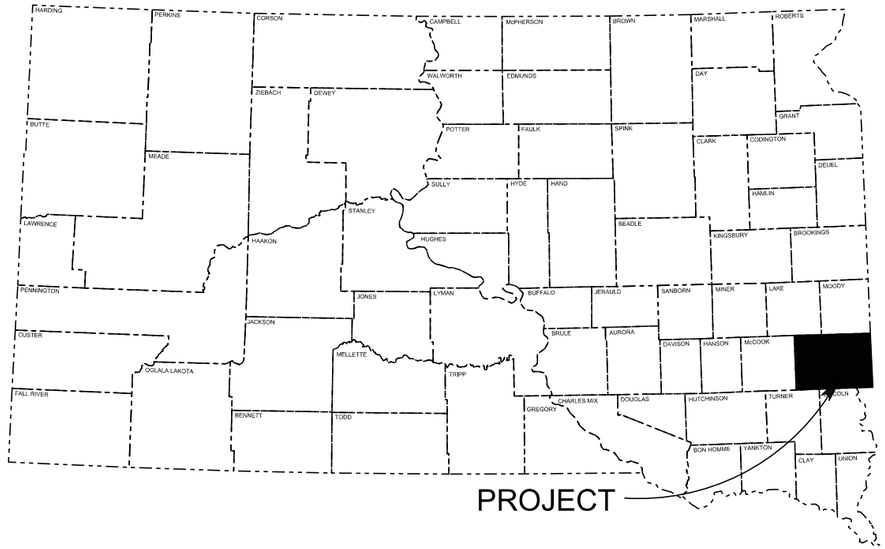
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	1	11

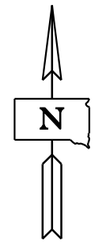


STATE OF SOUTH DAKOTA
DEPARTMENT OF TRANSPORTATION

PLANS FOR PROPOSED

PROJECT IM 0909(92)387
INTERSTATE 90
& WESTERN AVE
MINNEHAHA COUNTY

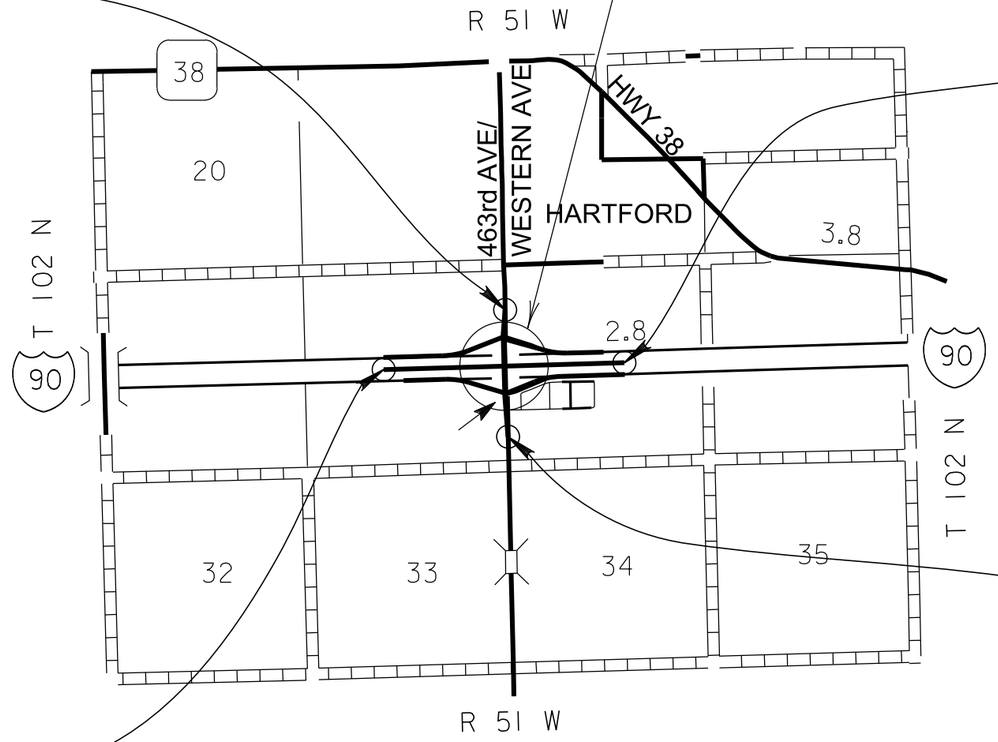
STRUCTURAL STEEL
PCN 0A29



INDEX OF SHEETS -

END IM 0909(92)387
END GRADING
STA. 29+10.00

Sta. 15 + 96.01 to 18 + 54.01
Str. No. 50-090-165
258' - 0" Steel Girder Bridge



END IM 0909(92)387
END GRADING
STA. 583+05.13

BEGIN IM 0909(92)387
BEGIN GRADING
STA. 2+00.00

BEGIN IM 0909(92)387
BEGIN GRADING
STA. 519+62.08

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM-B 0291(134)44	2	11

ESTIMATE OF STRUCTURE QUANTITES

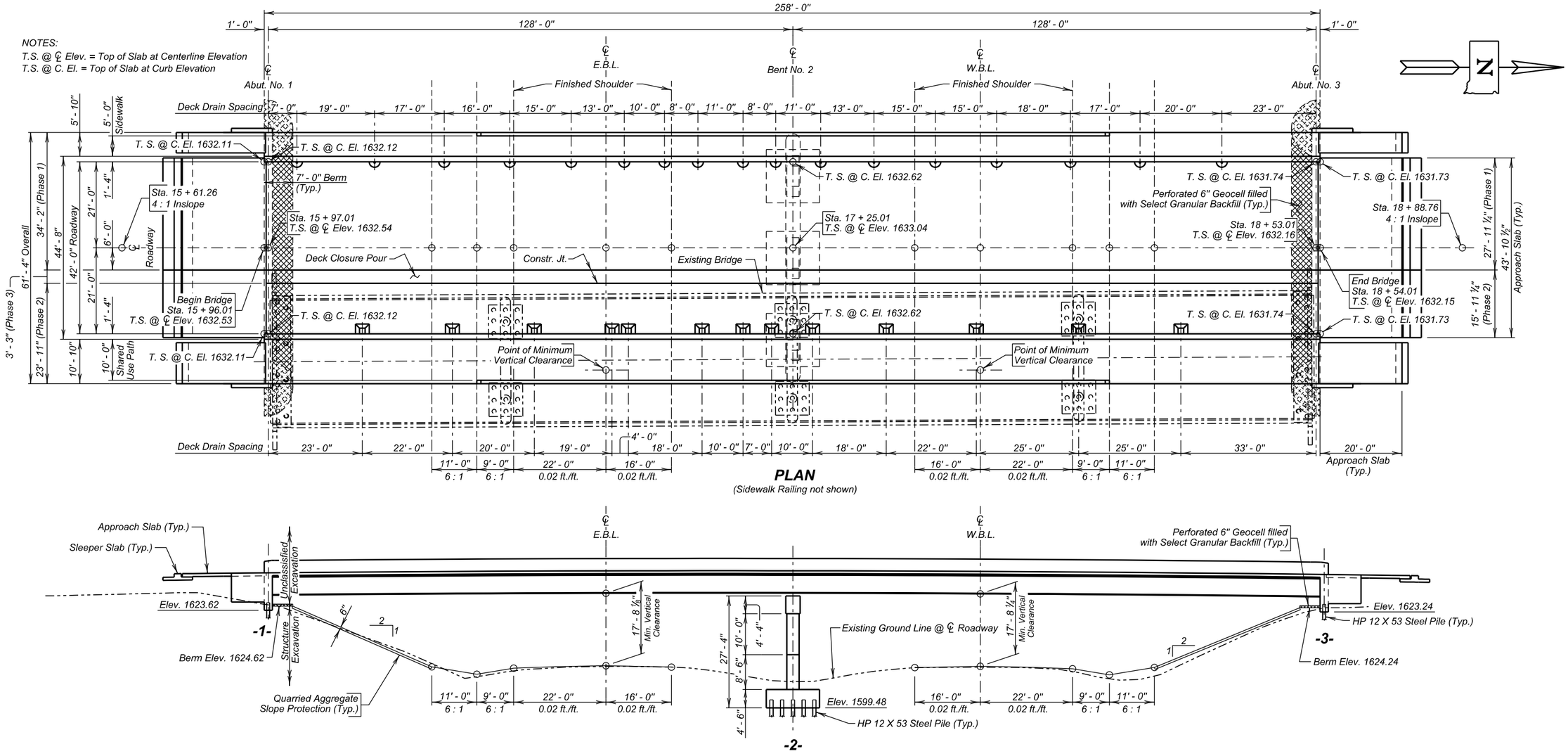
Str. No. 50-090-165

BID ITEM NUMBER	ITEM	QUANTITY	UNIT
410E0025	Structural Steel, Furnish	Lump Sum	LS
411E0100	Bridge Painting	Lump Sum	LS

The elevations shown in these plans are based on the National Geodetic Survey (NGS) North American Vertical Datum of 1988 (NAVD88).

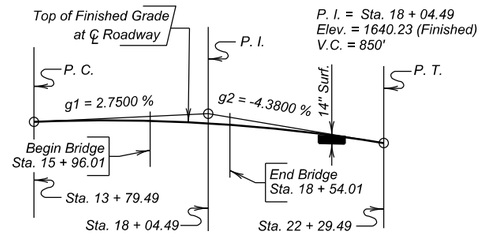
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	3	11

NOTES:
T.S. @ ℄ Elev. = Top of Slab at Centerline Elevation
T.S. @ C. El. = Top of Slab at Curb Elevation



PLAN
(Sidewalk Railing not shown)

ELEVATION
(Sidewalk Railing not shown)



VERTICAL CURVE DATA

-X271-
INDEX OF BRIDGE SHEETS

GENERAL DRAWING
FOR
258' - 0" STEEL GIRDER BRIDGE

OVER I-90 — 0° SKEW
STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W
STR. NO. 50-090-165 — IM 0909(92)387
PCN 0A29 — HL-93

MINNEHAHA COUNTY
S. D. DEPT. OF TRANSPORTATION
OCTOBER 2024

-X271-

PLANS BY :
OFFICE OF BRIDGE DESIGN, SOUTH DAKOTA DEPARTMENT OF TRANSPORTATION

DESIGNED BY	CK. DES. BY	DRAFTED BY	
AG	BB	BT	Steve A Johnson BRIDGE ENGINEER
MINN0A29	0A29TA01		

ESTIMATE OF STRUCTURE QUANTITIES

DESCRIPTION	QUANTITY	UNIT	REMARKS
ΔStructural Steel, Furnish	Lump Sum	LS	
≠ Bridge Painting	Lump Sum	LS	

Δ For informational purposes only, the estimated weight of structural steel is 471,323 pounds.
≠ For informational purposes only, the estimated area to be painted is 25,237 sq. ft.

