BRIDGE PLANS
ROUTE: S.R. 265
R.P. 11+34
PROJECT NO. 0810243 P.E.
PROJECT NO. 0810243 R/W
PROJECT NO. 0810243 CONST.

New Bridge Construction on EB SR 265 over Lentzier Creek Tributaries, Located 1.84 miles West of the SR 62/ SR 265 interchange in Illinois Grant Survey #25, Utica Township, Clark County, Indiana.

NOTE: CONTRACTOR SHALL USE THESE PLANS IN CONJUNCTION WITH ROAD PLANS DES. NO. 0810242 DES. NO. 0810243

INDIANA DEPARTMENT OF TRANSPORTATION

LOCATION MAP
CLARK COUNTY, INDIANA

BRIDGE LENGTH: GUES 10
ROAD LENGTH: GUES 70
TOTAL LENGTH: GUES 10
MAXIMUM GRADE: 4.23%

FINAL SUBMITTAL
DECEMBER 30, 2011

INSTRUCTIONS TO PLANS:

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FEEDERAL HIGHWAY ADMINISTRATION
U.S. DEPT. OF TRANSPORTATION

APPROVED:

PROJECT NO. 0810243
P.O.T. STA. 295+80.00
LINE "A"

HIDCO UNIT CODE: 05140101100010

PREPARED BY:

INDIANA DEPARTMENT OF TRANSPORTATION

COMPANY NAME
INDIANAPELIS, 46204
PHONE (317) 237-2760
FAX (317) 237-2755

CAPITOL CENTER SUITE 920
251 N. ILLINOIS ST.
FOR INFORMATION ONLY
CONSTRUCTION LOADING

The exterior girder has been checked for strength, deflection and overturning using the construction dead and live loads shown below. The live loads were assumed for a
6" slab on grade and 1'-0" of a 1'-2" slab on grade. The girder was assumed to be supported 4'-0" on the interior columns. The live loads were assumed to be
20 lb./sft. for a 1'-2" slab with a 1'-0" of 4" slab of the interior columns. The girder was
assumed to be supported 4'-0" on the interior columns. The live loads were assumed to be
20 lb./sft. for a 1'-2" slab with a 1'-0" of 4" slab of the interior columns.

Deck Falsework Loads: Designed for 15 lb./sft. for permanent metal stay-in-place deck
forms, removable deck forms, and 2 ft. exterior walkway.

Construction Live Load: Designed for 20 lb./sft. extending 2 ft. past the edge of coping
and 75 lb./ft. vertical force applied at a distance of 6 in. outside the face of coping over a 30 ft.
length of the deck centered with the finishing machine.

Finishing Machine Load: 4500 lb. distributed over 10 ft. along the coping.

Wind Load: Designed for 70 mph horizontal wind loading of 50 lb./sft. in
accordance with AASHTO Guide Design Specifications for Bridge Temporary Works (1995),
Figure 2.1.

Reinforcing steel covering shall be 2" in the top and 1" min. in the bottom of floor slab, 3"
in footings except bottom steel which shall be 4", and 2" in all other parts, unless noted.

Surface Seal top of bridge deck, concrete railings, copings, underside of deck from coping to face
of outside beam, top of interior bent caps and all exposed wingwall faces. Estimated Quantity = XXXX Sft.

GENERAL NOTES

INDIANA DEPARTMENT OF TRANSPORTATION

52,055 OVER LENTZER CREEK TRIBUTARIES

GENERAL PLAN

DESIGN DATA

Superstructure and substructure designed for HS-93 loading in accordance with the AASHTO LRFD

Dead Load: Actual weight plus 35 P.S.F. (Composite) for future wearing surface and
15 P.S.F. (Non-Composite) for permanent metal deck forms.

Floor slab designed with 7" structural depth plus a 1" integral wearing surface.

Seismic Load: Designed for Seismic Performance Zone 1.

Class "A" Concrete    f'c = 3500 p.s.i.
Class "B" Concrete    f'c = 3000 p.s.i.
Class "C" Concrete    f'c = 4000 p.s.i.
Reinforcing Steel (Grade 60)  Fy = 60,000 p.s.i.

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 in. outside the vertical coping form. The top
overhang brackets were assumed to be located 6 in. past the edge of the vertical
coping form. The bottom overhang brackets were assumed to be braced against the
interior columns. The girder was assumed to be supported 4'-0" on the interior columns. The live loads were assumed to be
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