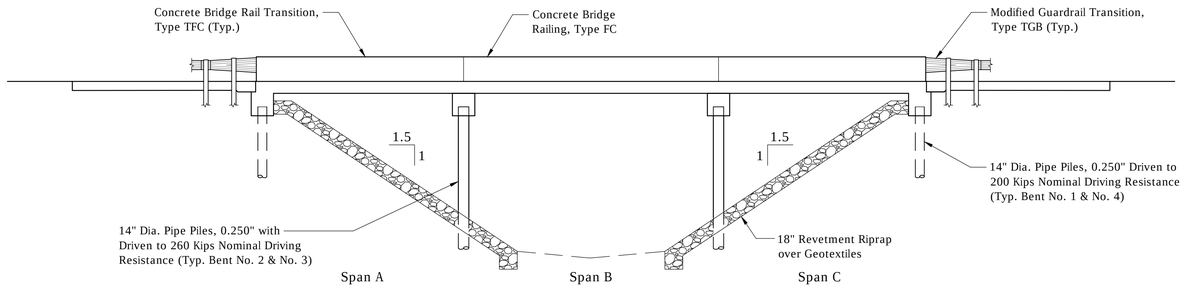
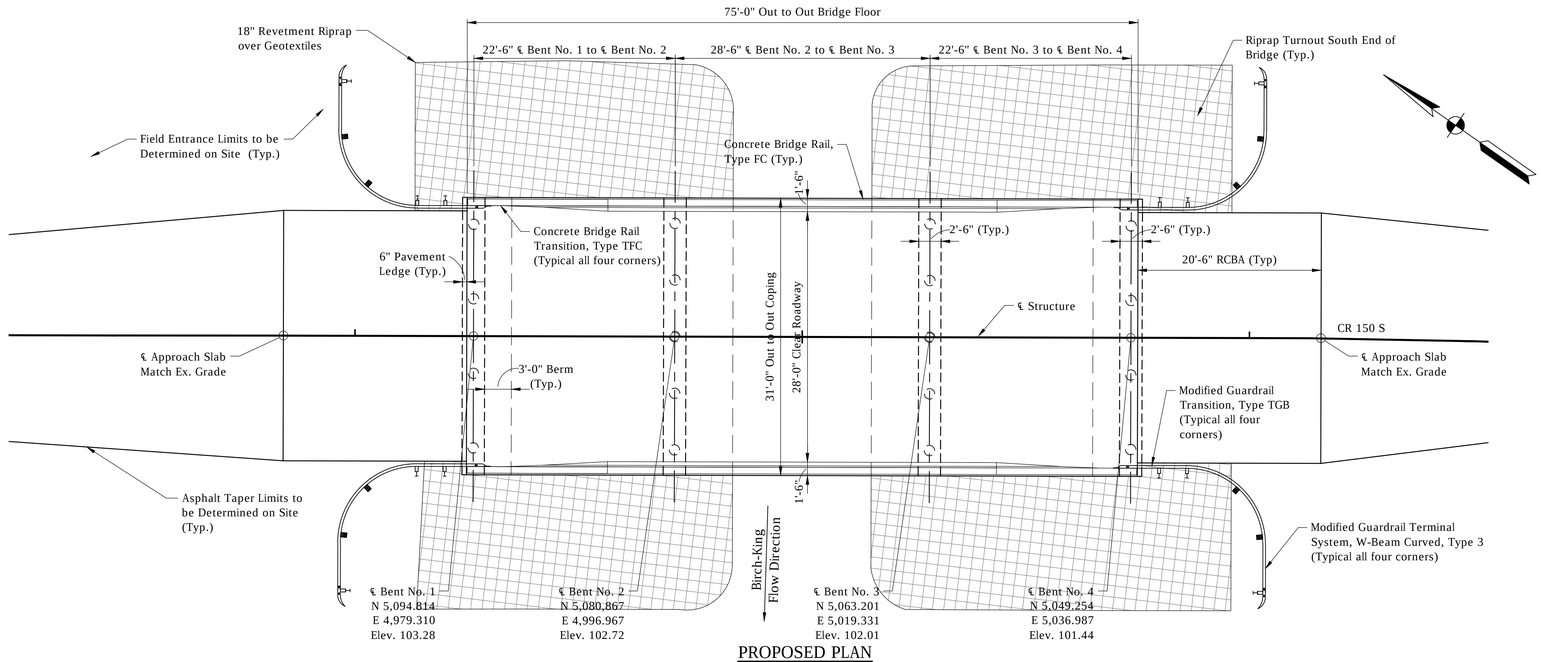
Structure to be Built on a -2.50% Grade



