

INDEX						
PROJECT	STRUCTURE	SPAN	OVER	STATION	CONTRACT NO.	
465-4(20)149	100-C-2221	5 SPANS: 46'-70", 84'-70", 84'-70"	BIG EAGLE GRIER	TWIN STRUCTURES STA. 408+00.0	4802	
465-4(20)149	100-C-3602	5 SPANS: 46'-70", 84'-70", 84'-70"	P & E, R.R. & U.S. 156	TWIN STRUCTURES STA. 414+23.45	4802	
SHEET NO.	SHEET DESIGNATION	SUBJECT				
1	INDEX & TITLE SHEET	INDEX & TITLE SHEET				
2	ROAD STD. E-11-JR	STANDARD PAVEMENT SECTION (12-56)				
3	ROAD STD.	STANDARD DIVIDED-LANE SECTION FOR FEDERAL-AID INTERSTATE PROJECTS (REV. 11-26-57)				
4	ROAD PLAN SHEET NOS.	TYPICAL CROSS-SECTION RD. PROJ. F-107(14)				
5	ROAD PLAN SHEET NOS.	ROAD PLAN & PROFILE RD. PROJ. I-465-4(20)149				
6, 7	ROAD PLAN SHEET NOS.	ROAD PLAN & PROFILE RD. PROJ. F-107(14)				
8	ROAD PLAN SHEET NOS.	ROAD PLAN & PROFILE RD. PROJ. I-465-4(20)149				
9	ROAD PLAN SHEET NOS.	ROAD PLAN & PROFILE RD. PROJ. I-465-4(20)149				
10	ONE SHEET	VERT. PIT DATA				
11	ONE SHEET	ROADWAY APPROACH DETAILS & BILL OF MATERIALS				
12	ONE SHEET	CHANNEL CHANGE				
13	S. (STR. 100-C-3602)	CUTOUT				
14	S <sub>a</sub>	GENERAL PLAN				
15	S <sub>a</sub>	SPAN DIMENSIONS				
16	S <sub>a</sub>	SPAN DIMENSIONS				
17	S <sub>a</sub>	SPAN NO. 1 DETAILS & BILL OF MATERIALS				
18	S <sub>a</sub>	SPAN NO. 2 DETAILS				
19	S <sub>a</sub>	SPAN NO. 3 & NO. 4 DETAILS				
20	S <sub>a</sub>	SPAN NO. 2, NO. 3 & NO. 4 BILLS OF MATERIALS				
21	S <sub>a</sub>	SPAN NO. 5 DETAILS				
22	S <sub>a</sub>	SPAN NO. 5 DETAILS & BILL OF MATERIALS				
23	S <sub>a</sub>	SPAN NO. 6 DETAILS & BILL OF MATERIALS				
24	S <sub>a</sub>	SPAN NO. 7 DETAILS & BILL OF MATERIALS				
25	S <sub>a</sub>	SPAN NO. 8 DETAILS				
26	S <sub>a</sub>	SPAN NO. 8 DETAILS				
27	S <sub>a</sub>	SPAN NO. 8 DETAILS & BILL OF MATERIALS				
28	S <sub>a</sub>	SPAN NO. 8 & 9 DETAILS				
29	S <sub>a</sub>	SPAN NO. 8 & 9 DETAILS				
30	S <sub>a</sub>	SPAN NO. 8 & 9 DETAILS				
31	S <sub>a</sub>	SPAN NO. 8 & 9 BILLS OF MATERIALS				
32	S <sub>a</sub>	FRAMING PLAN - SPANS "B", "C" & "D"				
33	S <sub>a</sub>	STRUCTURAL STEEL DETAILS, COVERED NOTES & SHOE SETTING DATA				
34	S <sub>a</sub>	TODDED EXPANSION JOINT DETAILS				
35	S <sub>a</sub>	TODDED EXPANSION JOINT DETAILS				
36	S <sub>a</sub>	FLOOR DETAILS - SPANS "B", "C" & "D"				
37	S <sub>a</sub>	FLOOR DETAILS - SPANS "B", "C" & "D"				
38	S <sub>a</sub>	FLOOR DETAILS - SPANS "B", "C" & "D"				
39	S <sub>a</sub>	FLOOR DETAILS - SPANS "B", "C" & "D"				
40	S <sub>a</sub>	FLOOR DETAILS - SPANS "B", "C" & "D"				
41	ONE SHEET	VERT. PIT DATA				
42	ONE SHEET	WASHED R.C. BRIDGE APPROACH DETAILS & BILL OF MATERIALS				
43	S. (STR. 100-C-2221)	CUTOUT				
44	S <sub>a</sub>	GENERAL PLAN				
45	S <sub>a</sub>	SPAN NO. 1 DETAILS				
46	S <sub>a</sub>	SPAN NO. 1 DETAILS & BILL OF MATERIALS				
47	S <sub>a</sub>	SPAN NO. 2 DETAILS & BILL OF MATERIALS				
48	S <sub>a</sub>	SPAN NO. 3 DETAILS & BILL OF MATERIALS				
49	S <sub>a</sub>	SPAN NO. 4 DETAILS & BILL OF MATERIALS				
50	S <sub>a</sub>	SPAN NO. 5 & NO. 6 DETAILS & BILL OF MATERIALS				
51	S <sub>a</sub>	SPAN NO. 7 DETAILS & BILL OF MATERIALS				
52	S <sub>a</sub>	SPAN NO. 7 DETAILS				
53	S <sub>a</sub>	SPAN NO. 7 DETAILS				
54	S <sub>a</sub>	SPAN NO. 7 DETAILS				
55	S <sub>a</sub>	SPAN NO. 7 & 8 DETAILS				
56	S <sub>a</sub>	SPAN NO. 7 & 8 BILLS OF MATERIALS				
57	S <sub>a</sub>	SPAN NO. 7 & 8 DETAILS				
58	S <sub>a</sub>	SPAN NO. 7 & 8 DETAILS				
59	S <sub>a</sub>	SPAN NO. 7 & 8 BILLS OF MATERIALS				
60	S <sub>a</sub>	FRAMING PLAN - SPANS "A", "B" & "C"				
61	S <sub>a</sub>	STRUCTURAL STEEL DETAILS, COVERED NOTES & SHOE SETTING DATA				
62	S <sub>a</sub>	FLOOR DETAILS - SPANS "A", "B" & "C"				
63	S <sub>a</sub>	FLOOR DETAILS - SPANS "A", "B" & "C"				
64	S <sub>a</sub>	FLOOR DETAILS - SPANS "A", "B" & "C"				
65	S <sub>a</sub>	FLOOR DETAILS - SPANS "A", "B" & "C"				

STATE OF INDIANA  
STATE HIGHWAY DEPARTMENT

BRIDGE PLANS  
FOR SPANS OVER 20 FEET  
ON  
STATE ROAD NO. 100 SECTION C

F.A. PROJECT NO. [I-01-1(20) OLD] I-465-4(20)149

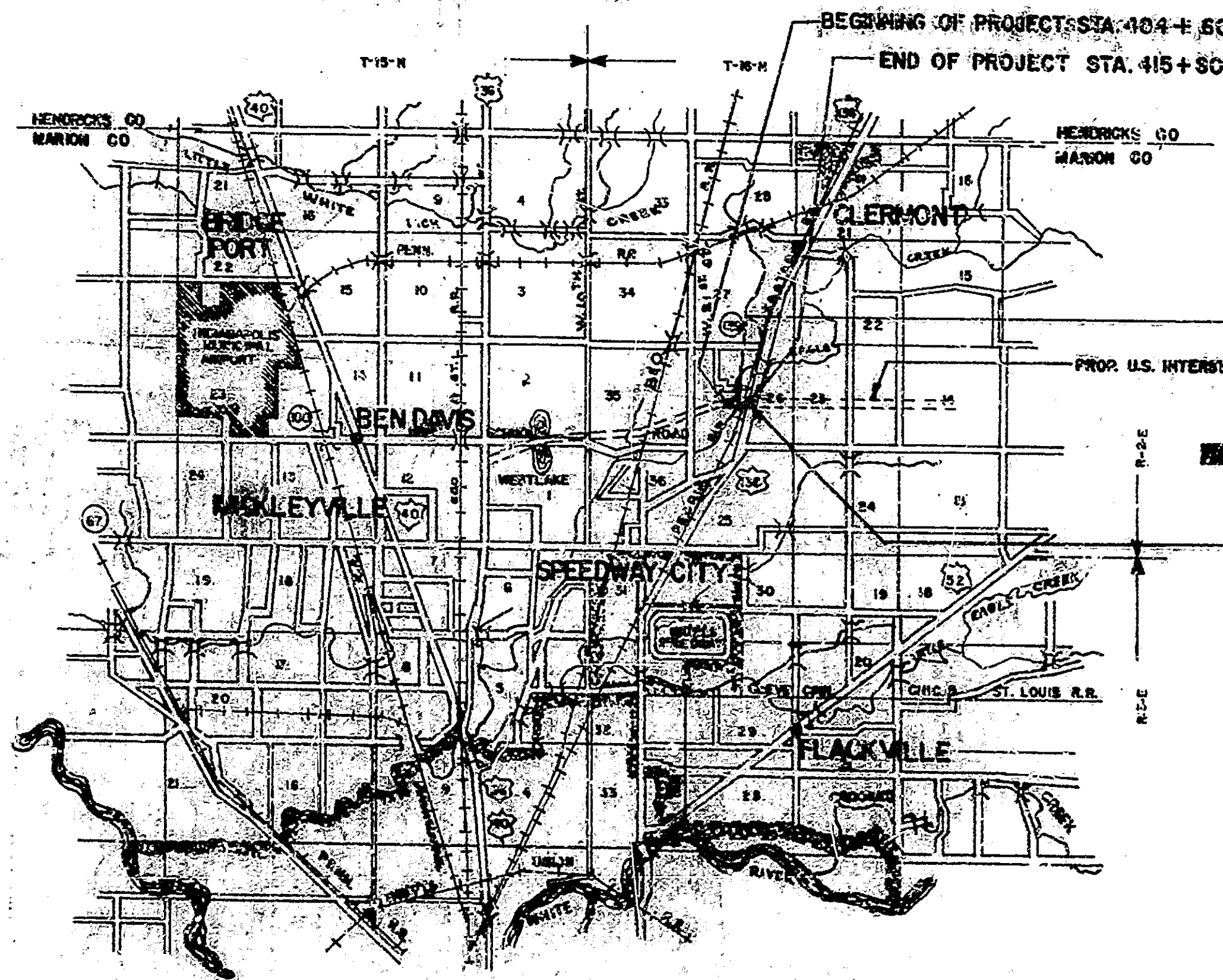
BEGINNING AT A POINT ON & APPROXIMATELY 1,593.0 FT. NORTH OF THE SOUTH LINE OF SEC. 26 T-16-N, R-2-E AND EXTENDING IN A NORTHERLY DIRECTION 1,120.0 FT. TO A POINT ON & APPROXIMATELY 2,718.0 FT. NORTH OF THE SOUTH LINE OF SEC. 26, T-16-N, R-2-E ALL IN MARION COUNTY.

GROSS LENGTH = 0.212 MI.

ROADWAY LENGTH = 0.085 MI.  
BRIDGE LENGTH = 0.065 MI.  
TOTAL NET LENGTH = 0.150 MI.

100-C-3602  
0.059 MI.  
100-C-2221  
0.053 MI.  
0.062 MI.

MAXIMUM GRADE = 2.92 %



BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	90

INDEX CONTINUED STANDARD DRAWINGS			
SHEET NO.	SHEET DESIGNATION	SUBJECT	DATE
66	ONE SHEET	SUMMARY	
67 & 68	ROAD PLAN SHEETS	CROSS-SECTIONS: RD. PROJ. I-465-4(20)149	
69-73	FIVE SHEETS	CROSS-SECTIONS	
74	BRIDGE STD. C	STANDARD MISCELLANEOUS DETAILS	REV. 2-56
75	BRIDGE STD. D	CASTING DETAILS ROADWAY DRAINS	1-3-50
76	BRIDGE STD. M	MISCELLANEOUS APPROACH DETAILS	REV. 5-57
77	BRIDGE STD. N	MISCELLANEOUS APPROACH DETAILS	REV. 5-57
78	BRIDGE STD. N	MISCELLANEOUS APPROACH DETAILS	REV. 1-56-58
79	BRIDGE STD. N	ALUMINUM RAILING DETAILS	REV. 2-58
80	BRIDGE STD. S	TYPICAL DETAILS FOR PLACING SPECIAL FILLING MATERIAL	REV. 2-58
81	ROAD STD. SHEET A	STANDARD PAVEMENT JOINTS	4-57
82	ROAD STD. SHEET MA	MISCELLANEOUS STANDARDS	REV. 7-59
83	ROAD STD. SHEET MC	MISCELLANEOUS STANDARDS	REV. 4-59
84	ROAD STD. SHEET MD	MISCELLANEOUS STANDARDS	REV. 4-59
85	ROAD STD. SHEET ME	MISCELLANEOUS STANDARDS	REV. 4-59
86	ROAD STD. SHEET MF	MISCELLANEOUS STANDARDS	REV. 4-59
87	ROAD STD. SHEET MG	MISCELLANEOUS STANDARDS	REV. 4-59
88	ROAD STD. SHEET MH	MISCELLANEOUS STANDARDS	REV. 4-59
89	ROAD STD. SHEET MI	MISCELLANEOUS STANDARDS	REV. 4-59
90	ROAD STD. SHEET MJ	STEEL BEAM GUARD RAIL	REV. 10-57

INTERSTATE TRAFFIC COUNT	PROP. U.S. 136 TRAFFIC COUNT
ADT 1959 = 14,697	ADT 1959 = 2,923
ADT 1979 = 7,172	ADT 1979 = 6,410
TRUCKS = 7%	
DESIGN SPEED = 70 MPH	
ACCESS CONTROL = FULL	

PROP. STRUCTURE  
PROJECT I-465-4(20)149  
STR. NO. 100-C-3602  
CONT. STEEL BEAM & R.C. GIRDER BRIDGES  
5 SPANS: 46'-70", 84'-70", 2x 30' SKEW 16° RT.  
TWIN STRUCTURES STA. 408+00.0

PROP. STRUCTURE  
PROJECT I-465-4(20)149  
STR. NO. 100-C-2221  
CONT. STEEL BEAM & R.C. GIRDER BRIDGES  
5 SPANS: 46'-70", 84'-70", 3x 40'-0" SKEW 27° RT.  
TWIN STRUCTURES STA. 414+23.45

Rev. 12-28-59 Sheets 43, 44  
Rev. 1-25-60 Sheets 14, 21, 26, 27, 28, 29, 30, 31, 36, 37, 38  
Rev. 3-3-60 Sheets 41, 42, 44, 47, 53, 58, 59, 61, 62, 63, 64 & 50, 77  
Rev. 4-11-60 Sheets 32, 60 & 66  
Rev. 6-1-60 Sheets 14, 16, 24, 29, 37, 44, 55, 58, & 63

APPROVED AND ADOPTED  
BY STATE HIGHWAY DEPARTMENT OF INDIANA  
DATE 8-17-59  
*John R. ...*  
CHIEF ENGINEER, STATE HIGHWAY DEPARTMENT OF INDIANA

APPROVED  
DATE 8-17-59  
*Carl E. ...*  
CHIEF ENGINEER, STATE HIGHWAY DEPARTMENT OF INDIANA

STATE HIGHWAY DEPARTMENT OF INDIANA  
1957 STANDARD ROAD AND BRIDGE SPECIFICATIONS  
TO BE USED WITH THESE PLANS

SUBMITTED BY  
FLECK, QUEBE & REID ASSOCIATES, INC.  
ENGINEERS INDIANAPOLIS, INDIANA  
*William F. ...* 7-28-59

PREPARED AND REVISIONS BY  
SORRELL & MATTIS ASSOCIATES, INC.  
ENGINEERS INDIANAPOLIS, INDIANA  
*James D. ...* 7-28-59

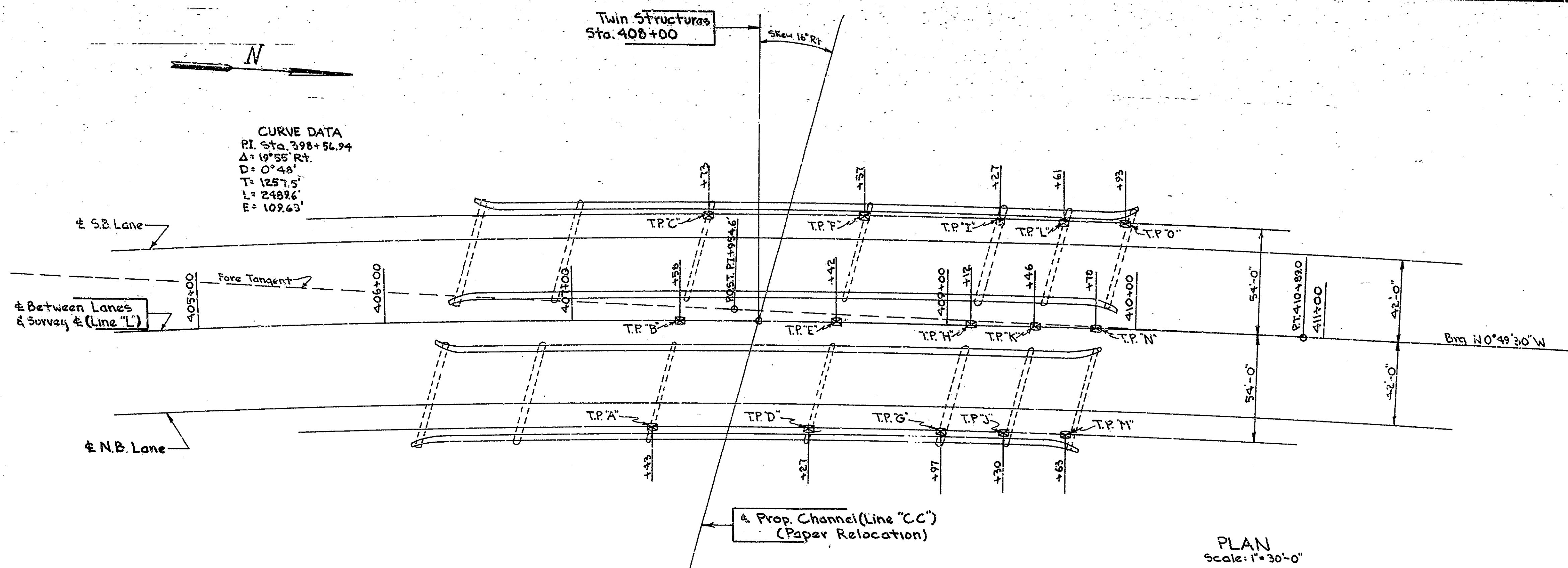
RECOMMENDED FOR APPROVAL DATE 8-14-59  
*Carl E. ...*

DEPARTMENT OF COMMERCE  
BUREAU OF PUBLIC ROADS  
APPROVED:  
DATE

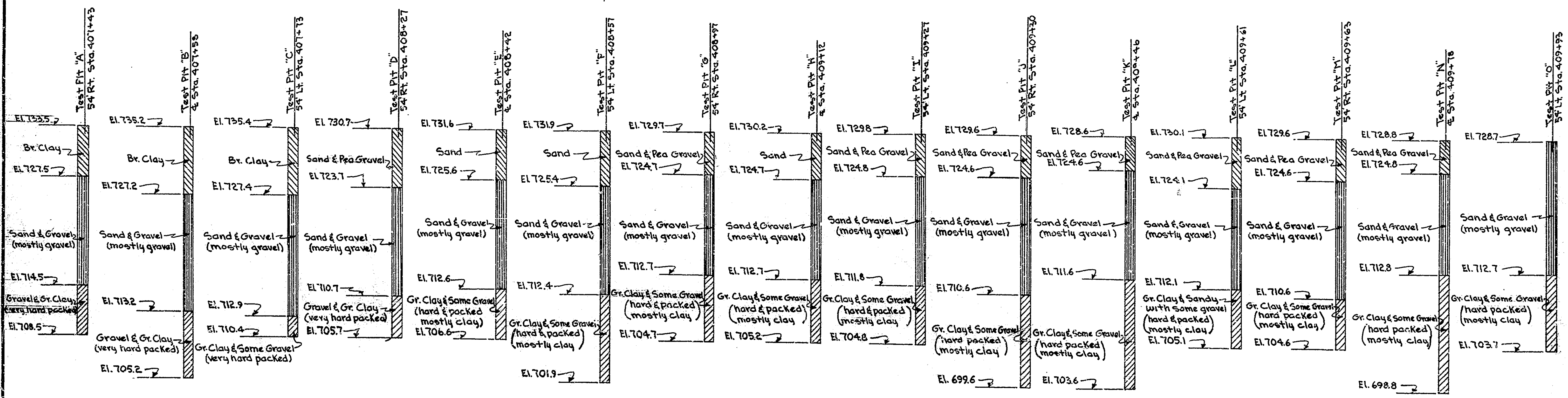


BRIDGES OVER 20' SPAN					
PUBLIC ROAD DESIGN NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	2-188-40348	1960	10	90

**CURVE DATA**  
 PI Sta. 398+56.94  
 $\Delta = 19^{\circ}55' R$   
 $D = 0^{\circ}48'$   
 $T = 1257.5'$   
 $L = 2488.6'$   
 $E = 109.63'$



PLAN  
Scale: 1" = 30'-0"



VERT. SCALE - 1" = 6'-0"

DESIGNED: CWD  
 DRAWN: J.S. 7-22-58  
 CHECKED: J.S.M. 7-22-58  
 TRACED: M.S. 10-1-58  
 DATE: 10-1-58

James D. Martin  
 JULY 28, 1959  
**TEST PIT DATA**  
 PROJECT NO: I-465-4(20)149  
 BRIDGE CONTRACT NO: 4802  
 BRIDGE FILE NO: 100-C-3602

BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1950	11	90

**BILL OF MATERIALS @ BENT NO 1 S.B. LANE**

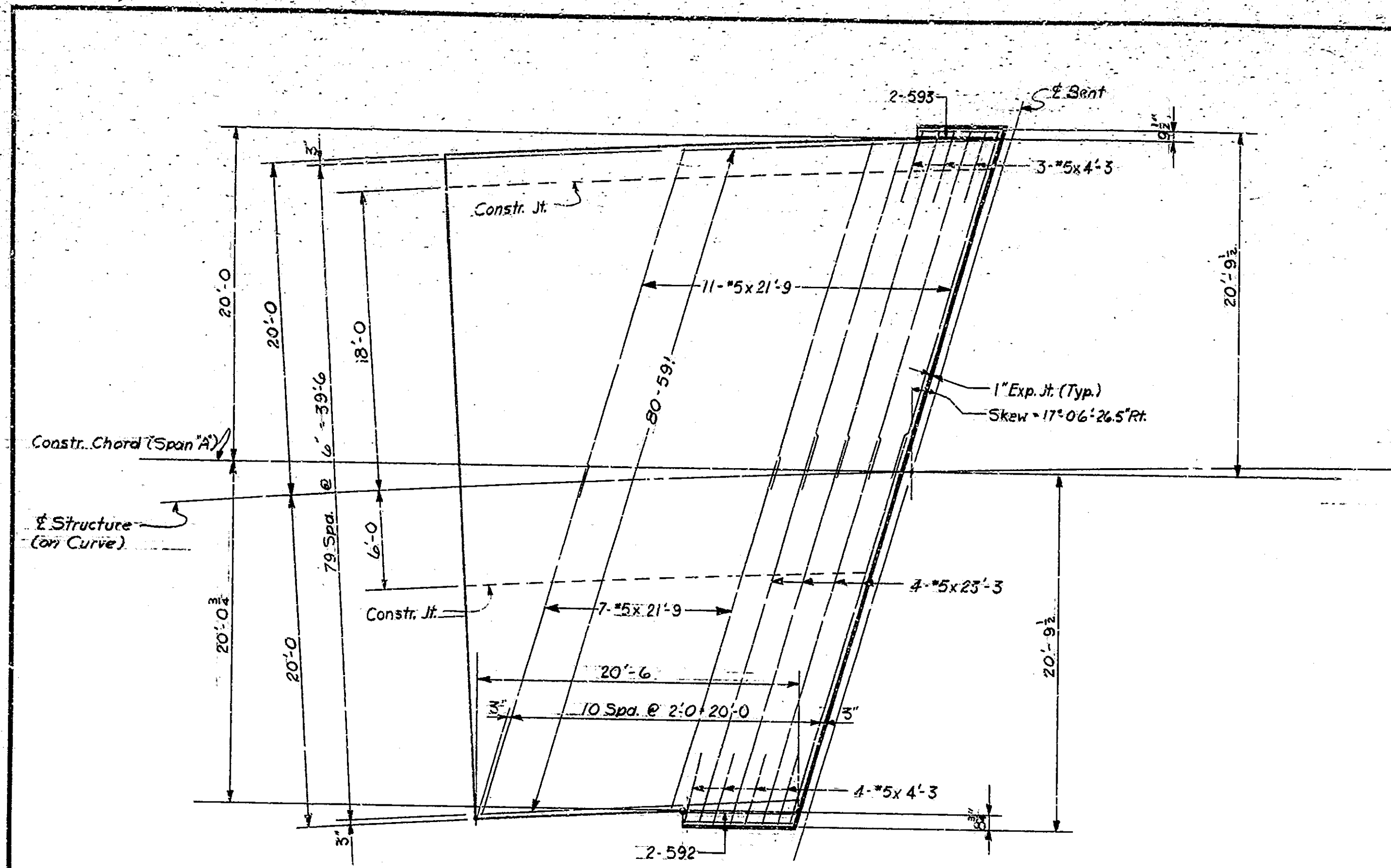
REINFORCING STEEL			
SIZE MARK	N <sup>o</sup> OF BARS	LENGTH	WEIGHT
591	80	20'-7"	
592	2	7'-1"	
593	2	5'-7"	
#5	4	25'-3"	
#5	18	21'-9"	
#5	7	4'-3"	
Total #5			2280*
CONCRETE			
10" R.C. Pavement			119.5 sys.
MISCELLANEOUS			
1" Exp. Joint			57 Lin. Ft.

**BILL OF MATERIALS @ BENT NO 1 N.B. LANE**

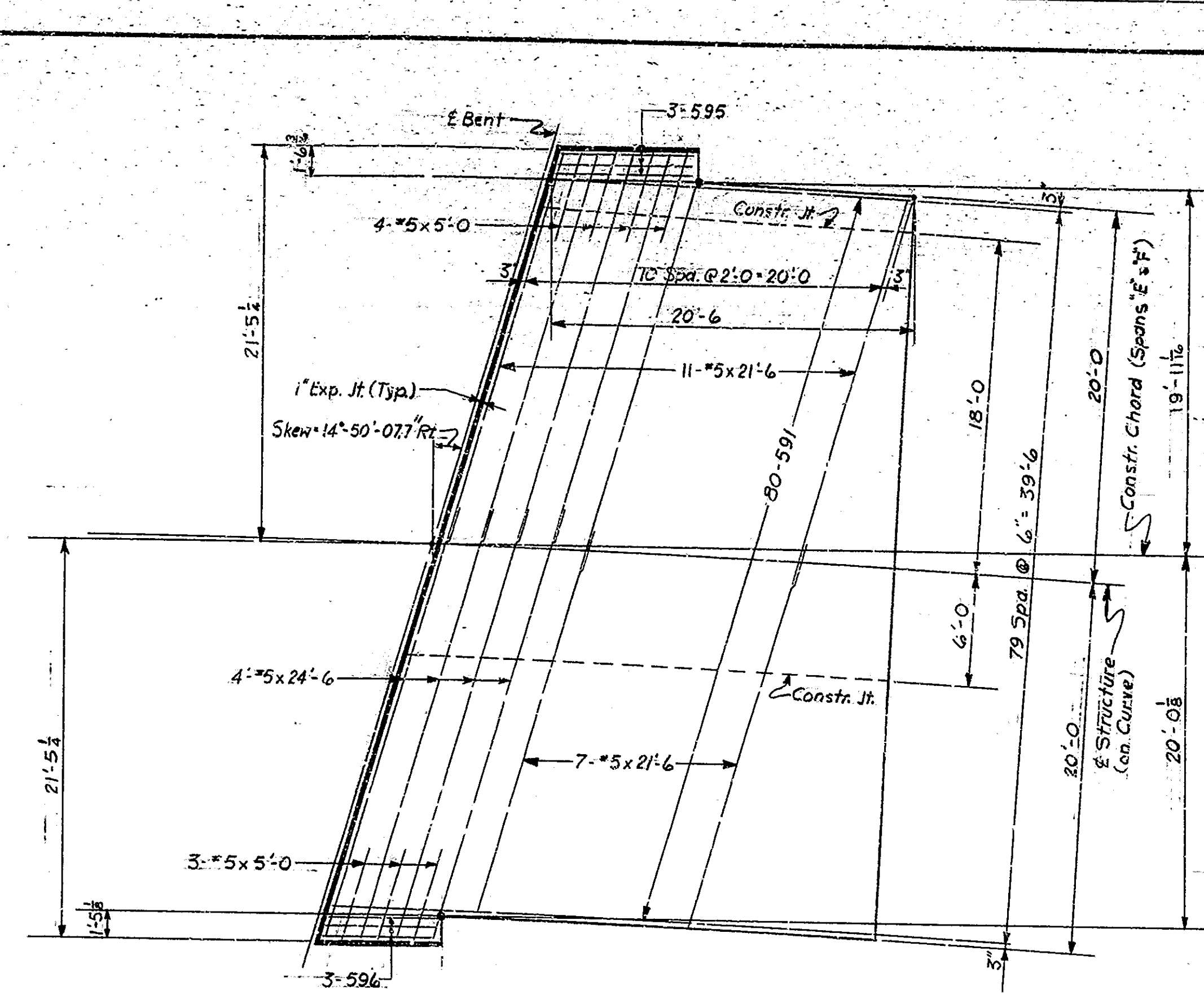
REINFORCING STEEL			
SIZE MARK	N <sup>o</sup> OF BARS	LENGTH	WEIGHT
591	72	20'-7"	
592	5	7'-1"	
594	5	5'-1"	
#5	4	25'-3"	
#5	18	19'-9"	
#5	6	4'-3"	
Total #5			2112*
CONCRETE			
10" R.C. Pavement			108.0 sys.
MISCELLANEOUS			
1" Exp. Joint			57 Lin. Ft.

**BILL OF MATERIALS @ BENT NO 7 S.B. LANE (SAME @ BENT NO 7 N.B. LANE)**

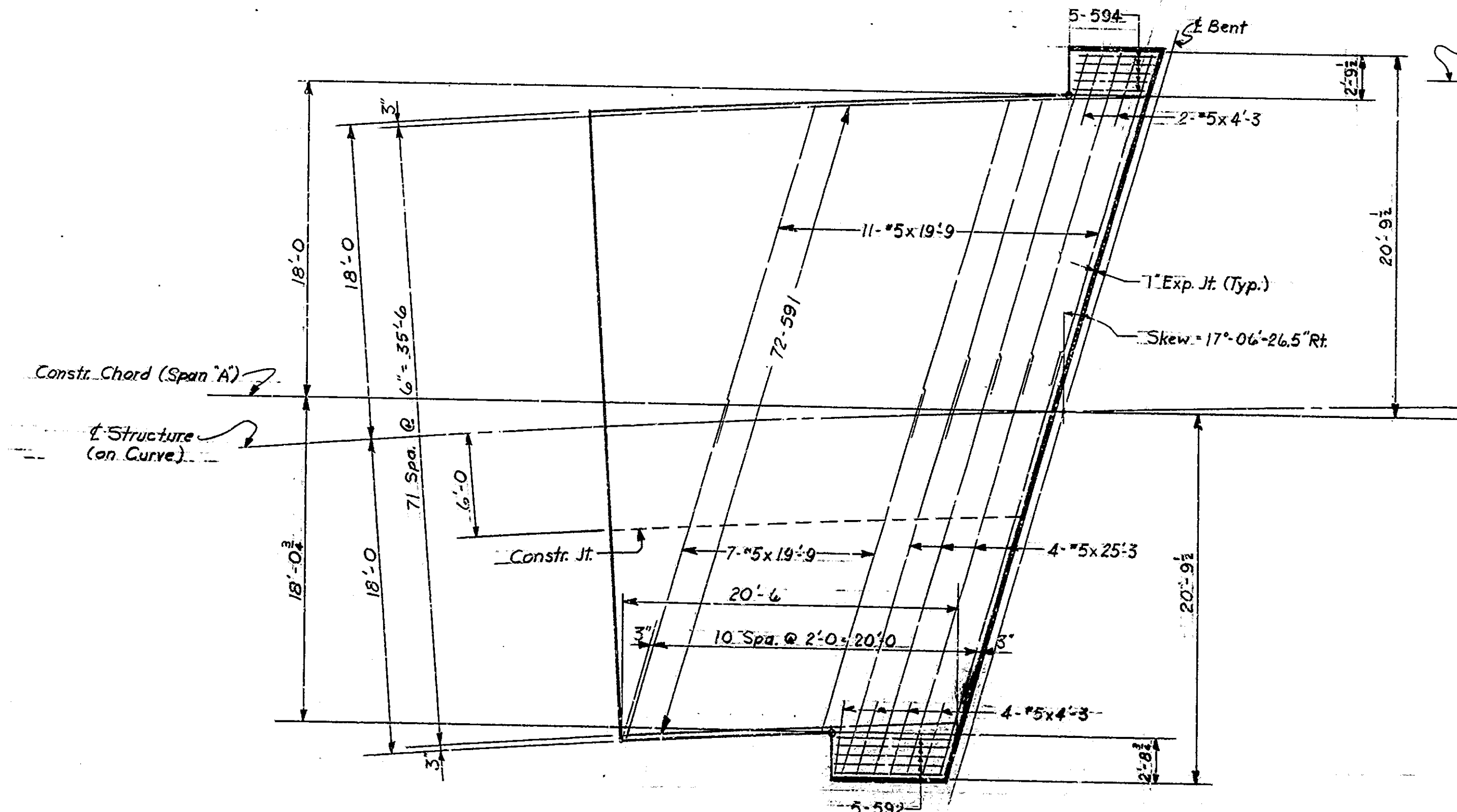
REINFORCING STEEL			
SIZE MARK	N <sup>o</sup> OF BARS	LENGTH	WEIGHT
591	80	20'-7"	
595	3	8'-1"	
596	3	6'-10"	
#5	4	24'-6"	
#5	18	21'-6"	
#5	7	5'-0"	
Total #5			2307*
CONCRETE			
10" R.C. Pavement			117.1 sys.
MISCELLANEOUS			
1" Exp. Joint			60 Lin. Ft.



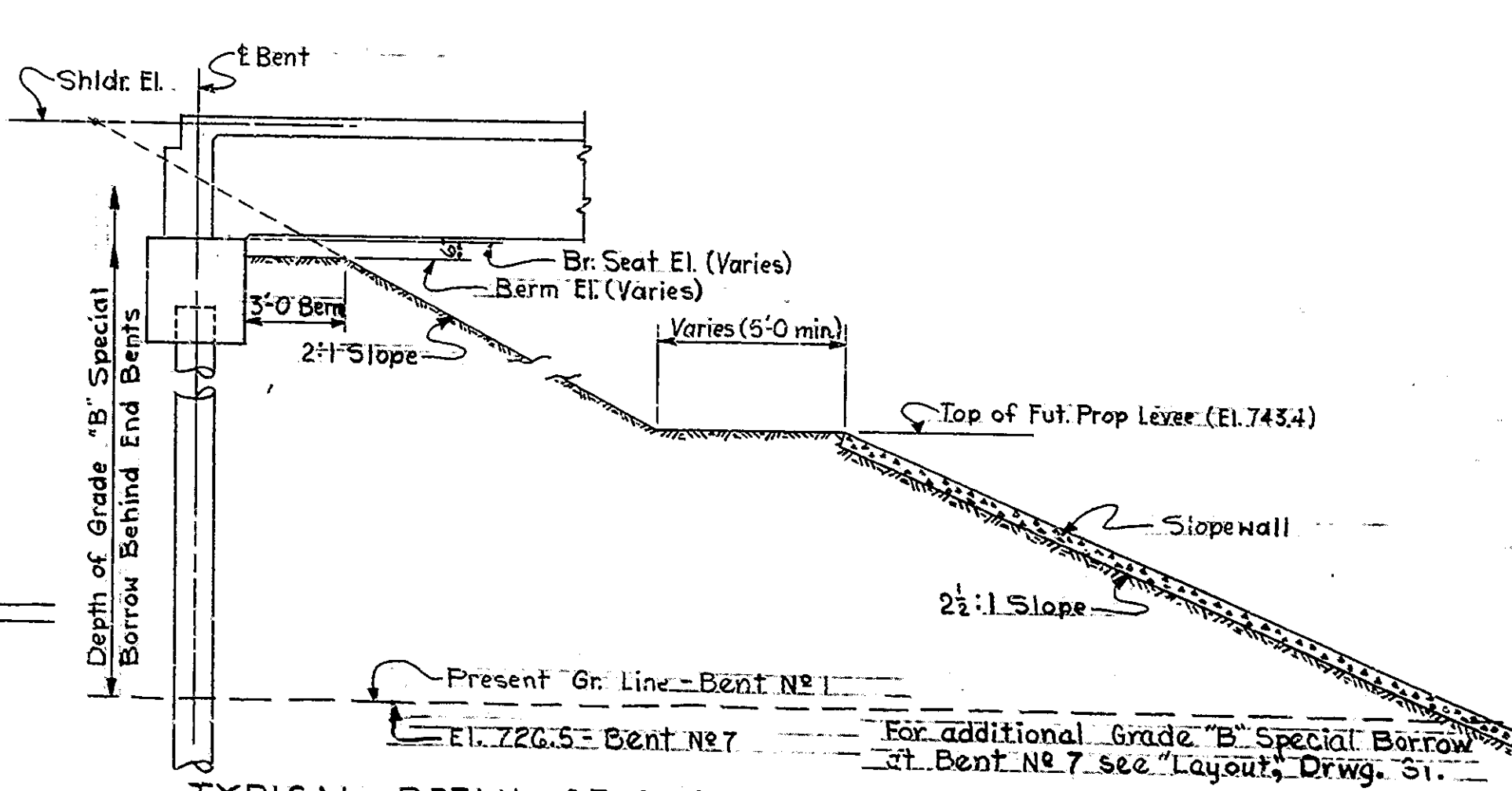
PLAN - R.C. BRIDGE APPROACH @ BENT NO 1 S.B. LANE



PLAN - R.C. BRIDGE APPROACH @ BENT NO 7 S.B. LANE  
(PLAN - R.C. BRIDGE APPROACH @ BENT NO 7 N.B. LANE SAME)



PLAN - R.C. BRIDGE APPROACH @ BENT NO 1 N.B. LANE



TYPICAL DETAIL OF EARTH SPILL @ END BENTS  
Scale: 1/4" = 1'-0"

MARK	N <sup>o</sup>	LENGTH
591	2050	20'-7"
592	6-6	7'-1"
593	5-0	5'-7"
594	4-6	5'-1"
595	7-6	8'-1"
596	6-3	6'-10"

NOTE:  
For Reinforcing Bar Notes, see Br. Std. 'C'.

SCALE: 3/16" = 1'-0" Unless Noted JULY 28, 1959

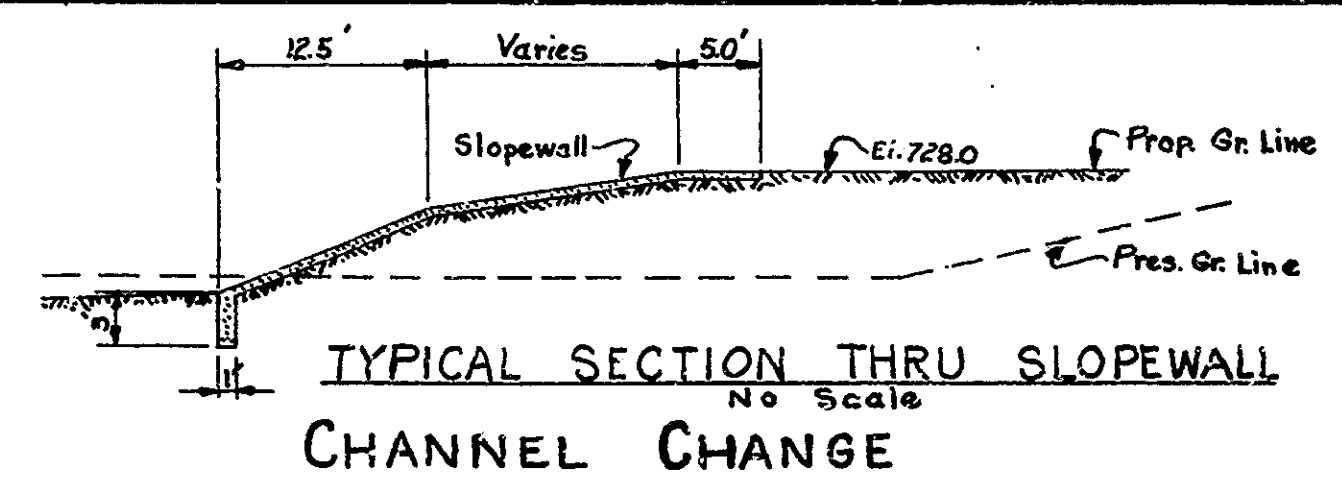
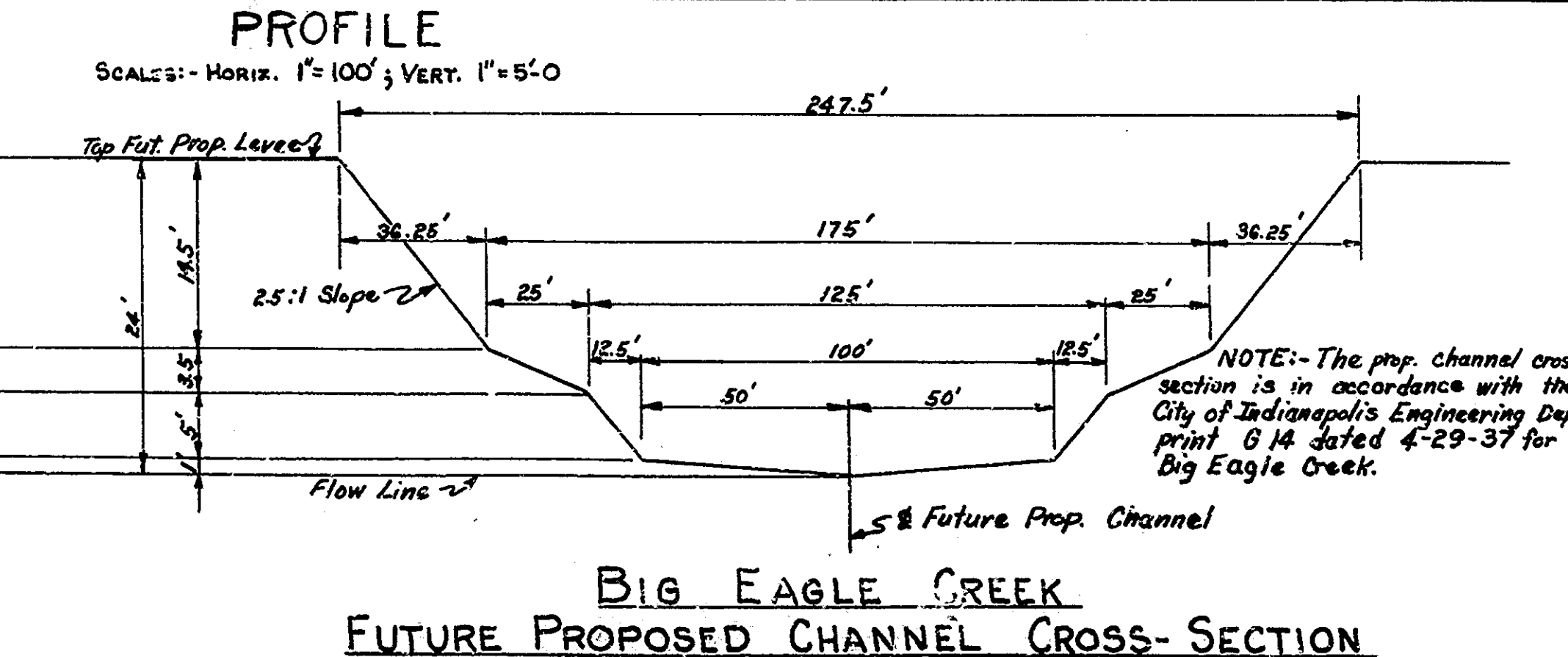
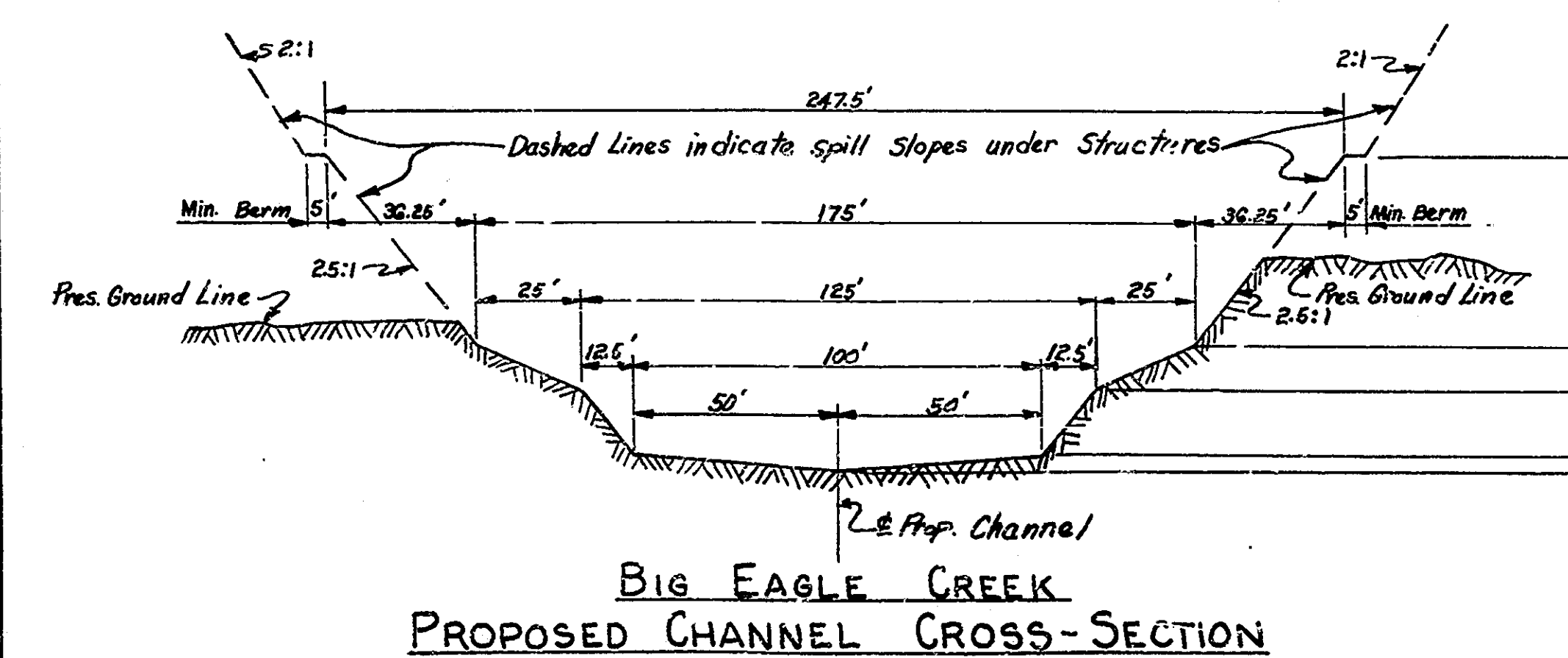
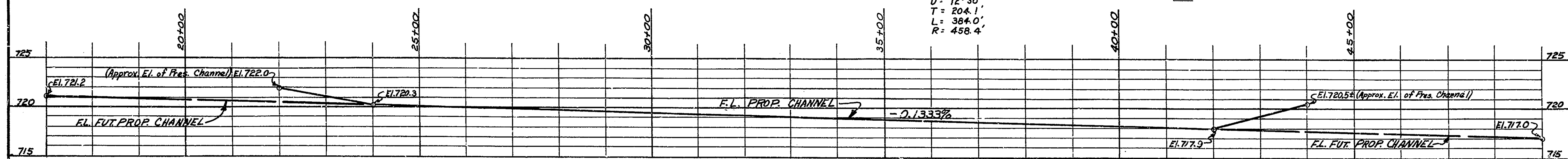
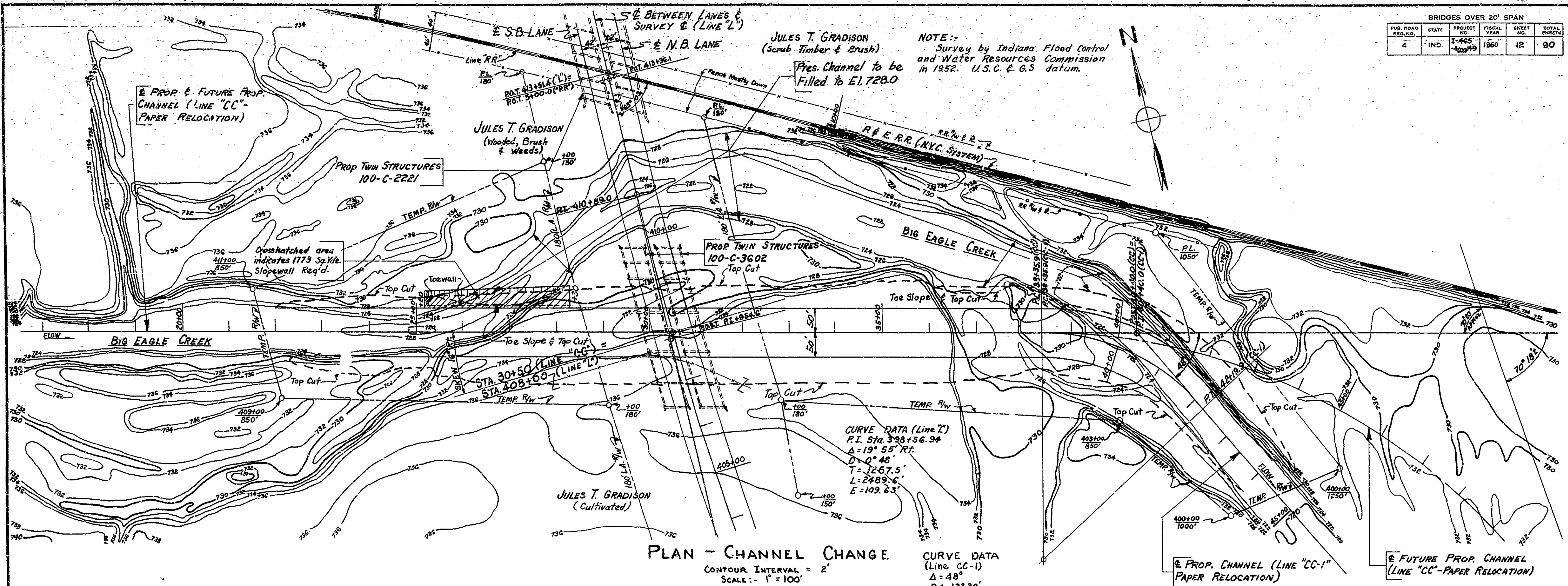
SUBMITTED FOR APPROVAL: *Jama D. Martin*

PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602

DESIGNED: CKD  
DRAWN: J.S.S. 5-4-59 CKD 2MS 527-69  
TRACED: CKD



BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	12	90



**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: - AS NOTED  
 JULY 28, 1959

SUBMITTED FOR APPROVAL *James D. Matthe*

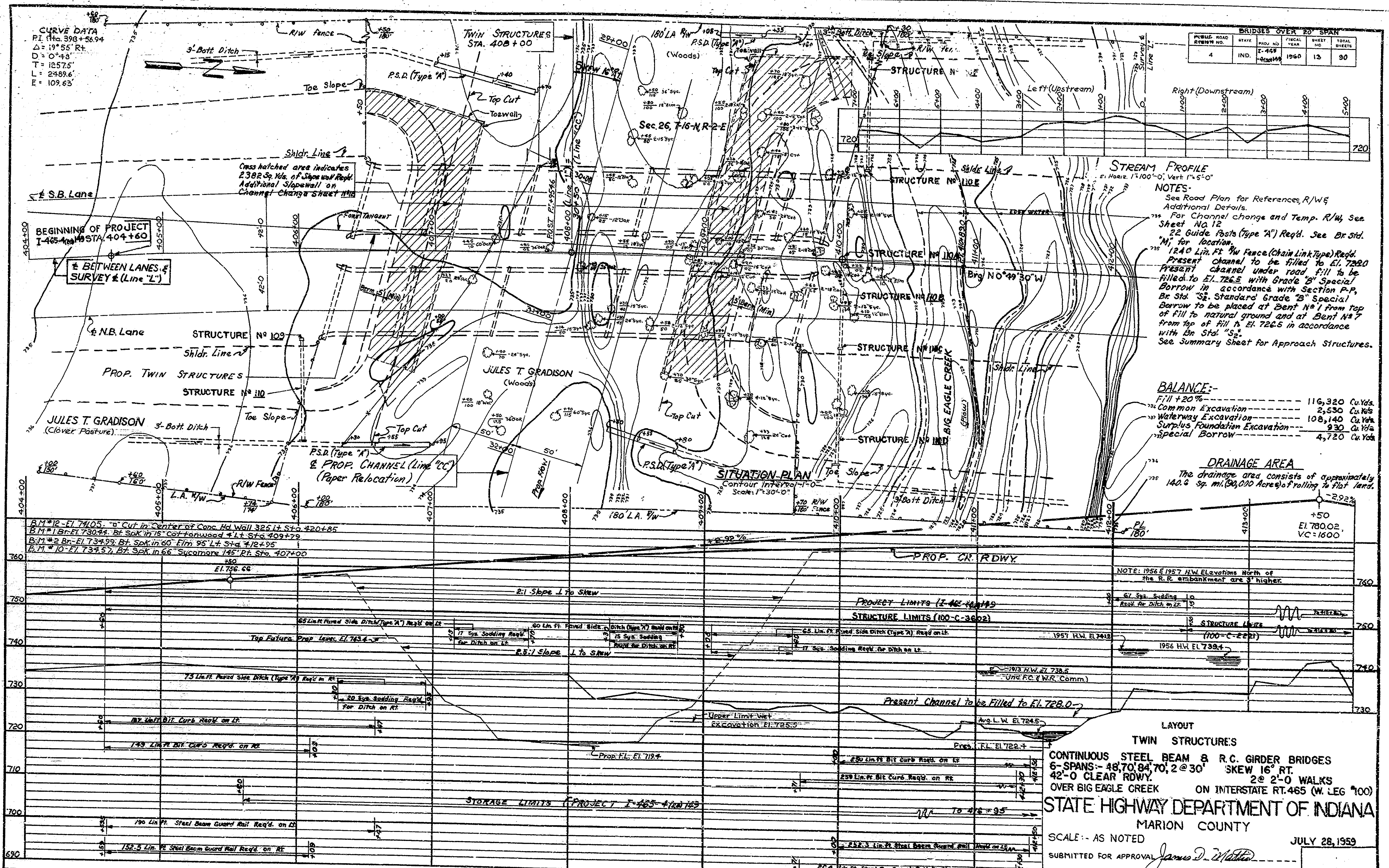
PROJECT: I-465-4(20)149 STATION: 408+00  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-3602

DESIGNED: JDM:CKD  
 DRAWN: JDM:CKD  
 TRACED: JDM:CKD



**CURVE DATA**  
 PI Sta. 398+56.94  
 $\Delta = 19^{\circ}55' R$   
 $D = 0^{\circ}48'$   
 $T = 1257.6'$   
 $L = 2469.6'$   
 $E = 109.63'$

BRIDGES OVER 20' SPAN				
PUBLIC ROAD NUMBER	STATE	PROJ. NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-149	1960	15
				90



**STREAM PROFILE**  
 El. Horiz. 1"=100'-0", Vert. 1"=5'-0"

**NOTES:**  
 See Road Plan for References, R/W & Additional Details.  
 For Channel change and Temp. R/W, See Sheet No. 12  
 22 Guide Posts (Type 'A') Req'd. See Br. Std. 'M' for location.  
 12x0 Lin. Ft. W. Fence (Chain Link Type) Req'd. Present channel to be filled to El. 728.0. Present channel under road fill to be filled to El. 726.5 with Grade 'B' Special Borrow in accordance with Section P-P, Br. Std. 'S'. Standard Grade 'B' Special Borrow to be placed at Bent No. 1 from top of fill to natural ground and at Bent No. 7 from top of fill to El. 726.5 in accordance with Br. Std. 'S2'. See Summary Sheet for Approach Structures.

**BALANCE:-**

Fill + 20% .....	116,320 Cu. Yds.
Common Excavation .....	2,550 Cu. Yds.
Waterway Excavation .....	108,140 Cu. Yds.
Surplus Foundation Excavation .....	930 Cu. Yds.
Special Borrow .....	4,720 Cu. Yds.

**DRAINAGE AREA**  
 The drainage area consists of approximately 140.6 sq. mi. (90,000 Acres) of rolling to flat land.

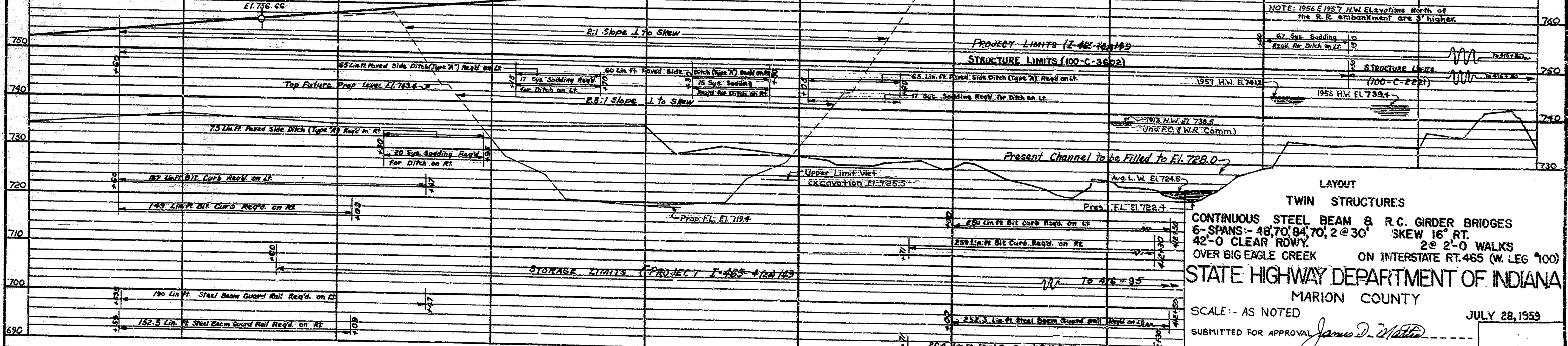
**LAYOUT**  
**TWIN STRUCTURES**  
 CONTINUOUS STEEL BEAM & R.C. GIRDER BRIDGES  
 6 SPANS - 48', 70', 84', 70', 2 @ 30'  
 42'-0" CLEAR RDWY. 2 @ 2'-0" WALKS  
 ON INTERSTATE RT. 465 (W. LEG '100')

**STATE HIGHWAY DEPARTMENT OF INDIANA**  
 MARION COUNTY

SCALE: AS NOTED  
 SUBMITTED FOR APPROVAL *James D. Walter*  
 JULY 28, 1959

DRAWING - S1 OF 28 TWIN STRUCTURES  
 PROJECT - I-465-149 STATION - 405+00  
 BRIDGE CONTRACT NO. 4602  
 BRIDGE FILE - 100-C-3602  
 I-465-149

B.M. #12 - El. 741.05, "b" Cut in Center of Conc. Hd. Wall 325 ft. Sta. 420+85  
 B.M. #13 - El. 730.44, Br. Spk. in 75' Cut on wood \* Lt. Sta. 409+79  
 B.M. #2 - El. 734.99, Br. Spk. in 60' Elm 95' Lt. Sta. 412+95  
 B.M. #10 - El. 734.57, Br. Spk. in 66' Sycamore 145' Rt. Sta. 407+00



DESIGNED: CWD  
 DRAWN: D.P.S. 2-24-52 C.W.D. J.S.S. 3-3-52  
 TRACED: R.M. 12-25-52 C.W.D. J.S.S. 12-3-52

NOTE: Field Notes Book Bridge \* Br. 1672  
 pp. 170-171 & Book Road \* 7465-7  
 pp. 39-40 & \* 7466-L (pp. 40 & 41)

**PROFILE ON SURVEY L (LINE "L")**  
 SCALE: HORIZ. - 1"=30'-0"; VERT. - 1"=10'-0"

Note: See Art 203 of the Specifications regarding Test Pit Data & See Sheet No. 10 for the Test Pits



NOTE: STRUCTURES TO BE BUILT TO A 1600' VERTICAL CURVE & A 0°48' HORIZONTAL CURVE

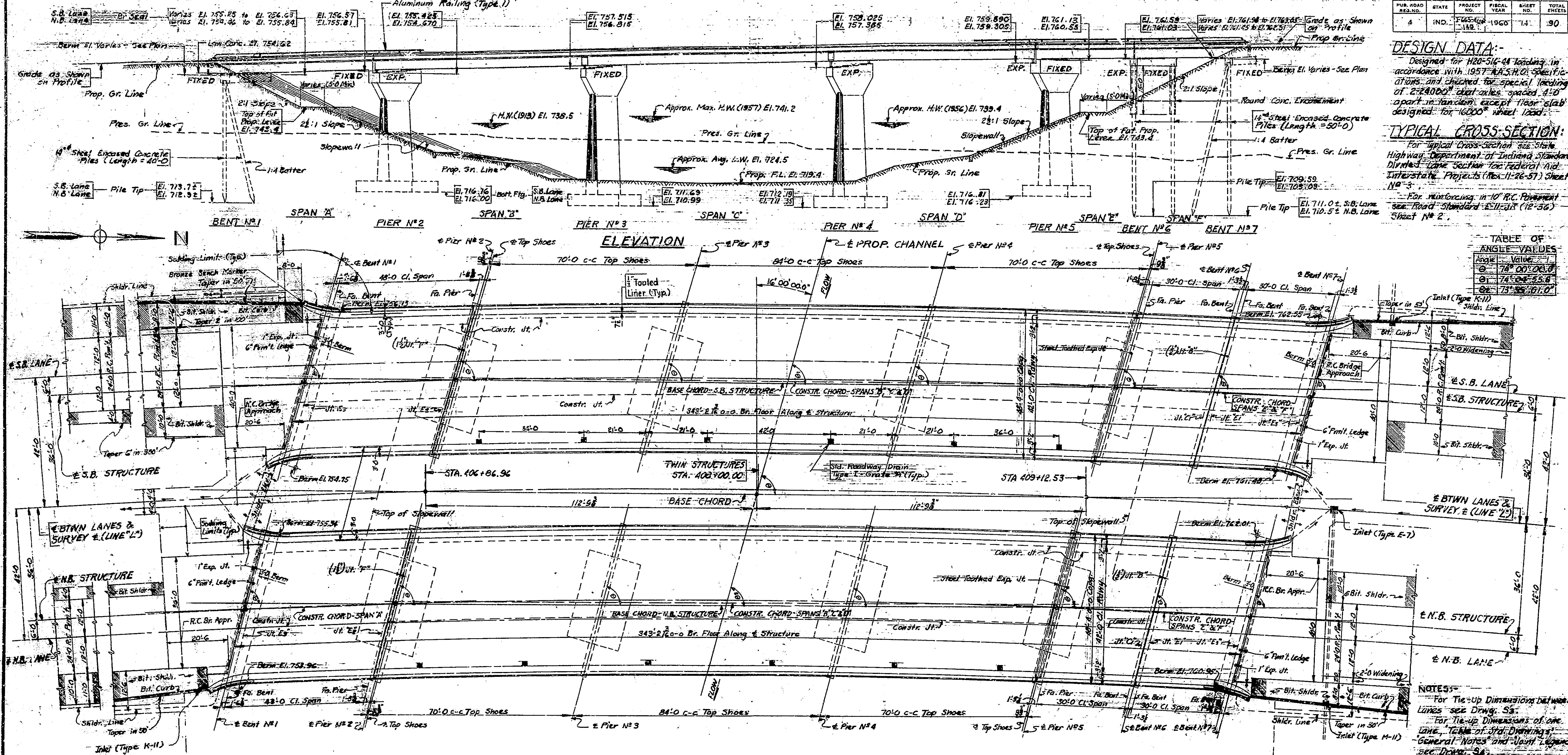
BRIDGES OVER 20' SPAN					
PUB. ROAD RES. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1465-4	1960	14	90

**DESIGN DATA:**  
 Designed for H20-S16-44 loading in accordance with 1957 A.S.H.T.O. Specifications and checked for special loading of 2324000 lbs. that is spaced 4:0' apart in tandem except floor slab designed for 16000' wheel load.

**TYPICAL CROSS-SECTION:**  
 For typical cross-section see State Highway Department of Indiana Standard Direct Lane Section (see Elevation and Interchange Projects (No. 11-26-57) Sheet No. 5.  
 For manufacturing in 10' R.C. Pavement see Road Standard (12-30) Sheet No. 2.

**TABLE OF ANGLE VALUES**

Angle	Value
0	74° 00' 00"
1	74° 04' 53"
2	74° 09' 46"
3	74° 14' 39"



**NOTES:**  
 For Tie-up Dimensions between Lines see Drawing S-1.  
 For Tie-up Dimensions of one Lane, Table of Standard Drawing S-1.  
 General Notes and Detail Legend see Drawing S-1.  
 For R.C. Bridge Approach Details and Details of Earth Spill at End of Bridge, see Sheet No. 11.

**GENERAL PLAN**  
 TWIN STRUCTURES  
 CONTINUOUS STEEL BEAM & RC GIRDER BRIDGES  
 6 SPANS-- 48'-0", 70'-0", 84'-0", 2 @ 30'-0", 42'-0" RDWY. + 2 @ 2'-0" WALKS  
 SKEW 16° 00' RT.  
 OVER BIG EAGLE CREEK ON INTERSTATE RT. #465 (100' W.L.E.)  
**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: 1/4" = 1'-0" UNLESS NOTED JULY 28, 1959

SUBMITTED FOR APPROVAL: *James D. Mott*

DRAWING: 52 OF 28  
 PROJECT: I-465-4 (NO. 149) Sta: 408+00  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-3602

DESIGNED: C.W.D.  
 DRAWN: D.M. 2-25-59 C.W.D. J.S.S. 5-25-59  
 TRACED: C.W.D.

