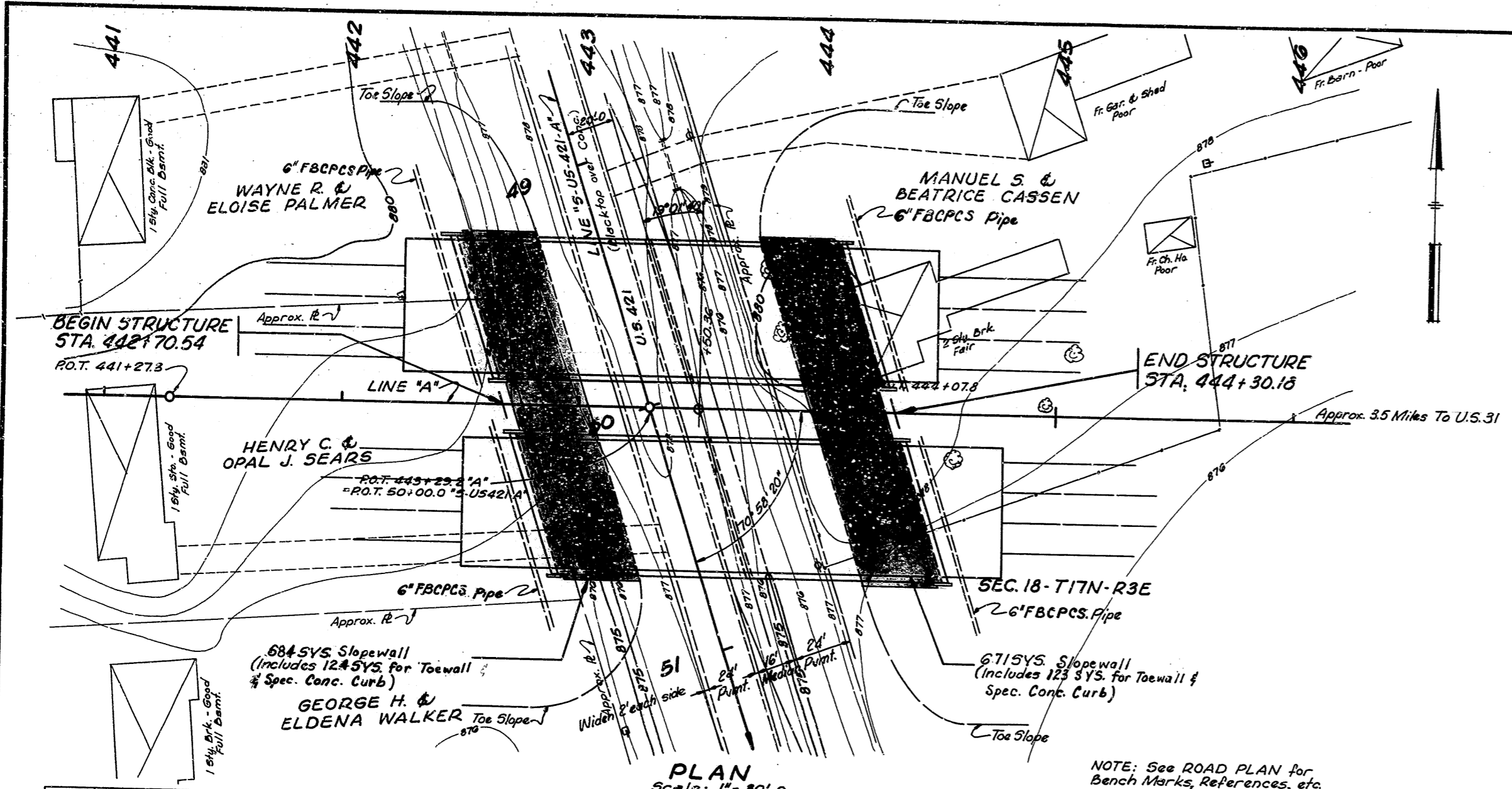


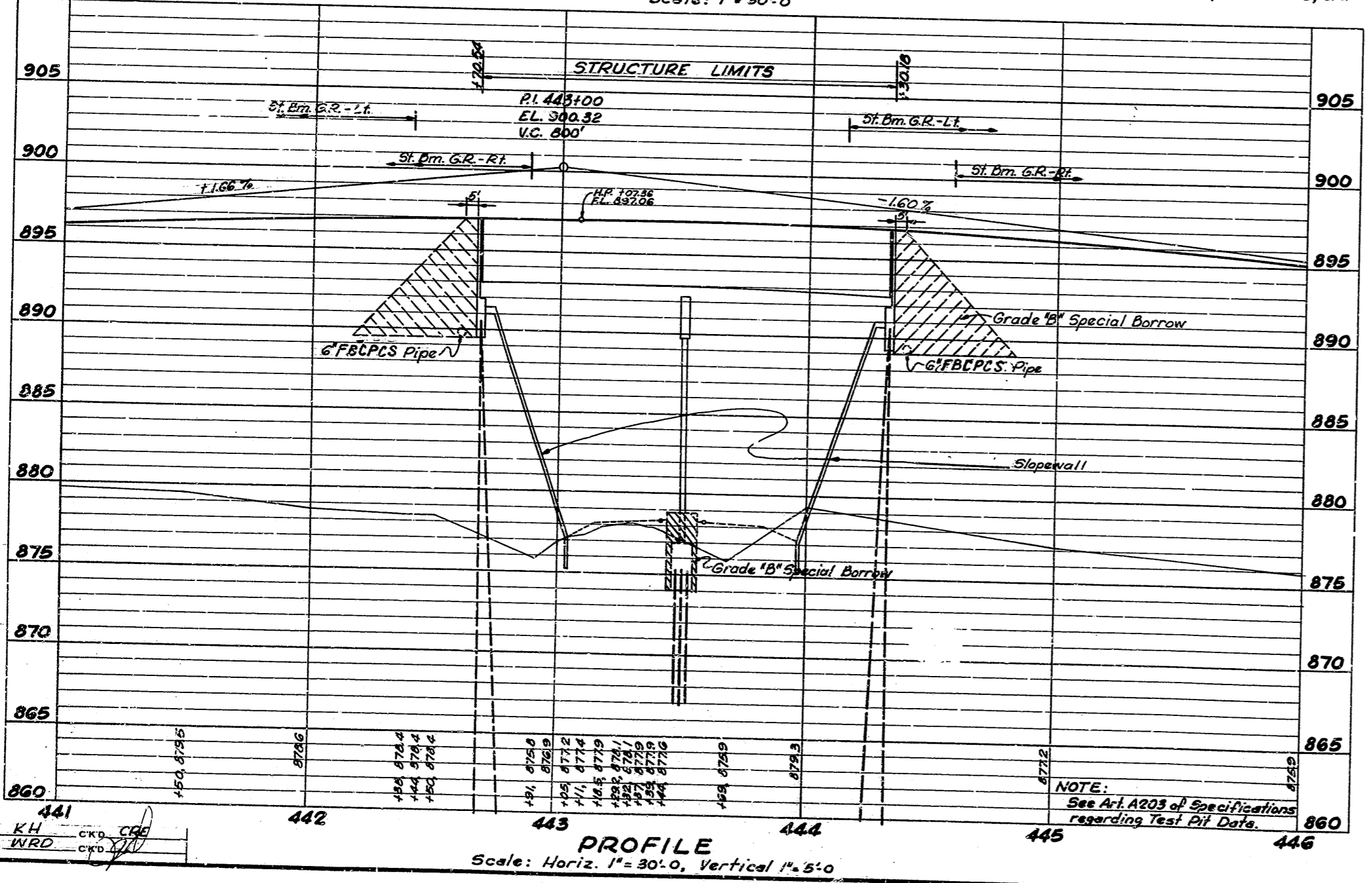
BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4	1965	3	21

UTILITY OWNERS
 INDIANAPOLIS POWER & LIGHT CO.
 25 Monument Circle
 Indianapolis, Indiana
 INDIANA BELL TELEPHONE CO.
 240 N. Meridian St.
 Indianapolis, Indiana



PLAN
 Scale: 1" = 30' 0"

NOTE: See ROAD PLAN for Bench Marks, References, etc.



PROFILE
 Scale: Horiz. 1" = 30' 0", Vertical 1" = 5' 0"

LAYOUT
 CONTINUOUS COMPOSITE STEEL BEAM BRIDGE
 2 SPANS - 78' 6" & 78' 6" 51' 0" ROADWAYS 6" CURBS
 SKEW: 19° 01' 40" LT. I-465 OVER U.S. 421
 TWIN STRUCTURES
INDIANA STATE HIGHWAY COMMISSION
 MARION COUNTY

