BRIDGE REHABILITATION PLANS
FOR SPANS OVER 20 FEET
U.S. 41 NB OVER OHIO RIVER OVERFLOW
PROJECT NO. 0200636

DECK RECONSTRUCTION ON STRUCTURE 041-82-4998-C (NB), U.S. 41 OVER OHIO RIVER OVERFLOW LOCATED APPROXIMATELY 0.82 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.

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

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

VICTINITY MAP
**GENERAL NOTES**

Plates for the existing structure are on file at the Indiana Department of Transportation, as Bridge File: 041-82-4998. The plans are available upon request.

Existing elevations and stations shown in the plans are taken from the existing plans of the structure and shall be verified by the contractor prior to construction.

Where new work is to be fitted to old work, the contractor shall check all dimensions and conditions in the field and report all inaccuracies to the engineer and assume responsibility for the same.

All permanent materials and workmanship shall be removed and replaced as required.

All work shall be completed in such a manner as to prevent damage to the existing structure.

**DESIGN DATA**

**DESIGN STRENGTHS**

- Concrete Strength (f′c): 3,500 psi
- Reinforcing Steel (fy): 60,000 psi
- Superstructure and substructure shall be designed for HS-20 loading in accordance with the AASHTO LRFD and AASHTO Specifications.

**LIVE LOADS**

- Construction live loads: Designed for 20 psf extending 2 ft. past the edge of the live load slab.
- Deckfalsework loads: Designed for 15 psf for permanent metal stay-in-place (non-composite) for permanent metal deck forms.
- Construction falsework loads: Designed for 15 psf extending 2 ft. past the edge of the deckfalsework slab.
- Structural Steel: Designed for 40 psf for all steel framing, including supporting struts and brackets.
- Deckform loads: Designed for 15 psf for permanent metal stay-in-place deck forms, removable deck forms, and 2 ft. exterior deck form, removable deck forms, and 2 ft. exterior
delecon slabs, 3 inches in footing except bottom steel which shall be 4 inches, and 2
- Horizontal Loads:
  - Wind Load: Designed for 70 mph horizontal wind loading of 26 psf
  - Accelertion Load:
  - Seismic Load: Designed for 70 mph horizontal wind loading of 26 psf

**CONSTRUCTION LOADS**

- New Variable Depth Railing (3 Sides of Drain) Type "A" (Typ.)
- Steel falsework loads: Designed for 15 psf for permanent metal stay-in-place deck forms.
- New Variable Depth Railing (3 Sides of Drain) Type "A" (Typ.)
- Deckfalsework loads: Designed for 15 psf extending 2 ft. past the edge of the live load slab and 2-ft extension of live load slab.
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BENT NO. 1 DETAILS
NORTHBOUND STRUCTURE

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**ELEVATION**

**PLAN**

**NOTES**

See Sheet 7 for Removal Details
See Sheet 9 for Section "B-B'
See Sheet 10 for Wingwall Details and Section "D-D" See Sheet 11 For Bar Bending Details and Bill of Materials

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**INDIANA DEPARTMENT OF TRANSPORTATION**

**DESIGN NO.**

**DATE**

**RECOMMENDED FOR APPROVAL**

**DESIGNED:**

**CHECKED:**

**DRAWN:**

**CHECKED:**

**HORIZONTAL SCALE**

**VERTICAL SCALE**

**SURVEY BOOK**

**CONTRACT PROJECT**

**SHEET DESIGNATION**

**BRIDGE FILE**

**B-33539**

**041-82-4998C**

**0200636**

**0200636**

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**EAS**

**NBD**

**GSB**

**NBD**

**31**

**10/31/2016**

**BENT NO. 1 DETAILS**

**NORTHBOUND STRUCTURE**

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NOTES

See Sheet 7 for Removal Details.
See Sheet 11 for Bar Bending Details and Bill of Materials.

- See Special Provisions

CONSTRUCTION J oint, Type "A"

**1" Expanded Polystyrene**

**2 layers of 6 Mil Polyethylene**

**Dense Graded Subbase**

1'-0" Approx. Proposed Ground Line

- See Special Provisions

10'-3" (East Wingwall)

9'-11" (West Wingwall)

El. 381.47 (East Wingwall)

El. 381.14 (West Wingwall)

El. 371.48 (Typ.)

