34
TRACED A.T.B. 6-7-33 CHECKED A.B.C. 6-8-33

BRIDGES OVER 20' SPAN

PROJECT NO.	DATE	ROAD NO.	FINAL SHEET No.	SHEET No.	TOTAL SHEETS
W.P.G.M.		206	936	31	210

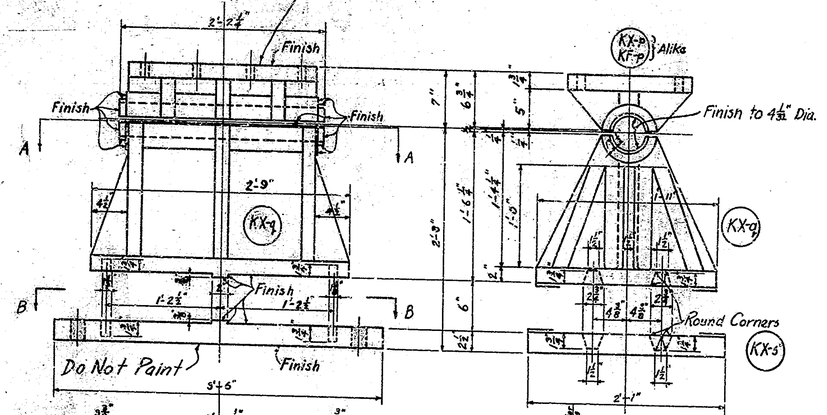
SECTION-A.

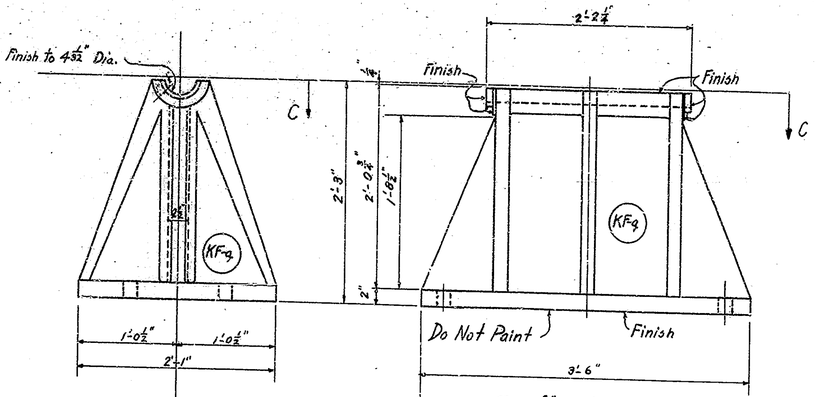




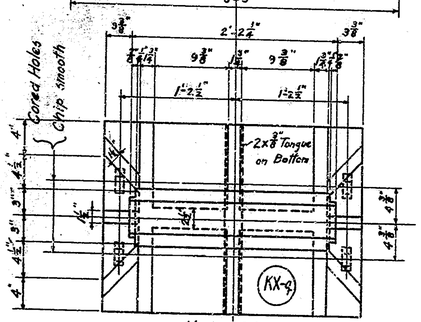
40 COLLARS (Assemble 2 Each Pin)

40 WASHERS (Assemble 2 Each Pin)

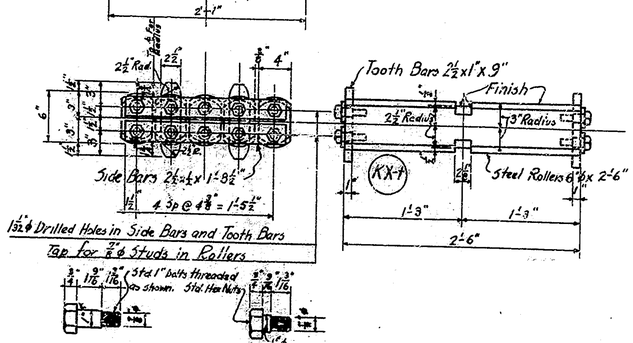


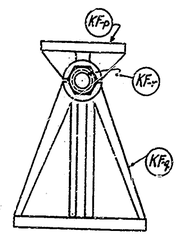


VIEW CC



VIEW AA



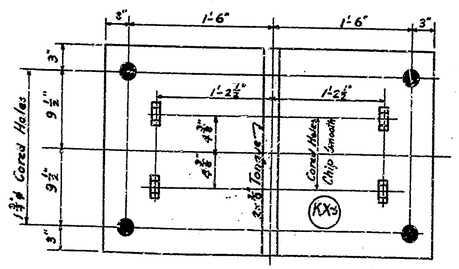


Assembly Diagram for Fixed Shoe

- A-KF-p for
- B-KF-p for
- C-KF-p for
- D-KF-p for
- H-KF-p for
- K-KF-p for

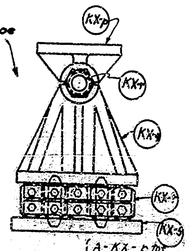
4 Anchor bolts for each shoe

NOTE:
Pieces KX-p, KF-p, KX-q, KF-q, KX-s to be made of Cast Steel
Rollers and pins to be made of structural steel.



VIEW BB

MAKE 10-KX-p MARK	One-A-KX-p	MAKE 10-KX-r MARK	One-A-KX-r	MAKE 10-KX-t MARK	One-A-KX-t	MAKE 10-KF-q MARK	One-A-KF-q	Assembly Diagram for Expansion Shoe	A-KX-p for
	2-B-KX-p		2-B-KX-r		2-B-KX-t		2-B-KF-q		B-KX-p for
	2-C-KX-p		2-C-KX-r		2-C-KX-t		2-C-KF-q		C-KX-p for
	2-D-KX-p		2-D-KX-r		2-D-KX-t		2-D-KF-q		D-KX-p for
	2-H-KX-p		2-H-KX-r		2-H-KX-t		2-H-KF-q		H-KX-p for
	One-K-KX-p		One-K-KX-r		One-K-KX-t		One-K-KF-q		K-KX-p for
MAKE 10-KX-q MARK	One-A-KX-q	MAKE 10-KX-s MARK	One-A-KX-s	MAKE 10-KF-p MARK	One-A-KF-p	MAKE 10-KF-r MARK	One-A-KF-r		
	2-B-KX-q		2-B-KX-s		2-B-KF-p		2-B-KF-r		
	2-C-KX-q		2-C-KX-s		2-C-KF-p		2-C-KF-r		
	2-D-KX-q		2-D-KX-s		2-D-KF-p		2-D-KF-r		
	2-H-KX-q		2-H-KX-s		2-H-KF-p		2-H-KF-r		
	One-K-KX-q		One-K-KX-s		One-K-KF-p		One-K-KF-r		



DESIGNED W.C.M. 5-23-35 CHKD. C.L.L. 5-29-35
DRAWN W.C.M. 5-17-35 CHKD. C.L.L. 5-29-35
TRACED W.C.E. 5-17-35 CHKD. C.L.L. 6-12-35

SHOES FOR 171'-6" TRUSSES SPS A-B-C-D-H & K

STEEL TRUSS BRIDGE

SPAN
OVER -O ROADWAY
ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1½" = 1'-0"

OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206
SECTION:- A
DRAWING:- 29 OF 173

STATION:-

STRUCTURE NO. 1003

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN

No. Spans	State	Road No.	Section	No.	Sheet No.
7	IND.	2005	7938	86	310

SECTION-A-

1¼" ø Drilled Holes

Std. Recessed Nuts

Alike (KX-a, KF-a)

Finish

Finish to 5¼" dia.

Recess Corners

Do not Paint

Tooth Bar 2½"x1"x 9"

2½" Radius

5" Radius

Steel Rollers 4"x3'-0"

Side Bars-2½"x 1"x 2'-0"

5 Spaces @ 7"

13/4" Drilled Holes in Side Bars and Tooth Bars

Tap for ¾" Studs in Rollers

3/4" Std. Cut to Thread Shim-Cut No. Heads

8 Reqd-Each Nest

16 Reqd-Each Nest

2½" Rod

9/16" x 2" thick Finished Steel

9/16" x 3" Thick Finished Steel

24-Collars (Assemble 2-Each Pin)

24 Washers (Assemble 2-Each Pin)

2" x ¾" Tongue on Bottom

Cored Holes Chip Smooth

1¾" ø Cored Holes

2" x ¾" Tongue

VIEW A-A

VIEW B-B

VIEW C-C

NOTE:

Pieces KX-a, KF-a, KX-b, KF-b, KX-d to be made of Cast Steel Rollers and pins to be made of structural steel.

MAKE 6-KX-a MARK	2-E-KX-a, 2-F-KX-a, 2-G-KX-a	MAKE 6-KX-c MARK	2-E-KX-c, 2-F-KX-c, 2-G-KX-c
MAKE 6-KX-b MARK	2-E-KX-b, 2-F-KX-b, 2-G-KX-b	MAKE 6-KF-a MARK	2-E-KF-a, 2-F-KF-a, 2-G-KF-a
MAKE 6-KX-c MARK	2-E-KX-c, 2-F-KX-c, 2-G-KX-c	MAKE 6-KF-b MARK	2-E-KF-b, 2-F-KF-b, 2-G-KF-b
MAKE 6-KX-d MARK	2-E-KX-d, 2-F-KX-d, 2-G-KX-d	MAKE 6-KF-c MARK	2-E-KF-c, 2-F-KF-c, 2-G-KF-c

Assembly Diagram for Expansion Shoe (2-KX-a for, KX-b a for, 2-KF-a for)

Assembly Diagram for Fixed Shoe (2-KF-a for, F-KF-a for, 2-KF-a for)

SHOES FOR 245'-6" TRUSSES SF's E.F.&G.

STEEL TRUSS BRIDGE

SPAN OVER ~@ ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1½"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT-BRFM 205 SECTION A

STATION:-

DRAWING NO. 97173

STRUCTURE NO. 7938

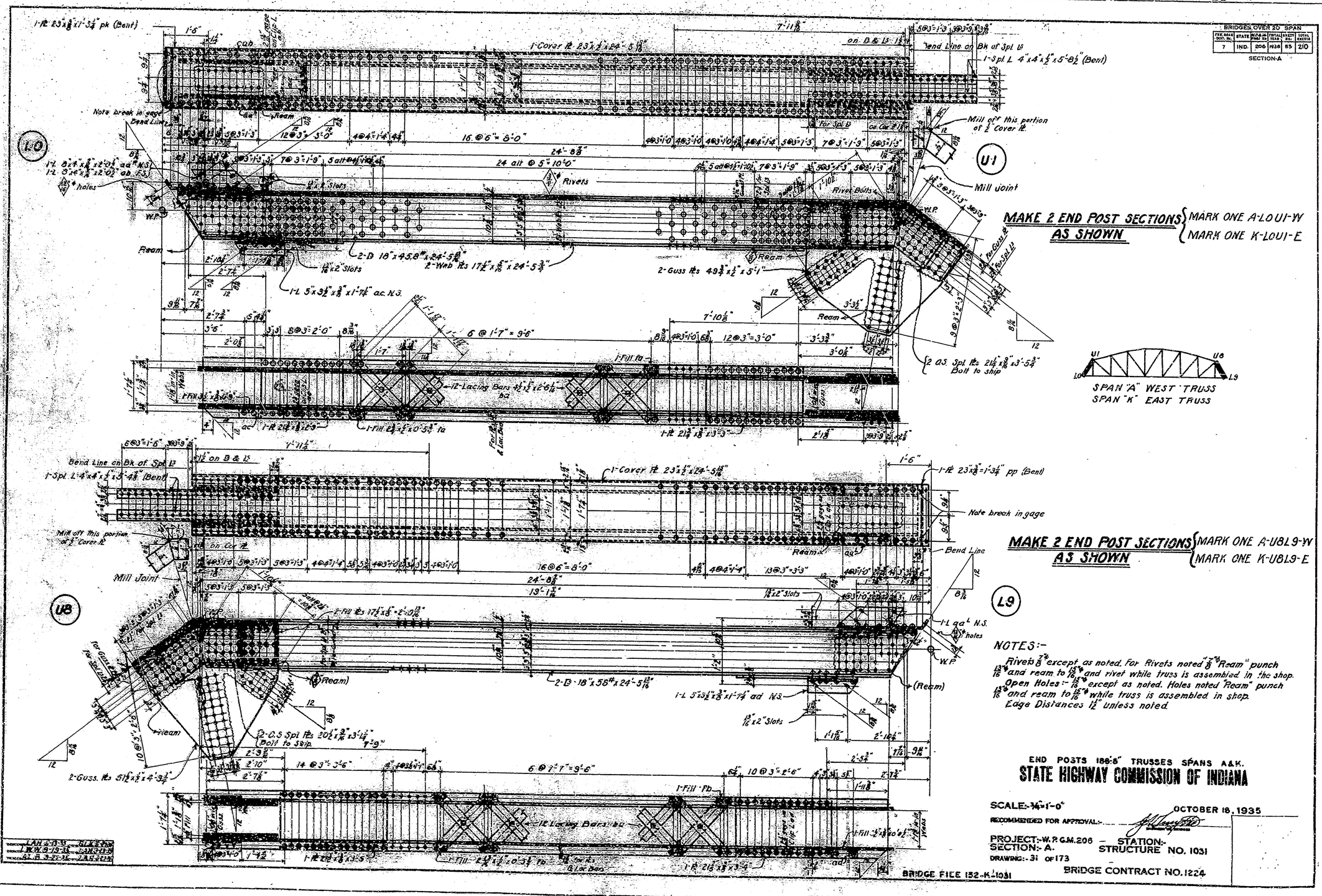
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1931

FED. AID PROJ. No.	STATE	ROAD OR PROJ. No.	TOTAL SHEETS	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	85	210

BRIDGES OVER 20' SPAN

SECTION-A



END POSTS 186'-8" TRUSSES SPANS A&K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¾"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 — STATION:-

SECTION:- A. STRUCTURE NO. 1031

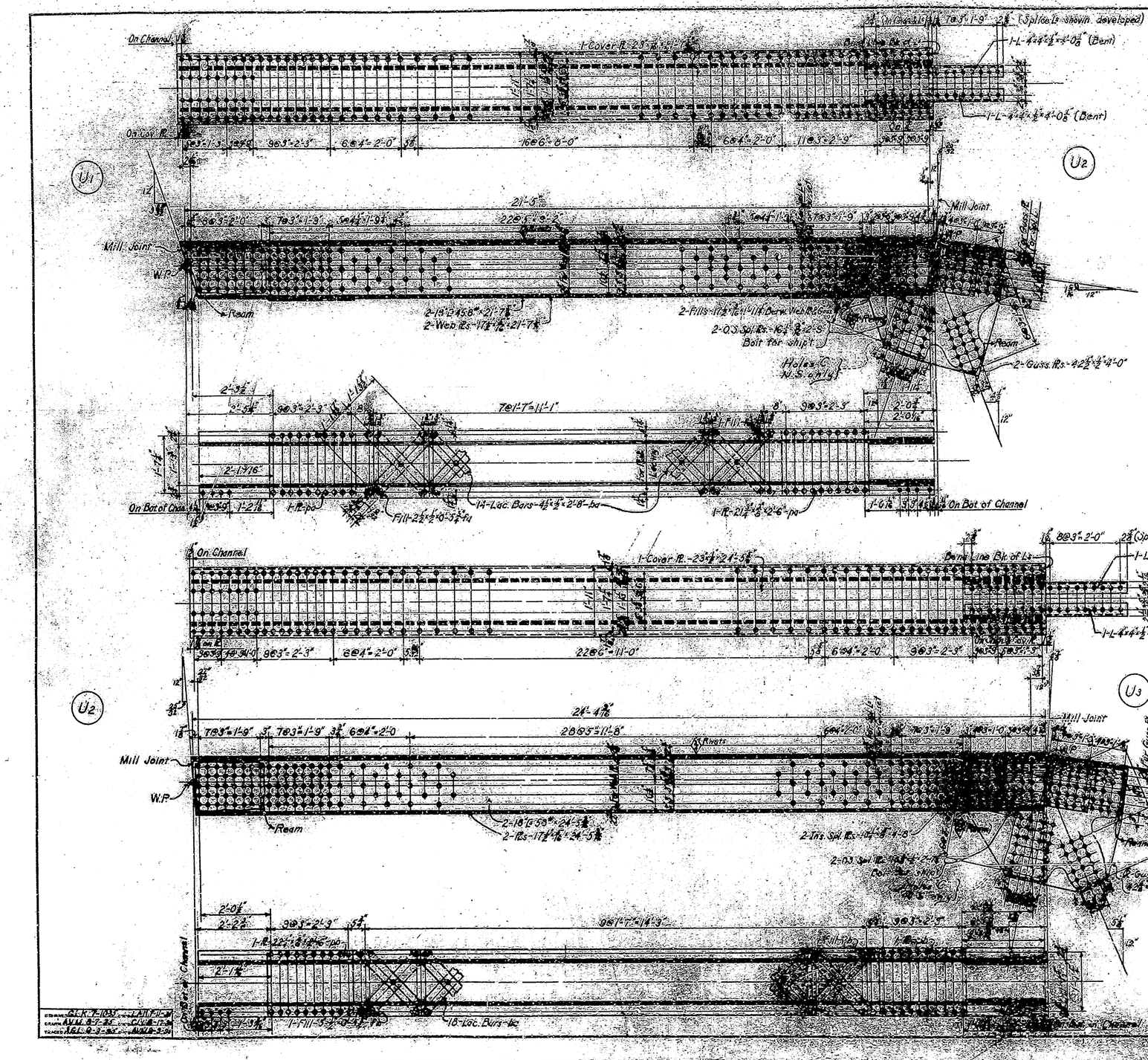
DRAWING:- 31 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

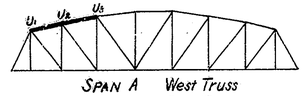
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	SEQ. No. PROJ. No.	SHEET No.	SHEET No.	TOTAL SHEETS
7	IND.	208	93E	54	310

SECTION-A.



MAKE-2-TOP CHORD SECTIONS AS SHOWN { MARK-ONE-A-U1U2-W
" - " -K-U1U2-E

MAKE-2-TOP CHORD SECTIONS AS SHOWN { MARK-ONE-A-U2U3-W
" - " -K-U2U3-E



SPAN A West Truss
SPAN K East Truss

NOTES:-
Rivets:- ⅞" except as noted. For rivets noted "⅞" Ream" punch 43/16" ø and ream to 1 7/16" ø and rivet while truss is assembled in shop.
Open Holes:- Punch 1 7/16" ø except as noted. Holes noted "Ream" punch 1 1/16" ø and ream to 1 7/16" ø while truss is assembled in shop.
All edge distance 1¾" unless noted.
Holes "C" may be either subpunched and reamed or punched 1 7/16" ø.

TOP CHORDS U1U2 & U2U3, 186'-8" TRUSS, SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031

DRAWING:- 92 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 182-K-1031

DESIGNED C.L.K. 7-1935 CHK. L.A.H. 7-1-35
DRAWN A.V.H. 8-7-35 CHK. E.T.S. 8-12-35
TRACED H.E.L. 9-3-35 CHK. A.V.H. 9-5-35

FED. ROAD DIST. NO.	STATE	ROAD OR STREET	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
7	IND.	Fed	1938	85	210

GIRDER OVER 80' SPAN

SECTION-A

(Splice U shown developed)

L- 4"x4"x⅞" x d-2⅝" (Bent)

L- 4"x4"x⅞" x d-2⅝" (Bent)

Mill Joint

U3 — MAKE 2 Top Chord Sections { MK ONE A-U3U4W / K-U3U4E } AS SHOWN — U4

Mill Joint

W.P.

(Ream)

Rivets

2- 10" ⊟ @ 58# x 23'-2"

2 Web Pl. 17½" x ⅜" - 23'-10"

(Ream)

2 OS. Spl. Pl. 15" x 1'-2" x ⅜"

Bolt for Shipt

Hole "C" N.S. only

2 Ins. Spl. Pl. 14" x ⅜" x d-2⅝"

2 Gusset Pl. 21¾" x ⅞" x d-2⅝"

(Ream)

U3 U4 U5

SPAN A WEST TRUSS

SPAN K EAST TRUSS

2'-0"

2'-3"

10 @ 3'-2"

8 @ 1'-7" - 12'-8"

16 Lacing bars 4" x ⅜" x 2'-8" ba

1 Fill - 3" x ⅜" x 0'-5¾" fa

1-Pl. 22½" x ⅜" x 2'-9" pb

1-Pl. pb

On Bot. of Chan.

On Chan. Cov. Pl.

22 @ 6" - 11'-0"

1-Cover Pl. 25" x ⅝" x 23'-9½"

2-15 ⊟ @ 50# - 23'-9½"

2-Web Pl. 17½" x ⅜" x 23'-9½"

Rivets

W.P.

(Ream)

Mill Joint

U4 — MAKE 2 Top Chord Sections { MK ONE A-U4U5-W / K-U4U5-E } AS SHOWN — U5

Notes:-

Rivets ⅞" except as noted. For rivets noted ⅞" Ream, Punch ½" ϕ and ream to ⅝" ϕ and rivet while truss is assembled in shop.

Open holes: Punch ¾" ϕ except as noted. Holes noted "Ream" punch ½" ϕ and ream to ⅝" ϕ while truss is assembled in Shop.

All edge distance 1½" unless noted.

Holes "C" may be either subpunched and reamed or punched ⅝" ϕ

TOP CHORDS U3U4 & U4U5 136'-8" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¾"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P. & M. 208 STATION:-

SECTION:- A. STRUCTURE NO. 105!

DRAWING:- 33 OF 173

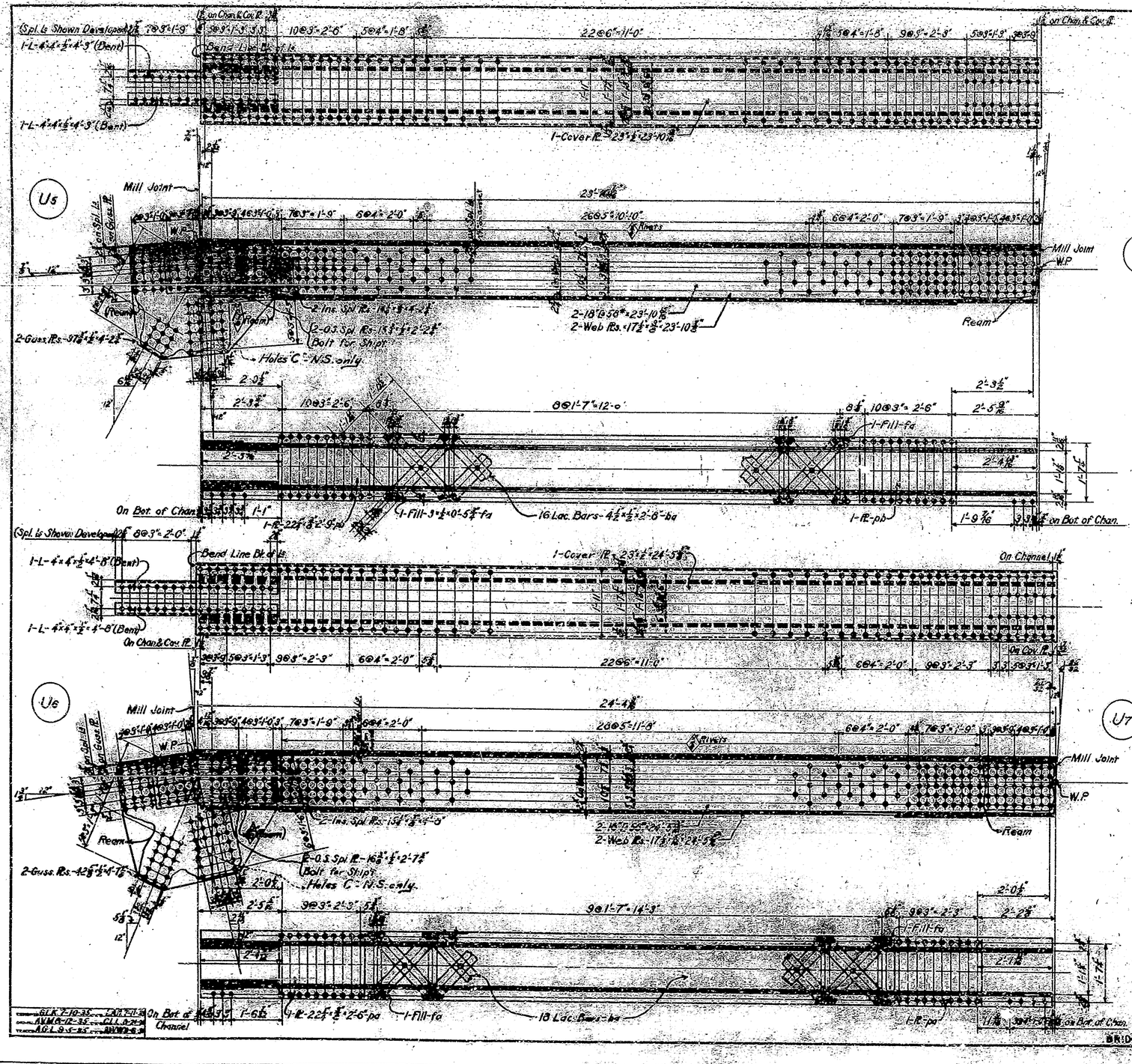
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-R31

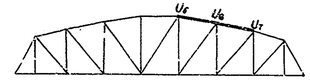
BRIDGES OVER 20' SPAN

FED. AID PROJ. NO.	STATE	MAIN PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	26	210

SECTION A.



MAKE-2-TOP CHORD SECTIONS { MARK-ONE-A-U5U6-W
AS SHOWN { " ONE-K-U5U6-E



SPAN A - WEST TRUSS
SPAN K - EAST TRUSS

MAKE-2-TOP CHORD SECTIONS { MARK-ONE-A-U6U7-W
AS SHOWN { " ONE-K-U6U7-E

NOTES:-

Rivets: ⅞" except as noted. For rivets noted ⅞" Ream" punch 13/16" and ream to ⅞" and rivet while truss is assembled in shop.

Open Holes:- Punch 15/16" except as noted. Holes noted "Ream" punch 13/16" and ream to 15/16" while truss is assembled in shop.

All edge distances 1½" unless noted.

Holes C may be either subpunched and reamed or punched 15/16".

TOP CHORDS U5U6 & U6U7, 18@-E TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¾"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

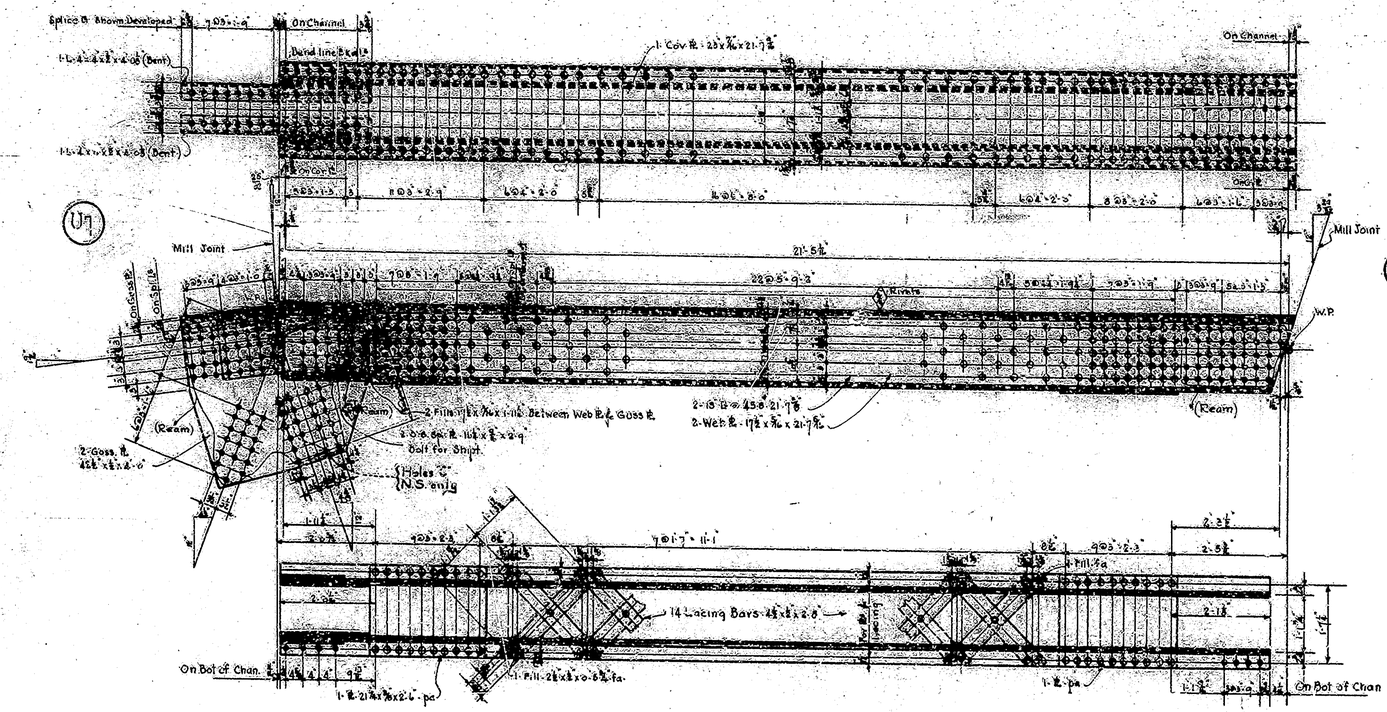
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING: 35 OF 173

BRIDGE CONTRACT NO. 1224

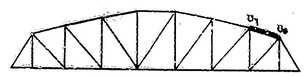
BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN.					
FED. AID PROJ. NO.	STATE	BRIDGE NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	57	270

SECTION A.



MAKE 2 TOP CHORD SECTIONS { MARK ONE A-U7 U8-W. AS SHOWN { " " K-U7 U8-E.



~SPAN A-WEST TRUSS~
~SPAN K-EAST TRUSS~

NOTES:-
Rivets 7/8" except as noted. For rivets noted 7/8" Ream punch 1/2" and ream to 7/8" and rivet while truss is assembled in Shop.
Open holes: Punch 7/8" except as noted. Holes noted "Ream" punch 1/2" and ream to 7/8" while truss is assembled in Shop.
All shop dist. 1/2" unless noted.
Holes C may be either subpunched and reamed or drilled 7/8"

TOP CHORDS U7 U8, 100'-0" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE- 1/2"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:

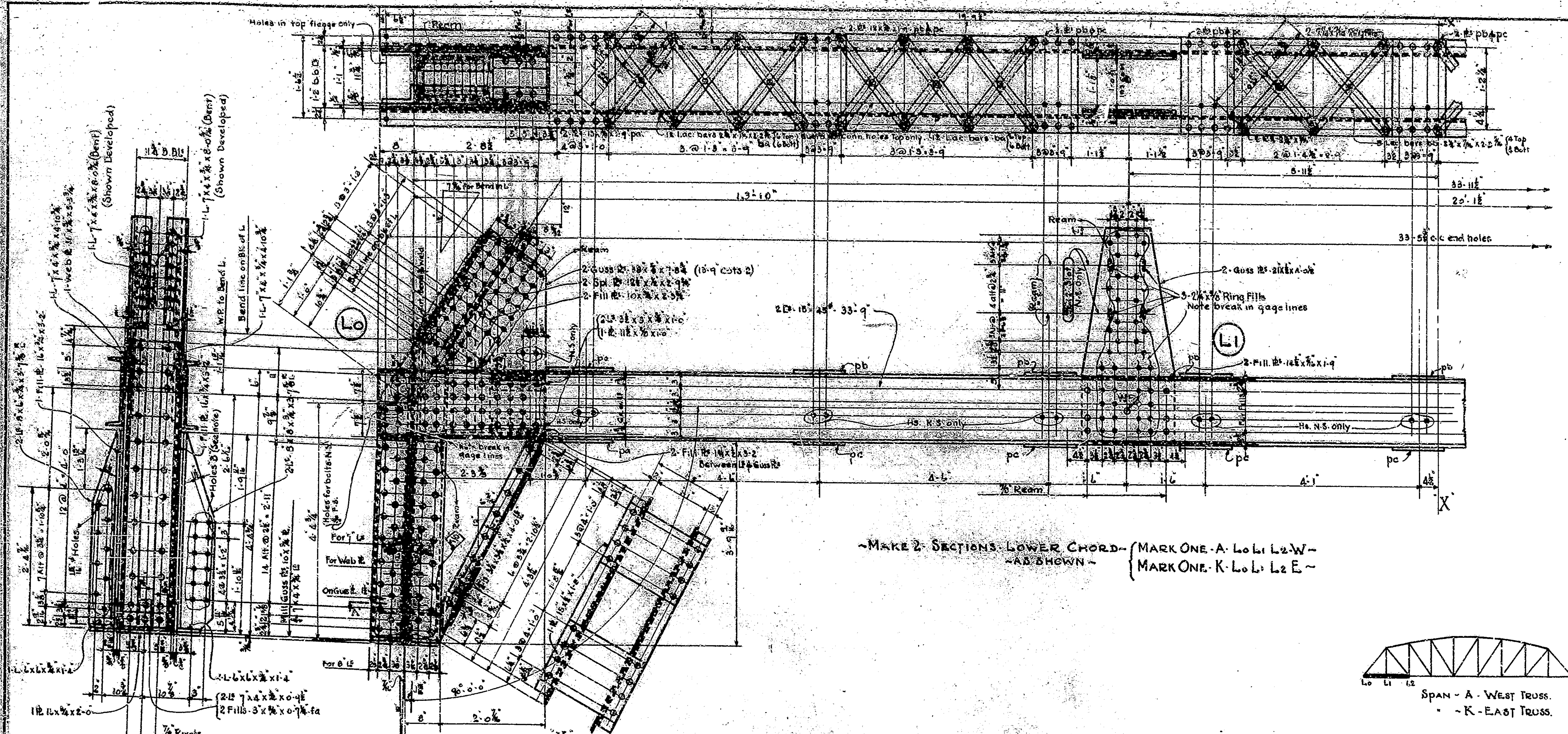
PROJECT- N.P.G.M. 206 STATION-
SECTION- A. STRUCTURE NO. 1031
DRAWING- 33 OF 173
BRIDGE CONTRACT NO. 1224

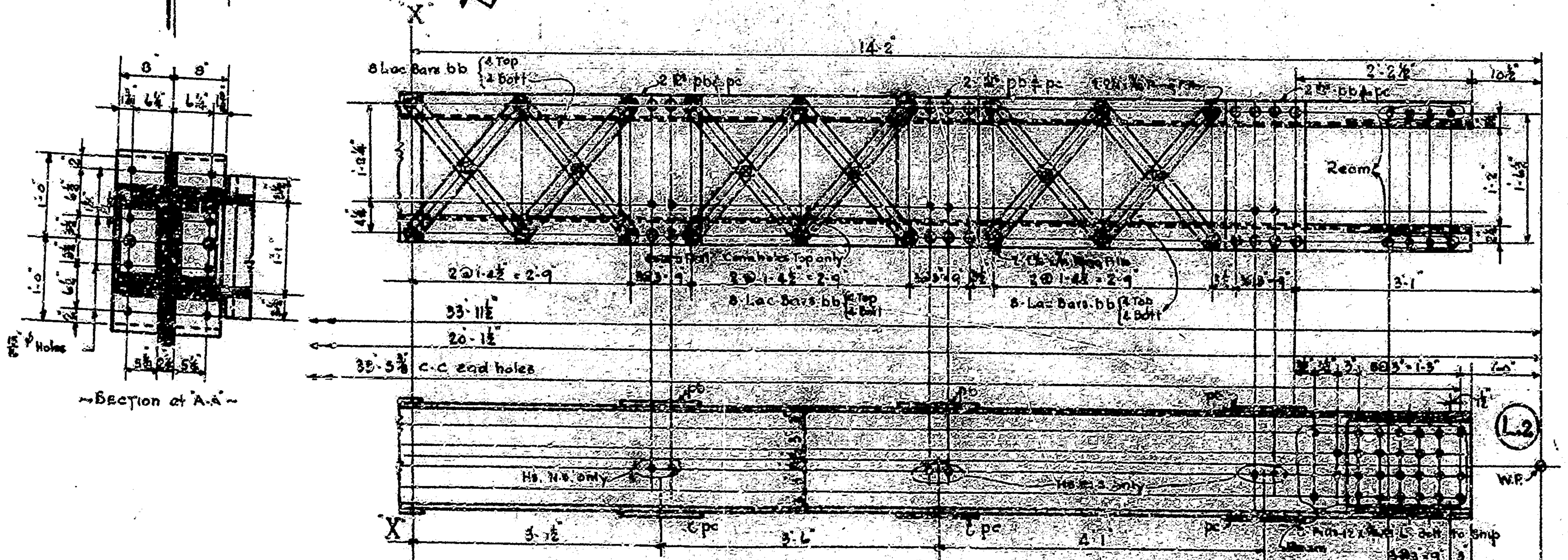
BRIDGE FILE 132-K-1031

DESIGNED	C.L.K.	7-9-35	CHECKED A.H. 7-10-35
DRAWN	A.H.M.	5-8-35	CHECKED C.L.K. 9-23-35
TRACED	E.R.	9-9-35	CHECKED A.H.M. 9-9-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	208	1936	98	210

SECTION-A.





Span - A - West Truss.
" - K - East Truss.

Rivets :- ¾" ϕ Unless noted.
Open Holes :- 13/16" ϕ Unless noted.
Reaming :- Rivets marked ⅞ Ream to be Subpunched 13/16" ϕ reamed to 15/16" ϕ and riveted in shop.
Holes marked Ream to be subpunched to 13/16" ϕ and reamed to 15/16" ϕ while truss is assembled in the Shop.
Holes B to be subpunched 13/16" ϕ and reamed to 15/16" in the field while floor beam is in place.
Edge distances 1½" Unless noted.

BOTTOM CHORDS Lo L1 L2 188'-8" TRUSS SPANS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature]

PROJECT:- W.P.G.M. 208
SECTION:- A
DRAWING:- 86 OF 173

STATION:-
STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

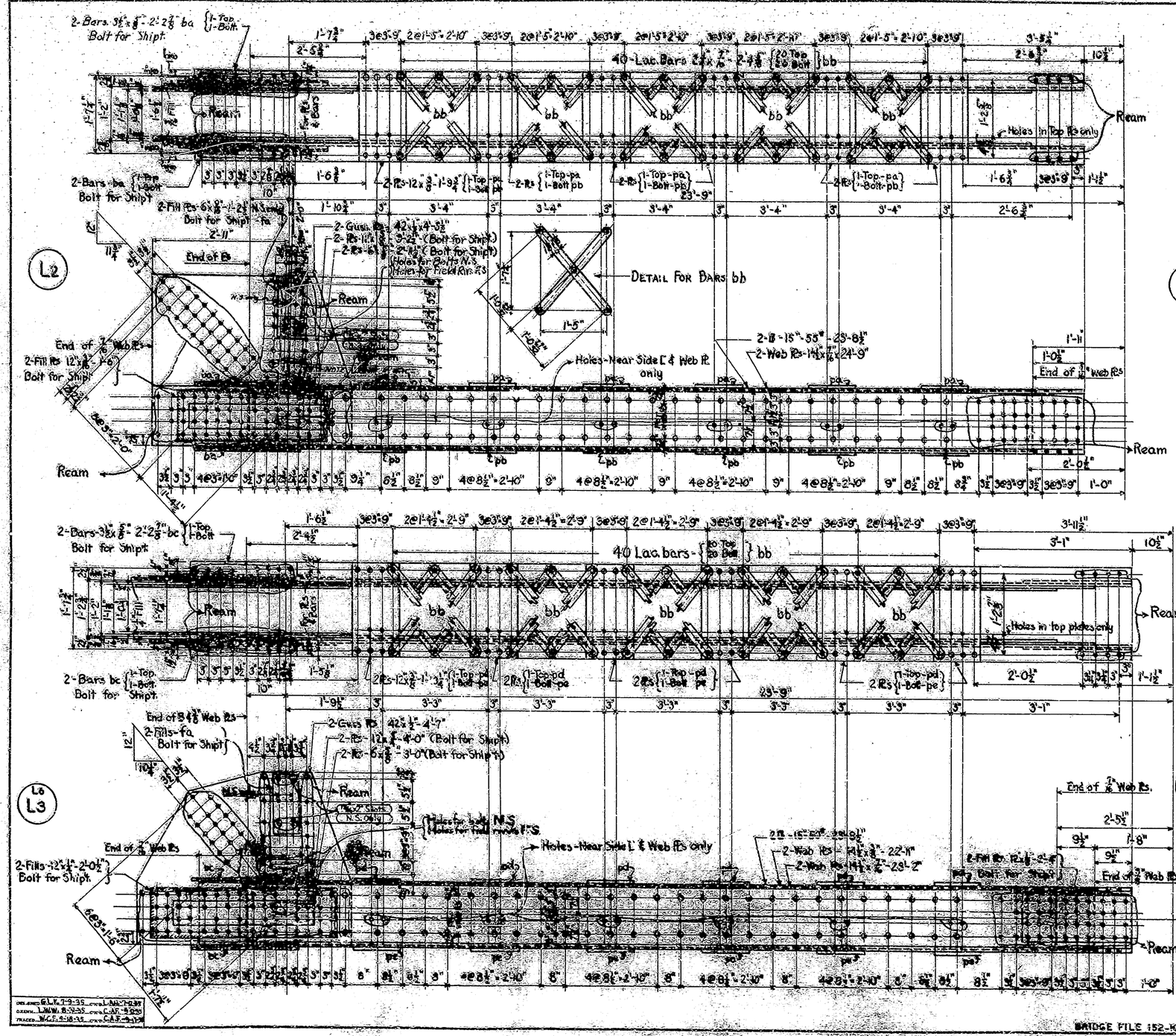
BRIDGE FILE 132-X-1031

DESIGNED R.L.K. 7-9-35	CK'D L.A.H. 7-11-35
DRAWN W.W.W. 9-4-35	CK'D B.F.L. 9-17-35
TRACED G.P.R. 9-21-35	CK'D B.F.L. 9-21-35

BRIDGES C/L'S OF 20' SPANS

FED. ROAD DIST. NO.	STATE	STATE PROJ. NO.	COUNTY	SHEET NO.	TOTAL SHEETS IN
7	IND.	206	1936	83	210

SECTION-A



MAKE 2 SECTIONS LOWER CHORD { MARK ONE-A-L2L3-W / MARK ONE-K-L2L3-E
AS SHOWN

MAKE 2- SECTIONS-LOWER CHORD { MARK ONE-A-L3L4-W / MARK ONE-K-L3L4-E
AS SHOWN

MAKE 2- SECTIONS-LOWER CHORD { MARK ONE-A-L5L6-W / MARK ONE-K-L5L6-E
OPP HAND

NOTE:

Rivets-¾"ϕ Unless Noted.
Open Holes-13/16"ϕ Unless Noted.
Reaming: Holes marked ⅞"ϕ Ream" to be subpunched 13/16"ϕ, reamed to 15/16"ϕ and riveted while truss is assembled in shop.
Holes marked "Ream" to be subpunched 15/16"ϕ and reamed to 1 5/16"ϕ while truss is assembled in shop.
Edge Distances 1½" Unless Noted.

BOTTOM CHORDS L2L3,L3L4,L4L5,L5L6-8" TRUSS SPANS A&K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-½"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.206 STATION:-
SECTION:-A. STRUCTURE NO. 1031
DRAWING:- 37 GF173
BRIDGE CONTRACT NO. 1234

DESIGNED G.L.K. 7-9-35 CHK'D L.A.H. 7-9-35
DETAILED L.W.W. 8-9-35 CHK'D C.A.F. 9-9-35
TRACED W.C.F. 9-18-35 CHK'D C.A.F. 9-19-35

BRIDGE FILE 152-K-1031

BRIDGE OVER 2.0 SPAN						
FED. HIGHWAY DIST. NO.	STATE	HIGHWAY PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1934	60	210

SECTION-A.

2-bars 3½"x⅞"x2'-3½" pd-bolt to ship — Ream — 2-Rs-12"x⅞"x91#-10½" pf-top pd-bottom — 2 R.F. 1⅛"x⅞" — (1-pa 1-pb) — 40 Lacing bars 2½"x⅜"x2'-1½" — (20 top 20 bottom) — (1-pa 1-pb) — 2 Mtng Fill 8"x⅜" — (1-pa 1-pb) — 2-pd-bolt to ship — Ream

L4 — L5

2-pd-bolt to ship — Ream — 2-pd-bolt to ship

2-Rs-6"x⅞"x91#-10½" Fb-N.S.Only-bolt to ship — 2 R.F. 1⅛"x⅞" — These holes in Rs. pa only — 2 R.F. 1⅛"x⅞" — 2-Fb-Bolt to ship N.S.Only — 12"x⅞" Slots

MAKE 2 BOTTOM CHORD SECTIONS AS SHOWN
MARK ONE-A-L4L5-W — MARK ONE-K-L4L5-E

Holes for Bolts in Vert. Legs for Field Rivets — 2-15"B @ 33.5#x23'-8½" — 2-Rs-14"x⅜"x24'-0" — 2-Rs-14"x⅜"x20'-7" — 1'-7¼" — 2½" edge on Rs.

N.S.Only — pa — pb — pd — pf — Ream — End of 14"x⅜" Web Pls. 14"x⅜"x1'-0" — 2-Rs-12"x⅞"x91#-10½" bolt to ship — 2-Rs-6"x⅞"x91#-10½" Fb-N.S.Only-bolt to ship — 2-Rs-6"x⅞"x91#-10½" bolt to ship — 2-Guss. Rs-12"x½"x5'-4½" — 60°-1'-6" — 2-Rs-6"x⅞"x3'-6½" bolt to ship — End of 14"x⅜" Web Pls. 14"x⅜"x3'-0" — 2-Rs-12"x⅞"x4'-3½" bolt to ship

L6 — L7

Ream — 4 pc (pf top pg bottom) — (1-pf 1-pg) — 40 pc (20 top 20 bottom) — 2 Bars 3½"x⅞"x12'-2⅞" ph-bolt to ship — 2-ph-bolt to ship

These holes in Rs pf only

MAKE 2 BOTTOM CHORD SECTIONS AS SHOWN
MARK ONE-A-L4L5-W — MARK ONE-K-L4L5-E

Section 5-5

2-15"B @ 33.5#x23'-8½" — 2-Rs-14"x⅜"x24'-0" — End of ⅜" Web Rs. — 2½" edge on Rs. — Holes for Bolts in N.S. Holes for field Rivets in Rs.

N.S.Only — pf — 2-Guss. Rs.-42"x½"x4'-2½" — 2-Rs-6"x⅞"x2'-8½" bolt to ship — End of ⅜" Web Rs. 2-Rs-12"x⅞"x3'-2½" bolt to ship

NOTE:

Rivets ⅞" ϕ except as noted.
Rivets marked "⅞ ϕ Ream" punch ¾" ϕ and ream to ⅞" ϕ and rivet while truss is assembled in the shop.
Open Holes ⅞" ϕ except as noted.
Holes marked "a-a" punch ¾" ϕ and ream to ⅞" ϕ while truss is assembled in the shop.
All edge distances 1½" unless otherwise noted.

SPAN "A"-WEST TRUSS — L4 L5 L6 L7

SPAN "K"-EAST TRUSS — L7 L6 L5 L4

BOTTOM CHORDS L4L5L6L7, 186'-8" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.208 — STATION:-
SECTION:-A. — STRUCTURE NO. 1031

DRAWING:-38 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED R.J.K. 7-9-35 — CHECKED A.H.R. 7-10-35
DRAWN H.C.R. 9-6-35 — CHECKED C.A.R.S. 10-8-35
TRACED F.A.R. 9-16-35 — CHECKED C.A.R.S. 10-14-35

Note

BRIDGES OVER 25' SPAN					
FED. ROAD DIST. No.	STATE	ROAD OR BRIDGE No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	61	216

SECTION-A.

MAKE 2 SECTIONS LOWER CHORD AS SHOWN
MARK ONE A-L7, L8, L9 W
MARK ONE K-L7, L8, L9 E

L8

L9

L7

SECTION A-A

SPAN A-WEST TRUSS
SPAN K-EAST TRUSS

NOTE:-
Rivets ¾"ϕ Unless Noted
Open Holes 15/16" Unless Noted
Reaming-Rivets Marked ⅞" Ream"
to Be Subpunched 1 5/16"ϕ & Reamed to 15/16"ϕ & Rivet ed in shop
Holes Marked Ream to Be Sub-punched to ¾"ϕ
Reamed to ⅞"ϕ While Truss is Assembled in Shop.
Holes "B" to Be Sub-punched to ⅞"ϕ & Reamed to ⅞"ϕ
in Field While Floor Beam is in Place.
Edge Distances 1¼" Unless Noted.

DESIGNED GLH 7-9-35 CKD LRK 7-10-35
DRAWN LWW 9-7-35 CKD BSL 9-19-35
TRACED JDL 9-14-35 CKD RM 9-20-35

BOTTOM CHORDS L7, L8 & L9, 186'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

RECOMMENDED FOR APPROVAL:- OCTOBER 18, 1935

PROJECT:- W.P.G.M. 206
SECTION:- A.
DRAWING:- 39 OF 173

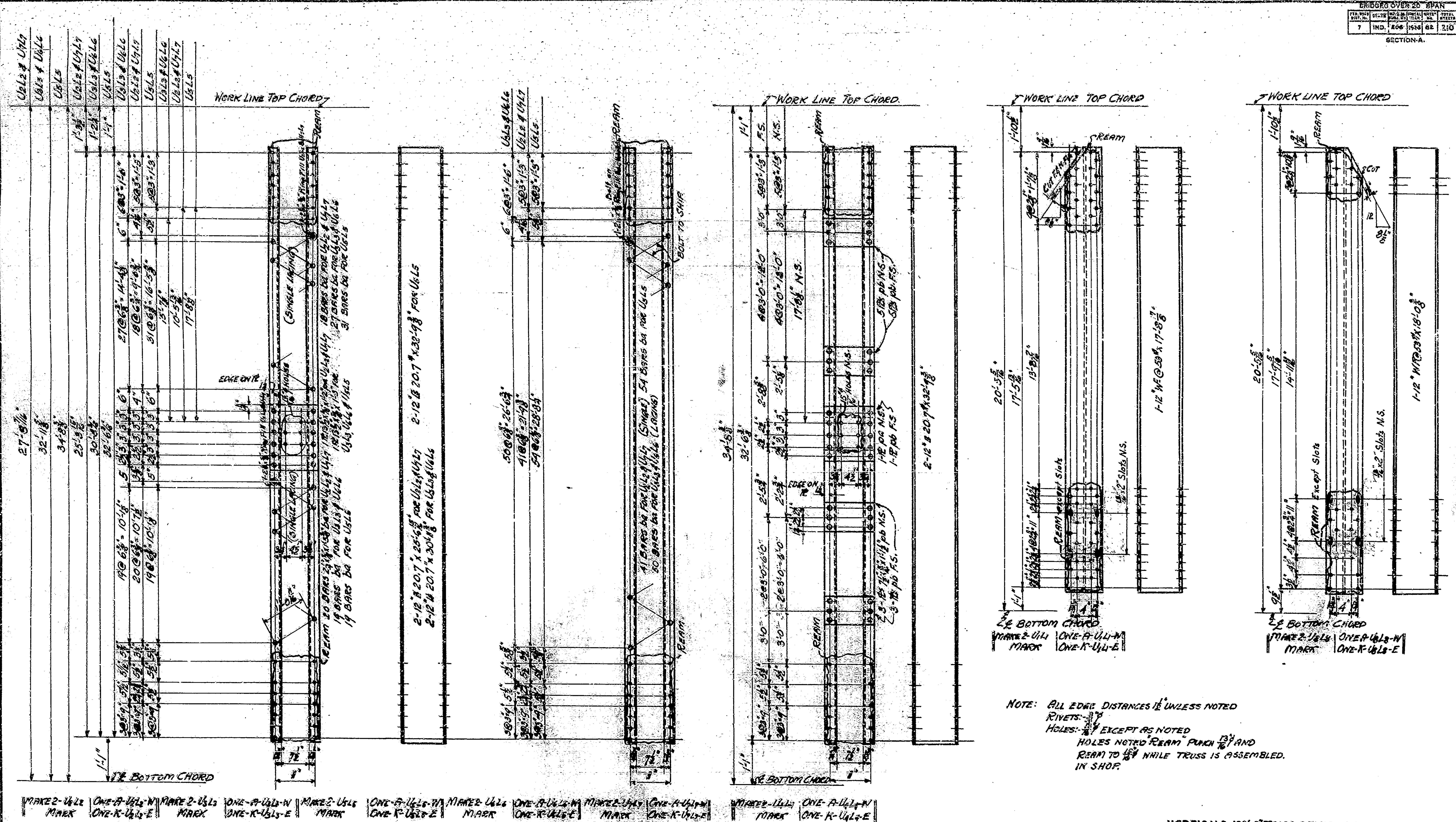
STATION:- STRUCTURE NO. 1031

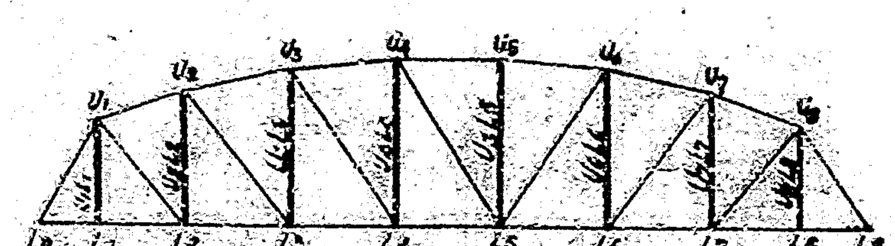
BRIDGE FILE 152-K-1031

BRIDGE CONTRACT NO. 1224

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	62	310

SECTION-A.





SPAN A-WEST TRUSS & SPAN K-EAST TRUSS

VERTICALS 186'-8" TRUSS SPANS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.206
SECTION:-A.
DRAWING:- 40 OF 174

STATION:-
STRUCTURE NO. 1031

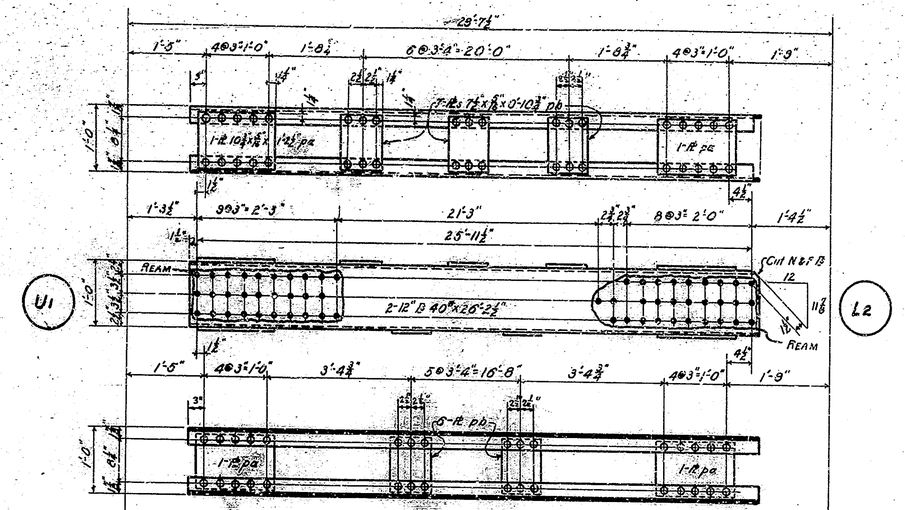
BRIDGE CONTRACT NO.1224

BRIDGE FILE 152-K-1031

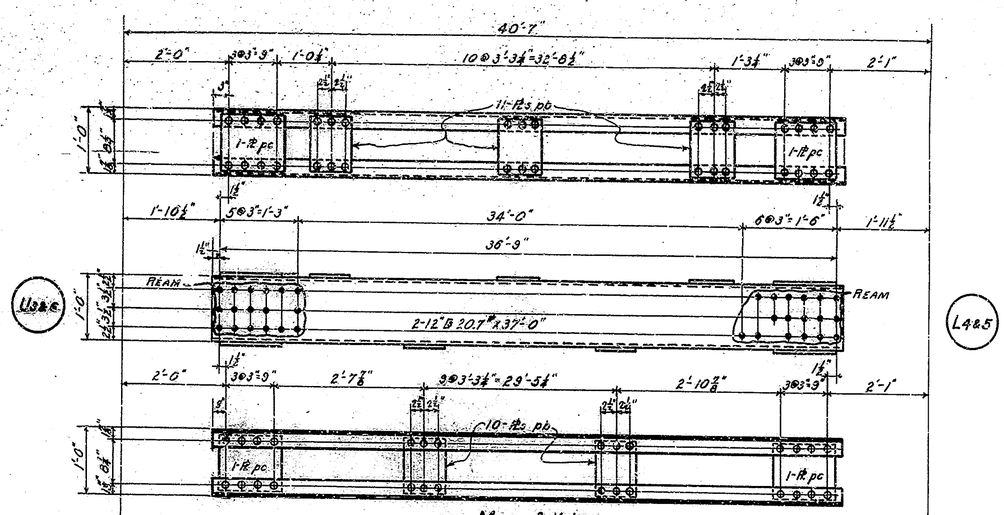
BRIDGE OVER 20' SPAN

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	83	210

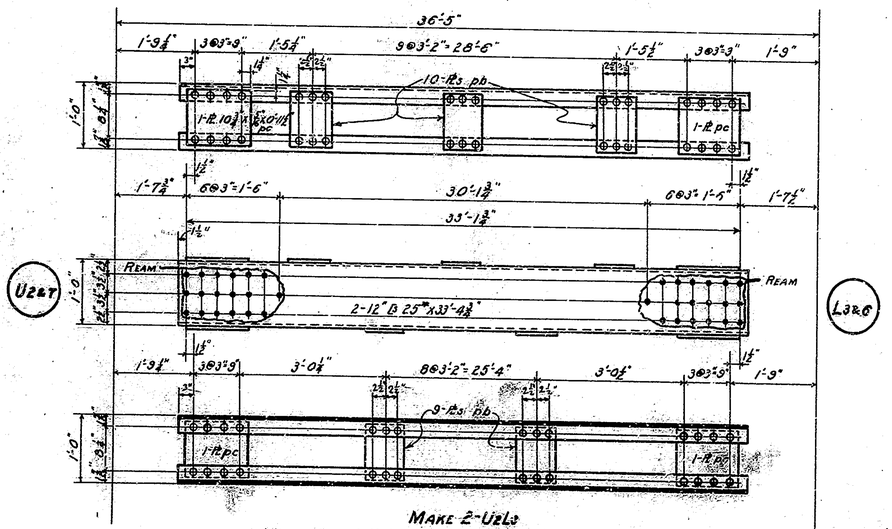
SECTION-A.



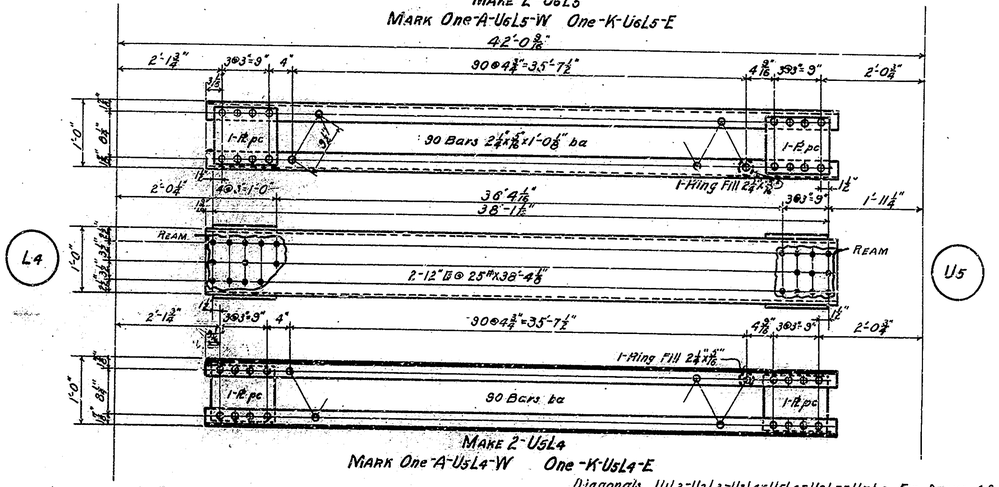
MAKE 2-U1L2
MARK One-A-U1L2-W One-K-U1L2-E



MAKE 2-U3L4
MARK One-A-U3L4-W One-K-U3L4-E
MAKE 2-U6L5
MARK One-A-U6L5-W One-K-U6L5-E



MAKE 2-U2L3
MARK One-A-U2L3-W One-K-U2L3-E
MAKE 2-U7L6
MARK One-A-U7L6-W One-K-U7L6-E



MAKE 2-U5L4
MARK One-A-U5L4-W One-K-U5L4-E

Diagonals U1L2-U2L3-U3L4-U5L4-U6L5-U7L6 For Spans A&K 186'-6" Truss

NOTE:-
Rivets ⅞"ϕ
Holes 15/16"ϕ unless noted.
Holes noted "REAM" punched 13/16"ϕ and reamed to 15/16"ϕ while truss is assembled in shop.

SPANS A&K 186'-6" TRUSS

DESIGNED G.L.K. 4-11-35 CHK'D R.F.L. 10-35
DRAWN I.A.T. 8-22-35 CHK'D C.A.F. 9-27-35
TRACED A.L.B. 9-5-35 CHK'D A.W.W. 9-6-35

DIAGONALS 186'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- DIRECTOR OF RESEARCH

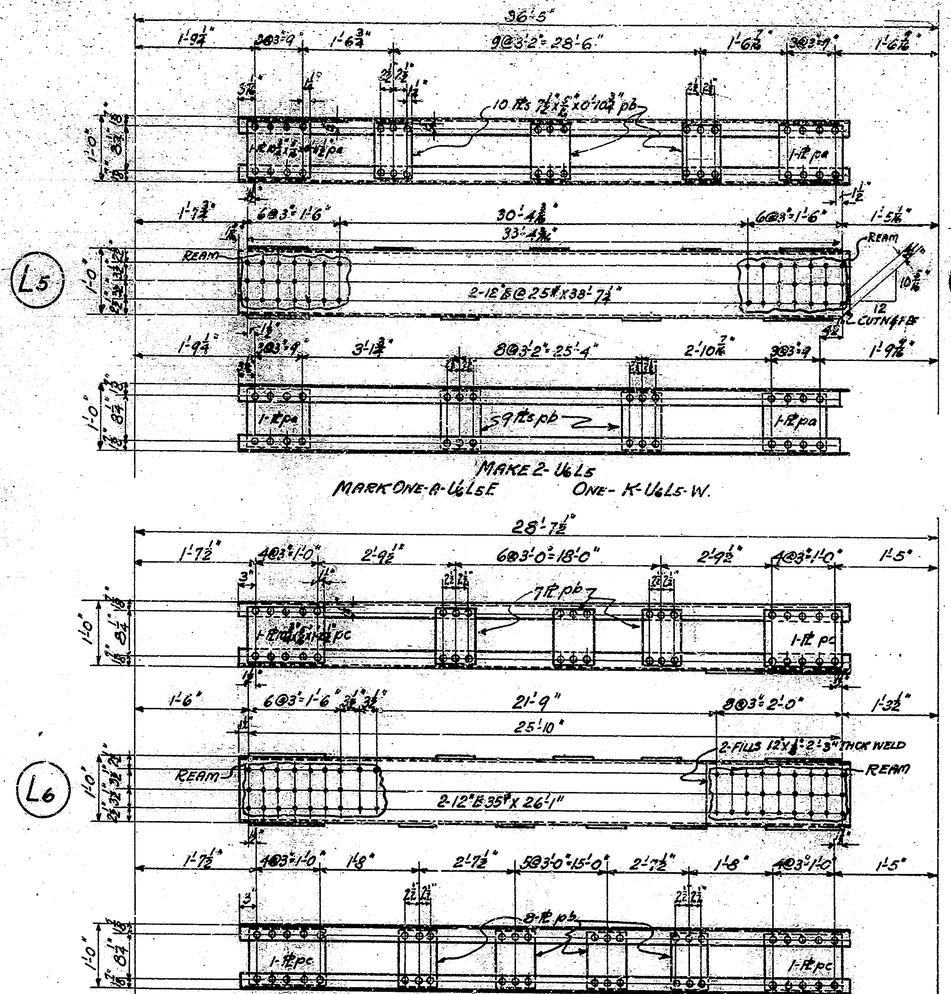
PROJECT:-W. P. G. M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 41 OF 173

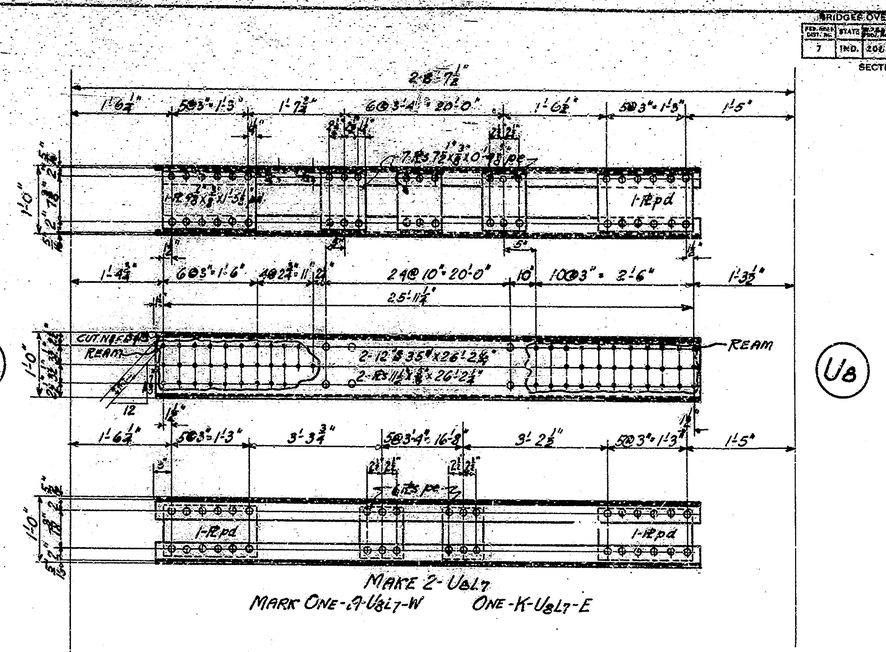
BRIDGE FILE 152-K-1031 BRIDGE CONTRACT NO. 1224

BRIDGE OVER 20' SPAN

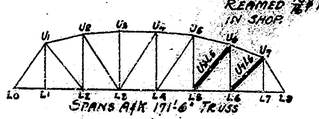
FED. PROJ. DIST. No.	STATE	ROUTE No.	PROJECT No.	SHEET No.	TOTAL SHEETS
7	IND.	205	1935	64	210

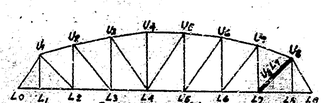
SECTION-A.





NOTE:—
RIVETS ⅞"ϕ
HOLES ⅞"ϕ UNLESS NOTED.
HOLES NOTED "REAM" PUNCHED 25/32"ϕ AND
REAMED ⅞"ϕ WHILE TRUSS IS ASSEMBLED
IN SHOP.





DIAGONALS FOR BOTH TRUSSES SPANS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. M. Hueglin
BRIDGE ENGINEER

PROJECT:- W.P.G.M. 205 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 42 OF 178
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1021

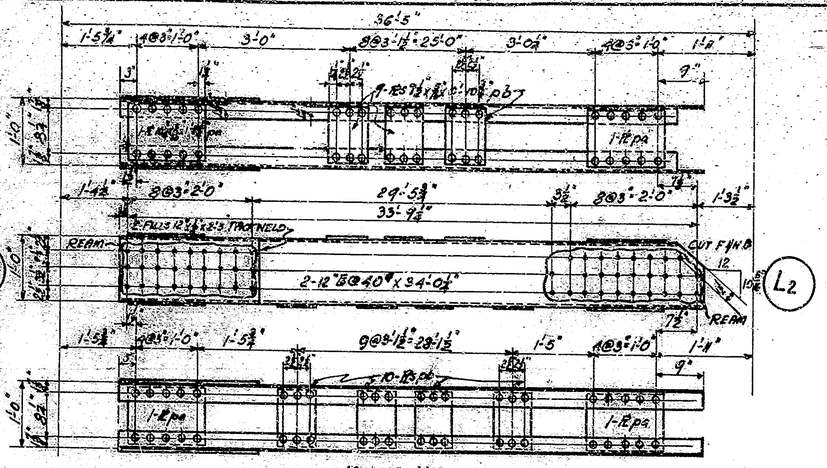
DESIGNED G.L.K.-DEC-35 J.A.H.-10-36
DRAWN H.T.B.-DEC-35 C.R.R.-2-27-36
TRACED R.E.P.-1-35 CHKD. K.B.H.-10-35

BRETTSON MADISON WIS

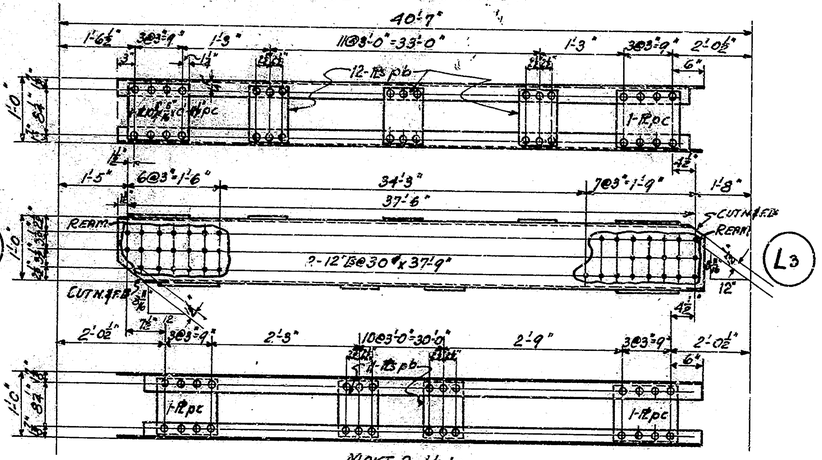
BRIDGES OVER 20' SPAN

FED. PROJ. OR DIST. NO.	STATE	BRIDGE OR PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	69	210

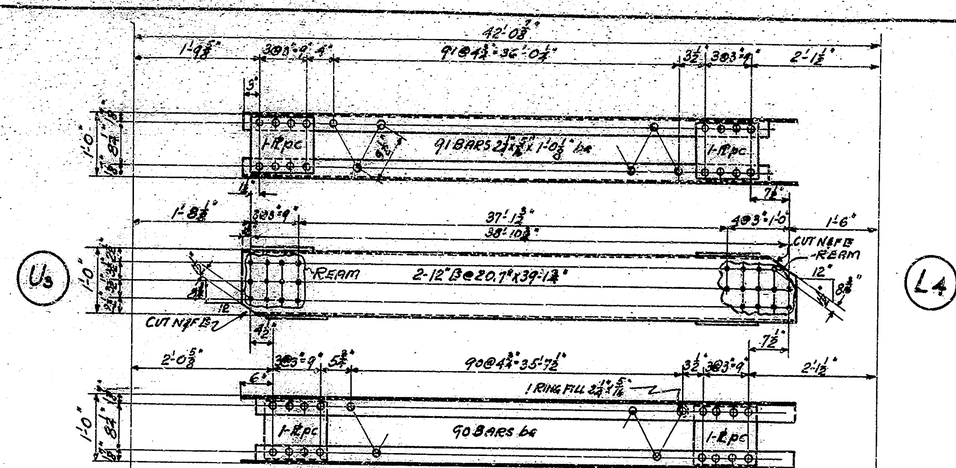
SECTION A.



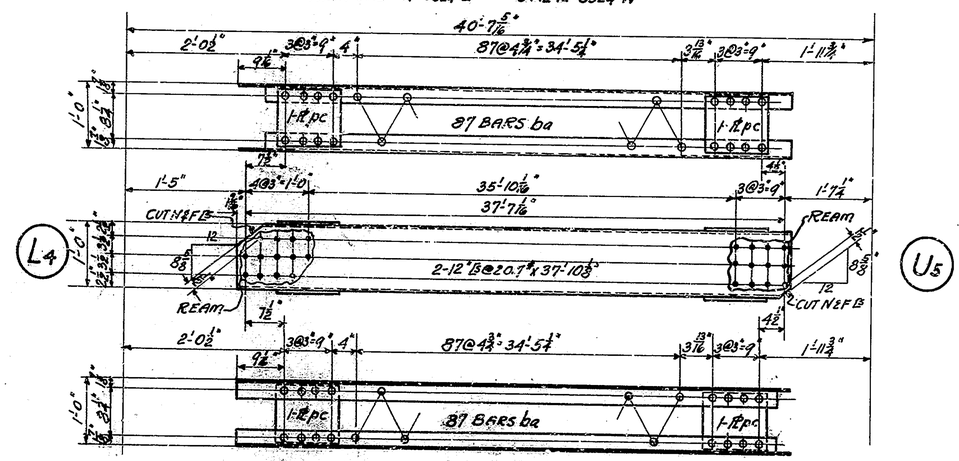
MAKE 2 U1L2
MARK-ONE-A-U1L2-E ONE-K-U1L2-W



MAKE 2 U2L3
MARK-ONE-A-U2L3-E ONE-K-U2L3-W

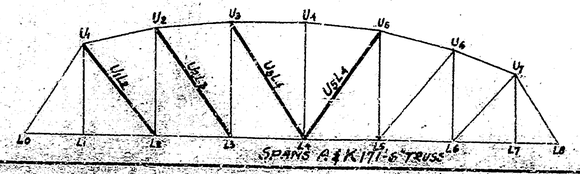


MAKE 2-U3L4
MARK ONE-A-U3L4-E ONE-K-U3L4-W



MAKE 2- U4L5
MARK ONE A-U4L5-E: ONE-K-U4L5-W.

NOTE:
RIVETS ¾"ø
HOLES 13/16" UNLESS NOTED
HOLES NOTED "REAM" PUNCH 13/16" AND REAM TO 15/16"
WHILE TRUSS IS ASSEMBLED IN SHOP



DESIGNED G.H.R. 7-11-35 M.F. 4-15-35
DRAWN V.A.T. 8-20-35 C.A.F. 8-24-35
TRACED M.R.J. 9-6-35 H.W.H. 7-1-35

DIAGONALS U1L2, U2L3, U3L4, U4L5, 171'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

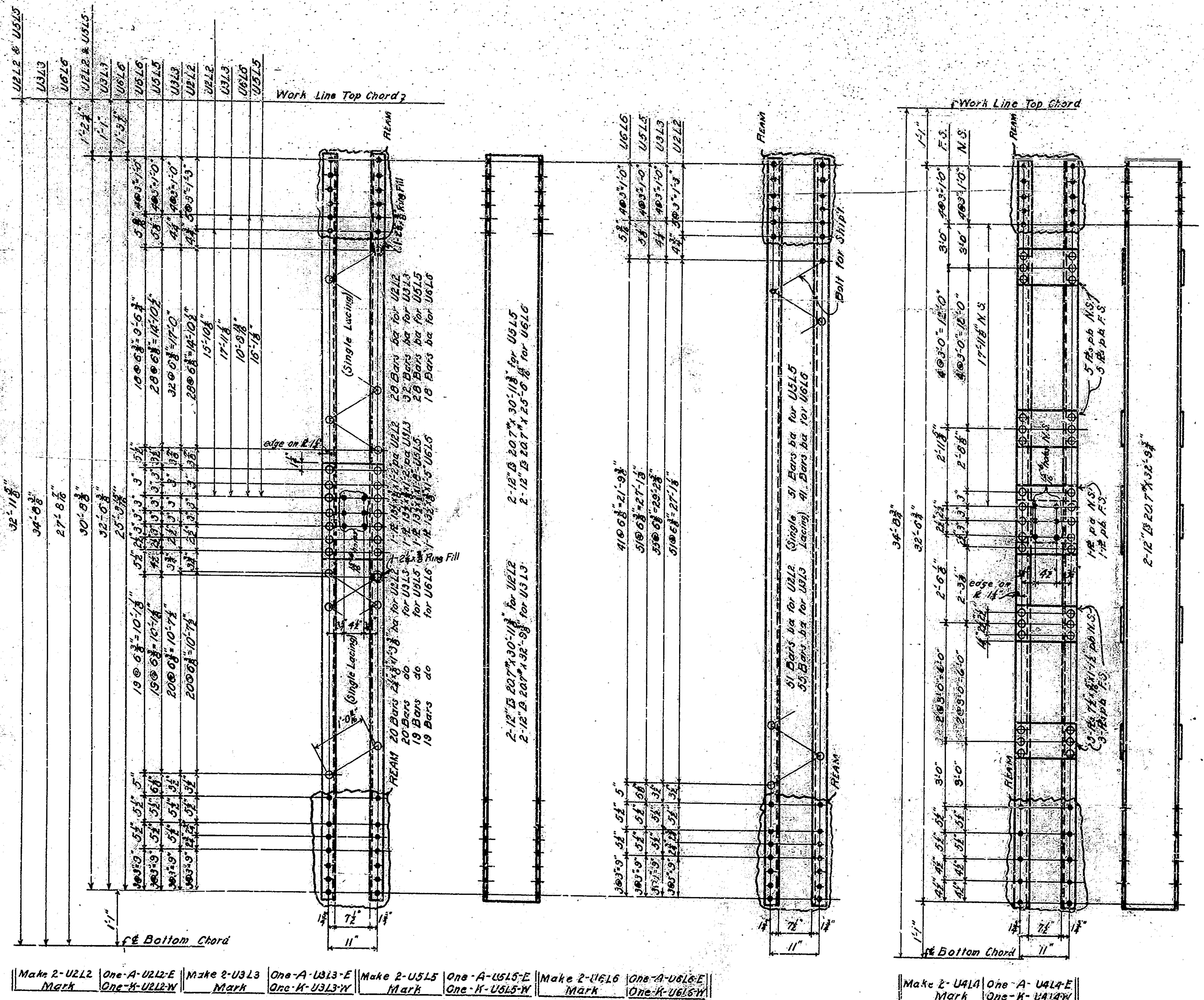
PROJECT:- W.P.G.M. 206 STATION-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 43 OF 173

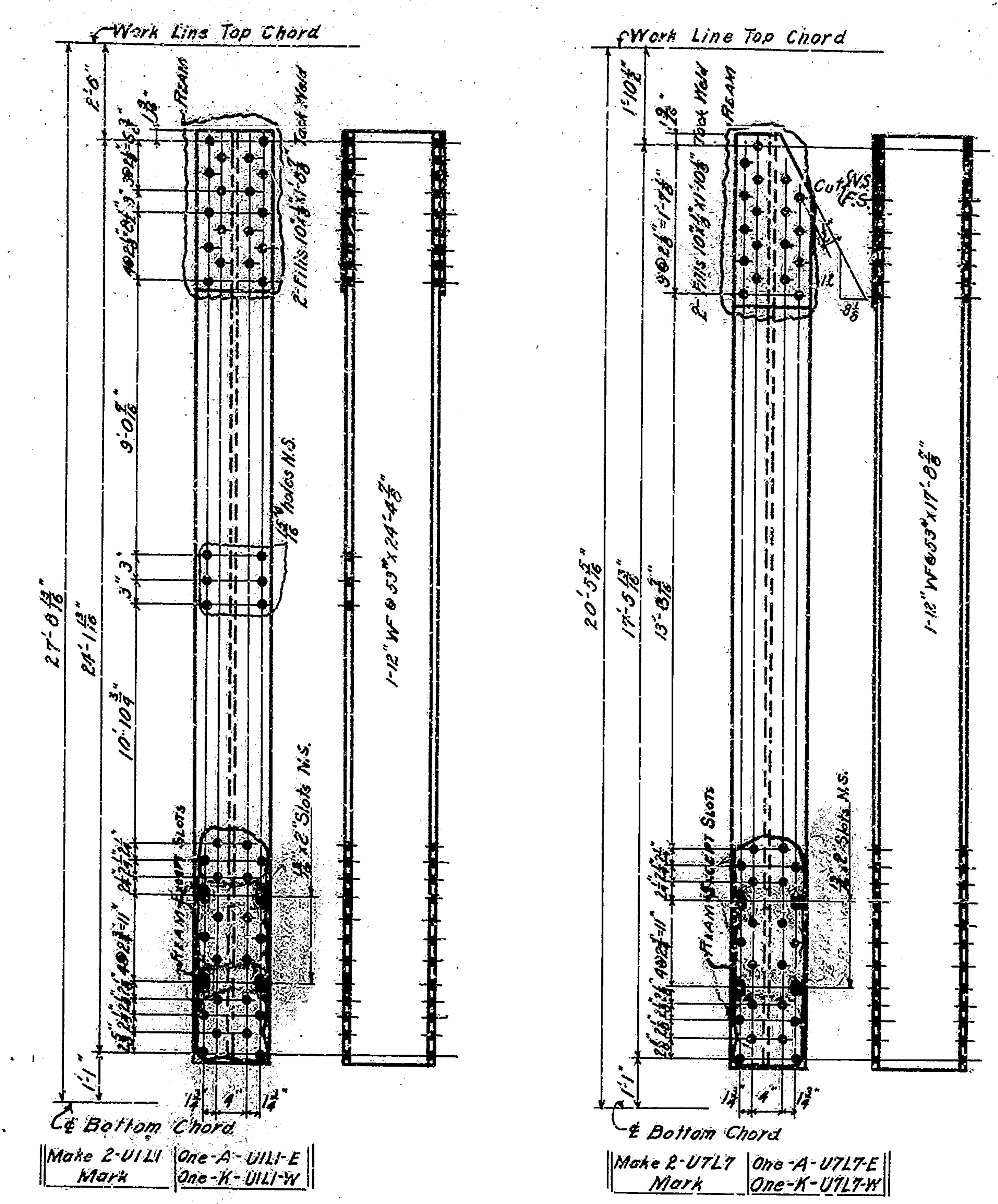
BRIDGE FILE 152-K-1031 BRIDGE CONTRACT NO. 1224

BRIDGES OVER 20' SPAN

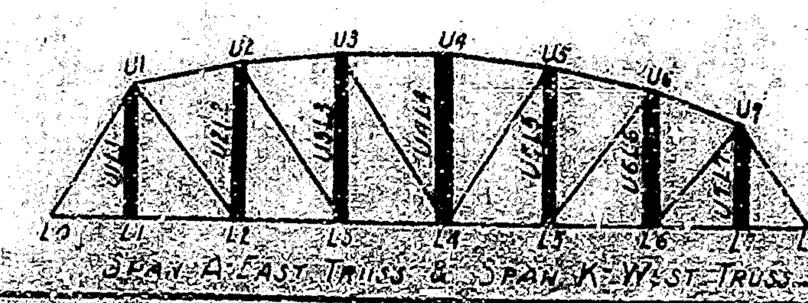
FED. ROAD DIST. No.	STATE	PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	66	210

SECTION-A.





NOTE:- All edge distances 1½" unless noted
Rivets:- ¾"φ
Holes:- 13/16"φ unless noted
Holes noted "Ream" punch 13/16"φ and ream to 15/16"φ while truss is assembled in shop.



VERTICALS 171'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 18, 1935

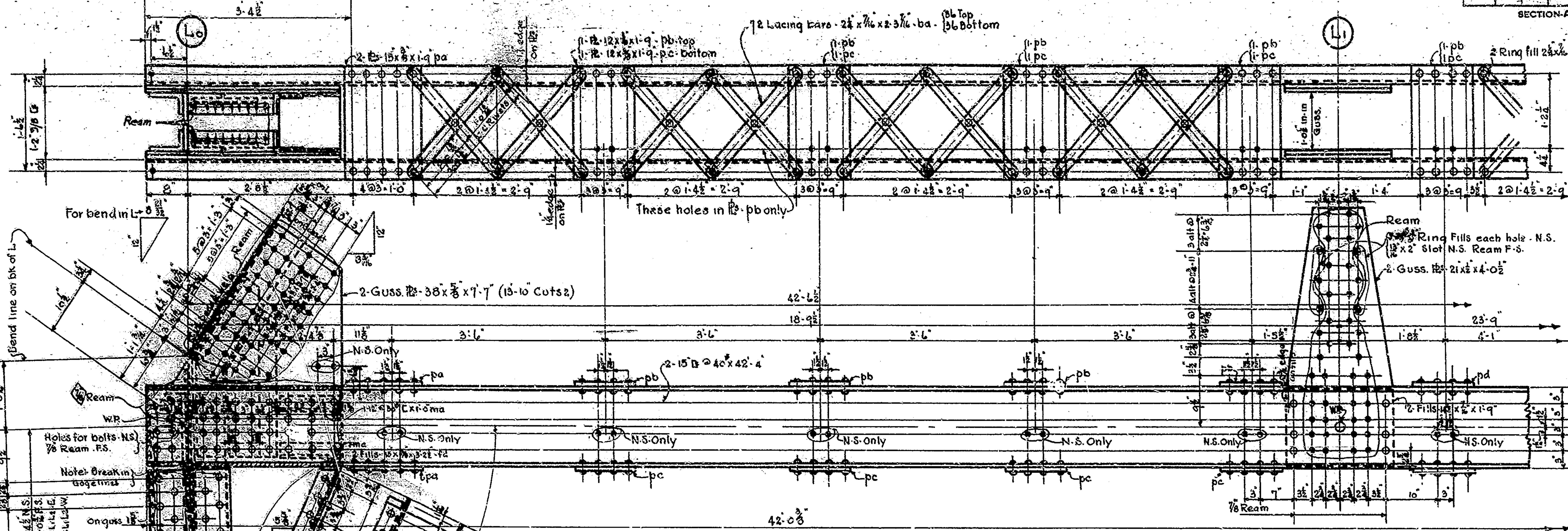
RECOMMENDED FOR APPROVAL:- ENGINEER OF BRIDGES

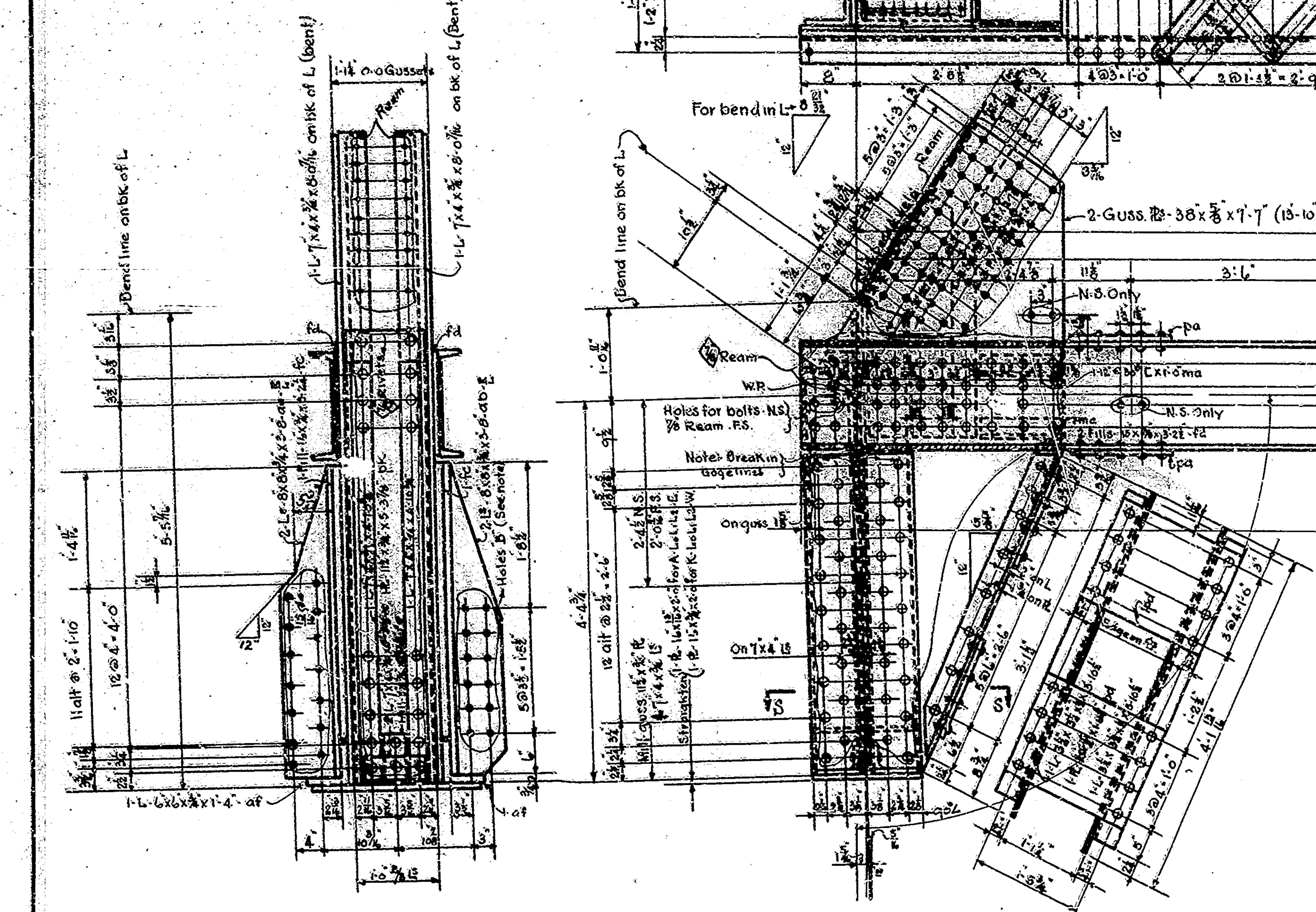
PROJECT:- W.P.G.M.206
SECTION:- A.
STATION:-
STRUCTURE NO. 1031
DRAWING:- 44 OF 173

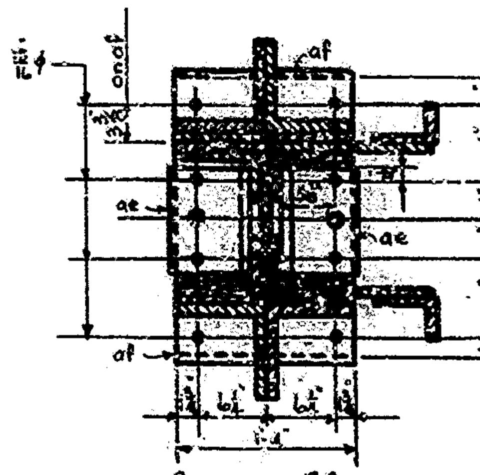
BRIDGE CONTRACT NO. 1284

BRIDGE FILE 152-K-1031

DESIGNED G.L.K. 7-10-35 CK'D L.G.H. 7-12-35
DRAWN J.A.T. 8-14-35 CK'D B.F.L. 8-23-35
TRACED A.L.B. 9-4-35 CK'D B.F.L. 9-4-35







~Make 2 Bottom Chord Sections as Shown~

~Mark-One-A-L_0 L_1 L_2-E~ ~Mark-One-K-L_0 L_1 L_2-W~

Note:~

Rivets:~ ¾" φ unless noted.

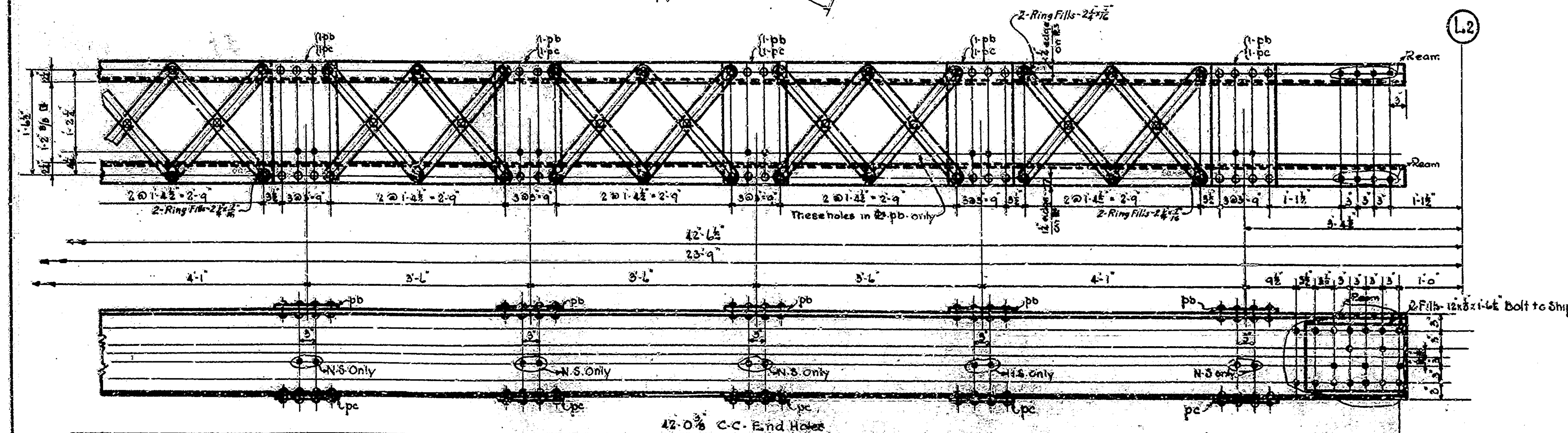
Open holes:~ 13/16" φ unless noted.

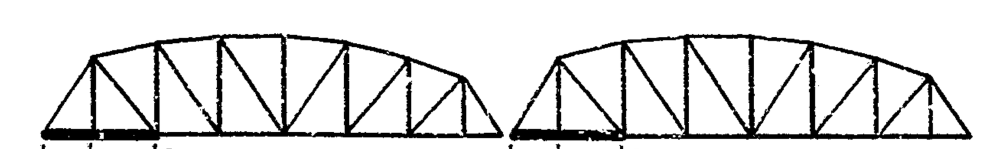
Reaming:~ Rivets marked 7/8" Ream to be subpunched. 13/16" φ, reamed to 15/16" φ and riveted in shop.

Holes marked "Ream" to be subpunched 13/16" φ and reamed to 15/16" φ while truss is assembled in the shop.

Holes "B" to be subpunched 13/16" φ and reamed to 15/16" φ in the field while the floor beam is in place.

Edge distance 1½" unless noted.





~Span "A" East Truss~ ~Span "K" West Truss~

Fed. Road Dist. No.	State	Fed. Aid Proj. No.	Fiscal Year	Sheet No.	Total Sheets
7	IND.	208	1936	87	210

Bridges over 20' Span

Section-A.

BOTTOM CHORDS $L_0L_1L_2$ 171'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: ¾"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature]

PROJECT:- W. P.G.M. 208
SECTION:- A.
DRAWING:- 45 OF 173

STATION:-
STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

Designed L.A.H. 7-2-35 Ck'd G.L.K. 7-8-35
Drawn W.C.E. 8-29-35 Ck'd B.F. 9-4-35
Traced G.P.S. 9-6-35 Ck'd B.F.L. 9-7-35

BRIDGED OVER 20 SPAN

FED. ROAD DIST. No.	STATE	ROAD PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	66	210

SECTION-A

~MAKE TWO BOTTOM CHORD SECTIONS AS SHOWN~
~MARK ONE-A-L2 L5-E~ ~MARK ONE K-L2 L5-W~

~MAKE TWO BOTTOM CHORD SECTIONS AS SHOWN~
~MARK ONE-A-L5 L6-E~ ~MARK ONE-K-L5 L6-W~

Rivet Spacing, punching, lacing bars & tie plates for the bottom are the same as shown for top.

Rivet Spacing, punching, lacing bars & tie plates for the bottom are the same as for the top

~SPAN A EAST TRUSS~ ~SPAN K WEST TRUSS~

Note:-
Rivets: ⅞" except as noted.
For rivets noted ⅝" Ream, punch ½" and ream to ⅝" and rivet while truss is assembled in the shop.
Open Holes:- ½" except as noted.
Holes noted Ream punch ½" and ream to ⅝" while truss is assembled in the shop.
All edge distances 1¼ Unless otherwise noted.

BOTTOM CHORDS L2L3 & L5L6 171'-6" TRUSS SPANS A&K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1½"-0"
OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:-

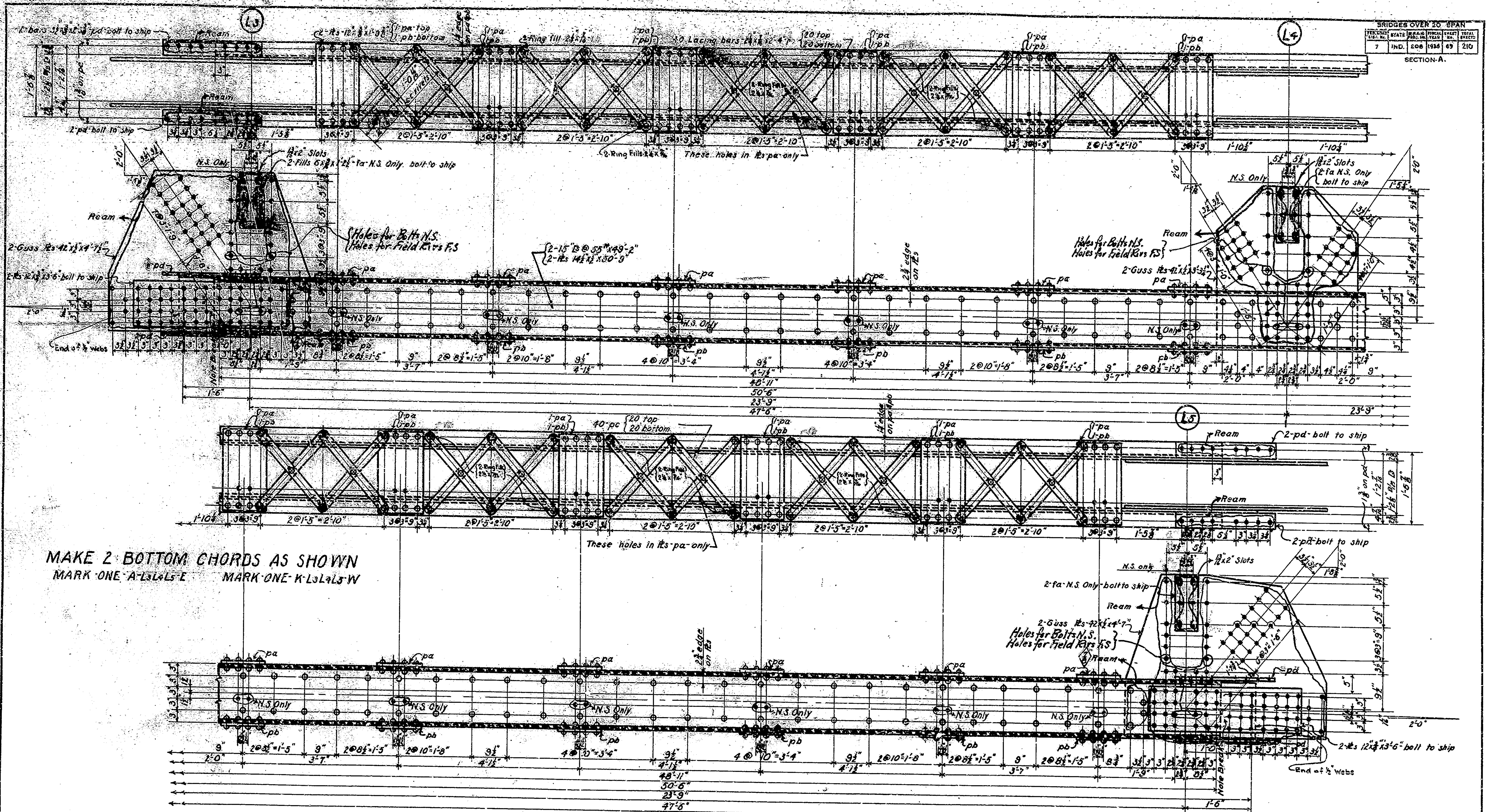
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 46 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

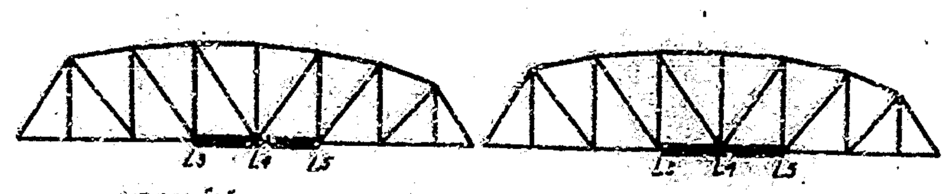
DESIGNED G.L.K. 4-2-35 CHKD S.J.I. 4-13-35
DRAWN W.C.C.E. 4-2-35 CHKD B.E.L. 4-18-35
TRACED F.E.S. 4-24-35 CHKD W.C.E. 4-24-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	F.A.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	69	210

SECTION-A.



MAKE 2 BOTTOM CHORDS AS SHOWN
MARK ONE-A-L3L4L5-E MARK ONE-K-L3L4L5-W



NOTE:-
Rivets:-⅞"φ except as noted.
For rivets noted "⅞"φ Ream" punch 13/16"φ and ream to 15/16"φ and rivet while truss is assembled in the shop.
Open holes:- 15/16"φ except as noted.
Holes noted "Ream" punch 13/16"φ and ream to 15/16"φ while truss is assembled in the shop.
All edge distances 1½" unless noted.

BOTTOM CHORDS L3L4L5, 171'-6" TRUSS SPANS A & K

STATE HIGHWAY COMMISSION OF INDIANA

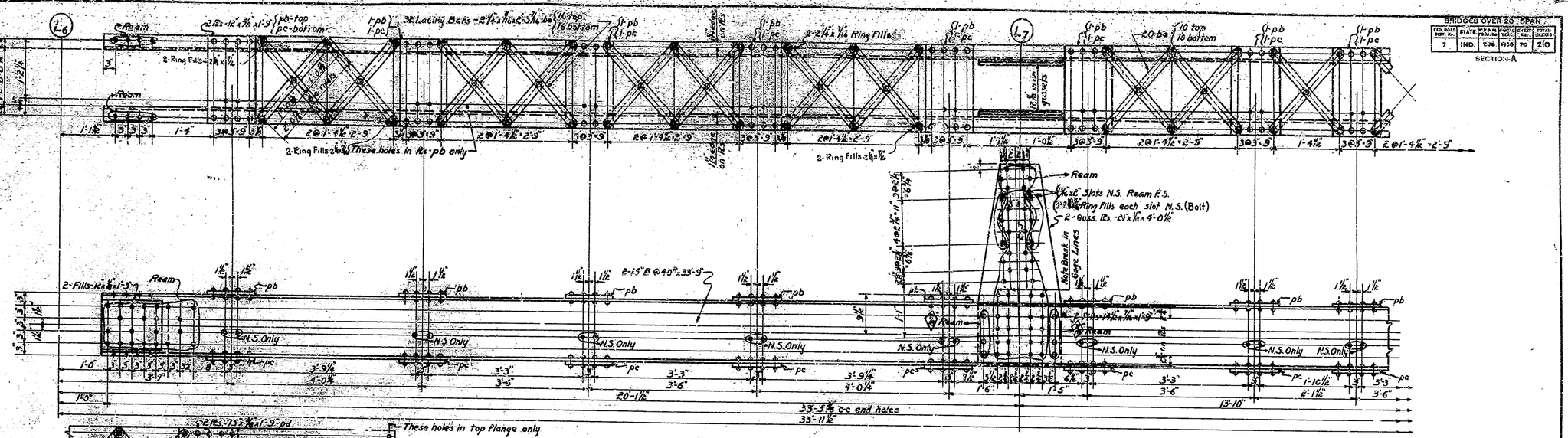
SCALE:-1"=1'-0"
OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:- [signature] ENGINEER OF BRIDGES
PROJECT:-W.R.G.M. 206
SECTION:-A.
STATION:-
STRUCTURE NO. 1031
DRAWING:-47 OF 178
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 152-K-1031

DESIGNED G.L.Y. 4-8-35 CKD B.F.L. 4-18-35
DRAWN W.C.E. 9-5-35 CKD B.F.L. 9-11-35
TRACED A.L.B. 9-16-35 CKD W.C.E. 9-16-35

FED. ROAD DIST. No.	STATE	PROJECT No.	SHEET No.	SHEETS IN CONTR.	TOTAL SHEETS
7	IND.	208	1036	70	210

BRIDGES OVER 20' SPAN

SECTION-A



MAKE 2 BOTTOM CHORD SECTIONS AS SHOWN

MARK-ONE-A-L6L7L8E MARK-ONE-K-L6L7L8-W

Note:-

Rivets:- ⅞" ϕ unless noted.
Open Holes:- 1⅛" ϕ unless noted.
Reaming:- Rivets marked "⅞" ϕ Ream" to be subpunched 1 3/16", reamed to 1⅛" ϕ and riveted in Shop.
Holes marked "Ream" to be subpunched 1⅛" ϕ and reamed to 1⅛" ϕ while truss is assembled in shop.
Holes "B" to be subpunched 1⅛" ϕ and reamed to 1⅛" ϕ in the field while floor beam is in place.
Edge distance 1¼" unless noted.

BOTTOM CHORDS L6L7L8, 171'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1½"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.R.& M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 48 OF 173

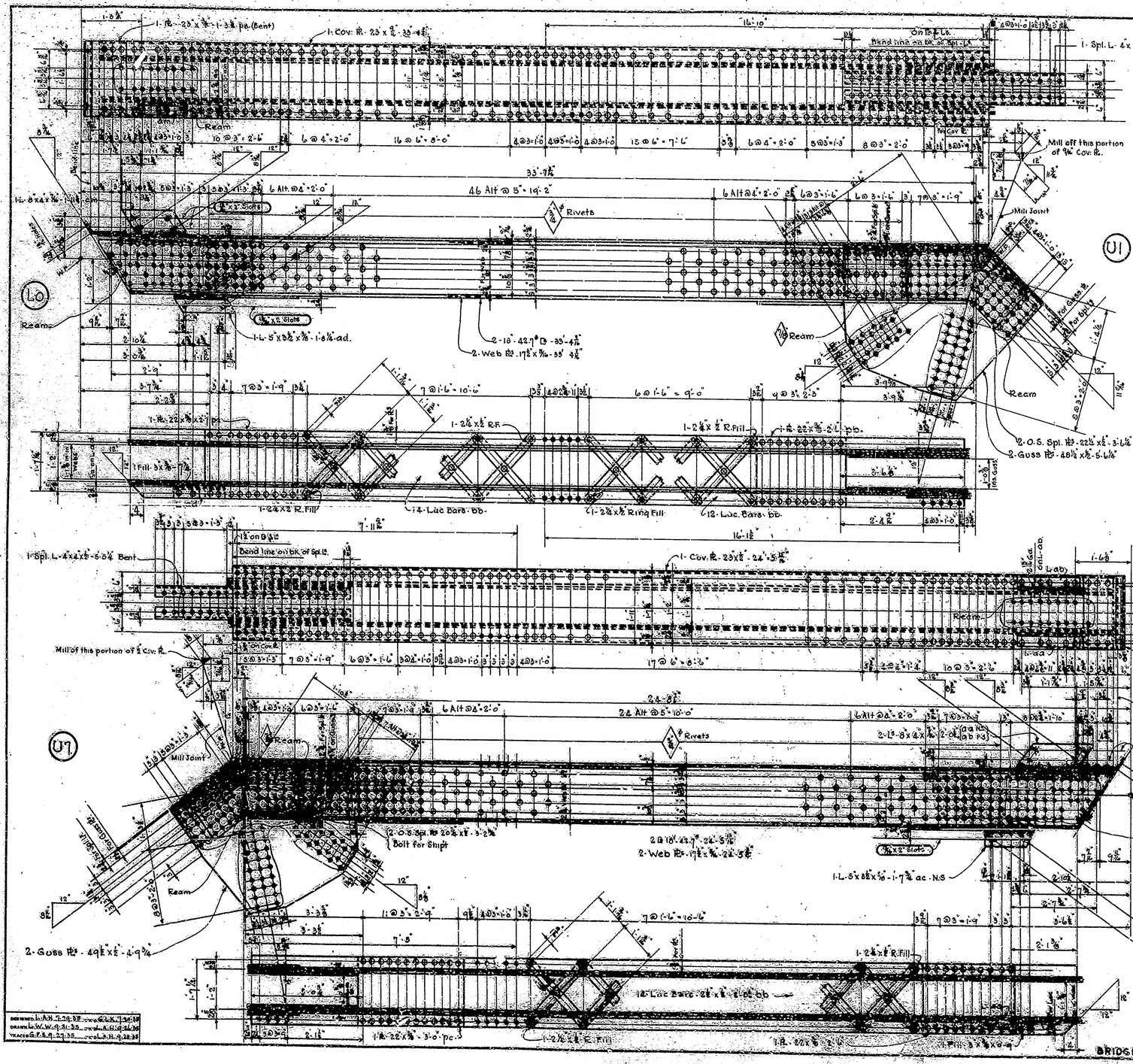
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED G.L.K. 8-33 CHK. A.F.L. 8-33
DRAWN W.C.F. 8-30-35 CHK. A.F.L. 9-7-35
TRACED F.H.R. 9-26-35 CHK. W.C.F. 9-26-35

BRIDGES OVER 20' SPAN						
I.S.Q. ROAD REF. No.	STATE	NO. OF SPANS THIS STR.	TYPICAL SPAN	WIDTH	TOTAL LENGTH
7	IND.	208	1922	31	210

SECTION- A.



NOTES-

Rivets ⅞" except as noted. For rivets noted ⅞" Ream".
punch 13/16" ϕ and ream to 15/16" ϕ and rivet while truss is assembled in Shop.
Open Holes- 15/16" ϕ except as noted. Holes noted "Ream"
punch 13/16" ϕ and ream to 15/16" ϕ while truss is assembled in Shop.
Edge Distances 1½" Unless noted.

END POSTS 171'-6" TRUSS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ¾"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 49 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 138-K-1031

DESIGNED L.A.H. 2-24-35 over C.L.K. 7-30-35
DRAWN L.W.W. 9-21-35 over A.H.G. 11-6-35
TRACED G.F.S. 9-27-35 over L.H.H. 9-28-35

BRIDGES OVER 20' SPAN					
FED. ROAD TYPE No.	STATE	W.P.G.M. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	72	210

SECTION-A.

Make 10 Top Chord Sections As Shown & Noted.

- Mark One-A-U1U2-E
- Mark One-K-U1U2-W
- Mark One-B-U1U2-W
- Mark One-C-U1U2-W
- Mark One-D-U1U2-W
- Mark One-B-U1U2-E
- Mark One-C-U1U2-E
- Mark One-D-U1U2-E
- Mark One-H-U1U2-E
- Mark One-H-U1U2-W

Make 10 Top Chord Sections As Shown & Noted

- Mark One-A-U2U3-E
- Mark One-K-U2U3-W
- Mark One-B-U2U3-W
- Mark One-C-U2U3-W
- Mark One-D-U2U3-W
- Mark One-B-U2U3-E
- Mark One-C-U2U3-E
- Mark One-D-U2U3-E
- Mark One-H-U2U3-E
- Mark One-H-U2U3-W

SPANS A,B,C,D,H & K-171'-6" TRUSS

NOTES:-

Rivets:- 7/8" ø except as noted. For rivets noted "7/8" ø Ream" punch 7/8" ø & ream to 15/16" ø & rivet while truss is assembled in shop.
Open Holes:- 15/16" ø except as noted Holes noted "Ream" punch 13/16" ø & ream to 15/16" ø while truss is assembled in shop.
Edge Distance 1 1/2" unless noted.
Holes "C" may be either sub punched and reamed 13/16" or punched 15/16"

TOP CHORDS U1,U2 & U2,U3 SPS B,C,D,H & 171'-6" TRUSSES SPS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 3/4"=1'-0" OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:- J. W. Lang Chief Engineer

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO.- 1031
DRAWING:- 50 OF 173

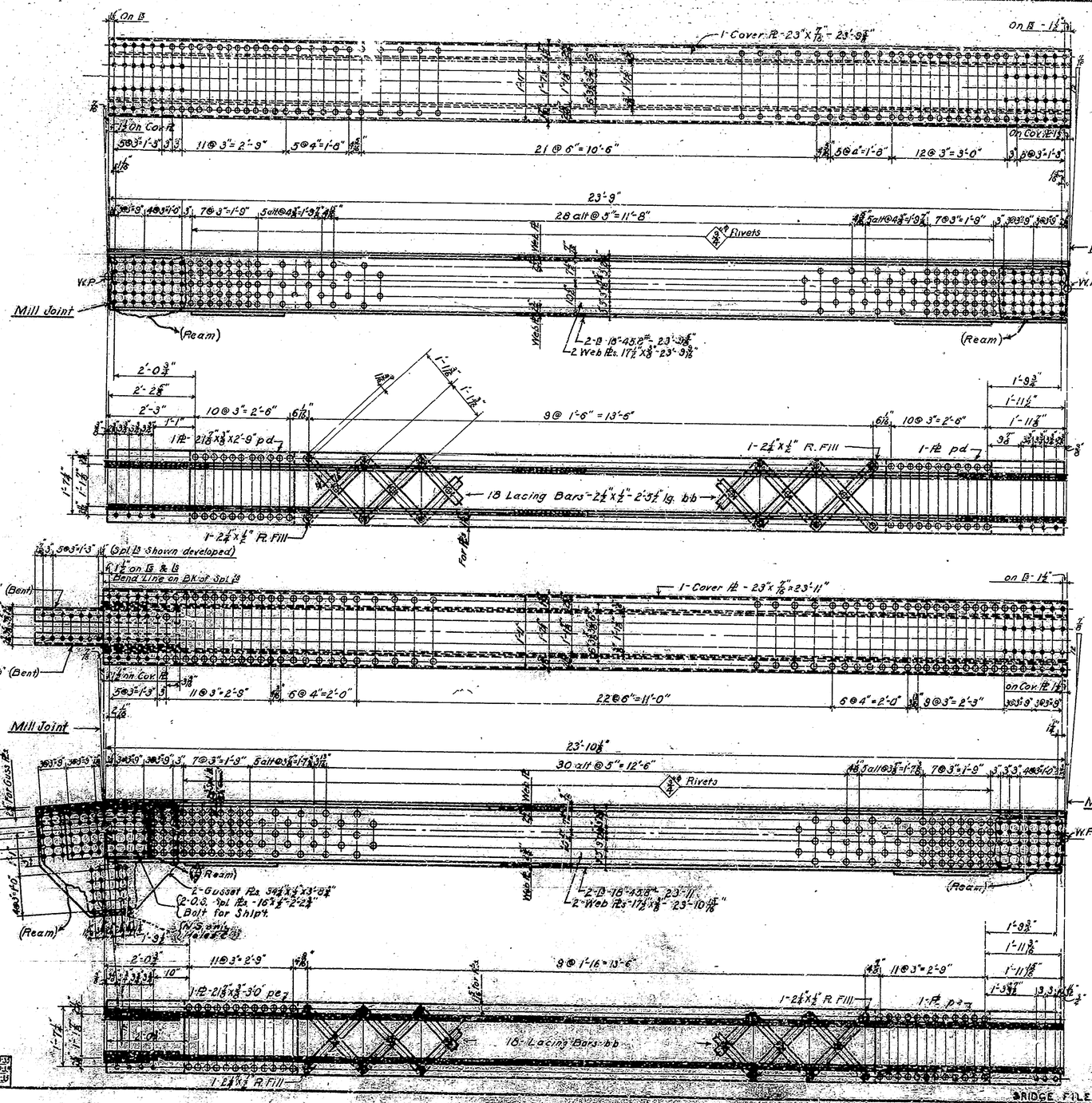
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED A.W.W. 3-1-35 CHKD. R.E.L. 3-19-35
DRAWN J.W.W. 7-15-35 CHKD. C.J.K. 8-17-35
TRACED F.N.R. 8-23-35 CHKD. J.W.W. 10-21-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	ROAD OR STREET No.	PROJECT YEAR	PROJECT No.	TOTAL SHEETS
7	IND.	208	1935	73	220

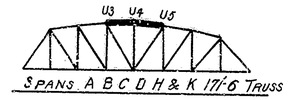
SECTION A



Mill Joint

MAKE 10 TOP CHORD SECTIONS AS SHOWN & NOTED

Mark One A-U3U4-E
Mark One K-U3U4-W
Mark One-B-U3U4W
Mark One-C-U3U4W
Mark One-D-U3U4W
Mark One-B-U3U4E
Mark One-C-U3U4E
Mark One-D-U3U4E
Mark One-H-U3U4E
Mark One-H-U3U4W



SPANS A B C D H & K 171'6 TRUSS

MAKE 10 TOP CHORD SECTIONS AS SHOWN & NOTED

Mark One A-U4U5-E
Mark One K-U4U5-W
Mark One-B-U4U5-W
Mark One-C-U4U5-W
Mark One-D-U4U5-W
Mark One-B-U4U5-E
Mark One-C-U4U5-E
Mark One-D-U4U5-E
Mark One-H-U4U5-E
Mark One-H-U4U5-W

NOTES:-

Rivets 7/8" ø except as noted. For Rivets noted "7/8" Ream" punch 1/2" ø & ream to 15/16" ø and rivet while truss is assembled in shop.
Open Holes - 15/16" ø except as noted. Holes noted "Ream" punch 15/16" ø & ream to 15/16" ø while truss is assembled in shop.
Edge Distances - 1 1/4" Unless noted.
Holes "C" may be either sub punched and reamed or punched 15/16" ø

TOP CHORDS U3U4 U4U5 SPANS B,C,D,H & 171'6" TRUSSES SPANS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 3/4"=1-0 OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 81 OF 173

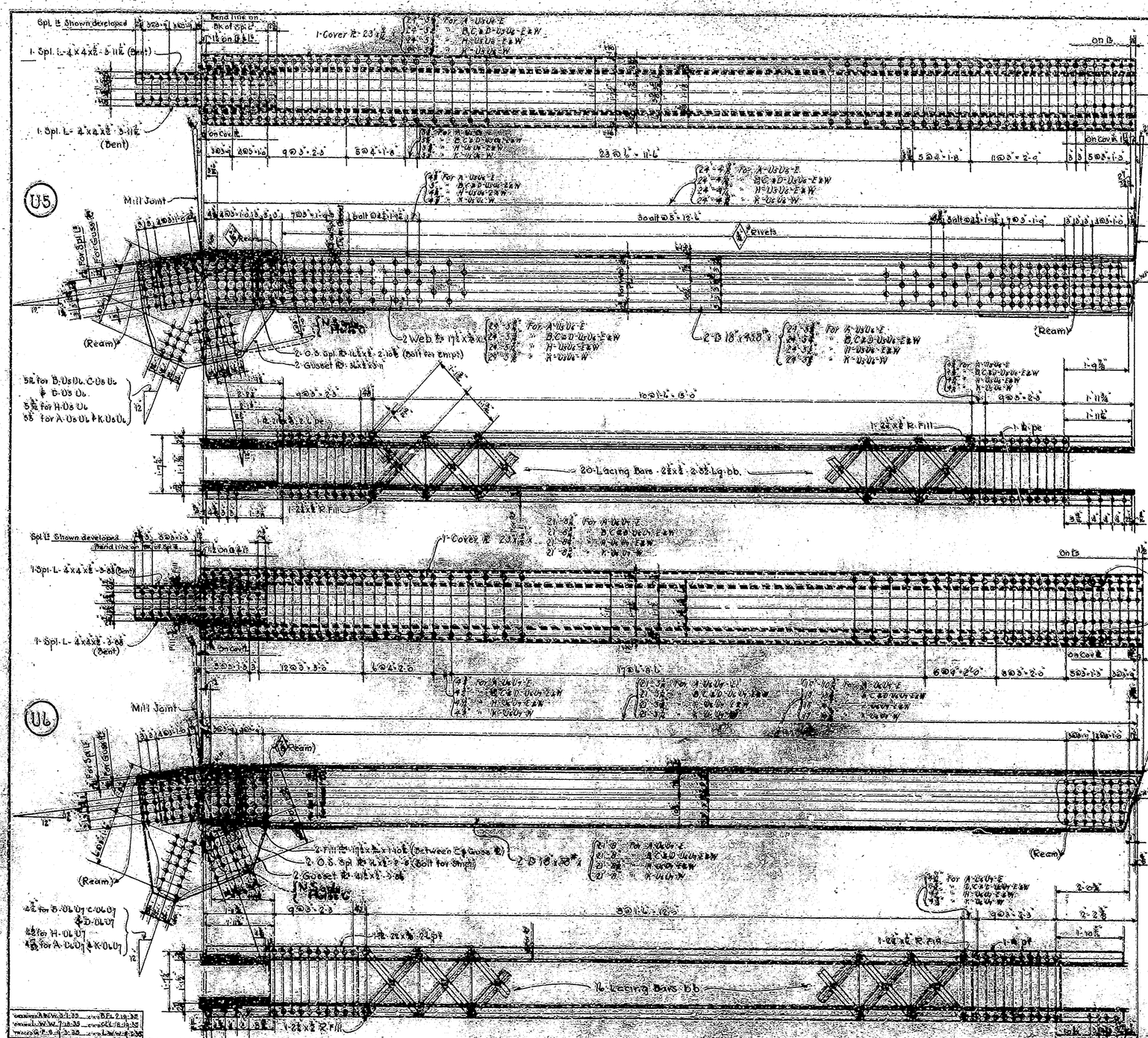
BRIDGE CONTRACT NO. 1224

DESIGNED A.W.W. 7-1-35 B.F.L. 7-1935
DRAWN L.W.W. 7-1935 C.L.L. 8-2035
TRACED A.L.B. 9-3-35 C.W.K. 9-35

BRIDGE FILE 152-K-1031

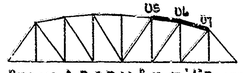
STR. NOS. SHT. NO.	STATE	ROAD OR PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	74	216

SECTION-A



MAKE 10 TOP CHORD SECTIONS AS SHOWN AND NOTED

MARK ONE A-U5U6-E.
MARK ONE K-U5U6-W.
MARK ONE B-U5U6-W
MARK ONE C-U5U6-W
MARK ONE D U5U6-W
MARK ONE B-U5U6-E.
MARK ONE C-U5U6-E.
MARK ONE D-U5U6E.
MARK ONE H-U5U6-E.
MARK ONE H-U5U6-W



~SPANS A B C D H & K 171'-6" TRUSS.~

MAKE 10 TOP CHORD SECTIONS AS SHOWN AND NOTED

MARK ONE A-U6U7-E.
MARK ONE K-U6U7-W
MARK ONE B-U6U7-W
MARK ONE C-U6U7-W
MARK ONE D-U6U7-W
MARK ONE B-U6U7-E
MARK ONE C-U6U7-E
MARK ONE D-U6U7-E
MARK ONE H-U6U7-E.
MARK ONE H-U6U7-W

NOTES:-

Rivets ½" except as noted. For rivets noted ⅝" Ream punch ½" & ream to ⅝" and rivet while truss is assembled in shop.
Open holes ⅝" except as noted. Holes noted Ream punch ½" & ream to ⅝" while truss is assembled in Shop.
Edge distances 1¾" unless noted.
Holes C'sunk may be either subpunched and reamed or drilled.

TOP CHORDS U5U6 & U6U7, SPANS B,C,D, & H'7"-6" TRUSSES SPS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-½"-1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:

PROJECT-W.R.G.M. 206 STATION-
SECTION-A. STRUCTURE NO. 1031
DRAWING-52 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 156-K-1031

FED. ROAD DIST. NO.	STATE	SHEET NO. PROJ. NO.	FINAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1938	75	210

BRIDGES OVER 2% SPAN

SECTION-A

L0

U1

U7

L8

Mill off this portion of 3/8" Cov.Pl.

Mill Joint

Bend Line

Ream

W.P.

MAKE-8-END POSTS AS SHOWN & NOTED

MARK-ONE-B-L0U1-W
" -ONE-C-L0U1-W
" -ONE-D-L0U1-W
" -ONE-H-L0U1-W
" -ONE-B-L0U1-E
" -ONE-C-L0U1-E
" -ONE-D-L0U1-E
" -ONE-H-L0U1-E

SPANS B-C-D & H
171'-6" Truss

MAKE-8-END POSTS AS SHOWN & NOTED

MARK-ONE-B-U7L8-W
" -ONE-C-U7L8-W
" -ONE-D-U7L8-W
" -ONE-H-U7L8-W
" -ONE-B-U7L8-E
" -ONE-C-U7L8-E
" -ONE-D-U7L8-E
" -ONE-H-U7L8-E

NOTES:-

Rivets:- 7/8" ϕ except as noted. For Rivets noted "7/8" ϕ Ream" punch 13/16" ϕ & ream to 15/16" ϕ and rivet while truss is assembled in shop.

Open Holes:- Punch 15/16" ϕ except as noted. Holes noted "Ream" punch 13/16" ϕ & ream to 15/16" ϕ while truss is assembled in shop.

All Edge Distances 1 1/2" unless noted.

END POSTS SPANS B,C,D & H.

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 SECTION:- A

STATION:- STRUCTURE NO. 1031

DRAWING:- 53 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED RFL 4-18-35 ANW 4-22-35
DETAILED LNW 7-29-35 LAH 8-21-35
TRACED RCL 9-25-35 LAH 9-26-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	78	210

SECTION-A.

Holes in Top Flg. Only — Ream — 2-Pls 15"x⅜"x1'-9" pa — (1-R 12"x⅜"x1'-9" pb Top Flg / 1-R 12"x⅜"x1'-9" pc Bolt Flg) — 72-Lacing bars 2¼"x⅛"x2'-3⅛" ba (36 Top 36 Bottom) — 2-Ring Fills 2¼"x5/16" — These holes in Pls pb only

Working Line — 0⅝" for H-LoLiLz-W only — 2-15"@40"=42'-4" — N.S. Only — 2-Gusset Pls 21"x⅜"x14'-0½" — 2-Fills 14¼"x⅜"x1'-9" — 2-15"@40"=42'-0" — 2-Fills 12"x⅜"x1'-0" — 2-Gusset Pls 38"x⅜"x7'-9⅝" pg — 2-Fills 12"x⅜"x2'-0" — 2-Fills 12"x⅜"x1'-0"

2-Ring Fills each Slot N.S. (bolt) ⅞"x2" Slots N.S. Ream F.S.

2-LS 7"x4"x⅜"x7'-3⅝" on bk of L (bent) Remainder of B-LoLiLz-E, C-LoLiLz-E, D-LoLiLz-E, & H-LoLiLz-W same as B-LoLiLz-W, C-LoLiLz-W, D-LoLiLz-W & H-LoLiLz-E

2-Gusset Pls 38"x⅜"x7'-4⅛"

Straighten 1-R 16"x⅜"x2'-0" for B-LoLiLz-W; 1-R 16"x⅛"x2'-0" " C-LoLiLz-W; 1-R 16"x⅜"x2'-0" " D-LoLiLz-W; 1-R 16"x⅛"x2'-0" " H-LoLiLz-E

Ledge on Pls for B-LoLiLz-W & H-LoLiLz-E; for C-LoLiLz-W; for D-LoLiLz-W

Holes "B" (Subpunched)

Top of Shoe — 1-L 6"x6"x⅜"x1'-4" at — Mill Bolts & Rivets 12 at 6"=6'-0" — 12 at 6"=6'-0"

Bend Line on bk of L — 1-L 7"x4"x⅜"x10'-3½" at bk of L (bent) — 1-L 7"x4"x⅜"x10'-3½" at bk of L (bent) — Ream

Holes ⅝ ø — 1-L 7"x4"x⅜"x10'-3½" at

NOTES:-
Rivets - ¾" Unless noted.
Open holes - ⅞" Unless noted.
Reaming: Holes marked "¾" Ream" to be subpunched ⅝" reamed to ¾" and riveted at ——— Holes marked "Ream" to be subpunched ⅞" and reamed to 1⅛" while truss is assembled in the shop.
Holes "B" to be subpunched ⅞" ø and reamed to ⅞" in the field while floor beam is in place.
Edge distance:- 1½" Unless noted.

VIEW A-A

SECTION S-S

MAKE ONE BOTTOM CHORD SECTION MARK B-LoLiLz-W
" ONE " " " " " C-LoLiLz-W
" ONE " " " " " D-LoLiLz-W
" ONE " " " " " H-LoLiLz-E

MAKE 4 BOTTOM CHORD SECTIONS
MARK ONE B-LoLiLz-E
" ONE C-LoLiLz-E
" ONE D-LoLiLz-E
" ONE H-LoLiLz-W

SPAN "B" — SPAN "C" — SPAN "D" — SPAN "H"

BOTTOM CHORDS LoLiLz SPANS B-C-D & H.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 — STATION:-
SECTION:- A. — STRUCTURE NO. 1031
DRAWING:- 54 OF 173

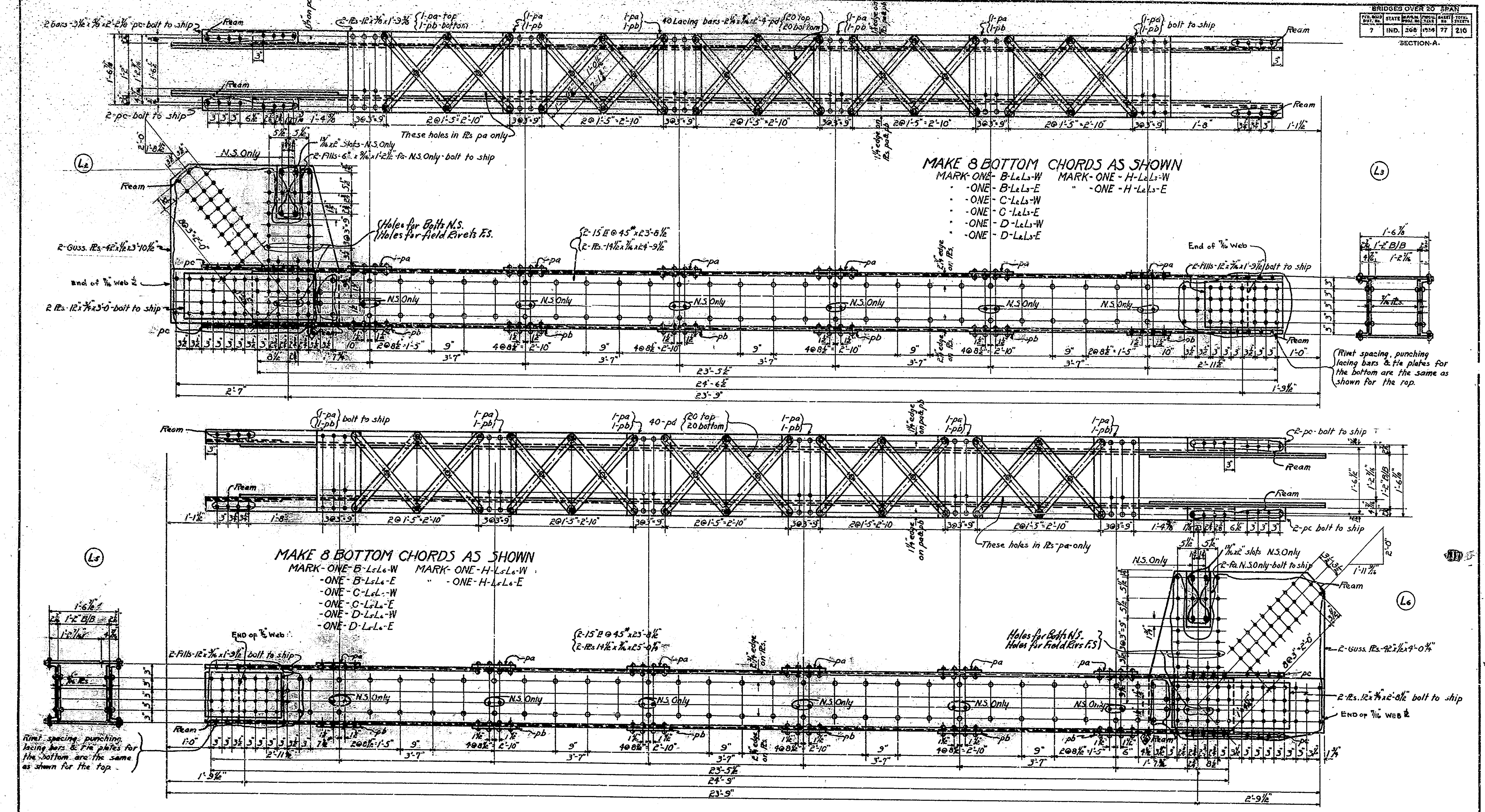
BRIDGE CONTRACT NO. 1224

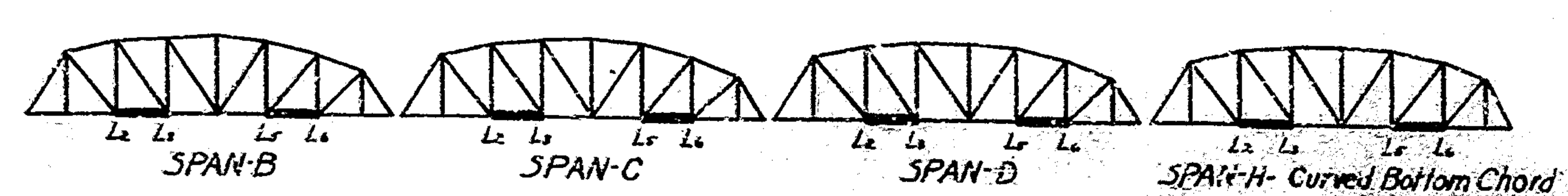
BRIDGE FILE 152-K-1031

DESIGNED C.A.M. 4-2-35 — DRAWN S.W.M. 3-15
TRACED W.C.E. 3-23-35 — CHKD. L.B.M. 3-15
TRACED A.L.B. 3-23-35 — CHKD. W.C.E. 3-23

BRIDGES OVER 20 SPAN					
FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	77	210

SECTION-A.





DESIGNED G.I.K. 4-8-35 CK'D B.F.L. 4-13-35
DRAWN W.C. E.B. 6-15-35 CK'D B.F.L. 8-24-35
TRACED F.H.R. 9-6-35 CK'D B.F.L. 9-6-35

NOTE:

Rivets:-¾"ϕ except as noted.
For rivets noted "To Ream" punch 13/16" and ream to 15/16" and rivet while truss is assembled in shop.
Open Holes:-13/16"ϕ except as noted.
Holes noted "Ream" punch 13/16" and ream to 15/16" while truss is assembled in shop.
All edge distances 1½" unless otherwise noted.

BOTTOM CHORDS L_2L_3 & L_5L_6 SPANS B,C,D,H.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature]

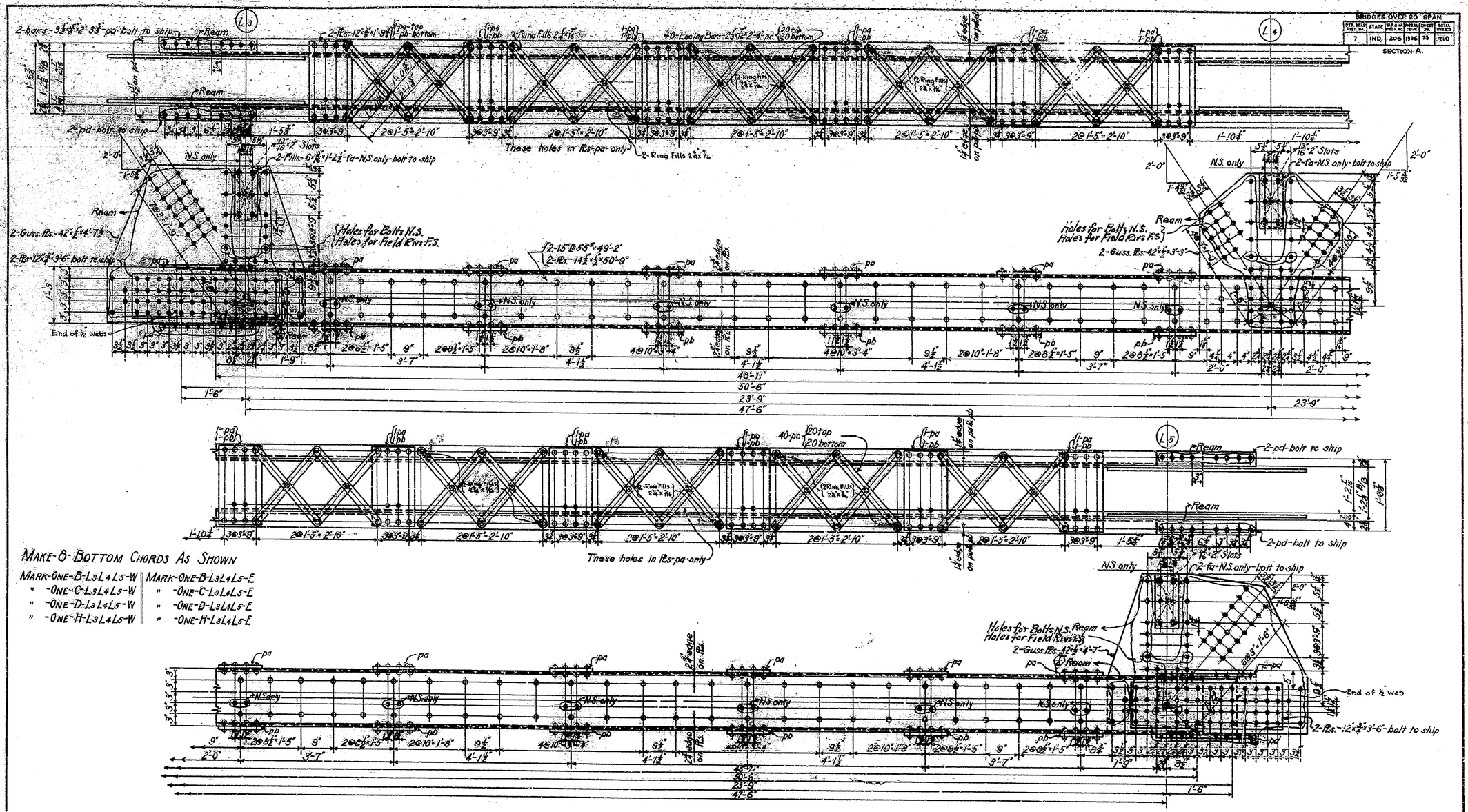
PROJECT:-W.P.G.M.206
SECTION:-A.
STATION:-
STRUCTURE NO. 1031
DRAWING:- 55 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN

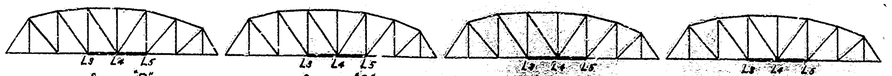
FED. ROAD DIST. NO.	STATE	ROAD or PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	78	210

SECTION-A.



MAKE-8-BOTTOM CHORDS AS SHOWN

MARK-ONE-B-L3L4L5-W	MARK-ONE-B-L3L4L5-E
" -ONE-C-L3L4L5-W	" -ONE-C-L3L4L5-E
" -ONE-D-L3L4L5-W	" -ONE-D-L3L4L5-E
" -ONE-H-L3L4L5-W	" -ONE-H-L3L4L5-E



DESIGNED G.L.K. 7-18-35 CHK'D B.E.L. 7-18-35
DETAILED K.C.E. 8-16-35 CHK'D B.F.L. 8-22-35
TRACED A.G.L. 9-9-35 CHK'D W.C.F. 9-9-35

NOTE:-
Rivets:- ⅞" ø except as noted. For rivets noted "⅞" Ream" punch ⅞" and ream to 15/16" and rivet while truss is assembled in shop.
Open Holes:- 13/16" ø except as noted. Holes noted "Ream" punch ⅞" and ream to 15/16" while truss is assembled in shop.
All edge distances 1½" unless otherwise noted.

BOTTOM CHORDS L3L4L5, SPANS B-C-D & H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

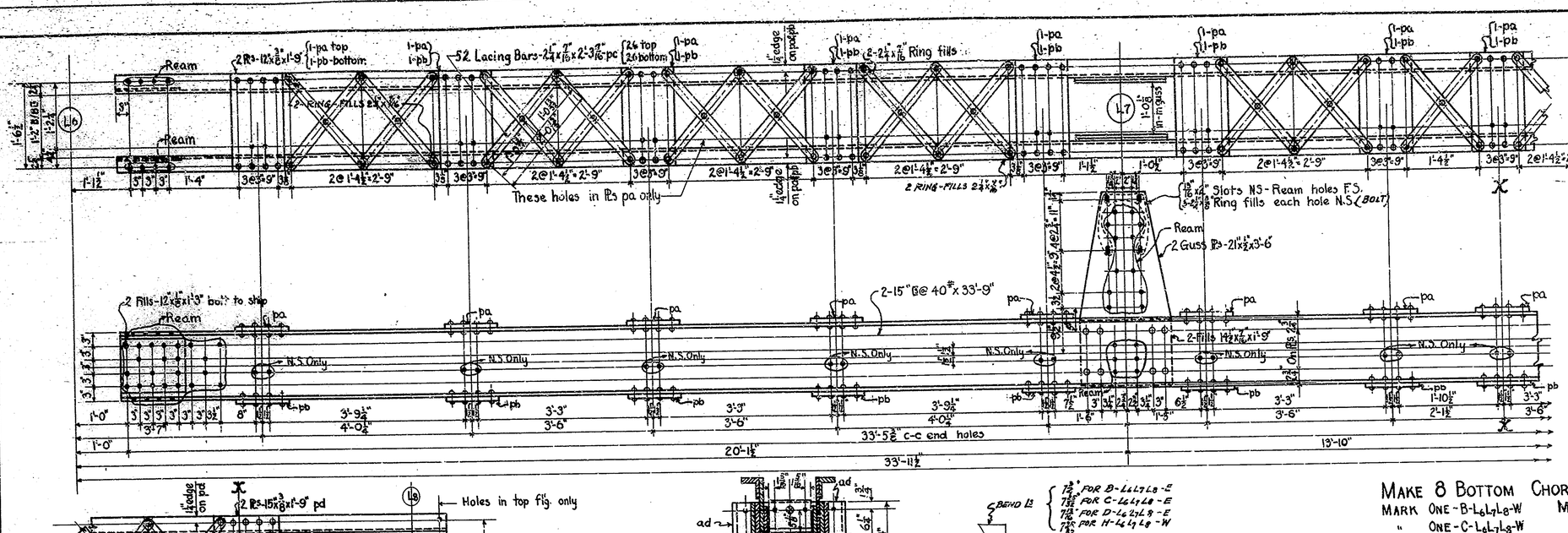
PROJECT:-W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 56 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN

DES. BOARD KEY NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	78	210

SECTION-A.



MAKE 8 BOTTOM CHORDS AS SHOWN

MARK		MARK	
ONE - B-L6L7L8-W		ONE - B-L6L7L8-E	
" ONE - C-L6L7L8-W		" ONE - C-L6L7L8-E	
" ONE - D-L6L7L8-W		" ONE - D-L6L7L8-E	
" ONE - H-L6L7L8-E		" ONE - H-L6L7L8-W	

NOTE:

Rivets:- 3/4" ϕ Unless noted.

Open holes- 13/16" ϕ Unless noted.

Reaming- Rivets marked "7/8" Ream" to be subpunched 13/16" ϕ, reamed to 15/16" ϕ and riveted in shop.

Holes marked "Ream" to be subpunched 13/16" ϕ and reamed to 15/16" ϕ while truss is assembled in the shop.

Holes "B" to be subpunched 13/16" ϕ and reamed to 15/16" ϕ in the field while Floor Beam is in place.

Edge distance 1 1/2" unless noted.