BRIDGE SPECIFICATIONS

1. Design Specifications: AASHTO LRFD Bridge Design Specifications, 9th Edition.

2. Construction Specifications: South Dakota Standard Specifications for Roads and Bridges, 2015 Edition and required Provisions, Supplemental Specifications and Special Provisions as included in the Proposal.

3. All welding and welding inspections will be in conformance with the latest edition of AASHTO/AWS D1.5/D1.5M Bridge Welding Code unless noted otherwise in the plans.

BRIDGE DESIGN LOADING

1. AASHTO HL-93.

2. Dead Load includes 22 psf for future wearing surface on the roadway.

DESIGN MATERIAL STRENGTHS

Structural Steel (ASTM A709 Gr. 50T2) f_y = 50,000 psi

CONNECTION OF GIRDER TO PILE

1. Steel for the bearing plates will conform to ASTM A709 Gr. 50.

2. Payment for furnishing the bearing plates will be incidental to the contract lump sum price for Structural Steel, Furnish.

BENT

All Swedge Bolts will be 1 1/2-inch diameter x 2'-6" F1554, Grade 55 bolts with heavy hex nut and cut washer (listed with structural steel in Superstructure quantities). A minimum of 20% of the embedded bolt surface will be covered with deformations whose radial dimensions are 15 to 20% of the bolt diameter.

GIRDERS

1. Structural steel will conform to ASTM A709 Gr. 50T2. Steel for diaphragms and stiffeners may conform to ASTM A709 Grade 50. Shear connectors will conform to Section 7.3 Type B of the Bridge Welding Code.

2. Bolts, nuts and washers will conform to ASTM F3125, Grade A325, Type 3.

3. Shear connectors will be provided, but not installed. Shear connectors shown are for information only and will be field welded to the girders under a future contract.

4. All butt-welded girder splices will be ultrasonically inspected

5. The shear connectors that will be attached to the girder will be 7/8-inch diameter x 5 inches long and will conform to ASTM 108, Gr. 1015, 1018, or 1020. The connectors will meet the following minimum mechanical property requirements for Type B studs,

Tensile Strength	60 ksi
Yield Strength	60 ksi
Elongation	20%
Reduction of Area	50%

6. The cost of welding and weld inspection will be incidental to the contract lump sum price for Structural Steel, Furnish.

7. Structural steel will be painted in accordance with Section 411 of the Construction Specifications. The top coat will be an approved brown (AMS STD 595 Color 30045). The fabricator will supply paint for touch-ups. Payment for supplying paint will be incidental to contract lump sum price for Bridge Painting.

8. See Diaphragm Details for the notes concerning diaphragms.

9. Structural steel used in all girder web plates, girder flanges, and girder splice plates will comply with the Charpy-V-Notch toughness requirements set forth in Section 970 of the Construction Specifications. Material greater than 1 1/2 inches in thickness will require frequency (P) testing in lieu of heat lot (H) testing. See Girder Layout for location of tension and stress reversal areas of girder flanges.

10. Dead Load camber will be cut into the girder webs. Do not induce or correct camber in plate girders by local heating without prior approval from the Engineer.

BEARINGS

1. All steel for the bearings will conform to ASTM A709, Gr. 50.

2. The pre-formed fabric pads will be composed of multiple layers of 8-ounce cotton duck impregnated and bonded with high quality natural rubber or of equivalent and equally suitable materials compressed into resilient pads of uniform thickness, after compression and vulcanization. The finished pads will withstand compression loads perpendicular to the plane of the laminations of not less than 10,000 psi without detrimental reduction in thickness or extrusion.

3. The bearing plates will be shop painted with 3 mils of inorganic zinc primer in accordance with Section 411 of the Construction Specifications. No top coat of polyurethane will be applied.

4. Tolerances and surface finish for Rocker Plates will be as follows:

Convex Radius Dimension	+0.000-inch to -0.010-inch
Surface Finish, Machined Surfaces	125 RMS or Better
Surface Finish, Other Surfaces	230 RMS or Better

5. Payment for furnishing the bearings, including the pre-formed fabric pads under the bearing plates and painting, will be incidental to the contract lump sum price for Structural Steel, Furnish.

FIELD BOLTED GIRDER SPLICES

1. Steel for splice and filler plates will conform to ASTM A709 Gr. 50T2, except material less than 1/4-inch in thickness may be ASTM A1011 Gr. 36.

2. Payment for furnishing splice plates and bolts for girder splices will be incidental to the contract lump sum bid price for Structural Steel, Furnish.

WELDING AND WELD INSPECTION

Main members referred to in Section 6.7 Nondestructive Testing of the Bridge Welding Code are identified as follows: girder webs, girder flanges, and bearing stiffeners. Ultrasonic testing of groove welds will be used in lieu of radiography. See girder layout for locations of tension and stress reversal areas of the girder flanges.

BOLT TESTING

The certified mill test reports for all bolts used on the project will include the test results for all the testing specified in section 972.2 D of the Construction Specifications. Some of these tests are supplemental tests that must be requested at the time the bolts are ordered. It is the responsibility of the fabricator to notify the bolt supplier of these requirements.

DELIVERY OF STRUCTURAL STEEL

1. All structural steel will be delivered to the job site (I-90 exit 387, Hartford, SD). The contact person regarding delivery arrangements is Sioux Falls Area Engineer, Harry Johnston at (605) 367-5680.

2. All costs involved with the transportation of the structural steel to the job site will be included in the contract lump sum price for Structural Steel, Furnish.

3. Construction phasing may require the girders to be set at night. The girders may have to be delivered accordingly.

TAX LIABILITY

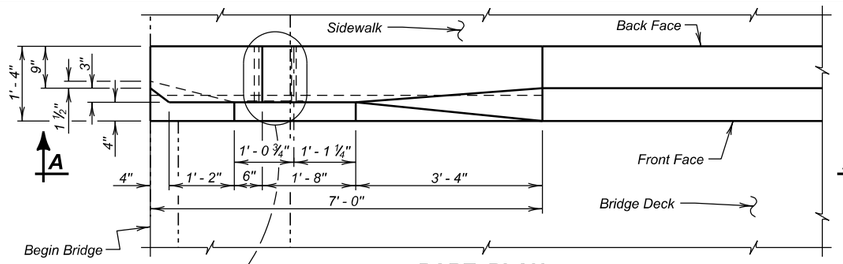
The South Dakota Department of Transportation (SDDOT) is a South Dakota sales tax-exempt government entity. Therefore, a Certificate of Exemption will be provided to the successful bidding party which excuses the party from paying sales tax on the materials being furnished to the SDDOT. It is the responsibility of bidding parties to contact the SD Department of Revenue at 1-800-829-9188 to determine tax licensure requirements. A South Dakota Contractors Excise Tax License is not required for this pre-purchase contract as it is not considered a reality improvement.

ESTIMATE OF STRUCTURE QUANTITIES AND NOTES
FOR
258' - 0" STEEL GIRDER BRIDGE

STR. NO. 50-090-165
OCTOBER 2024

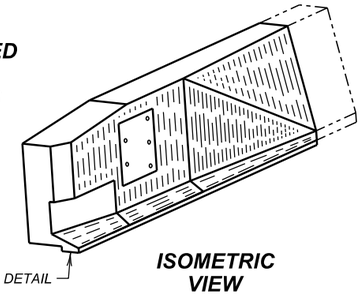
DESIGNED BY	CK. DES. BY	DRAFTED BY	
AG	BB	BT	Steve A Johnson BRIDGE ENGINEER
MINN0A29	0A29TA02		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	5	11

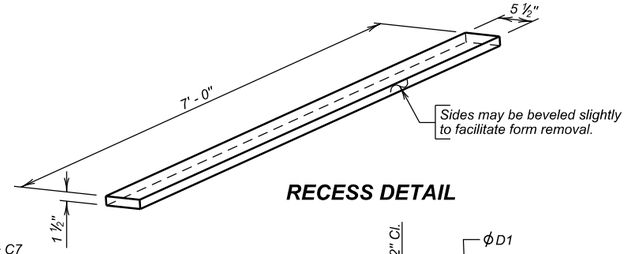


PART PLAN

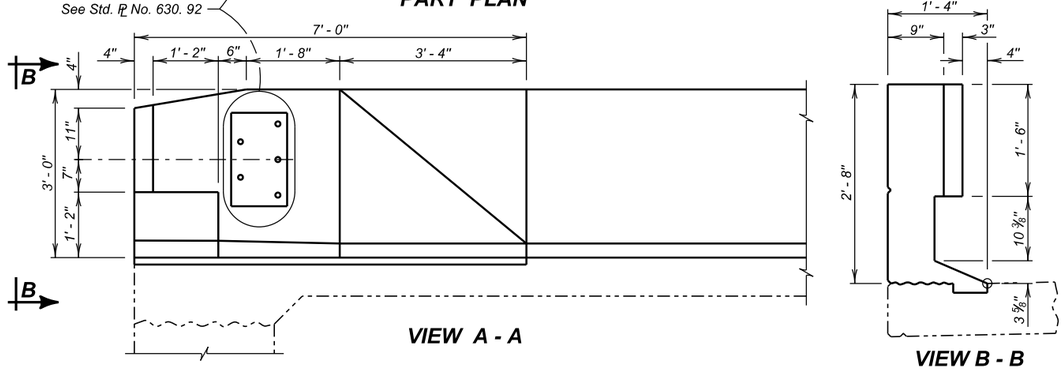
NOTE:
THE DECK DRAINS AND ASSOCIATED HARDWARE ARE NOT PART OF THIS CONTRACT, DETAILS ARE PROVIDED SO THAT HOLES CAN BE PROVIDED IN THE GIRDER WEB AT THE APPROPRIATE DECK DRAIN LOCATIONS.



