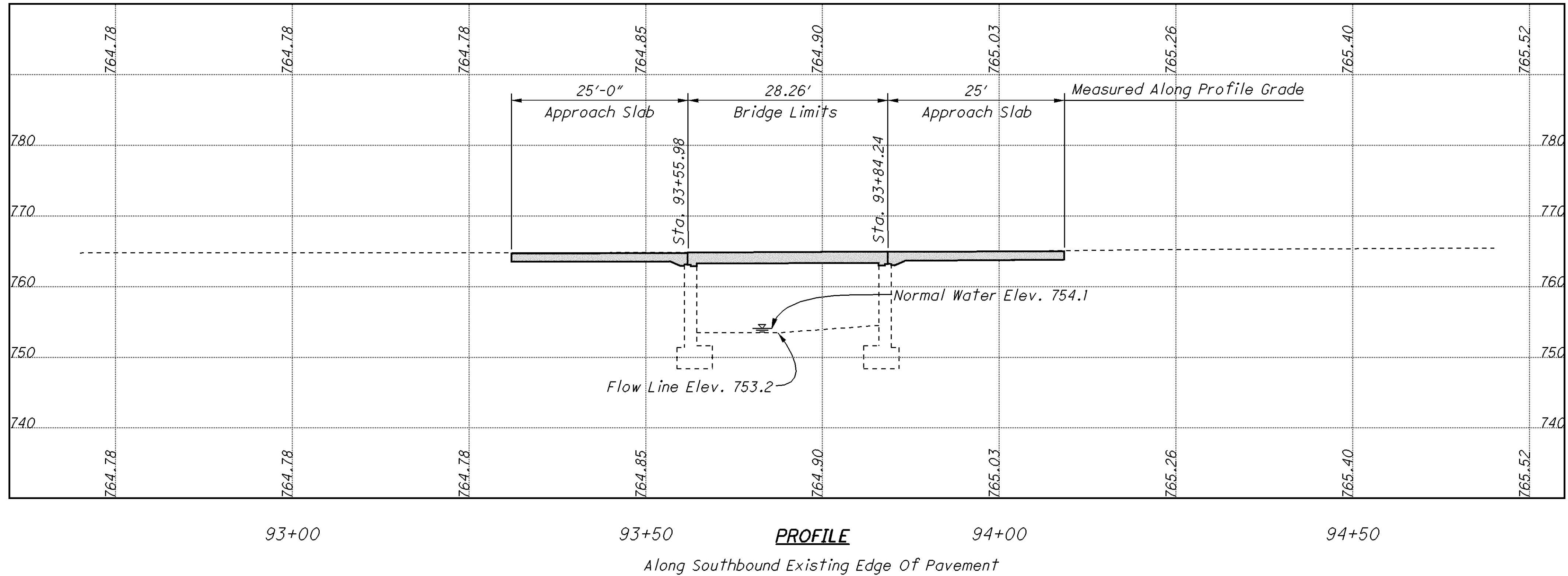
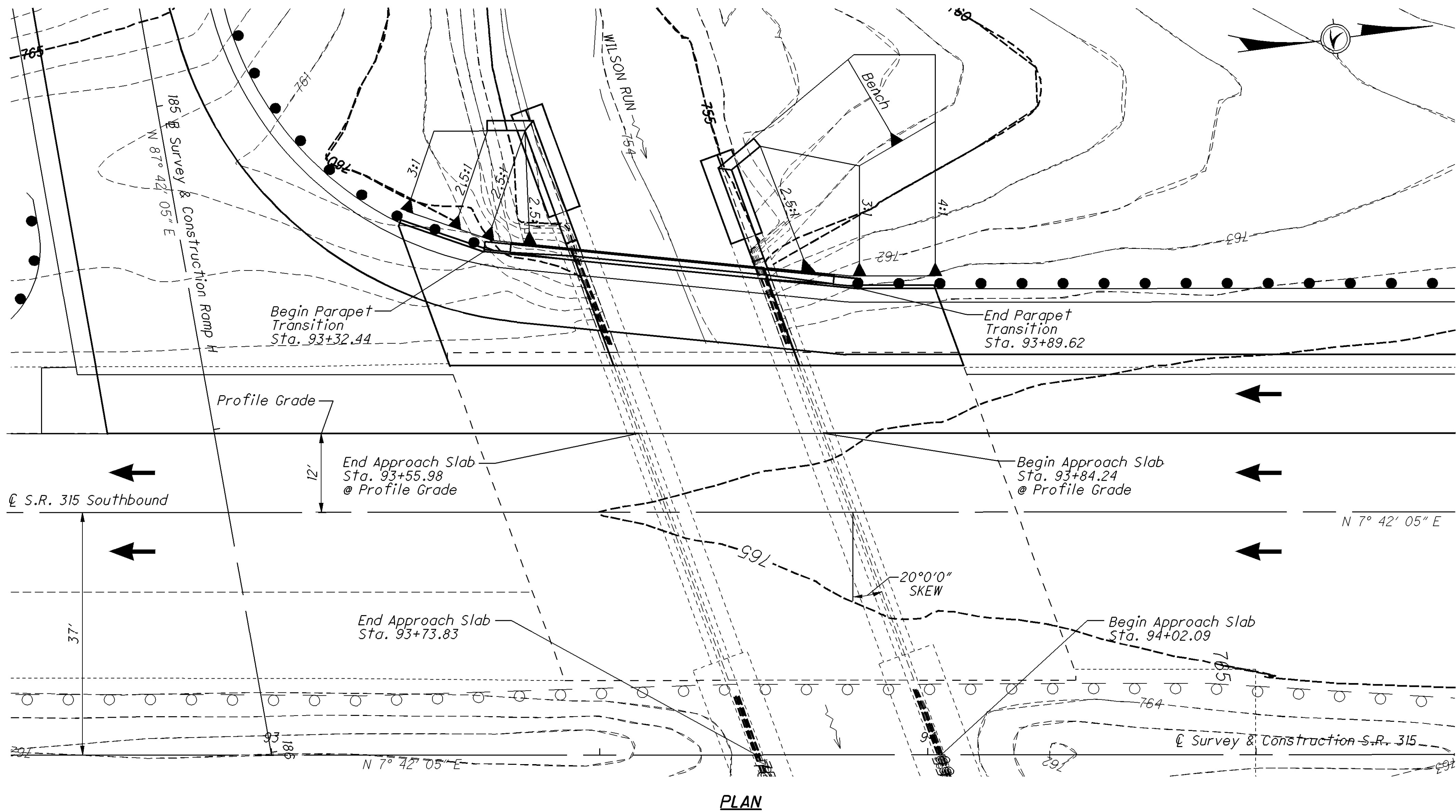


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BENCHMARK DATA

TBM ELEV. = 755.29
TOP OF THE NE CORNER @ THE BOTTOM OF THE EASTERLY END
OF CULVERT FOR WILSON RUN EAST OF RAMP FROM I-270 WB
TO SR 315 NB STA. 94+78, 210' RT. NAVD 1988

FOR ADDITIONAL BENCHMARK INFORMATION. SEE ROADWAY PLAN
SHEET $\frac{2}{68}$

NOTES

EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL
CONFORM TO PLAN CROSS SECTIONS.
BRIDGE TERMINAL ASSEMBLY: TYPE I

DESIGN TRAFFIC:
2008 ADT = 43058 2008 ADTT = 1292
2028 ADT = 69570 2028 ADTT = 2087
DIRECTIONAL DISTRIBUTION = 50%

DRAINAGE-1967 DATA

AREA = 2.8 SQ.MI.
Q50 = 1356 CFS
Q10 = 900 CFS

EXISTING STRUCTURE

TYPE: REINFORCED CONCRETE SLAB AND SUBSTRUCTURE

SPANS: 25.59± F/F ABUTMENTS
ROADWAY: 50'-0" O/O DECK
LOADING: CF400 (57)
SKEW: 20° RF
APPROACH SLABS: AS-1-54 (25' LONG)
ALIGNMENT: TANGENT
CROWN: 0.0156 FT/FT
STRUCTURAL FILE NUMBER: 2515962
DATE BUILT: 1967

PROPOSED STRUCTURE

PROPOSED WORK: WIDEN EXISTING CONCRETE SLAB AND APPROACH
SLABS WITH NEW REINFORCED CONCRETE SLABS AND NEW
CONCRETE PARAPET. EXTEND AND REHABILITATE WINGWALLS
ON THE WEST SIDE OF THE BRIDGE.
SPANS: 25.59' F/F ABUTMENT
ROADWAY: VARIES 62'-7 $\frac{7}{8}$ " TO 65'-7" O/O DECK
SUPERSTRUCTURE LOADING: HS20 & ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE: 60 LBS/FT²
WEARING SURFACE: MONOLITHIC CONCRETE
SKEW: 20° RF
APPROACH SLABS: 25' LONG (AS-1-81)
ALIGNMENT: TANGENT
CROWN: 0.0156 FT/FT
COORDINATES: LATITUDE 40°06'53"
LONGITUDE 83°02'06"

DESIGN AGENCY
ODOT CENTRAL OFFICE
OFFICE OF PRODUCTION

DATE 07/11/2007
REVIEWED TAA
STRUCTURE FILE NUMBER 2515962

DRAWN TKB
DESIGNED TKB
CHECKED CJW

FRANKLIN COUNTY
STA. 93+73.83 ±
STA. 94+02.09 ±

SITE PLAN
BRIDGE NO. FRA-315-1220 L
OVER WILSON RUN

FRA-315-12.18
PID No. 82324

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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWING(S):

AS-1-81 REVISED 7-19-02

PCB-91 REVISED 7-19-02
SBR-1-99 REVISED 7-19-02

DESIGN SPECIFICATIONS

DESIGN SPECIFICATIONS: THE WIDENED PORTION OF THE SUPER-STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, 17TH EDITION" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

DESIGN LOADING, WIDENED PORTION OF SUPERSTRUCTURE: HS20 AND ALTERNATE MILITARY LOADING

FUTURE WEARING SURFACE (FWS) OF 60 POUNDS PER SQUARE FOOT.