SPAN "B" SPAN "C" SPAN "D" SPAN "H"

Remainder of {B-L6L7L8-E, C-L6L7L8-E, D-L6L7L8-E, H-L6L7L8-W} same as {B-L6L7L8-W, C-L6L7L8-W, D-L6L7L8-W, H-L6L7L8-E}

BOTTOM CHORDS L6L7L8 SPANS B-C-D & H.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"= 1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-

SECTION:- A STRUCTURE NO. 1031

DRAWING:- 57 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED G.L.K. 9/15/35 CHKD. B.E.H. 9/15/35

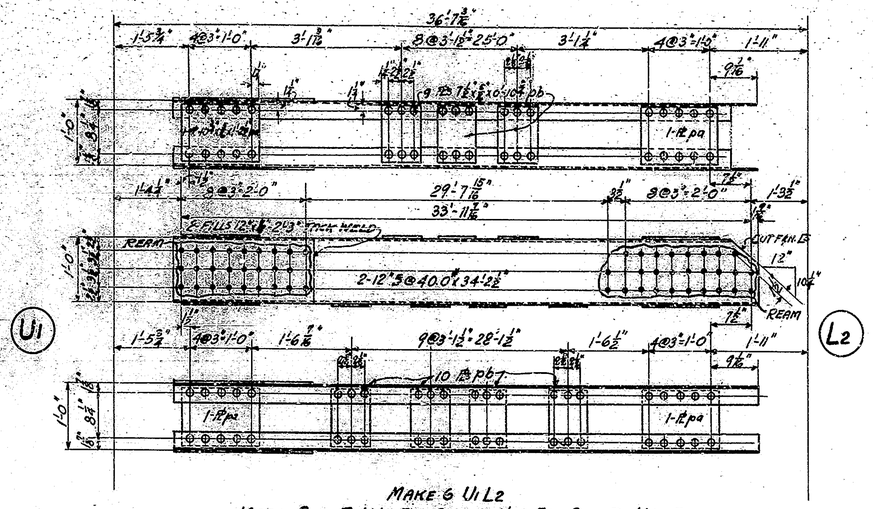
DRAWN W.C.E. 9/15/35 CHKD. B.E.H. 9/15/35

TRACED W.C.E. 9/15/35 CHKD. B.E.H. 9/15/35

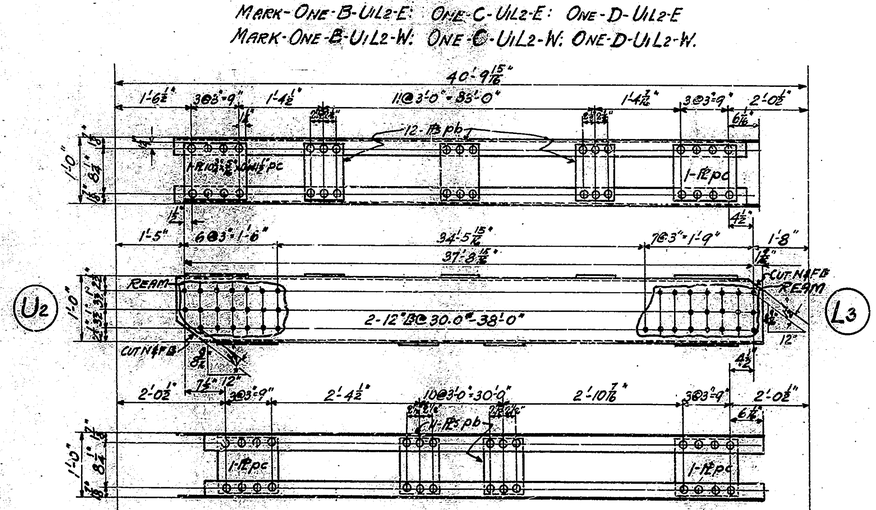
BRIDGES OVER 20' SPAN.

FED. ENGR. DIST. No.	STATE	MCR.F.A.C. PROJ. No.	PROJ. YEAR	DIST. No.	TOTAL SHEETS
7	IND.	206	1936	60	210

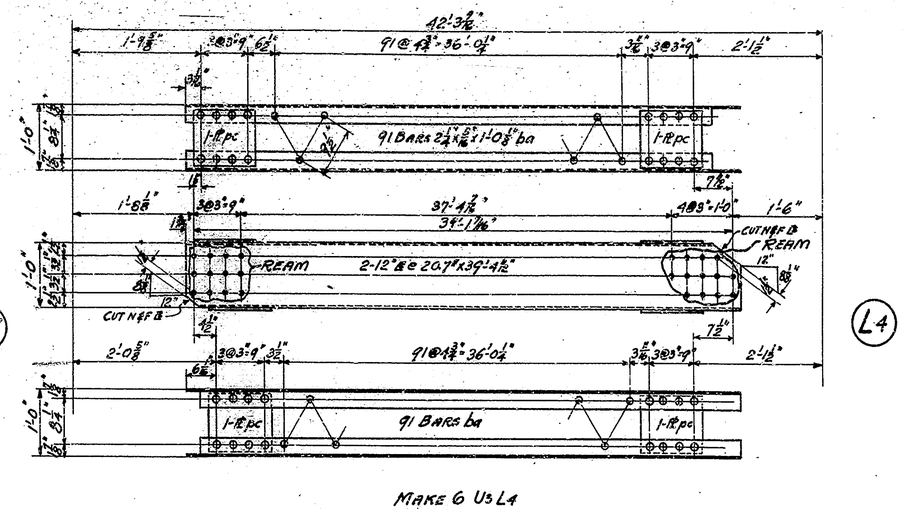
SECTION A.



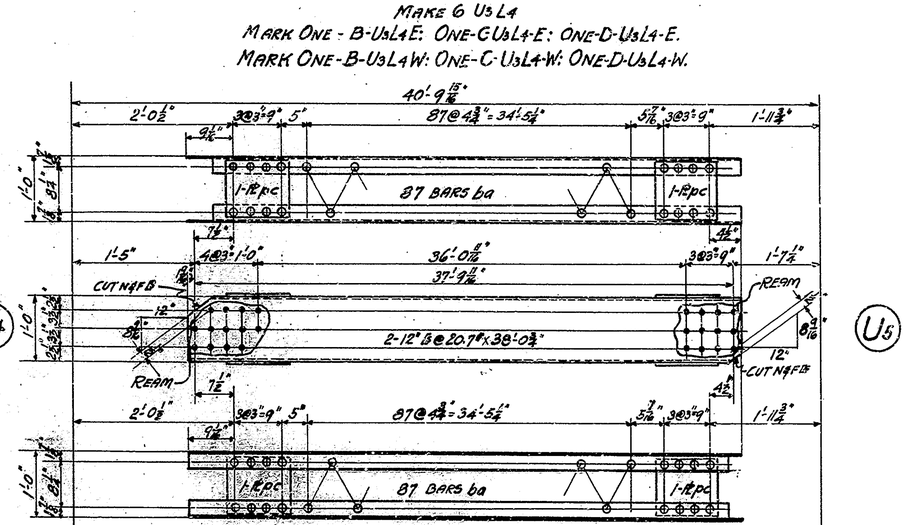
MAKE 6 U1L2
MARK-ONE-B-U1L2-E: ONE-C-U1L2-E: ONE-D-U1L2-E
MARK-ONE-B-U1L2-W: ONE-C-U1L2-W: ONE-D-U1L2-W.



MAKE 6 U2L3
MARK-ONE-B-U2L3-E: ONE-C-U2L3-E: ONE-D-U2L3-E
MARK-ONE-B-U2L3-W: ONE-C-U2L3-W: ONE-D-U2L3-W.

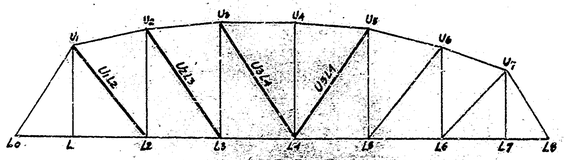


MAKE 6 U3L4
MARK ONE - B-U3L4E: ONE-C-U3L4-E: ONE-D-U3L4-E.
MARK ONE-B-U3L4W: ONE-C-U3L4-W: ONE-D-U3L4-W.



MAKE 6-U5L4
MARK-ONE-B-U5L4-E: ONE C-U5L4-E: ONE-D-U5L4-E
MARK-ONE-B-U5L4-W: ONE-C-U5L4-W: ONE-D-U5L4 W.

NOTE:
RIVETS-7/8"ø
HOLES-15/16"ø UNLESS NOTED
HOLES NOTED "REAM" PUNCH 13/16" AND REAM TO 15/16"
WHILE TRUSS IS ASSEMBLED IN SHOP.



SPANS B-C & D

DIAGONALS U1L2,U2L3,U3L4,U5L4, SPANS B, C, D.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1933

RECOMMENDED FOR APPROVAL:- ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 38 OF 173

BRIDGE CONTRACT NO. 1224

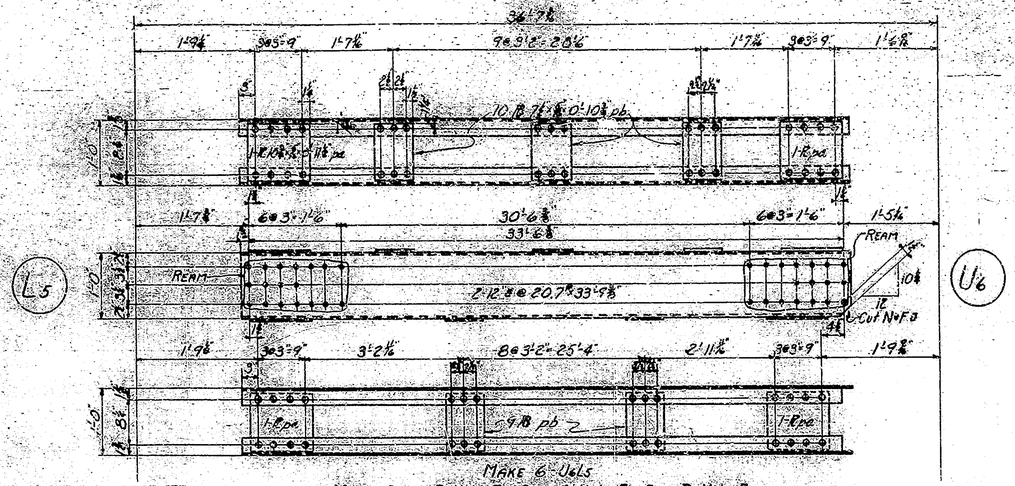
BRIDGE FILE 152-K-1031

DESIGNED G.L.K. 4-5-35 — BY:- 4-9-35
DRAWN J.A.T. 6-7-35 — CH. J.A.F. 6-24-35
TRACED Th.R. 8-28-35 — CH. J.A.F. 8-29-35

BRIDGES OVER OHIO RIVER

FED. AID PROJ. NO.	STATE	ROAD OR STREET	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	206	1031	61	210

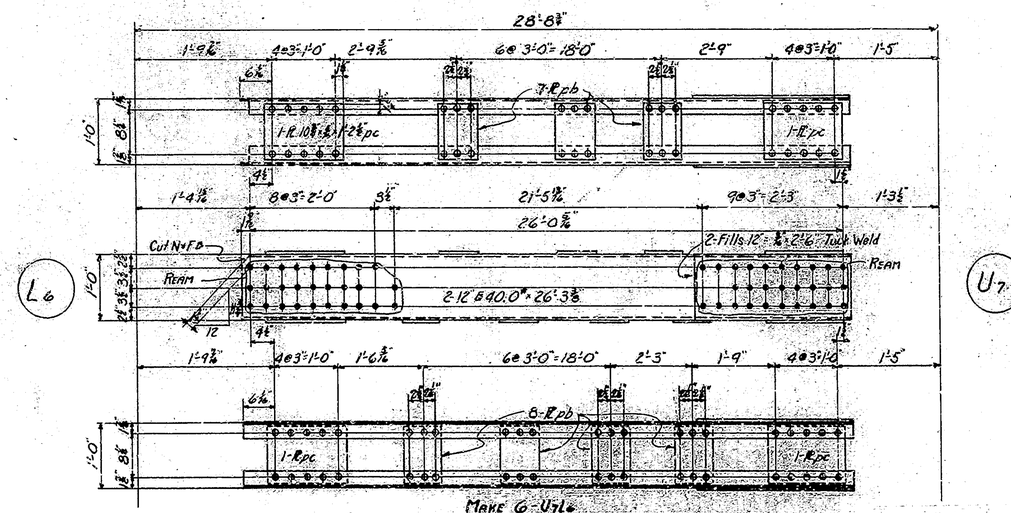
SECTION A



MAKE 6 U6L5

MARK-One-B-U6L5-E: One-C-U6L5-E: One-D-U6L5-E

MARK-One-B-U6L5-W: One-C-U6L5-W: One-D-U6L5-W

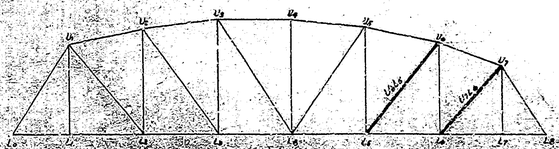


MAKE 6 U7L6

MARK-One-B-U7L6-E: One-C-U7L6-E: One-D-U7L6-E

MARK-One-B-U7L6-W: One-C-U7L6-W: One-D-U7L6-W

NOTE:-
Rivets-⅞"ø
Holes 1⅛" unless noted
Holes noted "Ream" punched ⅞" and reamed to 1⅛" while truss is assembled in shop.



SPANS B-C-D

DIAGONALS U6L5-E,U7L6, SPANS B,C,D.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"-0" OCTOBER 18 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.206 STATION:-
SECTION:-A STRUCTURE NO. 1031
DRAWING:-59 OF 175

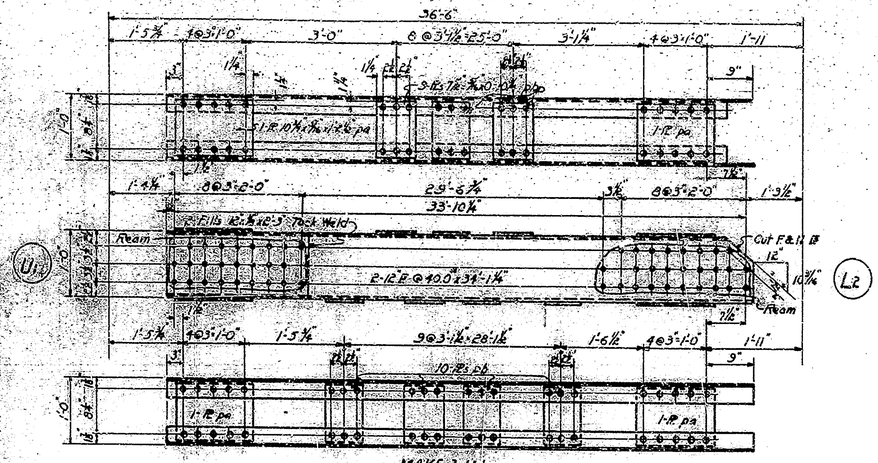
BRIDGE CONTRACT NO.1224

BRIDGE FILE 182-K-1031

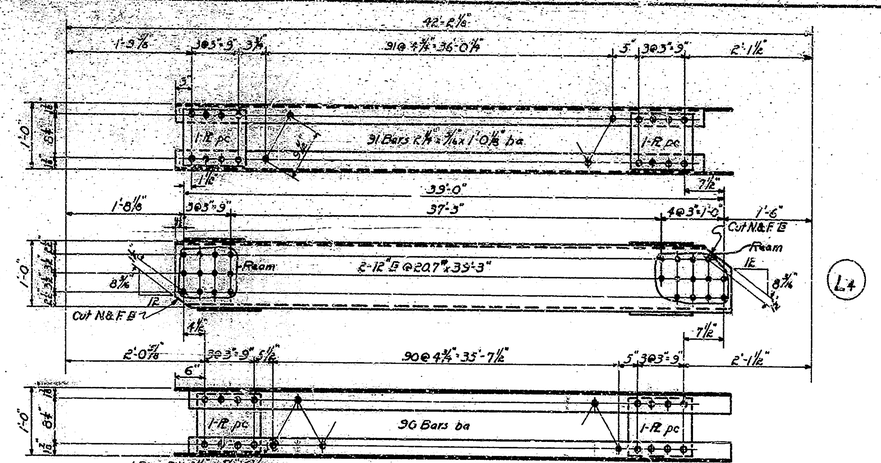
DESIGNED A.I.K. 5-5-35 CHK'D E.F.L. 5-9-35
DRAWN J.B.T. 8-21-35 CHK'D C.A.F. 8-23-35
TRACED J.B.T. 8-21-35 CHK'D C.A.F. 8-23-35

BRIDGES OVER 20' SPAN						
FED. ROAD DIST. No.	STATE	ROAD SYSTEM PROJ. No.	STRUCTURE NUMBER	LAYOUT SHT. No.	TOTAL SHEETS
7	IND.	208	1032	82	210

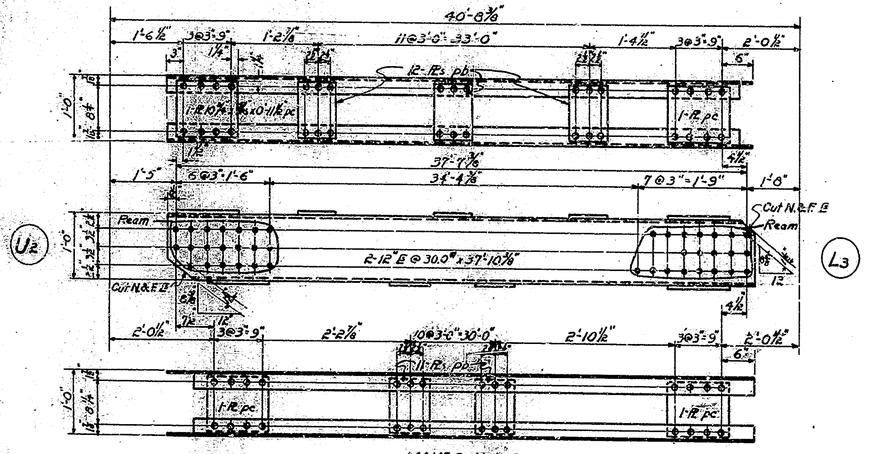
SECTION-A.



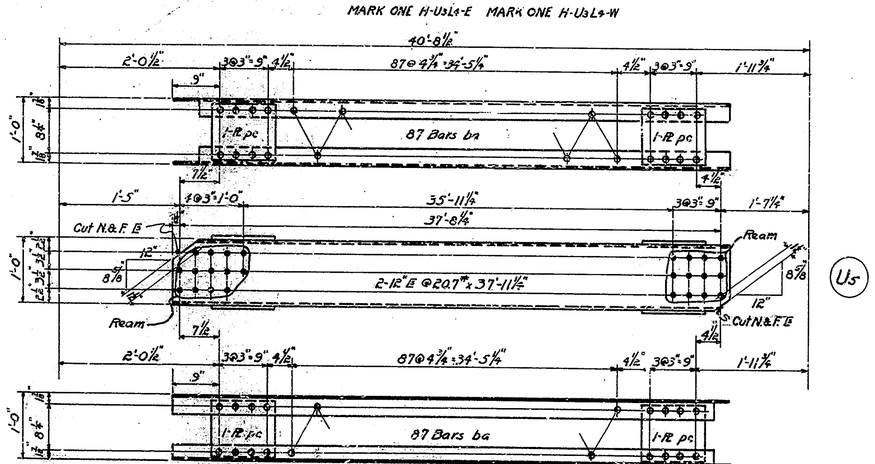
MAKE 2 U1L2
MARK ONE -H-U1L2-E MARK ONE -H-U1L2-W



MAKE 2 U3L4
MARK ONE H-U3L4-E MARK ONE H-U3L4-W

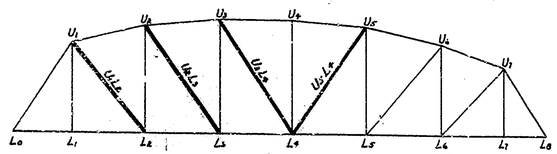


MAKE 2 U2L3
MARK ONE H-U2L3-E MARK ONE H-U2L3-W



MAKE 2 U4L4
MARK ONE H-U4L4-E MARK ONE H-U4L4-W

NOTE:
Rivets: ⅞"ø.
Holes: 15/16"ø unless noted.
Holes Noted "Ream" punch 13/16"ø & ream to 15/16"ø while truss is assembled in shop.



SPAN H

DESIGNED GLK 4-11-35 CHKD ABL 5-15-35
DRAWN A.T. 8-16-35 CHKD C.A.F. 8-21-35
TRACED F.H.R. 2-4-36 CHKD L.K.K. 2-6-36

DIAGONALS U1L2,U2L3,U3L4,U4L4 SPAN H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½"=1'-0" OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:-

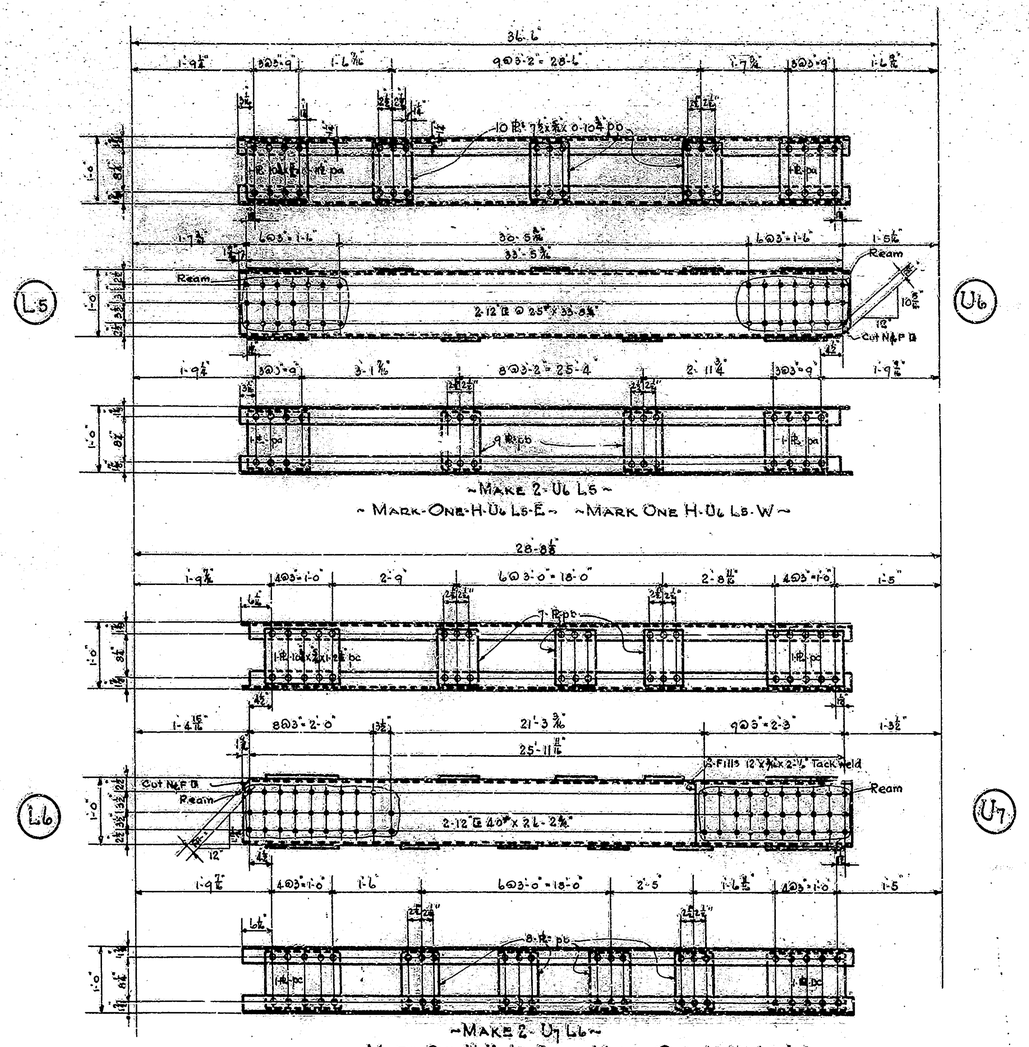
PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 80 OF 173

BRIDGE FILE 152-K-1031 BRIDGE CONTRACT NO. 1224

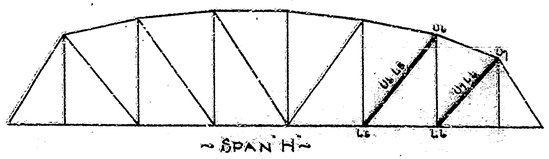
BRIDGES OVER 20' SPAN

CO. NO.	STATE	HIGHWAY NO.	SECT. NO.	SHEET NO.
7	IND.	206	1936	83	210

SECTION-A.



Notes:-
Rivets ⅞"ø
Holes ⅞" unless noted.
Holes noted "Ream" punch ⅝" and reamed to ⅞" while truss is assembled in Shop.



~SPAN H~

DIAGONALS U6L5 & U7L6 SPAN H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M. 206 STATION:-
SECTION:-A. STRUCTURE NO. 1031
DRAWING:-61 OF 173
BRIDGE CONTRACT NO. 1224

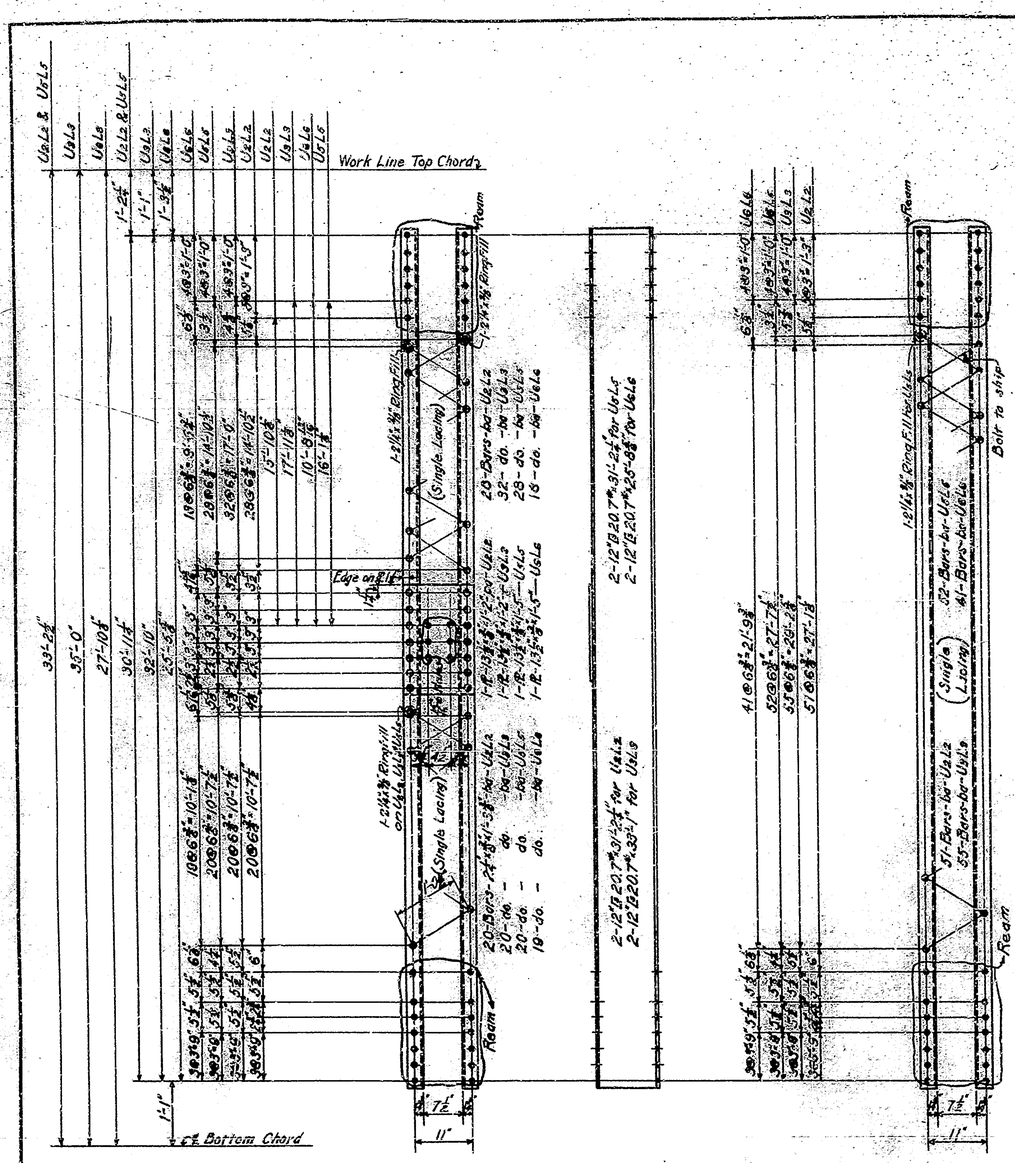
BRIDGE FILE 152-K-1031

DESIGNED	G.L.N.	4-5-35	CHK'D
DRAWN	J.A.T.	8-19-35	CHK'D
TRACED	G.F.S.	9-10-35	CHK'D

FED. ROAD REF. No.	STATE	SHEET NO.	TOTAL SHEETS
7	IND.	206	216

SHIELDS OVER 20' SPAN.

SECTION-A.



MAKE-6-U2L2	MARK
One-B-U2L2-E	
One-B-U2L2-W	
One-C-U2L2-E	
One-C-U2L2-W	
One-D-U2L2-E	
One-D-U2L2-W	

MAKE-6-U2L3	MARK
One-B-U2L3-E	
One-B-U2L3-W	
One-C-U2L3-E	
One-C-U2L3-W	
One-D-U2L3-E	
One-D-U2L3-W	

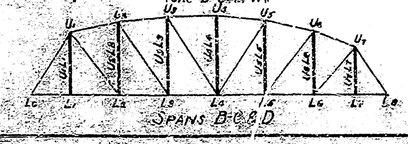
MAKE-6-U2L5	MARK
One-B-U2L5-E	
One-B-U2L5-W	
One-C-U2L5-E	
One-C-U2L5-W	
One-D-U2L5-E	
One-D-U2L5-W	

MAKE-6-U2L6	MARK
One-B-U2L6-E	
One-B-U2L6-W	
One-C-U2L6-E	
One-C-U2L6-W	
One-D-U2L6-E	
One-D-U2L6-W	

MAKE-6-U1L7	MARK
One-B-U1L7-E	
One-B-U1L7-W	
One-C-U1L7-E	
One-C-U1L7-W	
One-D-U1L7-E	
One-D-U1L7-W	

MAKE-6-U1L7	MARK
One-B-U7L7-E	
One-B-U7L7-W	
One-C-U7L7-E	
One-C-U7L7-W	
One-D-U7L7-E	
One-D-U7L7-W	

MAKE-6-U4L4	MARK
One-B-U4L4-E	
One-B-U4L4-W	
One-C-U4L4-E	
One-C-U4L4-W	
One-D-U4L4-E	
One-D-U4L4-W	



SPANS B-C & D

NOTE:- All edge distances 1½" unless noted.
Rivets:- ⅞"ϕ
Holes:- 1⅛"ϕ except as noted.
-Holes noted "Ream" punch to 1/16" and ream to 1⅛"ϕ while truss is assembled in shop.

VERTICALS SPANS B,C,D.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:-

DIRECTOR OF BRIDGES

PROJECT:- W.P.G.M.208 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 62 OF 173

BRIDGE CONTRACT NO. 1224

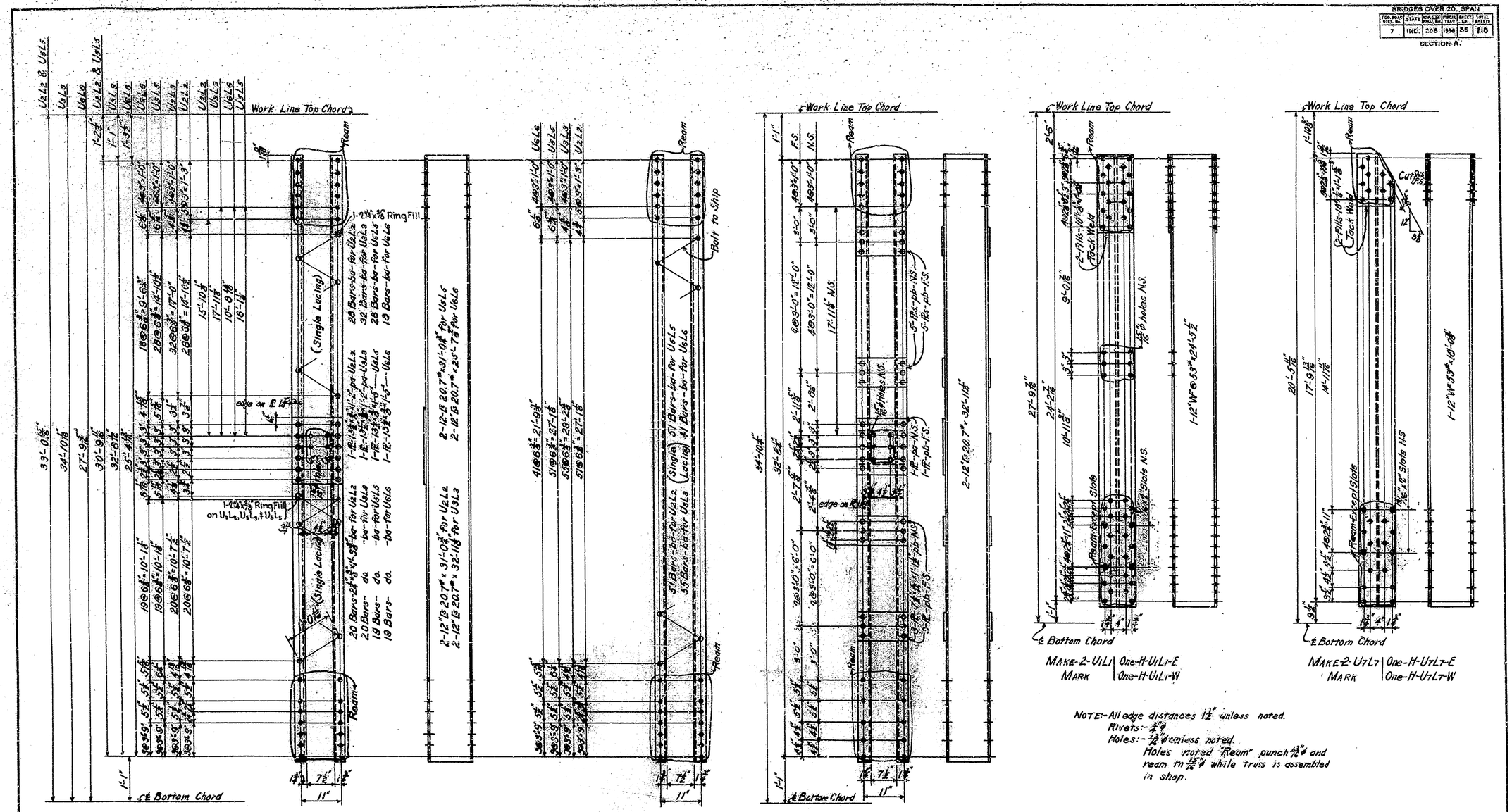
BRIDGE FILE 152-K-1031

DLK 4-1-35	DFL 4-8-35	JAT 8-5-35	DFL 8-21-35
AGL 8-23-35	JATB 29-35		

BRIDGES OVER 20' SPAN

FED. ROAD DIST. NO.	STATE	ROAD OR PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	85	210

SECTION A.



NOTE:- All edge distances 1½" unless noted.
Rivets:- ⅞"ϕ
Holes:- ⅞"ϕ unless noted.
Holes noted "Ream" punch ½"ϕ and ream to ⅞"ϕ while truss is assembled in shop.

VERTICALS SPAN H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 69 OF 173

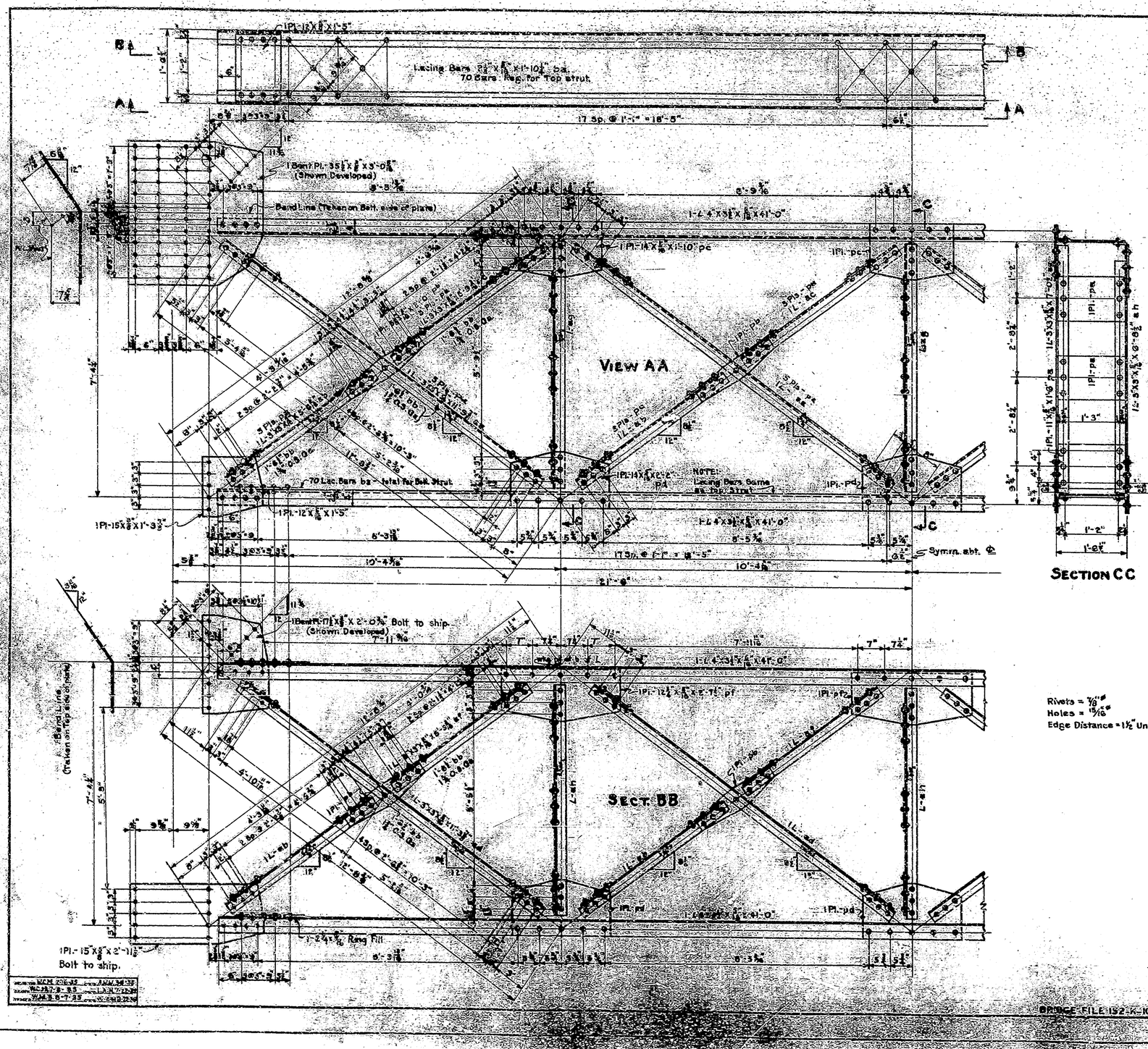
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DES. IN CHG. A.W.W. 2-14-35 B.F.I. 3-1-35
DRAWN BY LAT. 5-12-36 CHKD. B.F.I. 5-14-36
TRACED BY A.G.L. 6-9-36 CHKD. B.F.I. 6-11-36

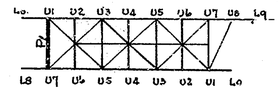
BRIDGES OVER 20' SPAN					
STATE DIST. No.	STATE	ROAD NO. OR STR. No.	YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1934	88	210

SECTION A.



MAKE 2 PORTALS { MARK ONE-A-P1 / MARK ONE-K-P1

Rivets = ⅞"
Holes = 15/16"
Edge Distance = 1½" Unless Noted.



~ SPANS A & K ~

PORTAL P1 SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.206 STATION:-
SECTION:-A. STRUCTURE NO. 1031
DRAWING:-84 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	MAP OR PROJECT SECT.	SHEET No.	TOTAL SHEETS	
7	IND.	206	1032	67	210

SECTION-A

Cut Main plate and bend as shown
Insert triangular plate 12 3/8 X 1'-8 5/8
and weld in place to dimensions shown.

15 ent Pl-3 G 1/8 x 3'-8 15/16" (Shown Developed)
Bend Lines taken on Bolt Side of plate.

NEAR SIDE DETAIL

Sect KK

15 ent Pl-17 3/4 x 2'-8 1/8" (Same as Shop)
(Shown Developed)
Bend Lines taken on top side of plate.

FAR SIDE DETAIL

Cut Main Plate and bend as shown
Insert triangular plate 5 1/8 x 1'-0 11/16"
and weld in place to dimensions shown

Sect MM

Side of plate next to strut is must be chipped or ground smooth

Bevel Edges

Weld

Bend Line

Sect EE

Sect DD

NOTE:-
All cuts at welded joints are shown exact to bend line or intersection. Allowance must be made for necessary spread for weld as suggested above.

Bend Line taken on topside of Plate

FAR SIDE DETAIL

15 ent Pl. 18 3/4 x 2'-5" (Shown Developed) Bolt to ship

Sect BB.

Sect AA

Bend Lines taken on Bolt Side of Plate

NEAR SIDE DETAIL

12 ent Pl-10 1/2 x 3'-0 3/4" (Shown Developed) Bolt to ship

FAR SIDE DETAIL

Make 10-Pa Mark	Make 10-Pb Mark	Make 10-Pd Mark	Make 10-Pg Mark	Make 10-Pj Mark	Make 20-Pm Mark	Make 10-Pp Mark
1-A-Pa	1-A-Pb	1-A-Pd	1-A-Pg	1-A-Pj	2-A-Pm	1-A-Pp
2-B-Pa	2-B-Pb	2-B-Pd	2-B-Pg	2-B-Pj	4-B-Pm	2-B-Pp
2-C-Pa	2-C-Pb	2-C-Pd	2-C-Pg	2-C-Pj	4-C-Pm	2-C-Pp
2-D-Pa	2-D-Pb	2-D-Pd	2-D-Pg	2-D-Pj	4-D-Pm	2-D-Pp
2-H-Pa	2-H-Pb	2-H-Pd	2-H-Pg	2-H-Pj	4-H-Pm	2-H-Pp
1-K-Pa	1-K-Pb	1-K-Pd	1-K-Pg	1-K-Pj	2-K-Pm	1-K-Pp

Make 10-Pc Mark	Make 10-Pf Mark	Make 10-Ph Mark	Make 10-Pk Mark	Make 10-Pn Mark
1-A-Pc	1-A-Pf	1-A-Ph	1-A-Pk	1-A-Pn
2-B-Pc	2-B-Pf	2-B-Ph	2-B-Pk	2-B-Pn
2-C-Pc	2-C-Pf	2-C-Ph	2-C-Pk	2-C-Pn
2-D-Pc	2-D-Pf	2-D-Ph	2-D-Pk	2-D-Pn
2-H-Pc	2-H-Pf	2-H-Ph	2-H-Pk	2-H-Pn
1-K-Pc	1-K-Pf	1-K-Ph	1-K-Pk	1-K-Pn

Rivets 7/8"
Open Holes 1 1/16"
Edge Distance = 1 1/2 Unless Noted.

PORTAL SPANS A-B-C-D-H & K

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206
SECTION:- A.
DRAWING: 68 OF 193

STATION:- STRUCTURE NO. 1031

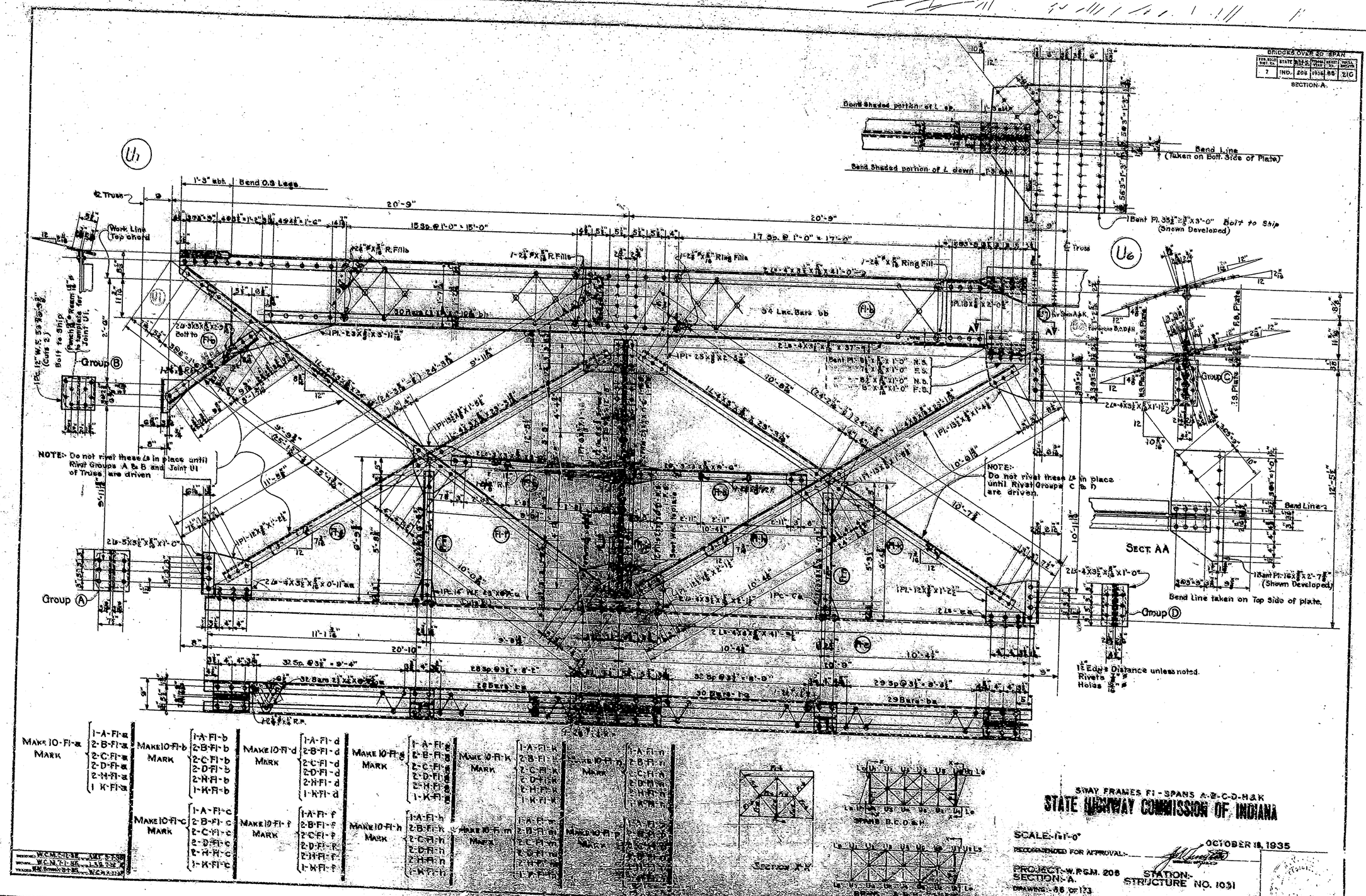
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

FED. ROAD SYST. NO.	STATE	ROUTE NO.	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	86	210

BRIDGES OVER 30' SPAN

SECTION-A.

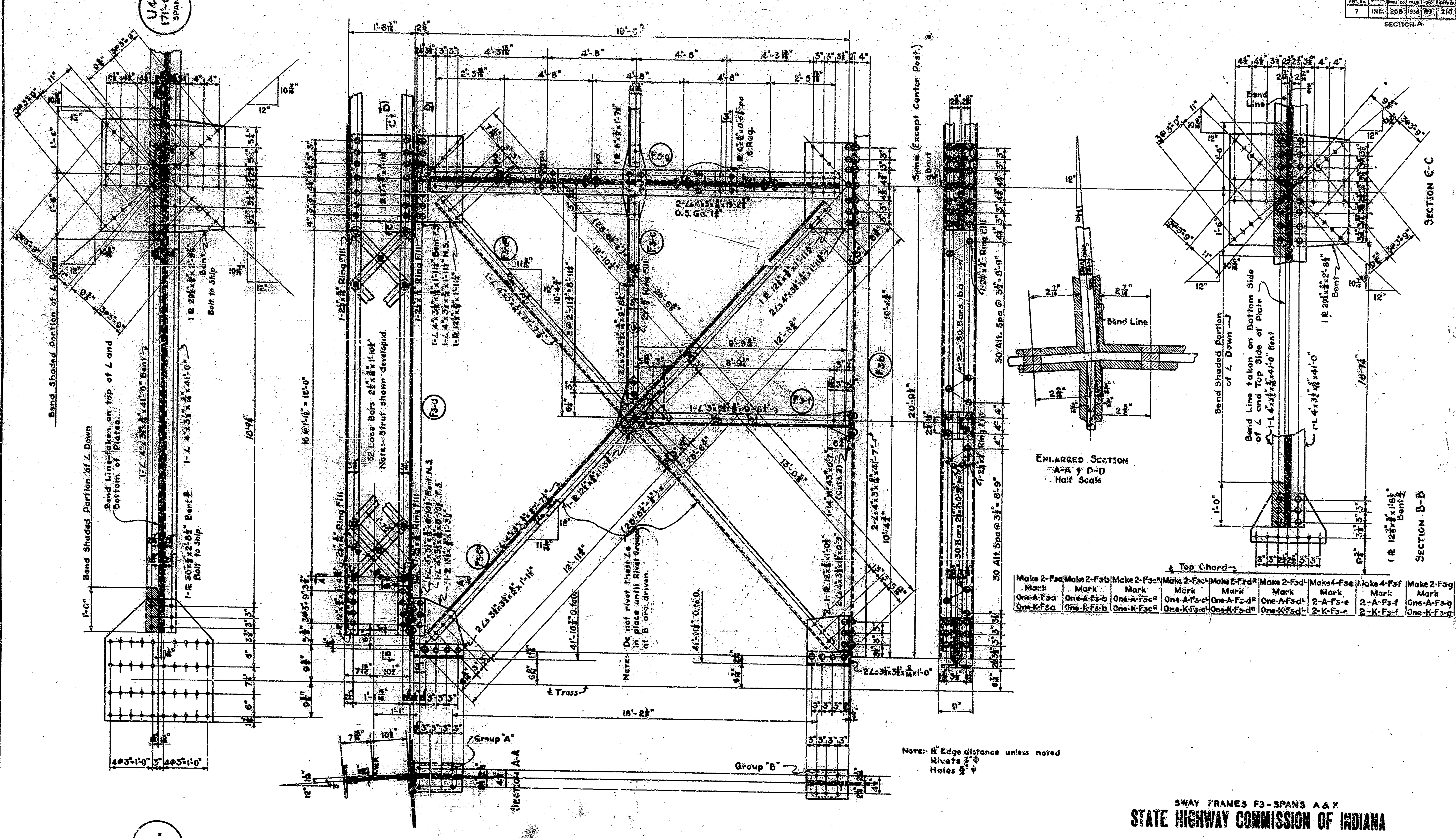


MARK											
MAKE 10-F1-a	1-A-F1-a	2-B-F1-a	2-C-F1-a	2-D-F1-a	2-H-F1-a	1-K-F1-a					
MAKE 10-F1-b	1-A-F1-b	2-B-F1-b	2-C-F1-b	2-D-F1-b	2-H-F1-b	1-K-F1-b					
MAKE 10-F1-c	1-A-F1-c	2-B-F1-c	2-C-F1-c	2-D-F1-c	2-H-F1-c	1-K-F1-c					
MAKE 10-F1-d	1-A-F1-d	2-B-F1-d	2-C-F1-d	2-D-F1-d	2-H-F1-d	1-K-F1-d					
MAKE 10-F1-f	1-A-F1-f	2-B-F1-f	2-C-F1-f	2-D-F1-f	2-H-F1-f	1-K-F1-f					
MAKE 10-F1-g	1-A-F1-g	2-B-F1-g	2-C-F1-g	2-D-F1-g	2-H-F1-g	1-K-F1-g					
MAKE 10-F1-h	1-A-F1-h	2-B-F1-k	2-C-F1-h	2-D-F1-h	2-H-F1-h	1-K-F1-h					
MAKE 10-F1-k	1-A-F1-k	2-B-F1-k	2-C-F1-k	2-D-F1-k	2-H-F1-k	1-K-F1-k					
MAKE 10-F1-m	1-A-F1-m	2-B-F1-m	2-C-F1-m	2-D-F1-m	2-H-F1-m	1-K-F1-m					
MAKE 10-F1-n	1-A-F1-n	2-B-F1-n	2-C-F1-n	2-D-F1-n	2-H-F1-n	1-K-F1-n					
MAKE 10-F1-p	1-A-F1-p	2-B-F1-p	2-C-F1-p	2-D-F1-p	2-H-F1-p	1-K-F1-p					

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	W.P.G.M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	89	210

SECTION A



Make 2-F3a Mark	Make 2-F3b Mark	Make 2-F3c^R Mark	Make 2-F3c^L Mark	Make 2-F3d^R Mark	Make 2-F3d^L Mark	Make 4-F3e Mark	Make 4-F3f Mark	Make 2-F3g Mark
One-A-F3a	One-A-F3-b	One-A-F3c^R	One-A-F3-c^L	One-A-F3-d^R	One-A-F3d^L	2-A-F3-e	2-A-F3-f	One-A-F3-g
One-K-F3a	One-K-F3-b	One-K-F3c^R	One-K-F3-c^L	One-K-F3-d^R	One-K-F3d^L	2-K-F3-e	2-K-F3-f	One-K-F3-g

Note:- 1 1/4" Edge distance unless noted
Rivets 7/8" φ
Holes 15/16" φ

SWAY FRAMES F3 - SPANS A & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature] ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:-

SECTION:- A. STRUCTURE NO. 1031

DRAWING:- 87 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED W.C.M. 9-12-35 CK'D A.M.M. 9-?-35
DRAWN J.A.T. 7-1-35 CK'D W.C.M. 7-?-35
TRACED M.R.D. 7-18-35 CK'D W.C.M. 7-?-35

BRIDGES OVER 50' SPAN					
FED. ROUTE NO.	STATE	STATE PROJECT NO.	BRIDGE NO.	FACING SKEW	TOTAL LENGTH
7	IND.	205	1946	90	210

SECTION-A

U2
186'-8"
Truss 96

U8
171'-6"
Truss

1-R 22"×⅝"×2'-11½" Bent 2
(Bolt to Shop)
Bend Line on Bottom of Plate
1-L 6"×3½"×⅝"×41'-0"
1-R 30"×⅝"×2'-10½" Bent 2
(Bolt to Shop)
Bend Line (Top of L)
2-L 4"×3½"×⅝"×41'-0"
18'-6"
9½"
℄ Truss 2
15 @ 1'-1½" = 16'-10½"
½-24"×⅝" Ring Fill
30 Lace Bars 2½"×⅝"×1'-10½"
1-R 17½"×⅝"×2'-3½"
Note:- Strut shown developed.
1-L 6"×4"×⅝"×2'-0" Bent N.S.
1-L 6"×4"×⅝"×0'-10½" Bent F.S.
1-R 12"×⅝"×1'-3"
Fe-a
Fe-b
Fe-c
Fe-d
Fe-e
Fe-f
Fe-g
1-R 8½"×⅝"×11'-7½"
1-R pa
2-L 4"×3½"×⅝"×41'-6"
2-PL ⅝"×4"×41'-6"
29 Bars 2½"×⅝"×bd
29 Bars bg
Sym. about ℄ (except center post)
29 @ 3½" = 8'-5½"
20'-9"
10'-4½"
Section A-A
Group B
Group A
Bend Line
Note:- Do not rivet these Angles in groups A & B place until rivet groups A & B are riveted.

Full Size Section at A-A & B-B

Section C-C
1'-3"
Bend Shaded Portion of L Down
Bend Line-Bottom of Angle and Top of Plate.
1-R 15"×⅝"×2'-11" Bent 5
1-R 30"×⅝"×2'-8½" Bent
1'-6"
10⅜"
18'-7½"

Make 2-Fe-a	Make 2-Fe-b	Make 2-Fe-c^R	Make 2-Fe-c^L	Make 2-Fe-d^R	Make 2-Fe-d^L	Make 4-Fe-e	Make 4-Fe-f	Make 4-Fe-g
Mark	Mark	Mark	Mark	Mark	Mark	Mark	Mark	Mark
One A-Fe-a	One A-Fe-b	One A-Fe-c^R	One A-Fe-c^L	One A-Fe-d^R	One A-Fe-d^L	2-A-Fe-e	2-A-Fe-f	8-A-Fe-g
One K-Fe-a	One K-Fe-b	One K-Fe-c^R	One K-Fe-c^L	One K-Fe-d^R	One K-Fe-d^L	2-K-Fe-e	2-K-Fe-f	8-K-Fe-g

Note:- All end and edge distances 1½" unless noted.
Rivets ⅞" ϕ
Holes ⅞" ϕ

Drawn W.C.M. 9-12-35 Chkd R.M.W. 9-7-35
Traced J.A.T. 7-10-35 Chkd R.C.M. 7-18-35
Checked M.P.D. 7-22-35 Chkd M.C.K. 9-27-35

SWAY FRAMES Fe- SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M. 205 STATION:-
SECTION:-A. STRUCTURE NO. 1931
DRAWING:-38 OF 173

BRIDGE CONTRACT NO. 1224

Section X-X

U2 U8

DETROIT TYLER STEEL CO. DETROIT, MICH.

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	ROAD OR PROJECT NO.	COUNTY	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	35	210

SECTION-A.

Bend Line taken Bottom of ℄ and top of Plate

ENLARGED SECTION A-A AND D-D
Half Scale

SECTION C-C For F2

SECTION C-C For F5

SECTION B-B For F2

SECTION B-B For F5

U5 (171'-6" Truss)

U5 (184'-8" Truss) AND U5 (171'-6" Truss)

U3 (184'-8" Truss)

U2 (171'-6" Truss)

Bend Shaded Portion of L Down

TOP VIEW FOR F5

TOP VIEW FOR F2

Bend Line taken top side of L and Bott. side of plate

Bend Line

NOTE:- Strut Shown Developed

32 Lace Bars 2½"x⅜"x10½"

16 @ 1'-1½" = 18'-0"

Ga. N.S.L

Ga. F.S.L

Section A-A

Group "A"

Group "B"

NOTE:- Do not rivet these 15 in place until after Rivet Groups A & B are driven.

Note:- 1½" Edge distance unless noted.
Rivets ⅞"ø
Holes 15/16"ø

SWAY FRAMES F2 & F5 SPANS A,B,C,D,H,K.

STEEL TRUSS BRIDGE

SPAN OVER - 0 ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208
SECTION:- A.
DRAWING:- 89 OF 173

STATION:-

STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED W.S.B. 7-18-35 CHKD. A.B.M. 8-7-35
DRAWN J.A.S. 6-27-35 CHKD. O.M.H. 8-12-35
TRACED W.S.J. 7-18-35 CHKD. W.K.M. 7-27-35

Make 10-F2-a Mark	Make 10-F2-b Mark	Make 10-F2-c[R] Mark	Make 10-F2-c[L] Mark	Make 10-F2-d[R] Mark	Make 10-F2-d[L] Mark	Make 20-F2-e Mark	Make 20-F2-f Mark	Make 10-F2-g Mark
One-A-F2-a	One-A-F2-b	One-A-F2-c[R]	One-A-F2-c[L]	One-A-F2-d[R]	One-A-F2-d[L]	2-A-F2-e	2-A-F2-f	One-A-F2-g
2-B-F2-a	2-B-F2-b	2-B-F2-c[R]	2-B-F2-c[L]	2-B-F2-d[R]	2-B-F2-d[L]	4-B-F2-e	4-B-F2-f	2-B-F2-g
2-C-F2-a	2-C-F2-b	2-C-F2-c[R]	2-C-F2-c[L]	2-C-F2-d[R]	2-C-F2-d[L]	4-C-F2-e	4-C-F2-f	2-C-F2-g
2-D-F2-a	2-D-F2-b	2-D-F2-c[R]	2-D-F2-c[L]	2-D-F2-d[R]	2-D-F2-d[L]	4-D-F2-e	4-D-F2-f	2-D-F2-g
2-H-F2-a	2-H-F2-b	2-H-F2-c[R]	2-H-F2-c[L]	2-H-F2-d[R]	2-H-F2-d[L]	4-H-F2-e	4-H-F2-f	2-H-F2-g
One-K-F2-a	One-K-F2-b	One-K-F2-c[R]	One-K-F2-c[L]	One-K-F2-d[R]	One-K-F2-d[L]	2-K-F2-e	2-K-F2-f	One-K-F2-g

Make 2-F5-a Mark	Make 2-F5-b Mark	Make 2-F5-c[R] Mark	Make 2-F5-c[L] Mark	Make 2-F5-d[R] Mark	Make 2-F5-d[L] Mark	Make 4-F5-e Mark	Make 4-F5-f Mark	Make 2-F5-g Mark
One-A-F5-a	One-A-F5-b	One-A-F5-c[R]	One-A-F5-c[L]	One-A-F5-d[R]	One-A-F5-d[L]	2-A-F5-e	2-A-F5-f	One-A-F5-g
One-K-F5-a	One-K-F5-b	One-K-F5-c[R]	One-K-F5-c[L]	One-K-F5-d[R]	One-K-F5-d[L]	2-K-F5-e	2-K-F5-f	One-K-F5-g

L. T. SLAUSON
REGISTERED
No. 2126
STATE OF INDIANA
REGISTERED ENGINEER

FED. ROAD DIST. NO.	STATE	ROAD OR STREET NO.	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	92	210

BRIDGES OVER 20' SPAN

SECTION-A

U4 91'-8" SPAN

U5 186'-8" SPAN

U3 6'-0" SPAN

Bend Lines taken on Bottom Side of L and Top side of Plates

Bend Line

Open Holes in Fe only Cut for F4 only

Bend Shaded Portion of L Down

Bend Line on top of Angle and Bottom of Plate

Top Chord

Group "A"

Group "B"

Bend Line

SECTION A-A

SECTION B-B

SECTION C-C

ENLARGED SECTION A-A & D-D Half Scale

SECTION X-X

SECTION Y-Y

NOTE:- Do not rivet these (3) in place until River Groups A & B are driven.

NOTE:- 1½" Edge distance unless noted. Rivets ⅞" ø. Holes 15/16" ø.

Make 8-Fa-a as Shown & Noted Mark	Make 8-Fa-b Mark	Make 8-Fa-c R Mark	Make 8-Fa-c L Mark	Make 8-Fa-d R Mark	Make 8-Fa-d L Mark	Make 16-Fa-e Mark	Make 16-Fa-f Mark	Make 8-Fa-g Mark
2-B-Fa-a	2-B-Fa-b	2-B-Fa-c R	2-B-Fa-c L	2-B-Fa-d R	2-B-Fa-d L	4-B-Fa-e	4-B-Fa-f	2-B-Fa-g
2-C-Fa-a	2-C-Fa-b	2-C-Fa-c R	2-C-Fa-c L	2-C-Fa-d R	2-C-Fa-d L	4-C-Fa-e	4-C-Fa-f	2-C-Fa-g
2-D-Fa-a	2-D-Fa-b	2-D-Fa-c R	2-D-Fa-c L	2-D-Fa-d R	2-D-Fa-d L	4-D-Fa-e	4-D-Fa-f	2-D-Fa-g
2-H-Fa-a	2-H-Fa-b	2-H-Fa-c R	2-H-Fa-c L	2-H-Fa-d R	2-H-Fa-d L	4-H-Fa-e	4-H-Fa-f	2-H-Fa-g

Make 2-Fa-a as Shown & Noted Mark One A-Fa-a One K-Fa-a	Make 2-Fa-b Mark One A-Fa-b One K-Fa-b	Make 2-Fa-c R Mark One A-Fa-c R One K-Fa-c R	Make 2-Fa-c L Mark One A-Fa-c L One K-Fa-c L	Make 2-Fa-d R Mark One A-Fa-d R One K-Fa-d R	Make 2-Fa-d L Mark One A-Fa-d L One K-Fa-d L	Make 4-Fa-e Mark 2-A-Fa-e 2-K-Fa-e	Make 4-Fa-f Mark 2-A-Fa-f 2-K-Fa-f	Make 2-Fa-g Mark One A-Fa-g One K-Fa-g

SWAY FRAMES F3 & F4 SPANS A-B-C-D-H & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT-W.P.& R.N. 208 STATION:
SECTION-A. STRUCTURE NO. 1051
DRAWING-79 OF 173

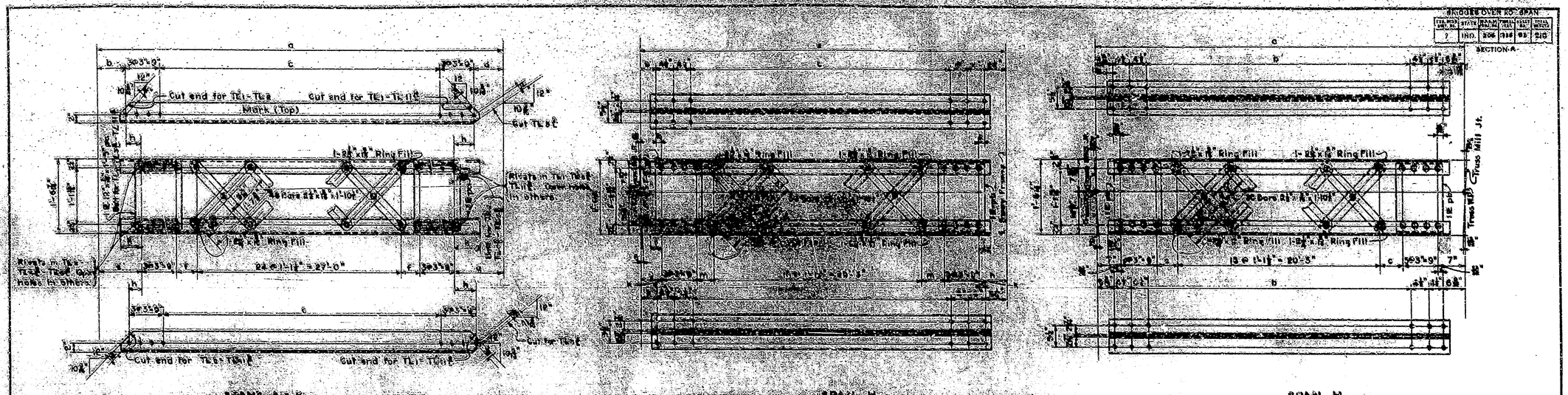
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1051

DESIGNED W.C.M. 12-17-35 ... MADE 7-7-36
DRAWN B.A.T. 6-28-36 ... CHECKED 7-17-36
TRACED M.A.B. 7-16-36 ... W.C.M. 7-27-36

BRIDGES OVER 40' SPAN

TOTAL NO. OF SPANS	STATE	NO. OF SPANS OVER 40'	TOTAL LENGTH	TOTAL WEIGHT	TOTAL WEIGHT
7	IND.	206	946	93	210



SPANS A & K

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	Length of Main L*
Like One One	A-TL1 K-TL1	(3) 9'-2" 31'-9"	10"	20'-7"	9¼"	1'-2"	5⅝"	1'-2"	9¼"	6"	22'-5"+31'-9"+22'-5"=76'-7"
do One One	A-TL2 K-TL2	(3) 8'-8" 31'-0"	10"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	6"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL3 K-TL3	(3) 8'-3" 31'-0"	9¼"	20'-5"	11"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL4 K-TL4	(3) 8'-0" 31'-0"	9¼"	20'-5"	11"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL5 K-TL5	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL6 K-TL6	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL7 K-TL7	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL8 K-TL8	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL9 K-TL9	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL10 K-TL10	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do One One	A-TL11 K-TL11	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"

(Draw)

SPAN H

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	m	Length of Main L*
Two	H-TL6	23'-9"	21'-8⅜"	5"	8"	1'-2"	5⅛"	7⅛"	8⅜"	11"	4⅝"	4@4'-3½"+22'-11⅜"=39'-8"

SPANS B, C & D

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	m	Length of Main L*
Like Two Two Two	B-TL6 C-TL6 D-TL6	23'-9"	21'-8⅜"	5"	8"	1'-2"	5⅛"	7⅛"	8⅜"	11"	4⅝"	4@4'-3½"+22'-11⅜"=39'-8"

SPANS A & K

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	m	Length of Main L*
Like Two Two	A-TL6 K-TL6	23'-9"	21'-8⅜"	5"	8"	1'-2"	5⅛"	7⅛"	8⅜"	11"	4⅝"	4@4'-3½"+22'-11⅜"=39'-8"
do One One	A-TL7 K-TL7	23'-8"	21'-11⅜"	4"	8"	1'-2"	5⅛"	7⅛"	8⅜"	11"	4⅝"	4@4'-3½"+22'-11⅜"=39'-7⅜"

SPAN H

No. Pcs.	Mark	a	b	c	Length of Main L*
One	H-TL6	23'-9"	21'-8⅜"	5"	4@4'-3½"+22'-11⅜"

SPANS B, C & D

No. Pcs.	Mark	a	b	c	Length of Main L*
One One One	B-TL6 C-TL6 D-TL6	23'-9"	21'-8⅜"	5"	4@4'-3½"+22'-11⅜"

Alike

SPANS A & K

No. Pcs.	Mark	a	b	c	Length of Main L*
One One	A-TL6 K-TL6	23'-9"	21'-8⅜"	5"	4@4'-3½"+22'-11⅜"

Like

SPANS B, C, D & H

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	Length of Main L*
Like Two Two Two	B-TL1 C-TL1 D-TL1	(3) 9'-1⅛" 31'-7⅝"	10"	20'-7"	9¼"	1'-2"	5⅝"	1'-2"	9¼"	6"	22'-5"+31'-7⅝"+22'-5"=76'-5⅝"
do Two Two Two	B-TL2 C-TL2 D-TL2	(3) 8'-8" 31'-0"	10"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	6"	22'-5"+31'-0"+22'-5"=75'-10"
do Two Two Two	B-TL3 C-TL3 D-TL3	(3) 8'-3" 31'-0"	9¼"	20'-5"	11"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do Two Two Two	B-TL4 C-TL4 D-TL4	(3) 8'-0" 31'-0"	9¼"	20'-5"	11"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do Two Two Two	B-TL5 C-TL5 D-TL5	(3) 7'-11" 31'-0"	11"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"

(Draw)

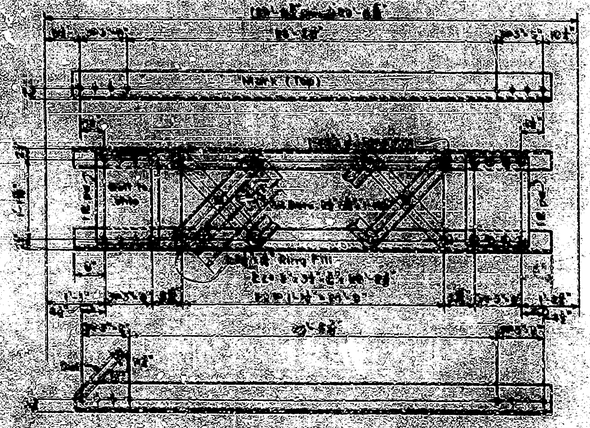
SPAN H

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	m	Length of Main L*
Two	H-TL6	23'-9"	21'-8⅜"	5"	8"	1'-2"	5⅛"	7⅛"	8⅜"	11"	4⅝"	4@4'-3½"+22'-11⅜"=39'-8"

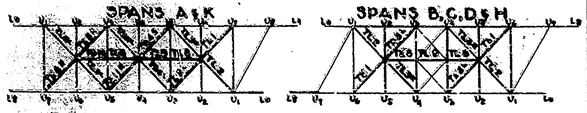
SPANS B, C & D

No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	Length of Main L*
Like Two Two Two	B-TL1 C-TL1 D-TL1	(3) 9'-1⅛" 31'-7⅝"	10"	20'-7"	9¼"	1'-2"	5⅝"	1'-2"	9¼"	6"	22'-5"+31'-7⅝"+22'-5"=76'-5⅝"
do Two Two Two	B-TL2 C-TL2 D-TL2	(3) 8'-8" 31'-0"	10"	20'-5"	8¼"	1'-2"	5⅛"	1'-1"	9"	6"	22'-5"+31'-0"+22'-5"=75'-10"
do Two Two Two	B-TL3 C-TL3 D-TL3	(3) 8'-3" 31'-0"	9¼"	20'-5"	11"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"
do Two Two Two	B-TL4 C-TL4 D-TL4	(3) 8'-0" 31'-0"	9¼"	20'-5"	11"	1'-2"	5⅛"	1'-1"	9"	5¾"	22'-5"+31'-0"+22'-5"=75'-10"

(Draw)



Note:- All end distances 12" unless noted
Rivets 1"ø
Holes 1⅛"ø



TOP LATERALS SPANS A, B, C, D, H, K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 71 OF 173

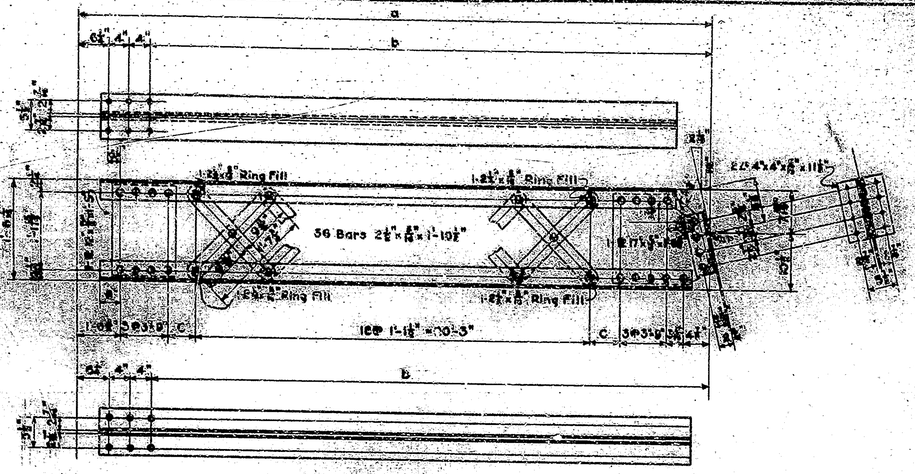
BRIDGE CONTRACT NO. 1224

BRIDGE FILE: 152-K-1031

BRIDGE OVER R.R. SPANS

FED. & STATE CONT. NO.	COUNTY	FED. & STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7.	IND.	206	1936	99	216

SECTION A.



SPANS A & K

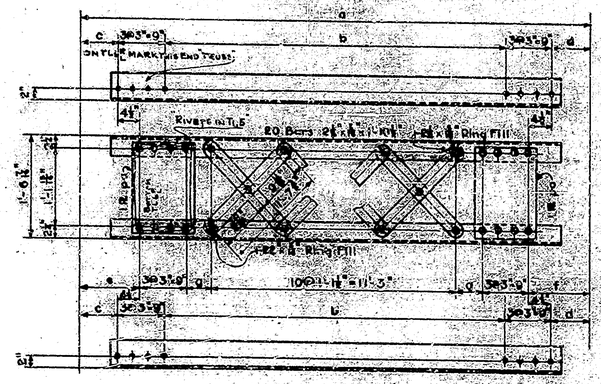
No. Pcs.	Mark	a	b	c	Length Top L.P.	Length Bott. L.P.
Like One	A-TL7	24'-7½"	22'-11⅞"	4'-8"	30'-4 3/16"	29'-4 3/16"
Like One	K-TL7					

SPAN H

No. Pcs.	Mark	a	b	c	Length Top L.P.	Length Bott. L.P.
Two	H-TL7	24'-7½"	22'-11⅞"	4'-8"	30'-4 3/16"	29'-4 3/16"

SPANS B, C & D

No. Pcs.	Mark	a	b	c	Length Top L.P.	Length Bott. L.P.
Like Two	B-TL7	23'-6½"	22'-0"	4'-8"	31'-4 3/16"	30'-4 3/16"
Two	C-TL7					
Two	D-TL7					

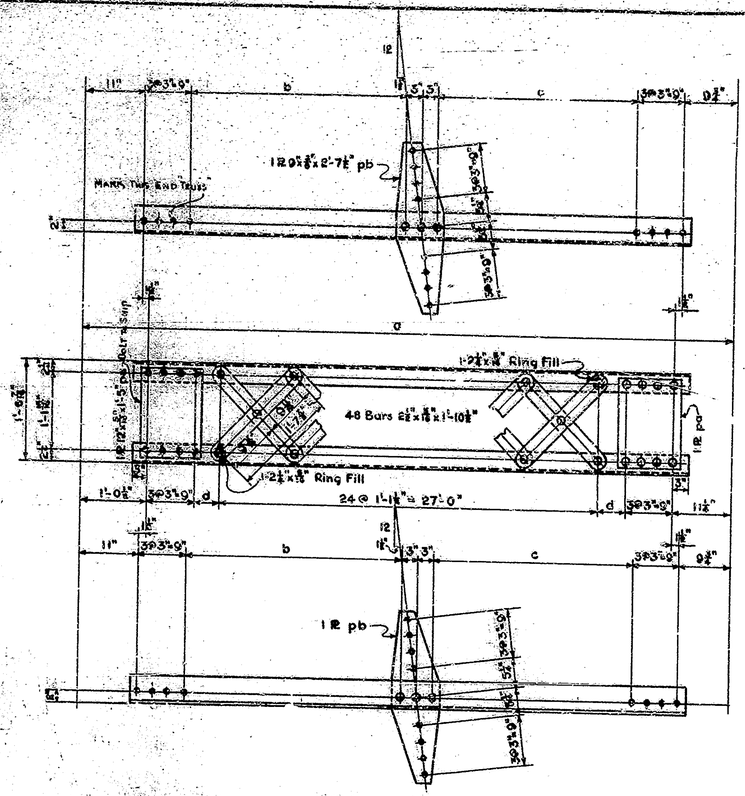


SPANS B, C & D

No. Pcs.	Mark	a	b	c	d	e	f	g	Length of Main L.P.
Like-as Shown 2	B-TL5	(15'-1" Diff. A) 15'-8⅞"	12'-10⅛"	11"	5½"	1'-3½"	9½"	5⅛"	22' 5 3/16" x 3½" x ⅝" x 13'-7⅛"
2	C-TL5								
2	D-TL5								

SPAN H

No. Pcs.	Mark	a	b	c	d	e	f	g	Length of Main L.P.
As Shown 2	H-TL5	15'-8⅞"	12'-10⅛"	11"	5½"	1'-3½"	9½"	5⅛"	22' 5 3/16" x 3½" x ⅝" x 13'-7⅛"



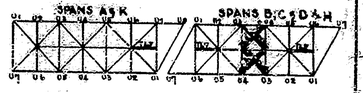
SPANS B, C & D

	No. Pcs.	Mark	a	b	c	d	Length of Main L.P.
Like-as Shown	One	B-TL4	(31'-6" Diff. A) 31'-3⅝"	13'-9⅛"	13'-11⅞"	6¼"	21' 5 3/16" x 3½" x ⅝" x 30'-0"
	One	C-TL4					
	One	D-TL4					
Like-Opp. Hand.	One	B-TL4	(31'-6" Diff. A) 31'-3⅝"	13'-9⅛"	13'-11⅞"	6¼"	21' 5 3/16" x 3½" x ⅝" x 30'-0"
	One	C-TL4					
	One	D-TL4					

SPAN H

	No. Pcs.	Mark	a	b	c	d	Length of Main L.P.
As Shown	One	H-TL4	(31'-6" Diff. A) 31'-3⅝"	13'-9⅛"	13'-11⅞"	6¼"	21' 5 3/16" x 3½" x ⅝" x 30'-0"
Opp. Hand.	One	H-TL4					

Note:- All end distances 1½" unless noted.
Rivets ⅞ ø
Holes ⅞ ø



SPANS B, C & D

No. Pcs.	Mark	a	b	c	d	e	f	g	Length of Main L.P.
Like-as Shown One	B-TL6	(15'-1" Diff. A) 15'-8⅞"	12'-10⅛"	11"	5½"	1'-3½"	9½"	5⅛"	22' 5 3/16" x 3½" x ⅝" x 13'-7⅛"
One	C-TL6								
One	D-TL6								
Like-Opp. Hand One	B-TL6	(15'-1" Diff. A) 15'-8⅞"	12'-10⅛"	11"	5½"	1'-3½"	9½"	5⅛"	22' 5 3/16" x 3½" x ⅝" x 13'-7⅛"
One	C-TL6								
One	D-TL6								

SPAN H

No. Pcs.	Mark	a	b	c	d	e	f	g	Length of Main L.P.
As Shown One	H-TL6	15'-8⅞"	12'-10⅛"	11"	5½"	1'-3½"	9½"	5⅛"	22' 5 3/16" x 3½" x ⅝" x 13'-7⅛"
Opp. Hand One	H-TL6								

TOP LATERALS SPANS A-B-C-D-H & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. F. Newcomer, Bridge Engineer

PROJECT:- W. P. & M. 206
SECTION:- A
DRAWING:- 72 OF 173

STATION:- STRUCTURE NO. 1031

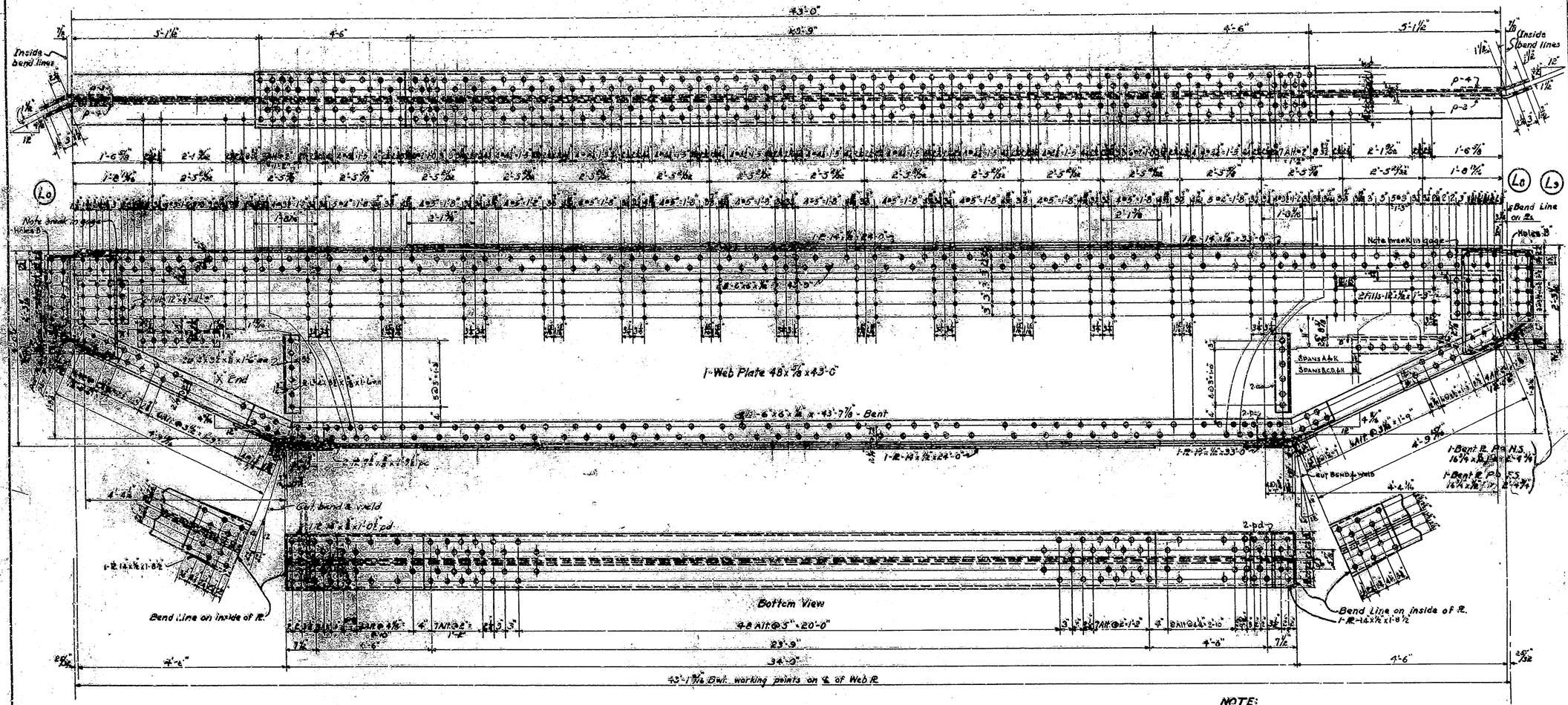
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-F-1031

BRIDGES OVER 20' SPAN

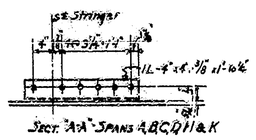
TYPE NUMBER ORD. No.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
1.	IND.	206	95	210

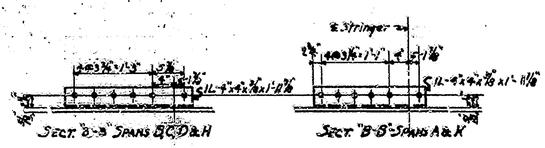
SECTION-A.

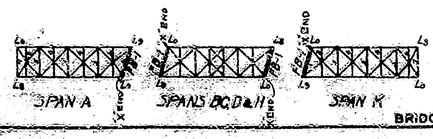


MAKE 10 FLOOR BEAMS AS SHOWN & NOTED

One Marked	A	FBI
2	B	FBI
2	C	FBI
2	D	FBI
2	H	FBI
One	K	FBI







NOTE:
Rivets - ⅞" ℄
Open Holes - 15/16" ⌀ Unless Noted.
Holes B to be subpunched 1⅜" ⌀ & reamed to 15/16" in field with Floor Beam in place.
Edge distance 1½ unless noted.
Do not paint top of top flange

FLOOR BEAM FBI SPANS A-B-C-D-H & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206
SECTION:- A.
DRAWING:- 73 OF 173

STATION:- STRUCTURE NO. 1031

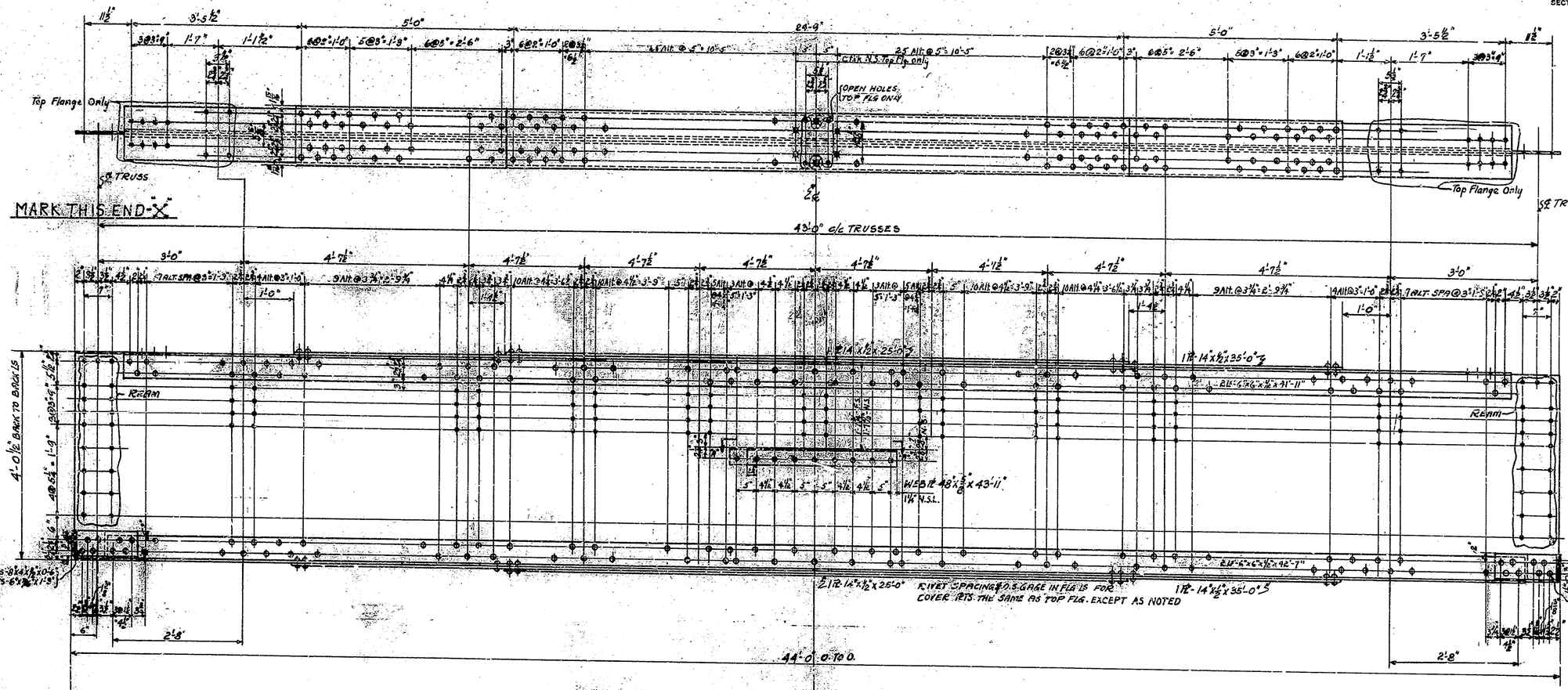
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 182-K-1031

DESIGNED V.C.B. 3/12/35 ---- DRAWN E.E.M. 3/22/35
DRAWN V.C.B. 4-6-35 ---- CHKD. J.E.C. 3-26-35
TRACED F.M.P. 5-10-35 ---- CHKD. E.E.G. 7-1935

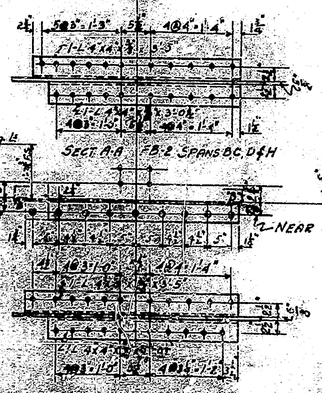
BRIDGES OVER 20' SPAN					
FED. ROAD PROJ. No.	STATE	ROAD OR PROJ. No.	FISCAL YEAR	PROJ. No.	TOTAL SHEETS
7	IND.	206	1936	98	215

SECTION-A

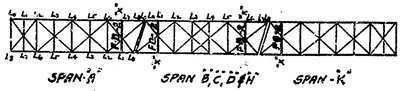


MAKE 10 FLOOR BEAMS (AS SHOWN & NOTED)

ALIKE { MK-A-FB-2, MK-K-FB-2 } { 2 MK-D-FB-2, 2 MK-H-FB-2, 2 MK-C-FB-2, 2 MK-B-FB-2 } ALIKE



NOTE:- ALL RIVETS 7/8" ∅
ALL HOLES 13/16" UNLESS NOTED
HOLES MARKED "REAM" PUNCH 1/2"
& REAM TO 7/8" WITH FL. BEAM HANGER IN PLACE ON FL. BEAM IN SHOP
EDGE DIST. 1 1/4" UNLESS NOTED.
DO NOT PAINT TOP OF TOP FLANGES.



FLOOR BEAM FB2 SPANS A-B-C-D-H & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO. 1031

DRAWING:- 74 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE: 152-K-1031

BRIDGES OVER 20' SPAN

FOR EACH DIST. NO.	STATE	NO. OF BRIDGES THIS PROJ. NO.	TYPICAL SHEET NO.	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	97	210

SECTION-A.

Top Flg. Only

Cak. N.S. For FB-4 Top Flg. Only

For FB-4 Only

10 All Spa. @ 5"=4'-4"

10 All Spa. @ 5"=4'-4"

Top Flg. Only

Top Flg. Only

45'-0" ℄ Trusses

℄ Truss

℄ Truss

MARK THIS END "X"

Rear

Rear

For FB-4 Spans B,C,D&H

For FB-4 Spans B,C,D&H

For FB-4 Spans B,C,D&H

2 L8-6"x4"x7/16"x0'-6"
2 Rs-6"x7/16"x1'-3"

2 L8-6"x4"x7/16"x0'-6"
2 Rs-6"x7/16"x1'-3"

2 L8-6"x6"x7/16"x48'-7"

1 Web R-46"x7/16"x43'-11"

1 R-14"x7/16"x22'-0"

1 R-14"x7/16"x51'-0"

Rivet Spacing & O.S. Gage in Flg. & For Cover Pls. Same As Top Flg. Except As Noted

44'-0" Q to Q

Sect. "A-A" FB-4 Spans B,C,D&H

Sect. "B-B" FB-4 Spans B,C,D&H

Sect. "C-C" FB-4 Spans B,C,D&H

Sect. "D-D" FB-9 Spans A&K

Sect. "D-D" FB-3 Spans B,C,D,&H

Sect. "A-A" FB-8 Spans A&K

Sect. "B-B" FB-4 Spans A&K

Sect. "G-G" FB-9 Spans A&K

Sect. "E-E" FB-3 Spans B,C,D&H

Sect. "C-C" FB-8 Spans A&K

MAKE 14 FLOOR BEAMS AS SHOWN & NOTED

Alike	One Mk-A-FB-8	2 Mk-B-FB-8	One Mk-A-FB-9	
	One Mk-K-FB-8	2 Mk-C-FB-8	One Mk-K-FB-9	Alike
Alike	2 Mk-E-FB-4	2 Mk-D-FB-3	2 Mk-A-FB-4	
	2 Mk-E-FB-3	2 Mk-H-FB-3	2 Mk-K-FB-4	Alike
	2 Mk-D-FB-4			
	2 Mk-H-FB-4			

Note:- Do Not Paint Top of Top Flange
" Edge Distance 1½" Unless Noted
All Rivets ⅞"
All Holes 15/16" Unless Noted.
Holes Marked "Ream" Punch 15/16" & Ream to 1⅛" With Fl. Beam Hanger in Place on Fl. Beam in Shop.

SPAN A SPANS B,C,D&H SPAN K

FLOOR BEAM FB3,4,8,9. SPANS A-B-C-D-H & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- NONE

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208
SECTION:- A.

STATION:- STRUCTURE NO. 1031

DRAWING:- 75 OF 173

BRIDGE CONTRACT NO. 1224

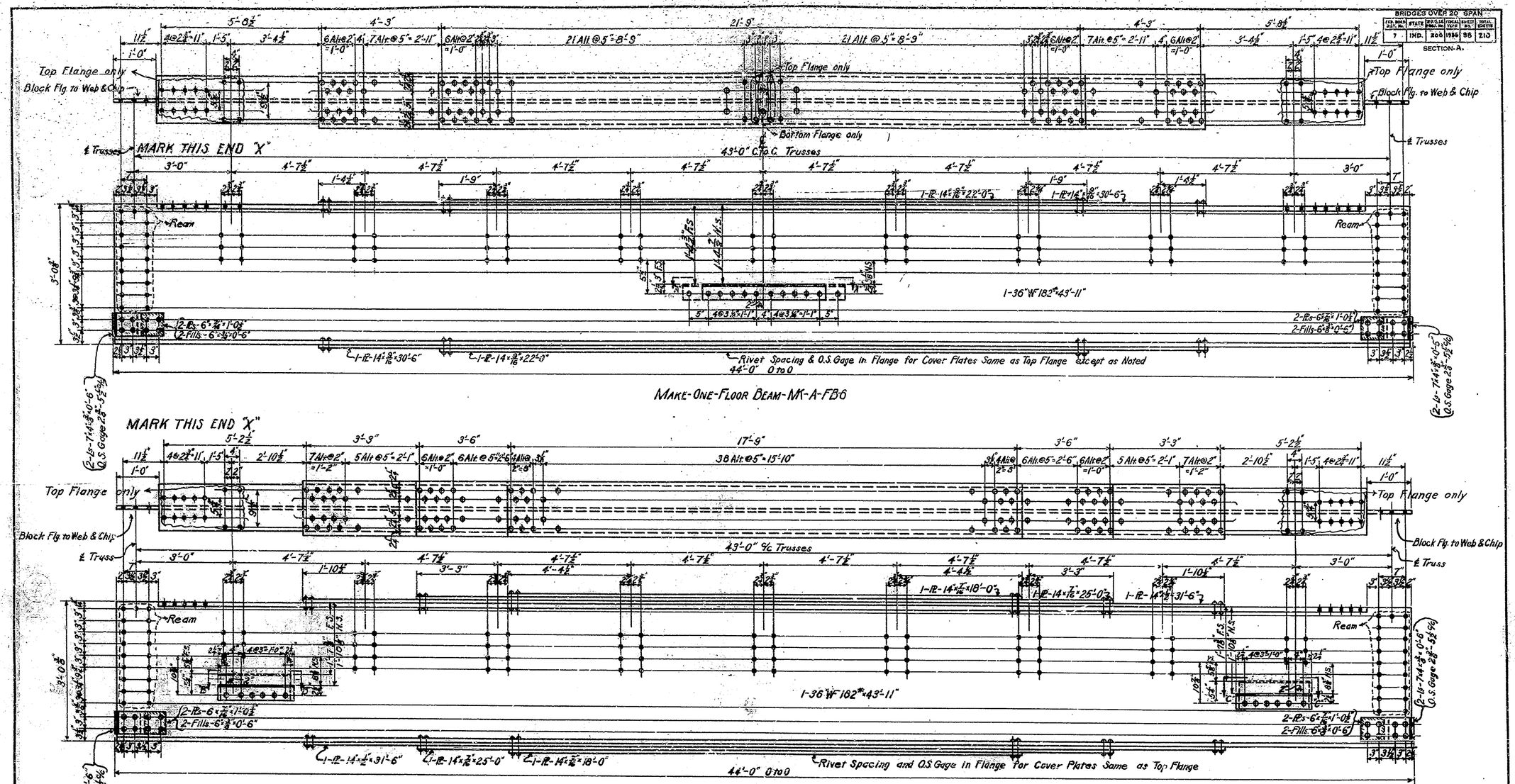
BRIDGE FILE 152-K-1031

Drawn by V.C.	8-13-35	Checked by	8-24-35
Traced by J.S.	8-10-35	Checked by	E.K. 8-26-35
Traced by S.S.	8-14-35	Checked by	L.P.H. 8-28-35

FED. ROAD PROJ. NO.	STATE	SEQ. CL. PROJ. NO.	FINAL TYPE	No. EST. NO.	TOTAL SHEETS
7	IND.	208	1935	88	210

BRIDGES OVER 20' SPAN

SECTION-A.



SECT. "BB"-FB-5

SECT. "AA"-FB-6

SECT. "CC"-FB-5

Note:- All Rivets-⅞" ϕ.
All Holes-15/16" ϕ.
Holes marked "Ream" punch 13/16" ϕ and ream to 15/16" with Fl. Bm. Hanger in place on Floor Beam in shop.
Edge Distances 1½" unless noted.
Do not paint top of top flange.

SPAN A

DESIGNED VCB 2-19-35 CHECKED JFK 2-23-35
DRAWN JSL 6-23-35 CHECKED JFK 6-25-35
TRACED AGL 8-12-35 CHECKED JFK 8-13-35

FLOOR BEAM FB-5,6 SPAN A

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. T. Tate

PROJECT:- W. P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 76 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

CO. HIGH WAY NO.	STATE	BRIDGE NO.	YEAR	SEC.	SHEET NO.
7	IND.	206	1934	99	213

SECTION A.

Top flg only

Top Flg only.

43'-0" c/c Trusses

℄ Truss

℄ Truss

MARK THIS END

Ream

Ream

Web Plate 40x7/16x43'-11"

Rivet Spacing and O.S. Gage in Fl. is for Cover plates the same as Top Flange.

40'-11½"

44'-0" o to o

SECT "A-A"

SECT "B-B"

MAKE ONE FLOOR BEAM-MK-K-FB-5

Note:- All Rivets ⅞" ø
All Holes ⅞" ø Unless Noted.
Holes Marked Ream Punch ⅞" ø
& Ream to ⅞" With Floor Beam Hanger
in Place on Floor Beam in Shop.
Edge Distances & Holes Noted.
Do not Paint Top of Top Flange.

SPAN A

FLOOR BEAM FB5 SPAN K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 77 OF 173
BRIDGE CONTRACT NO. 1224

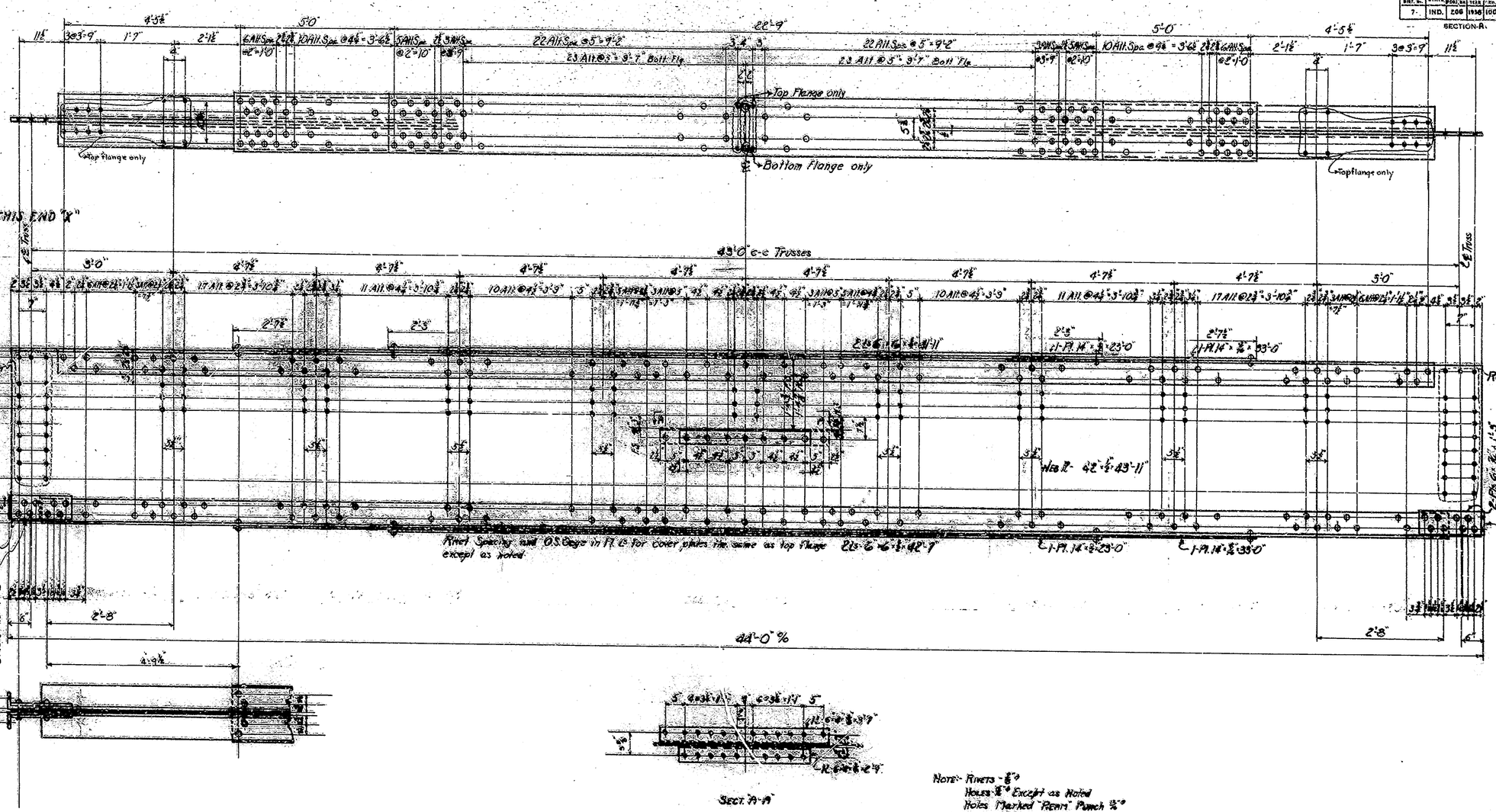
BRIDGE FILE 156-K-D5

DRAWN: CAE 3-1935 CHKD: REH 3-21-35
TRACED: J.S.L. 7-9-35 CHKD: J.E.K. 9-7-35
TRACED: M.R. 9-11-35 CHKD: J.E.K. 9-12-35

FED. ROAD PROJ. No.	STATE	ROAD or BRIDGE No.	APPROVAL YEAR	SHEET No.	TOTAL SHEETS
7-	IND.	206	1936	100	210

BRIDGES OVER 20' SPAN

SECTION-A-



MAKE ONE FLOOR BEAM A-K-FB-6

Note:- Rivets - ⅞"
Holes ⅞" Except as Noted
Holes Marked "Ream" Punch ½"
& Ream to ⅞" with Fl. Beam Hanger
in Place on Fl. Beam in Shop.
Edge Distance 1¼ Unless Noted.
Do not paint top of top
flange

SPAN K

FLOOR BEAM FB-6 SPAN K
STEEL TRUSS BRIDGE
SPAN -0 ROADWAY
OVER ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A- STRUCTURE NO. 1031
DRAWING:- 78 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED	K.C.B. 2-14-35	CHECKED	J.F.C. 2-24-35
DRAWN	J.S.L. 2-25-35	CHECKED	W.A.T. 2-26-35
TRACED	J.M.T. 4-12-35	CHECKED	W.A.T. 4-15-35

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	MAP OR PROJ. No.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	101	210

43'-0" C/c Trusses

SECTION-A-

1'-4½" | 5'-3" | 6'-0" | 13'-9" | 8'-0" | 5'-3" | 1'-4½"

9⅞" 7⅛" 7⅛" 9⅞"

10⅞" 10⅞"

5@2'-10" 2@3'-6" 6@3'-1" 14 Alt Spc. @5" = 5'-10" 3½" 4@2'-6" 2@3'-6" 3½" 26 Alt. Spc. @3" = 10'-10" 3½" 2@3'-6" 4@2'-8" 3" 14 Alt Spc @5" = 5'-10" 2@3'-1" 2@3'-6" 5@2'-10"

MARK THIS END X

℄ Truss

5'-0½"

1'-7½" 4'-7½" 4'-7½" 4'-7½" 4'-7½" 4'-7½" 4'-7½" 4'-7½" 4'-7½" 1'-7½"

11 Alt. @ 7½" = 6'-8½" | 10 Alt. @ 4½" = 3'-6½" | 10 Alt. @ 4½" = 3'-9" | 9 Alt. @ 5" = 3'-9" | 10 Alt. @ 4½" = 3'-9" | 10 Alt. @ 4½" = 3'-6½" | 11 Alt. @ 2½" = 2'-3½"

2-Bt-17"x½"x2'-4½" (Bolt to Ship)

1-Web PL-42"x⅜"x 40'-3"

2-Bt-14"x⅜"x 14'-0"

2-L-6"x4"x⅜"x 40'-0"

Grind to Fit Radius of It

Holes 1" ø

Cut Vert. Leg on This Bevel & Weld

1PI-14"x½"x1'-10½" (bent)

3'-11"

4'-2"

Bottom View

~Section-A-A~

~Section-B-B~

~Span A~ ~Span K~

MAKE TWO FLOOR BEAMS { ONE MK-A-FB7 / ONE MK-K-FB7

Note:- All rivets ⅞" ø
All holes 1⅛" ø Unless noted.
Holes D to be Subpunched & Reamed to fit in the field while Fl. Beam is in place.
Edge dist. 1½" Unless noted.
Do Not Paint Top of Top Flange

FLOOR BEAM FB-7 SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½"-0" OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

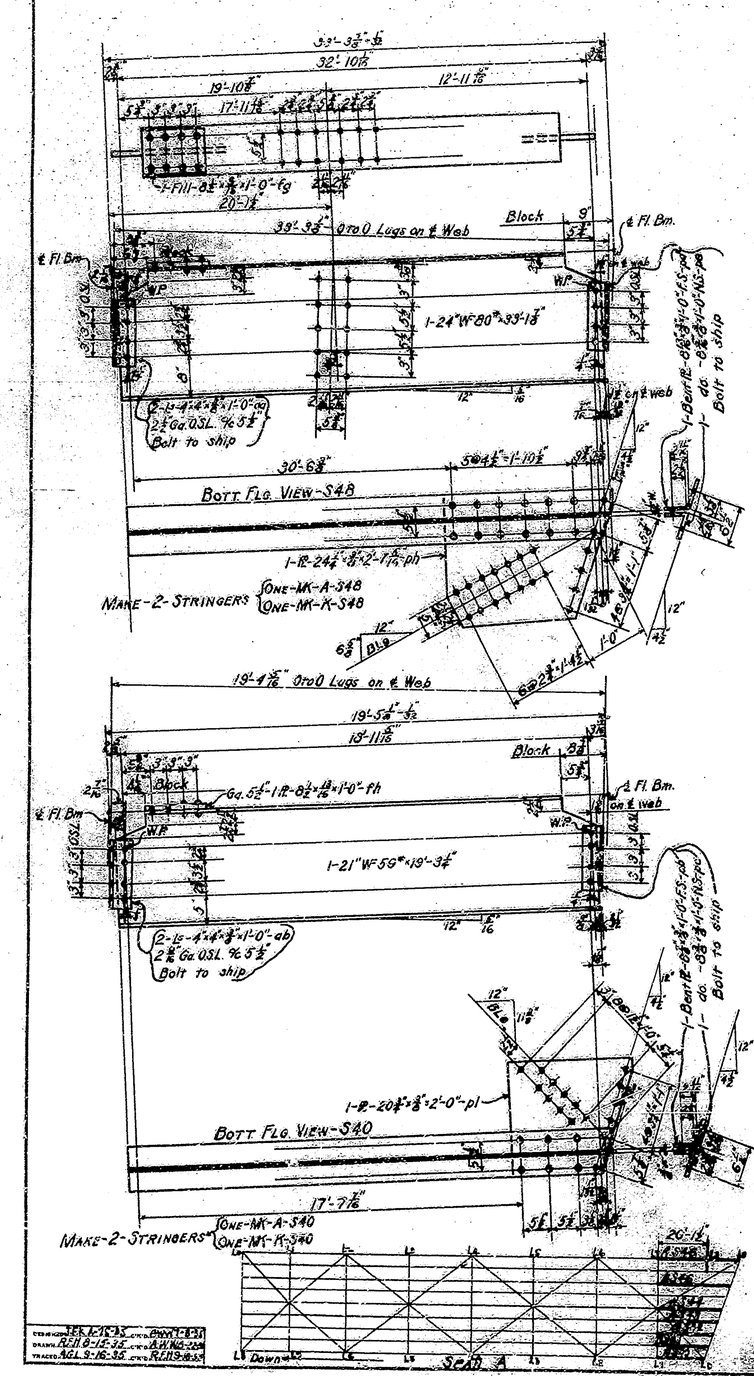
PROJECT-W.P.G.M. 208 STATION:-
SECTION- A. STRUCTURE NO. 1031
DRAWING- 79 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 132-K-1031

DESIGNED	9-19-35	CHECKED	9-24-35
DETAILED	9-24-35	CHECKED	9-27-35
TRACED	9-25-35	CHECKED	9-28-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	ROAD NO.	YEAR	SHEET NO.	TOTAL SHEETS
	IND.	ROE	1938	102	210

SECTION-A.



REQUIRED FOR SPAN A			REQUIRED FOR SPAN K		
No.	Name	Mark	No.	Name	Mark
One	Stringer	A-340	One	Stringer	K-340
"	"	A-341	"	"	K-341
"	"	A-342	"	"	K-342
"	"	A-343	"	"	K-343
"	"	A-344	"	"	K-344
"	"	A-346	"	"	K-346
"	"	A-348	"	"	K-348

NOTES:-
Rivets: ⅞"ø.
Holes: 15/16"ø.
Edge distance 1¼" unless noted.
Do not paint top flanges of stringers.

END STRINGERS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT: W.P.G.M.206 STATION:-
SECTION-A. STRUCTURE NO. 1031
DRAWING 32 OF 173

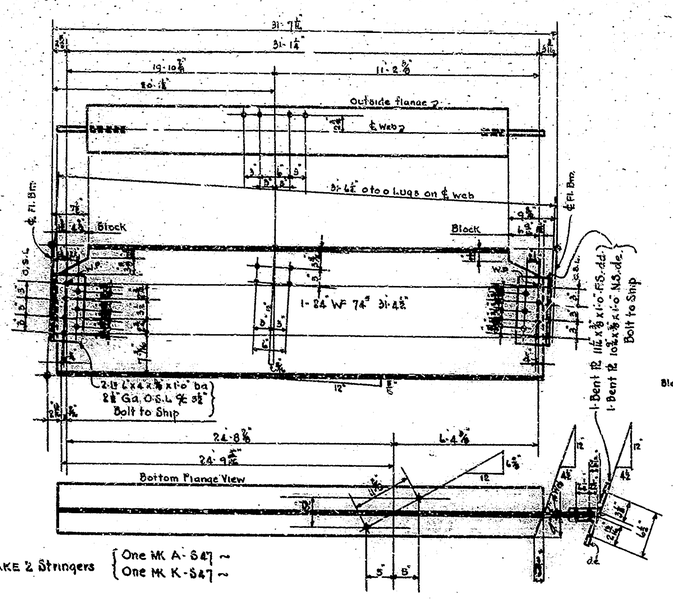
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 183-K-1031

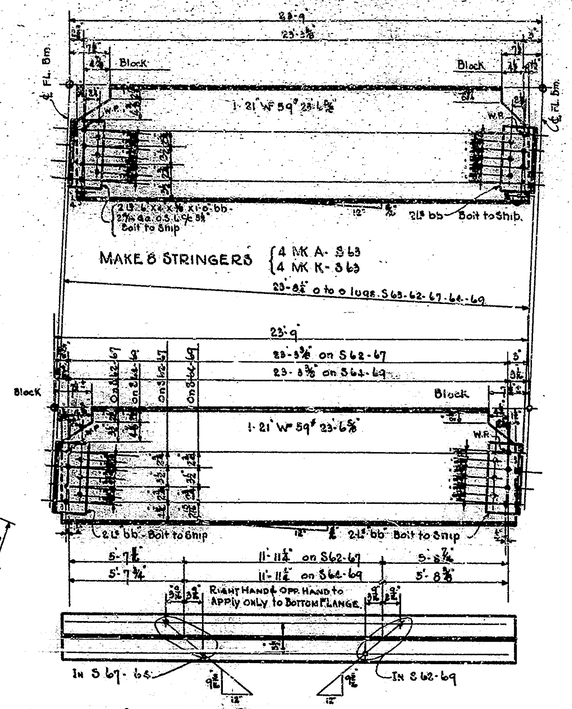
DESIGNED 1-15-35 CHK'D. Bm'r 1-8-35
DRAWN R.C.H. 8-15-35 CHK'D. A.W.N. 8-16-35
TRACED A.G.L. 9-16-35 CHK'D. R.C.H. 9-16-35

FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	103	210

SECTION-A.



MAKE 2 STRINGERS { One Mk A-S47 ~ / One Mk K-S47 ~

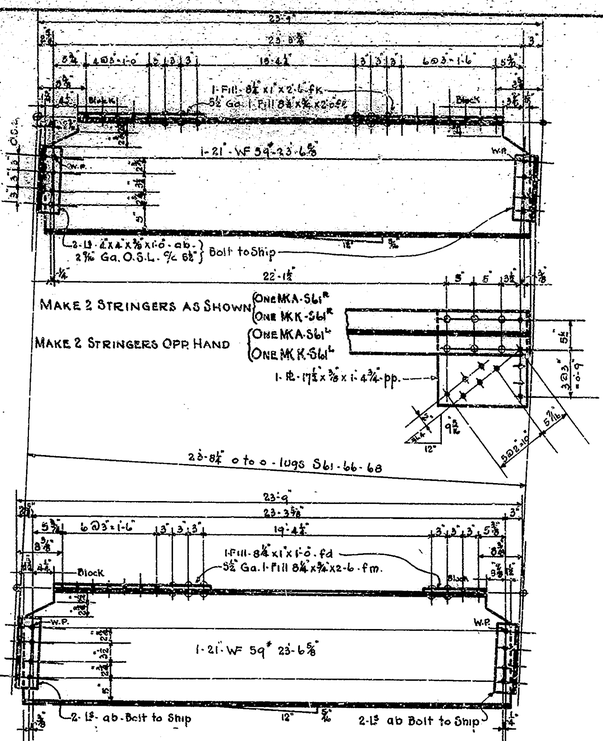


MAKE 8 STRINGERS { 4 Mk A-S 63 / 4 Mk K-S 63

23-8½" c to c lugs S 63-62-67-66-69

23-9⅜" on S 62-67	
23-8⅜" on S 63-69	
11-11½" on S 62-67	5-8⅞"
11-11½" on S 66-69	5-8⅞"

MAKE 2 STRINGERS AS SHOWN & NOTED	One Mk A-S 62R / One Mk K-S 62R	MAKE 2 STRINGERS OPP. HAND AS NOTED	One Mk A-S 62L / One Mk K-S 62L
MAKE 2 STRINGERS AS SHOWN & NOTED	One Mk A-S 64R / One Mk K-S 64R	MAKE 2 STRINGERS OPP. HAND AS NOTED	One Mk A-S 64L / One Mk K-S 64L
MAKE 2 STRINGERS AS SHOWN & NOTED	One Mk A-S 67R / One Mk K-S 67R	MAKE 2 STRINGERS OPP. HAND AS NOTED	One Mk A-S 67L / One Mk K-S 67L
MAKE 2 STRINGERS AS SHOWN & NOTED	One Mk A-S 69R / One Mk K-S 69R	MAKE 2 STRINGERS OPP. HAND AS NOTED	One Mk A-S 69L / One Mk K-S 69L

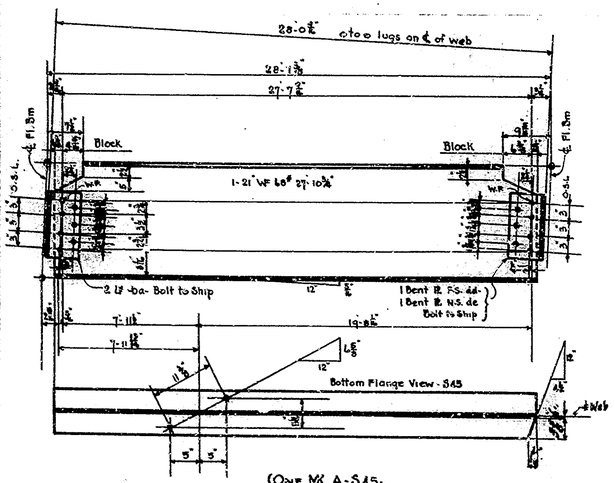


MAKE 2 STRINGERS AS SHOWN { One Mk A-S61R / One Mk K-S61R

MAKE 2 STRINGERS OPP HAND { One Mk A-S61L / One Mk K-S61L

1-PL-17½"x⅜"x1'-4¾"-pp.

22-8½" c to c lugs S61-66-68

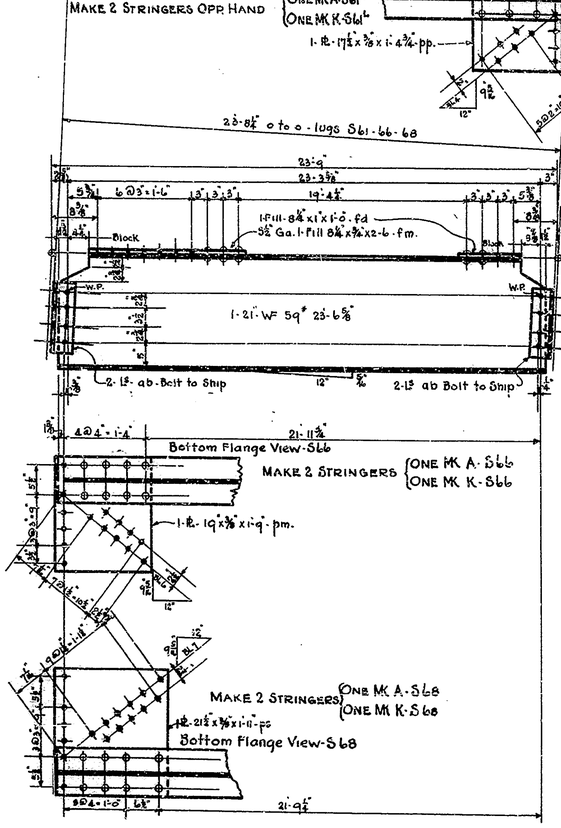


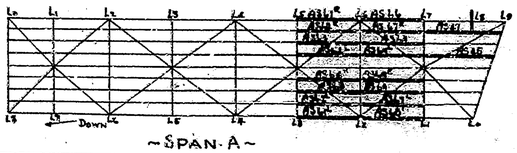
~MAKE 2 STRINGERS { One Mk A-S45- / One Mk K-S45-

~REQUIRED FOR SPAN-A~

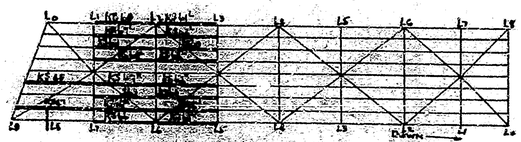
No.	Name	Mark	No.	Name	Mark
One	Stringer	A-S45	One	Stringer	K-S45
One	"	A-S47	One	"	K-S47
2	"	A-S61	2	"	K-S61
2	"	A-S63	2	"	K-S61
4	"	A-S63	4	"	K-S63
2	"	A-S63	2	"	K-S63
One	"	A-S66	One	"	K-S66
2	"	A-S66	2	"	K-S66
One	"	A-S68	One	"	K-S68
2	"	A-S68	2	"	K-S68

~REQUIRED FOR SPAN-K~





~SPAN-A~



~SPAN-K~

Rivets-⅞".
Open holes-1" or noted.
Edge distances-1" or noted.
Do not paint top flange of stringers

STRINGERS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1"-0"

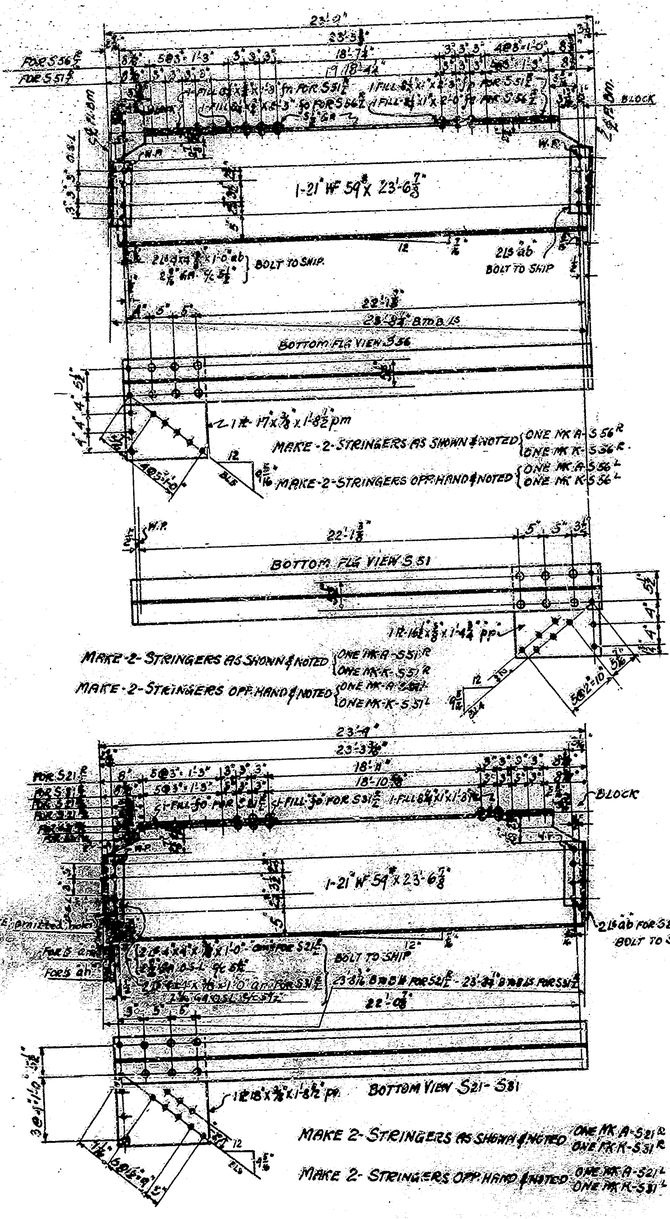
OCTOBER 18, 1935

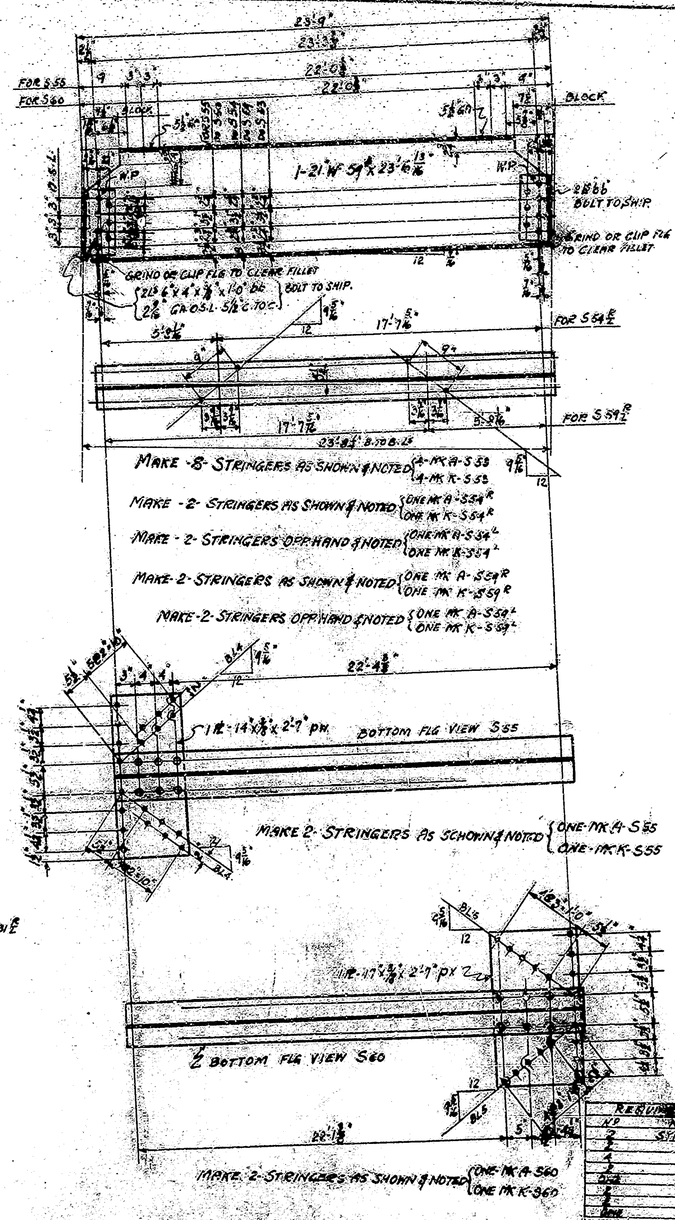
RECOMMENDED FOR APPROVAL:-

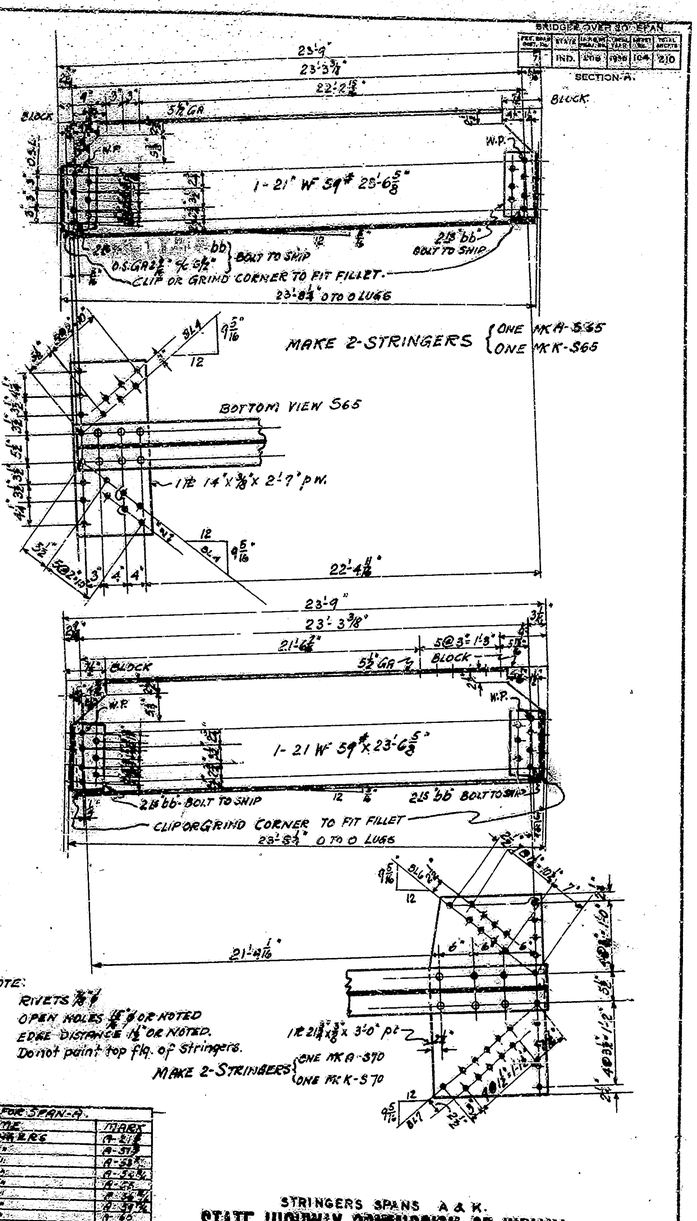
PROJECT:-W.P.G.M. 208
SECTION:- A.
STATION:- STRUCTURE NO. 1031
DRAWING:- 61 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 132-K-1031







BRIDGES OVER 30' SPAN

FED. AID PROJ. NO.	STATE	BRIDGE NO.	OFFICIAL PROJ. NO.	SHEET NO.	TOTAL SHEETS
	IND.	4218	1998	104	210

SECTION-A.

REQUIRED FOR SPAN-A.		
NO.	NAME	MARK
2	STRINGERS	A-S21 R
2	"	A-S31 R
1	"	A-S31 L
1	"	A-S56 R
ONE	"	A-S56 L
2	"	A-S51 R
2	"	A-S51 L
ONE	"	A-S55
ONE	"	A-S60
8	"	A-S60
2	"	A-S65
2	"	A-S70

REQUIRED FOR SPAN-K.		
NO.	NAME	MARK
2	STRINGERS	K-S21 R
2	"	K-S31 R
1	"	K-S31 L
1	"	K-S56 R
ONE	"	K-S56 L
2	"	K-S51 R
2	"	K-S51 L
ONE	"	K-S55
ONE	"	K-S60
8	"	K-S60
2	"	K-S65
2	"	K-S70

NOTE:
RIVETS 7/8" Ø
OPEN HOLES 15/16" Ø OR NOTED.
EDGE DISTANCE 1½" OR NOTED.
Do not paint top flg. of Stringers.

STRINGERS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1"-1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:

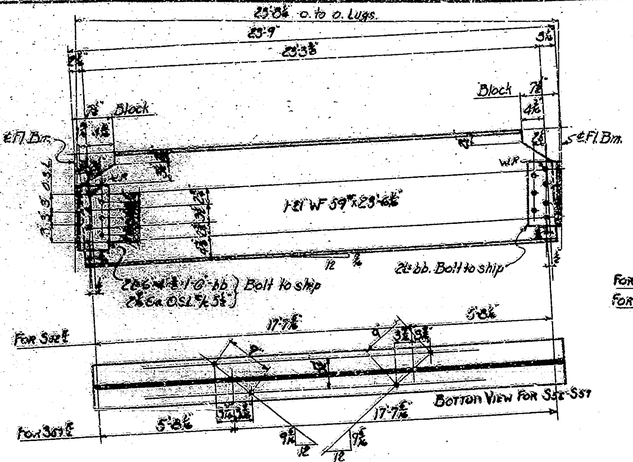
PROJECT-W.P. G.M. 208 SECTION-A.

STATION-STRUCTURE NO. 1031

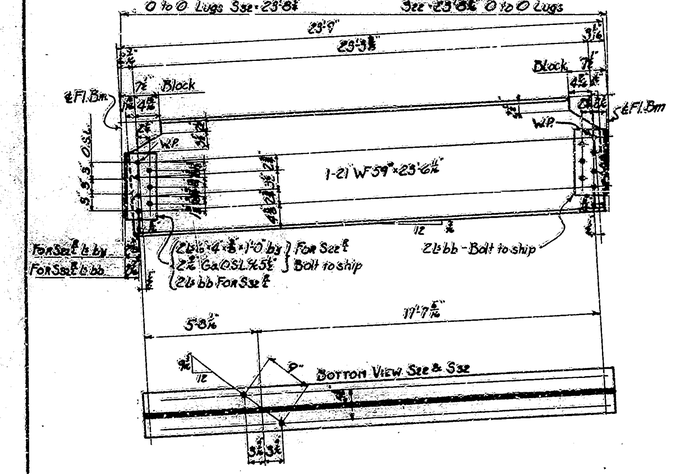
DRAWING-52 OF 173

BRIDGE CONTRACT NO. 1224

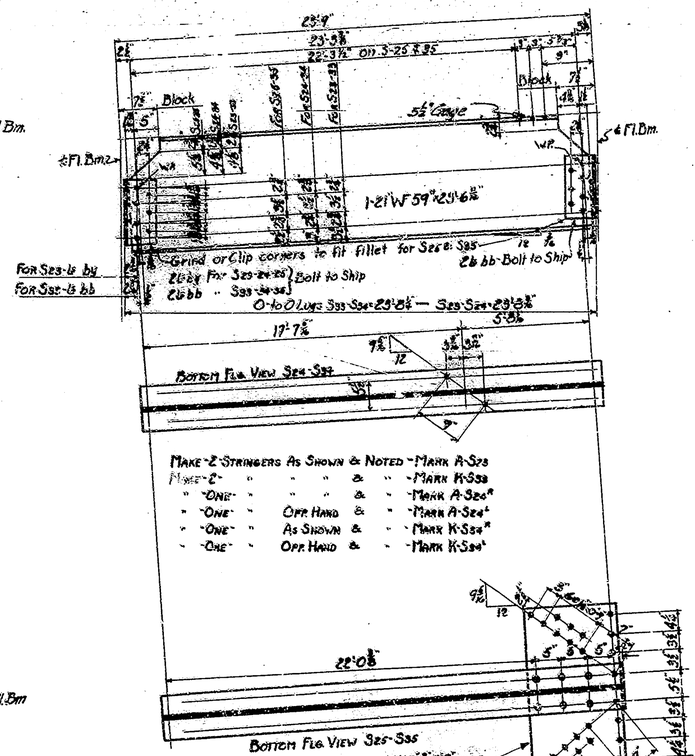
BRIDGE FILE 132-K-1031



Make 2 Stringers As Shown & Noted — One Mk-A-Sec E, One Mk-K-Sec E
Make 2 Stringers Opp Hand & Noted — One Mk-A-Sec F, One Mk-K-Sec F
Make 2 Stringers As Shown & Noted — One Mk-A-Sec G, One Mk-K-Sec G, One Mk-A-Sec H
Make 2 Stringers Opp Hand & Noted — One Mk-A-Sec H, One Mk-K-Sec H

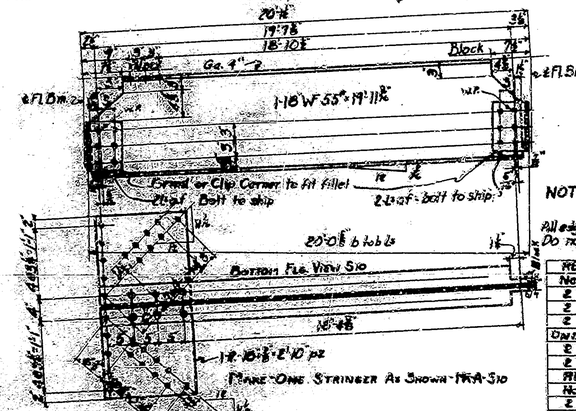


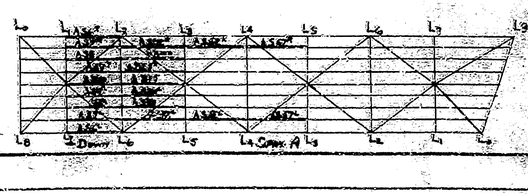
Make One Stringer As Shown & Noted — Mark A-Sec E
" One " Opp Hand & " — Mark A-Sec F
" One " As Shown & Noted — Mark K-Sec G
" One " Opp Hand & " — Mark K-Sec H

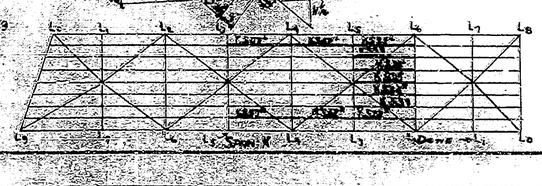


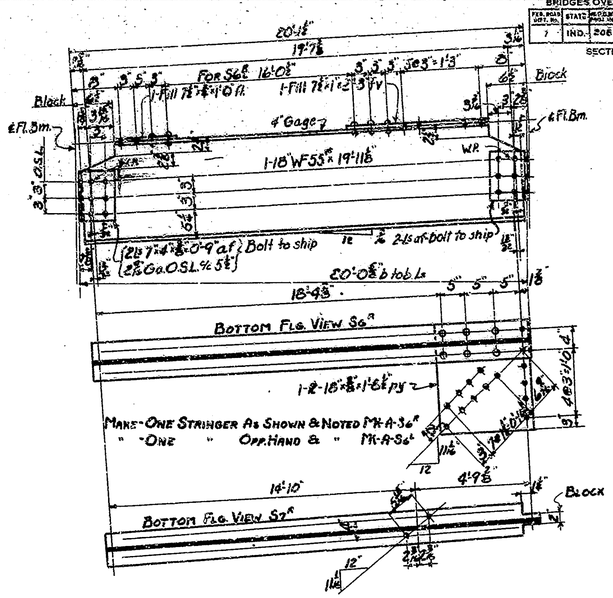
Make 2 Stringers As Shown & Noted — Mark A-Sec G
Make 2 " " Opp Hand & " — Mark A-Sec H
" One " As Shown & Noted — Mark K-Sec G
" One " Opp Hand & " — Mark K-Sec H

Make One Stringer As Shown & Noted — Mk-A-Sec G
" One " " " & " — Mk-K-Sec G

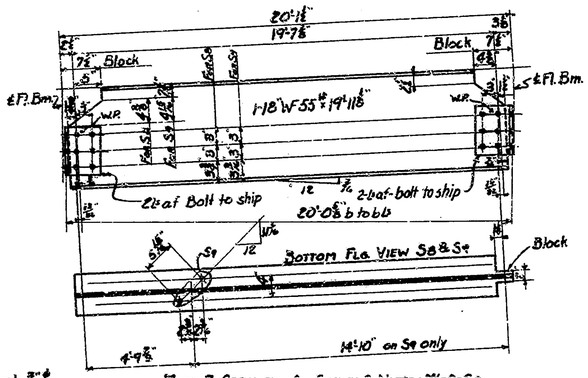








Make One Stringer As Shown & Noted - Mk-A-Sec R
" One " " Opp Hand & " - Mk-A-Sec S



Make 2 Stringers As Shown & Noted - Mk-A-Sec S
" One " " & " - Mk-A-Sec T
" One " Opp Hand & " - Mk-A-Sec T

NOTE:- Rivets ⅞" ϕ
Open Holes 15/16" ϕ
All edge distances 1¼" unless noted
Do not paint top flange of stringers.

REQUIRED FOR SPAN - K		
No.	Name	Mark
2	Stringers	K-Sec E
2	"	K-Sec F
2	"	K-Sec G
One	"	K-Sec H
2	"	K-Sec R
2	"	K-Sec S
REQUIRED FOR SPAN - A		
No	Name	Mark
2	Stringers	A-Sec E
2	"	A-Sec F
2	"	A-Sec G
2	"	A-Sec H
One	"	A-Sec R
2	"	A-Sec S
2	"	A-Sec T
One	"	A-Sec T

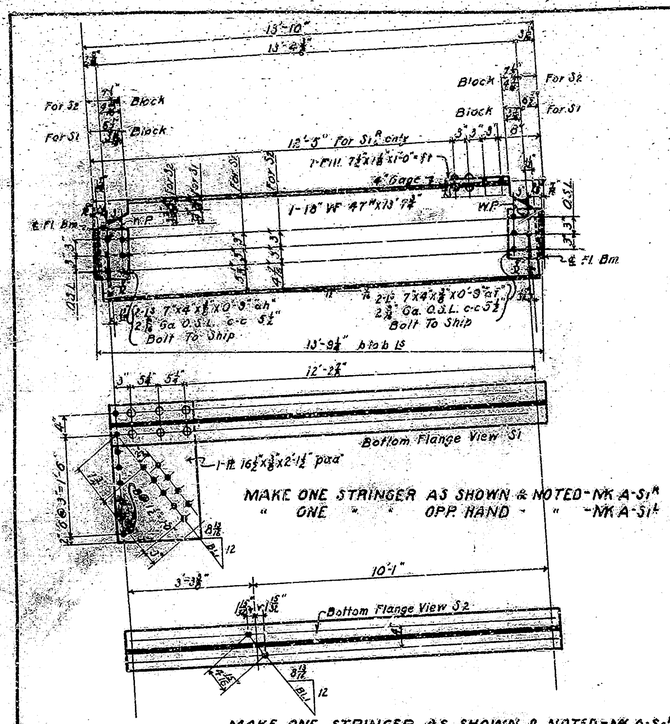
STRINGERS SPANS A & K
STEEL TRUSS BRIDGE
SPAN OVER -O ROADWAY ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0" OCTOBER 15, 1935
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 83 OF 173
BRIDGE CONTRACT NO. 1224
S.R. FILE 152-K-1031

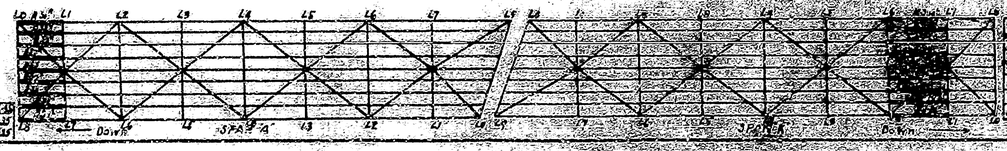
FED. SHEET NO.	STATE	ALPHABETIC PROJ. NO.	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	108	219

SPANS A & K

SECTION-A.