ISOMETRIC VIEW

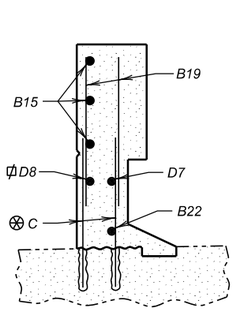


RECESS DETAIL

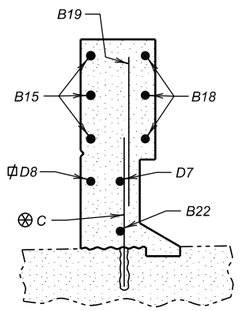


VIEW A - A

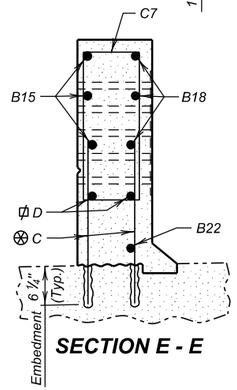
VIEW B - B



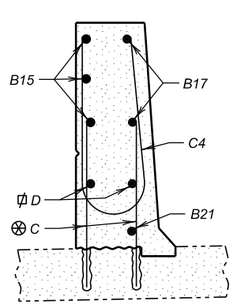
SECTION C - C



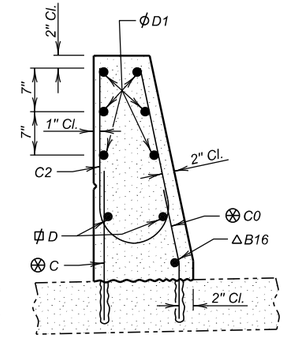
SECTION D - D



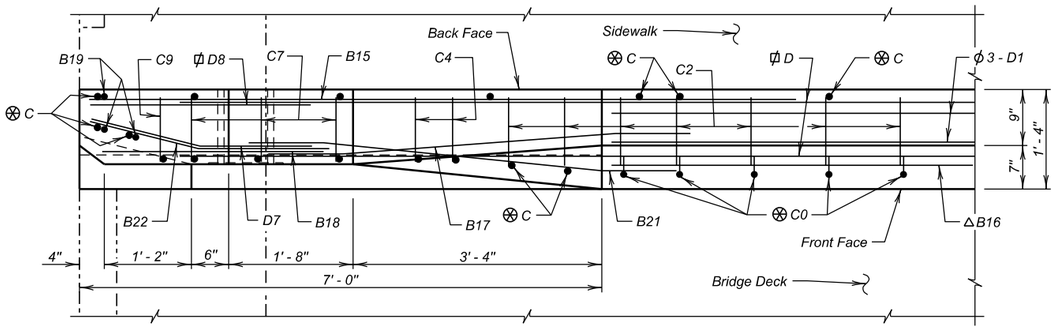
SECTION E - E



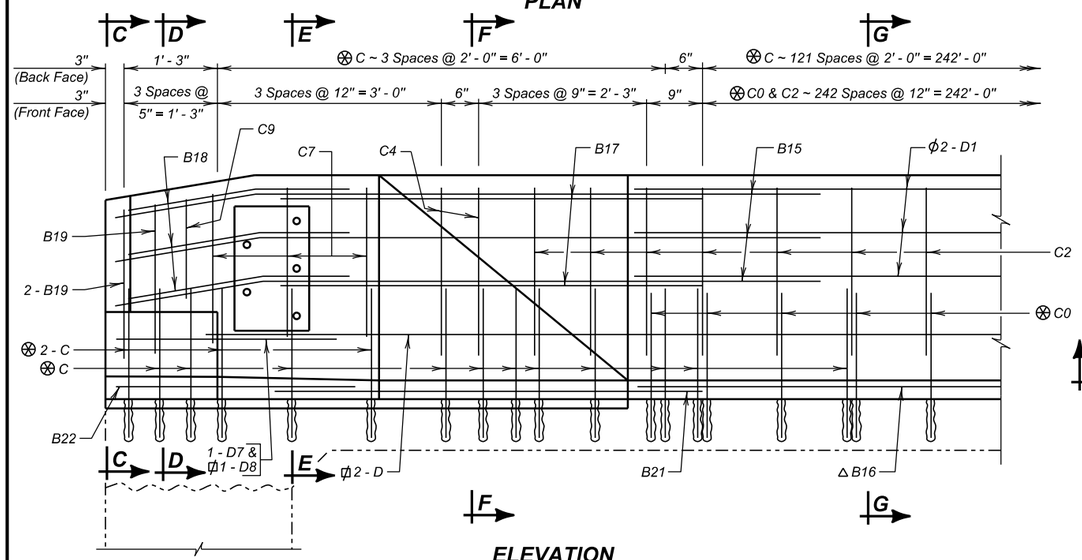
SECTION F - F



SECTION G - G

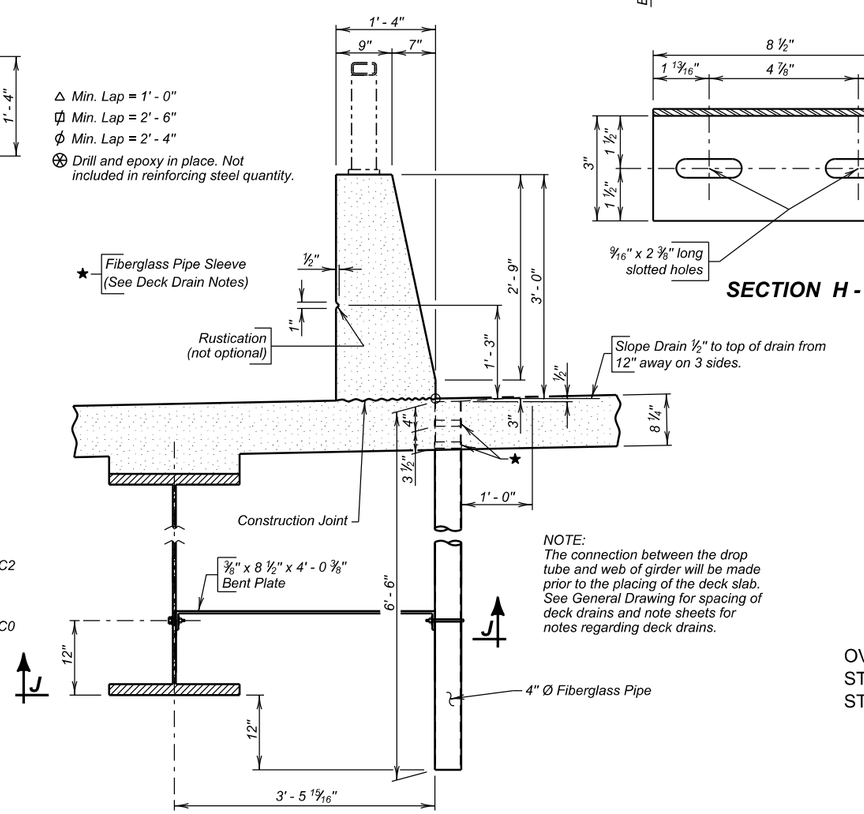


PLAN



ELEVATION

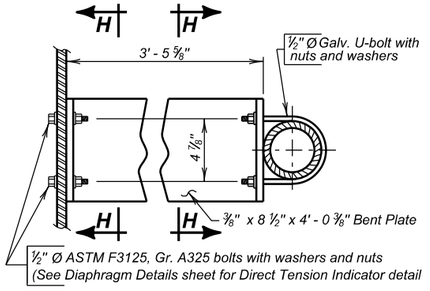
△ Min. Lap = 1' - 0"
ϕ Min. Lap = 2' - 6"
ϕ Min. Lap = 2' - 4"
⊛ Drill and epoxy in place. Not included in reinforcing steel quantity.



DRAIN AND BARRIER DETAILS

(Sta. 16 + 04.00, Sta. 16 + 23.00, and Sta. 18 + 30.00 - Left Side Only)

SECTION H - H



SECTION J - J

NOTE:
The connection between the drop tube and web of girder will be made prior to the placing of the deck slab. See General Drawing for spacing of deck drains and note sheets for notes regarding deck drains.

NOTE:
For listing of re-bars see SUPERSTRUCTURE DETAILS (B).

END BLOCK, BARRIER CURB & DECK DRAIN DETAILS

FOR

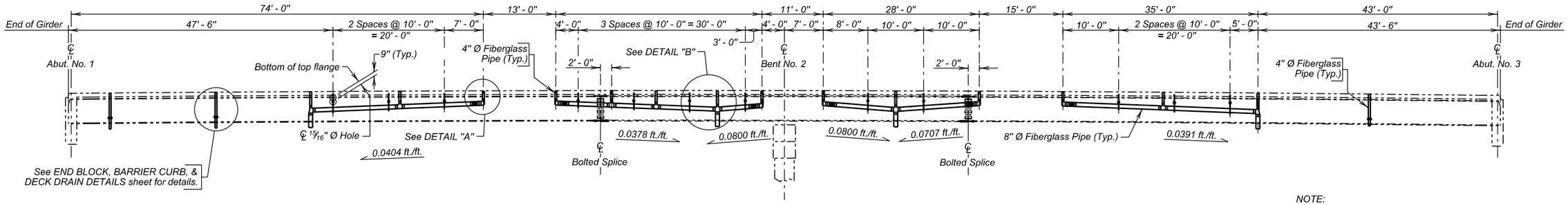
258' - 0" STEEL GIRDER BRIDGE

OVER I-90 — 0° SKEW
STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W
STR. NO. 50-090-165 — IM 0909(92)387
HL-93

MINNEHAHA COUNTY
S. D. DEPT. OF TRANSPORTATION
OCTOBER 2024

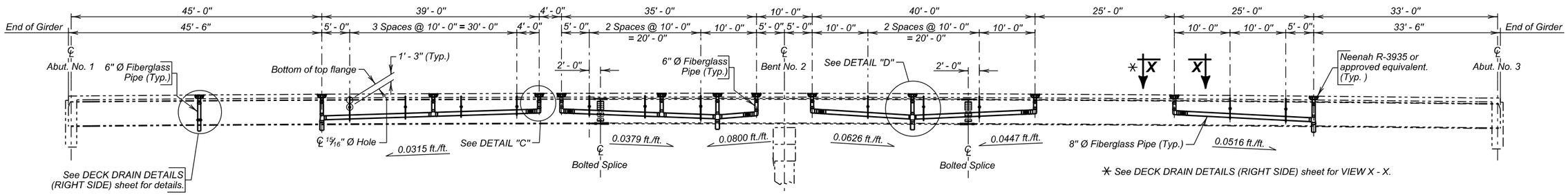
DESIGNED BY	CK. DES. BY	DRAFTED BY	
AG	BB	BT	Steven A Johnson BRIDGE ENGINEER
MINN0A29	0A29TA03		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	6	11



ELEVATION
(Shown along ℄ Girder No. 1)

NOTE:
This sheet is to be used in conjunction with the DECK DRAIN DETAILS (RIGHT SIDE) sheet.

