

INDEX						
PROJECT	STRUCTURE	TYPE	SPAN	OVER	STATION	CONTRACT NO.
I-465-4 (115)127	I-465- 127-5255	CONTINUOUS STEEL GIRDER	88'-0" 4@22'-0" 88'-0"	WHITE RIVER	883+45.0	B-7285

SHEET NO.	SHEET DESIGNATION	SUBJECT
1	ONE SHEET	INDEX AND TITLE SHEET
2	ROAD SHEET 15	ROAD PLAN AND PROFILE Rd. Proj. I-465-4(146)122
3	ROAD SHEET 17	ROAD PLAN AND PROFILE Rd. Proj. I-465-4(146)122
4	ROAD SHEET 14.5	TYP. SECTION Rd. Proj. I-465-4(146)127
5	TWO SHEETS	SOIL BORINGS
6	ONE SHEET	WHITE RIVER CHANNEL IMPROVEMENT
7	S-1	LAYOUT
8	S-2	GENERAL PLAN
9	S-3	GENERAL PLAN
10	S-4	GENERAL PLAN
11	S-5	BENTS 1 AND 7 DETAILS
12	S-6	BENTS 1 AND 7 DETAILS
13	S-7	BENTS 1 AND 7 DETAILS
14	S-8	PIERS 2 AND 3 DETAILS
15	S-9	PIER 4 DETAILS
16	S-10	PIER 5 DETAILS
17	S-11	PIER 6 DETAILS
18	S-12	FRAMING PLAN
19	S-13	GIRDER DETAILS
20	S-14	SUPERSTRUCTURE DETAILS
21	S-15	SUPERSTRUCTURE DETAILS
22	S-16	TOOTH EXPANSION JOINT DETAIL
23	S-17	SUPERSTRUCTURE BEARING DETAILS
24	S-18	DECK PLAN TRANSVERSE SECTION
25	S-19	SUPERSTRUCTURE DETAILS
26	S-20	FLOOR DETAILS
27	S-21	SCREED DETAILS
28	S-22	SCREED ELEVATIONS
29	S-23	SCREED ELEVATIONS
30	SEVEN SHEETS	CROSS SECTIONS-SHEETS 164-170 INCL. RD. PROJ. I-465-4(146)127
31	TWO SHEETS	CROSS SECTIONS-SHEETS 731-732 RD. PROJ. I-465-4(146)122
32	ONE SHEET	CROSS SECTIONS-SHEET 108 RD. PROJ. I-465-4(146)127
33	ONE SHEET	RETAINING WALL

STATE OF INDIANA  
INDIANA STATE HIGHWAY COMMISSION

# BRIDGE PLANS

## FOR SPANS OVER 20 FEET

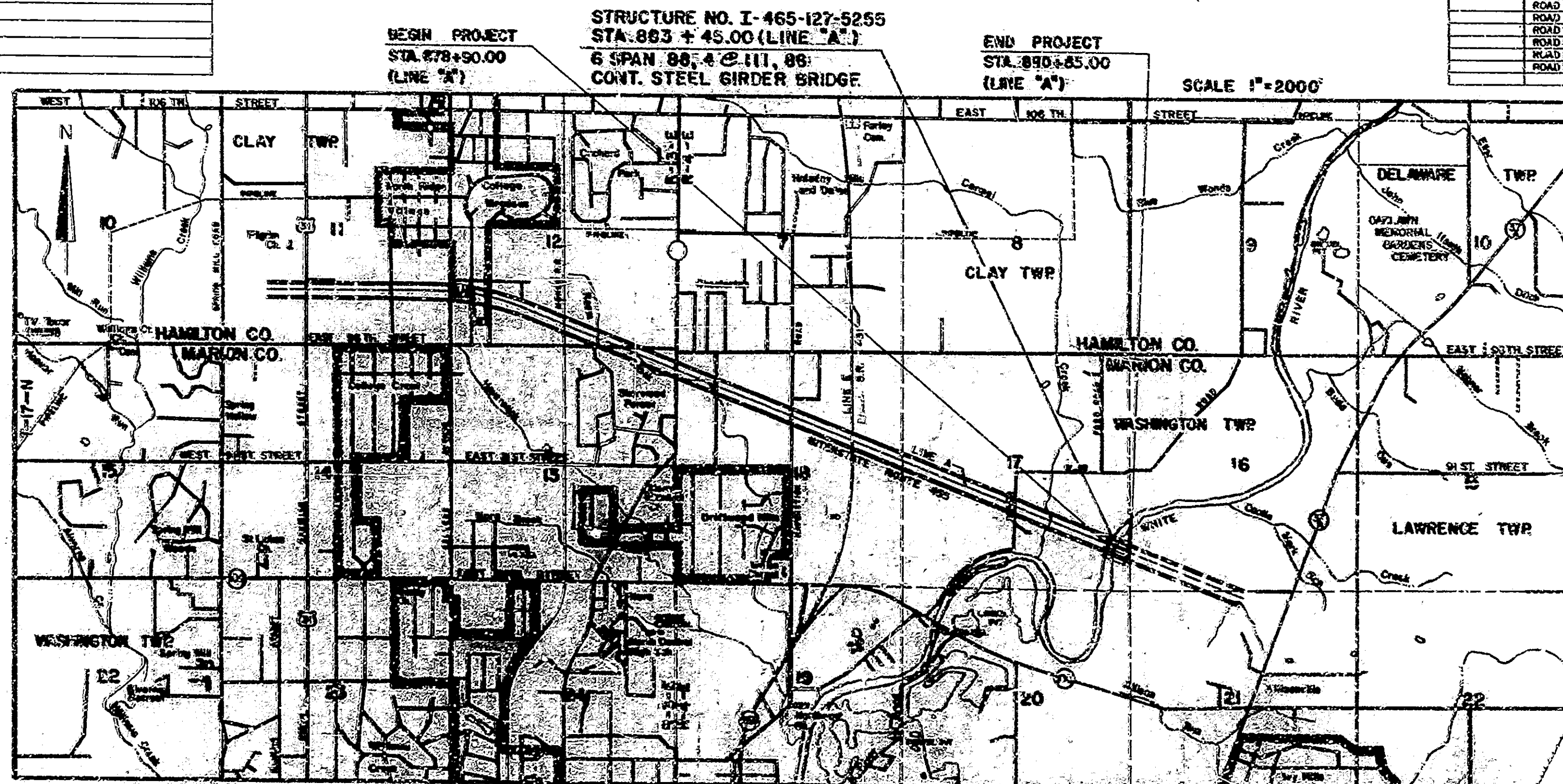
### ON

## INTERSTATE ROUTE - 465-SECTION NO. 4

### F.A. PROJECT NO. I-465-4(115)127

BEGINNING AT A POINT ON LINE "A" APPROXIMATELY 736.5 FEET NORTHWEST OF THE INTERSECTION OF LINE "A" AND THE EAST LINE OF SECTION 17, T-17-N, R-4-E, WASHINGTON TWP., MARION CO. AND ALONG LINE "A" IN A SOUTHEASTERLY DIRECTION FOR A DISTANCE OF 1143.0 FEET TO A POINT ON LINE "A" APPROXIMATELY 459.5 FEET SOUTHEAST OF THE ABOVE DESCRIBED INTERSECTION.

ROADWAY LENGTH = 0.108 mi.  
BRIDGE LENGTH = 0.118 mi.  
TOTAL LENGTH = 0.226 mi.  
MAX. GRADE = 0.42% (LINE "A" APPROACHES)



BRIDGES OVER 20' SPAN					
STATE	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	DATE	REVISION
IND.	1965	1	40	1-1-66	

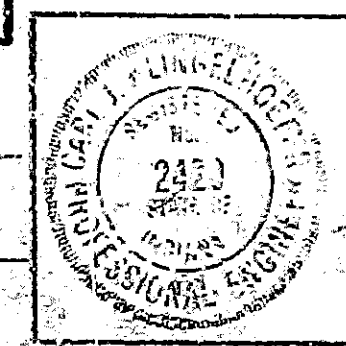
INDEX CONTINUED			
SHEET NO.	SHEET DESIGNATION	SUBJECT	ADOPTED DATE
31	CROSS SECTIONS		
32	BRIDGE STD. C1	STANDARD MISCELLANEOUS DETAILS	2-10-66
33	BRIDGE STD. C2	STANDARD MISCELLANEOUS DETAILS	2-10-66
34	BRIDGE STD. D	CASTING DETAILS ROADWAY DRAIN	2-10-66
35	BRIDGE STD. F	ROADWAY DRAIN OUTLET DETAILS	2-10-66
36	BRIDGE STD. H	TYP. DETAILS OF THICK PAVEMENT & LOC. TOP OF S.L.C.S.	2-10-66
37	BRIDGE STD. J	TYP. DETAILS OF THICK PAVEMENT & LOCATING TOE OF SLOPE	2-10-66
38	BRIDGE STD. M1	MISCELLANEOUS APPROACH DETAILS	2-10-66
39	BRIDGE STD. M2	MISCELLANEOUS APPROACH DETAILS	2-10-66
40	BRIDGE STD. M3	MISCELLANEOUS APPROACH DETAILS	2-10-66
41	BRIDGE STD. M4	MISCELLANEOUS APPROACH DETAILS	2-10-66
42	BRIDGE STD. M5	MISCELLANEOUS APPROACH DETAILS	2-10-66
43	BRIDGE STD. M6	MISCELLANEOUS APPROACH DETAILS	2-10-66
44	BRIDGE STD. M7	MISCELLANEOUS APPROACH DETAILS	2-10-66
45	BRIDGE STD. M8	MISCELLANEOUS APPROACH DETAILS	2-10-66
46	BRIDGE STD. M9	MISCELLANEOUS APPROACH DETAILS	2-10-66
47	BRIDGE STD. M10	MISCELLANEOUS APPROACH DETAILS	2-10-66
48	BRIDGE STD. M11	MISCELLANEOUS APPROACH DETAILS	2-10-66
49	BRIDGE STD. M12	MISCELLANEOUS APPROACH DETAILS	2-10-66
50	BRIDGE STD. M13	MISCELLANEOUS APPROACH DETAILS	2-10-66
51	BRIDGE STD. M14	MISCELLANEOUS APPROACH DETAILS	2-10-66
52	BRIDGE STD. M15	MISCELLANEOUS APPROACH DETAILS	2-10-66
53	BRIDGE STD. M16	MISCELLANEOUS APPROACH DETAILS	2-10-66
54	BRIDGE STD. M17	MISCELLANEOUS APPROACH DETAILS	2-10-66
55	BRIDGE STD. M18	MISCELLANEOUS APPROACH DETAILS	2-10-66
56	BRIDGE STD. M19	MISCELLANEOUS APPROACH DETAILS	2-10-66
57	BRIDGE STD. M20	MISCELLANEOUS APPROACH DETAILS	2-10-66
58	BRIDGE STD. M21	MISCELLANEOUS APPROACH DETAILS	2-10-66
59	BRIDGE STD. M22	MISCELLANEOUS APPROACH DETAILS	2-10-66
60	BRIDGE STD. M23	MISCELLANEOUS APPROACH DETAILS	2-10-66
61	BRIDGE STD. M24	MISCELLANEOUS APPROACH DETAILS	2-10-66
62	BRIDGE STD. M25	MISCELLANEOUS APPROACH DETAILS	2-10-66
63	BRIDGE STD. M26	MISCELLANEOUS APPROACH DETAILS	2-10-66
64	BRIDGE STD. M27	MISCELLANEOUS APPROACH DETAILS	2-10-66
65	BRIDGE STD. M28	MISCELLANEOUS APPROACH DETAILS	2-10-66
66	BRIDGE STD. M29	MISCELLANEOUS APPROACH DETAILS	2-10-66
67	BRIDGE STD. M30	MISCELLANEOUS APPROACH DETAILS	2-10-66
68	BRIDGE STD. M31	MISCELLANEOUS APPROACH DETAILS	2-10-66
69	BRIDGE STD. M32	MISCELLANEOUS APPROACH DETAILS	2-10-66
70	BRIDGE STD. M33	MISCELLANEOUS APPROACH DETAILS	2-10-66
71	BRIDGE STD. M34	MISCELLANEOUS APPROACH DETAILS	2-10-66
72	BRIDGE STD. M35	MISCELLANEOUS APPROACH DETAILS	2-10-66
73	BRIDGE STD. M36	MISCELLANEOUS APPROACH DETAILS	2-10-66
74	BRIDGE STD. M37	MISCELLANEOUS APPROACH DETAILS	2-10-66
75	BRIDGE STD. M38	MISCELLANEOUS APPROACH DETAILS	2-10-66
76	BRIDGE STD. M39	MISCELLANEOUS APPROACH DETAILS	2-10-66
77	BRIDGE STD. M40	MISCELLANEOUS APPROACH DETAILS	2-10-66
78	BRIDGE STD. M41	MISCELLANEOUS APPROACH DETAILS	2-10-66
79	BRIDGE STD. M42	MISCELLANEOUS APPROACH DETAILS	2-10-66
80	BRIDGE STD. M43	MISCELLANEOUS APPROACH DETAILS	2-10-66
81	BRIDGE STD. M44	MISCELLANEOUS APPROACH DETAILS	2-10-66
82	BRIDGE STD. M45	MISCELLANEOUS APPROACH DETAILS	2-10-66
83	BRIDGE STD. M46	MISCELLANEOUS APPROACH DETAILS	2-10-66
84	BRIDGE STD. M47	MISCELLANEOUS APPROACH DETAILS	2-10-66
85	BRIDGE STD. M48	MISCELLANEOUS APPROACH DETAILS	2-10-66
86	BRIDGE STD. M49	MISCELLANEOUS APPROACH DETAILS	2-10-66
87	BRIDGE STD. M50	MISCELLANEOUS APPROACH DETAILS	2-10-66
88	BRIDGE STD. M51	MISCELLANEOUS APPROACH DETAILS	2-10-66
89	BRIDGE STD. M52	MISCELLANEOUS APPROACH DETAILS	2-10-66
90	BRIDGE STD. M53	MISCELLANEOUS APPROACH DETAILS	2-10-66
91	BRIDGE STD. M54	MISCELLANEOUS APPROACH DETAILS	2-10-66
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94	BRIDGE STD. M57	MISCELLANEOUS APPROACH DETAILS	2-10-66
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103	BRIDGE STD. M66	MISCELLANEOUS APPROACH DETAILS	2-10-66
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113	BRIDGE STD. M76	MISCELLANEOUS APPROACH DETAILS	2-10-66
114	BRIDGE STD. M77	MISCELLANEOUS APPROACH DETAILS	2-10-66
115	BRIDGE STD. M78	MISCELLANEOUS APPROACH DETAILS	2-10-66
116	BRIDGE STD. M79	MISCELLANEOUS APPROACH DETAILS	2-10-66
117	BRIDGE STD. M80	MISCELLANEOUS APPROACH DETAILS	2-10-66
118	BRIDGE STD. M81	MISCELLANEOUS APPROACH DETAILS	2-10-66
119	BRIDGE STD. M82	MISCELLANEOUS APPROACH DETAILS	2-10-66
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135	BRIDGE STD. M98	MISCELLANEOUS APPROACH DETAILS	2-10-66
136	BRIDGE STD. M99	MISCELLANEOUS APPROACH DETAILS	2-10-66
137	BRIDGE STD. M100	MISCELLANEOUS APPROACH DETAILS	2-10-66

TRAFFIC DATA	
A.D.T. (1962)	39,792 V.P.D.
A.D.T. (1975 PROJECTED)	58,945 V.P.D.
TRUCKS	7 %
DESIGN SPEED	70 M.P.H.
ACCESS CONTROL	FULL

THESE PLANS PREPARED BY  
**ALDEN E. STILSON & ASSOCIATES LIMITED**  
CONSULTING ENGINEERS  
COLUMBUS, OHIO  
BY Tom W. Stinson, P.E. 1-1-66  
DATE

RIGHT OF WAY FOR THIS PROJECT  
INCLUDED IN PROJECT I-465-4(115)127

APPROVED: *[Signature]*  
DATE: 2-1-66



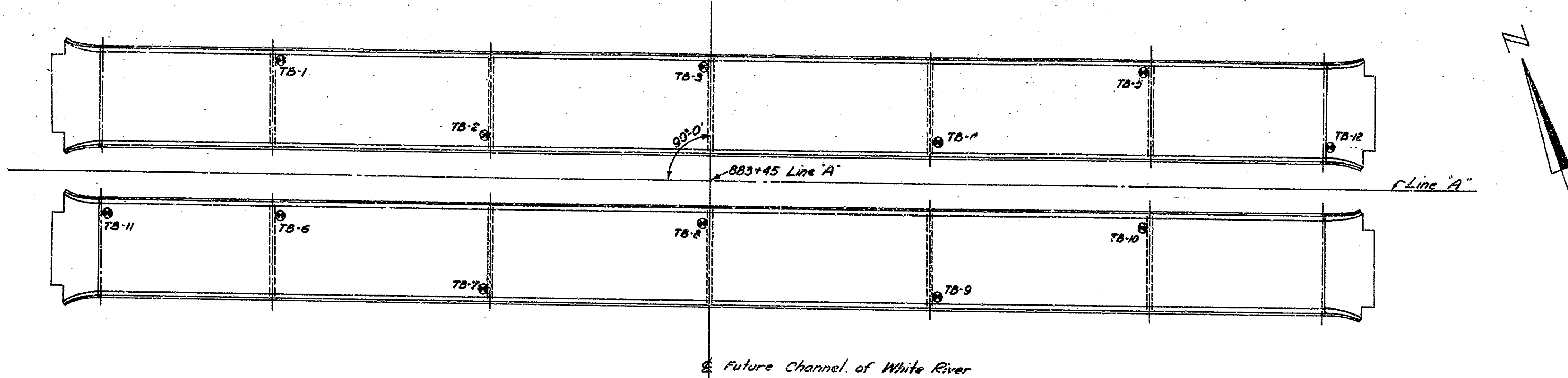
DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
APPROVED: \_\_\_\_\_  
ENGINEER DATE

INDIANA STATE HIGHWAY COMMISSION  
STANDARD SPECIFICATIONS DATED 1963  
TO BE USED WITH THESE PLANS.

REVISIONS			
NO.	DATE	BY	DESCRIPTION
1	1-1-66	T.S.	ISSUED FOR BIDDING
2	4-15-66	T.S.	REVISED FOR FIELD CHANGES

RECOMMENDED FOR APPROVAL 1-18-66  
*[Signature]*





BORING NO.	TB-1		TB-2		TB-3		TB-4		TB-5		TB-6	
STATION	881+31		882+59		883+42		884+53		885+60		881+31	
OFFSET	54' Lt.		20' Lt.		54' Lt.		20' Lt.		54' Lt.		20' Rt.	
GROUND ELEV.	707.4		712.1		724.9		728.5		728.9		707.6	
730	SAMPLE NO. ELEV.	N	DESCRIPTION	SAMPLE NO. ELEV.	N	DESCRIPTION	SAMPLE NO. ELEV.	N	DESCRIPTION	SAMPLE NO. ELEV.	N	DESCRIPTION
725												
720												
715	707.6		Water Surface ▲	715.8		Water Surface ▲	716.4					
710				716.1		Ground Elev.						
705	707.4	1	Ground Elev.		2	Brown fine to coarse sand and gravel, wet-medium dense to dense		3	11/16			
700		2	Brown fine to coarse sand and gravel, wet-dense to very dense		4	11/16		7	11/16			
695		3			5	11/16		8	11/16			
690		4			6	11/16		9	11/16			
685		5			7	11/16		10	11/16			
680		6			8	11/16		11	11/16			
675					9	11/16		12	11/16			
670					10	11/16		13	11/16			
					11	11/16		14	11/16			
					12	11/16		15	11/16			
					13	11/16		16	11/16			
					14	11/16						
					15	11/16						
					16	11/16						

▲ - Denotes Ground Water Table  
 N - Denotes the number of blows required to drive a 1 1/2" I.D., 2" O.D. split spoon sampler 6" by means of a 140# weight falling 30".

Depth of Boring - 30'-6"      Depth of Boring - 30'-0"      Depth of Boring - 30'-6"      Depth of Boring - 30'-0"      Depth of Boring - 30'-0"      Depth of Boring - 37'-2 1/2"

SOIL BORINGS  
 SCALES: HORIZ. 1"=30'-0", VERT. 1"=5'-0"  
 SUBMITTED FOR APPROVAL Tom R. [Signature]  
 PROJECT I-465-4(115)127  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE I-465-127-5155



PLAN  
 NOTE BOOK  
 R. OF WAY FILED

BORING NO.	7B-7	7B-8	7B-9	7B-10	7B-11	7B-12
STATION	882+33	883+42	884+53	885+60	886+45	886+50
OFFSET	54' RL	20' RL	54' RL	20' RL	20' RL	20' LL
GROUND ELEV.	713.0	729.8	730.0	728.3	734.2	728.5
735						
730		1 788.8	1 788.0	1 788.3	1 788.5	1 788.5
725		2 789.0	2 785.0	2 788.3	2 787.7	2 785.0
720		3 789.5	3 785.0	3 788.3	3 787.7	3 785.0
715	718.7	4 789.5	4 785.0	4 788.3	4 787.7	4 785.0
710	718.0	5 789.5	5 785.0	5 788.3	5 787.7	5 785.0
705		6 789.5	6 785.0	6 788.3	6 787.7	6 785.0
700		7 789.5	7 785.0	7 788.3	7 787.7	7 785.0
695		8 789.5	8 785.0	8 788.3	8 787.7	8 785.0
690		9 789.5	9 785.0	9 788.3	9 787.7	9 785.0
685		10 789.5	10 785.0	10 788.3	10 787.7	10 785.0
680		11 789.5	11 785.0	11 788.3	11 787.7	11 785.0

▲ - Denotes Ground Water Table.  
 N - Denotes the number of blows required to drive a 1 1/2" I.D., 2" O.D. split spoon sampler 6" by means of a 140# weight falling 30".

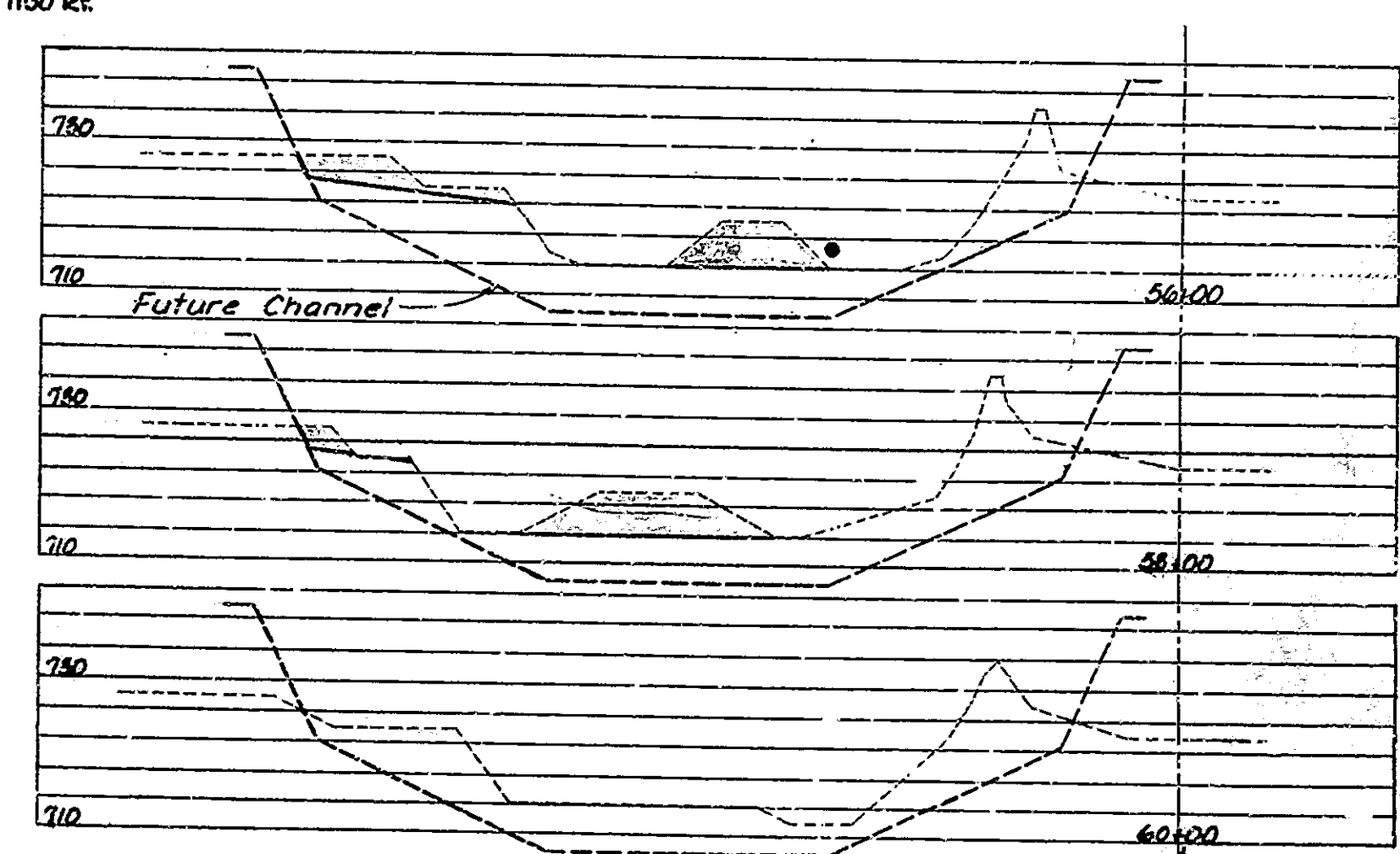
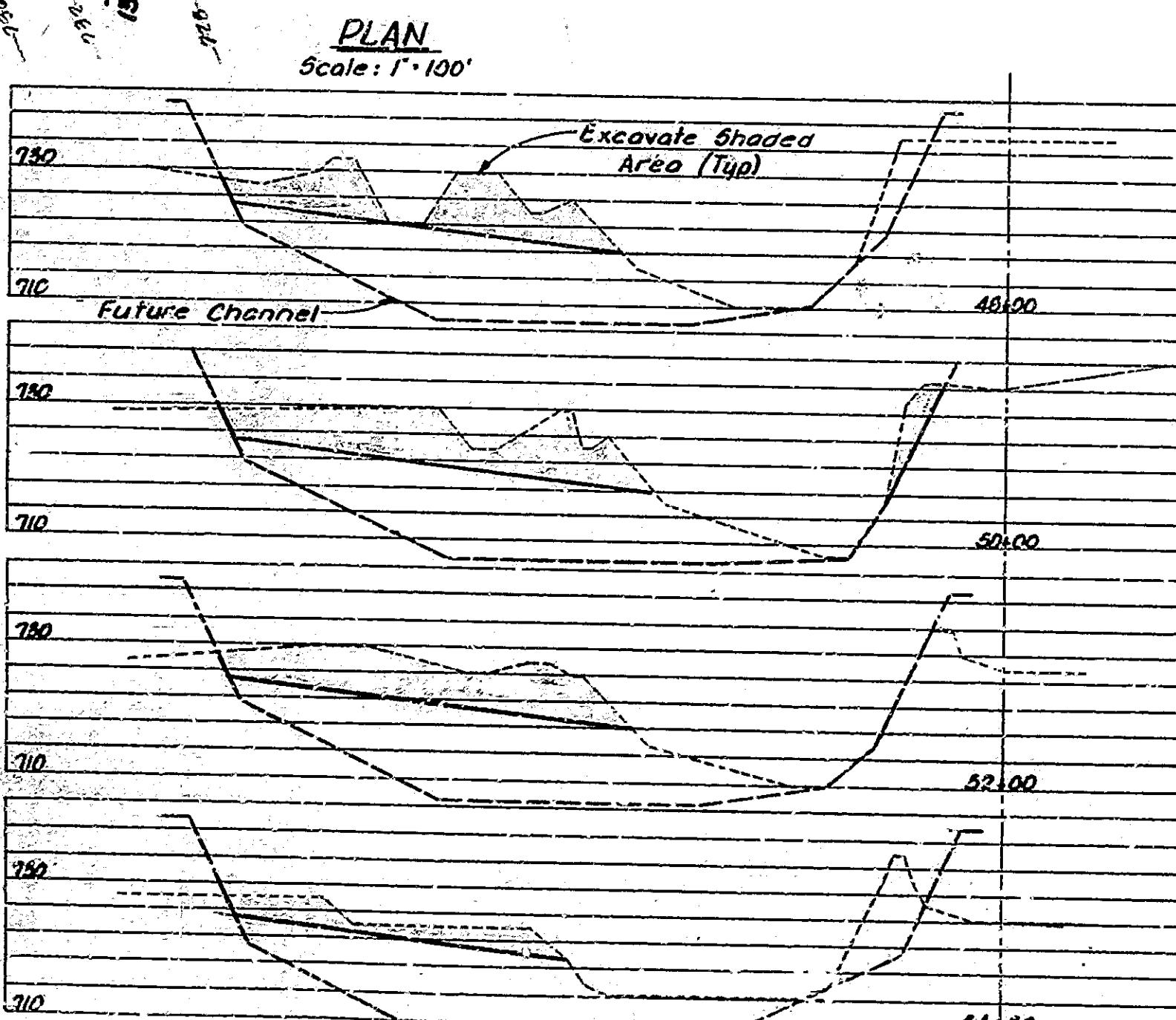
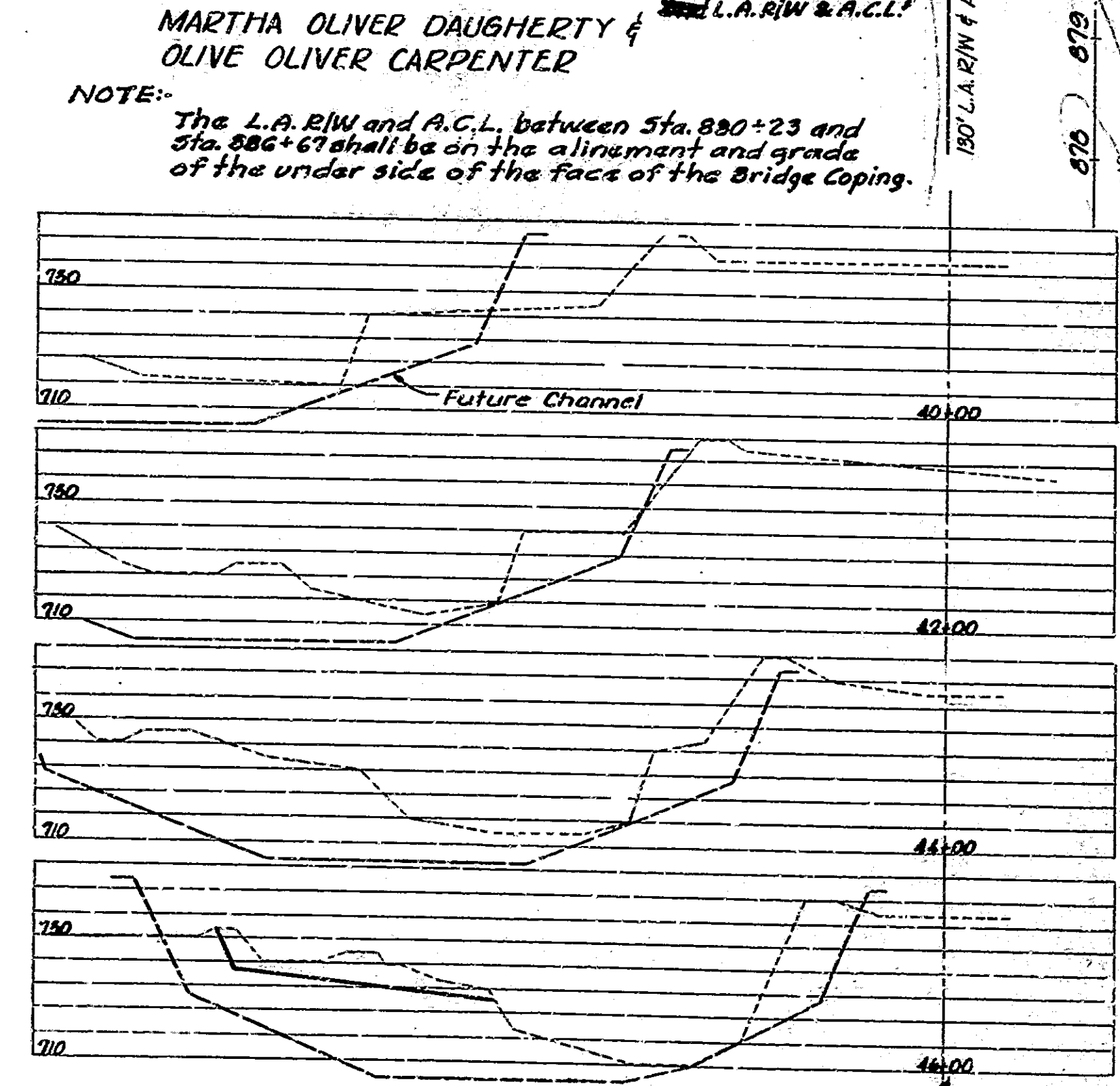
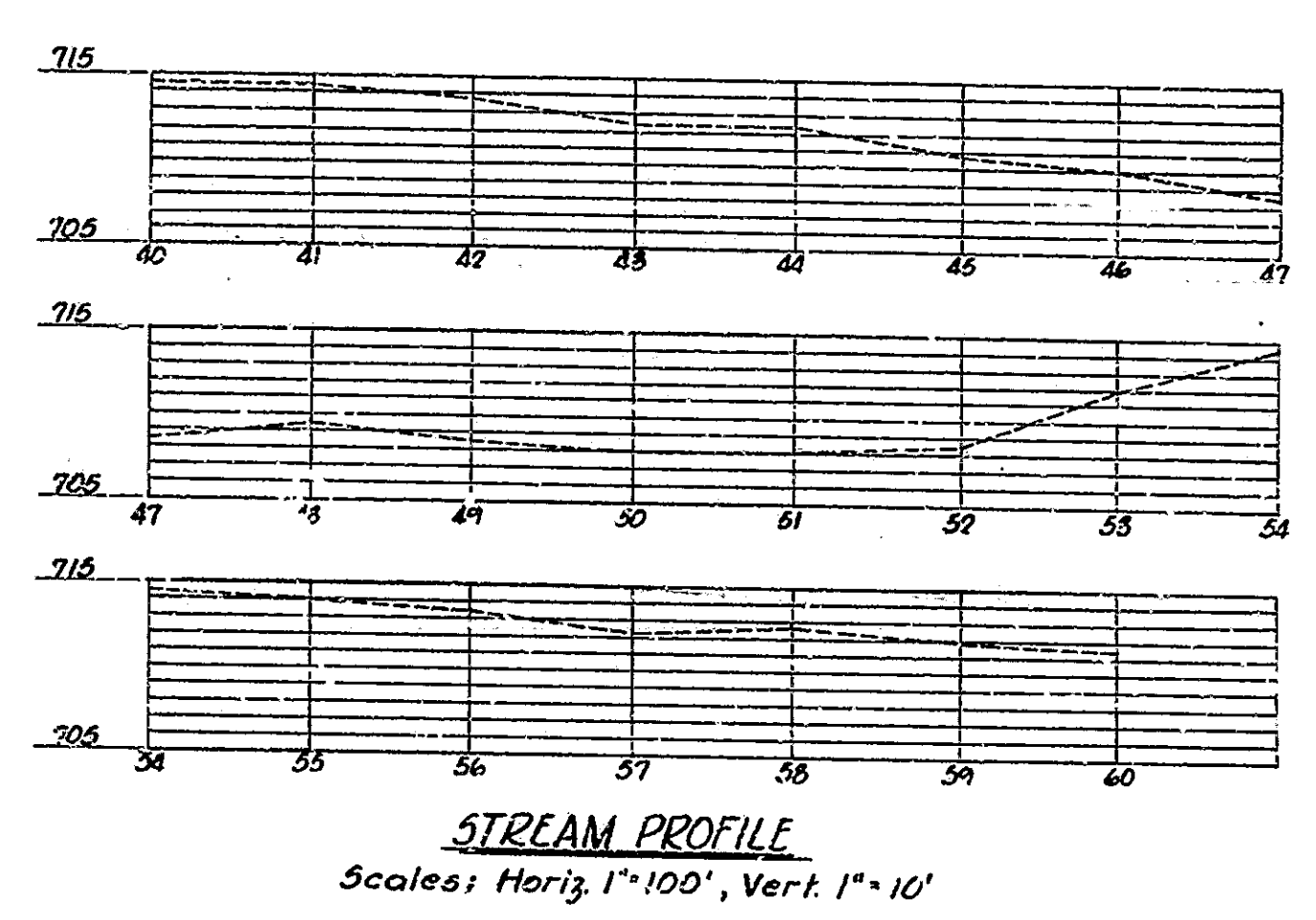
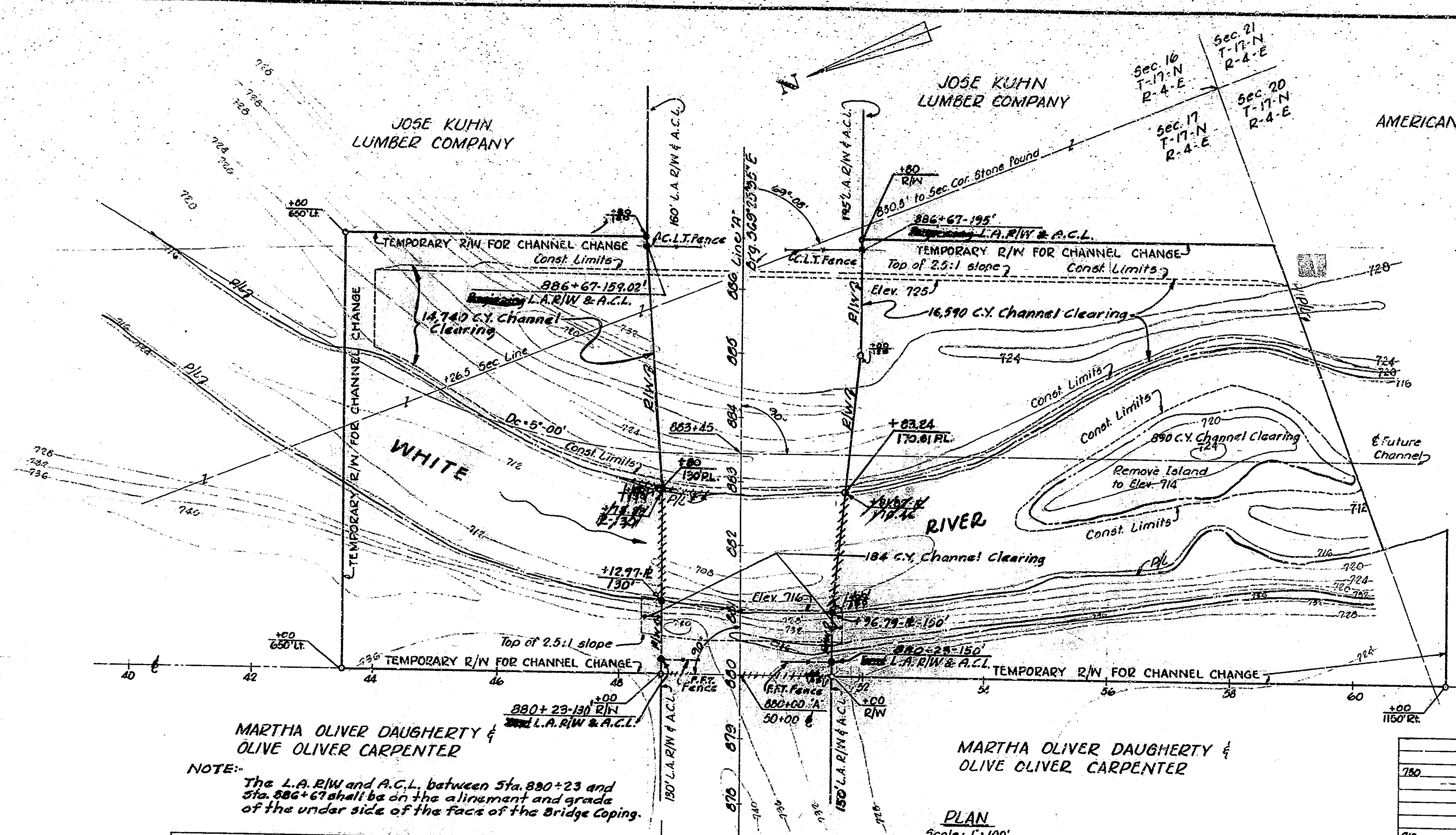
PROFILE  
 NOTE BOOK  
 R. OF WAY FILED

Depth of Boring - 30'-0"      Depth of Boring - 30'-0"      Depth of Boring - 30'-0"      Depth of Boring - 30'-0"      Depth of Boring - 31'-5"      Depth of Boring - 30'-0"

**SOIL BORINGS**  
 SCALES: HORIZ. 1"=30'-0", VERT. 1"=5'-0"  
 SUBMITTED FOR APPROVAL *T. L. H. Anderson, P.E.*  
 PROJECT I-465-4(115)127  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE I-465-127-5265



BRIDGES OVER 20' SPAN					
PUB. PROJ. REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4 (115)127	1965	7	46



**MARTHA OLIVER DAUGHERTY & OLIVE OLIVER CARPENTER**  
NOTE:-  
The L.A. R/W and A.C.L. between Sta. 880+23 and Sta. 886+67 shall be on the alignment and grade of the under side of the face of the Bridge Coping.