NOTES:-
Rivets-⅞"
Open Holes-15/16"
All Edge Distances 1½" Unless Noted
Do not paint top flg. of stringers



Required for SPAN A			Required for SPAN K	
MARK	STRINGERS		MARK	STRINGERS
1	A-S1R	1	K-S17R	1
2	A-S1L	1	K-S17L	1
3	A-S2R	1	K-S16R	1
4	A-S2L	1	K-S16L	1
5	A-S3	ONE	K-S20	ONE
6	A-S4	2	K-S18	2
7	A-S5	ONE		

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.C.M. 206 STATION:-
SECTION:-A. STRUCTURE NO. 1031
DRAWING-84 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE-152-1031

STRINGERS S1 TO S5 SPAN A, & S16 TO S20 SPAN K

STATE HIGHWAY COMMISSION OF INDIANA

Make One Stringer As Shown & Mirror Image

Make One Stringer As Shown Mark K 3m

Make One Stringer As Shown & Mirror Image Mark K 3m

Make One Stringer As Shown Mark K 3m

Make One Stringer As Shown & Mirror Image Mark K 3m

SECTION A-A

NOTE

END STRINGERS SPAN MARK L EXPAND ACCORDING TO

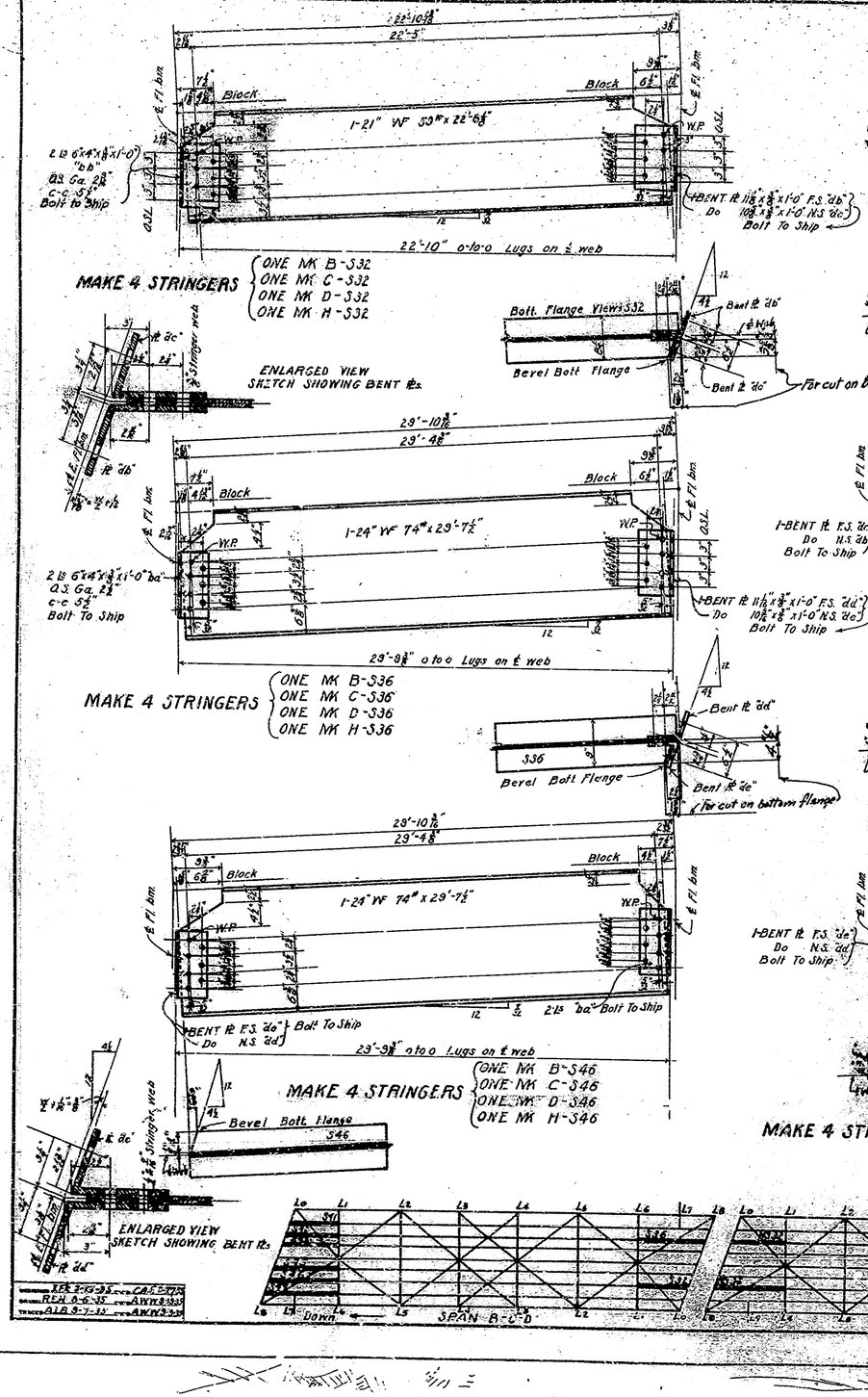
STATE HIGHWAY STRUCTURE NO. 1031

SCALE: 1" = 1'-0" OCTOBER 16, 1956

BRIDGES OVER 20' SPAN

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
7.	IND.	206	935	108	810

SECTION-A-



REQUIRED FOR SPAN B

NO.	NAME	MARK
ONE	STRINGER	B-532
ONE	"	B-536
ONE	"	B-541
ONE	"	B-542
ONE	"	B-543
ONE	"	B-545
ONE	"	B-546
ONE	"	B-547

REQUIRED FOR SPAN C

NO.	NAME	MARK
ONE	STRINGER	C-532
ONE	"	C-536
ONE	"	C-541
ONE	"	C-542
ONE	"	C-543
ONE	"	C-545
ONE	"	C-546
ONE	"	C-547

REQUIRED FOR SPAN D

NO.	NAME	MARK
ONE	STRINGER	D-532
ONE	"	D-536
ONE	"	D-541
ONE	"	D-542
ONE	"	D-543
ONE	"	D-545
ONE	"	D-546
ONE	"	D-547

REQUIRED FOR SPAN H

NO.	NAME	MARK
ONE	STRINGER	H-532
ONE	"	H-536
ONE	"	H-541
ONE	"	H-542
ONE	"	H-543
ONE	"	H-545
ONE	"	H-546
ONE	"	H-547

NOTES
- ⅞" Rivets
- 15/16" Holes
- 1¼" Edge distance unless noted.
- See enlarged sketches for bent plates.
- Do not Paint top flange of Stringers.

END STRINGERS SPANS B-C-D & H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"-0"

OCTOBER 18, 1935

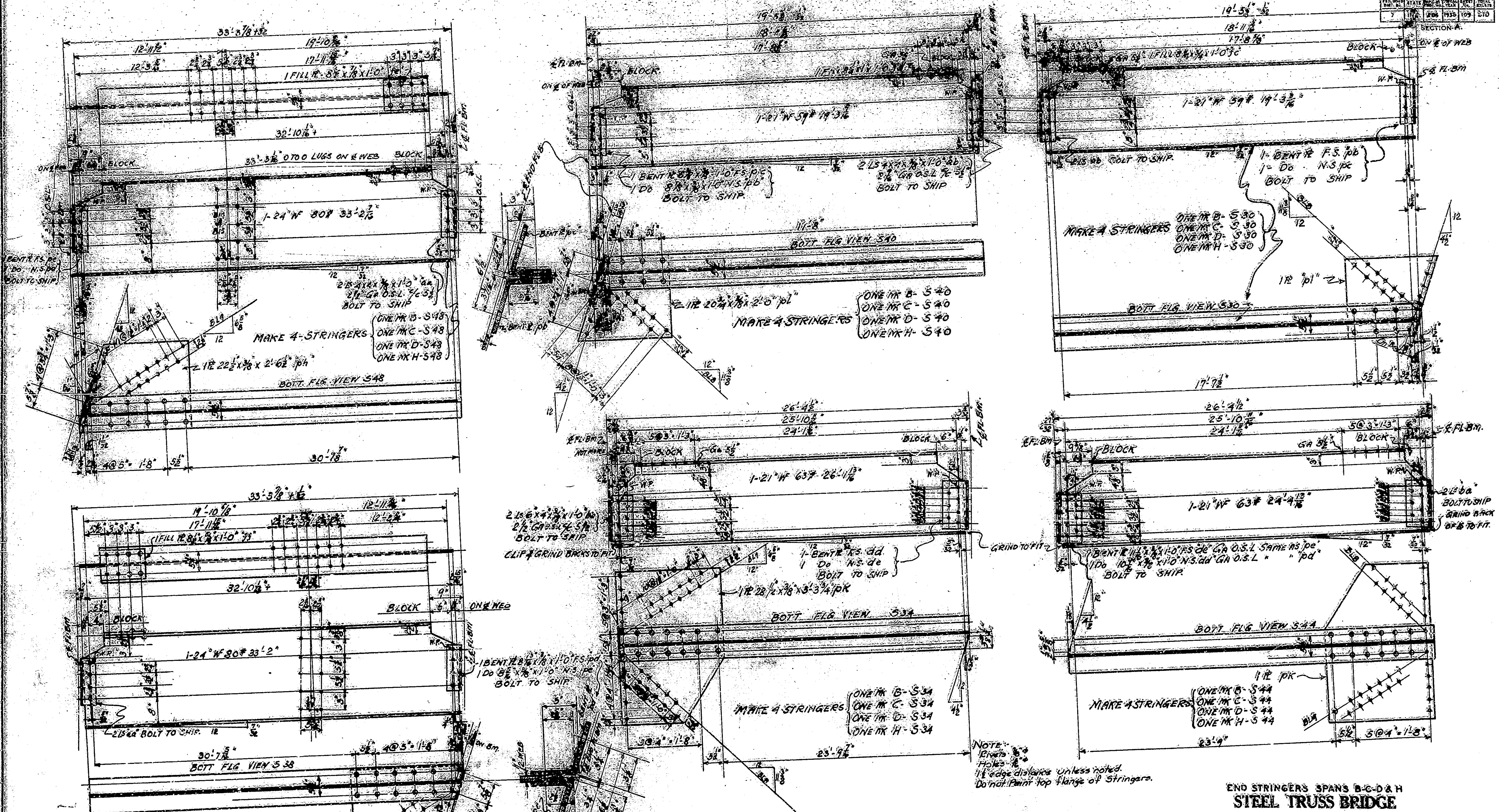
RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206
SECTION:- A.
STATION:- STRUCTURE NO. 1031
DRAWING:- 96 OF 173

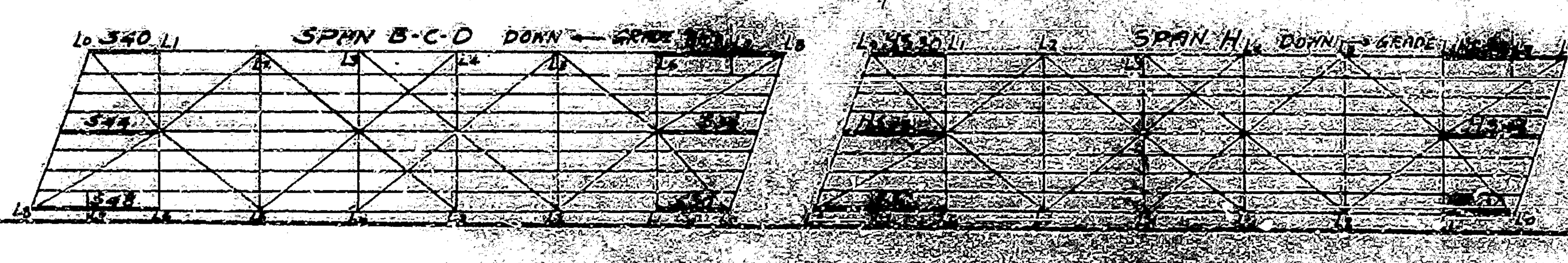
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-M-1031

REK 9-19-35 — CAE 9-19-35
REH 9-6-35 — AWH 9-19-35
TRACED AJG 9-7-35 — AWH 9-19-35



Note:-
Rivets 3/4"
Holes 13/16"
1 1/4" edge distance unless noted.
Do not Paint top flange of Stringers.



REQUIRED FOR SPAN B			REQUIRED FOR SPAN D		
NO.	NAME	MARK	NO.	NAME	MARK
ONE	STRINGER	B-S30	ONE	STRINGER	D-S30
ONE	"	B-S34	ONE	"	D-S34
ONE	"	B-S38	ONE	"	D-S38
ONE	"	B-S40	ONE	"	D-S40
ONE	"	B-S44	ONE	"	D-S44
ONE	"	B-S48	ONE	"	D-S48
REQUIRED FOR SPAN C			**REQUIRED FOR SPAN H**		
NO.	NAME	MARK	NO.	NAME	MARK
ONE	STRINGER	C-S30	ONE	STRINGER	H-S30
ONE	"	C-S34	ONE	"	H-S34
ONE	"	C-S38	ONE	"	H-S38
ONE	"	C-S40	ONE	"	H-S40
ONE	"	C-S44	ONE	"	H-S44
ONE	"	C-S48	ONE	"	H-S48

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	109	210

SECTION-A.

END STRINGERS SPANS B-C-D & H

STEEL TRUSS BRIDGE

SPAN -O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

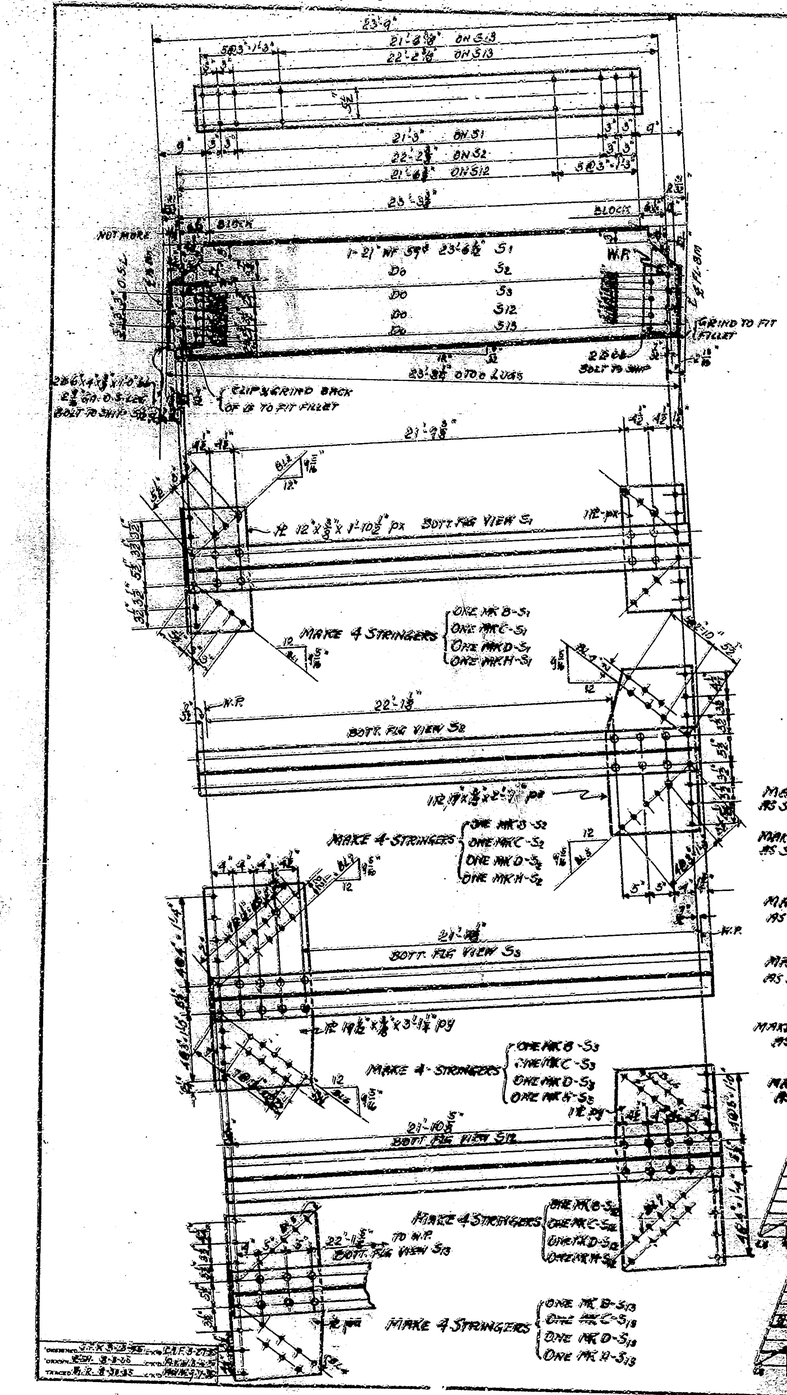
RECOMMENDED FOR APPROVAL:-

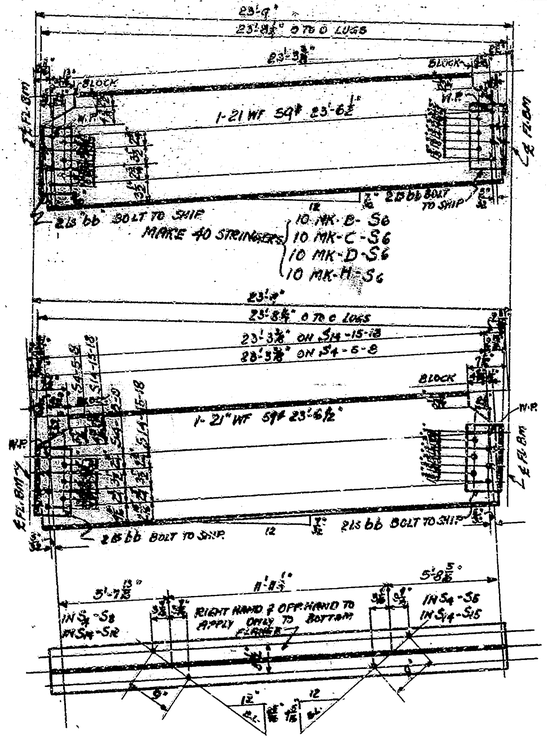
PROJECT:-W.P.G.M.206 STATION:-
SECTION:-A. STRUCTURE NO.1031
DRAWING:-87 OF 173
BRIDGE CONTRACT NO.1224
BR FILE 152-K-1031

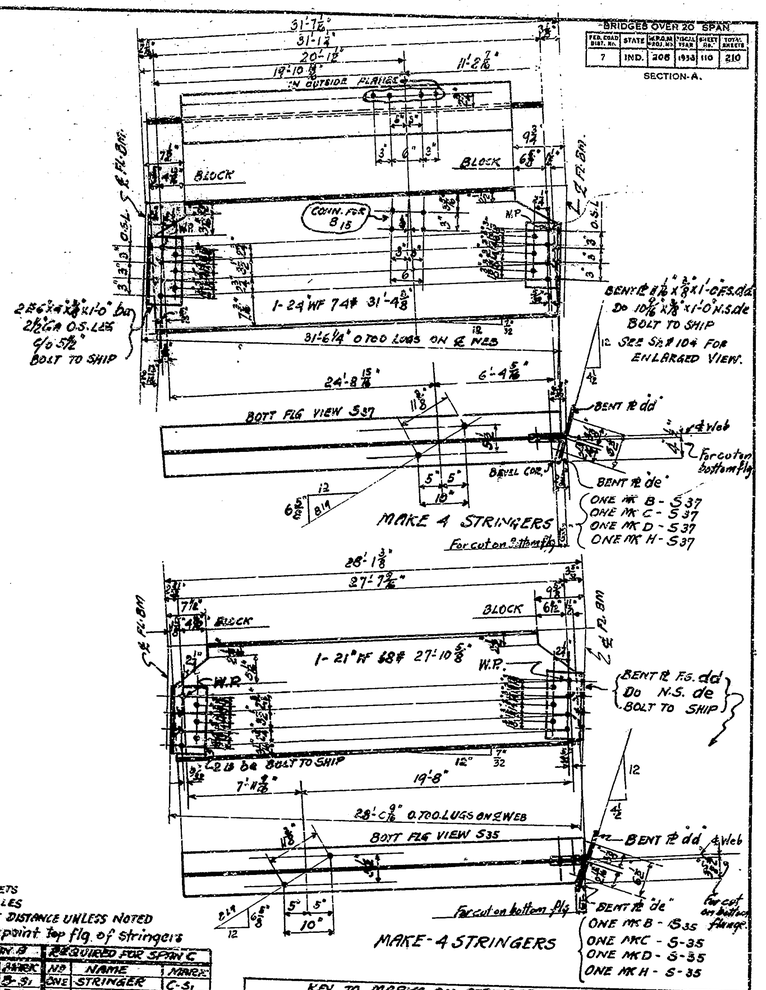
DESIGNED J.F.K. 4-20-35	CK'D	A.N. 7-28-35
DRAWN R.C.H. 8-9-35	CK'D	A.W.W. 9-4-35
TRACED M.R. 9-11-35	CK'D	R.C.H. 9-11-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	110	210

SECTION-A.







NOTE:
⅞" RIVETS
15/16" HOLES
1½" EDGE DISTANCE UNLESS NOTED
Do not paint top flg. of stringers

REQUIRED FOR SPAN B			REQUIRED FOR SPAN C		
NO	NAME	MARK	NO	NAME	MARK
ONE	STRINGER	B-S1	ONE	STRINGER	C-S1
ONE	"	B-S2	ONE	"	C-S2
ONE	"	B-S3	ONE	"	C-S3
2	"	B-S4	2	"	C-S4
4	"	B-S5	4	"	C-S5
10	"	B-S6	10	"	C-S6
4	"	B-S8	4	"	C-S8
ONE	"	B-S12	ONE	"	C-S12
ONE	"	B-S13	ONE	"	C-S13
2	"	B-S14	2	"	C-S14
4	"	B-S15	4	"	C-S15
ONE	"	B-S35	ONE	"	C-S35
ONE	"	B-S37	ONE	"	C-S37

REQUIRED FOR SPAN D			REQUIRED FOR SPAN H		
NO	NAME	MARK	NO	NAME	MARK
ONE	STRINGERS	D-S1	ONE	STRINGERS	H-S1
ONE	"	D-S2	ONE	"	H-S2
ONE	"	D-S3	ONE	"	H-S3
2	"	D-S4	2	"	H-S4
4	"	D-S5	4	"	H-S5
10	"	D-S6	10	"	H-S6
4	"	D-S8	4	"	H-S8
ONE	"	D-S12	ONE	"	H-S12
ONE	"	D-S13	ONE	"	H-S13
2	"	D-S14	2	"	H-S14
4	"	D-S15	4	"	H-S15
ONE	"	D-S35	ONE	"	H-S35
ONE	"	D-S37	ONE	"	H-S37

KEY TO MARKS ON STRINGER WEB CONN. DETAILS.

STRINGER WEBS	Fl. Bm. WEBS	L LUGS	L LUGS	LARGER BENT ℞	SMALLER BENT ℞
		4"x4"	6"x4"	SKEW INSIDE STRS	SKEW OUTSIDE STR.
7/16 f f 1/2	5/8	CUT EDGE SKEW INSIDE STRS		CLOSED (BEND) de	CLOSED pe
		aa	ba	OPEN " dd	OPEN pd
5/8	5/8	ab	bb	CLOSED " dc	CLOSED pc
				OPEN " db	OPEN pb
7/16 f 1/2	3/4	ax	bx		
5/8	3/4	ay	by		

STRINGERS SPANS B-C-D & H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208
SECTION:- A.
STATION:- STRUCTURE NO. 1031
DRAWING:- 38 OF 173

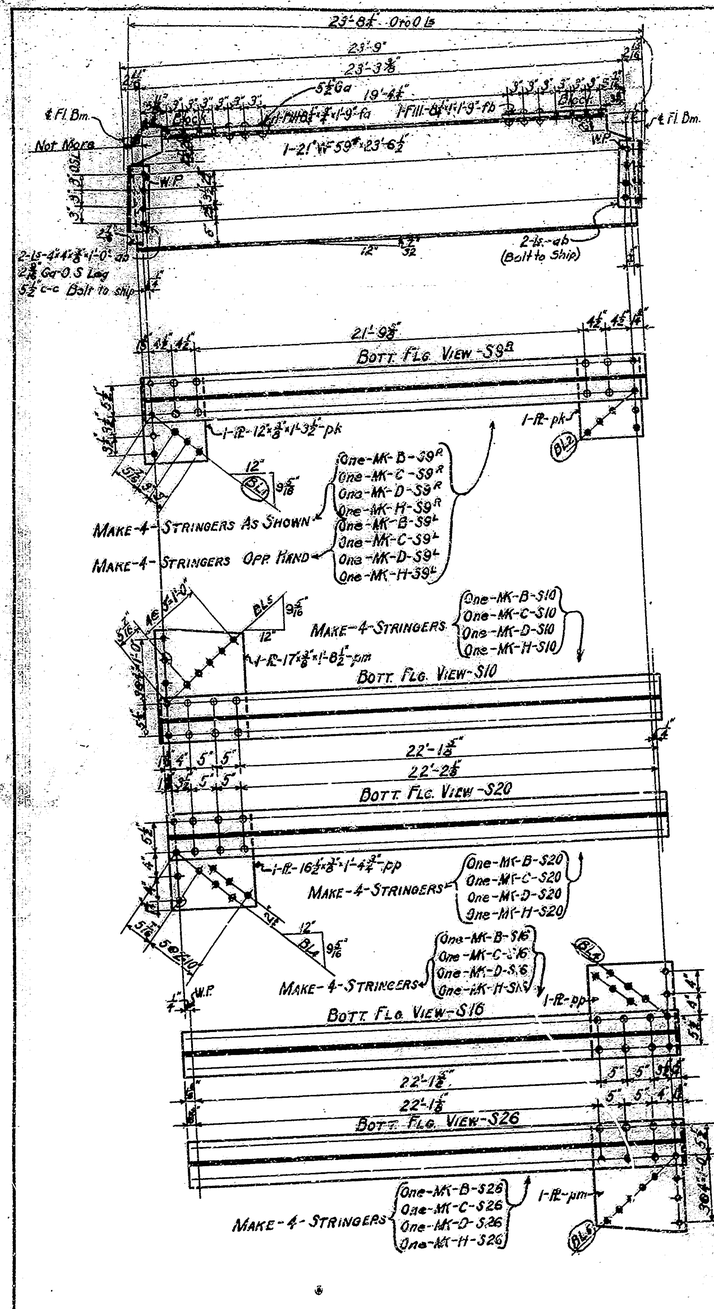
BRIDGE CONTRACT NO. 1224

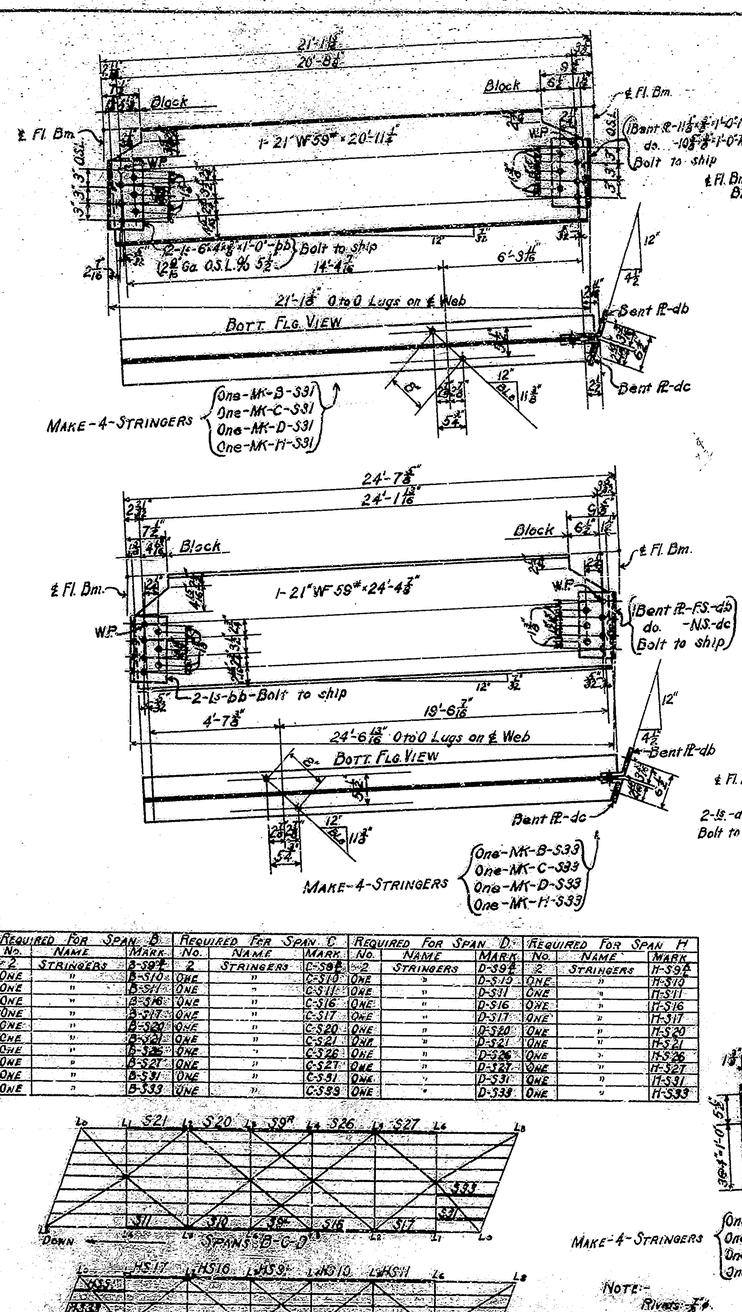
BR. FILE 152-K-1031

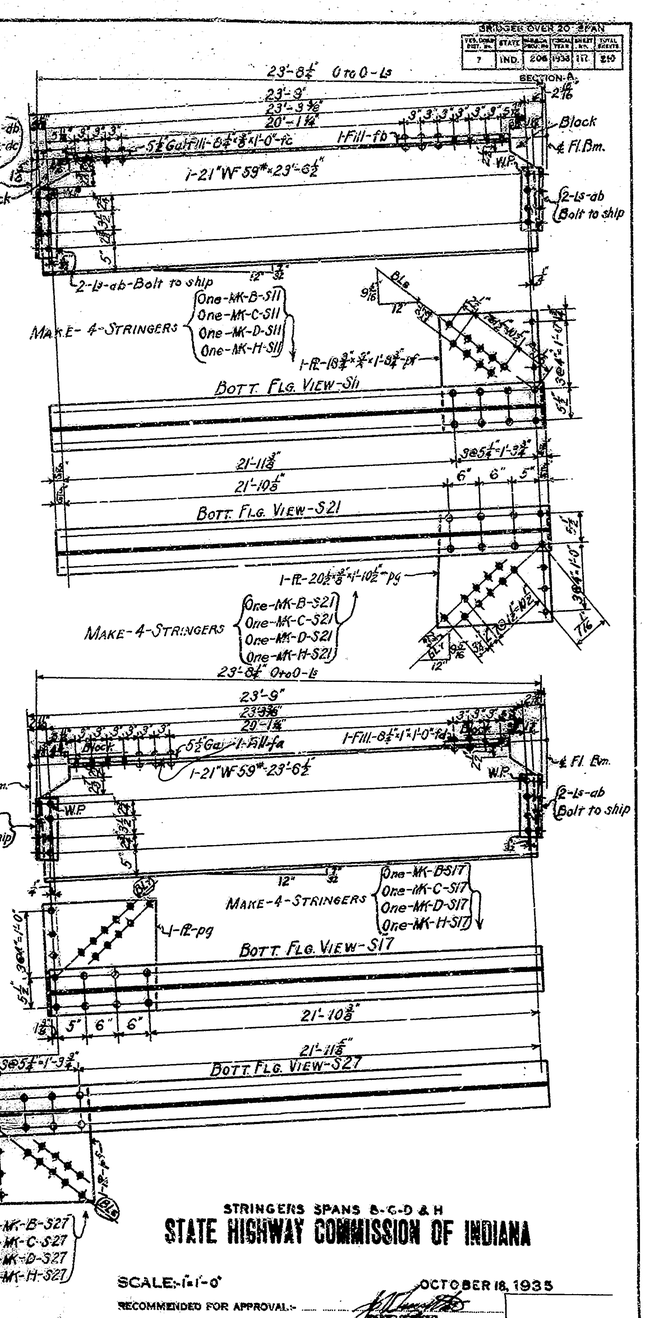
STRINGERS OVER 20' SPAN

TEN. CONN. DIST. NO.	STATE	ROAD NO. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1938	117	210

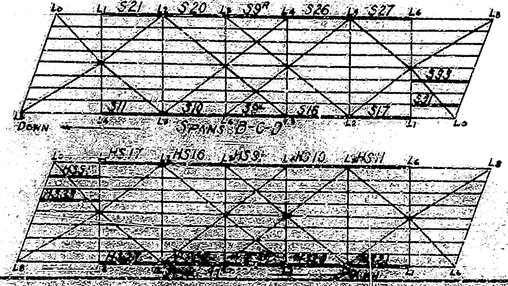
SECTION-A







Required For Span B			Required For Span C			Required For Span D			Required For Span H		
No.	Name	Mark	No.	Name	Mark	No.	Name	Mark	No.	Name	Mark
2	Stringers	B-S9R	2	Stringers	C-S9R	2	Stringers	D-S9R	2	Stringers	H-S9R
One	"	B-S10	One	"	C-S10	One	"	D-S10	One	"	H-S10
One	"	B-S11	One	"	C-S11	One	"	D-S11	One	"	H-S11
One	"	B-S16	One	"	C-S16	One	"	D-S16	One	"	H-S16
One	"	B-S17	One	"	C-S17	One	"	D-S17	One	"	H-S17
One	"	B-S20	One	"	C-S20	One	"	D-S20	One	"	H-S20
One	"	B-S21	One	"	C-S21	One	"	D-S21	One	"	H-S21
One	"	B-S26	One	"	C-S26	One	"	D-S26	One	"	H-S26
One	"	B-S27	One	"	C-S27	One	"	D-S27	One	"	H-S27
One	"	B-S31	One	"	C-S31	One	"	D-S31	One	"	H-S31
One	"	B-S33	One	"	C-S33	One	"	D-S33	One	"	H-S33



Note:-
Rivets - ⅞".
Holes - ⅞".
Edge distance 1½" unless noted.
2-L Filler may be used for I Fills.
Do not paint top flange of Stringers.

STRINGERS SPANS B-C-D & H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 18, 1935

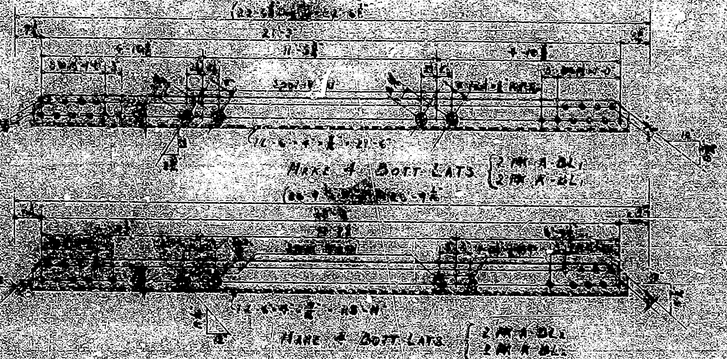
RECOMMENDED FOR APPROVAL:-

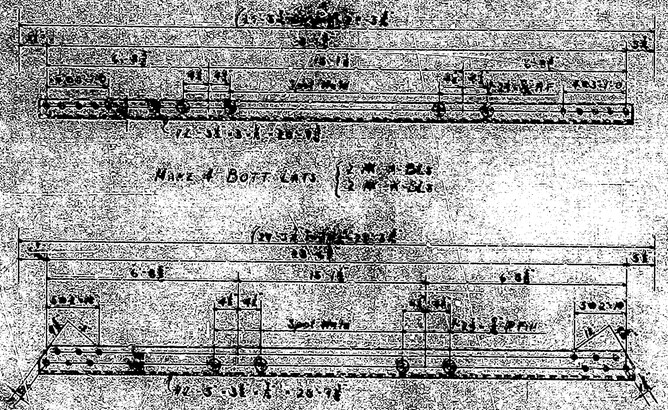
PROJECT:- W.P.G.M. 206
SECTION:- A.
STATION:- STRUCTURE NO. 1031
DRAWING:- 89 OF 173

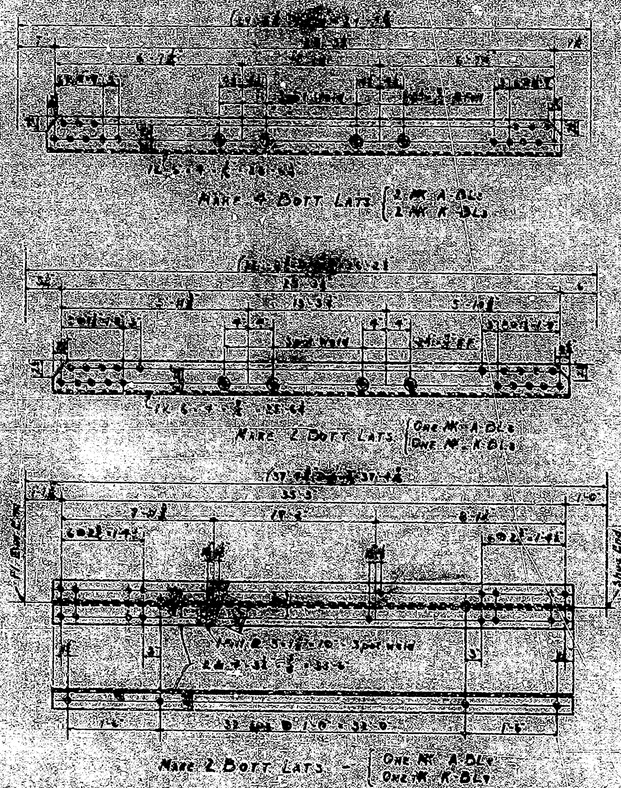
BRIDGE CONTRACT NO. 1224

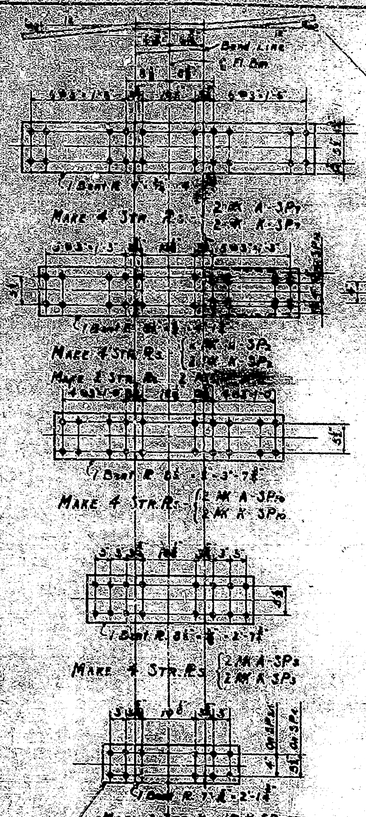
BRIDGE FILE 152-K-1031

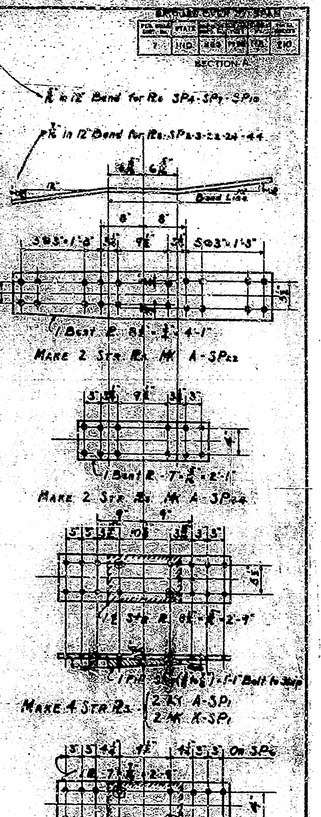
DESIGNED J.F.K. 5-13-35 CHK'D M-M-35
DRAWN R.F.H. 8-8-35 CHK'D M-M-35
TRACED A.G.L. 8-11-35 REV'D 11-15











NOTE: - Rivets 7/8"
Holes 15/16"
Edge distance 1 1/2" unless noted.

BOTTOM LATERALS & STRINGER PLATES SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:

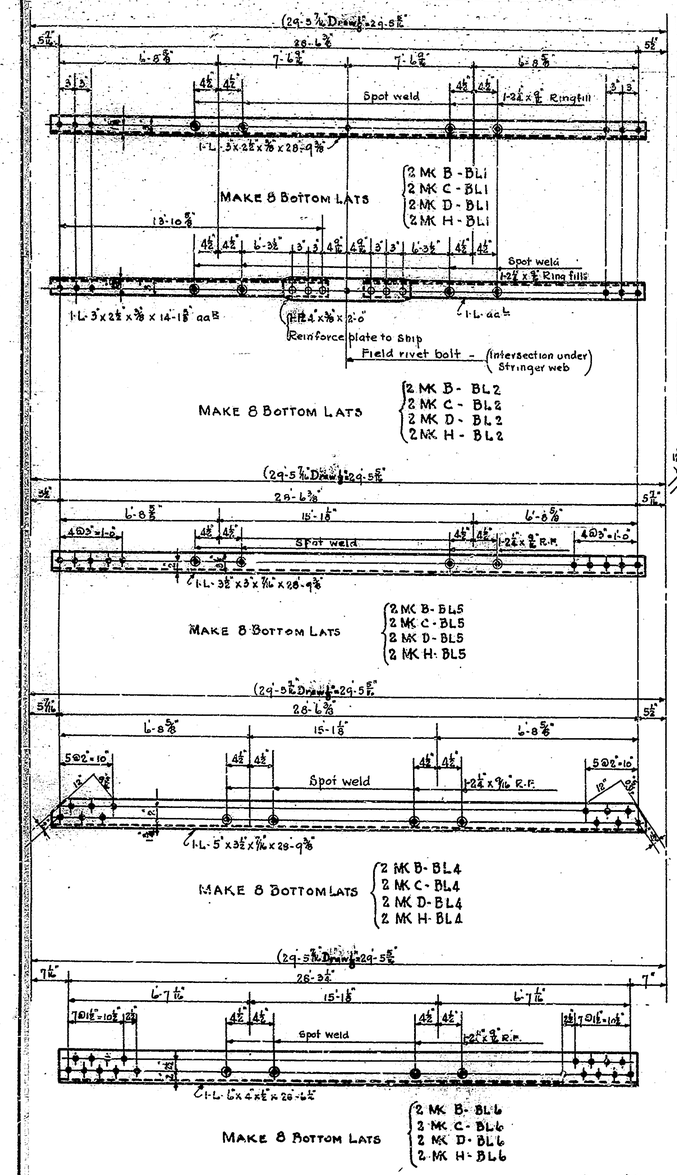
PROJECT W.P.C.M. 208 SECTION A

STATION: STRUCTURE NO. 1931

DRAWING 193 OF 173

BRIDGE CONTRACT NO. 1228

FILE 35-031



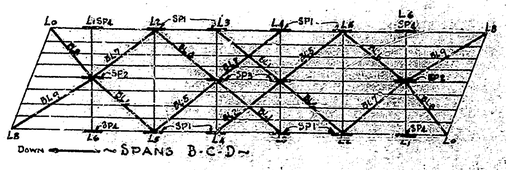
Bevel of Stringers in inches per foot.

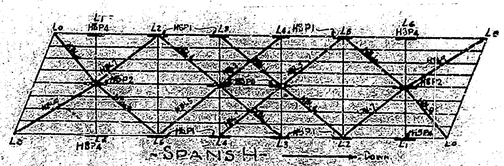
PANEL.	SPAN B.		SPAN C.		SPAN D.		SPAN H.		AVERAGE
Lo L1	0·2636	¼"	0·2365	7/32	0·1898	3/16"	0·1447	5/32	7/32 to 12"
L1 L2	0·2378	7/32	0·2210	7/32	0·1842	3/16"	0·1815	3/16"	
L2 L3	0·2529	¼"	0·2141	7/32	0·1792	3/16"	0·1960	3/16"	
L3 L4	0·2478	¼"	0·2109	7/32	0·1742	3/16"	0·2120	7/32	
L4 L5	0·2427	¼"	0·2060	7/32	0·1693	5/32	0·2273	7/32	
L5 L6	0·2377	¼"	0·2009	3/16"	0·1641	5/32	0·2427	¼"	
L6 L7	0·2322	7/32	0·1934	3/16"	0·1586	3/16"	0·2597	¼"	

NOTE:- Taking the average slope of 7/32 in 12" for Spans B-C-D & H and shipping the connection angles and bent plates bolted to stringers, we believe the connections can be made without varying the slopes for the separate Spans.

~REQUIRED FOR SPAN B~			~REQUIRED FOR SPAN C~			~REQUIRED FOR SPAN D~			~REQUIRED FOR SPAN H~		
No.	NAME	MARK	No	NAME	MARK	No	NAME	MARK	No	NAME	MARK
2	BOTT LATS	B-BL1	2	BOTT LATS	C-BL1	2	BOTT LATS	D-BL1	2	BOTT LATS	H-BL1
2	" "	B-BL2	2	" "	C-BL2	2	" "	D-BL2	2	" "	H-BL2
2	" "	B-BL4	2	" "	C-BL4	2	" "	D-BL4	2	" "	H-BL4
2	" "	B-BL5	2	" "	C-BL5	2	" "	D-BL5	2	" "	H-BL5
2	" "	B-BL6	2	" "	C-BL6	2	" "	D-BL6	2	" "	H-BL6
2	" "	B-BL7	2	" "	C-BL7	2	" "	D-BL7	2	" "	H-BL7
2	" "	B-BL8	2	" "	C-BL8	2	" "	D-BL8	2	" "	H-BL8
2	" "	B-BL9	2	" "	C-BL9	2	" "	D-BL9	2	" "	H-BL9
8	STRINGER PCS	B-SP1	8	STRINGER PCS	C-SP1	8	STRINGER PCS	D-SP1	8	STRINGER PCS	H-SP1
2	" "	B-SP2	2	" "	C-SP2	2	" "	D-SP2	2	" "	H-SP2
2	" "	B-SP3	2	" "	C-SP3	2	" "	D-SP3	2	" "	H-SP3
4	" "	B-SP4	4	" "	C-SP4	4	" "	D-SP4	4	" "	H-SP4

NOTE:-
Rivets - ⅞".
Holes - 15/16".
1½" edge distance unless noted.





BOTTOM LATERALS & STRINGER PLATES SPANS B-C-D & H

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J. J. Smythe
DIVISION ENGINEER

PROJECT:-W.P.& M.206 STATION:-
SECTION:-A. STRUCTURE NO. 1031
DRAWING:-91 OF 173
BRIDGE CONTRACT NO. 1224

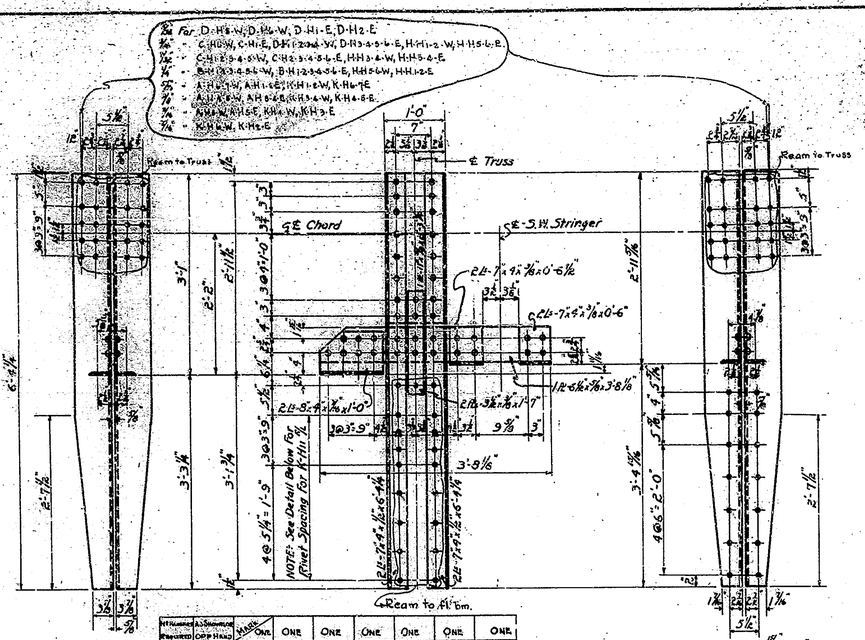
BRIDGE FILE 152-K-1031

Designed MB.O. 7-29-35 Checked AWW 8-6-35
Drawn REH 7-31-35 Checked AWW 8-9-35
Traced GPS 8-29-35 Checked AWW 8-14-35

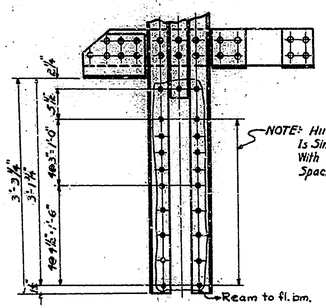
FED. ROAD PROJ. No.	STATE	BRIDGE OVER 20' SPAN				
		W.B.R.G.M. PROJ. No.	ROUTE	BRIDGE No.	TOTAL SHEETS
7	IND.	206	1935	114	210

SECTION-A.

For D-H1-W, D-H1-E, D-H1-E, D-H2-E
" C-H1-W, C-H1-E, D-K1-2-3-4-W, D-R3-4-5-6-E, H-H1-2-W, H-H5-6-E
" C-H1-E, 3-4-5-W, C-H2-3-4-5-6-E, H-H3-4-W, H-H5-6-E
" B-H1-2-3-4-5-6-W, B-H1-2-3-4-5-6-E, H-H5-6-W, H-H1-2-E
" A-H1-2-W, A-H1-2-E, K-H1-E-W, K-H4-E
" A-H3-4-W, A-H5-6-E, K-H3-4-W, K-H4-5-E.
" K-H4-W, K-H5-E, KH4-W, K-H3-E
" K-H-E-W, K-H2-E

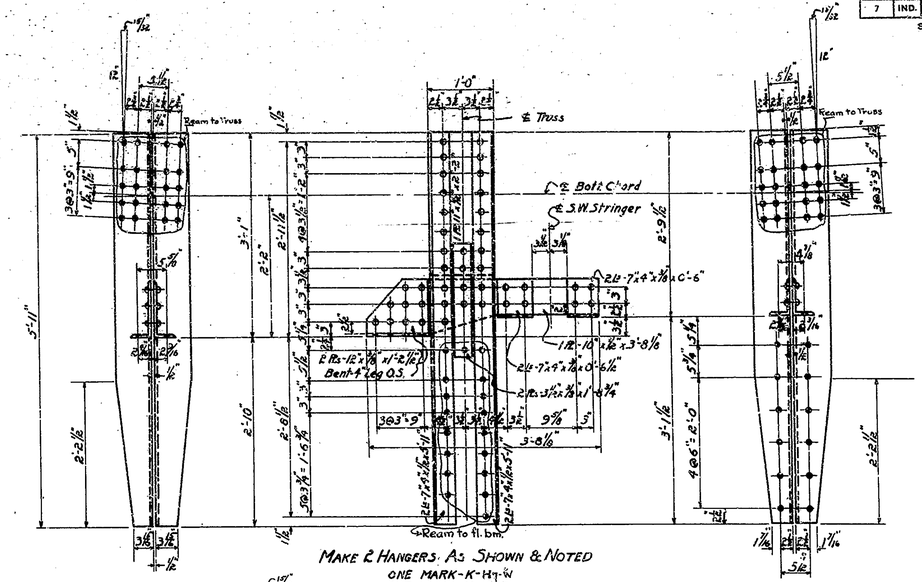


H Numbers As Required	A's Shown or Opp Hand	Mark						
5	As Shown		ONE	ONE	ONE	ONE	ONE	ONE
				A-H3-W	A-H4-W	A-H5-W	A-H6W	A-H7W
				A-H3-E	A-H4-E	A-H5-E		
6	As Shown	B-H1-W	B-H2-W	B-H3-W	B-H4-W	B-H5-W	B-H6W	
6	Opp Hand	B-H1-E	B-H2-E	B-H3-E	B-H4-E	B-H5-E	B-H6-E	
6	As Shown	C-H1-W	C-H2-W	C-H3-W	C-H4-W	C-H5-W	C-H6W	
6	Opp Hand	C-H1-E	C-H2-E	C-H3-E	C-H4-E	C-H5-E	C-H6-E	
6	As Shown	D-H1-W	D-H2-W	D-H3-W	D-H4-W	D-H5-W	D-H6W	
6	Opp Hand	D-H1-E	D-H2-E	D-H3-E	D-H4-E	D-H5-E	D-H6-E	
6		H H1-W	H H2-W	H H3-W	H H4-W	H H5-W	H H6-W	
6	As Shown	K-H1-E	K-H2-E	K-H3-E	K-H4-E	K-H5-E	K-H6-E	
6	Opp Hand	K-H1-W	K-H2-W	K-H3-W	K-H4-W	K-H5-W	K-H6-W	
6	As Shown		K-H2-E	K-H3-E	K-H4-E	K-H5-E	K-H6-E	K-H7-E

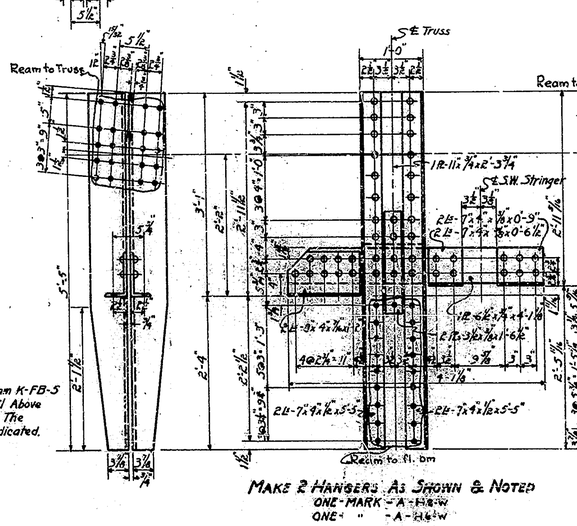


NOTE: H11 ⅞ For Floor Beam K-FB-5 Is Similar To The Detail Above With The Exception Of The Spacing Of Holes Indicated.

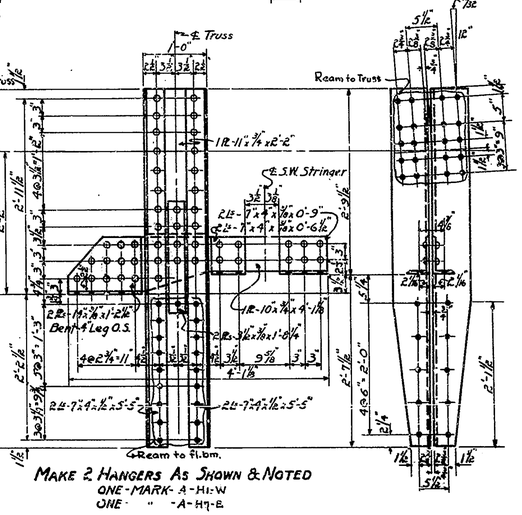
MAKE 2-HANGERS AS SHOWN & NOTED
ONE-MARK-K-H6-W
ONE " -K-H2-E



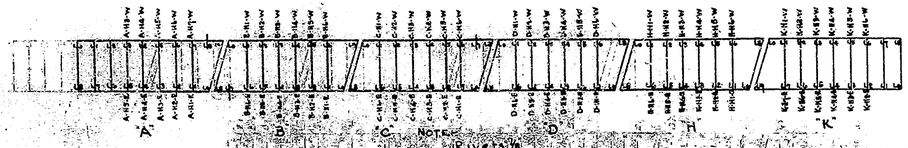
MAKE 2 HANGERS. AS SHOWN & NOTED
ONE MARK-K-H7-W
ONE " -K-H1-E



MAKE 2 HANGERS AS SHOWN & NOTED
ONE-MARK-A-H6-W
ONE " -A-H6-W



MAKE 2 HANGERS AS SHOWN & NOTED
ONE-MARK-A-H1-W
ONE " -A-H7-E



NOTE:-
Rivets ⅞"ø
Open holes ⅞"ø except as noted
Holes marked Ream to Truss to be subpunched ⅞" and reamed to ⅞" while hanger is assembled with truss in shop
Holes marked Ream to fl. bm to be subpunched ⅞" and reamed to ⅞" while hanger is set in place on Fl. Bm. in Shop

FLOOR BEAM HANGERS SPANS A,B,C,D,H, & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 15, 1935

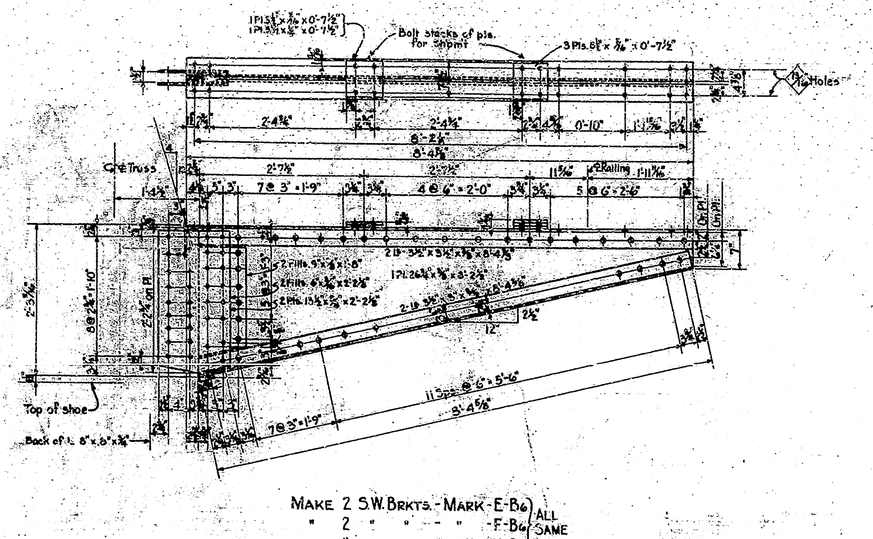
RECOMMENDED FOR APPROVAL:- _____ DIRECTOR OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:- STRUCTURE NO. 1031
SECTION:- A.
DRAWING:- 92 OF 173

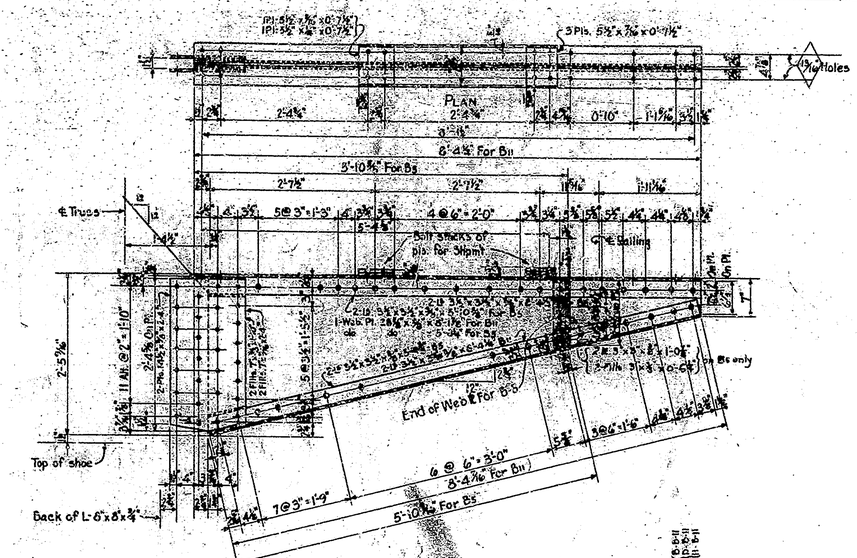
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

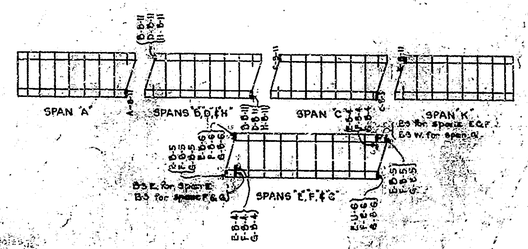
DESIGNED K.B.O. 5-9-35 CHKD. J.C.A. 5-10-35
DRAWN J.S.L. 8-27-35 CHKD. J.E.K.S. 5-8-35
TRACED F.N.R. 3-28-35 CHKD. J.E.K.S. 10-15-35

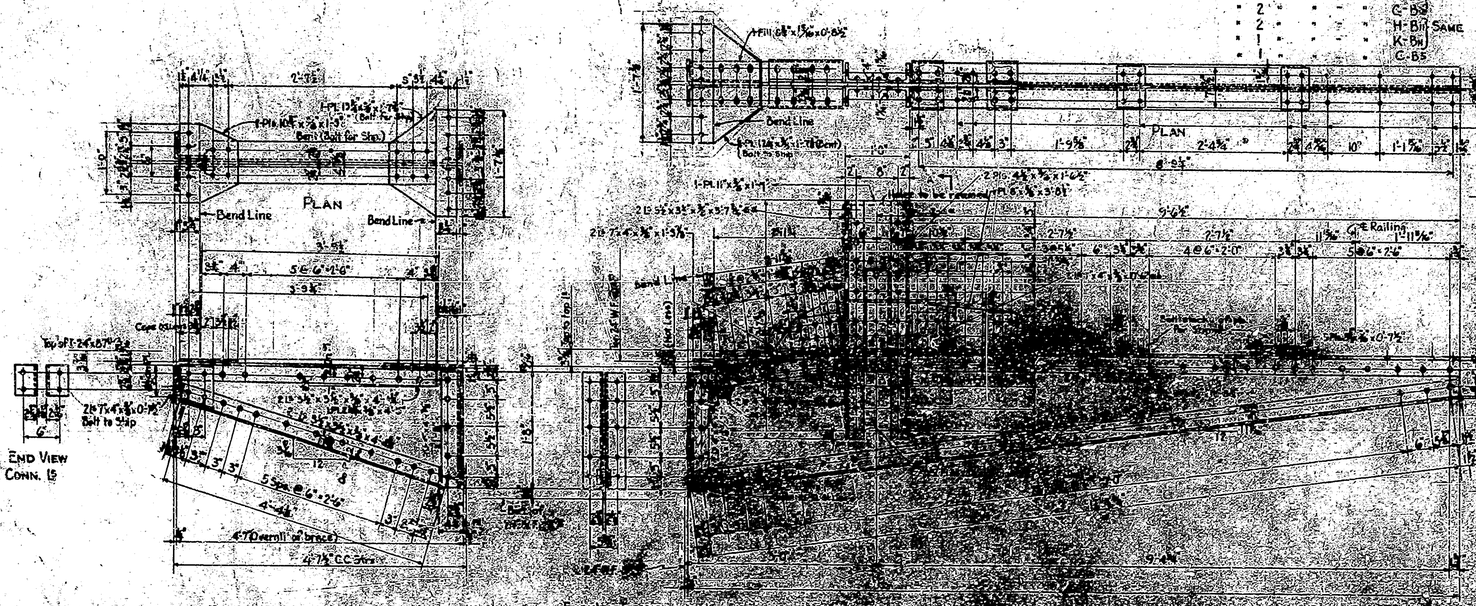


MAKE 2 S.W. BRKTS. - MARK - E-B6 } ALL
" 2 " " " " - F-B6 } SAME
" 2 " " " " - G-B6 }

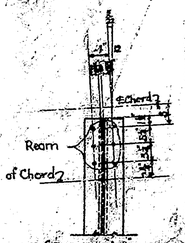


MAKE 1 S.W. BRKT. - MARK A-B11 }
" 2 " " " " - B-B11 } SAME
" 1 " " " " - C-B11 }
" 2 " " " " - D-B11 }
" 2 " " " " - E-B5 }
" 2 " " " " - F-B5 } SAME
" 2 " " " " - G-B5 }
" 2 " " " " - H-B11 } SAME
" 1 " " " " - K-B11 }
" 1 " " " " - C-B5





MAKE 2 S.W. BRKT. BRACES - MARK F-B4 } ALL
" 2 " " " " - G-B4 } SAME



BRIDGES OVER 20' SPAN

DIST.	COUNTY	STATE ROUTE NO.	SECT.	SHT. NO.	TOTAL SHTS.
7	IND.	208	1-A	7/18	210

SECTION A

SIDEWALK BRACKETS 1, 2, 3, 4, 5, 6, 11 SPANS A, B, C, D, E, F, G, H, K

STEEL TRUSS BRIDGE

SPAN - O ROADWAY
OVER ON STATE ROAD

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: 1"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

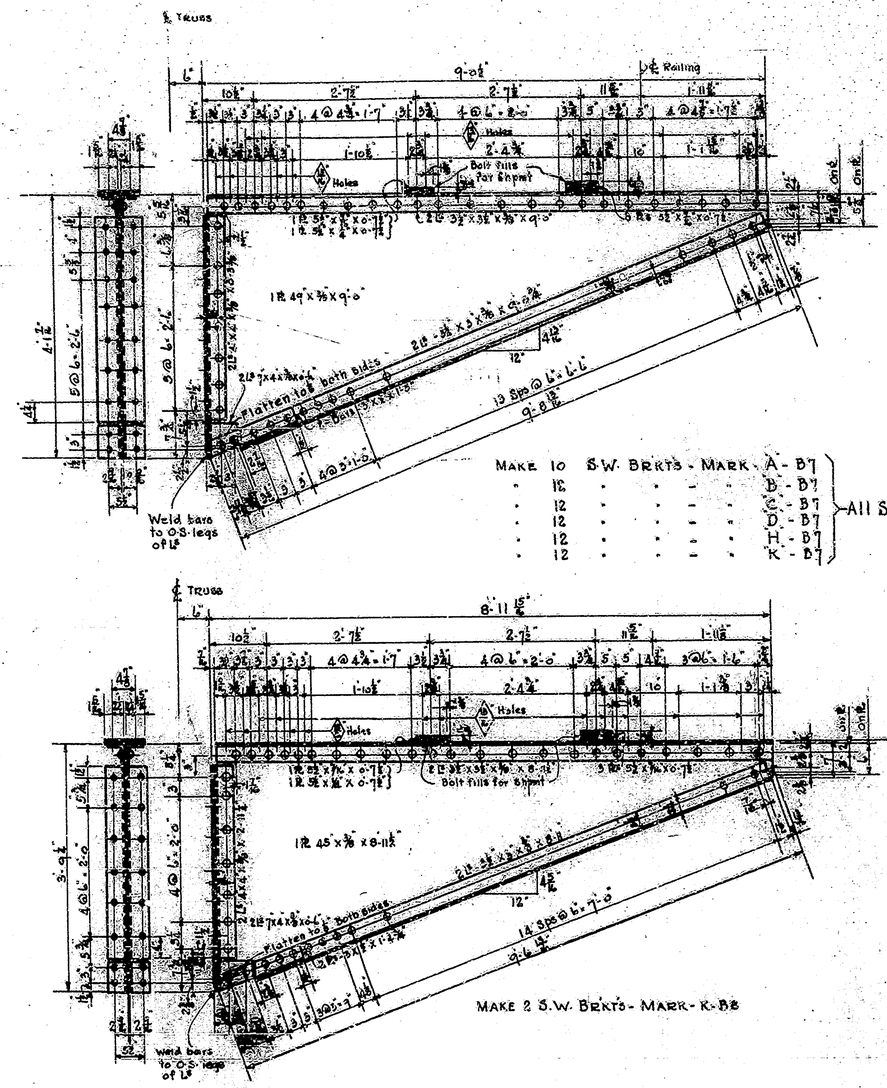
PROJECT - W.P.G.A. 208 STATION -
SECTION - A
DRAWING 7/8 OF 1/3 STRUCTURE NO. 1931
BRIDGE CONTRACT NO. 1224

DESIGNED V.C.B. 6-1-35 CHECKED A.L.S. 6-1-35
DRAWN " 6-2-35 " 6-14-35
TRACED W.S.L. 6-15-35 " 6-18-35

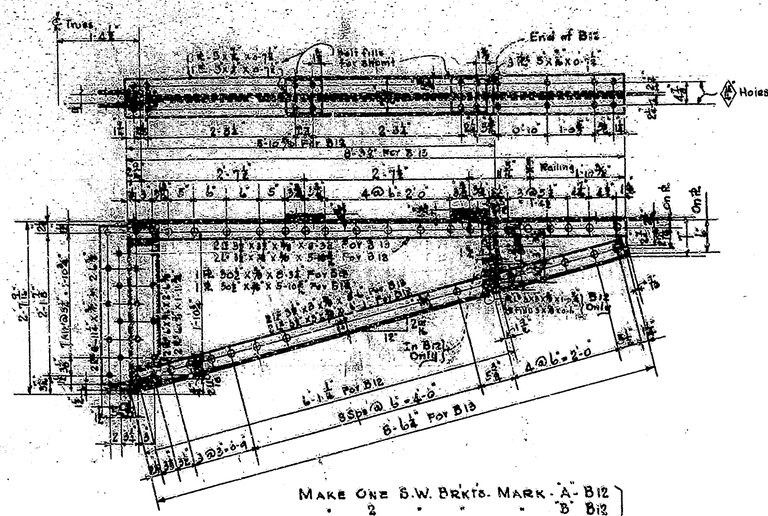
BRIDGES OVER 20' SPAN

FED. ROUTE OR ST. NO.	STATE	STATE JOB NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	118	210

SECTION-A.

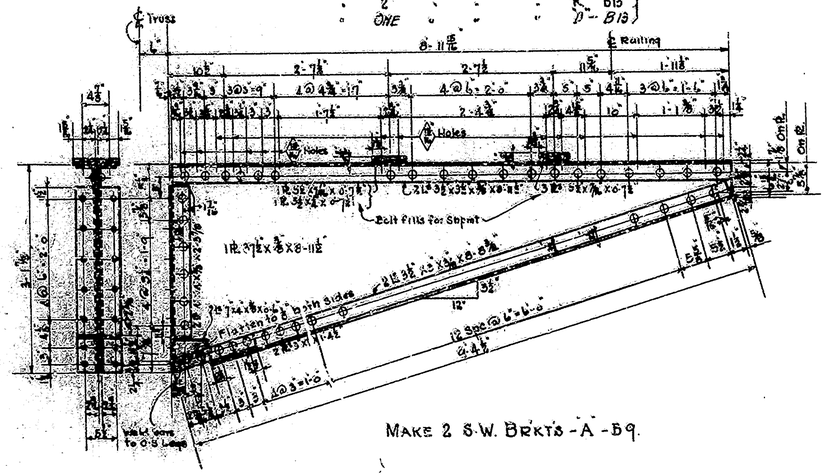


MAKE	10	S.W. BRKTS - MARK -	A	-	B7	All Same
"	12	" " "	B	-	B7	
"	12	" " "	C	-	B7	
"	12	" " "	D	-	B7	
"	12	" " "	H	-	B7	
"	12	" " "	K	-	B7	

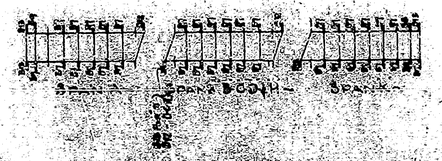


MAKE	ONE	S.W. BRKTS - MARK -	A	-	B12	All Same
"	2	" " "	B	-	B12	
"	2	" " "	C	-	B12	
"	ONE	" " "	D	-	B12	
"	2	" " "	H	-	B12	
"	ONE	" " "	K	-	B12	
"	2	" " "	A	-	B13	Same
"	2	" " "	K	-	B13	
"	ONE	" " "	B	-	B13	

MAKE 2 S.W. BRKTS - MARK - K-B8



MAKE 2 S.W. BRKTS - A - B9.



Note—
All rivets 7/8" dia.
Holes 1" dia except as marked 1/2"
Edge dist 1" unless noted.

SIDEWALK BRKTS SPANS A-B-C-D-H & K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.C.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING: 84 OF 173

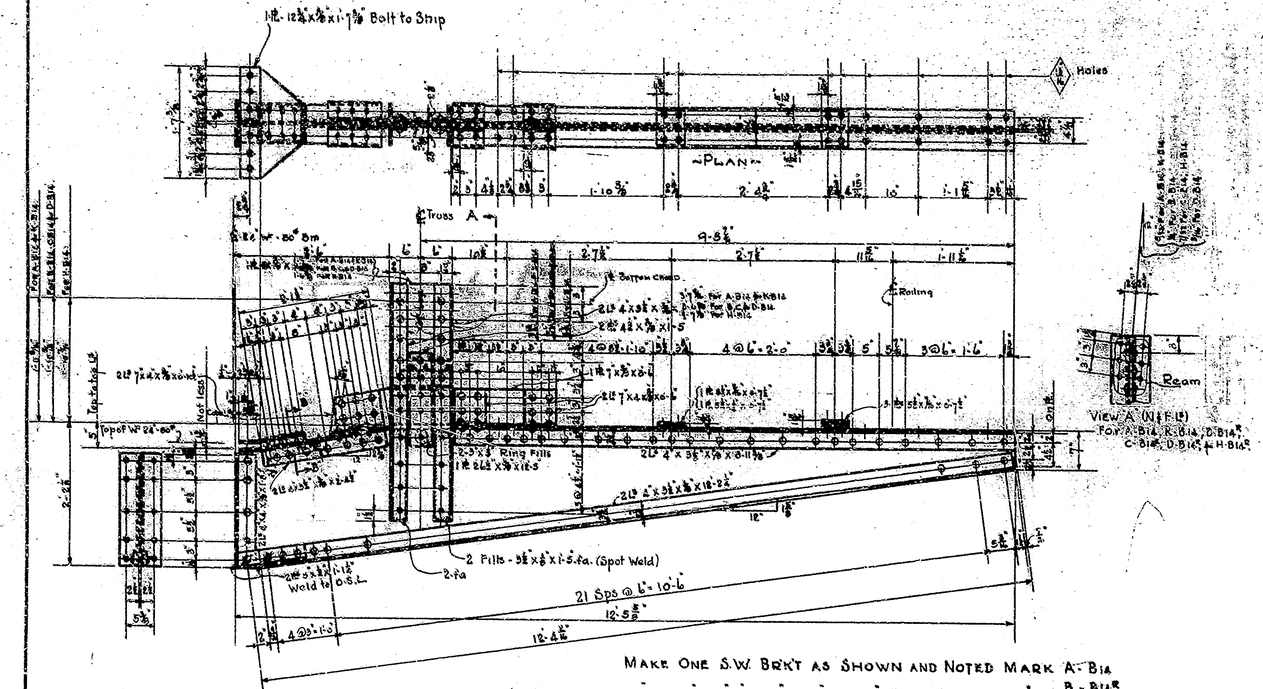
BRIDGE CONTRACT NO. 1224

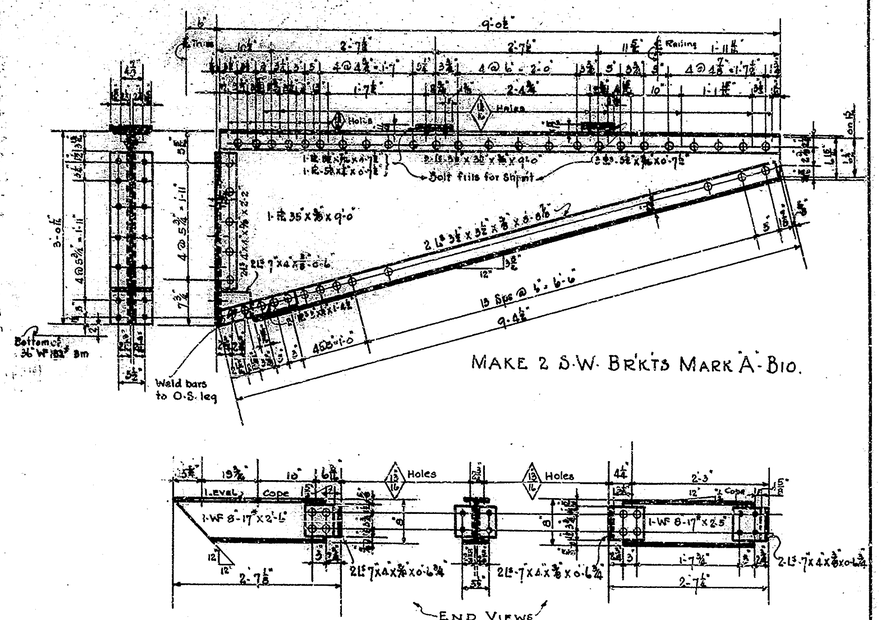
BRIDGE FILE 152-R-1031

DESIGNED N.B.O. 5-9-36 CHKD V.C.R. 5-14-35
DRAWN V.C.R. & L. 2-35 CHKD J.E.K. 7-10-35
TRACED G.F.S. & E. 11-35 CHKD J.E.K. 11-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	ROAD OR STREET NO.	PROJECT YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	117	210

SECTION-A





MAKE ONE S.W. BR'KT AS SHOWN AND NOTED MARK A-B14

" " " " " " " B-B14R

" " " " OPP HAND OF B-B14R " B-B14L

" " " " AS SHOWN AND NOTED " C-B14R

" " " " OPP HAND OF C-B14R " C-B14L

" " " " AS SHOWN AND NOTED " D-B14R

" " " " OPP HAND OF D-B14R " D-B14L

" " " " AS SHOWN AND NOTED " H-B14R

" " " " OPP HAND OF H-B14R " H-B14L

" " " " AS SHOWN AND NOTED " K-B14

MAKE ONE S.W. BR'KT BRACE MARK- 2 " A-B15

" " " " " B-B15

" " " " " C-B15

" " " " " D-B15

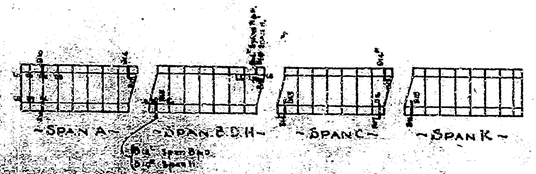
" " " " " H-B15

ONE " " " " K-B15

MAKE ONE POST SUPPORT BR'KT MK-'C'-B17.

MAKE ONE POST SUPPORT BRACE MK-'C'-B16.

Rivets - ⅞"
Holes ⅞" Dia. except as noted.
Edge dist. 1" except as noted.
Holes marked 'Ream' to be subpunched ¾" and reamed to ⅞" while truss is assembled in the Shop.



SIDEWALK & POST BR'KTS SFS A-B-C-D-H & K

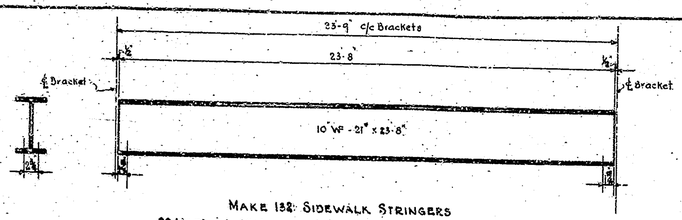
STATE HIGHWAY COMMISSION OF INDIANA

SCALE- 1"=1'-0" OCTOBER 16 1935

RECOMMENDED FOR APPROVAL:-

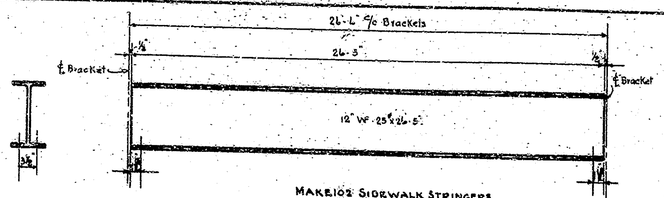
PROJECT- W.P.G.M. 208 STATION-
SECTION- A. STRUCTURE NO. 1031
DRAWING- 95 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-A-1031



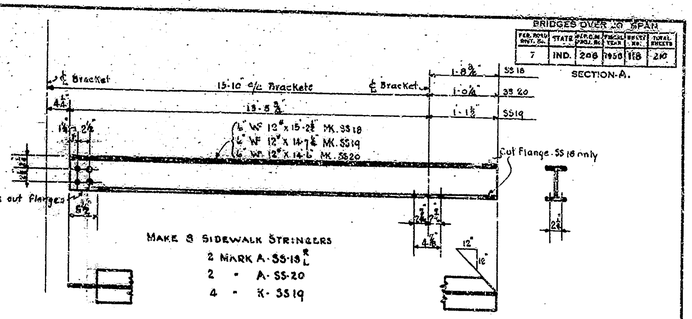
MAKE 132 SIDEWALK STRINGERS

22 MARK	A-SS-3	22 MARK	D-SS-3
22 "	B-SS-3	22 "	H-SS-3
22 "	C-SS-3	22 "	K-SS-3



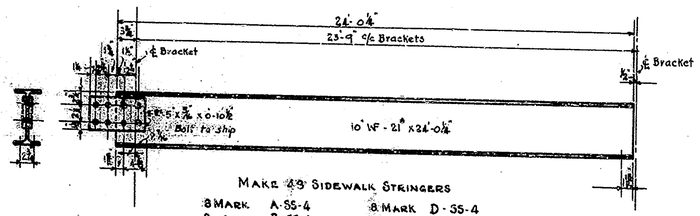
MAKE 102 SIDEWALK STRINGERS

34 MARK	E-SS-1		
34 "	F-SS-1		
34 "	G-SS-1		



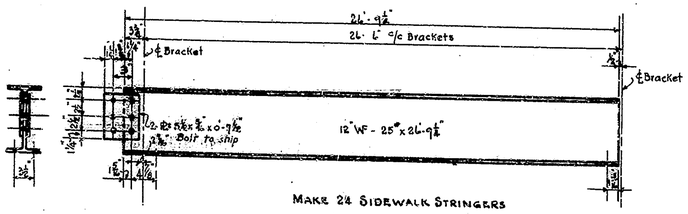
MAKE 8 SIDEWALK STRINGERS

2 MARK	A-SS-18 ℄		
2 "	A-SS-20		
4 "	K-SS-19		



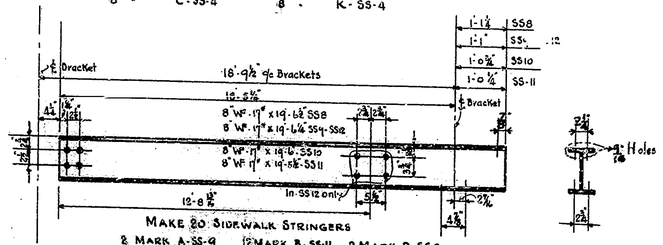
MAKE 44 SIDEWALK STRINGERS

8 MARK	A-SS-4	8 MARK	D-SS-4
8 "	B-SS-4	8 "	H-SS-4
8 "	C-SS-4	8 "	K-SS-4



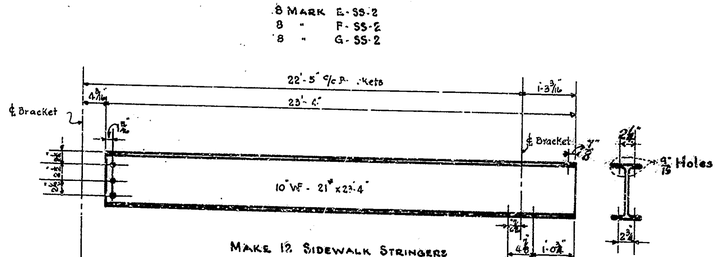
MAKE 24 SIDEWALK STRINGERS

8 MARK	E-SS-2		
8 "	F-SS-2		
8 "	G-SS-2		



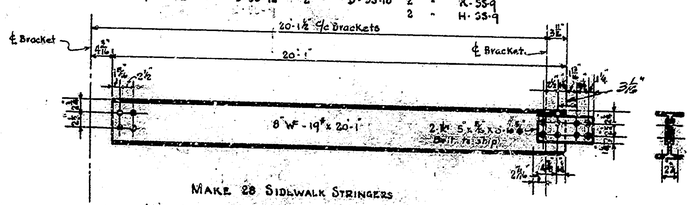
MAKE 20 SIDEWALK STRINGERS

2 MARK	A-SS-9	2 MARK	B-SS-11	2 MARK	D-SS-9
2 "	B-SS-9	2 "	C-SS-11	2 "	H-SS-8
2 "	C-SS-12	2 "	D-SS-10	2 "	K-SS-9
				2 "	H-SS-9



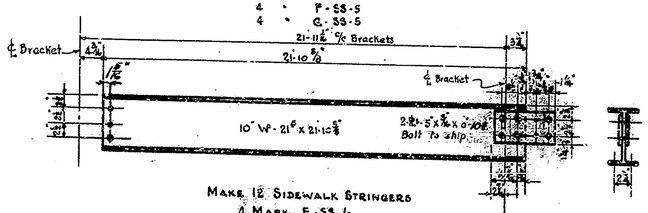
MAKE 12 SIDEWALK STRINGERS

4 MARK	E-SS-5		
4 "	F-SS-5		
4 "	G-SS-5		



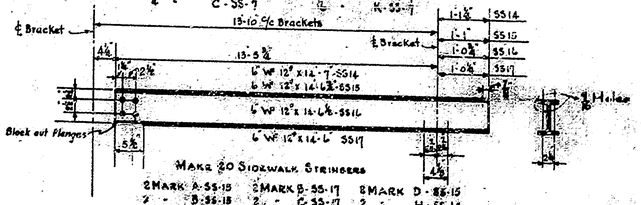
MAKE 28 SIDEWALK STRINGERS

4 MARK	A-SS-7	4 MARK	D-SS-7
4 "	B-SS-7	4 "	H-SS-7
4 "	C-SS-7	4 "	K-SS-7



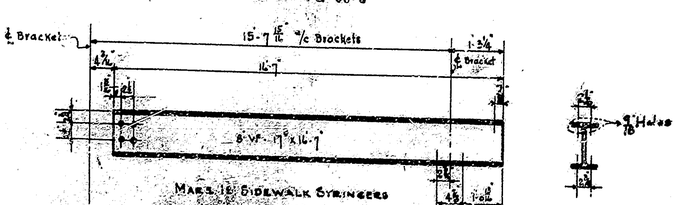
MAKE 12 SIDEWALK STRINGERS

4 MARK	E-SS-6		
4 "	F-SS-6		
4 "	G-SS-6		



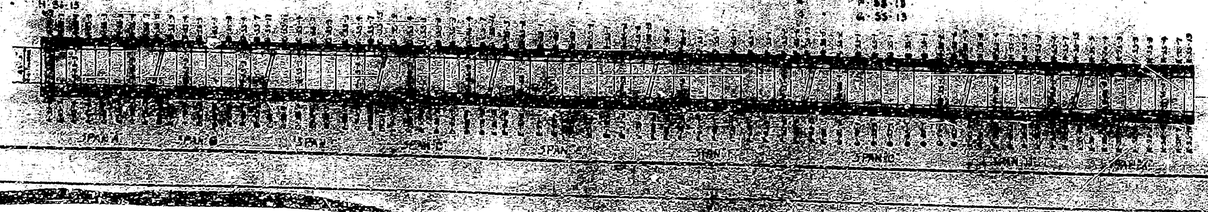
MAKE 20 SIDEWALK STRINGERS

2 MARK	A-SS-15	2 MARK	B-SS-17	2 MARK	D-SS-15
2 "	B-SS-15	2 "	C-SS-17	2 "	H-SS-14
2 "	C-SS-16	2 "	D-SS-16	2 "	K-SS-15
2 "	H-SS-15				



MAKE 12 SIDEWALK STRINGERS

4 MARK	E-SS-13		
4 "	F-SS-13		
4 "	G-SS-13		



Notes:-
Holes-⅞" dia. except as noted
Edge distances ¼ unless noted
Do not paint Top Flanges of Stringers.

SIDEWALK STRINGERS SPANS A,B,C,D,E,F,G,H,K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- Division Engineer

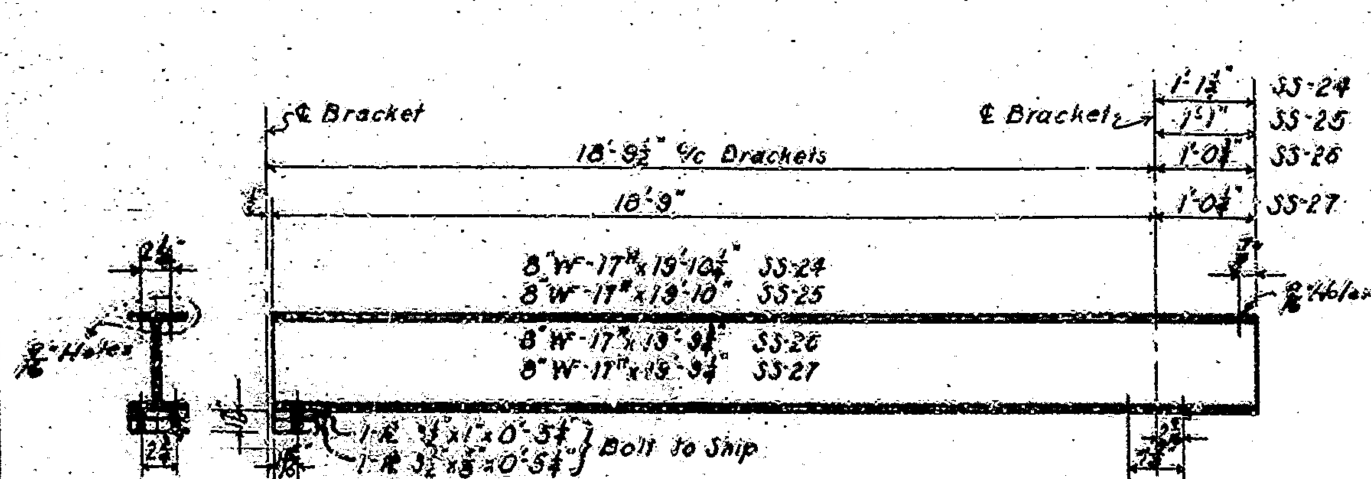
PROJECT:-W.P.G.M.208 STATION:-
SECTION:-A. STRUCTURE NO.1031
DRAWING:-56 OF 178

BRIDGE CONTRACT NO.1224

BRIDGE FILE 152-K-1031

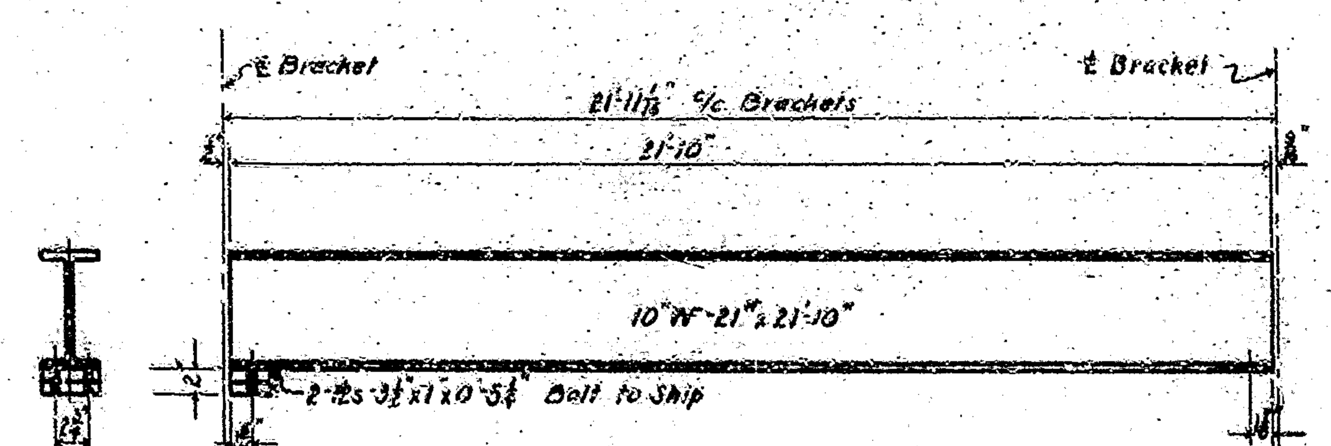
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	PUBLIC W. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	113	210

SECTION-A.



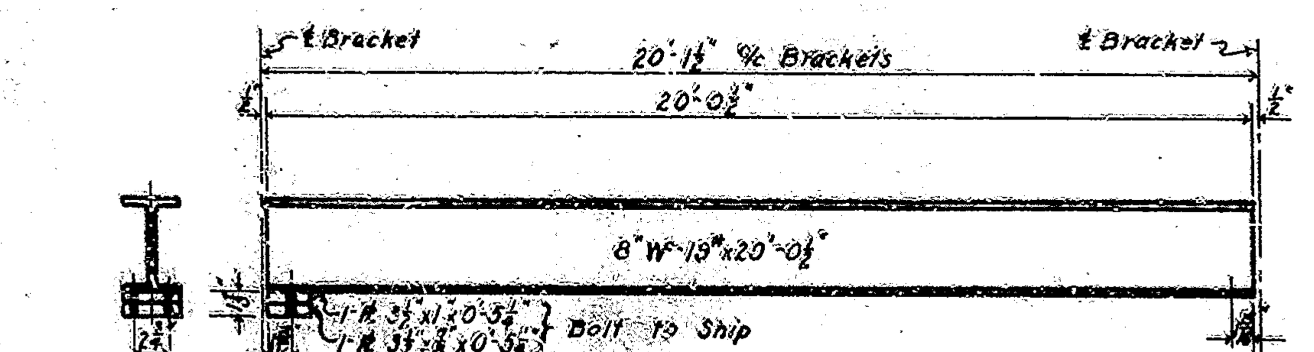
MAKE 10 SIDEWALK STRINGERS

ONE MK A-SS25 ONE MK H-SS25 ONE MK C-SS27
ONE " B-SS25 ONE " K-SS25 ONE " H-SS24
ONE " C-SS25 ONE " D-SS26
ONE " D-SS25 ONE " B-SS27



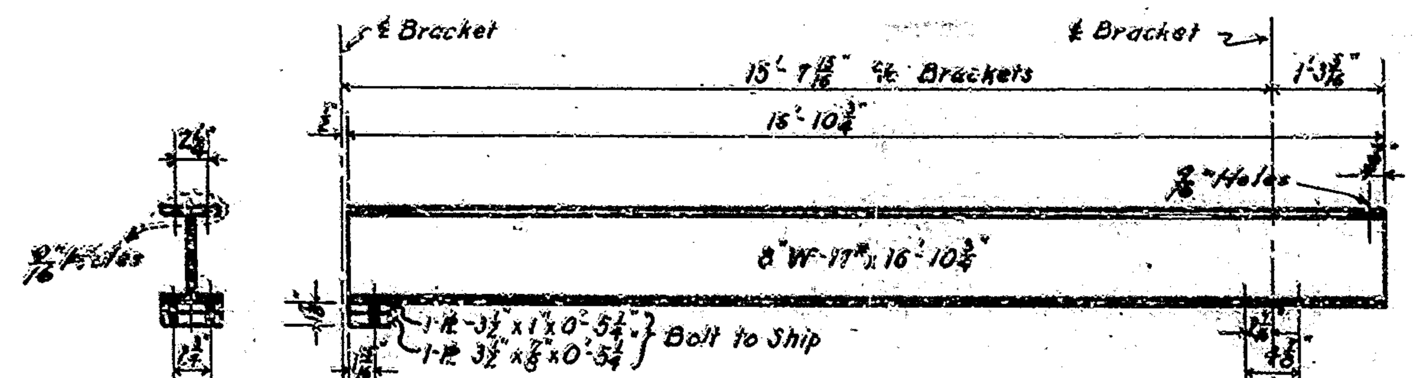
MAKE 6 SIDEWALK STRINGERS

2 MK E-SS-22
2 " F-SS-22
2 " G-SS-22



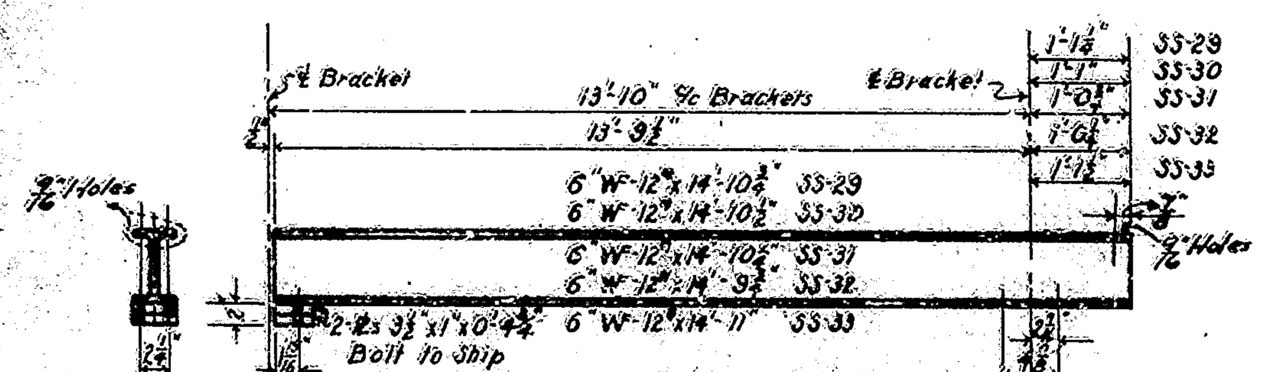
MAKE 14 SIDEWALK STRINGERS

3 MK A-SS-28 2 MK D-SS-28
2 " B-SS-28 2 " H-SS-28
2 " C-SS-28 3 " K-SS-28



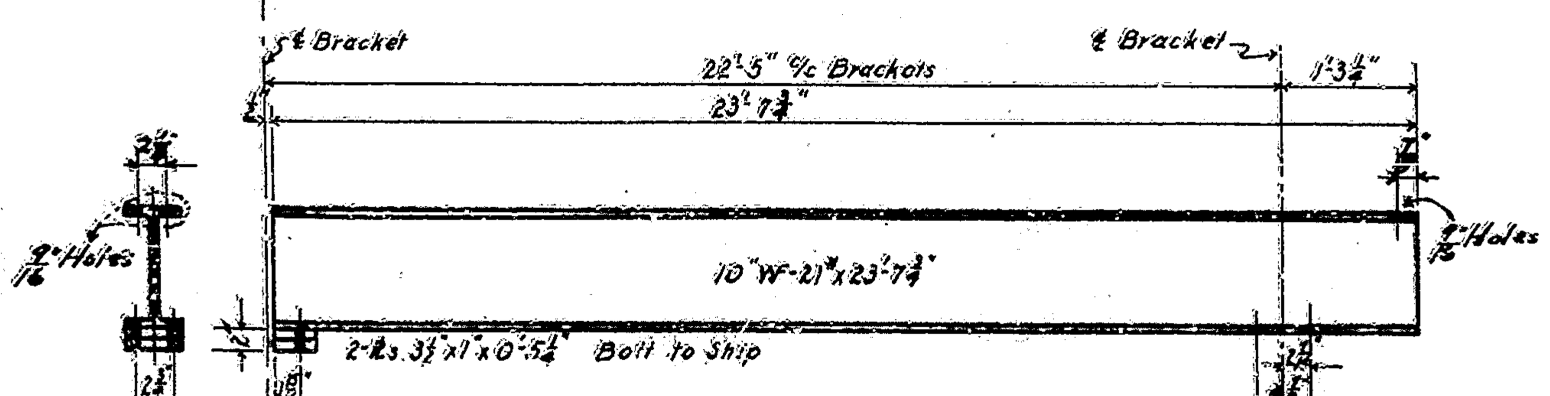
MAKE 6 SIDEWALK STRINGERS

2 MK E-SS-23
2 " F-SS-23
2 " G-SS-23



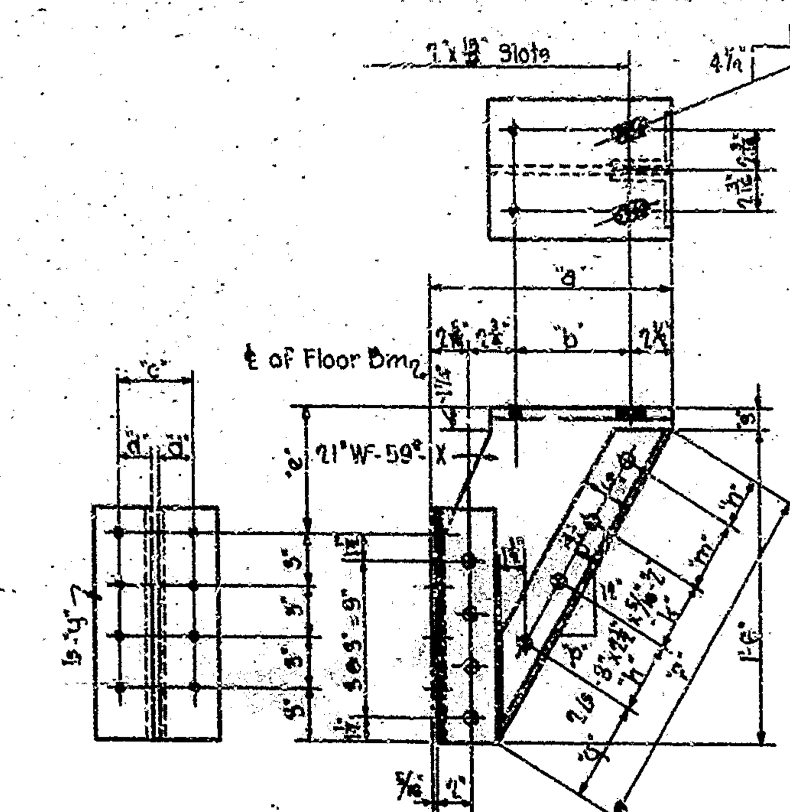
MAKE 14 SIDEWALK STRINGERS

ONE MK H-SS-29 ONE MK D-SS-30 ONE MK B-SS32
ONE " A-SS-30 ONE " H-SS-30 ONE " C-SS32
ONE " B-SS30 ONE " K-SS-30 2 " K-SS33
ONE " C-SS30 ONE " D-SS-31 2 " A-SS-32



MAKE 6 SIDEWALK STRINGERS

2 MK E-SS-21
2 " F-SS-21
2 " G-SS-21

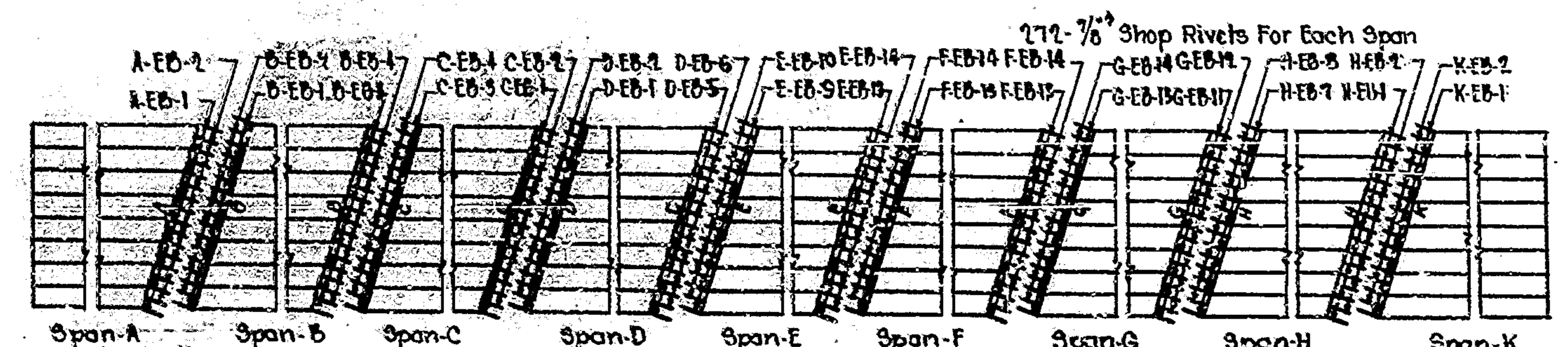


BRACKET SUPPORTS FOR EXPANSION JOINTS
Scale 1½"=1'-0"

⅞" Rivets
15/16" Open Holes
1¼" Edge Dist. Unless Noted

No. Pcs	Mark	"a"	"b"	"c"	"d"	"e"	"f"	"g"	"h"	"k"	"m"	"n"	"p"	"s"	Length of 21"W-59#X	Ls-"y"	Length of Ls-"z"
9	A-EB-1	1'-0⅛"	4 9/16"	6½"	3 1/16"	7¼"	1'-7 13/16"	7½"	3¼"	3¼"	3½"	2 5/16"	5 9/16"	1¼"	0'-11 5/16" (1'-2¼" Cuts 2)	[illegible]	1'-7¼"
9	B-EB-1																
9	C-EB-1																
9	D-EB-1																
9	H-EB-1																
9	K-EB-1																
8	A-EB-2	1'-0⅛"	4 9/16"	3⅞"	1¾"	7¼"	1'-7 13/16"	7½"	3¼"	3¼"	3½"	2 5/16"	5 9/16"	1¼"	0'-11 5/16" (1'-2¼" Cuts 2)	[illegible]	1'-7¼"
8	B-EB-2																
8	C-EB-2																
8	D-EB-2																
8	H-EB-2																
8	K-EB-2																
9	B-EB-3	0'-11 13/16"	4¼"	6½"	3 1/16"	7¼"	1'-7 11/16"	7½"	3¼"	3¼"	3½"	2 3/16"	5 5/16"	1¼"	0'-11" (1'-2" Cuts 2)	[illegible]	1'-7⅛"
9	C-EB-3																
8	B-EB-4	0'-11 13/16"	4¼"	3⅞"	1¾"	7¼"	1'-7 11/16"	7½"	3¼"	3¼"	3½"	2 3/16"	5 5/16"	1¼"	0'-11" (1'-2" Cuts 2)	[illegible]	1'-7⅛"
8	C-EB-4																
9	D-EB-5	1'-1 3/16"	5⅝"	6½"	3 1/16"	7¼"	1'-8 5/16"	6¾"	3¾"	3¾"	3¾"	2 5/16"	6¼"	1¼"	1'-0 9/16" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
8	D-EB-6	1'-1 3/16"	5⅝"	3⅞"	1¾"	7¼"	1'-8 5/16"	6¾"	3¾"	3¾"	3¾"	2 5/16"	6¼"	1¼"	1'-0 9/16" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
9	H-EB-7	1'-1⅜"	5 11/16"	6½"	3 1/16"	7¼"	1'-8⅜"	6¾"	3¾"	3¾"	3¾"	2⅜"	6⅜"	1¼"	1'-0⅝" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
8	H-EB-8	1'-1⅜"	5 11/16"	3⅞"	1¾"	7¼"	1'-8⅜"	6¾"	3¾"	3¾"	3¾"	2⅜"	6⅜"	1¼"	1'-0⅝" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
9	E-EB-9	1'-1 3/16"	5⅝"	6½"	3 1/16"	7 5/16"	1'-8 5/16"	6¾"	3¾"	3¾"	3¾"	2 5/16"	6¼"	1 5/16"	1'-0 9/16" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
8	E-EB-10	1'-1 3/16"	5⅝"	3⅞"	1¾"	7 5/16"	1'-8 5/16"	6¾"	3¾"	3¾"	3¾"	2 5/16"	6¼"	1 5/16"	1'-0 9/16" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
9	G-EB-11	1'-1⅜"	5 11/16"	6½"	3 1/16"	7 5/16"	1'-8⅜"	6¾"	3¾"	3¾"	3¾"	2⅜"	6⅜"	1 5/16"	1'-0⅝" (1'-3⅝" Cuts 2)	[illegible]	1'-7¾"
8	G-EB-12	1'-1⅜"	5 11/16"	3⅞"	1¾"	7 5/16"	1'-8⅜"	6¾"	3¾"	3¾"	3¾"	2⅜"	6⅜"	1 5/16"	1'-0⅝" (1'-3⅝" Cuts)	[illegible]	1'-7¾"
9	E-EB-13	1'-2⅜"	6 13/16"	6½"	3 1/16"	7 5/16"	1'-8⅞"	6"	4"	4"	4"	2⅞"	7 1/16"	1 5/16"	1'-1 9/16" (1'-4½" Cuts 2)	[illegible]	1'-8⅞"
18	F-EB-13																
9	G-EB-13																
8	E-EB-14	1'-2⅜"	6 13/16"	3⅞"	1¾"	7 5/16"	1'-8⅞"	6"	4"	4"	4"	2⅞"	7 1/16"	1 5/16"	1'-1 9/16" (1'-4½" Cuts 2)	[illegible]	1'-8⅞"
16	F-EB-14																
8	G-EB-14																

272-⅞" Shop Rivets For Each Span



NOTE:- Rivets-⅞"
Open holes-15/16"
Edge distance 1¼" unless noted.
Do not paint top flanges of stringers.

SIDEWALK STRINGERS & EXP. JT. BRKTS SPANS A,B,C,D,E,F,G,H,K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 97 OF 173

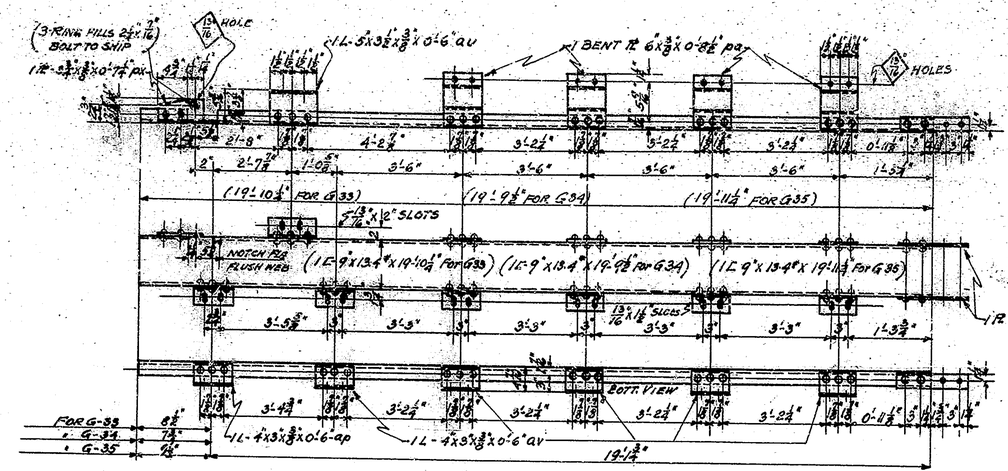
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED J.F.K. 8-23-35 CK'D A.W.W. 8-25-35
DRAWN H.S.L. 9-15-35 CK'D J.T.H. 9-19-35
TRACED A.L.B. 9-20-35 CK'D J.F.M. 9-20-35

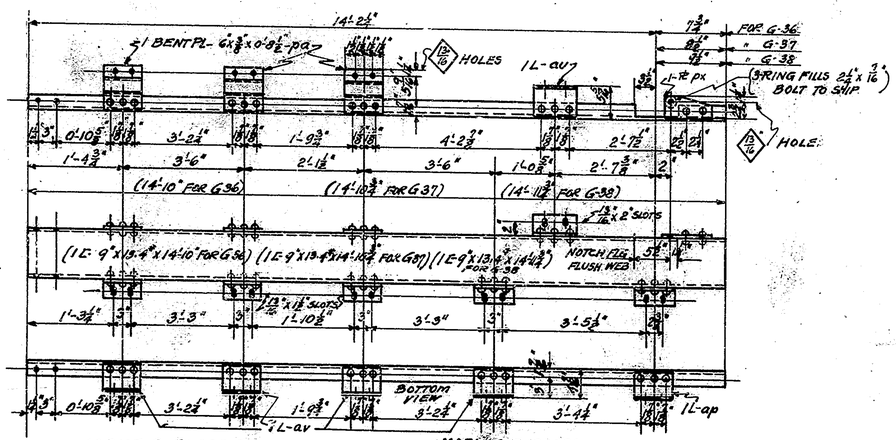
FED. ROAD PROJ. No.	STATE	MONO. NO. OF SPANS	TYPICAL SPAN	SHEET NO.	TOTAL SHEETS
7	IND.	208	1958	120	210

BRIDGES OVER 20' SPAN.

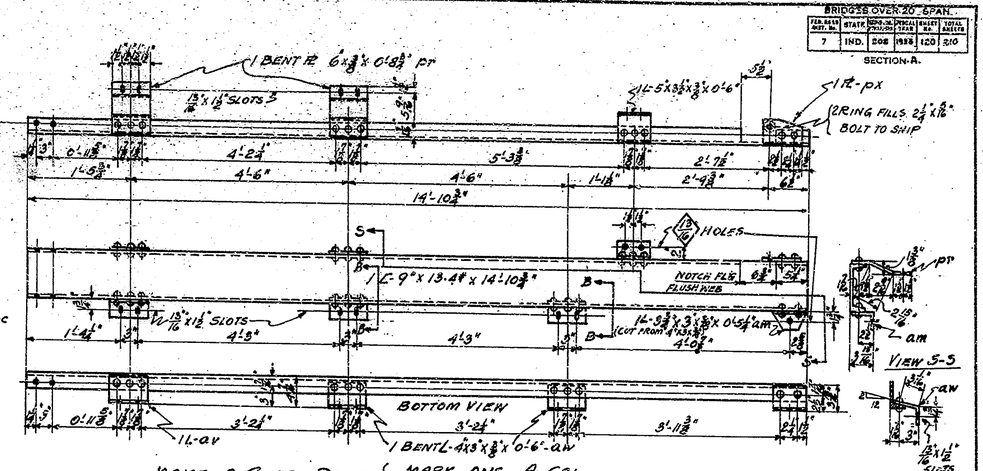


MAKE 3 GUARDRAILS AS SCHOWN & NOTED { MARK ONE A-G 33 / " ONE C-G 33 / " ONE D-G 33

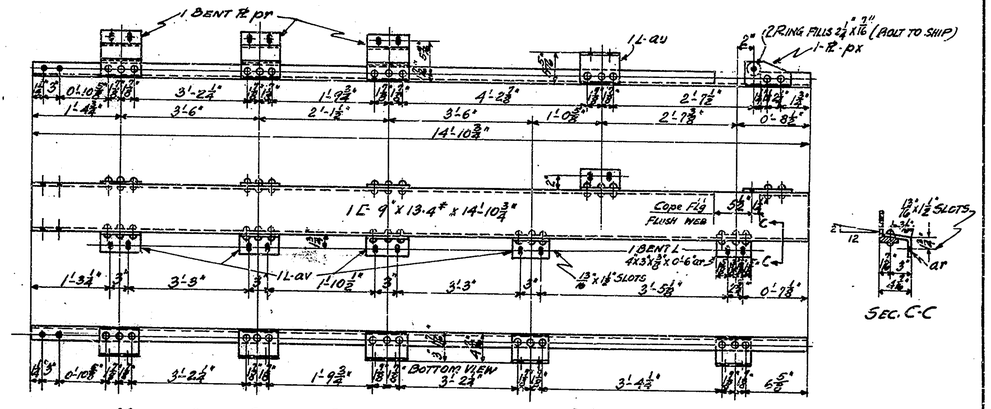
MAKE TWO GUARD RAIL AS SHOWN & NOTED { MARK ONE B-G34 / " ONE C-G34
" ONE " " " " = D-G35



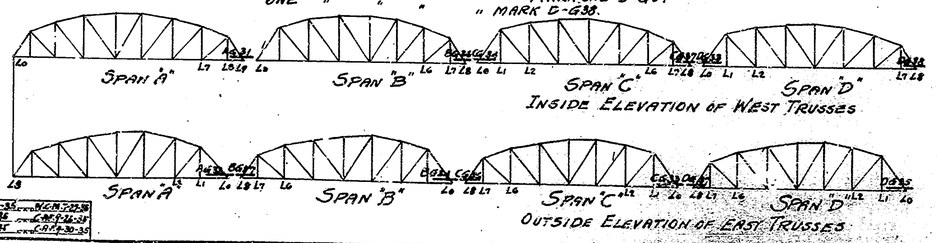
MAKE 2 GUARDRAILS AS SHOWN & NOTED { MARK ONE B-G36 / MARK ONE C-G36
" 3 " " " " { MARK ONE B-G37 / MARK ONE C-G37 / MARK ONE D-G37
" ONE " " " " MARK D-G38.

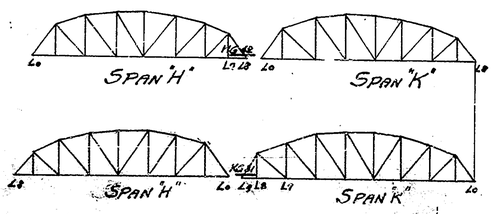


MAKE 2 GUARD RAILS AS SHOWN { MARK ONE A-G31 / " ONE K-G31



MAKE ONE GUARD RAIL AS SHOWN MARK "H"-G42





DETAILED R.L.K. 6-18-35 CHK. W.C.M. 7-22-35
BOARD V.C.P. 7-19-35 CHK. C.M.P. 7-26-35
TRACED R.R. 8-28-35 CHK. C.M.P. 8-30-35

END GUARD RAILS SPANS A-B-C-D-H & K.

STATE HIGHWAY COMMISSION OF INDIANA

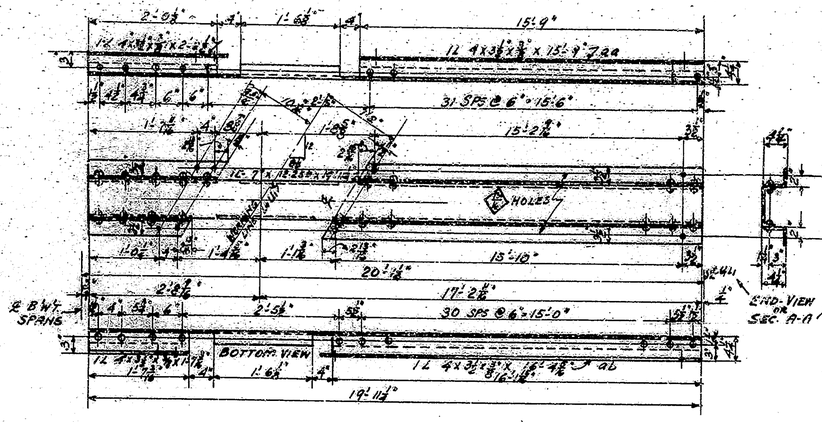
SCALE:- 1"=1'-0"

RECOMMENDED FOR APPROVAL:- OCTOBER 18, 1935

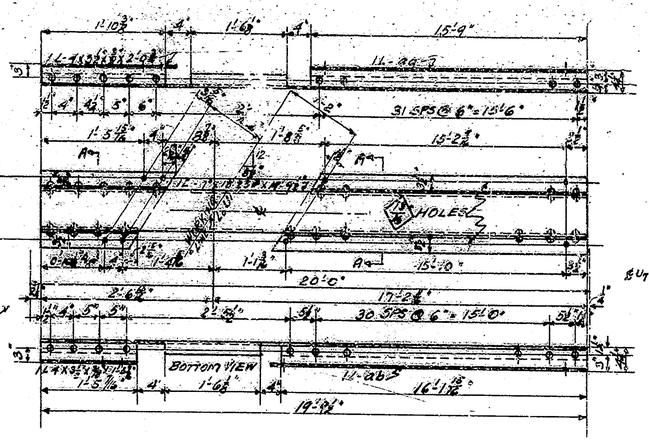
PROJECT:- W.P.R.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 98 OF 173

BRIDGE CONTRACT NO. 1224

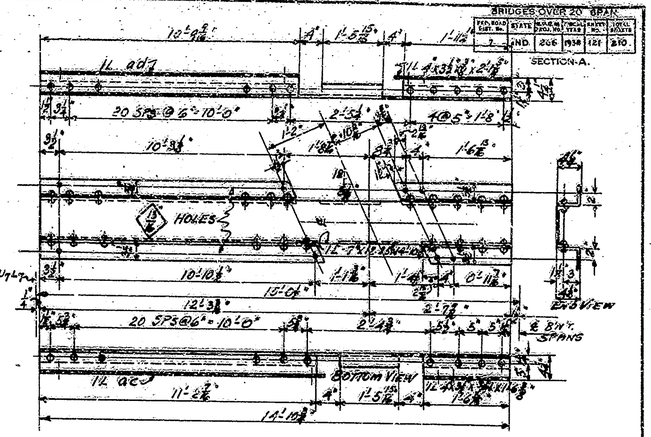
BRIDGE FILE 152-K-1031



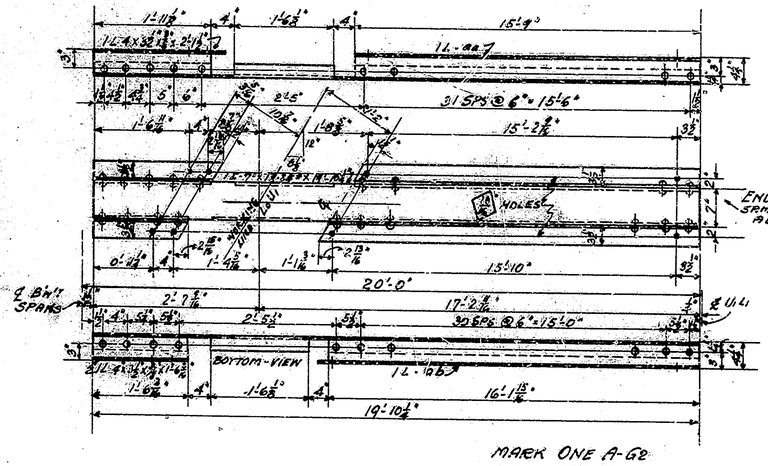
MAKE 2 GUARD RAILS AS SHOWN { MARK ONE D-G1
" ONE H-G1



MAKE 2 GUARD RAILS AS SHOWN { MARK ONE B-G3
" ONE C-G3

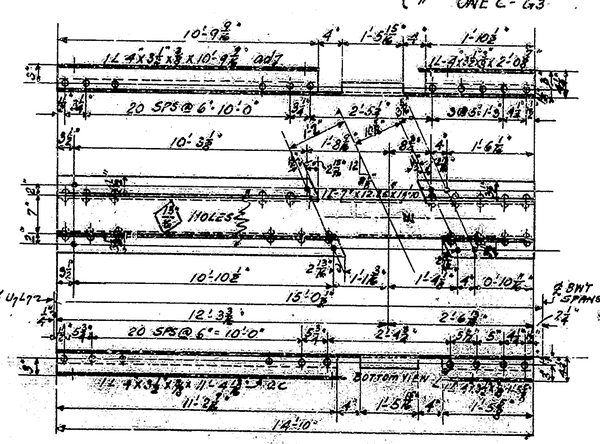


MAKE 3 GUARD RAILS AS SHOWN { MARK ONE B-G4
" ONE C-G4
" ONE D-G4

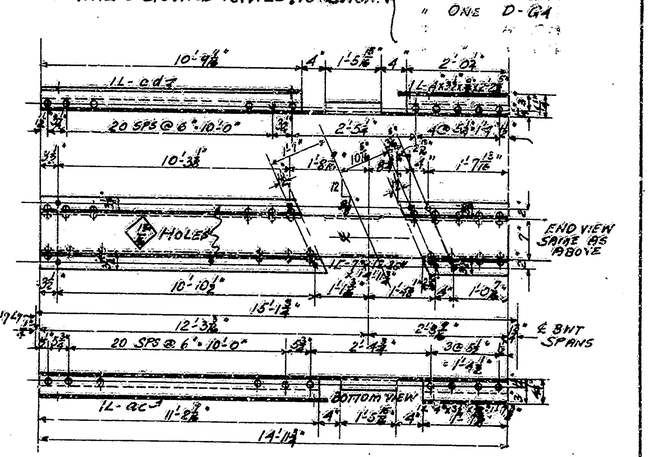


MAKE 6 GUARD RAILS AS SHOWN

MARK ONE A-G2
" ONE B-G2
" ONE C-G2
" ONE D-G2
" ONE H-G2
" ONE K-G2

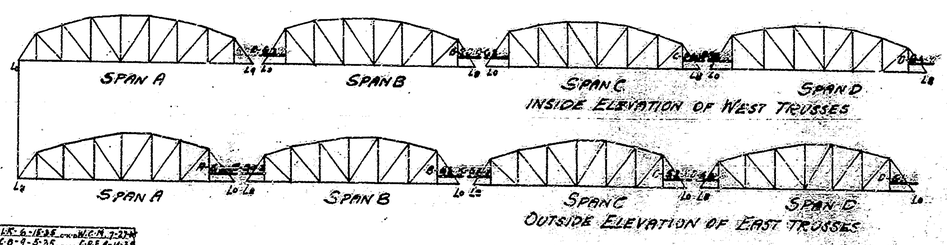


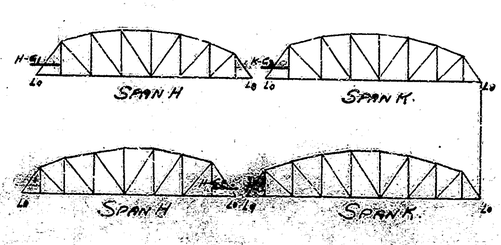
MAKE 2 GUARD RAILS { MARK ONE B-G5
" ONE C-G5



MAKE ONE GUARD RAIL MARK D-G6

NOTE:- HOLES ¾" EXCEPT AS NOTED
ALL RIVETS ⅞"





DESIGNED H.K. 6-18-35 CHKD W.C.N. 7-22-35
DRAWN V.C.D. 9-5-35 CHKD C.R.K. 9-14-35
TRACED M.R.A. 9-20-35 CHKD V.C.D. 9-20-35

BRIDGES OVER 20' SPAN

FED. ROAD SUBT. NO.	STATE	YEAR OF PROJECT	SHEET NO.	TOTAL SHEETS
2	IND.	206 1938	121	210.

GUARD RAILS G1,2,3,4,5,6 SPANS A,B,C,D,H,K.

STATE HIGHWAY COMMISSION OF INDIANA

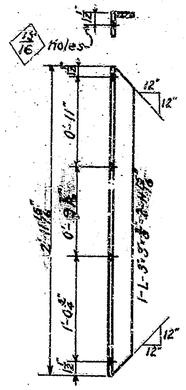
SCALE:-1½"-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

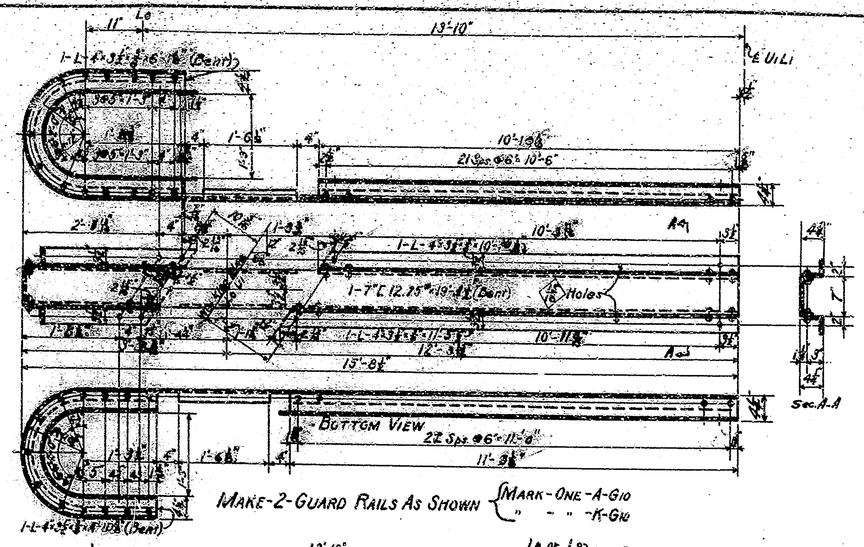
PROJECT-W.P.G.M.208 STATION:-
SECTION:-A. STRUCTURE NO.1031
DRAWING:- 122 OF 173

BRIDGE CONTRACT NO.1224

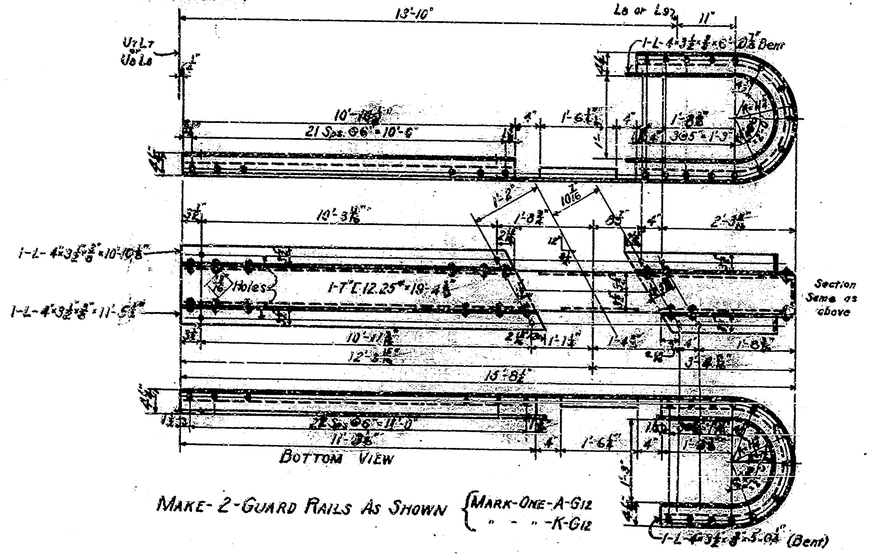
BRIDGE FILE 132-K-1031



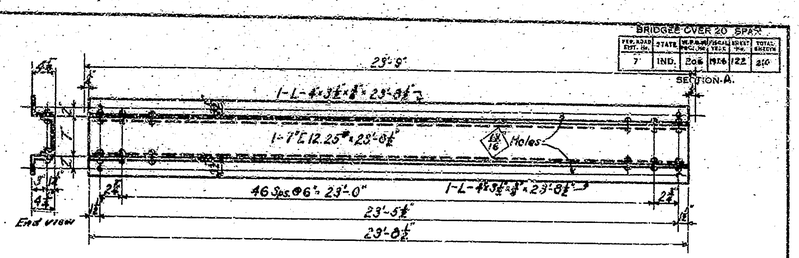
MAKE-4-TIE Ls { 2 MARK - A-GT ; " - K-GT }



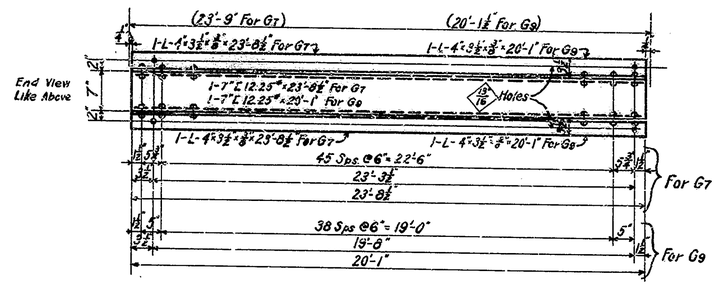
MAKE-2-GUARD RAILS AS SHOWN { MARK-ONE-A-G10 ; " - " - K-G10 }



MAKE-2-GUARD RAILS AS SHOWN { MARK-ONE-A-G12 ; " - " - K-G12 }



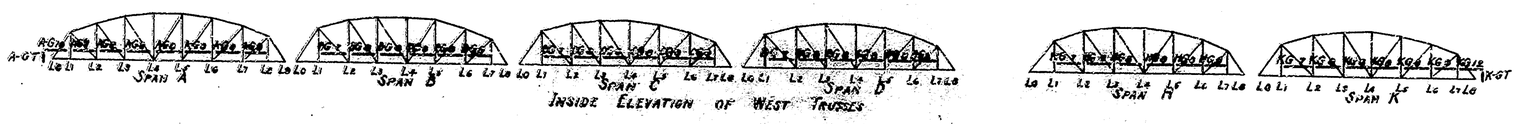
MAKE-50-GUARD RAILS AS SHOWN { MARK-9-A-G8 ; " -8-B-G8 ; " -8-C-G8 ; " -8-D-G8 ; " -8-H-G8 ; " -9-K-G8 }



MAKE-14-GUARD RAILS AS SHOWN & NOTED { MARK-3-A-G8 ; " -2-B-G8 ; " -2-C-G8 ; " -2-D-G8 ; " -2-H-G8 ; " -3-K-G8 }

MAKE-10-GUARD RAILS AS SHOWN & NOTED { MARK-ONE-A-G7 ; " - 2 -B-G7 ; " - 2 -C-G7 ; " - 2 -D-G7 ; " - 2 -H-G7 ; " -ONE -K-G7 }

NOTE:-
All rivets ⅞".
Holes 15/16 except as noted.



INSIDE ELEVATION OF WEST TRUSSES

OUTSIDE ELEVATION OF EAST TRUSSES

GUARD RAILS & TIES SPANS A-B-C-D-H & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

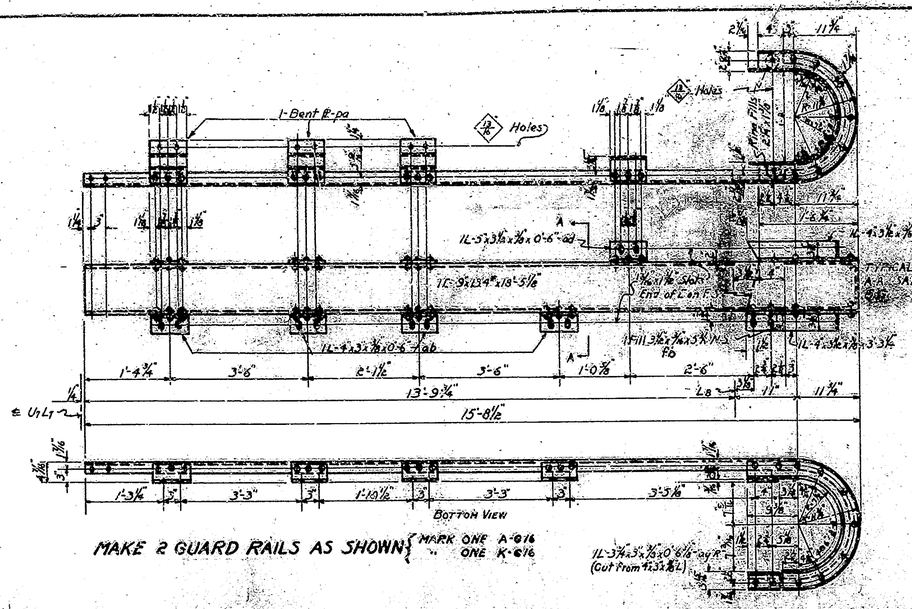
OCTOBER 16, 1935

RECOMMENDED FOR APPROVAL:-

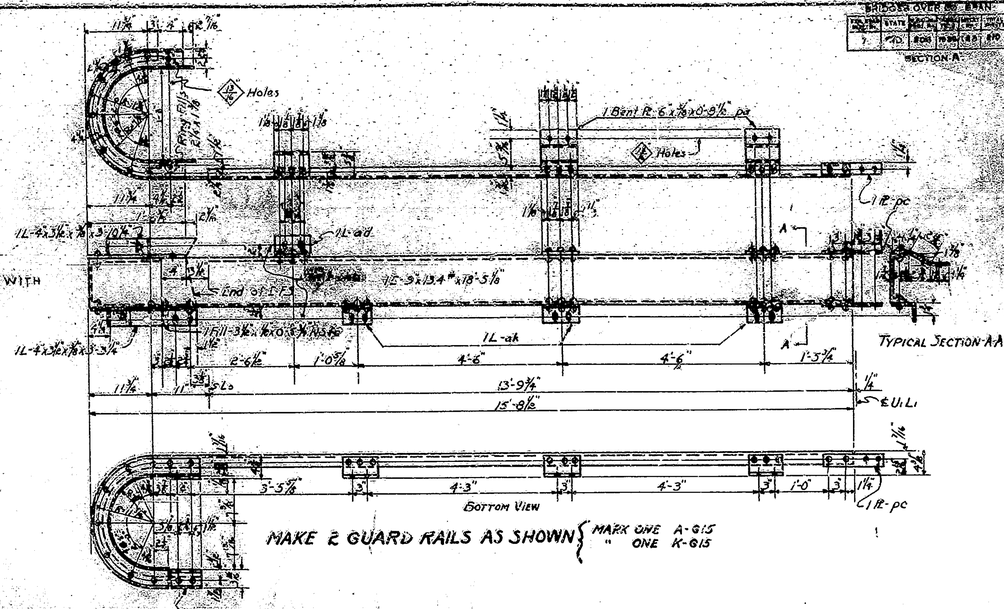
PROJECT:- WR G&I. 208
SECTION:- A.
STATION:-
STRUCTURE NO. 1031
DRAWING:- 100 OF 173

BRIDGE CONTRACT NO. 1224

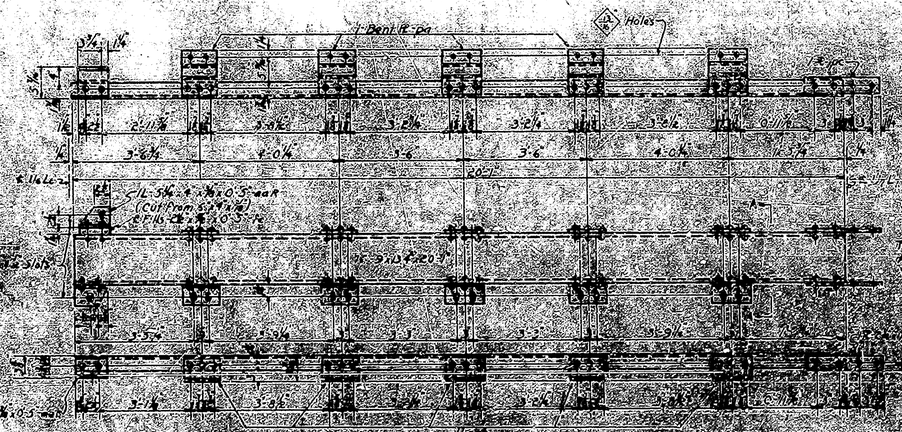
BRIDGE FILE 152-K-1031



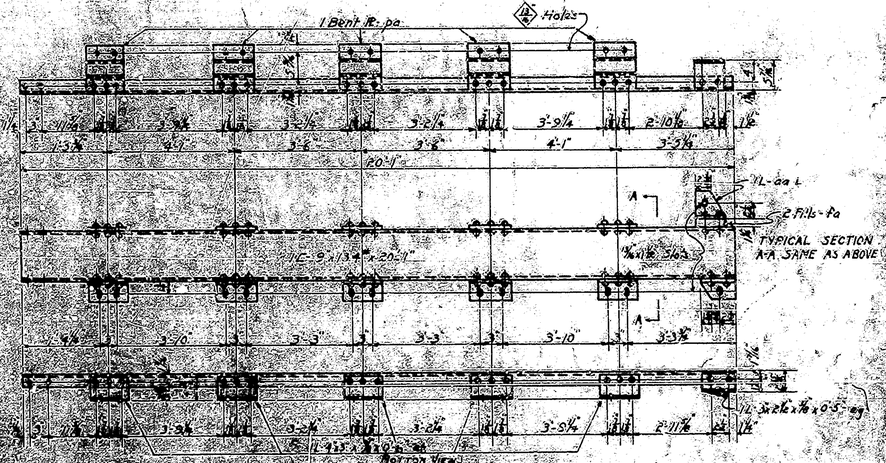
TYPICAL SECTION A-A SAME AS SHOWN WITH



TYPICAL SECTION A-A



TYPICAL SECTION A-A SAME AS SHOWN WITH



MAKE 2 GUARD RAILS AS SHOWN { MARK ONE A-G18 " ONE K-G18

TYPICAL SECTION A-A SAME AS ABOVE

GUARD RAILS FOR SPANS A, B, C, D, H & K

STATE HIGHWAY DEPARTMENT OF ARIZONA

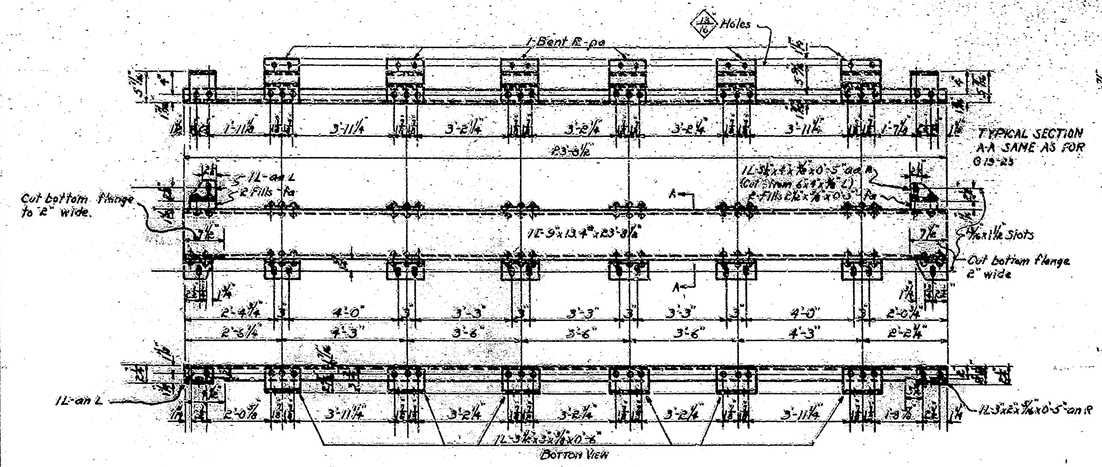
SCALE, FULL

OCTOBER 15, 1935

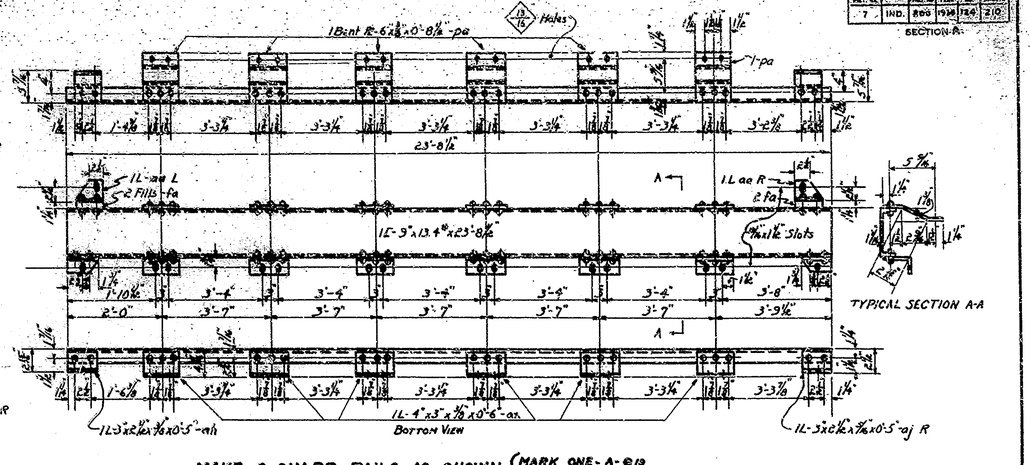
BRIDGES OVER SD. SPAN

FED. ROAD DIST. NO.	STATE	MAP, MILE POST, No.	STRUCT. NO.	SHEET No.	TOTAL SHEETS
7	IND.	205	1031	124	210

SECTION A-A

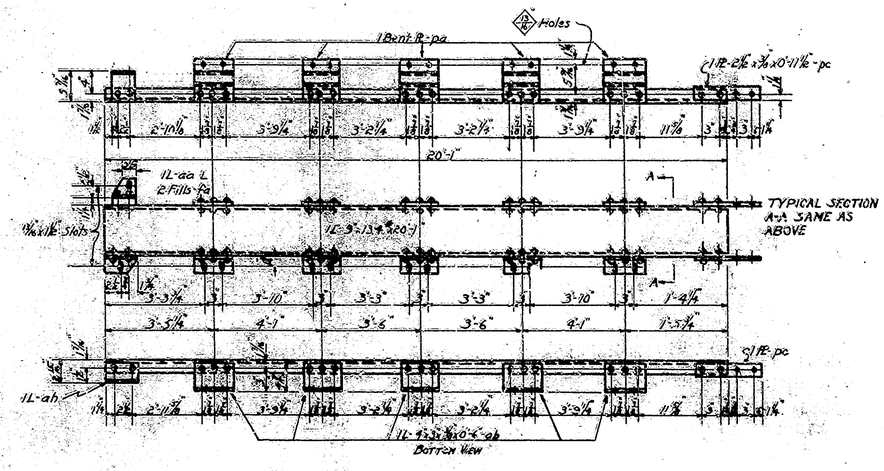


MAKE 2 GUARD RAILS AS SHOWN { MARK ONE - A-G21
" " - K-G21

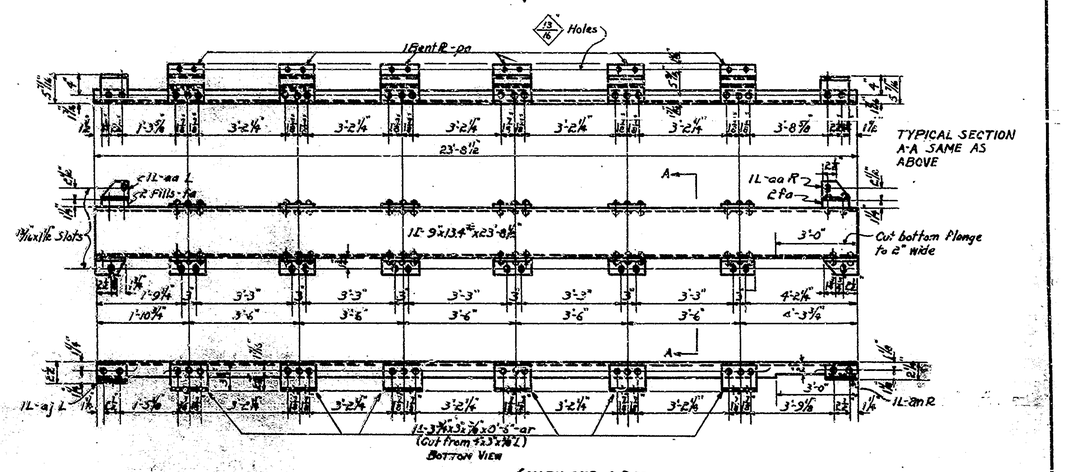


MAKE 2 GUARD RAILS AS SHOWN { MARK ONE - A-G19
" " - K-G19

" 2 " " OPP HAND { MARK ONE - A-G23
" " - K-G23



MAKE 2 GUARD RAILS AS SHOWN { MARK ONE - A-G24
" " - K-G24



MAKE 2 GUARD RAILS AS SHOWN { MARK ONE - A-G22
" " - K-G22

" 2 " - OPP HAND { MARK ONE - A-G22
" " - K-G22

NOTE:- All rivets ⅞" Diameter.
Holes ⅞" except as noted.