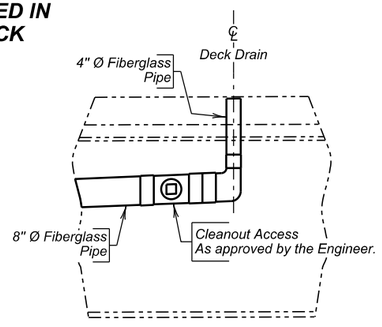


ELEVATION
(Shown along ℄ Girder No. 6)

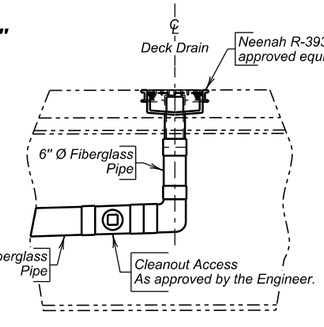
NOTE:
THE DECK DRAINS AND ASSOCIATED HARDWARE ARE NOT PART OF THIS CONTRACT, DETAILS ARE PROVIDED SO THAT HOLES CAN BE PROVIDED IN THE GIRDER WEB AT THE APPROPRIATE DECK DRAIN LOCATIONS.

NOTES

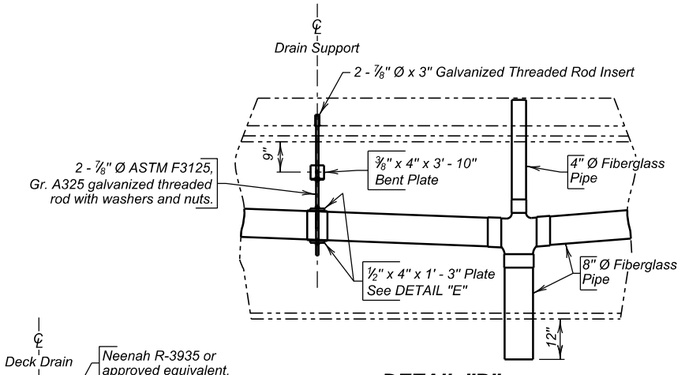
1. Deck drain will be Neenah R-3935 bridge drain scupper with bolted grate or an approved equivalent.
2. Fiberglass pipe and fittings will be reinforced thermosetting resin pipe (RTRP) systems meeting the requirements of ASTM D2996.
3. Fiberglass pipe and fittings will be handled and installed in accordance with the guidelines and procedures recommended by the manufacturer. Pipe, fittings, and adhesive must be from the same manufacturer.
4. The RTRP system will be pigmented to match the girder. The RTRP system will not be coated paint, gel-coat, or any other exterior coating.
5. All grates will be securely bolted to the scupper drain frame and in addition will be attached to scupper frames with a 3/16" proof coil chain of sufficient length to allow removal of clean out. Provide detail and length of chain in Shop Drawings.
6. The 3/8" Ø High Strength bolts, nuts, and washers will conform to ASTM F3125 Grade A325 Type 3. The bolts will be heavy hexagon head structural type with heavy semi-finished hexagon nut and hardened washer. See Section 410 of the Specifications for tightening procedure.
7. All steel will be ASTM A588.
8. Cut top transverse bars and longitudinal deck bars as required to provide 3" clear around the drain.
9. Adjust or field bend bottom transverse and longitudinal deck bars and Barrier steel as required to avoid contact with drain.
10. M5 bars to be placed with top mat of deck bars.



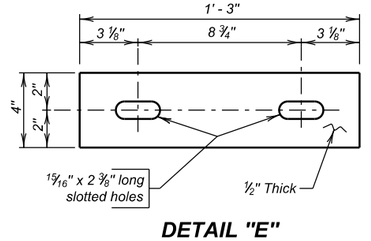
DETAIL "A"



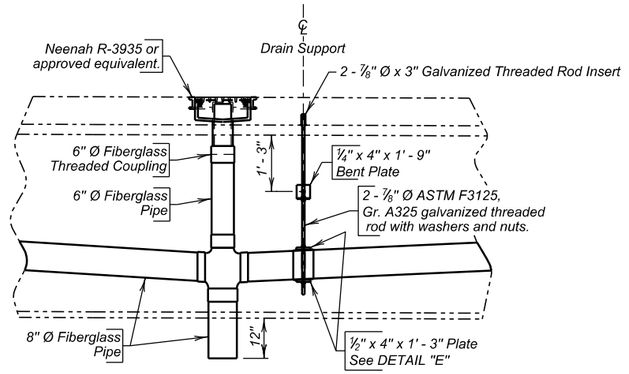
DETAIL "C"



DETAIL "B"



DETAIL "E"



DETAIL "D"

COLLECTION PIPE DETAILS

FOR

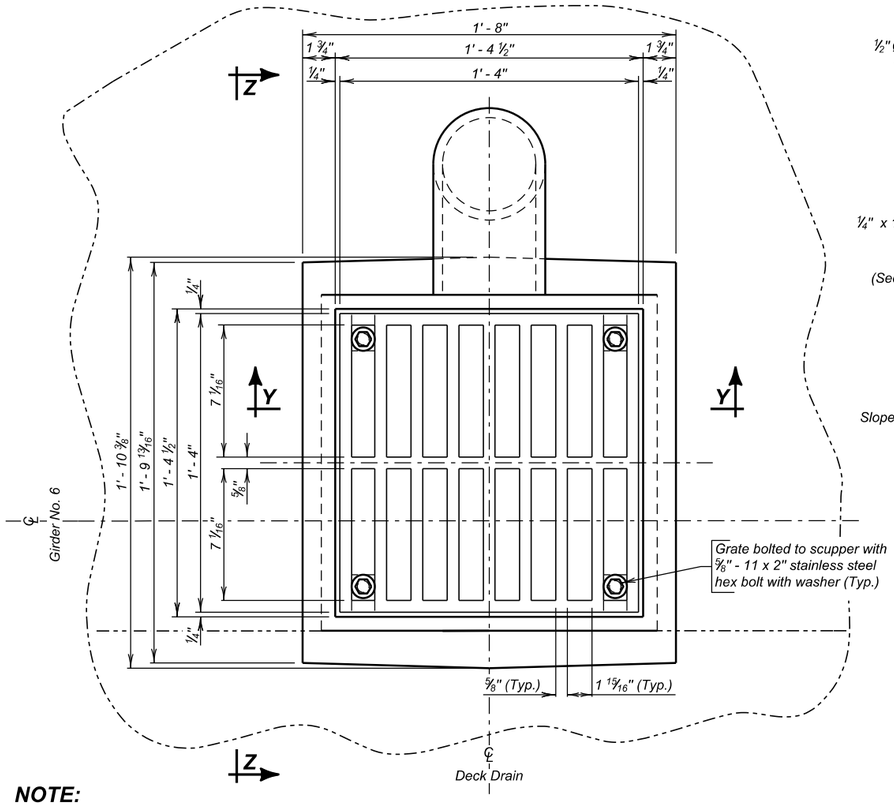
258' - 0" STEEL GIRDER BRIDGE

OVER I-90 — 0° SKEW
STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W
STR. NO. 50-090-165 — IM 0909(92)387
HL-93

MINNEHAHA COUNTY
S. D. DEPT. OF TRANSPORTATION
OCTOBER 2024

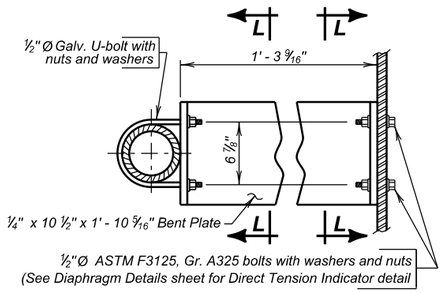
DESIGNED BY	CK. DES. BY	DRAFTED BY	
BB	AG	BT	BRIDGE ENGINEER
MINN0A29	0A29TA04		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	7	11

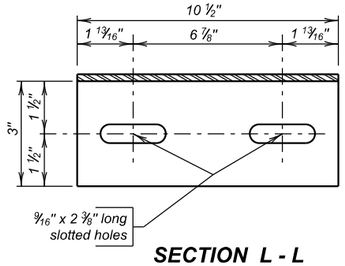


NOTE:
THE DECK DRAINS AND ASSOCIATED HARDWARE ARE NOT PART OF THIS CONTRACT, DETAILS ARE PROVIDED SO THAT HOLES CAN BE PROVIDED IN THE GIRDER WEB AT THE APPROPRIATE DECK DRAIN LOCATIONS.

