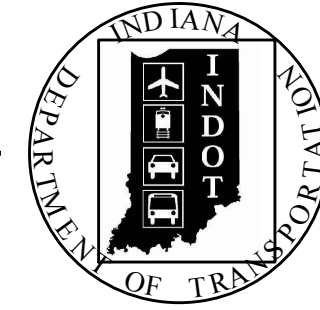


PROJECT	DESIGNATION
0100482	0100482
CONTRACT	BRIDGE FILE
B-33539	041-82-00876E

SOUTHBOUND STRUCTURE				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
041-82-0876E	PRESTRESSED CONCRETE I-BEAM BRIDGE	1@42'-9", 1@43'-0", 2@42'-5", 1@43'-0", 2@42'-5", 1@43'-0" AND 1@42'-9" NO SKEW	CHEATAM SLOUGH	± STRUCTURE STA. 134+98.40

KIN PROJECT INFORMATION	
DESIGNATION	PROJECT DESCRIPTION
0100482	U.S. 41 over SB Cheatam Slough
9620260	U.S. 41 over NB Cheatam Slough
0200633	U.S. 41 over SB Ohio River Overflow
0200636	U.S. 41 over NB Ohio River Overflow
0200635	U.S. 41 over SB Eagle Creek
0200634	U.S. 41 over NB Eagle Creek
1298275	U.S. 41 over SB Ohio River
1592481	Roadway Plans from Cheatam Slough to Eagle Creek

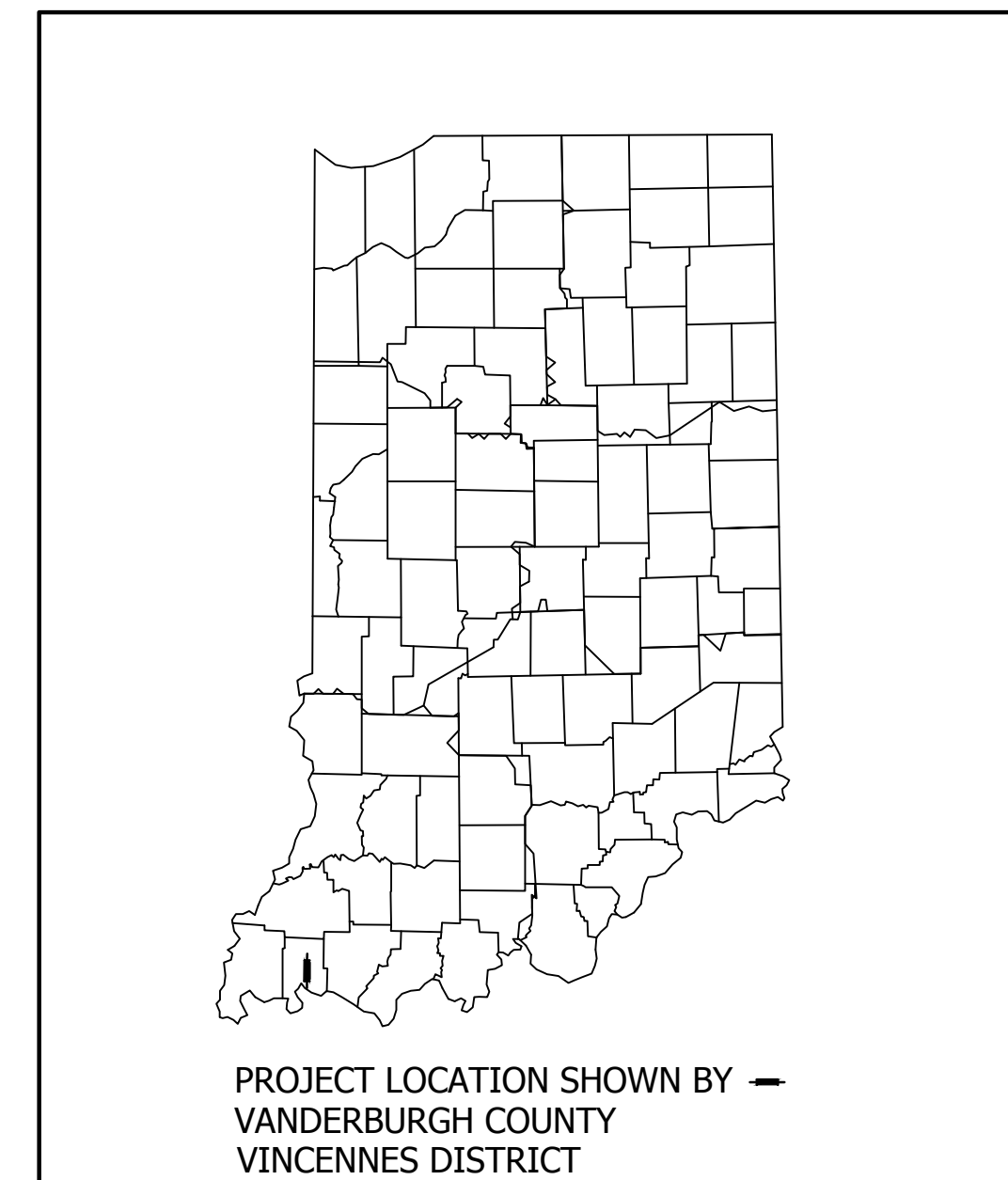
INDIANA DEPARTMENT OF TRANSPORTATION



BRIDGE REHABILITATION PLANS FOR SPANS OVER 20 FEET U.S. 41 SB OVER CHEATAM SLOUGH PROJECT NO. 0100482

DECK RECONSTRUCTION ON STRUCTURE: 041-82-0876E (SB), U.S. 41 OVER CHEATAM SLOUGH LOCATED APPROXIMATELY 1.06 MILES SOUTH OF THE U.S.41 AND I-69 INTERCHANGE, IN SECTIONS 8 AND 9, TOWNSHIP 7 SOUTH, RANGE 10 WEST, VANDERBURGH COUNTY, INDIANA.

TRAFFIC DATA	
A.A.D.T. (2013)	20153 V.P.D.
A.A.D.T. (2017)	21260 V.P.D.
A.A.D.T. (2037)	26720 V.P.D.
DIRECTIONAL DISTRIBUTION	100 %
TRUCKS	9 % A.A.D.T.
DESIGN DATA	
DESIGN SPEED	50 M.P.H.
POSTED SPEED	50 M.P.H.
PROJECT DESIGN CRITERIA	3R NON-FREEWAY
FUNCTIONAL CLASSIFICATION	PRINCIPAL ARTERIAL
RURAL/URBAN	URBAN
TERRAIN	LEVEL
ACCESS CONTROL	NONE

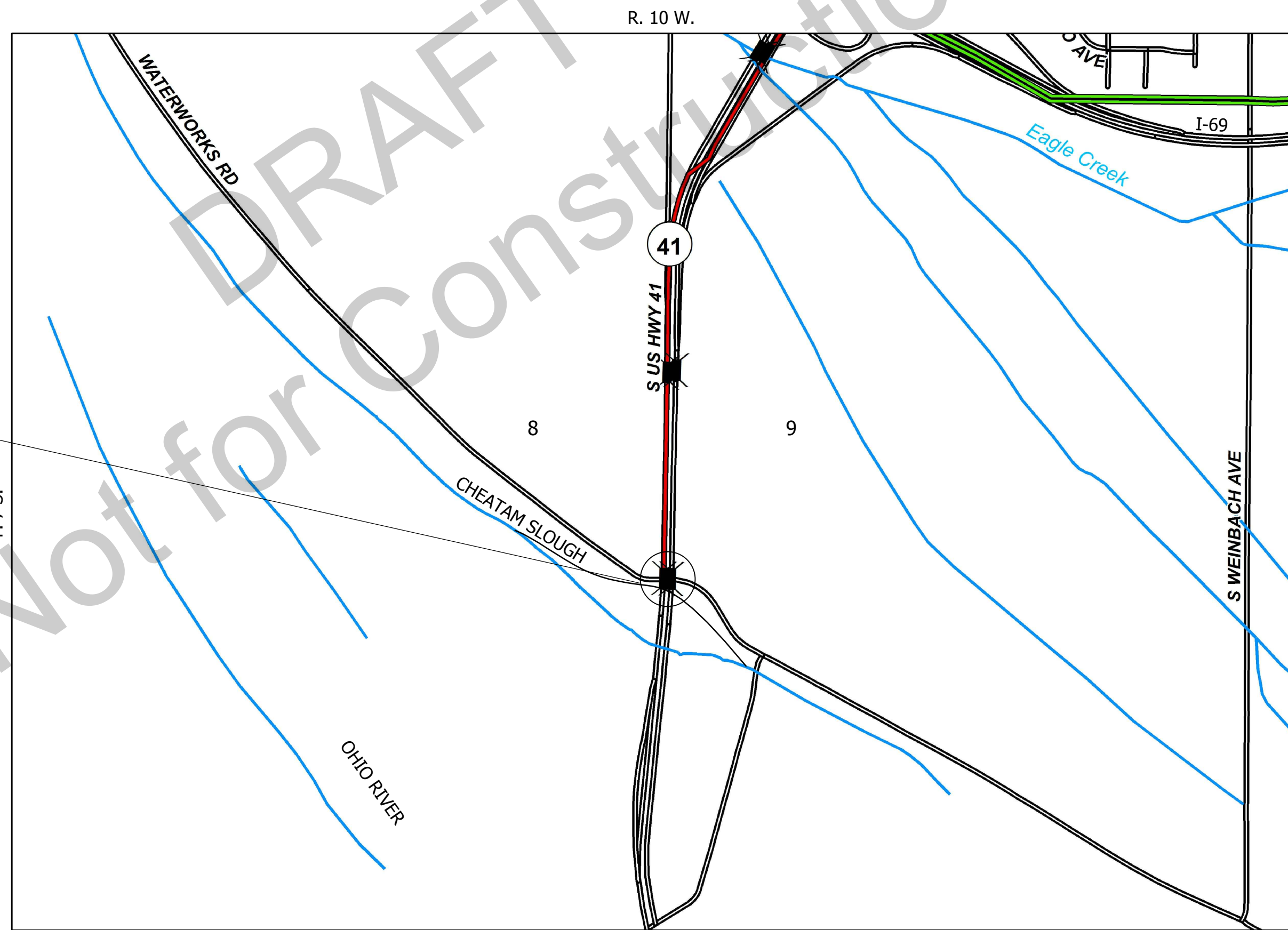


LATITUDE: 37°55'23" N. & LONGITUDE: 87°32'55" W.

H.U.C. = 05140202010020

R.P. 0+39

NOTE: SEE ROAD PLANS FOR REMOVAL OF EXISTING GUARDRAIL, PROPOSED GUARDRAIL, PAVEMENT MARKINGS, EROSION CONTROL MEASURES AND MAINTENANCE OF TRAFFIC DETAILS.

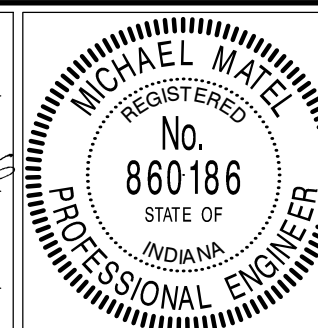


VICINITY MAP
VANDERBURGH COUNTY

FULL SIZE PLANS HAVE BEEN PREPARED USING STANDARD ENGINEERING SCALES. REDUCED SIZED PLANS WILL NOT CONFORM TO STANDARD SCALES.

INDIANA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS DATED 2016 TO BE USED WITH THESE PLANS.

PLANS PREPARED BY: Butler Fairman and Seufert Inc. (317)713-4615
PHONE
CERTIFIED BY: *Michael Mate* 10/31/16 DATE
APPROVED FOR LETTING: INDIANA DEPARTMENT OF TRANSPORTATION DATE



BRIDGE FILE	
041-82-00876E	
DESIGNATION	
0100482	
SURVEY BOOK	SHEET
CONTRACT	1 OF 18
B-33539	PROJECT
	0100482

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BFS NO. 5605

GENERAL NOTES

Plans for the existing structure are on file with the Indiana Department of Transportation as Structure No. 41-A-876 and Bridge Files: 41-A-876A, 41-82-876B and 41-93-876C and are available upon 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.

Epoxy coated reinforcing bars shall be required in various portions of the structure unless otherwise shown.

Reinforcing bars covering shall be 2½" in top of approach slabs.

Reinforcing bars covering shall be 2-1/2" in top and 1" in bottom of floor slabs and 2" in all other areas unless noted.

Reinforcing bars shall be A.S.T.M A615, Grade 60.

Concrete shall be Class C in end bents, wingwalls, floor slab and barrier railings.

Chamfer exposed corners of concrete 1" unless noted.

Surface seal shall be required on various areas of the structure as shown. Estimated quantity = 24850 Sft. (Does not include Concrete Barrier Railing Transitions).

Excavation required for placement of Aggregate for End Bent Backfill at the bridge end bents beyond the limits of Foundation Excavation Unclassified shall not be paid for directly but shall be included in the cost of the Aggregate for End Bent Backfill.

DESIGN DATA

MATERIAL DESIGN STRENGTHS:

Class "C" Concrete $F_c = 4,000$ p.s.i.
Reinforcing Bars (Grade 60) $F_y = 60,000$ p.s.i.

LIVE LOAD:

HS20-44 loading with distribution in accordance with 2002 A.A.S.H.T.O. Specifications. Load Factor = 2.17

DEAD LOAD:

Actual plus 35 pounds per square foot (composite) for future wearing surface and 15 pounds per square foot (non composite) for deck forms. Slab design with a 1/2" wearing surface and a structural depth of 7-1/2".

CONSTRUCTION LOADING

The exterior girder has been checked for strength, deflection and overturning using the construction loads shown below. Cantilever overhang brackets were assumed for support of the deck overhang past the edge of the exterior girder. The finishing machine was assumed to be supported 6 inches outside the vertical coping form. The top overhang brackets were assumed to be located 6 inches past the edge of the vertical coping form. The bottom overhang brackets were assumed to be braced against the intersection of the girder bottom flange and web.

DECK FALSEWORK LOADS: Designed for 15 psf for deck forms and 2 ft. exterior walkway.

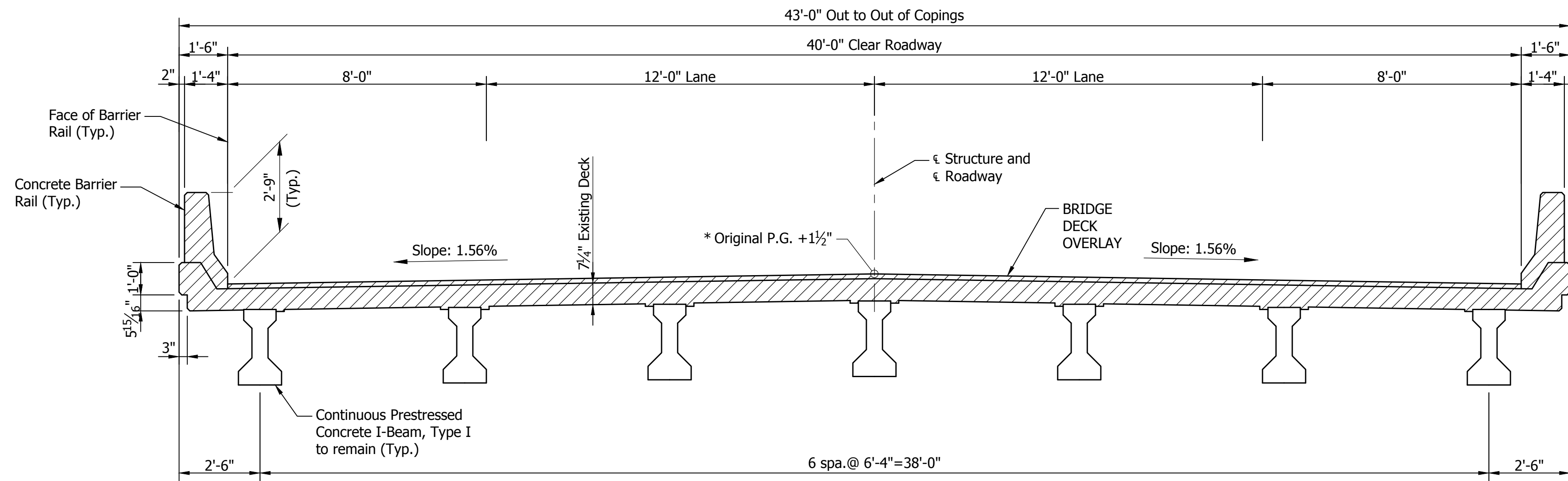
CONSTRUCTION LIVE LOAD: Designed for 20 psf extending 2 ft past the edge of coping and 75 plf vertical force applied at a distance of 6 inches outside the face of coping over a 30 ft length of the deck centered with the finishing machine.

