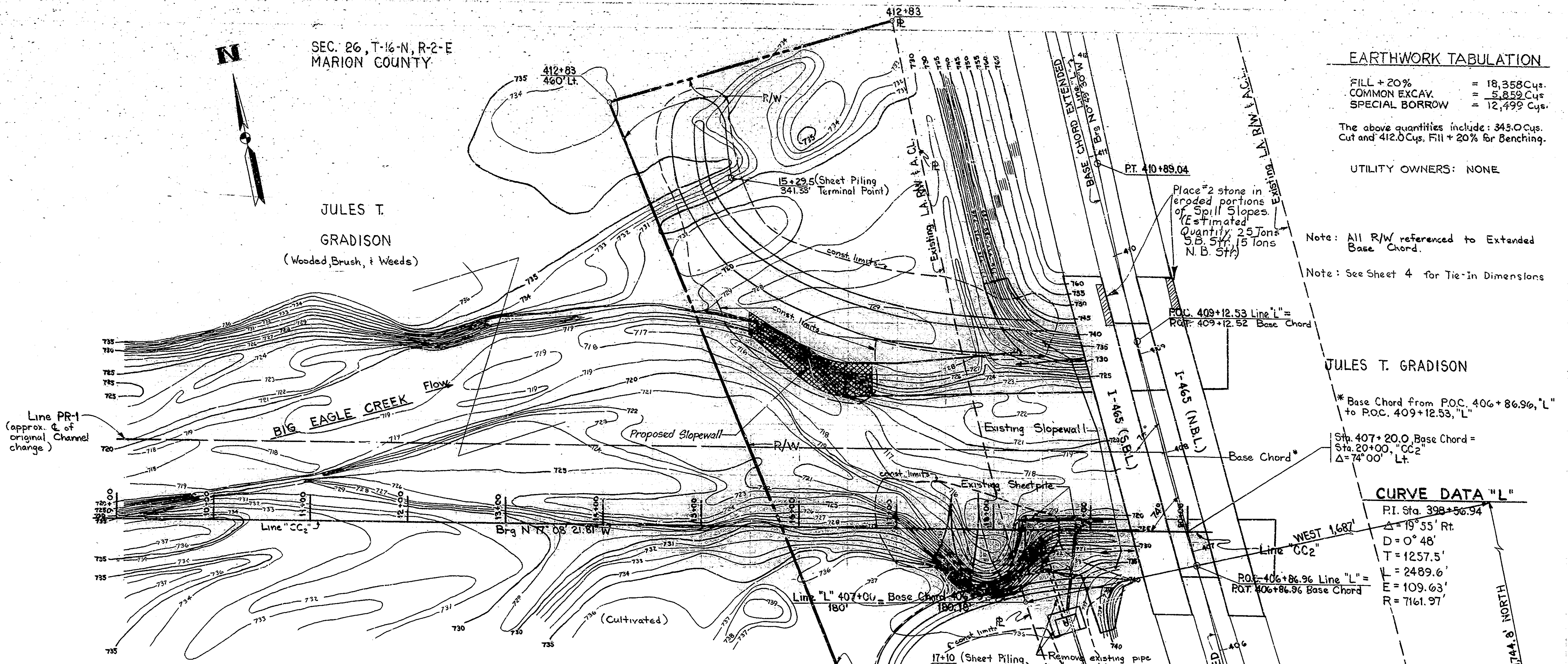


SEC. 26, T-16-N, R-2-E
MARION COUNTY



JULES T.
GRADISON
(Wooded, Brush, & Weeds)



EARTHWORK TABULATION

FILL + 20%	= 18,358 Cys.
COMMON EXCAV.	= 5,859 Cys.
SPECIAL BORROW	= 12,499 Cys.

The above quantities include: 343.0 Cys. Cut and 412.0 Cys. Fill + 20% for Benching.

UTILITY OWNERS: NONE

Note: All R/W referenced to Extended Base Chord.

Note: See Sheet 4 for Tie-in Dimensions

JULES T. GRADISON

* Base Chord from P.O.C. 406+86.96 "L" to P.O.C. 409+12.53 "L"

Sta. 407+20.0 Base Chord = Sta. 20+00, "CC2"
Δ = 74°00' Lt.

CURVE DATA "L"

PI. Sta. 398+56.94
Δ = 19°55' Rt.
D = 0°48'
T = 1257.5'
L = 2489.6'
E = 109.63'
R = 7161.97'

GROSS REFERENCE NOTE

Line "L" on R/W Project SJ-I-465-40 and Line "L" on R/W Project I-465-4(16) are identical.

Line PR-1 (approx. C of original channel change)

Flow

Proposed Slope Wall

Existing Slope Wall

Existing Sheet Pile

(Cultivated)

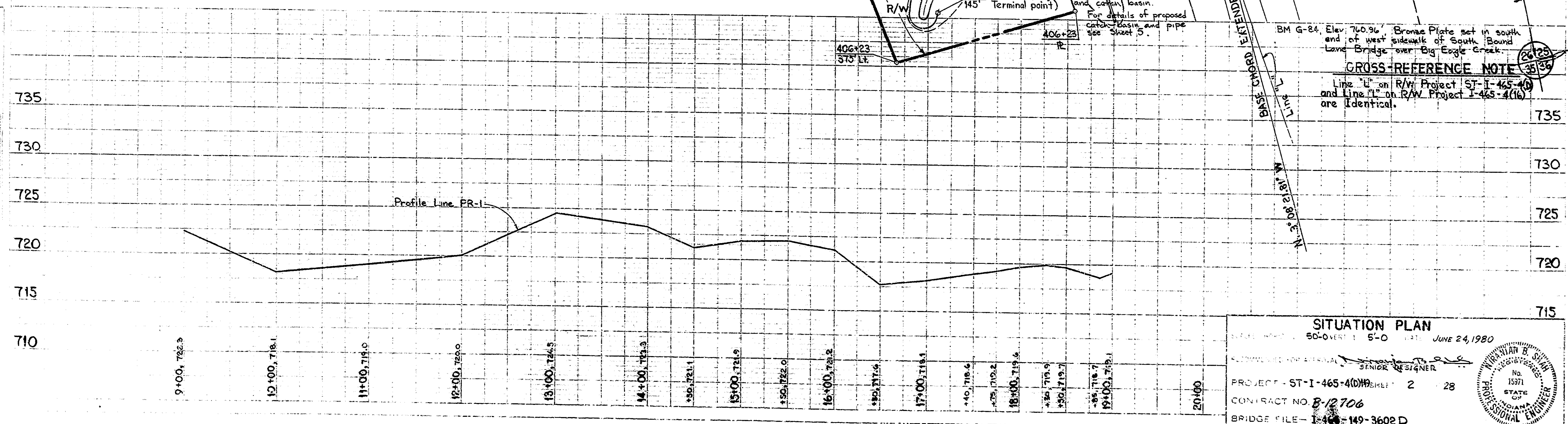
17+10 (Sheet Piling Terminal point)

Remove existing pipe and catch basin. For details of proposed catch basin and pipe see Sheet 5.

BM G-24, Elev. 760.96' Bronze Plate set in south end of west sidewalk of South Bound Lane Bridge over Big Eagle Creek

PLAN
DATE 3/80
DAD
BRW/2

PROFILE
DATE 3/80
DAD
BRW/2



SITUATION PLAN

50-0 VERT 1 5-0 JUNE 24, 1980

PROJECT - ST-I-465-4(16) SHEET 2 28
CONTRACT NO. 8-12706
BRIDGE FILE - I-465-149-3602 D

	BORING N-1; STA. 14+75; OFFSET 340' LT.				BORING N-2; STA. 16+00; OFFSET 215' LT.				BORING N-3; STA. 18+00; OFFSET 173' LT.				BORING N-4; STA. 18+00; OFFSET 100' LT.								
	Sample No.	Elev.	N*	ELEV.	DESCRIPTION	Sample No.	Elev.	N*	ELEV.	DESCRIPTION	Sample No.	Elev.	N*	ELEV.	DESCRIPTION	Sample No.	Elev.	N*	ELEV.	DESCRIPTION	
740		735.5		735.5	SURFACE																
730	1	733.0	2/22	733.5	Brown moist soft to medium stiff LOAM with trace Gravel.																
	2	730.5	3/3/4	729.7																	
	3	728.0	4/4/5																		
	4	725.5	5/7/5			727.6		725.6	SURFACE		728.0		728.0	SURFACE							
720	5	723.0	12/10/7		Brown moist loose to medium dense to very dense fine to coarse SANDY GRAVEL	1	725.1	7/11/2	726.6	Brown moist very stiff LOAM with trace Gravel	1	725.5	3/5/7	727.0	Brown moist stiff LOAM with trace Gravel						
	6	720.5	17/12/11			2	722.6	12/16/7			2	723.0	5/7/7								
	7	718.0	12/11/12			3	720.1	15/16/13			3	720.5	5/7/9								
	8	715.5	11/13/13			4		12/16/7			4	718.0	19/10/7								
	9		14/13/16			5	715.1	12/16/7			5		3/6/8								
710	10	710.5		709.5	Gray slightly moist hard SANDY LOAM with little Gravel.	6	712.1	6/10/10	713.1	Gray slightly moist hard SANDY LOAM with little Gravel.	6	713.0		708.0	Brown moist medium dense fine to coarse SANDY GRAVEL		718.3		721.8	Brown moist medium dense fine to coarse SANDY GRAVEL	
	11	705.5				7	710.1	3/6/7			7		9/10/12								
	12	700.5				8	708.1	10/17			8	708.0		708.0	Gray slightly moist hard SANDY LOAM with little Gravel.		715.8	10/18/12			
	13	695.5		696.0		9	705.6	10/14/7			9	703.0		700.0	Brown moist very dense fine to coarse SAND		713.3	9/19/10			
	14	690.5		691.5	Brown moist very dense fine to coarse SANDY GRAVEL	10	703.1	7/17.5			10	698.0		697.6	Gray wet fine to medium SAND seam from 25.0' to 25.4'		708.3	6/4/8		709.3	Gray slightly moist hard SANDY LOAM with little Gravel.
690						11	698.1	3/15/4			11	693.0		693.1	Gray wet fine to medium very dense SAND with trace Gravel and Clay		703.3	5/10/14		697.4	Gray wet fine to medium very dense SAND with trace Gravel and Clay
						12		5/6/5			12	688.0			Gray slightly moist hard SANDY LOAM with little Gravel.		693.3	17/10/5		693.1	Gray slightly moist hard SANDY LOAM with little Gravel.
680																					

Bottom of test boring @ 46.0 ft
Water on rods 15.9 ft.

Bottom of test boring @ 31.0 ft
Water on rods 9.4 ft.

Bottom of test boring @ 46.5 ft

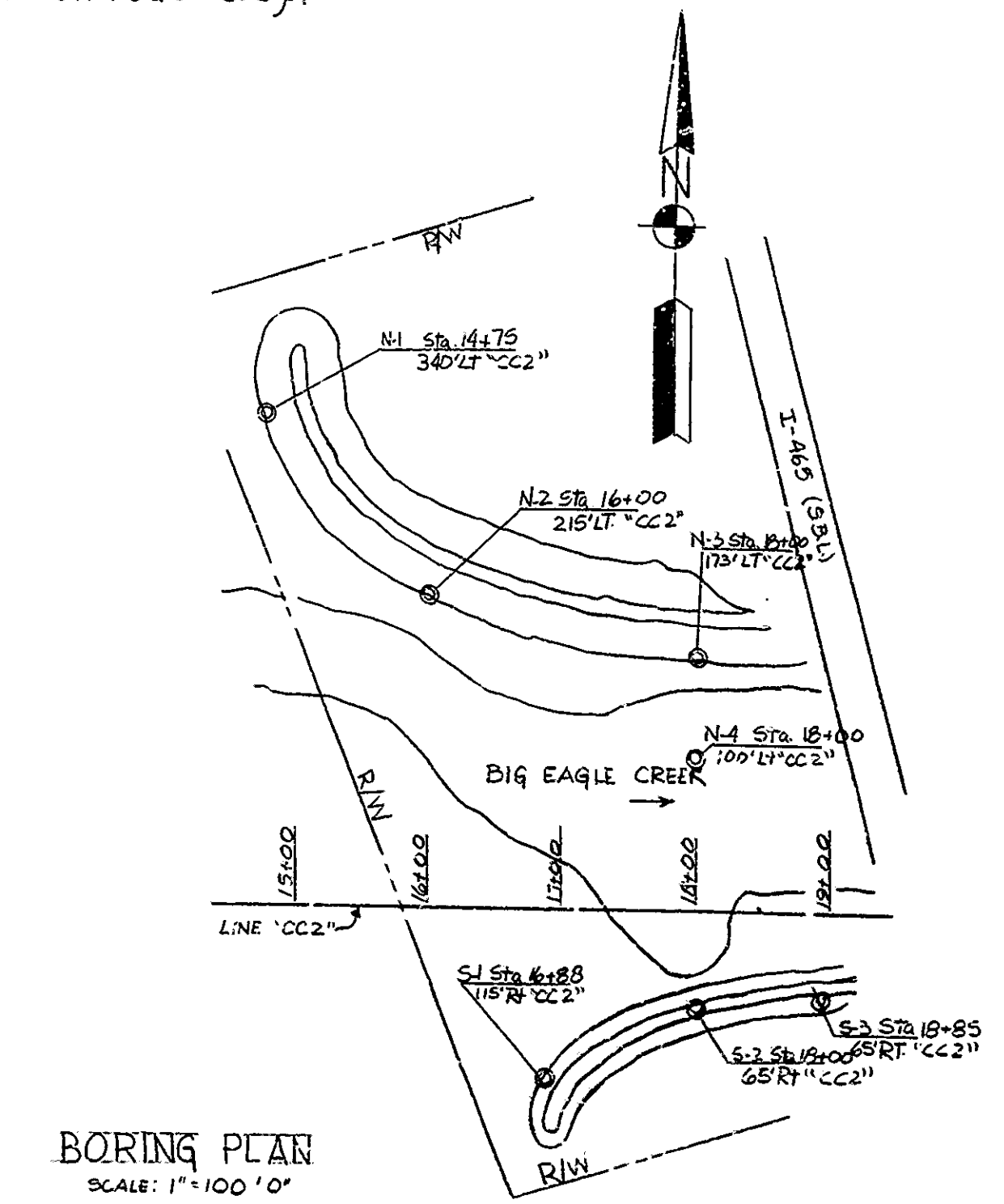
Bottom of test boring @ 30.0 ft
Water on rods 3.0 ft.

	BORING S-1; STA. 16+88; OFFSET 115' RT.				BORING S-2; STA. 18+00; OFFSET 65' RT.				BORING S-3; STA. 18+85; OFFSET 65' RT.						
	Sample No.	Elev.	N*	ELEV.	DESCRIPTION	Sample No.	Elev.	N*	ELEV.	DESCRIPTION	Sample No.	Elev.	N*	ELEV.	DESCRIPTION
740		735.5		736.5	SURFACE										
730	1	733.0	3/2/3	733.5	Brown moist soft LOAM with trace Gravel										
	2	730.5	3/3/4												
	3	728.0	7/9/13												
	4	725.0	9/7/16	727.5	Brown moist loose to medium dense fine to coarse SAND	1	731.5	3/4/4	735.0	SURFACE		734.0		737.5	SURFACE
720	5	723.0	7/9/10	727.0	Black very moist organic stiff SILTY LOAM	2	726.5	9/14/27			2	729.0	6/9/14	731.0	Brown moist medium stiff LOAM with trace Gravel.
	6	718.0	6/11/14	724.5	Brown moist loose to medium dense fine to coarse SAND	3	721.5	8/12/13	723.0	Brown moist medium dense to very dense fine to coarse SANDY GRAVEL	3	724.0	5/5/16	723.0	Brown moist medium dense fine to coarse SAND
	7	713.0	16/19/23		Brown moist medium dense fine to coarse SAND with Gravel	4	716.5	11/14/17			4	718.0	8/10/11	720.5	Brown moist medium dense fine to coarse SANDY LOAM with little Gravel.
710	8	708.0	3/10/15	708.5	Brown moist very stiff SANDY LOAM with some Gravel	5	711.5	3/10/26	711.0	Gray slightly moist hard SANDY LOAM with little Gravel.	5	714.0	7/10/21	712.5	Brown moist medium dense fine to coarse SANDY GRAVEL
	9	703.0	5/10/14	701.5	Gray slightly moist hard SANDY LOAM with little Gravel.	6	706.5	4/9/25			6	709.0	7/10/22		Gray slightly moist hard SANDY LOAM with little Gravel.
	10	698.0	100/1.5	698.0	Brown moist very dense fine to coarse SANDY GRAVEL.						7	704.0	100/1.5		
	11	693.0	100/1.6		Gray slightly moist hard SANDY LOAM with little Gravel.						8	699.0	78/10/3		
690											9	694.0	20/2/24		
680											10	689.0	32/100/5		

Bottom of test boring @ 45.0 ft

Bottom of test boring @ 29.5 ft
Water on rods @ 16.4 ft.

Bottom of test boring @ 49.5 ft
Water on rods @ 16.0 ft.



BORING PLAN
SCALE: 1"=100' 0"

BORING LOG
SCALE: 1"=10' 0"

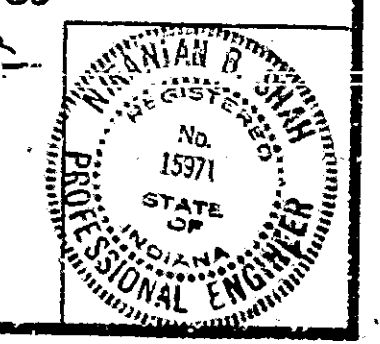
The Sample Elevations shown indicated the top of each 15" sample or change of strata.