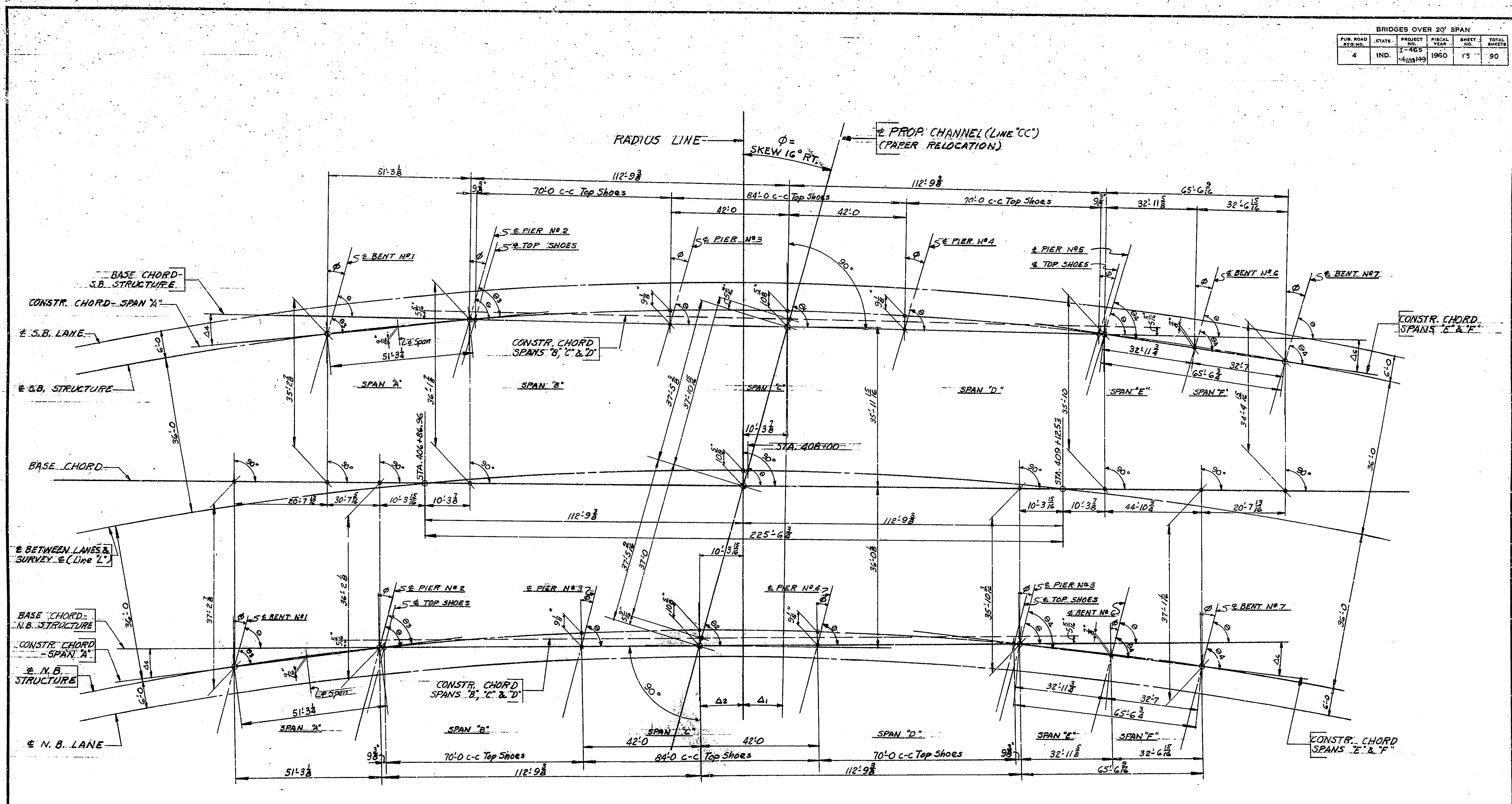
**SPAN A**  
 TYPICAL HALF SECTIONS 1 TO 1/2 LANE  
 SCALE: 1/4" = 1'-0"

**SPAN B, C & D**  
 TYPICAL SECTION 1 TO 1/2 LANE  
 SCALE: 1/4" = 1'-0"

Rev. 6-1-60 Traffic Stripe Removal  
 Rev. 1-25-60 Railing Details



BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465 420149	1960	15	90



TIE-UP DIMENSIONS BETWEEN LANES

TABLE OF ANGLE VALUES

ANGLE	VALUE
θ	74° 00' 00.0"
θ <sub>1</sub>	74° 04' 55.8"
θ <sub>2</sub>	73° 55' 01.0"
θ <sub>3</sub>	72° 53' 33.5"
θ <sub>4</sub>	75° 09' 52.3"
Δ <sub>1</sub>	0° 04' 55.3"
Δ <sub>2</sub>	0° 04' 59.0"
Δ <sub>3</sub>	1° 06' 26.5"
Δ <sub>6</sub>	1° 09' 52.3"
φ	16° 00' 00.0"

NOTE:-  
For Tie-up Dimensions for one Lane  
see Drwg. 54.

TIE-UP DIMENSIONS  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE:- NONE JULY 28, 1959

SUBMITTED FOR APPROVAL: *J. D. Mathis*

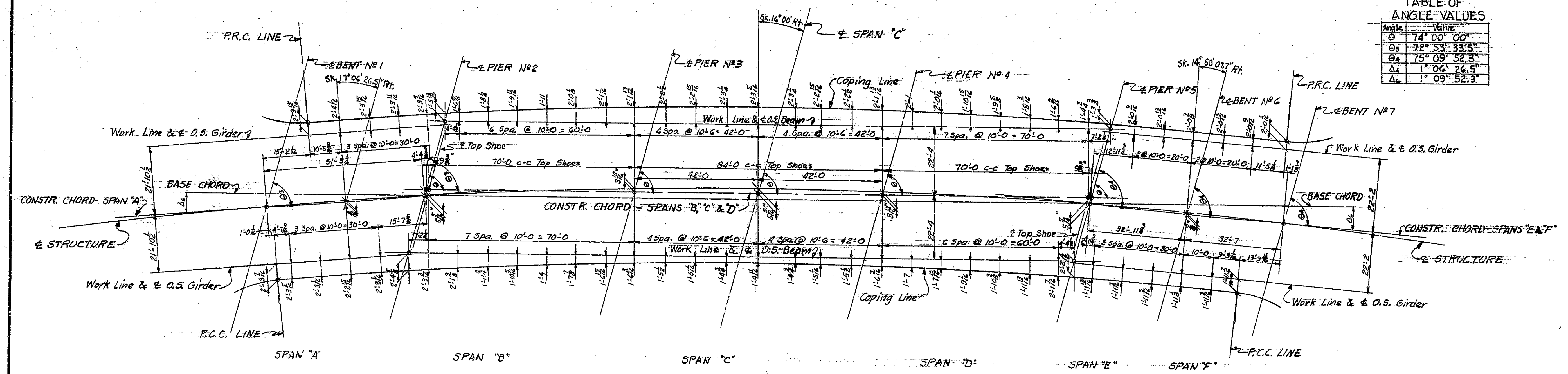
DRAWING- S 3 OF 28  
PROJECT- I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 109-C-3602

DESIGNED: J. D. N. W. H. S. C. W. J. S. S. 11-13-58  
DRAWN: J. D. M. 12-4-58 C. W. J. S. S. 12-8-58  
TRACED: C. K. D.



BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	465-4(20) 149	1950	14	90

Angle	Value
∅	74° 00' 00"
∅ <sub>1</sub>	78° 53' 33.5"
∅ <sub>2</sub>	75° 09' 24.5"
∆ <sub>1</sub>	1° 09' 52.3"



FLOOR PLAN OF ONE LANE SHOWING TIE-UP DIMENSIONS  
N.B. & S.B. STRUCTURES THE SAME

BRIDGE STD.	ROAD STD.	PURPOSE
C <sub>1</sub>		Reinf. Bar Notes, Test Bar Samples, Bar Bending Details, Splicing, Pile Sheaths in Field, Pile Encasement Details, Notch in Slab at Ends of Beams, 1" Exp. Joint.
D		Roadway Drain, Type I - Grate A
M <sub>1</sub>		Location of Guide Posts at Structures, Guide Posts (Type A), RW Markers, Paved Side Ditch
M <sub>2</sub>		Sloped Wall - Exp. Joint
M <sub>3</sub>		R.C. Bridge Approach Details
R <sub>1</sub>		Aluminum Railings and Post Details
S <sub>2</sub>		Typical Details for Placing Special Filling Material, Reinforcing for 10" R.C. Paving
	E-11-JR	Std. Divided Lane Section for Federal Aid Interstate Project
	A	Type D-1 Contraction Joint, Longitudinal Joint, Keyway Construction Joint, Pavement Joint Seals
	XC	Type I Casting
	XC	Type II Casting
	HD	Type E Inlet
	HD	Type K and M Inlets
	ME	Pipe Culvert Headwalls
	MP	Surface & Subsurface Drainage Pipe
	MR	Wet Fence (Chain Link Type)
	GR	Steel Beam Guard Rail

GENERAL NOTES:

No present structure at proposed bridge site.  
Depth of footings to be extended if found necessary. See Art. B-403.2(c) of Specifications.  
Piles shall have minimum bearing value shown on the detail drawings. Determine pile lengths by Art. F-203 of Specifications.  
For details of steel encased concrete piles see Bridge Standard "C", the Special Provisions and applicable articles in the Specifications.  
Piles shall be driven to elevation shown on plans or below if necessary to obtain desired bearing.  
Reinforcing steel spacing shall be 12" in floor slabs, 8" in footings, except bottom steel which shall be 4" inches, and 2" inches in all other parts unless noted.  
Concrete in footings and pier stems (Piers No. 1 & No. 2) to be Class "E".  
Concrete in superstructure including railing and parapet wall, bent caps, tops of piers (Piers No. 3) and concrete encasement around steel pile shells to be Class "F".  
Concrete in headwalls, inlets, steel encased concrete piles, sloped wall and paved side ditch to be Class "D".  
Continuous concrete pours shall be required between construction joints as shown on detail plans.  
Bevel forms & under copings, and chamfer exposed edges 1 inch unless noted.  
12 standard Type I-A roadway drains to be placed as shown on the General Plan, Drawg. 5e.  
Construct sloped wall at locations as shown on the layout and Channel Change.  
Tolerance in position of pile head maximum 2 inches.  
3" expansion joint to be placed in approach pavement approximately 20' from each end of bridge floor.  
All railings to be constructed perpendicular to grade.  
Railings and posts are aluminum, see Bridge Standard "R".

JOINT LEGEND:

JOINT "A" indicates vertical 1/2" preformed joint filler extending from approximately 1/2" below the surface of roadway and sidewalk slabs down to top of bent cap at girders and to bottom of curbs/walls between girders. Joint sealing compound (hot poured joint sealer or cold applied mastic type filler) to be placed in the top 1/2" portion.  
JOINT "B" indicates 1/2" preformed joint filler under front 3" of girder bearing area with one layer of medium weight roofing felt under remainder of bearing area and on vertical faces of keyways and with 1/2" expansion material on vertical faces of keyways as shown on the detail plans.  
JOINT "C" indicates 1/2" preformed joint filler under front 3" of girder bearing area of all girders with one layer of medium weight roofing felt on the remainder of bearing area and vertical faces of keyways outside girders No. 3 and No. 6 and with 1/2" expansion material on vertical faces of keyways as shown on the detail plans.  
JOINT "D" indicates one layer of medium weight roofing felt on bearing area and vertical faces of keyways outside girders No. 3 and No. 6 with 1/2" expansion material on vertical faces of keyways as shown on the detail plans.  
JOINT "E" same as Joint "D" except using 1/2" preformed joint filler under front 6" of girder bearing area.  
JOINT "F" indicates vertical 1/2" preformed joint filler extending from approximately 1/2" below the surface of roadway and sidewalk slabs to the bottom of the slab seat and a horizontal single layer of medium weight roofing felt covering the slab seat, joint sealing compound (hot poured joint sealer or cold applied mastic type filler) to be placed in the top 1/2" portion.  
1" Expansion joint. (See Bridge Std. "E").

NOTES:  
For Tie-up Dimensions between lanes see Drawg. 5b.  
For offsets to gutter lines and rear face of parapet walls beyond P.C.C. & P.N.C. Lines see Drawgs. 513 & 518.

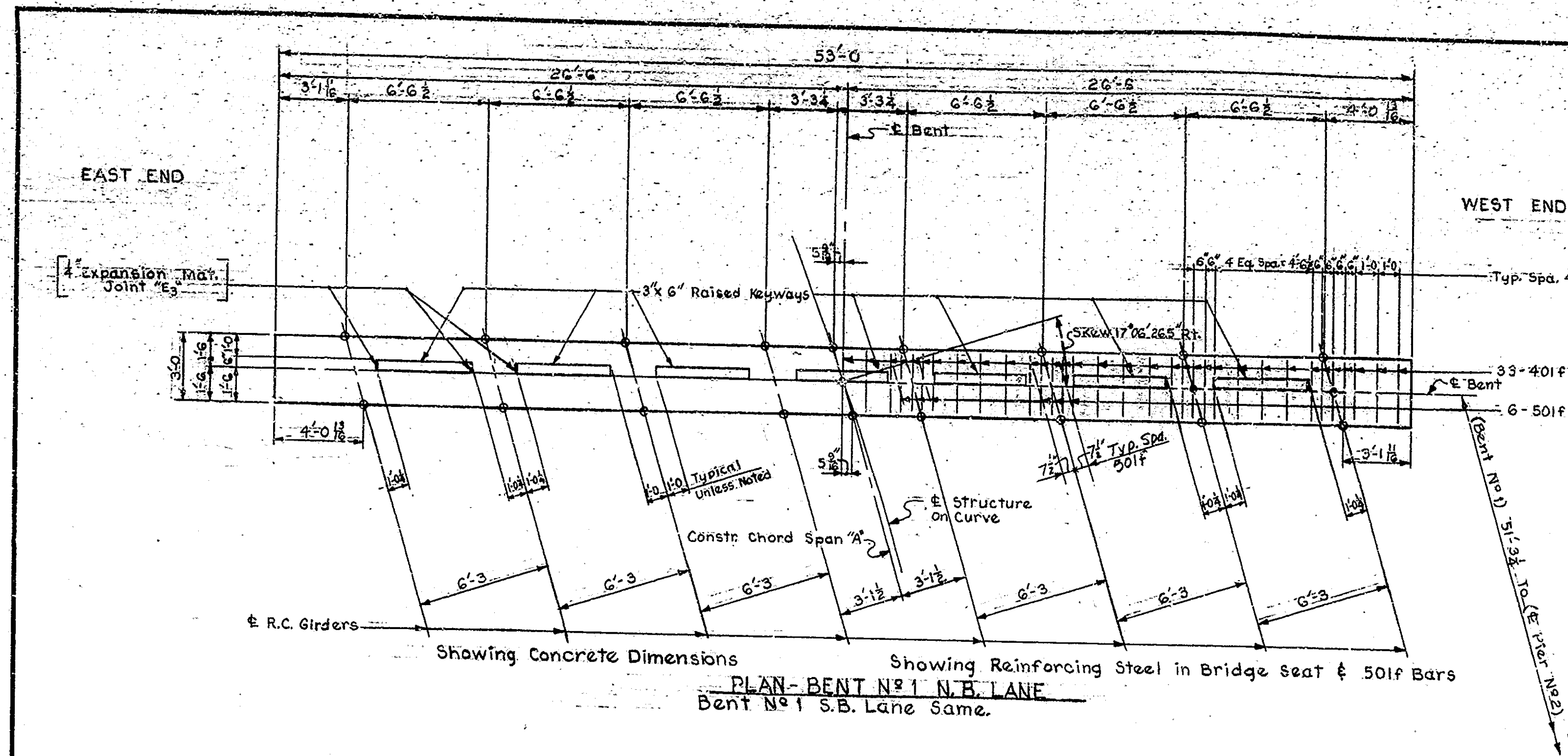
THE-UP DIMENSIONS  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: NONE JULY 28, 1959

SUBMITTED FOR APPROVAL: *Jama D. Mattie*

DRAWING: 54 OF 28  
PROJECT: I-465-4(20) 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602

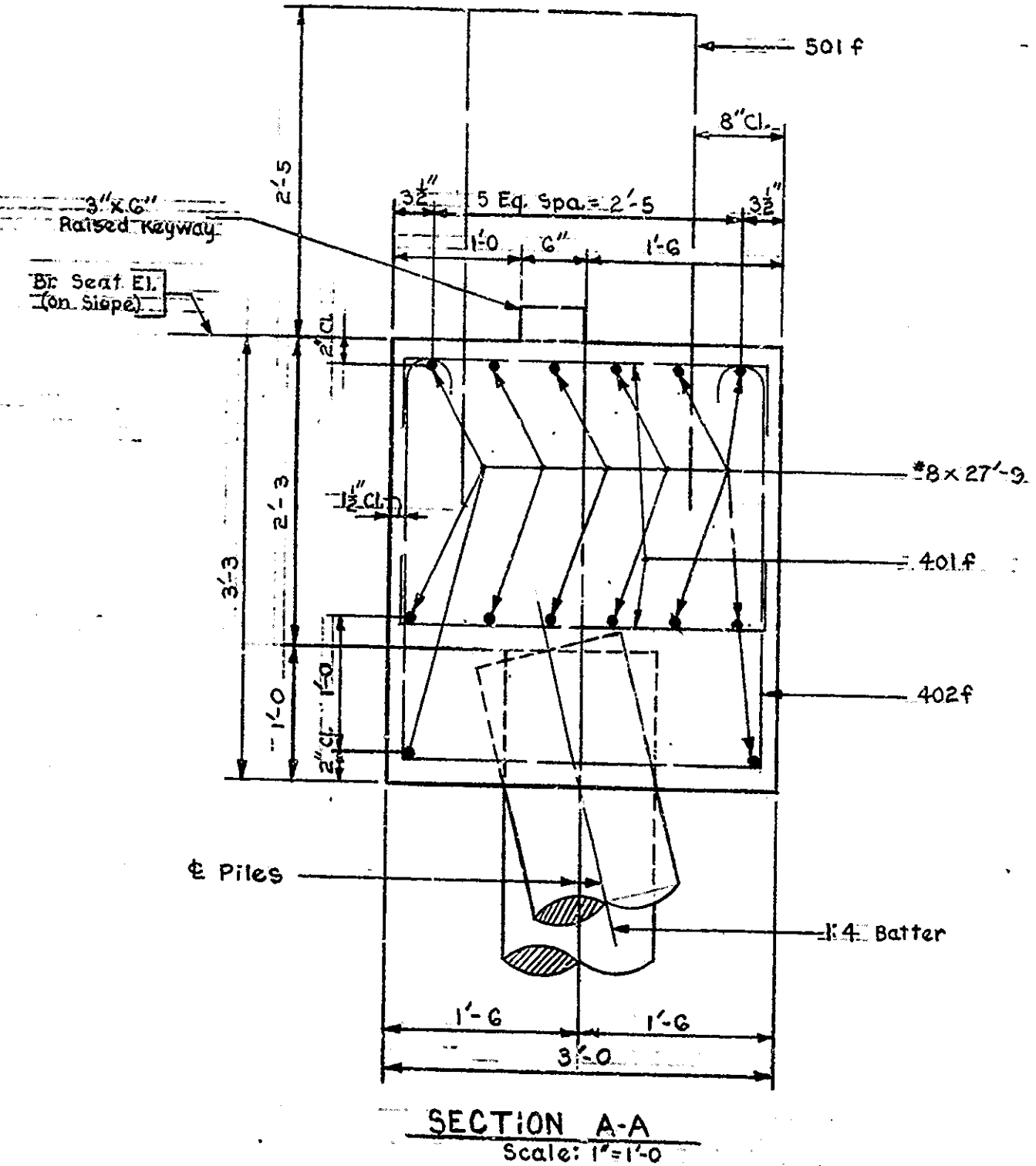
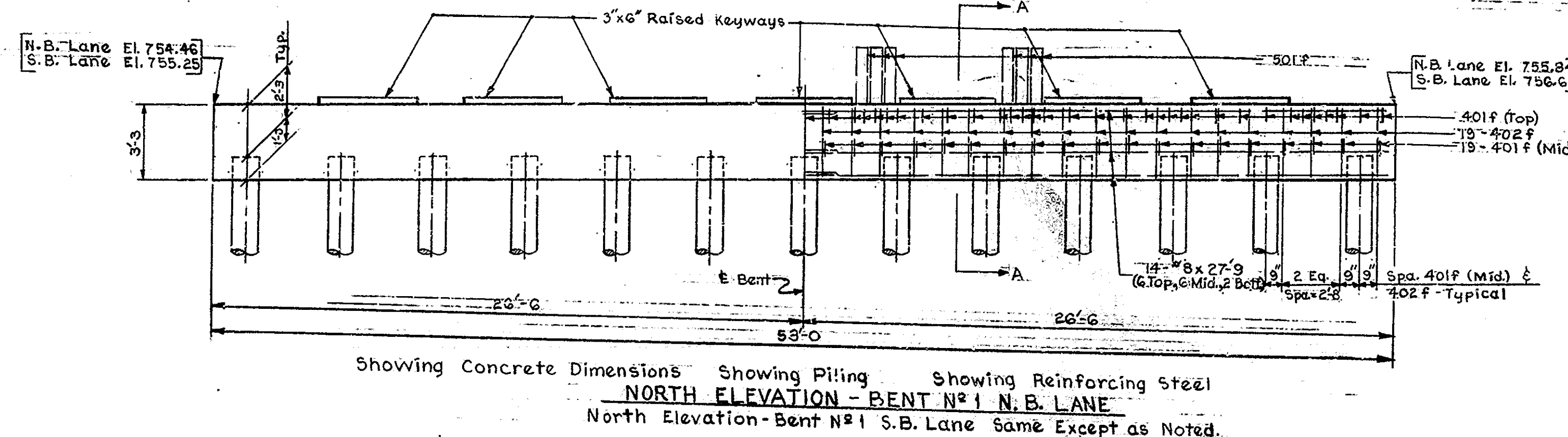




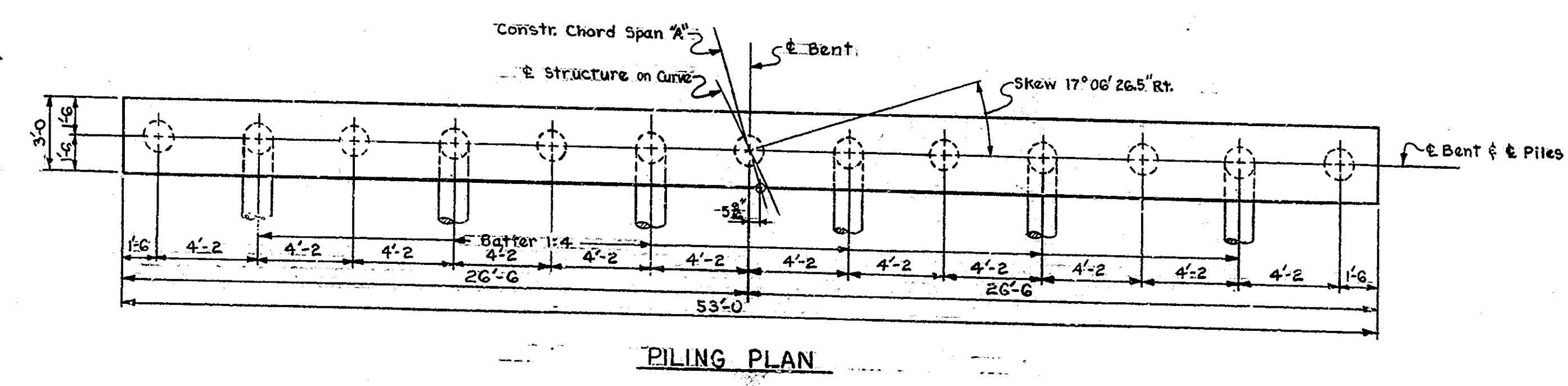
BRIDGES OVER 20' SPAN				
PI. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEET
4	IND.	I-465-4(20)149	1960	17

BILL OF MATERIALS  
BENT NO. 1 N.B. LANE  
(Bent No. 1 S.B. Lane Same)

REINFORCING STEEL			
SIZE & MARK	NO. OF BARS	LENGTH	WEIGHT
#8	28	27'-9"	2,075#
501f	12	9'-1"	114#
401f	103	3'-9"	
402f	38	9'-0"	
		Total	506#
		Total Steel	2,695#
CONCRETE			
		Class "F" Cap	19.1 Cys
MISCELLANEOUS			
		13 - 14" x 40" x 60" Steel	
		Encased Conc. Piles	
		(#7 Gage)	520 Lbs



NOTES:  
For "Reinforcing Bar Notes" see Br. Std. "C".  
The Bent Cap is not to be poured until after fill has been completed to approximately the bottom of the cap.



#6 STEEL ENCASED CONCRETE PILES  
Bent No. 1 N.B. Lane - 13 Piles  
Bent No. 1 S.B. Lane - 13 Piles  
All Piles to be Driven to 40 Ton Min. Bearing.

BENT NO. 1 DETAILS AND BILL OF MATERIALS  
STATE HIGHWAY DEPARTMENT OF INDIANA

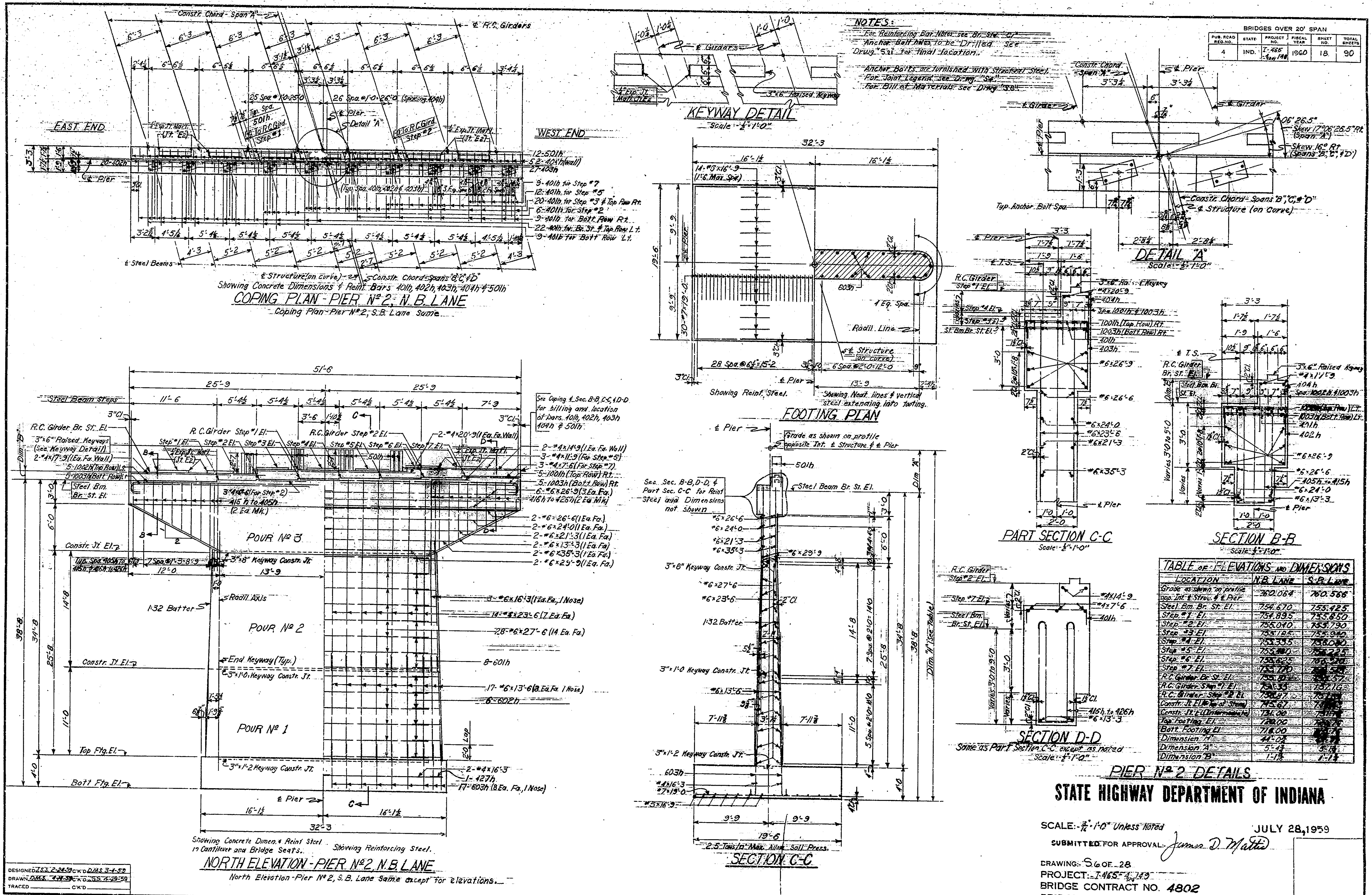
SCALE: 1/4"=1'-0" Unless Noted      JULY 28, 1959

SUBMITTED FOR APPROVAL: *James D. Martin*

DRAWING: 55 OF 28  
PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602

DESIGNED J.S.S. 3-6-59 C.W.D. D.M.S. 3-13-59  
DRAWN L.E. 4-20-59 C.W.D. J.S.S. 4-29-59  
TRACED C.W.D.





BRIDGES OVER 20' SPAN					
PUB. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4749	1960	18	90

**NOTES:**  
 For Reinforcing Bar, Note see Br. Sp. C-1  
 Anchor Bolt Nuts to be Drilled See  
 "Drawg." for final location.  
 Anchor Bolts are furnished with Structural Steel.  
 For Joint Legend see "Drawg." S-1  
 For Bill of Materials see "Drawg." S-2

**COPING PLAN PIER N° 2, N.B. LANE**  
 Coping Plan - Pier N° 2, S.B. Lane Same

**FOOTING PLAN**

**PART SECTION C-C**  
 Scale: 1/4" = 1'-0"

**SECTION B-B**  
 Scale: 1/4" = 1'-0"

**SECTION D-D**  
 Same as Part Section C-C, except as noted  
 Scale: 1/4" = 1'-0"

TABLE OF ELEVATIONS AND DIMENSIONS		
LOCATION	N.B. LANE	S.B. LANE
Grade as shown on profile	760.067	760.568
Spa. Inf. & Struc. E. & Def.		
Steel Bm. Br. St. El.	754.670	755.425
Step #1 El.	754.893	755.850
Step #2 El.	755.040	756.790
Step #3 El.	755.185	755.940
Step #4 El.	755.355	756.000
Step #5 El.	755.480	756.220
Step #6 El.	755.625	756.290
Step #7 El.	755.770	756.500
R.C. Girder Br. St. El.	755.000	755.000
R.C. Girder Step #1 El.	754.55	755.716
R.C. Girder Step #2 El.	754.00	755.00
Constr. Jt. El. (Undermain)	754.00	755.00
Top Footing El.	750.00	750.00
Bot. Footing El.	716.00	716.00
Dimension A	41'-02"	41'-02"
Dimension B	5'-13"	5'-13"
Dimension C	17'-8"	17'-8"

**PIER N° 2 DETAILS**  
**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: 1/4" = 1'-0" Unless Noted  
 JULY 28, 1959

SUBMITTED FOR APPROVAL: *James D. Matis*

DRAWING: S-6 OF 28  
 PROJECT: I-465-4749  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-3622

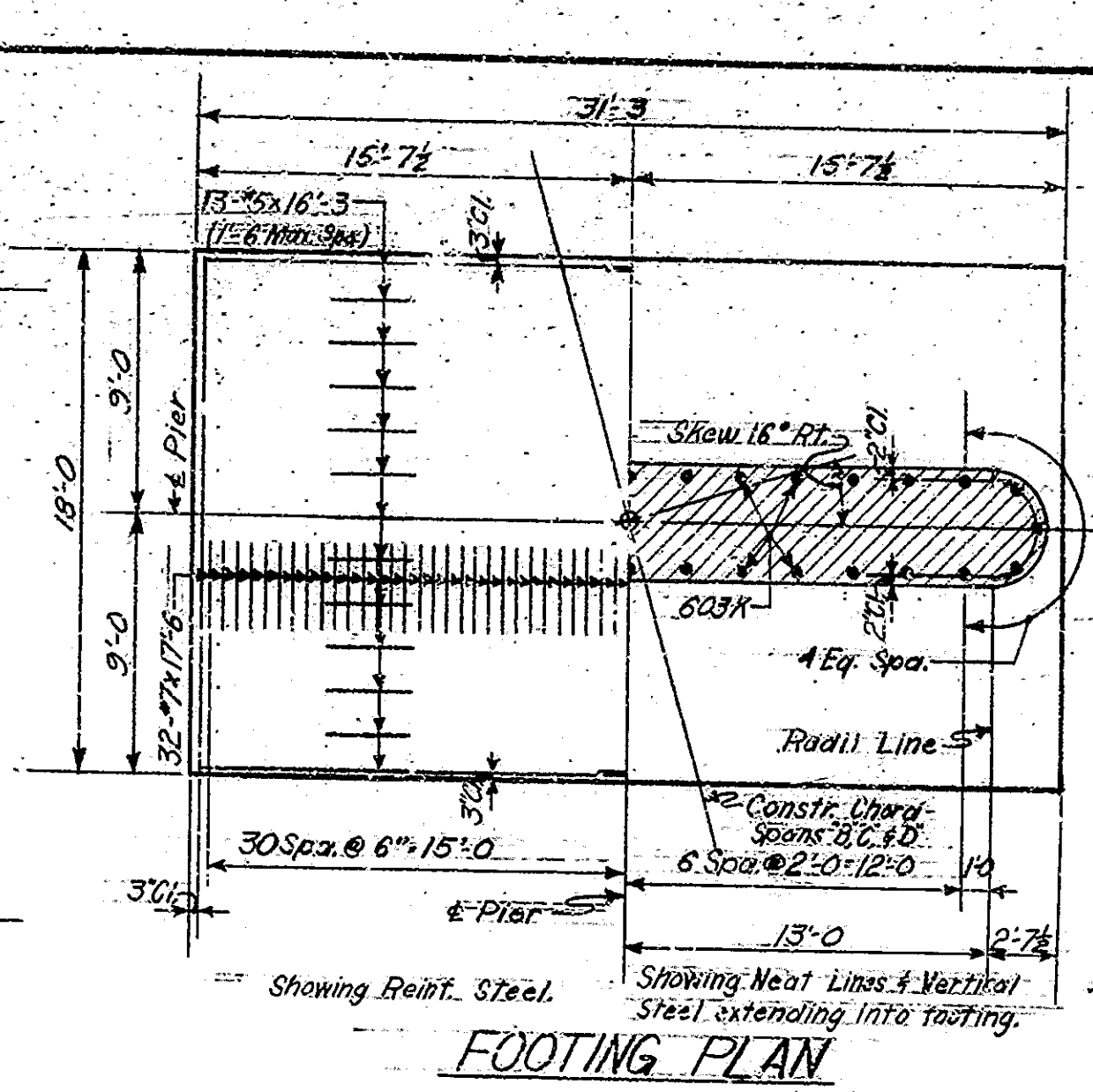
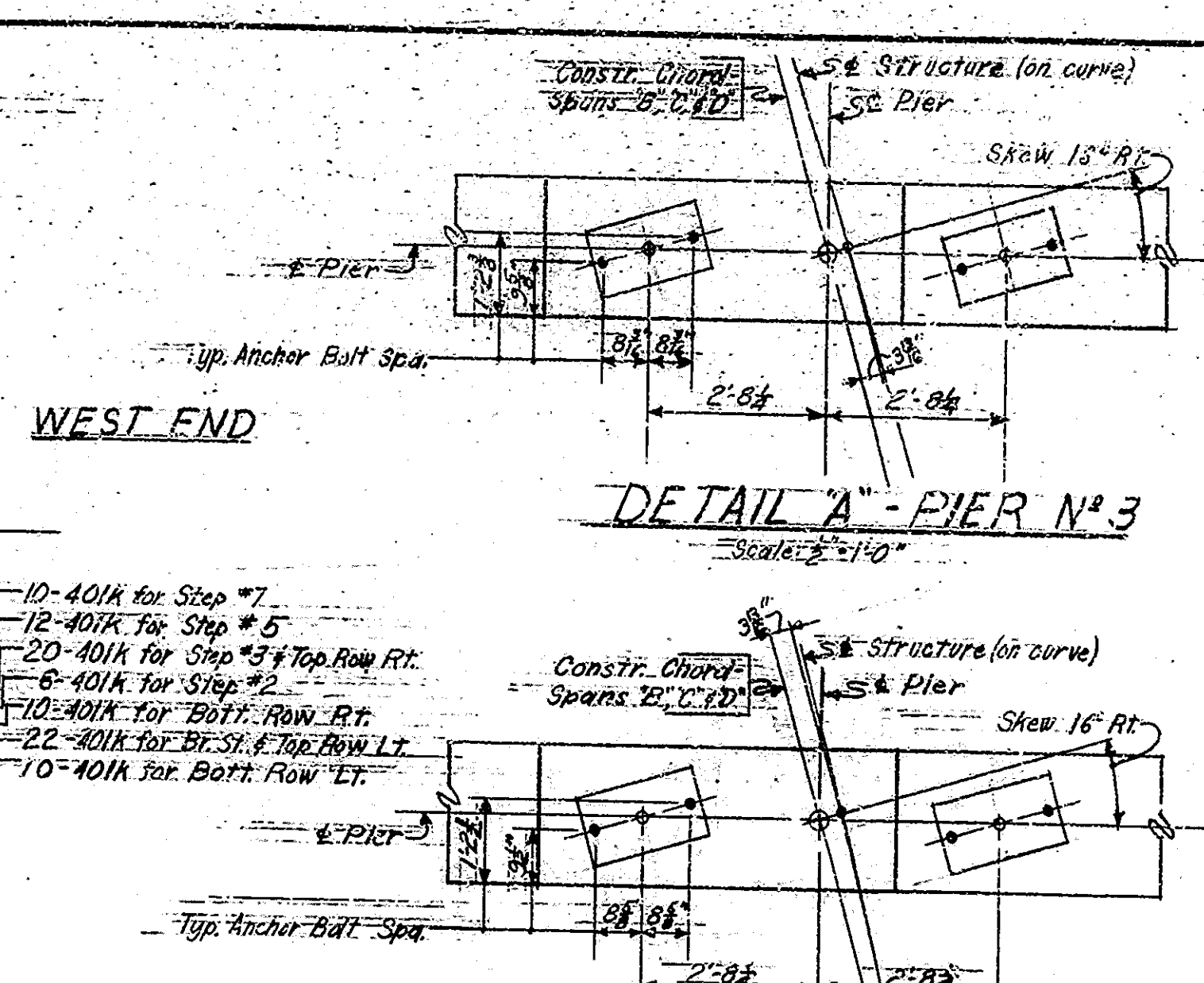
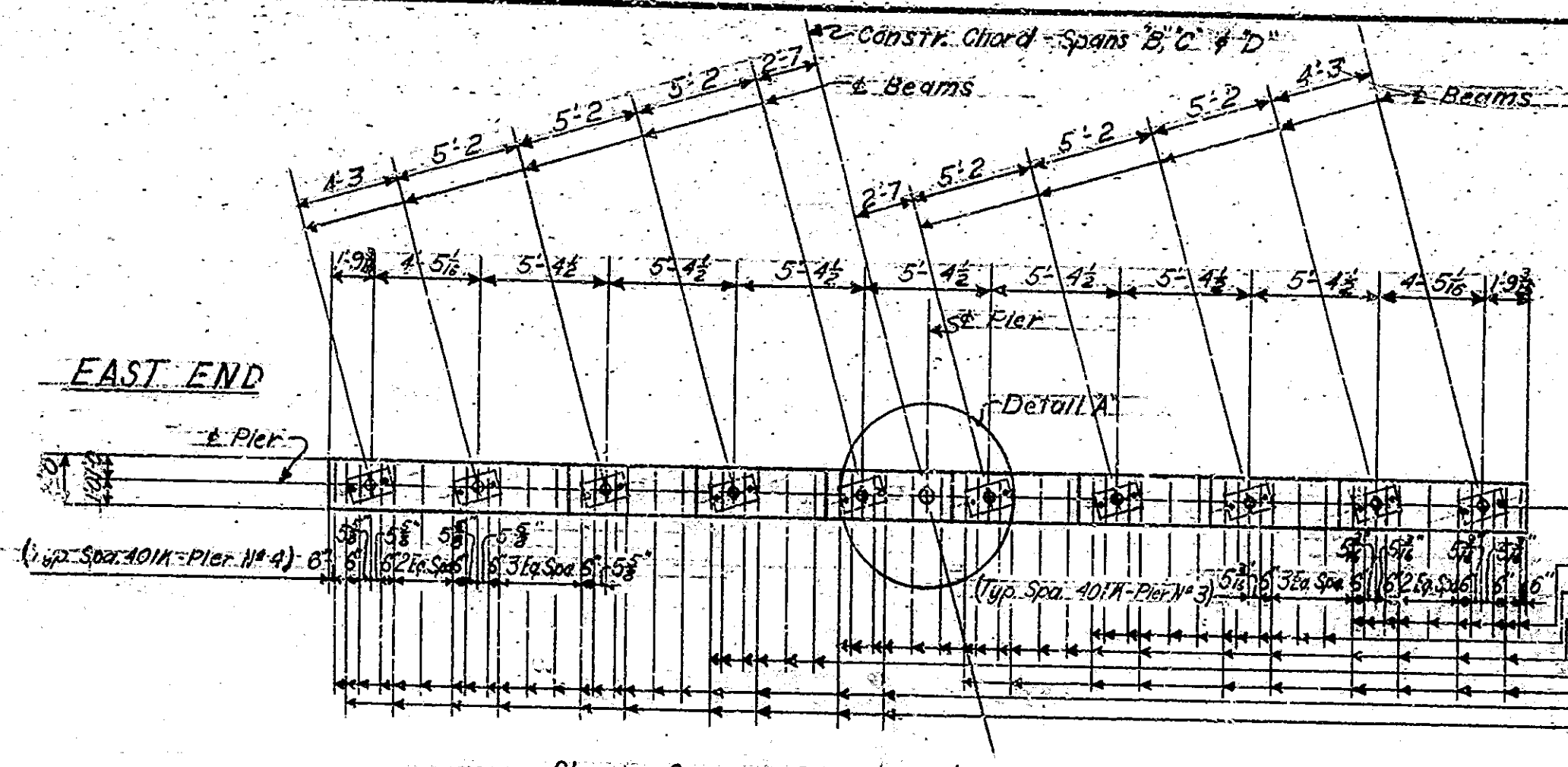
DESIGNED: S.S. 2-24-59 C.K.D.M.S. 3-1-59  
 DRAWN: S.S. 2-24-59 C.K.D.M.S. 3-1-59  
 TRACED: C.K.D.

**NORTH ELEVATION - PIER N° 2, N.B. LANE**  
 North Elevation - Pier N° 2, S.B. Lane Same except for elevations.

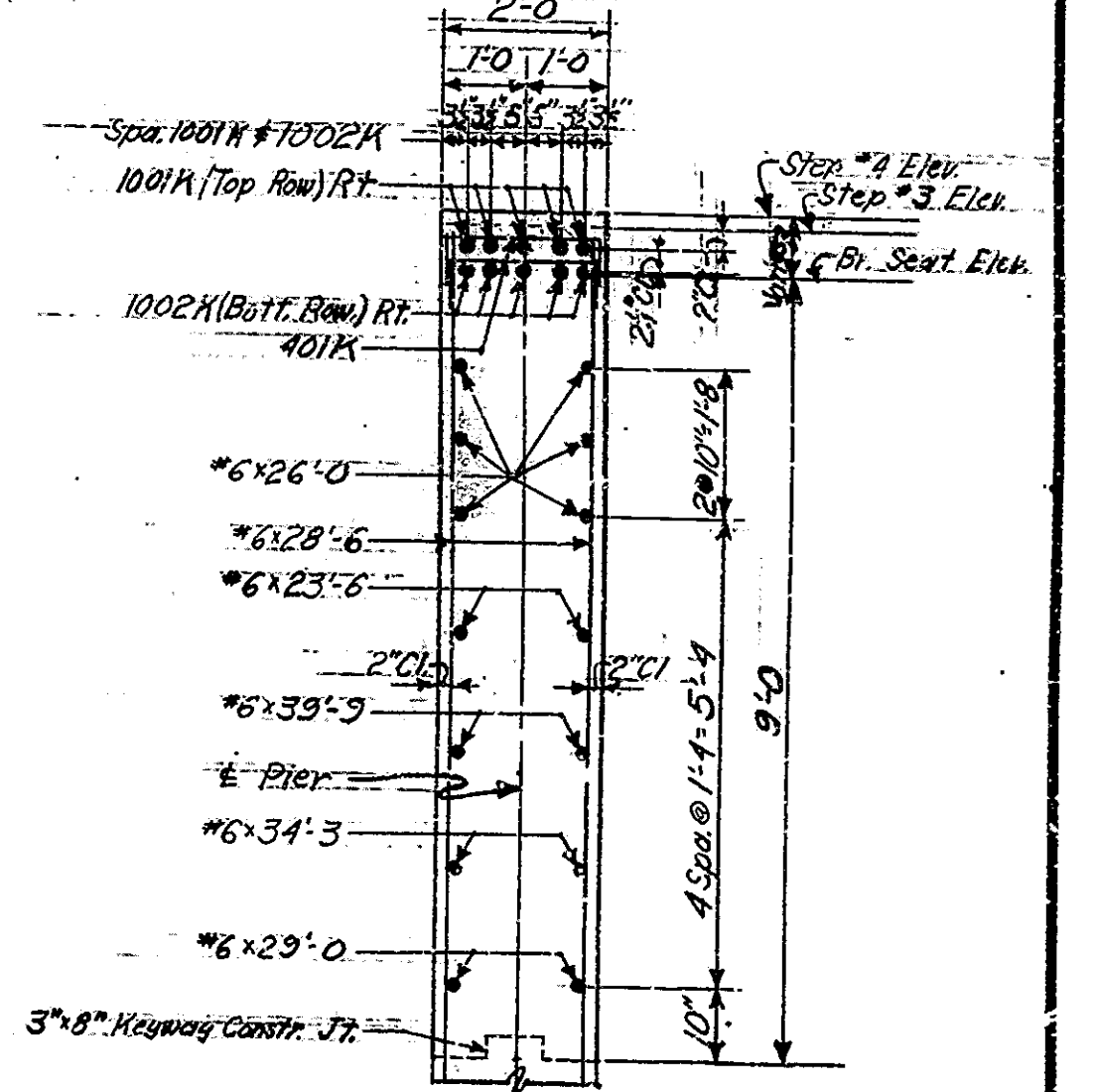
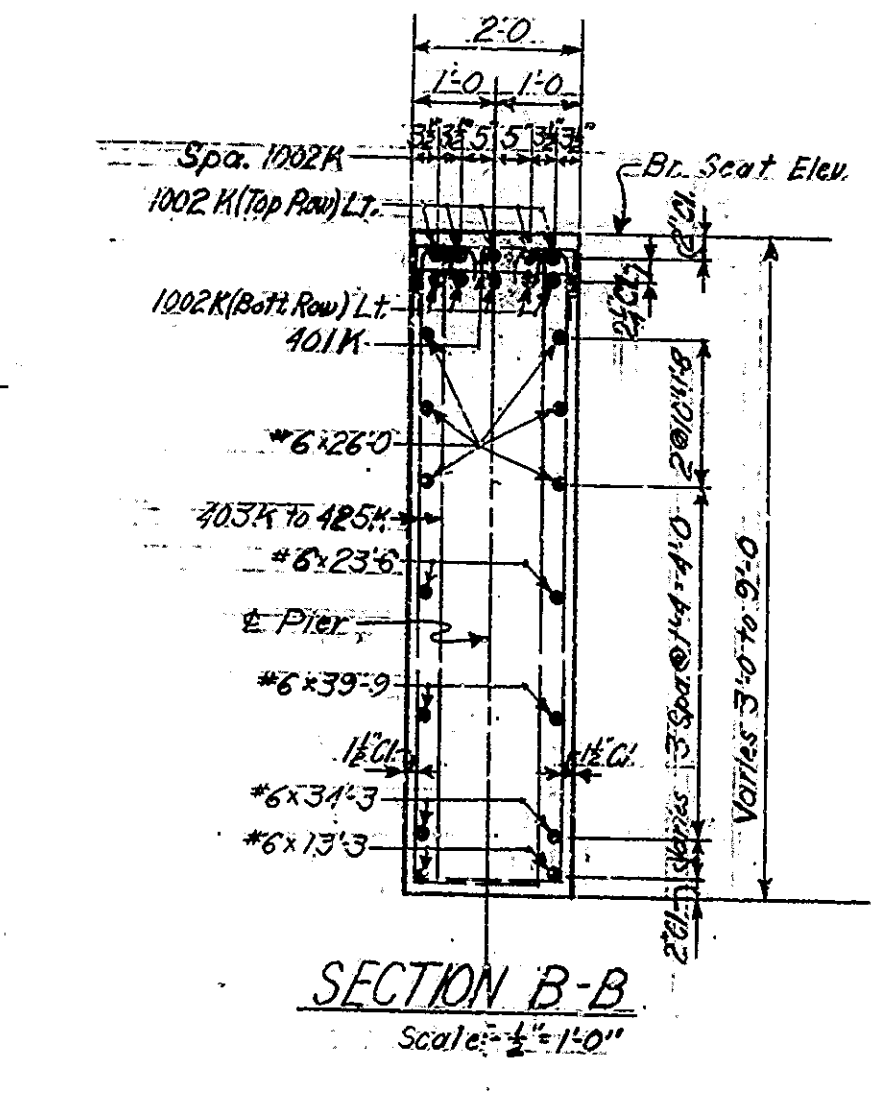
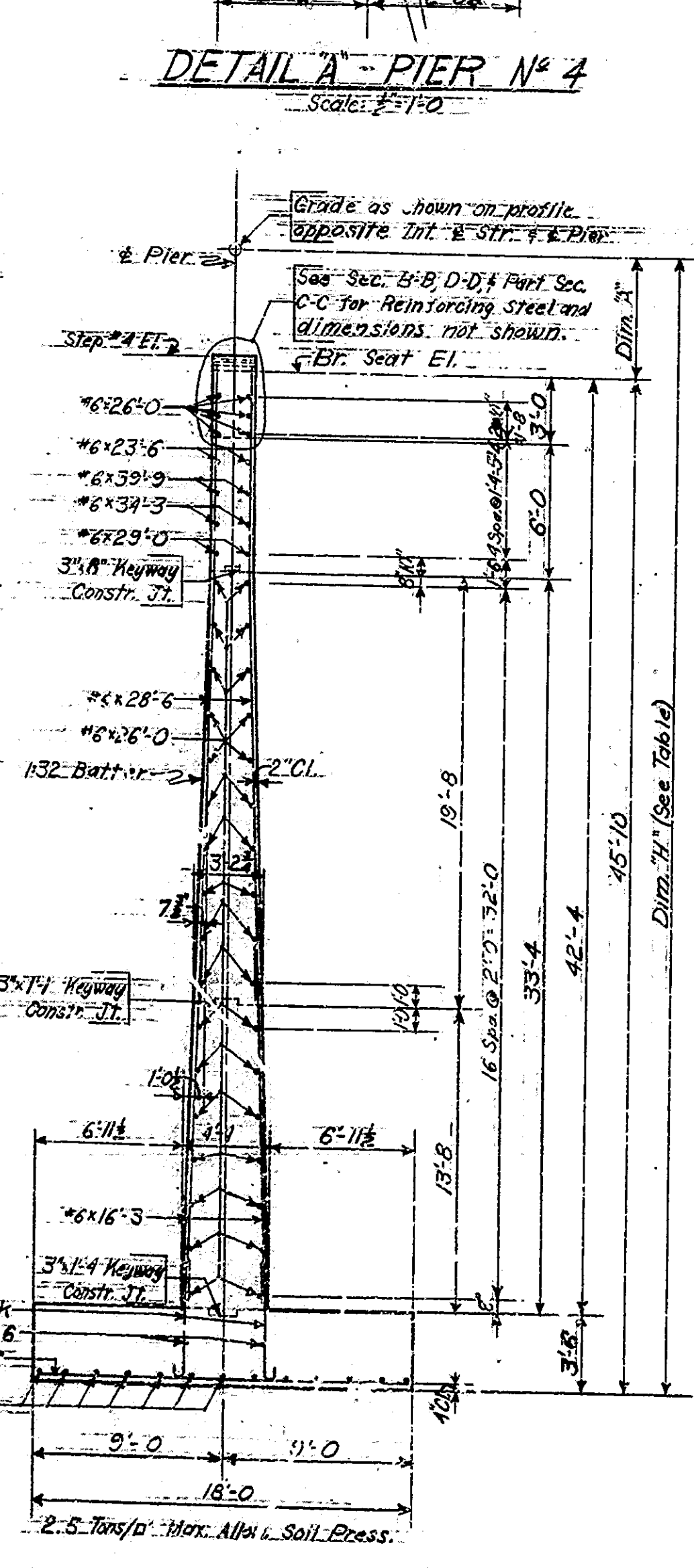
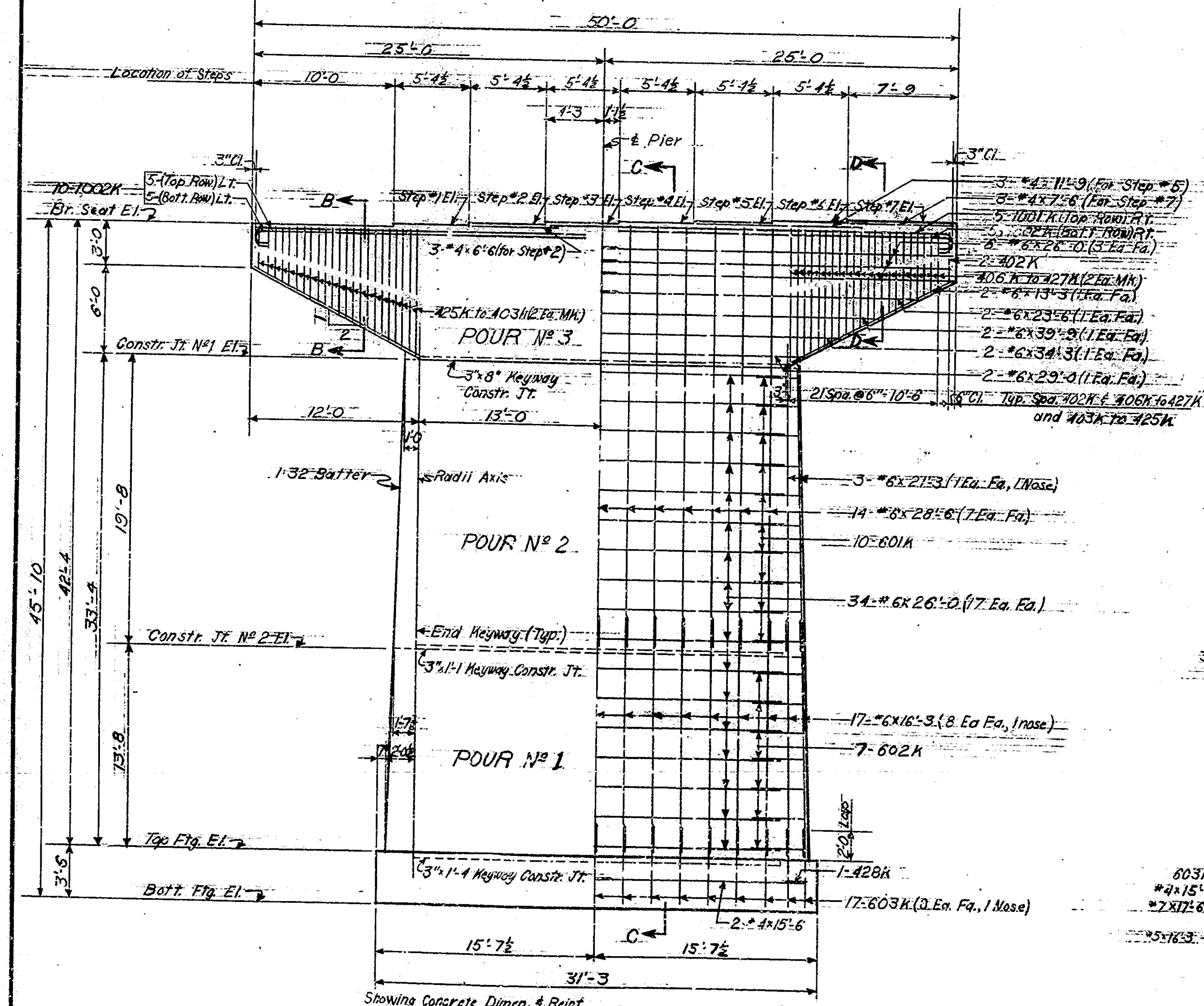


BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-465 400 MB	1960	19	90

**NOTES:**  
 For Reinforcing Bar notes see Br. Sht. 2  
 Anchor Bolt holes are to be Drilled  
 See DWG. "S" for final location.  
 Anchor Bolts are furnished with structural steel.  
 For Bill of Materials see Drawg. "S"

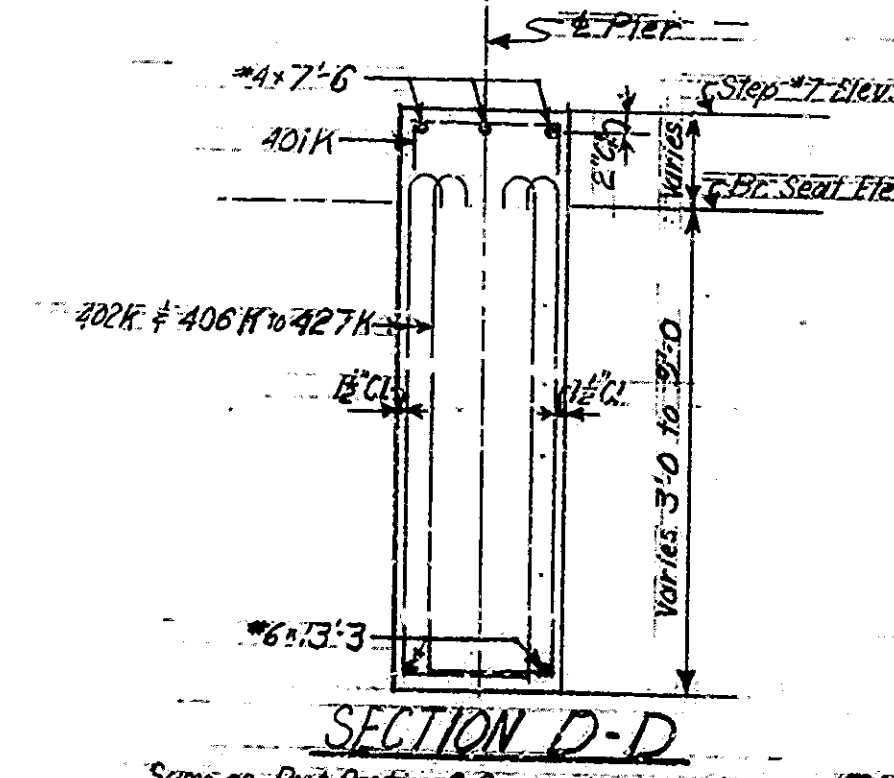


Showing Concrete Dimensions & Reinf. Bars 401K  
**COPING PLAN - PIER No. 3, N.B. LANE**  
 Coping Plan - Pier No. 3, S.B. Lane same as Coping Plan - Pier No. 4, N.B. & S.B. Lanes same except as noted above and in Detail "A"



**TABLE OF ELEVATIONS AND DIMENSIONS**

LOCATION	PIER No. 3	PIER No. 4
Grade as shown on profile opp. Int. & Struc. & E. Pier	761.717	762.165
Bridge Seat Elev.	756.815	757.385
Step #1 Elev.	757.035	757.735
Step #2 Elev.	757.175	757.875
Step #3 Elev.	757.320	758.015
Step #4 Elev.	757.460	758.155
Step #5 Elev.	757.600	758.295
Step #6 Elev.	757.745	758.440
Step #7 Elev.	757.885	758.580
Constr. Jt. No. 1 Elev.	747.82	748.52
Constr. Jt. No. 2 Elev.	728.15	728.85
Top Ftg. Elev.	714.49	715.19
Bot. Ftg. Elev.	710.99	711.69
Dimension "H"	50'-8 1/2"	51'-10"
Dimension "A"	4'-10 1/2"	6'-2 1/2"



**PIERS No. 3 & No. 4 DETAILS**  
**STATE HIGHWAY DEPARTMENT OF INDIANA**

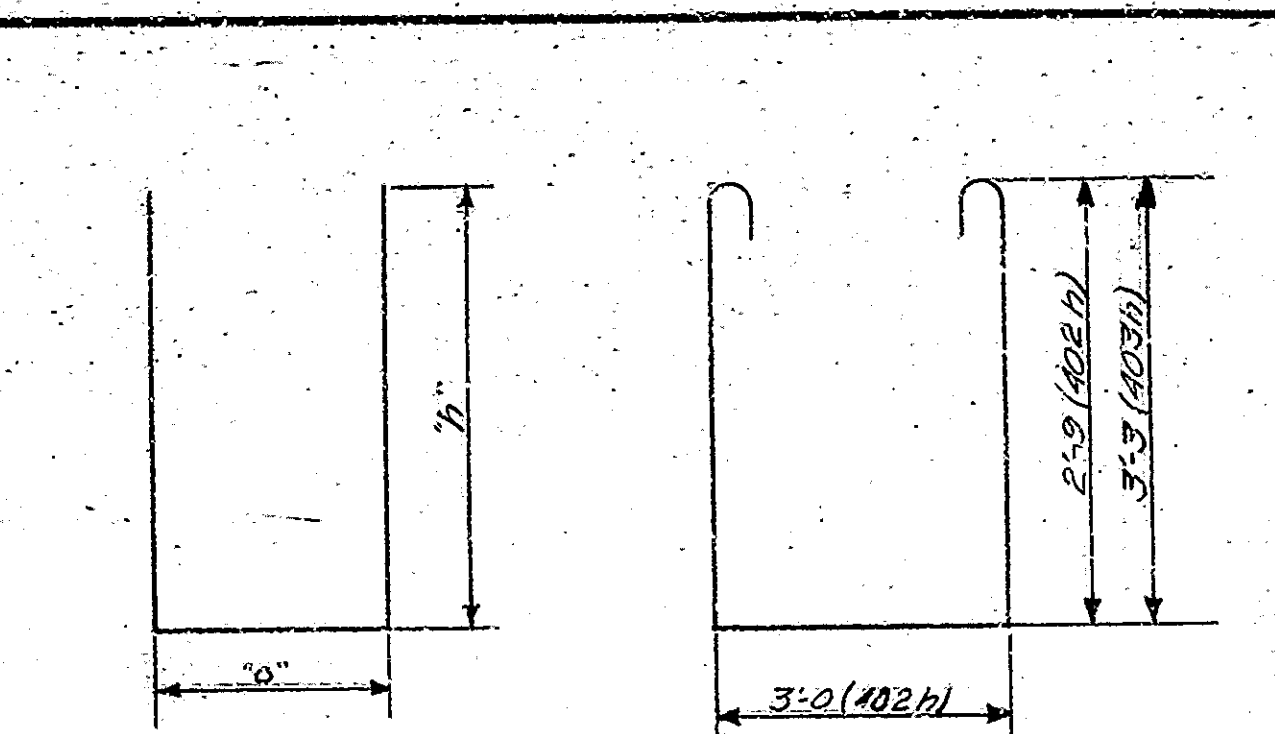
SCALE: 1/8" = 1'-0" Unless Noted  
 JULY 28, 1959  
 SUBMITTED FOR APPROVAL: James D. Mattox

DRAWING: S7 of 89  
 PROJECT: I-465-149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 4802-149

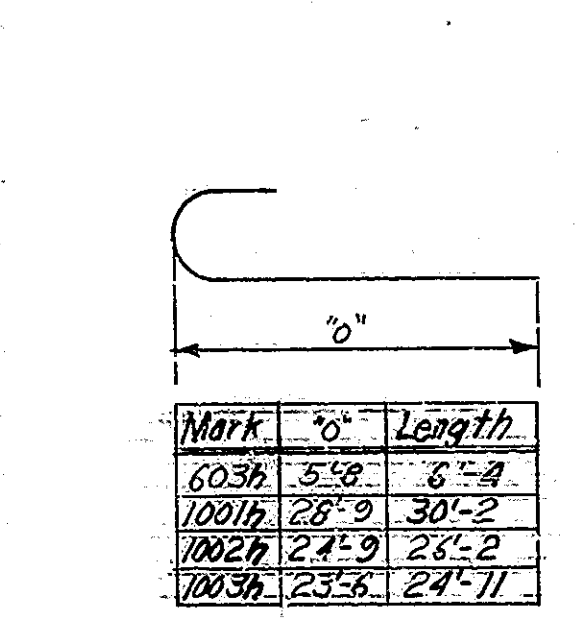
DESIGNED: J.D.M. / J.S.P. / C.R.D. / D.M.S. / J.S.P. / J.S.P.  
 DRAWN: J.S.P. / J.S.P. / J.S.P. / J.S.P. / J.S.P.  
 TRACED: C.R.D.

Showing Concrete Dimen. & Reinf. Steel in Cantilever and Bridge Seat.  
**NORTH ELEVATION - PIER No. 3, N.B. LANE**  
 North Elevation - Pier No. 3, S.B. Lane and Pier No. 4, N.B. & S.B. Lanes same except for elevations.