DESIGN DATA

CONCRETE CLASS HP - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60, MINIMUM YIELD STRENGTH 60,000 PSI

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2-1/2" CONCRETE COVER

MONOLITHIC WEARING SURFACE

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

CUT LINE CONSTRUCTION JOINT PREPARATION

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.

EXISTING STRUCTURE VERIFICATION

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 AND 105.02.

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.

SCOPE OF WORK

DEMOLITION: REMOVAL OF THE EXISTING GUARDRAIL AND 2 FEET OF THE OUTSIDE PORTION OF THE EXISTING DECK AT THE LEFT STRUCTURE AND TOPS OF EXISTING WING WALLS. CONSTRUCTION: WIDENING TO THE OUTSIDE OF EXISTING DECK AT THE LEFT STRUCTURE, SINGLE SLOPE DEFLECTOR PARAPET TYPE 42" AT THE LEFT STRUCTURE. TRAFFIC: TO BE MAINTAINED DURING CONSTRUCTION BY USE OF STAGED CONSTRUCTION.

ITEM 509- REINFORCING STEEL. REPLACEMENT OF EXISTING REINFORCING STEEL. AS PER PLAN

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION. THE DEPARTMENT WILL MEASURE THE REPLACEMENT REINFORCING STEEL BY THE NUMBER OF POUNDS ACCEPTED IN PLACE.

REPLACE ALL EXISTING REINFORCING STEEL BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND ARE DEEMED BY THE ENGINEER TO BE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS WITH NEW EPOXY COATED REINFORCING STEEL OF THE SAME SIZE AT NO COST TO THE DEPARTMENT.

GENERAL NOTES

ITEM 202. PORTIONS OF STRUCTURE REMOVED. OVER 20' SPAN. AS PER PLAN

ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN: THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND 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. SUBMIT CONSTRUCTION PLANS ACCORDING TO CMS 501.05.

ITEM 509 - EPOXY COATED REINFORCING STEEL. AS PER PLAN

ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN: IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO CMS 709.00.

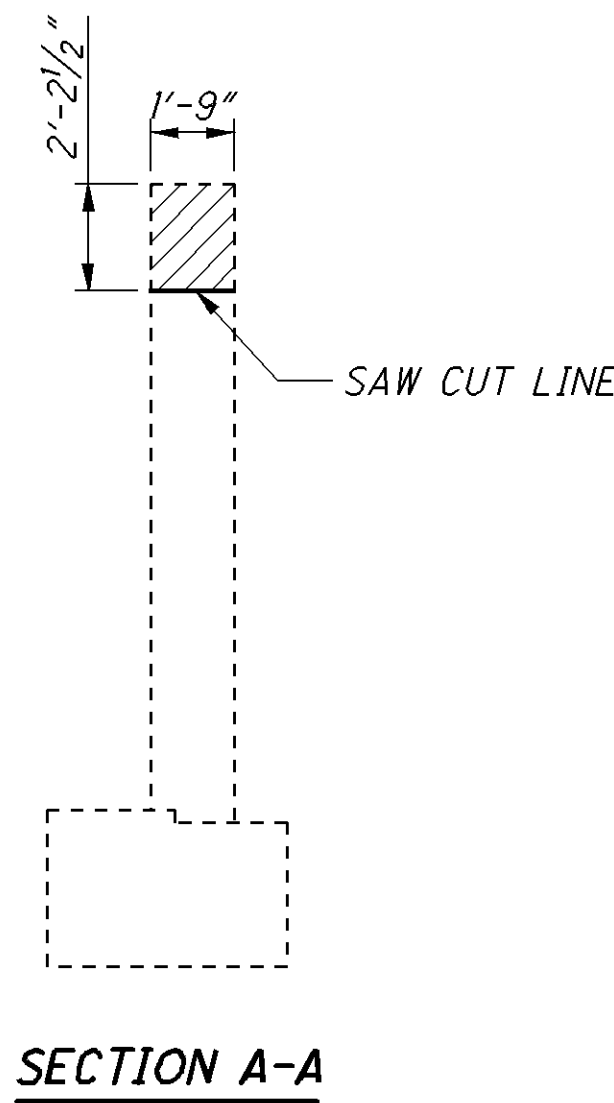
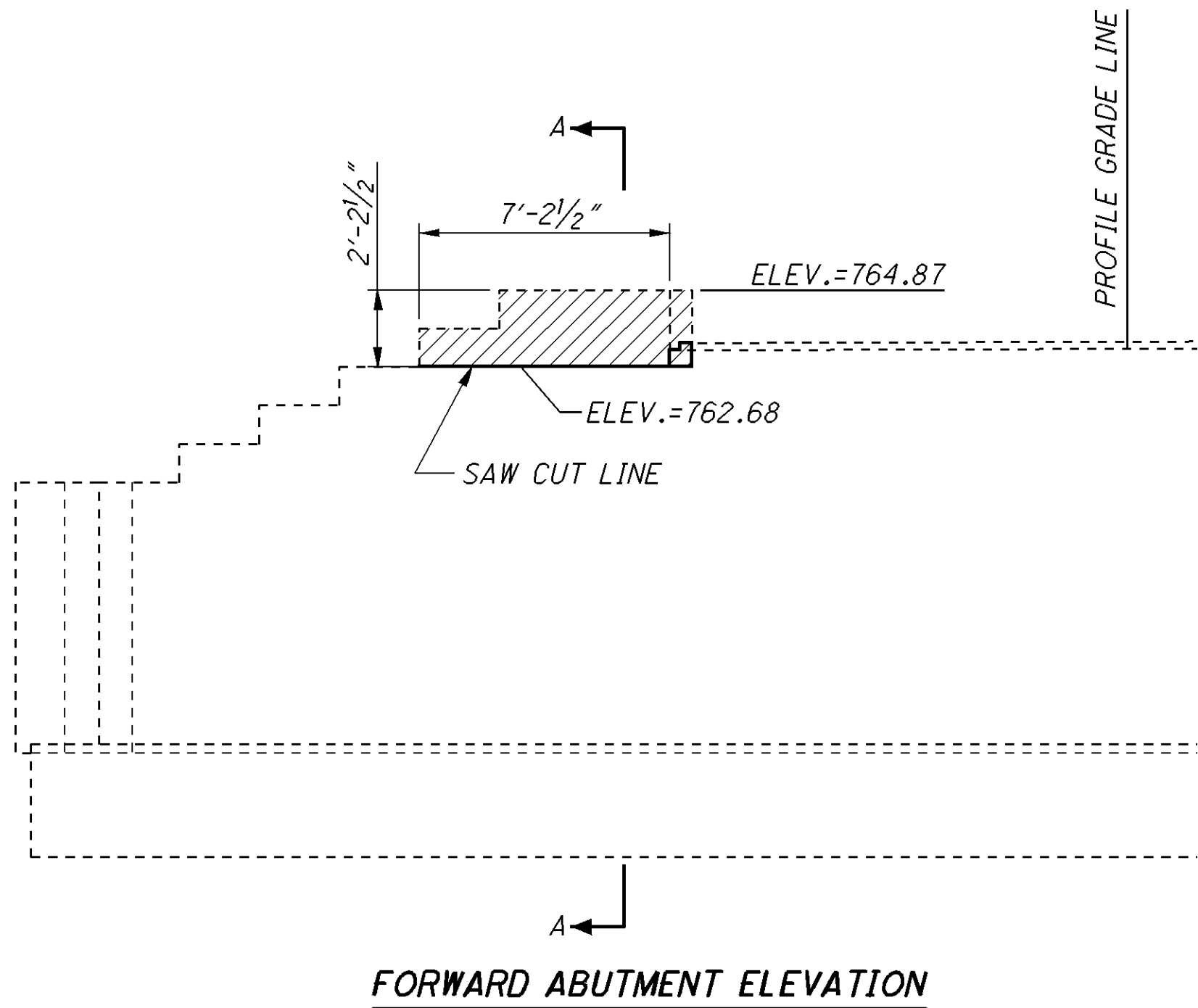
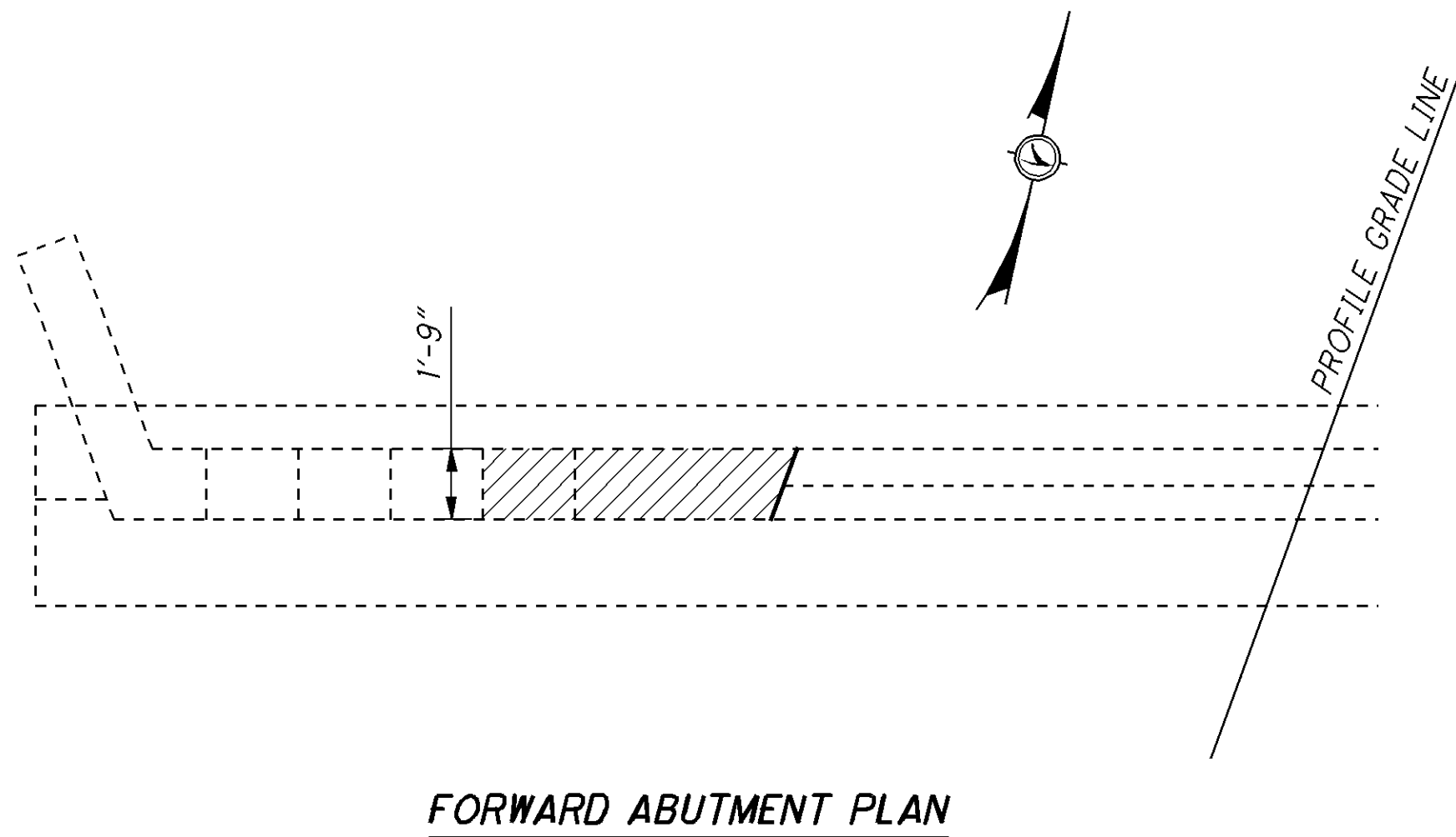
SUBSTRUCTURE CONCRETE REMOVAL