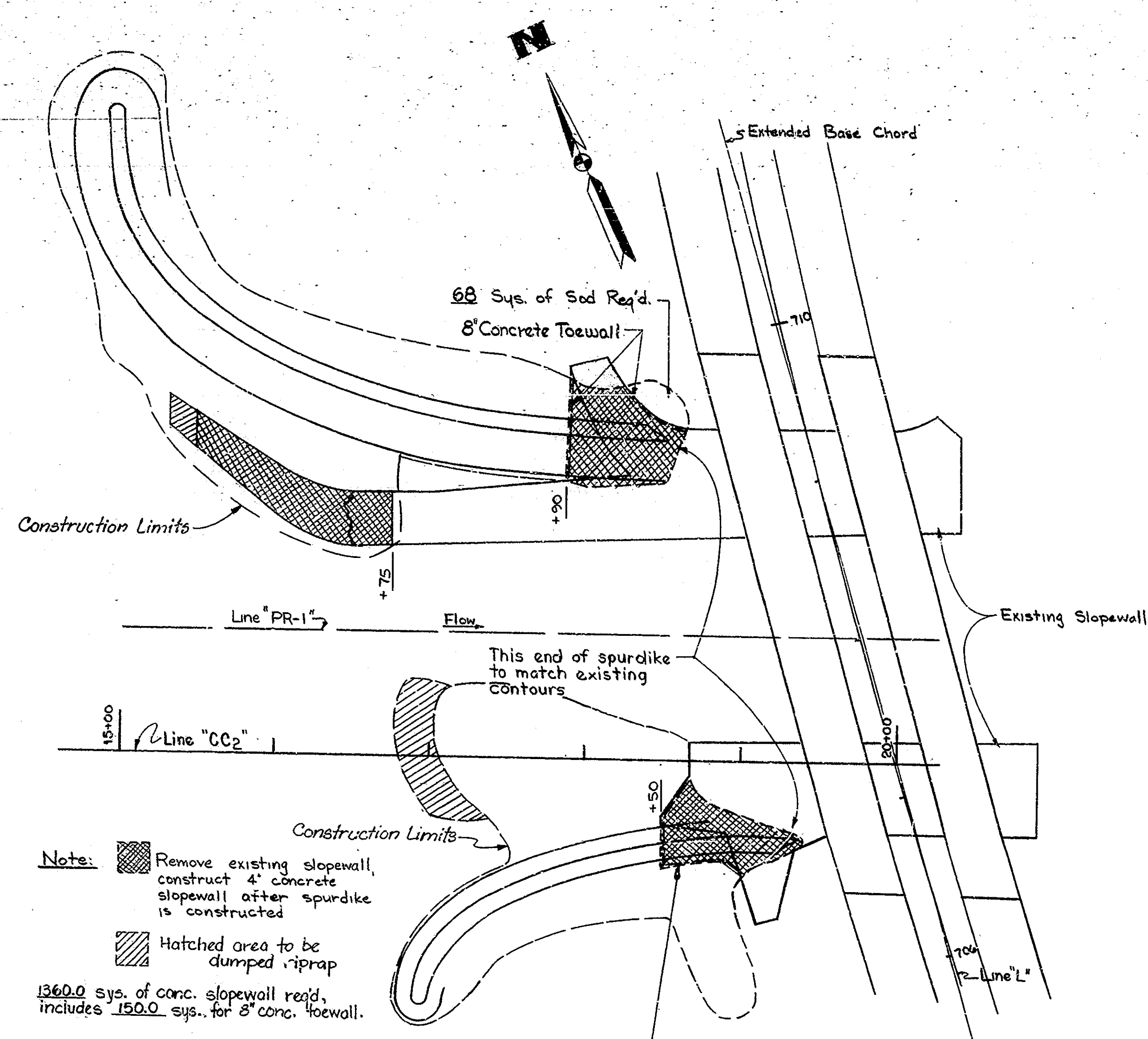
N* Indicates the number of blows required to drive a 1 1/8" I.D., 2" O.D. split spoon a distance of 6" into undisturbed soil with 140 hammer freefalling a distance of 30".

INDIANA STATE HIGHWAY COMMISSION

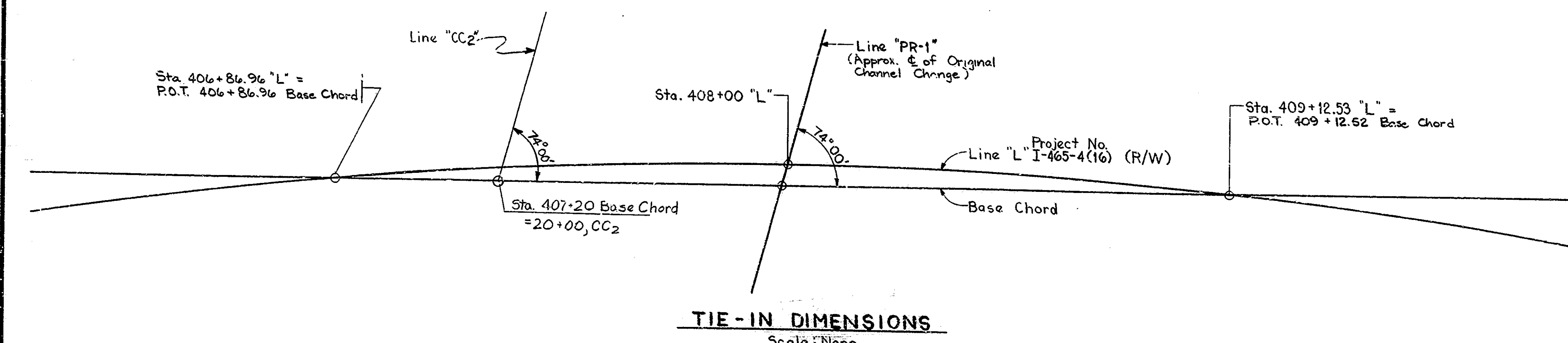
SCALE: As Noted DATE: JUNE 24, 1980

DRAWING OF SHEET 3 OF 28
PROJECT: ST-I-465-4(D) 149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602D

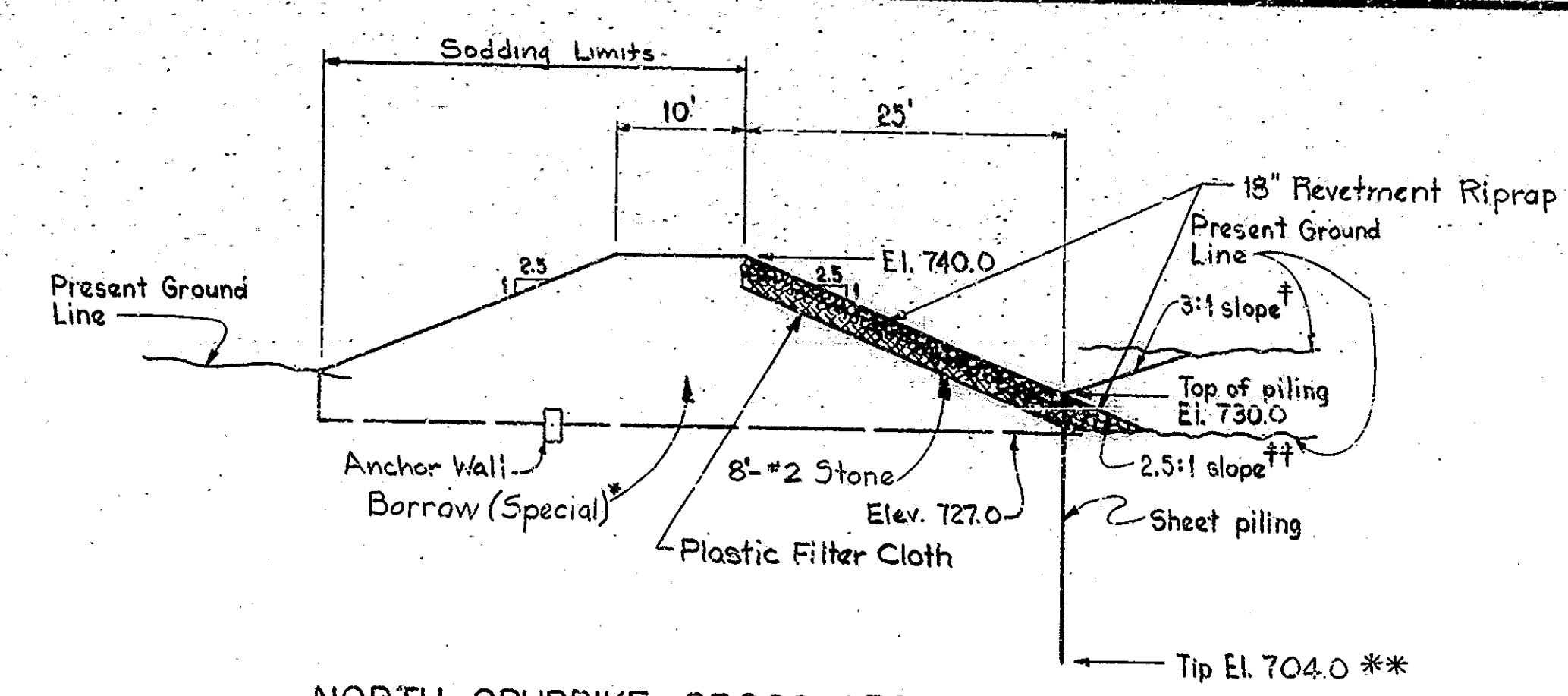




PLAN
Scale: 1" = 50'-0"

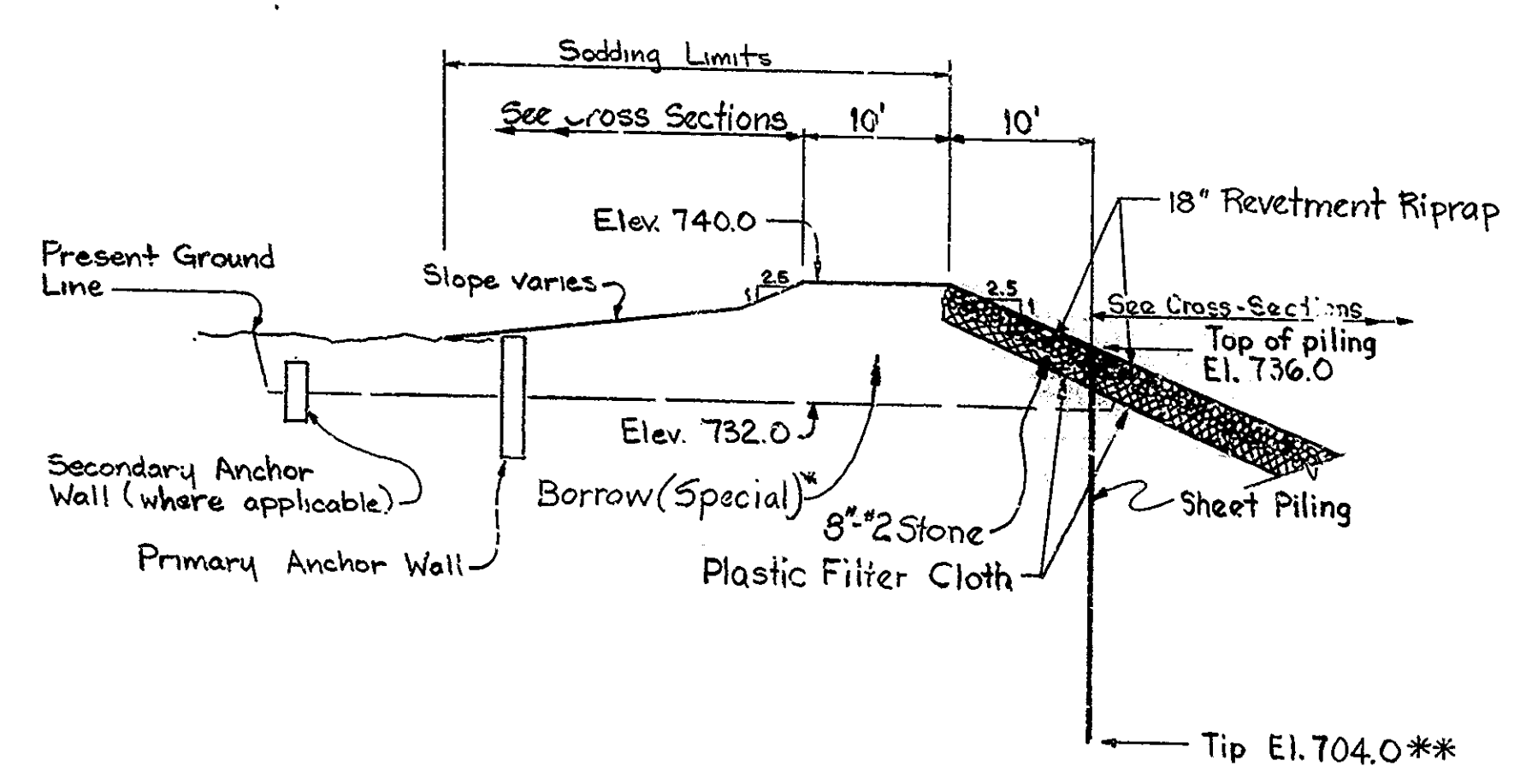


TIE-IN DIMENSIONS
Scale: None



NORTH SPURDIKE CROSS-SECTION
Scale: 1" = 10'-0"

†† For ground below E1. 730
† For ground above E1. 730 (See Cross-Sections)



SOUTH SPURDIKE CROSS-SECTION
Scale: 1" = 10'-0"

* NOTE: Excavated material may be used as fill; however, it may not be used as fill above Elevation 731.0 for the North Spur Dike and Elevation 736.0 for the South Spur Dike.

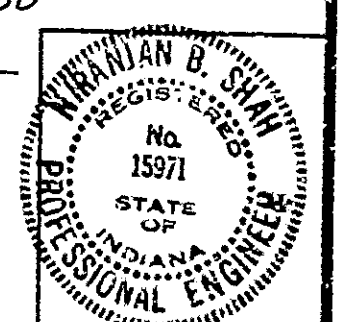
** See General Notes for pile tip elevations

STANDARD DRAWINGS		
SHEET NO.	SHEET DESIGNATION	SUBJECT
21	BRIDGE STD. C1	MISCELLANEOUS DETAILS
22	RD. STD. SHEET M2	MISCELLANEOUS STANDARDS
23	RD. STD. SHEET M3	MISCELLANEOUS STANDARDS
24	RD. STD. SHEET M4	MISCELLANEOUS STANDARDS
25	RD. STD. SHEET M5	MISCELLANEOUS STANDARDS
26	RD. STD. SHEET M6	MISCELLANEOUS STANDARDS
27	RD. STD. CB2	TEMPORARY CONCRETE BARRIER
28	RD. STD. SHEET 9	TRAFFIC SIGN DETAILS

GENERAL PLAN
INDIANA STATE HIGHWAY COMMISSION

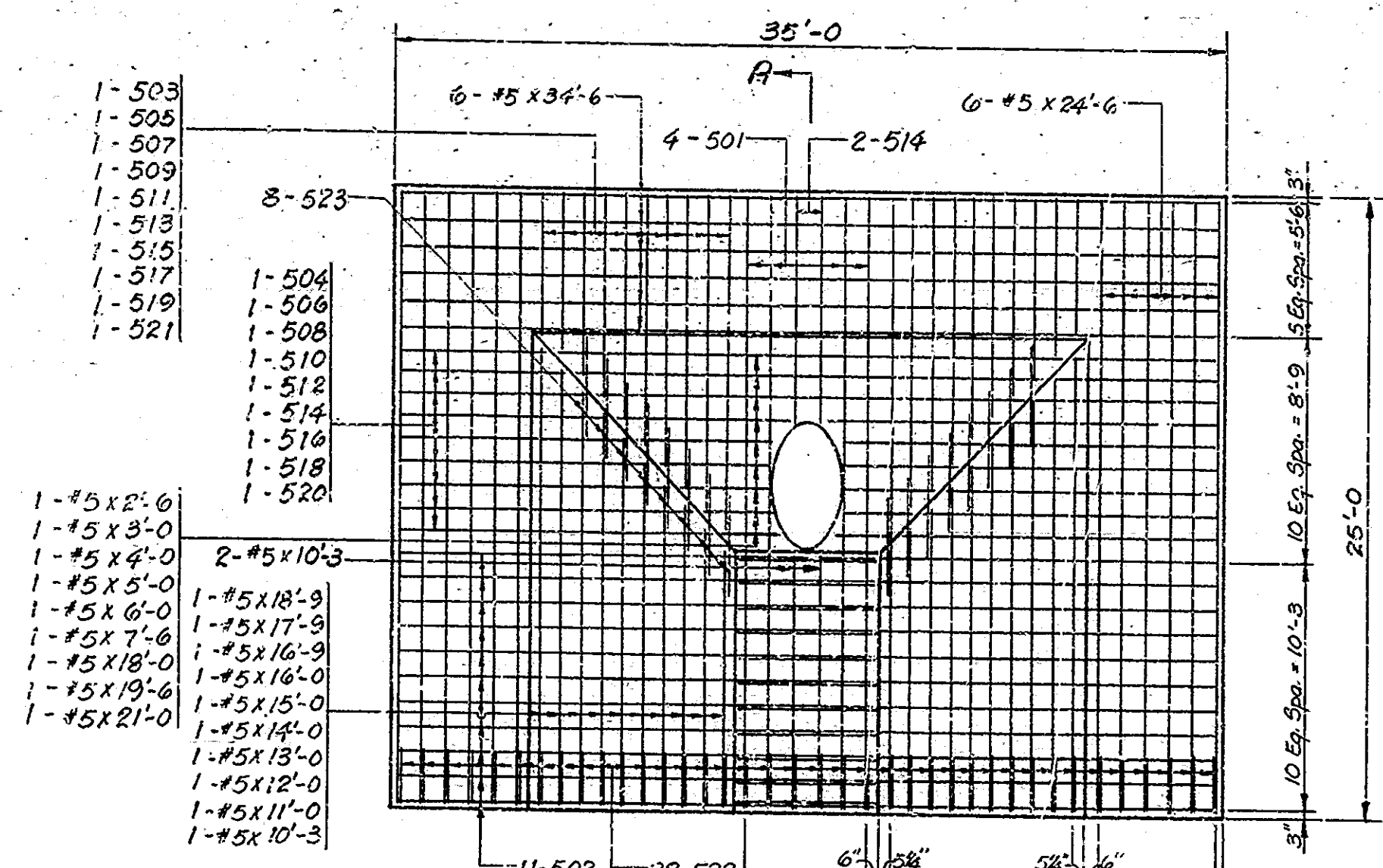
SCALE: As Noted DATE: JUNE 24, 1980

DRAWING: C1 OF 7 SHEET: 4 OF 28
PROJECT: ST-1-465-4(D)149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602 D



