

CONTRACT No. R-18805

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS FOR SPANS OVER 20 FEET ON INTERSTATE ROAD NO. 465

PROJECT NO. R-465-4(259)131 ( ) P.E. ( ) R/W ( ) CONST ( )

BRIDGE AND APPROACH RAILING REPLACEMENT ON STRUCTURE I-465-131-5257B, INTERSTATE 465 OVER SPRING MILL RUN AND STRUCTURE I-465-131-5256B, INTERSTATE 465 OVER WILLIAMS CREEK, IN SECTION 10, STRUCTURE I-465-129-2378B, INTERSTATE 465 OVER CSX R.R. IN SECTION 12 ALL IN T.17N., R.3E., CLAY TOWNSHIP, HAMILTON COUNTY, INDIANA AND STRUCTURE I-465-128-5276B, INTERSTATE 465 OVER S.R. 431, IN SECTION 18, STRUCTURE I-465-127-5274B, INTERSTATE 465 OVER CARMEL CREEK AND STRUCTURE I-465-127-5255B, INTERSTATE 465 OVER WHITE RIVER, IN SECTION 17, ALL IN T.17N., R.4E., WASHINGTON TOWNSHIP, MARION COUNTY, INDIANA

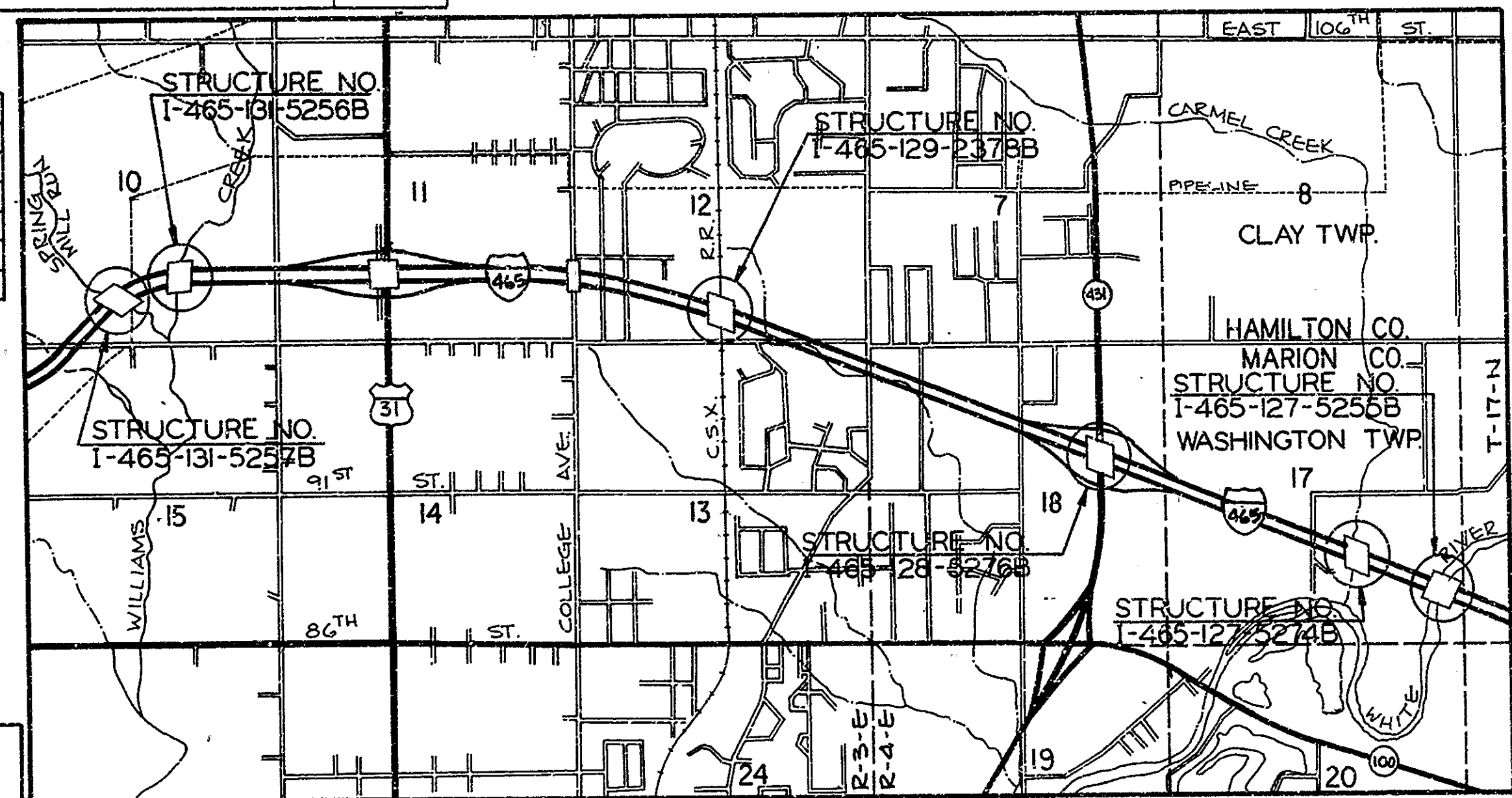
Table with columns: FEDERAL REGION NO., STATE, PROJECT NO., FISCAL YEAR, SHEET NO., TOTAL SHEETS

INDEX table with columns: PROJECT, STRUCTURE, TYPE, SPAN, OVER, STATION

Table with columns: SHEET NO., SHEET DESIGNATION, SUBJECT, F.H.W.A. APPROVAL

R-18805 PART 2 OF 3

TRAFFIC DATA table with columns: STRUCTURE, A.D.T. (1989), STR V.P.D.



INDEX CONTINUED STANDARD DRAWINGS table with columns: SHEET NO., SHEET DESIGNATION, SUBJECT, F.H.W.A. APPROVAL, ADOPTED REVISION

PLANS SUBMITTED FOR APPROVAL BOYD E. PHELPS INC. INDIANAPOLIS & MICHIGAN CITY, INDIANA



DATE February 28, 1990 INDIANA DEPARTMENT OF HIGHWAYS STANDARD SPECIFICATIONS DATED 1988 TO BE USED WITH THESE PLANS.

REVISIONS table with columns: DATE, SHEET NO.

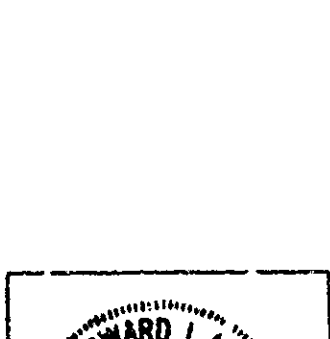
REVISIONS table with columns: DATE, SHEET NO.

\* F.H.W.A. APPROVAL PENDING

RECOMMENDED FOR APPROVAL 3-16-90

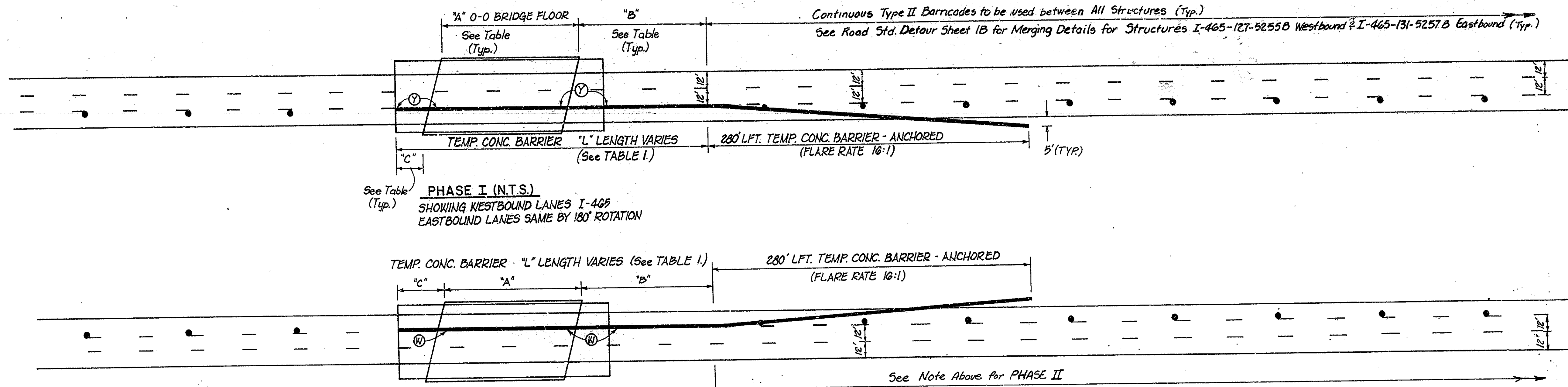
Signature of Edward J. Cox, Bridge Engineer, I.D.O.T.

RECOMMENDED FOR APPROVAL 3-16-90 Edward J. Cox DESIGN CONSULTANT SERVICES MANAGER, I.D.O.T.



APPROVED 3-16-90 Signature of Chief, Division of Design, I.D.O.T.

FEDERAL HIGHWAY ADMINISTRATION DEPARTMENT OF TRANSPORTATION APPROVED: DIVISION ADMINISTRATOR DATE BRIDGE FILE: I-465-131-5257B, I-465-131-5256B, I-465-129-2378B, I-465-128-5276B, I-465-127-5274B & I-465-127-5255B



PHASE I (N.T.S.)  
 SHOWING WESTBOUND LANES I-465  
 EASTBOUND LANES SAME BY 180° ROTATION

PHASE II (N.T.S.)  
 SHOWING WESTBOUND LANES I-465  
 EASTBOUND LANES SAME BY 180° ROTATION

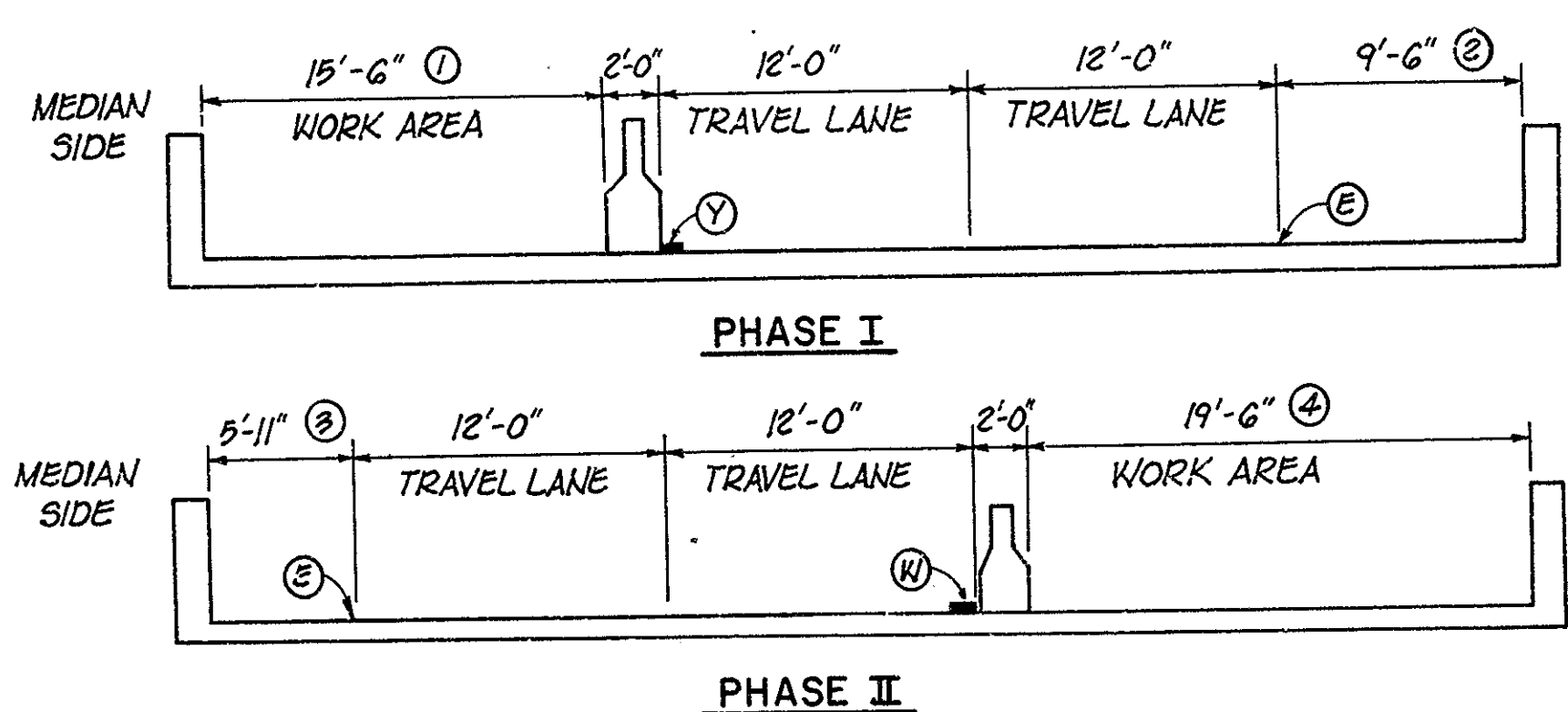


TABLE I.

| I-465 BRIDGE     | "L" TEMP. CONCRETE BARRIER LENGTH REQD. | "A"      | "B"     | "C"     |
|------------------|---|----------|---------|---------|
| I-465-131-5257 B | 170                                     | 89'-4"   | 40'-4"  | 40'-4"  |
| I-465-131-5256 B | 200                                     | 112'-0"  | 44'-0"  | 44'-0"  |
| I-465-129-2376 B | 290                                     | 146'-2"  | 41'-11" | 41'-11" |
| I-465-128-5276 B | 290                                     | 208'-10" | 42'-1"  | 42'-1"  |
| I-465-127-5274 B | 200                                     | 116'-7"  | 41'-9"  | 41'-8"  |
| I-465-127-5255 B | 710                                     | 624'-5"  | 42'-10" | 42'-9"  |

**MAINTENANCE OF TRAFFIC PROCEDURE NOTES**

**PHASE I**

1. CLOSE LEFT LANE AND CHANNEL TRAFFIC ONTO RIGHT LANES IN ACCORDANCE WITH THE DETAILS.
2. COMPLETE ALL WORK ON MEDIAN SIDE BRIDGE & APPROACH CONCRETE RAILING.

**PHASE II**

1. CLOSE RIGHT LANE AND CHANNEL TRAFFIC ONTO LEFT LANES IN ACCORDANCE WITH THE DETAILS.
2. COMPLETE ALL WORK ON RIGHT LANE INCLUDING BRIDGE & APPROACH CONCRETE RAILING.
3. OPEN ENTIRE STRUCTURE TO TRAFFIC.

**LEGEND**

- ▬ TEMPORARY CONCRETE BARRIER
- ▬ FLASHING ARROW SIGN
- DRUM OR TYPE II BARRICADE WITH TYPE "C" STEADY-BURNING LIGHT
- ⊕ EXISTING PAVEMENT EDGE MARKING TO BE USED
- Ⓜ TEMPORARY PAVEMENT MARKING TYPE I, 4" WHITE
- Ⓨ TEMPORARY PAVEMENT MARKING TYPE I, 4" YELLOW
- EXISTING CENTER LANE MARKINGS TO BE REMOVED

- ① 15'-3" I-465-129-2376 B & I-465-128-5276 B  
14'-3" I-465-127-5255 B
- ② 9'-3" I-465-129-2376 B & I-465-128-5276 B  
4'-3" I-465-127-5255 B
- ③ 4'-11" I-465-127-5255 B
- ④ 14'-3" I-465-127-5255 B  
19'-3" I-465-129-2376 B & I-465-128-5276 B

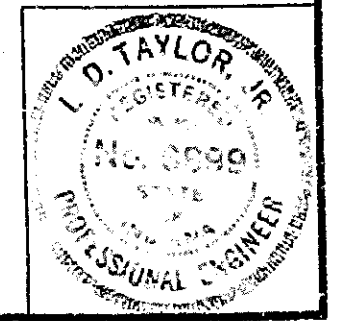
**TRAFFIC MAINTENANCE DETAILS I-465  
 INDIANA DEPARTMENT OF HIGHWAYS**

SCALE:— N.T.S. DATE: 2/20 1990

DESIGNED: MH CWD  
 DRAWN: MH CWD  
 TRACED: JLE CWD

DRAWING: T1 OF T2 SHEET: 2 OF 32  
 PROJECT: I-465-4(259)131 STATION:—

BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-131-5257B, I-465-131-5256B,  
 I-465-129-2376B, I-465-128-5276B,  
 I-465-127-5274B, & I-465-127-5255B



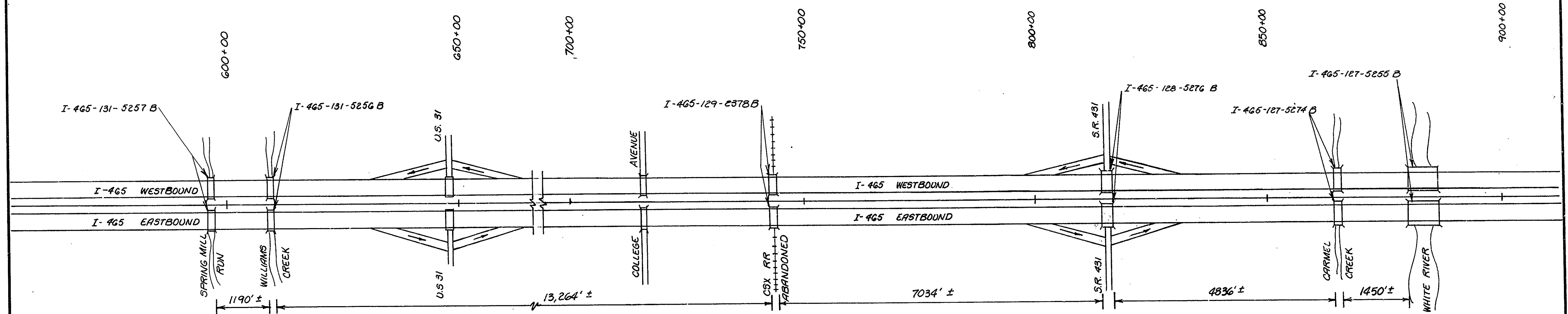
DESIGNED: MH CWD  
 DRAWN: MH CWD  
 TRACED: JLE CWD

SF-22317

**MAINTENANCE OF TRAFFIC QUANTITY TABLE**

| MAINTENANCE OF TRAFFIC PAY ITEM                | I-465 OVER SPRING MILL RUN<br>I-465-131-5257 B |          |        | I-465 OVER WILLIAMS CREEK<br>I-465-131-5256 B |          |       | I-465 OVER CSX PR.<br>I-465-129-2378 B |          |       | I-465 OVER S.R. 431<br>I-465-128-5276 B |          |       | I-465 OVER CARMEL CREEK<br>I-465-127-5274 B |          |       | I-465 OVER WHITE RIVER<br>I-465-127-5255 B |          |        | PROJECT TOTALS |
|--|--|----------|--------|---|----------|-------|--|----------|-------|---|----------|-------|---|----------|-------|--|----------|--------|----------------|
|  | PHASE I  | PHASE II | TOTAL  | PHASE I                                       | PHASE II | TOTAL | PHASE I                                | PHASE II | TOTAL | PHASE I                                 | PHASE II | TOTAL | PHASE I                                     | PHASE II | TOTAL | PHASE I                                    | PHASE II | TOTAL  |                |
|  | MAINTAINING TRAFFIC                            |          |        |   |          |       |  |          |       |   |          |       |   |          |       |  |          |        |                |
| TEMPORARY PAVEMENT MARKING, TYPE I, WHITE, 4"  |  | 1660'    | 1660'  |   | 400'     | 400'  |  | 460'     | 460'  |   | 580'     | 580'  |   | 400'     | 400'  |  | 2740'    | 2740'  | 6240'          |
| TEMPORARY PAVEMENT MARKING, TYPE I, YELLOW, 4" | 1000'  | 1320'    | 2320'  | 400'  |          | 400'  | 460'                                   |          | 460'  | 580'                                    |          | 580'  | 400'  |          | 400'  | 2080'                                      | 1320'    | 3400'  | 7560'          |
| FLASHING ARROW SIGN *                          | 1 EA   | 2 EA     | 2 EA * |   |          |       |  |          |       |   |          |       |   |          |       | 1 EA                                       | 2 EA     | 2 EA * | 4 EA *         |
| TEMPORARY CONCRETE BARRIER                     | 340'   | 340'     | 340'   | 400'  | 400'     | 400'  | 460'                                   | 460'     | 460'  | 580'                                    | 580'     | 580'  | 400'  | 400'     | 400'  | 1420'                                      | 1420'    | 1420'  | 3600'          |
| REMOVAL OF LINE, BROKEN, WHITE, 5"             | 170  | 340'     | 510'   |   |          |       |  |          |       |   |          |       |   |          |       | 170'                                       | 340'     | 510'   | 1020'          |
| TEMPORARY CONCRETE BARRIER, ANCHORED           | 560'   | 560'     | 560'   | 560'  | 560'     | 560'  | 560'                                   | 560'     | 560'  | 560'                                    | 560'     | 560'  | 560'  | 560'     | 560'  | 560'                                       | 560'     | 560'   | 3360'          |

\* TO BE PAID FOR AS "DAYS"



**GENERAL LOCATION PLAN**  
(HORIZONTAL CURVES NOT PLOTTED)

**TRAFFIC MAINTENANCE DETAILS I-465**  
**INDIANA DEPARTMENT OF HIGHWAYS**

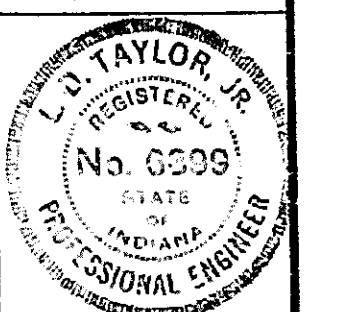
- NOTES:**
- Continuous Barricades to be used between Structures for Continuous Traffic Control.
  - See Detour Sheet 1B for Advanced Construction Signing Merging Details for I-465-131-5256 E.B. and I-465-127-5255 B W.B.

SCALE: - NO SCALE

DATE: February 20, 1990

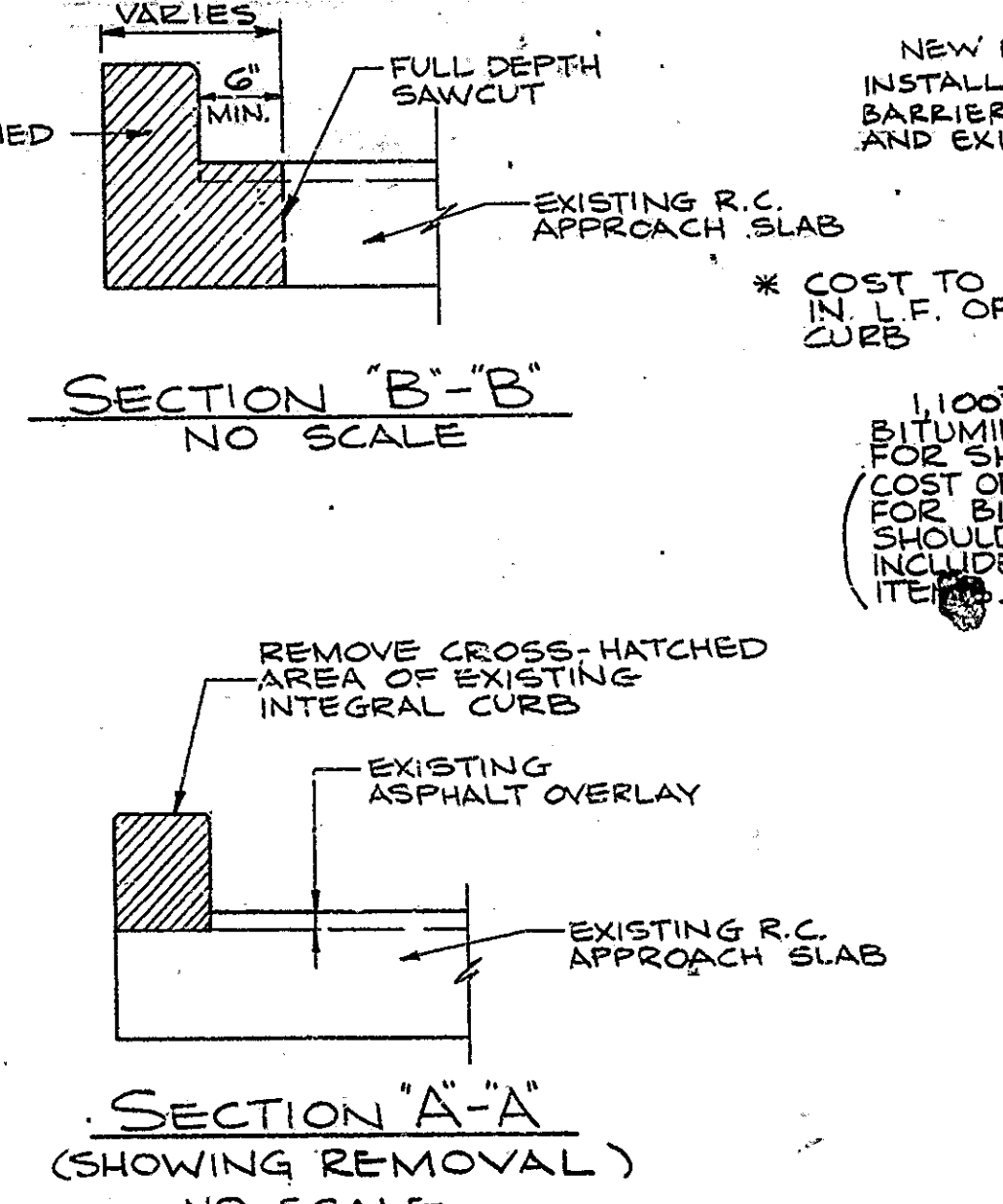
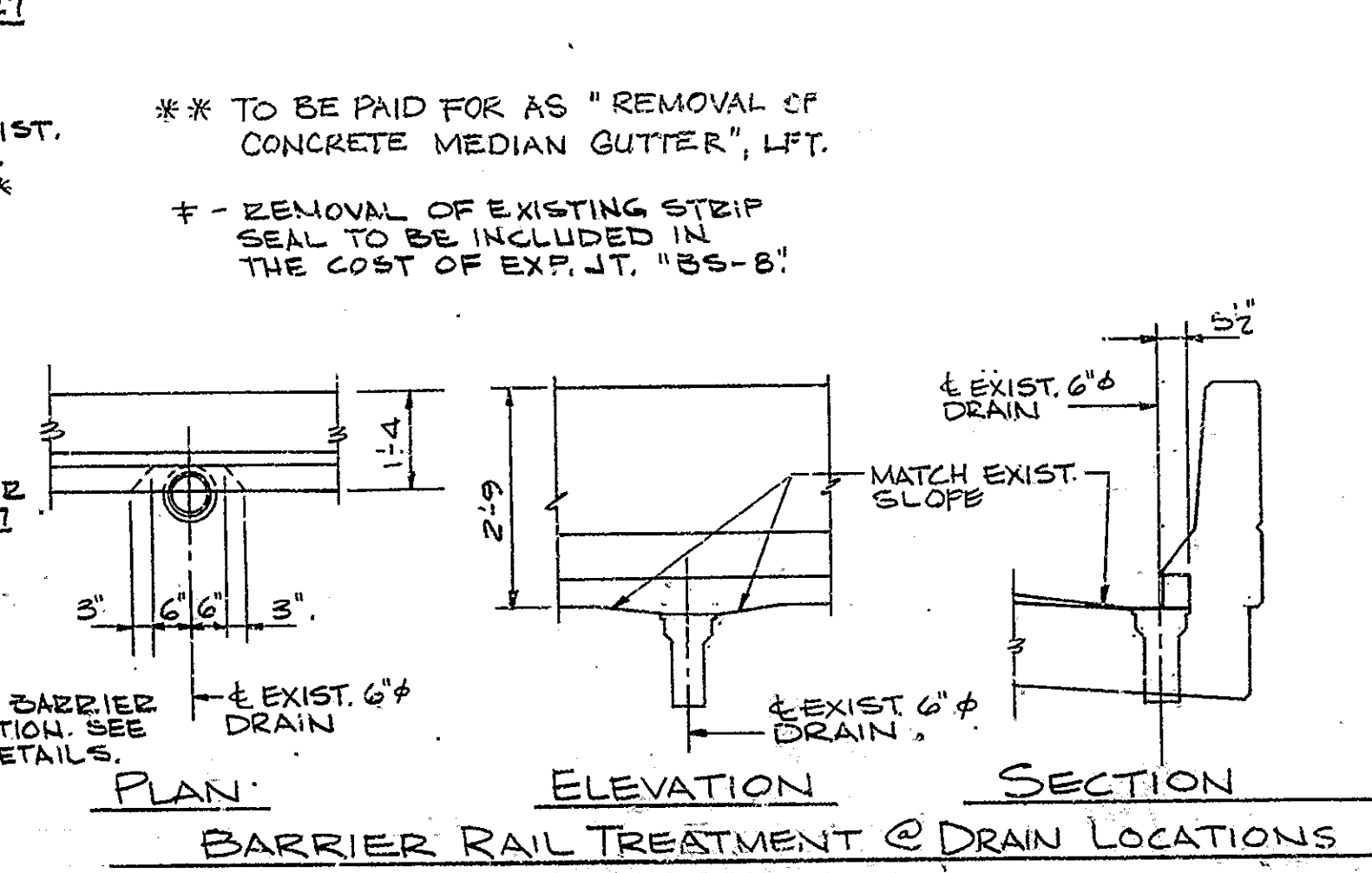
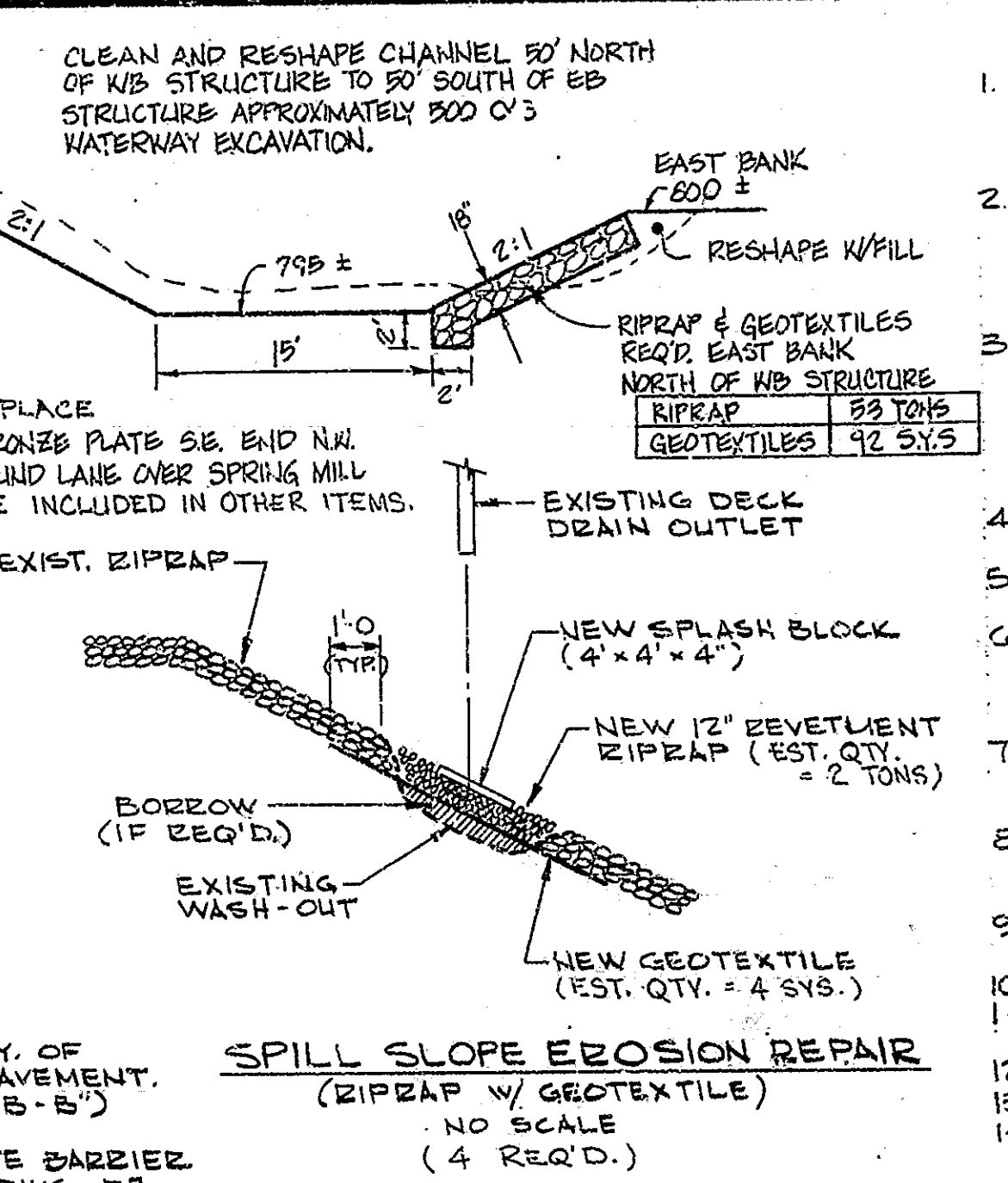
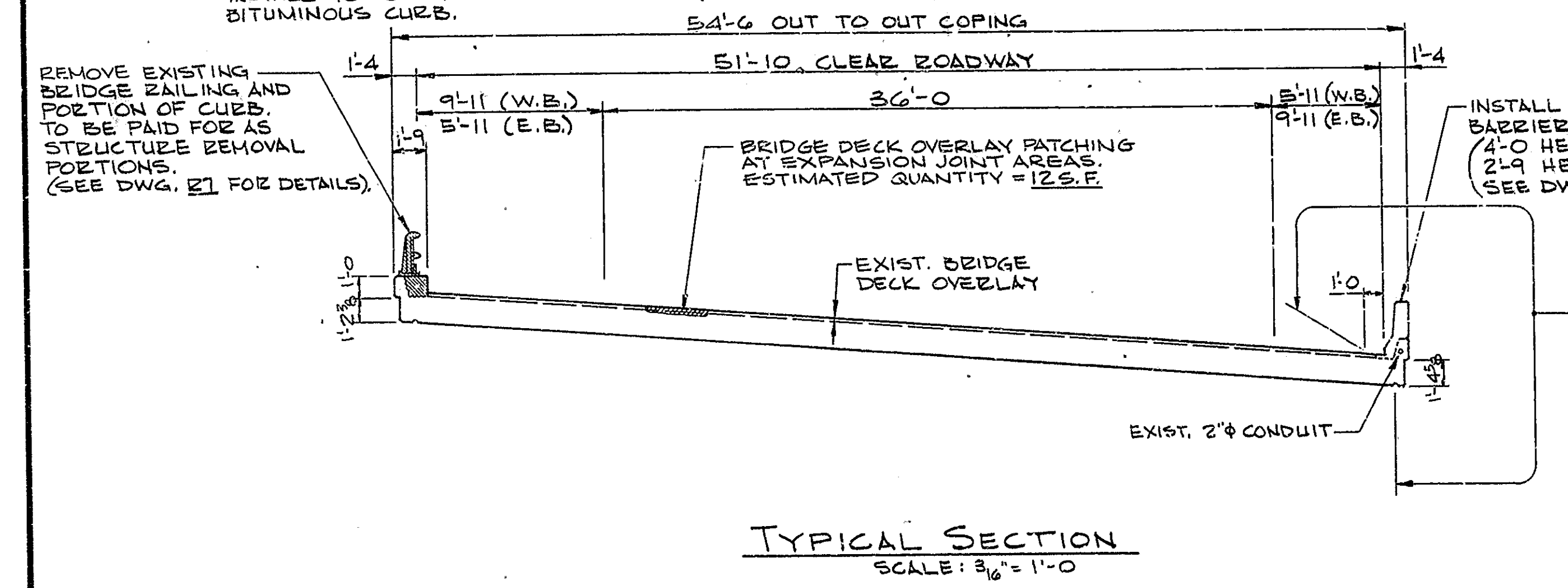
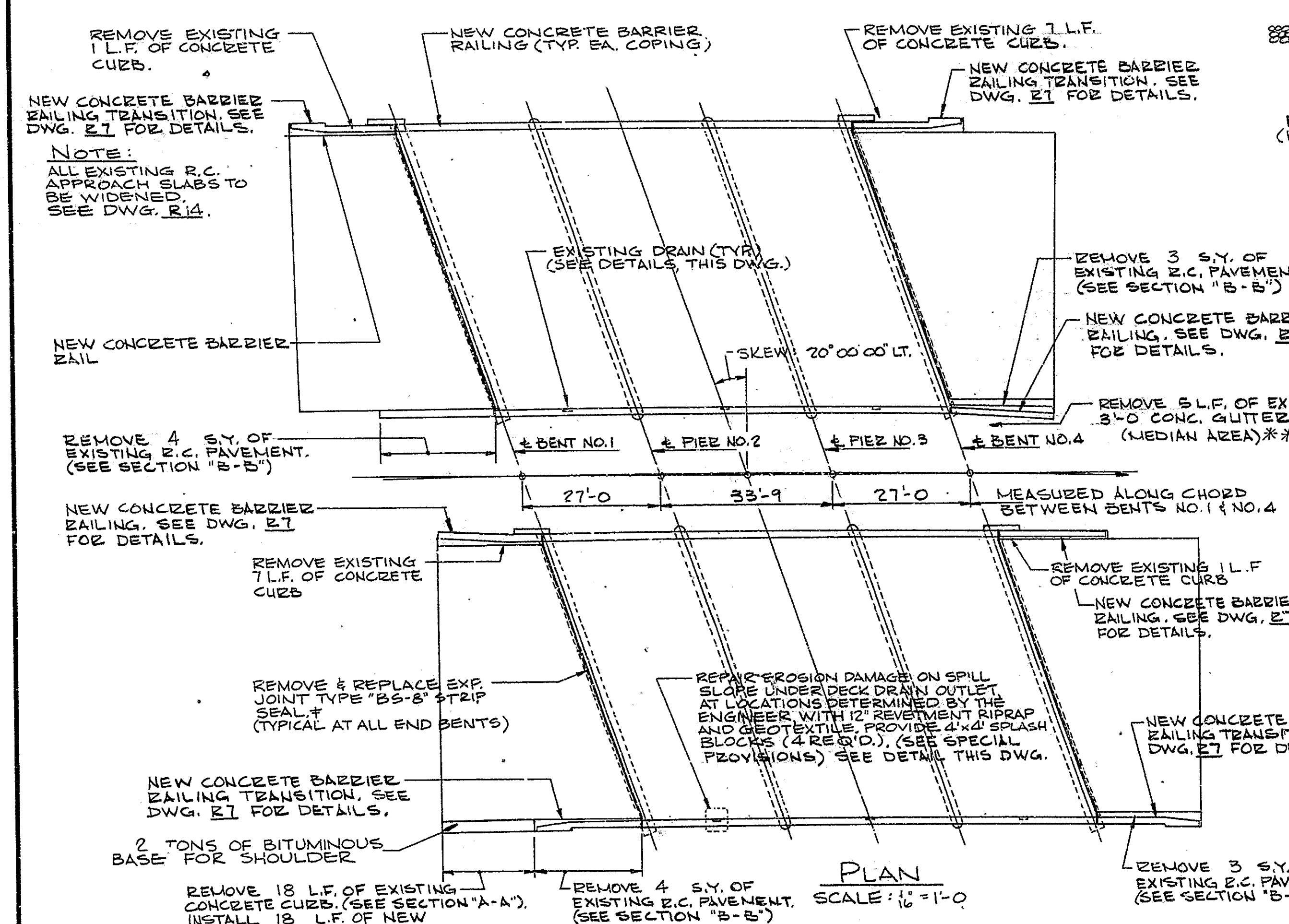
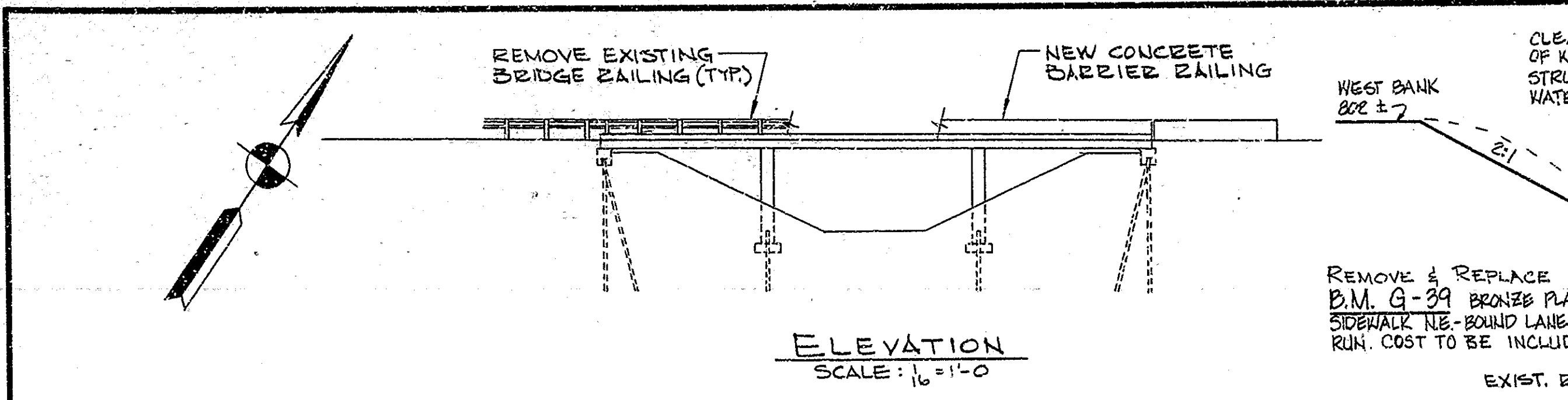
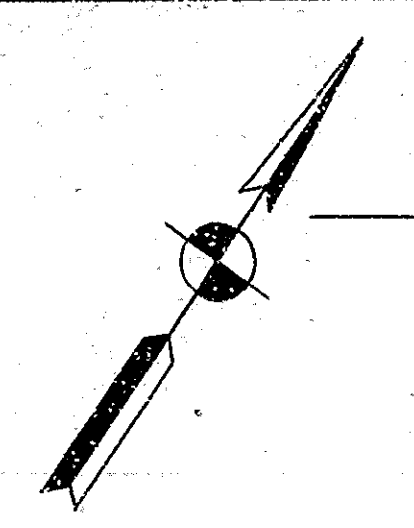
*J.R. Taylor*  
SENIOR DESIGNER