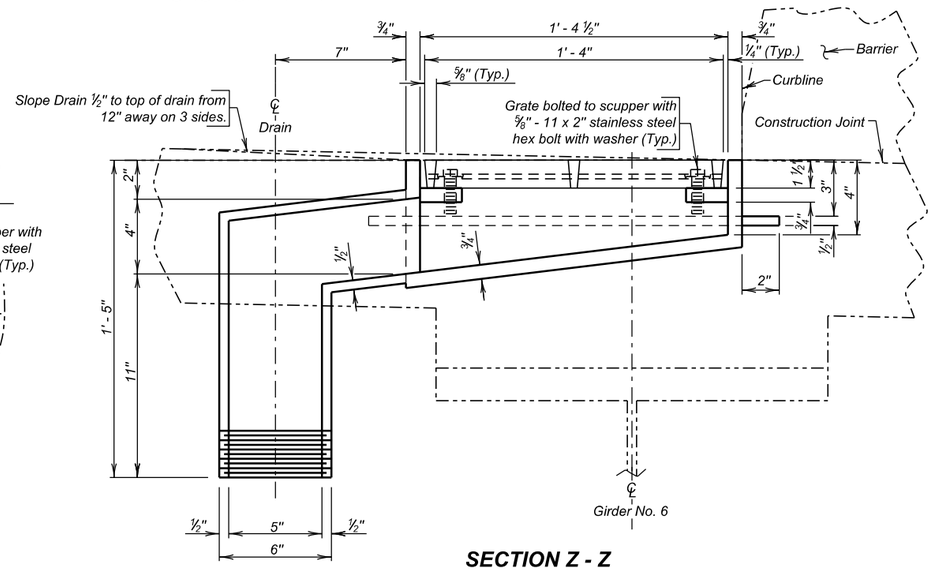
VIEW X - X
(Deck Drain Plan)



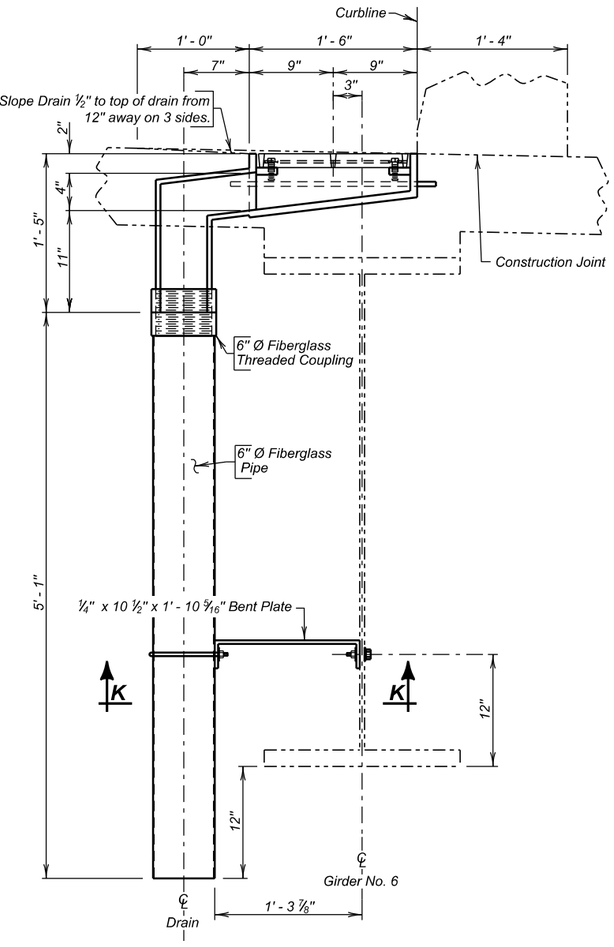
SECTION K - K



SECTION L - L

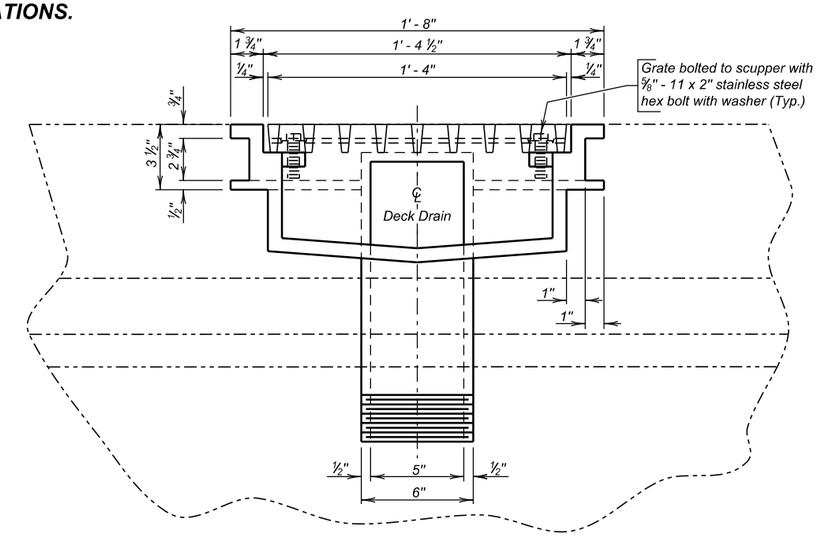


SECTION Z - Z

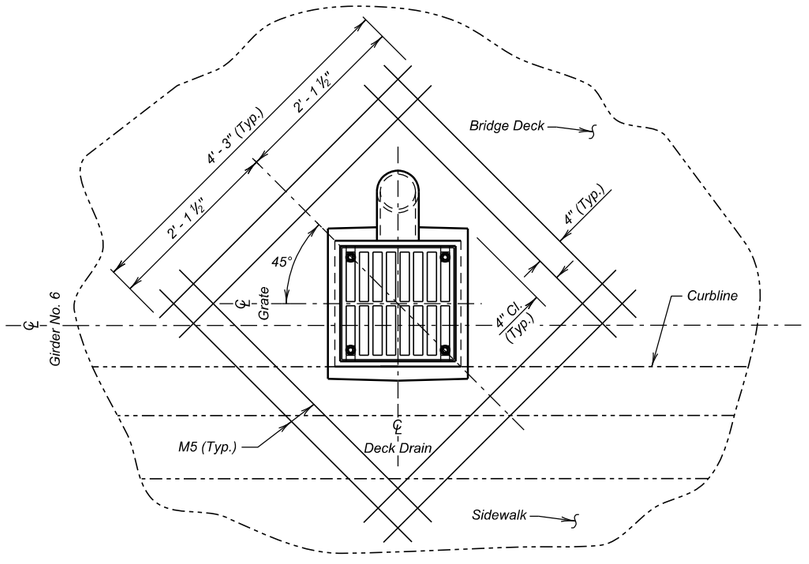


DRAIN AND BARRIER DETAILS
(Sta. 16 + 20.00 - Right Side Only)

NOTE:
This sheet is to be used in conjunction with the COLLECTION PIPE DETAILS sheet.



SECTION Y - Y
(Deck Drain Elevation)



DECK DRAIN REINFORCING DETAILS
(Place in Top Steel)

DECK DRAIN DETAILS (RIGHT SIDE)
FOR
258' - 0" STEEL GIRDER BRIDGE

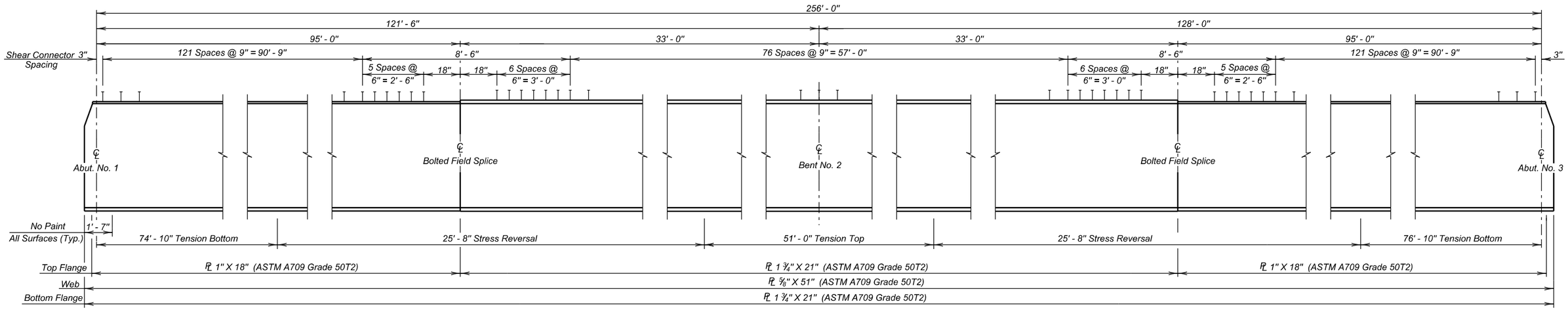
OVER I-90 — 0° SKEW
STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W
STR. NO. 50-090-165 — IM 0909(92)387
HL-93

MINNEHAHA COUNTY
S. D. DEPT. OF TRANSPORTATION
OCTOBER 2024

5 OF 9

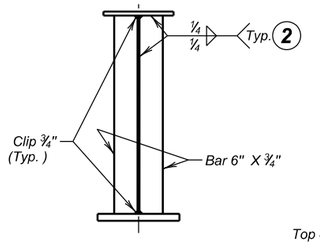
DESIGNED BY	CK. DES. BY	DRAFTED BY	
BB	AG	BT	BRIDGE ENGINEER
MINN0A29	0A29TA05		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	8	11

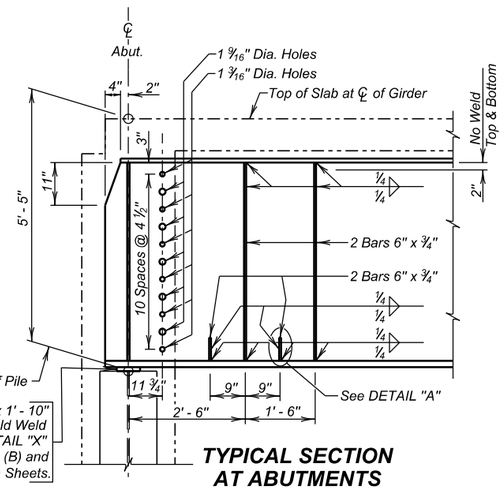


GIRDER LAYOUT

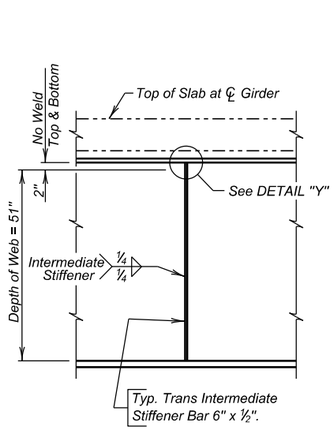
(2) NOTE: All fillet welds will terminate ½" from edge of stiffener, edge of flange, or clip as appropriate, except weld from clip to edge of stiffener at top flange.



