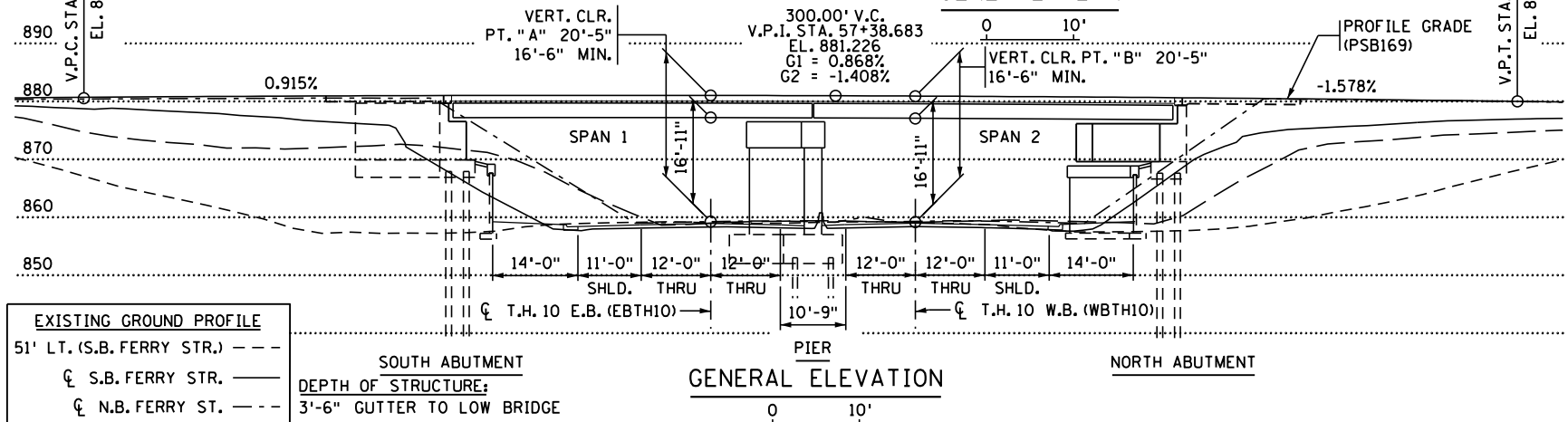
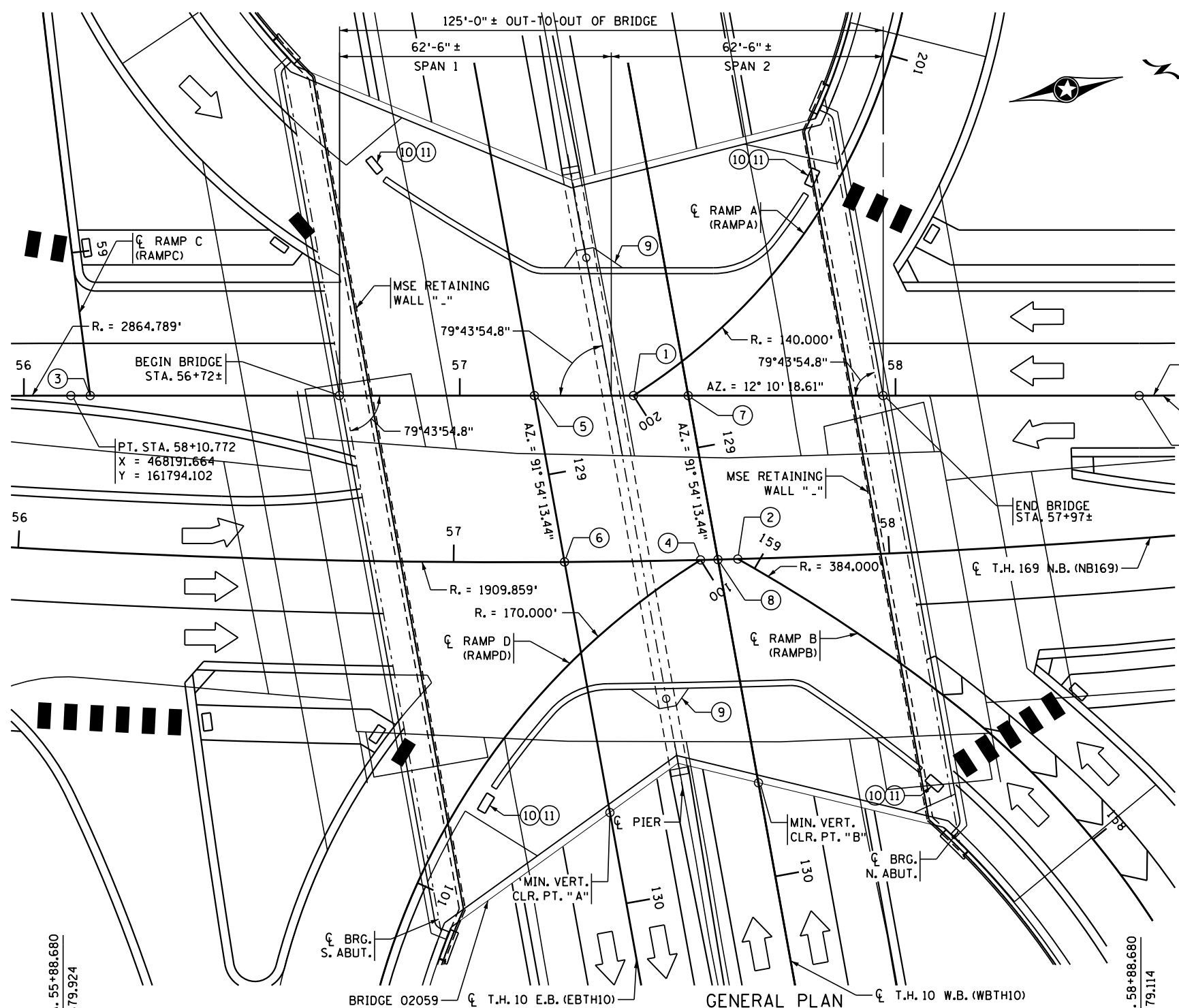