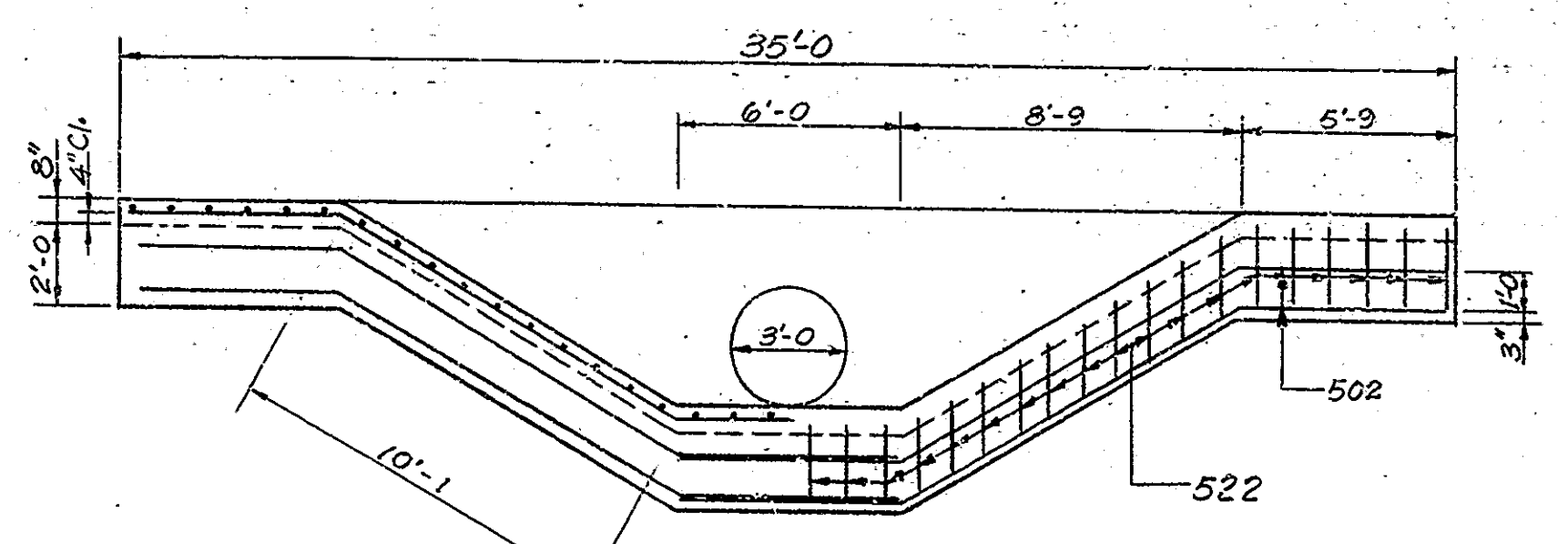
DESIGNED: RDH
DRAWN: RDH
TRACED: RDH

CHKD: DAD
CHKD: DAD
CHKD: DAD

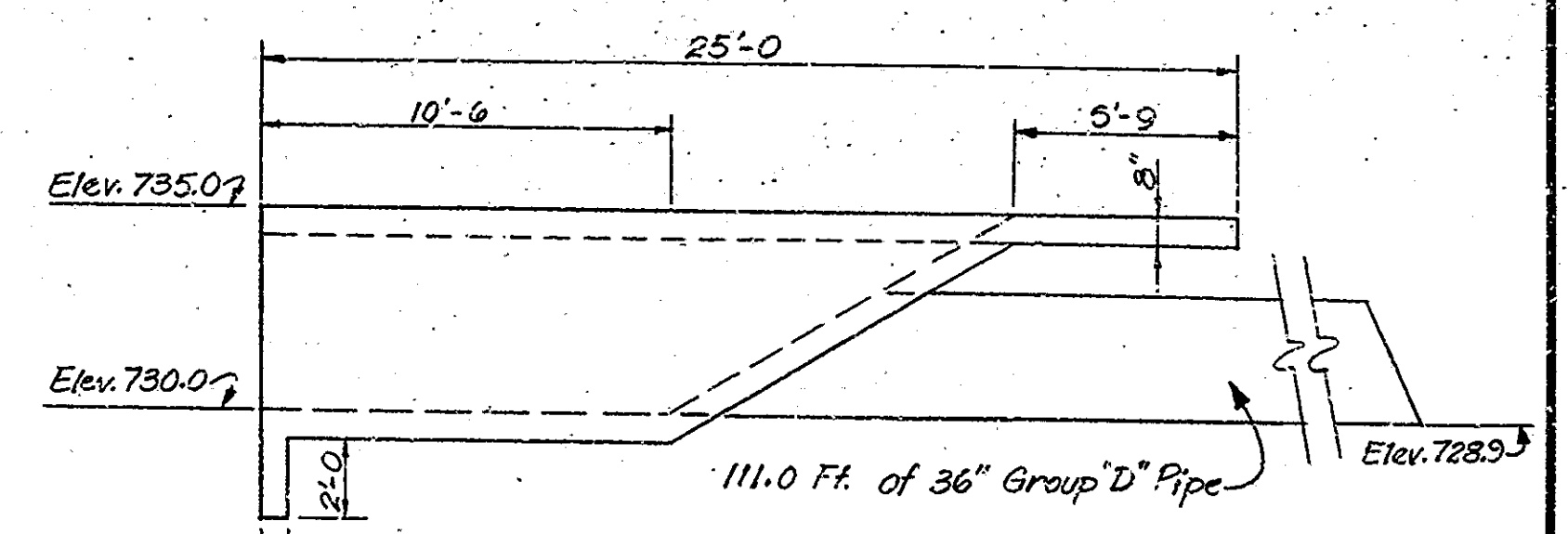


Note: Structure is symmetrical about Section A-A

PLAN
Scale: 3/16" = 1'-0"



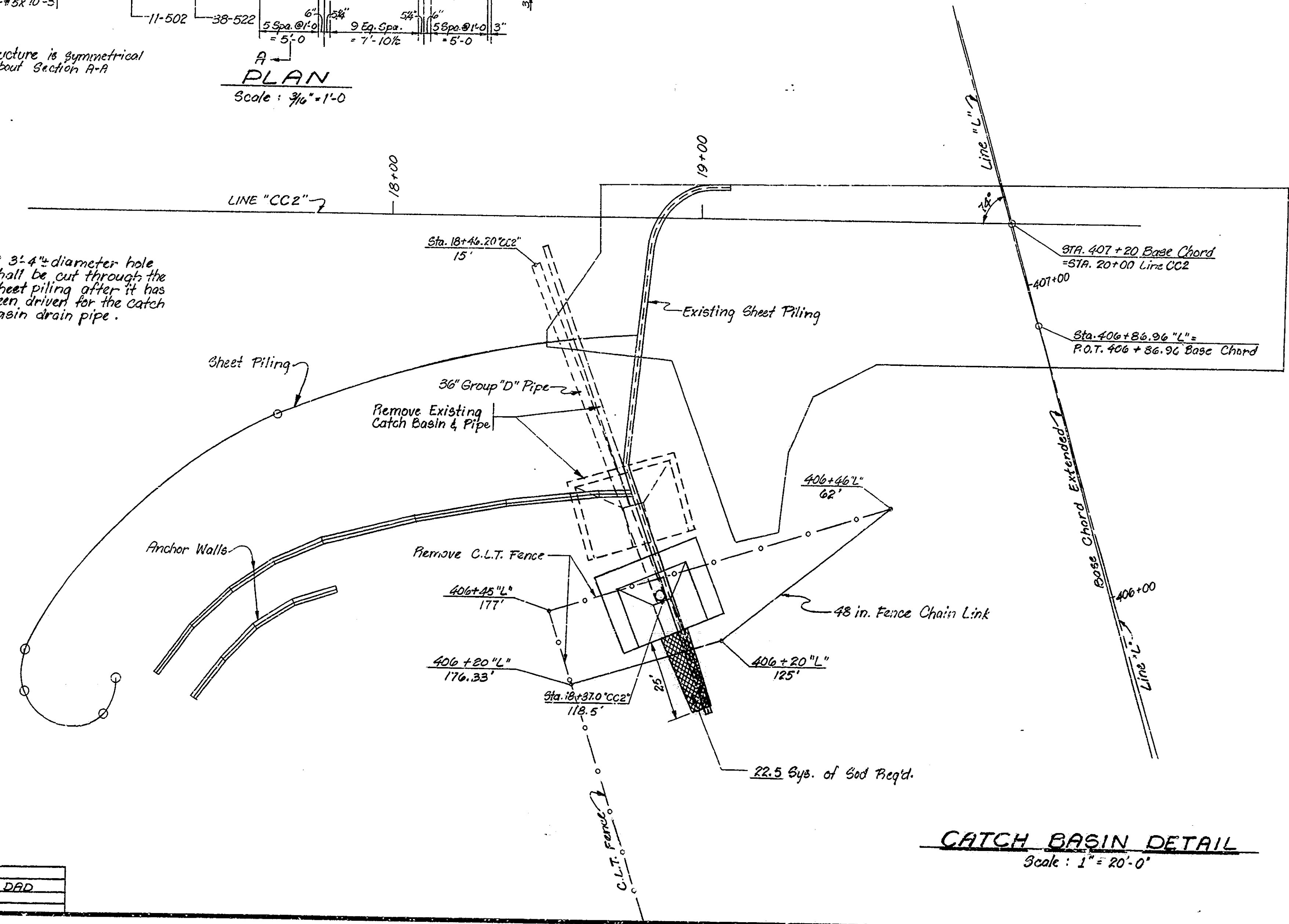
ELEVATION
Scale: 1/4" = 1'-0"



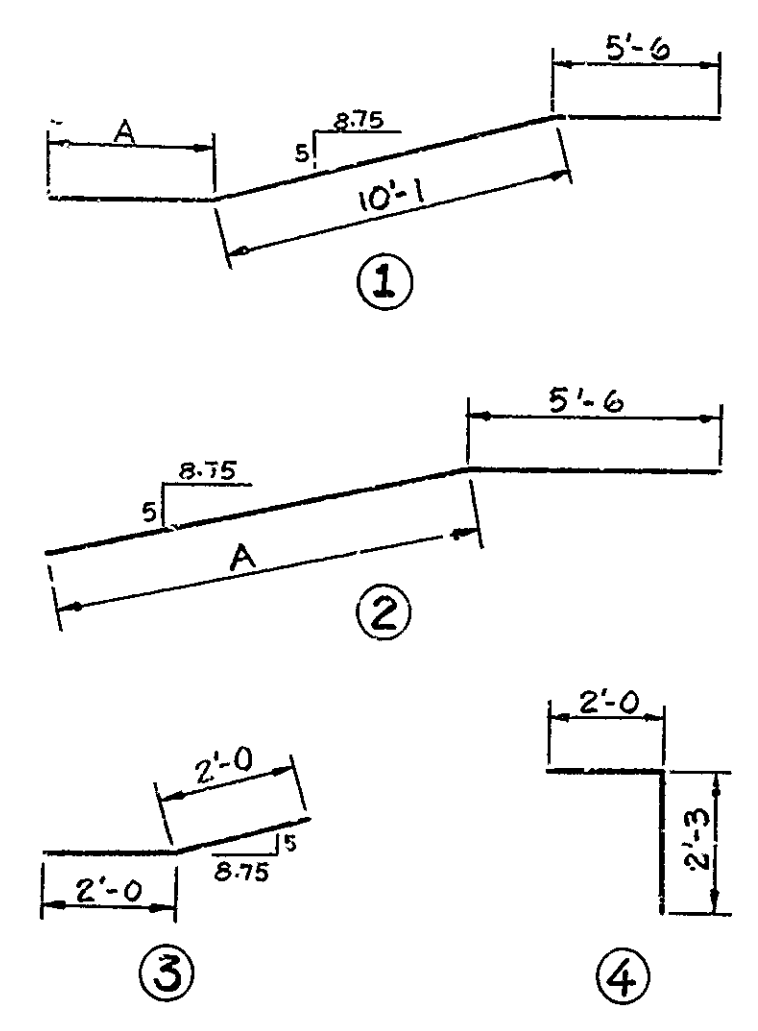
SECTION A-A
Scale: 1/4" = 1'-0"

Note: Bevel end of Pipe to match proposed slope.

Note: A 3'-4" diameter hole shall be cut through the sheet piling after it has been driven for the catch basin drain pipe.



CATCH BASIN DETAIL
Scale: 1" = 20'-0"



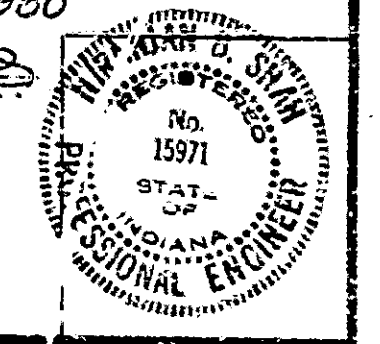
TYPE	MARK	LENGTH	A
1	501	25'-9"	10'-2"
1	502	21'-6"	5'-11"
2	503	15'-0"	9'-6"
2	504	14'-9"	3'-3"
2	505	14'-0"	8'-6"
2	506	13'-9"	8'-3"
2	507	13'-0"	7'-6"
2	508	12'-9"	7'-3"
2	509	12'-0"	6'-6"
2	510	11'-9"	6'-3"
2	511	11'-0"	5'-6"
2	512	10'-9"	5'-3"
2	513	10'-0"	4'-6"
2	514	9'-0"	4'-3"
2	515	8'-0"	3'-6"
2	516	8'-0"	3'-3"
2	517	8'-0"	2'-6"
2	518	7'-0"	2'-3"
2	519	7'-0"	1'-6"
2	520	6'-6"	1'-0"
2	521	6'-0"	0'-6"
4	522	4'-3"	
6	523	4'-0"	

NOTES:
See Sheet C7 for Bill of Materials
See Bridge Std. C1 for Reinforcing Bar Notes

DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: AS NOTED DATE: JUNE 24, 1960

DESIGNED: DAD CKD
DRAWN: CZU: CKD DAD
TRACED: CKD
DRAWING: C2 OF 7 SHEET: 5 OF 28
PROJECT: ST-I-465-4 (D)143
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602 D



SHEET		PILE		LOCATION	
POINT	STATION	OFFSET	POINT	STATION	OFFSET
A'	18+52	170.00	19+60	232.46	
	+50	170.00	+50	237.47	
	+40	170.10	+40	243.46	
	+30	170.34	+30	250.57	
	+20	170.72	+20	259.02	
	+10	171.24	+10	268.14	
	18+00	171.90	15+00	281.48	
	17+90	172.70	14+90	291.16	
	+80	173.64	+80	312.11	
	+70	174.72	14+78	325.00	
	+60	175.95	14+76.50	330.00	
	+50	177.32	+74	340.00	
	+40	178.84	14+72.13	350.00	
	+30	180.50	14+70.88	360.00	
	+20	182.31	14+70.23	370.00	
	+10	184.26	14+70.15	380.00	
	17+00	186.31	14+70.73	390.00	
	16+90	188.62	14+71	398.00	
	+80	191.03	14+80	410.51	
	+70	193.59	+90	416.10	
	+60	196.30	+97.875	417.27	
	+50	199.17	15+30	417.19	
	+40	202.20	+10	414.40	
	+30	205.39	+20	405.76	
	+20	208.75	+24.90	390.25	
	+10	212.27	15+24.75	387.50	
	16+00	215.96	+24.24	380.0	
	15+90	219.81	+24.31	370.0	
	+80	223.85	+25.27	360.0	
	+70	228.06	+27.13	350.0	
B'	15+61	232.00	F'	15+29.5	341.33

ANCHOR WALL OFFSET		
POINT	STATION	OFFSET
1'	18+44	211.00
1	18+14.01	211.65
2	17+84.07	213.28
3	17+54.24	216.81
4	17+24.58	221.32
5	16+95.15	227.10
6	16+65.99	234.15
7	16+37.16	242.44
8	16+08.71	251.97
4'	15+90	259.00
9	15+72.02	267.75
10	15+55.65	279.25
11	15+41.31	293.19
12	15+29.36	309.22
13	15+20.10	326.95
4'	15+17.00	339.00

GENERAL NOTES

Plans for this structure are on file in the Central Office as Bridge File I-465-149-3602, 3602 A, & 3602 B, and are available on request. 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.

Steel sheet piling shall be driven to elevation 704.0 or to refusal with minimum pile tip elevation at 707.60. Special pile tips may be required to drive piles to elevation 704.0.