FINISHING MACHINE LOAD: 4500 lbs. distributed over 10 feet along the coping.

WIND LOAD: Designed for 70 mph horizontal wind loading in accordance with LRFD 3.8.1.

SEISMIC DATA

AASHTO LRFD Bridge Design Specifications, 6th Edition, 2012.
Seismic Zone 2
 $SD_1 = 0.257$
Site Class D



EXISTING SECTION "A-A"
SOUTHBOUND STRUCTURE

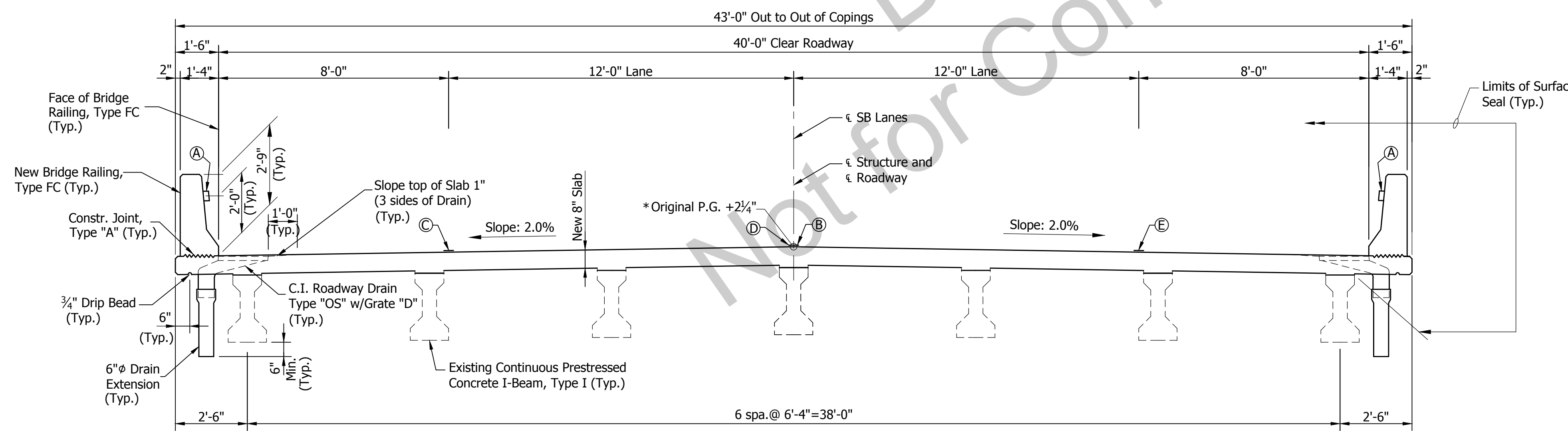
Scale: 3/8" = 1'-0"

NOTE: SEE ROAD PLANS FOR REMOVAL OF EXISTING GUARDRAIL, PROPOSED GUARDRAIL, PAVEMENT MARKINGS, EROSION CONTROL MEASURES AND MAINTENANCE OF TRAFFIC DETAILS.

- (A) Barrier Delineators @ 40'-0" Max. Spacing
- (B) Raised Snowplowable Pavement Markers @ 80'-0" Max. Spacing
- (C) Line, Multi-Component, Solid, White, 4 inch
- (D) Line, Multi-Component, Broken, White, 4 inch
- (E) Line, Multi-Component, Solid, Yellow, 4 inch

Note: Hatched Areas Indicate Portions to be Removed.

* Original Plans dated December 13, 1968



PROPOSED SECTION "A-A"
SOUTHBOUND STRUCTURE

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

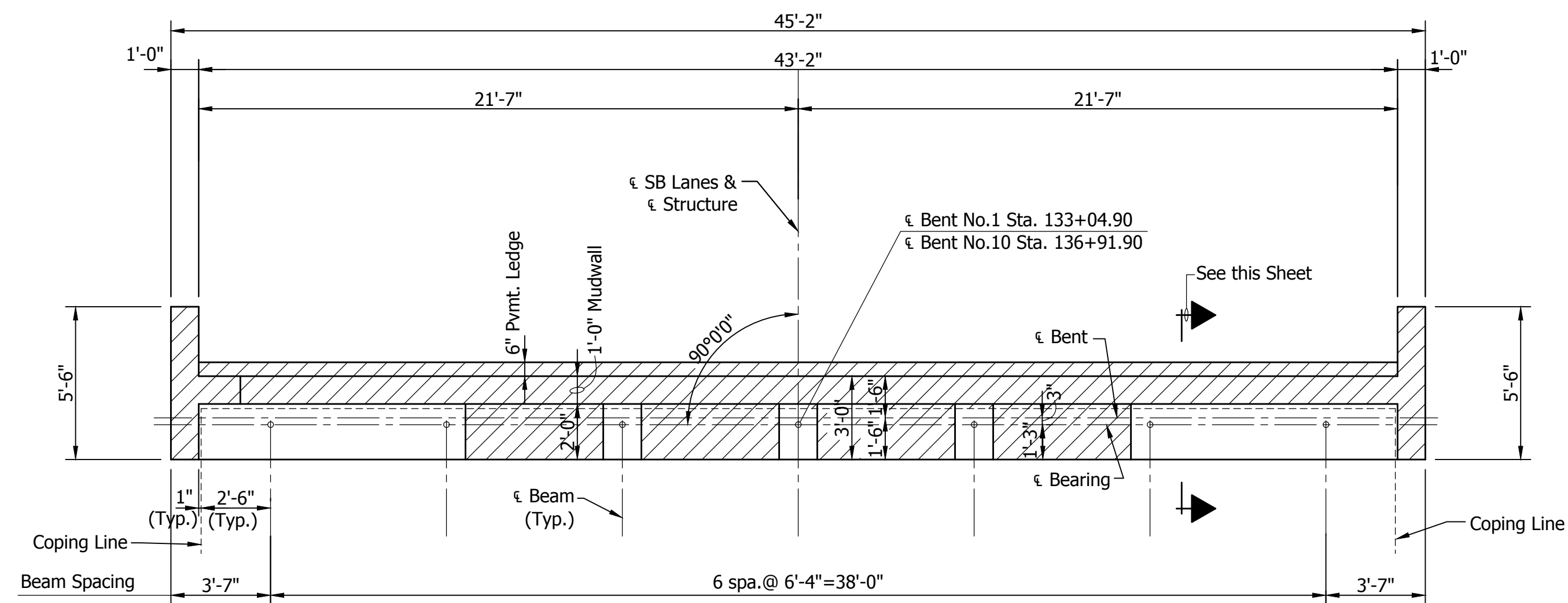


RECOMMENDED FOR APPROVAL: *Michael Matel* 10/31/16
DESIGN ENGINEER DATE
DESIGNED: D. SHEETZ DRAWN: D. SHEETZ
CHECKED: M. MATEL CHECKED: M. MATEL

INDIANA DEPARTMENT OF TRANSPORTATION

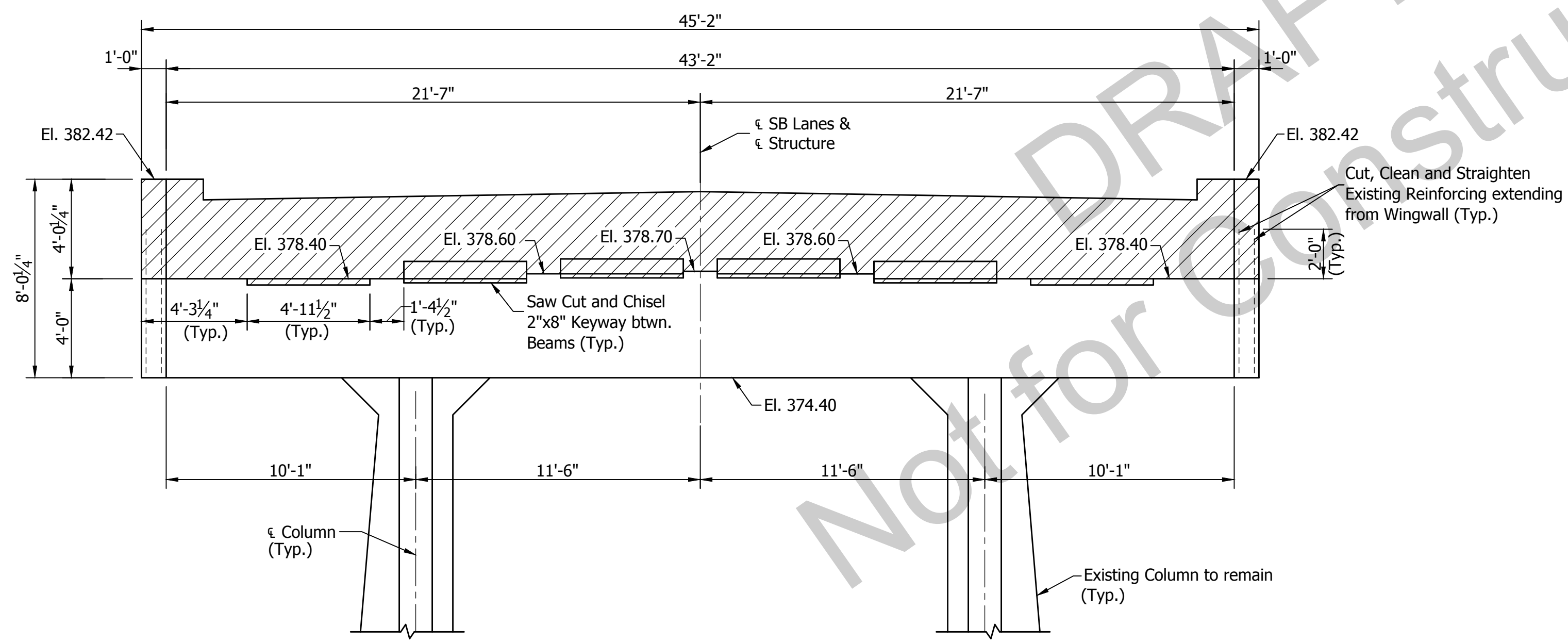
TYPICAL SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	041-82-00876E
VERTICAL SCALE	DESIGNATION
AS NOTED	0100482
SURVEY BOOK	SHEET
	5 OF 18
CONTRACT	PROJECT
B-33539	0100482

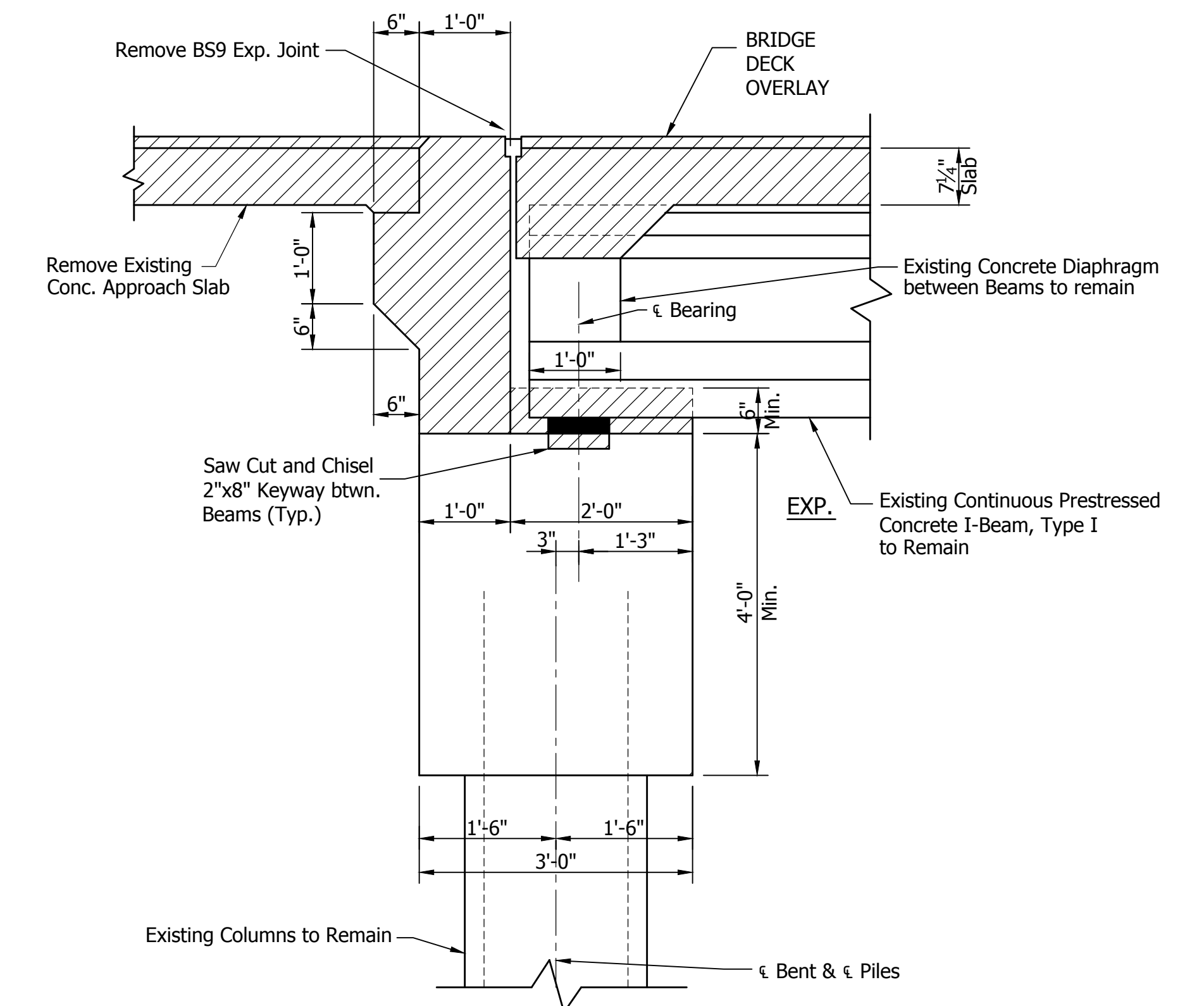
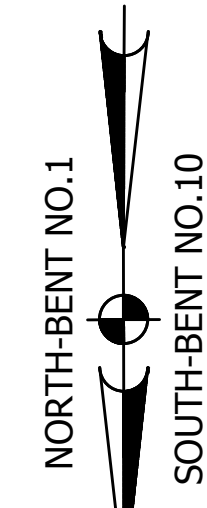


PLAN
Scale: 1/4"=1'-0"

Note: Hatched Areas indicate portions to be Removed.