SCALE: As Noted
 FEBRUARY 25, 1965

SUBMITTED FOR APPROVAL: *Walter J. Bean*

DRAWING: 51 OF 11
 PROJECT: I-465-4 (94) 130
 BRIDGE CONTRACT NO. R-7276
 BRIDGE FILE: I-465-134-5285

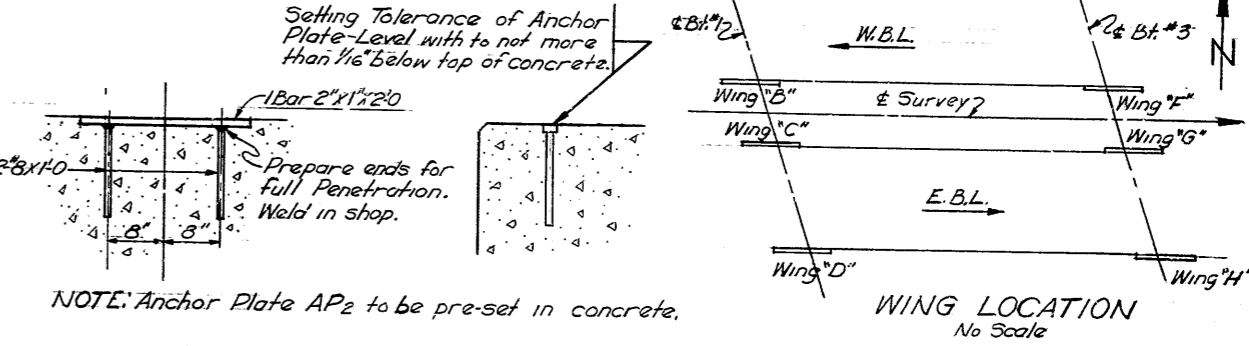
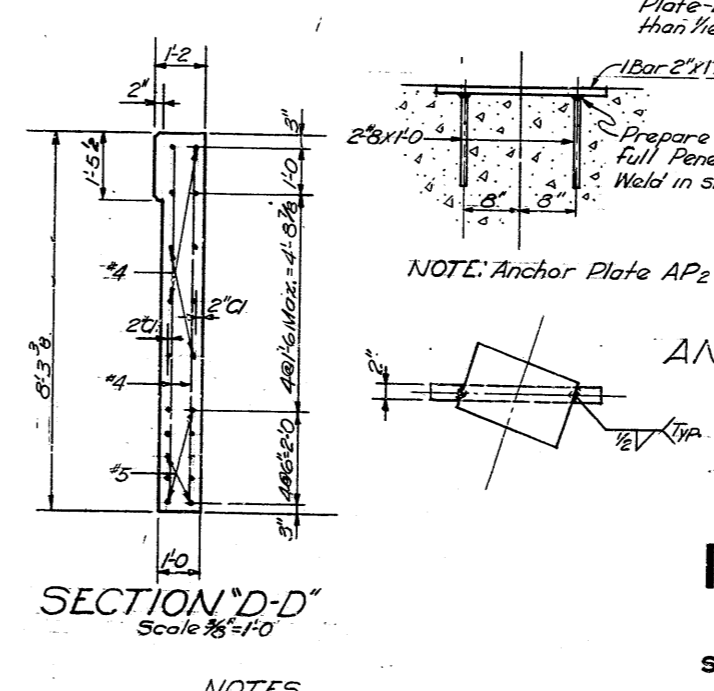
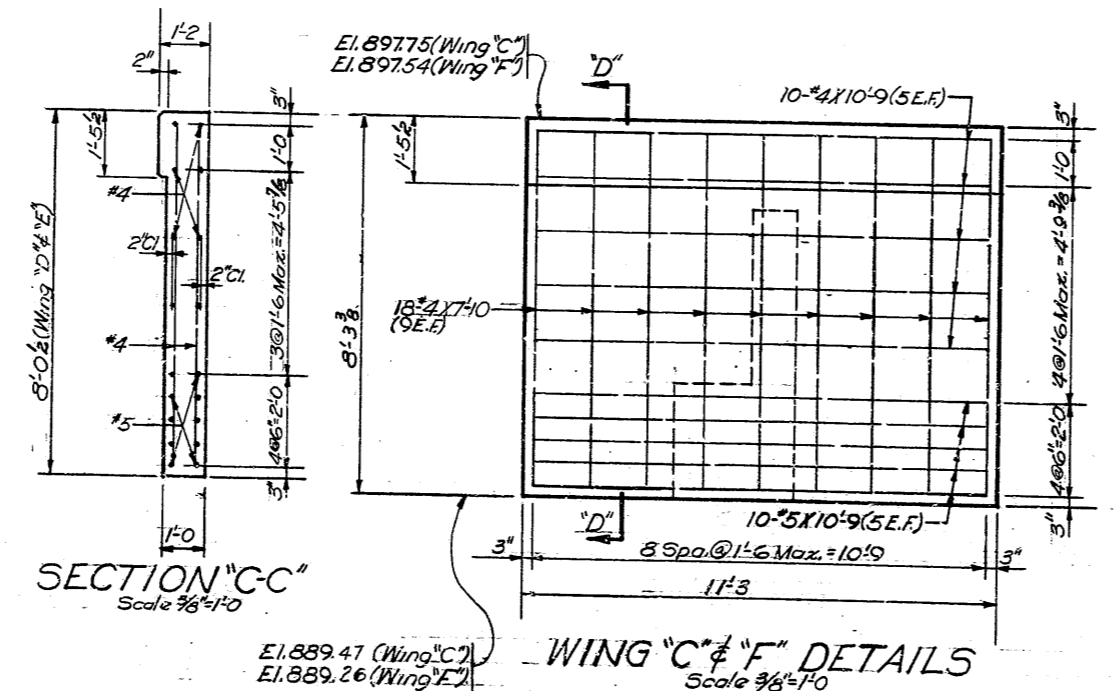
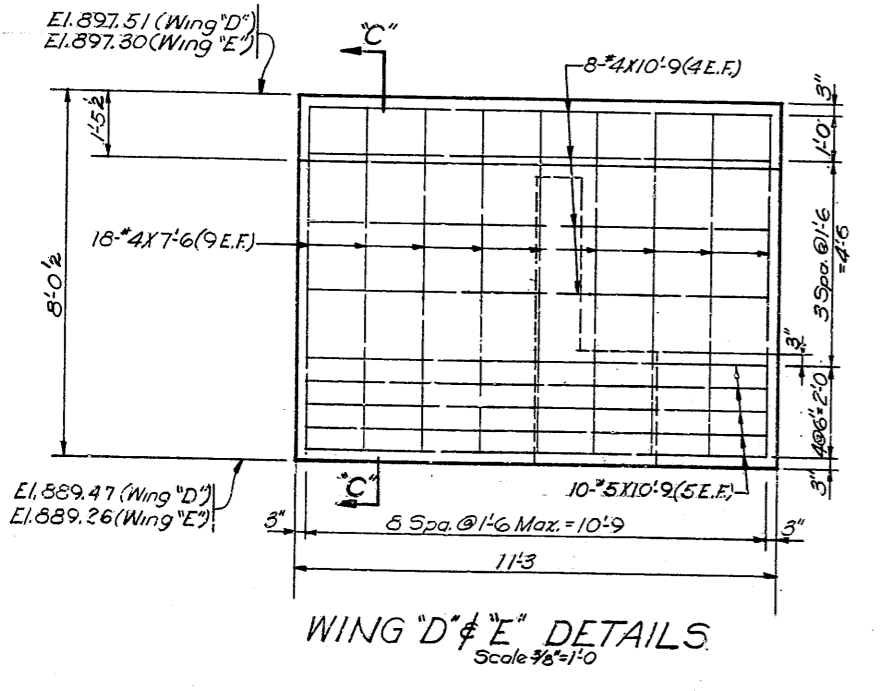
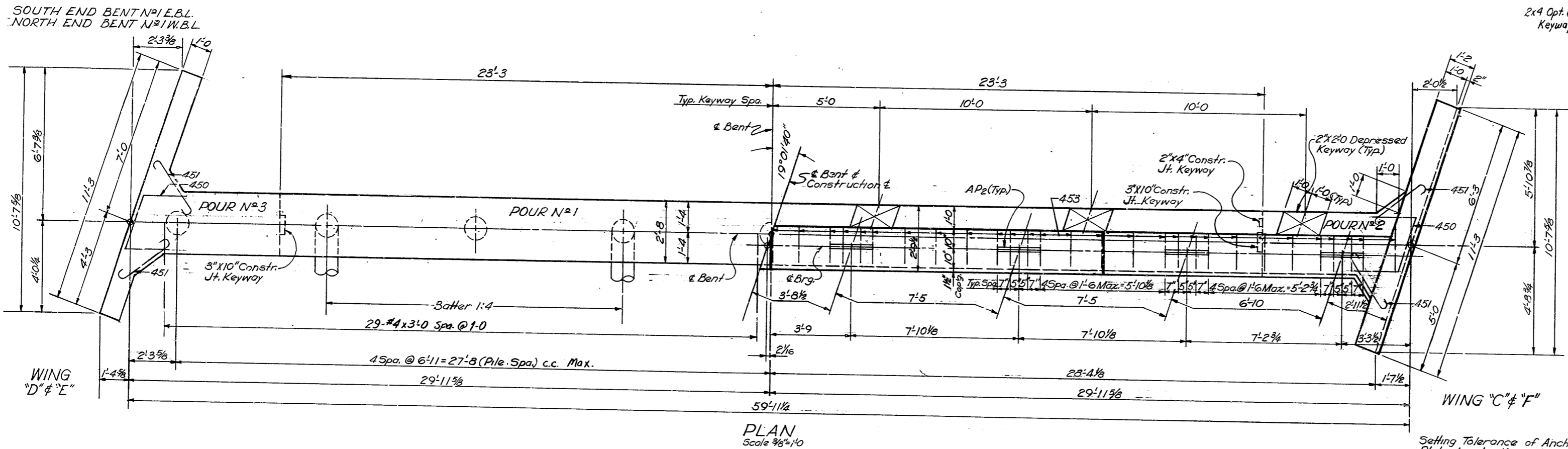
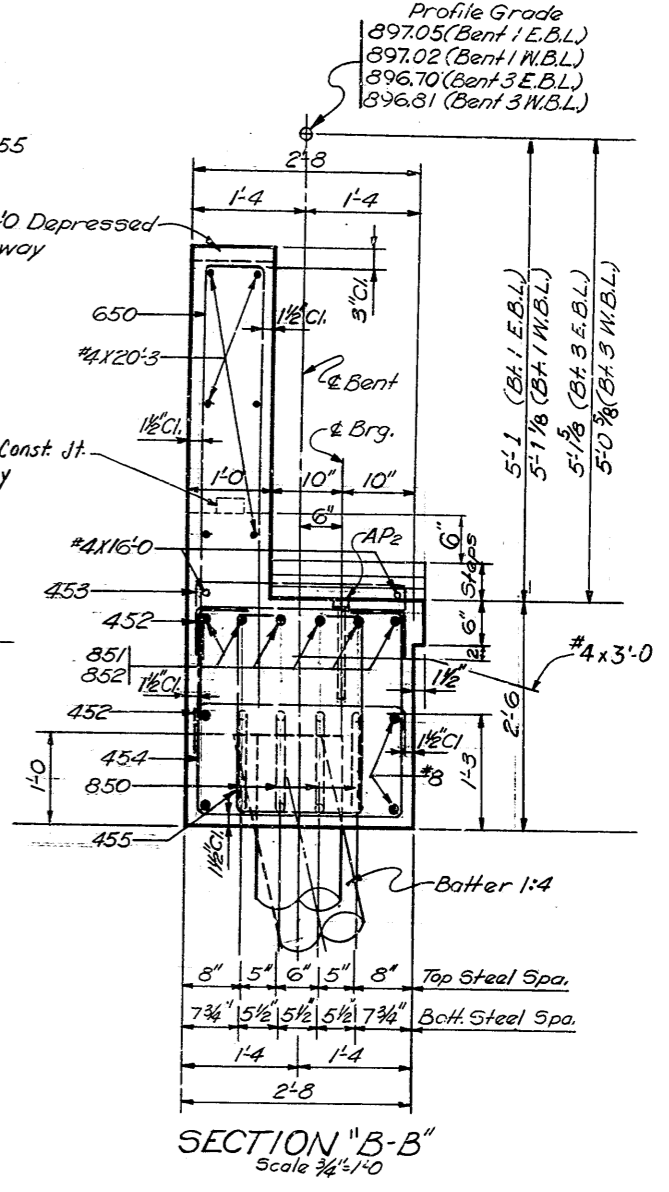
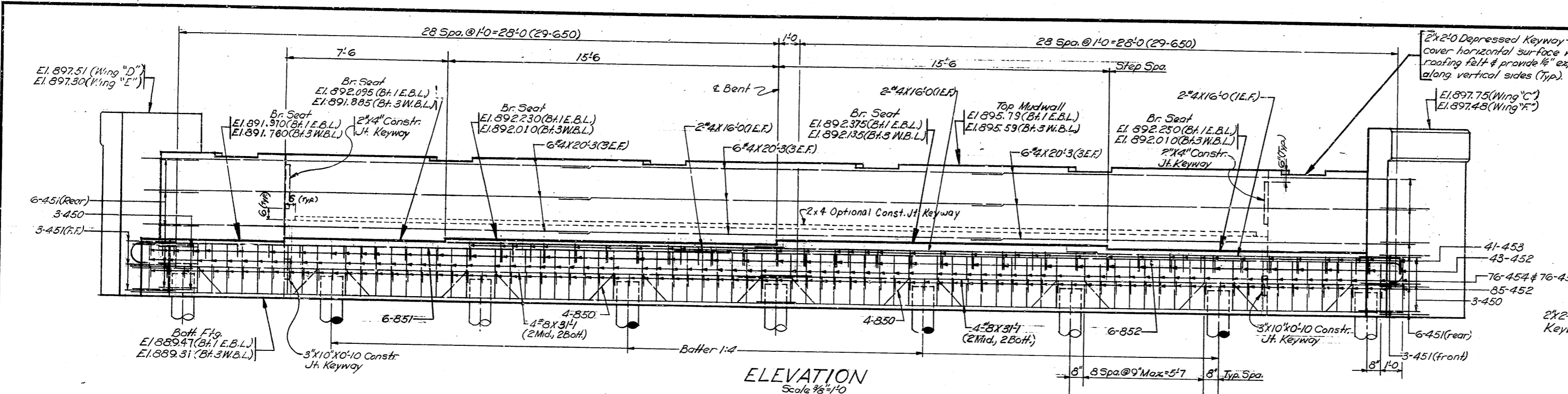


SURVEY BOOKS:
 8875-T
 8876-L
 Rev. 3-23-66 Slopewall & Pipe

November 6, 1961

PROJECT NO.	LINE	SHEET NO.	TOTAL SHEETS	FILE

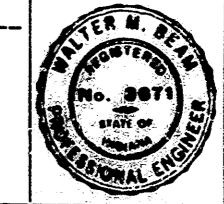
BRIDGES OVER 20' SPAN				
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	465-4 (94)130	1965	5
				21



BENT N°1 E.B.L. & N°3 W.B.L. DETAILS
INDIANA STATE HIGHWAY COMMISSION

NOTES
 See Br. Std. C for Reinforcing Bar Notes
 See Dwg. 54 for Bill of Materials & Bending Diagram.
 14" x 17ga. Steel Pile Shells driven to min. bearing of 40 tons/sq. ft.
 Concrete is not to be poured until the fill has been placed to the approximate elevation of the cap.
 Place Concrete Pour N#1 before Pour N#2 or N#3

SCALE-As Noted
 SUBMITTED FOR APPROVAL: *Walter J. Bean*
 DRAWING-53 OF 11
 PROJECT-I-465-4 (94)130
 BRIDGE CONTRACT NO. R-7276
 BRIDGE FILE-I-465-130-5285



BRIDGES OVER 20' SPAN					
PUB. ROAD REG. NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4(9)130	1965	6	21

BILL OF MATERIALS
BENT N^o1 W.B.L.
 (BENT N^o2 E.B.L., N^o3 W.B.L. & N^o3 E.B.L. SAME)

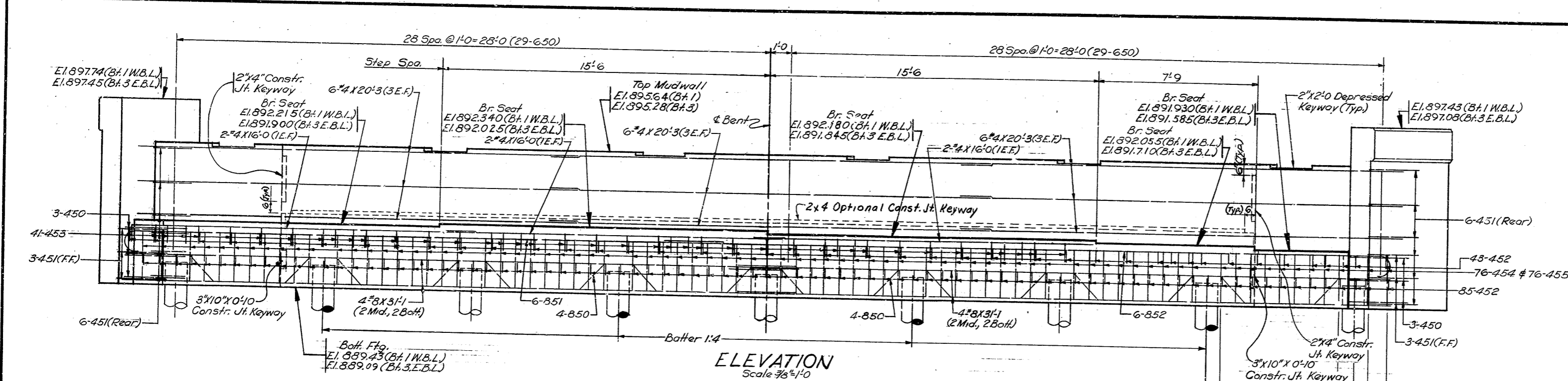
MARK or SIZE	N ^o OF BARS	LENGTH (FT)	WEIGHT (LBS)
350	8	35.4	
351	6	28.9	
352	6	35.8	
#8	8	31.1	
TOTAL #8			2451
650	58	10.7	922
#5	20	10.9	224
450	6	6.6	
451	18	3.9	
452	128	3.5	
453	41	3.1	
454	76	7.1	
455	76	7.1	
#4	18	20.3	
#4	6	16.0	
#4	18	10.9	
#4	18	7.0	
#4	18	7.6	
#4	58	3.0	1969
TOTAL STEEL			5566