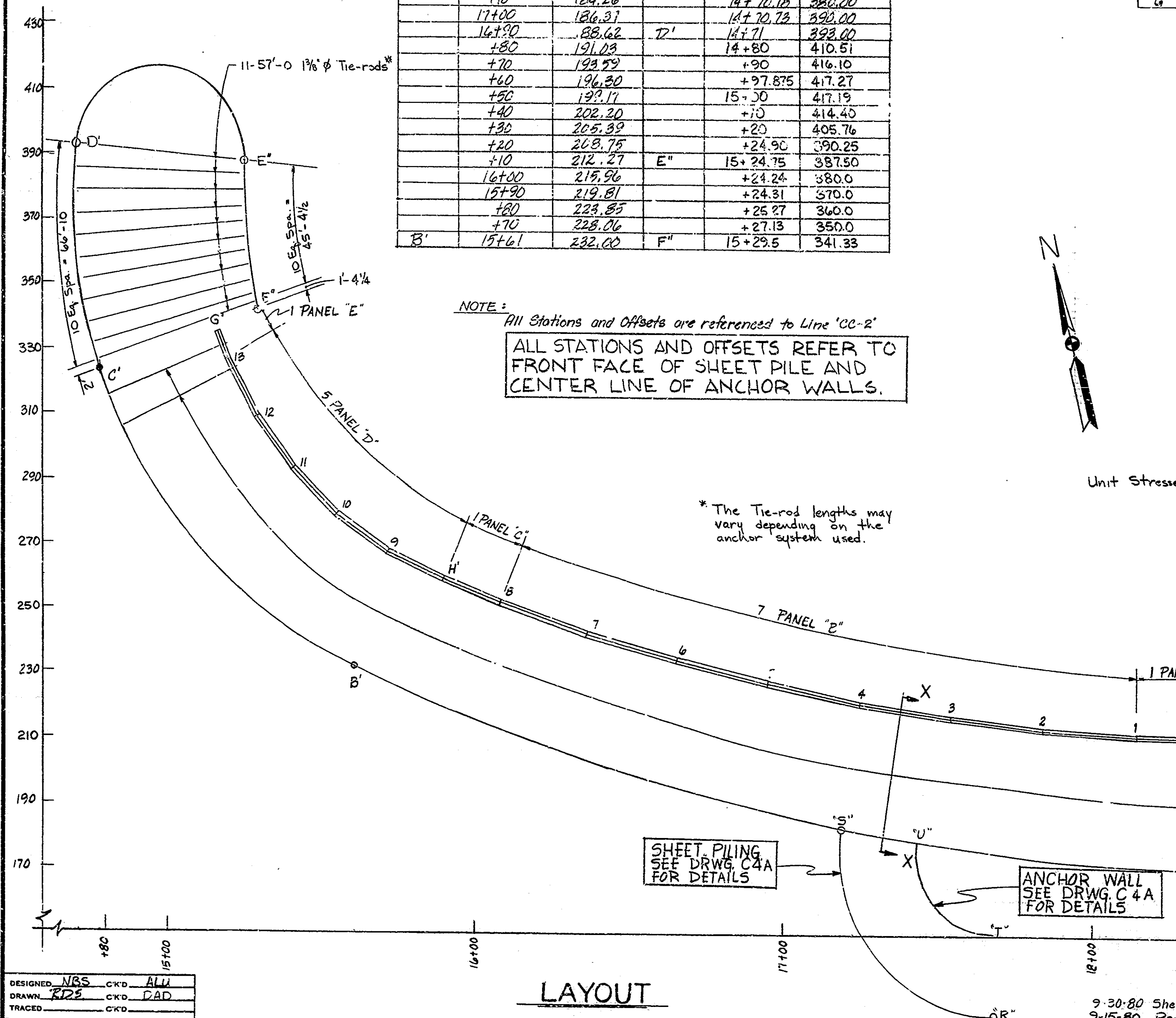
Reinforcing steel shall have a minimum cover of 2 in. unless noted. Concrete in anchor walls, slopewall and catch basin to be Class A.

Steel sheet piling shall conform to ASTM A-528; with a minimum section modulus of 15.0 cu. in. per foot of wall.

Construct revetment riprap, no. 2 stone, plastic filter cloth, and 4" concrete slopewall at locations shown on the General Plan.

Portions of existing slopewall to be used for dumped riprap and placed as directed by the Engineer.

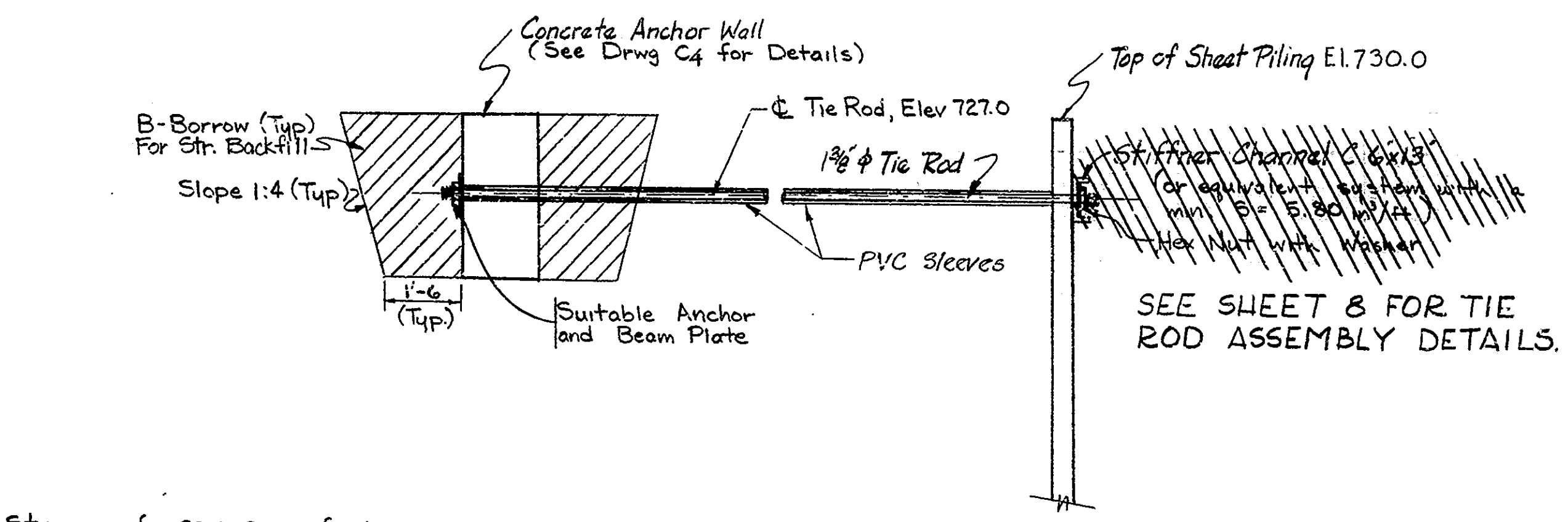
For Pay Items covering this structure see Estimate of Quantities. For additional information see the Special Provisions.



NOTE: All Stations and Offsets are referenced to Line 'CC-2'

ALL STATIONS AND OFFSETS REFER TO FRONT FACE OF SHEET PILE AND CENTER LINE OF ANCHOR WALLS.

* The Tie-rod lengths may vary depending on the anchor system used.



Unit Stresses: $f_s = 20,000$ psi, $f_c = 1,200$ psi

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

NOTE: DUE TO THE REVISION OF STIFFNER CHANNEL, THE FIRST FEW TIE RODS MAY BE TOO SHORT. LOCATION OF THE SHEET PILE TO BE ADJUSTED IN THE FIELD TO FIT THE ROD LENGTHS.

Note: Contractor shall furnish shop plans and computations for suitable anchoring. A Construction Joint shall be placed between every other panel. Tie Rods shall be greased and placed in a PVC sleeve. The 42'-6" long Tie-rods shall be threaded 1'-3" on the sheetpile end and threaded 7'-6" on the anchor wall end. The 57'-0" long Tie-rods shall be threaded 1'-6" on each end. The cost of anchors, beam plates, tie-rods and stiffner channels to be included in the cost of sheet piling. For location of Tie-rods at the Anchor Wall see Drwg. C4.

NORTH SPUR DIKE DETAILS
INDIANA STATE HIGHWAY COMMISSION

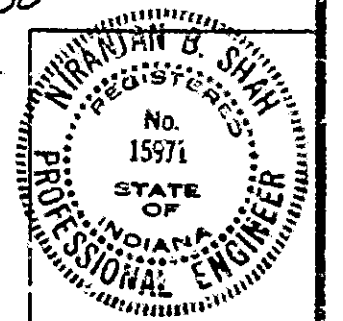
SCALE: 1"=20'-0", Unless Noted DATE: JUNE 24, 1980

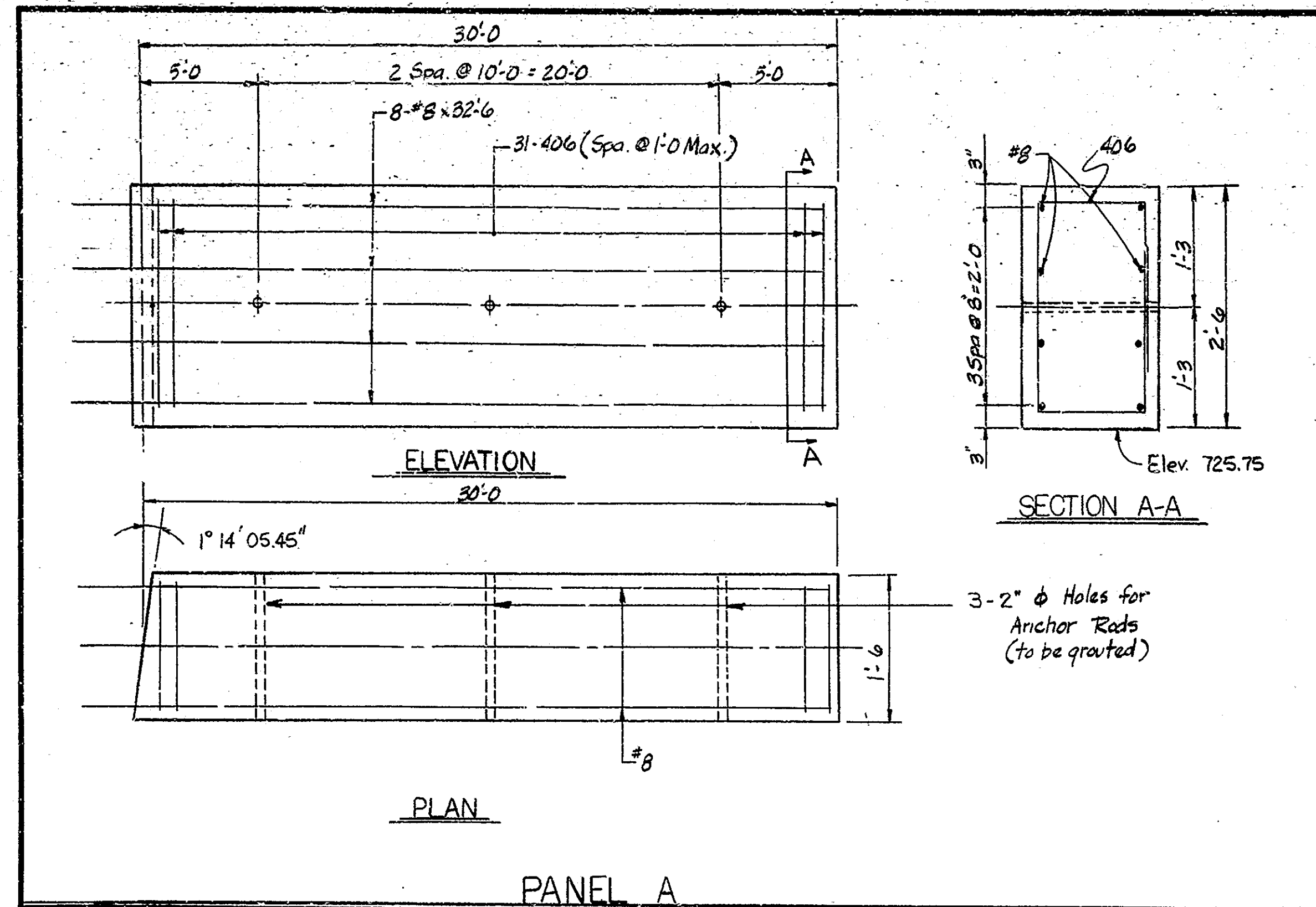
DESIGNED: NBS CKD ALU
DRAWN: RDS CKD DAD
TRACED: CKD

LAYOUT

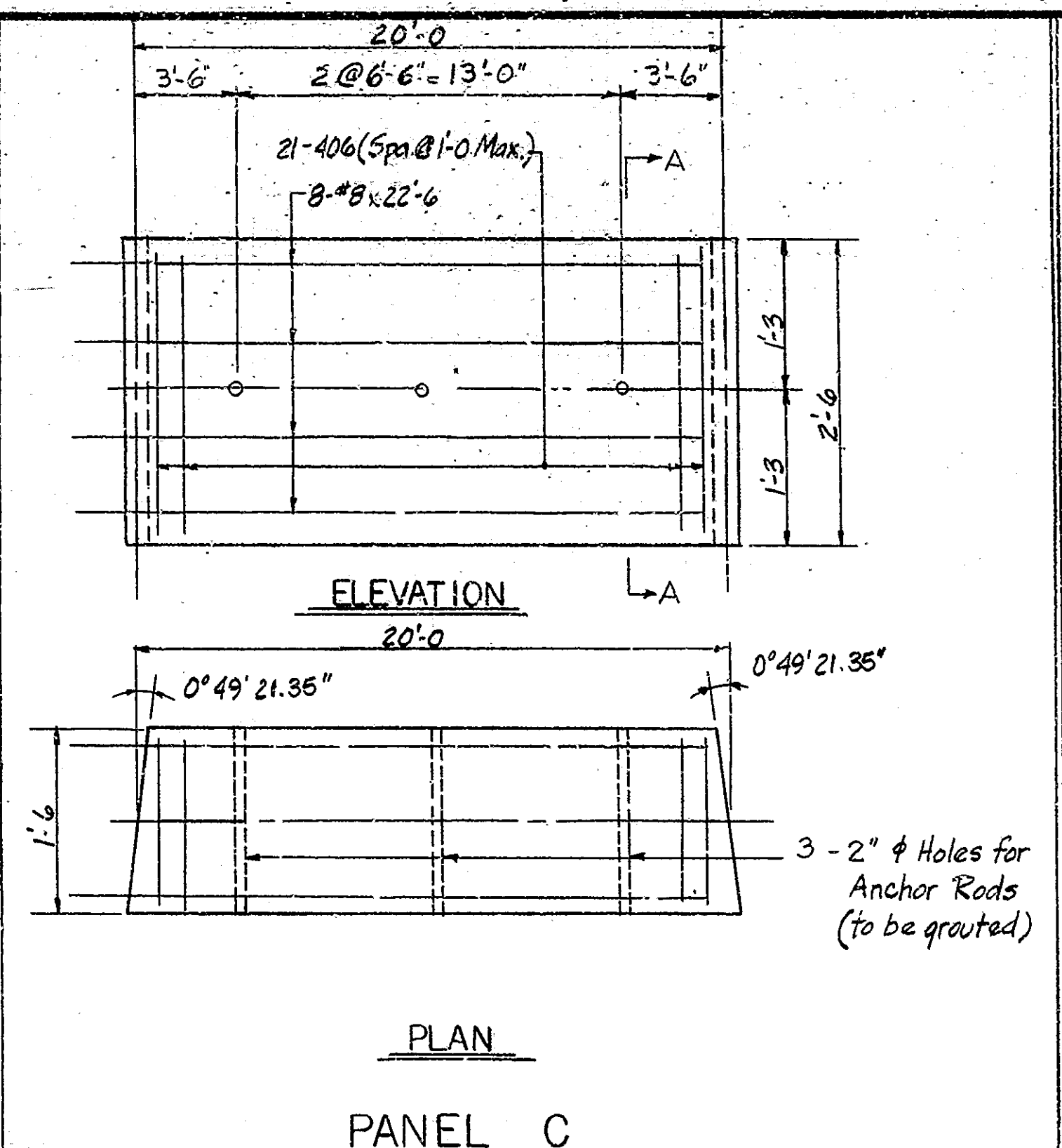
9-30-80 Sheet Piling from R to S Added
9-15-80 Revised Stiffner Channel Assembly

DRAWING: C3 OF 7 SHEET: 6 OF 28
PROJECT: 57-I-465-4(D)149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602D

