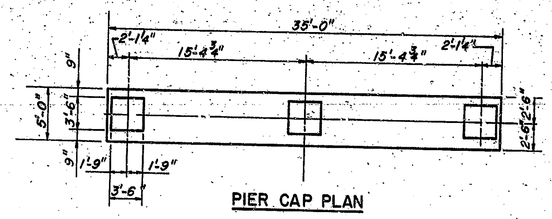
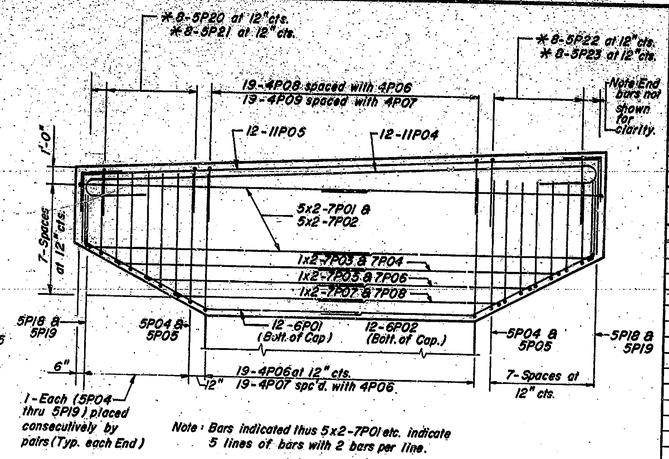
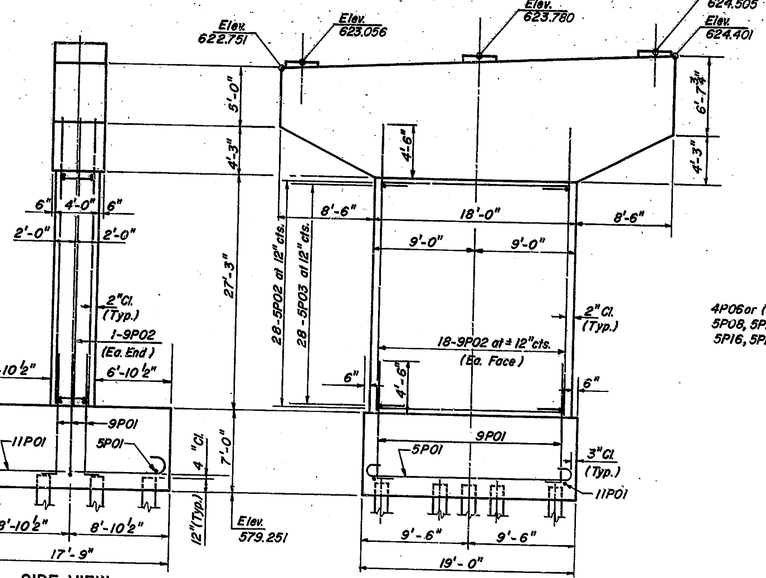


PIER CAP PLAN



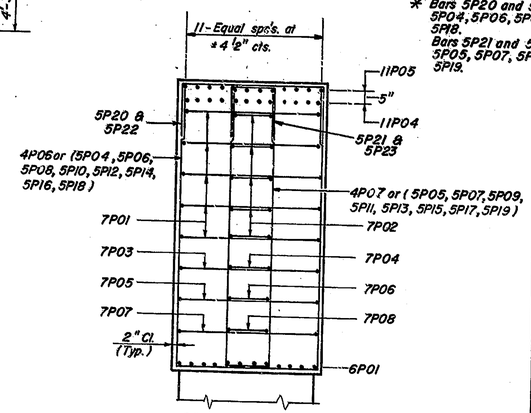
Note: Bars indicated thus 5x2-7P01 etc. indicate 5 lines of bars with 2 bars per line.

PIER CAP DETAIL



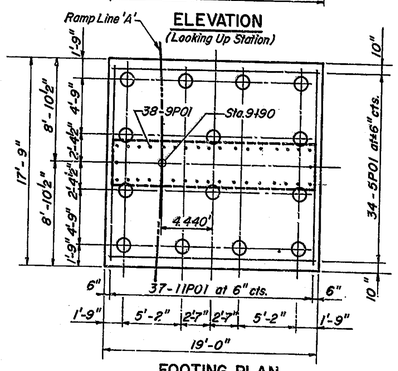
SIDE VIEW

ELEVATION (Looking Up Station)



SECTION THRU CAP

* Bars 5P20 and 5P22 to be spaced with bars 5P04, 5P06, 5P08, 5P10, 5P12, 5P14, 5P16 & 5P18.
Bars 5P21 and 5P23 to be spaced with bars 5P05, 5P07, 5P09, 5P11, 5P13, 5P15, 5P17 & 5P19.



FOOTING PLAN

NOTE: All reinforcement bars shall conform to the requirements of ASTM, grade 60.
Minimum compressive strength of both Footing and Substructure Concrete shall be 4,000 p.s.i.