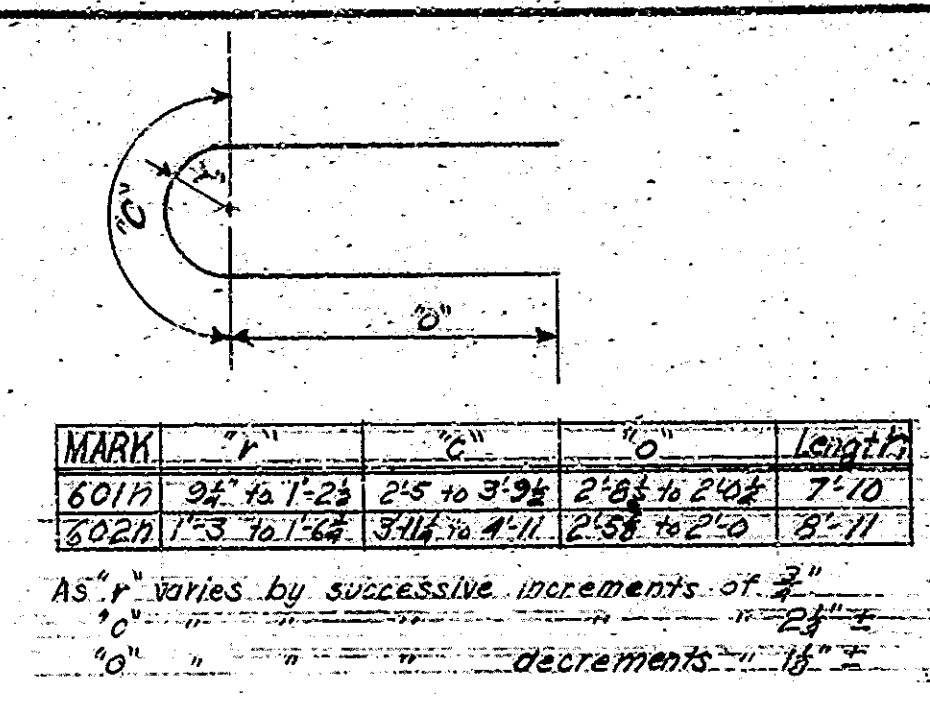


Mark	"o"	"h"	Length
401h	3'-0"	6"	4'-0"
402h	3'-0"	2'-4"	5'-4"
427h	3'-3"	1'-4"	5'-7"
501h	1'-3"	5'-7"	11'-6"



Mark	"o"	Length
603h	5'-8"	8'-4"
1001h	28'-9"	30'-2"
1002h	24'-9"	25'-2"
1003h	23'-5"	24'-11"

Mark	"o"	"h"	Length
405h	1'-8"	3'-0"	8'-6"
406h	1'-8"	3'-9"	10'-0"
407h	1'-8"	2'-4"	11'-5"
408h	1'-8"	5'-0"	12'-6"
409h	1'-8"	5'-7"	13'-9"
410h	1'-8"	6'-3"	15'-0"
411h	1'-8"	6'-10"	16'-3"
412h	1'-8"	7'-6"	17'-6"
413h	1'-8"	8'-2"	18'-9"
414h	1'-8"	8'-8"	19'-3"
415h	1'-8"	8'-5"	19'-9"
416h	1'-8"	3'-8"	9'-6"
417h	1'-8"	4'-3"	11'-0"
418h	1'-8"	4'-0"	12'-3"
419h	1'-8"	5'-6"	13'-6"
420h	1'-8"	6'-1"	14'-9"
421h	1'-8"	6'-9"	16'-0"
422h	1'-8"	7'-4"	17'-5"
423h	1'-8"	8'-0"	18'-8"
424h	1'-8"	8'-7"	19'-9"
425h	1'-8"	8'-10"	20'-3"
426h	1'-8"	9'-2"	20'-9"



As "r" varies by successive increments of 3/4"  
 "o" varies by successive increments of 1/8"  
 "h" varies by successive increments of 1/8"

**BILL OF MATERIALS**  
**PIER NO. 2 - N. B. LANE**  
 (Pier No. 2 - S. B. Lane Same)

**REINFORCING STEEL**

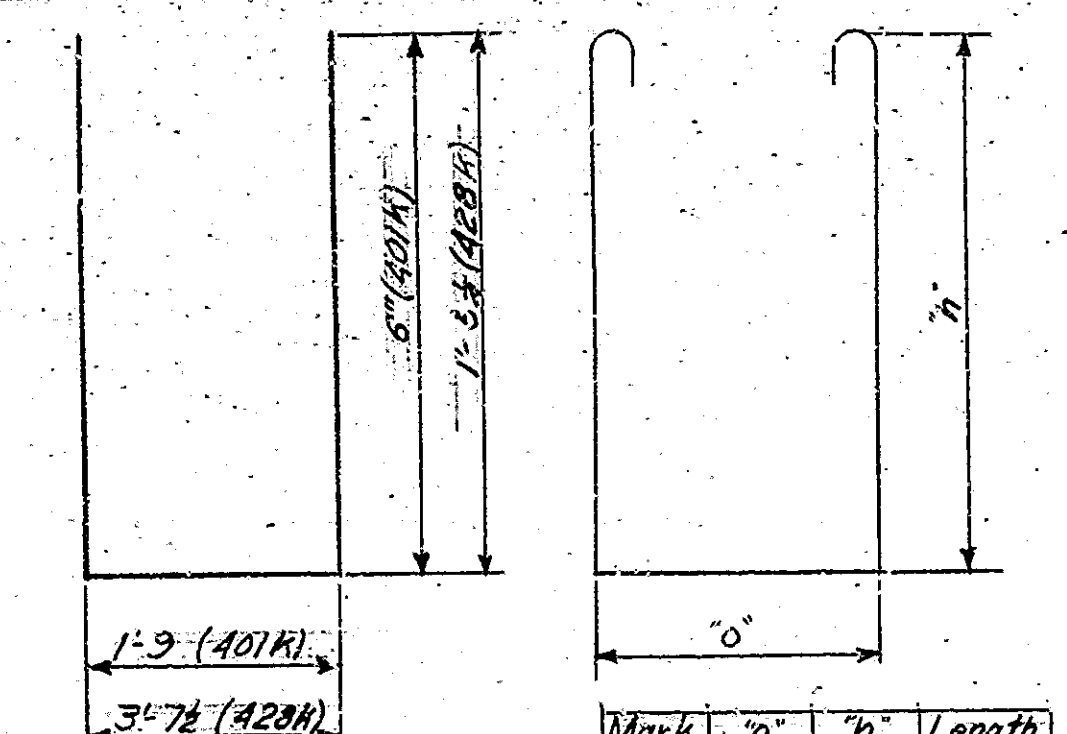
SIZE & MARK	N <sup>o</sup> OF BARS	LENGTH	WEIGHT
1001h	5	30'-2"	
1002h	5	28'-2"	
1003h	10	24'-11"	
<b>Total</b>	<b>20</b>	<b>82'-5"</b>	<b>2234#</b>

*7	60	12'-0"	2330#
601h	18	7'-10"	
602h	12	6'-11"	
603h	34	8'-4"	
*6	2	35'-3"	
*6	2	29'-9"	
*6	28	27'-6"	
*6	12	26'-9"	
*6	4	26'-6"	
*6	4	24'-0"	
*6	28	23'-6"	
*6	6	21'-3"	
*6	6	18'-9"	
*6	34	13'-6"	
*6	4	13'-3"	
<b>Total</b>	<b>463</b>	<b>4841#</b>	
501h	12	11'-6"	
*5	28	16'-9"	
<b>Total</b>	<b>40</b>	<b>833#</b>	

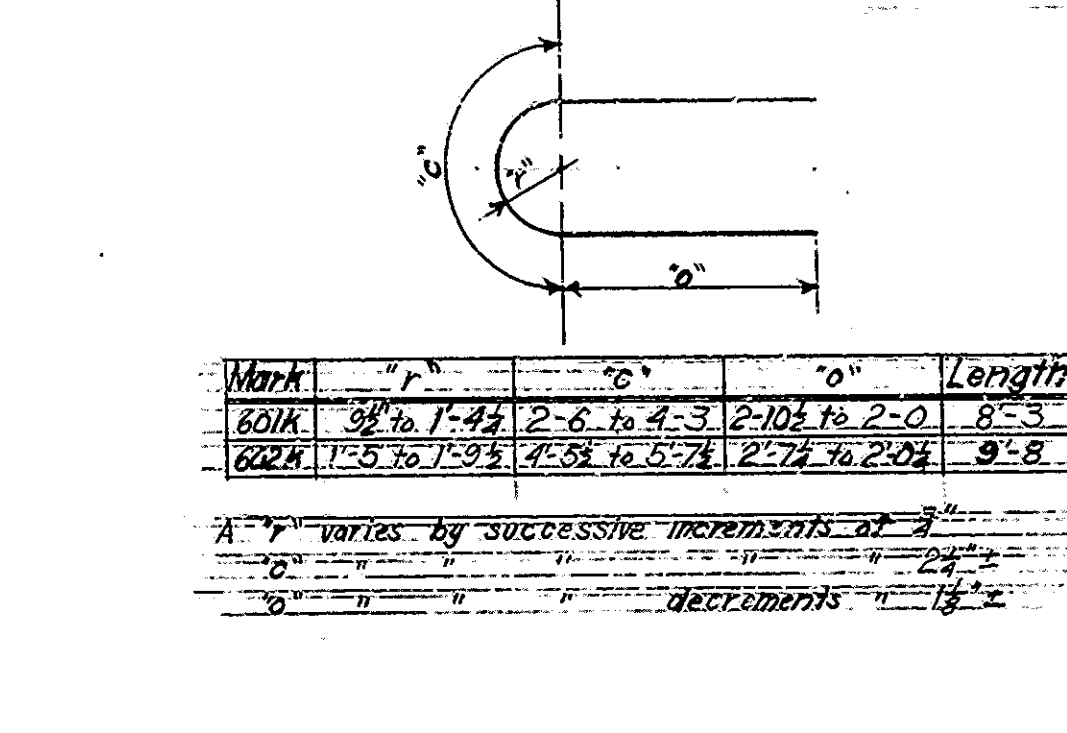
401h	87	4'-0"	
402h	20	3'-6"	
403h	27	10'-8"	
404h	52	5'-11"	
405h	2	8'-6"	
406h	2	10'-0"	
407h	2	11'-3"	
408h	2	12'-6"	
409h	2	13'-9"	
410h	2	15'-0"	
411h	2	16'-3"	
412h	2	17'-6"	
413h	2	18'-9"	
414h	2	19'-3"	
415h	2	19'-9"	
416h	2	9'-6"	
417h	2	11'-0"	
418h	2	12'-3"	
419h	2	13'-6"	
420h	2	14'-9"	
421h	2	16'-0"	
422h	2	17'-3"	
423h	2	18'-6"	
424h	2	19'-9"	
425h	2	20'-3"	
426h	2	20'-9"	
427h	2	3'-10"	
*4	8	20'-2"	
*4	2	17'-9"	
*4	4	16'-3"	
*4	2	14'-9"	
*4	3	11'-9"	
*4	3	7'-6"	
*4	3	6'-8"	
<b>Total</b>	<b>44</b>	<b>1377#</b>	
<b>TOTAL STEEL</b>		<b>11,465#</b>	

**CONCRETE**

Class F <sup>1</sup> (Per No. 3)	428 Cus.
Class F <sup>2</sup> (Per No. 3)	
Class F <sup>3</sup> (Per No. 3)	
Class F <sup>4</sup> (Per No. 3)	
Class F <sup>5</sup> (Per No. 3)	
Class F <sup>6</sup> (Per No. 3)	
Class F <sup>7</sup> (Per No. 3)	
Class F <sup>8</sup> (Per No. 3)	
Class F <sup>9</sup> (Per No. 3)	
Class F <sup>10</sup> (Per No. 3)	
Class F <sup>11</sup> (Per No. 3)	
Class F <sup>12</sup> (Per No. 3)	
Class F <sup>13</sup> (Per No. 3)	
Class F <sup>14</sup> (Per No. 3)	
Class F <sup>15</sup> (Per No. 3)	
Class F <sup>16</sup> (Per No. 3)	
Class F <sup>17</sup> (Per No. 3)	
Class F <sup>18</sup> (Per No. 3)	
Class F <sup>19</sup> (Per No. 3)	
Class F <sup>20</sup> (Per No. 3)	
Class F <sup>21</sup> (Per No. 3)	
Class F <sup>22</sup> (Per No. 3)	
Class F <sup>23</sup> (Per No. 3)	
Class F <sup>24</sup> (Per No. 3)	
Class F <sup>25</sup> (Per No. 3)	
Class F <sup>26</sup> (Per No. 3)	
Class F <sup>27</sup> (Per No. 3)	
Class F <sup>28</sup> (Per No. 3)	
Class F <sup>29</sup> (Per No. 3)	
Class F <sup>30</sup> (Per No. 3)	
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Class F <sup>93</sup> (Per No. 3)	
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Class F <sup>96</sup> (Per No. 3)	
Class F <sup>97</sup> (Per No. 3)	
Class F <sup>98</sup> (Per No. 3)	
Class F <sup>99</sup> (Per No. 3)	
Class F <sup>100</sup> (Per No. 3)	



Mark	"o"	"h"	Length
402k	1'-5 1/2"	3'-6"	9'-6"
403k	1'-5 1/2"	3'-0"	8'-6"
404k	1'-5 1/2"	3'-4 1/2"	9'-3"
405k	1'-5 1/2"	3'-7 1/2"	9'-9"
406k	1'-5 1/2"	3'-10 1/2"	10'-3"
407k	1'-5 1/2"	4'-1 1/2"	10'-9"
408k	1'-5 1/2"	4'-4 1/2"	11'-3"
409k	1'-5 1/2"	4'-7 1/2"	11'-9"
410k	1'-5 1/2"	4'-10 1/2"	12'-3"
411k	1'-5 1/2"	5'-1 1/2"	12'-9"
412k	1'-5 1/2"	5'-4 1/2"	13'-3"
413k	1'-5 1/2"	5'-7 1/2"	13'-9"
414k	1'-5 1/2"	5'-10 1/2"	14'-3"
415k	1'-5 1/2"	6'-1 1/2"	14'-9"
416k	1'-5 1/2"	6'-4 1/2"	15'-3"
417k	1'-5 1/2"	6'-7 1/2"	15'-9"
418k	1'-5 1/2"	6'-10 1/2"	16'-3"
419k	1'-5 1/2"	7'-1 1/2"	16'-9"
420k	1'-5 1/2"	7'-4 1/2"	17'-3"
421k	1'-5 1/2"	7'-7 1/2"	17'-9"
422k	1'-5 1/2"	7'-10 1/2"	18'-3"
423k	1'-5 1/2"	8'-1 1/2"	18'-9"
424k	1'-5 1/2"	8'-4 1/2"	19'-3"
425k	1'-5 1/2"	8'-7 1/2"	19'-9"
426k	1'-5 1/2"	8'-10 1/2"	20'-3"
427k	1'-5 1/2"	9'-1 1/2"	20'-9"



Mark	"r"	"o"	"h"	Length
601k	3/4"	1'-2 1/2"	2'-6"	4'-3"
602k	1'-5 1/2"	7'-9 1/2"	7'-8 1/2"	2'-0"
603k	1'-5 1/2"	7'-9 1/2"	7'-8 1/2"	2'-0"

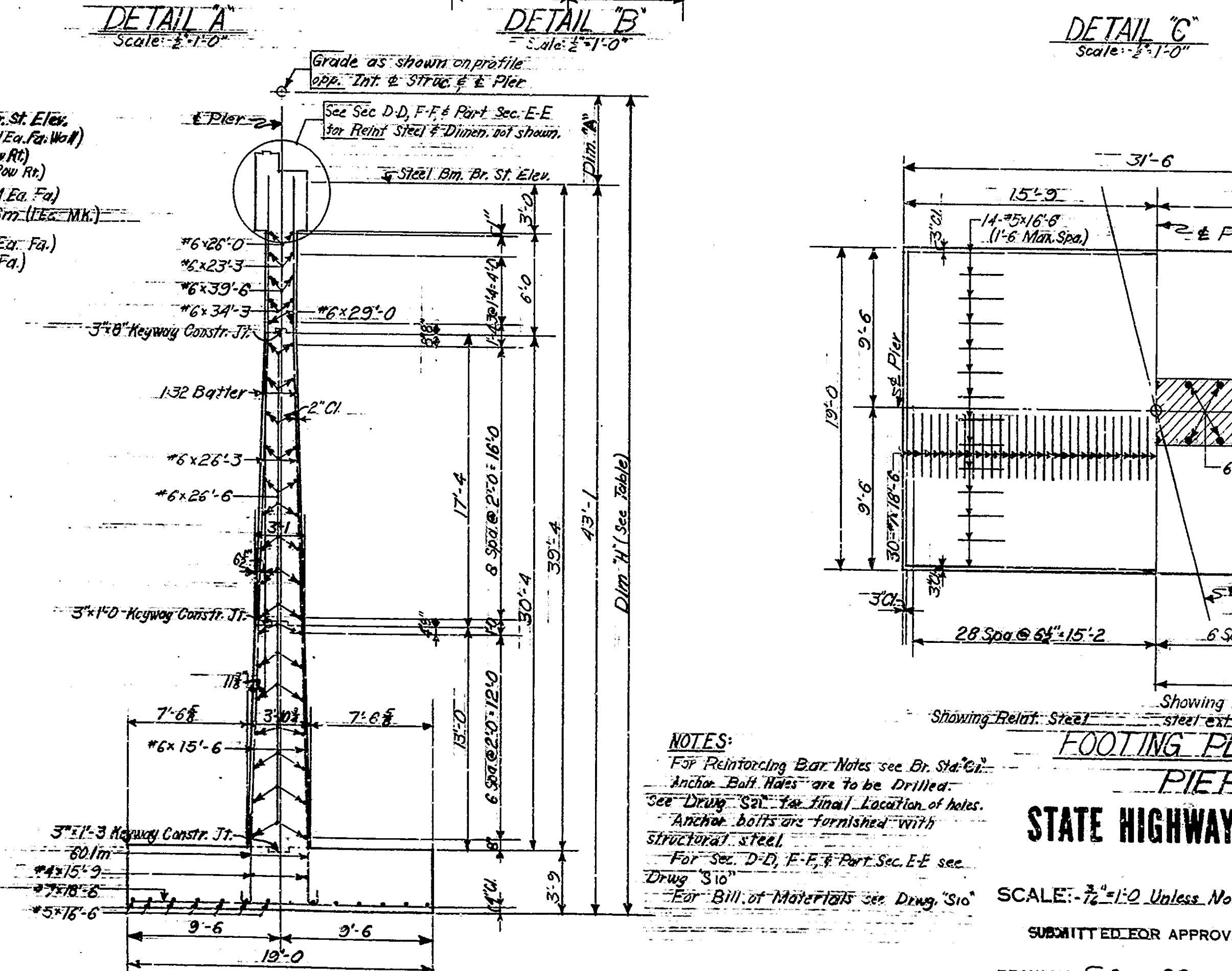
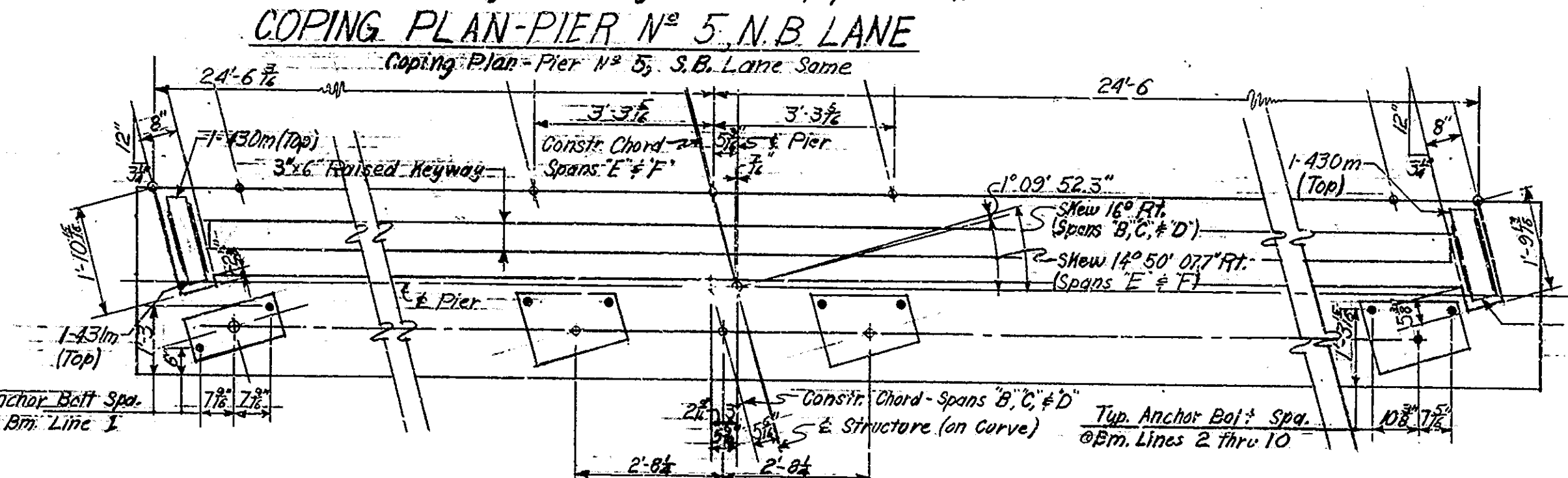
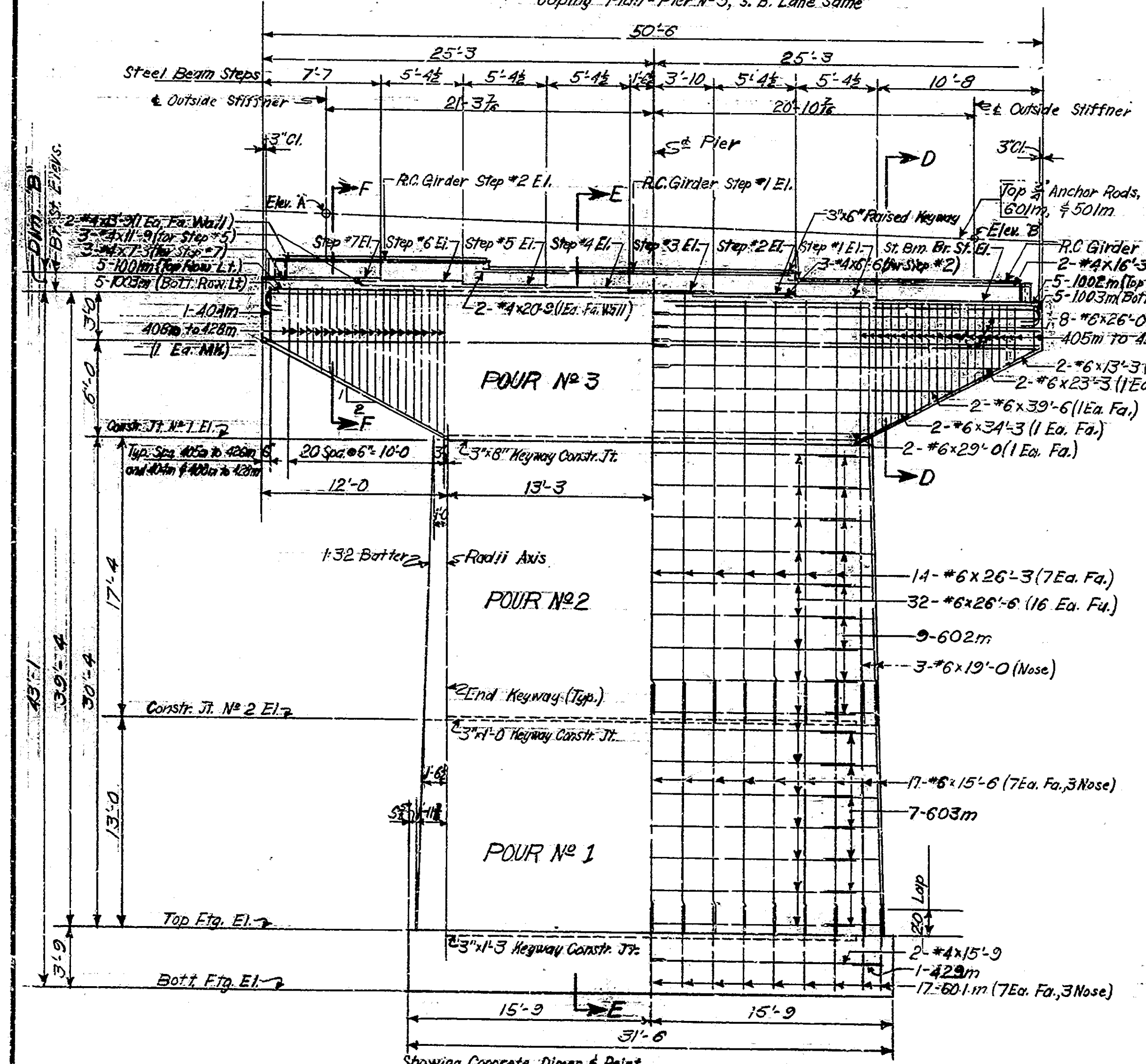
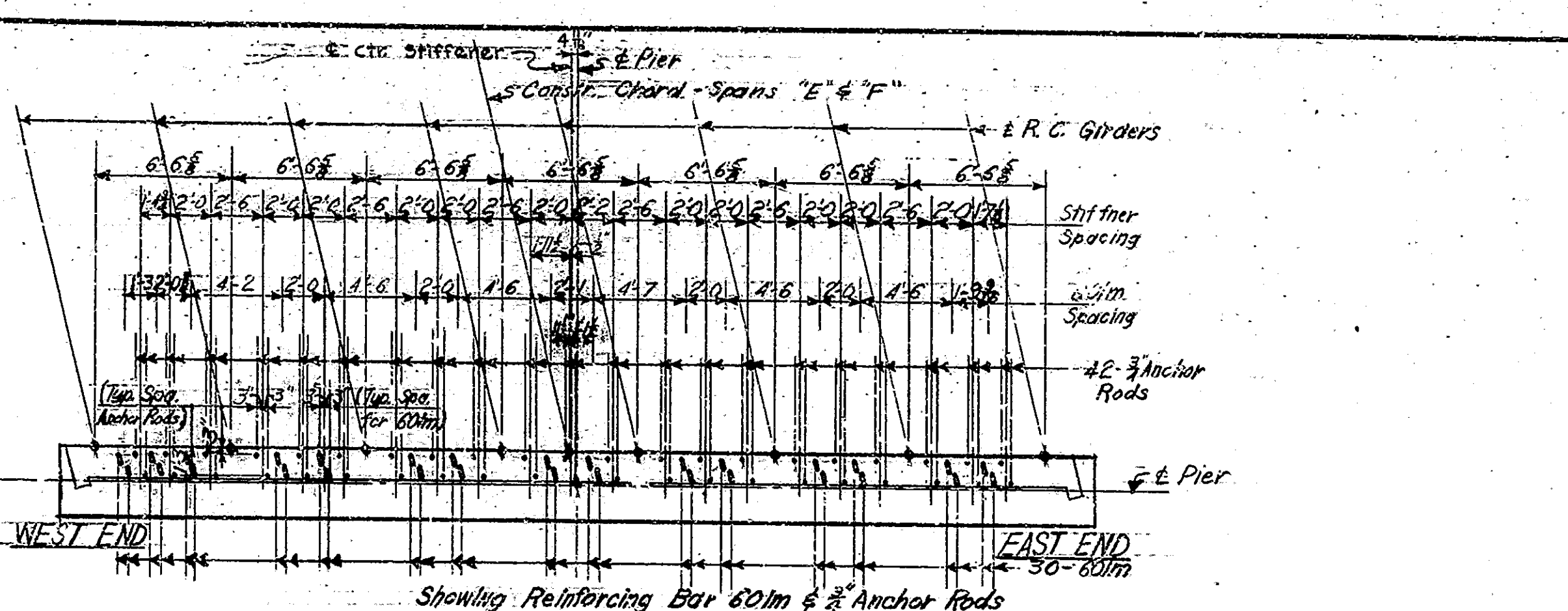
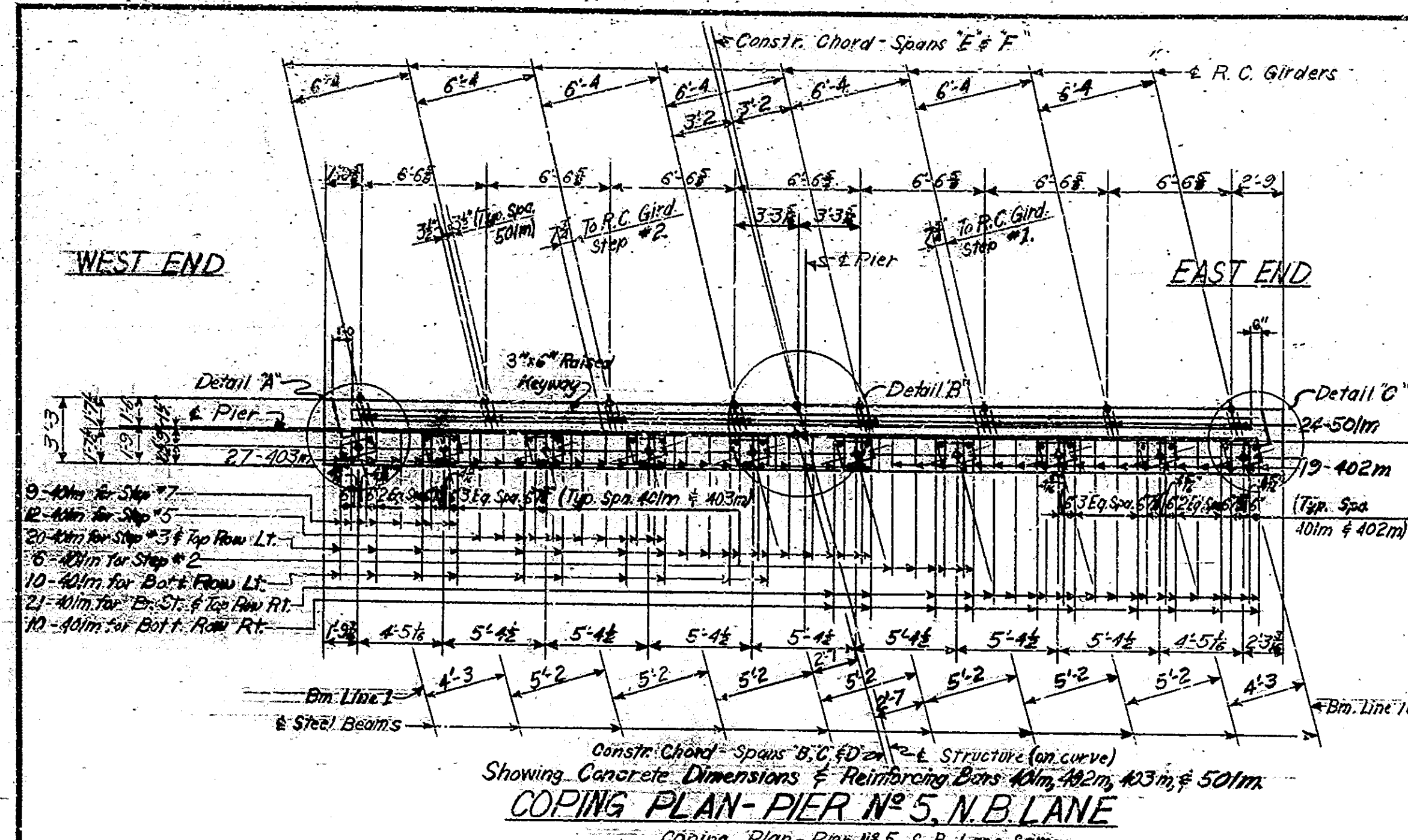
**CONCRETE**

Class F <sup>1</sup> (Per No. 3)	50.0 Cus.
Class F <sup>2</sup> (Per No. 3)	
Class F <sup>3</sup> (Per No. 3)	
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Class F <sup>69</sup> (Per No. 3)	
Class F<	



BRIDGES OVER 20' SPAN					
RUR. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-465-494	1960	27	90

LOCATION	N.B. LANE	S.B. LANE
Grade as shown on profile opp. Trk. & Struc. Piers	764.680	765.011
St. Br. Br. St. El.	759.305	759.890
Step #1 El.	759.570	760.025
Step #2 El.	759.645	760.225
Step #3 El.	759.910	760.360
Step #4 El.	759.910	760.490
Step #5 El.	760.045	760.625
Step #6 El.	760.175	760.755
Step #7 El.	760.310	760.890
R.C. Girder Br. St. El.	760.55	761.13
R.C. Girder Step #1 El.	761.04	761.62
R.C. Girder Step #2 El.	761.53	762.11
Const. Jt. #1 El.	750.31	750.89
Const. Jt. #2 El.	752.98	753.56
Top Ptg. El.	719.98	720.56
Bot. Ptg. El.	716.23	716.81
Elev. "A"	719.98	720.56
Elev. "B"	763.29	763.87
Dimension "A"	48'-5 1/2"	48'-2 1/2"
Dimension "B"	5'-4 1/2"	5'-1 1/2"



NOTES:  
 For Reinforcing Bar Notes see Br. Sta. Co.  
 Anchor Bolt Nuts are to be Drilled.  
 See "Dring" for final location of holes.  
 Anchor bolts are furnished with structural steel.  
 For Sec. D-D, E-F, & Part Sec. E-E see "Dring" 'Sio'.  
 For Bill of Materials see "Dring" 'Sio'.

STATE HIGHWAY DEPARTMENT OF INDIANA  
 SCALE: 1/2"=1'-0" Unless Noted  
 SUBMITTED FOR APPROVAL: James D. Martin  
 JULY 28, 1959

DESIGNED: D.M.S. 3-15-59  
 DRAWN: D.M.S. 3-22-59  
 TRACED: C.W.D.

Showing Concrete Dimen. & Reinf. Steel in Columns and Pile Caps.  
 SOUTH ELEVATION-PIER No 5, N.B. LANE  
 South Elevation-Pier No 5, S.B. Lane Same except for Elevations.

SECTION E-E  
 2.5 Tons/sq. Max. Allow. Soil Press.

DRAWING: S9 OF 28  
 PROJECT: I-465-494  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 465-3602





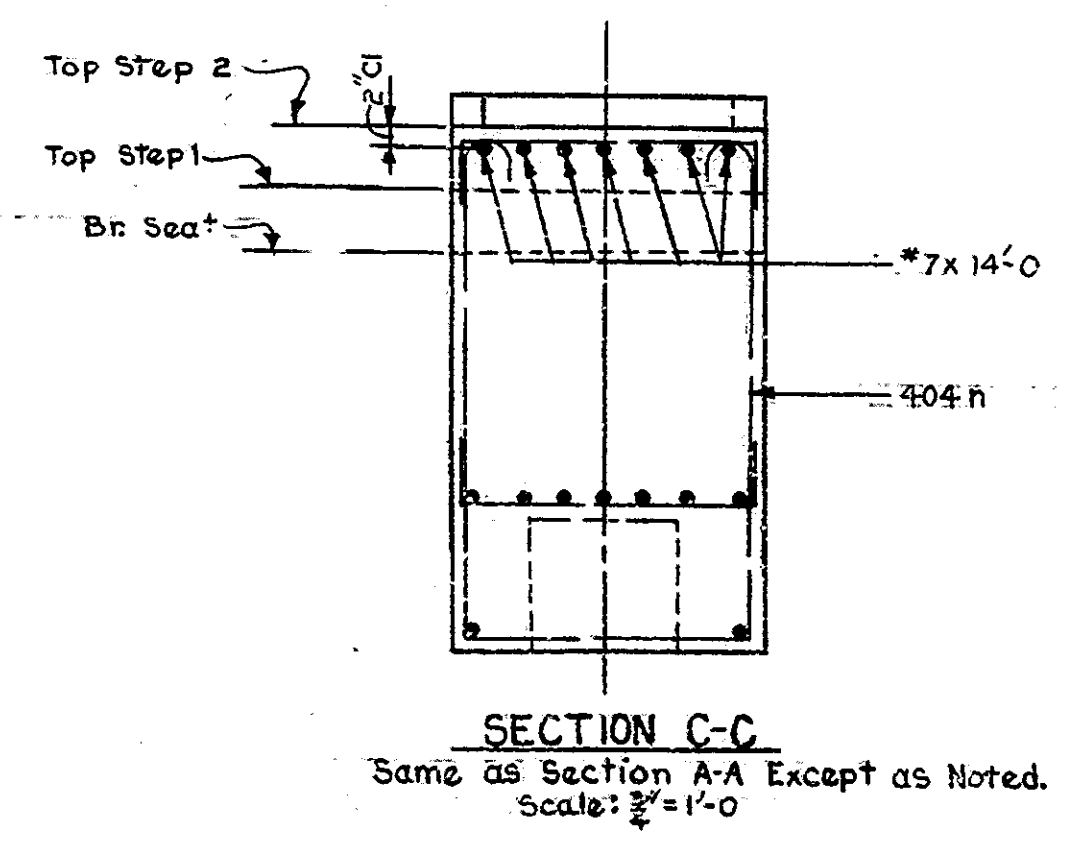
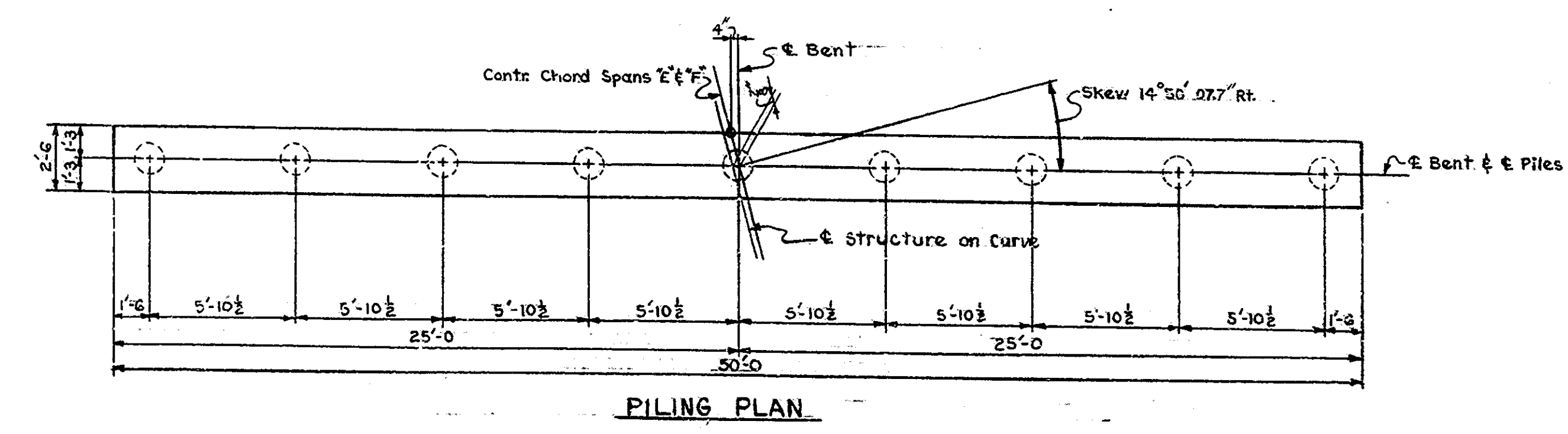
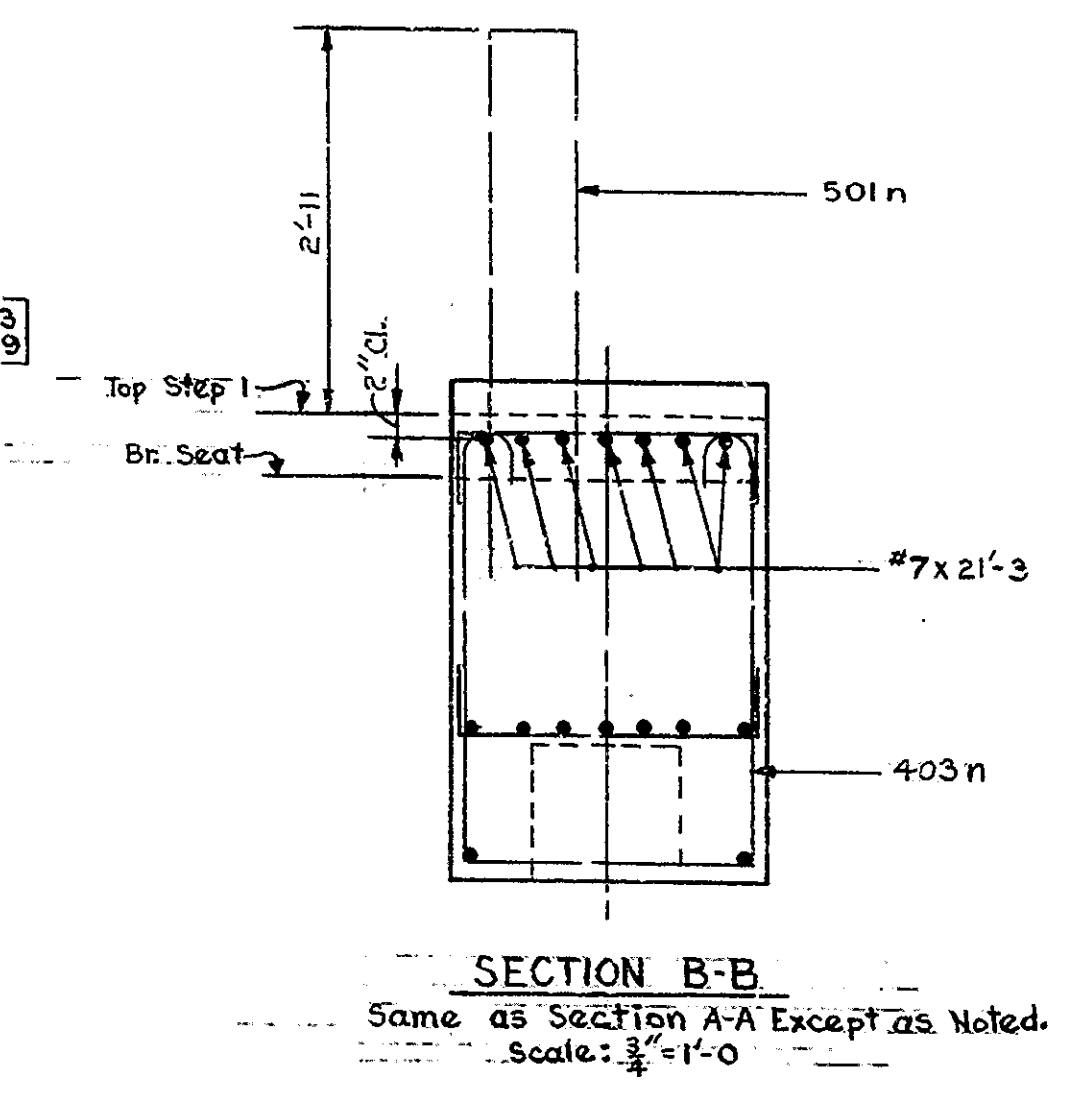
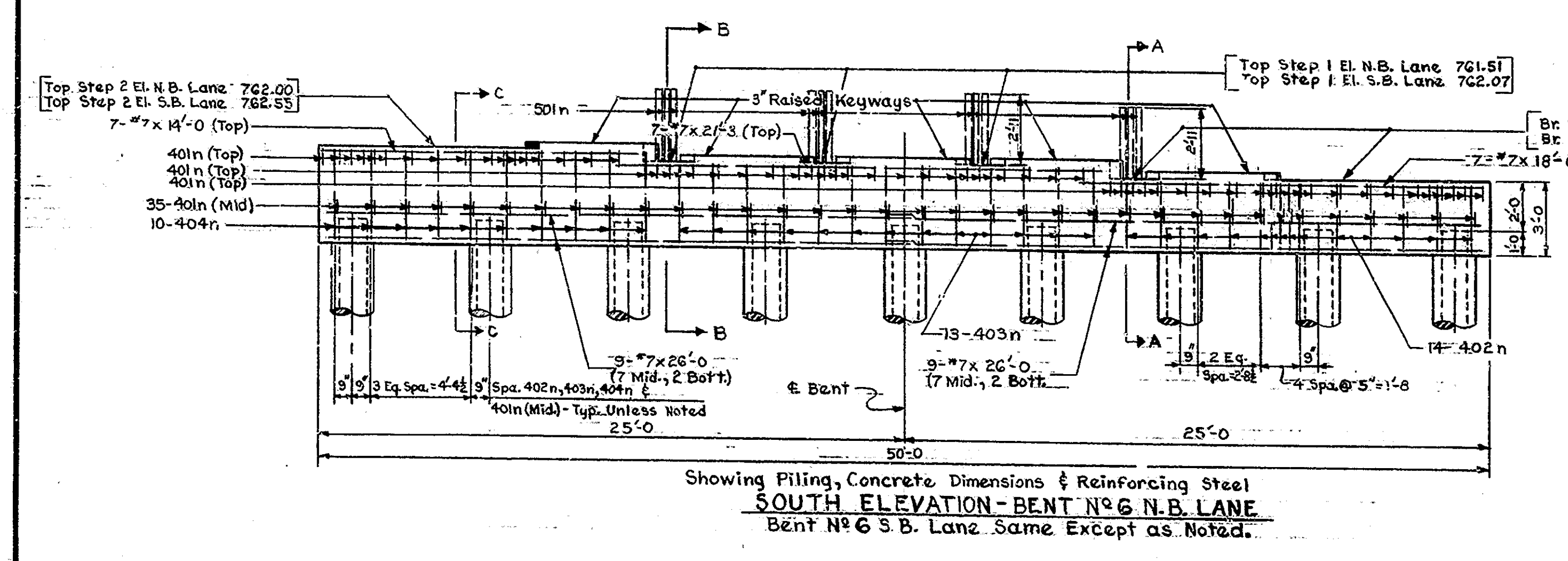
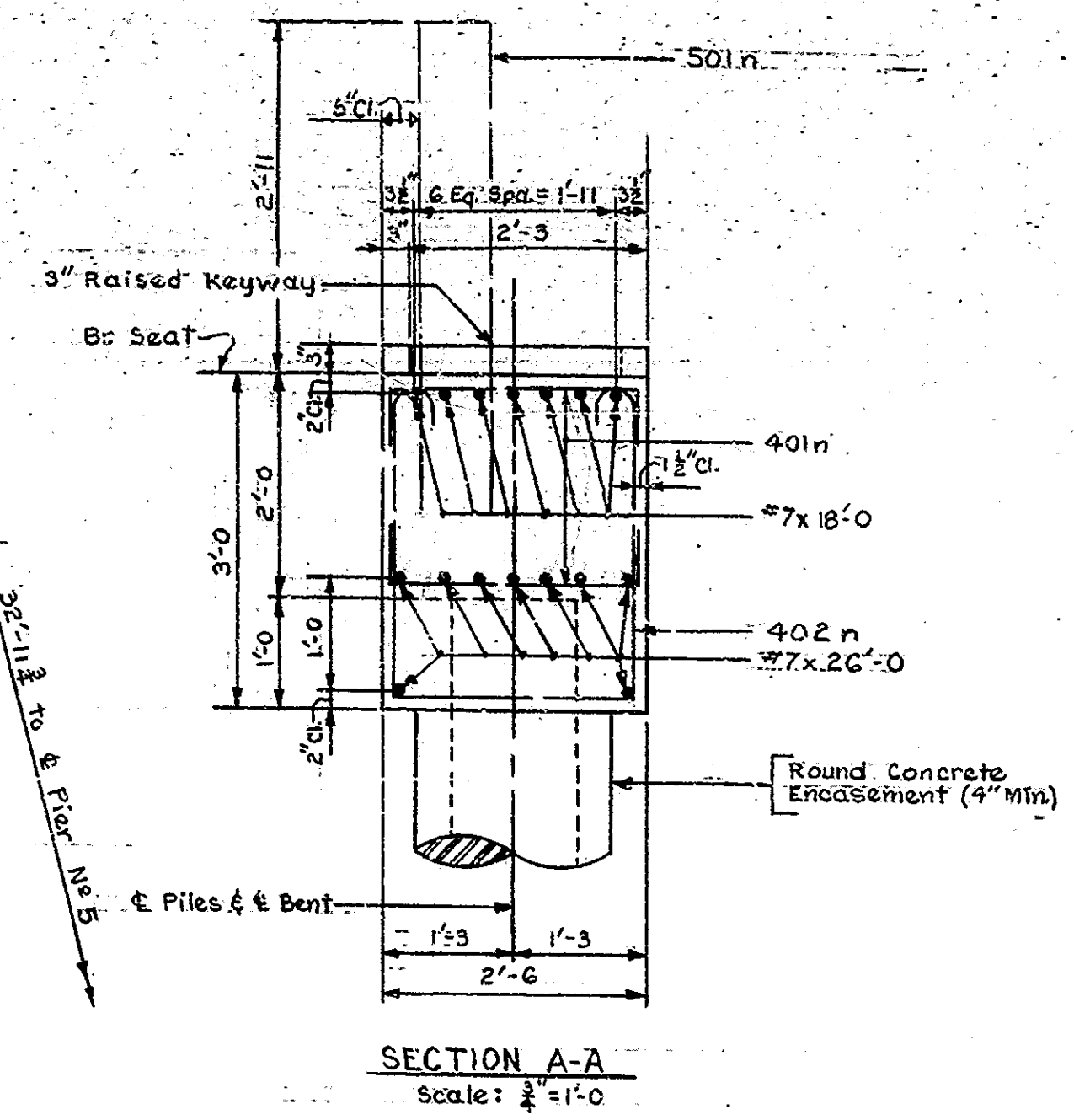
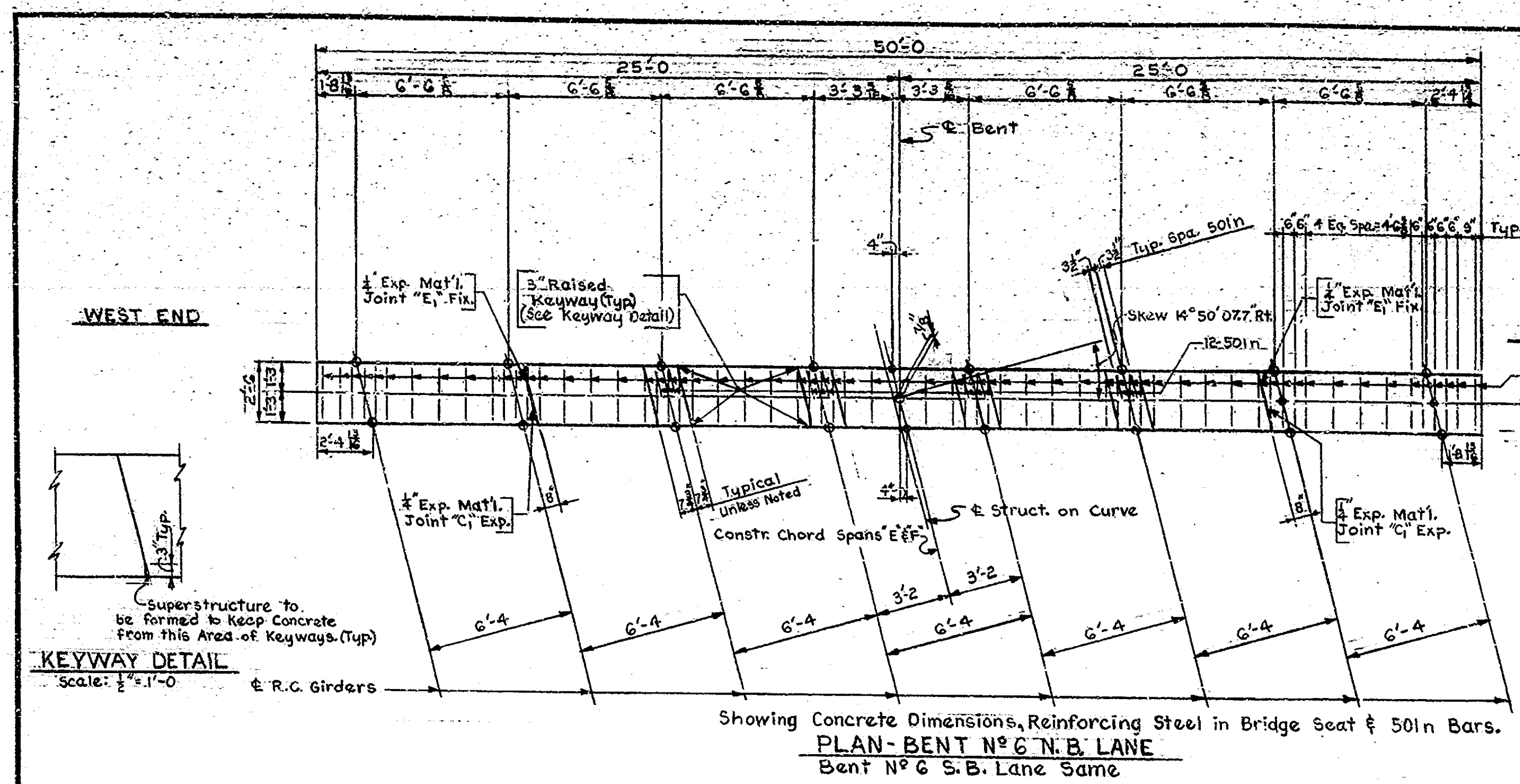


BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	25	90

**BILL OF MATERIALS**  
**BENT NO 6 N.B. LANE**  
 (Bent No 6 S.B. Lane Same)

REINFORCING STEEL			
Size & Mark	N <sup>o</sup> of Bars	LENGTH	WEIGHT
#7	18	26'-0"	
#7	7	21'-3"	
#7	7	18'-0"	
#7	7	14'-0"	
Total #7			1,718 #
501n	12	9'-0"	113 #
401n	98	3'-3"	
402n	14	8'-9"	
403n	13	9'-9"	
404n	10	10'-8"	
Total #4			451 #
Total Steel			2,282 #

Concrete	
Class "F" Cap	167 Cu Yds
Miscellaneous	
9-14" x 50'-0" Steel Encased Concrete Piles (#7 Gage)	450 Lin Ft
Conc. Encasement for Piles	135 Lin Ft



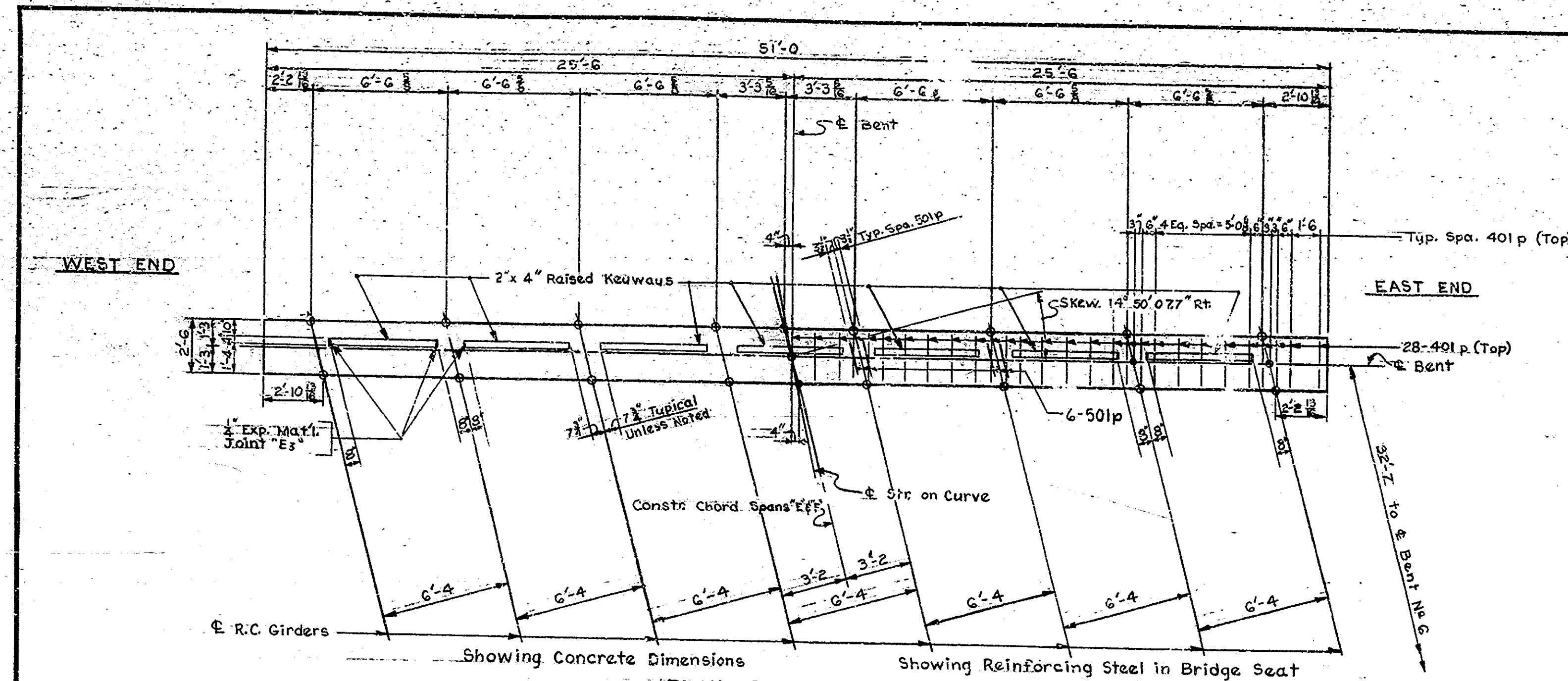
**NOTES:-**  
 For Reinforcing Bar Notes and Encasement for Steel Encased Conc Piles see Bridge Std. "C".  
 For Joint Legend see drwg. "S4".  
 The Bent Cap is not to be poured until after fill has been completed to approximately the proposed ground line.

14"  $\phi$  STEEL ENCASED CONCRETE PILES  
 Bent No 6 N.B. Lane - 9 Piles  
 Bent No 6 S.B. Lane - 9 Piles  
 All piles to be driven to 40 Ton Min. Bearing.

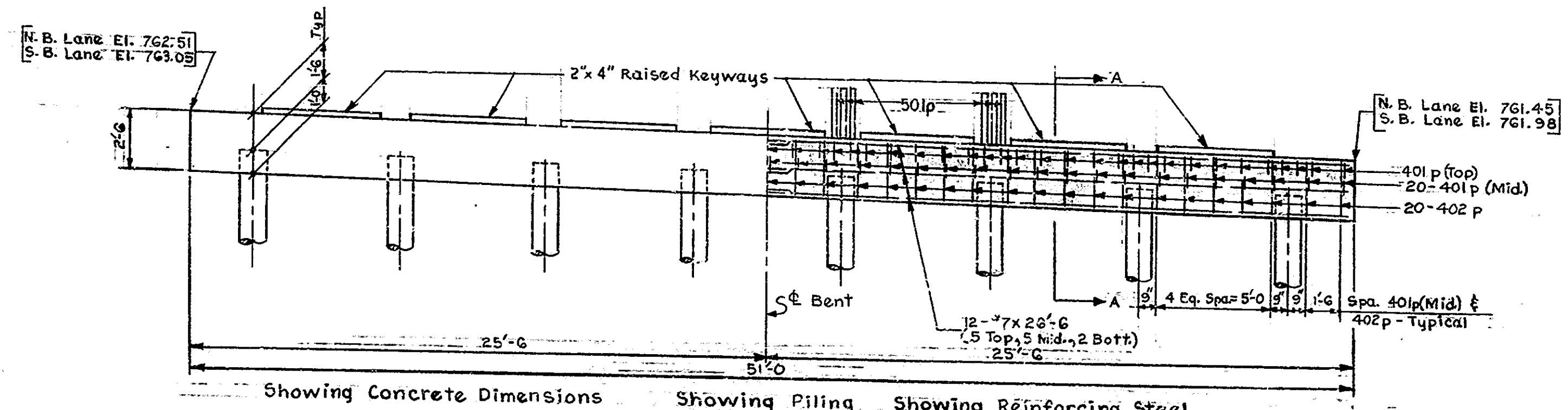
**BENT NO 6 DETAILS AND BILL OF MATERIALS**  
**STATE HIGHWAY DEPARTMENT OF INDIANA**  
 SCALE: 1/4"=1'-0 Unless Noted  
 SUBMITTED FOR APPROVAL: *James D. Mattie* JULY 28, 1959  
 DRAWING: 511 OF 28  
 PROJECT: I-465-4(20)149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 400-C-3602

DESIGNED J.S.S. 3-6-59 CKD D.L.M. 3-20-59  
 DRAWN L.E.T. 4-27-59 CKD J.S.S. 5-25-59  
 TRACED CKD

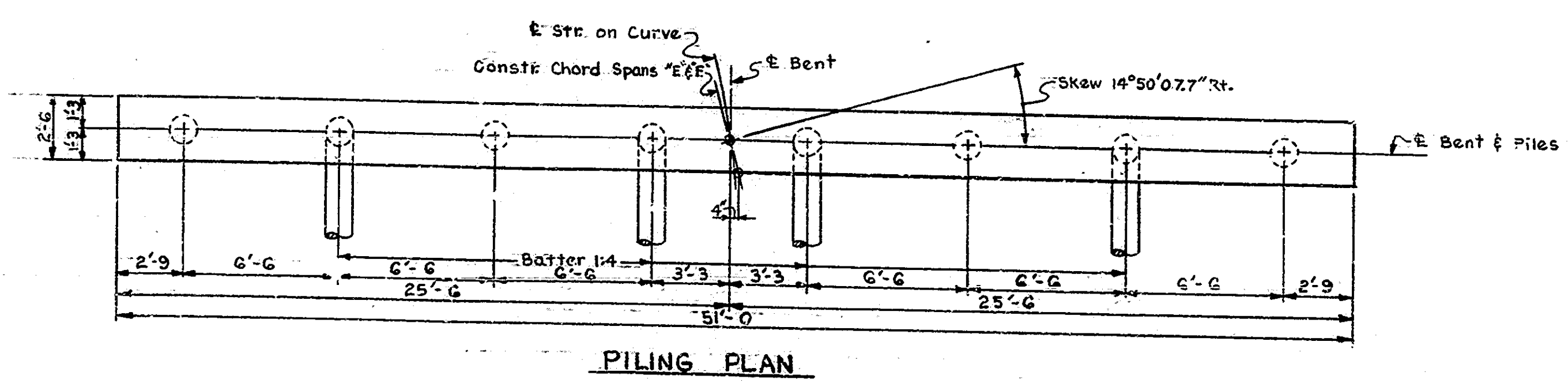




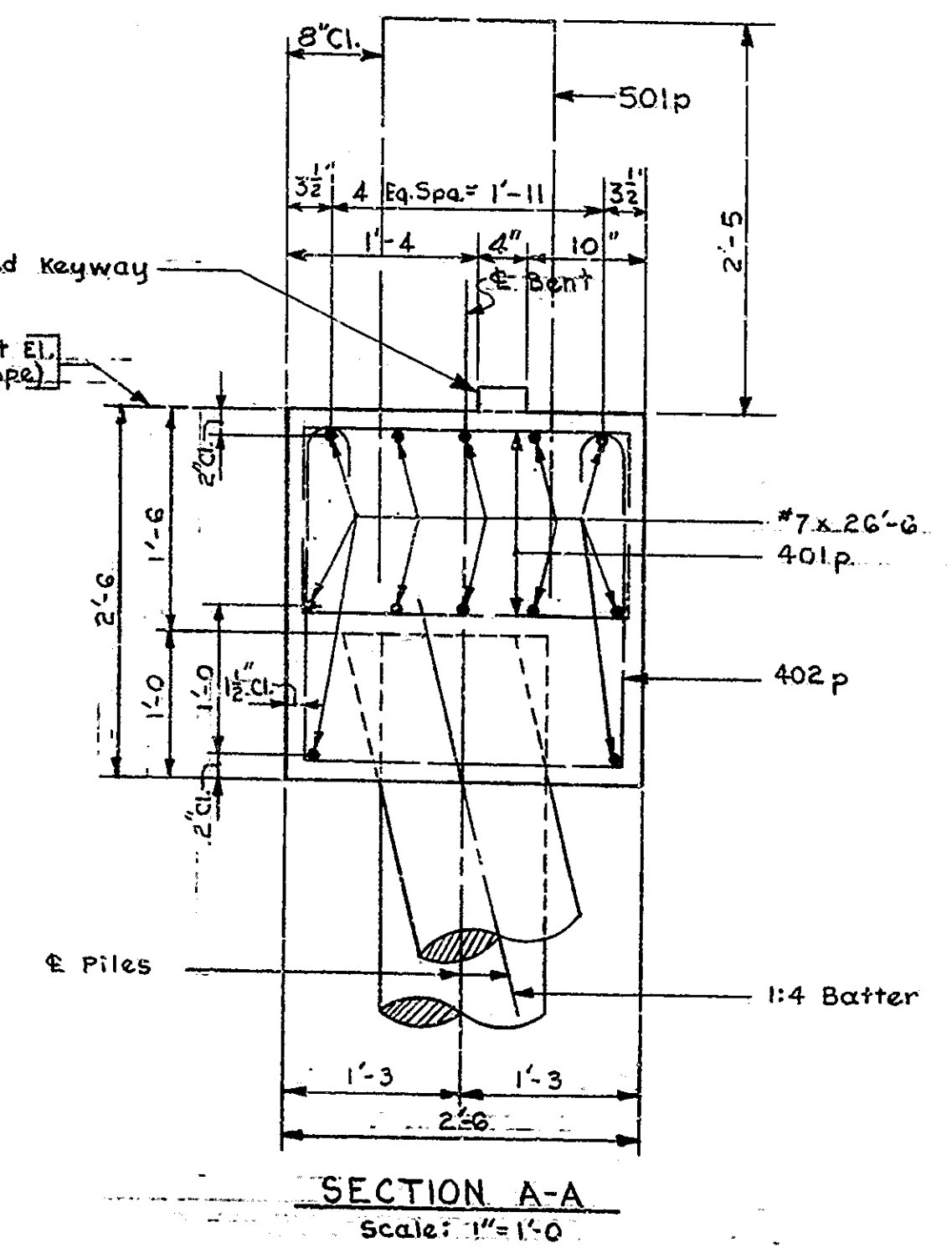
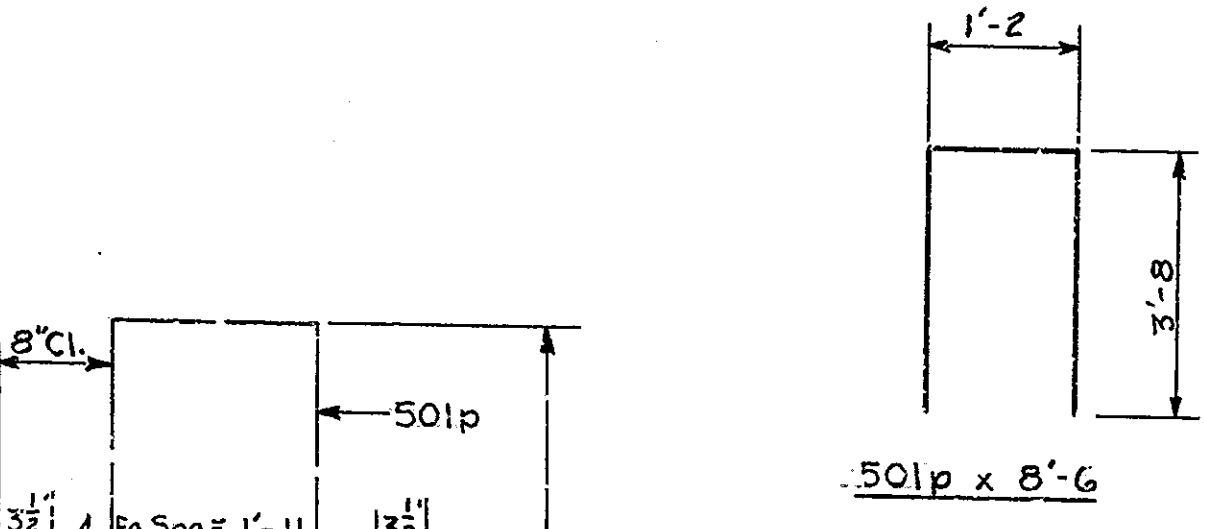
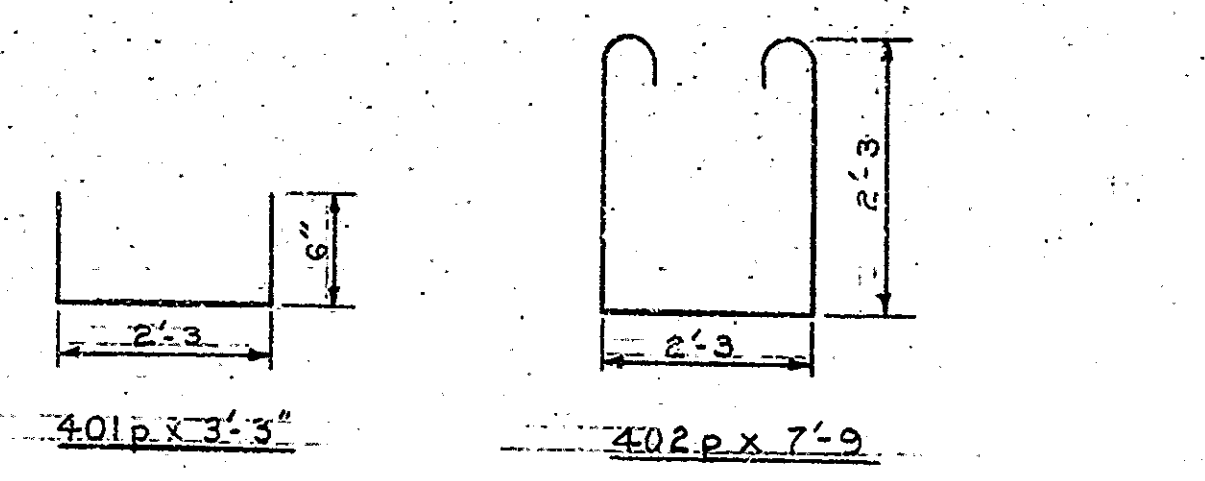
PLAN - BENT No 7, N.B. LANE  
Bent No 7 S.B. Lane Same



SOUTH ELEVATION - BENT No 7 N.B. LANE  
Bent No 7 S.B. Lane Same Except as Noted.



PILING PLAN



SECTION A-A  
Scale: 1" = 1'-0"  
14" STEEL ENCASED CONCRETE PILES  
Bent No 7 N.B. Lane - 8 Piles  
Bent No 7 S.B. Lane - 8 Piles  
All piles to be driven to 30' Ton Min. Bearing.

BRIDGES OVER 20' SPAN					
PUP. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4	1960	24	90

BILL OF MATERIALS  
BENT No 7 N.B. LANE  
(Bent No 7 S.B. Lane Same)

REINFORCING STEEL			
SIZE	NO OF Bars	Length	Weight
#7	24	26'-6"	1300 #
501p	12	8'-6"	106 #
401p	94	3'-3"	
402p	39	7'-9"	
Total #4			406 #
Total Steel			1812 #
CONCRETE			
Class "F" Cap			12.3 Cys
MISCELLANEOUS			
8-14" x 50'-0" Steel Encased Conc. Piles (#7 Gage) 400 Lin. Ft.			

NOTES:  
For Reinforcing Bar Notes see Bridge Std. "C".  
The Bent Cap is not to be poured until after fill has been completed to approximately the bottom of the cap.  
For Joint Legend see Drawg. S-4.

BENT No 7 DETAILS AND BILL OF MATERIALS  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: 1/4" = 1'-0" Unless Noted JULY 28, 1959

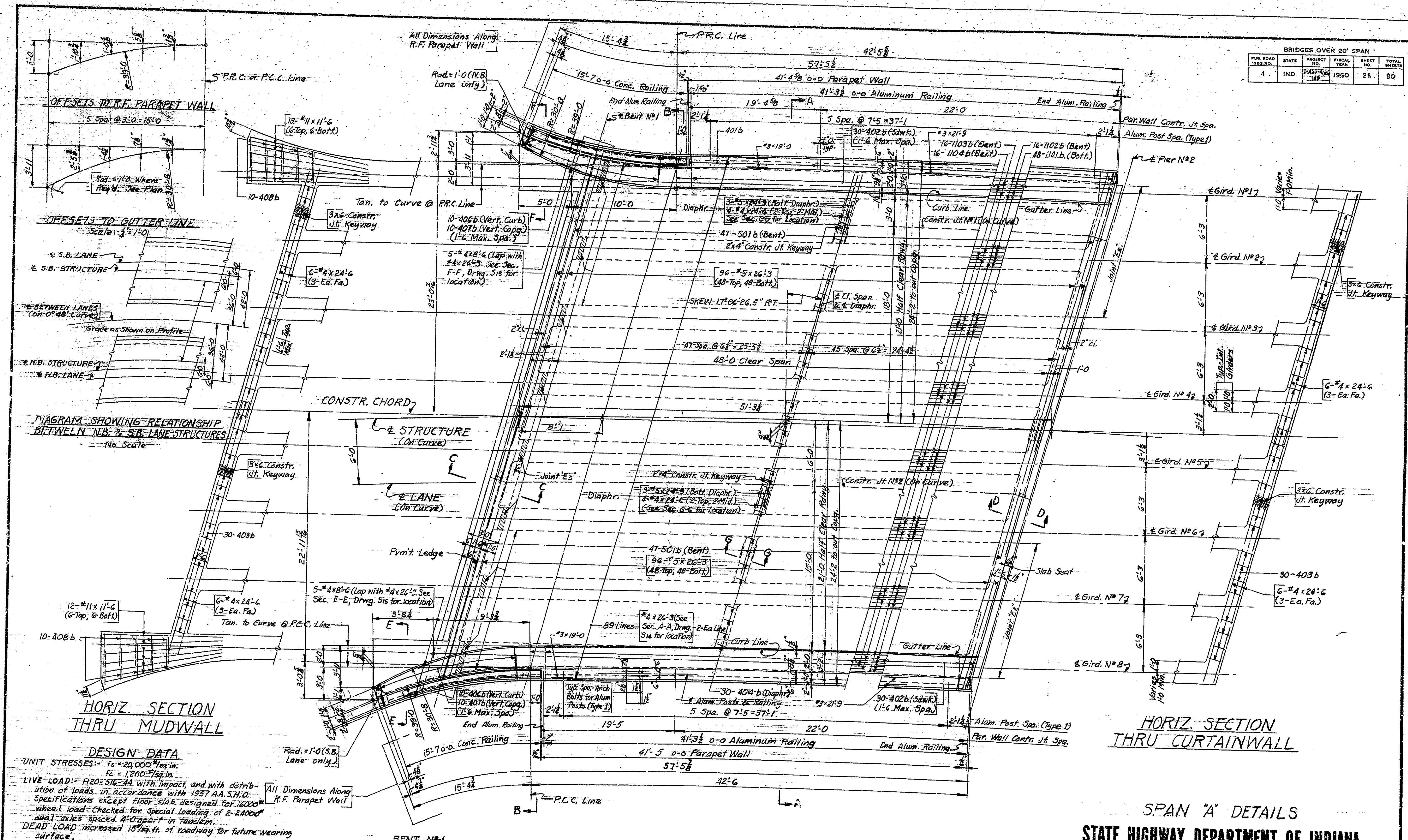
SUBMITTED FOR APPROVAL: *James D. Walter*

DRAWING: 51 OF 28  
PROJECT: I-465-4 (20) 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 465-3602

DESIGNED J.S.S. 3-3-59 C.W.D. D.L.M. 3-20-59  
DRAWN L.E.T. 4-22-59 C.W.D. J.S.S. 4-29-59  
TRACED C.K.P.