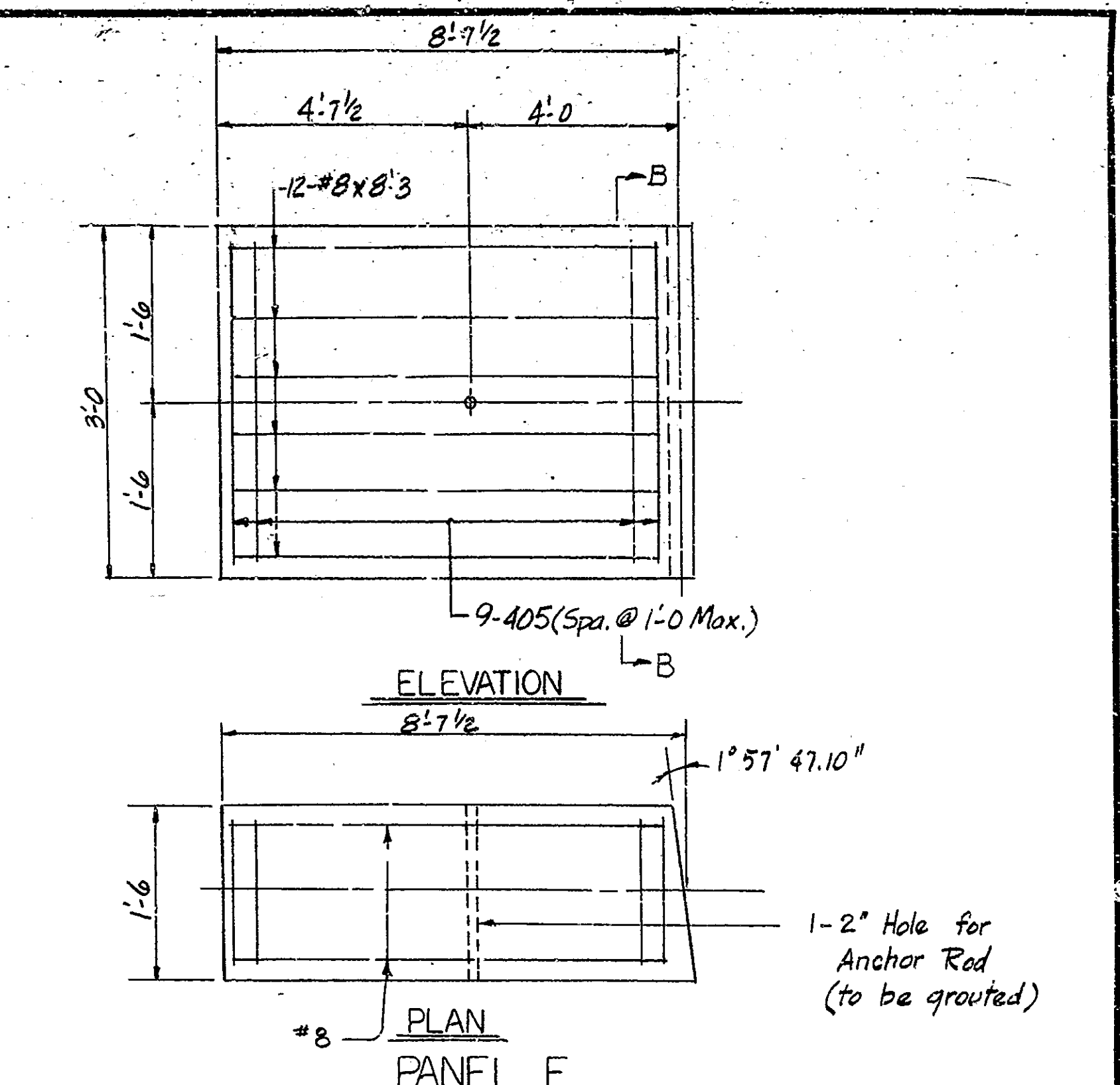




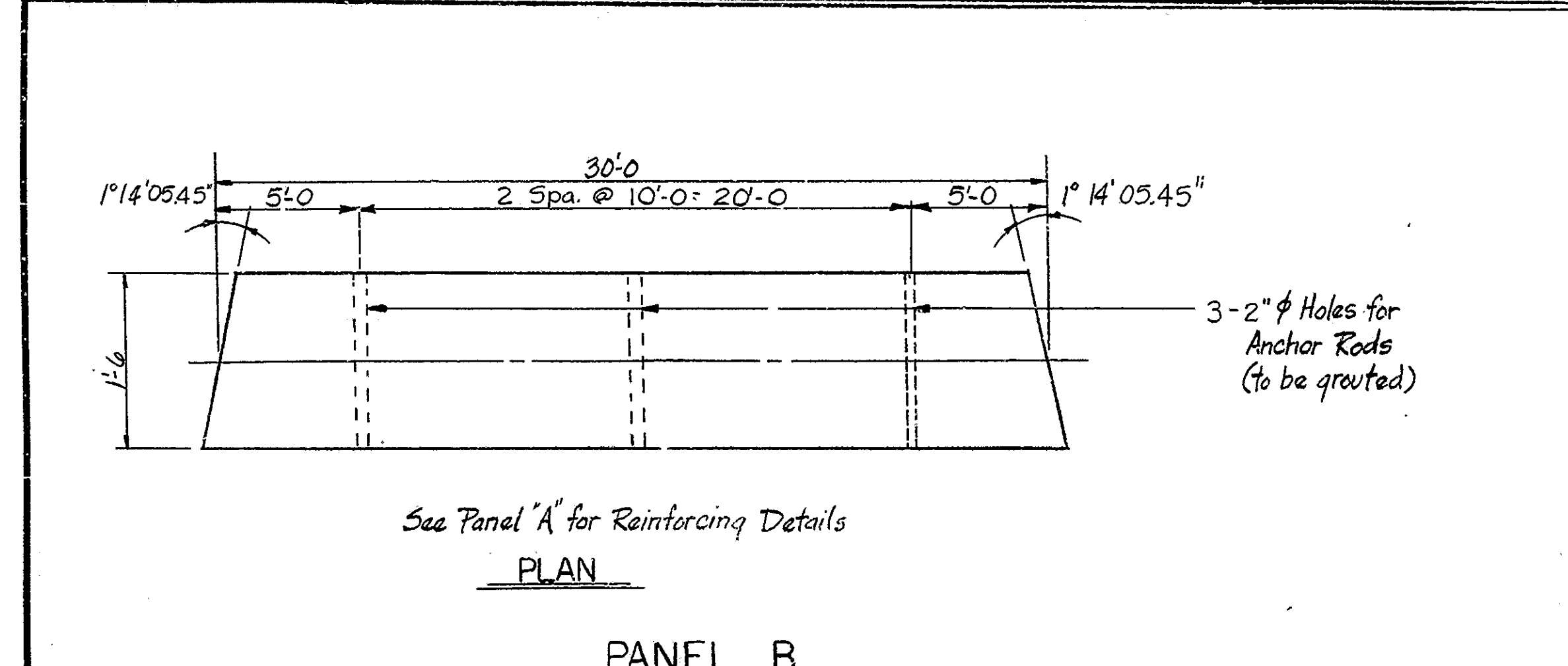
PANEL A



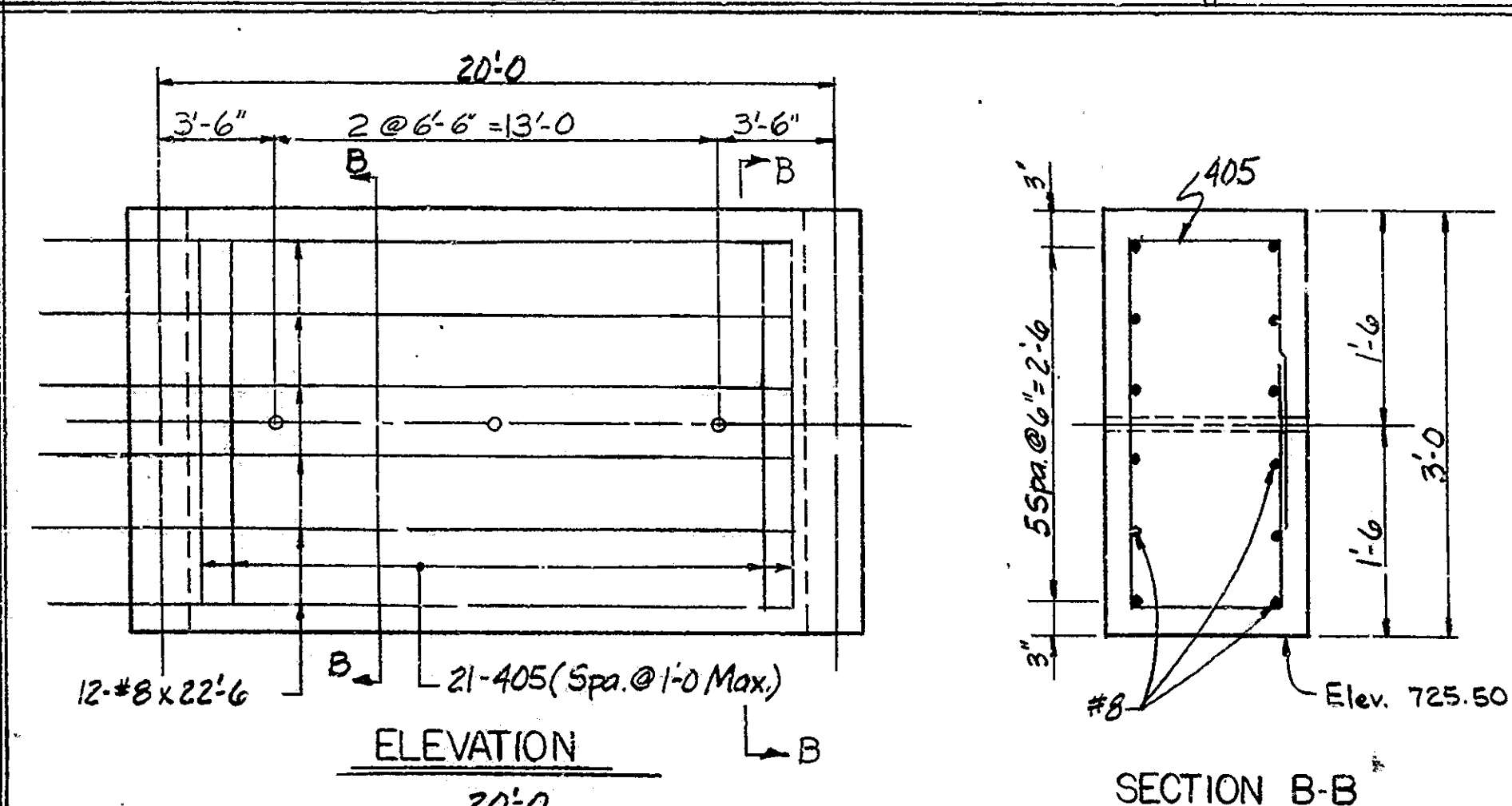
PANEL C



PANEL E

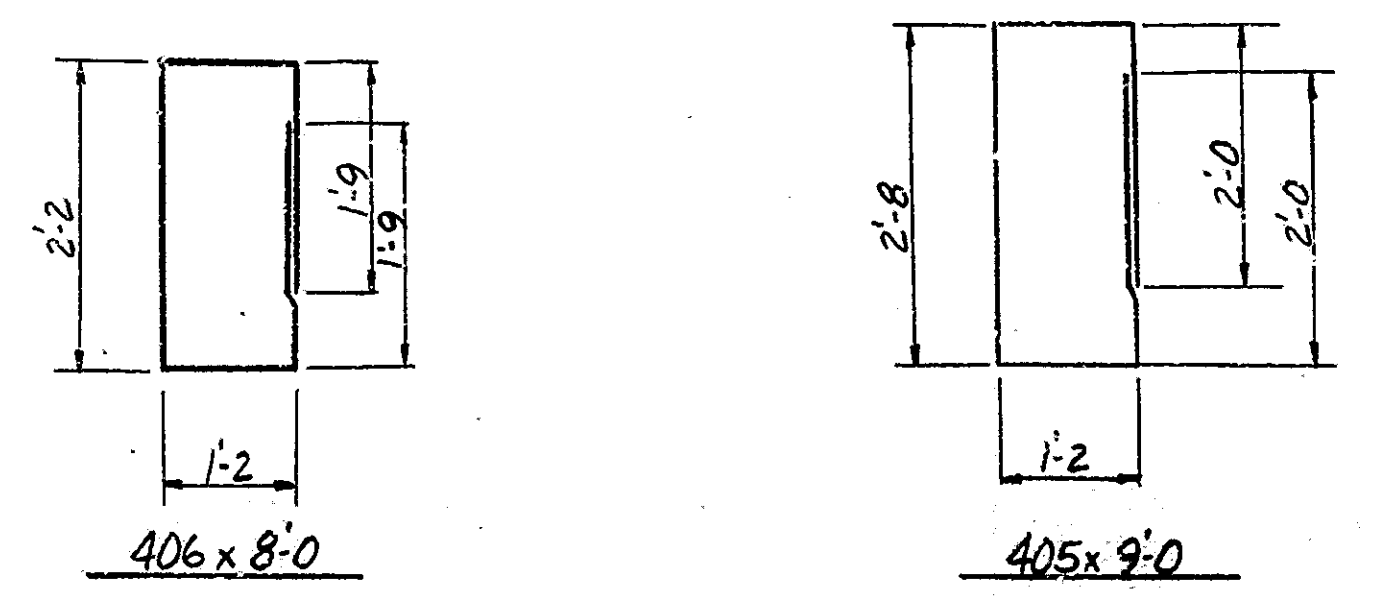


PANEL B



PANEL D

Note: See Br. Std. C₁ for reinforcing bar notes.



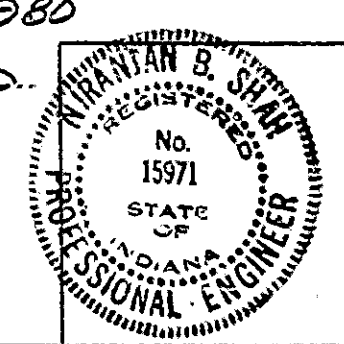
NORTH SPUR DIKE
ANCHOR WALL DETAILS

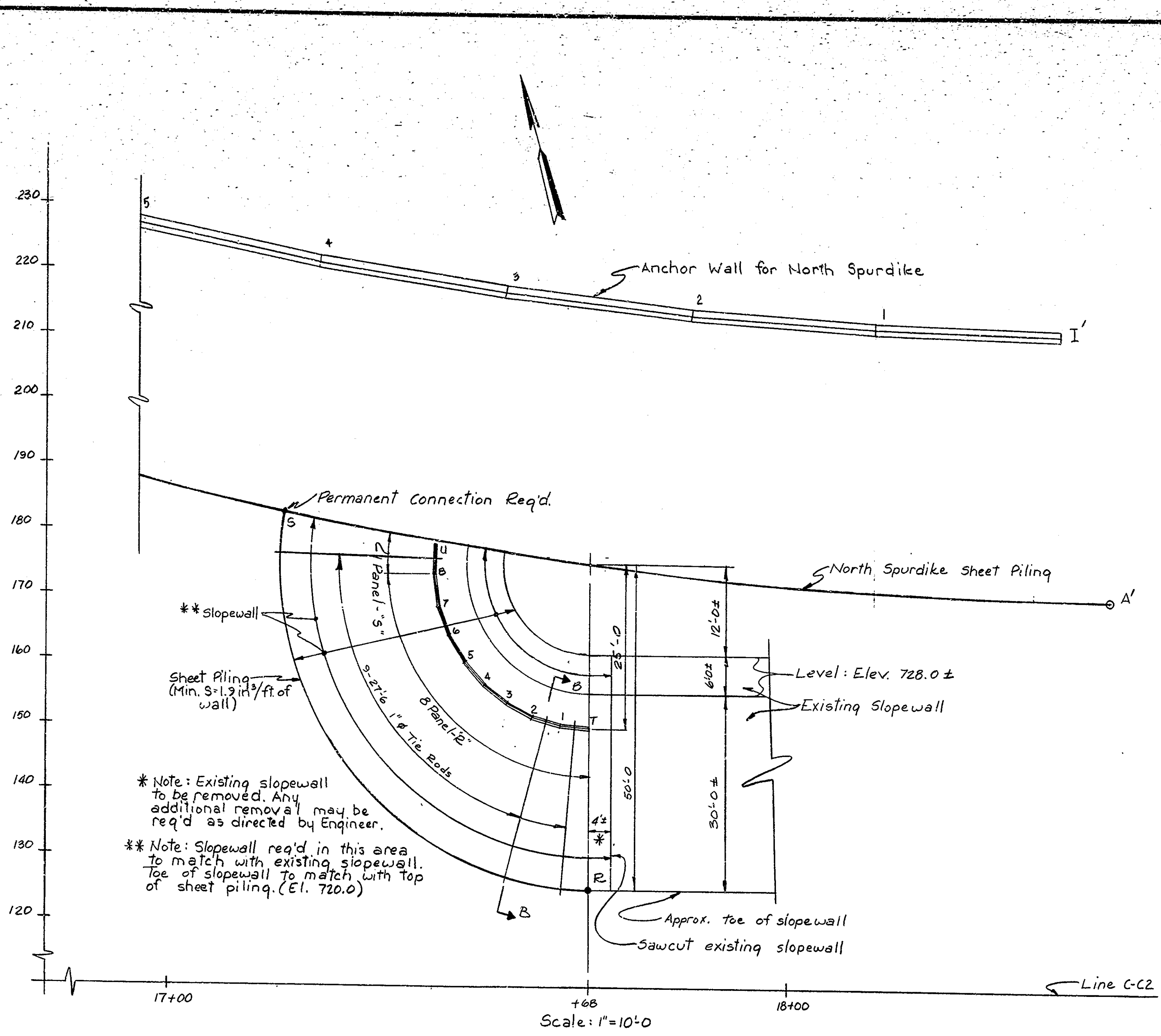
INDIANA STATE HIGHWAY COMMISSION

SCALE: No Scale DATE: JUNE 24, 1980

DESIGNED: NBS, CKD, ALU
DRAWN: KDS, CKD, PAD
TRACED: CKD

DRAWING: C4 OF 7 SHEET: 7 OF 28
PROJECT: ST-I-465-4(D)149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602 D