DRAWING: T2 OF T2 SHEET: 3 OF 32  
PROJECT: I-465-4(259)131 STATION: -  
BRIDGE CONTRACT NO. I-465-131-5257 B, I-465-131-5256 B  
I-465-129-2378 B, I-465-128-5276 B  
I-465-127-5274 B & I-465-127-5255 B



DESIGNED: C.K.D.  
DRAWN: C.K.D.  
TRACED: C.K.D.

SF-22317



**GENERAL NOTES**

- PLANS FOR THESE STRUCTURES ARE ON FILE AT THE INDIANA DEPARTMENT OF TRANSPORTATION AS BRIDGE FILE 1-465-131-5257 (ORIGINAL CONSTRUCTION) AND BRIDGE FILE 1-465-131-5257A (DECK RECONSTRUCTION). THESE PLANS ARE AVAILABLE ON REQUEST.
- WHERE NEW WORK IS TO BE FITTED TO OLD WORK, THE CONTRACTOR SHALL CHECK ALL DIMENSIONS AND CONDITIONS IN THE FIELD AND REPORT ANY ERRORS OR DISCREPANCIES TO THE ENGINEER AND ASSUME RESPONSIBILITY FOR THEIR CORRECTNESS AND THE FIT OF THE NEW PART TO THE OLD.
- THE HAND CHIPPING AND CLEANING OF DETERIORATED DECK SHALL BE AS DIRECTED BY THE ENGINEER. IT IS THE INTENT OF THESE PLANS THAT ALL SUCH DETERIORATED CONCRETE BE REMOVED AND SHOULD THERE BE ANY DOUBT AS TO THE QUALITY OF THE CONCRETE REMOVAL SHALL CONTINUE UNTIL PERFECTLY SOUND CONCRETE IS EXPOSED. ALL EXPOSED NON-FULL DEPTH PATCHES SHALL BE REMOVED.
- CONCRETE IN PATCHES FOR DETERIORATED DECK AREAS SHALL BE BRIDGE DECK PATCHING CONCRETE.
- CONCRETE IN BARRIER RAILING AND R.C. APPROACH WIDENING TO BE CLASS "C".
- THE BOUNDARIES OF FULL DEPTH REMOVAL AREAS SHALL BE SAW CUT. ALL SAW CUTS SHALL BE A MINIMUM DEPTH OF 1 INCH BELOW THE ORIGINAL SURFACE OR TO THE TOP OF REINFORCING STEEL IF COVER IS LESS THAN 1 INCH.
- ALL EXPOSED SURFACES OF CONCRETE BARRIER RAILING, FACE OF BRIDGE DECK COPING, UNDERSIDE OF BRIDGE DECK FOR A WIDTH OF 6 INCHES FROM THE COPING AND 1'-0" GUTTER AREA FROM RAILING FACE SHALL BE SURFACE SEALED.
- ALL REINFORCING STEEL IN CONCRETE BARRIER RAILING AND BARRIER RAILING TRANSITIONS SHALL BE EPOXY COATED. ALL REINFORCING STEEL IN R.C. APPROACH WIDENING SHALL BE UNCOATED EXCEPT AS NOTED ON PLANS.
- ALL REINFORCING STEEL COVERING SHALL BE 2 INCHES UNLESS DESIGNATED OTHERWISE BY THE ENGINEER.
- REINFORCING STEEL SHALL BE A.S.T.M. A615 GRADE 40 UNLESS OTHERWISE NOTED.
- CONTINUOUS CONCRETE POURS SHALL BE MADE BETWEEN CONSTRUCTION JOINTS SHOWN.
- CHAMFER EXPOSED CORNERS OF CONCRETE 1 INCH UNLESS NOTED.
- EXISTING CONDUIT EXPOSED DURING DEMOLITION TO BE REMOVED.
- BRIDGE DECK OVERLAY PATCHING MATERIAL IS TO BE BRIDGE DECK PATCHING CONCRETE.

| BR. STD.   | RD. STD. | PURPOSE   |
|------------|----------|---|
| BR 57      |          | RAILING CONNECTION DETAILS                        |
| C1         |          | REINFORCING BAR NOTES                             |
| C3         |          | EXP. JT. TYPE "BS" DETAILS & CONST. JOINT DETAILS |
| MR         |          | STEEL CHAIN LINK FENCE                            |
| CB2        |          | TEMPORARY CONCRETE BARRIER                        |
| 1B DETOURS |          | STANDARD DETOUR SIGNS                             |
| 2A DETOURS |          | STANDARD DETOUR SIGNS                             |
| 3 DETOURS  |          | STANDARD DETOUR SIGNS                             |
| 3A DETOURS |          | STANDARD DETOUR SIGNS                             |
| 4 DETOURS  |          | STANDARD DETOUR SIGNS                             |
| 5A DETOURS |          | STANDARD DETOUR SIGNS                             |
| ME         |          | BITUMINOUS CURB                                   |

**SECTION "B-B"**  
NO SCALE

**SECTION "A-A"**  
(SHOWING RECONSTRUCTION)  
NO SCALE

**GENERAL PLAN**  
TWIN CONTINUOUS REINFORCED CONCRETE SLAB BRIDGES  
3 SPANS: 1@ 27'-0" @ 33'-9" @ 27'-0" SKEW: 20° 00' 00" LT.  
2-51'-10" CLEAR ROADWAYS 1-465 OVER SPRING MILL RUN  
**INDIANA DEPARTMENT OF HIGHWAYS**  
HAMILTON COUNTY

SCALE: -AS NOTED DATE: February 27, 1970

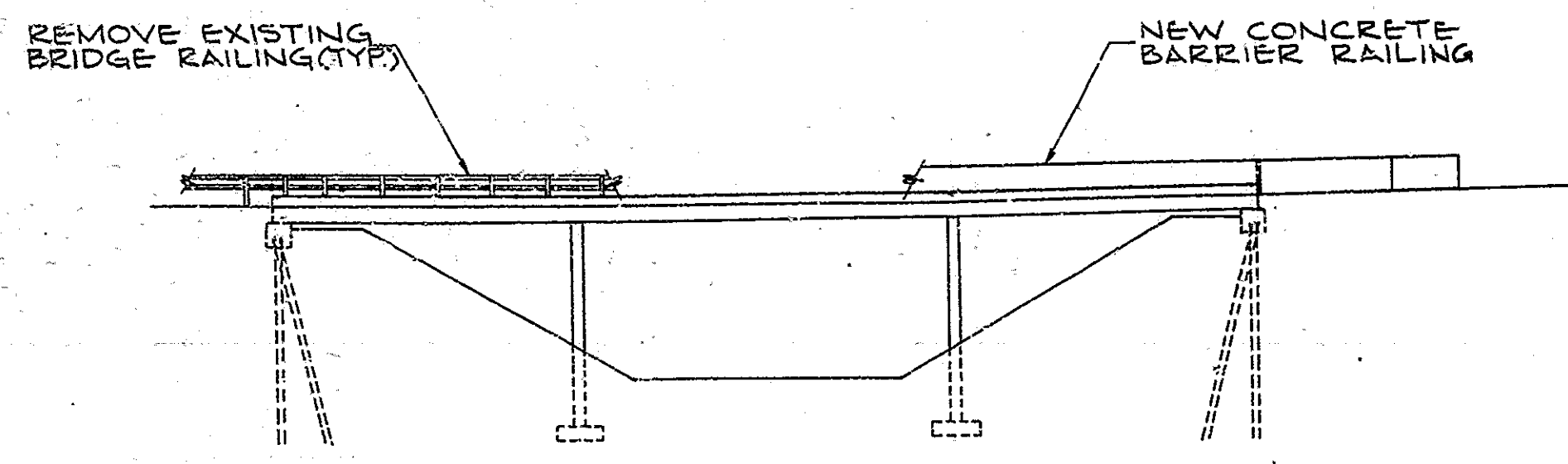
DESIGNED: C.K.D.  
DRAWN: S.F. C.K.D. L.S.  
TRACED: C.K.D.

DESIGNER: L.D. TAYLOR, JR. REGISTERED PROFESSIONAL ENGINEER No. 68999

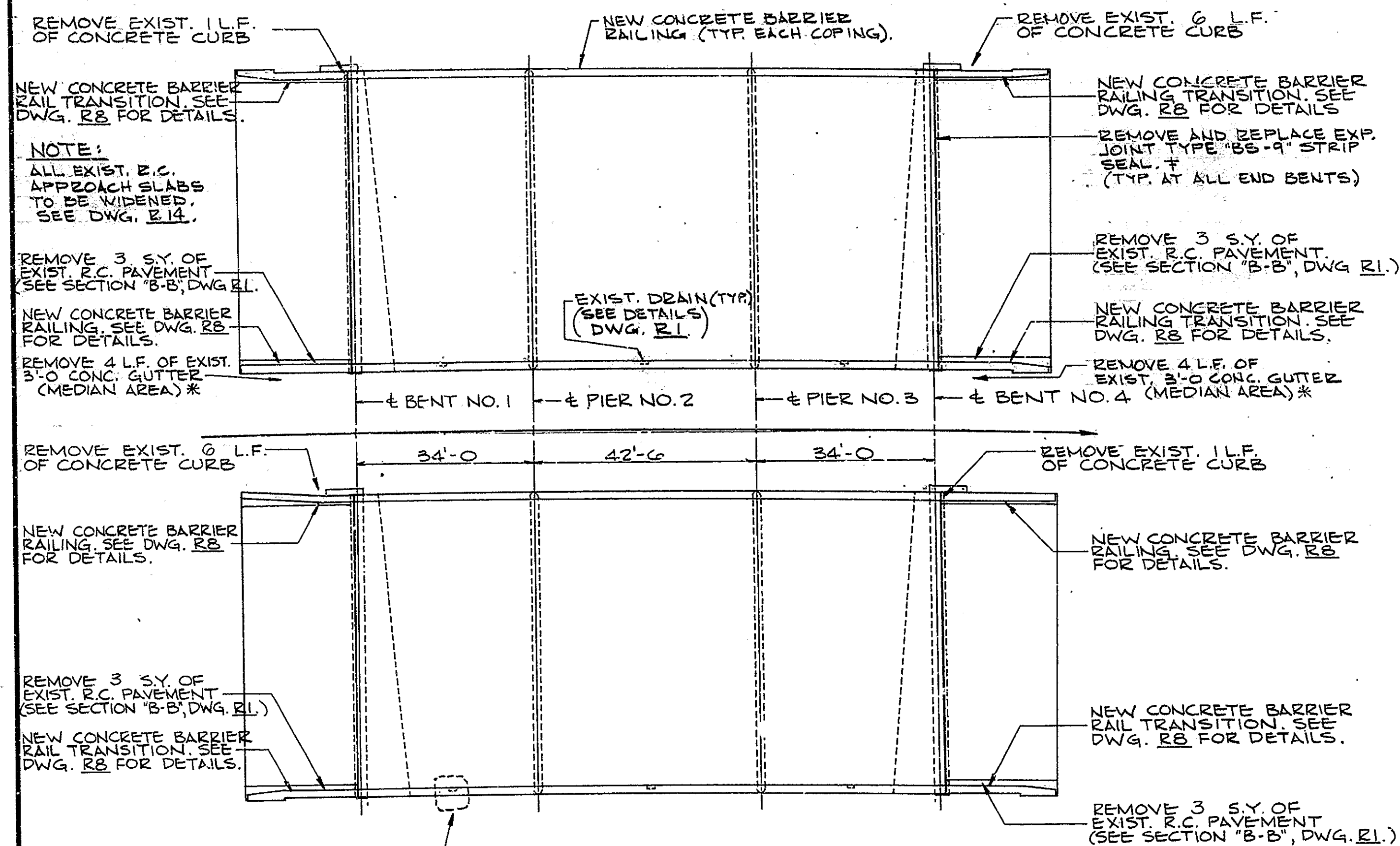
DRAWING: R1 OF R15 SHEET: 4 OF 32  
PROJECT: IR-465-4(259)131 STATION: -  
BRIDGE CONTRACT NO.  
BRIDGE FILE: 1-465-131-5257B

DESIGNED: C.K.D.  
DRAWN: S.F. C.K.D. L.S.  
TRACED: C.K.D.

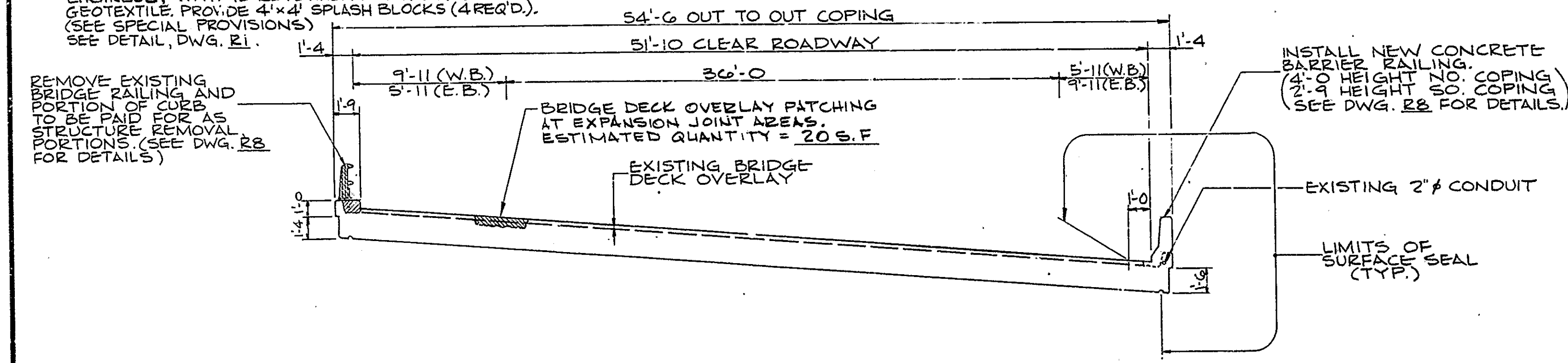
SF-22317



ELEVATION  
SCALE: 1/16" = 1'-0"



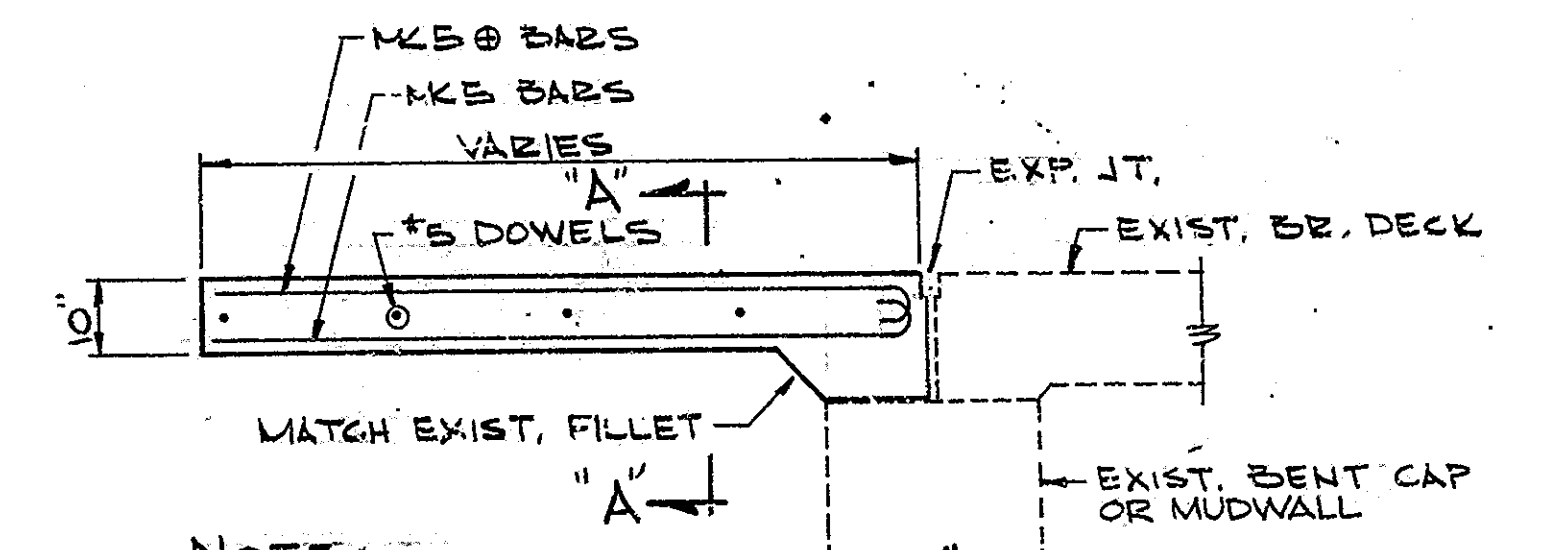
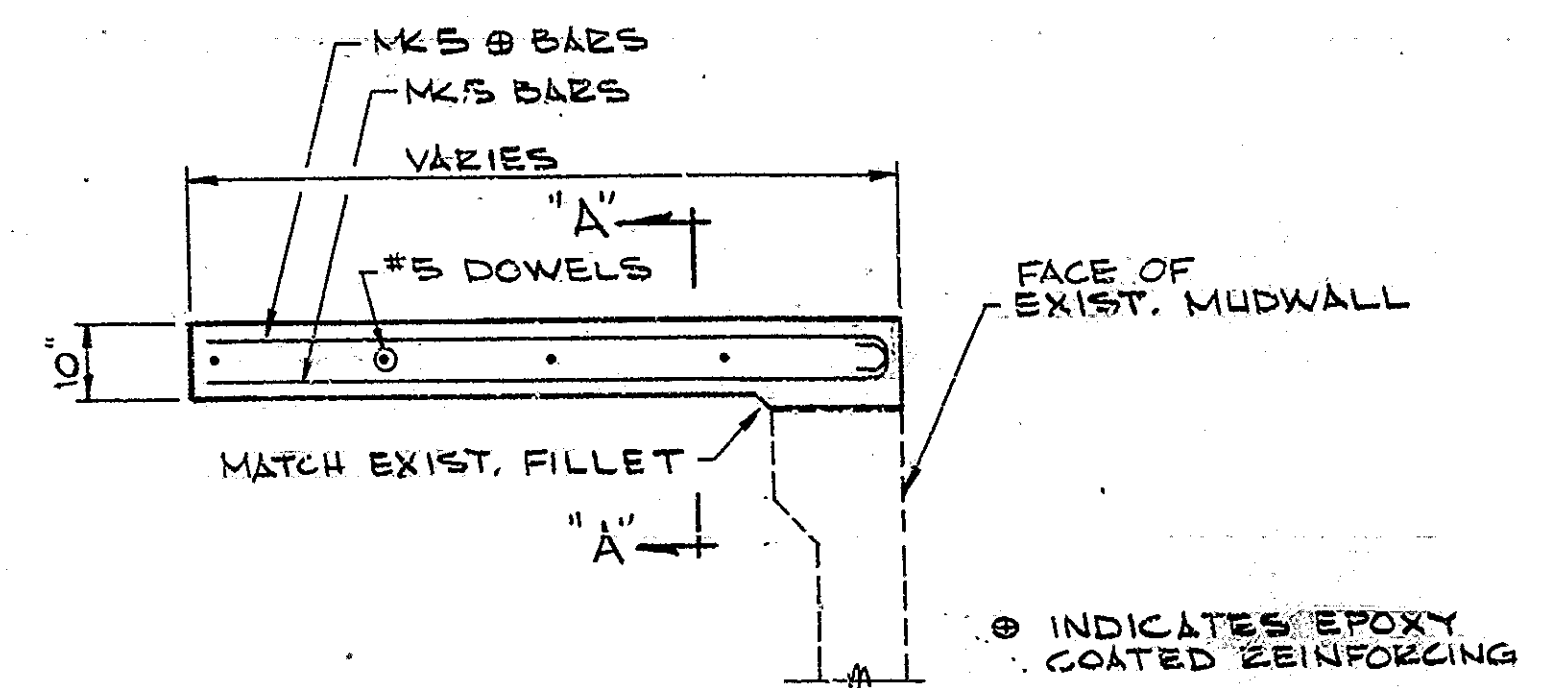
PLAN  
SCALE: 1/16" = 1'-0"



TYPICAL SECTION  
SCALE: 3/16" = 1'-0"

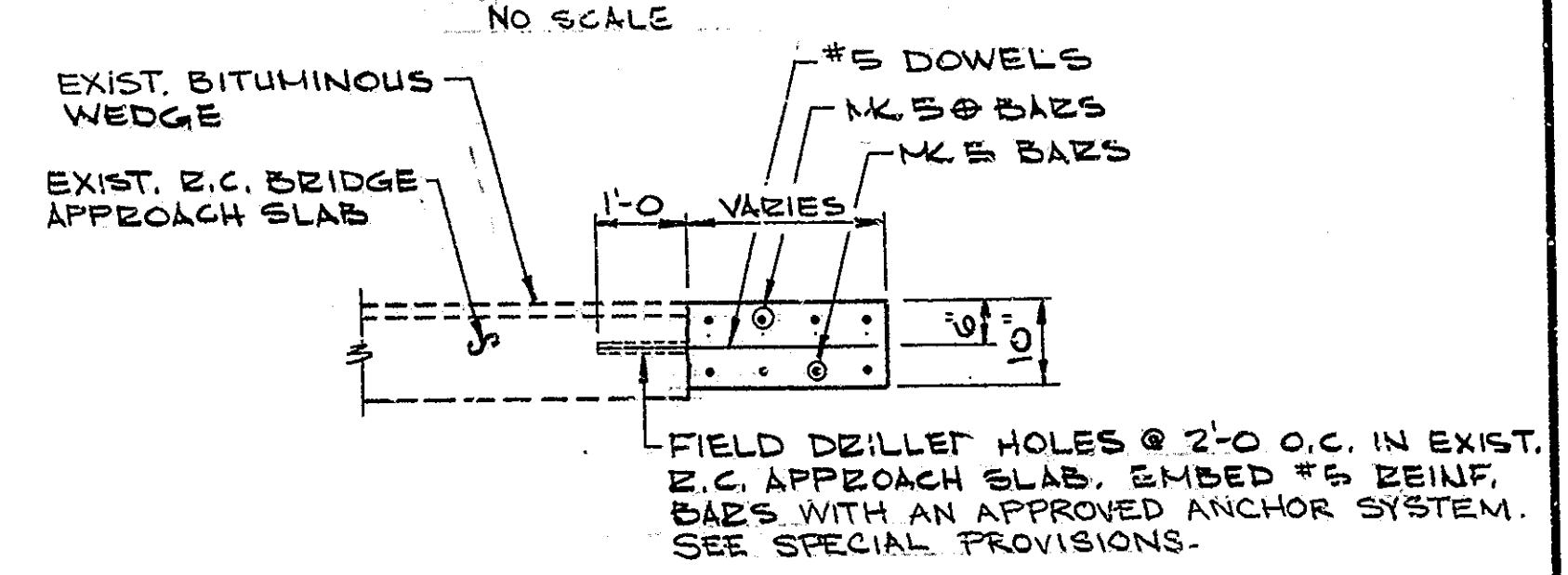
GENERAL NOTES

1. PLANS FOR THESE STRUCTURES ARE ON FILE AT THE INDIANA DEPARTMENT OF TRANSPORTATION AS BRIDGE FILE I-465-131-5256 (ORIGINAL CONSTRUCTION) AND BRIDGE FILE I-465-131-5256A (DECK RECONSTRUCTION). THESE PLANS ARE AVAILABLE ON REQUEST.
2. SEE DWG. R1 FOR ADDITIONAL GENERAL NOTES AND STANDARD DRAWING LIST.