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



SECTION AT BENTS NO.1 OR NO.10
(SHOWING REMOVALS)
Scale: 1/4"=1'-0"

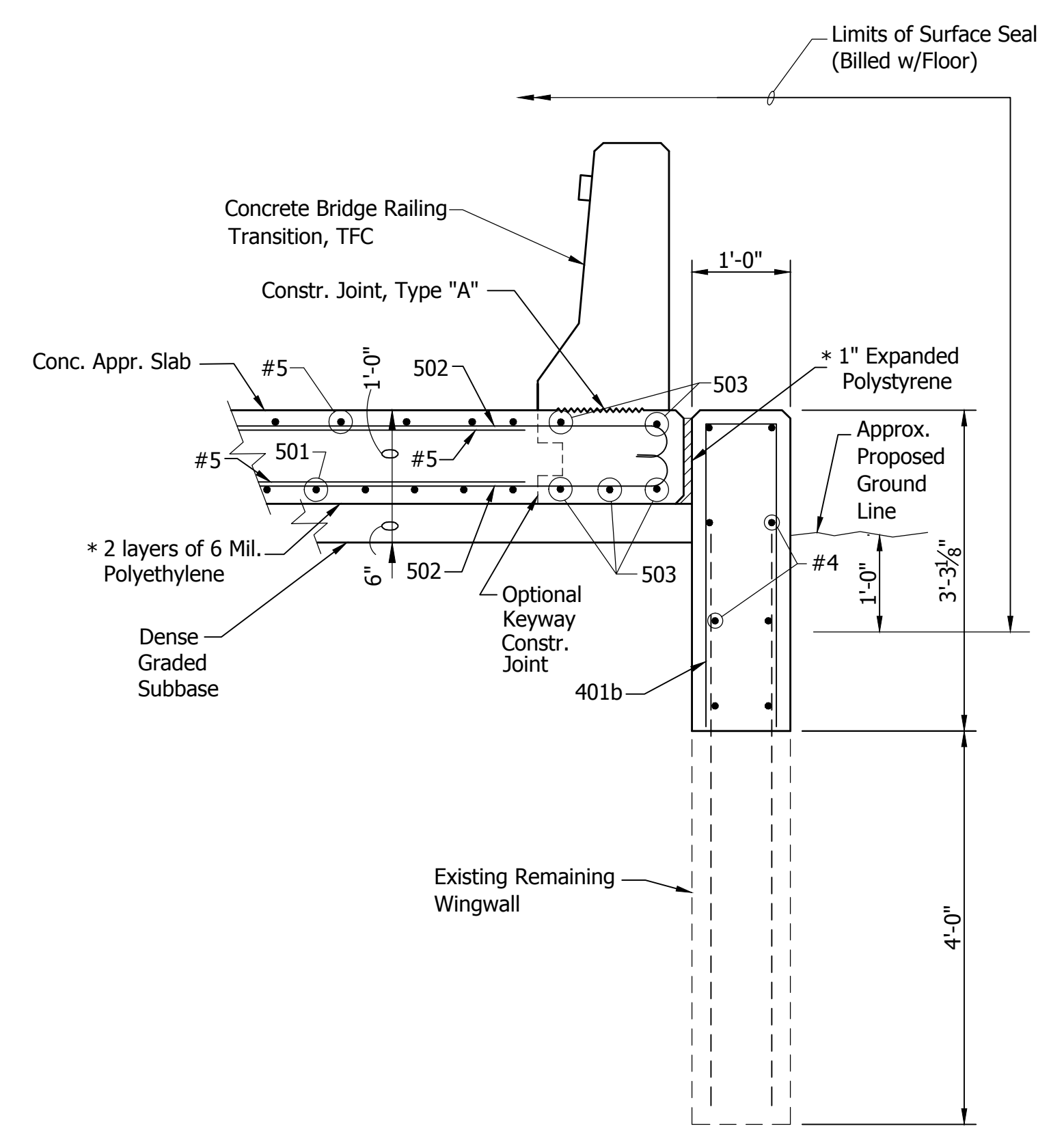
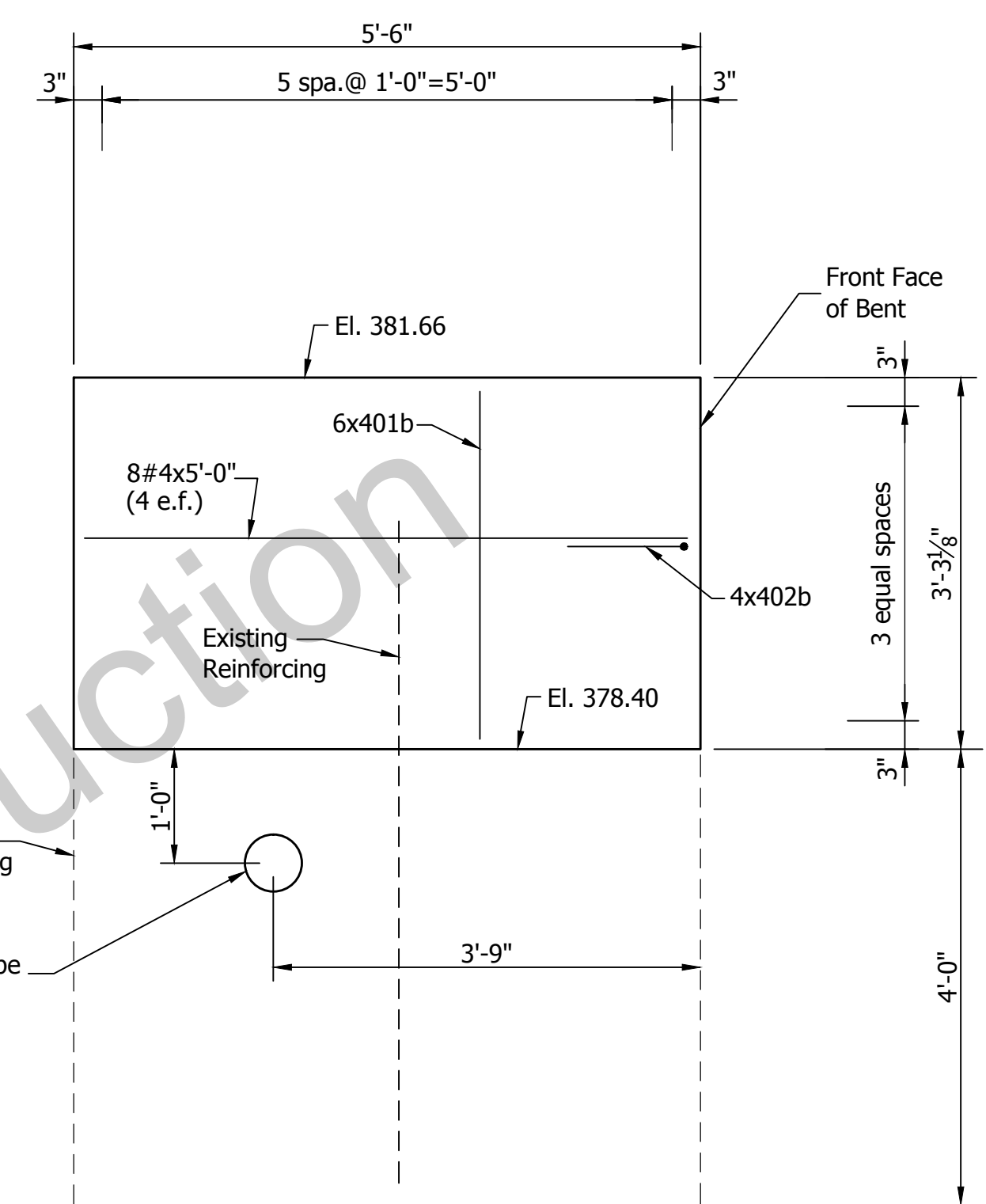
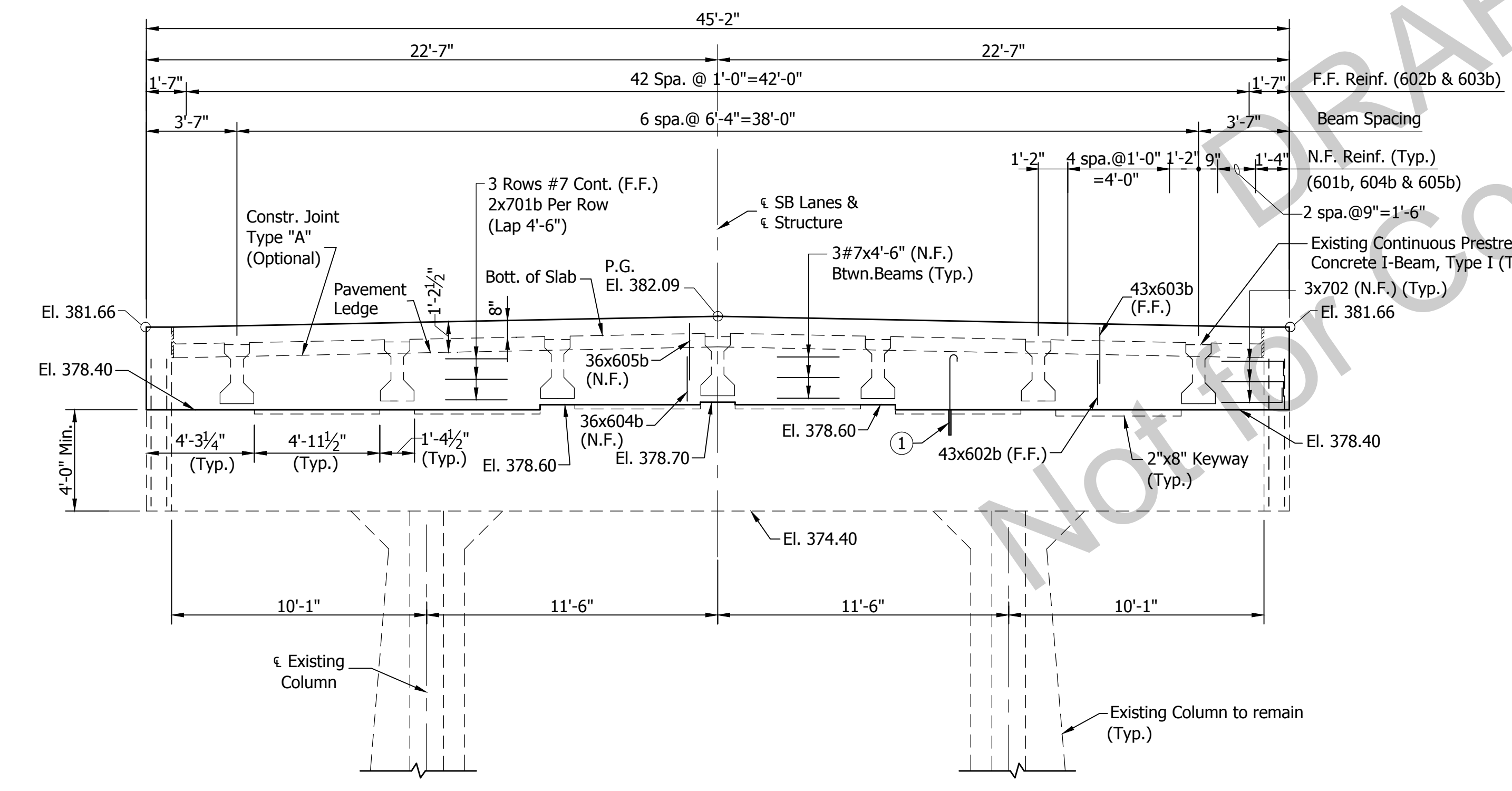
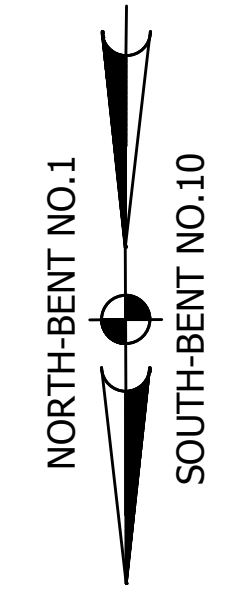
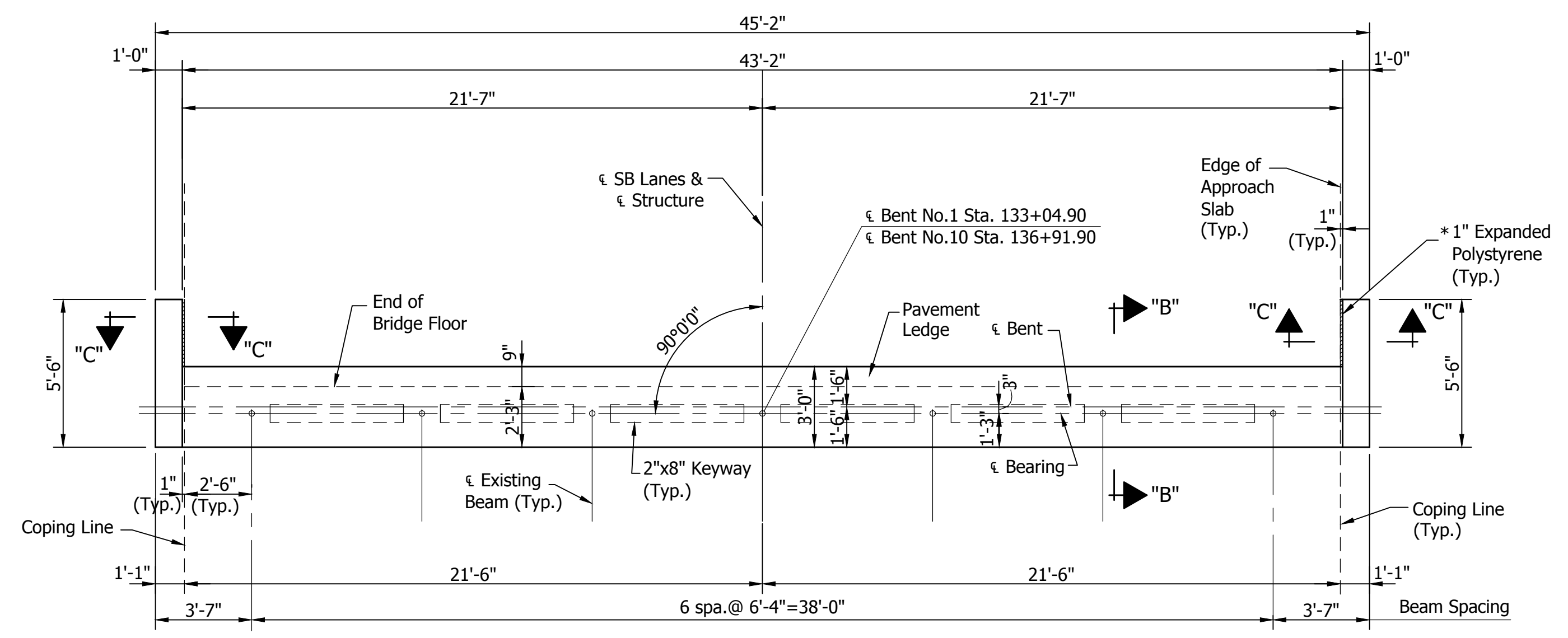
NOTE
See Sheets 7 and 8 for Reconstruction Details.

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	RECOMMENDED FOR APPROVAL: <i>M. Matel</i> 10/31/16 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION BENTS NO.1 OR NO.10 DETAILS SOUTHBOUND STRUCTURE	HORIZONTAL SCALE AS NOTED	BRIDGE FILE 041-82-0876E
	DESIGNED: D. SHEETZ DRAWN: D. SHEETZ		VERTICAL SCALE AS NOTED	DESIGNATION 0100482
	CHECKED: M. MATEL CHECKED: M. MATEL		SURVEY BOOK	SHEET 6 OF 18
			CONTRACT B-33539	PROJECT 0100482

BFS NO. 5605

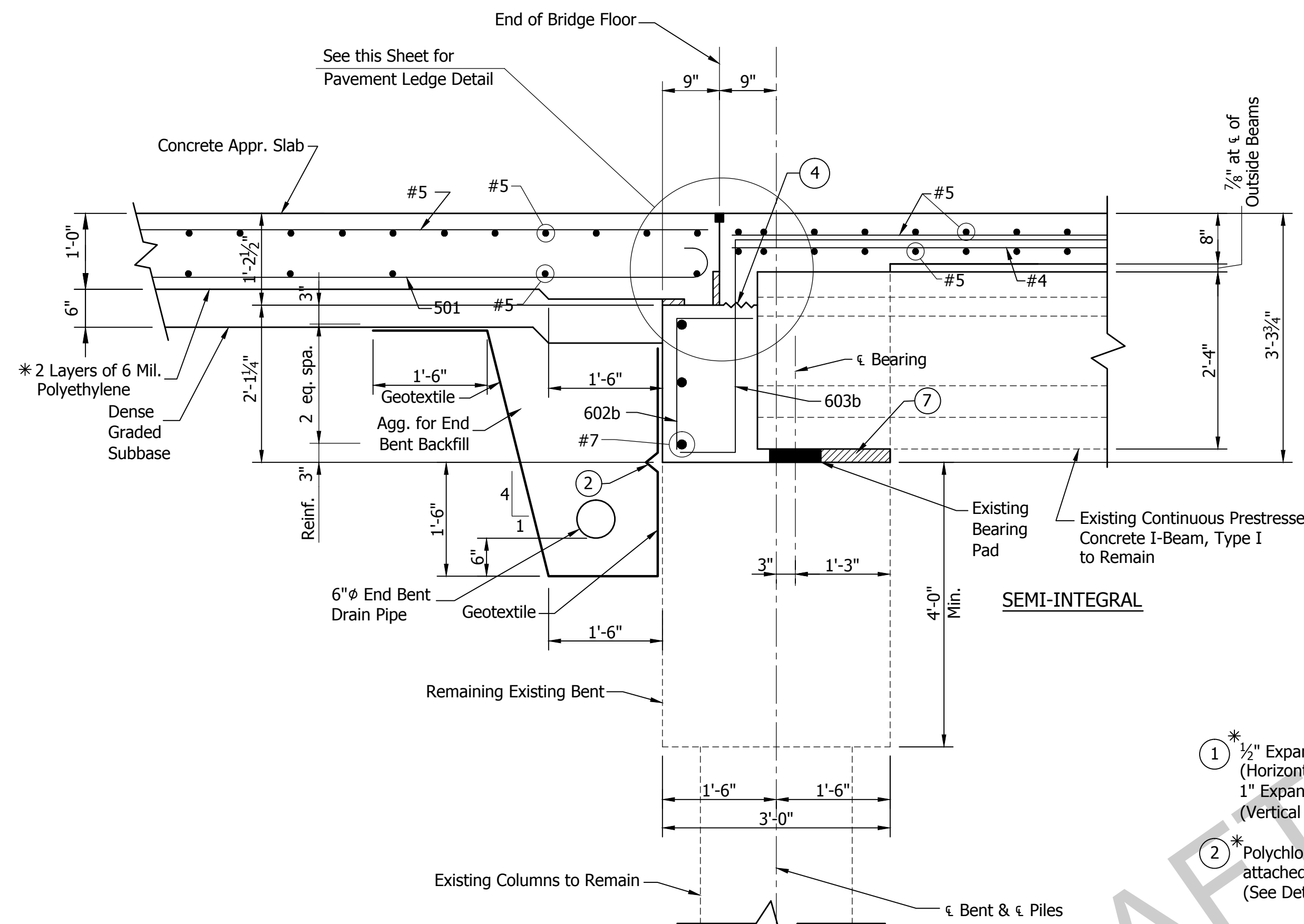
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NOTES
See Sheet 6 for Removal Details.
See Sheet 8 for Section "B-B".
See Sheet 9 for Bar Bending Details and Bill of Materials.

