

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

WAY-71-7.04
MED-71-0.00

**RECONSTRUCTION OF EXISTING
SEPARATED CROSSINGS WITH THE
WHEELING AND LAKE ERIE RR
AND CSXT RR**
**CONGRESS TOWNSHIP
WAYNE COUNTY
HARRISVILLE, WESTFIELD &
GUILFORD TOWNSHIPS
MEDINA COUNTY**

PROJECT DESCRIPTION

THIS PROJECT CONSISTS OF THE RECONSTRUCTION OF 6.12 MILES OF I-71 INCLUDING THE ADDITION OF A THIRD LANE IN EACH DIRECTION IN THE MEDIAN AREA. NEW GUARDRAIL, NEW OR RECONSTRUCTED DRAINAGE IN THE MEDIAN, RESURFACING OR REPLACEMENT OF THE RAMPS AT SR83, WIDENING OF SR83, AND THE RECONSTRUCTION OF ALL MAINLINE STRUCTURES. THE REPLACEMENT AND WIDENING OF THE SR83 STRUCTURE OVER IRT1.

PROJECT EARTH DISTURBED AREA 158 AC.
ESTIMATED CONTRACTOR EARTH DISTURBED AREA ... 165 AC.
NOTICE OF INTENT EARTH DISTURBED AREA 174 AC.

LIMITED ACCESS

THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

2002 SPECIFICATIONS

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING CHANGES AND SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF MAINLINE I.R. 71 OR S.R. 83 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF THE TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (I) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

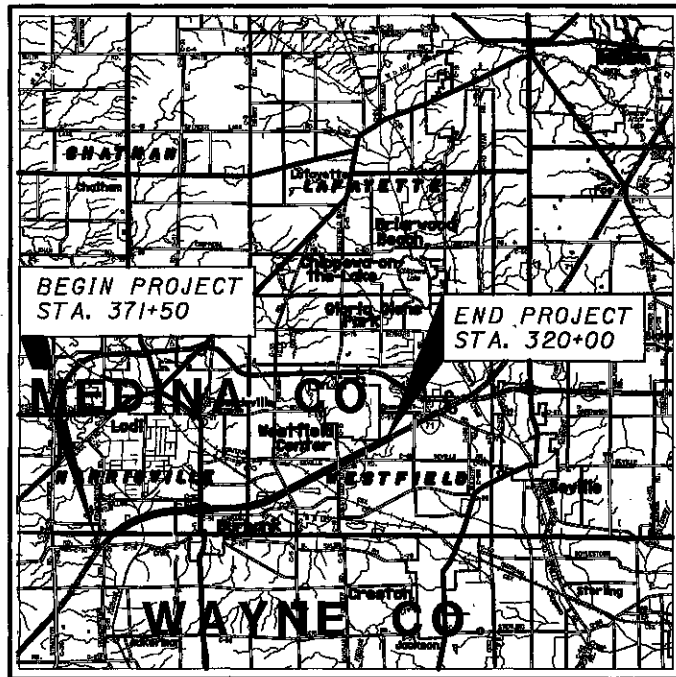
APPROVED *James M. O'Leary*
DATE *12/10/04* DISTRICT DEPUTY DIRECTOR

APPROVED *London Porter*
DATE *11-23-04* DIRECTOR, DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS

WATERWAY PERMIT NWP#3&14	ARES RETAINING WALL: MAY 2003	USE PLUS RETAINING WALLS: MAY 2003
RETAINED EARTH WALLS: MAY 2003	REINFORCED EARTH RETAINING WALL: MAY 2003	

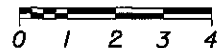
UNDERGROUND UTILITIES
TWO WORKING DAYS BEFORE YOU DIG
CALL 1-800-362-2764 (TOLL FREE)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS MUST BE CALLED DIRECTLY



LOCATION MAP

LATITUDE: 40°59'48" LONGITUDE: 81°59'43"

SCALE IN MILES



PORTION TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY	=====
UNDIVIDED STATE & FEDERAL ROUTES	=====
OTHER ROADS	=====

DESIGN DESIGNATION	IRT1	SR83
CURRENT ADT (2006)	48,930	15,900
DESIGN YEAR ADT (2026)	68,660	27,100
DESIGN HOURLY VOLUME (2026)	7,209	2,439
DIRECTIONAL DISTRIBUTION	55%	56%
TRUCKS (24 HOUR B&C)	31%	5%
DESIGN SPEED	70 MPH	40 MPH
LEGAL SPEED	65 MPH	40 MPH

DESIGN FUNCTIONAL CLASSIFICATION: RURAL INTERSTATE, RURAL ARTERIAL
DESIGN EXCEPTIONS: NONE

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BURGESS & NIPLE IR71 ROADWAY PLANS SIGNED: <i>Eric Forney</i> DATE: 12-18-03	MS CONSULTANTS SR83 ROADWAY PLANS SIGNED: <i>Brady B. Burton</i> DATE: 12/14/03
MED-71-0031 L&R 0342 L&R BRIDGE PLANS SIGNED: <i>William T. Logan</i> DATE: 12/17/03	MED-71-0060 L&R, 0188 BRIDGE PLANS SIGNED: <i>Rhonda W. Blalock</i> DATE: 12-10-03

PLAN PREPARED BY:
BURGESS & NIPLE
100 WEST ERIE ST.
PAINESVILLE, OHIO 44077

WOODY - NOLAN
MED-71-0437 L&R
MED-71-0539 L&R
BRIDGE PLANS
SIGNED: *George Tomashuk*
DATE: 12-17-03

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS			
BP-2.5	7/18/00	DM-4.3	7/19/02	MH-1.1	7/19/02	MT-35.10	4/20/01	HL-10.11	1/06/04	HL-10.12	4/19/02	802	7/19/02
BP-1.1	7/28/00	DM-4.4	7/19/02	MH-1.2	7/19/02	MT-95.30	7/16/04	TC-51.11	4/20/01	TC-51.12	4/20/01	832	4/17/04
BP-2.1	7/28/00	F-2.1	7/28/00	RM-1.1	4/18/03	MT-95.31	7/16/04	TC-52.10	4/20/01	TC-52.20	4/20/01	833	2/12/03
BP-2.3	7/28/00	F-3.1	7/28/00	RM-4.2	4/18/03	MT-95.32	7/16/04	TC-61.10	1/19/01	TC-65.10	10/19/01	843	4/18/03
BP-3.1	7/28/00	F-3.3	7/28/00	RM-4.3	4/18/03	MT-95.40	7/16/04	TC-65.11	10/19/01	TC-65.12	10/19/01	846	4/19/02
BP-4.1	7/28/00	F-3.4	7/28/00	RM-4.5	4/18/03	MT-95.41	7/16/04	TC-71.10	4/19/02	TC-72.20	1/19/01	864	7/11/00
BP-5.1	7/28/00	GR-1.1	4/18/03	RM-4.6	1/16/04	MT-95.60	4/19/02	TC-71.10	4/19/02	TC-72.20	1/19/01	880	10/18/02
BP-8.1	7/28/00	GR-2.1	1/16/04	HL-10.31	7/20/01	MT-97.10	4/19/02	TC-72.20	1/19/01	TC-73.10	1/19/01	908	4/18/03
BP-9.1	10/17/03	GR-3.1	4/18/03	HL-20.11	4/19/02	MT-97.11	4/19/02	TC-81.20	1/16/04	AS-1-81	7/19/02	954	9/9/97
CB-1.1	7/19/02	GR-3.2	4/18/03	HL-20.21	4/19/02	MT-98.12	4/19/02	ICD-1-82	7/19/02	PCB-91	7/19/02		
CB-2.2	7/19/02	GR-4.2	10/17/03	HL-30.11	4/19/02	MT-98.13	4/19/02	PSID-99	7/18/03	SBR-1-99	7/19/02		
CB-3.1	7/19/02	GR-5.1	4/18/03	HL-30.21	4/19/02	MT-98.14	4/19/02	SICD-1-99	7/19/02				
CB-3.2	7/19/02	GR-5.2	1/16/04	HL-30.22	4/19/02	MT-98.15	7/16/04						
CB-3.4	7/19/02	GR-5.3	1/16/04	HL-40.10	4/19/02	MT-98.16	4/19/02						
DM-1.1	7/18/03	GR-6.1	4/18/03	HL-50.11	7/20/01	MT-98.17	10/18/02						
DM-1.4	7/19/02	GR-6.2	4/18/03	HL-60.11	1/16/04	MT-98.18	10/18/02						
DM-2.1	7/20/01	I-1.2	7/19/02	HL-60.12	7/20/01	MT-99.20M	1/30/95						
DM-4.1	7/19/02	HW-2.1	7/19/02	HL-60.21	7/20/01	MT-99.30	4/16/04						
DM-4.2	7/19/02	HW-2.2	7/19/02	HL-60.31	7/20/01	MT-99.31	4/16/04						

WAY - IR 71 - 7.04/0.00
050048
DIST 3

PID - 14017
2/23/2005

FEDERAL PROJECT NO. G010(638)
PID NO. 14017
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT
WHEELING AND LAKE ERIE R.R.
CSXT R.R.
WAY / MED-71-7.04/0.00
785



SCHEMATIC PLAN

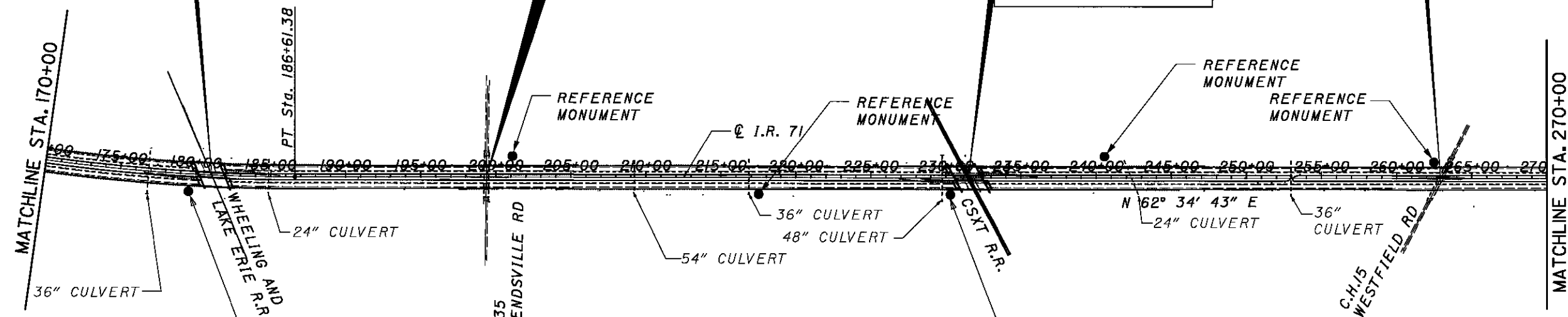
WAY / MED-71-7.04 / 0.00

STRUCTURE NUMBER
MED-71-0342 L (5202493)
MED-71-0342 R (5202523)

STRUCTURE NUMBER
MED-71-0377 (5202558)

STRUCTURE NUMBER
MED-71-0437 L (5202582)
MED-71-0437 R (5202612)

STRUCTURE NUMBER
MED-71-0497 (5202647)

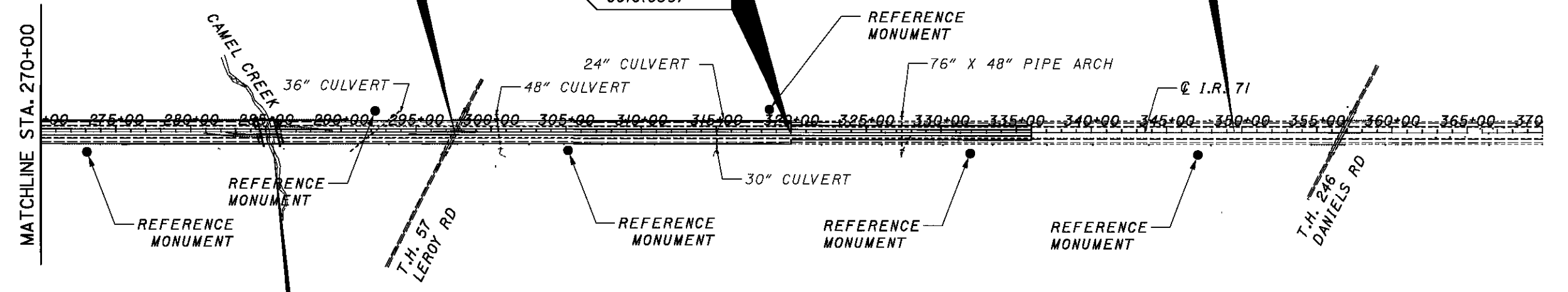


☉ I.R.71 CURVE DATA
P.I. Sta - 160+33.35
Δ - 24° 55' 45" (LT)
Dc - 0° 28' 00"
R - 12,277.67'
T - 2,713.93'
L - 5,341.96'
E - 296.38'
S.E. - 0.019
EX. S.E. - N.C.

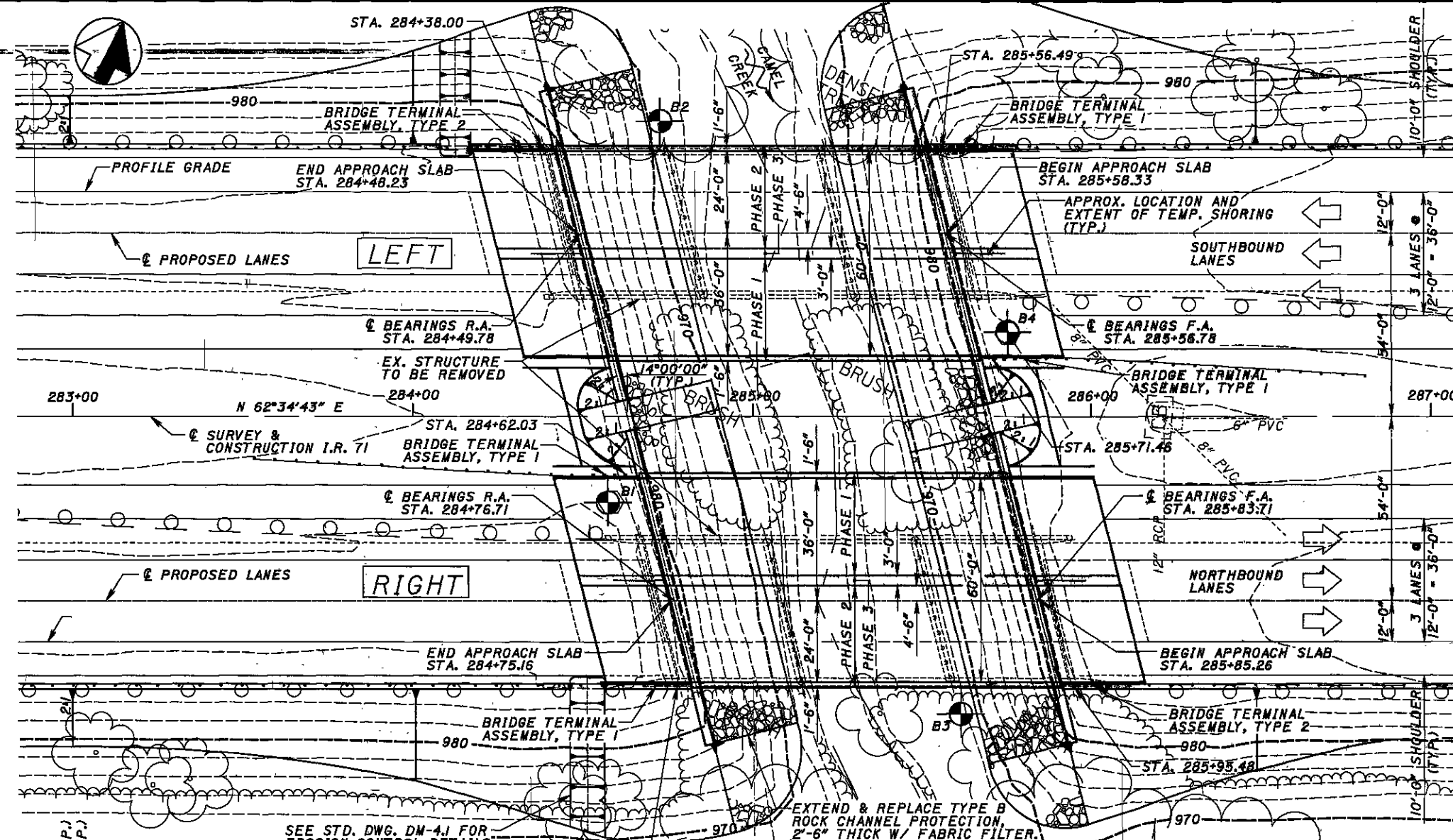
STRUCTURE NUMBER
MED-71-0563 (5202736)

END PROJECT
STA. 320+00
S.L.M. 6.06
6010(638)

END WORK
STA. 350+56



STRUCTURE NUMBER
MED-71-0539 L (5202671)
MED-71-0539 R (5202701)



NOTE:
 1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS-SECTIONS.

LEGEND:
 BI - CURRENT FOUNDATION INVESTIGATION BORING
 R.A. - REAR ABUTMENT
 F.A. - FORWARD ABUTMENT
 NBL - NORTHBOUND LANES
 SBL - SOUTHBOUND LANES

HYDRAULIC DATA

DRAINAGE AREA = 10.55 SQ.MI.
 $Q_{50} = 2286 \text{ cfs}$ $Q_{100} = 2655 \text{ cfs}$
 $V_{50} = 8.02 \text{ ft/s}$ $V_{100} = 9.03 \text{ ft/s}$
 FREEBOARD₅₀ = 6.93 ft

SOIL BORING INFORMATION

BORING NO.	STATION	OFFSET	ELEVATION
B1	284+57.34	25.20' (RT)	985.26
B2	284+73.00	88.77' (LT)	967.83
B3	285+61.05	87.36' (RT)	967.23
B4	285+75.18	25.03' (LT)	985.87

BENCHMARK INFORMATION

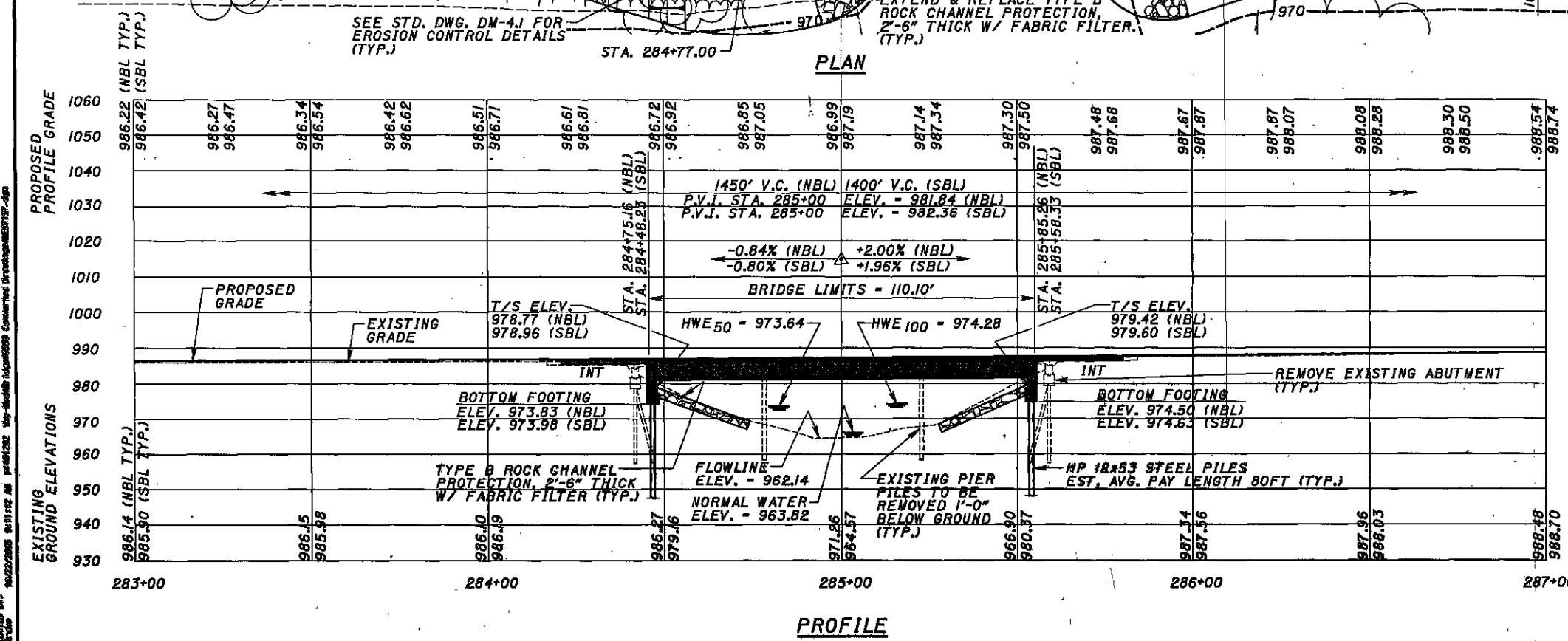
BM #3035, STA 281+54.00, 0.181' RT., & MONUMENT 491,178.93N; 2,124,653.33E; ELEV. 982.21
 BM #28: []-CUT CENTER HEADWALL SE SIDE I-71; 50' SE OF & STA 281+54; ELEV. 976.62
 BM #3036, STA 297+32.11, 0.327' RT., & MONUMENT 491,905.11N; 2,126,053.31E; ELEV. 1006.58

EXISTING STRUCTURE

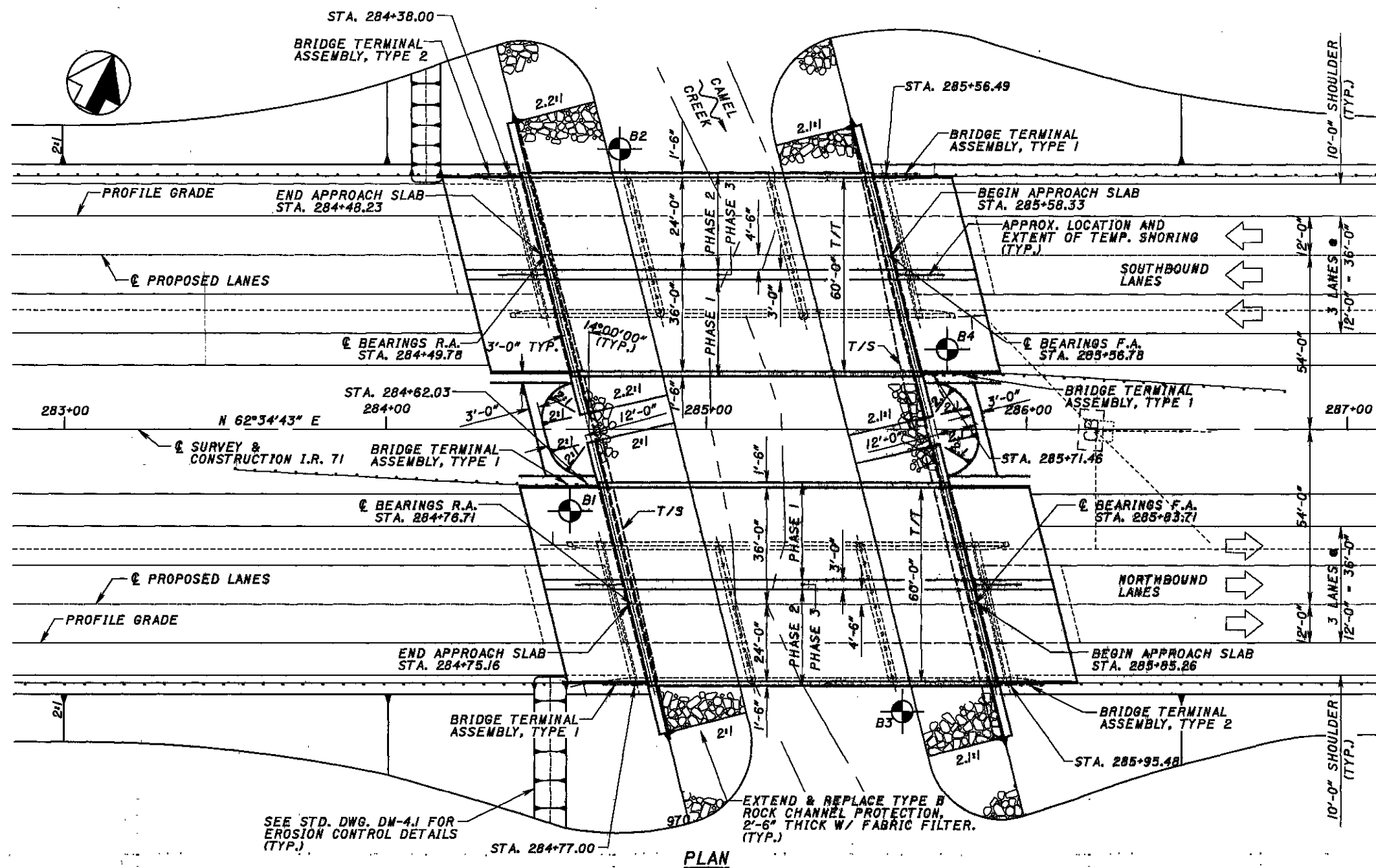
TYPE: CONTINUOUS REINFORCED CONCRETE SLAB DECK WITH CAPPED PILE SUBSTRUCTURE.
 SPANS: 36'-0", 45'-0", 36'-0" ± o/c BEARINGS
 STRUCTURE FILE NO.: 5202671 & 5202701
 ROADWAY: 42'-0" ± 1' PARAPETS
 ORIGINAL DESIGN LOADING: CF 2000, ADEQUATE FOR AASHTO ALTERNATE LOADING
 WEARING SURFACE: 1" MONOLITHIC
 ALIGNMENT: TANGENT
 APPROACH SLABS: 25'-0" ± LONG
 DATE BUILT: 1959
 SKEW: 14°00'00" ± RIGHT FORWARD

PROPOSED STRUCTURE

TYPE: PRESTRESSED CONCRETE I-BEAM WITH COMPOSITE REINFORCED CONCRETE DECK ON REINFORCED CONCRETE INTEGRAL ABUTMENTS.
 SPAN: 107'-0" C/C BEARINGS
 ROADWAY: 60'-0" T/T PARAPETS
 SKEW: 14°00'00" RIGHT FORWARD
 ALIGNMENT: TANGENT
 FUTURE WEARING SURFACE: 60 PSF
 WEARING SURFACE: MONOLITHIC CONCRETE
 DESIGN LOADING: HS25 AND THE ALTERNATE MILITARY LOADING
 APPROACH SLABS: AS-1-B1 (25'-0" LONG)
 CROWN: 0.0156
 ADT (2006): 48930 ADTT (2006): 15170
 ADT (2028): 68660 ADTT (2028): 21290
 LATITUDE: N 41°00'49"
 LONGITUDE: W 81°56'02"



MOODY & ASSOCIATES
 5000 River Road, Suite 100, Columbus, Ohio 43260
 (614) 291-1100
 DATE: 05/03
 DRAWN: TTK
 CHECKED: TRS
 MEDINA COUNTY
 STA. 284+48.23 L
 STA. 285+85.26 R
 SITE PLAN
 BRIDGE NO. MED-71-0539 L/R
 OVER CAMEL CREEK
 WAY/MED-71-7.04/0.00
 1/40
 711
 785



PLAN

LEGEND:

- BI \blacklozenge - CURRENT FOUNDATION INVESTIGATION BORING
- R.A. - REAR ABUTMENT
- F.A. - FORWARD ABUTMENT
- NBL - NORTHBOUND LANES
- SBL - SOUTHBOUND LANES
- BRGS - BEARINGS
- E/P - EDGE OF PAVEMENT
- E/S - EDGE OF SHOULDER
- EX. - EXISTING
- EXP. - EXPANSION
- FIX. - FIXED
- FTG. - FOOTING
- FWD - FORWARD
- LB - LEFT BRIDGE
- RF - RIGHT FORWARD
- O/O - OUT TO OUT
- PROP. - PROPOSED
- RB - RIGHT BRIDGE
- T/S - TOP OF SLOPE
- T/T - TOE TO TOE
- C/C - CENTER TO CENTER
- HP - HIGH POINT
- EF. - EACH FACE

SEE STD. DWG. DM-4.J FOR EROSION CONTROL DETAILS (TYP.)

10/17/03 01:23:22 PM p140202 Key-Header.dgn 05/03/03 Converted Drawing: 712/85

MOODING INC. <small>INCORPORATED IN CALIFORNIA</small> <small>10000 S. GARDEN AVENUE, SUITE 100, GARDEN GROVE, CALIFORNIA 92643</small> <small>TEL: (714) 941-1000 FAX: (714) 941-1001</small>	
DESIGNED: RM CHECKED: PHB DRAWN: PC REVISION:	DATE: 05/03 REVISION: GT STRUCTURE FILE NUMBER: 5202671 - LEFT 5202670 - RIGHT
GENERAL PLAN BRIDGE NO. MED-71-0539 L/R OVER CAMEL CREEK	
WAY/MED-71-7.04/0.00	
2 / 40	
712 785	

GENERAL NOTES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

- AS-1-B1 DATED 07-19-02
- BP-5.1 DATED 07-28-00
- DM-1.1 DATED 07-18-03
- DM-4.1 DATED 07-19-02
- ICD-1-B2 DATED 07-19-02
- PS1D-1-99 DATED 07-18-03
- PCB-91 DATED 07-19-02
- SBR-1-99 DATED 07-19-02

AND TO SUPPLEMENTAL SPECIFICATIONS:

- 846, TREATING CONCRETE BRIDGE DECKS WITH HMMW RESIN, DATED 04-19-02
- 864, SEALING OF CONCRETE SURFACES, DATED 07-11-00
- 894, HIGH PERFORMANCE CONCRETE FOR NEW BRIDGE DECKS WITH WARRANTY, DATED 10-18-02
- 954, HIGH MOLECULAR WEIGHT METHACRYLATE (HMMW) RESIN, DATED 09-09-97
- 1079, QUALIFICATION AND EVALUATION OF PRESTRESSED CONCRETE FABRICATORS, DATED OCTOBER 18, 2002

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002 AND THE O.D.O.T BRIDGE DESIGN MANUAL.

DESIGN LOADING: HS25, AND THE ALTERNATE MILITARY LOADING. FUTURE WEARING SURFACE (FWS) OF 60 PSF.

DESIGN STRESSES: CONCRETE CLASS HP - COMPRESSIVE STRENGTH 4500 P.S.I. (SUPERSTRUCTURE) CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 P.S.I. (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996
GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.

CONCRETE FOR PRESTRESSED BEAMS -
COMPRESSIVE STRENGTH FINAL - 7000 P.S.I. (RELEASE)
COMPRESSIVE STRENGTH - 5500 P.S.I.
UNIT STRESS 2800 P.S.I. COMPRESSION, 543 P.S.I. TENSION.

PRESTRESSING STRAND:
AREA - 0.167 IN²
ULTIMATE STRENGTH - 270 KSI
INITIAL STRESS - 202.5 KSI
(LOW RELAXATION STRANDS)

DECK PROTECTION METHOD: EPOXY COATED REINFORCING STEEL; 2-1/2" CONCRETE COVER; SEALING OF CONCRETE SURFACES; HIGH PERFORMANCE CONCRETE.

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

PORTIONS OF STRUCTURE REMOVED, AS PER PLAN: THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES THAT ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. PERFORM ALL WORK IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED. CHIPPING HAMMERS SHALL NOT BE HEAVIER THAN THE NOMINAL 90-POUND CLASS. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

PROTECTION OF TRAFFIC: PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE, SUBMIT PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, BOAT, ECT.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR AT LEAST 30 DAYS BEFORE CONSTRUCTION BEGINS. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. MAINTAIN THE TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE DIRECTOR. ALL COSTS ASSOCIATED WITH THIS TRAFFIC PROTECTION WILL BE INCLUDED WITH ITEM 202 FOR PAYMENT.

LOADING LIMITATIONS: NO PART OF THE STRUCTURE SHALL BE SUBJECTED TO UNIT STRESSES THAT EXCEED 136.5 % OF ALLOWABLE UNIT STRESSES AS DEFINED IN THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES DUE EITHER TO DEMOLITION, ERECTION OR CONSTRUCTION METHODS, OR TO THE USE OR MOVEMENT OF DEMOLITION OR ERECTION EQUIPMENT ON OR ACROSS THE STRUCTURE. SUBMIT STRUCTURAL ANALYSIS COMPUTATIONS, BY AN OHIO REGISTERED PROFESSIONAL ENGINEER, SHOWING THE ALLOWABLE STRESSES AND THE MAXIMUM STRESSES PRODUCED BY THE REMOVAL METHODS OR EQUIPMENT TO THE DIRECTOR AT LEAST 20 DAYS BEFORE CONSTRUCTION BEGINS.

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1 INCH DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. LEAVE THE EXISTING REINFORCING STEEL, IF REQUIRED IN THE PLANS, IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACES AND EXISTING EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THOROUGHLY CLEAN THE JOINT SURFACE AND EXPOSED REINFORCEMENT OF ALL DIRT, DUST, RUST OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. EXISTING REINFORCING STEEL DOES NOT HAVE TO HAVE A BRIGHT STEEL FINISH, BUT REMOVE ALL PACK AND LOOSE RUST. THOROUGHLY DRENCH EXISTING CONCRETE SURFACES WITH CLEAN WATER AND ALLOW TO DRY TO A DAMP CONDITION BEFORE PLACING CONCRETE.

UTILITY LINES: THE UTILITY(IES) SHALL BARE ALL EXPENSE INVOLVED IN RELOCATING (INSTALLING) THE AFFECTED UTILITY LINES. THE CONTRACTOR AND THE UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

ITEM 516, INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN:

INSTALL A 3 FOOT WIDE STRIP, 3/32 INCH THICK, GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT AT LOCATIONS SHOWN IN THE PLANS. SECURE THE 3 FOOT WIDE NEOPRENE SHEETING TO THE CONCRETE WITH 1 1/4" X #10 GAGE (LENGTH X SHANK DIA.) #10 GALVANIZED BUTTON HEAD SPIKE THROUGH A 1 INCH OUTSIDE DIAMETER, #10 GAGE GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 9 INCHES. OTHER SIMILAR GALVANIZED DEVICES WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.

CENTER THE NEOPRENE STRIPS ON ALL JOINTS. FOR HORIZONTAL JOINTS, SECURE THE HORIZONTAL NEOPRENE STRIP BY USING A SINGLE LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE TOP OF THE NEOPRENE STRIP. FOR THE VERTICAL JOINTS SECURE THE VERTICAL NEOPRENE STRIP BY USING A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP NEAREST TO THE CENTERLINE OF ROADWAY. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS AT 6 INCHES, CENTER-TO-CENTER, ACROSS THE TOP OF THE NEOPRENE STRIP ON THE SAME SIDE OF THE VERTICAL JOINT AS THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHOULD COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAPS IN THE LENGTH OF THE HORIZONTAL STRIPS DUE TO MATERIAL MANUFACTURING SHALL BE AT LEAST ONE FOOT IN LENGTH, IF NOT VULCANIZED OR ADHESIVE BONDED, OR 6 INCHES IN LENGTH IF THE LAP IS VULCANIZED OR ADHESIVE BONDED. NO LAPS ARE ACCEPTABLE IN VERTICALLY INSTALLED NEOPRENE STRIPS.

THE NEOPRENE SHEETING SHALL BE 3/32 INCH THICK GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE SHEETING SHALL BE "FAIRPRENE NUMBER NH-0003", BY E.I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS, INCHES	D 751	0.094 +/- .01
BREAKING STRENGTH, GRAB WXF, LBS, MINIMUM	D 751	700 X 700
ADHESIVE STRIP, 1" WIDE X 2" LONG, LBS MINIMUM	D 751	9 BURST
STRENGTH (MULLEN) PSI, MINIMUM	D 751	1400
HEAT AGING, 70 HOURS AT 212°F, 180° BEND WITHOUT CRACKING	D 2136	NO CRACKING OF COATING
LOW TEMPERATURE BRITTLENESS 1 HOUR AT -40°F, BEND AROUND 1/4 INCH MANDREL	D 2136	NO CRACKING OF COATING

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE THE TOTAL LENGTH OF JOINT TO BE SEALED BY THE NUMBER OF FEET.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACTOR PRICE FOR ITEM 516, INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN.

MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER'S RECOMMENDED PROCEDURES.

CONNECTORS SHALL CONFORM WITH ITEM 509 AND BE INCLUDED IN THE BID PRICE PER POUND FOR THE REINFORCING STEEL.

CONNECTORS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS WHICH HAVE BEEN DAMAGED OR WHICH OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY AND UNIFORMITY MAY BE REPAIRED AS DIRECTED BY THE ENGINEER OR THEY SHALL BE REPLACED WITH MATERIAL THAT MEETS THE SPECIFICATIONS. CONNECTORS SHALL CONFORM WITH ITEM 509 AND BE INCLUDED IN THE BID PRICE PER POUND FOR THE REINFORCING STEEL.

DRIP GROOVES: THE DRIP GROOVES DETAILED ON STANDARD CONSTRUCTION DRAWINGS SHALL NOT BE CONSTRUCTED.

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:
THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE TYPE B GRANULAR MATERIAL, 703.16.C, PLACED AND COMPACTED IN 6 INCH LIFTS.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING PILES, CONSTRUCT THE SPILL THROUGH SLOPES AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENTS UP TO THE LEVEL OF THE SUBGRADE ELEVATION FOR A MINIMUM DISTANCE OF 200 FEET BEHIND EACH ABUTMENT. DO NOT BEGIN THE EXCAVATION FOR THE ABUTMENT FOOTINGS AND THE INSTALLATION OF THE ABUTMENT UNTIL AFTER THE ABOVE REQUIRED EMBANKMENT HAS BEEN CONSTRUCTED.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):

THE ULTIMATE BEARING VALUE IS 100 TONS PER PILE FOR THE HP12X53 STEEL ABUTMENT PILES.

LEFT BRIDGE: REAR AND FORWARD ABUTMENT PILES: 23 PILES 85 FEET LONG, ORDER LENGTH 1' DYNAMIC LOAD TESTING ITEMS
RIGHT BRIDGE: REAR AND FORWARD ABUTMENT PILES: 23 PILES 85 FEET LONG, ORDER LENGTH 0' DYNAMIC LOAD TESTING ITEMS

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY, THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

MOODY & MOYLAN, INC.
INCORPORATED IN OHIO
100 James Street, Suite 301, Columbus, OH 43215
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DATE	6/03
REVIEWED	GT
STRUCTURE FILE NO.	5802671-LEFT 5802701-RIGHT
DRAWN	RM
REVISY	RM
CHECKED	RM
DESIGNED	PHB

GENERAL NOTES
BRIDGE NO. MED-71-0539 L
OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

PLOTTED BY: GUSEN
DATE: 04/18/03
#FILES: 0
#PAGES: 4

ITEM 503 - COFFERDAMS, CRIBS, AND SHEETING, AS PER PLAN:

AT THE OPTION OF THE CONTRACTOR, AN ALTERNATE METHOD OF TEMPORARY SHORING FOR PART-WIDTH CONSTRUCTION MAY BE USED. PLANS FOR SUCH SHORING SHALL BE DESIGNED BY A REGISTERED PROFESSIONAL ENGINEER AND CONFORM WITH 501.05. FOR APPROVAL, FIVE COPIES OF THE DRAWINGS SHALL BE SUBMITTED TO THE DIRECTOR AND CONCURRENTLY, ONE COPY TO THE OFFICE OF STRUCTURAL ENGINEERING. CONSTRUCTION OF THE SHORING SHALL NOT BEGIN UNTIL AFTER WRITTEN APPROVAL HAS BEEN RECEIVED FROM THE DIRECTOR. PORTIONS OF THE TEMPORARY SHORING COMPOSED OF STEEL OR CONCRETE MAY BE LEFT IN PLACE AT THE DISCRETION OF THE ENGINEER. PORTIONS COMPOSED OF OTHER MATERIALS SHALL BE REMOVED PRIOR TO COMPLETION OF THE WORK.

ITEM 894 HIGH PERFORMANCE CONCRETE, FOR BRIDGE DECK WITH WARRANTY, AS PER PLAN:

GENERAL REQUIREMENTS:
THE PROVISIONS OF ITEM 894 SHALL APPLY EXCEPT AS NOTED BELOW.

MIX OPTIONS:
ALL SUPERSTRUCTURE CONCRETE SHALL BE THIS MIX (HP4, AS PER PLAN). ALL OTHER STRUCTURE CONCRETE SHALL BE THIS MIX OR MIX 2 CONCRETE.