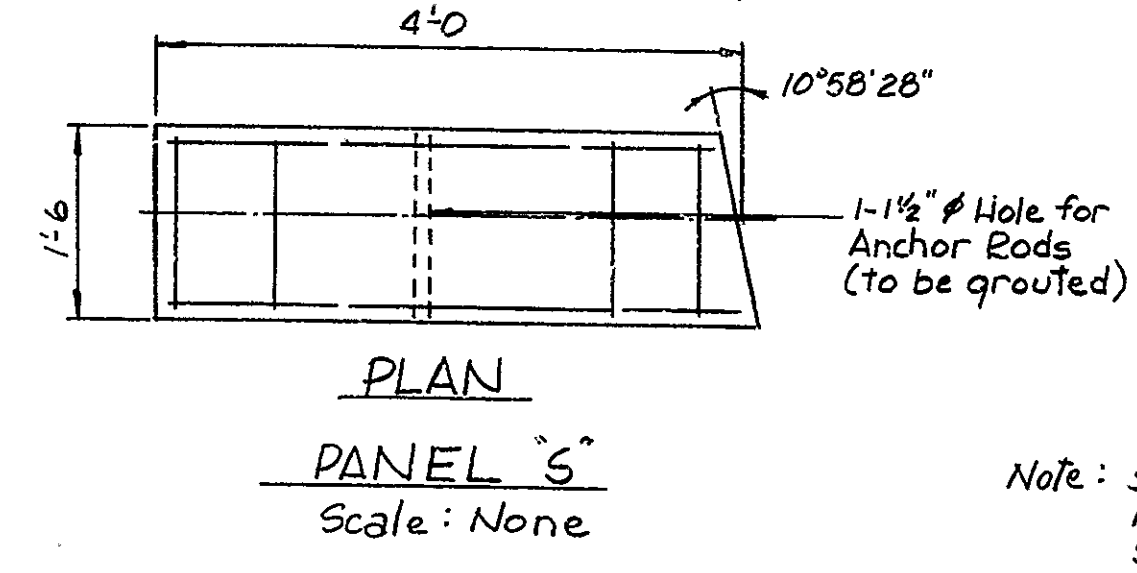
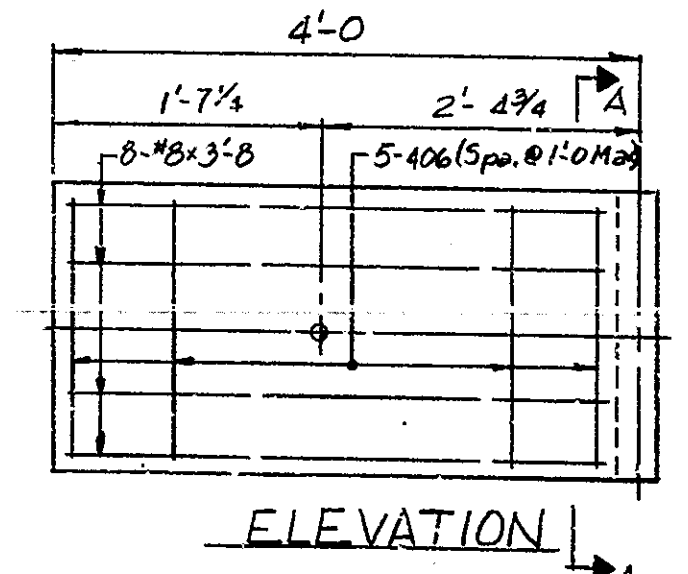
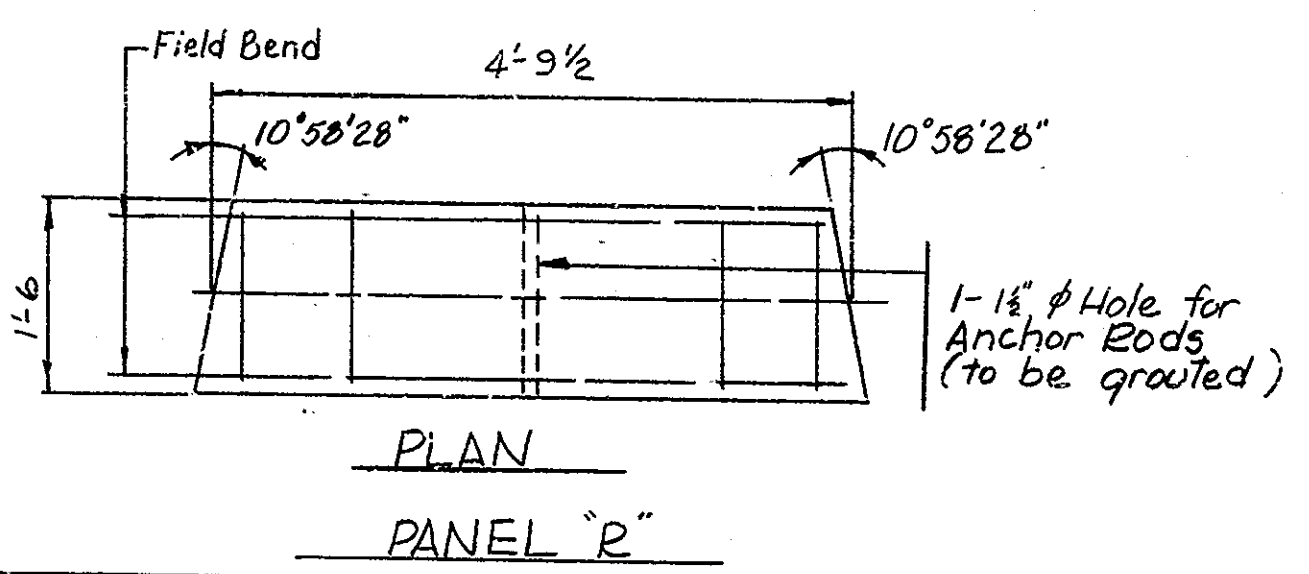
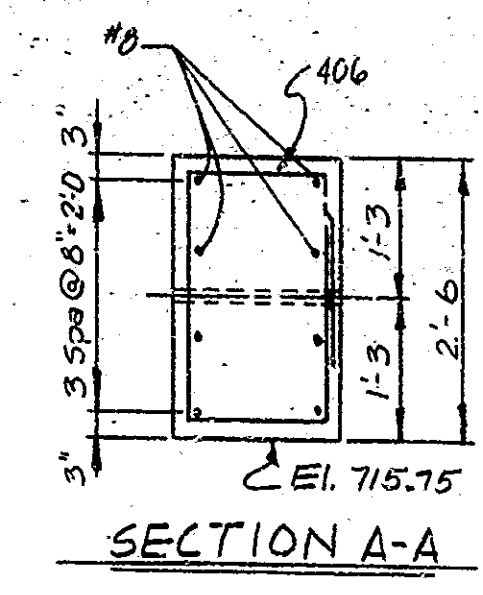
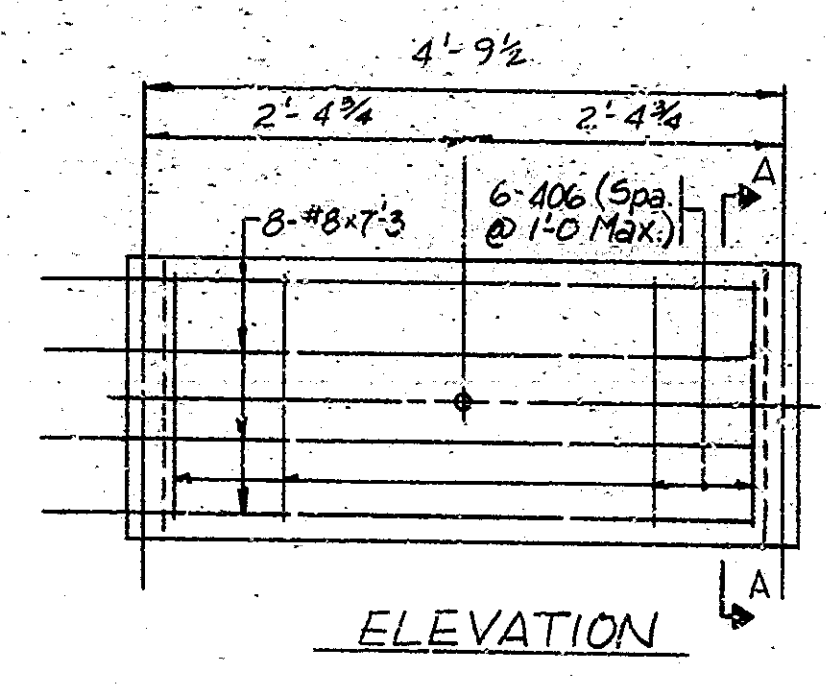




SHEET PILE LOCATION		
POINT	STATION	OFFSET
R	17+68	124.96'
	+10	125.60'
	+50	128.31'
	+40	133.54'
	+30	142.46'
	+20	160.96'
S	+18.58	182.58'

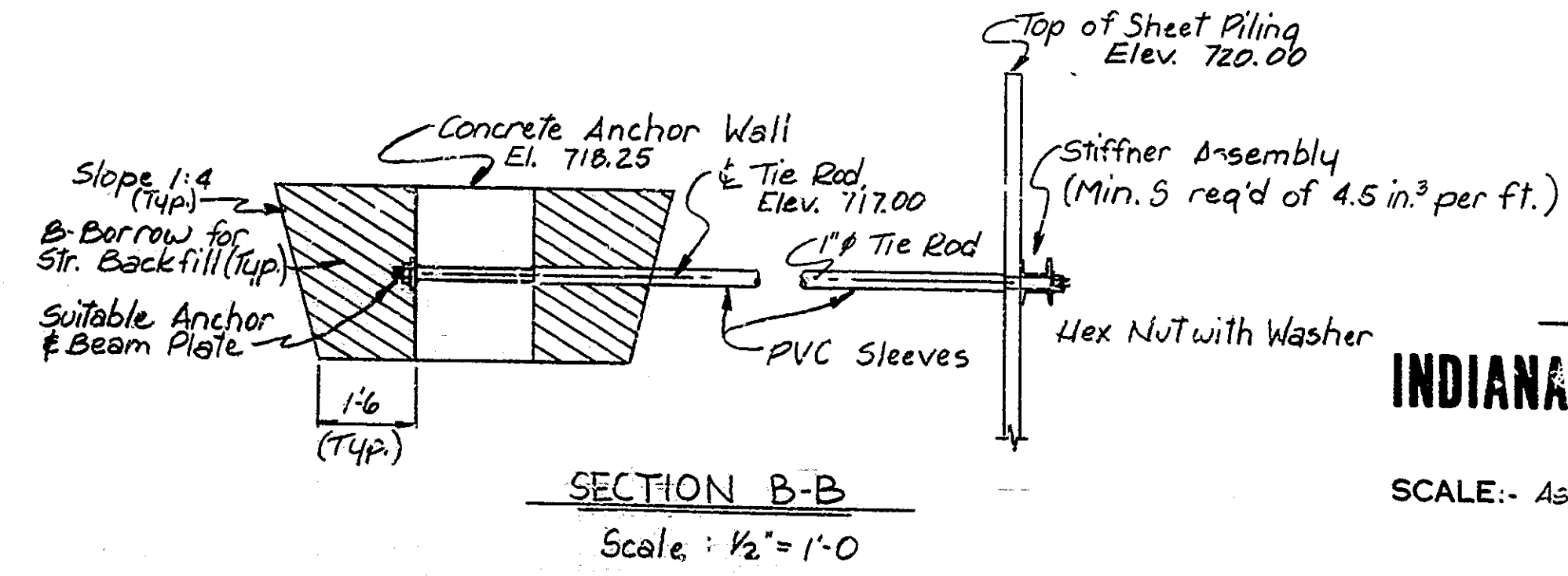
Note: All stations and offsets are referenced to Line "C-C".
All stations and offsets refer to front face of sheet pile and center line of anchor wall.

ANCHOR WALL LOCATION		
POINT	STATION	OFFSET
T	17+68	149.96'
1	17+63.23	150.42'
2	17+58.46	151.77'
3	17+54.40	153.98'
4	17+50.66	156.95'
5	17+47.56	160.57'
6	17+45.19	164.73'
7	17+43.66	169.26'
8	17+43.02	174.00'
U	17+43.18	177.96'



BILL OF MATERIALS			
REINFORCING STEEL			
Mark or Size	No. bars	Length	Weight
#8	64	7'-3"	
#8	8	3'-8"	
Total #8			1317 #
406	53	8'-0"	
Total #4			283 #
Total Reinforcing Steel 1600 #			
CONCRETE			
Panel R	.67 cys x 8 Panels		532 cys
Panel S	.56 cys x 1 Panel		.56 cys
Total Class 'A' Concrete			5.88 cys
MISCELLANEOUS			
Tie Rods	18x27'-6"		9 each

Note: Steel sheet piling shall conform to A.S.T.M. A-528; with a minimum section modulus of 1.9 cu.in per foot of wall.
See Drwg. C3 of 7 GENERAL NOTES for additional notes.
See Drwg. C4 for Bar Bending Details
See Br. Std. C, for Reinforcing Bar Notes.



Note: Tie Rods shall be threaded 1'-0" on the sheet pile end and 2'-0" on the anchor wall end.
See Drwg. C3 of 7 for additional notes.

SHEET PILE DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted DATE: September 30, 1980

DRAWING: C4 OF 7 SHEET: 7A OF 28
PROJECT: 57-I-465-4(D)149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602 D

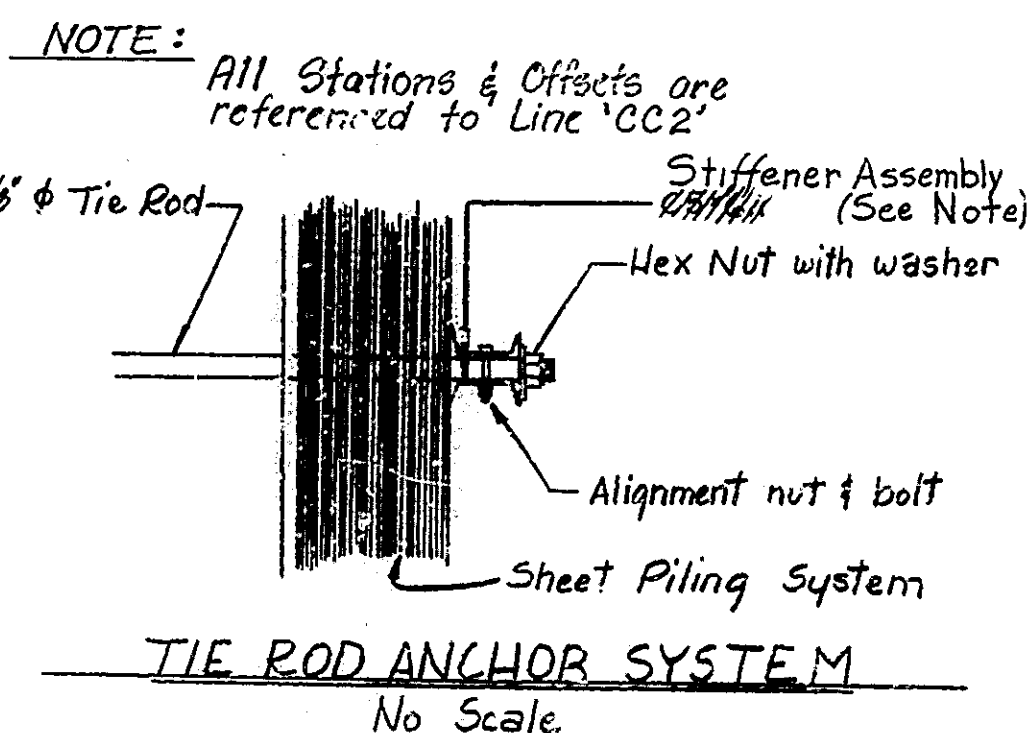
DESIGNED: JAS 7/80 CKD: NBS 9/80
DRAWN: RLP 8/80 CKD: JAS 9/80
TRACED: CKD

SHEET		FILE		LOCATION	
POINT	STATION	OFFSET	POINT	STATION	OFFSET
				+30	80.44'
				+20	88.06
A	18+80.30	36.53'		+10	97.02
	+70	37.23		17+00	107.68
	+60	38.19		16+90	120.62
	+50	39.48	C	16+80	137.00
	+40	40.95		16+78.80	140.00
	+30	42.75		16+78.29	145.00
	+20	44.85		16+79.82	150.00
	+10	47.23	D	16+80	151.00
	18+00	49.92		16+85	156.84
	17+90	52.91		16+90	159.46
	+80	56.22		+95	160.37
	+70	59.85		17+00	159.82
B	17+62	63.00		+05	157.67
	+60	63.83	E	17+06	157.00
	+50	68.46		+10	151.36
	+40	73.96		17+10.32	150
				+10.47	148.20
			F	+10.32	146.40
				17+10.0	145.00

