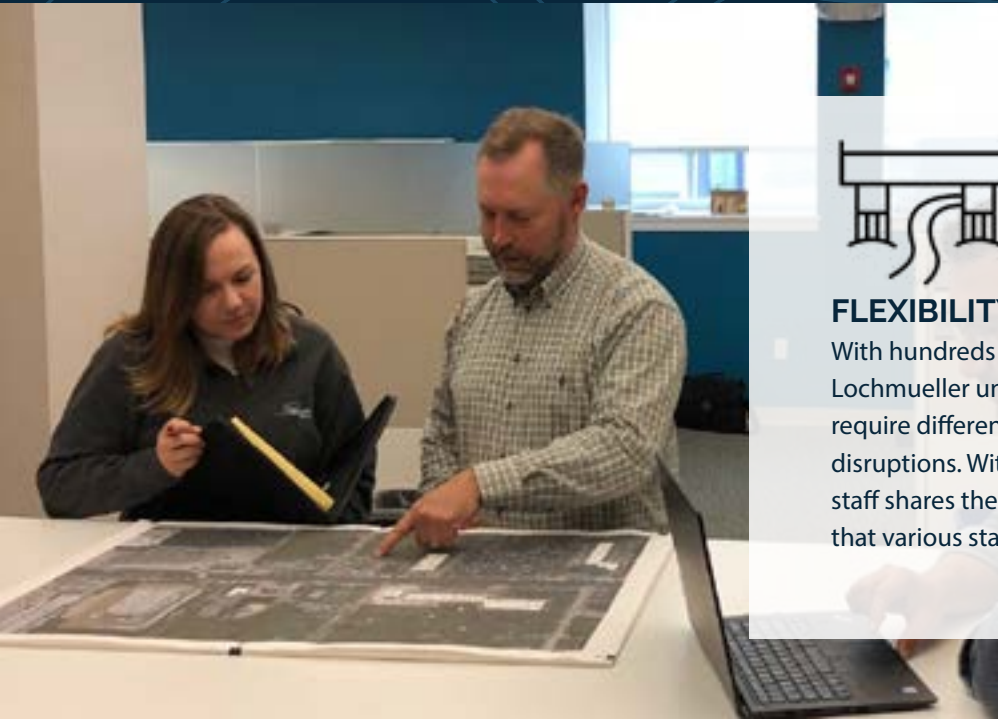


# LOCHMUELLER SERVICES BRIDGE DESIGN



## FLEXIBILITY LEADS TO VALUE

With hundreds of bridge design projects under our belt, Lochmueller understands that different types of projects require different approaches to maximize value and minimize disruptions. With offices throughout the Midwest, our design staff shares their knowledge of new approaches and materials that various states are using and how they work.



## PROJECT HIGHLIGHT

### FOUNTAIN CITY ROAD OVER HAVERSTICK CREEK

Lochmueller designed the replacement of this 30-foot-long bridge to take into account the curved roadway alignment while also being super-elevated. The integral abutments were placed on a 20° skew to the creek. The replacement structure is 76 feet long and accommodates two lanes of traffic with a new channel opening that adequately supports the 50-year storm design.

## SEE OUR PROJECTS

To ensure the safety of our nation's bridges, it's increasingly important to identify practical, cost-effective solutions that don't compromise quality. Lochmueller offers bridge inspection, bridge replacement, bridge rehabilitation, historic bridge rehabilitation, overpasses and interchanges, retaining walls, drainage structures, railroad bridges, and bridge load rating services.



### LANGENWALTER BRIDGE OVER NORTH FORK MILL CREEK MADISON COUNTY, ILLINOIS

Removed and replaced a narrow single-lane bridge with a precast, reinforced concrete deck beam bridge. This design provides a longer-life superstructure and reduced maintenance.



### I-70 OVER LITTLE WABASH RIVER EFFINGHAM, ILLINOIS

Designed a 465-foot replacement Bulb-T beam superstructure on reinforced concrete piers and abutments on a 0° skew with expansion joints at each end. Saved \$1.2 million with changes to construction phasing and a compressed design schedule.



### CR 300W OVER PATOKA RIVER PIKE COUNTY, INDIANA

Responsible for the cleaning, repair, and preservation of a single-span Camelback through-truss bridge. Worked with the State Historic Preservation Office to maintain as much of the original truss as possible while returning the bridge to service.

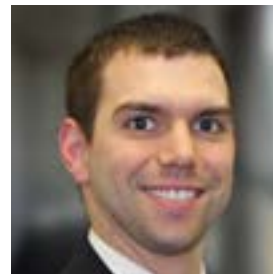
## MEET OUR LEADERSHIP



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