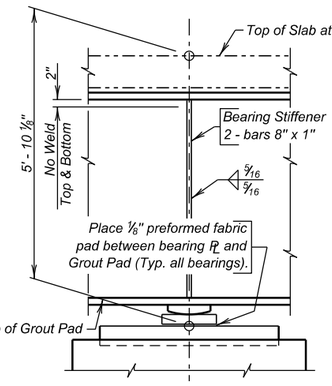
END VIEW



TYPICAL SECTION AT ABUTMENTS

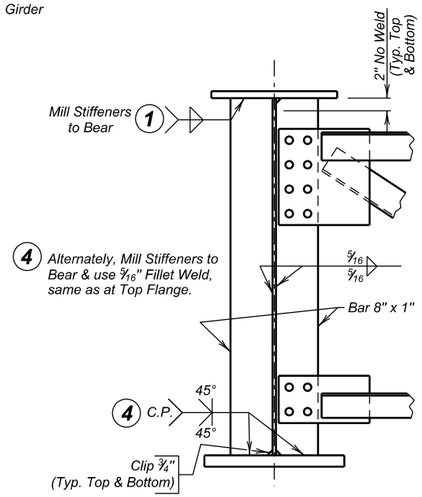


TYPICAL SECTION AT INTERMEDIATE STIFFENER

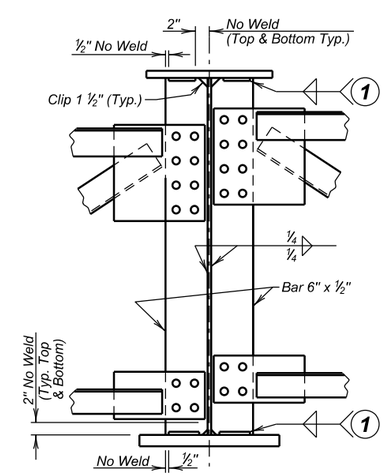


TYPICAL SECTION AT BENT
(Diaphragm not shown)

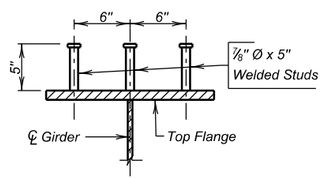
(1) NOTE: All fillet welds attaching diaphragm or bearing stiffeners to girder flanges, will terminate ½" from edge of stiffener, edge of flange, or clip as appropriate. Weld size to be as indicated in the table of Flange to Web Welds.



DETAILS OF STIFFENERS AT ℄ BENT
(Exterior Girder shown)

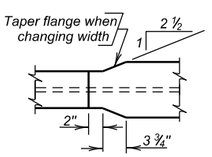


DETAILS OF STIFFENERS AT INTERMEDIATE DIAPHRAGMS
(Interior Girder shown)



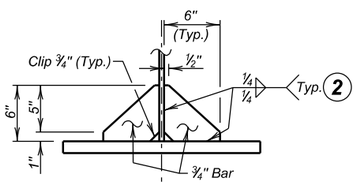
SHEAR CONNECTOR DETAILS

Welded Stud Shear Connectors are spaced as shown on Girder Layout. Shear Connectors will be field installed and are shown here for informational purposes only. Payment for providing Shear Connectors will be included in the Lump Sum bid for Structural Steel, Furnish. 1029 Shear Connectors per Girder.

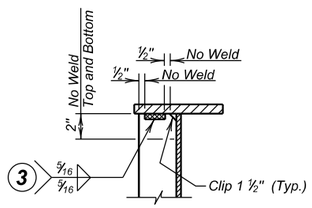


PLAN
(Typical Section at Bolted Splice)

FLANGE TO WEB WELDS	
Flange Thickness	Fillet Welds
1"	5/16"
1 ¾"	5/16"



DETAIL "A"



DETAIL "Y"

(3) Transverse Intermediate Stiffeners will be welded to the compression flange as shown in DETAIL "Y". In zones of stress reversal the Transverse Intermediate Stiffener will not be attached to either flange. Ends of Stiffeners not welded will fit tight. See Girder Layout above for location of tension flange and zones of stress reversal.

NOTES:

1. See DIAPHRAGM DETAILS Sheet for Diaphragm Details.
2. See FRAMING DIAGRAM, CAMBER, AND ERECTION DATA Sheet for spacing of Diaphragms, Stiffeners, and Girder Camber.
3. All dimensions shown are horizontal or vertical.
4. All Stiffeners and Girder Ends shall be made normal to flanges, except bearing stiffeners at bent & abutments will be vertical.
5. Stiffeners to have tight fit top and bottom.
6. Dimensions shown are for steel temperature of 45° F.

GIRDER LAYOUT DETAILS

FOR

258' - 0" STEEL GIRDER BRIDGE

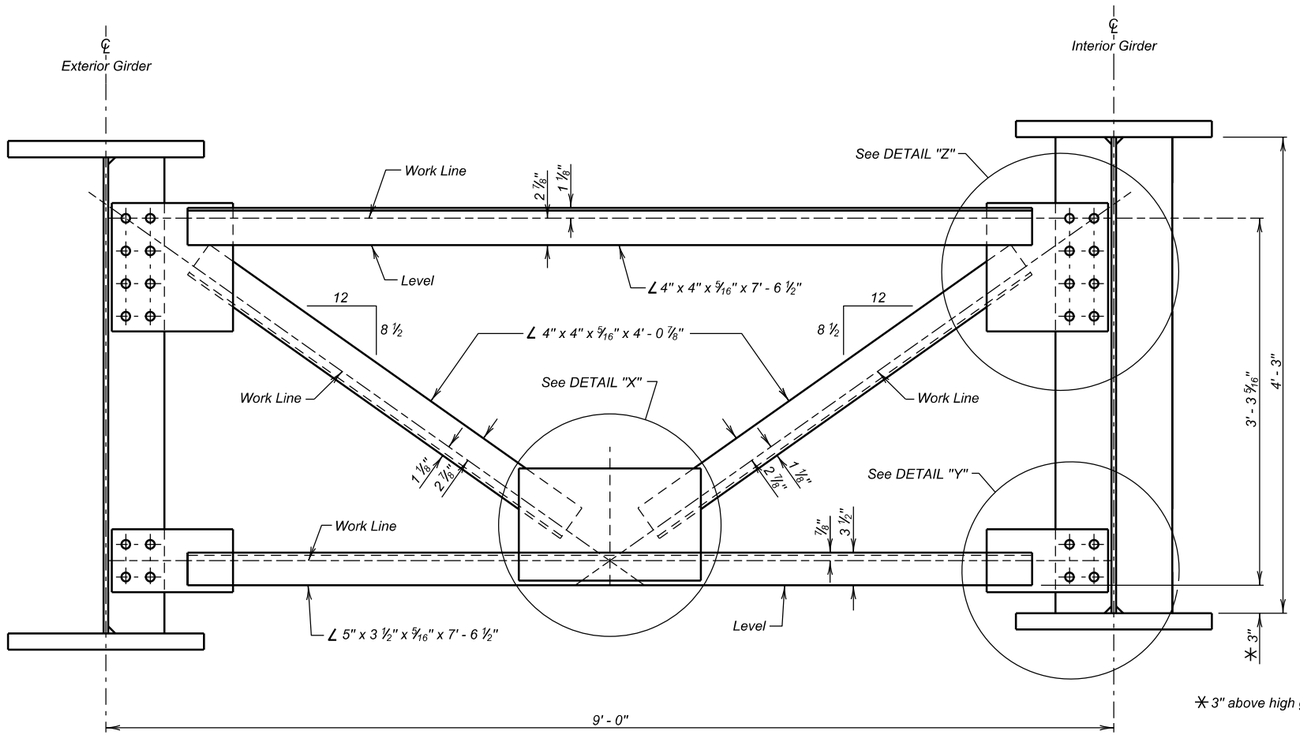
OVER I-90 — 0° SKEW
STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W
STR. NO. 50-090-165 — IM 0909(92)387
HL-93

MINNEHAHA COUNTY
S. D. DEPT. OF TRANSPORTATION
OCTOBER 2024

6 OF 9

DESIGNED BY	CK. DES. BY	DRAFTED BY	
AG	BB	BT	Steven A Johnson BRIDGE ENGINEER
MINN0A29	0A29TA06		

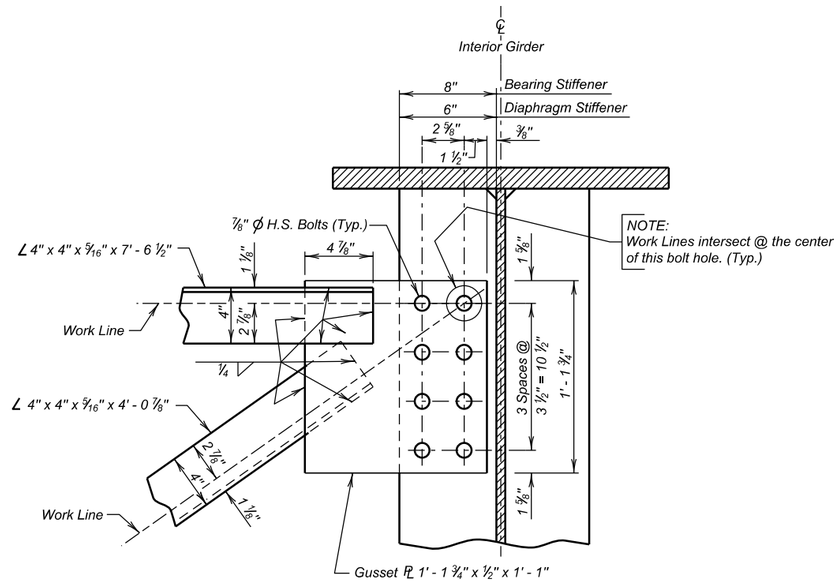
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	9	11



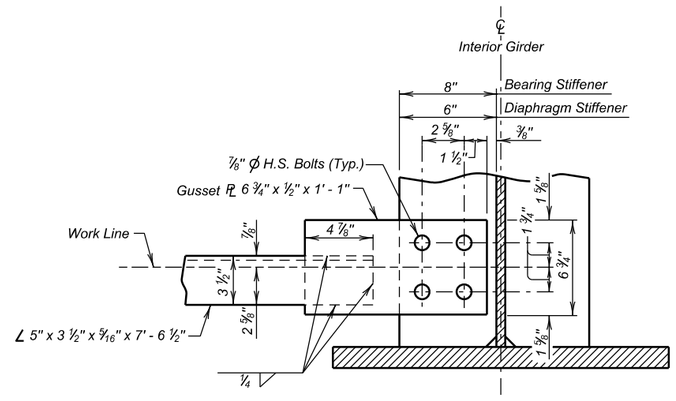
✳ 3" above high girder in each bay.