BRIDGES OVER 20' SPAN					
PUR. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)	1950	25	30



**DESIGN DATA**  
 UNIT STRESSES:  $f_s = 20,000 \text{ psi}$   
 $f_c = 1,200 \text{ psi}$   
 LIVE LOAD: H20-SIG244 with impact, and with distribution of loads in accordance with 1957 A.A.S.H.O. Specifications except floor slabs designed for 16,000 wheel load checked for special loading of 24,000 wheel load spaced 4'0" apart in tandem.  
 DEAD LOAD increased 15% for future wearing surface.  
 Slab designed with  $\frac{1}{8}$ " wearing surface.  
 Maximum dead load deflection =  $\frac{1}{16}$ "

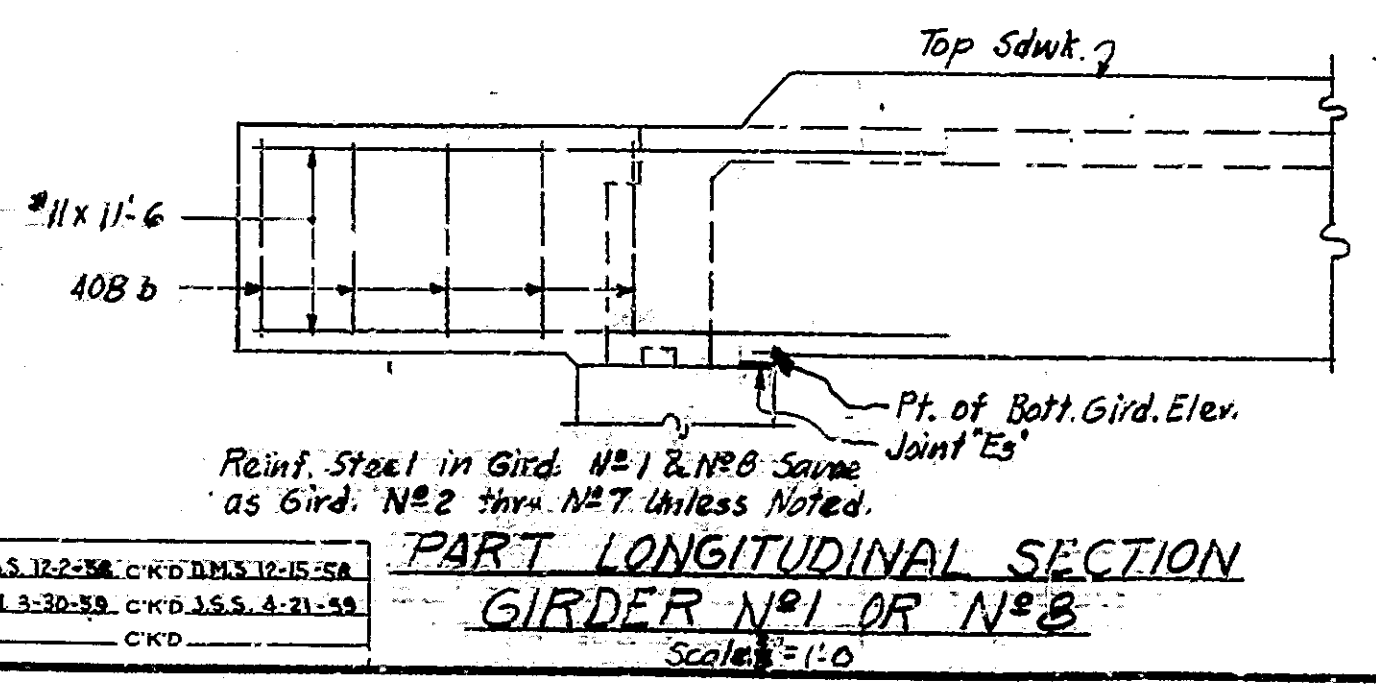
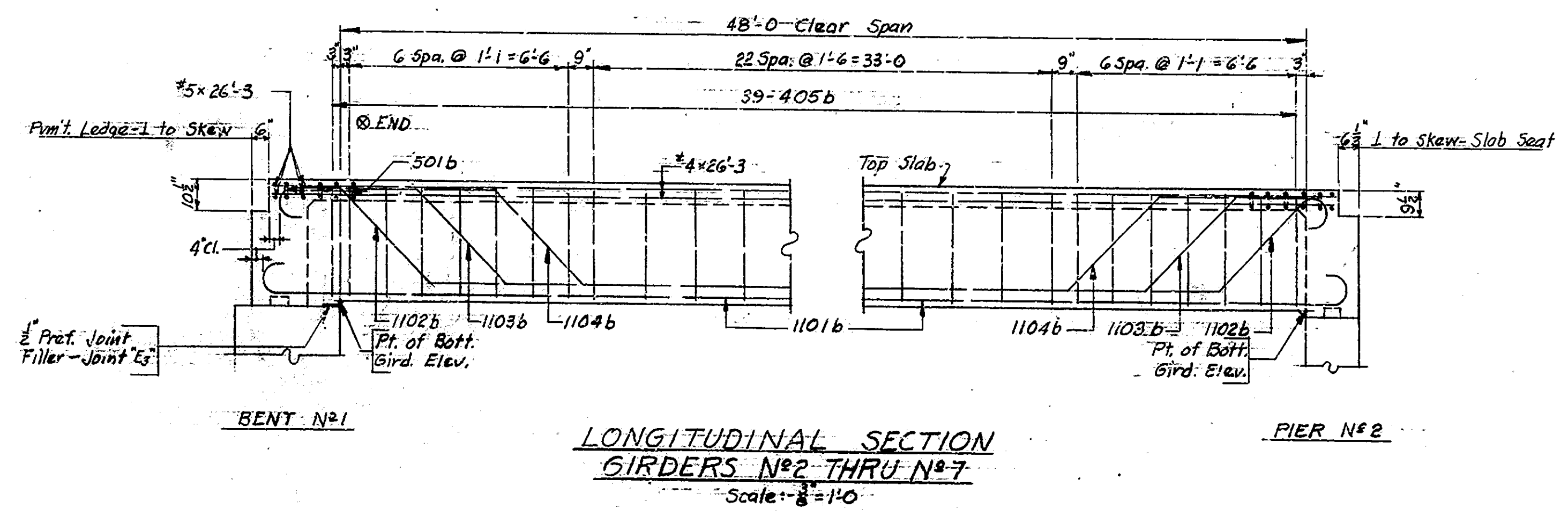
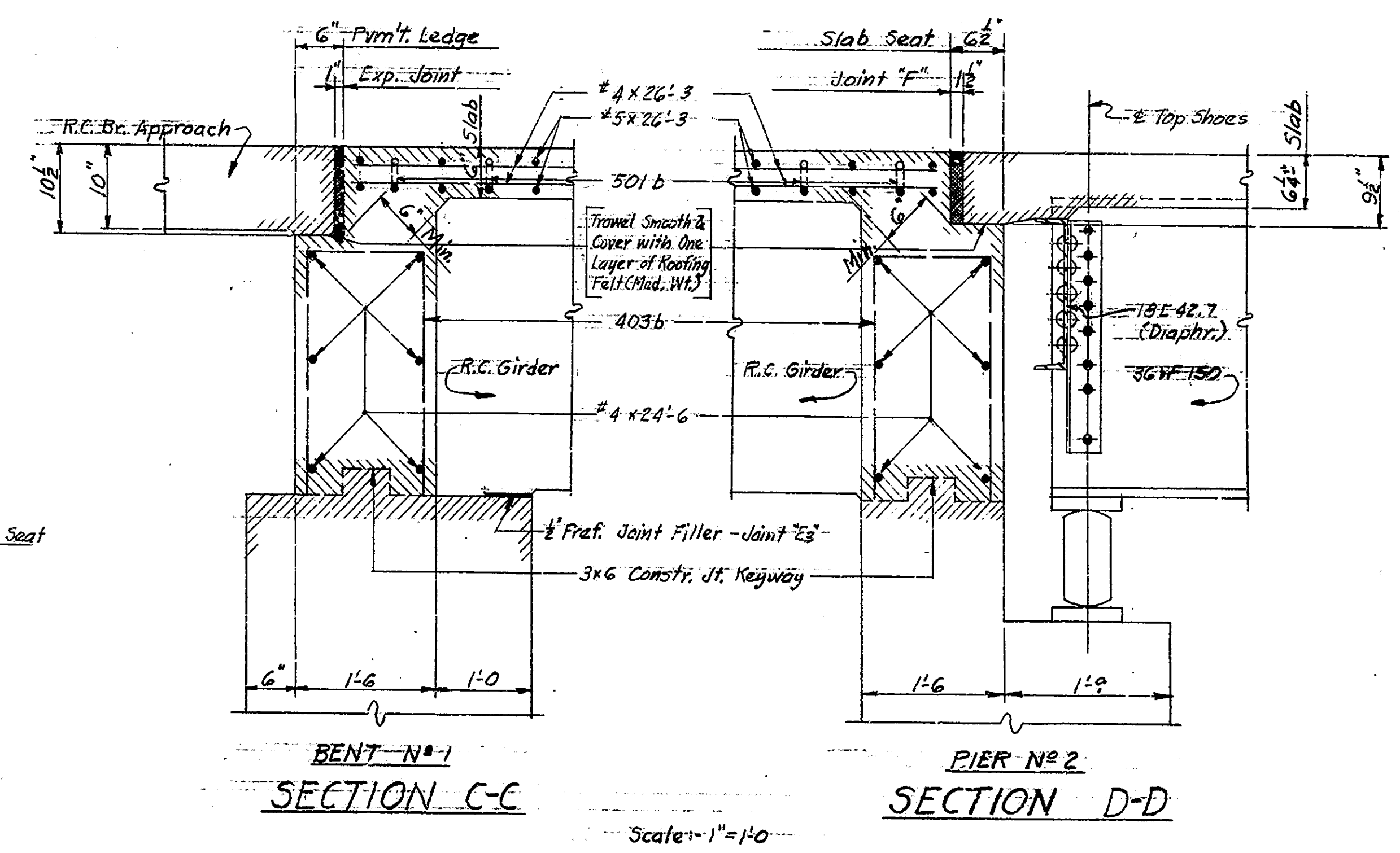
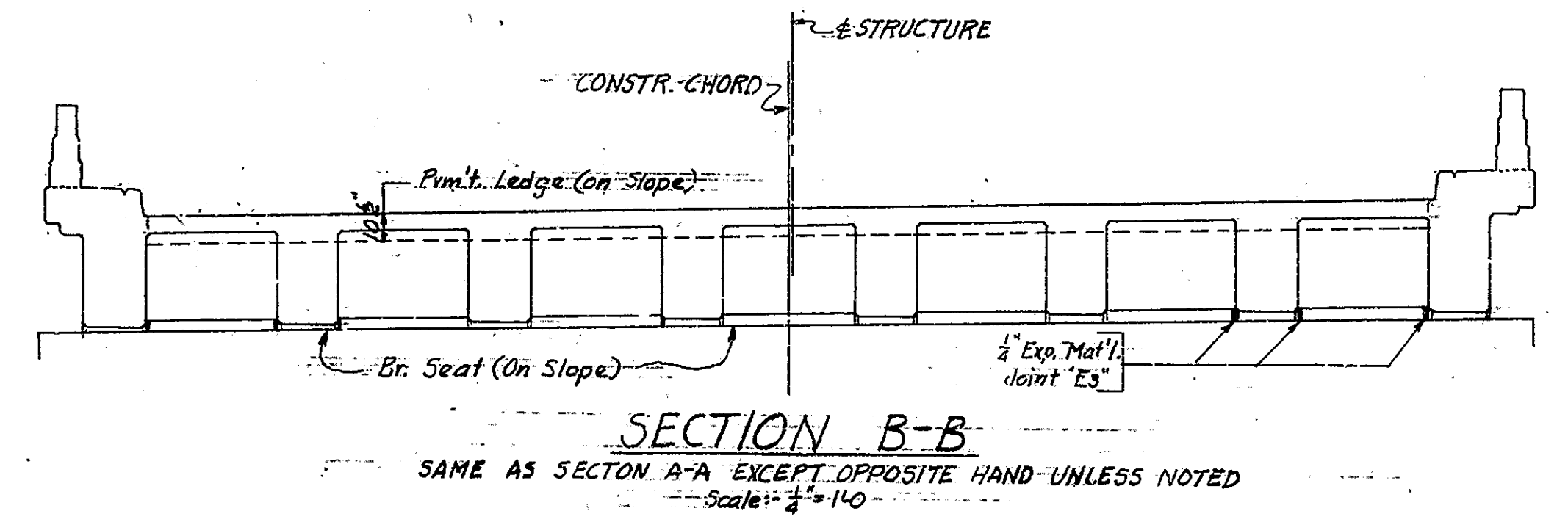
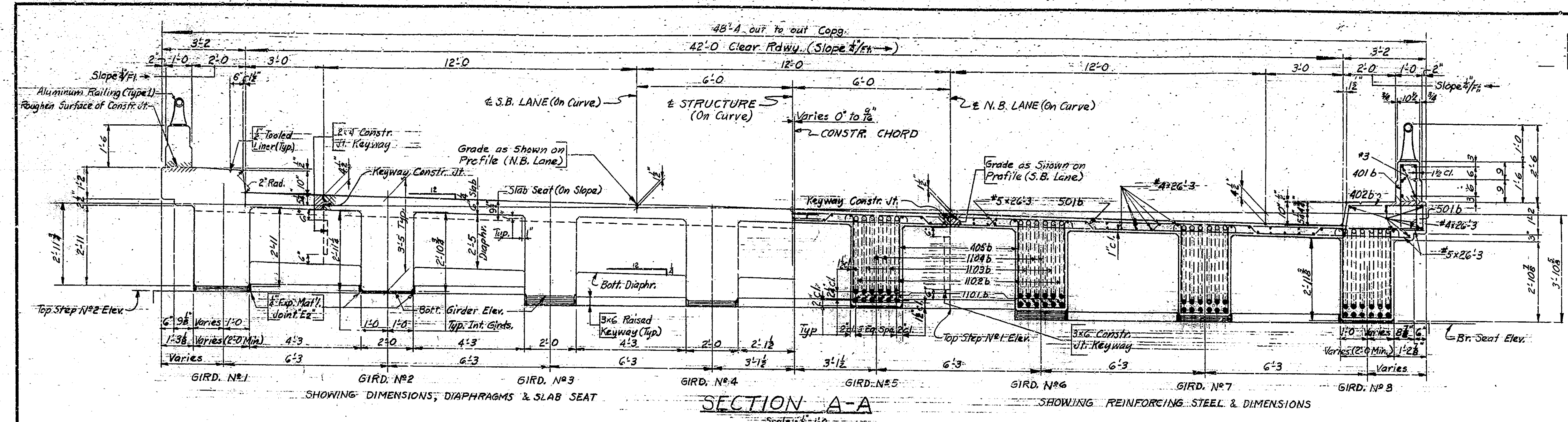
**NOTES:**  
 Anchor Bolts for Aluminum Railing Posts to be present in the concrete.  
 For Aluminum Railing Details (Type 1) see Bridge Std. R1.  
 For Reinforcing Bar Notes see Bridge Std. C1.  
 For Joint Legend see Drwg. S4.  
 For Sections A-A, B-B, C-C, & D-D & additional details see Drwg. S14.  
 For Sections E-E, F-F, G-G, additional details and Bill of Materials see Drwg. S15.

**SPAN 'A' DETAILS**  
**STATE HIGHWAY DEPARTMENT OF INDIANA**  
 SCALE:  $\frac{1}{4}'' = 1'-0''$   
 JULY 28, 1959  
 SUBMITTED FOR APPROVAL: *James D. Miller*  
 DRAWING: 513 OF 28  
 PROJECT: I-465-4(20) 149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 400-6-3602  
 I-465-149

DESIGNED BY: J.P. 259 C.K.D. D.M.S. 12/15/58  
 DRAWN BY: M.J. 27-52 C.K.D. J.S.S. 4/21/59  
 TRACED: C.K.D.



BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)	1960	26	90



BOTTOM OF GIRDER ELEVATIONS

	N.B. STRUCTURE		S.B. STRUCTURE	
	Bent No. 1	Pier No. 2	Bent No. 1	Pier No. 2
Girder No. 1	755.86	757.07	756.65	757.82
Girder No. 2	755.70	756.98	756.49	757.67
Girder No. 3	755.53	756.74	756.31	757.50
Girder No. 4	755.35	756.57	756.18	757.32
Girder No. 5	755.17	756.39	755.96	757.16
Girder No. 6	754.98	756.21	755.78	756.97
Girder No. 7	754.81	756.04	755.60	756.80
Girder No. 8	754.62	755.86	755.42	756.62

NOTES:  
 - For Reinforcing Bar Notes see Br. Std. "C".  
 - For Joint Legend see Drwg. S-4.  
 - For additional details and location of Sections A-A, B-B, C-C, & D-D see Drwg. S-15.  
 - For additional details and Bill of Materials see Drwg. S-15.

SPAN "A" DETAILS  
 STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: AS NOTED  
 SUBMITTED FOR APPROVAL: James D. Watta  
 JULY 28, 1959

DRAWING: S-14 OF 28  
 PROJECT: I-465-4(20) 149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-3602

Rev. 6-1-60 Traffic Stripe Removal  
 Rev. 1-25-60 Railing Details

I-465-149-

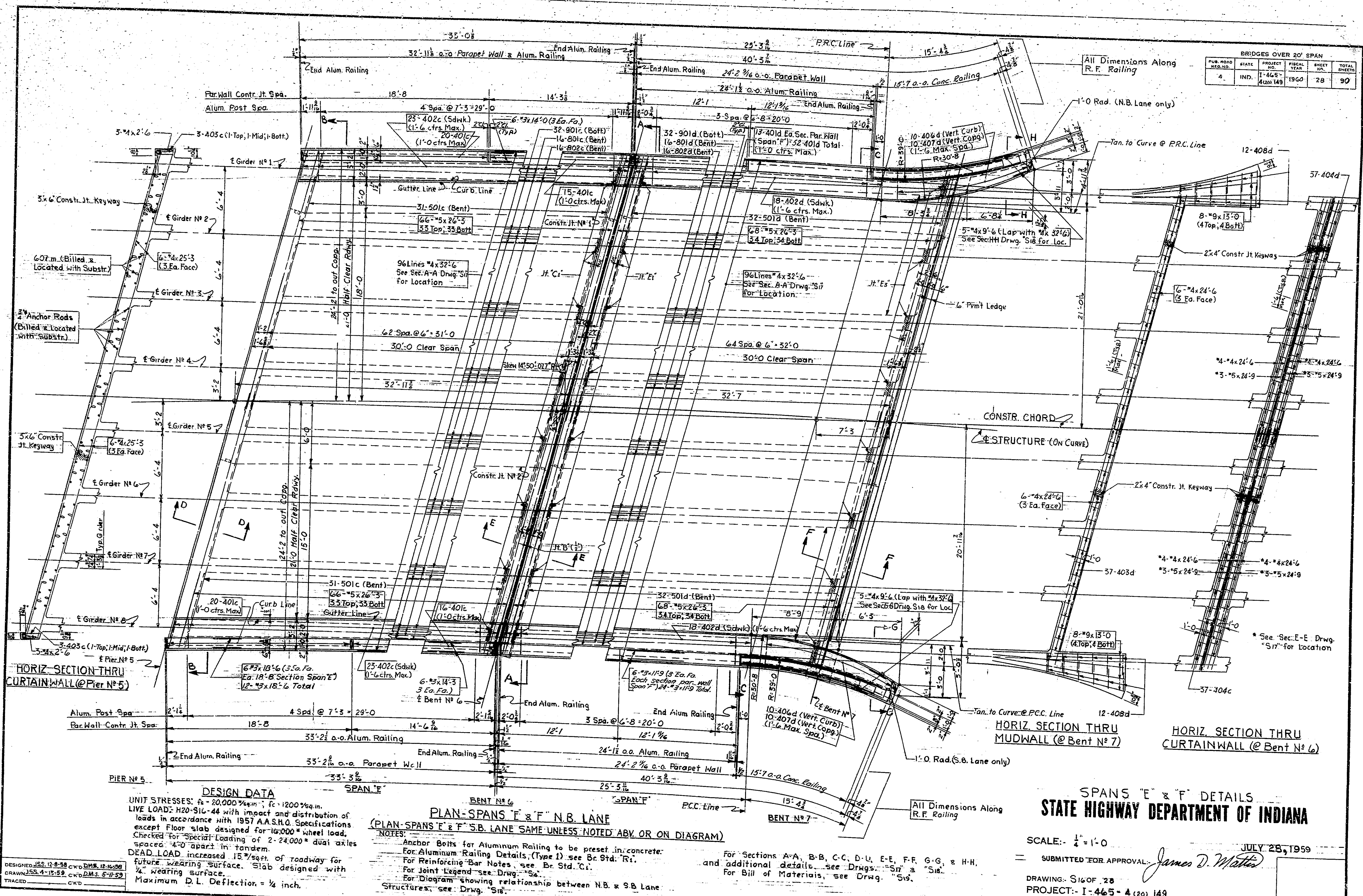
DESIGNED: J.S.S. 10-2-58 C.R.D. DMS 12-15-58  
 DRAWN: J.S.S. 3-30-59 C.R.D. J.S.S. 4-21-59  
 TRACED: C.R.D.







BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-465-4201149	1960	28	90



All Dimensions Along R.F. Railing

CONSTR. CHORD

STRUCTURE (ON CURVE)

HORIZ. SECTION THRU MUDWALL (@ Bent No 7)

HORIZ. SECTION THRU CURTAINWALL (@ Bent No 6)

HORIZ. SECTION THRU CURTAINWALL (@ Pier No 5)

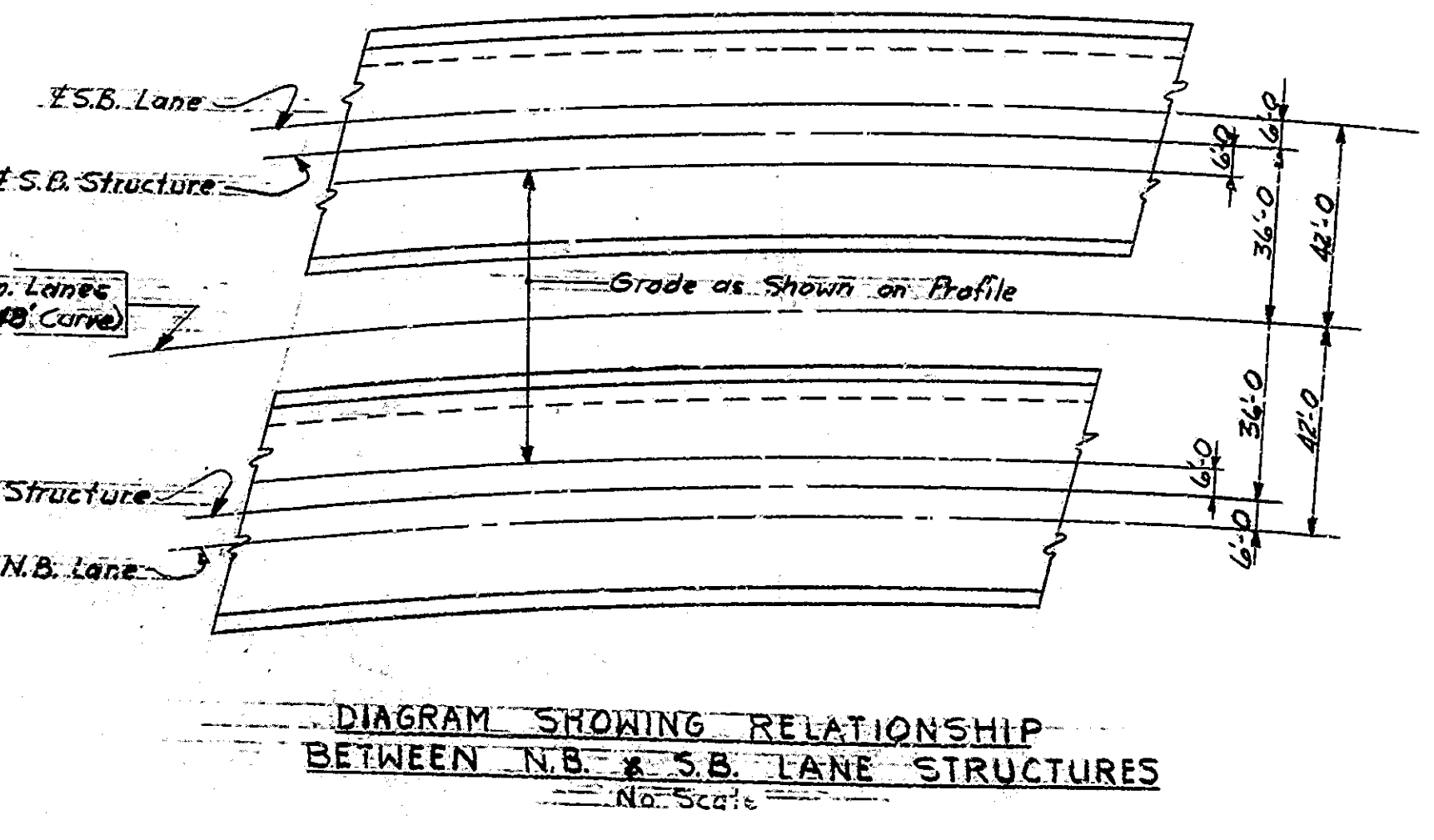
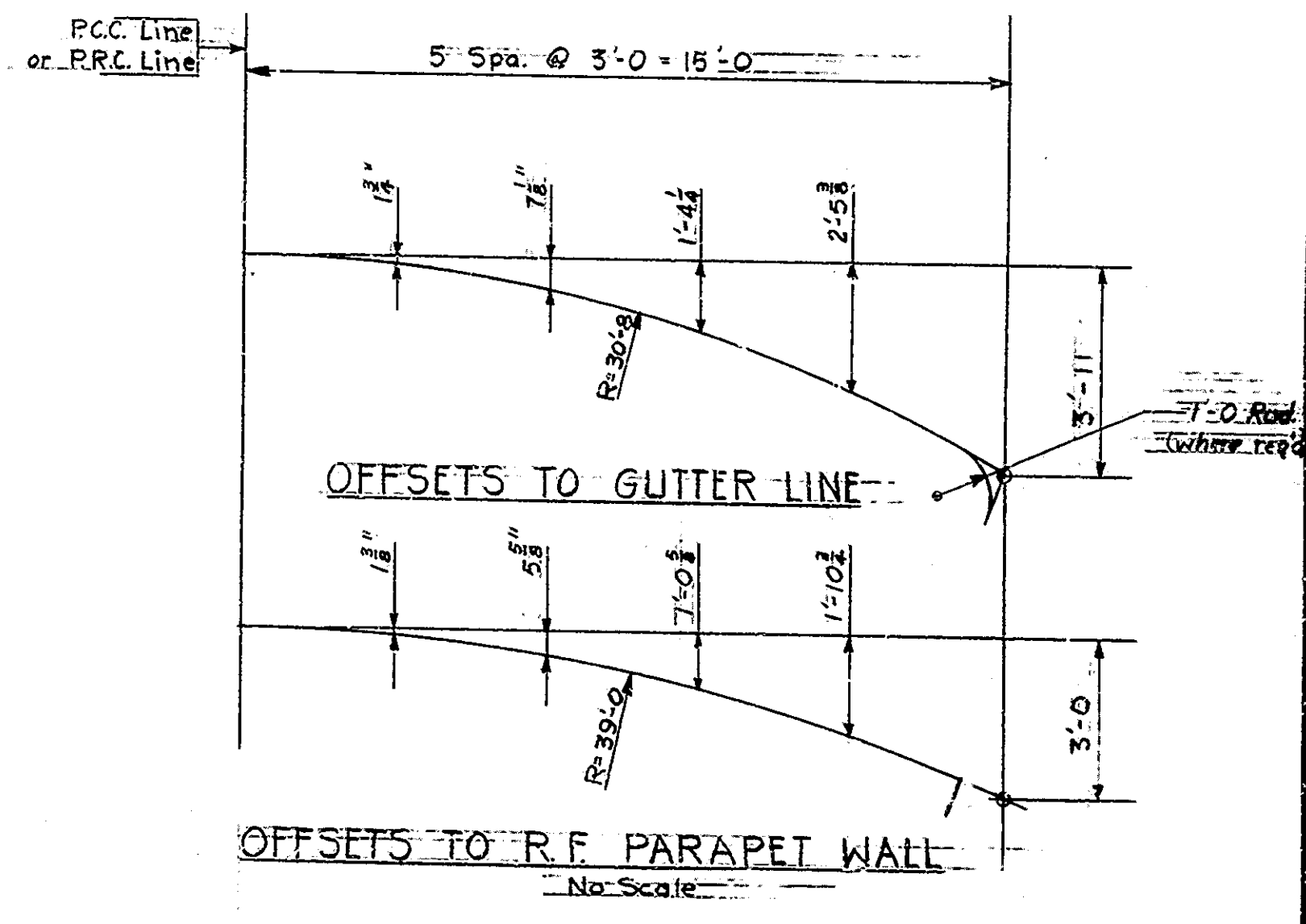
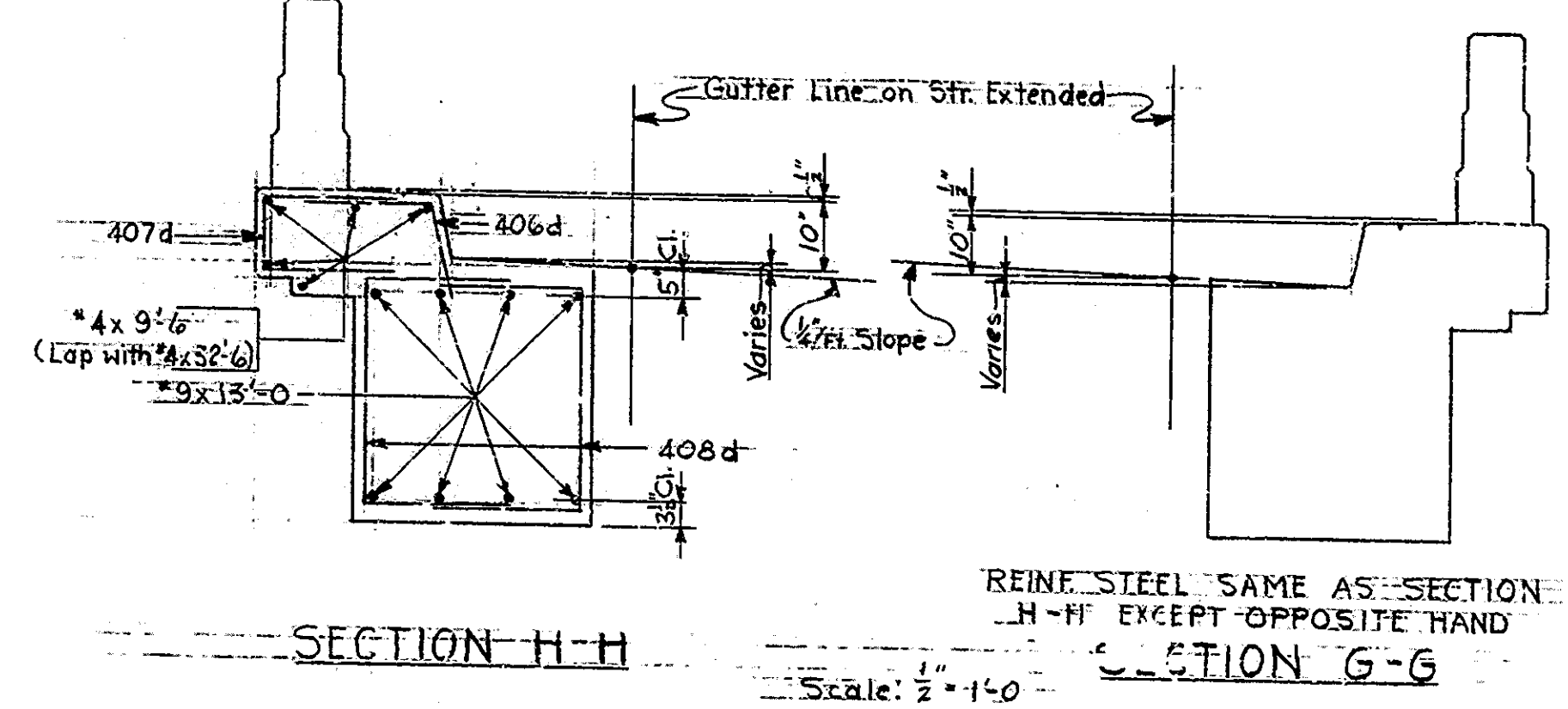
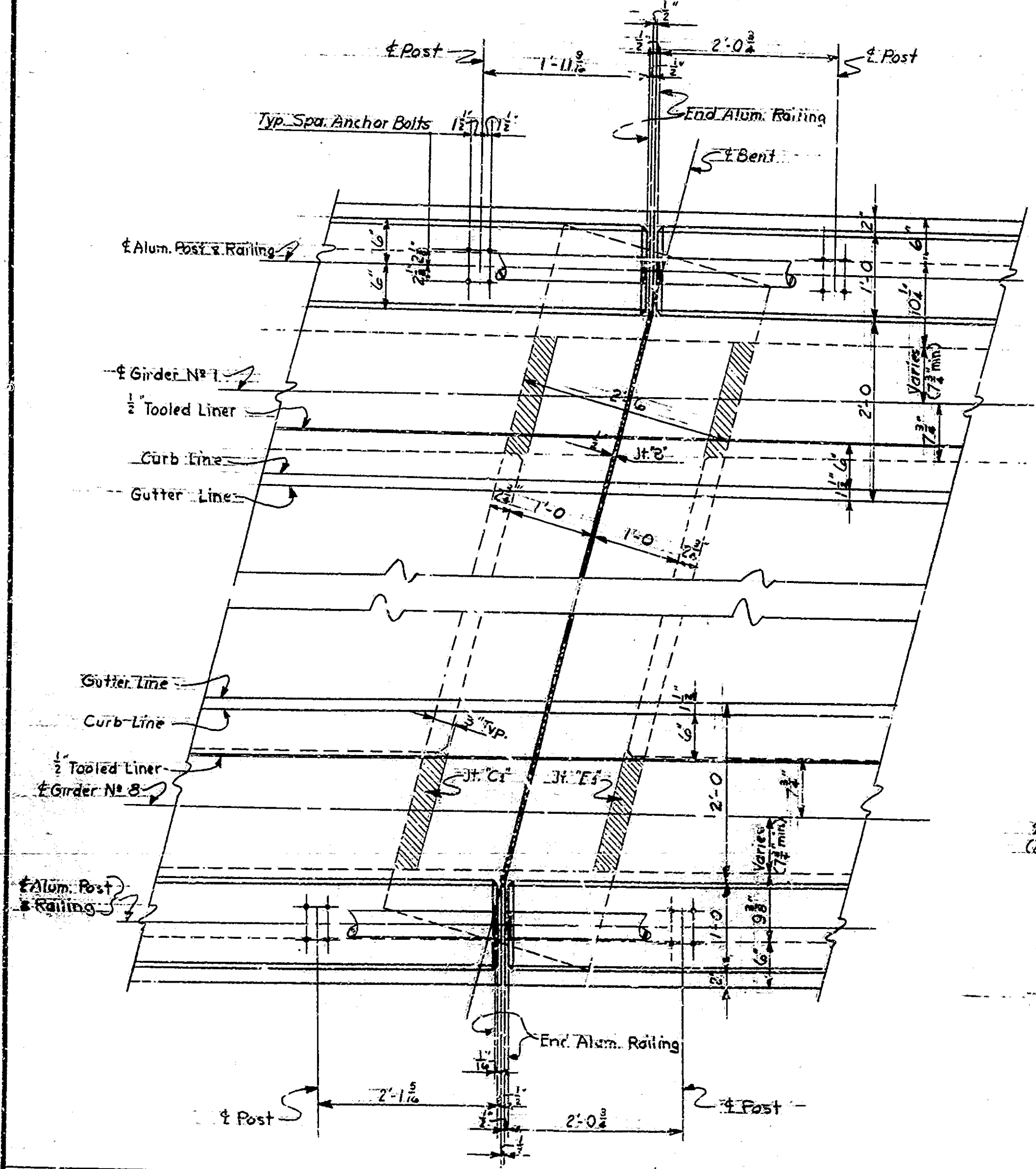
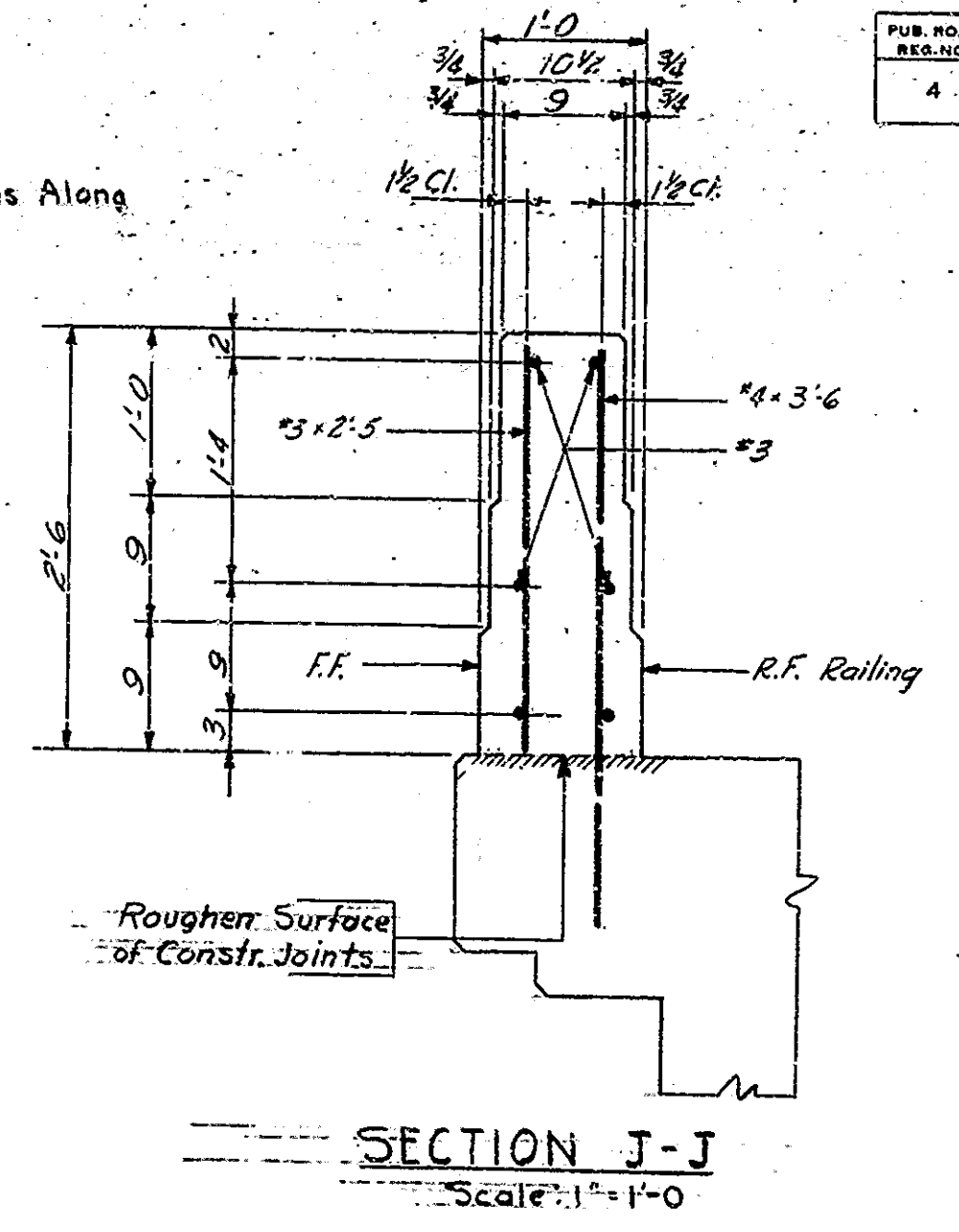
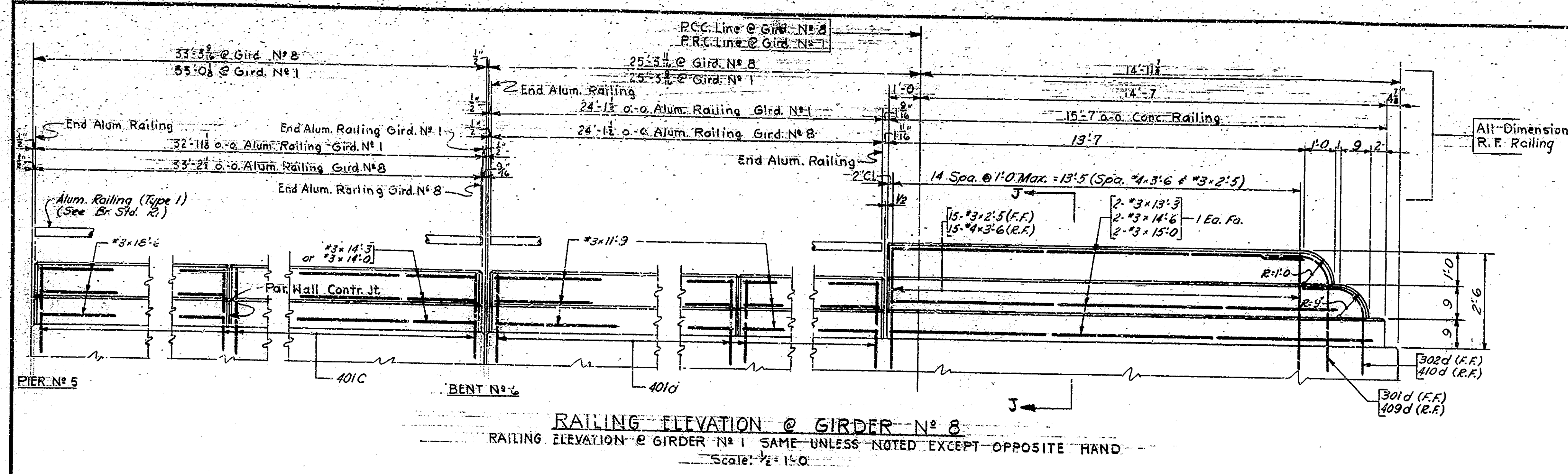
DESIGNED: J.S.S. 12-8-58 C.K.D. D.M.S. 12-16-58  
DRAWN: J.S.S. 4-15-59 C.K.D. D.M.S. 5-7-59  
TRACED: CKD







BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1542 A630149	1960	30	90



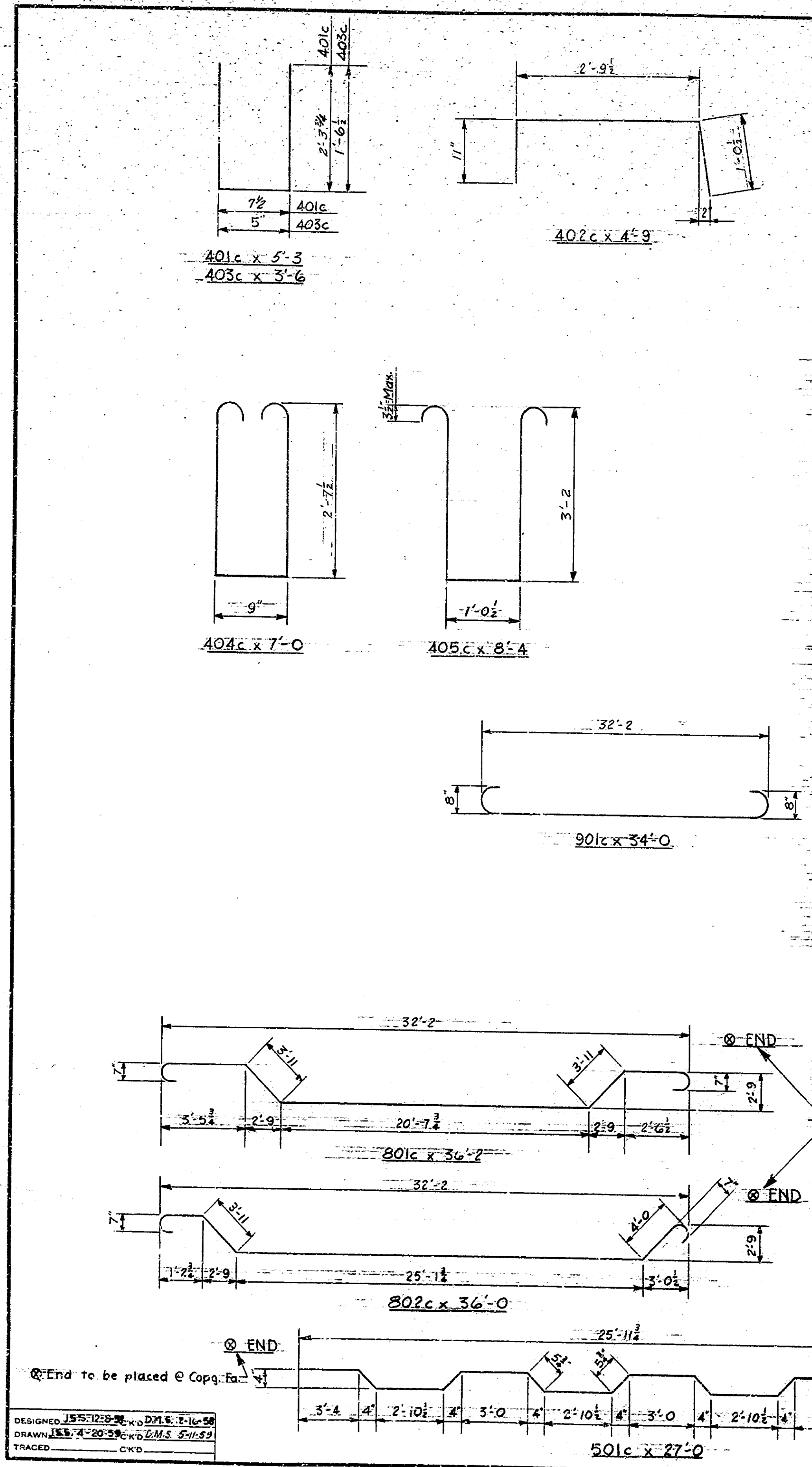
NOTES:  
For Reinforcing Bar Notes, see Br. Std. "C"  
For location of Sections G-G and H-H, see Drawg. "S"  
For additional details see Drawgs. "S1" & "S1"  
For Bill of Materials see Drawg. "S1"  
For Joint Legend see Drawg. "S1"

SPANS 'E' & 'F' DETAILS  
STATE HIGHWAY DEPARTMENT OF INDIANA  
SCALE: As Noted  
SUBMITTED FOR APPROVAL: James D. Watter  
JULY 28, 1959  
DRAWING: 518 OF 28  
PROJECT: I-465 - 4(20) 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602  
I-465-149

DESIGNED J.S.S.R. & K.D.M.S. 12-16-58  
DRAWN J.S.S.A. 18-59 C.K.D. 5-11-59  
CHECKED C.K.D.

Rev. 1-25-60 Railing Details



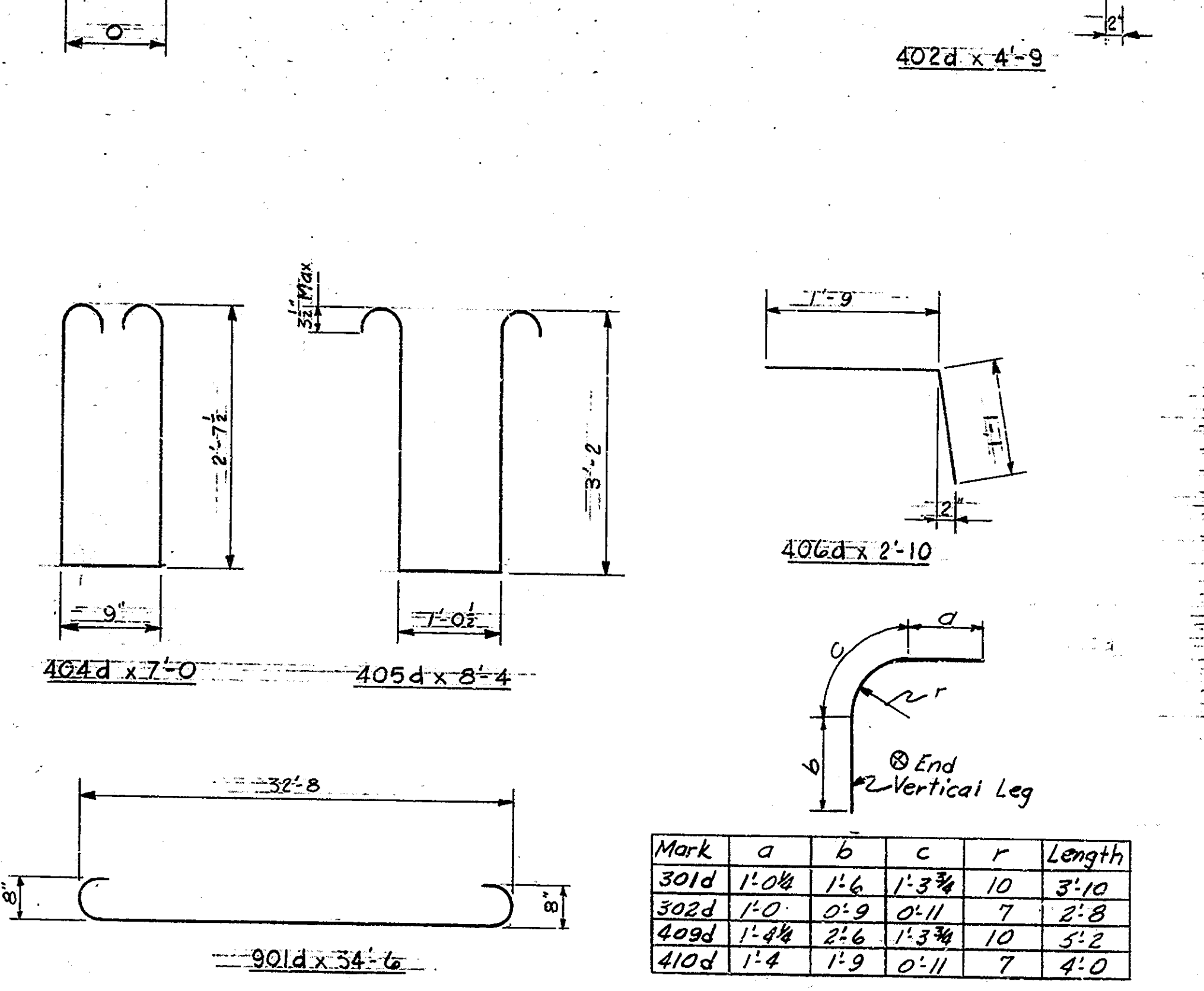


**SPAN F - N.B. LANE  
(SPAN F - S.B. LANE SAME)  
BILL OF MATERIALS**

REINFORCING STEEL	SIZE AND MARK	N <sup>o</sup> OF BARS	LENGTH	WEIGHT
	901c	32	34'-6"	3699*
	801c	16	36'-2"	
	802c	16	36'-0"	
		Total *8		3083*
	501c	62	27'-0"	
	*5	132	26'-3"	
	*5	6	24'-9"	
		Total *5		5515*
	401c	71	5'-3"	
	402c	46	4'-9"	
	403c	6	3'-6"	
	404c	37	7'-0"	
	405c	192	8'-4"	
	*4	96	32'-6"	
	*4	12	25'-3"	
	*4	8	24'-6"	
	*4	6	2'-6"	
		Total *4		4078*
	*3	12	15'-6"	
	*3	6	14'-3"	
	*3	6	14'-0"	
		Total *3		137*
		Total Steel		16,522*

CONCRETE	
Class "F" Superstr.	
Btwn. Constr. Jts. N <sup>o</sup> 1 & 2	38.6 cys.
Outside Constr. Jt. N <sup>o</sup> 1	13.0 cys.
Outside Constr. Jt. N <sup>o</sup> 2	32.4 cys.
Tot. Class "F" (Except Railing Concrete)	84.0 cys.
Class "F" Railing Concrete	
Parapet Walls (Rt. & Lt. Alike) 2 @ 1.7 cys.	3.4 cys.
MISCELLANEOUS	
Aluminum Railing (Type 1)	
Rt. & Lt. 33.2 Lin. Ft.	
Lt. & Rt. 32.9 Lin. Ft.	
Tot. Alum. Railing (Type 1)	66.1 Lin. Ft.

SIZE AND MARK	a	b	Length
401d	0'-7 1/2"	2'-3 1/2"	5'-3"
403d	0'-9"	2'-5"	5'-7"
407d	0'-11"	1'-9"	4'-5"
408d	2'-8 1/2"	2'-6 1/2"	7'-10"



BRIDGES OVER 20' SPAN					
FED. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4	1960	31	90

**SPAN F - S.B. LANE  
(SPAN F - N.B. LANE SAME)  
BILL OF MATERIALS**

REINFORCING STEEL	SIZE AND MARK	N <sup>o</sup> OF BARS	LENGTH	WEIGHT
	901d	32	34'-6"	
	*9	16	13'-0"	
		Total *9		44.61*
	801d	16	36'-2"	
	802d	16	36'-0"	
		Total *8		3083*
	501d	64	27'-0"	
	*5	132	26'-3"	
	*5	6	24'-9"	
		Total *5		5681*
	401d	52	5'-3"	
	402d	36	4'-9"	
	403d	57	5'-7"	
	404d	37	7'-0"	
	405d	208	8'-4"	
	406d	20	2'-10"	
	407d	20	4'-5"	
	408d	23	7'-10"	
	409d	2	5'-2"	
	410d	2	4'-0"	
	*4	96	32'-6"	
	*4	20	24'-6"	
	*4	30	3'-6"	
	*4	10	9'-6"	
		Total *4		4545*
	301d	2	3'-10"	
	302d	2	2'-8"	
	*3	4	15'-0"	
	*3	4	14'-6"	
	*3	4	13'-3"	
	*3	24	11'-9"	
	*3	30	2'-3"	
		Total *3		202*
		TOTAL STEEL		17,972*

CONCRETE	
Class "F" Superstr.	
Btwn. Constr. Jts. N <sup>o</sup> 1 & 2	37.4 cys.
Outside Constr. Jt. N <sup>o</sup> 1	16.5 cys.
Outside Constr. Jt. N <sup>o</sup> 2	35.0 cys.
Tot. Class "F" (Except Railing Concrete)	88.9 cys.
Class "F" Railing Concrete	
Parapet Walls (Rt. & Lt. Alike) 2 @ 1.25 cys.	2.5 cys.
Conc. Railing (Rt. & Lt. Alike) 2 @ 1.2 cys.	2.4 cys.
Tot. Class "F" Railing Conc.	4.9 cys.
MISCELLANEOUS	
Aluminum Railing (Type 1)	
(Rt. & Lt. Alike) 2 @ 24.1 Lin. Ft.	48.2 Lin. Ft.

Mark	a	b	c	r	Length
301d	1'-0 1/2"	1'-6"	1'-3 3/4"	10"	3'-10"
302d	1'-0"	0'-9"	0'-11"	7"	2'-8"
409d	1'-4 1/2"	2'-6"	1'-3 3/4"	10"	3'-2"
410d	1'-4"	1'-9"	0'-11"	7"	4'-0"

NOTES:  
For Reinforcing Bar Notes see Br. Std. "C".  
For Details see Drawgs. S16, S17 & S18.

**SPANS "E" & "F"  
BILL OF MATERIALS  
STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: NONE JULY 28, 1959

SUBMITTED FOR APPROVAL: *James D. Mathis*

DRAWING: S19 OF 28  
PROJECT: I-465-4 (20) 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-6-3602

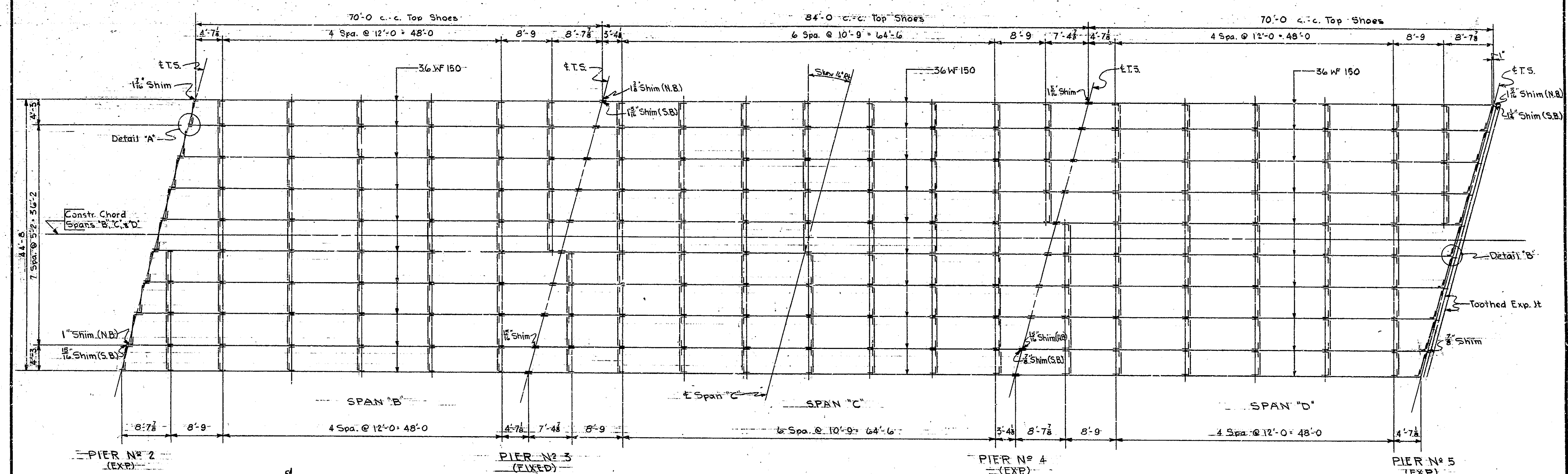
DESIGNED: J.S. 7/28/59  
DRAWN: L.S. 7/28/59  
CHECKED: C.K.D.

Rev. 1-25-60 Railing Details



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.	NO.	NO.	YEAR	NO.	SHEETS
4	IND.	I-465 4(20)149	1959	32	90

DIAGRAM FOR SHOP ASSEMBLY  
OF BEAMS FOR REAMING  
No Scale



FRAMING PLAN - N.B. LANE  
(FRAMING PLAN - S.B. LANE - SAME EXCEPT AS NOTED)  
Scale: 1/8" = 1'-0"

- DATA USED FOR DESIGN AND DETAILS**
- LIVE LOADS: H20-516-44 loading with impact and distribution of loads in accordance with 1957 AASHO Specifications and special loading consisting of 2-28,000# dual axle spaced 4'-0" apart in tandem.
  - DEAD LOADS: Actual loads plus 15% per square foot of roadway to provide for future wearing surface.
  - SLAB: Designed for 16,000 lb. wheel load with impact and 1/2 inch monolithic wearing surface.
  - UNIT STRESSES:
    - Structural Steel Bending (Tension) 18,000 %a
    - Shear on Rivets 13,500 %a
    - Structural Steel Bearing (including rivets) 27,000 %a
    - Bearing Steel on Concrete (including overturning & eccentric loading) 1,000 %a
    - Reinforcing Steel (Tension) 20,000 %a
    - Concrete (Compression) 1,200 %a

- FABRICATION NOTES:**
- Rivets in open holes 1/2" unless noted.
  - Holes in all material connecting top shoes to beam flanges to be 1/4". Bolts connecting beam flanges to top shoes shall extend into top shoe a min. of 1 inch.
  - Shims between beams and top shoe may be built up. No shim shall be less than 1/2" in thickness.
  - No paint on Anchor Bolts. All paint shall be in accordance with current State Highway Specifications.
  - Shop Paint: One coat Red Lead, Type I or II, except as noted.
  - Field Paint: Two coats of Aluminum.
  - Beams must be cambered to a smooth curve. Camber must be checked while beams are supported in such a way as to have no bending moment in direction of camber.
  - Holes for beam splices shall be subdrilled or subdrilled and reamed to size while assembled. (See Article E1103.18(B) of Specifications)

The Shop Details shall indicate whether reaming is to be done in shop or field. If shop reaming or drilling is used, the beams shall be reamed or drilled while assembled and supported relative to their final erected position with webs vertical. The shop details shall show a plan of matchmarking for all reamed pieces. All splice plates shall be removed, cleaned and painted after reaming. Splice plates shall not extend beyond end of beams after bolting for shipment. Flange splice bars shall have rolled or planed edges and holes in bars shall be subdrilled and reamed or drilled to full size while assembled.

Ribbed bolts may be substituted for field rivets in diaphragm connections. (See Specifications)

All structural steel shall be erected and beams adjusted to relative position before driving rivets in beam splices.

Gage lines on beam webs to be straight.

Expansion joints are to be assembled in the shop in their relative erection positions and inspected for fit.

The contractor shall prepared detailed working or shop drawings to enable him to fabricate, erect, and construct all parts of the work in conformity with the Engineers drawings and specifications and shall submit five (5) of these to the Engineer. See Art. E1103.2 of the Specs. Weight of Structural Steel (Estimated) 433,550# each Structure including 6,570# for Steel Toothed Expansion Joint.

FRAMING PLAN - SPANS "B", "C" & "D"  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: As Noted JULY 28, 1959

SUBMITTED FOR APPROVAL James D. Martin

DRAWING: S20 OF 28  
PROJECT: I-465-4 (20) 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-1-3602

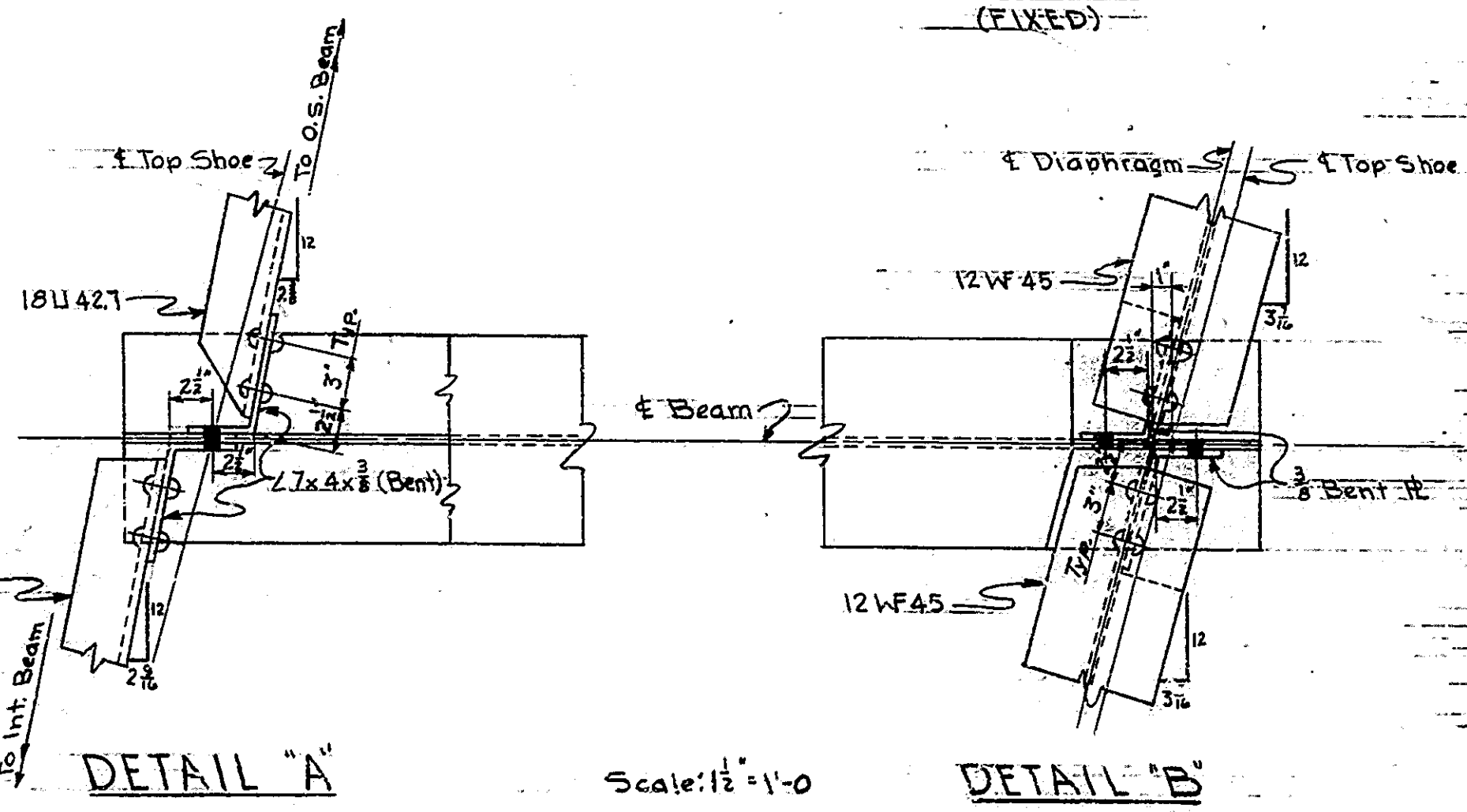


TABLE OF MOMENTS AND REACTIONS

	Mom. @ 4 SPAN "B"		Mom. @ 4 SPAN "C"		Neg. Mom. @ R3		Reaction @ R3		Reaction @ R4	
	Int. Bm.	O.S. Bm.	Int. Bm.	O.S. Bm.	Int. Bm.	O.S. Bm.	Int. Bm.	O.S. Bm.	Int. Bm.	O.S. Bm.
Dead Load	279.2	349.3	300.3	366.3	296.0	466.0	19.45	26.40	86.24	79.35
Live Load	373.0	307.0	343.5	299.0	321.0	264.0	32.91	14.91	43.37	25.64
Impact	95.9	78.9	84.9	71.5	79.7	65.5	8.45	5.68	10.77	6.41
Total	748.1	735.2	728.7	736.8	696.7	795.5	60.81	46.99	140.38	111.40

DESIGNED J.D.M. 8-12-58 C.K.D. J.S. 9-22-58  
DRAWN J.S. 3-21-59 C.K.D. W.H.S. S.R. J.P.  
TRACED C.K.D.

