INDIANA DEPARTMENT OF TRANSPORTATION

BRIDGE PLANS

ROUTE: S.R. 265 FROM: R.P. 8+92 TO: R.P. 10+70

PROJECT NO. 0810244 P.E.
PROJECT NO. 0810244 R/W
PROJECT NO. 0810244 CONST.

Structure No. 265-10-9599 is a new bridge construction on proposed ramp IR-9 over proposed ramp IR-9. The proposed Port Road is located approximately 0.625 miles to the Southeast of the existing S.R. 265 & S.R. 62 interchange in Illinois Grant Survey 23, Utica Township, Clark County, Indiana.

BEGIN PROJECT:
PROJECT NO. 0810244
P.O.T. STA. 428+63 "LA-EB"
P.O.T. STA. 427+55 "LA-WB"

END PROJECT:
PROJECT NO. 0810244
P.O.T. STA. 335+09 "LA-EB"
P.O.T. STA. 334+91 "LA-WB"

MAXIMUM GRADE: 3.59%
### ROADWAY

<table>
<thead>
<tr>
<th>ROADWAY</th>
<th>ALIGNMENT</th>
<th>GAUGING</th>
<th>DAVIN</th>
<th>T-ASS</th>
<th>T-ASS</th>
<th>GROSS</th>
<th>PROJECT</th>
<th>CONTINUOUS</th>
<th>TOTAL</th>
<th>TYPE</th>
<th>TERMINAL</th>
<th>END</th>
<th>DIRECTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.R. 62 EAST OF S.R. 265 NB</td>
<td>LINE LREF</td>
<td>00000</td>
<td>00000</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>NEW CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.R. 62 EAST OF S.R. 265 SB</td>
<td>LINE LREF</td>
<td>00000</td>
<td>00000</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>NEW CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.R. 62 WEST OF S.R. 265 NB</td>
<td>LINE LREF</td>
<td>00000</td>
<td>00000</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>NEW CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S.R. 62 WEST OF S.R. 265 SB</td>
<td>LINE LREF</td>
<td>00000</td>
<td>00000</td>
<td>0</td>
<td>0</td>
<td>20</td>
<td>NEW CONSTRUCTION</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### DRAWING INDEX

<table>
<thead>
<tr>
<th>SHEET NO.</th>
<th>SHEET DESIGNATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>COVER SHEET</td>
</tr>
<tr>
<td>2</td>
<td>INDEX SHEET</td>
</tr>
<tr>
<td>3</td>
<td>TYPICAL SECTIONS</td>
</tr>
<tr>
<td>4</td>
<td>TYPICAL SECTIONS</td>
</tr>
<tr>
<td>5</td>
<td>DRAWN PLAN SHEET</td>
</tr>
<tr>
<td>6</td>
<td>DRAWN PLAN SHEET</td>
</tr>
<tr>
<td>7</td>
<td>DRAWN PLAN SHEET</td>
</tr>
<tr>
<td>8</td>
<td>DRAWN PLAN SHEET</td>
</tr>
<tr>
<td>9</td>
<td>DRAWN PLAN SHEET</td>
</tr>
<tr>
<td>10</td>
<td>DRAWN PLAN SHEET</td>
</tr>
</tbody>
</table>

### DRAWER

- **Design Engineer:**
  - New Construction
  - Urban

### DRAWER

- **Drawing Index:**
  - Urban Partial Access
  - Urban Full

### DRAWER

- **Design Data:**
  - Title Sheet
  - Road Profile Sheet - Ramp "IR-9" (For Information Only)
  - Road Plan Sheet - Line "LS-3" (For Information Only)
  - Index Sheet
PROFILE ON PROPOSED RAMP "IR-9"

NOTES:
- All R/W on this Sheet is described from Ramp "IR-9".