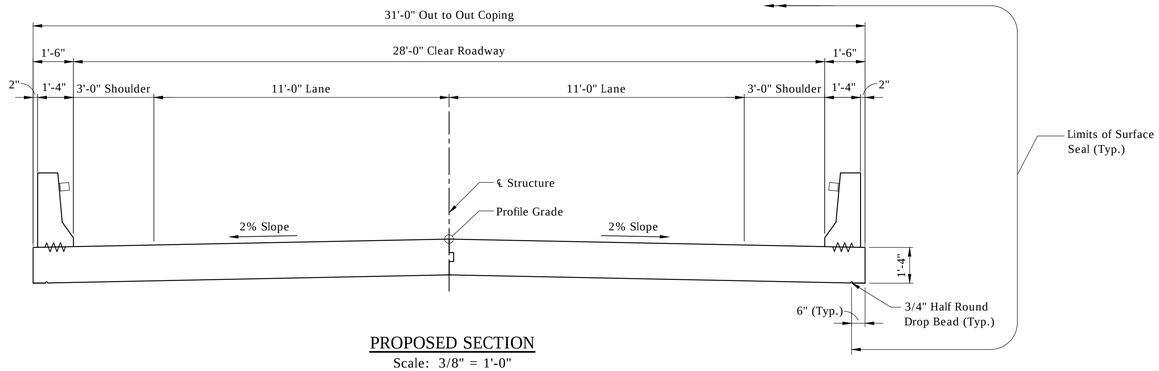
PROPOSED ELEVATION

Scale: 1/8" = 1'-0"



PROPOSED PLAN

Scale: 1/8" = 1'-0"

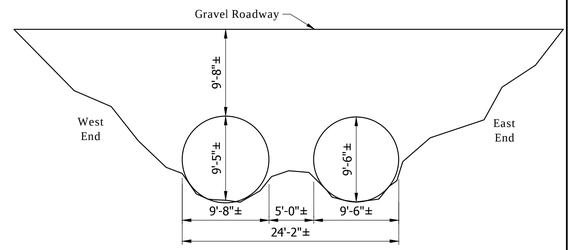


PROPOSED SECTION

Scale: 3/8" = 1'-0"

EXISTING STRUCTURE

To be Removed. Twin 114" Diameter Multi-Plate Pipes Under Fill. Bridge Roadway Width 21'-0", No Skew.



DESIGN DATA

Live Load

Superstructure and Substructure Designed for HL-93 Loading in Accordance with the AASHTO LRFD Bridge Specifications, 6th Edition, 2013, and its Subsequent Interims.

Dead Load

Dead Load increased 35 psf for Future Wearing Surface.

Design Strengths

To be in Accordance with AASHTO LRFD Bridge Design Specifications, 6th Edition, 2013, and its Subsequent Iterims.

Reinforcing Steel (Grade 60)	fy = 60,000 psi
Class 'C' Concrete	f'c = 4,000 psi
Class 'B' Concrete	f'c = 3,000 psi
Class 'A' Concrete	f'c = 3,500 psi

GENERAL NOTES

Reinforcing Steel Cover Shall be 2 1/2" in Top and 1" in Bottom of Floor Slabs, and Shall be 2" in All Other Locations, Unless Noted Otherwise.

All Exposed Concrete Edges Shall be Chamfered 1".

Pile Location Tolerance Shall be 2".