CONCRETE

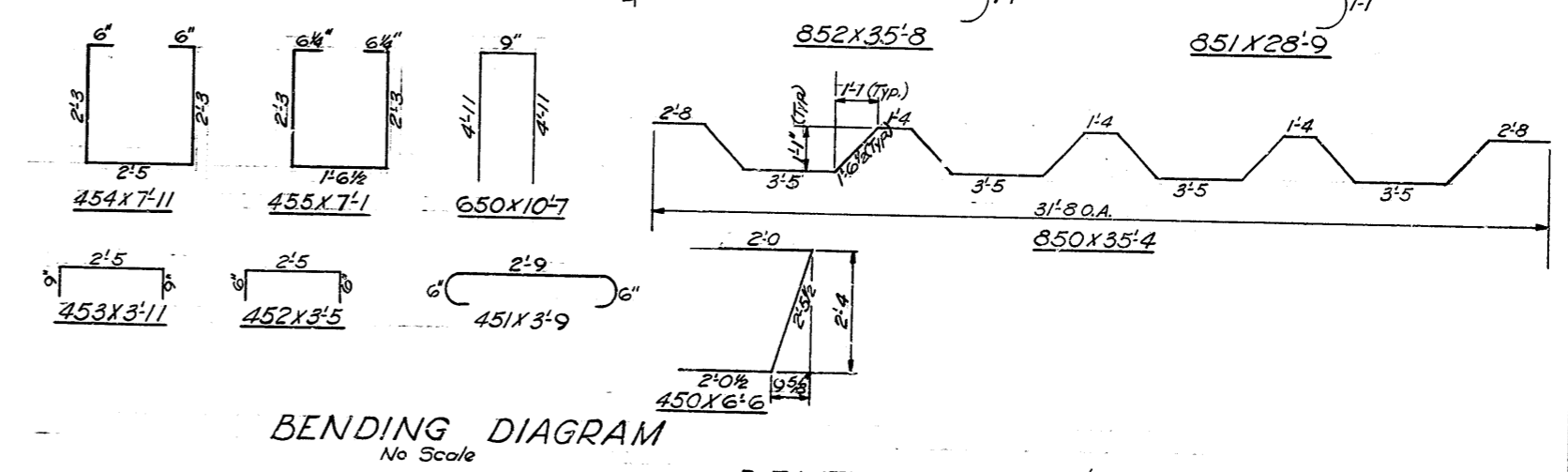
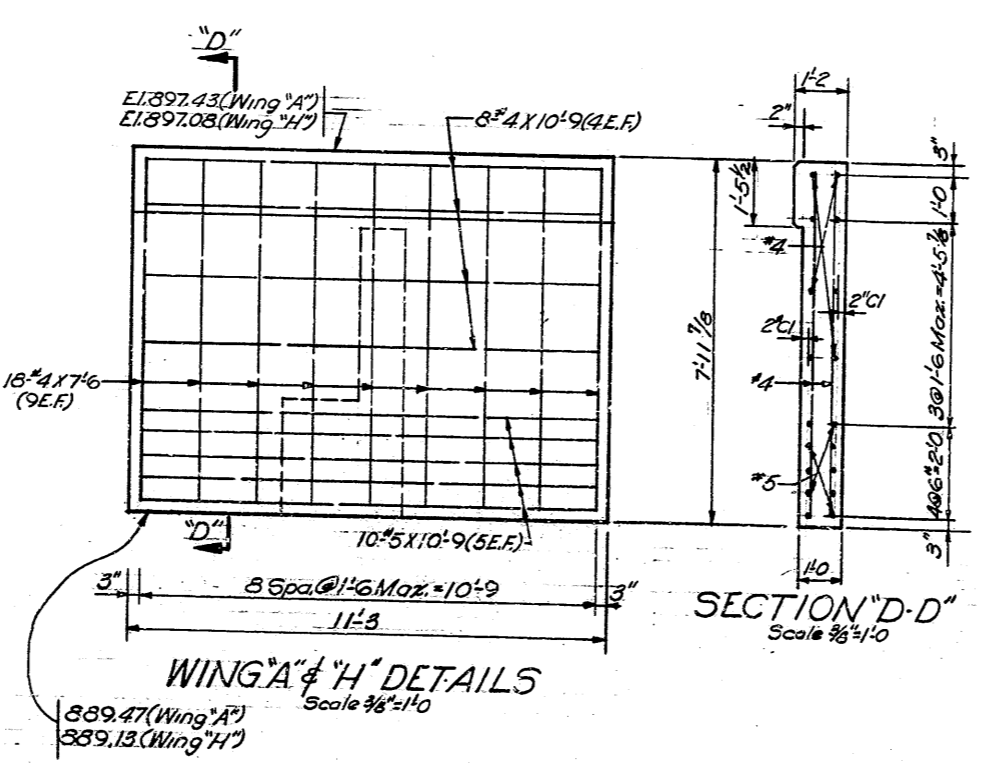
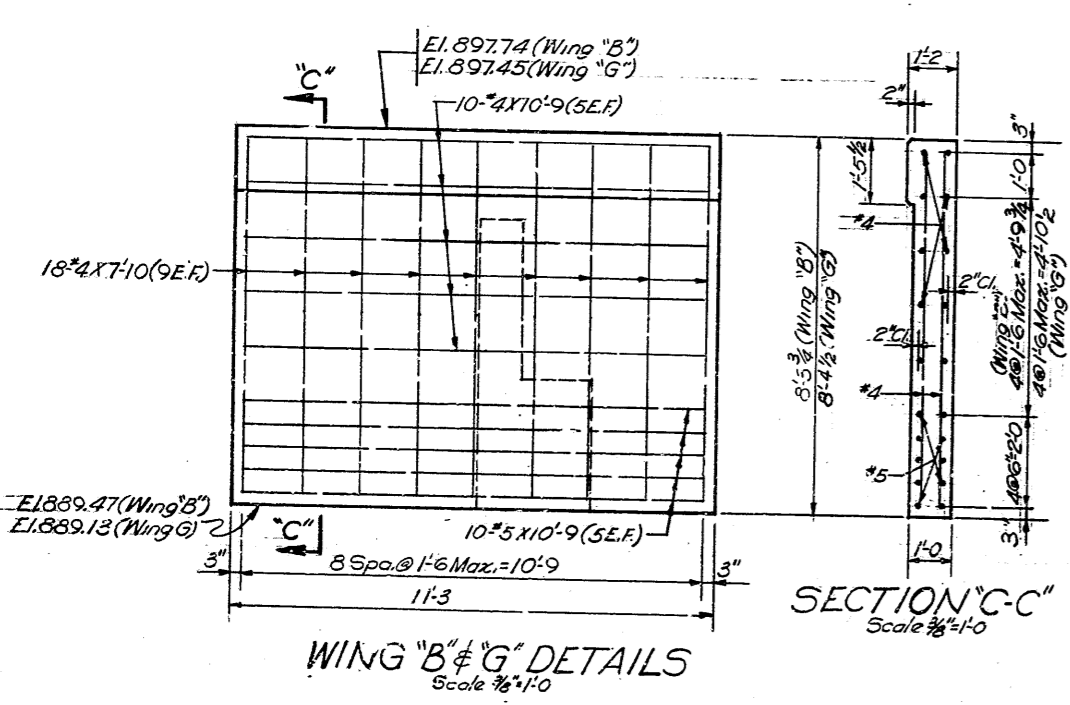
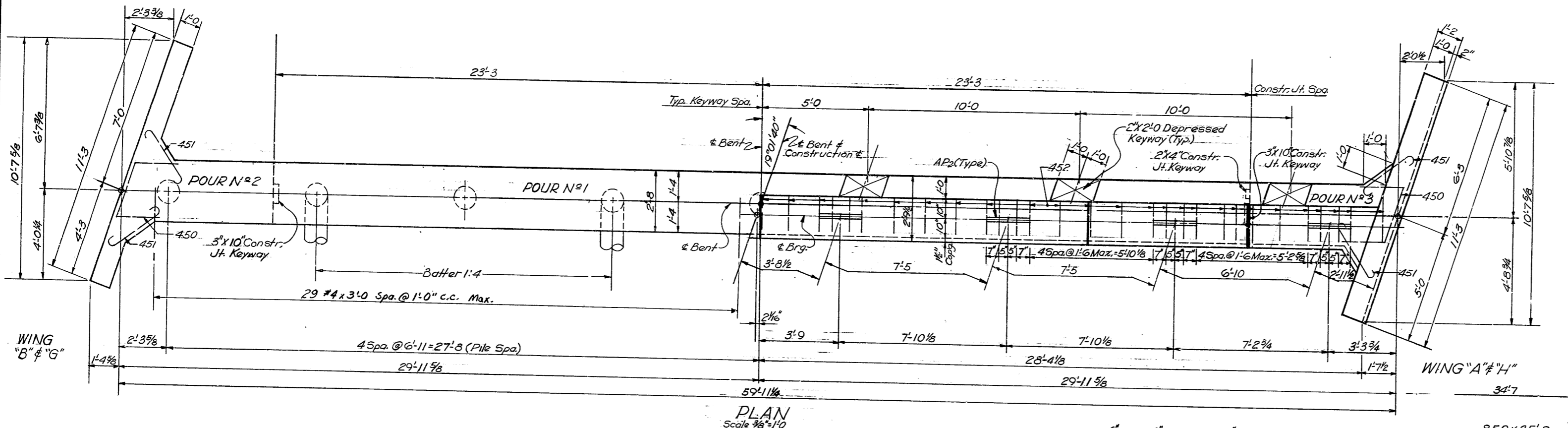
Class "F" Cap	
Pour N ^o 1	190CY
Pour N ^o 2	59CY
Pour N ^o 3	5.8CY
Total Class "F"	35.7CY

MISCELLANEOUS

Anchor Plates AP ₂	8 Req'd.
9" x 17" x 1/2" Steel Encased Conc. Pile Shells @ 30'0"	= 270 Lin. Ft.



SOUTH END BENT N^o1 W.B.L.
 NORTH END BENT N^o3 E.B.L.



NOTES

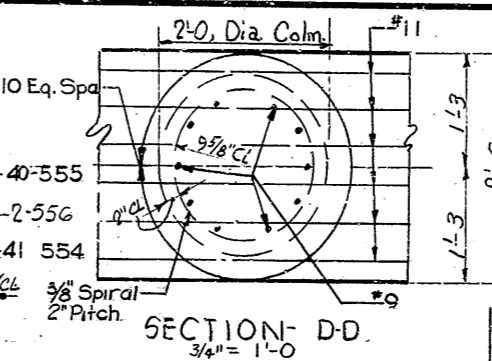
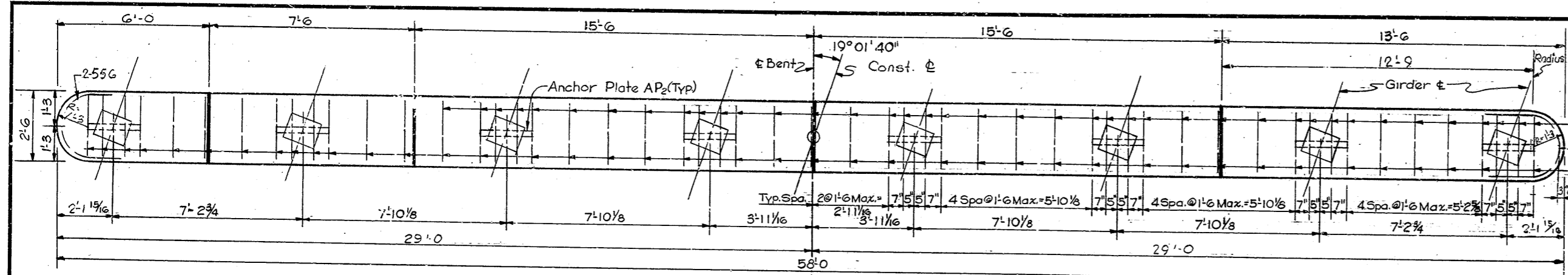
- See Br. Std. C1 for Reinforcing Bar Notes.
- See Dwg. S-3 for Section "B-B" & Anchor Plate "AP₂" Details.
- Concrete is not to be poured until the fill has been placed to the approximate elevation of the Cap.
- 14" x 17" x 1/2" Steel Pile Shells driven to min. bearing of 40 tons/pile.
- Place Concrete Pour N^o1 before Pour N^o2 & N^o3.
- See Dwg. S-3 for location plan for Wings.
- See Dwg. S-3 for Anchor Plate "AP₂" Details.

BENT N^o1 W.B.L. & N^o3 E.B.L. DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: 3/8"=1'-0" Unless Noted
 FEBRUARY 25, 1965
 SUBMITTED FOR APPROVAL: *Walter M. Dean*

DRAWING: S-4 of 11
 PROJECT: I-465-4(9)130
 BRIDGE CONTRACT NO. R-7276
 BRIDGE FILE: I-465-130-5285

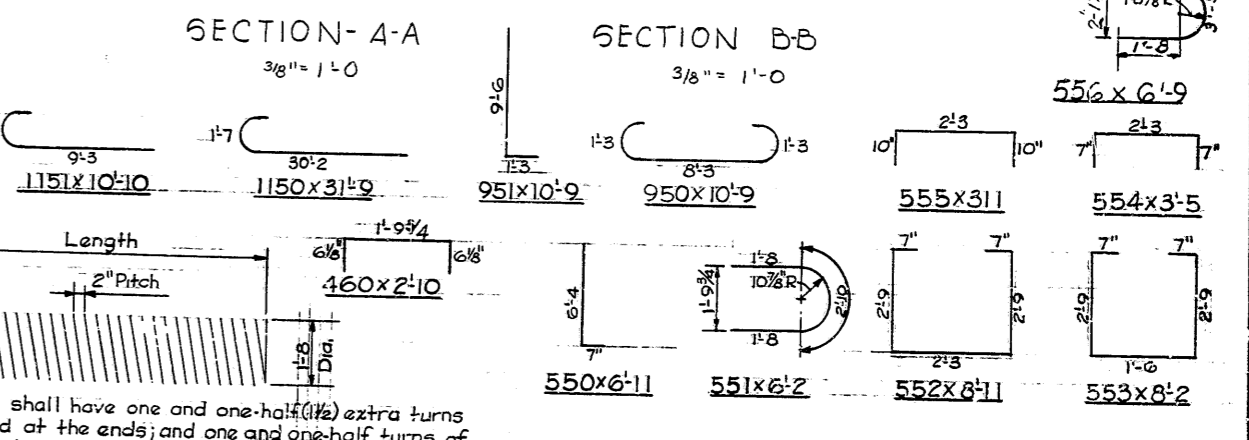
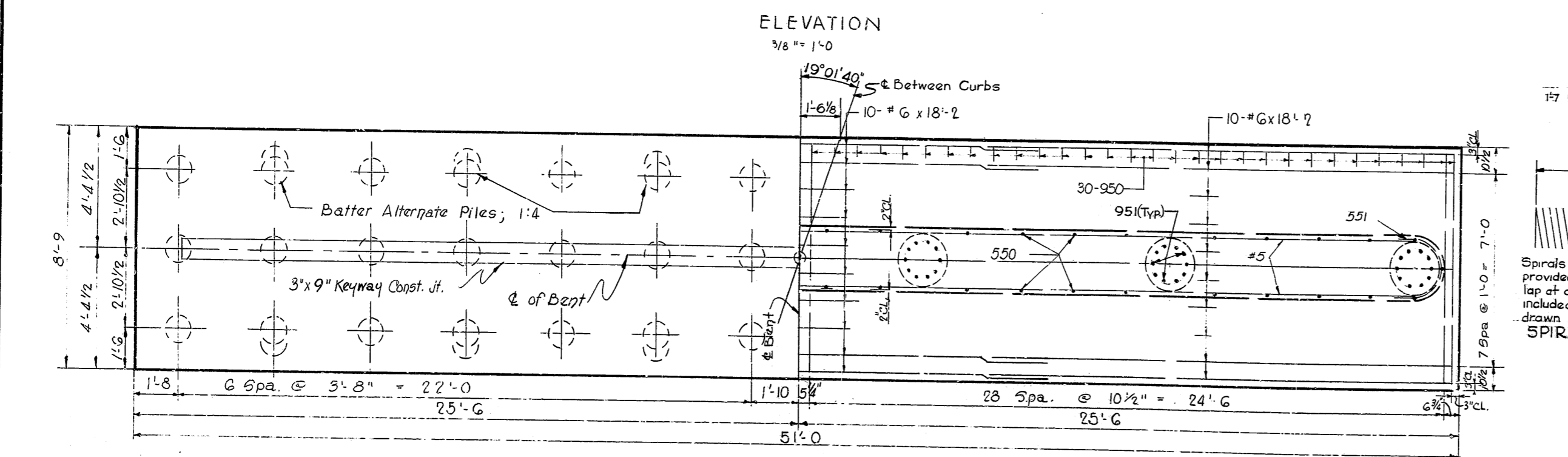
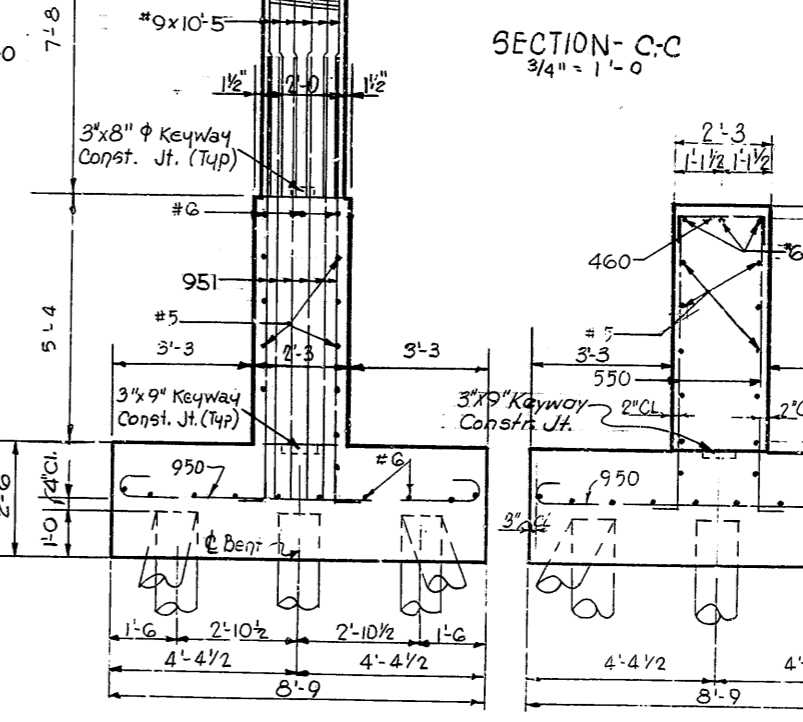
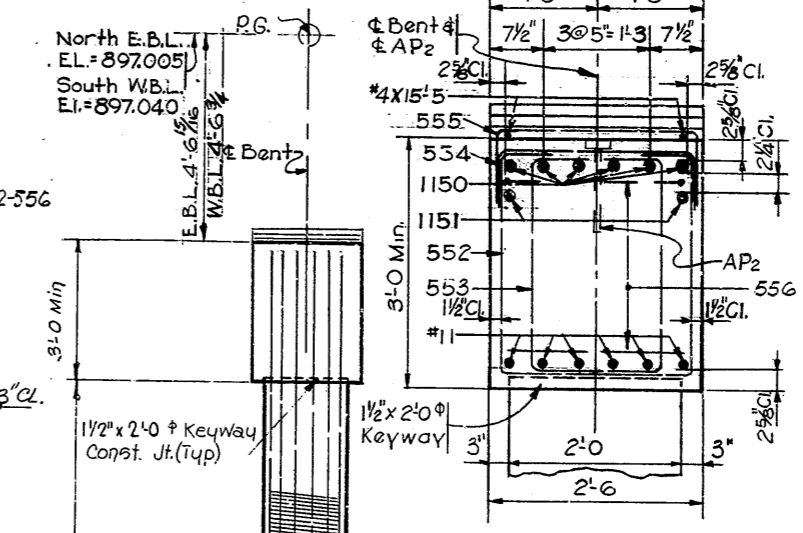
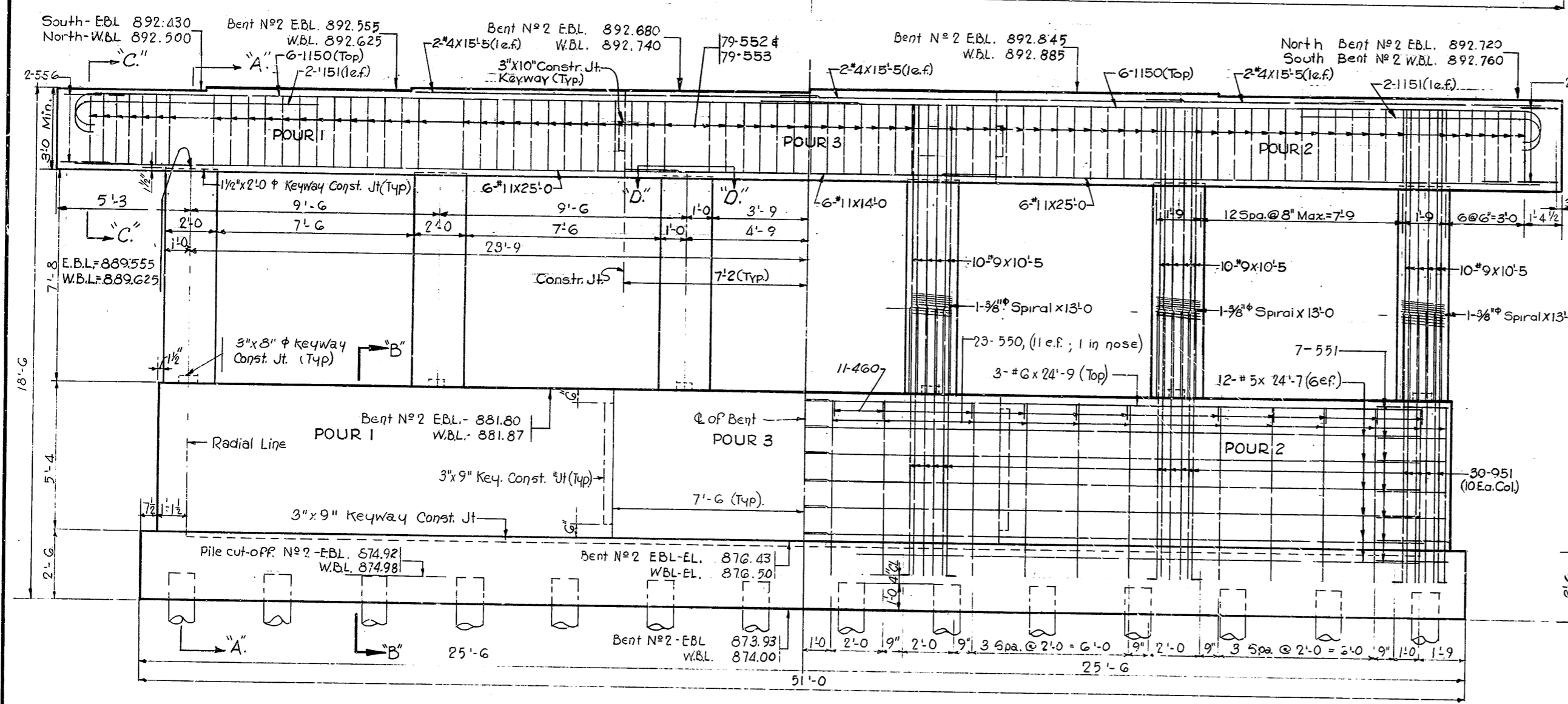