Inside Elevation of West Truss (186'-8")

Outside Elevation of East Truss (186'-8")

GUARD RAILS SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.C.N. 208 STATION:-
SECTION:- A - STRUCTURE NO. 1031
DRAWING:- 102 OF 173

BRIDGE CONTRACT NO. 1224

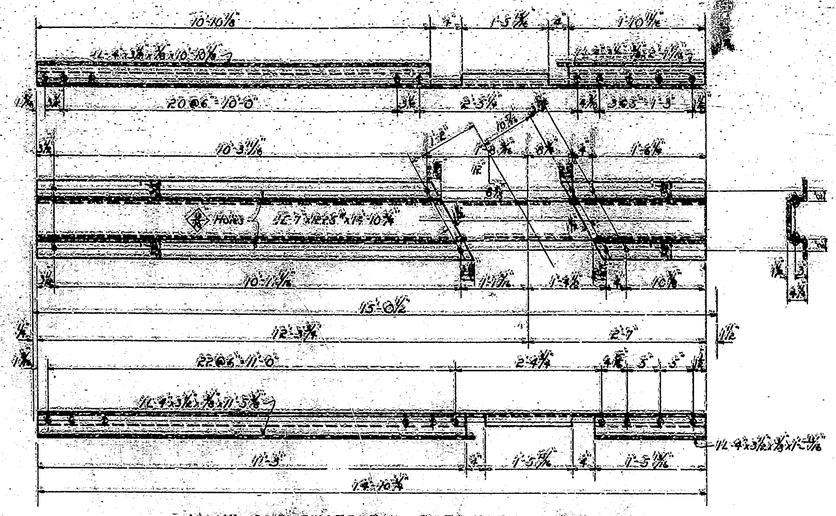
BRIDGE FILE 152-K-1031

DESIGNED G.L.K. 6-30-35 CHKD. W.C.H. 7-1-35
DRAWN V.C.B. 7-13-35 CHKD. C.B.F. 9-30-35
TRACED F.H.B. 9-24-35 CHKD. C.B.F. 9-30-35

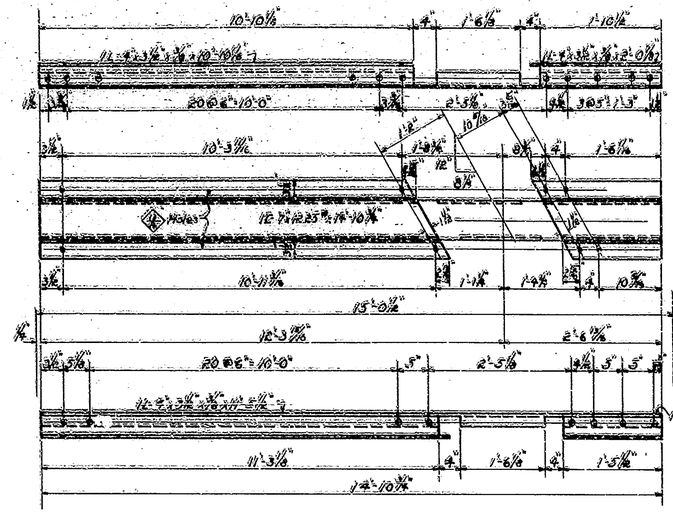
BRIDGES OVER 20' SPAN

FED. PROJ. NUMBER	STATE	COUNTY	SECTION	SHEET NO.	TOTAL SHEETS
7	IND.	256	1938	187-A	210

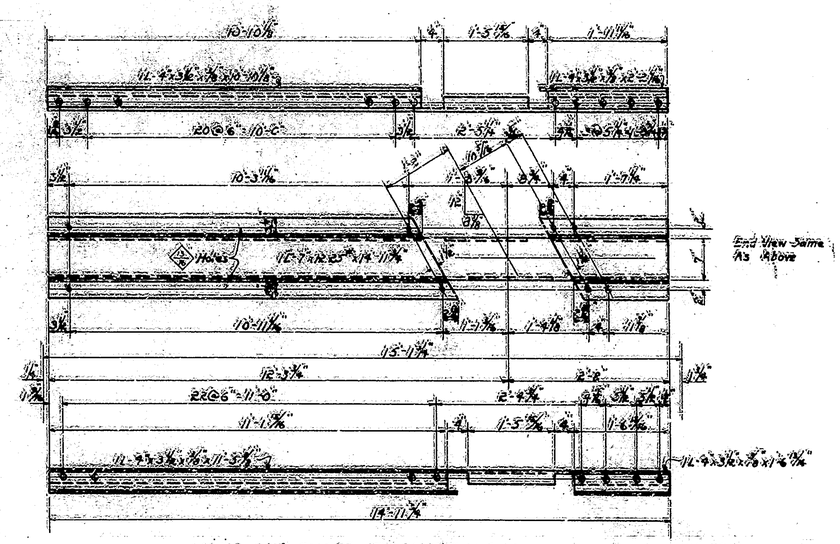
SECTION-A



MAKE ONE GUARD RAIL-MARK-H-G43

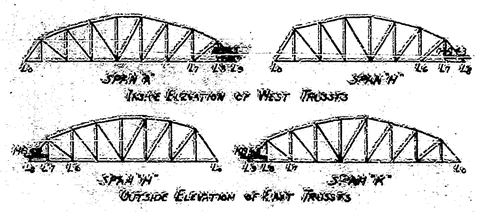


MAKE ONE GUARD RAIL-MARK-A-G45
MAKE ONE GUARD RAIL-MARK-K-G45



MAKE ONE GUARD RAIL-MARK-H-G44

NOTE- Rivets 3/4".
Holes 7/8" unless noted.
All end distances 1 1/2" unless noted.



GUARD RAILS G43-44-45 SPANS A, H & K.
STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1 1/2"-0"
OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:

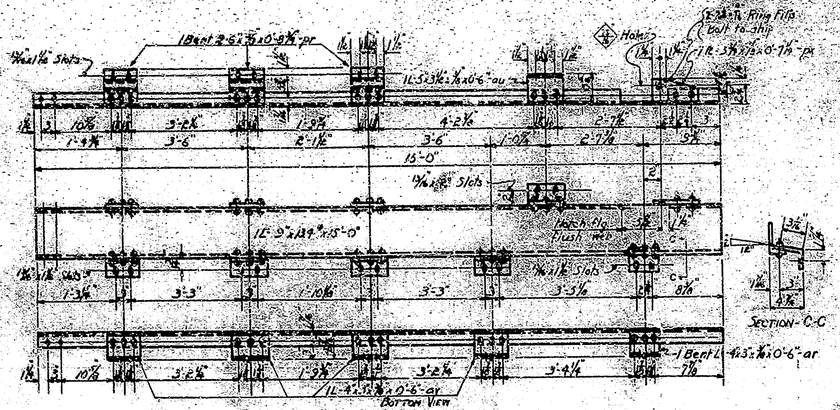
PROJECT-N.R.&M.208 STATION:
SECTION-A. STRUCTURE NO. 1931
DRAWING-108 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-103

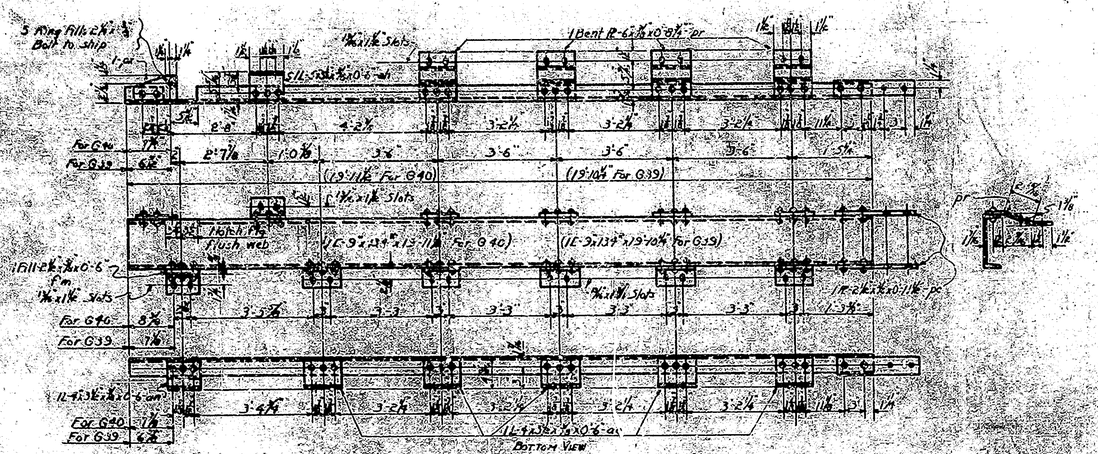
DESIGNED-O.I.K.-6-15-35 CHECKED-W.C.H.-7-27-35
DRAWN-J.A.T.-9-26-35 CHECKED-C.A.P.-9-26-35
TRACED-F.K.P.-7-27-35 CHECKED-J.T.-7-31

BRIDGES OVER 20' SPAN					
FED. STAT. AID NO.	STATE	ROAD NO.	PROJECT NO.	STRUCT. NO.	TOTAL SHEETS
7	IND.	206	1935	127	210

SECTION-A.

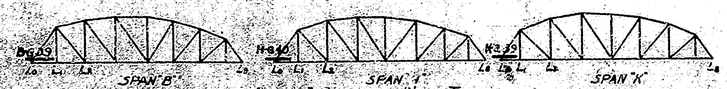


MAKE 1 GUARD RAIL AS SHOWN
MARK H-G41

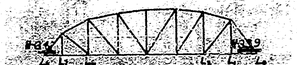


MAKE 4 GUARD RAILS AS SHOWN & NOTED { MARK ONE H-G40 / ONE B-G39 / ONE K-G39 / ONE H-G39

NOTE: All Rivets 7/8 Diameter. Holes 1 1/16 except as noted.



INSIDE ELEVATION OF WEST TRUSSES



OUTSIDE ELEVATION OF EAST TRUSS

GUARD RAILS SPANS B-H-& K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1"= 1'-0" OCTOBER 19, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT-W.P.G.M. 206 STATION:
SECTION-A STRUCTURE NO. 1031

DRAWING-108 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE: 152-K-1021

F.E.R. 4-20-35 W.C.H. 3-23-35
W.C.H. 3-27-35 C.A.J. 3-28-35
F.E.R. 3-27-35 W.C.H. 3-27-35

BRIDGES OVER 2D SPAN					
FED. ROAD DIST. NO.	STATE	NO. & CONSECUTIVE NO. ALL BRIDGES		TOTAL NO.	TOTAL SHEETS
7	IND.	208	1936	128	210

SECTION-A.

MARK ONE-E-LO UI-W
MARK ONE-F-LO UI-W
MARK ONE-G-LO UI-W
MARK ONE-E-LO UI-E
MARK ONE-F-LO UI-E
MARK ONE-G-LO UI-E

MAKE 6 END POSTS AS SHOWN.

MARK ONE-E-U9 L10-W
MARK ONE-F-U9 L10-W
MARK ONE-G-U9 L10-W
MARK ONE-E-U9 L10-E
MARK ONE-F-U9 L10-E
MARK ONE-G-U9 L10-E

MAKE 6 END POSTS AS SHOWN.

SPANS E-F & G

NOTES:

RIVETS $\frac{7}{8}$" EXCEPT AS NOTED. FOR RIVETS NOTED "$\frac{7}{8}$" REAM"
PUNCH $\frac{7}{8}$" AND REAM TO $\frac{15}{16}$" AND RIVET WHILE TRUSS IS ASSEMBLED IN SHOP.
OPEN HOLES $\frac{7}{8}$" EXCEPT AS NOTED. HOLES NOTED "REAM"
PUNCH $\frac{7}{8}$" AND REAM TO $\frac{15}{16}$" WHILE TRUSS IS ASSEMBLED IN SHOP.
EDGE DISTANCES $1\frac{1}{2}$" UNLESS NOTED.

END POSTS SPANS E,F,G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-$\frac{1}{4}$"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M. 206 STATION:-
SECTION:-A. STRUCTURE NO. 1031
DRAWING:-106 OF 178

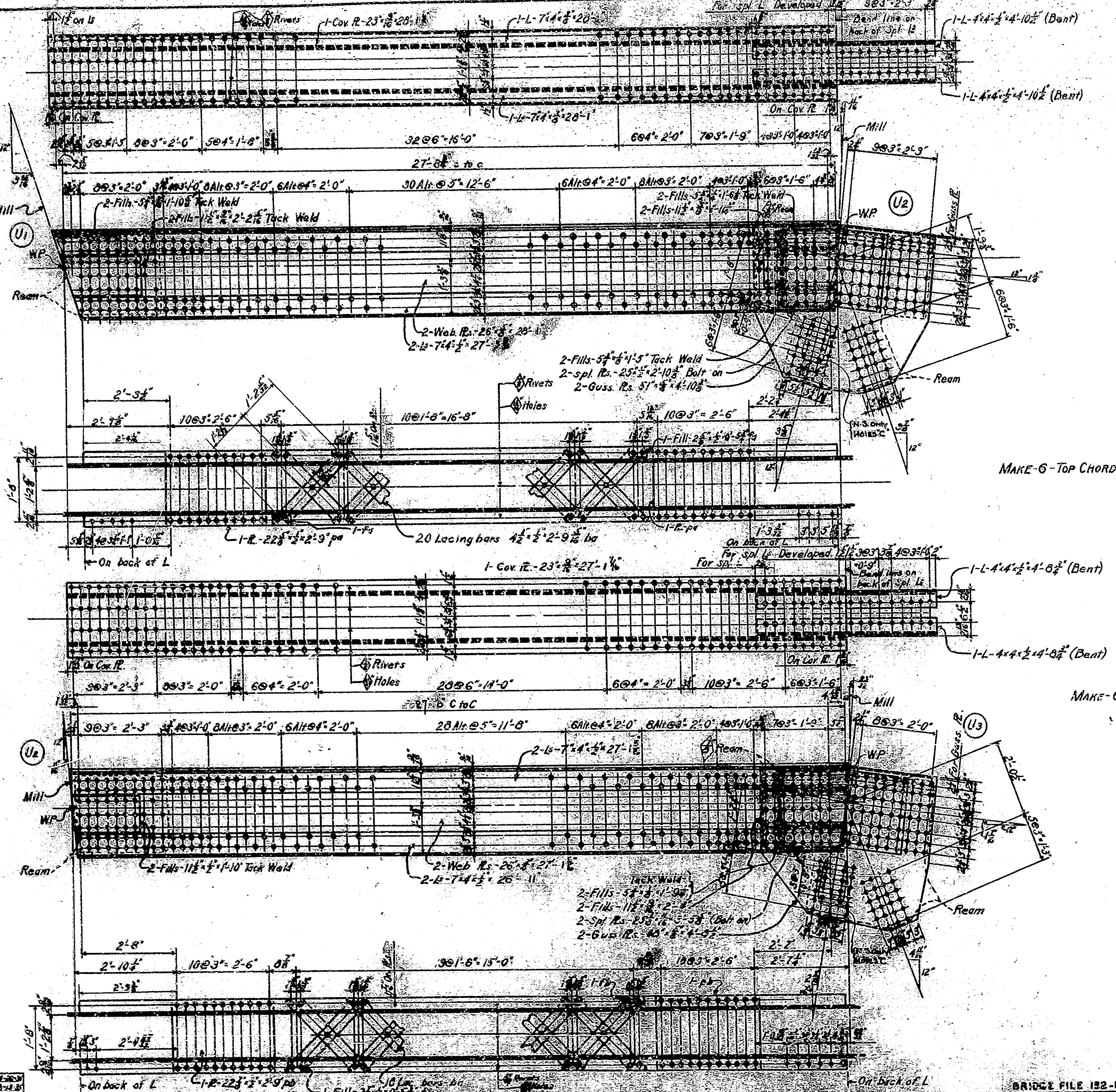
BRIDGE CONTRACT NO. 1224

DESIGNED:-B.F.L. 4-10-36 CHK.-A.E.C.M.
DRAWN:-C.H.W. 8-2-35 CHK.-L.A.S. 8-24-36
TRACED:-R.R. 8-28-35 CHK.-J.W.W. 8-31-36

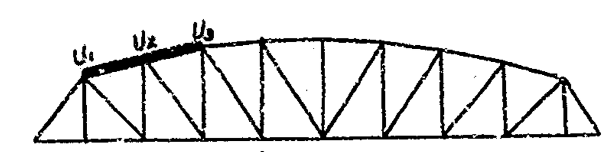
BRIDGE FILE 152-R-1031

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1938	129	210

SECTION-A.



MAKE-6-TOP CHORD SECTIONS AS SHOWN-MK- { ONE-E-U1 U2-W & ONE-E-U1 U2-E; ONE-F-U1 U2-W & ONE-F-U1 U2-E; ONE-G-U1 U2-W & ONE-G-U1 U2-E }



SPANS-E-F-G

MAKE-6-TOP CHORD SECTIONS AS SHOWN-MK- { ONE-E-U2 U3-W & ONE-E-U2 U3-E; ONE-F-U2 U3-W & ONE-F-U2 U3-E; ONE-G-U2 U3-W & ONE-G-U2 U3-E }

Rivets:-3/4" Except as noted. For rivets noted 7/8" "Ream" punch 13/16" and ream to 15/16" and rivet while truss is assembled in shop.
Holes:-13/16" Except as noted. For holes noted "Ream" punch 13/16" and ream to 15/16" while truss is assembled in shop.
All edge distance 1 1/2" or noted
Holes "C" may be either subpunched and reamed or punched 15/16"

TOP CHORDS U1U2 & U2U3 SPANS E.F.G.

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.206
SECTION:-A.
DRAWING:-107 OF 173

STATION:-
STRUCTURE NO.1031

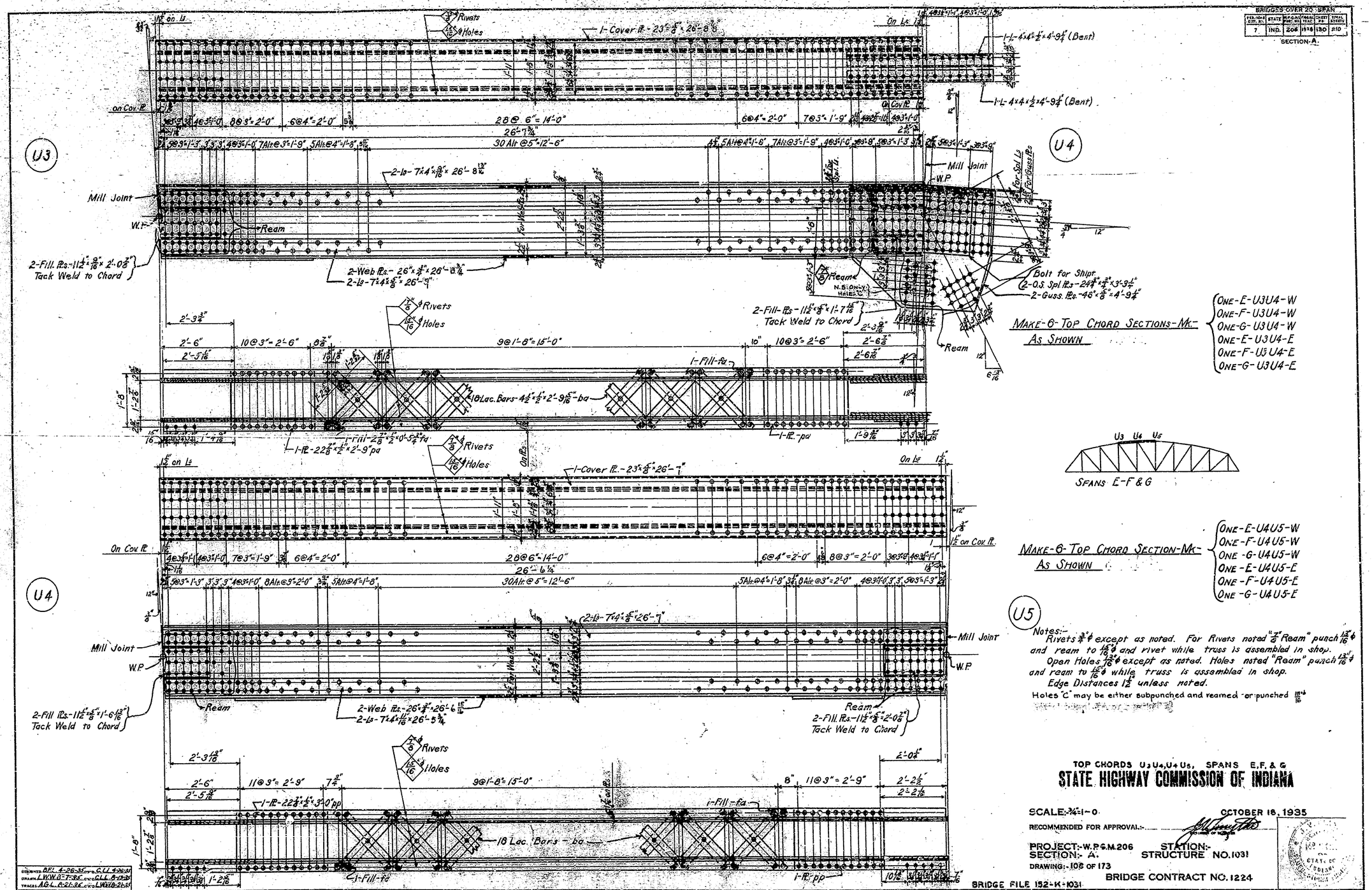
BRIDGE CONTRACT NO.1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 25' SPAN

FED. HWY. ASST. NO.	STATE	ROAD NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	130	210

SECTION-A.



MAKE-6-TOP CHORD SECTIONS-MK-
AS SHOWN

- ONE-E-U3U4-W
- ONE-F-U3U4-W
- ONE-G-U3U4-W
- ONE-E-U3U4-E
- ONE-F-U3U4-E
- ONE-G-U3U4-E

MAKE-6-TOP CHORD SECTION-MK-
AS SHOWN

- ONE-E-U4U5-W
- ONE-F-U4U5-W
- ONE-G-U4U5-W
- ONE-E-U4U5-E
- ONE-F-U4U5-E
- ONE-G-U4U5-E

Notes:-
Rivets ⅞" ϕ except as noted. For Rivets noted "⅞" Ream" punch 13/16" ϕ and ream to 15/16" ϕ and rivet while truss is assembled in shop.
Open Holes 13/16" ϕ except as noted. Holes noted "Ream" punch 13/16" ϕ and ream to 15/16" ϕ while truss is assembled in shop.
Edge Distances 1½" unless noted.
Holes "C" may be either subpunched and reamed or punched 15/16"

TOP CHORDS U3U4, U4U5, SPANS E, F, & G

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-¾"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.&M.206 STATION:-
SECTION:-A. STRUCTURE NO.1031
DRAWING:-108 OF 173

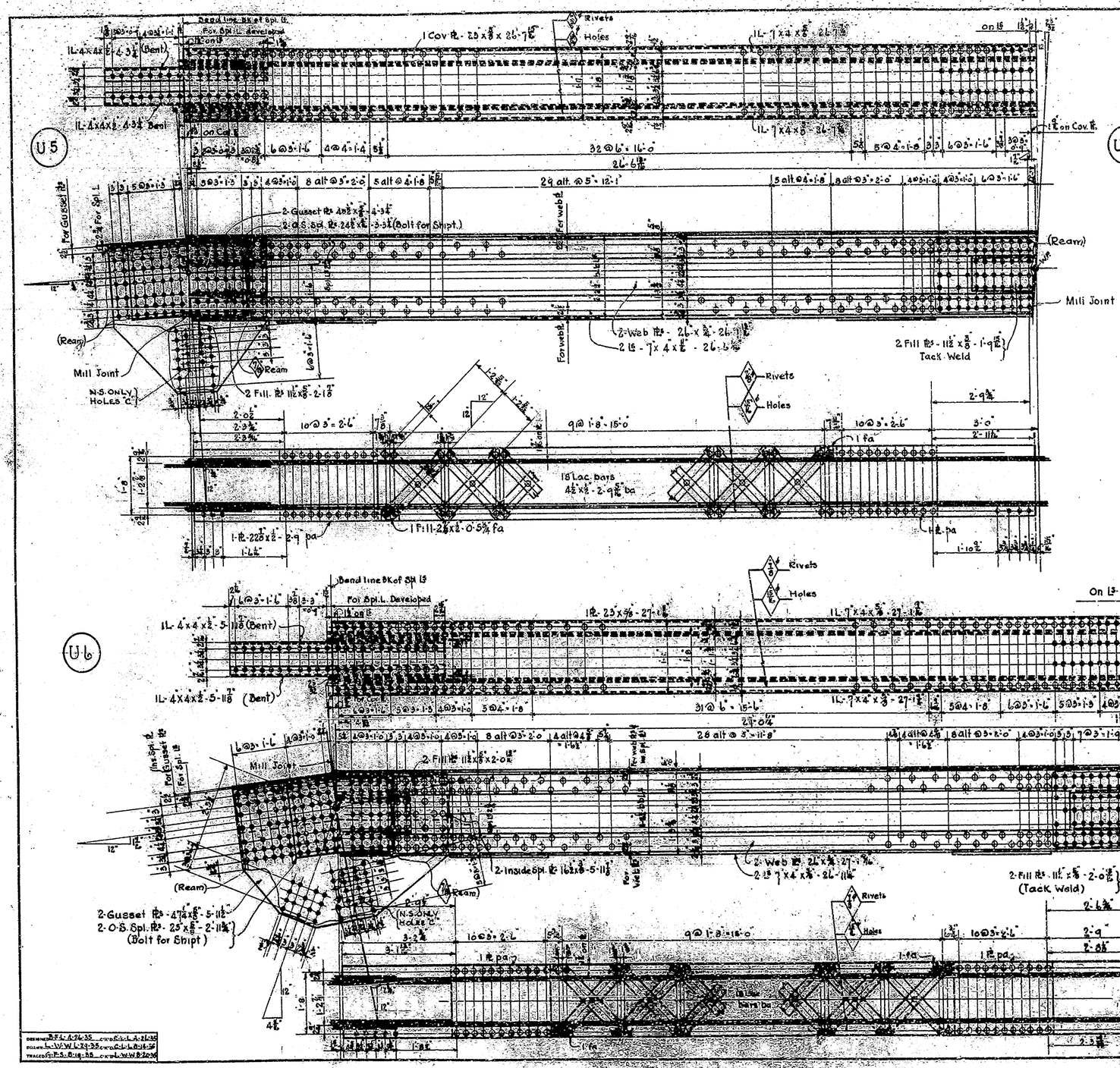
BRIDGE CONTRACT NO.1224

BRIDGE FILE 152-K-1031

CHECKED AFL 4-26-35 CCC CLL 4-26-35
DRAWN LWW 8-7-35 CCC CLL 8-13-35
TRACED AGL 8-21-35 CCC LWW 8-21-35

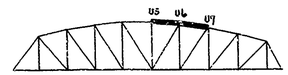
BRIDGES OVER 20' SPAN					
FED. AID PROJ. NO.	STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	151	210

SECTION-A.



MAKE 6 TOP CHORD SECTIONS AS SHOWN

MARK ONE-E-U5 U6-W.
MARK ONE-F-U5 U6-W.
MARK ONE-G-U5 U6-W.
MARK ONE-E-U5 U6-E.
MARK ONE-F-U5 U6-E.
MARK ONE-G-U5 U6-E.



SPANS E-F & G.

MAKE 6 TOP CHORD SECTIONS AS SHOWN

MARK ONE-E-U6 U7-W.
MARK ONE-F-U6 U7-W.
MARK ONE-G-U6 U7-W.
MARK ONE-E-U6 U7-E.
MARK ONE-F-U6 U7-E.
MARK ONE-G-U6 U7-E.

NOTES :-

Rivets 3/4" except as noted. For Rivets noted "Ream" punch 1/2" & ream to 5/8" and rivet while truss is assembled in Shop.

Open holes 1/2" except as noted. Holes noted "Ream" punch 1/2" and ream to 5/8" while truss is assembled in Shop.

Edge distances 1" unless noted.

Holes "C" may be either subpunched and reamed or punched 13/16"

TOP CHORDS U5,U6 & U6,U7 SPANS E,F,G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-3/4"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:-109 OF 175

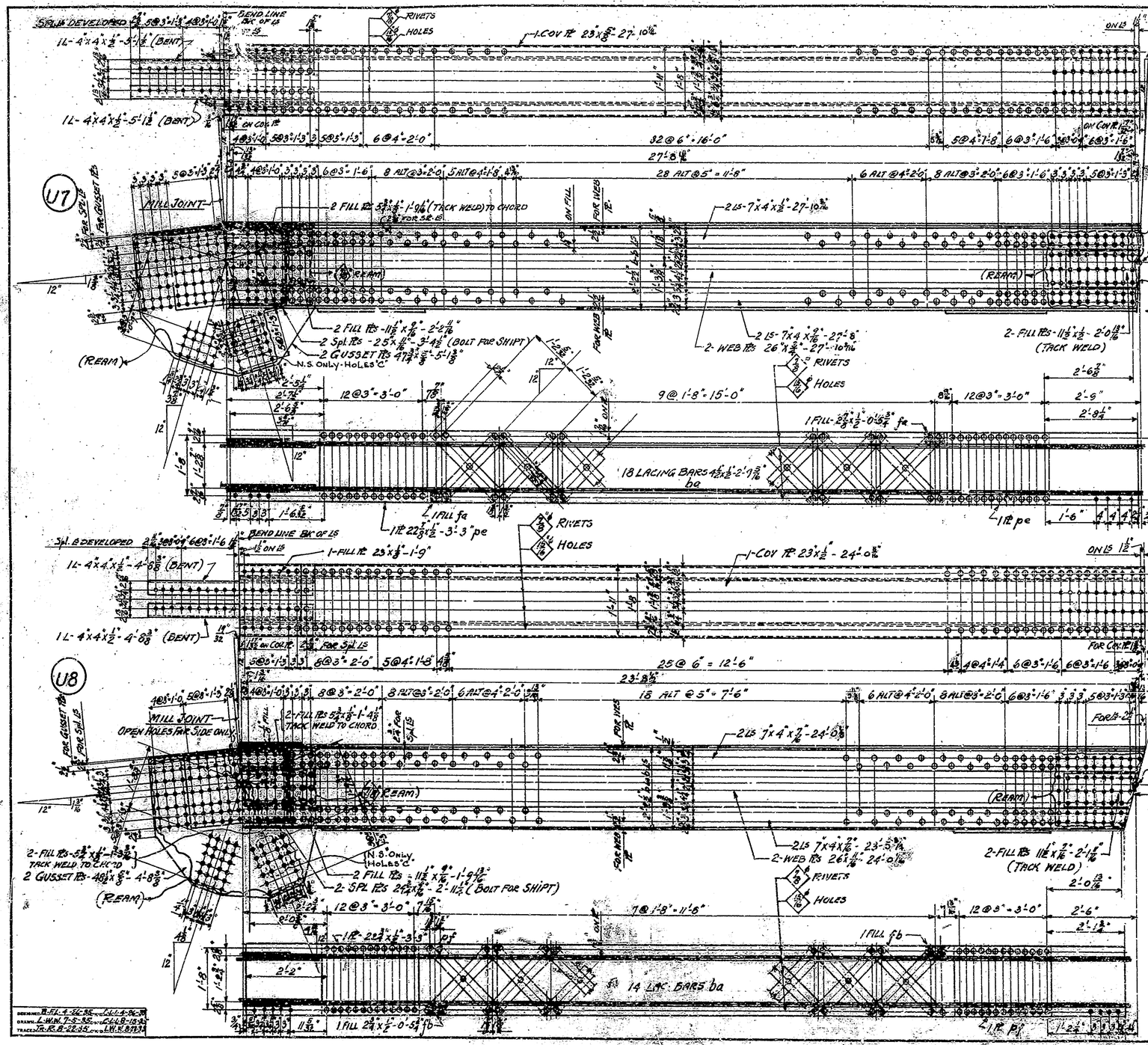
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED-B.F.L. 4-24-35 CHKD-C.L.A. 2-26-35
DRAWN-L.W.W. 4-29-35 CHKD-C.L.A. 8-16-35
TRACED-F.P.S. 8-19-35 CHKD-L.W.W. 8-20-35

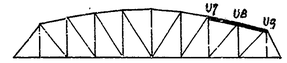
BRIDGES OVER 20' SPAN					
FED. PROJ. OR BRIDGE NO.	STATE PROJ. NO.	BRIDGE FINAL YEAR	CONTR. NO.	TOTAL SHEETS
7	IND. 206	1938	132	210

SECTION A.



MAKE 6 TOP CHORD SECTIONS AS SHOWN

MARK ONE-E-U7-U8-W
MARK ONE-F-U7-U8-W
MARK ONE-G-U7-U8-W
MARK ONE-E-U7-U8-E
MARK ONE-F-U7-U8-E
MARK ONE-G-U7-U8-E



SPANS E-F & G.

MAKE 6 TOP CHORD SECTIONS AS SHOWN

MARK ONE-E-U8-U9-W
MARK ONE-F-U8-U9-W
MARK ONE-G-U8-U9-W
MARK ONE-E-U8-U9-E
MARK ONE-F-U8-U9-E
MARK ONE-G-U8-U9-E

NOTES:-

RIVETS 7/8" EXCEPT AS NOTED. FOR RIVETS NOTED 3/4" "REAM"
PUNCH 13/16" AND REAM TO 15/16" AND RIVET WHILE TRUSS IS ASSEMBLED IN SHOP.
OPEN HOLES:- 13/16" EXCEPT AS NOTED. HOLES NOTED "REAM"
PUNCH 13/16" AND REAM TO 15/16" WHILE TRUSS IS ASSEMBLED IN SHOP.
EDGE DISTANCES 1 1/2" UNLESS NOTED.
Holes "C" may be either subpunched and reamed or punched 15/16"

TOP CHORDS U7,U8 & U8,U9 SPANS E,F,G

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 3/4" = 1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 110 OF 173

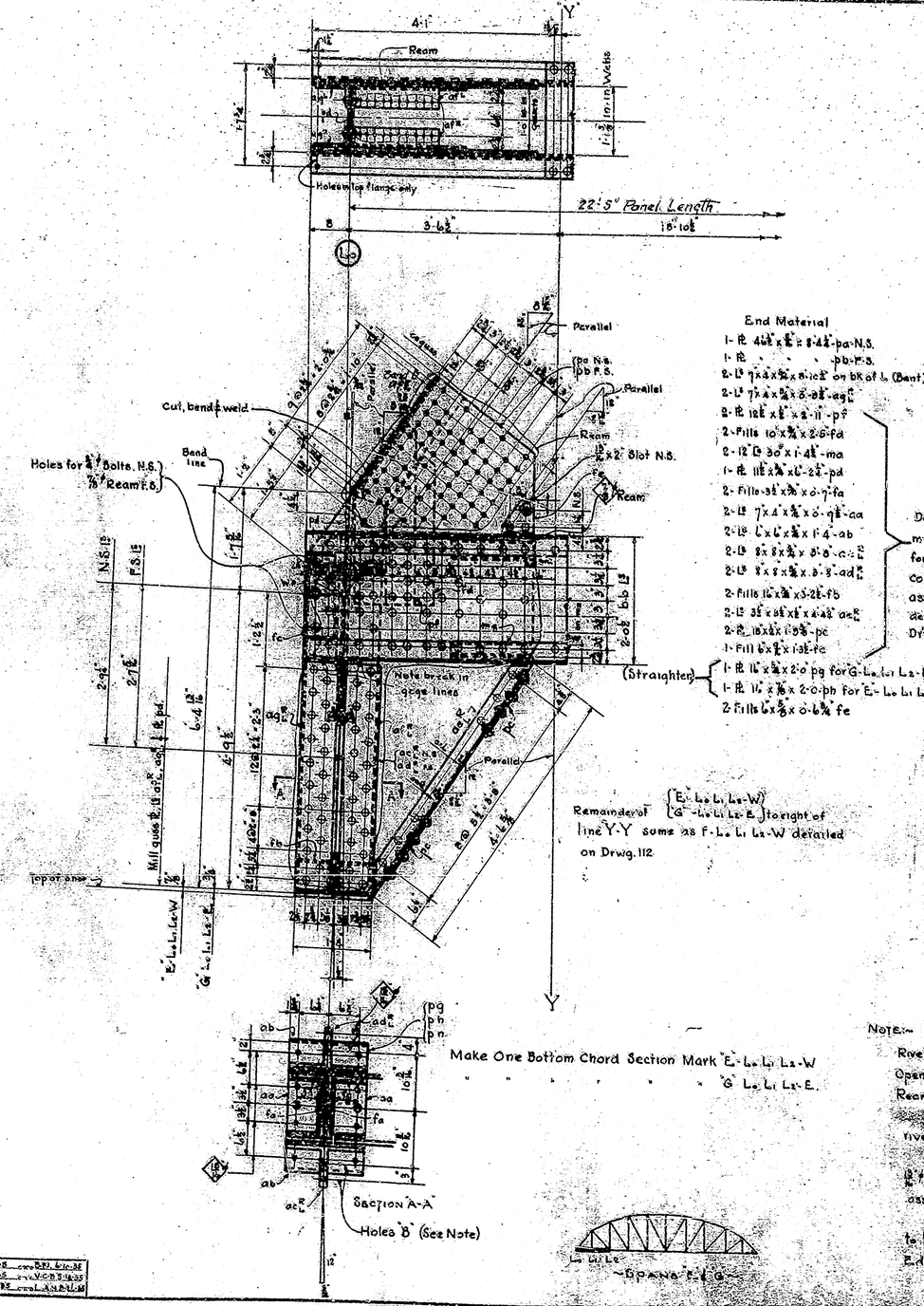
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 192-K-1031

DESIGNED: R.F.L. A.-SEC. 26 ..... C.H.I. 4-26-35
DRAWN: L.W.M. 7-5-35 ..... C.H.I. 8-12-35
TRACED: R.F.L. 8-22-35 ..... L.W.M. 8-13-35

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	ROUTE OR ROAD No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	208	1935	133	210

SECTION-A



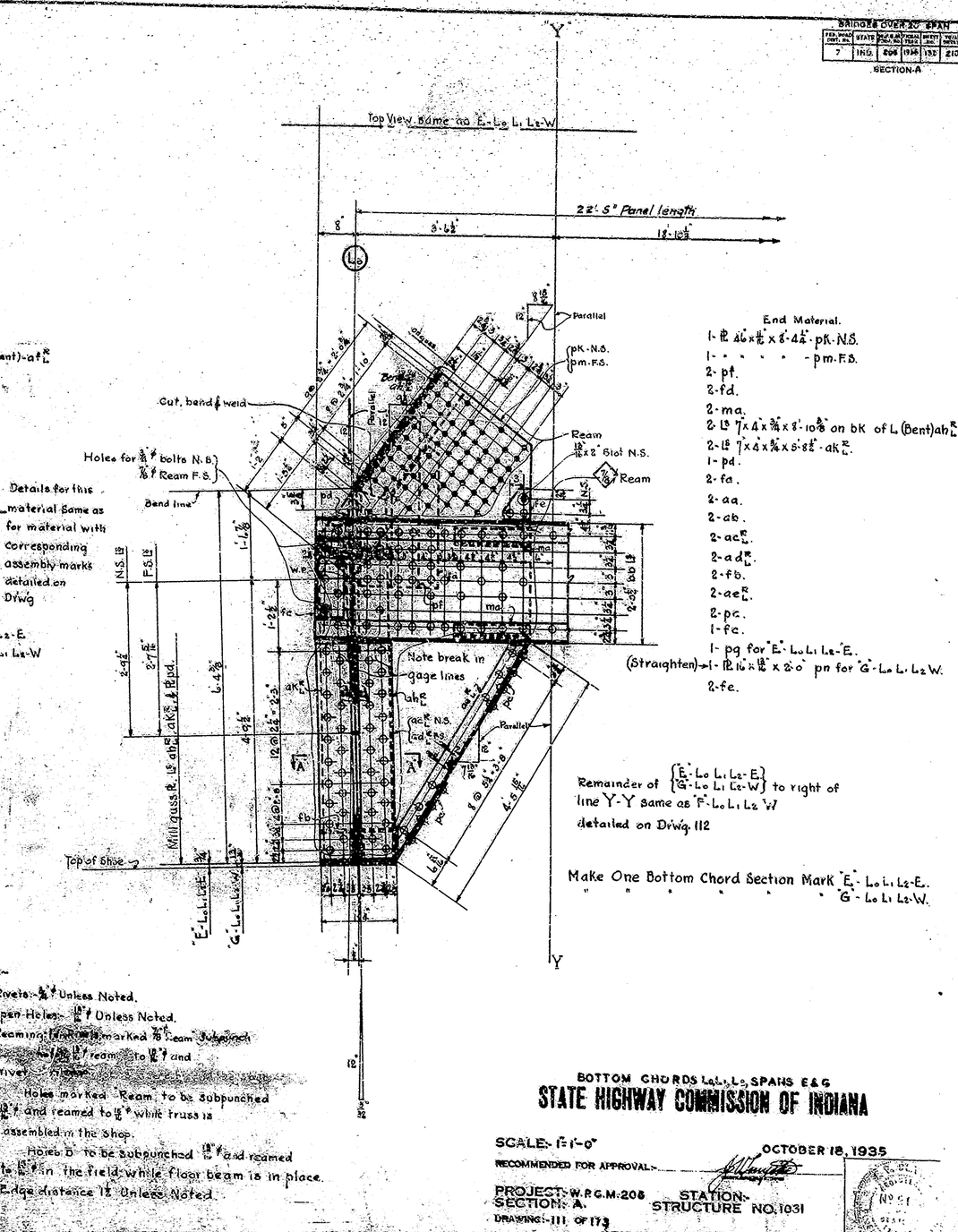
End Material

1- PL 46" x ⅜" x 8'-4½" - pa - N.S.
1- " " " - pb - F.S.
2- L⁵ 7"x4"x⅜"x 6'-10½" on bK of L₀ (Bent) - af L.R.
2- L⁵ 7"x4"x⅜"x 6'-8½" - ag L.R.
2- PL 12½" x ⅜" x 2'-11" - pf
2- Fills 10"x⅜"x 2'-6" - fd
2- 12" I B 30" x 1'-4½" - ma
1- PL 11½" x ⅜" x 2'-2½" - pd
2- Fills 3½" x ⅜" x 0'-7" - fa
2- L⁵ 7"x4"x⅜"x 0'-9½" - aa
2- L⁵ 6"x6"x⅜"x 1'-4" - ab
2- L⁵ 8"x8"x⅝"x 5'-8" - ac L.R.
2- L⁵ 8"x8"x⅝"x 5'-8" - ad L.R.
2- Fills 15"x⅜"x 3'-2½" - fb
2- L⁵ 3½"x3½"x¼"x 4'-4½" - ae L.R.
2- PL 16"x⅜"x 1'-9⅜" - pc
1- Fill 6"x⅜"x 1'-3½" - fe
(Straighten) → 1- PL 11"x⅜"x 2'-0" pg for G-Lo L1 L2-E.
1- PL 11"x⅜"x 2'-0" ph for E-Lo L1 L2-W
2- Fills 6"x⅜"x 0'-6¾" fe

Details for this material Same as for material with corresponding assembly marks detailed on Drwg

Remainder of {E-Lo L1 L2-W / G-Lo L1 L2-E} to right of line Y-Y same as F-Lo L1 L2-W detailed on Drwg. 112

Make One Bottom Chord Section Mark 'E-Lo L1 L2-W
" " " " " " 'G Lo L1 L2-E.



End Material.

1- PL 46"x⅜"x 8'-4½" - pK - N.S.
1- " " " " " - pm - F.S.
2- pf.
2- fd.
2- ma.
2- L⁵ 7"x4"x⅜"x 8'-10⅜" on bK of L (Bent) ah L.R.
2- L⁵ 7"x4"x⅜"x 5'-8½" - ak L.R.
1- pd.
2- fa.
2- aa.
2- ab.
2- ae L.R.
2- ad L.R.
2- fb.
2- ae R.L.
2- pc.
1- fe.
1- pg for E-Lo L1 L2-E.
(Straighten) → 1- PL 11"x⅜"x 2'-0" pn for G-Lo L1 L2 W.
2- fe.

Remainder of {E-Lo L1 L2-E / G-Lo L1 L2-W} to right of line Y-Y same as F-Lo L1 L2 W detailed on Drwg. 112

Make One Bottom Chord Section Mark 'E-Lo L1 L2-E.
" " " " " " 'G-Lo L1 L2-W.

NOTE:-
Rivets ⅞" Unless Noted.
Open Holes 15/16" Unless Noted.
Reaming: Holes marked ⅞" Ream Subpunch
⅝" ream to ⅞" and
rivet
Holes marked "Ream" to be Subpunched
⅝" and reamed to ⅞" while truss is assembled in the Shop.
Holes 'B' to be Subpunched ⅝" and reamed to ⅞" in the field while floor beam is in place.
Edge distance 12 Unless Noted.

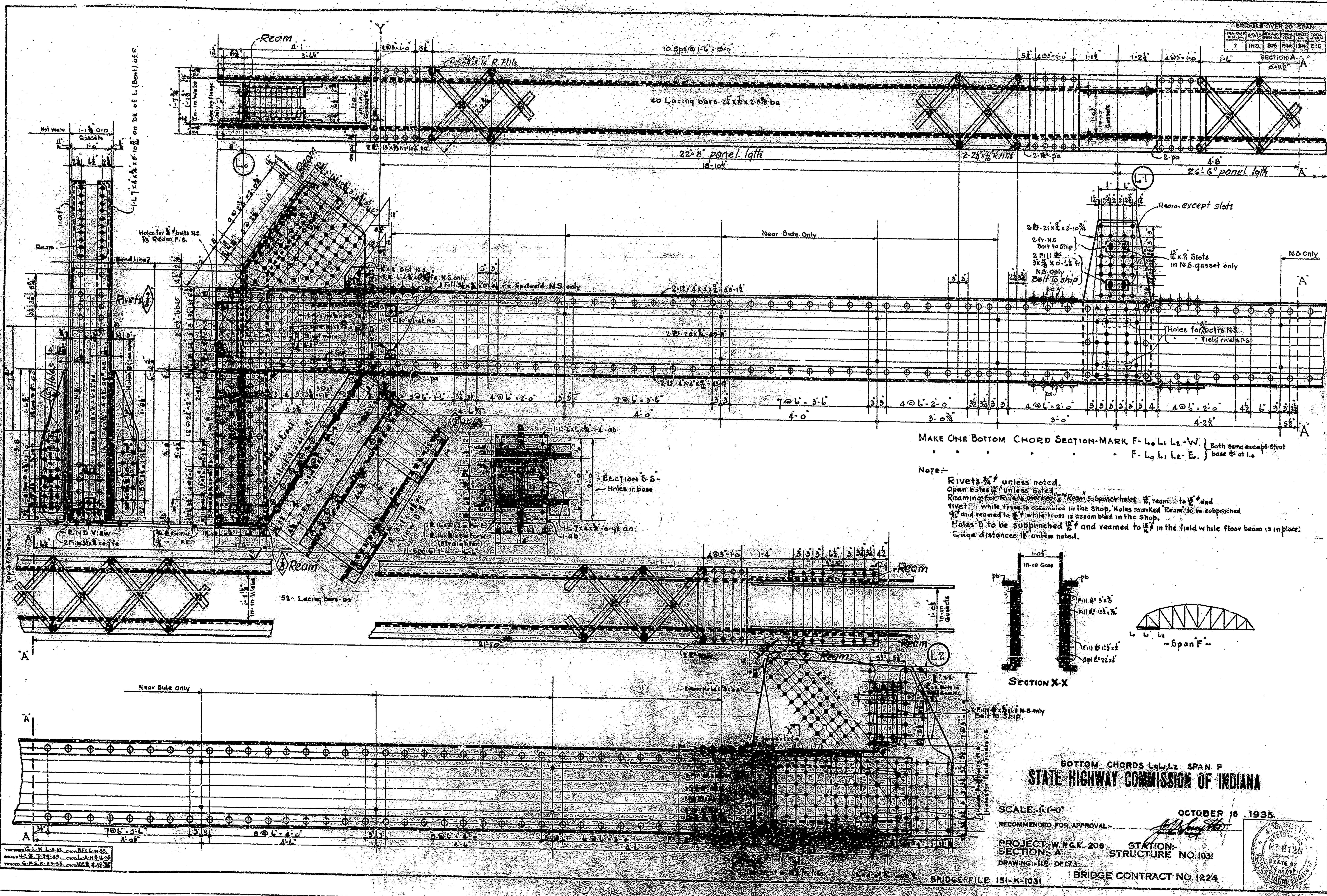
BOTTOM CHORDS L0 L1 L2 SPANS E & G

STATE HIGHWAY COMMISSION OF INDIANA

SCALE- 1"=1'-0" OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:
PROJECT- W.P.G.M.-208 STATION-
SECTION- A. STRUCTURE NO. 1031
DRAWING- 111 OF 173
BRIDGE CONTRACT NO. 1224

DESIGNED O.K.K. 6-5-35 CHKD. O.K.K. 6-6-35
DRAWN L.A.H. 8-9-35 CHKD. V.C.B. 8-14-35
TRACED G.E.S. 8-24-35 CHKD. L.A.H. 8-26-35

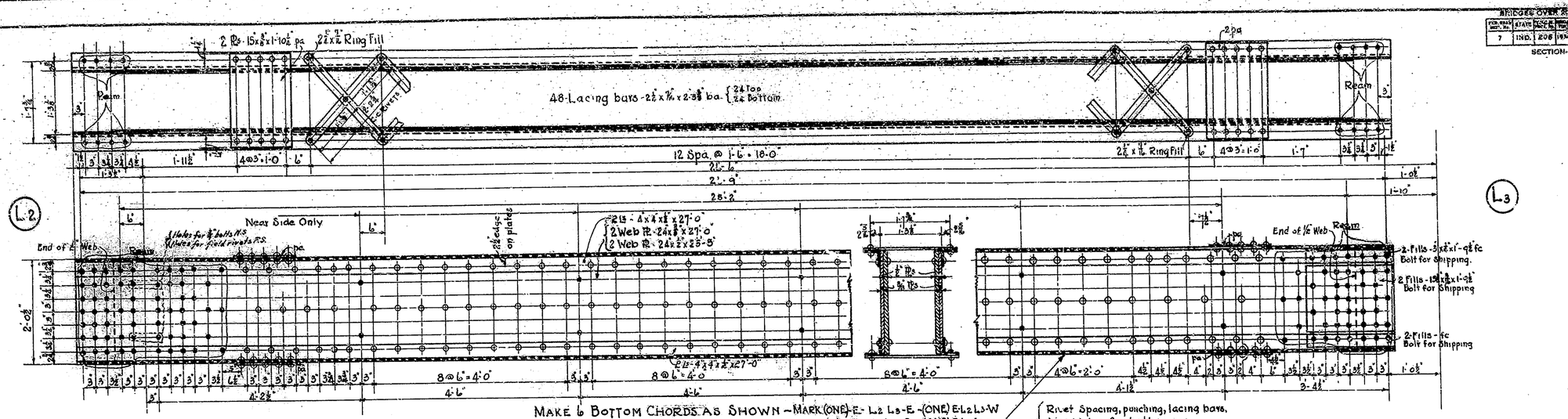
BRIDGE FILE 152-K-1031


BRIDGES OVER 20' SPAN
7 | IND. | 206 | 1936 | 134 | 210
Ream
40 Lacing bars 2¼ x ⅜ x 2-8⅝ ba
2-2¼ x 7/16 R. Fills
10 Spa @ 1-6 = 15-0
22'-5" panel lgth
18-10½
26'-6" panel lgth
SECTION A
L0
L1
L2
Near Side Only
N.S. Only
Ream-except slots
2-fr. N.S. Bolt to Ship
2 Fill Pls 3 x ⅝ x 0-6½ fr N.S. only Bolt to ship
13/16 x 2 Slots in N.S. gusset only
Holes for ¾ bolts N.S. field rivets F.S.
Holes for ⅞ bolts N.S. ⅞ Ream F.S.
Rivets
Holes
END VIEW
52 - Lacing bars - ba
SECTION S-S
Holes in base
Ream
MAKE ONE BOTTOM CHORD SECTION-MARK F-L0 L1 L2-W.
" " " " " " F-L0 L1 L2-E.
Both same except strut base at L0
NOTE:-
Rivets ¾" ϕ unless noted.
Open holes 1⅛" unless noted.
Reaming for Rivets marked "Ream" Subpunch holes 11/16, ream to 13/16" ϕ and rivet while truss is assembled in the Shop. Holes marked "Ream" to be subpunched 11/16" and reamed to 13/16" ϕ while truss is assembled in the Shop.
Holes "B" to be subpunched 13/16" ϕ and reamed to 15/16" ϕ in the field while floor beam is in place.
Edge distances 1¼" unless noted.
SECTION X-X
L0 L1 L2
~Span "F"~
BOTTOM CHORDS L0 L1 L2 SPAN F
STATE HIGHWAY COMMISSION OF INDIANA
SCALE: 1"=1'-0"
OCTOBER 18, 1935.
RECOMMENDED FOR APPROVAL:-
PROJECT-W.P.G.H. 206
SECTION: A
STATION:-
STRUCTURE NO. 1031
DRAWING: 112 OF 173
BRIDGE FILE 151-K-1031
BRIDGE CONTRACT NO. 1224
STATE OF INDIANA

BRIDGES OVER RR. SPAN

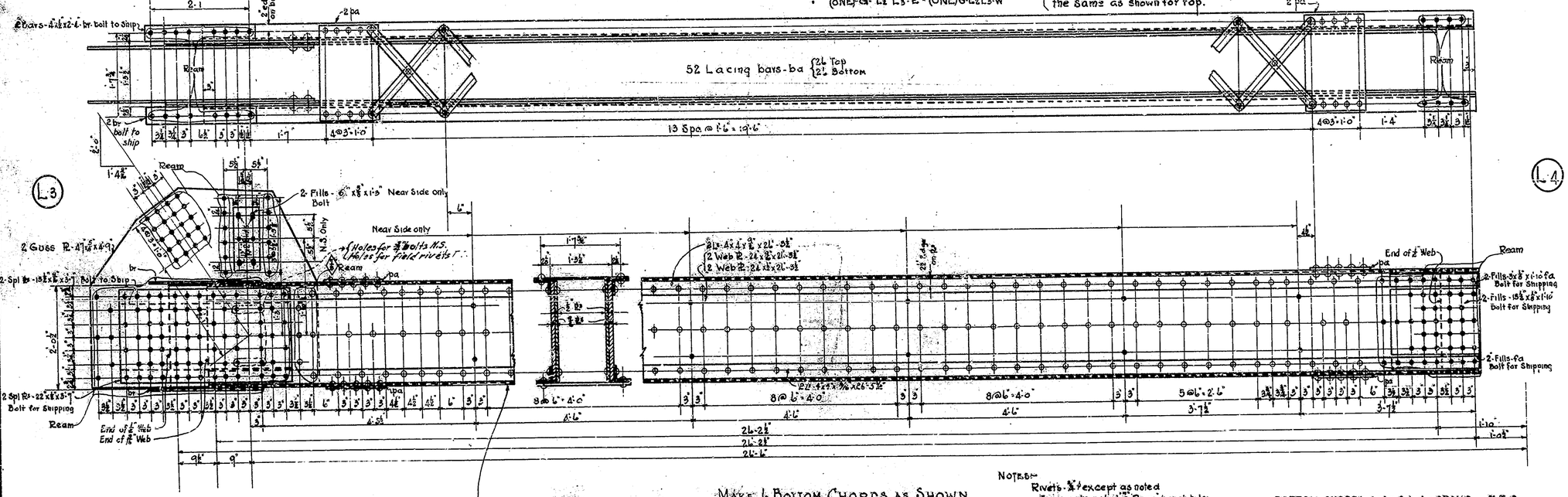
FED. ROAD DIST. NO.	STATE	ROAD NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	135	210

SECTION-A.



MAKE 6 BOTTOM CHORDS AS SHOWN – MARK (ONE)-E- L2 L3-E-(ONE) E-L2 L3-W
(ONE)-F- L2 L3-E-(ONE) F-L2 L3-W
(ONE)-G- L2 L3-E-(ONE) G-L2 L3-W

Rivet Spacing, punching, lacing bars, & tie plates for bottom are the same as shown for top.



Rivet Spacing, punching, lacing bars, & tie plates for bottom are the same as shown for top

MAKE 6 BOTTOM CHORDS AS SHOWN
MARK (ONE)- E- L3 L4-E- (ONE) E- L3 L4-W.
(ONE)-F-L3 L4-E-(ONE) F- L3 L4-W.
(ONE)-G-L3 L4-E-(ONE) G- L3 L4-W.

Span E Span F Span G

NOTES–
Rivets ⅞" except as noted
For rivets noted ⅝" Ream punch holes ⅝" and ream to ⅞" and rivet while truss is assembled in Shop
Open holes ⅞" except as noted
Holes noted Ream punch ⅝" and ream to ⅞" while truss is assembled in shop
All edge distances 1½" unless otherwise noted.

BOTTOM CHORDS L2L3 & L3L4 SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"-1'-0" OCTOBER 16, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.& M. 206
SECTION:- A.
DRAWING:- 113 OF 173

STATION:- STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED C.L.K. 6-3-35 CHKD. B.E.L. 6-3-35
DRAWN W.C.E. 7-26-35 CHKD. O.N.P. 8-2-35
TRACED G.F.S. 8-9-35 CHKD. C.A.F. 8-9-35

BRIDGES OVER 20' SPAN

FED. ROAD DIST. NO.	STATE	ROUTE NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	200	1935	156	810

SECTION-A

2-Spl. bars-4"×½"×2'-6"-bd bolt to ship
Ream
2-Pl.-15"×⅜"×1'-10½"-pb
2-2½"×⅜" Ring Fills
52 Lacing bars-2½"×⅜"×2'-5⅜"-bc {26 Top 26 Bottom
2-bd Bolt to ship
13 Spaces @ 1'-6" = 19'-6"
39'-0"
2½"×⅜" Ring Fill
2 pb
2 Fills-6"×⅜"×1'-3"-fc N.S. only Bolt to ship
N.S. only
2-Guss. Pls-46"×⅜"×4'-0½"
2-Spl. Pls-15½"×⅜"×3'-10½"
Bolt for shipping
Holes for ⅞" bolts N.S. Holes for field rivets F.S.
1'-7⅜"
1'-3½"
⅜" Pl.
½" Pl.
2-L3-4"×4"×⅜"×54'-9"
2 Web Pls-24"×⅜"×54'-9"
2 Web Pls-24"×⅜"×56'-7"
2-Guss. Pls-42"×⅜"×3'-10"
2 Fills-fc N.S. only bolt to ship
2-Spl. Pls-22"×½"×3'-10½"
Bolt for shipping
End of ½" Web.
End of ⅜" Web.
8@6"=4'-0"
4'-6"
7@6"=3'-6"
4'-0"
54'-6"
56'-4"
2-Pl.-18"×⅜"×1'-10½"-pb
2-2½"×⅜" Ring Fills
Ream
Rivet spacing, Punching Lacing Bars & Tie Pls. for the bottom are the same as shown for the top
52 Lacing bars-bc {26 Top 26 Bottom
2-Spl. bars-4"×½"×2'-3½"-bd bolt to ship
2-bd bolt to ship
2-2½"×⅜" Ring Fills
13 Spaces @ 1'-6" = 19'-6"
26'-6"
53'-0"
2-Fills-fc-N.S. only bolt to ship
N.S. only
Rivet spacing, Punching, Lacing Bars & Tie plates for the bottom are the same as shown for top
2-Guss. Pls. 46"×⅜"×4'-8½"
2-Spl. pls.-15½"×⅜"×3'-7"
Bolt for shipping
2-Spl. pls.-22"×½"×3'-7"
Bolt for shipping
End of ½" Web.
End of ⅜" Web.
Holes for ⅞" bolts N.S. Holes for field rivets F.S.
Ream
bd
pb

MAKE 6 BOTTOM CHORDS AS SHOWN - MARK ONE-E-L4L5L6-E ONE-L4L5L6-W ONE-F-L4L5L6-E ONE-F-L4L5L6-W ONE-G-L4L5L6-E ONE-G-L4L5L6-W

NOTES- Rivets ¾" except as noted.
For rivets noted ⅞" Ream punch holes ½" and ream to ⅞" and rivet while truss is assembled in shop.
Open holes ⅞" except as noted.
Holes noted Ream punch holes 11/16" and ream to 13/16" while truss is assembled in shop.
All edge distances 1½" unless otherwise noted.

SPAN "E" SPAN "F" SPAN "G"

DESIGNED L4L5L6-S-A.E. BFL 6-7-35
DRAWN W.C.E. 7-25-35 C.A.F.B. 8-5-35
TRACED A.E.L. 8-9-35 C.A.F.B. 9-14-35

BOTTOM CHORD L4L5L6 SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 114 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

Near Side only

Rivet Spacing punching, boring & reaming for bottom chords the same as shown for top

Near Side only

River Spacing punching, boring & reaming for bottom chords the same as shown for top

MARK 6 BOTTOM CHORDS AS SHOWN
MARK ONE-ELEVEN AND ELEVEN W
(ONE) ELEVEN SHIFTED LEFT
(ONE) ELEVEN W

MARK 6 BOTTOM CHORDS AS SHOWN
MARK ONE-ELEVEN AND ELEVEN W
(ONE) ELEVEN SHIFTED LEFT
(ONE) ELEVEN W

BOTTOM CHORDS L6-L7 & L7-L8

STATE HIGHWAY

SCALE 1½"=1'

OCTOBER 18, 1933

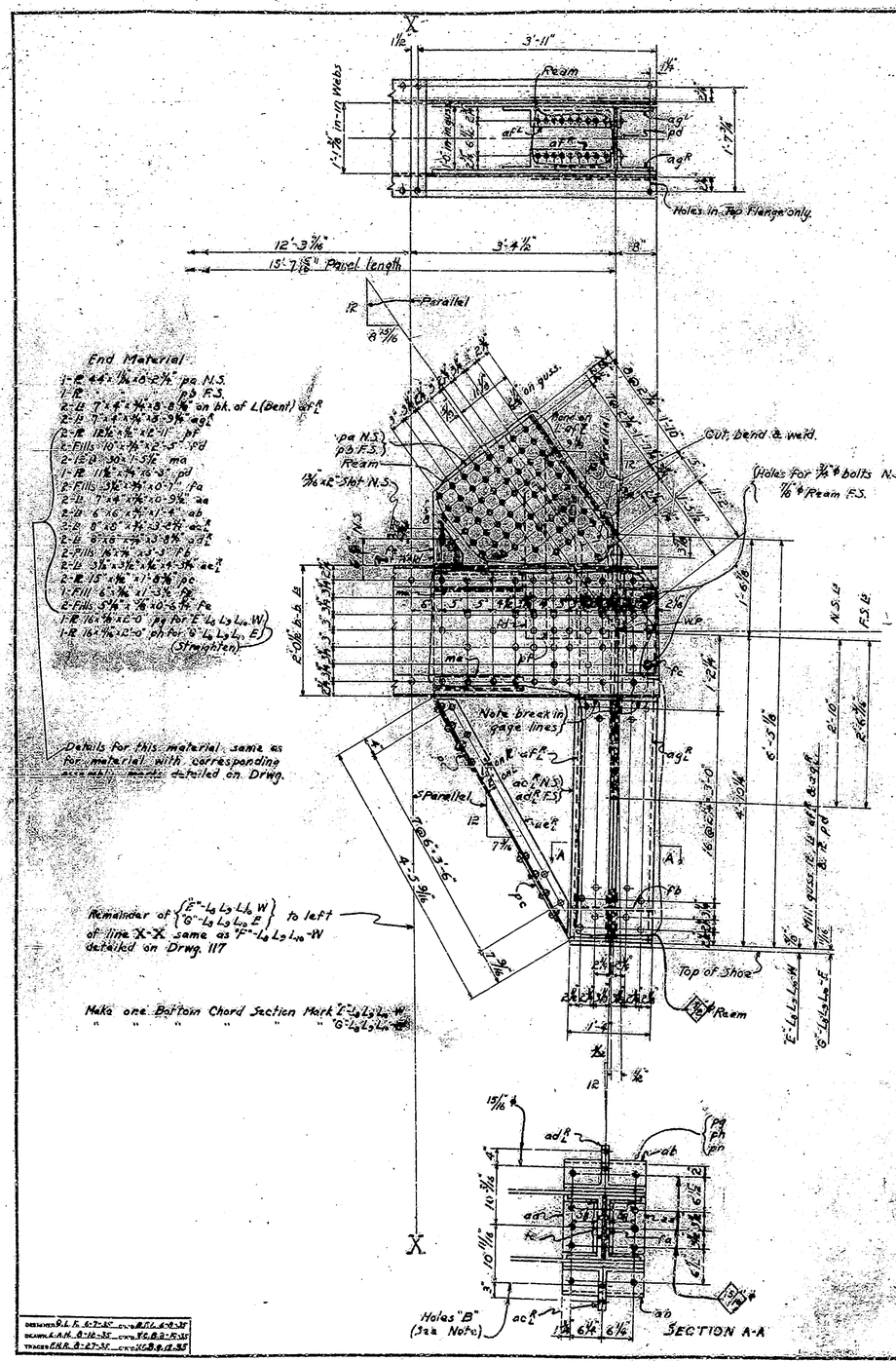
SPAN E

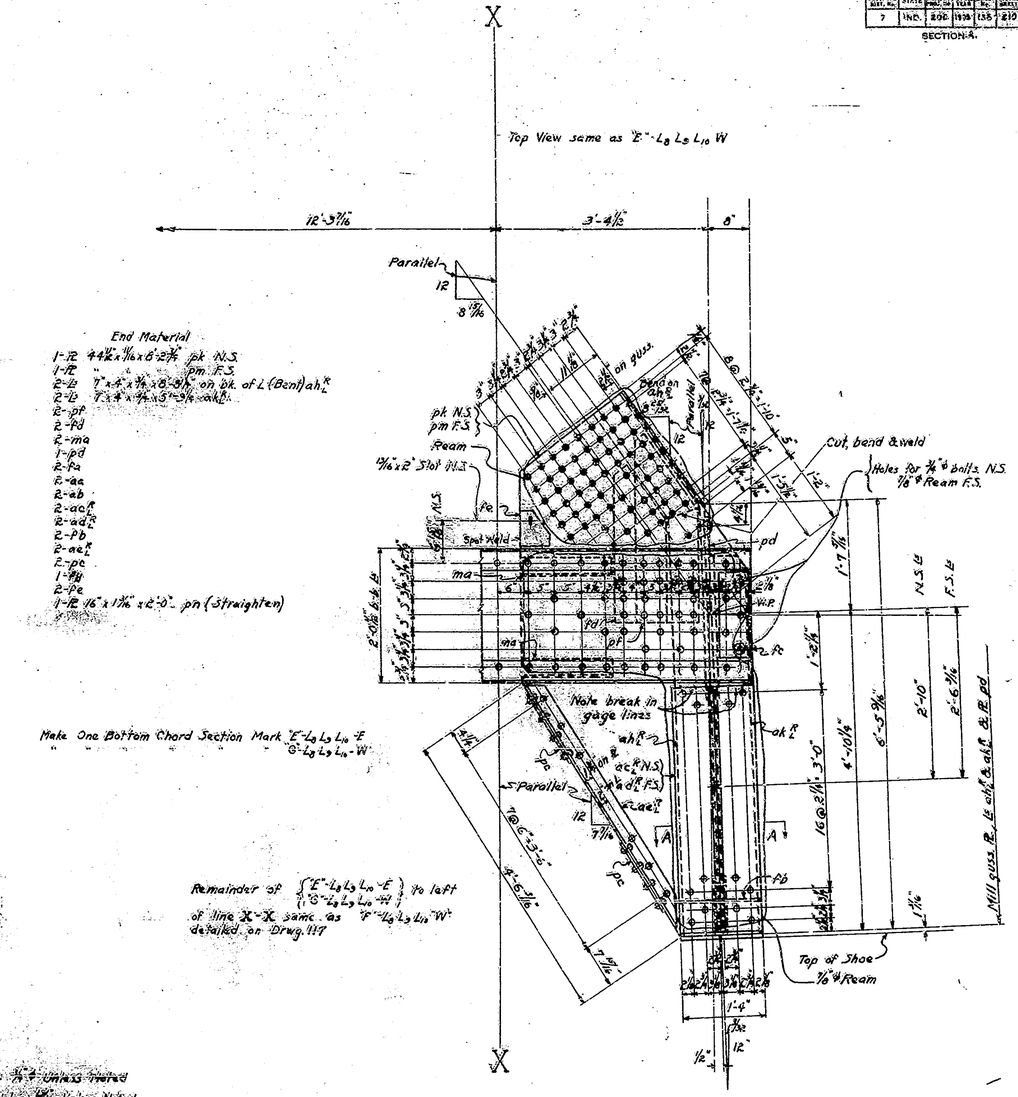
SPAN F

SPAN G

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	PROJECT No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	208	1935	135	219

SECTION A.





NOTE:
Rivets ⅞" ϕ Unless noted
Open Holes ⅞" Unless Noted
Reaming to be only marked "⅞" ϕ Ream Subpunch.
Holes ⅞" ϕ ream to ⅞" ϕ and ream in Shop.
Holes marked "Ream" to be subpunched 1⅛" ϕ and reamed to 1⅛" ϕ while truss is assembled in shop.
Holes C to be subpunched 1⅛" ϕ and reamed to 1⅛" ϕ in the field while floor beam is in place.
Edge distance 1¼" Unless Noted.

BOTTOM CHORDS L9 L9 L10 SPANS E & G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: 1"-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:

PROJECT: W.R.C.M. 208 STATION:
SECTION: A STRUCTURE NO. 1031
DRAWING 118 OF 173
BRIDGE CONTRACT NO. 1224

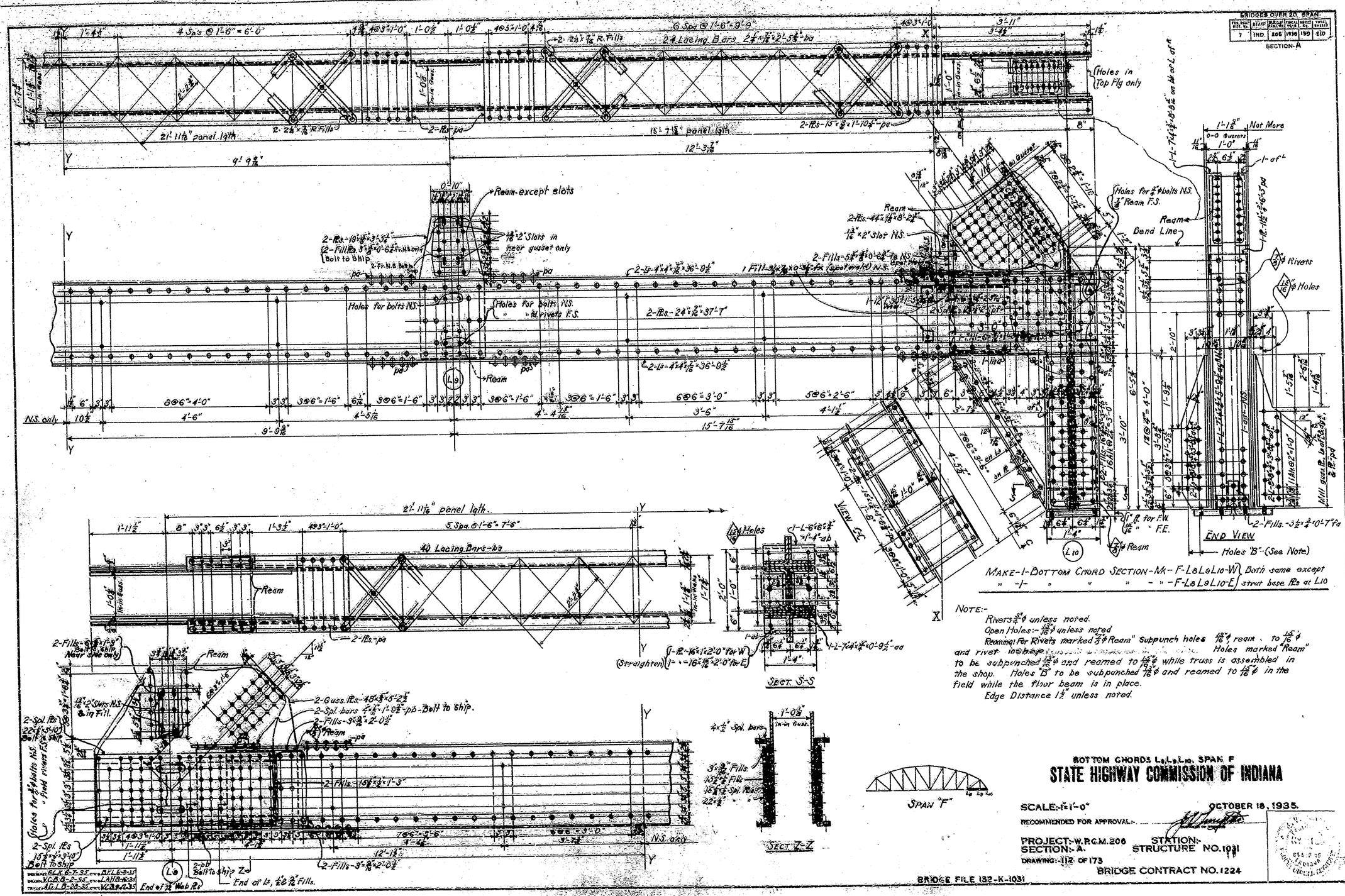
DESIGNED O.L.F. 6-7-35 CHKD. R.F.L. 6-19-35
DRAWN E.A.H. 8-12-35 CHKD. V.C. 8-13-35
TRACED E.H.R. 8-27-35 CHKD. O.L.F. 8-28-35

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN.

PROJECT NO.	STATE	HIGHWAY DIST. NO.	COUNTY NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	205	1936	193	610	

SECTION-A



MAKE-1-BOTTOM CHORD SECTION-Mk-F-L8L9L10-W } Both same except
" -/- " " " " -" -F-L8L9L10-E } strut base Rs at L10

NOTE:-
Rivets ⅞" ϕ unless noted.
Open Holes:- 15/16" ϕ unless noted
Reaming: For Rivets marked ⅞" ϕ Ream" Subpunch holes 13/16" ϕ ream to 15/16" ϕ and rivet in shop. Holes marked "Ream" to be subpunched 13/16" ϕ and reamed to 15/16" ϕ while truss is assembled in the shop. Holes "B" to be subpunched 19/16" ϕ and reamed to 15/16" ϕ in the field while the floor beam is in place.
Edge Distance 1½" unless noted.

BOTTOM CHORDS L8L9L10, SPAN F

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- ....

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 112 OF 173

BRIDGE CONTRACT NO. 1224

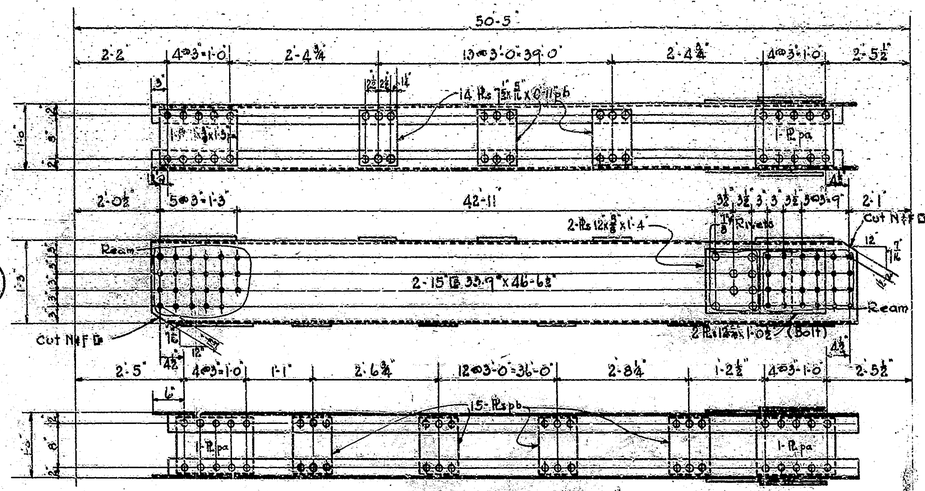
BRIDGE FILE 152-K-1031

DRAWN: C.L.K. 6-7-35 APP'D 6-8-35
TRACED: V.C.B. 8-2-35 APP'D 8-10-35
CHECKED: A.D.L. 8-20-35 APP'D 8-22-35

BRIDGES OVER 20 SPAN

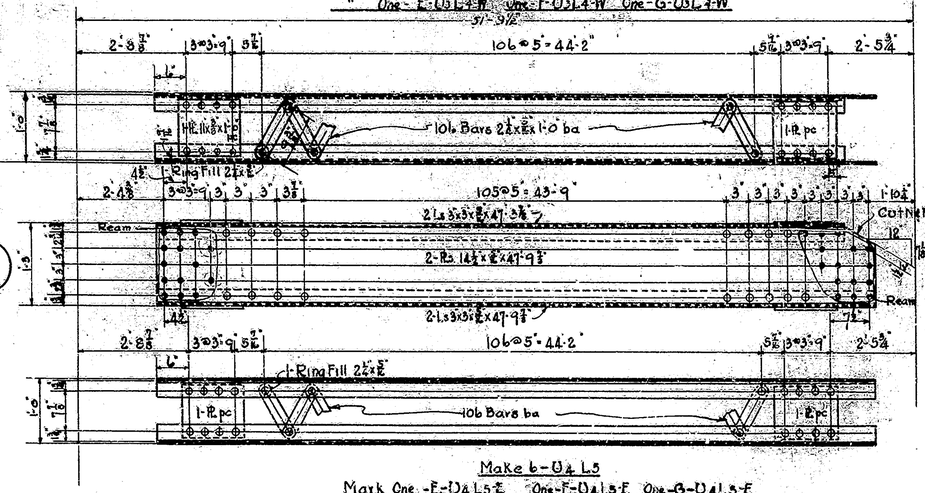
FED. PROJ. NO. & SEC. No.	STATE	SCH. NO. PROJ. NO.	ROUTE NO.	COUNTY NO.	TWP. NO. & SECTION
7	IND.	206	1550	140	210

SECTION-A.



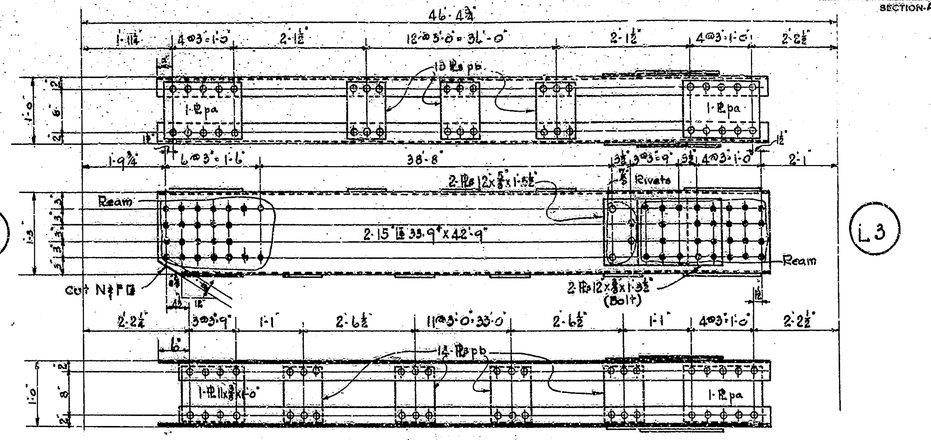
Make 6 - U3 L4

Mark One - E-U3L4-E One - F-U3L4-E One - G-U3L4-E
" One - E-U3L4-W One - F-U3L4-W One - G-U3L4-W



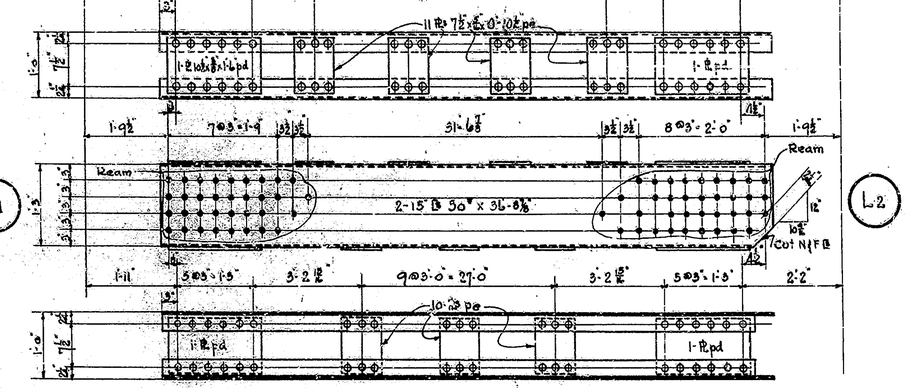
Make 6 - U4 L5

Mark One - E-U4L5-E One - F-U4L5-E One - G-U4L5-E
" One - E-U4L5-W One - F-U4L5-W One - G-U4L5-W



Make 6 - U2 L3

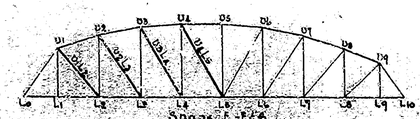
Mark One - E-U2L3-E One - F-U2L3-E One - G-U2L3-E
" One - E-U2L3-W One - F-U2L3-W One - G-U2L3-W



Make 6 - U1 L2

Mark One - E-U1L2-E One - F-U1L2-E One - G-U1L2-E
" One - E-U1L2-W One - F-U1L2-W One - G-U1L2-W

Note:- All edge distances 1½" unless noted.
Rivets ¾" ø unless noted. Holes 1⅛" ø unless noted.
Holes noted 'Ream punch 1" ø and Ream. to 1⅛" ø
while truss is assembled in shop.



Span L-1 to 9

DIAGONALS U1L2, U2L3, U3L4, U4L5, SPANS E, F & G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M.206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 118 OF 173

BRIDGE CONTRACT NO. 1224

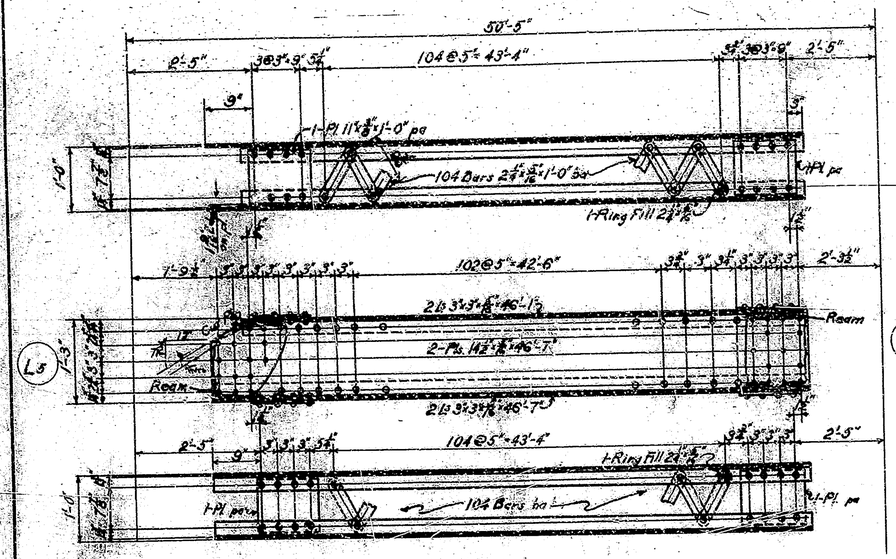
BRIDGE FILE 152-K-1031

DESIGNED	G.J.K. 4-10-35	CHKD.	R.F.L. 6-12-35
DRAWN	J.A.T. 7-31-35	CHKD.	W.C.M.S. 8-15
TRACED	G.F.S. 8-1-35	CHKD.	C.A.F. 8-1-35

FED. ROUTE NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	141	410

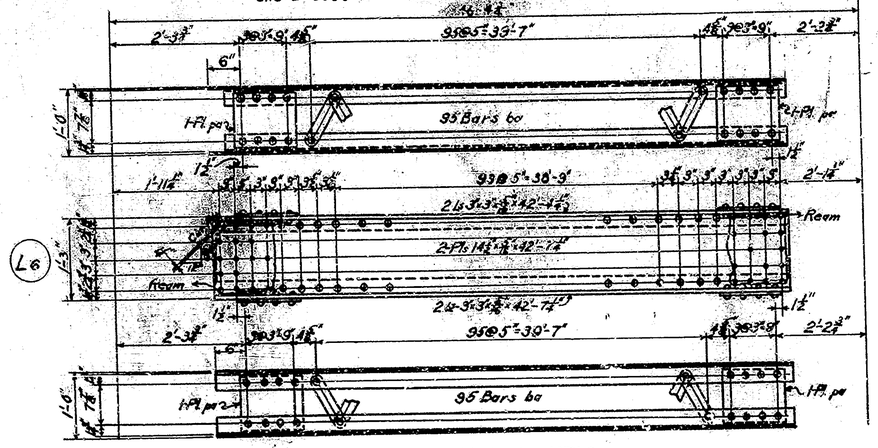
BRIDGE OVER 20' SPAN

SECTION-A



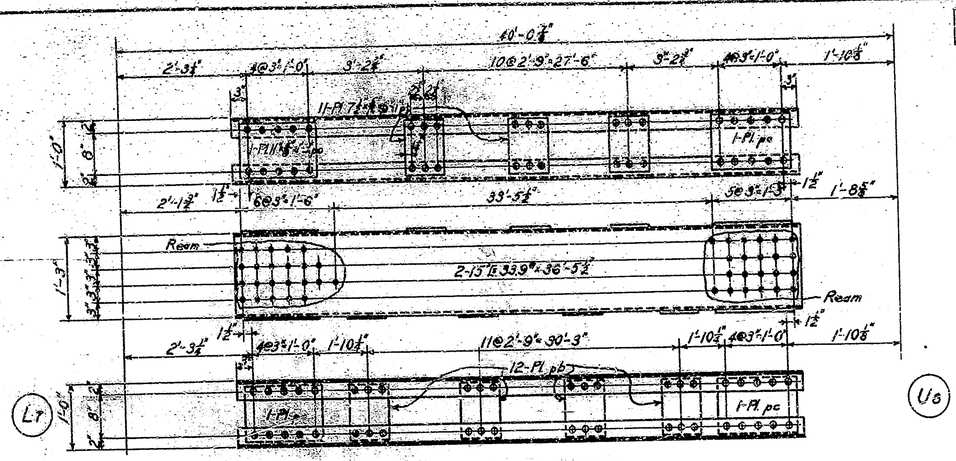
Make 6 - U6L5

Mark One-E-U6L5-E One-F-U6L5-E One-G-U6L5-E
" One-E-U6L5-W One-F-U6L5-W One-G-U6L5-W



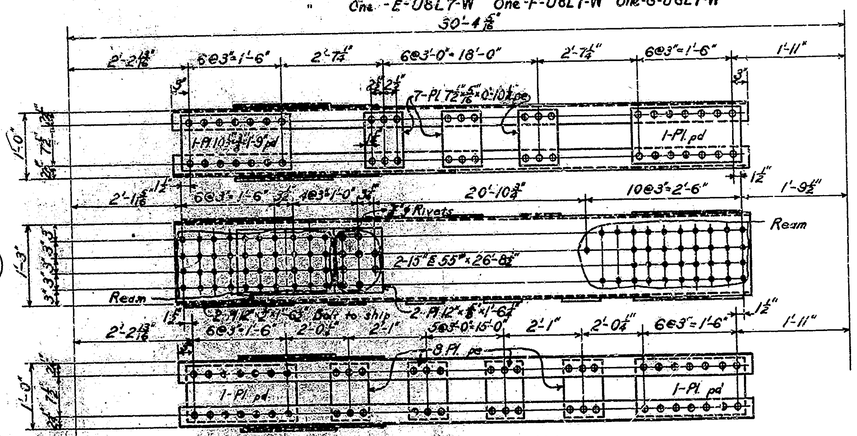
Make 6 - U7L6

Mark One-E-U7L6-E One-F-U7L6-E One-G-U7L6-E
" One-E-U7L6-W One-F-U7L6-W One-G-U7L6-W



Make 6 - U8L7

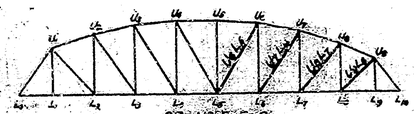
Mark One-E-U8L7-E One-F-U8L7-E One-G-U8L7-E
" One-E-U8L7-W One-F-U8L7-W One-G-U8L7-W



Make 6 - U9L8

Mark One-E-U9L8-E One-F-U9L8-E One-G-U9L8-E
" One-E-U9L8-W One-F-U9L8-W One-G-U9L8-W

NOTE:- All edge distances 1½" unless noted
Rivets ¾" unless noted Holes ⅞" unless noted
Holes Noted "Ream" punch ⅞" and Ream to ¹⁵/₁₆" while truss is assembled in shop



SPANS E, F & G

DIAGONALS U6L6, U7L6, U8L7, U8L8, SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

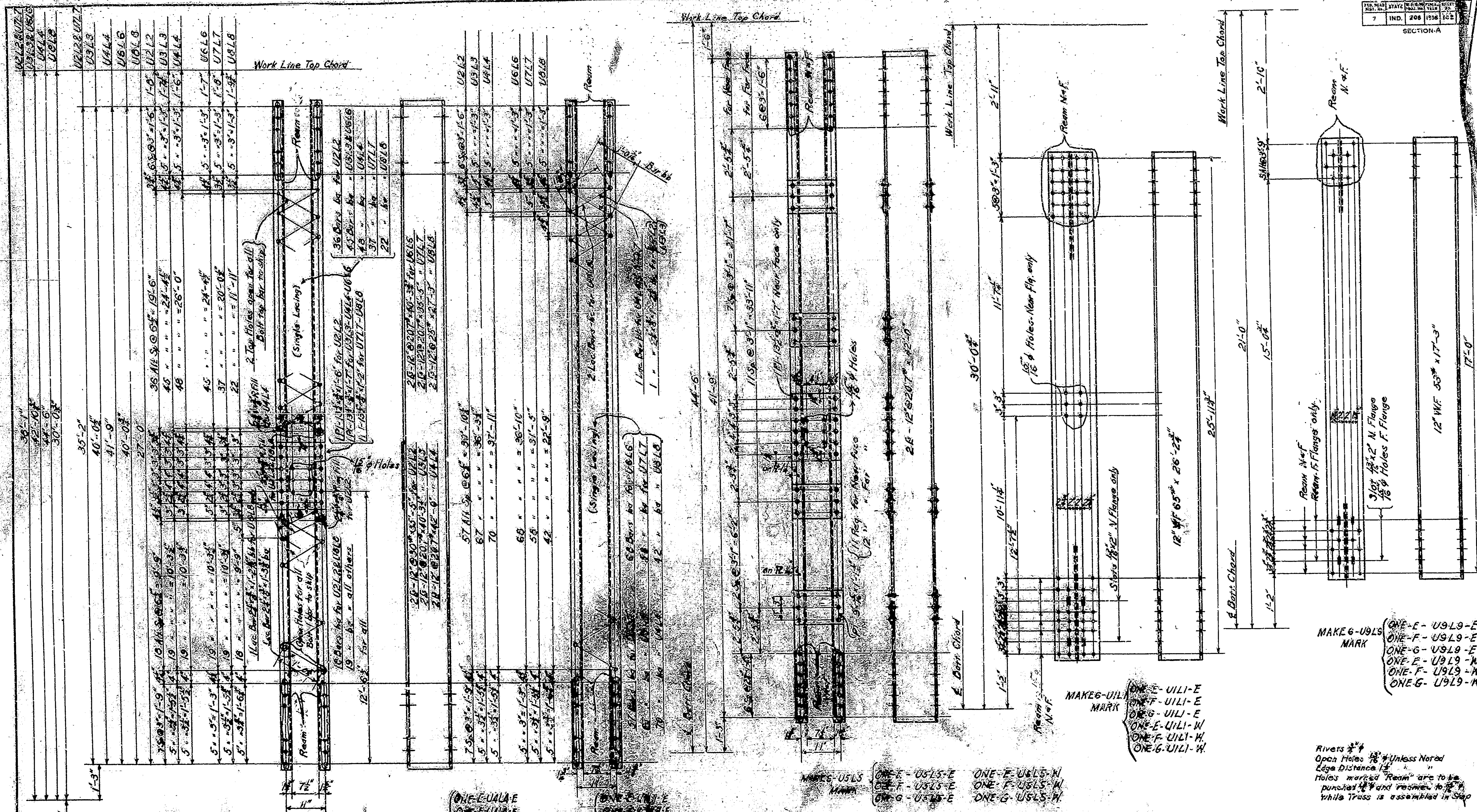
SCALE:- 1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- _____ ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 119 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

COMPUTED G.L.K. 4-11-36 ... B.F.L. 6-15-36
DRAWN J.A.T. 7-30-36 ... W.C.M.D.E.
TRACED A.D.L. 8-7-36 ... C.A.F. 8-7-36



VERTICAL POSTS SPANS E, F, G.
STATE HIGHWAY COMMISSION OF INDIANA
SCALE: 1"=1'-0"
OCTOBER 16, 1935.
RECOMMENDED FOR APPROVAL:
PROJECT: W.P.G.M. 208
SECTION: A
STATION:
STRUCTURE NO. 1031
DRAWING 120 OF 173
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 32-K-1031

SECTION N-N

SECTION E-E

SECTION D-D

SECTION B-B

SECTION A-A

FAR SIDE DETAIL

NEAR SIDE DETAIL

VIEW F-F

VIEW P-P

Plate to be welded on this line.

Bend Lines Taken on Top Side of Plate

Bend Line-Top Side of Plate

End Post

Bevel Edges

See Detail-Triangular section of plate to be inserted here and welded to dimensions shown.

Side of plate next to strut is must be chipped or ground smooth.

Bend Line

Weld

Note-All cuts at welded joints are shown exact to bend line or intersection. Allowance must be made for necessary spread for weld as suggested above.

STATE HIGHWAY COMMISSION OF INDIANA

OCTOBER 12, 1931

STRUCTURE NO. [illegible]

DESIGN CONTRACT NO. 1288

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	ROAD NO. PROJ. No.	LOCAL PROJ. No.	SHEET No.	TOTAL SHEETS
7	IND.	206	1536	14-A	210

SECTION- A.

SWAY FRAMES F1 SPANS E,F,G.

STEEL TRUSS BRIDGE

SPAN - O ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0"

OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206

SECTION:- A

STATION:-

DRAWING:- 122 OF 173

STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

END VIEW

SECT. A-A

SPAN E-F & G

NOTE:- All end & edge distances 1¼" unless noted. ⅞" Rivets, 1⅛" holes except as noted.

MARK	MARK	MARK	MARK	MARK	MARK
MAKE 6-F1-a: 2-E-F1-a, 2-F-F1-a, 2-G-F1-a, 2-E-F1-a, 2-F-F1-a, 2-G-F1-a	MAKE 6-F1-b: 2-E-F1-b, 2-F-F1-b, 2-G-F1-b, 2-E-F1-b, 2-F-F1-b, 2-G-F1-b	MAKE 6-F1-c: 2-E-F1-c, 2-F-F1-c, 2-G-F1-c, 2-E-F1-c, 2-F-F1-c, 2-G-F1-c	MAKE 6-F1-d: 2-E-F1-d, 2-F-F1-d, 2-G-F1-d, 2-E-F1-d, 2-F-F1-d, 2-G-F1-d	MAKE 6-F1-e: 2-E-F1-e, 2-F-F1-e, 2-G-F1-e, 2-E-F1-e, 2-F-F1-e, 2-G-F1-e	MAKE 6-F1-f: 2-E-F1-f, 2-F-F1-f, 2-G-F1-f, 2-E-F1-f, 2-F-F1-f, 2-G-F1-f
MAKE 6-F1-g: 2-E-F1-g, 2-F-F1-g, 2-G-F1-g, 2-E-F1-g, 2-F-F1-g, 2-G-F1-g	MAKE 6-F1-h: 2-E-F1-h, 2-F-F1-h, 2-G-F1-h, 2-E-F1-h, 2-F-F1-h, 2-G-F1-h	MAKE 6-F1-k: 2-E-F1-k, 2-F-F1-k, 2-G-F1-k, 2-E-F1-k, 2-F-F1-k, 2-G-F1-k	MAKE 6-F1-m: 2-E-F1-m, 2-F-F1-m, 2-G-F1-m, 2-E-F1-m, 2-F-F1-m, 2-G-F1-m	MAKE 6-F1-n: 2-E-F1-n, 2-F-F1-n, 2-G-F1-n, 2-E-F1-n, 2-F-F1-n, 2-G-F1-n	MAKE 6-F1-p: 2-E-F1-p, 2-F-F1-p, 2-G-F1-p

DESIGNED W.L.H. 3-33-35 ... CKD. F.J.H. 4-3-35

DETAILED M.C.M. 3-31-35 ... CKD. H.A.G. 4-3-35

TRACED A.B.T. 4-14-35 ... CKD. E.E.H. 4-22-35

BRIDGES OVER 20' SPAN					
DIST. NO.	STATE	ROAD NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1933	145	210

SECTION-A.

SECTION G-G

SECTION J-J

ENLARGED VIEW SEC. A-A & G-G

SECTION D-D

SECTION E-E

SECTION H-H

SPANS E.F. & G

NOTE:- Do Not Rivet These Angles in Place Until Rivet Groups A & B Are Driven

NOTE: All End & Edge Distances 1½ Unless Otherwise Noted. Rivets ⅞" Holes 15/16"

Make 1 F2c Mark	1-E-F2c 1-F-F2c 1-G-F2c	Make 11 F2d Mark	1-E-F2d 1-F-F2d 1-G-F2d	Make 16 F2g1 Mark	1-E-F2g1 1-F-F2g1 1-G-F2g1		
Make 6 F2b Mark	1-E-F2b 1-F-F2b 1-G-F2b			Make 6 F2h1 Mark	1-E-F2h1 1-F-F2h1 1-G-F2h1		
Make 12 F2c Mark	1-E-F2c 1-F-F2c 1-G-F2c	Make 6 F2f Mark	1-E-F2f 1-F-F2f 1-G-F2f	Make 6 F2g2 Mark	1-E-F2g2 1-F-F2g2 1-G-F2g2	Make 6 F2h1 Mark	1-E-F2h1 1-F-F2h1 1-G-F2h1

SWAY FRAME F2-SPANS E.F.G.

STEEL TRUSS BRIDGE

SPAN - 0" ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"-1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- ..... ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A.
DRAWING:- 123 OF 173 STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED W.C.H. 9-12-35 CHKD. C.L.I. 9-15-35
DRAWN J.A.T. 5-24-35 CHKD. R.C.H. 9-13-35
TRACED J.S.L. 9-14-35 CHKD. R.E.H. 9-14-35

FED. ROAD DIST. NO.	STATE	F.A. OR NATIONAL FOREST NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	146	215

EXIDGES OVER 20' SPAN

SECTION A-A

Bend Line on Top of Plate & Back of Long'b

SECTION F-F

SECTION E-E

SECTION X-X

Bend Line Top of L & Bottom of Plate Bend Line

Bend Line Upper Angle
Bend Line Lower Angle

Bend Shaded Portion of L Down

Bend Shaded Portion of L Down 1 7/16 in 12"

Bend Line

Bend Line 2

Group 'b'

Group 'f'

Do Not Rivet These Angles In Place Until Rivet Groups A & B Are Driven

NOTE- Strut Shown Designed for Wind Load Only

NOTE- All End & Edge Distances 1 1/2" Unless Otherwise Noted.
Rivets 7/8"ø
Holes 15/16"ø

SECTION B-B

ENLARGED VIEW SECTION A-A & F-F

SPANS E, F, & G

SWAY FRAME F3 SPANS E, F, G.

STEEL TRUSS BRIDGE

SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

ENGINEER OF BRIDGES

PROJECT:-W.P.G.M. 208 STATION:-
SECTION:- A.
DRAWING:-124 OF 173 STRUCTURE NO.
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED W.C.M. 7-19-35 CHKD. G.L.E. 46-35
DRAWN A.T. 5-14-35 CHKD. W.C.M. 6-10-35
TRACED T.S.L. 6-19-35 CK'D. W.C.M. 6-26-35

BRIDGES OVER 20' SPAN					
FED. AID PROJECT NO.	STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
-7	IND.	206	1936	167	210

SECTION-A.

SECTION X-X

SECTION C-C

SECTION 5-B

SECTION A-A

ENLARGED SECTION AT "A" AND "B"

Span E, F & G

Note:
Rivets: ⅞"
Holes 15/16" Unless noted.
Edge Distances: 1½" Unless noted.

Note: Do Not Rivet These Angles in Place Until Rivet Groups R & S Are Driven.

Make 6 F_4-a Mark	2-E-F_4-a 2-F-F_4-a 2-G-F_4-a	Make 12 F_4-d Mark	4-E-F_4-d 4-F-F_4-d 4-G-F_4-d
Make 6 F_4-b Mark	2-E-F_4-b 2-F-F_4-b 2-G-F_4-b	Make 6 F_4-f Mark	2-E-F_4-f 2-F-F_4-f 2-S-F_4-f
Make 12 F_4-c Mark	4-E-F_4-c 4-F-F_4-c 4-G-F_4-c	Make 6 F_4-g^R Mark	2-E-F_4-g^R 2-F-F_4-g^R 2-G-F_4-g^R
Make 6 F_4-g^L Mark	2-E-F_4-g^L 2-F-F_4-g^L 2-G-F_4-g^L	Make 6 F_4-h^R Mark	2-E-F_4-h^R 2-F-F_4-h^R 2-G-F_4-h^R
Make 6 F_4-h^L Mark	2-E-F_4-h^L 2-F-F_4-h^L 2-G-F_4-h^L		

DESIGNED W.C.M. 3-28-35 CKD. G.L.A. 4-1-35
DRAWN J.A.T. 6-3-35 CKD. R.E.H. 6-4-35
TRACED J.S.L. 6-11-35 CKD. R.E.H. 6-27-35

SWAY FRAME F 4 - SPANS E, F G.

STEEL TRUSS BRIDGE

SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-.....

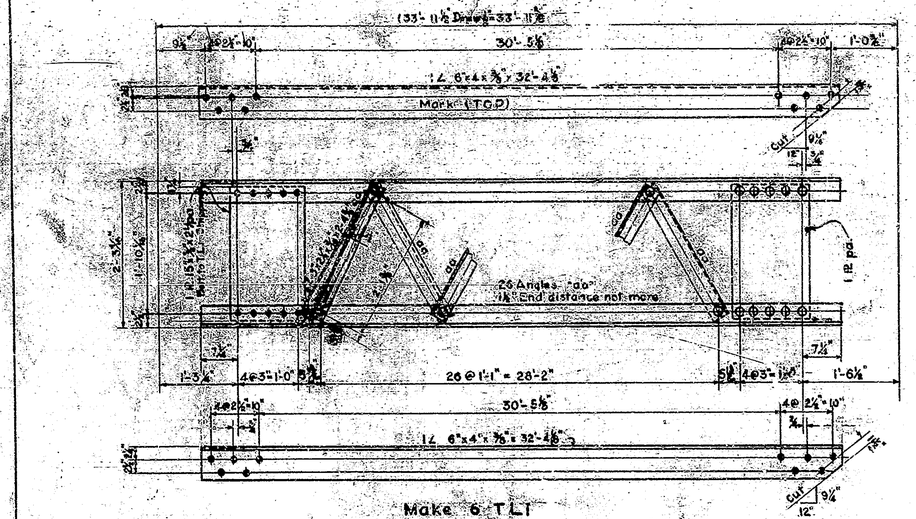
PROJECT:-W.P.G.M. 206 STATION:-
SECTION:- A.
DRAWING:-125 OF 175 STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

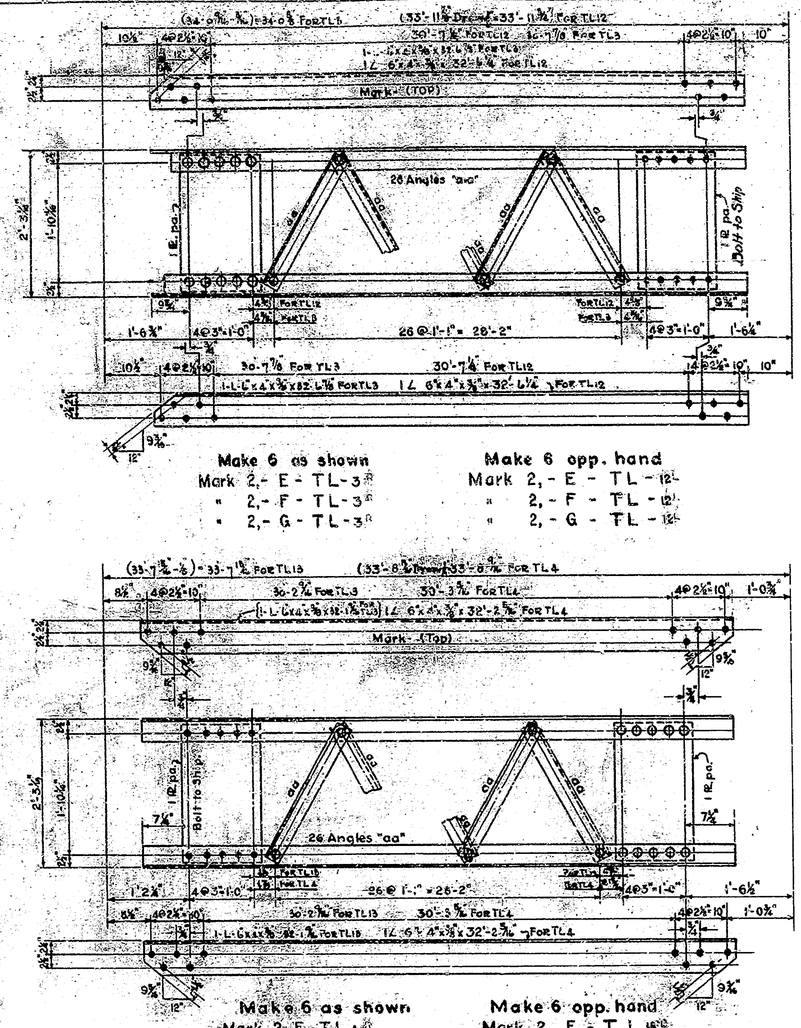
BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	166	210

SECTION-A.



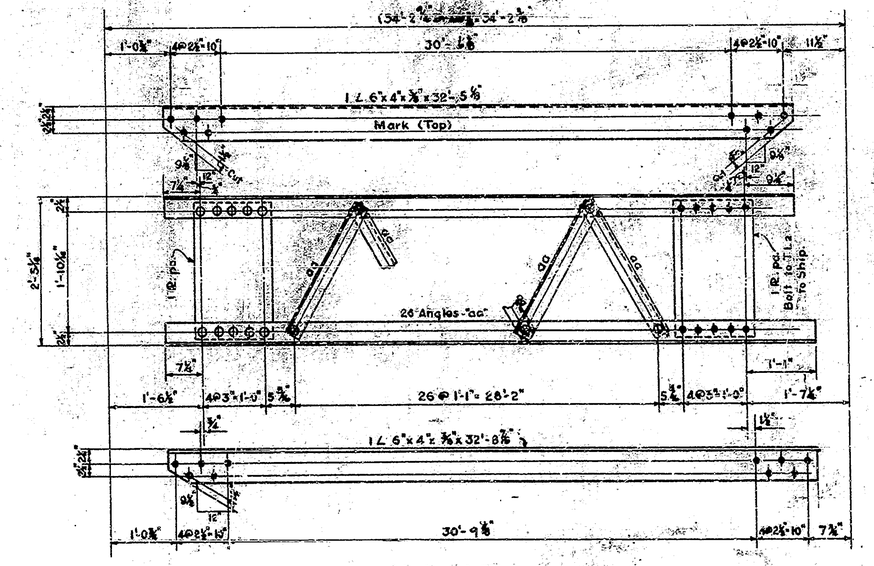
Make 6 TL1

Mark 2,-E-TL1 Mark 2,-F-TL1 Mark 2,-G-TL1



Make 6 as shown
Mark 2,-E-TL3
" 2,-F-TL3
" 2,-G-TL3

Make 6 opp. hand
Mark 2,-E-TL12
" 2,-F-TL12
" 2,-G-TL12



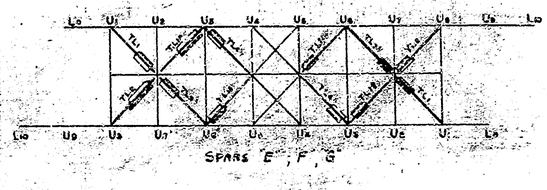
Make 6 TL2

Mark 2,-E-TL2 Mark 2,-F-TL2 Mark 2,-G-TL2

Make 6 as shown
Mark 2,E-TL4
" 2,F-TL4
" 2,G-TL4

Make 6 opp. hand
Mark 2,E-TL13
" 2,F-TL13
" 2,G-TL13

Rivets ⅞" ϕ
Open holes ⅝" ϕ
All end distances 1½" unless noted



Spans E, F, G

TOP LATERALS SPANS E, F, G.

STEEL TRUSS BRIDGE

SPAN - OVER - ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"-1'-0" OCTOBER 18. 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- R.P.G.M. 206 STATION:-
SECTION:-

DRAWING:-126 OF 173 STRUCTURE NO. 1053

BRIDGE CONTRACT NO. 1224

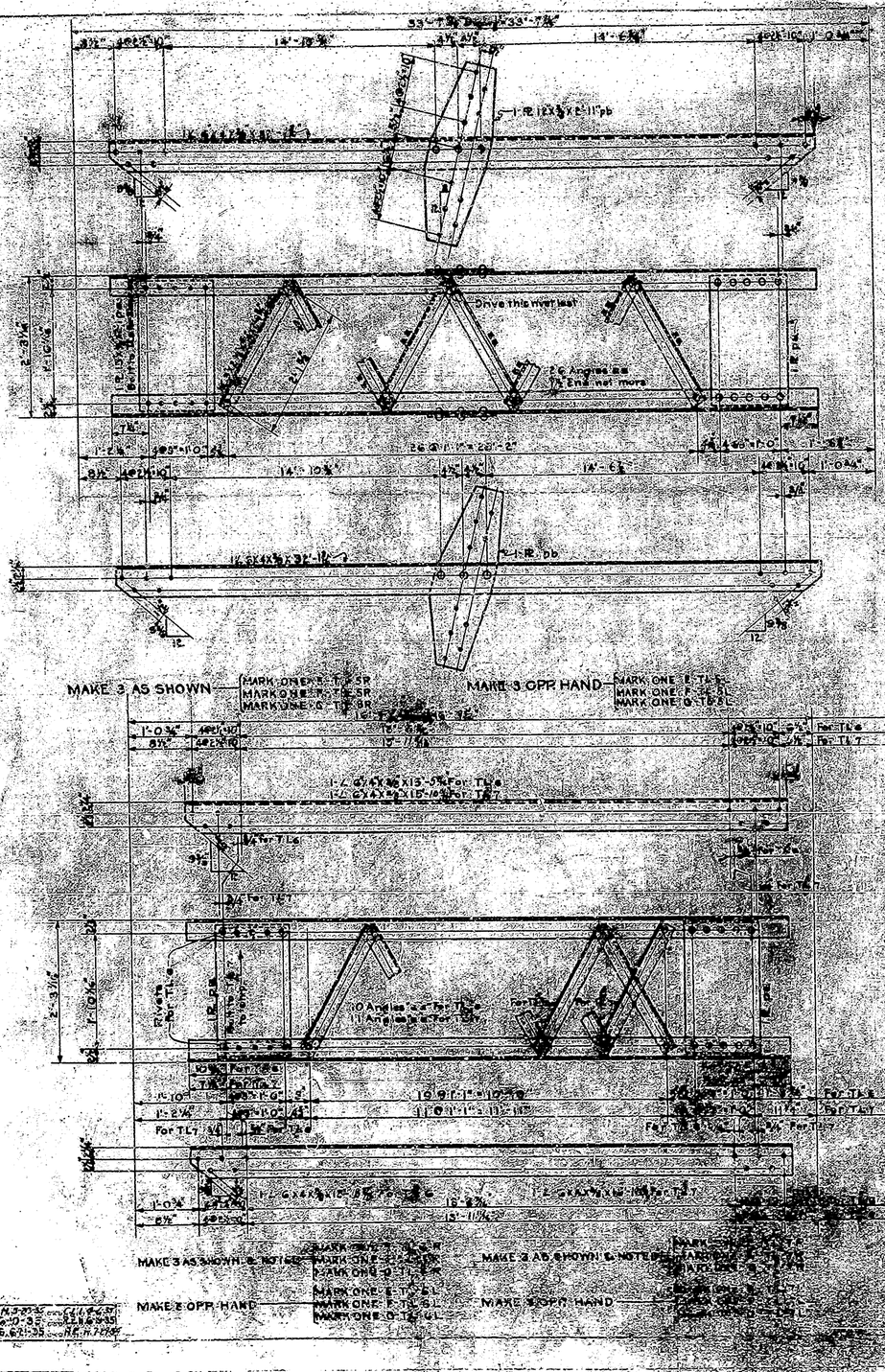
BRIDGE FILE 152-X-1031

DESIGNED W.C.M. 8-20-35 CHKD. C.E.L. 8-21-35
DRAWN J.R.T. 8-20-35 CHKD. R.E.K. 9-19-35
TRACED N.R.D. 8-22-35 CHKD. C.E.L. 9-25-35

BRIDGES OVER 20' SPAN

SPAN OVER	STATE	ROAD NO.	SEC.	SHEET NO.
?	IND.	208	1128	210

SECTION A.



TOP LATERALS TL. 5,6,7, SPANS E,F & G.

STEEL TRUSS BRIDGE

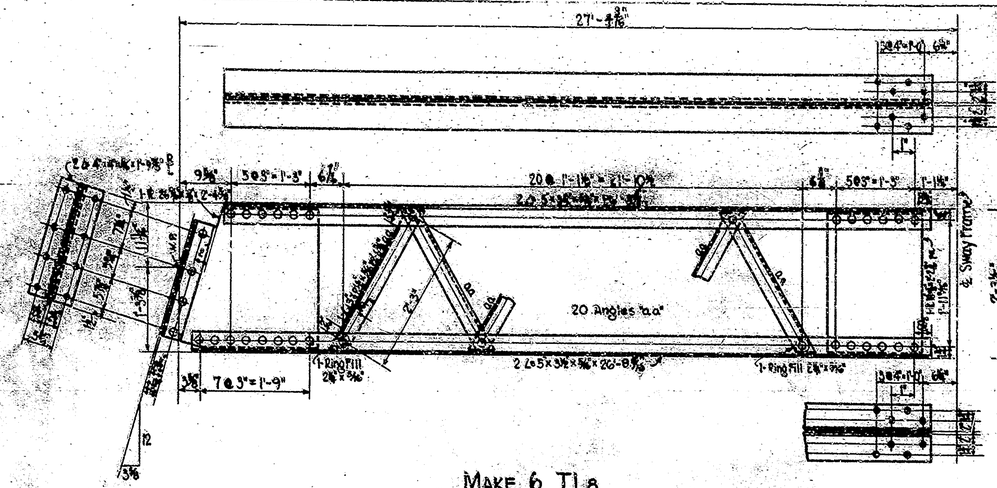
SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935.

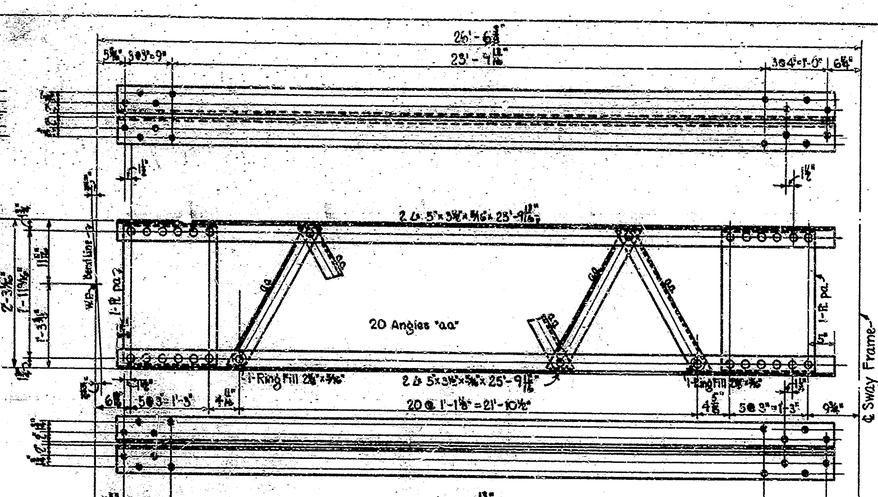
RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A.
DRAWING:- 127 OF 173 STRUCTURE NO.
BRIDGE CONTRACT NO. 1224



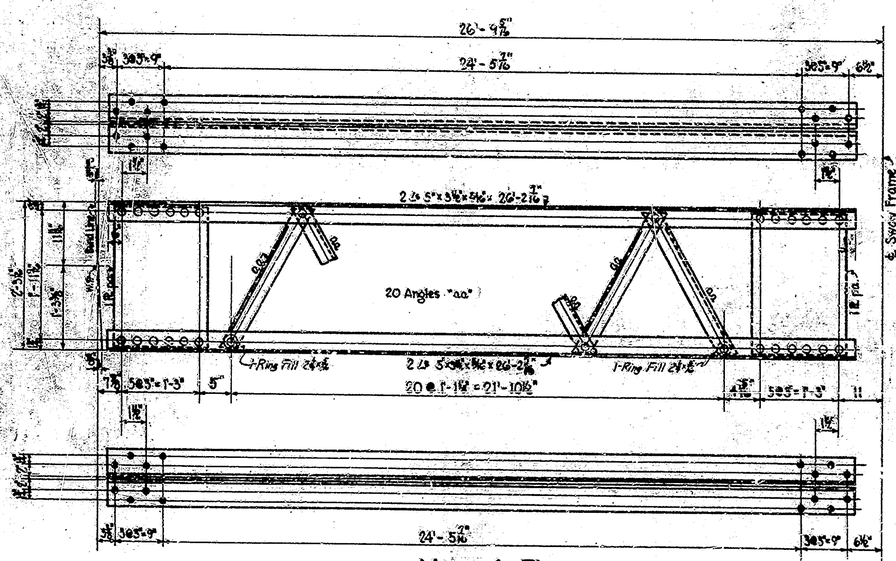
MAKE 6 TL8

MARK 2-E-TL8 MARK 2-F-TL8 MARK 2-G-TL8



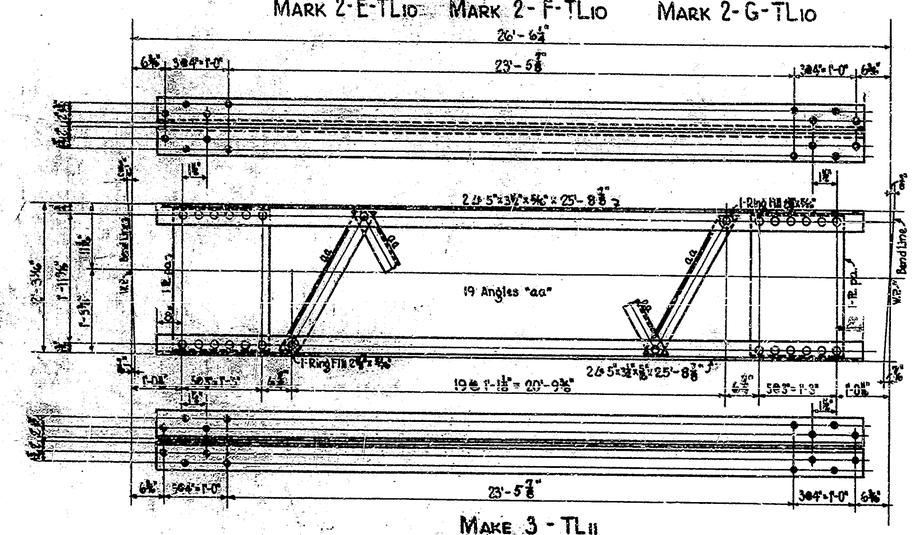
MAKE 6 - TL10

MARK 2-E-TL10 MARK 2-F-TL10 MARK 2-G-TL10



MAKE 6-TL9

MARK 2-E-TL9 MARK 2-F-TL9 MARK 2-G-TL9



MAKE 3 - TL11

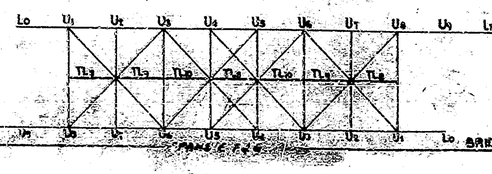
MARK ONE E-TL11 MARK ONE F-TL11 MARK ONE G-TL11

BRIDGES OVER 20' SPAN

REG. ROAD DIST. NO.	STATE	HIGHWAY ROAD NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	180	210

SECTION-A.

Rivets ⅞"ø
Open holes 1"ø
All edge distances 1½" unless noted.



TOP LATERALS TL.8,9,10,11 SPANS E,F,G.

STEEL TRUSS BRIDGE

SPAN OVER - O ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.R.G.M. 206 STATION:-

SECTION:-A.

DRAWING:-128 OF 173 STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED W.C.M. 5-26-35 CHK'D C.J.L. 10-35

DRAWN W.A.T. 9-12-35 CHK'D R.E.H. 9-13-35

TRACED O.W.B. 9-21-35 CHK'D R.E.H. 9-25-35

BRIDGES OVER 20' SPAN

FED. ROAD CONT. NO.	STATE	STATE PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	181	210

SECTION-A

Bend line on inside of plate

Holes 'B'

Holes 'D'

Bend line on inside of plate

Pb 2

Pa

Pd

Bend line on inside of plate

L0

L10

Bend line F.S.R. N.S.R.

Note Break in Gage

1-Web Pl. 48"x⅜"x 45'-0"

2 Fills Pl. 14"x⅜"x 2'-0"

2 Fills Pl. 14"x⅜"x 2'-0"

2 Bs- 15"x⅝"x 1'-6" pc

2 Ls- L 6"x 4"x ⅜"x 43'-7½" Bent

2 Bs- pc

Mark This End (X)

¾" on pc. Grind 18 Fit Fillet

26-4½"x⅞"x 1'-6" cap

8 Alt. Sps @ 3½"= 1'-9"

8 Alt. Sps @ 3½"= 1'-9"

26-cap

Holes 'D'

1-Bent Pl. Pa. N.S. 17"x ⅜" x 2'-4"

1-Bent Pl. Pb. F.S. 16½"x ⅜" x 2'-4"

Cut, Bend & Weld

4'-4⅛"

Cut, Bend & Weld

4'-4⅛"

1 Pl. 14"x⅜"x 1'-9½" pd

1 Pl. pd 2

Bend line on inside of Pl. 1-Pl. 18"x⅜"x 2'-2½" pc

48 Alt. Sps @ 5"= 20-0

~Bottom View~

Bend line on inside of Pl. 1-Pl. pc

4'-6"

4'-6"

25'-9"

36'-0"

45'-11⅝" Bwt working points on ℄ of web Pl.

11-4"x4"x⅜"x 2'-2⅝"

~Section A-A~

MAKE 6 END FLOOR BEAMS For 245'-6" Span.

(2 Marked-E-F.B1.
(2 - -F-F.B1.
(2 - -G-F.B1.

1-L-4"x4"x⅜"x 2'-5⅜"

~Section B-B~

Rivets:- ⅞".
Open holes- ⅞". Except as noted.
Edge distances 1⅛" unless noted.
Holes "B" to be subpunched ⅝" and reamed to ⅞" in field with Fl. Beam in place.
Do not paint top of top flange.

FB-1 FB-1

~Spans E.F. and G.~

FLOOR BEAMS FB: SPANS E.F.G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"= 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206
SECTION:- A
DRAWING:- 129 OF 173

STATION:- STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

DESIGNED C.B.S. 12-35 CHECKED M.L.J.C.
DRAWN V.C.B. A-5-35 CHECKED E.L.M.
TRACED C.B.S. 9-15-35 CHECKED M.L.J.C.

BRIDGES OVER 20' SPAN

FED. PROJ. NUMBER	STATE	DIST. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1938	188	213

SECTION- A.

MARK THIS END "X"

43'-0" c. to c. Trusses

1 Web Plate 48"x⅜"x43'-11"

2 L 6"x6"x⅜"x42'-9"

1-12-14"x⅜"x22'-0"

1-12-14"x⅜"x30'-0"

Spacing same as top flange except for open holes as noted

12-4"x4"x⅜"x3'-3"

12-7"x4"x⅜"x3'-7¾"

SECT. A-A

MAKE 3 FLOOR BEAMS AS SHOWN AND NOTED { 2 Marked E-FB2; 1 " F-FB2; One " G-FB2

SPANS E-F

SPAN G

NOTE:- Rivets: ⅞" - Holes: 15/16" Except as noted.
Holes marked "Ream", punch ⅞" and ream to 15/16" with floor beam hanger in place on floor beam in shop.
Edge Distance 1⅛" unless noted.
Do not paint top of top flange

FLOOR BEAMS FB2 SPANS E.F.G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE- 1"=1'-0" OCTOBER 18, 1938

RECOMMENDED FOR APPROVAL:-

PROJECT- R.P.G.M.208 STATION-
SECTION- A STRUCTURE NO. 1031
DRAWING- 139 OF 179

BRIDGE CONTRACT NO. 224

BRIDGE FILE 152-B-103

DESIGNED R.F.H. 3-12-38 CHKD C.A.F. 3-18-38
DRAWN C.A.F. 4-4-38 CHKD I.K. 8-21-38
TRACED C.H.B. 8-22-38 CHKD C.A.F. 8-24-38

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	ROAD OR STR. NO.	FISCAL YEAR	PROJ. NO.	TOTAL SHEETS
7	IND.	208	1935	183	210

SECTION-A.

Open Holes - Top Flange FB-4 Only

Cok. N.S. Top Flange FB-4 only

22 Aln. Spc. @ 5"-9-2"

11 Aln. Spa. @ 4"-5'-8"

4 Trusses

48'-0" c/c Trusses

Mark X End

Ream

Rivet Spacing & G.S. Gage in Fig. 6 For Cover Pl. the Same As Top Fig. except as noted

1 Web Pl - 48"x⅝"x49'-11"

2 Pl-6"x⅝"x 42'-7"

1 Pl-14"x¾"x 22'-0"

1 Pl-14"x½"x 31'-0"

2 Pl-6"x⅝"x 49'-11"

SECT. "A-A" For FB3

SECT. "A-A" For FB5

SECT. "C-C" For FB4

SECT. "C-C" For FB5

SECT. "B-B" For FB3

SECT. "D-D" For FB5

Spans E & F

Span G

MAKE 5 Floor Beams As Shown & Noted - 2 Marked F-FB-5 Alike; 2 " F-FB-3 Alike; One " G-FB-3

MAKE 5 - 2 Marked F-FB-4 Alike; 2 " F-FB-4 Alike; One " G-FB-4

MAKE 6 - 2 Marked F-FB-5 Alike; 2 " F-FB-5 Alike; 1 " G-FB-5

NOTE: All Holes ¾" Except As Noted. All Rivets ¾" Edge Distances 1¼" Unless Noted. Holes Marked Ream or Punch ⅞" & Ream to Fit With Pl. Beam Harry John Pierce and Associates Engineers

FLOOR BEAMS FB3, FB4, FB5, SPANS E, F, G.

STEEL TRUSS BRIDGE

SPAN -O ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"= 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208

SECTION:- A.

DRAWING: 131 OF 173

STATION:- STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

Checked C.W.B. 7-19-35 Traced J.F.K. 7-31-35

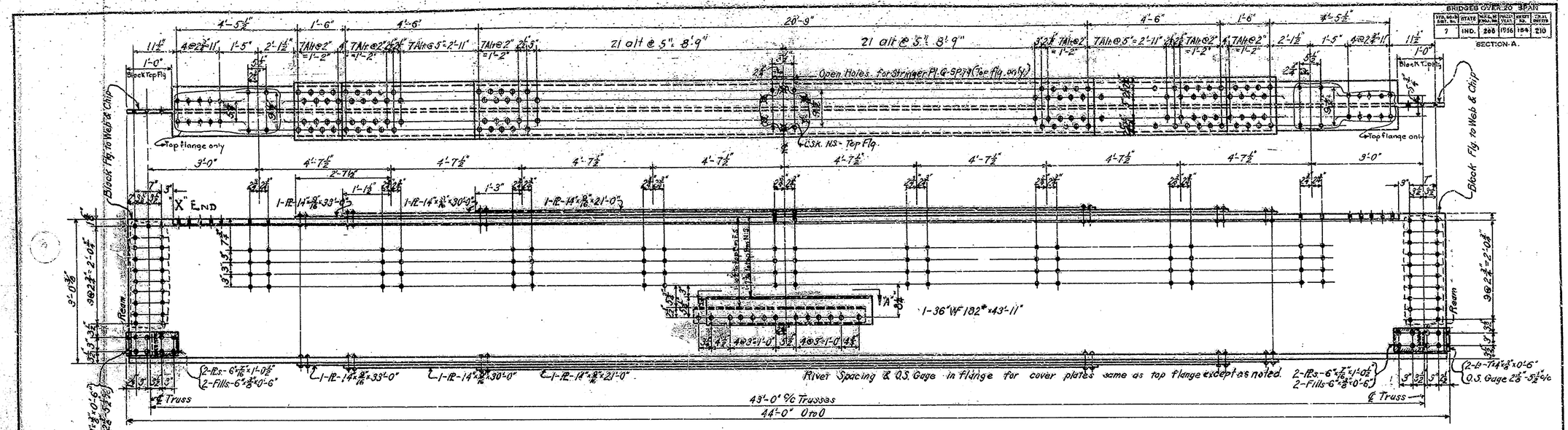
Detailed C.A.F. 5-9-35 Checked J.F.K. 8-10-35

Traced J.D.L. 8-24-35 Checked C.A.F. 8-14-35

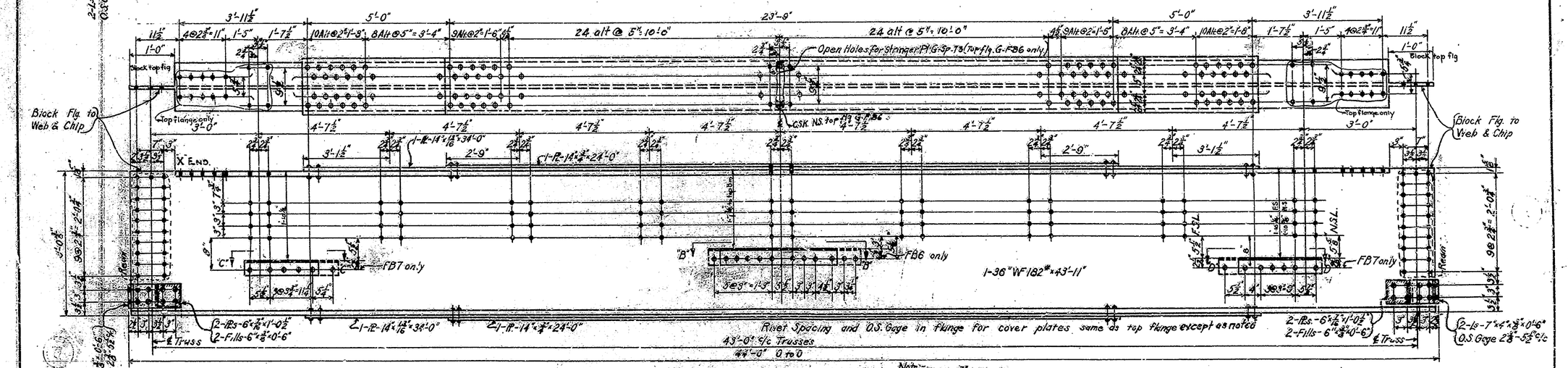
VOU. SEC. NO.	STATE	NO. OF BRIDGES	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	288	1936	154	210

BRID-SEE OVER 20' SPAN

SECTION-A.

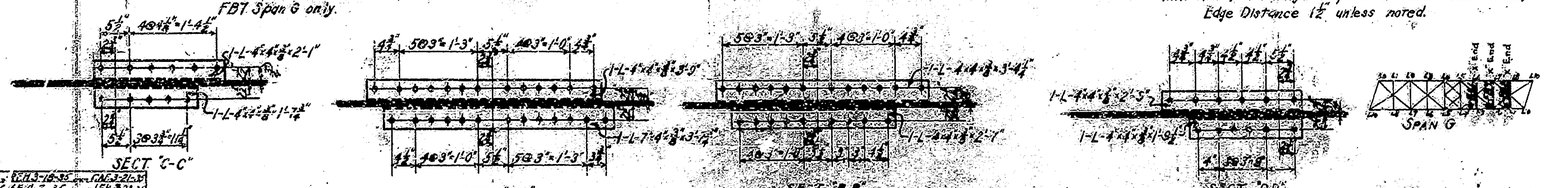


MAKE-ONE-FLOOR BEAM-MK-G-FB8



MAKE-ONE-FLOOR BEAM-MK-G-FB6
MAKE-ONE-FLOOR BEAM-MK-G-FB7

Note:- Lateral Connections shown by Sect. 'A-A' are for FB8 Span G only. Those shown by Sect. 'B-B' are for FB6 Span G only. Those shown by Sects. 'C-C & D-D' are for FB7 Span G only.



Note: Rivets-⅞"
Holes-1/16" Except as noted.
Holes marked "Ream" punch ½" and ream to 11/16" with floor beam hanger in place on floor beam in shop.
Edge Distance 1½" unless noted.

DESIGNED: E.H.S.-10-35 CHECKED: J.L.H.
DRAWN: A.E.H.-7-35 CHECKED: J.L.H.
TRACED: C.L.B.-8-35 CHECKED: J.L.H.

FLOOR BEAMS FB6, FB7, FB8, SPAN G

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:- J. L. Harrison Chief

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 138 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

STATE OF INDIANA ENGINEER'S OFFICE

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	MAP & PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	188	210

Bottom Flange View For S 18 & S 14.

Make 4 Stringers as Shown & as noted: One MK-E-S 18R; 2 MK-F-S 18R; One MK-G-S 18R
Make 4 Stringers Opp Hand & as noted: One MK-E-S 18L; 2 MK-F-S 18L; One MK-G-S 18L
Make 4 Strs as shown & as noted: One MK-E-S 14R; 2 MK-F-S 14R; One MK-G-S 14R
Make 4 Strs Opp Hand & as noted: One MK-E-S 14L; 2 MK-F-S 14L; One MK-G-S 14L

Make 4 Stringers: One MK-E-S 16; 2 MK-F-S 16; One MK-G-S 16

Make 4 Stringers: One MK-E-S 18; 2 MK-F-S 18; One MK-G-S 18

Make 4 Stringers: One MK-E-S 22; 2 MK-F-S 22; One MK-G-S 22

Bottom flange View.

Make 4 Strs as shown & noted: One MK-E-S 15; 2 MK-F-S 15; One MK-G-S 15
Make 4 Strs opp hand & as noted: One MK-E-S 25; 2 MK-F-S 25; One MK-G-S 25

Make 4 Stringers: One MK-E-S 17; 2 MK-F-S 17; One MK-G-S 17
Make 4 Stringers: One MK-E-S 19; 2 MK-F-S 19; One MK-G-S 19

Bottom View S 20

Make 4 Stringers: One MK-E-S 20; 2 MK-F-S 20; One MK-G-S 20

Required for Span E.

No	NAME	MARK
One	Stringer	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15
One	"	E-S 15

Required for Span F.

No	NAME	MARK
2	Stringers	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15
2	"	F-S 15

Required for Span G.

No	NAME	MARK
One	Stringer	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15
One	"	G-S 15

Note:-
Rivets ⅞
Holes ⅞
All edge distances 1¼ unless noted
Do not paint top and edges of top flange of stringers.

E Span. F Span. G Span.

STRINGERS SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

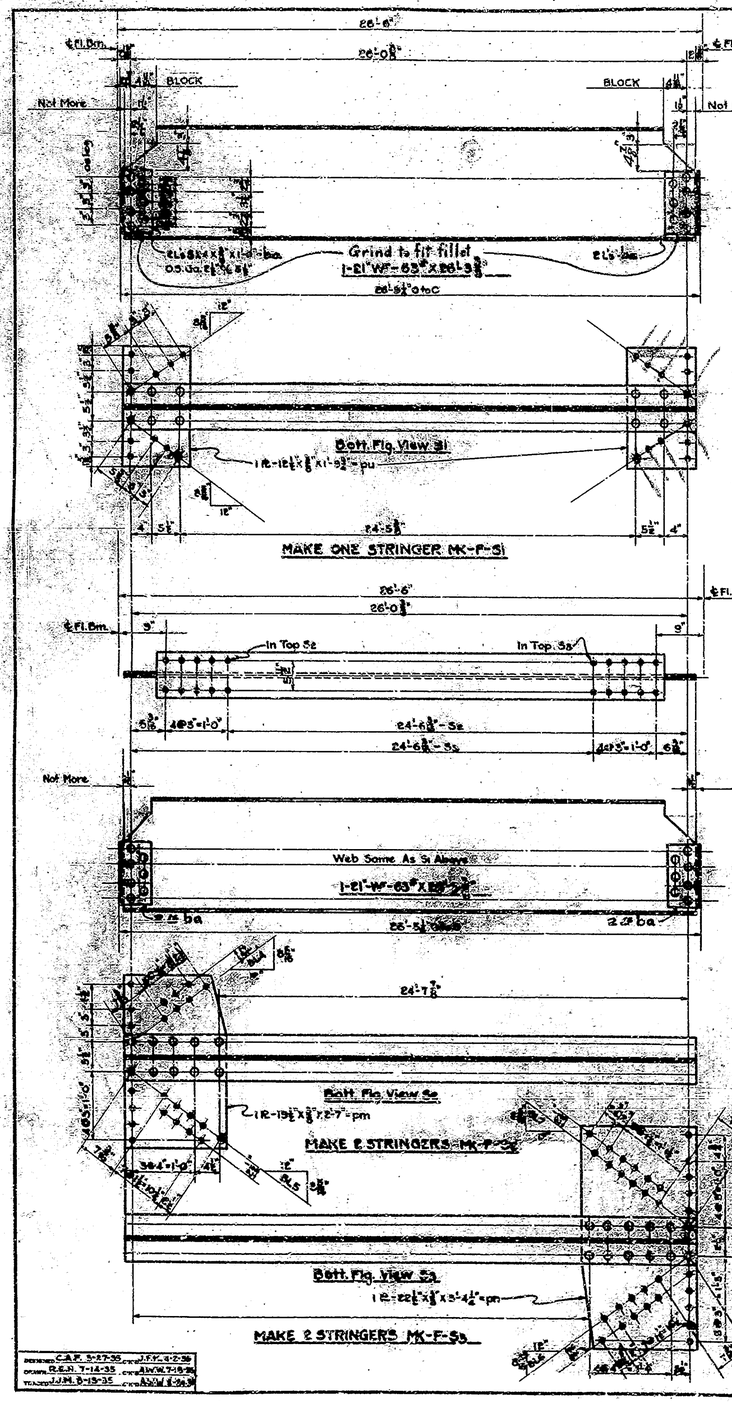
SCALE:- 1" = 1'-0" OCTOBER 18, 1935

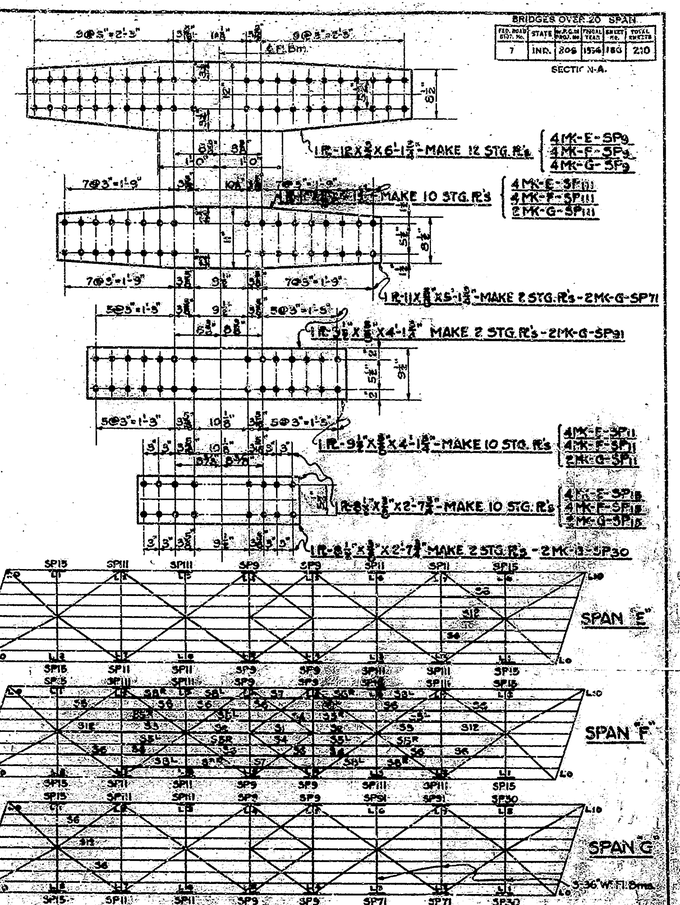
RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 133 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031





REQUIRED FOR SPAN "E"			REQUIRED FOR SPAN "F"			REQUIRED FOR SPAN "G"		
No	Name	Mark	No	Name	Mark	No	Name	Mark
4	Stringers Pls	E-SP9	4	Stringer Pls	F-SP9	4	Stringer Pls	G-SP9
4	" "	E-SP11	4	" "	F-SP11	2	" "	G-SP11
4	" "	E-SP11	4	" "	F-SP11	2	" "	G-SP11
4	" "	E-SP15	4	" "	F-SP15	2	" "	G-SP15
2	Stringers	E-Se		Stringer	F-Si	2	"	G-SP71
2	Stringer	E-Sl2	2	Stringers	F-Se	2	"	G-SP31
			2	"	F-Sa	2	"	G-SP30
			2	"	F-Se	2	Stringers	G-Se
			4	"	F-Se^R	1	Stringer	G-Sl2
			4	"	F-Se^L			
			14	"	F-Se			
			2	"	F-Si			
			4	"	F-Sa^R			
			4	"	F-Sa^L			
			2	"	F-Sl2			

NOTE -

STRINGERS & STRINGER PLATES SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE - 1"-1'-0" OCTOBER 18 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 209 STATION:-
SECTION:- A STRUCTURE NO. 1031
SHEET NO. 134 OF 173 BRIDGE CONTRACT NO. 1224

DRAWN BY FILE 182-W-103

BRIDGES OVER BIG BEAR.					
FED. ROAD DIST. No.	STATE	PROJECT No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	BOM 1928	137		210

SECTION-A.

Top Flange View For S25

S21 31-8½ o to o Lugs on ℄
S25 35-1½ o to o Lugs on ℄

1-24 WF-74 × 51-6½ S21
1-24 WF-87 × 34-11½ S25

Block — Not More

Bent ℄ 11½ x ⅝ x 1'-0 dd N.S.
Bent ℄ 10½ x ⅝ x 1'-0 de. F.S.

2½ 6 x 4 x ⅝ x 1'-0 ba
0.8 Ga. 21-7½ ct

Bottom View of Flange - S21 & S25

Make 4 Stringers { One MK-E-S21, 2 MK-F-S21, One MK-G-S21 }
Make 4 Stringers { One MK-E-S23, 2 MK-F-S23, One MK-G-S23 }

1-24 WF-94 × 36-9¾

12 PL ⅝ x 1'-2 ep.

Block — Not more

Bent ℄ 8½ x ⅝ x 1'-0 dd N.S.
Bent ℄ 8½ x ⅝ x 1'-0 de F.S.

2½ 6 x 4 x ⅝ x 1'-0 aa
2½ aa 9 @ 3'-1 ct

36-10⅝ o to o Lugs on ℄

7 @ 3'-1-9

2 PL 20½ x ⅝ x 2'-10½ paa

Make 4 Stringers { One MK-E-S24, 2 MK-F-S24, One MK-G-S24 }

Bottom Flange View S24

2½ 6 x 4 x ⅝ x 1'-0 ba

Grind or clip to fit — Low End

1-21 WF-68 × 21-3½

Block — Not more

2½ ba

24-5⅝

1 PL 12½ x ⅝ x 1'-9½ pv

Bottom Flange View S1

Make 2 Stringers { One MK-G-S1, One MK-E-S1 }

9 @ 3'-2'-3

4 PL ⅝

2 PL 12 x ¾ x 5'-3

MAKE ONE STRINGER PLATE MK-G-SP19.

4 @ 3'-1'-0

2 PL 22 x ¾ x 3'-7

MAKE ONE STRINGER PLATE - MK-G-SP13.

