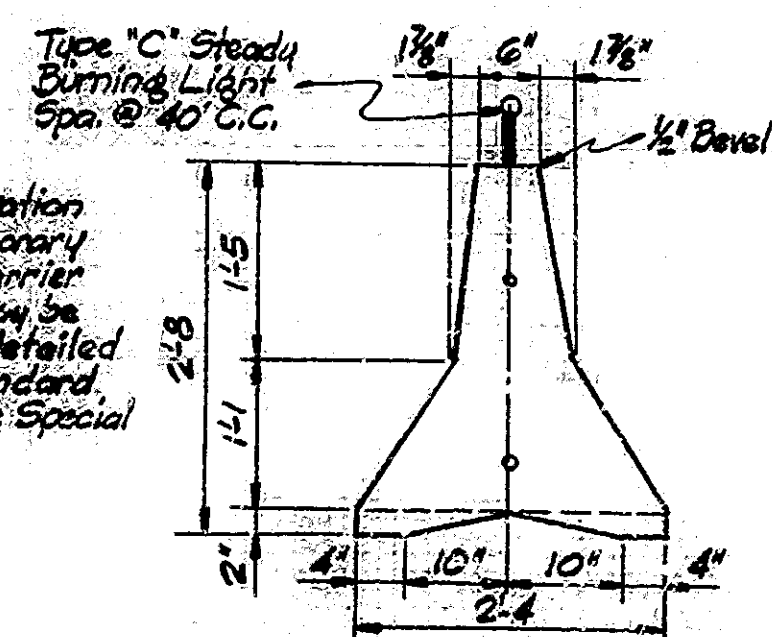


Note:
The configuration of the Temporary Concrete Barrier as shown may be used or as detailed in Road Standard, CB2. See the Special Provisions.



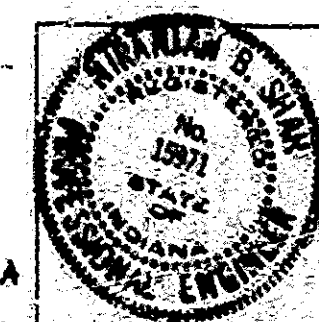
TRAFFIC MAINTENANCE DETAILS FOR	
1	I-465-129-5277A
2	I-465-129-2378A
3	I-465-130-5279A

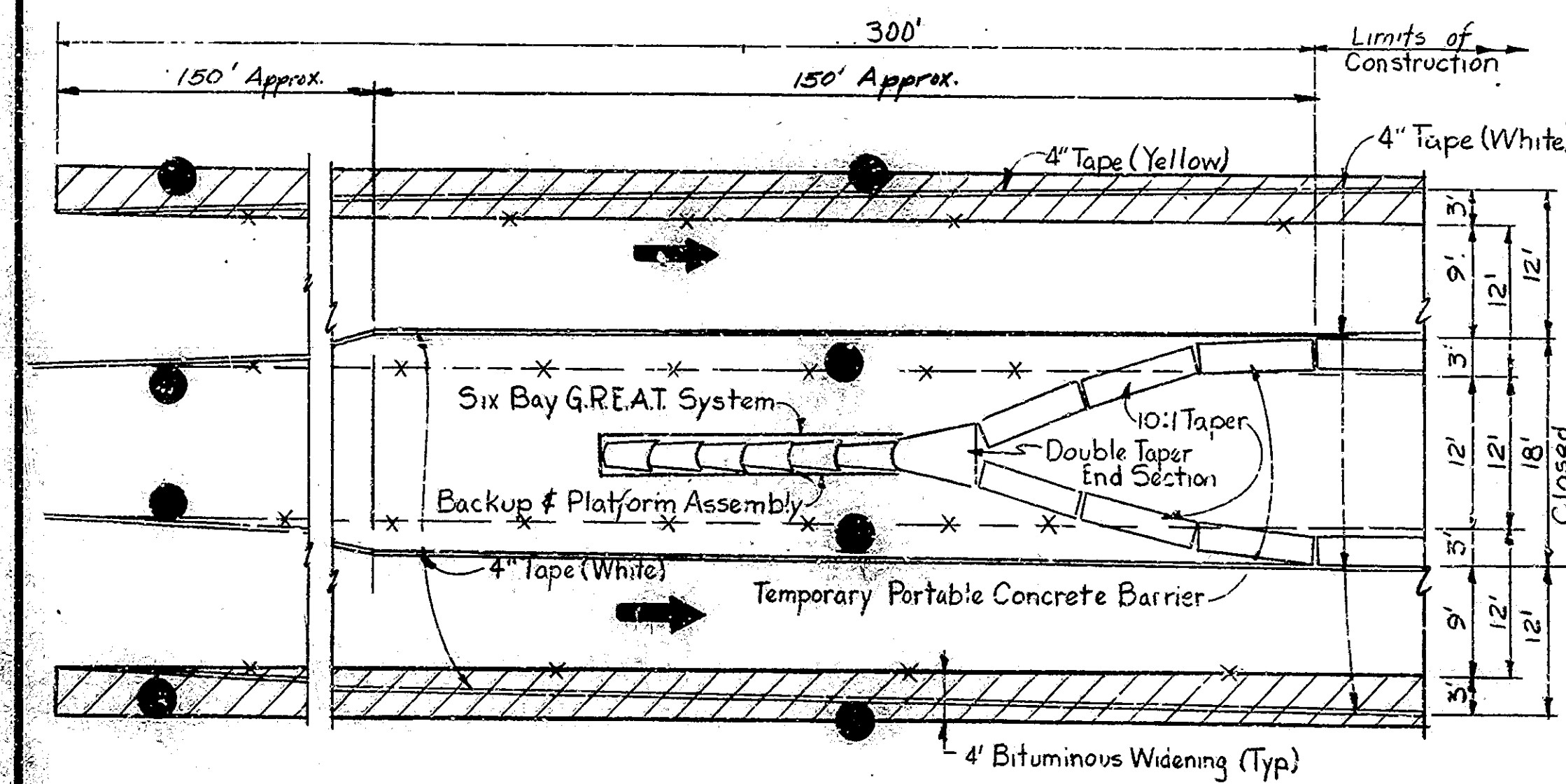
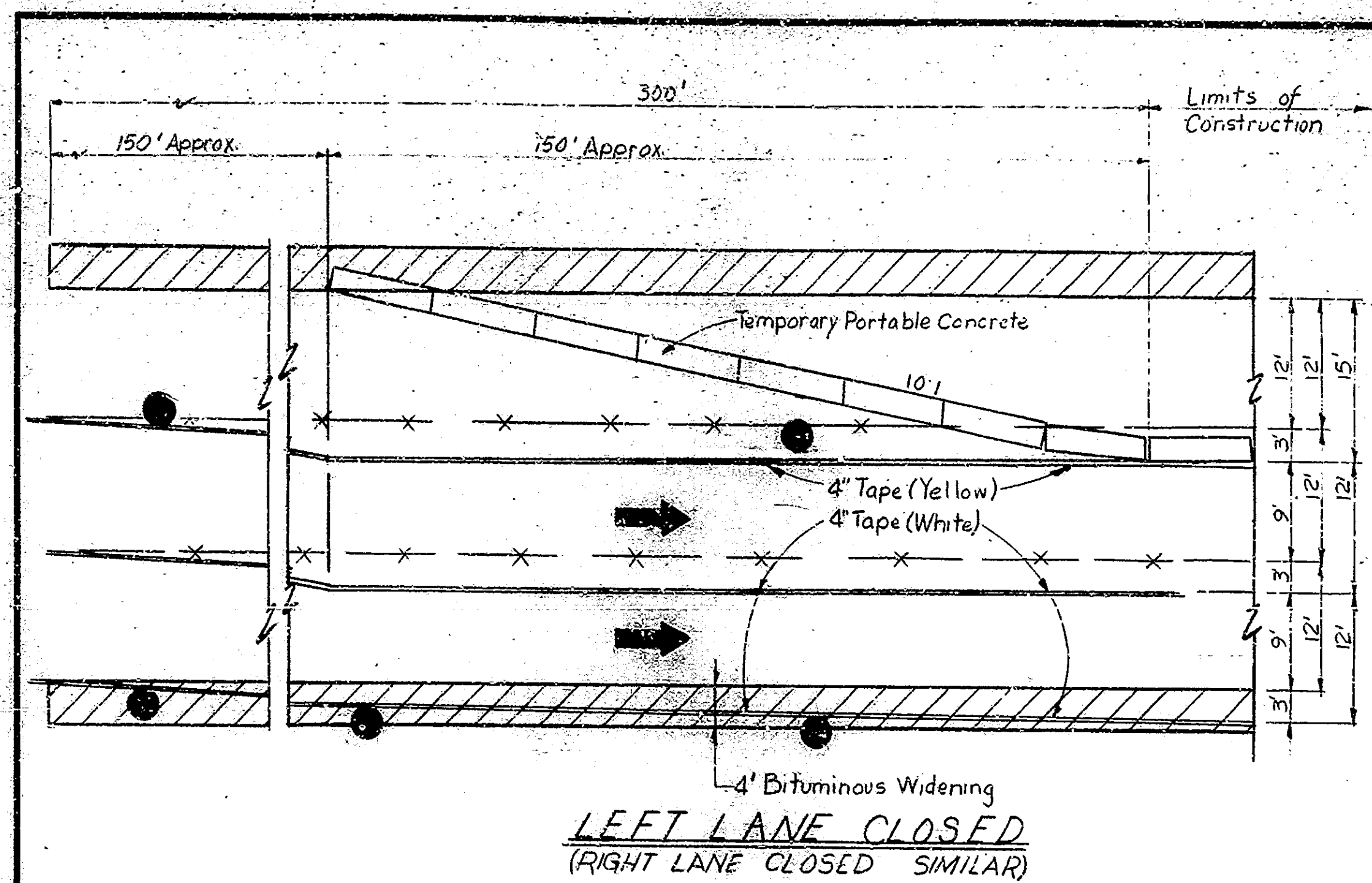
NORTH LEG OF I-465
TRAFFIC MAINTENANCE DETAILS - 1
INDIANA STATE HIGHWAY COMMISSION