BRIDGES OVER 20' SPAN				
RD. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-4 (94) 130	1965	7 / 21

**BILL OF MATERIALS
BENT NO 2 E.B.L.
(BENT NO 2 W.B.L. SAME)**

MARK or SIZE	NO OF BARS	LENGTH (FT)	WEIGHT (LBS.)
#11	12	31.9	
#11	4	10.10	
#11	2	28.0	
#11	6	11.0	
TOTAL #11			4199
#9	60	10.9	
#9	60	10.9	
#9	60	10.5	
TOTAL #9			651
#6	6	24.9	
#6	30	18.2	
TOTAL #6			1042
#5	46	6.11	
#5	14	6.2	
#5	79	8.11	
#5	79	8.2	
#5	41	3.5	
#5	40	3.11	
#5	4	2.9	
TOTAL #5			2781
#4	22	2.10	
#4	6	15.5	
TOTAL #4			103
3/8" Spiral	6	13.0	
TOTAL SPIRAL			574
TOTAL STEEL			15,210
CONCRETE			
Class "F" Cap			
Pour #1			6.3 CY
Pour #2			6.7 CY
Pour #3			4.3 CY
Total Class "F"			17.3 CY
Class "D" Columns (660.9)			5.4 CY
Class "E" Above Fig.			
Pour #1			7.6 CY
Pour #2			7.0 CY
Pour #3			6.7 CY
Total Class "E" Above Fig			21.3 CY
Class "E" Footing			41.5 CY



SPIRAL DETAIL AND NOTES
Spirals shall have one and one-half (1 1/2) extra turns provided at the ends; and one and one-half turns of lap at adjoining sections. Cost of spacer bars is to be included in cost of spiral. Spirals to be made of cold drawn wire.

BENDING DIAGRAMS
No Scale

**BENT NO 2; EBL, WBL DETAILS
INDIANA STATE HIGHWAY COMMISSION**

SCALE: 3/8" = 1'-0"; Unless Noted.

FEBRUARY 25, 1965

SUBMITTED FOR APPROVAL: *Walter M. Ran*

DRAWING: 55 OF 11
PROJECT: I-465-4 (94) 130
BRIDGE CONTRACT NO. R-7276
BRIDGE FILE: I-465-134-5285



DESIGNED: F.R.L.	C.K.D.	R.H.M.
DRAWN: F.F.U.	C.K.D.	R.H.M.
TRACED:	C.K.D.	

FOOTING PLAN
Scale 3/8" = 1'-0"

This half showing concrete dimensions

This half showing neat lines; vertical steel extending into footing; & reinforcing steel.

See Br. Std. C1 for Reinforcing Bar Notes.
See Dwg 52 for General Notes.
42-Treated Timber Piles, Driven 25 Tons/Pile, Min Brq.
See Dwg 53 for Anchor Plate AP2, Details
Cap Pours 1 & 2 made before Pour 3

BRIDGES OVER 20' SPAN					
PUR. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO. NO.		NO.	YEAR	NO.	SHEETS
4	IND.	465-4	1965	8	21

GENERAL NOTES

Rivets: $\frac{7}{8}$ "
 Open Holes $\frac{1}{16}$ " Unless noted.
 Holes for beam splices shall be subpunched or subdrilled and reamed to size while assembled. See Art. E 1103.18(d) of the specifications.
 All structural steel shall be erected using full size drift pins in a minimum of 50% of the flange splice holes and 50% of the web splice holes. The elevations shall be checked before bolting or riveting field splices and the structural steel unsupported by falsework.

The shop plans shall show a plan of match marking 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 edge and holes in bars shall be sub drilled or drilled full size while assembled. 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 Engineers drawings and specifications and shall submit (5) copies of these to the Engineer. See Article 1103.2 of the specifications. All steel shall conform to A.S.T.M. Steel A36 specification unless noted.

Welding shall conform to specifications "Welded Highway and Railway Bridge". See Article E 1103.28 of the Indiana Specifications. As soon as the Engineer has approved the field welds, all welds and any surface from which the shop coat has been omitted or becomes worn off or has otherwise becomes defective, shall be thoroughly cleaned of all charred paint or any foreign matter and completely covered with one coat of shop paint.

Shims between beams and top shoes may be built up, but no shim shall be less than $\frac{1}{8}$ inch in thickness.
 Diaphragm connections to beams may be either bolted or riveted in lieu of field welded connections. If the Contractor elects to use connections other than shown in the contract plans he shall submit details to the Engineer for approval, and shall assume full responsibility for layout of all diaphragm connections and for the accuracy of all fitted parts. No increase in pay weight will be permitted.

LIVE LOAD: HS20 - 44 loading with impact and distribution of loads in accordance with 1961 AASHTO Specifications. Checked for special loading consisting of 224000 pound axles spaced 4'-0" apart.

DEAD LOAD: Actual weight plus 35 pounds per sq. ft. of roadway to provide for future wearing surface.

SLAB: Designed in Accordance with 1961 A.A.S.H.O Specifications and with 1" monolithic wearing surface.

UNIT STRESSES: STRUCTURAL STEEL

Bending, tension or compression (A36)	20,000 Psi
Butt Welds (Tension) A36	20,000 Psi
Shear in fillet welds A36	12,400 Psi
Shear in rivets	15,500 Psi
Bearing (Not including power driven rivets and torqued high strength bolts)	29,500 Psi
Bearing (Power driven rivets and torqued high strength bolts)	40,000 Psi
Bearing steel on concrete (Including overturning & eccentric loading)	1,000 Psi
Reinforcing Steel (Tension)	20,000 Psi
Concrete (Compression)	1,200 Psi

PAINTING STRUCTURAL STEEL

All paint shall be in accordance with current STATE HIGHWAY Specifications.

SHOP PAINT: Basic Lead Silico Chromate. (See Special Provisions)
 FIELD PAINT: Basic Lead Silico Chromate. (See Special Provisions)

* Estimated weight of Structural Steel 243,800 lbs. One Lane. (Includes 3150 lbs. of A-441 steel)

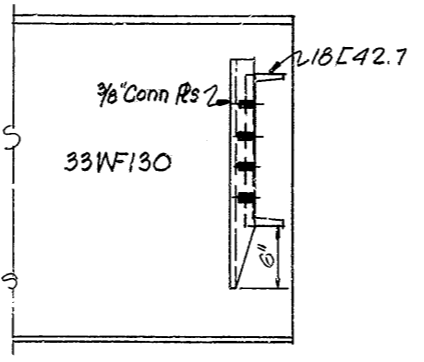
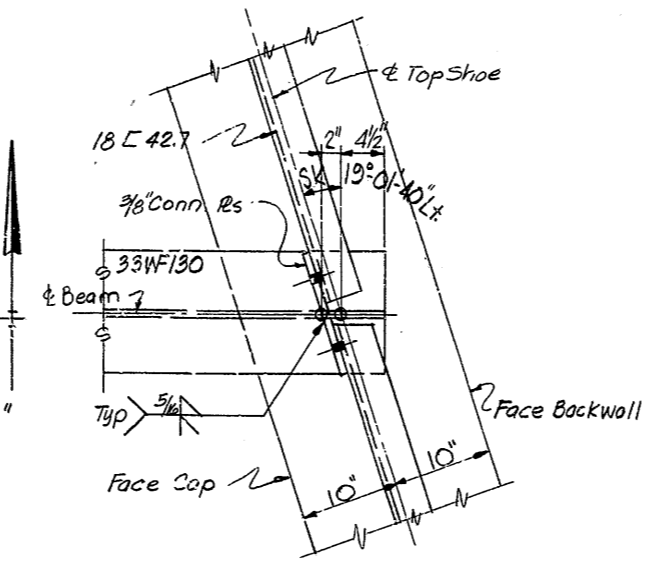
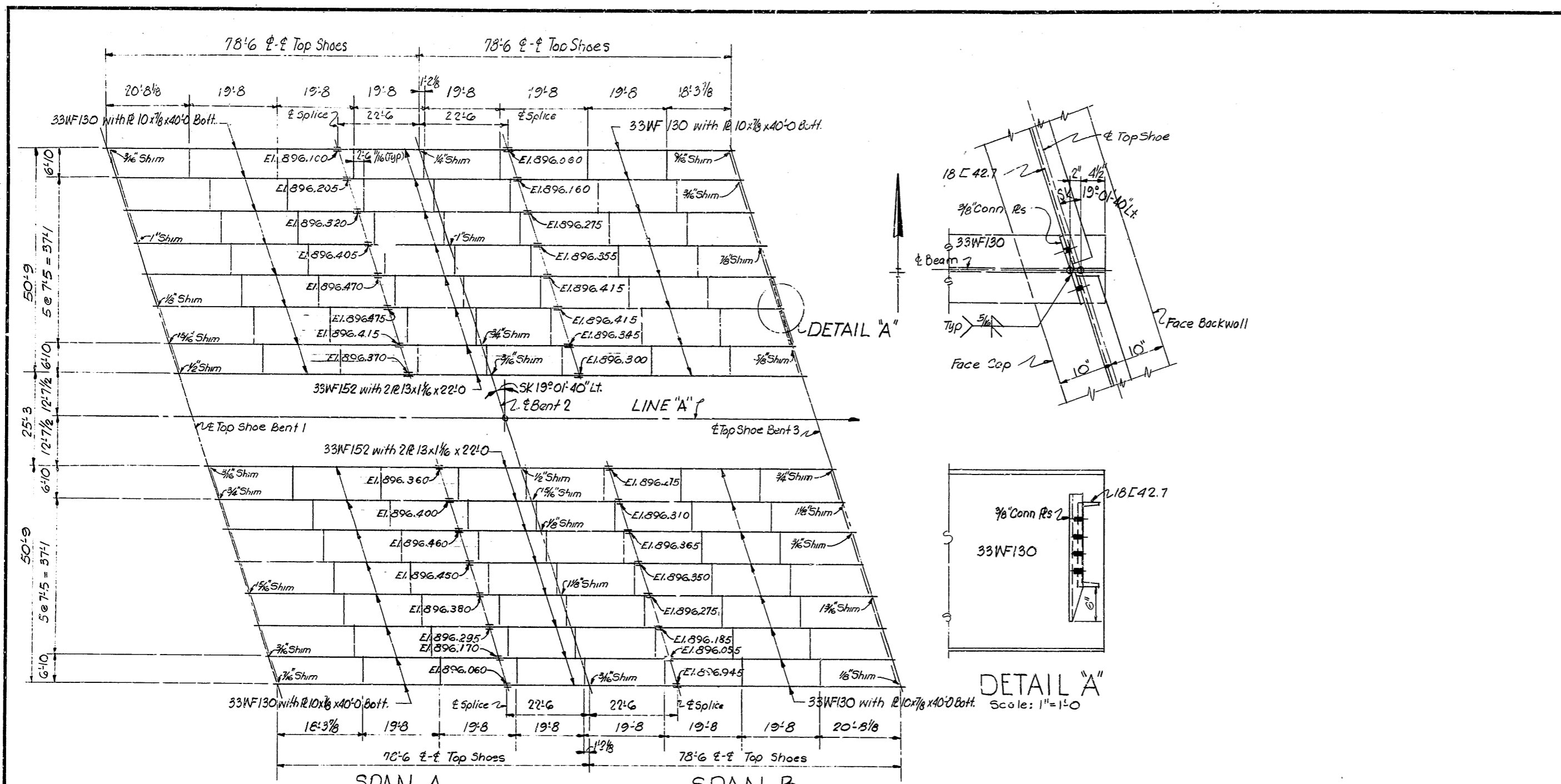
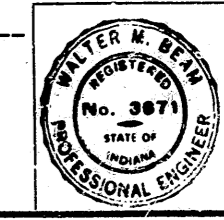
* Weight of structural steel is approximate only and it shall be the Contractors responsibility to determine the weight on which he bases his bid.