The Present Structure Shall be Removed in its Entirety to Facilitate Placing of the New Structure.

Horizontal and Vertical Alignment Based on Field Survey Completed by R.L. McCoy.

Limits of Asphalt Taper and Field Entrance Reconstruction to be Determined on Site.

CONTROL POINTS

POINT	N	E	Z
CP 1	5,000.000	5,000.000	98.29
CP 2	5,191.955	5,037.617	101.22
CP 3	5,235.313	5,030.336	102.92

CONTINUOUS REINFORCED CONCRETE SLAB
3 SPANS: 22'-6"; 28'-6"; 22'-6"
28'-0" CLEAR ROADWAY WIDTH; NO SKEW

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JOEL J. HEDENSCH REGISTERED No. 300129 STATE OF INDIANA PROFESSIONAL ENGINEER

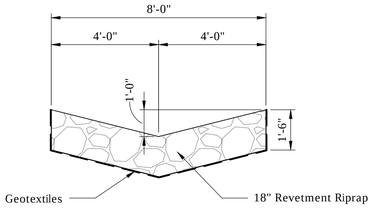
RECOMMENDED FOR APPROVAL — DESIGN ENGINEER — 10/19/2015 DATE

DESIGNED: KJH DRAWN: JFW

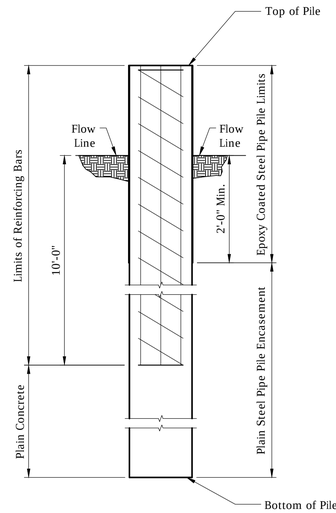
CHECKED: JFW CHECKED: KJH

GENERAL PLAN

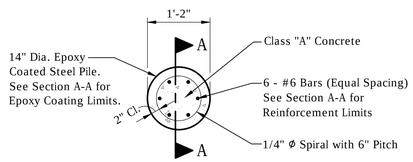
HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	
VERTICAL SCALE	DESIGNATION
AS NOTED	
SURVEY BOOK	SHEETS
	2 of 7
CONTRACT	PROJECT



RIPRAP TURNOUT DETAIL
Scale: 3/8" = 1'-0"

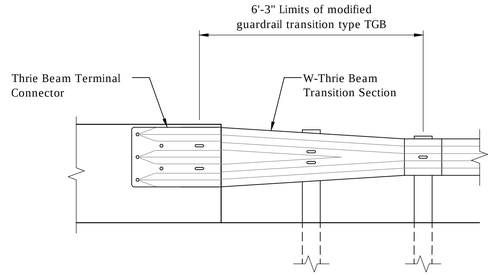


SECTION A-A
Scale: 3/4" = 1'-0"

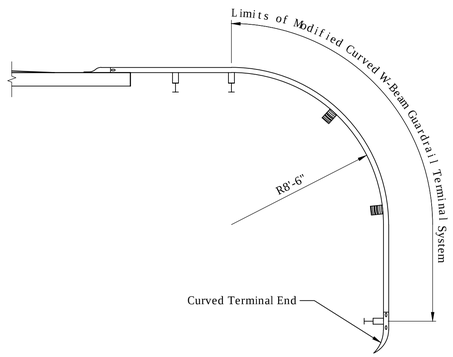


Note - The Cost of Class "A" Concrete and Reinforcing Steel Shall Be Included In The Cost Of The Piling

REINFORCED-CONCRETE FILLED EPOXY-COATED
STEEL PIPE PILE ENCASEMENT PLAN VIEW
Scale: 3/4" = 1'-0"



MODIFIED GUARDRAIL TRANSITION, TYPE TGB
Scale: 1/2" = 1'-0"



MODIFIED GUARDRAIL, TERMINAL
SYSTEM, W-BEAM CURVED, TYPE 3
Scale: 1/4" = 1'-0"