THE FOLLOWING PROPORTIONS WILL BE USED AS A STARTING MIX DESIGN.

CONCRETE TABLE
QUANTITIES PER CUBIC YARD
AGGREGATES (SSD)

HP4, AS PER PLAN (60BF SLAG + MICROSILICA)

AGGREGATE TYPE	FINE AGGRE. (LB)	**8 COARSE AGGRE. (LB)	**57 COARSE AGGRE. (LB)	TOTAL (LB)	CEMENT CONTENT (LB)	60BF SLAG (LB)	MICRO-SILICA (LB)	WATER TO CEMENTITIOUS RATIO ± .02	AIR CONTENT ± 2%
GRAVEL	1245	360	1315	2920	400	170	30	0.42	7
LIMESTONE	1245	360	1335	2940	400	170	30	0.42	7
SLAG	1245	315	1158	2718	400	170	30	0.42	7

* ALL COARSE AGGREGATE SHALL HAVE AN ABSORPTION OF 1.00% OR GREATER AS DEFINED PER ASTM C127. THE WEIGHTS SPECIFIED IN THE CONCRETE TABLE FOR MATERIALS OF THE FOLLOWING BULK SPECIFIED GRAVITIES (SSD): NATURAL SAND AND GRAVEL 2.62, LIMESTONE SAND 2.68, LIMESTONE 2.65, SLAG 2.30, FLY ASH 2.65, 60BF SLAG 2.90, MICROSILICA SOLIDS 2.20, AND PORTLAND CEMENT 3.15. FOR AGGREGATES OF SPECIFIC GRAVITIES DIFFERING MORE THAN PLUS OR MINUS 0.02 FROM THESE, THE WEIGHTS IN THE TABLE WILL BE CORRECTED.

PARAPET CONSTRUCTION (FORMED AND Poured):

FORMS SHALL NOT BE REMOVED UNTIL AT LEAST 8 HOURS AFTER THE FINAL SET. DETERMINATION OF THE FINAL SET SHALL BE AS PER ASTM C266 (BILMORE NEEDLE). TESTING SHALL BE PERFORMED BY THE CONTRACTOR AT NO COST TO THE STATE.

THE MINIMUM CONCRETE SLUMP DURING PLACEMENT OF FORMED CONCRETE PARAPETS SHALL BE 6 INCHES, WITH A MAXIMUM SLUMP OF 8 INCHES.

ANCHOR BOLTS FOR FENCE POSTS SHALL BE CAST IN PLACE.

PARAPET CONSTRUCTION (SLIP FORMED):

SLIP FORMING SHALL NOT BE PERFORMED DIRECTLY OVER AREAS WHERE THERE IS OR WILL BE VEHICULAR OR PEDESTRIAN TRAFFIC (WHICH INCLUDES RAILROADS AND WATER CRAFTS). AT THESE LOCATIONS, THE PARAPETS SHALL BE FORMED AND Poured.

THE CONTRACTOR IS ONLY ALLOWED THE OPTION OF SLIP FORMING BRIDGE PARAPETS OVER NON TRAVELED WAYS, AND ONLY AFTER THE SUCCESSFUL COMPLETION OF A TEST SECTION TWENTY FEET LONG, A MINIMUM OF 3 DAYS AFTER PLACING THE TEST SECTION, THE CONTRACTOR SHALL CORE THE TEST SECTION (A MINIMUM OF 3 CORES) AT LOCATIONS AS DIRECTED BY THE ENGINEER. APPROVAL TO SLIP FORM SHALL NOT BE GRANTED UNTIL AFTER THE CORING AND AFTER A SUCCESSFUL SLIP FORMING RESULT IS OBTAINED.

IN ADDITION TO THE REQUIREMENTS OF THE LAST PARAGRAPH OF 511.11 THE ENGINEER WILL INSPECT THE SLIP FORMED SURFACE FOR HORIZONTAL CRACKING 6 MONTHS AFTER COMPLETION OF THE SLIP FORMING OPERATION. ANY ADDITIONAL CRACKS FOUND SHALL BE REPAIRED AS PER THE SPECIFICATIONS AT NO ADDITIONAL COST TO THE STATE.

ALL ANCHOR BOLTS FOR FENCE POSTS SHALL BE CAST IN PLACE.

THE MINIMUM CONCRETE SLUMP DURING PLACEMENT OF SLIP FORMED CONCRETE PARAPETS SHALL BE 1 INCH WITH A MAXIMUM SLUMP OF 1/2 INCHES.

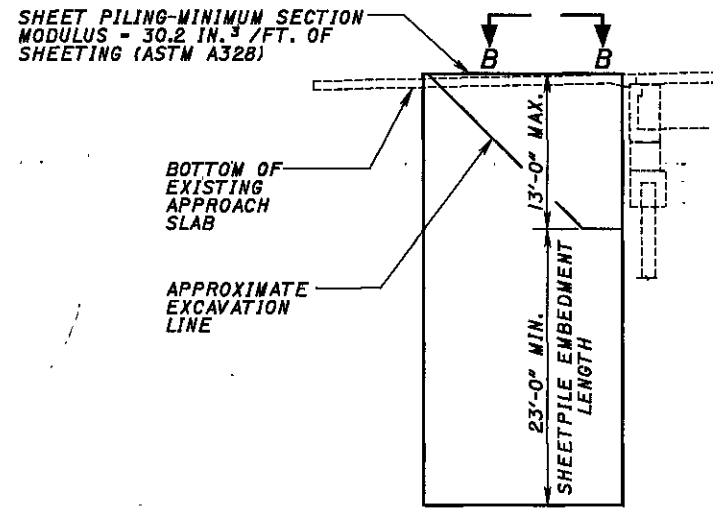
THE WATER CEMENT RATIO FOR SLIP FORMED PARAPETS SHALL NOT BE LESS THAN THE WATER CEMENT RATIO USED FOR THE DECK CONCRETE. REDUCE SLUMP BY LIMITING THE USE OF SUPERPLASTICIZERS.

CRACK CONTROL JOINTS:

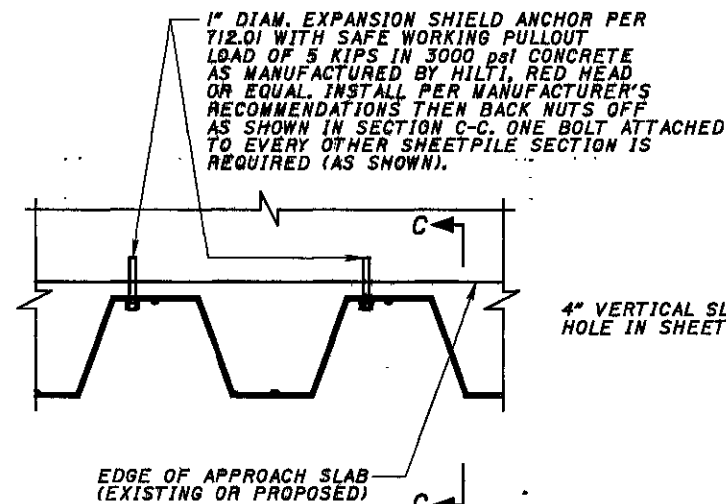
FOR BOTH SLIP FORMED AND FORMED AND Poured PARAPETS, THE CONTRACTOR SHALL CONSTRUCT 1/2" DEEP AND 1/4" WIDE CRACK CONTROL JOINTS SPACED AT A MINIMUM OF 6 FT AND A MAXIMUM OF 8 FT ON CENTER. THE CRACK CONTROL JOINTS SHALL BE MADE IN THE COMPLETE CIRCUMFERENCE OF THE PARAPET, STARTING AND ENDING AT THE ELEVATION OF THE TOP OF THE CONCRETE DECK. THE CONTRACTOR MAY EITHER FORM THE CRACK CONTROL JOINTS IN WITH FORM LINERS, OR, WITHIN 24 HOURS OF PLACEMENT, SAW CUT THE CRACK CONTROL JOINTS IN WITH THE USE OF AN EDGE GUIDE, FENCE, OR JIG WHICH IS REQUIRED TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE ENTIRE LENGTH OF EACH CONTROL JOINT SHALL BE SEALED TO A MINIMUM DEPTH OF 1/2" WITH A CAULKING MATERIAL CONFORMING TO FEDERAL SPECIFICATION, TT-S-00227E.

BASIS OF PAYMENT:
PAYMENT FOR THE ABOVE COMPLETED AND ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE FOR:

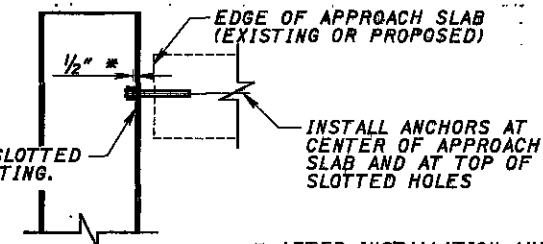
ITEM	UNITS	DESCRIPTION
511E52000	LUMP SUM	CLASS HP CONCRETE, TEST SLAB
894E10001	CUBIC YARD	HIGH PERFORMANCE CONCRETE, FOR BRIDGE DECK WITH WARRANTY, AS PER PLAN



ELEVATION VIEW



VIEW B-B



SECTION C-C

* AFTER INSTALLATION AND TORQUING PER MANUFACTURER'S RECOMMENDATIONS, BACK NUT OFF 1/2" TO ALLOW ACTIVE PRESSURE TO DEVELOP.

SHORING DETAILS

(TO BE PAID FOR WITH ITEM 503 - COFFERDAMS, CRIBS, AND SHEETING, AS PER PLAN)

PLOTTED BY: 10/17/03 01:58:17 PM D:\101202 Proj-A00001\000038 Converted D:\000000\000002_0039.dwg
 PLOTTER: HP DesignJet 500

MOODY ENGINEERING
 10000 W. 10th Ave., Suite 100
 Denver, CO 80202
 TEL: 303.751.1000
 FAX: 303.751.1001

DATE: 05/03
 REVISION: GT
 DRAWN: CRC
 CHECKED: WTL
 STRUCTURE FILE NUMBER: 5202671 - LEFT
 5202701 - RIGHT

GENERAL NOTES 2
 BRIDGE NO. MED-71-0539 L/R
 OVER CAMEL CREEK

WAY/MED-71-04/0.00

COMPUTED BY : RM DATE : 6/03
 CHECKED BY : MRG DATE : 6/03

ESTIMATED QUANTITIES												
ITEM	ITEM EXT.	LEFT BRIDGE			RIGHT BRIDGE			REF. SHT. NO.				
		LEFT BRIDGE	RIGHT BRIDGE	UNIT	DESCRIPTION	ABUTS.	SUPER		GENERAL	ABUTS.	SUPER	GENERAL
202	11203	LUMP	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP			LUMP	3
503	11101	LUMP	LUMP		COFFERDAMS, CRIBS, AND SHEETING, AS PER PLAN			LUMP			LUMP	
503	21101	231	221	CU YD	UNCLASSIFIED EXCAVATION, AS PER PLAN	221			221			3
505	11100	LUMP	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION			LUMP			LUMP	
507	00200	3910	3910	FT	STEEL PILES HP12 x 53, FURNISHED	3910			3910			
507	00250	3680	3680	FT	STEEL PILES HP12 x 53, DRIVEN	3680			3680			
509	10000	72846	72896	POUND	EPOXY COATED REINFORCING STEEL	14361	58485		14411	58485		
511	43500	164	164	CU YD	CLASS C, CONCRETE, ABUTMENT INCLUDING FOOTING	164			164			
511	52000	LUMP	LUMP		CLASS HP CONCRETE, TEST SLAB			LUMP			LUMP	
512	33000	11	11	SQ YD	TYPE 2 WATERPROOFING	11			11			
515	15030	8	8	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (60 IN.)		8			8		
515	20000	21	21	EACH	INTERMEDIATE DIAPHRAGMS		21			21		
516	13200	179	179	SQ FT	1/2" PREFORMED EXPANSION JOINT FILLER	179			179			
516	13600	93	93	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	93			93			
516	13900	1	1	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	1			1			
516	14015	159	159	FT	INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN	159			159			3
516	44200	16	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (2" x 10" x 1'-4")	16			16			
518	21200	195	195	CU YD	POROUS BACKFILL WITH FILTER FABRIC	195			195			
518	40000	186	186	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	186			186			
518	40010	59	56	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	59			56			
523	20000	1	0	EACH	DYNAMIC PILE TEST	1			0			
526	25000	339	339	SQ YD	REINFORCED CONCRETE APPROACH SLABS (T-15")			339			339	
601	32104	426	400	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH FABRIC FILTER			426			400	
604	36600	2	2	EACH	PRECAST REINFORCED CONCRETE OUTLET	2			2			
625	25600	126	126	FT	CONDUIT, 4", 725.04			126			126	
625	30707	2	2	EA	PULL BOX, 725.08, 24", AS PER PLAN			2			2	482A/785
864	10100	604	606	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	151	453		153	453		
894	10001	324	325	CU YD	HIGH PERFORMANCE CONCRETE, FOR BRIDGE DECK WITH WARRANTY, AS PER PLAN		324			325		3A

MOODY & ASSOCIATES, INC.
 300 Spring Street, Suite 300, Columbia, SC 29201
 Phone: (803) 791-4433 Fax: (803) 791-3521

DATE: 6/03
 REVISED: 6/03
 DRAWN: RM
 CHECKED: MRG
 STRUCTURE FILE NUMBER: 520270 INT., 520287 I/LT.

ESTIMATED QUANTITIES
 BRIDGE NO. MED-71-0539 L/R
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

4/40
 714
 785

PLotted by: GUS/2008
 DATE: 6/20/08

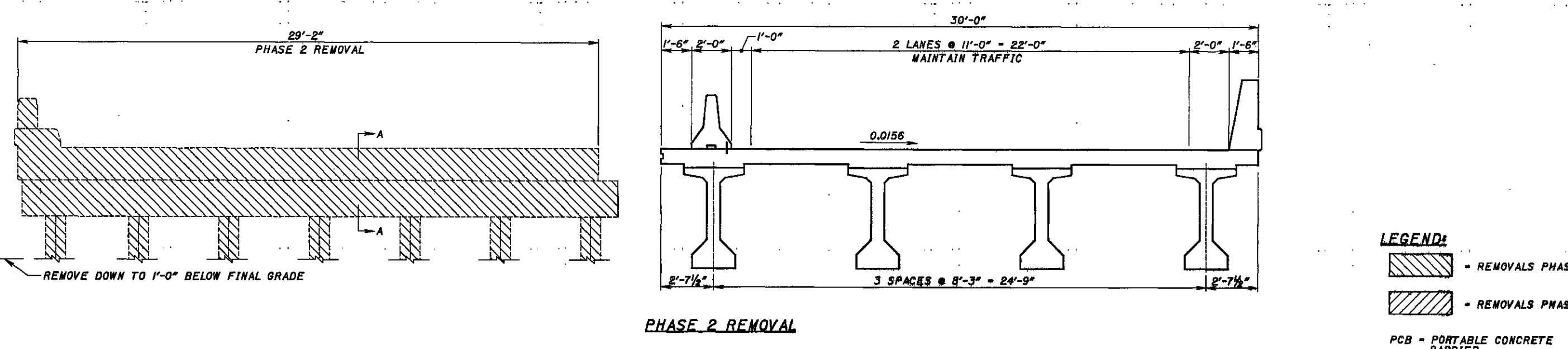
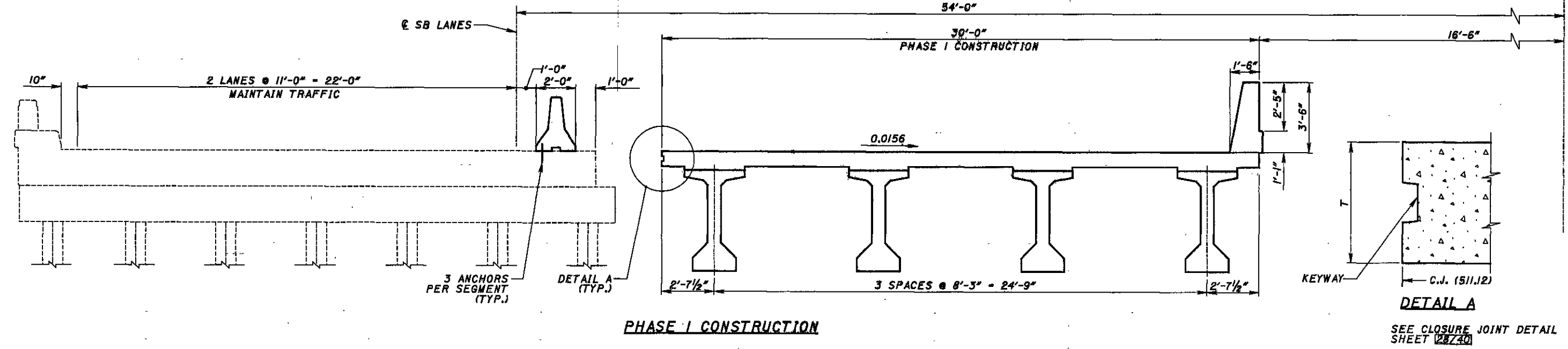
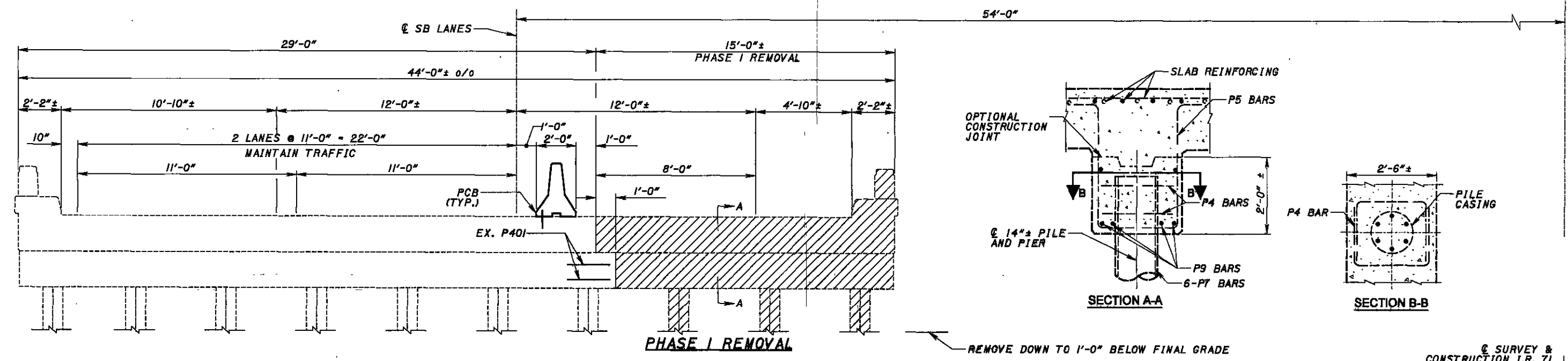
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DESIGNED	PHB
CHECKED	RW
STRUCTURE FILE NUMBER	5202571 - LEFT
STRUCTURE FILE NUMBER	5202570 - RIGHT

PHASE CONSTRUCTION DETAILS - 1
 BRIDGE NO. MED-71-0539 L
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

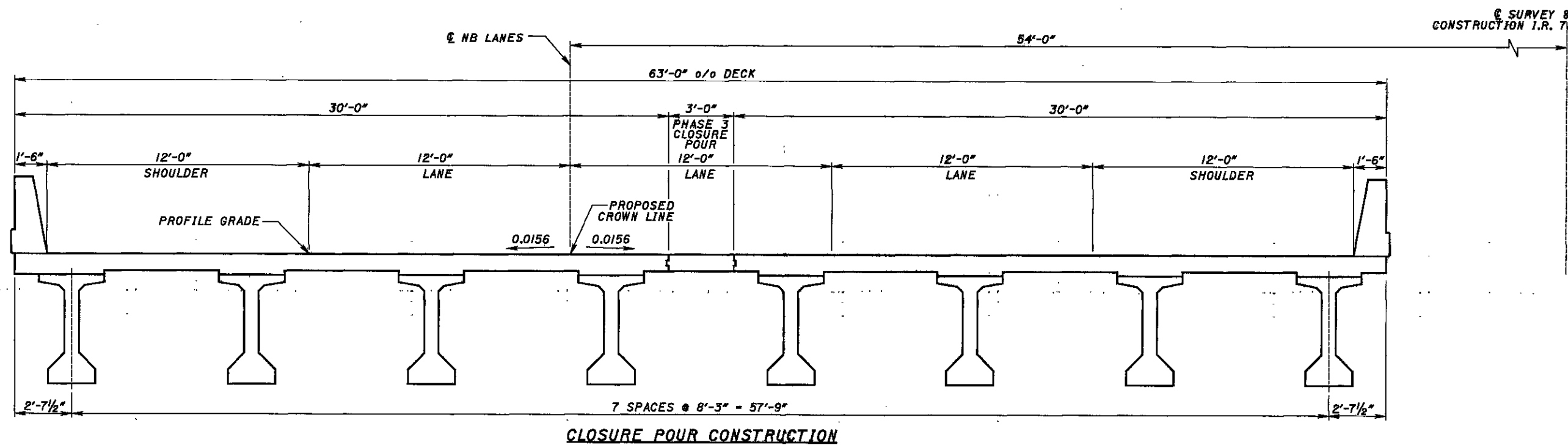
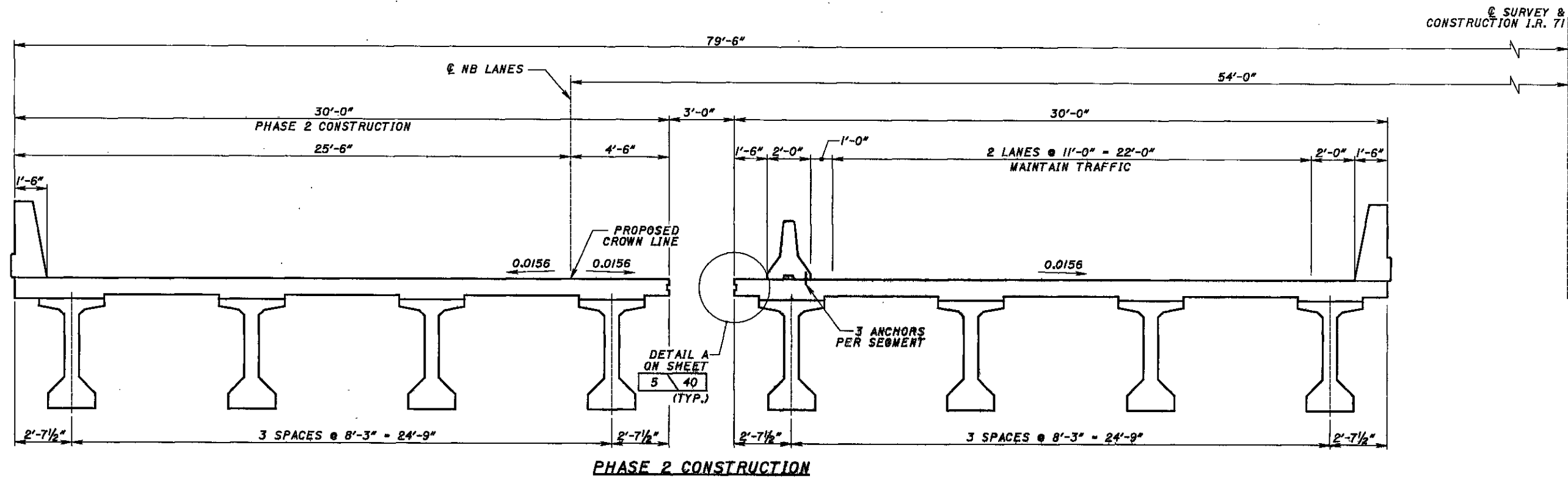
5/40

715
785



LEGEND:
 - REMOVALS PHASE 2
 - REMOVALS PHASE 1
 PCB - PORTABLE CONCRETE BARRIER
 C.J. - CONSTRUCTION JOINT

PLOTTED BY: 10/11/03 11:48:35 AM p407202 Key-Med-71-0539-0539 Converted Drawing-MED71P1.dgn



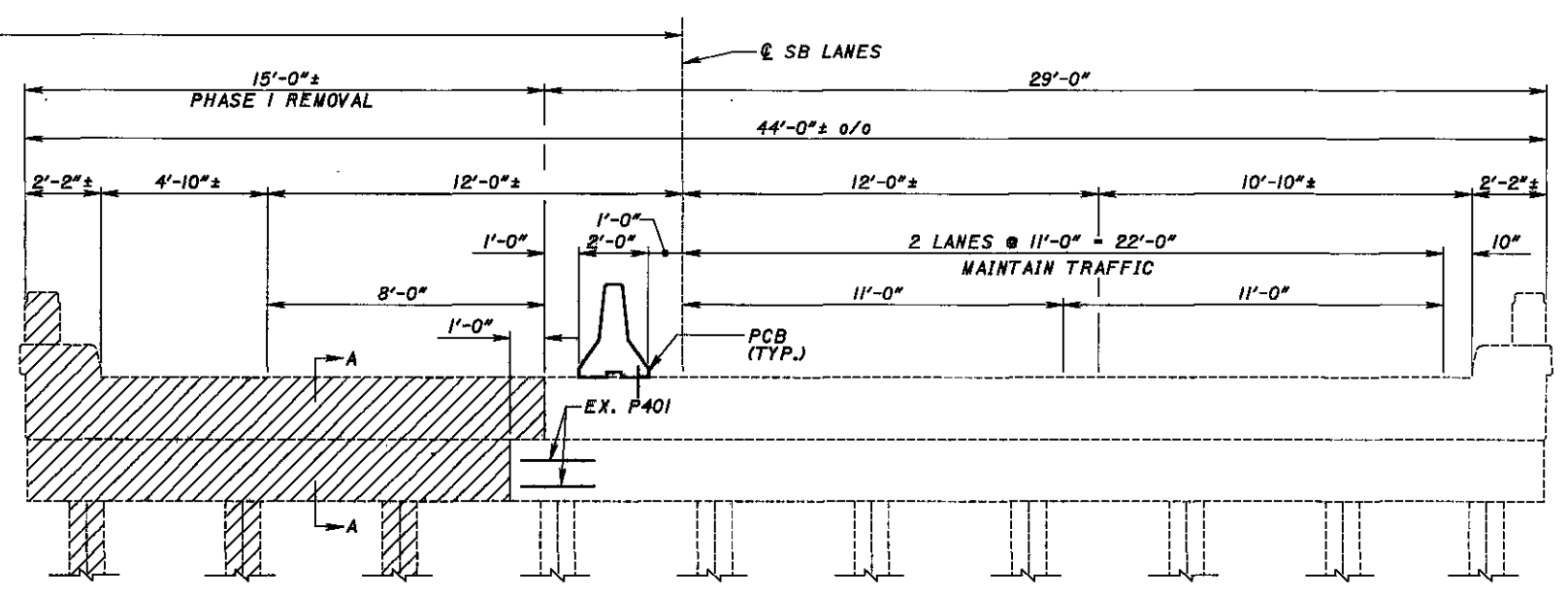
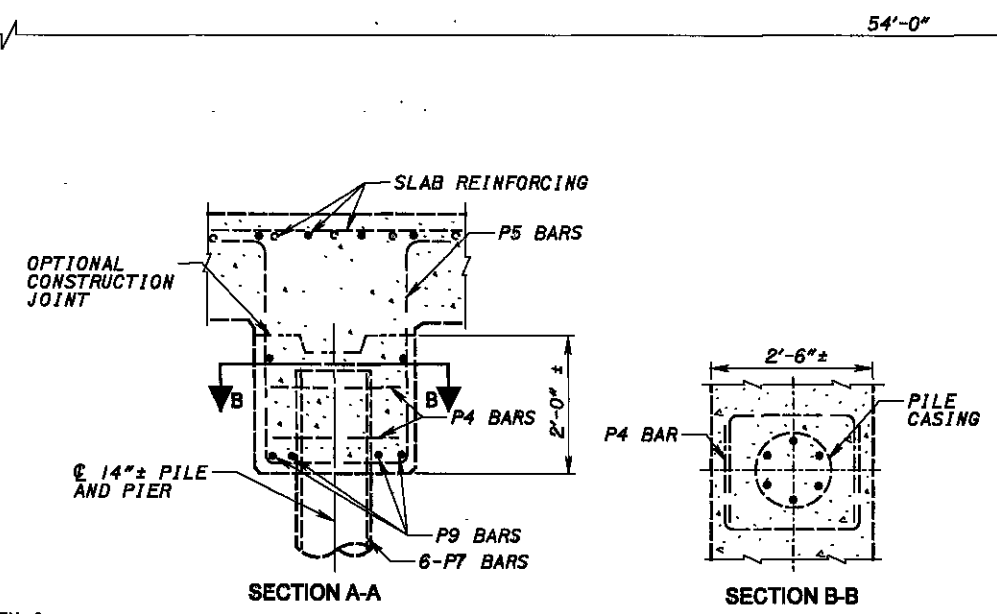
PHASE CONSTRUCTION NOTES

TEMPORARY BARRIERS SHALL BE ANCHORED TO EXISTING AND PROPOSED BRIDGE DECKS. THREE ANCHORS PER BARRIER SEGMENT ARE REQUIRED. THE ANCHOR BOLT PATTERN SHALL BE SYMMETRICAL ABOUT THE CENTER OF EACH SEGMENT. SEE STANDARD DRAWING PCB-91 FOR ADDITIONAL DETAILS.

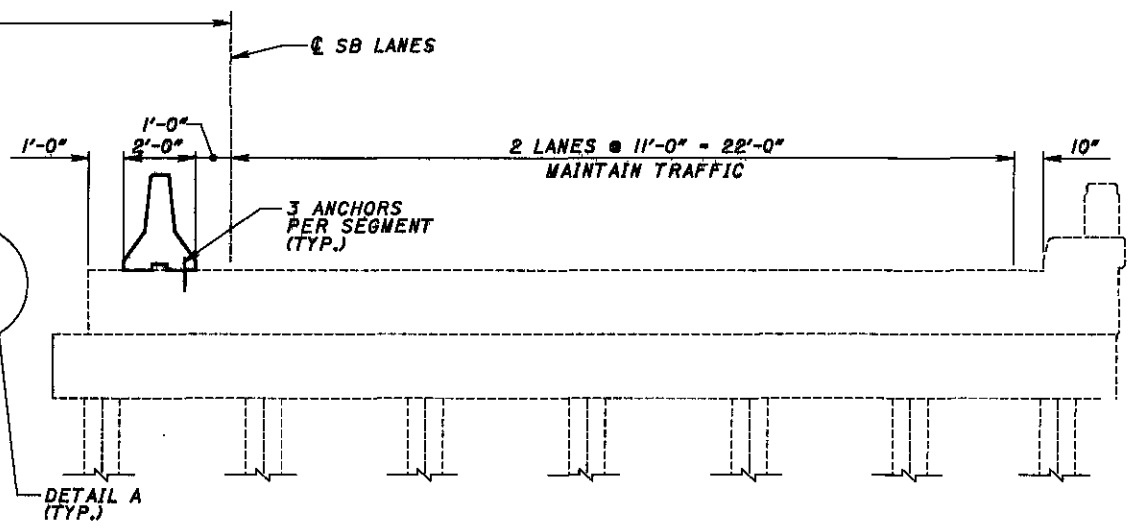
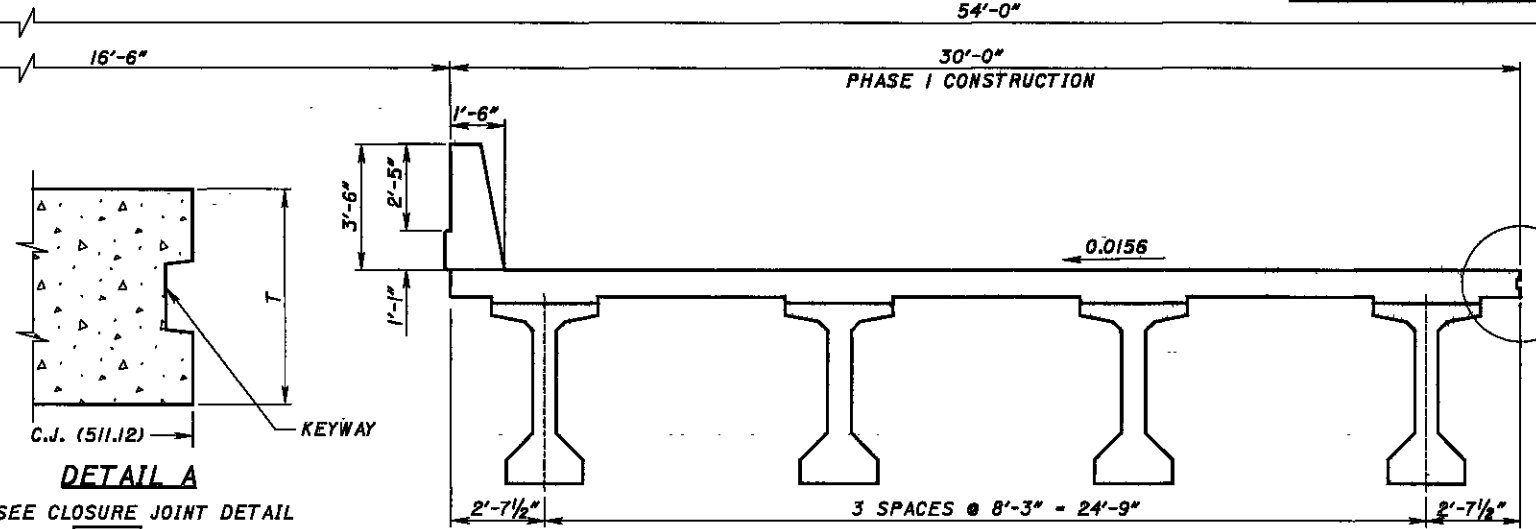
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REVISION	GT
DRAWN	PC
DESIGNED	PHB
CHECKED	RM
STANDARD FILE NUMBER	5202701 - LEFT
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PLOTTED BY: KUBERNIAEJ 10/17/03 10:11:00 AM p1401202 Key-Header:10440539 Converted from InRoads 07/12/03

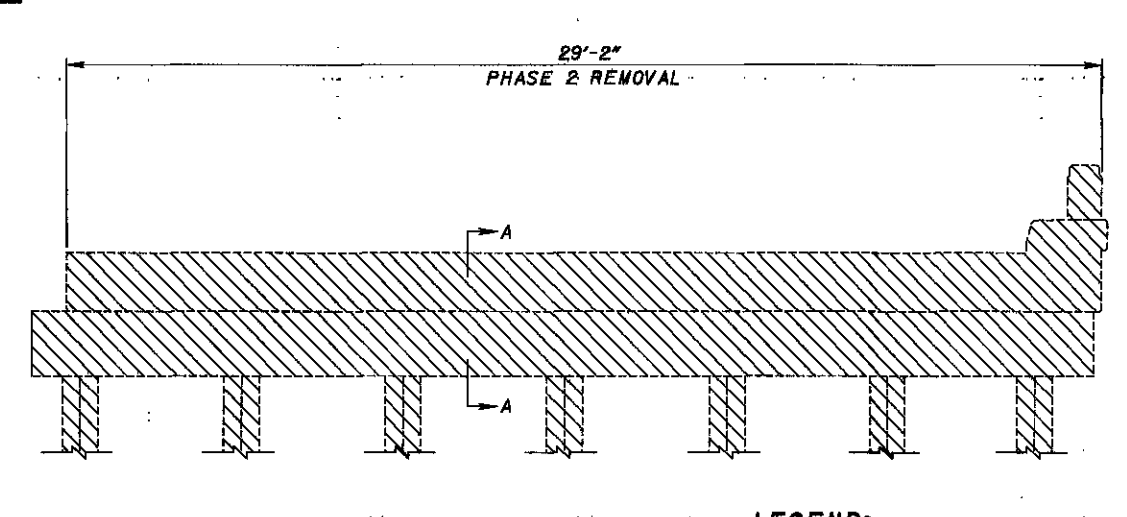
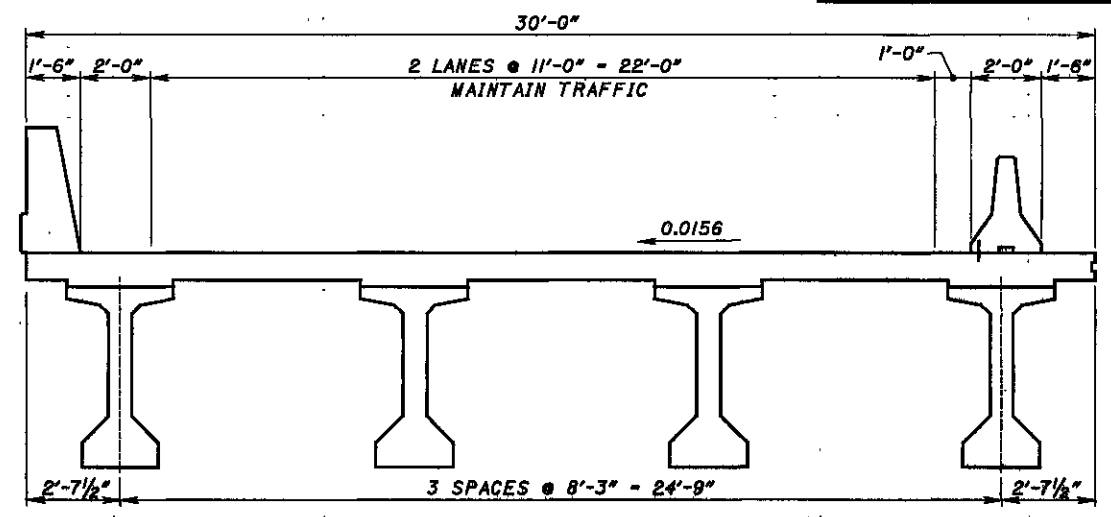
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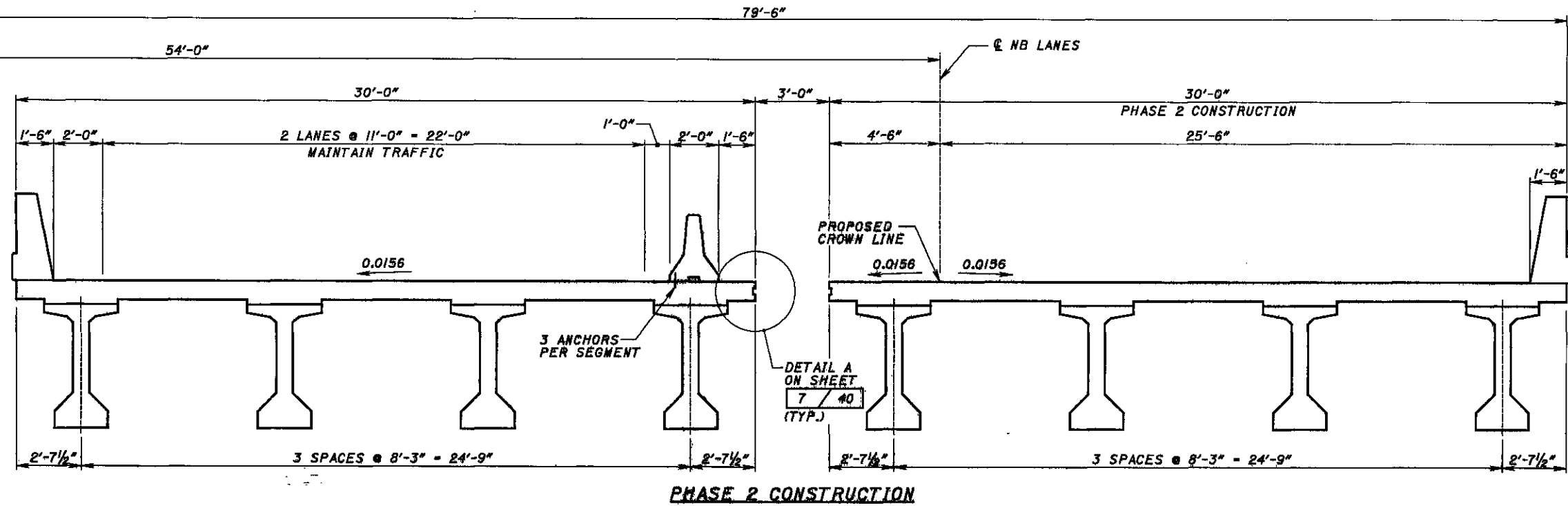
DETAIL A
 SEE CLOSURE JOINT DETAIL SHEET 29/40



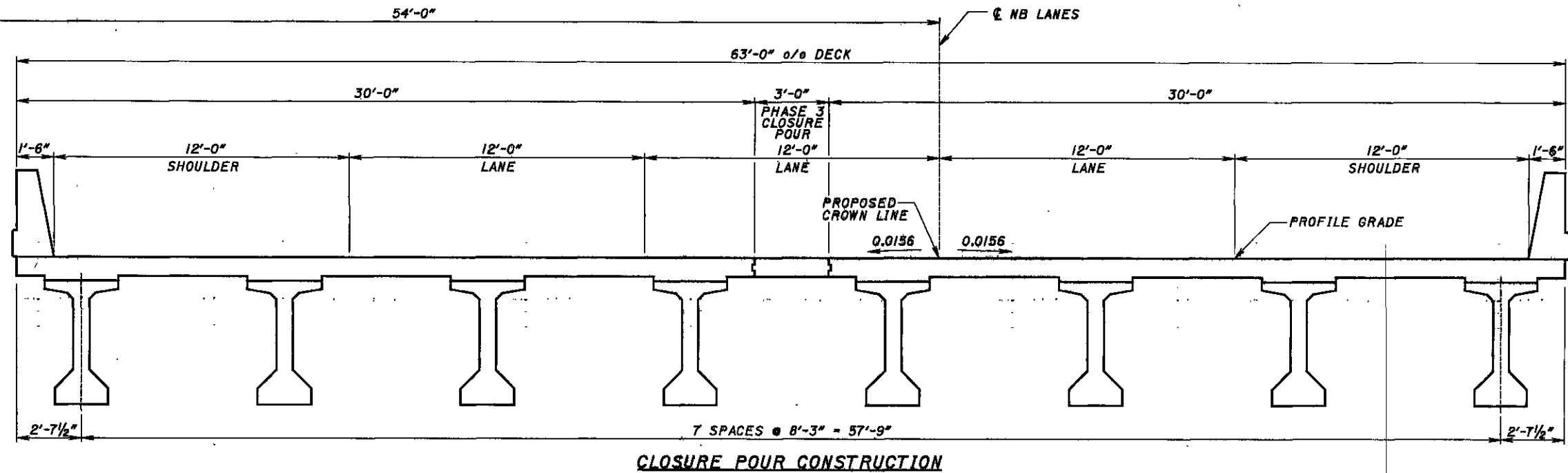
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 [Hatched Box] - REMOVALS PHASE 1
 PCB - PORTABLE CONCRETE BARRIER
 C.J. - CONSTRUCTION JOINT

PLOTTED BY: 10/17/03 11:51:10 AM p1011002 Map-Model:Upd0539 Converted:Drawings:MEET1703.dgn

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PHASE CONSTRUCTION NOTES

TEMPORARY BARRIERS SHALL BE ANCHORED TO EXISTING AND PROPOSED BRIDGE DECKS. THREE ANCHORS PER BARRIER SEGMENT ARE REQUIRED. THE ANCHOR BOLT PATTERN SHALL BE SYMMETRICAL ABOUT THE CENTER OF EACH SEGMENT. SEE STANDARD DRAWING PCB-51 FOR ADDITIONAL DETAILS.