SCALE: - 1"=500', Unless Noted DATE: - June 10, 1961

DESIGNED: CKD
DRAWN: DAB 5/80 CKD NBS
TRACED: CKD

PROJECT: I-465-4(217)129
CONTRACT NO. B-13218
BRIDGE FILE: I-465-129-5277A I-465-129-2378A I-465-130-5279A



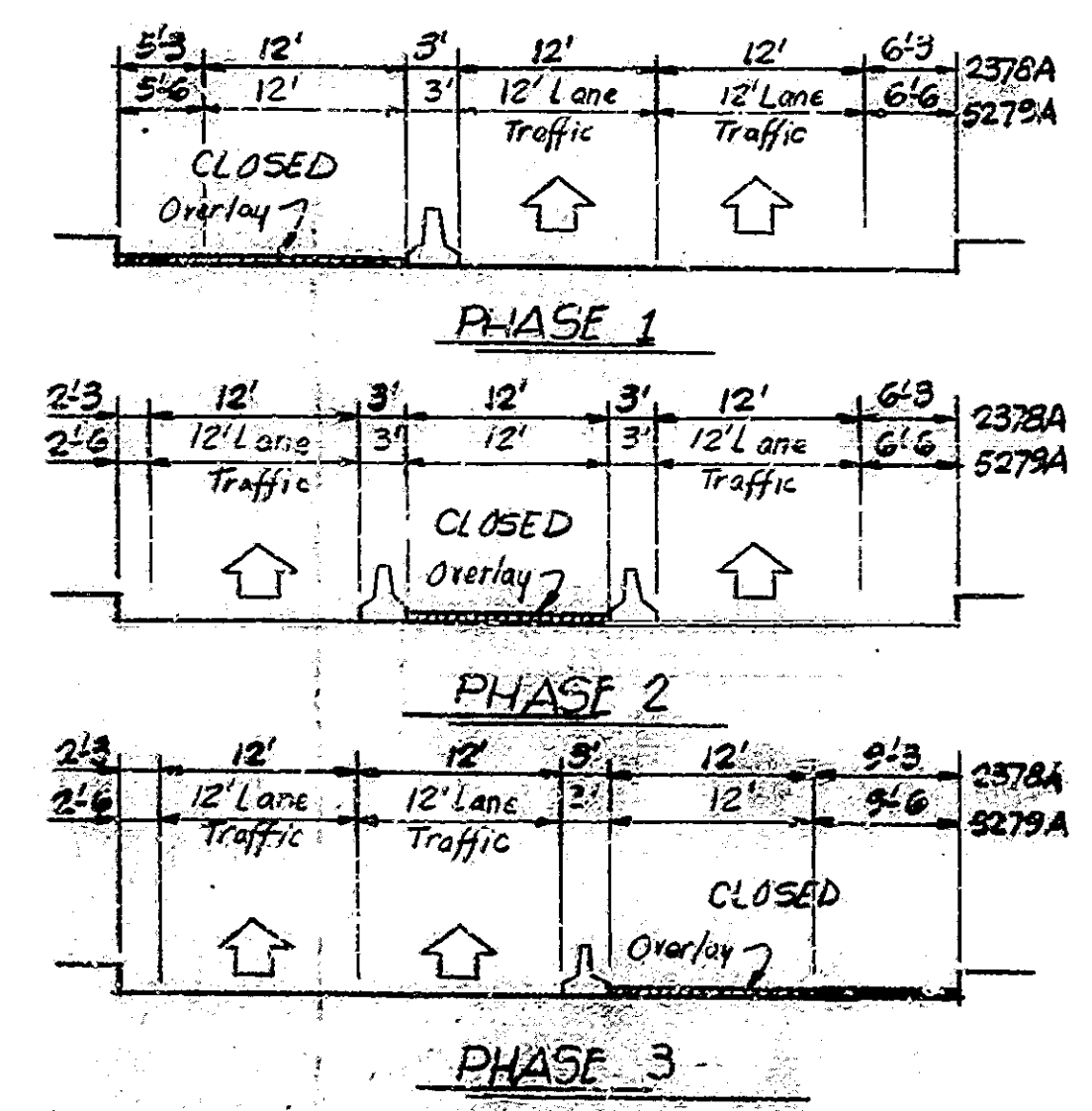
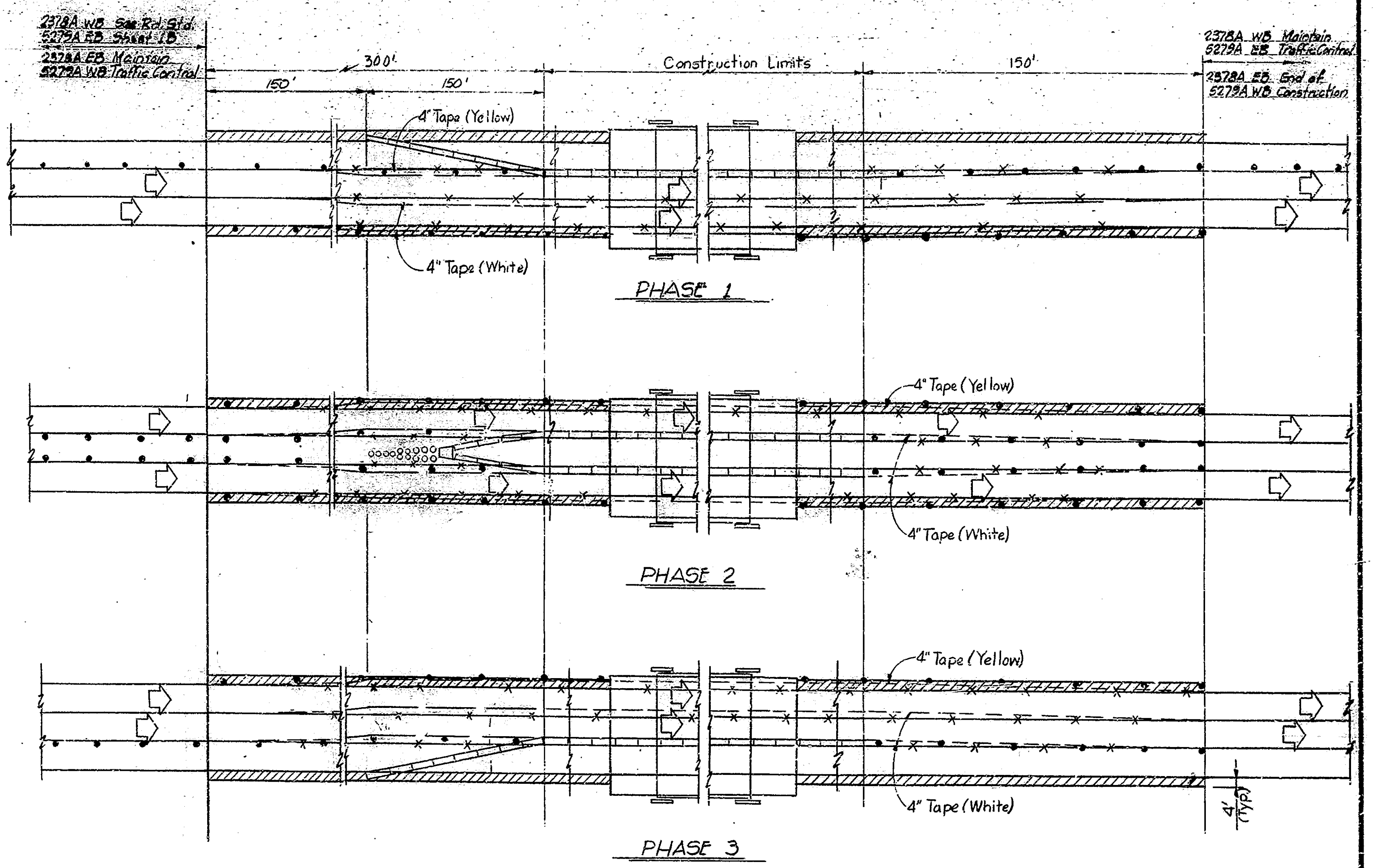


**TEMPORARY IMPACT ATTENUATION DEVICE
CENTER LANE CLOSED**

The Temporary Impact Attenuation Device shall be paid for "Each" and shall be either the "Sand Barrel Array" as manufactured by Fibco, Inc., Fitch Inertial Barrier, 15 Lewis Street, Hartford, Connecticut, 06103, or "Energit Barrier" or "Six (6) Bay G.R.E.A.T. System" as manufactured by Energy Absorption Systems, Inc., 1 I.B.M. Plaza, Chicago, Illinois, 60611. The devices shall be installed in accordance with the manufacturers specifications.