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EXISTING GROUND PROFILE

51' LT. (S.B. FERRY STR.) ---
 S.B. FERRY STR. ---
 N.B. FERRY ST. ---
 59' RT. (N.B. FERRY STR.) ---

SOUTH ABUTMENT
 DEPTH OF STRUCTURE:
 3'-6" GUTTER TO LOW BRIDGE
 SPAN 1 30MH P.C.B. 17± BEAM LINES
 SPAN 2 30MH P.C.B. 14± BEAM LINES

GENERAL ELEVATION

0 10'

NOTES:

SEE SHEET 7 FOR INPLACE UTILITIES.

THE SUBSURFACE UTILITY INFORMATION IN THIS PLAN IS UTILITY QUALITY LEVEL D. THIS UTILITY QUALITY LEVEL WAS DETERMINED ACCORDING TO THE GUIDELINES OF CI/ASCE 38-02, ENTITLED "STANDARD GUIDELINES FOR THE COLLECTION AND DEPICTION OF EXISTING SUBSURFACE UTILITY DATA".

INPLACE BRIDGE 9713 TO BE REMOVED UNDER THIS CONTRACT.

INCLUDE ONE OF TWO NOTES: 1) HYDRAULICS INVESTIGATION HAS DETERMINED THAT DECK DRAINS ARE NOT REQUIRED, OR 2) DECK DRAINS ARE REQUIRED ON BRIDGE, COORDINATE LOCATION, SIZE AND CONNECTION TO ROAD DRAINAGE IN FINAL DESIGN

BRIDGE APPROACH PANEL LAYOUT STANDARDS 5-297.222 AND 5-297.223 APPLY.
 OR
 BRIDGE APPROACH PANEL LAYOUT STANDARDS 5-297.224 AND 5-297.225 APPLY.

BRIDGE APPROACH TREATMENT STANDARD 5-297.233 APPLIES.

FOR ROADWAY WIDTHS, SEE SECTIONS ON SHEET 3.