**MARTHA OLIVER DAUGHERTY & OLIVE OLIVER CARPENTER**

**PLAN**  
Scale: 1"=100'

**SECTIONS**  
Scale: Horiz. 1"=100', Vert. 1"=20'

REV. 4-19-65 R/W  
REV. 4-20-65 R/W, Note, L.A. R/W & A.C.L.  
REV. 2-26-68 R/W, Channel Clearing Quantities Added

**WHITE RIVER CHANNEL IMPROVEMENT over WHITE RIVER on INTERSTATE 465**  
**INDIANA STATE HIGHWAY COMMISSION**

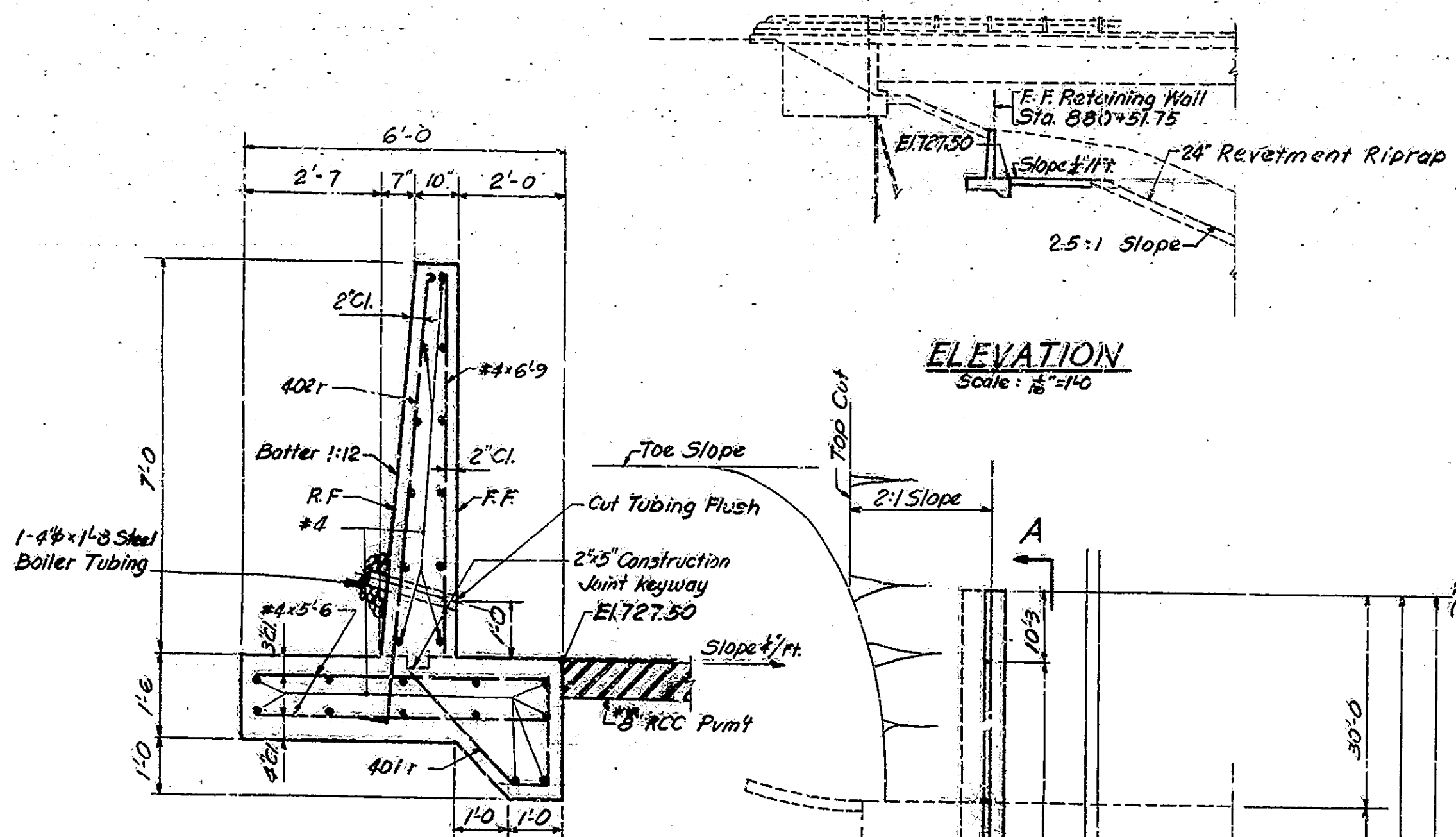
SCALE:- As Shown April 20, 1965  
SUBMITTED FOR APPROVAL: Tom E. Underwood, P.E.  
DRAWING: CF  
PROJECT:- I-465-4(115)127 (North Leg)  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE:- I-465-127-5255

DESIGNED: TLU	CHKD: PND
DRAWN: PND	CHKD: G.E.H.
TRACED: PND	CHKD: G.E.H.

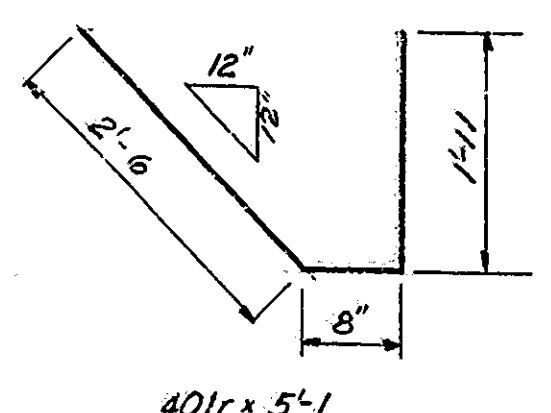
4-15-68 WPS JMA



BRIDGES OVER 20' SPAN					
PUB. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-465-4(115)127	1967	7A	86



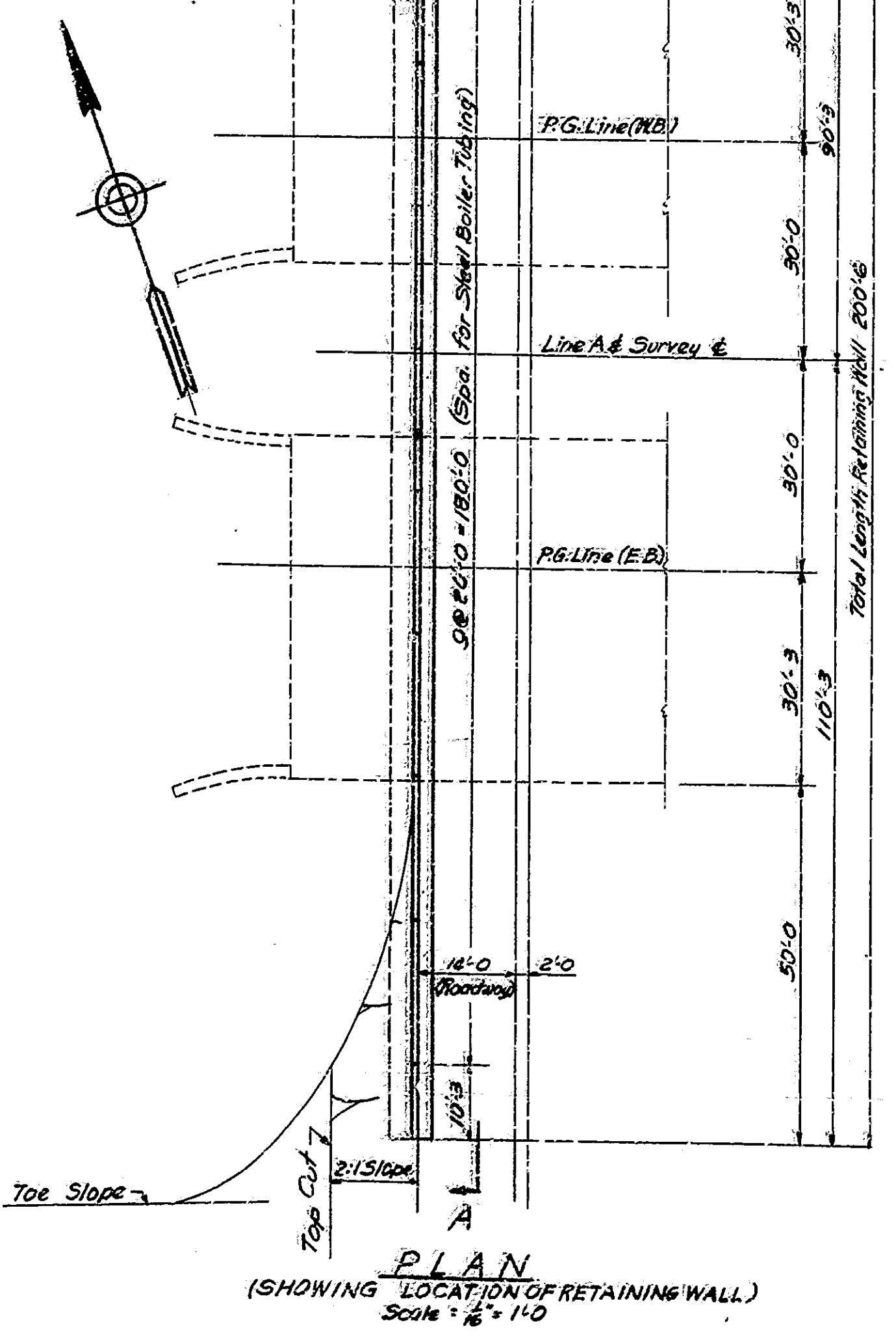
**SECTION B-B**  
Scale: 1/2" = 1'-0"



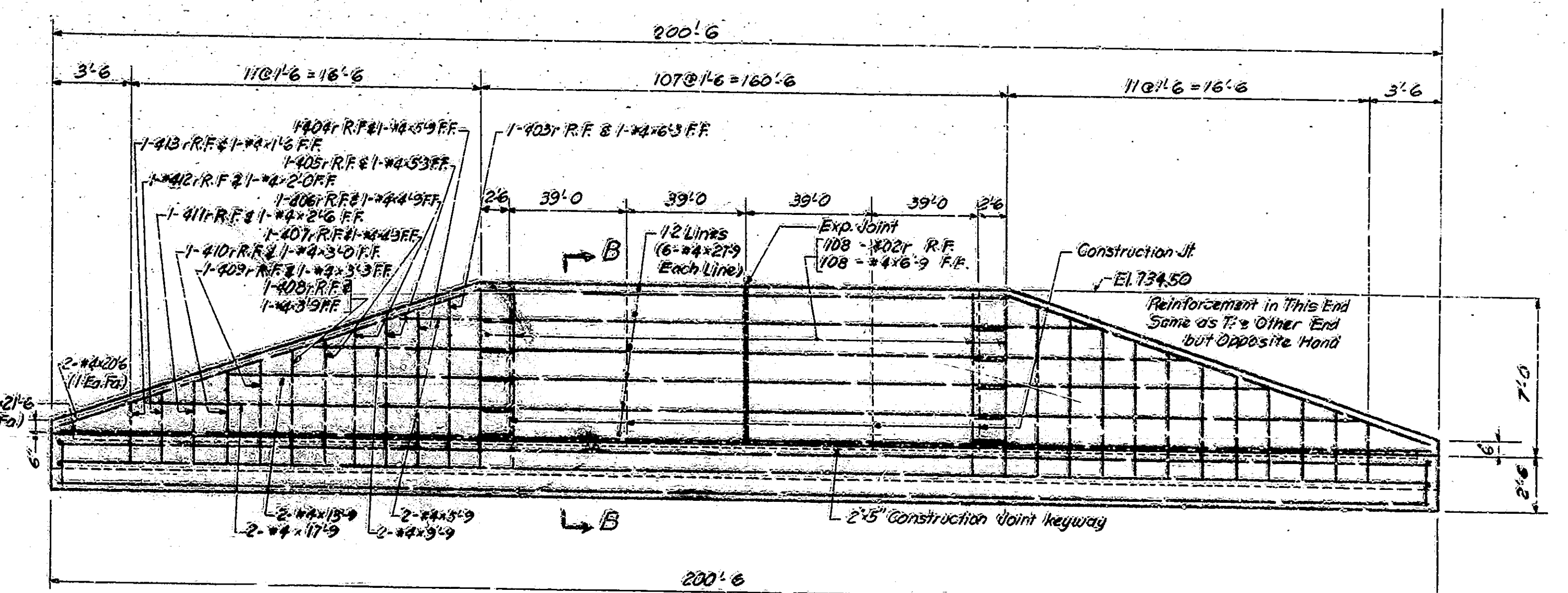
401r x 5'-1

402r	8'-0
403r	7'-6
404r	7'-0
405r	6'-6
406r	6'-0
407r	5'-7
408r	5'-1
409r	4'-7
410r	4'-1
411r	3'-7
412r	3'-1
413r	2'-8

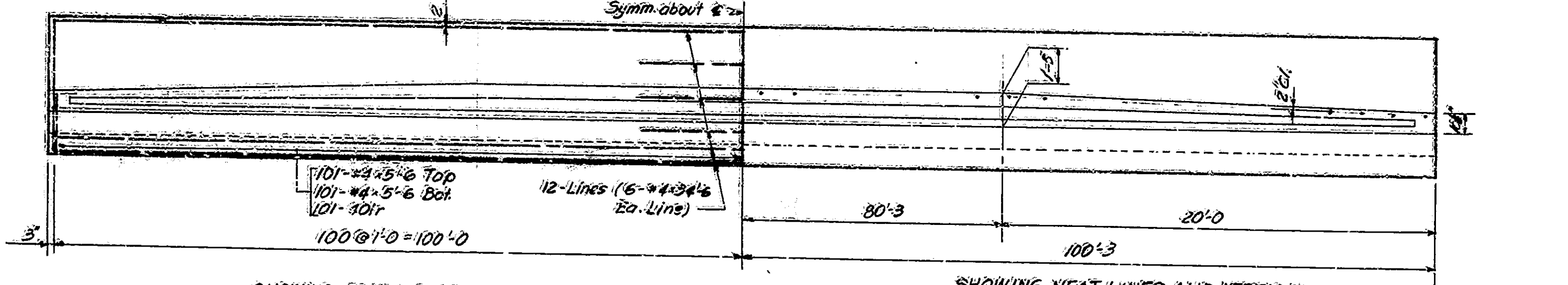
402r	8'-6
403r	8'-0
404r	7'-6
405r	7'-0
406r	6'-6
407r	6'-1
408r	5'-7
409r	5'-1
410r	4'-7
411r	4'-1
412r	3'-7
413r	3'-2



**PLAN**  
(SHOWING LOCATION OF RETAINING WALL)  
Scale: 1/8" = 1'-0"



**VIEW A-A**  
Scale: 1/4" = 1'-0"



SHOWING FOOTING STEEL

SHOWING NEAT LINES AND VERTICAL STEEL EXTENDING INTO FOOTING

**BILL OF MATERIALS**  
**REINFORCING STEEL**

MARK AND SIZE	NO. OF BARS	LENGTH	WEIGHT (LB)
401r	201	5'-1	
402r	108	8'-0	
403r	2	7'-6	
404r	2	7'-0	
405r	2	6'-6	
406r	2	6'-0	
407r	2	5'-7	
408r	2	5'-1	
409r	2	4'-7	
410r	2	4'-1	
411r	2	3'-7	
412r	2	3'-1	
413r	2	2'-8	
#4	72	3'-6	
#4	4	2'-6	
#4	4	2'-0	
#4	4	1'-9	
#4	4	1'-3	
#4	108	6'-3	
#4	2	6'-3	
#4	6	3'-3	
#4	2	3'-3	
#4	2	4'-9	

**FOOTING PLAN**  
Scale: 1/4" = 1'-0"

#4	2	4'-3		
#4	2	3'-9		
#4	2	3'-3		
#4	2	3'-0		
#4	2	2'-6		
#4	2	2'-0		
#4	2	1'-6		
Total #4 Steel			6556 lbs	
Paint Concrete				
Wall				53.1 C.Y.
Footing				78.0 C.Y.
#4 Drains (Steel Boiler Tubing) 105 lbs (10-4\"/>				

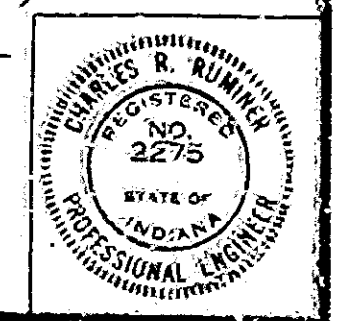
\*Billed on the Summary Sheet as Cast Iron

Notes:  
For Reinforcing Bar Notes see Br. Std. C.I.  
For Drain Details, Exp. Jt. Details and Construction Jt. Details see Br. Std. C.I.  
\*\* Mesh for 8" R.C.C. Pavement to conform to Standard Pavement Section E-11-IR.

**RETAINING WALL**  
**INDIANA STATE HIGHWAY COMMISSION**

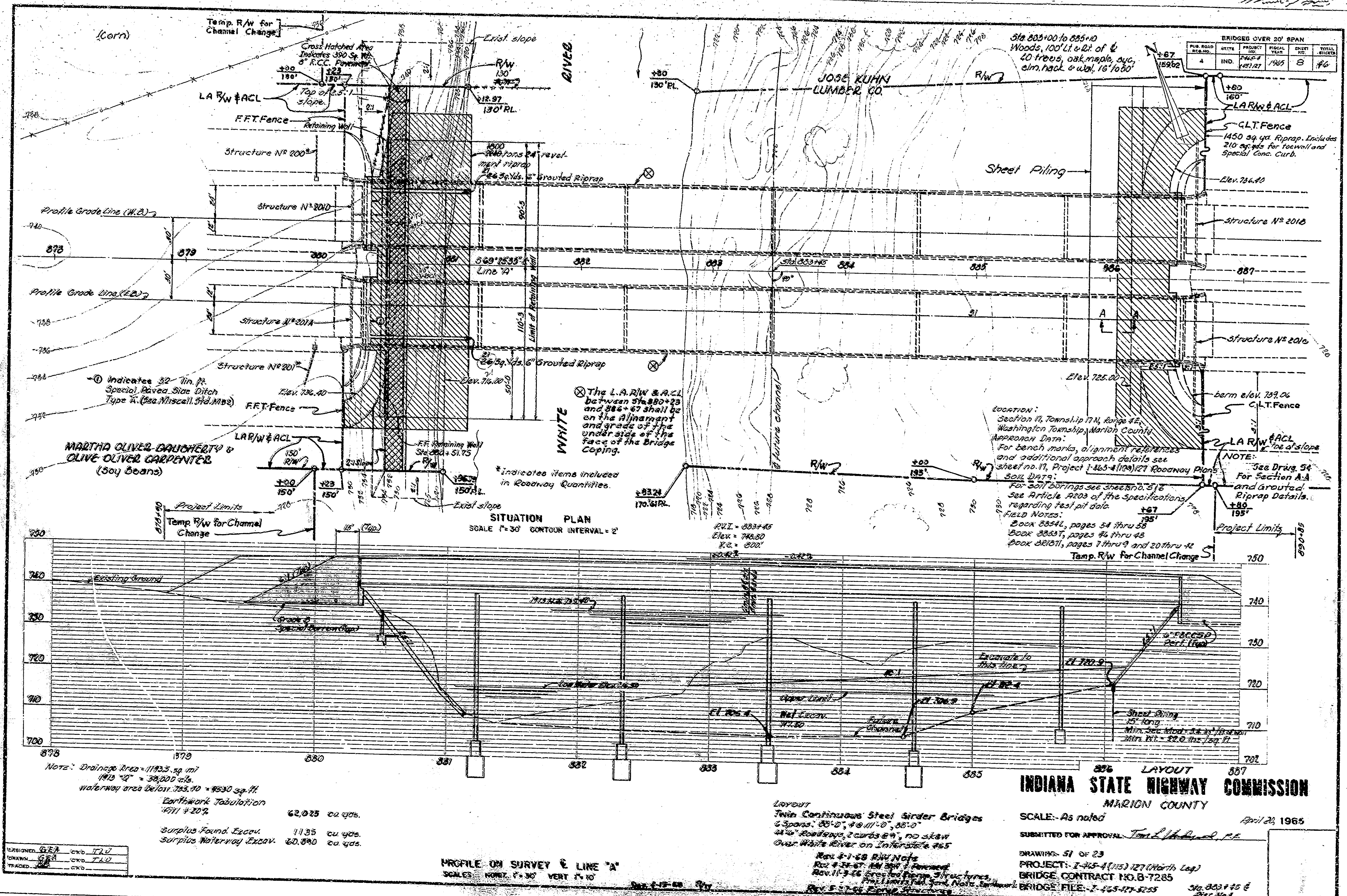
SCALE: AS NOTED  
APRIL 24, 1967

RECOMMENDED FOR APPROVAL: [Signature]  
DRAWING: OF  
PROJECT: I-465-4(115)127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: I-465-127-5255



DESIGNED: CKD  
DRAWN: CHM 4-25-67 CKD, RMB, J-47  
TRACED: CKD





Notes: Drainage Area = 11925 sq. mi.  
 1412 "2" = 39,000 cfs.  
 waterway area below 743.70 = 9590 sq. ft.  
 Earthwork Tabulation  
 1971-2072 62,025 cu. yds.  
 Surplus Found. Excav. 1135 cu. yds.  
 Surplus Waterway Excav. 60,890 cu. yds.

PROFILE ON SURVEY & LINE "A"  
 SCALES HORIZ. 1" = 30' VERT. 1" = 10'

INDIANA STATE HIGHWAY COMMISSION  
 MARION COUNTY

SCALE: As noted  
 SUBMITTED FOR APPROVAL: Tom L. Woodard, P.E.  
 DATE: April 28, 1965  
 DRAWING: 51 of 23  
 PROJECT: 7-465-4 (115) 127 (North Leg)  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE: 7-465-175-3255

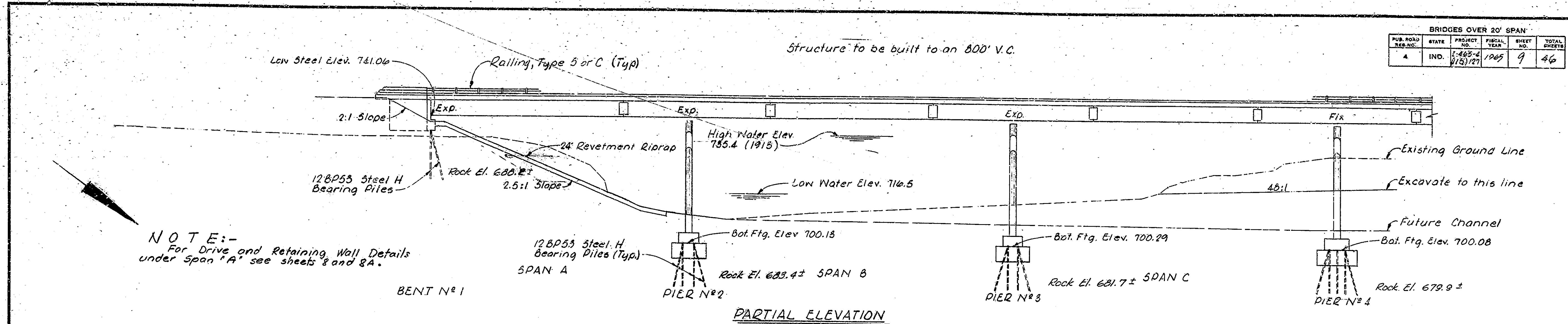
Layout  
 Twin Continuous Steel Girder Bridges  
 6 Spans: 85'-0", 48'-11", 68'-0"  
 44" Roadways, 2 curbs @ 4", no skew  
 Over White River on Interstate 465  
 Rev. 1-1-65 R/W Note  
 Rev. 4-22-67 AM 3rd Payment  
 Rev. 11-3-68 Gravel and Riprap Structures  
 Final Limit of Retaining Wall, Note, etc.  
 Rev. 5-27-68 Erievig Structures

DESIGNED	G.E.A.	CHKD	T.L.U.
DRAWN	G.E.A.	CHKD	T.L.U.
TRACED	G.E.A.	CHKD	T.L.U.

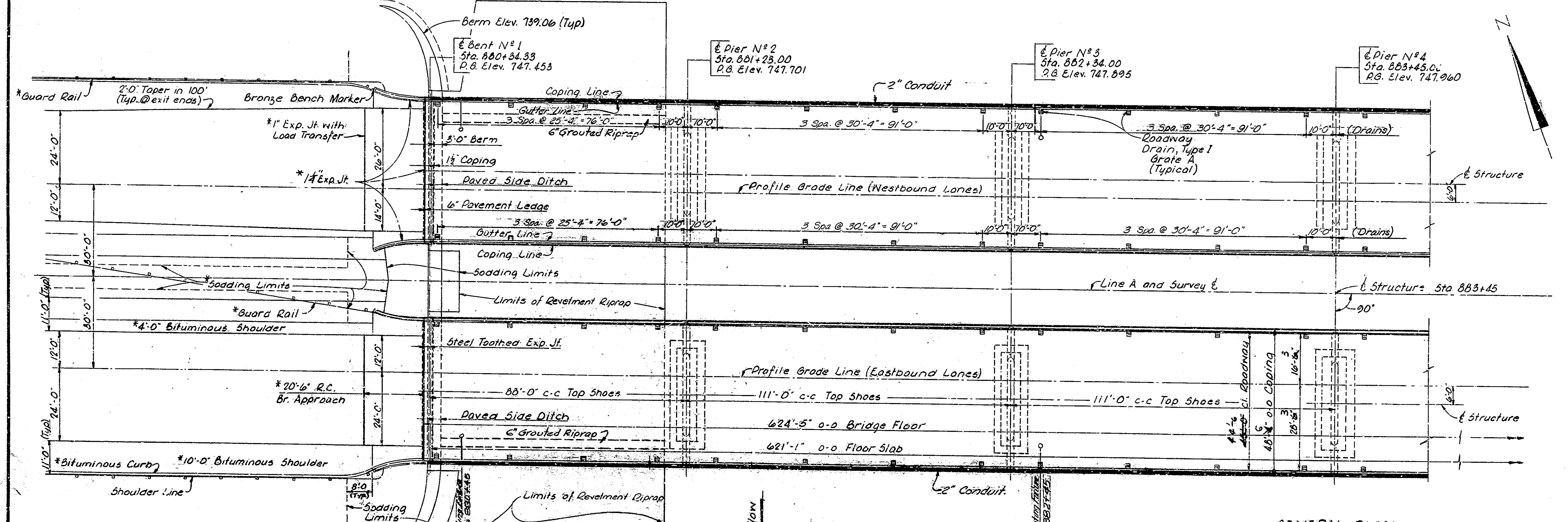
4-15-65 W.P. J.M.



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-463-1 (1/5)/27	1965	9	46



**NOTE:-**  
For Drive and Retaining Wall Details under Span "A" see sheets 8 and 8A.



**DESIGN DATA:** Designed for HS20-44 loading in accordance with 1965 AA3HO specifications. Checked for a special loading consisting of 2-24,000-pound axles spaced 8'-0" apart.

**TYPICAL CROSS SECTION:** For 1-463 typical sections, see Sheet 4.

**Notes:**  
Dimensions and details are typical for both bridges unless otherwise shown.

For General Notes and Typical Section see Drawing 34.

\*Items included in Roadway Contract.  
1. Exp. Joint same as 1" Exp. Joint shown on Bridge 54-C1 except width.  
2. Rev. 2-1-67 Exp. Jt. Design Data Notes.  
3. Rev. 11-5-66 Sodding Notes 201E, 201F, etc.  
Revised 10-7-66 Sodding

**GENERAL PLAN**  
Twin Continuous Steel Girder Bridges  
6 Spans: 88'-0", 4 x 111'-0", 88'-0", 44'-6" Roadway, 2 Curbs @ 9"  
No Skew, Over White River on Interstate Route 465.

**INDIANA STATE HIGHWAY COMMISSION**  
MARION COUNTY

SCALE: 1/16" = 1'-0"  
APRIL 20, 1965

SUBMITTED FOR APPROVAL: Tom L. Anderson, P.E.

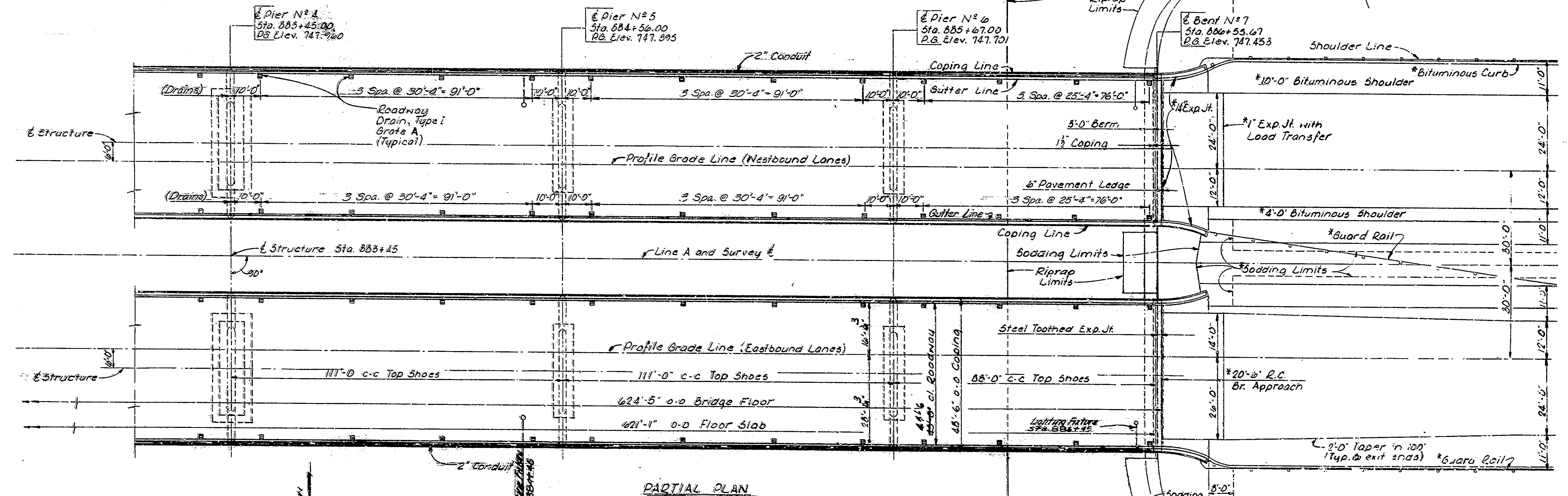
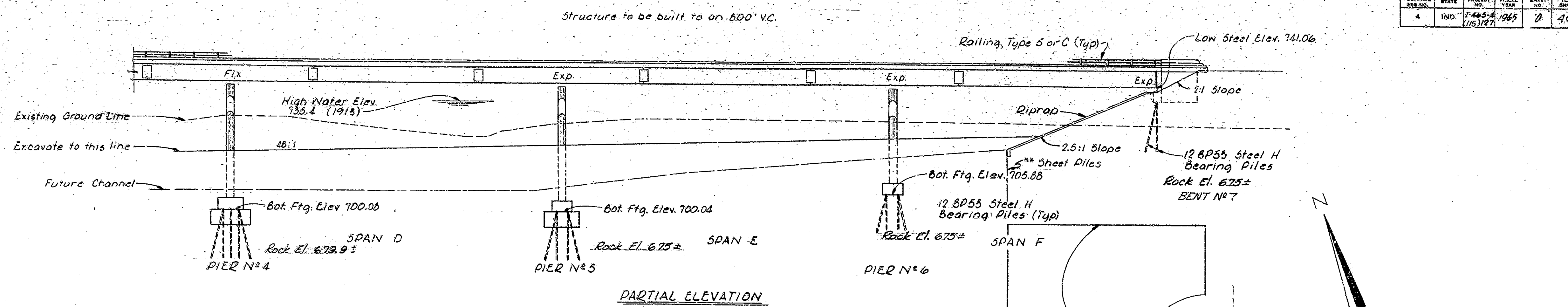
DRAWING: 32 OF 73  
PROJECT: 1-463-1 (1/5)/27 (North Leg)  
BRIDGE CONTRACT NO. B-7285 Sta. 883+45  
BRIDGE FILE: 1-463-101-5255 Pier N° 4

DESIGNED BY	CKD	G.E.A.
DRAWN BY	CKD	G.E.A.
TRACED BY	CKD	

Rev. 4-24-67 Pr. Drive & Retaining Wall Note  
Rev. 2-1-67 Exp. Jt. Design Data Notes  
Rev. 11-5-66 Sodding Notes 201E, 201F, etc.  
Revised 10-7-66 Sodding



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT NO.	FISCAL YEAR	EMPT. NOS.	TOTAL SHEETS
4	IND.	7-445-4 (US) 127	1965	0	46



Notes:  
 Dimensions and details are typical for both bridges unless otherwise shown.  
 For General Notes and Typical Section See Drawing 54.  
 \*Items included in Roadway Contract.  
 \*\* Sheet Piles  
 Min. Sec. Mod. = 5.4 in.<sup>3</sup>/ft. of wall  
 Min. Wt. = 22.0 lbs./sq. ft.

GENERAL PLAN  
 Twin Continuous Steel Girder Bridges  
 6 Spans: 55'-0", 5 @ 11'-0", 88'-0", 14'-6" Roadway, 2 Curbs @ 2'  
 No Skew, Over White River on Interstate Route 465.  
**INDIANA STATE HIGHWAY COMMISSION**  
 MARION COUNTY  
 SCALE: 1/16" = 1'-0"  
 APRIL 22, 1965  
 SUBMITTED FOR APPROVAL: *Tom M. Howard, P.E.*

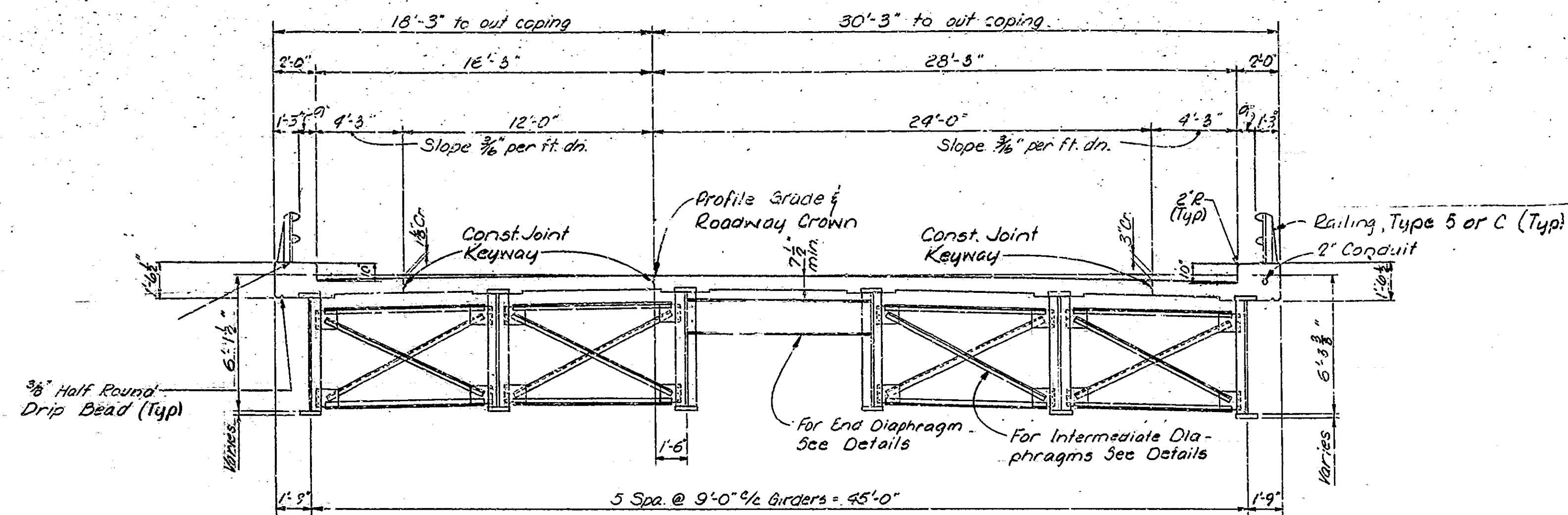
DESIGNED	WLD	CKD	G.E.A.
DRAWN	WLD	CKD	G.E.A.
TRACED		CKD	

Rev. 3-22-67 Cl. Rdwy.  
 Rev. 2-1-67 Exp. Jts.  
 Rev. 11-5-66 Riprap, Sodding, Parapet Side Ditch  
 Rev. 10-7-66 Riprap Details & Guard Rail  
 Rev. 5-27-66 Structures out.

DRAWING: 53 OF 25  
 PROJECT: 7-445-4 (15) 127 (North Leg)  
 BRIDGE CONTRACT NO. B-7285 Sta. 883+45  
 BRIDGE FILE: 7-445-127-5253 Pier N° 4



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-465-4 (1/15/127)	1965	11	46



TYPICAL SECTION  
Scale 1/2" = 1'-0"

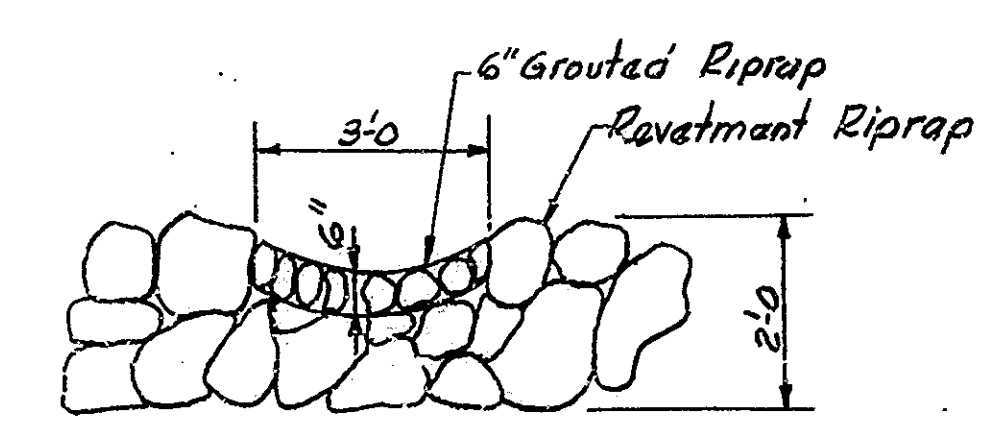
GENERAL NOTES

- EXISTING STRUCTURE:** No present structure at proposed bridge site.
  - FOOTING DEPTH:** Depth of footings to be extended if found necessary. See Article B 403.2(a) of Specifications.
  - PILE CAPACITY AND LENGTH:** Piles shall be driven to approximate refusal. Determine pile lengths by Articles F103 and F203 of Specifications.
  - REINFORCING STEEL COVERING:** Reinforcing steel covering shall be 1/2 inches minimum in top and 1 inch minimum in bottom of floor slabs, 3 inches in footings, except bottom steel which shall be 4 inches and 2 inches in all other parts unless noted.
  - PIER CONCRETE:** Concrete in footings and pier stems to construction joint to be Class "E". Concrete in pier above construction joint to be Class "F".
  - SUPERSTRUCTURE CONCRETE:** Concrete in superstructure to be Class "F".
  - END BENT CONCRETE:** Concrete in end bents to be Class "E".
  - MISCELLANEOUS CONCRETE:** Concrete in concrete toewall and foundation seals to be Class "D".
  - CONCRETE POURS:** Continuous concrete pours shall be required between construction joints as shown on detail plans.
  - WATERPROOFING:** Waterproof backs of mudwalls and wingwalls on end bents in accordance with Specifications.
  - CONCRETE CHAMFER:** Bevel forms 1/4 inch under copings and chamfer exposed edges 1 inch unless noted.
  - DRAINS:** 9/16 standard Type I; Grate A roadway drains to be placed as shown on the General Plan.
  - SLOPE PROTECTION:** Construct Riprap and 24" Revetment Riprap at locations as shown on layout.
  - PILE TOLERANCE:** Maximum tolerance in position of pile head is 2 inches for steel H piles.
  - EXPANSION JOINTS:** Three 1 inch expansion joints with load transfer to be placed in the pavement as shown on Bridge Standard M3.
  - RAILINGS:** All railing posts to be constructed perpendicular to grade.
  - SPECIAL PROVISIONS:** See Special Provisions for items included in this contract.
  - PAY ITEMS:** For pay items covering this structure, see Bridge Summary.
  - SHOP DRAWINGS:** The Contractor shall prepare detailed working or shop drawings to enable him to fabricate, erect and construct all parts of the work in conformity with the Engineer's drawings and specifications and shall submit 5 copies of these to the Engineer. See Article E1103.2 of the Specifications.
  - LIGHTING FIXTURES:** Lighting fixtures are not a part of this project. Conduit, anchor bolts, and copings shall conform to Bridge Std. R-1A. Conduit shall extend 2.5 feet beyond the bridge loop.
- The top of Caps at Bents No. 1 and No. 7 shall be sealed with 2 coats of epoxy resin. See Special Provisions.