1. For alternate installation See Detail "A" Drawing T-1
2. For Detail of Double Taper End Section, See Temporary Concrete Barrier, Rd. Std. CB 2.
3. Backup # Platform Assembly shall be constructed & installed in accordance with manufacturers specifications.

DESIGNED	CWO
DRAWN	CWO
TRACED	SAO
	CWO



NOTES:

- Hatched area indicates Bituminous Widening to remain in place when construction is completed
- For Temporary Concrete Barrier see Rd Std. CB 2
- Indicates Metal Drums or Type I or Type II Barricades with Type "C" Steady Burning Lights
- See Rd. Std. Sheet 1B Detours for advance warning signs, merging and additional Details
- Bituminous Widening to be 990 lbs./Sq. Yd. Bituminous Base Type 5D

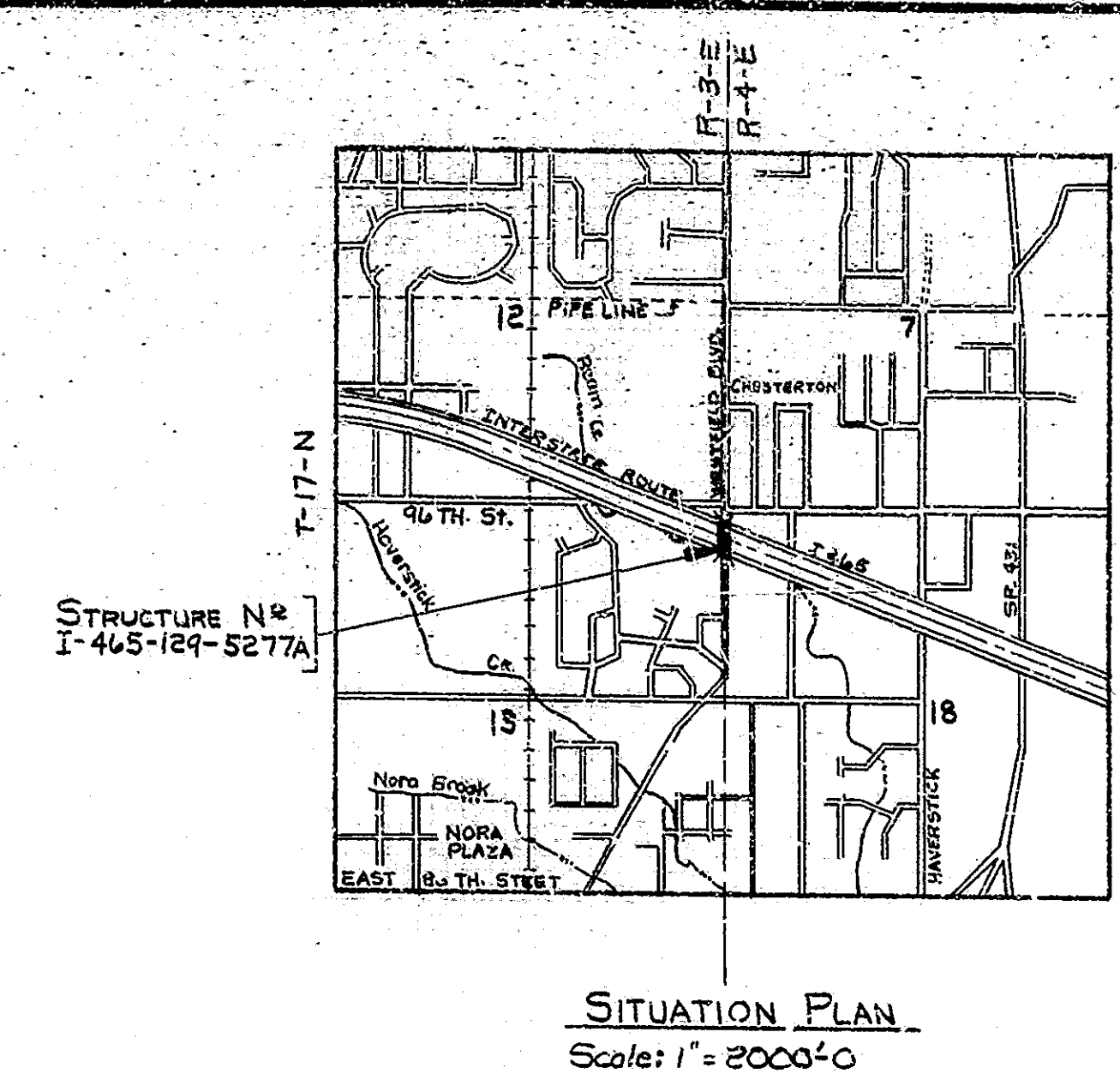
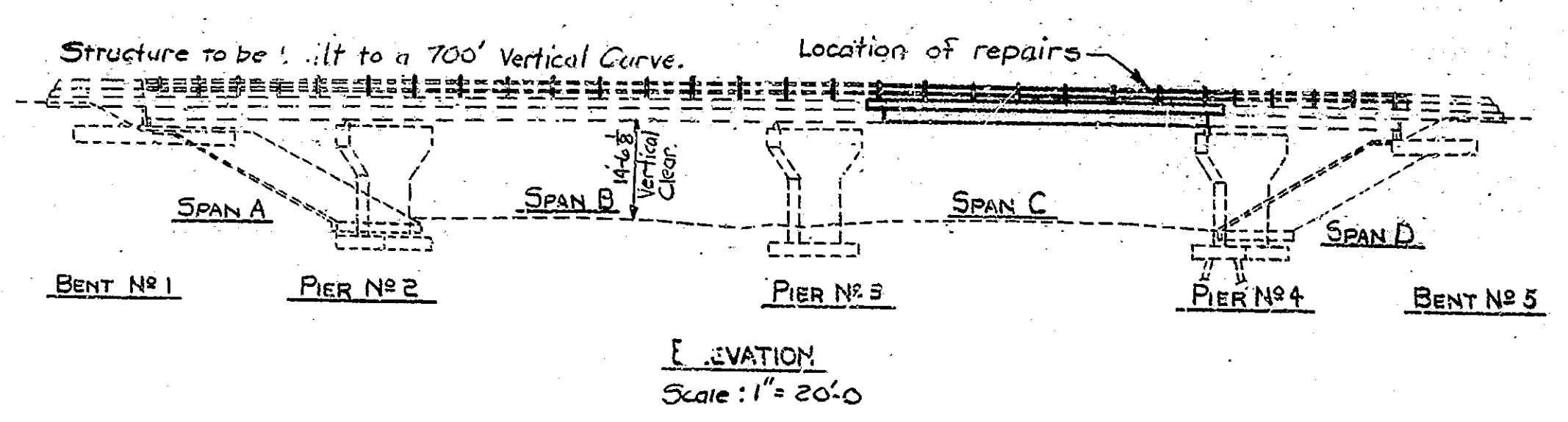
All conflicting existing pavement stripes must be removed before the temporary tape is placed. Those removed or covered by the construction shall be repainted at the completion of the work.

**TRAFFIC MAINTENANCE DETAILS-2
INDIANA STATE HIGHWAY COMMISSION**

SCALE: NONE DATE: June 10, 1981

DRAWING: T-2 OF 2 SHEET: 40 OF 69
PROJECT: I-FRI-465-4 (217)129
CONTRACT NO. B-3218
BRIDGE FILE: I-FRI-465-4 (217)129-5278A





GENERAL NOTES

Reinforcing steel covering shall be 1/2 inches in top and 1 inch minimum in bottom of floor slab, and 2 inches in all other parts, unless noted.

Concrete in superstructure to be class "A".

Continuous concrete pours shall be required between construction joints as shown on detail plans.

Where new work is to be fitted to old work, the contractor shall check all dimensions and conditions in the field and report any errors or discrepancies to the Engineer and assume responsibility for their correctness and the fit of new parts to old.