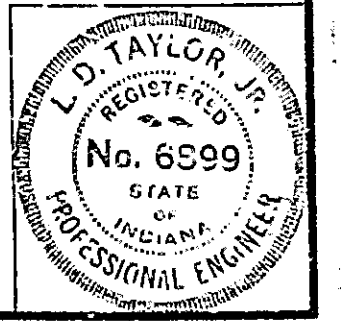
NOTE:  
COST OF EXCAVATION FOR WIDENED APPROACH SLAB TO BE INCLUDED IN OTHER ITEMS.

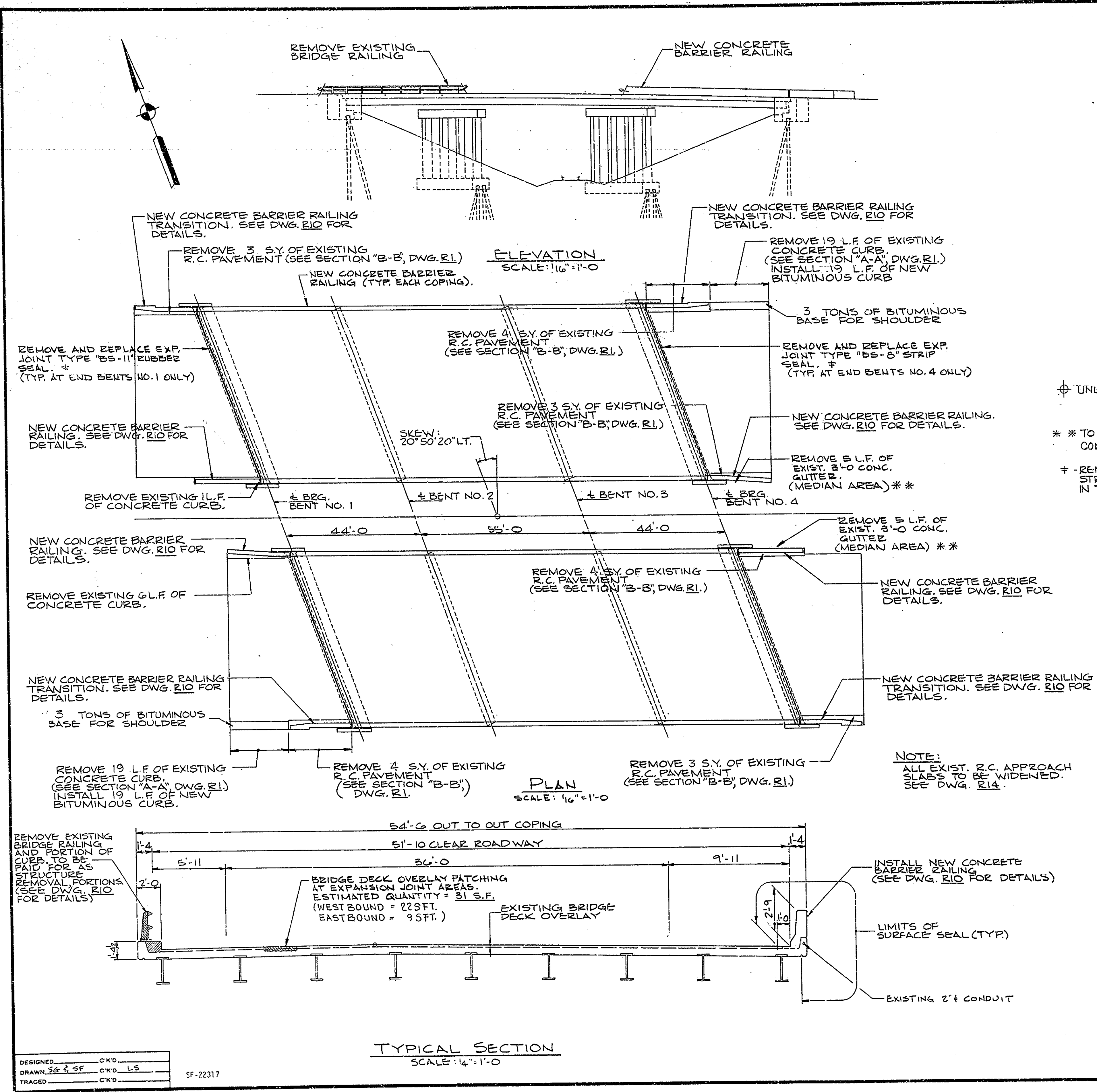
WIDENED APPROACH SLAB SECTIONS



SECTION "A-A"  
NO SCALE

GENERAL PLAN  
TWIN CONTINUOUS REINFORCED CONCRETE SLAB BRIDGES  
3 SPANS: 1 @ 34'-0"; 1 @ 42'-6"; 1 @ 34'-0" NO SKEW  
2-51'-10" CLEAR ROADWAYS I-465 OVER WILLIAMS CREEK  
**INDIANA DEPARTMENT OF HIGHWAYS**  
HAMILTON COUNTY  
SCALE: -AS NOTED DATE: *January 23, 1990*  
DESIGNED: CK'D  
DRAWN: SG CK'D LS  
TRACED: CK'D  
SF-22317  
DRAWING: R2 OF R15 SHEET: 5 OF 32  
PROJECT: I-465-4(259)131 STATION: -  
BRIDGE CONTRACT NO.  
BRIDGE FILE: I-465-131-5256B





**GENERAL NOTES**

- PLANS FOR THESE STRUCTURES ARE ON FILE AT THE INDIANA DEPARTMENT OF TRANSPORTATION AS BRIDGE FILE I-465-129-2378 (ORIGINAL CONSTRUCTION) AND BRIDGE FILE I-465-129-2378A (DECK RECONSTRUCTION). THESE PLANS ARE AVAILABLE ON REQUEST.
- SEE DWG. R1 FOR ADDITIONAL GENERAL NOTES AND STANDARD DRAWING LIST.

**# BILL OF MATERIALS  
APPROACH SLAB AND  
RAILING TRANSITIONS  
(ONE STRUCTURE ONLY)**

| WX OR SIZE  | NO. | PCS. | LENGTH  | WEIGHT      |
|---|-----|------|---------|-------------|
| 5075  | 8   |      | 21'-8"  |             |
| 5105  | 8   |      | 20'-7"  |             |
| 580   | 117 |      | 3'-9"   |             |
| 581   | 73  |      | 3'-11"  |             |
| #5  | 1   |      | 15'-0"  |             |
| TOTAL #5  |     |      |         | 1,124#      |
| 480   | 8   |      | 1'-9"   |             |
| 481   | 6   |      | 2'-5"   |             |
| 482   | 6   |      | 10'-7"  |             |
| #4  | 6   |      | 20'-11" |             |
| #4  | 6   |      | 20'-1"  |             |
| #4  | 1   |      | 17'-6"  |             |
| #4  | 1   |      | 16'-6"  |             |
| #4  | 3   |      | 14'-6"  |             |
| #4  | 3   |      | 13'-4"  |             |
| #4  | 11  |      | 6'-6"   |             |
| #4  | 3   |      | 5'-6"   |             |
| TOTAL #4  |     |      |         | 387#        |
| TOTAL EPOXY COATED REINF. 1,511#                    |     |      |         |             |
| 5075  | 8   |      | 21'-8"  |             |
| 5105  | 8   |      | 20'-7"  |             |
| #5  | 1   |      | 15'-0"  |             |
| #5  | 8   |      | 3'-9"   |             |
| #5  | 15  |      | 3'-4"   | (E.B. STR.) |
| #5  | 14  |      | 3'-4"   | (W.B. STR.) |
| #5  | 7   |      | 2'-10"  | (E.B. STR.) |
| #5  | 8   |      | 2'-10"  | (W.B. STR.) |
| #5  | 3   |      | 2'-0"   |             |
| TOTAL #5 (E.B. STR.)                                |     |      |         | 479#        |
| TOTAL #5 (W.B. STR.)                                |     |      |         | 478#        |
| TOTAL UNCOATED REINF. (E.B. STR.) 479#              |     |      |         |             |
| TOTAL UNCOATED REINF. (W.B. STR.) 478#              |     |      |         |             |
| REINFORCED CONCRETE PAVEMENT 10" 23.5 SYB.          |     |      |         |             |
| CLASS "C" CONCRETE IN RAILING TRANSITIONS 83.4 LFT. |     |      |         |             |
| MISCELLANEOUS SURFACE SEAL 658 S.F.                 |     |      |         |             |
| FIELD DRILLED HOLES * 30 EA.                        |     |      |         |             |
| BARRIER RAIL DELINEATORS 4 EA.                      |     |      |         |             |

⊕ UNLESS NOTED

\*\* TO BE PAID FOR AS "REMOVAL OF CONCRETE MEDIAN GUTTER", LFT.

† - REMOVAL OF EXISTING STRIP SEAL TO BE INCLUDED IN THE COST OF NEW EXP. JT.'S.

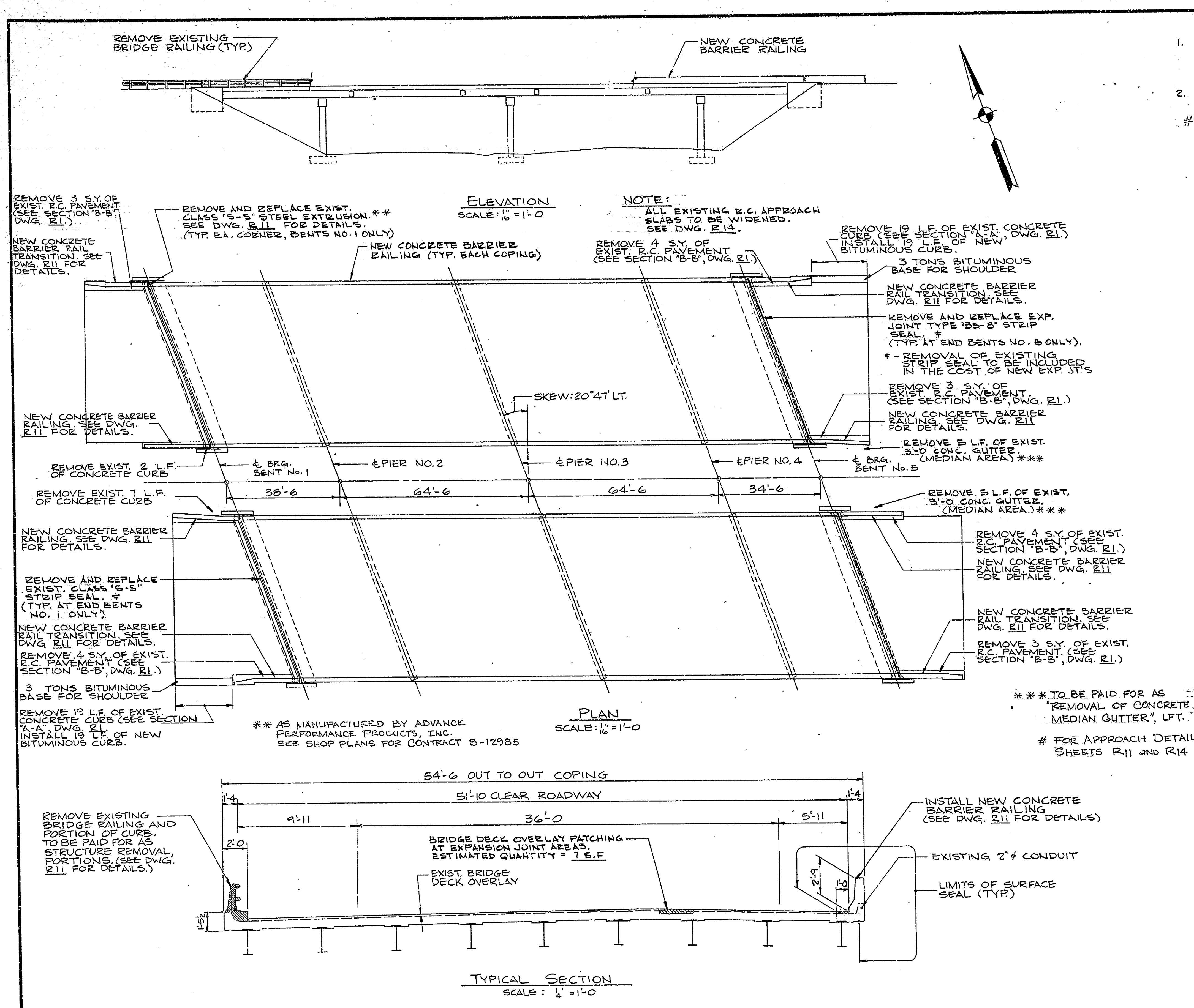
**NOTE:**  
ALL EXIST. R.C. APPROACH SLABS TO BE WIDENED. SEE DWG. R14.

# FOR APPROACH DETAILS  
SEE SHEETS R10 & R14.

\* IN CONCRETE. EMBED WITH AN APPROVED ANCHOR SYSTEM. SEE SPECIAL PROVISIONS.

**GENERAL PLAN**  
TWIN CONTINUOUS STEEL BEAM BRIDGES  
3 SPANS: 1 @ 44'-0"; 1 @ 55'-0"; 1 @ 44'-0" SKEW: 20° 50' 20" LT.  
2-51'40" CLEAR ROADWAYS I-465 OVER ABANDONED RAILROAD  
**INDIANA DEPARTMENT OF HIGHWAYS**  
HAMILTON COUNTY  
SCALE: - AS NOTED  
DATE: February 23, 1990  
L. D. TAYLOR, JR.  
No. 0039  
PROFESSIONAL ENGINEER  
DRAWING: R3 OF R15 SHEET: 6 OF 32  
PROJECT: IR-465-4(259)31 STATION: -  
BRIDGE CONTRACT NO.  
BRIDGE FILE: I-465-129-2378E

DESIGNED: CKD  
DRAWN: SG & SF  
TRACED: CKD  
LS  
SF-22317



**GENERAL NOTES**

- PLANS FOR THESE STRUCTURES ARE ON FILE AT THE INDIANA DEPARTMENT OF TRANSPORTATION AS BRIDGE FILE I-465-128-5276 (ORIGINAL CONSTRUCTION) AND BRIDGE FILE I-465-128-5276 A (DECK RECONSTRUCTION). THESE PLANS ARE AVAILABLE ON REQUEST.
- SEE DWG. R1 FOR ADDITIONAL GENERAL NOTES AND STANDARD DRAWING LIST.

**# BILL OF MATERIALS APPROACH SLAB AND RAILING TRANSITIONS (E.B. STRUCTURE)**

| MK OR SIZE | NO. | PCS. | LENGTH | WEIGHT |
|------------|-----|------|--------|--------|
| 5045       | 4   |      | 22'-3  |        |
| 5055       | 1   |      | 22'-1  |        |
| 5065       | 1   |      | 21'-11 |        |
| 5075       | 5   |      | 21'-8  |        |
| 5085       | 1   |      | 21'-6  |        |
| 5095       | 1   |      | 20'-9  |        |
| 5115       | 1   |      | 20'-6  |        |
| 5125       | 1   |      | 20'-3  |        |
| 5135       | 1   |      | 20'-0  |        |
| 580        | 120 |      | 3'-9   |        |
| 581        | 76  |      | 3'-11  |        |
| #5         | 1   |      | 16'-0  |        |
| TOTAL #5   |     |      |        | 1,156# |

| MK OR SIZE | NO. | PCS. | LENGTH | WEIGHT |
|------------|-----|------|--------|--------|
| 5045       | 4   |      | 22'-3  |        |
| 5055       | 1   |      | 22'-1  |        |
| 5065       | 1   |      | 21'-11 |        |
| 5075       | 5   |      | 21'-8  |        |
| 5085       | 1   |      | 21'-6  |        |
| 5095       | 1   |      | 20'-9  |        |
| 5115       | 1   |      | 20'-6  |        |
| 5125       | 1   |      | 20'-3  |        |
| 5135       | 1   |      | 20'-0  |        |
| 580        | 118 |      | 3'-9   |        |
| 581        | 74  |      | 3'-11  |        |
| #5         | 1   |      | 15'-6  |        |
| TOTAL #5   |     |      |        | 1,139# |

|                           |    |  |        |        |
|---------------------------|----|--|--------|--------|
| 480                       | 8  |  | 1'-9   |        |
| 481                       | 6  |  | 2'-5   |        |
| 482                       | 6  |  | 16'-7  |        |
| #4                        | 6  |  | 21'-8  |        |
| #4                        | 6  |  | 20'-11 |        |
| #4                        | 6  |  | 19'-4  |        |
| #4                        | 2  |  | 17'-6  |        |
| #4                        | 6  |  | 14'-6  |        |
| #4                        | 14 |  | 6'-6   |        |
| TOTAL #4                  |    |  |        | 389#   |
| TOTAL EPOXY COATED REINF. |    |  |        | 1,528# |

|                       |    |  |        |           |
|-----------------------|----|--|--------|-----------|
| 5045                  | 4  |  | 22'-3  |           |
| 5055                  | 1  |  | 22'-1  |           |
| 5065                  | 1  |  | 21'-11 |           |
| 5075                  | 5  |  | 21'-8  |           |
| 5085                  | 1  |  | 21'-6  |           |
| 5095                  | 1  |  | 20'-9  |           |
| 5115                  | 1  |  | 20'-6  |           |
| 5125                  | 1  |  | 20'-3  |           |
| 5135                  | 1  |  | 20'-0  |           |
| #5                    | 1  |  | 15'-6  |           |
| #5                    | 8  |  | 3'-9   |           |
| #5                    | 15 |  | 3'-4   |           |
| #5                    | 8  |  | 2'-10  |           |
| #5                    | 3  |  | 2'-0   |           |
| TOTAL #5              |    |  |        | 489#      |
| TOTAL UNCOATED REINF. |    |  |        | 489#      |
| REINFORCED CONCRETE   |    |  |        | 489#      |
| PAVEMENT 10"          |    |  |        | 24.0 SYS. |

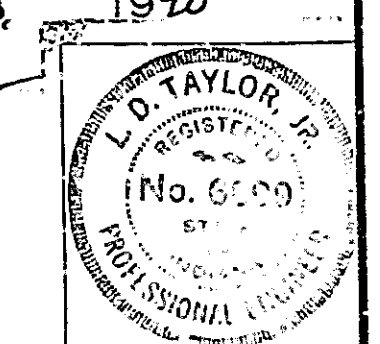
|                          |  |  |  |           |
|--------------------------|--|--|--|-----------|
| TOTAL UNCOATED REINF.    |  |  |  | 489#      |
| REINFORCED CONCRETE      |  |  |  | 489#      |
| PAVEMENT 10"             |  |  |  | 23.9 SYS. |
| CLASS "C" CONCRETE       |  |  |  | 665 S.F.  |
| SURFACE SEAL             |  |  |  | 665 S.F.  |
| FIELD DRILLED HOLES *    |  |  |  | 31 EA.    |
| BARRIER RAIL DELINEATORS |  |  |  | 4 EA.     |

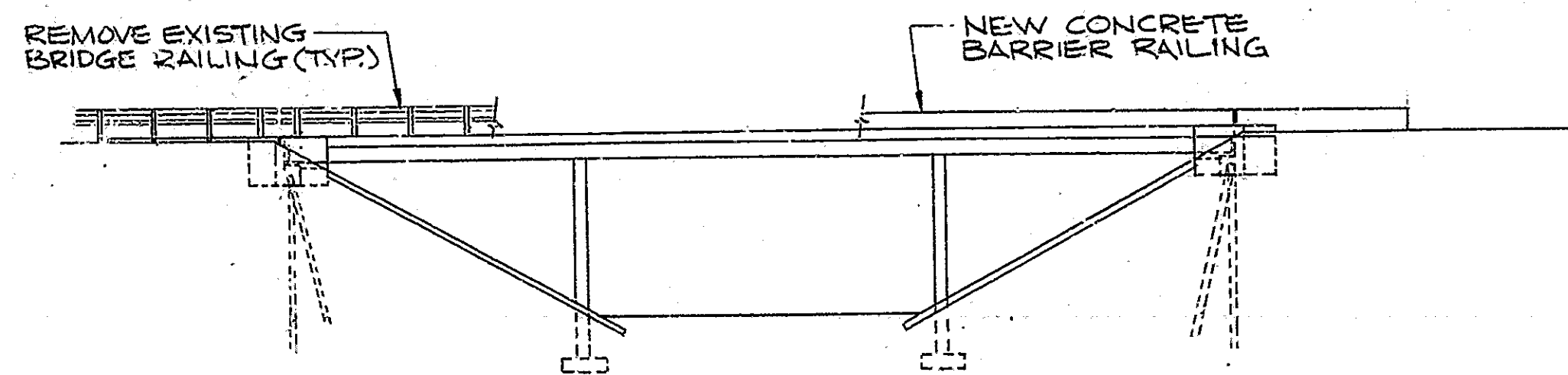
\* IN CONCRETE. EMBED WITH AN APPROVED ANCHOR SYSTEM. SEE SPECIAL PROVISIONS.

**GENERAL PLAN**  
 TWIN CONTINUOUS STEEL BEAM BRIDGES  
 4 SPANS: 1@ 38'-6", 2@ 64'-6", 1@ 34'-6", SKEW: 20° 47' 00" LEFT  
 2 - 51'-10" CLEAR ROADWAYS, I-465/S.R. 431  
**INDIANA DEPARTMENT OF HIGHWAYS**  
 MARION COUNTY  
 SCALE: AS NOTED  
 DATE: *January 23* 1990  
*L. D. Taylor*  
 SENIOR DESIGNER  
 DRAWING: R4 OF R15 SHEET: 7 OF 32  
 PROJECT: IR-465-4(259)131 STATION: -  
 BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-128-5276B

DESIGNED: CKD  
 DRAWN: MM CKD LS  
 TRACED: CKD

SF-22317

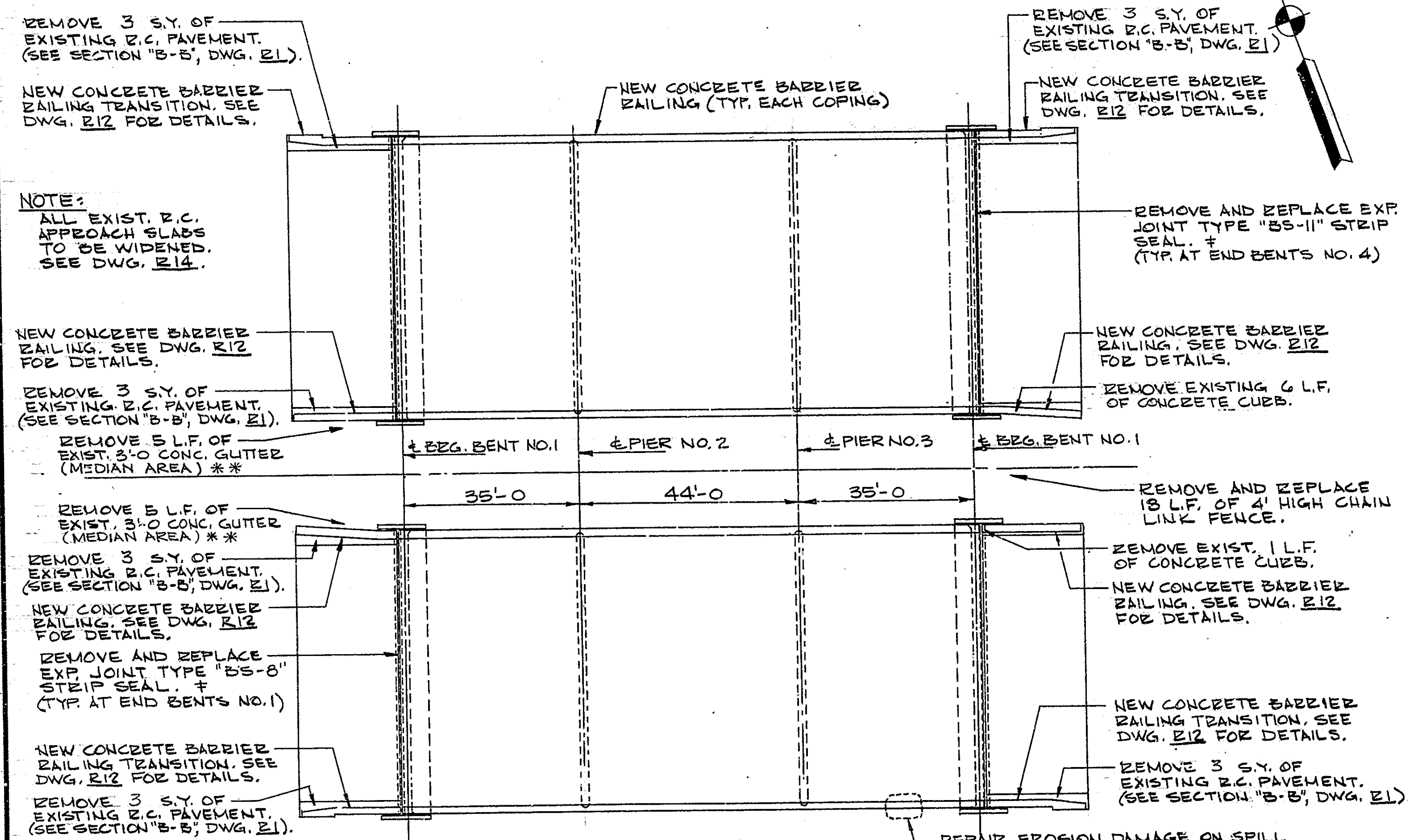




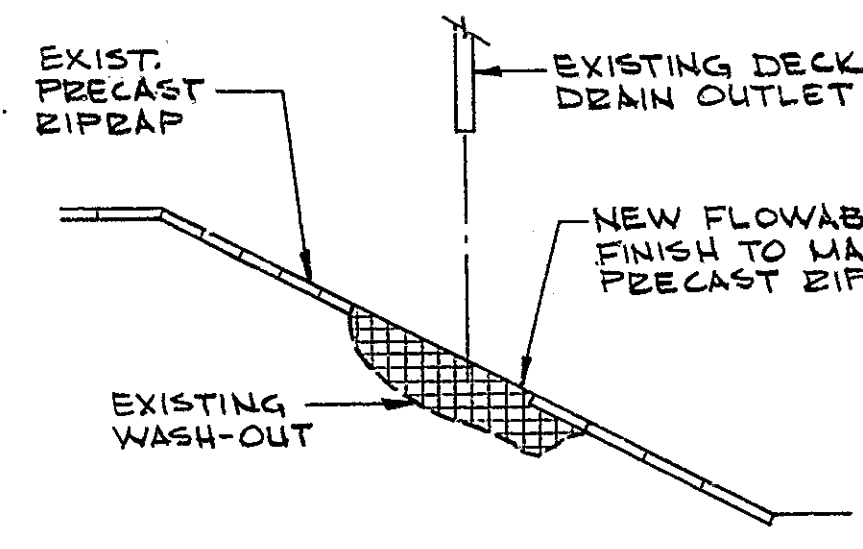
ELEVATION  
SCALE: 1/16" = 1'-0"

- GENERAL NOTES**
1. PLANS FOR THESE STRUCTURES ARE ON FILE AT THE INDIANA DEPARTMENT OF TRANSPORTATION AS BRIDGE FILE I-465-127-5274 (ORIGINAL CONSTRUCTION) AND BRIDGE FILE I-465-127-5274A (DECK RECONSTRUCTION). THESE PLANS ARE AVAILABLE ON REQUEST.
  2. SEE DWG. R1 FOR ADDITIONAL GENERAL NOTES AND STANDARD DRAWING LIST.

\*\* TO BE PAID FOR AS "REMOVAL OF CONCRETE MEDIAN GUTTER," LFT.  
 † - REMOVAL OF EXISTING STRIP SEAL TO BE INCLUDED IN THE COST OF NEW EXPANSION JOINTS.

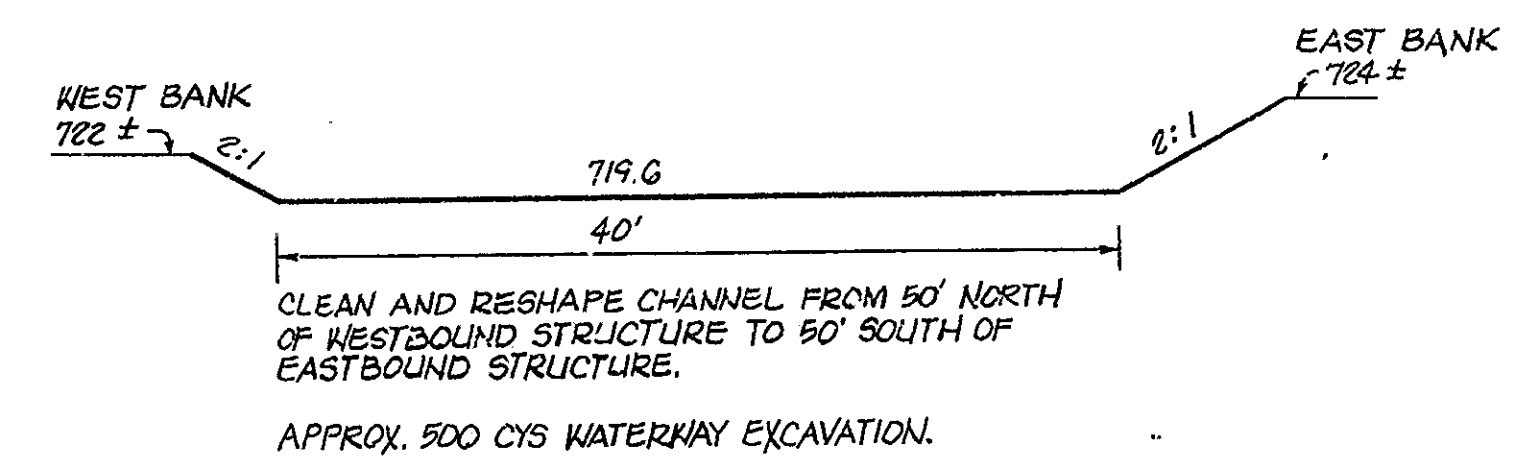


PLAN  
SCALE: 1/16" = 1'-0"



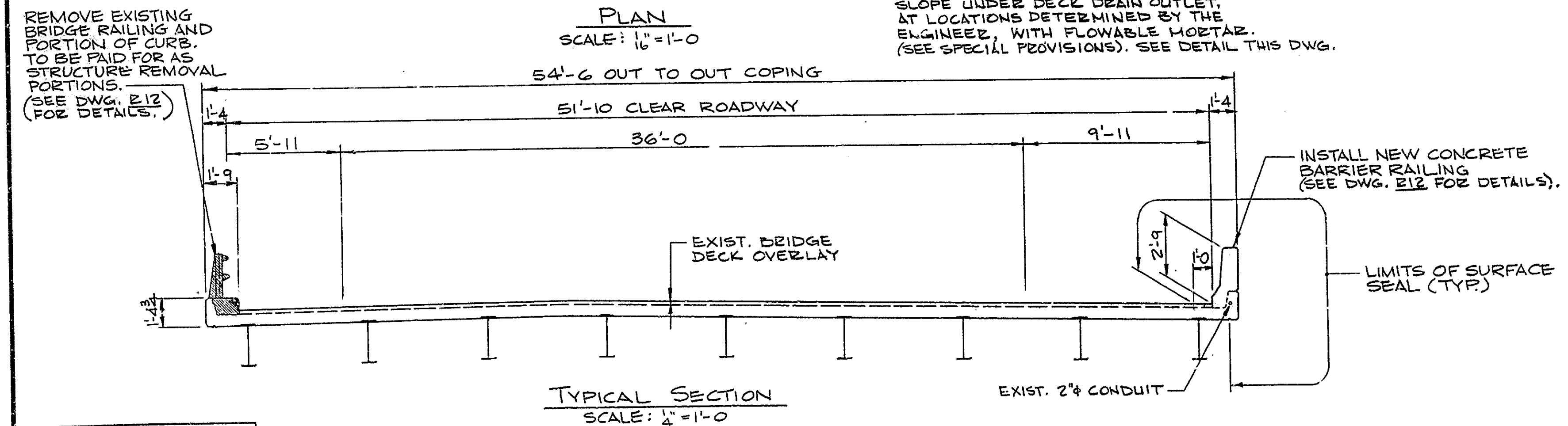
SPILL SLOPE EROSION REPAIR  
(FLOWABLE MORTAR)  
NO SCALE

\* ESTIMATED TOTAL QUANTITY OF FLOWABLE MORTAR FOR SPILL SLOPE REPAIR = 5.5 CYS.