	RECOMMENDED FOR APPROVAL: <i>M. Matel</i> 10/31/16 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION BENTS NO.1 OR NO.10 DETAILS SOUTHBOUND STRUCTURE	HORIZONTAL SCALE AS NOTED	BRIDGE FILE 041-82-0876E
	DESIGNED: D. SHEETZ DRAWN: D. SHEETZ		VERTICAL SCALE AS NOTED	DESIGNATION 0100482
CHECKED: M. MATEL CHECKED: M. MATEL			SURVEY BOOK	SHEET 7 OF 18
			CONTRACT B-33539	PROJECT 0100482

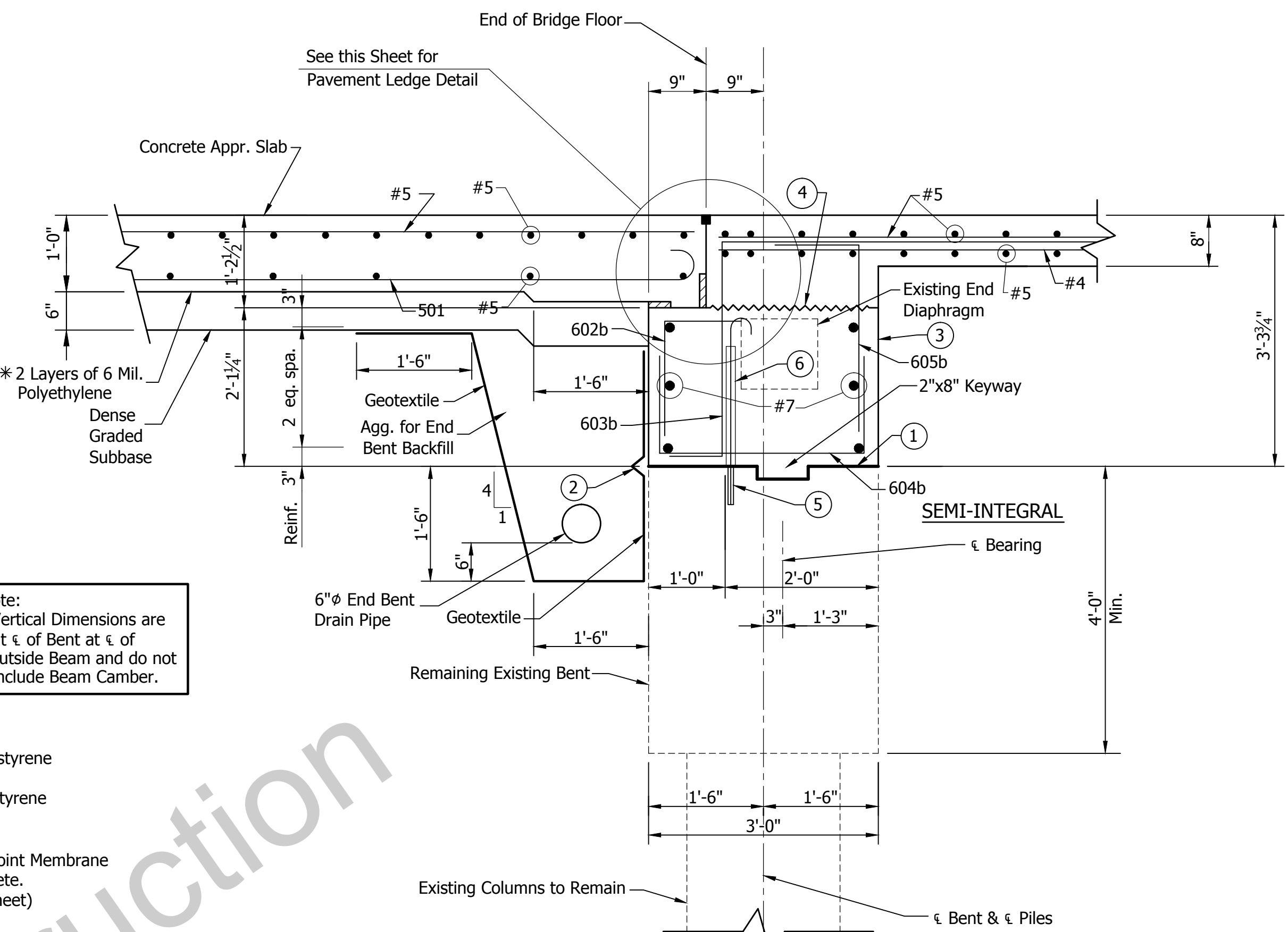
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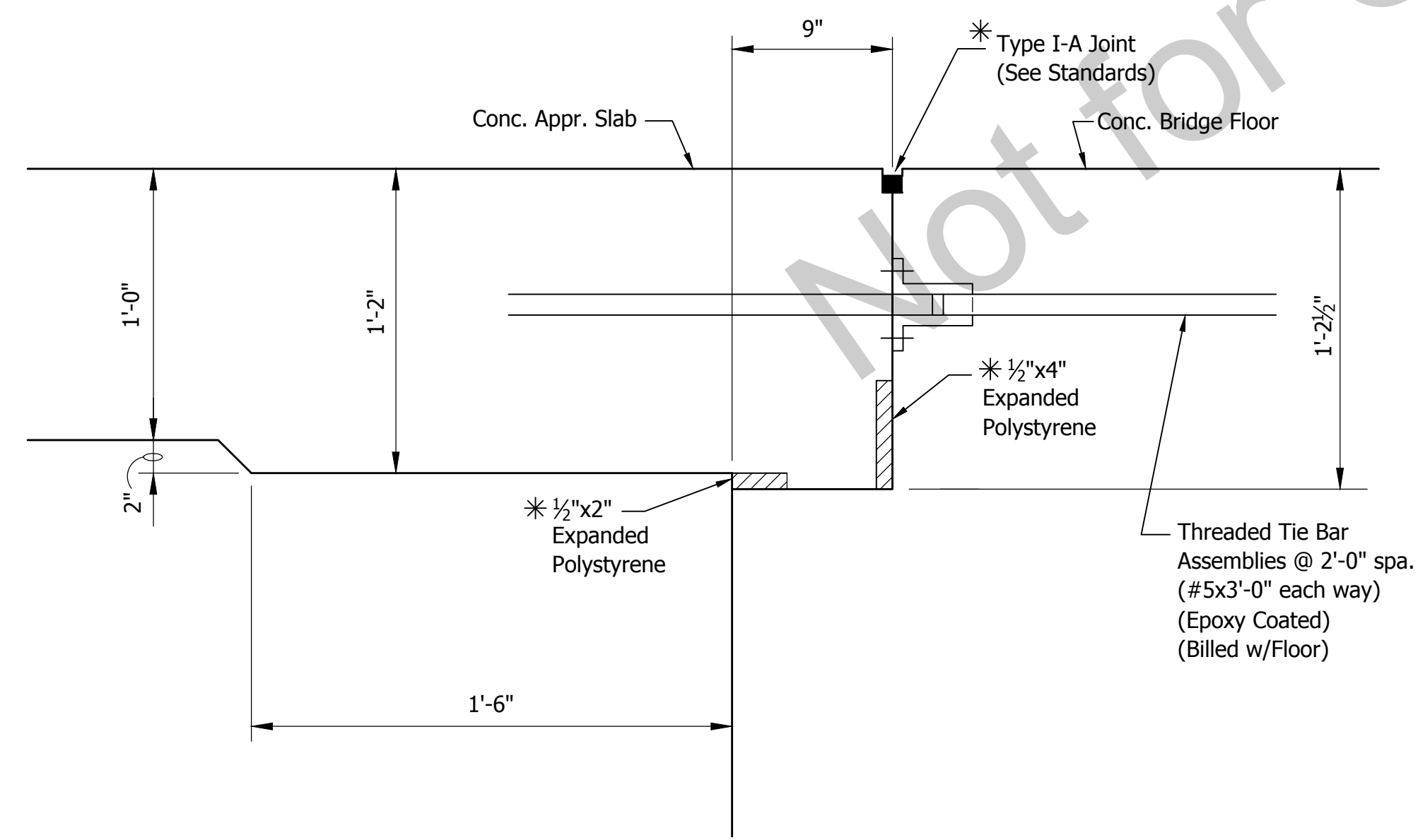
SECTION "B-B"
AT BEAMS
Scale: 3/4"=1'-0"

Note:
Vertical Dimensions are
at ϵ of Bent at ϵ of
outside Beam and do not
include Beam Camber.

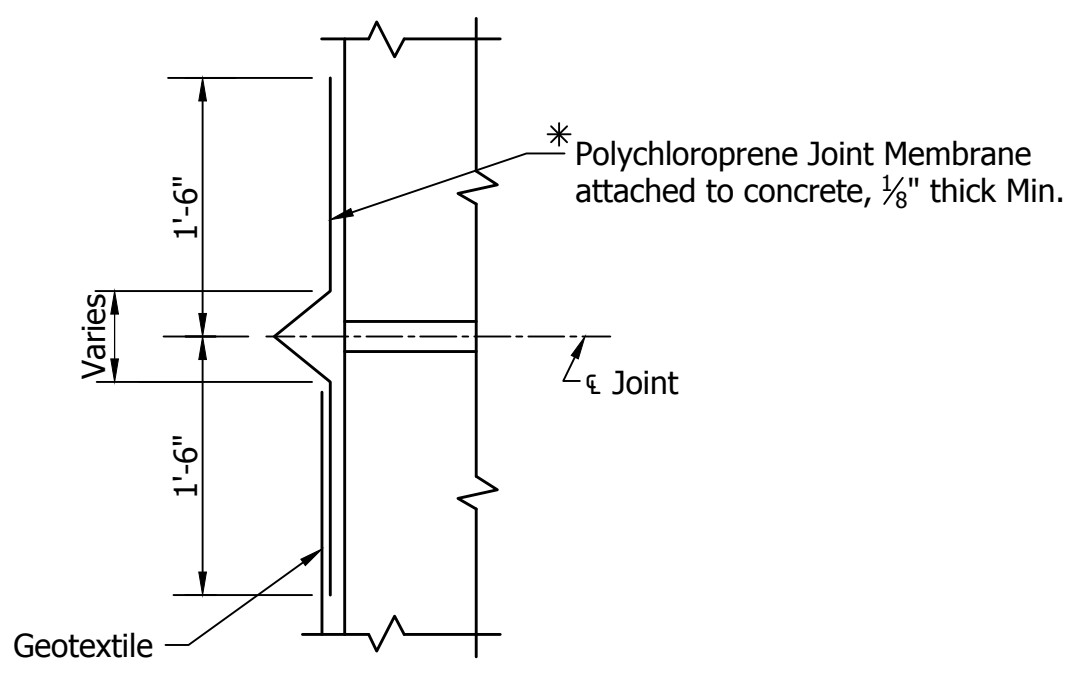
- ① 1/2" Expanded Polystyrene (Horizontal Face)
1" Expanded Polystyrene (Vertical Face)
 - ② Polychloroprene Joint Membrane attached to concrete. (See Detail this Sheet)
 - ③ Surface Seal required on face of Bent and exposed face of Wingwall (Billed with Floor)
 - ④ Optional Constr. Joint, Type "A"
 - ⑤ 601b set in 1'-0" Field Drilled Holes with an Approved Anchor System (Min. Pullout = 26500 Lbs.)
 - ⑥ PVC Pipe Sleeve, 4" Dia. Schedule 40 Top of Sleeve to be Sealed before Concrete is Poured.
 - ⑦ Expanded Polystyrene cut to clear Bearing Pad by 1/2".
- * See Special Provisions



SECTION "B-B"
BETWEEN BEAMS
Scale: 3/4"=1'-0"

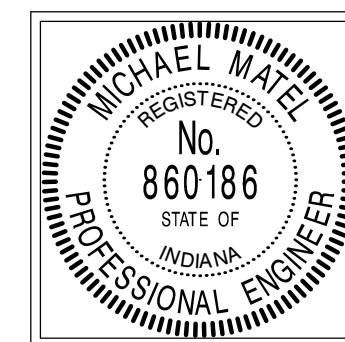


PAVEMENT LEDGE DETAIL
Not to Scale



JOINT MEMBRANE DETAIL
Not to Scale

NOTES
See Sheet 6 for Removal Details.
See Sheet 9 for Bar Bending Details and Bill of Materials.