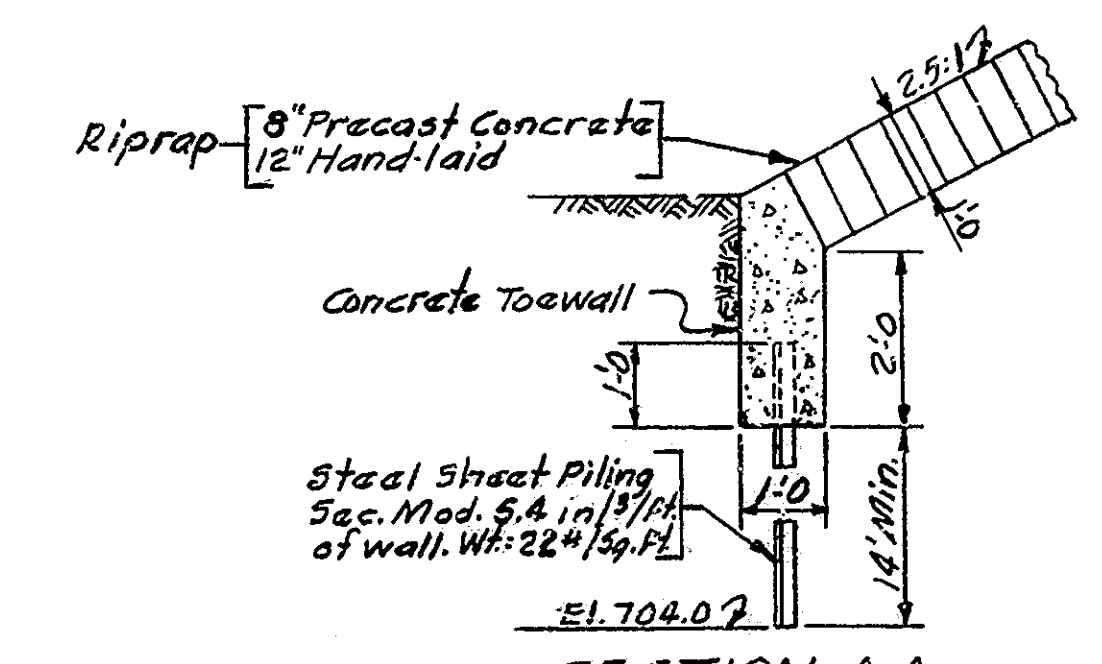
STANDARD DRAWINGS

BRIDGE	ROAD	PURPOSE
C1		Bar bending, test bar samples, reinforcing bar notes, pile splicing 1" Exp. Joint
D		Roadway Drain
M1		Project Limits, Paved Side Ditch
M3		R.C. Bridge Approach *
	M82	Riprap
R1-C		Aluminum Railing Details (Type 5)
R1-E		Aluminum Railing Details
R1-F		Steel Railing Details (Type C)
R2-A		Bridge Lighting Details
S1		Grade B Special Borrow
	MA	Pavement Offsets
	STD. REINF. CONC. BOX CULVERTS	6'-6" x 14.5 Culvert with W3 Wings Ea. End
	Mc	Type D Inlet
	Mo	Type G Casting

\* Not required in bridge contract.



TYPICAL 6" GROUTED & REVETMENT RIPRAP



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

GENERAL PLAN

Thin Continuous Steel Girder Bridges  
6 spans: 88'-0", 4 @ 111'-0", 88'-0", 44'-6" Roadway, 2 Curbs @ 9"  
No skew, over White River on Interstate Route 465.  
**INDIANA STATE HIGHWAY COMMISSION**  
MARION COUNTY

SCALE: 1/2" = 1'-0" April 20, 1965  
SUBMITTED FOR APPROVAL: Tom R. McPherson, P.E.  
DRAWING: 64 OF 23  
PROJECT: 1-465-4 (1/15) 127 (North Leg)  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: 1-465-127-5255

Rev. 4-24-67 Box Culvert Std. Added.  
Rev. 2-1-67 Std. Drawgs.  
Rev. 11-9-66 Notes, Sketches Added.  
Rev. 10-7-66 Notes & Std. Drawgs.  
Rev. 5-27-66 Notes, Std. Drawgs.

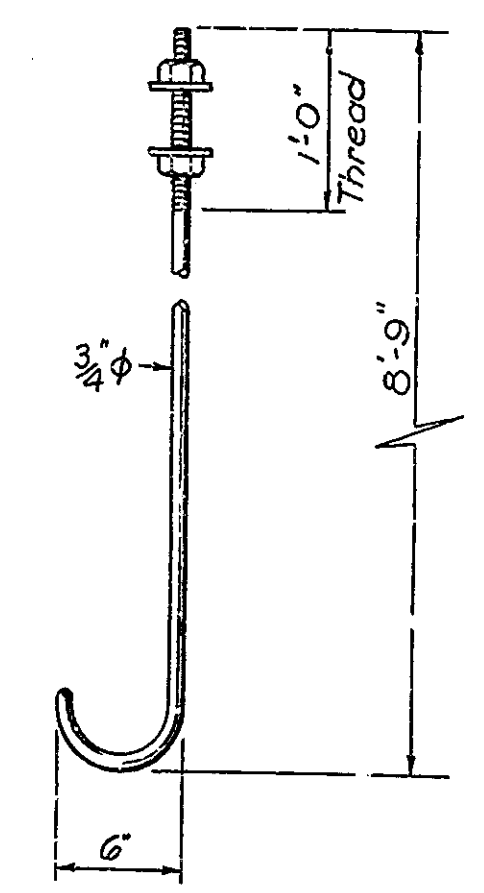
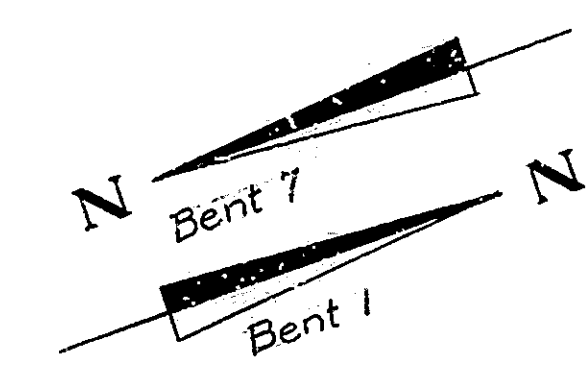
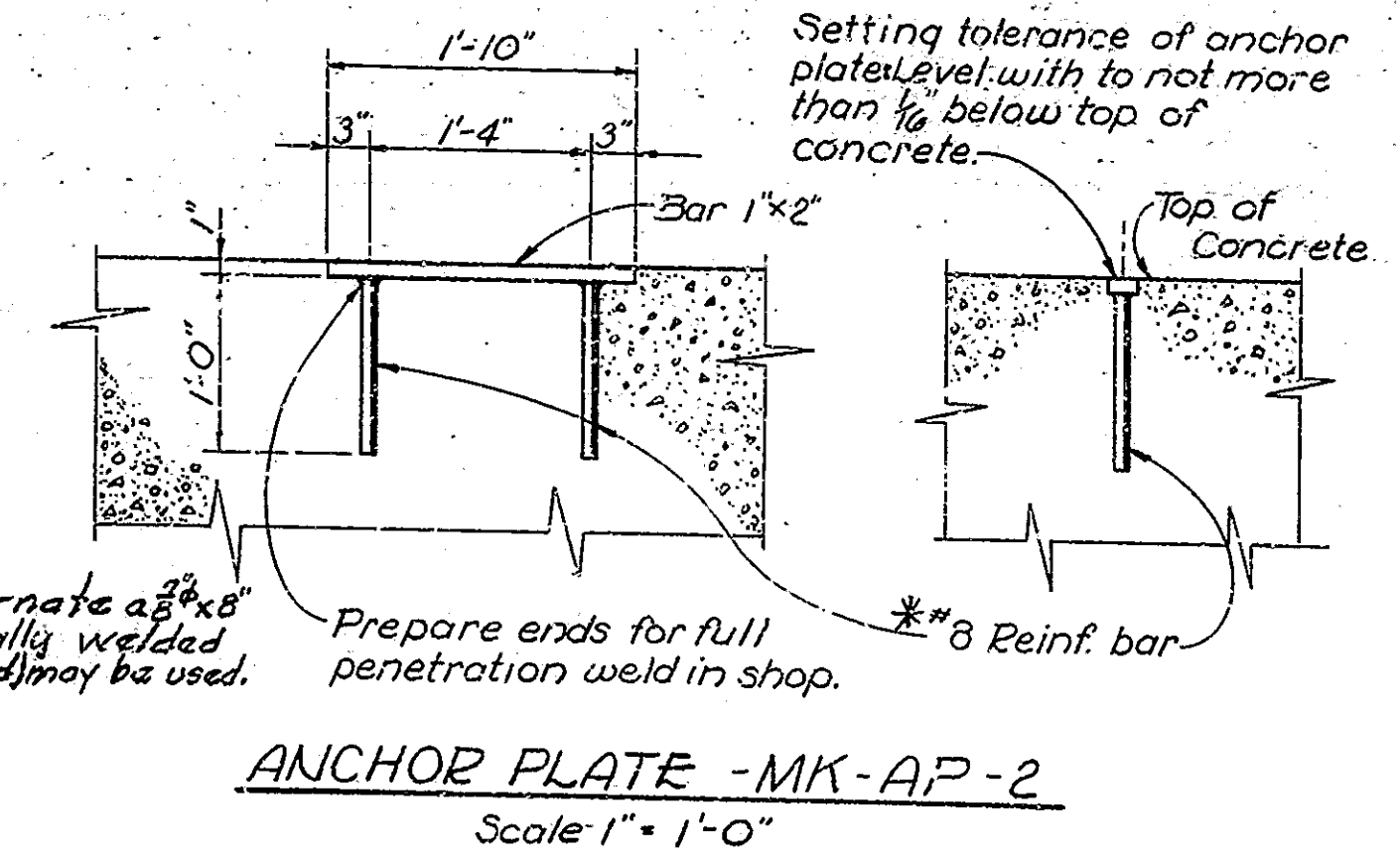
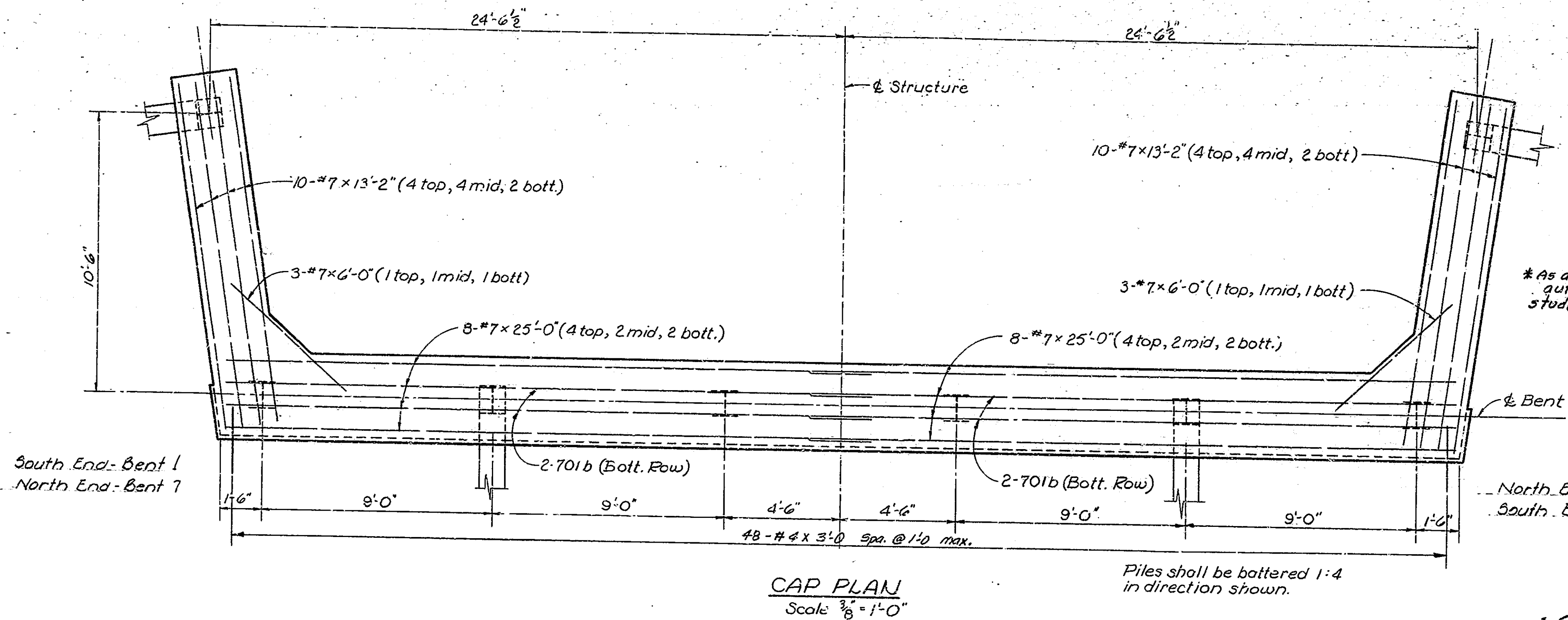
DESIGNED: JND	CKD: GEA
DRAWN: DWH	CKD: GEA
TRACED: _____	CKD: _____







BRIDGES OVER 20' SPAN				
PUB. ROAD	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	1-465-4 (1/15) 127	1965	46



**NOTES:**

**BENT CAP:** Bent cap shall not be poured until after fill has been completed up to approximate elevation of bottom of cap.

**PILES:** 12 BP 53 Steel H bearing piles to be driven to approximate refusal. Approximate pile length is 50 feet at Bent 1 and 63 feet at Bent 7.

**ANCHOR RODS:** Anchor rods MK-AR<sub>7</sub> to be pre-set in the concrete.

**ANCHOR PLATES:** Anchor plates MK-AP<sub>2</sub> to be pre-set in the concrete.

**REINFORCING STEEL:** For reinforcing bar notes, see Bridge Standard C1. RF indicates rear face - FF indicates front face.

**GENERAL NOTES:** See Drawing S4 for General notes.

**ADDITIONAL DETAILS:** For additional details, see Drawings S5 & S7.

**BENTS 1&7 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED April 20, 1965  
 SUBMITTED FOR APPROVAL: *Tom B. Anderson, P.E.*  
 DRAWING: S6 OF 23  
 PROJECT: I-465-4 (1/15) 127  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE: I-465-127-5255

DESIGNED: *FWD* C.W.D. *G.E.A.*  
 DRAWN: *Speckma* C.W.D. *G.E.A.*  
 TRACED: C.W.D.

Rev. 10/7/66 Reinf. Steel  
 Rev. 5-27-66 Anchor Pls.

November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
1-465-4(1/15)127	A	13	46	I-465-127-5255



BRIDGES OVER 20' SPAN					
PUR. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4 (1/15) 127	1965	14	46

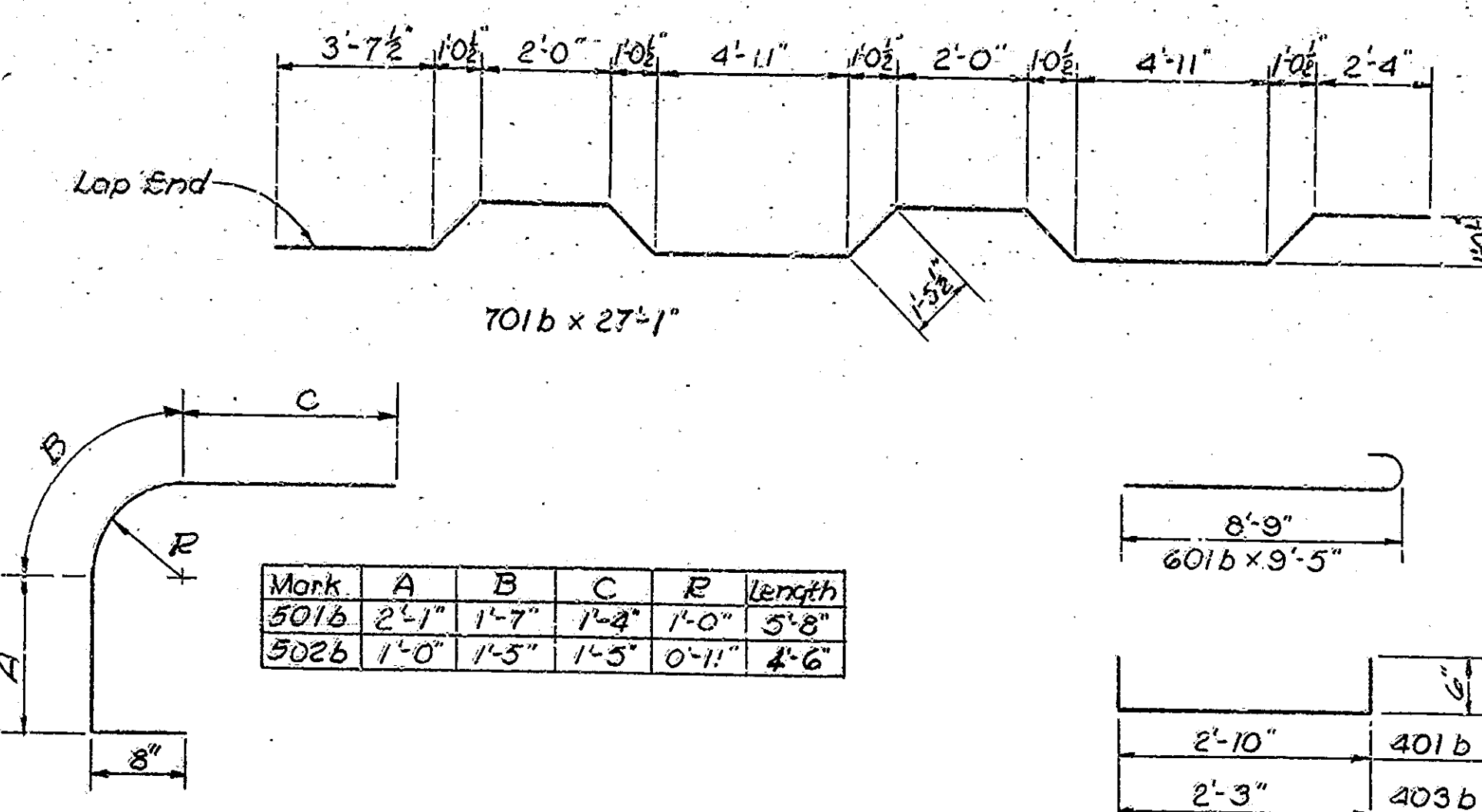
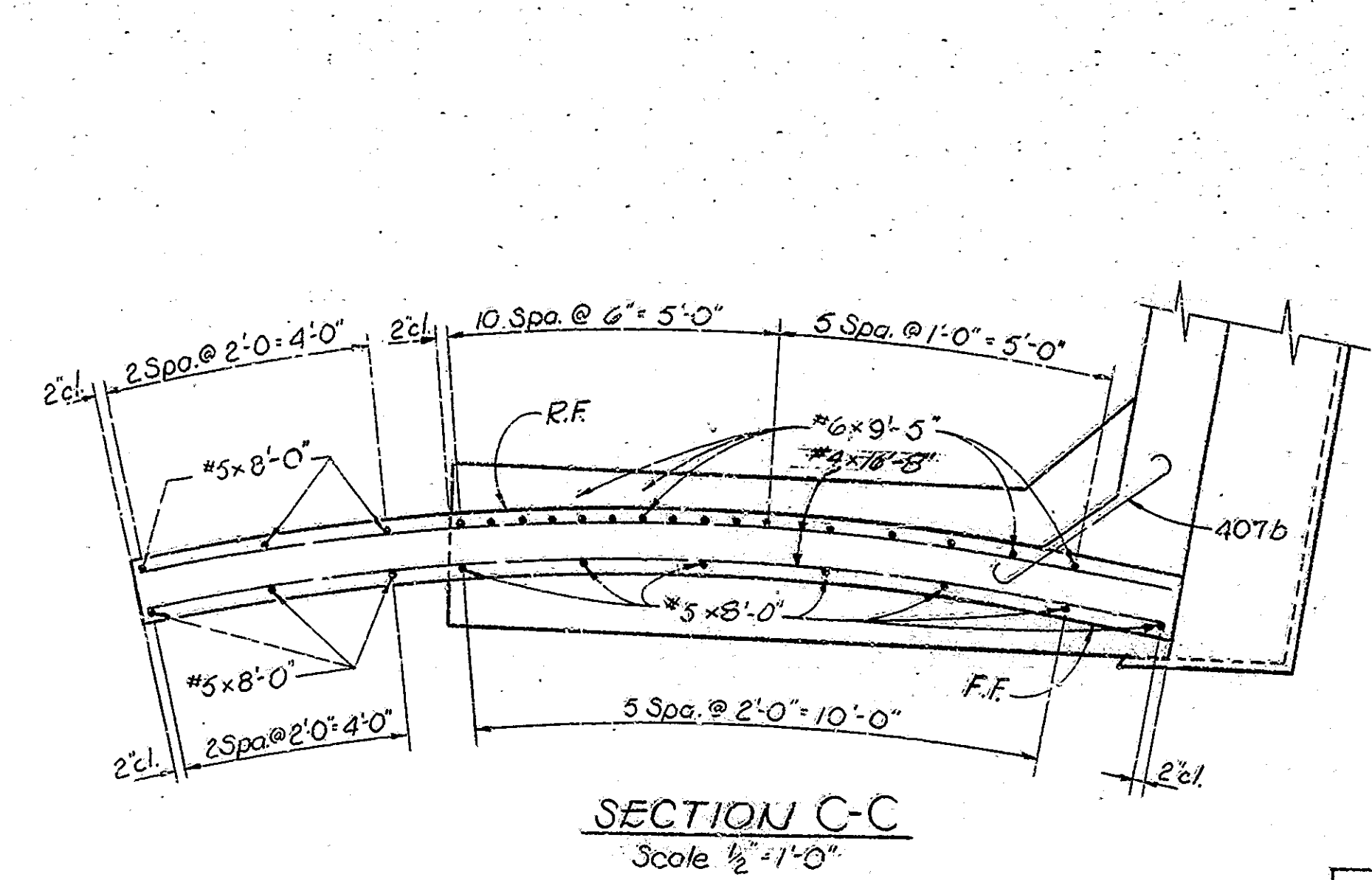
**BILL OF MATERIALS**  
Bent 1 EBL  
All others same

REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight
701b	4	27'-1"	221
#7	16	25'-0"	818
#7	6	6'-0"	74
#7	20	13'-2"	538
		Total #7	1651
601b	44	9'-5"	622
#6	4	16'-8"	100
#6	32	9'-5"	453
		Total #6	1175
501b	4	5'-8"	24
502b	4	4'-6"	19
503b	30	4'-1"	128
#5	24	16'-8"	417
#5	8	6'-7"	55
#5	26	8'-0"	217
		Total #5	860
401b	78	3'-10"	200
402b	34	8'-2"	186
403b	28	3'-3"	61
404b	14	7'-7"	71
407b	18	4'-6"	54
#4	48	3'-0"	96
#4	30	16'-10"	337
		Total #4	1005

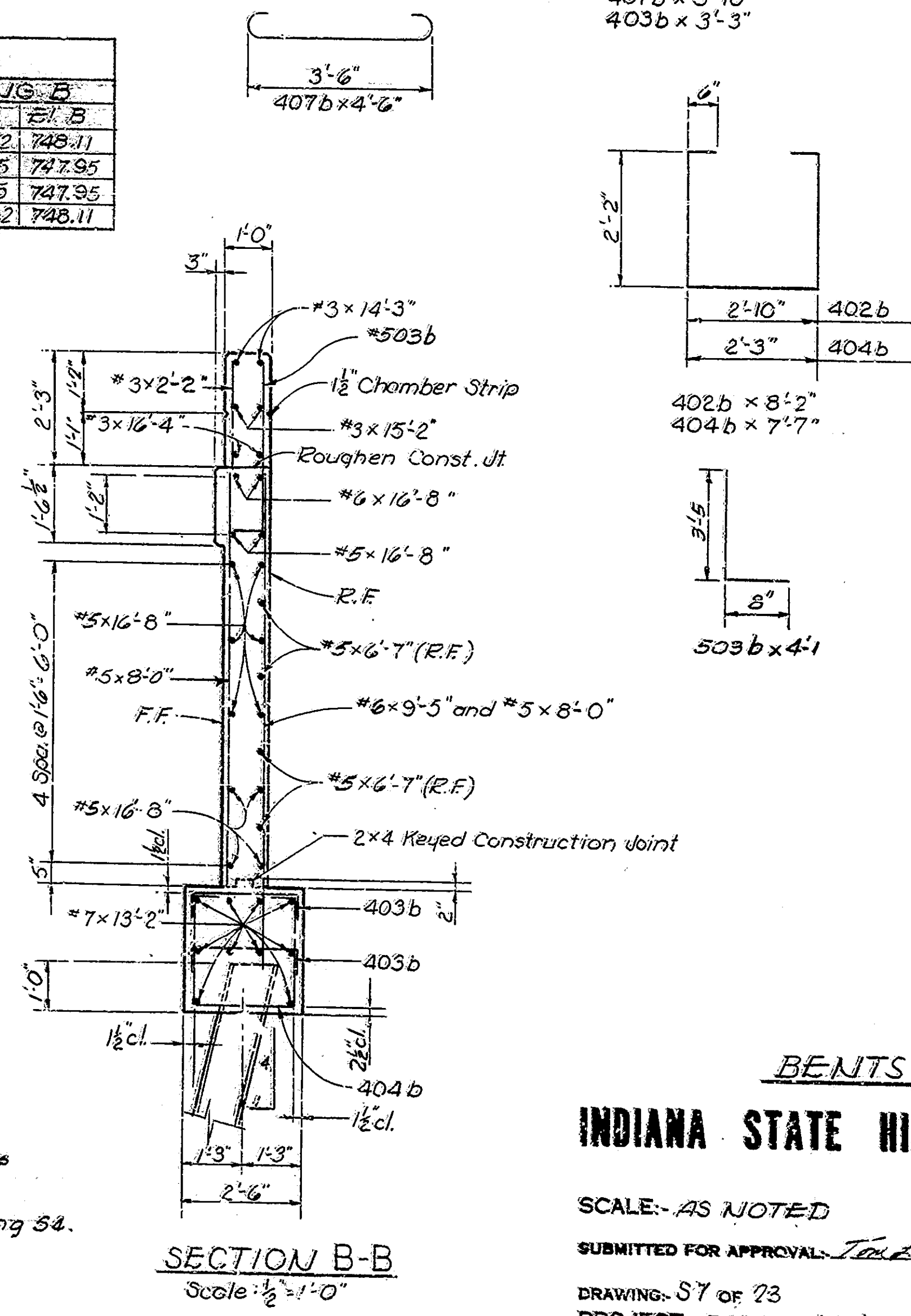
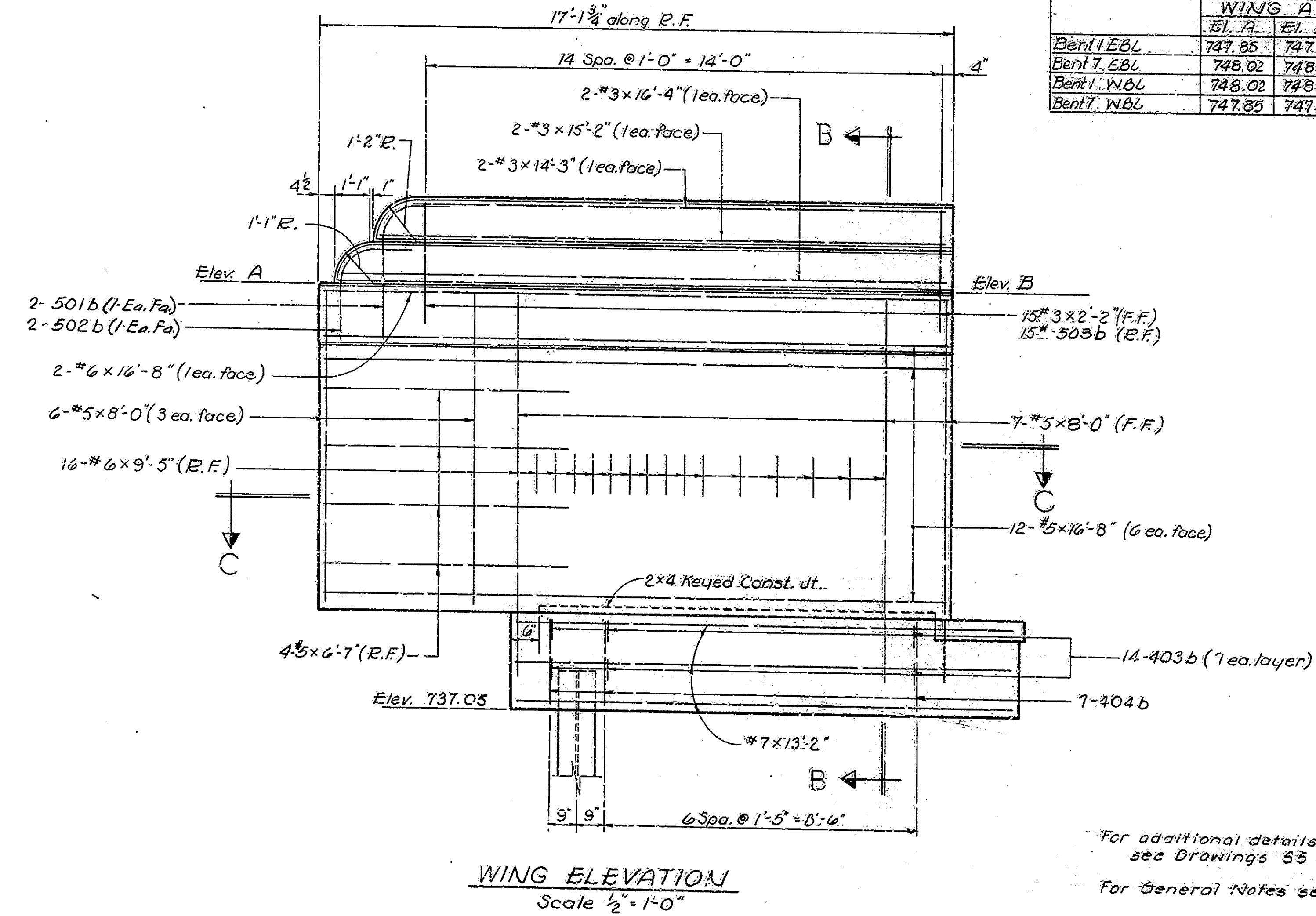
Size & Mark	No. of Bars	Length	Weight
401b	78	3'-10"	200
402b	34	8'-2"	186
403b	28	3'-3"	61
404b	14	7'-7"	71
407b	18	4'-6"	54
#4	48	3'-0"	96
#4	30	16'-10"	337
		Total #4	1005
#3	4	14'-3"	21
#3	4	15'-2"	23
#3	4	16'-4"	25
#3	30	2'-2"	24
		Total #3	73
		<b>Total Steel</b>	<b>4784</b>

CONCRETE	
Class F in Cap: Entire cap and mudwall between const. jts.	28.5 CYS
Wings 2 @ 6.5	13.0 CYS
<b>Total</b>	<b>41.5 CYS</b>
Class F Filling Conc. 2 @ 1.3	2.6 CYS

MISCELLANEOUS	
B-12 BP 53 Steel "H"	
Bearing Piles @ 57' avg.	456 LF
Anchor Plates MK-AP 2	6 each
Anchor Plates MK-AP 7	46 each



	WING A		WING B	
	Elev. A	Elev. B	Elev. A	Elev. B
Bent 1 EBL	747.85	747.95	748.02	748.11
Bent 7 EBL	748.02	748.11	747.85	747.95
Bent 1 WBL	748.02	748.11	747.85	747.95
Bent 7 WBL	747.85	747.95	748.02	748.11

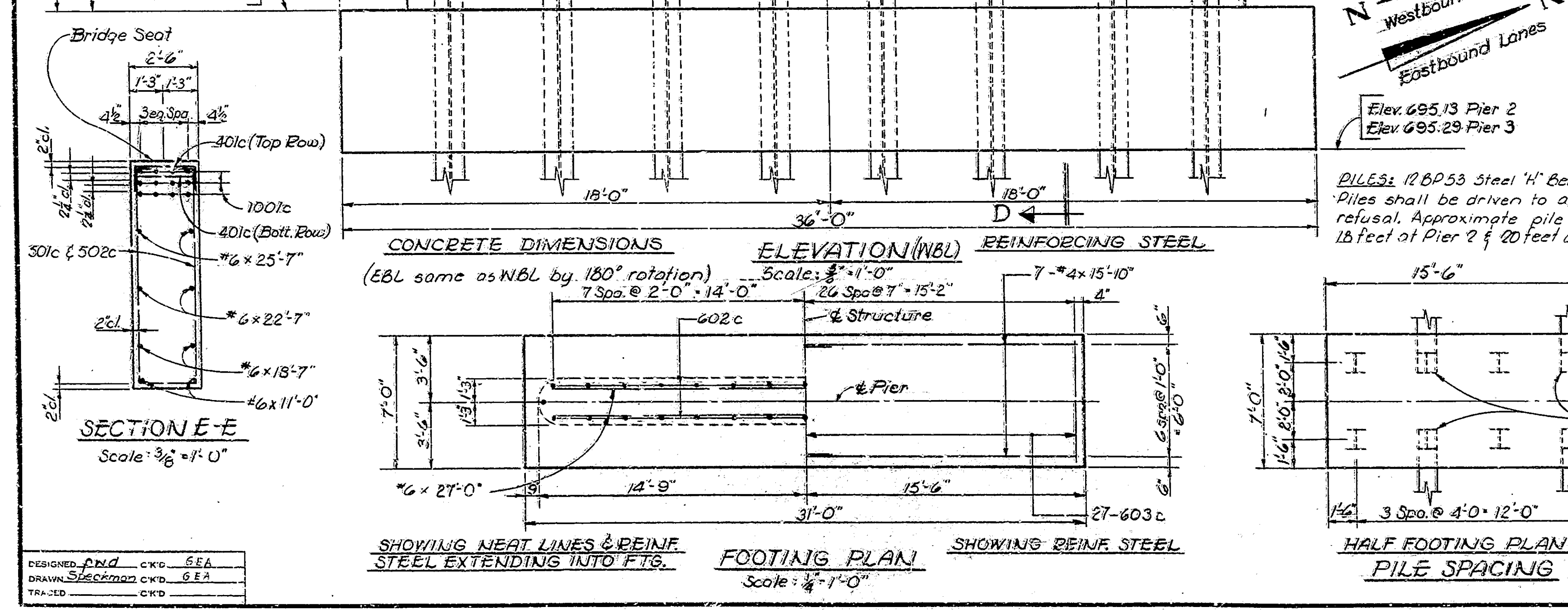
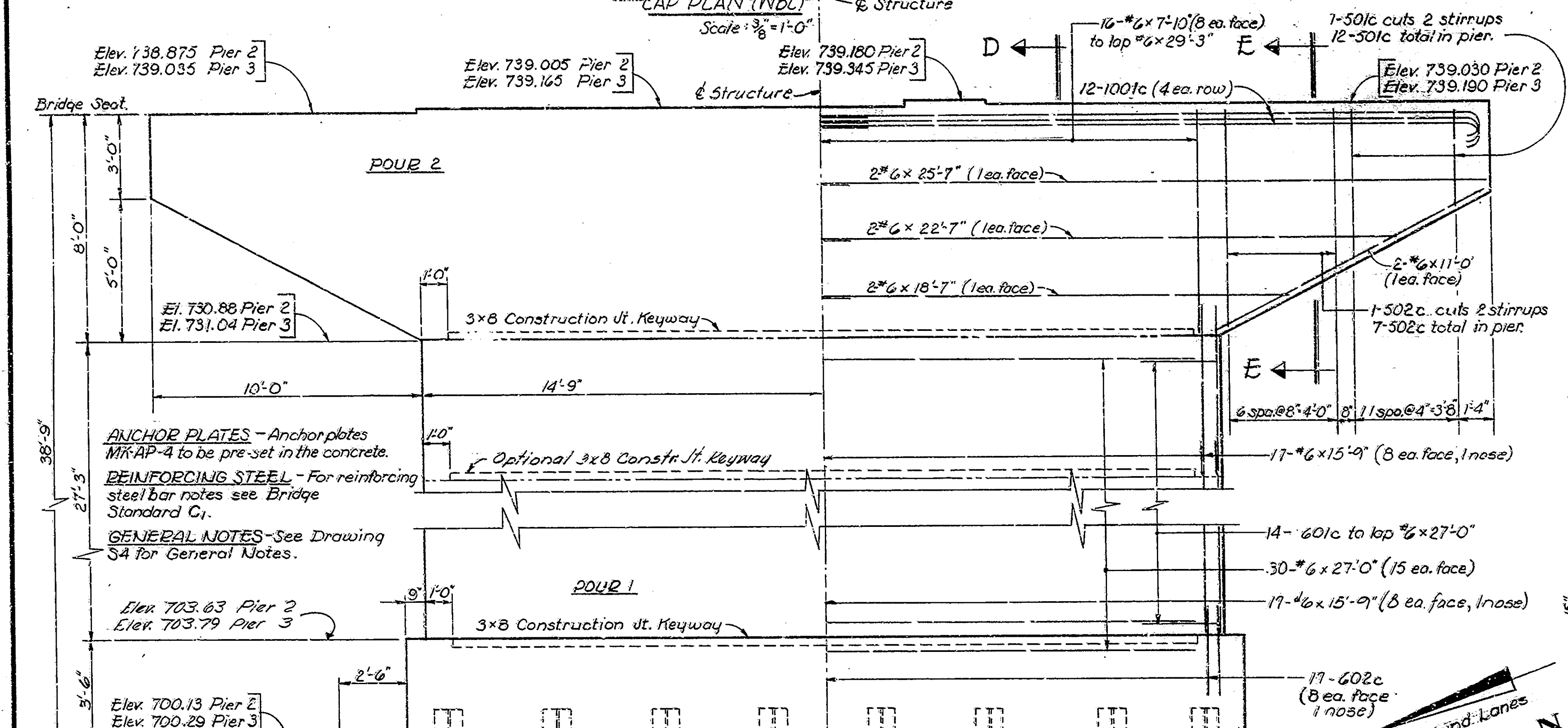
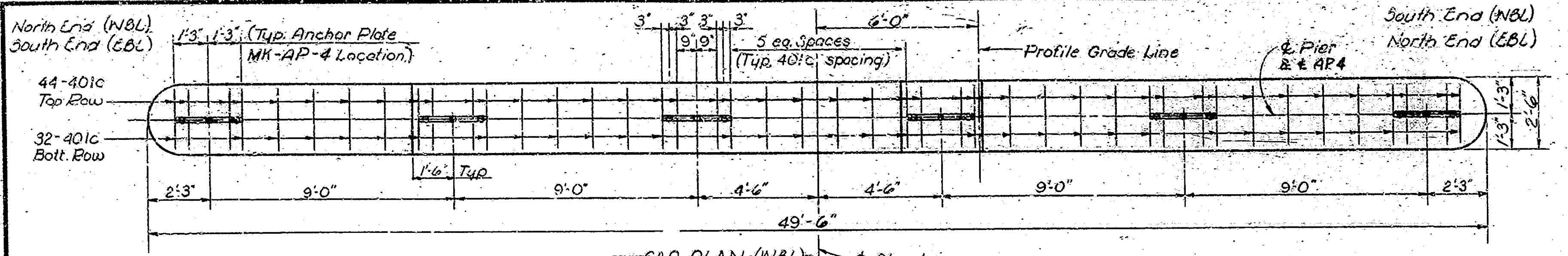


**BENTS 1&7 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**  
SCALE: AS NOTED  
SUBMITTED FOR APPROVAL: *[Signature]*  
DRAWING: 57 OF 73  
PROJECT: I-465-4(1/15) 127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: I-465-127-5255

DESIGNED: *[Signature]* CKD: GEA  
DRAWN: *[Signature]* CKD: GEA  
TRACED: CKD

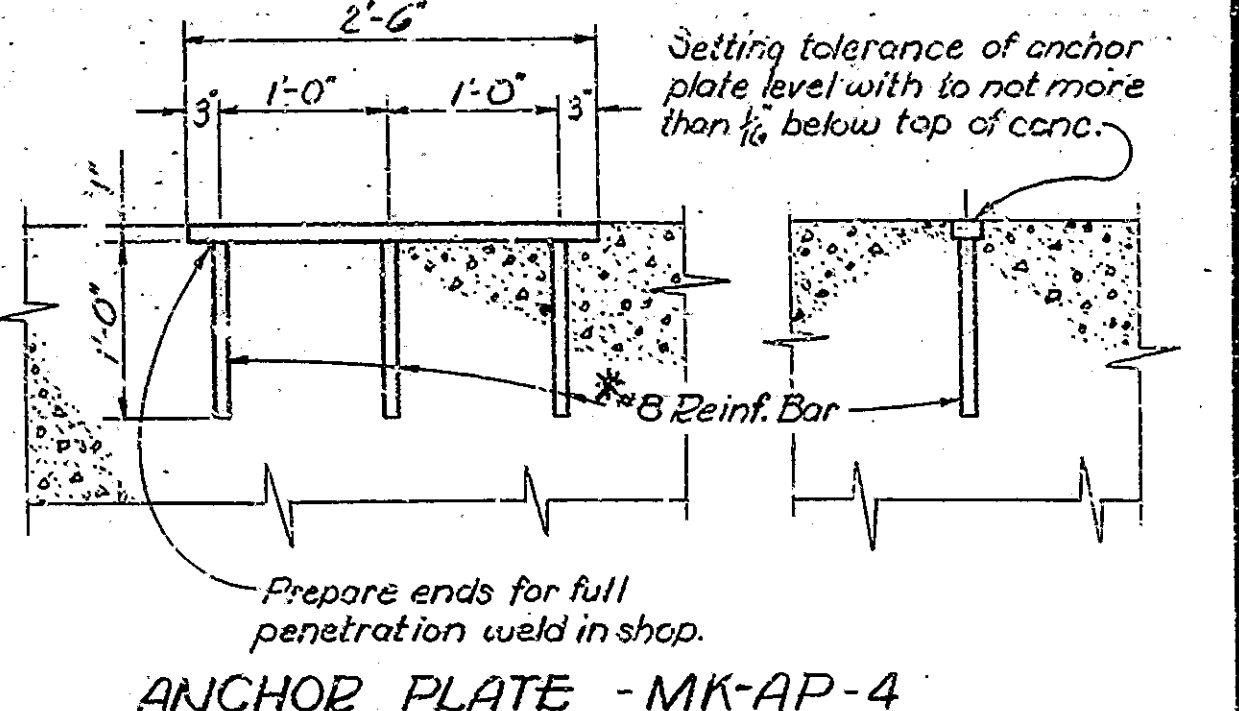
PROJECT NO.	LINE	SHEET	TOTAL SHEETS	FILE
I-465-4(1/15) 127	A	14	46	I-465-127-5255



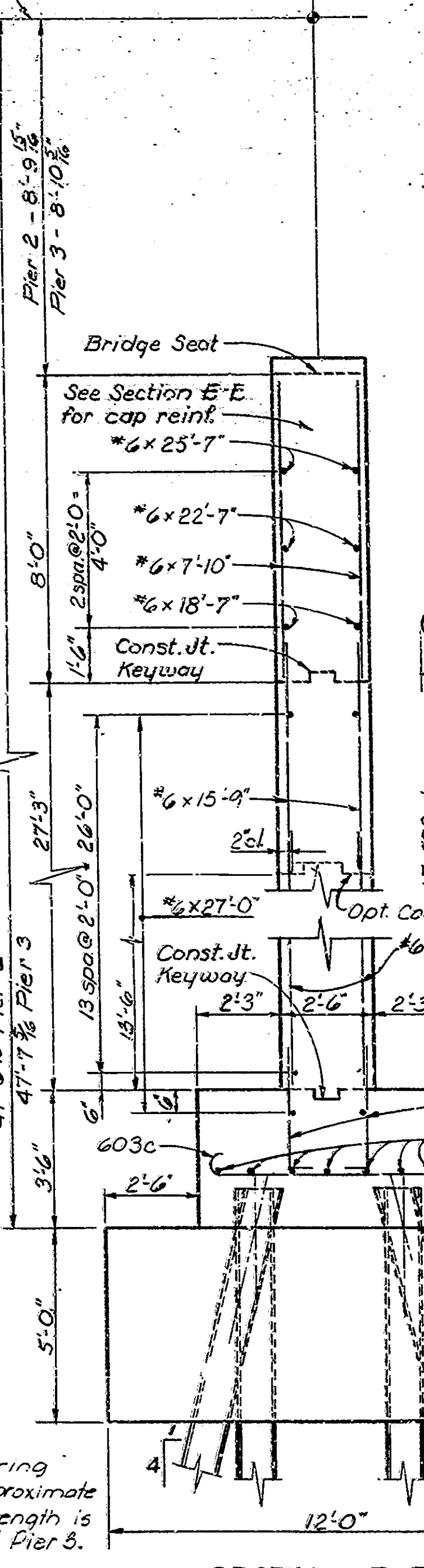


Elev. 747.701 Pier 2  
Elev. 747.895 Pier 3 @ intersection of  
Pier and Profile Grade Line.