DIAPHRAGM DETAIL

(Weight of One Unit = 353 lbs.)



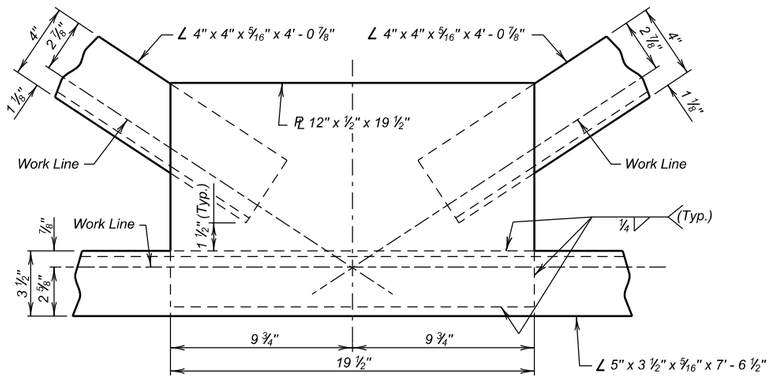
DETAIL "Z"



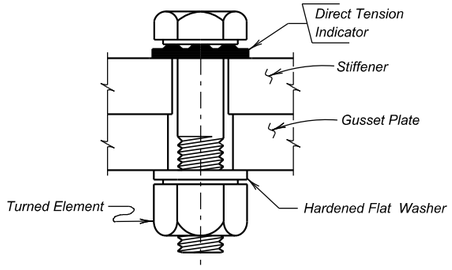
DETAIL "Y"

GENERAL NOTES

1. The Steel Diaphragms are included in the quantity for Structural Steel, Furnish.
2. Use 1 1/16"∅ bolt holes in the ½" gusset plates. Use 15/16" ∅ bolt holes in the stiffener plates.
3. Install bolt heads on the side of the connection with the 15/16" ∅ bolt holes. Install direct tension indicators under the bolt heads.
4. The ⅞" High Strength bolts, nuts, and washers will conform to ASTM A3125 Grade A325 Type 3. The bolts will be the heavy hexagon head structural type with heavy semi-finished hexagon nut and hardened washer.
5. Terminate all welds ½" from the edges of the bars and plates.



DETAIL "X"



DIRECT TENSION INDICATOR DETAIL

DIAPHRAGM DETAILS

FOR

258' - 0" STEEL GIRDER BRIDGE

OVER I-90 — 0° SKEW

STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W

STR. NO. 50-090-165 — IM 0909(92)387

HL-93

MINNEHAHA COUNTY

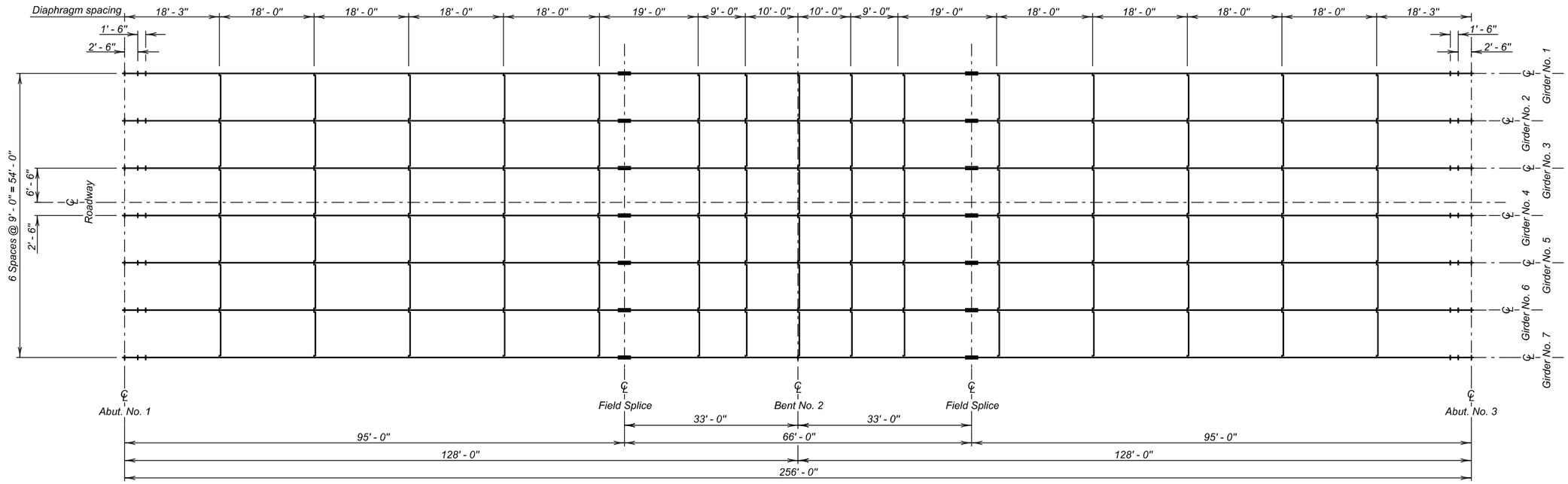
S. D. DEPT. OF TRANSPORTATION

OCTOBER 2024

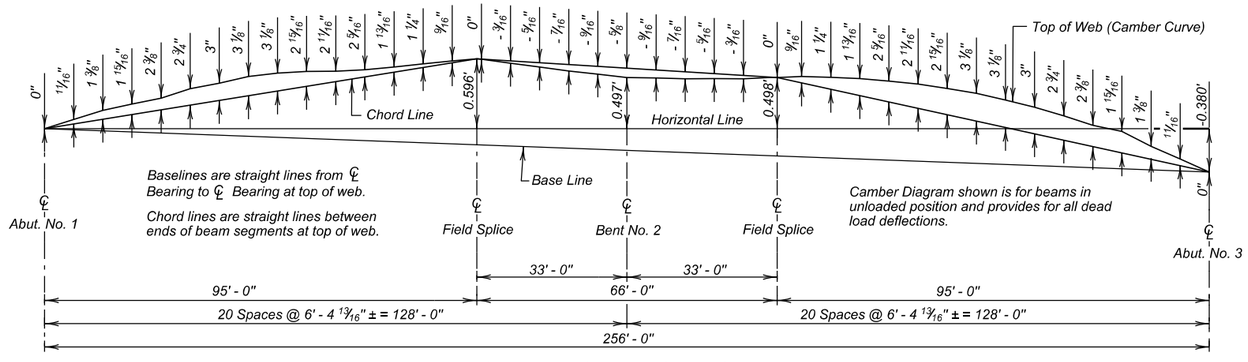
7 OF 9

DESIGNED BY	CK. DES. BY	DRAFTED BY	
BB	AG	BT	Steve A Johnson BRIDGE ENGINEER
MINN0A29	0A29TA07		

STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	10	11



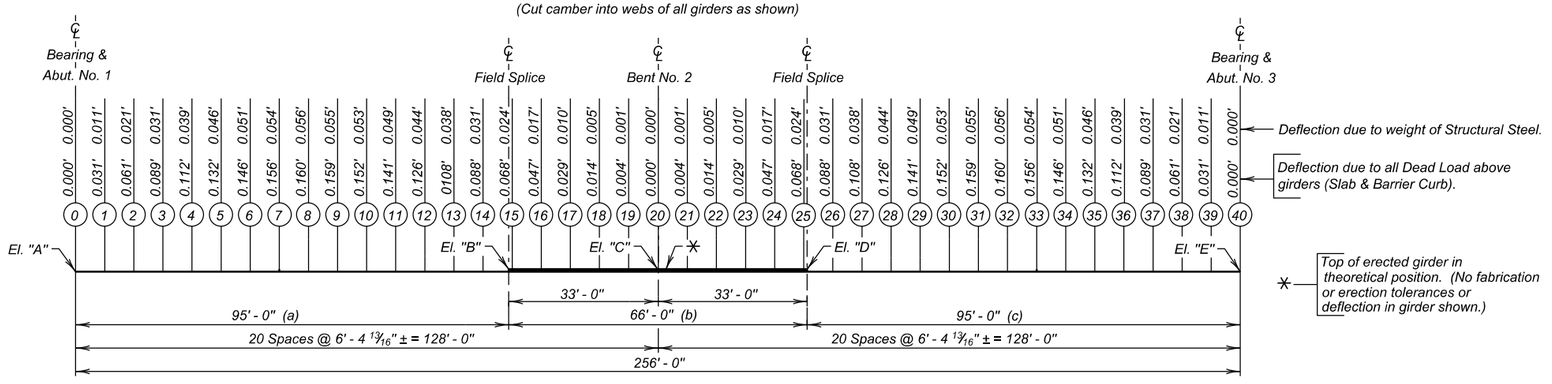
FRAMING DIAGRAM



GIRDER ERECTION DIAGRAM

CAMBER CUTTING DIAGRAM

(Cut camber into webs of all girders as shown)



GIRDER ERECTION DIAGRAM

ϕ NOTE-

These elevations and slopes occur at a time after girder erection is completed but prior to any placement of concrete. Slopes shown are an imaginary straight line between points at beam ends and are (+) towards increasing stations.