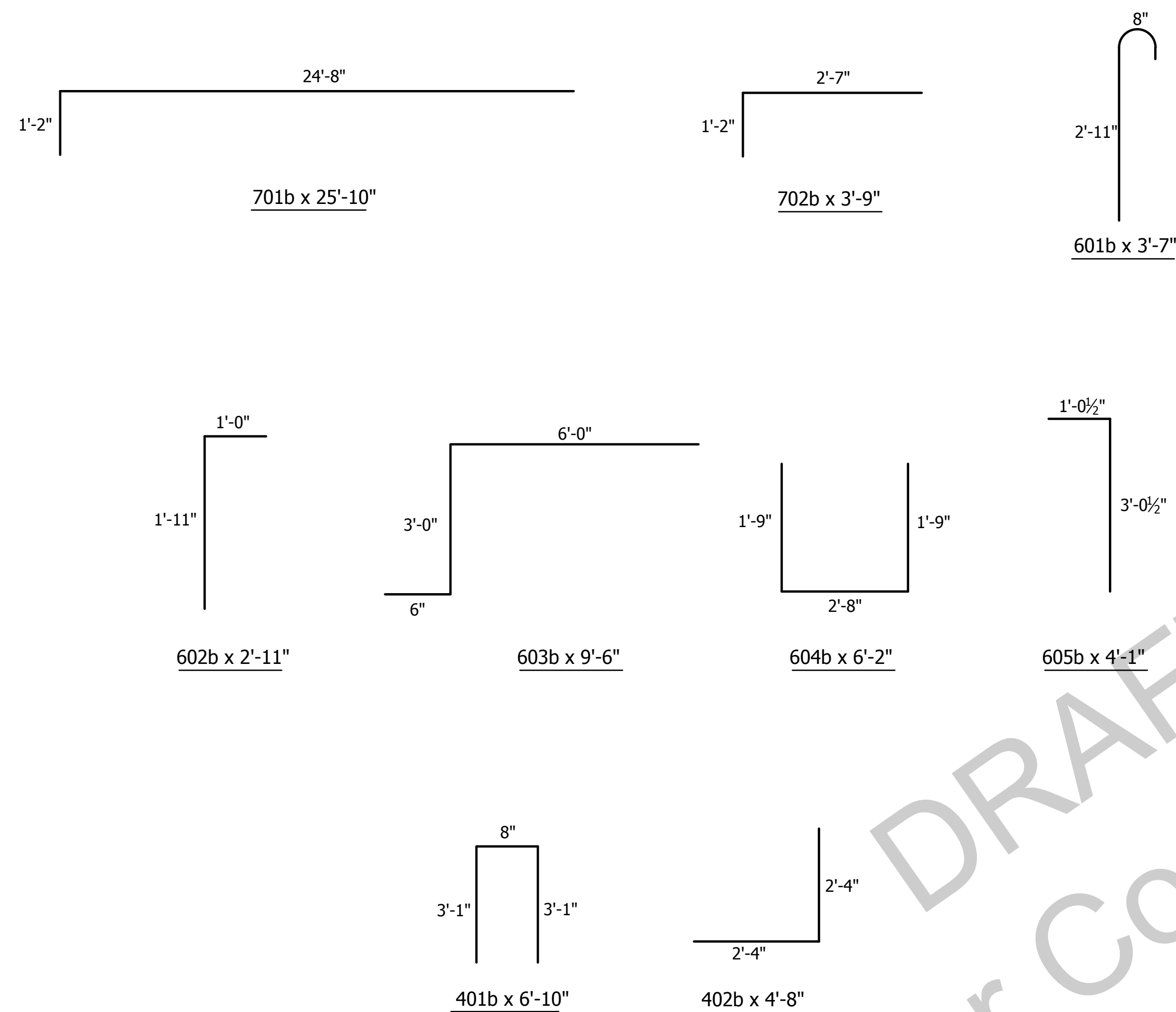
RECOMMENDED FOR APPROVAL: *M. Matel* 10/31/16
DESIGN ENGINEER DATE
DESIGNED: D. SHEETZ DRAWN: D. SHEETZ
CHECKED: M. MATEL CHECKED: M. MATEL

INDIANA
DEPARTMENT OF TRANSPORTATION
BENTS NO.1 OR NO.10 DETAILS
SOUTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	041-82-0876E
VERTICAL SCALE	DESIGNATION
AS NOTED	0100482
SURVEY BOOK	SHEET
	8 OF 18
CONTRACT	PROJECT
B-33539	0100482

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BFS NO.

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BAR BENDING DETAILS
Not to Scale

BILL OF MATERIALS
BENT NO.1
(BENT NO.10 SAME)

REINFORCING BARS			
Mark or Size	No. of Bars	Length (Ft.)	Weight (Lbs.)
701b	6	25'-10"	
702b	6	3'-9"	
#7	18	4'-6"	
Total #7 (Epoxy Coated)			528
601b	36	3'-7"	
602b	43	2'-11"	
603b	43	9'-6"	
604b	36	6'-2"	
605b	36	4'-1"	
Total #6 (Epoxy Coated)			1550
401b	12	6'-10"	
402b	8	4'-8"	
#4	16	5'-0"	
Total #4 (Epoxy Coated)			133
Total Steel (Epoxy Coated)			2211
MISCELLANEOUS			
Field Drilled Holes in Concrete			36 Each
Cored Hole in Concrete			1 Each
Geotextile			40 Sys.
Aggregate for End Bent Backfill			11 Cys.
6"Ø End Bent Drain Pipe (Includes 90° Elbow)			58 Lft.

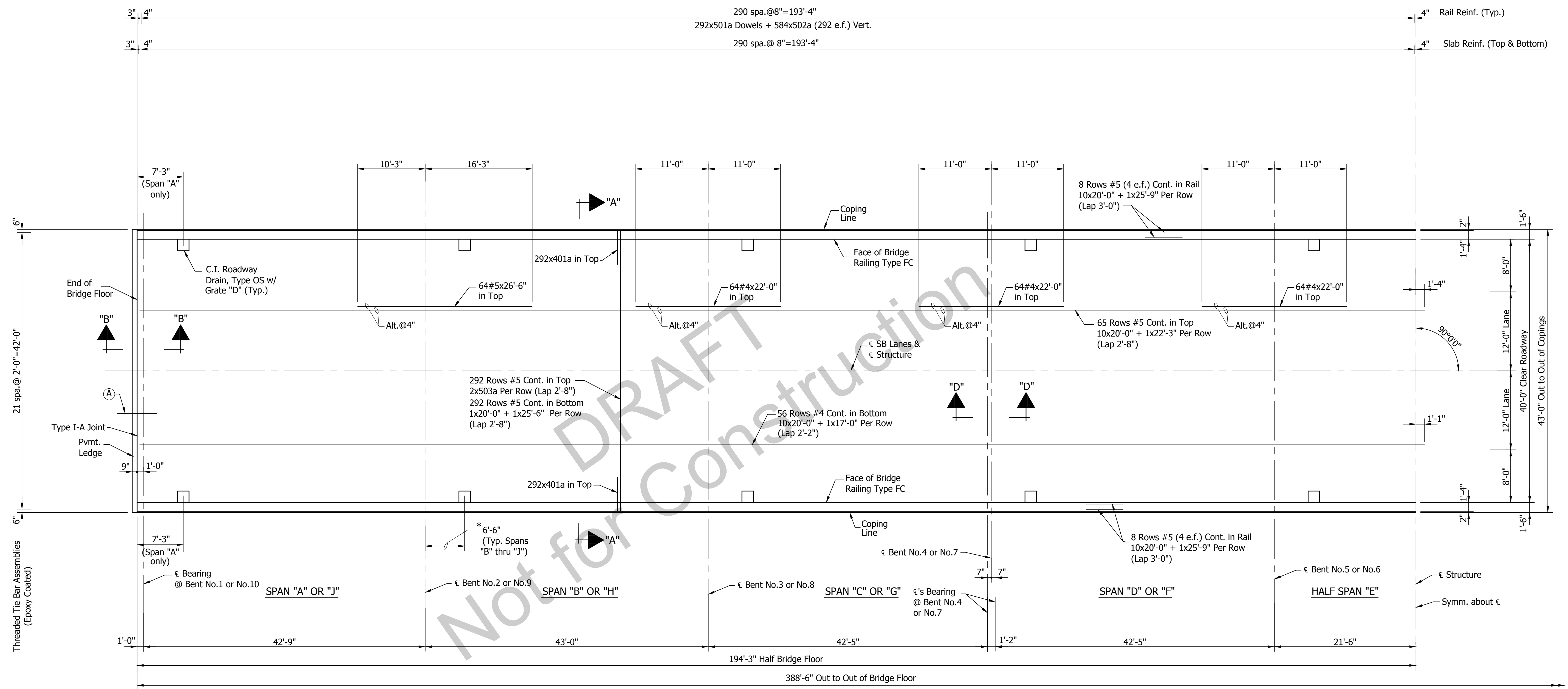
⊕ A.S.T.M. A615, Grade 60

DRAFT
Not for Construction

	RECOMMENDED FOR APPROVAL: _____ DESIGN ENGINEER DATE 10/31/16	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE AS NOTED	BRIDGE FILE 041-82-0876E
	DESIGNED: D. SHEETZ DRAWN: D. SHEETZ	BENTS NO.1 OR NO.10 DETAILS SOUTHBOUND STRUCTURE	VERTICAL SCALE AS NOTED	DESIGNATION 0100482
CHECKED: M. MATEL CHECKED: M. MATEL			SURVEY BOOK	SHEET 9 OF 18
			CONTRACT B-33539	PROJECT 0100482

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BFS NO.

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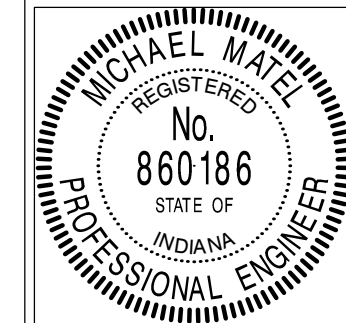


(A) 22-Threaded Tie Bar Assemblies
 (#5x3'-0" each way)
 (Epoxy Coated)

* Drain Locations for Spans "F" through "J"
 are located as shown on General Plan.
 (See Sheet 4)

PLAN
SPANS "A", "B", "C", "D" AND HALF SPAN "E" (SHOWN)
HALF SPAN "E", SPANS "F", "G", "H" AND "J" (OPP. HAND)
 Scale: 1/8"=1'-0"

NOTES
 See Sheet 8 for Section "B-B".
 See Sheet 12 for Section "A-A" and Additional Notes.
 See Sheet 13 for Section "D-D".
 See Sheet 14 for Concrete Dead Load Deflection
 Diagram and Screed Plan.
 See Sheet 15 for Screed Elevations.
 See Sheet 16 for Bar Bending Details and Bills
 of Materials.



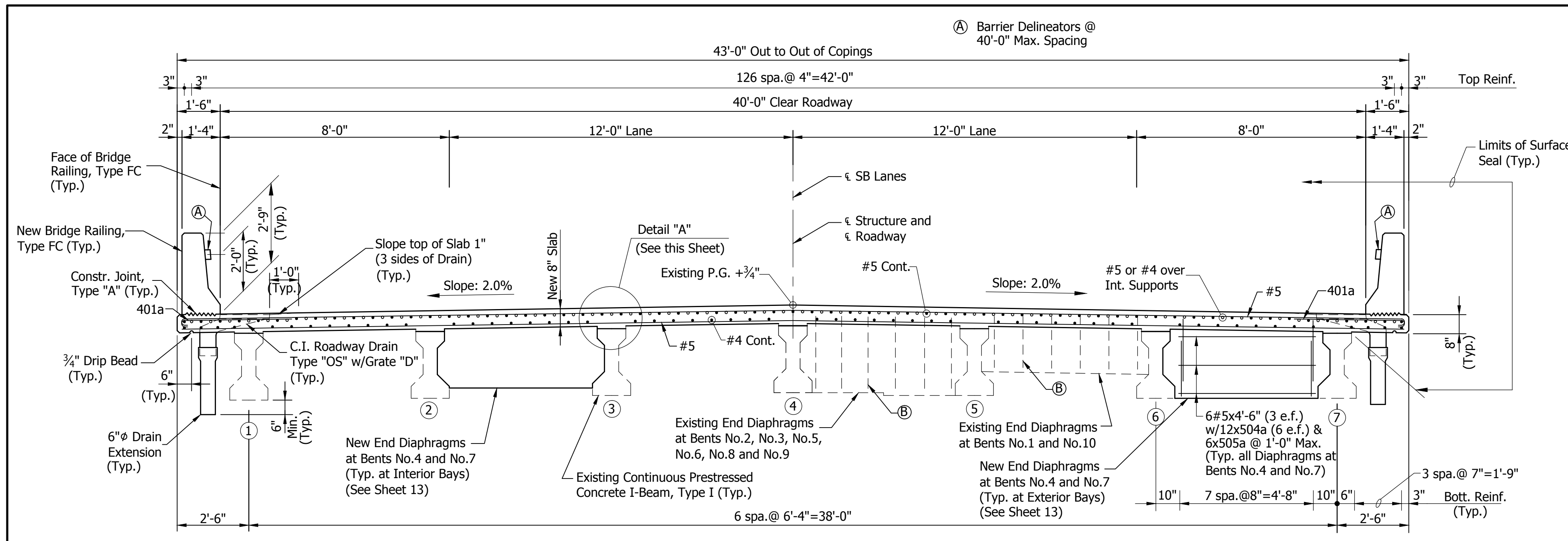
RECOMMENDED FOR APPROVAL: *Michael Matel* 10/31/16
 DESIGN ENGINEER DATE
 DESIGNED: C. OBRIEN DRAWN: D. SHEETZ
 CHECKED: B. WRIGHT CHECKED: M. MATEL

INDIANA
DEPARTMENT OF TRANSPORTATION
FLOOR DETAILS
SOUTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	041-82-0876E
VERTICAL SCALE	DESIGNATION
AS NOTED	0100482
SURVEY BOOK	SHEET
	11 OF 18
CONTRACT	PROJECT
B-33539	0100482

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BFS NO.

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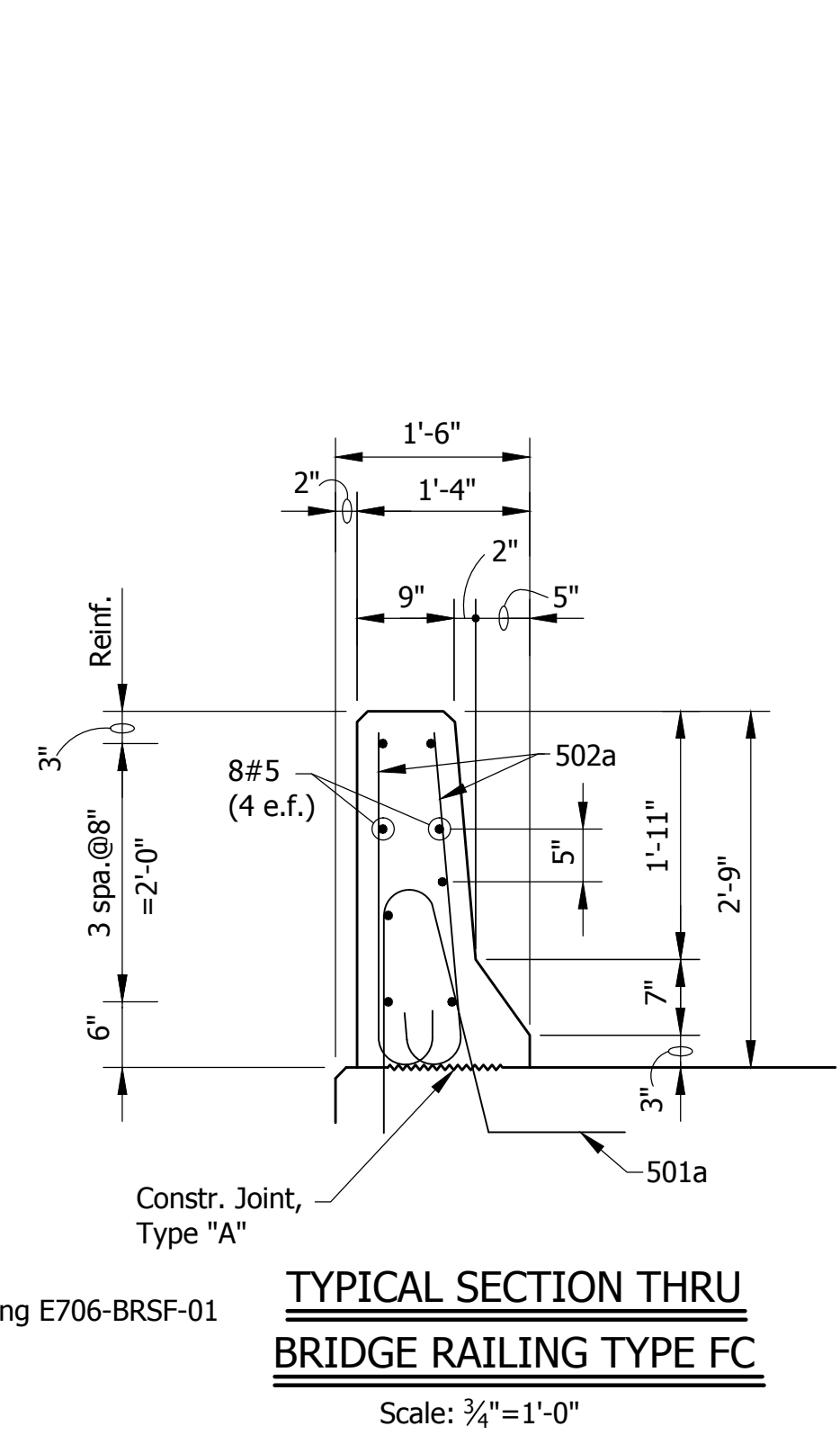
FLOOR NOTES

Concrete forms shall not be blocked against the end of beams in making any pours adjacent to the beam spans.