BRIDGES OVER 20' SPAN					
STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
IND.	I-465-4(115)-127	1965	15	46	



BILL OF MATERIALS			
Pier No. 2 EB	Pier No. 2 WB	Pier No. 3 EB	Same Pier No. 3 WB
1001c	27'-9"	2866	
601c	28	4'-7"	
602c	32	4'-10"	232
603c	53	7'-8"	610
#6	4	25'-7"	154
#6	4	22'-7"	136
#6	4	18'-7"	112
#6	4	11'-0"	66
#6	30	27'-0"	1217
#6	64	15'-9"	1514
#6	30	7'-10"	353
Total	#6		4587
501c	12	23'-8"	296
502c	7	32'-8"	239
Total	#5		535
401c	76	3'-2"	161
#4	14	15'-0"	148
Total	#4		309
Total	Steel		8267



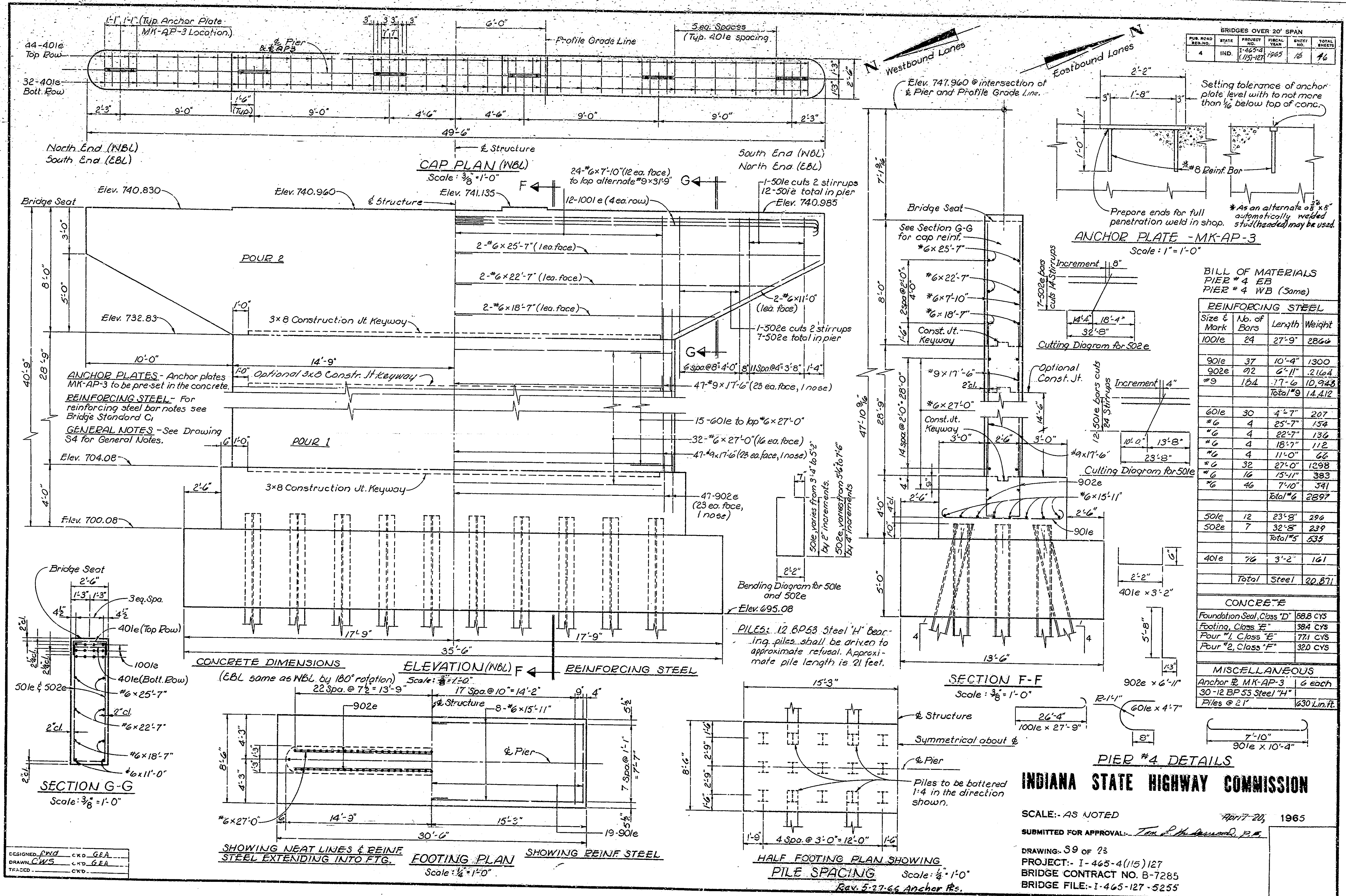
REINFORCING STEEL			
Size & Mark	No. of Bars	Length	Weight
1001c	24	27'-9"	2866
601c	28	4'-7"	193
602c	32	4'-10"	232
603c	53	7'-8"	610
#6	4	25'-7"	154
#6	4	22'-7"	136
#6	4	18'-7"	112
#6	4	11'-0"	66
#6	30	27'-0"	1217
#6	64	15'-9"	1514
#6	30	7'-10"	353
Total	#6		4587
501c	12	23'-8"	296
502c	7	32'-8"	239
Total	#5		535
401c	76	3'-2"	161
#4	14	15'-0"	148
Total	#4		309
Total	Steel		8267

CONCRETE			
Foundation Seal Class D	180.0 CY		
Forming Class E	281.0 CY		
Pour #1 Class E	331.0 CY		
Pour #2 Class F	320.0 CY		

MISCELLANEOUS			
Anchor PL MK-AP-4	6 each		
16-12 BP 53 Steel "H"			
Piles @ 19' avg.	504 in.		

PIERS 2 and 3 DETAILS  
INDIANA STATE HIGHWAY COMMISSION  
SCALE: AS NOTED  
April 20, 1965  
SUBMITTED FOR APPROVAL: *Tex. L. McDermott, P.E.*  
DRAWING: SB OF 23  
PROJECT: I-465-4(115)127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: I-465-127-5255





BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4 (115)-127	1965	18	46

BILL OF MATERIALS  
PIER # 4 EB  
PIER # 4 WB (Same)

REINFORCING STEEL				
Size & Mark	No. of Bars	Length	Weight	
1001e	24	27'-9"	2866	
901e	37	10'-4"	1300	
902e	92	6'-11"	2164	
#9	154	17'-6"	10,948	
		Total #9	14,412	
601e	30	4'-7"	207	
#6	4	25'-7"	154	
#6	4	22'-7"	136	
#6	4	18'-7"	112	
#6	4	11'-0"	66	
#6	32	27'-0"	1298	
#6	16	15'-11"	383	
#6	46	7'-10"	541	
		Total #6	2897	
501e	12	23'-8"	294	
502e	7	32'-8"	239	
		Total #5	533	
401e	76	3'-2"	161	
		Total Steel	20,871	

CONCRETE	
Foundation Seal, Class 'D'	88.8 CYS
Footing, Class 'E'	384 CYS
Pour #1, Class 'E'	771 CYS
Pour #2, Class 'F'	320 CYS

MISCELLANEOUS	
Anchor PL MK-AP-3	6 each
30-12 BP 53 Steel 'H'	
Piles @ 21'	630 Lin. ft.

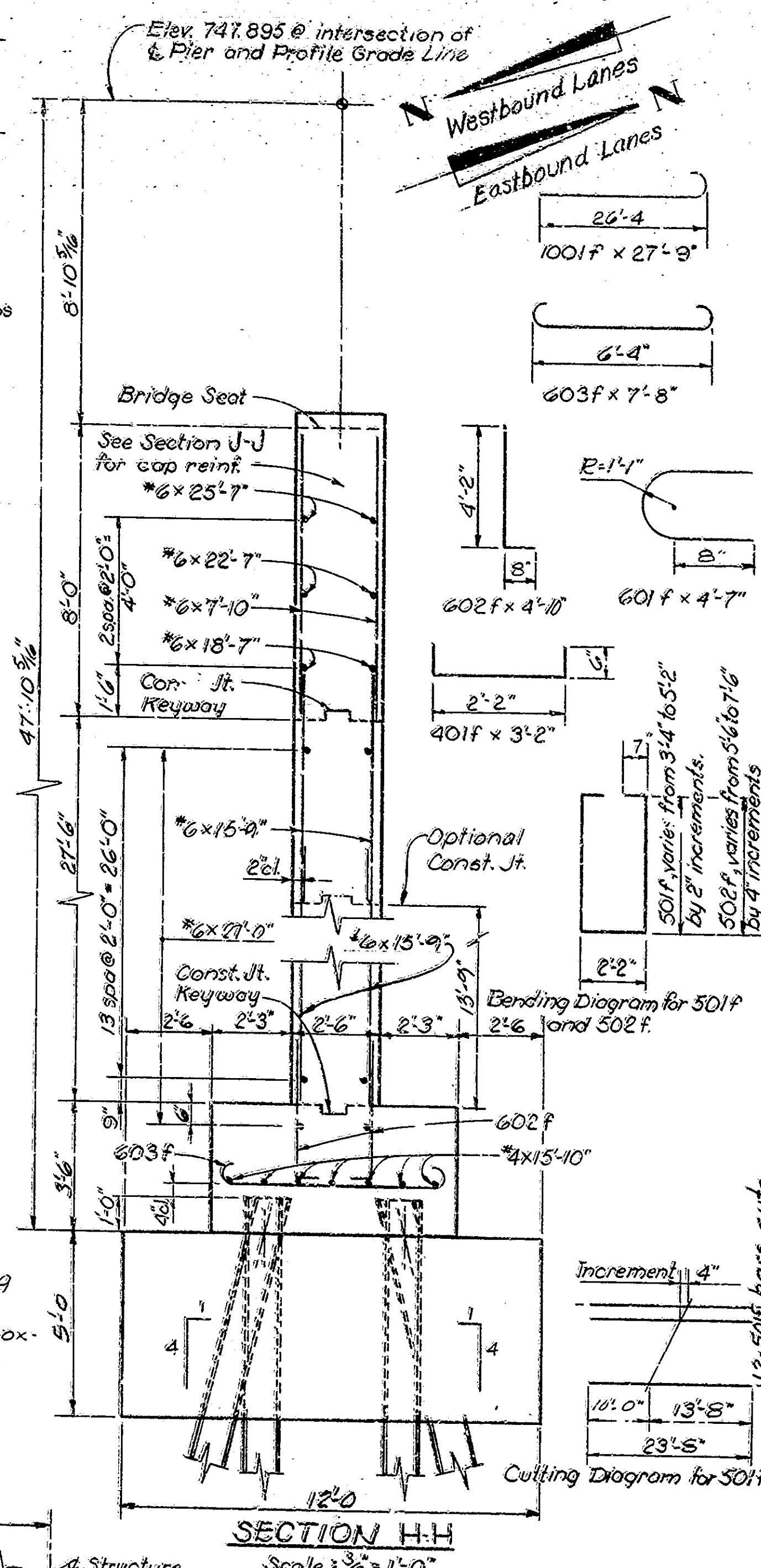
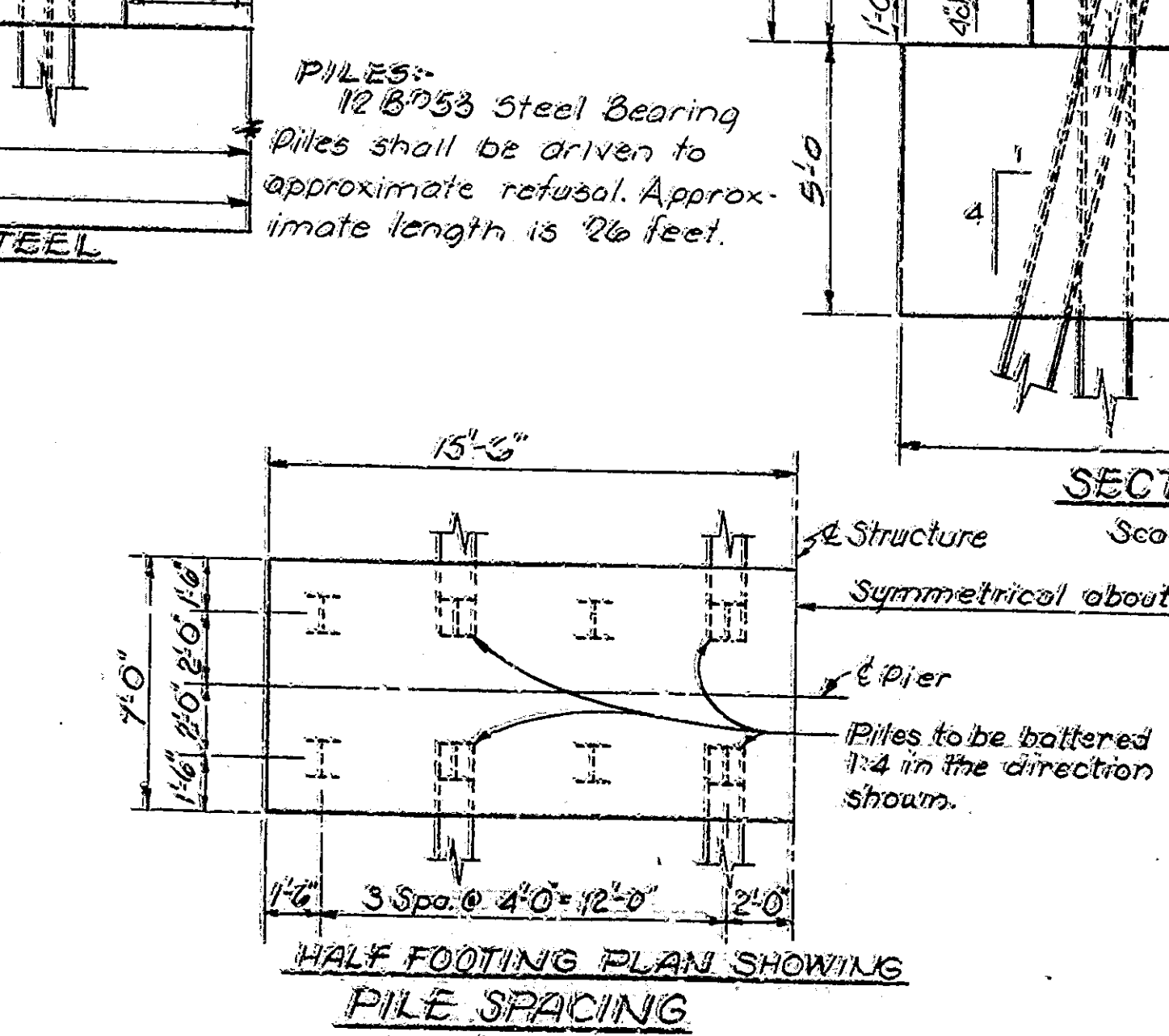
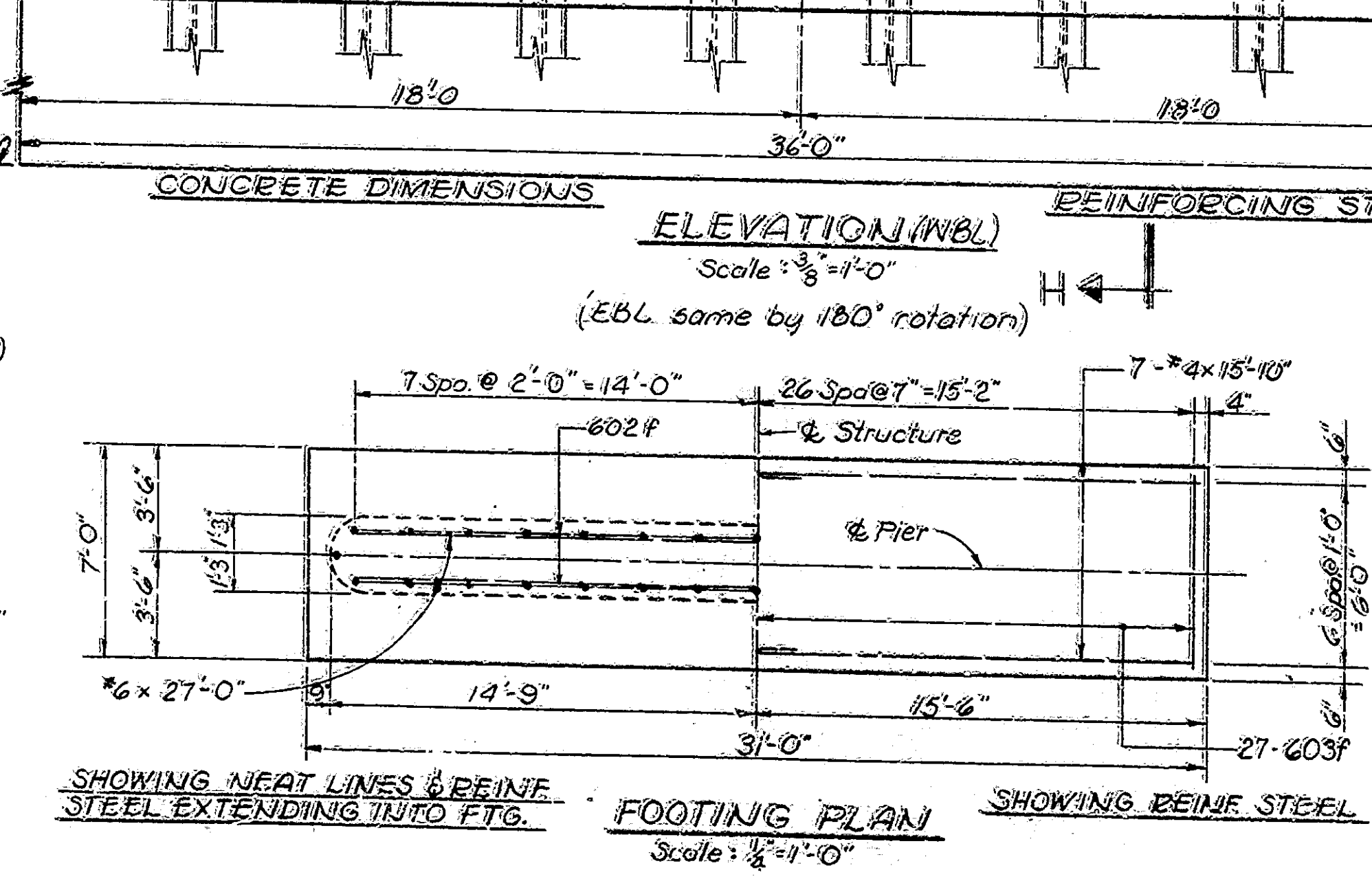
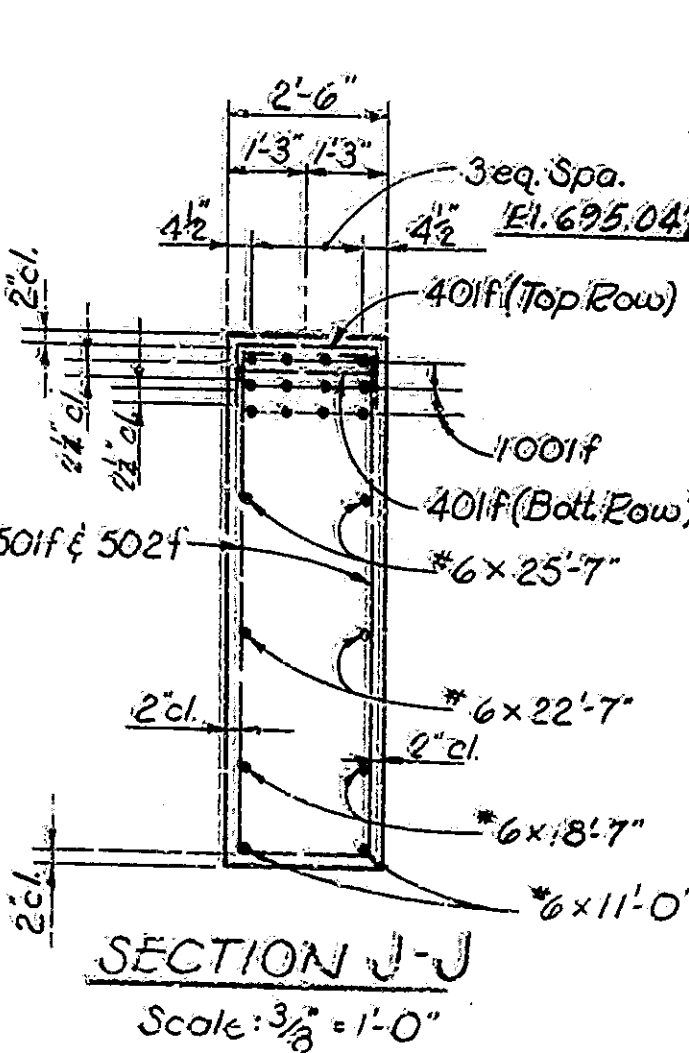
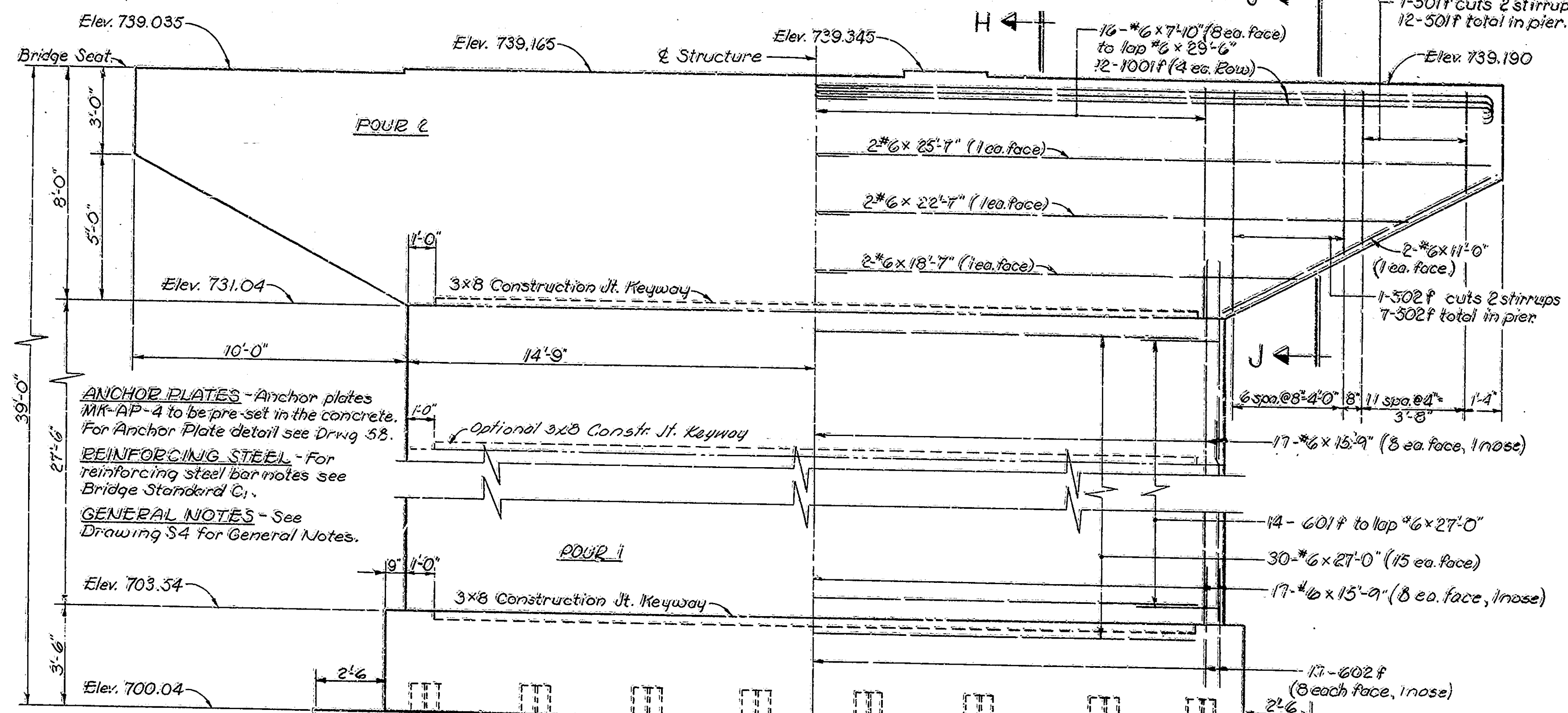
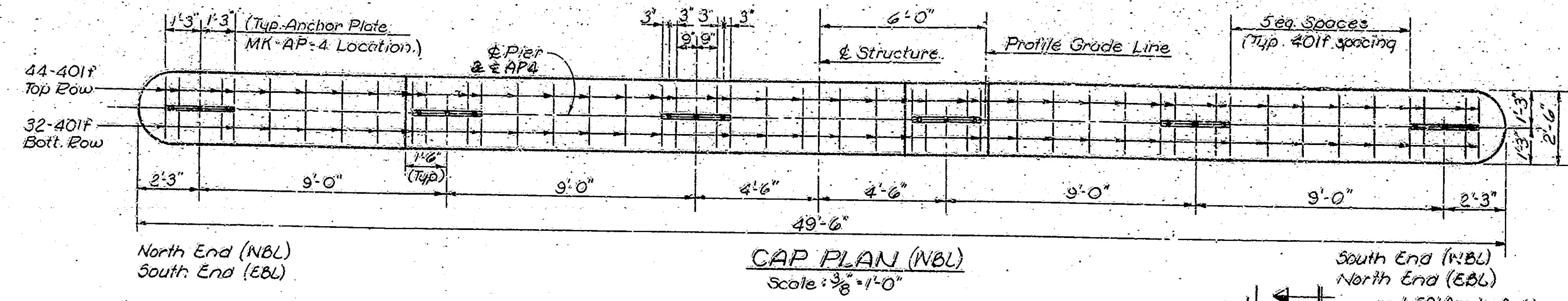
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED  
 SUBMITTED FOR APPROVAL: *Tom W. Anderson, P.E.*  
 DRAWING: S9 OF 23  
 PROJECT: I-465-4(115)127  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE: I-465-127-5255

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-465-4(115)127	A	18	46	I-465-127-5255



BRIDGES OVER 20' SPAN					
PIN ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	I-465-4 (115)127	1965	17	46



**BILL OF MATERIALS**  
 Pier # 5 EB  
 Pier # 5 WB (Same)

REINFORCING STEEL				
Size & Mark	No of Bars	Length	Weight	
1001f	24	27'-9"	2866	
601f	28	4'-7"	193	
602f	32	4'-10"	232	
603f	53	7'-8"	610	
#6	4	25'-7"	154	
#6	4	22'-7"	136	
#6	1	18'-7"	112	
#6	4	11'-0"	66	
#6	30	27'-0"	1217	
#6	64	15'-9"	1514	
#6	30	7'-10"	353	
		Total #	4587	
501f	12	23'-8"	296	
502f	7	32'-8"	239	
		Total #	535	
401c	76	3'-2"	161	
#4	14	15'-10"	148	
		Total #	309	
		Total Steel	5797	

CONCRETE	
Footing Class "E"	28.1 cys
Pour #1 Class "E"	73.8 cys
Pour #2 Class "F"	32.0 cys
Foundation Seal Class "D"	80.0 cys

MISCELLANEOUS	
Anchor # MK-AP-4	6 each
1/4-12BP33 Steel "H"	4 1/2 Lin. Ft.
Piles @ 26	4 1/2 Lin. Ft.

**PIER 5 DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

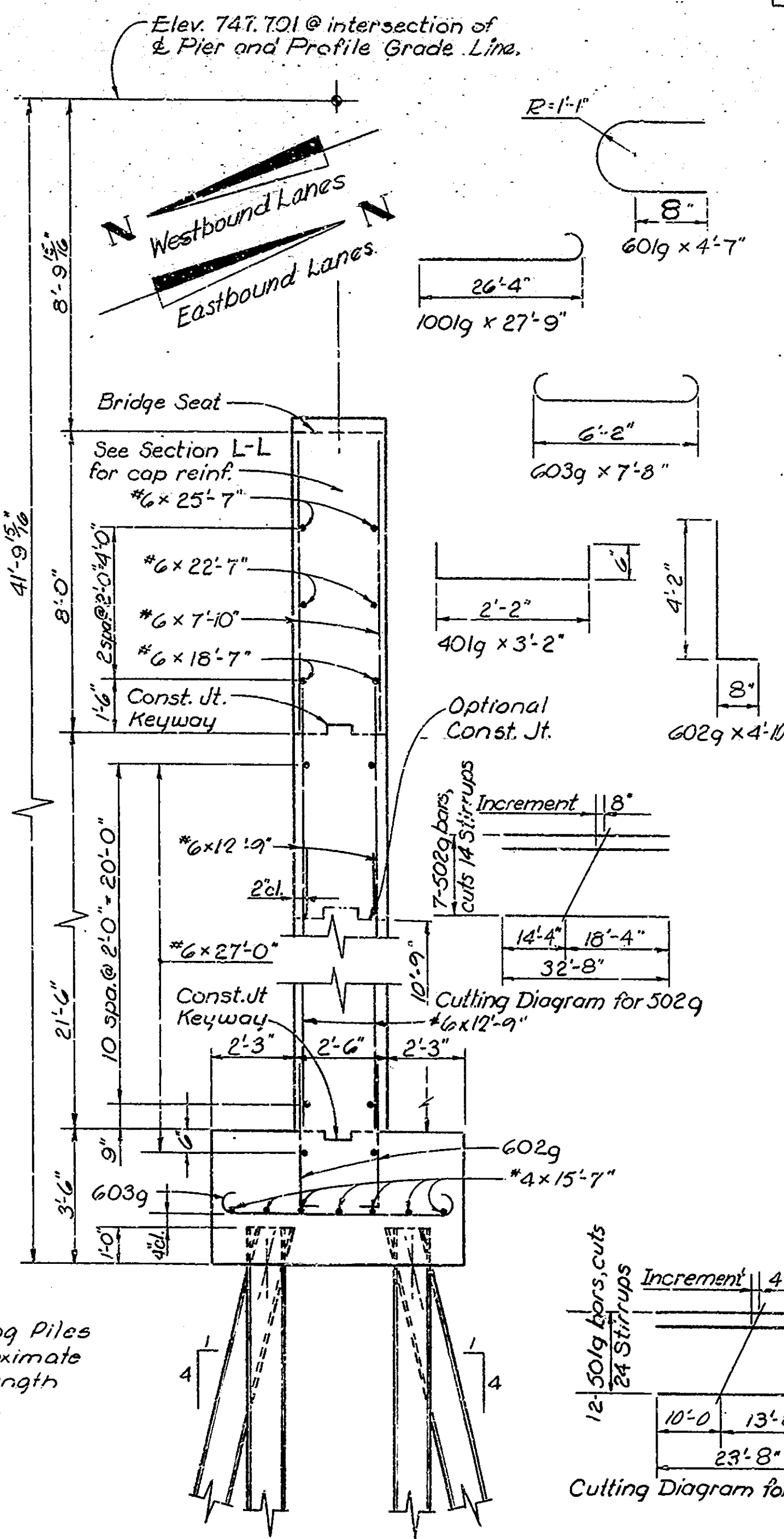
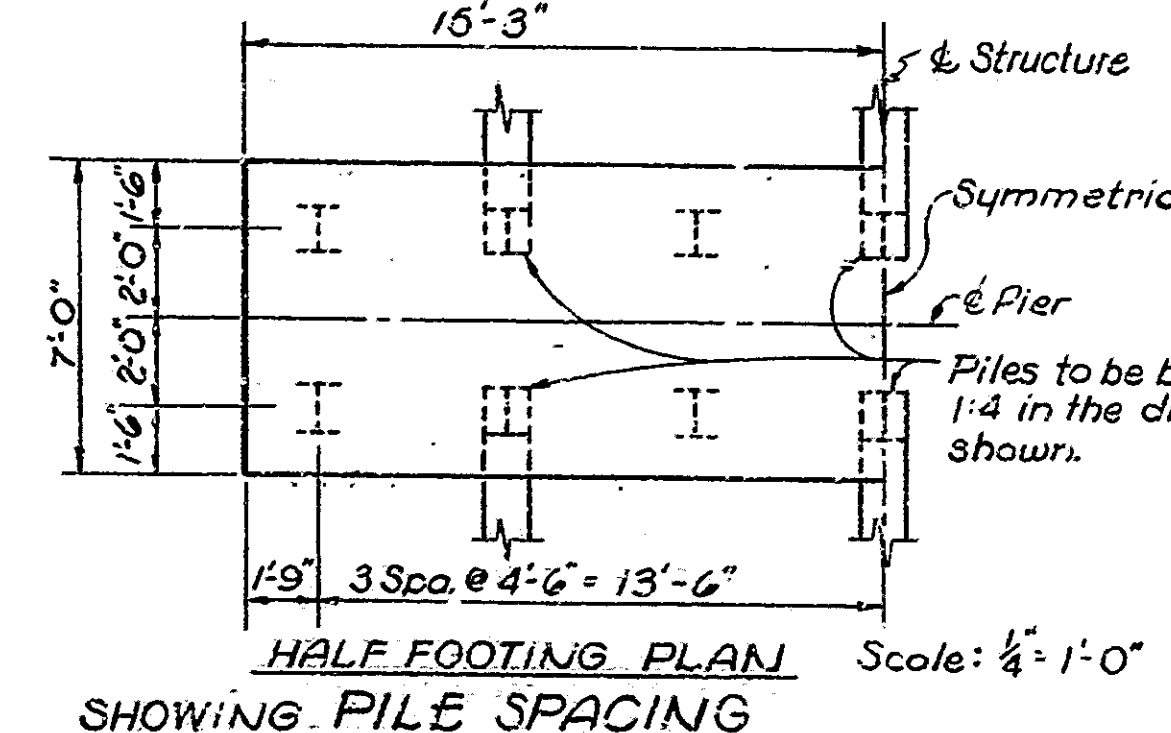
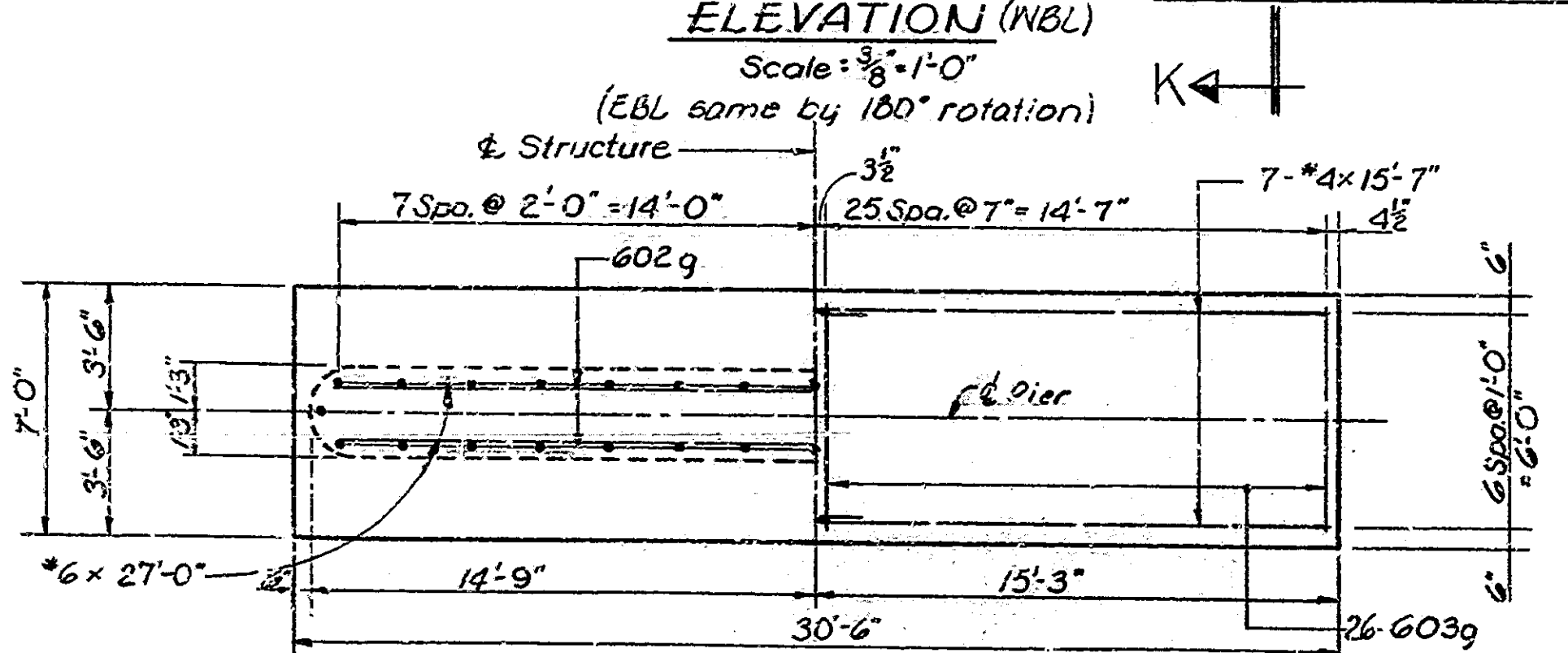
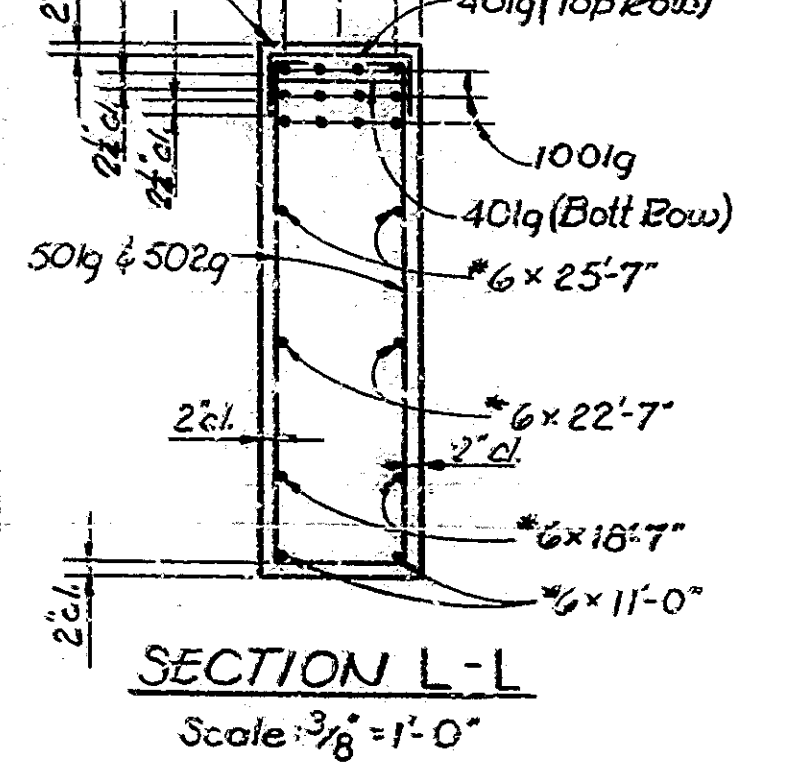
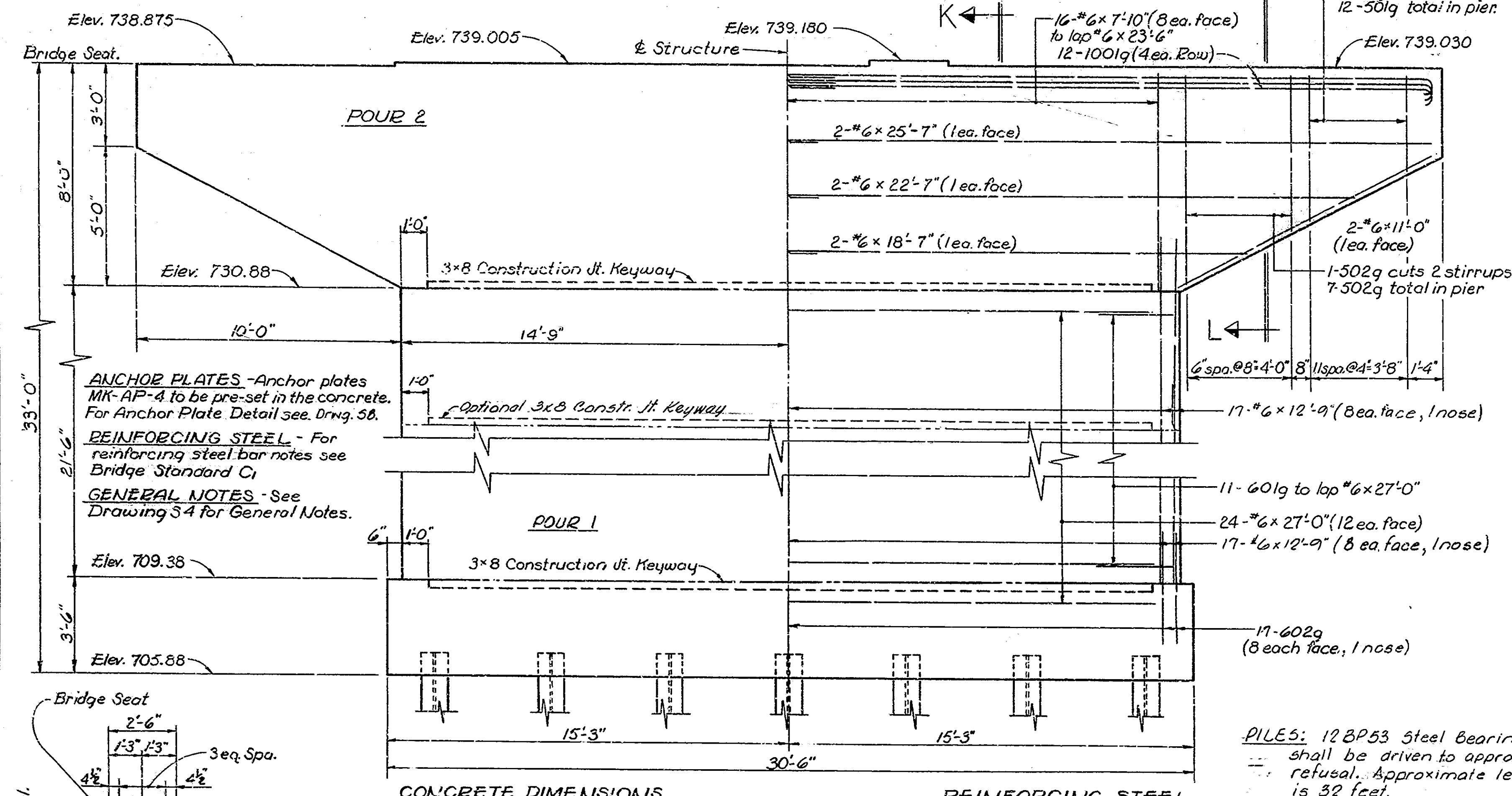
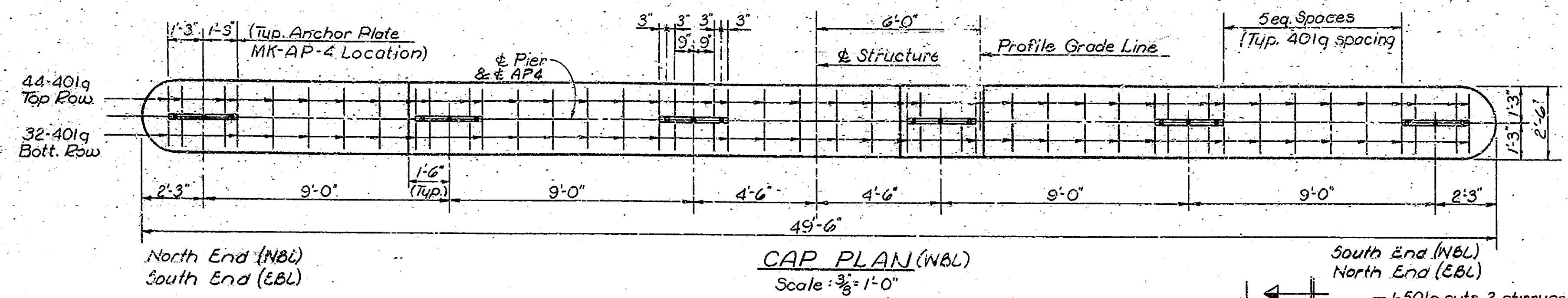
SCALE: AS NOTED  
 April 20, 1965  
 SUBMITTED FOR APPROVAL: Tol. P. M. ...  
 DRAWING: S10 of 23  
 PROJECT: I-465-4(115)127  
 BRIDGE CONTRACT NO. B-7283  
 BRIDGE FILE: I-465-127-5255