2½ ba for S29
2½ b x 4 x ⅝ x 1'-0 bx for S79
0.6 Ga 21-4½ ct S2

Grind to fit fillet

2½ ba for S29
2½ bx for S79

1-21-WF-68 × 21-3½

2 PL 27½ x ⅝ x 5'-6 po.

MAKE ONE STRINGER - MK-E-S29
MAKE ONE STRINGER - MK-G-S79

Bottom Flange View

2½ ba - for S2
2½ bx - for S7 & S9

2½ ba for S2 & S4
2½ bx for S7

Low end

MAKE 12 STRINGERS - MK-E-S26
MAKE 6 - MK-G-S26
MAKE 4 - MK-G-S76
MAKE 2 - MK-G-S96

REQUIRED FOR SPAN E

No.	Name	Length
ONE	Bent ℄ 11½ x ⅝ x 1'-0 dd N.S.	51'-6½"
ONE	Bent ℄ 10½ x ⅝ x 1'-0 de. F.S.	51'-6½"
ONE	2½ 6 x 4 x ⅝ x 1'-0 ba	51'-6½"
ONE	12 PL ⅝ x 1'-2 ep.	51'-6½"
ONE	2½ 6 x 4 x ⅝ x 1'-0 aa	51'-6½"
ONE	2½ aa 9 @ 3'-1 ct	51'-6½"
ONE	2 PL 20½ x ⅝ x 2'-10½ paa	51'-6½"

REQUIRED FOR SPAN F

No.	Name	Length
2	2½ 6 x 4 x ⅝ x 1'-0 ba	51'-6½"
2	2½ 6 x 4 x ⅝ x 1'-0 aa	51'-6½"
2	2½ aa 9 @ 3'-1 ct	51'-6½"

REQUIRED FOR SPAN G

No.	Name	Length
ONE	2½ 6 x 4 x ⅝ x 1'-0 ba	51'-6½"
4	2½ 6 x 4 x ⅝ x 1'-0 aa	51'-6½"
4	2½ aa 9 @ 3'-1 ct	51'-6½"
2	2 PL 20½ x ⅝ x 2'-10½ paa	51'-6½"
ONE	12 PL ⅝ x 1'-2 ep.	51'-6½"
ONE	2 PL 12 x ¾ x 5'-3	51'-6½"
ONE	2 PL 22 x ¾ x 3'-7	51'-6½"

SPAN E

SPAN F

SPAN G

Paint Note:- Do not paint top & edges of top flange of stringers.

Note:- Rivets ℄ unless noted. Holes ℄ Rivet distances ℄ unless noted.

STRINGERS SPANS E, F, G. & STRINGER PLATES SPAN G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½"-0" — OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

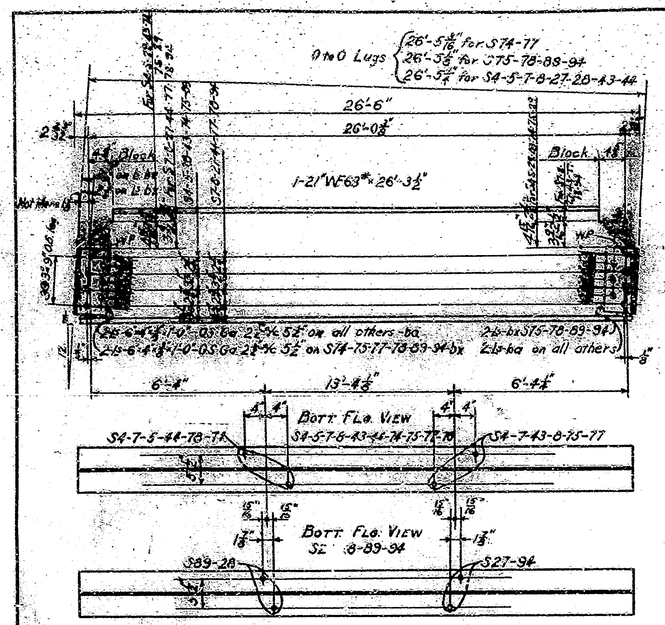
PROJECT:- R.P.G.M. 206 — STATION:-
SECTION:- A. — STRUCTURE NO. 1031
DRAWING:- 173 OF 173

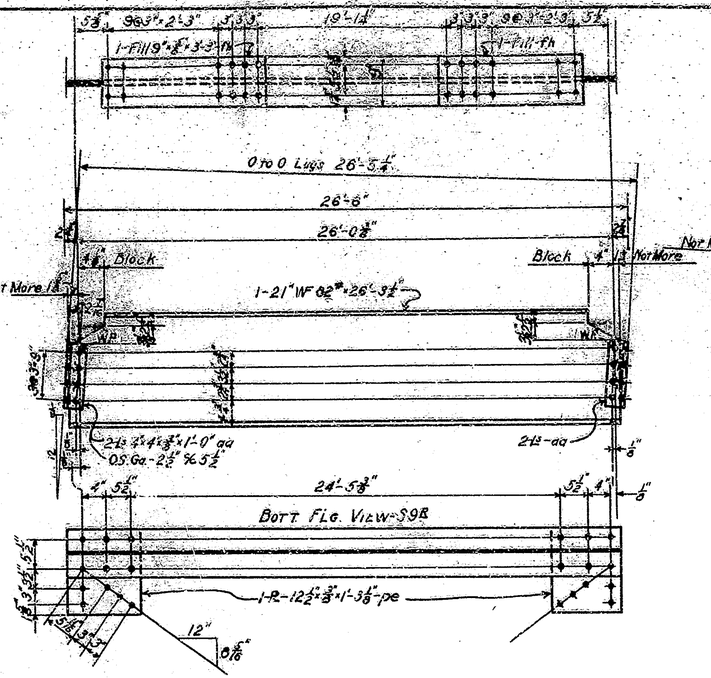
BRIDGE CONTRACT NO. 1224

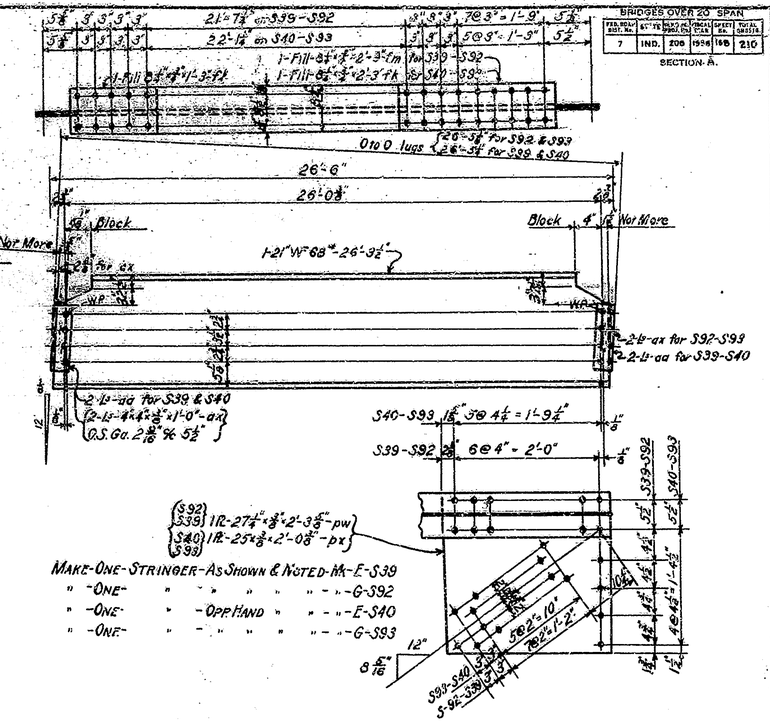
STATE OF INDIANA — REGISTERED ENGINEER

DESIGNED G.M.P. 2-20-35 — CHKD. F.P.K. 4-1-35
DRAWN L.B.S. 4-14-35 — CHKD. F.P.K. 4-17-35
TRACED G.T.K. 8-15-35 — CHKD. A.W.W. 8-16-35

BRIDGE FILE 135-K-1031



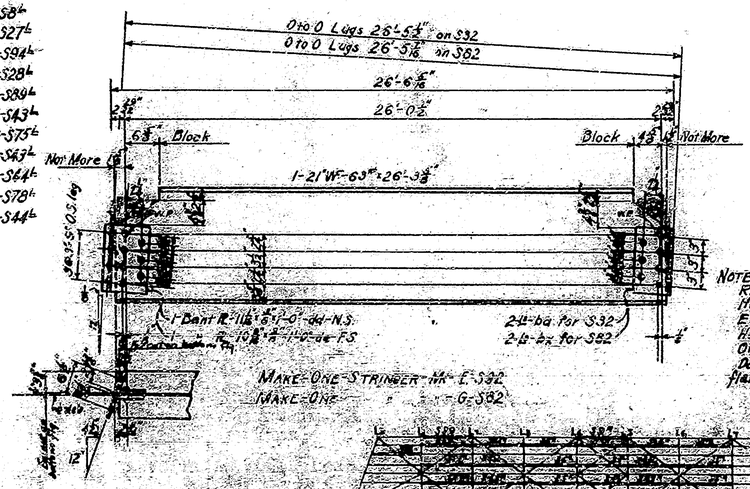




MAKE-ONE-STRINGER-	AS SHOWN NOTED -	MK-E-S4R
" -ONE-	" - "	" -G-S4R
" - 2 -	" - "	" -E-S5R
" -ONE-	" - "	" -G-S74R
" -ONE-	" - "	" -G-S5R
" -ONE-	" - "	" -E-S7R
" -ONE-	" - "	" -G-S7R
" - 2 -	" - "	" -E-S8R
" -ONE-	" - "	" -G-S77R
" -ONE-	" - "	" -G-S8R
" -ONE-	" - "	" -E-S27R
" -ONE-	" - "	" -G-S94R
" -ONE-	" - "	" -E-S28R
" -ONE-	" - "	" -G-S89R
" - 2 -	" - "	" -E-S43R
" -ONE-	" - "	" -G-S75R
" -ONE-	" - "	" -G-S43R
" - 2 -	" - "	" -E-S44R
" -ONE-	" - "	" -G-S78R
" -ONE-	" - "	" -G-S44R

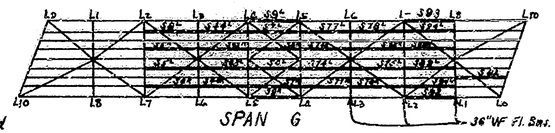
MAKE-ONE-STRINGER-	OPP HAND NOTED -	MK-E-S4L
" -ONE-	" - "	" -G-S4L
" - 2 -	" - "	" -E-S5L
" -ONE-	" - "	" -G-S74L
" -ONE-	" - "	" -G-S5L
" -ONE-	" - "	" -E-S7L
" -ONE-	" - "	" -G-S7L
" - 2 -	" - "	" -E-S8L
" -ONE-	" - "	" -G-S77L
" -ONE-	" - "	" -G-S8L
" -ONE-	" - "	" -E-S27L
" -ONE-	" - "	" -G-S94L
" -ONE-	" - "	" -E-S28L
" -ONE-	" - "	" -G-S89L
" - 2 -	" - "	" -E-S43L
" -ONE-	" - "	" -G-S75L
" -ONE-	" - "	" -G-S43L
" - 2 -	" - "	" -E-S44L
" -ONE-	" - "	" -G-S78L
" -ONE-	" - "	" -G-S44L

MAKE-ONE-STRINGER-AS SHOWN & NOTED-MK-E-S39R
" -ONE- " - " " " " - " -G-S39R
" -ONE- " -OPP HAND " " " -E-S39L
" -ONE- " - " " " " -G-S39L



MAKE-ONE-STRINGER-MK-E-S82
MAKE-ONE " " -G-S82

REQUIRED FOR SPAN "E"			REQUIRED FOR SPAN "G"		
No.	NAME	MARK	No.	NAME	MARK
2	STRINGERS	E-S4 R/L	2	STRINGERS	G-S4 R/L
4	"	E-S5 R/L	2	"	G-S5 R/L
2	"	E-S7 R/L	2	"	G-S7 R/L
4	"	E-S8 R/L	2	"	G-S8 R/L
2	"	E-S9 R/L	2	"	G-S9 R/L
2	"	E-S27 R/L	2	"	G-S43 R/L
2	"	E-S28 R/L	2	"	G-S44 R/L
4	"	E-S43 R/L	2	"	G-S74 R/L
4	"	E-S44 R/L	2	"	G-S75 R/L
ONE	"	E-S82	2	"	G-S77 R/L
ONE	"	E-S39	2	"	G-S78 R/L
ONE	"	E-S40	ONE	"	G-S82
			2	"	G-S89 R/L
			ONE	"	G-S92
			ONE	"	G-S93
			2	"	G-S94 R/L



NOTE:-
Rivets 7/8" Unless noted
Holes: 1" "
Edge distances 1 1/2" Unless noted.
Hold end distance at all beams
On Roadway & figured clearance
Do not paint top and edges of top flange of stringers.

STRINGERS SPANS E & G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M.208 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:-133 OF 178

BRIDGE CONTRACT NO. 1224

BRIDGE F.I.S. 132-K-1031

DRAWN: CAR 3-27-35 CHK'D JFK 8-5-35
TRACED: LGS 8-15-35 CHK'D REH 7-31-35
TRACED: AG 8-16-35 CHK'D MCW 8-16-35

BRIDGES OVER 20' SPAN

Pen. Mark Dwg. No.	Spans	Roadway Width	Skew	Type of Floor	Type of Railing
7	IND.	28'-0"	15°	159	210

SECTION A

STRINGERS SPANS E & G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: 1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:

PROJECT: I.R.P.C.M.208 STATION:
SECTION: A STRUCTURE NO. 1031

DRAWING 157 OF 173

BRIDGE CONTRACT NO. 1224

DESIGNED C.A.F. 3-27-35 DETAILED E.F.K. 4-2-35
CHECKED R.E.H. 7-23-35 APPROVED A.M.W. 7-26-35
TRACED W.M.S. 8-1935 AMOUNT $1136

DOWN GRADE

FED. ROAD DIST. No.	STATE	MAP-3-R PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	208	1936	180	210

BRIDGES OVER SC SPAN

SECTION-A

MAKE-ONE-STRINGER-MK-E-530
MAKE-ONE-STRINGER-MK-G-580

MAKE-ONE-STRINGER-MK-E-534
MAKE-ONE-STRINGER-MK-G-584

MAKE-ONE-STRINGER-MK-E-536
MAKE-ONE-STRINGER-MK-G-586

MAKE-ONE-STRINGER-MK-E-531
MAKE-ONE-STRINGER-MK-G-581
MAKE-ONE-STRINGER-MK-E-533
MAKE-ONE-STRINGER-MK-G-583

MAKE-ONE-STRINGER-MK-E-535
MAKE-ONE-STRINGER-MK-G-585
MAKE-ONE-STRINGER-MK-E-537
MAKE-ONE-STRINGER-MK-G-587

MAKE-ONE-STRINGER-MK-E-538
MAKE-ONE-STRINGER-MK-G-588

REQUIRED FOR SPAN-E

No. ONE	NAME STRINGER	MARK
a	a	E-536
b	b	E-534
c	c	E-532
d	d	E-530
e	e	E-531
f	f	E-533

REQUIRED FOR SPAN-G

No. ONE	NAME STRINGER	MARK
a	a	G-586
b	b	G-584
c	c	G-582
d	d	G-580
e	e	G-581
f	f	G-583

SPAN-E

SPAN-G

END STRINGERS SPANS E & G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE-1½"=1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-

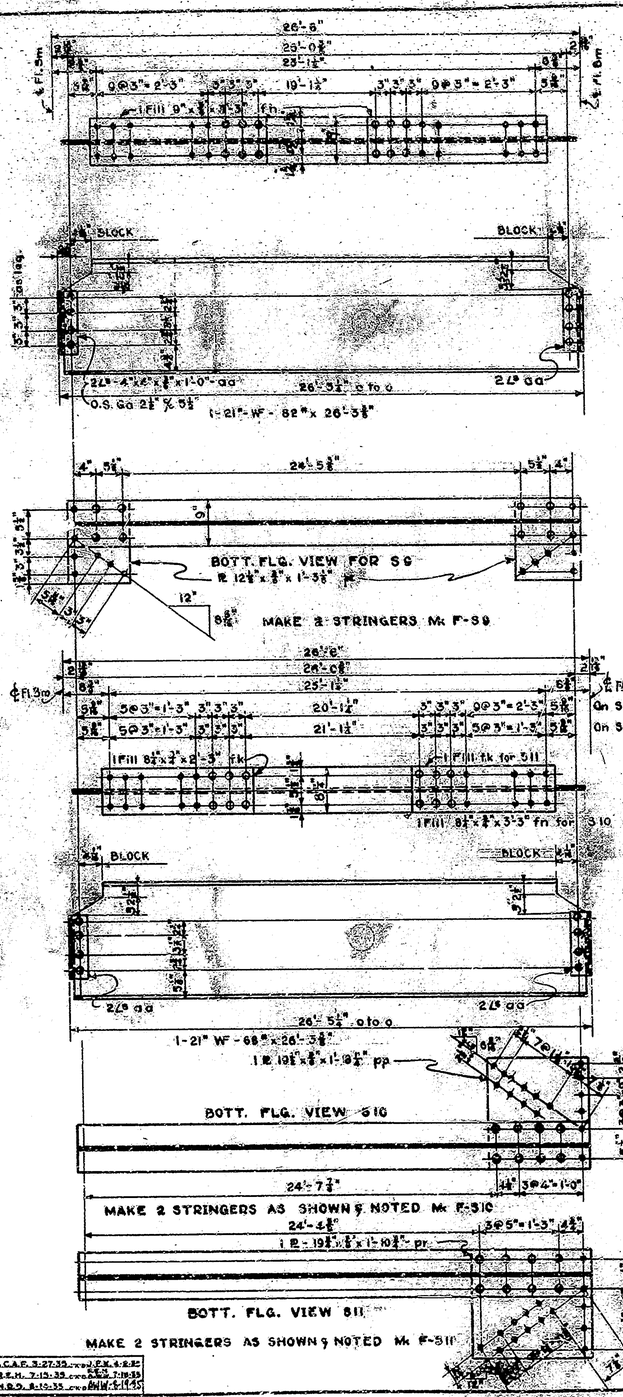
SECTION:- A. STRUCTURE NO. 1031

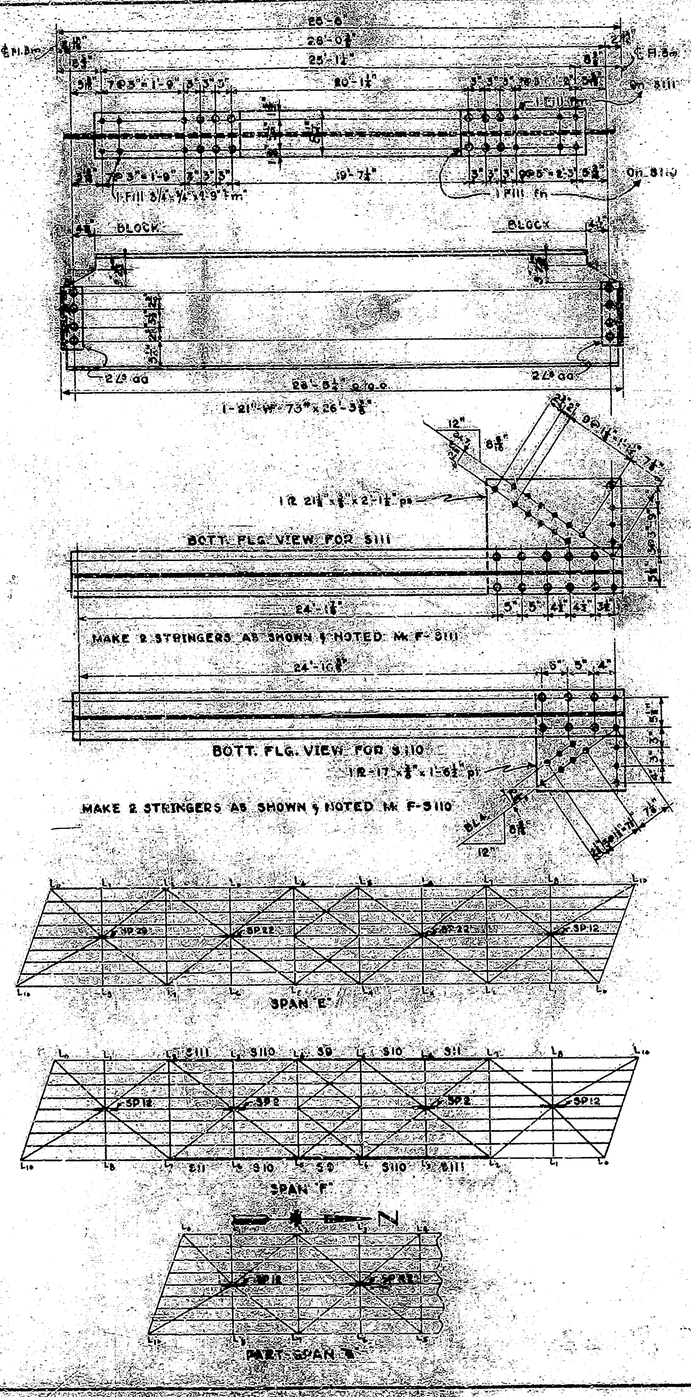
BRIDGE CONTRACT NO. 1224

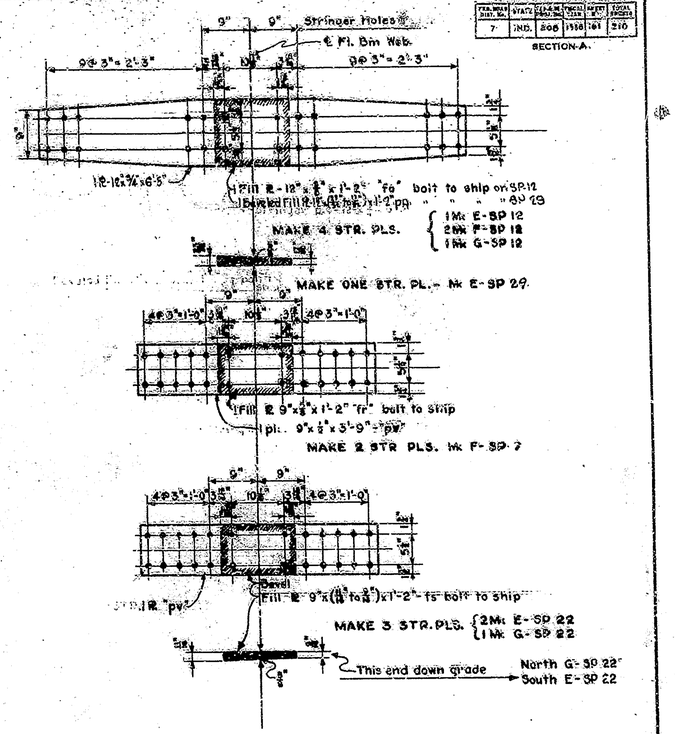
BRIDGE F.A.S. 157-K-1031

NOTE:
ALL RIVETS ⅞"
ALL HOLES ⅞"
ALL EDGE DISTANCES 1½" UNLESS NOTED.
DO NOT PAINT TOP & EDGES OF TOP FLANGE OF STRINGERS.

DRAWING 130 OF 175







ENGLES OVER ALL BRAN					
FED. PROJ. DIST. NO.	STATE	COUNTY NO.	PROJECT NO.	SHEET NO.	TOTAL SHEETS
7	IND.	206	1938	161	216

SECTION-A.

REQUIRED FOR SPAN "E"			REQUIRED FOR SPAN "F"			REQUIRED FOR SPAN "G"		
No.	Name	Mark	No.	Name	Mark	No.	Name	Mark
2	Stringer Rs	E-SP 22	2	Stringer Rs	F-SP 2	One	Stringer Rs	G-SP 22
One	" "	E-SP 12	2	" "	F-SP 12	One	" "	G-SP 12
One	" "	E-SP 29	2	Stringers	F-S 9			
			2	"	F-S 10			
			2	"	F-S 11			
			2	"	F-S 110			
			2	"	F-S 111			

Note:- Rivets ⅞" unless noted.
Holes ⅞" " "
Edge distance 1¼" unless noted.
DO NOT PAINT TOP & EDGE OF TOP FLANGE OF STRINGERS.

STRINGERS SPAN F & STRINGER PLATES SPANS E.F.G

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"-1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- J.H. Laughlin

PROJECT:- W.P.G.M. 206 STATION:- STRUCTURE NO. 1031
SECTION:- A.
DRAWING:- 139 OF 173

BRIDGE CONTRACT NO. 1224

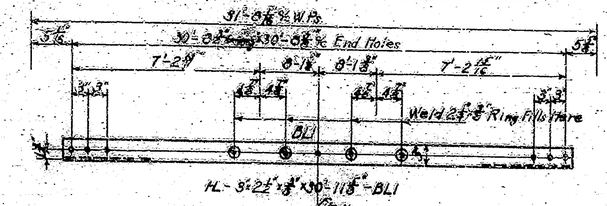
BRIDGE FILE 152-K-1031

DESIGNED C.A.E. 3-27-35 CHKD J.F.M. 4-2-35
DRAWN B.E.H. 7-15-35 CHKD E.E.D. 7-16-35
TRACED H.D.D. 8-10-35 CHKD B.H.W. 8-14-35

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	FED. AID PROJ. No.	FINAL PLANS YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1935	162	210

SECTION-A.

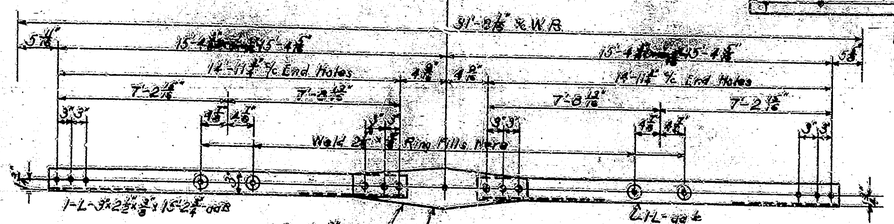


HL - 3"x2 1/2"x 3/8" x 30'-11 3/8" - BL1

Make - 2 - Angles - Thus - MK - F-BL1
" -2- " - " " - " - G-BL1
" -2- " - " " - " - E-BL1

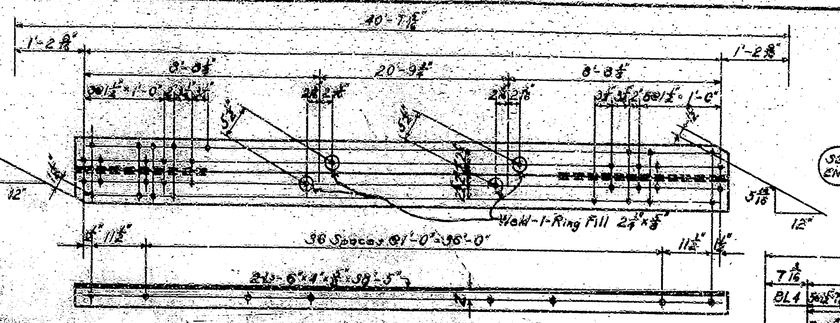
Field Rivet Bolt

Intersection on ℄ of Stringer

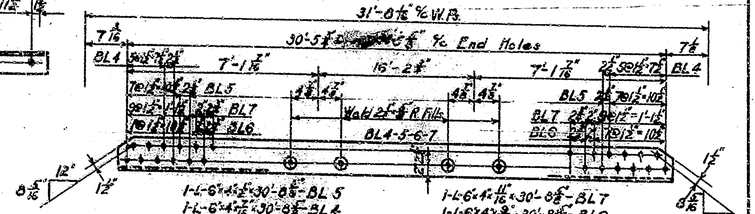


Reinforce this plate for shipment

Make - 2 - Angles - Thus - MK - F-BL2
" -2- " - " " - " - G-BL2
" -2- " - " " - " - E-BL2

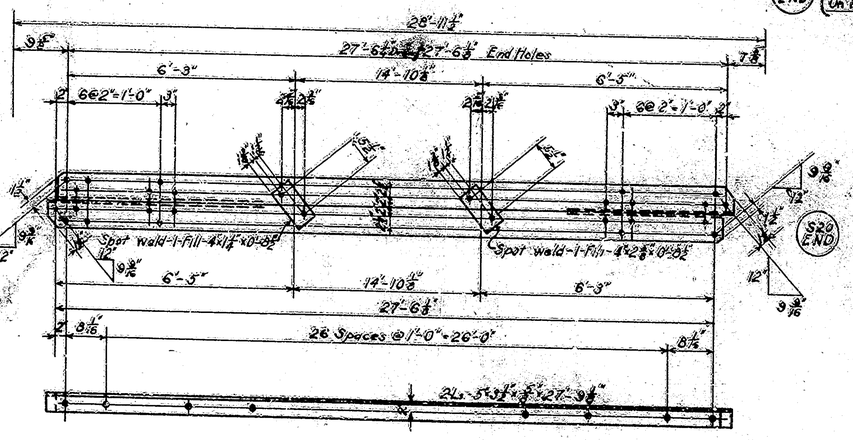


Make - 2 - Bott Laterals - MK - E-BL11
" -2- " " - " - F-BL11
" -2- " " - " - G-BL11

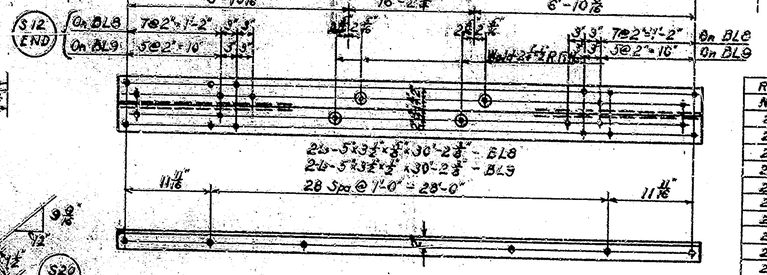


Make - 2 - Angles - As Noted - MK - E-BL4
" -2- " - " " - " - F-BL4
" -2- " - " " - " - G-BL4
" -2- Angles - " " - " - E-BL5
" -2- " - " " - " - F-BL5
" -2- " - " " - " - G-BL5

Make - 2 - Angles - As Noted - MK - E-BL6
" -2- " - " " - " - F-BL6
" -2- " - " " - " - G-BL6
" -2- Angles - " " - " - E-BL7
" -2- " - " " - " - F-BL7
" -2- " - " " - " - G-BL7

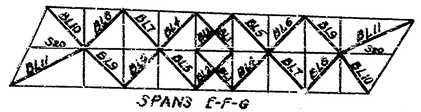


2 - Bott. Laterals - MK - E-BL10
2 - " " - " - F-BL10
2 - " " - " - G-BL10



Make - 2 - Bott Lats - As Shown & Noted - MK - F-BL8
" -2- " " - " - G-BL8
" -2- " " - " - E-BL8
" -2- " " - Opp Hand & As Noted - MK - F-BL9
" -2- " " - " - G-BL9
" -2- " " - " - E-BL9

REQUIRED FOR SPAN E			REQUIRED FOR SPAN F			REQUIRED FOR SPAN G		
NO.	NAME	MARK	NO.	NAME	MARK	NO.	NAME	MARK
2	Bott. Lats.	E-BL1	2	Bott. Lats.	F-BL1	2	Bott. Lats.	G-BL1
2	" "	E-BL2	2	" "	F-BL2	2	" "	G-BL2
2	" "	E-BL4	2	" "	F-BL4	2	" "	G-BL4
2	" "	E-BL5	2	" "	F-BL5	2	" "	G-BL5
2	" "	E-BL6	2	" "	F-BL6	2	" "	G-BL6
2	" "	E-BL7	2	" "	F-BL7	2	" "	G-BL7
2	" "	E-BL8	2	" "	F-BL8	2	" "	G-BL8
2	" "	E-BL9	2	" "	F-BL9	2	" "	G-BL9
2	" "	E-BL10	2	" "	F-BL10	2	" "	G-BL10
2	" "	E-BL11	2	" "	F-BL11	2	" "	G-BL11



SPANS E-F-G

Notes:-
Rivets 7/8"
Holes 15/16"
Edge Distance 1 1/2" Unless Noted

BOTTOM LATERALS SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031

DRAWING:- 140 OF 173

BRIDGE CONTRACT NO. 1224

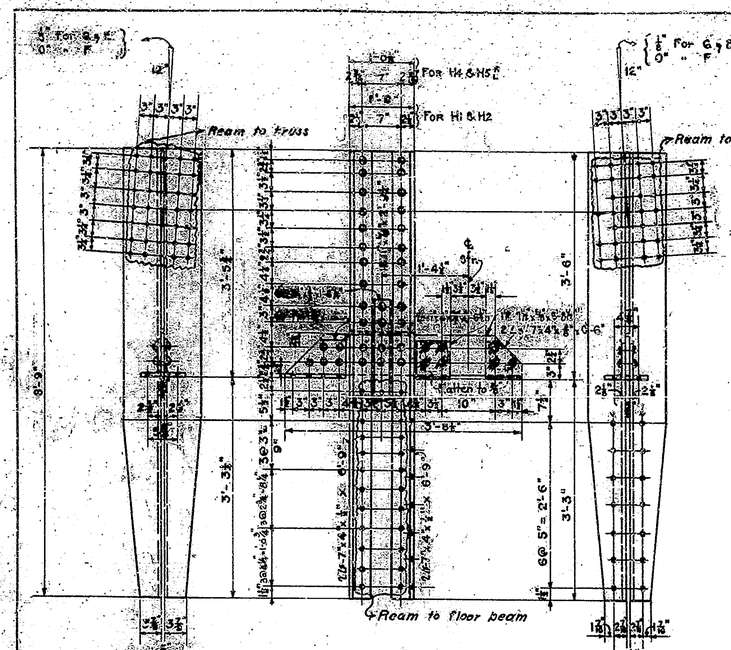
BRIDGE FILE 52-K-1031

CAR 3-22-35 C. JOY 4-2-35
CK'D LES 5-31-35 RENT 6-8-35
TRACED AGL 6-12-35 CK'D ARW 6-15-35

BRIDGES OVER 20' SPAN

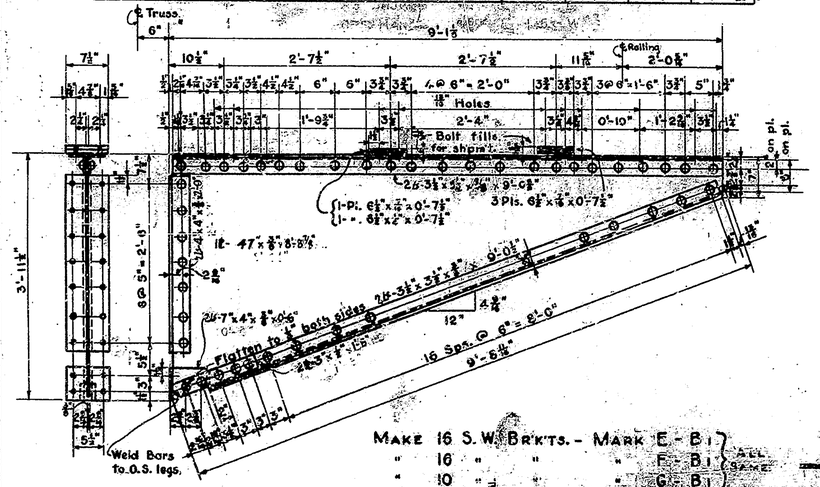
FED. ROAD DIST. No.	STATE	ROAD OR PROJ. No.	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	103	210

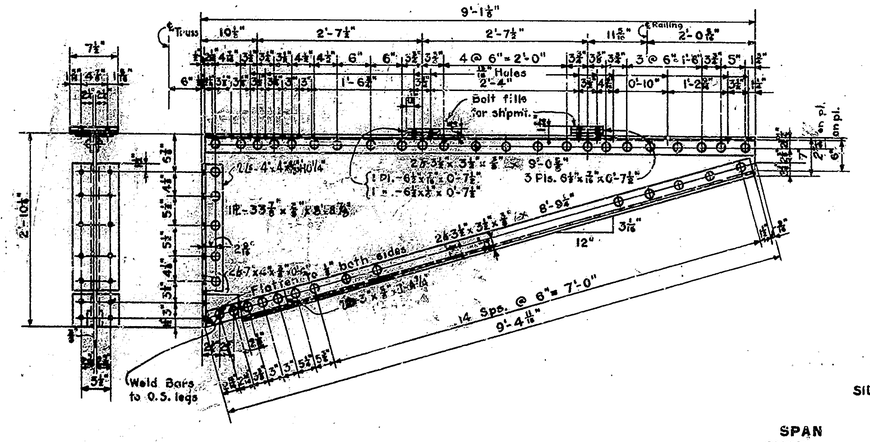
SECTION A.



No. Hangers Required	As Shown Opp. Hand	Mark	ONE	ONE	ONE	ONE	ONE	ONE	ONE	ONE
5	As Shown		G-H1-W	G-H2-W	G-H3-W	G-H4-W	G-H5-W			
5	Opp. Hand					G-H4-E	G-H5-E	G-H6-E	G-H7-E	G-H8-E
8	As Shown		F-H1-W	F-H2-W	F-H3-W	F-H4-W	F-H5-W	F-H6-W	F-H7-W	F-H8-W
8	"		F-H1-E	F-H2-E	F-H3-E	F-H4-E	F-H5-E	F-H6-E	F-H7-E	F-H8-E
8	Opp. Hand		E-H1-W	E-H2-W	E-H3-W	E-H4-W	E-H5-W	E-H6-W	E-H7-W	E-H8-W
8	As Shown		E-H1-E	E-H2-E	E-H3-E	E-H4-E	E-H5-E	E-H6-E	E-H7-E	E-H8-E

No. Hangers Required	As Shown Opp. Hand	Mark	ONE	ONE	ONE
3	As Shown		G-H6-W	G-H7-W	G-H8-W
3	Opp. Hand		G-H1-E	G-H2-E	G-H3-E





MAKE 16 S.W. BR'KTS. - MARK E - B1
" 16 " " " F - B1
" 10 " " " G - B1

MAKE 6 S.W. BR'KTS. - MARK G - B2

NOTE:-
All rivets ⅞" dia.
Holes ⅞" except as noted.
Holes marked "Ream to truss" to be punched ½" and reamed to ⅞" while hanger is assembled with truss in the shop.
Holes marked "Ream to floor beam" to be punched ½" and reamed to ⅞" while hanger is set in place on floor beam in the shop.

SIDEWALK BRACKETS & FL. BM. HANGERS SPS E,F,G.

STEEL TRUSS BRIDGE

SPAN - 0 ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

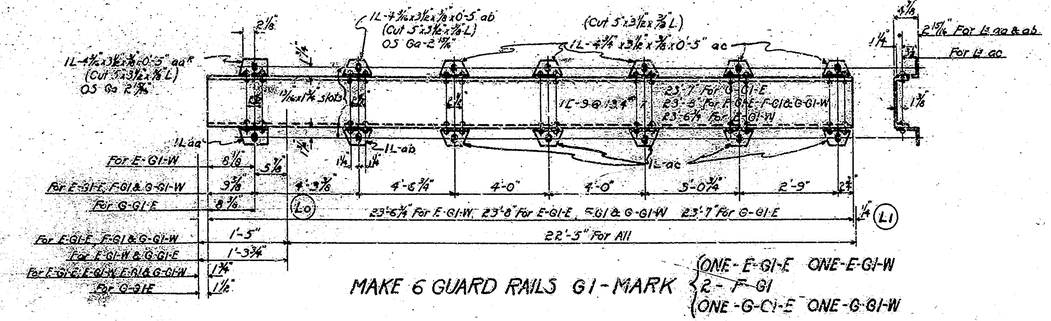
SCALE:- 1"=1'-0" OCTOBER 18, 1935.
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 206
SECTION:- A
DRAWING:- 1 OF 173
STATION:-
STRUCTURE NO. 103
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 152-K-1031

REVISED N.O.D. 3-9-36 rev. Z.G.S. 5-16-36
DRAWN W.E.B. 8-4-35 rev. J.K.C. 6-29-36
TRACED N.B.O. 7-15-35 rev. J.K.C. 11-15-36

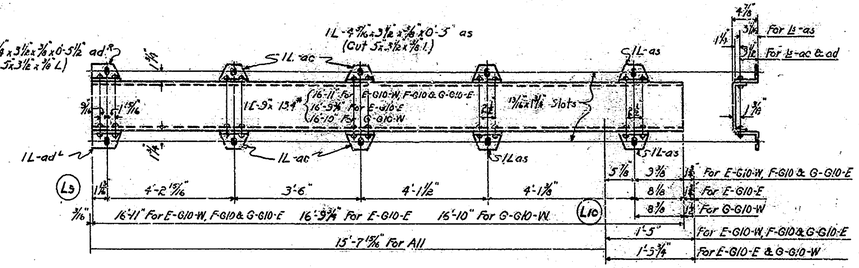
FED. HWY. DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1938	164	210

BRIDGES OVER 20' SPAN

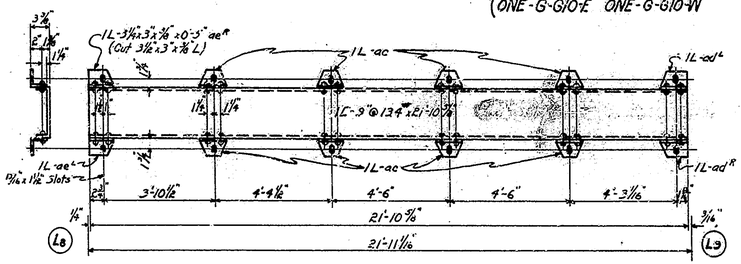
SECTION-A-



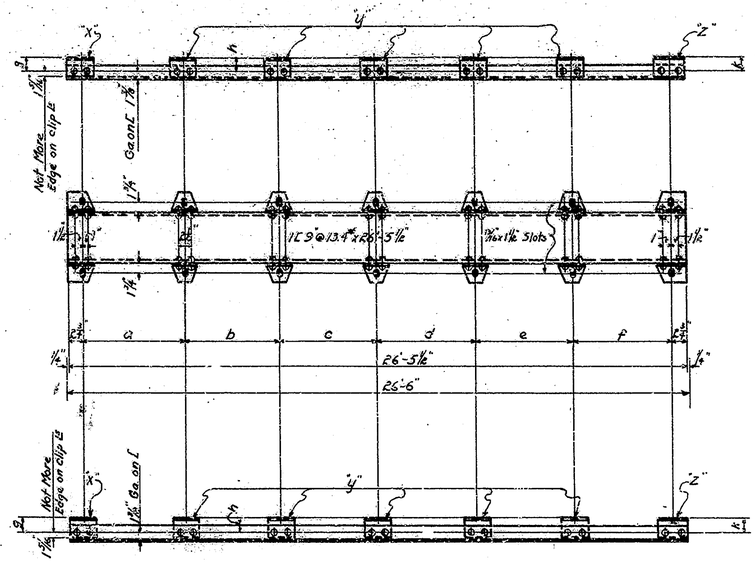
MAKE 6 GUARD RAILS G1 - MARK { ONE-E-G1-E ONE-E-G1-W / 2-F-G1 / ONE-G-G1-E ONE-G-G1-W }



MAKE 6 GUARD RAILS G10 - MARK { ONE-E-G10-E ONE-E-G10-W / 2-F-G10 / ONE-G-G10-E ONE-G-G10-W }

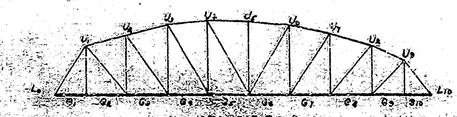


MAKE 6 GUARD RAILS G9 - MARK { 2-E-G9 / 2-F-G9 / 2-G-G9 }



	No. Pcs.	Mark	a	b	c	d	e	f	g	h	k	Clip L "X"	Clip L "Y"	Clip L "Z"
Alike	2	E-Ga	3'-11½"	4'-6"	4'-6"	4'-6"	4'-6"	4'-0½"	3½"	3½"	2¼"	L 4⅞"x3½"x⅞"x0'-5" af^L 12 Required (Cut 5"x3½"x⅞" L)	L-4⅞"x3½"x⅞"x0'-5" ao 60 Required (Cut 5"x3½"x⅞"x0'-5" L)	L-3½"x3⅜"x⅞"x0'-5" ag^L 12 Required (Cut 3½"x3½"x⅞" L)
	2	F-Ga												
	2	G-Ga												
Alike	2	E-Gb	4'-2½"	4'-6"	4'-6"	4'-6"	4'-1½"	4'-2"	2 1/16"	3¼"	1 7/16"	L-ag^L 12 Required	L-4⅞"x3½"x⅞"x0'-5" ah 60 Required (Cut 5"x3⅞"x⅞" L)	L-3½"x⅞"x0'-5" aj^L 12 Required
	2	F-Gb												
	2	G-Gb												
Alike	2	E-Gc	4'-5½"	4'-6"	4'-6"	4'-6"	3'-7½"	4'-5"	1 13/16"	2⅞"	1 11/16"	L-aj^L 12 Required	L-4"x3"x⅞"x0'-5" ak 60 Required	L-3"x3⅜"x⅞"x0'-5" al^L 12 Required
	2	F-Gc												
	2	G-Gc												
Alike	2	E-Gd	4'-2"	4'-6"	4'-6"	4'-6"	4'-0"	4'-4"	1 11/16"	2¾"	2 3/16"	L-al^L 12 Required	L-4"x3"x⅞"x0'-5" am 60 Required	L-4"x3"x⅞"x0'-5" an^L
	2	F-Gd												
	2	G-Gd												
Alike	2	E-Ge	3'-11"	4'-6"	4'-6"	4'-6"	4'-6"	4'-1"	2 3/16"	2¾"	1 11/16"	L-an^L 12 Required	L-am 60 Required	L-al^L 12 Required
	2	F-Ge												
	2	G-Ge												
Alike	2	E-Gf	4'-2"	4'-7⅛"	4'-6"	4'-6"	4'-7½"	3'-7"	1 11/16"	2 3/16"	1 13/16"	L-al^L 12 Required	L-4"x3"x⅞"x0'-5" ap 60 Required	L- aj^L 12 Required
	2	F-Gf												
	2	G-Gf												
Alike	2	E-Gg	4'-5"	4'-7½"	4'-6"	4'-6"	4'-7½"	3'-9"	1 13/16"	3"	2"	L-aj^L 12 Required	L-9⅛"x3½"x⅞"x0'-5" ar 60 Required (Cut 3"x3½"x⅞" L)	L-3⅛"x3½"x⅞"x0'-5" aq^L 12 Required (Cut 3½"x3½"x⅞" L)
	2	F-Gg												
	2	G-Gg												

NOTE: ⅞" Rivets, 1 3/16" ϕ Holes
1¼" Edge Distances Unless Noted



SPANS E, F & G

GUARD RAILS G1,2,3,4,5,6,7,8, SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE: 1½" = 0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:

PROJECT: W.P.G.M. 206 STATION:
SECTION: A. STRUCTURE NO. 1031
DRAWING: 142 OF 173

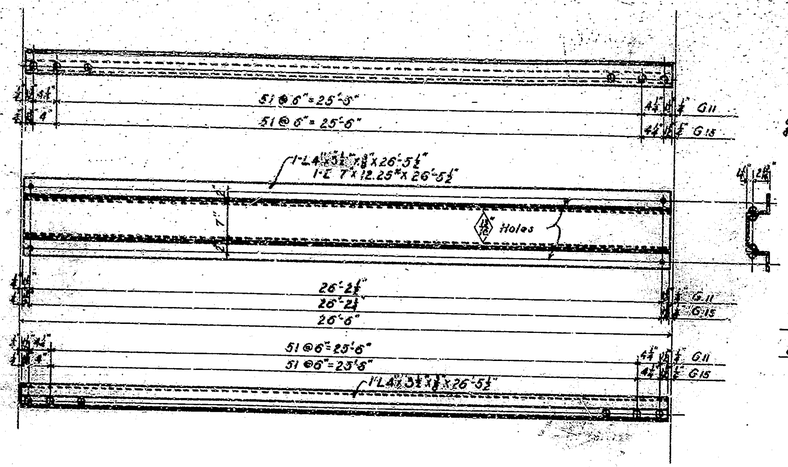
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 132-K-1031

DESIGNED E.L.K. 6-15-35 CHKD S.C.H. 7-21-35
DRAWN W.C.M. 7-31-35 CHKD C.A.F. 8-14-35
TRACED E.J.R. 9-3-35 CHKD N.C.M. 9-5-35

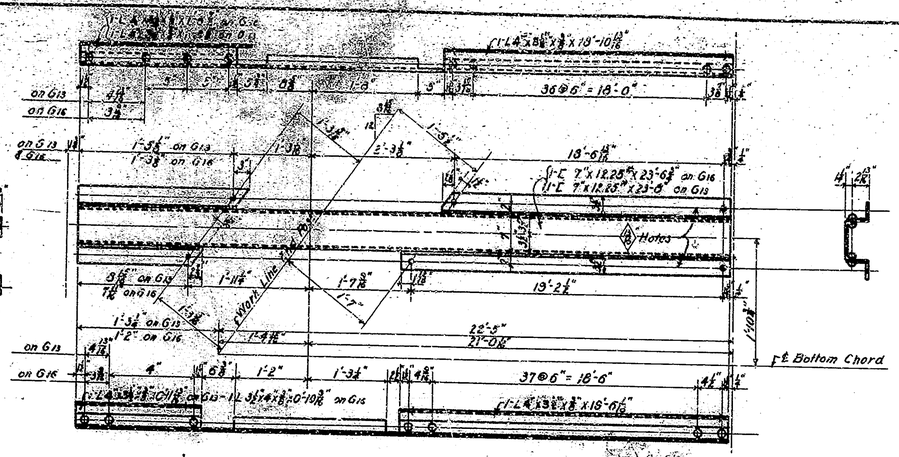
BRIDGES OVER 20' SPAN					
Key Number Sheet No.	STATE	Project No.	Fiscal Year	Sheet No.	Total Sheets
7	IND.	208	1936	183	210

SECTION-A.



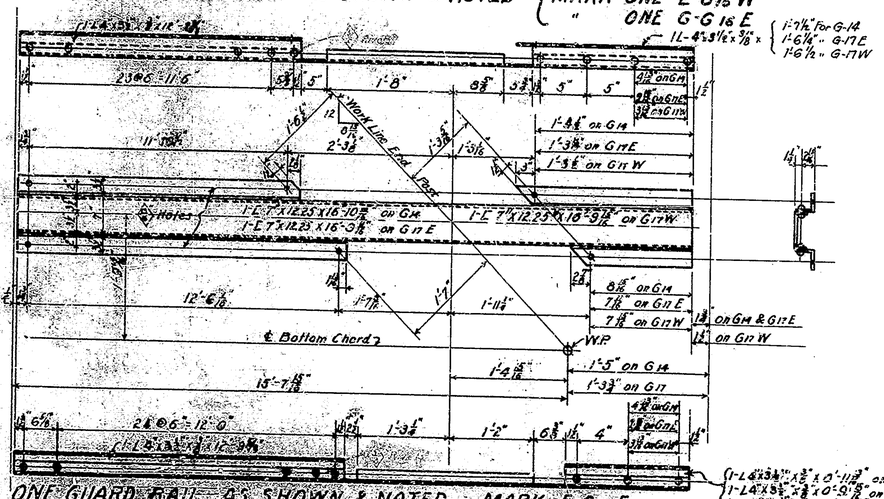
MAKE 36 GUARD RAILS { MARK 12 E-G 11 / " 12 F-G 11 / " 12 G-G 11

MAKE 6 GUARD RAILS { MARK 2 E-G 15 / " 2 F-G 15 / " 2 G-G 15



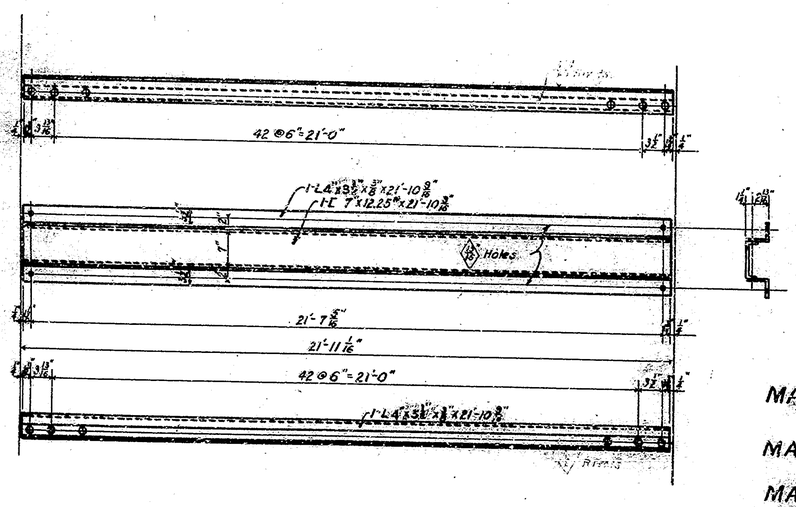
MAKE 4 GUARD RAILS AS SHOWN & NOTED { MARK ONE E-G 13 E / " ONE E-G 13 W / " ONE G-G 13 W

MAKE 2 GUARD RAILS AS SHOWN & NOTED { MARK ONE E-G 16 W / " ONE G-G 16 E



1-L 4 3/4" x 5/8" x 5 7/8" x { 1'-7 1/4" for G-14 / 1'-6 1/4" " G-17 E / 1'-6 1/2" " G-17 W

NOTES:-
Rivets 7/8"ϕ
Holes 1/16" unless noted
All edge distances 1 1/2" unless noted.

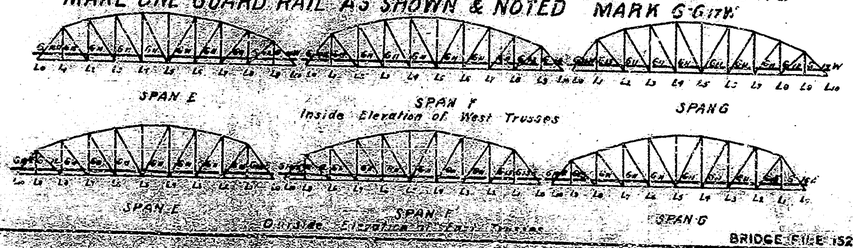


MAKE 6 GUARD RAILS { MARK 2 E-G 12 / " 2 F-G 12 / " 2 G-G 12

MAKE ONE GUARD RAIL AS SHOWN & NOTED MARK E-G 17 E

MAKE 4 GUARD RAILS AS SHOWN & NOTED { MARK ONE E-G 14 W / " ONE F-G 14 E / " ONE G-G 14 E

MAKE ONE GUARD RAIL AS SHOWN & NOTED MARK G-G 17 W



PREPARED G.L.A. CHECKED W.F.M. TRACED A.L.B. 9-12-35 CHECKED C.A.E. 9-13-35

UPPER GUARD RAIL SPANS E, F, G.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 143 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE E 52-K-1031

CO. NO.	STATE	SEC. NO.	PROJ. NO.	SHEET NO.	TOTAL SHEETS
7	IND.	208	1935	186	249

SECTION A

SHEETS OVER TO RIGHT

C.T.S.K. TOP SIDE

1 PL-pa } FOR B-E3
1 PL-pb " D-E5, E-E6 & F-E7
1 PL-pc " A-E2, C-E4, G-E8 & H-E9
} SEE DETAIL BELOW

1 PL-6"x1/2"x 0'-10 1/2" ph

1L-8"x6"x1/2"x 42'-3 1/2" (BENT)

80 Sp. @ 5 7/8" = 39'-2" ON CURVE

42'-0 1/4" FOR STRAIGHT L

42'-0 1/4" ON ROADWAY CURVE

TOTAL HEIGHT-bb's

CUT LEG OF 3 1/2"x3 1/2"x 7/16 TO CLEAR FILLET OF 8"x6"L

CUT LEG OF 3 1/2"x3 1/2"L TO CLEAR FILLET OF 8"x6"L

E-E6 & F-E7
FOR B-E3
FOR A-E2, C-E4 & H-E9
FOR D-E5
" G-E8
" E-E6 & F-E7

MALLEABLE IRON CASTING

78 Sp @ 6" = 39'-0"

10 Sp @ 2'-5 21/32" = 24'-8 7/16"

39'-6 7/8"

2'-5 21/32" 2'-6 7/8" 2'-5 7/16" 2'-5 7/8" 2'-5 21/32"

3 @ 5'-1 3/8"

FILLS 3 1/2"x 3/8"x 0'-10 3/8" (17 INCH) FOR A-E2, B-E3 & C-E4
" 3 1/2"x 5/16"x 0'-10 3/8" (17 ") " D-E5 & G-E8
" 3 1/2"x 1/4"x 0'-10 3/8" (17 ") " H-E9
" 3 1/2"x 3/16"x 0'-10 3/8" (17 ") " E-E6
" 3 1/2"x 1/8"x 0'-10 3/8" (17 ") " F-E7
} BUILT UP OF VARYING THICKNESS FOR ADJUSTMENT (BOLT IN PLACE)

BEV. FILLS 3 1/2"x 2"x 0'-10 3/8" (17 INCH) FOR F-E6 & G-E8 & D-E5
" " 3 1/2"x 0'-10 3/8" (17 INCH) FOR G-E8 & H-E9

A-E2, B-E3, C-E4
D-E5
G-E8
H-E9

FOR B-E3
H-E3, C-E4 & H-E9
D-E5
G-E8
E-E6 & F-E7

1L-3 1/2"x3 1/2"x 1/2"x 42'-1 1/8"

A-E2 & C-E4 ARE (ALIKE) } ONE EXP. JT.-MARK A-E2 | ONE EXP. JT.-MARK B-E3 | ONE EXP. JT. MARK E-E6 | ONE EXP. JT. MARK G-E8.
ONE " " " C-E4 | ONE " " " D-E5 | ONE " " " F-E7 | ONE " " " H-E9

1 PL-13 1/2"x 1/2"x 1'-11 1/2" (abc) FOR C-E3
1 PL-12 1/2"x 1/2"x 1'-11 1/2" (abc) " ALL OTHERS
} BENT

SECT. A-A

BENDLINE

1 PL-3 1/2"x 1/2"x 0'-7 3/8" fc

1 PL- pd FOR C-E3
1 " pf " E-E5, F-E6 & G-E7
1 " pg " B-E2, D-E4, H-E3 & K-E9
} SEE DETAIL BELOW

1L-6"x4"x 1/2"x 42'-2" (BENT)

81 Sp @ 5 7/8" = 39'-7 7/8" ON CURVE

42'-0 1/4" FOR STRAIGHT L

42'-0 1/4" ON ROADWAY CURVE

TOTAL HEIGHT bb's

CUT LEG OF 3 1/2"x3 1/2"L TO CLEAR FILLET OF 6"x4"L

CUT LEG OF 3 1/2"x3 1/2"L TO CLEAR FILLET OF 6"x4"L

FOR C-E3
FOR B-E2, D-E4 & K-E9
FOR E-E5
" H-E8
FOR F-E6 & G-E7

78 Sp @ 6" = 39'-0"

10 Sp @ 2'-5 21/32" = 24'-8 7/16"

39'-6 7/8"

2'-5 21/32" 2'-5 7/8" 2'-5 7/16" 2'-5 7/8" 2'-5 21/32"

3 @ 5'-1 3/8"

FILLS 3 1/2"x 3/8"x 0'-10 3/8" (17 INCH) FOR B-E2, C-E3 & D-E4
" 3 1/2"x 5/16"x 0'-10 3/8" (17 ") " E-E5 & H-E8
" 3 1/2"x 1/4"x 0'-10 3/8" (17 ") " K-E9
" 3 1/2"x 1/8"x 0'-10 3/8" (17 ") " G-E7
} BUILT UP OF VARYING THICKNESS FOR ADJUSTMENT (BOLT IN PLACE)

BEV. FILLS 1/4" (17 INCH) FOR H-E8 & K-E9
" " 1/8" (17 ") " B-E2, C-E3, D-E4 & E-E5
} BOLT IN PLACE

FOR C-E3
• B-E2, D-E4 & K-E9
• E-E5
• H-E8
• F-E6 & G-E7

B-E2, C-E3
H-E8
D-E4, E-E5
K-E9

1L-3 1/2"x3 1/2"x 1/2"x 42'-1 1/8"

B-E2 & D-E4 ARE ALIKE } ONE EXP. JT. MARK B-E2 | ONE EXP. JT. MARK C-E3 | ONE EXP. JT. MARK F-E6 | ONE EXP. JT. MARK H-E8
ONE EXP. JT. MARK D-E4 | ONE EXP. JT. MARK E-E5 | ONE EXP. JT. MARK G-E7 | ONE EXP. JT. MARK K-E9

NOTE:
NUMBERS USED AS PART OF ERECTION MARK CORRESPOND TO PIER NUMBER.

SPAN A B C D E F G H K

SPANS A TO K

40'-11 5/8"

80 Sp @ 5 7/8" = 39'-2"

1 PL-10 3/8"x 1"x 41'-0 3/8" pa FOR B-E3

Note: See Special Provisions regarding Bottom Bolted Joints

1 PL-3"x 1"x 41'-4 (CUTS 2) pa + pd

1 PL-10 3/8"x 1"x 41'-2 7/8" pd FOR C-E3

3" c. to c. All Spacing

81 Sp @ 5 7/8" = 39'-7 7/8"

40'-11 5/8"

1 PL-8 3/8"x 1"x 41'-0 3/8" pc FOR D-E5, E-E6 & F-E7

1 PL-8"x 1"x 41'-0 3/8" pc FOR A-E2, C-E4, G-E8 & H-E9

1 PL-8"x 1"x 41'-4 (CUTS 2) pb + pc

1 PL-7 7/8"x 1"x 41'-2 7/8" pb FOR E-E5, F-E6 & G-E7

DRILL 13/16" HOLES FOR C.T.S.K. TOP SIDE

NOTE: 1/8" ALLOWANCE FOR CUT MADE IN TEST

1 PL-8"x 1"x 41'-4 (CUTS 2) pa + pb

1 PL-8"x 1"x 41'-0 3/8" pa + pb FOR B-E2, D-E4, H-E8 & K-E9

NOTE
R. RIVETS
H. HOLES
A. ANGLES
PL. PLATES

ROADWAY EXPANSION JOINTS

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935

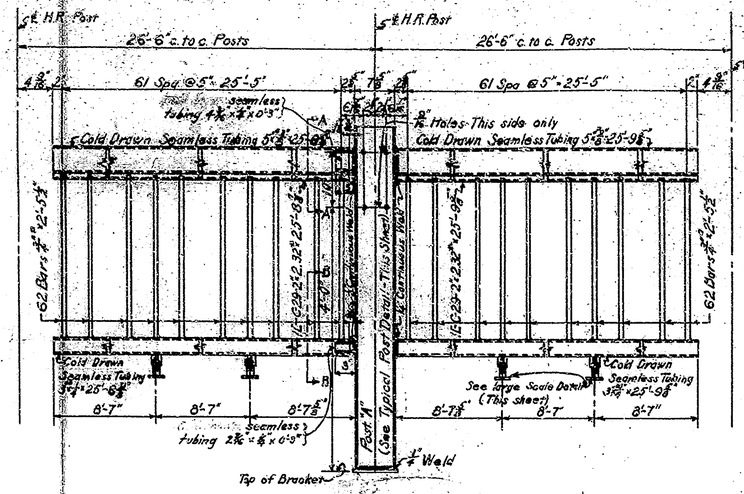
RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031

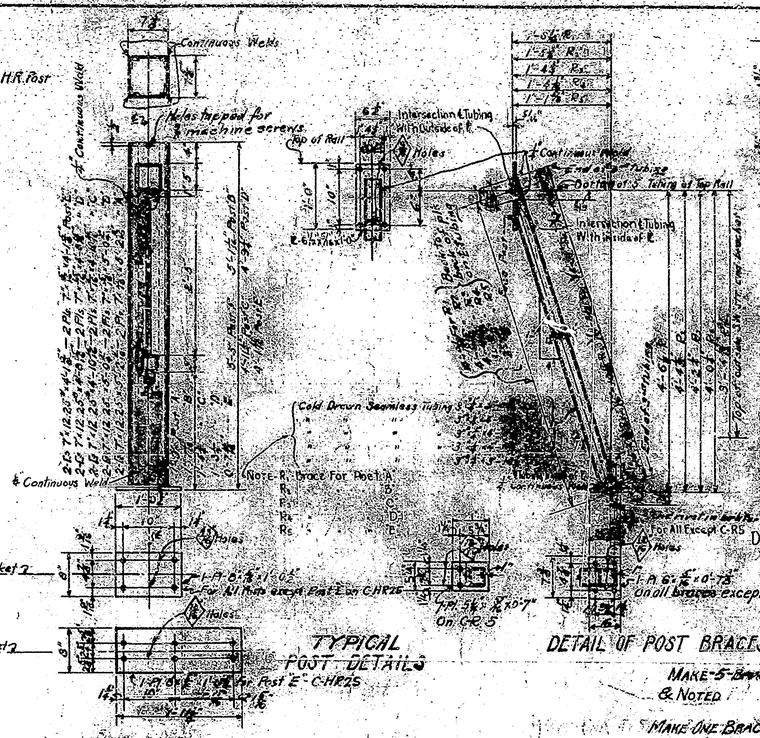
SHEET NO. 144 OF 173

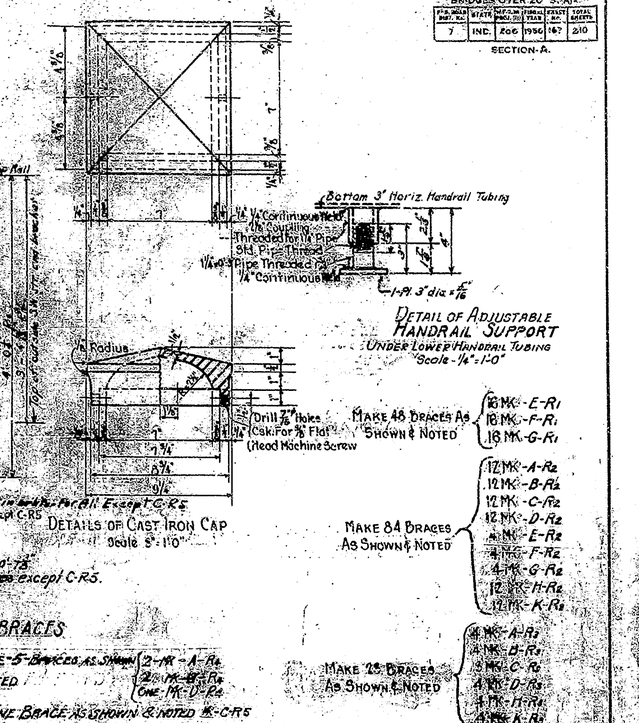
BRIDGE CONTRACT NO. 1224

DESIGNED K.C.B.-J.W.J.C. CHKD. E.K.S.-E.J.K.
DRAWN W.C.M. 9-10-35 CHKD. J.F.K. 10-17-35
TRACED R.C. 10-9-35 CHK. W.C.M. 10-17-35

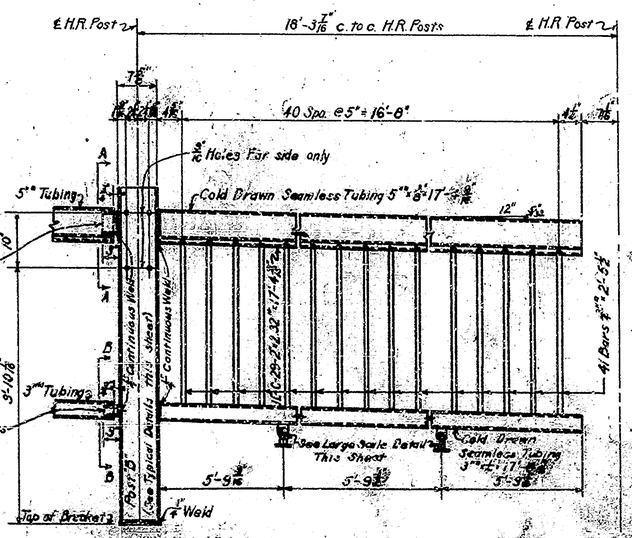


MAKE 2-HANDRAILS MARK F-HR30 MAKE 2-HANDRAILS MARK F-HR1

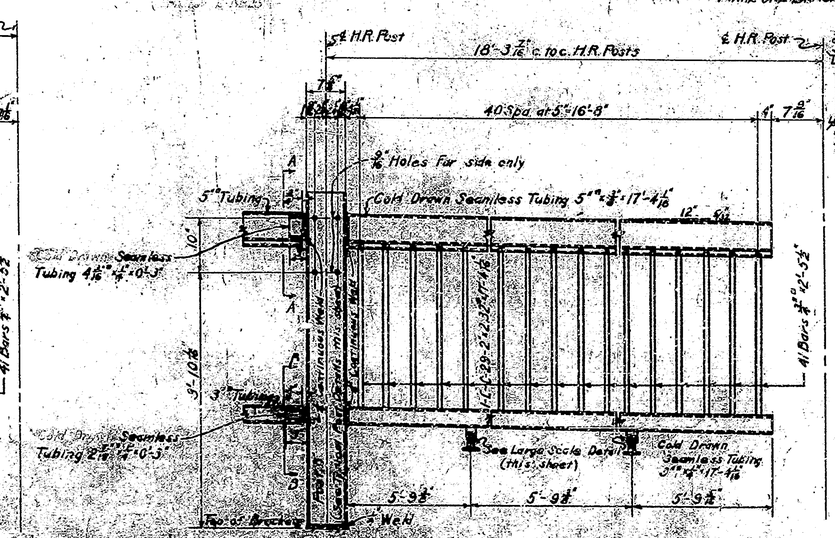




NOTE:-
FOR SECTIONS A-A & B-B SEE DRWG. No. 146
Short Pieces of Seamless Tubing of Odd Size Shown Welded on Posts May Be Made Up of Angles or Plates Welded Together.

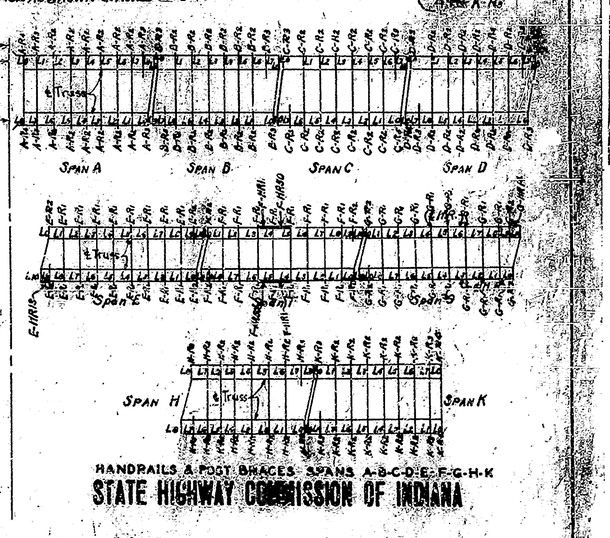


MAKE ONE HANDRAIL MARK - G-HR14



MAKE ONE HANDRAIL MARK - E-HR13

MAKE 5 BRACES AS SHOWN & NOTED: 2-HR-A-R2, 2-HR-B-R2, ONE HR-D-R2
MAKE 28 BRACES AS SHOWN & NOTED
MAKE ONE BRACE AS SHOWN & NOTED HR-C-R5



HANDRAILS & POST BRACES. SPANS A-B-C-D-E-F-G-H-K

STATE HIGHWAY COMMISSION OF INDIANA

SCALE - 1" = 1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

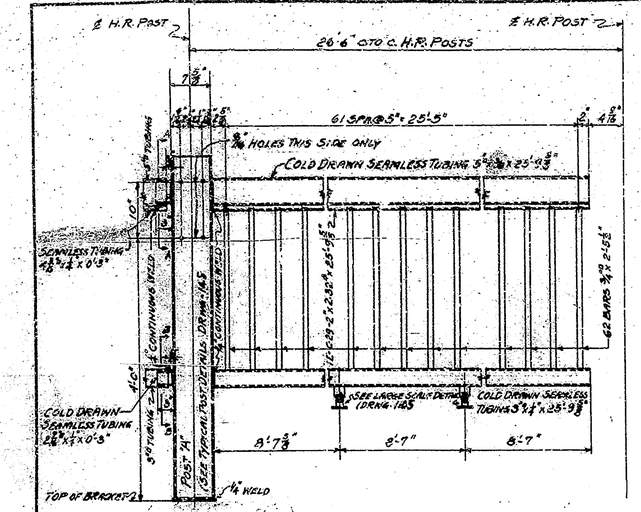
PROJECT - W.P.G.M. 206 STATION:-
SECTION - A STRUCTURE NO. 1091
DRAWING 145 OF 173
BRIDGE CONTRACT NO. 1724

PAINT NOTE - The inside surfaces and all handrail posts and the short pieces of tubing welded on the posts shall be painted with one coat of red lead paint and two coats of aluminum paint. The outside surfaces of the handrail tubing shall be painted with one coat of red lead paint and one coat of aluminum paint.

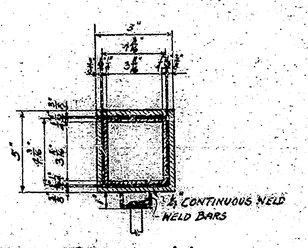
BRIDGES OVER 20 S.M.

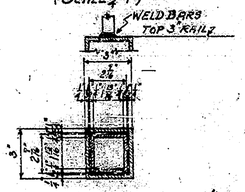
P.R. NO. or PROJ. NO.	WIDTH	NO. OF SPANS PER PROJ.	TYPICAL SPAN	FEET B.M.	TOTAL SHEETS
7	INC.	206	1956	167	210

SECTION-A.

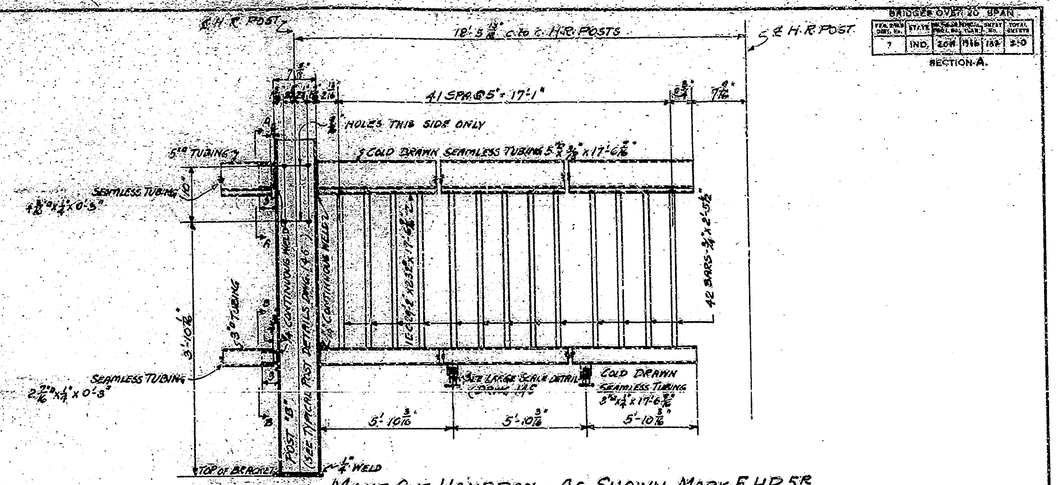


MAKE 5-HANDRAILS AS SHOWN MARK-F-HR2B
MAKE 5-HANDRAILS OPP. HAND MARK-F-HR2A





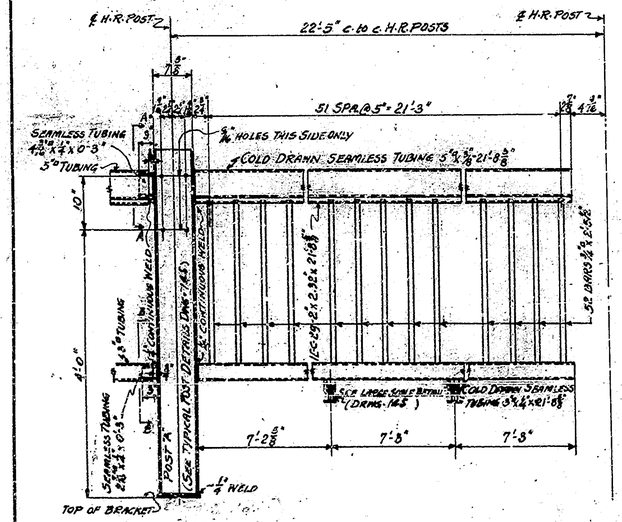
NOTE:-
Short pieces of seamless tubing of odd sizes shown welded on posts, may be made up of plates or angles welded together.



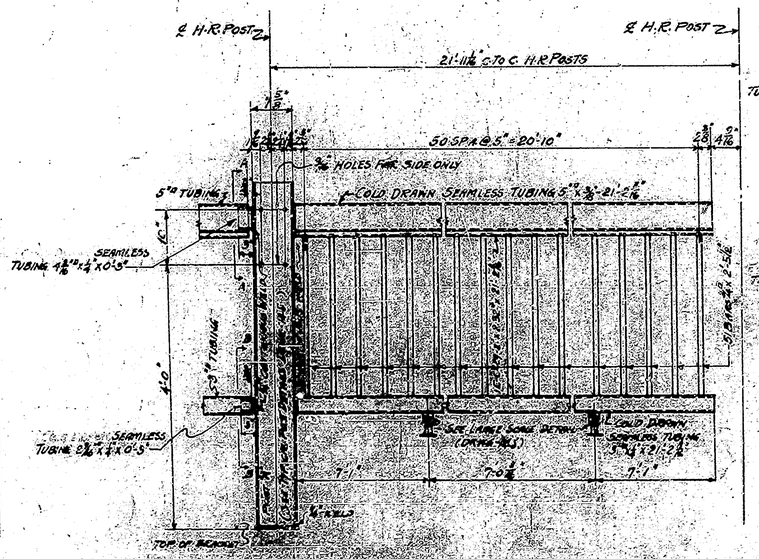
MAKE ONE HANDRAIL - AS SHOWN MARK E-HR5B
MAKE 2-HANDRAILS OPP HAND MARK F-HR5A
MAKE ONE HANDRAIL - AS SHOWN MARK G-HR5B

BRIDGE OVER TO SPAN					
FED. ROAD DIST. NO.	STATE	NO. OF MAIN SPANS	NUMBER OF SPANS APPR.	NUMBER OF SKEW	TOTAL LENGTH
7	IND.	2@W	9|6	18	2-10

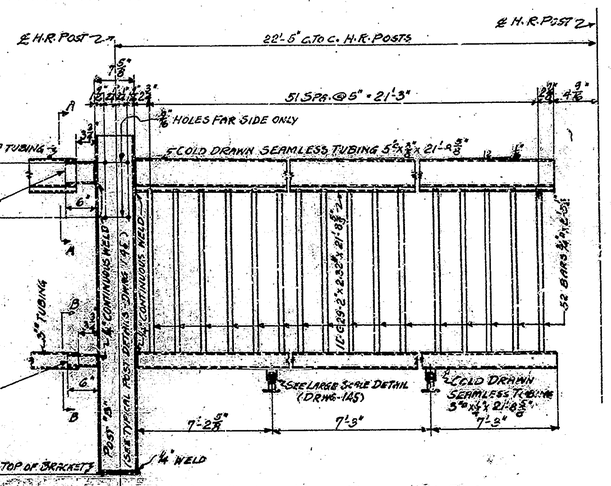
SECTION-A.



MAKE 2-HANDRAILS MARK F-HR3



MAKE 2-HANDRAILS - MARK F-HR4



MAKE ONE HANDRAIL - MARK-E-HR6
MAKE ONE HANDRAIL - MARK-G-HR6

PAINT NOTE:- The inside surface of all handrail posts and of all short pieces of tubing welded to the posts shall be given a coat of shop paint. The inside surface of all sections of handrail tubing shall be given a coat of shop paint for a distance of at least 6" back from the open end.

HANDRAILS SPANS E, F, & G.

STATE HIGHWAY COMMISSION OF INDIANA

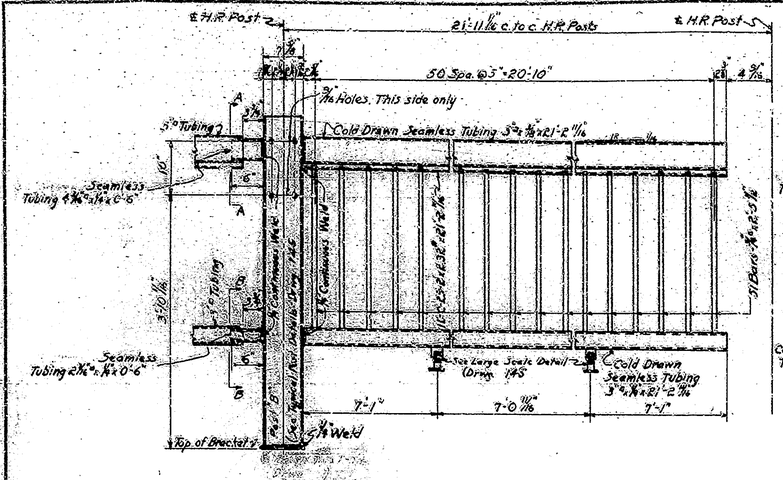
SCALE:-1"-0" OCTOBER 13, 1935

RECOMMENDED FOR APPROVAL:- [signature]

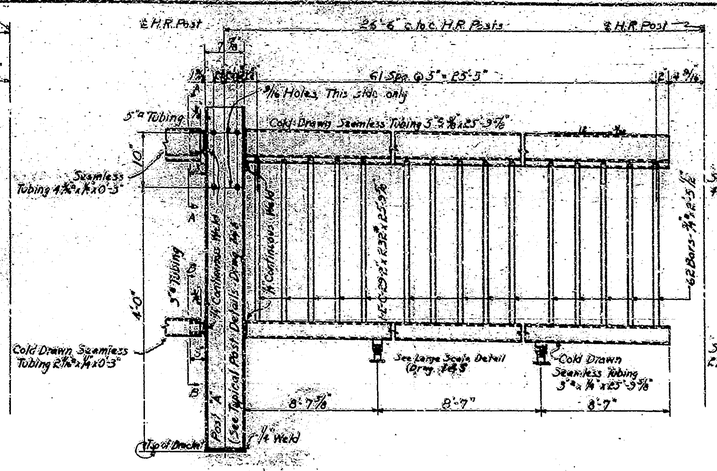
PROJECT:-W.P.G.M. 208 STATION:-
SECTION:- A STRUCTURE NO. 1081
DRAWING 148 OF 173 BRIDGE CONTRACT NO. 1224

BRIDGE FILE 128-11-103

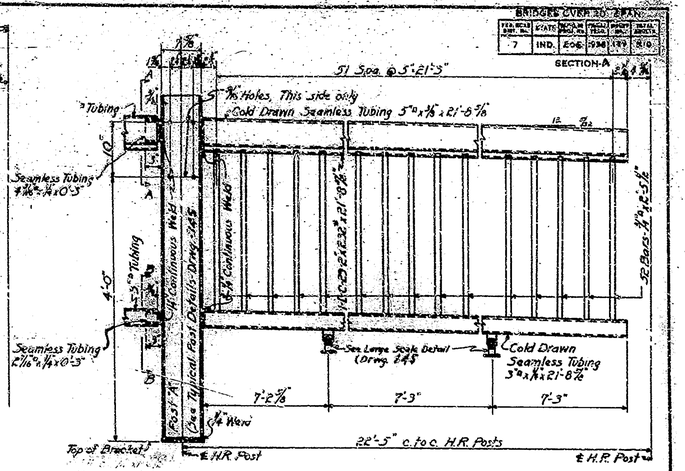
J.E.K. 9-20-35 R.E.H. 9-30-35
D.L.M. W.T.R. 9-23-35 J.E.K. 8-5-35
T.H.C.B. R. 8-19-35 J.E.K. 8-19-35



MAKE ONE HANDRAIL - MARK-E-HR-7
MAKE ONE HANDRAIL - MARK-G-HR-7

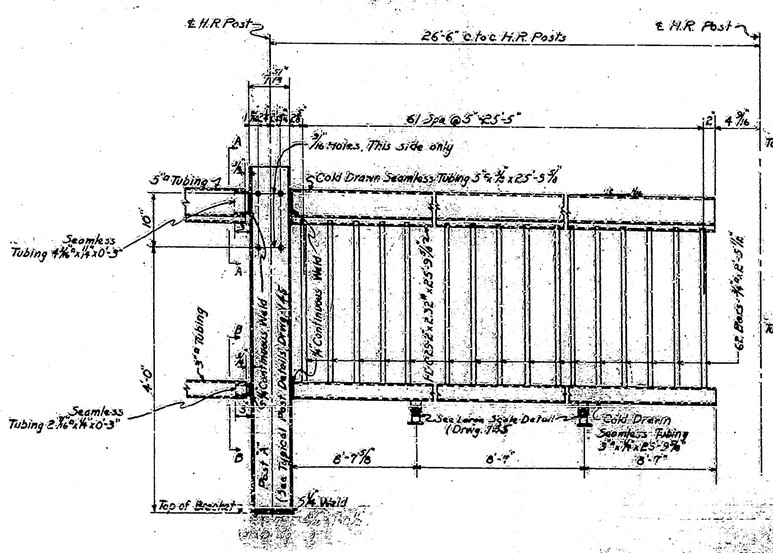


MAKE 3 HANDRAILS-AS SHOWN-MARK-E-HR-9R
MAKE 3 HANDRAILS -OPP HAND-MARK-E-HR-9L
MAKE 3 HANDRAILS -AS SHOWN-MARK-G-HR-9R
MAKE 3 HANDRAILS -OPP HAND-MARK-G-HR-9L

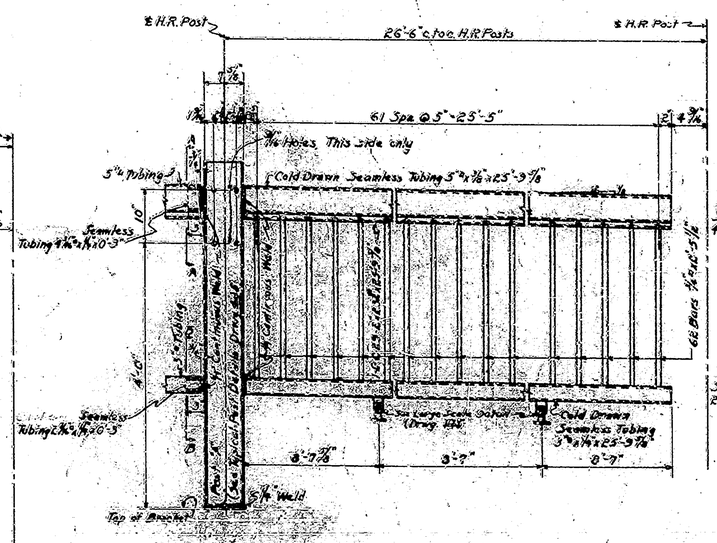


MAKE ONE HANDRAIL - MARK-E-HR-11
MAKE ONE HANDRAIL - MARK-G-HR-11

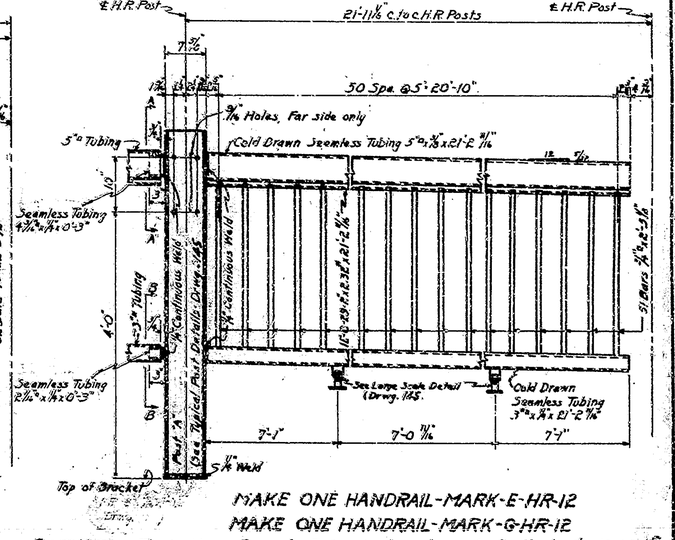
NOTE:- For Sections A-A & B-B See Drw'g. No. 146
Short pieces of seamless tubing of odd sizes shown welded on posts, may be made up of plates or angles welded together.



MAKE ONE HANDRAIL -AS SHOWN-MARK-E-HR-8R
MAKE ONE HANDRAIL - OPP HAND MARK-E-HR-8L
MAKE ONE HANDRAIL -AS SHOWN-MARK-G-HR-8R
MAKE ONE HANDRAIL - OPP HAND-MARK-G-HR-8L



MAKE 3 HANDRAILS -AS SHOWN- MARK - E-HR-10R
MAKE 3 HANDRAILS -OPP HAND-MARK - E-HR-10L
MAKE 3 HANDRAILS -AS SHOWN-MARK - G-HR-10R
MAKE 3 HANDRAILS -OPP HAND-MARK - G-HR-10L



MAKE ONE HANDRAIL-MARK-E-HR-12
MAKE ONE HANDRAIL-MARK-G-HR-12

PAINT NOTE:- The inside surface of all handrail posts and of all short pieces of tubing welded to the posts shall be given a coat of shop paint. The inside surface of all sections of handrail tubing shall be given a coat of shop paint for a distance of at least 6" back from the open end.

HANDRAILS SPANS E & G

STATE HIGHWAY COMMISSION OF INDIANA

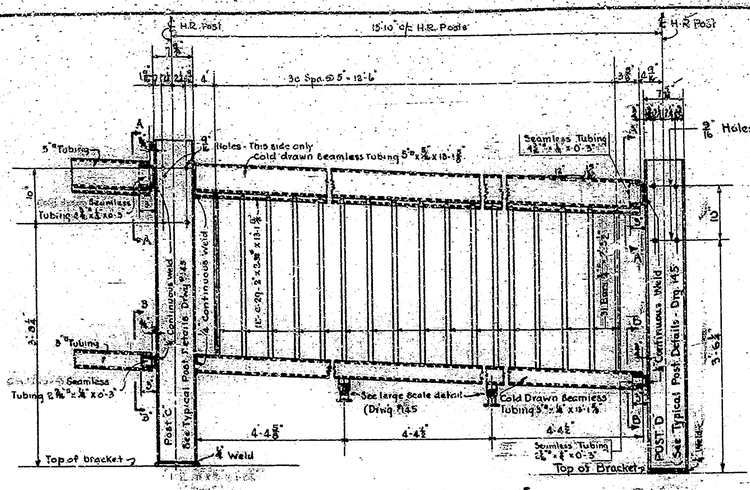
SCALE:- 1"=1'-0"
OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 208
SECTION:- A.
DRAWING:- 147 OF 173
STATION:-
STRUCTURE NO. 1031
BRIDGE CONTRACT NO. 1224

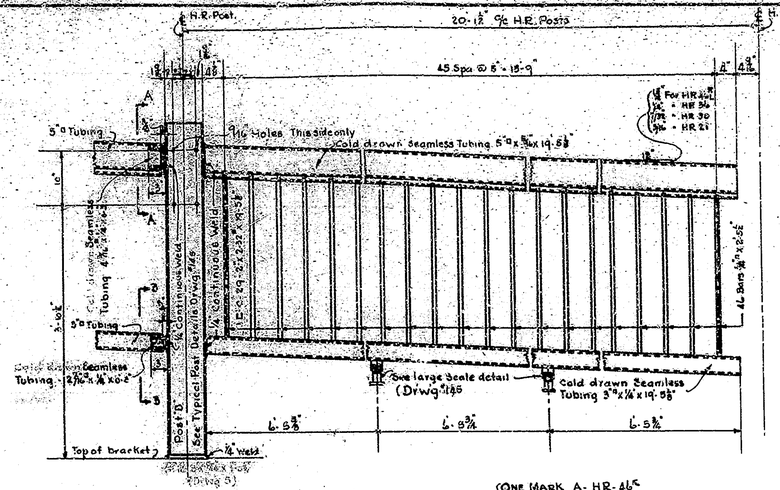
DES. by J.E.K. 1-28-35 checked R.P.H. 6-3-35
DRAWN by J.T.B. 7-10-35 checked J.E.K. 8-9-35
TRACED by E.H.L. 8-28-35 checked R.E.F. 9-3-35

CROSS FILE 131-K-103

BRIDGES OVER 25' SPAN.					
FED. ROAD PROJ. NO.	STATE	ROAD NO. OR STREET NAME	YEAR	SHEET NO.	TOTAL SHEETS
-7-	IND.	20A	1935	170	218

SECTION-A.

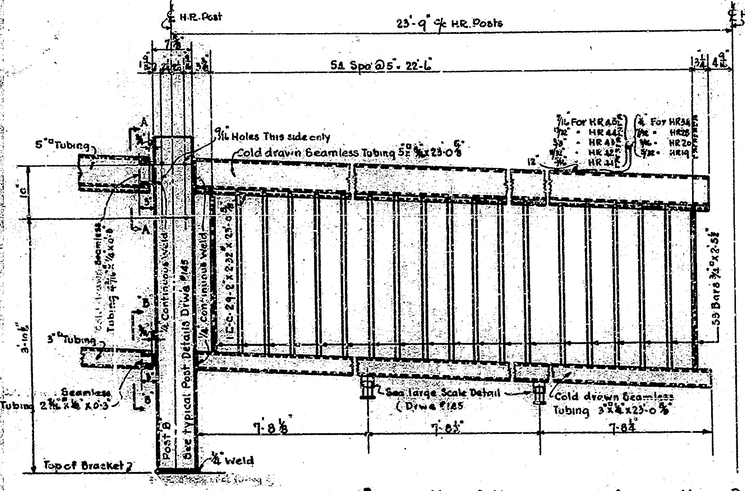




MAKE 2 HANDRAILS AS SHOWN { ONE MARK A-HR-47R ; " " K-HR-47R }
" 2 " OPP HAND { " " A-HR-47L ; " " K-HR-47L }

MAKE ONE HANDRAIL POST AS SHOWN MARK K-HR 46R
MAKE ONE HANDRAIL POST OPP. HAND MARK K-HR 46L

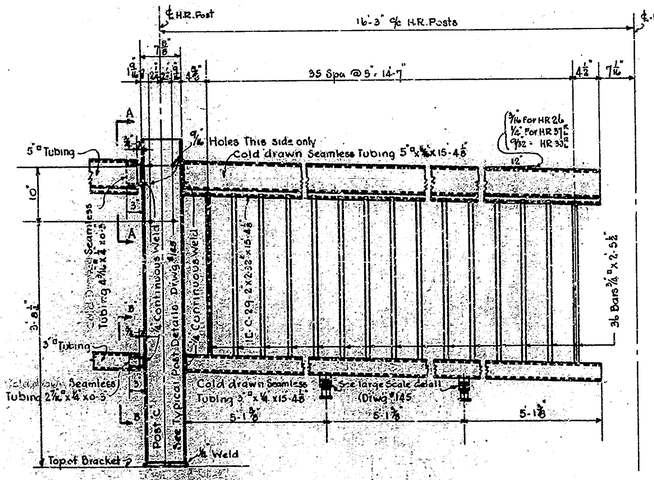
MAKE 2 HANDRAILS AS SHOWN { ONE MARK A-HR-46R ; " " K-HR-46R }
MAKE 2 HANDRAILS OPP HAND { ONE MARK A-HR-46L ; " " K-HR-46L }
MAKE 2 HANDRAILS OPP HAND { ONE MARK B-HR-36 ; " " H-HR-36 }
" ONE " OPP HAND MARK C-HR-30
" " " " " D-HR-21



MAKE 2 HANDRAILS AS SHOWN { ONE MARK A-HR-45R ; " " K-HR-45R }
" 2 " OPP HAND { ONE MARK A-HR-45L ; " " K-HR-45L }
" ONE " AS SHOWN - MARK - K-HR-44R
" ONE " OPP HAND - MARK - K-HR-44L
MAKE 3 HANDRAILS AS SHOWN { 2 MARK A-HR-43R ; ONE " K-HR-43R }
" 3 " OPP HAND { 2 MARK A-HR-43L ; ONE " K-HR-43L }
" 2 " AS SHOWN { ONE " A-HR-42R ; " " K-HR-42R }
" 2 " OPP HAND { ONE " A-HR-42L ; " " K-HR-42L }
" 2 " AS SHOWN { ONE " A-HR-41R ; ONE " K-HR-41R }
" 2 " OPP HAND { ONE " A-HR-41L ; ONE " K-HR-41L }

MAKE 2 HANDRAILS AS SHOWN - MARK D-HR-19R
" 2 " OPP HAND - " D-HR-19L

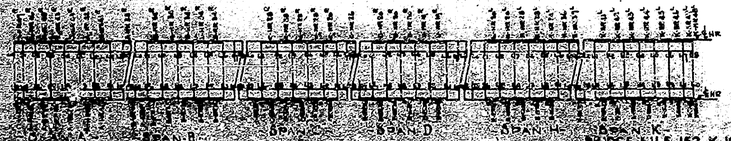
MAKE 6 HANDRAILS AS SHOWN { ONE MARK H-HR 34R ; 5 " B-HR 34R }
" 6 " OPP HAND { ONE " H-HR 34L ; 5 " B-HR 34L }
" 6 " AS SHOWN { 2 " H-HR 28R ; 4 " C-HR 28R }
" 6 " OPP HAND { 2 " H-HR 28L ; 4 " C-HR 28L }
" 6 " AS SHOWN { 2 " H-HR 26R ; ONE " C-HR 26R ; 2 " D-HR 26R }
" 6 " OPP HAND { 2 " H-HR 26L ; ONE " C-HR 26L ; 3 " D-HR 26L }



MAKE ONE HANDRAIL AS SHOWN MARK C-HR 26
MAKE 2 HANDRAILS AS SHOWN { ONE MARK K-HR 37R ; " " A-HR 36R }
" 2 " OPP HAND { ONE MARK H-HR 37L ; " " B-HR 36L }

Note:-
For Sections A-A and B-B See drwg #146
Short pieces of seamless tubing of odd size shown welded on posts may be made up of plates or angles welded together.

Paint Note:-
The inside surface of all handrail posts and of all short pieces of tubing welded to the posts shall be given a coat of shop paint. The inside surface of all sections of handrail tubing shall be given a coat of shop paint for a distance of at least 6" back from the open end.



HANDRAILS SPANS A-B-C-D-H & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=1'-0" OCTOBER 15, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:-W.P.G.M. 206 STATION:-
SECTION:-A. STRUCTURE NO.1031
DRAWING:-168 OF 173
BRIDGE CONTRACT NO.1224

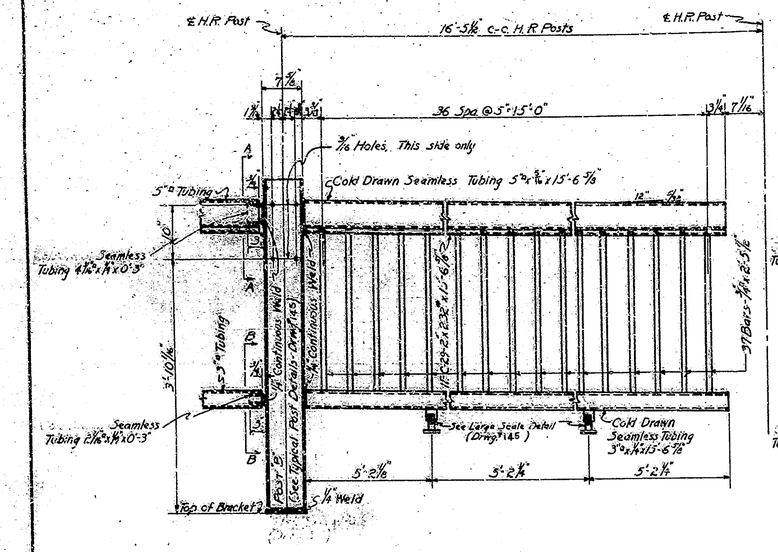
BRIDGE FILE 152-K-1031

Revised 6-37 H.R. Post K-HR 45L

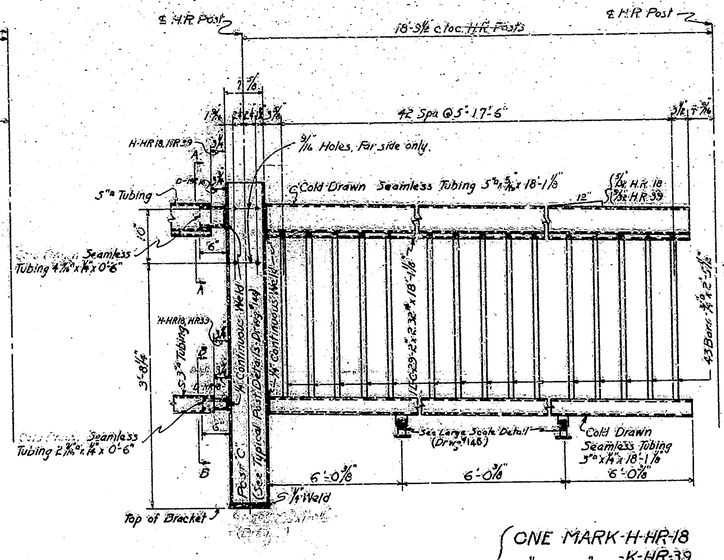
BRIDGES OVER 20' SPAN.

FED. ROAD NO.	STATE ROAD NO.	PROJECT NO.	YEAR	SHEET NO.	TOTAL SHEETS
7.	IND.	206	1936	131	206

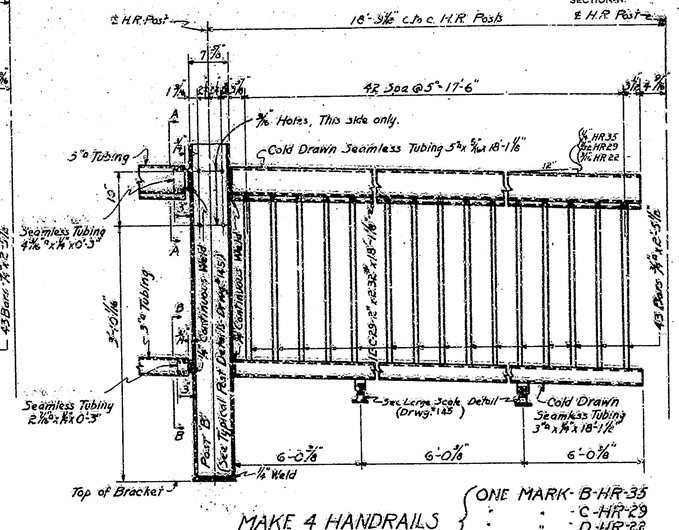
SECTION-A.



MAKE ONE HANDRAIL - MARK - H-HR-15

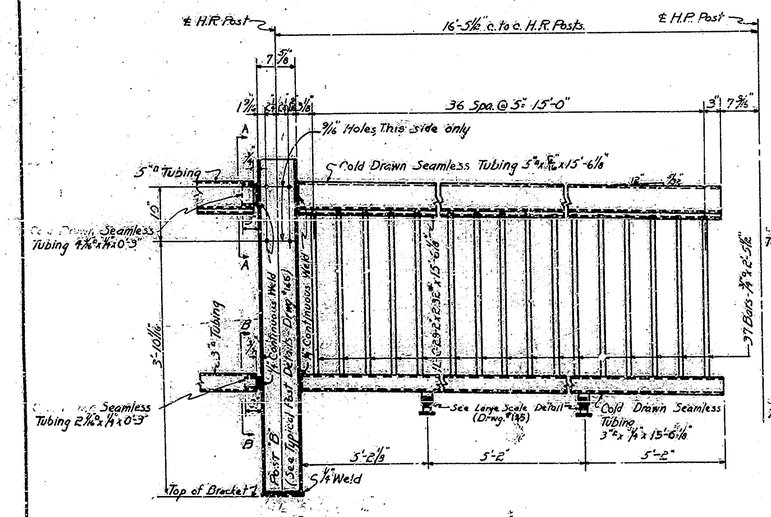


MAKE 4 HANDRAILS { ONE MARK-H-HR-18 ; " " -K-HR-39 ; " " -D-HR-18 ; " " -A-HR-39

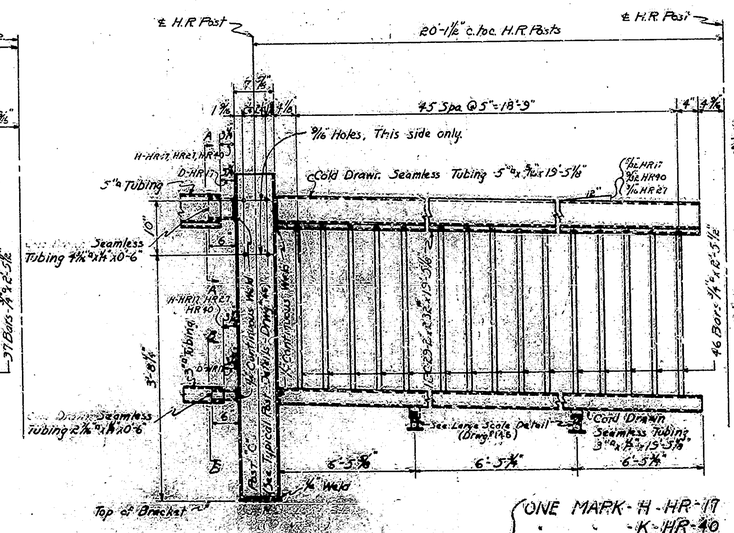


MAKE 4 HANDRAILS { ONE MARK-B-HR-35 ; " " -C-HR-29 ; " " -D-HR-22 ; " " -H-HR-35

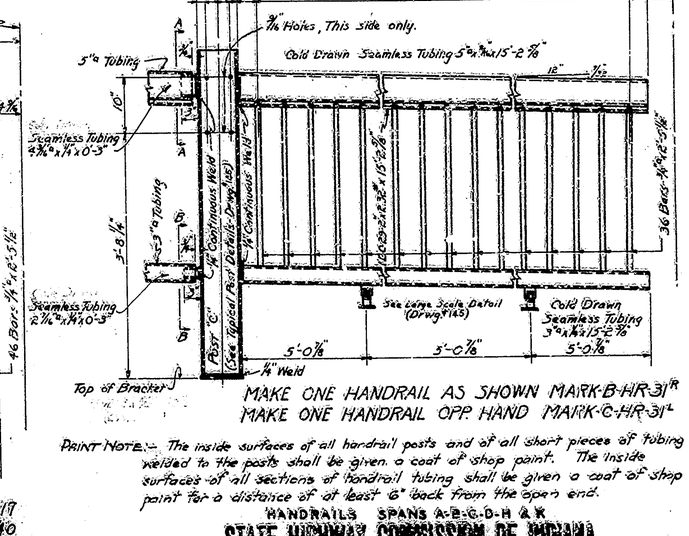
NOTE:- For Sections A-A & B-B see Drwg № 141
Short pieces of seamless tubing of odd size shown welded on posts may be made up of plates or angles welded together



MAKE ONE HANDRAIL - MARK - D-HR-16



MAKE 5 HANDRAILS { ONE MARK-H-HR-17 ; " " -K-HR-40 ; " " -D-HR-17 ; " " -A-HR-40 ; " " -C-HR-27



MAKE ONE HANDRAIL AS SHOWN MARK-B-HR-31R
MAKE ONE HANDRAIL OPP. HAND MARK-C-HR-31L

PRINT NOTE:- The inside surfaces of all handrail posts and of all short pieces of tubing welded to the posts shall be given a coat of shop paint. The inside surfaces of all sections of handrail tubing shall be given a coat of shop paint for a distance of at least 6" back from the open end.

HANDRAILS SPANS A-B-C-D-H & K

STATE HIGHWAY COMMISSION OF INDIANA

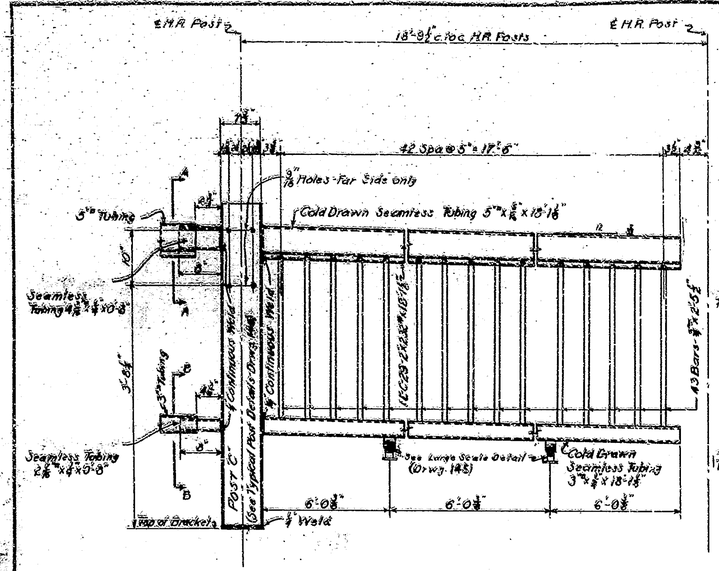
SCALE-1-1-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

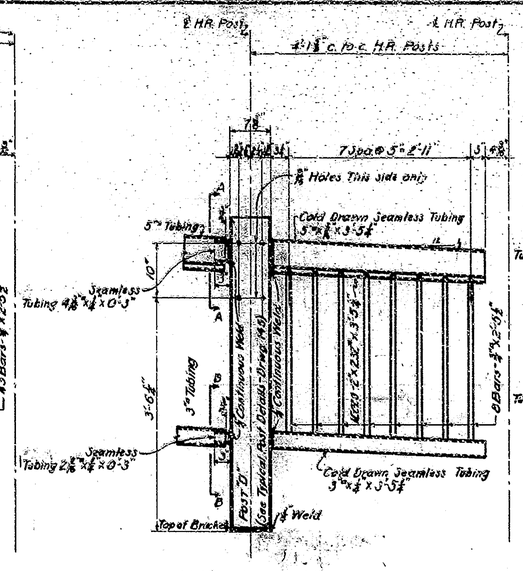
PROJECT-W.P.G.M. 206 STATION-
SECTION-A. STRUCTURE NO. 1031
DRAWING-149 OF 173
BRIDGE CONTRACT NO. 1224

DESIGNED-T.F.K. 3-28-35 CHKD-R.P.F. 4-4-35
DRAWN-J.F.B. 7-22-35 CHKD-J.F.K. 8-23-35
TRACED-F.H.R. 8-30-35 CHKD-J.F.K. 9-5-35

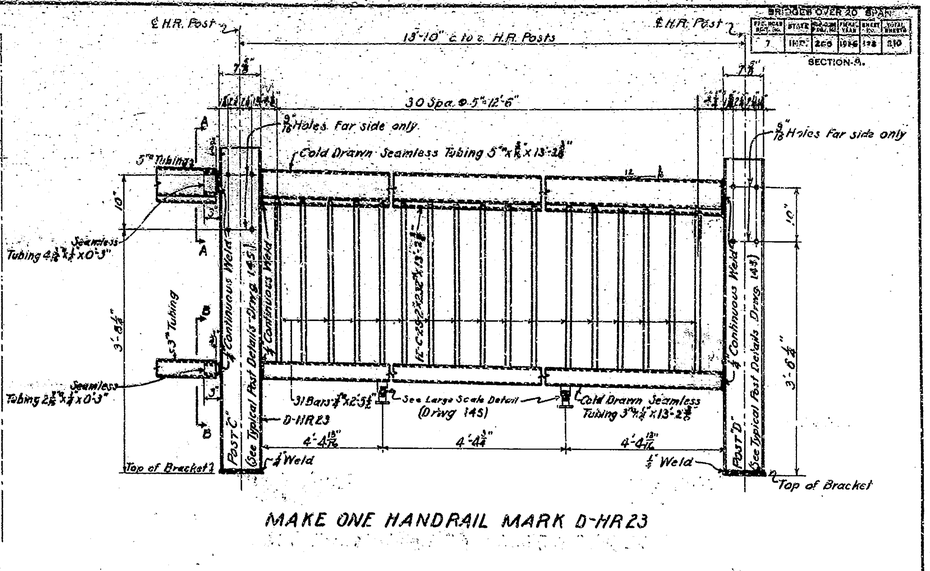
BRIDGE FIL. 52-K-1031



MAKE ONE HANDRAIL MARK-B-HR 32

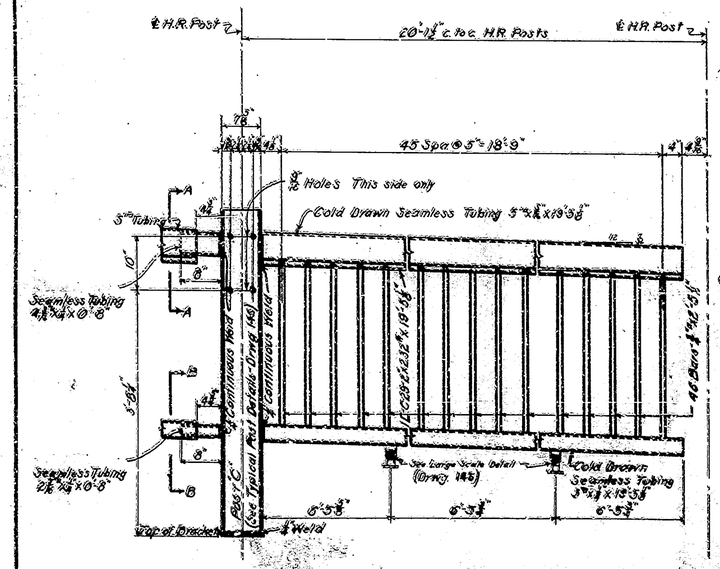


MAKE ONE HANDRAIL AS SHOWN MARK-A-HR 48R
MAKE ONE HANDRAIL OPP. HAND MARK-A-HR 48L

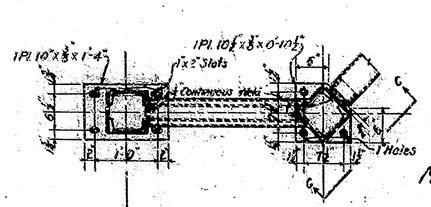


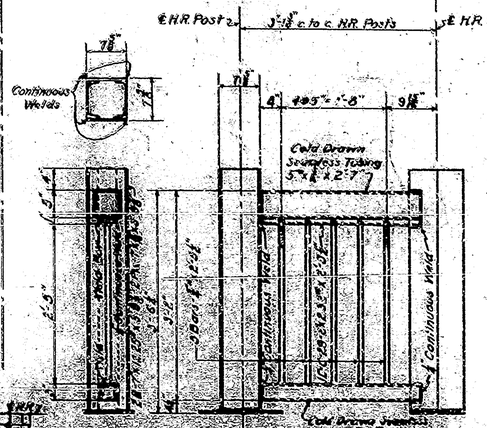
MAKE ONE HANDRAIL MARK D-HR 23

NOTE:- FOR SECTIONS AA & BB SEE DRWG No 146
Short pieces of seamless steel tubing of odd size shown welded on posts may be made up of angles or plates welded together.

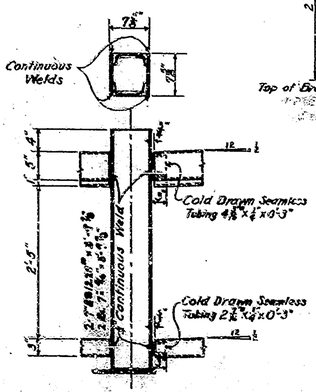


MAKE ONE HANDRAIL MARK -B-HR 33

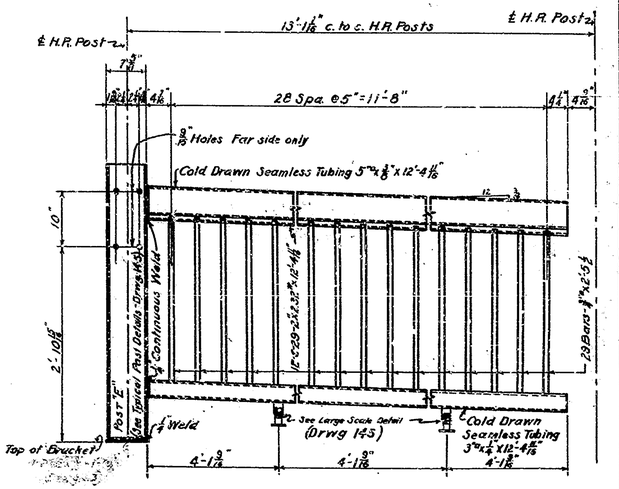




MAKE ONE HANDRAIL MARK A-HR 48R
MAKE ONE HANDRAIL MARK A-HR 49L



ELEVATION C-C



MAKE ONE HANDRAIL MARK C-HR 25

PAINT NOTE:- The inside surface of all handrail posts and of all short pieces of tubing welded to the posts shall be given a coat of shop paint. The inside surface of all sections of handrail tubing shall be given a coat of shop paint for a distance of at least 6" back from the open end.

HANDRAILS SPANS A-B-C-& D.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0"

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO. 1031

DRAWING:- 130 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 150-K-1031

BRIDGES OVER 30' SPAN						
CO. ABBR.	STATE ROUTE NO.	SECT. NO.	PROJ. NO.	BRIDGE NO.	TOTAL SHEETS	SHEET NO.
7	IND.	206	1976	152	210	

SECTION A.

PLAN - STAIRS

SECT. D-D

ELEV. C-C

ELEV. D-D

SECTION A-A

PLAN
PIER No. 4 & BRACKET
Contractor for Stairway Shall Lay Out, Drill Holes For & Grout In Place Anchors For Tower No. 3.

SECTION F-F & E-E

SECTION G-G & H-H

ELEV. K-K

ELEVATION - STAIRS & FOOTINGS

FOOTING PLAN
Scale 1/8" = 1'-0"

DESIGNED K.P.G. 4-8-35 CHKD V.C.B. 6-19-35
DRAWN K.P.G. 6-8-35 CHKD V.C.B. 6-11-35
TRACED J.G.L. 6-21-35 CK'D V.C.B. 6-25-35

ERECTION PLAN STAIRWAY
STEEL TRUSS BRIDGE
SPAN - O ROADWAY
OVER ON STATE ROAD:-
STATE HIGHWAY COMMISSION OF INDIANA

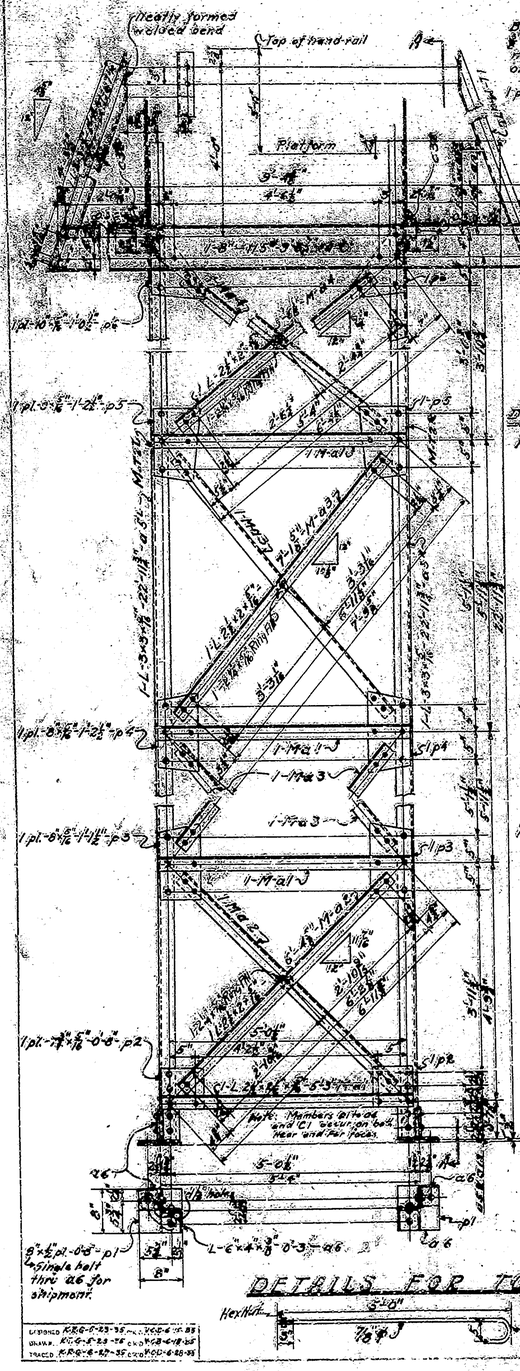
SCALE:-AS NOTED OCTOBER 15 1935.
RECOMMENDED FOR APPROVAL:-
PROJECT:-W.P.G.M. 206 STATION:-
SECTION:- A.
DRAWING:-151 OF 173 STRUCTURE NO. 1051
BRIDGE CONTRACT NO. 1224

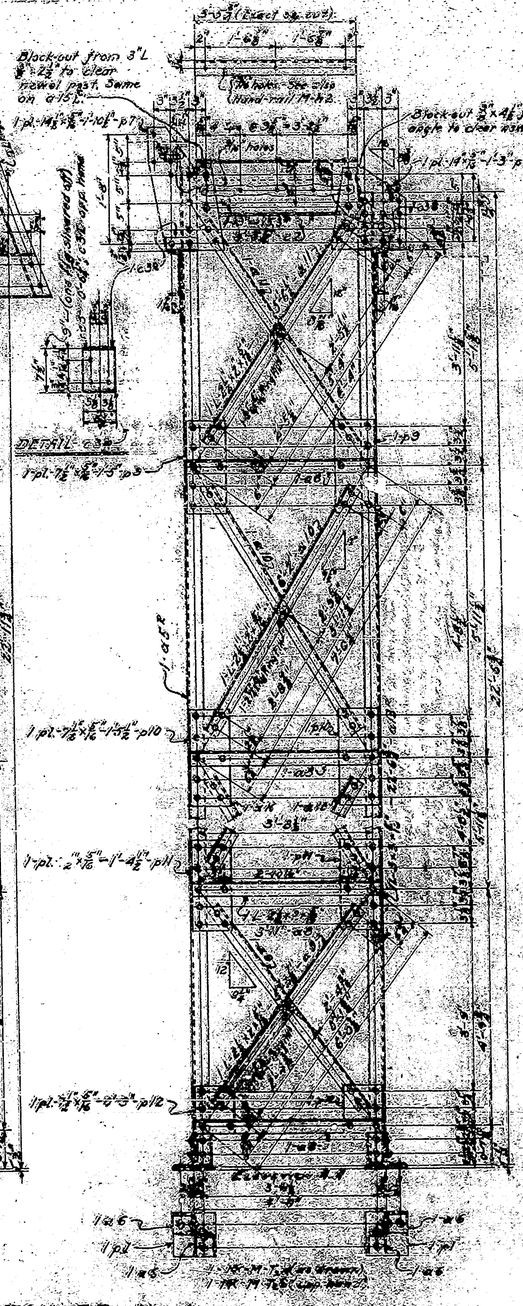
BRIDGE FILE 152-K-1031

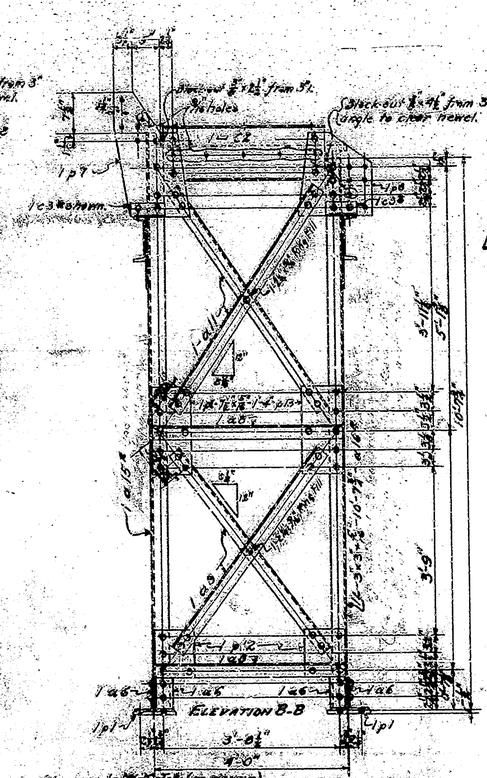
BRIDGES OVER 20' SPAN

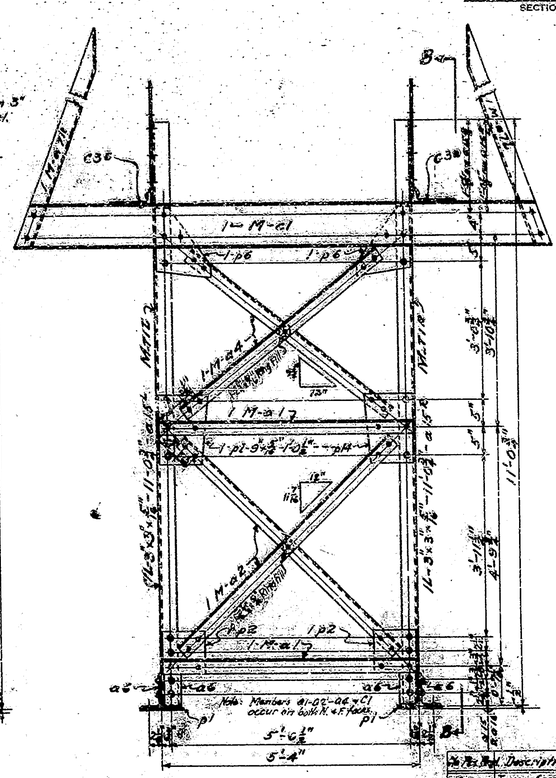
SHT. NO.	STR. NO.	SPAN No.	SPAN LENGTH	ROADWAY WIDTH	TOTAL No. SHEETS
7	IND.	2&3	194'	17'0"	210

SECTION-A









DETAILS FOR TOWER No. 1

NOTES
All holes = 13/16" unless otherwise noted.
All bolts = ¾" " " " .
All rivets = ¾" " " " .

No.	Description	Mark
One	Tower Section	M-T1
One	" "	M-T2
One	" "	M-T3
One	" "	M-T4
4	Hand Braces	M-a7&8
4	" "	M-a9&10
4	" Bases	c38
4	" "	c39
4	Cross Beams	M-C1&2
8	Diag. Braces	M-a5
8	" "	M-a6
8	" "	M-a11&12
12	Horiz. Braces	M-a1-4
8	Base Plates	p1
16	Anchor Bolts	M-a11-12

STAIRWAY TOWERS No. 1 & 2
STEEL TRUSS BRIDGE
SPAN -0 ROADWAY
OVER ON STATE ROAD
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1'-1"-0" OCTOBER 18, 1935.
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A
DRAWING:- 152 OF 173 STRUCTURE NO.
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 152-K-1031

DESIGNED	K.R.G.-6-23-35	CHECKED	V.O.D.-6-27-35
DRAWN	K.C.-6-25-35	CHECKED	K.R.G.-6-28-35
TRACED	K.R.G.-6-27-35	CHECKED	V.O.D.-6-28-35

BRIDGES OVER 20' SPAN						
FED. AID PROJ. NO.	STATE	BRIDGE NO.	YEAR BUILT	LENGTH	WIDTH	TOTAL SQ. FTS.
7	IND.	206	1938	172	210	

SECTION A.

1 MK-M-T3
ELEV. A-A

ELEV. B-B

1 MK-M-T4
ELEV. C-C

ELEV. D-D

NOTE:- All holes 13/16 dia. except as noted.
" rivets 7/8 " " " "

DETAILS TOWER NO. 3 SHOWING ELEVATIONS A-A, B-B, C-C & D-D, ALSO SECTION X-X

(Section Marks Indicated On Drwg. No. 151 Also)

SECTION AT TOP OF M-a30
Scale - 6" = 1'-0"

SECTION AT X-X
Scale - 6" = 1'-0"

SECTION X-X (of D-D)

8-7/8" x 12" for Bolts MK M-ah2 (as drawn)
ANCHORS FOR TOWER No. 3

No. Required	Description	Mark
One	Tower Section	MT3 L
"	" "	MT3 R
"	Panel Brace	Ma27 L
"	" "	Ma27 R
"	" Pin	Ma28
"	" "	Ma28
One	Cross Beam	MC1
2	Beg. Beams	Ma29
2	" "	Ma29
One	Platform Stringer	Ma31
"	" "	Ma28
One	" "	Ma30
4	Base Pls	M-1
6	Anchor Bolts	Material

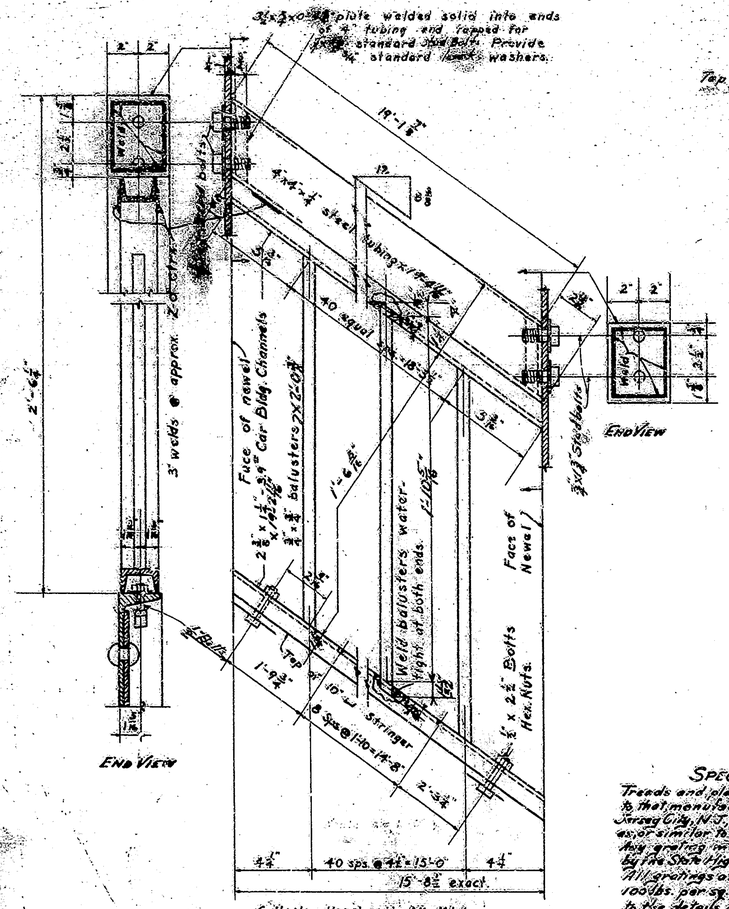
STAIRWAY TOWERS NO. 3
STEEL TRUSS BRIDGE
SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1"=1'-0" OCTOBER 18, 1935.
RECOMMENDED FOR APPROVAL:-
PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A
DRAWING:- 153 OF 173 STRUCTURE NO. 1031
BRIDGE CONTRACT NO. 1224
BR. FILE 152-K-1031

DESIGNED K.R.G. 9-14-35 ....cco K.C.D. 9-19-35
DRAWN K.R.G. 9-17-35 ....cco K.C.D. 9-19-35
TRACED K.R.G. 9-19-35 ....cco K.C.D. 9-23-35

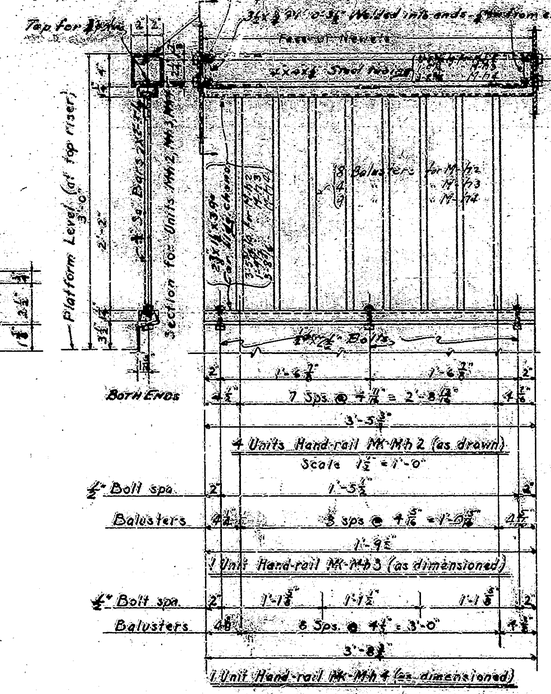
BRIDGES OVER ST. JOSEPH RIVER						
SECTION-A.						
CONTRACT No.	STATE	MARK No.	YEAR	SHEET No.	TOTAL SHEETS	
7	IND.	206	1935	176	2	

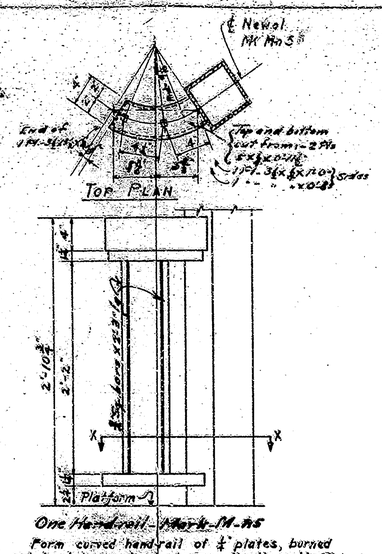


6 Units Hand-rail MK. Mh 1.

Unless otherwise noted, details of construction shown above are typical for all other hand-rail units.

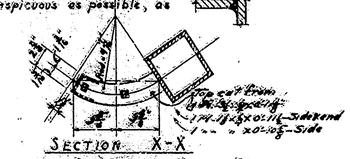
Scale:- 3" = 1'-0"





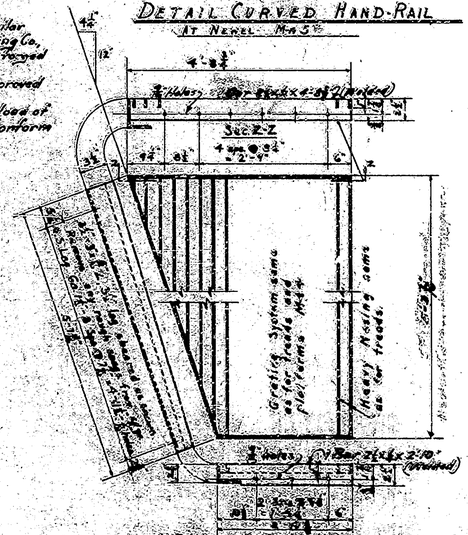
One Hand-rail - Mark M-H5

Form curved hand-rail of 1/4" plates, burned and bent to required shapes. Neatly weld-mill joints and close the square end. General appearance of curved rail shall approximate that of the straight rail as shown on page 176 as closely as possible. Weld curved rail to Newel Mn 5 making all welds as inconspicuous as possible, as



DETAIL CURVED HAND-RAIL

AT NEWEL Mn 5



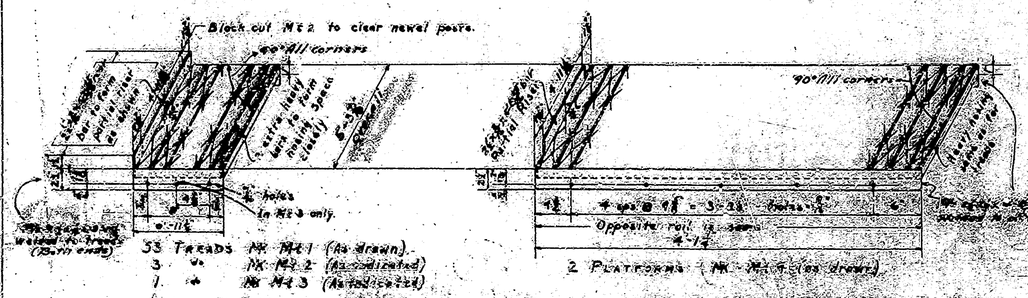
PLAN & EDGE DETAILS

Scale 1"-1'-0"

No. Pcs	DESCRIPTION	Mark
6	Hand rail units	M-H1
4	" " "	M-H2
1	" " "	M-H3
1	" " "	M-H4
1	Hand rail 11'-10 1/2" Welded to Mn 5 R	
53	Treads	M-T1
3	"	M-T2
1	"	M-T3
2	Platforms	M-P4
1	"	M-P5
1	Hand rail (6 units)	M-H5

SPECIFICATIONS FOR TREADS AND PLATFORMS

Treads and platforms shall be of the rolled steel grating type as or similar to that manufactured by The W. T. Ellison Co. (Atlanta, Ga.), Irving Steel Flooring Co., Jersey City, N.J., Irving Iron Works Co. (Long Island City, N.Y.) or of the electrowelded as or similar to that manufactured by H. H. Robertson Co. Pittsburgh. Any grating material proposed for use on this structure must be approved by the State Highway Commission of Indiana prior to fabrication. All gratings and treads shall safely support a superimposed live load of 100 lbs. per sq. foot without more than 1/4" deflection and shall conform to the details of construction shown on this drawing.



53 Treads MK Mt 1 (As drawn).
3 " " Mt 2 (As indicated)
1 " " Mt 3 (As indicated)

2 Platforms MK Mt 4 (as drawn)

ISOMETRIC DETAILS OF TREADS Mt 1, 2 & 3 AND PLATFORMS Mt 4

Bolt all treads and platforms into position with 1/2" Standard Machine Bolts.

STAIRWAY HANDRAIL & TREADS

STEEL TRUSS BRIDGE

SPAN - 0 - ROADWAY

OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 15, 1935.

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206

SECTION:- A.

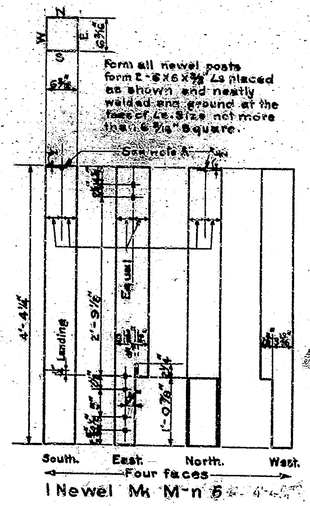
STATION:-

DRAWING:- 154 OF 173

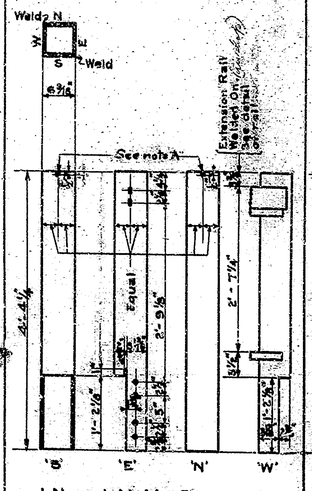
STRUCTURE NO.

BRIDGE CONTRACT NO. 1224

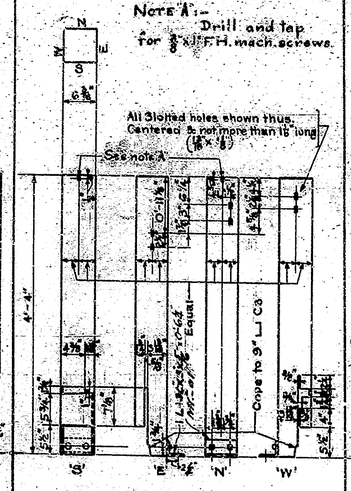
BRIDGE FILE- 152-K-103



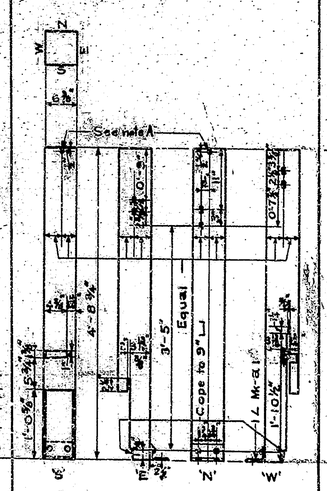
1 Newel Mk M-n 6



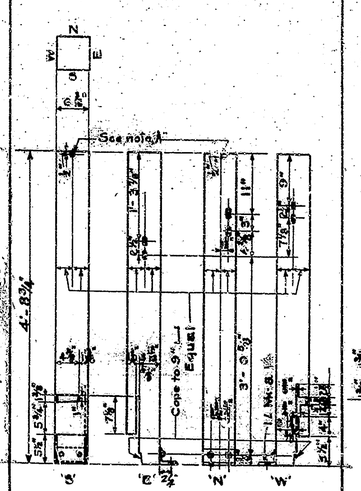
1 Newel Mk M-n 5



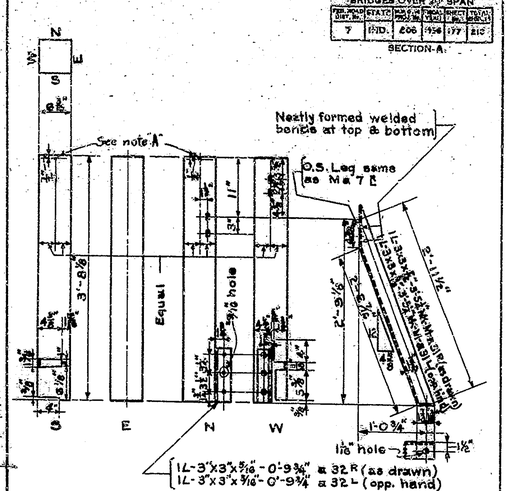
1 Newel Mk-M-n 4R - (as shown)
1 " Mk-M-n 4L - (opp. hand)



2-Newels Mk-M-n 3R - (as shown)
2 " Mk-M-n 3L - (opp. hand)



2-Newels Mk M-n 2R - (as shown)
2- " Mk M-n 2L - (opp. hand)

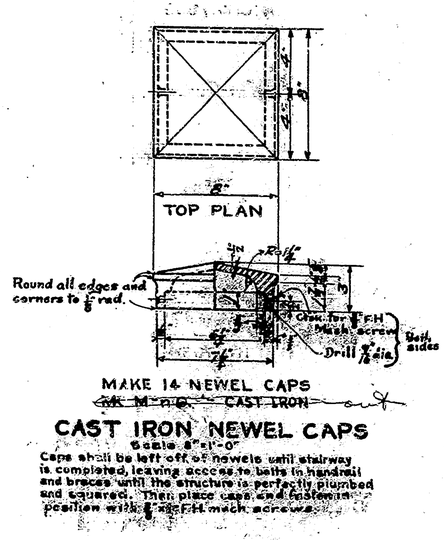


1 Newel - Mk M-n 1R - (as shown)
1 Newel - Mk M-n 1L - (opp. hand)

DETAILS OF NEWEL POSTS

All cuts in newels shall be neat square edge to fit the members to which they adjoin.

NOTE:- All holes 13/16" dia. except as noted.
" rivets 3/4" " " " " .

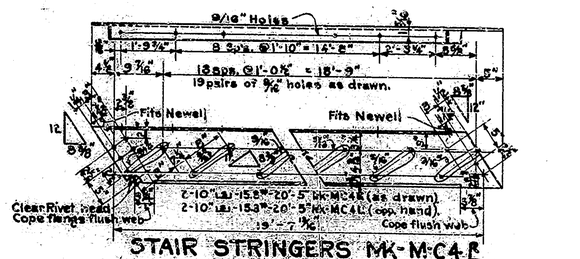


MAKE 14 NEWEL CAPS
~~Mk M-n C~~ CAST IRON

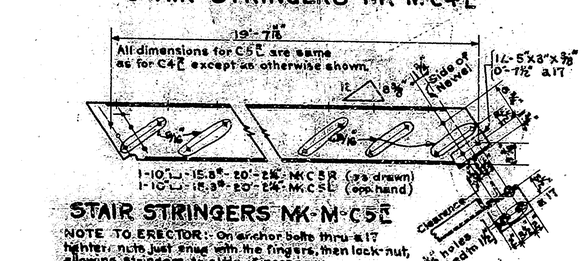
CAST IRON NEWEL CAPS

Scale 8" = 1'-0"

Caps shall be left off of newels until stairway is completed, leaving access to bolts in handrail and braces until the structure is perfectly plumbed and squared. Then place caps and fasten in position with 6 - 3/8" F.H. mach. screws.



STAIR STRINGERS MK-M-C4 ⌊



STAIR STRINGERS MK-M-C5 ⌊

NOTE TO ERECTOR:- Or anchor bolts thru a 17 tighten nuts just snug with the fingers, then lock-nut, allowing stringers to slide if necessary. Use standard washers over slotted holes.

6 Anchor Bolts Mah2
Thru a 17 & Mas 1/2

No. Pcs.	DESCRIPTION	MARK
1	Newel Post	M-n 5L
1	do	M-n 5R
1	do	M-n 4R
1	do	M-n 4L
2	do	M-n 3R
2	do	M-n 3L
2	do	M-n 2R
2	do	M-n 2L
1	do	M-n 1R
1	do	M-n 1L
14	Newel Caps	CI M-n C
1	5X9X 5/16 L Brace	Mas 1R
1	do	Mas 1L
2	10" ⌊ Stringer	M-C4R
2	do	M-C4L
1	do	M-C5R
1	do	M-C5L
6	7/8 X 12 Anch. Bolts	M-ah2

PAINT NOTE:- The inside surface of all handrail posts and of all short pieces of tubing welded to the posts shall be given a coat of shop paint. The inside surface of all sections of handrail tubing shall be given a coat of shop paint for a distance of at least 6" back from the open end.

STAIRWAY, NEWELS, CAPS, BRACES, STRINGERS & ANCHORS.
STEEL TRUSS BRIDGE
SPAN - O ROADWAY
OVER ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- 1" = 1'-0" OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- .....