APPROX. 500 CYS WATERWAY EXCAVATION.  
 B.M. # MAR 9 195 ELEV. 741.23  
 9E14, S17, T17N, R4E WASHINGTON TWP, MARION CO.  
 A bronze plate set in the West end of the Northwest wing of the Westbound Lane Bridge on Interstate 465 over Carmel Creek. Also 10 miles East of G.R. 491 Relocated.

REMOVE AND REPLACE Cost to be included in other items.

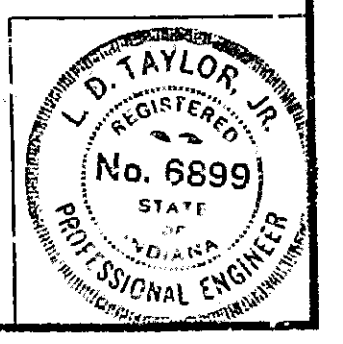


TYPICAL SECTION  
SCALE: 1/4" = 1'-0"

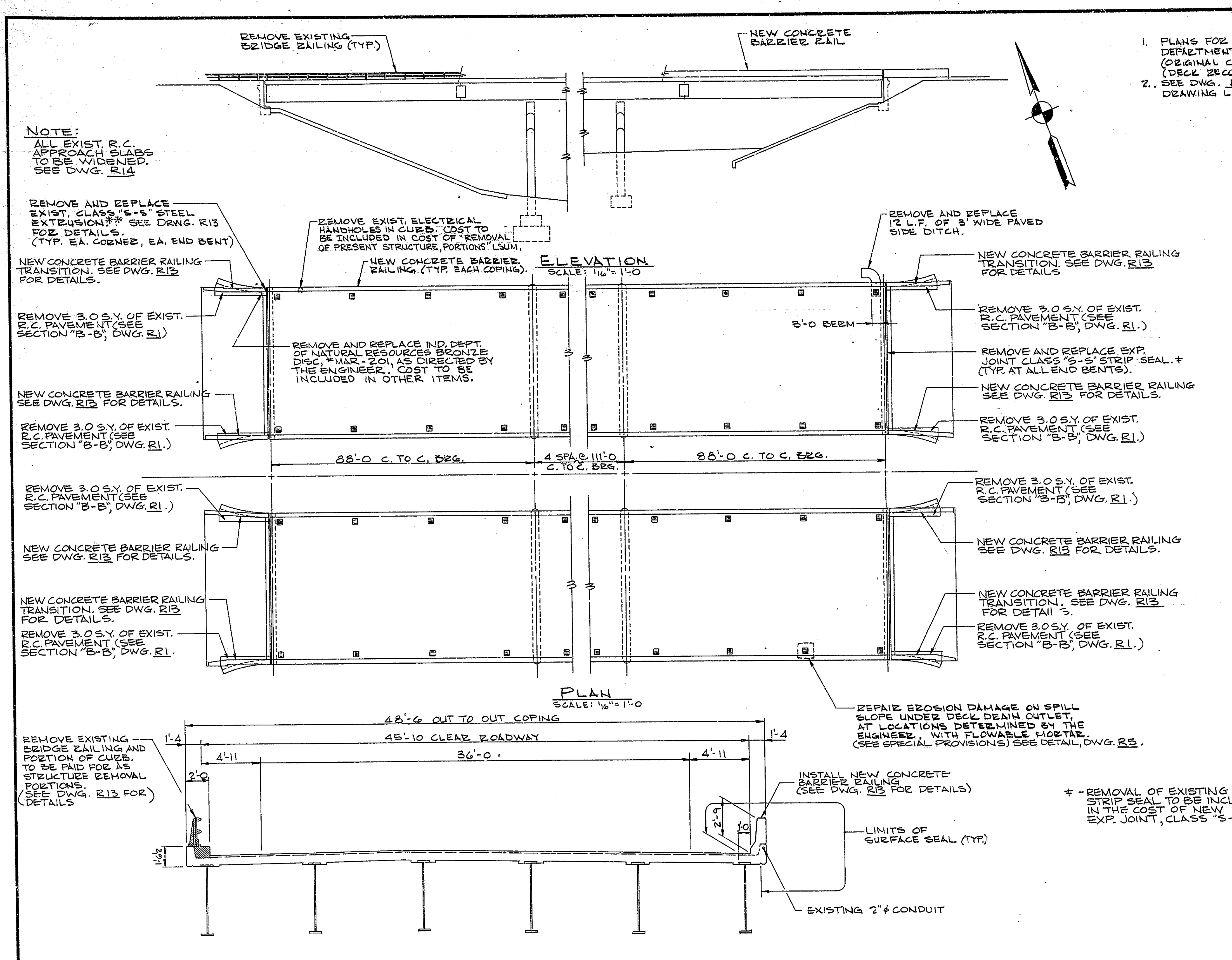
**GENERAL PLAN**  
 TWIN CONTINUOUS STEEL BEAM BRIDGES  
 3 SPANS: 1@ 35'-0, 1@ 44'-0, 1@ 35'-0, NO SKEW  
 2- 51'-10 CLEAR ROADWAYS; I-465/CARMEL CREEK  
**INDIANA DEPARTMENT OF HIGHWAYS**  
 MARION COUNTY  
 SCALE: AS NOTED DATE: February 23 1990  
 L.D. TAYLOR, JR. SENIOR DESIGNER  
 DRAWING: R5 OF R15 SHEET: 8 OF 32  
 PROJECT: IR-465-4(259)131 STATION: -  
 BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-127-5274B

|          |                  |
|----------|------------------|
| DESIGNED | C.K.D.           |
| DRAWN    | M.M. C.K.D. L.S. |
| TRACED   | C.K.D.           |

SF-22317







**GENERAL NOTES**

1. PLANS FOR THESE STRUCTURES ARE ON FILE AT THE INDIANA DEPARTMENT OF TRANSPORTATION IS BRIDGE FILE I-465-127-5255 (ORIGINAL CONSTRUCTION) AND BRIDGE FILE I-465-127-5255A (DECK RECONSTRUCTION). THESE PLANS ARE AVAILABLE ON REQUEST.
2. SEE DWG. R1 FOR ADDITIONAL GENERAL NOTES AND STANDARD DRAWING LIST.

**NOTE:**  
ALL EXIST. R.C. APPROACH SLABS TO BE WIDENED. SEE DWG. R14

REMOVE AND REPLACE EXIST. CLASS "S-S" STEEL EXTENSION. SEE DWG. R13 FOR DETAILS. (TYP. EA. CORNER, EA. END BENT)

NEW CONCRETE BARRIER RAILING TRANSITION. SEE DWG. R13 FOR DETAILS.

REMOVE 3.0 S.Y. OF EXIST. R.C. PAVEMENT (SEE SECTION "B-B", DWG. R1)

NEW CONCRETE BARRIER RAILING SEE DWG. R13 FOR DETAILS.

REMOVE 3.0 S.Y. OF EXIST. R.C. PAVEMENT (SEE SECTION "B-B", DWG. R1)

REMOVE 3.0 S.Y. OF EXIST. R.C. PAVEMENT (SEE SECTION "B-B", DWG. R1)

NEW CONCRETE BARRIER RAILING SEE DWG. R13 FOR DETAILS.

NEW CONCRETE BARRIER RAILING TRANSITION. SEE DWG. R13 FOR DETAILS.

REMOVE 3.0 S.Y. OF EXIST. R.C. PAVEMENT (SEE SECTION "B-B", DWG. R1)

REMOVE EXISTING BRIDGE RAILING AND PORTION OF CURB TO BE PAID FOR AS STRUCTURE REMOVAL PORTIONS. (SEE DWG. R13 FOR DETAILS)

REPAIR EROSION DAMAGE ON SPILL SLOPE UNDER DECK DRAIN OUTLET, AT LOCATIONS DETERMINED BY THE ENGINEER, WITH FLOWABLE MORTAR. (SEE SPECIAL PROVISIONS) SEE DETAIL, DWG. R5.

\* - REMOVAL OF EXISTING STRIP SEAL TO BE INCLUDED IN THE COST OF NEW EXP. JOINT, CLASS "S-S".

**# BILL OF MATERIALS APPROACH SLAB AND RAILING TRANSITIONS (ONE STRUCTURE ONLY)**

| NO. OR SIZE     | NO. PCS. | LENGTH | WEIGHT        |
|-----------------|----------|--------|---------------|
| 5055            | 16       | 22'-1" |               |
| 580             | 119      | 3'-9"  |               |
| 581             | 75       | 3'-11" |               |
| #5              | 12       | 4'-9"  |               |
| <b>TOTAL #5</b> |          |        | <b>1,200#</b> |

|                 |    |         |             |
|-----------------|----|---------|-------------|
| 480             | 8  | 1'-9"   |             |
| 481             | 6  | 2'-5"   |             |
| 482             | 6  | 16'-7"  |             |
| #4              | 6  | 21'-6"  |             |
| #4              | 6  | 20'-11" |             |
| #4              | 2  | 17'-6"  |             |
| #4              | 6  | 14'-6"  |             |
| #4              | 14 | 6'-6"   |             |
| <b>TOTAL #4</b> |    |         | <b>398#</b> |

**TOTAL EPOXY COATED REINF. 1598#**

|                 |    |        |             |
|-----------------|----|--------|-------------|
| 5055            | 16 | 22'-1" |             |
| #5              | 3  | 7'-9"  |             |
| #5              | 3  | 7'-6"  |             |
| #5              | 3  | 5'-6"  |             |
| #5              | 3  | 5'-1"  |             |
| #5              | 12 | 4'-9"  |             |
| #5              | 20 | 3'-9"  |             |
| #5              | 8  | 3'-6"  |             |
| #5              | 8  | 3'-4"  |             |
| <b>TOTAL #5</b> |    |        | <b>644#</b> |

**TOTAL UNCOATED REINF. 644#**

|   |           |
|---|-----------|
| REINFORCED CONCRETE PAVEMENT 10"          | 42.4 SYS. |
| CLASS "C" CONCRETE IN RAILING TRANSITIONS | 87.4 LFT  |

| MISCELLANEOUS            |         |
|--------------------------|---------|
| SURFACE SEAL             | 680 SF. |
| FIELD DRILLED HOLES #    | 40 EA.  |
| BARRIER RAIL DELINEATORS | 4 EA.   |

\* IN CONCRETE, EMBED WITH AN APPROVED ANCHOR SYSTEM. SEE SPECIAL PROVISIONS.

# FOR APPROACH DETAILS SEE SHEETS R13 AND R14.

**GENERAL PLAN**  
TWIN CONTINUOUS STEEL GIRDER BRIDGES  
6 SPANS: 1x88'-0", 4x111'-0", 1x88'-0"; NO SKEW  
2 - 45'-10" CLEAR ROADWAYS; I-465/WHITE RIVER  
**INDIANA DEPARTMENT OF HIGHWAYS**

MARION COUNTY  
SCALE: - AS NOTED  
DATE: February 23, 1990

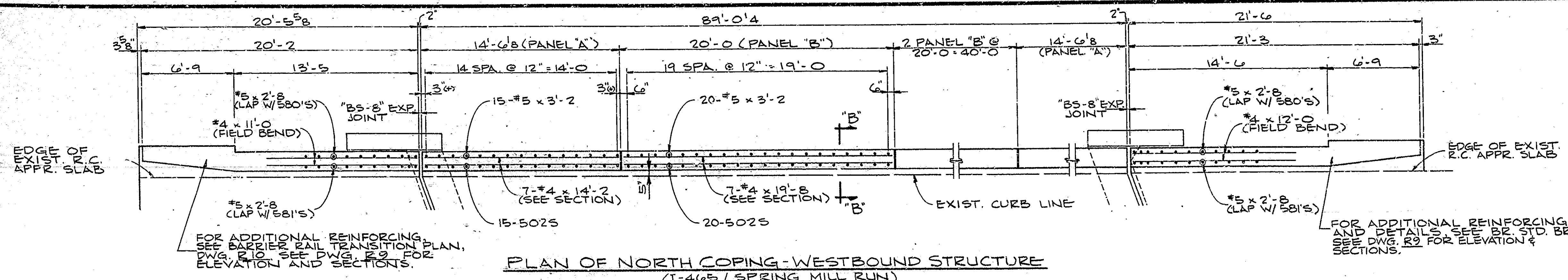
DESIGNED: C/KD  
DRAWN: SF C/KD LS  
TRACED: C/KD  
SF-22317

**TYPICAL SECTION**  
SCALE: 1/4" = 1'-0"

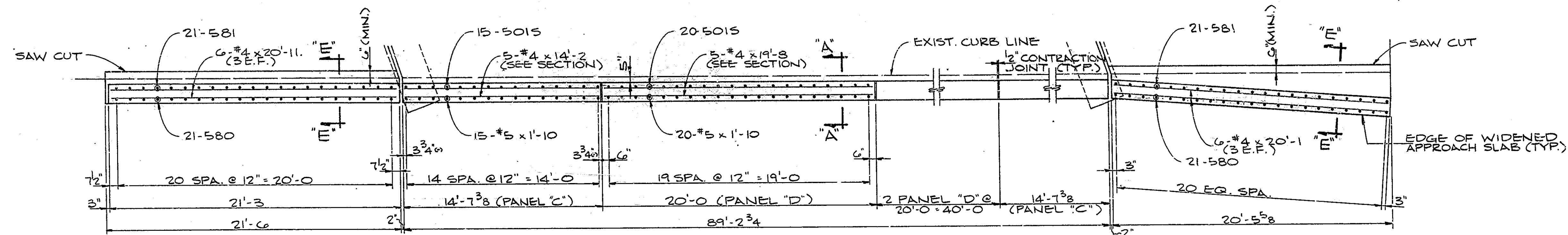
DESIGNED: C/KD  
DRAWN: SF C/KD LS  
TRACED: C/KD  
SF-22317

DRAWING: R6 OF R15 SHEET: 9 OF 32  
PROJECT: IR-465-4(259)131 STATION: -  
BRIDGE CONTRACT NO.  
BRIDGE FILE: I-465-127-5255B

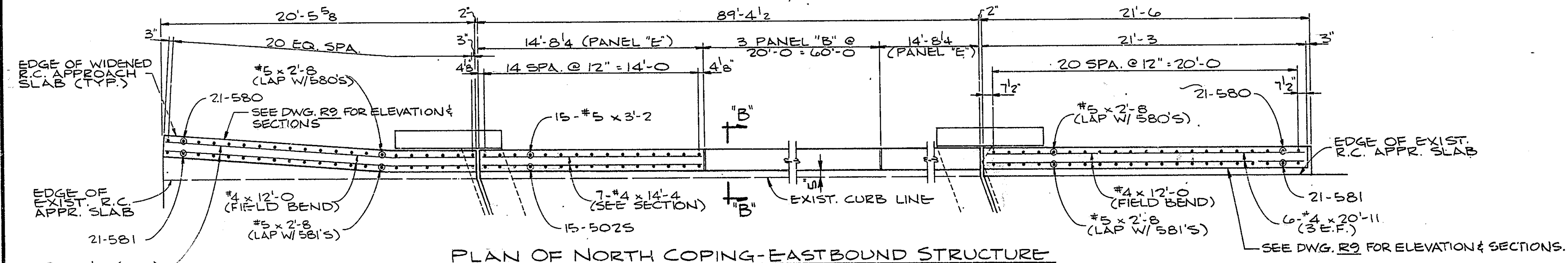




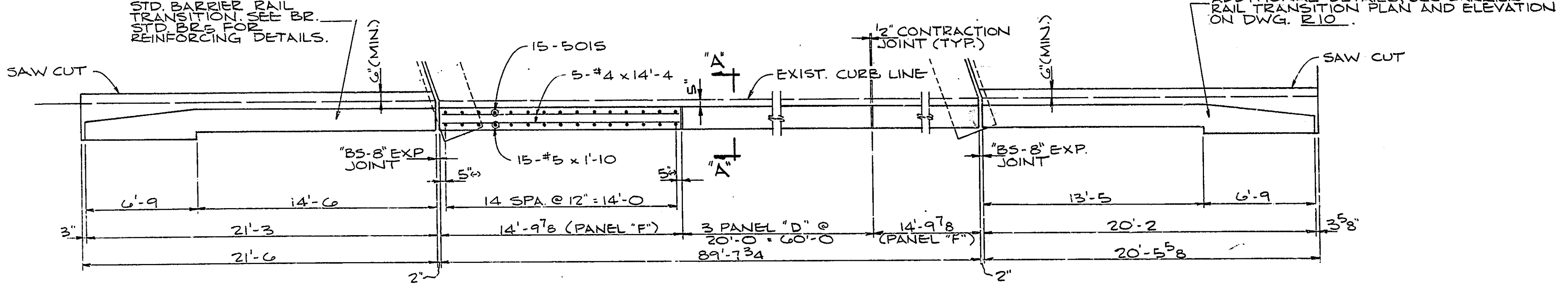
PLAN OF NORTH COPING-WESTBOUND STRUCTURE  
(I-465 / SPRING MILL RUN)



PLAN OF SOUTH COPING-WESTBOUND STRUCTURE  
(I-465 / SPRING MILL RUN)



PLAN OF NORTH COPING-EASTBOUND STRUCTURE  
(I-465 / SPRING MILL RUN)



PLAN OF SOUTH COPING-EASTBOUND STRUCTURE  
(I-465 / SPRING MILL RUN)

**BILL OF MATERIALS**

| BAR SIZE                         | NO. Pcs | LENGTH      | WEIGHT             |
|----------------------------------|---------|-------------|--------------------|
| #5015                            | 90      | 3'-4"       |                    |
| #5025                            | 90      | 4'-7"       |                    |
| #5                               | 90      | 3'-2"       |                    |
| #5                               | 90      | 1'-10"      |                    |
| <b>TOTAL #5</b>                  |         |             | <b>1,213#</b>      |
| #4                               | 36      | 19'-8"      |                    |
| #4                               | 24      | 14'-4"      | (E.B. ONLY)        |
| #4                               | 24      | 14'-2"      | (W.B. ONLY)        |
| <b>TOTAL #4 (E.B.)</b>           |         |             | <b>703#</b>        |
| <b>TOTAL #4 (W.B.)</b>           |         |             | <b>700#</b>        |
| <b>TOTAL EPOXY COATED REINF.</b> |         |             |                    |
|                                  |         |             | (E.B. STR.) 1,916# |
|                                  |         |             | (W.B. STR.) 1,913# |
| <b>CONCRETE</b>                  |         |             |                    |
| <b>CLASS C' CONC. IN BAILING</b> |         |             |                    |
|                                  |         | (W.B. STR.) | 178.3 LFT.         |
|                                  |         | (E.B. STR.) | 179.0 LFT.         |
| <b>MISCELLANEOUS</b>             |         |             |                    |
| <b>SURFACE SEAL (W.B.)</b>       |         | (E.B.)      | 1988 S.F.          |
| <b>FIELD DRILLED HOLES*</b>      |         |             | 180 EA.            |
| <b>BARRIER RAIL DELINEATORS</b>  |         |             | 10 EA.             |
| <b>EXP. JOINT TYPE "BS-B"</b>    |         |             | 114 L.F.           |
| <b>BRIDGE DECK OVERLAY</b>       |         |             |                    |
| <b>PATCHING (W.B. STR.)</b>      |         |             | 9.0 S.F.           |
| <b>BRIDGE DECK OVERLAY</b>       |         |             |                    |
| <b>PATCHING (E.B. STR.)</b>      |         |             | 3.0 S.F.           |
| <b>ADDT'L BRIDGE DECK</b>        |         |             |                    |
| <b>OVERLAY</b>                   |         |             | 0.1 CY.            |

**NOTE:**  
FOR APPROACH SLAB AND BAILING TRANSITION BILL OF MATERIALS, SEE DWG. E-9.

\* IN CONCRETE. EMBED WITH AN APPROVED ANCHOR SYSTEM. SEE SPECIAL PROVISIONS.

- NOTES:**
1. SEE DWG. E-1 FOR GENERAL PLAN.
  2. SEE BR. STD. BR-5 FOR BAR DETAILS OF #50 & #581.
  3. FOR BAR DETAILS #5015 & #5025, SEE DWG. E-8.
  4. FOR "BS" EXPANSION JOINT TREATMENT AT BARRIER RAIL, SEE DWG. E-12.
  5. FOR SECTIONS "A-A", "B-B" & "E-E", SEE DWG. E-8.

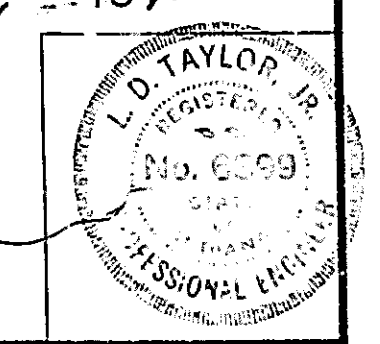
**BRIDGE AND APPROACH RAILING DETAILS  
INDIANA DEPARTMENT OF HIGHWAYS**

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

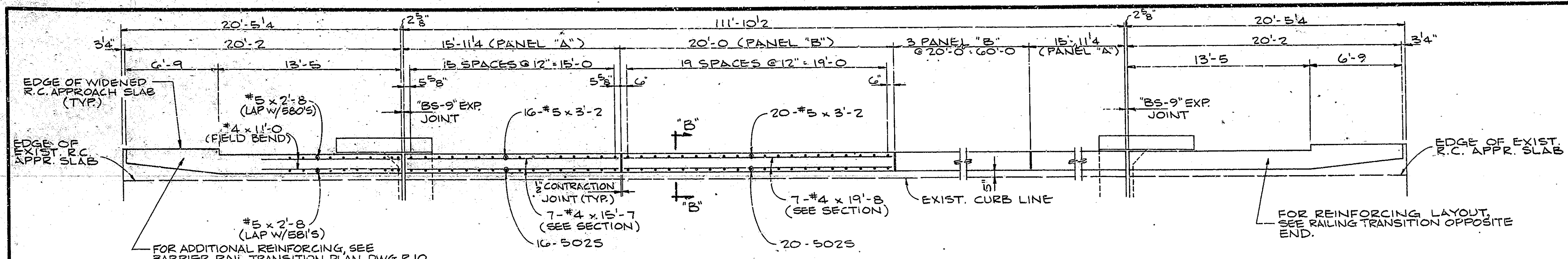
DATE: *January 23, 1990*

SENIOR DESIGNER *[Signature]*

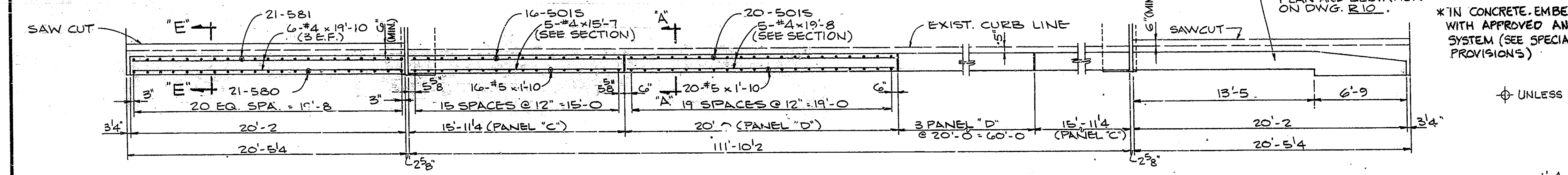
DRAWING: R7 OF R15 SHEET: 10 OF 32  
PROJECT: IR-465-4(259)131 STATION: -  
BRIDGE CONTRACT NO.  
BRIDGE FILE: I-465-131-5257B



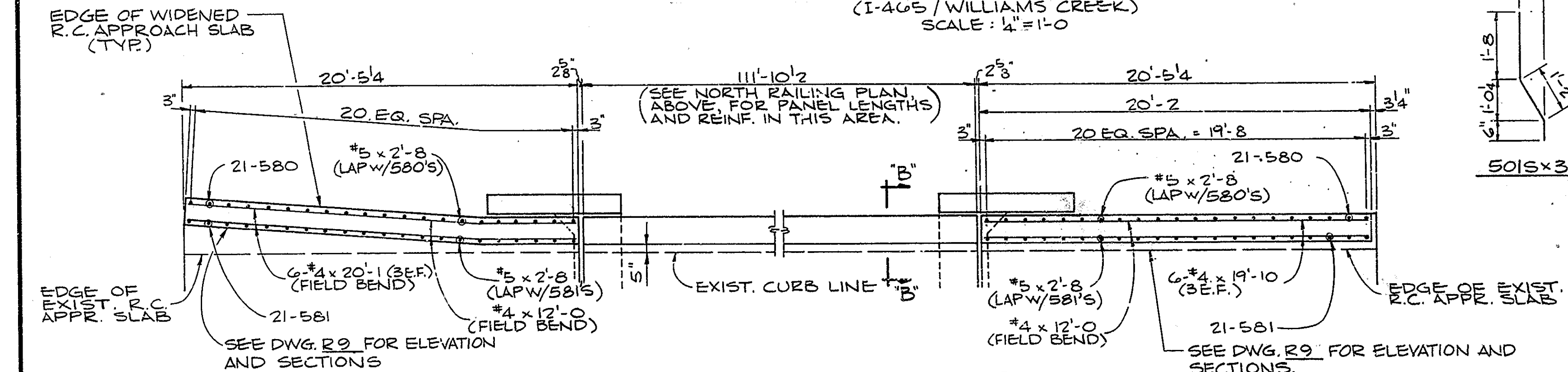
DESIGNED: CKD  
DRAWN: S.L.G. CKD L.S.  
TRACED: CKD  
SF-22317



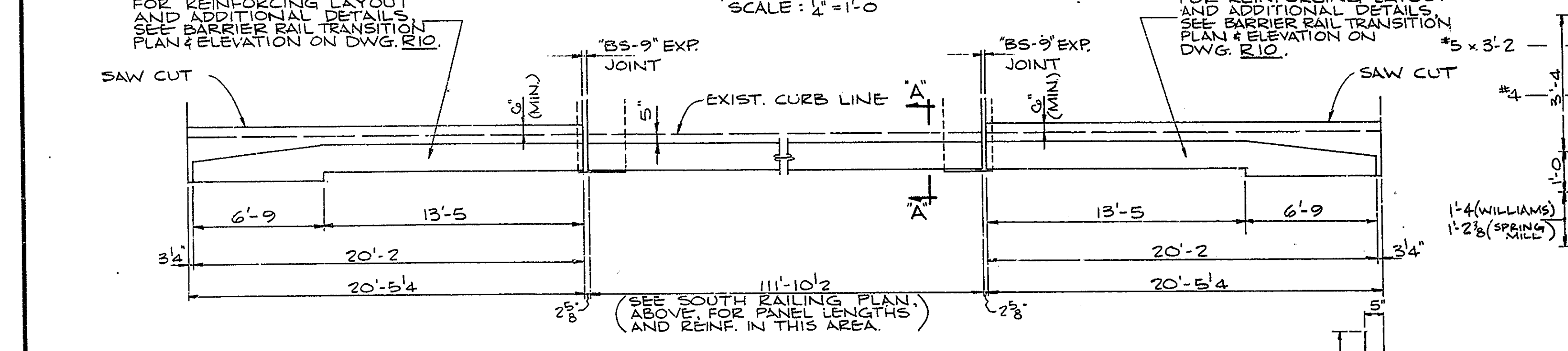
PLAN OF NORTH COPING-WESTBOUND STRUCTURE  
(I-465/ WILLIAMS CREEK)  
SCALE: 1/4" = 1'-0"



PLAN OF SOUTH COPING-WESTBOUND STRUCTURE  
(I-465/ WILLIAMS CREEK)  
SCALE: 1/4" = 1'-0"



PLAN OF NORTH COPING-EASTBOUND STRUCTURE  
(I-465/ WILLIAMS CREEK)  
SCALE: 1/4" = 1'-0"



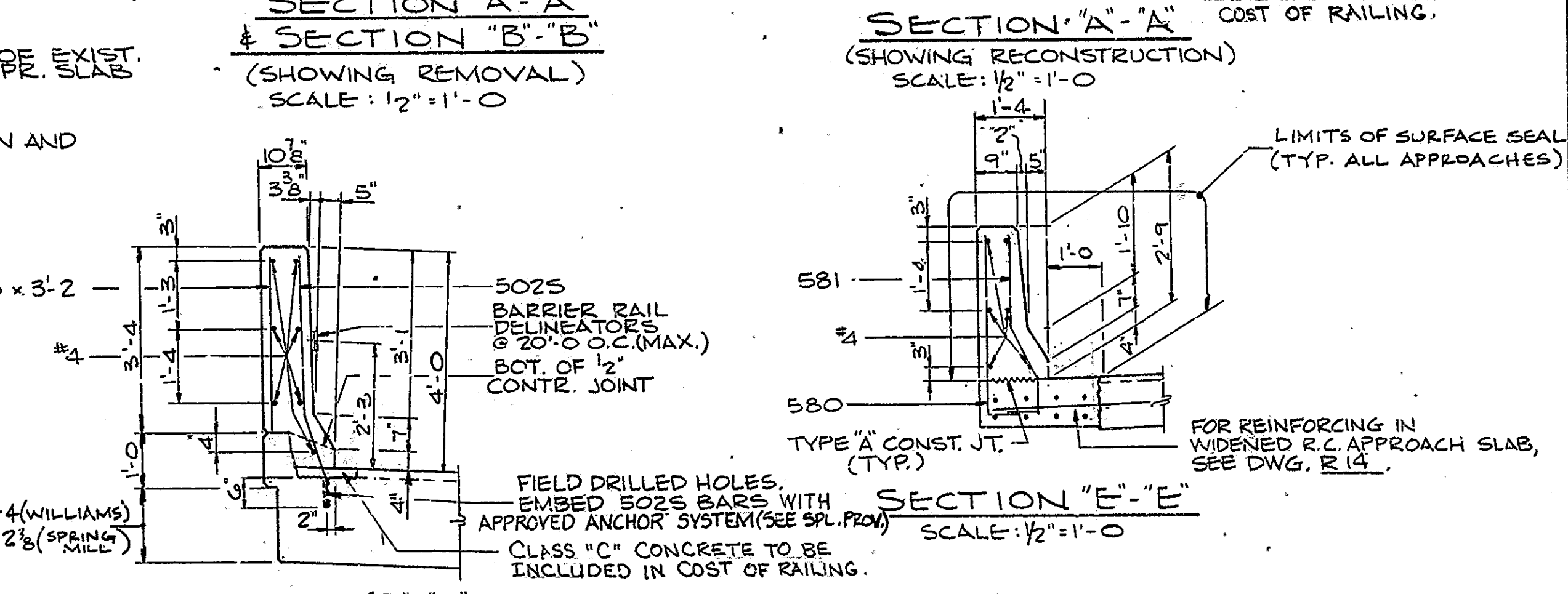
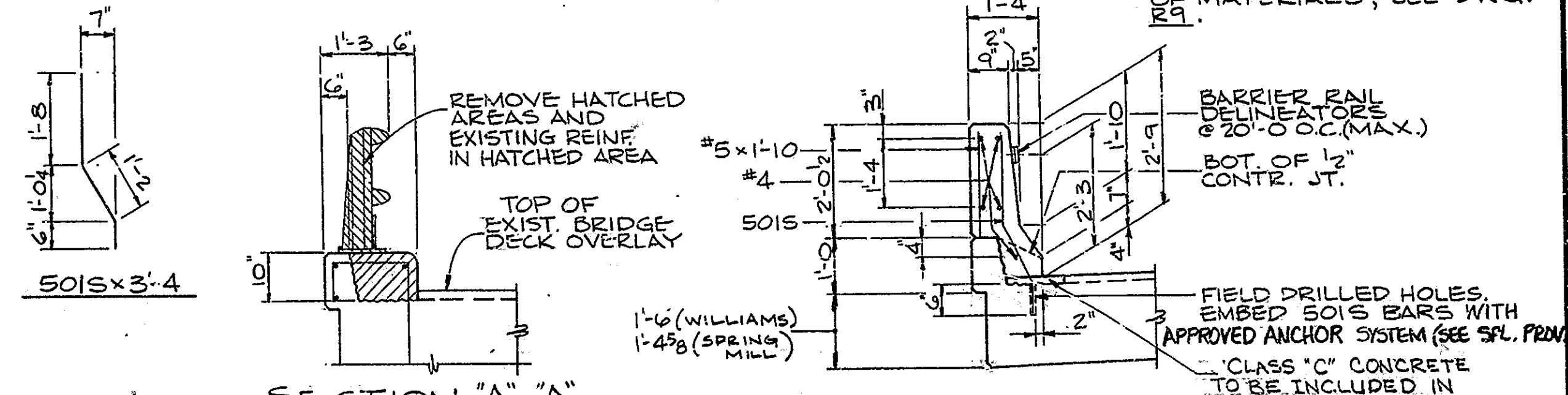
PLAN OF SOUTH COPING-EASTBOUND STRUCTURE  
(I-465/ WILLIAMS CREEK)  
SCALE: 1/4" = 1'-0"

**BILL OF MATERIALS**  
(ONE SUPERSTRUCTURE ONLY)

| NO.                          | SIZE | PCS.   | LENGTH | WEIGHT     |
|------------------------------|------|--------|--------|------------|
| 5015                         | 112  | 3'-4"  |        |            |
| 5025                         | 112  | 4'-7"  |        |            |
| #5                           | 112  | 3'-2"  |        |            |
| #5                           | 112  | 1'-10" |        |            |
| TOTAL #5                     |      |        |        | 1,509*     |
| #4                           | 48   | 19'-8" |        |            |
| #4                           | 24   | 15'-7" |        |            |
| TOTAL #4                     |      |        |        | 880*       |
| TOTAL EPOXY COATED REINF.    |      |        |        | 2,389*     |
| CONCRETE                     |      |        |        |            |
| CLASS "C" CONC. IN RAILING   |      |        |        | 223.7 LFT. |
| MISCELLANEOUS                |      |        |        |            |
| SURFACE SEAL                 |      |        |        | 2,408 S.F. |
| FIELD DRILLED HOLES*         |      |        |        | 224 EA.    |
| EXP. JT. TYPE "BS-9"         |      |        |        | 107.3 L.F. |
| BARRIER RAIL DELINEATORS     |      |        |        | 12 EA.     |
| BRIDGE DECK OVERLAY          |      |        |        |            |
| PATCHING (W.B. STR.)         |      |        |        | 11 S.F.    |
| BRIDGE DECK OVERLAY          |      |        |        |            |
| PATCHING (E.B. STR.)         |      |        |        | 9 S.F.     |
| ADDT. L. BRIDGE DECK OVERLAY |      |        |        | O.I.C.Y.   |

\*IN CONCRETE. EMBED WITH APPROVED ANCHOR SYSTEM (SEE SPECIAL PROVISIONS)

UNLESS NOTED



**BRIDGE AND APPROACH RAILING DETAILS**  
**INDIANA DEPARTMENT OF HIGHWAYS**

- NOTES:**
- FOR "BS-9" EXPANSION JOINT TREATMENT AT BARRIER RAIL, SEE DWG. R12.
  - SEE DWG. R2 FOR GENERAL PLAN.
  - SEE BR. STD. BR5 FOR BAR DETAIL OF 580 & 581.