DESIGNED AND DRAWN BY: CWS  
 CHECKED BY: GEA  
 TRACED BY: CWS

PROJECT	LINE	POST MILE	STATION	FILE
I-465-4(115)127	1A	77	16	I-465-127-5255



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	CHEF. NO.	TOTAL SHEETS
4	IND.	1-465-4 (115)127	1965	18	46



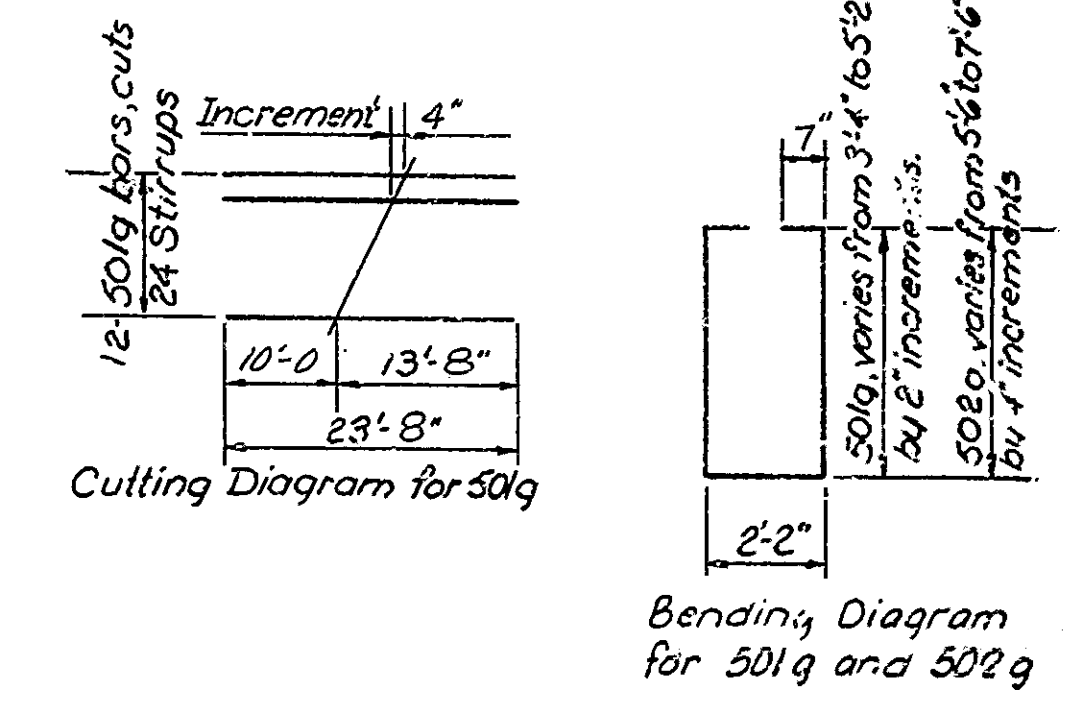
BILL OF MATERIALS  
Pier #6 Eastbound  
Pier #6 Westbound same

REINFORCING STEEL				
Size & Mark	No of Bars	Length	Weight	
1001g	24	27'-9"	2866	
601g	22	4'-7"	151	
602g	32	4'-10"	232	
603g	52	7'-8"	599	
#6	4	25'-7"	154	
#6	4	22'-7"	136	
#6	4	18'-7"	112	
#6	4	11'-0"	66	
#6	24	27'-0"	973	
#6	24	12'-9"	1226	
#6	30	7'-10"	353	
Total	#6		4002	
501g	12	23'-8"	296	
502g	7	32'-8"	239	
Total	#5		535	
401g	76	3'-2"	161	
#4	14	15'-7"	146	
Total	#4		307	
Total			7710	

CONCRETE	
Footings, Class "E"	27.7 CYS
Pour #1, Class "E"	57.7 CYS
Pour #2, Class "F"	32.0 CYS

MISCELLANEOUS	
Anchor PL MK-AP-4	6 each
14-12 BP53 Steel "H"	
Piles @ 32'	448 Lin.ft

PILES: 12 BP53 Steel Bearing Piles shall be driven to approximate refusal. Approximate length is 32 feet.



### PIER 6 DETAILS

## INDIANA STATE HIGHWAY COMMISSION

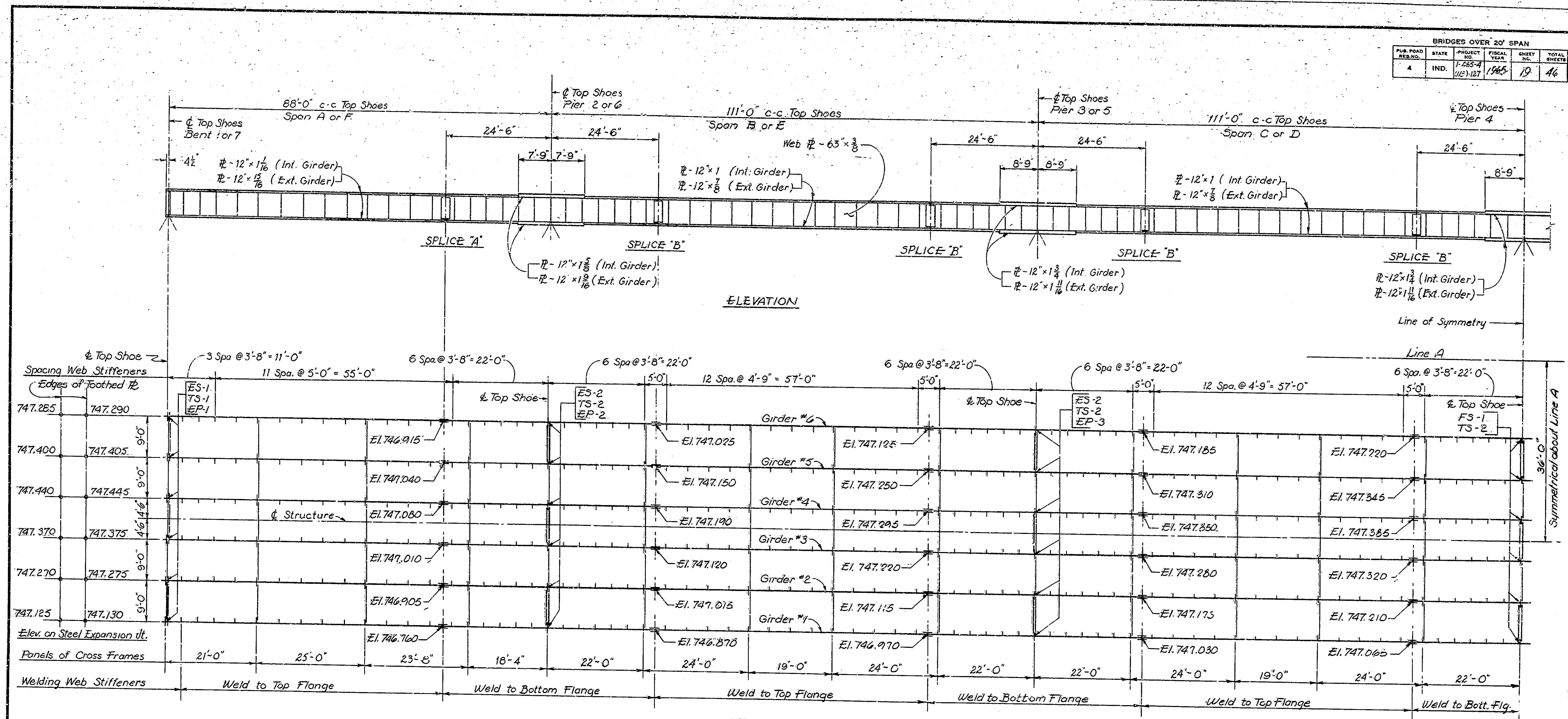
SCALE: AS NOTED  
SUBMITTED FOR APPROVAL: *Tom L. M. ...*  
DRAWING: S 11 of 23  
PROJECT: 1-465-4(115)127  
BRIDGE CONTRACT NO.  
BRIDGE FILE: 1-465-127-5255

DESIGNED: *CMD* CKD: *SEA*  
DRAWN: *CWS* CKD: *SEA*  
TRAZED: *CMD*

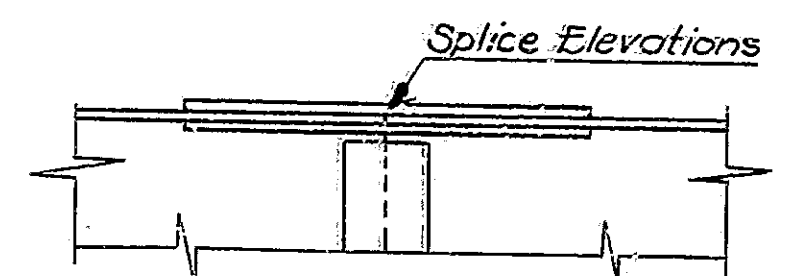
PROJECT NO.	DATE	SHEET NO.	TOTAL SHEETS	FILE
1-465-4(115)127	A	18	46	1-465-127-5255



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-465-4 (115)127	1965	19	46



**SHIMS**  
Place a 1/4" shim under Girder #3 at all substructure units and a 1/8" shim under Girder #3 at all substructure units.



NOTE: Elevations are given to top of Splice Plate  
Elevations may vary from those given by 0.02"

**HALF PLAN**  
(Symmetrical about Center Pier 4)

EBL superstructure shown  
WBL superstructure symmetrical about Line A

NOTES: For splice details see Drawing S13  
For General Notes see Drawing S4  
For Superstructure General Notes see Drawing S15

Diaphragms and Crossframes indicated by double lines are jacking frames. See Drawing S14 for details.

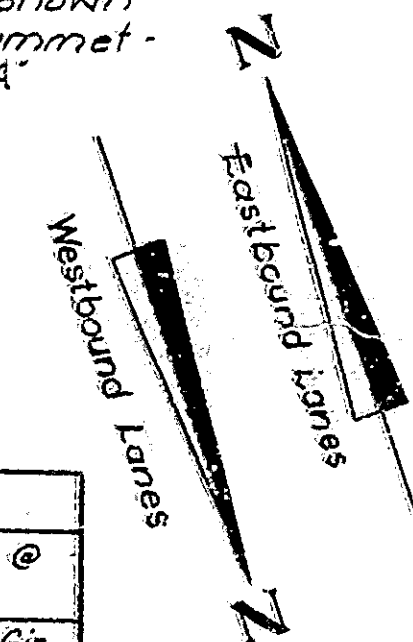


	TABLE OF MOMENTS AND REACTIONS																			
	Max. Pos. Mom. @ 0.4 Pt. Spans A & F		Max. Pos. Mom. @ 0.5 Pt. Spans B & E		Max. Pos. Mom. @ 0.5 Pt. Spans C & D		Max. Neg. Mom. @ Piers 2 & 6		Max. Neg. Mom. @ Piers 3 & 5		Max. Neg. Mom. @ Pier 4		Reaction @ Bents 1 & 7		Reaction @ Piers 2 & 6		Reaction @ Piers 3 & 5		Reaction @ Pier 4	
	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.	Int. Gir.	Ext. Gir.
Dead Load	651.2	647.1	598.3	394.6	388.0	584.4	1385.1	1376.3	1417.2	1408.3	1405.7	1396.9	41.4	41.1	144.7	143.8	144.5	143.6	143.9	143.0
Live Load	851.5	749.5	852.4	750.2	857.1	754.4	934.7	822.7	1044.0	918.9	1046.2	920.9	55.2	38.0	86.1	68.2	90.1	71.6	90.2	71.8
Impact	200.1	176.1	180.7	159.0	181.7	159.9	143.9	126.7	150.3	132.3	150.7	132.6	14.9	10.0	16.7	12.4	16.6	12.4	16.6	12.4
Total	1702.8	1572.7	1631.4	1503.8	1626.8	1498.7	2463.7	2325.9	2611.5	2459.5	2602.6	2450.4	111.5	89.1	247.5	224.4	251.2	227.8	250.7	227.2

INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/8" = 1'-0" April 20, 1965

SUBMITTED FOR APPROVAL: Tom L. Wood, P.E.

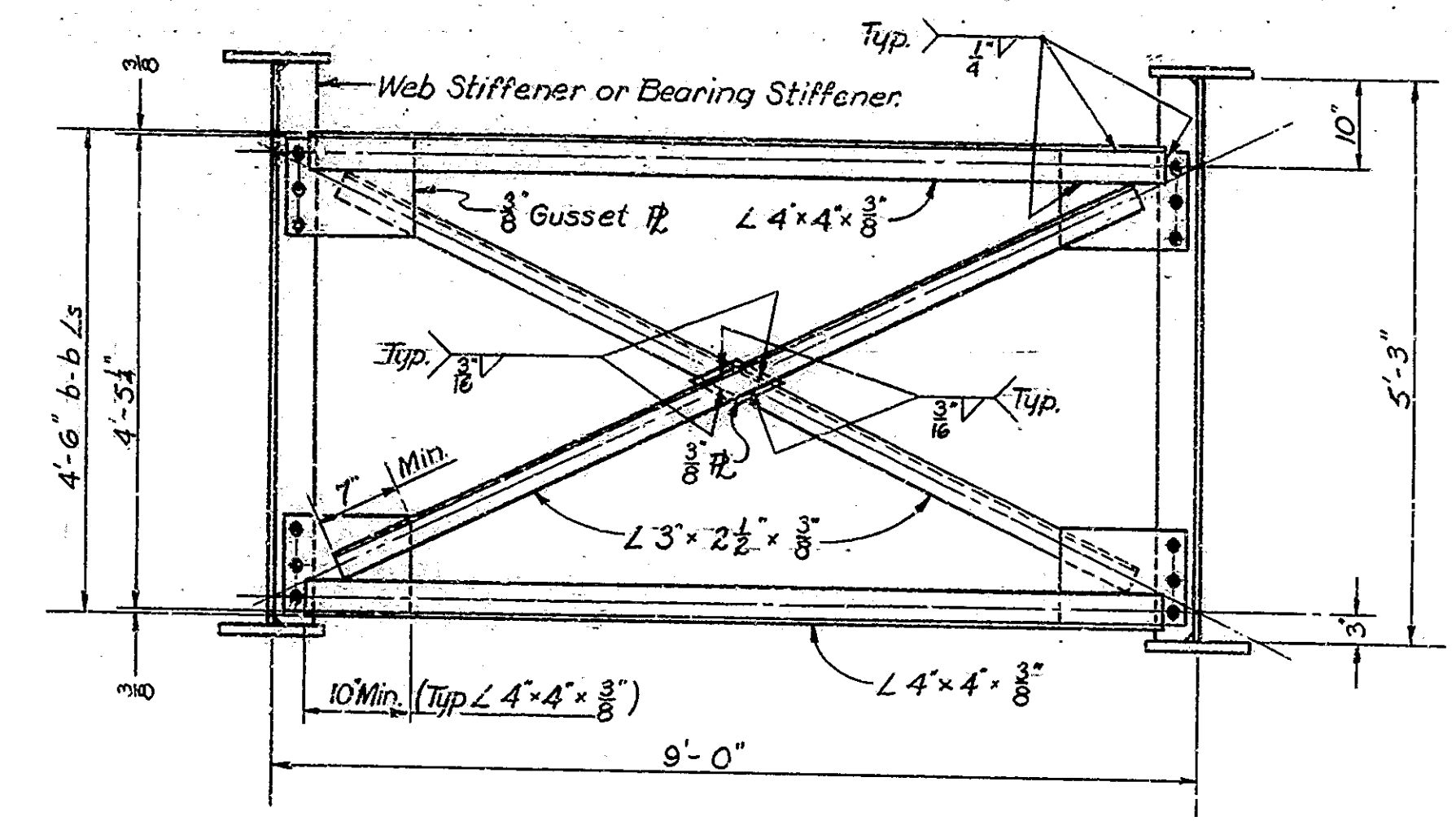
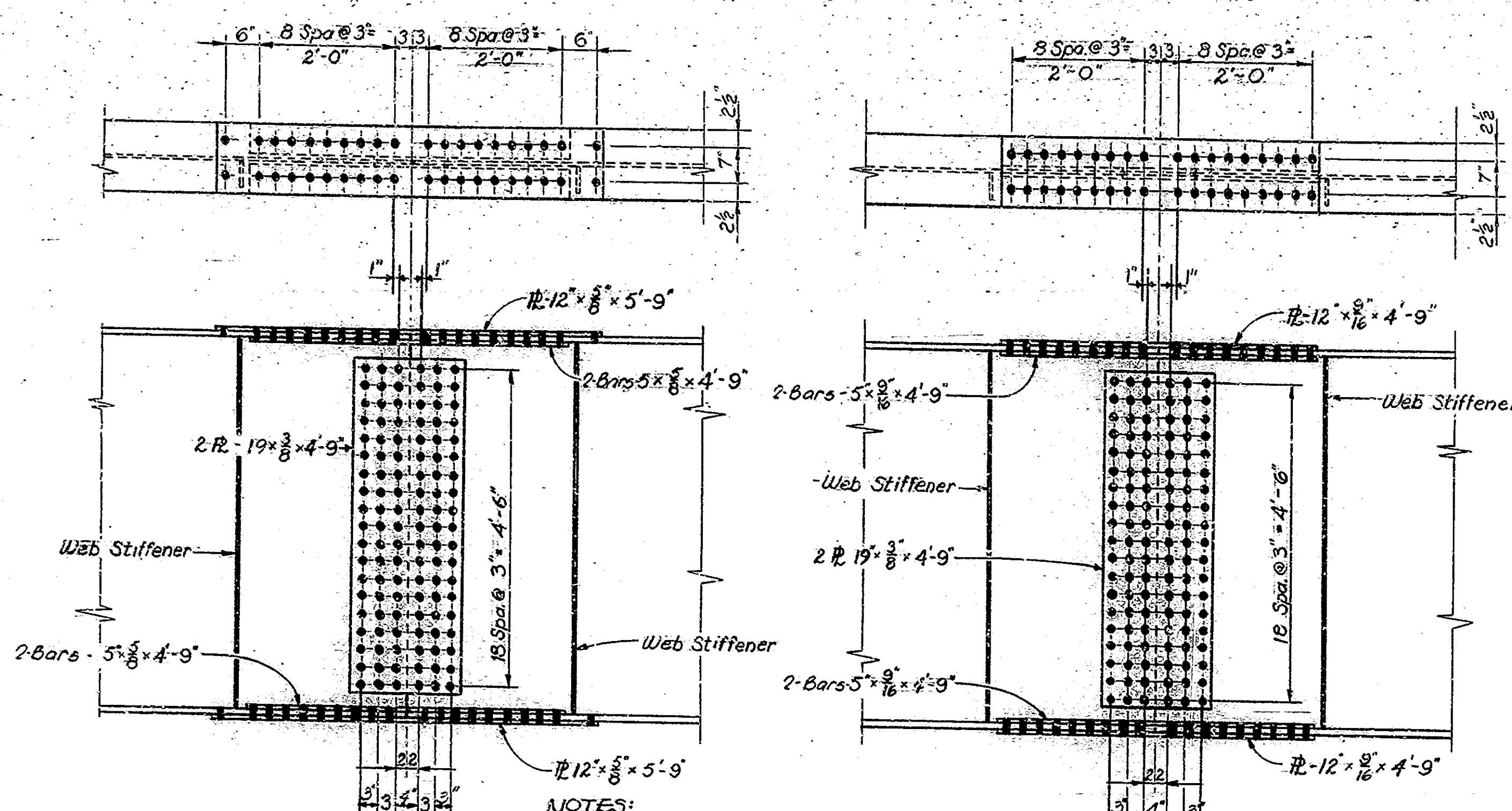
DRAWING: S12 OF 23  
PROJECT: I-465-4 (115) 127  
BRIDGE CONTRACT NO. B-72 85  
BRIDGE FILE: I-465-127-5255

DESIGNED: F.W.O. CKD: G.E.A.  
DRAWN: C.W.S. CKD: G.E.A.  
TRACED: CKD:



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-465-4 (115) 127	1965	20	46

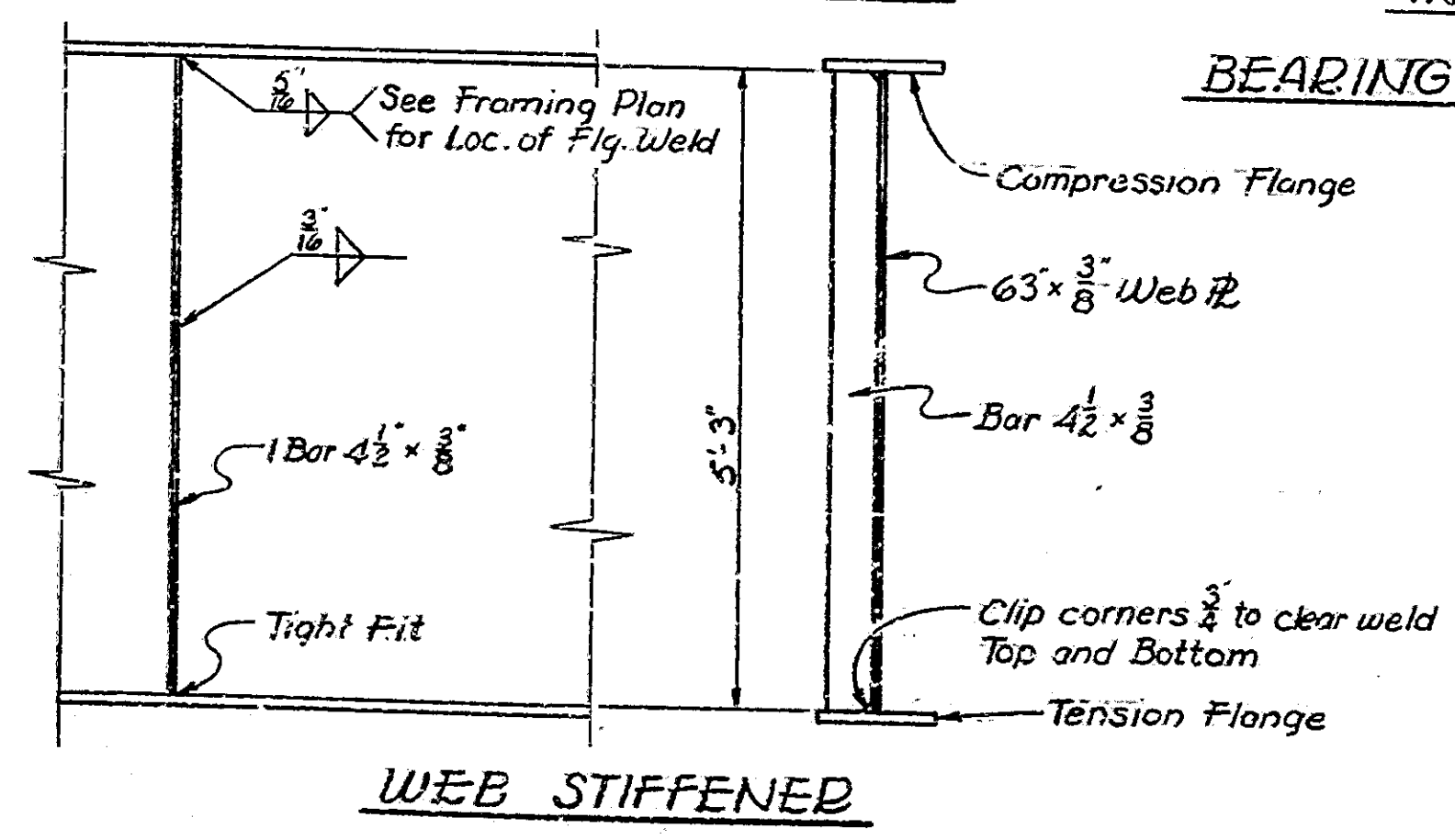
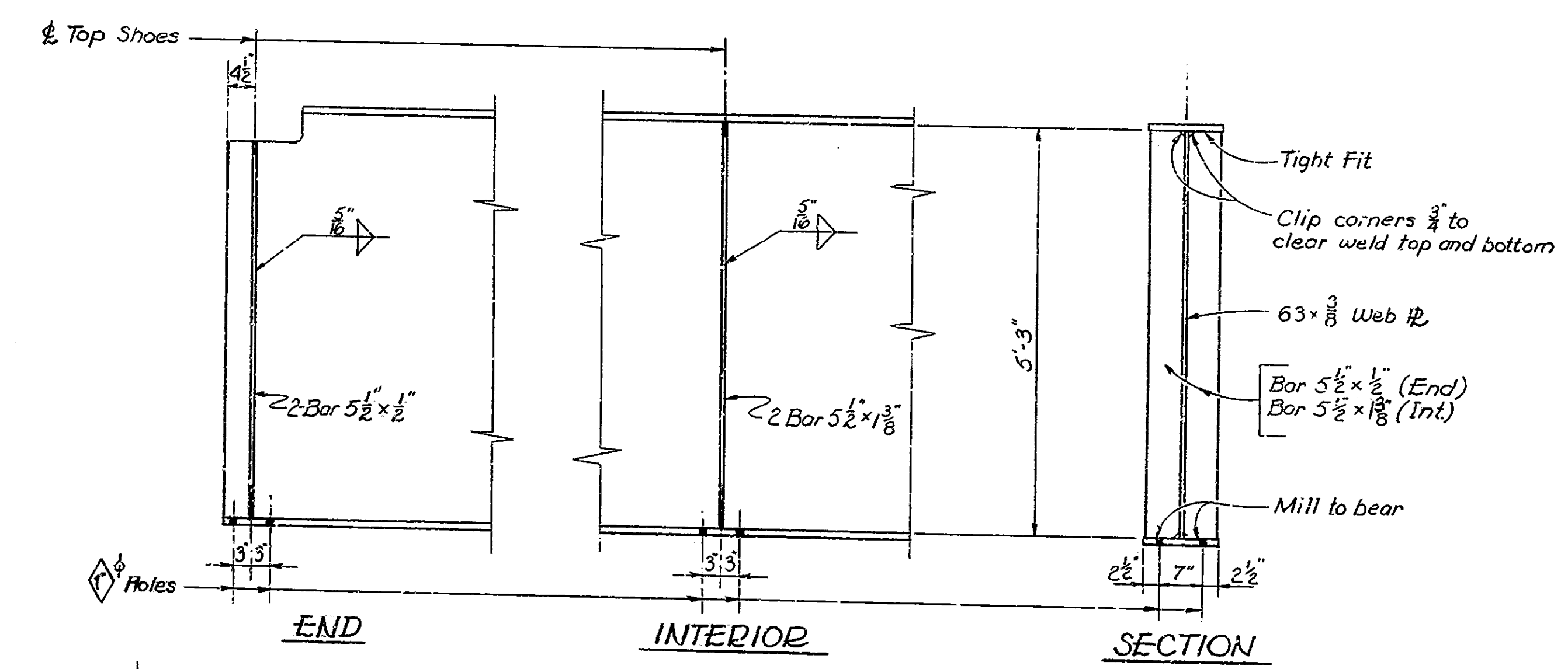
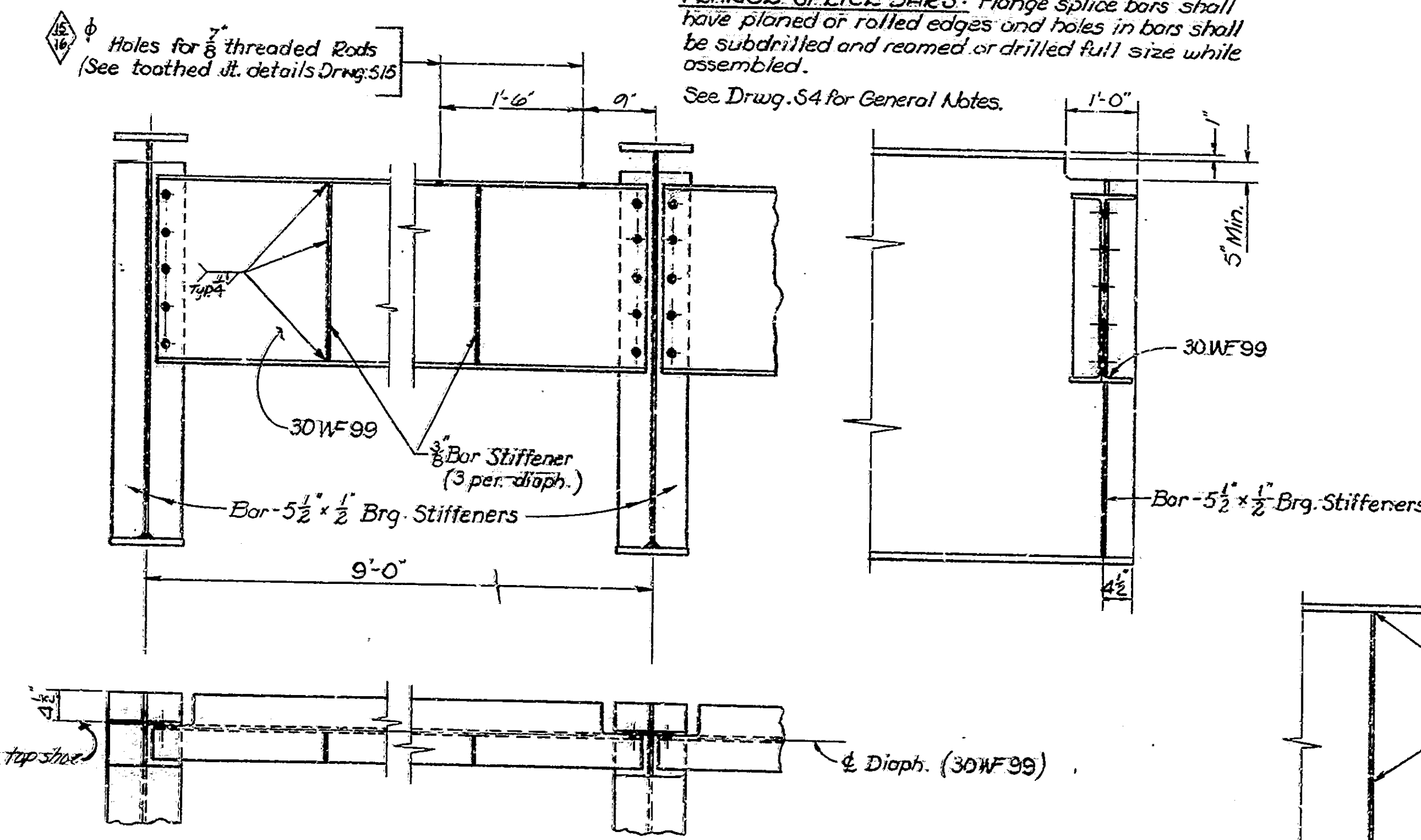
**NOTE:** For Superstructure General Notes see Drwg. S15  
For additional details see Drwgs. S12 and S16  
Open Holes  $\frac{1}{16}$ " unless noted.  
Use  $\frac{1}{8}$ " Rivets.



**NOTES:**

**Holes for Girder Splines:** Holes for girder splines shall be subpunched or subdrilled and reamed to size while assembled. See Article E1103.18(d) of the Specification.

**FLANGE SPLICE BARS:** Flange splice bars shall have planed or rolled edges and holes in bars shall be subdrilled and reamed or drilled full size while assembled. See Drwg. S4 for General Notes.



**GIRDER DETAILS**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE:  $\frac{3}{4} = 1'-0"$

April 20, 1965

SUBMITTED FOR APPROVAL: Tom L. Anderson, P.E.