VERTICAL SCALE
- Situation Plan
- Profile on Proposed Ramp "IR-9"

HORIZONTAL SCALE
- Layout
- Typical Riprap Drainage
- turnout Section

INDIANA DEPARTMENT OF TRANSPORTATION

C O N T O U R  I N T E R V A L  = 1'

LY-01-9

PORT ROAD
N  88°2'4"54" E
N  3°15'24" E
LIN -3"

Structure
P.O.T. STA. 917+71.35 "IR-9" = P.O.T. STA. 39+36.48 "LS-3"

5°00'00" Rt.
Skew:
RAMP "IR-9"

P.O.R.
R.T.
R.O.
A.D.

Profile on Proposed Ramp "IR-9"

CONCRETE BULB TEE BEAM BRIDGE
COMPOSITE PRESTRESSED

+47.5 0 "IR -9"

STR. NO. 108
+95 .00 "A 

STR. NO. 101

STR. NO. 118

ON RAMP "IR-9" OVER PORT ROAD
CLEAR ROADWAY: 41'-4"
SKEW:  5°00'00" RT.
1 SPAN AT 86'-6"
**GENERAL NOTES**

Handling, sheet piling, or excavation in the bottom of strip piles 10 ft. to the top; sheet piles must be 10 ft. long and 2 in. in either perpendicular width.

**DESIGN DATA**

**LIVE LOAD**
- Superstructure and substructure designed for HL-93 loading.
- To comply with the AASHTO Guide Design Specifications, the plate layout was checked for both DL-40 and HL-93 live loads.
- DL-40 load.
- Designed for 32,000 Lbs. axle load impact and 15 Lbs./Sft. for permanent metal deck forms.
- Designed for 75 Lbs./Ft. vertical force applied at a distance of 6" outside the face of coping over a 30' length of the deck centered with the finishing machine.

**DEAD LOAD**
- Designed for 4500 Lbs. distributed over 10' along the coping.
- Designed for 100 Lbs. per lineal foot for removable deck forms, and 2' exterior walkway.
- Designed for 50 Lbs./Sft. deflecting 2" and the edge of coping and 75 Lbs./Sft/vertical force applied at a distance of 6" outside the face of coping over a 30' length of the deck centered with the finishing machine.

**CONSTRUCTION LIVE LOAD**
- Designed for 70 mph horizontal wind loading of 50 Lbs./Sft. in accordance with the AASHTO LRFD Bridge Design Specifications, Fifth Edition, 2010, and Interim Revisions.
- Designed for 20 Lbs./Sft. extending 2' past the edge of coping and 4500 Lbs. distributed over 10', UNLESS NOTED.
- Designed for 70 mph horizontal wind loading of 50 Lbs./Sft. in accordance with AASHTO Guide Design Specifications for Bridge Temporary Works 1998, Figure C-2.

**CONSTRUCTION LOADING**
- Designed for 70 mph horizontal wind loading of 50 Lbs./Sft. for permanent metal deck forms, removable deck forms, and 2' exterior walkway.
- Designed for 50 Lbs./Sft. deflecting 2" and the edge of coping.

**REINFORCING STEEL**
- Reinforcing Steel, Fy = 60,000 psi

**CONCRETE**
- Concrete Class C, \( f'c = 4,000 \) psi
- Concrete Class A, \( f'c = 3,500 \) psi
- Concrete Class B, \( f'c = 3,000 \) psi

**UNIT STRESSES**
- DECK FALSEWORK LOADS: Designed for 75 Lbs./Ft. vertical force applied at a distance of 6" outside the face of coping over a 30' length of the deck centered with the finishing machine.
- CONSTRUCTION LOADING: Designed for 70 mph horizontal wind loading of 50 Lbs./Sft. in accordance with the AASHTO LRFD Bridge Design Specifications, Fifth Edition, 2010, and Interim Revisions.
- DEAD LOAD: Designed for 32,000 Lbs. axle load impact and 15 Lbs./Sft. for permanent metal deck forms.

**GENERAL PLAN**
- Composite prestressed concrete bulb tee beam bridge.
- Conklin AT-3065.
- Designed for HL-93 loading, superstructure and substructure designed for HL-93 loading.
- Designed for 32,000 Lbs. axle load impact and 15 Lbs./Sft. for permanent metal deck forms.

**REFERENCES**
- NBS RMC
- INDIA DEPARTMENT OF TRANSPORTATION