Rev. 4-11-60 Fabrication Notes



BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	33	90

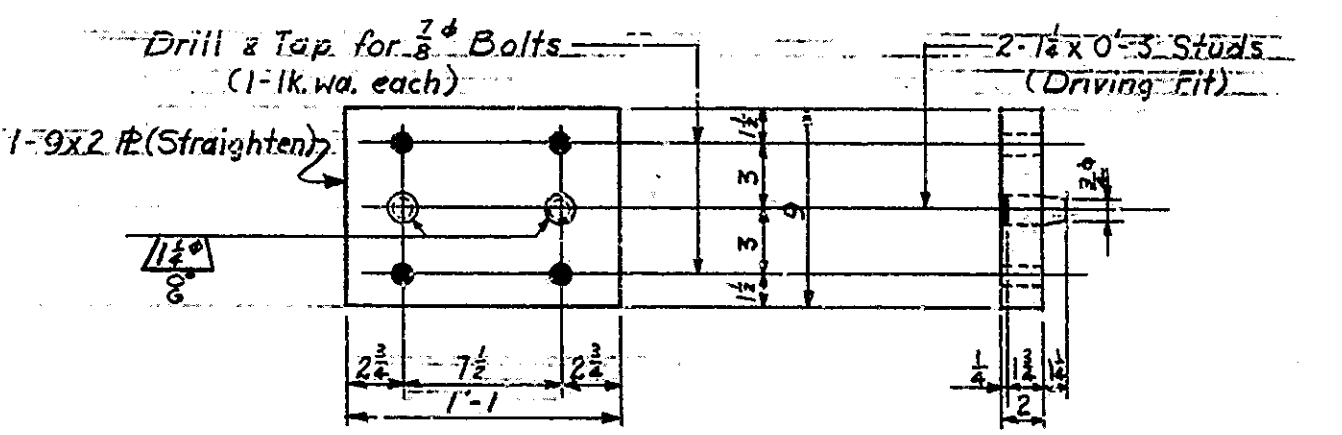
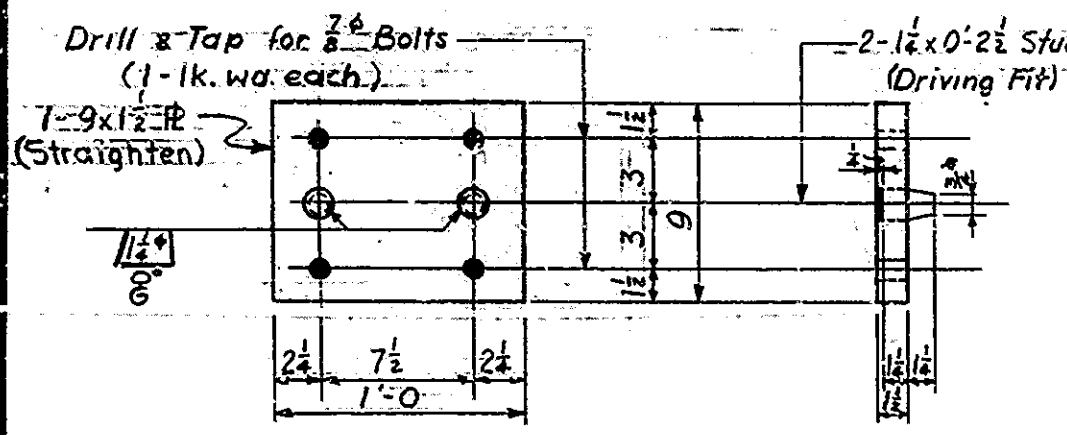
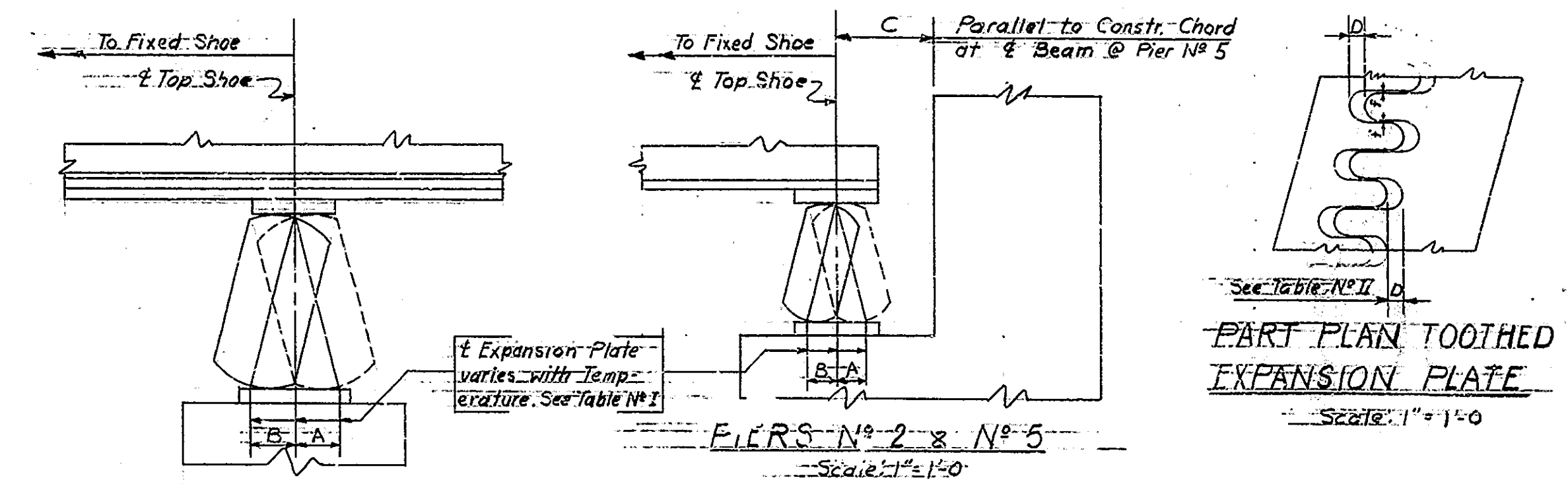
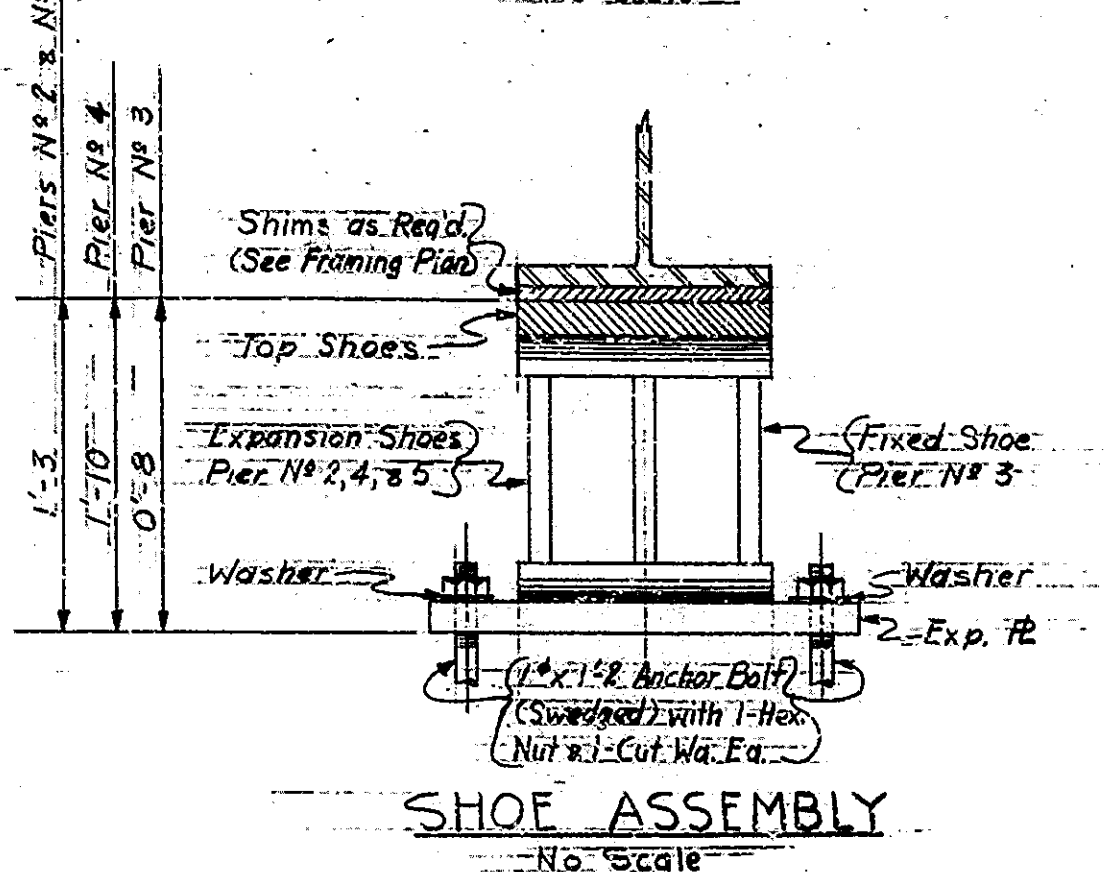
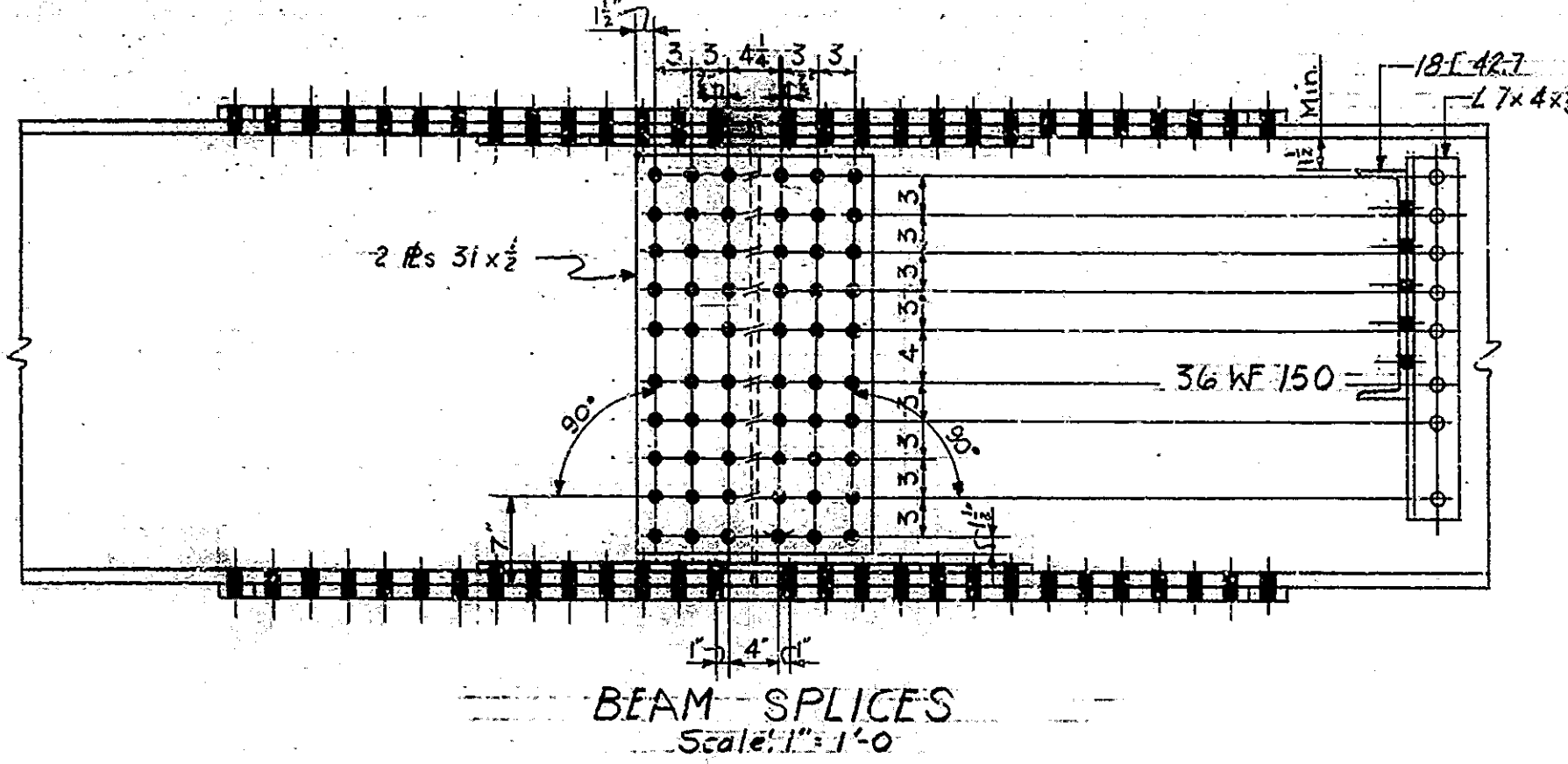
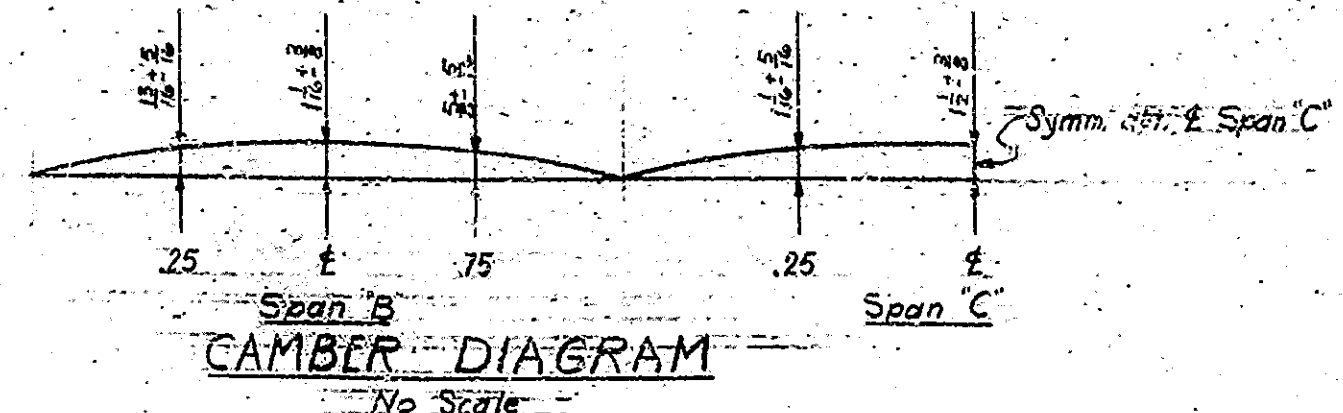
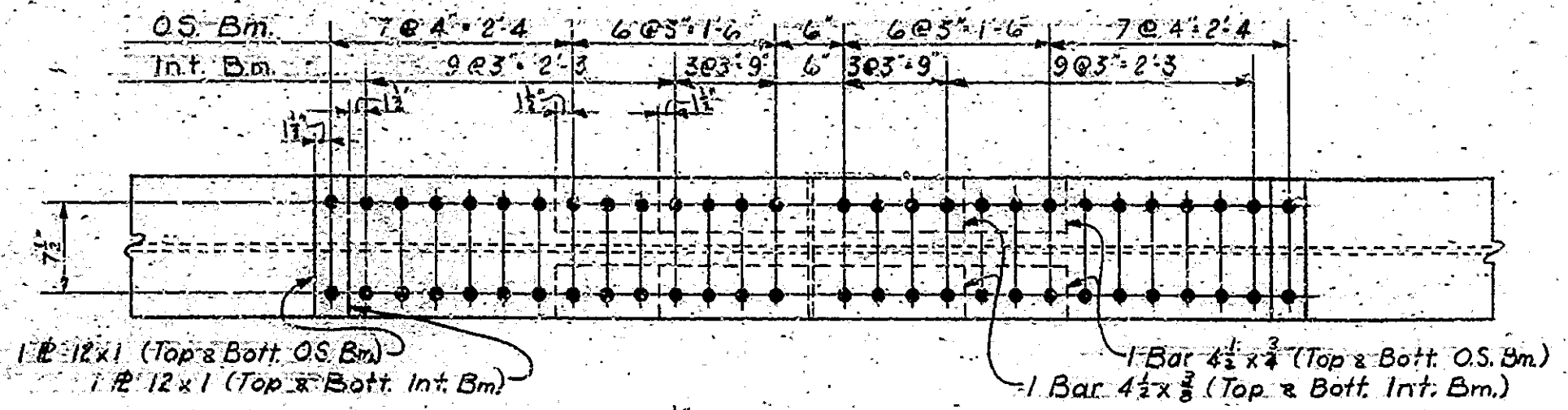


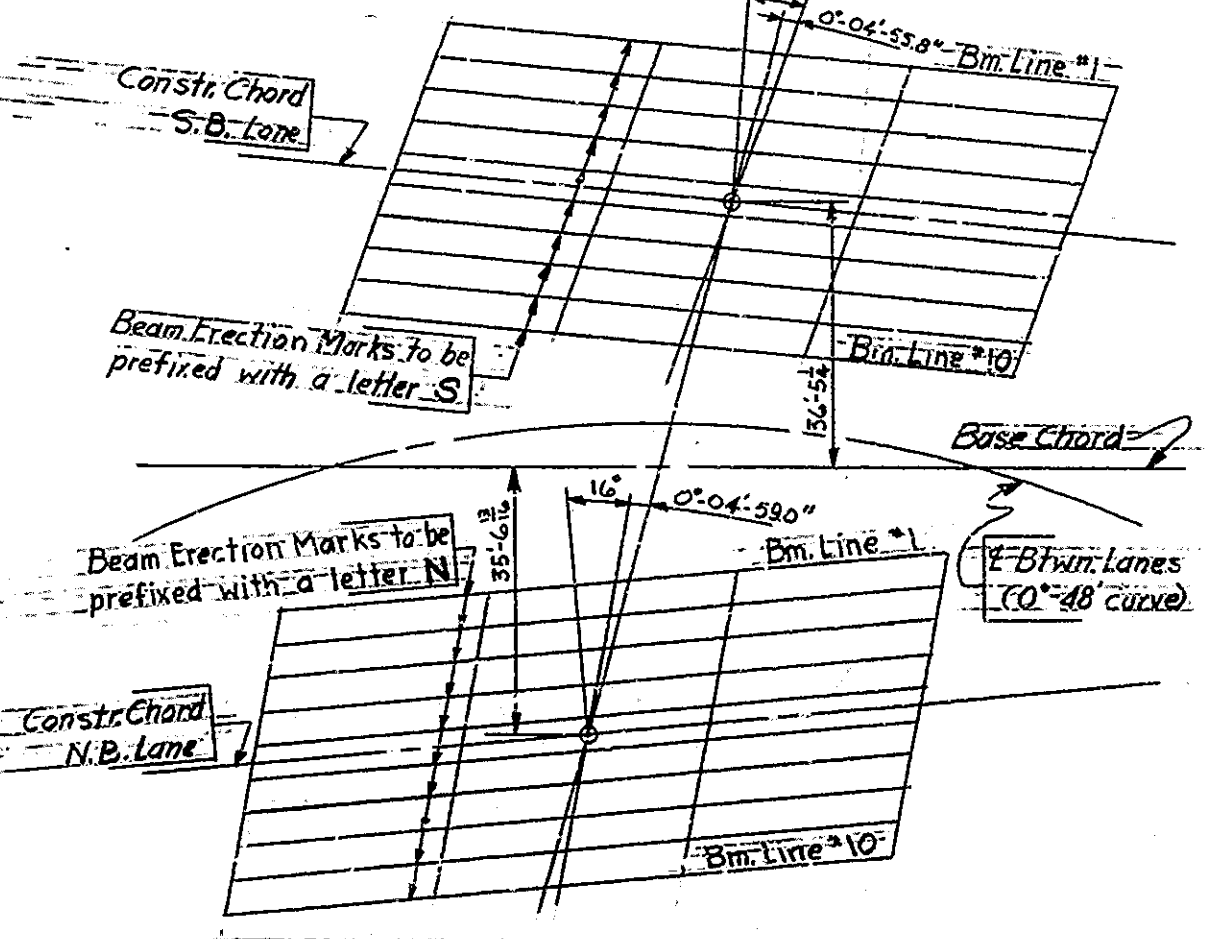
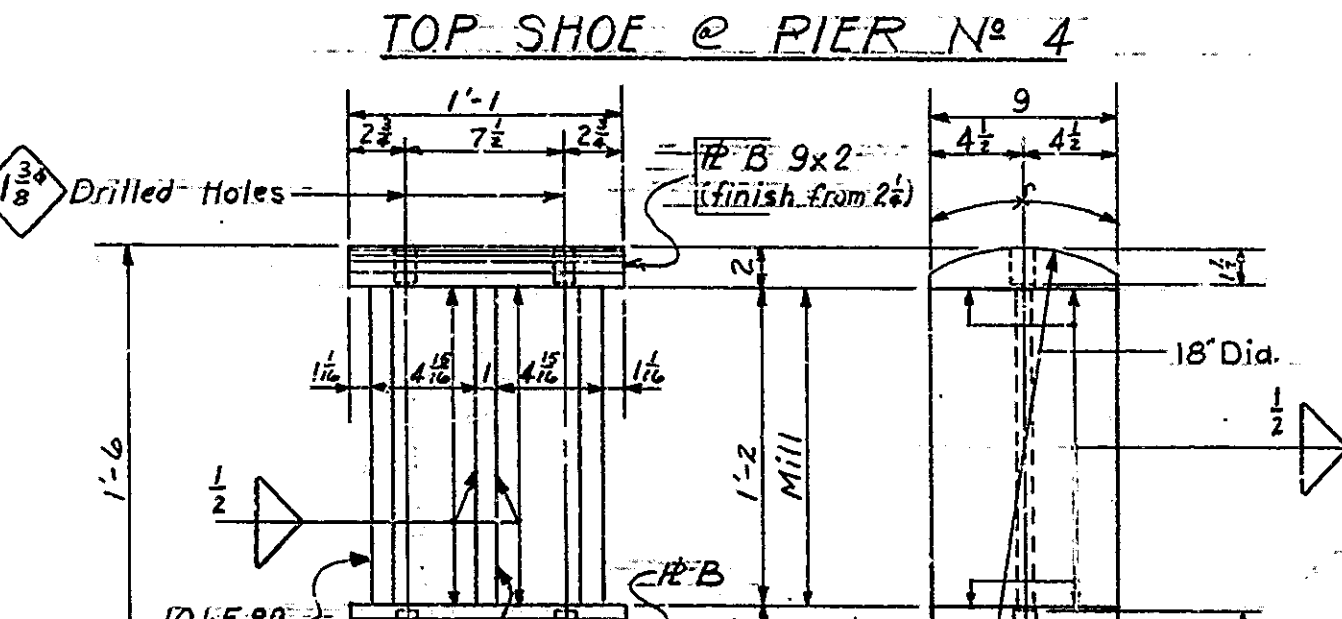
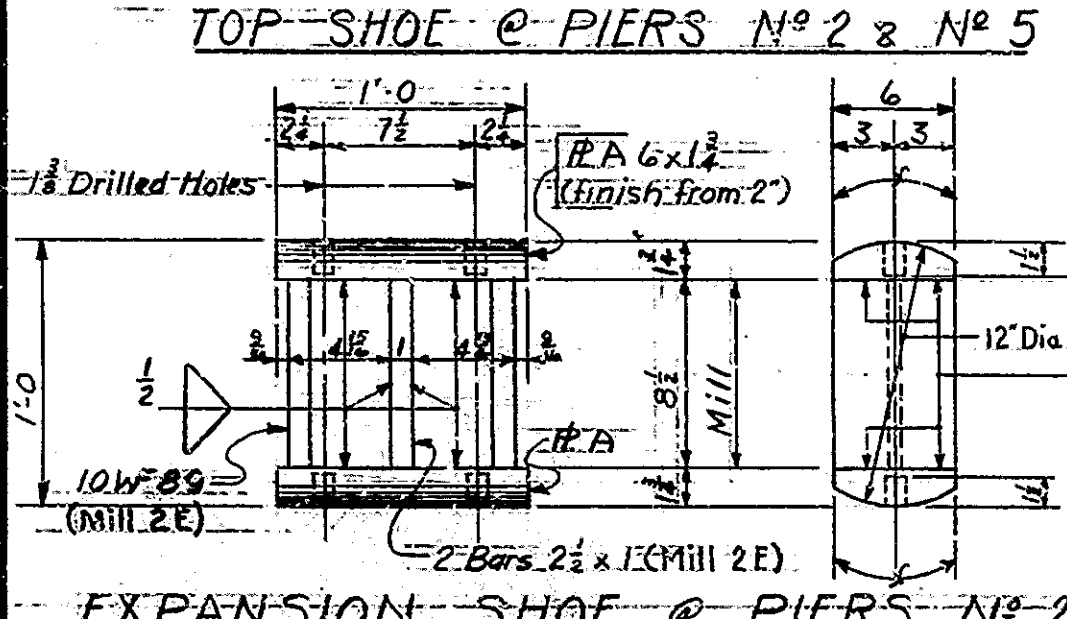
TABLE No. I

Temperature	Dimension A	Dimension B
0°	20"	160"
20°	19"	150"
40°	18"	140"
60°	17"	130"
80°	16"	120"
100°	15"	110"
120°	14"	100"

TABLE No. II

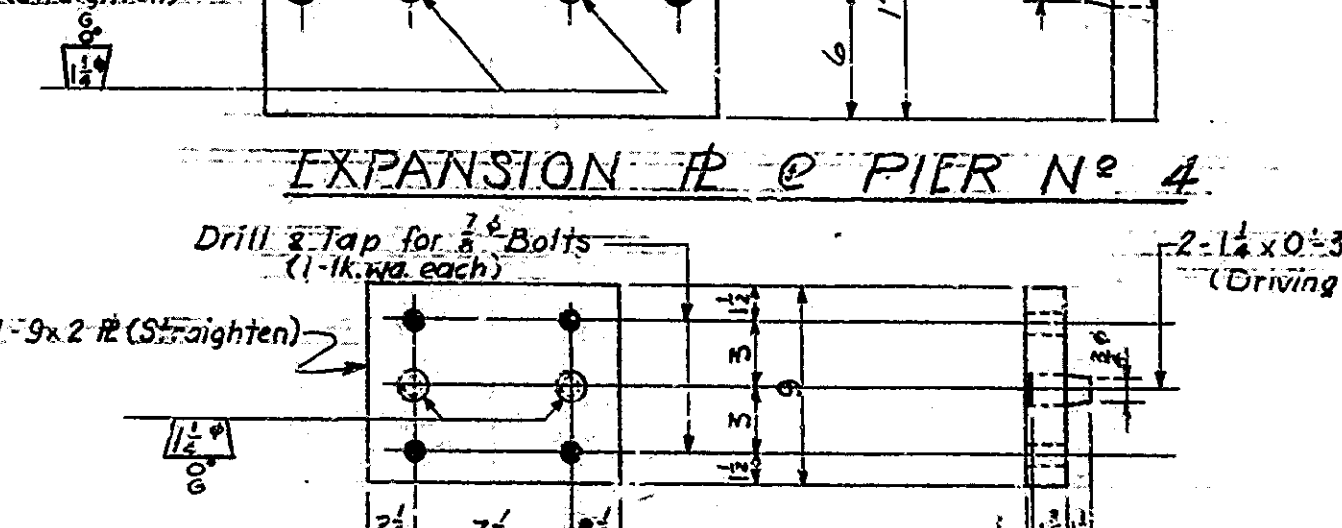
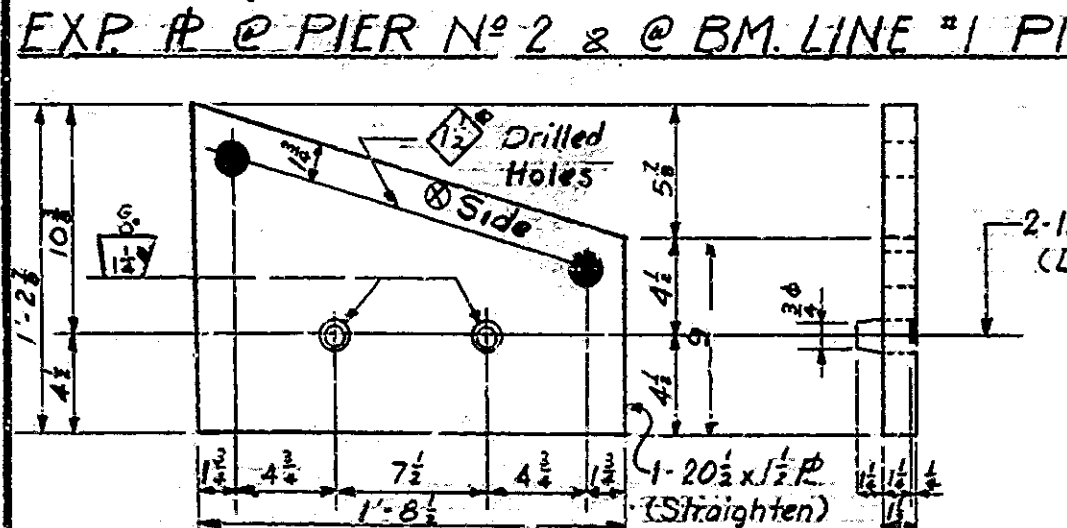
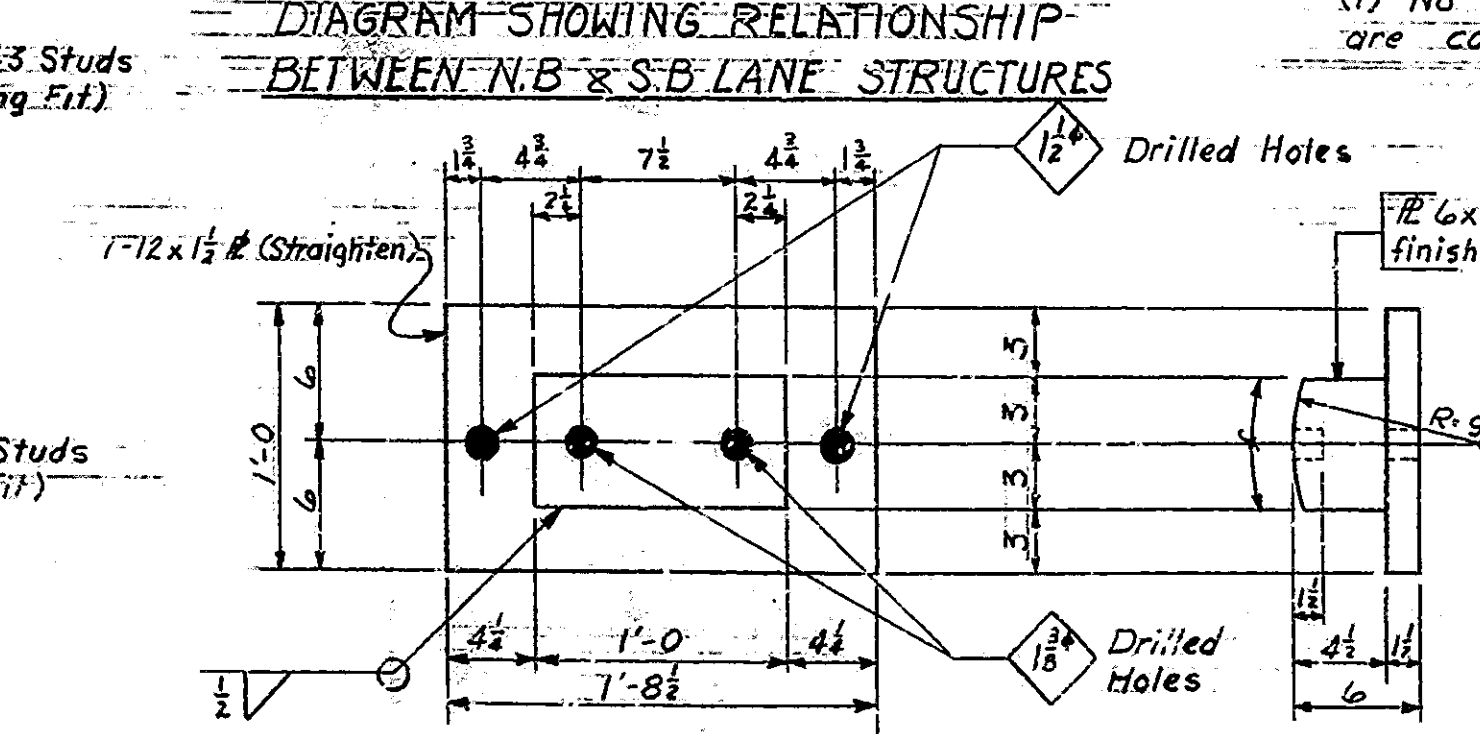
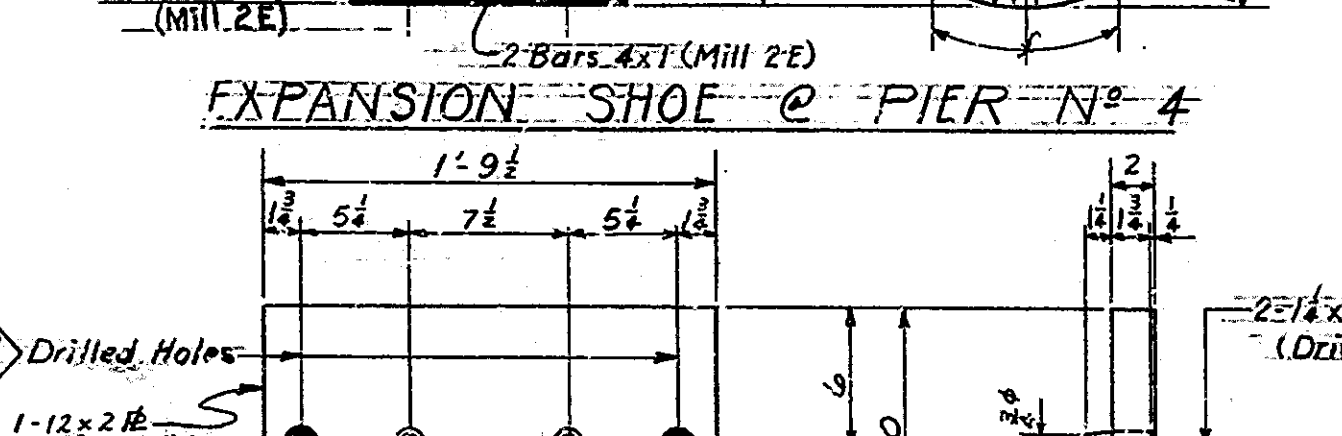
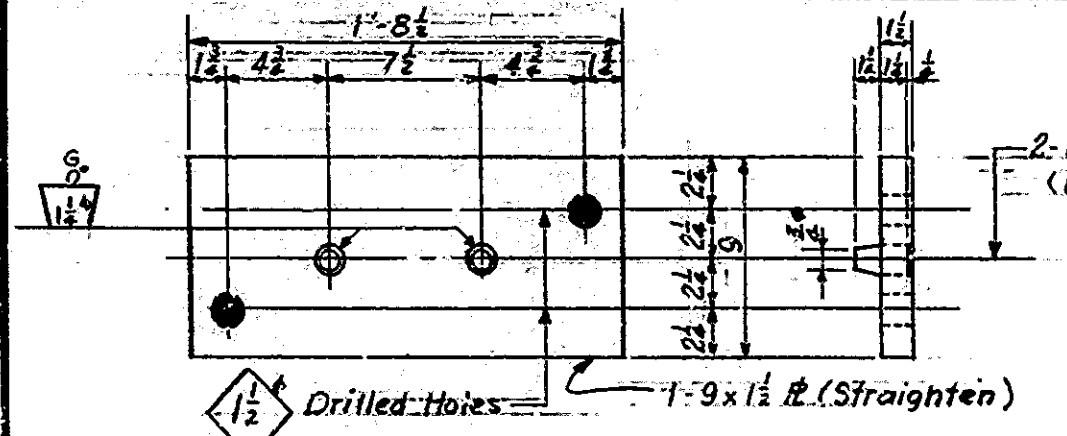
Temperature	0°	20°	40°	60°	80°	100°	120°
Dimension C @ Pier No. 5	7 1/4"	11 1/4"	11 1/4"	10 1/4"	10 1/4"	10 1/4"	10 1/4"
Dimension D	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"	2 1/4"

NOTES:  
Rivets are 3/8" open holes are 1/2" unless noted.  
For Fabrication Notes see Drawg. "S2a"  
For Screeds see Drawg. "S2b" & "S2c"



GENERAL PROCEDURE

- (1) After all rivets have been driven, adjust the superstructure longitudinally so that dimension "C" from the center line of the top shoe to the face of the curtain wall at Pier No. 5 is equal to dimension "C" in Table II for the prevailing temperature.
- (2) With the superstructure in the adjusted position called for in one (1), set the Anchor Bolts for the Fixed Shoes at Pier No. 3.
- (3) Adjust the Expansion Plates under each Expansion Shoe in accordance with Dimension "A" or "B" in Table No. I for the prevailing temperature. Note that dimension "A" is always the distance from a vertical line thru the top shoe in a direction away from the Fixed Shoe. Set the Anchor Bolts.
- (4) Set the Steel Expansion Joint and adjust it to elevations shown on "PLAN OF SCREEDS". Drive Screeds using double nuts on Anchor Bolts and on the diaphragms.
- (5) Adjust the Steel Expansion Joint horizontally so that openings between the teeth are equal and longitudinally so that openings "D" correspond to the values of "D" given in Table II for the prevailing temperature.
- (6) After the shoes are set, take elevations at all screed points on top of adjacent beams. Enter the elevations in the "TABLE OF ELEVATIONS". Draw "S2c". 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.
- (7) No concrete in the floor is to be poured until the above operations are complete.



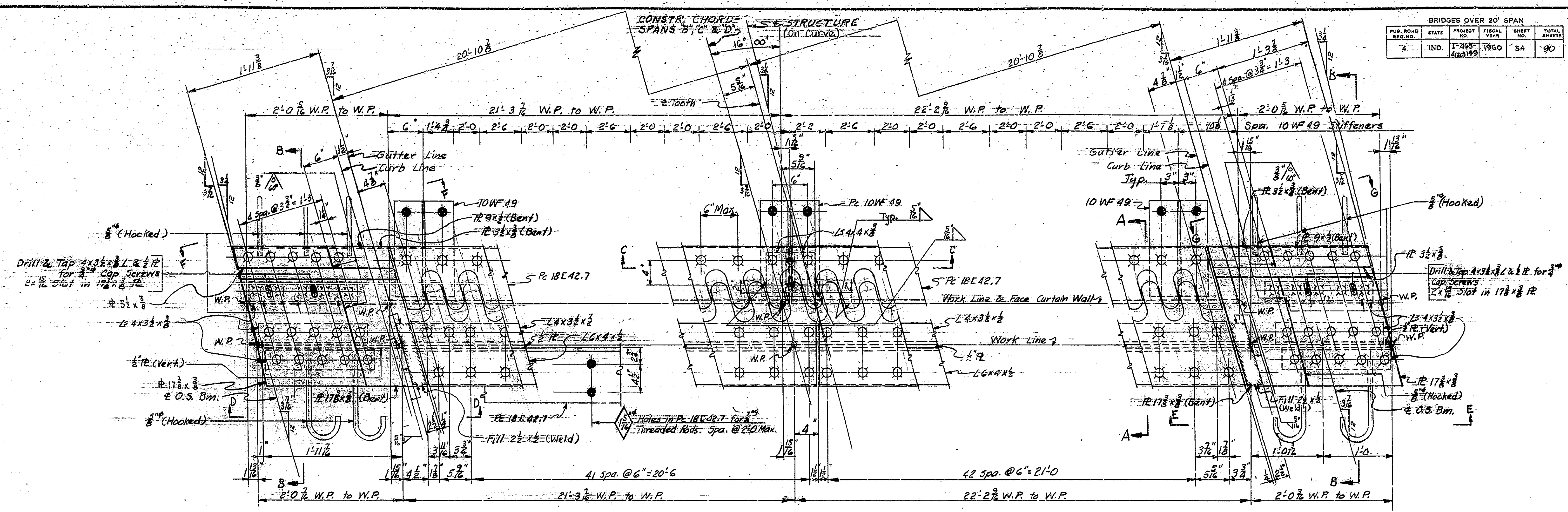
STRUCTURAL STEEL DETAILS, SCREED NOTES AND SHOE SETTING DATA  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: 1/2" = 1'-0" Unless Noted  
JULY 28, 1959  
SUBMITTED FOR APPROVAL: James D. Martin  
DRAWING: S2LOF 28  
PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602

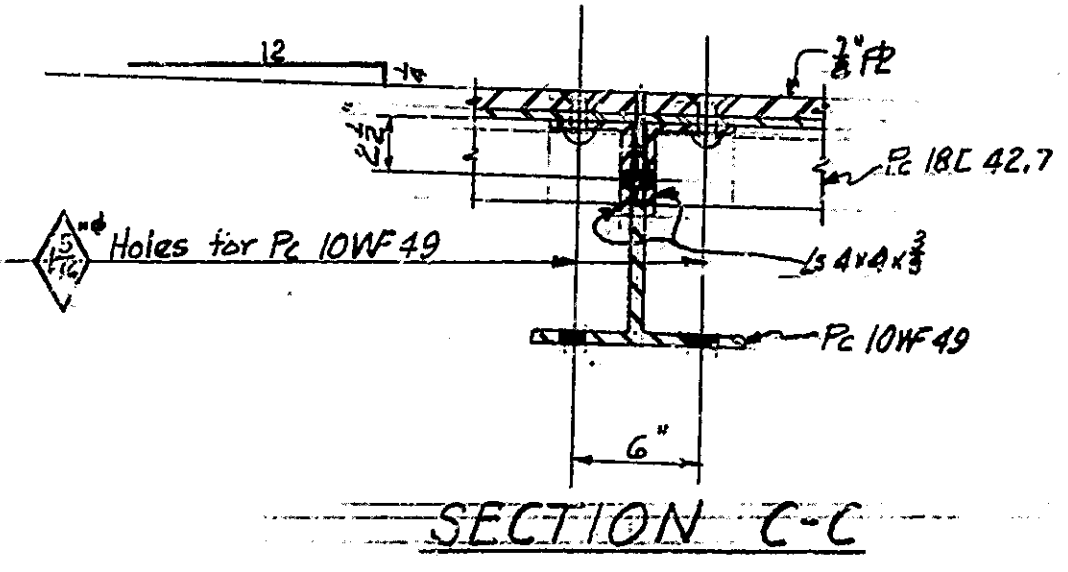
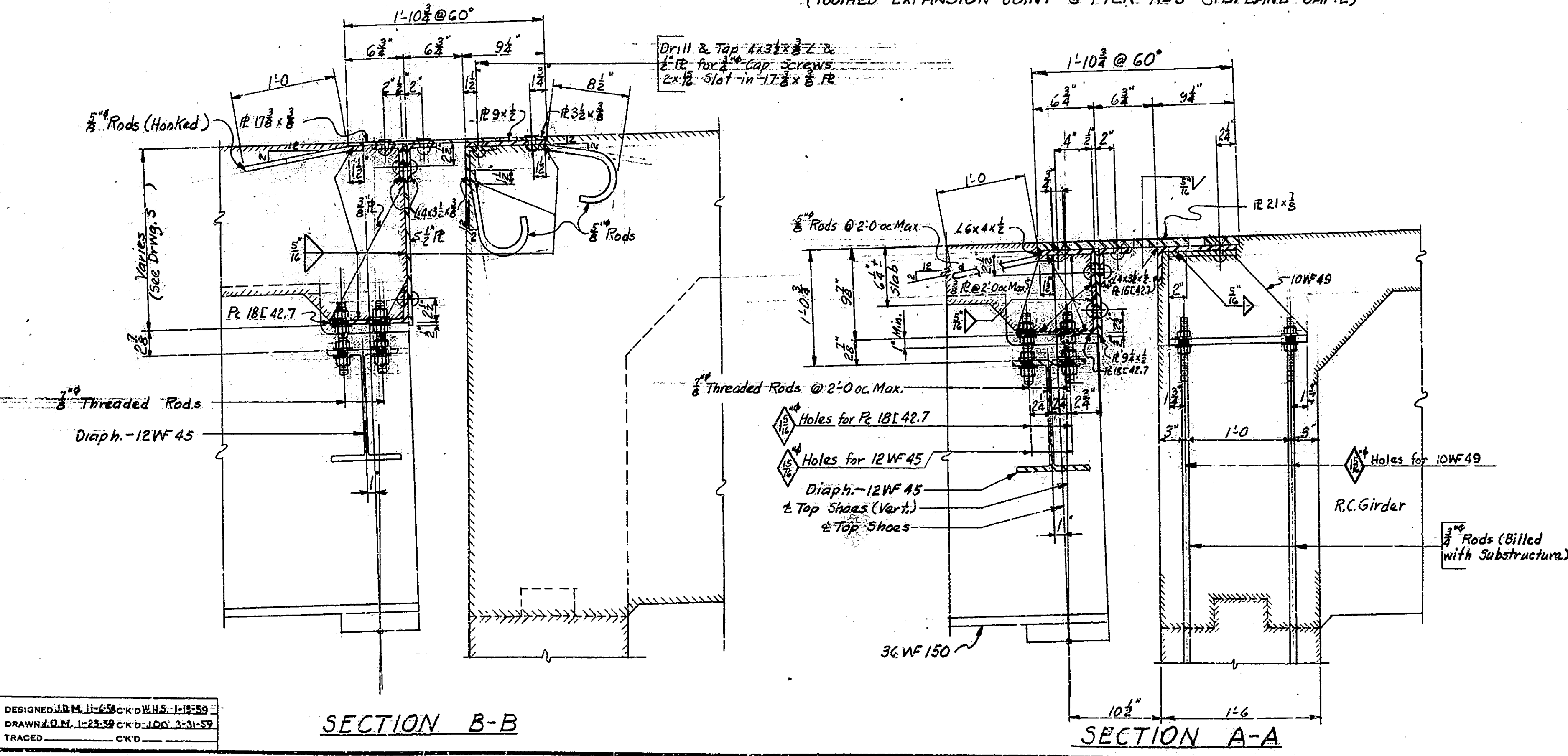
DESIGNED: J.D.M. 9/14/58  
DRAWN: S.S. 3/26/59  
TRACED: CKD  
EXP. # @ PIER No. 5 (EXCEPT B.M. LINE #1)  
Side to be turned toward curtain wall



BRIDGES OVER 20' SPAN					
PUB. NO. & REV. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	34	90



TOOTHED EXPANSION JOINT @ PIER N° 5 - N. B. LANE  
(TOOTHED EXPANSION JOINT @ PIER N° 5 - S. B. LANE SAME)



NOTES:  
 Rivets 3/4"; Open Holes 1/2" unless noted.  
 For Fabrication Notes see Drwg. 520.  
 All dimensions to cuts are given to 1/8" cut. See Specifications.  
 Art. E1103.13 regarding burning of toothed plates.  
 For Sections D-D, E-E, F-F, G-G & additional details see Drwg. 523.  
 Estimated weight of structural steel in Toothed Expansion Joint = 8570 lbs. each structure.  
 Erection marks for Toothed Expansion Joint to be prefixed with the letter 'N' for N.B. Lane and 'S' for S.B. Lane.

TOOTHED EXPANSION JOINT DETAILS  
 STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: 1/2" = 1'-0"  
 JULY 28, 1959  
 SUBMITTED FOR APPROVAL: James D. Martin  
 DRAWING: S 22 OF 28  
 PROJECT: I-465-4(20)149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-3602

DESIGNED BY: M. H. G. & C. W. H. S. 1-15-59  
 DRAWN BY: J. D. M. 1-23-59  
 TRACED: CKD



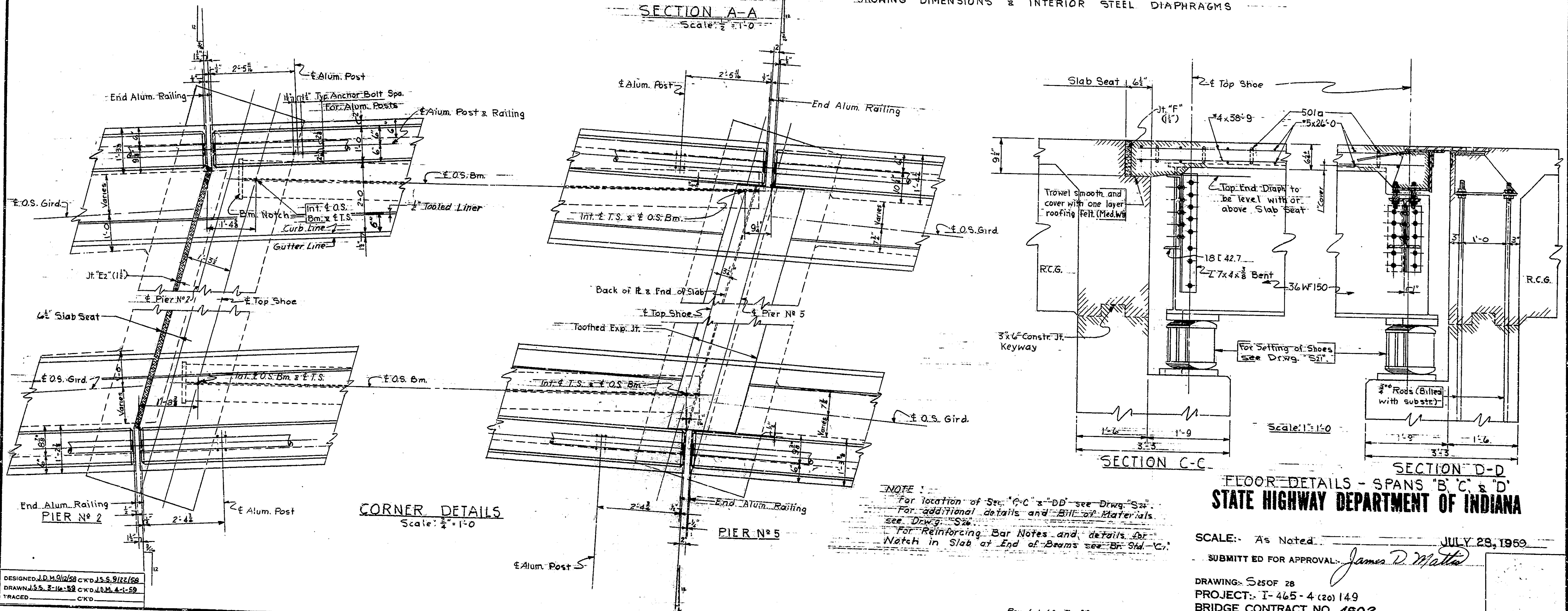
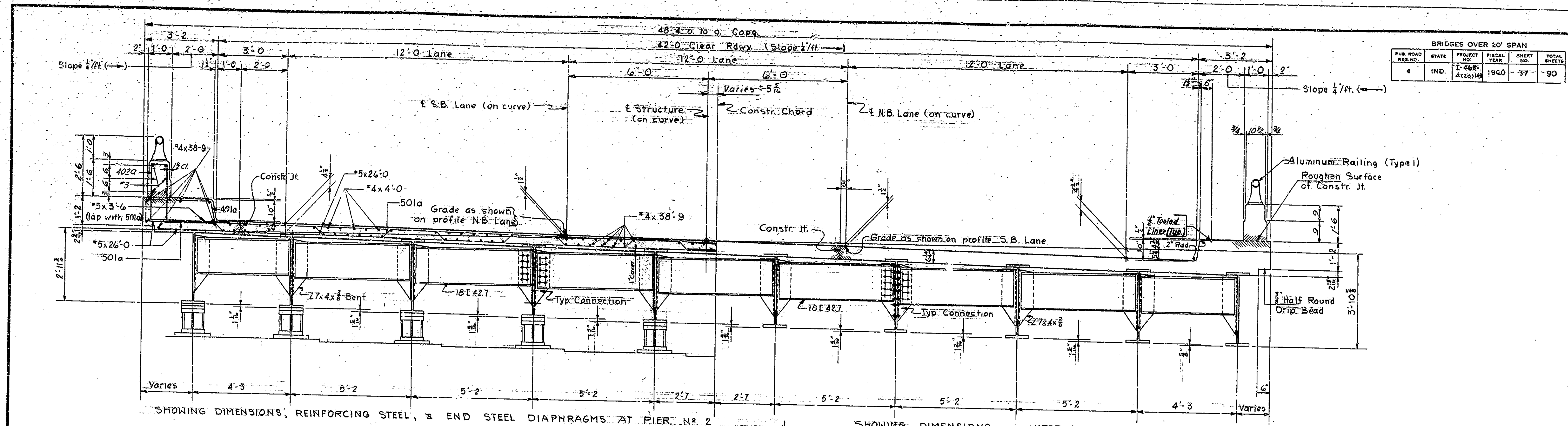








BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	37
				90

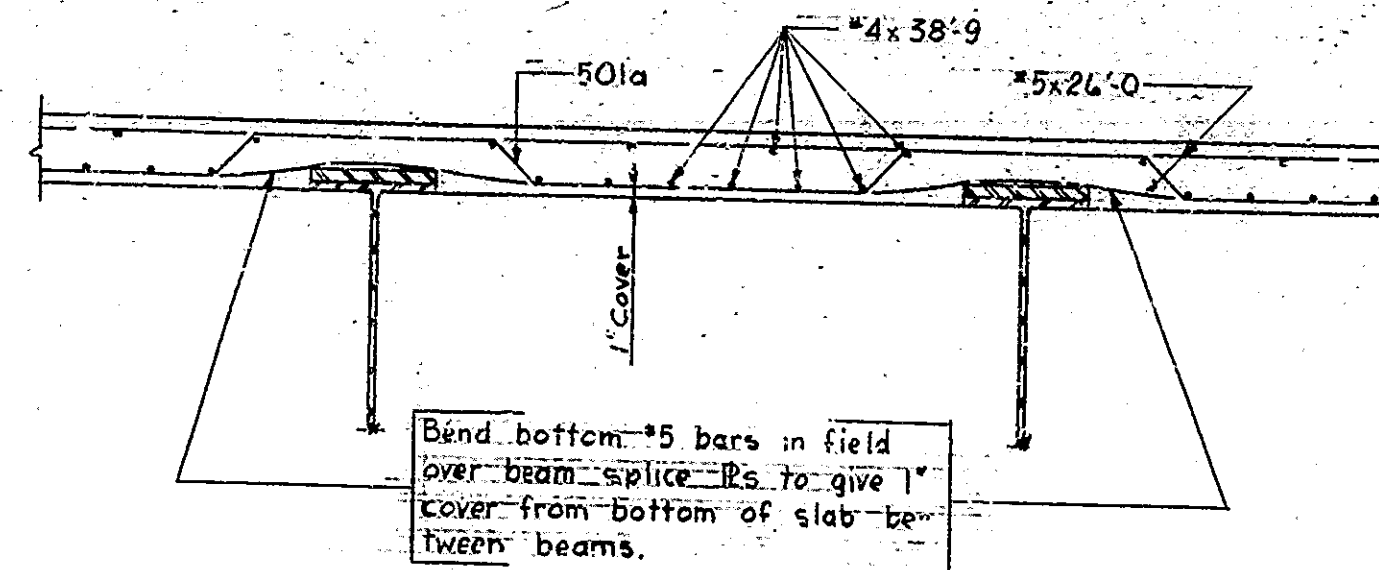


DESIGNED: J.D.M. 9/12/58  
 DRAWN: J.S.S. 7-16-58  
 TRACED: CKD

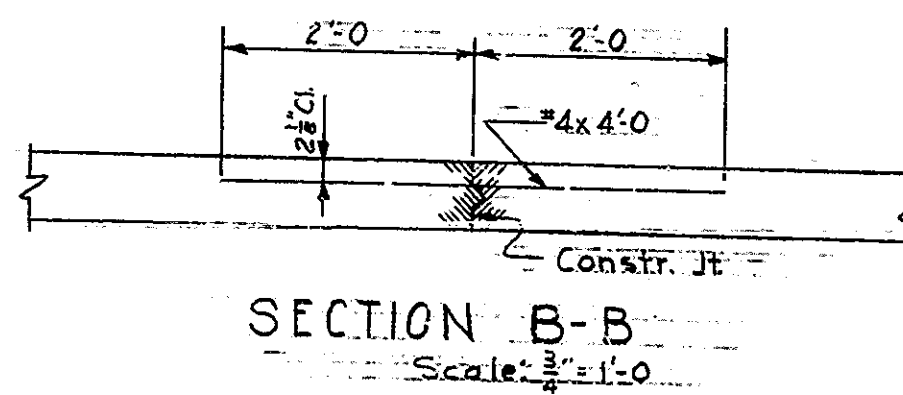
STATE HIGHWAY DEPARTMENT OF INDIANA  
 SCALE: As Noted  
 JULY 28, 1960  
 SUBMITTED FOR APPROVAL: James D. Matka  
 DRAWING: S250F 28  
 PROJECT: I-465-4 (20) 149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: I-465-4-3602  
 I-465-149

Rev. 6-1-60 Traffic Stripe Removal  
 Rev. 1-25-60 Boiling Details

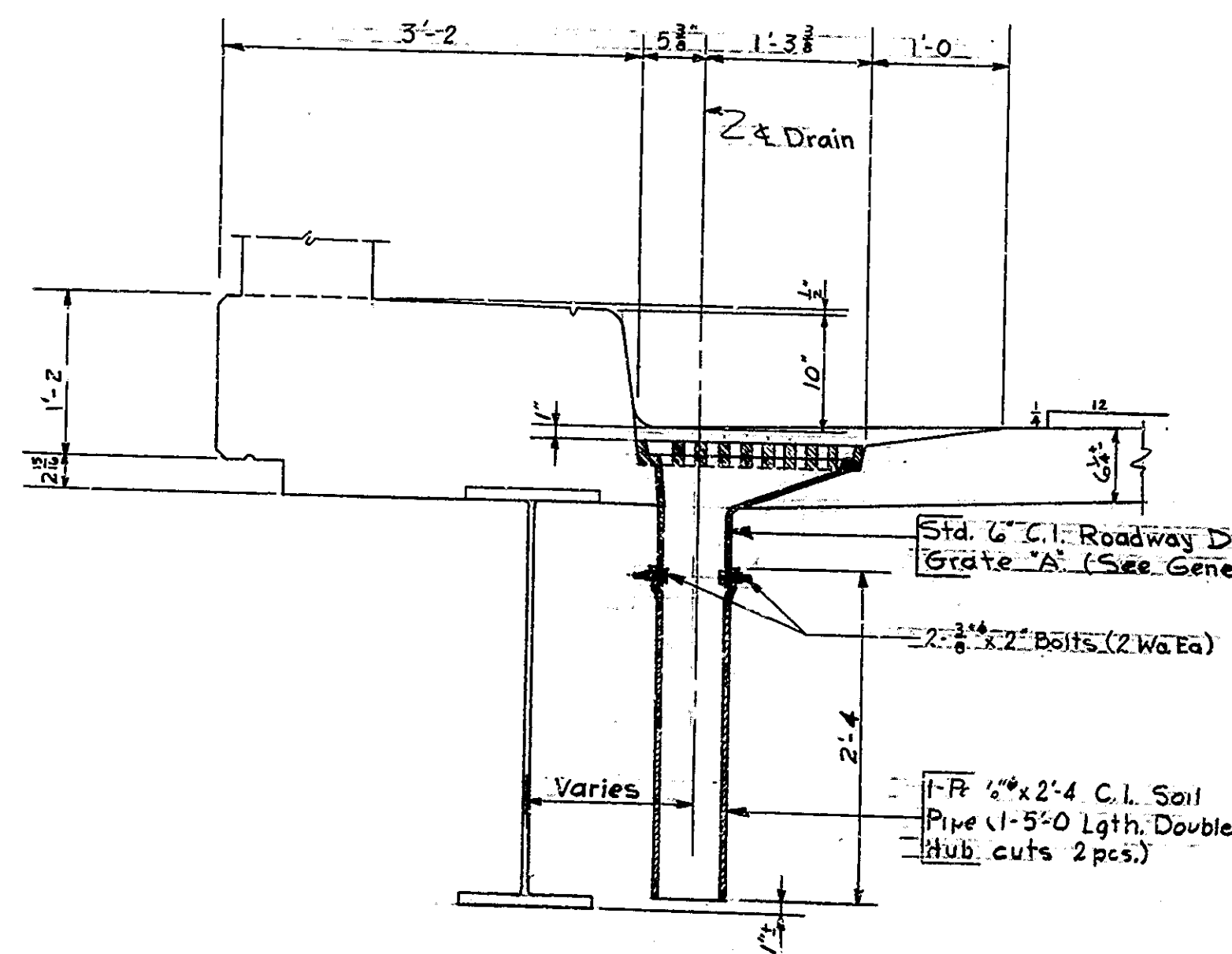




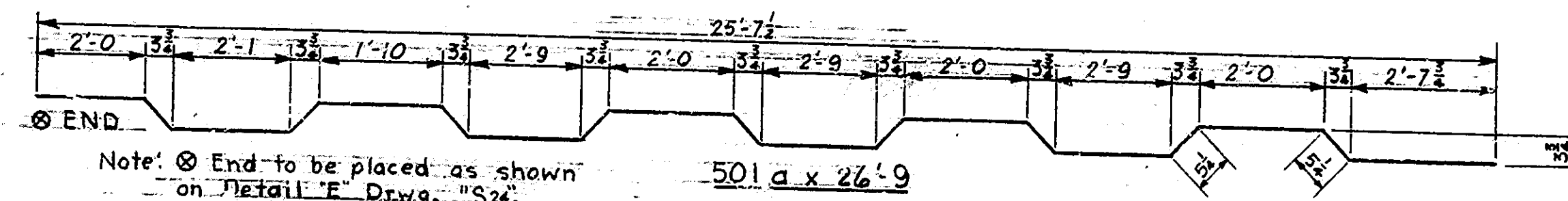
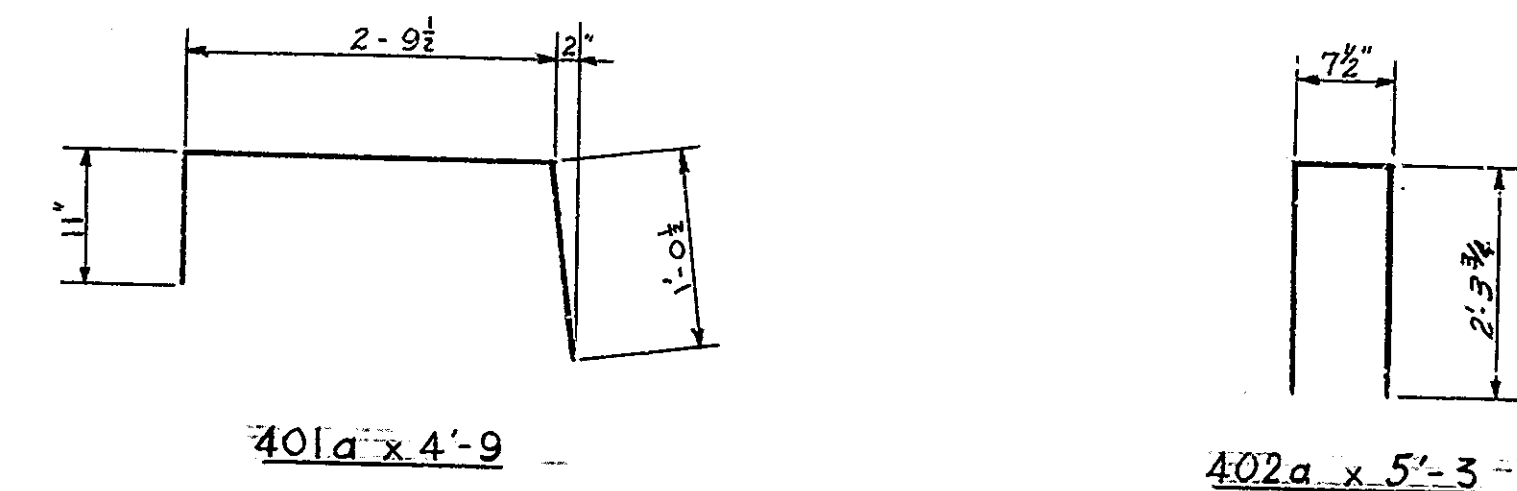
FIELD BEND REQUIRED ON #5 BARS OVER BEAM SPLICES  
Scale:  $\frac{3}{4}'' = 1'-0''$



SECTION B-B  
Scale:  $\frac{3}{4}'' = 1'-0''$



ROADWAY DRAIN DETAILS  
Scale:  $1'' = 1'-0''$



Notes:  
 ⊙ End to be placed as shown on Detail 'E' Drwg. "S2"  
 For location of Sec. B-B and notes see Drwg. "S2"  
 For Reinforcing Bar Notes see Br. Std. "C1"

BILL OF MATERIALS  
N.B. LANE (S.B. LANE SAME)

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	38	90

REINFORCING STEEL			
SIZE & MARK	No. BARS	LENGTH	WEIGHT
501a	450	26'-9"	
#8	904	26'-0"	
#5	252	3'-6"	
Total #5			37,990*
401a	302	4'-9"	
402a	480	5'-3"	
#4	576	38'-9"	
#4	50	4'-0"	
Total #4			17,685*
#3	48	26'-3"	
#3	24	17'-6"	
#3	60	16'-6"	
Total #3			1,004*
Total Steel			56,679*
CONCRETE			
Class "F" Superstructure			
Pour No. 1	20.6 cys		
Pour No. 2	47.0 cys		
Pour No. 3	48.8 cys		
Pour No. 4	18.9 cys		
Pour No. 5	37.5 cys		
Pour No. 6	64.7 cys		
Pour No. 7	7.3 cys		
Pour No. 8	14.6 cys		
Pour No. 9	17.3 cys		
Total Class "F" (except Railing Conc.)			
Railing Conc.	250.7 cys		
Class "F" Railing Conc.			
Parapet Walls - Rt. & Lt. (2 @ 11.75 cys.)	23.5 cys		
MISCELLANEOUS			
Aluminum Railing (Type I)			
Left	225.8 Lin. Ft.		
Right	225.6 Lin. Ft.		
Total Aluminum Railing		451.4 Lin. Ft.	
6" Std. 6" C.I. Rdwy. Drains (Type I, Grate "A")			
⊙ 192"	1152'		
6" Pcs. 6" Double Hub C.I. Soil Pipe x 2'-4" (1-5'-0" lgh. cuts 2 pcs @ 100')			
	300'		
12 - 3/8" x 0-2 Bolts (2 Wa. Ea.)			
	2'		
Total Cast Iron			1454'

FLOOR DETAILS & BILL OF MATERIALS  
SPANS "B", "C" & "D"  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: As Noted  
JULY 28, 1959

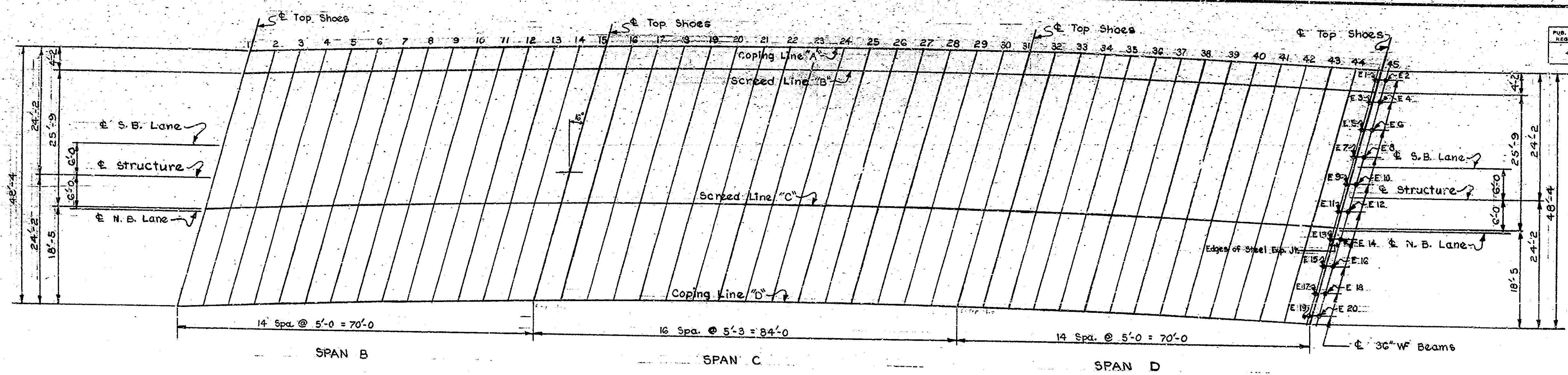
SUBMITTED FOR APPROVAL: *James D. Mattheis*

DRAWING: S26 OF 28  
PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602

DESIGNED: J.M. 9-12-58  
DRAWN: J.S. 3-17-59  
TRACED: C.W.D.

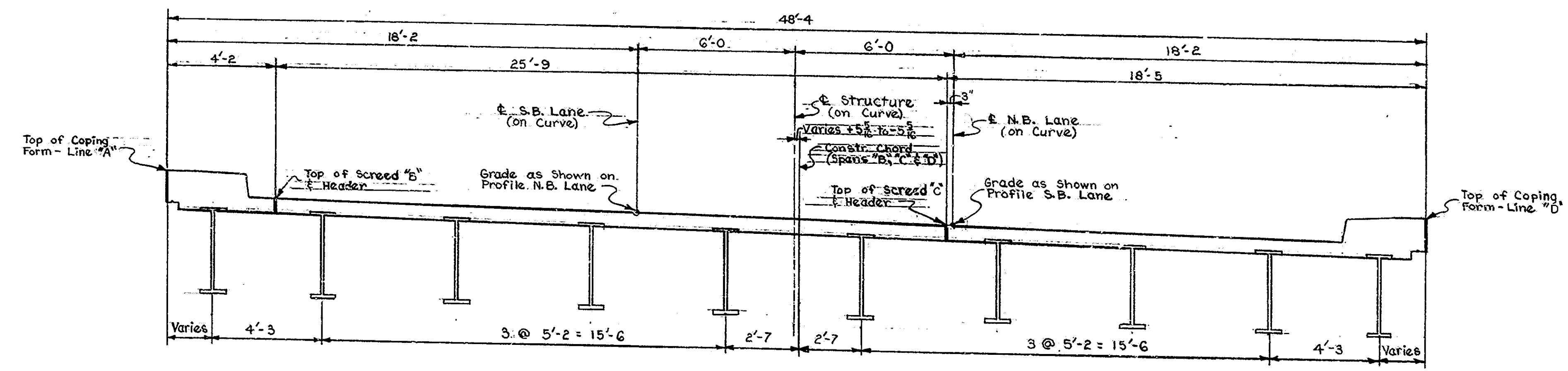


BRIDGES OVER 20' SPAN					
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	39	50



**PLAN OF SCREEDS N.B. LANE**  
(S.B. Lane Same Except as Noted)  
Scale: 3/8" = 1'-0"

EXP. JOINT ELEVATIONS		
Point	N. B. Lane	S. B. Lane
E.1	765.955	766.530
E.2	765.985	766.560
E.3	765.010	765.590
E.4	765.045	765.620
E.5	764.880	765.460
E.6	764.910	765.490
E.7	764.745	765.330
E.8	764.780	765.360
E.9	764.615	765.195
E.10	764.645	765.225
E.11	764.480	765.065
E.12	764.515	765.095
E.13	764.350	764.935
E.14	764.385	764.965
E.15	764.220	764.805
E.16	764.250	764.835
E.17	764.085	764.675
E.18	764.120	764.705
E.19	764.850	765.435
E.20	764.885	765.470



**SECTION I TO E LANE**  
Scale: 3/8" = 1'-0"

**NOTES:-**  
**PURPOSE:**  
Plan of Screeds shows location of screeds.  
Table of Elevations shows data for setting screeds & coping forms so that the slab and copings will be at the final grade elevations after all the concrete has been poured.  
See Drawing 5.21 for General Procedure.