SUBSTRUCTURE CONCRETE REMOVAL: REMOVE CONCRETE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT, THE CONTRACTOR MAY USE HAMMERS NOT EXCEEDING 90 POUNDS UPON THE APPROVAL OF THE ENGINEER. DO NOT PLACE PNEUMATIC HAMMERS IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

ITEM 510 - DOWEL HOLES WITH NONSHRINK. NONMETALLIC GROUT. AS PER PLAN

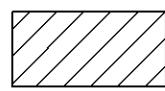
DRILL DOWEL HOLES WHERE SHOWN IN THE PLANS. INSTALL REINFORCING STEEL ACCORDING TO ITEM 510 USING EPOXY GROUT, 705.20. PRIOR TO DRILLING DOWEL HOLES, LOCATE ALL EXISTING REINFORCING STEEL BARS IN THE AREA OF THE HOLE WITH THE AID OF A REINFORCING STEEL BAR LOCATOR (PACHOMETER). IF AN EXISTING BAR IS ENCOUNTERED AT THE SAME LOCATION AS A PROPOSED DOWEL HOLE, MOVE THE DOWEL HOLE TO EITHER SIDE OF THE THE EXISTING BAR. THE DEPARTMENT WILL PAY FOR ALL DOWEL HOLES AND GROUTING WITH ITEM 510, DOWEL HOLES WITH NONSHRINKING, NONMETALLIC GROUT, AS PER PLAN.

ESTIMATED QUANTITIES								
ITEM	ITEM EXT.	TOTAL	UNIT	DESCRIPTION	ABUTS.	SUPER.	GENERAL	SEE SHEET
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP	2 / 14
202	22901	12	SQ YD	APPROACH SLAB REMOVED, AS PER PLAN			12	4 / 14
503	21300	LUMP		UNCLASSIFIED EXCAVATION			LUMP	
509	10001	9757	POUND	EPOXY COATED REINFORCING STEEL, AS PER PLAN	2794	6963		2 / 14
509	20001	200	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN			200	2 / 14
510	10001	56	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	56			2 / 14
511	50000	28	CU YD	CLASS HP CONCRETE, BRIDGE DECK		28		
511	50100	5	CU YD	CLASS HP CONCRETE, BRIDGE DECK (PARAPET)		5		
511	50200	45	CU YD	CLASS HP CONCRETE, SUBSTRUCTURE	45			
511	52000	LUMP		CLASS HP CONCRETE, TEST SLAB				
512	10100	60	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	25	35		
512	10300	18	SQ YD	SEALING OF CONCRETE BRIDGE DECKS WITH HMWV RESIN		7	11	
516	13200	7	SQ FT	1/2" PREFORMED EXPANSION JOINT FILLER		7		
516	13600	9	SQ FT	1" PREFORMED EXPANSION JOINT FILLER		9		
518	21230	LUMP		POROUS BACKFILL WITH FILTER FABRIC			LUMP	
518	40000	30	FT	6" PERFORATED CORRUGATED PLASTIC PIPE			30	
526	25001	90	SQ YD	REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN			90	11 / 14