DRAWING: S13 of 23

PROJECT: I-465-4 (115) 127

BRIDGE CONTRACT NO. B-7285

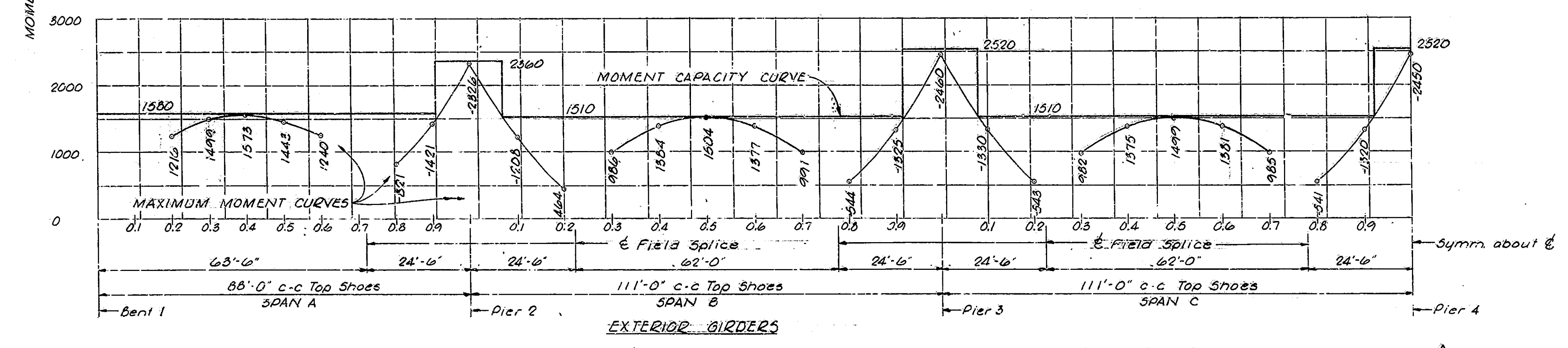
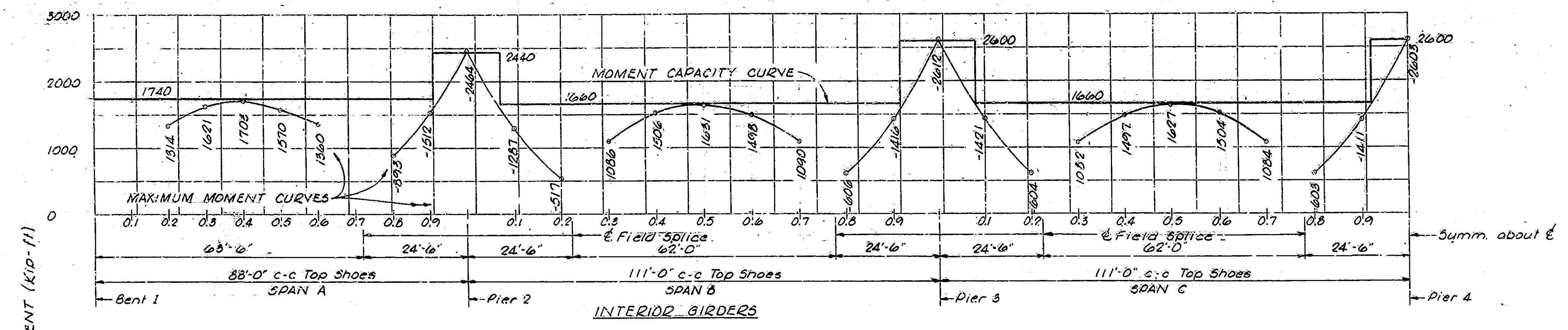
BRIDGE FILE: I-465-127-5255

DESIGNED: C.W.G.	CHKD: G.E.A.
DRAWN: C.W.S.	CHKD: G.E.A.
TRACED: _____	CHKD: _____

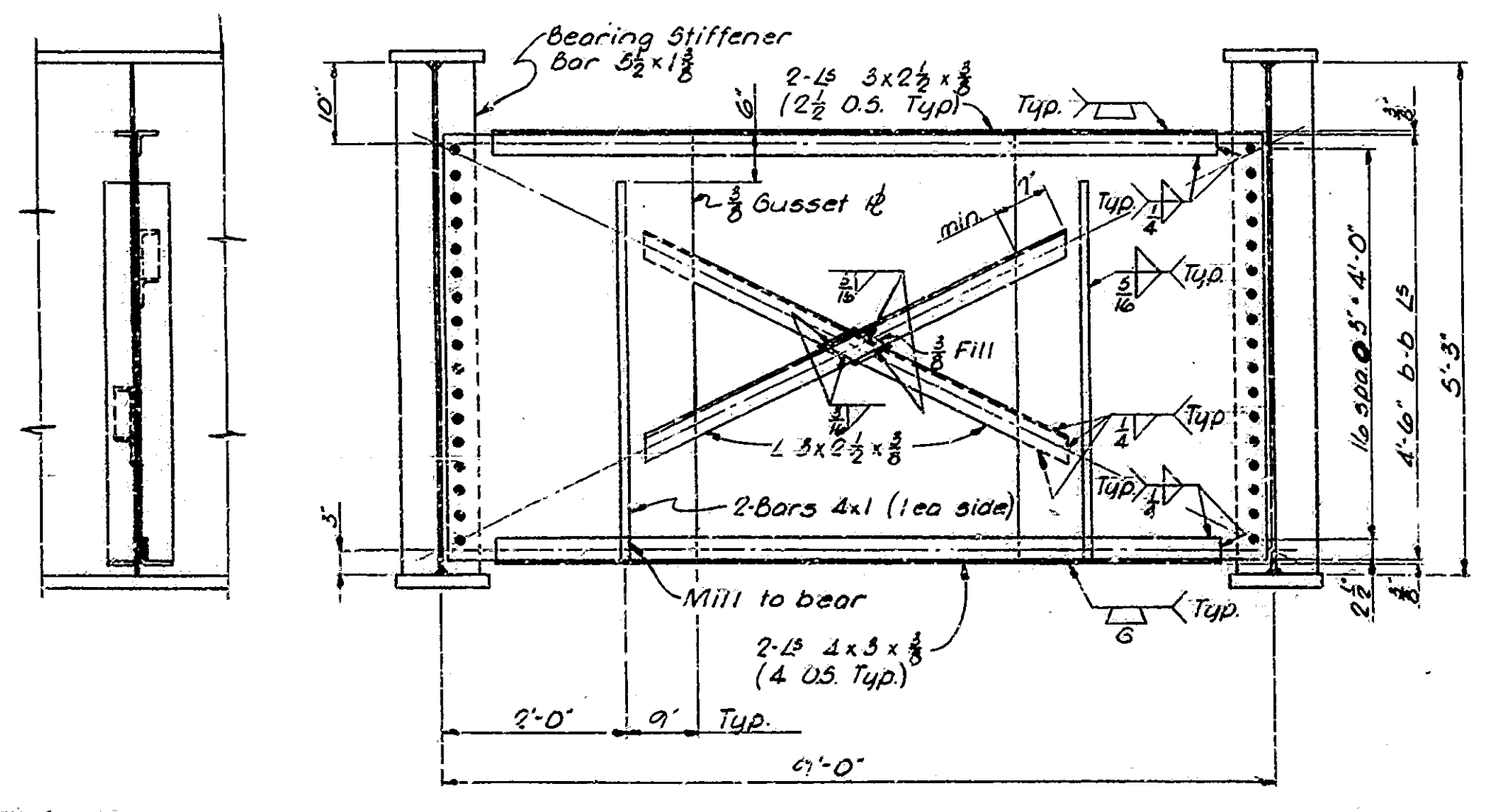
PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-465-4(115)127	A	20	46	I-465-127-5255



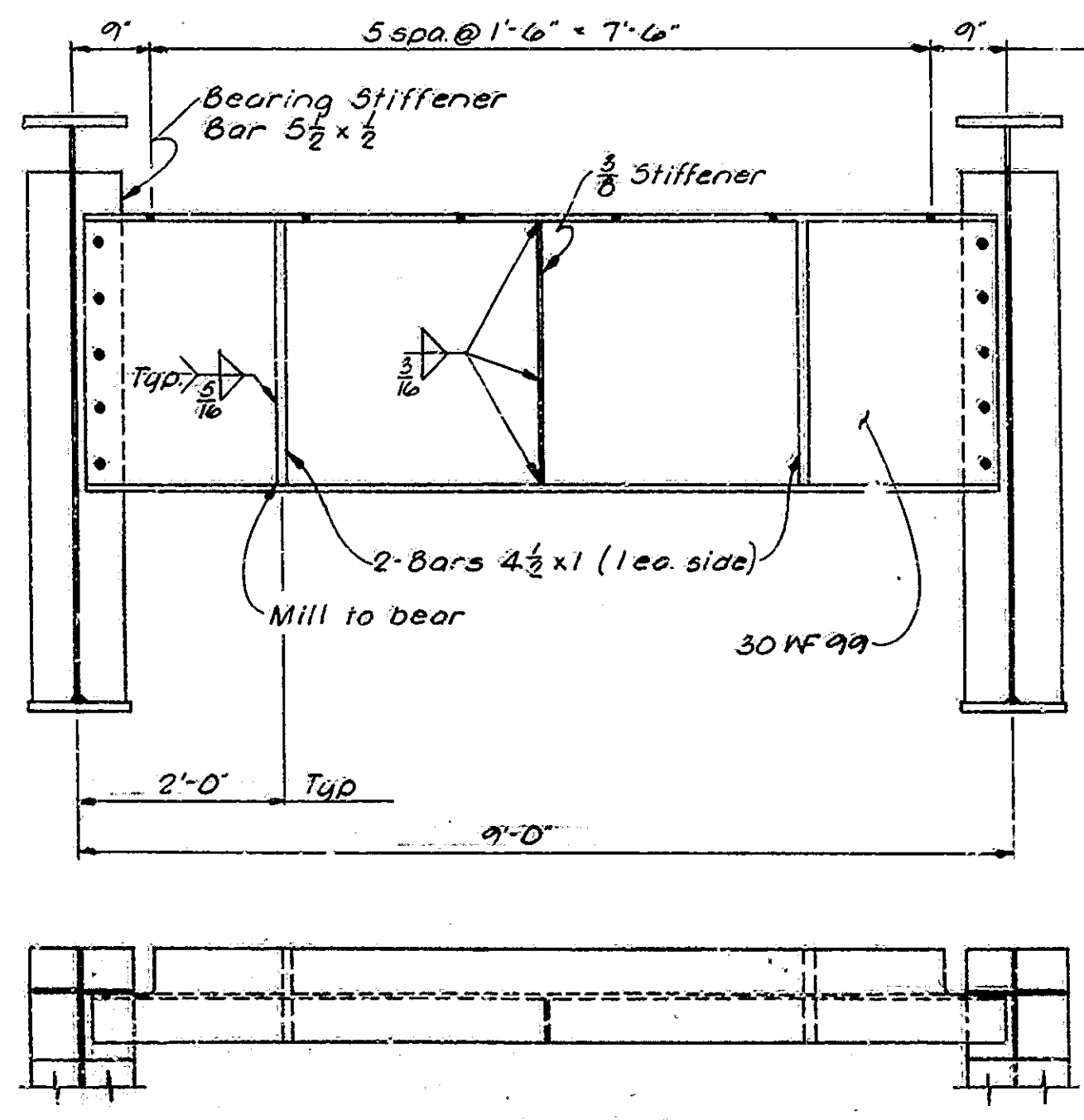
BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-423-4 (113)127	1965	21	46



**MOMENT & CAPACITY CURVES**  
Scale: Horizontal - 1" = 15'-0"  
Vertical - 1" = 1000'



**JACKING FRAME AT PIER**



**JACKING FRAME AT END BENT**

**NOTES:**  
Jacking Frames are to be used in place of Crossframes where indicated by double lines on the Framing Plan. See Drawing 512.  
See Drawing 54 for General Notes.

**SUPERSTRUCTURE DETAILS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted  
APR 20, 1965  
SUBMITTED FOR APPROVAL: *Frank H. Wood, P.E.*  
DRAWING: 514 OF 23  
PROJECT: 1-423-4 (113) 127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: 1-423-127-5235

DESIGNED	<i>FWD</i>	CHKD	<i>GEA</i>
DRAWN	<i>FWD</i>	CHKD	<i>GEA</i>
TRACED		CHKD	



BRIDGES OVER 20' SPAN				
PUB. ROAD	STATE	PROJECT	FISCAL	TOTAL
NO.		NO.	YEAR	SHEETS
4	IND.	1-465-4 (115)127	1965	22
				46

**SUPERSTRUCTURE GENERAL NOTES**

**STRUCTURAL STEEL:** All structural steel shall conform to ASTM A-36, unless otherwise noted.

**H.S. BOLTS:** All H.S. Bolts shall be 5/8 inch diameter and holes 15/16 inch diameter, unless noted.

**TOP SHOE CONNECTION:** Diameter of holes in all material connecting top shoes to girder flanges shall be 1".

Bolts connecting girder flange to top shoe shall extend into top shoe a minimum of 1 inch.

**SHOP DETAILS:** The shop details shall show a plan of match-marking for all reamed pieces.

**SPLICE PLATES:** All splice plates to be removed, cleaned and painted after reaming. Splice plates shall not extend beyond the end of girder after bolting for shipment.

**CAMBER:** Girders shall be cambered to a smooth curve. Camber must be checked while girders are supported in such a way as to have no bending moment in direction of camber.

**SHIMS:** Shims between beams and top shoes may be built up. No shim shall be less than 1/8 inch in thickness.

**ERECTION MARKS:** Eastbound and westbound structures shall have separate erection marks.

**PAINTING:** All paint shall be in accordance with current State Highway Specifications.

Shop Point } Basic Lead Silico Chromate (See Special Provisions)  
Field Point }

**FIELD SPLICES:** All structural steel shall be erected using full size drift pins in a minimum of fifty percent (50%) of the flange splice holes and fifty percent (50%) of the web splice holes. The elevation shall be checked before bolting field splices and with girders unsupported by any falsework. See Drawing S12 for true elevations of splices.

**SHOP BUTT WELDS:** All shop butt welds in flange plates shall be ground smooth and flush with the base metal on all surfaces. This shall apply to both parts of equal thickness and parts of unequal thickness. Finished details shall be as shown on Drawing S 15. Grinding shall be done in the direction of stress and in such a manner that the metal is kept below the blue brittle range. Any defects exposed by the grinding shall be cleaned, filled with weld metal, and re-ground to a uniform finish.

**FLAME CUTTING:** Structural carbon steel or structural low alloy steel for welding may be flame cut if the flame-cutting equipment is mechanically guided. Hand flame cutting shall be used only when approved, and the surface is further treated by milling, grinding, or chipping and grinding.

**TRIMMING:** Sheared plates or universal mill plates to be used for girder webs and shall be ordered with sufficient additional width to allow for trimming of edges to provide built-in camber for dead load deflection and vertical curve. Trimming shall be by flame cutting. The facing surfaces of the web and flange plates and the adjacent surfaces that are to be fillet welded shall be cleaned by grinding prior to assembly and welding of web to flange.

**FIT UP:** When the girder sections are fit up in the shop for reaming or drilling of field splices, the centerlines of opposing flanges shall not deviate more than 1/8 inch with the webs in alignment.

**RADIO-GRAPHIC INSPECTION:** All butt welds shall be subject to radio-graphic inspection at the option of the Engineer. See Special Provisions.

**WELDING:** All welding shall conform to the current AWS Specifications for Welded Highway and Railway Bridges unless otherwise noted.

**NOTE:** Rivets shall not be used in the assembly of structural steel.

The weight of High Strength Bolts is not included in the estimated weight of structural steel. The cost of these bolts shall be included in the cost of structural steel.

**STRUCTURAL STEEL:** Estimated weight of structural steel =  
ASTM - A36 - 1,549,200 pounds (Includes 27,900 pounds for Toothed Joints)  
ASTM - A441 - 32,600 pounds  
Total = 1,581,800 pounds

**GENERAL NOTES:** See Drawing S 4 for General Notes.  
**\*E.B.(WB. SAME)**

**DATA USED FOR DESIGN AND DETAILS**

**LIVE LOAD:** HS 20-44 loading with impact and distribution of loads in accordance with 1965 AASHTO Specifications. Checked for special loading consisting of 2 - 24,000 pound axles spaced 4'-0" apart.

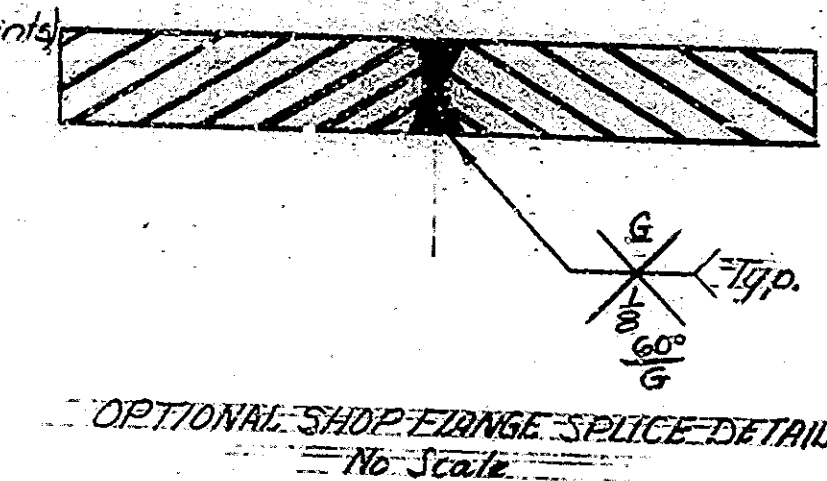
**DEAD LOAD:** Actual weight plus 35 pounds per square foot of roadway to provide for future wearing surface.

**SLAB:** Designed for 16,000 pound wheel impact, and with 1/2 inch monolithic wearing surface.

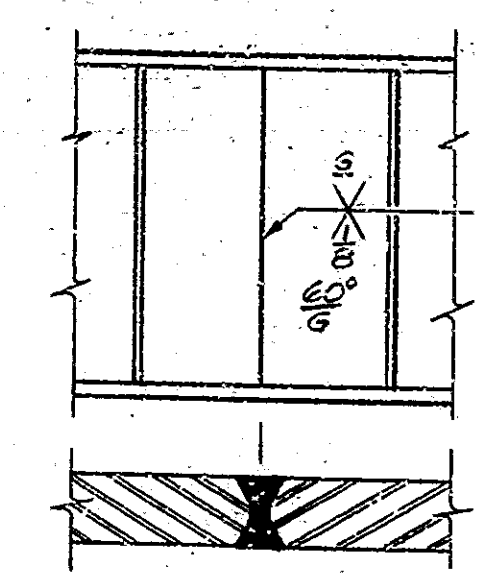
**UNIT STRESSES: (Structural Steel)**

Bending, Tension or Compression	
A-36	20,000 #/in <sup>2</sup>
A-441 (3/4 inch and under)	27,000 #/in <sup>2</sup>
A-441 (3/4 inch to 1 1/2 inch incl.)	24,000 #/in <sup>2</sup>
Built Welds - Tension (A36)	20,000 #/in <sup>2</sup>
Shear in Fillet Welds (A36)	12,400 #/in <sup>2</sup>
Shear on High Strength Bolts	13,500 #/in <sup>2</sup>
Bearing	29,000 #/in <sup>2</sup>

Bearing Steel on Concrete (Including Overturning and Eccentric Loading)	1,000 #/in <sup>2</sup>
Reinforcing Steel (Tension)	20,000 #/in <sup>2</sup>
Concrete (Compression)	1,200 #/in <sup>2</sup>

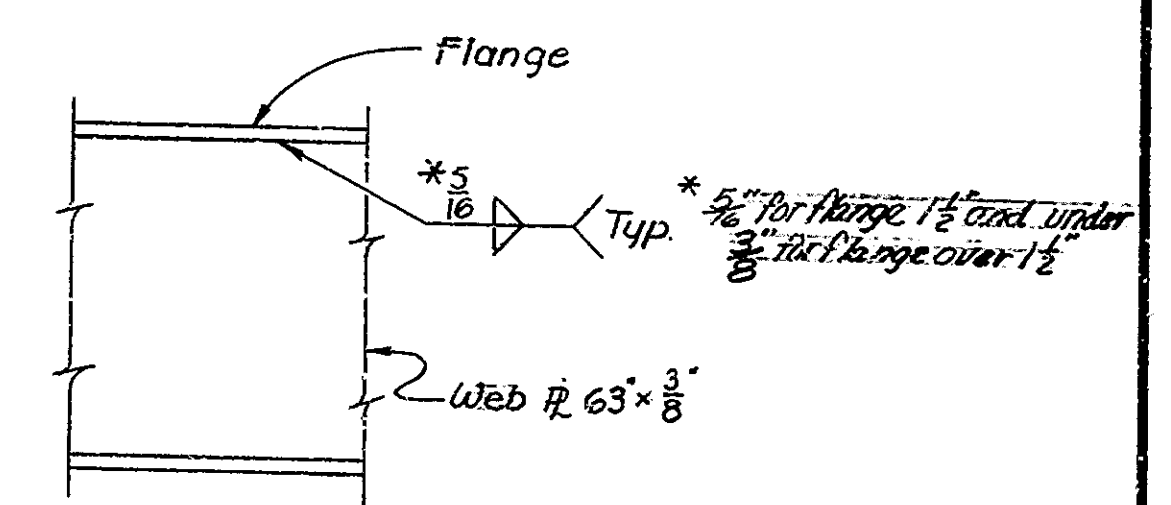


OPTIONAL SHOP FLANGE SPLICE DETAIL  
No Scale

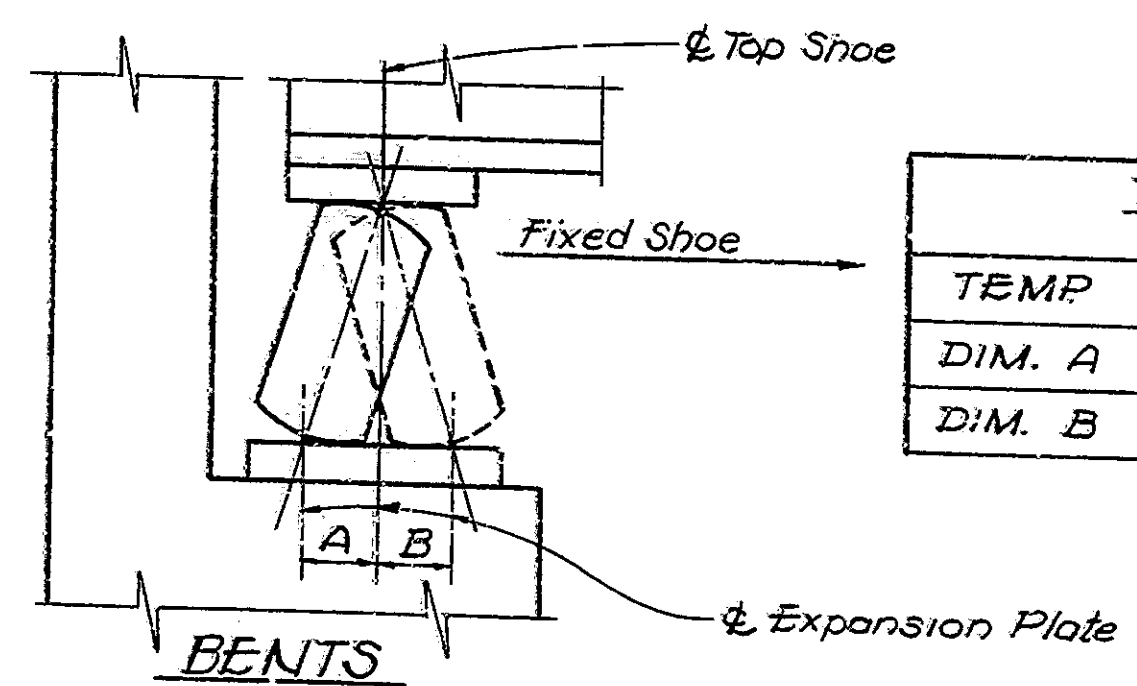


Number and location of Shop web splices to be determined by the fabricator with the approval of the Engineer

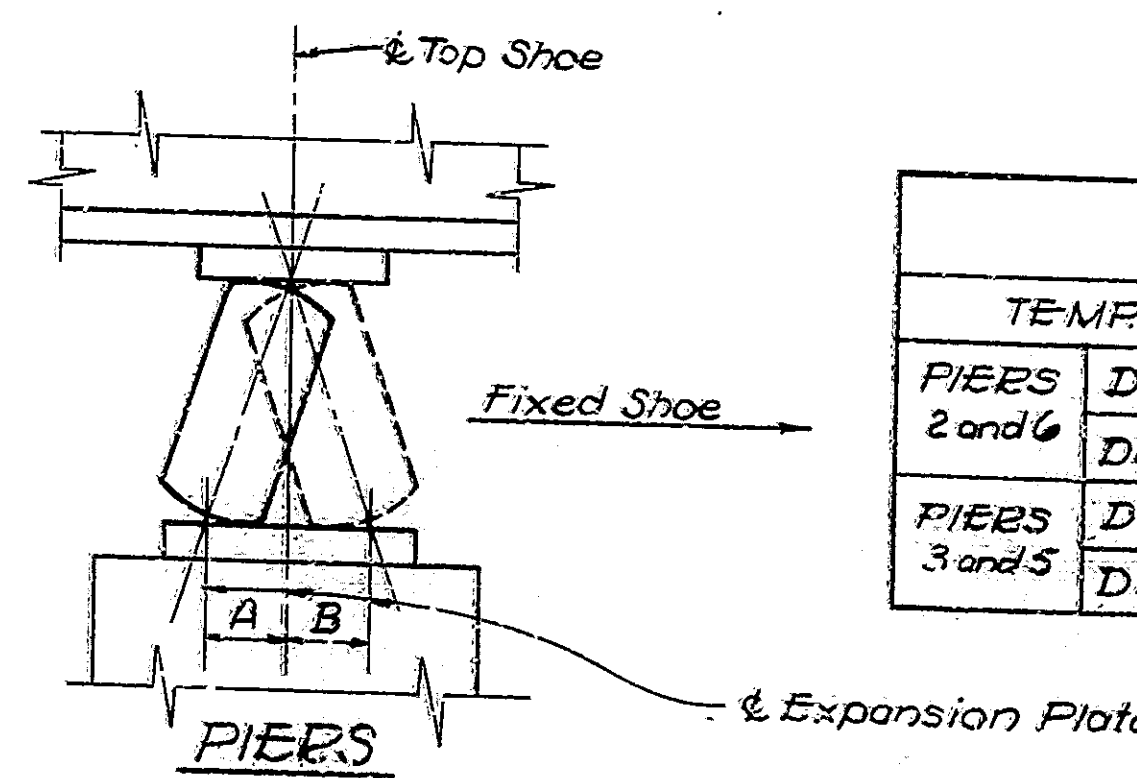
SHOP WEB SPLICE DETAIL  
No Scale



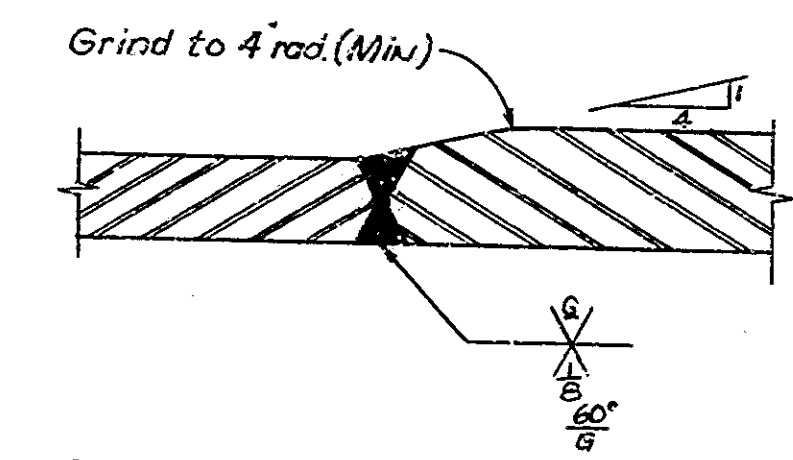
FLANGE TO WEB WELD  
No Scale



TEMP	0°	20°	40°	60°	80°	100°	120°
DIM. A	1 1/16	1 1/8	1	1/2			
DIM. B				0	1/16	1/8	



TEMP	0°	20°	40°	60°	80°	100°	120°
PIERS 2 and 6	1 1/16	1 1/8	3/8	0			
PIERS 3 and 5	1/2	3/8	3/16	0	3/8	1/16	1/16
				0	3/16	3/8	1/2



SHOP FLANGE SPLICE DETAIL  
No Scale

**SUPERSTRUCTURE DETAILS**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: NO SCALE April 20, 1965

SUBMITTED FOR APPROVAL: Tom P. ... P.E.

DRAWING: S16 OF 23  
PROJECT: I-465-4(115)127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: I-465-127-5255

DESIGNED: DVA	CHKD: GEA
DRAWN: CWS	CHKD: GEA
TRACED: CWS	CHKD: GEA

Rev. 2-1-67 Design Data Notes  
Rev. 11-3-66 Paint Note  
Rev. 5-27-66 Notes

PROJECT NO.	LINE	SHEET	TOTAL	FILE
1-465-4(115)127	A	22	46	1-465-127-5255

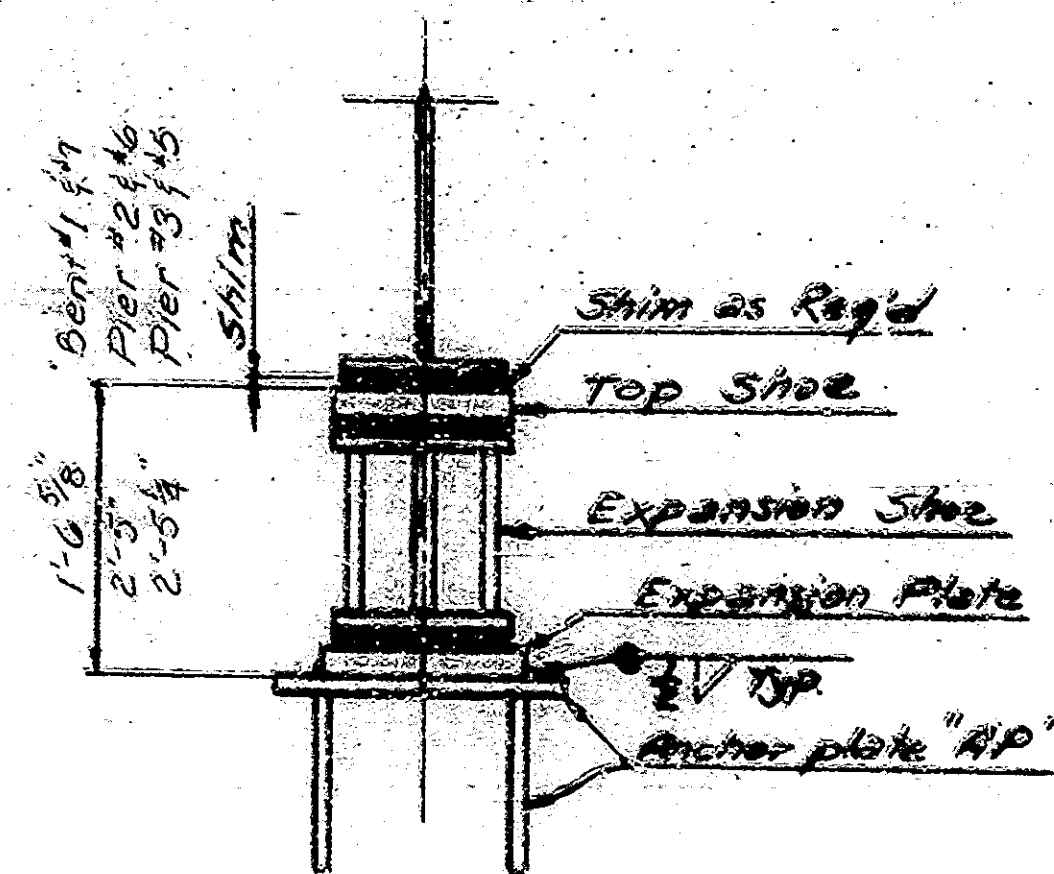




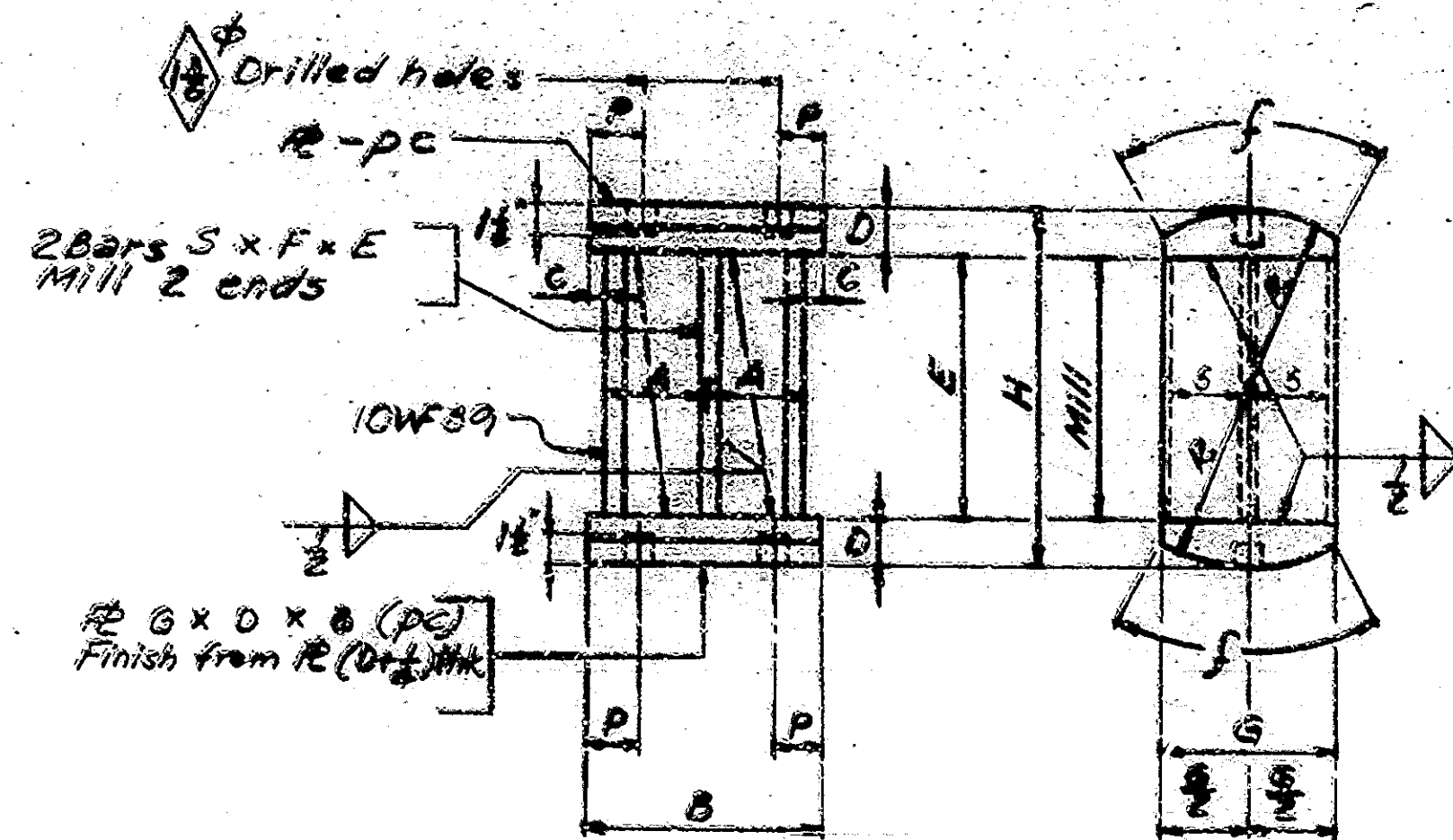


BRIDGES OVER 20' SPAN					
FIG. NO.	STATE	PROJECT NO.	PIECE NO.	SHEET NO.	TOTAL SHEETS
4	IND	1-465-4 (115)-127	1255	24	46

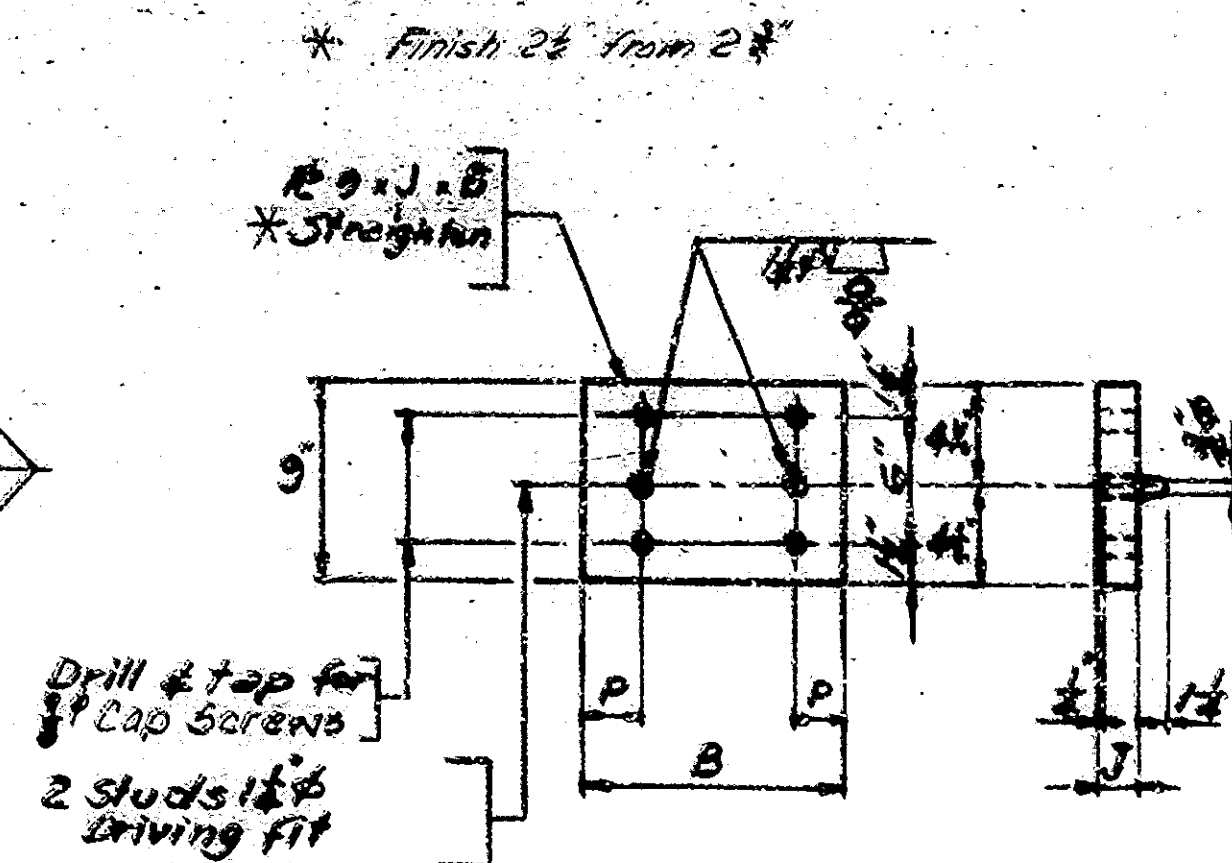
NOTE: Curved surfaces of shoes to be machined after weldments have been completed.