SCREEDS - SPANS "B", "C", & "D"  
**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: As Noted  
SUBMITTED FOR APPROVAL: *James D. Matto* JULY 28, 1959

DRAWING: S 27 OF 28  
PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-C-3602

DESIGNED J.S.S. D.M.S. K.D.M.S. K.D.M.S.  
DRAWN L.T. S-2-59 K.D.M.S. E-5-59  
TRACED CKD



BRIDGES OVER 20' SPAN						
PUB. ROAD	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS	
4	IND.	I-465-420149	1960	40	90	

TABLE OF ELEVATIONS - NORTH BOUND LANE

Point	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		
A	Elevation Top of Coping Form	761.440	761.570	761.700	761.825	761.950	762.070	762.190	762.305	762.420	762.525	762.635	762.740	762.845	762.950	763.055	763.175	763.290	763.410	763.525	763.640	763.755	763.865	763.970	764.075	764.175	764.275	764.370	764.465	764.560	764.655	764.750	
	Elevation Top O.S. Beam																																
	Dist. Top Bm. to Top Coping Form																																
B	Elevation Top of Scream	760.515	760.645	760.775	760.900	761.025	761.145	761.265	761.380	761.495	761.605	761.710	761.815	761.920	762.025	762.135	762.250	762.370	762.485	762.605	762.720	762.830	762.940	763.050	763.155	763.255	763.355	763.450	763.545	763.640	763.740	763.835	
	Elevation Top Beam																																
	Dist. Top of Bm. to Top Scream																																
C	Elevation Top of Scream	759.795	759.930	760.060	760.190	760.315	760.435	760.555	760.675	760.790	760.895	761.005	761.115	761.220	761.325	761.435	761.555	761.670	761.790	761.910	762.025	762.145	762.255	762.360	762.470	762.575	762.675	762.770	762.870	762.965	763.060	763.160	
	Elevation Top of Beam																																
	Dist. Top of Bm. to Top Scream																																
D	Elevation Top of Coping Form	760.225	760.360	760.490	760.620	760.745	760.870	760.990	761.105	761.220	761.335	761.445	761.550	761.660	761.770	761.880	761.995	762.115	762.235	762.355	762.475	762.590	762.705	762.815	762.920	763.025	763.125	763.225	763.325	763.420	763.520	763.620	
	Elevation Top O.S. Beam																																
	Dist. Top of Bm. to Top Coping Form																																

Point	32	33	34	35	36	37	38	39	40	41	42	43	44	45
A	764.845	764.995	765.040	765.135	765.230	765.325	765.415	765.505	765.585	765.670	765.750	765.825	765.895	765.965
B	763.930	764.025	764.125	764.220	764.315	764.410	764.500	764.590	764.670	764.755	764.830	764.910	764.980	765.050
C	763.255	763.355	763.455	763.550	763.650	763.740	763.835	763.925	764.010	764.090	764.170	764.250	764.325	764.395
D	763.715	763.815	763.915	764.015	764.110	764.205	764.300	764.390	764.475	764.560	764.640	764.720	764.795	764.870

TABLE OF ELEVATIONS - SOUTH BOUND LANE

Point	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		
A	Elevation Top of Coping Form	762.185	762.310	762.435	762.560	762.680	762.795	762.910	763.020	763.130	763.235	763.340	763.440	763.540	763.645	763.745	763.860	763.970	764.085	764.200	764.310	764.420	764.525	764.625	764.730	764.825	764.920	765.015	765.105	765.195	765.285	765.390	
	Elevation Top O.S. Beam																																
	Dist. Top Bm. to Top Coping Form																																
B	Elevation Top of Scream	761.265	761.390	761.510	761.635	761.755	761.870	761.990	762.100	762.210	762.315	762.415	762.520	762.620	762.725	762.825	762.940	763.050	763.165	763.230	763.390	763.500	763.605	763.710	763.810	763.910	764.005	764.095	764.190	764.280	764.370	764.465	
	Elevation Top Beam																																
	Dist. Top of Bm. to Top Scream																																
C	Elevation Top of Scream	760.550	760.680	760.805	760.930	761.050	761.170	761.290	761.400	761.510	761.615	761.720	761.825	761.930	762.030	762.135	762.250	762.365	762.480	762.595	762.705	762.820	762.925	763.030	763.130	763.235	763.330	763.425	763.515	763.610	763.700	763.795	
	Elevation Top of Beam																																
	Dist. Top of Bm. to Top Scream																																
D	Elevation Top of Coping Form	760.980	761.110	761.240	761.365	761.485	761.605	761.725	761.835	761.950	762.055	762.160	762.265	762.370	762.475	762.580	762.695	762.810	762.925	763.040	763.155	763.270	763.375	763.485	763.585	763.690	763.785	763.880	763.975	764.065	764.160	764.255	
	Elevation Top O.S. Beam																																
	Dist. Top of Bm. to Top Coping Form																																

Point	32	33	34	35	36	37	38	39	40	41	42	43	44	45
A	765.470	765.565	765.655	765.750	765.840	765.930	766.015	766.100	766.180	766.260	766.335	766.405	766.475	766.545
B	764.555	764.645	764.740	764.835	764.925	765.015	765.100	765.185	765.265	765.345	765.420	765.490	765.560	765.630
C	763.890	763.980	764.075	764.170	764.265	764.355	764.445	764.530	764.610	764.690	764.765	764.840	764.910	764.980
D	764.350	764.445	764.540	764.635	764.730	764.820	764.910	765.000	765.080	765.160	765.235	765.310	765.385	765.455

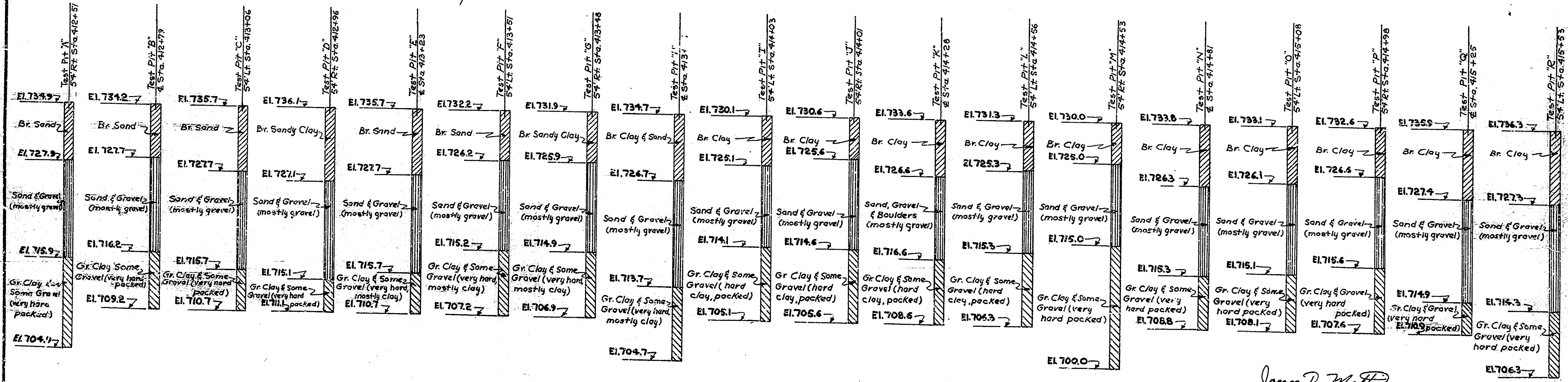
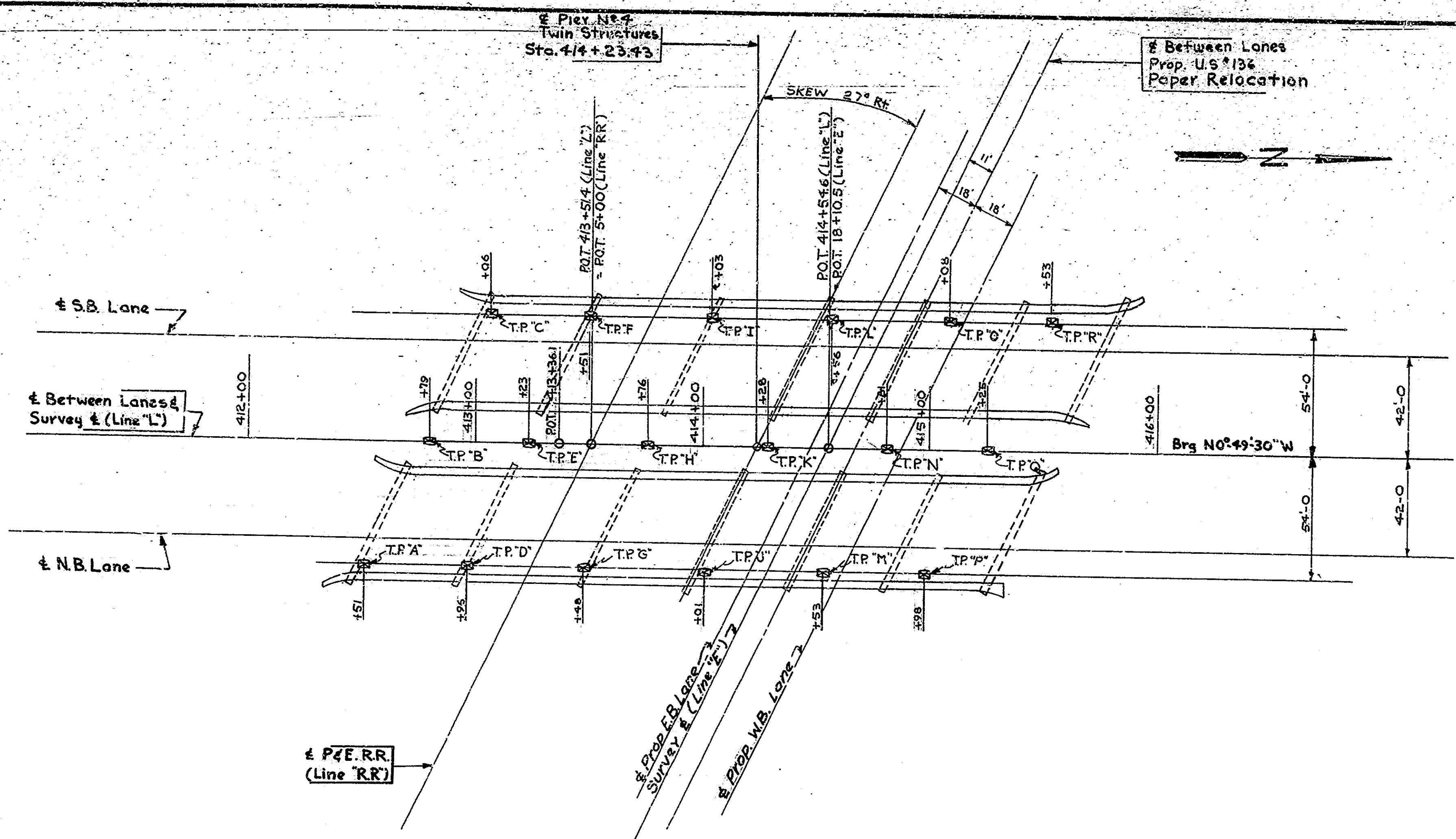
SCREEDS - SPANS 'B', 'C', & 'D'  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: None  
SUBMITTED FOR APPROVAL: *James D. Mott* JULY 28, 1959.  
DRAWING: S280F 28  
PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-6-3602

DESIGNED J.S.S. P.B.S. CKD DMS 10-28-59  
DRAWN L.E.T. S.B.59 CKD DMS 6-25-59  
TRACED CKD



FEDERAL ROAD DIST. NO.	STATE	PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-140	1960	41	50

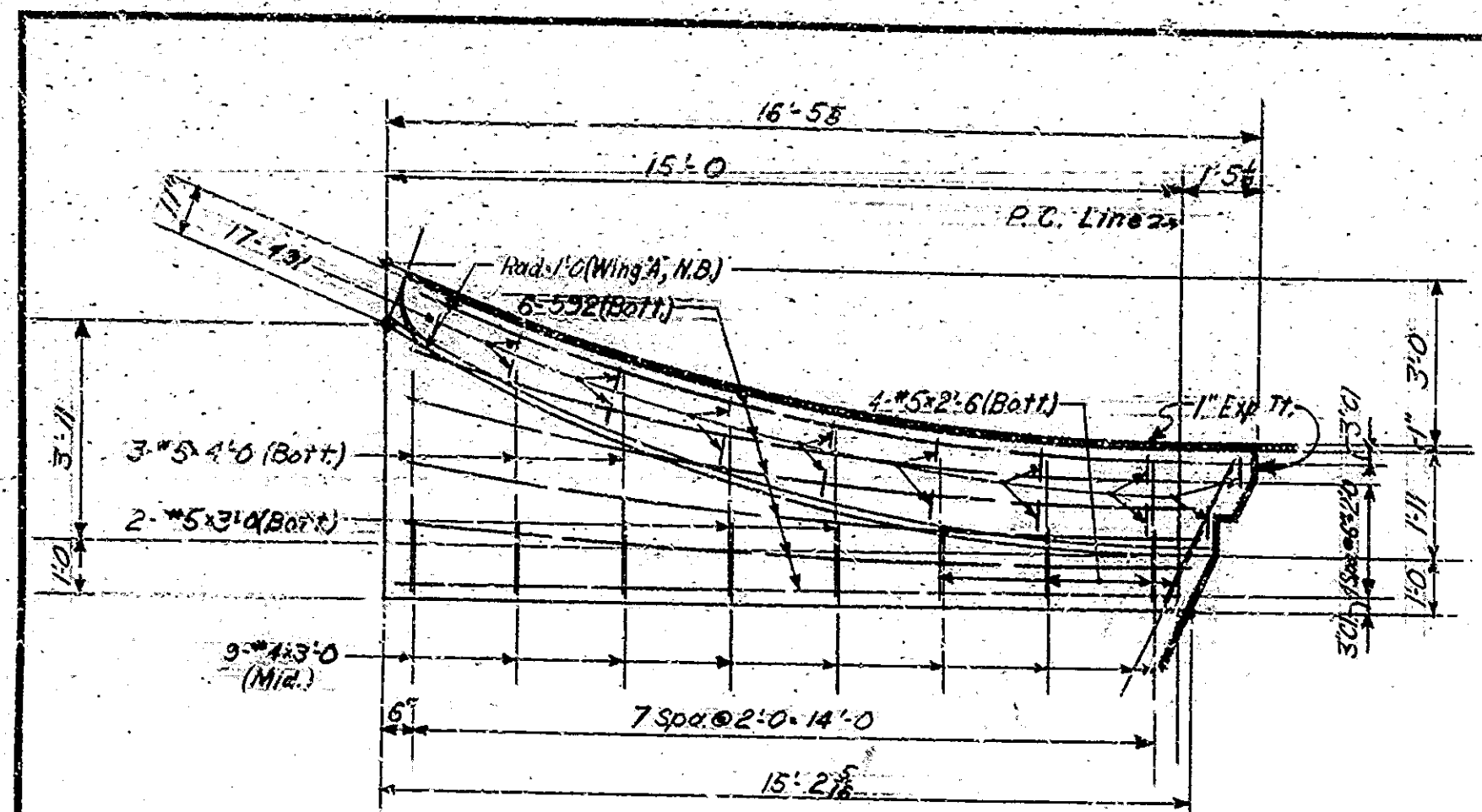


James D. Matthei  
 JULY 28, 1959

**TEST PIT DATA**  
 PROJECT NO. - I-465-140  
 BRIDGE CONTRACT NO. - 4802  
 BRIDGE FILE NO. - 100-5-2221

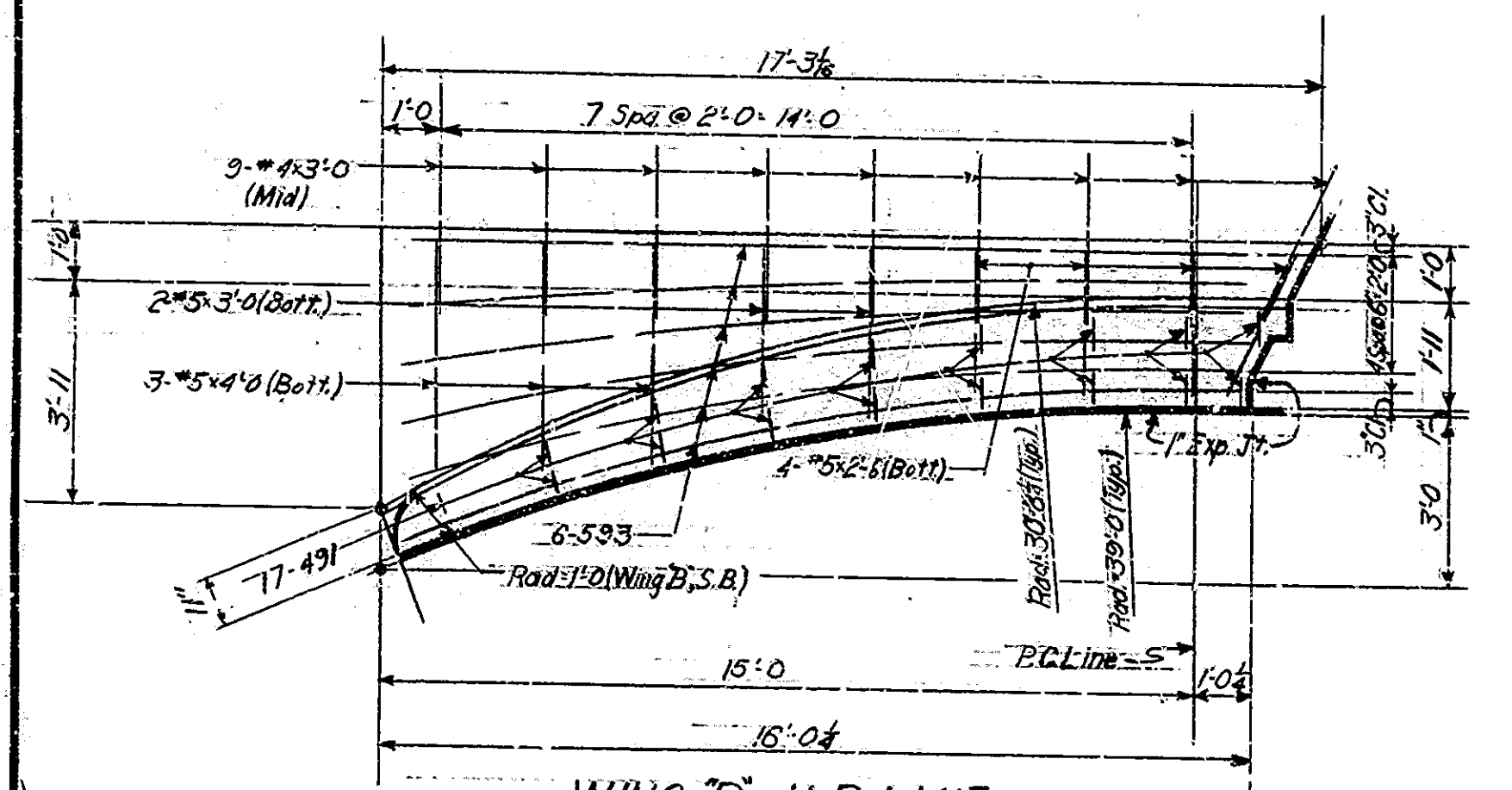
DESIGNED: CWD  
 DRAWN: JMS  
 CHECKED: JMS  
 TRACED: JMS





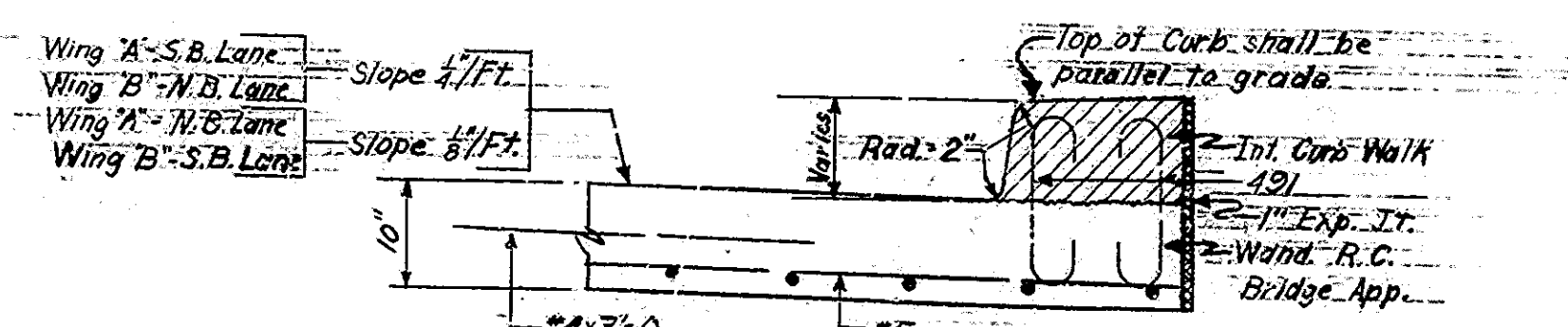
**WING A-S.B. LANE**

Wing A-N.B. Lane same except as noted.

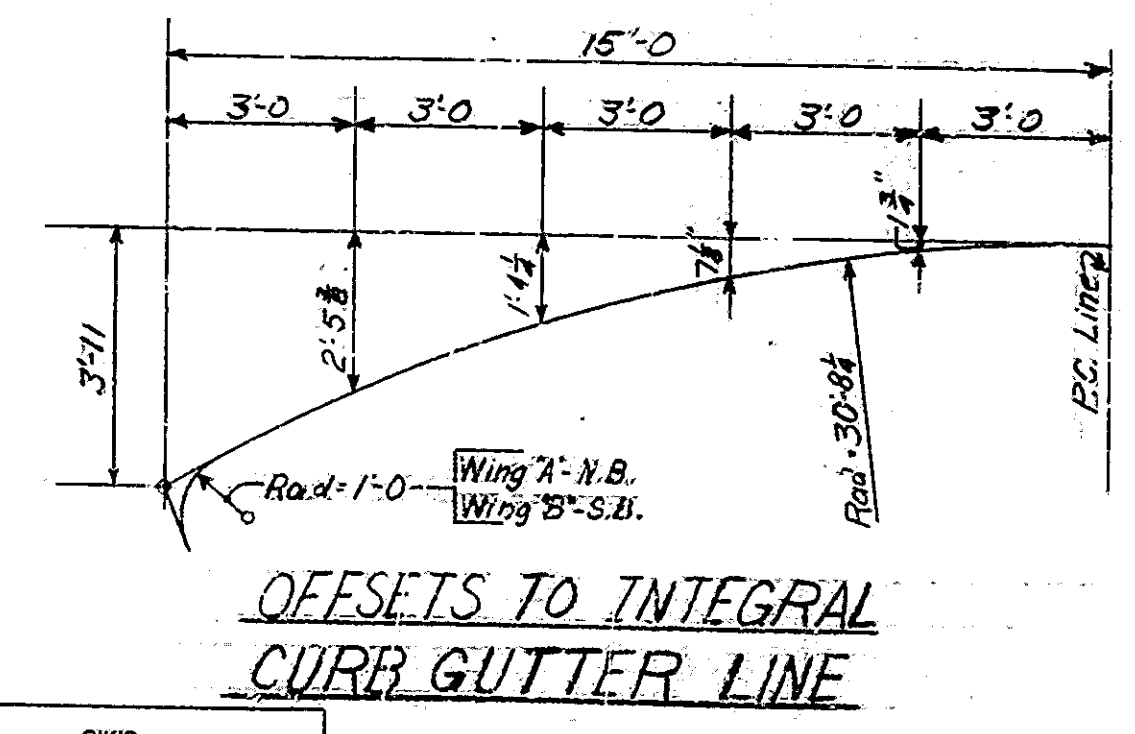


**WING B-N.B. LANE**

Wing B-S.B. Lane same except as noted.

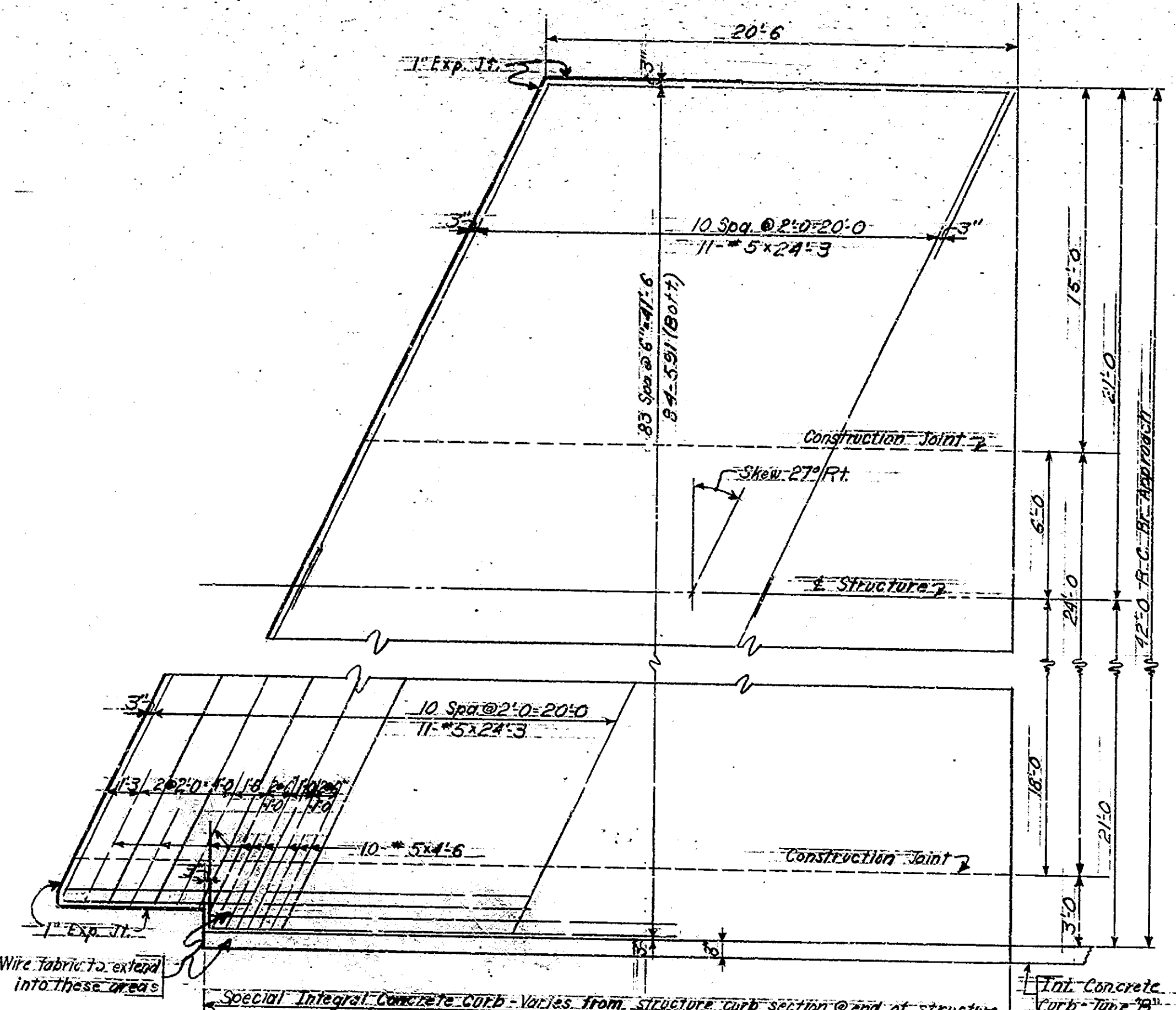


**TYPICAL SECTION THRU WING**



**OFFSETS TO INTEGRAL CURB GUTTER LINE**

DESIGNED: C.K.D.  
DRAWN: M.S. 7-22-53 C.K.D. J.S.S. 5-28-59  
TRACED: C.K.D.



**PLAN-R.C. BRIDGE APPROACH @ BENT NO. 7-N.B. LANE**

For R.C. Bridge Approach @ Bent No. 7-S.B. Lane see Br. Std. M3.

NOTE: All items in R.C. Br. App. @ Bent No. 7-N.B. & S.B. Lanes not included in Bridge Contract.

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

**NOTES:**  
See Br. Std. M3 for Reinforcing Bar Notes.  
For R.C. Bridge Approach Details,  
at Bent No. 1-N.B. & S.B. Lanes and Bent No. 7-S.B. Lanes, see Br. Std. M3.

FILE NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-465-4	1960	42	90

**BILL OF MATERIALS**

R.C. BRIDGE APPROACH @ BENT NO. 7-N.B. LANE

R.C. Br. App. @ Bent No. 7-S.B. Lane same

SIZE	# of MARK BARS	LENGTH	WEIGHT
591	80	20'-7"	
592	6	15'-7"	
593	6	15'-10"	
#5	22	23'-0"	
#5	6	1'-0"	
#5	4	3'-0"	
#5	8	2'-6"	
<b>Total #5</b>			<b>2500#</b>
491	34	2'-3"	
#4	18	3'-0"	
<b>Total #4</b>			<b>87#</b>
<b>TOTAL STEEL</b>			<b>2587#</b>

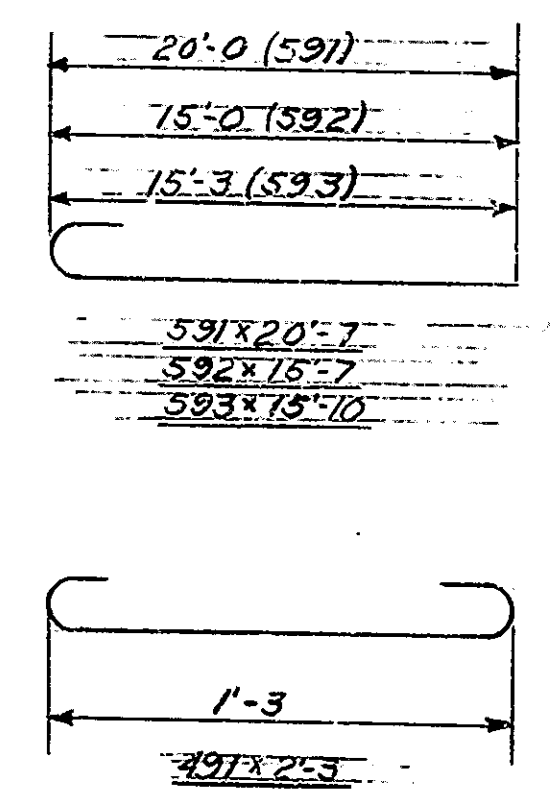
**CONCRETE**

10" R.C. Pavement: 1550 Sq. Yds.

Exp. Curb Walk: 17 Lvs.

**MISCELLANEOUS**

1" Exp. JT.: 87 Lvs.



**BILL OF MATERIALS**

R.C. BRIDGE APPROACH @ BENT NO. 7-N.B. LANE

SIZE	# of MARK BARS	LENGTH	WEIGHT
591	84	20'-7"	
#5	22	23'-3"	
#5	10	3'-6"	
<b>TOTAL STEEL</b>			<b>2407#</b>

**CONCRETE**

10" R.C. Pavement: 144.5 Sq. Yds.

Special Int. Conc. Curb: 35.0 Lvs.

**MISCELLANEOUS**

1" Exp. JT.: 83 Lvs.

**BILL OF MATERIALS**

R.C. BRIDGE APPROACH @ BENT NO. 7-S.B. LANE

SIZE	# of MARK BARS	LENGTH	WEIGHT
591	84	20'-7"	
#5	22	23'-3"	
<b>TOTAL STEEL</b>			<b>2360#</b>

**CONCRETE**

10" R.C. Pavement: 145.6 Sq. Yds.

**MISCELLANEOUS**

1" Exp. JT.: 85 Lvs.

**WIDENED R.C. BRIDGE APPROACH DETAILS & BILL OF MATERIALS**

**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: 3/8" = 1'-0" Unless Noted JULY 28, 1959

SUBMITTED FOR APPROVAL: James D. Mott

PROJECT: I-465-4, 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 022-227







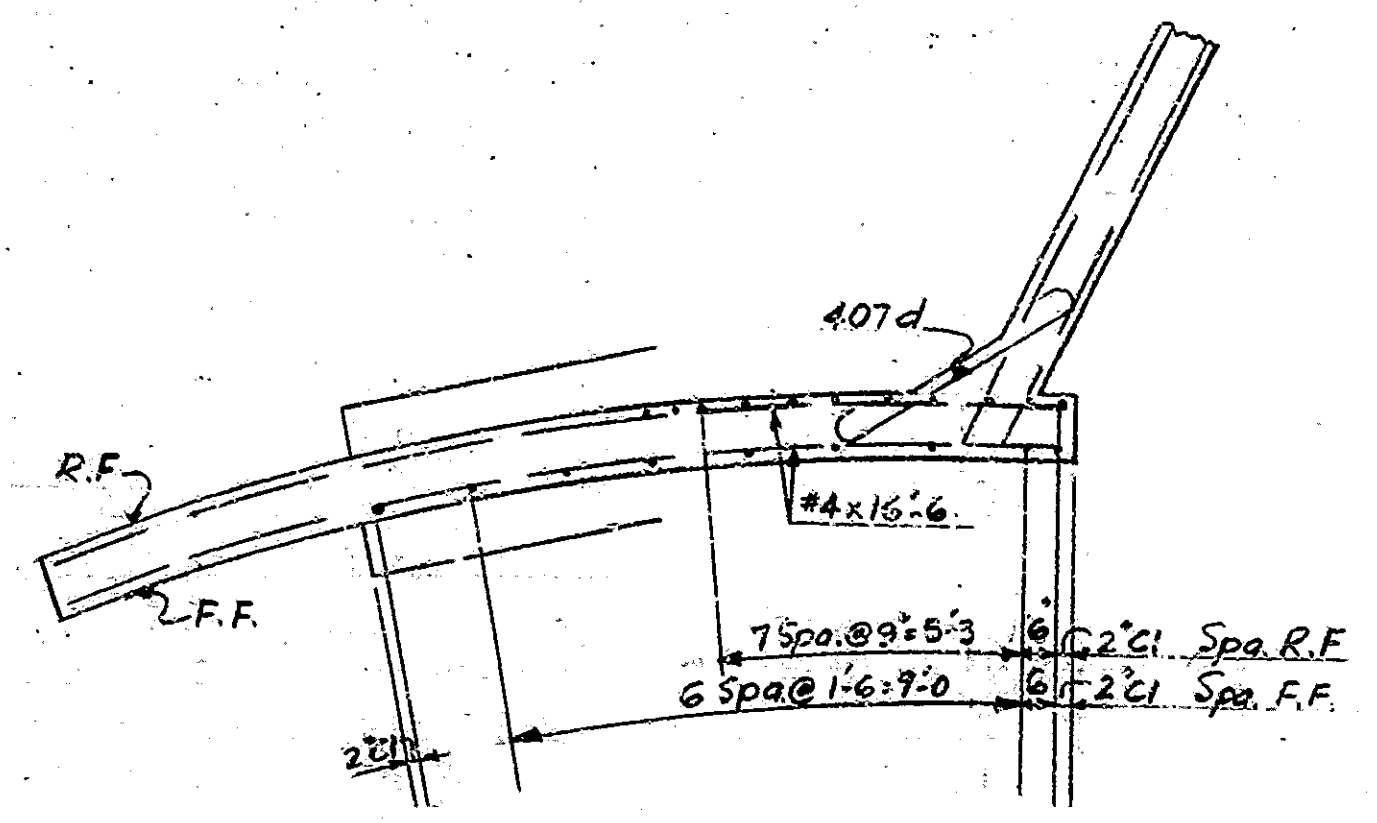






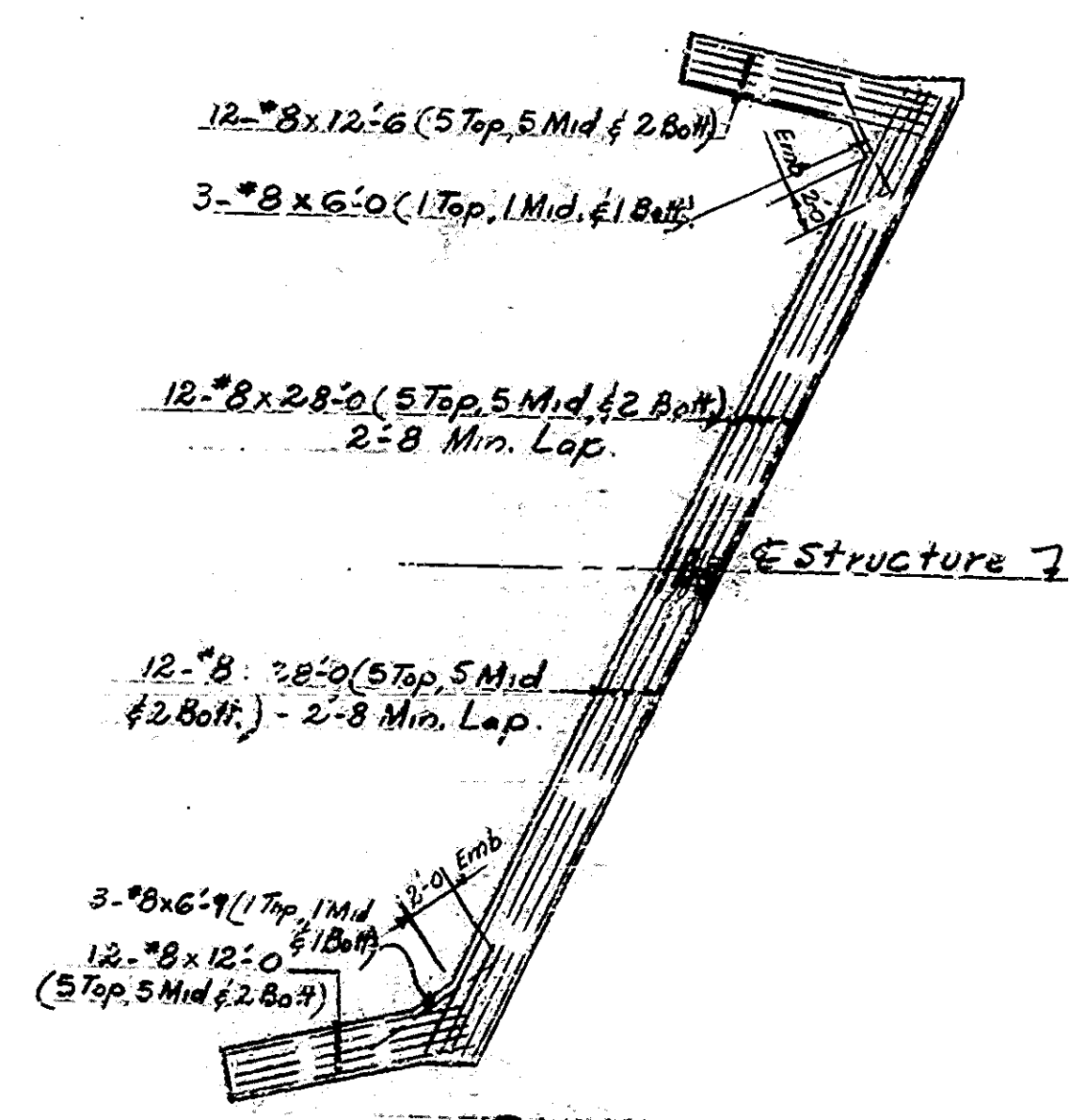


BRIDGES OVER 20' SPAN					
R.H. ROAD	STATE	PROJECT	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND	IND	1960	46	90

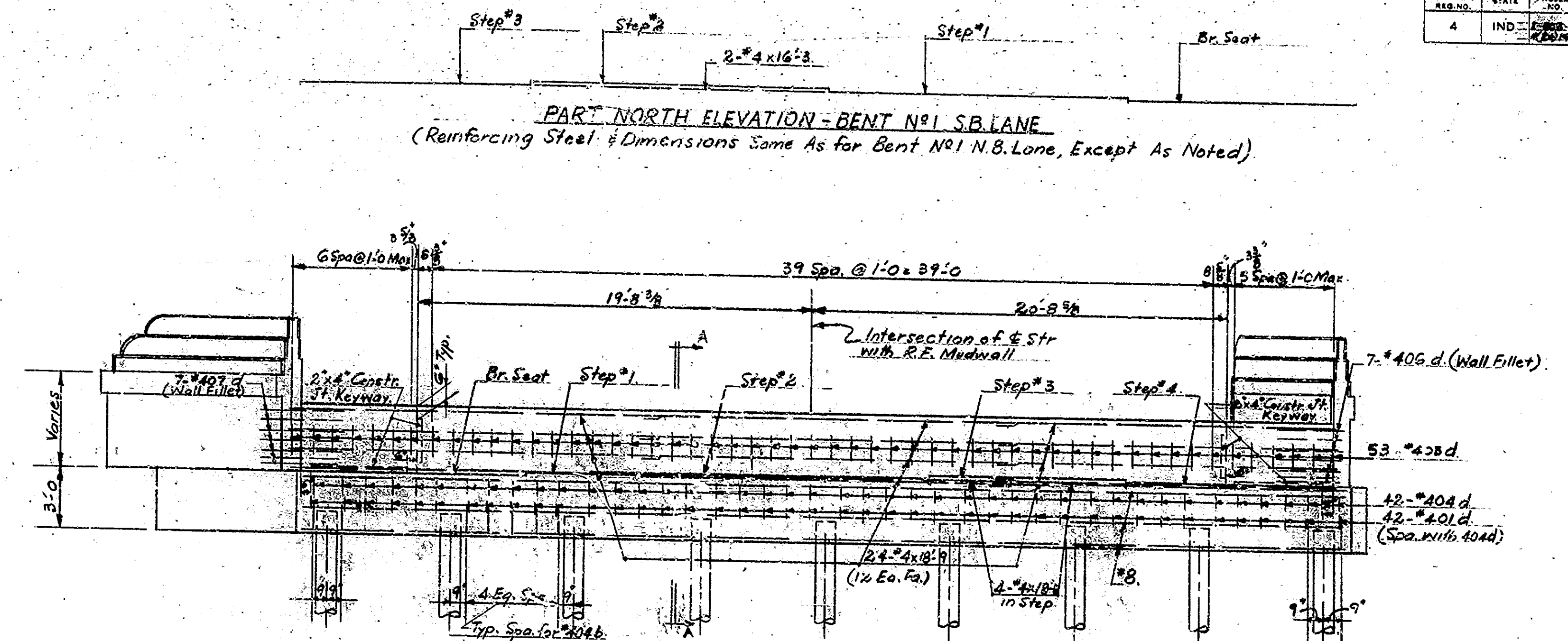


PLAN SECTION - WING "B"  
(Reinforcing not shown is same as in Wing "A" except opposite hand)

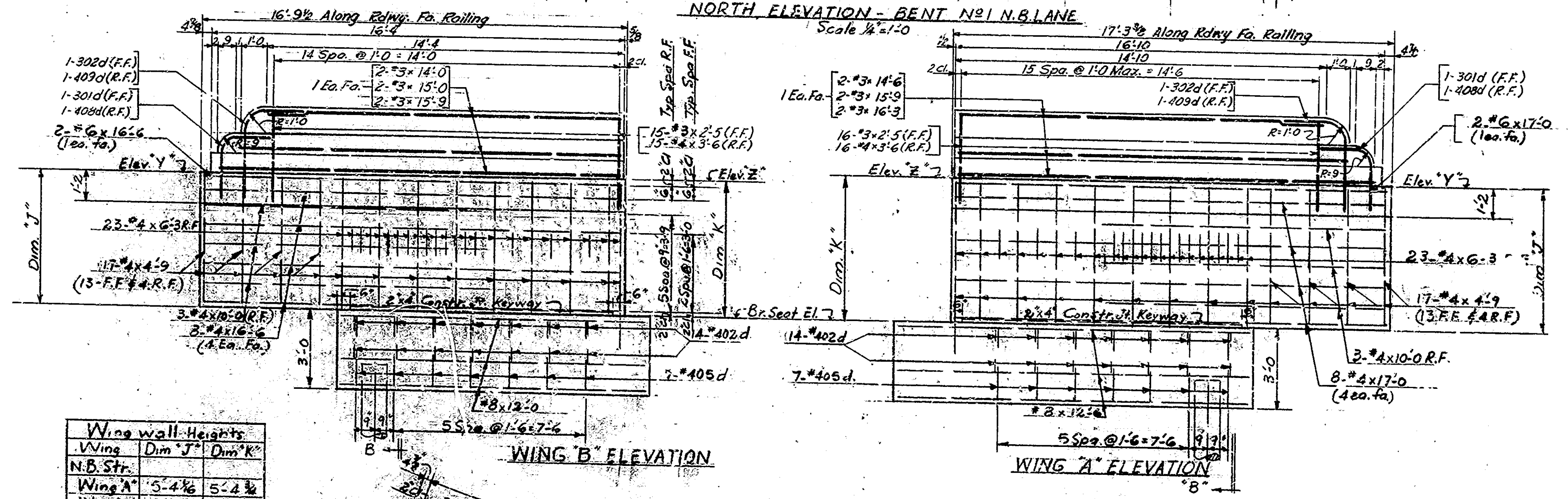
TABLE OF ELEVATIONS		
Location	N.B. Lane	S.B. Lane
Top of Mudwall Elev.	766.95	767.13
Step # 4	763.820	763.885
Step # 3	763.945	764.010
Step # 2	763.820	764.010
Step # 1	763.675	763.885
Br. Seat	763.570	763.750
Wing "A" Elev. "Y"	768.91	768.83
" Elev. "Z"	768.96	768.86
Wing "B" Elev. "Y"	768.63	768.96
" Elev. "Z"	768.70	769.00



PLAN - BENT N#1  
(Showing cap longitudinal reinf. steel)  
Scale 1/8" = 1'-0"

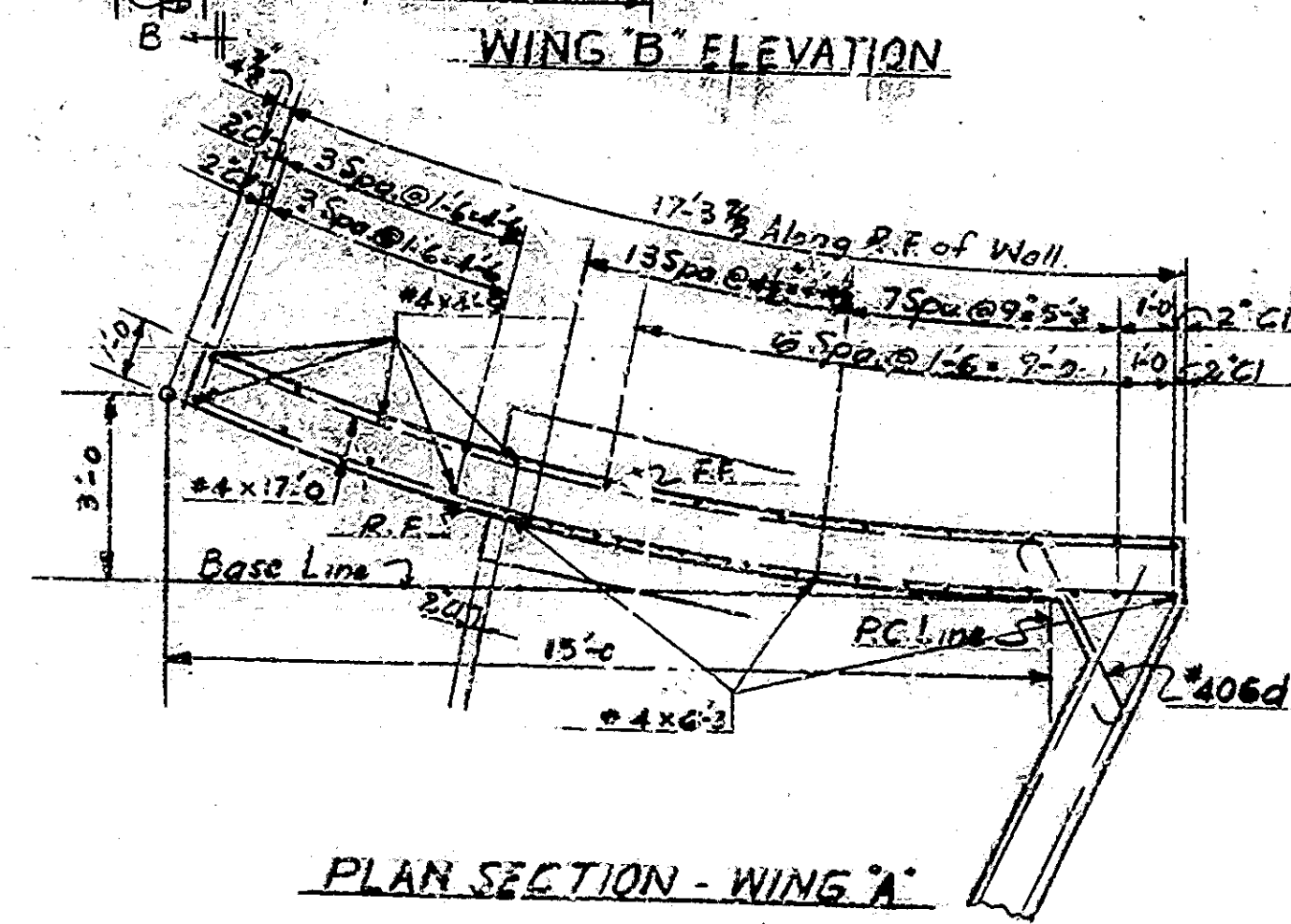


PART NORTH ELEVATION - BENT N#1 S.B. LANE  
(Reinforcing Steel & Dimensions Same As for Bent N#1 N.B. Lane, Except As Noted)



NORTH ELEVATION - BENT N#1 N.B. LANE

Wing wall-Heights		
Wing	Dim "J"	Dim "K"
N.B. Str.		
Wing A	5'-4 1/8"	5'-4 3/8"
Wing B	5'-0 1/4"	5'-1 1/2"
S.B. Str.		
Wing A	5'-0 1/8"	5'-1 3/8"
Wing B	5'-2 1/2"	5'-3 3/8"



WING "B" ELEVATION

PLAN SECTION - WING "A"

- NOTES
1. See Br. Std. "G" for reinforcing bar notes.
  2. See Drawgs. "S 3" & "S 5" for additional details.
  3. See Drwg. "S 5" for Bill of Materials.
  4. See Drwg. "S 5" for Sections A-A & B-B.

BENT N#1 DETAILS  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: 3/8" = 1'-0" Unless Noted JULY 28, 1959

SUBMITTED FOR APPROVAL: James D. Mattie

DRAWING: 54 OF 23  
PROJECT: I-465-2(20)129  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 1002-2221

DESIGNED: DMS:24-52 W.D. 108 2-19-59  
DRAWN: D.M. 4-18-59 C.M.D. J.S.S. 5-1-59  
TRACED: C.W.D.

Railring Revision 2-3-60

I-465-149-







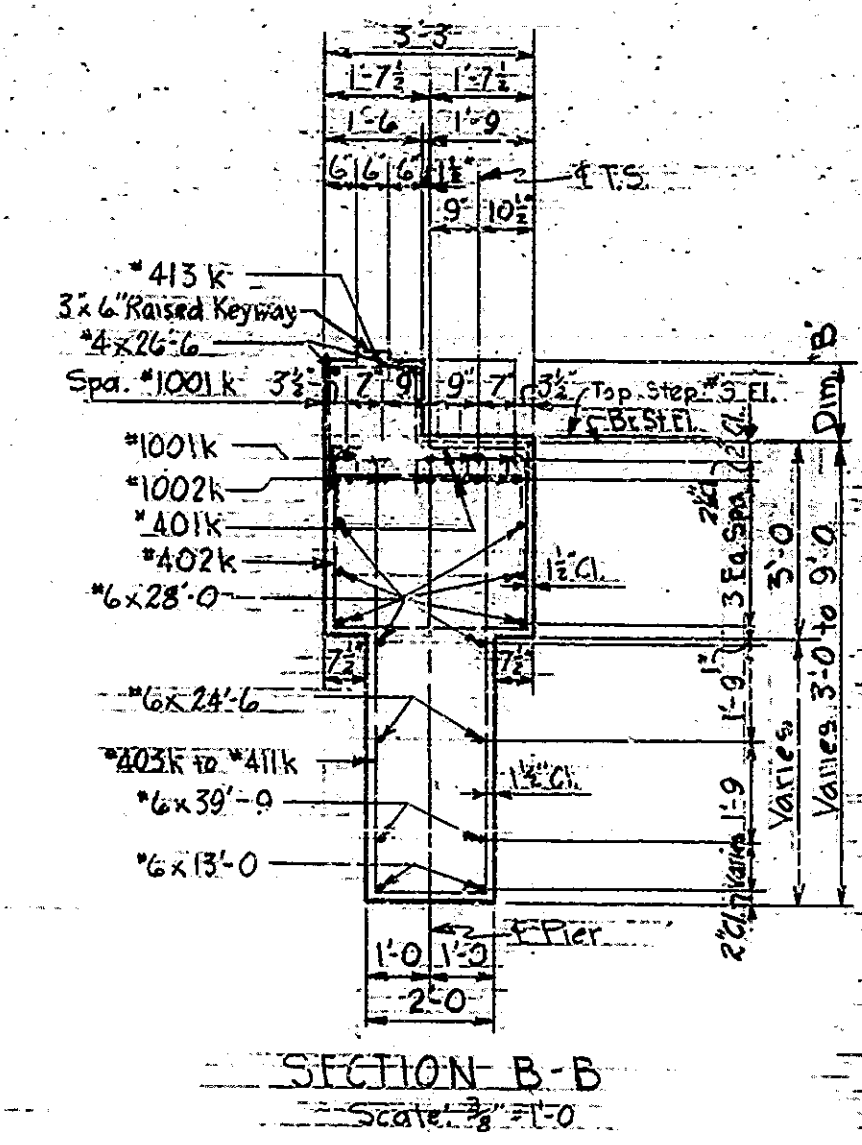
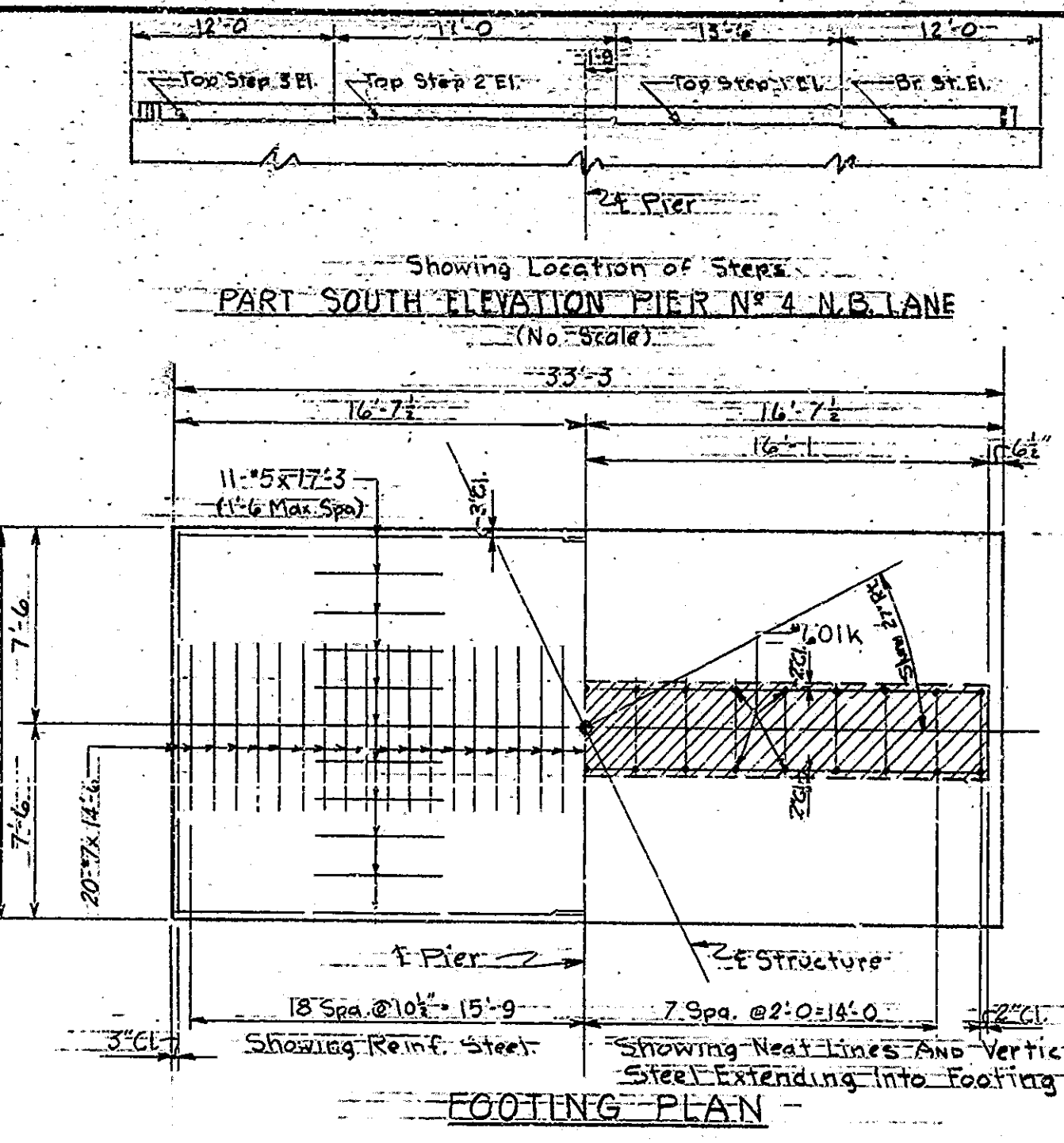
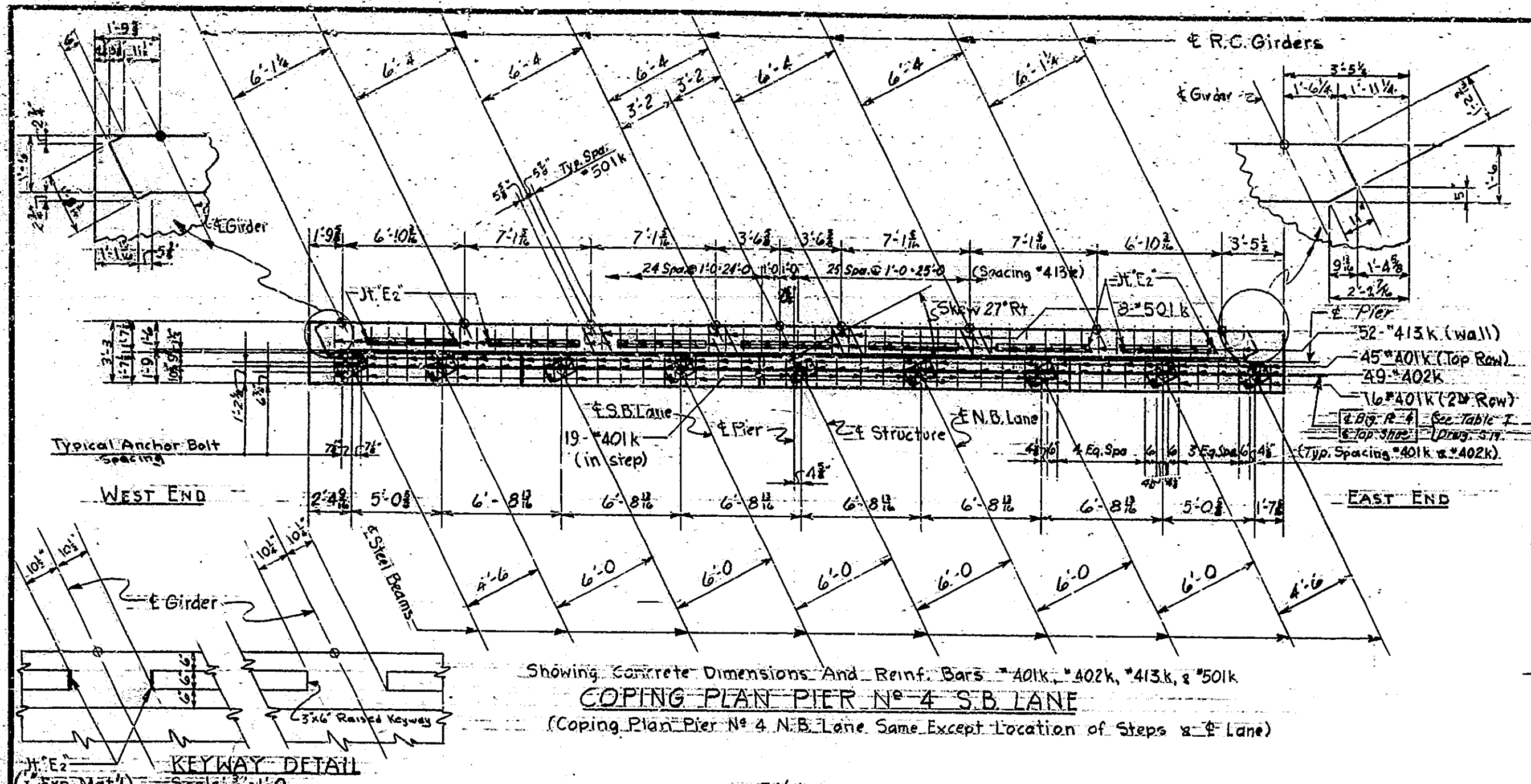








PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	1-465-4(20)149	1960	50	90



**BILL OF MATERIALS  
 PIER NO. 4 S.B. LANE  
 (PIER NO. 4 N.B. LANE SAME)**

REINFORCING STEEL			
MARK	SIZE	LENGTH	WEIGHT
1001K	10	30'-2"	
1002K	10	25'-5"	
Total			23.92*
401K	3/4	5'-5"	
402K	2	6'-2"	
403K	3	6'-5"	
404K	2	6'-8"	
405K	2	6'-11"	
406K	2	7'-2"	
407K	2	7'-5"	
408K	2	7'-8"	
409K	2	7'-11"	
410K	2	8'-1"	
411K	2	8'-4"	
412K	2	8'-7"	
413K	2	8'-10"	
414K	2	9'-1"	
415K	2	9'-4"	
416K	2	9'-7"	
417K	2	10'-0"	
418K	2	10'-3"	
419K	2	10'-6"	
420K	2	10'-9"	
421K	2	11'-2"	
422K	2	11'-5"	
423K	2	11'-8"	
424K	2	12'-1"	
425K	2	12'-4"	
426K	2	12'-7"	
427K	2	13'-0"	
428K	2	13'-3"	
429K	2	13'-6"	
430K	2	13'-9"	
431K	2	14'-2"	
432K	2	14'-5"	
433K	2	14'-8"	
434K	2	15'-1"	
435K	2	15'-4"	
436K	2	15'-7"	
437K	2	16'-0"	
438K	2	16'-3"	
439K	2	16'-6"	
440K	2	16'-9"	
441K	2	17'-2"	
442K	2	17'-5"	
443K	2	17'-8"	
444K	2	18'-1"	
445K	2	18'-4"	
446K	2	18'-7"	
447K	2	19'-0"	
448K	2	19'-3"	
449K	2	19'-6"	
450K	2	19'-9"	
451K	2	20'-2"	
452K	2	20'-5"	
453K	2	20'-8"	
454K	2	21'-1"	
455K	2	21'-4"	
456K	2	21'-7"	
457K	2	22'-0"	
458K	2	22'-3"	
459K	2	22'-6"	
460K	2	22'-9"	
461K	2	23'-2"	
462K	2	23'-5"	
463K	2	23'-8"	
464K	2	24'-1"	
465K	2	24'-4"	
466K	2	24'-7"	
467K	2	25'-0"	
468K	2	25'-3"	
469K	2	25'-6"	
470K	2	25'-9"	
471K	2	26'-2"	
472K	2	26'-5"	
473K	2	26'-8"	
474K	2	27'-1"	
475K	2	27'-4"	
476K	2	27'-7"	
477K	2	28'-0"	
478K	2	28'-3"	
479K	2	28'-6"	
480K	2	28'-9"	
481K	2	29'-2"	
482K	2	29'-5"	
483K	2	29'-8"	
484K	2	30'-1"	
485K	2	30'-4"	
486K	2	30'-7"	
487K	2	31'-0"	
488K	2	31'-3"	
489K	2	31'-6"	
490K	2	31'-9"	
491K	2	32'-2"	
492K	2	32'-5"	
493K	2	32'-8"	
494K	2	33'-1"	
495K	2	33'-4"	
496K	2	33'-7"	
497K	2	34'-0"	
498K	2	34'-3"	
499K	2	34'-6"	
500K	2	34'-9"	
501K	2	35'-2"	
502K	2	35'-5"	
503K	2	35'-8"	
504K	2	36'-1"	
505K	2	36'-4"	
506K	2	36'-7"	
507K	2	37'-0"	
508K	2	37'-3"	
509K	2	37'-6"	
510K	2	37'-9"	
511K	2	38'-2"	
512K	2	38'-5"	
513K	2	38'-8"	
514K	2	39'-1"	
515K	2	39'-4"	
516K	2	39'-7"	
517K	2	40'-0"	
518K	2	40'-3"	
519K	2	40'-6"	
520K	2	40'-9"	
521K	2	41'-2"	
522K	2	41'-5"	
523K	2	41'-8"	
524K	2	42'-1"	
525K	2	42'-4"	
526K	2	42'-7"	
527K	2	43'-0"	
528K	2	43'-3"	
529K	2	43'-6"	
530K	2	43'-9"	
531K	2	44'-2"	
532K	2	44'-5"	
533K	2	44'-8"	
534K	2	45'-1"	
535K	2	45'-4"	
536K	2	45'-7"	
537K	2	46'-0"	
538K	2	46'-3"	
539K	2	46'-6"	
540K	2	46'-9"	
541K	2	47'-2"	
542K	2	47'-5"	
543K	2	47'-8"	
544K	2	48'-1"	
545K	2	48'-4"	
546K	2	48'-7"	
547K	2	49'-0"	
548K	2	49'-3"	
549K	2	49'-6"	
550K	2	49'-9"	
551K	2	50'-2"	
552K	2	50'-5"	
553K	2	50'-8"	
554K	2	51'-1"	
555K	2	51'-4"	
556K	2	51'-7"	
557K	2	52'-0"	
558K	2	52'-3"	
559K	2	52'-6"	
560K	2	52'-9"	
561K	2	53'-2"	
562K	2	53'-5"	
563K	2	53'-8"	
564K	2	54'-1"	
565K	2	54'-4"	
566K	2	54'-7"	
567K	2	55'-0"	
568K	2	55'-3"	
569K	2	55'-6"	
570K	2	55'-9"	
571K	2	56'-2"	
572K	2	56'-5"	
573K	2	56'-8"	
574K	2	57'-1"	
575K	2	57'-4"	
576K	2	57'-7"	
577K	2	58'-0"	
578K	2	58'-3"	
579K	2	58'-6"	
580K	2	58'-9"	
581K	2	59'-2"	
582K	2	59'-5"	
583K	2	59'-8"	
584K	2	60'-1"	
585K	2	60'-4"	
586K	2	60'-7"	
587K	2	61'-0"	
588K	2	61'-3"	
589K	2	61'-6"	
590K	2	61'-9"	
591K	2	62'-2"	
592K	2	62'-5"	
593K	2	62'-8"	
594K	2	63'-1"	
595K	2	63'-4"	
596K	2	63'-7"	
597K	2	64'-0"	
598K	2	64'-3"	
599K	2	64'-6"	
600K	2	64'-9"	
601K	2	65'-2"	
602K	2	65'-5"	
603K	2	65'-8"	
604K	2	66'-1"	
605K	2	66'-4"	
606K	2	66'-7"	
607K	2	67'-0"	
608K	2	67'-3"	
609K	2	67'-6"	
610K	2	67'-9"	
611K	2	68'-2"	
612K	2	68'-5"	
613K	2	68'-8"	
614K	2	69'-1"	
615K	2	69'-4"	
616K	2	69'-7"	
617K	2	70'-0"	
618K	2	70'-3"	
619K	2	70'-6"	
620K	2	70'-9"	
621K	2	71'-2"	
622K	2	71'-5"	
623K	2	71'-8"	
624K	2	72'-1"	
625K	2	72'-4"	
626K	2	72'-7"	
627K	2	73'-0"	
628K	2	73'-3"	
629K	2	73'-6"	
630K	2	73'-9"	
631K	2	74'-2"	
632K	2	74'-5"	
633K	2	74'-8"	
634K	2	75'-1"	
635K	2	75'-4"	
636K	2	75'-7"	
637K	2	76'-0"	
638K	2	76'-3"	
639K	2	76'-6"	
640K	2	76'-9"	
641K	2	77'-2"	
642K	2	77'-5"	
643K	2	77'-8"	
644K	2	78'-1"	
645K	2	78'-4"	
646K	2	78'-7"	
647K	2	79'-0"	
648K	2	79'-3"	
649K	2	79'-6"	
650K	2	79'-9"	
651K	2	80'-2"	
652K	2	80'-5"	
653K	2	80'-8"	
654K	2	81'-1"	
655K	2	81'-4"	
656K	2	81'-7"	
657K	2	82'-0"	
658K	2	82'-3"	
659K	2	82'-6"	
660K	2	82'-9"	
661K	2	83'-2"	
662K	2	83'-5"	
663K	2	83'-8"	
664K	2	84'-1"	
665K	2	84'-4"	
666K	2	84'-7"	
667K	2	85'-0"	
668K	2	85'-3"	
669K	2	85'-6"	
670K	2	85'-9"	
671K	2	86'-2"	
672K	2	86'-5"	
673K	2	86'-8"	
674K	2	87'-1"	
675K	2	87'-4"	
676K	2	87'-7"	
677K	2	88'-0"	
678K	2	88'-3"	
679K	2	88'-6"	
680K	2	88'-9"	
681K	2	89'-2"	
682K	2	89'-5"	
683K	2	89'-8"	
684K	2	90'-1"	
685K	2	90'-4"	
686K	2	90'-7"	
687K	2	91'-0"	
688K	2	91'-3"	
689K	2	91'-6"	
690K	2	91'-9"	
691K	2	92'-2"	
692K	2	92'-5"	
693K	2	92'-8"	
694K	2	93'-1"	
695K	2	93'-4"	