SCALE: -AS NOTED

DATE: February 23, 1990

DESIGNER: [Signature]

DRAWING: R8 OF R15 SHEET: 11 OF 32

PROJECT: IR-465-4(25)9131 STATION: -

BRIDGE CONTRACT NO.

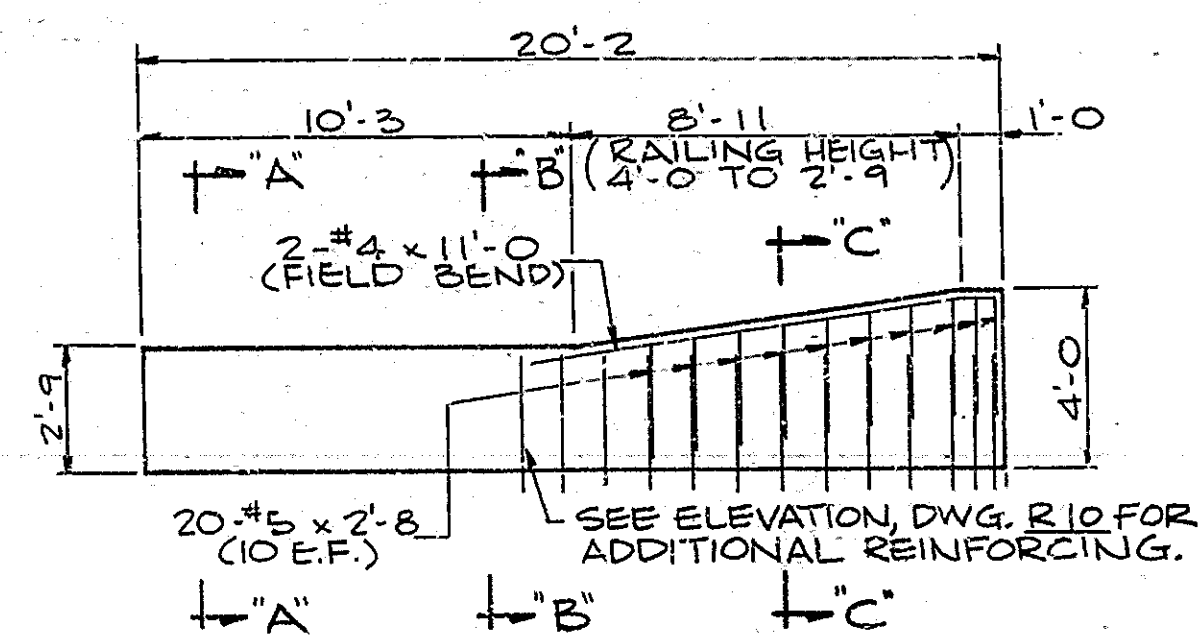
BRIDGE FILE: I-465-131-5256B

DESIGNED: C.K.D.  
DRAWN: S.L.G. C.K.D. L.S.  
TRACED: C.K.D.

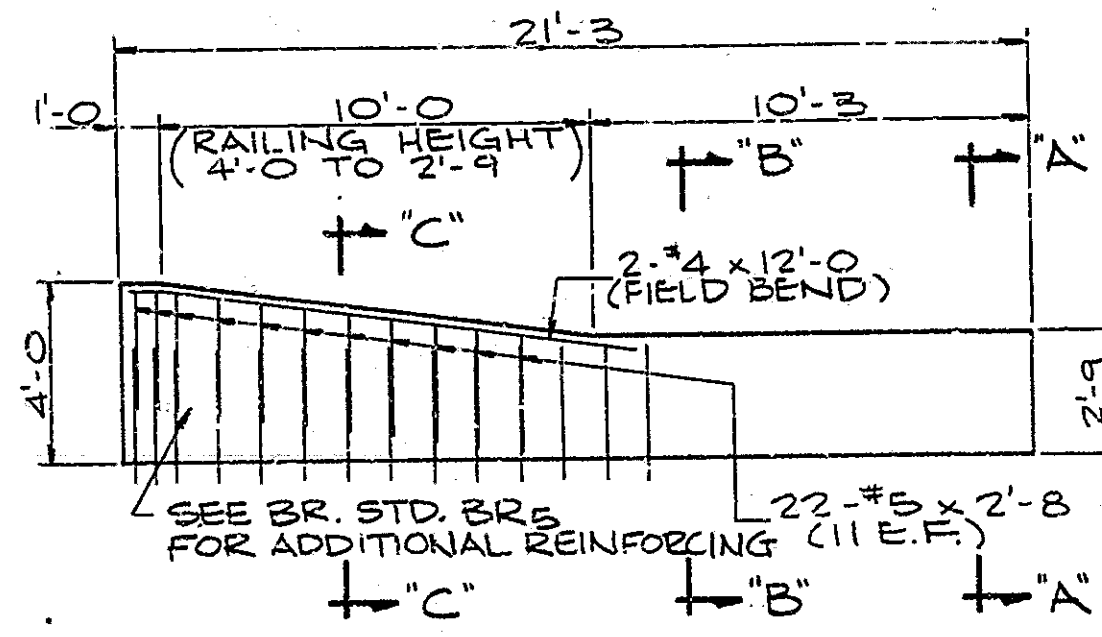
SF-22317

5025 x 4'-7"

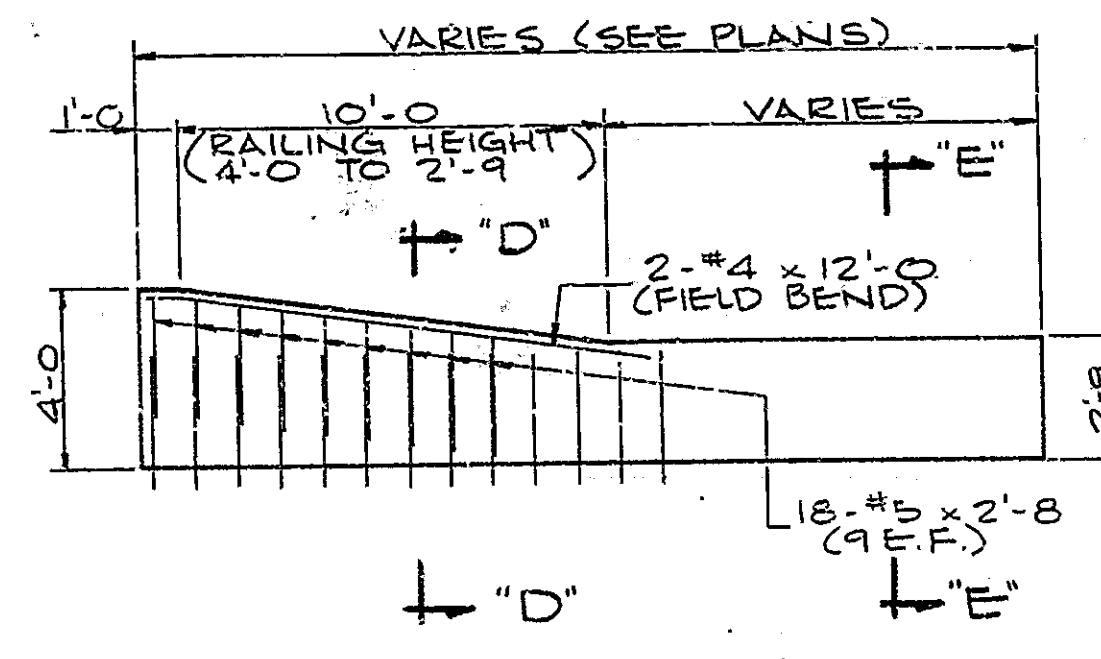




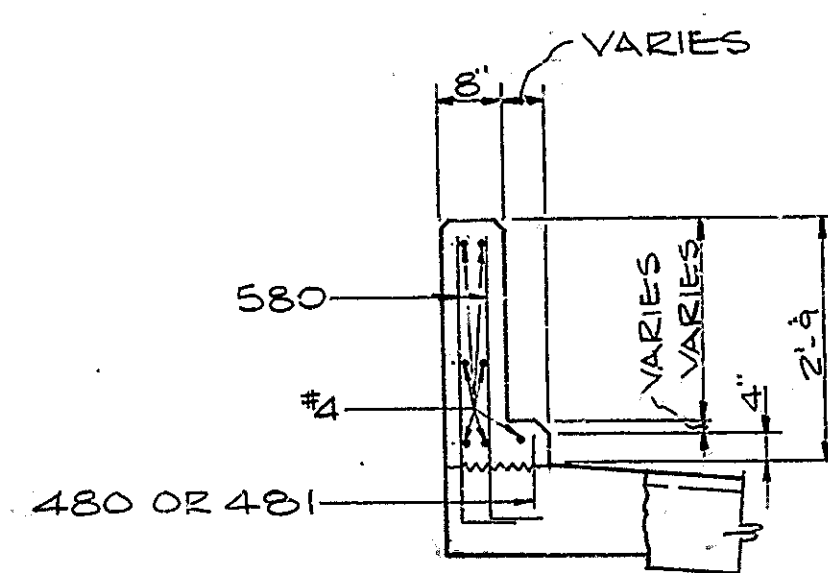
N.W. & N.E. CRNR. W.B. STRUCTURE  
I-465/WILLIAMS CREEK  
N.W. CRNR. W.B. STRUCTURE  
I-465/SPRING MILL RUN  
SCALE: 1/4"=1'-0"



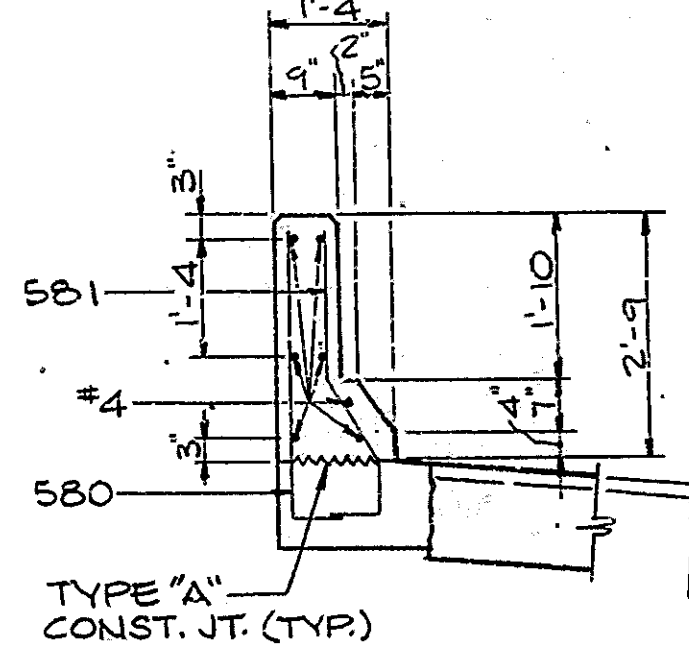
N.E. CRNR. W.B. STRUCTURE  
I-465/SPRING MILL RUN  
SCALE: 1/4"=1'-0"



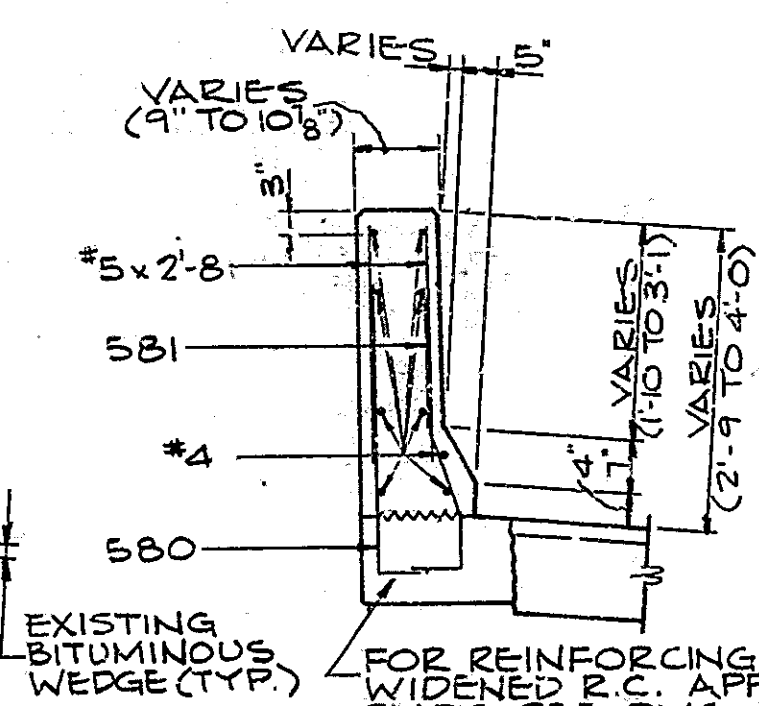
N.E. & N.W. CRNR. E.B. STRUCTURE  
I-465/WILLIAMS CREEK  
N.E. & N.W. CRNR. E.B. STRUCTURE  
I-465/SPRING MILL RUN  
SCALE: 1/4"=1'-0"



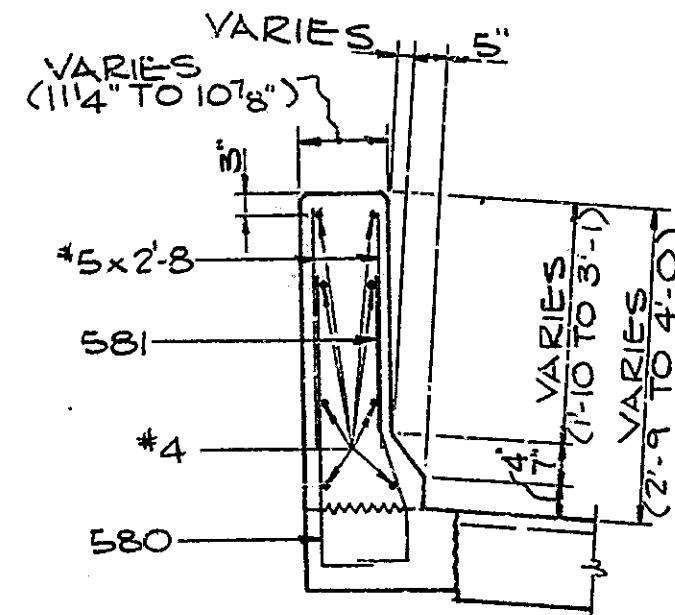
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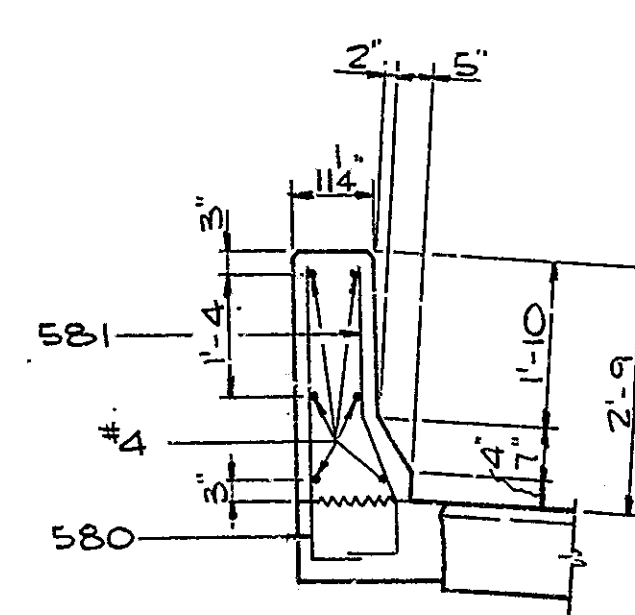
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SECTION "C"- "C"  
SCALE: 1/2"=1'-0"



SECTION "D"- "D"  
SCALE: 1/2"=1'-0"



SECTION "E"- "E"  
SCALE: 1/2"=1'-0"

SPRING MILL RUN  
BILL OF MATERIALS  
APPROACH SLAB AND  
RAILING TRANSITIONS  
(W.B. STRUCTURE) (5257 B)

| NO. OR SIZE                      | NO. PCS. | LENGTH  | WEIGHT | NO. OR SIZE                   | NO. PCS. | LENGTH | WEIGHT |
|----------------------------------|----------|---------|--------|-------------------------------|----------|--------|--------|
| 580                              | 117      | 3'-9"   |        | #5                            | 3        | 2'-0"  | 491#   |
| 581                              | 73       | 3'-11"  |        | TOTAL #5 491#                 |          |        |        |
| 507S                             | 8        | 21'-8"  |        | TOTAL UNCOATED REINF. 491#    |          |        |        |
| 510S                             | 8        | 20'-7"  |        |                               |          |        |        |
| #5                               | 1        | 20'-0"  |        |                               |          |        |        |
| #5                               | 42       | 2'-8"   |        |                               |          |        |        |
| TOTAL #5 1,246#                  |          |         |        | REINFORCED CONCRETE           |          |        |        |
|                                  |          |         |        | PAVEMENT 10" 20.8 SYS.        |          |        |        |
|                                  |          |         |        | CLASS "C" CONCRETE IN         |          |        |        |
|                                  |          |         |        | RAILING TRANSITIONS 83.1 LFT. |          |        |        |
|                                  |          |         |        | MISCELLANEOUS                 |          |        |        |
| 480                              | 8        | 1'-9"   |        | SURFACE SEAL 703 S.F.         |          |        |        |
| 481                              | 6        | 2'-5"   |        | FIELD DRILLED HOLES* 36 EA.   |          |        |        |
| 482                              | 6        | 16'-7"  |        | BARRIER RAIL                  |          |        |        |
| #4                               | 6        | 20'-11" |        | DELINEATORS 4 EA.             |          |        |        |
| #4                               | 6        | 20'-1"  |        |                               |          |        |        |
| #4                               | 1        | 17'-6"  |        |                               |          |        |        |
| #4                               | 1        | 16'-6"  |        |                               |          |        |        |
| #4                               | 3        | 14'-6"  |        |                               |          |        |        |
| #4                               | 3        | 13'-4"  |        |                               |          |        |        |
| #4                               | 2        | 12'-0"  |        |                               |          |        |        |
| #4                               | 2        | 11'-0"  |        |                               |          |        |        |
| #4                               | 11       | 6'-6"   |        |                               |          |        |        |
| #4                               | 3        | 5'-6"   |        |                               |          |        |        |
| TOTAL #4 418#                    |          |         |        |                               |          |        |        |
| TOTAL EPOXY COATED REINF. 1,664# |          |         |        |                               |          |        |        |
| 507S                             | 8        | 21'-8"  |        |                               |          |        |        |
| 510S                             | 8        | 20'-7"  |        |                               |          |        |        |
| #5                               | 1        | 20'-0"  |        |                               |          |        |        |
| #5                               | 20       | 3'-1"   |        |                               |          |        |        |
| #5                               | 8        | 3'-0"   |        |                               |          |        |        |
| #5                               | 8        | 2'-7"   |        |                               |          |        |        |

SPRING MILL RUN  
BILL OF MATERIALS  
APPROACH SLAB AND  
RAILING TRANSITIONS  
(E.B. STRUCTURE) (5257 B)

| NO. OR SIZE                      | NO. PCS. | LENGTH  | WEIGHT | NO. OR SIZE                   | NO. PCS. | LENGTH | WEIGHT |
|----------------------------------|----------|---------|--------|-------------------------------|----------|--------|--------|
| 580                              | 117      | 3'-9"   |        | TOTAL #5 487#                 |          |        |        |
| 581                              | 73       | 3'-11"  |        |                               |          |        |        |
| 507S                             | 8        | 21'-8"  |        | TOTAL UNCOATED REINF. 487#    |          |        |        |
| 510S                             | 8        | 20'-7"  |        |                               |          |        |        |
| #5                               | 1        | 16'-0"  |        |                               |          |        |        |
| #5                               | 36       | 2'-8"   |        |                               |          |        |        |
| TOTAL #5 1,226#                  |          |         |        | REINFORCED CONCRETE           |          |        |        |
|                                  |          |         |        | PAVEMENT 10" 20.1 SYS.        |          |        |        |
|                                  |          |         |        | CLASS "C" CONCRETE IN         |          |        |        |
|                                  |          |         |        | RAILING TRANSITIONS 23.0 LFT. |          |        |        |
|                                  |          |         |        | MISCELLANEOUS                 |          |        |        |
| 480                              | 8        | 1'-9"   |        | SURFACE SEAL 705 S.F.         |          |        |        |
| 481                              | 6        | 2'-5"   |        | FIELD DRILLED HOLES* 36 EA.   |          |        |        |
| 482                              | 6        | 16'-7"  |        | BARRIER RAIL                  |          |        |        |
| #4                               | 6        | 20'-11" |        | DELINEATORS 4 EA.             |          |        |        |
| #4                               | 6        | 20'-1"  |        |                               |          |        |        |
| #4                               | 1        | 17'-6"  |        |                               |          |        |        |
| #4                               | 1        | 16'-6"  |        |                               |          |        |        |
| #4                               | 3        | 14'-6"  |        |                               |          |        |        |
| #4                               | 3        | 13'-4"  |        |                               |          |        |        |
| #4                               | 4        | 12'-0"  |        |                               |          |        |        |
| #4                               | 11       | 6'-6"   |        |                               |          |        |        |
| #4                               | 3        | 5'-6"   |        |                               |          |        |        |
| TOTAL #4 420#                    |          |         |        |                               |          |        |        |
| TOTAL EPOXY COATED REINF. 1,646# |          |         |        |                               |          |        |        |
| 507S                             | 8        | 21'-8"  |        |                               |          |        |        |
| 510S                             | 8        | 20'-7"  |        |                               |          |        |        |
| #5                               | 1        | 16'-0"  |        |                               |          |        |        |
| #5                               | 8        | 3'-6"   |        |                               |          |        |        |
| #5                               | 12       | 3'-1"   |        |                               |          |        |        |
| #5                               | 16       | 2'-7"   |        |                               |          |        |        |
| #5                               | 3        | 2'-0"   |        |                               |          |        |        |

\* IN CONCRETE. EMBED WITH APPROVED ANCHOR SYSTEM (SEE SPECIAL PROVISIONS)

WILLIAMS CREEK  
BILL OF MATERIALS  
APPROACH SLAB AND  
RAILING TRANSITIONS  
(W.B. STRUCTURE) (5256 B)

| NO. OR SIZE                      | NO. PCS. | LENGTH  | WEIGHT | NO. OR SIZE                      | NO. PCS. | LENGTH  | WEIGHT |
|----------------------------------|----------|---------|--------|----------------------------------|----------|---------|--------|
| 510S                             | 16       | 20'-7"  |        | 510S                             | 16       | 20'-7"  |        |
| 580                              | 132      | 3'-9"   |        | 580                              | 116      | 3'-9"   |        |
| 581                              | 66       | 3'-11"  |        | 581                              | 72       | 3'-11"  |        |
| #5                               | 40       | 2'-8"   |        | #5                               | 1        | 16'-6"  |        |
| TOTAL #5 1,241#                  |          |         |        | TOTAL #5 36 2'-8"                |          |         |        |
| 480                              | 12       | 1'-9"   |        | TOTAL #5 1,209#                  |          |         |        |
| 481                              | 9        | 2'-5"   |        | 480                              | 8        | 1'-9"   |        |
| 482                              | 9        | 16'-7"  |        | 481                              | 6        | 2'-5"   |        |
| #4                               | 6        | 19'-10" |        | 482                              | 6        | 16'-7"  |        |
| #4                               | 3        | 16'-6"  |        | #4                               | 6        | 20'-1"  |        |
| #4                               | 9        | 13'-4"  |        | #4                               | 6        | 19'-10" |        |
| #4                               | 4        | 11'-0"  |        | #4                               | 2        | 16'-6"  |        |
| #4                               | 12       | 6'-6"   |        | #4                               | 6        | 13'-4"  |        |
| #4                               | 9        | 5'-6"   |        | #4                               | 4        | 12'-0"  |        |
| TOTAL #4 436#                    |          |         |        | #4                               | 8        | 6'-6"   |        |
| TOTAL EPOXY COATED REINF. 1,677# |          |         |        | #4                               | 6        | 5'-6"   |        |
| 510S                             | 16       | 20'-7"  |        | TOTAL #4 410#                    |          |         |        |
| #5                               | 4        | 3'-6"   |        | TOTAL EPOXY COATED REINF. 1,619# |          |         |        |
| #5                               | 16       | 3'-1"   |        | 510S                             | 16       | 20'-7"  |        |
| #5                               | 8        | 3'-0"   |        | #5                               | 1        | 16'-6"  |        |
| #5                               | 8        | 2'-7"   |        | #5                               | 8        | 3'-6"   |        |
| TOTAL #5 456#                    |          |         |        | #5                               | 12       | 3'-1"   |        |
| TOTAL UNCOATED REINF. 456#       |          |         |        | #5                               | 16       | 2'-7"   |        |
|                                  |          |         |        | #5                               | 3        | 2'-0"   |        |
| REINFORCED CONCRETE              |          |         |        | TOTAL #5 478#                    |          |         |        |
| PAVEMENT 10" 18.8 SYS.           |          |         |        | TOTAL UNCOATED REINF. 478#       |          |         |        |
| CLASS "C" CONCRETE IN            |          |         |        |                                  |          |         |        |
| RAILING TRANSITIONS 80.7 LFT.    |          |         |        | REINFORCED CONCRETE              |          |         |        |
| MISCELLANEOUS                    |          |         |        | PAVEMENT 10" 19.0 SYS.           |          |         |        |
| SURFACE SEAL 683 S.F.            |          |         |        | CLASS "C" CONCRETE IN            |          |         |        |
| FIELD DRILLED HOLES* 36 EA.      |          |         |        | RAILING TRANSITIONS 81.0 LFT.    |          |         |        |
| BARRIER RAIL DELINEATORS 4 EA.   |          |         |        | MISCELLANEOUS                    |          |         |        |
|                                  |          |         |        | SURFACE SEAL 681 S.F.            |          |         |        |
|                                  |          |         |        | FIELD DRILLED HOLES* 36 EA.      |          |         |        |
|                                  |          |         |        | BARRIER RAIL DELINEATORS 4 EA.   |          |         |        |

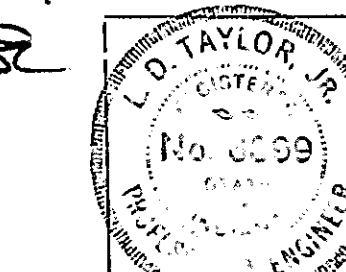
NOTES:  
1. SEE DWG'S R1 & R2 FOR ADDITIONAL DETAILS.

MISCELLANEOUS DETAILS  
INDIANA DEPARTMENT OF HIGHWAYS

SCALE: AS NOTED

DATE: February 03, 1980

L. D. TAYLOR JR.  
SENIOR DESIGNER



DRAWING: R9 OF R15 SHEET: 12 OF 32

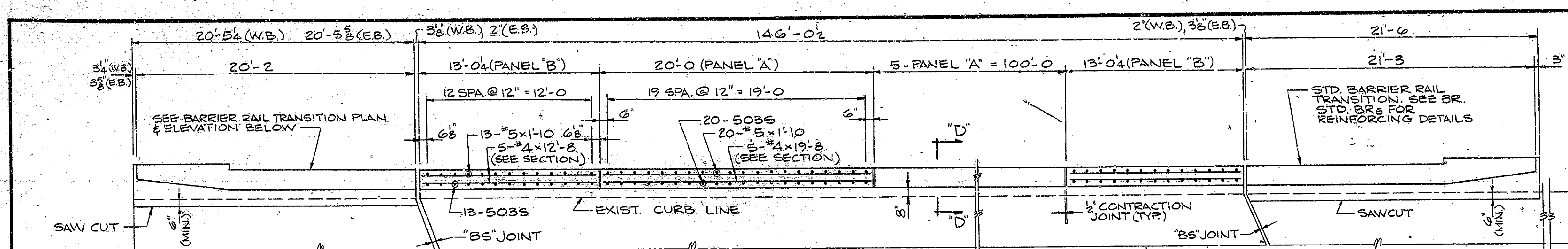
PROJECT: IR-465-4(259)131 STATION: -

BRIDGE CONTRACT NO.