Bevel forms 1/4 inch under copings, and chamfer exposed edges 1 inch unless noted.

Plans of existing structure on file in Central Office as I-465-129-5277, Contract R 7391.

CONSTRUCTION PROCEDURE

Remove portions of existing aluminum railing, curb, and slab as indicated on the details.

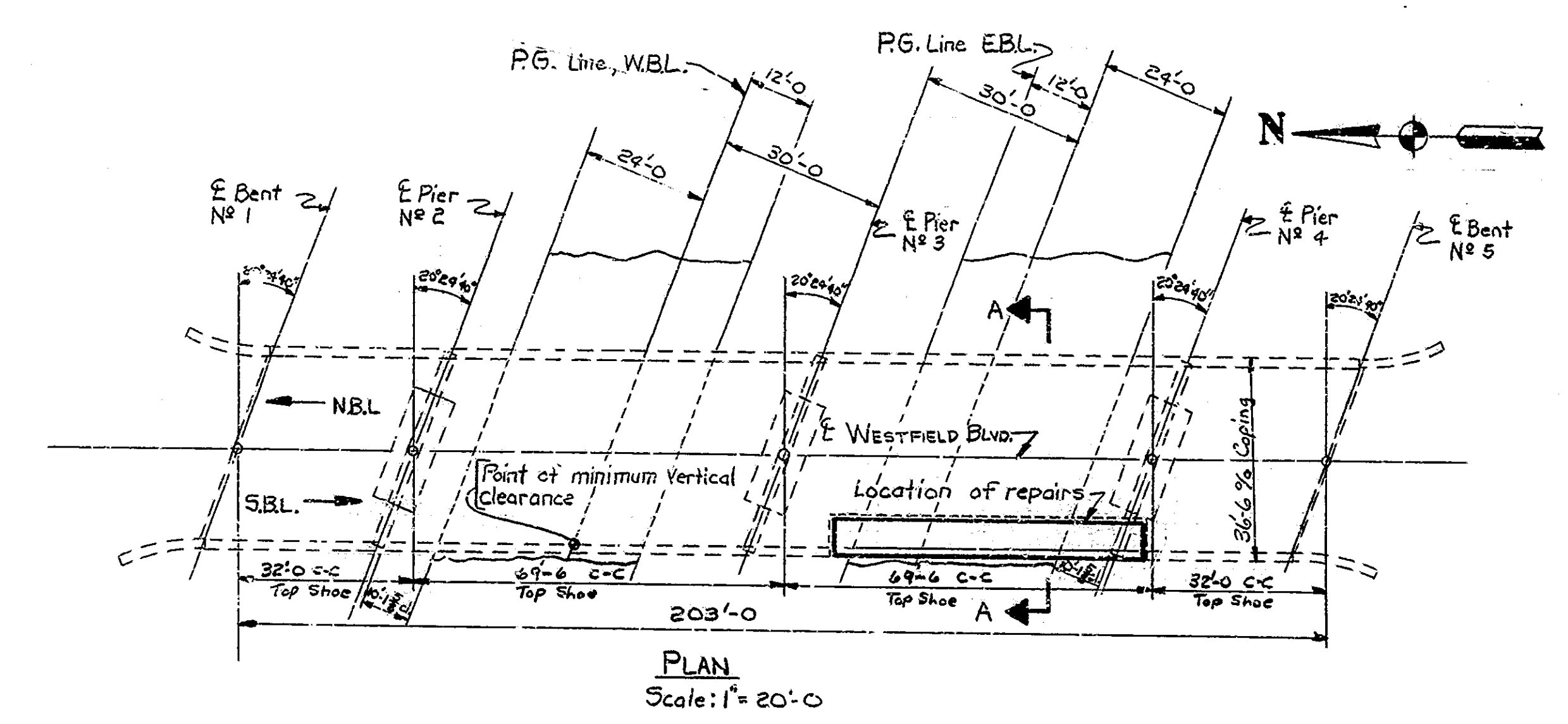
All removal equipment used for partial concrete removals of bridge structures shall be hand held. Pneumatic hammers, 30 lbs. maximum weight shall be used for all removal areas to be patched and all areas within 24 inches of full depth removal lines. Pneumatic hammers, up to 90 lbs. maximum weight may be used for all other removals outside these limits. Deck areas that are to be removed full depth shall be completely separated from adjacent concrete before hammers heavier than 30 lbs. may be used.

Disconnect beam C1 from all splices, diaphragms, and shoe assemblies.

Remove damaged beam and install new member. Align corresponding holes in new and existing pieces as closely as practical, and rearm beam splices to fit. Reconnect all splice material and the shoe assembly. The method of lateral restraint is to be approved by the Engineer.

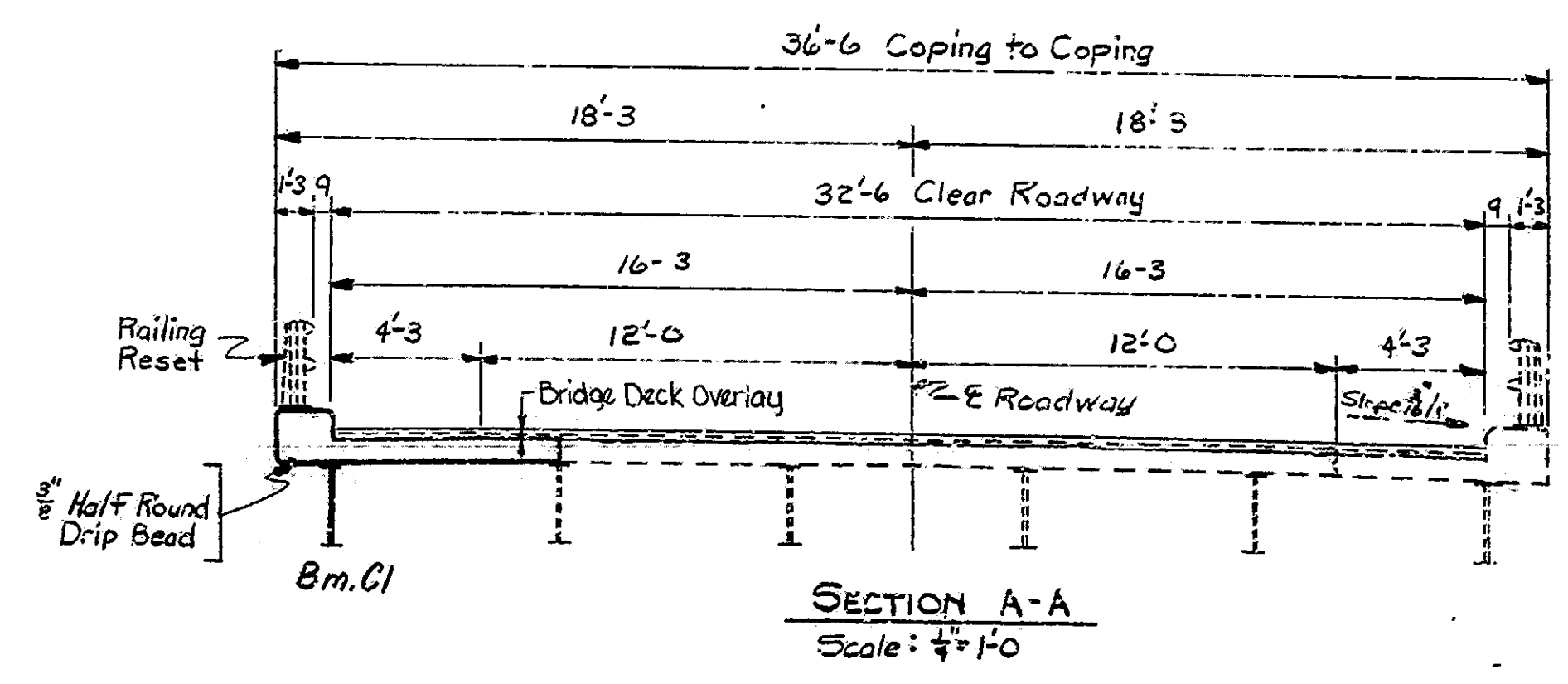
Construct portions of sidewalk, curb, and reinstall aluminum bridge railing. After beam C1 has received its concrete dead load deflection, weld diaphragms into place.

Removed fasteners are to be replaced with high strength bolts.