BRIDGES OVER 20' SPAN				
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO. TOTAL SHEETS
4	IND.	I-465-4(20)149	1960	51 80

**BILL OF MATERIALS**  
**PIER NO 5, N.B. LANE**  
 (Pier No 5 S.B. Lane and Pier No 6 N.B. and S.B. Lanes Same)

REINFORCING STEEL			
SIZE AND MARK	NO. OF BARS	LENGTH	WEIGHT
1001m	10	29'-11"	2,389#
1002m	10	24'-11"	2,389#
		<b>Total #6</b>	<b>4,778#</b>
#7	50	17'-0"	1,737#
601m	2	5'-7"	57#
602m	2	5'-10"	57#
603m	2	6'-1"	57#
604m	2	6'-4"	57#
605m	2	6'-7"	57#
606m	2	7'-1"	57#
607m	2	7'-4"	57#
608m	2	7'-7"	57#
609m	2	8'-1"	57#
610m	2	8'-4"	57#
611m	2	8'-7"	57#
612m	2	9'-1"	57#
613m	2	9'-4"	57#
614m	2	9'-7"	57#
615m	2	10'-1"	57#
616m	2	10'-4"	57#
617m	2	10'-7"	57#
618m	2	11'-1"	57#
619m	2	11'-4"	57#
620m	2	11'-7"	57#
621m	2	12'-1"	57#
622m	2	12'-4"	57#
623m	2	12'-7"	57#
624m	2	13'-1"	57#
625m	2	13'-4"	57#
626m	2	13'-7"	57#
627m	2	14'-1"	57#
628m	2	14'-4"	57#
629m	2	14'-7"	57#
630m	2	15'-1"	57#
631m	2	15'-4"	57#
632m	2	15'-7"	57#
633m	2	16'-1"	57#
634m	2	16'-4"	57#
635m	2	16'-7"	57#
636m	2	17'-1"	57#
637m	2	17'-4"	57#
638m	2	17'-7"	57#
639m	2	18'-1"	57#
640m	2	18'-4"	57#
641m	2	18'-7"	57#
642m	2	19'-1"	57#
643m	2	19'-4"	57#
644m	2	19'-7"	57#
645m	2	20'-1"	57#
646m	2	20'-4"	57#
647m	2	20'-7"	57#
648m	2	21'-1"	57#
649m	2	21'-4"	57#
650m	2	21'-7"	57#
651m	2	22'-1"	57#
652m	2	22'-4"	57#
653m	2	22'-7"	57#
654m	2	23'-1"	57#
655m	2	23'-4"	57#
656m	2	23'-7"	57#
657m	2	24'-1"	57#
658m	2	24'-4"	57#
659m	2	24'-7"	57#
660m	2	25'-1"	57#
661m	2	25'-4"	57#
662m	2	25'-7"	57#
663m	2	26'-1"	57#
664m	2	26'-4"	57#
665m	2	26'-7"	57#
666m	2	27'-1"	57#
667m	2	27'-4"	57#
668m	2	27'-7"	57#
669m	2	28'-1"	57#
670m	2	28'-4"	57#
671m	2	28'-7"	57#
672m	2	29'-1"	57#
673m	2	29'-4"	57#
674m	2	29'-7"	57#
675m	2	30'-1"	57#
676m	2	30'-4"	57#
677m	2	30'-7"	57#
678m	2	31'-1"	57#
679m	2	31'-4"	57#
680m	2	31'-7"	57#
681m	2	32'-1"	57#
682m	2	32'-4"	57#
683m	2	32'-7"	57#
684m	2	33'-1"	57#
685m	2	33'-4"	57#
686m	2	33'-7"	57#
687m	2	34'-1"	57#
688m	2	34'-4"	57#
689m	2	34'-7"	57#
690m	2	35'-1"	57#
691m	2	35'-4"	57#
692m	2	35'-7"	57#
693m	2	36'-1"	57#
694m	2	36'-4"	57#
695m	2	36'-7"	57#
696m	2	37'-1"	57#
697m	2	37'-4"	57#
698m	2	37'-7"	57#
699m	2	38'-1"	57#
700m	2	38'-4"	57#
701m	2	38'-7"	57#
702m	2	39'-1"	57#
703m	2	39'-4"	57#
704m	2	39'-7"	57#
705m	2	40'-1"	57#
706m	2	40'-4"	57#
707m	2	40'-7"	57#
708m	2	41'-1"	57#
709m	2	41'-4"	57#
710m	2	41'-7"	57#
711m	2	42'-1"	57#
712m	2	42'-4"	57#
713m	2	42'-7"	57#
714m	2	43'-1"	57#
715m	2	43'-4"	57#
716m	2	43'-7"	57#
717m	2	44'-1"	57#
718m	2	44'-4"	57#
719m	2	44'-7"	57#
720m	2	45'-1"	57#
721m	2	45'-4"	57#
722m	2	45'-7"	57#
723m	2	46'-1"	57#
724m	2	46'-4"	57#
725m	2	46'-7"	57#
726m	2	47'-1"	57#
727m	2	47'-4"	57#
728m	2	47'-7"	57#
729m	2	48'-1"	57#
730m	2	48'-4"	57#
731m	2	48'-7"	57#
732m	2	49'-1"	57#
733m	2	49'-4"	57#
734m	2	49'-7"	57#
735m	2	50'-1"	57#
736m	2	50'-4"	57#
737m	2	50'-7"	57#
738m	2	51'-1"	57#
739m	2	51'-4"	57#
740m	2	51'-7"	57#
741m	2	52'-1"	57#
742m	2	52'-4"	57#
743m	2	52'-7"	57#
744m	2	53'-1"	57#
745m	2	53'-4"	57#
746m	2	53'-7"	57#
747m	2	54'-1"	57#
748m	2	54'-4"	57#
749m	2	54'-7"	57#
750m	2	55'-1"	57#
751m	2	55'-4"	57#
752m	2	55'-7"	57#
753m	2	56'-1"	57#
754m	2	56'-4"	57#
755m	2	56'-7"	57#
756m	2	57'-1"	57#
757m	2	57'-4"	57#
758m	2	57'-7"	57#
759m	2	58'-1"	57#
760m	2	58'-4"	57#
761m	2	58'-7"	57#
762m	2	59'-1"	57#
763m	2	59'-4"	57#
764m	2	59'-7"	57#
765m	2	60'-1"	57#
766m	2	60'-4"	57#
767m	2	60'-7"	57#
768m	2	61'-1"	57#
769m	2	61'-4"	57#
770m	2	61'-7"	57#
771m	2	62'-1"	57#
772m	2	62'-4"	57#
773m	2	62'-7"	57#
774m	2	63'-1"	57#
775m	2	63'-4"	57#
776m	2	63'-7"	57#
777m	2	64'-1"	57#
778m	2	64'-4"	57#
779m	2	64'-7"	57#
780m	2	65'-1"	57#
781m	2	65'-4"	57#
782m	2	65'-7"	57#
783m	2	66'-1"	57#
784m	2	66'-4"	57#
785m	2	66'-7"	57#
786m	2	67'-1"	57#
787m	2	67'-4"	57#
788m	2	67'-7"	57#
789m	2	68'-1"	57#
790m	2	68'-4"	57#
791m	2	68'-7"	57#
792m	2	69'-1"	57#
793m	2	69'-4"	57#
794m	2	69'-7"	57#
795m	2	70'-1"	57#
796m	2	70'-4"	57#
797m	2	70'-7"	57#
798m	2	71'-1"	57#
799m	2	71'-4"	57#
800m	2	71'-7"	57#
801m	2	72'-1"	57#
802m	2	72'-4"	57#
803m	2	72'-7"	57#
804m	2	73'-1"	57#
805m	2	73'-4"	57#
806m	2	73'-7"	57#
807m	2	74'-1"	57#
808m	2	74'-4"	57#
809m	2	74'-7"	57#
810m	2	75'-1"	57#
811m	2	75'-4"	57#
812m	2	75'-7"	57#
813m	2	76'-1"	57#
814m	2	76'-4"	57#
815m	2	76'-7"	57#
816m	2	77'-1"	57#
817m	2	77'-4"	57#
818m	2	77'-7"	57#
819m	2	78'-1"	57#
820m	2	78'-4"	57#
821m	2	78'-7"	57#
822m	2	79'-1"	57#
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825m	2	80'-1"	57#
826m	2	80'-4"	57#
827m	2	80'-7"	57#
828m	2	81'-1"	57#
829m	2	81'-4"	57#
830m	2	81'-7"	57#
831m	2	82'-1"	57#
832m	2	82'-4"	57#
833m	2	82'-7"	57#
834m	2	83'-1"	57#
835m	2	83'-4"	57#
836m	2	83'-7"	57#
837m	2	84'-1"	57#
838m	2	84'-4"	57#
839m	2	84'-7"	57#
840m	2	85'-1"	57#
841m	2	85'-4"	57#
842m	2	85'-7"	57#
843m	2	86'-1"	57#
844m	2	86'-4"	57#
845m	2	86'-7"	57#
846m	2	87'-1"	57#
847m	2	87'-4"	57#
848m	2	87'-7"	57#
849m	2	88'-1"	57#
850m	2	88'-4"	57#
851m	2	88'-7"	57#
852m	2	89'-1"	57#
853m	2	89'-4"	57#
854m	2	89'-7"	57#
855m	2	90'-1"	57#
856m	2	90'-4"	57#
857m	2	90'-7"	57#
858m	2	91'-1"	57#
859m	2	91'-4"	57#
860m	2	91'-7"	57#
861m	2	92'-1"	57#
862m	2	92'-4"	57#
863m	2	92'-7"	57#
864m	2	93'-1"	57#
865m	2	93'-4"	57#
866m	2	93'-7"	57#
867m	2	94'-1"	57#
868m	2	94'-4"	57#
869m	2	94'-7"	57#
870m	2	95'-1"	57#
871m	2	95'-4"	57#
872m	2	95'-7"	57#
873m	2	96'-1"	57#
874m	2	96'-4"	57#
875m	2	9	







BRIDGES OVER 20' SPAN				
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	J-465-420-149	1960	53
				90

**DESIGN DATA:**

**UNIT STRESSES**

$f_c = 20,000 \text{ psi}$   
 $f_s = 17,000 \text{ psi}$

**LOADING**

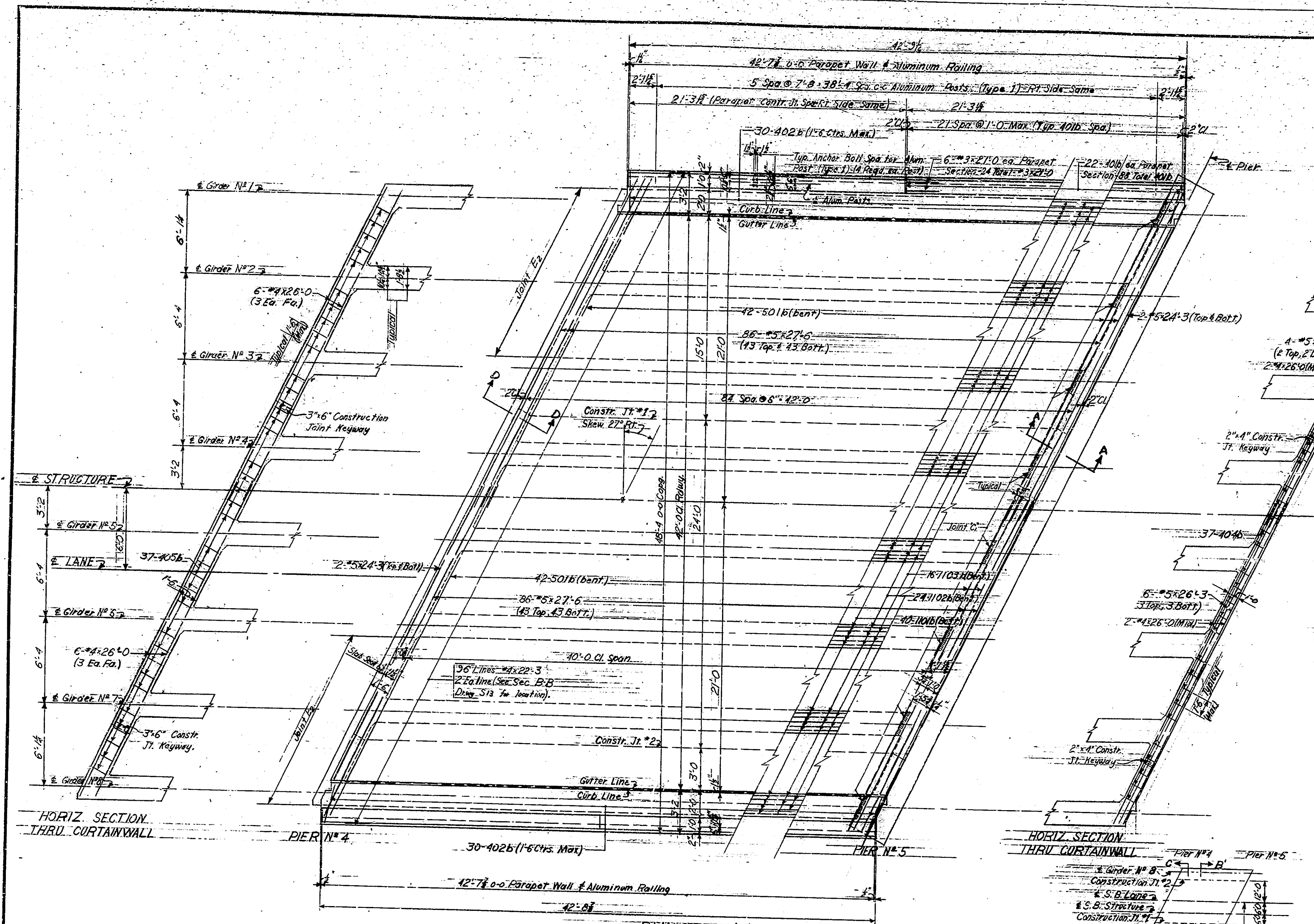
Designed for H20-S16-44 loading in accordance with 1957 AASHTO Specifications and checked for special loading of 2-24,000 lb. dual axles spaced 4'-0" apart in tandem, except floor slabs designed for 16,000 lb. wheel load. Dead load increased 15% of roadway for future wearing surface. Slab designed with a wearing surface. Maximum D.L. deflection =  $\frac{1}{16}$ "

**NOTES:**

For Reinforcing bar Notes, see Br. Std. C1.  
 For additional details, see: K.A., B.B., B.C., C.C., D-D, and corner details see Br. Std. C1.  
 For Aluminum Hoisting Posts, see Br. Std. H1, Type 1.  
 Anchor bolts for railing shall be placed in the concrete.  
 For Bill of Materials see Drawing S-14.  
 After STRUCTURAL steel has been erected, concrete forms shall be placed against expansion end of steel span in making pairs adjacent to the steel spans.

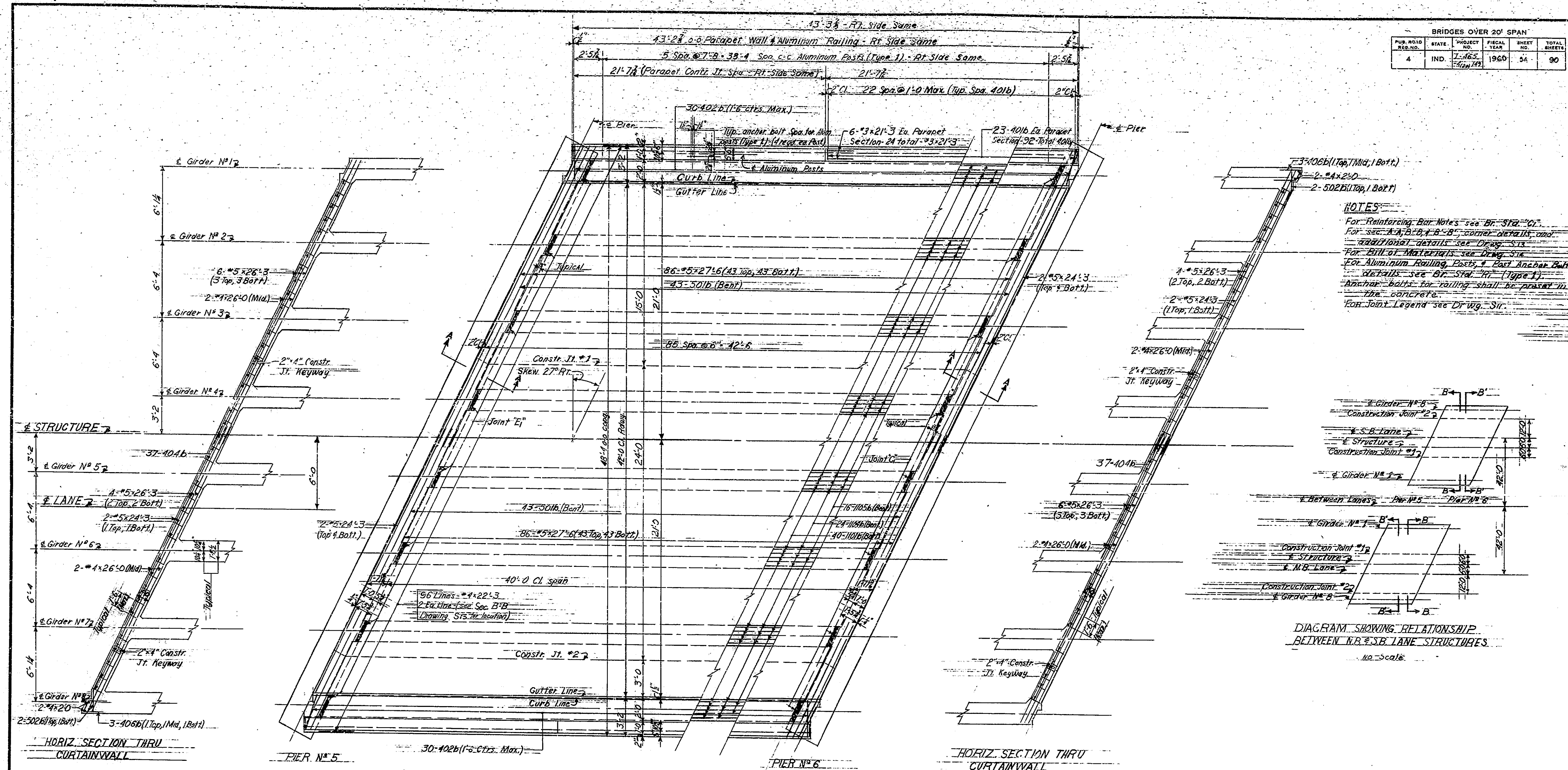
**JOINT LEGEND**

**JOINT 'B'** indicates vertical  $\frac{1}{2}$ " preformed joint filler extending from approximately 18" below the surface of roadway and sidewalk slabs down to top of pier of girders and to bottom of curbside walls between girders. Joint sealing compound (hot poured joint sealer or cold applied mastic type filler) to be placed in the top 18" portion.  
**JOINT 'C'** indicates  $\frac{1}{2}$ " preformed joint filler under front 3' of girder bearing area with one layer of medium weight fasting felt under remainder of bearing area and with  $\frac{1}{2}$ " expansion material on vertical faces of keyways as shown on the detail plans.  
**JOINT 'D'** same as joint 'C' except using  $\frac{1}{2}$ " preformed joint filler under front 6' of girder bearing area.  
**JOINT 'E'** indicates  $\frac{1}{2}$ " preformed joint filler under front 3' of girder bearing area of all girders with one layer of medium weight fasting felt on the remaining girder bearing area of girders No. 1, 2, 7 & 8 with  $\frac{1}{2}$ " expansion material on vertical faces of keyways as shown on the detail plans.  
**JOINT 'F'** indicates one layer of medium weight fasting felt under bearing area and on vertical faces of keyways outside girder No. 3 and 8 with  $\frac{1}{2}$ " expansion material on vertical faces of keyways as shown on the detail plans.  
**JOINT 'G'** indicates vertical 12" preformed joint filler extending from approximately 18" below the surface of the roadway and sidewalk slabs to the bottom of the slab seat and a horizontal single layer of medium weight fasting felt covering the slab seat. Joint sealing compound (hot poured joint sealer or cold applied mastic type filler) to be placed in top 18" portion.  
**EXPANSION JOINT:** see Br. Std. C1.





BRIDGES OVER 20' SPAN				
PUB. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465 54149	1960	54
				90



**NOTES**

For Reinforcing Bar Notes see Br. Spz. "C".  
 For sec. A-A, B-B, C-C, corner details, and additional details see Drawg. S13.  
 For Bill of Materials see Drawg. S14.  
 For Aluminum Railing Posts & Post Anchor Bolt details see Br. Spz. "R" (Type 1).  
 Anchor bolts for railing shall be placed in the concrete.  
 For Joint Legend see Drawg. S15.

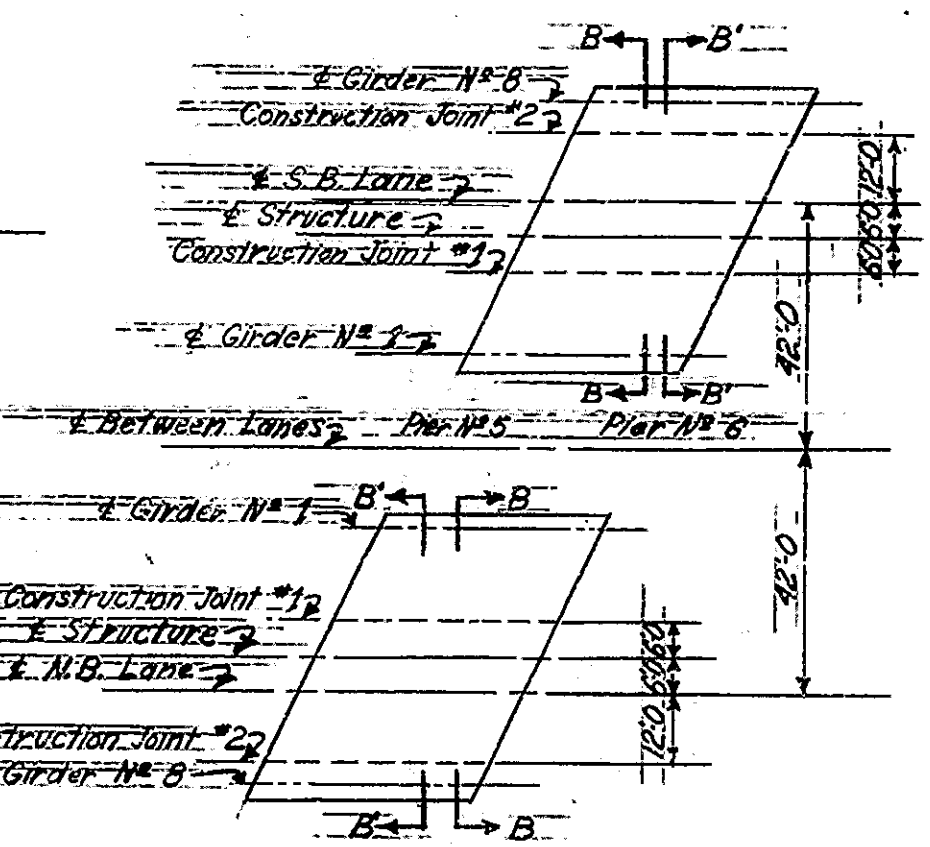


DIAGRAM SHOWING RELATIONSHIP BETWEEN N.B. & S.B. LANE STRUCTURES.  
 No Scale.

PLAN-SPAN "E" - N.B. LANE  
 PLAN-SPAN "E" - S.B. LANE SAME EXCEPT AS NOTED ON DIAGRAM

DESIGNED BY: R. J. C. W. D. 1-15-59  
 DRAWN BY: R. J. C. W. D. 1-17-59  
 TRACED CKD

SPAN "E" DETAILS  
 STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: 1/4" = 1'-0"  
 JULY 28, 1959

SUBMITTED FOR APPROVAL: *James D. Mattis*

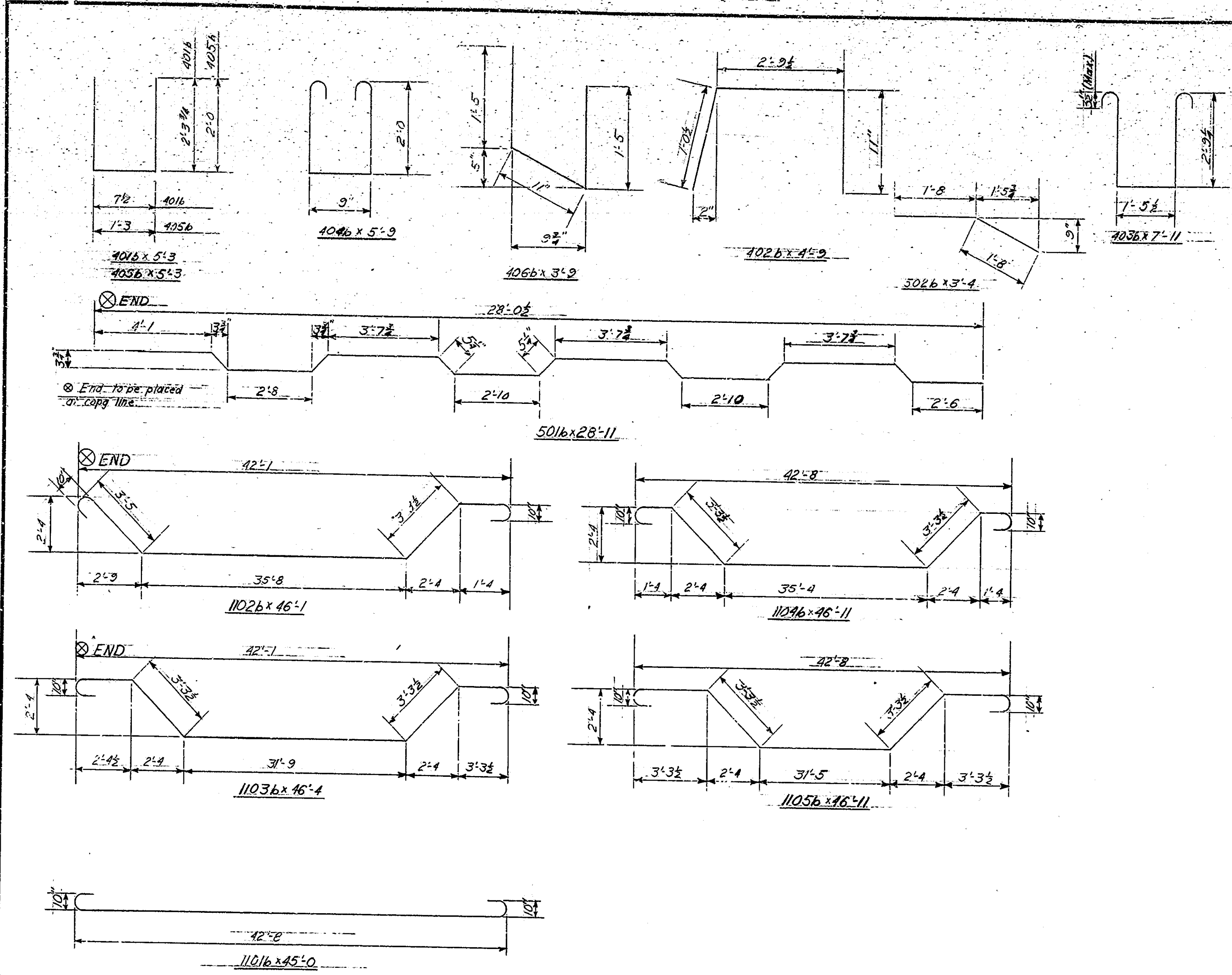
DRAWING: S12 OF 23  
 PROJECT: I-465, 54149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 4802-2221

Railing Revision 2-3-60









**NOTES:**  
 For Reinforcing Bar Notes see Br. Std. "C"  
 See Drawg. S-11, S-12, & S-13 for Additional details.

BRIDGES OVER 20' SPAN					
PIER ROAD NO.	STATE	FEET	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	165	1960	56	90

**BILL OF MATERIALS**

SPAN "D" - N.B. LANE  
 (SPAN "D" - S.B. LANE SAME)

REINFORCING STEEL			
SIZE & MARK.	NO. OF BARS	LENGTH	WEIGHT
11016	40	45'-0"	
11026	24	46'-1"	
11056	16	46'-4"	
Total #11			19,338*
5016	84	28'-11"	
5026	2	3'-4"	
#5	172	27'-6"	
#5	10	26'-3"	
#5	8	24'-3"	
Total #5			7,899*
4016	88	5'-3"	
4026	60	4'-9"	
4036	288	7'-11"	
4046	37	5'-9"	
4056	37	5'-3"	
4066	3	3'-9"	
#4	16	26'-0"	
#4	192	22'-3"	
#4	2	2'-0"	
Total #4			5,436*
#3	24	21'-0"	190*
TOTAL STEEL			32,903*

**BILL OF MATERIALS**

SPAN "E" - N.B. LANE  
 (SPAN "E" - S.B. LANE SAME)

REINFORCING STEEL			
SIZE & MARK.	NO. OF BARS	LENGTH	WEIGHT
11016	40	45'-0"	
11026	24	46'-1"	
11056	16	46'-11"	
Total #11			19,534*
5016	86	28'-11"	
5026	2	3'-4"	
#5	172	27'-6"	
#5	20	24'-3"	
#5	8	24'-3"	
Total #5			8,291*
4016	92	5'-3"	
4026	60	4'-9"	
4036	296	7'-11"	
4046	74	5'-9"	
4066	8	3'-9"	
#4	8	26'-0"	
#4	192	22'-3"	
#4	4	2'-0"	
Total #4			5,376*
#3	24	21'-3"	132*
TOTAL STEEL			33,393*

**CONCRETE**

Class	Description	Cyds	
Class 1	Between Const. II, III & Const. II, III	50.7	
Class 1	Outside Const. II, III	42.2	
Class 1	Outside Const. II, III	16.2	
Total Class 1 (except Railing Deck)			109.1

**CONCRETE**

Class	Description	Cyds	
Class 1	Between Const. II, III & Const. II, III	49.6	
Class 1	Outside Const. II, III	41.4	
Class 1	Outside Const. II, III	16.5	
Total Class 1 (except Railing Deck)			107.5

**MISCELLANEOUS**

Aluminum Railing, Type 2 (RF # L.F. All) @ 42.25 Lin Ft.	1,853 Lin Ft.
--	---------------

**MISCELLANEOUS**

Aluminum Railing, Type 2 (RF # L.F. All) @ 43.25 Lin Ft.	2,065 Lin Ft.
--	---------------

**SPANS "D" & "E" BILL OF MATERIALS**  
**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: - None  
 JULY 28, 1959

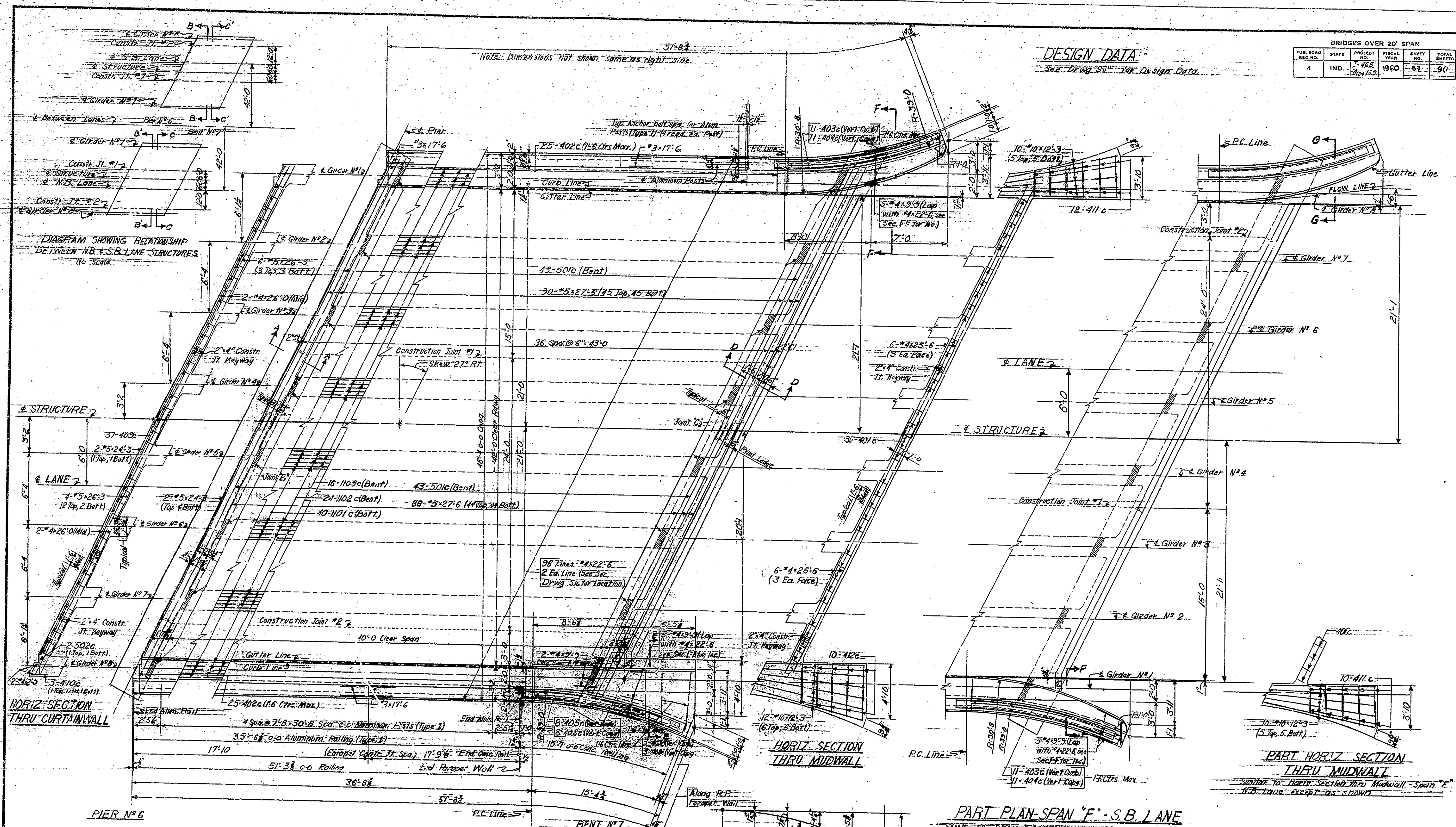
SUBMITTED FOR APPROVAL: *James D. Martin*

DRAWING: S-10 OF 23  
 PROJECT: I-465-422-149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-2221

DESIGNED: D.M.S. 11/23/58 CKD: J.S.S. 1/24/59  
 DRAWN: D.M.S. 3-2-59 CKD: J.M. 3-18-59  
 TRACED: CKD

Railing Revision 2-3-60





**DESIGN DATA**

See Drawing Sheet for Design Data

BRIDGES OVER 20' SPAN					
PROJ. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	465	1960	57	90

Note: Dimensions not shown same as right side.

DIAGRAM SHOWING RELATIONSHIP BETWEEN NB. & SB. LANE STRUCTURES  
No Scale

HORIZ SECTION THRU CURTAINWALL

HORIZ SECTION THRU MUDWALL

PART HORIZ SECTION THRU MUDWALL

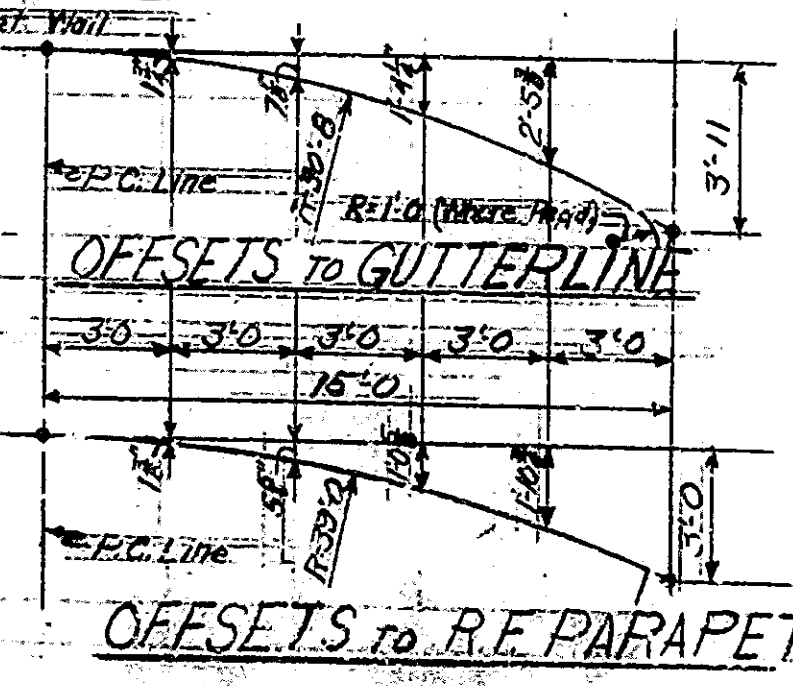
PART PLAN SPAN 'F' - S.B. LANE  
SAME AS SPAN 'F' - N.B. LANE EXCEPT AS SHOWN

SPAN 'E' DETAILS  
STATE HIGHWAY DEPARTMENT OF INDIANA

**NOTES:**

- For Reinforcing Bar Notes see Br. Std. 'C'
- Section 'A-A' same as Section 'A-A' Spans 'D' & 'E'
- Drawings except for bar marks and lengths of bars
- Section 'B-B' (B-B) same as Section 'B-B' (B-B)
- Spans 'D' & 'E' Drawings except for bar marks and lengths of bars
- For Bill of Materials see Drawing 'SR'
- For Sections 'B-B' & 'C-C' SEE DETAIL E-1750-0
- align in the and additional details see Drawing 'S10' & 'S11'
- For Aluminum Railing Posts & Post Anchors see details see Br. Std. 'P' (Type 1)
- Anchor bolts for railing shall be placed in the concrete.
- For 'S10' Legend see Drawing 'SR'

DESIGNED D.M.S. / J.L.S. / C.K.D. / J.S.S. / J.A.S. / J.A.S. / J.A.S.  
DRAWN D.M.S. / J.L.S. / C.K.D. / J.S.S. / J.A.S. / J.A.S. / J.A.S.  
TRACED C.K.D.

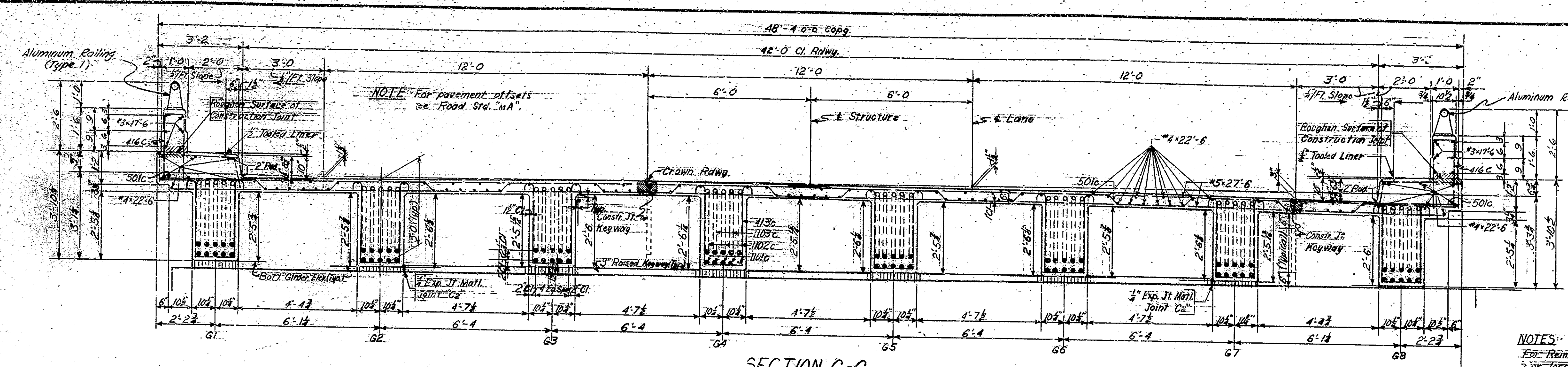


SCALE: 1/4" = 1'-0"  
JULY 28, 1959  
SUBMITTED FOR APPROVAL: James D. Mathis  
DRAWING: S10 OF 13  
PROJECT: I-465 - 4th 149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: 100-6-2221

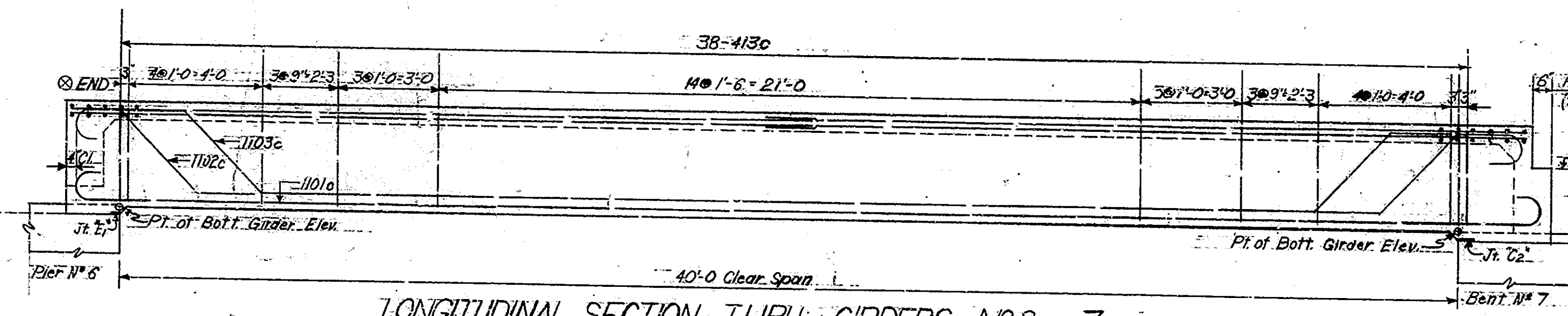
Railing Revision 2-3-60



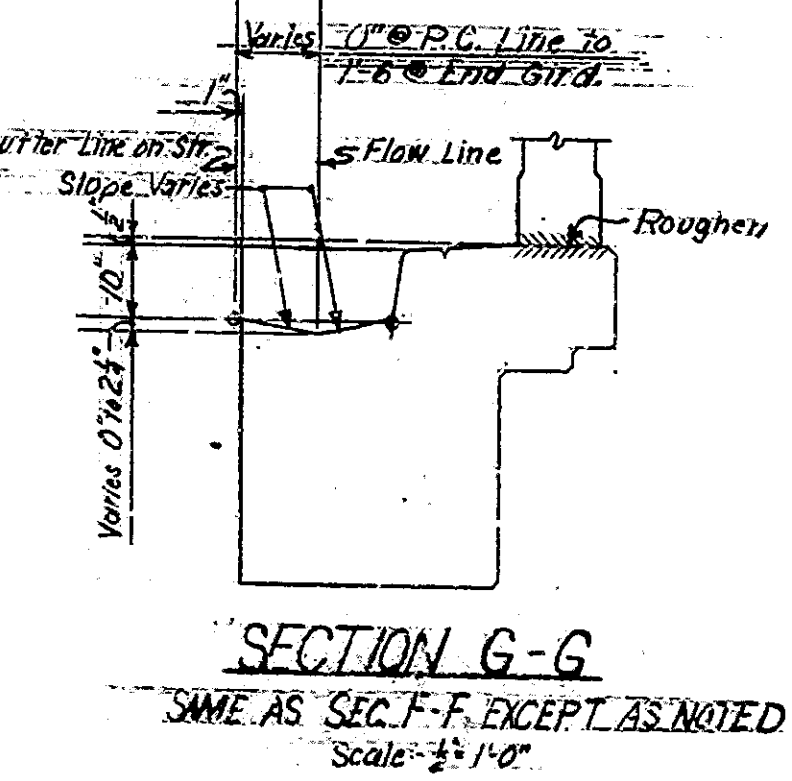
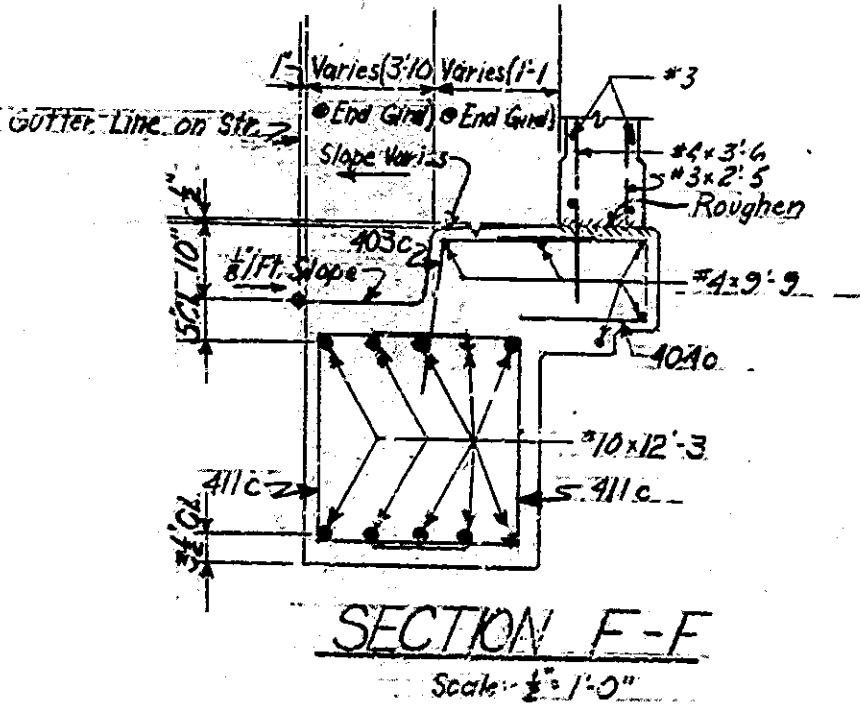
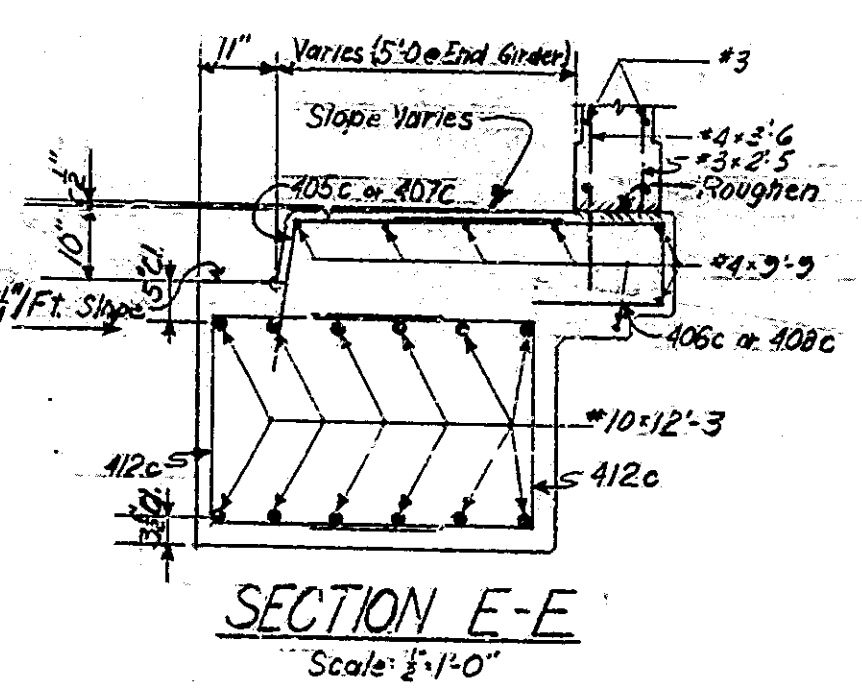
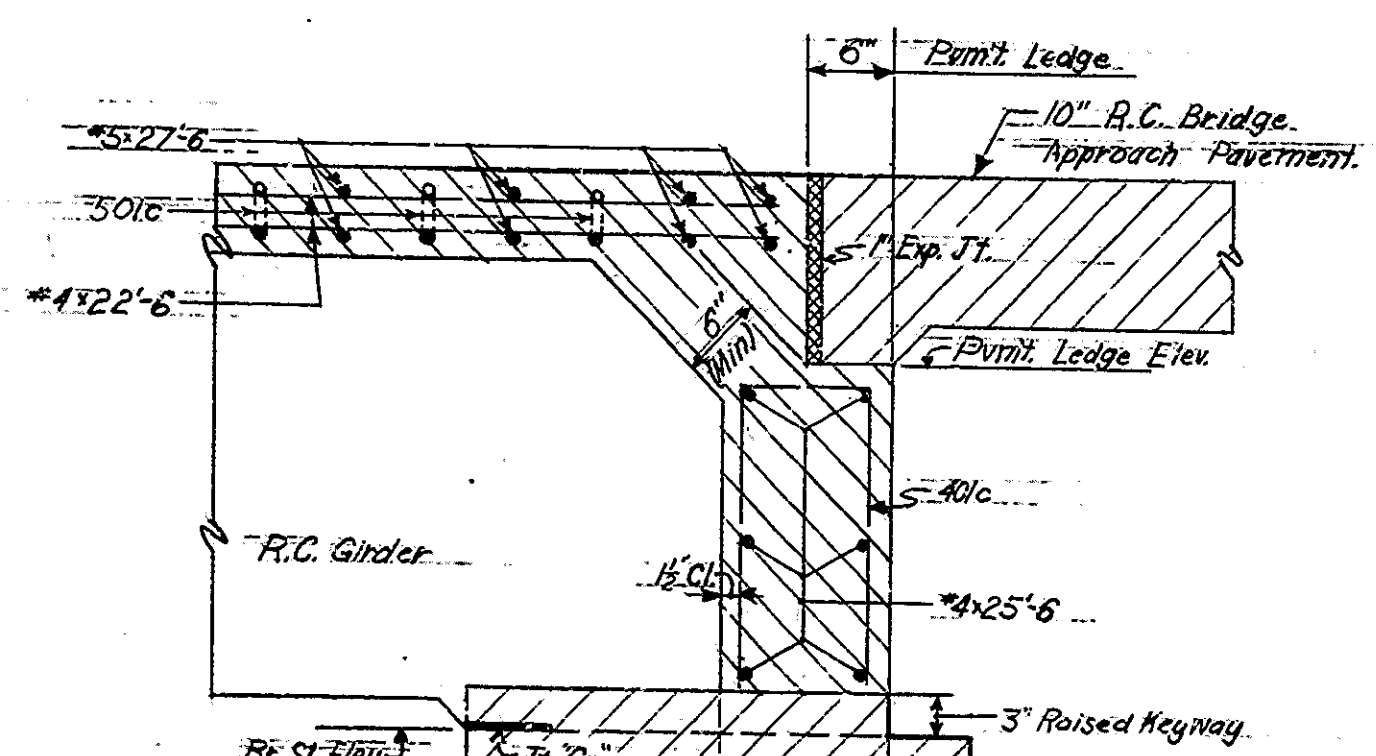
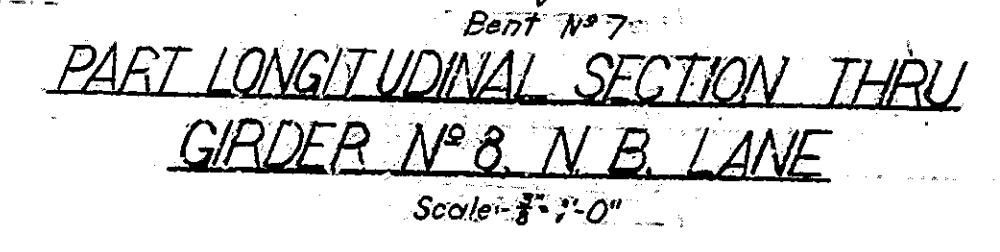
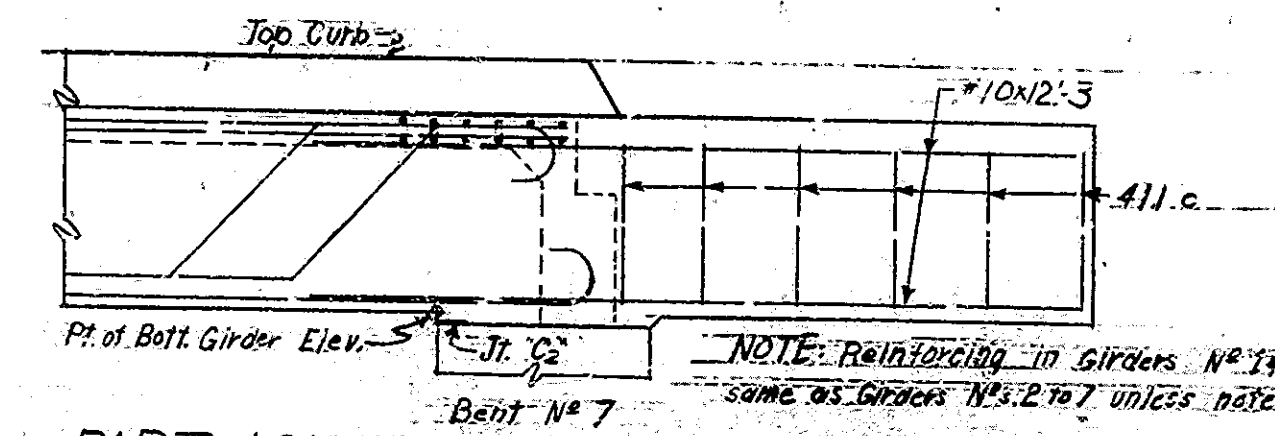
BRIDGES OVER 20' SPAN				
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-424/142	1960	90



NOTES:  
 For Reinforcing Bar Notes see Dr. Std. "C".  
 For Location of Sections C-C, D-D, E-E, F-F, G-G, and additional details see Drawg. Set S-1.  
 For Bill of Materials see Drawg. S-11.  
 For Joint Legend see Drawg. S-11.



	N.B. STRUCTURE		S.B. STRUCTURE	
	PIER No 5	BENT No 7	PIER No 6	BENT No 7
Girder No 1	764.80	764.54	764.71	764.44
Girder No 2	764.85	764.60	764.73	764.45
Girder No 3	764.92	764.68	764.76	764.48
Girder No 4	764.94	764.70	764.74	764.45
Girder No 5	764.91	764.67	764.67	764.38
Girder No 6	764.86	764.63	764.58	764.29
Girder No 7	764.79	764.56	764.48	764.18
Girder No 8	764.71	764.48	764.35	764.05



STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: -As Noted JULY 28, 1959

SUBMITTED FOR APPROVAL: James D. Matto

DRAWING: S-11 OF 23  
 PROJECT: I-465-424/142  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 700-C-2221

Rev. 6-1-60 Traffic Stripe Removal  
 Railing Revision 2-3-60

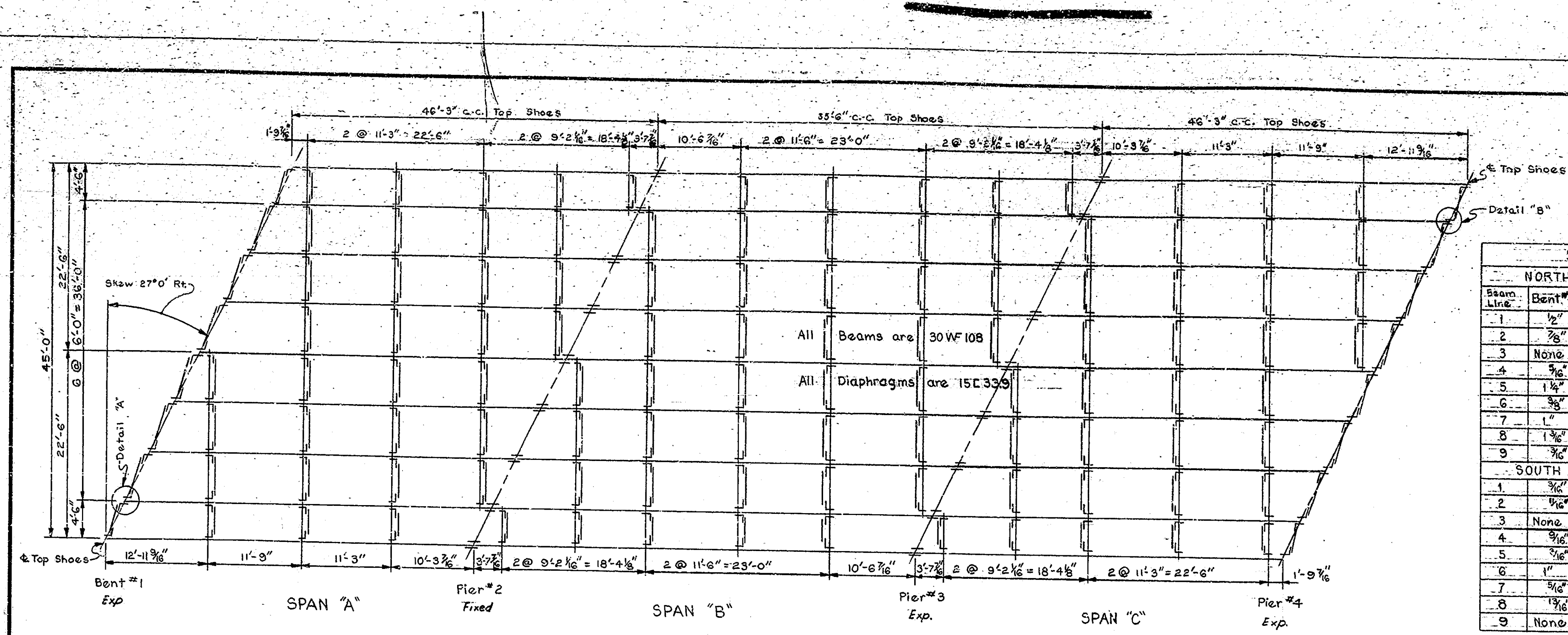
DESIGNED QMS 11-23-58  
 DRAWN RAL 3-22-59  
 TRACED CKD



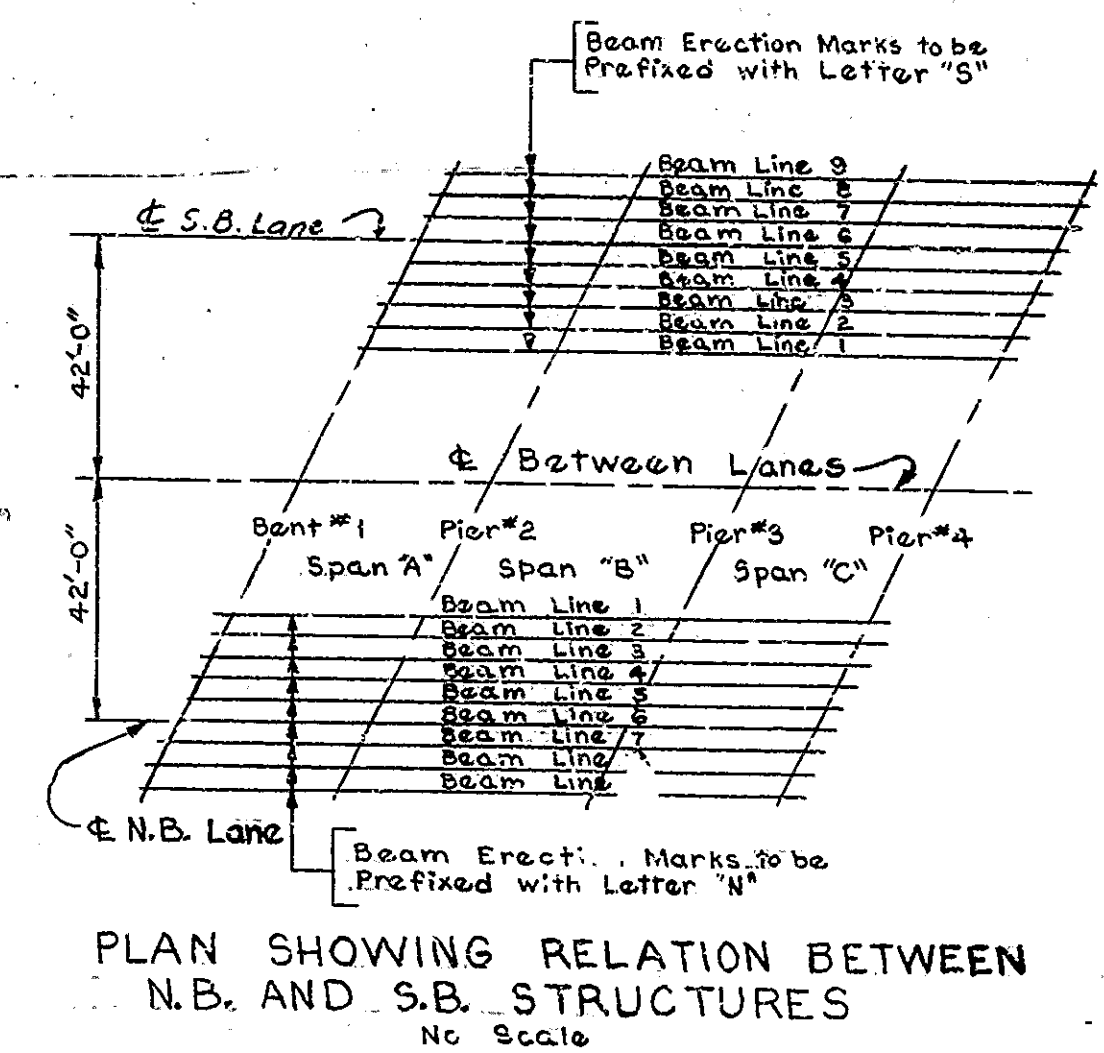




BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-465	1960	60	90



SHIMS				
NORTH BOUND STRUCTURE				
Beam Line	Bent #1	Pier #2	Pier #3	Pier #4
1	1/2"	5/8"	3/4"	1/2"
2	3/8"	1/2"	3/4"	3/8"
3	None	1/2"	None	None
4	3/8"	1/2"	1/2"	1/2"
5	1 1/4"	None	None	1/2"
6	3/8"	1/2"	3/4"	1/2"
7	1"	None	None	1/2"
8	1 1/4"	1/2"	3/4"	1/2"
9	None	None	None	None
SOUTH BOUND STRUCTURE				
1	3/8"	1/2"	3/8"	1/2"
2	1/2"	1/2"	7/8"	1 1/2"
3	None	None	1/2"	3/8"
4	3/8"	3/8"	1/2"	1/2"
5	3/8"	None	None	None
6	1"	3/4"	7/8"	1 1/2"
7	3/8"	None	None	None
8	1 1/4"	3/4"	1 1/2"	1"
9	None	None	None	None

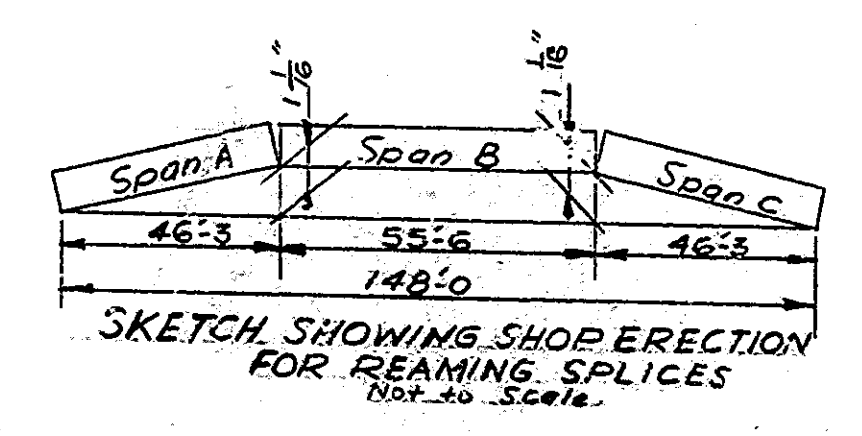
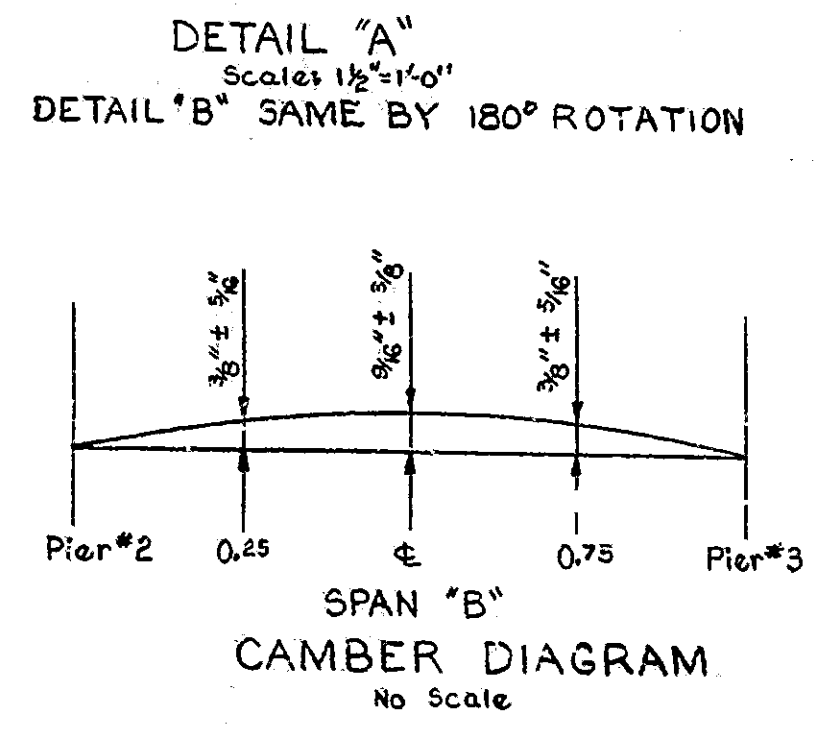
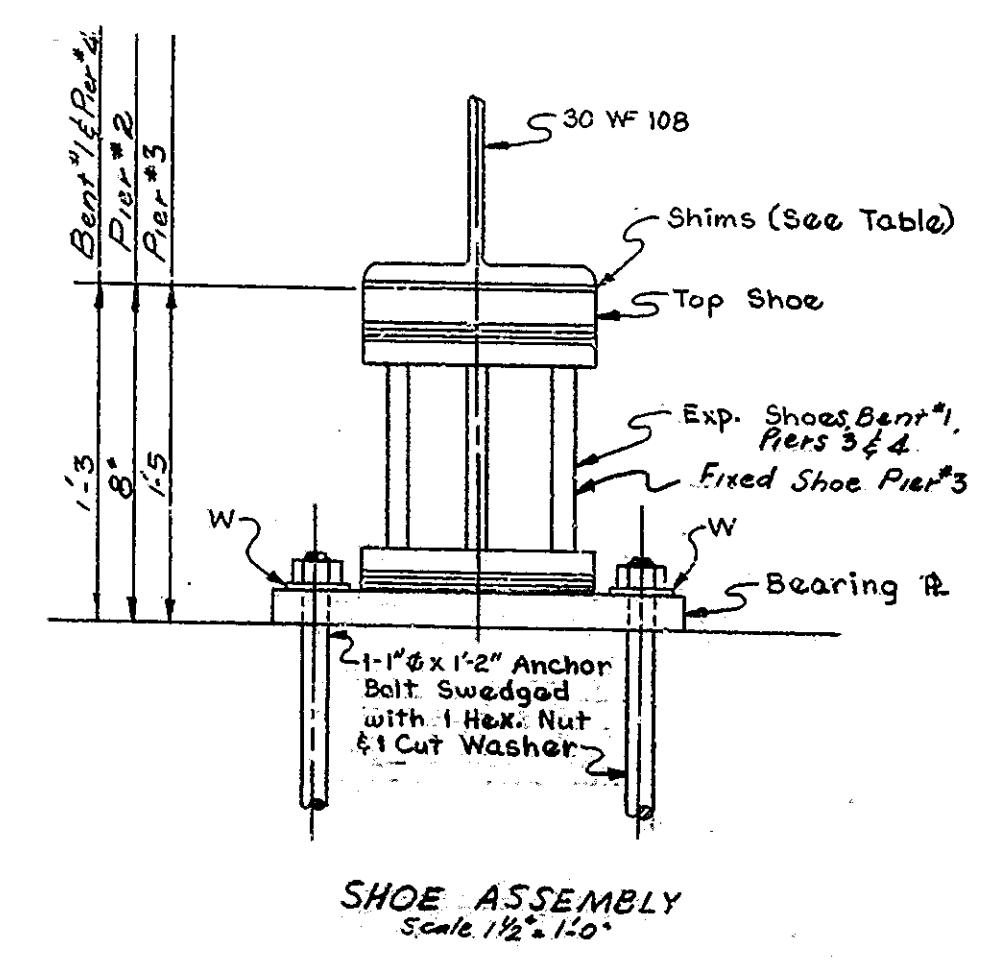
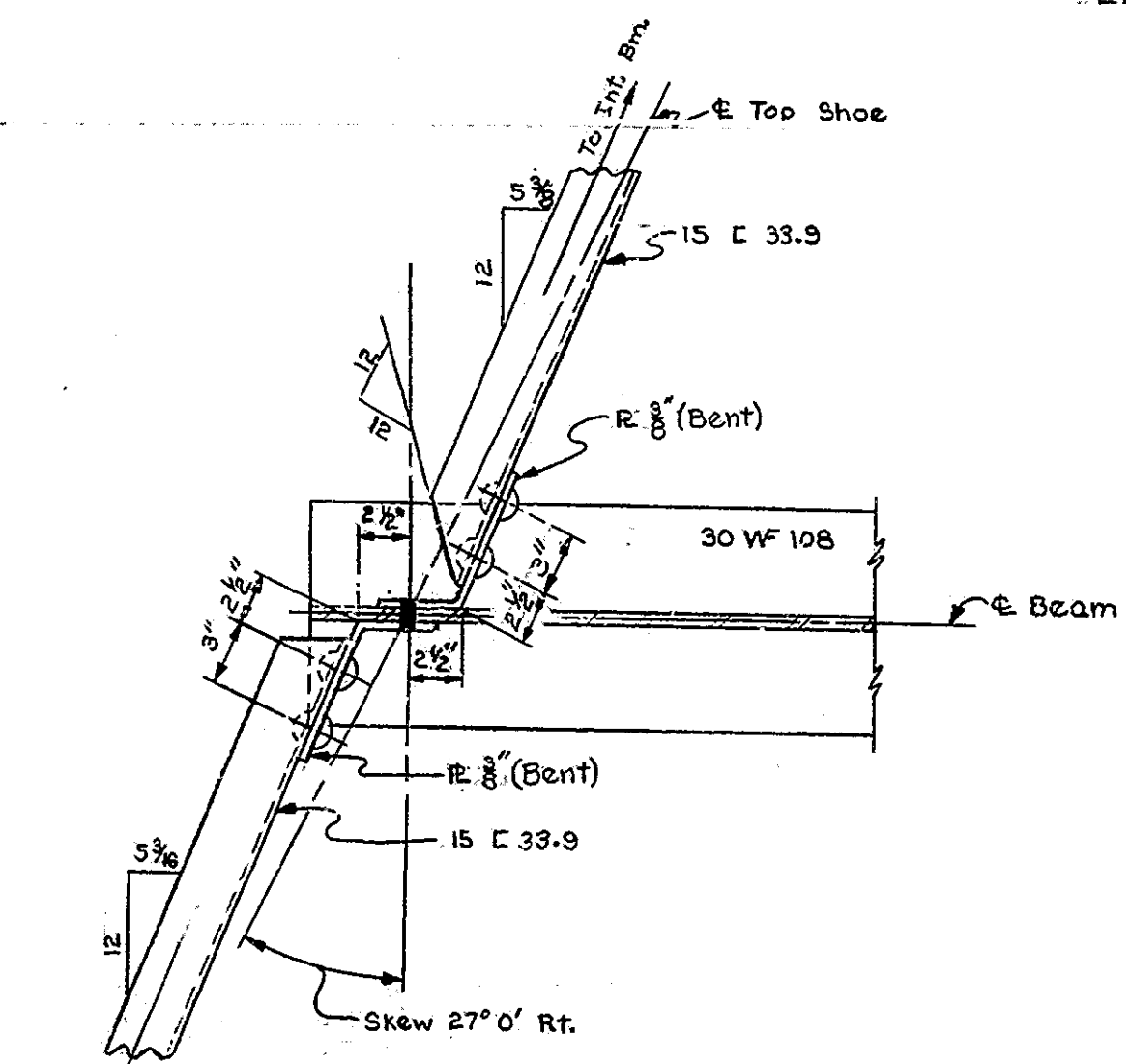


FRAMING PLAN - N.B. LANE  
Framing Plan for S.B. Lane same by 180° Rotation Except for Shims & Erection Marks.  
Scale: 1/8" = 1'-0"

- FABRICATION NOTES:
- Rivets 7/8" unless noted.
  - Open holes 1 1/2" unless noted.
  - No paint on Anchor Bolts. All paint shall be in accordance with current State Highway Specifications. Shop Paint: One Coat Red lead, Type I or II Except as Noted. Field Paint: 2 Coats of Aluminum.
  - Camber-Beams must be Cambered to a smooth curve. Camber must be checked while beams are supported in such a way as to have no bending moment in direction of Camber.
  - Holes for beam splices shall be subpunched or subdrilled and reamed to size while assembled. See Article E 1103.18(d) of the Specification.
  - The shop plans shall indicate whether reaming is to be done in shop or field. If shop reaming or drilling is used, the beams shall be reamed or drilled while assembled and supported relative to their final erected position with Webs Vertical.
  - The shop details shall show a plan of matchmarking for all reamed pieces. All splice plates to be removed, cleaned and painted after reaming. Splice plates shall not extend beyond the end of beam after bolting for shipment.
  - Flange splice bars shall have planed or rolled edges and holes in bars shall be subdrilled and reamed or drilled full size while assembled.
  - Ribbed bolts may be substituted for field rivets in diaphragm connections. See Specifications.
  - Gage lines on beam webs to be straight.
  - All 5th steel shall be erected and beams adjusted to relative elevation before driving rivets in beam splices.
  - 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 five (5) copies of these to the Engineer. See Art. 1103.2 of Specifications.
  - Diameter of Holes in all material connecting top shoes to beam flanges shall be 1/8" larger than the diameter of the bolts. Bolts connecting beam flange to top shoe shall extend into top shoe a min. of 1 inch.
  - Shims between beam and top shoes may be built up. No shim shall be less than 1/8" in thickness.
  - Weight of Structural Steel (estimated) 191,600# in each structure.