MOODY & ASSOCIATES, INC.
Professional Engineers
10000 West 10th Avenue
Denver, CO 80202
TEL: 303.750.1000

DATE	6/03
REVISION	GT
DESIGNED	PHB
CHECKED	RM
DRAWN	PC
REVIEWED	GT
FILE NUMBER	5202701
LEFT	5202701
RIGHT	5202701

PHASE CONSTRUCTION DETAILS - 2
BRIDGE NO. MED-71-0539 R
OVER CAMEL CREEK

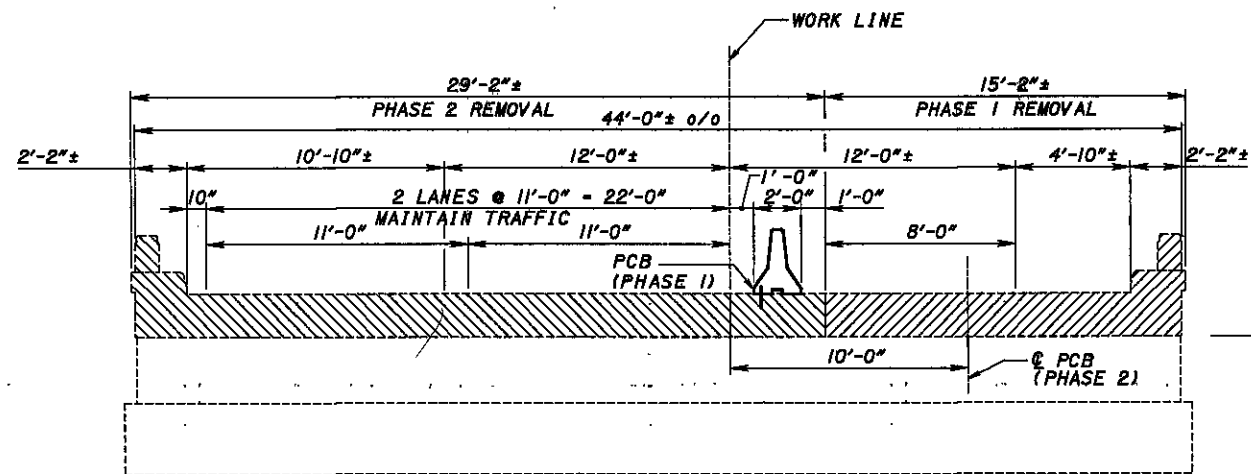
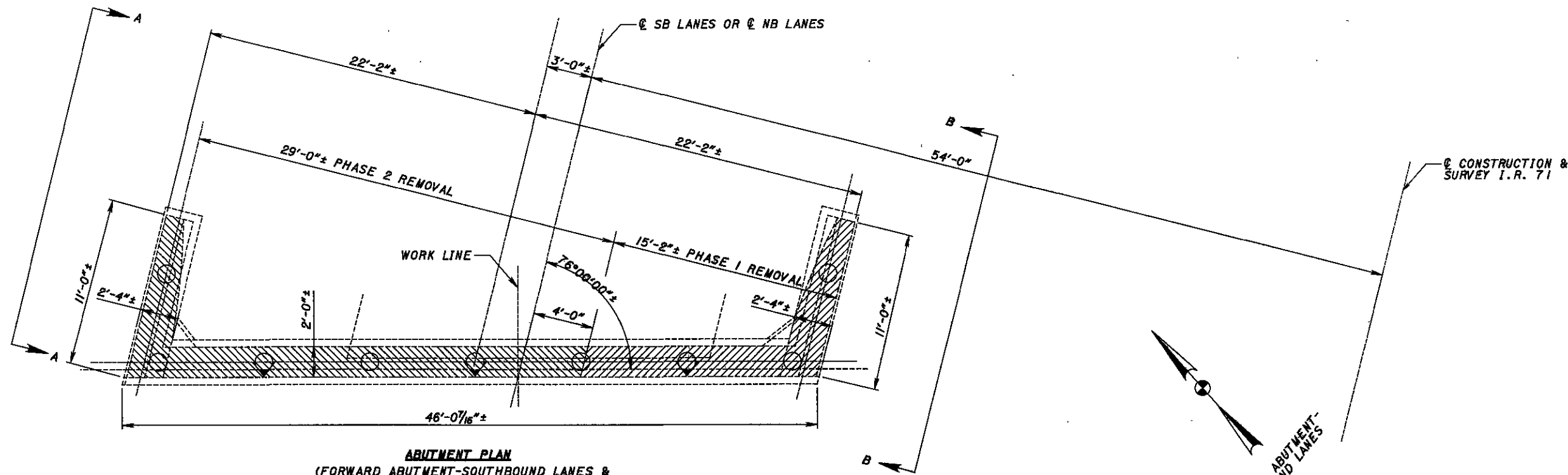
WAY/MED-71-7.04/0.00

8/40

718
785

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10/17/03 10:58:36 AM p:\01202 Way-Med-71-7-04-000.dwg
PLOTTED BY: JUSERRAME
Converted Drawings: ME071PCS.dgn

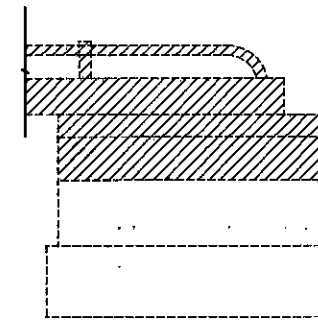
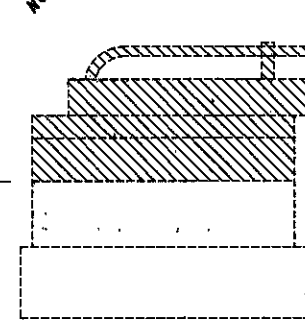


NOTE: HORIZONTAL DIMENSIONS ARE NORMAL TO C SOUTHBOUND OR C NORTHBOUND LANES

REMOVE TO 1'-0" MINIMUM BELOW NEW CONSTRUCTION, TYP.

REAR ABUTMENT-NORTHBOUND LANES

FORWARD ABUTMENT-SOUTHBOUND LANES



VIEW A-A

VIEW B-B

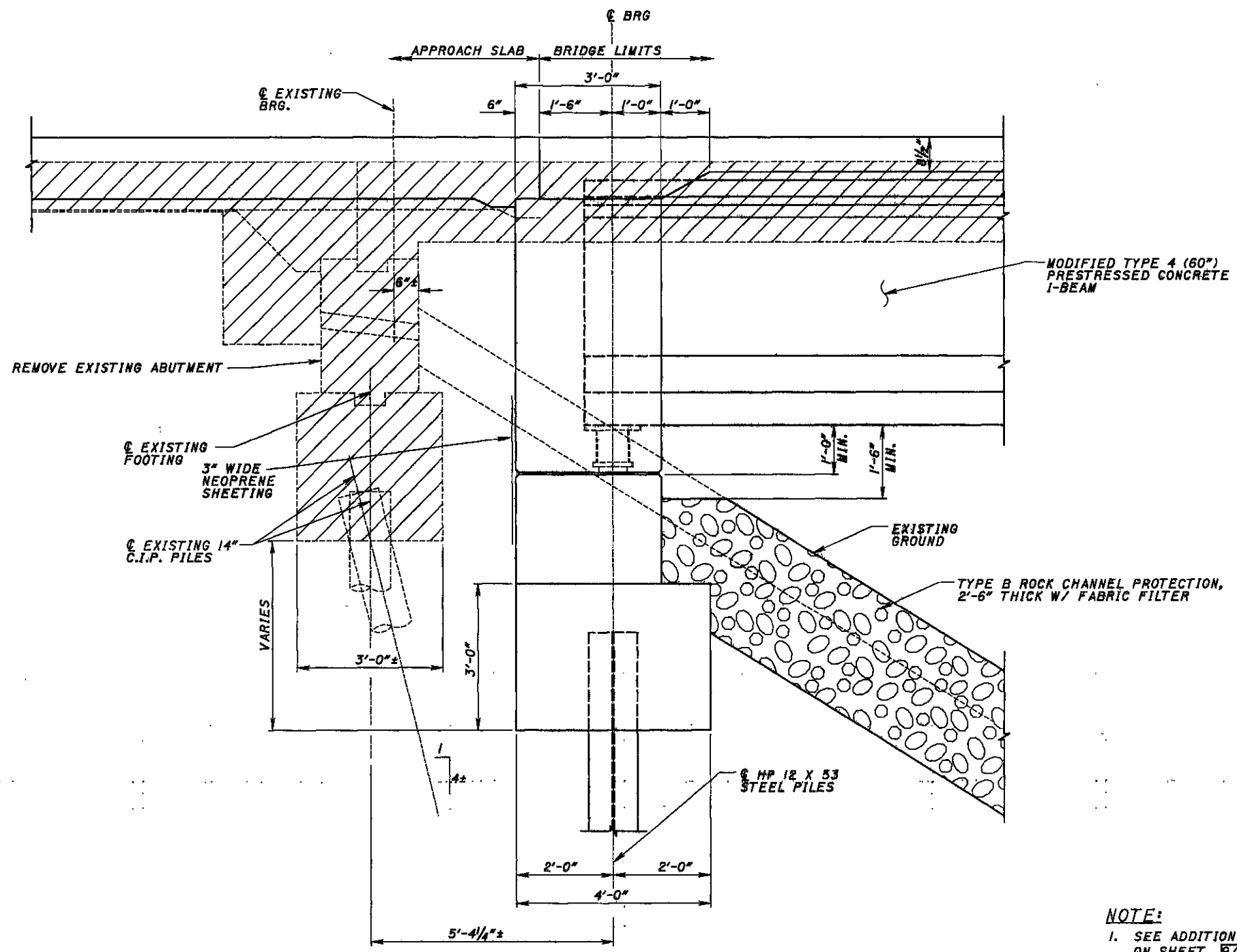
LEGEND:

- PHASE 1 REMOVAL
- PHASE 2 REMOVAL

- F.A. - FORWARD ABUTMENT
- R.A. - REAR ABUTMENT
- NBL - NORTHBOUND LANES
- SBL - SOUTHBOUND LANES
- TYP. - TYPICAL
- PCB - PORTABLE CONCRETE BARRIER

DESIGNED	DRAWN	REVIEWED	DATE
PHB	PC	GT	6/03
ASSEMBLED	REVISION	STRUCTURE FILE NUMBER	
RM		5202671 - LEFT	
		5202701 - RIGHT	

PLOTTED BY 10/17/03 10:11:22 AM P:\01022 For-Med-71-7.04/0.00 Converted: D:\work\med71\PC5.dgn



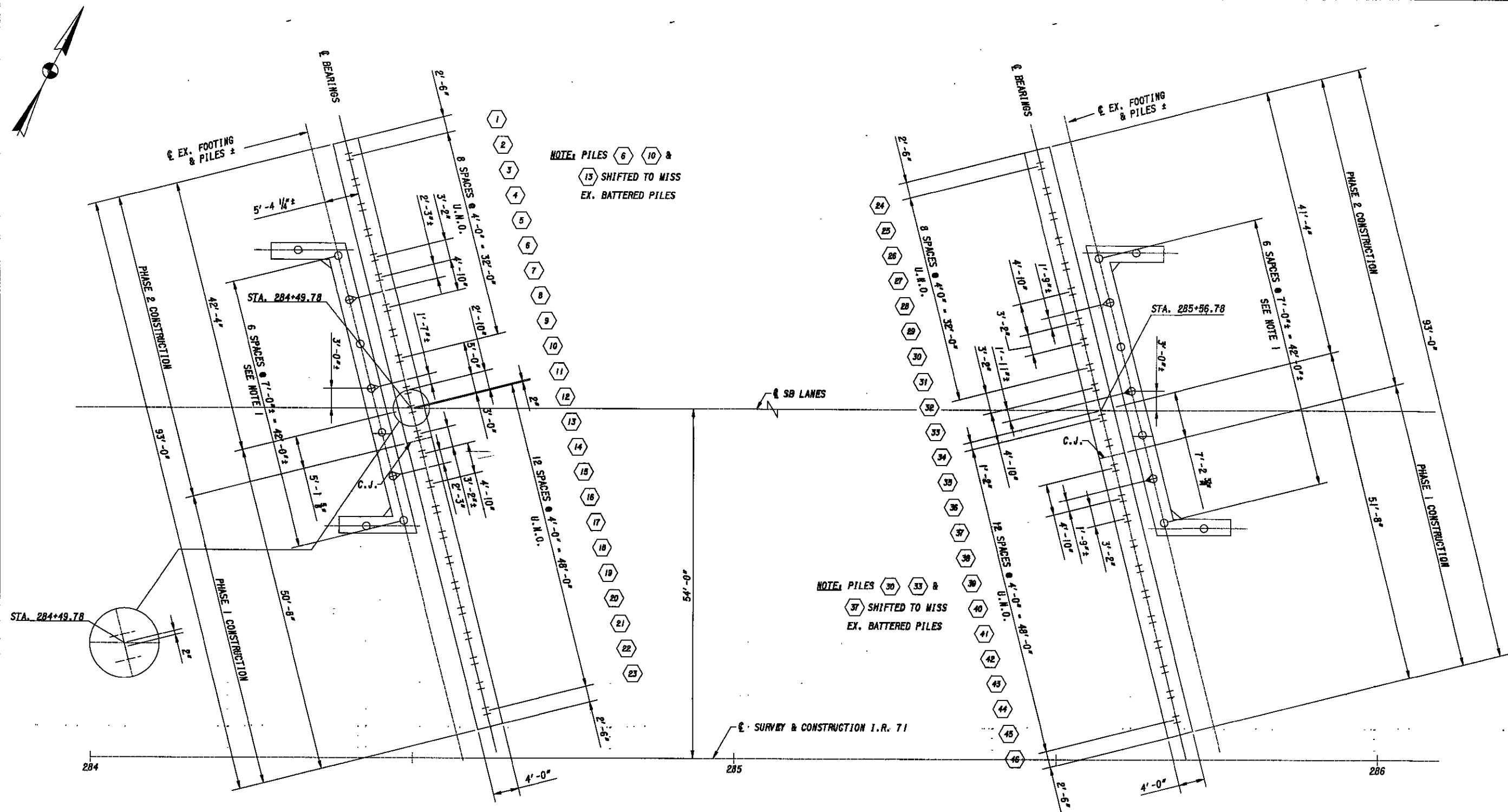
NOTE:
 1. SEE ADDITIONAL DETAILS ON SHEET **9740**

LEGEND:
 & BRG - CENTERLINE BEARING
 C.I.P. - CAST-IN-PLACE
 [Hatched] - REMOVAL EXISTING ABUTMENT

DATE	6/03
REVISION	GT
STRUCTURE FILE NUMBER	5202671 - LEFT
	5202701 - RIGHT
DRAWN	PC
REVISION	
DESIGNED	RM
CHECKED	PHB

ABUTMENT REMOVAL DETAILS
 BRIDGE NO. MED-71-0539 L/R
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00



NOTE: PILES 6 10 & 13 SHIFTED TO MISS EX. BATTERED PILES

NOTE: PILES 30 33 & 37 SHIFTED TO MISS EX. BATTERED PILES

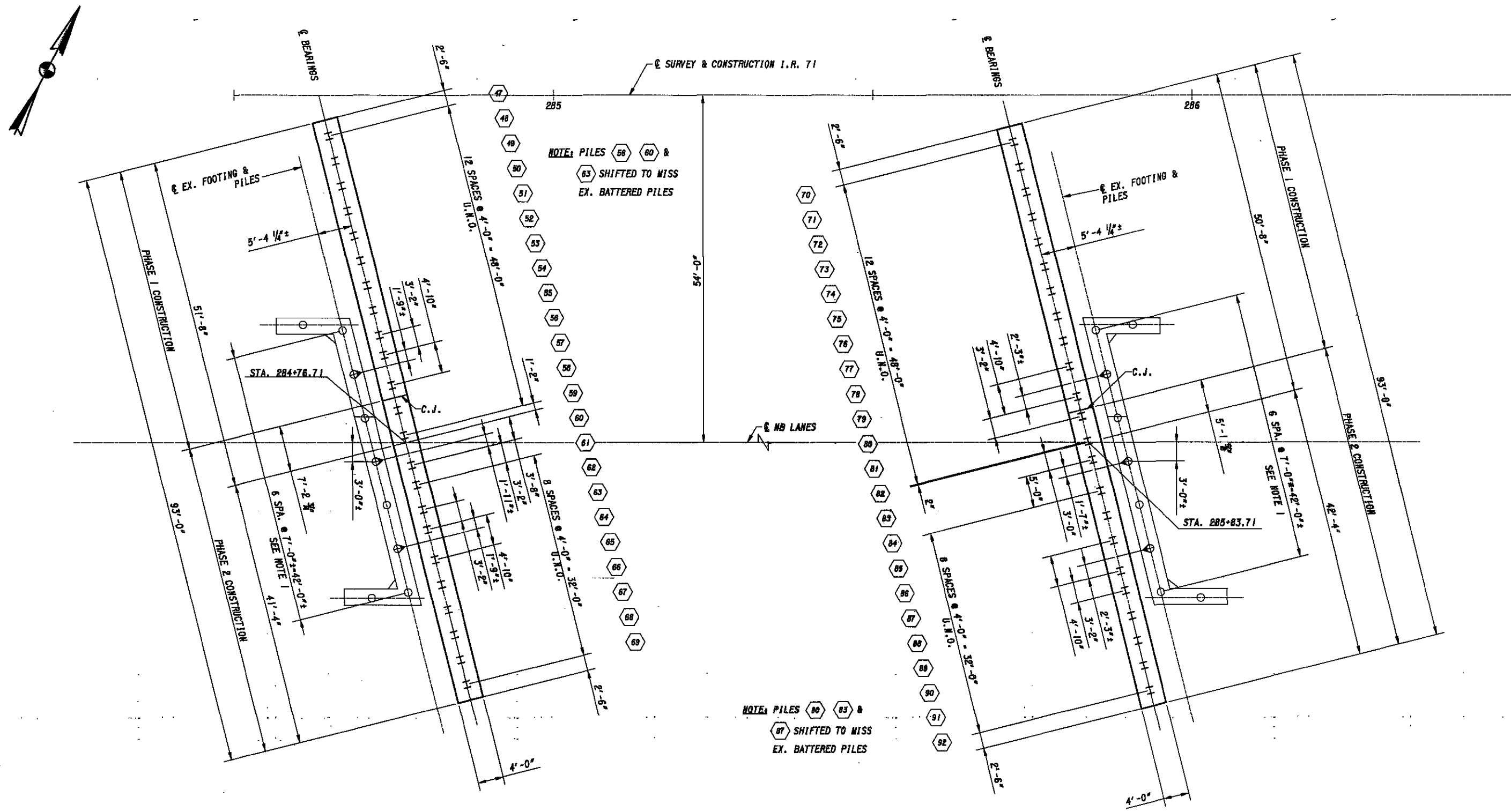
PILE LAYOUT - ABUTMENTS

NOTES:
1. THE EXISTING FOOTING AND PILES ARE LOCATED USING EXISTING PLAN INFORMATION. ACTUAL CONDITIONS MAY VARY FROM THAT SHOWN ON THE EXISTING PLANS. NOTE PILES ARE SHIFTED TO MISS EXISTING BATTERED PILES

LEGEND:
 ⊕ - CENTERLINE
 46 - PILE NUMBER
 I - HP12X53 STEEL PILE, VERTICAL
 ○ - EX. 14" C.I.P. PILE
 ⊕ - EX. 14" C.I.P. PILE AT 1H ON 4V BATTER
 U.N.O. - UNLESS NOTED OTHERWISE
 C.J. - CONTROL JOINT
 SB - SOUTH BOUND

MOODY ENGINEERING INC. 300 S. W. 10th St., Ft. Lauderdale, FL 33304 Phone: (954) 571-9999 Fax: (954) 571-9991		DATE	6/03
		REVIEWED	GT
DESIGNED	PC	STRUCTURE FILE NO.	5202671 - LT
CHECKED	RM		
PILE LAYOUT - ABUTMENTS BRIDGE NO. MED-71-0539L OVER CAMEL CREEK			
HWY/MED-71-7.04/0.00			
		11/40	
		721	
		785	

PLOTTED BY: 10/17/03 07:30:15 AM 14:40:202 M07-H0487-1064559 Converter: bcd Drawing: MED71-0539R-1172CONVERT.DGN



NOTE: PILES 56, 60 & 63 SHIFTED TO MISS EX. BATTERED PILES

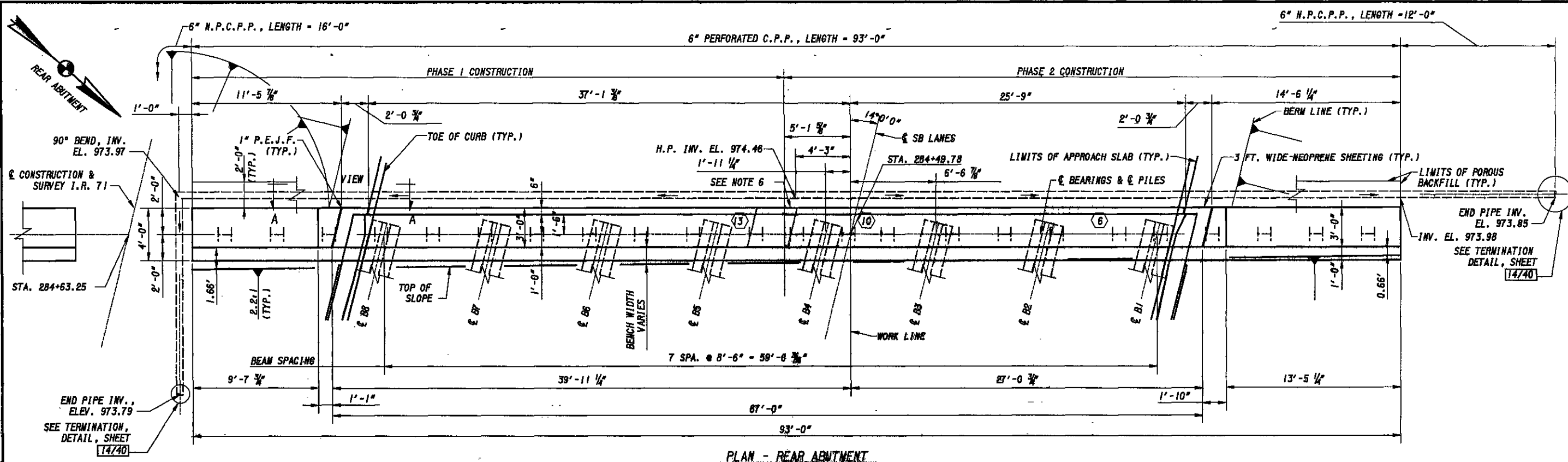
NOTE: PILES 80, 83 & 87 SHIFTED TO MISS EX. BATTERED PILES

PILE LAYOUT - ABUTMENTS

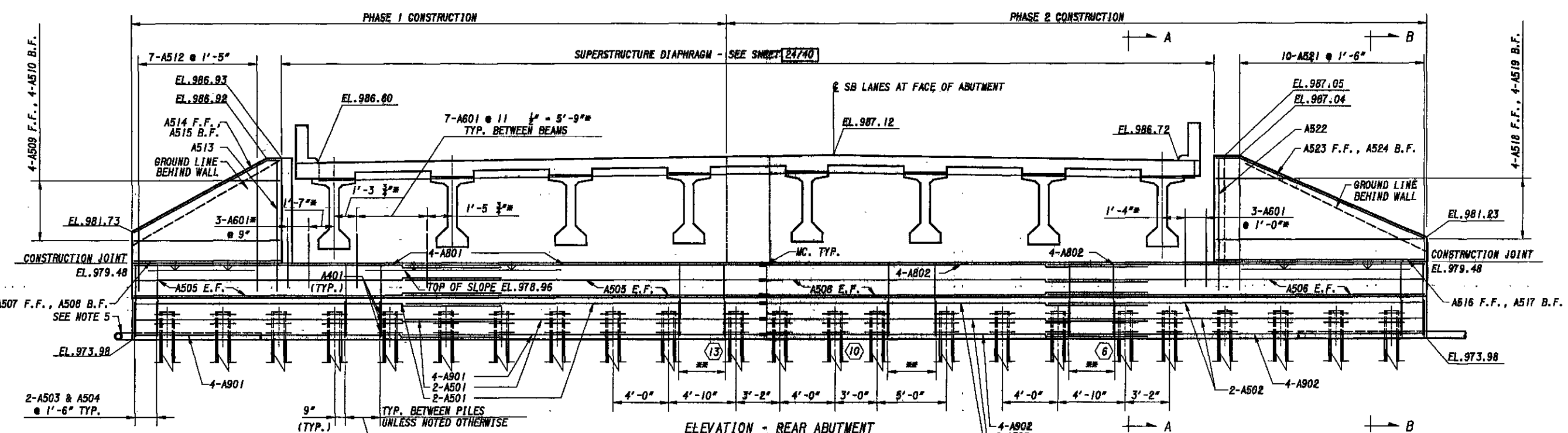
NOTES:
 1. THE EXISTING FOOTING AND PILES ARE LOCATED USING EXISTING PLAN INFORMATION. ACTUAL CONDITIONS MAY VARY FROM THAT SHOWN ON THE EXISTING PLANS. NOTE PILES ARE SHIFTED TO MISS EXISTING BATTERED PILES

LEGEND:
 CL - CENTERLINE
 (46) - PILE NUMBER
 I - HP 12 X 53 STEEL PILE, VERTICAL
 O - EX. 14" C.I.P. PILE
 ⊕ - EX. 14" C.I.P. PILE AT 1H ON 4H BATTER
 U.N.O. - UNLESS NOTED OTHERWISE
 C.J. - CONTROL JOINT
 NB - NORTH BOUND

MOODY ENGINEERING, INC. <small>MOODY ENGINEERING, INC. ARCHITECTURE-ENGINEERING-PLANNING 200 Spivey Street, Suite 300, Columbus, GA 31905 Phone: (706) 471-4661 Fax: (706) 471-4662</small>		
DATE 6/03	REVIEWED GT	STRUCTURE FILE NO. 5202701 - RT
DESIGNED PHB	DRAWN PC	CHECKED RM
PILE LAYOUT - ABUTMENTS BRIDGE NO. MED-71-0539R OVER CAMEL CREEK		
WAY/MED-71-7.04/0.00		
12/40		722 785



PLAN - REAR ABUTMENT



* MEASURED ALONG C BRGS.
 ** 4-A503 & A504 @ EQUAL SPACES TYP. OF 3

- NOTES
1. FOR PILE LAYOUT, SEE SHEET 14740
 2. FOR LEGEND SEE SHEET 14740
 3. FOR SECTIONS A-A & B-B & VIEW A-A SEE SHEET 14740
 4. MINIMUM BAR LAPS:
 LAP NO. 5 BARS 2'-11"
 LAP NO. 6 BARS 3'-5"
 LAP NO. 8 BARS 7'-3"
 LAP NO. 9 BARS 8'-2"
 5. 6" DIA. N.P.C.P.P. AT ENDS SPLICED TO PERFORATED PIPE AND OUTLET AS SHOWN IN PIPE TERMINATION DETAIL ON SHEET 14740
 6. PLACE TYPE 2 WATER-PROOFING 3' WIDE, CENTERED ON JOINT FROM BOTTOM OF FOOTING TO APPROACH SLAB.

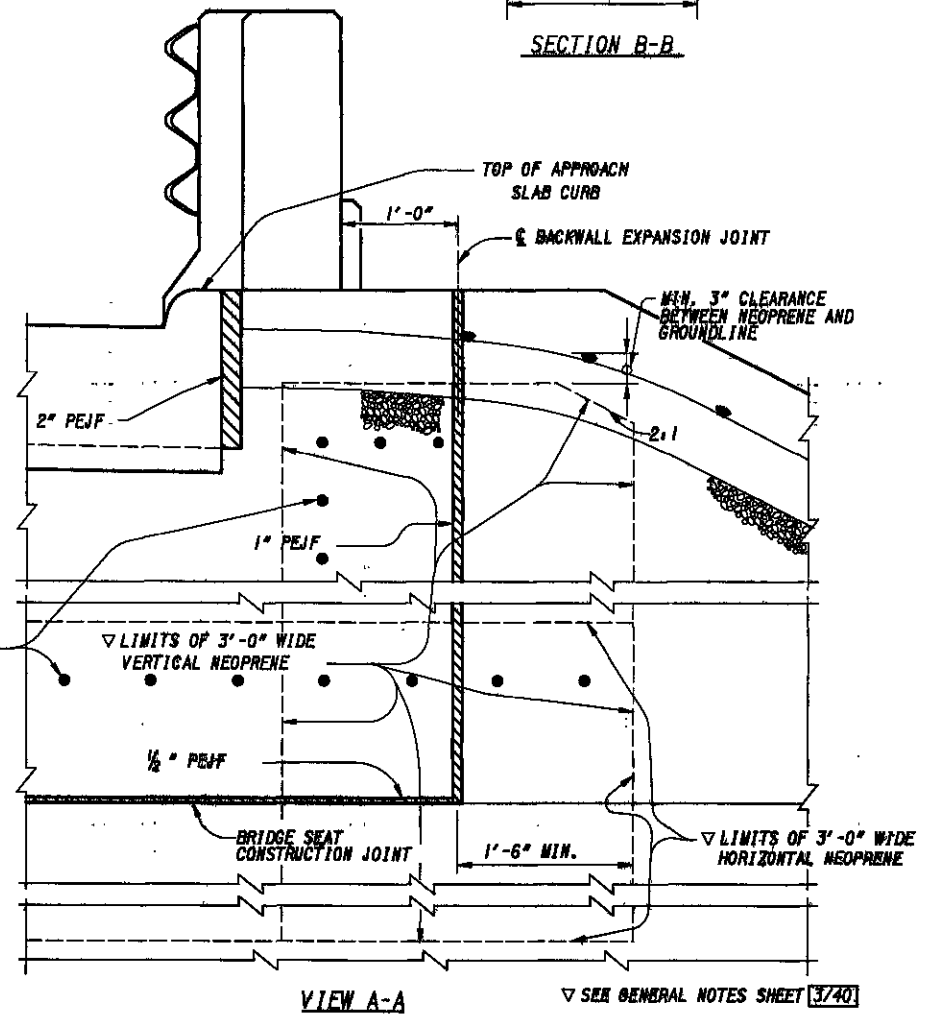
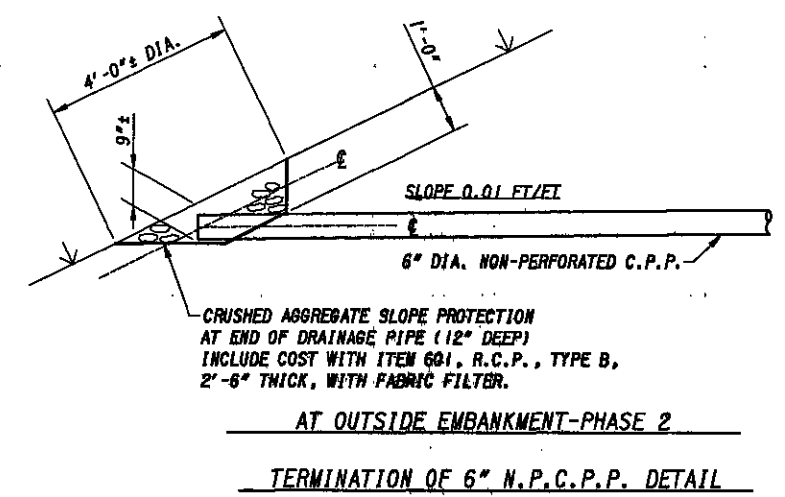
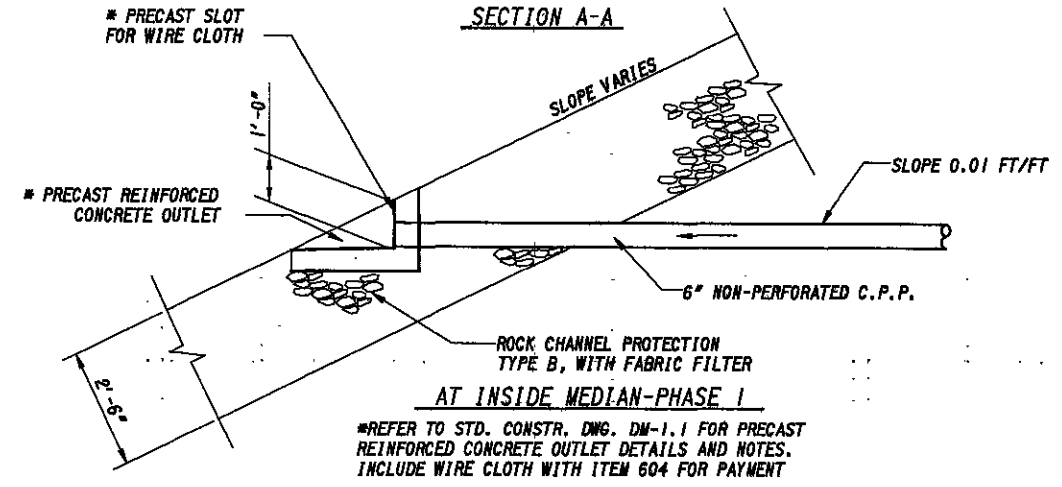
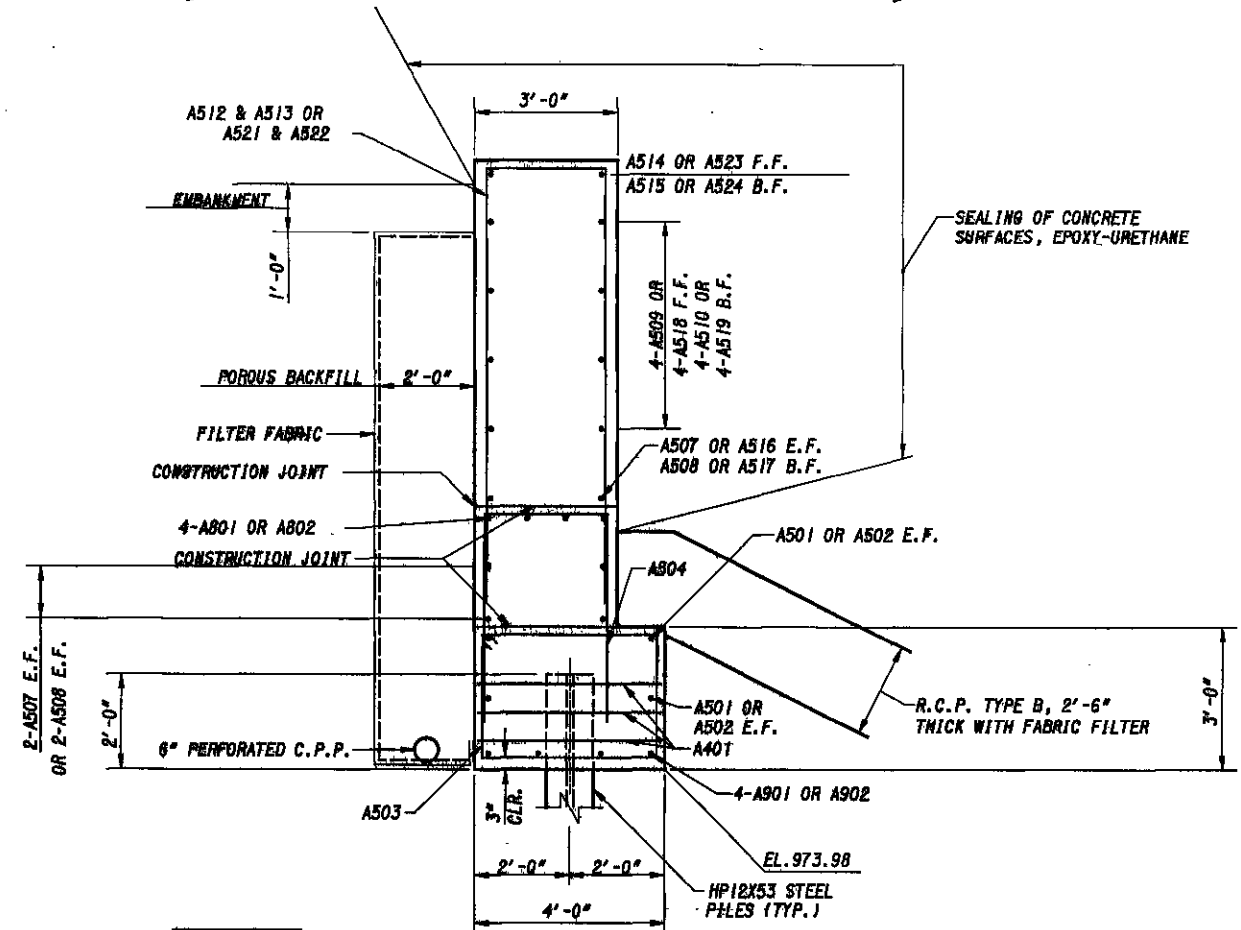
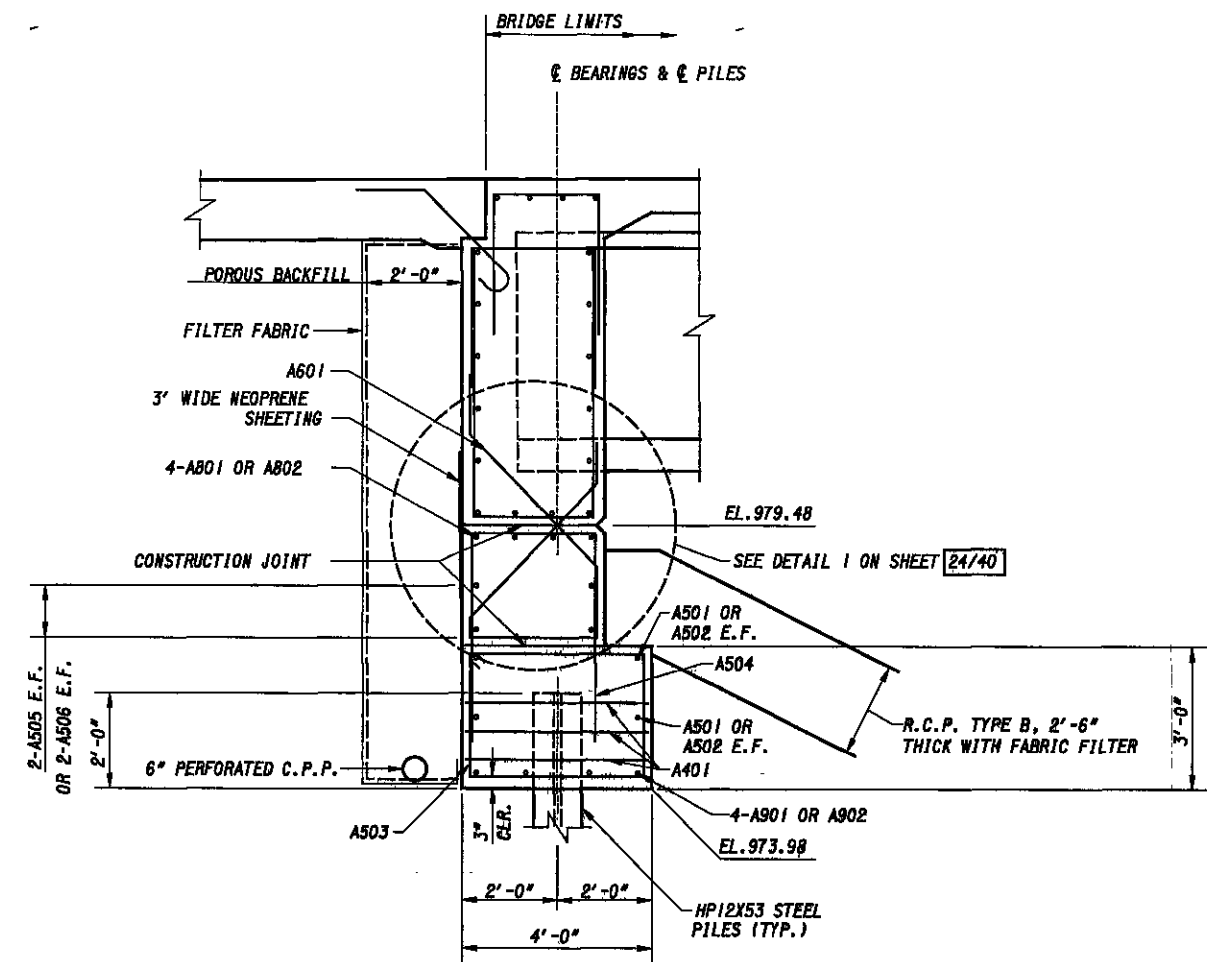
PLOTTED BY: PLUSERNAME1 10/17/03 11:53:08 AM 9/4/0202 May-Moody\BRT\1040539 Converter\Drawings\BRT\1040539.DWG
 MOODY ENGINEERING INC. 300 South Street, Suite 200, Columbia, SC 29201
 TEL: 803.799.8800 FAX: 803.799.8801