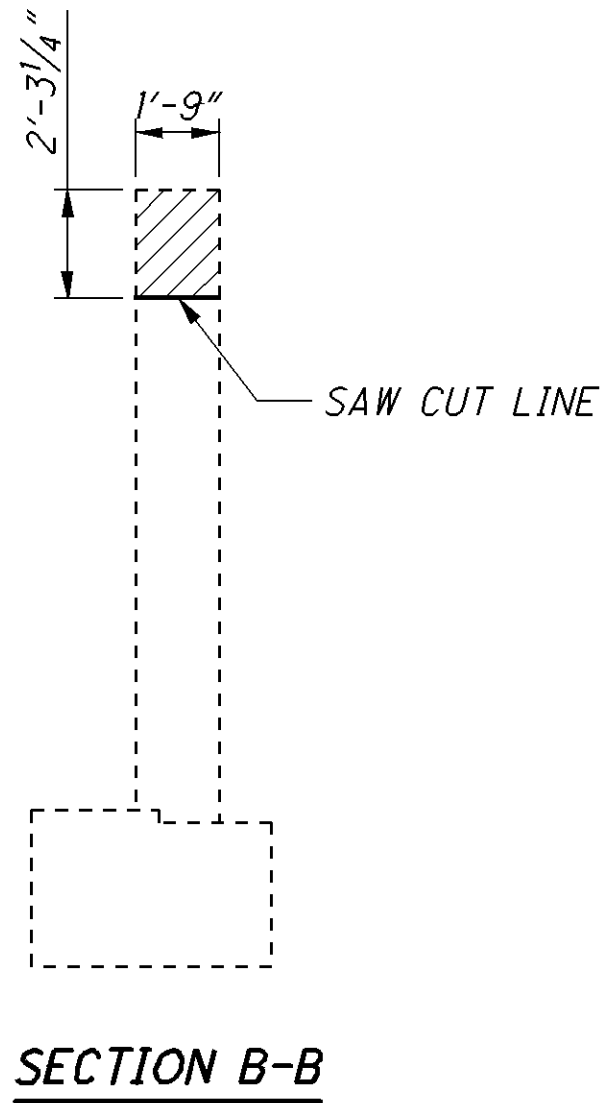
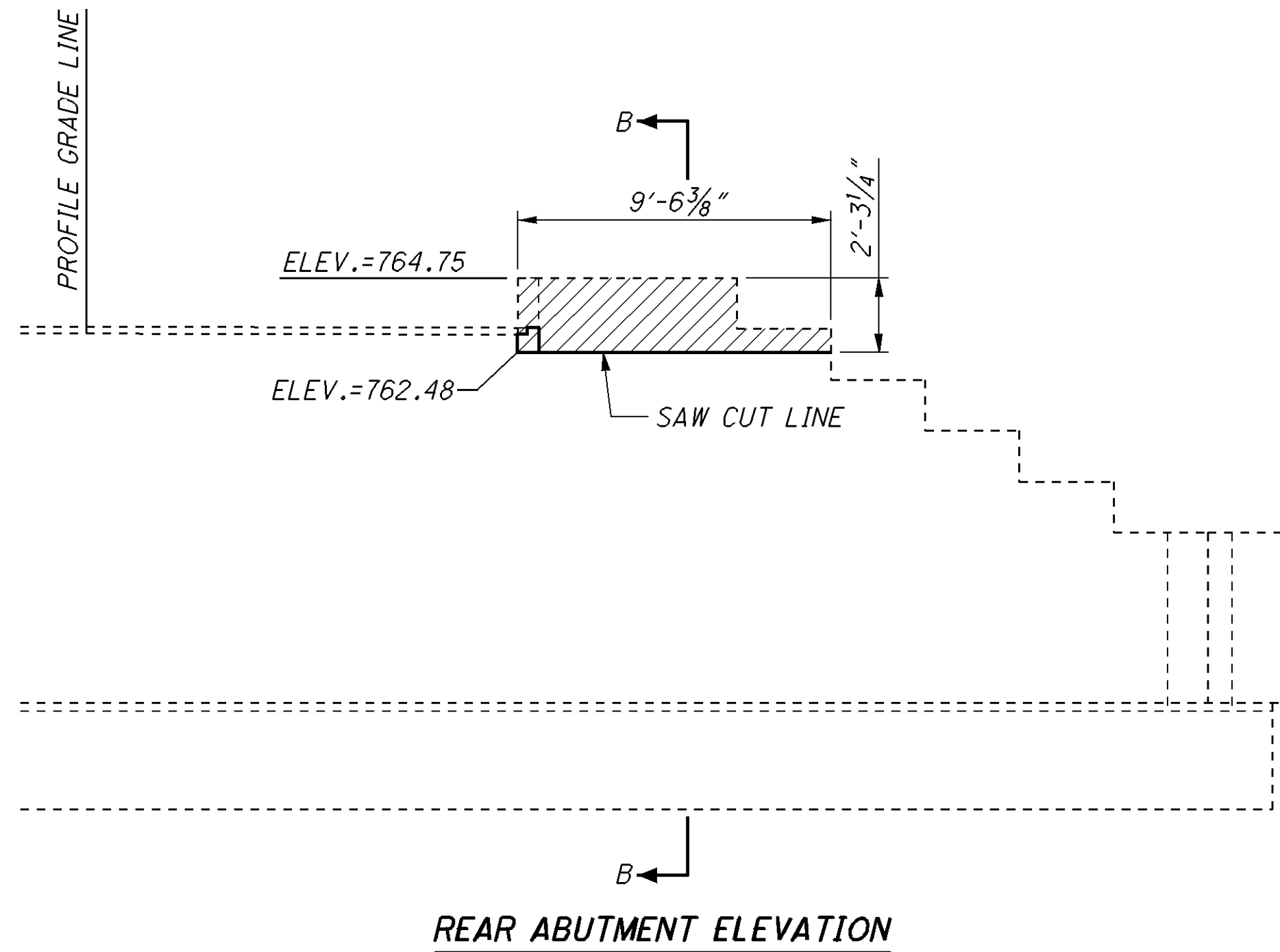
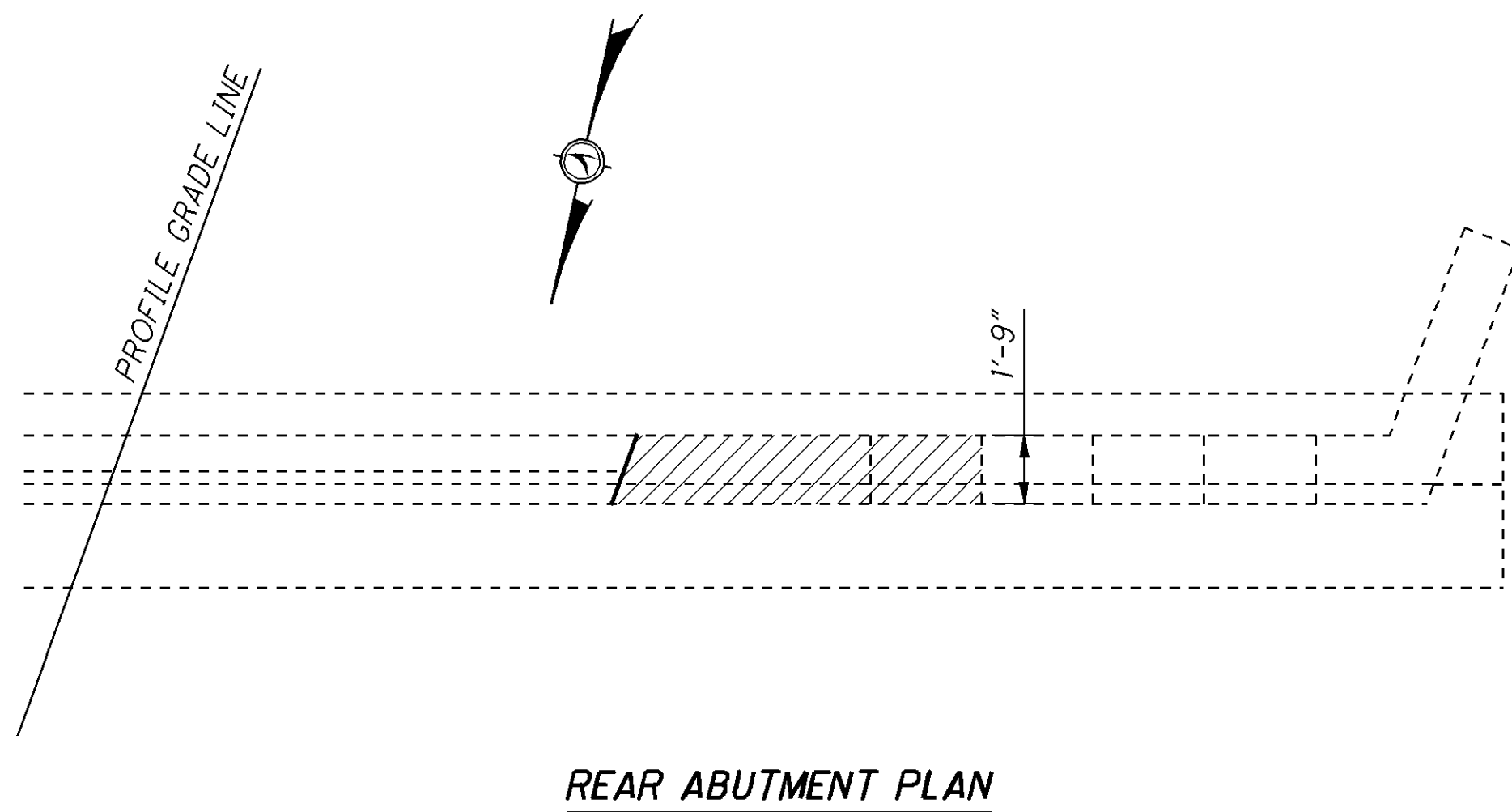