PILE DATA

TYPE: High Capacity (14" ø Steel Encased Concrete)
ESTIMATED LENGTH: 85'
NUMBER REQUIRED: 14

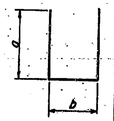
APPROVED FOR CONSTRUCTION
W. E. Abbott 5-16-81
W. E. ABBOTT
Assistant Engineer of Bridge Design

DESIGNED D.O.H. C'K'D MM
DRAWN HGS / GR C'K'D GR
TRACED HGS C'K'D GR

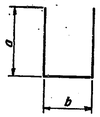
BAR BENDING DIAGRAMS

NOTES: Numbers preceeding letter denotes bar size.
All dimension are out to out
All bar bending pin diameters shall be in accordance with A.C.I. Std's.

Bar	a	b
4P06	9'-0"	4'-8"
4P07	9'-0"	1'-4½"
4P08	3'-0"	4'-8"
4P09	3'-0"	1'-4½"

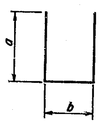


Bar	a	b
5P03	2'-0"	3'-5½"
5P04	8'-6"	4'-8"
5P05	8'-6"	1'-5½"
5P06	8'-0"	4'-8"
5P07	8'-0"	1'-5½"
5P08	7'-6"	4'-8"
5P09	7'-6"	1'-5½"
5P10	7'-0"	4'-8"
5P11	7'-0"	1'-5½"
5P12	6'-6"	4'-8"
5P13	6'-6"	1'-5½"
5P14	6'-0"	4'-8"
5P15	6'-0"	1'-5½"
5P16	5'-5"	4'-8"
5P17	5'-5"	1'-5½"
5P18	4'-11"	4'-8"
5P19	4'-11"	1'-5½"
5P20	2'-9"	4'-8"
5P21	2'-9"	1'-5½"
5P22	4'-3"	4-8"
5P23	4'-3"	1-5½"

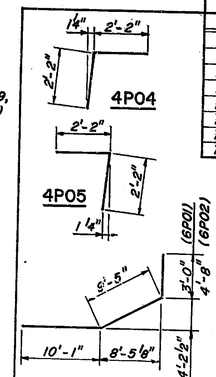


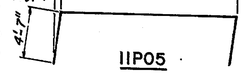
5P03 THRU 5P23

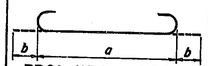
Bar	a	b
7P01	18'-9"	4'-7"
7P02	18'-9"	1'-3"
7P03	16'-9"	4'-7"
7P04	16'-9"	1'-3"
7P05	14'-9"	4'-7"
7P06	14'-9"	1'-3"
7P07	12'-9"	4'-7"
7P08	12'-9"	1'-3"



7P01 THRU 7P08

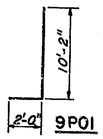






5P01, 11P01 & 11P04

Bar	a	b
5P01	18'-6"	7"
11P01	17'-3"	1'-7"
11P04	34'-6"	4'-4"



9P01

BILL OF MATERIAL

Bar	No.	Length	Bent	Str.
4P04	12	4'-4"	●	
4P05	12	4'-4"	●	
4P06	19	18'-4"	●	
4P07	19	11'-9"	●	
4P08	19	12'-4"	●	
4P09	19	5'-9"	●	
5P01	34	19'-8"	●	
5P02	56	17'-8"		●
5P03	56	7'-6"	●	
5P04	2	21'-8"	●	
5P05	2	18'-6"	●	
5P06	2	20'-8"	●	
5P07	2	17'-6"	●	
5P08	2	19'-8"	●	
5P09	2	16'-6"	●	
5P10	2	18'-8"	●	
5P11	2	15'-6"	●	
5P12	2	17'-8"	●	
5P13	2	14'-6"	●	
5P14	2	16'-8"	●	
5P15	2	13'-6"	●	
5P16	2	15'-6"	●	
5P17	2	12'-4"	●	
5P18	2	14'-6"	●	
5P19	2	11'-4"	●	
5P20	8	10'-2"	●	
5P21	8	7'-0"	●	
5P22	8	13'-2"	●	
5P23	8	10'-0"	●	
6P01	12	22'-6"	●	
6P02	12	24'-2"	●	
7P01	10	42'-1"	●	
7P02	10	38'-3"	●	
7P03	2	38'-1"	●	
7P04	2	34'-9"	●	
7P05	2	34'-1"	●	
7P06	2	30'-9"	●	
7P07	2	30'-1"	●	
7P08	2	26'-9"	●	
9P01	38	12'-2"	●	
9P02	38	31'-9"		●
11P01	37	20'-5"	●	
11P04	12	43'-2"	●	
11P05	12	43'-8"	●	

ESTIMATED QUANTITIES

Item	Unit	Total
Reinforcing Steel	Lb.	22,249
Substructure Conc.	Cu. Yd.	131.5
Footing Conc.	Cu. Yd.	86.9
High Capacity Piles	Lin. Ft.	1,190

Figg and Muller Engineers Inc.
424 North Ashley Street
Tallahassee Florida 32301

PIER 202 DETAILS

INDIANA STATE HIGHWAY COMMISSION

LAKE COUNTY - RAMP:- A SECTION:-
SCALE:- N.T.S. DATE:- MARCH 27, 1981
SUBMITTED FOR APPROVAL Eugene C. Figg Jr.
DRAWING:- OF SHEET:- 11 OF
PROJECT:- MM 220 - 1 (8)
CONTRACT NO. B-12752
BRIDGE FILE:- 912-45-2546 RWX

EUGENE C. FIGG JR. REGISTERED TO PRACTICE PROFESSIONAL ENGINEER 11543 STATE OF INDIANA