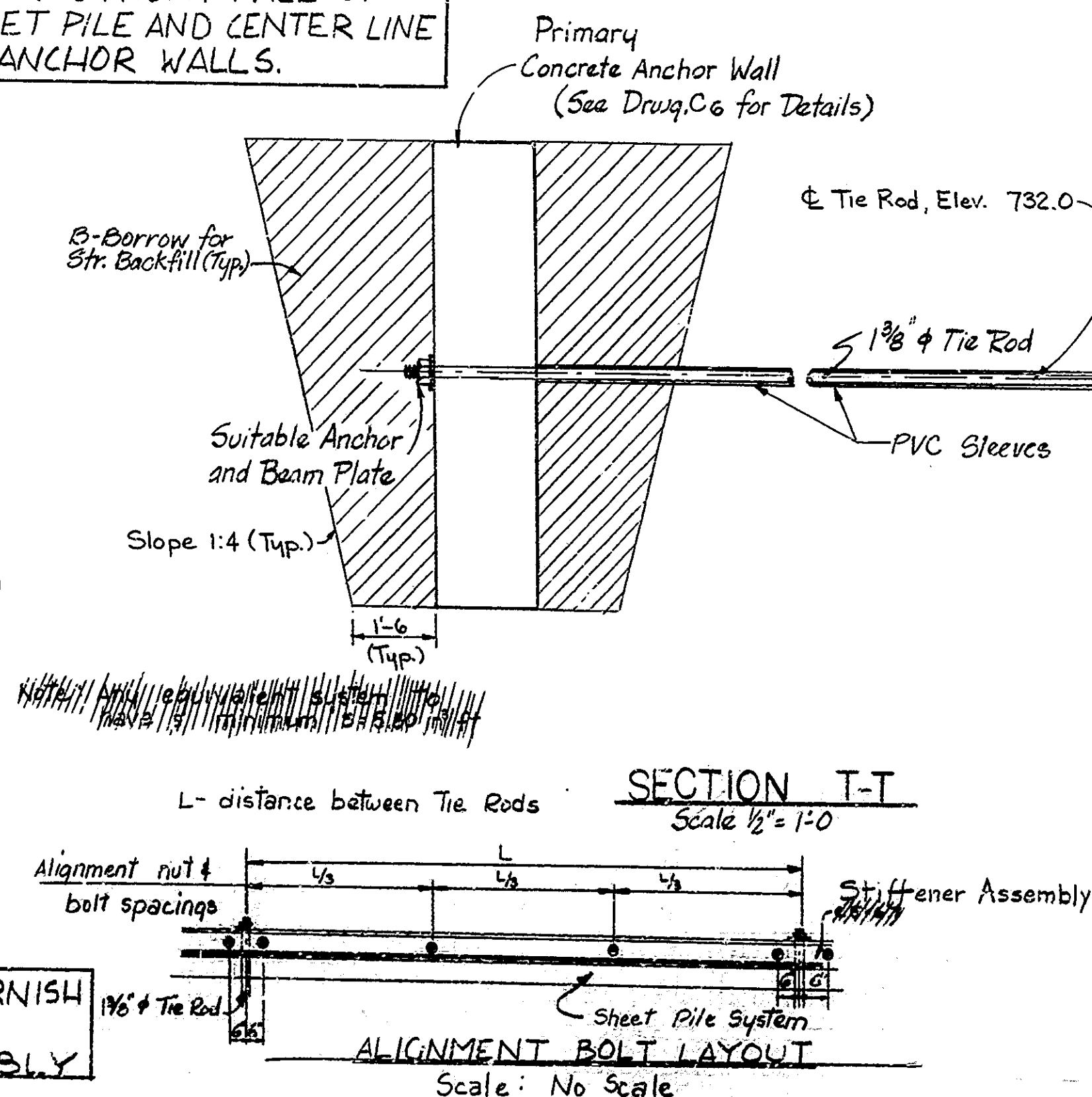
PRIMARY ANCHOR WALL OFFSET		
POINT	STATION	OFFSET
I	18+78.38	85.41'
1	18+67.02	86.04
2	18+37.18	89.16
3	18+07.63	94.34
H	17+77	102.00
4	17+61.16	108.18
5	17+46.69	117.10
6	17+34.06	128.47
G	17+23	143.00

SECONDARY ANCHOR WALL OFFSET		
POINT	STATION	OFFSET
K	17+81.14	116.41'
7	17+67.85	121.61
8	17+55.68	129.11
9	17+45.06	138.67
J	17+35.76	150.89

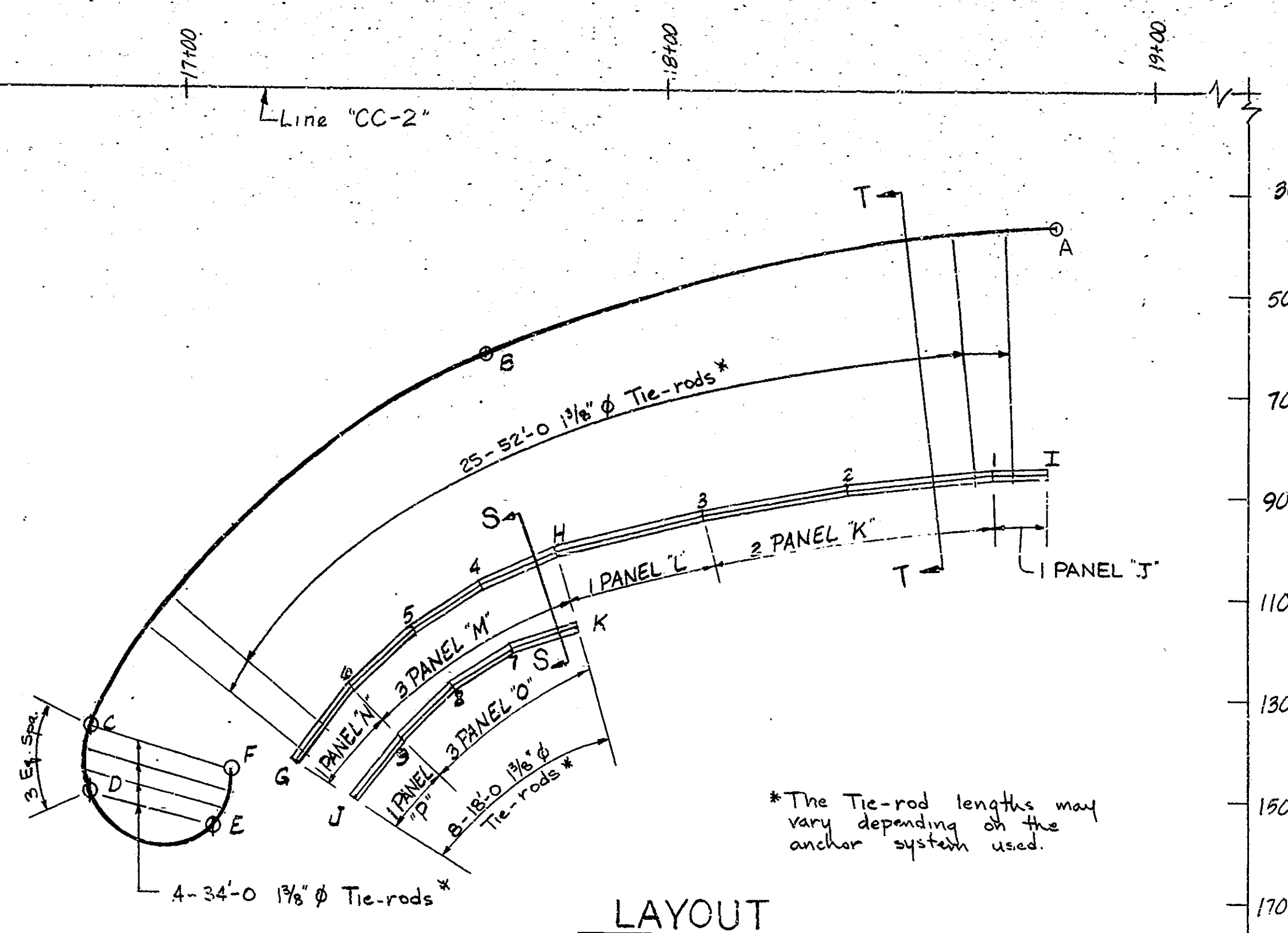
ALL STATIONS AND OFFSETS REFER TO FRONT FACE OF SHEET PILE AND CENTER LINE OF ANCHOR WALLS.



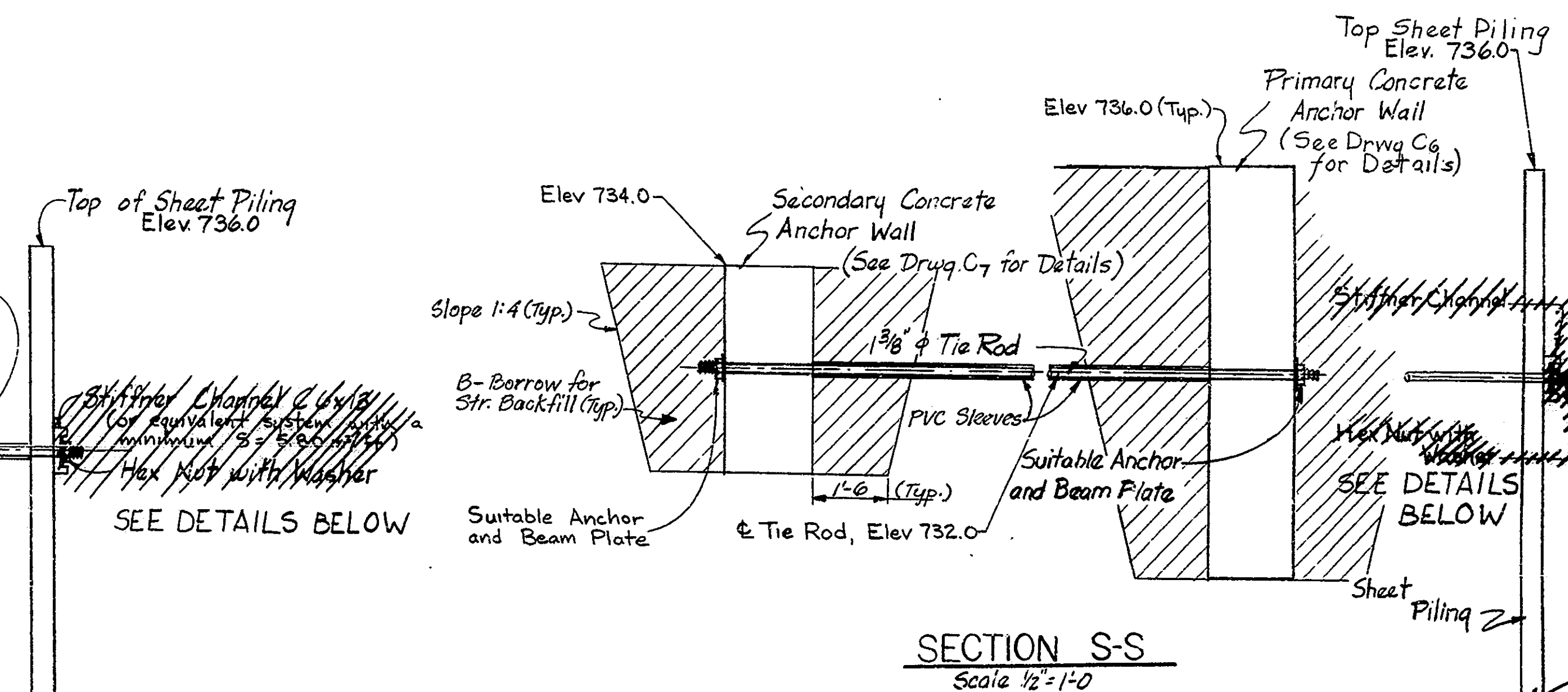
CONTRACTOR TO FURNISH SHOP PLANS FOR STIFFENER ASSEMBLY



Note: The cost of anchors, beam plates, tie-rods & stiffener channels to be included in the cost of sheet piling.
For location of Tie-rods at the Anchor Wall see Drwg. C6 & C7.
Contractor shall furnish shop plans and computations for suitable anchoring.
A Construction Joint shall be placed between every other panel.
Tie Rods shall be greased and placed in a PVC sleeve.
Points A & I are approximate, they may vary in order to tie into the existing sheetpiling.
The 52'-0 Tie-rods shall be threaded 1'-6 on the sheetpile end and 9'-6 on the anchor wall end.
The 15'-0 Tie-rods shall be threaded 1'-6 on each end.
The 34'-0 Tie-rods shall be threaded 3'-6 on each end.



*The Tie-rod lengths may vary depending on the anchor system used.



Unit Stresses: $f_c = 20,000 \text{ psi}$, $f_s = 1,200 \text{ psi}$

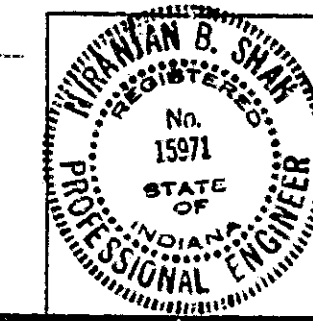
STIFFENER ASSEMBLY SHALL HAVE MINIMUM SECTION MODULUS AS SHOWN

LOCATION	S
North Spurdike	From A to B' 14.07
	All other locations 19.00
South Spurdike	All locations 14.51