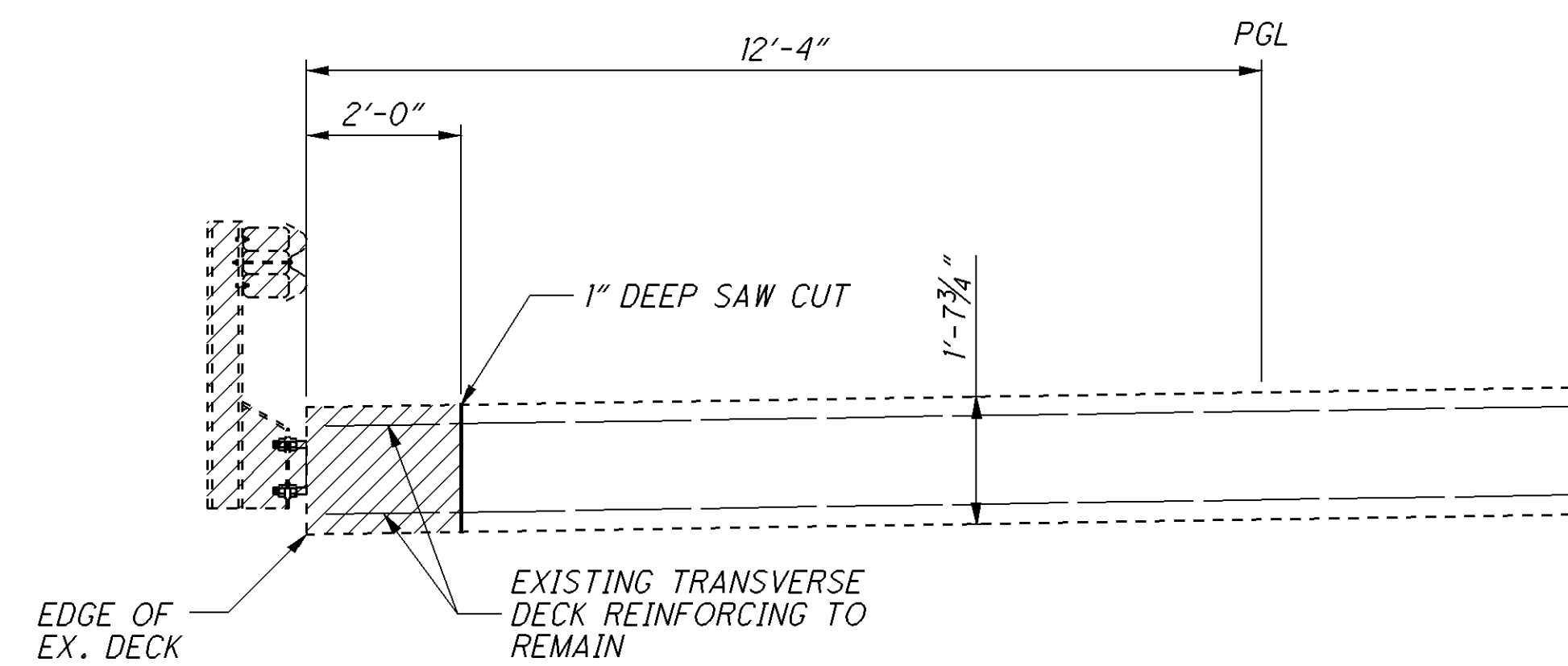
NOTES & LEGEND:

1. CUT EXISTING REINFORCING STEEL AT THE REMOVAL LINE.
2. ALL DIMENSIONS ARE ± ON THE EXISTING STRUCTURE.



- INDICATES AREAS TO BE REMOVED UNDER ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.





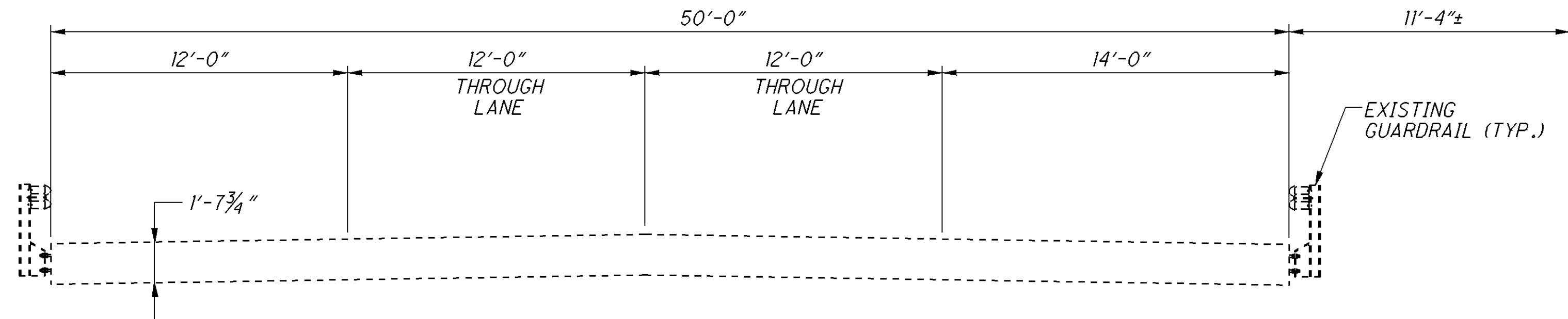
EXISTING STRUCTURE SECTION B-B



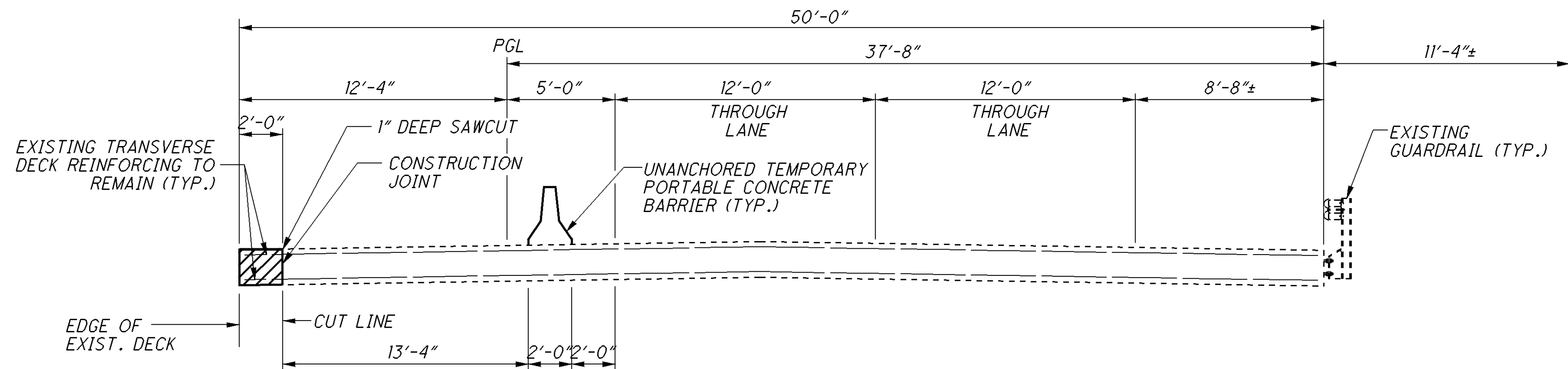
1. EXISTING TRANSVERSE DECK AND APPROCH SLAB REINFORCING STEEL TO REMAIN.
2. ALL DIMENSIONS ARE \pm ON THE EXISTING STRUCTURE.

- INDICATES AREAS TO BE REMOVED UNDER ITEMS 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN AND APPROACH SLAB REMOVED, AS PER PLAN.