ϕ GIRDER ERECTION ELEVATIONS AND SLOPES

Girder No.	ELEVATIONS (Top of Girder)					SLOPES (%)		
	"A"	"B"	"C"	"D"	"E"	a	b	c
1	1631.196	1631.493	1631.756	1631.395	1630.816	0.313	-0.148	-0.610
2	1631.376	1631.673	1631.936	1631.575	1630.996	0.313	-0.148	-0.610
3	1631.556	1631.853	1632.116	1631.755	1631.176	0.313	-0.148	-0.610
4	1631.636	1631.993	1632.196	1632.835	1631.256	0.313	-0.148	-0.610
5	1631.445	1631.743	1632.016	1631.686	1631.066	0.313	-0.148	-0.610
6	1631.276	1631.573	1631.836	1631.475	1630.896	0.313	-0.148	-0.610
7	1631.096	1631.393	1631.656	1631.295	1630.716	0.313	-0.148	-0.610

NOTE :
This sheet is to be used in conjunction with SLAB FORM ELEVATIONS sheet.

FRAMING DIAGRAM, CAMBER, & ERECTION DATA

FOR

258' - 0" STEEL GIRDER BRIDGE

OVER I-90 — 0° SKEW

STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W

STR. NO. 50-090-165 — IM 0909(92)387

HL-93

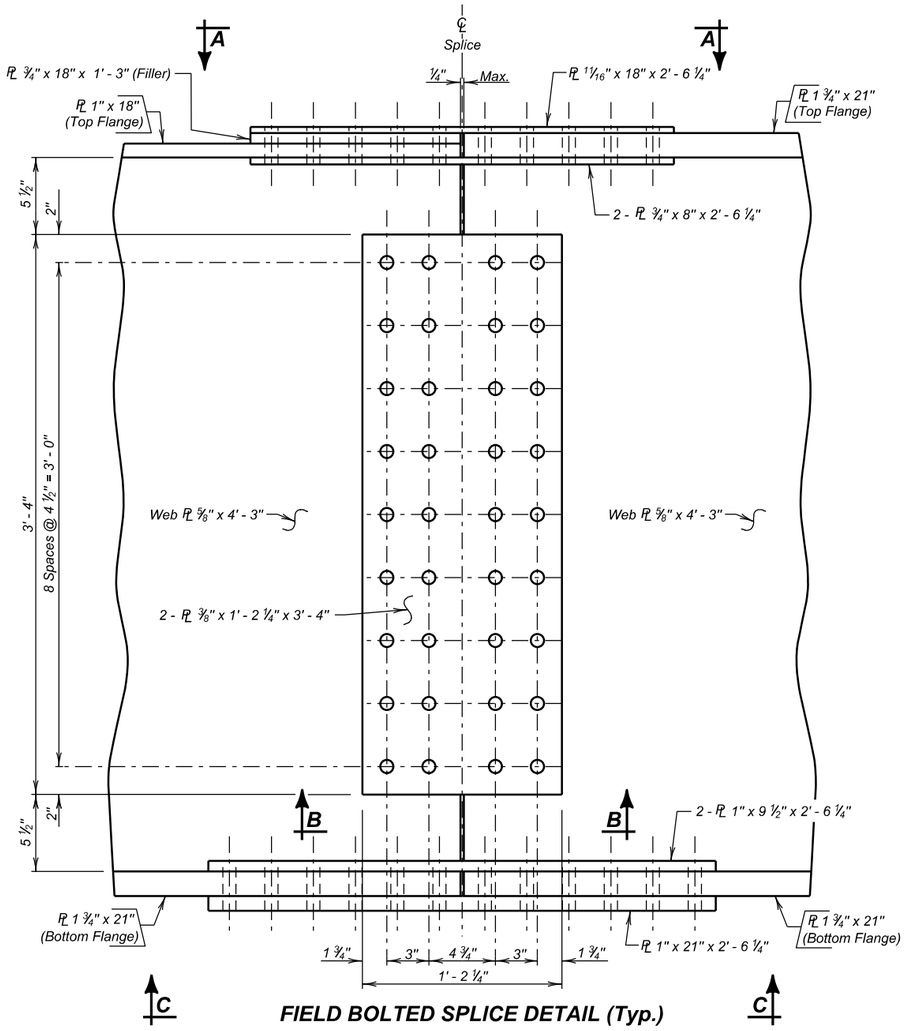
MINNEHAHA COUNTY

S. D. DEPT. OF TRANSPORTATION

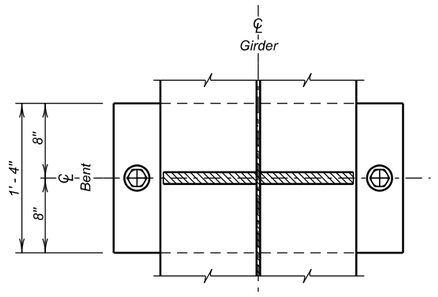
OCTOBER 2024

DESIGNED BY	CK. DES. BY	DRAFTED BY	
AG MINN0A29	BB 0A29TA08	BT	Steve A Johnson BRIDGE ENGINEER

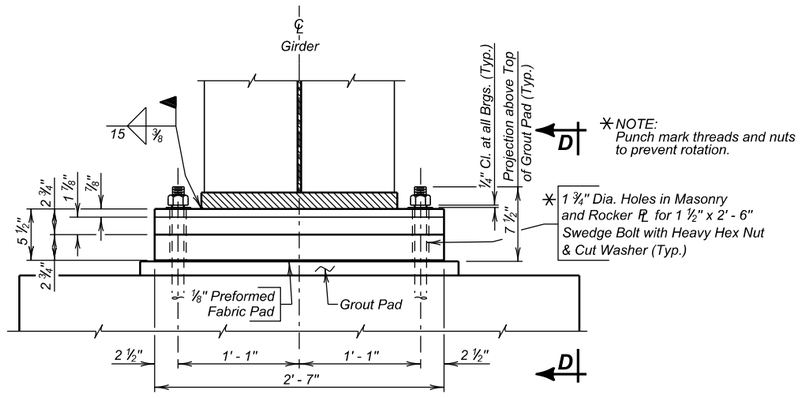
STATE OF	PROJECT	SHEET NO.	TOTAL SHEETS
S.D.	IM 0909(92)387	11	11



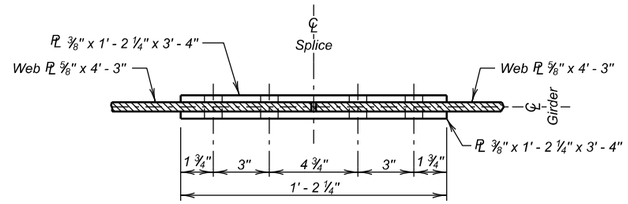
FIELD BOLTED SPLICE DETAIL (Typ.)



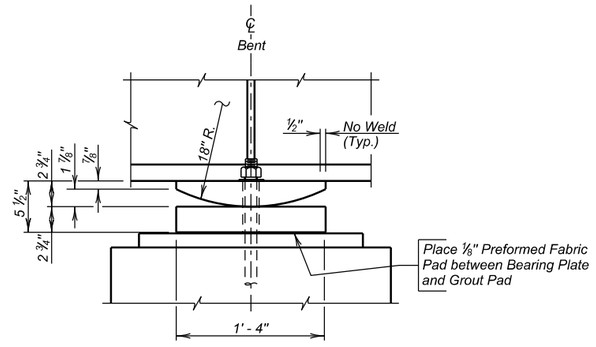
PLAN



ELEVATION
FIXED BEARING
BENT NO. 2

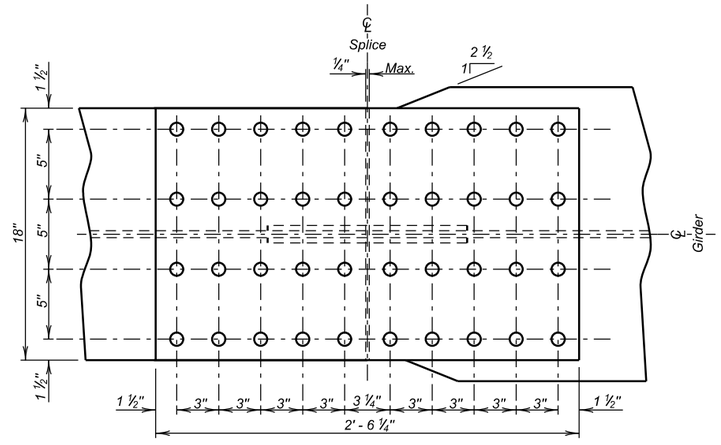


SECTION B - B

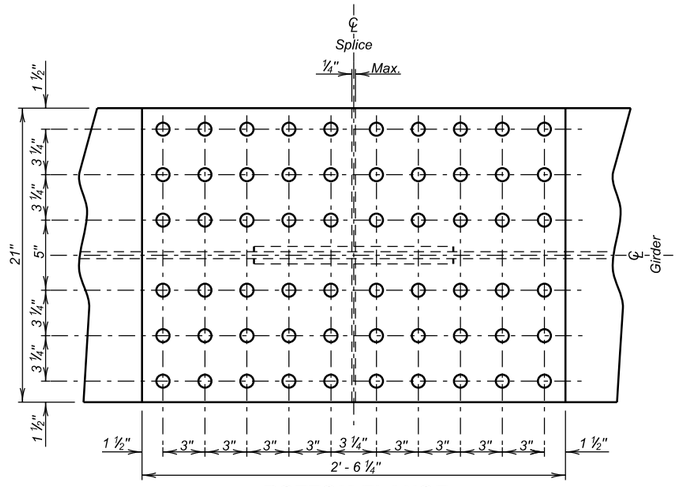


VIEW D - D

NOTE:
All bolts in splices shall be ⅞" A325 High Strength Bolts. (See DIAPHRAGM DETAILS sheet for Direct Tension Indicator Detail.)



TOP FLANGE
(VIEW A - A)



BOTTOM FLANGE
(VIEW C - C)

DETAILS OF BOLTED FIELD SPLICES & BEARINGS

FOR

258' - 0" STEEL GIRDER BRIDGE

OVER I-90 — 0° SKEW
STA. 15 + 96.01 TO 18 + 54.01 — SEC. 28/27-T102N-R51W
STR. NO. 50-090-165 — IM 0909(92)387
HL-93

MINNEHAHA COUNTY

S. D. DEPT. OF TRANSPORTATION

OCTOBER 2024

9 OF 9

DESIGNED BY	CK. DES. BY	DRAFTED BY	
AG	BB	BT	BRIDGE ENGINEER
MINN0A29	0A29TA09		