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A.
DRAWING:- 155 OF 173 STRUCTURE NO. 1031

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

STATE OF INDIANA
INDIANA STATE LIBRARY

SPANS OVER 20' OF ARCH

NO.	RAILROAD OR HIGHWAY	SKEW	CLEAR ROADWAY	CURB TO CURB	SIDEWALK
7	IND.	90°	19'-8"	19'-0"	2'-0"

SECTION A-A
245'-6"

ELEVATION

SPAN "A" SPAN "B" SPAN "C" SPAN "D" SPAN "E"

CROWN OF ROADWAY

171'-6" 171'-6" 171'-6" 171'-6" 245'-6"

EL. 144.02 EL. 149.65 EL. 153.29 EL. 136.29 EL. 128.82 EL. 160.79

EL. 14.0

39+81.2936 41+55.1038 43+29.9542 45+02.8171

4" STD ROADWAY DRAINS

PLAN SHOWING ROADWAY DRAINS

SPAN "F" SPAN "G" SPAN "H" SPAN "K"

245'-6" 245'-6" 171'-6" 186'-8"

EL. 156.97 EL. 140.97 EL. 158.81 EL. 155.78 EL. 14.03

ELEVATION

47+99.6133 50+45.9362 52+18.8216 54+18.8216

Bearing 56+02.0198

171'-6" 186'-8"

+22 R.R. & H. Lines

PLAN SHOWING ROADWAY DRAINS

Guard Rail

Wheel Guard

Std 4" C.I. Roadway Drain

Roadway Slab

Sidewalk Slab

Strgs

Floor Beam

5" Steel Tubing

(See Plan Views For Length And Method Of Drain)

DETAIL SHOWING POSITION OF ROADWAY DRAINS

Bill of Rdwy Drains

No.	Part	Wt.
76	Std Cast Drains.	[illegible]
4	Pc 3" Steel Tubing x 19" lg.	46
4	Pc " " " x 11½" (")	14
55	" " " " x 22" (")	1048
13	" " " " x 25" (")	161
152	⅜ x 1½ bolts.	15
	Total	1555

ROADWAY DRAINAGE PLAN.

STEEL TRUSS BRIDGE

SPAN OVER D ROADWAY ON STATE ROAD:-

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-1"=30' OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- N.P.G.M. 206 STATION:-

SECTION:- A

DRAWING NO. 173 OF 173 BRIDGE CONTRACT NO. 1224

STRUCTURE NO. 1031

DESIGNED A.W.W. 3-6-35 CHK'D E.E.D. 3-25-35

DRAWN R.W.B. 6-25-35 CHK'D W.C.K. 10-18-35

Rev. 3-7-36 Cattle Line

BRIDGE FILE 1331-1031

BRIDGES OVER 20' SPAN

FED. PROJ. OR DIST. NO.	STATE	ROAD OR PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	119	210

SECTION A.

PART PLAN (SEE PLAN SHOWING UNITS & SECTIONS SPAN K)
SEE PLAN OF SECTION A-A ON DRWG. 158

SECTION M-M THRU ROADWAY SLAB AT PIER No. 10
Scale:- 2"=1'-0"

SECTION N-N THRU SIDEWALK SLAB AT PIER No. 10
Scale:- 2"=1'-0"

TYPICAL SECTION THRU EXPANSION JOINT (SIDEWALK)
Scale:- 2"=1'-0"

TYPICAL SECTION THRU EXPANSION JOINT ROADWAY SLAB
Scale:- 2"=1'-0"

TYPICAL EXPANSION JOINT AT CURB
Scale:- 3/4"=1'-0"

PLAN SHOWING UNITS & SECTIONS — SPAN K
REINF STEEL LAPPED ON UNIT No. 8 SIDE & ROADWAY

DETAILS FLOOR SLAB & S.W. SPANS A & K.

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 157 OF 173

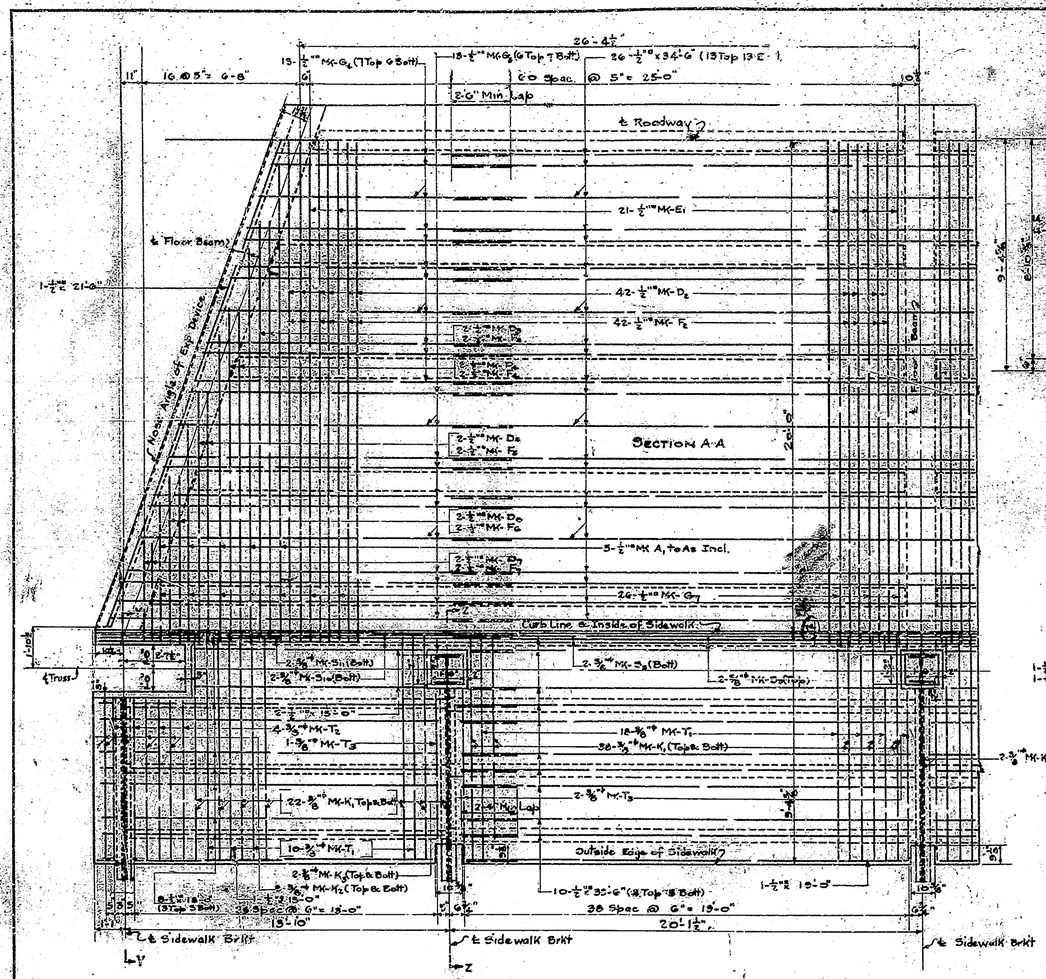
BRIDGE CONTRACT NO. 1224

DESIGNED BY F.E.O. 12-19-34 — DRAWN 1-3-35
DRAWN BY F.E.O.T. 1-10-35 — CHECKED A.M. 6-19-35
TRACED BY F.E.O. 9-5-35 — CHECKED H.R. 9-21-35

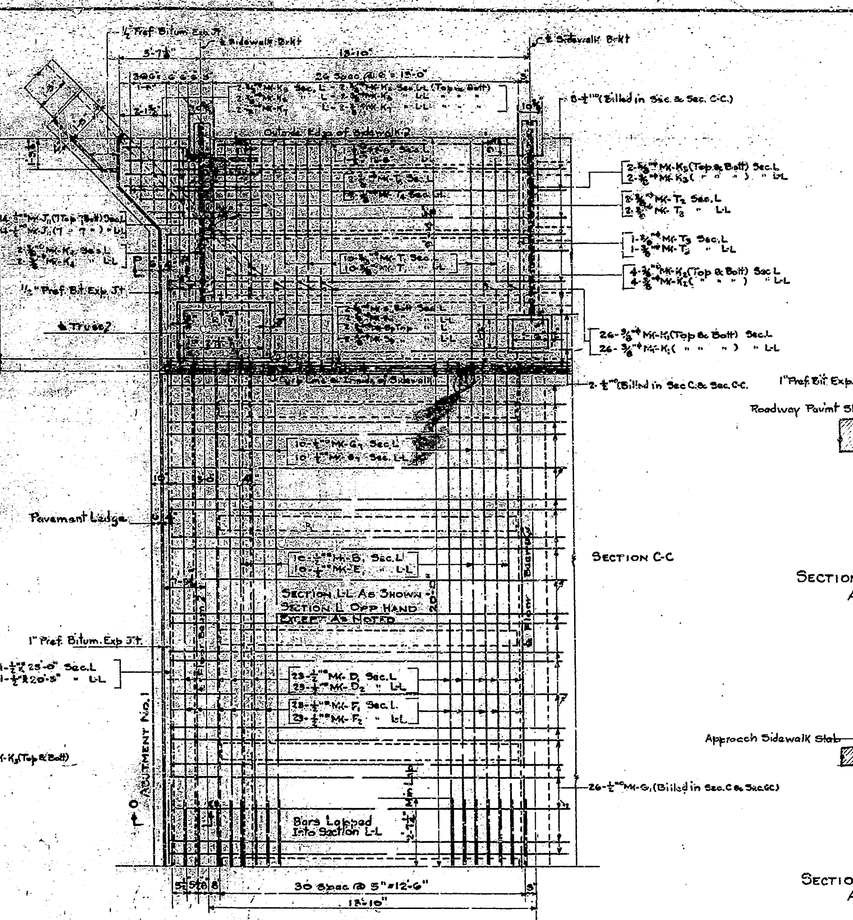
STANDARD PLANS FOR HIGHWAY BRIDGES, 1935 EDITION

BRIDGES OVER 20' SPAN					
FED. PROJ. DIST. No.	STATE PROJ. No.	COUNTY	PREV. SHEET No.	TOTAL SHEETS	
7	IND.	208	155	180	210

SECTION-A-

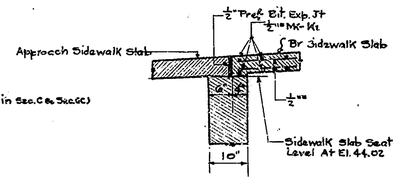


PLAN OF SECTION A-A SEE PLAN SHOWING UNITS & SECTIONS SPAN K DRWG S 82
SEE DRWG S 82 FOR PART PLAN

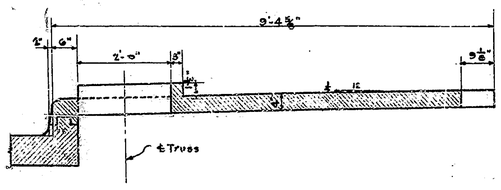


PART PLAN AT ABUTMENT NO. 1 - SPAN A
SHOWING SECTION LL, UNIT NO. 2 AND SIDEWALK CONNECTION AT ABUT. NO. 1
SEE PLAN SHOWING UNITS & SECTIONS SPAN A

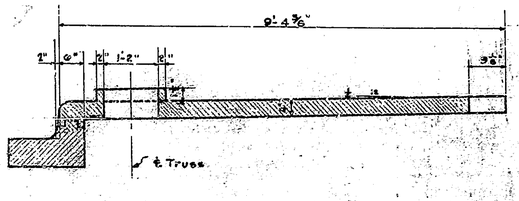
SECTION O-O THRU ROADWAY SLAB
AT ABUTMENT NO. 1
SCALE:- ¾" = 1'-0"



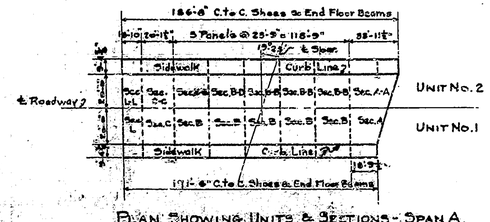
SECTION RP THRU SIDEWALK SLAB
AT ABUTMENT NO. 1
SCALE:- ¾" = 1'-0"



TYPICAL SECTION Y-Y ON ℄ SIDEWALK BRACKET
SCALE:- ¾" = 1'-0"



TYPICAL SECTION Z-Z ON ℄ SIDEWALK BRACKET
SCALE:- ¾" = 1'-0"



PLAN SHOWING UNITS & SECTIONS - SPAN A.
REINF. STEEL LAPPED ON UNIT NO. 2 SIDE & ROADWAY
NOTE:- UNIT NO. 1 SPAN A SAME AS UNIT NO. 7 SPAN K
EXCEPT FOR SECTION L
UNIT NO. 2 SPAN A SAME AS UNIT NO. 8 SPAN K
EXCEPT FOR SECTION LL

DESIGNED By E.D. 12-19-35 CHKD. N.B.O. 1-13-36
DRAWN: F.E.D. 1-12-36 CHKD. A.R.B. 1-13-36
TRACED: E.E.D. 1-3-36 CHKD. L.H.H. 2-27-36

Rev. 5-7-36. End Dimensions Sect. P-P, Gutter Line.

DETAILS FLOOR SLAB & S.W. SPANS A & K.
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ½" = 1'-0" OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature] MEMBERS OF STAFF

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 158 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN

FED. PROJ. NO.	STATE	STATE PROJ. NO.	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	161

SECTION A

Sec E Span C & Sec E-E Span B
Sec E-E Span D
Sec E Spans B&D Sec E-E Span C&H
Sec E Span H
℄ Sidewalk Brkt
8 Typical Panels @ 23'-9" = 118'-9"
46 Spaces @ 9" = 23'-0"
56 Spac @ 6" = 18'-0"
Outside Edge of Sidewalk
℄ Truss 2
℄ Truss 1
Curb Line & Inside of Sidewalk
Sec E Span C, Sec E-E Sp B, Sec E-E Sp D & Sec E Sp C&H
Sec E-E Span D, Sec E-E Sp C&H, Sec E Span H
℄ Floor Beams
Sec E Sp C, Sec E-E Sp B, Sec E-E Sp D & Sec E Sp C&H
Sec E-E Span D, Sec E Span H
Sec E
Sec E-E
Horz Angle of Exp Device
Section E As Shown, Section E-E As Shown & Noted
Section F As Shown
Section F-F As Shown & Noted
Section G As Shown
Section G-G As Shown & Noted
2'-7¼" Min Lap
Note:- Bars Lapped Into Section G-G
Note:- Bars Lapped Into Section F-F
Note:- Bars Lapped Into Section E-E
60 Spac. @ 5" = 25'-0"
54 Spac. @ 5" = 22'-6"
5 Typical Panels @ 23'-9" = 118'-9"
60 Spac. @ 5" = 25'-0"
16 Spac @ 5" = 6'-8"
20'-4½"
39'-4½"
7'-7"
PART PLAN (SEE PLAN SHOWING UNITS & SECTIONS)
HALF SECTION X-X SHOWING REINFORCING STEEL
Scale:- ¾" = 1'-0"
FLOOR SECTION E-E SPAN C
(PARTS NOT SHOWN SAME AS SECTION F-F SPAN C)
FLOOR SECTION G-G SPAN D
(PARTS NOT SHOWN SAME AS SECTION G-G SPAN D)
Spacing of Bars Same as Section E-E
Spacing of Bars Same as Section G-G
Curb Line & Inside of Sidewalk
Outside edge of Sidewalk
℄ Sidewalk Brkt
℄ Truss 3
℄ Truss 2
℄ Stairway
℄ Pier No 4 East
℄ Span
Sidewalk
Curb Line
℄ Roadway 2
Unit No. 3
Unit No. 4
5 Panels @ 23'-9" = 118'-9"
171'-6" C to C. Shoes & End Floor Beams
PLAN SHOWING UNITS & SECTIONS
REINF STEEL LAPPED ON UNIT No 4
SIDE ℄ ROADWAY
N
℄ Roadway &
℄ Const Joint
2'-7¼" Min Lap
20'-0"
Ver 3-6-36 End Abutment Center Line

DETAILS FLOOR SLAB & S.W. SPANS B-C-D & H
STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- ⅜" = 1'-0"
OCTOBER 19, 1935
RECOMMENDED FOR APPROVAL:-
CHIEF ENGR.
PROJECT:- W.P.R.M. 208
SECTION:- A.
STATION:- STRUCTURE NO. 1031
DRAWING:- 139 OF 173
BRIDGE CONTRACT NO. 1224
BRIDGE FILE 152-K-1031

DRAWN E.E.D. 12-19-34 CHKD H.B.O. 1-4-35
DRAWN E.E.D. 6-25-35 CHKD L.A.H. 8-15-35
TRACED E.E.D. 8-30-35 CHKD L.A.H. 9-17-35

PART PLAN (SEE PLAN SHOWING UNITS & SECTIONS)

HALF SECTION X-X THRU PAVEMENT & SIDEWALK

PLAN SHOWING UNITS AND SECTIONS

DETAILS FLOOR SLAB & S.W. SPANS E-F & G

STATE HIGHWAY COMMISSION OF INDIANA

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

OCTOBER 18, 1935

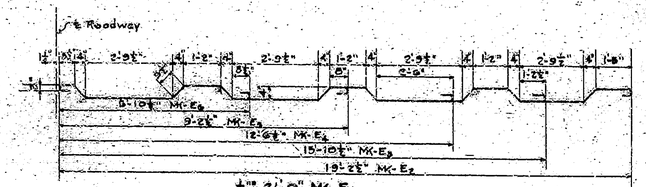
RECOMMENDED FOR APPROVAL:

PROJECT: W.P.S.M.E.608 STATION:

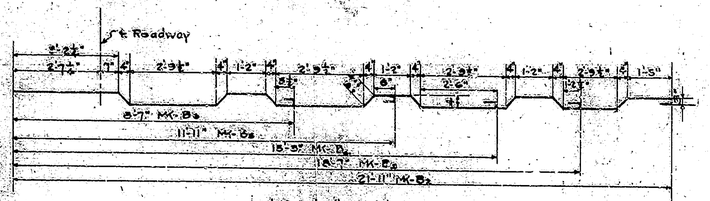
SECTION: A STRUCTURE NO. 1031

DRAWING NO. 5 OF 13

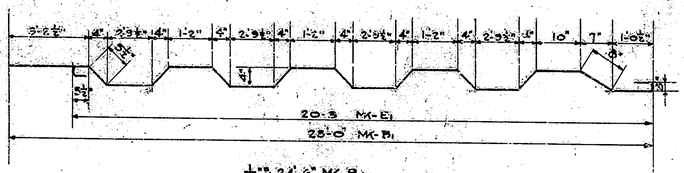
BRIDGE CONTRACT NO. 1224



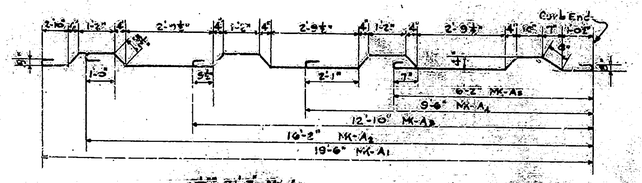
½"ø 21'-0" Mk-E2
½"ø 17'-6" Mk-E3
½"ø 14'-0" Mk-E4
½"ø 10'-6" Mk-E5
½"ø 7'-0" Mk-E6



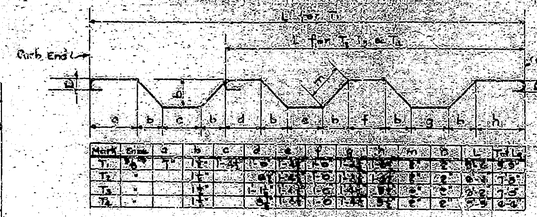
½"ø 23'-3" Mk-B6
½"ø 21'-0" Mk-B5
½"ø 16'-3" Mk-B4
½"ø 12'-9" Mk-B3
½"ø 9'-6" Mk-B2



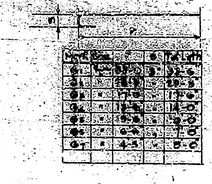
½"ø 24'-6" Mk-B1
½"ø 22'-3" Mk-E1



½"ø 21'-5" Mk-A1
½"ø 17'-9" Mk-A2
½"ø 14'-6" Mk-A3
½"ø 10'-9" Mk-A4
½"ø 7'-5" Mk-A5



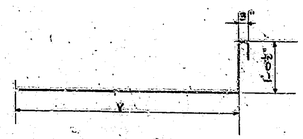
Mark	Size	a	b	c	d	e	f	g	h	m	n	L	Tot Lth
T1	⅝"	1'-6"	1'-6"	1'-6"	6'-1"	1'-6"	1'-6"	1'-6"	1'-6"	2'-6"	2'-6"	6'-6"	8'-3"
T2	"	"	"	"	6'-1"	1'-6"	1'-6"	1'-6"	1'-6"	2'-6"	2'-6"	6'-6"	7'-5"
T3	"	"	"	"	5'-1"	1'-6"	1'-6"	1'-6"	1'-6"	2'-6"	2'-6"	5'-6"	7'-0"
T4	"	"	"	"	4'-1"	1'-6"	1'-6"	1'-6"	1'-6"	2'-6"	2'-6"	4'-6"	5'-9"



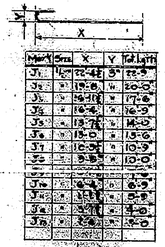
Mark	Size	n	Tot Lgth
B1	⅝"	3	22'-6"
B2	"	"	19'-3"
B3	"	"	15'-9"
B4	"	"	12'-3"
B5	"	"	8'-9"
B6	"	"	5'-3"
B7	"	4-5	9'-0"

Mark	Size	Tot Lgth
E1	⅝"	24'-3"
E2	"	21'-0"
E3	"	16'-0"
E4	"	13'-3"
E5	"	10'-0"
E6	"	6'-6"
E7	"	3'-3"

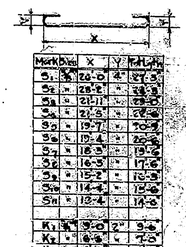
Mark	Size	X	Tot Lgth
D1	⅝"	22'-0"	24'-3"
D2	"	20'-6"	22'-6"
D3	"	17'-6"	19'-3"
D4	"	14'-0"	15'-3"
D5	"	10'-6"	11'-3"
D6	"	7'-1"	8'-0"
D7	"	4'-6"	5'-3"



Mark	Size	Y	Tot Lgth
F1	⅝"	22'-9"	24'-3"
F2	"	20'-10"	21'-0"
F3	"	17'-0"	18'-0"
F4	"	13'-9"	15'-3"
F5	"	10'-5"	12'-0"
F6	"	7'-1"	8'-0"
F7	"	3'-9"	5'-3"



Mark	Size	X	Y	Tot Lgth
J1	⅝"	2'-4½"	3"	22'-9"
J2	"	19'-8"	½"	20'-0"
J3	"	16'-11"	"	17'-6"
J4	"	13'-7"	"	14'-0"
J5	"	10'-4"	"	10'-9"
J6	"	7'-1"	"	7'-6"
J7	"	3'-10"	"	4'-0"
J8	"	0'-7"	"	0'-10"



Mark	Size	X	Y	Tot Lgth
K1	⅝"	9'-0"	2"	9'-6"
K2	"	8'-6"	"	7'-0"
K3	"	6'-3"	"	6'-9"
K4	"	5'-9"	"	6'-3"
K5	"	5'-0"	"	5'-3"
K6	"	2'-6"	"	3'-0"
K7	"	2'-0"	"	2'-6"

SECTION A.

Pile No.	Mark	Size	Length	Tot Length	Weight
7	IND.	200	19'-8"	18'	3310

BILL OF SPLICE BARS
For Superstructure Floor Slab
(To Splice With Bars Cut For Test)

No. Req.	Size	Length	Tot. Length	Weight
3	⅝" ø	9'-6"	28'-6"	30#
78	½" ø	8'-0"	624'-0"	537#
9	⅝" ø	7'-0"	63'-0"	24#
	Total	Splice	Bars	*591#
* Weights For 1920 Slab.				
Note:- 3-3'-0" Samples required for each 1000 lbs. of ⅜", ½" and ⅝".				

Mark	Size	Length	Tot. Length	Weight
1	⅝" ø	9'-6"	28'-6"	30#
2	½" ø	8'-0"	624'-0"	537#
3	⅝" ø	7'-0"	63'-0"	24#
	Total	Splice	Bars	*591#
* Weights For 1920 Slab.				
Note:- 3-3'-0" Samples required for each 1000 lbs. of ⅜", ½" and ⅝".				

56,043
56,043
56,943

63,562
63,562
63,562

SUMMARY OF STEEL TRUSS SPANS A B D E F G H K

ITEM	Concrete (Cu. Yds.)	Reinforcing Steel	Structural Steel		Concrete Floor Slab	Mk. and Wd. Open Rail	Str. Steel Railings	Str. Steel Bar Joists
	Class "A"	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.	Lbs.
Span A								
Span B								
Span D								
Span E								
Span F								
Span G								
Span H								
Span K								

BILL OF SPLICE BARS, BDG. DIAGS. & SUMMARY

STATE HIGHWAY COMMISSION OF INDIANA

SCALE

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:

DESIGNED BY P.G.M. 206
DRAWN BY A.R.
CHECKED 191 OF 173

STATION:
STRUCTURE NO. 1081

BRIDGE CONTRACT NO. 1224

APPROVED
NOV 2 1935
STATE HIGHWAY ENGINEER

Designed	F.E.D.	7-13-35	Chkd. 1-24-35
Drawn	F.E.D.	7-15-35	Chkd. 8-7-35
Traced	F.E.D.	8-7-35	Chkd. 8-7-35

BILLS OF MATERIALS

BRIDGES OVER 20' SPAN

FED. PROJ. NO.	STATE	MISC. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	208	1936	184	210

SECTION A.

SPAN "A"

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
S-2	40	5/8"	11'-8"	Long. Curbs 10 Sect. B - 20 Sect. B-B	9700-0"	
S-3	12		10'-9"	" " 4 " C 4 Sect. C-C 4 Sect. A-A	1446-0"	
S-4	2		10'-6"	" " Sect. A	41'-0"	
S-7	2		10'-6"	" "	42'-0"	
S-8	4		14'-5"	" " 2 Sect. L 2 Sect. L1	230-0"	
S-10	2		15'-6"	" " Sect. A-A	62'-0"	
S-11	6	3/4"	14'-6"	" " 2 Sect. A-A 2 Sect. L 2 Sect. L1	87'-0"	
				Total 3/4"	1483'-0"	1671#
A1			11'-8"	Trans. Rdwy. Slab Sect. A-A	211'-3"	
A2			11'-9"	do	211'-9"	
A3			14'-8"	do	14'-8"	
A4			10'-3"	do	10'-3"	
A5			11'-3"	do	11'-3"	
D1	139		9'-6"	Trans. Rdwy. Slab Sect. A-A	3859'-0"	
D2			9'-5"	" " Sect. A	733'-5"	
D3			10'-0"	do	701'-0"	
D4			10'-1"	do	10'-1"	
D5			10'-3"	do	10'-3"	
D6			9'-8"	do	9'-8"	
D	261		9'-5"	Trans. Rdwy. Slab Sect. A-A	8822'-5"	
D1	275		9'-5"	" " Sect. A	5211'-6"	
D2	4		10'-6"	do	67'-0"	
D3	2		10'-9"	do	32'-6"	
D4	2		11'-0"	do	33'-0"	
D5	2		11'-3"	do	34'-6"	
D6	2		11'-6"	do	35'-0"	
E1	149		9'-5"	Trans. Rdwy. Slab Sect. A-A	3159'-6"	
E	261		9'-6"	" " "	8279'-3"	
E2	275		9'-6"	" " "	5231'-6"	
E3	2		9'-6"	" " Sect. A-A	57'-0"	
E4	2		9'-9"	do	58'-6"	
E5	2		10'-0"	do	60'-0"	
E6	2		10'-3"	do	61'-6"	
E7	2		10'-6"	do	63'-0"	
G1	52		33'-6"	Long. Rdwy. Slab Sect. C-D Sect. C-C to D-D	1742'-0"	
G2	13		14'-0"	" " Sect. A-A	227'-6"	
G3	13		10'-0"	do	163'-0"	
G4	11		10'-0"	Long. Rdwy. Slab Sect. A	110'-0"	
G5	11		7'-0"	do	77'-0"	
J	839		9'-0"	Trans. Rdwy. Slab Sect. A	1415'-0"	
J1	4		10'-9"	" " Sect. A	43'-0"	
J2	4		20'-0"	do	80'-0"	
J3	4		16'-3"	do	65'-0"	
J4	4		15'-6"	do	62'-0"	
J5	4		10'-0"	do	40'-0"	
J6	4		6'-9"	do	27'-0"	
J7	50		6'-3"	Long. Sidewalk Slab Sect. C-D Sect. C-C to D-D	313'-0"	
J8	57		34'-6"	Long. Rdwy. Slab Sect. A-A	1974'-0"	
J9	54		35'-0"	Long. Sidewalk Slab Sect. A	1838'-0"	
	790		30'-3"	" Rdwy. " 104 " F-104 " F	24000'-0"	
K			11'-6"	Long. Sidewalk Slab Sect. C 2 Sect. C-C	186'-0"	
	1		24'-0"	" Rdwy. " Sect. A	24'-0"	
	1		23'-0"	" " "	23'-0"	
	10		22'-6"	" Sidewalk " 5 Sect. B 5 Sect. B-B	225'-0"	
	1		21'-6"	" Rdwy. " Sect. A-A	21'-6"	
	1		20'-5"	" " "	20'-5"	
	5		19'-0"	" Sidewalk " 10 Sect. I Sect. C-C, 15 Sect. I-I	570'-0"	
	8		18'-0"	" " " Sect. A-A	144'-0"	
	1		17'-6"	" " "	17'-6"	
	3		15'-0"	" " " A	45'-0"	
	9	1/4"	10'-6"	" " " 1 Sect. I, 1 Sect. I-I	95'-0"	
				Total 1/4"	4800'-5"	41.282#
K1	680	3/4"	9'-6"	Trans. Sidewalk Slab	6460'-0"	
K2	23		7'-0"	" " "	154'-0"	
K3	30		6'-9"	" " "	202'-6"	
K4	6		6'-5"	" " "	37'-6"	
K5	4		3'-6"	" " 1 Sect. I, 1 Sect. I-I	14'-0"	
K6	4		3'-0"	" " A-A	12'-0"	
K7	8		2'-6"	do	20'-0"	
T	319		9'-9"	Trans. Sidewalk Slab	3110'-3"	
T2	10		7'-5"	" " "	78'-0"	
T3	30		7'-0"	" " "		
T4	6	3/4"	6'-6"	" " 1 Sect. A 2 Sect. L 2 Sect. I-I	291'-0"	
				Total 3/4"	10,961'-5"	39.73#
				Total Steel		46.716#

* Weights for 1940 Stds.

CONCRETE

Class "D"

Rdwy. Slab Unit #1	84 Cu. Yds.	
Sidewalk " #1	20.0 "	.75
Total " #1	"	104.#
Rdwy. Slab Unit #2	147.0 Cu. Yds.	
Sidewalk Slab " #2	21.5 "	.75
Total " #2	"	109.#
Total Class "D"	"	213.#
		.5

SPAN "B" (SPANS "C", "D" & "H" SAME)

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
S1	40	5/8"	11'-3"	Long. Curbs 10 Sect. F - 20 Sect. F-F	9700-0"	
S2	8		10'-9"	" " 4 " G 4 " G-G	1446-0"	
S3	4		10'-6"	" " " E " E-E	84'-0"	
S4	2		15'-0"	" " do	61'-0"	
S5	4		15'-6"	" " 2 Sect. D 2 Sect. G	124'-0"	
S6	4	5/8"	14'-6"	" " do	116'-0"	
				Total 5/8"	1418'-0"	1501#
A1	1		11'-3"	Trans. Rdwy. Slab Sect. A-A	211'-3"	
A2	1		11'-9"	do	211'-9"	
A3	1		14'-8"	do	14'-8"	
A4	1		10'-3"	do	10'-3"	
A5	1		10'-9"	do	10'-9"	
D	131		9'-6"	Trans. Rdwy. Slab Sect. A-A	1709'-6"	
D1			9'-5"	" " Sect. A	733'-5"	
D2			10'-0"	do	701'-0"	
D3			10'-1"	do	10'-1"	
D4			10'-3"	do	10'-3"	
D5			9'-8"	do	9'-8"	
D	446		9'-6"	Trans. Rdwy. Slab Sect. A-A	4234'-0"	
D1	371		9'-6"	" " Sect. A	3516'-6"	
D2	4		10'-6"	do	70'-0"	
D3	4		10'-9"	do	71'-6"	
D4	4		11'-0"	do	73'-6"	
D5	4		11'-3"	do	75'-0"	
E	191		9'-6"	Trans. Rdwy. Slab Sect. E-E, 2 Sect. E-E, 2 Sect. E-E	1814'-6"	
E1	1		9'-0"	" " Sect. E-E	9'-0"	
E2	1		13'-6"	do	13'-6"	
E3	1		14'-0"	do	14'-0"	
E4	1		10'-9"	do	10'-9"	
E5	1		11'-0"	do	11'-0"	
F	218		9'-3"	Trans. Rdwy. Slab Sect. F-F, 2 Sect. F-F, 2 Sect. F-F	2016'-0"	
F2	157		9'-6"	" " "	1491'-0"	
F3	4		10'-0"	" " 2 Sect. G 2 Sect. G-G	80'-0"	
F4	4		15'-9"	" " do	63'-0"	
F5	4		16'-0"	" " do	64'-0"	
F6	4		8'-6"	" " do	34'-0"	
F7	4		8'-9"	" " do	35'-0"	
G	106		33'-3"	Long. Rdwy. Slab Sect. C-D Sect. C-C to D-D	3524'-0"	
G1	99		9'-0"	Trans. Rdwy. Slab Sect. A-A	891'-0"	
J	4		22'-9"	" " Sect. E	91'-0"	
J1	4		20'-0"	" " 4 " L 4 Sect. E-E	80'-0"	
J2	4		16'-3"	" " Sect. E-E	65'-0"	
J3	4		15'-6"	" " "	62'-0"	
J4	4		10'-0"	" " "	40'-0"	
J5	4		6'-9"	" " "	27'-0"	
J6	4		18'-0"	" " E	72'-0"	
J7	4		10'-9"	" " "	43'-0"	
J8	4		11'-0"	" " E-E	44'-0"	
J9	4		7'-6"	" " "	30'-0"	
J10	4		6'-9"	" " "	27'-0"	
J11	4		4'-0"	" " E	16'-0"	
J12	4		11'-6"	" " E-E	46'-0"	
	32		23'-6"	Long. Sidewalk Slab Sect. C-D Sect. C-C	1075'-0"	
	291		30'-0"	" Rdwy. " 104 " F-104 " F	87600'-0"	
K			22'-0"	" Sidewalk " 10 Sect. H 10 Sect. H-H	1188'-0"	
	4		22'-0"	" Rdwy. " Sect. H	352'-0"	
	16		16'-6"	Long. Sidewalk " 5 " F 5 " F-F	4224'-0"	
	2		11'-6"	Trans. Rdwy. " E 1 " G-G	45'-0"	
	2		19'-0"	Long. Sidewalk " G 1 " G-G	38'-0"	
	1		11'-6"	" " E 1 " E-E	23'-0"	
	2	1/4"	15'-0"	" " G 1 " G-G	60'-0"	
				Total 1/4"	45,641'-0"	59.25#
K1	644	3/4"	9'-6"	Trans. Sidewalk Slab	6118'-0"	
K2	23		7'-0"	" " "	161'-0"	
K3	30		6'-9"	" " "	202'-6"	
K4	6		6'-5"	" " "	38'-6"	
K5	4		3'-6"	" " E	14'-0"	
K6	4		3'-0"	" " E-E	12'-0"	
K7	306		2'-6"	" " "	765'-0"	
T2	10		7'-5"	" " "	74'-0"	
T3	90		7'-0"	" " "	630'-0"	
T4	4	3/4"	6'-6"	" " "	26'-0"	
				Total 3/4"	9810'-0"	8.13#
				Total Steel		44.454#

* Weights for 1940 Stds.

CONCRETE

Class "D"

Rdwy. Slab Unit #3	87.# Cu. Yds.	
Sidewalk " #3	20.0 "	.75
Total " #3	"	107.#
Rdwy. Slab Unit #4	61.# Cu. Yds.	
Sidewalk " #4	20.0 "	.75
Total " #4	"	82.#
Total Class "D"	"	189.#

SPAN "E" (SPANS "F" & "G" SAME)

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
S	40	5/8"	11'-3"	Long. Curbs 10 Sect. J 10 Sect. J-J	9700-0"	
S1	4		14'-3"	" " 1 " H 1 " H-H	57'-0"	
S2	2		11'-0"	" " 1 " K 1 " K-K	22'-0"	
S3	4		11'-3"	" " 1 " K 1 " K-K	45'-0"	
S4	4		11'-6"	" " 1 " K 1 " K-K	46'-0"	
S5	4	5/8"	11'-3"	" " 1 " K 1 " K-K	45'-0"	
				Total 5/8"	237'-0"	
S6	4	1/2"	11'-3"	Trans. Rdwy. Slab Sect. J, 1 Sect. H-H	45'-0"	41.5#
A1	1		11'-3"	do	45'-0"	
A2	1		11'-9"	do	47'-0"	
A3	1		14'-8"	do	14'-8"	
A4	1		10'-3"	do	10'-3"	
A5	1		10'-9"	do	10'-9"	
D	139		9'-6"	Trans. Rdwy. Slab Sect. H 2 Sect. H-H 2 Sect. H	1430'-6"	
D1			9'-5"	" " Sect. H	99'-5"	
D2			10'-0"	do	100'-0"	
D3			10'-1"	do	10'-1"	
D4			10'-3"	do	10'-3"	
D5			9'-8"	do	9'-8"	
D	580		9'-5"	Trans. Rdwy. Slab Sect. K 2 Sect. K-K 2 Sect. K	5756'-0"	
D1	464		9'-6"	" " "	4409'-0"	
D2	4		10'-6"	" " 2 " K 2 " K-K	84'-0"	
D3	4		10'-9"	do	86'-0"	
D4	4		11'-0"	do	88'-0"	
D5	4		11'-3"	do	90'-0"	
E	189		9'-6"	Trans. Rdwy. Slab Sect. H 2 Sect. H-H 2 Sect. H	1430'-6"	
E1	1		9'-0"	" " Sect. H-H	9'-0"	
E2	1		13'-6"	do	13'-6"	
E3	1		14'-0"	do	14'-0"	
E4	1		10'-9"	do	10'-9"	
E5	1		11'-0"	do	11'-0"	
F	218		9'-3"	Trans. Rdwy. Slab Sect. K 2 Sect. K-K 2 Sect. K	2016'-0"	
F2	157		9'-6"	" " "	1491'-0"	
F3	4		10'-0"	" " 2 " L 2 " L-L	80'-0"	
F4	4		15'-9"	" " do	63'-0"	
F5	4		16'-0"	" " do	64'-0"	
F6	4		8'-6"	" " do	34'-0"	
F7	4		8'-9"	" " do	35'-0"	
G	106		33'-3"	Long. Rdwy. Slab Sect. C-D Sect. C-C to D-D	3524'-0"	
G1	99		9'-0"	Trans. Rdwy. Slab Sect. A-A	891'-0"	
J	4		22'-9"	" " Sect. H	91'-0"	
J1	4		20'-0"	" " 4 " N 4 Sect. H-H	80'-0"	
J2	4		16'-3"	" " " H " H-H	65'-0"	
J3	4		15'-6"	" " " H " H-H	62'-0"	
J4	4		10'-0"	" " " H " H-H	40'-0"	
J5	4		6'-9"	" " " H " H-H	27'-0"	
J6	4		18'-0"	" " " N " N	72'-0"	
J7	4		10'-9"	" " " H " H-H	43'-0"	
J8	4		11'-0"	" " " N " N-N	44'-0"	
J9	4		7'-6"	" " " H " H-H	30'-0"	
J10	4		6'-9"	" " " H " H-H	27'-0"	
J11	4		4'-0"	" " " H " H-H	16'-0"	
J12	4		11'-6"	" " " H " H-H	46'-0"	
	32		23'-6"	Long. Sidewalk Slab Sect. C-D Sect. C-C	1075'-0"	
	504		30'-0"	" Rdwy. " 104 " F-104 " F	15,120'-0"	41.5#
K			22'-0"	" Sidewalk " 10 " J 10 " J-J	15,120'-0"	
	14		22'-0"	" Rdwy. " H " H	308'-0"	
	10		24'-0"	" " " H " H-H	240'-0"	
				Trans. Rdwy. " H " H	44'-6"	
	2		22'-6"	" " " H " H-H	45'-0"	
	2		21'-9"	Long. Sidewalk " H 1 " H-H	43'-6"	
	2	1/4"	18'-0"	" " " K 1 " K-K	36'-0"	
				Total 1/4"	84,246'-0"	582.4#
K1	936	3/4"	9'-6"	Trans. Sidewalk Slab	8,893'-0"	
K2	92		7'-0"	" " "	644'-0"	
K3	36		6'-9"	" " "	243'-0"	
T	448		9'-5"	" " "	4,304'-0"	
T2	10		7'-5"	" " "	74'-0"	
T3	36		7'-0"	" " "	252'-0"	
T4	2	3/4"	6'-6"	" " "	13'-0"	
				Total 3/4"	14,127'-6"	55.6#
				Total Steel		638.0#

* Weights for 1940 Stds.

CONCRETE

Class "D"

Rdwy. Slab Unit #5	115.# Cu. Yds.	
Sidewalk " #5	32.5 "	.75
Total " #5	"	147.0
Rdwy. Slab " #6	115.# Cu. Yds.	
Sidewalk " #6	32.5 "	.75
Total " #6	"	147.0
Total Class "D"	"	294.0

SPAN "K"

REINFORCING STEEL

Mark	No. Pcs.	Size	Length	Location	Total Length	Weight
S	40	5/8"	11'-3"	Long. Curbs 10 Sect. B - 20 Sect. B-B	3700-0"	
S1	12		10'-9"	" " 4 " C 4 Sect. C-C 4 Sect. A-A	1446-0"	
S2	2		10'-6"	" " Sect. A	41'-0"	
S3	2		11'-6"	" " "	23'-0"	
S4	4		14'-5"	" " 2 Sect. D 2 Sect. D-D	115'-0"	
S5	2		15'-6"	" " Sect. A-A	31'-0"	
S6	6	5/8"	15'-6"	" " 2 Sect. A-A 2 Sect. C 2 Sect. A-A 2 Sect. D 2 Sect. D-D	93'-0"	
				Total 5/8"	1432'-0"	1671#
A1			11'-8"	Trans. Rdwy. Slab Sect. A-A	211'-3"	
A2			11'-9"	do	211'-9"	
A3			14'-8"	do	14'-8"	
A4			10'-3"	do	10'-3"	
A5			10'-9"	do	10'-9"	
D	136		9'-6"	Trans. Rdwy. Slab Sect. E, 1 Sect. E 1 " " E	1330'-6"	
D1			9'-5"	" " Sect. A	113'-5"	
D2			10'-0"	do	20'-0"	
D3			10'-1"	do	10'-1"	
D4			10'-3"	do	10'-3"	
D5			9'-8"	do	9'-8"	
D	261		9'-5"	Trans. Rdwy. Slab Sect. A-A " " " B)	8822'-5"	
D1	275		9'-5"	" " " (Sect. A-A " " " B)	5211'-6"	
D2	4		10'-6"	" " Sect. A-A	67'-0"	
D3	2		10'-9"	do	32'-6"	
D4	2		11'-0"	do	33'-0"	
D5	2		11'-3"	do	34'-6"	
D6	2		11'-6"	do	35'-0"	
E1	149		9'-5"	Trans. Rdwy. Slab Sect. A-A, 1 Sect. A-B, 1 " " B)	3159'-6"	
E	261		9'-6"	" " " (Sect. A-A, 1 " " B, 1 " " B)	8279'-3"	
E2	275		9'-6"	" " " (Sect. A-A, 1 " " B, 1 " " B)	5231'-6"	
E3	2		9'-6"	" " Sect. A-A	57'-0"	
E4	2		9'-9"	do	58'-6"	
E5	2		10'-0"	do	60'-0"	
E6	2		10'-3"	do	61'-6"	
E7	2		10'-6"	do	63'-0"	
G1	52		33'-6"	Long. Rdwy. Slab Sect. C-D, 26 Sect. C-C to D-D	1742'-0"	
G2	13		14'-0"	" " Sect. A-A	227'-6"	
G3	13		10'-0"	do	163'-0"	
G4	11		10'-0"	Long. Rdwy. Slab Sect. A	110'-0"	
G5	11		7'-0"	do	77'-0"	
G	789		5'-0"	Trans. Rdwy. Slab Sect. A-A " " " B)	14,180'-0"	
J	4		22'-9"	" " Sect. A	91'-0"	
J1	4		20'-0"	do	80'-0"	
J2	4		16'-3"	do	65'-0"	
J3	4		15'-6"	do	62'-0"	
J4	4		10'-0"	do	40'-0"	
J5	4		6'-9"	do	27'-0"	
J6	4		5'-9"	do	23'-0"	
	57		34'-6"	Long. Rdwy. Slab Sect. C 2 Sect. A-A	1734'-0"	
	54		35'-6"	" Sidewalk " 5 " B 5 " C-C	1917'-0"	
	790		30'-0"	" Rdwy. " 104 " B-104 " B	23700'-0"	
K			22'-0"	" Sidewalk " 10 " A 10 " A-A	15,180'-0"	
	4		22'-0"	" Rdwy. " A " A	352'-0"	
	1		24'-9"	" " " A " A	24'-9"	
	1		23'-6"	" " " D " D	23'-6"	
	10		22'-6"	" Sidewalk " 5 Sect. B 5 Sect. B-B	225'-0"	
	1		21'-6"	" Rdwy. " Sect. A-A	21'-6"	
			20'-5"	" " " D-D	20'-5"	
	8		19'-0"	" Sidewalk " (10 Sect. C Sect. C-C, 15 Sect. A-A)	570'-0"	
	8		18'-0"	" " " Sect. A-A	144'-0"	
	1		17'-6"	" " " A	17'-6"	
	3		15'-0"	" " " A	45'-0"	
	9	1/4"	10'-6"	" " " 1 Sect. D, 1 Sect. D-D	95'-0"	
				Total 1/4"	14,922'-0"	1671#
K1	680	3/4"	9'-6"	Trans. Sidewalk Slab Sect. A-A	6460'-0"	
K2	23		7'-0"	" " "	161'-0"	
K3	30		6'-9"	" " "	202'-6"	
K4	6		6'-5"	" " "	38'-6"	
K5	4		3'-6"	" " 1 Sect. A, 1 Sect. D 2 Sect. A-D	14'-0"	
K6	4		3'-0"	" " A-A	12'-0"	
K7	8		2'-6"	do	20'-0"	
T	319		9'-9"	Trans. Sidewalk Slab Sect. A, 18 Sect. A-B, 18 " " B	3110'-3"	
T2	10		7'-5"	" " " (Sect. A-A, 2 " " B, 2 " " B-B)	78'-0"	
T3	30		7'-0"	" " " (Sect. A-A, 2 " " B, 2 " " B-B)	210'-0"	
T4	6	3/4"	6'-6"	" " " (Sect. A, 2 " " D, 2 " " D-D)	39'-0"	
				Total 3/4"	10,385'-9"	39.0#
				Total Steel		46.671#

* Weights for 1940 Stds.

CONCRETE

Class "D"

Rdwy. Slab Unit #7	84.# Cu. Yds.	
Sidewalk " #7	20.0 "	.75
Total " #7	"	104.#
Rdwy. Slab Unit #8	84.# Cu. Yds.	
Sidewalk " #8	21.5 "	.75
Total " #8	"	106.#
Total Class "D"	"	210.#
		.5

CONC. & REINF. STEEL BILLS SPANS A, B, C, D, E, F, G, H, & K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:-

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:-

PROJECT:- W.P.G.M. 208 STATION:-
SECTION:- A. STRUCTURE NO. 1031

DRAWING:- 182 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

Rev. 10-9-36 Incr. Reinf. Thru Span E, F & G.
Rev. 3-7-36 Concrete quantities for change in curb slope.

Issued: R.E.D. 12-13-35 — N.S.D. 1-1-35
Issued: L.A.N.Z. 10-25-35 — E.E.D.B. 10-15-35
Issued: J.J.L. 9-7-35 — A.B.H. 9-7-35

RECEIVED
DEC 23 1935
STATE OF INDIANA
STATE HIGHWAY COMMISSION

~ BILLS OF MATERIALS ~
~ STRUCTURAL STEEL ~

Location	Weight
LATERAL TL1	528
" TL11	1058
" TL2	526
" TL3	1047
" TL4	1084
" TLL	983
BEAMS F1	17
...TS BL9	1044
RAILS G7-8	4315
G9	1098
G8	149
G2	143
BRACKETS B14	222
RAILS G10-12	318
do	296
BRACKETS B14	168
RAILS G10	55
G12	55
"	46
G10	44
G15-16	70
BRACKETS B14	138
RAILS G15-16	60
BRACKETS B14	45
RAIL G2	19
G45	19
G2	14
G45	13
Pb	355
Pb	354
Pa	671
FRAMES & PORTALS	8200
F1	582
TL10	728
TL7	362
TL7	358
TL8	1418
TL9	[illegible]
Pd	167
FRAME F6	93
F1	33
[illegible]	62
[illegible]	60
do	60
F1	17
[illegible]	77
do	86
[illegible]	54
[illegible]	98
[illegible]	9
[illegible]	200
G..	51
[illegible]	[illegible]
[illegible]	508
F1	[illegible]
F2	[illegible]
[illegible]	[illegible]
F5	776
F3	398
F4	397
F3	761
[illegible]	760
F1	176
[illegible]	168
[illegible]	167
F5	333
[illegible]	333
F1	167
F8	554
F2	502
BL5	524
B7	1432
B9	276
B13	269
B12	96
[illegible]	142
L0L1L2	32
L1 G21	28
G25-11	12
G13	11
F2-4	434
F2&5	433
F3-4-6	427
F2&5	194
F6	68
[illegible]	306
G29-20-22-23	9
[illegible]	9
...RD L7L8L9	177
...T BL9	14
...ERS S1-2	115
S61	160
S51	126
S21	70
S66-68	56
S6-7	230
STRINGERS S8 26 28	21
" S2 S6	28
...TS SP1 (BEVEL)	39
STRINGERS SS25	18
...RD L0L1L2	83
...ET B20	23

No. Pcs	Section	Length	Location	Weight
1	[illegible]	0-9	S.W. BRACKETS B14	19
4	[illegible]	5-2	BOTT. CHORD L0L1 L5L6 L7L8	520
4	[illegible]	5-2	& L7L8L9	316
2	[illegible]	3-0	& L6L7L8	164
4	Rs 18 x	4-3	BOTT. CHORD L4L5	585
4	[illegible]	4-0	L3L4-L5L6	490
4	[illegible]	[illegible]	L5L4L5	428
2	[illegible]	3-0	L4L5	184
2	[illegible]	2-8	L4L5	166
[illegible]	[illegible]	5-3	L6L7L8	156
[illegible]	[illegible]	5-3	L7L8L9	153
[illegible]	[illegible]	5-3	L8L9L8	149
[illegible]	[illegible]	3-3	HANGER H13	120
[illegible]	[illegible]	2-2	H12	122
[illegible]	[illegible]	[illegible]	BOTT. CHORD L0L1L2	[illegible]
2	[illegible]	4-7	HANGER H12	2091
2	[illegible]	2-4	BOTT. CHORD L7L8L9	119
[illegible]	[illegible]	[illegible]	L8L9L2	118
[illegible]	[illegible]	2-4	L6L7L8 & L6L7L8	[illegible]
[illegible]	[illegible]	4-3	BOTT. LATERALS SP7	[illegible]
[illegible]	[illegible]	3-9	SP5	[illegible]
[illegible rows]				
2	Rs 30 x	[illegible]	[illegible]	[illegible]
2	Rs 37	[illegible]	U2U3	[illegible]
2	Rs 36	[illegible]	U3U4	[illegible]
[illegible rows]				
3	Rs 23 x	[illegible]	END POST	[illegible]
[illegible]	Rs 23	[illegible]	TOP CHORD	1918
[illegible rows]				
2	Rs 22	[illegible]	END POST	266
6	Rs 21	[illegible]	BOTT. CHORD L1L2 L5L6 L6L7	861
2	Rs 21	[illegible]	L7L8L9	250
2	Rs 20	2-2	END POST	226
4	Rs 17	[illegible]	FLOOR BEAM FB1	214
2	[illegible]	2-4	FB1	23

No. Pcs	Section	Length	Location	Weight
2	Rs 16⅞ x ½	2-10⅞	TOP CHORD U6U7	163
4	Rs 16⅞ x ½	2-7¼	TOP CHORD U5U6 & U6U7	299
2	Rs 16 x ½	2-6	U6U7	131
2	Rs 16 x ½	2-4⅛	U1U2	130
2	Rs 16 x ½	2-3	U2U1	122
2	Rs 16 x ½	2-2¾	U4U5	121
2	Rs 15½ x ½	2-2⅞	U3U4	120
2	Rs 15½ x ½	2-2⅞	U5U6	119
2	Rs 15 x ½	1-8⅞	BOTT. L4L5L6	87
4	Rs 15 x ½	1-8¼	L6L7L8 & L7L8L9	178
2	Rs 15 x ½	1-8	L8L9L8	85
2	Rs 14½ x ½	50-9	L1L2L3	2502
2	Rs 14 x ½	3-2	U6L1L2	166
2	Rs 14 x ½	35-0	FLOOR BEAM FB2	1666
2	Rs 14	32-6	FB1	1571
2	Rs 14	31-6	FB5 & 7	1499
8	Rs 14	31-0	FB3, 4, 6, 9	5902
2	Rs 14	30-0	FB7	1428
2	Rs 14	25-0	FB8	1190
2	Rs 14	24-0	FB1	1142
[illegible]	Rs 12	2-6⅞	BOTT. CHORDS L0L1L2	121
[illegible]	[illegible]	2-6⅞	L1L2L3	122
[illegible]	[illegible]	2-7⅞	L4L5L6	120
[illegible]	[illegible]	2-7½	L5L6L7	119
[illegible]	[illegible]	[illegible]	FLOOR BEAMS FB1	108
[illegible]	[illegible]	[illegible]	FB7	90
[illegible]	[illegible]	[illegible]	BOTT. LAT. SP10	106
[illegible]	[illegible]	[illegible]	CHORD L1L2L3	9
[illegible]	[illegible]	2-8½	END POST L0U1-U6L7	490
[illegible]	[illegible]	[illegible]	TOP CHORDS	2244
[illegible]	[illegible]	[illegible]	S.W. BRACKET B7	144
[illegible]	[illegible]	[illegible]	B9-10	56
[illegible]	[illegible]	[illegible]	B14	11
[illegible]	[illegible]	[illegible]	TOP CHORDS [illegible]	26
[illegible]	[illegible]	[illegible]	END POST U6L7	[illegible]
[illegible]	[illegible]	[illegible]	L5U7	4
[illegible]	[illegible]	[illegible]	TOP CHORDS	1566
[illegible]	[illegible]	[illegible]	U1U2 U5U6	8
[illegible]	[illegible]	[illegible]	U2U3	842
[illegible]	[illegible]	[illegible]	U3U5	238
[illegible]	[illegible]	[illegible]	U4U5	818
[illegible]	[illegible]	[illegible]	U5U4	814
[illegible]	[illegible]	[illegible]	U6U7	742
[illegible]	[illegible]	21-7⅞	U7U8	750
[illegible]	[illegible]	28-7	BOTT. L4L5	1233
[illegible]	[illegible]	27-0	L6L7	1165
[illegible]	[illegible]	25-0	L5L6	1079
[illegible]	[illegible]	24-9½	L3L4	1070
[illegible]	[illegible]	24-9	L4L5	1068
[illegible]	[illegible]	24-3	L2L3	1064
[illegible]	[illegible]	23-2	[illegible]	1999
[illegible]	[illegible]	11-9	[illegible]	303
[illegible]	[illegible]	25-0	FLOOR BEAM FB5	1042
[illegible]	[illegible]	22-0	FB8 & 9	3466
[illegible]	[illegible]	19-0	FB5	750
[illegible]	[illegible]	14-9	FB7	583
[illegible]	[illegible]	2-9	BOTT. LAT. SP6	29
[illegible]	[illegible]	1-3	FLOOR BEAMS FB1-3, 4, 9	224
[illegible]	[illegible]	1-0⅛	FB5-6	74
[illegible]	[illegible]	[illegible]	S.W. BRACKETS	388
[illegible]	[illegible]	2-4½	BOTT. CHORDS L1L2 To L6L7	[illegible]
[illegible]	[illegible]	2-4	L1L2-L4L5-L6L7	[illegible]
[illegible]	[illegible]	2-3⅛	[illegible]	[illegible]
[illegible]	[illegible]	2-2⅞	L1L2 & L1L2	[illegible]
[illegible]	[illegible]	19-0	S.W. BRKT. B7 [illegible]	3137
[illegible]	[illegible]	5-10⅞	B8 [illegible]	168
[illegible]	[illegible]	8-11⅞	B9 [illegible]	486
[illegible]	[illegible]	9-0	B10 [illegible]	432
[illegible]	[illegible]	8-3½	B11 [illegible]	325
[illegible]	[illegible]	3-9¼	PORTAL Pb	172
[illegible]	[illegible]	3-0⅞	P	210
[illegible]	[illegible]	3-0	SWAY FRAME F1-4	408
[illegible]	[illegible]	12-3	S.W. BRKT. [illegible]	221
[illegible]	[illegible]	2-11½	SWAY FRAME F5	244
[illegible]	[illegible]	3-5⅞	STRINGERS S41	134
[illegible]	[illegible]	3-7½	PORTAL Pb	139
[illegible]	[illegible]	2-10⅞	SWAY FRAME F6	110
[illegible]	[illegible]	2-8	F3	201
[illegible]	[illegible]	2-8	F6	103
[illegible]	[illegible]	2-11	F2 & 5	241
[illegible rows]				
[illegible]	[illegible]	2-7½	STRINGERS S38	81
[illegible]	[illegible]	2-1⅛	SWAY FRAME FC2, 3	[illegible]
[illegible]	[illegible]	[illegible]	END POST U6L7-U6L7	490
[illegible]	[illegible]	[illegible]	TOP CHORD U4U6	170
[illegible]	[illegible]	2-9	U6U7 & U5U6	332
[illegible]	[illegible]	[illegible]	U6U7 & U6U8	[illegible]
[illegible]	[illegible]	3-2	END POST U6L7	[illegible]
[illegible rows]				
[illegible]	[illegible]	[illegible]	TOP CHORD U6U7	167
[illegible rows]				
[illegible]	[illegible]	3-3	END POST L6U7	40
[illegible]	[illegible]	3-2	STRINGER S30	83
[illegible]	[illegible]	2-9	END POST L0L1 & TOP CHORD U0U1	229

No. Pcs	Section	Length	Location	Weight
4	Rs 15⅞ x	2-6	TOP CHORD U4U5 U6U7	278
[illegible]	[illegible]	2-6	U1U2	138
1	R 21	1-11	STRINGERS S48	53
1	R 24	2-0	S40	63
1	R 18	1-9	S66	42
1	R 18	2-10	S10	68
1	R 18	2-7	S25	59
1	R 18	2-5	PORTAL Pb	55
4	Rs 16	1-8	STRINGERS [illegible]	153
[illegible]	Rs 17½	24-5¾	TOP CHORDS U1U2	1048
[illegible]	Rs 17½	23-10	U2U3	1051
2	Rs 17½	23-9⅞	U3U4	1048
2	Rs 17½	23-9⅞	U4U5	1046
2	Rs 17½	2-0⅞	PORTAL P	98
2	Rs 17½	1-9⅞	STRINGERS S31	82
1	Rs 17½	2-5⅞	PORTAL Pb	59
[illegible]	R 17	2-7	STRINGERS S30	66
2	Rs 17	1-10⅞	PORTAL Pb	88
2	Rs 17	1-9⅞	STRINGER S36	74
1	R 16½	3-3	S5	77
2	Rs 16½	1-1⅞	S1	69
2	Rs 16½	1-4⅞	S31	59
1	R 16	3-0⅞	PORTAL Pb	68
2	R 16	2-7⅞	SWAY FRAME F1	69
[illegible]	Rs 15½	2-7⅞	F6	105
[illegible row]				
2	Rs 15	[illegible]	TOP CHORD U4U5 U6U7	362
2	Rs 15	1-5½	BOTT. L1L2L3	123
4	Rs 15	3-2	L4L5L6 & L4L5L6	242
[illegible]	Rs 15	1-11⅞	PORTAL P	112
1	R 15	1-9	BOTT. CHORDS [illegible]	258
1	R 15	1-5⅞	PORTAL P	21
[illegible rows]				
4	Rs 14¾	22-1	BOTT. CHORD [illegible]	1675
[illegible]	Rs 14¾	2-8	PORTAL Pb	99
2	Rs 14¾	2-4	S.W. BRACKET B11	85
2	Rs 14¾	2-5⅞	SWAY FRAME F3	70
2	Rs 14¾	[illegible]	TOP CHORD U3U4	[illegible]
2	Rs 14½	[illegible]	U4U5	[illegible]
[illegible rows]				
1	R 13¾	1-7½	S.W. BRACKETS B10	[illegible]
1	R 13½	1-8	VERTICALS [illegible]	[illegible]
1	R 13½	1-5½	SWAY FRAME F1	[illegible]
4	Rs 13½	1-5	VERTICALS U1L1 U2L2 & U6L6	[illegible]
1	R 13½	1-4½	SWAY FRAME F1	24
4	Rs 13½	1-3½	F3-4	22
6	Rs 13½	1-2	VERTICALS	120
2	Rs 13	2-9½	PORTAL Pb	93
3	Rs 13	1-5½	SWAY FRAME F1-6	76
2	Rs 12⅞	1-8⅞	F2	57
2	Rs 12⅞	1-8⅞	F3	56
1	R 12⅞	1-7⅞	S.W. BRACKETS B14	26
1	R 12⅞	2-3⅞	SWAY FRAME F6	[illegible]
2	R 12⅞	2-2⅞	PORTAL P	70
1	R 12⅞	2-2	SWAY FRAME F6	35
2	R 12⅞	2-1⅞	F1	[illegible]
4	Rs 12½	2-0	F2-4	124
2	Rs 12½	1-11⅞	F3-4	[illegible]
4	Rs 12½	1-3⅞	F3-4	84
4	Rs 12½	1-2⅞	F2-5	[illegible]
36	Rs 12	1-10⅞	BOTT. CHORD [illegible]	1021
24	Rs 12	1-7⅞	[illegible]	[illegible]
78	Rs 12	1-9⅞	[illegible]	1308
64	Rs 12	1-9	[illegible]	1714
2	Rs 12	1-3	SWAY FRAME F6	28
4	Rs 12	1-2½	F1-3	19
1	R 12	1-2⅞	PORTAL Pb	18
[illegible rows]				
1	R 10½	1-5	S.W. BRACKETS B16	17
[illegible rows]				
2	Rs 7	1-10	S.W. BRACKET B1	[illegible]
6	R 6	1-11⅞	B8-13	91
2	R 6	1-8	SWAY FRAME F1	[illegible]
[illegible rows]				
[illegible]	[illegible]	[illegible]	[illegible]	28

No. Pcs	Section	Length	Location	Weight
1	Rs 3½ x ⅝	0-9	END POST L0U1	[illegible]
1	Rs 3	0-8	U1L1	[illegible]
1	[illegible]	[illegible]	U1L2	[illegible]
1	Rs 3	0-10	L2U1	[illegible]
2	Rs	[illegible]	S.W. BRACKET B16	[illegible]
4	Rs 2⅞	1-0	PORTAL Pd	[illegible]
8	Rs 2⅞	0-10	GUARD RAIL G11-17 24-33	54
[illegible]	Rs 2⅞	1-1	VERTICALS	[illegible]
2	Rs 17½	23-9	END POST L0U1	[illegible]
4	Rs 17½	[illegible]	L0U1-U7L8	[illegible]
[illegible]	Rs 17½	[illegible]	TOP CHORD [illegible]	[illegible]
[illegible]	Rs 17	23-10	U2U3	[illegible]
[illegible]	[illegible]	21-5	U3U4	[illegible]
[illegible]	[illegible]	1-4	PORTAL Pb	[illegible]
[illegible]	[illegible]	2-2	P	[illegible]
[illegible]	[illegible]	1-10	P	[illegible]
[illegible]	[illegible]	2-7	P	[illegible]
[illegible]	[illegible]	1-5	P & TOP LAT. TL6-11	[illegible]
[illegible]	[illegible]	1-3	BOTT. CHORD L1L2L3	[illegible]
[illegible]	[illegible]	26-2	DIAGONALS L1U8	[illegible]
[illegible rows]				
[illegible]	[illegible]	1-0	SWAY FRAME F1	[illegible]
[illegible]	[illegible]	1-0	F1	[illegible]
[illegible]	[illegible]	2-3	F6	19
[illegible]	[illegible]	1-2	F1	9
2	Rs 8	0-10⅞	F6	[illegible]
1	Rs 7⅞	2-3⅞	F6	[illegible]
2	Rs 7⅞	0-10⅞	F6	[illegible]
[illegible]	Rs 7⅞	1-1½	VERTICALS U6L6	[illegible]
[illegible]	Rs 7⅞	1-0	SWAY FRAME F1	[illegible]
[illegible]	[illegible]	0-10⅞	VERTICALS	1307
2	Rs 7	2-1	BOTT. LATERALS SP44	[illegible]
[illegible]	Rs 5⅞	2-0	PORTAL P	[illegible]
[illegible]	Rs 5	0-8	S.W. STRINGERS S34	[illegible]
[illegible]	[illegible]	1-0⅞	PORTAL Pa.b	[illegible]
[illegible]	[illegible]	1-10⅞	SWAY FRAMES & TOP LATERALS	1083
[illegible]	[illegible]	1-10⅞	PORTAL P	689
[illegible]	[illegible]	1-10⅞	SWAY FRAME F1	314
[illegible]	[illegible]	1-10⅞	" " " & TOP LATERALS	735
[illegible]	[illegible]	1-0⅞	DIAGONALS	1293
4	Rs 12	2-0⅞	BOTT. CHORDS L3L4-L5L6	163
9	Rs 5⅞	0-7⅞	S.W. BRACKETS	132
[illegible]	Rs 2⅞	0-9⅞	SWAY FRAMES	211
[illegible row]				
4	Rs 17½	1-11¼	TOP CHORDS U1U2-U1U4	[illegible]
2	Rs 17½	1-10⅞	U6U7	47
2	Rs 12	1-9½	BOTT. CHORDS L1L2-L5L6	55
[illegible]	Rs 12	1-6	[illegible]	46
2	Rs 7	2-4	S.W. BRACKET B11	21
6	Rs 6	2-6⅞	B12-13	58
1	Rs 3½	0-5⅞	GUARD RAIL G16	1
2	Rs 17½	2-10⅞	END POST U6L7	93
2	Rs 17½	1-9⅞	TOP CHORD U1U2	27
4	Rs 12	2-4	BOTT. L3L4-L5L6	[illegible]
4	Rs 12	2-3	DIAGONALS [illegible] L6U7	[illegible]
2	Rs 12	1-6½	BOTT. CHORD L1L2L3	[illegible]
2	Rs 12	1-3	L4L5L6	[illegible]
2	Rs 10	1-10⅞	VERTICALS U1L1	16
2	Rs 10	1-8⅞	U1L1	[illegible]
4	Rs 3½	1-5	S.W. BRACKETS B14	8
1	Rs 3½	0-5⅞	GUARD RAILS G15	1
6	Rs 2⅞	0-9	SWAY FRAMES F1	2
2	Rs 2⅞	0-6	F1	1
2	3⅞ x ⅝		RING FILLS	1
44	2⅞ x	"		23
34	2⅞ x	"		16
64	2⅞ x	"		34
80	2⅞ x	"		35
152	2⅞ x	"		31
12	2⅞ x	"		6
2	CAST STEEL		TOP CASTINGS KF-V To KX-V	730
2	"		KF-P To KXP	770
1	"		BOTTOM KF-W	1919
1	"		KF-Q	1867
1	"		KX-W	1168
1	"		KX-Q	[illegible]
1	"		PLATE KX-Y	785
1	"		KX-[illegible]	758
4	PIN ASSEMBLYS		KXF-P & KX-F-T	504
1	ROLLER NEST		KX-2	1073
1	ROLLER NEST		KX-Z	1018
16	FOX ANCHOR BOLTS		1¼" x 1-11" (ONE HEX NUT EACH)	230
2	Rs 3⅞ x 1	2-0	STRINGER S-56	112
12	Rs 5 x 5/16	0-10⅞	S.W. STRINGERS S5-7	56
2	B 18 x [illegible]	23-10⅞	TOP CHORD U3U4	2715
1	R 23 x ½	23-10⅞	U3U4	934
2	Rs 17½ x ½	23-10⅞	U3U4	1066
2	B 18 x 45.8	21-7⅞	U1U2	1179
1	R 23 x ½	21-7⅞	U1U2	740
2	Rs 17½ x	21-7⅞	U1U2	863
2	B 18 x 45.8	23-10⅞	U4U5	1067
2	B 18 x 45.8	23-10⅞	U2U3	2190
1	R 23	23-10⅞	U2U3	818
4	Rs 6⅞ x	1-9⅞	FLOOR BEAM FB-7	103
4	B 15 x 33.9	1-6	FB-7	51
2	Rs 14 x ½	1-10⅞	FB-7 (Cont)	40

No. Pcs	Section	Length	Location	Weight
[illegible]	L 4 x 3½ x 5/16	1-11½	FLOOR BEAM FB-7	62
[illegible]	L 4 x 3½ x 5/16	1-7⅞	FB-1	75
[illegible]	[illegible]	1-6	FB-1	53
[illegible]	[illegible]	1-2⅞	FB-1	113
[illegible]	[illegible]	1-8½	FB-1	91
[illegible]	[illegible]	1-0½	FB-1	31
[illegible]	⅞ Shop	Rivet		8408
[illegible]	⅞ Field	Rivet		5481
[illegible]	¾ Shop	Rivet		3664
[illegible]	¾ Field	Rivet		67
[illegible]	⅝ Shop	Rivet		424
[illegible]	⅞ x 5½	Bolt	Hex. Head, Nut & Lock washer each	12
[illegible]	x 4¾	"	"	33
[illegible]	x 3⅞	"	"	4
[illegible]	x 3½	"	"	4
[illegible]	x 3¼	"	"	2
[illegible]	x 3	"	"	2
[illegible]	x 4¼	"	"	4
[illegible]	x 3½	"	"	4
26	x 4	"	"	20
24	x 3¾	"	"	25
72	x 3½	"	"	10
144	x 3¼	"	"	118
[illegible]	x 3	"	"	38
[illegible]	x 2¾	"	"	93
91	x 2½	"	"	57
410	x 2	"	"	234
16	x 2	"	"	6

TOTAL STRUCTURAL STEEL SPAN "A" - 572,93[illegible]

BRIDGES OVER 50 FT.

FED. ROAD DIVISION	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	38	[illegible]

SECTION: A

BILL OF STRUCTURAL STEEL SPAN "A"

STATE HIGHWAY COMMISSION OF INDIANA

PROJECT:- W.RGM. 206 OCTOBER 18, 1935.

SECTION:- A.

RECOMMENDED FOR APPROVAL [signature] ENGINEER OF BRIDGES.

STRUCTURE Nº 1031

DRAWING:- 163 OF 173

BRIDGE CONTRACT Nº 1224

BRIDGE FILE 152-K-1031

~BILLS OF MATERIALS~

~STRUCTURAL STEEL~

No Pcs	Section	Length	Location	Weight
2	WF 36" x 182#	23-11	Floor Beams FBS-6	15986
1	WF 24" x 120#	[illegible]	Stringers S48	2653
1	WF 24" x [illegible]	[illegible]	S47	2322
1	WF 24" x [illegible]	23-7	S46	2193
1	WF 21" x 68#	27-10	S45	1897
1	WF 21" x 62#	[illegible]	S44	1628
1	WF 21" x [illegible]	[illegible]	S43	1491
6	WF 21" x 59#	23-6	S21-51-56	8343
10	WF 21" x 59#	23-6	S53-34-35-59-60	13905
11	WF 21" x 59#	23-6	S22 to 28, & 52-57	15898
18	WF 21" x 59#	23-6	S1 to 9	25012
1	WF 21" x 59#	22-5	S42	1389
1	WF 21" x 59#	20-11	S41	1236
1	WF 21" x 59#	19-3	S40	1137
17	WF 21" x [illegible]	0-11	Exp. T. Brkts (...)	616
1	WF 18" x 55#	19-11	Stringers S10	1096
8	WF 18" x 55#	19-11	S11 to 9	8768
2	WF 18" x 47#	18-7	S1 to 4	5181
1	WF 18" x 47#	18-7	S5	631
6	WF 18" x [illegible]	0-7	Sway Frames	150
1	WF 12" x 53#	24-5	Verticals U1L1	1294
1	WF 12" x 53#	18-8	U8L8	987
2	WF 12" x 53#	17-8	U2L2, U9L7	1880
1	WF 12" x 53#	0-9	Sway Frames F1	41
8	WF 10" x 21#	24-0	S.W. Stringers SS4	4036
26	WF 10" x 21#	23-3	SS3	10934
6	WF 8" x 19#	20-1	SS7	2290
3	WF 8" x 19#	20-0	SS23	1142
1	WF 8" x 17#	19-10	SS25	337
2	WF 8" x 17#	19-6	SS9	662
2	WF 6" x 12#	15-2	SS18	365
1	WF 6" x 12#	14-10	SS30	179
2	WF 6" x 12#	14-9	SS32	356
2	WF 6" x 12#	14-2	SS35	340
2	WF 6" x 12#	14-6	SS26	348
2	C 18" x 58#	24-7	Top Chord U1U2	2858
2	C 18" x 58#	24-2	End Post U9L9	2840
4	C 18" x 58#	24-5	Top Chord U2U3 & U6U7	[illegible]
2	C 18" x 58#	23-10	U4U5	2774
2	C 18" x 58#	23-9	U3U4	2760
2	C 18" x 58#	21-8	U8U9	2513
2	C 18" x 45.8#	22-5	End Post L0U1	2288
2	C 18" x 45.8#	24-5	Top Chord U1U2	[illegible]
2	C 18" x 45.8#	23-11	U6U8	[illegible]
2	C 18" x 45.8#	23-9	U3U4	2100
2	C 18" x 45.8#	21-7	U8U9	[illegible]
2	C 18" x 42.7#	33-6	End Post L0U1	[illegible]
2	C 18" x 42.7#	23-5	U9L8	[illegible]
2	C 15" x 55#	49-2	Bott. Chord L0L2L3	[illegible]
2	C 15" x 55#	25-5	L4L5	[illegible]
4	C 15" x 55#	23-8	L2L3 & L6L7	[illegible]
4	C 15" x 50#	23-8	L3L4 & L5L6	[illegible]
2	C 15" x 45#	33-9	L0L1L2	[illegible]
4	C 15" x 45#	23-4	L0L3 & L6L7	[illegible]
2	C 15" x 40#	22-4	[illegible]	[illegible]
2	C 15" x 40#	33-9	[illegible]	[illegible]
2	C 12" x 40#	31-0	Diagonals [illegible]	2782
2	C 12" x [illegible]	21-2	[illegible]	2097
2	C 12" x [illegible]	21-2	[illegible]	1838
2	C 12" x 35#	26-1	[illegible]	1826
2	C 12" x 30#	27-9	[illegible]	2265
2	C 12" x [illegible]	1-0	[illegible]	60
4	C 12" x 30#	[illegible]	[illegible]	116
2	C 12" x 25#	[illegible]	[illegible]	1917
2	C 12" x 25#	[illegible]	[illegible]	1680
4	C 12" x 25#	[illegible]	D8L6	3340
2	C 12" x 20.7#	39-1	[illegible]	1621
2	C 12" x 20.7#	39-10	[illegible]	1567
4	C 12" x 20.7#	37-0	[illegible]	3064
2	C 12" x 20.7#	32-9	Verticals U2L2	1358
6	C 12" x 20.7#	32-9	U3L3, U6L6 & U8L8	4071
4	C 12" x 20.7#	35-8	[illegible]	[illegible]
6	C 12" x 20.7#	22-6	[illegible]	[illegible]
10	C 9" x 13.4#	20-8	Guard Rails [illegible]	[illegible]
3	C 9" x 13.4#	20-1	G17-18-26	[illegible]
1	C 9" x 13.4#	19-10	G33	266
2	C 9" x 13.4#	18-5	G15.16	494
1	C 9" x 13.4#	14-10	[illegible]	200
10	C 7" x 12.25#	20-8	G7-8	2904
3	C 7" x 12.25#	20-1	G4	738
1	C 7" x 12.25#	19-10	G2	243
1	C 7" x 12.25#	19-4	G10	237
1	C 7" x 12.25#	19-4	G12	237
1	C 7" x 12.25#	12-10	G25	132
6	L 8" x 8" x 3/4"	3-8	Bott. Chord L0L1L2 & L7L8L9	836
4	L 8" x 8" x 3/4"	3-7	L2L3 & L7L8 9	566
8	L 6" x 6" x 3/4"	1-4	[illegible]	308
2	L 6" x 6" x 1/2"	43-7	Floor Beam FB6 (...)	1711
2	L 6" x 6" x 1/2"	43-0	FB1	[illegible]
10	L 6" x 6" x 1/2"	42-7	FB2-3-4-6-5	8346
10	L 6" x 6" x 1/2"	41-9	do	8216
2	L 6" x 6" x 1/2"	40-7	FB9	1592
2	L 6" x 6" x 1/2"	40-3	[illegible]	1578
2	L 4" x 4" x 1/2"	5-4	End Post L0U1	166
2	L 4" x 4" x 1/2"	5-3	[illegible]	166
3	L 4" x 4" x 1/2"	3-5	U9L8	139
2	L 4" x 4" x 1/2"	5-0	U9L9	138
4	L 4" x 4" x 1/2"	4-8	Top Chord U2U3 & U6U7	238
2	L 4" x 4" x 1/2"	4-3	U5U6	109
2	L 4" x 4" x 1/2"	4-2	U3U4	108
6	L 4" x 4" x 1/2"	4-0	U8U9, U1U2	309
2	L 4" x 4" x 1/2"	3-8	[illegible]	100

No Pcs	Section	Length	Location	Weight
2	L 4x4x1/2	3-11	Top Chord U1U2	100
2	L 4x4x1/2	3-9	U4U5	96
2	L 4x4x1/2	3-8	U6U9	94
1	L 4x4x3/8	4-7	Floor Beam FB6	35
1	L 4x4x3/8	3-8	FB8	33
20	L 4x4x3/8	5-5	S.W. Bracket B7	663
1	L 4x4x3/8	2-10	Floor Beams FB5	38
1	L 4x4x3/8	2-9	FB6	27
1	L 4x4x3/8	2-9	FB4	161
4	L 4x4x3/8	2-8	S.W. Brackets B9	91
4	L 4x4x3/8	2-8	B10	86
2	L 4x4x3/8	2-1	Floor Beams FB7	[illegible]
1	L 4x4x3/8	1-11	FB3	[illegible]
1	L 4x4x3/8	1-10	FB1	[illegible]
1	L 4x4x3/8	1-9	FB9	[illegible]
4	L 4x4x3/8	1-8	FB2-3-5	66
4	L 4x4x3/8	1-8	S.W. Brackets B14-15	66
2	L 4x4x3/8	1-5	Floor Beams FB8	27
2	L 4x4x3/8	1-4	[illegible]	27
44	L 4x4x3/8	1-0	Stringers [illegible]	431
4	L 4x4x3/8	2-0	Sway Frames F4 & 5	66
2	L 4x4x3/8	0-11	Top Lats TL7	16
3	L 4x4x3/8	6-0	Sway Frames F4 & 6	57
2	L 3 1/2x3 1/2x1/2	2-0	Bott. Chords L0L1L2	91
2	L 3 1/2x3 1/2x1/2	3-8	L1L7L8	88
2	L 3 1/2x3 1/2x1/2	3-10	L7L8L9	85
2	L 3 1/2x3 1/2x1/2	3-10	L0L1L2	87
24	L 3 1/2x3 1/2x [illegible]	9-0	S.W. Brackets B7 to 10	1336
4	[illegible]	[illegible]	B9	305
4	[illegible]	[illegible]	B10	297
4	[illegible]	[illegible]	B11	284
4	[illegible]	[illegible]	B13	281
2	[illegible]	5-10	B12	100
2	[illegible]	[illegible]	B15	74
2	[illegible]	[illegible]	B15	70
2	[illegible]	1-1	Sway Frame F4 & 4	60
16	[illegible]	1-0	F2 & 5	115
2	[illegible]	[illegible]	F2 & 6	60
2	[illegible]	2-11	Guard Rails [illegible]	43
2	[illegible]	1-0	B12	15
[illegible]	[illegible]	0-9	G26 to 29	18
2	L 3x3x [illegible]	12-3	Portal P2	174
2	L 3x3x [illegible]	11-11	P2	161
2	L 3x3x [illegible]	[illegible]	P2	159
2	L 3x3x [illegible]	[illegible]	P3	153
2	L 3x3x [illegible]	[illegible]	Sway Frame F	161
1	L 3x3x [illegible]	[illegible]	Portal P2	75
2	L 3x3x [illegible]	[illegible]	Sway Frame F6	148
[illegible]	[illegible]	[illegible]	Portal P	72
[illegible]	[illegible]	[illegible]	[illegible]	288
[illegible]	[illegible]	[illegible]	[illegible]	276
[illegible]	[illegible]	[illegible]	P	66
[illegible]	[illegible]	[illegible]	P	66
[illegible]	[illegible]	[illegible]	P	126
[illegible]	[illegible]	[illegible]	P	246
[illegible]	[illegible]	9-6	Sway Frame F1	116
[illegible]	[illegible]	[illegible]	[illegible]	108
[illegible]	[illegible]	[illegible]	Portal P1	106
[illegible]	[illegible]	[illegible]	Portal P	139
[illegible]	[illegible]	[illegible]	[illegible]	123
[illegible]	[illegible]	[illegible]	Sway Frame F1	39
[illegible]	[illegible]	[illegible]	[illegible]	37
[illegible]	[illegible]	[illegible]	Portal P	131
[illegible]	[illegible]	[illegible]	[illegible]	271
[illegible]	[illegible]	[illegible]	[illegible]	134
[illegible]	[illegible]	[illegible]	Sway Frame F1	34
[illegible]	[illegible]	3-0	Bott. Chord L8L9	288
[illegible]	[illegible]	[illegible]	L1L2 L8L9	432
[illegible]	[illegible]	0-2	Floor Beams FB2	196
[illegible]	[illegible]	2-0	End Post U1L1-U1U2	177
[illegible]	[illegible]	[illegible]	L0U1	82
[illegible]	[illegible]	[illegible]	Hanger H10	80
[illegible]	[illegible]	1-3	H9-10	344
[illegible]	[illegible]	[illegible]	Bott. Chord L0L1L2	[illegible]

No Pcs	Section	Length	Location	Weight
2	L 5x3 1/2x5/16	30-1	Top Lateral TL1	680
4	L 5x3 1/2x5/16	30-3	TL11	1038
2	L 5x3 1/2x5/16	30-2	TL2	526
4	L 5x3 1/2x5/16	30-0	TL3	1048
4	L 5x3 1/2x5/16	29-6	TL4	[illegible]
4	L 5x3 1/2x5/16	28-2	TL6	983
2	L 5x3 1/2x5/16	1-0	Sway Frame F1	17
2	L 4x3 1/2x [illegible]	35-8	Bott. Lats BL9	1044
20	L 4x3x [illegible]	23-8	Guard Rails G7-8	4318
6	L 4x3x [illegible]	20-1	G9	1098
1	L 4x3x [illegible]	[illegible]	G3	140
1	L 4x3x [illegible]	15-9	G2	143
2	L 4x3x [illegible]	12-3	S.W. Brackets B14	222
3	L 4x3x [illegible]	11-6	Guard Rails G10-12-26	318
3	L 4x3x [illegible]	12-10	do	296
2	L 4x3x [illegible]	8-11	S.W. Brackets B14	169
2	L 4x3x [illegible]	6-1	Guard Rails G10	55
1	L 4x3x [illegible]	6-0	G12	55
1	L 4x3x [illegible]	5-0	[illegible]	[illegible]
1	L 4x3x [illegible]	4-10	G10	[illegible]
2	L 4x3x [illegible]	3-10	G15-16	70
4	[illegible]	[illegible]	S.W. Brackets B14	[illegible]
2	[illegible]	[illegible]	Guard Rails G15-16	60
2	[illegible]	2-4	S.W. Brackets B11	[illegible]
2	[illegible]	2-1	Guard Rail G6	[illegible]
1	[illegible]	2-0	G25	[illegible]
1	[illegible]	1-6	G2	[illegible]
1	[illegible]	1-5	G25	13
1	L 6x3 1/2x [illegible]	46-0	Portal P6	355
1	L 6x3 1/2x [illegible]	46-[illegible]	P6	354
2	L 6x3 1/2x [illegible]	[illegible]	P5	671
26	[illegible]	41-0	Sway Frame & Portal	[illegible]
2	[illegible]	[illegible]	F1	[illegible]
2	[illegible]	[illegible]	Top Lats TL10	[illegible]
2	[illegible]	[illegible]	TL7	[illegible]
2	[illegible]	[illegible]	TL8	[illegible]
[illegible]	[illegible]	[illegible]	TL8	[illegible]
[illegible]	[illegible]	[illegible]	TL9	[illegible]
2	[illegible]	[illegible]	Portal P2	167
2	[illegible]	[illegible]	Sway Frame F0	[illegible]
[illegible]	[illegible]	[illegible]	F1	35
[illegible]	[illegible]	[illegible]	[illegible]	62
[illegible]	[illegible]	[illegible]	[illegible]	60
[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	F1	[illegible]
[illegible]	[illegible]	[illegible]	F16	[illegible]
[illegible]	[illegible]	[illegible]	do	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frame F	[illegible]
[illegible]	[illegible]	[illegible]	F1 to 6	2396
[illegible]	[illegible]	[illegible]	F6	[illegible]
[illegible]	[illegible]	[illegible]	F3-4	[illegible]
[illegible]	[illegible]	[illegible]	F3	[illegible]
[illegible]	[illegible]	[illegible]	F4	[illegible]
[illegible]	[illegible]	[illegible]	F2 & 5	[illegible]
[illegible]	[illegible]	[illegible]	F1	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Lats BL5	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chord L1L2L9	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Lat. BL5	[illegible]

No Pcs	Section	Length	Location	Weight
1	PL 8x5/8	0-9	S.W. Brackets B14	[illegible]
4	PL [illegible]	3-2	Bott. Chord L0L1L2 L8L9	[illegible]
4	PL [illegible]	5-2	& L1L8L7	[illegible]
2	PL [illegible]	2-0	& L6L7L8	[illegible]
4	PL 12x [illegible]	[illegible]	Bott. Chord L4L5	525
4	PL 12x [illegible]	4-0	L3L4-L6L6	490
4	PL 12x [illegible]	3-6	L2L3L5	426
2	PL 12x [illegible]	3-0	L2L3	184
2	PL 12x [illegible]	2-8	L7L8	166
[illegible]	[illegible]	5-3	L6L7L8	156
[illegible]	PL 11x [illegible]	5-3	L7L8L9	143
[illegible]	PL 11x [illegible]	5-3	L0L1L8	139
2	PL 11x [illegible]	2-3	Hanger H13	120
2	PL 11x [illegible]	2-2	H12	122
[illegible]	[illegible]	5-3	Bott. Chord L0L1L2	[illegible]
[illegible]	[illegible]	4-1	Hanger H13	209
[illegible]	[illegible]	2-9	Bott. Chord L1L2L3	117
2	PL 10x [illegible]	2-3	L0L1L8	118
[illegible]	[illegible]	2-4	L6L7L8 & L0L1L2	232
[illegible]	[illegible]	4-7	Bott. Laterals SF1	[illegible]
[illegible]	[illegible]	[illegible]	SF3	[illegible]
[illegible]	[illegible]	[illegible]	SF2	[illegible]
[illegible]	[illegible]	[illegible]	SF5 (Beam)	[illegible]
[illegible]	[illegible]	[illegible]	Stringer [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Hanger H13	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chords [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Floor Beams FB5	[illegible]
[illegible]	[illegible]	[illegible]	FB1	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chord L1L2 [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frame F1	[illegible]
[illegible]	[illegible]	[illegible]	F1	[illegible]
[illegible]	[illegible]	[illegible]	F1	[illegible]
[illegible]	[illegible]	[illegible]	Top Lateral TL15	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chords [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frame [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Brackets B14	[illegible]
[illegible]	[illegible]	2-3	Hangers H9 to 10	[illegible]
[illegible]	[illegible]	3-6	S.W. Brackets [illegible]	[illegible]
[illegible]	[illegible]	3-0	Hanger H8 to 10	308
[illegible]	[illegible]	5-0	Bott. Chord L1L2 & L8L9	123
[illegible]	[illegible]	2-11	L4L5	75
[illegible]	[illegible]	2-8	L6L7	[illegible]
[illegible]	[illegible]	0-6	Sway Frame F1	[illegible]
[illegible]	[illegible]	2-3	Bott. Chord L1L2 & L8L9	[illegible]
[illegible]	[illegible]	2-2	[illegible]	[illegible]
[illegible]	[illegible]	0-5	Guard Rails	[illegible]
[illegible]	[illegible]	[illegible]	End Post L0U1	[illegible]
[illegible]	[illegible]	[illegible]	U9L9	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U1U2	[illegible]
[illegible]	[illegible]	36-6	Floor Beam FB9	[illegible]
[illegible]	[illegible]	22-0	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Stringers S48	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chords	[illegible]
[illegible]	[illegible]	[illegible]	End Post U9L9	[illegible]
[illegible]	[illegible]	[illegible]	L0U1	[illegible]
[illegible]	[illegible]	[illegible]	U9L9	[illegible]
[illegible]	[illegible]	[illegible]	L0U1	[illegible]
[illegible]	[illegible]	[illegible]	Top Chords U1U2 [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Floor Beam FB7	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chords L0L1	[illegible]
[illegible]	[illegible]	[illegible]	Top	579
[illegible]	[illegible]	[illegible]	U1L1	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	278
[illegible]	[illegible]	3-0	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	End Post L0U1 [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U1U2 [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	End Post L0U1	266
[illegible]	[illegible]	[illegible]	Bott. Chords L0L1L2 & L7L8L9	861
[illegible]	[illegible]	[illegible]	L3L4	250
[illegible]	[illegible]	[illegible]	End Post U9L9	220
[illegible]	[illegible]	[illegible]	Floor Beam FB7	278
[illegible]	[illegible]	[illegible]	[illegible]	273

No Pcs	Section	Length	Location	Weight
2	PL 16 1/2" x 1/2"	2-10 1/8	Top Chord U8U9	135
4	PL 16 1/2" x 1/2"	2-7 1/4	Top Chord U2U3 & U6U7	294
2	PL 16" x 1/2"	2-5	U2U1	131
2	PL 16" x 1/2"	2-4 1/2	U1U2	130
2	PL 16" x 1/2"	2-3	U2U3	122
2	PL 16" x 1/2"	2-2 3/4	U4U5	121
2	PL 15 3/4" x 1/2"	2-2 7/8	U3U4	120
2	PL 15 3/4" x 1/2"	2-2 1/4	U5U6	119
2	PL 15" x 1/2"	1-8 7/8	Bott. Chord L8L9L8	87
4	PL 15" x 1/2"	1-8 1/4	L0L1L2 & L7L8L9	172
2	PL 15" x 1/2"	1-8	L1L2L3	85
2	PL 14 1/2" x 1/2"	50-9	L3L4L5	2502
2	PL 14 1/2" x 1/2"	3-2	L5L6L7	158
2	PL 14" x 1/2"	35-0	Floor Beam FB2	1666
2	PL 14" x 1/2"	33-0	FB1	1571
2	PL 14" x 1/2"	31-6	FB5	1499
8	PL 14" x 1/2"	31-0	FB3-4-6-9	5902
2	PL 14" x 1/2"	30-0	FB7	1428
2	PL 14" x 1/2"	25-0	FB8	1190
2	PL 14" x 1/2"	24-0	FB1	1142
2	PL 12 1/2" x [illegible]	2-9 3/4	Bott. Chords L0L1L2	121
2	PL 12 1/2" x [illegible]	2-10	L7L8L9	122
2	PL 12 1/2" x [illegible]	2-9	L1L2L3	120
2	PL 12" x [illegible]	2-9	L6L7L8	119
4	PL 12" x [illegible]	1-3	Floor Beams FB1	102
[illegible]	PL 11" x [illegible]	1-1	FB7	90
[illegible]	PL 8" x [illegible]	1-7	Bott. Lat. SF10	165
[illegible]	PL 6" x [illegible]	0-10	Chord L7L8L9	9
[illegible]	PL 4 1/2" x [illegible]	2-8	End Post L0U1-U9L9	490
[illegible]	PL 4 1/2" x [illegible]	2-8	Top Chords	2266
[illegible]	PL 3" x [illegible]	1-5	S.W. Bracket B7	144
[illegible]	PL 3" x [illegible]	1-4	B9-10	56
[illegible]	PL 3" x [illegible]	1-1	B14	11
[illegible]	PL 3" x [illegible]	0-5	Top Chords U1U2, [illegible]	25
[illegible]	PL 2" x [illegible]	0-5	End Post U9L9	5
[illegible]	PL 2" x [illegible]	0-5	L0U1	4
[illegible]	PL 2" x [illegible]	2-5	Top Chords	1666
[illegible]	[illegible]	0-5	U1U2 U7U8	8
[illegible]	[illegible]	24-7	U1U2	842
[illegible]	[illegible]	24-5	U6U8	838
[illegible]	[illegible]	23-10	U4U5	818
[illegible]	[illegible]	23-9	U3U4	814
[illegible]	[illegible]	21-8	U8U9	742
[illegible]	[illegible]	[illegible]	U7U8	740
[illegible]	[illegible]	28-7	Bott. L0L1	1238
[illegible]	[illegible]	23-0	L1L2	[illegible]
[illegible]	[illegible]	25-0	L5L6	1079
[illegible]	[illegible]	24-9 1/2	L2L3	1070
[illegible]	[illegible]	24-9	L3L4	1068
[illegible]	[illegible]	24-8	L4L5	1064
[illegible]	[illegible]	23-2	L6L7-L7L8	1999
[illegible]	[illegible]	1-9	L0L1L2-L2L3L4-L6L7L8	300
[illegible]	[illegible]	25-0	Floor Beam FB5	1042
[illegible]	[illegible]	22-0	FB3 & 9	3666
[illegible]	[illegible]	18-0	FB5	750
[illegible]	[illegible]	14-0	FB7	583
[illegible]	[illegible]	2-9	Bott. Lat. SP	29
[illegible]	[illegible]	1-3	Floor Beams FB2 [illegible]	224
[illegible]	[illegible]	1-0	FB5-6	74
[illegible]	[illegible]	0-7	S.W. Brackets	388
[illegible]	[illegible]	[illegible]	Bott. Chords L0L1 to L8L9	[illegible]
[illegible]	[illegible]	[illegible]	L1L2-L3L4-L5L6	[illegible]
[illegible]	[illegible]	[illegible]	L2L3 & L7L8	[illegible]
[illegible]	[illegible]	9-0	S.W. Brkt. B1 (...)	3199
[illegible]	[illegible]	5-10	[illegible]	168
[illegible]	[illegible]	8-11	[illegible]	485
[illegible]	[illegible]	9-0	[illegible]	462
[illegible]	[illegible]	8-3	[illegible]	386
[illegible]	[illegible]	3-7	Portal P5	178
2	PL 35" x [illegible]	3-0	P	270
4	PL 33" x [illegible]	3-0	Sway Frame F1-4	400
[illegible]	PL 33" x [illegible]	10-5	S.W. Brkt. B11 (...)	261
2	PL 30" x [illegible]	2-11	Sway Frame F5	244
[illegible]	[illegible]	1-5	Stringers S44	134
[illegible]	[illegible]	3-7	Portal P5	139
[illegible]	[illegible]	2-10	Sway Frame F6	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	2-8	F6	[illegible]
2	PL 25 1/2" x [illegible]	2-11	F2 & 5	221
2	PL 25 1/2" x [illegible]	2-1	F3 & 4	218
[illegible]	[illegible]	2-8	F2 & 3	245
2	PL 24 1/2" x [illegible]	2-8	F3 & 4	[illegible]
[illegible]	PL 24" x [illegible]	8-1	S.W. Brkt. B4 (...)	[illegible]
1	PL 24" x [illegible]	4-5	B8 (...)	71
1	PL 24 1/2" x [illegible]	2-7	Stringers S49	81
4	PL 24" x [illegible]	2-11	Sway Frames F2 & 6	366
4	PL 23" x [illegible]	1-3	End Post L0U1-U1L8-U9L9	410
[illegible]	PL 22 1/2" x [illegible]	3-0	Top Chord U8U9	170
4	PL 22 1/2" x [illegible]	2-9	U1U2 & U8U9	[illegible]
4	PL 22 1/2" x [illegible]	2-6	U2U3 & U6U7	285
1	PL 22" x [illegible]	3-0	End Post U1L1	84
1	PL 22" x [illegible]	2-7	L0U1	82
3	PL 22" x [illegible]	2-6	U1L8 & T.L. [illegible]	240
1	PL 21 1/2" x [illegible]	3-9	U9L9	105
1	PL 21 1/2" x [illegible]	3-4	U9L9	93
2	PL 21 1/2" x [illegible]	2-9	Top Chord U1U2	147
2	PL 21 1/2" x [illegible]	[illegible]	U5U6	[illegible]
2	PL 21 1/2" x [illegible]	[illegible]	U8U9	139
1	PL 21 1/2" x [illegible]	3-3	End Post L0U1	90
1	PL 21 1/2" x [illegible]	3-0	Stringers S70	83
3	PL 21 1/2" x [illegible]	2-9	End Post L0U1 & Top Chord U8U9	[illegible]

No Pcs
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Drawn C.L.L. 10-3-35 - Checked W.C.L. 10-5-35
Traced G.H.S. 10-4-35 - Checked J.S.L. 10-8-35

BILL OF MATERIALS – STRUCTURAL STEEL

No. Pcs.	Section	Length	Location	Weight
1	24"WF x 80#	35'-2 3/16"	Stringer S-48	2656
1	24"WF x 80#	35'-2"	S-38	2653
2	24"WF x 74#	31'-4 ?"	S-47-37	4642
2	24"WF x 74#	29'-7 ?"	S-36-46	4385
2	21"WF x 68#	27'-?	S-35-45	3792
1	21"WF x 63#	26'-1 ?"	S-34	1648
1	21"WF x 63#	[illegible]-4 ?"	S-44	1537
2	21"WF x 59#	24'-4 ?"	S-43-33	2880
45	21"WF x 59#	23'-6½"	"	62504
[illegible]	[illegible]	22'-8 ?"	S-42-32	2676
2	[illegible]	20'-11 ?"	S-31-41	2470
1	[illegible]	18'-3 ?"	S-40	1139
1	[illegible]	18'-3 ?"	S-30	1137
17	8"WF x 35#	0'-11 ?"	Exp. Joint Brackets (IR. 1-2¼ lg. cuts 2)	816
17	[illegible] x 39#	0'-11"	" " (IR. 1-2" lg. cuts 2)	826
6	[illegible] x 13#	5'-7"	Sway Frames – F 1-2-3 (Cuts 2)	150
2	12"WF x 53#	24'-6 ?"	Verticals U1L1	2598
2	12"WF x 53#	18'-1 ?"	U7L7	1918
1	12"[illegible]	0'-9 ?"	Sway Frames – F1	41
8	10"WF x 21#	24'-0"	Sidewalk Stringers SS-4	4036
22	10"WF x 21#	21'-8"	SS-3	10934
[illegible]	[illegible]	20'-1"	SS-7	1526
[illegible]	[illegible]	20'-0 ?"	SS-28	762
[illegible]	[illegible]	19'-10"	SS-25	337
[illegible]	[illegible]	[illegible]	SS-27	336
[illegible]	[illegible]	[illegible]	SS-9	664
[illegible]	[illegible]	[illegible]	SS-8	662
[illegible]	[illegible]	[illegible]	SS-20	179
[illegible]	[illegible]	[illegible]	SS-32	178
[illegible]	[illegible]	[illegible]	SS-15	350
[illegible]	[illegible]	[illegible]	SS-17	348
[illegible]	[illegible]	[illegible]	End Posts L0U1	[illegible]
4	[illegible]	[illegible]	Top Chords U1U2	[illegible]
[illegible]	[illegible]	[illegible]	U2U3	[illegible]
[illegible]	[illegible]	[illegible]	End Posts U7L8	[illegible]
[illegible]	18"[illegible]	[illegible]	Top Chords U6U7	[illegible]
[illegible]	18"[illegible]	[illegible]	U5U6	[illegible]
4	18"[illegible]	23'-9 ?"	U3U4	4361
4	15"[illegible]	45'-2"	Bottom Chords L3L4L5	10317
8	15"[illegible] x 4?	23'-5 ?"	" " L1L2-L5L6	8535
4	15"[illegible] x 40#	[illegible]-4"	" " L6L7L8	6173
4	15"[illegible] x 40#	31'-9"	" " L0L1L2	5909
4	12"[illegible] x 40#	34'-2½"	Diagonal U1L2	5473
4	12"[illegible] x 40#	26'-3 ?"	U6L6	4205
4	12"[illegible] x 30#	[illegible]	U2L3	4560
4	12"[illegible] x 30#	0'-11 ?"	Bottom Chords L6L7L8	116
4	12"[illegible] x 30#	0'-11 ?"	L0L1L2	115
4	12"[illegible] x 20.7#	39'-4½"	Diagonal U3L4	3260
4	12"[illegible] x 20.7#	38'-0 ?"	U4L5	3152
4	12"[illegible] x 20.7#	33'-9 ?"	[illegible]	2797
[illegible]	12"[illegible] x 20.7#	35'-1"	Verticals [illegible] L4	5419
[illegible]	[illegible] x 20.7#	31'-2 ?"	[illegible] L5	5165
4	12"[illegible] x 20.7#	25'-8 ?"	[illegible]	2130
10	9"[illegible] x 13.4#	23'-8 ?"	Guard Rails G-[illegible]	3177
2	9"[illegible] x 13.4#	20'-1"	G-[illegible]	538
1	9"[illegible] x 13.4#	18'-10 ?"	G-39	266
1	9"[illegible] x 13.4#	19'-9 ?"	G-34	265
1	9"[illegible] x 13.4#	14'-10 ?"	G-37	200
1	9"[illegible] x 13.4#	14'-10"	G-36	199
10	7"[illegible] x 12.25#	23'-8 ?"	G-7-8	2374
2	7"[illegible] x 12.25#	20'-1"	G-9	492
1	7"[illegible] x 12.25#	19'-10 ?"	G-2	243
1	7"[illegible] x 12.25#	19'-9 ?"	G-3	242
1	7"[illegible] x 12.25#	14'-10 ?"	G-4	182
1	7"[illegible] x 12.25#	14'-10"	G-5	182
12	Ls 8x8x¾	3'-3"	Bottom Chords L0L1L2L3L4L5	1712
8	Ls 6x6x¾	[illegible]-4"	L1L2L6L7L8	1306
4	Ls 6x6x½	43'-7 ?"	Floor Beam FB-1	3923
4	Ls 8x6x½	43'-0"	FB-1	3371
12	Ls 6x6x½	42'-?	FB-2-3-4	10010
12	Ls 6x6x½	41'-11"	FB-2-3-4	9809
4	Ls 4x4x½	6'-1 ?"	End Posts L0U1	312
4	Ls 4x4x½"	5'-1 ?"	U7L8	259
4	Ls 4x4x½"	4'-0 ?"	Top Chords U2U3	205
4	Ls 4x4x½"	3'-11 ?"	U5U6	201
4	Ls 4x4x½"	3'-11"	U1U2	201
4	Ls 4x4x½"	3'-9"	U4U5	192
4	Ls 4x4x½"	3'-8 ?"	U6U7	188
2	Ls 4x4x3/8"	3'-3 ?"	Floor Beam FB-2	65
24	Ls 4x4x3/8"	3'-3 ?"	S.W. Bracket B-7	772
2	Ls 4x4x3/8"	3'-0 ?"	Floor Beam FB-2	60
2	Ls 4x4x3/8"	2'-7"	FB-4	51
2	Ls 4x4x3/8"	1'-11 ?"	FB-1	39
2	Ls 4x4x3/8"	1'-10 ?"	FB-4	37
[illegible]	Ls 6x4x3/8	1'-[illegible]	FB1	36
6	Ls 4x4x3/8	1'-8 ?"	FB3	160
8	Ls 4x4x3/8	1'-6"	S.W. Brkts. B14-15	130
2	Ls 4x4x3/8	1'-4 ?"	Floor Beam FB3	27
4	Ls 4x4x3/8	1'-3 ?"	FB4	51
48	Ls 4x4x3/8	1'-0"	Stringers	470
4	Ls 4x4x5/16	2'-0"	Sway Frames F2	66
4	Ls 4x4x5/16	0'-11 ?"	Top Lats. TL7	31
8	Ls 4x4x5/16	0'-10 ?"	Sway Frames F2	[illegible]
4	Ls 3½x3½x½	3'-11 ?"	Bottom Chords L0L1 L6L7L8	[illegible]
2	Ls 3½x3½x½"	3'-10 ?"	" L0L1L2	[illegible]
2	Ls 3½x3½x½	3'-6 ?"	L6L7L8	85
24	Ls 3½x3½x3/8	9'-0"	S.W. Brkts. B7	1886
8	Ls 3½x3½x3/8	6'-3 ?"	B11	[illegible]
4	Ls 3½x3½x3/8	5'-10 ?"	B13	[illegible]
4	Ls 3½x3½x3/8	4'-4 ?"	B15	148
4	Ls 3½x3½x3/8	4'-1 ?"	B15	140
8	Ls 3½x3½x5/16	1'-1 ?"	Sway Frames F3	63
16	Ls 3½x3½x5/16	1'-8"	F2 & F3	770
8	Ls 3½x3½x5/16	[illegible]	F2	60
4	Ls 3x3x5/16	1'-0 ?"	S.W. Brkts. B12	31

No. Pcs.	Section	Length	Location	Weight
8	Ls 3x3x5/16	0'-5"	Guard Rails G26-27-28-29-30	122
4	Ls 3x3x5/16	14'-3"	Portal P	340
4	Ls 3x3x5/16	13'-1 ?"	" P	327
4	Ls 3x3x5/16	13'-0 ?"	" P	318
4	Ls 3x3x5/16	12'-6½"	" P	306
4	Ls 3x3x5/16	12'-5"	Sway Frames F1	303
2	Ls 3x3x5/16	12'-2 ?"	Portal P	149
2	Ls 3x3x5/16	11'-10 ?"	" P	145
2	[illegible]	10'-10 ?"	" P	133
2	Ls 3x3x5/16	10'-10"	" P	132
4	Ls 3x3x5/16	10'-3 ?"	" P	251
8	Ls 3x3x5/16	10'-1"	P	492
4	Ls 3x3x5/16	9'-6"	Sway Frames F1	232
4	Ls 3x3x5/16	8'-10 ?"	F1	217
4	Ls 3x3x5/16	8'-6 ?"	Portal P	213
2	Ls 3x3x5/16	5'-3 ?"	Sway Frame F1	79
2	Ls 3x3x5/16	6'-0 ?"	F1	76
4	[illegible]	2'-9 ?"	F1	27
4	Ls 8x6x½	3'-0"	Bott. Chords L6L7L8	136
24	Ls 8x4x½	0'-6"	Floor Beams [illegible]	235
2	Ls 8x4x[illegible]	1'-11"	End Posts [illegible]	88
2	Ls 8x4x[illegible]	1'-10"	[illegible]	88
24	Ls 8x4x[illegible]	1'-0"	Hangers H7	413
4	Ls 7x4x[illegible]	[illegible]	Bott. Chords L0L1 & L1L2	816
4	Ls 7x4x[illegible]	7'-9 ?"	L6L7L8 L1L2	814
8	Ls 7x4x[illegible]	4'-10 ?"	L6L7L8 & L1L2L3	1026
4	Ls 7x4x[illegible]	[illegible]	L6L7L8	84
4	Ls 7x4x[illegible]	[illegible]	L6L7L2	83
48	Ls 7x4x[illegible]	6'-[illegible]	Hanger H7	5460
4	Ls 7x4x[illegible]	[illegible]	S.W. Brkt. B14	48
4	Ls 7x4x[illegible]	[illegible]	B15	34
24	Ls 7x4x[illegible]	[illegible]	Hangers H7	[illegible]
56	Ls 7x4x[illegible]	[illegible]	Hanger H7 & S.W. Brkt. [illegible]	[illegible]
2	Ls 6x4x[illegible]	[illegible]	Bott. Lats. [illegible]	1705
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
32	Ls 3x3x[illegible]	[illegible]	Exp. Jt. Brkts.	[illegible]
2	Ls 3x3x[illegible]	0'-5"	Guard Rail G12-[illegible]	[illegible]
2	Ls 3x2½x[illegible]	[illegible]	Bott. Lats. BL1	320
4	Ls 3x2½x[illegible]	[illegible]	BL2	313
4	Ls 3x2½x[illegible]	[illegible]	Sway Frame F3	234
8	Ls 3x2½x[illegible]	[illegible]	F3	223
4	Ls 3x2½x[illegible]	[illegible]	F3	213
4	Ls 3x2½x[illegible]	[illegible]	F2	194
34	Ls 3x2½x[illegible]	[illegible]	Exp. Jt. Brkts.	365
34	Ls 3x2½x[illegible]	[illegible]	"	303
2	R. 16 x [illegible]	2'-0"	Bott. Chord L6L7L8	199
2	Rs. 3x1¾	[illegible]	Lateral BL1	40
8	Rs. 3½ x 1	7'-8"	Stringers S3-16-[illegible]-21-26	303
3	Rs. 3½ x 1	7'-0"	S-[illegible]	81
4	Rs. 3½ x 1	0'-3 ?"	[illegible]	21
4	[illegible]	[illegible]	[illegible]	19
1	R. 8½ x [illegible]	1'-0"	Stringer	25
4	Rs. 3½ x [illegible]	[illegible]	[illegible]	[illegible]
1	R. 16 x [illegible]	2'-0"	Bott. Chord	80
2	Rs. 8½ x [illegible]	1'-2"	Lats. [illegible]	46
2	R. 9 x [illegible]	0'-0"	S.W. Brkts. B1[illegible]	35
8	Rs. 15 x [illegible]	3'-2¼"	Bott. Chords L0L1 & L1L2 [illegible]	1040
2	Rs. 15 x [illegible]	2'-0"	L0L1 & L1L2	164
8	Rs. 12 x [illegible]	3'-6"	L1L2L3	857
4	Rs. 11 x [illegible]	3'-0"	L1L2	367
4	Rs. 12 x [illegible]	2'-2 ?"	L1L2	331
2	Rs. 11½ x [illegible]	5'-3 ?"	L6L7L8	312
2	Rs. 11 x [illegible]	5'-3 ?"	L6L7L8	298
4	Rs. 10 x [illegible]	2'-3 ?"	L1L2L3	234
4	Rs. 8½ x [illegible]	2'-4"	L6L7L8	232
2	Rs. 8½ x [illegible]	1'-2"	Bott. Lat. SP2	42
4	Rs. 8½ x [illegible]	1'-8"	Stringers S3-10-[illegible]-17-20-26-27	295
1	Rs. 8½ x [illegible]	1'-0"	S30	21
2	Rs. 9 x [illegible]	0'-7"	Bott. Chords L0L1 & L1L2L3	36
8	Rs. 48 x [illegible]	43'-7½"	Floor Beams FB2-3-4	26877
2	Rs. 48 x [illegible]	43'-0"	FB1	8772
4	Rs. 38 x [illegible]	7'-4 ?"	Bott. Chords [illegible]	2382
2	Rs. 38 x [illegible]	7'-4 ?"	[illegible]	1090
2	Rs. 38 x [illegible]	7'-4½"	[illegible]	1090
2	Rs. 28 x [illegible]	3'-11 ?"	Sway Frames F1	473
2	Rs. 28 x [illegible]	2'-5 ?"	F1	263
2	Rs. 14 x [illegible]	2'-0 ?"	F1	166
2	Rs. 17 x [illegible]	2'-0"	F2	145
2	Rs. 17 x [illegible]	1'-[illegible]	F3	140
2	Rs. 17 x [illegible]	1'-6 ?"	Top Lats. TL7	113
8	Rs. 12 x [illegible]	1'-6"	TL7-8-9	289
3	Rs. 12 x [illegible]	1'-4"	Sway Frames F2 & F3	288
12	Rs. 11 x [illegible]	2'-3"	Hanger H7	648
2	Rs. 11 x [illegible]	1'-[illegible]	B14	72
2	Rs. 9 x [illegible]	2'-[illegible]	Bott. Lats. SP2	163
1	Rs. 9 x [illegible]	1'-[illegible]	Stringer S30	18
2	[illegible]	[illegible]	B4	104
4	[illegible]	[illegible]	Hangers H7	669
2	[illegible]	0'-[illegible]	Sway Frames F1	56
[illegible]	[illegible]	[illegible]	Bott. Chord L6L7L8	271
[illegible]	[illegible]	[illegible]	L6L7-L1L2	267
[illegible]	[illegible]	[illegible]	Guard Rails G39	3
[illegible]	[illegible]	[illegible]	[illegible]	88
[illegible]	[illegible]	[illegible]	L0U1	2338
[illegible]	[illegible]	[illegible]	Verticals [illegible]	288
[illegible]	[illegible]	[illegible]	U1L2	1606
[illegible]	[illegible]	[illegible]	L0U1	1821
[illegible]	[illegible]	[illegible]	L6L7L8	1321
[illegible]	[illegible]	[illegible]	L6L7L8	1389
[illegible]	[illegible]	[illegible]	L1L2	1160
[illegible]	[illegible]	[illegible]	L1L2	1115
[illegible]	[illegible]	[illegible]	L1L2L3	920
[illegible]	[illegible]	[illegible]	U6U7	1032
[illegible]	[illegible]	[illegible]	U1U2	1086
[illegible]	[illegible]	[illegible]	U6U7	969
[illegible]	[illegible]	[illegible]	U2U3	845
[illegible]	[illegible]	[illegible]	U5U6	869
[illegible]	[illegible]	[illegible]	L0U1	533
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
2	Ls. 14 x 7/16	22'-0"	Floor Beams FB3-4	3666
24	Rs. 6 x 7/16	1'-3"	FB2-3-4	263
72	Rs. 6½ x [illegible]	0'-11 ?"	S.W. Brkts. B7-11-12-14	558
320	Rs. 2¼ x [illegible]	2'-4 ?"	Bott. Chords L0L1-L1L2L3-L4L5	2500
240	Rs. 2½ x 5/16	2'-3 ?"	L6L7L8 & L1L2L3	1864
6	Rs. 34½ x [illegible]	3'-0"	S.W. Brkts. B7 [illegible]	3778
1	Rs. 44½ x [illegible]	5'-10 ?"	" " B12 [illegible]	382
2	Rs. 36 x [illegible]	3'-9 ?"	Portal P	345
6	Rs. 35½ x [illegible]	9'-0"	Sway Frames F1-3	815
1	Rs. 33 x [illegible]	12'-5"	S.W. Brkt. (Cuts 2-2½ x 12'-5")	582
2	Rs. 30½ x [illegible]	3'-7 ?"	Portal P	274
2	Rs. 29½ x [illegible]	2'-11 ?"	Sway Frame F2	221
2	Rs. 29½ x [illegible]	2'-9 ?"	F3	218
2	Rs. 28½ x [illegible]	2'-8 ?"	F2	205
2	Rs. 29½ x [illegible]	2'-8 ?"	F3	204
2	Rs. 28 x [illegible]	3'-1 ?"	S.W. Brkts. B11 (rs and ⅛ cuts 2)	364
2	Rs. 28 x [illegible]	3'-3 ?"	Stringer S34-44	241
1	R. 26 x [illegible]	4'-5"	S.W. Brkt. B15 (Cuts 2 [illegible] x 4'-5")	158
4	Rs. 24 x [illegible]	2'-11 ?"	Sway Frame F2	382
2	Rs. 23 x [illegible]	1'-3 ?"	End Posts L0U1	75
2	Rs. 23 x [illegible]	1'-3 ?"	" " U7L8	75
2	Rs. 22½ x [illegible]	2'-6½"	Stringer S33-48	146
4	Rs. 22 x [illegible]	2'-6"	Top Chord U6U7	281
4	Rs. 21½ x [illegible]	3'-0"	U4U5	335
4	Rs. 21¾ x [illegible]	2'-9"	U3U4	307
2	Rs. 21½ x [illegible]	2'-7"	End Post L0U1	144
6	Rs. 21 x [illegible]	2'-6"	" " L0U1 & Top Chord U1U2	418
2	Rs. 21 x [illegible]	3'-6"	U7L8	194
4	Rs. 21 x [illegible]	2'-9"	Top Chords U6U7	305
2	Rs. 21½ x [illegible]	2'-7"	U5U6	143
4	[illegible]	2'-6"	U1U2	277
2	[illegible]	2'-0"	Stringer S30-40	166
2	Rs. 20½ x [illegible]	1'-10½"	" S21-17	38
2	Rs. 19½ x [illegible]	3'-1¼"	" S3-12	154
2	Rs. 18½ x [illegible]	1'-8 ?"	" S11-27	83
2	Rs. 18 x [illegible]	2'-5"	Portal P	111
4	Rs. 17½ x [illegible]	24'-5 ?"	Top Chord U4U5	2188
4	Rs. 17½ x [illegible]	23'-10 ?"	U4U5	2138
4	Rs. 17½ x [illegible]	23'-9 ?"	U3U4	2124
2	Rs. 17½ x [illegible]	2'-5 ?"	Portal P	108
2	Rs. 17 x [illegible]	2'-7"	Stringer S2-13	112
4	Rs. 17 x [illegible]	1'-10 ?"	Portal P	164
2	Rs. 17 x [illegible]	1'-8½"	Stringer S16-26	74
2	Rs. 16½ x [illegible]	1'-4 ?"	" S16-20	59
2	Rs. 16 x [illegible]	3'-0 ?"	Portal P	125
2	Rs. 16 x [illegible]	2'-7 ?"	Sway Frames F1	108
4	Rs. 15½ x [illegible]	2'-7 ?"	" " F3	211
4	Rs. 15 x [illegible]	3'-2"	Bott. Chord L6L7L8	242
8	Rs. 15 x [illegible]	1'-9"	" " L0L1L2 & L6L7L8	268
2	Rs. 15 x [illegible]	1'-5¼"	Portal P	55
2	Rs. 15 x [illegible]	1'-4 ?"	P	63
4	Rs. 14½ x [illegible]	2'-8"	P	197
4	Rs. 14½ x [illegible]	2'-4"	S.W. Brkt. B11	173
2	Rs. 14 x [illegible]	3'-1½"	Portal P	112
2	Rs. 13½ x [illegible]	1'-7 ?"	S.W. Brkt. B15	57
2	Rs. 13½ x [illegible]	1'-5½"	Sway Frames F1	50
4	Rs. 13½ x [illegible]	1'-5"	Vertical U6L6 & U6L6	90
4	Rs. 13½ x [illegible]	1'-4 ?"	Sway Frame F1	47
2	Rs. 13½ x [illegible]	1'-3½"	" " F3	89
6	Rs. 13½ x [illegible]	1'-2"	Verticals U6L6-U1-L6L6	120
4	Rs. 13 x [illegible]	2'-9 ?"	Portal P	186
2	Rs. 13 x [illegible]	1'-5 ?"	Sway Frames F1	48
4	Rs. 12½ x [illegible]	1'-8¼"	F2	114
4	Rs. 12½ x [illegible]	1'-7 ?"	S.W. Brkts. B14	53
4	Rs. 12½ x [illegible]	2'-2 ?"	Portal P	141
2	Rs. 12½ x [illegible]	2'-1½"	Sway Frames F1	63
4	Rs. 12½ x [illegible]	2'-0"	F2	128
2	Rs. 12½ x [illegible]	1'-11 ?"	F3	63
2	Rs. 12½ x [illegible]	1'-11 ?"	F3	62
2	Rs. 12½ x [illegible]	1'-3 ?"	F2	32
2	Rs. 12½ x [illegible]	1'-10 ?"	Stringer S1	57
96	Rs. 12 x [illegible]	1'-9 ?"	Bott. Chords L1L2-L4L5-L5L6	2616
72	Rs. 12 x [illegible]	1'-9"	L6L7L8 & L0L1L2	1928
4	Rs. 12 x [illegible]	1'-3 ?"	Sway Frame F3	81
4	Rs. 12 x [illegible]	1'-3½"	Stringers S9	79
4	Rs. 12 x [illegible]	1'-2 ?"	Sway Frame F1	74
1	Rs. 12 x [illegible]	1'-2 ?"	Portal P (Cuts 2)	18
8	Rs. 11½ x [illegible]	1'-0 ?"	Sway Frames F2-3	128
4	Rs. 11½ x [illegible]	1'-3 ?"	F2	75
4	Rs. 11½ x [illegible]	2'-6 ?"	S.W. Brkt. B12	145
5	Rs. 11½ x [illegible]	1'-0"	Stringer S3-[illegible]-41-42-43	85
8	Rs. 11½ x [illegible]	1'-8"	Stringers	112
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	Rs. 10½ x [illegible]	1'-3"	S.W. Brkt. B15	34
6	Rs. 10¼ x [illegible]	1'-0"	Stringers S31-32-33-41-42-43	81
8	Rs. 10 x [illegible]	1'-0"	Stringers	100
8	Rs. 9 x [illegible]	2'-7¼"	Top Lats. TL7	121
2	Rs. 9 x [illegible]	1'-3½"	Portal P	118
8	Rs. 9 x [illegible]	1'-2¾"	P	113
8	Rs. 8½ x [illegible]	1'-0"	Stringers S38-40	23
2	Rs. 8½ x [illegible]	1'-0"	" S36-48	22

No. Pcs.	Section	Length	Location	Weight
[illegible]	¾ Shop Rivets	[illegible]		2599
[illegible]	¾ Field	[illegible]		4981
[illegible]	¾ Shop	[illegible]		3315
[illegible]	¾ Field	[illegible]		63
[illegible]	[illegible]	[illegible]		396
[illegible]	[illegible]	Bolts	Hex head & Nut & Lock washer	12
[illegible]	[illegible]	[illegible]		34
[illegible]	[illegible]	[illegible]		6
[illegible]	[illegible]	[illegible]		8
[illegible]	[illegible]	[illegible]		20
[illegible]	[illegible]	[illegible]		18
[illegible]	[illegible]	[illegible]		92
[illegible]	[illegible]	[illegible]		109
[illegible]	[illegible]	[illegible]		62
380	¾ x 2"	[illegible]		255
16	¾ x 2"	[illegible]		6

BRIDGES OVER 20' SPAN

Fed. Road Dist. No.	State	W.P.G.M. Proj. No.	Fiscal Year	Sheet No.	Total Sheets
7	IND.	206	1936	186	210

SECTION-A.

No. Pcs.	Section	Length	Location	Weight
2	Rs. 8½ x 3/8	1'-0"	Stringers S30-40	21
2	Rs. 8½ x 3/8	1'-0"	" S38-48	21
2	Rs. 8½ x 3/8	1'-0"	" S11-21	21
4	Rs. 7 x 3/8	1'-10"	S.W. Brkts. B11	65
4	Rs. 6 x 3/8	1'-11 ?"	" " B12	61
2	Rs. 6 x 3/8	1'-8"	Sway Frames F1	25
4	Rs. 6 x 3/8	1'-7½"	" " F2-3	50
4	Rs. 6 x 3/8	0'-8¾"	Guard Rail G39	22
80	Rs. 6 x 3/8	0'-6½"	" "	433
24	Rs. 6 x 3/8	0'-6 ?"	Sway Frames F2-3	98
1	Rs. 5 ?/16 x 3/8	1'-0 ?"	Portal P (Cuts 2)	8
4	Rs. 4½ x 3/8	1'-5"	S.W. Brkts. B14	33
2	Rs. 4 x 3/8	2'-0"	Bott. Lats. BL2	20
4	Rs. 3¾ x 3/8	0'-7½"	Guard Rails G34-36-37-39	12
24	Rs. 3½ x 3/8	1'-7"	Hanger H7	170
4	Rs. 3 x 3/8	0'-6"	S.W. Brkts. B12	8
28	Rs. 2½ x 3/8	1'-0½"	Portal P	170
8	Rs. 2½ x 3/8	0'-11½"	Guard Rails G12-34-39	24
768	Rs. 2½ x 5/16	1'-3 ?"	Verticals U6L6-U3L3-U6L6-U1L1	2623
4	Rs. 17½ x 5/16	23'-11 ?"	Top Chords U2U3	17[illegible]
8	Rs. 15 x 5/16	1'-4 ?"	Portal P	178
4	Rs. 14½ x 5/16	3'-2"	Bott. Chord L6L7L8	196
26	Rs. 12 x 5/16	1'-5"	Top Lats. TL7 to 8	506
18	Rs. 11 x 5/16	1'-5½"	Portal P	302
72	Rs. 11 x 5/16	1'-5 ?/16"	" P	1206
16	Rs. 10¾ x 5/16	1'-2½"	Diagonals U1L2 - L6U7	220
32	Rs. 10¾ x 5/16	0'-11 ?"	" U2L3-U3L4-U4L5-U5L6	351
2	Rs. 8½ x 5/16	2'-9"	Bott. Lats. SP3	50
4	Rs. 8 x 5/16	2'-1 ?"	" " SP4	70
2	Rs. 8½ x 5/16	1'-0"	Sway Frame F1	18
2	Rs. 8¼ x 5/16	1'-0"	" " F1	18
2	Rs. 8 x 5/16	1'-0"	" " F1	17
34	Rs. 7½ x 5/16	1'-1½"	Verticals U6L6	305
2	Rs. 7½ x 5/16	1'-0"	Sway Frames F1	16
152	Rs. 7½ x 5/16	0'-10 ?"	Diagonals U1L2-U2L3-U3L4-U5L6	1065
[illegible]	Rs. 5 x 5/16	0'-[illegible]	S.W. Stringers SS4 [illegible]	[illegible]
286	Rs. 2½ x 5/16	1'-10 ?/16"	Portal P	1438
868	Rs. 2½ x 5/16	1'-10½"	Sway Frame F3 & Top Lats.	4331
128	Rs. 2½ x 5/16	1'-10 ?/16"	" " F1	629
120	Rs. 2¼ x 5/16	1'-10½"	" " F2	578
712	Rs. 2¼ x 5/16	1'-0 ?"	Diagonals U2L4-U5L6	1720
18	Rs. 5½ x ¼	0'-7 ?"	S.W. Brkts. B7-11-12-14	58
478	Rs. 2½ x ¼	0'-9 ?"	Sway Frames F1-3	815
240	Rs. 2¼ x ¼	0'-9 ?"	" " F2	366
4	Rs. 17½ x 3/16	1'-10 ?"	Top Chords U6U7	82
4	Rs. 12 x 3/16	2'-6"	Diagonal U1L6	77
8	Rs. 12 x 3/16	1'-9½"	Bott. Chords L2L3-L5L6	114
4	Rs. 7 x 3/16	2'-4"	S.W. Brkts. B11	42
4	Rs. 6 x 3/16	2'-6 ?"	" " B12	33
2	Rs. 23 x ⅛	1'-8 ?"	End Post U7L8	34
4	Rs. 17½ x ⅛	1'-9 ?"	Top Chords U1U2	34
4	Rs. 15¾ x ⅛	1'-4 ?"	End Post U7L8	36
14	Rs. 12 x ⅛	2'-3"	Diagonal U1L2	40
4	Rs. 12 x ⅛	1'-6½"	Bott. Chord L6L7L8	31
4	Rs. 12 x ⅛	1'-3"	" " L6L7L8	26
4	Rs. 10 x ⅛	1'-0 ?"	Verticals U1L1	30
4	Rs. 10 x ⅛	1'-[illegible]	" U7L7	19
8	Rs. 3½ x ⅛	1'-5"	S.W. Brkts. B14	17
2	Rs. 3 x ⅛	1'-6"	End Posts U7L8	4
4	Rs. 3 x ⅛	0'-11 ?"	Bott. Chord L6L7L8	5
4	Rs. 2½ x ⅛	0'-9"	Sway Frames F1	3
4	Rs. 2½ x ⅛	0'-6"	" " F1	2
46	Ring Fills	2¼ x 3/8	Bott. Lats.	23
36	" "	2¼ x ¼	Top Chords & End Posts	19
89	" "	2¼ x 3/8	Bott. " & Guard Rails	[illegible]
103	" "	2¼ x 3/8		40
104	" "	2¼ x 3/16		37
28	" "	2¼ x ¼	Sway Frames F1-2-3	5
4	" "	3 x ⅛	S.W. Brkts. B14	1
4	Cast Steel		Top Castings KF-p & KX-p	1448
2	" "		Bottom " KF-q	3734
2	" "		" " KX-q	2246
2	" "		" Plates KX-s	1600
4	Pin Assembly		KF-r & KX-r	594
2	Roller Nests		KX-t	2080
16	Fox Anchor Bolts		1⅛" x 1'-11" (one Hex Nut each)	320
8	Rs. 5 x 5/16	0'-10 ?"	S.W. Stringers SS7	38
4	B 18" x 45.8#	23'-11"	Top Chords U4U5	4382
2	Rs. 23 x 5/16	23'-11"	" " U4U5	1636
8	Ls 4 x 3½ x 5/16	1'-6"	Floor Beam FB1	110
4	Rs. 14 x ½	1'-8½"	" " FB1	162
8	Rs. 14 x ½	1'-9 ?"	" " FB1	226
4	Rs. 14 x 3/8	1'-0½"	" " FB1	74
			Total Structural Steel SPAN "B"	539,118#

BILL OF STRUCTURAL STEEL SPAN "B"

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature]

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A. STRUCTURE NO. 1031

DRAWING:- 184 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 132-K-1031

DESIGNED ______ CHK'D ______
DRAWN WCE 10-3-35 CHK'D FMR 10-7-35
TRACED AGL 10-4-35 CHK'D WCE 10-[illegible]-35

BILLS OF MATERIALS — STRUCTURAL STEEL

No. Pcs.	Section	Length	Location	Weight
1	24"WF x 80#	33'-2 3/4"	Stringer S48	2656
1	24"WF x 80#	35'-2"	" S38	2653
2	24"WF x 74#	31'-4 3/8"	" S37, 47	4642
2	24"WF x 74#	29'-7 1/2"	" S36, 46	4385
2	21"WF x 68#	27'-10 3/8"	" S35, 45	3792
1	21"WF x 63#	26'-1 3/8"	" S34	1648
1	21"WF x 63#	24'-4 1/2"	" S44	1537
2	21"WF x 59#	24'-4 3/8"	" S33, 43	2880
45	21"WF x 59#	23'-6 3/8"	"	62504
2	21"WF x 59#	22'-8 3/8"	" S32, 42	2676
2	21"WF x 59#	20'-11 3/8"	" S41, 31	2470
1	21"WF x 59#	19'-3 3/8"	" S40	1139
1	21"WF x 59#	19'-3 3/8"	" S30	1137
17	21"WF x 59#	0'-7 1/8"	Exp. Jt. Brackets (18, 1'-2 1/2" Cuts 2)	616
17	21"WF x 59#	0'-11"	" " (18 1'-2" Cuts 2)	605
6	14"WF x 43#	0'-7"	Sway Frames F1 F2 F3	150
2	12"WF x 53#	24'-6 1/8"	Verticals - U1L1	2598
2	12"WF x 53#	18'-1"	" - U7L7	1918
1	12"WF x 53#	0'-[illegible]	Sway Frames F2	41
8	10"WF x 21#	24'-[illegible]	Sidewalk Stringers SS-4	4036
22	10"WF x 21#	23'-8"	" " SS-3	10934
4	8"WF x 19#	20'-1"	" " SS-7	1526
2	8"WF x 19#	20'-0 3/8"	" " SS-28	762
1	8"WF x 17#	19'-10"	" " SS-25	337
1	8"WF x 17#	19'-8 3/8"	" " SS-27	336
2	8"WF x 17#	19'-6 3/8"	" " SS-12	664
2	8"WF x 17#	19'-5 3/8"	" " SS-11	662
1	8"WF x 17#	2'-8"	Post Support Brckt. B17	43
1	8"WF x 17#	2'-5"	" " B16	41
1	6"WF x 12#	14'-10 3/8"	Sidewalk Stringers SS-30	179
1	6"WF x 12#	14'-9 3/8"	" " SS-26	178
2	6"WF x 12#	14'-8 3/8"	" " SS-15	350
2	6"WF x 12#	14'-6"	" " SS-17	348
4	18"[x 58#	33'-4 3/8"	End Post L0U1	7347
4	18"[x 58#	24'-7 3/8"	Top Chord U1 U2	[illegible]
4	18"[x 58#	21'-8"	" " U6 U7	5027
4	18"[x 51.9#	24'-5 3/8"	End Post U7L8	5081
4	18"[x 45.8#	24'-5 3/8"	Top Chord U5 U6	4493
4	18"[x 45.8#	23'-11 3/8"	" " U2 U3	4384
4	18"[x 45.8#	23'-9 3/8"	" " U3 U4	4367
4	15"[x 55#	49'-2"	Bottom Chord L3L4L5	10817
8	15"[x 45#	23'-8 1/2"	" " L2L3, L5L6	8535
4	15"[x 40#	42'-4"	" " L0L1L2	6773
4	15"[x 40#	33'-9"	" " L6L7L8	5400
4	12"[x 40#	34'-2 1/2"	Diagonal U1L2	5473
4	12"[x 40#	26'-3 3/8"	" L6U7	4205
4	12"[x 30#	38'-0"	" U2L3	4560
4	12"[x 30#	0'-11 3/8"	Bottom Chords L6L7L8	116
4	12"[x 30#	0'-11 3/8"	" " L0L1L2	115
4	12"[x 20.7#	39'-4 1/2"	Diagonals U3L4	3260
4	12"[x 20.7#	38'-0 3/8"	" U5L4	3152
4	12"[x 20.7#	33'-9 3/8"	" L5U6	2797
8	12"[x 20.7#	33'-1"	Verticals U3L3 & U4L4	5479
8	12"[x 20.7#	31'-2 1/4"	" U2L2 & U5L5	5165
4	12"[x 20.7#	25'-8 3/8"	" U6L6	2150
10	9"[x 13.4#	23'-8 1/2"	Guard Rails G-25 to 28 & 30	3177
2	9"[x 13.4#	20'-1"	" " G-17, 24	538
1	9"[x 13.4#	19'-10 3/8"	" " G-23	266
1	9"[x 13.4#	19'-9 3/8"	" " G-33	265
1	9"[x 13.4#	14'-10 3/8"	" " G-37	200
1	9"[x 13.4#	14'-10"	" " G-36	199
10	7"[x 12.25#	23'-8 1/2"	" " G 7-8	2904
2	7"[x 12.25#	20'-1"	" " G9	492
1	7"[x 12.25#	19'-10 3/8"	" " G2	283
1	7"[x 12.25#	19'-9 1/2"	" " G3	242
1	7"[x 12.25#	14'-10 3/8"	" " G4	182
1	7"[x 12.25#	14'-10"	" " G5	182
12	L 8"x8"x3/4"	3'-8"	Bottom Chords L6L7L8, L0L1L2	1712
8	L 6"x6"x3/4"	1'-4"	" " L0L1L2 & L6L7L8	306
4	L 6"x6"x1/2"	43'-7 3/8"	Floor Beam FB1	3423
4	L 6"x6"x1/2"	43'-0"	" " "	3371
12	L 6"x6"x1/2"	42'-7"	" " F2 F3 F4	10016
12	L 6"x6"x1/2"	41'-11"	" " " " "	9859
4	L 4"x4"x1/2"	6'-1 1/16"	End Post L0U1	312
4	L 4"x4"x1/2"	5'-1 3/8"	" " U7L8	264
4	L 4"x4"x1/2"	4'-0 3/8"	Top Chords U2 U3	205
4	L 4"x4"x1/2"	3'-11 1/16"	" " U5U6	201
4	L 4"x4"x1/2"	3'-11"	" " U1U2	201
4	L 4"x4"x1/2"	3'-9"	" " U4U5	192
4	L 4"x4"x1/2"	3'-8 3/8"	" " U6U7	188
2	L 4"x4"x3/8"	3'-3 1/2"	Floor Beams FB2	65
24	L 4"x4"x3/8"	3'-3 3/8"	S.W. Brackets B7	772
2	L 4"x4"x3/8"	3'-0 1/2"	Floor Beams FB2	60
2	L 4"x4"x3/8"	2'-7"	" " F[illegible] & FB4	51
2	L 4"x4"x3/8"	1'-11 3/8"	" " FB1	39
2	L 4"x4"x3/8"	1'-10 1/2"	" " F[illegible] FB4	37
2	L 4"x4"x3/8"	1'-[illegible]	" " FB1	36
6	L 4"x4"x3/8"	1'-8 1/2"	" " FB3	100
8	L 4"x4"x3/8"	1'-8"	S.W. Bracket B14 B15	130
2	L 4"x4"x3/8"	1'-4 1/2"	Floor Beam FB3	27
4	L 4"x4"x3/8"	1'-3 1/2"	" " FB4	51
48	L 4"x4"x3/8"	1'-0"	Sidewalk Stringers	470
4	L 4"x4"x5/16"	2'-0"	Sway Frames F2	66
4	L 4"x4"x5/16"	0'-11 1/2"	Top Lateral TL7	31
8	L 4"x4"x5/16"	0'-10 1/2"	Sway Frames F2	58
4	L 3 1/2"x3 1/2"x3/8"	3'-11 1/2"	Bottom Chords L0L1L2, L6L7L8	176
2	L 3 1/2"x3 1/2"x3/8"	3'-9 3/8"	" " L6L7L8	85
24	L 3 1/2"x3 1/2"x3/8"	9'-0"	S.W. Bracket B7	1836
4	L 3 1/2"x3 1/2"x3/8"	8'-4 1/4"	" " B11	284
2	L 3 1/2"x3 1/2"x3/8"	5'-10 3/8"	" " B5	100
2	L 3 1/2"x3 1/2"x3/8"	5'-10 3/8"	" " B6	100
4	L 3 1/2"x3 1/2"x3/8"	5'-10 3/8"	" " B12	199
4	L 3 1/2"x3 1/2"x3/8"	4'-4 3/8"	" " B15	148
4	L 3 1/2"x3 1/2"x3/8"	4'-1 3/8"	" " B16	140
2	L 3 1/2"x3 1/2"x3/8"	3'-10 1/2"	Bottom Chord L0L1L2	86
8	L 3 1/2"x3 1/2"x5/16"	1'-1 1/2"	Sway Frame F3	65

No. Pcs.	Section	Length	Location	Weight
16	L 3 1/2"x3 1/2"x5/16"	1'-0"	Sway Frame F2 & F3	116
8	L 3 1/2"x3 1/2"x5/16"	0'-10 1/2"	" " F2	50
2	L 3"x3"x5/16"	1'-0 3/8"	Sidewalk Brackets B5	15
4	L 3"x3"x5/16"	1'-0 1/4"	" " B12	31
8	L 3"x3"x5/16"	0'-8"	Guard Rails G-26, 27, 28 & 30	24
4	L 3"x3"x5/16"	14'-3"	Portal - P	348
4	L 3"x3"x5/16"	13'-1 1/16"	" -P	321
4	L 3"x3"x5/16"	13'-0 1/4"	" -P	318
4	L 3"x3"x5/16"	12'-6 1/2"	" -P	306
4	L 3"x3"x5/16"	12'-5"	Sway Frames F1	303
2	L 3"x3"x5/16"	12'-2 1/4"	Portal - P	149
2	L 3"x3"x5/16"	11'-10 3/8"	" -P	145
2	L 3"x3"x5/16"	10'-10 3/8"	" -P	133
2	L 3"x3"x5/16"	10'-10"	" -P	132
4	L 3"x3"x5/16"	10'-3 1/2"	" -P	251
8	L 3"x3"x5/16"	10'-1"	" -P	492
4	L 3"x3"x5/16"	9'-6"	Sway Frames F1	232
4	L 3"x3"x5/16"	8'-10 3/8"	" " F1	217
4	L 3"x3"x5/16"	8'-8 3/8"	Portal - P	213
2	L 3"x3"x5/16"	6'-5 3/8"	Sway Frames F1	79
2	L 3"x3"x5/16"	6'-0 3/8"	" " F1	74
4	L 3"x3"x5/16"	2'-9 3/8"	" " F1	67
4	L [illegible]	3'-8"	Bottom Chord L6L7L8	496
24	L 8"x4"x[illegible]	0'-6"	Floor Beams FB2, FB3, FB4	235
2	L 8"x4"x[illegible]	1'-11"	End Post L0U1	66
2	L 8"x4"x[illegible]	1'-10"	" " U7L8	63
24	L 8"x4"x[illegible]	1'-0"	Hanger H6 H5	413
4	L 7"x4"x[illegible]	7'-9 3/8"	Bottom Chords L0L1L2 & L6L7L8	816
4	L 7"x4"x[illegible]	7'-9 3/8"	" " L0L1L2 & L6L7L8	813
6	L 7"x4"x[illegible]	4'-10 3/8"	" " L0L1L2 & L6L7L8	1026
4	L 7"x4"x[illegible]	0'-3 3/8"	" " L6L7L8	33
4	L 7"x4"x[illegible]	0'-3 3/8"	" " L0L1L2	33
4	L 7"x4"x[illegible]	0'-10 3/8"	S.W. Bracket B14	48
4	L 7"x4"x[illegible]	0'-7 3/8"	" " B15	34
6	L 7"x4"x[illegible]	0'-6 3/8"	" " B16-17	46
24	L 7"x4"x[illegible]	0'-6 1/2"	Hanger H6 H5	177
36	L 7"x4"x[illegible]	0'-6"	" H6 H5, S.W. Brckt. B14	[illegible]
2	L 6"x4"x5/16"	36'-1 3/8"	Bottom Laterals BL9	1705
2	L 6"x4"x5/16"	28'-6 1/2"	" " BL7	1032
2	L 6"x4"x5/16"	25'-6 1/4"	" " BL8	924
2	L 6"x4"x[illegible]	28'-6 3/8"	" " BL6	924
168	L 6"x4"x5/16"	1'-0"	Stringers	2066
20	L 6"x4"x3/8"	0'-5"	Guard Rails (Cut to 5 1/4"x4"x3/8")	102
2	L 5"x3 1/2"x5/16"	26'-9 3/8"	Bottom Laterals BL4	691
4	L 5"x3 1/2"x5/16"	1'-8 1/2"	End Posts L0U1 & U7L8	70
36	L 5"x3 1/2"x5/16"	1'-1 1/2"	Exp. Joint Brackets	421
4	L 5"x3 1/2"x5/16"	0'-6"	Guard Rails G33, 34, 36, 37	21
4	L 5"x3 1/2"x[illegible]	30'-8 3/8"	Top Laterals TL1	[illegible]
2	L 5"x3 1/2"x[illegible]	30'-2 3/8"	" " TL2	1091
8	L 5"x3 1/2"x[illegible]	30'-1 3/8"	" " TL3 & [illegible]	[illegible]
4	L 5"x3 1/2"x[illegible]	[illegible]	" " TL4	[illegible]
4	L 5"x3 1/2"x[illegible]	[illegible]	" " TL6	[illegible]
4	L 5"x3 1/2"x[illegible]	[illegible]	" " TL5	[illegible]
4	L 5"x3 1/2"x[illegible]	1'-0"	Sway Frames F1	35
20	L 4"x3 1/2"x[illegible]	23'-8 1/2"	Guard Rail G 7-8	4313
4	L 4"x3 1/2"x[illegible]	20'-1"	" " G9	731
2	L 4"x3 1/2"x[illegible]	16'-2 1/16"	" " G2-3	298
2	L 4"x3 1/2"x[illegible]	15'-9"	" " G2-3	287
4	L 4"x3 1/2"x[illegible]	12'-2 1/4"	Sidewalk Bracket B14	444
2	L 4"x3 1/2"x[illegible]	11'-4 1/16"	Guard Rail G4-5	207
2	L 4"x3 1/2"x[illegible]	10'-9 1/16"	" " G4-3	197
4	L 4"x3 1/2"x[illegible]	8'-11 3/8"	Sidewalk Bracket B14	324
8	L 4"x3 1/2"x[illegible]	3'-6 3/8"	" " B14	[illegible]
4	L 4"x3 1/2"x[illegible]	2'-4 1/2"	" " B14	[illegible]
1	L 4"x3 1/2"x[illegible]	2'-1 1/16"	Guard Rail G4	19
1	L 4"x3 1/2"x[illegible]	2'-1 1/2"	" " G2	19
1	L 4"x3 1/2"x[illegible]	2'-0 3/8"	" " G5	19
1	L 4"x3 1/2"x[illegible]	2'-0 3/8"	" " G3	19
1	L 4"x3 1/2"x[illegible]	1'-6 3/8"	" " G4	14
1	L 4"x3 1/2"x[illegible]	1'-6 1/16"	" " G2	14
1	L 4"x3 1/2"x[illegible]	1'-5 3/8"	" " G5	13
1	L 4"x3 1/2"x[illegible]	1'-5 1/16"	" " G3	13
2	L 4"x3 1/2"x5/16"	46'-0 1/2"	Portal P	709
2	L 4"x3 1/2"x5/16"	46'-0 3/8"	" P	709
4	L 4"x3 1/2"x5/16"	43'-6 1/2"	" P	1341
20	L 4"x3 1/2"x5/16"	41'-0"	Sway Frames F1-2-3	6315
4	L 4"x3 1/2"x5/16"	37'-9 3/8"	" " F1	1163
4	L 4"x3 1/2"x5/16"	23'-[illegible]	Top Lateral TL7	728
4	L 4"x3 1/2"x5/16"	23'-2 3/8"	" " TL7	[illegible]
8	L 4"x3 1/2"x5/16"	23'-0 3/8"	" " TL8	[illegible]
4	L 4"x3 1/2"x5/16"	22'-11 3/8"	" " TL5	[illegible]
4	L 4"x3 1/2"x5/16"	10'-10 1/2"	Portal P	335
4	L 4"x3 1/2"x5/16"	2'-1 1/2"	Sway Frames F1	65
4	L 4"x3 1/2"x5/16"	2'-0"	" " F2	62
4	L 4"x3 1/2"x5/16"	1'-11 3/8"	" " F3	61
4	L 4"x3 1/2"x5/16"	1'-11 3/8"	" " F1	60
4	L 4"x3 1/2"x5/16"	1'-1 1/2"	" " F1	35
4	L 4"x3 1/2"x5/16"	1'-0"	" " F1	31
8	L 4"x3 1/2"x5/16"	0'-11"	" " F1	56
8	L 4"x3 1/2"x5/16"	0'-10 1/2"	" " F3	54
16	L 4"x3 1/2"x5/16"	0'-9"	" " F2-3	[illegible]
68	L 4"x3"x[illegible]	0'-6"	Guard Rails	[illegible]
28	L 4"x3"x3/8"	0'-5"	" " 26, 27, 28 & 30	[illegible]
4	L 4"x3"x5/16"	41'-9 1/2"	Sway Frames F1	[illegible]
8	L 4"x3"x5/16"	41'-7"	" " F2-3	[illegible]
4	L 4"x3"x5/16"	27'-7 3/8"	" " F3	[illegible]
4	L 4"x3"x5/16"	27'-7"	" " F3	[illegible]
4	L 4"x3"x5/16"	26'-5 1/4"	" " F2	[illegible]
4	L 4"x3"x5/16"	26'-4 3/8"	" " F2	[illegible]
2	L 4"x3"x5/16"	24'-1 3/8"	" " F1	348
2	L 4"x3"x5/16"	23'-3 1/16"	" " F1	336
2	L 4"x3"x5/16"	23'-3 1/16"	" " F1	335
2	L 4"x3"x5/16"	23'-1 1/16"	" " F1	335
4	L 4"x3"x5/16"	18'-2 7/8"	" " F3	553
4	L 4"x3"x5/16"	17'-5 3/8"	" " F2	507
2	L 3 1/2"x3 1/2"x5/16"	28'-9 3/8"	Bottom Laterals BL5	524

No. Pcs.	Section	Length	Location	Weight
4	L 3 1/2"x2 1/2"x[illegible]	6'-7"	Bottom Laterals BL12	792
32	L 3 1/2"x3"x3/8"	1'-1 3/8"	Exp. Joint Brackets	284
2	L [illegible]	0'-5"	Guard Rails G17	7
2	L [illegible]	28'-0 3/8"	Bottom Laterals BL3	380
4	L 5"x2 1/2"x[illegible]	19'-1 3/8"	" " BL2	373
5	L 3"x2 1/2"x[illegible]	9'-3 3/8"	Sway Frames F3	[illegible]
8	L 3"x2 1/2"x[illegible]	9'-0"	" " F2	[illegible]
4	L 3"x2 1/2"x[illegible]	9'-6 3/8"	" " F3	213
4	L 3"x2 1/2"x[illegible]	8'-3 3/8"	" " F2	[illegible]
34	L 3"x2 1/2"x5/16"	1'-7 3/8"	Exp. Joint Brackets	305
34	L 3"x2 1/2"x5/16"	1'-7 3/8"	" " "	303
1	Pl 16"x1/2"	2'-0"	Bottom Chord L6L7L8	777
2	Pls 3"x1 3/8"	1'-2 3/8"	" Laterals BL8	40
1	Pl 16"x[illegible]	2'-0"	" Chord L0L1L2	109
8	Pls 3"x1"	1'-5"	Stringers S-9-10-11-14-20-21-26	393
5	Pls 3 1/2"x1"	1'-6"	" S-17-27-40	84
4	Pls 3 1/2"x1"	0'-5 3/8"	Sidewalk Stringers SS-25-27-28	21
4	Pls 3 1/2"x1"	0'-4 3/8"	" " SS-20-32	19
1	Pl 8 1/2"x3/8"	1'-0"	Stringer S48	25
4	Pls 3 1/2"x3/8"	0'-5 3/8"	Sidewalk Stringer SS-25-27-28	18
2	Pls 8 1/2"x[illegible]	1'-2"	Stringer SP3 (Bevel)	46
2	Pls 8"x[illegible]	0'-9"	Sidewalk Bracket B14	25
8	Pls 16"x3/8"	3'-2 3/8"	Bottom Chords L0L1L2 & L6L7L8	1040
2	Pls 16"x3/8"	2'-0"	" " L0L1L2 & L6L7L8	164
8	Pls 12"x3/8"	3'-6"	" " L3L4L5	557
4	Pls 12"x3/8"	3'-0"	" " L2L3	367
4	Pls 12"x3/8"	5'-2 3/8"	" " L5L6	331
2	Pls 11"x3/8"	5'-3 3/8"	" " L6L7L8	312
2	Pls 11"x3/8"	5'-3 3/8"	" " L0L1L2	298
4	Pls 10"x3/8"	2'-3 3/8"	" " L6L7L8	234
4	Pls 9"x[illegible]	2'-2"	" " L0L1L2	232
8	Pls [illegible]	1'-2"	Stringer SP3 (Bevel)	[illegible]
4	Pls [illegible]	1'-3"	" SP3 & S-17-20-26-27	295
1	Pl [illegible]	1'-0"	" S30	21
8	Pls 3"x[illegible]	0'-7"	Bottom Chords L0L1L2 & L6L7L8	36
6	Pls 48"x3/8"	43'-11"	Floor Beams FB-2-3-4	26877
2	Pls 48"x[illegible]	43'-0"	" " FB1	8772
2	Pls 38"x3/8"	7'-4 3/8"	Bottom Chords L0L1L2 ([illegible])	1090
4	Pls 36"x3/8"	7'-4 3/8"	" " L6L7L8 ([illegible])	2392
2	Pls 36"x3/8"	7'-4 3/8"	" " L0L1L2 ([illegible])	1090
2	Pls 30"x3/8"	3'-11 3/8"	Sway Frame F1	475
2	Pls 25"x[illegible]	2'-5 3/8"	" " F1	263
2	Pls 18"x3/8"	2'-0 3/8"	" " F1	156
2	Pls 17"x3/8"	2'-0"	" " F2	145
2	Pls 17"x3/8"	1'-11 3/8"	" " F3	140
2	Pls 17"x3/8"	1'-6 3/8"	Top Laterals TL7	113
8	Pls 12"x3/8"	1'-5"	" " TL 7, 8, & 9	299
8	Pls 12"x3/8"	1'-4 3/8"	Sway Frames F2-3	288
12	Pls 11"x3/8"	2'-3 3/8"	Hanger H6 H5	649
2	Pls 11"x3/8"	1'-6 3/8"	S.W. Bracket B14	72
2	Pls 9"x3/8"	4'-3"	Bottom Lateral SP2	163
1	Pl 8 1/2"x3/8"	1'-0"	Stringer S38	18
2	Pls 7"x3/8"	3'-6"	S.W. Bracket B14	104
12	Pls 6 1/2"x3/8"	3'-8 3/8"	Hanger H6 H5	609
8	Pls 6"x3/8"	0'-6 3/8"	Sway Frames F1	56
16	Pls 3 1/2"x3/8"	2'-3 3/8"	Bottom Chords L2L3L5	271
16	Pls 3 1/2"x3/8"	2'-2 3/8"	" " L2L3, L5L6	267
40	Pls 2 1/2"x3/8"	0'-5"	Guard Rails	85
2	Pls 23"x9/16"	33'-4 3/8"	End Post L0U1	2938
20	Pls 6"x9/16"	1'-2 1/2"	Bottom Chords L2L3, L5L6, L3L4L5, L6L7	288
2	Pls 49"x1/2"	4'-6 3/8"	End Posts U7L8	1506
2	Pls 42"x1/2"	5'-6 3/8"	" " L0U1	1827
4	Pls 42"x1/2"	4'-7 1/2"	Bottom Chords L3L4L5	1321
4	Pls 42"x1/2"	4'-7"	" " L3L4L5	1309
4	Pls 42"x1/2"	4'-0 3/8"	" " L5L6	1160
4	Pls 42"x1/2"	3'-10 1/2"	" " L2L3	1119
4	Pls 42"x1/2"	3'-3"	" " L3L4L5	928
4	Pls 41 1/2"x1/2"	3'-8 3/8"	Top " U6U7	1038
4	Pls 36"x1/2"	3'-11"	" " U1U2	1085
4	Pls 34"x1/2"	3'-11"	" " U5U6	959
4	Pls 34"x1/2"	4'-0"	" " U2U3	945
4	Pls [illegible]x1/2"	3'-8 3/8"	" " U4U5	869
4	Pls 27"x1/2"	3'-6 3/8"	End Post L0U1	533
4	Pls 21"x1/2"	4'-0 1/2"	Bottom Chord L0L1L2	577
4	Pls 21"x1/2"	3'-6"	" " L6L7L8	500
4	Pls [illegible]x1/2"	2'-7 3/8"	End Posts U7L8	349
8	Pls 16"x1/2"	[illegible]	Floor Beam FB1	546
4	Pls 16"x1/2"	2'-10 3/8"	Top Chord U6U7	326
4	Pls 16"x1/2"	2'-5 3/8"	" " U5U6	263
4	Pls 16"x1/2"	2'-4 3/8"	" " U1U2	261
4	[illegible]	2'-3 3/8"	" " U2U3	245
4	[illegible]	2'-2 3/8"	" " U4U5	243
4	[illegible]	1'-3 3/8"	Bottom " L0L1L2	172
4	[illegible]	1'-3 3/8"	" " L6L7L8	169
4	Pls 42"x1/2"	30'-3"	" " L3L4L5	5004
4	Pls 24"x1/2"	35'-0"	Floor Beam FB2	3332
4	Pls 22"x1/2"	33'-0"	" " FB1	3142
8	Pls 14"x1/2"	31'-0"	" " FB 3-4	5902
4	Pls 14"x1/2"	28'-0"	" " FB2	2380
4	Pls 14"x1/2"	24'-0"	" " FB1	2285
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Bottom Chords [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	173
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] U4L4	5133
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	L0L1L2 & L6L7L8	502
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
24	Pls 6"x3/8"	1'-5"	Floor Beams FB 2-3-4	[illegible]
72	Pls 5 1/2"x3/8"	0'-7 1/2"	S.W. Brackets 7, 11, 12 & 14	[illegible]
[illegible]	Pls [illegible]	2'-4"	Bottom Chords [illegible]	[illegible]
[illegible]	Pls [illegible]	2'-3 3/8"	" " [illegible]	[illegible]
6	Pls [illegible]	9'-0"	[illegible]	[illegible]
1	Pl [illegible]	5'-10 3/8"	[illegible]	[illegible]
2	Pls [illegible]	3'-8 3/8"	Portal P	[illegible]
6	Pls 33 1/2"x[illegible]	3'-0"	Sway Frame F1 F3	815
1	Pl 39"x3/8"	12'-5"	S.W. Brackets B14 (Cuts 2)	522
2	Pls 30 1/2"x3/8"	3'-7 3/8"	Portal P	278
2	Pls 29 1/2"x3/8"	2'-11 3/8"	Sway Frame F2	221
2	Pls 29 1/2"x3/8"	2'-9 3/8"	" " F3	212
2	Pls 29 1/2"x3/8"	2'-8 3/8"	" " F2	205
2	Pls 28 1/2"x3/8"	2'-8 3/8"	" " F3	204
1	Pl 28 1/2"x3/8"	8'-1 3/8"	S.W. Brackets B11	298
1	Pl 28 1/2"x3/8"	5'-8 3/8"	" " B5	208
2	Pls 28 1/2"x3/8"	3'-3 3/8"	Stringers S34, 44	241
1	Pl 28"x3/8"	4'-5"	S.W. Brackets B15 (Cuts 2)	158
4	Pls 28"x3/8"	2'-11 3/8"	Sway Frames F2	562
2	Pls 23"x3/8"	1'-3 3/8"	End Posts L0U1	75
2	Pls 23"x3/8"	1'-3 3/8"	" " U7L8	75
2	Pls 22 1/2"x3/8"	2'-6 1/2"	Stringers S38-43	146
4	Pls 22"x3/8"	2'-6"	Top Chord U6U7	281
4	Pls 21 1/2"x3/8"	3'-0"	" " U4U5	335
4	Pls 21 1/2"x3/8"	2'-9"	" " U3U4	307
2	Pls 21 1/2"x3/8"	2'-7"	End Posts L0U1	144
8	Pls 21 1/2"x3/8"	2'-6"	" " L0U1 & Top Chord U5U6	218
2	Pls 21 1/2"x3/8"	3'-6"	" " U7L8	194
4	Pls 21"x3/8"	2'-8"	Top Chord U2U3	305
2	Pls 21 1/2"x3/8"	2'-7"	End Post U7L8	143
4	Pls 21 1/2"x3/8"	2'-6"	Top Chord U1U2	277
2	Pls 20 1/2"x3/8"	2'-0"	Stringers S30-40	106
2	Pls 20 1/2"x3/8"	1'-10 1/2"	" S21-17	98
2	Pls 19 1/2"x3/8"	3'-1 1/2"	" S3-12	154
2	Pls 18 1/2"x3/8"	1'-2 3/8"	" S17-27	83
2	Pls 18"x3/8"	2'-5"	Portal P	111
4	Pls 17 1/2"x3/8"	24'-5 3/8"	Top Chords U5U6	2134
4	Pls 17 1/2"x3/8"	23'-10"	" " U2U3	2134
4	Pls 17 1/2"x3/8"	23'-9 3/8"	" " U3U4	2124
2	Pls 17 1/2"x3/8"	2'-5 3/8"	Portal P	108
2	Pls 17"x3/8"	2'-7"	Stringers S2-13	112
4	Pls 17"x3/8"	1'-10 3/8"	Portal P	164
2	Pls 17"x3/8"	1'-8 3/8"	Stringers S10-26	74
2	Pls 16 1/2"x3/8"	1'-4 3/8"	" S16-20	59
2	Pls 16"x3/8"	3'-0 3/8"	Portal P	125
2	Pls 15"x3/8"	2'-7 3/8"	Sway Frames F1	108
4	Pls 15 1/2"x3/8"	2'-7 1/4"	" " F3	211
4	Pls 15"x3/8"	3'-2"	Bottom Chords L0L1L2	242
8	Pls 15"x3/8"	1'-9"	" " L0L1L2 & L6L7L8	258
2	Pls 15"x3/8"	1'-5 1/2"	Portal P	55
2	Pls 15"x3/8"	1'-4 3/8"	" P	53
4	Pls 14 1/2"x3/8"	2'-8"	" P	197
4	Pls 14 1/2"x3/8"	2'-4"	S.W. Brackets B5-11	173
2	Pls 14"x3/8"	3'-1 1/2"	Portal P	112
2	Pls 13 1/2"x3/8"	1'-7 3/8"	S.W. Brackets B-15	57
2	Pls 13 1/2"x3/8"	1'-5 1/2"	Sway Frame F1	50
4	Pls 13 1/2"x3/8"	1'-5"	Verticals U5L5 & U6L6	98
2	Pls 13 1/2"x3/8"	1'-4 1/2"	Sway Frame F1	47
4	Pls 13 1/2"x3/8"	1'-3 1/2"	" " F3	89
6	Pls 13 1/2"x3/8"	1'-2"	Verticals U2L2, U3L3 & U4L4	120
4	Pls 13"x3/8"	2'-5 3/8"	Portal P	185
4	Pls 13"x3/8"	1'-5 1/2"	Sway Frames F1	48
4	Pls 12 1/2"x3/8"	1'-8 3/8"	" " F2 3	114
2	Pls 12 1/2"x3/8"	1'-7 3/8"	S.W. Brackets B14	53
4	Pls 12 1/2"x3/8"	2'-2 3/8"	Portal P	141
2	Pls 12 1/2"x3/8"	2'-1 1/4"	Sway Frames F1	68
4	Pls 12 1/2"x3/8"	2'-0"	" " F2	128
2	Pls 12 1/2"x3/8"	1'-11 3/8"	" " F3	63
2	Pls 12 1/2"x3/8"	1'-11 1/4"	" " F1	62
4	Pls 12 1/2"x3/8"	1'-3 3/8"	" " F2	82
2	Pls 12"x3/8"	1'-10 1/2"	Stringer S11	57
96	Pls 12"x3/8"	1'-9 3/8"	Bottom Chords	2616
72	Pls 12"x3/8"	1'-9"	" " L0L1L2 & L6L7L8	1328
4	Pls 12"x3/8"	1'-3 3/8"	Sway Frames F3	81
4	Pls 12"x3/8"	1'-3 1/2"	Stringers S9	79
4	Pls 12"x3/8"	1'-2 1/2"	Sway Frame F1	74
1	Pl 12"x3/8"	1'-2 1/2"	Portal P (Cuts 2)	18
8	Pls 12"x3/8"	1'-0 3/8"	Sway Frames F2-F3	128
2	Pls 11 1/2"x3/8"	1'-0"	Stringers S31-33	28
4	Pls 11 1/2"x3/8"	1'-3 3/8"	Sway Frames F2	75
4	Pls 11 1/2"x3/8"	2'-6 3/8"	S.W. Bracket B12	145
4	Pls 11 1/2"x3/8"	1'-0"	Stringers S32, 41, 42 & 43	51
8	Pls 9 1/2"x3/8"	1'-0"	"	112
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	1'-3"	S.W. Bracket B15	[illegible]
2	[illegible]	1'-0"	Stringers	[illegible]
8	Pls 9"x3/8"	1'-0"	"	128
4	Pls 9"x3/8"	2'-7 3/8"	Top Lateral TL4	121
8	Pls 9"x3/8"	1'-3 1/2"	Portal	119
8	Pls 9"x3/8"	1'-2 3/8"	Portal P	113
2	Pls [illegible]	1'-0"	Stringer S30-[illegible]	23

No. Pcs.	Section	Length	Location	Weight
[illegible]	Shop Rivet			[illegible]
[illegible]	" Field			[illegible]
[illegible]	[illegible]			3915
[illegible]	[illegible]			65
[illegible]	[illegible]			396
[illegible]	3/4" Bolt		Hex. Head Cut Washer [illegible]	12
[illegible]	[illegible]	"	"	11
[illegible]	[illegible]	"	"	12
[illegible]	[illegible]	"	"	8
[illegible]	[illegible]	"	"	8
[illegible]	[illegible]	"	"	20
[illegible]	[illegible]	"	"	18
[illegible]	[illegible]	"	"	31
[illegible]	[illegible]	"	"	103
[illegible]	[illegible]	"	"	33
[illegible]	[illegible]	"	"	237
[illegible]	[illegible]	"	"	6

BRIDGES OVER 20' SPAN

Fed. Road Dist. No.	State	W.P.G.M. Proj. No.	Fiscal Year	Sheet No.	Total Sheets
7	IND.	334	1936	187	210

SECTION-A.