TYPICAL WINGWALL DETAIL

(2 Ea. Similar)

Scale: 3" = 1'-0"

Concrete Bridge Railing

Transition, TFC

502a

#5

503a

1'-0"

Approx.

Proposed

Ground Line

* 1" Expanded

Polystyrene

** 2 layers of 6 Mil

Polyethylene

Dense Graded Subbase

2" Clr.

(Typ.)

* See Special Provisions

9'-11"

7 8 " (East Wingwall)

9'-7"

7 8 " (West Wingwall)

15'-0"

12 spa. @ 10" Max.

26 - #7E x 14'-8" (13 E.F. per Wingwall)

18 spa. @ 10" Max. = 14'-8"

38 - #7E x 9'-8" (19 E.F.) (East Wingwall)

38 - #7E x 9'-4" (19 E.F.) (West Wingwall)

SECTION "C-C"

TYPICAL WINGWALL DETAIL

At St. Section

Width: 35" = 2'-3"

NOTES

See Sheet 7 for Removal Details.
See Sheet 11 for Bar Bending Details and Bill of Materials.

- See Special Provisions

CONSTRUCTION J oint, Type "A"

**1" Expanded Polystyrene**

**2 layers of 6 Mil Polyethylene**

**Dense Graded Subbase**

1'-0" Approx. Proposed Ground Line

- See Special Provisions

10'-3" (East Wingwall)

9'-11" (West Wingwall)

El. 381.47 (East Wingwall)

El. 381.14 (West Wingwall)

El. 371.48 (Typ.)

TYPICAL WINGWALL DETAIL

(2 Ea. Similar)

Scale: 3" = 1'-0"

Concrete Bridge Railing

Transition, TFC

502a

#5

503a

1'-0"

Approx.

Proposed

Ground Line

* 1" Expanded

Polystyrene

** 2 layers of 6 Mil

Polyethylene

Dense Graded Subbase

2" Clr.

(Typ.)

* See Special Provisions

9'-11"

7 8 " (East Wingwall)

9'-7"

7 8 " (West Wingwall)

15'-0"

12 spa. @ 10" Max.

26 - #7E x 14'-8" (13 E.F. per Wingwall)

18 spa. @ 10" Max. = 14'-8"

38 - #7E x 9'-8" (19 E.F.) (East Wingwall)

38 - #7E x 9'-4" (19 E.F.) (West Wingwall)

SECTION "C-C"

TYPICAL WINGWALL DETAIL

At St. Section

Width: 35" = 2'-3"
Joint Membrane Detail

Bar Bending Diagram

Bill of Materials

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
<th>Length (Ft.)</th>
<th>Weight (Lbs.)</th>
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<tr>
<td>#6</td>
<td>Reinforcing Bar</td>
<td>3'-5&quot;</td>
<td>200</td>
</tr>
<tr>
<td>#7</td>
<td>Reinforcing Bar</td>
<td>29'-4&quot;</td>
<td>36</td>
</tr>
<tr>
<td>#5</td>
<td>Reinforcing Bar</td>
<td>8'-0&quot;</td>
<td>1</td>
</tr>
<tr>
<td>#8</td>
<td>Reinforcing Bar</td>
<td>36'-0&quot;</td>
<td>4</td>
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<tr>
<td>#6</td>
<td>Reinforcing Bar</td>
<td>26'-3&quot;</td>
<td>12</td>
</tr>
<tr>
<td>#7</td>
<td>Reinforcing Bar</td>
<td>20'-0&quot;</td>
<td>16</td>
</tr>
<tr>
<td>#6</td>
<td>Reinforcing Bar</td>
<td>22'-6&quot;</td>
<td>18</td>
</tr>
<tr>
<td>#7</td>
<td>Reinforcing Bar</td>
<td>22'-6&quot;</td>
<td>28</td>
</tr>
<tr>
<td>#7</td>
<td>Reinforcing Bar</td>
<td>36'-0&quot;</td>
<td>36</td>
</tr>
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</table>

PEDESTAL DETAILS

NORTHBOUND STRUCTURE

**PEDESTALS**

**PIER NO. 2** (PIERS NO. 3 AND NO. 4 SAME)

**REINFORCING BARS**

<table>
<thead>
<tr>
<th>Mark or Type</th>
<th>No. of Bars</th>
<th>Length (Ft)</th>
<th>Weight (Lbs)</th>
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<tr>
<td>401c</td>
<td>18</td>
<td>9'-11&quot;</td>
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<tr>
<td>402c</td>
<td>36</td>
<td>1'-9&quot;</td>
<td></td>
</tr>
<tr>
<td>403c</td>
<td>6</td>
<td>3'-7&quot;</td>
<td></td>
</tr>
<tr>
<td>404c</td>
<td>6</td>
<td>2'-4&quot;</td>
<td></td>
</tr>
</tbody>
</table>

**Total Steel (Plain)**: 184 lbs

**CONCRETE**

CLASS A, SUBSTRUCTURE: 1.4 Cys.