**FRAMING PLAN
 INDIANA STATE HIGHWAY COMMISSION**

SCALE: As Noted FEBRUARY 25, 1965

SUBMITTED FOR APPROVAL: *Walter J. ...*

DRAWING: SG OF 11
 PROJECT: I-465-4(29)130
 BRIDGE CONTRACT NO. R-7276
 BRIDGE FILE: I-465-134-5285

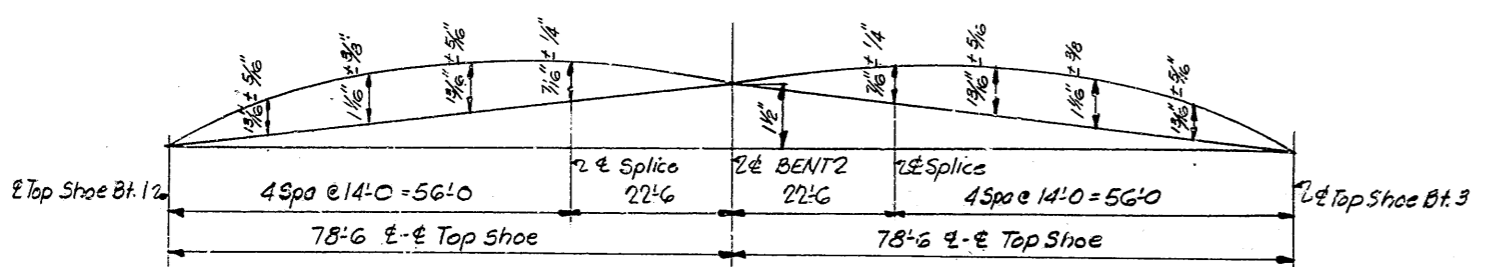


FRAMING PLAN
 EBL SHALL HAVE DIFFERENT ERECTION MARKINGS FROM WBL
 Scale: $\frac{1}{16}$ "=1'-0"

NOTE: Beam Splice Elev. to be set $\pm \frac{1}{4}$ "

SUMMARY OF MOMENTS & REACTIONS

	R1 (KIPS)		R2 (KIPS)		C.G.A. $\frac{M}{ft^2}$		M2 (Ft-Kip)	
	INT	EXT	INT	EXT	INT	EXT	INT	EXT
Dead Load-Non Composite	23.5	25.2	83	89.6	6.37	6.86	718	773
Dead Load-Composite	8.3	8.3	27	27.0	1.94	1.94	214	214
Live Load	46.6	31.8	50.6	35.7	9.15	8.13	476	422
Impact	11.4	7.8	12.4	8.3	2.25	2.00	117	104
Total	89.8	73.1	173.0	161.7	19.71	18.93	1525	1515



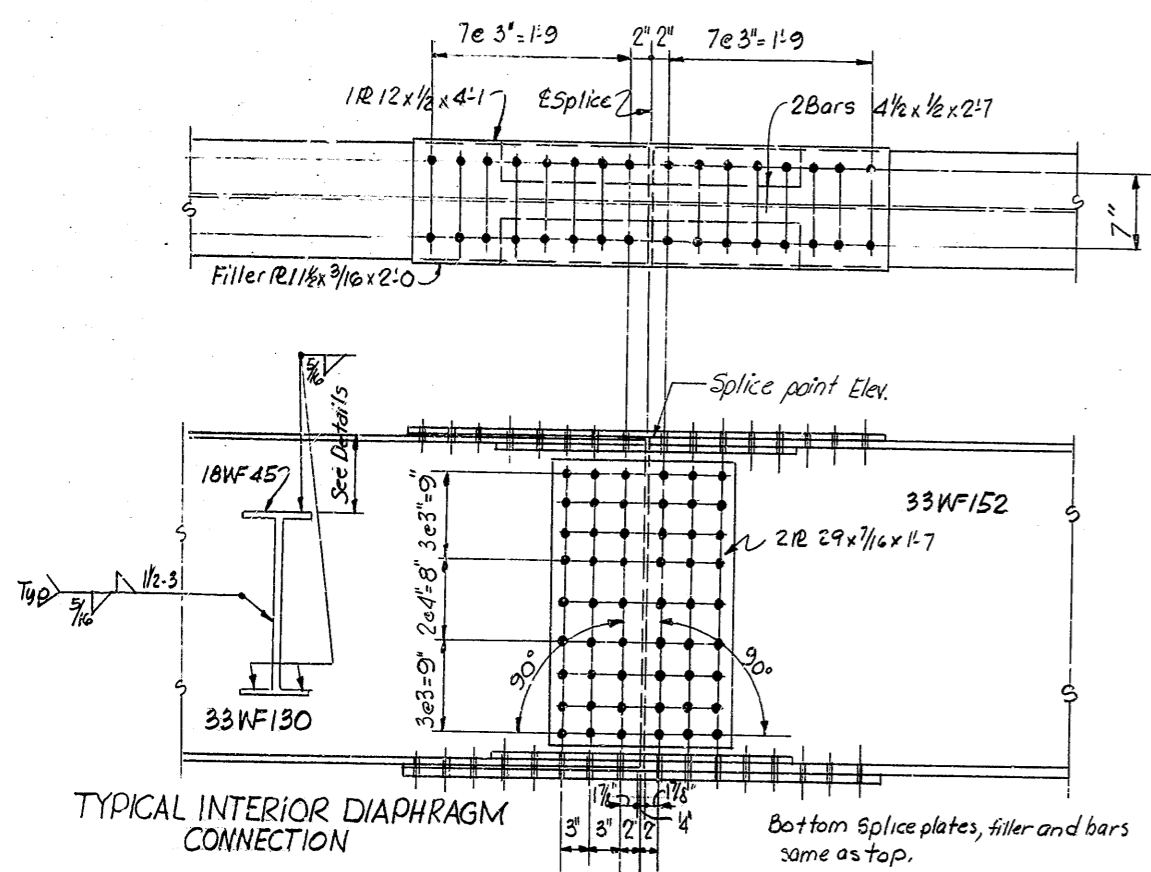
The shop plans shall indicate whether reaming is to be done in shop or field. If shop reaming or drilling is used, the beams shall be assembled in accordance with diagram. If the beams are shop reamed or drilled full size drift pins shall be used in erection.

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 the direction of camber.

DESIGNED: CRE	CKD: RRT
DRAWN: RRT	CKD: CRE
TRACED: CKD	

Rev. 10-25-66 Paint Note
 Rev. 9/29/66: Notes, Splice El.

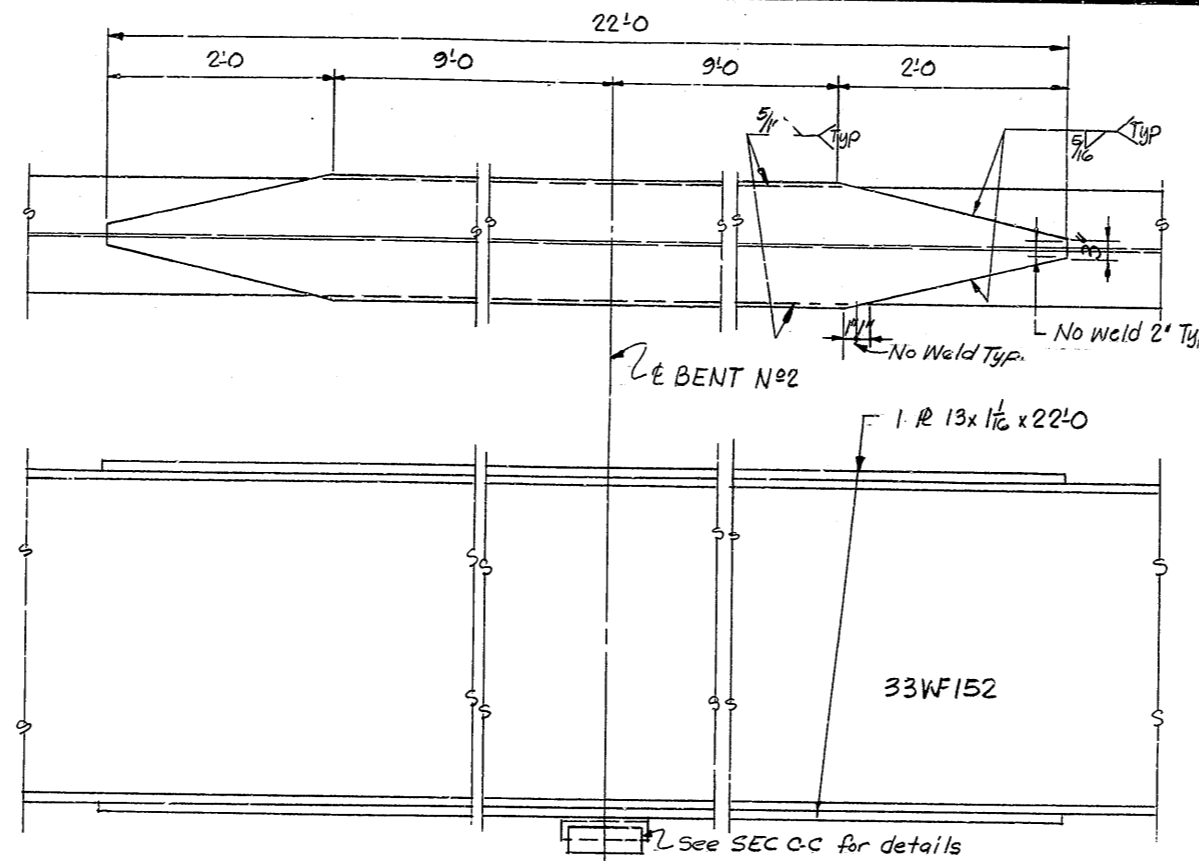
BRIDGES OVER 20' SPAN					
PUR. ROAD NO.	STATE	PROJECT NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	IND.	I-465-4 94130	1965	9	21



TYPICAL INTERIOR DIAPHRAGM CONNECTION

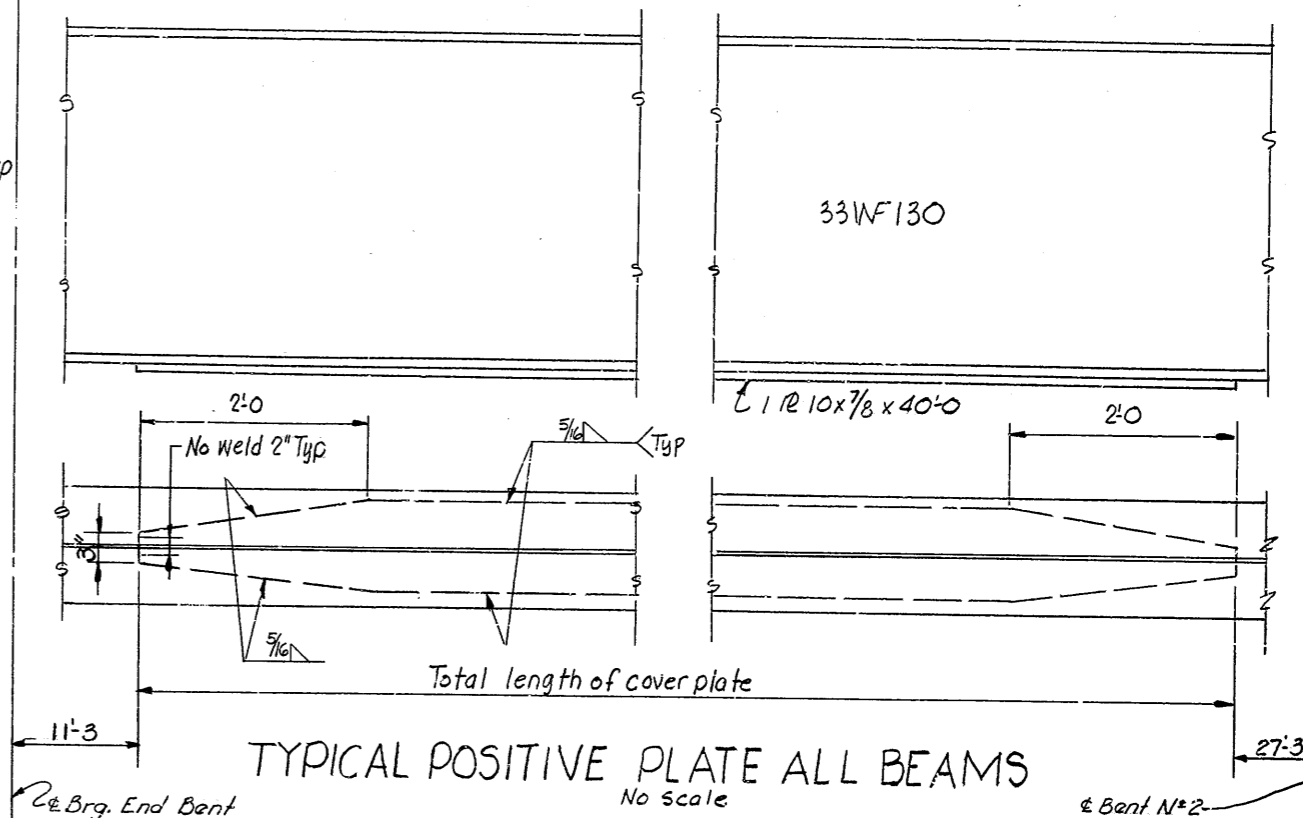
SPLICE DETAILS SAME FOR ALL BEAMS

Scale: 1"=1'-0"