MOODY ENGINEERING INC.
 DATE: 6/03
 REVIEWED: GT
 DRAWN: RM/PC
 CHECKED: RM
 STRUCTURE FILE NO.: S202811-1T
 REAR ABUTMENT SOUTHBOUND L DETAILS / BRIDGE NO. MED-71-0539L OVER CAMEL CREEK
 13/40
 723
 785

DATE	6/03
REVISED	GT
STRUCTURE FILE NO.	5202671-LT
DRAWN	PS
CHECKED	RM

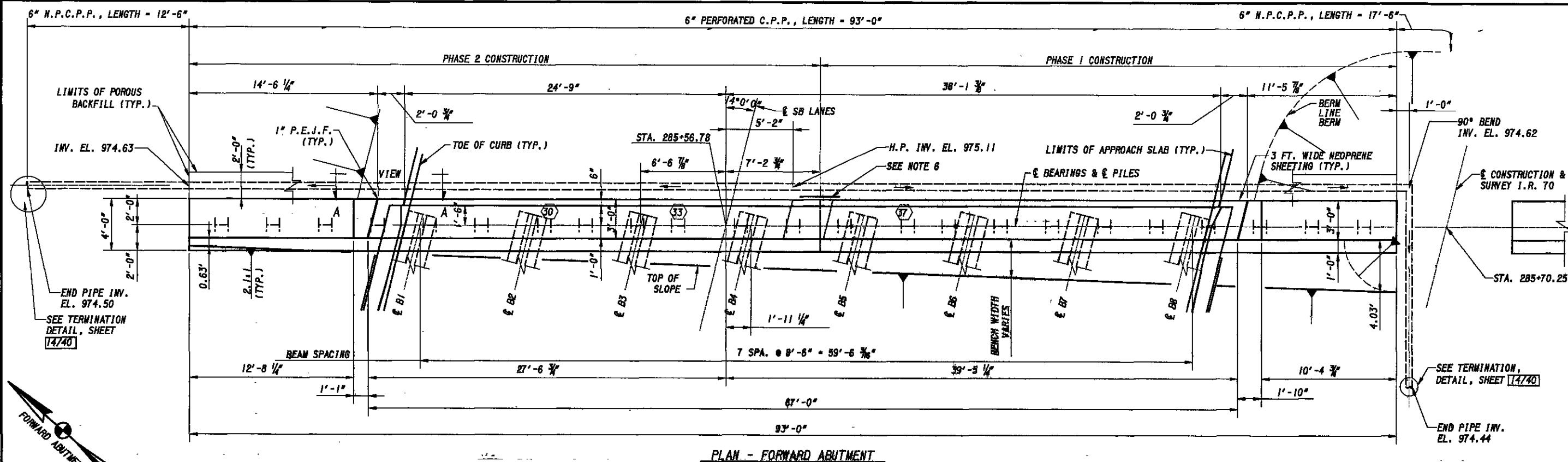
REAR ABUTMENT SOUTHBOUND L DETAILS 2
 BRIDGE NO. MED-71-0539L
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

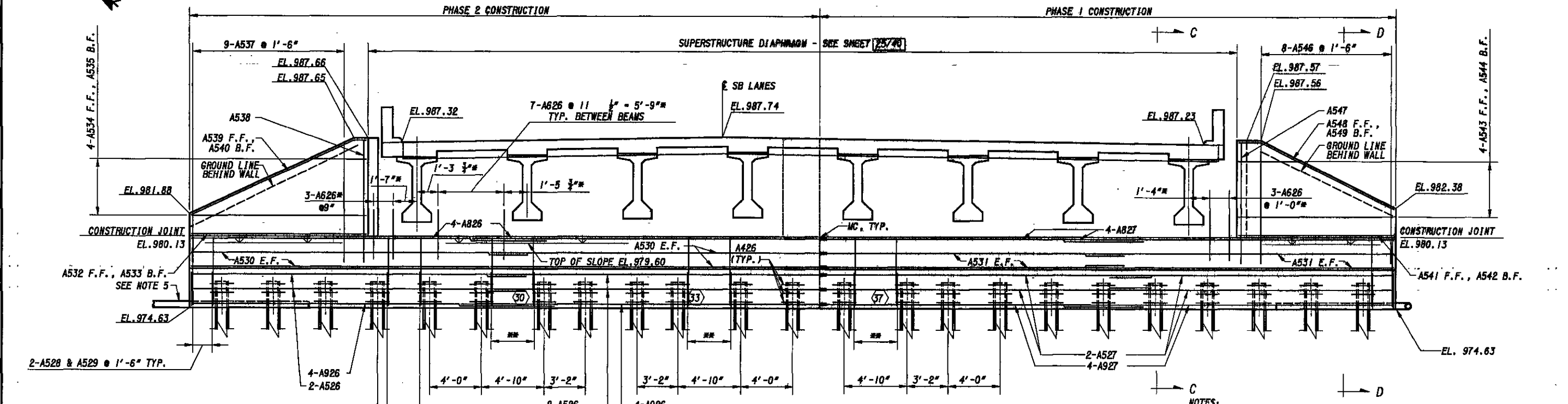


- NOTES:
 1. SEE SHEET 13/40 FOR ADDITIONAL NOTES AND DETAILS
- LEGEND:
- (4) - PILE NUMBER
 - B.F. - BACK FACE
 - & - CENTERLINE OF BEARINGS
 - C.P.P. - CORRUGATED PLASTIC PIPE
 - DIA - DIAMETER
 - E.F. - EACH FACE
 - F.F. - FRONT FACE
 - H.P. - HIGH POINT
 - INV. EL. - INVERT ELEVATION
 - MC - MECHANICAL CONNECTOR
 - N.B. - NORTH BOUND
 - N.P.C.P.P. - NON-PERFORATED CORRUGATED PLASTIC PIPE
 - R.C.P. - ROCK CHANNEL PROTECTION
 - S.B. - SOUTHBOUND
 - TYP. - TYPICAL

PLOTTED BY: 10/17/03 08:10:10 AM 10/17/03 W3-Moody-10490533 Converted Drawing: MED71-0539L-20.dgn



PLAN - FORWARD ABUTMENT



ELEVATION - FORWARD ABUTMENT

* MEASURED ALONG & BRGS.
 ** 4-A528 & A529 @ EQUAL SPACES TYP. OF 3

9\"/>

NOTES:

- FOR PILE LAYOUT SEE SHEET [11/40]
- FOR LEGEND SEE SHEET [14/40]
- FOR NOTES AND SECTIONS C-C & D-D SEE SHEET [16/40]
FOR VIEW A-A SEE SHEET [14/40]
- MINIMUM BAR LAPS: LAP #5 BAR 2'-11\"/>
- 6\"/>
- PLACE TYPE 2 WATER PROOFING 3' WIDE, CENTERED ON JOINT FROM BOTTOM OF FOOTING TO APPROACH SLAB.

MOODY ENGINEERING INC.
 300 Spear Street, Suite 301, Columbia, SC 29201
 Phone: (803) 799-1991 Fax: (803) 799-1992

DATE	6/03	REVIEWED	GT	STRUCTURE FILE NO.
DESIGNED	PMB	CHECKED	RM	5909671 - LT
DRAWN	RM/PC	REVISED		

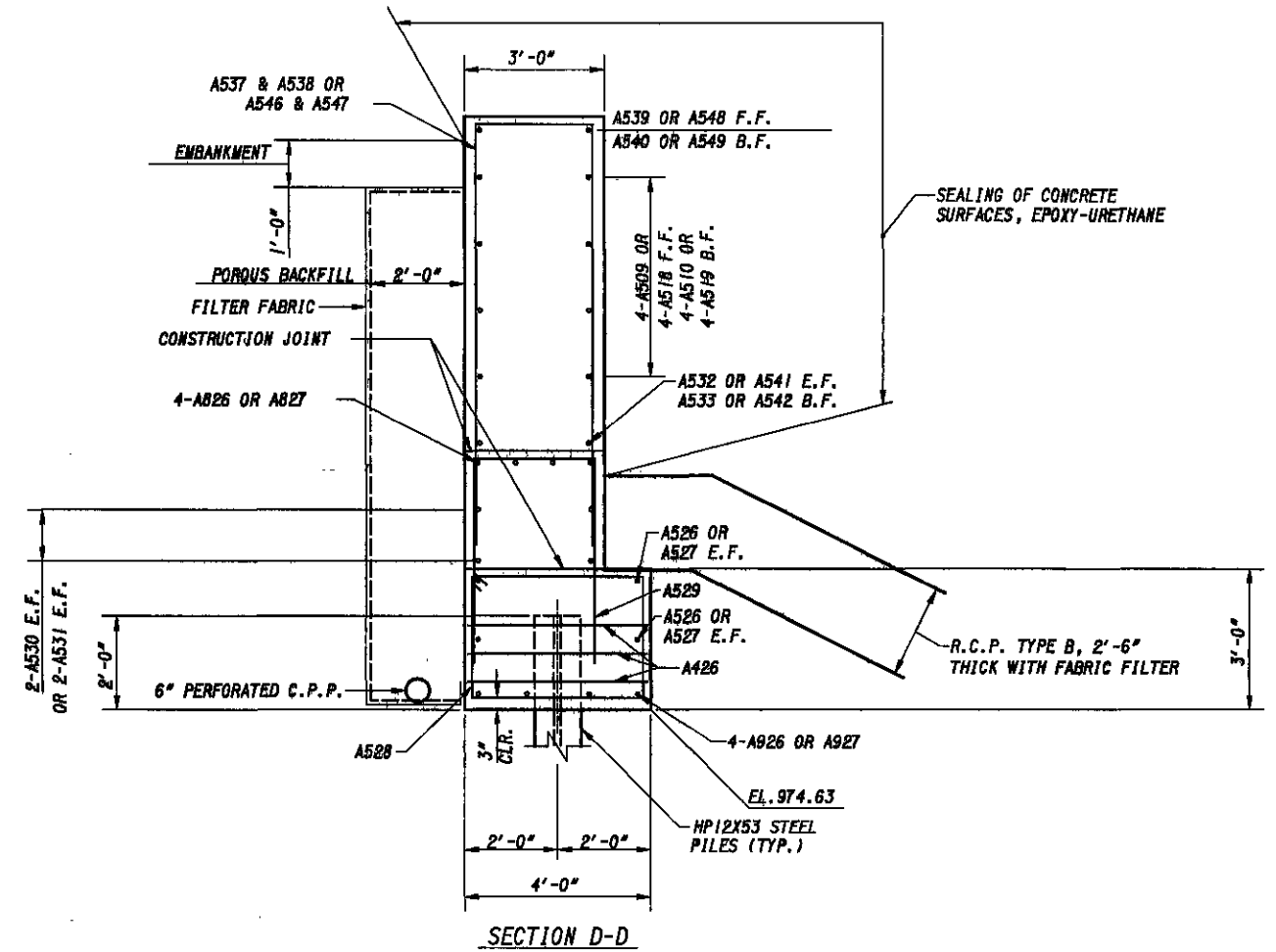
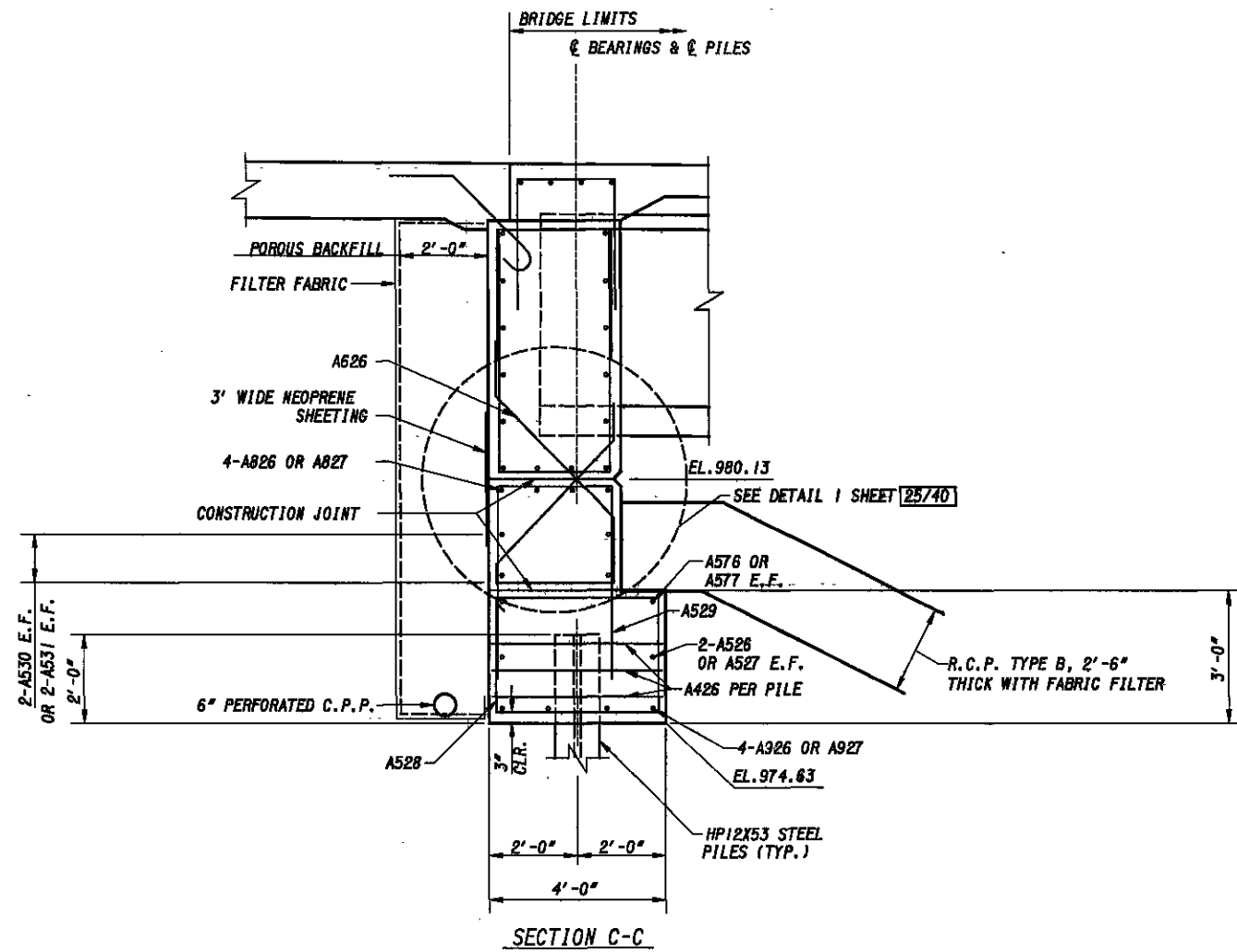
FORWARD ABUTMENT SOUTHBOUND L DETAILS I
 BRIDGE NO. MED-71-0539L
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

15/40
 725
 785

10/17/08 11:54:05 AM p4401202 102-mkxbr-104m539 Converted: Dr:veripm001/F:\CONVERTED.dgn
 MOODY ENGINEERING INC.

10/17/03 08:14:47 AM p1401202 Ray-Hodder:10p0533 Converted Drawings\ME07\FACONVERT20.dgn



NOTE:
 1. SEE SHEET 15/40 FOR ADDITIONAL NOTES AND DETAILS

DATE	6/03
REVIEWED	GT
PC	REVISED
STRUCTURE FILE NO.	5202671 - LT

FORWARD ABUTMENT SOUTHBOUND I DETAILS 2
 BRIDGE NO. MED-71-0539L
 OVER CAMEL CREEK

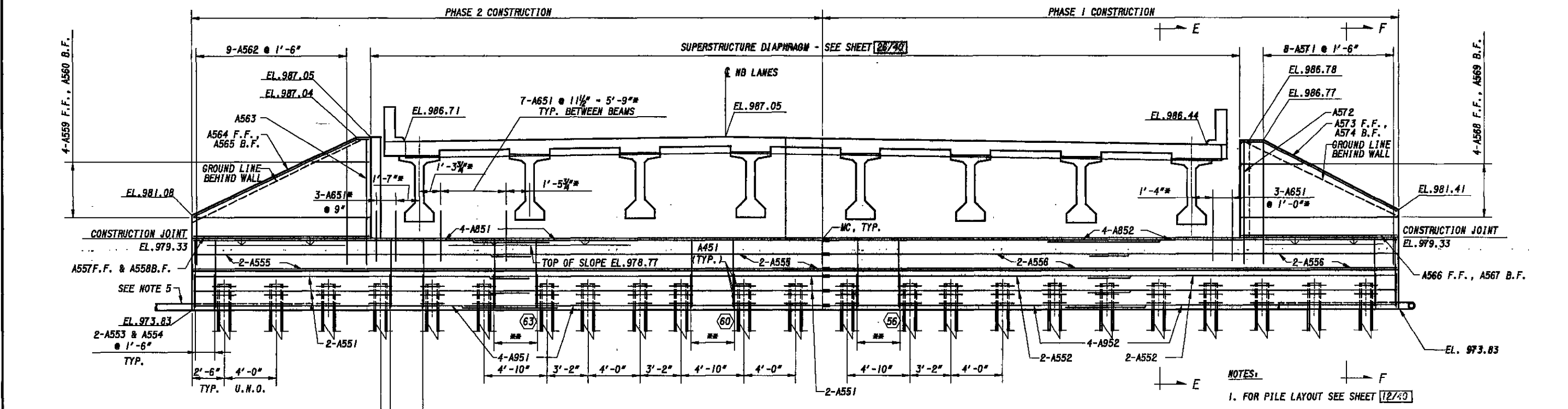
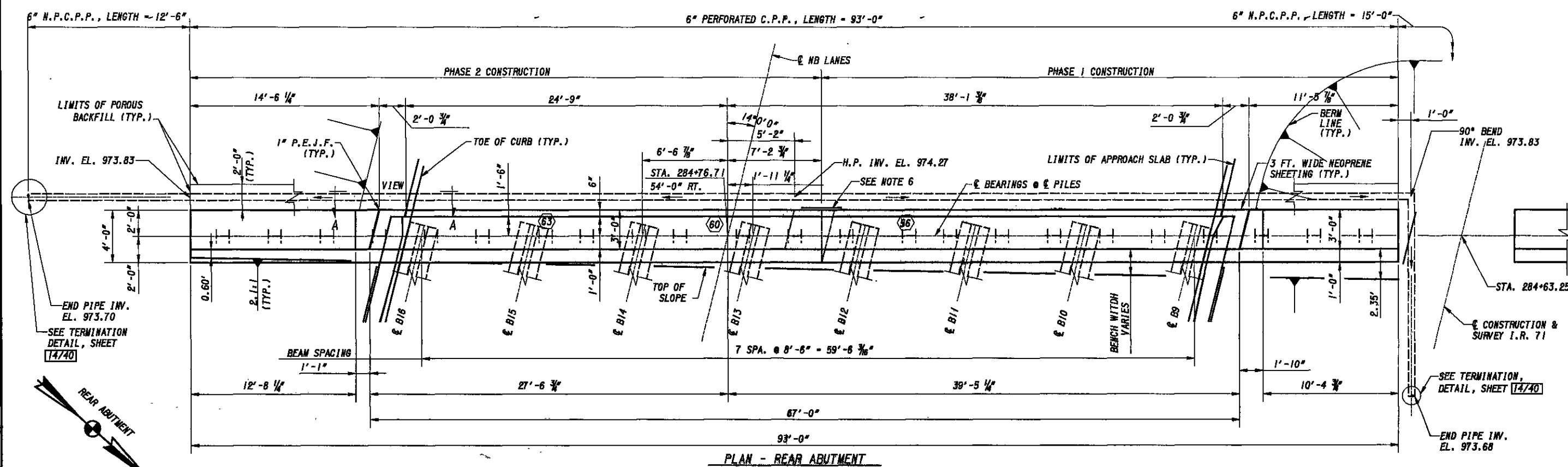
WAY/MED-71-7.04/0.00

DATE	6/03
REVIEWED	GT
STRUCTURE FILE NO.	5502701 - LT
DRAWN	RM/PC
REVISED	RM
CHECKED	RM
DESIGNED	RM

REAR ABUTMENT NORTHBOUND R DETAILS 1
 BRIDGE NO. MED-71-0539R
 OVER CAMEL CREEK

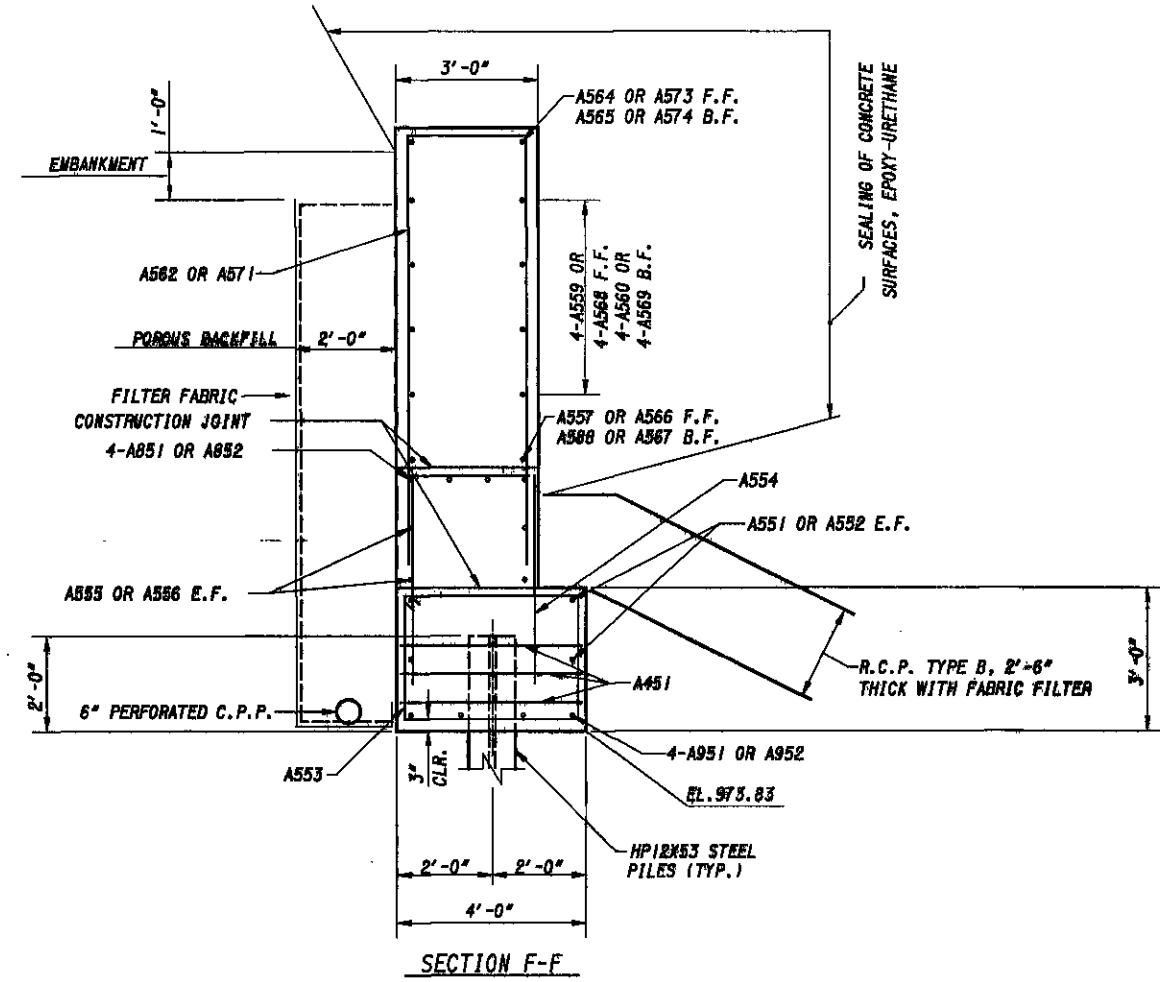
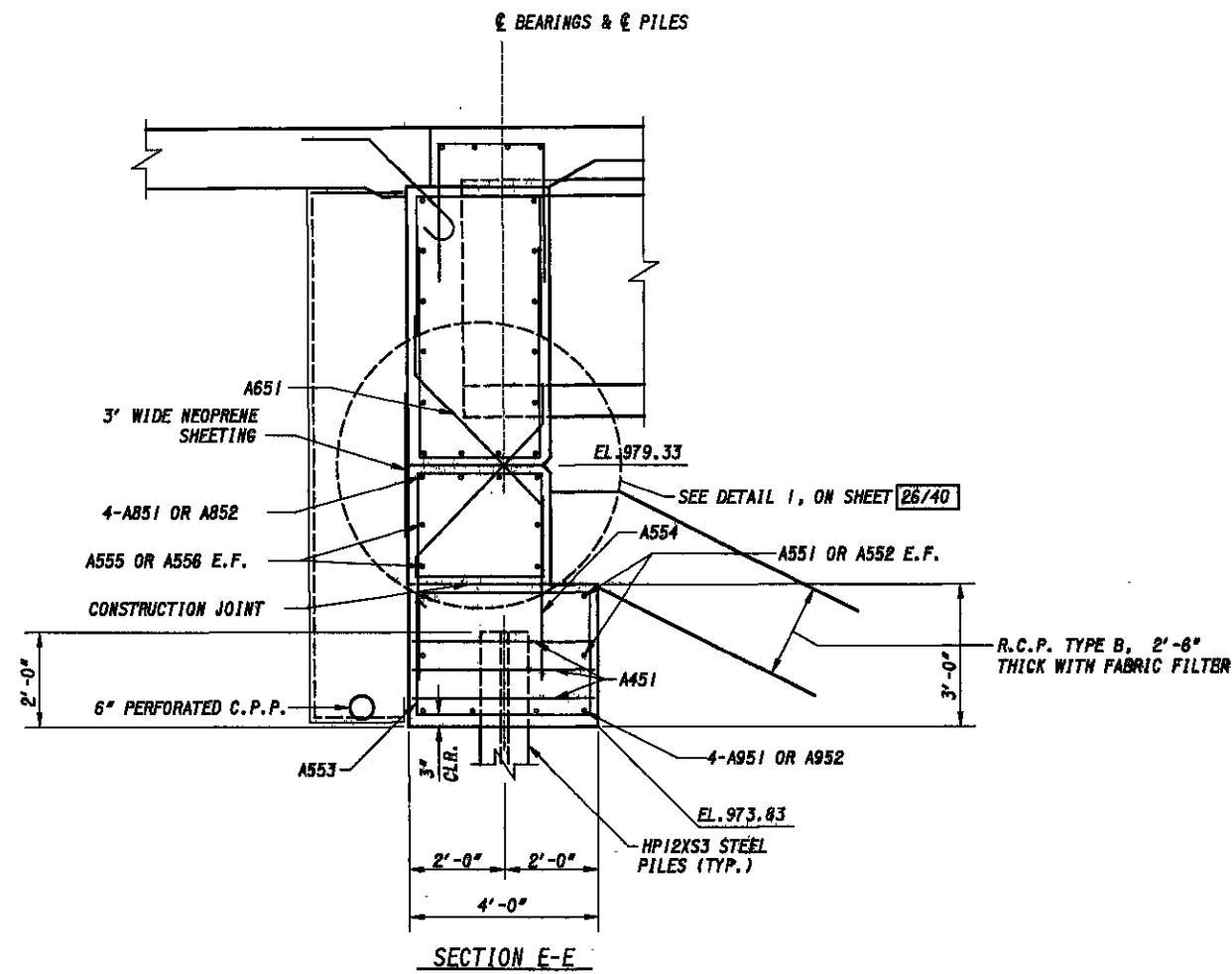
WAY/MED-71-7.04/0.00
 17/40

727
 785



- NOTES:
1. FOR PILE LAYOUT SEE SHEET 12/40
 2. FOR LEGEND SEE SHEET 14/40
 3. FOR SECTIONS E-E & F-F SEE SHEET 20/40
 FOR VIEW A-A SEE SHEET 14/40
 4. MINIMUM BAR LAPS: LAP #5 BAR 2'-11"
 LAP #6 BAR 3'-3"
 LAP #8 BAR 7'-3"
 LAP #9 BAR 8'-2"
 5. 6" DIA. N.P.C.P.P. AT ENDS SPLINED TO PERFORATED PIPE AND OUTLET AS SHOWN IN PIPE TERMINATION DETAIL ON SHEET 14/40
 6. PLACE TYPE 2 WATER PROOFING 3' WIDE, CENTERED ON JOINT FROM BOTTOM OF FOOTING TO BOTTOM OF APPROACH SLAB.

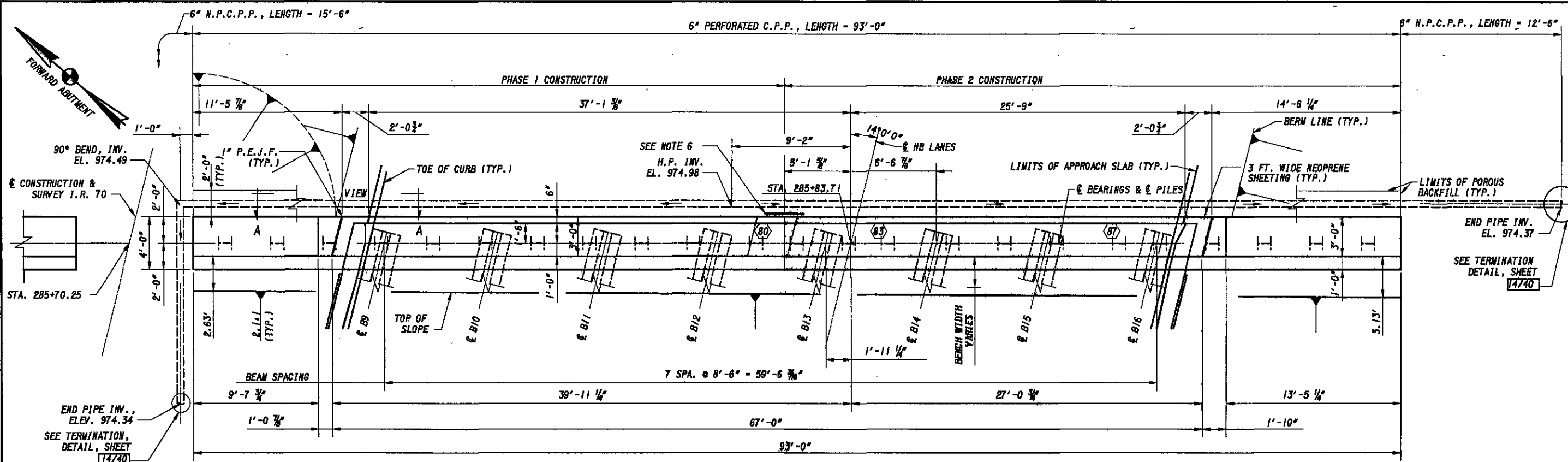
PLOTTED BY: 10/17/03 08:12:11 AM P:\03202 08122115 AM P:\03202 08122115 AM P:\03202 08122115 AM P:\03202 08122115 AM
 PLUSERNAME: 10/17/03



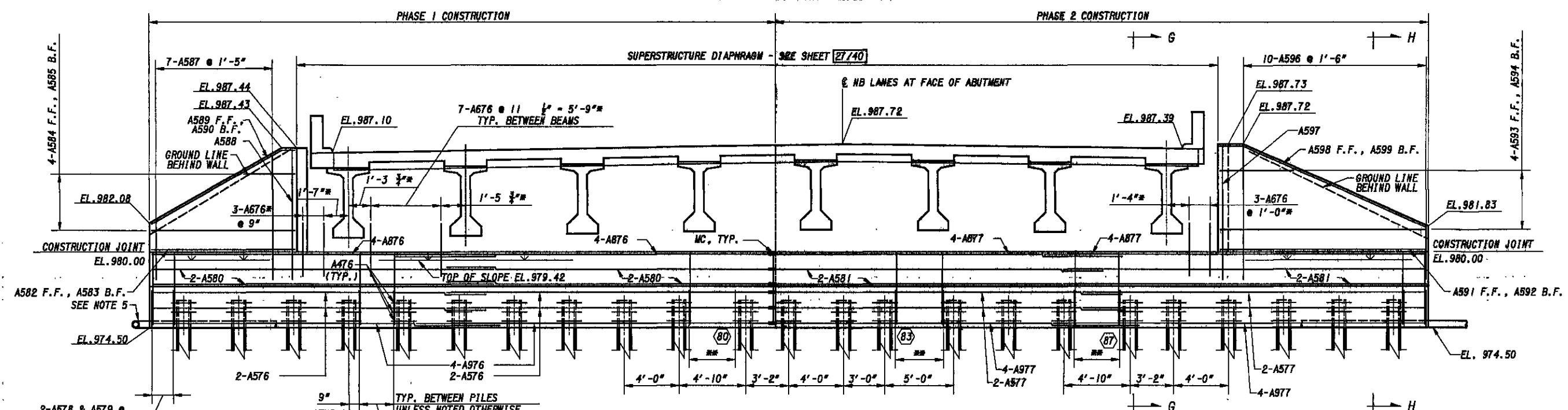
NOTE:
 1. SEE SHEET 17/40 FOR ADDITIONAL NOTES AND DETAILS.

PLOTTED BY: 19/11/05 08:28:35 AM P1401202 Map-Header-1.dwg 2005/11/18 10:40:53 Converter: dxf2dwg.plt

MOODY & KANE, INC. <small>INCORPORATED IN THE STATE OF TEXAS 500 SYSTEM STREET, SUITE 300, DALLAS, TEXAS 75201 PHONE: (972) 497-1000 FAX: (972) 497-1001</small>	
REAR ABUTMENT NORTHBOUND R DETAILS 2 BRIDGE NO. MED-71-0939R OVER CAMEL CREEK	DATE: 6/03 REVISED: 6T DRAWN: RM/PC CHECKED: RM DESIGNED: PHB STRUCTURE FILE NO.: 5002701 - RT
WAY/MED-71-7.04/0.00	
18/40 728 785	



PLAN - FORWARD ABUTMENT



ELEVATION - FORWARD ABUTMENT

* MEASURED ALONG C BRGS.
 ** 4-A578 & A579 @ EQUAL SPACES TYP. OF 3

- NOTES:
1. FOR PILE LAYOUT SEE SHEET [12/40]
 2. FOR LEGEND SEE SHEET [14/40]
 3. FOR SECTIONS G-G & H-H SEE SHEET [20/40]
 FOR VIEW A-A SEE SHEET [14/40]
 4. MINIMUM BAR LAPS: LAP #5 BAR 2'-11"
 LAP #6 BAR 3'-5"
 LAP #8 BAR 7'-3"
 LAP #9 BAR 6'-2"
 5. 6" DIA. N.P.C.P.P. AT ENDS SPLICED TO PERFORATED PIPE AND OUTLET AS SHOWN IN PIPE TERMINATION DETAIL ON SHEET [14/40]
 6. PLACE TYPE 2 WATERPROOFING 3' WIDE, CENTERED ON JOINT FROM BOTTOM OF FOOTING TO BOTTOM OF APPROACH SLAB SEAT.