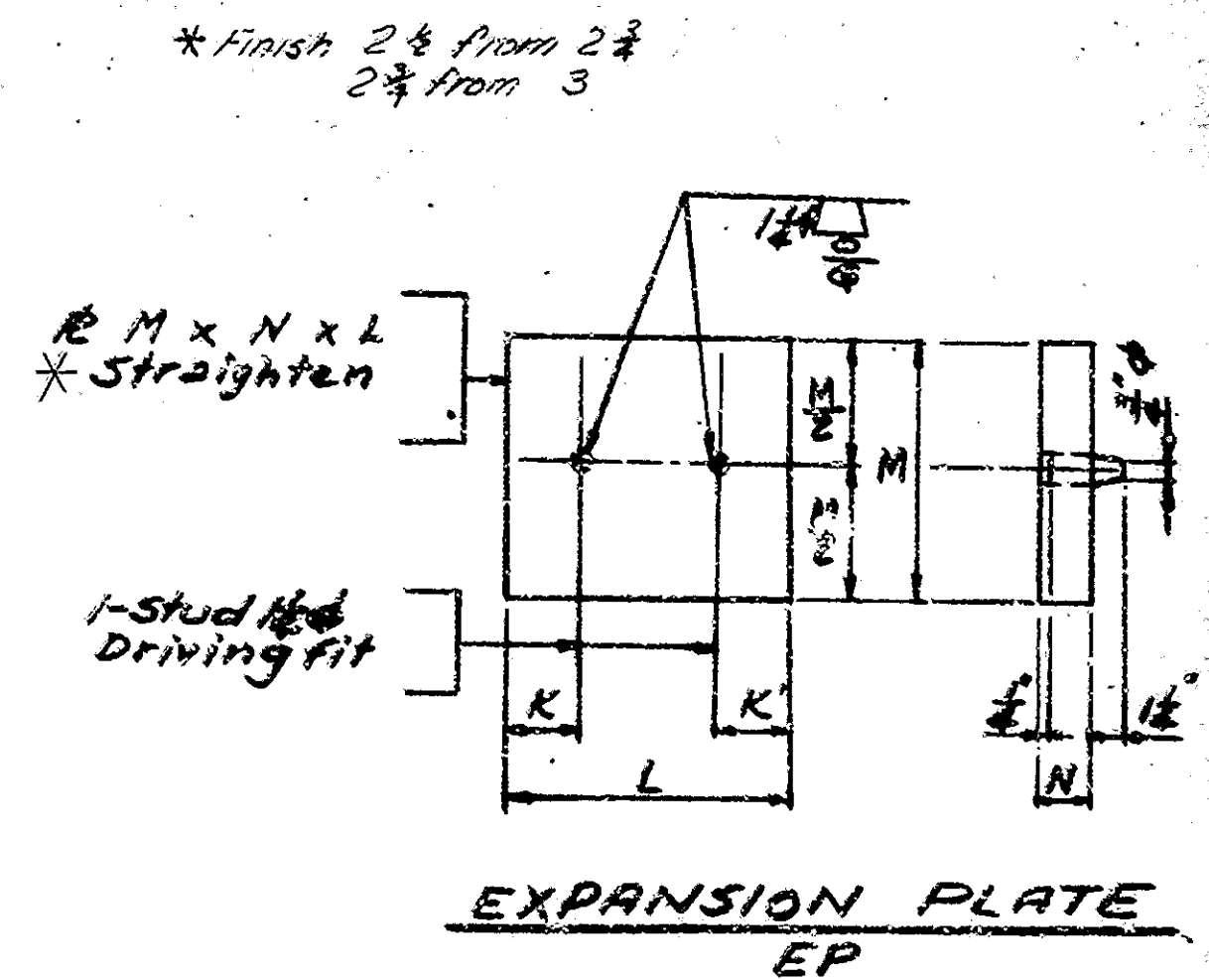
EXPANSION SHOE ASSEMBLY-TYPICAL



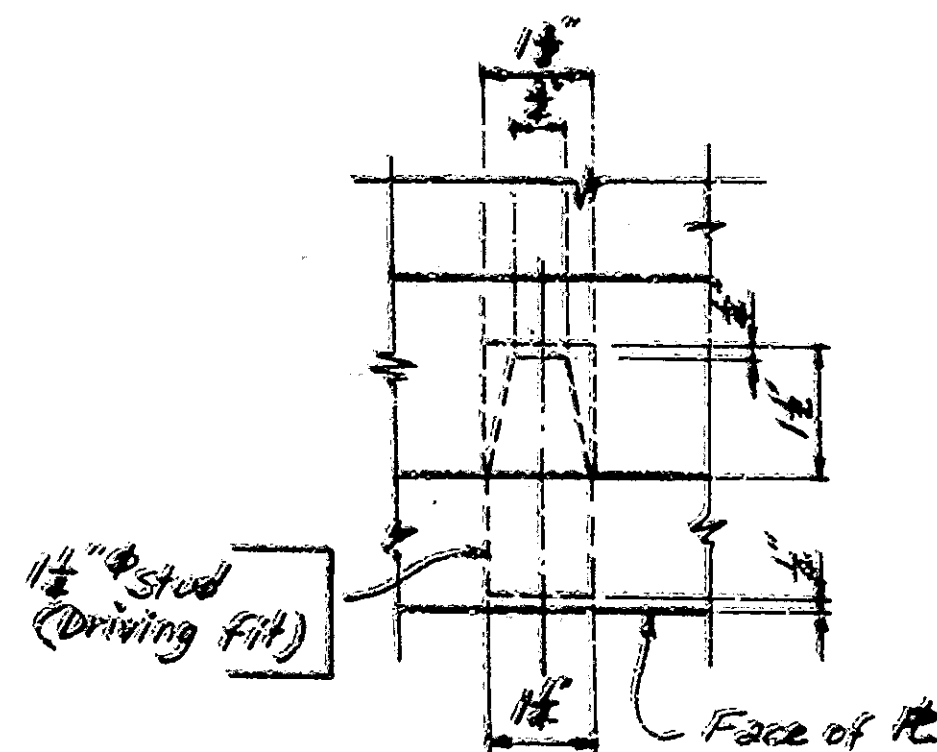
EXPANSION SHOE ES



TOP SHOE TS



EXPANSION PLATE EP



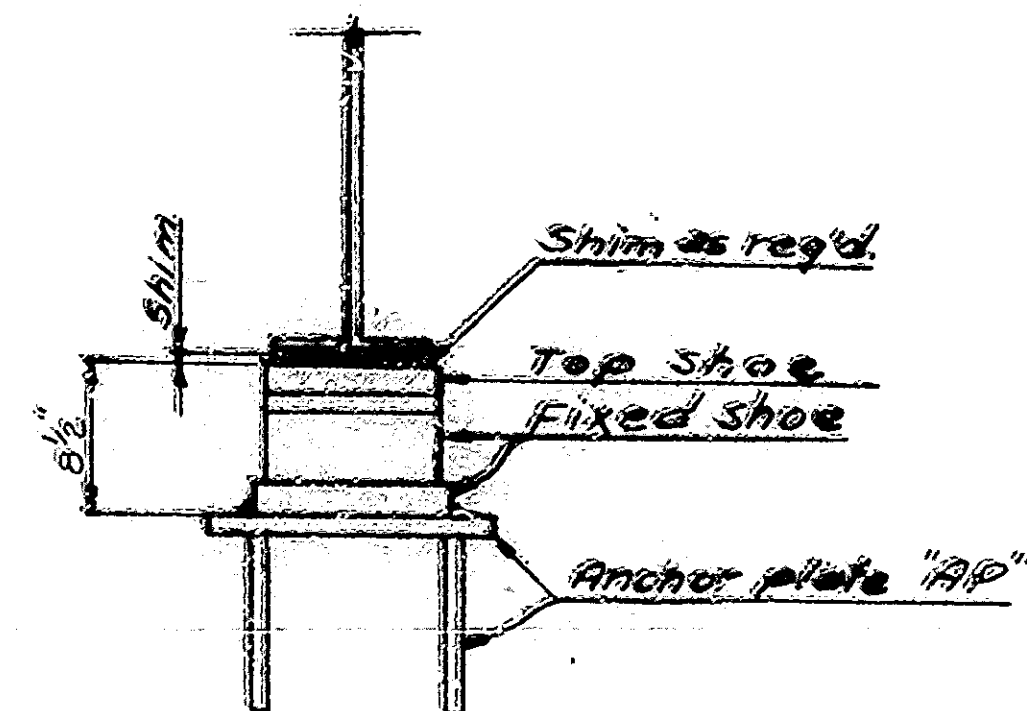
STUD DETAIL

EXPANSION SHOE DIMENSIONS (inches)											
MARK	A	B	C	D	E	F	G	H	P	R	S
ES-1	4	12	1 1/2	2	11	1	8	15	2 1/2	7 1/2	3 1/2
ES-2	4 1/2	13	1 3/4	2	20	1	8	24	3	12	4 1/2

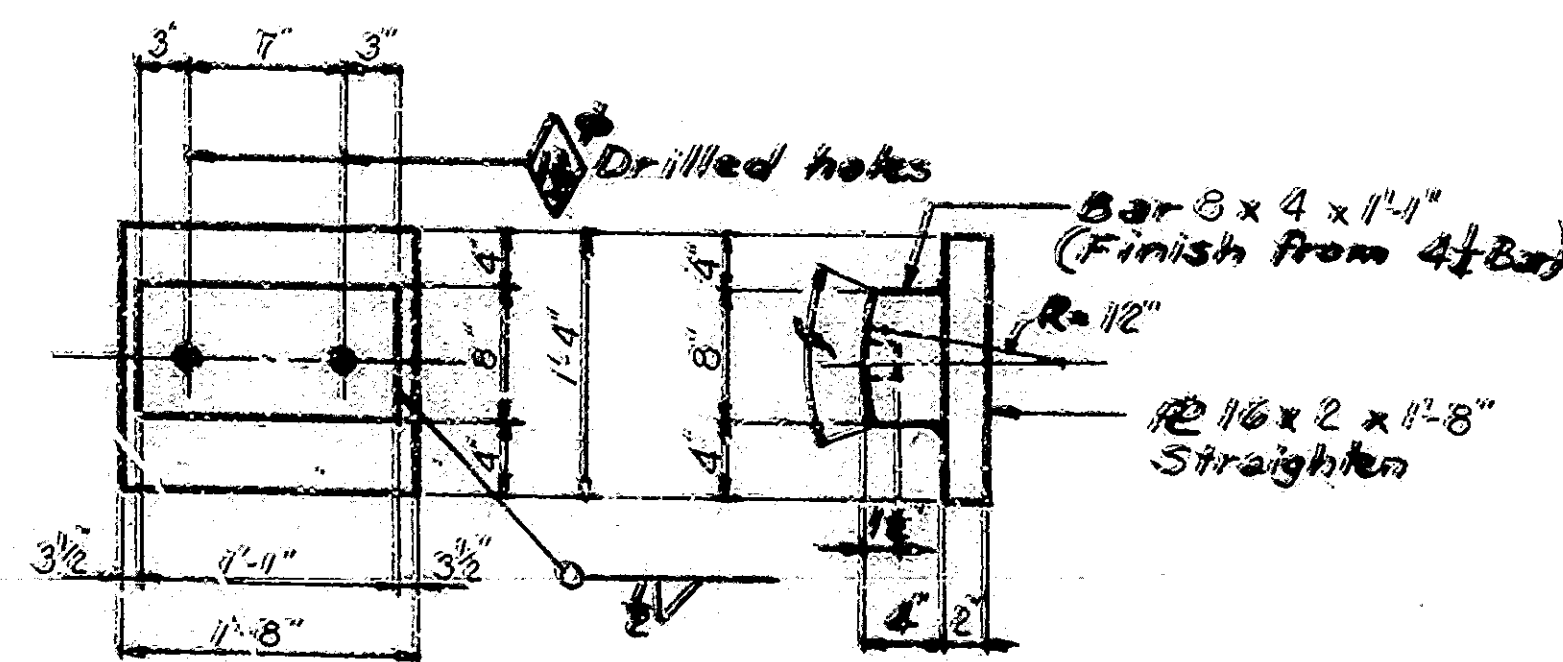
TOP SHOE DIM. (in.)			
MARK	B	J	P
TS-1	12	1 1/2	2 1/2
TS-2	13	2 1/2	3

EXPANSION PL. DIM. (in.)				
MARK	K	L	M	N
EP-1	4 1/2	16	14	1 3/8
EP-2	9	25	16	2 1/2
EP-3	8	23	16	2 3/4

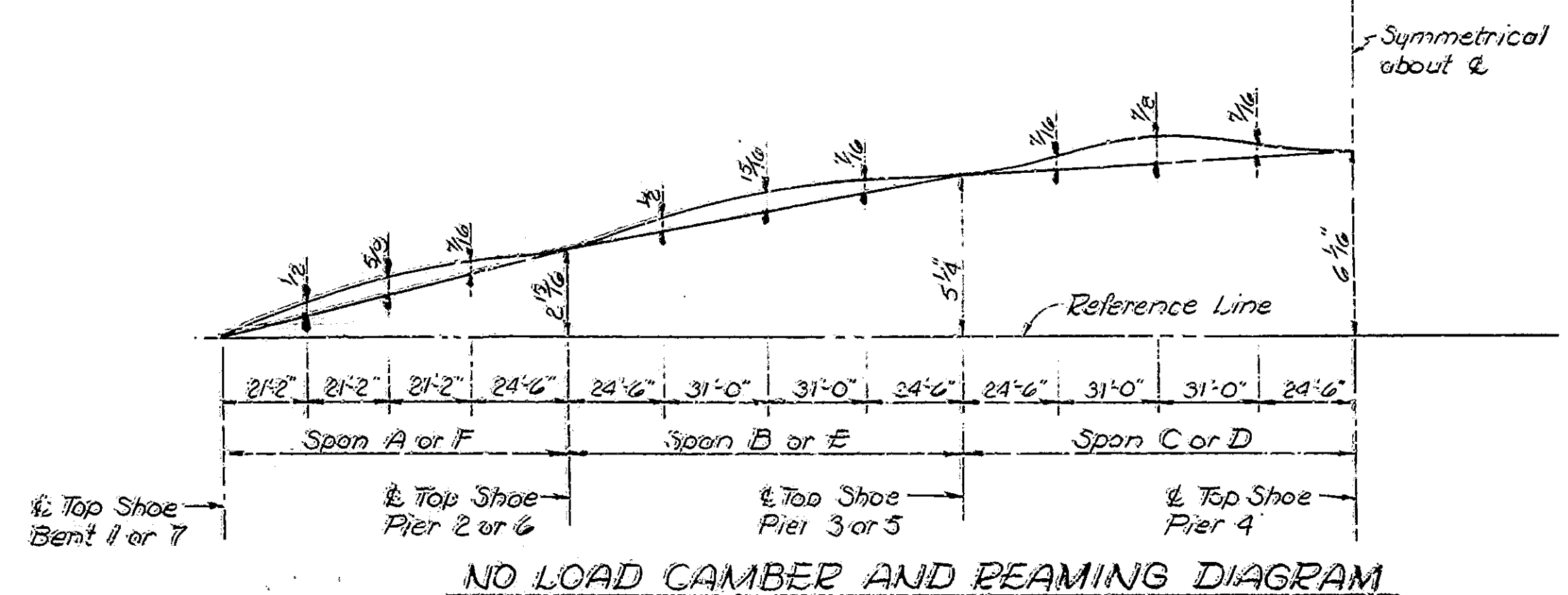
Roller portion of Expansion Shoes, Expansion Plates and Top Shoes shall conform to ASTM A-441. All other material shall be ASTM A-36.



FIXED SHOE ASSEMBLY-TYPICAL



FIXED SHOE FS-1



BEAMING: The Shop Plans shall indicate whether beaming or drilling is to be done in shop or field. If shop beaming or drilling is used, the girders shall be assembled in accordance with the "No Load Camber and Beaming Diagram". If the girders are shop beamed or drilled, full size drift pins shall be used in erection.

See Drawing S15 for General Notes.

SUPERSTRUCTURE BEARING DETAILS  
INDIANA STATE HIGHWAY COMMISSION

SCALE: No Scale

April 20, 1965

QUANTIFIED FOR APPROVAL: For L. H. ...

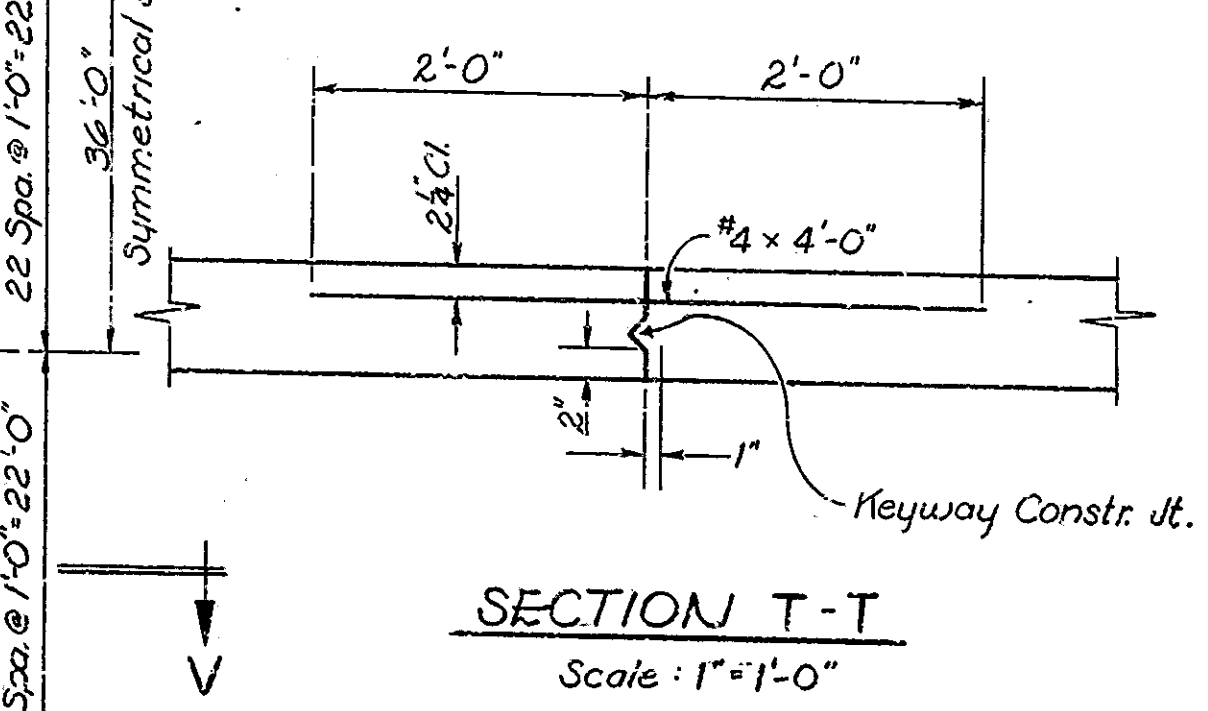
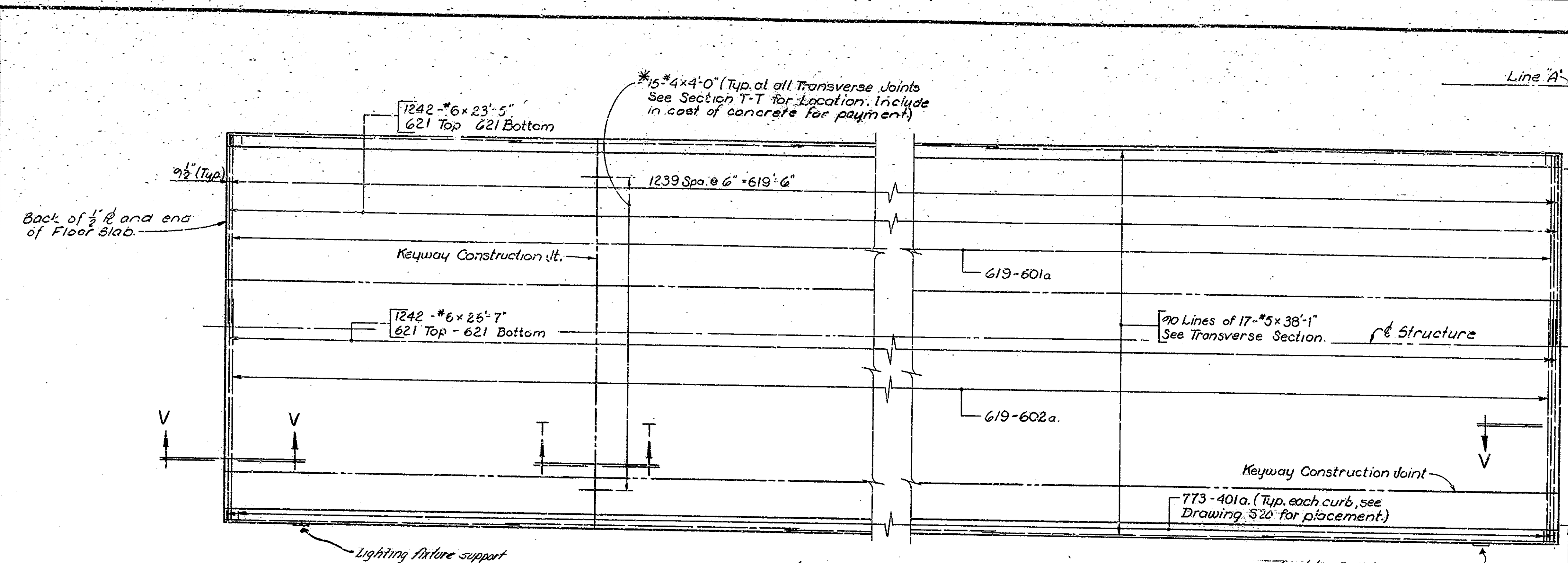
DRAWING: S17 of 23  
PROJECT: 1-465-4(115)-127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: 1-465-127-5255

DESIGNED: FWD	CHKD: GEA
DRAWN: CWS	CHKD: GEA
TRACED: CKD	

REV. 5-27-64 W. C. ...



BRIDGES OVER 20' SPAN					
PIER ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(115)127	1965	25	46

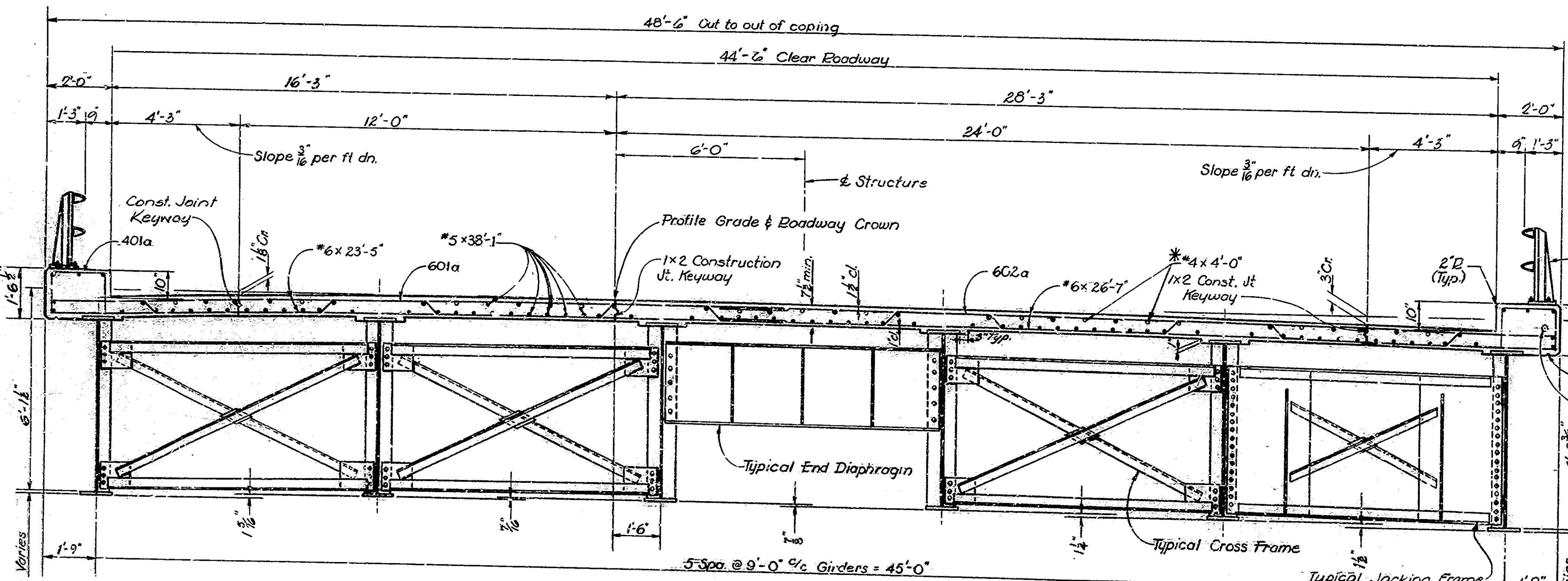


(Eastbound Lanes shown)  
(WB Lanes symm. about Line A)  
**DECK PLAN**  
Scale:  $\frac{1}{8}'' = 1'-0''$

**LIGHT POST SUPPORTS:**  
For light post support details see Bridge Standard #27A.  
\*Included in cost of other items.

**NOTES**

- CORNER DETAILS:**  
For corner details see Drawing 520
- REINFORCING STEEL:**  
For reinforcing bar notes, see Bridge Standard G.
- CONCRETE FORMS:**  
After the structural steel has been erected, concrete forms shall not be blocked against the expansion end of the steel in making pours adjacent to the steel spans.
- GENERAL NOTES:**  
See Drawing 515 for General notes.



**TYPICAL SECTION**  
Scale:  $\frac{1}{2}'' = 1'-0''$

**DECK PLAN and TRANSVERSE SECTION**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED April 20, 1965

SUBMITTED FOR APPROVAL: Tom R. Greenwood, P.E.

DRAWING: S18 of 25  
PROJECT: I-465-4(115)127  
BRIDGE CONTRACT NO. B-72 85  
BRIDGE FILE: I-465-127-5255

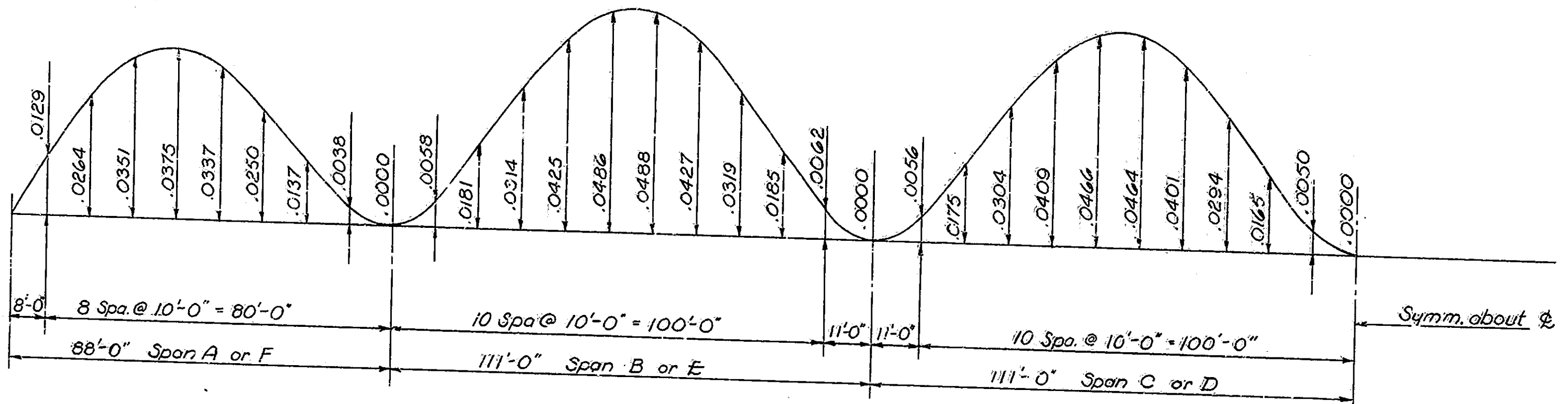
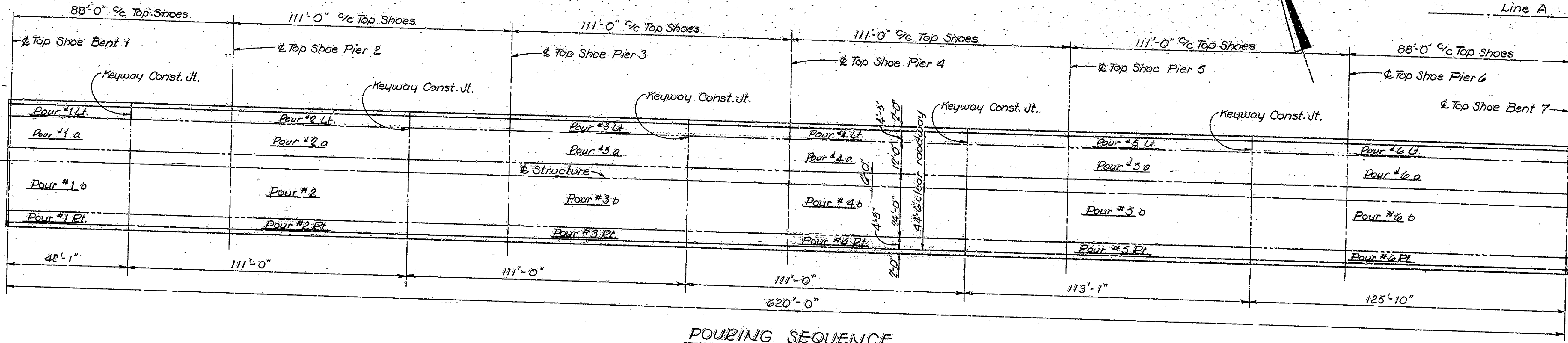
DESIGNED: C.W.S.	CHKD: GEA
DRAWN: C.W.S.	CV'D: GEA
TRACED: C.W.S.	CK'D: GEA

Rev. 5-27-66 Reinf. Steel, Note Added.

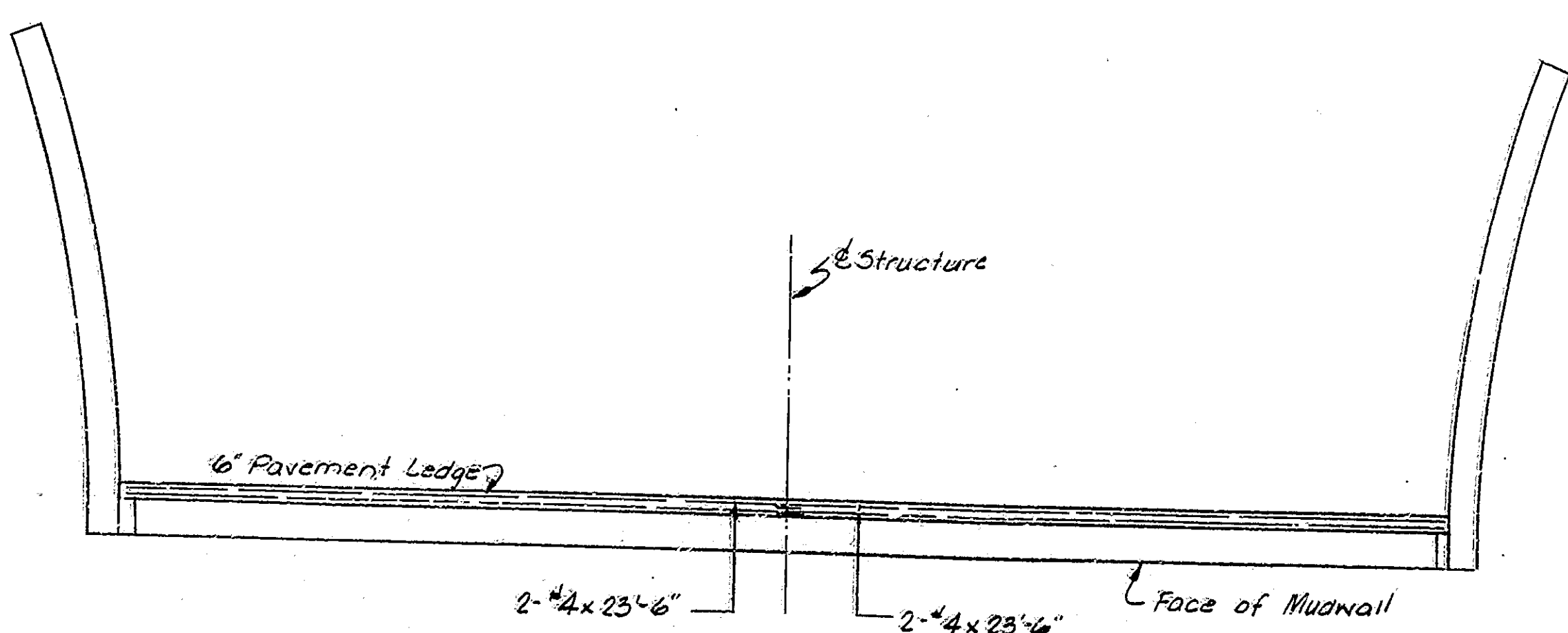
PROJECT NO.	LINE	SHEET	TOTAL SHEETS	FILE
I-465-A(115)-127	A	25	46	I-465-127-5255



BRIDGES OVER 20' SPAN				
PUB. ROAD RECORD	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-4(112)127	1965	26
				A6



**NOTES**  
POURING SEQUENCE:  
Sequence of pours to be made in the order of pour numbers.  
All superstr. constr. joints are optional and pours may be continuous provided the pour terminates at a construction joint indicated on the plan.

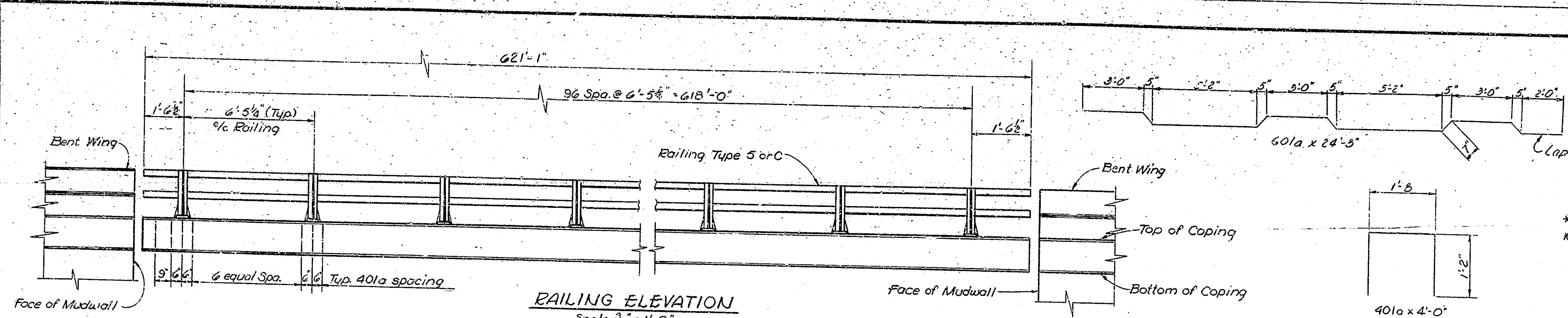


**PLACEMENT OF REINFORCING STEEL IN CAP**  
Concrete and Reinforcing Steel in Cap billed with Superstructure.

**INDIANA STATE HIGHWAY COMMISSION**  
SCALE: AS NOTED  
SUBMITTED FOR APPROVAL: *Tom L. Underwood, SE*  
DRAWING: 519 of 23  
PROJECT: I-465-4(112)127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: I-465-127-3255

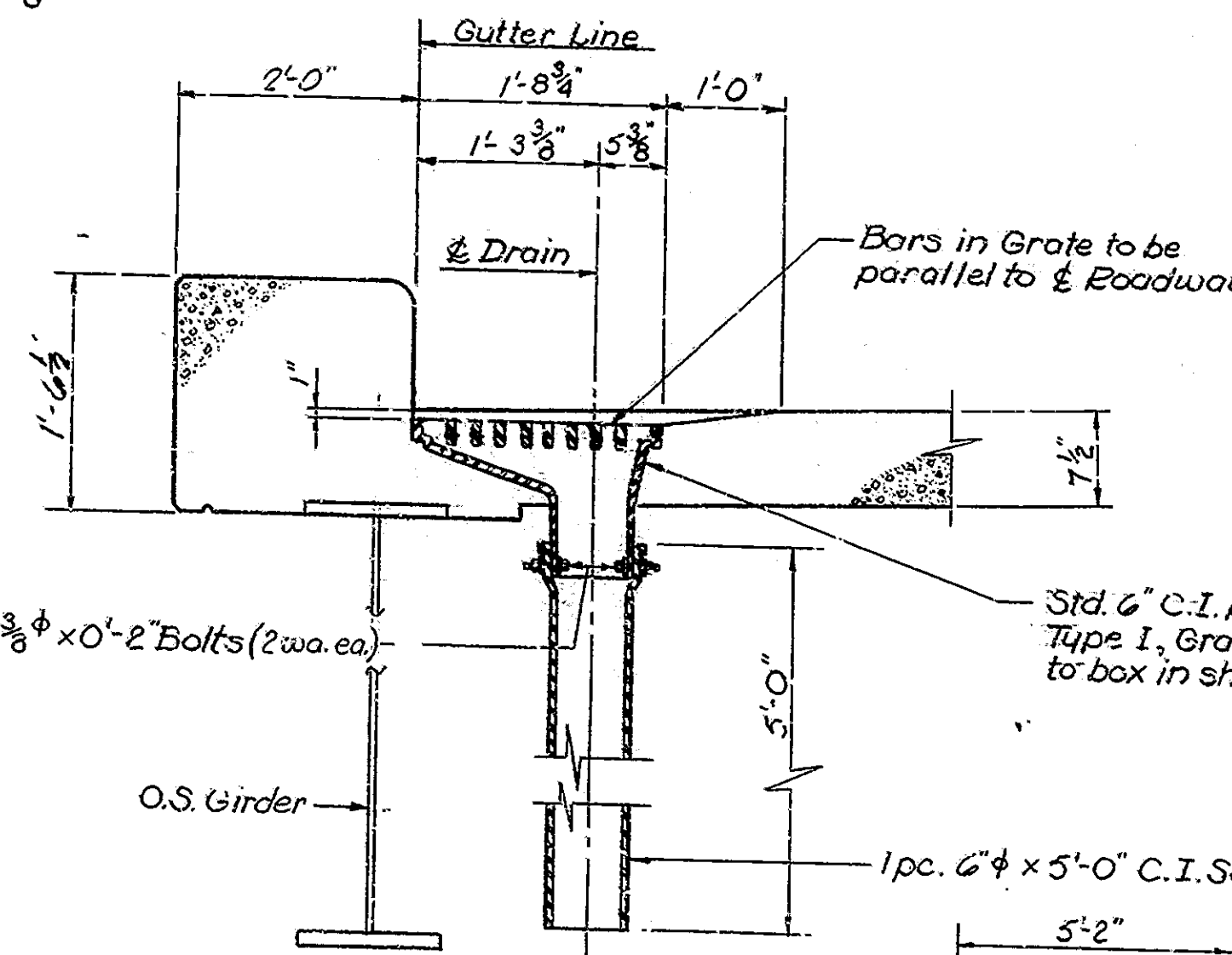
DESIGNED: FWD C.K.D. GEA  
DRAWN: CWS C.K.D. GEA  
TRACED: C.K.D.



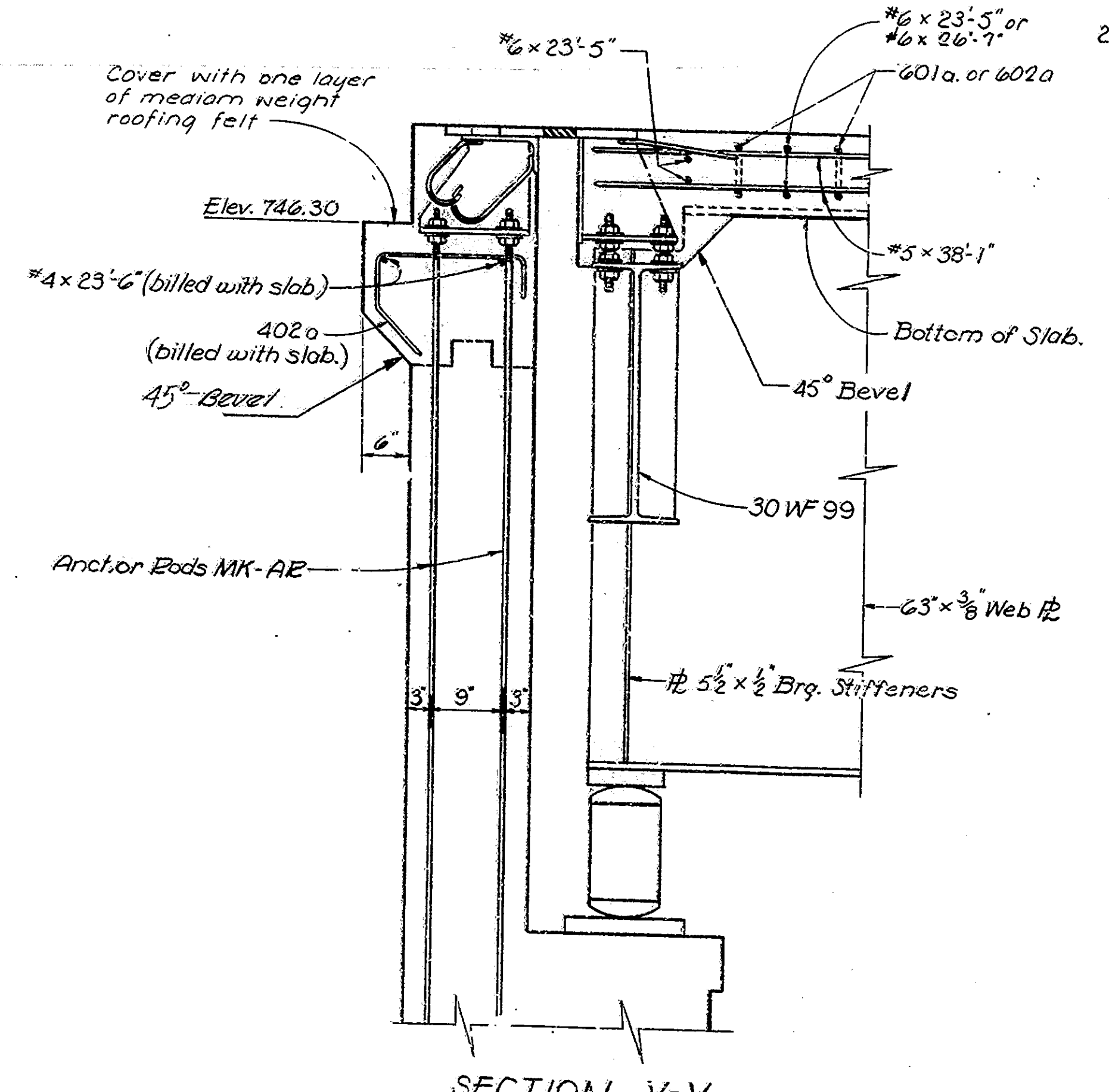


**RAILING ELEVATION**  
Scale  $\frac{3}{8}'' = 1'-0''$

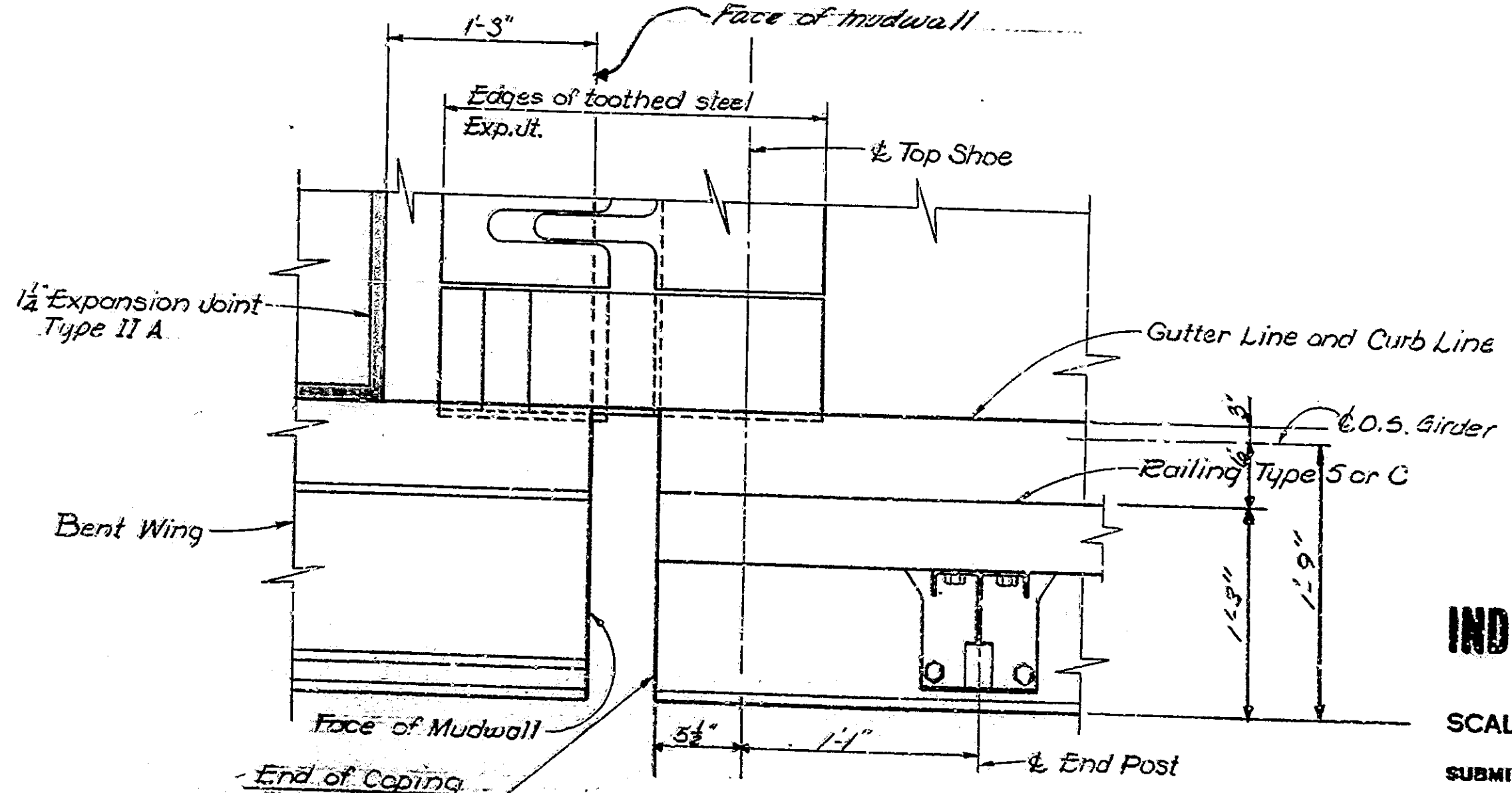
**RAILING DETAILS:** For additional railing details, see Bridge Standards R1-C, R1-E, and R1-F. For additional details, see Drawings 516 & 518.