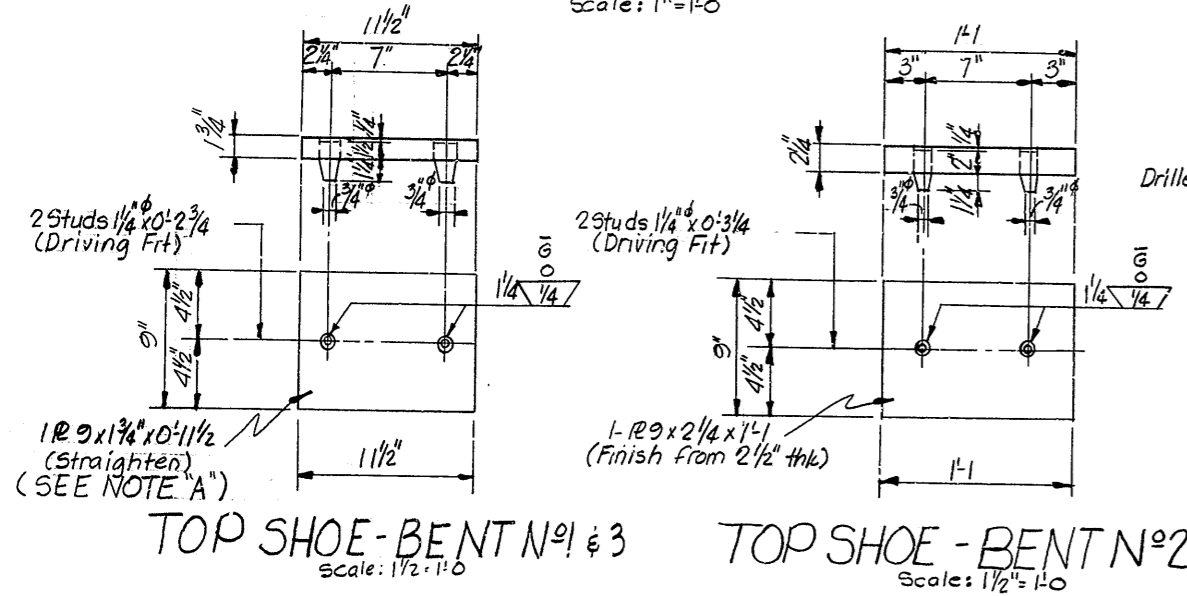
NEGATIVE PLATE DETAILS ALL BEAMS

No Scale



TYPICAL POSITIVE PLATE ALL BEAMS

No Scale

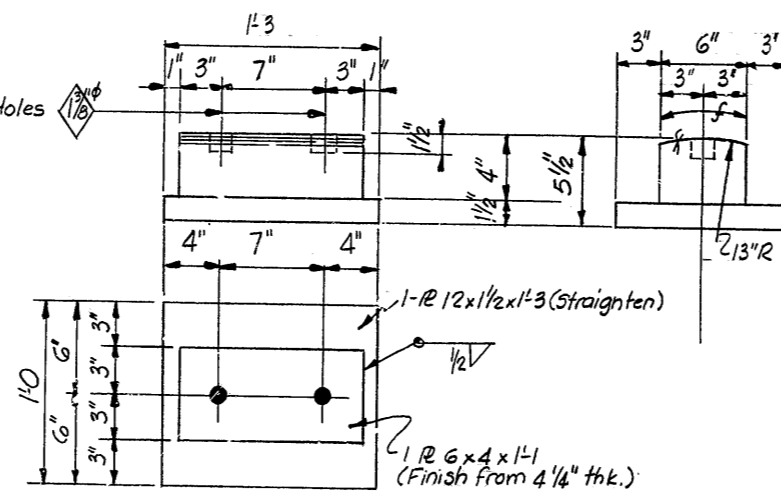


TOP SHOE - BENT N#1 & 3

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

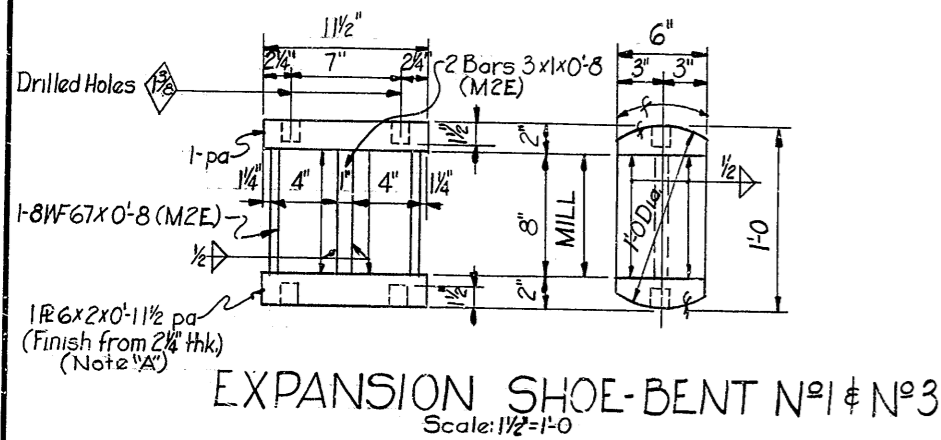
TOP SHOE - BENT N#2

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



FIXED SHOE - BENT N#2

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

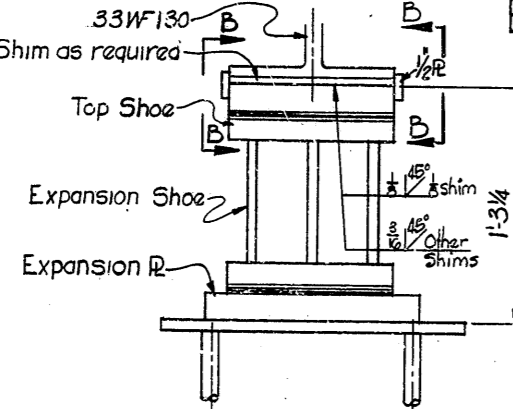


EXPANSION SHOE - BENT N#1 & 3

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

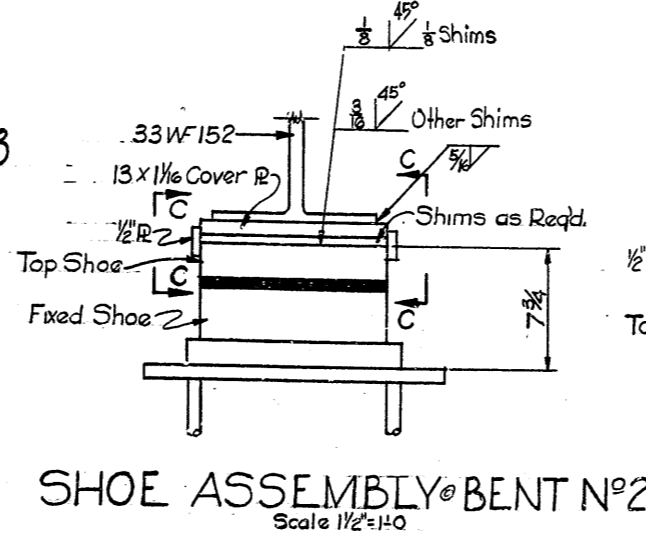
EXPANSION PLATE - BENT N#1 & 3

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



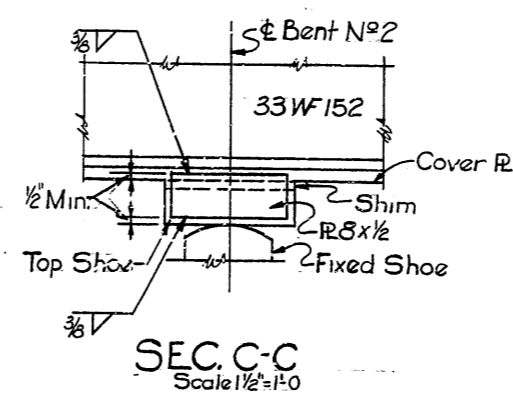
SHOE ASSEMBLY @ BENT N#1 & 3

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



SHOE ASSEMBLY @ BENT N#2

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



SEC. C-C

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

See Dwg S2 for General Notes.
Rivets 7/8"
Open holes 1 5/8"
NOTE A: High strength low alloy structural steel ASTM A441
Curved surfaces of shoes to be machined after weldments have been completed.

SUPERSTRUCTURE DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: 1 1/2"=1'-0" Unless Noted
FEBRUARY 25, 1965

SUBMITTED FOR APPROVAL: *Walter M. Beam*

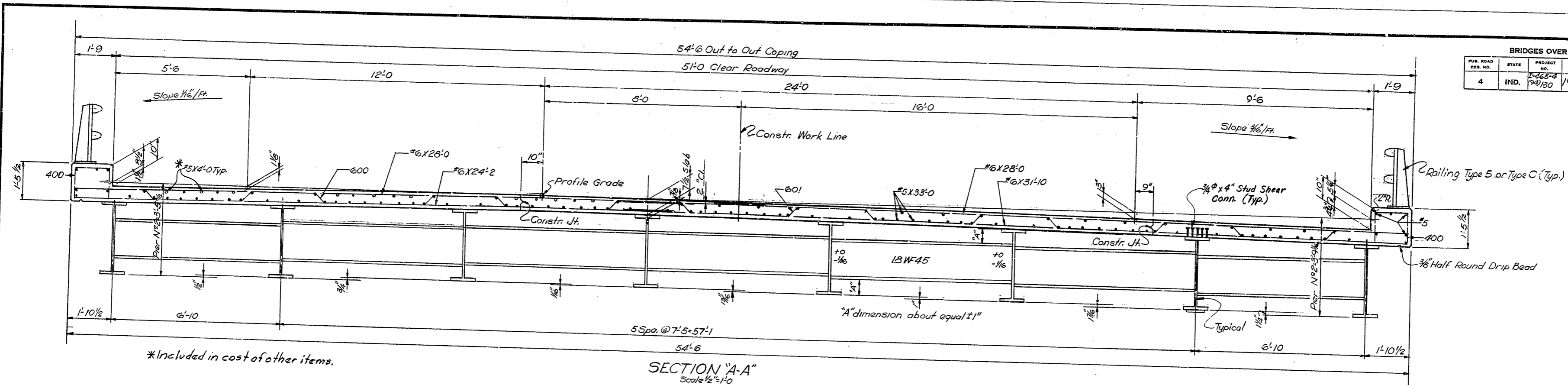
DRAWING: 57 OF 11
PROJECT: I-465-4(94)130
BRIDGE CONTRACT NO. R-7276
BRIDGE FILE: I-465-134-5285



Rev. 10-25-66 Note "A"

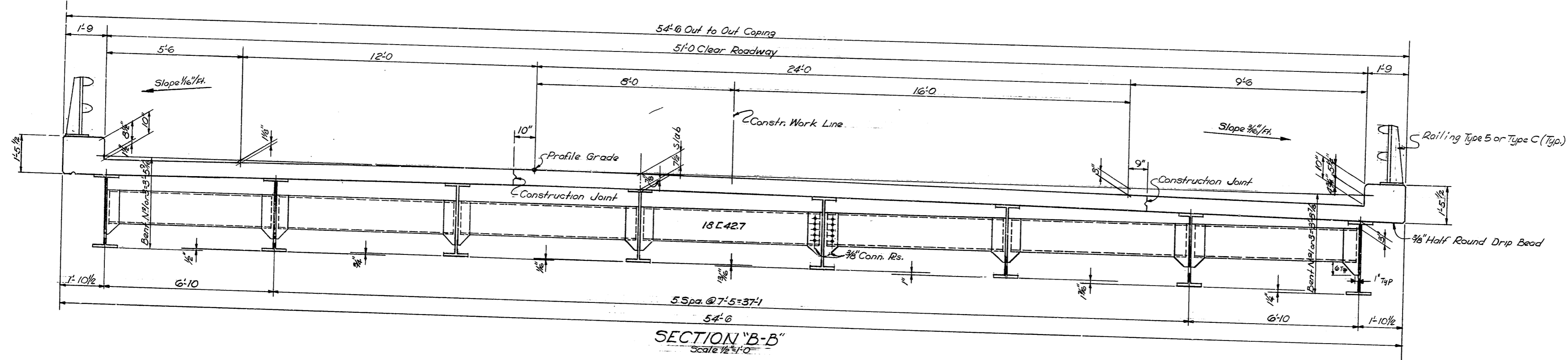
DESIGNED: CRE	C.K.D. R.R.H.
DRAWN: DE	C.K.D. CRE
TRACED:	C.K.D.

BRIDGES OVER 20' SPAN				
PUR. ROAD DIST. NO.	STATE	PROJECT NO.	FISCAL YEAR	TOTAL SHEETS
4	IND.	I-465-4 10/130	1965 11	21

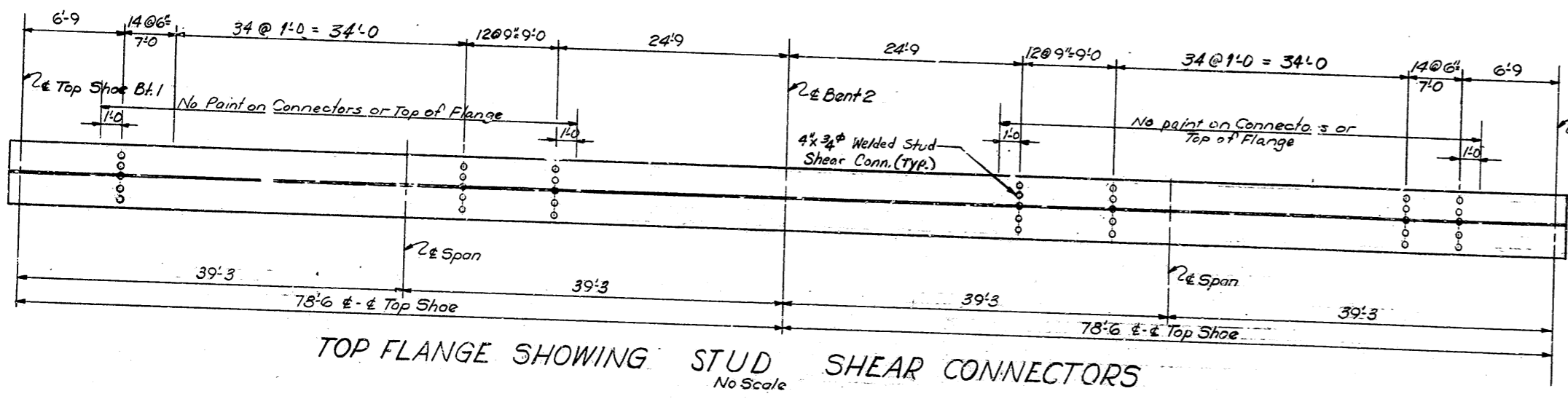


*Included in cost of other items.

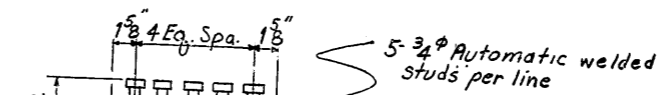
SECTION "A-A"
Scale 1/2"=1'-0"



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



TOP FLANGE SHOWING STUD SHEAR CONNECTORS
No Scale



SHEAR CONNECTOR

The Contractor may use welded channels as an alternate shear connector. If used they shall have equivalent shear values and the proposed size and spacing submitted for approval.