**MISCELLANEOUS**

- Elastomeric Bearing Assembly: 6 Each
- Field Drilled Holes in Concrete: 36 Each

Note: All Chamfers shall be 3/4" unless otherwise noted.

See Previous Sheet for Dimension "H" values.

Note:

- See Previous Sheet for Dimension "H" values.

**BILL OF MATERIALS**
PIER NO. 5 DETAILS

NORTHBOUND STRUCTURE

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**Bar Bending Diagram**

**Plan**

Scale: 3" = 1'-0"

- 2'-8" 6" 6" 3'-7" 2" Cap Reinf.
- 4 spa. @ 11" = 3'-7"
- 4-5'12" Max.
- 4'-3"11" Min.
- 6" 6"

**Section "B-B"**

Scale: 3" = 1'-0"

- 4 - #11 x 16'-2" in Top (6 ea. row)
- 12 - #11 x 16'-2" in Top (6 ea. row)
- 4 - #5 x 21'-6" in Top
- #5 Lap 3'-0" Min. (Typ.)
- 8 - #5 x 27'-7" (4 ea.f.)

**Section "C-C"**

Scale: 3" = 1'-0"

- 4 spa. @ 11" = 3'-7"
- 2" Cap Reinf.

**Bill of Materials**

<table>
<thead>
<tr>
<th>Mark or Size</th>
<th>No. of Bars</th>
<th>Length (Ft.)</th>
<th>Weight (Lbs)</th>
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<tr>
<td>#11 16</td>
<td>1,374</td>
<td>16'-2&quot;</td>
<td></td>
</tr>
<tr>
<td>#5 4</td>
<td>713</td>
<td>39'-0&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>162</td>
<td>10'-10&quot;</td>
<td></td>
</tr>
<tr>
<td></td>
<td>47</td>
<td>11'-7&quot;</td>
<td></td>
</tr>
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</table>

**Reinforcing Bars**

**Concrete**

Class "A" in Substructure 24.7Cts.

**Elastomeric Bearing Assembly**

INDOT Type S6-A (55 Durometer)

**Note:** Special provisions for elastomeric bearing assembly.

DRAFT
Not for Construction
**NOTES**

- All Steel for expansion bearing assembly shall be A36 unless otherwise noted.
- Estimated weight of Grade 36 Structural Steel is 59,029 pounds.
- The weight of high strength bolts is not included in the Estimated Weight of Structural Steel.
- Holes shall be drilled 1'-2" deep.
- Set in 1'-3" deep field drilled hole with a 0.032" thick dash bored anchor system, (Typ.)
- Weight of threaded anchor bolts not included in the Estimated Weight of Structural Steel.
- The weight of Grade 36 Structural Steel is not included in the Estimated Weight of Structural Steel.
- Contractors responsibility is verify controlling dimensions in the field prior to fabrication.

**STRUCTURAL STEEL FABRICATION NOTES**

- All Structural Steel shall be A36, Grade 36 unless otherwise noted.
- All bolts shall be 5/8" X 2.35 high strength and all holes shall be 3/4" unless otherwise noted.
- Estimated weight of Grade 36 Structural Steel is 59,029 pounds.
- The weight of high strength bolts is not included in the Estimated Weight of Structural Steel.
- Contractors responsibility is verify controlling dimensions in the field prior to fabrication.

**E3**

- NB Lanes

**E4**

- New Built-up Plate Girders (Typ.)
- 2'-8" x 6' Top Plate

**E5**

- Existing or Proposed Built-up Plate Grider
- 1'-0" x 1'-5" Top Plate
- Tack weld steel beam to bearing plate

**E6**

- Original Top Shoes on Old Structure
- Top Shoes on New Structure

**E7**

- Plate Girders (Typ.)
- New Built-up Plate Girders (Typ.)