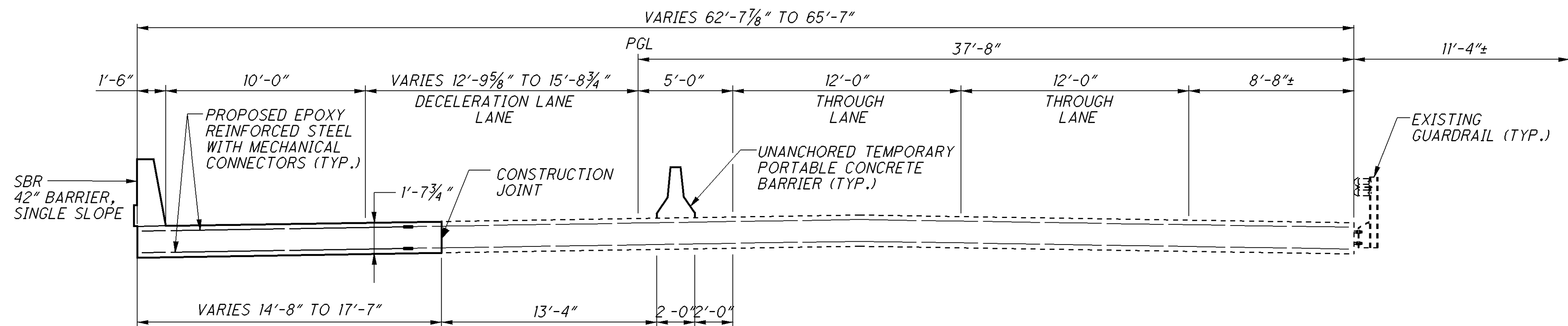
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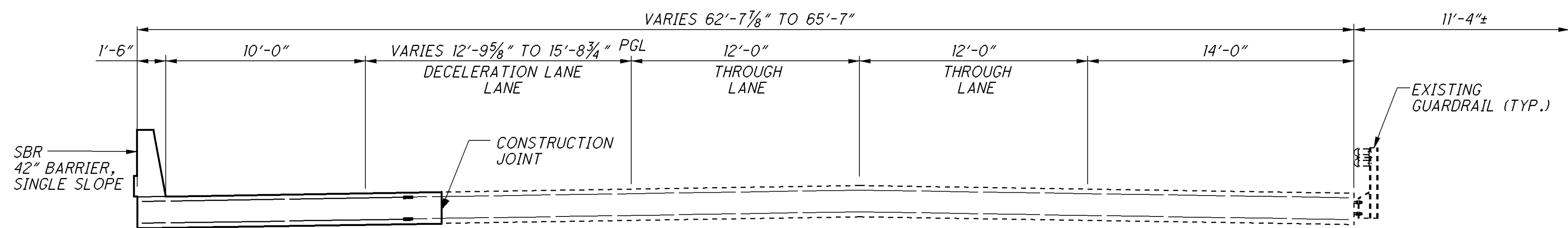
EXISTING LEFT STRUCTURE (SOUTH BOUND) SECTION



REMOVAL LIMITS SECTION-EXISTING LEFT STRUCTURE (SOUTH BOUND)



PROPOSED WIDENING LIMITS SECTION-EXISTING LEFT STRUCTURE (SOUTH BOUND)



PROPOSED WIDENING LEFT STRUCTURE (SOUTH BOUND) SECTION

LEGEND

■ DENOTES LIMITS OF CONCRETE DECK REMOVAL PER ITEM 202-PORIONS OF STRUCTURE REMOVED, OVER 20' SPAN, AS PER PLAN

©- SURVEY & CONSTRUCTION S.R. 315

SEQUENCE OF CONSTRUCTION NOTES:

- 1) INSTALL TEMPORARY PORTABLE CONCRETE BARRIER AND MAINTAIN TRAFFIC ON EXISTING BRIDGE AS SHOWN IN REMOVAL LIMITS SECTION.
- 2) SAWCUT THE 1" DEEP SAWCUT AT THE CUT LINE SHOWN IN THE REMOVAL LIMITS SECTION.
- 3) REMOVE THE EXISTING CONCRETE WITHIN THE LIMITS OF CONCRETE REMOVAL SHOWN IN THE REMOVAL LIMITS SECTION.
- 4) INSTALL PROPOSED REINFORCING STEEL AND CAST THE PROPOSED CONCRETE DECK, APPROACH SLABS AND SINGLE SLOPE BARRIERS SHOWN IN THE PROPOSED WIDENING LIMITS SECTION AND ADDITIONAL DETAILS SHOWN IN THE PLANS.
- 5) WHEN ALL ROADWAY AND BRIDGE WORK HAS BEEN COMPLETED REMOVE TEMPORARY PORTABLE CONCRETE BARRIER.