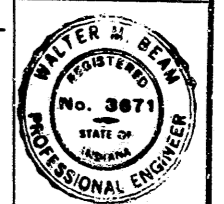
See Br. Std. C for Reinforcing Bar Notes.
See Dwg. 8 for Location of Sections "A-A" & "B-B"
See Dwg. 8 for Slab Details.
See Dwg. 2 for General Notes.
See Br. Std. Ric. R-1-E & R-1-F for Railing Details.
See Br. Std. R-2-A for Bridge Lighting Details.

SUPERSTRUCTURE DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted

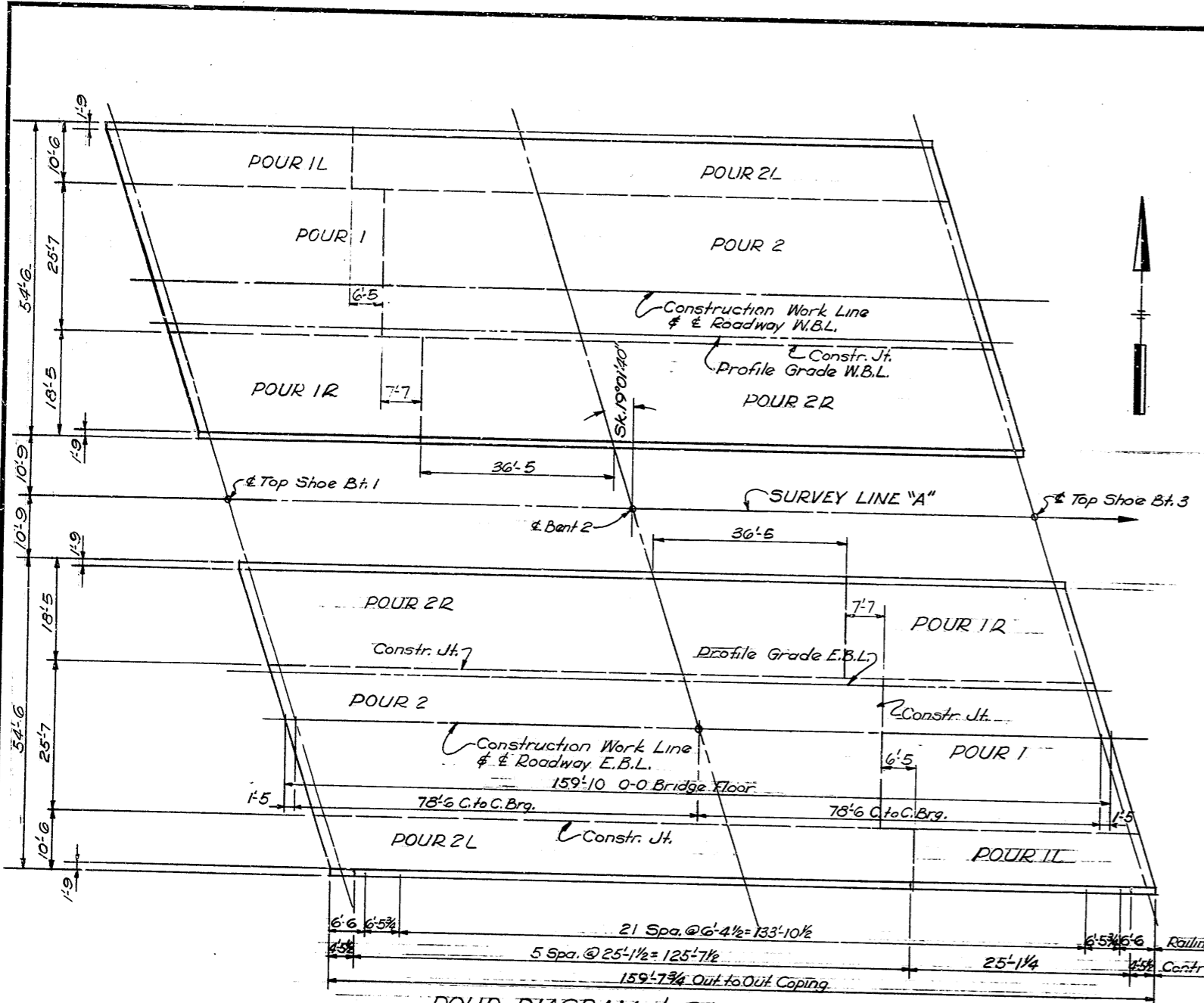
SUBMITTED FOR APPROVAL: *Walter B. ...*

DRAWING: 59 OF 11
PROJECT: I-465-4(94)130
BRIDGE CONTRACT NO. R-7276
BRIDGE FILE: I-465-134-5285



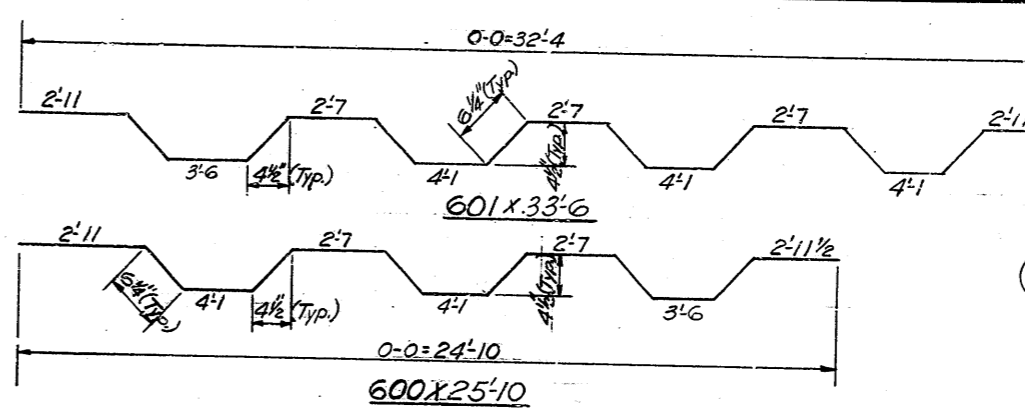
Rev. 10-25-66 Notes
Rev. 9-29-66 Shear Connectors / Slab Thickness

DESIGNED: C.B.E. CKD R2H
DRAWN: D.E. CKD R2H
TRACED: CKD



Sequence of pours to be made in order of pour numbers. All super. constr. joints are optional and pours may be made continuous provided the pour terminates at a construction joint as indicated on the plans.

NO.	a	b	c	r	Length
500	1'-8"	1'-7"	2'-4"	1'-0"	6'-2"
501	2'-11"	1'-5"	1'-3"	0'-11"	6'-2"



BAR BENDING DIAGRAM
No Scale

BRIDGES OVER 20' SPAN					
PUB. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO.		NO.	YEAR	NO.	SHEETS
4	IND.	1-465-4 (94)/30	1965	12	21

BILL OF MATERIALS
EAST BOUND LANE
(WEST BOUND LANE SAME)

MARK or SIZE	N ^o of BARS	LENGTH (LBS.)	WEIGHT (LBS.)
600	122	25'-10"	
601	122	33'-6"	
#6	122	31'-10"	
#6	2	29'-3"	
#6	274	28'-0"	
#6	2	27'-7"	
#6	2	25'-10"	
#6	2	25'-6"	
#6	161	24'-2"	
#6	10	23'-10"	
#6	4	22'-11"	
#6	2	22'-6"	
#6	2	22'-1"	
#6	2	21'-9"	
#6	4	21'-3"	
#6	2	20'-5"	
#6	4	19'-7"	
#6	2	19'-1"	
#6	2	18'-9"	
#6	4	17'-10"	
#6	2	17'-4"	
#6	2	17'-0"	
#6	4	16'-2"	
#6	2	15'-8"	
#6	2	15'-5"	
#6	4	14'-5"	
#6	2	14'-0"	
#6	2	13'-7"	
#6	2	12'-9"	
#6	2	12'-3"	
#6	2	11'-11"	
#6	4	11'-1"	
#6	2	10'-6"	
#6	2	10'-2"	
#6	4	9'-4"	
#6	2	8'-9"	
#6	2	8'-6"	
#6	4	7'-7"	
#6	2	7'-1"	
#6	2	6'-9"	
#6	4	5'-10"	
#6	2	5'-5"	
#6	2	5'-0"	
#6	7	4'-2"	
#6	2	3'-4"	
#6	4	2'-6"	
Total #6			36,692

MARK or SIZE	N ^o of BARS	LENGTH (LBS.)	WEIGHT (LBS.)
500	8	6'-2"	
501	8	6'-2"	
502	40	4'-0"	
#5	340	33'-0"	
Total #5			18,856
400	446	3'-7"	
Total #4			1,068
Total Steel			56,616

CONCRETE		
Class "E"	Quantity	Weight
Pour 1R	22.5 CY	
Pour 1L	218 CY	
Pour 2R	139 CY	
Pour 2L	55.4 CY	
Pour 2	67.6 CY	
Total Class "E"	221.3 CY	
Railing Concrete	1.2 CY	

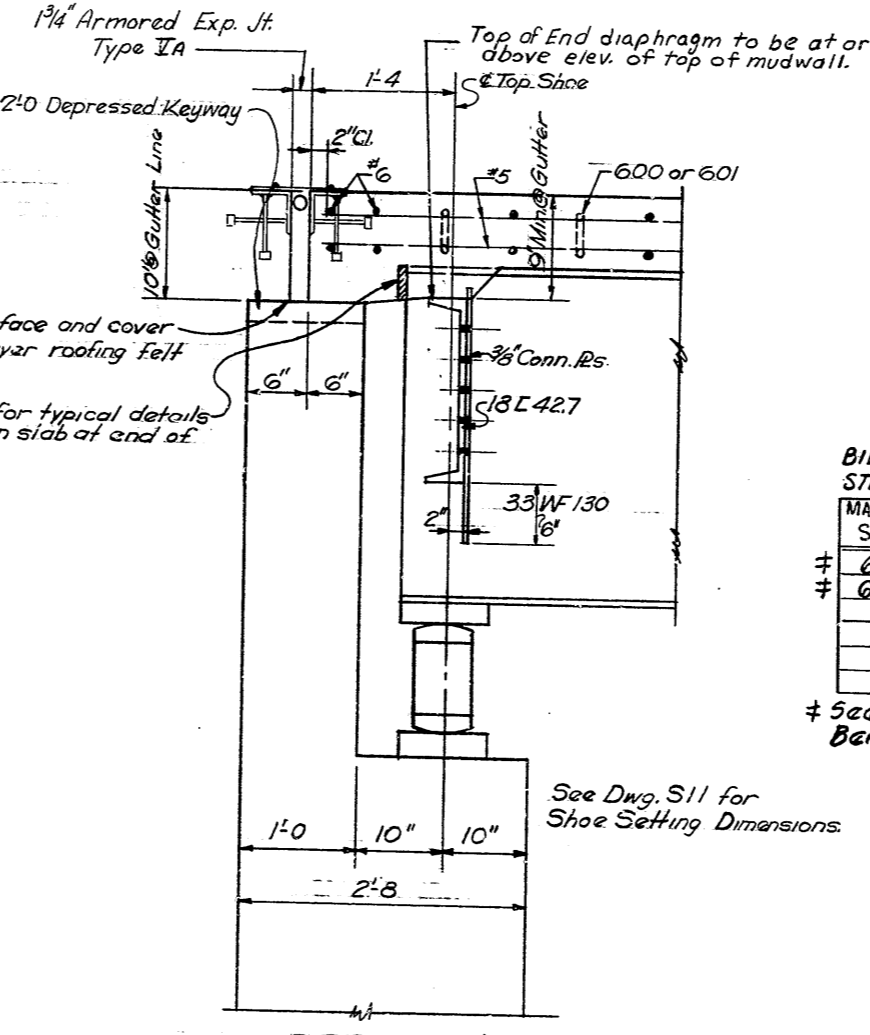
MISCELLANEOUS		
Item	Quantity	Weight
Railing-Type 5 or C 3015L.F.	4	5'-0"
Anchor Bolts AR 21	4	5'-5"
	2	5'-0"
	7	4'-2"
	2	3'-4"
	4	2'-6"
Total #6		36,692

NOTES
See Br. Std. C1 for Reinforcing Bar Notes
See Dwg. 58 for Locations of Sections "D-D"
See Br. Std. R1-C, R1-E & R1-F for Railing Details.
See Dwg. 52 for General Notes.
See Br. Std. R2A for Bridge Lighting Details.

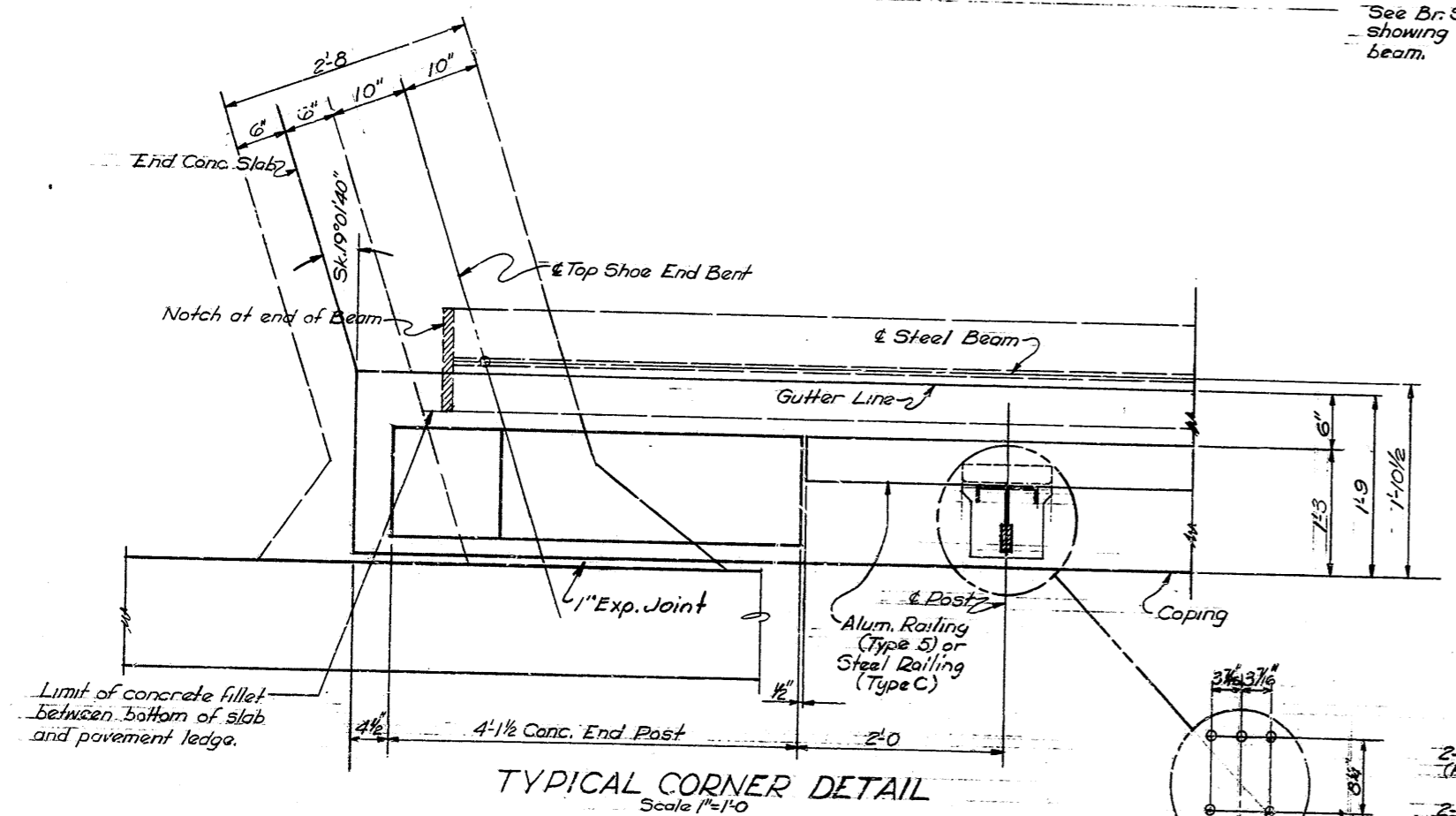
SUPERSTRUCTURE DETAILS
INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted
FEBRUARY 25, 1965