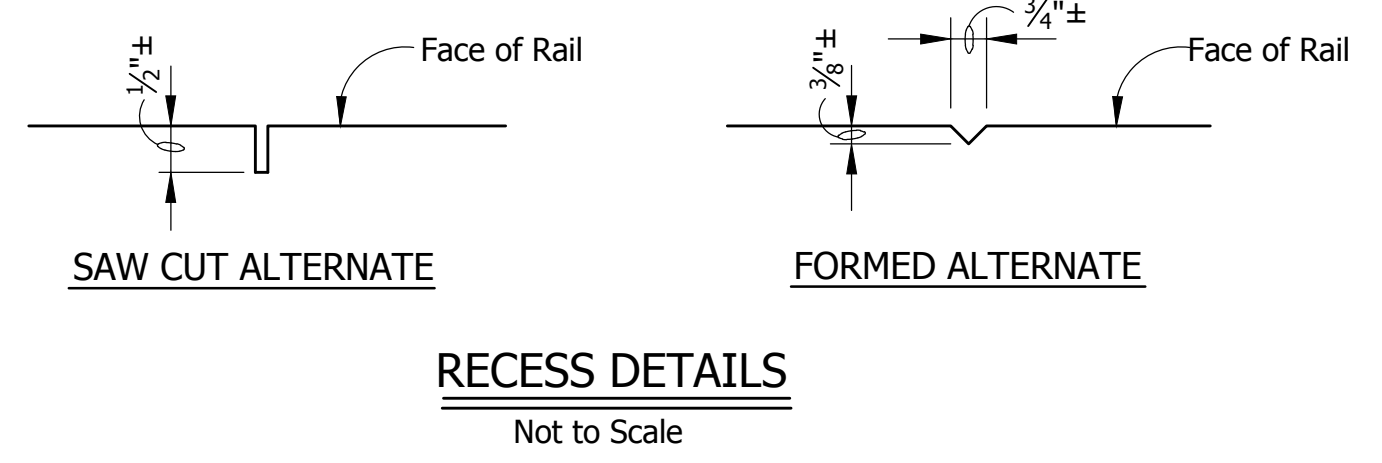
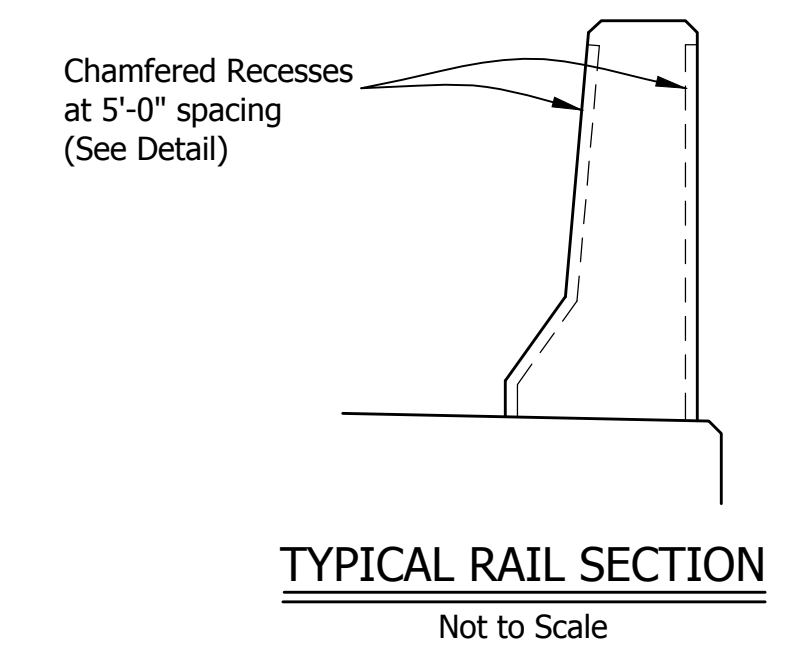
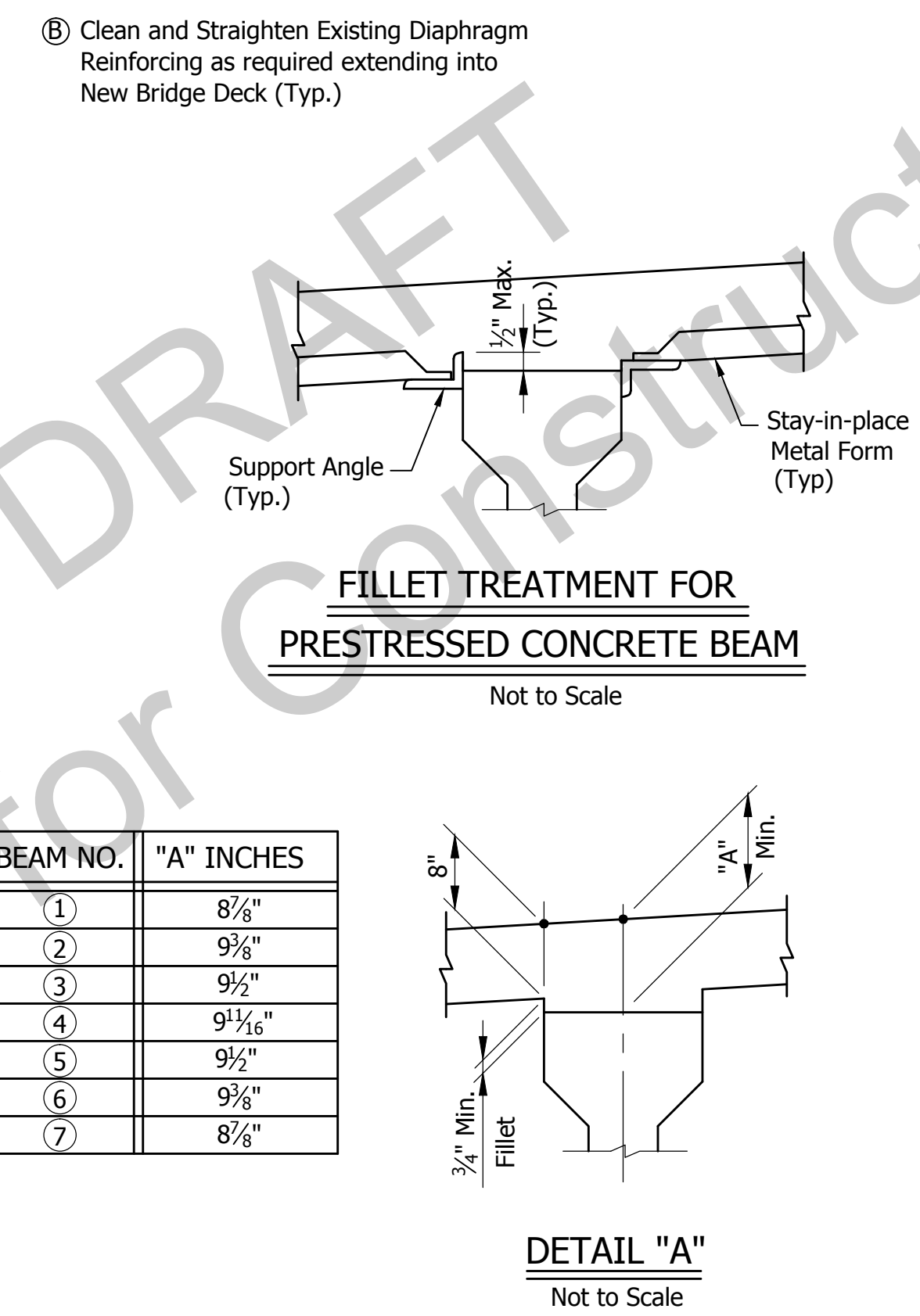
Suitable restraint shall be provided to prevent the rotation of the outside beams from construction loads such as finishing machines, forms, etc.

The top reinforcing in the slab shall be securely tied down to the slab forms and/or the beams to prevent lifting during concrete placement.

The Contractor shall have the option of using permanent metal deck forms in lieu of removable deck forms.



Note:
See Standard Drawing E706-BRSF-01 for Additional Details.



NOTES

See Sheet 14 for Concrete Dead Load Deflection Diagram and Screenshot Plan.

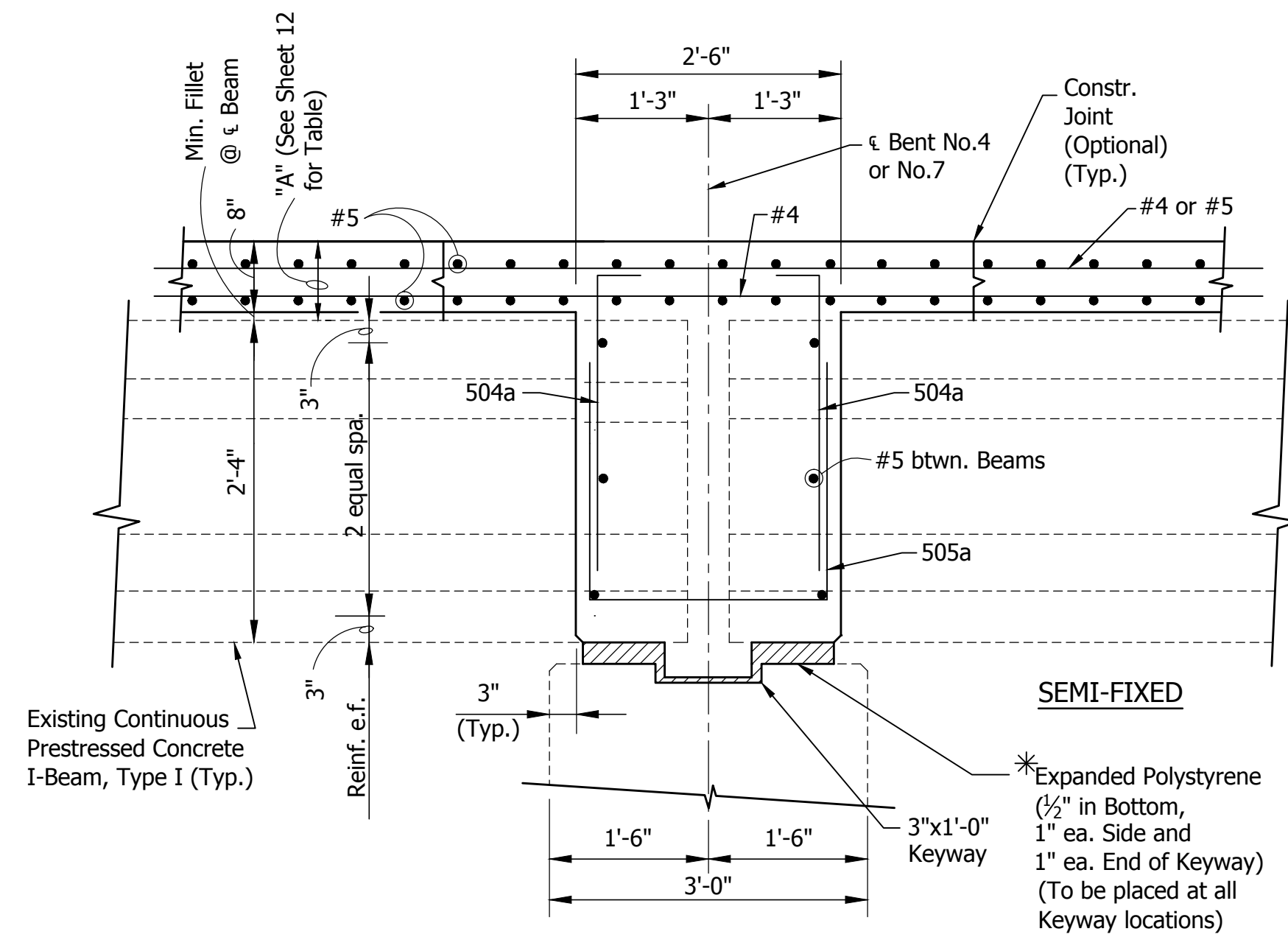
See Sheet 15 for Screenshot Elevations.

See Sheet 16 for Bar Bending Details and Bills of Materials.

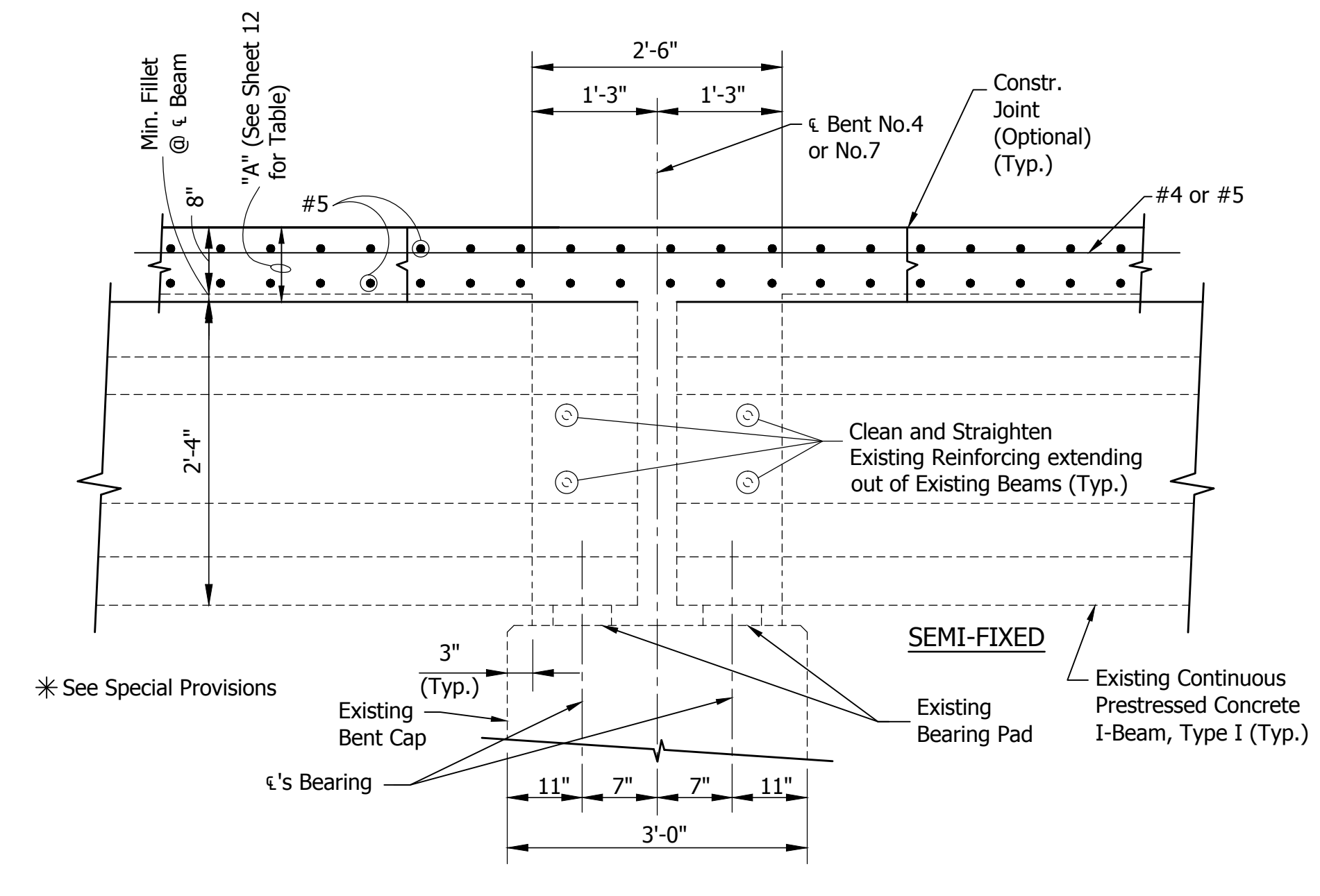
	RECOMMENDED FOR APPROVAL: <i>Michael Matel</i> 10/31/16 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE AS NOTED	BRIDGE FILE 041-82-0876E
	DESIGNED: C. OBRIEN DRAWN: D. SHEETZ	FLOOR DETAILS SOUTHBOUND STRUCTURE	VERTICAL SCALE AS NOTED	DESIGNATION 0100482
CHECKED: B. WRIGHT CHECKED: M. MATEL		SURVEY BOOK	SHEET 12 OF 18	PROJECT 0100482