No. Pcs.	Section	Length	Location	Weight
2	Pls 8 1/2"x3/8"	1'-0"	Stringer S38-43	22
2	Pls 8 1/2"x3/8"	1'-0"	" S30-40	21
2	Pls 8 1/2"x3/8"	1'-0"	" S38-40	21
4	Pls 7"x3/8"	1'-10"	S.W. Brackets B5-11	65
4	Pls 6"x3/8"	1'-11 3/8"	" " B12	61
2	Pls 6"x3/8"	1'-8"	Sway Frames F1	25
4	Pls 6"x3/8"	1'-7 1/2"	" " F3 & F2	50
[illegible]	Pls 6"x3/8"	0'-8 1/2"	Guard Rails	[illegible]
24	Pls 6"x3/8"	0'-6 3/8"	Sway Frames F2 F3	98
1	Pl 5 3/8"x3/8"	1'-10 3/8"	Portal P (Cuts 2)	[illegible]
4	Pls 4 1/2"x3/8"	1'-5"	S.W. Bracket B14	35
2	Pls 4"x3/8"	2'-0"	Bottom Laterals BL2	21
4	Pls 3 1/2"x3/8"	0'-7 1/4"	Guard Rails G-33, 34, 36, 37	12
24	Pls 3 1/2"x3/8"	1'-7"	Hanger H6-H5	170
2	Pls 3"x3/8"	0'-6 3/8"	S.W. Brackets B5	4
4	Pls 3"x3/8"	0'-6"	" " B12	8
28	Pls 2 1/2"x3/8"	1'-10 3/8"	Portal P	170
[illegible]	Pls 2 1/2"x3/8"	0'-1 3/8"	Guard Rails	[illegible]
768	Pls 2 1/4"x3/8"	1'-[illegible]	Verticals	2823
4	Pls 17 1/2"x5/16"	23'-[illegible]	Top Chords U2U3	1759
8	Pls 15"x5/16"	1'-4 3/8"	Portal P	178
4	Pls 14 1/2"x5/16"	3'-2"	Bottom Chords L6L7L8	195
28	Pls 12 1/2"x5/16"	1'-5"	Top Laterals 1 to 6, 3 1/2	506
10	Pls 11"x5/16"	1'-5 3/8"	Portal P	302
72	Pls 11"x5/16"	1'-5 3/8"	" P	1206
16	Pls 10 1/2"x5/16"	1'-2 1/2"	Diagonals U1L2 & L6U7	220
32	Pls 10 1/2"x5/16"	0'-11 1/2"	" U2L3, U3L4, U5L4, L5U6	381
2	Pls 8 1/2"x5/16"	2'-5"	Bottom Laterals -SP3	50
4	Pls 8 1/2"x5/16"	2'-1 3/8"	" " -SP4	73
2	Pls 8 1/2"x5/16"	1'-0"	Sway Frames F1	19
2	Pls 8 1/4"x5/16"	1'-0"	" " F1	18
2	Pls 8"x5/16"	1'-0"	" " F1	17
54	Pls 7 1/2"x5/16"	1'-1 1/2"	Vertical U4L4	305
2	Pls 7 1/2"x5/16"	1'-0"	Sway Frames F1	16
38	Pls 7 1/2"x5/16"	0'-10 3/8"	Diagonal U1L2 & U2L3, U3L4, [illegible]	[illegible]
16	Pls 5"x5/16"	0'-10 3/8"	Sidewalk Stringers SS4	[illegible]
238	Pls 2 1/2"x5/16"	1'-10 3/8"	Portal P	1438
868	Pls 2 1/2"x5/16"	1'-10 3/8"	Top Laterals & Sway Frames F3	4331
128	Pls 2 1/2"x5/16"	1'-10 3/8"	Sway Frames F1	629
128	Pls 2 1/2"x5/16"	1'-10 1/2"	" " F2	514
712	Pls 2 1/4"x5/16"	1'-10 3/8"	Diagonals U3L4, U5L4	1720
16	Pls 5 1/2"x1/4"	0'-7 1/2"	S.W. Brackets S7, 11, 12 & 14	53
478	Pls 2 1/2"x1/4"	0'-9 3/8"	Sway Frames F1 & F3	815
240	Pls 2 1/4"x1/4"	0'-9 3/8"	" " F2	368
4	Pls 17 1/2"x3/16"	1'-10 3/8"	Top Chords U6 U7	83
4	Pls 12"x3/16"	2'-6"	Diagonal L6U7	77
8	Pls 12"x3/16"	1'-9 1/2"	Bottom Chords L2L3 & L5L6	[illegible]
4	Pls 7"x3/16"	2'-4"	S.W. Brackets B5-11	[illegible]
4	Pls 6"x3/16"	2'-6 3/8"	" " B12	[illegible]
2	Pls 23"x1/8"	1'-8 3/8"	End Post U7L8	[illegible]
4	Pls 17 1/2"x1/8"	1'-9 3/8"	Top Chords U1U2	[illegible]
4	Pls 15 1/4"x1/8"	1'-9 3/8"	End Post U7L8	36
4	Pls 12"x1/8"	2'-3"	Diagonal U1L2	[illegible]
4	Pls 12"x1/8"	1'-6 3/8"	Bottom Chord L0L1L2	[illegible]
4	Pls 12"x1/8"	1'-3"	" " L6L7L8	[illegible]
4	Pls 10"x1/8"	1'-8 3/8"	Verticals U1L1	[illegible]
4	Pls 10"x1/8"	1'-1 3/8"	" U7L7	10
8	Pls 3 1/2"x1/8"	1'-5"	S.W. Bracket B-14	17
2	Pls 3"x1/8"	1'-6"	End Post U7L8	4
4	Pls 3"x1/8"	0'-11 3/8"	Bottom Chords L6L7L8	5
4	Pls 2 1/2"x1/8"	0'-9"	Sway Frame F1	3
4	Pls 2 1/4"x1/8"	0'-6"	" " F1	2
56	Ring Fills	2 1/4"x5/16"	Bottom Laterals	29
36	" "	2 1/4"x1/2"	Top Chord & End Posts	[illegible]
92	" "	2 1/4"x7/16"	Bottom " " Guard Rails	[illegible]
98	" "	2 1/4"x3/8"	—	38
104	" "	2 1/4"x5/16"	—	31
22	" "	2 1/4"x1/4"	Sway Frames	5
4	" "	3"x1/8"	S.W. Brackets B14	1
4	Cast Steel		Top Castings KF-p & KX-p	[illegible]
2	" "		Bottom " KF-q	3734
2	" "		" " KX-q	2246
2	" "		" Plates KX-s	1500
4	Pin Assemblys		KF-r & KX-r	504
2	Roller Nests		KX-t	[illegible]
16	Fox Anchor Bolts		1 1/2" x 1'-11" (One Hex Nut each)	[illegible]
48	L 7"x4"x1/2"	41'-4 3/4"	Hanger H6-H5	[illegible]
24	L 3 1/2"x3 1/2"x3/8"	9'-0 3/4"	S.W. Bracket B7	[illegible]
2	Pls 11 1/2"x3/8"	1'-0"	Stringers S11-21	21
8	Pls 3"x3/8"	0'-10 5/8"	S.W. Stringers SS7	38
4	[18"x45.8#	23'-11"	Top Chord U4U5	4382
2	Pls 23"x[illegible]	23'-7"	" " U4U5	[illegible]
8	L 4"x3 1/2"x3/8"	1'-6"	Floor Beam FB1	[illegible]
4	Pls 14"x1/2"	1'-8 1/2"	" " FB1	162
8	Pls 7 1/2"x7/8"	1'-9 1/4"	" " FB1	226
4	Pls 14"x3/8"	1'-0 1/2"	" " FB1	74
	TOTAL STRUCTURAL STEEL SPAN-C —			539322

CHECKED .... CH'D ....
DRAWN W.C.E. 10-2-35 CH'D E.H.R. 10-3-35
TRACED R.G. 10-2-35 CH'D E.H.R. 10-7-35

BILL OF STRUCTURAL STEEL SPAN "C"

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL:- [signature]

PROJECT:- W.P.G.M. 203 STATION:-
SECTION:- A. STRUCTURE NO. 1031
DRAWING:- 165 OF 173

BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BILLS OF MATERIALS
STRUCTURAL STEEL

BRIDGES OVER 20' SPAN					
FED. ROAD DIV. NO.	STATE	F.A.S.M. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	266	1936	198	210

SECTION-A

No. Pcs.	Section	Length	Location	Weight
1	W 24"x80	33'2¾"	Stringer S48	2656
1	W 24x80	33'2"	" S38	2655
2	W 24x74	31'4¾"	" S37-S47	4642
2	W 24x74	28'9½"	" S36-46	4985
2	W 21x68	27'10¾"	" S35-45	3792
1	W 21x63	25'1½"	" S34	1643
1	W 21x63	25'4¾"	" S44	1597
2	W 21x59	23'2¾"	" S33-43	2680
43	W 21x59	23'5¾"	" S16-S...	62504
2	W 21x59	22'8¾"	" S32-42	2676
2	W 21x59	20'11¾"	" S31-21	2470
1	W 21x59	19'3¾"	" S30	[illegible]
1	W 21x59	19'3¾"	" S30	1189
17	W 21x59	1'0¾"	[illegible] Brackets	[illegible]
17	W 21x59	[illegible]	[illegible]	[illegible]
6	W 12x45	6'7"	[illegible] F1a-F2b-F2b	[illegible]
2	W 12x53	[illegible]	[illegible] U1L2	2092
2	W 12x53	18'7¾"	[illegible] U7L8	1918
1	W 12x53	0'9¾"	[illegible]	[illegible]
8	W 10x21	[illegible]	Stringers S34	[illegible]
32	W 10x21	[illegible]	" S38	[illegible]
4	W 8x19	20'3"	" S37	[illegible]
2	W 8x19	20'0¾"	" S28	[illegible]
2	W 8x17	19'10"	" S25	[illegible]
1	W 8x17	19'3"	" S26	[illegible]
2	W 8x17	19'5¾"	" S57	[illegible]
2	W 8x17	19'3"	" S10	[illegible]
1	W 6x12	[illegible]	" S30	[illegible]
1	W 6x12	[illegible]	" S31	[illegible]
2	W 6x12	[illegible]	" S15	[illegible]
2	W 6x12	[illegible]	" S16	[illegible]
4	B 18x58	[illegible]	End Post [illegible]	[illegible]
4	B 18x58	[illegible]	Top Chord [illegible]	[illegible]
4	B 18x53	21'[illegible]	[illegible]	[illegible]
4	B 18x51.9	[illegible]	End Post U7L8	[illegible]
4	B 18x45.8	[illegible]	Top Chord U1U2	[illegible]
4	B 18x45.8	23'[illegible]	" U[illegible]	[illegible]
2	B 18x45.8	23'[illegible]	" U4U5	[illegible]
4	B 19x53	[illegible]	Bottom Chord L[illegible]	[illegible]
2	B 18x45	[illegible]	" L[illegible]-L[illegible]	[illegible]
4	B 15x40	42'8"	" L6L7	[illegible]
4	B 15x40	43'9"	" L[illegible]	[illegible]
4	B 12x40	32'2¾"	Diagonal U1L2	[illegible]
4	B 12x30	28'5¾"	" L6U7	[illegible]
2	B 12x30	38'0"	" U2L3	[illegible]
4	B 12x30	0'11¾"	Bottom Chord L[illegible]	[illegible]
2	B 12x30	0'11¾"	" L[illegible]	[illegible]
4	B 12x20.7	32'4¾"	Diagonal U3L4	[illegible]
4	B 12x20.7	33'0¾"	" U4L5	[illegible]
4	B 12x20.7	33'3¾"	" L6[illegible]	[illegible]
8	B 12x20.7	33'1"	Verticals U1L1 U7L7	[illegible]
8	B 12x20.7	31'2¾"	" U2L2 U6L6	[illegible]
4	B 12x20.7	25'8¾"	" U4L4	[illegible]
10	C 9x13.4	23'8¾"	Guard Rails G8, G9, G22, 30	3175
2	C 9x13.4	20'7"	" G11	528
1	C 9x13.4	19'11¾"	" G32	267
1	C 9x13.4	19'10¾"	" G33	265
1	C 9x13.4	14'11¾"	" G36	201
1	C 9x13.4	14'10¾"	" G37	220
10	C 7x12.25	23'8¾"	" G7-8	[illegible]
2	C 7x12.25	20'1"	" G1	492
1	C 7x12.25	19'11¾"	" G1	244
1	C 7x12.25	19'10¾"	" G2	243
1	C 7x12.25	14'11¾"	" G5	183
1	C 7x12.25	14'10¾"	" G4	182
12	L 8x6x?	3'8"	Bottom Chords L[illegible]	1312
8	L 6x6x?	1'2"	" L[illegible]	333
4	L 6x6x?	43'7¾"	Floor Beams FB1	3425
4	L 6x6x?	43'0"	" FB1	3371
12	L 6x6x?	42'7"	" FB2, FB3, FB4	10016
12	L 6x6x?	21'11"	"	9859
4	L 4x4x?	6'1¾"	End Post L0U1	312
4	L 4x4x?	5'1¾"	" U[illegible]L[illegible]	264
4	L 4x4x?	4'0¾"	Top Chord U[illegible]U[illegible]	205
4	L [illegible]	3'11¾"	"	201
4	L [illegible]	3'11"	" U[illegible]U[illegible]	201
4	L [illegible]	3'5"	"	192
4	L [illegible]	3'8¾"	" U[illegible]U[illegible]	188
2	L [illegible]	3'3¾"	Floor Beams FB2	85
24	L 4x4x?	3'3¾"	S.W. Brackets B7	[illegible]
2	L [illegible]	3'0¾"	Floor Beams FB2	60
2	L [illegible]	2'7"	" FB4	51
2	L [illegible]	1'11¾"	" FB1	39
2	L [illegible]	1'10¾"	" FB[illegible]	37
2	L [illegible]	1'9¾"	"	36
8	L [illegible]	1'8¾"	"	100
8	L [illegible]	1'8"	S.W. Brackets B14, B15	150
2	L [illegible]	1'1¾"	Floor Beams FB[illegible]	27
4	L [illegible]	1'3¾"	" FB[illegible]	51
[illegible]	L [illegible]	1'0"	Stringers [illegible]	670
4	L [illegible]	2'0"	Sway Frames F1a	66
4	L [illegible]	0'11¾"	Top Laterals TL[illegible]	31
4	L [illegible]	0'10¾"	Sway Frames F[illegible]a	37
2	L 3½x[illegible]	3'11"	Bottom Chord L0L1L2	88
2	L [illegible]	3'11¾"	" L[illegible]L[illegible]	[illegible]
2	L [illegible]	3'2¾"	" L[illegible]L[illegible]	[illegible]
2	L [illegible]	3'9¾"	" L[illegible]L[illegible]	83
56	L [illegible]	3'0"	S.W. Brackets B7	1856
8	L [illegible]	4'3¾"	" " B11	368
8	L [illegible]	3'10¾"	" " B12	[illegible]
4	L [illegible]	2'4¾"	" " B15	148
4	L [illegible]	2'4¾"	" " B15	140

No. Pcs.	Section	Length	Location	Weight
8	L 3½x3½x5/16	1'1¾"	Sway Frames F2a	65
16	L 3½x3½x5/16	1'0"	" " F2b, F3b	115
8	L 3½x3½x5/16	0'10¾"	" " F2a	90
4	L 3x3x5/16	1'0¾"	S.W. Brackets B13	[illegible]
8	L 3x3x5/16	0'5"	Guard Rails [illegible] 28 & 30	24
4	L 3x3x5/16	14'9"	Portal Pa	[illegible]
4	L 3x3x5/16	13'1¾"	" Pa	[illegible]
4	L 3x3x5/16	13'0¾"	" Pk	318
4	L 3x3x5/16	12'6½"	" Pn	306
4	L 3x3x5/16	12'5"	Sway Frame F1b	305
2	L 3x3x5/16	12'2¾"	Portal Pp	149
2	L 3x3x5/16	11'10¾"	" Pp	145
2	L 3x3x5/16	10'10¾"	" Pn	133
2	L 3x3x5/16	10'10"	" Pn	132
4	L 3x3x5/16	10'3½"	" Pl	[illegible]
8	L 3x3x5/16	10'1"	" Pm	[illegible]
4	L [illegible]	[illegible]	Sway Frame F1d	232
4	L [illegible]	[illegible]	" " F1c	[illegible]
4	L [illegible]	[illegible]	Portal Pl	213
2	L [illegible]	[illegible]	Sway Frame F1m	[illegible]
2	L [illegible]	[illegible]	" " F1a	74
2	L [illegible]	[illegible]	" " F1b	67
4	L 6x4x?	3'3"	Bottom Chord L0L1L2L3	476
16	L 6x4x?	0'6"	Floor Beams FB3, FB4	137
8	L [illegible]	0'8"	" " FB2	78
2	L [illegible]	[illegible]	End Post L0U1	[illegible]
2	L [illegible]	1'10"	" " U7L8	63
4	L [illegible]	1'5"	Hangers H1-H5	[illegible]
4	L [illegible]	[illegible]	Bottom Chord L0L1L2 L6L7L8	815
4	L [illegible]	[illegible]	" " L0L1L2 L6L7L8	814
8	L [illegible]	[illegible]	" " L1L2L3 L5L6L7	1026
2	L [illegible]	0'5¾"	" " L[illegible]L[illegible]	24
2	L [illegible]	0'9¾"	" " L0L1L2	33
4	L [illegible]	0'10¾"	S.W. Brackets B14	48
4	L [illegible]	[illegible]	" " B15	[illegible]
[illegible]	L [illegible]	[illegible]	Hangers H1-H5	177
[illegible]	L [illegible]	0'6"	S.W. Brackets & Br. Hangers H1-H5	380
[illegible]	L [illegible]	[illegible]	Bottom Laterals BL9	1703
[illegible]	L [illegible]	28'8¾"	" " BL7	1932
[illegible]	L [illegible]	25'6¾"	" " BL8	924
[illegible]	L [illegible]	[illegible]	" " BL6	924
[illegible]	L [illegible]	1'10"	[illegible]	2066
[illegible]	L [illegible]	0'5"	[illegible]	102
[illegible]	L [illegible]	28'9¾"	[illegible]	691
[illegible]	L [illegible]	[illegible]	[illegible]	70
[illegible]	L [illegible]	[illegible]	[illegible] Fa	[illegible]
[illegible]	L [illegible]	[illegible]	[illegible] S33, S38	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frames F1a	[illegible]
[illegible]	[illegible]	[illegible]	Guard Rail G9	[illegible]
[illegible]	[illegible]	[illegible]	" " G1-2	[illegible]
[illegible]	[illegible]	[illegible]	" " G1-2	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Bracket B14	[illegible]
[illegible]	[illegible]	[illegible]	Guard Rail G4-6	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Bracket B14	[illegible]
[illegible]	[illegible]	[illegible]	Guard Rail G5	[illegible]
[illegible]	[illegible]	[illegible]	" " G1	[illegible]
[illegible]	[illegible]	[illegible]	" " G4	[illegible]
[illegible]	[illegible]	[illegible]	" " G2	[illegible]
[illegible]	[illegible]	[illegible]	" " G6	[illegible]
[illegible]	[illegible]	[illegible]	" " G1	[illegible]
[illegible]	[illegible]	[illegible]	" " G4	[illegible]
[illegible]	[illegible]	[illegible]	" " G2	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pb	[illegible]
[illegible]	[illegible]	[illegible]	" Pb	[illegible]
[illegible]	[illegible]	[illegible]	" Pa	[illegible]
20	[illegible]	[illegible]	Sway Frames F1a, F2a, F1e	[illegible]
[illegible]	[illegible]	[illegible]	" " F1b	[illegible]
[illegible]	[illegible]	[illegible]	Top Laterals TL7	[illegible]
[illegible]	[illegible]	[illegible]	" " TL7	[illegible]
[illegible]	[illegible]	[illegible]	" " TL8	[illegible]
[illegible]	[illegible]	[illegible]	" " TL9	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pd	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frames F1a	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	0'6"	Guard Rails [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frames [illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
2	L [illegible]	[illegible]	[illegible] B12	[illegible]
32	L [illegible]	1'1¾"	Sidewalk Brackets	284
2	L [illegible]	[illegible]	Guard Rail G11	7
2	L 3½x2½x?	28'7¾"	Bottom Laterals BL1	550
2	L [illegible]	[illegible]	" " BL2	573
24	L 3½x2½x?	1'7¾"	Lat. Joint Brackets	[illegible]
32	L 3x2½x?	1'7¾"	" " "	[illegible]
4	L 3x2½x?	3'8¾"	Sway Frame F3a	432
8	L [illegible]	[illegible]	" " F2a	499
4	L [illegible]	[illegible]	" " F3b	213
4	L 3x2½x5/16	[illegible]	" " F3b	198
2	Fills 3x1½	1'2¾"	Fills on Bott. Lat. BL2	46
1	PL 16x1¼	2'0"	Bott. Chord L6L7L8	163
3	PL 8¼x1	1'9"	Strs. S3-10-20-16-26-11-21	393
3	PL 8x1	1'0"	" S32-17-43	84
1	PL 9½x1	0'5¾"	S.W. Stringers S5 25-26-28	21
1	PL 5½x1	0'4¾"	" " S5-30-31	19
1	PL [illegible]	2'0"	Bott. Chord L0L1L2	109
1	PL 8½x?	1'0"	Stringers S48	25
4	PL 5½x?	0'5¾"	S.W. Stringers S5 25-26-28	16
2	Fills 8½x?	1'2"	Bevel Fillers on SP5	46
2	PL 8x?	0'7"	S.W. Bracket B14	38
8	PL 16x?	3'2¾"	Bottom Chord L0L1L2 L6L7L8	1040
2	PL 16x?	2'0"	" "	163
8	PL 16x?	3'6"	" " L6L7L8	857
2	PL 12x?	3'0"	" " L[illegible]L[illegible]	[illegible]
4	PL 11x?	2'8¾"	" " L6L[illegible]	331
4	PL 11x?	3'3¾"	" " L6L7L8	312
2	PL 11x?	3'3¾"	" " L0L1L2	278
4	PL 10x?	2'3¾"	" " L6L7L8	234
4	PL 7½x?	1'4"	" " L6L7L8	232
2	PL 8½x?	1'2"	Bevel Fills on S28	42
8	PL 8x?	1'9"	Stringers S3-10-20-6-26-17-27	295
1	PL 8x?	1'0"	" S30	21
2	PL 3½x?	0'7"	Bottom Chord L0L1L2 L6L7L8	36
6	PL 48x?	43'11"	Floor Beams FB2, FB3, FB4	26877
2	PL 48x?	43'0"	" " FB1	8772
6	PL 36x?	7'4¾"	Bott. Chords [illegible]	3482
2	PL 30x?	7'4¾"	" " [illegible]	1090
2	PL 28x?	5'11¾"	Sway Frames F1b	473
2	PL 25x?	2'5¾"	" " F1b	263
2	PL 18x?	2'2¾"	" " F1b	156
2	PL 17x?	2'0"	" " F2a	143
2	PL 17x?	1'11¾"	" " F3a	140
2	PL 17x?	1'6¾"	Top Lateral TL7	113
8	PL 12x?	1'5"	" " TL7-8-9	289
8	PL 12x?	1'4¾"	Sway Frame F3a F2a	288
12	PL 11x?	2'3¾"	Hanger H1-H5	649
12	PL 11x?	1'6¾"	S.W. Bracket B14	72
2	PL 9x?	4'5"	[illegible]	163
1	PL 8x?	1'0"	Stringers S38	18
2	PL 7x?	3'6"	S.W. Bracket B14	104
12	PL 6½x?	3'8¾"	Hanger H1-H5	609
8	PL 6x?	0'6"	Sway Frame F1b	56
16	Bars 3½x?	2'3¾"	Bottom Chord L0L1L2	271
16	Bars 3½x?	2'2¾"	" " L6L7L8	267
40	PL 24x?	0'5"	Guard Rails G1-25-26-27-28-30	83
2	PL 23x5/16	33'[illegible]	End Post L0U1	[illegible]
20	PL 6x5/16	1'2¾"	Bott. Chord L0L1L2 L6L7L8	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] L6L7	1321
[illegible]	[illegible]	[illegible]	Bottom Chord L0L1L2	1321
[illegible]	[illegible]	[illegible]	" "	1309
[illegible]	[illegible]	[illegible]	" " L5L6	1160
[illegible]	[illegible]	[illegible]	" " L6L7L8	1119
[illegible]	[illegible]	[illegible]	[illegible]	926
[illegible]	[illegible]	[illegible]	Top Chord U6U7	1038
[illegible]	[illegible]	[illegible]	" " U1U2	1085
[illegible]	[illegible]	[illegible]	" " U6U6	[illegible]
[illegible]	[illegible]	[illegible]	" " U2U3	945
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	End Post L0U1	533
[illegible]	[illegible]	[illegible]	Bottom Chord L0L1L2	577
[illegible]	[illegible]	[illegible]	" " L6L7L8	500
[illegible]	[illegible]	[illegible]	End Post U7L8	349
[illegible]	[illegible]	[illegible]	Floor Beam FB1	346
[illegible]	[illegible]	[illegible]	Top Chord U6U6	326
[illegible]	[illegible]	[illegible]	" " U6U7	263
[illegible]	[illegible]	[illegible]	" " U1U2	261
[illegible]	[illegible]	[illegible]	" " U2U3	243
[illegible]	[illegible]	[illegible]	" " U4U5	243
[illegible]	[illegible]	[illegible]	Bott. L0L1L2	172
[illegible]	[illegible]	[illegible]	" L6L7L8	169
[illegible]	[illegible]	[illegible]	" L[illegible]L[illegible]	5004
[illegible]	[illegible]	[illegible]	Floor Beams FB2	3331
[illegible]	[illegible]	[illegible]	" " FB1	3142
[illegible]	[illegible]	[illegible]	" " FB3, FB4	3902
[illegible]	[illegible]	[illegible]	" " FB2	2380
[illegible]	[illegible]	[illegible]	" " FB1	2283
[illegible]	[illegible]	[illegible]	[illegible]	476
[illegible]	[illegible]	[illegible]	[illegible] FB1	104
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
72	PL 5¼x5/16	0'7¾"	S.W. Brackets B7-11-12-14	368
320	PL 2¾x5/16	2'4"	Bott. Chords L0L1, L7L8, L1L2, L6L7	2580
224	PL 2¾x?	2'3¾"	" " L[illegible]	1862
6	[illegible]	2'0"	S.W. Brackets [illegible]	3778
1	[illegible]	[illegible]	Cuts [illegible]	[illegible]
2	[illegible]	[illegible]	Portal Pb	[illegible]
6	PL [illegible]	3'0"	Sway Frames F2a-F1b	815
1	[illegible]	12'6"	S.W. Bracket B14 (Cuts 2)	522
2	PL 20x?	3'7¾"	Portal Pb	278
2	PL 19½x?	2'11¾"	Sway Frame F2a	221
2	PL 19½x?	2'9¾"	" " F3a	212
2	PL 19½x?	2'8"	" " F2a	203
2	PL 19½x?	2'9¾"	" " F3a	204
2	PL [illegible]	8'1¾"	S.W. Bracket B11 ([illegible] cuts 2)	364
6	PL [illegible]	3'9¾"	Stringers S31-41	241
1	PL [illegible]	4'5"	S.W. Brackets B15 (Cuts 2)	153
4	PL [illegible]	2'1¾"	Sway Frames F2a	352
2	PL 23x?	1'3¾"	End Post L0U1	75
2	PL 23x?	1'3¾"	" " U7L8	75
2	PL 22½x?	2'6¾"	Stringers S38, 28	146
4	PL 22x?	3'6"	Top Chord U6U7	281
4	PL 21¾x?	3'0"	" " U1U2	335
4	PL 21x?	2'2"	" " U2U4	307
2	PL 21x?	2'7"	End Post L0U1	144
6	PL 21x?	2'6"	" " L0U1, Top Chord U6U6	418
2	PL 21x?	[illegible]	" " U7L8	[illegible]
4	PL 21x?	2'9"	Top Chord U6U7	305
2	PL 21x?	2'7"	End Post U7L8	143
4	PL 21x?	2'6"	Top Chord U1U2	277
2	PL 20½x?	2'0"	Stringers S30, 40	106
2	PL 20½x?	1'10¾"	" S21, 17	98
2	PL 19½x?	3'1¾"	Lat. Conn. PL 33-12	[illegible]
2	PL 18¾x?	1'8¾"	Stringers S11-27	80
2	PL 18x?	2'3"	Portal Pb	111
4	PL 17½x?	24'8¾"	Top Chord U6U6	2184
4	PL 17½x?	23'10¾"	" " U4U5	2159
4	PL 17½x?	23'9¾"	" " U3U4	2124
2	PL 17½x?	2'5¾"	Portal Pb	108
2	PL 17x?	2'7"	Lat. Conn. PL 32-13	112
4	PL 17x?	1'10¾"	Portal Pc	164
2	PL 17x?	1'8¾"	Stringers S10-26	74
2	PL 16½x?	1'4¾"	" S16-20	59
2	PL 16x?	3'0¾"	Portal Pa	125
2	PL 16x?	2'9¾"	Sway Frame F1b	108
4	PL 15½x?	2'7¾"	" " F3a	211
4	PL 15x?	3'2"	Bott. Chord L0L1L2	242
8	PL 15x?	1'9"	" " L0L1L2-L6L7L8	266
2	PL 15x?	1'5¾"	Portal Pa	55
2	PL 15x?	1'4¾"	" "	53
4	PL 14x?	2'0"	" "	197
4	PL 14½x?	2'4"	Sidewalk Bracket B11	173
2	PL 14x?	3'1¾"	Portal Pa	112
2	PL 13¾x?	1'7¾"	S.W. Bracket B15	57
2	PL 13½x?	1'5¾"	Sway Frames F1c	56
4	PL 13½x?	1'5"	Verticals U1L1 & U7L7	98
2	PL 13½x?	1'4¾"	Sway Frame F1b	47
2	PL 13½x?	1'5¾"	" " F2a	52
6	PL 13½x?	1'2"	Verticals U1L1, U3L3, U4L4	120
2	PL 13½x?	2'9¾"	Portal Pb	185
2	[illegible]	1'5¾"	Sway Frame F1d	48
2	PL 12½x?	1'8¾"	" " F2a	114
2	PL 12½x?	1'7¾"	S.W. Bracket B14	53
2	PL 12½x?	2'2¾"	Portal Pf	141
2	PL 12½x?	2'1¾"	Sway Frame F1a	68
4	PL 12x?	2'0"	" " F2a-b	128
2	PL 12x?	1'11¾"	" " F3b	63
2	PL 12x?	1'1¾"	" " F3a	62
2	PL 12x?	1'3¾"	" " F2c	82
2	PL 12x?	1'10¾"	Lat. Conn. PL 31	57
12	PL 12x?	1'9¾"	Bott. Chord L3L4L5-L3L4L5	2616
[illegible]	[illegible]	1'9¾"	" " L0L1L2, L6L7L8	1928
4	PL 11x?	1'3¾"	Sway Frame F3a	81
4	PL 11x?	1'3½"	Stringers S9	79
4	PL 11x?	1'3¾"	Sway Frame F1a	74
1	[illegible]	1'2¾"	Cuts 2 - Portal Pb	18
8	[illegible]	1'0¾"	Sway Frames F3b, F2b	128
2	PL 11x?	1'3¾"	" " F3a	75
4	PL 11x?	2'6¾"	S.W. Bracket B12	145
6	PL 11x?	1'0"	[illegible] Stringers S32-41-[illegible]	85
2	[illegible]	1'0"	[illegible] S6-41	112
2	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	1'0"	[illegible] Stringers [illegible]	81
2	[illegible]	1'0"	[illegible] S34-44	108
2	[illegible]	1'5"	S.W. Bracket B15	34
4	[illegible]	2'7¾"	Top Lateral TL4	121
4	[illegible]	1'5¾"	Portal Pb	119
4	[illegible]	1'2¾"	" Pa	113
2	PL 8x?	1'0"	Stringer S30-40	23
15920	¾" Rivets		Shop	7594
10476	"		Field	4980
[illegible]	[illegible]		Shop	3315
[illegible]	[illegible]		Field	63
[illegible]	[illegible]		Shop	396
[illegible]	[illegible]		[illegible]	12
[illegible]	[illegible]		[illegible]	11
[illegible]	[illegible]		[illegible]	22
[illegible]	[illegible]		[illegible]	8
[illegible]	[illegible]		[illegible]	8
[illegible]	[illegible]		[illegible]	20
[illegible]	[illegible]		[illegible]	18
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	[illegible]
[illegible]	[illegible]		[illegible]	59
[illegible]	[illegible]		[illegible]	260
[illegible]	[illegible]		[illegible]	6

No. Pcs.	Section	Length	Location	Weight
2	PL 8⅞x⅜	1'0"	Stringers S38, 48	22
2	PL 8⅝x⅜	1'0"	" S30, 40	21
2	PL 8 9/16x⅜	1'0"	" S38, 48	21
2	PL 8½x⅜	1'0"	" S11, 21	21
4	PL 7x⅜	1'10"	S.W. Bracket B11	65
4	PL 6x⅜	1'11½"	" " B12	61
2	PL 6x⅜	1'8"	Sway Frame F1b	25
4	PL 6x⅜	1'7½"	" " F2a, F3a	50
31	PL 6x⅜	0'8½"	Guard Rails [illegible]	455
24	PL 6x⅜	0'6⅜"	Sway Frames F3a, F2b	98
1	PL 5[illegible]x⅜	1'0 9/16"	(Cuts 2) Portal Pb	8
4	PL 4½x⅜	1'3"	S.W. Bracket B14	33
2	PL 4x⅜	2'0"	Spl. PL BL2	20
4	PL 3¾x⅜	0'7½"	Guard Rail G33-35-37-38	12
24	PL 3½x⅜	1'7"	Hanger H1-5	170
[illegible]	PL 3x⅜	0'6"	S.W. Bracket B12	[illegible]
28	PL 2¾x⅜	1'10⅝"	Portal Pd	170
8	PL 2½x⅜	0'11¾"	Guard Rail G33-35-17	24
768	PL 2¼x⅜	1'3⅜"	Verticals U1L1, U3L3, U5L5, U6L6	2823
4	PL 17½x7/16	23'[illegible]	Top Chords U2U3	[illegible]
8	PL 15x7/16	1'2¾"	Portal Pa, b	178
4	PL 14½x7/16	3'2"	Bott. Chord L6L7L8	195
3	PL 12x7/16	1'9½"	Bott. Chords L2L3, L5L6	110
28	PL 12x7/16	1'5"	Top Laterals TL4, 5, 6, 1, 2, 3	506
18	PL 11x7/16	1'5¾"	Portal Pc, f	302
72	PL 11x7/16	1'5½"	" Pghjkmnpd	1206
16	PL 10¾x7/16	1'2½"	Diagonal U1L2, L6U7	220
32	PL 10¾x7/16	0'11½"	" U3L3, U5L5, U5L4, L5U6	351
2	PL 8½x7/16	2'9"	Spl. PL SP3	30
4	PL 8½x7/16	2'1½"	" " SP4	78
2	PL 8½x7/16	1'0"	Sway Frame F1b	18
2	PL 8¼x7/16	1'0"	" " "	18
2	PL 8x7/16	1'0"	" " "	17
34	PL 7½x7/16	1'1½"	Vertical U4L4	305
2	PL 7½x7/16	1'0"	Sway Frame F1b	16
152	PL 7½x7/16	0'10½"	Diagonals L5U7, L3U6, U1L2, U2L3	[illegible]
[illegible]	PL 5x7/16	0'[illegible]"	Sidewalk Stringers S5[illegible]	[illegible]
288	PL 2½x7/16	1'10 9/16"	Portal Pa, b	1438
868	PL 2½x7/16	1'10½"	Top Laterals TL[illegible], Sway Frame F3[illegible]	[illegible]
128	PL 2½x7/16	1'10 9/16"	Sway Frame F1b	[illegible]
123	PL 2¼x7/16	1'10½"	" " F2a	[illegible]
712	PL 2¼x7/16	1'0⅝"	Diagonal U3L2, U5L4	1720
13	PL 5½x½	0'7½"	S.W. Bracket B7-12-14-11	53
478	PL 2½x½	0'9⅝"	Sway Frame F1a, F3b	815
240	PL 2¼x½	0'9⅝"	" " F2b	368
4	PL 17½x9/16	1'10 9/16"	Top Chord U6U7	82
4	PL 12x9/16	2'6"	Diagonal L6U7	77
4	PL 7x9/16	2'4"	Sidewalk Bracket B11	42
4	PL 6x9/16	2'6⅝"	" " B12	39
2	PL 23x⅝	1'8 11/16"	End Post U7L8	34
4	PL 17½x⅝	1'9 9/16"	Top Chord U1U2	34
4	PL 15¾x⅝	1'4½"	End Post U7L8	56
4	PL 12x⅝	2'3"	Diagonal U1L2	46
4	PL 12x⅝	1'6½"	Bott. Chord L0L1L2	31
4	PL 12x⅝	1'3"	" " L6L7L8	26
4	PL 10x⅝	1'8⅝"	Vertical U1L1	30
4	PL 10x⅝	1'1⅝"	" U7L7	19
8	PL 3½x⅝	1'5"	S.W. Brackets B14	17
2	PL 3x⅝	1'6"	End Post U7L8	4
4	PL 3x⅝	0'11⅝"	Bott. Chord L6L7L8	5
4	PL 2½x⅝	0'9"	Sway Frame F1p	3
4	PL 2½x⅝	0'6"	" " "	2
56	Ring Fills	2¼"ϕx3/16	Laterals	29
36	Ring Fills	2¼"ϕx½	End Posts; Top Chord	18
92	Ring Fills	2¼"ϕx7/16	Guard Rails, Bott. Chord	45
98	Ring Fills	2¼"ϕx⅜	Bott. Chord, Portal, Sway Frames, Verticals	38
104	Ring Fills	2¼"ϕx5/16	Portal, Sway Frame, Top Laterals	31
22	Ring Fills	2¼"ϕx¼	Sway Frames F3b, F2b, F1a	5
4	Ring Fills	3¾"ϕx⅝	S.W. Bracket B14	[illegible]
4	Cast Steel		Top Castings KF-p & KX-p	1448
2	" "		Bottom " KFq	3734
2	" "		" " KXq	2246
2	" "		" Plates KX-s	[illegible]
4	Pin Assemblys		KF-r & KX-r	[illegible]
2	Roller Nests		KX-t	2680
16	Fox Anchor Bolts		1½"ϕx1'11" (One Hex Nut each)	130
42	13?x4x½	6'4¼"	Hangers H1-5	[illegible]
20	[illegible]	28'8½"	Guard Rails G7-8	4315
2	[illegible]	8'3¾"	S.W. Bracket B13	[illegible]
2	[illegible]x3x⅜	6'6"	" " B13	[illegible]
8	[illegible]3x⅝	0'10⅞"	S.W. Stringers S37	38
4	[illegible]x45.8	23'-11"	Top Chord U4U5	4382
2	[illegible]23x7/16	23'-11"	" " U4U5	[illegible]
8	L 4x3½x⅜	1'-6"	Floor Beam FB1	[illegible]
4	PL [illegible]x½	1'-8¾"	" " FB1	[illegible]
8	PL 7½x⅜	1'-3¾"	" " FB1	286
4	PL 14x⅜	1'-0½"	" " FB1	74
			Total Structural Steel—Span "D"	[illegible]

BILL OF STRUCTURAL STEEL SPAN "D"

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18 1935

RECOMMENDED FOR APPROVAL:- [signature]

PROJECT:- W.P.G.M. 206 STATION:-

SECTION:- A. STRUCTURE NO. 1031

DRAWING:- 166 OF 173

BRIDGE CONTRACT NO. 1224

G.L.K. 10-2-35 [illegible]
J.F.B. 10-4-35 [illegible]

BRIDGE FILE 153-K-1031

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	W.P.G.M. PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1936	189	210

SECTION-A.

—BILLS OF MATERIAL—
—STRUCTURAL STEEL—

WEIGHT
61
60
74
27
193
190
2462
2459
286
206
199
148
140
248
28
34
31
96
1167
1155
1137
1124
1040
1033
390
198
187
360
349
344
333
329
158
139
140
271
135
256
254
502
1416
233
214
94
87
77
313
465
464
456
455
605
598
166
2566
2563
2398
2381
2356
2365
2380
2283
2121
1989
1964
1990
1925
7733
2346
2240
1527
1511
1484
1528
1401
99
72
435
34
236
489
1339
3073
1112
995
379
805
1603
798
1591
1584
1576
782
760
79
2756
31
2029
1866
1663
427
32

NO. PCS.	SECTION	LENGTH	LOCATION	WEIGHT
68	[illegible]	[illegible]	Guard Rails G2-9 (Cut [illegible])	295
28	[illegible]	[illegible]	" " G3-8 (" [illegible])	121
70	[illegible]	[illegible]	" " G8 (" [illegible])	87
8	[illegible]	[illegible]	" " G1 (" [illegible])	35
4	[illegible]	[illegible]	Sway Frames F2	1009
4	[illegible]	[illegible]	" " F8	952
4	[illegible]	[illegible]	Top Laterals TL8	938
4	[illegible]	[illegible]	" " TL8	914
8	[illegible]	[illegible]	" " TL9	1894
8	[illegible]	[illegible]	" " TL10	1797
4	[illegible]	[illegible]	" " TL11	896
4	[illegible]	[illegible]	Sway Frame F2	783
28	[illegible]	[illegible]	Guard Rails G11-15	6742
4	[illegible]	[illegible]	" " G12	796
2	[illegible]	[illegible]	" " G13-16	355
2	[illegible]	[illegible]	" " G13-16	344
2	[illegible]	[illegible]	" " G14-17	292
4	[illegible]	[illegible]	S.W. Brackets B2	295
2	[illegible]	[illegible]	Guard Rails G14-17	221
4	[illegible]	[illegible]	S.W. Brackets B3	328
4	[illegible]	[illegible]	" " "	83
2	[illegible]	[illegible]	Guard Rails G13-14	31
1	[illegible]	[illegible]	" " G17	15
2	[illegible]	[illegible]	" " G16-17	29
2	[illegible]	[illegible]	" " G13-18	18
2	[illegible]	[illegible]	" " G16-17	16
2	[illegible]	[illegible]	Portal Pd	786
2	[illegible]	[illegible]	" Pb	725
2	[illegible]	[illegible]	" Pa	671
2	[illegible]	[illegible]	" Pc	670
4	[illegible]	[illegible]	Sway Frame F1	63
2	[illegible]	[illegible]	" " F2	62
3	[illegible]	[illegible]	" " F3-4	118
4	[illegible]	[illegible]	" " F4	56
3	[illegible]	[illegible]	" " F2	72
3	[illegible]	[illegible]	" " F3	71
24	[illegible]	[illegible]	" " F2-3-4	287
12	[illegible]	[illegible]	" " F1-2	93
4	[illegible]	[illegible]	" " F1	25
8	[illegible]	[illegible]	" " F4	52
4	[illegible]	[illegible]	" " F1	26
24	[illegible]	[illegible]	" " F2-3-4	132
88	[illegible]	[illegible]	Guard Rails G4-5-6-7	312
4	[illegible]	41'-9"	Sway Frame F1	1202
12	[illegible]	41'-6"	" " F2-3-4	3585
24	[illegible]	41'-6"	" " F2-3-4	7605
4	[illegible]	[illegible]	" " F1	1119
4	[illegible]	[illegible]	" " F1	1070
8	[illegible]	[illegible]	" " F4	1998
8	[illegible]	[illegible]	" " F3	1924
4	[illegible]	[illegible]	" " F2	854
4	[illegible]	[illegible]	" " F2	835
2	[illegible]	[illegible]	" " F1	378
4	[illegible]	[illegible]	" " F1	707
2	[illegible]	[illegible]	" " F1	351
4	[illegible]	[illegible]	Portal Pd	379
4	[illegible]	[illegible]	S.W. Brackets B6	264
32	[illegible]	[illegible]	S.W. Brackets B10-14	284
8	[illegible]	[illegible]	[illegible] (Cut [illegible])	26
2	[illegible]	[illegible]	Bott. Lats BL1	409
4	[illegible]	[illegible]	" " BL2	402
[illegible]	[illegible]	[illegible]	Sway Frames F1	789
[illegible]	[illegible]	[illegible]	" " & Top Lats	4591
[illegible]	[illegible]	[illegible]	Top Lats TL9-TL11 TL12&13	5424
[illegible]	[illegible]	[illegible]	[illegible]	329
[illegible]	[illegible]	[illegible]	[illegible]	313
[illegible]	[illegible]	[illegible]	[illegible]	51
[illegible]	[illegible]	[illegible]	[illegible]	24
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	52
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] L0L1L2	96
[illegible]	[illegible]	[illegible]	Stringers S16-38	62
[illegible]	[illegible]	[illegible]	" S523	4
[illegible]	[illegible]	[illegible]	End Post L0U1	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U7U8	[illegible]
[illegible]	[illegible]	[illegible]	" " [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" " [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" " [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" " [illegible]	886
[illegible]	[illegible]	[illegible]	Bott. " L8L9L10	590
[illegible]	[illegible]	[illegible]	" " L0L1L2	624
[illegible]	[illegible]	[illegible]	" " L0L1L2	42
[illegible]	[illegible]	[illegible]	Stringers SP12-29	288
[illegible]	[illegible]	[illegible]	" SP9	752
[illegible]	[illegible]	[illegible]	" SP29	36
2	[illegible]	[illegible]	Bott. Chord L8L9L10	367
2	[illegible]	[illegible]	" " L0L1L2	363
8	[illegible]	[illegible]	" " L0L1L2 & L8L9L10	494
[illegible]	[illegible]	[illegible]	Stringers S38	27
[illegible]	[illegible]	[illegible]	" S18-110-45-145	276
[illegible]	[illegible]	[illegible]	" S15-29-116-111-145-146	463
[illegible]	[illegible]	[illegible]	" S6-11-26-80-45-46	378
[illegible]	[illegible]	[illegible]	" S15-25-35-40	186
[illegible]	[illegible]	[illegible]	Bott. Chord L0L1L2 & L8L9L10	42
[illegible]	[illegible]	[illegible]	" " L6L1L2	1816
[illegible]	[illegible]	[illegible]	" " L0L1L2	1796
[illegible]	[illegible]	[illegible]	" " L8L9L10	1712
[illegible]	[illegible]	[illegible]	" " L8L9L10	1694
4	[illegible]	[illegible]	" " U8U9	[illegible]
4	[illegible]	[illegible]	" " U2U3	815
4	[illegible]	[illegible]	" " U7U8	789

NO. PCS.	SECTION	LENGTH	LOCATION	WEIGHT
4	PS-24½ x 7/16	8'-3½"	Top Chord U5U6	749
4	PS-20 x 7/16	58'-9"	Bott. " L4L5L6	12286
8	PS-9 x 7/16	1'-2"	Stringers S22	115
4	PS-62 x 7/8	5'-8½"	End Post L0U1	3009
4	PS-62 x 7/8	4'-4"	Bott. Chord L0L1L2	2285
4	PS-60 x 7/8	5'-2"	End Post U9L10	2835
4	PS-51 x 7/8	4'-10¾"	Top Chord U1U2	2109
4	PS-48½ x 7/8	4'-8¾"	" " U8U9	1936
4	PS-48½ x 7/8	4'-3⅛"	" " U5U6	1769
3	PS-48 x 7/8	43'-11"	Floor Beam F2-3-4-5	35536
2	PS-48 x 7/8	43'-0"	" " FB1	8772
4	PS-48 x 7/8	5'-2½"	Bott. Chord L8L9L10	2125
4	PS-48 x 7/8	4'-8¾"	Top " U8U8	1921
4	PS-47½ x 7/8	5'-1⅜"	" " U7U8	2076
4	PS-47½ x 7/8	5'-11⅝"	" " U6U9	2393
4	PS-47 x 7/8	4'-9"	Bott. " L3L4	1898
4	PS-46 x 7/8	4'-8¾"	Top " U3U4	1865
4	PS-46 x 7/8	4'-9"	Bott. " L6L7	1857
4	PS-46 x 7/8	4'-8¾"	" " L4L5L6	1841
4	PS-44 x 7/8	4'-8¾"	" " "	1761
4	PS-42 x 7/8	3'-10"	" " "	1568
2	PS-35½ x 7/8	4'-9"	Sway Frames F1	719
2	PS-26 x 7/8	2'-4⅜"	" " "	284
2	PS-26 x 7/8	2'-4⅝"	Top Lats TL8	269
4	PS-26 x 7/8	28'-8⅝"	" Chords U1U2	6806
4	PS-26 x 7/8	25'-8⅝"	End Post U9L10	5600
4	PS-25 x [illegible]	2'-11⅝"	Top Chord U6U7	633
4	PS-24 x [illegible]	25'-2⅞"	Bott. " L6L7	6846
2	PS-24 x [illegible]	3'-4⅝"	Sway Frame F1	342
2	PS-23 x [illegible]	2'-7⅝"	" " F2	220
2	PS-23 x [illegible]	27'-[illegible]	Top Chord U7U8	[illegible]
2	PS-23 x [illegible]	27'-[illegible]	" " U6U7	[illegible]
2	PS-23 x [illegible]	[illegible]	" " U4U5	2606
2	PS-23 x [illegible]	[illegible]	" " U4U5	2599
2	PS-22 x [illegible]	2'-2⅝"	Sway Frame F3	209
2	PS-22 x [illegible]	2'-2⅝"	" " Fa	207
4	PS-19 x 7/8	3'-5⅜"	Bott. Chord L8L9L10	555
24	PS-18 x 7/8	2'-2⅝"	Sway Frames & Top Lats	2032
1	PS-16 x 7/8	2'-2"	Bott. Chord L8L9L10	68
4	PS-12 x 7/8	1'-6¼"	Diagonals U9L8	155
4	PS-12 x 7/8	1'-4"	" U3L4	136
4	PS-12 x 7/8	1'-3½"	" U2L3	132
1	PS-12 x 7/8	1'-2"	Stringers SP12	30
4	PS-11½ x 7/8	2'-1⅞"	Top Chord U5U6	211
8	PS-11½ x 7/8	2'-0 11/16"	" " U6U7	406
4	PS-11½ x 7/8	2'-0⅞"	" " U4U5	203
4	PS-11½ x 7/8	1'-11⅜"	" " U1U2	193
4	PS-11½ x 7/8	1'-9 9/16"	" " U5U6	179
4	PS-11½ x 7/8	1'-7 9/16"	" " U8U9	162
4	PS-11½ x 7/8	1'-6 9/16"	" " U4U5	153
4	PS-11 x 7/8	5'-1¼"	Stringers SP111	481
6	PS-11 x 7/8	2'-9¾"	S.W. Hanger H1	1037
2	PS-11 x [illegible]	1'-3⅛"	S.W. Brackets B2	34
4	PS-9¾ x [illegible]	4'-7⅞"	Stringers SP11	535
2	PS-9 x [illegible]	3'-3"	" S9	249
1	PS-8½ x [illegible]	1'-3"	" S28	23
2	PS-8 x [illegible]	3'-8½"	S.W. Brackets B3	126
16	PS-7½ x [illegible]	3'-8½"	" Hanger H1	946
24	PS-6 x [illegible]	1'-8"	Bott. Chords	457
4	PS-6 x [illegible]	0'-6⅝"	" " L0L1L2	24
4	PS-6 x [illegible]	0'-6⅝"	Sway Frame F1	56
4	PS-5½ x [illegible]	0'-6⅝"	Bott. Chord L8L9L10	27
4	PS-5 x [illegible]	1'-1⅞"	S.W. Bracket B2	24
4	PS-5 x [illegible]	0'-6½"	Bott. Chords L0L1L2 & L8L9L10	56
4	PS-24 x [illegible]	[illegible]	Top U8U9	588
4	PS-24 x [illegible]	26'-5½"	Bott. L3L4	4838
4	PS-24 x [illegible]	[illegible]	End Post L0U1	[illegible]
2	PS-23 x [illegible]	27'-[illegible]	Top Chord U1U2	[illegible]
4	PS-23 x [illegible]	27'-[illegible]	" " U2U3	[illegible]
4	PS-21 x [illegible]	3'-10"	Bott. " L0L1L2	525
4	[illegible]	3'-10½"	" " L4L5L6	457
8	[illegible]	3'-7"	" " L3L4 & L4L5L6	850
8	[illegible]	1'-3"	Floor Beams FB1	236
4	PS-11½ x [illegible]	2'-4"	Top Chord U8U9	265
4	[illegible]	[illegible]	" " U7U8	196
4	[illegible]	[illegible]	" " U1U2	185
4	[illegible]	[illegible]	" " U3U4	182
4	[illegible]	[illegible]	" " U8U9	160
2	[illegible]	[illegible]	Bott. L0L1L2	30
2	[illegible]	[illegible]	" "	8
8	[illegible]	[illegible]	" " L8L9L10	94
4	[illegible]	3'-7"	End Post L0U1	731
4	[illegible]	3'-5"	" " U9L10	672
4	[illegible]	[illegible]	Top Chord [illegible]	487
4	PS-24 x [illegible]	[illegible]	Bott. [illegible]	9234
4	PS-24 x ½	[illegible]	" " L3L4	4918
4	PS-24 x ½	25'-[illegible]	" " L6L7	4236
4	PS-24 x ½	25'-3"	" " L7L8	4189
4	PS-24 x ½	25'-3"	" " L2L3	4128
4	PS-23½ x [illegible]	3'-6"	Top U8U9	503
2	PS-23 x ½	29'-9⅞"	End Post U9L10	2012
2	PS-23 x ½	26'-0⅛"	Top Chords U6U7	1890
4	PS-22 x ½	3'-9"	" " U7U8	506
4	PS-22 x ½	3'-0"	" " U5U6	437
20	PS-22 x ½	2'-9"	" " & End Post L0U1	2140
4	PS-22 x ½	4'-9"	End Post U9L10	527
6	PS-22 x ½	2'-9"	Top Chord U1U2 & E.P. U9L10	635
4	PS-21 x ½	3'-10½"	Bott. " L4L5L6	580
4	PS-22 x ½	3'-10"	" " L8L9L10	579
16	PS-22 x ½	2'-3"	" "	[illegible]
4	PS-17 x ½	2'-4⅜"	Floor Beam FB1	277
4	PS-16 x ½	2'-4⅜"	" " "	267

NO. PCS.	SECTION	LENGTH	LOCATION	WEIGHT
4	PS-15½ x ½	3'-7½"	Bott. Chord L8L9L10	[illegible]
8	PS-15½ x ½	3'-7½"	" " L0L1L2 & L8L9	[illegible]
4	PS-15½ x ½	1'-9"	" " L8L9 L0L1	[illegible]
8	PS-15 x ½	1'-3⅝"	" " L0L1L2 & L8L9L10	[illegible]
4	PS-14 x ½	32'-0"	Floor Beams F4	[illegible]
12	PS-12 x ½	31'-0"	" " F2-3-4-5	[illegible]
4	PS-14 x ½	30'-0"	" " F4	[illegible]
4	PS-14 x ½	31'-0"	" " FB1	[illegible]
16	PS-14 x ½	32'-0"	" " FB2-3-4-5	[illegible]
8	PS-12½ x ½	2'-11"	Bott. Chords L0L1L2 & L8L9L10	[illegible]
8	PS-12 x ½	1'-6½"	Diagonals U9L8	186
4	PS-11½ x ½	2'-1⅜"	End Post U9L10	167
4	PS-11½ x ½	2'-0½"	Top Chord U7U8	162
4	PS-11½ x ½	1'-10"	" " U2U3	[illegible]
2	PS-9 x ½	[illegible]	Stringers SP28	[illegible]
360	PS-8½ x ½	2'-9⅝"	Top Chords & End Posts	[illegible]
8	PS-4 x ½	2'-8"	Bott. Chord L0L1L2	[illegible]
24	PS-4 x ½	[illegible]	" " L2L3L4 L4L5L6 L6L7	387
8	PS-4 x ½	[illegible]	" " L4L5L6	125
16	PS-4 x ½	[illegible]	" " L7L8 L8L9L10	194
4	PS-23½ x ½	0'-3⅜"	Top " U8U9	9
32	[illegible]	[illegible]	S.W. Bracket B1	231
32	[illegible]	[illegible]	Top Chords & End Posts L0U1	75
8	[illegible]	[illegible]	" " U1U2 & End Posts U9L10	18
20	[illegible]	[illegible]	Portal Pd	248
176	[illegible]	[illegible]	" Pa-b	2123
2	[illegible]	[illegible]	" Pa	186
2	[illegible]	[illegible]	Bott. Chord L0L1L2	6985
4	[illegible]	[illegible]	" " L8L9L10	5967
4	[illegible]	[illegible]	" " L7L8	3891
[illegible]	[illegible]	[illegible]	Portal Pb	216
[illegible]	[illegible]	[illegible]	Bott. Chord L0L1L2	138
[illegible]	[illegible]	[illegible]	Portal Pc & Pf	349
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	132
[illegible]	[illegible]	[illegible]	Top Chord U8U9	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Brackets [illegible]	387
[illegible]	[illegible]	[illegible]	Bott. Chords L8L9L10	23
[illegible]	[illegible]	[illegible]	[illegible]	357
[illegible]	[illegible]	[illegible]	S.W. Brackets B3-5-6	123
[illegible]	[illegible]	[illegible]	[illegible] L8L9L10	6
[illegible]	[illegible]	[illegible]	[illegible]	7473
[illegible]	[illegible]	[illegible]	[illegible]	4725
[illegible]	[illegible]	[illegible]	Sway Frame F1	502
[illegible]	[illegible]	[illegible]	Portal Pb	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frame F3	558
[illegible]	[illegible]	[illegible]	[illegible] S22 & 23	370
[illegible]	[illegible]	[illegible]	Sway Frame [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" " [illegible]	243
[illegible]	[illegible]	[illegible]	" " F4	276
[illegible]	[illegible]	[illegible]	" " F4	265
[illegible]	[illegible]	[illegible]	" " F4	495
[illegible]	[illegible]	[illegible]	Portal Pa	270
[illegible]	[illegible]	[illegible]	Sway Frame F2	452
[illegible]	[illegible]	[illegible]	S.W. Brkts [illegible]	301
[illegible]	[illegible]	[illegible]	Stringers S28	104
[illegible]	[illegible]	[illegible]	" [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" [illegible]	258
[illegible]	[illegible]	[illegible]	" [illegible]	160
[illegible]	[illegible]	[illegible]	S.W. Brkts [illegible] (cuts 2)	345
[illegible]	[illegible]	[illegible]	Stringers [illegible]	188
[illegible]	[illegible]	[illegible]	" S36 & 40	136
[illegible]	[illegible]	[illegible]	Bott. Chord L2L3	3505
[illegible]	[illegible]	[illegible]	[illegible]	484
[illegible]	[illegible]	[illegible]	[illegible]	192
[illegible]	[illegible]	[illegible]	Sway Frame F3	171
[illegible]	[illegible]	[illegible]	[illegible]	206
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible] (cuts 2)	162
[illegible]	[illegible]	[illegible]	Stringers [illegible]	85
[illegible]	[illegible]	[illegible]	Sway Frame F3	154
[illegible]	[illegible]	[illegible]	Stringers S8-31	128
[illegible]	[illegible]	[illegible]	" S10-45	83
[illegible]	[illegible]	[illegible]	Portal Pa	186
[illegible]	[illegible]	[illegible]	" Pa	140
[illegible]	[illegible]	[illegible]	Bott. Chords L4L5L6	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frame F2	83
[illegible]	[illegible]	[illegible]	Stringers S10-125	67
[illegible]	[illegible]	[illegible]	Top Chords U6U7	504
[illegible]	[illegible]	[illegible]	Sway Frame F2	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pa	51
[illegible]	[illegible]	[illegible]	Sway Frame F2	50
[illegible]	[illegible]	[illegible]	" " F1	111
[illegible]	[illegible]	[illegible]	Portal Pb	117
[illegible]	[illegible]	[illegible]	[illegible]	99
[illegible]	[illegible]	[illegible]	Sway Frame F3	[illegible]
[illegible]	[illegible]	[illegible]	" "	[illegible]
[illegible]	[illegible]	[illegible]	" " F4	181
[illegible]	[illegible]	[illegible]	Portal Pa	116
36	[illegible]	[illegible]	Top Lats TL11 TL12 TL13	[illegible]
[illegible]	[illegible]	[illegible]	End Posts L0U1 & U9L10	[illegible]
[illegible]	[illegible]	[illegible]	Bott. Chords	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pb	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Brkts B6	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frames F2	[illegible]
[illegible]	[illegible]	[illegible]	"	[illegible]
[illegible]	[illegible]	[illegible]	"	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pa	[illegible]
[illegible]	[illegible]	[illegible]	"	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frames F2	[illegible]
[illegible]	[illegible]	[illegible]	" " F1	[illegible]
[illegible]	[illegible]	[illegible]	" " F1	[illegible]

NO. PCS.	SECTION	LENGTH	LOCATION	WEIGHT
2	PS-13½ x [illegible]	1'-7⅜"	S.W. Brk's B4	37
2	PS-13½ x [illegible]	1'-2⅝"	Sway Frame F1	44
4	PS-13½ x [illegible]	2'-2⅝"	S.W. Brkt B6	150
8	PS-13½ x [illegible]	1'-7"	Verticals U3L3 To U6L6	218
2	PS-13½ x [illegible]	1'-6"	" U2L2	52
4	PS-13½ x [illegible]	1'-3"	Sway Frame F2	86
4	PS-13¼ x [illegible]	1'-2"	Verticals U7L7 & U8L8	80
4	PS-13 x [illegible]	1'-4⅜"	Sway Frame F4	92
4	PS-13 x [illegible]	1'-3"	" " F3	88
4	PS-12½ x [illegible]	1'-3⅜"	" " F2	85
2	PS-12½ x [illegible]	2'-0⅞"	" " F1	65
2	PS-12½ x [illegible]	1'-9⅜"	Stringers S1	58
4	PS-12½ x [illegible]	1'-8"	Sway Frame F2	106
4	PS-12 x [illegible]	1'-3⅜"	Stringers S9	80
4	PS-12 x [illegible]	1'-2"	Sway Frame F4	74
4	PS-12 x [illegible]	1'-1⅞"	" " F3	73
2	PS-12 x [illegible]	1'-7⅜"	S.W. Brk's B3	50
4	PS-12 x [illegible]	2'-11"	Top Lats TL5	179
1	PS-12 x [illegible]	1'-6"	Portal Pb (cuts 2)	23
4	PS-12 x [illegible]	1'-3⅜"	Diagonal U2L3	79
2	PS-12 x [illegible]	1'-1⅜"	Sway Frame F1	35
8	PS-12 x [illegible]	1'-0⅞"	Diag. U9L8 & S.W. Fr. F2	128
14	PS-11½ x [illegible]	1'-0"	Stringers	198
22	PS-11 x [illegible]	1'-3"	Diagonals	386
26	PS-11 x [illegible]	1'-0"	Diagonals	364
2	PS-10½ x [illegible]	1'-3"	S.W. Brkts B4	44
14	PS-10½ x [illegible]	1'-0"	Stringers	187
8	PS-10½ x [illegible]	1'-9"	Diagonals U9L8	187
8	PS-10½ x [illegible]	1'-6"	" U1L2	161
2	PS-9½ x [illegible]	1'-0⅜"	Sway Frames F1	26
2	PS-9½ x [illegible]	1'-0⅜"	" " "	25
4	PS-9 x [illegible]	1'-8"	S.W. Brkts B6	77
8	PS-9 x [illegible]	1'-5"	Portal Pb	130
8	PS-9 x [illegible]	1'-3"	" Pa	115
4	PS-9 x [illegible]	1'-0⅜"	Sway Frame F1	49
2	PS-8½ x [illegible]	1'-0"	Stringers S16 & 30	22
2	PS-8½ x [illegible]	1'-0"	" S24 & 38	22
4	PS-8½ x [illegible]	2'-7⅝"	" SP15	115
2	PS-8½ x [illegible]	1'-0"	" S16 & 30	22
2	PS-8½ x [illegible]	1'-0"	" S24 & 38	22
2	PS-8½ x [illegible]	1'-0⅜"	Sway Frame F1	22
2	PS-8 x [illegible]	1'-0"	" " "	21
2	PS-8 x [illegible]	1'-0"	" " "	21
2	PS-7½ x [illegible]	1'-0⅜"	" " "	21
4	PS-7 x [illegible]	1'-10"	S.W. Brkt B5	65
1	PS-6⅜ x [illegible]	1'-0"	Portal Pb (cuts 2)	8
6	PS-6 x [illegible]	1'-8¾"	Sway Frames F2-3-4	78
2	PS-6 x [illegible]	1'-8"	" " F1	25
60	PS-4 x [illegible]	0'-7⅞"	" " F2-3-4	282
4	PS-4½ x [illegible]	1'-6⅞"	S.W. Brkts B2	35
2	PS-4 x [illegible]	2'-0"	Bott. Lats BL2	20
32	PS-3½ x [illegible]	1'-6⅜"	S.W. Hanger H1	217
2	PS-3½ x [illegible]	1'-2"	End Post L0U1 & U9L10	21
8	PS-3 x [illegible]	2'-0⅞"	Bott. Chord L0L1L2	62
2	PS-3 x [illegible]	0'-6⅝"	S.W. Brkts B6	8
[illegible]	[illegible]	1'-3⅜"	Verticals	5198
[illegible]	[illegible]	[illegible]	"	21
[illegible]	[illegible]	[illegible]	"	28
4	PS-14½ x [illegible]	47'-9⅞"	Diagonals U4L5	2948
4	PS-14½ x [illegible]	46'-7"	" U6L5	2871
4	PS-14½ x [illegible]	47'-7½"	" U7L6	2626
4	PS-7¾ x [illegible]	[illegible]	Verticals U5L5	495
2	PS-7¾ x [illegible]	1'-11⅝"	Sway Frame F2	31
158	PS-7¼ x [illegible]	0'-11"	Diagonals	1152
76	PS-7½ x [illegible]	0'-10"	" U1L2 U4L4 & S.F. F2	530
16	PS-3½ x [illegible]	0'-3⅞"	S.W. Stirs. SS2	58
120	PS-2 x [illegible]	1'-0"	Diagonals U4L5-U6L5-U7L6	2917
16	PS-6 x [illegible]	0'-7⅝"	S.W. Brkts B1	55
4	PS-5½ x [illegible]	1'-6⅜"	Top Chord U1U2	30
4	PS-5½ x [illegible]	0'-7½"	S.W. Brkts B3-5-6	18
4	PS-3 x [illegible]	1'-9¼"	Bott. Chords L2L3	37
[illegible]	PS-2½ x [illegible]	0'-9⅜"	Sway Frames F1-F2-F3-F4	1629
4	PS-15½ x [illegible]	1'-9½"	Bott. Chords L2L3 & L7L8	182
4	PS-7 x [illegible]	2'-4"	S.W. Brkts B5	42
2	PS-6 x [illegible]	2'-2⅛"	" " B6	33
2	PS-5¾ x [illegible]	1'-10⅜"	Top Chord U1U2	28
2	PS-5 x [illegible]	2'-4⅜"	Bott. Chord L7L8	36
2	PS-24 x [illegible]	1'-6"	Top " U7U8	34
4	PS-14½ x [illegible]	1'-10"	Bott. " L3L4	48
4	PS-5½ x [illegible]	1'-9⅜"	End Posts U9L10	17
4	PS-5½ x [illegible]	1'-9⅜"	Top Chord U2U3	17
4	PS-5½ x [illegible]	1'-5"	" " U7U8	17
4	PS-5½ x [illegible]	1'-4⅞"	" " U1U2	14
4	PS-5½ x [illegible]	1'-3⅞"	" " U8U9	13
4	PS-5 x [illegible]	1'-3⅞"	" " U8U9	12
2	PS-3 x ⅞	1'-10"	S.W. Brkts B2	15
2	PS-3 x ⅞	1'-9⅞"	Bott. Chords L3L4	19
2	PS-2½ x ⅞	0'-9"	" " L6L7	13
2	PS-2½ x ⅞	0'-6"	Sway Frame F1	3
[illegible]	[illegible]	[illegible]	" " "	2
[illegible]	[illegible]	[illegible]		1
20	Ring Fills	2½ x ⅞		28
14	Ring Fills	2½ x ½		15
[illegible]	Ring Fills	2½ x ⅝		48
[illegible]	Ring Fills	2¼ x ⅞		10
[illegible]	Cast Steel			30
			Top Castings KF-c & KX-c	1592
			Bottom " KF-c	5396
			" " KX-c	2922
			" Plates KX-c	2096
[illegible]	Pin Assemblys		KF-c & KX-c	780

NO. PCS.	SECTION	LENGTH	LOCATION	WEIGHT
2	Roller Nests		KX-e	2884
16	Fox Anchor Bolts		1½" x 1'-11" (one Hex. Nut each)	230
[illegible]	⅞" Rivets		Shop	11478
[illegible]	⅞" Rivets		Field	7932
21030	¾" Rivets		Shop	6739
150	¾" Rivets		Field	48
1278	⅝" Rivets		Shop	384
8	⅞ x 5½	Bolts	Hex. head-nut & 1 lock washer each	12
24	⅞ x 5	"	"	34
			"	42
16	⅞ x 5	Bolts	Hex head nut & 1 lock washer each	16
24	⅞ x 4½	"	"	24
8	⅞ x 4½	"	"	8
48	⅞ x 4	"	"	44
56	⅞ x 3½	"	"	49
100	⅞ x 3¾	"	"	82
192	⅞ x 2¾	"	"	131
48	⅞ x 2½	"	"	35
308	⅞ x 2	"	"	204
8	PS 5 x ⅜	0'-10½"	S.W. Stringers SS-6	37
2	PS 4½ x ⅜	2'-7"	Floor Beams FB4	51
2	PS 23 x ⅜	26'-8⅞"	Top Chord U3U4	2674
4	PS 26 x ¾	26'-8¾"	" " U3U4	7089
4	PS 26 x ¾	27'-1 3/16"	" " U2U3	7189
4	PS 14 x ½	2'-2¼"	Floor Beam FB1 (bent)	198
4	PS 14 x ⅜	2'-9¼"	" " "	199
8	PS 7½ x ⅜	1'-4¼"	" " "	226
8	Ls 4 x 3½ x ⅜	1'-6"	" " "	109
4	Ls 6 x 4 x ⅜	32'-6¼"	Top Lateral TL12	1600
4	Ls 6 x 4 x ⅜	32'-1 9/16"	" " TL 13	1581
			Total Structural Steel - Span "E"	903,851#

BILL OF STRUCTURAL STEEL SPAN "E"

STATE HIGHWAY COMMISSION OF INDIANA

PROJECT: W.P.G.M. 206 — OCTOBER 18, 1935.

SECTION: A.

RECOMMENDED FOR APPROVAL [signature] ENGINEER OF BRIDGES.

STRUCTURE Nº 1031

DRAWING: 167 OF 173

BRIDGE FILE 132-K-1031 — BRIDGE CONTRACT NO. 1224

BILLS OF MATERIAL
STRUCTURAL STEEL

NO PCS	SECTION	LENGTH	LOCATION	WEIGHT
2	W 24 x 84#	36' - 7½"	Stringers S22 - 38	6126
2	W 24 x 84#	34' - 11½"	" " S22 - 37	6026
1	W 24 x 60#	33' - 1"	" " S36	2660
1	W 21 x 80#	33' - 7½"	" " S22	2659
1	W 21 x 76#	31' - 6½"	" " S21	2391
1	W 21 x 68#	31' - 6"	" " S33	2351
1	W 24 x 76#	29' - 9½"	" " S30	2209
1	W 21 x 62#	29' - 3½"	" " S22	4818
2	W 21 x 93#	24' - 3"	" " S-12-11-10-9-8	7671
1	W 21 x 44#	29' - 0"	" " S-35	1906
1	W 21 x 44#	29' - 0"	" " S-34	1906
1	W 21 x 44#	29' - 0"	" " S-19	1906
6	W 21 x 44#	26' - 3½"	" " S-18-17-16-15-14-13	10737
2	W 21 x 44#	26' - 3½"	" " S-15-25	3574
1	W 21 x 62#	26' - 3½"	" " S-32	1657
43	W 21 x 44#	26' - 3½"	" "	71224
6	W 21 x 62#	26' - 3½"	" " S-6-12-10-12	11692
1	W 21 x 44#	26' - 3½"	" " S-41	1426
1	W 21 x 44#	26' - 3½"	" " S-17	1426
1	W 21 x 44#	26' - 3½"	" " S-16	1357
1	W 21 x 44#	26' - 3½"	" " S-36	1357
17	W 21 x 44#	1' - 1½"	Expl. Bolts-13-Wide (4 Gir. 2)	714
17	W 21 x 44#	1' - 0½"	" " " " (4 Gir. 3)	670
2	W 10 x 45#	9' - 10½"	Sway Frame F1	79
6	W 14 x 90#	9' - 7½"	" " F1-2-3-4	200
2	W 12 x 65#	26' - 7½"	Verticals U11	5316
2	W 12 x 58#	17' - 1"	" U12	1829
3	W 12 x 79#	25' - 9½"	S.W. Stringers S52	5358
35	W 12 x 65#	26' - 5"	" " S51	2 2456
2	W 10 x 21#	25' - 7½"	" " S52	998
4	W 10 x 21#	25' - 2"	" " S55	1998
4	W 10 x 21#	21' - 10½"	" " S56	1838
2	W 10 x 21#	21' - 10"	" " S57	917
2	W 12 x 19#	16' - 10½"	" " S58	542
4	W 8 x 17#	16' - 0"	" " S59	1140
4	W 8 x 15#	26' - 5½"	Diagonals U9 L8	1387 6
4	W 10 x 60#	36' - 8½"	" U11 L2	7348
4	W 8 x 21#	32' - 6½"	" U3 L4	6311
4	W 8 x 35#	28' - 4"	" U2 L3	6117
4	W 8 x 31#	28' - 5½"	" U8 L7	4948
	W 12 x 90#	36' - 5"	Verticals U2 L2	4250
	W 12 x 90#	1' - 5½"	Bott. Chords L8 L9 L10	1161
	W 12 x 90#	1' - 5½"	" " L6 L11 L2	1161
4	W 12 x 90#	1' - 5½"	" " L10 L12 & L8 L9 L10	306
4	W 12 x 65#	26' - 7½"	Floor Beams F31	5324
4	W 12 x 65#	26' - 0"	" " F31	5267
4	W 12 x 65#	25' - 7"	" " F32	5230
4	W 12 x 65#	25' - 11"	" " F33	5278
12	W 12 x 65#	26' - 7"	" " F33-4-5	15816
12	W 12 x 65#	26' - 11"	" " F35-4-5	9549
8	W 12 x 45#	26' - 9"	Bott. Chords L4 L5 L6	6268
8	W 12 x 45#	26' - 5½"	" " L2 L3 L4	5466
8	W 12 x 45#	26' - 5½"	" " L1 L2	5467
8	W 12 x 45#	27' - 3"	" " L7 L8	2790
8	W 12 x 45#	27' - 0"	" " L2 L3	2765
8	W 12 x 45#	25' - 2"	" " L6 L7	2604
4	W 12 x 53#	1' - 6"	End Post (2 U)	522
4	W 14 x 61#	5' - 11½"	Top Chord U6 U7	1307
4	W 14 x 61#	5' - 11"	End Post U2 U6	2615
4	W 12 x 53#	5' - 11"	Top Chord U2 U3	2615
4	W 12 x 53#	4' - 10½"	" " U1 U2	2142
4	W 12 x 53#	4' - 9½"	" " U3 U4	2142
4	W 12 x 53#	4' - 8½"	" " U2 U3	2142
4	W 12 x 53#	4' - 8½"	" " U8 U9	2121
16	W 12 x 53#	4' - 3½"	" " U5 U6	6819
8	W 12 x 53#	3' - 9½"	Bott. " L2 L3 L4	3532
	W 12 x 53#		Floor Beam F32	56
2	W 12 x 30#	2' - 4"	" " F34	140
2	W 12 x 30#	2' - 3"	Sway Frame F33	138
2	W 12 x 30#	2' - 3"	Floor Beam F31	138
2	W 12 x 30#	2' - 2"	" " F39	134
2	W 12 x 30#	2' - 2"	" " F31	134
2	W 12 x 30#	2' - 1"	" " F38	67
4	W 12 x 30#	1' - 11"	" " F33 & 5	270
2	W 12 x 30#	1' - 11"	" " F35	135
2	W 12 x 30#	1' - 10"	S.W. Brackets U9 & 32	131
2	W 12 x 30#	1' - 10"	Floor Beam F33	92
2	W 12 x 30#	1' - 9"	" " F36	92
4	W 12 x 30#	1' - 9"	" " F35	184
2	W 12 x 30#	1' - 0"	Stringers	1206
2	W 12 x 30#	1' - 11½"	Sway Frame T2	38

NO PCS	SECTION	LENGTH	LOCATION	WEIGHT
4	W 12 x 14 x ½	0' - 10½"	Sway Frame F3	61
4	W 12 x 14 x ½	0' - 10½"	Top Lateral T L8	60
4	W 12 x 14 x ½	1' - 1½"	Sway Frame F3	74
4	W 12 x 14 x ½	0' - 10½"	" " F2	29
4	W 12 x 14 x ½	0' - 10½"	" " G-1	193
4	W 8 x 31 x ½	9' - 4"	Bott. Chord L6 L11 L2	190
4	W 8 x 31 x ½	9' - 3½"	" " L8 L9 L10	190
22	W 8 x 31 x ½	9' - 0½"	S.W. Bracket B1	2462
32	W 8 x 31 x ½	9' - 0½"	" " B1	2459
4	W 8 x 31 x ½	8' - 11½"	" " B6	286
4	W 8 x 31 x ½	8' - 10½"	" " B5	200
4	W 8 x 31 x ½	8' - 10½"	" " B4	199
4	W 8 x 31 x ½	8' - 10½"	" " B3	148
4	W 8 x 31 x ½	8' - 10½"	" " B4	149
4	W 8 x 31 x ½	8' - 10½"	" " B3	148
4	W 8 x 31 x ½	8' - 10½"	Guard Rail G11	140
8	W 8 x 31 x ½	8' - 10½"	" " G11-15	248
2	W 8 x 31 x ½	8' - 10½"	Guard Rail G11-15	6762
4	W 8 x 31 x ½	8' - 10½"	" " G12	246
2	W 8 x 31 x ½	8' - 10½"	" " G13-16	123
4	W 8 x 31 x ½	8' - 10½"	" " G15-16	244
2	W 8 x 31 x ½	8' - 10½"	" " G14-17	122
4	W 8 x 31 x ½	8' - 10½"	S.W. Brackets B3	485
32	W 8 x 31 x ½	8' - 10½"	Guard Rails G6-17	3881
4	W 8 x 31 x ½	8' - 10½"	S.W. Brackets B3	388
4	W 8 x 31 x ½	8' - 10½"	" " B2	388
2	W 8 x 31 x ½	8' - 10½"	Guard Rails G13-14	81
2	W 8 x 31 x ½	8' - 10½"	" " G17	81
2	W 8 x 31 x ½	8' - 10½"	" " G14-17	27
2	W 8 x 31 x ½	8' - 10½"	" " G13-18	27
2	W 8 x 31 x ½	8' - 10½"	" " G16-17	16
4	W 8 x 31 x ½	8' - 10½"	Portal P6	786
2	W 8 x 31 x ½	8' - 10½"	" P5	785
4	W 8 x 31 x ½	8' - 10½"	" P4	671
2	W 8 x 31 x ½	8' - 10½"	" P3	670
2	W 8 x 31 x ½	8' - 10½"	Sway Frame F1	69
4	W 8 x 31 x ½	8' - 10½"	" " F2	55
2	W 8 x 31 x ½	8' - 10½"	" " F3-4	118
4	W 8 x 28 x ½	7' - 10½"	" " F4	56
2	W 8 x 31 x ½	7' - 10½"	" " F4	78
4	W 8 x 31 x ½	7' - 10½"	" " F5	71
24	W 8 x 31 x ½	7' - 10½"	" " F2-3-4	267
4	W 8 x 31 x ½	7' - 10½"	" " F1-2	93
4	W 8 x 31 x ½	7' - 10½"	" " F1	28
4	W 8 x 31 x ½	7' - 10½"	" " F4	56
4	W 8 x 31 x ½	7' - 10½"	" " F1	26
24	W 8 x 31 x ½	7' - 10½"	" " F2-3-4	136
4	W 8 x 31 x ½	7' - 10½"	Guard Rails G4-5-6-7	312
4	W 8 x 31 x ½	7' - 10½"	Sway Frame F1	12.02
4	W 8 x 31 x ½	7' - 10½"	" " F2-3-2	3585
4	W 8 x 31 x ½	7' - 10½"	" " F2-3-4	7086
4	W 8 x 31 x ½	7' - 10½"	" " F1	1119
2	W 8 x 31 x ½	7' - 10½"	" " F1	1070
4	W 8 x 31 x ½	7' - 10½"	" " F4	1998
4	W 8 x 31 x ½	7' - 10½"	" " F3	1928
4	W 8 x 31 x ½	7' - 10½"	" " F3	859
4	W 8 x 31 x ½	7' - 10½"	" " F2	850
2	W 8 x 31 x ½	7' - 10½"	" " F1	393
4	W 8 x 31 x ½	7' - 10½"	" " F1	707
2	W 12 x 53 x ½	26' - 4½"	" " F1	551
4	W 12 x 53 x ½	26' - 4½"	Portal P4	879
4	W 12 x 53 x ½	13' - 1½"	S.W. Brackets B6	364
8	W 12 x 53 x ½	13' - 1½"	Guard Rails G9-10-11-12	1452
2	W 12 x 53 x ½	13' - 1½"	Bott. Chords L1	409
2	W 12 x 53 x ½	13' - 1½"	" " L5	402
2	W 12 x 53 x ½	13' - 1½"	Sway Frames F1	197
4	W 12 x 53 x ½	13' - 1½"	" Top Lats	4627
4	W 12 x 53 x ½	13' - 1½"	Top Laterals T L11 T L12 & 13	5464
4	W 12 x 53 x ½	13' - 1½"	Expl. Bolts-13-Wide	1398
2	W 12 x 53 x ½	13' - 1½"	" " -9-10	913
2	W 12 x 53 x ½	13' - 1½"	Top Chords U2 U3	1
2	W 12 x 53 x ½	13' - 1½"	" " U3 U4	1
2	W 12 x 53 x ½	13' - 1½"	" " U4 U5	1
2	W 12 x 53 x ½	13' - 1½"	" " U5 U6	1
2	W 12 x 53 x ½	13' - 1½"	" " U6 U7	1
2	W 12 x 53 x ½	13' - 1½"	" " U7 U8	1
4	W 12 x 53 x ½	13' - 1½"	Portal P2	1
2	W 12 x 53 x ½	13' - 1½"	" P1	1
2	W 12 x 53 x ½	13' - 1½"	Sway Frame F4	1
2	W 12 x 53 x ½	13' - 1½"	" " F3	1
2	W 12 x 53 x ½	13' - 1½"	" " F2	1
2	W 12 x 53 x ½	13' - 1½"	" " F1	1
2	W 12 x 53 x ½	13' - 1½"	End Post U2 U3	1
2	W 12 x 53 x ½	13' - 1½"	" " U1 U2	1
2	W 12 x 53 x ½	13' - 1½"	Floor Beams F32-3-4-5	1
2	W 12 x 53 x ½	13' - 1½"	Bott. Chords L8 L9 L10	1
2	W 12 x 53 x ½	13' - 1½"	Top Chord U5 U6	1
2	W 12 x 53 x ½	13' - 1½"	" " U6 U7	1
2	W 12 x 53 x ½	13' - 1½"	" " U7 U8	1
2	W 12 x 53 x ½	13' - 1½"	" " U3 U5	1
2	W 12 x 53 x ½	13' - 1½"	S.W. Bracket B1	1
2	W 12 x 53 x ½	13' - 1½"	End Post (2 U)	1
2	W 12 x 53 x ½	13' - 1½"	" " U8 U9	1
2	W 12 x 53 x ½	13' - 1½"	Top Chord U8 U9	1
2	W 12 x 53 x ½	13' - 1½"	" " U9 U10	1
2	W 12 x 53 x ½	13' - 1½"	" " U10 U11	1
2	W 12 x 53 x ½	13' - 1½"	" " U11 U12	1
2	W 12 x 53 x ½	13' - 1½"	Floor Beams F31	1
2	W 12 x 53 x ½	13' - 1½"	S.W. Brackets B2	1
2	W 12 x 53 x ½	13' - 1½"	" " B3	1
2	W 12 x 53 x ½	13' - 1½"	Floor Beams F33	1
2	W 12 x 53 x ½	13' - 1½"	" " F34	1
2	W 12 x 53 x ½	13' - 1½"	" " F35	1
2	W 12 x 53 x ½	13' - 1½"	" " F36	1
2	W 12 x 53 x ½	13' - 1½"	" " F37	1
2	W 12 x 53 x ½	13' - 1½"	" " F38	1
2	W 12 x 53 x ½	13' - 1½"	" " F39	1
2	W 12 x 53 x ½	13' - 1½"	Top Chord U1 U2	1
2	W 12 x 53 x ½	13' - 1½"	" " U2 U3	1
2	W 12 x 53 x ½	13' - 1½"	" " U3 U4	1
2	W 12 x 53 x ½	13' - 1½"	" " U4 U5	1
2	W 12 x 53 x ½	13' - 1½"	Sway Frame F3	1
2	W 12 x 53 x ½	13' - 1½"	Bott. Chord L8 L9 L10	1
2	W 12 x 53 x ½	13' - 1½"	" " L6 L11 L2	1
2	W 12 x 53 x ½	13' - 1½"	Sway Frame F2	1
2	W 12 x 53 x ½	13' - 1½"	Stringers S2 P1	1
2	W 12 x 53 x ½	13' - 1½"	" S2 P2	1
2	W 12 x 53 x ½	13' - 1½"	" S2 P3	1
2	W 12 x 53 x ½	13' - 1½"	" S2 P4	1
2	W 12 x 53 x ½	13' - 1½"	" S2 P5	1
2	W 12 x 53 x ½	13' - 1½"	" S2 P6	1
2	W 12 x 53 x ½	13' - 1½"	Bott. Chord L8 L9 L10	1
2	W 12 x 53 x ½	13' - 1½"	" " L6 L11 L2	1
2	W 12 x 53 x ½	13' - 1½"	" " L10 L12 & L8 L9 L10

~ Bills of Materials ~
~ Structural Steel ~

No. Pcs.	Section	Length	Location	Weight
2	L 4x3½x⅜	12-?	Guard Rails G12	222
4	[illegible]	[illegible]	S.W. Brackets B6	443
2	[illegible]	12-1⅝	Guard Rail G14	221
4	[illegible]	[illegible]	S.W. Brackets B5	328
4	[illegible]	[illegible]	" " B6	84
2	[illegible]	[illegible]	Guard Rails G13-G14	61
2	[illegible]	[illegible]	" " "	86
2	[illegible]	41-1	Portal Pd	726
2	[illegible]	41-0	" Pb	728
2	[illegible]	[illegible]	" Pa	671
2	[illegible]	[illegible]	" Pc	690
4	[illegible]	[illegible]	Sway Frame F1	73
2	[illegible]	[illegible]	" " F2	48
6	[illegible]	[illegible]	" " F3 & F5	119
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
4	PL 26x⅝	28-1	Top Chord U1U2	5868
4	PL 26x⅝	25-8	End Post U9L10	[illegible]
4	PL 28x⅝	3-11¾	Top Chord U8U9	633
4	PL 24x⅝	26-2½	Bott. Chord L6L7	5326
2	[illegible]	5-4¼	Sway Frame F1	342
2	[illegible]	3-2	" " F2	220
[illegible]	[illegible]	27-	Top Chord U7U8	2788
[illegible]	[illegible]	[illegible]	" " U6U7	7422
[illegible]	[illegible]	[illegible]	" " U5U6	[illegible]
[illegible]	[illegible]	[illegible]	" " U4U5	[illegible]
4	[illegible]	2-2	Sway Frame F3	209
2	[illegible]	2-2	" " F4	207
4	PL 19x⅜	3-6	Bott. Chord L8L9L10	565
2	PL 18x⅜	2-2	Sway Frame F2,3,4 & Top Lat.	2032
4	PL 18x⅜	1-6	Diagonals U9L8	755
4	[illegible]	1-4	" U8L4	196
4	[illegible]	1-0	" U2L8	132
2	[illegible]	1-2	Str. Pl. SP12	59
4	[illegible]	[illegible]	Top Chord U5U6	211
[illegible]	[illegible]	[illegible]	" " U6U7	406
[illegible]	[illegible]	[illegible]	" " U4U8	295
[illegible]	[illegible]	[illegible]	" " U1U2	198
[illegible]	[illegible]	[illegible]	" " U5U6	179
[illegible]	[illegible]	[illegible]	" " U3U4	162
[illegible]	[illegible]	[illegible]	" " U4U5	181
[illegible]	[illegible]	[illegible]	Str. Pl. SP11	481
16	[illegible]	[illegible]	S.W. Hanger H2	1007
2	[illegible]	[illegible]	S.W. Brackets B3	78
4	[illegible]	4-1	Str. Pl. SP11	335
[illegible]	[illegible]	5-8	Stringers S9	239
[illegible]	[illegible]	1-2	Str. Pl. SP8	45
[illegible]	[illegible]	1-8	Stringer S24	45
[illegible]	[illegible]	[illegible]	S.W. Brackets B3	126
16	[illegible]	[illegible]	S.W. Hanger H2	946
20	[illegible]	1-2	Bott. Chords L6 to L4	437
[illegible]	[illegible]	[illegible]	" " L8L9L10	29
[illegible]	[illegible]	[illegible]	Sway Frame F1	56
[illegible]	[illegible]	[illegible]	Bott. Chord L8L9L10	27
[illegible]	[illegible]	1-1	S.W. Brackets B3	20
[illegible]	[illegible]	[illegible]	Bott. Chord L0L1 L2 & L8L9L10	56
4	[illegible]	2-11	Top Chord U8U9	856
3	[illegible]	26-5	Bott. Chord L3L4	4458
2	[illegible]	27-1	End Post L0U1	3267
2	[illegible]	28-1	Top Chord U1U2	2842
2	[illegible]	[illegible]	" " U2U3	2566
4	[illegible]	3-10	Bott. Chord L0L1L2	626
4	[illegible]	8-10	Bott. Chord L4L5L6	459
[illegible]	[illegible]	[illegible]	" " L3L4 & L4L5L6	830
[illegible]	[illegible]	[illegible]	Floor Beam FB1	230
[illegible]	[illegible]	2-4	Top Chord U2U3	205
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
[illegible]	[illegible]	2-11	Portal Pd	[illegible]
[illegible]	[illegible]	2-0	" Pa Pb	2128
[illegible]	[illegible]	2-1	" Pc	[illegible]
[illegible]	[illegible]	48-11	Bott. Chord L0L1L2	[illegible]
[illegible]	[illegible]	27-7	" " L8L9L10	5247
[illegible]	[illegible]	27-3	" " L1L8	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pa	[illegible]
[illegible]	[illegible]	1-6	Bott. Chord L0L1L2	139
[illegible]	[illegible]	2-1	Portal Pa & Pd	329
[illegible]	[illegible]	2-1	Pa, Pb, Pc, Pd ...	8394
[illegible]	[illegible]	[illegible]	End Post L0U1	182
[illegible]	[illegible]	[illegible]	Top Chord U8U9	187
[illegible]	[illegible]	[illegible]	S.W. Brackets B1	307
[illegible]	[illegible]	1-3	Bott. Chords L8L9L10	23
[illegible]	[illegible]	1-8	Floor Beams FB2-3-4-5	337
[illegible]	[illegible]	[illegible]	S.W. Brackets B3-5-6	123
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
[illegible]	[illegible]	1-0	Diagonals U1L2, U2L3 ...	843
[illegible]	[illegible]	1-8	S.W. Brackets B2	[illegible]
[illegible]	[illegible]	1-0	Stringers S17 to S28	109
[illegible]	[illegible]	1-9	Diagonals U9L8	187
[illegible]	[illegible]	1-6	" U1L2	161
[illegible]	[illegible]	1-0½	Sway Frame F1	26
[illegible]	[illegible]	1-0½	" "	25
[illegible]	[illegible]	1-8	S.W. Brackets B6	77
[illegible]	[illegible]	1-3	Portal Pb	130
[illegible]	[illegible]	1-3	" Pa	115
[illegible]	[illegible]	1-0¾	Sway Frame F1	49
[illegible]	[illegible]	1-0	Stringers S16	23
[illegible]	[illegible]	1-0	" S22	22
[illegible]	[illegible]	2-7¾	Stringer Pl. SP15	115
[illegible]	[illegible]	1-0	Stringers S16	21
[illegible]	[illegible]	1-0	" S24	21
[illegible]	[illegible]	1-0½	Sway Frame F1	22
[illegible]	[illegible]	1-0	" "	21
[illegible]	[illegible]	1-0	" "	21
[illegible]	[illegible]	1-0¾	" "	21
[illegible]	[illegible]	1-10	S.W. Brackets B5	65
[illegible]	[illegible]	1-0	Portal Pb (Cuts 2)	8
[illegible]	[illegible]	1-2½	Sway Frame F2-3-4	78
[illegible]	[illegible]	1-8	" " F1	25
[illegible]	[illegible]	0-7⅞	" " F2-3-4	292
[illegible]	[illegible]	1-6	S.W. Bracket B3	35
[illegible]	[illegible]	2-0	Bott. Lat. BL2	20
[illegible]	[illegible]	1-6	S.W. Hanger H2	217
[illegible]	[illegible]	1-2	End Post L0U1 & U9L10	21
[illegible]	[illegible]	2-0½	Bott. Chord L0L1L2	42
[illegible]	[illegible]	0-6¼	S.W. Bracket B8	8
[illegible]	[illegible]	1-3⅜	Verticals U2L2 to U8L8 ...	5198
[illegible]	[illegible]	1-2	" U3L3-U7L7 & U8L8	21
[illegible]	[illegible]	1-1	" U1L1-U9L9 & U8L8	28
[illegible]	[illegible]	47-9⅞	Diagonal U3L3	2940
[illegible]	[illegible]	44-7	" U6L8	2871
[illegible]	[illegible]	42-7	" U7L6	2626
[illegible]	[illegible]	1-1½	Verticals U5L5	445
[illegible]	[illegible]	1-11	Sway Frame F2	51
[illegible]	[illegible]	0-11	Diagonals U2L3, U3L4 & U6L7	1132
[illegible]	[illegible]	0-10½	" U1L2 & U8L8 SP-F2	530
[illegible]	[illegible]	[illegible]	S.W. Stringers S6 ...	58
[illegible]	[illegible]	1-0	Diagonals U4L5, U5L6 & U7L6	2417
[illegible]	[illegible]	0-7½	S.W. Brackets B1	55
[illegible]	[illegible]	1-6	Top Chord U1U2	30
[illegible]	[illegible]	0-7⅞	S.W. Brackets B3-5-6	18
[illegible]	[illegible]	1-4	Bott. Chord L2L3	37
[illegible]	[illegible]	0-9	Sway Frames F1-2-3-4	1629
[illegible]	[illegible]	1-9	Bott. Chord L2L3 & L7L8	142
[illegible]	[illegible]	2-4	S.W. Bracket B5	42
[illegible]	[illegible]	2-2	" " B6	33
[illegible]	[illegible]	1-10	Top Chord U1U2	20
[illegible]	[illegible]	2-4	Bott. Chord L1L2	36
[illegible]	[illegible]	[illegible]	Top Chord U7U8	24
[illegible]	[illegible]	[illegible]	Bott. Chord L3L4	40
[illegible]	[illegible]	[illegible]	End Posts U9L10	17
[illegible]	[illegible]	[illegible]	Top Chord U2U3	17
[illegible]	[illegible]	[illegible]	" " U7U8	17
[illegible]	[illegible]	[illegible]	" " U1U2	14
[illegible]	[illegible]	[illegible]	" " U8U9	13
[illegible]	[illegible]	[illegible]	" " U8U9	12
[illegible]	[illegible]	[illegible]	S.W. Brackets B3	15
[illegible]	[illegible]	[illegible]	Bott. Chord L3L4	19
[illegible]	[illegible]	[illegible]	" " L6L7	18
[illegible]	[illegible]	[illegible]	Sway Frame F1	9
[illegible]	[illegible]	[illegible]	[illegible]	2
[illegible]	[illegible]	[illegible]	S.W. Brackets B5	1
[illegible]	[illegible]	[illegible]	Bott. Lats	20
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Top Cutches KF ...	1592
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Kis & Kk2	706
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	10873
[illegible]	[illegible]	[illegible]	[illegible]	7538
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	384
[illegible]	[illegible]	[illegible]	[illegible]	24
[illegible]	[illegible]	[illegible]	[illegible]	28
[illegible]	[illegible]	[illegible]	[illegible]	14
[illegible]	[illegible]	[illegible]	[illegible]	24
[illegible]	[illegible]	[illegible]	[illegible]	2
[illegible]	[illegible]	[illegible]	[illegible]	44
[illegible]	[illegible]	[illegible]	[illegible]	48
[illegible]	[illegible]	[illegible]	[illegible]	131
[illegible]	[illegible]	[illegible]	[illegible]	85
[illegible]	[illegible]	[illegible]	[illegible]	28
[illegible]	[illegible]	[illegible]	[illegible]	31

Fed. Road Dist. No.	State	Fed. Aid Project No.	Fiscal Year	Sheet No.	Total Sheets
7	IND.	2/6	[illegible]	19?	216

BRIDGES OVER 20' SPAN

SECTION A.

No. Pcs.	Section	Length	Location	Weight
2	PL 27"x⅜"	26'-9⅞"	Top Chord U3U4	2614
4	PL 26"x¾"	25'-8¼"	" " U2U4	1583
4	PL 25"x¾"	27'-1 1/16"	" " U2U3	7193
4	PL 14"x½"	2'-2½"	Floor Beam FB1 (Brace)	188
4	PL 14"x⅜"	2'-9½"	" " FB1	135
6	PL 7½"x⅜"	1'-9½"	" " FB1	210
6	L 4"x3½"x⅜"	1'-6"	" " FB1	108
4	L 6"x4"x⅜"	32'-6¼"	Top Lateral TL12	1600
4	L 6"x4"x⅜"	32'-1 9/16"	" " TL13	1581
			Total Structural Steel - Span "F"	812,525#

Shop 11478
4739
386
18601
Field 7932
86
26587
Total for Rivets
910525
26581
883944#

BILL OF STRUCTURAL STEEL SPAN "F"

STATE HIGHWAY COMMISSION OF INDIANA

PROJECT:- W.RGM.206 OCTOBER 18, 1935

SECTION:- A.

RECOMMENDED FOR APPROVAL [signature] Engineer of Bridges

STRUCTURE Nº 1031

DRAWING:- 168 OF 173

BRIDGE FILE 152-K-1031 BRIDGE CONTRACT Nº 1224

~ BILLS OF MATERIALS ~
~ STRUCTURAL STEEL ~

No Pcs	Section	Length	Location	Weight
4	WF 24 x 104	51'-7"	Stringers S24	4491
8	WF 24 x 94	52'-11"	" S33	14084
8	WF 24 x 76	33'-2"	" S22	5018
8	WF 24 x 76	51'-6"	" S31	7643
8	WF 24 x 76	29'-9"	" S30	4405
8	WF 21 x 142	42'-3"	" S9	4810
4	WF 21 x 93	24'-3"	" S10 & Sill	3914
8	WF 21 x 62	25'-5"	" S19	3914
8	WF 21 x 68	24'-3"	" S11,11-B & 12	14208
2	WF 21 x 62	25'-5"	" S19	3514
48	WF 21 x 62	24'-3"	" S11,11-A,11-B,11-C,11-D,11-E,11-F,11-G,11-H,11-I,11-J,11-K	34170
2	WF 21 x 50	24'-6"	" S17	2887
2	WF 21 x 50	22'-10"	" S16	2705
24	WF 21 x 50	1'-1"	Exp. In Bent 12 S11 (Special Cuts)	1438
2	WF 16 x 45	120'-10"	Sway Frame F1	10870
1	WF 16 x 45	120'-9"	" " F1	5435
2	WF 16 x 45	120'-7"	" " F1,2,3,4,5	5435
2	WF 12 x 65	24'-3"	Verticals U1L1	2410
2	WF 12 x 53	17'-3"	" U4L4	1839
8	WF 12 x 53	24'-9"	Sidewalk Floor S8-9	5283
24	WF 12 x 26	24'-0"	" " S8-1	6240
2	WF 10 x 21	23'-7"	" " S8-21	959
4	WF 10 x 21	23'-8"	" " S8-8	1960
6	WF 10 x 21	21'-10"	" " S8-7	1814
8	WF 10 x 21	21'-10"	" " S8-22	3917
8	WF 8 x 17	16'-10"	" " S8-23	2174
4	WF 8 x 17	12'-3"	" " S8-18	1268
8	Ch 18 x 58	24'-11"	Diagonal U4L5	9274
8	Ch 18 x 58	24'-0"	" U1L2	9268
4	Ch 18 x 58	23'-10"	" U2L3	4611
8	Ch 15 x 33	45'-9"	" U2L3	8397
8	Ch 15 x 33	20'-3"	" U3L4	3714
8	Ch 12 x 30	20'-8"	Verticals U2L2	3792
4	Ch 12 x 30	17'-8"	Bott. Chords L2 L3 L10	1298
2	Ch 12 x 20	11'-8"	" " L6 L7 L8 L9	1070
4	Ch 12 x 25	17'-9"	Verticals U3L3	2615
8	Ch 12 x 20	21'-0"	" U5L5 & U6L6	5544
8	Ch 12 x 20	20'-3"	" U1L1	5338
4	Ch 12 x 20	40'-8"	" U8L8	5336
8	Ch 10 x 30	13'-3"	" U6L7	4933
16	Ch 9 x 13.4	18'-3"	Guard Rails G1 to G8	4442
2	Ch 9 x 13.4	23'-0"	" G1	630
2	Ch 9 x 13.4	21'-10"	" G9	599
2	Ch 9 x 13.4	21'-10"	" G10	598
16	Ch 7 x 12.25	24'-6"	" G11 & G12	4532
2	Ch 7 x 12.25	23'-0"	" G13	580
2	Ch 7 x 12.25	23'-10"	" G14	594
2	Ch 7 x 12.25	19'-10"	" G15	494
8	Ch 8 x 8.1	3'-8"	Bott. Chords L8 L9 L10	1114
8	Ch 8 x 8.1	3'-8"	" " L6 L7	1114
4	Ch 8 x 8.1	3'-8"	" " L4 L5	557
4	Ch 8 x 8.1	3'-8"	" " L2 L3	557
8	Ch 8 x 8.1	3'-8"	" " L1 L2	1114
4	Ch 8 x 8.1	3'-8"	" " L3 L4	557
8	Ch 8 x 8.1	3'-8"	" " L5 L6	1114
4	Ch 8 x 8.1	3'-8"	" " L7 L8	557
8	Ch 8 x 8.1	3'-8"	" " L9 L10	1114
4	Ch 8 x 8.1	3'-8"	" " L10 L11	557
8	Ch 8 x 8.1	3'-8"	" " L11 L12	1114
4	Ch 8 x 8.1	3'-8"	" " L12 L13	557
8	Ch 8 x 8.1	3'-8"	" " L13 L14	1114
4	Ch 8 x 8.1	3'-8"	" " L14 L15	557
8	Ch 8 x 8.1	3'-8"	" " L15 L16	1114
4	Ch 8 x 8.1	3'-8"	" " L16 L17	557
8	Ch 8 x 8.1	3'-8"	" " L17 L18	1114
4	Ch 8 x 8.1	3'-8"	" " L18 L19	557
4	Ch 8 x 8.1	6'-4"	End Post L0 U1	1286
4	Ch 8 x 8.1	5'-11"	Top Chord U1 U2	1202
4	Ch 8 x 8.1	5'-11"	" " U2 U3	1202
4	Ch 8 x 8.1	5'-11"	Top Chord U3 U4	1202
4	Ch 8 x 8.1	5'-11"	" " U4 U5	1202
4	Ch 8 x 8.1	5'-11"	" " U5 U6	1202
4	Ch 8 x 8.1	5'-11"	" " U6 U7	1202
4	Ch 8 x 8.1	5'-11"	" " U7 U8	1202
4	Ch 8 x 8.1	5'-11"	" " U8 U9	1202
4	Ch 8 x 8.1	5'-11"	" " U9 U10	1202
4	Ch 8 x 8.1	5'-11"	" " U10 U11	1202
4	Ch 8 x 8.1	5'-11"	" " U11 U12	1202
4	Ch 8 x 8.1	5'-11"	" " U12 U13	1202
4	Ch 8 x 8.1	5'-11"	" " U13 U14	1202
4	Ch 8 x 8.1	5'-11"	" " U14 U15	1202
4	Ch 8 x 8.1	5'-11"	" " U15 U16	1202
4	Ch 8 x 8.1	5'-11"	" " U16 U17	1202
4	Ch 8 x 8.1	5'-11"	" " U17 U18	1202
4	Ch 8 x 8.1	5'-11"	" " U18 U19	1202
4	Ch 8 x 8.1	5'-11"	" " U19 U20	1202
4	Ch 8 x 8.1	2'-10"	" " U20 U21	569
4	Ch 8 x 8.1	4'-8"	" " U1 U2	946
4	Ch 8 x 8.1	4'-8"	" " U2 U3	946
4	Ch 8 x 8.1	4'-8"	" " U3 U4	946
4	Ch 8 x 8.1	4'-8"	" " U4 U5	946
4	Ch 8 x 8.1	4'-8"	" " U5 U6	946
4	Ch 8 x 8.1	4'-8"	" " U6 U7	946
4	Ch 8 x 8.1	4'-8"	" " U7 U8	946
4	Ch 8 x 8.1	4'-8"	" " U8 U9	946
4	Ch 8 x 8.1	4'-8"	" " U9 U10	946
4	Ch 8 x 8.1	4'-8"	" " U10 U11	946
4	Ch 8 x 8.1	4'-8"	" " U11 U12	946
4	Ch 8 x 8.1	4'-8"	" " U12 U13	946
4	Ch 8 x 8.1	4'-8"	" " U13 U14	946
4	Ch 8 x 8.1	4'-8"	" " U14 U15	946
4	Ch 8 x 8.1	4'-8"	" " U15 U16	946
4	Ch 8 x 8.1	4'-8"	" " U16 U17	946
4	Ch 8 x 8.1	4'-8"	" " U17 U18	946
4	Ch 8 x 8.1	4'-8"	" " U18 U19	946
4	Ch 8 x 8.1	4'-8"	" " U19 U20	946
4	Ch 8 x 8.1	4'-8"	" " U20 U21	946
8	Ch 8 x 8.1	3'-8"	Bott. Chords L8 L9 L10	1114
8	Ch 8 x 8.1	3'-8"	" " L6 L7	1114
4	Ch 8 x 8.1	3'-8"	" " L4 L5	557
4	Ch 8 x 8.1	3'-8"	" " L2 L3	557
8	Ch 8 x 8.1	3'-8"	" " L1 L2	1114
4	Ch 8 x 8.1	3'-8"	" " L3 L4	557
8	Ch 8 x 8.1	3'-8"	" " L5 L6	1114
4	Ch 8 x 8.1	3'-8"	" " L7 L8	557
8	Ch 8 x 8.1	3'-8"	" " L9 L10	1114
4	Ch 8 x 8.1	3'-8"	" " L10 L11	557
8	Ch 8 x 8.1	3'-8"	" " L11 L12	1114
4	Ch 8 x 8.1	3'-8"	" " L12 L13	557
8	Ch 8 x 8.1	3'-8"	" " L13 L14	1114
4	Ch 8 x 8.1	3'-8"	" " L14 L15	557
8	Ch 8 x 8.1	3'-8"	" " L15 L16	1114
4	Ch 8 x 8.1	3'-8"	" " L16 L17	557
8	Ch 8 x 8.1	3'-8"	" " L17 L18	1114
4	Ch 8 x 8.1	3'-8"	" " L18 L19	557
4	Ch 8 x 8.1	6'-4"	End Post L0 U1	1286
4	Ch 8 x 8.1	5'-11"	Top Chord U1 U2	1202
4	Ch 8 x 8.1	5'-11"	" " U2 U3	1202
4	Ch 8 x 8.1	5'-11"	Top Chord U3 U4	1202
4	Ch 8 x 8.1	5'-11"	" " U4 U5	1202
4	Ch 8 x 8.1	5'-11"	" " U5 U6	1202
4	Ch 8 x 8.1	5'-11"	" " U6 U7	1202
4	Ch 8 x 8.1	5'-11"	" " U7 U8	1202
4	Ch 8 x 8.1	5'-11"	" " U8 U9	1202
4	Ch 8 x 8.1	5'-11"	" " U9 U10	1202
4	Ch 8 x 8.1	5'-11"	" " U10 U11	1202
4	Ch 8 x 8.1	5'-11"	" " U11 U12	1202
4	Ch 8 x 8.1	5'-11"	" " U12 U13	1202
4	Ch 8 x 8.1	5'-11"	" " U13 U14	1202
4	Ch 8 x 8.1	5'-11"	" " U14 U15	1202
4	Ch 8 x 8.1	5'-11"	" " U15 U16	1202
4	Ch 8 x 8.1	5'-11"	" " U16 U17	1202
4	Ch 8 x 8.1	5'-11"	" " U17 U18	1202
4	Ch 8 x 8.1	5'-11"	" " U18 U19	1202
4	Ch 8 x 8.1	5'-11"	" " U19 U20	1202
4	Ch 8 x 8.1	2'-10"	" " U20 U21	569
4	Ch 8 x 8.1	4'-8"	" " U1 U2	946
4	Ch 8 x 8.1	4'-8"	" " U2 U3	946
4	Ch 8 x 8.1	4'-8"	" " U3 U4	946
4	Ch 8 x 8.1	4'-8"	" " U4 U5	946
4	Ch 8 x 8.1	4'-8"	" " U5 U6	946
4	Ch 8 x 8.1	4'-8"	" " U6 U7	946
4	Ch 8 x 8.1	4'-8"	" " U7 U8	946
4	Ch 8 x 8.1	4'-8"	" " U8 U9	946
4	Ch 8 x 8.1	4'-8"	" " U9 U10	946
4	Ch 8 x 8.1	4'-8"	" " U10 U11	946
4	Ch 8 x 8.1	4'-8"	" " U11 U12	946
4	Ch 8 x 8.1	4'-8"	" " U12 U13	946
4	Ch 8 x 8.1	4'-8"	" " U13 U14	946
4	Ch 8 x 8.1	4'-8"	" " U14 U15	946
4	Ch 8 x 8.1	4'-8"	" " U15 U16	946
4	Ch 8 x 8.1	4'-8"	" " U16 U17	946
4	Ch 8 x 8.1	4'-8"	" " U17 U18	946
4	Ch 8 x 8.1	4'-8"	" " U18 U19	946
4	Ch 8 x 8.1	4'-8"	" " U19 U20	946
4	Ch 8 x 8.1	4'-8"	" " U20 U21	946

DRAWN CHECKED
TRACED CHECKED

BILLS OF MATERIALS
STRUCTURAL STEEL

Weight
32
61
60
74
23
193
180
2462
1537
835
246
200
189
146
140
248
20
34
31
86
1167
1156
1137
1124
1040
1033
330
193
187
360
349
344
[illegible]
329
[illegible rows]
3073
1112
385
[illegible]
760
79
2736
31
2029

No. Pcs.	Section	Length	Location	Weight
4	[illegible]	27'-8½"	Bott. Lats. BL8	1,388
4	[illegible]	30'-2¾"	BL9	1,549
36	[illegible]	7'-1½"	End Vt. Bottm 11-13	421
8	[illegible]	0'-5½"	Guard Rail G6-10	38
68	[illegible]	0'-5½"	G12-9-10	295
28	[illegible]	0'-5"	G8-10	121
20	[illegible]	0'-5"	G8	87
8	[illegible]	0'-5"	G1	35
4	[illegible]	28'-0"	Sway Frame F4	1,008
4	[illegible]	27'-[illegible]	F3	93[illegible]
[illegible]	[illegible]	[illegible]	Top Lats. TL8	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frame F2	[illegible]
[illegible]	[illegible]	[illegible]	Guard Rails	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Brackets B1	[illegible]
[illegible]	[illegible]	[illegible]	Guard Rails	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pc	726
[illegible]	[illegible]	[illegible]	Pb	725
[illegible]	[illegible]	[illegible]	Pa	671
[illegible]	[illegible]	[illegible]	Pd	670
[illegible]	[illegible]	[illegible]	Sway Frame F1	63
[illegible]	[illegible]	[illegible]	F2	62
[illegible]	[illegible]	[illegible]	F3-4	113
[illegible]	[illegible]	[illegible]	F4	56
[illegible]	[illegible]	[illegible]	F4	72
[illegible]	[illegible]	[illegible]	F3	71
[illegible]	[illegible]	[illegible]	F2-3-4	207
[illegible]	[illegible]	[illegible]	F1-2	103
[illegible]	[illegible]	[illegible]	F1	28
[illegible]	[illegible]	[illegible]	F4	34
[illegible]	[illegible]	[illegible]	F1	26
24	[illegible]	[illegible]	F2-3-4	130
28	[illegible]	[illegible]	Guard Rail G-4-5-6-7	392
4	[illegible]	41'-9"	Sway Frame F1	1,282
2	[illegible]	[illegible]	F2-3-4	[illegible]
24	[illegible]	[illegible]	F2-3-4	7,086
[illegible]	[illegible]	[illegible]	F1	[illegible]
[illegible]	[illegible]	[illegible]	F1	1,270
[illegible]	[illegible]	[illegible]	F4	1,988
[illegible]	[illegible]	[illegible]	F3	[illegible]
[illegible]	[illegible]	[illegible]	F2	[illegible]
[illegible]	[illegible]	[illegible]	F2	[illegible]
[illegible]	[illegible]	[illegible]	F1	373
[illegible]	[illegible]	[illegible]	F1	701
[illegible]	[illegible]	[illegible]	F1	351
[illegible]	[illegible]	21'-1¾"	Portal Pd	379
[illegible]	[illegible]	[illegible]	S.W. Brkts. D6	264
[illegible]	[illegible]	[illegible]	Exp. Jt. Brkts. 12-14	284
[illegible]	[illegible]	0'-5"	Guard Rail G-2	26
[illegible]	[illegible]	15'-11⅝"	Bott. Lats. BL1	403
[illegible]	[illegible]	15'-2¾"	BL2	402
[illegible]	[illegible]	2'-8½"	Sway Frames F1	789
[illegible]	[illegible]	2'-6¾"	& Top Lats.	6,891
[illegible]	[illegible]	[illegible]	Top Lats. TL1 to TL7, TL12 & 13	5,424
[illegible]	[illegible]	[illegible]	Exp. Jt. Brkts. 13-14	323
[illegible]	[illegible]	[illegible]	11-12	313
[illegible]	[illegible]	[illegible]	Bott. Lats. BL10	81
[illegible]	[illegible]	[illegible]	BL10	88
[illegible]	[illegible]	[illegible]	Chords L6L8L10	129
[illegible]	[illegible]	[illegible]	S.W. Strs. SS21-22	52
[illegible]	[illegible]	[illegible]	Brkts. B3	38
[illegible]	[illegible]	[illegible]	Stringers S16&60	62
[illegible]	[illegible]	[illegible]	S.W. Stringers SS23	9
[illegible]	[illegible]	[illegible]	Bott. Chords L1L2	88
[illegible]	[illegible]	[illegible]	Floor Beams FB6-7	5,860
[illegible]	[illegible]	[illegible]	End Post L0U1	9,8[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U8U9	7,3[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	7,0[illegible]
[illegible]	[illegible]	[illegible]	U6U8	7,049
[illegible]	[illegible]	[illegible]	U5U6	826
[illegible]	[illegible]	[illegible]	Bott. L4L5L6	580
[illegible]	[illegible]	3'-2¾"	L6L8L10	524
[illegible]	[illegible]	2'-9"	L6L7	82
2	Pls. 19 x [illegible]	24'-0"	Floor Beams FB6-7	3,427
2	Pls. 12 x [illegible]	6'-9"	Stringers SP15-79	382
[illegible]	[illegible]	6'-1¾"	SP3	782
[illegible]	[illegible]	2'-8¼"	S.W. Hanger H3	466
2	[illegible]	6'-3"	Bott. Chords L8L9L10	367
[illegible]	[illegible]	6'-2¾"	" L0L1L2	363
[illegible]	Pls. 10 x [illegible]	2'-5"	" L6L8 & L8L9L10	494
[illegible]	[illegible]	1'-5"	Stringers S80	27
4	[illegible]	3'-3"	S25-70-90-145	274
8	[illegible]	2'-9"	S15-71-89-92-145-146	463
8	[illegible]	2'-3"	S25-70-91-93-43-86	[illegible]
4	Pls. 3½ x [illegible]	1'-3"	S15-20-37-90	102
6	Pls. [illegible]	4'-1¾"	S.W. Hangers H3	506
8	Pls. 3½ x [illegible]	0'-07"	Bott. Chord L0L1L2 & L8L9L10	42
2	Pls. 16½ x [illegible]	8'-2¾"	" L0L1L2	1,875

No. Pcs.	Section	Length	Location	Weight
2	Pls. 46 x 7/16	8'-7¼"	Bott. Chord L0L1L2	1,796
2	Pls. 44½ x 7/16	8'-[illegible]	" L8L9L10	1,712
3	Pls. 44 x 7/16	8'-2¾"	" L8L9L10	1,692
4	Pls. 26 x 7/16	28'-0¾"	Top U2U4	5,856
4	Pls. 25½ x 7/16	5'-1¾"	" U2U3	813
4	Pls. 25 x 7/16	5'-4½"	" U7U8	789
4	Pls. 24½ x 7/16	3'-3½"	" U5U6	743
4	Pls. 24 x 7/16	34'-9"	Bott. L4L5L6	12,286
1	Pls. 16 x 7/16	2'-9"	" L6L8L10	75
1	Pls. 9 x 7/16	9'-2"	Stringers SP22 (Beveled)	85
4	Pls. 62 x [illegible]	5'-8½"	End Post L0U1	3,009
4	Pls. 62 x [illegible]	[illegible]	Bott. Chord L8L10	2,285
4	Pls. 60 x [illegible]	5'-2"	End Post U9L10	2,635
4	Pls. 51 x [illegible]	4'-2¾"	Top Chord U1U2	2,199
[illegible]	Pls. 43½ x [illegible]	[illegible]	U8U9	1,996
[illegible]	[illegible]	[illegible]	U9U10	1,780
[illegible]	Pls. 48 x [illegible]	43'-11"	Floor Beams FB2-3-4-5	22,380
[illegible]	[illegible]	[illegible]	FB1	5,772
[illegible]	[illegible]	[illegible]	Bott. Chord L0L2L4	2,185
[illegible]	[illegible]	[illegible]	Top U1U2	1,921
[illegible]	[illegible]	[illegible]	U1U2	2,076
[illegible]	[illegible]	[illegible]	U6U7	2,053
[illegible]	[illegible]	[illegible]	Bott. L1L2	1,880
[illegible]	[illegible]	[illegible]	Top U2U3	1,865
[illegible]	[illegible]	[illegible]	Bott. L6L7	1,857
[illegible]	[illegible]	[illegible]	L4L5L6	1,041
[illegible]	[illegible]	[illegible]	L7L8L9	1,761
[illegible]	[illegible]	[illegible]	L1L2L3	1,958
[illegible]	[illegible]	[illegible]	Sway Frames F1	718
[illegible]	[illegible]	[illegible]	F1	281
[illegible]	[illegible]	[illegible]	Top Lats. TL8	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U1U2	[illegible]
[illegible]	[illegible]	[illegible]	End Post U9L10	[illegible]
[illegible]	[illegible]	[illegible]	U5U7	[illegible]
[illegible]	[illegible]	[illegible]	L6L7	3,346
[illegible]	[illegible]	[illegible]	Sway Frames F1	342
[illegible]	[illegible]	[illegible]	F2	220
[illegible]	[illegible]	[illegible]	Top Chords U1U2	2,7[illegible]
[illegible]	[illegible]	27'-[illegible]	U6U8	2,6[illegible]
[illegible]	[illegible]	26'-[illegible]	[illegible]	2,5[illegible]
[illegible]	[illegible]	25'-[illegible]	U3U6	2,3[illegible]
[illegible]	[illegible]	2'-1¾"	Sway Frame F1	209
[illegible]	[illegible]	2'-2[illegible]	F4	207
[illegible]	[illegible]	3'-5[illegible]	Bott. Chord L6L8L10	553
[illegible]	[illegible]	2'-[illegible]	Sway Frames & Top Lats.	2,038
[illegible]	[illegible]	1'-[illegible]	Diagonals U6L6	155
[illegible]	[illegible]	[illegible]	U6L4	136
[illegible]	[illegible]	[illegible]	U5L3	132
[illegible]	[illegible]	[illegible]	Stringers SP12	30
[illegible]	[illegible]	[illegible]	Top Chords	[illegible]
[illegible]	[illegible]	[illegible]	U6U7	406
[illegible]	[illegible]	[illegible]	U8U9	203
[illegible]	[illegible]	[illegible]	U1U2	133
[illegible]	[illegible]	[illegible]	U5U6	105
[illegible]	[illegible]	[illegible]	U2U3	388
[illegible]	[illegible]	[illegible]	U6U8	133
[illegible]	[illegible]	[illegible]	Stringers SP[illegible]	401
[illegible]	[illegible]	[illegible]	S.W. Hanger H1	646
[illegible]	[illegible]	[illegible]	" Brackets B3	74
[illegible]	[illegible]	[illegible]	Stringers S811-91	335
[illegible]	[illegible]	[illegible]	S59	149
[illegible]	[illegible]	[illegible]	S24	53
[illegible]	[illegible]	[illegible]	S.W. Brackets B3	126
[illegible]	[illegible]	[illegible]	" Hangers H1	591
[illegible]	[illegible]	[illegible]	Bott. Chords	457
[illegible]	[illegible]	[illegible]	L6L8L10	29
[illegible]	[illegible]	[illegible]	Sway Frames F1	56
[illegible]	[illegible]	[illegible]	Bott. Chords L0L1L2	27
[illegible]	[illegible]	[illegible]	S.W. Brackets B2	107
[illegible]	[illegible]	[illegible]	B3	28
[illegible]	[illegible]	[illegible]	Bott. Chords L0L1L2 & L6L8L10	56
[illegible]	[illegible]	[illegible]	Top U6U7	[illegible]
[illegible]	[illegible]	[illegible]	Bott. L2L3	[illegible]
[illegible]	[illegible]	[illegible]	End Post L0U1	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U1U2	[illegible]
[illegible]	[illegible]	[illegible]	Bott. L6L8L10	[illegible]
[illegible]	[illegible]	[illegible]	L6L7L8	[illegible]
[illegible]	[illegible]	[illegible]	L6L8 & L8L9L10	[illegible]
[illegible]	[illegible]	33'-0"	Floor Beams FB2	1,707
[illegible]	[illegible]	[illegible]	FB3	1,097
[illegible]	[illegible]	[illegible]	FB2	1,1[illegible]
[illegible]	[illegible]	[illegible]	FB1	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord U2U6	[illegible]

Further rows of this column group (running to the foot of the sheet) are illegible.