**DRAIN DETAILS**  
Scale  $1'' = 1'-0''$



**SECTION V-V**  
Scale  $1'' = 1'-0''$



**CORNER DETAILS**  
Scale  $1 1/2'' = 1'-0''$

BRIDGES OVER 20' SPAN					
PUB. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(115)127	1965	29	46

**BILL OF MATERIALS - EBL**  
NBL Same

REINFORCING STEEL				
Size & Mark	N <sup>o</sup> of Bars	Length	Weight	
601 B	16	4'-0"	76	
602 B	40	4'-6"	270	
Total #6 in Light Posts			346	
601a	419	24'-3"	22,546	
602a	619	27'-5"	25,490	
#6	1242	23'-5"	43,684	
#6	1242	24'-7"	49,591	
	Total #6		141,311	
#5	1530	38'-1"	60,773	
401a	1546	3'-8"	3788	
402a	90	3'-1"	185	
#4	8	23'-6"	126	
	Total #4		444.2	
	Total Steel		206,892	
#4	75	4'-0"	200	

CONCRETE	
Class F Superstructure	
Pour 1 Lt.	10.3 CYS
Pours 2Lt, 3Lt, 4Lt, 5 @ 23.0	69.0 CYS
Pour 5 Lt.	23.5 CYS
Pour 6 Lt.	26.4 CYS
Pour 1a	14.0 CYS
Pours 2a, 3a, 4a, 5 @ 31.1	93.3 CYS
Pour 5a	31.6 CYS
Pour 6a	35.5 CYS
Pour 1b	28.0 CYS
Pours 2b, 3b, 4b, 5 @ 62.2	186.6 CYS
Pour 5b	63.2 CYS
Pour 6b	71.5 CYS
Pour 1 Rt.	10.3 CYS
Pours 2Rt, 3Rt, 4Rt, 5 @ 23.0	69.0 CYS
Pour 5 Rt.	23.5 CYS
Pour 6 Rt.	26.4 CYS
Cap	11.8 CYS
Total Class F Concrete	794.2 CYS

MISCELLANEOUS	
Anchor Bolts NK-AR-21	16 ea.
Aluminum Railing (Type 5)	
6" Steel Railing (Type C)	1242.3 LF
2" Steel Conduit	659.4 LF
48'-6" C.I. Roadway Drains Type 1, Grate 'A'	9716 Lbs.
48 pcs. 6" x 5'-0" C.I. Soil pipe (Extra Heavy) 5.0' @	
18' Ht. - #25"	4560 Lbs.
Total Cast Iron	13,776 Lbs.

\* Includes 5' for hub.  
\*\* To be paid for in cost of other items.  
\*\*\* See Std. Drawg. R2A for bending diagram.

**FLOOR DETAILS**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED

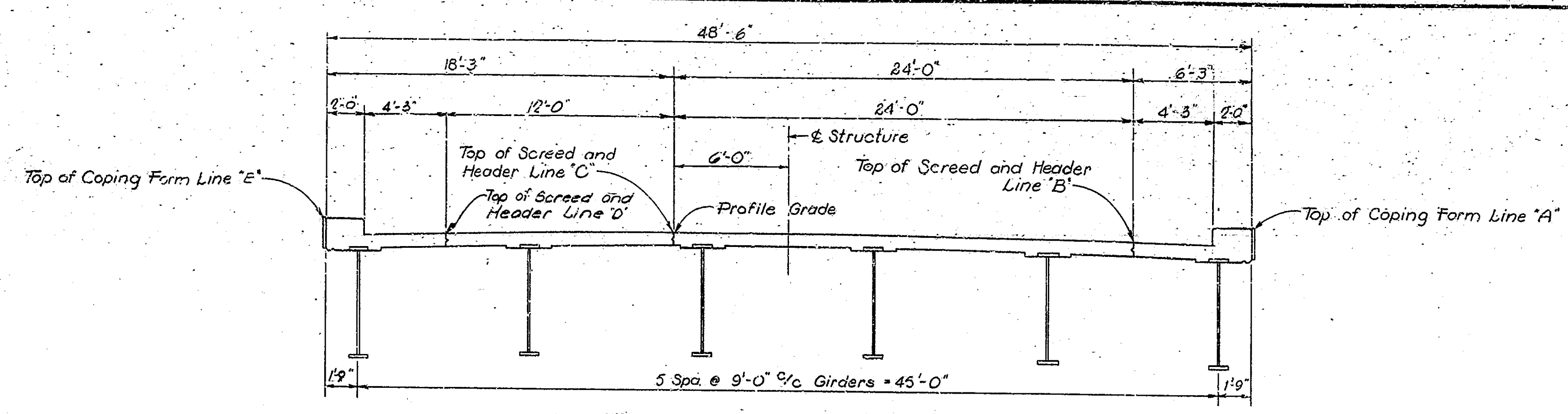
SUBMITTED FOR APPROVAL: Tom L. Underwood, P.E.

April 20, 1965  
DRAWING: S20 of 23  
PROJECT: I-465-4(115)127  
BRIDGE CONTRACT NO. B-7285  
BRIDGE FILE: I-465-127-5255

DESIGNED: RWD	CHKD: GEA
DRAWN: CWS	CHKD: GEA
TRACED: CWD	



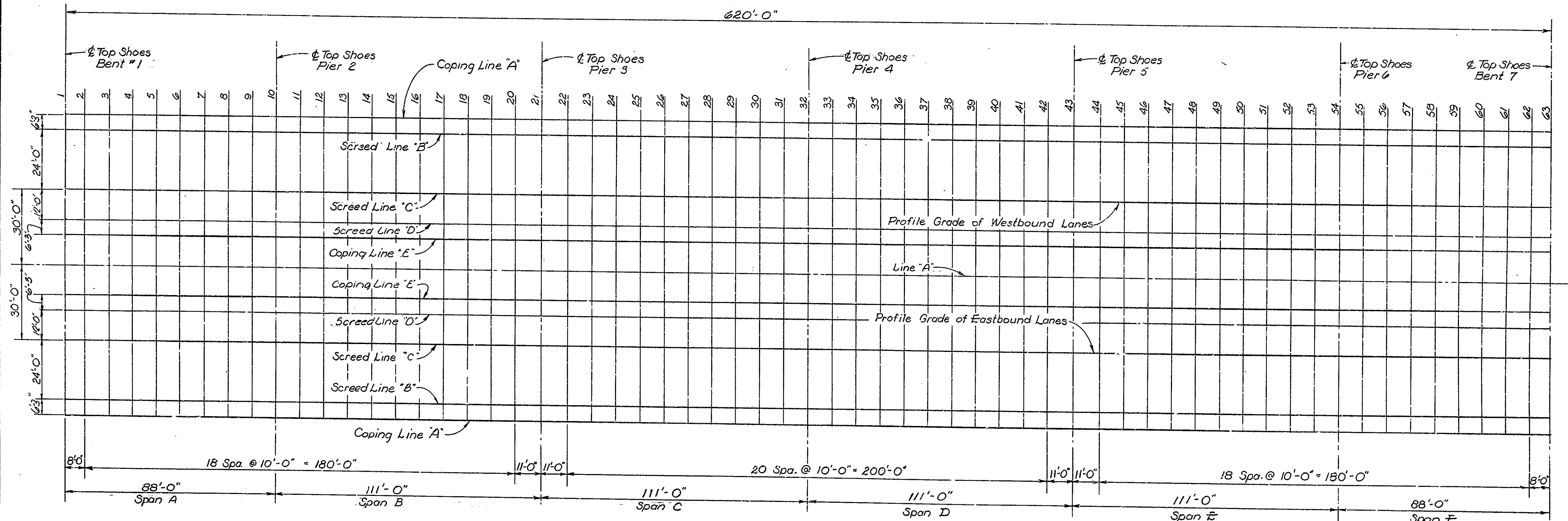
BRIDGES OVER 20' SPAN				
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-4 (15)127	1965	28



**CROSS SECTION FOR SCREEDS**

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

Eastbound Lanes shown - Westbound Lanes Opposite Hand



**PLAN FOR SCREEDS**

Scale:  $1'' = 20'-0''$

**NOTE:**

For Superstructure General Procedure see Drawing S22

**SCREED DETAILS**

**INDIANA STATE HIGHWAY COMMISSION**

SCALE: AS NOTED April 20, 1965

SUBMITTED FOR APPROVAL: *Tom L. Madson, P.E.*

DRAWING: S21 OF 23  
 PROJECT: I-465-4 (15)127  
 BRIDGE CONTRACT NO. 8-7285  
 BRIDGE FILE: I-465-127-5255

DESIGNED: <i>FWJ</i>	CHKD: _____
DRAWN: <i>CLS</i>	CHKD: _____
TRACED: _____	CHKD: _____

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-465-4 (15)127	A	23	26	I-465-127-5255



BRIDGES OVER 20' SPAN						
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NOS.	TOTAL SHEETS	FILE
4	IND.	I-465-4 (1/15)-127	1965	29	46	

Line	Point	SPAN A											SPAN B											SPAN C										
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	
A	Elev. @ top of coping form	747.960	747.995	748.040	748.080	748.110	748.135	748.155	748.170	748.185	748.205	748.235	748.265	748.300	748.330	748.355	748.375	748.385	748.390	748.390	748.390	748.400	748.415	748.440	748.460	748.480	748.490	748.495	748.495	748.485	748.475	748.465	748.465	
	Elev. @ top of exterior Girder																																	
	H																																	
B	Elev. @ top of screed form	747.205	747.245	747.290	747.330	747.360	747.385	747.400	747.415	747.430	747.450	747.480	747.515	747.550	747.580	747.605	747.620	747.630	747.635	747.635	747.640	747.645	747.665	747.685	747.705	747.725	747.740	747.745	747.740	747.735	747.725	747.715	747.710	
	Elev. @ top of interior Girder																																	
	H																																	
C	Elev. @ top of screed form	747.455	747.495	747.540	747.580	747.610	747.635	747.650	747.665	747.680	747.700	747.730	747.765	747.800	747.830	747.855	747.870	747.880	747.885	747.885	747.890	747.895	747.915	747.935	747.955	747.975	747.990	747.995	747.990	747.985	747.975	747.965	747.960	
	Elev. @ top of interior Girder																																	
	H																																	
D	Elev. @ top of screed form	747.360	747.400	747.445	747.485	747.515	747.540	747.555	747.570	747.585	747.605	747.635	747.670	747.705	747.735	747.760	747.775	747.785	747.790	747.790	747.795	747.800	747.820	747.840	747.860	747.880	747.895	747.900	747.895	747.890	747.880	747.870	747.865	
	Elev. @ top of interior Girder																																	
	H																																	
E	Elev. @ top of coping form	748.115	748.155	748.210	748.235	748.270	748.290	748.310	748.325	748.340	748.360	748.390	748.425	748.455	748.490	748.510	748.530	748.540	748.545	748.545	748.545	748.555	748.570	748.585	748.615	748.635	748.645	748.650	748.650	748.645	748.635	748.625	748.620	
	Elev. @ top of exterior Girder																																	
	H																																	

Line	Point	SPAN D											SPAN E											SPAN F										
		33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63		
A	Elev. @ top of coping form	748.465	748.475	748.485	748.495	748.495	748.490	748.480	748.460	748.440	748.415	748.400	748.390	748.390	748.390	748.385	748.375	748.355	748.330	748.300	748.265	748.225	748.205	748.185	748.170	748.155	748.135	748.110	748.080	748.040	747.995	747.960		
	Elev. @ top of exterior Girder																																	
	H																																	
B	Elev. @ top of screed form	747.715	747.725	747.735	747.740	747.745	747.735	747.725	747.705	747.685	747.665	747.645	747.620	747.635	747.630	747.620	747.605	747.580	747.545	747.515	747.480	747.450	747.430	747.415	747.400	747.385	747.360	747.325	747.290	747.245	747.205			
	Elev. @ top of interior Girder																																	
	H																																	
C	Elev. @ top of screed form	747.965	747.975	747.985	747.990	747.995	747.985	747.975	747.955	747.935	747.915	747.895	747.885	747.885	747.880	747.870	747.855	747.830	747.795	747.765	747.730	747.700	747.680	747.665	747.650	747.635	747.610	747.575	747.540	747.495	747.455			
	Elev. @ top of interior Girder																																	
	H																																	
D	Elev. @ top of screed form	747.870	747.880	747.890	747.895	747.900	747.890	747.880	747.860	747.840	747.820	747.800	747.795	747.790	747.785	747.775	747.760	747.735	747.700	747.670	747.635	747.605	747.585	747.570	747.555	747.540	747.515	747.480	747.445	747.400	747.360			
	Elev. @ top of interior Girder																																	
	H																																	
E	Elev. @ top of coping form	748.625	748.635	748.645	748.650	748.650	748.645	748.635	748.615	748.595	748.570	748.555	748.545	748.545	748.540	748.530	748.510	748.485	748.455	748.425	748.390	748.360	748.340	748.325	748.310	748.290	748.270	748.235	748.195	748.155	748.115			
	Elev. @ top of exterior Girder																																	
	H																																	

**SUPERSTRUCTURE GENERAL PROCEDURE**

- After the structural steel is erected, adjust the superstructure longitudinally so that the distance from the centerline of top shoe to the face of masonry is equal at Bent 1 and Bent 2.
- With the superstructure in the adjusted position, called for in (1) above, weld the anchor plates for the fixed shoes at pier number 4.
- Adjust the expansion plates under each expansion shoe in accordance with Dimension "A" or "B" shown on Drawing S 15 for the prevailing temperature. Note that Dimension "A" is always the distance from overtop line through the centerline of top shoe in a direction away from the fixed shoe. Weld the anchor plates.
- Set steel expansion joint and adjust it to the proper elevation using the double nuts for adjustment.

- Adjust steel expansion joint transversely to make openings "F" between teeth equal and openings "D" to the dimensions shown on Drawing S 16 for the prevailing temperature.
  - After the shoes are set, take elevations of all screed points on top of the adjacent girders. Enter these elevations in the "Table of Elevations," Drawing S 22 & S 23. Subtract these elevations from the tabulated elevations and use the resulting dimension as the height for setting the screed or coping form above that point. This dimension remains constant regardless of how much or in what order the concrete is poured. Do not set screeds or coping forms by leveling.
  - No concrete in the floor is to be poured until the above operations are completed.
- GENERAL NOTES:** See Drawing S 4 for General Notes.

"H" is the distance from top of girder to the top of coping form or screed form

**SCREED ELEVATIONS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: NONE  
 SUBMITTED FOR APPROVAL: Tom L. McQuinn, P.E.  
 DRAWING: S 22 OF 23  
 PROJECT: I-465-4(1/15)-127  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE: I-465-127-5255

DESIGNED: FND	CKD: GEA
DRAWN: CWS	CKD: GEA
TRACED: _____	CKD: _____

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE
I-465-4(1/15)-127	A	29	46	I-465-127-5255



BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4	1965	30	46

Line	Point	SPAN A															SPAN B										SPAN C									
		1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32			
A	Elev. @ top of coping form	747.960	747.975	748.010	748.080	748.110	748.105	748.155	748.170	748.185	748.205	748.235	748.265	748.300	748.330	748.355	748.375	748.385	748.390	748.390	748.400	748.415	748.440	748.460	748.480	748.490	748.495	748.485	748.475	748.465	748.465					
	Elev. @ top of exterior girder																																			
	H																																			
B	Elev. @ top of screed form	747.205	747.245	747.290	747.330	747.360	747.385	747.400	747.415	747.430	747.450	747.480	747.515	747.550	747.580	747.605	747.620	747.630	747.635	747.635	747.640	747.645	747.665	747.685	747.705	747.725	747.740	747.745	747.740	747.735	747.725	747.715	747.710			
	Elev. @ top of interior girder																																			
	H																																			
C	Elev. @ top of screed form	747.455	747.495	747.540	747.580	747.610	747.635	747.650	747.665	747.680	747.700	747.730	747.765	747.800	747.830	747.855	747.870	747.880	747.885	747.885	747.890	747.895	747.915	747.935	747.955	747.975	747.990	747.995	747.990	747.985	747.975	747.965	747.960			
	Elev. @ top of interior girder																																			
	H																																			
D	Elev. @ top of screed form	747.360	747.400	747.445	747.485	747.515	747.540	747.555	747.570	747.585	747.605	747.635	747.670	747.705	747.735	747.760	747.785	747.790	747.790	747.790	747.795	747.800	747.815	747.830	747.840	747.840	747.840	747.840	747.840	747.840	747.840	747.840	747.840			
	Elev. @ top of interior girder																																			
	H																																			
E	Elev. @ top of coping form	748.115	748.155	748.200	748.235	748.270	748.290	748.310	748.325	748.340	748.360	748.390	748.425	748.455	748.490	748.510	748.530	748.540	748.545	748.545	748.545	748.545	748.555	748.570	748.595	748.615	748.635	748.645	748.650	748.650	748.645	748.635	748.625	748.620		
	Elev. @ top of exterior girder																																			
	H																																			

Line	Point	SPAN D										SPAN E										SPAN F													
		33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63			
A	Elev. @ top of coping form	748.465	748.475	748.485	748.495	748.495	748.490	748.480	748.460	748.440	748.415	748.400	748.390	748.390	748.385	748.375	748.365	748.350	748.330	748.300	748.265	748.235	748.205	748.185	748.170	748.155	748.135	748.110	748.080	748.040	747.995	747.960			
	Elev. @ top of exterior girder																																		
	H																																		
B	Elev. @ top of screed form	747.715	747.725	747.735	747.740	747.745	747.735	747.725	747.705	747.685	747.665	747.645	747.640	747.635	747.635	747.630	747.620	747.605	747.580	747.545	747.515	747.480	747.450	747.430	747.415	747.400	747.385	747.360	747.325	747.290	747.245	747.205			
	Elev. @ top of interior girder																																		
	H																																		
C	Elev. @ top of screed form	747.965	747.975	747.985	747.990	747.995	747.985	747.975	747.955	747.935	747.915	747.895	747.890	747.885	747.880	747.870	747.855	747.830	747.795	747.765	747.730	747.700	747.680	747.665	747.650	747.635	747.610	747.575	747.540	747.495	747.455				
	Elev. @ top of interior girder																																		
	H																																		
D	Elev. @ top of screed form	747.870	747.880	747.890	747.895	747.900	747.890	747.880	747.860	747.840	747.820	747.800	747.785	747.790	747.790	747.785	747.775	747.760	747.735	747.700	747.670	747.635	747.605	747.585	747.570	747.555	747.540	747.515	747.480	747.445	747.400	747.360			
	Elev. @ top of interior girder																																		
	H																																		
E	Elev. @ top of coping form	748.625	748.635	748.645	748.650	748.650	748.645	748.635	748.615	748.595	748.570	748.555	748.545	748.545	748.540	748.530	748.510	748.485	748.455	748.425	748.390	748.360	748.340	748.325	748.310	748.290	748.270	748.250	748.235	748.195	748.155	748.115			
	Elev. @ top of exterior girder																																		
	H																																		

Note: "H" is the distance from top of girder to the top of coping form or screed form.

**SCREED ELEVATIONS**  
**INDIANA STATE HIGHWAY COMMISSION**

SCALE: NONE April 20, 1965

SUBMITTED FOR APPROVAL: *Tom P. Henderson, P.E.*

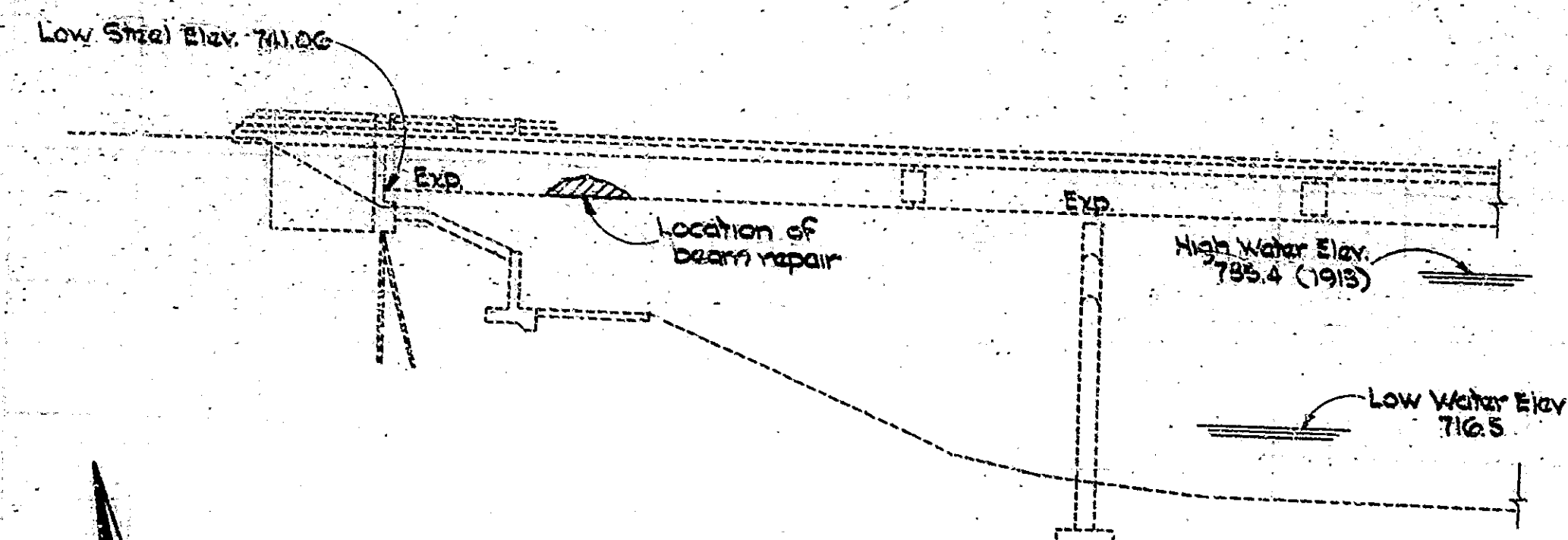
DRAWING: 523 OF 23  
 PROJECT: I-465-4(115)-127  
 BRIDGE CONTRACT NO. B-7285  
 BRIDGE FILE: I-465-127-5255

DESIGNED: *CWS* C.K.D.  
 DRAWN: *CWS* C.K.D.  
 CHECKED: *CWS* C.K.D.

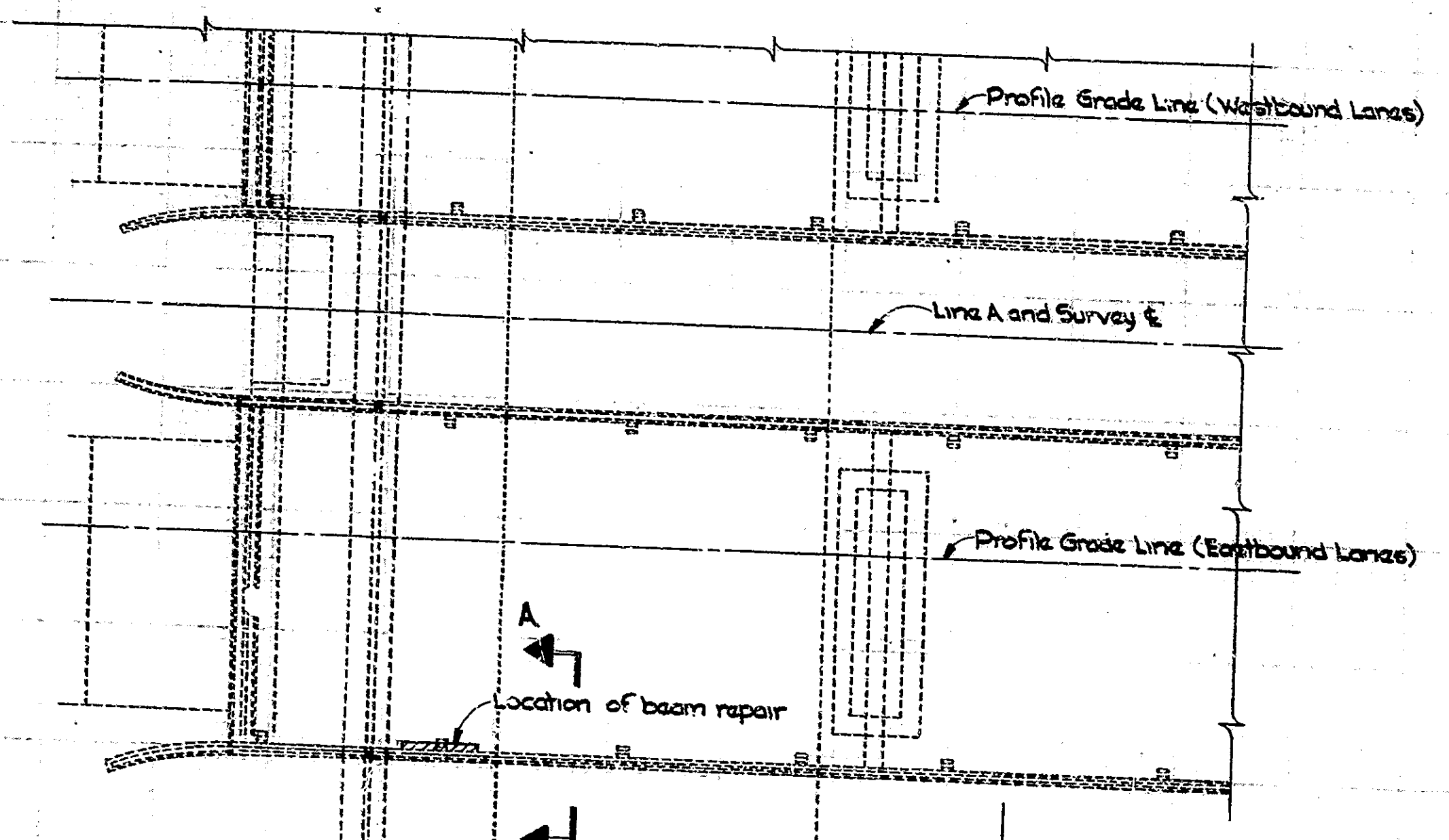




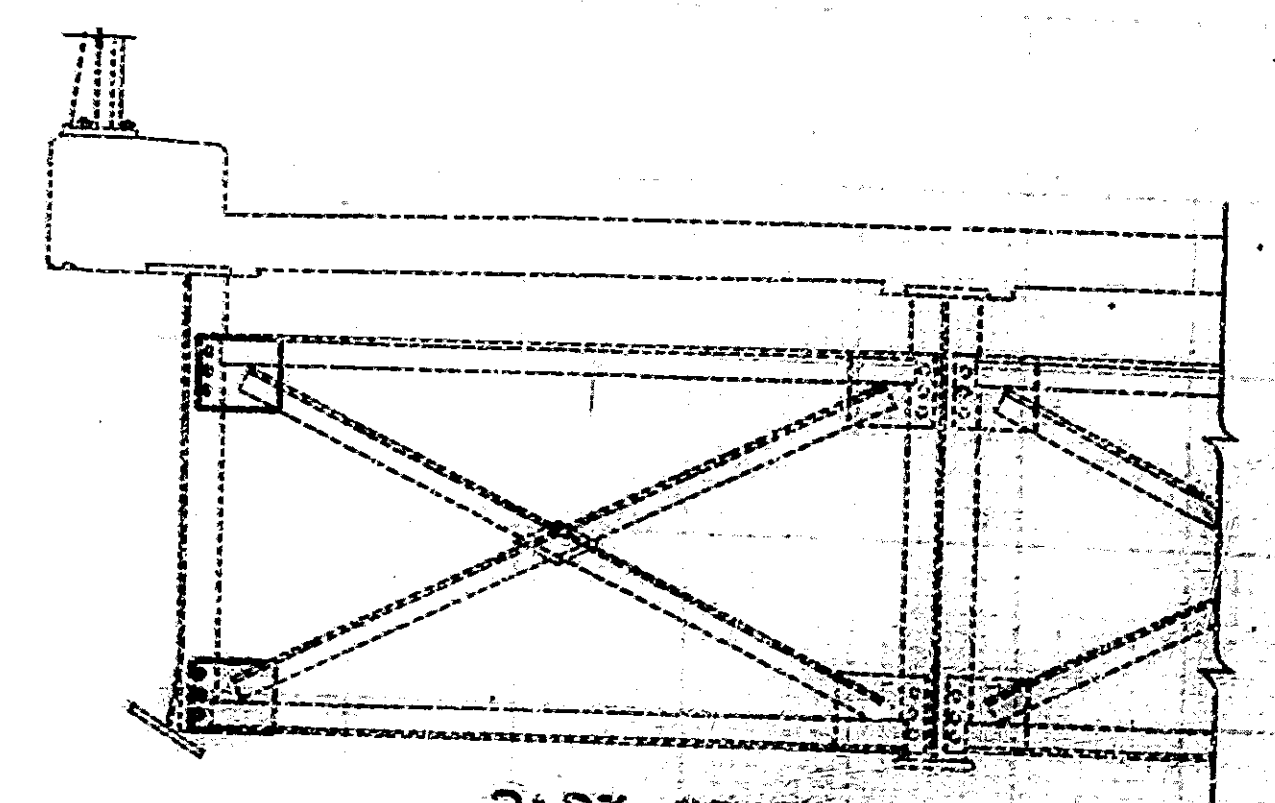




**PART ELEVATION**  
Scale: 1/8" = 1'-0"



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



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

**SUMMARY**

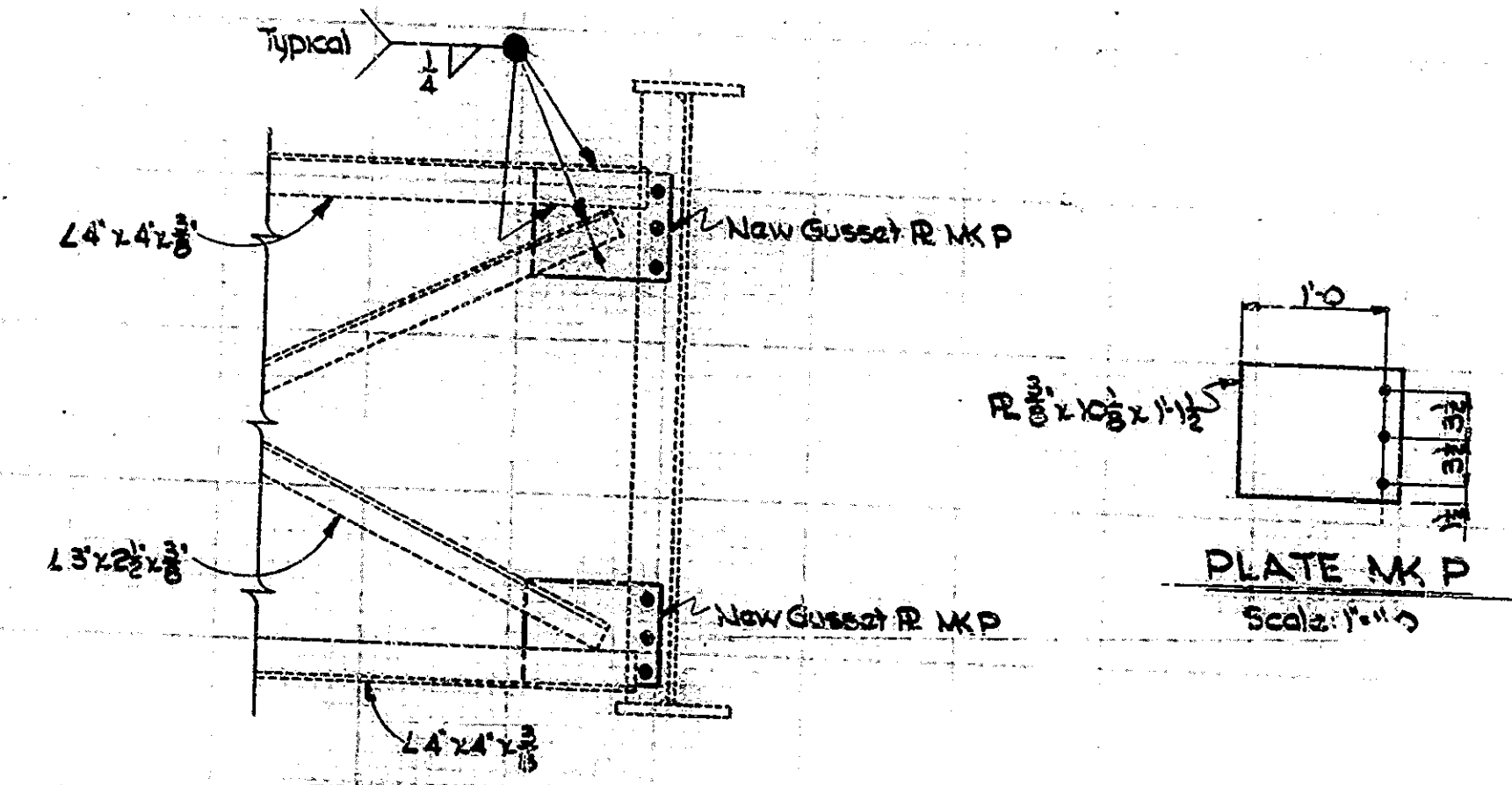
ITEM	DESCRIPTION	UNIT	QUANTITY
1	Structural Steel	Lbs	30
2	Removal of Present Structure (Portions)	L.S.	1
3	Field Weld	L.Ft.	8

**GENERAL NOTES**

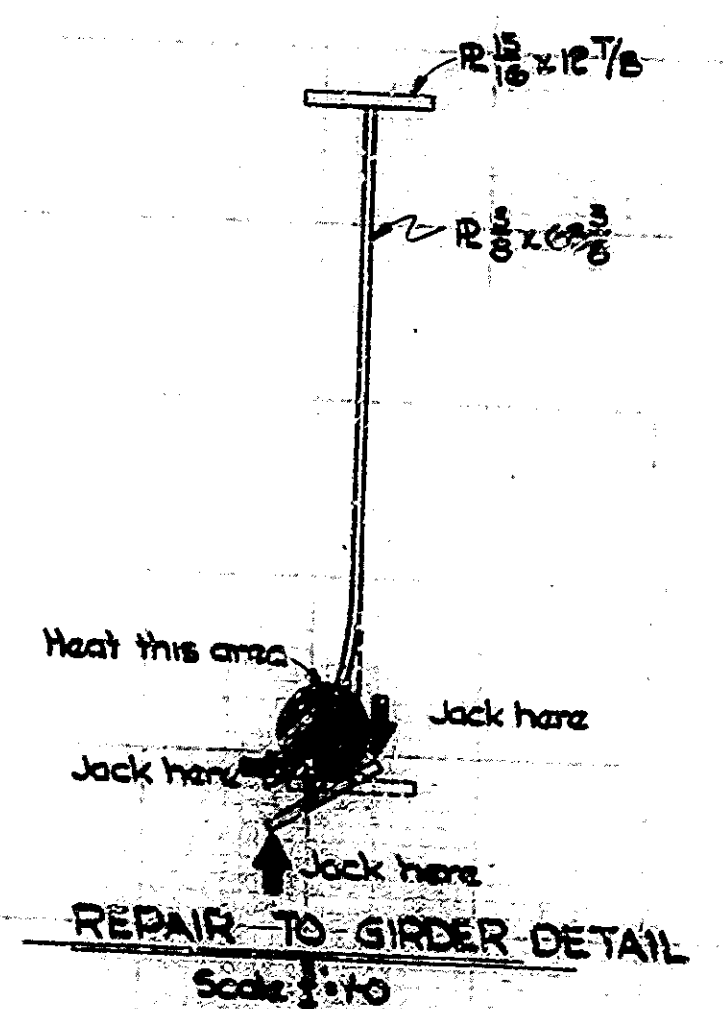
High strength bolts 7/8"; Open holes 1 1/8"  
All structural steel shall conform to ASTM A36.

**GENERAL PROCEDURE**

Remove the two damaged gusset plates from cross frame.  
Heat area indicated, and jack flange and web as shown on Repair to Girder Detail until straight.  
Bolt two new gusset plates MK P to stiffener plate.  
Field weld cross frame to new gusset plates.  
Clean and paint damaged areas.



**ASSEMBLY DETAIL**  
Scale: 1/2" = 1'-0"



**REPAIR TO GIRDER DETAIL**  
Scale: 1/2" = 1'-0"

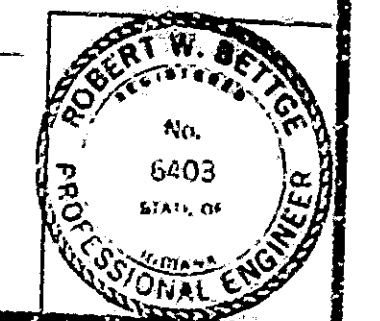
INDIANA STATE HIGHWAY COMMISSION  
STANDARD SPECIFICATIONS DATED 1974  
TO BE USED WITH THESE PLANS.

DESIGNED	CKD
DRAWN	MSJ-S.M. CKD 7-1-74
TRACED	CKD

REPAIRS TO CONTINUOUS STEEL GIRDER BRIDGE  
2 SPANS: 88'-0", 40'11"-0", 88'-0", 44'-6" ROWW 2 CURBS @ 4'  
NO SKEW, OVER WHITE RIVER ON INTERSTATE ROUTE 465

**INDIANA STATE HIGHWAY COMMISSION**  
— MARION COUNTY —

SCALE: As Noted  
DATE: *Robert W. Bettes*  
DRAWING: R1 OF 1 SHEET: 32 OF 46  
PROJECT:  
CONTRACT NO.  
BRIDGE FILE: J-465-127-5255



Mylar Sent to Maint. 7-10-74

END STR

1-165-187-5255