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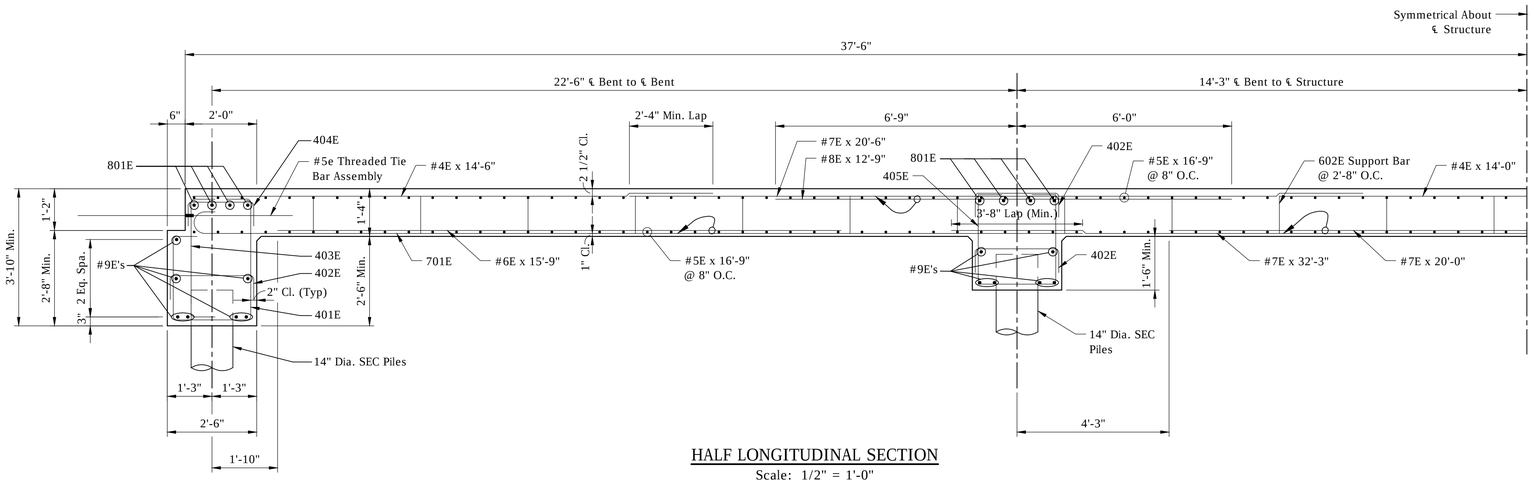
DESIGNED: KJH | DRAWN: SAB | CHECKED: JFW | CHECKED: JFW

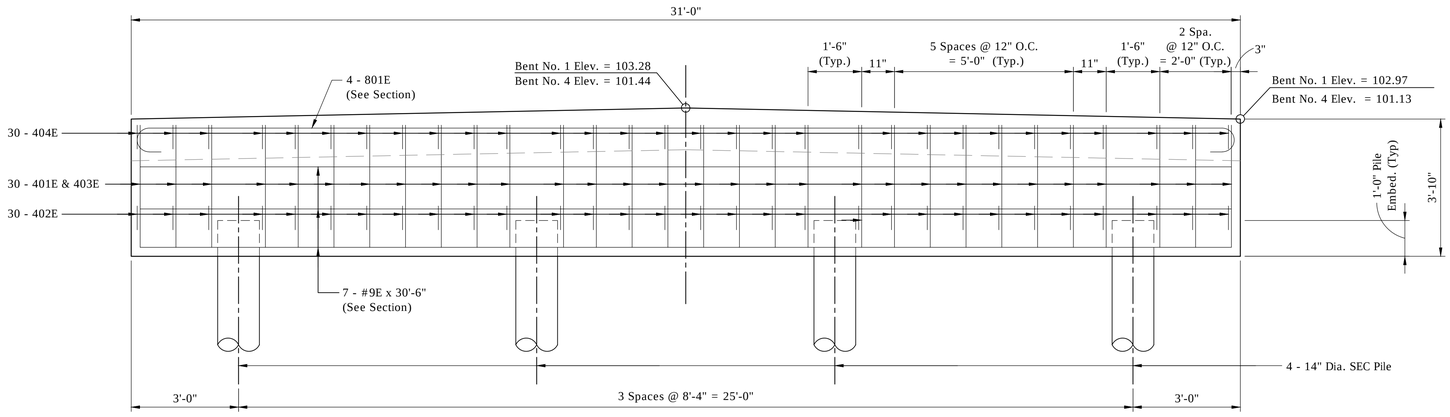
CONSTRUCTION DETAILS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	
VERTICAL SCALE	DESIGNATION
AS NOTED	
SURVEY BOOK	SHEETS
	3 of 7
CONTRACT	PROJECT