No. Pcs.	Section	Length	Location	Weight
4	Pls. 22½ x ½	3'-0"	Top Chord U6U7	437
20	Pls. 22½ x ½	2'-9"	" & End Post L0U1	2,160
2	Pls. 22½ x ½	3'-3"	End Post U9L10	327
6	Pls. 22½ x ½	2'-8"	Top Chord U1U2 & U8U9	635
4	Pls. 22 x ½	3'-10½"	Bott. Chord L4L5L6	390
4	Pls. 22 x ½	3'-10"	" L6L8L10	573
16	Pls. 22 x ½	3'-7"	Bott. Chords L0L2L4	1,744
4	Pls. 17 x ½	2'-4¾"	Floor Beams FB1	227
4	Pls. 16½ x ½	2'-4¾"	" FB1	269
4	Pls. 15½ x ½	3'-10"	Bott. Chords L0L2L4	401
8	Pls. 15 x ½	3'-7"	" L0L1L2 & L8L9L10	755
4	Pls. 15½ x ½	1'-3"	" L6L8L10	192
8	Pls. 15 x ½	1'-8¾"	" L0L1L2 & L8L9L10	346
4	Pls. 14 x ½	33'-0"	Floor Beams FB1	3,946
6	Pls. 14 x ½	30'-0"	" FB3-4-5	5,902
2	Pls. 14 x ½	30'-0"	" FB2	1,428
4	Pls. 14 x ½	34'-0"	" FB1	2,285
10	Pls. 14 x ½	22'-0"	" FB2-3-4-5	5,236
8	Pls. 12½ x ½	2'-11"	Bott. Chords L0L2L4 & L6L8L10	495
2	Pls. 12 x ½	1'-6½"	Diagonals U6L6	126
4	Pls. 11½ x ½	2'-1½"	End Post U9L10	167
4	Pls. 11½ x ½	2'-6¾"	Top Chord U7U8	162
4	Pls. 11½ x ½	1'-[illegible]	" U8U9	143
1	Pls. 9 x ½	3'-9"	Stringers SP22	67
360	Pls. 4½ x ½	2'-8¾"	Top Chords & End Post	7,685
8	Pls. 4½ x ½	2'-8"	Bott. L0L1L2	145
24	Pls. 4 x ½	2'-4"	" L1L2L3	381
8	Pls. 4 x ½	2'-4"	" L4L5L6	125
15	Pls. 4 x ½	2'-4½"	" L7L8L9	194
20	Pls. 4 x ½	1'-5"	S.W. Bracket B1	144
12	[illegible]	0'-3½"	Top Chord & End Post L0U1	75
4	[illegible]	0'-3½"	" U8U9	9
4	[illegible]	0'-3½"	U1U2 & EP U9L10	18
20	Pls. 24 x ½	2'-11"	Portal Pd	248
176	Pls. 24¾ x ½	2'-10½"	" Pc & Pb	2,123
2	Pls. 24 x 7/16	2'-1¾"	" Pa	156
4	Pls. 27 x 7/16	48'-11"	Bott. Chord L0L1L2	6,965
4	Pls. 27 x 7/16	37'-7"	" L8L9L10	5,367
4	Pls. 26 x 7/16	27'-3"	" L7L8	3,891
8	Pls. 22½ x 7/16	2'-0¾"	Portal Pa	416
2	Pls. 15½ x 7/16	1'-6"	Bott. Chord L0L1L2	139
18	Pls. 15 x 7/16	2'-1¾"	Portal Pc & Pd	649
70	Pls. 15 x 7/16	2'-1¾"	"	3,294
4	Pls. 11½ x 7/16	2'-2¾"	End Post L0U1	152
4	Pls. 11½ x 7/16	2'-1¾"	Top Chord U6U8	147
64	Pls. 6½ x 7/16	0'-7½"	S.W. Bracket B1-2	387
2	Pls. 6 x 7/16	1'-3½"	Bott. Chord L0L1L2	23
20	Pls. 6 x 7/16	1'-3"	Floor Beam FB2-3-4-5	224
12	Pls. 6 x 7/16	1'-0¾"	" FB6-7-8	112
[illegible]	Pls. 5½ x 7/16	0'-[illegible]	S.W. Brkts. B3-5-6	123
4	Pls. 5½ x 7/16	0'-3½"	Bott. Chords L0L1L2	6
[illegible]	Pls. 2½ x 7/16	2'-5½"	Bott. Chords	7,473
10	[illegible]	8'-8¾"	S.W. Brkts. B1 (1-R. 10 x 0-8¾ Cuts 2)	2,953
2	[illegible]	3'-[illegible]	Sway Frame F1	392
2	[illegible]	4'-8½"	Portal Pb	431
[illegible]	Pls. 5½ x [illegible]	3'-1"	Sway Frame F3	558
[illegible]	Pls. 23½ x [illegible]	8'-6¾"	S.W. Bracket B2 (1-R. 40 x 8-6¾ Cuts 2)	1,337
2	Pls. 32½ x [illegible]	3'-4"	Stringers S20&104	310
2	Pls. 32 x [illegible]	3'-3½"	Sway Frame F2	268
2	Pls. 32 x [illegible]	3'-0½"	" F2	248
2	Pls. 31½ x 3/8	3'-5½"	" F4	276
2	Pls. 31½ x [illegible]	3'-3½"	" F4	265
4	Pls. 31½ x [illegible]	2'-11½"	" F4	475
2	Pls. 31 x [illegible]	3'-4½"	Portal Pb	270
4	Pls. 30 x [illegible]	2'-11½"	Sway Frame F2	452
2	Pls. 28½ x 3/8	5'-8¼"	S.W. Brkts. B5 (1-R. 41 x 5-8¼ Cuts 2)	301
1	Pls. 28½ x [illegible]	2'-10½"	Stringers S24	104
2	Pls. 28½ x [illegible]	2'-10½"	" S83	68
2	Pls. 27½ x [illegible]	3'-8"	" S12&79	258
2	Pls. 27½ x [illegible]	2'-3½"	" S16&92	160
2	Pls. 26 x [illegible]	3'-2½"	S.W. Brkts. B6 (1-R. 33 x 8-2½ Cuts 2)	345
2	Pls. 23½ x [illegible]	2'-3½"	Stringers S16&70	158
2	[illegible]	2'-0¾"	" S35&93	130
2	[illegible]	12'-5¾"	S.W. Brkts. B3 (1-R. [illegible] Cuts 2)	484
2	[illegible]	27'-0"	Bott. Chord L2L3	3,305
2	[illegible]	3'-4½"	Stringers S3-73	192
2	[illegible]	2'-11"	Sway Frame F3	171
2	[illegible]	1'-10"	Portal Pc	206
2	[illegible]	2'-1½"	Stringers S71-146	116
2	[illegible]	[illegible]	S.W. Brkts. B4 (1-R. 28 x 4-5 Cuts 2)	162
2	[illegible]	1'-[illegible]	Stringers S46-91	95
2	[illegible]	3'-1"	Sway Frame F3	154
2	[illegible]	3'-7"	Stringers S41-72	128
2	Pls. 15½ x [illegible]	1'-8¼"	" S45-70	83
4	Pls. 10 x [illegible]	1'-11"	Portal Pf	186
2	Pls. 10 x [illegible]	3'-0½"	" Pa	130
4	[illegible]	1'-10¼"	Bottom Chords L4L5L6	340
2	[illegible]	7'-11"	Sway Frame F4	83
2	Pls. 17 x [illegible]	1'-6½"	Stringers S60-148	67
4	Pls. 16½ x [illegible]	5'-11½"	Top Chord U6U7	504
4	Pls. 15½ x [illegible]	1'-10"	Sway Frame F4	77
[illegible]	[illegible]	[illegible]	Portal Pa	57
[illegible]	[illegible]	[illegible]	Sway Frame F3	80
[illegible]	[illegible]	[illegible]	" F1	111
[illegible]	[illegible]	[illegible]	Portal Pb	111
[illegible]	[illegible]	[illegible]	" Pb	99
[illegible]	[illegible]	[illegible]	Sway Frame F3	76
[illegible]	[illegible]	[illegible]	" F3	221
[illegible]	[illegible]	[illegible]	" F4	181
[illegible]	[illegible]	[illegible]	Portal Pa	115
[illegible]	[illegible]	[illegible]	Top Lats. TL1 to 7, TL1-13	1,635
[illegible]	[illegible]	[illegible]	End Post L0U1 & U9L10	187
[illegible]	[illegible]	[illegible]	Bott. Chords	2,666

No. Pcs.	Section	Length	Location	Weight
1	Pls. 15 x 3/8	1'-6"	Portal Pc	87
4	Pls. 14½ x 3/8	5'-8"	S.W. Brkt. B4	173
2	Pls. 14½ x 3/8	2'-0"	Sway Frame F2	74
2	Pls. 14½ x 3/8	1'-11¾"	" F2	72
4	Pls. 14½ x 3/8	1'-5"	" F2	92
4	Pls. 14 x 3/8	2'-7¾"	Portal Pb	184
4	Pls. 14 x 3/8	2'-4¾"	" Pa	170
4	Pls. 14 x 3/8	1'-6"	Sway Frame F3	107
2	Pls. 14 x 3/8	1'-5¾"	" F1	61
2	Pls. 14 x 3/8	1'-4"	" F1	46
2	Pls. 13½ x 3/8	1'-7¾"	S.W. Brkt. B4	57
2	Pls. 13½ x 3/8	1'-4¾"	Sway Frame F1	48
2	Pls. 13½ x 3/8	2'-8¾"	S.W. Brkt. B6	138
8	Pls. 13½ x 3/8	1'-7"	Verticals U3L3 & U6L6	218
2	Pls. 13½ x 3/8	1'-6"	" U6L6	[illegible]
4	Pls. 13½ x 3/8	1'-5"	Sway Frame F4	[illegible]
4	Pls. 13½ x 3/8	1'-2"	Verticals U3L3 & U6L6	[illegible]
4	Pls. 13 x 3/8	1'-4¾"	Sway Frame F4	[illegible]
4	Pls. 13 x 3/8	1'-9"	" F3	[illegible]
4	Pls. 12½ x 3/8	1'-3¾"	" F1	[illegible]
2	Pls. 12½ x 3/8	2'-0¾"	" F1	[illegible]
2	Pls. 12½ x 3/8	1'-9½"	Stringers S1	68
4	Pls. 12½ x 3/8	1'-8"	Sway Frame F2	106
4	Pls. 12½ x 3/8	1'-3½"	Stringer S9	80
4	Pls. 12½ x 3/8	1'-2"	Sway Frame F4	74
4	Pls. 12½ x 3/8	1'-1¾"	" F3	73
2	Pls. 12½ x 3/8	1'-7¾"	S.W. Brkt. B3	50
4	Pls. 12 x 3/8	2'-11"	Top Lats. TL5	179
1	Pls. 12 x 3/8	1'-6"	Portal Pb (Cuts 2)	23
4	Pls. 12 x 3/8	1'-3½"	Diagonal U2L3	79
2	Pls. 12 x 3/8	1'-1¾"	Sway Frame F1	35
8	Pls. 12 x 3/8	1'-0½"	" " F1 & Diag. U3L4	128
14	Pls. 11½ x 3/8	1'-0"	Stringers S81-[illegible]	198
22	Pls. 11 x 3/8	1'-3"	Diagonals U2L3-U6L6 & U6L7	366
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
26	Pls. 11 x 3/8	1'-0"	Diagonals U2L3 to U7L6	364
2	Pls. 10¾ x 3/8	1'-3"	S.W. Brkts. B4	34
14	Pls. 10½ x 3/8	1'-0"	Stringers S58-[illegible] 1 to 23-83	187
8	Pls. 10½ x 3/8	1'-9"	Diagonals U5L4	187
8	Pls. 10½ x 3/8	1'-6"	" U4L5	161
2	Pls. 9½ x 3/8	1'-0¾"	Sway Frame F1	26
2	Pls. 9½ x 3/8	1'-0¾"	" " F1	26
4	Pls. 9 x 3/8	1'-8"	S.W. Brkt. B6	77
8	Pls. 9 x 3/8	1'-0"	Portal Pb	130
8	Pls. 9 x 3/8	1'-3"	" Pa	115
4	Pls. 9 x 3/8	1'-0¾"	Sway Frame F1	49
2	Pls. 8½ x 3/8	1'-6"	Stringers S16&80	22
2	Pls. 8½ x 3/8	1'-0"	" S14&58	22
1	Pls. 8½ x 3/8	5'-9"	" SP73	41
4	Pls. 8½ x 3/8	2'-7¾"	" SP15&30	115
2	Pls. 8½ x 3/8	1'-0"	" S16&80	22
2	Pls. 8½ x 3/8	1'-0"	" S24&88	21
2	Pls. 8½ x 3/8	1'-0¾"	Sway Frame F1	22
2	Pls. 8½ x 3/8	1'-0"	" " F1	21
2	Pls. 8½ x 3/8	1'-0	" " F1	21
2	Pls. 7½ x 3/8	1'-0¾"	" " F1	21
4	Pls. 7 x 3/8	1'-10"	S.W. Brkts. B6	65
1	Pls. 6 9/16 x 3/8	1'-0"	Portal Pb (Cuts 2)	6
6	Pls. 6 x 3/8	1'-0½"	Sway Frame F2-3-4	78
2	Pls. 6 x 3/8	1'-8"	" " F1	25
60	Pls. 6 x 3/8	0'-7¾"	" " F2-3-4	282
12	Pls. 6 x 3/8	0'-6"	Floor Beams FB6-7-8	46
4	Pls. 4½ x 3/8	1'-6½"	S.W. Brkts. B3	35
2	Pls. 4 x 3/8	2'-0"	Bott. Lats. BL2	20
20	Pls. 3½ x 3/8	1'-6¾"	S.W. Hangers H1	136
12	Pls. 3½ x 3/8	1'-5½"	" H3	78
4	Pls. 3½ x 3/8	1'-2"	End Post L0U1 & U9L10	21
2	Pls. 3 x 3/8	2'-0¾"	Bott. Chord L0L1L2	62
4	Pls. 3 x 3/8	0'-6¼"	S.W. Brkt. B5	8
[illegible]	Pls. 2¼ x 3/8	1'-3¾"	Verticals U1L1 to U9L9 [illegible]	5,198
6	Pls. 2¼ x 3/8	1'-2⅛"	" U1L1 [illegible] & U9L9	21
8	Pls. 2¼ x 3/8	1'-2½"	" U2L2 U5L5 & U8L8	28
4	Pls. 14½ x 9/16	47'-9¾"	Diagonals U4L5	2,948
4	Pls. 14½ x 9/16	46'-7"	" U6L5	2,871
4	Pls. 14½ x 9/16	42'-7¾"	" U7L6	2,622
46	Pls. 9 x 9/16	1'-1½"	Verticals U6L6	495
2	Pls. 7½ x 9/16	1'-11⅛"	Sway Frame F2	31
168	Pls. 7¼ x 9/16	0'-11"	Diagonal [illegible]	1,154
76	Pls. 7¼ x 9/16	0'-10½"	Diags. [illegible]	530
[illegible]	Pls. 5½ x [illegible]	[illegible]	S.W. Strs. [illegible]	58
1220	Pls. 2¾ x [illegible]	[illegible]	Diags. [illegible]	2,917
16	Pls. 6½ x ¼	0'-7½"	S.W. Brkts. B1&B2	55
4	Pls. 5½ x ¼	1'-6⅛"	Top Chord U1U2	30
6	Pls. 5½ x ¼	0'-7½"	S.W. Brkts. B3-5-6	18
8	Pls. 3 x ¼	1'-9½"	Bott. Chord L2L3	27
956	Pls. 2½ x ¼	0'-8¾"	Sway Frames	1,629
8	Pls. 15½ x 3/16	1'-9½"	Bott. Chords L2L3 & L7L8	142
4	Pls. 7 x 3/16	2'-8"	S.W. Brkts. B5	42
4	Pls. 6 x 3/16	2'-2½"	" " B6	33
4	Pls. 5¾ x 3/16	1'-10⅛"	Top Chord U1U2	28
3	Pls. 3 x 3/16	2'-4½"	Bott. " L1L2	36
4	Pls. 23 x ⅛	1'-9"	Top " U7U8	34
4	Pls. 15½ x ⅛	1'-10"	Bott. " L8L9	48
4	Pls. 5¼ x ⅛	1'-9 3/16"	End Post U9L10	17
4	Pls. 5¼ x ⅛	1'-9½"	Top Chord U1U2	17
4	Pls. 5¼ x ⅛	1'-9¼"	" " U7U8	17
4	Pls. 5¼ x ⅛	1'-3"	" " U1U2	14
4	Pls. 5¼ x ⅛	1'-4¾"	" " U4U5	13
4	Pls. 5¼ x ⅛	1'-3¾"	" " U6U9	12
4	Pls. 3½ x ⅛	1'-3½"	S.W. Brkts. B3	15
8	Pls. 3 x ⅛	1'-10"	Bott. Chords L1L2	19
8	Pls. 3 x ⅛	1'-9½"	" " L6L7	18
4	Pls. 2½ x ⅛	0'-9"	Sway Frame F1	3

No. Pcs.	Section	Length	Location	Weight
4	Pls. 2¼ x ⅜	0'-5"	Sway Frames [illegible]	2
4	Ring Fills	3 x [illegible]	S.W. Brkt. [illegible]	[illegible]
40	"	2¾ x [illegible]	Bott. Lats.	[illegible]
38	"	2¾ x [illegible]		[illegible]
96	"	2⅝ x [illegible]		[illegible]
24	"	2½ x [illegible]		[illegible]
32	"	2¼ x [illegible]		[illegible]
4	Cast Steel		Top Castings K.E.-a to K.X.-a	[illegible]
2	"		Bottom " K.E.-b	[illegible]
2	"		" " K.E.-b	[illegible]
2	"		" Plates K.X.-d	[illegible]
4	Pin Assemblies		K.E.-c to K.X.-c	180
2	Roller Nests		K.X.-e	[illegible]
16	[illegible] Anchor Bolts		1¼" x 1'-11" (Cone Head [illegible])	[illegible]
[illegible]	⅞" Rivets		Shop	[illegible]
[illegible]	⅞" "		Field	[illegible]
[illegible]	¾" "		Shop	[illegible]
[illegible]	¾" "		Field	[illegible]
[illegible]	⅝" "		Shop	[illegible]
8	⅞ x 5½"	Bolts	Hex. Head [illegible]	[illegible]
24	⅞ x 5"	"		[illegible]
16	¾ x 5"	Bolts	Hex. Head [illegible]	[illegible]
24	¾ x 4½"	"		[illegible]
8	¾ x 4⅛"	"		[illegible]
48	¾ x 4"	"		[illegible]
56	¾ x 3½"	"		[illegible]
106	¾ x 3¼"	"		[illegible]
172	⅝ x 2¾"	"		[illegible]
48	⅝ x 2½"	"		[illegible]
368	⅝ x 2"	"		[illegible]
[illegible]	Pls. 5 x [illegible]	0'-10½"	S.W. Stringers [illegible]	[illegible]
4	Pls. 28 x [illegible]	26'-8⅝"	Top Chord [illegible]	[illegible]
4	Pls. 26 x [illegible]	26'-8⅜"	" [illegible]	[illegible]
4	Pls. 26 x [illegible]	27'-1⅞"	" [illegible]	[illegible]
4	Pls. 14 x [illegible]	2'-2½"	Floor Beam [illegible]	[illegible]
4	Pls. 14 x [illegible]	2'-9½"	" [illegible]	[illegible]
8	Pls. 7¼ x [illegible]	1'-9¼"	" [illegible]	[illegible]
8	L 4 x 3½ x 7/16	1'-7½"	" [illegible]	[illegible]
4	L 6 x 4 x ⅝	32'-6¼"	Top Lateral [illegible]	[illegible]
4	L 6 x 4 x ⅝	32'-1 1/16"	" TL13	[illegible]
			Total Structural Steel [illegible]	[illegible]

BILL OF STRUCTURAL STEEL SPAN "[illegible]"

STATE HIGHWAY COMMISSION OF [illegible]

PROJECT:- W.P.G.M. 206 — OCTOBER [illegible]

SECTION:- A.

RECOMMENDED FOR APPROVAL [signature] [illegible]

STRUCTURE № 1031

DRAWING:- 169 OF 173

BRIDGE FILE 152-K-1031 — BRIDGE CONTRACT NO. 1224

BILLS OF MATERIALS
STRUCTURAL STEEL

No. Pcs.	Section	Length	Location	Weight
1	W 36" × 182#	43'-11"	Floor Beams FB6-7-8	23879
2	W 24" × 94#	36'-9¾"	Stringers S24-88	6920
2	W 24" × 87#	34'-11¾"	S23-87	6086
1	W 24" × 80#	33'-3"	S86	2660
1	W 24" × 80#	33'-2¾"	S22	2659
1	W 24" × 74#	37'-6¼"	S21	2331
1	W [illegible]	31'-6"	S85	2331
1	W [illegible]	29'-9¾"	S84	[illegible]
1	W [illegible]	29'-9¾"	S20	[illegible]
2	W 21" × 82#	26'-3½"	S82	[illegible]
4	W 21" × 73#	26'-3"	S80-71-145-146	[illegible]
1	W 21" × 68#	26'-8½"	S83	1806
1	W 21" × 68#	26'-6½"	S19	1806
6	W 21" × 68#	26'-3½"	S85-…-82-83	10727
2	W 21" × 68#	26'-3½"	S15-25	3574
1	W 21" × 63#	26'-3½"	S52	1657
33	W 21" × 63#	26'-3½"	Stringers	71282
7	W 21" × 63#	26'-3½"	S6-12-13-14	11590
1	W 21" × 59#	24'-6½"	S81	1449
1	W 21" × 59#	24'-6½"	S17	1449
1	W 21" × 59#	[illegible]	S16	1351
1	W 21" × 59#	22'-9"	S50	1347
17	W 21" × 59#	1'-1½"	Exp. Jt. Brkts 13-14 (1-49 & Cnn 2)	[illegible]
17	W 21" × 59#	1'-0¾"	11-12 (1-3… 2)	[illegible]
2	W 16" × [illegible]	[illegible]	Sway Frame F1	79
11	W 16" × 45#	0'-9¾"	"	35
8	W 14" × [illegible]	0'-7"	F1-2-3-4	200
2	W 12" × 65#	26'-2¾"	Verticals (L1L)	3370
2	W 12" × 53#	17'-3"	U6L6	1829
8	W 12" × 25#	26'-3½"	S.W. Stringers S52	[illegible]
34	W 12" × 25#	26'-3"	S51	[illegible]
2	W 10" × 21#	23'-7¾"	SS21	993
4	W 10" × 21#	23'-3"	S53	1960
4	W 10" × 21#	21'-10¾"	S56	1838
2	W 10" × 21#	21'-10"	SS22	917
2	W 8" × 17#	16'-10¾"	SS23	574
4	W 8" × 17#	16'-7"	SS13	1129
4	B 15" × 33.9#	26'-8¾"	Diagonals U6L5	[illegible]
4	B 15" × 33.9#	36'-9¾"	U1L2	[illegible]
4	B 15" × 33.9#	46'-6½"	U3L4	[illegible]
4	B 15" × 33.9#	32'-9"	U5L3	[illegible]
4	B 15" × 33.9#	36'-3½"	U6L7	[illegible]
4	B 12" × 30#	33'-5"	Verticals U2L2	[illegible]
4	B 12" × 30#	1'-3½"	Bott Chord L0L1L10	[illegible]
4	B 12" × 30#	7'-4½"	L3L4L6	[illegible]
4	B 12" × 25#	27'-3"	Vertical U6L6	2725
8	B 12" × 20.7#	42'-9"	U4L4 & U6L6	[illegible]
4	B 12" × 20.7#	40'-3¾"	U5L6	[illegible]
4	B 12" × 20.7#	40'-3¾"	U3L3	3336
4	B 12" × 20.7#	35'-6"	U7L7	[illegible]
14	B 9" × 13.4#	26'-3½"	Guard Rails G3 & G5	[illegible]
1	B 9" × 13.4#	23'-8"	G1	317
1	B 9" × 13.4#	23'-7"	G1	316
2	B 9" × 13.4#	21'-10¾"	G5	587
1	B 9" × 13.4#	16'-11"	G10	227
1	B 9" × 13.4#	16'-10"	G11	226
14	B 7" × 12.25#	26'-3½"	G11-5	[illegible]
1	B 7" × 12.25#	20'-5"	G13	250
1	B 7" × 12.25#	23'-6½"	G16	287
2	B 7" × 12.25#	21'-10¾"	G12	536
1	B 7" × 12.25#	16'-10¾"	G14	207
1	B 7" × 12.25#	[illegible]	G17	206
8	L 6×6×[illegible]	3'-6¾"	Bott Chords L2L5L10	1161
8	[illegible]	3'-8"	L0L1L2	1141
8	L 6×6×[illegible]	0'-4¾"	L0L1L2 & L8L9L10	306
4	L 6×6×⅜	43'-7¾"	Floor Beams FB1	[illegible]
4	L 6×6×⅜	43'-0"	FB1	3767
2	L 6×6×⅜	42'-7"	FB2	[illegible]
2	L 6×6×⅜	41'-11"	FB2	[illegible]
8	L 6×6×½	42'-7"	FB3-4-5	[illegible]
8	L 6×6×½	41'-11"	FB3-4-5	[illegible]
8	L 4×4×[illegible]	34'-8"	Bott Chords L0L1L2	[illegible]
8	L 4×4×[illegible]	45'-7½"	L0L1L2	[illegible]
8	L 4×4×[illegible]	26'-5½"	U2L4	[illegible]
8	L 4×4×[illegible]	27'-3"	L7L8	[illegible]
8	L 4×4×[illegible]	27'-8"	L4L5	2763
8	L 4×4×[illegible]	26'-2"	L6L7	2684
4	L 4×4×[illegible]	6'-7"	End Post L0U1	[illegible]
4	L 4×4×[illegible]	5'-11½"	Top Chord U8U9	307
4	L 4×4×[illegible]	5'-7½"	End Post U9L10	288
4	L 4×4×[illegible]	5'-1½"	Top Chord U1U2	262
4	L 4×4×½	4'-10¾"	U1U2	250
4	L 4×4×½	4'-9¾"	U3U4	244
4	L 4×4×½	4'-8¾"	U4U5	242
4	L 4×4×½	4'-8½"	U6U9	241
4	L 4×4×½	4'-3¾"	U7U8	219
8	L 4×4×7/16	36'-8¾"	Bott L8L9L10	3326
2	L 4×4×⅜	3'-9"	Floor Beams FB2 & 8	74
2	L 4×4×⅜	3'-4½"	FB4 & 6	66
26	L 4×4×⅜	2'-9"	S.W. Bracket B1	[illegible]
2	L 4×4×⅜	2'-7"	FB3 & FB4	51
2	L 4×4×⅜	2'-5½"	FB1	48
2	L 4×4×⅜	2'-3"	FB3 & 7	44
2	L 4×4×⅜	2'-2¾"	FB1	43
2	L 4×4×⅜	2'-1"	FB5 & 7	40
12	L 4×4×⅜	1'-10¾"	S.W. Brkts B2-4	210
4	L 4×4×⅜	1'-3¾"	Floor Beams FB5-6-7	71
2	L 4×4×⅜	1'-6¾"	FB5	33
8	L 4×4×⅜	1'-3"	S.W. Brkts B3-4	131
2	L 4×4×⅜	1'-7¾"	Floor Beams FB3 & 7	32
2	L 4×4×⅜	1'-6¾"	FB5	30
4	L 4×4×⅜	1'-3"	[illegible]	[illegible]
64	L 4×4×⅜	1'-10"	Stringers [illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
2	L 4×4×5/16	1'-11⅞"	Sway Frame F4	32
4	L 4×4×5/16	1'-10⅛"	F3	61
4	L 4×4×5/16	1'-9⅞"	Top Lats TL0	60
8	L 4×4×5/16	1'-1½"	Sway Frame F3	74
4	L 3×4×5/16	0'-10½"	F2	29
4	L 3½×3½×½	4'-8¼"	Bott Chord L0L1L2	193
4	L 3½×3½×½	4'-3½"	L8L9L10	180
52	L 3½×3½×⅜	0'-8⅞"	S.W. Brackets B1 & 2	2462
13	L 3½×3½×⅜	9'-6⅞"	B1	1537
12	L 3½×3½×⅜	8'-8⅞"	B2	896
4	L 3½×3½×⅜	8'-4⅞"	B6	286
4	L 3½×3½×⅜	5'-10⅞"	B5	200
4	L 3½×3½×⅜	5'-10⅞"	B5	198
4	L 3½×3½×⅜	4'-4⅞"	B4	148
4	L 3½×3½×⅜	4'-1⅞"	B4	140
8	L 3½×3½×⅜	3'-7⅞"	B3	248
[illegible]	L 3½×3½×⅜	6'-5"	Guard Rails G2 & 3 (Cut to 3½×3½)	24
4	L 3½×3½×⅜	1'-2"	Sway Frame F1	34
4	L 3×3×[illegible]	1'-0⅞"	S.W. Brackets B5	31
32	L 3×3×[illegible]	1'-3"	Guard Rails G1 to G3	96
4	L 3×3×5/16	47'-8⅞"	Diagonals U1L2	1167
4	L 3×3×5/16	47'-3⅞"	U4L3	1153
4	L 3×3×5/16	46'-7"	U6L5	1137
4	L 3×3×5/16	46'-1"	U4L5	1124
4	L 3×3×5/16	42'-7⅞"	U7L8	1039
4	L 3×3×5/16	42'-4⅞"	U6L7	1033
4	L 3×3×5/16	13'-11⅞"	Portal Pc	330
2	L 3½×3×[illegible]	15'-10⅞"	Pb	193
2	L 3×3×[illegible]	15'-3⅞"	Pa	187
4	L 3×3×[illegible]	14'-8"	Sway Frame F1	360
4	L 3×3×[illegible]	14'-3½"	Sway Frame F2	349
4	L 3×3×[illegible]	14'-1¼"	Portal Pe	344
4	L 3×3×[illegible]	13'-8"	Pd	333
4	L 3×3×[illegible]	13'-6"	Sway Frame F3	325
2	L 3×3×5/16	12'-11"	Portal Pb	158
2	L 3×3×5/16	12'-3"	Pa	149
2	L 3×3×5/16	11'-5⅞"	Pf	140
4	L 3×3×5/16	11'-1½"	Sway Frame F2	271
2	L 3×3×5/16	11'-0⅞"	Portal Pe	135
4	L 3×3×5/16	10'-6"	Pd	256
4	L 3×3×5/16	10'-4⅞"	Pc	254
8	L 3×3×5/16	10'-4"	Pa & Pm	[illegible]
24	L 3×3×5/16	9'-8"	Sway Frame F2-3-4	1415
4	L 3×3×5/16	9'-6⅞"	F1	233
4	L 3×3×5/16	8'-9⅞"	F1	214
2	L 3×3×5/16	7'-8⅞"	F1	94
2	L 3×3×5/16	7'-2"	F1	87
2	L 3×3×5/16	3'-1⅞"	F1	77
20	L 8×4×½	9'-6"	Floor Beams FB2-3-4-5	1196
4	L 7×4×½	8'-10⅞"	Bott Chord L0L1L2	456
4	L 7×4×½	8'-10⅞"	L8L9L10	464
2	L 7×4×¾	8'-3⅞"	L0L1L2	456
2	L 7×4×¾	8'-3⅞"	L8L9L10	465
4	L 7×4×¾	5'-8½"	L0L1	605
6	L 7×4×¾	5'-8½"	L2L3	598
4	L 7×4×[illegible]	0'-3½"	L0L1L2 & L8L9L10	166
4	L 7×4×½	26'-8½"	Top Chord U1U2	[illegible]
4	L 7×4×½	[illegible]	U8U9	[illegible]
4	L 7×4×½	[illegible]	U6U7	[illegible]
4	L 7×4×½	26'-7"	U5U7	[illegible]
4	L 7×4×¾	[illegible]	U3U4	[illegible]
4	L 7×4×½	[illegible]	U4U5	[illegible]
4	L 7×4×½	27'-[illegible]	U5U6	[illegible]
4	L 7×4×½	26'-[illegible]	U6U7	[illegible]
4	L 7×4×½	27'-[illegible]	U7U8	[illegible]
4	L 7×4×½	27'-[illegible]	U8U9	[illegible]
4	L 7×4×½	27'-[illegible]	U4U5	[illegible]
4	L 7×4×½	26'-10[illegible]	U5U6	[illegible]
20	L 7×4×½	5'-9"	S.W. Hangers H1	[illegible]
2	L 7×4×½	5'-9"	H3	[illegible]
4	L 7×4×[illegible]	37'-[illegible]	End Post [illegible]	[illegible]
4	L 7×4×½	35'-[illegible]	[illegible]	[illegible]
4	L 7×4×[illegible]	24'-[illegible]	[illegible]	[illegible]
2	L 7×4×[illegible]	24'-0"	Top Chord [illegible]	[illegible]
4	L 7×4×[illegible]	23'-[illegible]	[illegible]	[illegible]
4	L 7×4×[illegible]	23'-[illegible]	End Post [illegible]	[illegible]
2	L 7×4×[illegible]	7'-3"	Floor Beams [illegible]	[illegible]
4	L 7×4×[illegible]	7'-3"	S.W. Hangers [illegible]	[illegible]
12	L 7×4×[illegible]	1'-[illegible]	[illegible]	[illegible]
20	L 7×4×[illegible]	1'-[illegible]	[illegible]	[illegible]
18	L 7×4×[illegible]	0'-[illegible]	[illegible]	[illegible]
4	L 7×4×[illegible]	0'-[illegible]	[illegible]	[illegible]
32	L 7×4×[illegible]	0'-[illegible]	[illegible]	[illegible]
52	L 7×4×[illegible]	0'-[illegible]	[illegible]	[illegible]
2	L 6×4×[illegible]	30'-[illegible]	Bott Lats [illegible]	[illegible]
4	L 6×4×[illegible]	33'-[illegible]	[illegible]	[illegible]
2	L 6×4×[illegible]	33'-0"	[illegible]	[illegible]
2	L 6×4×[illegible]	35'-[illegible]	[illegible]	[illegible]
2	L 6×4×[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	L 6×4×[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	L 6×4×[illegible]	[illegible]	[illegible]	[illegible]
4	L 6×4×[illegible]	[illegible]	[illegible]	[illegible]
4	L 6×4×[illegible]	[illegible]	[illegible]	[illegible]
4	L 6×4×⅜	35'-[illegible]	[illegible]	[illegible]
4	L 6×4×⅜	36'-[illegible]	[illegible]	[illegible]
4	L 6×4×⅜	7'-[illegible]	End Post L0U1 & U9L10	[illegible]
214	L [illegible]×4×⅝	7'-0"	Stringers	2836
4	L 6×4×[illegible]	0'-9"	Top Lats, Bott Lats (Cut [illegible])	37
4	L 5×3½×[illegible]	30'-2"	Bott Lats BL0	2928

No. Pcs.	Section	Length	Location	Weight
2	L 5×3½×5/16	27'-8⅞"	Bott Lats BL9	[illegible]
4	L 5×3½×5/16	30'-2⅞"	BL0	[illegible]
26	L 5×3½×[illegible]	1'-1⅞"	Exp. Jt. Brkts 11-13	[illegible]
8	L 5×3½×[illegible]	0'-3½"	Guard Rail G1 (Cut to 4⅜×3½L)	38
60	L 5×3½×[illegible]	0'-3"	G2-3-[illegible]	235
20	L 5×3½×[illegible]	0'-5"	G1	181
20	L 5×3½×[illegible]	0'-4"	G6	87
8	L 5×3½×[illegible]	0'-3"	G1	35
2	L 5×3½×[illegible]	28'-4"	Sway Frame F4	[illegible]
2	L 5×3½×[illegible]	27'-[illegible]	F3	[illegible]
4	L 5×3½×[illegible]	26'-[illegible]	Top Lats TL8	[illegible]
4	L 5×3½×[illegible]	26'-[illegible]	TL2	[illegible]
8	L 5×3½×[illegible]	25'-[illegible]	TL10	[illegible]
4	L 5×3½×[illegible]	25'-[illegible]	TL11	[illegible]
4	L 5×3½×[illegible]	[illegible]	Sway Frame F2	[illegible]
28	L 5×3½×[illegible]	18'-5⅞"	Guard Rails G1-13	[illegible]
2	L 4×3½×[illegible]	27'-10⅞"	G16	[illegible]
2	L 4×3½×[illegible]	18'-6⅞"	G14-15	[illegible]
2	L 4×3½×[illegible]	16'-10⅞"	G10	[illegible]
2	L 4×3½×[illegible]	18'-4⅞"	G4-11	[illegible]
2	L 4×3½×[illegible]	12'-8⅞"	S.W. Brackets B1	[illegible]
2	L 4×3½×[illegible]	12'-1¾"	Guard Rails G9-17	[illegible]
2	L 4×3½×[illegible]	9'-0"	S.W. Brackets B3	320
4	L 4×3½×[illegible]	2'-[illegible]	B3	[illegible]
4	L 4×3½×[illegible]	1'-9⅞"	Guard Rails G6 & 7-11	81
1	L 4×3½×[illegible]	1'-6⅞"	G6	15
2	L 4×3½×[illegible]	0'-11⅞"	G3-14	16
1	L 4×3½×[illegible]	0'-10⅞"	G17	8
1	L 4×3½×[illegible]	0'-10⅞"	G16	8
2	L 4×3½×[illegible]	37'-1⅞"	Portal Pd	726
2	L 4×3½×[illegible]	37'-[illegible]	Pe	723
2	L 4×3½×[illegible]	34'-[illegible]	Pf	671
2	L 4×3½×[illegible]	33'-6⅞"	Pa	670
4	L 4×3½×[illegible]	2'-0⅞"	Sway Frame F1	63
4	L 4×3½×[illegible]	2'-0"	F2	62
4	L 4×3½×[illegible]	1'-11"	F3-4	118
2	L 4×3½×[illegible]	1'-10"	F4	56
4	L 4×3½×[illegible]	1'-2"	F4	72
4	L 4×3½×[illegible]	1'-1⅞"	F3	71
24	L 4×3½×[illegible]	1'-1½"	F2-3-4	207
12	L 4×3½×[illegible]	1'-0"	F1-2	93
4	L 4×3½×[illegible]	0'-11"	F1	28
4	L 4×3½×[illegible]	0'-10⅞"	F4	54
4	L 4×3½×[illegible]	0'-10⅞"	F1	26
24	L 4×3½×[illegible]	0'-8"	F2-3-4	138
88	L 4×3×5/16	0'-5"	Guard Rail G-4-5-6-7	372
4	L 4×3×[illegible]	41'-6"	Sway Frame F1	1202
12	L 4×3×[illegible]	41'-6"	F2-3-4	[illegible]
24	L 4×3×[illegible]	41'-0"	F2-3-4	[illegible]
4	L 4×3×[illegible]	38'-10⅞"	F1	1119
4	L 4×3×[illegible]	37'-1⅞"	F1	1070
4	L 4×3×[illegible]	35'-8⅞"	F4	[illegible]
3	L 4×3×[illegible]	33'-4⅞"	F3	[illegible]
4	L 4×3×[illegible]	29'-[illegible]	F2	853
4	L 4×3×[illegible]	29'-[illegible]	F2	850
2	L 4×3×[illegible]	25'-10⅞"	F1	373
4	L 4×3×[illegible]	24'-6⅞"	F1	707
2	L 4×3×[illegible]	24'-[illegible]	F1	351
2	L 4×3×[illegible]	23'-1⅞"	Portal Pd	379
4	L 3½×3×[illegible]	[illegible]	S.W. Brkts B6	264
32	L 3½×3×[illegible]	1'-1½"	Exp. Jt. Brkts 12-14	284
8	L 3½×3×[illegible]	0'-5"	Guard Rails G4-5 (Cut to 3½×3½)	26
4	L 3×2½×[illegible]	38'-11⅞"	Bott. Lats BL1	409
4	L 3×2½×[illegible]	35'-2⅞"	BL2	402
12	L 3×2½×[illegible]	2'-0⅞"	Sway Frames F1	789
331	L 3×2½×[illegible]	2'-6⅞"	Top Lats	4691
106	L 3×2½×[illegible]	2'-4⅞"	Top Lats TL1 to TL1, TL12 & 13	[illegible]
38	L 3×2½×[illegible]	1'-[illegible]	Exp. Jt. Brkts 13-14	323
38	L 3×2½×[illegible]	1'-[illegible]	11-12	323
[illegible]	[illegible]	0'-[illegible]	Bott. Lats BL10	51
[illegible]	[illegible]	0'-[illegible]	BL10	44
[illegible]	[illegible]	[illegible]	Bott Chords L0L1L10	139
[illegible]	[illegible]	[illegible]	S.W. Strs SS21-22	52
[illegible]	[illegible]	[illegible]	S.W. Brkts B3	38
[illegible]	[illegible]	[illegible]	Stringers SP6 & 80	62
[illegible]	[illegible]	[illegible]	S.W. Stringers SS23	9
[illegible]	[illegible]	[illegible]	Bott Chords L0L1L2	88
[illegible]	[illegible]	[illegible]	Floor Beams FB6-7	5260
[illegible]	[illegible]	[illegible]	End Post L0U1	[illegible]
[illegible]	[illegible]	[illegible]	Top Chord [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	7049
[illegible]	[illegible]	[illegible]	[illegible]	826
[illegible]	[illegible]	[illegible]	Bott L8L9L10	580
[illegible]	[illegible]	[illegible]	L8L9L10	524
[illegible]	[illegible]	[illegible]	[illegible]	82
[illegible]	[illegible]	28'-0"	Floor Beams FB6-7	3427
[illegible]	[illegible]	6'-3"	Stringers SP18-79	382
[illegible]	[illegible]	[illegible]	SP3	782
[illegible]	[illegible]	[illegible]	S.W. Hanger H3	456
[illegible]	[illegible]	[illegible]	Bott Chords L0L1L2	367
[illegible]	[illegible]	[illegible]	L8L9L10	363
[illegible]	[illegible]	[illegible]	L0L1L2 & L8L9L10	494
[illegible]	[illegible]	[illegible]	Stringers S80	27
[illegible]	[illegible]	[illegible]	S63-[illegible]	274
[illegible]	[illegible]	[illegible]	S15-[illegible]	463
[illegible]	[illegible]	[illegible]	S25-[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	S[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Hangers H3	305
[illegible]	[illegible]	[illegible]	Bott. Chord L0L1L2 & L8L9L10	42
2	[illegible]	62'-4"	L0L1L2	1836

No. Pcs.	Section	Length	Location	Weight
2	Rs. 46×11/16	8'-7¾"	Bott Chord L0L1L2	1795
2	Rs. 44½×11/16	8'-[illegible]	L8L9L10	1712
2	Rs. 44×11/16	8'-[illegible]	L8L9L10	1694
4	Rs. 26×11/16	24'-9⅞"	Top U8U9	5836
2	Rs. 25½×11/16	3'-3⅞"	U2U3	313
4	Rs. 25×11/16	3'-4⅞"	U7U8	739
4	Rs. 24½×11/16	3'-3⅞"	U5U6	749
4	Rs. 24×11/16	54'-6"	Bott L8L9L10	12286
1	Rs. 14×11/16	2'-0"	L8L9L10	75
1	Rs. 9×11/16	1'-2"	Stringers SP22 (Beveled)	25
4	Rs. 62×⅝	5'-8⅞"	End Post L0U1	3009
2	Rs. 62×⅝	4'-9"	Bott Chord L0L1L2	2285
4	Rs. 60×⅝	5'-2"	End Post U9L10	2685
4	Rs. 57×⅝	5'-10⅞"	Top Chord U1U2	2109
4	Rs. 42½×⅝	4'-9⅞"	U8U9	1936
4	Rs. 42½×⅝	4'-3⅞"	U5U6	1780
5	Rs. 40×⅝	43'-11"	Floor Beams FB2-3-4-5	22398
2	Rs. 39×⅝	43'-0"	FB1	8772
2	Rs. [illegible]	4'-2⅞"	Bott Chord L0L1L10	2125
2	Rs. [illegible]	4'-8⅞"	Top U2U3	1921
2	Rs. [illegible]	5'-7⅞"	U7U8	2076
2	Rs. [illegible]	5'-11½"	U6U7	[illegible]
2	Rs. [illegible]	4'-9"	Bott L3L4	1898
2	Rs. [illegible]	4'-9⅞"	Top U3U4	1965
2	Rs. [illegible]	4'-5"	Bott L5L7	1847
2	Rs. [illegible]	4'-8⅞"	L4L5L6	1841
2	Rs. [illegible]	4'-8⅞"	L4L5L6	1761
4	Rs. [illegible]	3'-[illegible]	L6L7L8	1368
4	Rs. [illegible]	4'-[illegible]	Sway Frames F1	719
2	Rs. [illegible]	[illegible]	F1	281
4	Rs. [illegible]	[illegible]	Top Lats TL9	269
4	Rs. [illegible]	28'-[illegible]	Top Chord U1U2	[illegible]
2	Rs. [illegible]	25'-[illegible]	End Post U9L10	[illegible]
4	Rs. [illegible]	2'-[illegible]	Top Chords U6U7	633
[illegible]	Rs. [illegible]	26'-[illegible]	Bott L6L7	5346
4	Rs. [illegible]	3'-[illegible]	Sway Frames F1	381
2	Rs. [illegible]	2'-[illegible]	F2	220
2	Rs. [illegible]	27'-[illegible]	Top Chords U1U2	[illegible]
2	Rs. 23×[illegible]	27'-[illegible]	U8U9	[illegible]
2	Rs. 23×[illegible]	26'-[illegible]	U5U6	[illegible]
2	Rs. 23×[illegible]	25'-[illegible]	U1U2	[illegible]
2	Rs. 22½×[illegible]	2'-2⅞"	Sway Frame F3	209
2	Rs. 22×⅝	2'-2⅞"	F4	287
4	Rs. 19×⅝	3'-5½"	Bott Chord L3L4L5	555
24	Rs. 18×⅝	2'-2⅞"	Sway Frames & Top Lats.	1032
4	Rs. 12×⅝	1'-6⅞"	Diagonals U6L6	155
4	Rs. 12×⅝	1'-3⅞"	U3L4	136
4	Rs. 12×⅝	1'-3⅞"	U5L3	132
1	Rs. 12×⅝	1'-2⅞"	Stringers SP12	38
4	Rs. 11½×⅝	2'-1⅞"	Top Chords U8U9	211
8	Rs. 11½×⅝	2'-3⅞"	U6U7	406
4	Rs. 11½×⅝	2'-4⅞"	U4U5	283
4	Rs. 11½×⅝	1'-11⅞"	U1U2	193
4	Rs. 11½×⅝	1'-9⅞"	U5U6	170
4	Rs. 11½×⅝	1'-7⅞"	U3U4	162
4	Rs. 11½×⅝	1'-6⅞"	U4U5	153
4	Rs. 11×9/16	1'-1⅞"	Stringers SP11-40	48
10	Rs. 11×9/16	3'-9⅞"	S.W. Hanger H1	648
2	Rs. 11×⅝	1'-[illegible]	" Brackets B3	74
4	Rs. 9½×⅝	4'-1⅞"	Stringers SP11-31	335
4	Rs. 9×⅝	3'-9⅞"	S9	249
1	Rs. 9×⅝	1'-3"	S24	23
2	Rs. 6×⅝	0'-8⅞"	S.W. Brackets B3	125
10	Rs. 7½×⅝	5'-6⅞"	Hangers H1	591
23	Rs. 6×⅝	1'-8⅞"	Bott Chords	437
2	Rs. 6×⅝	0'-6⅞"	L0L1L2	29
8	Rs. 6×⅝	0'-6⅞"	Sway Frames F1	56
4	Rs. 5½×⅝	0'-6⅞"	Bott Chords L0L1L10	27
12	Rs. 3×⅝	1'-4⅞"	S.W. Brackets B2	107
4	Rs. 3×⅝	1'-1⅞"	B3	28
16	Rs. 3×⅝	0'-6⅞"	Bott Chords L0L1L2 & L8L9L10	56
4	Rs. 24½×9/16	2'-11⅞"	Top U8U9	555
4	Rs. 23×9/16	26'-3⅞"	Bott L6L7	[illegible]
2	Rs. 23×⅝	37'-[illegible]	End Post L0U1	[illegible]
2	Rs. 23×⅝	30'-[illegible]	Top Chord U1U2	[illegible]
2	Rs. 23×⅝	27'-[illegible]	U2U3	[illegible]
4	Rs. 22×⅝	3'-10⅞"	Bott L3L4L5	626
4	Rs. 15½×⅝	3'-10⅞"	L4L5L6	459
4	Rs. 15½×⅝	3'-7"	L2L3 & L6L7L8	[illegible]
2	Rs. 14×⅝	33'-9"	Floor Beams FB2	1767
2	Rs. 14×⅝	34'-0"	FB8	1607
2	Rs. [illegible]	32'-9"	FB6	1125
2	Rs. 12×⅝	1'-3"	FB1	238
4	Rs. 11½×⅝	2'-2"	Top Chord U2U3	203
4	Rs. 11½×⅝	2'-2⅞"	U1U2	196
4	Rs. 11½×⅝	2'-2⅞"	U4U5	193
4	Rs. 11½×⅝	2'-0⅞"	U3U4	182
4	Rs. 11½×⅝	1'-9⅞"	U8U9	160
4	Rs. 6×⅝	1'-1⅞"	Bott L0L1L2	30
8	Rs. 3½×⅝	0'-3⅞"	L8L9L10	6
8	Rs. 3×⅝	2'-0⅞"	L0L1L2	34
4	Rs. 28×½	3'-7"	End Post L0U1	731
4	Rs. 28×½	3'-3⅞"	U9L10	672
4	Rs. 25×½	2'-0⅞"	Top Chord U1U2	407
4	Rs. 24×½	35'-7"	Bott L8L9L10	[illegible]
4	Rs. 24×½	26'-3⅞"	L3L4	[illegible]
4	Rs. 23×½	25'-11½"	L6L7	[illegible]
4	Rs. 23×½	25'-8"	L4L5	[illegible]
4	Rs. 22½×½	25'-5"	L5L6	[illegible]
4	Rs. 22½×½	3'-3⅞"	Top U8U9	503
2	Rs. 22×½	23'-3"	End Post U9L10	[illegible]
2	Rs. 22×½	27'-0"	Top Chord U8U9	[illegible]
4	Rs. 22½×½	3'-3"	" U7U8	500

No. Pcs.	Section	Length	Location	Weight
4	Rs. 22½×½	3'-0"	Top Chord U8U9	467
20	Rs. 22½×½	2'-9"	" " & End Post L0U1	2140
2	Rs. 22½×½	4'-3"	End Post U9L10	327
6	Rs. 22½×½	2'-9"	Top Chord U1U2 & U9L10	635
4	Rs. 22×½	3'-10½"	Bott Chord L0L1L2	580
4	Rs. 22×½	3'-10"	" " L8L9L10	573
16	Rs. 22×½	3'-7"	Bott Chords L0 to L10	2144
4	Rs. 17×½	2'-4⅜"	Floor Beams FB1	277
4	Rs. 16½×½	2'-4⅜"	" " FB1	269
4	Rs. 15½×½	3'-10"	Bott Chords L0L1L2	404
8	Rs. 15½×½	3'-7"	" " L0L1L2 & L6L7	756
4	Rs. 15½×½	1'-9"	" " L8L9L10	192
8	Rs. 15×½	1'-8⅝"	" " L0L1L2 & L8L9L10	346
4	Rs. 14×½	32'-0"	Floor Beams FB1	3046
8	Rs. 14×½	31'-0"	" " FB3-4-5	5902
2	Rs. 14×½	30'-0"	" " FB2	1428
4	Rs. 14×½	28'-0"	" " FB1	2265
10	Rs. 14×½	22'-0"	" " FB2-3-4-5	5236
8	Rs. 13½×½	2'-11⅝"	Bott. Chords L0L1L2 & L8L9L10	496
4	Rs. 12×½	1'-6½"	Diagonals U6L6	126
4	Rs. 11½×½	2'-1⅞"	End Post U9L10	167
4	Rs. 11½×½	2'-8⅞"	Top Chord U7U8	162
4	Rs. 11½×½	1'-10"	" " U8U9	143
1	Rs. 9×½	3'-9"	Stringers SP22	57
360	Rs. 4½×½	2'-9⅞"	Top Chords & End Post	7645
8	Rs. 4½×½	2'-8"	Bott. " L0L1L2	145
24	Rs. 4×½	2'-4"	" " L3 to L7	381
8	Rs. 4×½	2'-3½"	" " L6L5L4	125
16	Rs. 4×½	1'-9½"	" L7 to L8	194
20	Rs. 4×½	1'-5"	S.W. Bracket B1	144
32	Rs. 3½×½	0'-5¾"	Top Chord & End Post L0U1	75
4	Rs. 3½×½	0'-5¾"	" " U8U9	9
6	Rs. 2½×½	0'-5"	" " U1U2 & U9L10	16
20	Rs. 2½×½	2'-11"	Portal Pd	248
176	Rs. 2½×½	2'-10⅜"	" Pa & Pb	2123
2	Rs. 24½×7/16	2'-1¾"	" Pa	156
4	Rs. 24×7/16	48'-11"	Bott. Chord L0L1L2	6985
4	Rs. 24×7/16	37'-7"	" " L8L9L10	5367
4	Rs. 24×7/16	27'-3"	" " L7L8	3891
6	Rs. 22½×7/16	2'-0⅝"	Portal Pa	416
4	Rs. 15½×7/16	1'-6"	Bott. Chord L0L1L2	133
18	Rs. 15×7/16	2'-1⅝"	Portal Pc & Pf	849
70	Rs. 15×7/16	2'-1⅝"	"	3294
4	Rs. 11½×7/16	2'-2⅝"	End Post L0U1	152
[illegible]	Rs. 11½×7/16	2'-1⅝"	Top Chord U8U9	147
64	Rs. 6½×7/16	0'-7½"	S.W. Bracket B1-2	387
2	Rs. 6×7/16	1'-3½"	Bott. Chord L0L1L2	23
26	Rs. 6×7/16	1'-3"	Floor Beam FB2-3-4-5	224
12	Rs. 6×7/16	1'-0½"	" " FB6-7-8	112
24	Rs. 5½×7/16	0'-7½"	S.W. Brkts. B3-5-6	123
4	Rs. 3½×7/16	0'-3½"	Bott. Chords L0L1L2	6
312	Rs. 2½×7/16	2'-3⅝"	Bott. Chords	7473
18	Rs. 37×⅜	8'-8⅞"	S.W. Brkts. B1 (1-R 33½×8'-8⅞ Cnn 2)	2953
2	Rs. 36½×⅜	3'-3"	Sway Frame F1	392
2	Rs. 36×⅜	4'-8⅝"	Portal Pb	431
4	Rs. 35½×⅜	3'-1"	Sway Frame F3	550
4	Rs. 33½×⅜	8'-8⅞"	S.W. Brackets B2 (1-R 48×8'-8⅞ Cnn 2)	1337
2	Rs. 32½×⅜	3'-9"	Stringers S30 & 84	310
2	Rs. 32×⅜	3'-3⅝"	Sway Frame F2	269
2	Rs. 32×⅜	3'-0½"	" " F2	248
2	Rs. 31½×⅜	3'-5⅛"	" " F4	276
2	Rs. 31½×⅜	3'-3½"	" " F4	265
4	Rs. 31½×⅜	2'-11½"	" " F4	475
2	Rs. 31×⅜	3'-4 3/32"	Portal Pb	270
4	Rs. 30×⅜	2'-11½"	Sway Frame F2	452
2	Rs. 28½×⅜	5'-8¼"	S.W. Brkts. B5 (1-R 41×8'-8⅞ Cnn 2)	301
1	Rs. 28½×⅜	2'-10½"	Stringers S24	104
1	Rs. 28½×⅜	2'-10½"	" S88	68
2	Rs. 27½×⅜	3'-8"	" S12 & 79	258
2	Rs. 27¼×⅜	2'-3⅝"	" S[illegible] & 92	160
2	Rs. 26¾×⅜	5'-2½"	S.W. Brkts. B6 (1-R 33×8'-8⅞ Cnn 2)	345
2	Rs. 25¼×⅜	2'-3½"	Stringers S16 & 80	158
2	Rs. 25×⅜	2'-0⅝"	" S25 & 93	130
2	Rs. 24½×⅜	12'-5⅝"	S.W. Brkts. B3 (1-R 38½×[illegible] Cnn 2)	484
4	Rs. 24×⅜	27'-0"	Bott. Chords L2L3	3305
2	Rs. 22½×⅜	3'-6¼"	Stringers S3-73	192
2	Rs. 22½×⅜	2'-11⅝"	Sway Frame F3	171
4	Rs. 22×⅜	1'-10"	Portal Pc	236
2	Rs. 21½×⅜	2'-1½"	Stringers S71-[illegible]	116
2	Rs. 21¼×⅜	4'-5"	S.W. Brkt. B4 (1-R 28¾×8'-8⅞ Cnn 2)	152
2	Rs. 19½×⅜	1'-13⅝"	Stringers S46-90	95
2	Rs. 19½×⅜	3'-1"	Sway Frame F3	154
2	Rs. 19¼×⅜	2'-7"	Stringers S41-72	128
2	Rs. 19¼×⅜	1'-8¼"	" S45-70	83
4	Rs. 19×⅜	1'-11"	Portal Pf	186
2	Rs. 18×⅜	3'-0½"	" Pa	140
8	Rs. 18×⅜	1'-10⅝"	Bottom Chords L0L1L2	340
2	Rs. 17×⅜	1'-11"	Sway Frame F4	83
2	Rs. 17×⅜	1'-6½"	Stringers S30-142	67
4	Rs. 16½×⅜	5'-11⅝"	Top Chord U6U7	504
2	Rs. 16½×⅜	1'-10"	Sway Frame F4	77
2	Rs. 16¼×⅜	1'-4⅞"	Portal Pa	57
2	Rs. 16¼×⅜	1'-11"	Sway Frame F3	80
2	Rs. 16¼×⅜	2'-3⅜"	" " F1	111
2	Rs. 16×⅜	2'-3⅜"	Portal Pb	111
2	Rs. 16×⅜	1'-3"	" Pb	59
2	Rs. 15½×⅜	1'-10⅝"	Sway Frame F3	79
4	Rs. 15½×⅜	2'-3⅝"	" " F3	221
[illegible]	Rs. 15½×⅜	2'-3½"	" " F4	181
2	Rs. 15×⅜	3'-8½"	Portal Pa	116
36	Rs. 15×⅜	2'-1"	Top Lats. TL1 to 7, TL12 & 13	1435
4	Rs. 15×⅜	1'-11"	End Post L0U1 & U9L10	147
[illegible]	Rs. 15×⅜	1'-10⅝"	[illegible] Chords	2666

No. Pcs.	Section
2	Rs. [illegible]
4	Rs. [illegible]
2	Rs. [illegible]
2	Rs. [illegible]
4	Rs. [illegible]
4	Rs. [illegible]
4	Rs. [illegible]
4	Rs. [illegible]
2	Rs. [illegible]
2	Rs. 1[illegible]
2	Rs. 1[illegible]
2	Rs. 1[illegible]
8	Rs. 1[illegible]
2	Rs. 1[illegible]
4	Rs. 1[illegible]
4	Rs. 1[illegible]
4	Rs. 1[illegible]
4	Rs. 1[illegible]
2	Rs. 12[illegible]
2	Rs. 12[illegible]
4	Rs. 12[illegible]
4	Rs. 12[illegible]
4	Rs. 12[illegible]
2	Rs. 12[illegible]
4	Rs. 12[illegible]
1	Rs. 12[illegible]
4	Rs. 12[illegible]
2	Rs. 12[illegible]
8	Rs. 12[illegible]
14	Rs. 11[illegible]
22	Rs. 11[illegible]
26	Rs. 11[illegible]
2	Rs. 10[illegible]
14	Rs. 10[illegible]
8	Rs. 10[illegible]
8	Rs. 10[illegible]
2	Rs. 9[illegible]
2	Rs. 9[illegible]
4	Rs. 9[illegible]
8	Rs. 9[illegible]
8	Rs. 9[illegible]
4	Rs. 9[illegible]
2	Rs. 8[illegible]
2	Rs. 8[illegible]
1	Rs. 8[illegible]
4	Rs. 8[illegible]
2	Rs. 6[illegible]
2	Rs. 8[illegible]
2	Rs. 8[illegible]
2	Rs. 8[illegible]
2	Rs. 8[illegible]
2	Rs. 7[illegible]
4	Rs. 7[illegible]
1	Rs. 6[illegible]
6	Rs. 6[illegible]
2	Rs. 6[illegible]
60	Rs. 6[illegible]
12	Rs. 6[illegible]
4	Rs. 4[illegible]
2	Rs. 4[illegible]
20	Rs. 3[illegible]
12	Rs. 3[illegible]
4	Rs. 3[illegible]
8	Rs. 3[illegible]
4	Rs. 3[illegible]
1414	Rs. 2[illegible]
6	Rs. 2[illegible]
8	Rs. 2[illegible]
4	Rs. 14[illegible]
4	Rs. 14[illegible]
4	Rs. 14[illegible]
46	Rs. 9[illegible]
2	Rs. 7[illegible]
158	Rs. 7[illegible]
76	Rs. 7[illegible]
[illegible]	Rs. 5[illegible]
1220	Rs. 2[illegible]
16	Rs. 6[illegible]
4	Rs. 5[illegible]
6	Rs. 5[illegible]
8	Rs. 3[illegible]
956	Rs. 2[illegible]
8	Rs. 15[illegible]
8	Rs. 7[illegible]
4	Rs. 6[illegible]
4	Rs. 5[illegible]
8	Rs. 3[illegible]
4	Rs. 2[illegible]
4	Rs. 15[illegible]
4	Rs. 5[illegible]
4	Rs. 5[illegible]
4	Rs. 5[illegible]
4	Rs. 5[illegible]
4	Rs. 5[illegible]
4	Rs. 5[illegible]
8	Rs. 9[illegible]
8	Rs. 3[illegible]
8	Rs. 3[illegible]
4	Rs. 2[illegible]

DRAWN: C.L.L. 3-30-35 CK'D A.V.M.K. [illegible]
TRACED: AGL 10-5-35 CK'D [illegible] 10-4-35

BILL OF MATERIALS - STRUCTURAL STEEL

BRIDGES OVER 20' SPAN

FED. ROAD DIST. No.	STATE	W.P.& M. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1936	192	210

SECTION: A

No. Pcs.	Section	Length	Location	Weight
1	W24x80#	33'-2⅝"	Stringers S48	2656
1	W24x80#	33'-2"	" S38	2653
2	W24x74#	31'-4⅜"	" S37 & S47	4647
2	W24x74#	29'-7½"	" S36-46	4395
2	W21x[illegible]	27'-10½"	" S35 & S45	3722
1	W21x63#	26'-1⅞"	" S34	1643
1	W21x[illegible]	24'-4⅝"	" S44	1537
2	[illegible]	24'-4½"	" S33 & S49	2880
45	[illegible]	23'-8⅝"	"	61530
[illegible]	[illegible]	22'-8½"	" S42-32	[illegible]
[illegible]	[illegible]	20'-11⅝"	" S31-41	[illegible]
[illegible]	[illegible]	[illegible]	" S40	[illegible]
[illegible]	[illegible]	[illegible]	" S30	[illegible]
[illegible]	[illegible]	[illegible]	Exp. D. Ends (incl. ...)	[illegible]
[illegible]	[illegible]	[illegible]	" " " (incl. ...)	[illegible]
[illegible]	[illegible]	[illegible]	Sway Frames F2-a & F2-b	150
[illegible]	[illegible]	[illegible]	Laterals U1L1	2595
[illegible]	[illegible]	[illegible]	" U7L7	1219
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" S3-28	[illegible]
[illegible]	[illegible]	[illegible]	" S3-24	[illegible]
[illegible]	[illegible]	[illegible]	" S5-25	[illegible]
2	[illegible]	[illegible]	" S8-8	[illegible]
2	[illegible]	[illegible]	" S8-9	[illegible]
1	[illegible]	[illegible]	" S8-29	179
1	[illegible]	[illegible]	" S8-30	179
[illegible]	[illegible]	[illegible]	" S5-14	350
[illegible]	[illegible]	[illegible]	" S5-15	350
[illegible]	[illegible]	[illegible]	End Posts LoU1	7743
[illegible]	[illegible]	[illegible]	Top Chords U1U2	5707
[illegible]	[illegible]	[illegible]	" U6U7	5024
[illegible]	[illegible]	[illegible]	" U7U8	6081
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
8	L3½x3½x[illegible]	[illegible]	Sway Frames F2a	68
16	L3½x3½x¼	1'-0"	" " F2-b & F2-b	115
6	L3½x3½x¼	0'-10½"	" " F2a	59
4	L3x3x⅜	1'-0¾"	S.W. Brackets B12	31
8	L3x3x⅜	0'-5"	Guard Rails 26-27-28 & 30	24

No. Pcs.	Section	Length	Location	Weight
4	L3x3x5/16	12'-3"	Portal Pa	[illegible]
4	L3x3x5/16	13'-1⅞"	" Pc	[illegible]
4	[illegible]	13'-0¾"	" Pk	[illegible]
[illegible]	[illegible]	12'-6½"	" Pn	[illegible]
4	[illegible]	12'-5"	Sway Frame Fin	[illegible]
2	[illegible]	12'-2¾"	Portal Pe	[illegible]
2	[illegible]	11'-10¼"	" Po	[illegible]
2	[illegible]	10'-10¾"	" Ph	[illegible]
[illegible]	[illegible]	10'-10"	" Ph	[illegible]
[illegible]	[illegible]	10'-3½"	" Pi	[illegible]
[illegible]	[illegible]	10'-1"	" Pm	[illegible]
[illegible]	[illegible]	9'-8"	Sway Frames Fin	[illegible]
[illegible]	[illegible]	8'-10½"	" " Fc	[illegible]
[illegible]	[illegible]	8'-3¾"	Portal Pr	218
[illegible]	[illegible]	8'-1⅞"	Sway Frames Fim	79
[illegible]	[illegible]	[illegible]	" " Fin	[illegible]
[illegible]	[illegible]	[illegible]	" " Fab	[illegible]
[illegible]	[illegible]	9'-3"	Bott. Chord L6L7	[illegible]
[illegible]	[illegible]	[illegible]	Floor Brace	[illegible]
[illegible]	[illegible]	[illegible]	End Posts	[illegible]
[illegible]	[illegible]	[illegible]	Hangers	[illegible]
[illegible]	[illegible]	7'-0⅜"	" L6L7L8 & L6L7L8	[illegible]
[illegible]	[illegible]	4'-10⅜"	" LoL1L2 & LoL1L2	1071
[illegible]	[illegible]	0'-9¾"	" L6L8	[illegible]
[illegible]	[illegible]	0'-9½"	" LoL2	[illegible]
[illegible]	[illegible]	6'-8⅜"	Hangers H5-6-7	5420
[illegible]	[illegible]	0'-10⅞"	S.W. Brackets B14	48
[illegible]	[illegible]	0'-7½"	" " B12	34
[illegible]	[illegible]	[illegible]	[illegible]	177
[illegible]	[illegible]	[illegible]	[illegible]	481
[illegible]	[illegible]	[illegible]	[illegible] BL1	1705
[illegible]	[illegible]	28'-6⅝"	" BL2	1032
[illegible]	[illegible]	25'-6⅝"	" BL3	324
[illegible]	[illegible]	[illegible]	" BL4	924
[illegible]	[illegible]	[illegible]	[illegible]	2060
[illegible]	[illegible]	[illegible]	[illegible]	691
[illegible]	[illegible]	[illegible]	End Posts U7L8	37
[illegible]	[illegible]	[illegible]	" LoU1	35
[illegible]	[illegible]	[illegible]	Expan. Brkts.	42
[illegible]	[illegible]	0'-6"	Guard Rails G39-40-41-42	[illegible]
[illegible]	[illegible]	3'-4½"	Top Laterals TL1	[illegible]
[illegible]	[illegible]	[illegible]	" " TL2	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
6	Ps 5¼x⅜"	3'-0"	S.W. Brackets [illegible]	1779
1	Ps 4½x⅜	3'-10⅞"	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	Portal Pb	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	S.W. Brackets B14 (Cuts 2)	322
[illegible]	[illegible]	[illegible]	Portal Pb	278
[illegible]	[illegible]	[illegible]	Sway Frames F2-a	221
[illegible]	[illegible]	[illegible]	" " F3-a	212
[illegible]	[illegible]	[illegible]	" " F2-a	205
[illegible]	[illegible]	[illegible]	" " F3-a	204
[illegible]	[illegible]	[illegible]	S.W. Brackets [illegible] (Cuts 2)	364
[illegible]	[illegible]	[illegible]	Stringers [illegible]	241
[illegible]	[illegible]	[illegible]	S.W. Brkts. B1 (Cuts 2)	152
[illegible]	[illegible]	[illegible]	Sway Frames F2-a	362
[illegible]	[illegible]	[illegible]	End Posts LoU1	75
[illegible]	[illegible]	[illegible]	" " U7L8	75
[illegible]	[illegible]	2'-6½"	Stringers S36-46	146
[illegible]	[illegible]	[illegible]	Top Chords U6U7	281
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	Ps 17½x⅜	24'-8⅝"	Top Chords U5U6	2163
4	Ps 17½x⅜	23'-10⅞"	" " U4U5	2135
4	Ps 17⅛x⅜	23'-9¾"	" " U3U4	2124
2	Ps 17x⅜	2'-5⅞"	Portal Fa	108
2	Ps 17x⅜	2'-7"	Lat. Connections [illegible]	112
4	Ps 17x⅜	1'-10¾"	[illegible] F2-c	164
2	Ps 17x⅜	1'-8½"	Stringers S10-20	74
2	Ps 16⅝x⅜	1'-4⅜"	" S18-20	60
2	Ps 16x⅜	[illegible]	Portals Pa	126
2	Ps 16x⅜	1'-7⅝"	Sway Frames F1-b	108
4	Ps 15x⅜	1'-7⅜"	" " F3-a	211
4	[illegible]	[illegible]	Bott. Chords LoL1L2	242
[illegible]	[illegible]	[illegible]	" " L6L7L8 & L7L8	268
[illegible]	[illegible]	[illegible]	Portals	38
[illegible]	[illegible]	[illegible]	"	53
[illegible]	[illegible]	[illegible]	"	157
[illegible]	[illegible]	[illegible]	S.W. Brackets B11	179
[illegible]	[illegible]	[illegible]	Portal P-a	112
[illegible]	[illegible]	[illegible]	S.W. Brackets B15	57
[illegible]	[illegible]	[illegible]	Sway Frames F1-c	50
[illegible]	[illegible]	[illegible]	[illegible]	98
[illegible]	[illegible]	[illegible]	[illegible]	47
[illegible]	[illegible]	[illegible]	[illegible]	39
[illegible]	[illegible]	[illegible]	[illegible]	120
[illegible]	[illegible]	[illegible]	[illegible]	185
[illegible]	[illegible]	[illegible]	[illegible]	48
[illegible]	[illegible]	[illegible]	[illegible]	114
[illegible]	[illegible]	[illegible]	[illegible]	53
[illegible]	[illegible]	[illegible]	[illegible]	141
[illegible]	[illegible]	[illegible]	Sway Frames F1-a	68
[illegible]	[illegible]	[illegible]	" " F2-ab	128
[illegible]	[illegible]	[illegible]	" " F3-b	63
[illegible]	[illegible]	[illegible]	" " Fb-a	62
[illegible]	[illegible]	[illegible]	" " F2-e	82
[illegible]	[illegible]	[illegible]	Lat. Conn. [illegible] S1	57
[illegible]	[illegible]	[illegible]	Bott. Chords [illegible]	2616
[illegible]	[illegible]	[illegible]	[illegible]	1928
[illegible]	[illegible]	[illegible]	Sway Frames F2-e	31
[illegible]	[illegible]	[illegible]	[illegible]	79
[illegible]	[illegible]	[illegible]	Sway Frames F1-a	74
[illegible]	[illegible]	[illegible]	[illegible] (Cuts 2)	18
[illegible]	[illegible]	[illegible]	Sway Frames F2-b F3-b	128
[illegible]	[illegible]	[illegible]	" " F2-a	75
[illegible]	[illegible]	[illegible]	[illegible]	145
[illegible]	[illegible]	[illegible]	[illegible]	85
[illegible]	[illegible]	[illegible]	[illegible]	112
[illegible]	[illegible]	[illegible]	S.W. Brackets B16	34
[illegible]	[illegible]	[illegible]	[illegible]	81
[illegible]	[illegible]	[illegible]	[illegible]	108
[illegible]	[illegible]	[illegible]	[illegible]	121
[illegible]	[illegible]	[illegible]	Portals P-b	119
[illegible]	[illegible]	[illegible]	" P-a	113
[illegible]	[illegible]	[illegible]	Stringers S30-40	23
[illegible]	[illegible]	[illegible]	" S28-48	22
[illegible]	[illegible]	[illegible]	" [illegible]	21
[illegible]	[illegible]	[illegible]	" S38-48	21
[illegible]	[illegible]	[illegible]	" S11-21	21
[illegible]	[illegible]	[illegible]	S.W. Brackets B11	95
[illegible]	[illegible]	[illegible]	" " B12	91
[illegible]	[illegible]	[illegible]	Sway Frames F1-b	25
[illegible]	[illegible]	[illegible]	" " F2-g F2-g	30

No. Pcs.	Section	Length	Location	Weight
[illegible]	[illegible]	[illegible]	Rivets Shop	[illegible]
[illegible]	[illegible]	[illegible]	" Field	[illegible]
[illegible]	[illegible]	[illegible]	Bolts Hex. Head & Nut [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]

No. Pcs.	Section	Length	Location	Weight
78	Ps 6 x ⅜	0'-8¾"	Guard Rail G39-40-41-42	79
70	Ps 6 x ⅜	0'-8½"	" " G17-25-26-27-28-30	379
24	Ps 6 x ⅜	0'-6¾"	Sway Frames F2-a & F2-g	98
1	Ps 3½ x ⅜	1'-0⅞"	Portal Pb (Cuts 2)	8
4	Ps 4½ x ⅜	1'-5"	S.W. Brackets B14	33
2	Ps 4 x ⅜	2'-0"	Spl. Ps. BL2	20
4	[illegible]	0'-7¼"	Guard Rails G39-40-41-42	12
24	Ps 3½ x [illegible]	1'-7"	Hangers H5-6-7	170
4	Ps 3 x ⅜	0'-6"	S.W. Brackets B12	8
28	Ps 2½ x ⅜	1'-10⅞"	Portals P-d	170
8	Ps 2½ x ⅜	0'-11⅜"	Guard Rails G39-40-17	24
764	Ps 2¼ x ⅝	1'-3⅜"	Verticals U2L2, U3L3, U5L5, U6L6	2808
4	Ps 17½ x 5/16	28'-0⅝"	Top Chords U2U3	1778
8	Ps 15 x 5/16	1'-4¾"	Portals Pa-b	178
4	Ps 14½ x 5/16	3'-2"	Bott. Chords L6L7L8	195
[illegible]	Ps [illegible] x 5/16	1'-8"	Top Lats. TL4-5-6-1-2-3	506
[illegible]	[illegible]	[illegible]	Portals P-c-f	302
[illegible]	[illegible]	1'-6⅝"	" P-h-i-k-m-n-p-d	1206
[illegible]	Ps [illegible] x 5/16	[illegible]	Diagonals L6U7, U1L2	220
[illegible]	[illegible]	[illegible]	" [illegible] U4L4 & L4U5	351
[illegible]	[illegible]	[illegible]	Spl. [illegible]	50
[illegible]	[illegible]	[illegible]	[illegible]	73
[illegible]	[illegible]	1'-0"	Sway Frames F2-b	18
[illegible]	[illegible]	1'-0"	" " F1-b	18
[illegible]	[illegible]	1'-0"	" " F1-b	17
[illegible]	[illegible]	1'-1½"	Verticals U4L4	327
[illegible]	[illegible]	[illegible]	Sway Frames F1-b	16
[illegible]	[illegible]	20'-10¾"	Diagonals [illegible]	1088
[illegible]	[illegible]	[illegible]	Side [illegible]	[illegible]
[illegible]	Ps 2¼ x 5/16	1'-10⅞"	Portals P-e-f	1438
[illegible]	Ps 2¼ x 5/16	1'-1⅞"	Sway Frames [illegible]	4331
[illegible]	Ps 2¼ x 5/16	1'-10⅞"	" " F1-b	629
[illegible]	Ps 2¼ x 5/16	1'-0½"	" " F2-a	474
710	Ps 2¼ x 5/16	1'-0⅞"	Diagonals U3L4, L4U5	1715
118	Ps 5½ x ¼	0'-7½"	S.W. Brkts. B9-14-7-12	53
478	Ps 2½ x ¼	0'-3⅜"	Sway Frames [illegible] F2-a & F3-b	815
240	Ps 2¼ x ¼	0'-9⅜"	" " [illegible]	368
2	Ps 17½ x 3/16	1'-10⅞"	Top Chords U1U2	82
4	Ps 12 x 3/16	2'-6"	Diagonals L6U7	77
8	Ps 12 x 3/16	1'-9¾"	Bott. Chords [illegible]	112
6	Ps 7 x 3/16	2'-4"	S.W. Brackets B11	41
4	Ps 6 x 3/16	2'-6⅞"	" " B12	[illegible]
2	Ps 23 x ⅛	1'-8⅞"	End Posts U7L8	[illegible]
4	Ps 17½ x ⅛	1'-9⅞"	Top Chords U1U2	[illegible]
2	Ps 15¾ x ⅛	1'-4⅞"	End Posts U7L8	[illegible]
4	Ps 12 x ⅛	2'-3"	Diagonals U1L2	46
4	Ps 12 x ⅛	1'-6½"	Bott. Chords L6L7	31
4	Ps 12 x ⅛	1'-3"	" " [illegible]	24
4	Ps 10 x ⅛	1'-8⅞"	Verticals U1L1	[illegible]
4	Ps 10 x ⅛	1'-1⅞"	" U7L7	18
8	Ps 3½ x ⅛	1'-8"	S.W. Brackets B14	[illegible]
2	Ps 3 x ⅛	1'-6"	End Posts U7L8	[illegible]
4	Ps 3 x ⅛	0'-11⅞"	Bott. Chords L6L7L8	5
4	Ps 2½ x ⅛	0'-9"	Sway Frames F-o	[illegible]
4	Ps 2½ x ⅛	0'-6"	" " F-f	2
4	Ring Fills	3 x ⅛	S.W. Brackets B14	[illegible]
56	" "	2¼ x 5/16	Laterals	29
36	" "	2¼ x ½	Top Chords & End Posts	18
84	" "	2¼ x 1/16	Bott. Chords & Guard Rails [illegible]	42
104	" "	2¼ x ⅜	[illegible]	40
106	" "	2¼ x ⅜	[illegible]	31
22	" "	2¼ x ¼	Sway Frames [illegible] F2-b	3
4	Cast Steel		[illegible]	1442
2	"		Bottom [illegible]	[illegible]
2	" "		[illegible]	[illegible]
2	" "		[illegible]	[illegible]
4	Pin Assemblys		KF [illegible]	504
2	Roller Nests		KX [illegible]	2026
16	Fdn. Anchor Bolts		1⅛" x [illegible] (w/ Nut each)	2310
8	Ps 5 x 7/16	0'-10⅞"	S.W. Stringers [illegible]	38
8	L 4 x 3½ x ⅜	1'-6"	Floor Beams [illegible]	110
8	Ps 7½ x ⅜	1'-9¼"	" FB2	216
4	Ps 14 x ½	1'-8½"	" FB1	162
4	Ps 14 x ⅜	1'-0½"	" FB1	74
			Total Structural Steel Span "H"	535,76[illegible]

BILL OF STRUCTURAL STEEL SPAN "H"

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:

OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL: [signature]

PROJECT: W.P.G.M. 206 STATION:
SECTION: A STRUCTURE NO. 1031
DRAWING: 170 OF 173

BRIDGE CONTRACT NO. 1224

Bills of Materials
Structural Steel

Weight	No. Pcs	Section	Length	Location	Weight	No. Pcs	Section	Length	Location
526	1	[illegible]	1'-0"	Stringer S...	23	2	Pls 16 x	[illegible]	Chds U...
1048	1	[illegible]	0-9	S.W. Brkt. Bm	18	2	Pls 16 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Bottom Chord L0L1	520	2	Pls 16 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L0L1-L1L2	516	2	Pls 15 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L1L2	164	2	Pls 15 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L2L3	529	2	Pls 15 x	[illegible]	[illegible]
431	[illegible]	[illegible]	[illegible]	L3L4-L5L6	450	2	Pls 15 x	[illegible]	[illegible]
1098	[illegible]	[illegible]	[illegible]	L3L4L5	428	2	Pls 15 x	[illegible]	[illegible]
149	[illegible]	[illegible]	[illegible]	L2L3	184	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L5L6	164	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L6L7L8	156	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L7L8L9	142	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	L8L9L10	129	3	Pls 14 x	[illegible]	[illegible]
762	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	113	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	118	2	Pls 14 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	232	2	Pls 13 x	[illegible]	[illegible]
[illegible]	2	[illegible]	[illegible]	... SP7	213	2	Pls 12 x	[illegible]	[illegible]
701	[illegible]	[illegible]	[illegible]	SP5	92	2	Pls 12 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	SP2	360	2	Pls 12 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	SP3 (Bevel)	79	2	Pls 12 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	S6B-S6	105	4	Pls 12 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	S6-S1	189	4	Pls 11 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	S6-1	[illegible]	2	Pls 11 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	S5-1	52	2	Pls 10 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	S6-17	77	2	Pls 9 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	... (Bevel)	73	1	Pl 6 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	... L0L1	217	24	Pls 4 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	36	112	Pls 4 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Sway Frame ...	234	150	Pls ...	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Top Lats. T7	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Bottom End Lats.	324	[illegible]	[illegible]	[illegible]	Bottom Chd ...
[illegible]	[illegible]	[illegible]	[illegible]	Top Lats & ...	391	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Sway Frame ...	281	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Stringers ...	609	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	57	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	609	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	153	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	75	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	69	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	28	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	272	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	200	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	... L0L1	1485	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	245	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	U1U3	245	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	2	[illegible]	[illegible]	Top Chd ...	342	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	2	[illegible]	3-9	Floor Bm ...	767	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	1-0	Stringer S...	76	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Bottom Chd ...	804	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	End Post ...	1135	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	910	[illegible]	[illegible]	[illegible]	[illegible]
624	[illegible]	[illegible]	[illegible]	[illegible]	1550	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	... U1U2-U7U8	1130	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	Bottom Chd L0L1	609	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	768	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	1360	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	577	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	543	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	537	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	U3U4	530	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	U5U6	479	4	Pls 22 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	U2U3	473	1	Pl 22 x	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	U4U5	434	1	Pl 22 x	[illegible]	[illegible]
[illegible]	3	Pls 23 x	[illegible]	End Post L0U1, U7L8	2876	4	Pls 22 x	[illegible]	[illegible]
140	2	Pls 23 x	[illegible]	Top Chd U2U3, U6U7	[illegible]	1	Pl 21 x	[illegible]	[illegible]
126	8	Pls 23 x	[illegible]	[illegible]	[illegible]	1	Pl 21 x	[illegible]	[illegible]
177	1	Pl 23 x	[illegible]	U4U5	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	2	Pls 22 x	3-5	End Post L0U1	264	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	6	Pls 21 x	4-0	Bottom Chd L0L1, L7L8	867	2	Pls 21 x	[illegible]	[illegible]
230	2	Pls 21 x	3-6	L1L2	250	1	Pl 21 x	[illegible]	[illegible]
21	2	Pls 20 x	3-2	End Post U1L0	228	1	Pl 21 x	[illegible]	[illegible]
28	2	Pls 17 x	2-4	Floor Bm FB7	[illegible]	3	Pls 21 x	[illegible]	[illegible]
39	4	Pls 17 x	2-4	FB1	[illegible]	3	Pls 21 x	[illegible]	[illegible]
18	2	Pls 16 x	2-4	Top Chds U5U6	163	2	Pls 21 x	[illegible]	[illegible]
38	4	Pls 16 x	3-7	U2U3-U6U7	224	1	Pl 21 x	[illegible]	[illegible]

Length	Location	Weight
[illegible]	Top Lats T1-T3 & T5 T9 T10	44..
[illegible]	Sway Frames Fa Fb Fc	[illegible]
1-10	Portal F	670
1-10	Sway Frame Fb	124
1-10	Fa-Fsa	[illegible]
[illegible]	Top Lats T7	[illegible]
1-0	[illegible]	1295
2-0	Bottom Chd L1L2-L6L7	83
2-7	S.W. Brkt Bl 1-2-7-9-12-13	56
0-7	Sway Frame Fa Fb Fab Fab	311
1-11	Top Chds U1U2 U7U8	96
1-40	U3U7	41
1-9	Bottom Chds L2L3 L5L6	53
1-6	L3L4 L4L5	46
2-2	S.W. Brkt B11	21
2-3	B12-B13	31
0-5	Guard Rail G16	7
2-10	End Post U1L0	33
1-3	Top Chord U1U2	27
2-4	Bottom Chds L3L4-L4L5	48
2-3	Diagonal U2L3 L6U7	41
1-6	Bottom Chord L5L6	16
1-0	L6L7	13
1-40	Vertical U7L7	16
1-5	U1L1	15
1-5	S.W. Bracket B14	9
0-5	Guard Rail G15	7
0-9	Sway Frame Fp	2
[illegible]	Fp	1
[illegible]	Laterals	23
[illegible]	[illegible]	16
[illegible]	[illegible]	368
[illegible]	[illegible]	33
[illegible]	[illegible]	37
[illegible]	Sway Frame Fa Fb Fab Fab Fsa	5
[illegible]	S.W. Brackets B14	1
[illegible]	Top Castings KF-V + KX-V	730
[illegible]	KF-p + KX-p	724
[illegible]	Bottom KF-N	1919
[illegible]	KF-q	1861
[illegible]	KX-N	1168
[illegible]	KX-q	1123
[illegible]	KX-8	786
[illegible]	KX-3	[illegible]
[illegible]	[illegible]	56
[illegible]	[illegible]	477
[illegible]	[illegible]	330

BRIDGES OVER 20' SPAN

Fed. Road Div. No.	State	Project	Fiscal Year	Sheet No.	Total Sheets
7	IND.	206	1936	193	210

SECTION-A.

No. Pcs	Section	Length	Location	Weight
[illegible]	[illegible]	23'-10½"	Top Chord U1U2	1048
[illegible]	[illegible]	21'-7½"	" " U2U3	1859
[illegible]	[illegible]	21'-7½"	" "	740
[illegible]	[illegible]	21'-7½"	" "	863
[illegible]	[illegible]	23'-10½"	" " U4U5	1087
[illegible]	[illegible]	23'-10½"	" " U6U7	2190
1	[illegible]	23'-10½"	" " "	816
[illegible]	[illegible]	1'-3½"	Floor Beam FB7	103
[illegible]	[illegible]	1'-6"	" " "	31
[illegible]	Pl 19 x ½"	1'-10½"	" " " (Bent)	30
2	Pl 14 x ½"	1'-11½"	" " "	82
1	[illegible]	1'-11½"	" " FB1	19
4	[illegible]	1'-6"	" " "	55
4	[illegible]	1'-9¾"	" " "	113
2	Pl 14 x ½"	1'-2½"	" " "	[illegible]
2	Pl 19 x ½"	1'-0½"	" " "	37
10028	⅞" Rivets		Shop	8653
11422	⅞"		Field	5485
11764	¾"		Shop	3654
178	¾" "		Field	57
2108	⅝" "		Shop	424
8	⅞" x 6 ½"	Bolts	Hex. Head (1 Nut, 1 Lock Washer each)	12
24	⅞" x 4 ¾"	"	"	34
4	¾" x 4 ⅛"	"	"	4
4	¾" x 3 ⅞"	"	"	2
2	¾" x 3 ½"	"	"	2
2	¾" x 5"	"	"	2
4	¾" x 4 ¾"	"	"	4
4	¾" x 4 ½"	"	"	4
22	¾" x 4"	"	"	20
26	¾" x 3 ¾"	"	"	23
12	¾" x 3 ½"	"	"	10
144	¾" x 3 ¼"	"	"	118
48	¾" x 3"	"	"	38
122	¾" x 2 ¾"	"	"	93
81	¾" x 2 ½"	"	"	56
410	¾" x 2"	"	"	274
16	⅝" x 2"	"	"	5
			Total Structural Steel Span "K"	373,300

BILL OF STRUCTURAL STEEL SPAN "K"

STATE HIGHWAY COMMISSION OF INDIANA

PROJECT - W.P.G.M. 206 OCTOBER 18, 1935

SECTION - A.

RECOMMENDED [illegible]

DRAWING: 171 OF 175

STRUCTURE No 1031

BRIDGE FILE 152-K-1031 BRIDGE CONTRACT No. 1224

~ BILLS OF MATERIALS ~
~ STRUCTURAL STEEL ~

No. Pcs.	Section	Length	Location	Weight
7	[illegible]	23'1"	Stringers S48	2658
[illegible]	[illegible]	31'4"	" S47	2322
7	[illegible]	29'7"	" S46	2135
[illegible]	[illegible]	27'10"	" S45	1897
[illegible]	[illegible]	26'1"	" S44	1748
[illegible]	[illegible]	[illegible]	" S43	1641
6	[illegible]	[illegible]	" S81-61-86	2345
10	[illegible]	[illegible]	" S51-52-53-59-60	13905
[illegible]	[illegible]	[illegible]	" [illegible]	15219
[illegible]	[illegible]	[illegible]	" S61 to S70	25012
[illegible]	[illegible]	[illegible]	S42	1885
[illegible]	[illegible]	[illegible]	S41	1283
[illegible]	[illegible]	[illegible]	S40	[illegible]
[illegible]	[illegible]	[illegible]	End Fl. Brkt. [illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	43'1"	Floor Beam FB1	1717
2	[illegible]	43'2"	FB2	1687
14	[illegible]	42'7"	[illegible]	11684
14	[illegible]	41'4"	"	11582
2	[illegible]	40'7"	FB7	1592
2	[illegible]	40'2"	FB7	1538
2	[illegible]	6'4"	End Post L0U1	[illegible]
[illegible]	[illegible]	6'2"	"	146
2	[illegible]	5'5"	U2L3	139
2	[illegible]	5'4"	U2L9	138
2	[illegible]	4'5"	Top Chord U2U3-U6U7	238
2	[illegible]	4'1"	" " U5U6	109
2	[illegible]	4'2"	" " U3U4	108
6	[illegible]	4'0"	" " U1U2-U8U9-U10U11	309
2	[illegible]	3'4"	" " U5U8	100
2	[illegible]	3'11"	" " U1U2	100

Length	Location	Weight
2'5"	Top [illegible]	131
2'4"	" [illegible]	130
2'3"	" [illegible]	122
2'2"	" [illegible]	121
2'2"	" [illegible]	119
1'8"	Bott. [illegible]	87
1'8"	[illegible]	172
1'8"	" [illegible]	85
50'9"	" [illegible]	2502
5'2"	" [illegible]	150
35'0"	Floor [illegible]	1466
33'0"	" [illegible]	1571
31'0"	" [illegible]	5207
30'0"	" [illegible]	1428
25'0"	" [illegible]	1190
24'0"	" [illegible]	1142
23'0"	" [illegible]	1095
2'9"	Bott. [illegible]	121
2'10"	" [illegible]	122
2'9"	" [illegible]	120
2'9"	" [illegible]	119
1'3"	Floor [illegible] FB1	122
1'1"	" FB7	90
2'2"	Han[illegible] H12	81
3'8"	" H12	125
3'7"	Bott. [illegible] SP10	105
0'10"	" L7L8L9	9
2'8"	End [illegible] L0U1-L8L9	490
2'2"	Top [illegible]	228
1'5"	S.W. [illegible] B7	173
1'4"	" B8	78
1'1"	" [illegible]	12
0'5"	[illegible]	25
0'5"	End [illegible]	5
0'5"	[illegible]	6
2'5"	Top [illegible]	1566
0'5"	" U1U2-U7U8	8
24'2"	" U1U2	847
24'5"	" U5U6	[illegible]
23'11"	" U4U5 [illegible]	[illegible]
23'9"	" U3U4	814
21'8"	" U6U7	742
21'7"	" [illegible]	790
28'7"	Bottom Chd. L4L5	1233
27'0"	" L3L5	1165
25'0"	" [illegible]	1079
22'9"	" [illegible]	1070
[illegible]	" [illegible]	[illegible]
[illegible]	" [illegible]	[illegible]
20'0"	Floor [illegible] FB6	250
12'0"	" [illegible]	[illegible]
12'0"	" [illegible] FB7	523
2'7"	Bott. [illegible]	79
1'3"	Floor [illegible]	318
0'7"	S.W. [illegible]	327
2'4"	Bott. [illegible]	1580
2'4"	" [illegible]	1550
2'3"	" [illegible]	1495
2'2"	" [illegible]	354
24'9"	" [illegible]	1068
2'2"	Top [illegible]	[illegible]
9'0"	S.W. [illegible]	3798
8'4"	" [illegible]	583
8'3"	" [illegible]	395
3'4"	Port. [illegible]	177
3'0"	" [illegible]	270
3'0"	Sway [illegible] F1b-F6a	408
2'11"	" F6a	249
5'4"	(1Pl-[illegible]) [illegible]	169
3'5"	Strin. [illegible]	134
3'7"	Port. [illegible]	139
2'4"	Sway [illegible] F6a	110
2'8"	" F6a	207
2'8"	" F6a	103
2'11"	" F2-5a	221
2'9"	" F3a-F6a	212
2'8"	" F1-F6a	205
2'8"	" [illegible]-F6a	208
8'1"	(1Pl-3[illegible]) S.W. Brkt. B11	187
12'5"	(1Pl-3[illegible]) [illegible]	261
2'7"	Strin. [illegible] S18	81
2'11"	Sway [illegible] F6a	312
2'3"	End [illegible] U6L6-U8L8	148
3'0"	Top [illegible]	170
2'9"	" [illegible] U5U6	312
2'6"	" U6U7	285
3'0"	End [illegible] U1L2	84
2'7"	" L0U1	72
2'6"	" [illegible]	290
3'9"	" [illegible]	105
3'4"	" [illegible]	93
3'0"	Top [illegible]	167
2'9"	" [illegible]	153
2'6"	" [illegible]	138
3'3"	End [illegible] L0U1	90
3'0"	Strin. [illegible]	83
2'9"	Top [illegible]	279
2'6"	" [illegible]	278
2'6"	" [illegible]	138
1'11"	Strin. [illegible] S68	59

Design Ed. [illegible]
Drawn [illegible]
Traced [illegible]

FED. ROAD DIST. NO.	STATE	PROJ. NO.	YEAR	SHEET NO.	TOTAL SHEETS
7	IND.	206	1935	193	210

BRIDGES OVER 20' SPAN

SECTION-A

BILLS OF MATERIAL
WELDED STEEL HANDRAIL

SPAN "A"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
24	D 7"x 12.25	5'-0	Handrail HR41-42-43-45-46	1488
10	[7"x 12.25	4'-10	" HR39-40-38-47	602
4	[7"x 12.25	2'-8	" HR42	232
8	[7"x 12.25	3'-9	" HR49	375
10	[2"x2.32# Cm	23'-0	" HR41-42-43-45	535
3	[2"x2.32# Cm	19'-5	" HR40-46	135
1	[2"x2.32# Cm	18'-1	" HR39	42
1	[2"x2.32# Cm	15'-4	" HR38	36
2	[2"x2.32# Cm	13'-1	" HR47	61
2	[2"x2.32# Cm	3'-6	" HR48	16
2	[2"x2.32# Cm	2'-5	" HR49	11
855	Bars	2'-5	All Handrail Sections	4021
[illegible]	[illegible]	[illegible]	Handrails HR49	23
2	Pls 10x	1'-4	Handrail HR49	34
19	Pls 8x	1'-0	All Handrail Posts	169
24	Pls 7x	5'-0	Handrail HR41-42-43-45-46	906
10	Pls 7x	4'-10	" HR38-39-40-47	365
4	Pls 7x	4'-8	" HR48	141
8	Pls 7x	3'-9	" HR49	227
19	Pls 6½x	1'-0	" Brace R2-3-4	131
19	Pls 6x	0'-7	" " R2-3-4	74
34	Pls thick	3"	" HR38-39-40-41-42-43-45-46	22
10	5" Tubing	23'-0	" HR41-42-43-45	4556
3	5" Tubing	19'-5	" HR40-46	1161
1	5" Tubing	18'-1	" HR39	351
1	5" Tubing	15'-4	" HR38	305
2	5" Tubing	13'-1	" HR47	522
2	5" Tubing	3'-5	" HR48	132
2	5" Tubing	2'-7	" HR49	103
2	4½" Tubing	0'-6	Handrail HR39-40	13
19	4½" Tubing	0'-3	" HR[illegible]	63
10	3" Tubing	23'-0	" HR41-42-43-45	2155
3	3" Tubing	19'-5	" HR46-40	545
1	3" Tubing	18'-1	" HR39	169
1	3" Tubing	15'-4	" HR38	143
2	3" Tubing	13'-1	" HR41	246
12	3" Tubing	4'-[illegible]	" Brace R2	549
5	3" Tubing	4'-[illegible]	" " R3	218
2	3" Tubing	4'-[illegible]	" " R4	84
2	3" Tubing	5'-6	" HR48	64
2	3" Tubing	2'-6	" HR49	47
2	2½" Tubing	0'-6	" HR39-40	7
14	2½" Tubing	0'-3	" HR[illegible]	35
34	1½" Pipe	0'-3	" HR38-40-41-43-45-46-47-48	79
24	Std 1½" Couplings		" HR[illegible]	18
76	[illegible] Bolts with Hex Heads & Nuts (1 lock washer each)			33
46	Csk Head Machine Screws 1"lg ⅜"φ			2
14	[illegible]	1'-0	1 Hex Nut each	[illegible]
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "B"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
24	D 7"x 12.25#	5'-0	Handrail HR34-35-36	1488
8	[7"x 12.25#	4'-10	" HR31-37-33-38	481
10	[2"x2.32# Cm	23'-0	" HR34	529
2	[2"x2.32# Cm	19'-5	" HR33-36	90
2	[2"x2.32# Cm	18'-1	" HR37-35	84
1	[2"x2.32# Cm	15'-4	" HR38	36
1	[2"x2.32# Cm	15'-2	" HR31	35
800	Bars	2'-5	" HR31 to 36&38	3764
16	Pls 8x	1'-0	" HR31 to 36&38	145
24	Pls 7x	5'-0	" HR34-35-36	909
8	Pls 7x	4'-10	" HR31-32-33-38	292
16	Pls 6½x	1'-0	" Brace R2-R3	110
16	Pls 6x	0'-7	" "	65
32	Pls thick	3"	" HR31 to 36&38	21
10	5" Tubing	23'-0	" HR34	[illegible]
2	5" Tubing	19'-5	" HR33-36	776
2	5" Tubing	18'-1	" HR32-35	722
1	5" Tubing	15'-4	" HR38	305
1	5" Tubing	15'-2	" HR31	300
2	4½" Tubing	0'-8	" HR32-33	18
14	4½" Tubing	0'-3	" HR31-34-35-36-38	47
10	3" Tubing	23'-0	" HR34	2155
2	3" Tubing	19'-5	" HR33-36	364
2	3" Tubing	18'-1	" HR32-35	338
1	3" Tubing	15'-4	" HR38	143
1	3" Tubing	15'-2	" HR31	142
12	3" Tubing	4'-[illegible]	" Brace R2	549
4	3" Tubing	4'-[illegible]	" " R3	174
2	2½" Tubing	0'-8	" HR32&33	10
14	2½" Tubing	0'-3	" HR31-34-35-36-38	26
32	1½" Pipe	0'-3	" HR31-32-33-34-35-36-38	18
32	Std 1½" Couplings			17
64	[illegible] Bolts with Hex Heads & Nuts (1 lock washer each)			16
32	Csk Head Machine Screws 1"lg ⅜"φ			1
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "C"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
24	D 7"x 12.25	5'-0	Handrails HR20-28-29-30	1488
6	[7"x 12.25	4'-10	" HR26-27-31	361
2	[7"x 12.25	4'-[illegible]	" HR25	131
10	[2"x2.32# Cm	23'-0	" HR20-HR28	535
2	[2"x2.32# Cm	19'-5	" HR27-30	90
1	[2"x2.32# Cm	18'-1	" HR29	42
1	[2"x2.32# Cm	15'-4	" HR26	36
1	[2"x2.32# Cm	15'-2	" HR31	35
1	[2"x2.32# Cm	12'-4	" HR25	29
796	Bars	2'-5	" HR20-[illegible]	3694
15	Pls 8x	1'-0	" "	[illegible]
24	Pls 7x	5'-0	" HR20-28-29-30	909
6	Pls 7x	4'-10	" HR26-27-31	219
2	Pls 7x	4'-[illegible]	" HR25	62
16	Pls 6½x	1'-0	" Brace R2-R3	110
15	Pls 6x	0'-7	" R2-R3	59
1	Pl 5x	0'-7	" R5	3
32	Pls thick	3"	" HR20-[illegible]	19
10	5" Tubing	23'-0	" HR20-HR28	[illegible]
2	5" Tubing	19'-5	" HR27-HR30	778
1	5" Tubing	18'-1	" HR29	[illegible]
1	5" Tubing	15'-4	" HR26	306
1	5" Tubing	15'-2	" HR31	304
1	5" Tubing	12'-4	" HR25	247
2	[illegible]	0'-6	" HR27	7
14	2½" Tubing	0'-3	" HR20-26-28-29-30-31	47
10	3" Tubing	23'-0	" HR20-HR28	2155
2	3" Tubing	19'-5	" HR27-HR30	363
1	3" Tubing	18'-1	" HR29	169
1	3" Tubing	15'-4	" HR26	143
1	3" Tubing	15'-2	" HR31	142
1	3" Tubing	12'-4	" HR25	116
12	3" Tubing	4'-[illegible]	" Brace R2	548
3	3" Tubing	4'-[illegible]	" " R3	130
[illegible]	3" Tubing	[illegible]	" " R5	36
2	2½" Tubing	0'-6	" HR27	6
[illegible]	2½" Tubing	0'-3	" HR20-26-28-29-30-31	26
32	1½" Pipe	0'-3	" HR[illegible]	18
22	Std 1½" Couplings			17
[illegible]	[illegible] Bolts with Hex Heads & Nuts (1 lock washer each)			[illegible]
32	Csk Head Machine Screws 1"lg ⅜"φ			1
1	[illegible]	[illegible]	[illegible]	[illegible]
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "D"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
26	D 7"x 12.25#	5'-0	Handrail HR16-19-20-21-23	1612
6	[7"x 12.25#	4'-10	" HR17-18-23	361
2	[7"x 12.25#	[illegible]	" HR23	176
10	[2"x2.32# Cm	23'-0	" HR19-20	535
2	[2"x2.32# Cm	19'-5	" HR17-21	90
2	[2"x2.32# Cm	18'-1	" HR18-22	84
1	[2"x2.32# Cm	15'-6	" HR16	36
1	[2"x2.32# Cm	[illegible]	" HR23	31
[illegible]	Bars	2'-5	" HR16 to 23	3744
17	Pls 8x	1'-0	" HR16 to 23	160
26	Pls 7x	5'-0	" HR16-19-20-21-23	972
6	Pls 7x	4'-10	" HR17-18-23	219
2	Pls 7x	[illegible]	" HR23	70
17	Pls 6½x	1'-0	" Brace R2-3-4	117
17	Pls 6x	0'-7	" " R2-3-4	67
32	Pls thick	3"	" HR16 to 23	20
10	5" Tubing	23'-0	" HR19-20	[illegible]
2	5" Tubing	19'-5	" HR17-21	[illegible]
2	5" Tubing	18'-1	" HR18-22	722
1	5" Tubing	15'-6	" HR16	308
1	5" Tubing	[illegible]	" HR23	[illegible]
2	4½" Tubing	0'-6	" HR17-18	13
14	4½" Tubing	0'-3	" HR16-19-20-21-22-23	47
10	3" Tubing	23'-0	" HR19-20	2153
2	3" Tubing	[illegible]	" HR17-21	365
2	3" Tubing	18'-1	" HR18-22	338
1	3" Tubing	15'-6	" HR16	143
1	3" Tubing	[illegible]	" HR23	120
[illegible]	3" Tubing	4'-[illegible]	" Brace R2	[illegible]
3	3" Tubing	4'-[illegible]	" " R3	130
1	3" Tubing	4'-[illegible]	" " R4	42
2	2½" Tubing	0'-6	" HR17-18	7
[illegible]	2½" Tubing	0'-3	" HR16-19-20-21-22-23	26
32	1½" Pipe	0'-3	" H16 to 23	18
32	Std 1½" Couplings		" "	17
[illegible]	[illegible] Bolts with Hex Heads & Nuts (1 lock washer each)			17
32	Csk Head Machine Screws 1"lg ⅜"φ			1
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "E"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
32	D 7"x 12.25#	5'-2⅞	Handrails HR8-9-10-11-12	2048
8	[7"x 12.25#	5'-0	" HR7-5-6-13	496
14	D 2"x2.32# Cm	25'-9	" HR8-9-10	838
2	D 2"x2.32# Cm	21'-8	" HR6-11	100
2	[2"x2.32# Cm	21'-2	" HR7-12	98
1	[2"x2.32# Cm	17'-6	" HR5	41
1	[2"x2.32# Cm	17'-4	" HR13	40
1187	Bars	2'-5	" HR5-6-7-8-9-10-11-12-13	5441
20	Pls 8x	1'-0	" "	178
32	Pls 7x	5'-2	" HR8-9-10-11-12	1243
8	Pls 7x	5'-0	" HRs 6-7-13	301
20	Pls 6½x	1'-0	" R1-R2	138
20	Pls 6x	0'-7	" R1-R2	78
40	Pls thick	3"	" HR5-6-7-8-9-10-11-12-13	25
14	5" Tubing	25'-9	" HR8-9-10	8521
2	5" Tubing	21'-8	" HR6-11	1024
2	5" Tubing	21'-2	" HR7-12	1001
1	5" Tubing	17'-6	" HR5	414
1	5" Tubing	17'-4	" HR13	409
2	4½" Tubing	0'-6	" HR6-7	14
18	4½" Tubing	0'-3	" HR5-8-9-10-11-12-13	60
14	3" Tubing	25'-9	" HR8-9-10	3377
2	3" Tubing	21'-8	" HR6-11	406
2	3" Tubing	21'-2	" HR7-12	395
1	3" Tubing	17'-6	" HR5	164
1	3" Tubing	17'-4	" HR13	162
16	3" Tubing	[illegible]	" Brace R1	[illegible]
4	3" Tubing	4'-[illegible]	" " R2	180
2	2½" Tubing	0'-6	" HR6-7	8
18	2½" Tubing	0'-3	" HR5-8-9-10-11-12-13	34
40	1½" Pipe	0'-3	" HR5-6-7-8-9-10-11-12-13	23
40	Std 1½" Couplings		" "	21
80	⅜"x1½" Bolts with Hex Heads & Nuts (1 lock washer each)			20
40	Csk Head Machine Screws 1"lg ⅜"φ			2
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "F"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
32	D 7"x 12.25#	5'-2	Handrail HR1-2-3-4	2048
4	[7"x 12.25#	5'-0	" HR5	248
12	D 2"x2.32# Cm	25'-9	" HR1-2	719
2	[2"x2.32# Cm	25'-8	" HR50	119
2	D 2"x2.32# Cm	21'-8	" HR3	101
2	[2"x2.32# Cm	21'-2	" HR4	98
2	[2"x2.32# Cm	17'-6	" HR5	81
1158	Bars	2'-5	" HR1-2-3-4-5-50	5486
18	Pls 8x	1'-0	" HR1-2-3-4-5	160
32	Pls 7x	5'-2	" HR1-2-3-4	1243
4	Pls 7x	5'-0	" HR5	151
18	Pls 6½x	1'-0	" R1-R2	124
18	Pls 6x	0'-7	" R1-R2	71
40	Pls thick	3"	" HR1-2-3-4-5-50	30
12	5" Tubing	25'-9	" HR1-HR2	7304
2	5" Tubing	25'-8	" HR50	1264
2	5" Tubing	21'-8	" HR3	1025
2	5" Tubing	21'-2	" HR4	1001
2	5" Tubing	17'-6	" HR5	828
18	4½" Tubing	0'-3	" HR1-2-3-4-5	61
12	3" Tubing	25'-9	" HR1-HR2	2894
2	3" Tubing	25'-8	" HR50	481
2	3" Tubing	21'-8	" HR3	406
2	3" Tubing	21'-2	" HR4	397
2	3" Tubing	17'-6	" HR5	328
[illegible]	3" Tubing	[illegible]	" R1	[illegible]
2	3" Tubing	4'-[illegible]	" R2	92
16	2½" Tubing	0'-3	" HR1-2-3-4-5	34
40	1½" Pipe	0'-3	" HR1-2-3-4-5-50	23
40	Std 1½" Couplings		" HR1-2-3-4-5-50	21
36	Csk Head Machine Screws 1"lg ⅜"φ			1
72	⅜"x1½" Bolts with Hex Heads & Nuts (1 lock washer each)			17
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "G"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
32	D 7"x 12.25#	5'-2	Handrail HR8-9-10-11-12	2048
8	[7"x 12.25#	5'-0	" HR5-6-7-14	496
14	D 2"x2.32# Cm	25'-9	" HR8-9-10	838
2	[2"x2.32# Cm	21'-8	" HR6-HR11	[illegible]
2	[2"x2.32# Cm	21'-2	" HR7-HR12	98
1	[2"x2.32# Cm	17'-6	" HR5	41
1	[2"x2.32# Cm	17'-4	" HR14	40
1157	Bars	2'-5	" HR5-6-7-8-9-10-11-12-14	5441
20	Pls 8x	1'-0		178
32	Pls 7x	5'-2	" HR8-9-10-11-12	1243
8	Pls 7x	5'-0	" HR5-6-7-14	301
20	Pls 6½x	1'-0	" R1-R2	138
20	Pls 6x	0'-7	" do	78
40	Pls thick	3"	" HR5-6-7-8-9-10-11-12-14	25
14	5" Tubing	25'-9	" HR8-9-10	8521
2	5" Tubing	21'-8	" HR6-11	1024
2	5" Tubing	21'-2	" HR7-HR12	1001
1	5" Tubing	17'-6	" HR5	414
1	5" Tubing	17'-4	" HR14	409
2	4½" Tubing	0'-6	" HR6-HR7	14
18	4½" Tubing	0'-3	" HR5-8-9-10-11-12-14	60
14	3" Tubing	25'-9	" HR8-9-10	3377
2	3" Tubing	21'-8	" HR6-HR11	406
2	3" Tubing	21'-2	" HR7-HR12	397
1	3" Tubing	17'-6	" HR5	164
1	3" Tubing	17'-4	" HR14	162
16	3" Tubing	[illegible]	" R1	[illegible]
4	3" Tubing	[illegible]	" R2	180
2	2½" Tubing	0'-6	" HR6-HR7	8
18	2½" Tubing	0'-3	" HR5-8-9-10-11-12-14	34
40	1½" Pipe	0'-3	" HR5-6-7-8-9-10-11-12-14	22
40	Std 1½" Couplings			21
40	Csk Head Machine Screws 1"lg ⅜"φ			2
80	⅜"x1½" Bolts with Hex Heads & Nuts (1 lock washer each)			[illegible]
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "H"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
26	D 7"x 12.25#	5'-0	Handrails HR15-25-20-23-34-[illegible]	1612
6	[7"x 12.25#	4'-10	" HR17-18-37	361
10	D 2"x2.32# Cm	23'-0	" HR20-23-34	535
2	[2"x2.32# Cm	[illegible]	" HR17-36	90
2	[2"x2.32# Cm	[illegible]	" HR18-35	84
1	[2"x2.32# Cm	[illegible]	" HR15	36
1	[2"x2.32# Cm	[illegible]	" HR37	[illegible]
801	Bars	2'-5	All Handrail Sections	3767
17	Pls 8x	1'-0		[illegible]
26	Pls 7x	5'-0	Handrail HR15-[illegible]	979
6	Pls 7x	4'-10	" HR17-18-37	219
16	Pls 6½x	1'-0	" Brace R2-R3	110
16	Pls 6x	0'-7	" R2-R3	63
32	Pls thick	3"	All Handrail Sections	20
10	5" Tubing	23'-0	Handrail HR20-34-23	[illegible]
2	5" Tubing	[illegible]	" HR17-36	[illegible]
2	5" Tubing	[illegible]	" HR18-35	[illegible]
1	5" Tubing	[illegible]	" HR15	[illegible]
1	5" Tubing	[illegible]	" HR37	[illegible]
2	4½" Tubing	0'-6	" HR17-18	[illegible]
14	4½" Tubing	0'-3	" HR15-25-20-23-34-36-37	[illegible]
10	3" Tubing	23'-0	" HR20-34-23	2155
2	3" Tubing	[illegible]	" HR17-36	[illegible]
2	3" Tubing	[illegible]	" HR18-35	[illegible]
1	3" Tubing	[illegible]	" HR15	[illegible]
1	3" Tubing	[illegible]	" HR37	[illegible]
[illegible]	3" Tubing	[illegible]	" Brace R2	[illegible]
[illegible]	3" Tubing	[illegible]	" R3	[illegible]
2	2½" Tubing	[illegible]	" HR17-18	7
[illegible]	2½" Tubing	[illegible]	" HR[illegible]	[illegible]
[illegible]	1½" Pipe	0'-3	All Handrail Sections	17
[illegible]	Std 1½" Couplings			17
[illegible]	Csk Head Machine Screws 1"lg ⅜"φ			[illegible]
[illegible]	[illegible] Bolts with Hex Heads & Nuts (1 lock washer each)			[illegible]
			TOTAL HANDRAIL STEEL	[illegible]

SPAN "K"

NO. PCS	SECTION	LENGTH	LOCATION	WEIGHT
24	D 7"x 12.25#	5'-0	Handrail HR41&46	1488
10	[7"x 12.25#	4'-10	" HR37-39-40-47	602
10	[2"x2.32# Cm	23'-0	" HR41&45	535
3	[2"x2.32# Cm	19'-5	" HR40&46	135
1	[2"x2.32# Cm	18'-1	" HR39	42
1	[2"x2.32# Cm	15'-4	" HR37	36
2	[2"x2.32# Cm	13'-1	" HR47	61
[illegible]	Bars	2'-5	All Handrail Sections	3899
17	Pls 8x	1'-0	" "	151
24	Pls 7x	5'-0	Handrail HR40&HR41	904
10	Pls 7x	4'-10	" HR37-39-40-47	365
17	Pls 6½x	1'-0	" Brace R2&R3	117
17	Pls 6x	0'-7	" R2&R3	67
34	Pls thick	3"	All Handrail Sections	22
10	5" Tubing	23'-0	Handrail HR41&45	[illegible]
3	5" Tubing	19'-5	" HR40&46	1161
1	5" Tubing	18'-1	" HR39	351
1	5" Tubing	15'-4	" HR37	[illegible]
2	5" Tubing	13'-1	" HR47	522
2	4½" Tubing	0'-6	" HR39&40	13
15	4½" Tubing	0'-3	" HR37-41 to 47	50
10	3" Tubing	23'-0	" HR41 to 45	2155
3	3" Tubing	19'-5	" HR40&41	545
1	3" Tubing	18'-1	" HR39	169
1	3" Tubing	15'-4	" HR37	142
2	3" Tubing	13'-1	" HR47	246
[illegible]	3" Tubing	[illegible]	" Brace R2	548
[illegible]	3" Tubing	[illegible]	" " R3	218
2	2½" Tubing	0'-6	" HR39&40	7
15	2½" Tubing	0'-3	" HR37&41 to 47	28
[illegible]	1½" Pipe	0'-3	All Handrail Sections	19
[illegible]	Std 1½" Couplings			18
[illegible]	Csk Head Machine Screws 1"lg ⅜"φ			[illegible]
[illegible]	[illegible] Bolts with Hex Heads & Nuts (1 lock washer each)			[illegible]
			TOTAL HANDRAIL STEEL	[illegible]

DESIGNED .... CH'K'D ....
DRAWN A.W.W. 10-2-35 CH'K'D C.A.E. 10-4-35
TRACED A.W.W. 10-4-35 CH'K'D C.A.E. 10-6-35

BILL OF HANDRAIL STEEL SPANS A.B.C.D.E.F.G.H.K.

STATE HIGHWAY COMMISSION OF INDIANA

SCALE:- OCTOBER 18, 1935.

RECOMMENDED FOR APPROVAL:- [signature] ENGINEER OF BRIDGES

PROJECT:- W.P.G.M. 206 STATION:-
SECTION:- A STRUCTURE NO. 1031
DRAWING:- 172 OF 173
BRIDGE CONTRACT NO. 1224

BRIDGE FILE 152-K-1031

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. No.	STATE	W.P.G.S. PROJ. No.	FISCAL YEAR	SHEET No.	TOTAL SHEETS
7	IND.	206	1938	128	210

SECTION-A

STRUCTURAL STEEL FOR STAIRWAY

No. Pcs	Section	Length	Location	Net Weight
4	[illegible]	20'-5"	Stringers	1250
2	[illegible]	[illegible]	"	88
1	[illegible]	3'-6"	On Tower #3	37
4	[illegible]	[illegible]	" " w/ #2	213
1	[illegible]	[illegible]	" " #3	27
[illegible]	[illegible]	[illegible]	" " #1-#2-#3	70
5	[illegible]	[illegible]	" " " "	[illegible]
2	∠ 3x3x	[illegible]	" " #1-#2	[illegible]
2	∠ 3x3x	[illegible]	" " " "	[illegible]
2	∠ 3x3x	[illegible]	" " #1	[illegible]
2	∠ 3x3x	[illegible]	" " "	[illegible]
4	∠ 3x3x	[illegible]	" " #3	[illegible]
10	∠ 3x3x	[illegible]	" " #1-#2-#3	[illegible]
2	∠ 3x3x	[illegible]	Braces	52
2	∠ 3x3x	[illegible]	On Tower #3	[illegible]
1	∠ 2½x2½x	[illegible]	"	[illegible]
15	∠ 2½x2½x	[illegible]	" w/ #1-#2	[illegible]
1	∠ 2½x2½x	[illegible]	" #3	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]
16	[illegible]	[illegible]	[illegible]	[illegible]
2	[illegible]	[illegible]	Stringers	72
1	[illegible]	[illegible]	[illegible]	30
1	[illegible]	[illegible]	Stair Pltfm	37
2	[illegible]	[illegible]	Tower #3	36
8	∠ 2½x2x	[illegible]	" #3	[illegible]
8	∠ 2½x2x	[illegible]	" #1-#2	[illegible]
2	∠ 2½x2x	[illegible]	" #3	[illegible]
8	[illegible]	6'-2"	" #2	[illegible]
2	[illegible]	[illegible]	" #3	[illegible]
2	[illegible]	[illegible]	" #3	[illegible]
16	[illegible]	[illegible]	" #1-#2	[illegible]
8	[illegible]	[illegible]	[illegible]	[illegible]
12	[illegible]	[illegible]	[illegible]	292
1	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	" #1-#2	107
[illegible]	[illegible]	[illegible]	[illegible]	113
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	73
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
3	[illegible]	[illegible]	[illegible]	[illegible]
2	Pls. [illegible]	[illegible]	[illegible]	[illegible]
4	Pls. [illegible]	[illegible]	" #2	[illegible]
4	Pls. [illegible]	[illegible]	[illegible]	[illegible]
1	Pls. [illegible]	[illegible]	" #3	[illegible]
[illegible]	Pls. 8x	[illegible]	" #2	41
[illegible]	Pls. 8x	[illegible]	" #2	38
[illegible]	Pls. 7½x	[illegible]	[illegible]	77
[illegible]	Pl. 7½x	[illegible]	" #3	30
[illegible]	Pls. 7½x	0'-8"	" #1-#2	39
4	Pls. 7½x	[illegible]	" #2	27
4	Pls. 7½x	[illegible]	" #2	[illegible]
4	Pls. 7½x	[illegible]	" #2	[illegible]
4	Pls. 7½x	[illegible]	" #1	[illegible]
1	Pl. 7½x	[illegible]	" #3	[illegible]
8	Pls. 7½x	[illegible]	" #2	43
1	Pl. 7½x	[illegible]	" #3	5
2	Pls. 7½x	[illegible]	" #3	12
1	Bar [illegible]	[illegible]	Stair Pltfm	16
4	Bars [illegible]	[illegible]	" "	35
1	Bar [illegible]	[illegible]	" "	6
114	Bars [illegible]	[illegible]	" " Treads	283
59	Bars [illegible]	[illegible]	" " Pltfms & Treads	498
28	[illegible]			9
16	[illegible] Rods	[illegible]	(Incl each end) For Tower Anchors	[illegible]
16	[illegible] Hex. nuts		" " "	[illegible]
6	[illegible] Bolts	[illegible]	[illegible] Stair Str. Anchors	18
8	[illegible] Fox Anchor Bolts	1'-0"	(One Nut Each) Tower Anchors on Pier	[illegible]
[illegible]	[illegible]		" " "	3
[illegible]	[illegible] Shop Rivs			177
362	[illegible] Field Rivs			89
276	[illegible] bolts [illegible]		Stair treads & pltfms [illegible]	[illegible]
276	Std [illegible] Lock Wash [illegible]		" " "	2
			Total Structural Steel for Stairway	3699

WELDED STAIRWAY RAILINGS

No. Pcs	Section	Length	Location	Weight
[illegible]	[illegible]	[illegible]	Hand Rails	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	177
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	∠ 6x6x	[illegible]	Newel Posts	[illegible]
[illegible]	∠ 6x6x	[illegible]	" "	[illegible]
[illegible]	∠ 6x6x	[illegible]	" "	[illegible]
[illegible]	∠ 6x6x	[illegible]	" "	[illegible]
[illegible]	∠ [illegible]	[illegible]	" "	[illegible]
[illegible]	∠ [illegible]	[illegible]	" "	[illegible]
[illegible]	Pls. [illegible]	[illegible]	On Hand Rail	[illegible]
[illegible]	Pls. [illegible]	[illegible]	" " "	[illegible]
[illegible]	Bars [illegible]	[illegible]	" " "	[illegible]
[illegible]	Bars [illegible]	[illegible]	" " "	[illegible]
[illegible]	Pls. [illegible]	[illegible]	" " "	[illegible]
1	Pl. 3½x	[illegible]	" " "	[illegible]
[illegible]	Pl. 3½x	[illegible]	" " "	[illegible]
[illegible]	Pl. 3½x	[illegible]	" " "	2
[illegible]	Pl. 3½x	[illegible]	" " "	[illegible]
1	Pl. [illegible]	[illegible]	" " "	[illegible]
1	Pl. [illegible]	[illegible]	" " "	[illegible]
[illegible]	[illegible] Shop rivets	[illegible]		[illegible]
[illegible]	[illegible]	[illegible]	Railing [illegible]	[illegible]
[illegible]	[illegible] 2 bolts	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
	Total Welded H.R. Steel for Stairway			[illegible]

STAIRWAY PLATFORMS AND TREADS

No. Pcs	Section	Length	Location	Weight
[illegible]	Pltfms [illegible]	[illegible]	Klemp Grating (or equal)	[illegible]
[illegible]	Pltfms [illegible]	[illegible]	" "	[illegible]
57	Treads [illegible]	[illegible]	Treads	[illegible]
			Total	[illegible]

CAST IRON NEWEL POST CAPS

No. Pcs	Section	Length	Location	Weight
[illegible]	C.I. Caps [illegible]	[illegible]	Stairway Newels	[illegible]
23	C.I. Caps [illegible]	[illegible]	Caps for H.R. [illegible]	[illegible]
[illegible]	C.I. Caps [illegible]	[illegible]	" " " B	[illegible]
[illegible]	C.I. Caps [illegible]	[illegible]	" " " C	[illegible]
17	C.I. Caps [illegible]	[illegible]	" " " D	[illegible]
20	C.I. Caps [illegible]	[illegible]	" " " E	[illegible]
[illegible]	C.I. Caps [illegible]	[illegible]	" " " F	[illegible]
20	C.I. Caps [illegible]	[illegible]	" " " G	[illegible]
16	C.I. Caps [illegible]	[illegible]	" " " H	[illegible]
17	C.I. Caps [illegible]	[illegible]	" " " K	[illegible]
	Total Cast Iron Handrail Post Caps (Main Spans & Stairway)			[illegible]

Included with welded steel Handrail in summary

CONCRETE FOOTINGS FOR STAIRWAY TOWERS

Class "D" 21.0 cu. yds.

EXPANSION JOINTS (RDWY. AND SIDEWALK SLAB)

No. Pcs	Section	Length	Location	Weight
32	[illegible]	6'-10⅝"	S.W. Exp. Jts.	904
16	[illegible] 3½x3½x½	[illegible]	Exp. Jts.	7482
8	[illegible]	48'-3½"		7731
8	[illegible]	48'-8"		5465
8	Ps 19x1	41'-4"	Cuts Ps pa, pb, pc, pd, pcp	14614
32	Ps 3½x1⅛	0'-10⅝"	Built up Fills Under Exp. Jts.	416
32	Ps 3½x1	0'-10⅝"	" " " "	350
68	Ps 3½x¾	0'-10⅝"	" " " "	525
68	Ps 3½x⅝	0'-10⅝"	" " " "	481
7	P 15¾x½	1'-11⅛"	Curb Ps On Exp. Jts.	52
7	Ps 14½x1⅛	1'-11⅛"	" " " "	338
1	P 13⅞x⅛	1'-11⅛"	" " " "	46
7	Ps 12⅞x1⅛	1'-11⅛"	" " " "	298
16	Ps 6"x⅛	0'-10⅝"	Filler	147
68	Ps 3½x⅛	0'-10⅝"	Built Up Fills Under Exp. Jts.	350
[illegible]	Ps 3½x⅛	0'-10⅝"	Filler	525
16	Ps 3½x⅛	0'-7⅞"	Filler Ps On Exp. Jts.	63
16	Ps 10"x½	6'-9⅛"	S.W. Exp. Jts.	1381
102	Ps 3½x1⅛	0'-10⅝"	Bar Fills Under Exp. Jts.	394
36	Ps 2½x⅛	0'-4½"	S.W. Exp. Jts.	77
128	Bars 1½x¼	0'-1"		150
2792	⅞ Shop Rivs		Rdwy. Exp. Jts.	1032
224	⅞ Shop Rivs		Sidewalk Exp. Jts.	18
32	⅞x0'-6 Bolts [illegible]		[illegible] Nut each (Curb Anc.)	52
232	⅞x0'-[illegible]		[illegible] Nuts & Lock Wash each	274
136	⅞x0'-[illegible]		" " "	151
136	⅞x0'-[illegible]		" " "	126
136	⅞x0'-3½ Shop Bolts		Hex Hds & Nuts - Lock Wash each	146
68	⅞x1'-0.3		" " "	70
68	⅞x0'-2½		" " "	68
192	⅞x0'-1½ Bolts		Hex Hds & Nuts & Lock Wash each	35
			TOTAL EXP. JT. STEEL	43824

Drawn: W.C.M. 9-20-35 [illegible]
Traced: [illegible]

BILL OF MATERIALS - STAIRWAYS & EXP. JOINTS

STATE HIGHWAY COMMISSION OF INDIANA

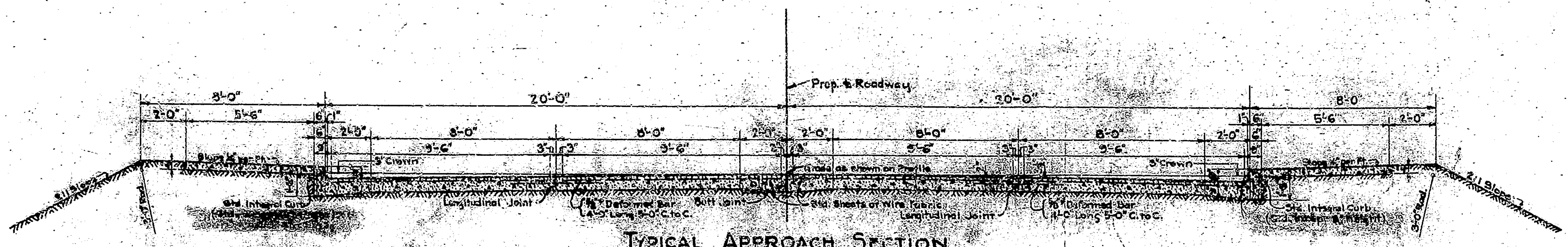
SCALE- OCTOBER 18, 1935

RECOMMENDED FOR APPROVAL- [signature]

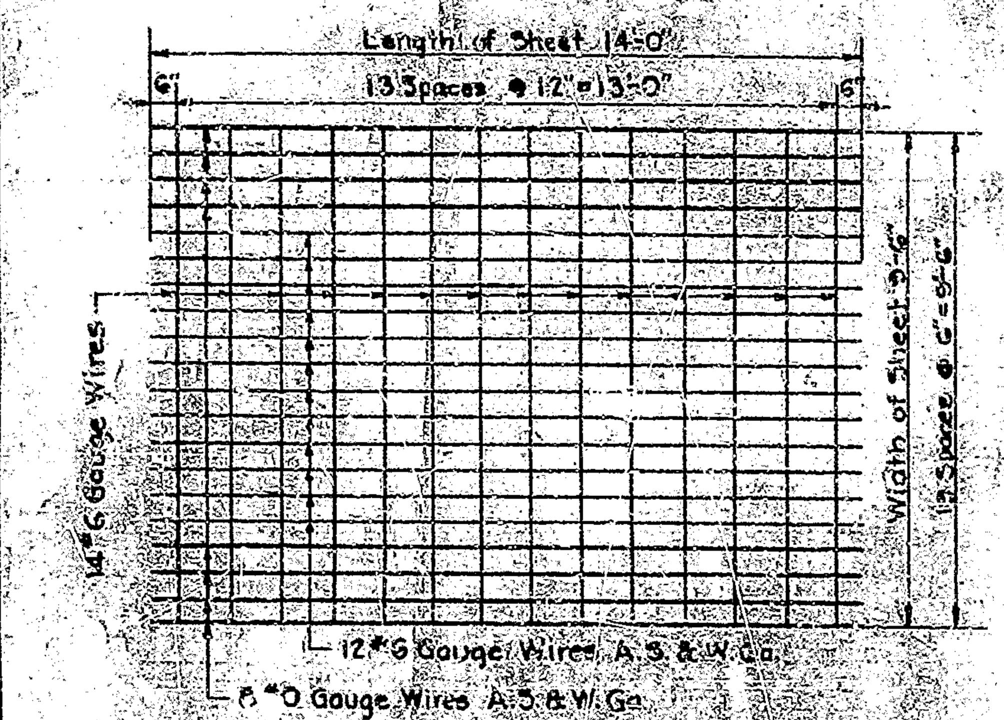
PROJECT- W.P.G.S. 206 STATION-
SECTION-A STRUCTURE NO. 1031
[illegible]

BRIDGE CONTRACT NO. 224

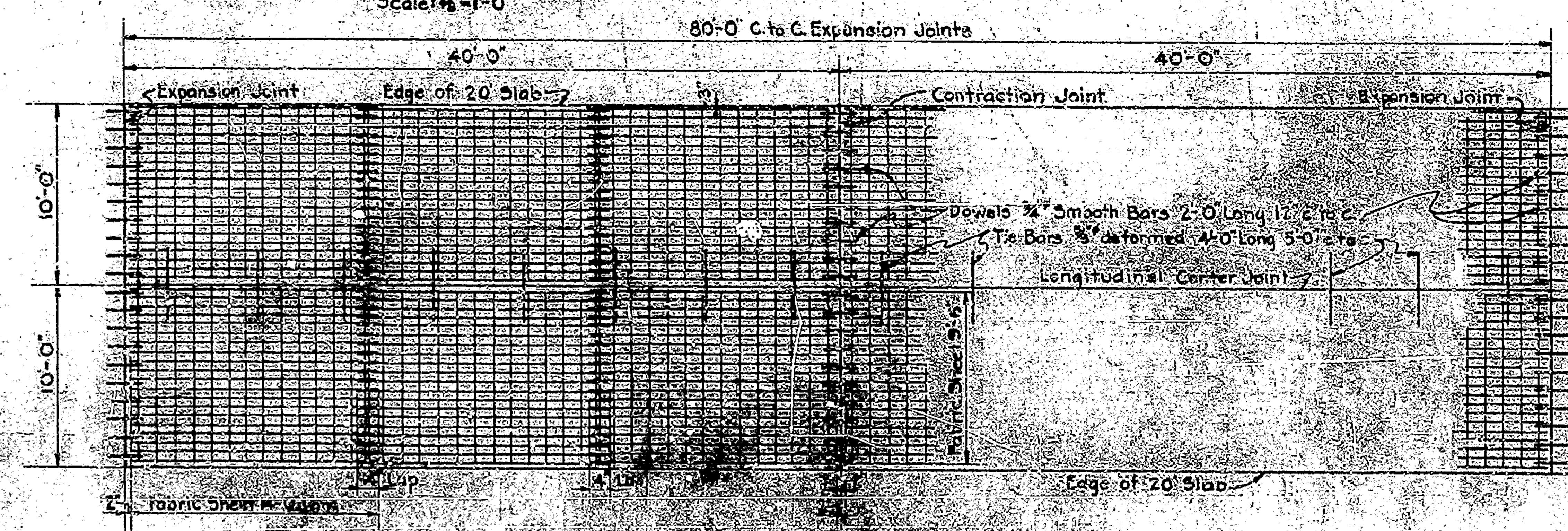
BRIDGES OVER 20' SPAN
7 | IND. | 206 | 1936 | 198 | 210
SECTION: A



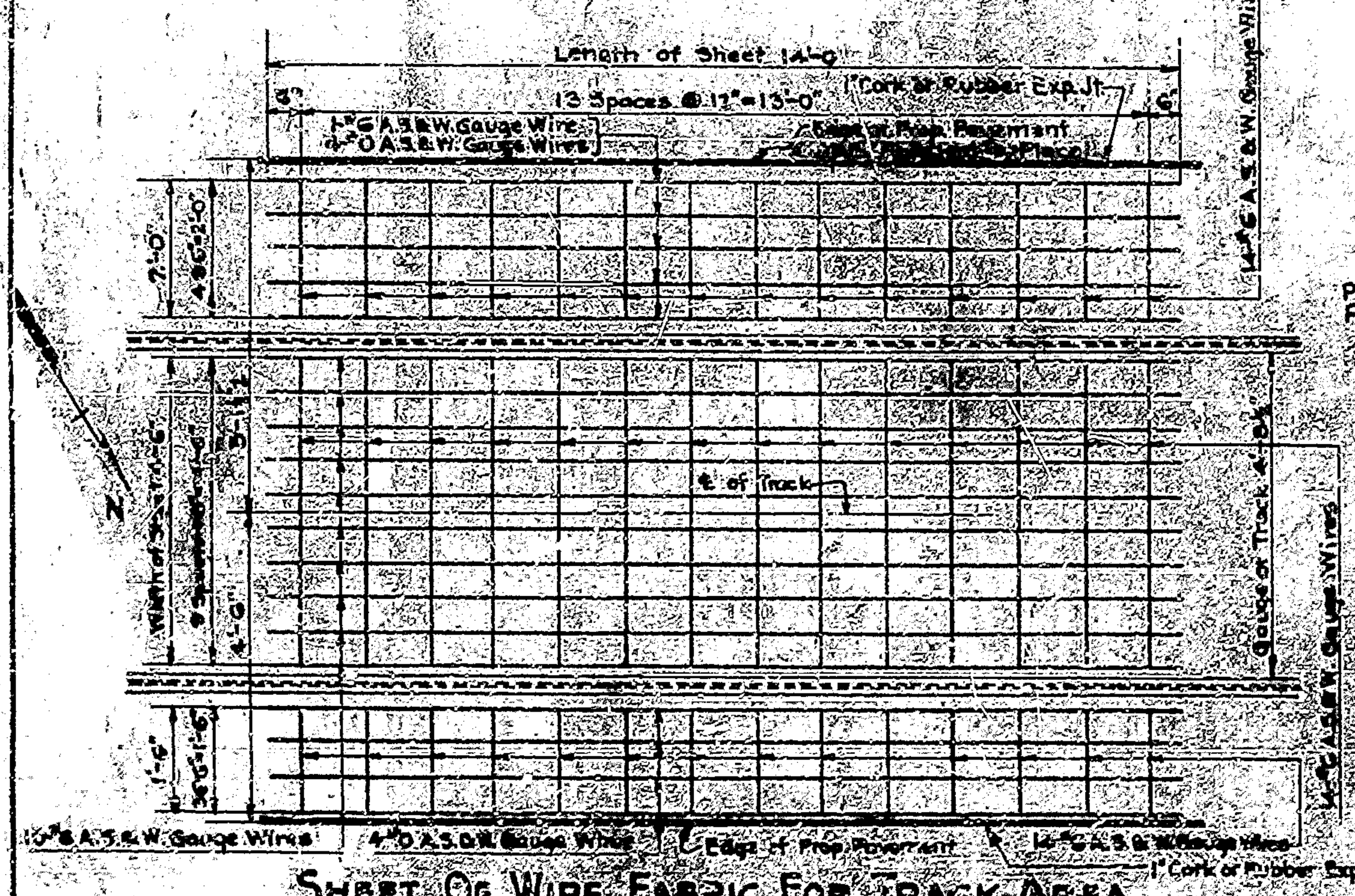
Typical Approach Section
Scale: ⅛"=1'-0"



Typical Sheet Wire Fabric
Scale: ⅜"=1'-0"

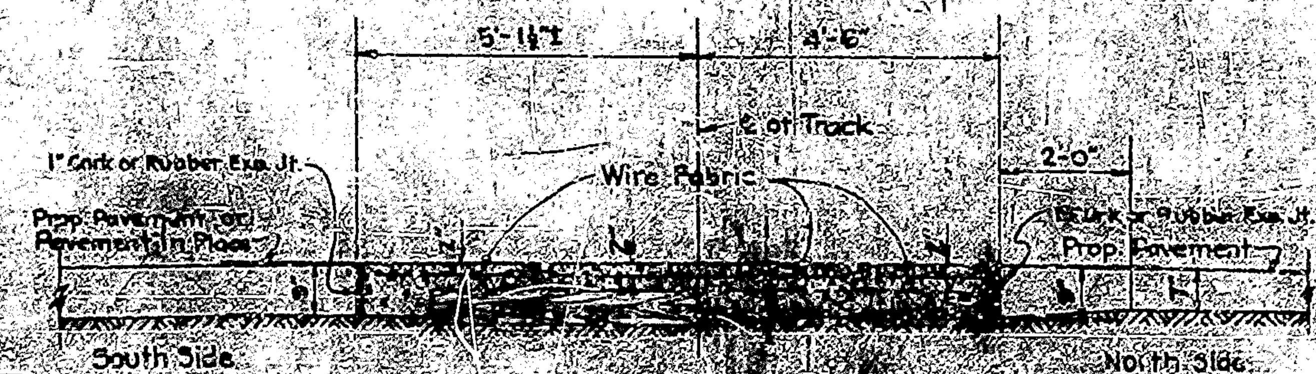


Plan Of Reinforced Concrete Slab

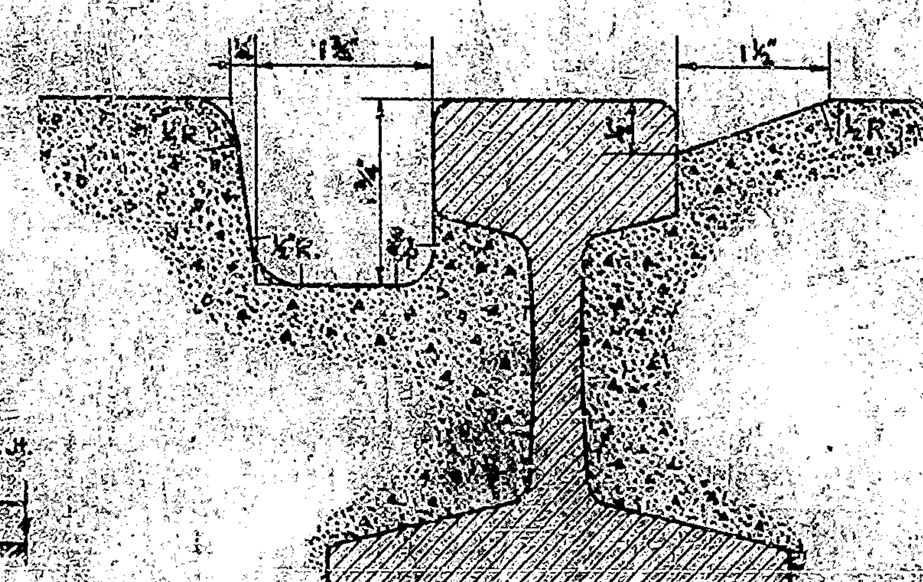


Sheet Of Wire Fabric For Track Area
All Sheet Wire Fabric to be Lapped 14"
Scale: ¼"=1'-0"

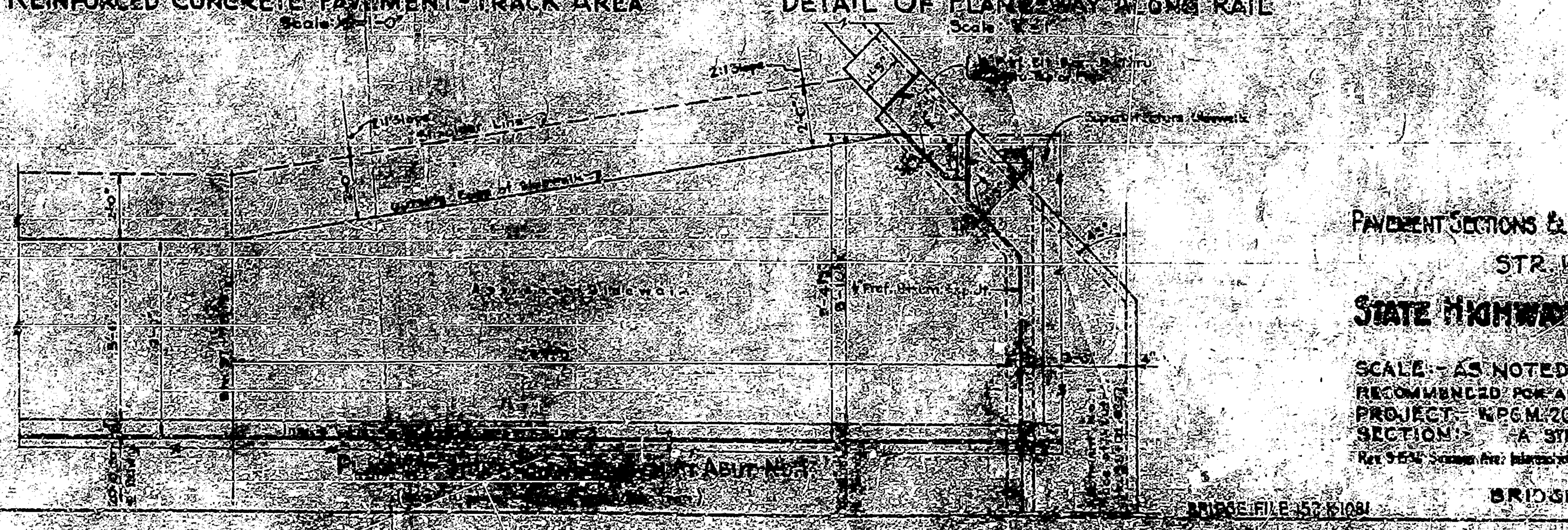
Note: The 3 pieces of Wire Fabric are to be cut from Typical Sheet of Wire Fabric.



Reinforced Concrete Pavement-Track Area



Detail Of Flangeway Along Rail



SUMMARY	
MISCELLANEOUS MATERIALS	
ITEM	QUANTITY
Std. Reinforced Conc. Pavement	6005 Sq. Yds.
Pavement (Car Track Area) High Early Strength Conc.	300 Sq. Yds.
Sidewalk	1616 Sq. Yds.
Integral Curb (Std., except 9" Height)	2648 Lin. Ft.
1" Cork or Rubber Exp. Jt.	547 Lin. Ft.
Type "D" Exp. Joint	740 Lin. Ft.
Contraction Joints	528 Lin. Ft.
Pavement Removal	2740 Sq. Yds.
Grade for R.R. Drive	1400 Sq. Yds.
Manholes to be raised or reset	3 Each
Manhole to be removed	1 Each
New Manhole with Ring & Cover - Type "B"	1 Each
New Manhole using old Ring & Cover - Type "B"	1 Each
Std. Curb & Gutter Inlet	3 Each
Std. Catch Basin with Curb & Gutter Inlet Top	5 Each
Std. Earth Ditch Type Catch Basin	2 4 Each
Removal 18" Pipe	50 Lin. Ft.
Removal 30" Pipe	30 Lin. Ft.
30" V.C. or R.C. Pipe	4 Lin. Ft.
18" V.C. or R.C. Pipe	60 Lin. Ft.
15" V.C. or R.C. Pipe	100 Lin. Ft.
12" V.C. or R.C. Pipe	316 310 Lin. Ft.
One Std. Headwall - Class "D" Concrete	0.67 Cu. Yd.
High Early Strength Concrete Pavement	1615 Sq. Yds.

Designed .... Ckd. ....
Drawn R.G. 6-15-35 Ckd. L.P.S. 7-15-35
Traced

Pavement Sections & Table of Approach Quantities
STR. 152-K-1031
STATE HIGHWAY COMMISSION OF INDIANA
SCALE: - AS NOTED
OCTOBER 18, 1935
RECOMMENDED FOR APPROVAL:-
PROJECT: - WPGM 206
SECTION: - A STRUCTURE NO. K31
Engineer of Bridges

BRIDGE FILE 152-K-1081
BRIDGE CONTRACT NO. 1224