INDEX

STRUCTURE	SHEET	DESIGNATION	SUBJECT	REVISED
I-465-129-5277A	R1		TITLE SHEET AND GENERAL PLAN	
	R2		STEEL DETAILS AND FRAMING PLAN	
	R3		FLOOR DETAILS AND SUMMARY	
	BR. STD. C1		STANDARD MISCELLANEOUS DETAILS	
	BR. STD. RIC		ALUMINUM RAILING - TYPE - 5	USE R4-22-66
	BR. STD. RIE		ALUMINUM RAILING DETAILS	USE R4-27-65



STANDARD DRAWINGS

BRG. STD. RD. STD.	DESCRIPTION
RIC	ALUMINUM RAILING TYPE - 5
RIE	ALUMINUM RAILING DETAILS
C1	REINFORCING BAR NOTES

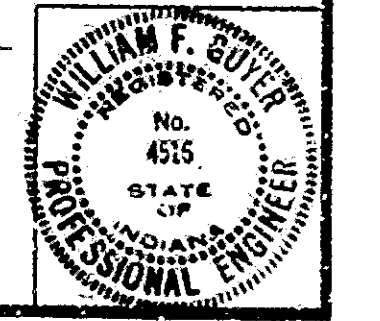
GENERAL PLAN

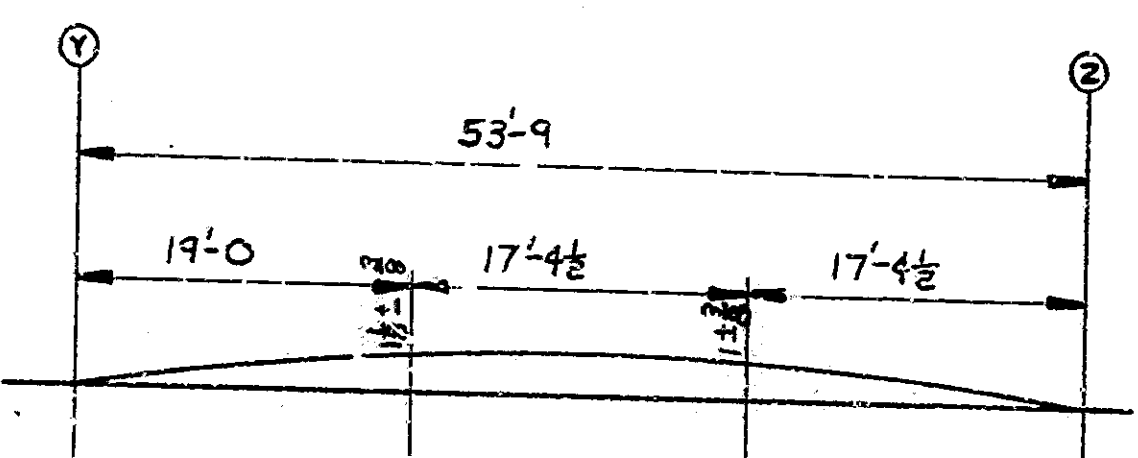
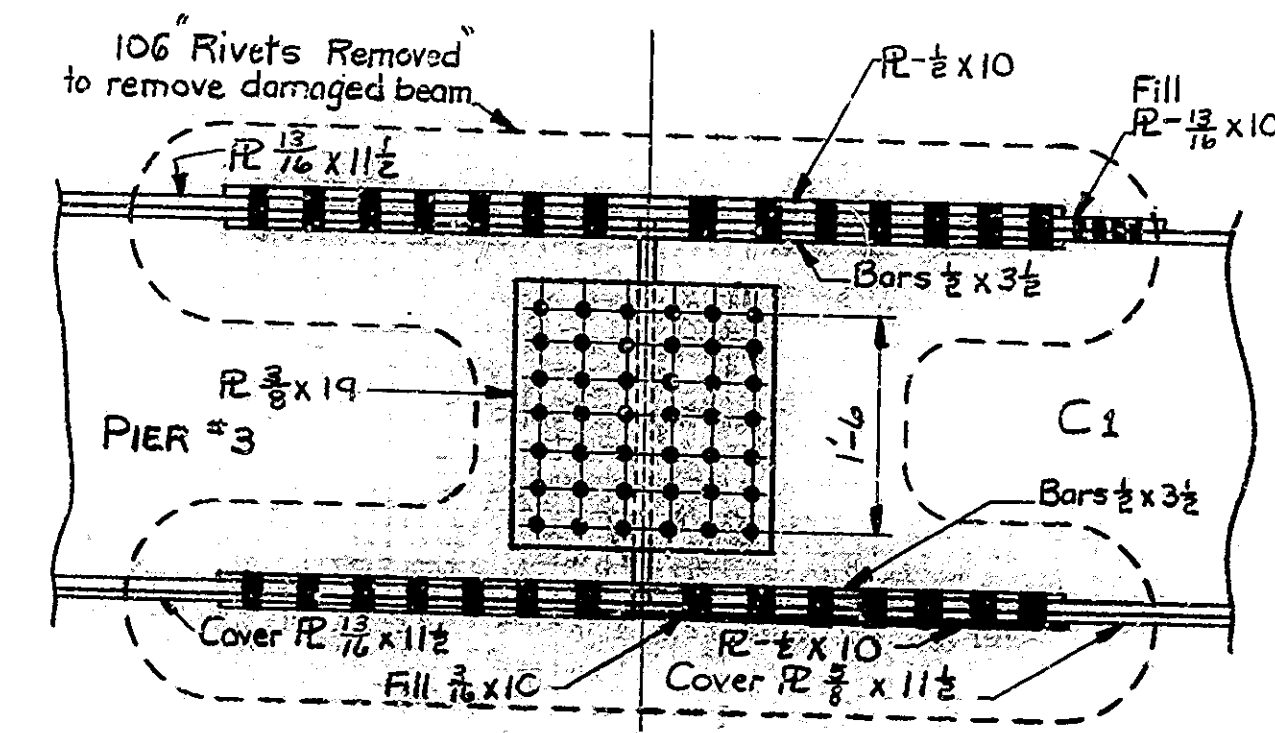