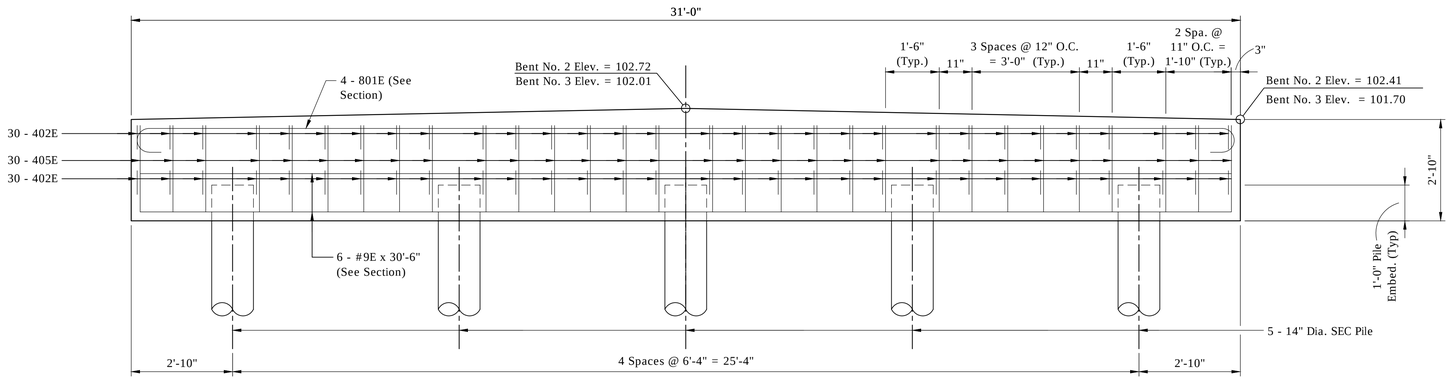
HALF LONGITUDINAL SECTION

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



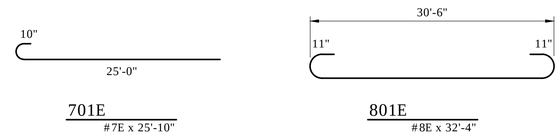
BENT NO. 1 & NO. 4 ELEVATION

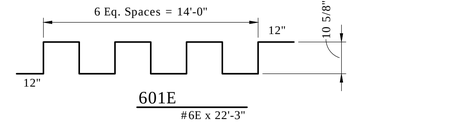
Scale: 1/2" = 1'-0"

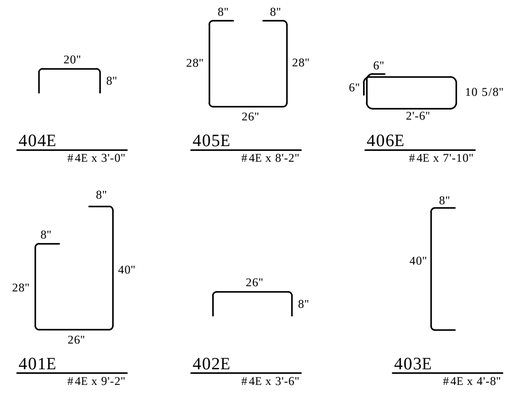


BENT NO. 2 & NO. 3 ELEVATION

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







BAR BENDING DETAILS

Scale: N.T.S.