SOUTH SPUR DIKE DETAILS
INDIANA STATE HIGHWAY COMMISSION

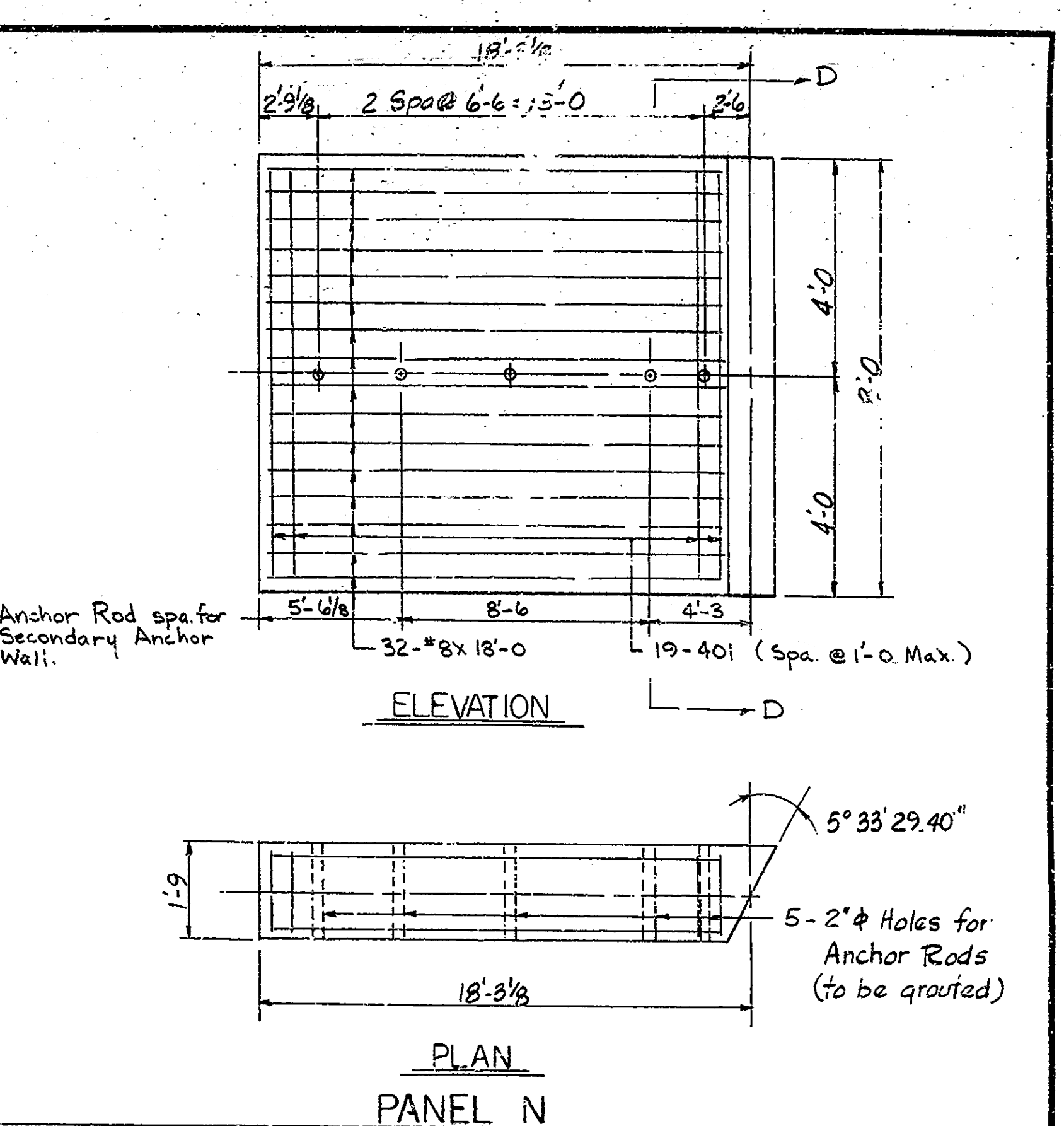
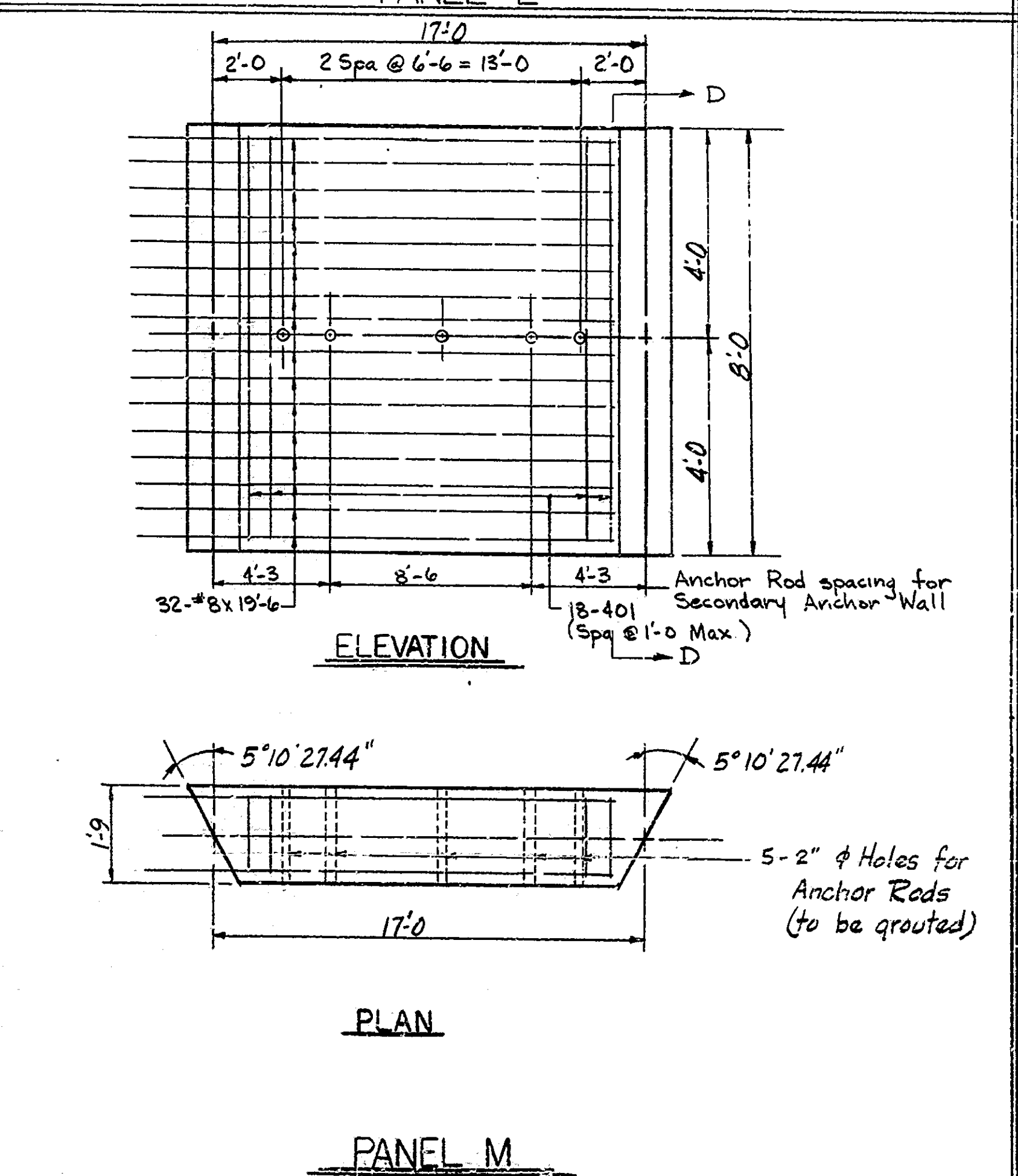
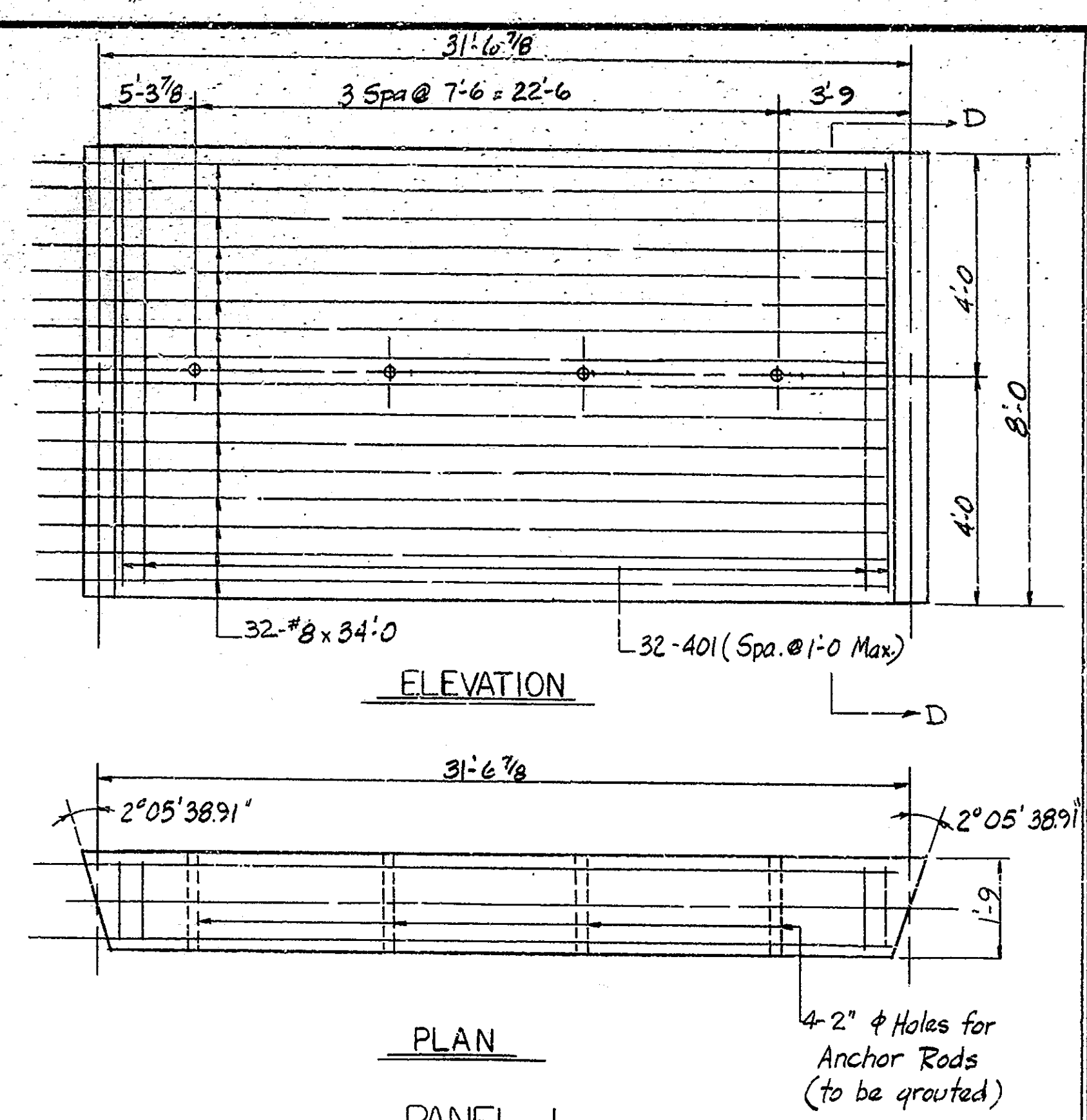
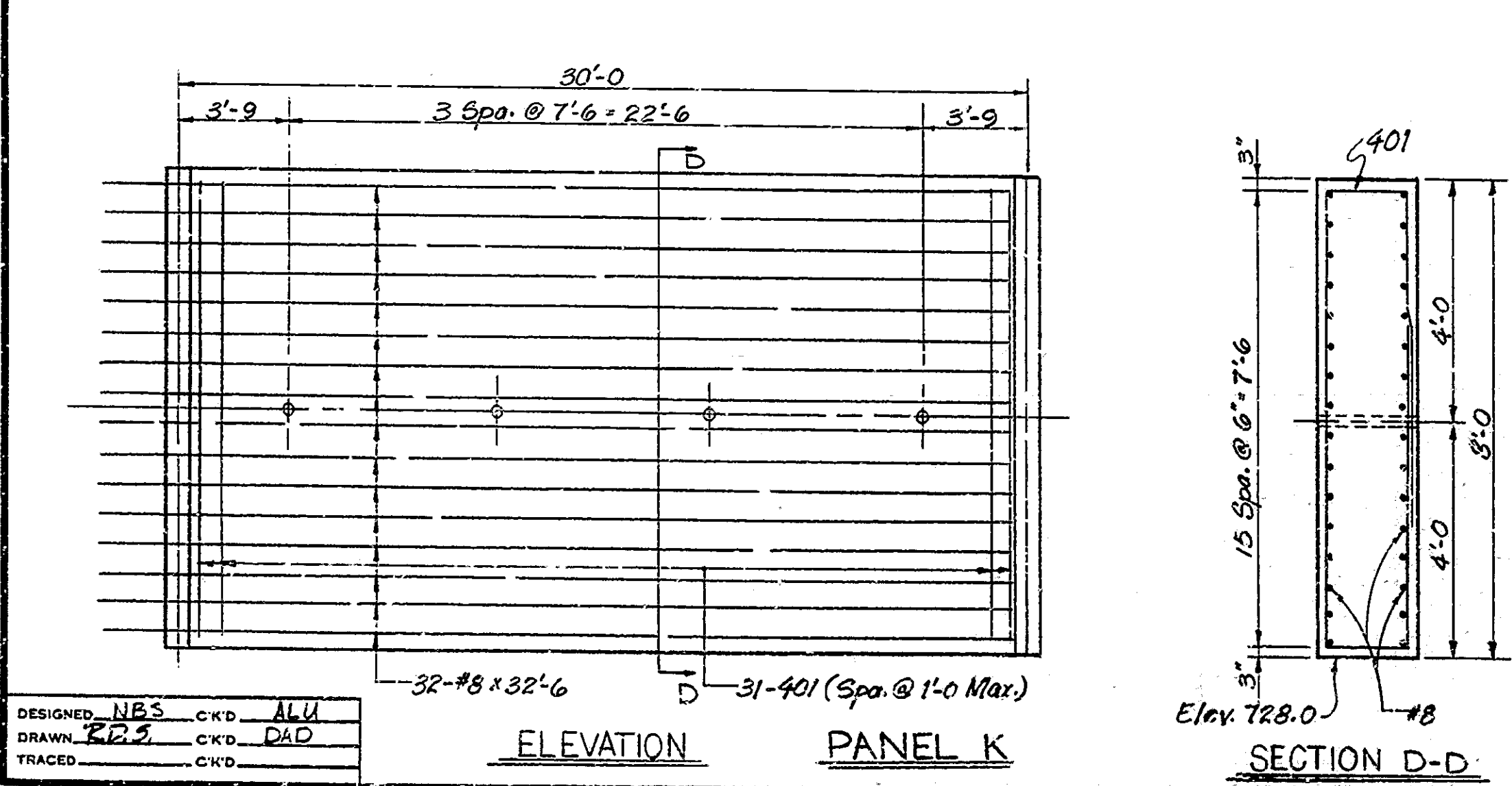
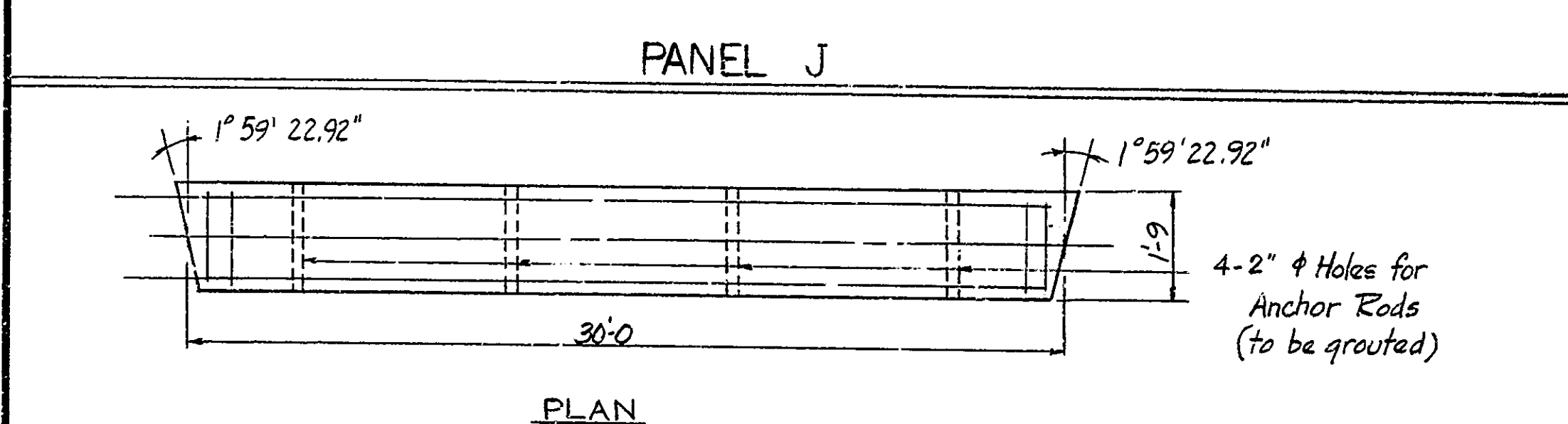
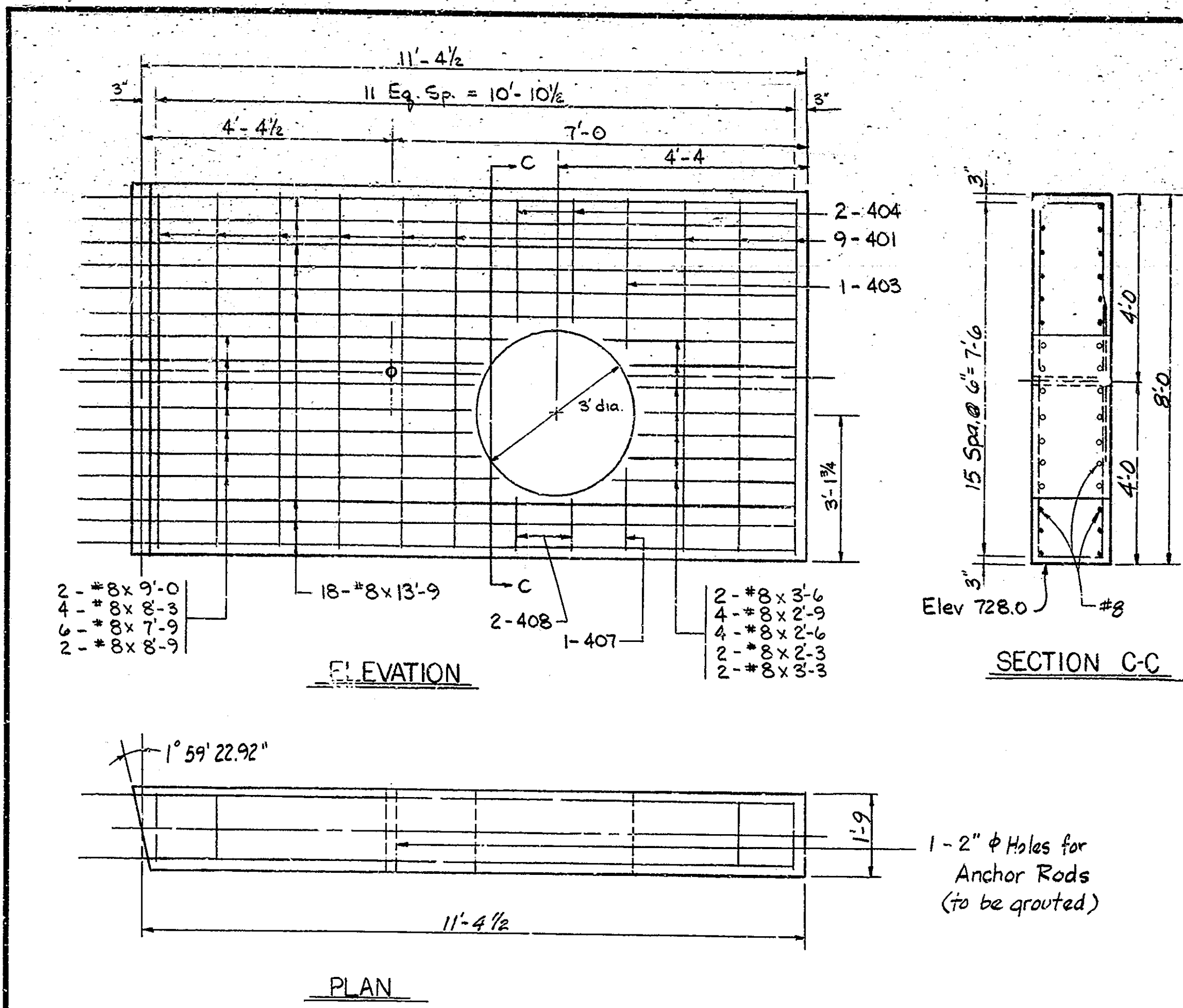
SCALE: 1" = 20'-0", Unless Noted DATE: JUNE 24, 1980

DRAWING: C5 of 7 SHEET: 8 OF 28
PROJECT: ST-1-465-4(D)149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602 D



DESIGNED: NBS CKD ALL
DRAWN: RDS CKD DAD
TRACED: CKD

9-30-80 Revised Stiffener Channel Assembly
9-15-80 Revised Stiffener Channel Assembly



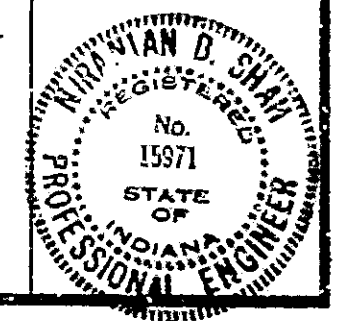
MARK	LENGTH	A	B	C	D
401	20'-0"	7'-8"	1'-5"	4'-9"	4'-9"
402	12'-0"	3'-8"	1'-5"	2'-9"	2'-9"
403	11'-3"	3'-3"	1'-5"	2'-7"	2'-7"
404	10'-9"	3'-0"	1'-5"	2'-5"	2'-6"
407	7'-9"	1'-9"	1'-5"	1'-7"	1'-7"
408	6'-3"	1'-3"	1'-5"	1'-1"	1'-1"

Note: See Br. Std. C1 for Reinforcing Bar Notes.

SOUTH SPUR DIKE PRIMARY
ANCHOR WALL DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: No Scale DATE: JUNE 24, 1980

DRAWING: C6 OF 7 SHEET: 9 OF 28
PROJECT: ST-1-465-4(2)149
CONTRACT NO. B-12706
BRIDGE FILE: I-465-149-3602 D



DESIGNED: NBS CKD ALU
DRAWN: RBS CKD DAD
TRACED: CKD