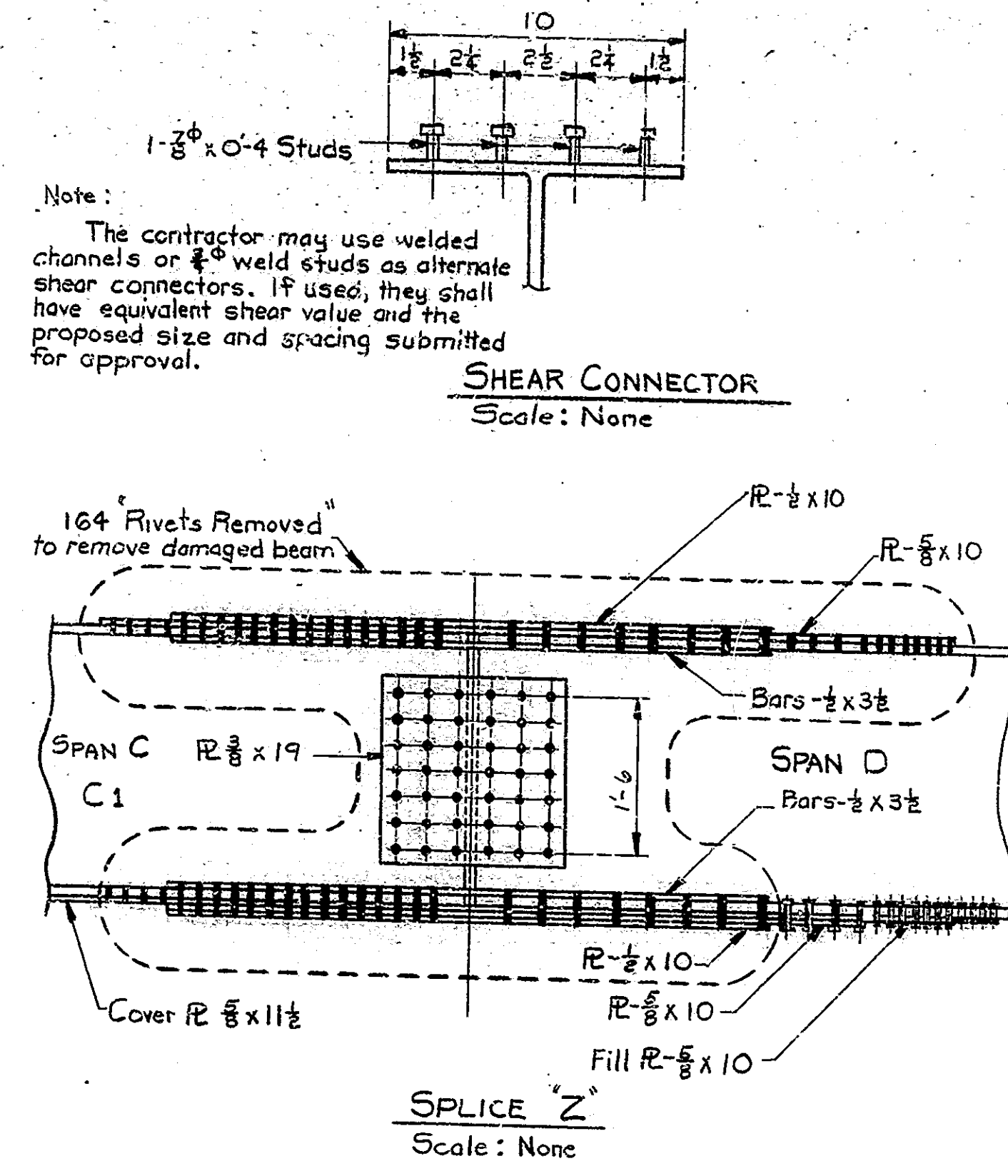
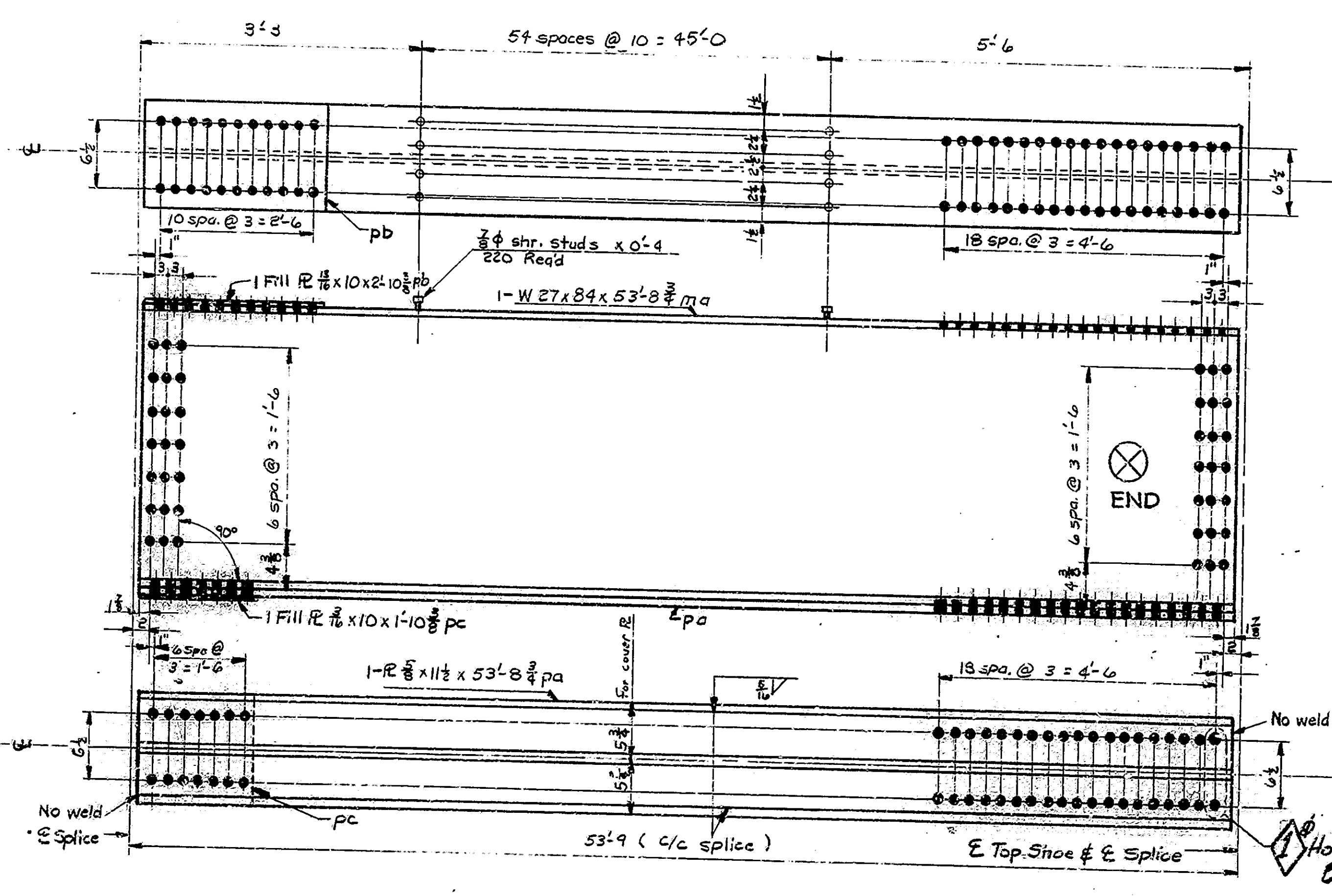
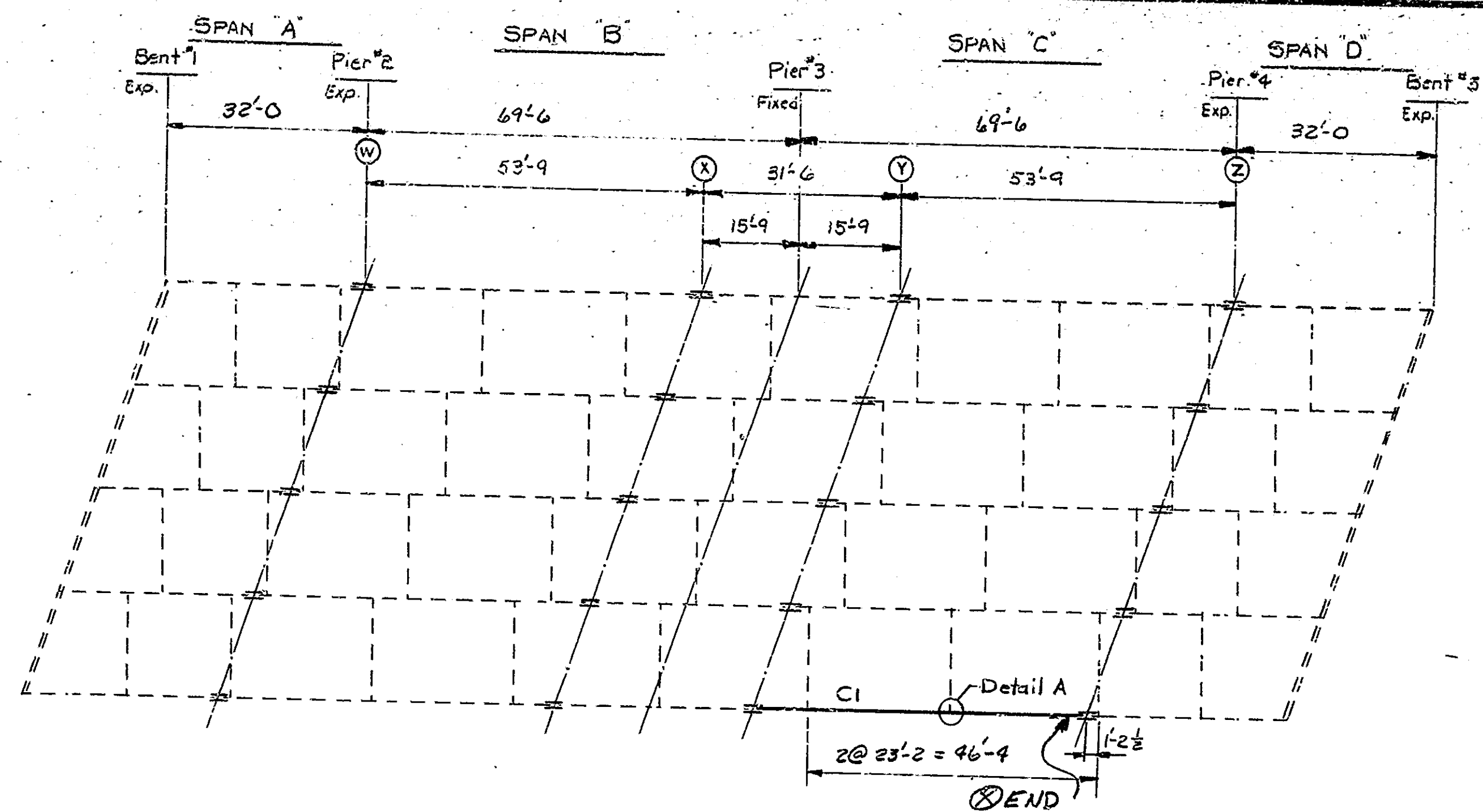
REPAIRS TO COMPOSITE CONTINUOUS STEEL BEAM BRIDGE
 4 SPAN @ 32'-0", 67'-6", 67'-6", 32'-0". 32'-6" CLEAR ROADWAY
 9" CURBS, SKEW: 20°24'40" RIGHT
 OVER INTERSTATE I465 ON WESTFIELD BLVD.
INDIANA STATE HIGHWAY COMMISSION
MARION COUNTY
 SCALE: AS NOTED DATE: June 10, 1981
William G. Deegan
 SENIOR DESIGNER

DRAWING: R1 OF 3 SHEET: 41 OF 63
 PROJECT: I-RFI-465-4
 CONTRACT NO. B-13218
 BRIDGE FILE: I-465-129-5277A

INDIANA STATE HIGHWAY COMMISSION
 STANDARD SPECIFICATIONS DATE 1978
 TO BE USED WITH THESE PLANS.