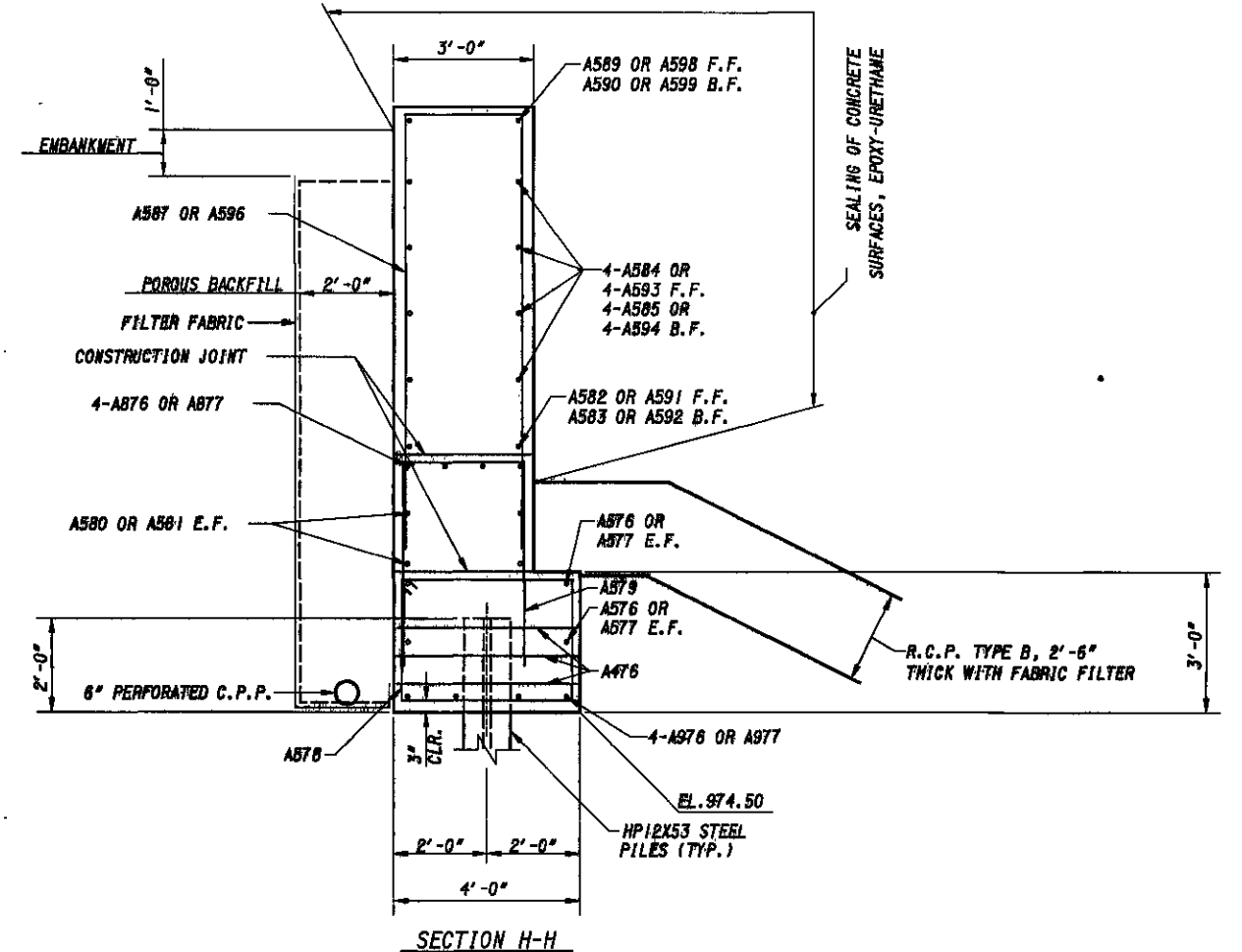
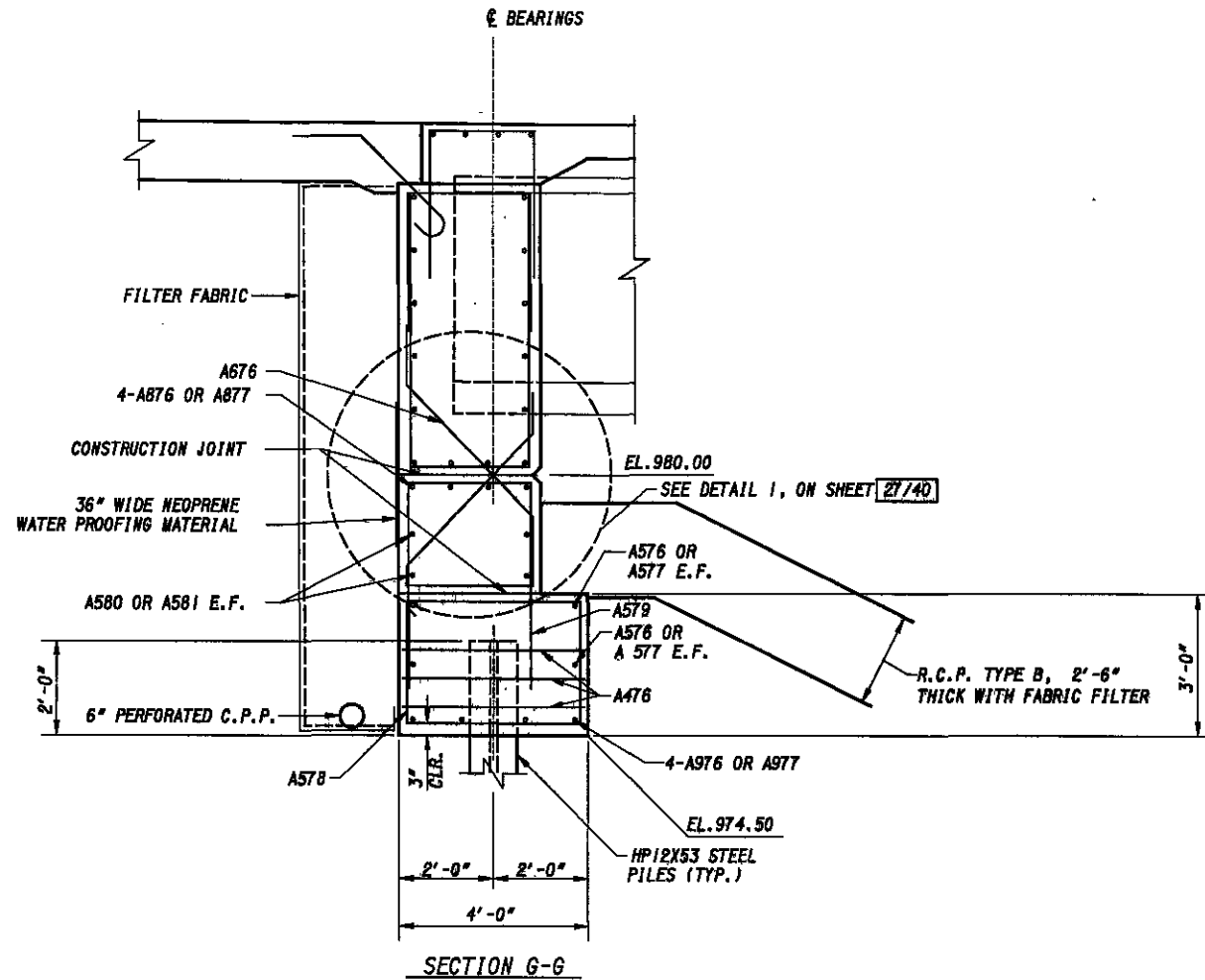
MOODY & ASSOCIATES, INC.
 300 Spruce Street, Suite 300, Cambridge, MA 02142
 Phone: (617) 452-1000
 FAX: (617) 452-1001

DATE	6/03
REVISION	6T
STRUCTURE FILE NO.	5202701 - RT
DRAWN	RM/PC
REVISOR	REVISOR
DESIGNED	PHB
CHECKED	RM

FORWARD ABUTMENT NORTHBOUND R DETAILS 1
 BRIDGE NO. MED-71-0539R
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00
 19/40
 729
 785

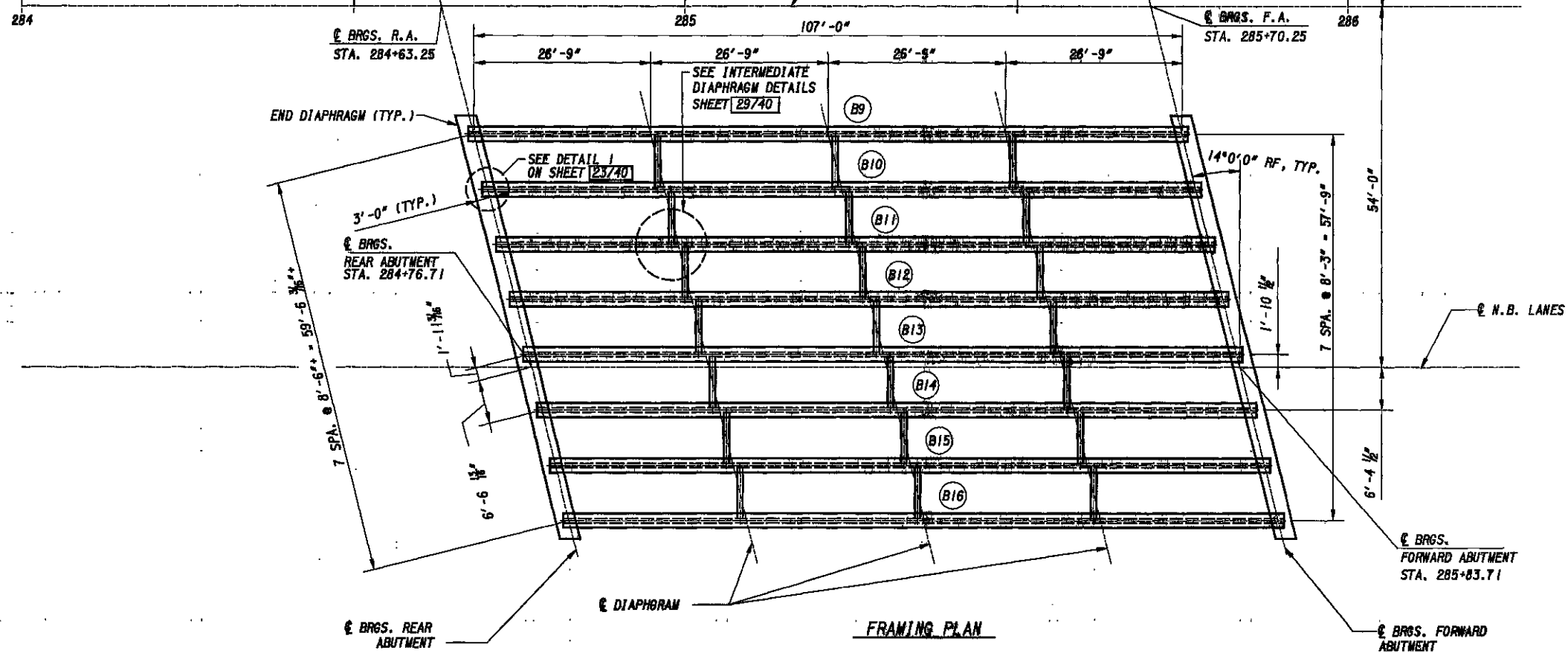
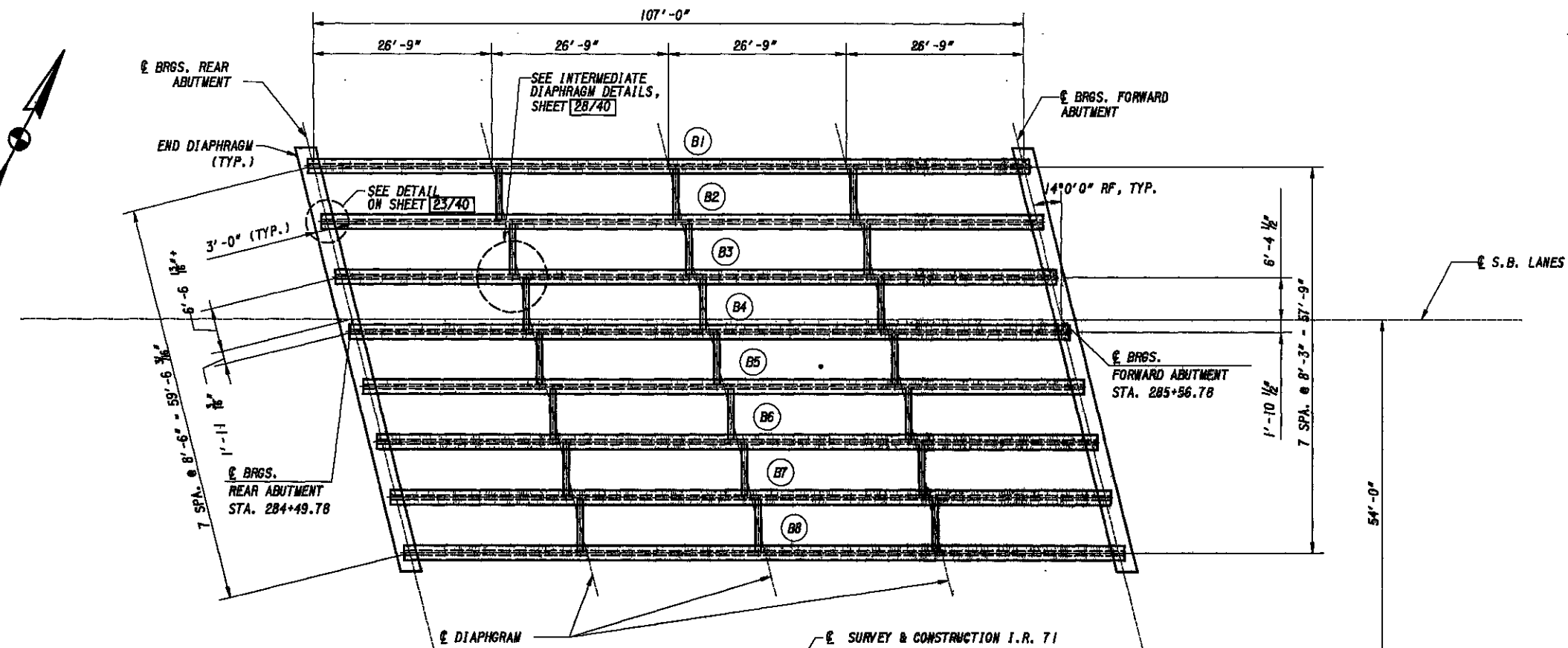
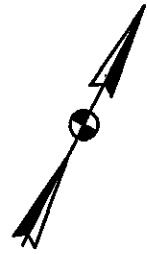
PLOTTED BY: ALICE BROWN
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 10/17/03 08:15:10 AM P:\402202 Way-Med71-0539 Conv-1.dwg



NOTE:
1. SEE SHEET 21/40 FOR ADDITIONAL NOTES AND DETAILS.

MOODY AND ASSOCIATES, INC.
Professional Engineers and Surveyors
 300 Spruce Street, Suite 300, Columbia, SC 29201
 Phone: (803) 799-1000, Fax: (803) 799-1001

	DATE	6/03	REVIEWED	GT	STRUCTURE FILE NO.	5202701
	DESIGNED	FMS	CHECKED	RM		
FORWARD ABUTMENT NORTHBOUND R DETAILS 2 BRIDGE NO. WED-71-0539R OVER CAMEL CREEK						
WAY/WED-71-7.04/0.00						
20/40						
730 785						

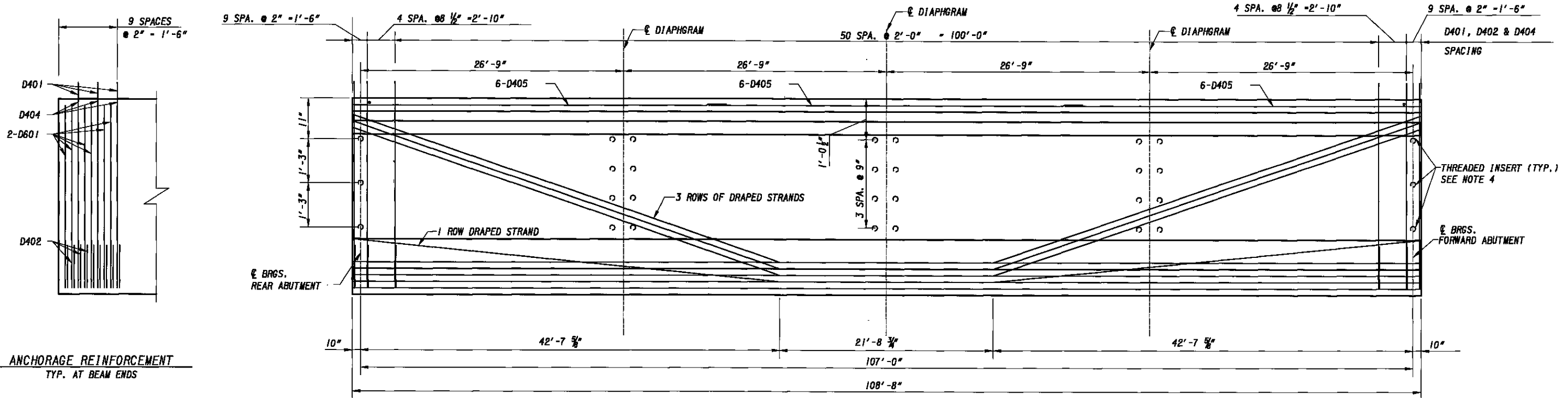


FRAMING PLAN

LEGEND:
 NB = NORTHBOUND
 SB = SOUTHBOUND
 FA = FORWARD ABUTMENT
 RA = REAR ABUTMENT
 RF = RIGHT FORWARD
 BF = BEAM NUMBER

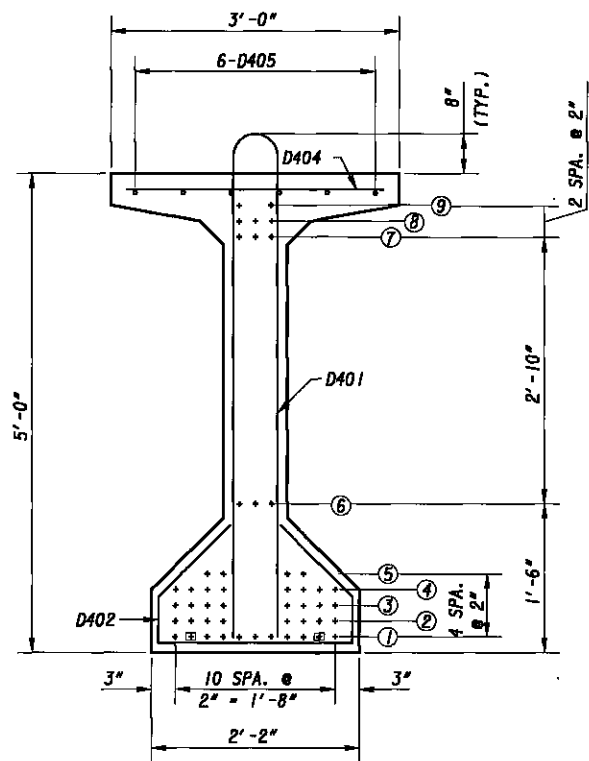
PLOTTED BY: 10/17/03 08:53:52 AM p:\01202 WY-MED-71-0539L/R CONVENTION.DGN
 \$USER\$

ARCHITECT-ENGINEER 200 Service Street, Suite 200, Columbia, SC 29201 Phone: (803) 792-1000 Fax: (803) 792-1001	DATE: 6/03 REVIEWED: GT DRAWN: RM/PC CHECKED: PNB STRUCTURE FILE NO.: 520267 I-LI 520270-I-RT
FRAMING PLAN BRIDGE NO. MED-71-0539L/R OVER CAMEL CREEK	
WAY/MED-71-7.04/0.00	
21/40 731 785	



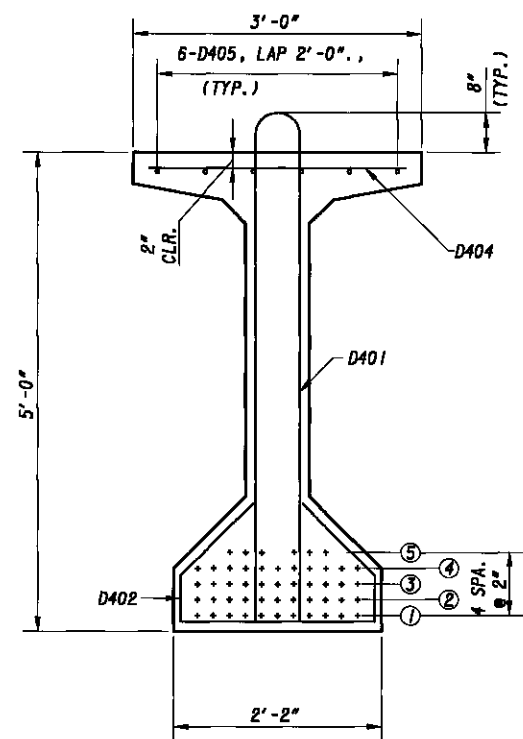
ANCHORAGE REINFORCEMENT
 TYP. AT BEAM ENDS

BEAM ELEVATION

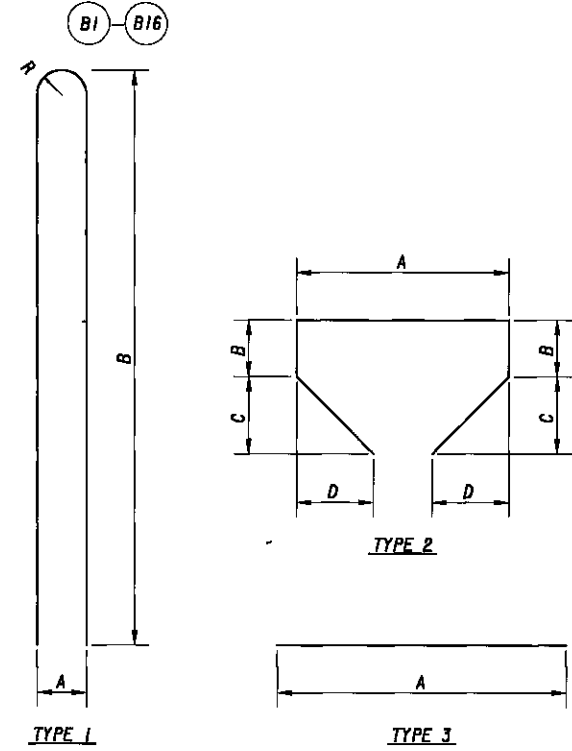


MODIFIED AASHTO TYPE 4 (60") - SPAN 1
 END PATTERN (B1-B16)

⑥ = DEBONDED STRAND 2'-0"
 EACH BEAM END



MODIFIED AASHTO TYPE 4 (60") - SPAN 1
 MID-SPAN PATTERN (B1-B16)



BENDING DIAGRAMS
 (ALL DIMENSIONS ARE OUT TO OUT. "R" IS INSIDE RADIUS)

MARK	TYPE	LENGTH	A	B	C	D	R
D401	1	11'-4"	5 1/2"	5'-7"			2 1/4"
D402	2	4'-9"	1'-11 1/2"	6 1/4"	8 1/2"	8 1/2"	
D404	3	2'-8"	2'-8"				
D405	3	38'-0"	38'-0"				
D601	3	4'-8"	4'-8"				

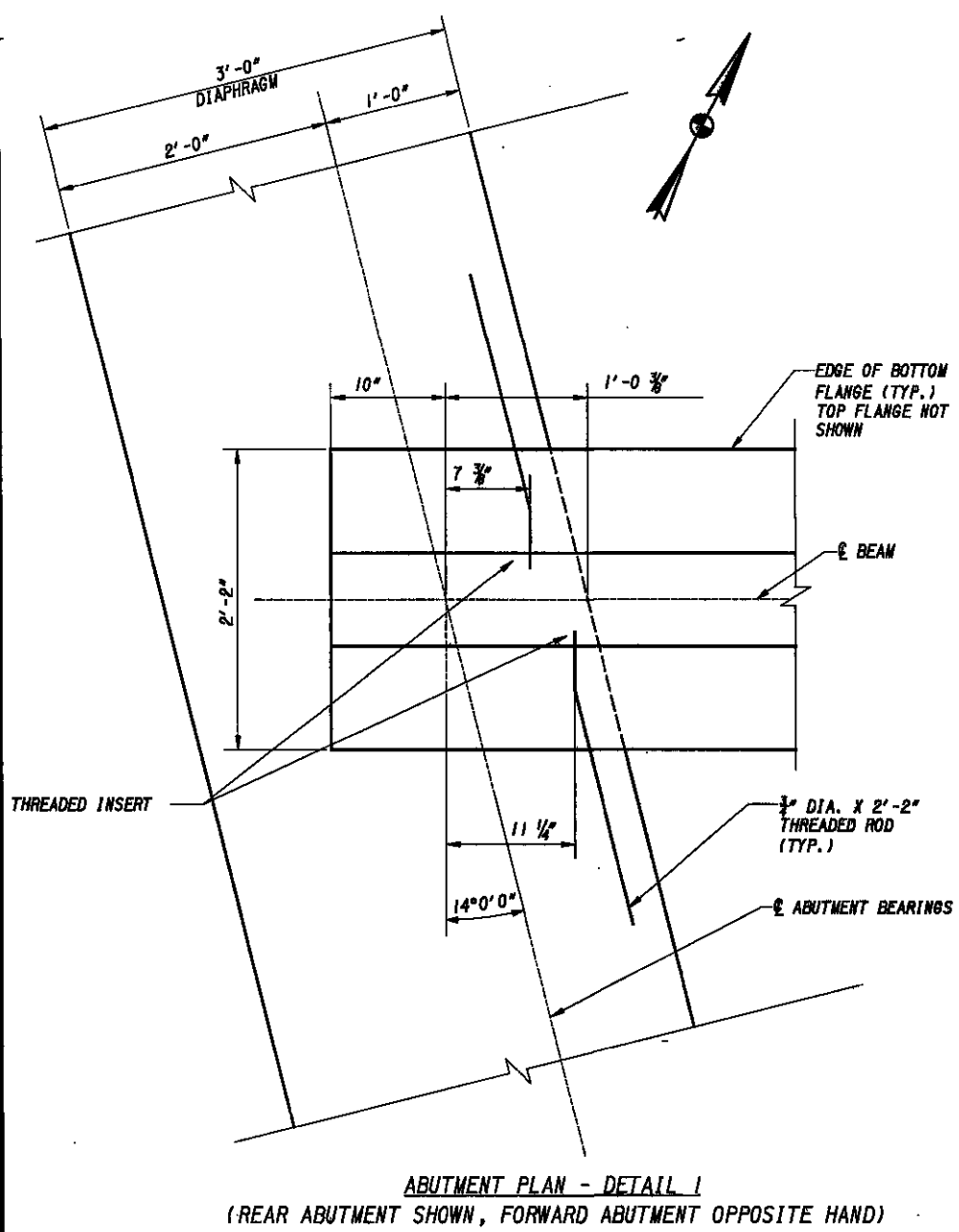
BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION. THE NEXT DIGIT INDICATES THE INCH-POUND BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE EPOXY COATED.

CAMBER VALUES DUE TO PRESTRESS FORCE AND BEAM WEIGHT	
B	ANTICIPATED MIDSPAN CAMBER DUE TO DESIGN PRESTRESSING FORCE AT TIME OF RELEASE
C	MIDSPAN DEFLECTION DUE TO SELF WEIGHT OF BEAM
CAMBER AT RELEASE = B - C = 2 3/8"	
CAMBER AT ERECTION = 1.8B - 1.85C = 4 1/8"	
LONG TERM CAMBER = 2.45B - 2.40C = 5 3/8"	

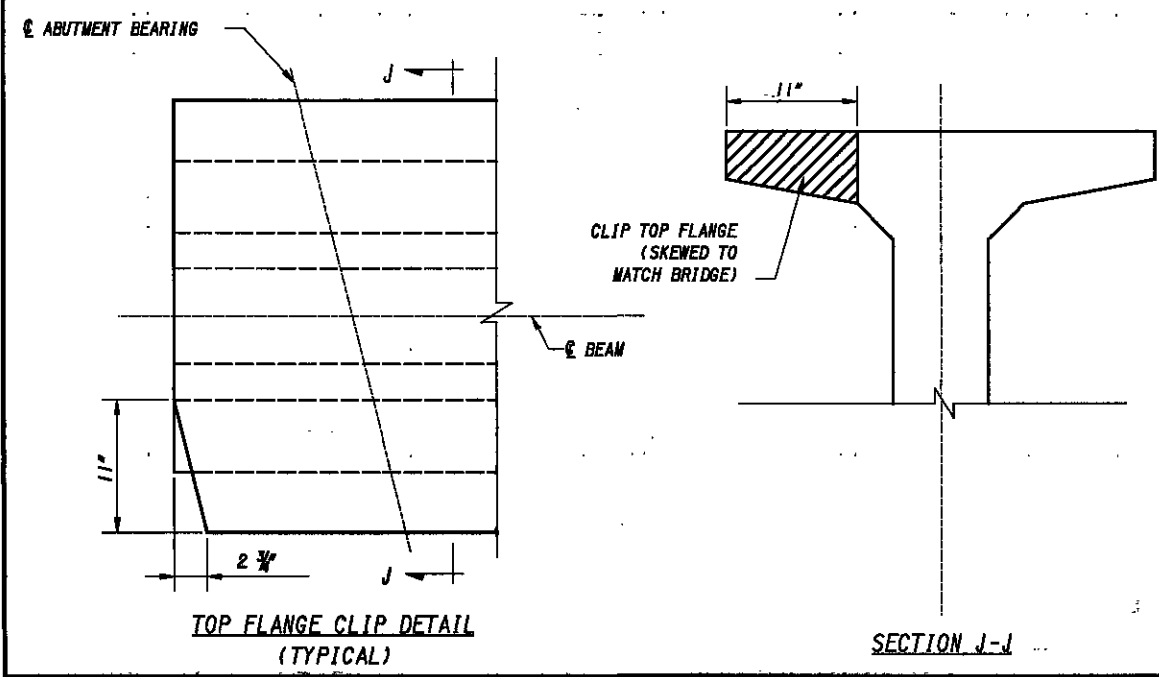
- NOTES:
- FOR ABUTMENT DIAPHRAGM DETAILS, SEE SHEET [24-27/40].
 - FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE SHEET [28 & 29/40].
 - SEE STD. DWG. PS10-1-99 FOR BEAM DETAILS NOT SHOWN.
 - FOR INSERT LOCATIONS FOR THREADED RODS, SEE ABUTMENT PLAN ON SHEET [28/40].

BEAM MARK	NUMBER OF STRANDS PER ROW										TOTAL STRANDS	CONCRETE STRENGTHS		D401 BARS REQ'D PER BEAM	D402 BARS REQ'D PER BEAM	D404 BARS REQ'D PER BEAM	D405 BARS REQ'D PER BEAM	D601 BARS REQ'D PER BEAM				
	END					MIDSPAN						f'ci	f'cd									
	①	②	③	④	⑤	①	②	③	④	⑤												
B1-B8	11	8	8	8	4	3*	3*	3*	2*	11	11	11	11	6	50	5500	7000	63	75	63	18	24
B9-B16	11	8	8	8	4	3*	3*	3*	2*	11	11	11	11	6	50	5500	7000	63	75	63	18	24

* DRAPED STRANDS

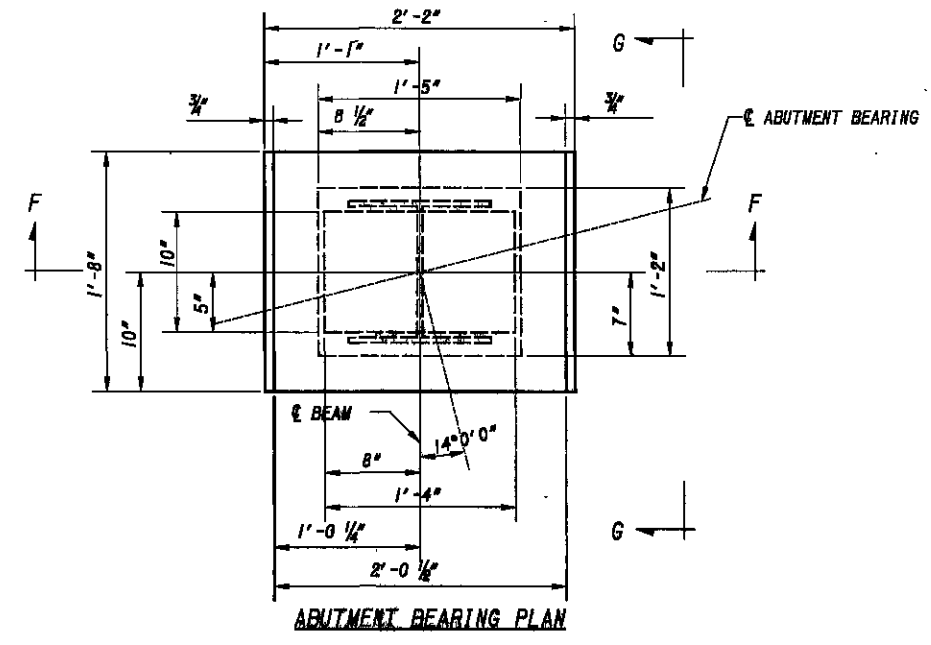


ABUTMENT PLAN - DETAIL I
(REAR ABUTMENT SHOWN, FORWARD ABUTMENT OPPOSITE HAND)

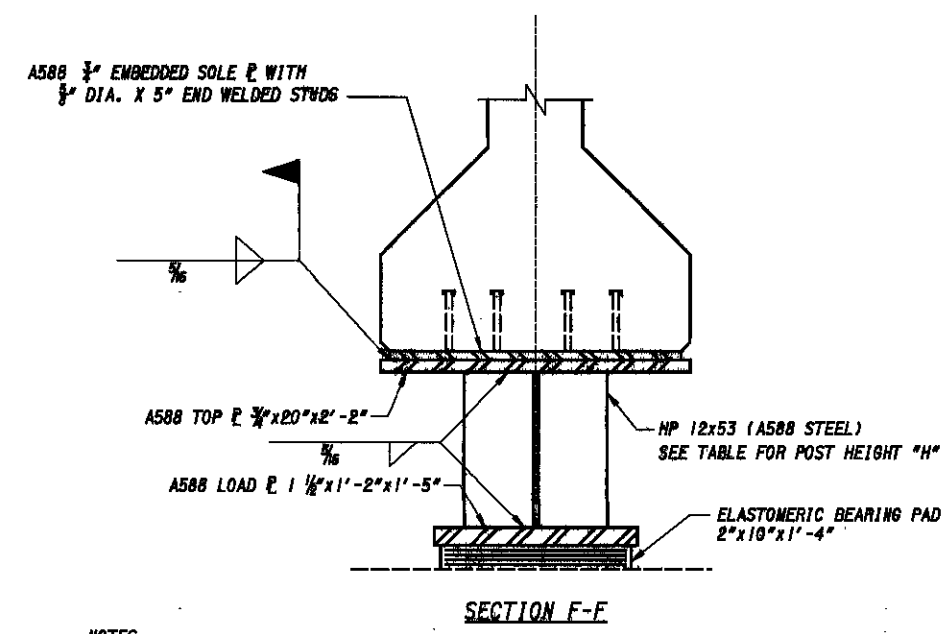


TOP FLANGE CLIP DETAIL
(TYPICAL)

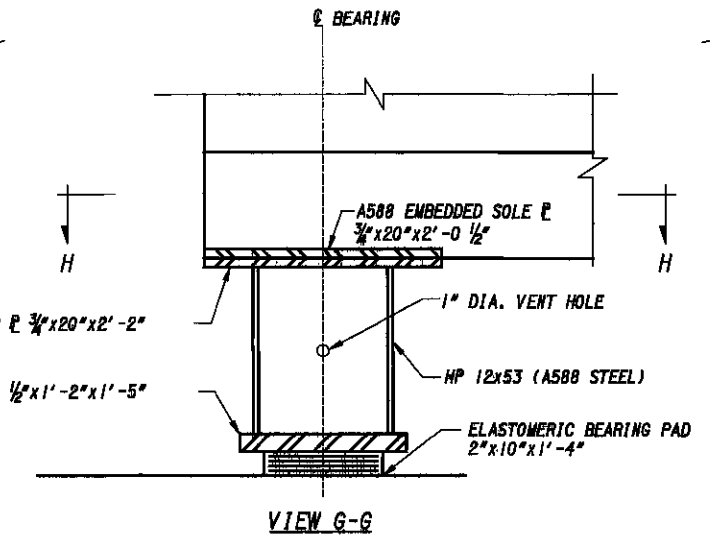
SECTION J-J



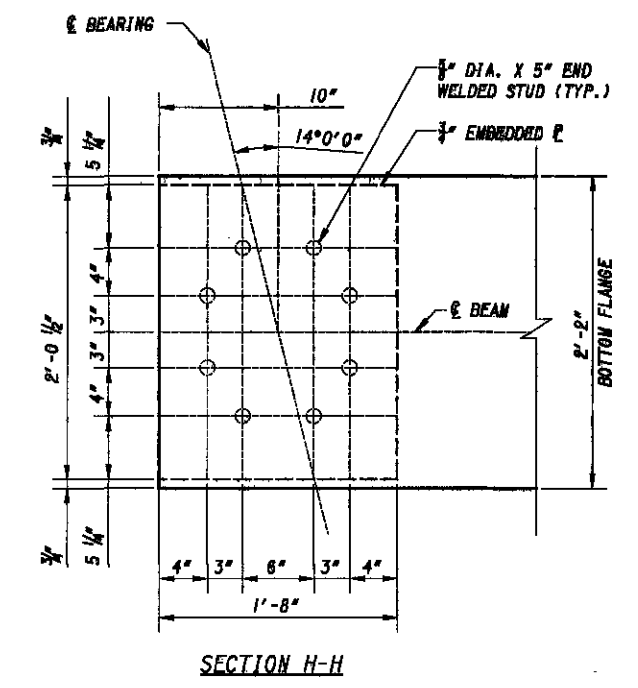
ABUTMENT BEARING PLAN



SECTION F-F



VIEW G-G



SECTION H-H

NOTES:

LOAD PLATE:
THE STEEL LOAD PLATE SHALL BE THE SAME MATERIAL AS THE ATTACHED STRUCTURAL STEEL AND BE SIMILARLY CLEANED AND COATED. SURFACE PREPARATION AND PRIMING SHALL BE DONE IN THE SHOP AND BE INCLUDED IN THE PRICE BID FOR THE BEARINGS. FIELD COATS SHALL BE INCLUDED IN THE PRICE BID FOR PAINTING MAIN STRUCTURAL STEEL.

THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.

WELDING:
CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

BEARING REPOSITIONING:
IF THE BEAMS ARE ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60±F (+/-) 10±F, RAISE THE BEAMS OR GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60±F (+/-) 10±F.

ELASTOMERIC BEARINGS:
THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION 1, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

BASIS OF PAYMENT:
THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS EITHER FIXED OR EXPANSION. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE.