- DATA USED FOR DESIGN AND DETAILS
- LIVE LOADS: H20-S16-44 loading with impact and distribution of loads in accordance with 1957 AASHO Specifications and a Special Loading consisting of 2-24,000 lb. axle spaced 4'-0" apart.
- DEAD LOADS: Actual weight plus 15 pounds per sq. ft. of roadway to provide for future wearing surface.
- SLAB: Designed for 16,000 lb. wheel plus impact, and with 1/2" monolithic wearing surface.
- UNIT STRESSES:
- Structural Steel Bending (Tension) 18,000 psi
  - Low-Alloy Structural Steel (Tension) 22,000 psi
  - Shear on Rivets 13,500 psi
  - Structural Steel Bearing (incl. rivets) 27,000 psi
  - Bearing steel on Concrete (incl. overturning and eccentric loading) 1,000 psi
  - Reinforcing Steel (Tension) 20,000 psi
  - Concrete (Compression) 1,200 psi

	TABLE OF MOMENTS AND REACTIONS											
	Mom. @ 4' Pt. Span "A"		Mom. @ 4' Pt. Span "B"		Neg. Mom. @ R <sub>2</sub> & R <sub>3</sub>		Reactions @ R <sub>1</sub> & R <sub>2</sub>		Reactions @ R <sub>3</sub> & R <sub>4</sub>		Reactions @ R <sub>5</sub> & R <sub>6</sub>	
	In. Ft. Kips	In. Ft. Kips	In. Ft. Kips	In. Ft. Kips	In. Ft. Kips	In. Ft. Kips	In. Kips	In. Kips	In. Kips	In. Kips	In. Kips	In. Kips
Dead Load	120.3	145.7	120.3	139.7	148.4	196.7	12.97	15.95	36.81	48.65		
Live Load	245.5	184.0	242.2	182.0	189.5	145.0	34.18	12.95	41.36	18.23		
Impact	71.8	53.6	67.2	50.4	55.0	41.2	9.37	3.75	11.72	5.18		
Total	437.6	383.3	430.3	372.1	392.9	382.9	57.12	32.65	91.55	72.06		



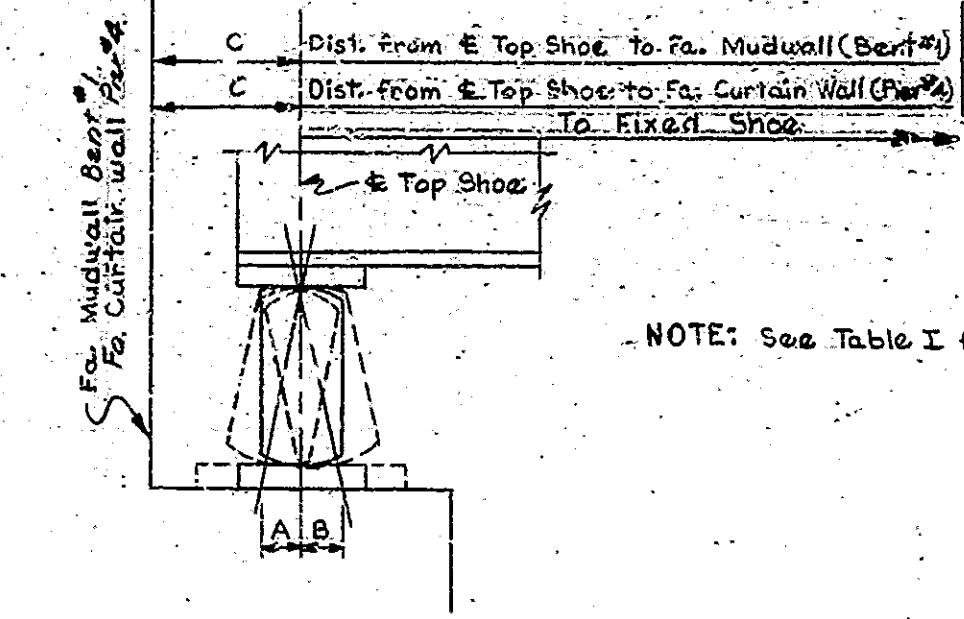
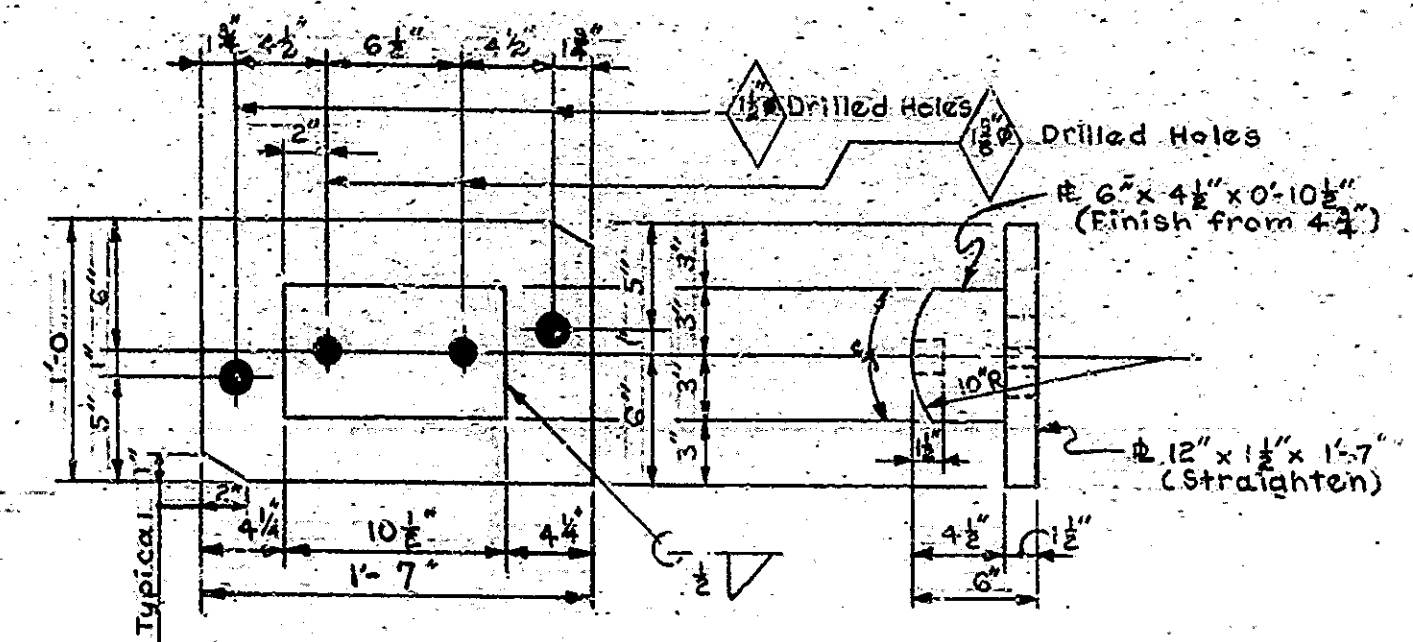
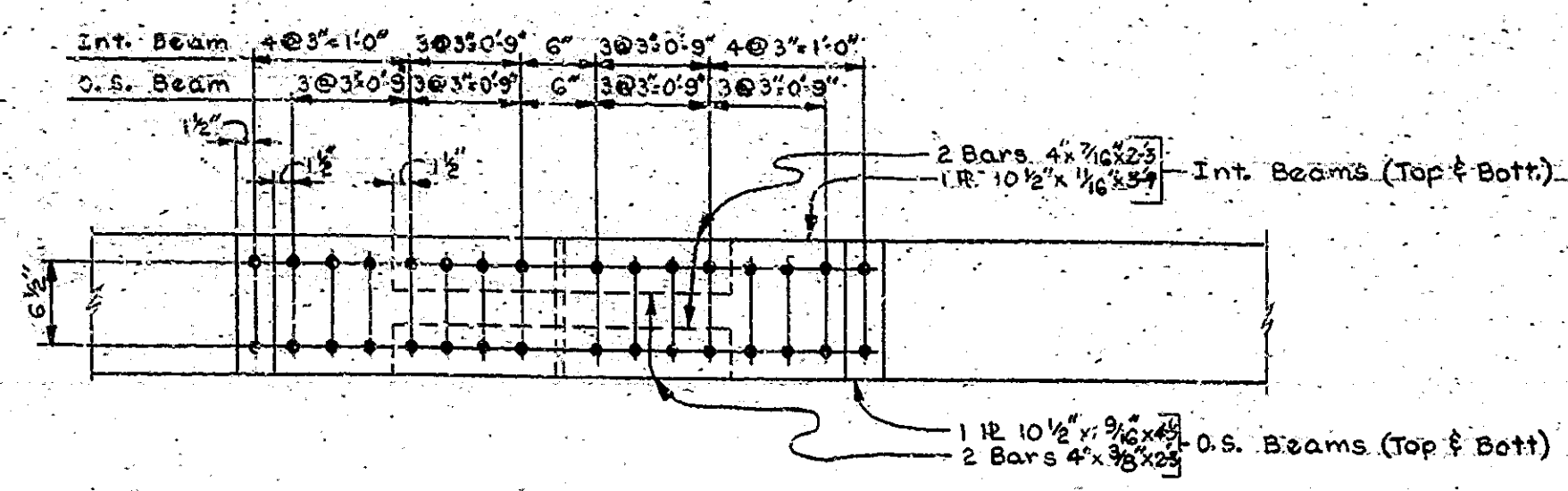
FRAMING PLAN - SPANS "A", "B" & "C"  
STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: As Noted  
JULY 28, 1959  
SUBMITTED FOR APPROVAL: James D. Mattie  
DRAWING: S18 OF 23  
PROJECT: I-465-4(20)149  
BRIDGE CONTRACT NO. 4802  
BRIDGE FILE: I-465-4-2221

DESIGNED BY: W. W. S. CKD, DLM, W. S. SA  
DRAWN BY: J. J. W. CKD, W. S. 2/18/59  
TRACED: CKD



BRIDGES OVER 20' SPAN					
PUR. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(20)149	1950	61	90



NOTE: See Table I for dimensions A & B

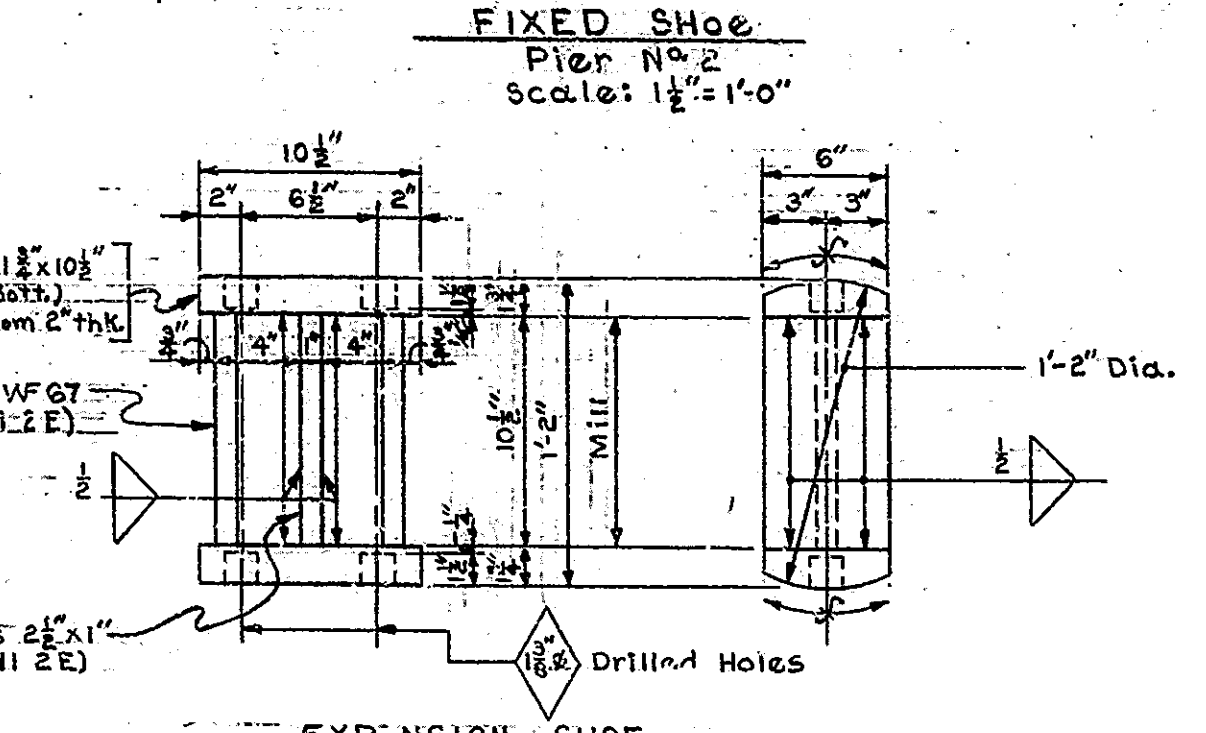
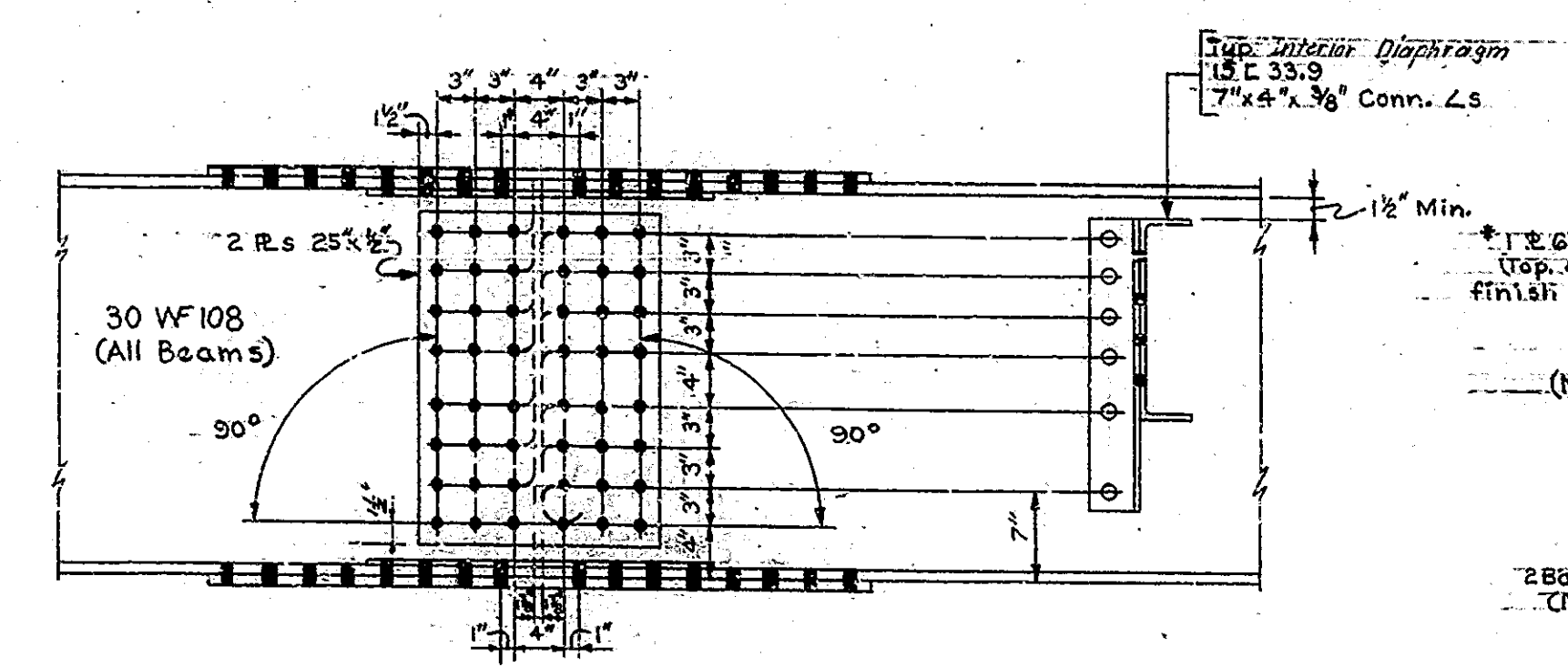
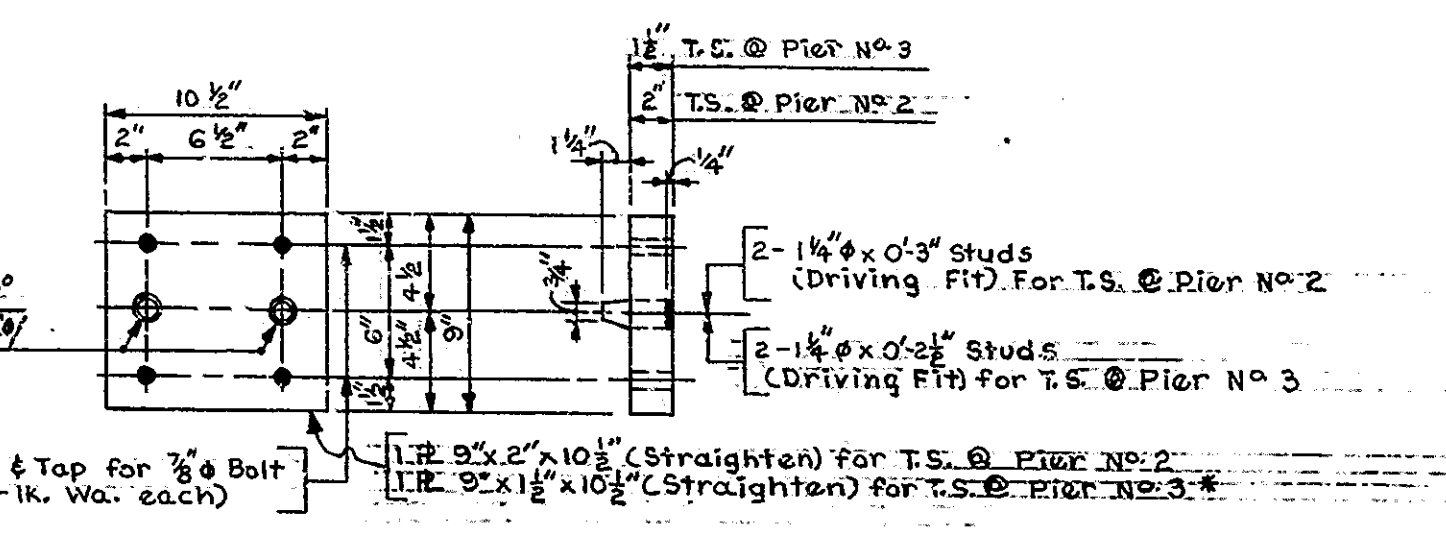
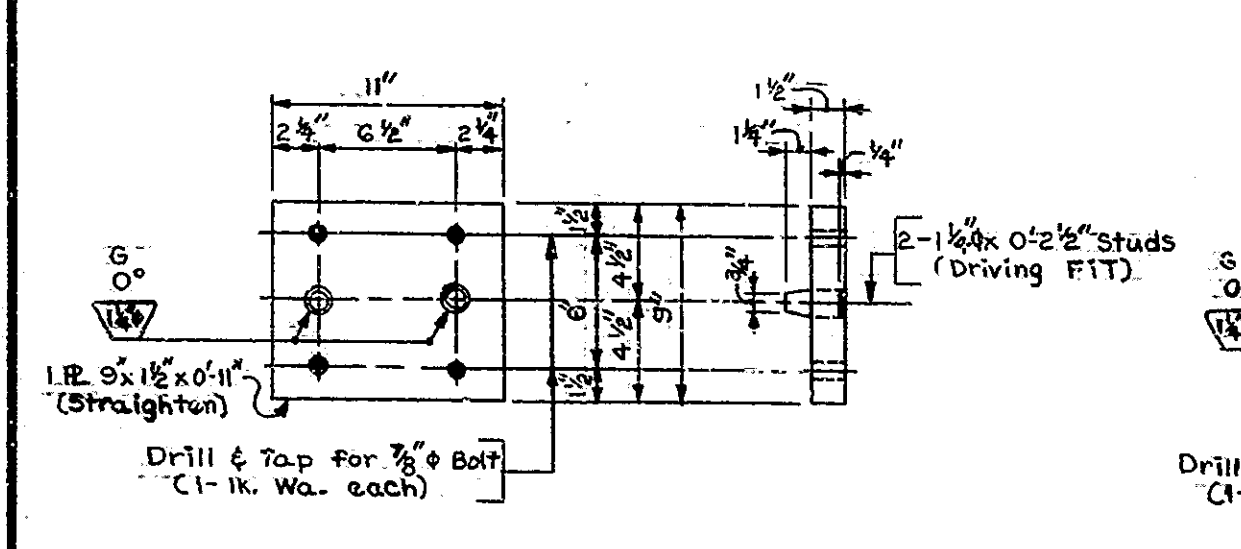
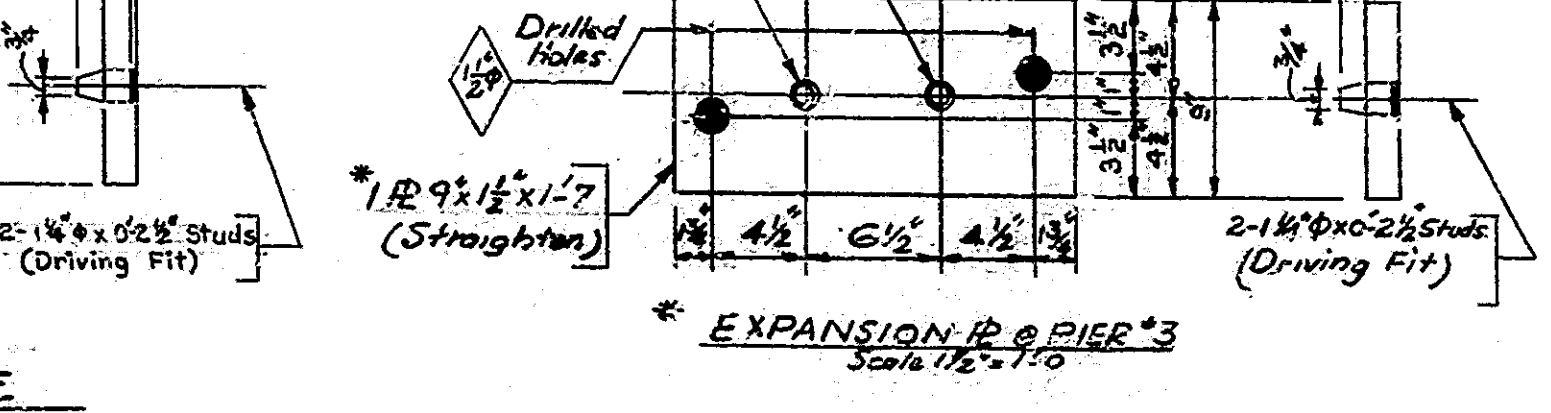
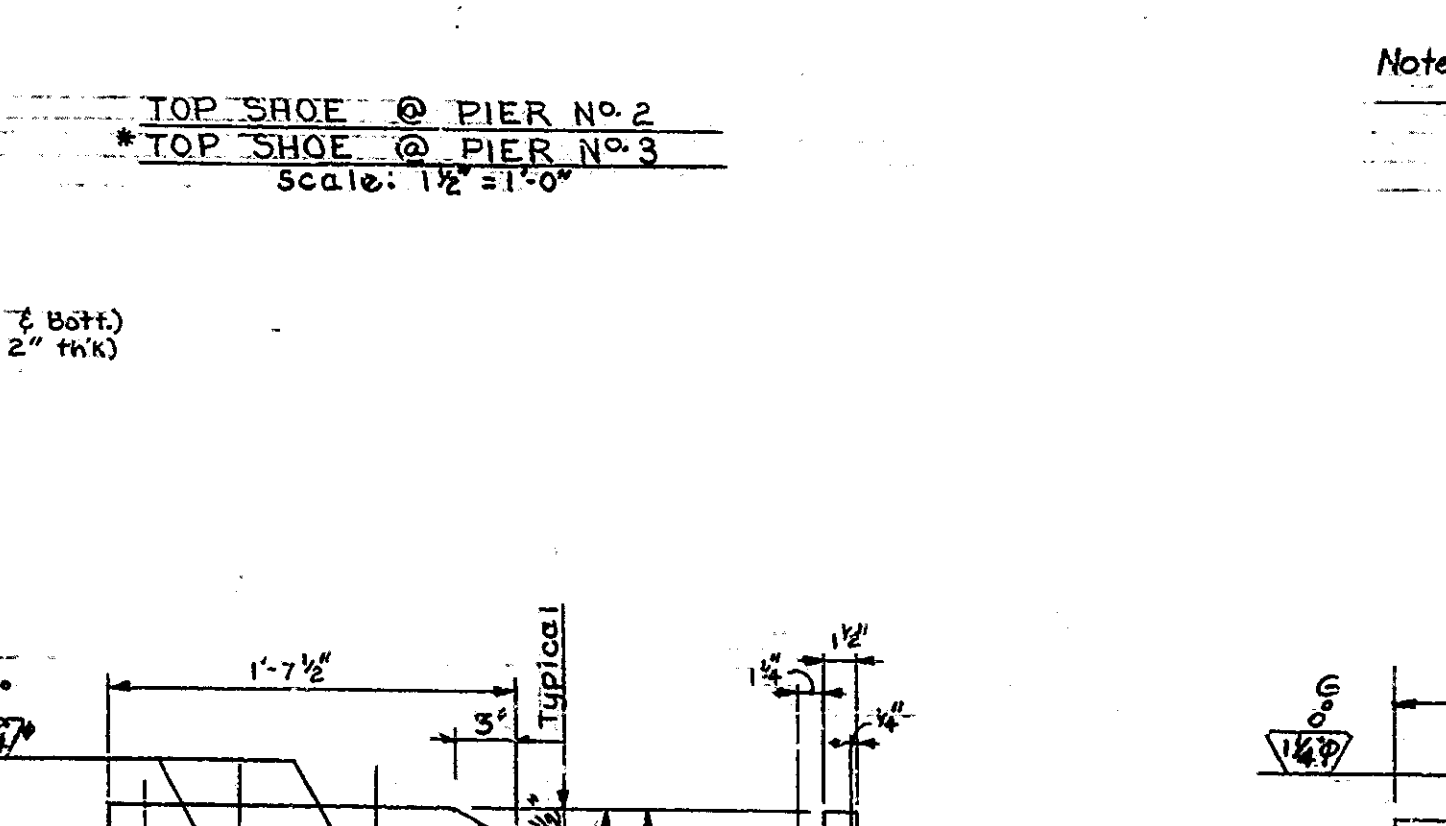
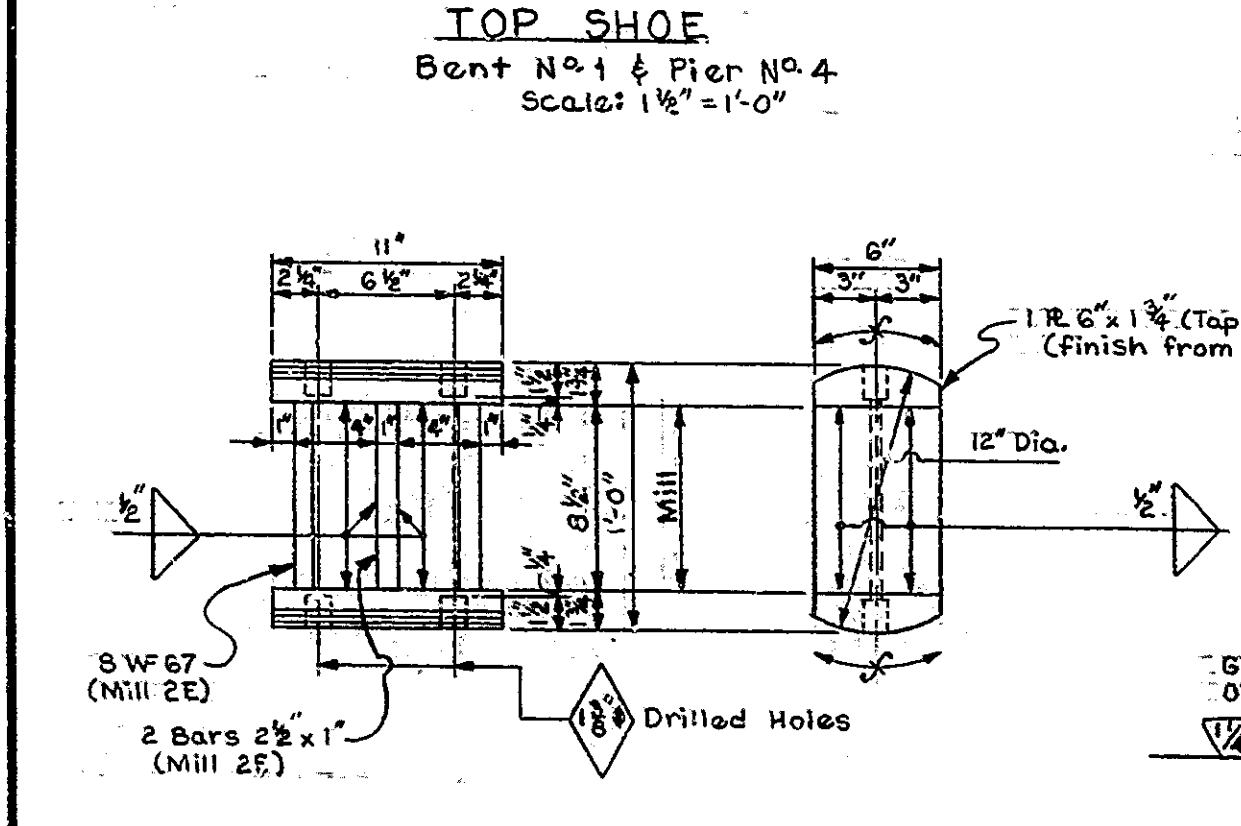


TABLE I

Temperature	Dimension "A"					Dim. "B"	
	0°	20°	40°	60°	80°	100°	120°
Top Shoe to Exp. R. Bent No. 1	3/4"	1/2"	3/8"	3/8"	1/2"	3/8"	1/2"
Top Shoe to Exp. R. Pier No. 3	1/2"	3/8"	1/2"	0"	-	1/8"	1/4"
Top Shoe to Exp. R. Pier No. 4	1/2"	3/8"	3/8"	0"	-	3/8"	1/2"



Note: The material marked \* (i.e. Top Shoe @ Pier No. 3, Expansion plate and top and bottom R's of Expansion Shoe) is made from High Strength-Low Alloy Structural Steel (A.S.T.M.-A-242-55)



NOTES:  
 Rivets 7/8" φ unless noted.  
 Open holes are 1 1/16" φ unless noted.  
 See dwg. S18 for Fabrication Notes.  
 See dwg. S23 for Screeds.

GENERAL PROCEDURE:  
 (1) After all rivets have been driven, adjust the superstructure longitudinally so that dimension "C" from the centerline of top shoe to the face of the mudwall @ Bent #1 is equal to the dimension "C" from the centerline of the top shoe to the face of the curtain wall @ Pier #4.  
 (2) With the superstructure in the adjusted position called for in (1), set the anchor bolts for fixed shoe @ Pier #2.  
 (3) Adjust the expansion plates under each expansion shoe in accordance with dimensions "A" or "B" in Table 1 for the prevailing temperature. Note that dimension "A" is always the distance from a vertical line through the centerline of the top shoe in a direction away from the fixed shoe. Set the anchor bolts.  
 (4) After the shoes are set take elevations of all screed points (Dwg. S.23) on top of adjacent beam. Enter these elevations in the "TABLE OF ELEVATIONS". 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 on the beam. This dimension remains constant regardless of how much or what order the concrete is poured. Do not set screeds by leveling.  
 (5) No concrete in the floor is to be poured until the above operations are complete.

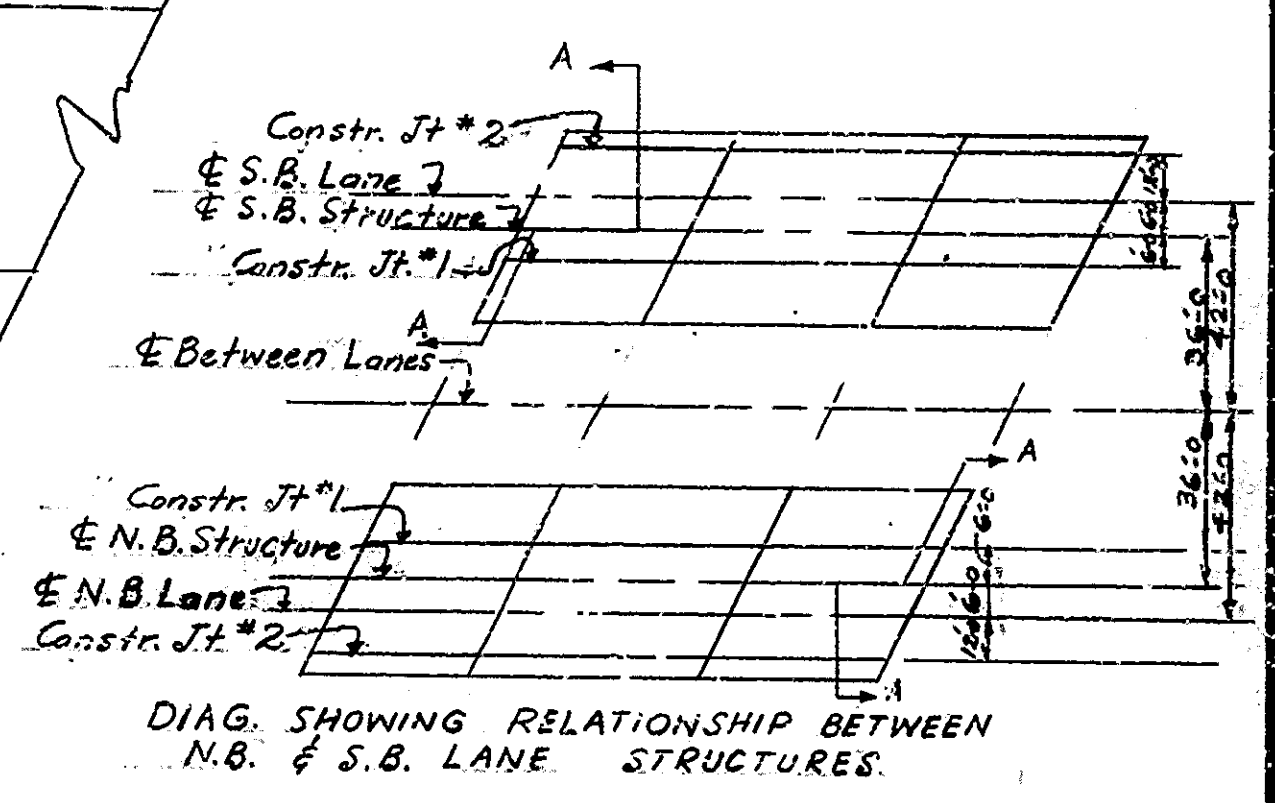
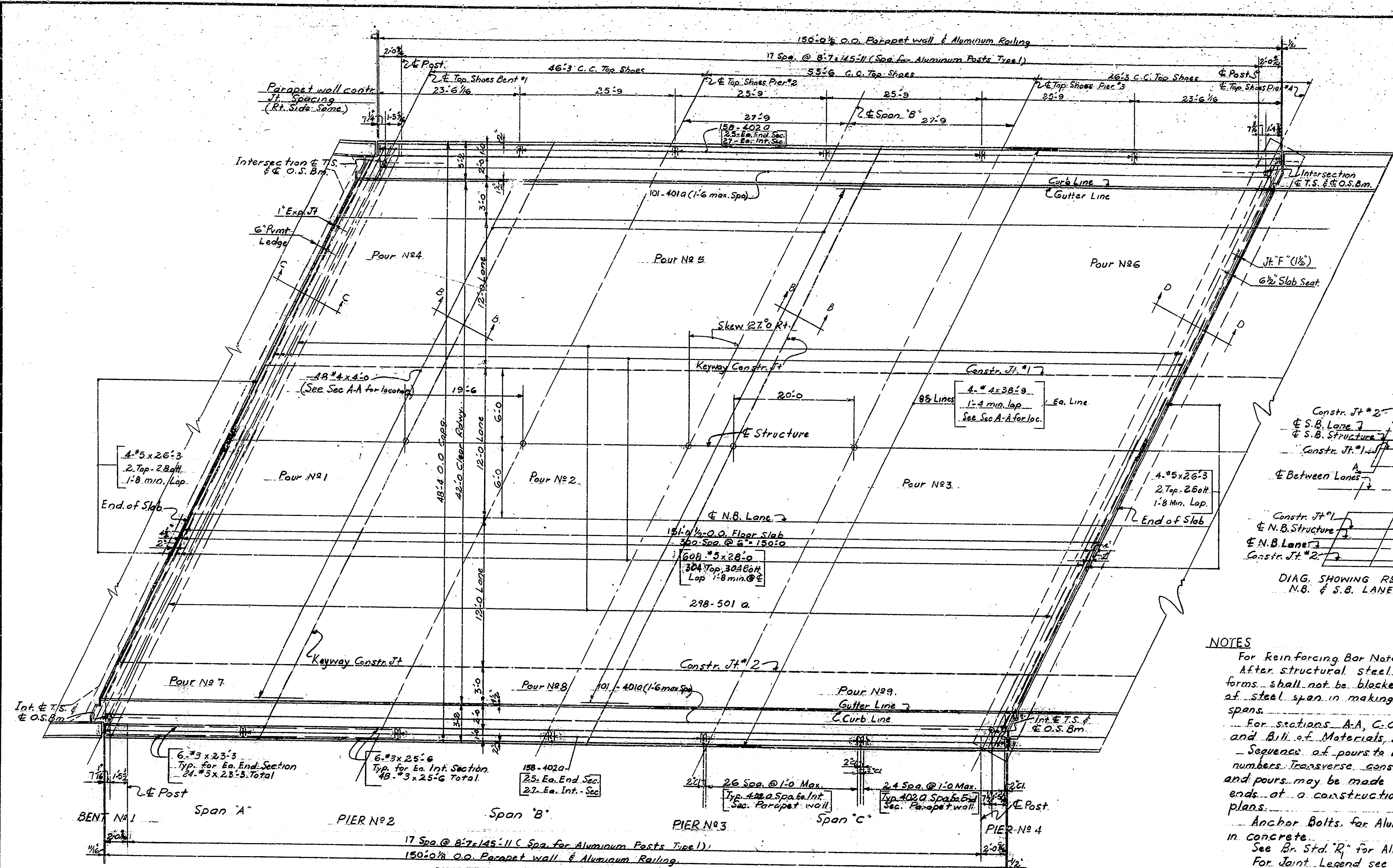
STRUCTURAL STEEL DETAILS, SCREED NOTES AND SHOE SETTING DATA  
 STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: AS NOTED  
 JULY 28, 1959  
 SUBMITTED FOR APPROVAL: James D. Matthei  
 DRAWING: 519 OF 23  
 PROJECT: I-465-4(20)149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 400-G-2221

DESIGNED VRS 11/17/58 C.K.D. DLM 11/25/58  
 DRAWN LET 12/18/58 C.K.D. VHS 2/13/59  
 TRACED C.K.D.

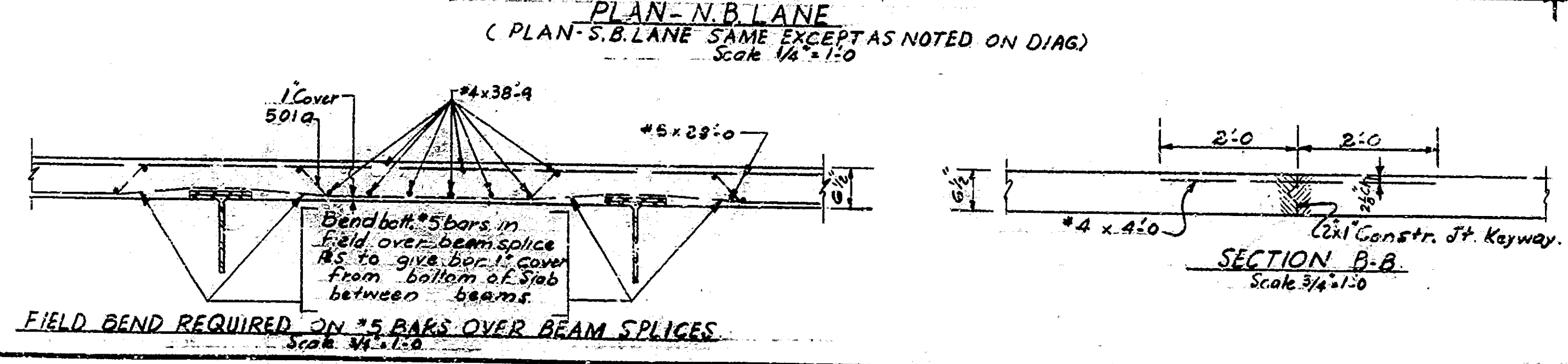


BRIDGES OVER 20' SPAN					
PUR. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	465-A-20147	1960	62	90



**NOTES**

For Reinforcing Bar Notes, see Br. std. "G".  
 After structural steel has been erected, concrete forms shall not be blocked against Expansion End of steel span in making pours adjacent to the steel spans.  
 For sections A-A, C-C, & D-D, additional details and Bill of Materials, see Drwg. "S 21" and "S 22".  
 Sequence of pours to be made in order of pour numbers. Transverse construction joints are optional and pours may be made continuous provided pour ends at a construction joint shown on the plans.  
 Anchor Bolts for Aluminum Railing to be preset in concrete.  
 See Br. Std. "R" for Aluminum Railing & Post Details.  
 For Joint Legend see Drwg. "S 11".



**FLOOR DETAILS - SPANS A-B & C**

**STATE HIGHWAY DEPARTMENT OF INDIANA**

SCALE: As Noted

JULY 28, 1959

SUBMITTED FOR APPROVAL: *James D. Mattie*

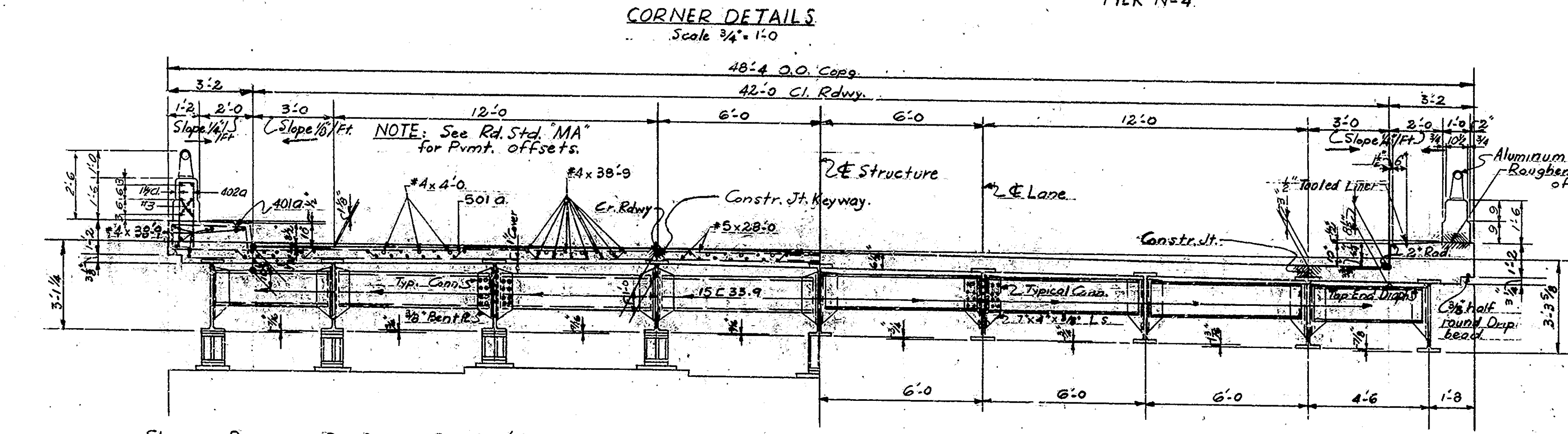
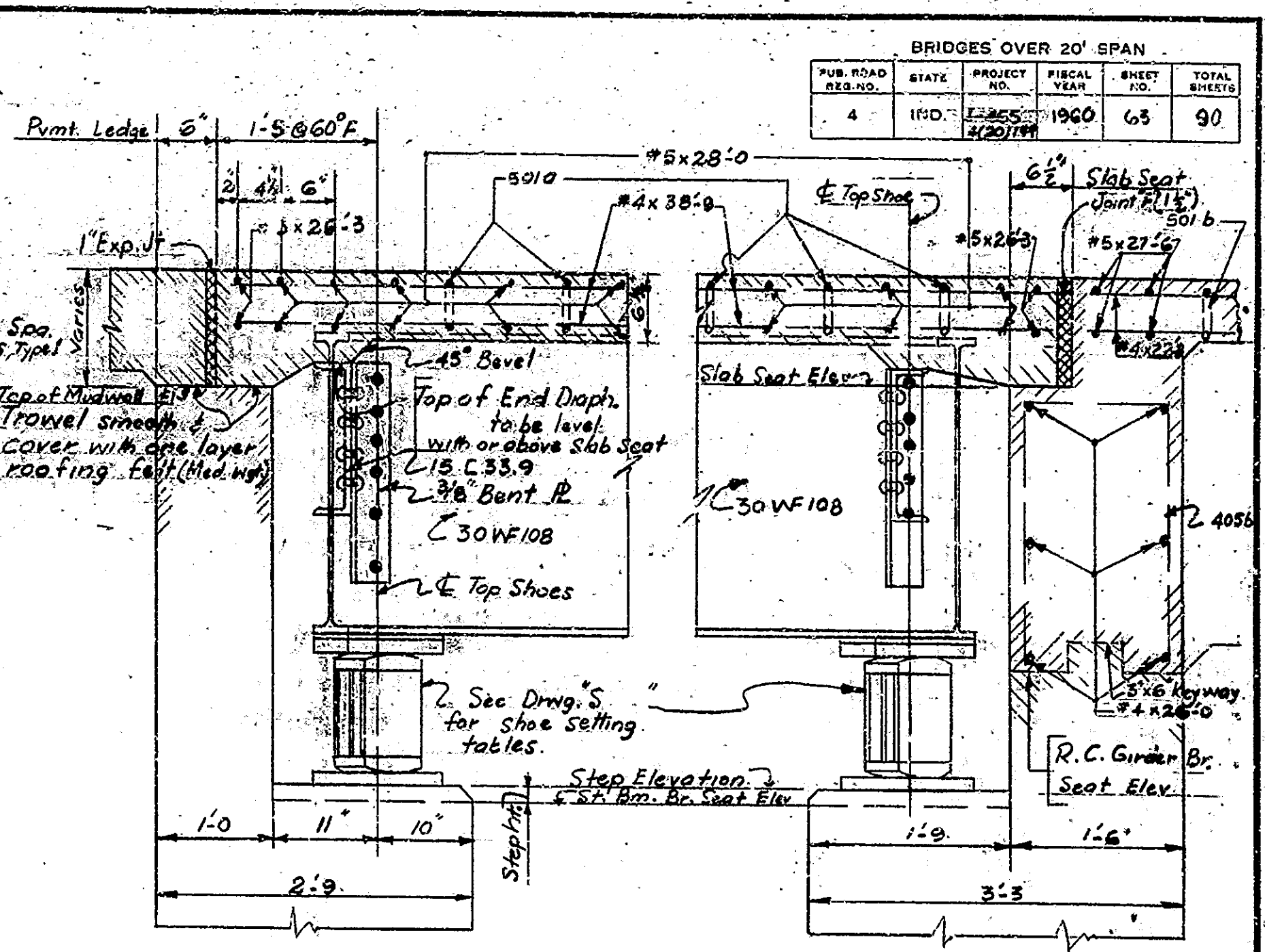
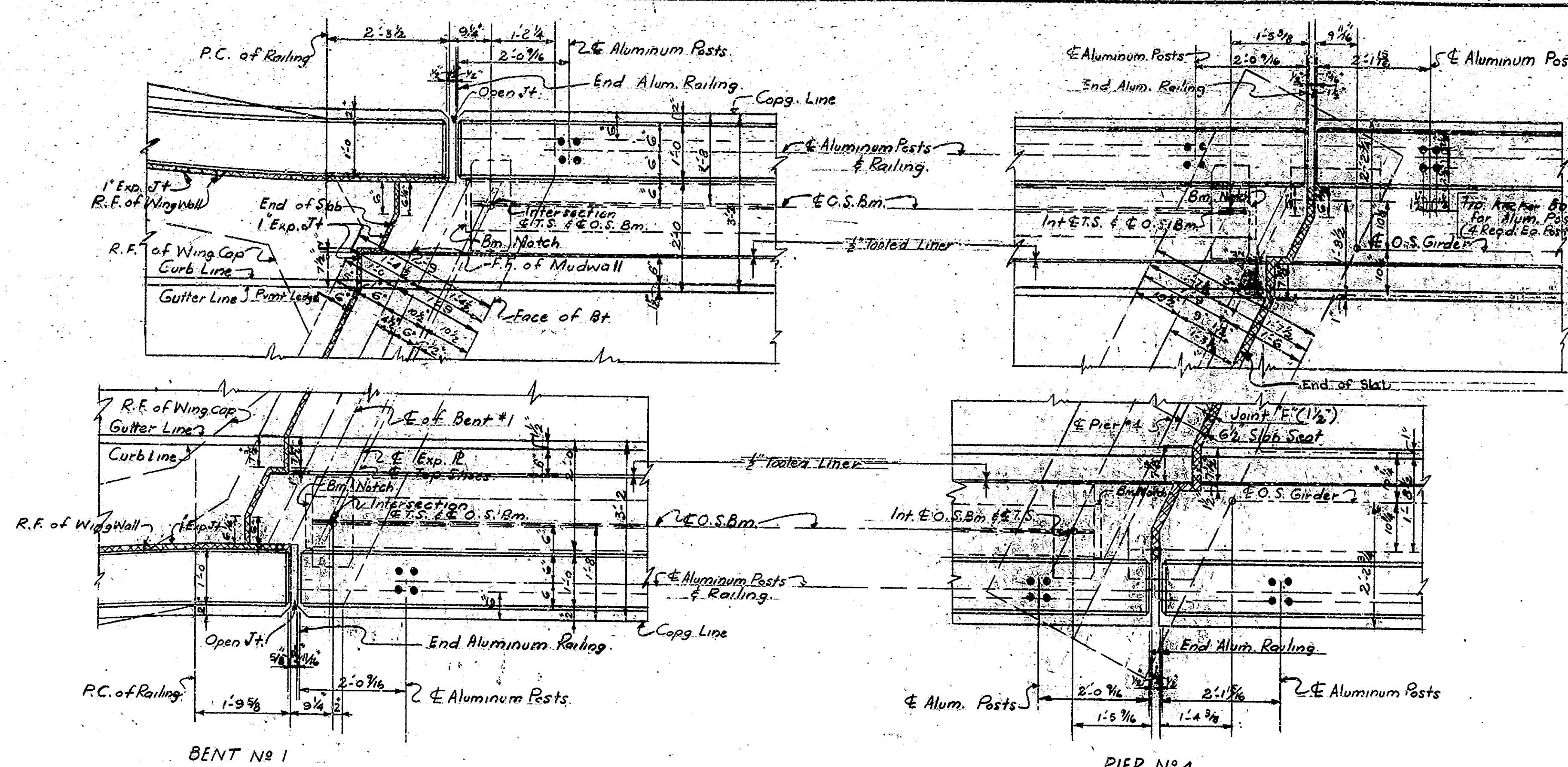
DRAWING: S20F 23  
 PROJECT: I-465(A-20)147  
 BRIDGE CONTR. CT. NO. 4802  
 BRIDGE FILE: 465-2221

DESIGNED BY: H.S. 11-23-59 D.L.M. 11-24-59  
 DRAWN BY: D.L.M. 4-27-59 K.D.S. 5-5-59  
 TRACED C.K.D.

Revised 2-3-60



BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	2255	1960	65	90
		2120/11			



NOTES:  
 For location of sec. A-A, C-C, & D-D see Drwg. S 20.  
 For additional details and Bill of Materials see Drwg. S 22.  
 For Reinforcing Bar Notes and Details for Notch in Slab at End of Beams see Br. Std. 'G'.  
 For Joint Legend See Drwg. S 11.

Showing Dimensions, Reinforcing Steel & End Steel Diaphragms. Showing Dimensions & Int. Steel Diaphragms.

SECTION A-A  
 Scale 3/8" = 1'-0"

FLOOR DETAILS - SPANS A, B & C

STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: As Noted. JULY 28, 1959  
 SUBMITTED FOR APPROVAL: James D. Mattie

DRAWING: S 20 OF 23  
 PROJECT: I-465-420/149  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 465-2221

Rev. 6-1-60 Traffic Stripe Removal.  
 Railing Revision 2-3-60

DESIGNED: WMS:R:EB:CKD DLM 11-26-58  
 DRAWN: DLM 4-7-59 CKD DMS:5-5-59  
 TRACED: CKD







TABLE OF ELEVATIONS - NORTH BOUND LANE

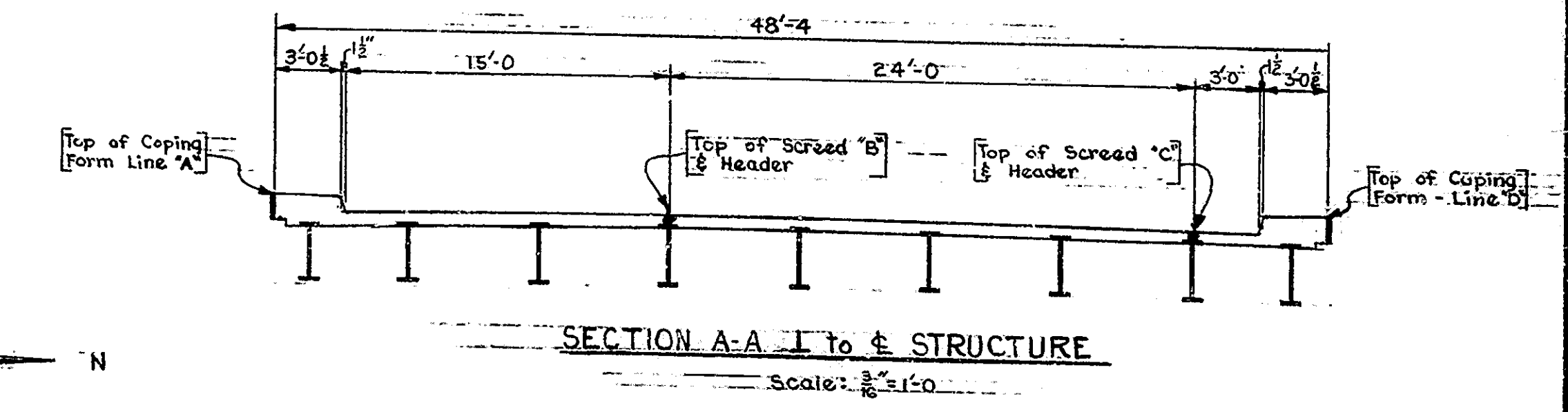
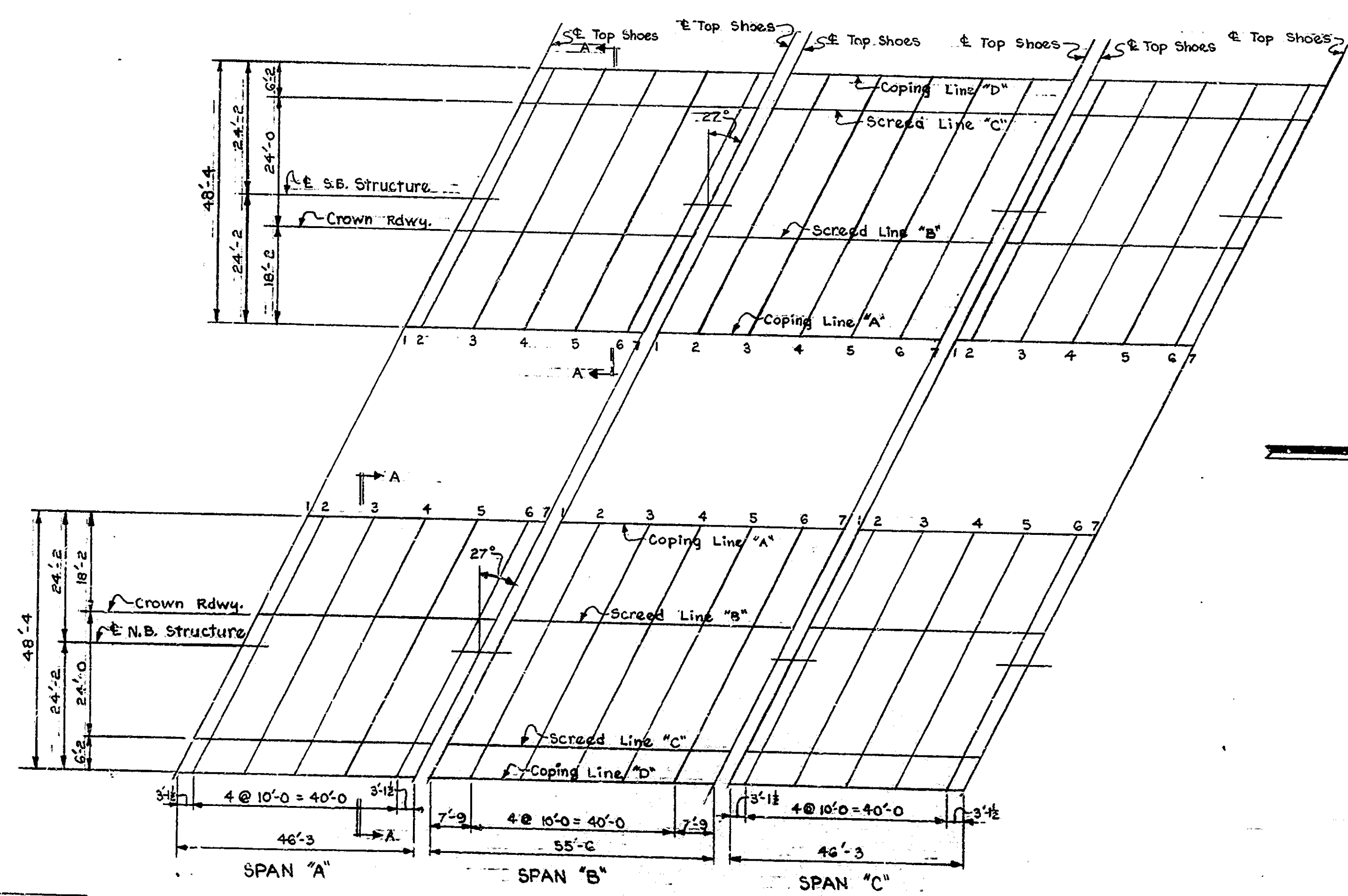
Point	SPAN A							SPAN B							SPAN C						
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
A Elevation Top of Coping Form	768.970	768.980	769.020	769.045	769.055	769.065	769.070	769.070	769.090	769.095	769.100	769.100	769.090	769.085	769.085	769.080	769.080	769.070	769.050	769.020	769.010
B Elevation Top of Beam																					
C Elevation Top of Screed	768.190	768.205	768.245	768.270	768.290	768.300	768.305	768.305	768.320	768.340	768.350	768.350	768.345	768.335	768.335	768.340	768.335	768.320	768.290	768.280	
D Elevation Top of Coping Form	768.695	768.715	768.760	768.730	768.815	768.830	768.835	768.835	768.855	768.880	768.895	768.905	768.905	768.900	768.900	768.905	768.910	768.910	768.900	768.880	768.870

BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4	1960	63	90

TABLE OF ELEVATIONS - SOUTH BOUND LANE

Point	SPAN A							SPAN B							SPAN C						
	1	2	3	4	5	6	7	1	2	3	4	5	6	7	1	2	3	4	5	6	7
A Elevation Top of Coping Form	769.005	769.015	769.045	769.065	769.075	769.080	769.080	769.080	769.090	769.100	769.105	769.095	769.080	769.070	769.070	769.070	769.060	769.045	769.025	768.990	768.975
B Elevation Top of Beam																					
C Elevation Top of Screed	768.275	768.285	768.315	768.330	768.335	768.335	768.335	768.335	768.340	768.350	768.350	768.340	768.320	768.310	768.310	768.305	768.295	768.280	768.250	768.215	768.200
D Elevation Top of Coping Form	768.050	768.055	768.080	768.095	768.095	768.090	768.090	768.090	768.090	768.095	768.090	768.075	768.055	768.035	768.035	768.030	768.015	767.995	767.965	767.920	767.905

NOTES:-  
 PURPOSE:-  
 "Plan of Screeds" shows location of screeds.  
 "Table of Elevations" shows data for setting screeds and coping forms, so that the slab and coping will be at the final grade elevations after all of the concrete has been poured.  
 GENERAL PROCEDURE:-  
 See "Drwg. 51a" for screed notes and shoe setting data.



PLAN OF SCREEDS  
 Scale: 3/8" = 1'-0"

SCREEDS - SPANS "A", "B", & "C"  
 STATE HIGHWAY DEPARTMENT OF INDIANA

SCALE: As Noted  
 SUBMITTED FOR APPROVAL: *James D. Mitter*  
 JULY 28, 1959  
 DRAWING: S23 OF 23  
 PROJECT: I-465-4 (20) 14-9  
 BRIDGE CONTRACT NO. 4802  
 BRIDGE FILE: 100-C-2221  
 I-465-149

DESIGNED: CKD  
 DRAWN: ET, S-7-59, CKD, M.H.S. 5-8-59  
 TRACED: CKD