DESIGN DATA

DESIGNED IN ACCORDANCE WITH 2020 AND CURRENT INTERIM AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS.
 HL-93 LIVE LOAD.
 DEAD LOAD INCLUDES 20 POUNDS PER SQUARE FOOT ALLOWANCE FOR FUTURE WEARING COURSE MODIFICATIONS.

MATERIAL DESIGN PROPERTIES:

REINFORCED CONCRETE:
 f'c = 4 KSI CONCRETE
 fy = 60 KSI PLAIN AND EPOXY COATED BARS
 fy = 75 KSI STAINLESS STEEL BARS
 n = 8 FOR REINFORCEMENT BARS

PRETENSIONED CONCRETE:
 f'c = 9.5 KSI CONCRETE (MAX.)
 fpu = 270 KSI LOW RELAXATION STRANDS
 n = 1 FOR PRETENSIONING STRANDS
 0.75 fpu FOR INITIAL PRESTRESS

DESIGN SPEED:
 OVER = 30 M.P.H. UNDER = 60 M.P.H.
 APPROXIMATE DECK AREA 19761 SQ. FT.

2040 PROJECTED TRAFFIC VOLUMES

ROADWAY OVER T.H. 169/FERRY ST-SB	ROADWAY OVER T.H. 169/FERRY ST-NB	ROADWAY UNDER T.H. 10/WB	ROADWAY UNDER T.H. 10/EB
16,750	16,750	AADT 44,000	44,500
1,200	1,200	DHV 3,125	3,200
510	510	HCADTT 1,350	1,350

- ① C T.H. 169 S.B. (SB169) STA. 57+39.880
 C RAMP A (RAMPA) STA. 200+00.000
 X = 468218.885
 Y = 161920.308
- ② C T.H. 169 N.B. (NB169) STA. 57+65.208
 C RAMP B (RAMPB) STA. 159+04.443
 X = 468260.583
 Y = 161935.793
- ③ C T.H. 169 S.B. (SB169) STA. 56+15.207
 C RAMP C (RAMPC) STA. 59+33.043
 X = 468192.599
 Y = 161798.438
- ④ C T.H. 169 N.B. (NB169) STA. 57+56.667
 C RAMP D (RAMPD) STA. 100+00.000
 X = 468258.995
 Y = 161927.400
- ⑤ C T.H. 169 S.B. (SB169) STA. 57+17.131
 C T.H. 10 E.B. (EBTH10) STA. 128+81.591
 X = 468214.089
 Y = 161898.070
- ⑥ C T.H. 169 N.B. (NB169) STA. 57+25.440
 C T.H. 10 E.B. (EBTH10) STA. 129+20.391
 X = 468252.868
 Y = 161896.781
- ⑦ C T.H. 169 S.B. (SB169) STA. 57+52.446
 C T.H. 10 W.B. (WBTH10) STA. 128+87.886
 X = 468221.535
 Y = 161932.592
- ⑧ C T.H. 169 N.B. (NB169) STA. 57+60.658
 C T.H. 10 W.B. (WBTH10) STA. 129+26.114
 X = 468259.742
 Y = 161931.322
- ⑨ SIGNAL FOUNDATION
- ⑩ PEDESTRIAN DETECTABLE WARNING
- ⑪ APPROXIMATE PUSH BUTTONS, TO BE DETERMINED IN FINAL DESIGN.

PROPOSED TYPE OF STRUCTURE

DECK:
 30MH PRESTRESSED CONCRETE BEAMS
 SIMPLE SPANS
 SEPARATE CONCRETE WEARING COURSE
 ALL BARS EPOXY COATED

SUBSTRUCTURE:
 PARAPET MSE ABUTMENTS SUPPORTED ON XX" ----- PILES.
 MULTI-COLUMN PIER SUPPORTED ON XX" ----- PILES.

AESTHETICS:
 LEVEL

MINNESOTA
 DEPARTMENT OF TRANSPORTATION

PRELIMINARY PLAN
BRIDGE NO. 02059

T.H. 169 OVER T.H. 10
 AT THE JUNCTION OF T.H. 169
 IN ANOKA

SEC. 1 TWP. 31 N. R. 25 W.
 31 TWP. ANOKA CO.

DATE: _____

NOT FINAL
 STATE BRIDGE ENGINEER