LEGEND:

- ⊕ = CENTERLINE
- ⊔ = PLATE
- ∅ = DIAMETER
- TYP. = TYPICAL
- RA = REAR ABUTMENT
- FA = FORWARD ABUTMENT

BEARING DESIGN SUMMARY:

ELASTOMERIC:	EXTERNAL	INTERNAL	ELASTOMER	STEEL	TOTAL
NO. OF LAYERS	2	3	5	4	9
THICKNESS/ LAYER, IN.	0.273	0.390	0.663	0.0747	2.015

DESIGN LOAD:

DEAD LOAD = 104.0 K
LIVE LOAD = 26.0 K
TOTAL LOAD = 130.0 K

BEAM	POST HEIGHT "H"	
	RA	FA
1	0'-9 3/8"	0'-8 1/4"
2	0'-10 1/8"	0'-10"
3	1'-0 1/2"	0'-11 3/4"
4	1'-0 3/8"	1'-0 3/4"
5	1'-0"	0'-11 3/8"
6	0'-10 5/8"	0'-10"
7	0'-9 3/8"	0'-8 5/8"
8	0'-7 3/4"	0'-7 1/4"
9	0'-7 1/4"	0'-7 1/4"
10	0'-8 5/8"	0'-9"
11	0'-10 5/8"	0'-10 1/8"
12	1'-0 1/4"	1'-0 3/8"
13	1'-1 5/8"	1'-2 1/4"
14	1'-1 1/4"	1'-1 1/2"
15	0'-11 3/8"	1'-0 1/2"
16	0'-10 3/8"	0'-10 3/4"

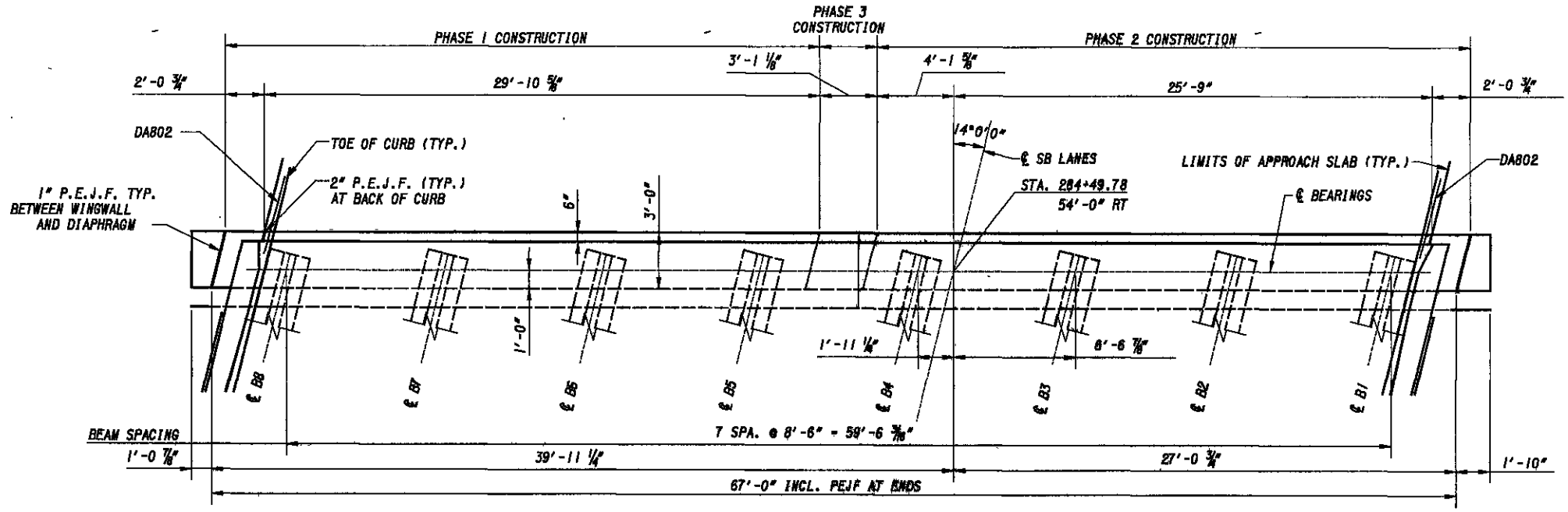
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MOODY ENGINEERING INC.
 ARCHITECTURE-ENGINEERING-CONSTRUCTION
 30 Green Street, Suite 200, Cambridge, MA 02142
 Phone: 617-452-4141 Fax: 617-452-4142

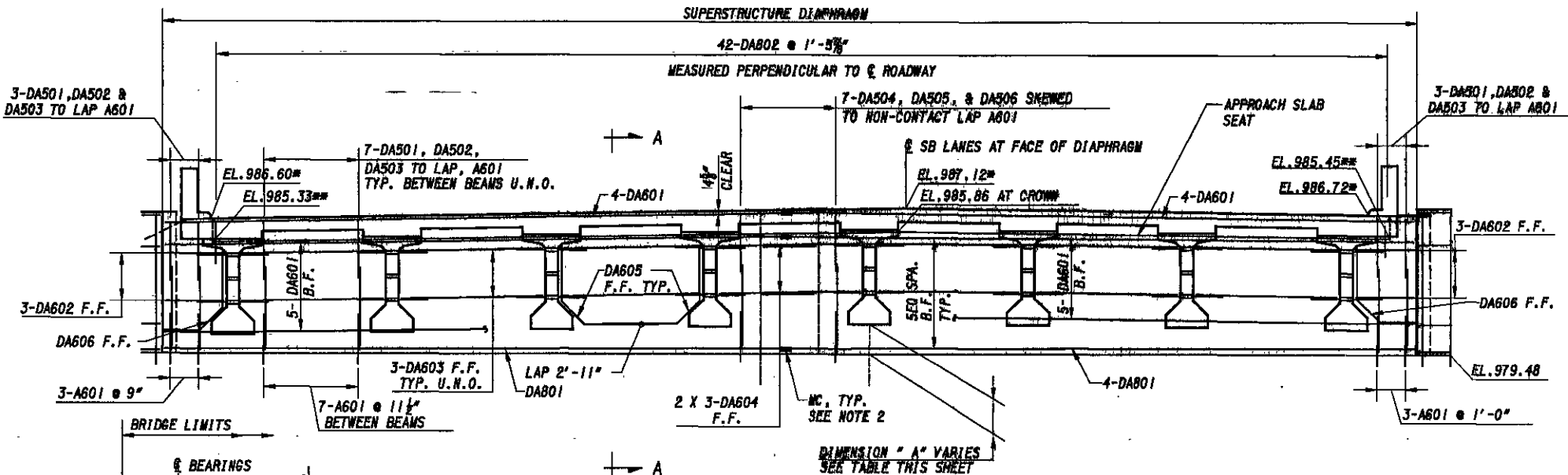
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BEAM DETAILS 2
 BRIDGE NO. MED-71-0539L/R
 OVER CAMEL CREEK

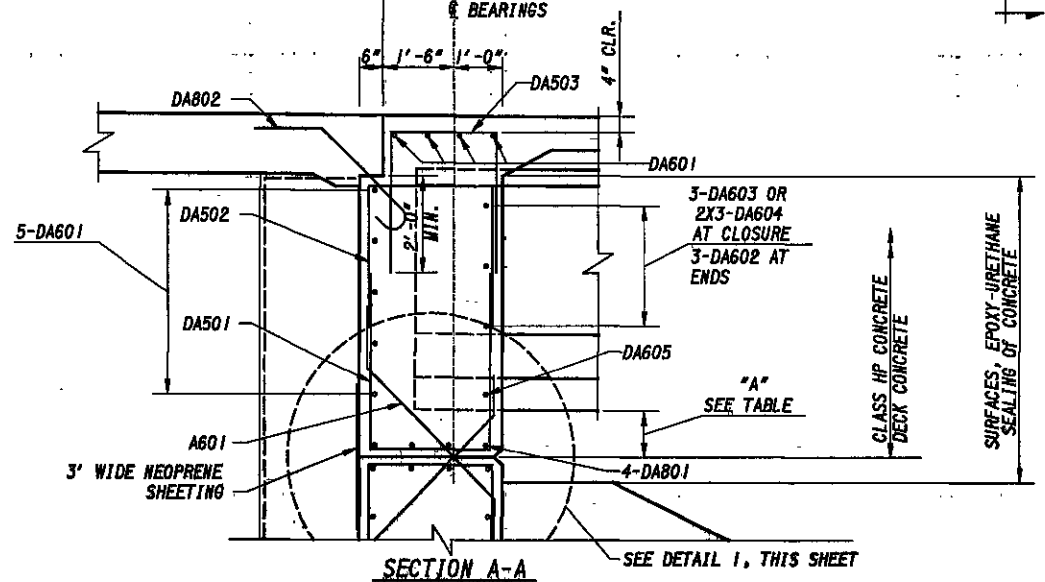
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 23/40
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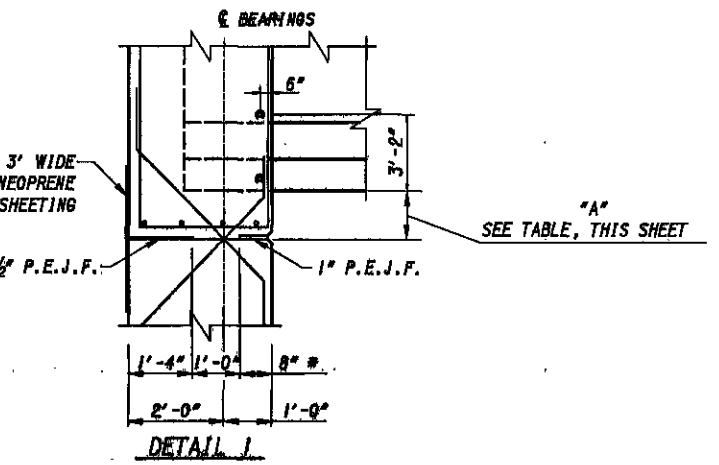
PLAN - REAR ABUTMENT



ELEVATION - REAR ABUTMENT



SECTION A-A SEE DETAIL 1, THIS SHEET



DETAIL 1

NOTES:

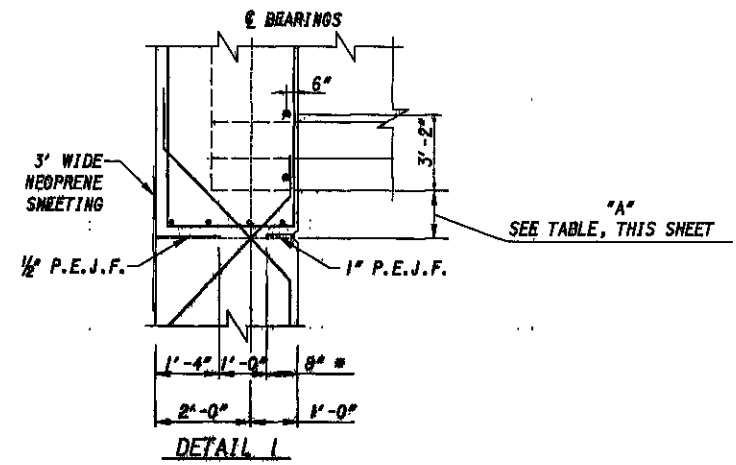
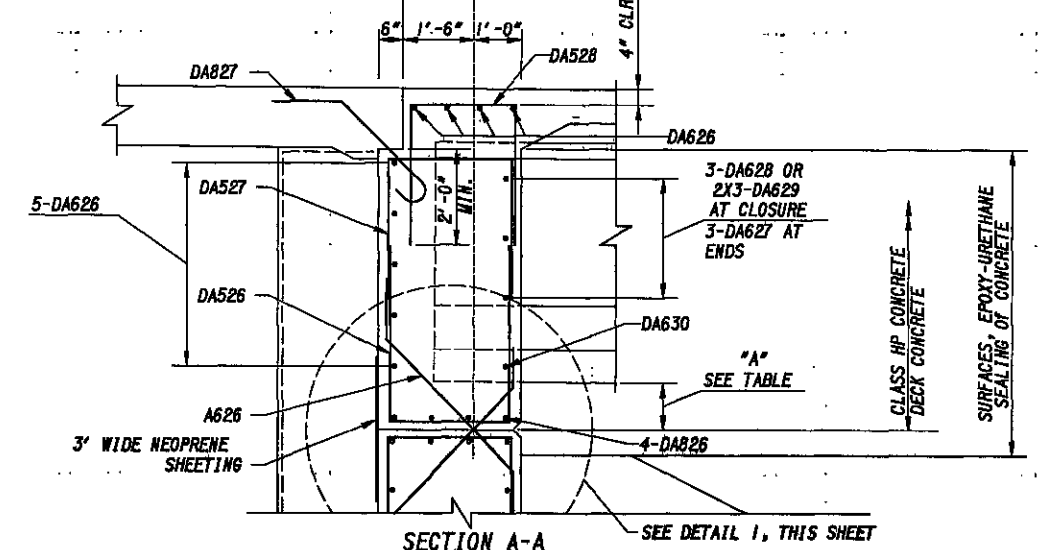
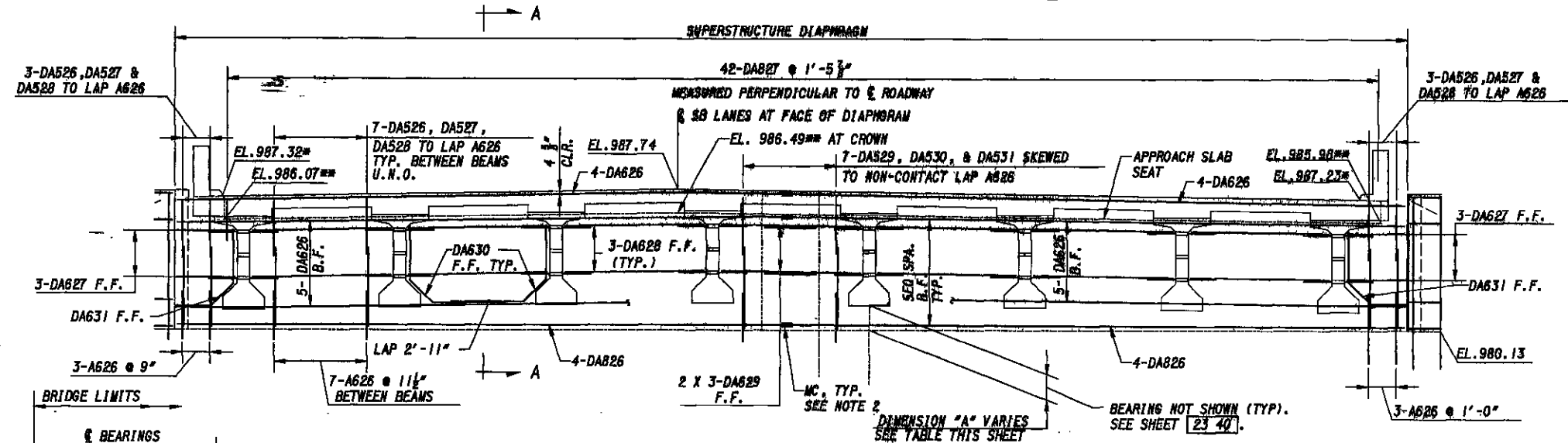
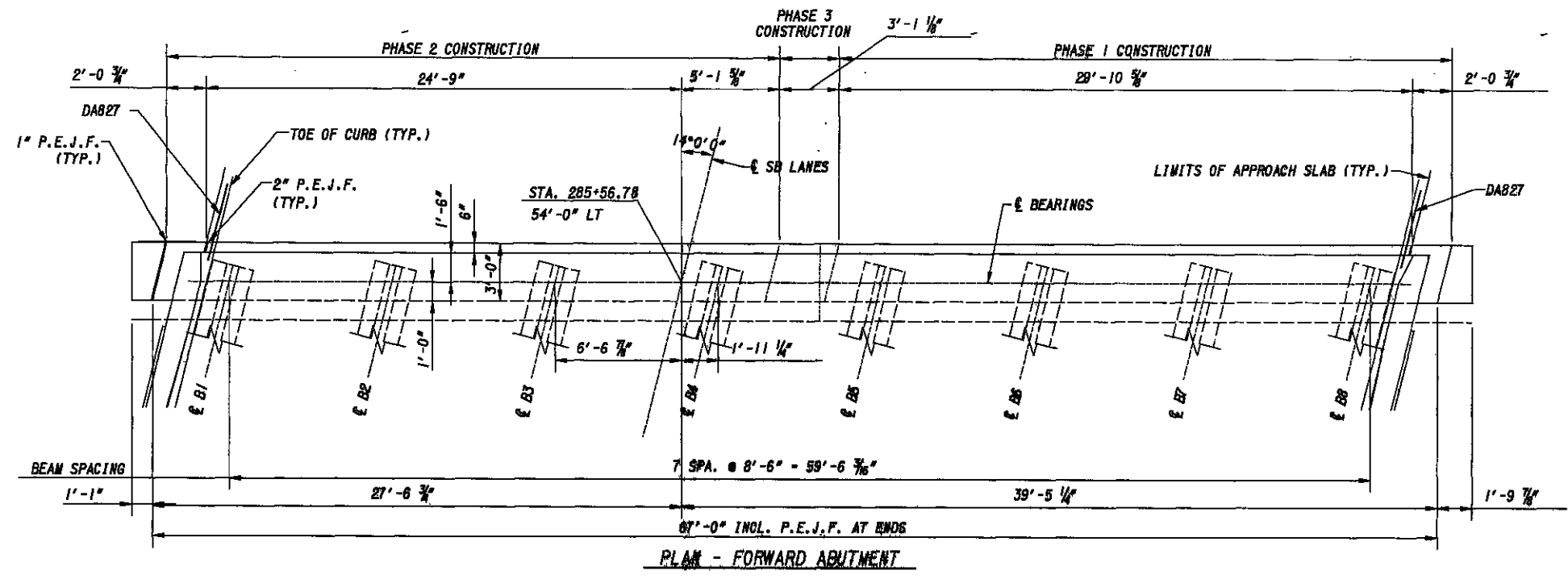
- FOR LEGEND SEE SHEET 14/40
- SEE MECHANICAL CONNECTOR NOTE ON SHEET 3/40
- PHASED CONSTRUCTION ABUTMENT DIAPHRAGM CONCRETE, PRESTRESSED I-BEAM SUPERSTRUCTURE, PLACE ABUTMENT DIAPHRAGM CONCRETE ENCASEING PRESTRESSED I-BEAM MEMBERS AT THE SAME TIME AS THE DECK CONCRETE OF AN INDIVIDUAL CONSTRUCTION PHASE TO ALLOW FOR EXPECTED DEAD LOAD ROTATION AT THE ABUTMENTS.
- MINIMUM STEEL LAP LENGTHS
 #5 BAR - 1'-11"
 #6 BAR - 2'-11"

* PROVIDE 6" AT ELASTOMERIC BEARINGS TO AVOID OVERLAP SEAT

DIMENSION "A" TABLE

	BEAM NO. 8	BEAM NO. 7	BEAM NO. 6	BEAM NO. 5	BEAM NO. 4	BEAM NO. 3	BEAM NO. 2	BEAM NO. 1
REAR ABUTMENT	1'-0"	1'-1 1/2"	1'-2 3/4"	1'-4 1/2"	1'-5 1/2"	1'-4 3/4"	1'-3 1/2"	1'-1 1/2"

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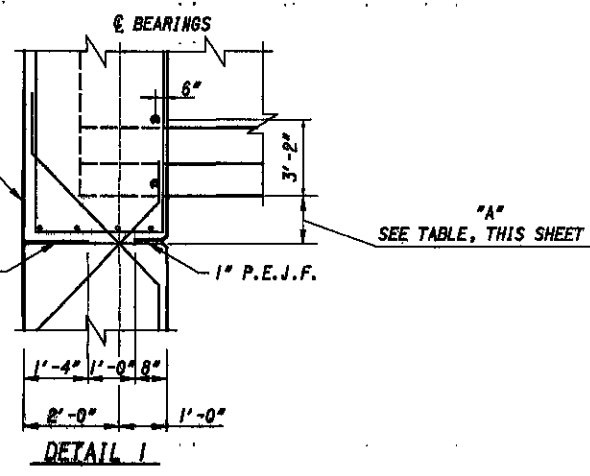
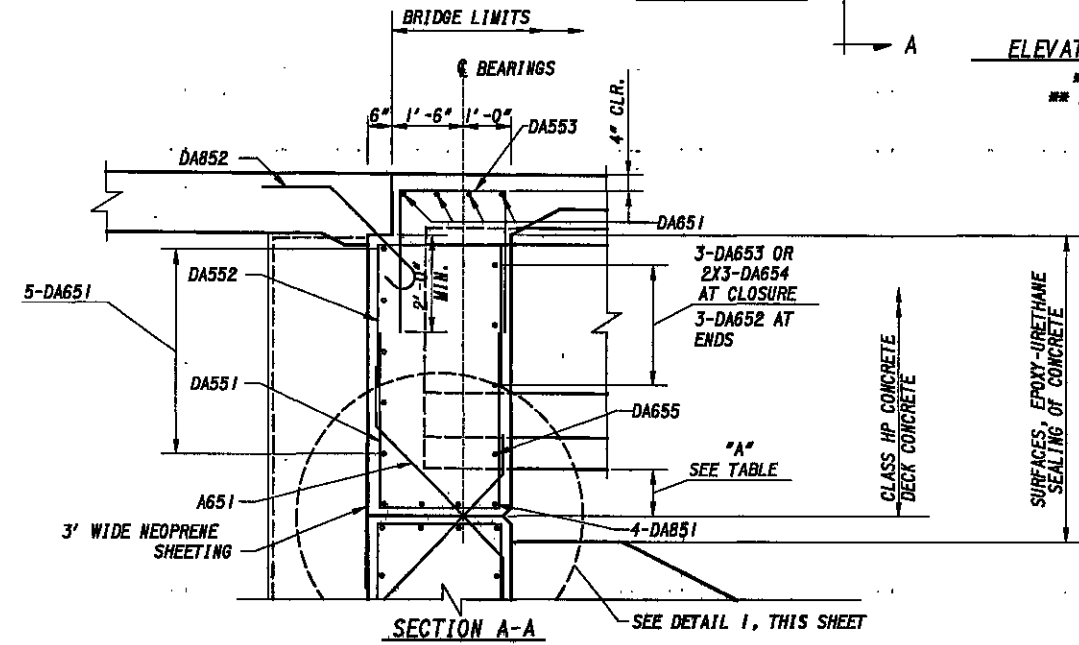
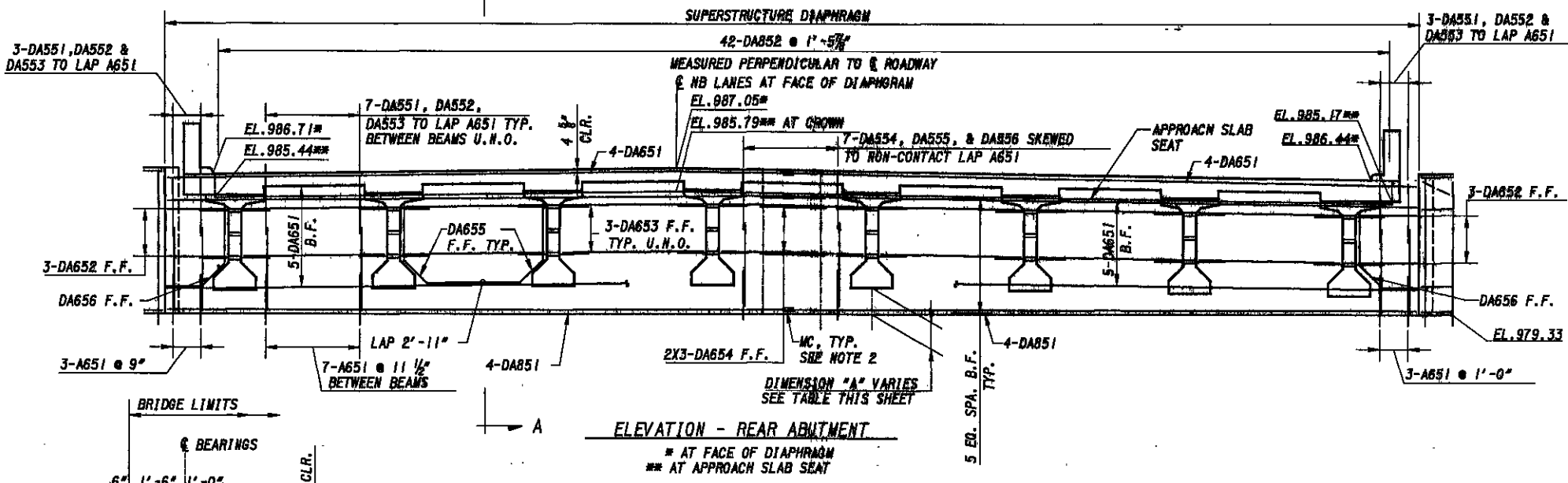
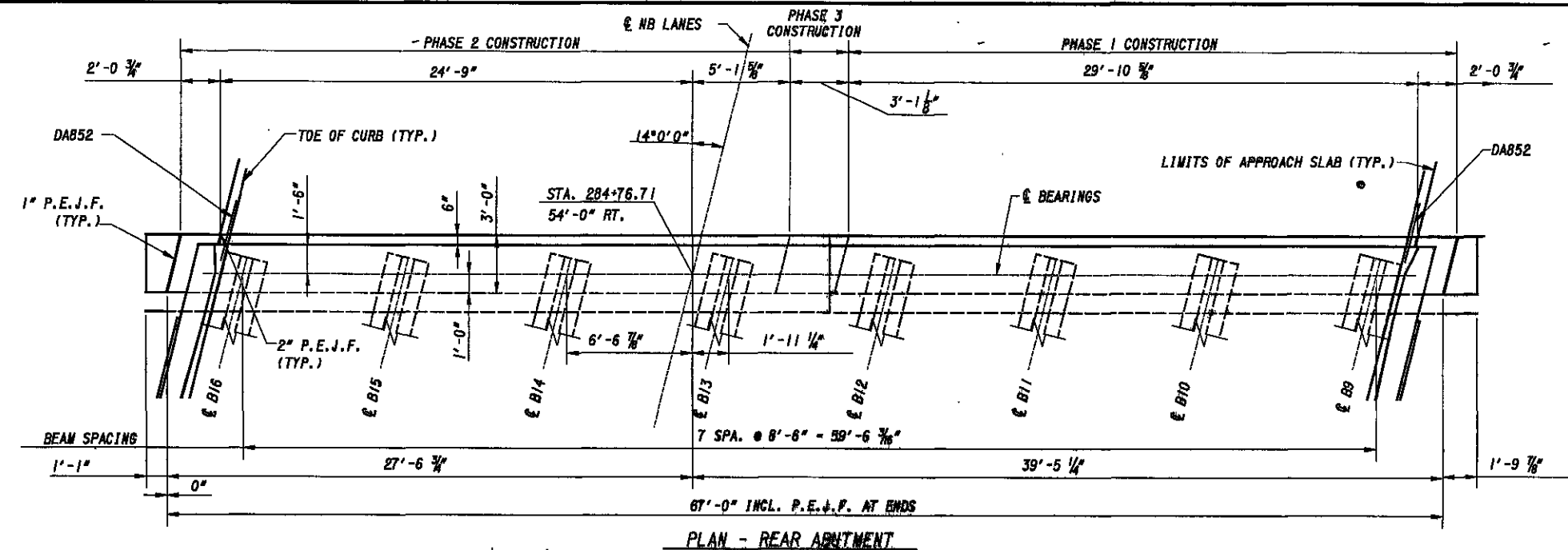
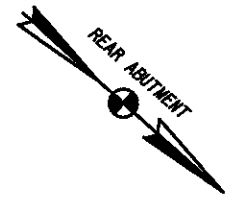


DIMENSION "A" TABLE

	BEAM NO. 1	BEAM NO. 2	BEAM NO. 3	BEAM NO. 4	BEAM NO. 5	BEAM NO. 6	BEAM NO. 7	BEAM NO. 8
FORWARD ABUTMENT	1'-1"	1'-2 3/4"	1'-4"	1'-5"	1'-4"	1'-2 3/4"	1'-1 1/2"	1'-0"

- NOTES:
- FOR LEGEND SEE SHEET 14/40
 - SEE MECHANICAL CONNECTOR NOTE ON SHEET 37/40
 - PHASED CONSTRUCTION ABUTMENT DIAPHRAGM CONCRETE, PRESTRESSED I-BEAM SUPERSTRUCTURE: PLACE ABUTMENT DIAPHRAGM CONCRETE ENCASED PRESTRESSED I-BEAM MEMBERS AT THE SAME TIME AS THE DECK CONCRETE OF AN INDIVIDUAL CONSTRUCTION PHASE TO ALLOW FOR EXPECTED DEAD LOAD ROTATION AT THE ABUTMENTS.
 - MINIMUM STEEL LAP LENGTHS
 #5 BAR - 1'-11"
 #6 BAR - 2'-11"

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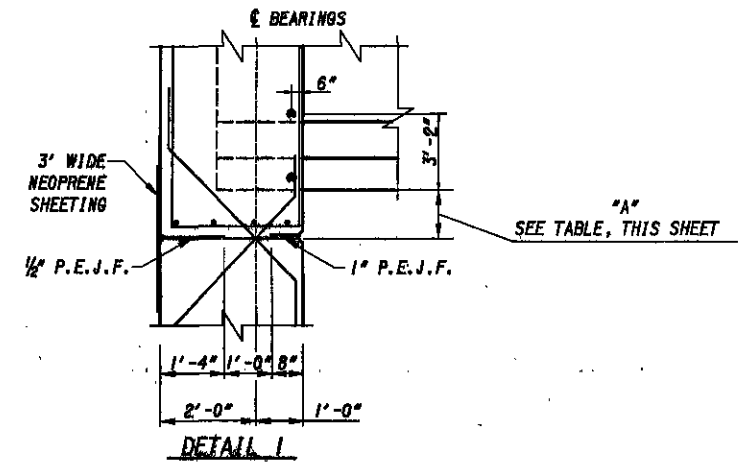
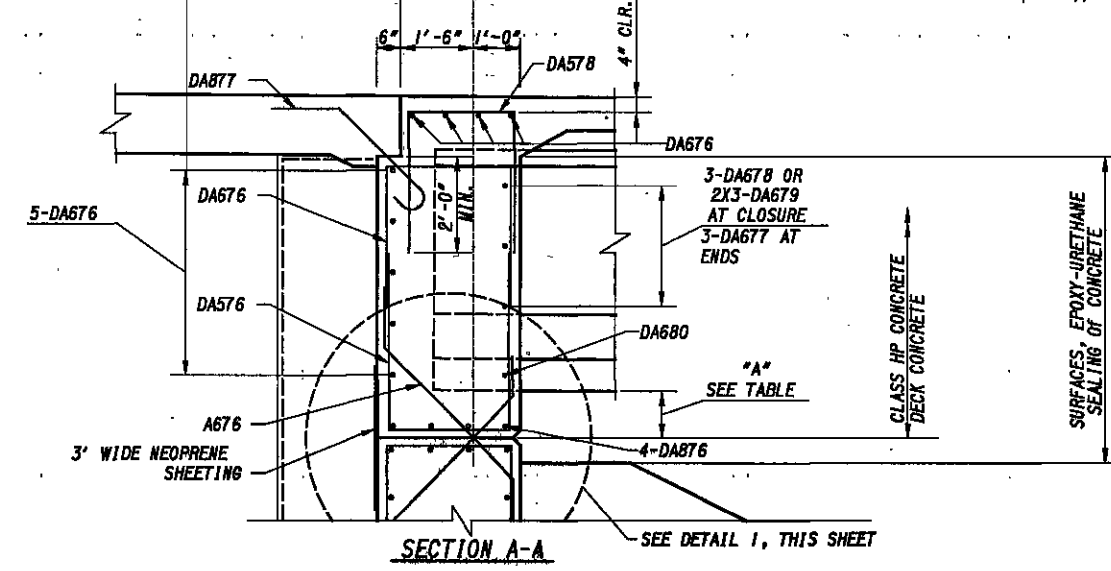
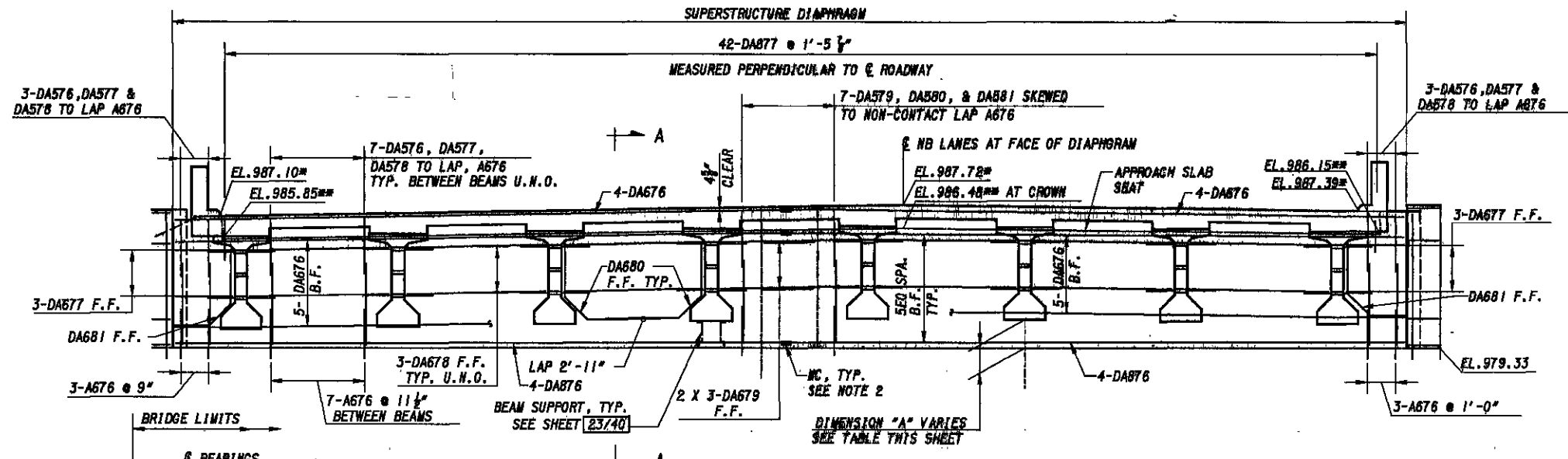
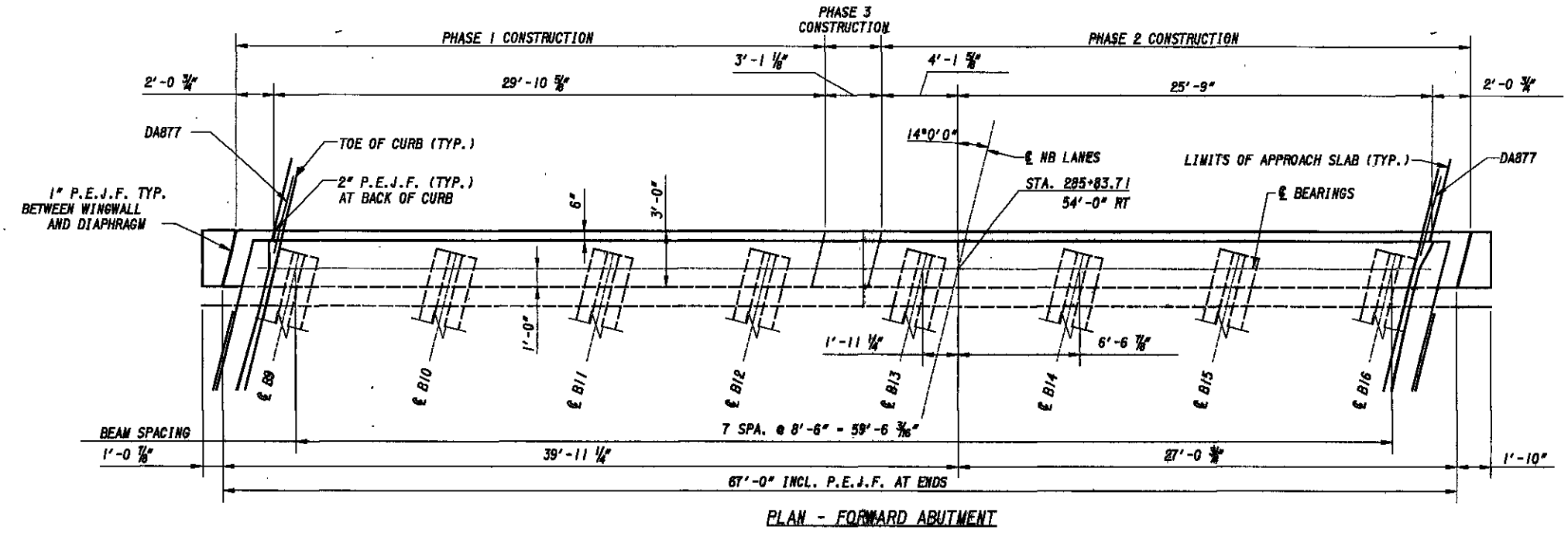


- NOTES:
- FOR LEGEND SEE SHEET 14/40
 - SEE MECHANICAL CONNECTOR NOTE ON SHEET 3/40
 - PHASED CONSTRUCTION ABUTMENT DIAPHRAGM CONCRETE, PRESTRESSED I-BEAM SUPERSTRUCTURE: PLACE ABUTMENT DIAPHRAGM CONCRETE ENCASEING PRESTRESSED I-BEAM MEMBERS AT THE SAME TIME AS THE DECK CONCRETE OF AN INDIVIDUAL CONSTRUCTION PHASE TO ALLOW FOR EXPECTED DEAD LOAD ROTATION AT THE ABUTMENTS.
 - MINIMUM STEEL LAP LENGTHS
 #5 BAR = 1'-11"
 #6 BAR = 2'-11"

DIMENSION "A" TABLE

	BEAM NO. 16	BEAM NO. 15	BEAM NO. 14	BEAM NO. 13	BEAM NO. 12	BEAM NO. 11	BEAM NO. 10	BEAM NO. 9
REAR ABUTMENT	1'-3 3/4"	1'-4 3/8"	1'-6"	1'-6 1/4"	1'-5"	1'-3 3/4"	1'-1 1/4"	1'-0"

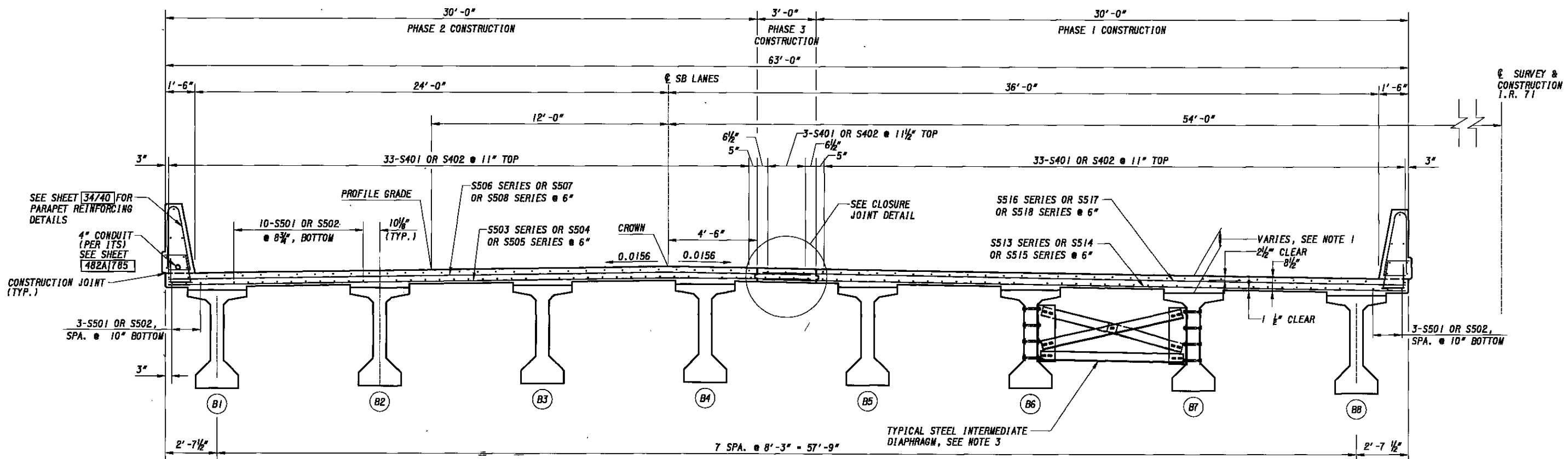
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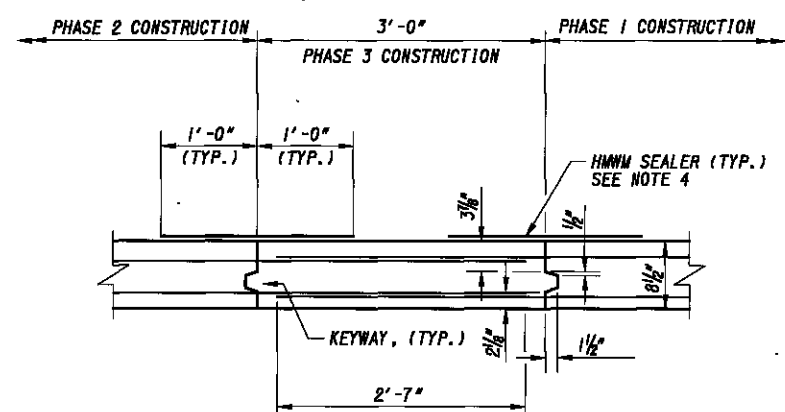
- NOTES:
1. FOR LEGEND SEE SHEET 14/40
 2. SEE MECHANICAL CONNECTOR NOTE ON SHEET 3/40
 3. PHASED CONSTRUCTION ABUTMENT DIAPHRAGM CONCRETE, PRESTRESSED I-BEAM SUPERSTRUCTURE, PLACE ABUTMENT DIAPHRAGM CONCRETE ENCASEING PRESTRESSED I-BEAM MEMBERS AT THE SAME TIME AS THE DECK CONCRETE OF AN INDIVIDUAL CONSTRUCTION PHASE TO ALLOW FOR EXPECTED DEAD LOAD ROTATION AT THE ABUTMENTS.
 4. MINIMUM STEEL LAP LENGTHS
 #5 BAR = 1'-11"
 #6 BAR = 2'-11"

DIMENSION "A" TABLE

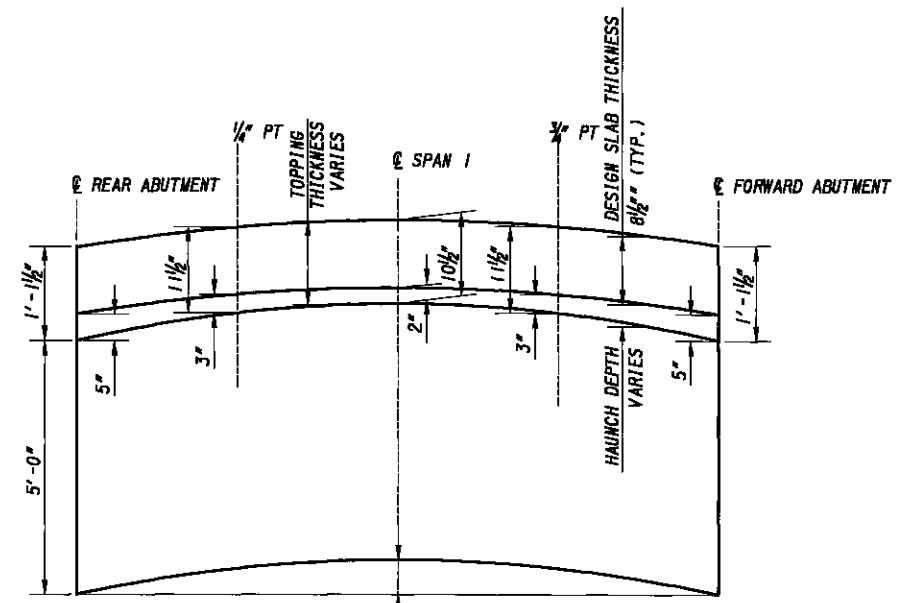
	BEAM NO. 9	BEAM NO. 10	BEAM NO. 11	BEAM NO. 12	BEAM NO. 13	BEAM NO. 14	BEAM NO. 15	BEAM NO. 16
FORWARD ABUTMENT	1'-0"	1'-1 3/4"	1'-3 1/2"	1'-5 1/4"	1'-6 1/4"	1'-6 1/4"	1'-4 1/4"	1'-3 1/4"



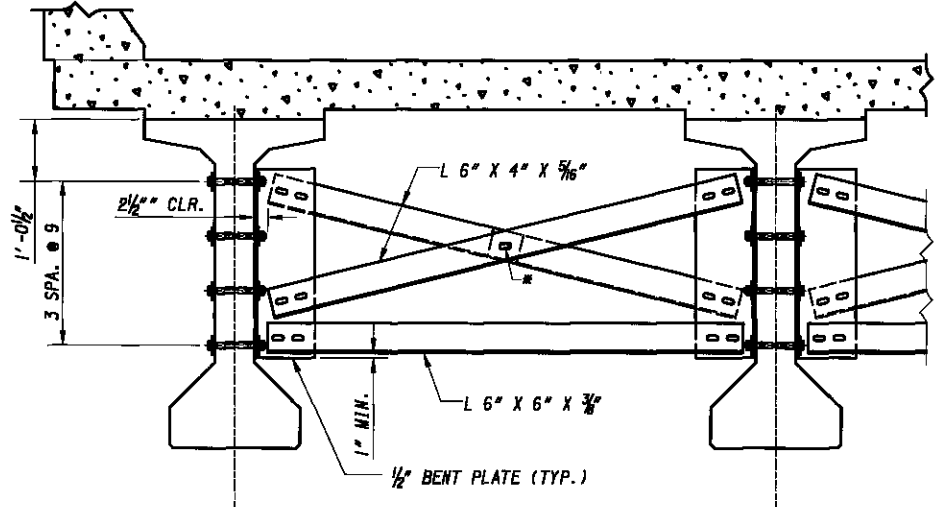
LEFT TRANSVERSE SECTION
(MODIFIED AASHTO TYPE 4 CONCRETE BEAMS)



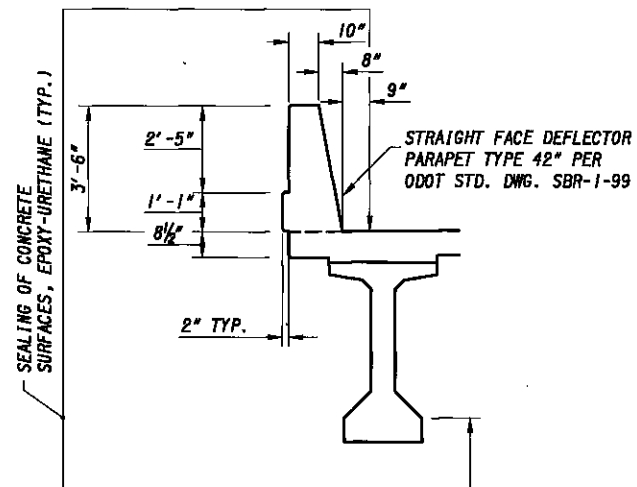
CLOSURE JOINT DETAIL
LONGITUDINAL BARS NOT SHOWN.