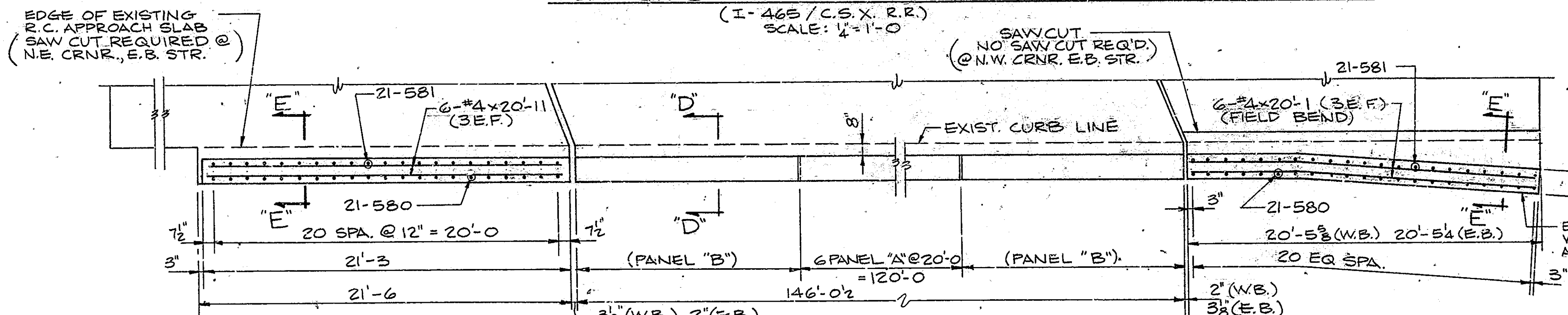
BRIDGE FILE: I-465-131-5257B & 5256B

DESIGNED: CKD  
DRAWN: S.L.G. CKD L.S.  
TRACED: CKD

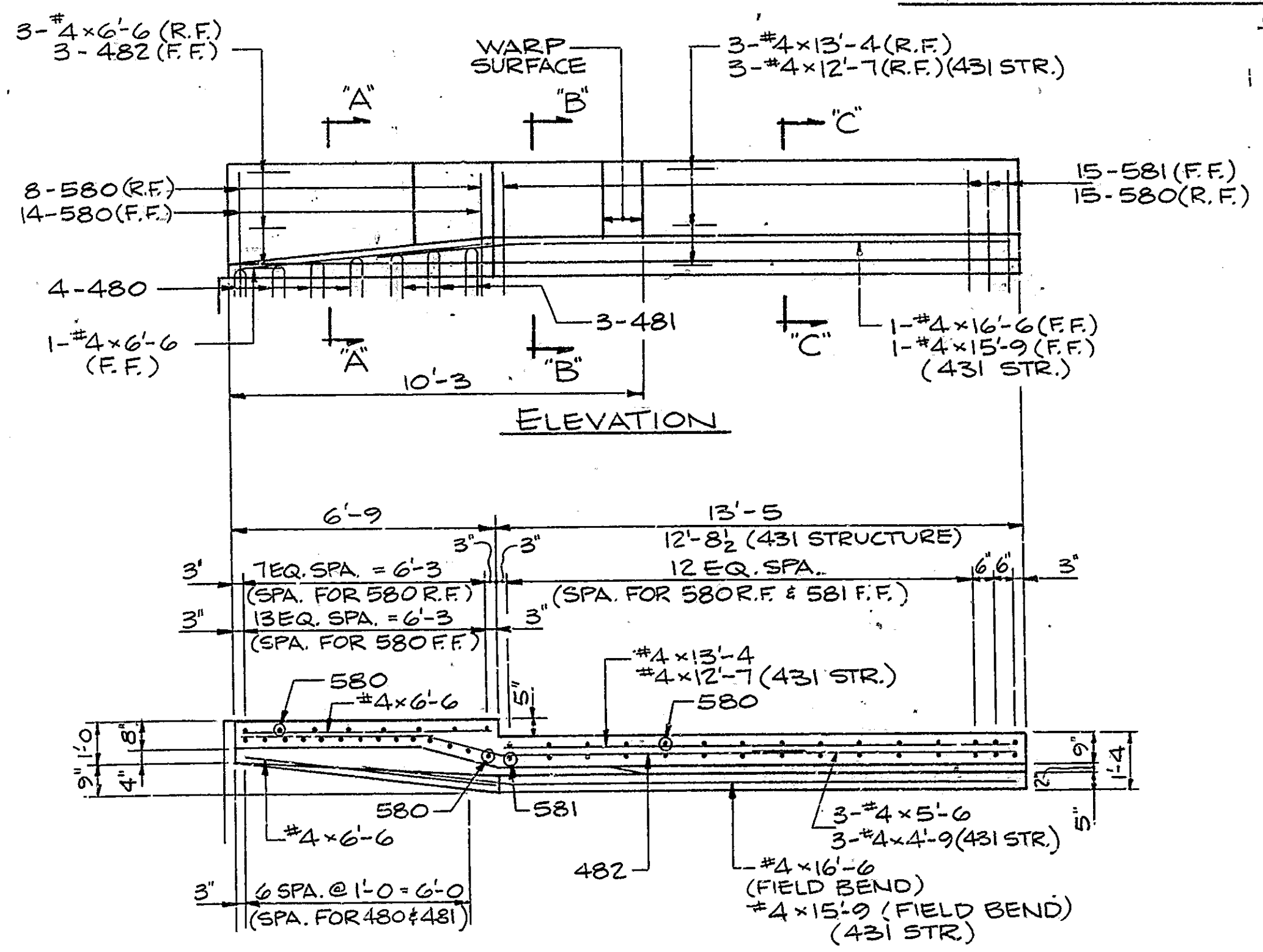
SF-22317



PLAN OF NORTH COPING-WESTBOUND STRUCTURE (SHOWN)  
 PLAN OF SOUTH COPING-EASTBOUND STRUCTURE (180° ROTATION)  
 (I-465/C.S.X. R.R.)  
 SCALE: 1/4" = 1'-0"

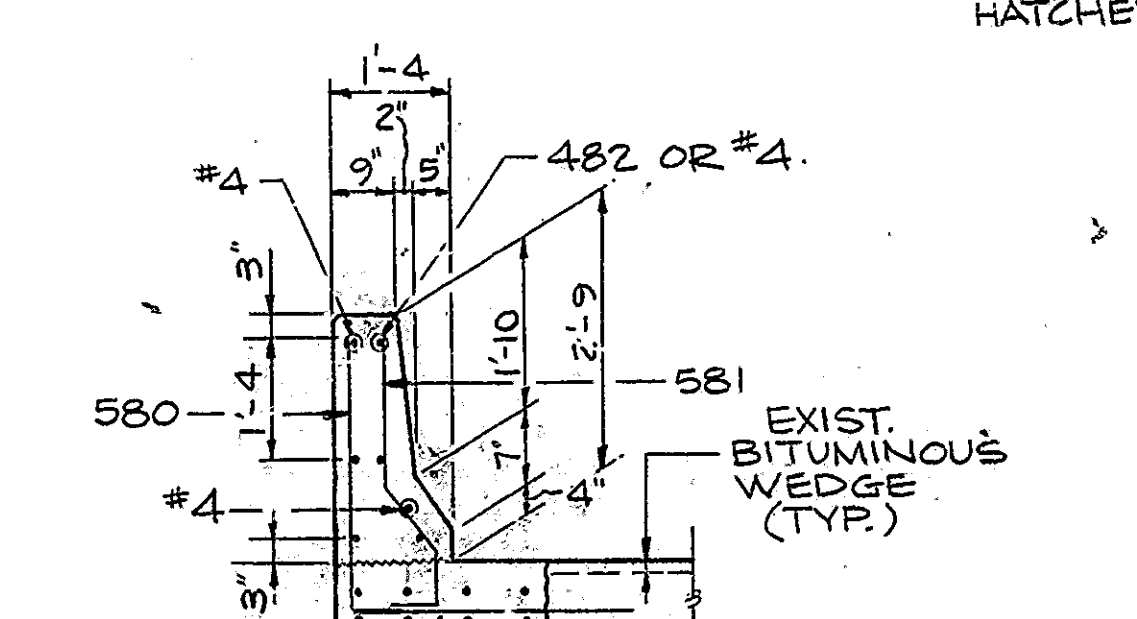


PLAN OF SOUTH COPING-WESTBOUND STRUCTURE (SHOWN)  
 PLAN OF NORTH COPING-EASTBOUND STRUCTURE (180° ROTATION)  
 (I-465/C.S.X. R.R.)  
 SCALE: 1/4" = 1'-0"

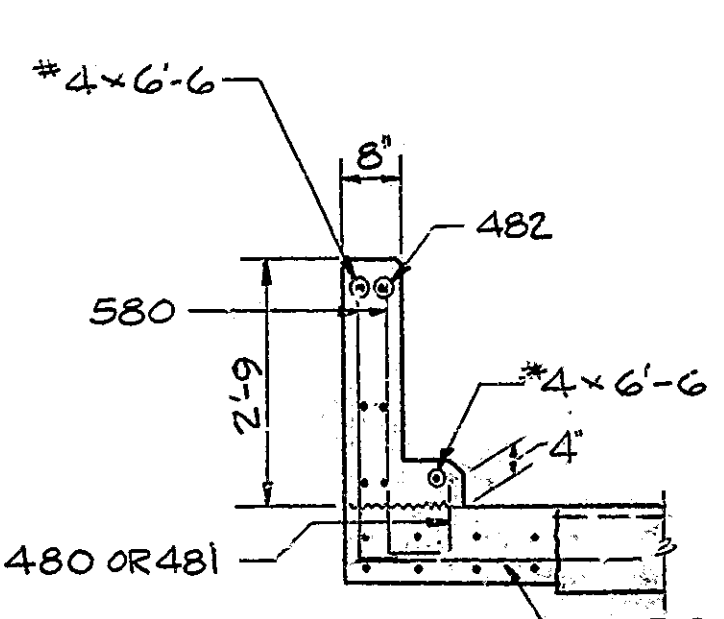


BARRIER RAIL TRANSITION PLAN  
 SCALE: 3/8" = 1'-0"

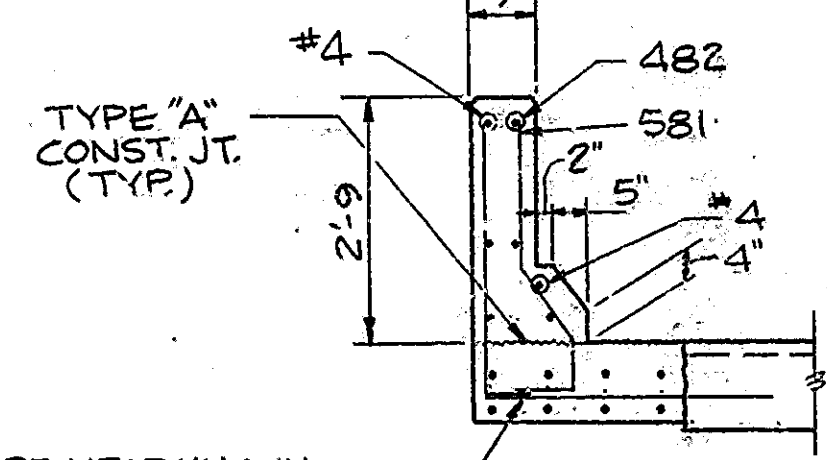
NOTE: FOR REINFORCING BAR DETAILS 580, 581, 480, 481 AND 482 AND ADDITIONAL DETAILS, SEE BR. STD. BR. 5.



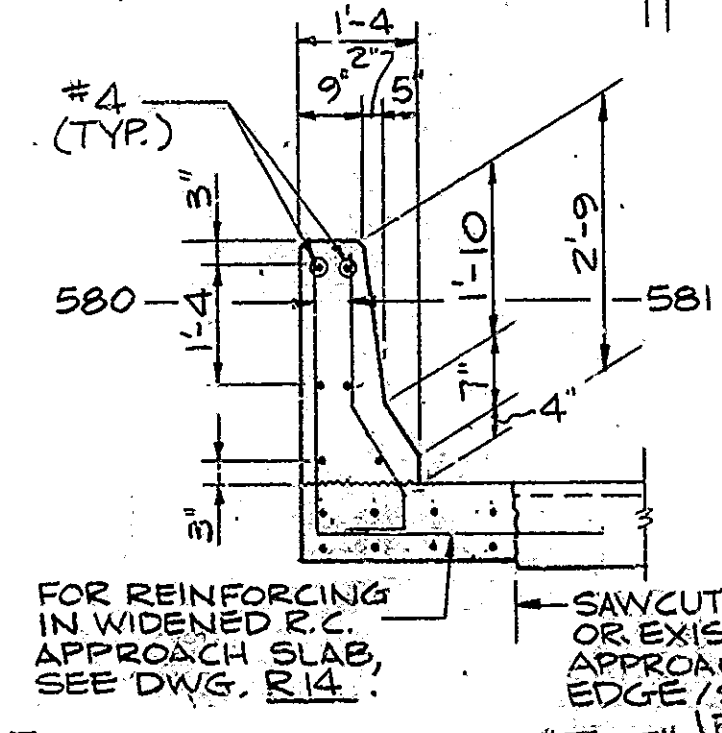
SECTION "C-C" (SHOWING REMOVAL)  
 SCALE: 1/2" = 1'-0"



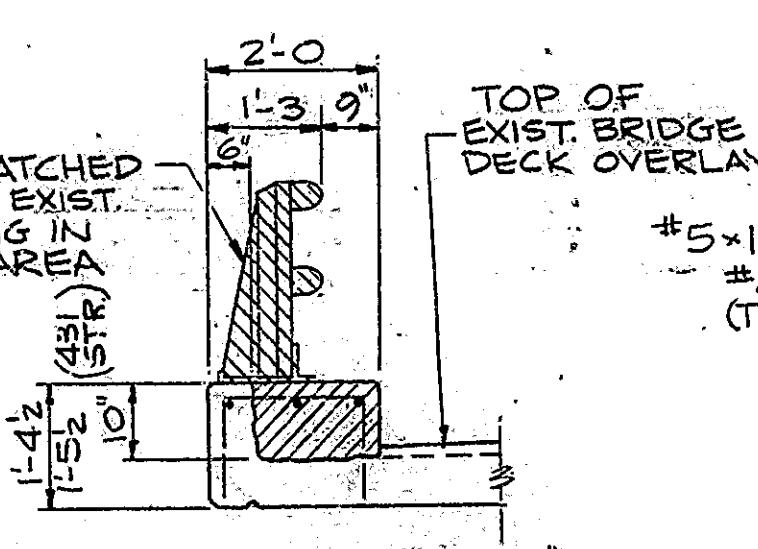
SECTION "A-A"  
 SCALE: 1/2" = 1'-0"



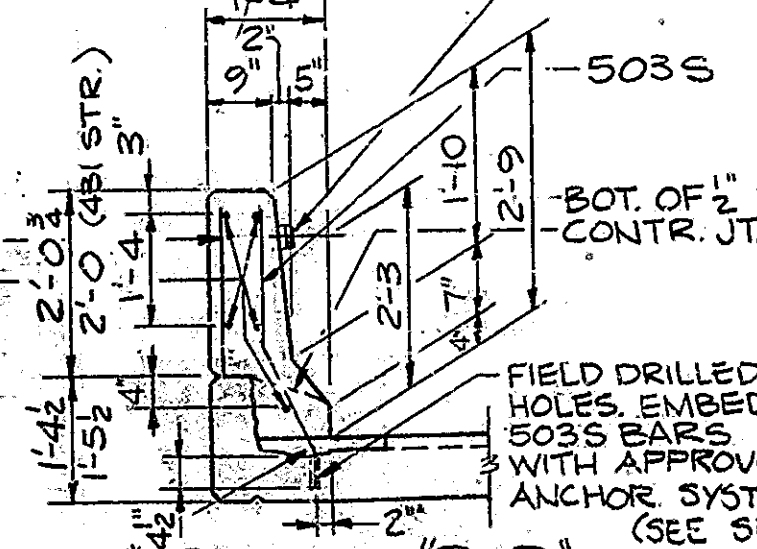
SECTION "B-B"  
 SCALE: 1/2" = 1'-0"



SECTION "E-E" (PLANS)  
 SCALE: 1/2" = 1'-0"



SECTION "D-D" (SHOWING RECONSTRUCTION)  
 SCALE: 1/2" = 1'-0"



SECTION "D-D" (SHOWING RECONSTRUCTION)  
 SCALE: 1/2" = 1'-0"

- NOTES:
- 1. FOR BAR DETAIL 503S AND "BS" EXPANSION JOINT TREATMENT AT BARRIER RAIL, SEE DWG. R12.
  - 2. SEE DWG. R3 FOR GENERAL PLAN.
  - 3. CLASS "C" CONCRETE TO BE INCLUDED IN THE COST OF THE RAILING

| BILL OF MATERIALS<br>(ONE SUPERSTRUCTURE ONLY) |      |          |        |            |  |
|--|------|----------|--------|------------|--|
| NO.  | SIZE | NO. PCS. | LENGTH | WEIGHT     |  |
| #503S  | 292  | 3'-2"    |        |            |  |
| #5   | 292  | 1'-10"   |        |            |  |
| TOTAL #5                                       |      |          | 1,523# |            |  |
| #4   | 60   | 19'-8"   |        |            |  |
| #4   | 20   | 12'-8"   |        |            |  |
| TOTAL #4                                       |      |          | 958#   |            |  |
| TOTAL EPOXY COATED REIN. 2,481#                |      |          |        |            |  |
| CONCRETE                                       |      |          |        |            |  |
| CLASS "C" CONC. IN RAILING 292.1 LFT.          |      |          |        |            |  |
| MISCELLANEOUS                                  |      |          |        |            |  |
| SURFACE SEAL                                   |      |          |        | 2,516 S.F. |  |
| FIELD DRILLED HOLES**                          |      |          |        | 292 EA.    |  |
| BARRIER RAIL DELINEATORS                       |      |          |        | 16 EA.     |  |
| EXP. JT. TYPE "BS-11"                          |      |          |        | 58.0 L.F.  |  |
| EXP. JT. TYPE "BS-8"                           |      |          |        | 57.2 L.F.  |  |
| BRIDGE DECK OVERLAY                            |      |          |        |            |  |
| PATCHING (W.B. STR.)                           |      |          |        | 22 S.F.    |  |
| BRIDGE DECK OVERLAY                            |      |          |        |            |  |
| PATCHING (E.B. STR.)                           |      |          |        | 9 S.F.     |  |
| ADDTL. BRIDGE DECK OVERLAY                     |      |          |        | 0 I.C.Y.   |  |

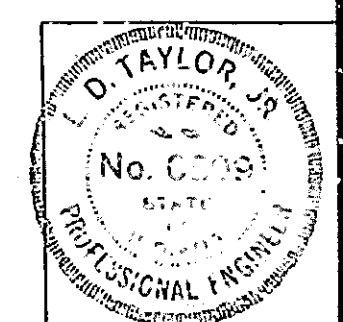
UNLESS NOTED  
 NOTE: FOR APPROACH SLAB AND RAILING TRANSITION BILL OF MATERIALS, SEE DWG. R3.  
 \*\* IN CONCRETE. EMBED WITH APPROVED ANCHOR SYSTEM. (SEE SPECIAL PROVISIONS)

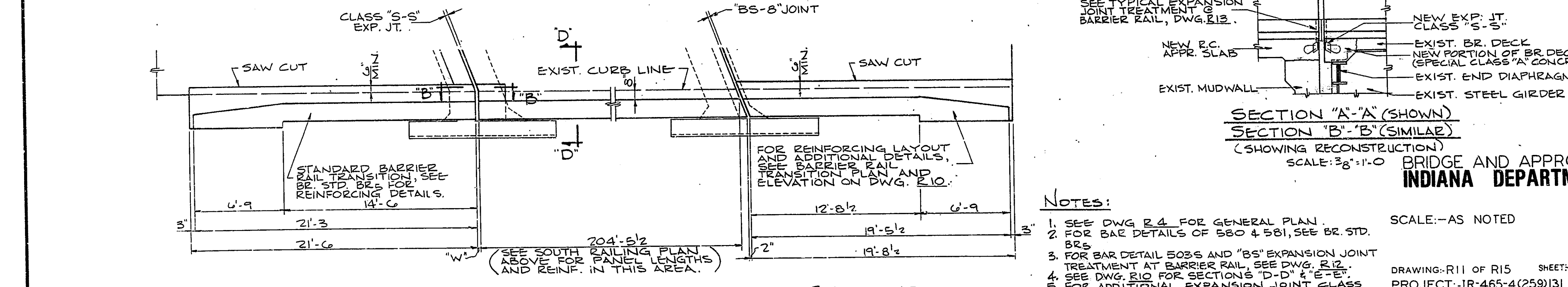
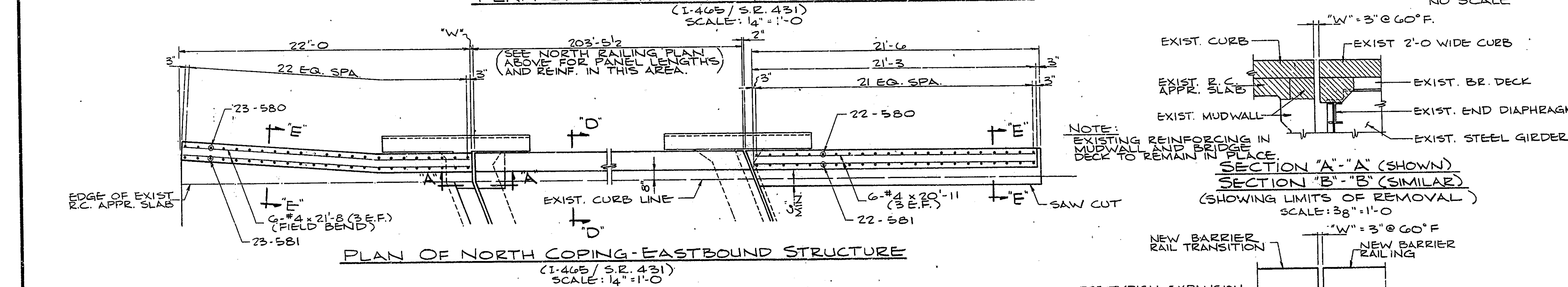
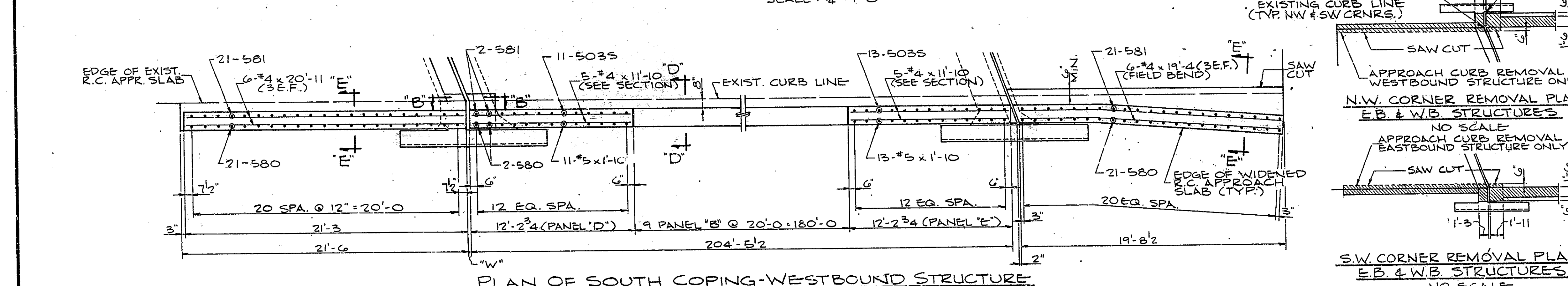
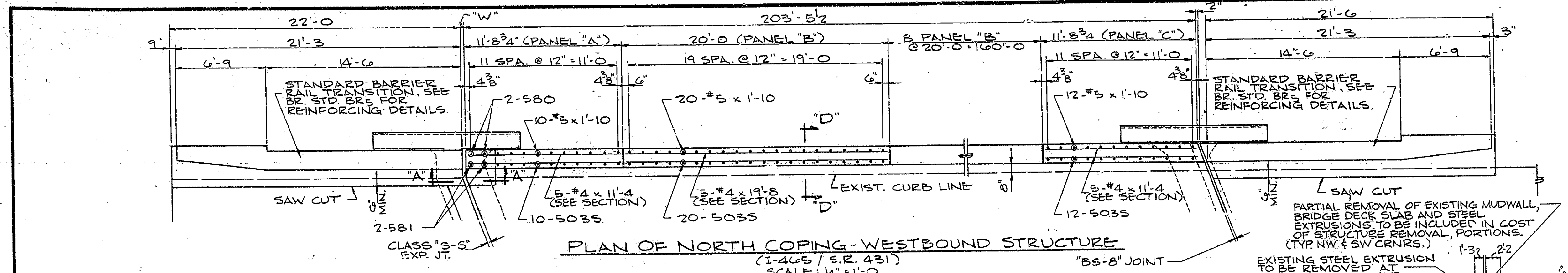
BRIDGE AND APPROACH RAILING DETAILS  
 INDIANA DEPARTMENT OF HIGHWAYS

SCALE: - AS NOTED  
 DATE: February 23, 1992

OF THE  
 SENIOR DESIGNER

DRAWING: RIO OF R15 SHEET: 13 OF 32  
 PROJECT: IR-465-4(259)131 STATION -  
 BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-129-2378B





**BILL OF MATERIALS (ONE SUPERSTRUCTURE ONLY)**

| NO. OR SIZE                                | NO. PCS. | LENGTH  | WEIGHT     |
|--|----------|---------|------------|
| 5035                                       | 406      | 3'-2"   |            |
| 580  | 4        | 3'-9"   |            |
| 581  | 4        | 3'-11"  |            |
| #5   | 406      | 1'-10"  |            |
| TOTAL #5                                   |          |         | 2,149#     |
| #4   | 90       | 19'-8"  |            |
| #4   | 10       | 11'-10" |            |
| #4   | 10       | 11'-4"  |            |
| TOTAL #4                                   |          |         | 1,357#     |
| TOTAL EPOXY COATED REINF.                  |          |         | 3,486#     |
| <b>CONCRETE</b>                            |          |         |            |
| CLASS 'C' CONC. IN RAILING                 |          |         | 407.9 L.F. |
| SPECIAL CLASS 'A' CONC. IN SLAB            |          |         | 51.5 F.    |
| <b>MISCELLANEOUS</b>                       |          |         |            |
| SURFACE SEAL                               |          |         | 3523 S.F.  |
| FIELD DRILLED HOLES**                      |          |         | 406 EA.    |
| BARRIER RAIL DELINEATORS                   |          |         | 22 EA.     |
| EXP. JT. CLASS "S-S"                       |          |         | 57.2 L.F.  |
| EXP. JT. TYPE "BS-8"                       |          |         | 57.3 L.F.  |
| BRIDGE DECK OVERLAY PATCHING (E.B. STR.)   |          |         | 70 S.F.    |
| ADDITIONAL BRIDGE DECK OVERLAY (E.B. STR.) |          |         | 01 C.Y.    |

**NOTE:**  
 FOR APPROACH SLAB AND RAILING TRANSITION BILL OF MATERIALS, SEE DWG. R4.  
 \* INCLUDES 4.2 L.F. STEEL EXTRUSION  
 \*\* IN CONCRETE, EMBED WITH APPROVED ANCHOR SYSTEM. (SEE SPECIAL PROVISIONS)  
 ⊕ UNLESS NOTED

**NOTES:**

- SEE DWG R4 FOR GENERAL PLAN.
- FOR BAR DETAILS OF 580 & 581, SEE BR. STD. BR.
- FOR BAR DETAIL 5035 AND "BS" EXPANSION JOINT TREATMENT AT BARRIER RAIL, SEE DWG. R12.
- SEE DWG. R10 FOR SECTIONS "D-D" & "E-E".
- FOR ADDITIONAL EXPANSION JOINT CLASS "S-S" DETAILS, SEE DWG. R13.

SCALE: -AS NOTED

DATE: February 23, 1990

DESIGNED: CKD  
 DRAWN: S.L.G. C.N.D. L.S.  
 TRACED: CKD

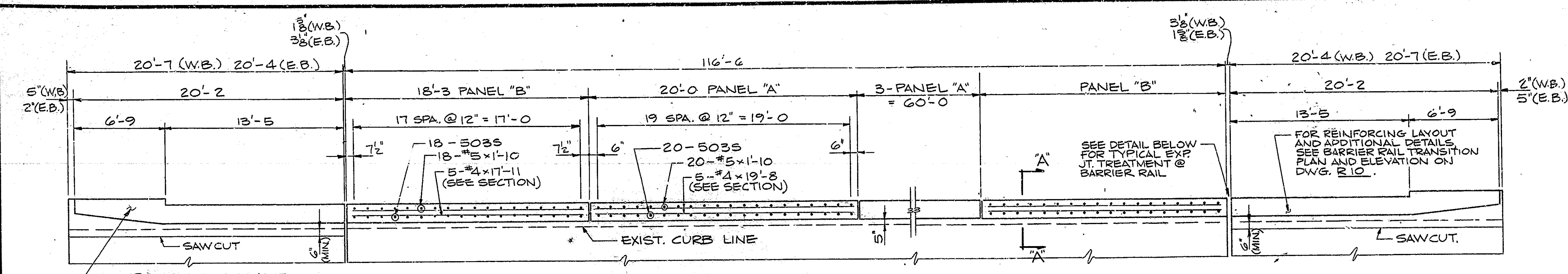
DRAWING: R11 OF R15 SHEET: 14 OF 32  
 PROJECT: IR-465-4(259)131 STATION: -  
 BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-128-5276B

INDIANA DEPARTMENT OF HIGHWAYS

D. TAYLOR, P.E.  
 SENIOR DESIGNER

DESIGNED: CKD  
 DRAWN: S.L.G. C.N.D. L.S.  
 TRACED: CKD

SF-22317



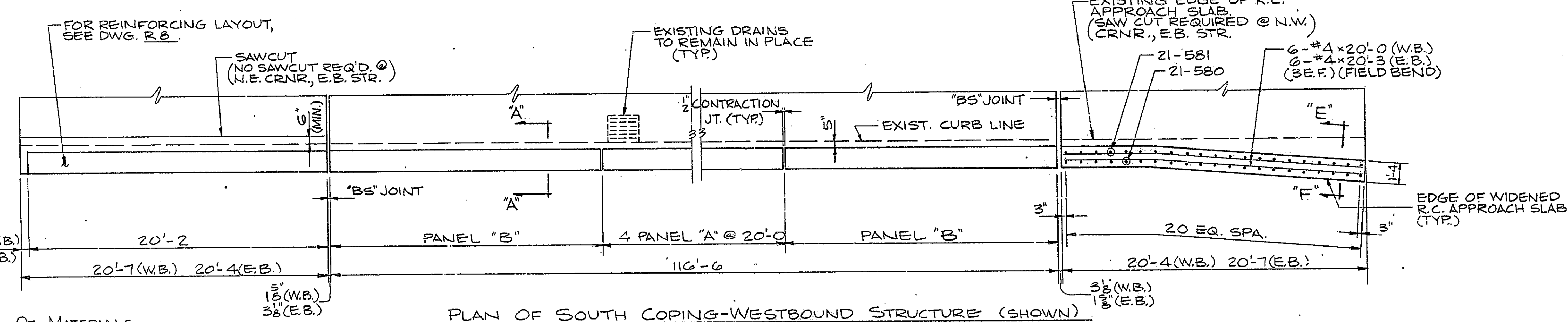
PLAN OF NORTH COPING-WESTBOUND STRUCTURE (SHOWN)  
 PLAN OF SOUTH COPING-EASTBOUND STRUCTURE (180° ROTATION)  
 (I-465/CARMEL CREEK)  
 SCALE: 1/4" = 1'-0"

| BILL OF MATERIALS<br>(ONE SUPERSTRUCTURE ONLY) |          |         |              |  |
|--|----------|---------|--------------|--|
| MK. OR SIZE                                    | NO. PCS. | LENGTH  | WEIGHT       |  |
| 503S   | 232      | 3'-2"   |              |  |
| #5   | 232      | 1'-10"  |              |  |
| TOTAL #5                                       |          |         | 1210#        |  |
| #4   | 40       | 19'-8"  |              |  |
| #4   | 20       | 17'-11" |              |  |
| TOTAL #4                                       |          |         | 765#         |  |
| TOTAL EPOXY COATED REINF. 1975#                |          |         |              |  |
| CONCRETE                                       |          |         |              |  |
| CLASS "C" CONC. IN RAILING                     |          |         | 19.5 C.Y.    |  |
| SPECIAL CLASS "X" CONC. IN SLAB                |          |         | 233.0 L.F.T. |  |
|  |          |         | 1.3 C.Y.     |  |
| MISCELLANEOUS                                  |          |         |              |  |
| SURFACE SEAL                                   |          |         | 2,014 S.F.   |  |
| FIELD DRILLED HOLES **                         |          |         | 232 EA.      |  |
| BARRIER RAIL DELINEATORS                       |          |         | 12 EA.       |  |
| EXP. JT. TYPE "BS-11"                          |          |         | 537 L.F.     |  |
| EXP. JT. TYPE "BS-8"                           |          |         | 53.7 L.F.    |  |

FOR REINFORCING LAYOUT AND ADDITIONAL DETAILS, SEE BARRIER RAIL TRANSITION PLAN AND ELEVATION ON DWG. R10.

FOR REINFORCING LAYOUT AND ADDITIONAL DETAILS, SEE BARRIER RAIL TRANSITION PLAN AND ELEVATION ON DWG. R10.