SEQUENCE OF CONSTRUCTION

BRIDGE NO FRA-315-1220 L
SR 315 OVER WILSON RUN

FRA -315-12.18

PID No. 82324

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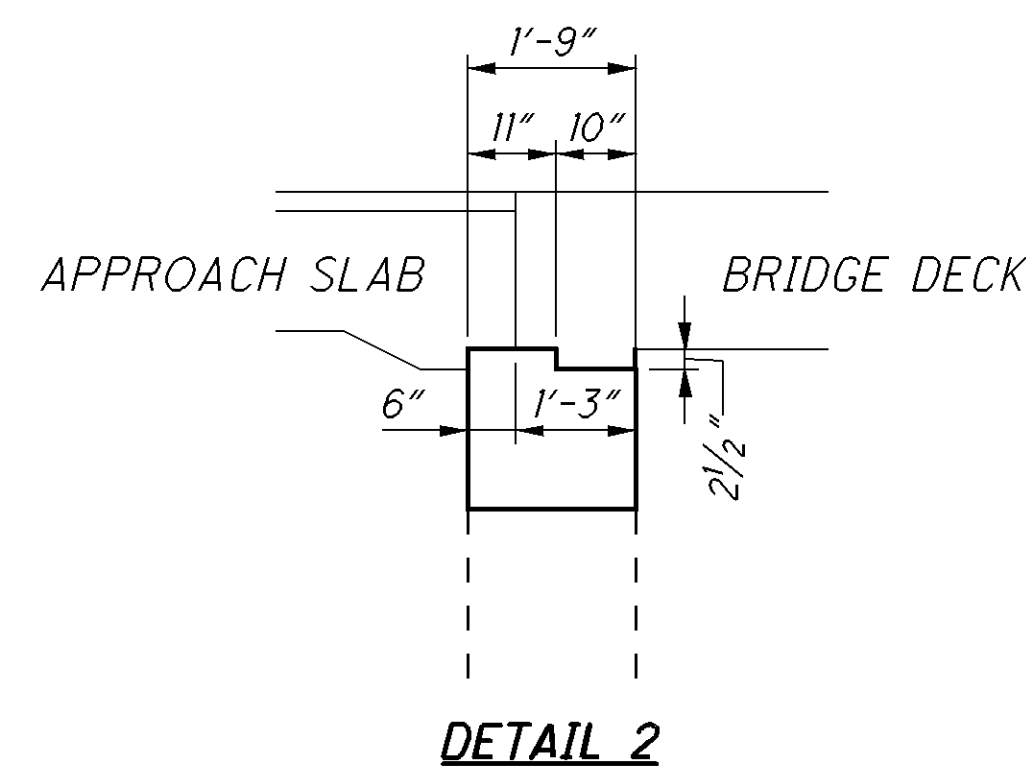
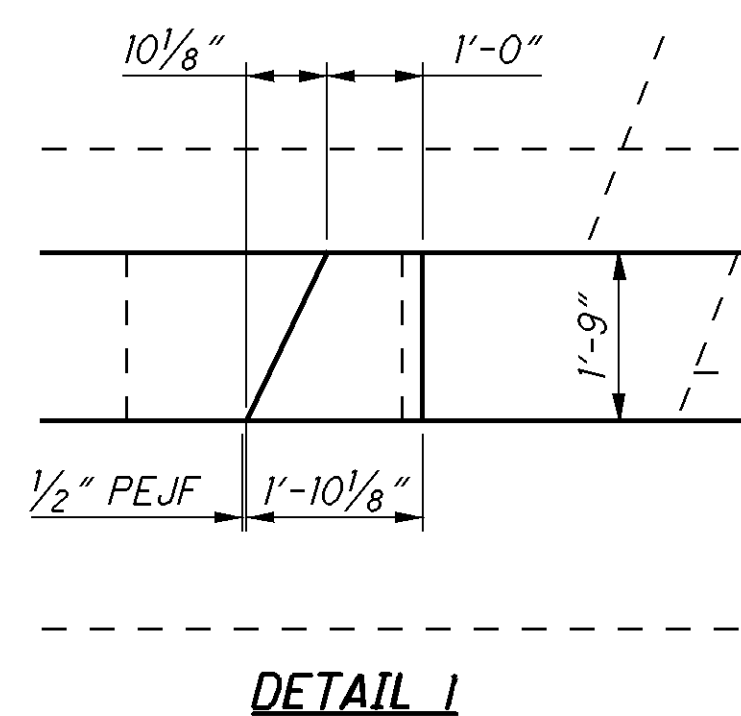
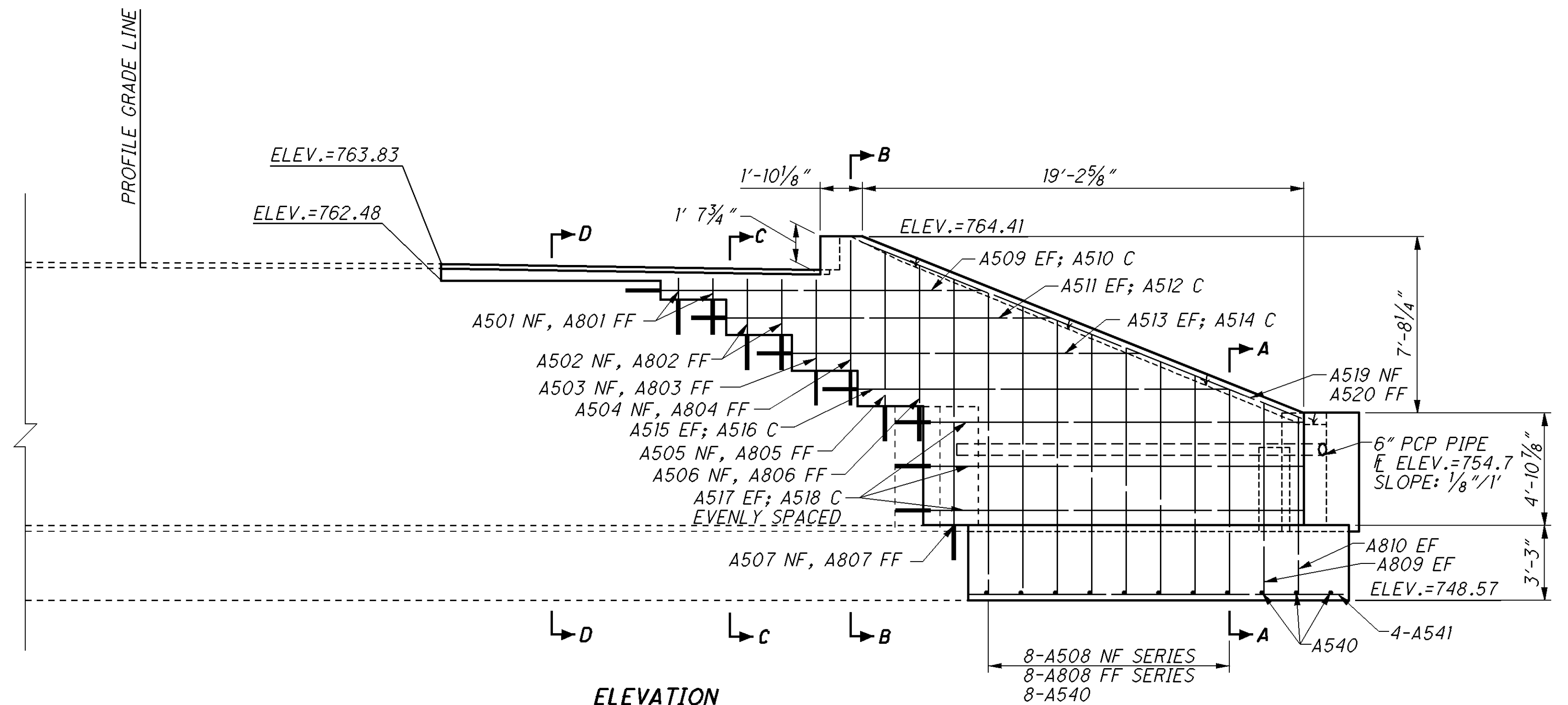
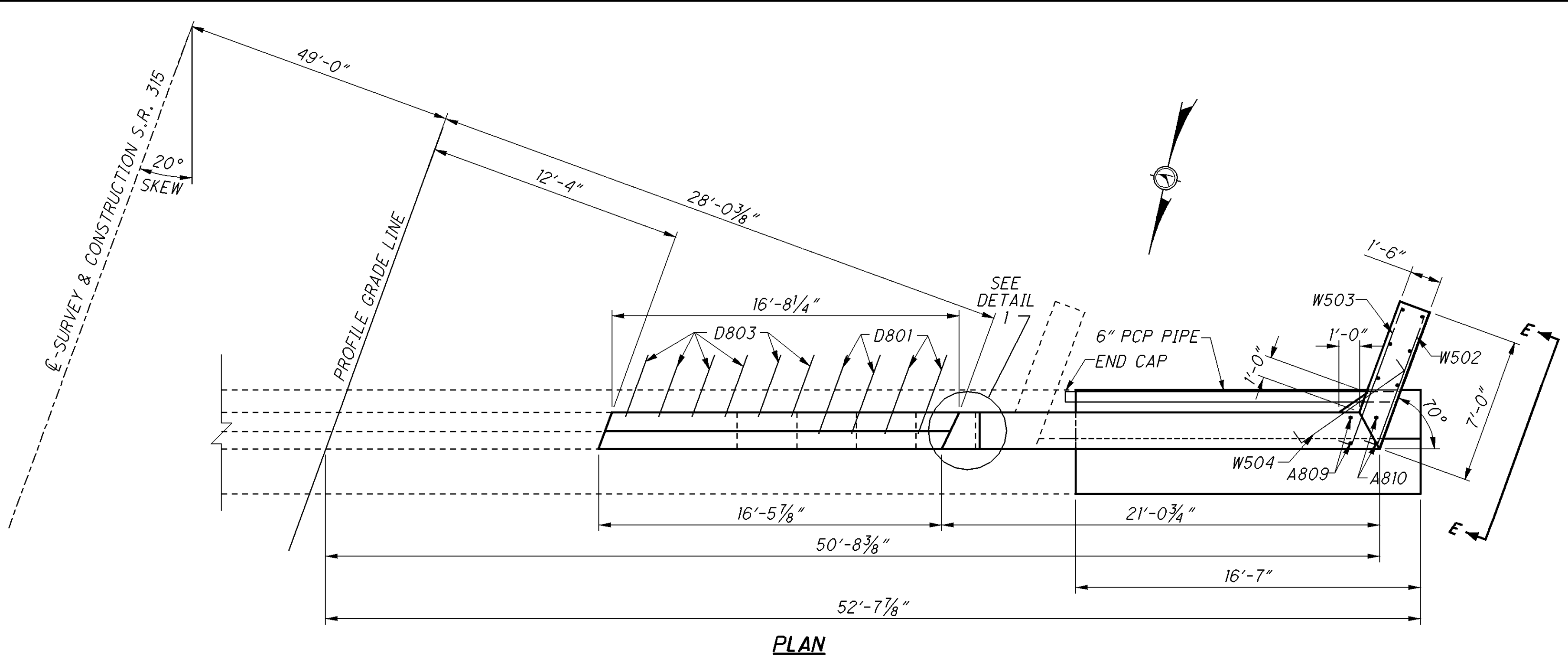
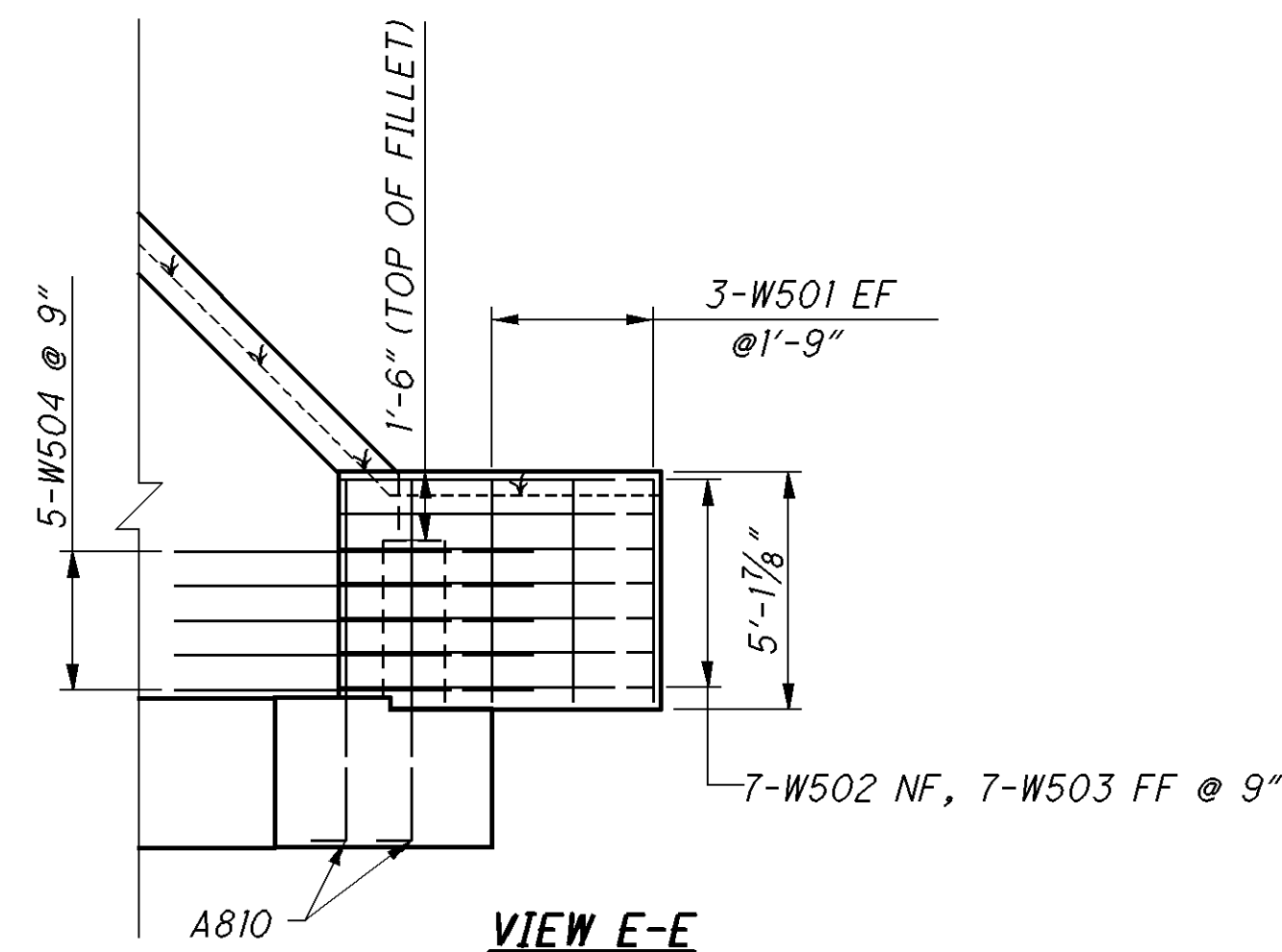