TYPICAL BEAM TOPPING THICKNESS
N.T.S.



INTERMEDIATE DIAPHRAGM (TYP.)



PARAPET DETAIL

NOTES:

- DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
- CAMBER: THE CALCULATED NET CAMBER DUE TO THE PRESTRESSING AND BEAM WEIGHT AT TIME OF ERECTION IS 4 1/8\"/>

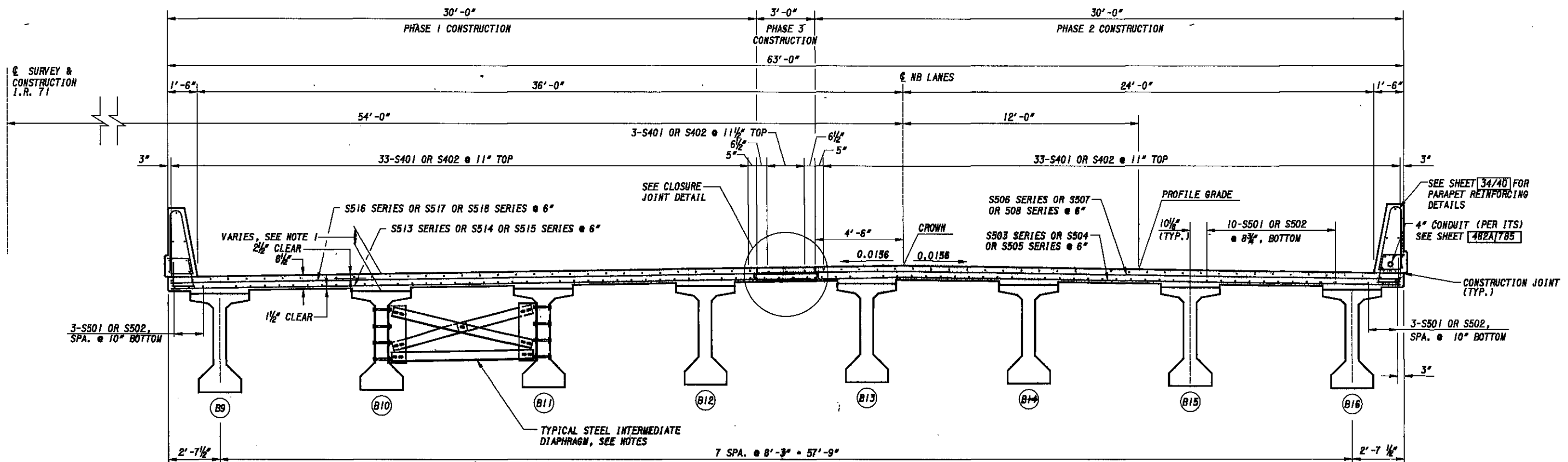
- PROVIDE STEEL INTERMEDIATE DIAPHRAGM. SEE GENERAL NOTES, SHEET 3740.
- SEALING WITH HMM RESIN: AFTER THE APPLICATION OF THE MEMBRANE CURE, AND THE DECK HAS THOROUGHLY DRIED, VERTICAL CONSTRUCTION JOINTS (TRANSVERSE & LONGITUDINAL) IN THE DECK SLAB, HORIZONTAL JOINTS (AT THE BASE OF PARAPETS) AND CRACKS IN THE ROADWAY SURFACE THAT ARE VISIBLE TO THE UNAIDED EYE, SHALL BE SEALED WITH A HIGH MOLECULAR WEIGHT METHACRYLATE (HMM) RESIN AS DESCRIBED IN SUPPLEMENTAL SPECIFICATIONS B46 & 954. SEALANT SHALL BE APPLIED BY BRUSH, SPRAY OR OTHER SUITABLE APPLICATOR ALONG THE SURFACE OF JOINTS AND CRACKS. IF NECESSARY, MULTIPLE APPLICATIONS SHALL BE MADE UNTIL COMPLETE PENETRATION HAS BEEN ACHIEVED. AFTER SEALANT HAS CURED, IT SHALL BE SANDED AS SPECIFIED TO ROUGHEN THE SEALANT SURFACE AND RESTORE ITS SUITABILITY FOR VEHICULAR TRAFFIC. FOR OVERCOATING WITH A CONCRETE SURFACE SEALANT, TREATED SURFACES SHALL BE ROUGHENED BY ABRASIVE BLASTING AND OTHERWISE CLEANED AS SPECIFIED FOR THE SUBSEQUENT APPLICATION. SEALING CONSTRUCTION JOINTS AND CRACKS, AS DESCRIBED ABOVE, SHALL BE INCLUDED WITH THE DECK SLAB CONCRETE FOR PAYMENT.

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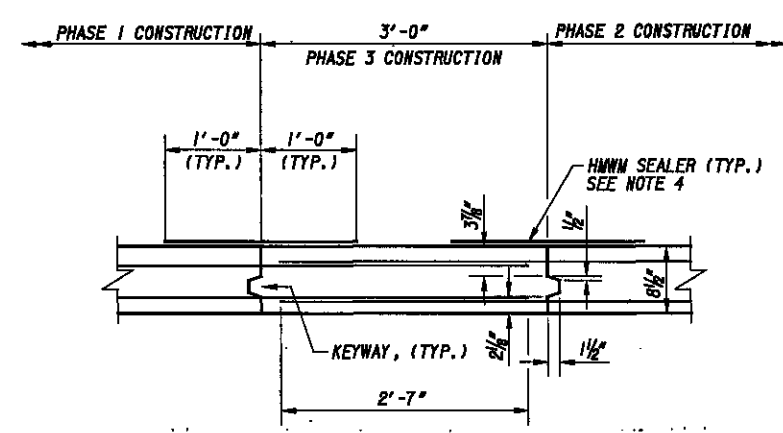
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REVIEWED	GT
STRUCTURE FILE NO.	5202671 - LT
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RW/PC	PHB

SUPERSTRUCTURE DETAILS
BRIDGE NO. MED-71-0539L
OVER CAMEL CREEK

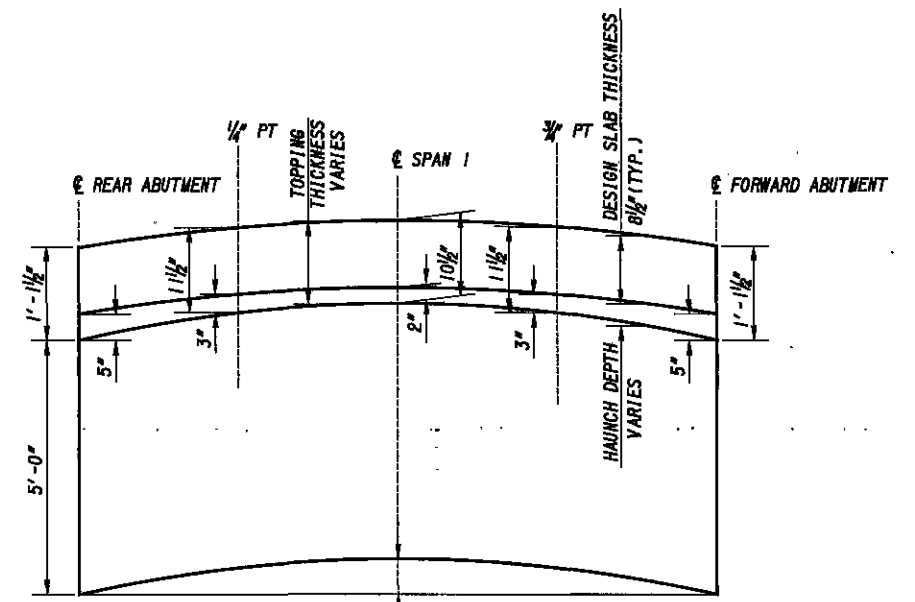
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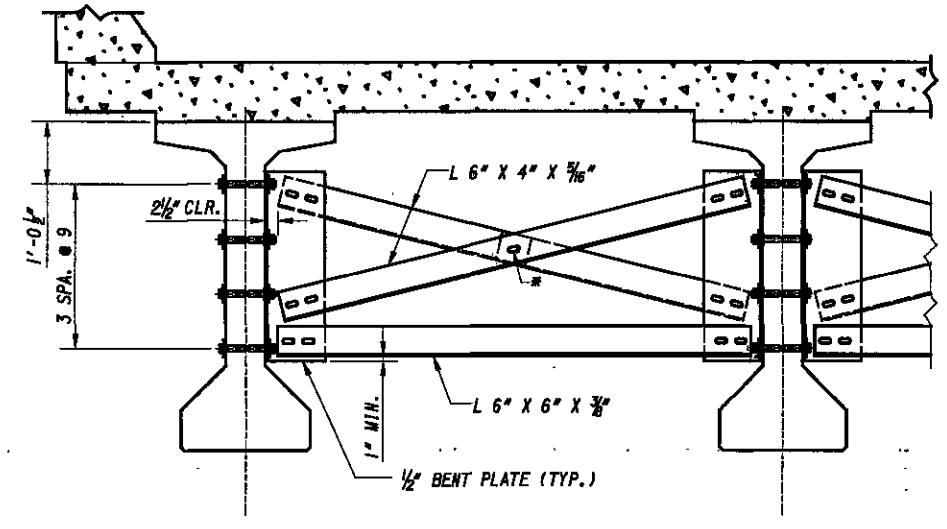
RIGHT TRANSVERSE SECTION
(MODIFIED AASHTO TYPE 4 CONCRETE BEAM)



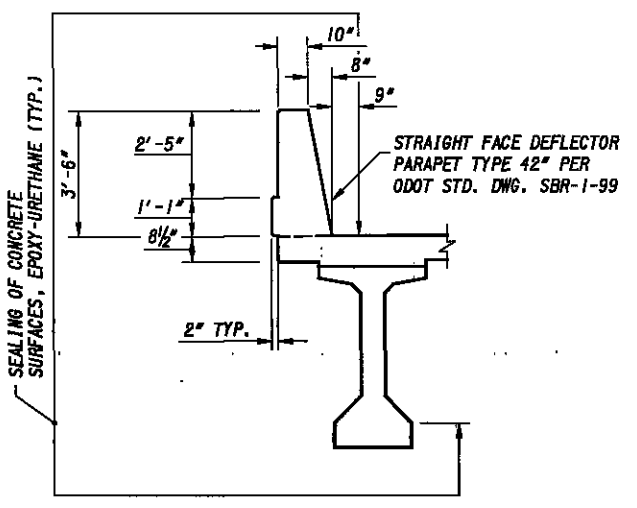
CLOSURE JOINT DETAIL
LONGITUDINAL BARS NOT SHOWN.



TYPICAL BEAM TOPPING THICKNESS
N.T.S.



INTERMEDIATE DIAPHRAGM (TYP.)



PARAPET DETAIL

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. CAMBER: THE CALCULATED NET CAMBER DUE TO THE PRESTRESSING AND BEAM WEIGHT AT TIME OF ERECTION IS 4 3/8".

3. PROVIDE STEEL INTERMEDIATE DIAPHRAGM. SEE GENERAL NOTES, SHEET [3740].
4. SEALING WITH HMMW RESIN: AFTER THE APPLICATION OF THE MEMBRANE CURE, AND THE DECK HAS THOROUGHLY DRIED, VERTICAL CONSTRUCTION JOINTS (TRANSVERSE & LONGITUDINAL) IN THE DECK SLAB, HORIZONTAL JOINTS (AT THE BASE OF PARAPETS) AND CRACKS IN THE ROADWAY SURFACE THAT ARE VISIBLE TO THE UNAIDED EYE, SHALL BE SEALED WITH A HIGH MOLECULAR WEIGHT METHACRYLATE (HMMW) RESIN AS DESCRIBED IN SUPPLEMENTAL SPECIFICATIONS 846 & 954. SEALANT SHALL BE APPLIED BY BRUSH, SPRAY OR OTHER SUITABLE APPLICATOR ALONG THE SURFACE OF JOINTS AND CRACKS. IF NECESSARY, MULTIPLE APPLICATIONS SHALL BE MADE UNTIL COMPLETE PENETRATION HAS BEEN ACHIEVED. AFTER SEALANT HAS CURED, IT SHALL BE SANDED AS SPECIFIED TO ROUGHEN THE SEALANT SURFACE AND RESTORE ITS SUITABILITY FOR VEHICULAR TRAFFIC. FOR OVERCOATING WITH A CONCRETE SURFACE SEALANT, TREATED SURFACES SHALL BE ROUGHENED BY ABRASIVE BLASTING AND OTHERWISE CLEANED AS SPECIFIED FOR THE SUBSEQUENT APPLICATION. SEALING CONSTRUCTION JOINTS AND CRACKS, AS DESCRIBED ABOVE, SHALL BE INCLUDED WITH THE DECK SLAB CONCRETE FOR PAYMENT.

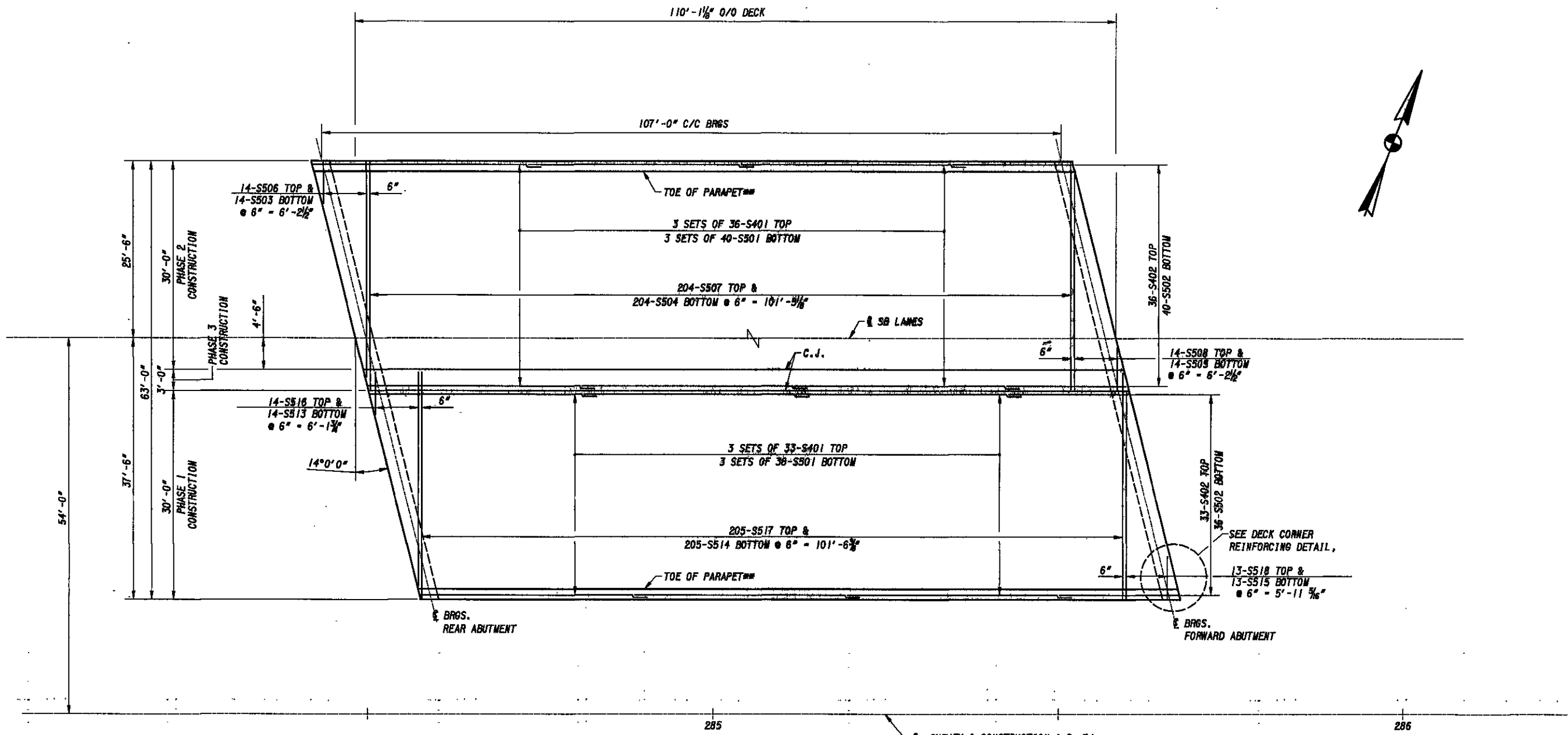
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 MOODY & ASSOCIATES, INC.

MOODY & ASSOCIATES, INC.
 200 South Street, Suite 300, Columbia, SC 29201
 Phone: (803) 792-1000

DATE	6/03
REVIEWED	GT
DESIGNED	PHB
DRAWN	PHB
CHECKED	PHB
REVISY	PHB
FILE NO.	5202701 - RT
STRUCTURE	BRIDGE NO. MED-71-0539R
OVER	CAMEL CREEK

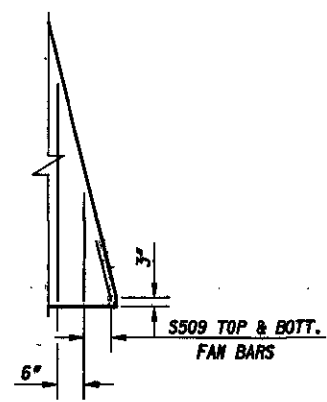
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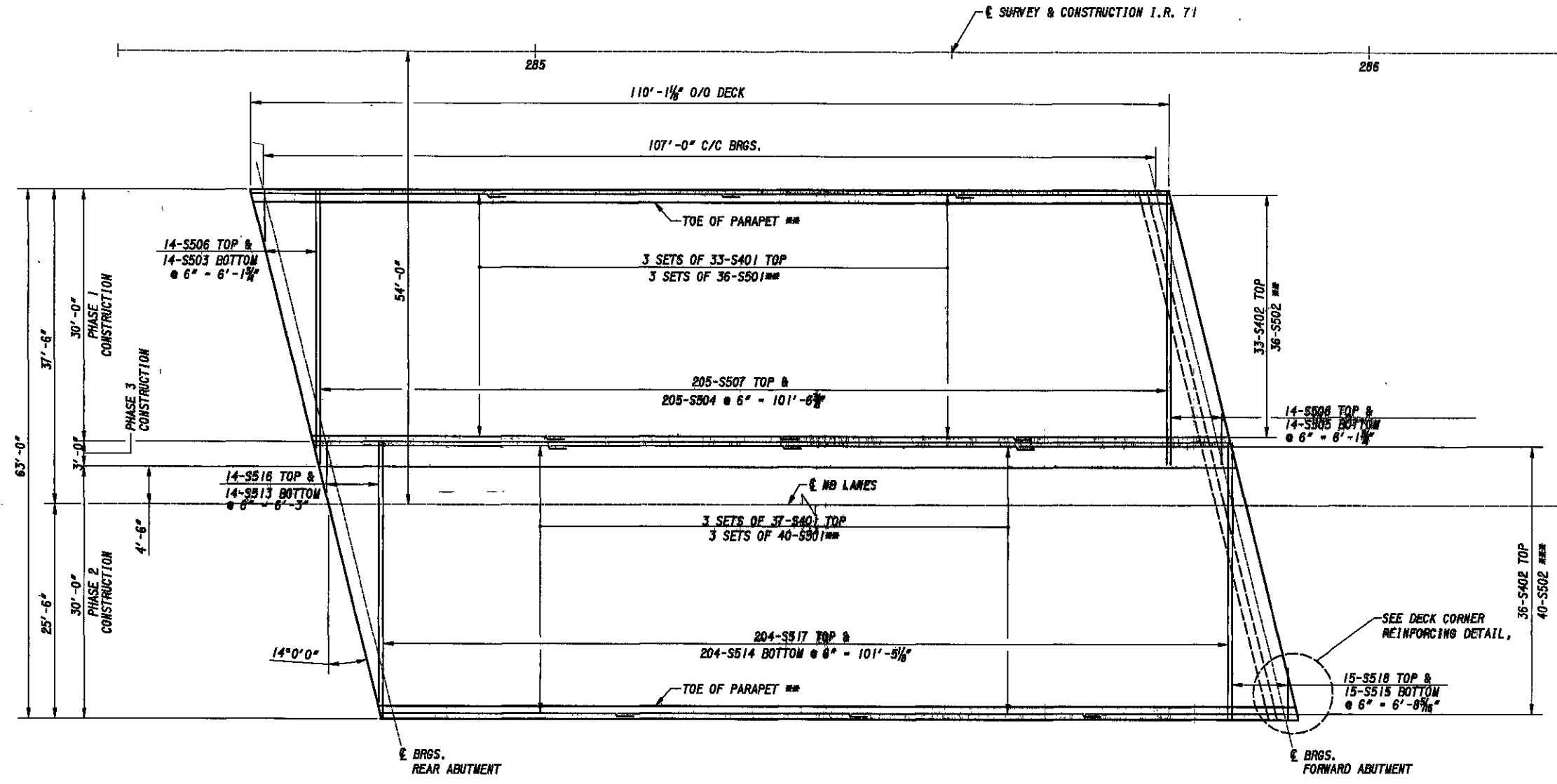
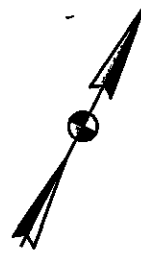
LEFT DECK REINFORCING PLAN
 PARAPET REINFORCING NOT SHOWN
 SEE NOTE 4

- NOTES:
1. CONCRETE DECK SLAB DEPTH:
 FOR CAMBER AND DECK THICKNESS DIAGRAM
 AND TRANSVERSE SECTION SEE SHEET 28/40.
 2. MINIMUM LAP LENGTHS:
 LAP NO. 4 BARS 1'-11".
 LAP NO. 5 BARS 2'-7".
 3. FOR DETAILS AT END OF DECK, SEE SHEETS 24 & 25/40.
 4. FOR PARAPET DETAILS, SEE SHEET 34/40.
 5. FOR PHASE CONSTRUCTION NOTES SEE SHEET 5/40.

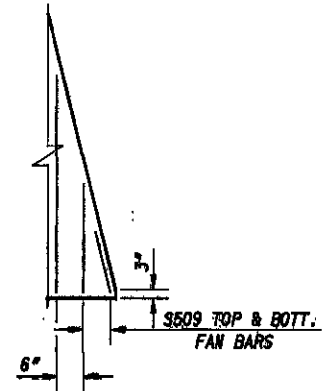


DECK CORNER REINFORCING
 (TYPICAL @ 2 LOCATIONS)

MOODY & ASSOCIATES, INC. <small>MOODY & ASSOCIATES, INC. ENGINEERS ARCHITECTS 900 South Street, Suite 300, Cambridge, MA 02142 Phone: (617) 452-1000 Fax: (617) 452-1001</small>	
DATE	6/03
DESIGNED	RM
CHECKED	PHB
DRAWN	RM
REVIEWED	PC
REVISION	GT
STRUCTURE FILE NO.	5202671 - LT
LEFT DECK REINFORCING PLAN BRIDGE NO. MED-71-0539L OVER CAMEL CREEK	
WAX/MED-71-7.04/0.00	
30/40	
740	
785	



RIGHT DECK REINFORCING PLAN
 ** PARAPET REINFORCING NOT SHOWN SEE NOTE 4



DECK CORNER REINFORCING
 (TYPICAL @ 2 LOCATIONS)

NOTES:

1. CONCRETE DECK SLAB DEPTH, FOR CAMBER AND DECK THICKNESS DIAGRAM AND TRANSVERSE SECTION SEE SHEET 29/40.
2. MINIMUM LAP LENGTHS:
 LAP NO. 4 BARS 1'-11\"/>
3. FOR DETAILS AT END OF DECK, SEE SHEETS 24 & 25/40.
4. FOR PARAPET DETAILS, SEE SHEET 34/40.
5. FOR PHASE CONSTRUCTION NOTES SEE SHEET 32/40.

PLOTTED BY: 18/11/2003 10:50:23 AM 21461522 103-mech-10gw059 converted drawing:071590CONVERT2D.dgn

MOODY & ASSOCIATES, INC. <small>Architectural/Engineering/Construction Services 200 Spring Street, Suite 300, Columbus, GA 31902 Phone: (678) 487-8881 Fax: (678) 487-8881</small>	
DRAWN: RM CHECKED: PHB DESIGNED: RM	DATE: 6/03 REVIEWED: GT STRUCTURE FILE NO.: 5802701 - RT PC
RIGHT DECK REINFORCING PLAN BRIDGE NO. MED-71-0539R OVER CAMEL CREEK	
WAY/MED-71-7.04/0.00	
31/40	
741 785	

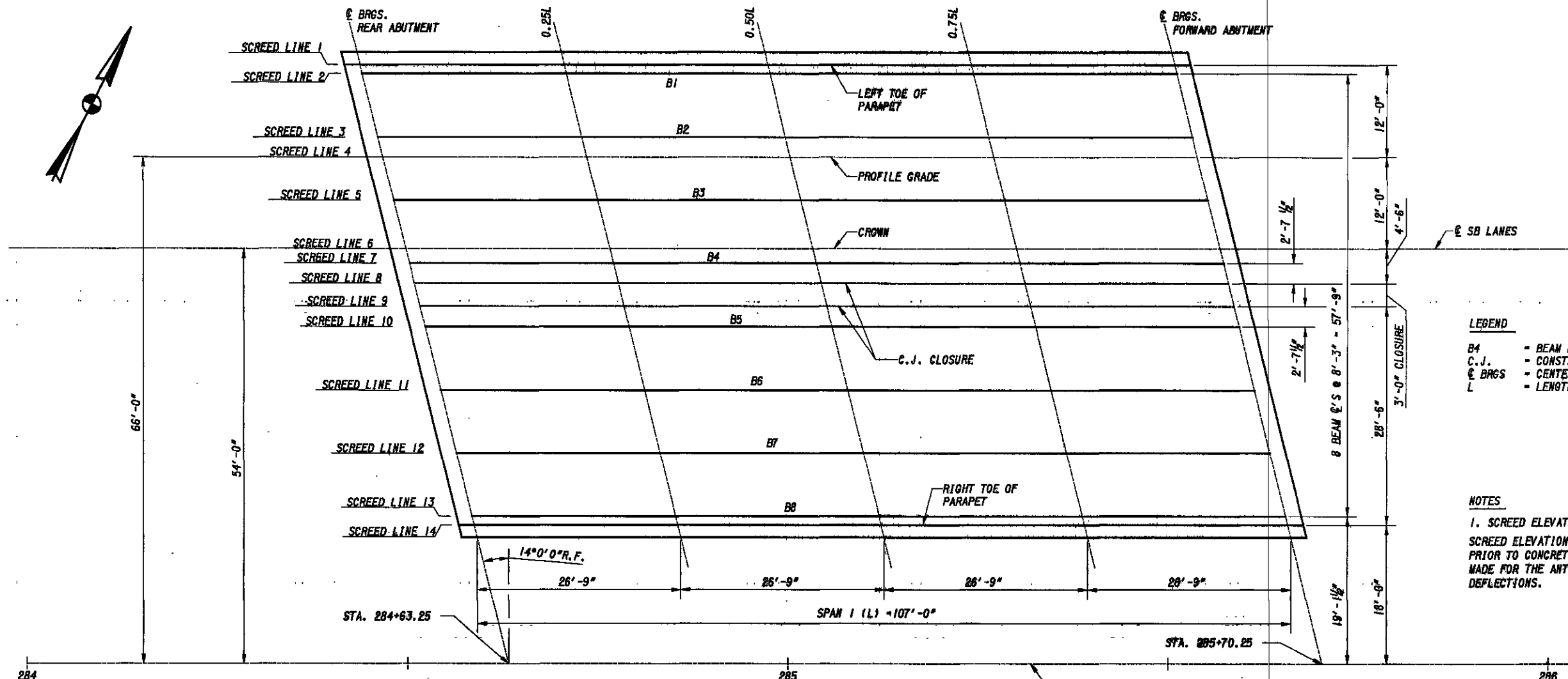
SCREED ELEVATIONS TABLE

SPAN NO.	LOCATION#	SCREED LINE 1		SCREED LINE 2		SCREED LINE 3		SCREED LINE 4		SCREED LINE 5		SCREED LINE 6		SCREED LINE 7	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
1	0.00 L	284+43.80	986.71	284+44.08	986.73	284+46.13	986.87	284+46.79	986.91	284+48.19	987.00	284+49.78	987.11	284+50.25	987.08
	0.25 L	284+70.55	986.93	284+70.83	986.94	284+72.88	987.09	284+73.54	987.14	284+74.94	987.23	284+76.53	987.34	284+77.00	987.32
	0.50 L	284+97.30	987.11	284+97.58	987.13	284+99.63	987.28	285+00.29	987.33	285+01.69	987.42	285+03.28	987.53	285+03.75	987.51
	0.75 L	285+24.05	987.23	285+24.33	987.25	285+26.38	987.40	285+27.04	987.45	285+28.44	987.55	285+30.03	987.66	285+30.50	987.63
	1.00 L	285+50.80	987.32	285+51.08	987.34	285+53.13	987.49	285+53.79	987.53	285+55.19	987.63	285+56.78	987.74	285+57.25	987.71

SCREED ELEVATIONS TABLE

SPAN NO.	LOCATION#	SCREED LINE 8		SCREED LINE 9		SCREED LINE 10		SCREED LINE 11		SCREED LINE 12		SCREED LINE 13		SCREED LINE 14	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
1	0.00 L	284+50.90	987.05	284+51.65	987.00	284+52.30	986.97	284+54.36	986.85	284+56.42	986.73	284+58.48	986.61	284+58.76	986.59
	0.25 L	284+77.65	987.28	284+78.40	987.23	284+79.05	987.20	284+81.11	987.08	284+83.17	986.98	284+85.23	986.84	284+85.51	986.82
	0.50 L	285+04.40	987.47	285+05.15	987.43	285+05.80	987.39	285+07.86	987.27	285+09.92	987.16	285+11.98	987.03	285+12.26	987.01
	0.75 L	285+31.15	987.59	285+31.90	987.55	285+32.55	987.51	285+34.61	987.40	285+36.67	987.28	285+38.73	987.16	285+39.01	987.14
	1.00 L	285+57.90	987.68	285+58.65	987.63	285+59.30	987.60	285+61.36	987.48	285+63.42	987.37	285+65.48	987.26	285+65.76	987.24

* REFER TO LAYOUT FOR STATION OFFSETS



- LEGEND**
- B4 = BEAM LINE
 - C.J. = CONSTRUCTION JOINT
 - € BRGS = CENTERLINE OF BEARINGS
 - L = LENGTH OF SPAN

NOTES

1. SCREED ELEVATIONS
 SCREED ELEVATIONS ARE FOR THE DECK SLAB SURFACE
 PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN
 MADE FOR THE ANTICIPATED CALCULATED DEAD LOAD
 DEFLECTIONS.

PLOTTED BY: 10/17/2005 10:50:46 AM p1801202 W07-MOD-01-10-0533 Converted Drawing=07150ACONVERTED-007
 742
 785

MOODY ENGINEERING INC.
 300 S. Main Street, Suite 200, Richmond, VA 23261
 Phone: (804) 351-1000 Fax: (804) 351-1001
 DATE: 6/03
 REVIEWED: GT
 STRUCTURE FILE NO.: 520871 - LT
 DRAWN: RW/PC
 REVISIONS:
 DESIGNED: RW
 CHECKED: PNB
 SCREED LAYOUT - SOUTHBOUND L
 BRIDGE NO. MED-71-0539L
 OVER CAMEL CREEK
 WAY/MED-71-7.04/0.00
 32/40

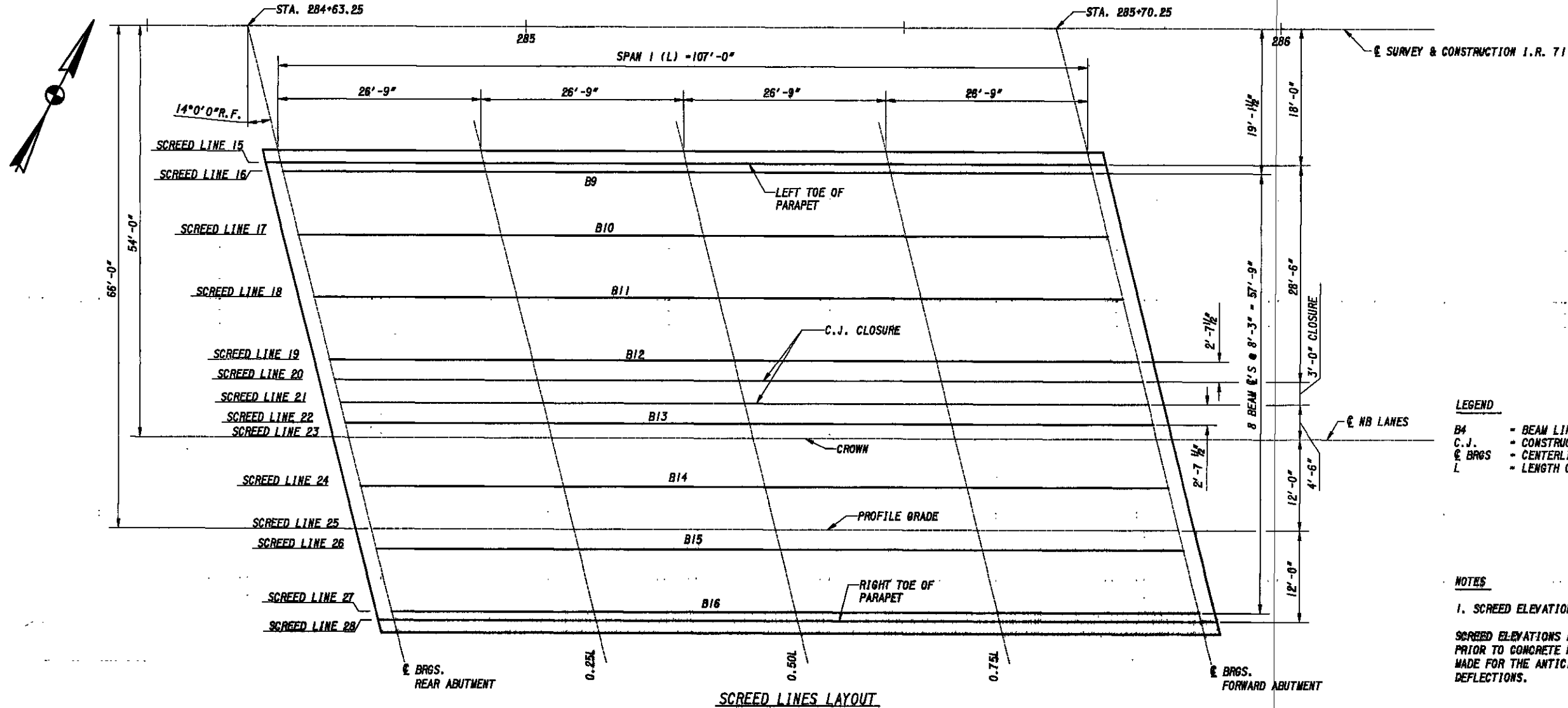
SCREED ELEVATIONS TABLE

SPAN NO.	LOCATION	SCREED LINE 15		SCREED LINE 16		SCREED LINE 17		SCREED LINE 18		SCREED LINE 19		SCREED LINE 20		SCREED LINE 21	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
1	0.00 L	284+67.73	986.44	284+68.01	986.46	284+70.07	986.60	284+72.13	986.74	284+74.19	986.88	284+74.84	986.92	284+75.59	986.97
	0.25 L	284+94.48	986.68	284+94.76	986.70	284+96.82	986.85	284+98.88	986.99	288+00.94	987.13	285+01.59	987.17	285+02.34	987.23
	0.50 L	285+21.23	986.88	285+21.51	986.89	285+23.57	987.05	285+25.63	987.19	285+27.69	987.34	285+28.34	987.38	285+29.09	987.43
	0.75 L	285+47.98	987.01	285+48.26	987.03	285+50.32	987.18	285+52.38	987.33	285+54.44	987.47	285+55.09	987.51	285+55.84	987.57
	1.00 L	285+74.73	987.10	285+75.01	987.12	285+77.07	987.27	285+79.13	987.41	285+81.19	987.55	285+81.84	987.60	285+82.59	987.65

SCREED ELEVATIONS TABLE

SPAN NO.	LOCATION	SCREED LINE 22		SCREED LINE 23		SCREED LINE 24		SCREED LINE 25		SCREED LINE 26		SCREED LINE 27		SCREED LINE 28	
		STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION	STATION	SCREED ELEVATION
1	0.00 L	284+76.24	987.02	284+76.71	987.05	284+78.30	986.96	284+79.70	986.88	284+80.36	986.84	284+82.41	986.72	284+82.69	986.71
	0.25 L	285+02.99	987.27	285+03.46	987.30	285+05.05	987.21	285+06.45	987.13	285+07.11	987.10	285+09.16	986.97	285+09.44	986.95
	0.50 L	285+29.74	987.48	285+30.21	987.51	285+31.80	987.42	285+33.20	987.34	285+33.86	987.31	285+35.91	987.17	285+36.19	987.16
	0.75 L	285+56.49	987.61	285+56.96	987.64	285+58.55	987.56	285+59.95	987.48	285+60.61	987.44	285+62.66	987.32	285+62.94	987.30
	1.00 L	285+83.24	987.70	285+83.71	987.73	285+85.30	987.64	285+86.70	987.57	288+87.38	987.53	285+89.41	987.42	285+89.69	987.40

* REFER TO LAYOUT FOR STATION OFFSETS



- LEGEND**
- B4 = BEAM LINE
 - C.J. = CONSTRUCTION JOINT
 - ⊕ BRGS = CENTERLINE OF BEARINGS
 - L = LENGTH OF SPAN

- NOTES**
1. SCREED ELEVATIONS
- SCREED ELEVATIONS ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR THE ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PLOTTED BY: 10/15/2003 10:51:01 AM 1481202 Roy-Medler-10848533 Converted Drawing: MED711-0539R.DWG