\*\* IN CONCRETE, EMBED WITH APPROVED ANCHOR SYSTEM. (SEE SPECIAL PROVISIONS)

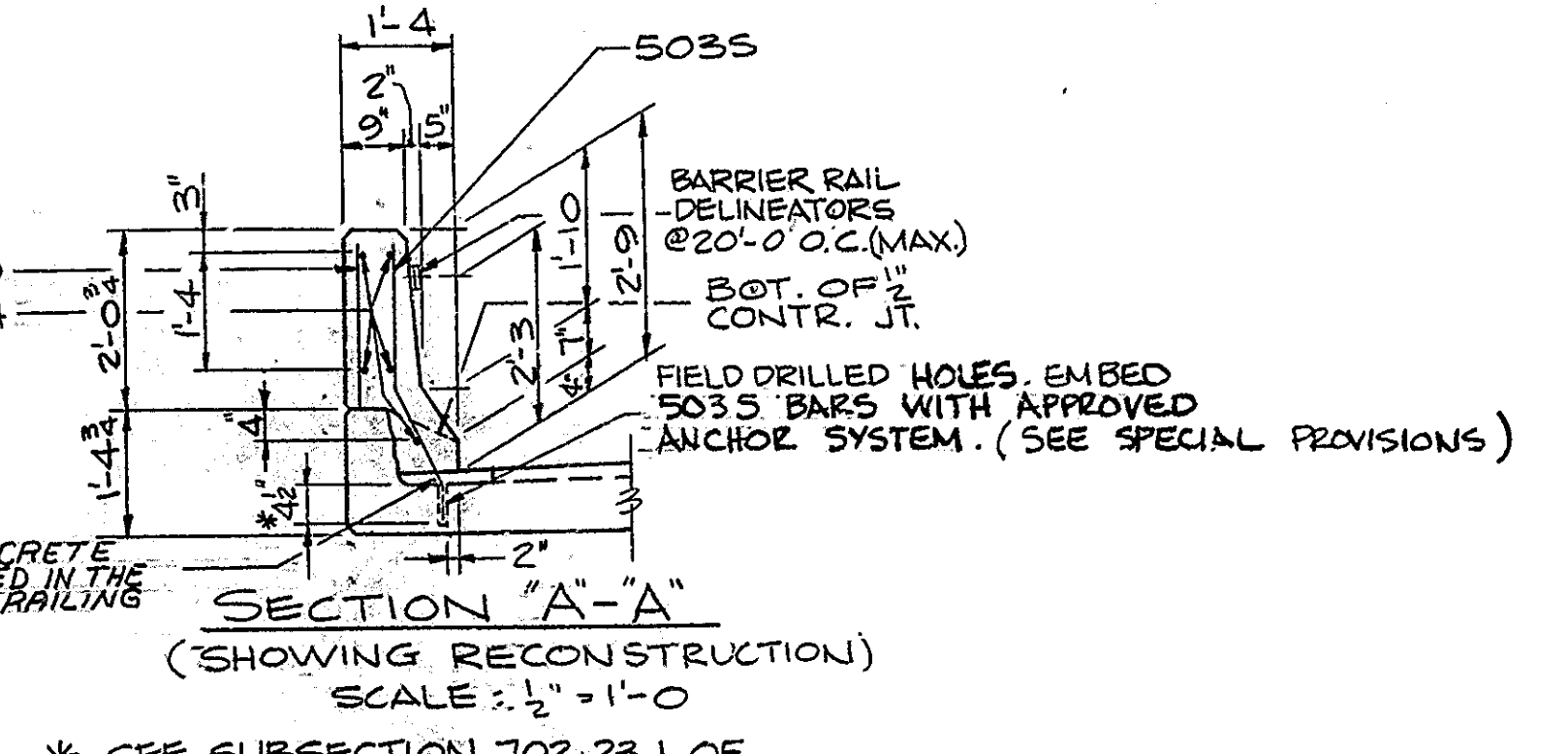
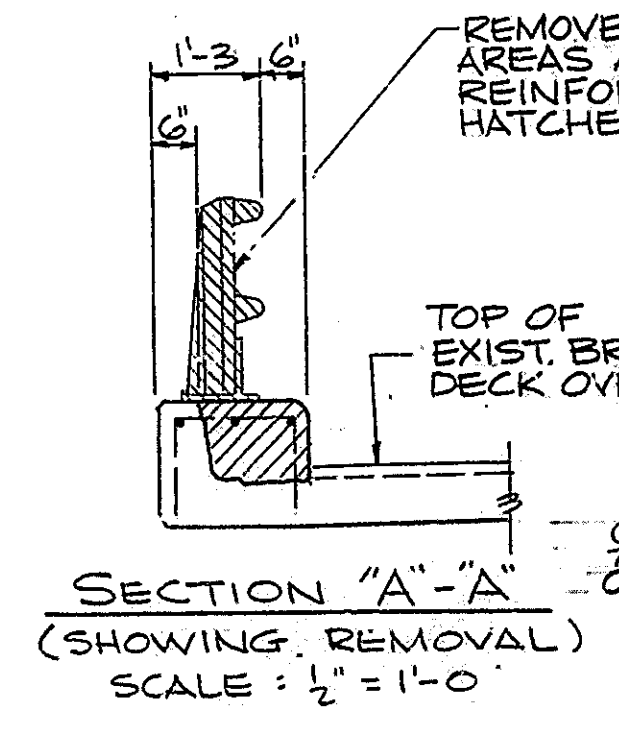
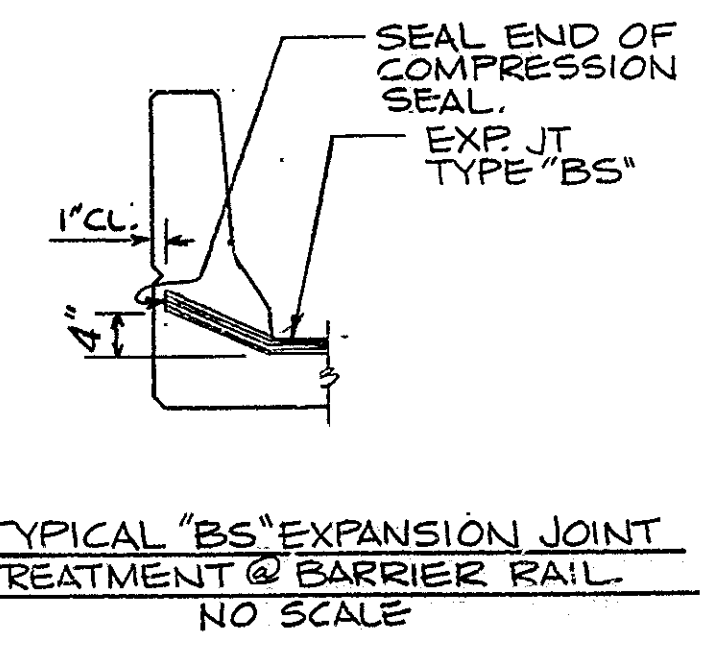
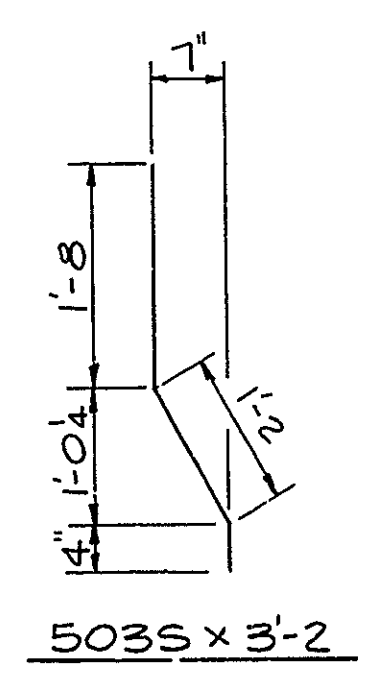


PLAN OF SOUTH COPING-WESTBOUND STRUCTURE (SHOWN)  
 PLAN OF NORTH COPING-EASTBOUND STRUCTURE (180° ROTATION)  
 (I-465/CARMEL CREEK)  
 SCALE: 1/4" = 1'-0"

**BILL OF MATERIALS  
 APPROACH SLAB AND  
 RAILING TRANSITIONS  
 (ONE STRUCTURE ONLY)**

| MK. OR SIZE                                | NO. PCS. | LENGTH  | WEIGHT     | MK. OR SIZE                              | NO. PCS. | LENGTH | WEIGHT     |
|--|----------|---------|------------|--|----------|--------|------------|
| 509S                                       | 8        | 20'-9"  |            | 509S                                     | 8        | 20'-9" |            |
| 510S                                       | 8        | 20'-7"  |            | 510S                                     | 8        | 20'-7" |            |
| 580  | 116      | 3'-9"   |            | #5                                       | 1        | 16'-6" | (E.B. STR) |
| 581  | 72       | 3'-11"  |            | #5                                       | 1        | 16'-3" | (W.B. STR) |
| #5   | 1        | 16'-6"  | (E.B. STR) | #5                                       | 8        | 3'-6"  |            |
| #5   | 1        | 16'-3"  | (W.B. STR) | #5                                       | 16       | 3'-1"  |            |
| TOTAL #5                                   |          |         | 1,110#     | #5                                       | 8        | 2'-7"  |            |
|  |          |         |            | #5                                       | 3        | 2'-0"  |            |
| 480  | 8        | 1'-9"   |            | TOTAL UNCOATED #5 (E.B. STR) 471#        |          |        |            |
| 481  | 6        | 2'-5"   |            | TOTAL UNCOATED #5 (W.B. STR) 470#        |          |        |            |
| 482  | 6        | 16'-7"  |            | CLASS "C" CONCRETE                       |          |        |            |
| #4   | 6        | 20'-3"  | (E.B. STR) | CONC. IN RAILING TRANSITIONS 81.0 L.F.T. |          |        |            |
| #4   | 6        | 20'-0"  | (W.B. STR) | REINFORCED CONC. PAVE. 10' 20.8 SYS      |          |        |            |
| #4   | 6        | 19'-10" |            | MISCELLANEOUS                            |          |        |            |
| #4   | 2        | 16'-6"  |            | SURFACE SEAL 642 S.F.                    |          |        |            |
| #4   | 8        | 13'-4"  |            | FIELD DRILLED HOLES ** 32 EA.            |          |        |            |
| #4   | 8        | 6'-6"   |            | BARRIER RAIL DELINEATORS 4 EA.           |          |        |            |
| #4   | 6        | 5'-6"   |            |  |          |        |            |
| TOTAL #4 (E.B. STR.)                       |          |         | 378#       |  |          |        |            |
| TOTAL #4 (W.B. STR.)                       |          |         | 377#       |  |          |        |            |
| TOTAL EPOXY COATED REINF. (E.B. STRUCTURE) |          |         | 1,488#     |  |          |        |            |
| TOTAL EPOXY COATED REINF. (W.B. STRUCTURE) |          |         | 1,487#     |  |          |        |            |

\*\* IN CONCRETE, EMBED WITH APPROVED ANCHOR SYSTEM (SEE SPECIAL PROVISIONS)



**NOTES:**

1. FOR SECTION "E-E" SEE DWG. R10.
2. FOR BAR DETAILS 580 & 581, SEE BR. STD. BR.5.
3. SEE DWG. R5 FOR GENERAL PLAN.
4. SEE DWG. R14 FOR DETAILS OF WIDENED R.C. APPROACH SLABS.

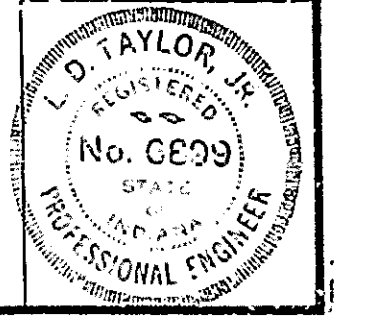
BRIDGE AND APPROACH RAILING DETAILS  
 INDIANA DEPARTMENT OF HIGHWAYS

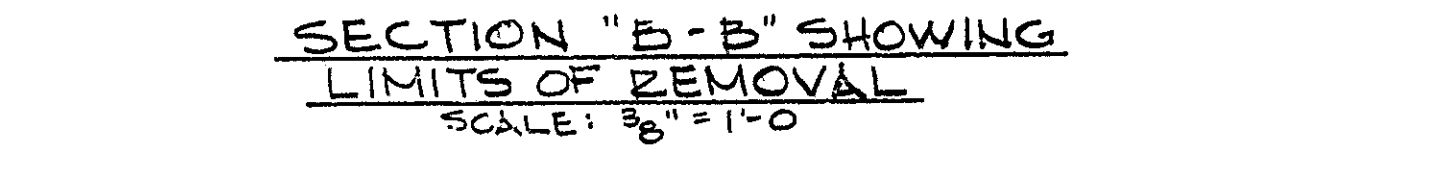
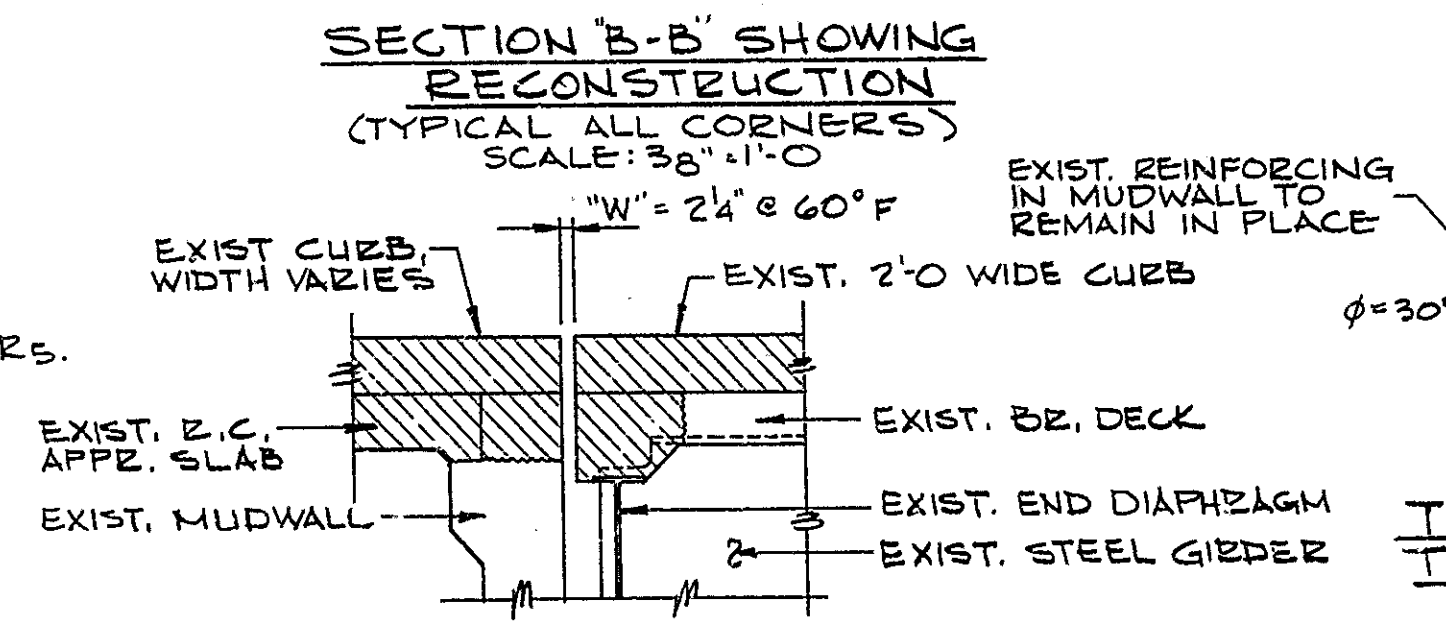
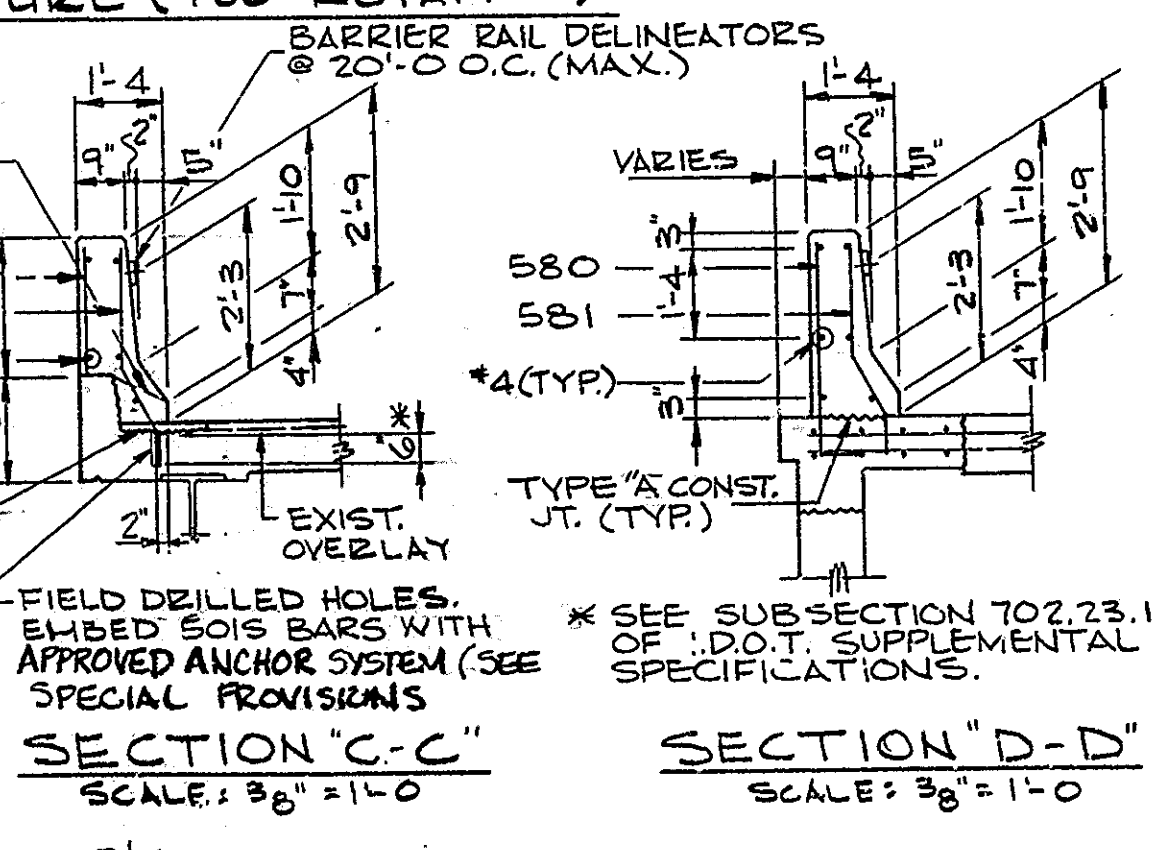
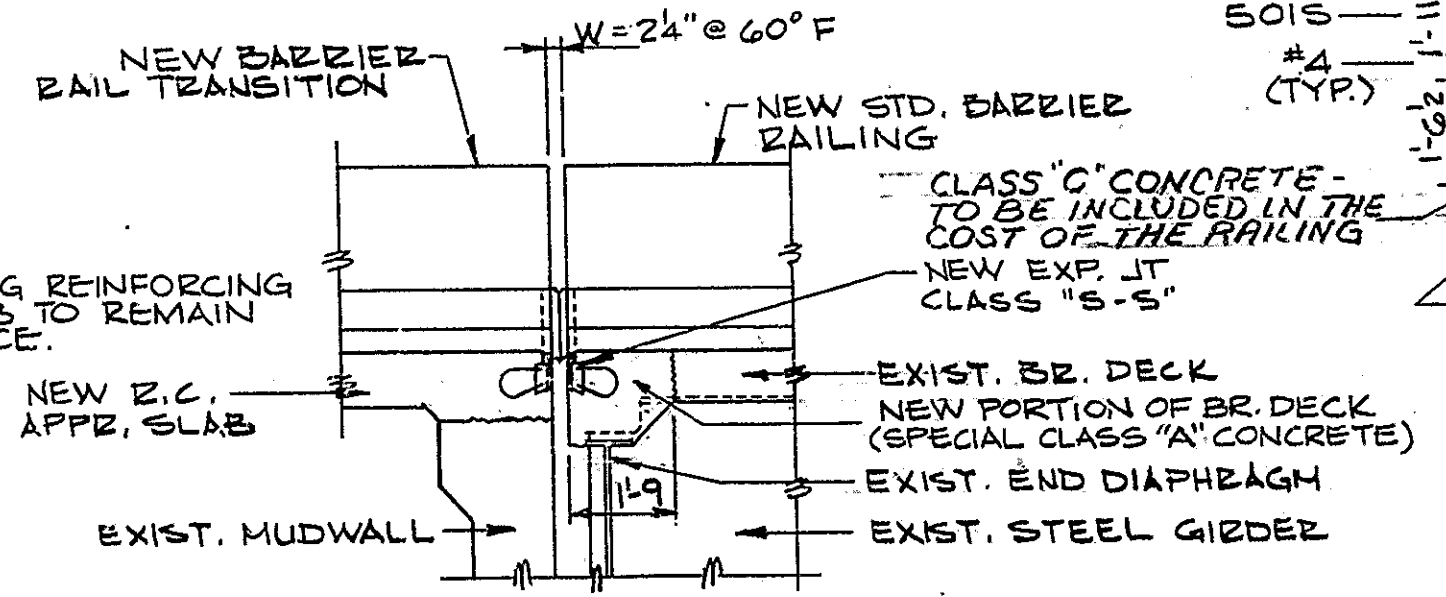
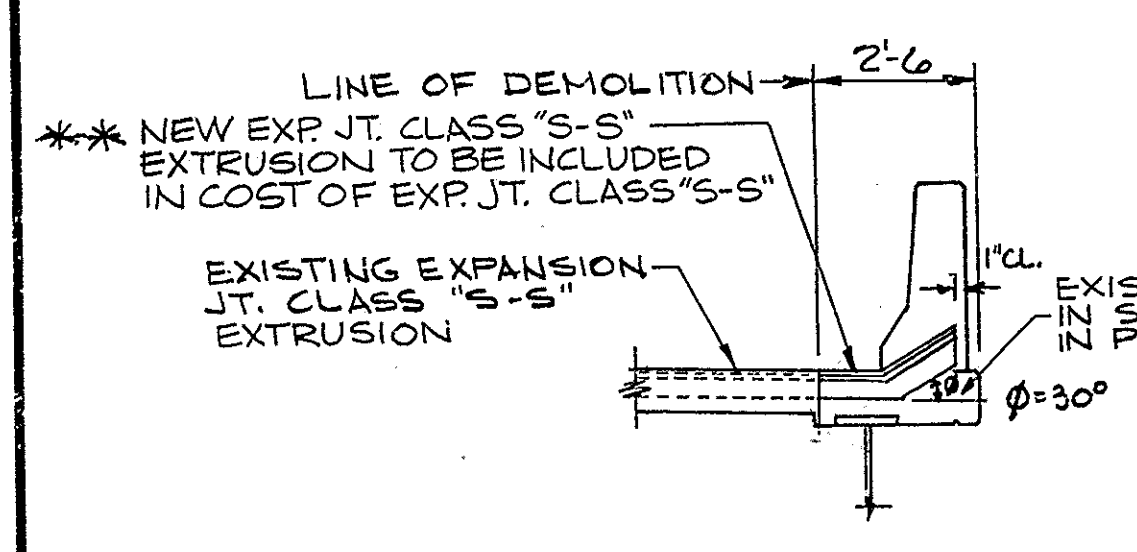
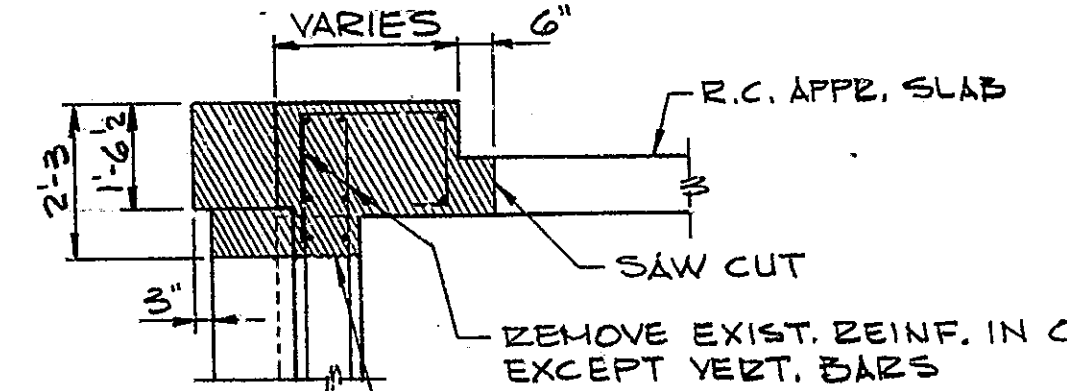
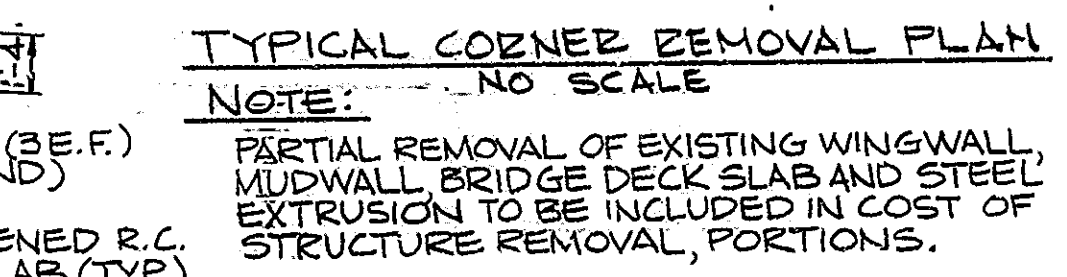
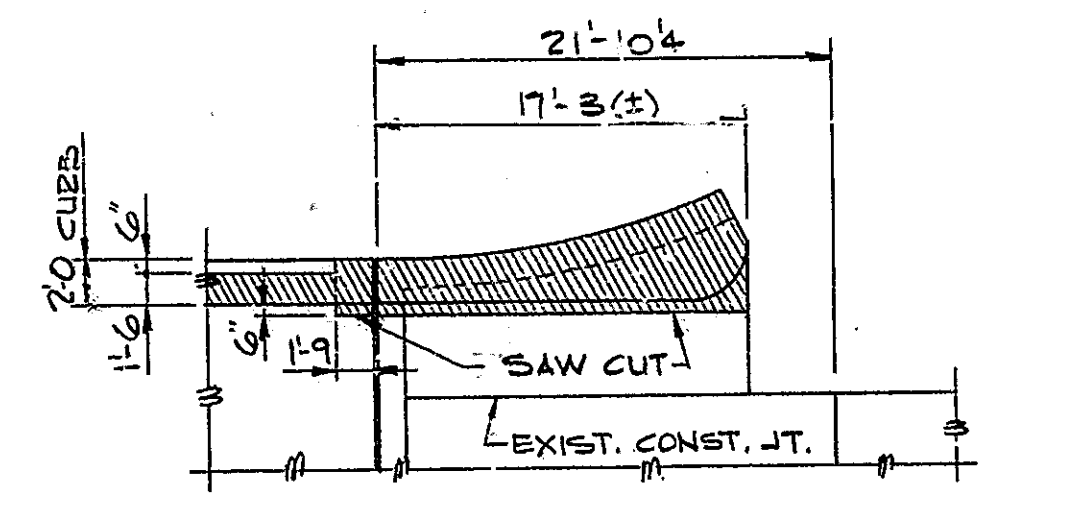
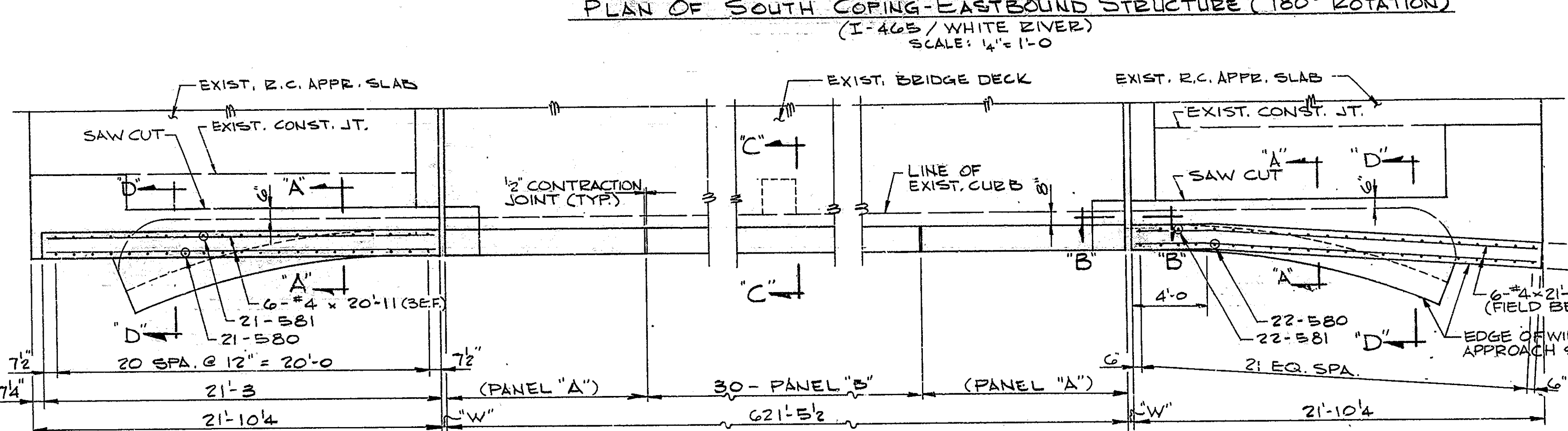
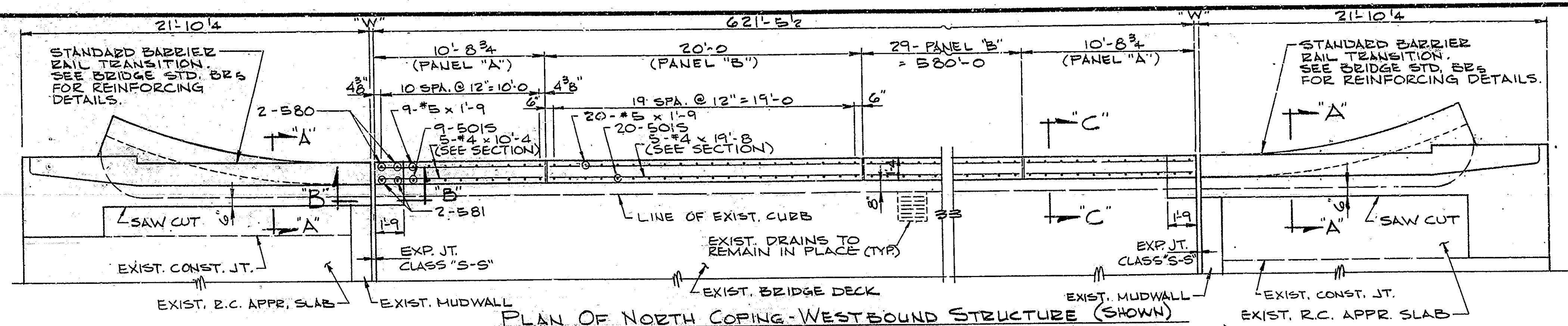
SCALE: - AS NOTED

DATE: January 23, 1992

Senior Designer

DRAWING: R12 OF R15 SHEET: 15 OF 32  
 PROJECT: IR-465-4(259)131 STATION: -  
 BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-127-5274B





**BILL OF MATERIALS**  
 ONE SUPERSTRUCTURE ONLY

| NO.                             | SIZE | NO. PCS. | LENGTH | WEIGHT      |
|---------------------------------|------|----------|--------|-------------|
| 5015                            | 1236 | 3        | 4      |             |
| 580                             | 8    | 3        | 9      |             |
| 581                             | 8    | 3        | 11     |             |
| #5                              | 1236 | 1        | 9      |             |
| TOTAL #5                        |      |          |        | 6.617#      |
| #4                              | 300  | 19       | 8      |             |
| #4                              | 20   | 10       | 4      |             |
| TOTAL #4                        |      |          |        | 4.079#      |
| TOTAL EPOXY COATED REINF.       |      |          |        | 10.696#     |
| <b>CONCRETE</b>                 |      |          |        |             |
| CLASS "C" CONC. IN RAILING      |      |          |        | 1242.9 LF.  |
| SPECIAL CLASS "A" CONC. IN SLAB |      |          |        | 885.6       |
| <b>MISCELLANEOUS</b>            |      |          |        |             |
| SURFACE SEAL                    |      |          |        | 10,180 S.F. |
| FIELD DRILLED HOLES ***         |      |          |        | 1,236 EA.   |
| BARRIER RAIL DELINEATORS        |      |          |        | 64 EA.      |
| * EXP. JT. CLASS "S-S"          |      |          |        | 953 L.F.    |

NOTE:  
 FOR APPROACH SLAB AND RAILING TRANSITION BILL OF MATERIALS, SEE DWG. R6.  
 \* INCL. 5.42 LF STEEL EXTRUSION  
 \*\*\* IN CONCRETE. EMBED WITH APPROVED ANCHOR SYSTEM. (SEE SPECIAL PROVISIONS)