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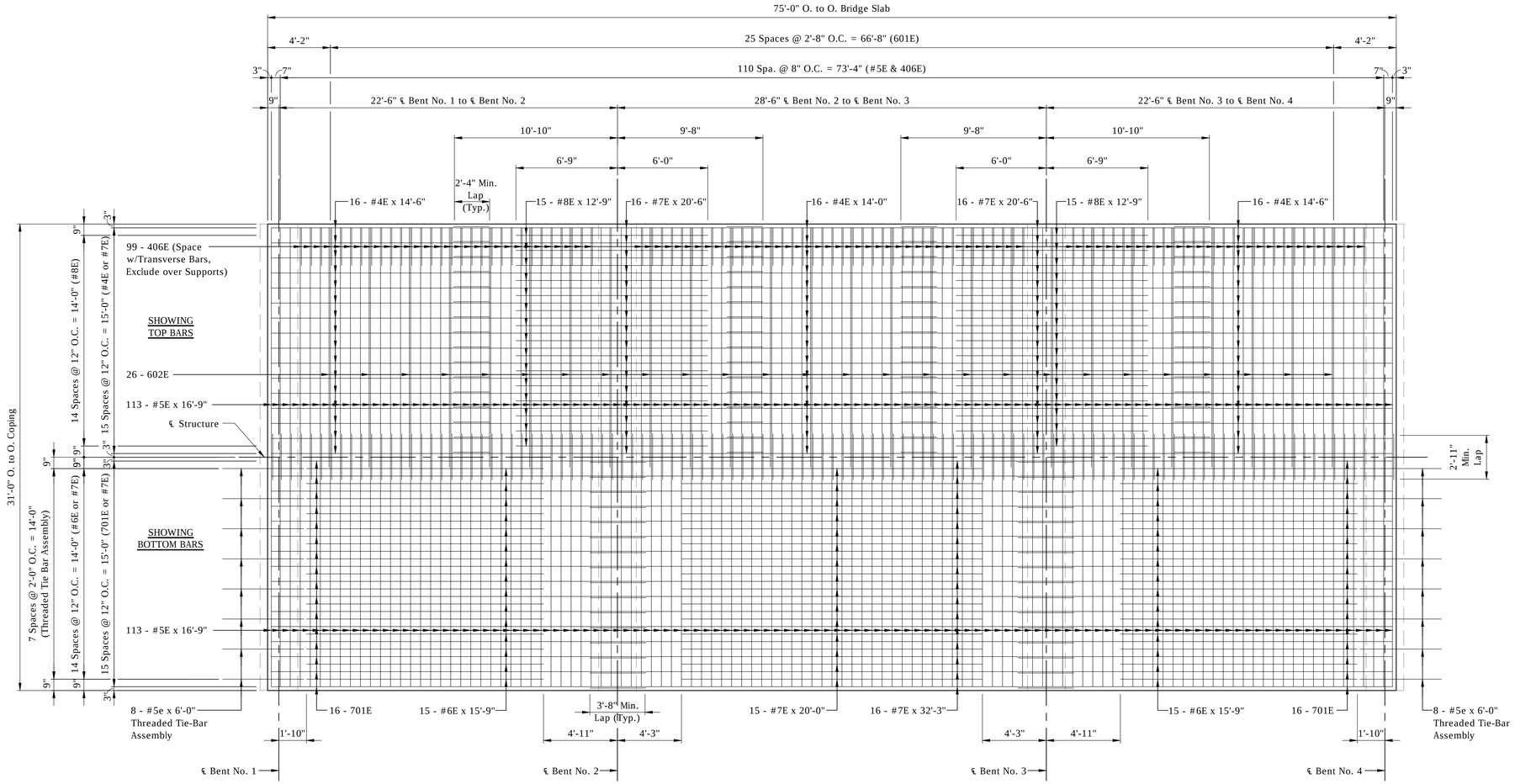
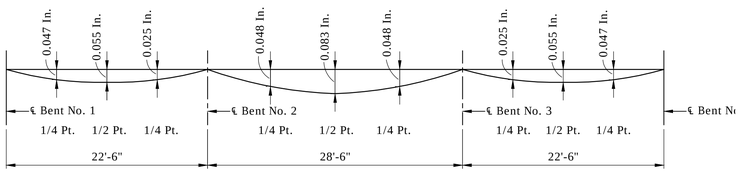
AS NOTED	
VERTICAL SCALE	DESIGNATION
AS NOTED	
SURVEY BOOK	SHEETS
	4 of 7
CONTRACT	PROJECT