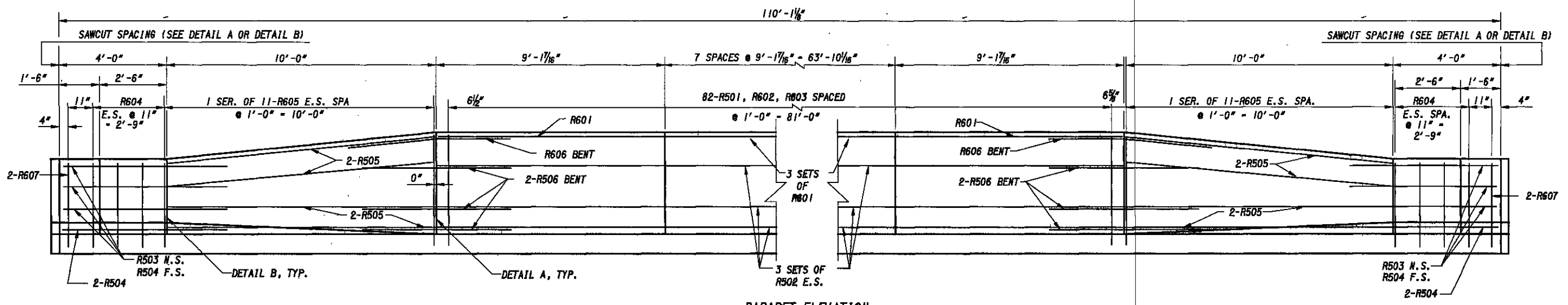
MOODY & ASSOCIATES, INC.
 300 Spruce Street, Suite 300, Cambridge, MA 02142
 Phone: (617) 452-1001 Fax: (617) 452-1002

DATE: 6/03
 REVISED: 6/03
 DRAWN: R/W/PC
 CHECKED: PWB
 STRUCTURE FILE NO.: 582701 - RT

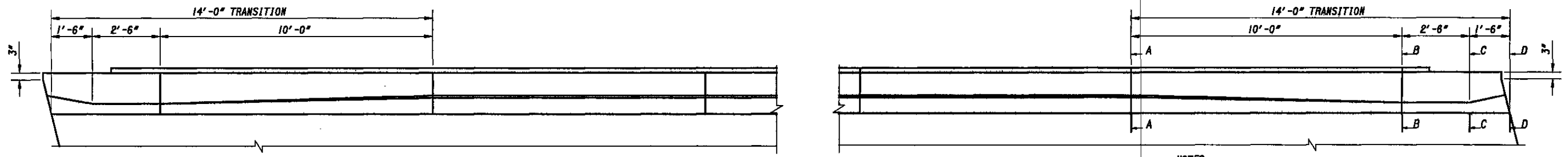
SCREED LAYOUT-NORTHBOUND R
 BRIDGE NO. MED-71-0539R
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

33/40
 743
 785

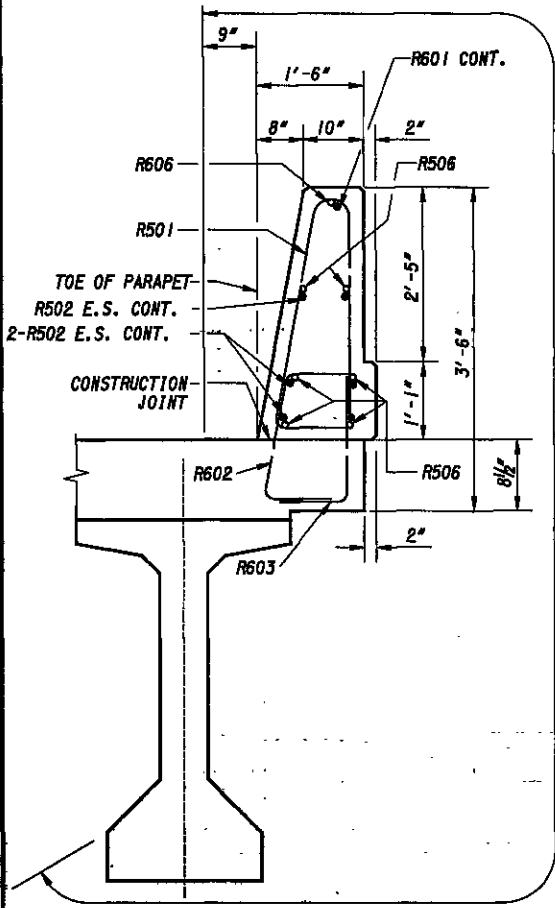


PARAPET ELEVATION

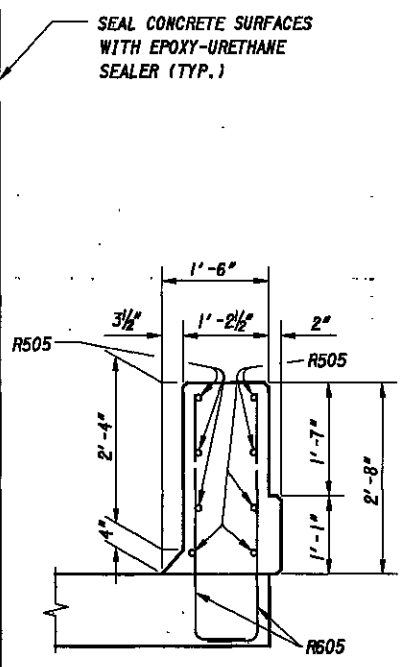


PARAPET PART PLAN
 (NOTE: LEFT PARAPET SHOWN, RIGHT PARAPET SIMILAR)

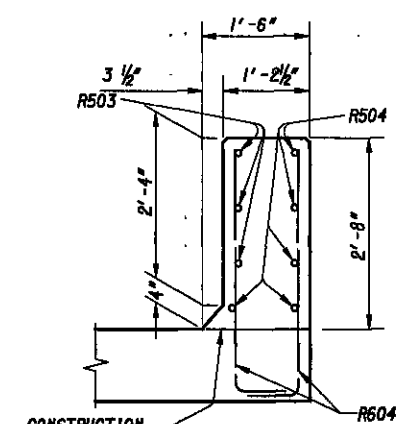
- NOTES:**
1. ALL CONCRETE, REINFORCING STEEL, DEFLECTION JOINT SAWCUT AND CAULKING MATERIAL FOR PARAPET ARE INCLUDED WITH ITEM 511, CLASS HP CONCRETE BRIDGE DECK (PARAPET) FOR PAYMENT.
 2. MINIMUM LAP LENGTHS:
 NO. 5 BARS = 2'-9"
 NO. 6 BARS = 3'-3"
 3. N.S. = NEAR SIDE
 F.S. = FAR SIDE
 E.S. = EACH SIDE
 2. CONT. = CONTINUOUS



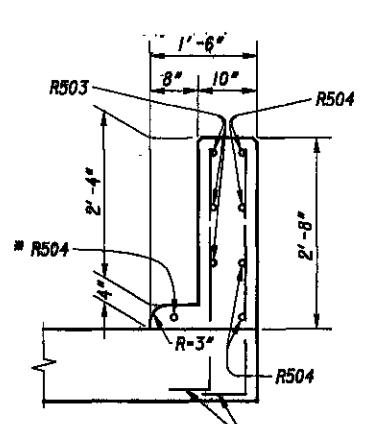
SECTION A-A



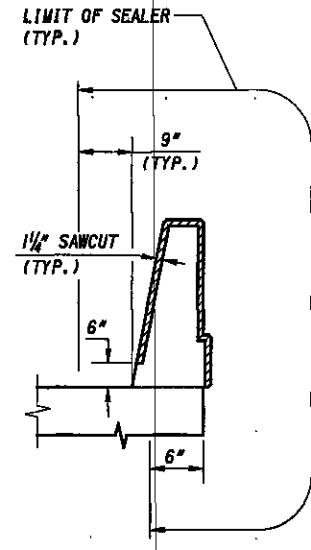
SECTION B-B



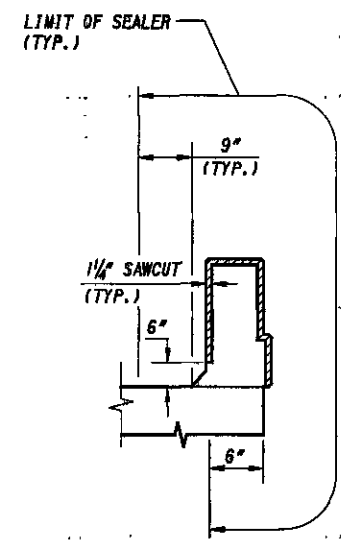
SECTION C-C



SECTION D-D



DETAIL A
 (SECTION THROUGH SAWCUT)

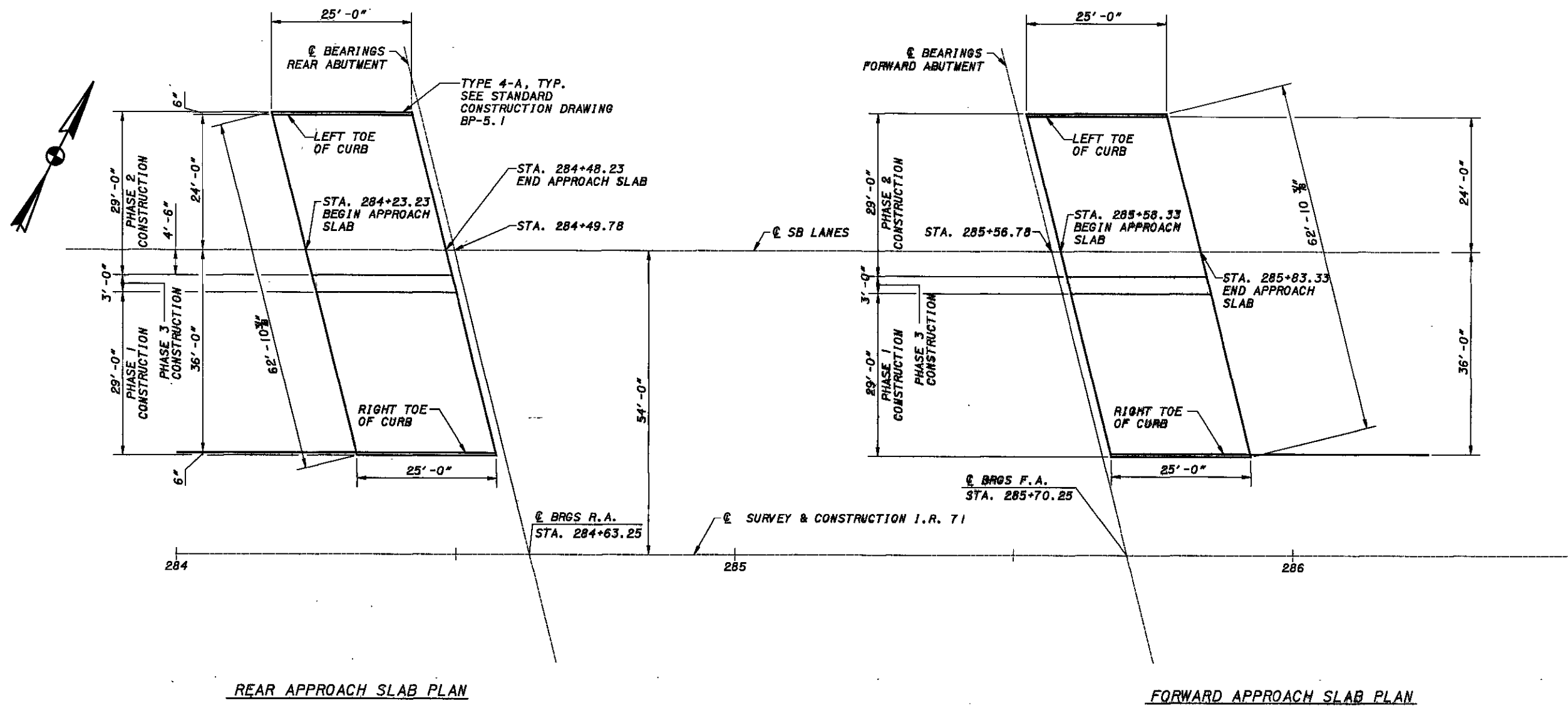


DETAIL B
 (SECTION THROUGH SAWCUT)

* FIELD BEND IF NECESSARY

PLOTTED BY: 10/17/2003 10:51:42 AM p1401202 For-Model:10400533 Converted: Drawings:MECH.DOCXVERT2D.dgn
 02/11/16

PLOTTED BY: PUSSEHAME 10/17/00 11:54:57 AM 01/01/02 W:\miller\log\60539 Converted Drawings\60539\CONVERTED.dgn



REAR APPROACH SLAB PLAN

FORWARD APPROACH SLAB PLAN

NOTES:

1. FOR ADDITIONAL DETAILS NOTES & APPROACH SLAB REINFORCING, REFERENCE IS MADE TO STD. DRAWING AS-1-81.

TOP OF APPROACH SLAB ELEVATIONS							
APPROACH SLAB	LOCATION	LEFT TOE OF CURB		SB LANES, CROWN		RIGHT TOE OF CURB	
		STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR	0.0 L	284+17.25	986.59	284+23.23	986.99	284+32.21	986.47
	0.5 L	284+29.75	986.65	284+35.73	987.05	284+44.71	986.53
	1.0 L	284+42.25	986.70	284+48.23	987.11	284+57.21	986.59
FORWARD	0.00 L	285+52.34	987.34	285+58.33	987.75	285+67.30	987.25
	0.5 L	285+64.84	987.42	285+70.83	987.84	285+79.80	987.34
	1.0 L	285+77.34	987.51	285+83.33	987.93	285+92.30	987.44

L=25'-0"

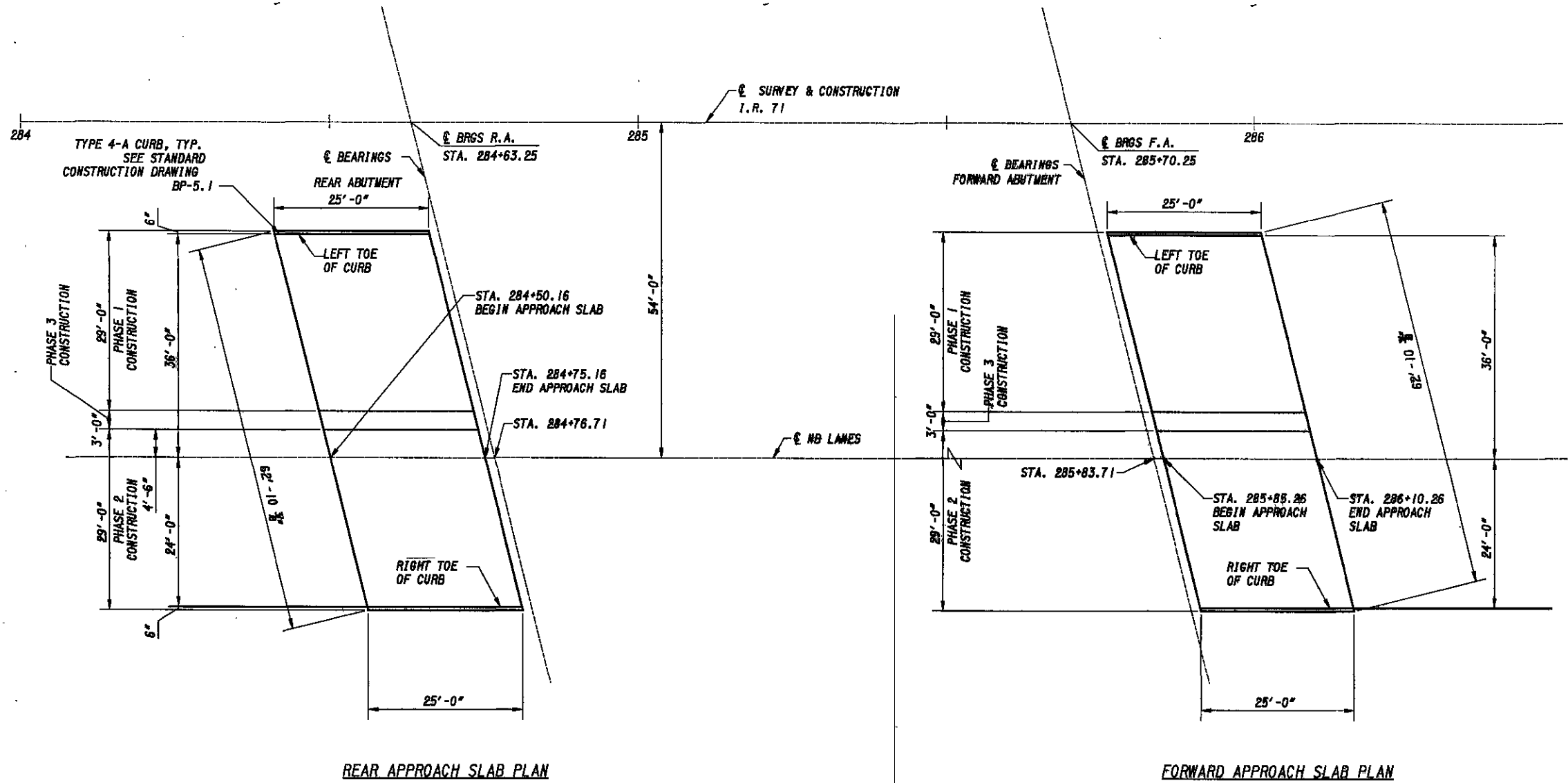
MOODY ENGINEERING INC.
 Professional Engineer
 300 Spruce Street, Suite 300, Chicago, IL 60601
 Phone: (312) 661-6666 Fax: (312) 661-6667

DESIGNED	RW	CHECKED	PHB	DRAWN	RW/PC	REVISED	GT	DATE	6/03
								REVIEWED	GT
								STRUCTURE FILE NO.	5202671 - LT

APPROACH SLAB DETAILS-1
 BRIDGE NO. MED-71-0539 L
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00
 35/40
 745
 785

PLOTTED BY: 10/17/2003 10:51:24 AM P401202 10y-hdler-15p40539 Converter.dwg Drawing: MED71-0539 R CONSTRUCTION.dwg



REAR APPROACH SLAB PLAN

FORWARD APPROACH SLAB PLAN

TOP OF APPROACH SLAB ELEVATIONS							
APPROACH SLAB	LOCATION	LEFT TOE OF CURB		NB LANES, CROWN		RIGHT TOE OF PARAPET	
		STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR	0.0 L	284+41.19	986.31	284+50.16	986.91	284+56.15	986.57
	0.5 L	284+53.69	986.37	284+62.66	986.97	284+68.65	986.63
	1.0 L	284+66.19	986.43	284+75.16	987.04	284+81.15	986.70
FORWARD	0.00 L	285+76.28	987.12	285+85.26	987.74	285+91.24	987.41
	0.5 L	285+88.78	987.21	285+97.76	987.84	286+03.74	987.51
	1.0 L	286+01.28	987.30	286+10.26	987.94	286+16.24	987.61

L-25'-0"

NOTES:

1. FOR ADDITIONAL DETAILS NOTES & APPROACH SLAB REINFORCING, REFERENCE IS MADE TO STD. DRAWING AS-1-81.

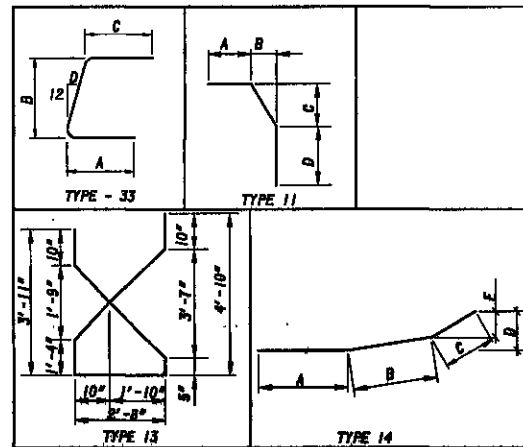
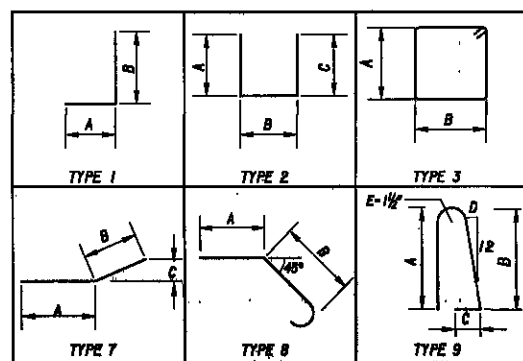
MOODY INC. ARCHITECTS-ENGINEERS
 300 Speed Street, Suite 300, Chelsea, MA 01923
 (508) 883-1100
 DATE: 6/03
 REVIEWED: BT
 STRUCTURE FILE NO.: 5202671-LT
 BRIDGE NO. MED-71-0539 R
 OVER CAMEL CREEK
 APPROACH SLAB DETAILS - 2
 W/MED-71-7.04/0.00
 36/40
 746
 785

REINFORCING STEEL LIST

A B U T M E N T S - L E F T B R I D G E																
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSION									
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G	INC		
A401	69		69	9'-0"	415	3	1'-9"	2'-6"								
A501	8		8	24'-3"	202	ST										
A502	8		8	25'-3"	211	ST										
A503	70		70	13'-0"	949	3	2'-7"	3'-8"								
A504	69		69	12'-7"	906	2	5'-1"	2'-8"	5'-1"							
A505	8		8	24'-3"	202	ST										
A506	8		8	25'-3"	211	ST										
A507	1		1	10'-4"	11	ST										
A508	1		1	11'-1"	12	ST										
A509	SER		SER	70	32	ST							2'-8"			
A510	SER		SER	70	29	ST							2'-10 1/2"			
A511	NOT USED															
A512	SER		SER	70	115	2	70	2'-8"	70					DIM A & C VARY BY 10 3/4"		
A513	1		1	20'-11"	22	2	9'-3"	2'-8"	9'-3"							
A514	1		1	11'-6"	12	7	0'-10"	10'-8"	5'-2"							
A515	1		1	12'-3"	13	7	1'-7"	10'-8"	5'-2"							
A516	1		1	14'-11"	16	ST										
A517	1		1	14'-2"	15	ST										
A518	SER		SER	70	36	ST							3'-4"			
A519	SER		SER	70	46	ST							3'-4"			
A520	NOT USED															
A521	SER		SER	70	160	2	70	2'-8"	70					DIM A & C VARY BY 7 3/4"		
A522	1		1	21'-2"	22	2	9'-3"	2'-8"	9'-3"							
A601	49		49	13'-0"	957	13										
A801	8		8	26'-4"	562	ST										
A802	8		8	27'-4"	584	ST										
A901	8		8	25'-10"	703	ST										
A902	8		8	26'-10"	730	ST										
				TOTAL =	7173											

A B U T M E N T S - L E F T B R I D G E																
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSION									
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G	INC		
A426	69		69	9'-0"	415	3	1'-9"	2'-6"								
A526	8		8	25'-9"	215	ST										
A527	8		8	23'-8"	197	ST										
A528	70		70	13'-0"	949	3	2'-7"	3'-8"								
A529	69		69	12'-7"	906	2	5'-1"	2'-8"	5'-1"							
A530	8		8	28'-9"	215	ST										
A531	8		8	23'-8"	197	ST										
A532	1		1	13'-5"	14	ST										
A533	1		1	14'-2"	15	ST										
A534	SER		SER	70	37	ST							3'-2"			
A535	SER		SER	70	34	ST							3'-2"			
A536	NOT USED															
A537	SER		SER	70	144	2	70	2'-8"	70					DIM A & C VARY BY 11 1/2"		
A538	1		1	21'-1"	22	2	9'-4"	2'-8"	9'-4"							
A539	1		1	14'-6"	12	7	0'-10"	10'-9"	5'-4"							
A540	1		1	15'-3"	16	7	1'-7"	13'-8"	5'-8"							
A541	1		1	11'-11"	12	ST										
A542	1		1	11'-2"	12	ST										
A543	SER		SER	70	37	ST							2'-10 3/4"			
A544	SER		SER	70	46	ST							2'-10 3/4"			
A545	NOT USED															
A546	SER		SER	70	131	2	70	2'-8"	70					DIM A & C VARY BY 7 3/4"		
A547	1		1	20'-11"	23	2	9'-7"	2'-8"	9'-7"							
A626	49		49	13'-0"	957	13										
A826	8		8	28'-0"	598	ST										
A827	8		8	25'-10"	552	ST										
A926	8		8	27'-4"	743	ST										
A927	8		8	25'-4"	689	ST										
				TOTAL =	7189											

BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
3. "ST" IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
4. "SER" DENOTES SERIES OF.
5. REFER TO C.W.S. SECTION 509.05 FOR STANDARD BEND DIMENSIONS.

REINFORCING STEEL LIST

SUPERSTRUCTURE - LEFT BRIDGE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSION								
					A	B	C	D	E	F	G	INC	
S401	207	30'-0"	4148	ST									
S402	69	25'-6"	1175	ST									
S501	228	30'-0"	7134	ST									
S502	76	27'-6"	2180	ST									
S503	SER	TO	270	ST								1'-11"	
S504	204	32'-8"	6951	ST									
S505	SER	TO	270	ST								1'-11"	
S506	SER	TO	270	ST								1'-11"	
S507	204	32'-8"	6951	ST									
S508	SER	TO	270	ST								1'-11"	
S509	SER	TO	20	ST								1'-4"	
S513	SER	TO	268	ST								1'-10 3/4"	
S514	205	32'-8"	6985	ST									
S515	SER	TO	243	ST								1'-11 3/4"	
S516	SER	TO	268	ST								1'-10 3/4"	
S517	205	32'-8"	6985	ST									
S518	SER	TO	243	ST								1'-11 3/4"	
		TOTAL =	44631										

PARAPETS - LEFT BRIDGE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSION								
					A	B	C	D	E	F	G	INC	
R501	164	7'-5"	1269	9	3'-0"	3'-2"	1'-2"	0'-2.25"	0'-1.5"				
R502	36	29'-3"	1098	ST									
R503	12	5'-6"	69	14	1'-8"	2'-5"	1'-5"	0'-6.5"	0'-5"				
R504	20	5'-6"	115	ST									
R505	32	10'-0"	334	ST									
R506	24	5'-6"	138	7	2'-9"	2'-9"	0'-1"						
R601	6	29'-6"	266	ST									
R602	164	3'-6"	862	33	1'-3"	1'-6"	1'-0"	0'-2.25"					
R603	164	2'-7"	636	1	1'-2"	1'-7"							
R604	32	3'-8"	176	1	0'-10"	3'-0"							
R605	SER	TO	430	1	0'-10"	TO						DIM A & C VARY BY	0'-1"
R606	4	6'-6"	39	7	3'-3"	3'-3"	0'-3.25"						
R607	8	3'-8"	44	1	0'-10"	3'-0"							
		TOTAL =	5476										

DIAPHRAGMS - LEFT BRIDGE

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSION							
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G	INC
D501	48		48	10'-11"	547	2	4'-3"	2'-8"	4'-3"					
D502	48		48	8'-3"	413	2	2'-11"	2'-8"	2'-11"					
D503	48		48	7'-9"	388	2	2'-11"	2'-2"	2'-11"					
D504	7		7	11'-0"	80	2	4'-3"	2'-9"	4'-3"					
D505	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"					
D506	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"					
D601	18		18	33'-3"	899	ST								
D602	6		6	3'-1"	28	ST								
D603	18		18	7'-6"	203	ST								
D604	6		6	5'-3"	47	ST								
D605	14		14	8'-7"	180	11	2'-9"	1'-6"	1'-6"	3'-9"				
D606	2		2	6'-10"	21	11	2'-9"	1'-6"	1'-6"	2'-0"				
D607	8		8	33'-3"	710	ST								
D608	42		42	4'-11"	551	8	1'-5"	2'-8"						
D526	48		48	10'-11"	547	2	4'-3"	2'-8"	4'-3"					
D527	48		48	8'-3"	413	2	2'-11"	2'-8"	2'-11"					
D528	48		48	7'-9"	388	2	2'-11"	2'-2"	2'-11"					
D529	7		7	11'-0"	80	2	4'-3"	2'-9"	4'-3"					
D530	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"					
D531	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"					
D626	18		18	33'-3"	899	ST								
D627	6		6	3'-1"	28	ST								
D628	18		18	7'-6"	203	ST								
D629	6		6	5'-3"	47	ST								
D630	14		14	8'-7"	180	11	2'-9"	1'-6"	1'-6"	3'-9"				
D631	2		2	6'-10"	21	11	2'-9"	1'-6"	1'-6"	2'-0"				
D626	8		8	33'-3"	710	ST								
D627	42		42	4'-11"	551	8	1'-5"	2'-8"						
				TOTAL =	8578									

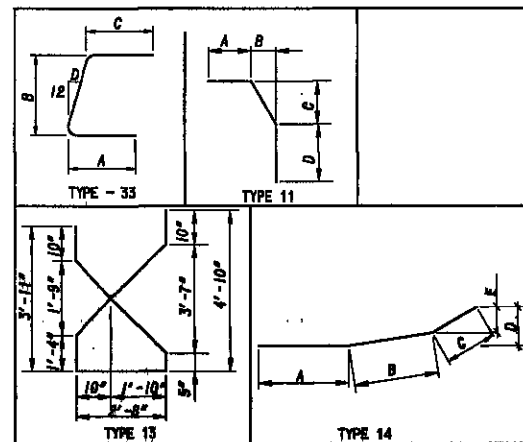
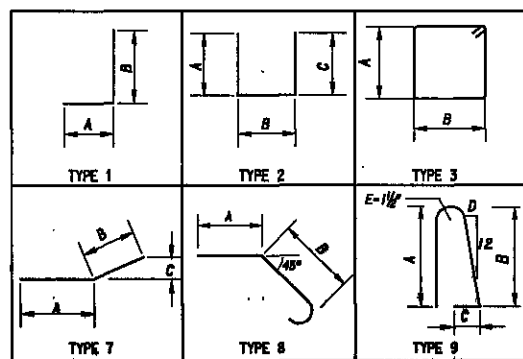
NOTE:
1. FOR NOTES AND BAR BENDING DIAGRAMS SEE SHEET 37/40

REINFORCING STEEL LIST

A B U T M E N T S - R I G H T B R I D G E													
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSION						
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G
A451	69		69	9'-0"	415	3	1'-9"	2'-8"					
A551	8		8	25'-9"	215	ST							
A552	8		8	23'-8"	197	ST							
A553	70		70	13'-0"	949	3	2'-7"	3'-8"					
A554	69		69	12'-7"	906	2	5'-1"	2'-8"	5'-1"				
A555	8		8	25'-9"	215	ST							
A556	8		8	28'-0"	234	ST							
A557	1		1	13'-5"	14	ST							
A558	1		1	14'-2"	15	ST							
	1		1	4'-2"									
A559	SER		SER	70	37	ST							3'-11"
	4		4	13'-7"									
	1		1	3'-5"									
A560	SER		SER	70	34	ST							3'-11"
	4		4	12'-10"									
A561	NOT USED												
	1		1	9'-7"			3'-7"	3'-7"					
A562	SER		SER	70	146	2	70	2'-8"	70				DIM A & C VARY BY 9"
	9		9	21'-6"			9'-7"	9'-7"	9'-7"				
A563	1		1	21'-7"	23	2	9'-7"	2'-8"	9'-7"				
A564	1		1	14'-7"	15	7	0'-10"	13'-9"	8'-0"				
A565	1		1	15'-4"	16	7	1'-7"	13'-9"	8'-0"				
A566	1		1	11'-11"	12	ST							
A567	1		1	11'-2"	12	ST							
	1		1	4'-8"									
A568	SER		SER	70	36	ST							2'-9"
	4		4	12'-9"									
	1		1	5'-3"									
A569	SER		SER	70	39	ST							2'-9"
	4		4	13'-6"									
A570	NOT USED												
	1		1	10'-3"			3'-11"	3'-11"					
A571	SER		SER	70	130	2	70	2'-8"	70				DIM A & C VARY BY 9 1/2"
	8		8	20'-11"			9'-3"	9'-3"	9'-3"				
A572	1		1	20'-11"	22	2	9'-3"	2'-8"	9'-3"				
A651	49		49	13'-0"	957	13							
A851	8		8	28'-0"	598	ST							
A852	8		8	25'-10"	552	ST							
A951	8		8	27'-4"	743	ST							
A952	8		8	25'-4"	689	ST							
				TOTAL =	7221								

A B U T M E N T S - R I G H T B R I D G E													
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSION						
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G
A476		69	69	9'-0"	415	3	1'-9"	2'-8"					
A576		8	8	25'-4"	211	ST							
A577		8	8	25'-3"	211	ST							
A578		70	70	13'-0"	949	3	2'-7"	3'-8"					
A579		69	69	12'-7"	906	2	5'-1"	2'-8"	5'-1"				
A580		8	8	24'-3"	202	ST							
A581		8	8	25'-3"	211	ST							
A582		1	1	10'-4"	11	ST							
A583		1	1	11'-1"	12	ST							
		1	1	3'-6"									
A584		SER	SER	70	31	ST							2'-7"
		4	4	11'-3"									
		1	1	2'-9"									
A585		SER	SER	70	28	ST							2'-7"
		4	4	10'-6"									
A586		NOT USED											
		1	1	10'-3"			3'-11"	3'-11"					
A587		SER	SER	70	114	2	70	2'-8"	70				DIM A & C VARY BY 10 1/2"
		7	7	20'-11"			9'-3"	9'-3"	9'-3"				
A588		1	1	20'-11"	22	2	9'-3"	2'-8"	9'-3"				
A589		1	1	11'-7"	12	7	0'-10"	10'-9"	5'-4"				
A590		1	1	12'-4"	13	7	1'-7"	10'-9"	5'-4"				
A591		1	1	14'-11"	16	ST							
A592		1	1	14'-2"	15	ST							
		1	1	5'-2"									
A593		SER	SER	70	43	ST							3'-4 1/2"
		4	4	18'-3"									
		1	1	9'-11"									
A594		SER	SER	70	46	ST							3'-4 3/4"
		4	4	16'-0"									
A595		NOT USED											
		1	1	9'-9"			3'-8"	3'-8"					
A596		SER	SER	70	163	2	70	2'-8"	70				DIM A & C VARY BY 7 1/2"
		10	10	21'-6"			9'-7"	9'-7"	9'-7"				
A597		1	1	21'-7"	23	2	9'-7"	2'-8"	9'-7"				
A676		49	49	13'-0"	957	13							
A876		8	8	26'-4"	582	ST							
A877		8	8	27'-4"	584	ST							
A976		8	8	25'-10"	703	ST							
A977		8	8	26'-10"	730	ST							
				TOTAL =	7190								

BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, S501 IS A NO. 5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.
3. "ST" IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
4. "SER" DENOTES SERIES OF.
5. REFER TO C.M.S. SECTION 509.05 FOR STANDARD BEND DIMENSIONS.

PLOTTED BY: 10/17/2003 10:49:29 AM P1401202 Key-Header: d:\p1401202 Converted From: rps\m\ED7\BLS\CONVERT20.dgn
 C:\1116

MOODY & ASSOCIATES, INC.
 ARCHITECTS-ENGINEERS
 200 South Street, Suite 300, Columbia, SC 29202
 Phone: (803) 799-9900 Fax: (803) 799-9901
 DATE: 6/03
 REVIEWED: GT
 STRUCTURE FILE NO.: 5002101 - RT
 DRAWN: RM
 CHECKED: RM
 REINFORCING STEEL LIST 3
 BRIDGE NO. MED-71-0539R
 OVER CAMEL CREEK
 WAY/MED-71-7.04/0.00
 39/40
 749
 785

REINFORCING STEEL LIST

SUPERSTRUCTURE - RIGHT BRIDGE												
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSION							
					A	B	C	D	E	F	G	INC
S401	207	30'-0"	4148	ST								
S402	69	25'-8"	1175	ST								
S501	228	30'-0"	7134	ST								
S502	76	27'-6"	2180	ST								
S503	SER	70	270	ST								1'-11"
S504	204	32'-8"	6951	ST								
S505	SER	70	270	ST								1'-11"
S506	SER	70	270	ST								1'-11"
S507	204	32'-8"	6951	ST								
S508	SER	70	270	ST								1'-11"
S509	SER	70	270	ST								1'-11"
S510	SER	70	270	ST								1'-11"
S511	SER	70	270	ST								1'-11"
S512	SER	70	270	ST								1'-11"
S513	SER	70	268	ST								1'-10 1/2"
S514	205	32'-8"	6985	ST								
S515	SER	70	243	ST								1'-11 1/2"
S516	SER	70	268	ST								1'-10 1/2"
S517	205	32'-8"	6985	ST								
S518	SER	70	243	ST								1'-11 1/2"
		TOTAL =	44631									

PARAPETS - RIGHT BRIDGE												
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSION							
					A	B	C	D	E	F	G	INC
R501	164	7'-5"	1269	9	3'-0"	3'-2"	1'-2"	0'-2.25"	0'-1.5"			
R502	36	29'-3"	1098	ST								
R503	12	5'-6"	69	14	1'-8"	2'-5"	1'-5"	0'-6.5"	0'-5"			
R504	20	5'-6"	115	ST								
R505	32	10'-0"	334	ST								
R506	24	5'-6"	138	7	2'-9"	2'-9"	0'-1"					
R601	6	29'-6"	266	ST								
R602	164	3'-6"	862	33	1'-3"	1'-6"	1'-0"	0'-2.25"				
R603	164	2'-7"	636	1	1'-2"	1'-7"						
R604	32	3'-8"	176	1	0'-10"	3'-0"						
R605	SER	70	430	1	0'-10"	70						DIM B VARIES BY 0'-1"
R606	4	6'-6"	39	7	3'-3"	3'-3"	0'-3.25"					
R607	8	3'-8"	44	1	0'-10"	3'-0"						
		TOTAL =	5476									

DIAPHRAGMS - RIGHT BRIDGE												
MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSION					
	REAR	FWD.	TOTAL				A	B	C	D	E	F
D601	48		48	10'-11"	547	2	4'-3"	2'-8"	4'-3"			
D602	48		48	8'-3"	413	2	2'-11"	2'-8"	2'-11"			
D603	48		48	7'-9"	388	2	2'-11"	2'-2"	2'-11"			
D604	7		7	11'-0"	80	2	4'-3"	2'-9"	4'-3"			
D605	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"			
D606	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"			
D607	18		18	33'-3"	899	ST						
D608	6		6	3'-1"	28	ST						
D609	18		18	7'-6"	203	ST						
D610	6		6	5'-3"	47	ST						
D611	14		14	8'-7"	180	11	2'-9"	1'-6"	1'-6"	3'-9"		
D612	2		2	8'-10"	21	11	2'-9"	1'-6"	1'-6"	2'-0"		
D613	8		8	33'-3"	710	ST						
D614	42		42	4'-11"	551	8	1'-5"	2'-8"				
D615	48		48	10'-11"	547	2	4'-3"	2'-8"	4'-3"			
D616	48		48	8'-3"	413	2	2'-11"	2'-8"	2'-11"			
D617	48		48	7'-9"	388	2	2'-11"	2'-2"	2'-11"			
D618	7		7	11'-0"	80	2	4'-3"	2'-9"	4'-3"			
D619	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"			
D620	7		7	8'-4"	61	2	2'-11"	2'-9"	2'-11"			
D621	18		18	33'-3"	899	ST						
D622	6		6	3'-1"	28	ST						
D623	18		18	7'-6"	203	ST						
D624	6		6	5'-3"	47	ST						
D625	14		14	8'-7"	180	11	2'-9"	1'-6"	1'-6"	3'-9"		
D626	2		2	8'-10"	21	11	2'-9"	1'-6"	1'-6"	2'-0"		
D627	8		8	33'-3"	710	ST						
D628	42		42	4'-11"	551	8	1'-5"	2'-8"				
				TOTAL =	8379							

NOTE:
1. FOR NOTES AND BAR BENDING DIAGRAMS SEE SHEET 39/40.

PLOTTED BY: 10/17/2003 10:08:47 AM P:\101202 Key-Master\10600333 converted Drawing\DOT\10600333.dgn
 C:\P101202

MOODY INC.
 10000 W. 10th St. Suite 100
 Overland Park, MO 66204
 Phone: (816) 875-1000
 Fax: (816) 875-1001

DATE: 6/03
 REVIEWED: GT
 DRAWN: RM
 CHECKED: RM
 DESIGNED: PNB
 STRUCTURE FILE NO.: 5202701 - RT

REINFORCING STEEL LIST 4
 BRIDGE NO. MED-71-0539R
 OVER CAMEL CREEK

WAY/MED-71-7.04/0.00

40/40

750
785