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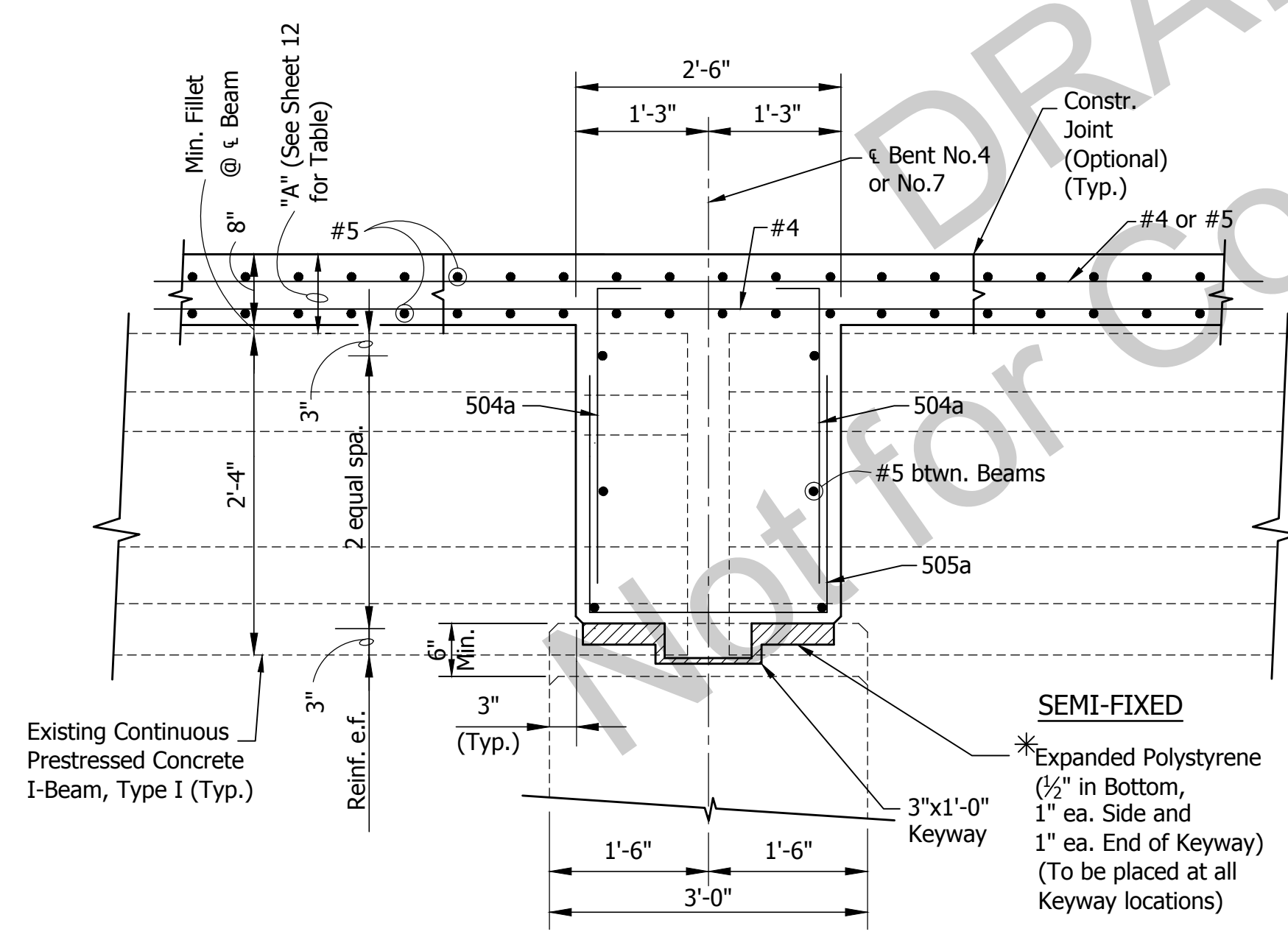
**SECTION "D-D"
BETWEEN BEAMS**



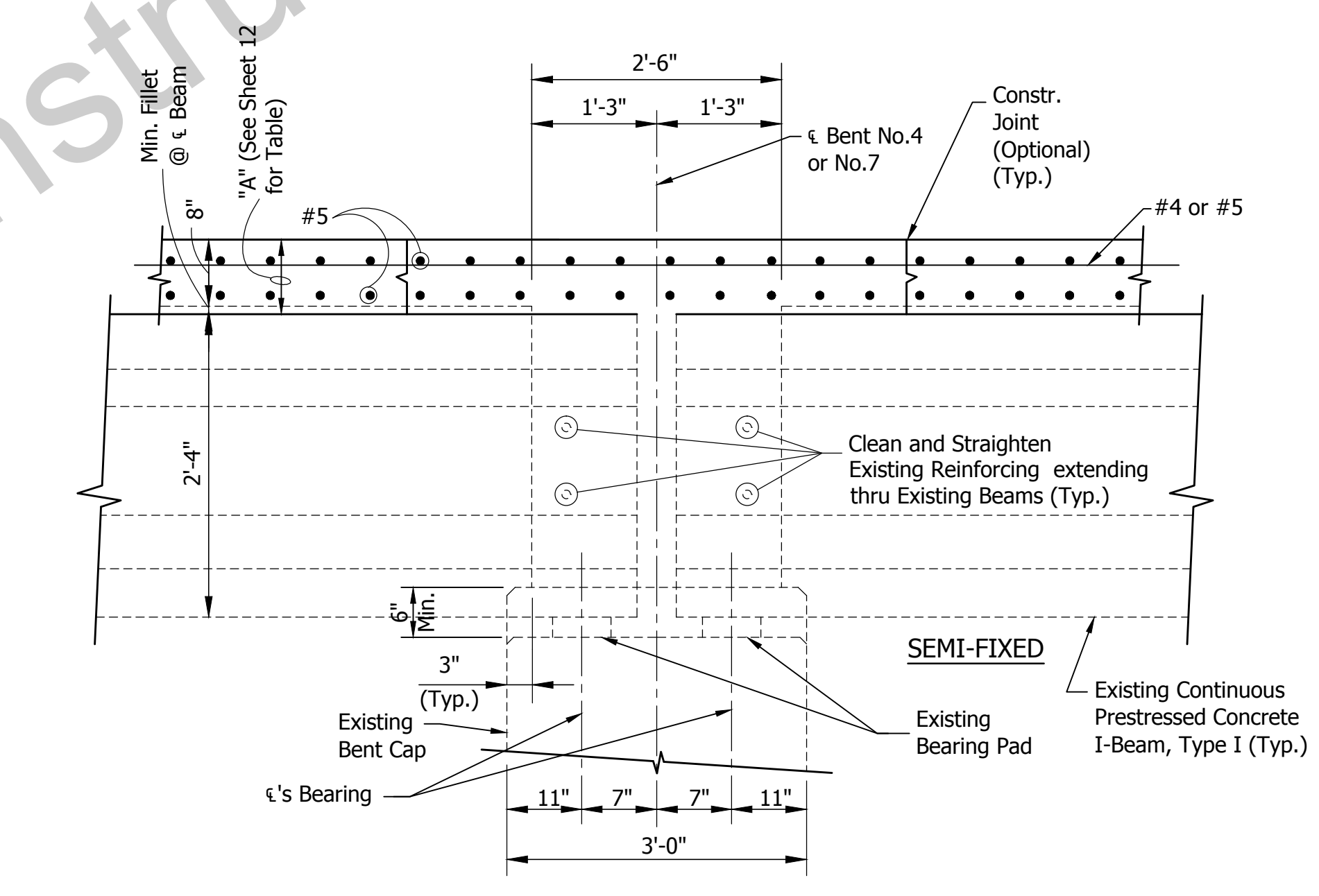
**SECTION "D-D"
AT BEAMS**

**BENTS NO. 4 AND NO.7
EXTERIOR BAYS
(SHOWING RECONSTRUCTION)**
Not to Scale

Note:
Vertical Dimensions are
at ϵ of Pier at ϵ of
each Beam and do not
include Beam Camber.



**SECTION "D-D"
BETWEEN BEAMS**



**SECTION "D-D"
AT BEAMS**

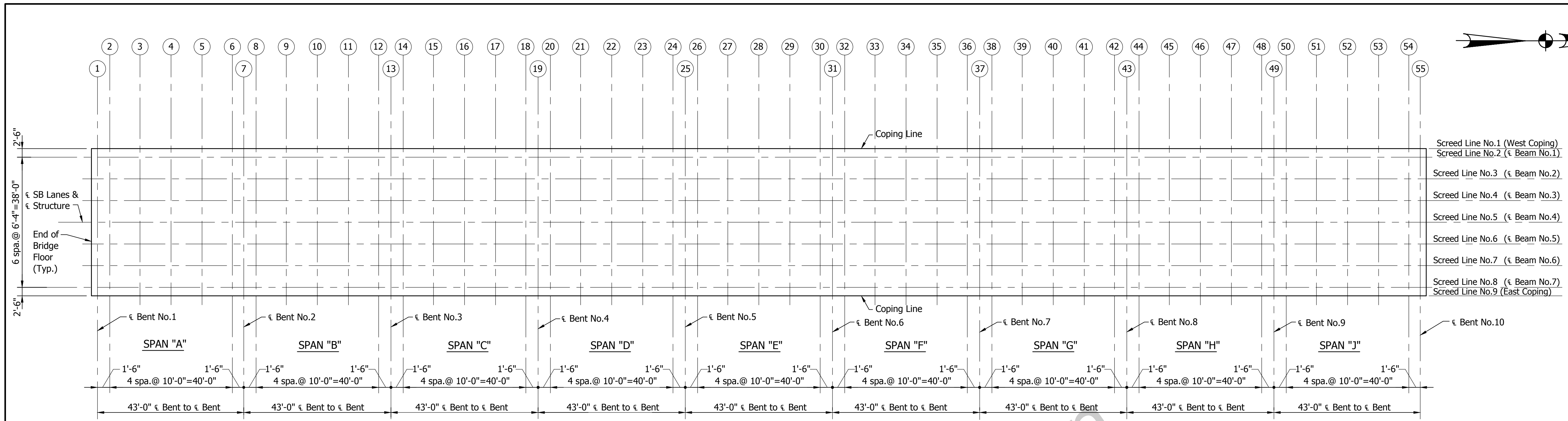
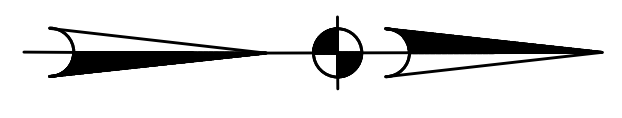
**BENTS NO. 4 AND NO.7
INTERIOR BAYS
(SHOWING RECONSTRUCTION)**
Not to Scale

NOTES
See Sheet 14 for Concrete Dead Load Deflection
Diagram and Screenshot Plan.
See Sheet 15 for Screenshot Elevations.
See Sheet 16 for Bar Bending Details and Bills
of Materials.

	RECOMMENDED FOR APPROVAL: <i>Michael Matel</i> 10/31/16 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION FLOOR DETAILS SOUTHBOUND STRUCTURE
	DESIGNED: C. OBRIEN DRAWN: D. SHEETZ	
	CHECKED: B. WRIGHT CHECKED: M. MATEL	

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	041-82-0876E
VERTICAL SCALE	DESIGNATION
AS NOTED	0100482
SURVEY BOOK	SHEET
	13 OF 18
CONTRACT	PROJECT
B-33539	0100482

BFS NO. 5605



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

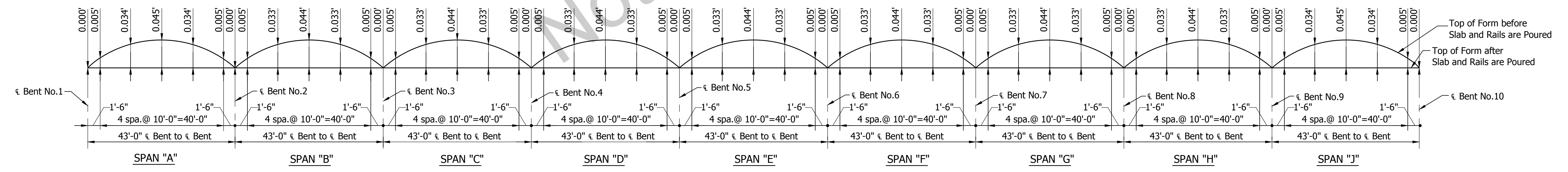
SCREED NOTES

Screed elevations will be given for setting screeds and coping forms so that the slab and copings will be at the required elevations after all the concrete has been poured.

Take elevations at the screed and coping points on top of adjacent beams, subtract these elevations from the given elevations and use resulting dimensions as the height for setting the screed or coping forms above that point. This dimension remains unchanged regardless of how much or what order the concrete is poured.

No concrete shall be poured until the above operation is completed.

Do not set screeds or coping forms by leveling.



CONCRETE DEAD LOAD DEFLECTION DIAGRAM
Scale: 1/16" = 1'-0"

NOTE
See Sheet 15 for Screed Tables.

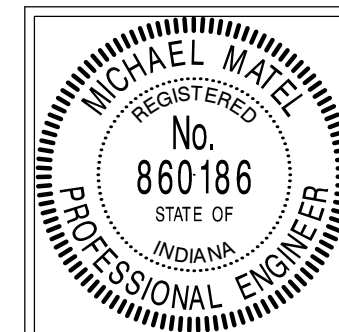
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	RECOMMENDED FOR APPROVAL: <i>Michael Matel</i> 10/31/16 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION FLOOR DETAILS SOUTHBOUND STRUCTURE	HORIZONTAL SCALE	BRIDGE FILE
	DESIGNED: C. O'BRIEN DRAWN: D. SHEETZ CHECKED: B. WRIGHT CHECKED: M. MATEL		AS NOTED AS NOTED SURVEY BOOK	041-82-0876E DESIGNATION 0100482 SHEET 14 OF 18
			VERTICAL SCALE AS NOTED	PROJECT 0100482
			CONTRACT B-33539	SHEET NO. 5605

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		Point:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	
SCREED LINE	1	Top of Coping Form	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	
		Top of Exterior Beam																													
		Top of Beam to Top of Coping																													
	2	Top of Screed	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	3	Top of Screed	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	4	Top of Screed	381.965	381.970	381.995	382.010	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	5	Top of Screed	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	6	Top of Screed	381.965	381.970	381.995	382.010	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	7	Top of Screed	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	8	Top of Screed	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	9	Top of Coping Form	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	
		Top of Exterior Beam																													
		Top of Beam to Top of Coping																													

		Point:	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55		
SCREED LINE	1	Top of Coping Form	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	
		Top of Exterior Beam																													
		Top of Beam to Top of Coping																													
	2	Top of Screed	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	3	Top of Screed	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	4	Top of Screed	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.010	381.995	381.970	381.965	381.970	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	5	Top of Screed	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	382.125	382.135	382.125	382.095	382.090	382.095	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	6	Top of Screed	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.005	381.995	381.970	381.965	381.970	381.995	382.010	381.995	381.970	381.965	381.970	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	7	Top of Screed	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	381.870	381.880	381.870	381.840	381.835	381.840	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	8	Top of Screed	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	381.745	381.755	381.745	381.715	381.710	381.715	
		Top of Beam																													
		Top of Beam to Top of Screed																													
	9	Top of Coping Form	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	381.695	381.705	381.695	381.665	381.660	381.665	
		Top of Exterior Beam																													
		Top of Beam to Top of Coping																													



RECOMMENDED FOR APPROVAL: *[Signature]* 10/31/16
 DESIGN ENGINEER DATE
 DESIGNED: C. O'BRIEN DRAWN: D. SHEETZ
 CHECKED: B. WRIGHT CHECKED: M. MATEL

INDIANA
 DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS
SUPERSTRUCTURE
SPANS "A" THRU "J"
SOUTHBOUND STRUCTURE

REINFORCING BARS

Mark or Size	No. of Bars	Length (Ft.)	Weight (Lbs.)
501a	1168	5'-6"	
502a	2336	3'-2"	
503a	1168	23'-3"	
504a	144	2'-8"	
505a	72	6'-4"	
#5	128	26'-6"	
#5	32	25'-9"	
#5	584	25'-6"	
#5	130	22'-3"	
#5	2204	20'-0"	
#5	72	4'-6"	
Total #5 (Epoxy Coated)			112875
401a	1168	4'-6"	
#4	384	22'-0"	
#4	1120	20'-0"	
#4	112	17'-0"	
Total #4 (Epoxy Coated)			25389
Total Steel (Epoxy Coated)			138264

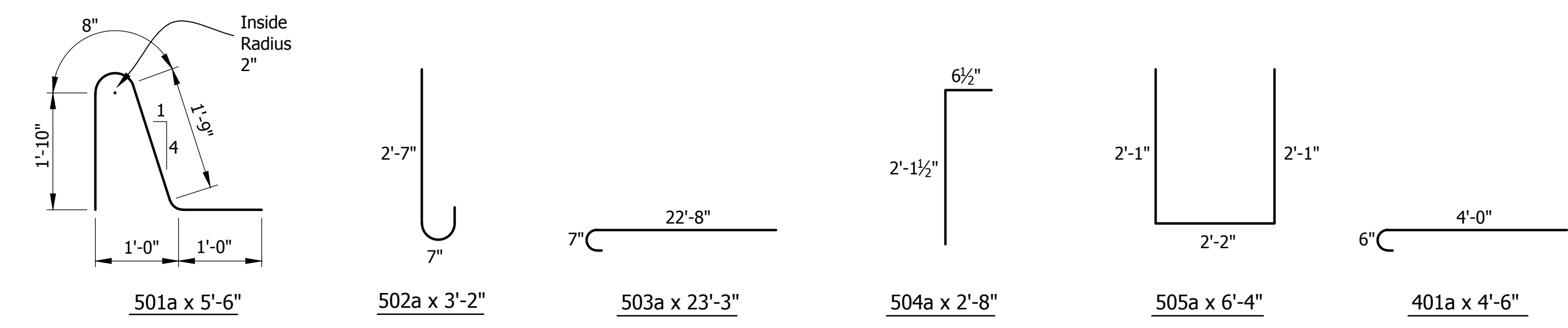
CONCRETE

Class "C" in Superstructure	
Pour No.1	151.8 Cys.
Pour No.2	151.8 Cys.
Pour No.3	135.2 Cys.
Pour No.4	13.1 Cys.
Pour No.5	13.1 Cys.
Total Class "C" in Superstructure	465.0 Cys.
Class "C" in Railing	
	74.2 Cys.