DESIGNED: CKD
 DRAWN: RLS-4-10-80 CKD VEG 7-1-80
 TRACED: CKD





FABRICATION NOTES

High strength bolts are 7/8" unless noted.
 Open holes 1/2" unless noted.

Rivets are not permitted in the assembly of Structural Steel.

All paint shall be in accordance with "Painting Structural Steel" see Special Provisions.
 Shop Paint: Zinc Silicate Paint
 Field Paint: Vinyl Finish Coat

Beams must be cambered to a smooth curve. Camber shall be checked while the beams are supported in such a way as to have no bending moment in the direction of camber.

Beam splice holes are to be reamed while assembled in the field.

Gage lines on beam webs are to be straight.

If fabricator uses these drawings for shop plans, he shall check same, and assume full responsibility for the accuracy of the details.

Where new work is to be fitted to old work, the Contractor shall check all dimensions and conditions in the field and report any errors or discrepancies to the Engineer and assume responsibility for their correctness and the fit of new parts to old.

All Structural Steel shall conform to ASTM-A36 unless otherwise noted.

Diameter of holes in beam flange connecting top shoes to be 1".

Structural Steel is to be erected in accordance with Article 711.59 of the Specifications.

As soon as the Engineer has approved the field welds, all welds on any surface from which the shop coat has been omitted or becomes defective shall be thoroughly cleaned of all charred paint or any foreign matter, and completely covered with one coat of shop paint.

The longitudinal Charpy V-Notch test requirements specified in Article 909.02 of the Standard Specifications will not be required for any Structural Steel used in this project.

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

New bolts are to be used in all parts of new construction, and their weight is not included in the weight of Structural Steel. The cost of these bolts shall be included in the cost of the Structural Steel.

The Estimated weight of the Structural Steel 6100 lbs.

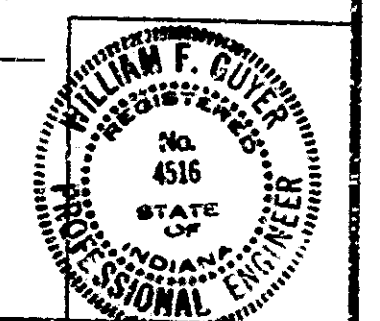
DETAIL A
Scale: None

SECTION A-A
Scale: None

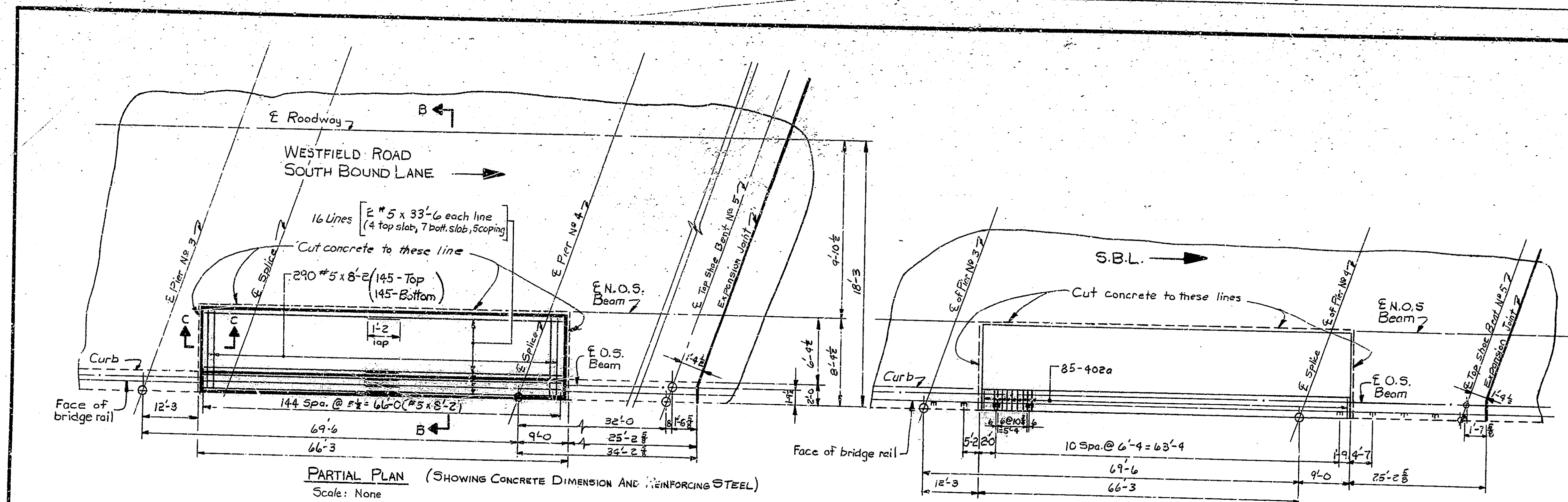
STEEL DETAILS AND FRAMING PLAN
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED
 DATE: June 10, 1981