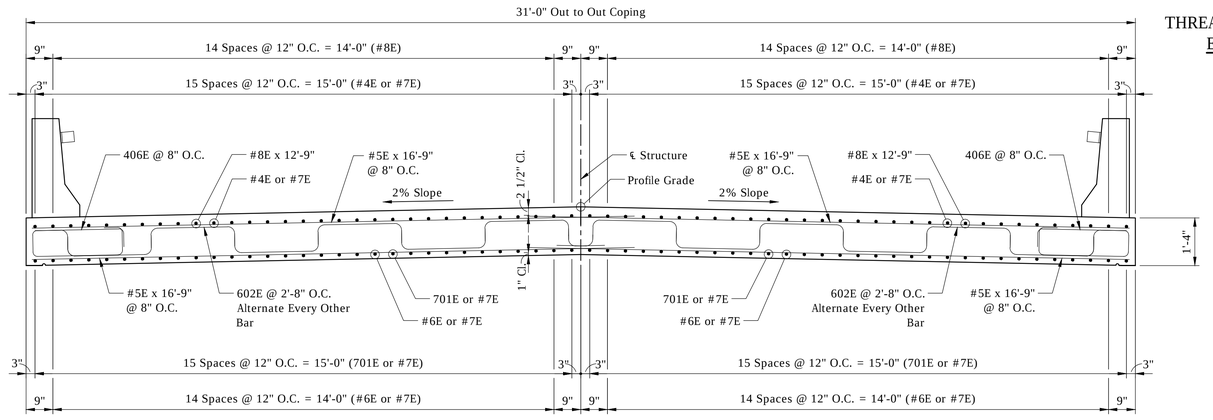
FLOOR DETAILS

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

BILL OF MATERIALS			
SUPERSTRUCTURE			
MARK OR SIZE	NO. REQ'D	LENGTH	WEIGHT
#9E	26	30'-6"	
Total #9 Epoxy Coated Bars			2,697#
801E	16	32'-4"	
#8E	60	12'-9"	
Total #8 Epoxy Coated Bars			3,424#
701E	64	25'-10"	
#7E	32	32'-3"	
#7E	64	20'-6"	
#7E	30	20'-0"	
Total #7 Epoxy Coated Bars			9,397#
601E	52	22'-3"	
#6E	60	15'-9"	
Total #6 Epoxy Coated Bars			3,158#
#5E	452	16'-9"	
Total #5 Epoxy Coated Bars			7,897#
401E	60	9'-2"	
402E	180	3'-6"	
403E	60	4'-8"	
404E	60	3'-0"	
405E	60	8'-2"	
406E	198	7'-10"	
#4E	64	14'-6"	
#4E	32	14'-0"	
Total #4 Epoxy Coated Bars			3,378#
Total Epoxy Coated Reinf. Steel			29,951#
CONCRETE			
Concrete, Class C, Superstructure			141.3 CYS
MISCELLANEOUS			
Threaded Tie Bar Assembly, Epoxy Coated, #5E			32 EA
Surface Seal			5,815 SFT
Structural Backfill - Type 4			13 CYS

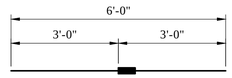


DEAD LOAD DEFLECTION DIAGRAM



TYPICAL SECTION

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



THREADED TIE BAR ASSEMBLY, EPOXY COATED, #5E

Scale: N.T.S.

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