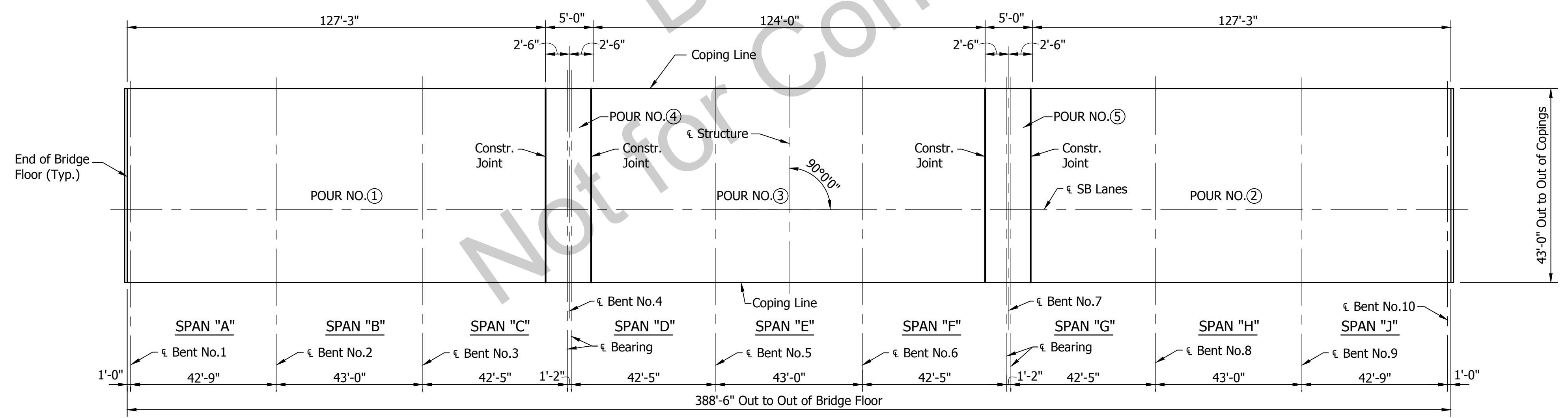
MISCELLANEOUS

Barrier Delineators	22 Each
Threaded Tie Bar Assemblies (#5x3'-0" each way) (Epoxy Coated)	44 Each
Surface Seal	23150 Sft.
Cast Iron Roadway Drains Type "OS-D"	18 Each
6"Ø Drain Pipe Casting Extension	18 Each

⊕ A.S.T.M. A615, Grade 60



BAR BENDING DETAILS
Not to Scale



Note: Pour Numbers indicate Sequence of Pours, Pours over Interior Supports shall be made last to reduce the effect of the Slab Dead Load in the Negative Moment Area.

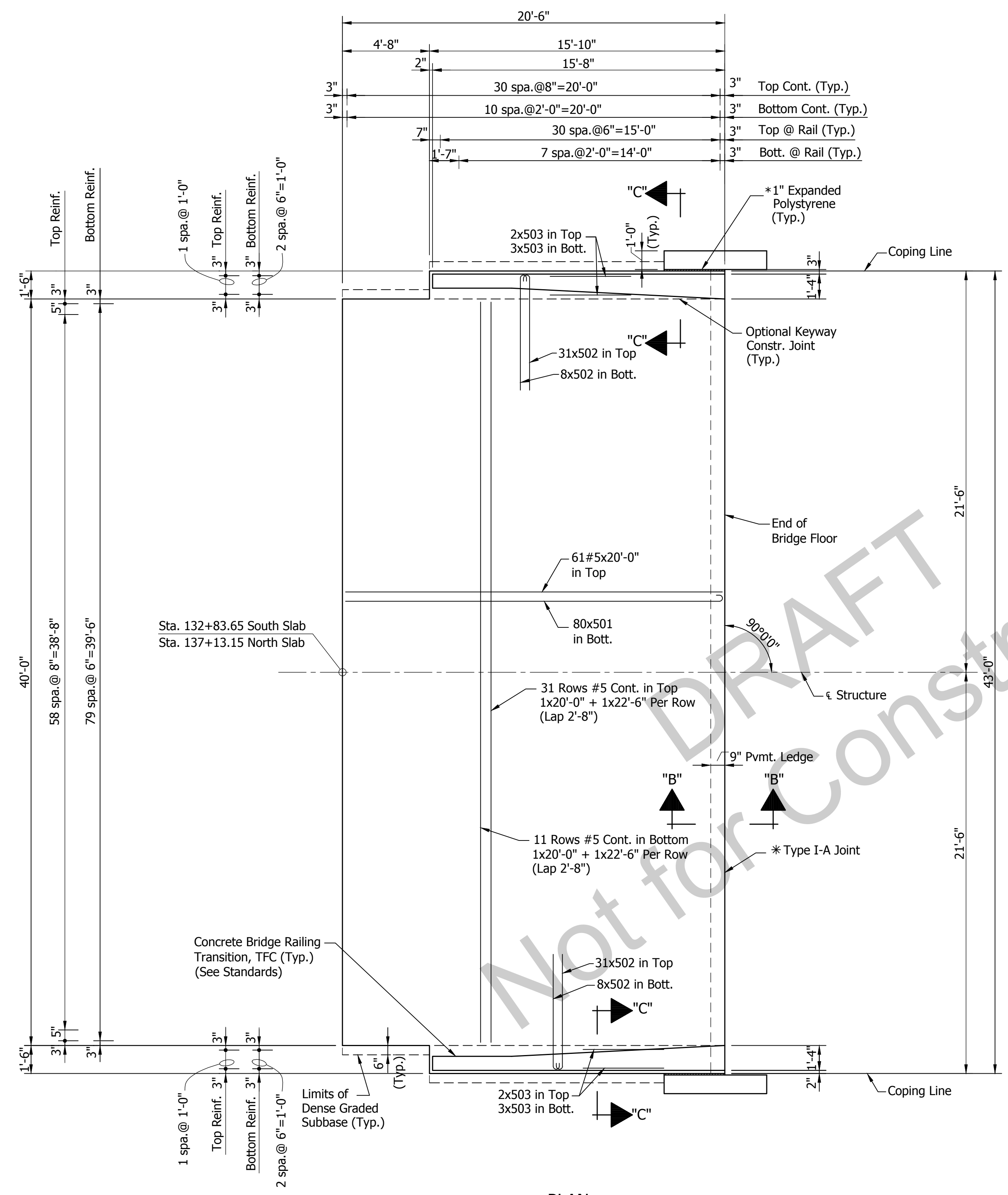
SEQUENCE OF POURS DIAGRAM
Not to Scale

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	RECOMMENDED FOR APPROVAL: <i>Michael Matel</i> 10/31/16 DESIGN ENGINEER DATE	INDIANA DEPARTMENT OF TRANSPORTATION FLOOR DETAILS SOUTHBOUND STRUCTURE	HORIZONTAL SCALE AS NOTED	BRIDGE FILE 041-82-0876E
	DESIGNED: C. OBRIEN DRAWN: D. SHEETZ		VERTICAL SCALE AS NOTED	DESIGNATION 0100482
	CHECKED: B. WRIGHT CHECKED: M. MATEL		SURVEY BOOK	SHEET 16 OF 18
			CONTRACT B-33539	PROJECT 0100482

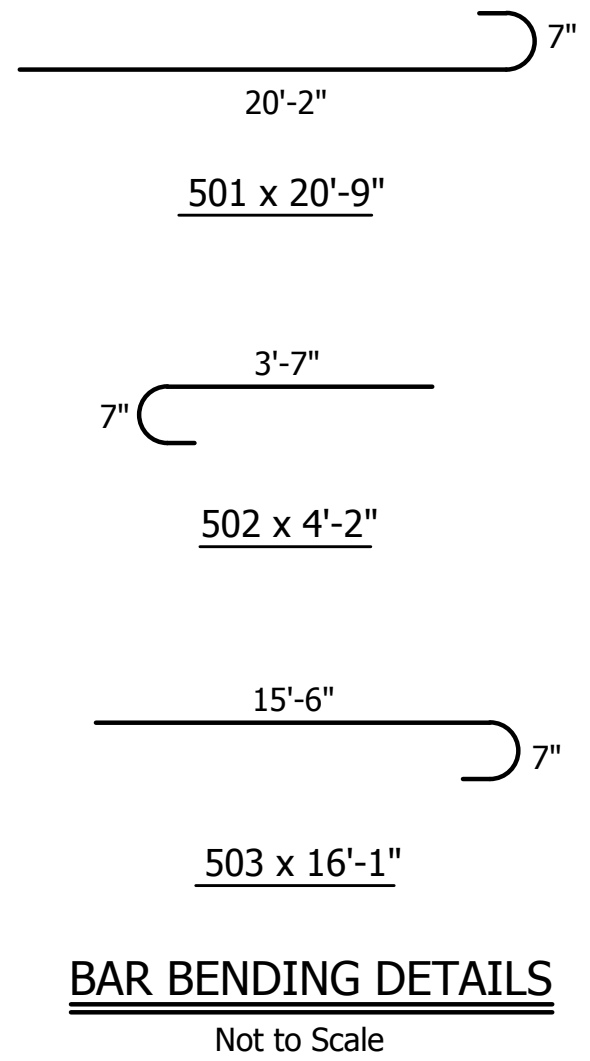
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BFS NO.

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PLAN
SOUTH APPROACH SLAB (SHOWN)
NORTH APPROACH SLAB (OPP. HAND)
 Scale: 1/4"=1'-0"

* See Special Provisions



BAR BENDING DETAILS
 Not to Scale

BILL OF MATERIALS
SOUTH APPR. SLAB
NORTH APPR. SLAB (SAME)
SOUTHBOUND STRUCTURE

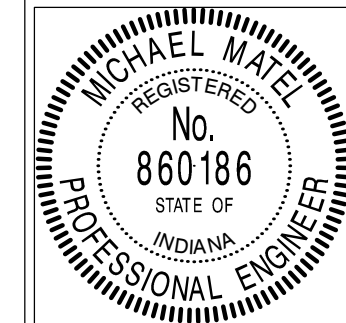
REINFORCING BARS			
Mark or Size	No. of Bars	Length (Ft.)	Weight (Lbs.)
501	80	20'-9"	
502	78	4'-2"	
503	10	16'-1"	
#5	42	22'-6"	
#5	103	20'-0"	
Total Steel (Epoxy Coated)			5372
CONCRETE			
Reinforced Concrete			
Bridge Approach (12")			97 Sys.
MISCELLANEOUS			
Dense Graded Subbase			17 Cys.
Concrete Bridge Railing			
Transition, TFC			2 Each
Surface Seal			840 Sft.

- ⊕ A.S.T.M. A615, Grade 60
- ⊖ Does not include Bridge Railing Transition

NOTES
 See Sheet 7 for Section "C-C".
 See Sheet 8 for Section "B-B".

RECOMMENDED FOR APPROVAL: *[Signature]* 10/31/16
 DESIGN ENGINEER DATE

DESIGNED: D. SHEETZ DRAWN: D. SHEETZ
 CHECKED: M. MATEL CHECKED: M. MATEL



INDIANA
 DEPARTMENT OF TRANSPORTATION

APPROACH SLAB DETAILS
 SOUTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	041-82-0876E
VERTICAL SCALE	DESIGNATION
AS NOTED	0100482
SURVEY BOOK	SHEET
	17 OF 18
CONTRACT	PROJECT
B-33539	0100482

5605
 BFS NO.

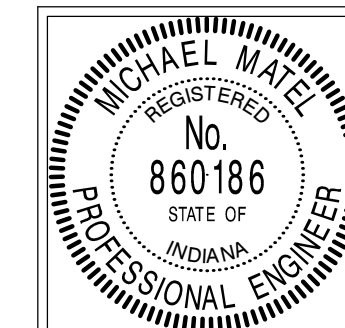
STRUCTURE QUANTITIES

ITEM	CONCRETE				DENSE GRADED SUBBASE	REINF. CONC. BRIDGE APPR. 12"	CONC. RAILING, FC	REINF. BARS (PLAIN)	REINF. BARS (EPOXY COATED)	EST. WEIGHT STR. STEEL	PILE, STEEL PIPE, 0.312 IN. 14 IN.	CONICAL PILE TIP 14 IN.	FIELD DRILLED HOLES	CAST IRON DRAIN TYPE "OS-D"	6"Ø DRAIN PIPE EXTENSION	STRUCTURAL MEMBERS CONCRETE HYBRID BULB-T	EST. AREA SURFACE SEAL	CONCRETE BRIDGE RAILING TRANSITION TFC	FIELD DRILL HOLES IN CONCRETE	CORED HOLE IN CONCRETE	GEOTEXTILE	AGGREGATE FOR END BENT BACKFILL	THREADED TIE BAR ASSEMBLIES (EPOXY COATED)	6"Ø END BENT DRAIN PIPE	BARRIER DELINEATORS
	CLASS C IN SUPERSTR.	CLASS C IN SUBSTR.	CLASS B IN FOOTING	CLASS A IN SUBSTR.																					
SUPERSTRUCTURE																									
Spans "A" thru "J"	465.0						74.2		138264					18	18		23150						44		22
SUBSTRUCTURE																									
Bent No.1									2211										36	1	40	11		58	
Bent No.10									2211										36	1	40	11		58	
APPROACH SLABS																									
South					17	97			5372								840	2							
North					17	97			5372								840	2							
BARRIER RAIL TRANSITIONS																									
South									1102																
North									1102																
TOTALS	465.0				34	194	74.2	⊕	⊕155634					18	18		24830	4	72	2	80	22	44	116	22

⊕ A.S.T.M. A615, Grade 60

DRAFT
Not for Construction

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RECOMMENDED FOR APPROVAL: *Michael Matel* 10/31/16
DESIGN ENGINEER DATE

DESIGNED: D. SHEETZ DRAWN: D. SHEETZ
CHECKED: M. MATEL CHECKED: M. MATEL

INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE SUMMARY
SOUTHBOUND STRUCTURE

HORIZONTAL SCALE	BRIDGE FILE
NONE	041-82-0876E
VERTICAL SCALE	DESIGNATION
NONE	0100482
SURVEY BOOK	SHEET
	18 OF 18
CONTRACT	PROJECT
B-33539	0100482

5605
BFS NO.