DRAWING: R2 OF 3 SHEET: 42 OF 63
 PROJECT: I-RFI-465-4
 CONTRACT NO. B-13218
 BRIDGE FILE: I-465-129-5277A

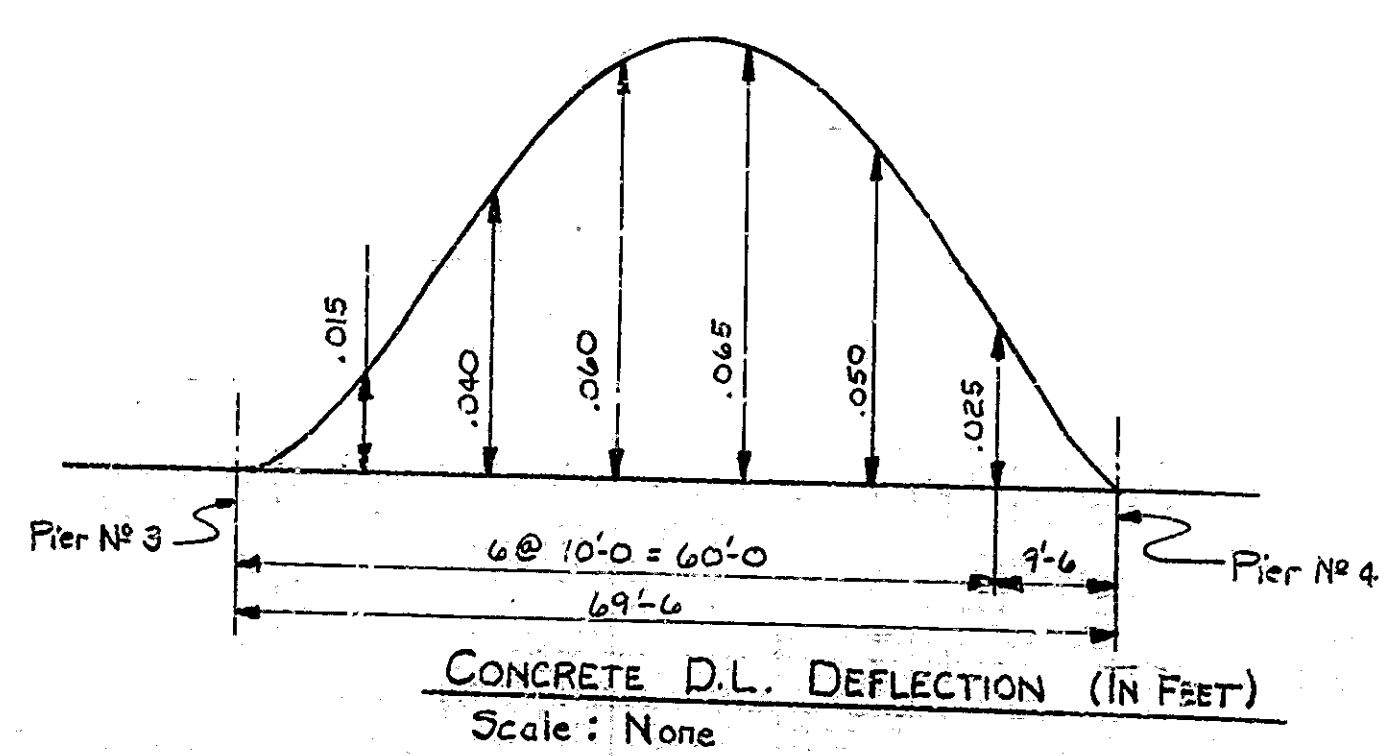
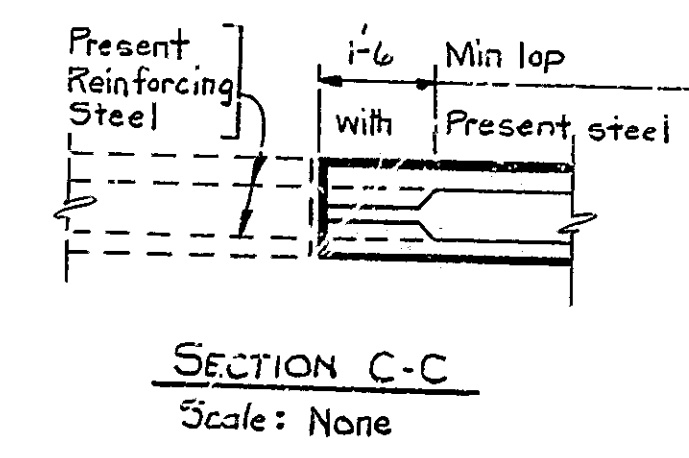
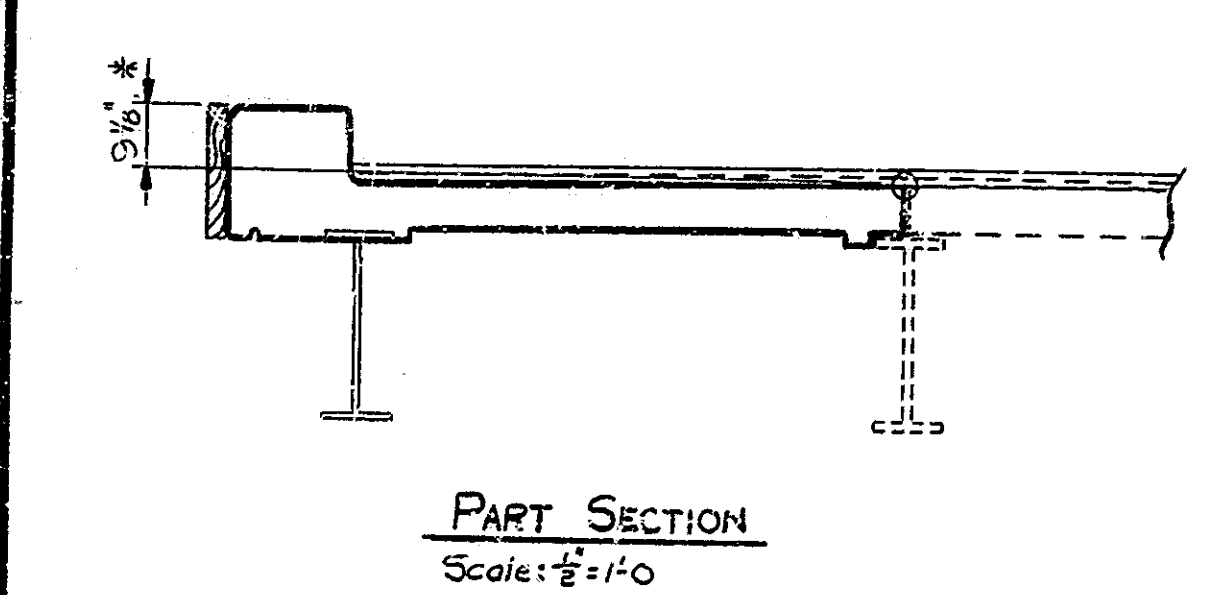
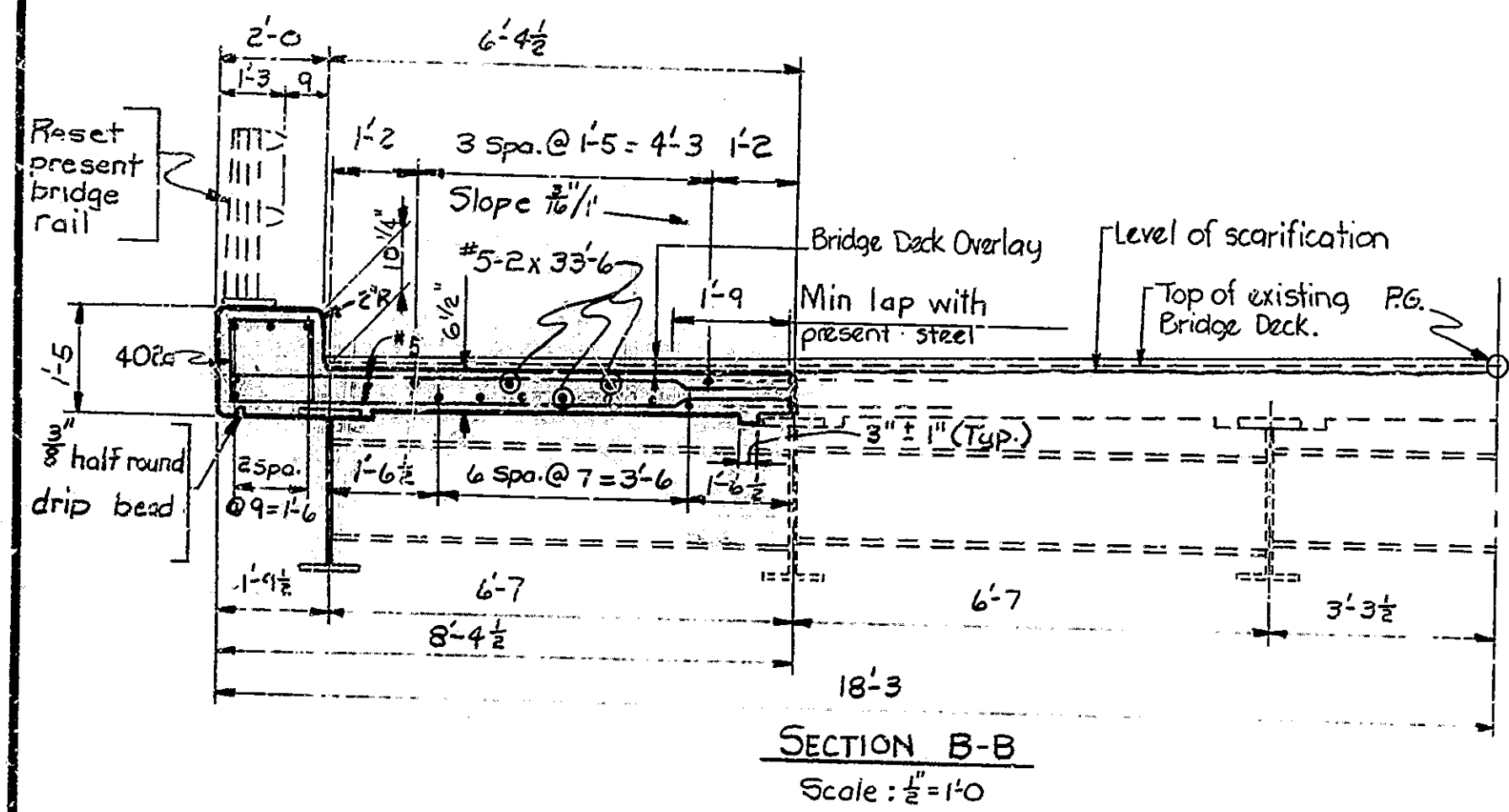


DESIGNED: CKD
 DRAWN: RLS
 TRACED: CKD



BILL OF MATERIAL

REINFORCING STEEL			
SIZE #	N ^o OF BARS	LENGTH	WEIGHT (Lbs.)
#5	32	33'-6"	
#5	290	8'-2"	
TOTAL N ^o 5			3588
402a	85	3'-10"	
TOTAL N ^o 4			218
TOTAL STEEL			3806 lbs.
CONCRETE			
Class "A" in Superstructure 15.8 cys.			
MISCELLANEOUS			
Railing Reset			76 Lf.



NOTES:

- See Bridge Standard C1 for reinforcing bar notes.
- See Drawing R1 for General Notes.
- "Railing Reset" shall be paid for per linear foot and the cost shall include all hardware and post connections necessary to erect bridge rail.
- Anchorage and anchor bolts shall be preset in the concrete. For spacing of railing posts see these details.
- Where new concrete adjoins existing concrete, all existing reinforcing steel shall extend into the new concrete as show in section B-B & C-C. These bars shall be stripped of all old concrete, straightened, and where applicable lapped with new steel.

QUANTITIES FOR BEAM REPLACEMENT

CODE N ^o	DESCRIPTION	UNIT	QUANTITY
51002	Concrete Class "A" in Superstructure	Cys.	15.8
51030	Reinforcing Steel	Lbs.	3806
51038	Structural Steel	L.S.	1
5113E	Railing Reset	Lf.	76
5132B	Removal Present Str. (Portions)	L.S.	1
51866	Rivets Removed	Eo.	270

FLOOR DETAILS
INDIANA STATE HIGHWAY COMMISSION
 SCALE: AS NOTED DATE: June 10, 1981
 William F. Guiver
 SENIOR DESIGNER
 DRAWING: R3 OF 3 SHEET: 43 OF 69
 PROJECT: I-RFI-465-4
 CONTRACT NO. B-13218
 BRIDGE FILE: 465-129-5277A



DESIGNED: CKD
 DRAWN: BLS 4-8-80 CKD WEG 4-10-80
 TRACED: CKD

END STR