**E8**

- E.8.1 or 6.3 Spa. @ 10'-0" = 30'-0"

**E9**

- Existing Bearing Assembly (H507) Type S-A
- (35 Diameter) (Bolted to Top Rate)

**E10**

- 90°0'0" Pier

**E11**

- 86'-0" Span "E"

**E12**

- 85'-3" Span "D"

**E13**

- 86'-0" Span "B"

**E14**

- 85'-3" Span "A"

**E15**

- Original Top Shoes on Old Structure
- Top Shoes on New Structure

**E16**

- Original Top Shoes on Old Structure
- Top Shoes on New Structure

**E17**

- Plate Girders (Typ.)
- New Built-up Plate Girders (Typ.)

**E18**

- Existing Bearing Assembly (H507) Type S-A
- (35 Diameter) (Bolted to Top Rate)

**E19**

- 90°0'0" Pier

**E20**

- 86'-0" Span "E"

**E21**

- 85'-3" Span "D"

**E22**

- 86'-0" Span "B"

**E23**

- 85'-3" Span "A"

**E24**

- Original Top Shoes on Old Structure
- Top Shoes on New Structure

**E25**

- Plate Girders (Typ.)
- New Built-up Plate Girders (Typ.)

**E26**

- Existing Bearing Assembly (H507) Type S-A
- (35 Diameter) (Bolted to Top Rate)
Not for Construction

**NOTES:**

- Splice Elevations shown in Table are with falsework removed and allow for steel dead load only.
- Top of Splice Plates shall be adjusted to Elevations shown in Table before field splices are bolted.

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**FILLER PLATE DIMENSIONS**

<table>
<thead>
<tr>
<th>Girder No.</th>
<th>12</th>
<th>34</th>
<th>56</th>
<th>78</th>
<th>90</th>
<th>102</th>
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<tr>
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<td>1/2&quot;</td>
<td>1/2&quot;</td>
<td>1/2&quot;</td>
<td>1/2&quot;</td>
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<td>N/A</td>
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<tr>
<td>Dim &quot;B&quot;</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Dim &quot;C&quot;</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>3/8&quot;</td>
<td>3/8&quot;</td>
</tr>
<tr>
<td>Dim &quot;D&quot;</td>
<td>1/4&quot;</td>
<td>1/4&quot;</td>
<td>1/4&quot;</td>
<td>1/4&quot;</td>
<td>3/8&quot;</td>
<td>3/8&quot;</td>
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</table>

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**DESIGN ENGINEER**

**DATE**

**RECOMMENDED**

**FOR APPROVAL**

**DESIGNED:**

**CHECKED:**

**DRAWN:**

**CHECKED:**

**HORIZONTAL SCALE**

**VERTICAL SCALE**

**SURVEY BOOK**

**CONTRACT PROJECT**

**SHEET DESIGNATION**

**BRIDGE FILE**

**INDIANA DEPARTMENT OF TRANSPORTATION**

**B-33539**

**041-82-4998C**

**0200636**

**0200636**

**AS NOTED**

**AS NOTED**
### TABLE OF SCREED ELEVATIONS

| 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 |
| 1      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 2      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 3      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 4      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 5      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 6      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 7      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 8      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 9      |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 10     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 11     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 12     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 13     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |
| 14     |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |

### TABLE OF SCREED ELEVATIONS

| POINT: | 29 | 30 | 31 | 32 | 33 | 34 | 35 | 36 | 37 | 38 | 39 | 40 | 41 | 42 | 43 | 44 | 45 | 46 | 47 | 48 | 49 | 50 | 51 |
|--------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 1      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 2      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 3      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 4      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 5      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 6      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 7      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 8      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 9      |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 10     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 11     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 12     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 13     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
| 14     |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |

**TABLE OF SCREED ELEVATIONS**

**SCREED LINE**

**FLOOR DETAILS**

**NORTHBOUND STRUCTURE**

**INDIANA DEPARTMENT OF TRANSPORTATION**

**FLOOR DETAILS**

**NORTHBOUND STRUCTURE**
### SUMMARY OF BRIDGE QUANTITIES

<table>
<thead>
<tr>
<th>ITEM</th>
<th>CLASS C</th>
<th>CLASS A</th>
<th>CLASS B</th>
<th>CLASS D</th>
<th>CONCRETE</th>
<th>SURVEY BOOK</th>
<th>DESIGNATION</th>
<th>BRIDGE FILE</th>
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**DRAFT**

Not for Construction