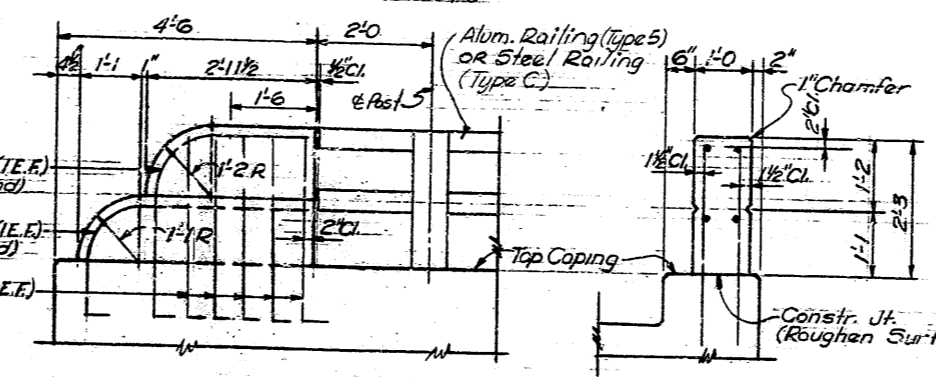
SUBMITTED FOR APPROVAL: *Walter J. ...*
DRAWING: S10 of 11
PROJECT: I-465-4(94)/30
BRIDGE CONTRACT NO. R-7276
BRIDGE FILE: I-465-134-5285



SECTION "D-D"
Scale 1/4"=1'-0"



TYPICAL CORNER DETAIL
Scale 1/4"=1'-0"



ANCHOR BOLT SETTING
Scale 1/2"=1'-0"

DETAIL "B"
END POST DETAILS
Scale 1/2"=1'-0"

Rev. 9-29-66 Ref. Steel & Slab thickness.

Rev. 10-25-66 Joints, Notes.
Rev. 4-20-65 Railing Conc.

DESIGNED	C.E.F.	CK'D	R.H.
DRAWN	D.E.	CK'D	R.H.
TRACED		CK'D	

TABLE OF ELEVATIONS
WESTBOUND LANE

POINTS	LOCATION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
A	Elev. Top of Coping Form	897.430	897.480	897.520	897.545	897.550	897.540	897.525	897.505	897.490	897.485	897.490	897.490	897.485	897.485	897.425	897.365	897.300
	Elev. Top of Outside Beam																	
	Dist. Top of Beam to Top Coping Form																	
B	Elev. Top of Screed	896.740	896.790	896.830	896.850	896.855	896.845	896.825	896.805	896.790	896.785	896.785	896.785	896.780	896.755	896.715	896.655	896.585
	Elev. Top of Beam																	
	Dist. Top of Beam to Top Coping Form																	
C	Elev. Top of Screed	897.015	897.060	897.095	897.115	897.115	897.100	897.075	897.050	897.025	897.025	897.025	897.020	897.010	896.980	896.940	896.875	896.805
	Elev. Top of Beam																	
	Dist. Top of Beam to Top Coping Form																	
D	Elev. Top of Coping Form	897.740	897.790	897.815	897.830	897.830	897.810	897.785	897.760	897.740	897.725	897.725	897.720	897.705	897.675	897.625	897.565	897.485
	Elev. Top of Outside Beam																	
	Dist. Top of Beam to Top Coping Form																	

TABLE OF ELEVATIONS
EASTBOUND LANE

POINTS	LOCATION	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
E	Elev. Top of Coping Form	897.750	897.790	897.820	897.830	897.830	897.810	897.780	897.750	897.725	897.710	897.705	897.695	897.680	897.645	897.595	897.530	897.450
	Elev. Top of Outside Beam																	
	Dist. Top of Beam to Top Coping Form																	
F	Elev. Top of Screed	897.045	897.080	897.110	897.120	897.110	897.090	897.060	897.025	897.000	896.980	896.975	896.960	896.940	896.905	896.855	896.785	896.705
	Elev. Top of Beam																	
	Dist. Top of Beam to Top Coping Form																	
G	Elev. Top of Screed	896.795	896.830	896.855	896.860	896.850	896.825	896.790	896.750	896.720	896.700	896.690	896.675	896.650	896.610	896.555	896.485	896.410
	Elev. Top of Beam																	
	Dist. Top of Beam to Top Coping Form																	
H	Elev. Top of Coping Form	897.495	897.530	897.550	897.555	897.545	897.515	897.480	897.440	897.410	897.390	897.375	897.360	897.335	897.295	897.235	897.160	897.075
	Elev. Top of Outside Beam																	
	Dist. Top of Beam to Top Coping Form																	

BRIDGES OVER 20' SPAN					
PUR. ROAD	STATE	PROJECT	FISCAL	SHEET	TOTAL
NO. NO.		NO.	YEAR	NO.	SHEETS
4	IND.	I-465-4	1965	13	21

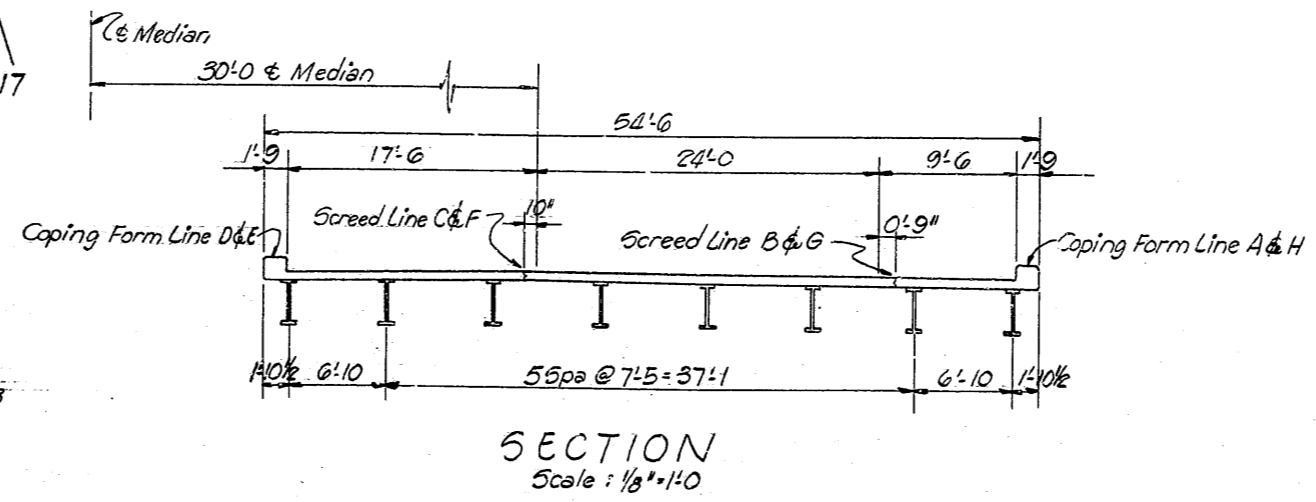
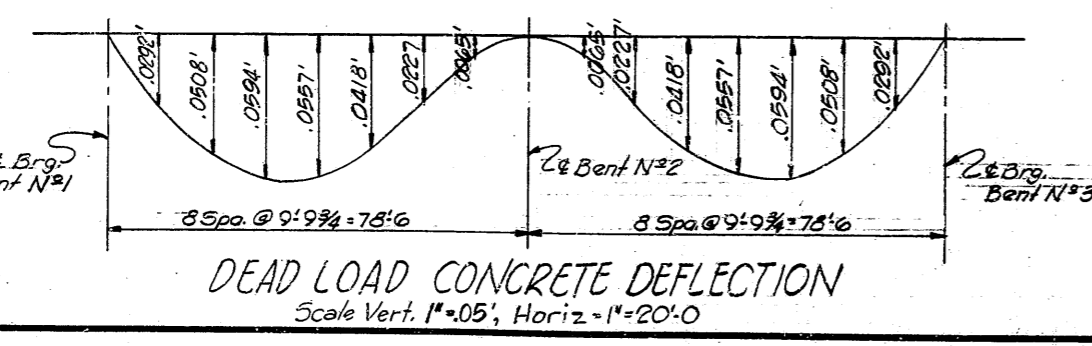
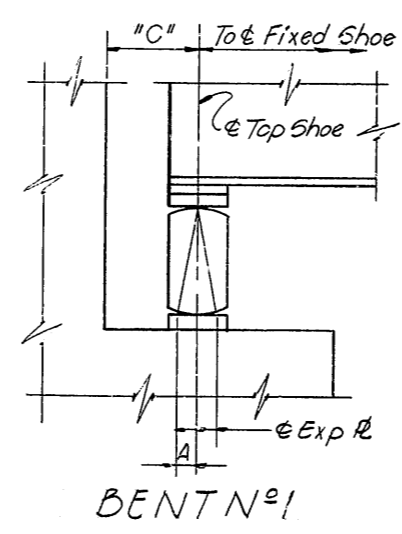
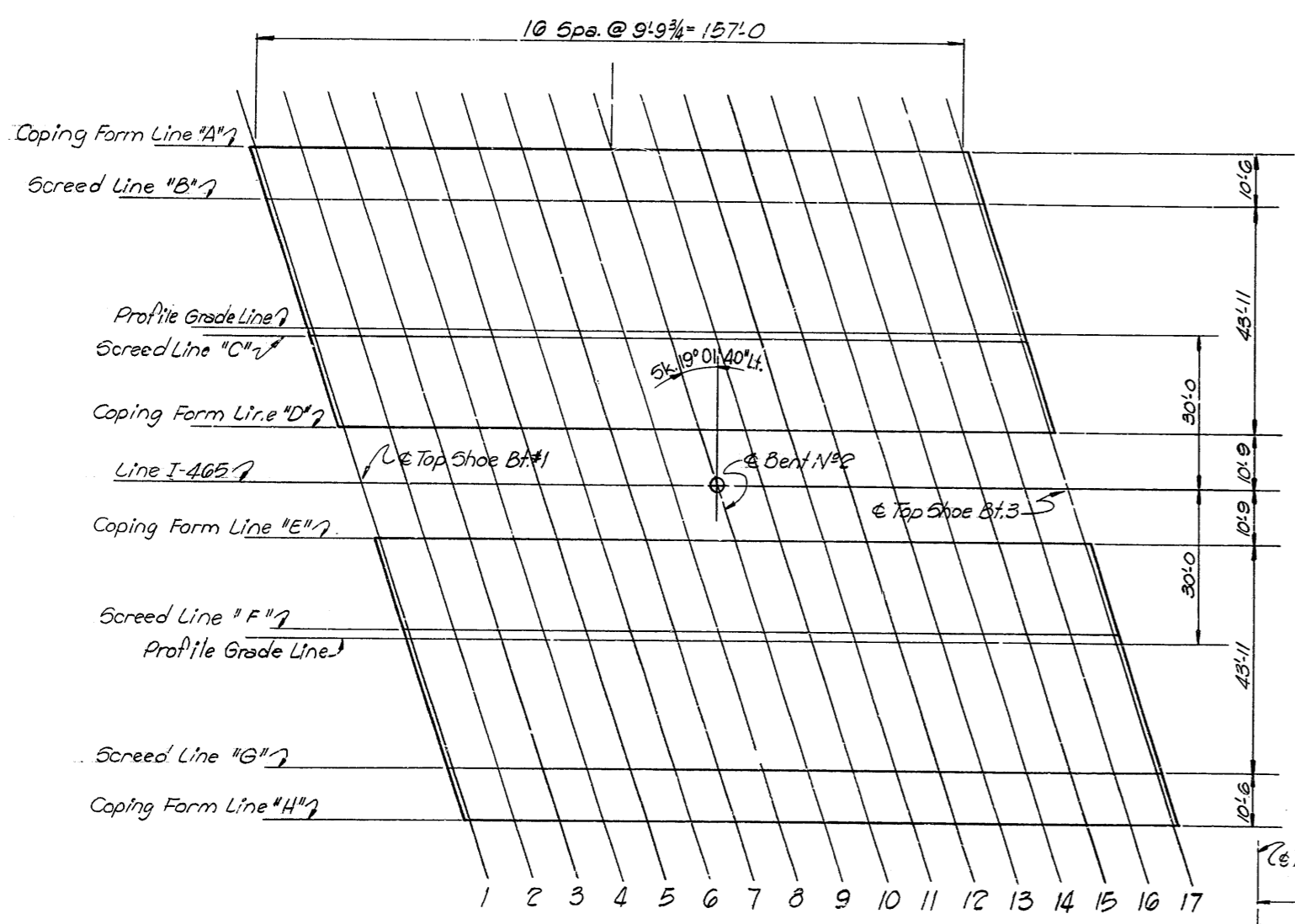
GENERAL PROCEDURE

1. After superstructure has been erected, welding completed and rivets driven, adjust the superstructure longitudinally so that dimension "C" from the Top Shoe to the face of mud-wall at Bent N^o1 & Bent N^o3 are Equal.
2. With the superstructure in the adjusted position called for in N^o1, Weld the Fixed Shoe to Anchor Plate, AP₂.
3. Adjust the expansion plate under each expansion shoe in accordance with dimension "A" in Table I for the prevailing temperature. Note that dimension "A" is always the distance from a vertical line through the Top Shoe in a direction away from the Fixed Shoe Weld Expansion Plate to Anchor Plate, AP₂.
4. After the shoes are set, take elevations at all screed points on top of the adjacent beams. Enter these elevations in the "Table of Elevations". Subtract these elevations from the tabulated elevations and use the resulting dimensions as the height for setting the coping or screed form above the points. The dimension remains constant regardless of how much or in what order the concrete is poured. Do not set coping or screed forms by leveling.
5. No Concrete is to be poured until the above operations are completed.

NOTES

PURPOSE:
 "PLAN OF SCREEDS", show location of Screeds.
 "TABLE OF ELEVATIONS", shows data for setting screeds and coping forms so that slab and copings will be at the final grade elevations after all concrete has been poured.

TEMPERATURE	DIMENSION "A"							
	0°	20°	40°	60°	80°	100°	120°	
to Top Shoe to Exp. R. Bt. N ^o 1 & N ^o 3	7/8"	3/4"	5/8"	1/2"	3/8"	1/4"	1/8"	



SCREEDS
INDIANA STATE HIGHWAY COMMISSION

SCALE: As Noted
 SUBMITTED FOR APPROVAL: *Halter P. Ben*
 DRAWING: 511 of 11
 PROJECT: I-465-4RD130
 BRIDGE CONTRACT NO. R-7276
 BRIDGE FILE: I-465-134-5285