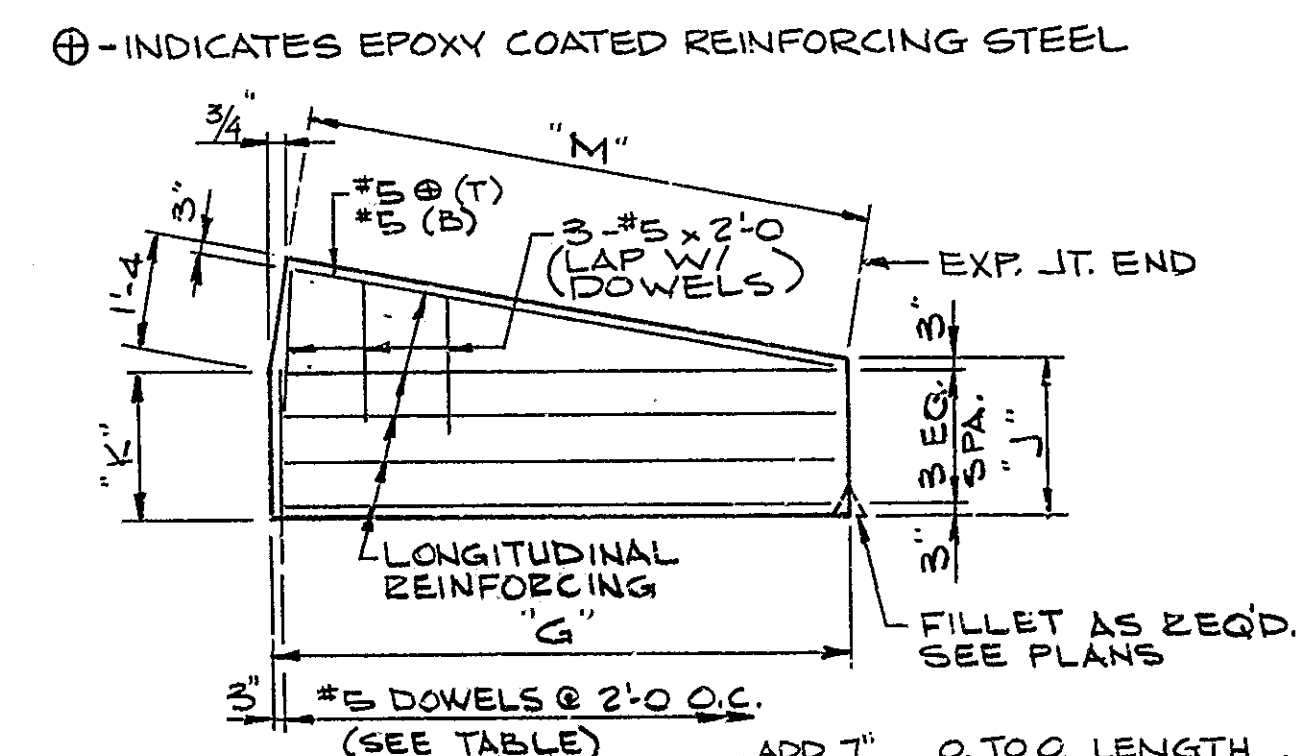
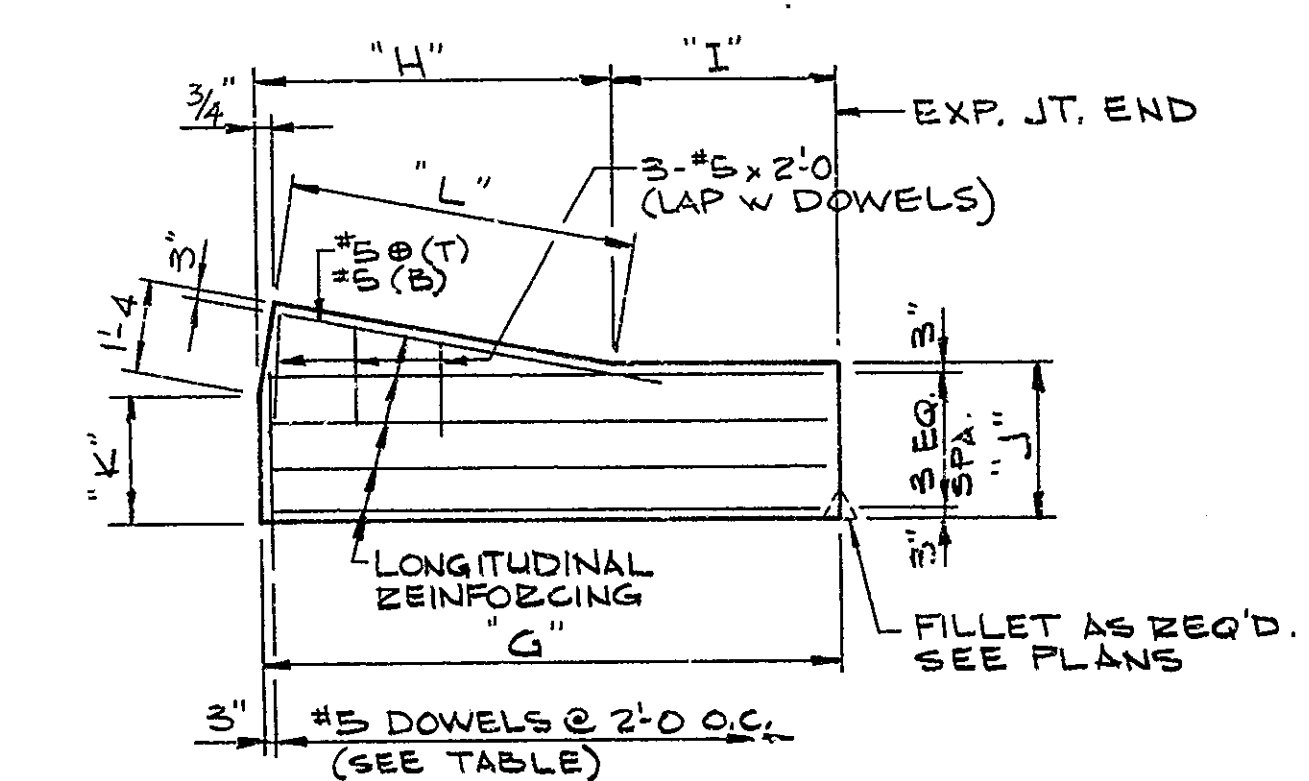
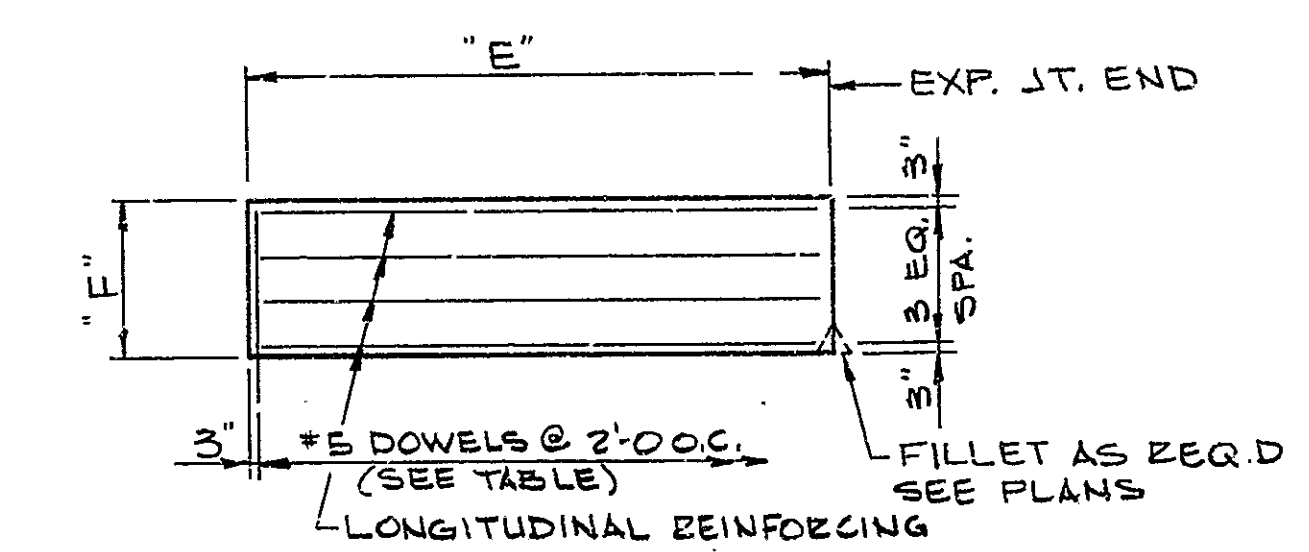
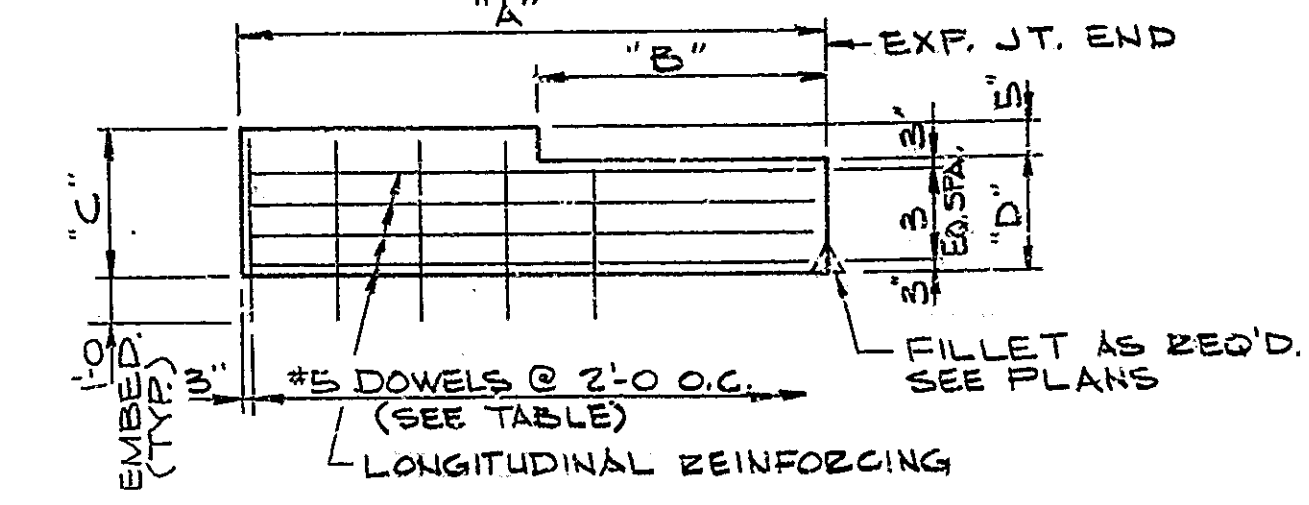
NOTES:  
 1. SEE DWG. R6 FOR GENERAL PLAN.  
 2. FOR BAR DETAILS OF 580 & 581, SEE BR. STD. BRS.  
 3. FOR EXPANSION JOINT CLASS "S-S" DETAILS, SEE DWG. R15.  
 4. SEE DWG. R14 FOR DETAILS OF WIDENED R.C. APPROACH SLABS.  
 5. FOR BAR DETAIL 5015, SEE DWG. R8.  
 \*\* AS MANUFACTURED BY ADVANCE PERFORMANCE PRODUCTS, INC. SEE SHOP PLANS FOR CONTRACT B-12985 FOR DETAILS

BRIDGE AND APPROACH RAILING DETAILS  
 INDIANA DEPARTMENT OF HIGHWAYS  
 SCALE: - AS NOTED  
 DATE: February 23, 1990  
 SENIOR DESIGNER  
 DRAWING: R13 OF R15 SHEET: 16 OF 32  
 PROJECT: IR-465-4(259)131 STATION: -  
 BRIDGE CONTRACT NO.  
 BRIDGE FILE: I-465-127-5255B



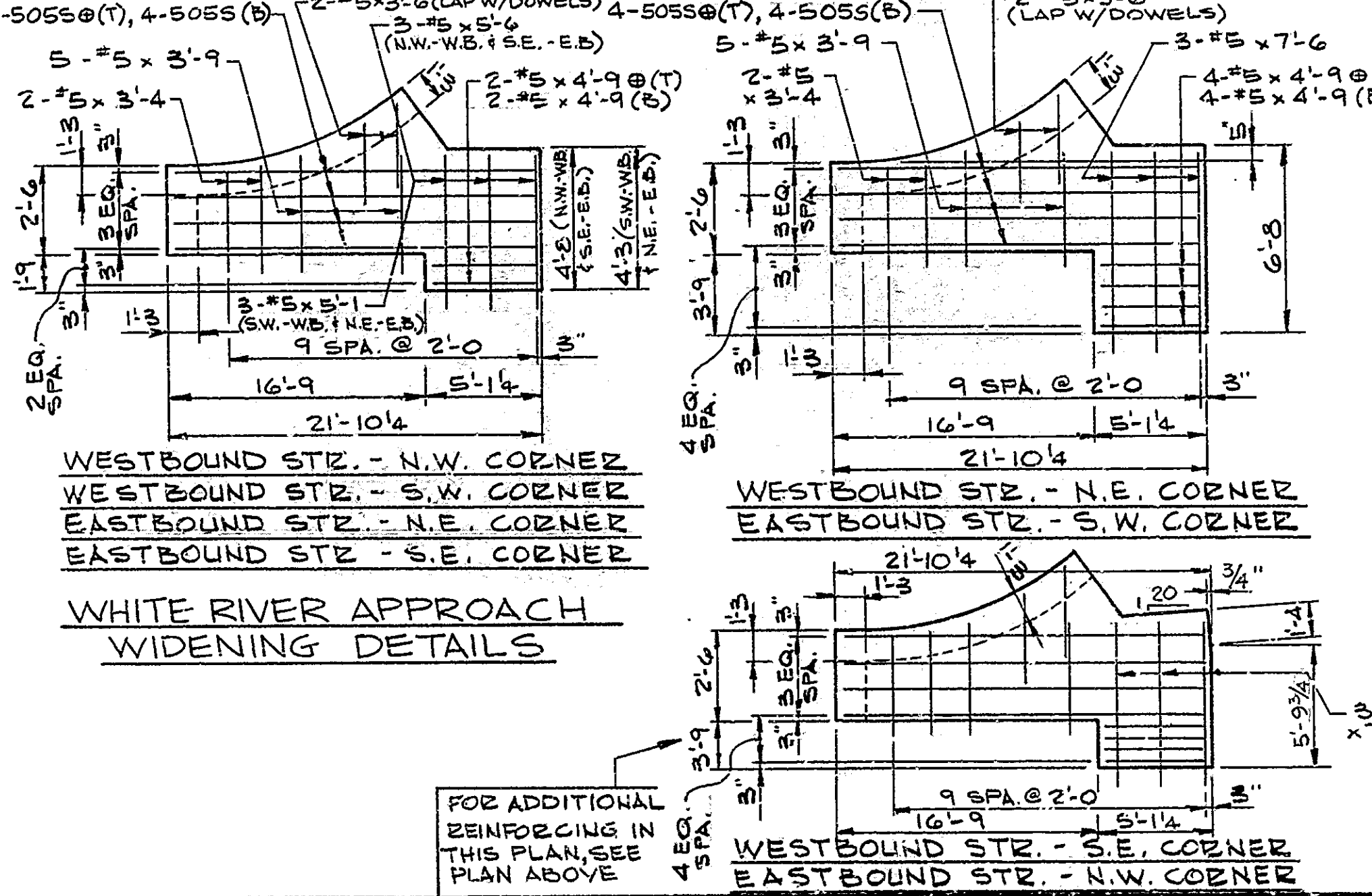
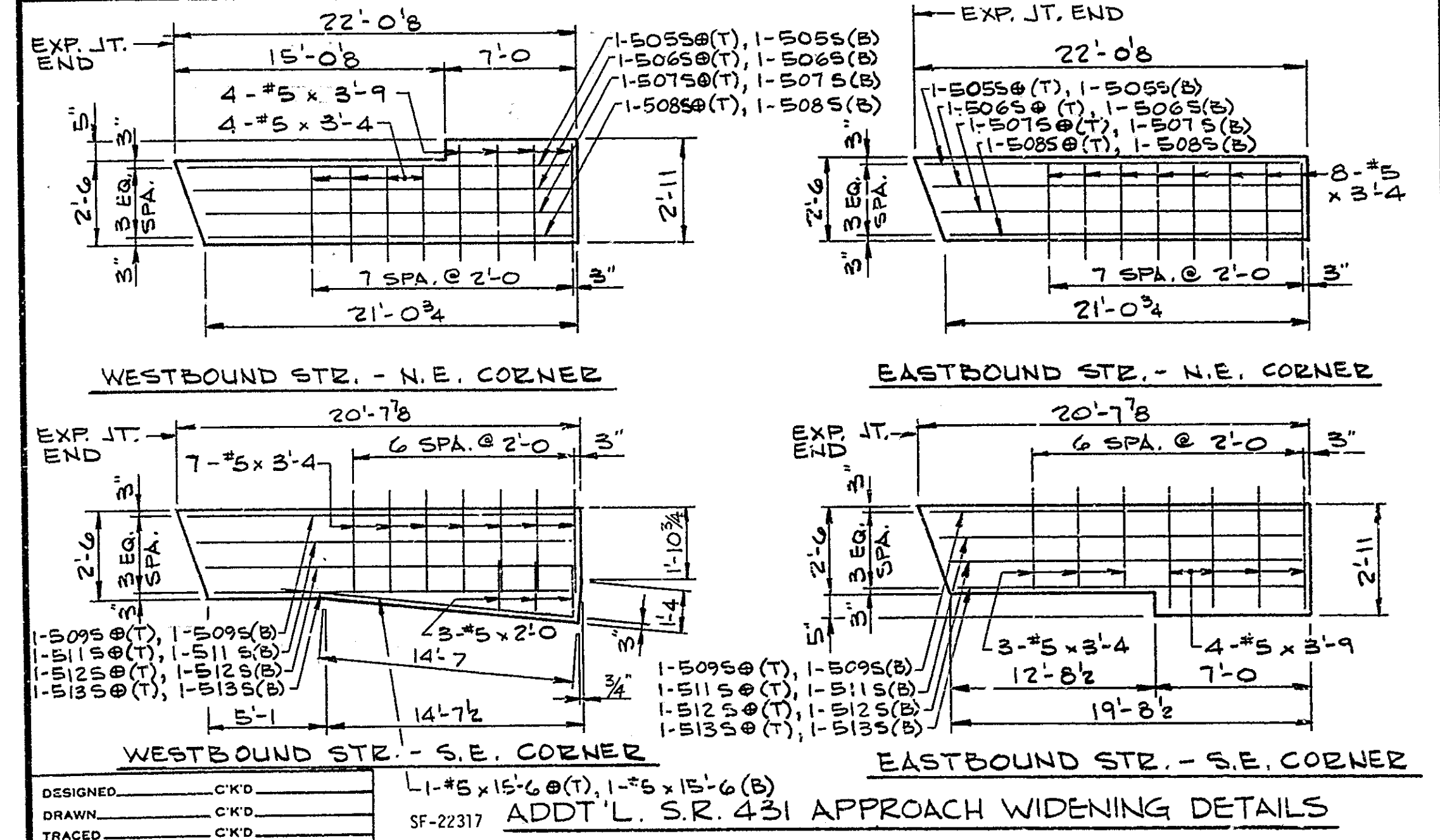
| STRUCTURE                          | CORNER LOCATION | R.C. APPROACH SLAB DIMENSIONS |        |        |       |            |       |            |             |       |       |            |             |            | REINFORCING           |                           |
|------------------------------------|-----------------|-------------------------------|--------|--------|-------|------------|-------|------------|-------------|-------|-------|------------|-------------|------------|-----------------------|---------------------------|
|                                    |                 | "A"                           | "B"    | "C"    | "D"   | "E"        | "F"   | "G"        | "H"         | "I"   | "J"   | "K"        | "L"         | "M"        | BOTTOM LONG. TO "ONG. | TRANSVERSE REINF.(DOWELS) |
| I-465-131-5257B<br>SPRING MILL RUN | WESTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     | 20'-5 3/8"                    | 13'-5" | 2'-2"  | 1'-9" |            |       |            |             |       |       |            |             |            | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | N.E. CORNER     | 21'-6"                        | 14'-6" | 2'-2"  | 1'-9" |            |       |            |             |       |       |            |             |            | 21'-1"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.W. CORNER     |                               |        |        |       | 21'-6"     | 2'-3" |            |             |       |       |            |             |            | 21'-1"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.E. CORNER     |                               |        |        |       |            |       | 20'-5 3/8" |             |       | 2'-3" | 1'-11 1/4" |             | 20'-5 3/8" | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | EASTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
| I-465-131-5256B<br>WILLIAMS CREEK  | WESTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     | 20'-5 3/8"                    | 13'-5" | 2'-2"  | 1'-9" |            |       |            |             |       |       |            |             |            | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | N.E. CORNER     | 20'-5 3/8"                    | 13'-5" | 2'-2"  | 1'-9" |            |       |            |             |       |       |            |             |            | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.W. CORNER     |                               |        |        |       | 20'-5 3/8" | 2'-3" |            |             |       |       |            |             |            | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.E. CORNER     | 20'-5 3/8"                    | 13'-5" | 2'-8"  | 2'-3" |            |       |            |             |       |       |            |             | 20'-0"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | EASTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
| I-465-123-2378B<br>CSX RAIL ROAD   | WESTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     | 20'-5 3/8"                    | 13'-5" | 2'-11" | 2'-6" |            |       |            |             |       |       |            |             |            | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | N.E. CORNER     | 21'-6"                        | 14'-6" | 2'-11" | 2'-6" |            |       |            |             |       |       |            |             |            | 21'-1"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.W. CORNER     |                               |        |        |       | 21'-6"     | 2'-0" |            |             |       |       |            |             |            | 21'-1"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.E. CORNER     |                               |        |        |       |            |       | 20'-5 3/8" | 13'-11 1/2" | 6'-6" | 2'-6" | 1'-10 3/8" | 13'-11 1/2" | 20'-0"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | EASTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
| I-465-128-5276B<br>S.R. 431        | WESTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     | 22'-0"                        | 15'-0" | 2'-11" | 2'-6" |            |       |            |             |       |       |            |             |            | 21'-8"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.W. CORNER     |                               |        |        |       | 21'-6"     | 2'-0" |            |             |       |       |            |             |            | 21'-1"                | 4 #5 @ 10'-0" O.C.        |
|                                    | EASTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     |                               |        |        |       |            |       | 22'-0"     | 15'-0"      | 7'-0" | 2'-0" | 1'-5"      | 14'-11 1/2" | 21'-8"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | S.W. CORNER     | 21'-6"                        | 14'-6" | 2'-11" | 2'-6" |            |       |            |             |       |       |            |             | 21'-1"     | 4 #5 @ 10'-0" O.C.    |                           |
| I-465-127-5274B<br>CARMEL CREEK    | WESTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     | 20'-7"                        | 13'-5" | 2'-8"  | 2'-3" |            |       |            |             |       |       |            |             |            | 20'-2"                | 4 #5 @ 10'-0" O.C.        |
|                                    | N.E. CORNER     | 20'-4"                        | 13'-5" | 2'-8"  | 2'-3" |            |       |            |             |       |       |            |             |            | 20'-0"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.W. CORNER     |                               |        |        |       | 20'-7"     | 2'-3" |            |             |       |       |            |             |            | 20'-2"                | 4 #5 @ 10'-0" O.C.        |
|                                    | S.E. CORNER     |                               |        |        |       |            |       | 20'-4"     | 15'-4"      | 5'-0" | 1'-9" | 1'-2 1/4"  | 15'-3 1/2"  | 20'-0"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | EASTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
| I-465-127-5274B<br>CARMEL CREEK    | WESTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |
|                                    | N.W. CORNER     |                               |        |        |       |            |       | 20'-7"     | 15'-7"      | 5'-0" | 2'-3" | 1'-8 3/8"  | 15'-6 1/2"  | 20'-2"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | N.E. CORNER     |                               |        |        |       |            |       | 20'-7"     | 15'-7"      | 5'-0" | 2'-3" | 1'-8 3/8"  | 15'-6 1/2"  | 20'-0"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | S.W. CORNER     |                               |        |        |       | 20'-7"     | 2'-3" |            |             |       |       |            |             | 20'-2"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | S.E. CORNER     |                               |        |        |       |            |       | 20'-4"     | 15'-4"      | 5'-0" | 1'-9" | 1'-2 1/4"  | 15'-3 1/2"  | 20'-0"     | 4 #5 @ 10'-0" O.C.    |                           |
|                                    | EASTBOUND STR.  |                               |        |        |       |            |       |            |             |       |       |            |             |            |                       |                           |

NOTES:  
 1. FOR GENERAL NOTES AND LIST OF STANDARD DRAWINGS, SEE DWG. R1.  
 2. FOR APPROACH SLAB SECTIONS, SEE DWG. R2.



| LENGTH  | NO.  | LENGTH | NO.  |
|---------|------|--------|------|
| 21'-6"  | 5055 | 19'-8" | 5125 |
| 21'-4"  | 5065 | 19'-5" | 5135 |
| 20'-10" | 5085 |        |      |
| 19'-11" | 5115 |        |      |

5045 THRU 5135 COATED & UNCOATED



APPROACH SLAB WIDENING DETAILS  
 INDIANA DEPARTMENT OF HIGHWAYS

SCALE: -NONE

DATE: February 23 1990

DESIGNED BY: [Signature]

SENIOR DESIGNER

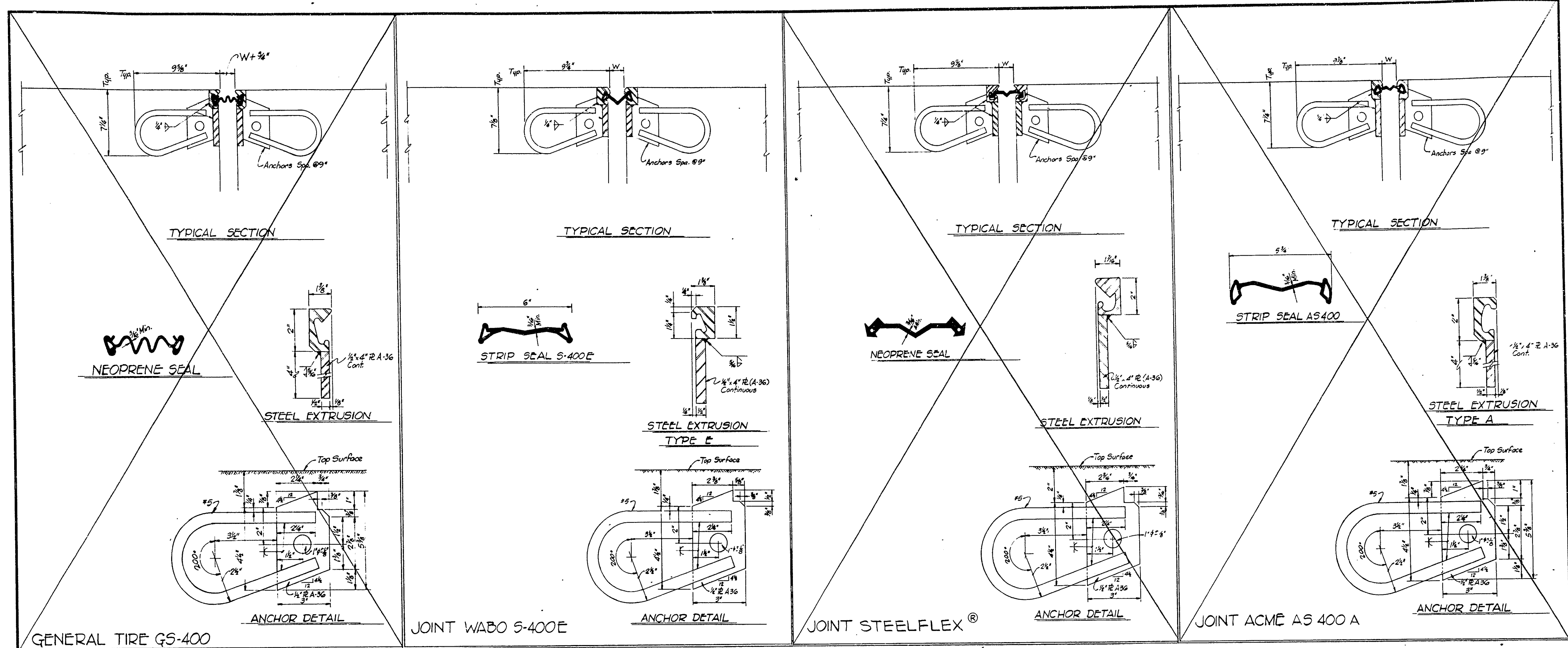
DRAWING: R14 OF R15 SHEET: 17 OF 32

PROJECT: IR-465-4(259)131 STATION: -

BRIDGE CONTRACT NO.

BRIDGE FILE: I-465

FOR ADDITIONAL REINFORCING IN THIS PLAN, SEE PLAN ABOVE



**NOTES**

SEE THE SPECIAL PROVISIONS FOR PROPERTIES OF MATERIALS.

THE STRIP SEAL GLAND SHALL BE SIZED TO ACCOMMODATE AT LEAST FOUR (4) INCHES OF MOVEMENT.

THE STRIP SEAL GLAND SHALL BE INSTALLED IN AN EXTRUDED MOUNTING UNIT.

THE COST OF EXTRUSIONS, ELASTOMERIC SEAL ELEMENTS, SEALANTS, ADHESIVE, CEMENT GROUT, ANCHOR SYSTEM AND INSTALLATION OF JOINT SHALL BE INCLUDED IN THE COST OF EXPANSION JOINT.

THE PROFILE OF THE JOINT IS TO CONFORM TO THE ROADWAY CROSS SECTION.

THE SEAL ELEMENT SHALL BE MOULDED AND FURNISHED IN A CONTINUOUS LENGTH EQUAL TO THAT REQUIRED FOR THE JOINT.

AT CHANGES IN DIRECTION (AT CURBS, MEDIAN BARRIERS, ETC.) THE SECTIONS OF JOINT ARE TO BE CUT TO THE BEVEL REQUIRED TO PRODUCE THE SAME CROSS SECTION ON EACH PIECE BEING JOINED.

THE ANCHOR ASSEMBLY IS TO BE SHOP FABRICATED AND DELIVERED TO THE JOB SITE AS A COMPLETE CONTINUOUS UNIT FOR JOINT LENGTHS UP TO 44 FEET. JOINTS ABOVE LENGTHS OF 44 FEET OR JOINTS USED WITH STAGE CONSTRUCTION SHALL BE FIELD WELDED WITH ENDS TO BE SHOP PREPARED.

ALL WORK, BOTH SHOP & FIELD, SHALL BE IN ACCORDANCE WITH 711.03.

ALL EXPOSED STRUCTURAL STEEL SURFACES WILL BE PAINTED IN ACCORDANCE WITH IDOH STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL SUBMIT 3 COPIES OF SHOP DRAWINGS FOR ALL JOINTS INVOLVING CURBS OR OTHER SPECIAL FEATURES.

| Ambi. & Temperature | JOINT SETTING TABLE |           |           |
|---------------------|---------------------|-----------|-----------|
|                     | DIMENSION "W"       |           |           |
|                     | Expansion Length    |           |           |
|                     | 100'-200'           | 200'-300' | 300'-400' |
| 120°                | 2 1/8"              | 1 3/8"    | 1 1/2"    |
| 100°                | 2 7/8"              | 1 3/4"    | 1 5/8"    |
| 80°                 | 2 3/4"              | 2 3/8"    | 1 5/8"    |
| 60°                 | 3"                  | 2 3/8"    | 2 1/4"    |
| 40°                 | 3 3/8"              | 3 1/8"    | 2 3/8"    |
| 20°                 | 3 3/4"              | 3 1/2"    | 3 3/8"    |
| 0°                  | 3 7/8"              | 3 3/4"    | 4"        |

NOTE: EXTRUSIONS WITH HEIGHTS BETWEEN 1 1/2" and 2" MAY BE SUBSTITUTED FOR THOSE SHOWN. IF SUCH A SUBSTITUTION IS MADE, THE NOTCH IN THE ANCHOR PLATE AND THE STRIP SEAL GLAND SHALL BE MODIFIED ACCORDINGLY AND IN CONFORMANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

NOTE: JOINT ONFLEX 40 SF MAY BE USED IN LIEU OF JOINTS SHOWN ABOVE.

**EXPANSION JOINTS CLASS S-5**  
**INDIANA DEPARTMENT OF HIGHWAYS**

SCALE: NONE

DATE: February 23, 1992

DESIGNED: C.K.D.  
 DRAWN: JAS 2/28/92 C.K.D.  
 TRACED: C.K.D.

DRAWING: R15 OF R15 SHEET: 18 OF 32  
 PROJECT: IR-465-4(259)131  
 CONTRACT NO.  
 BRIDGE FILE: I-465

Revised 7/1/82-NOTES, 6/21/83, 2/29/84-NOTE, 4/10/85-NOTES