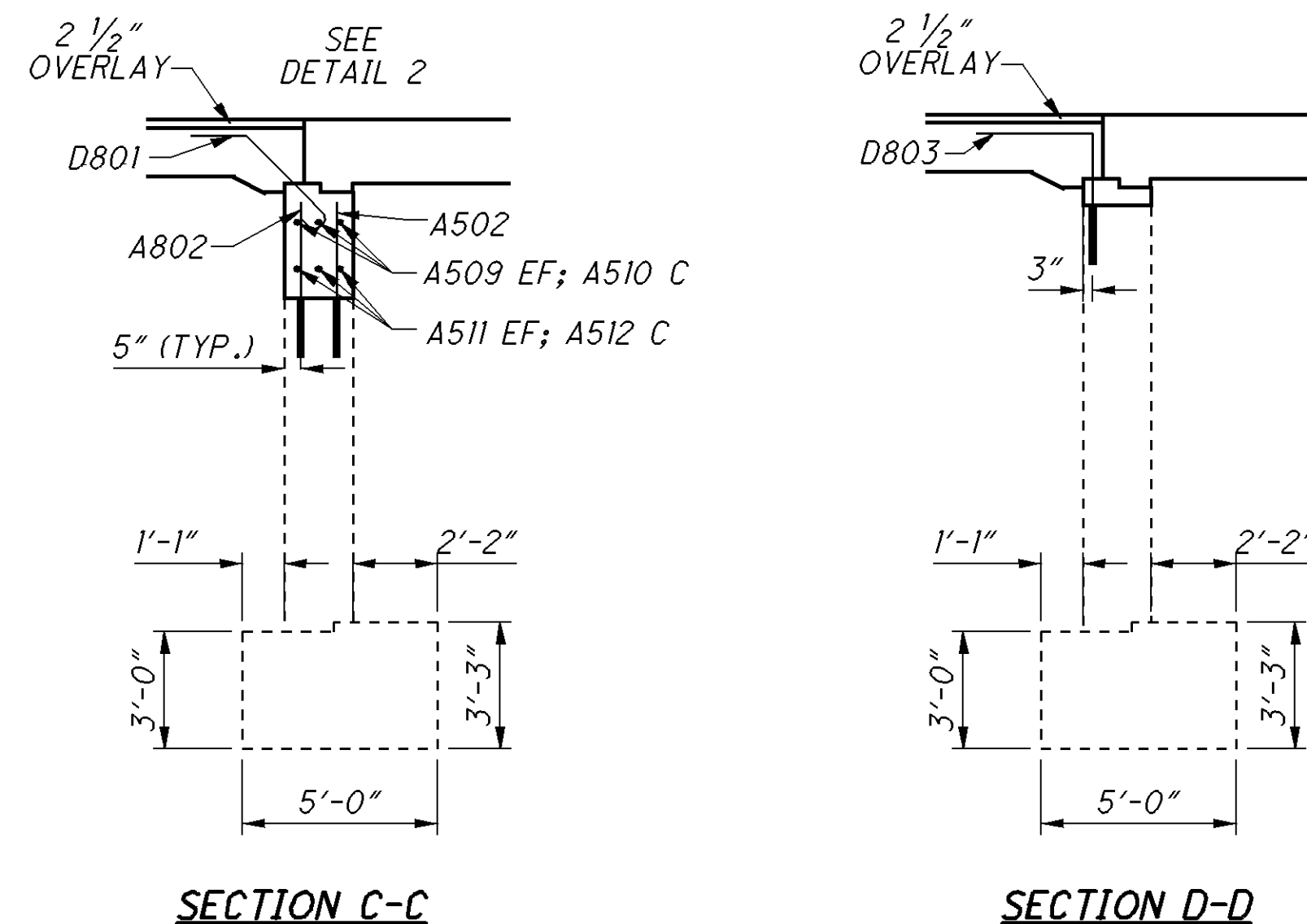
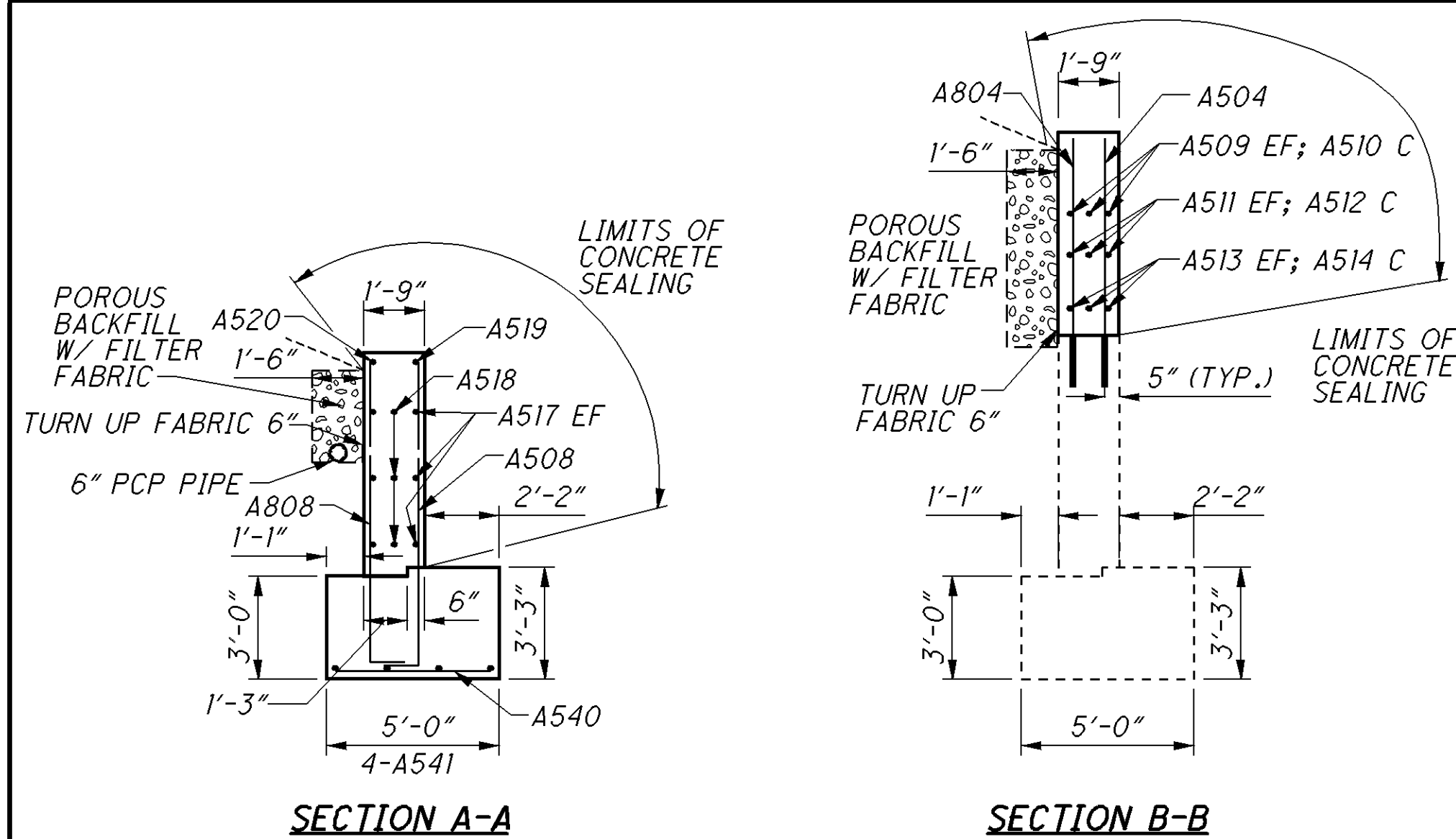
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DESIGN AGENCY
ODOT CENTRAL OFFICE
OFFICE OF PRODUCTION

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DATE
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STRUCTURE FILE NUMBER
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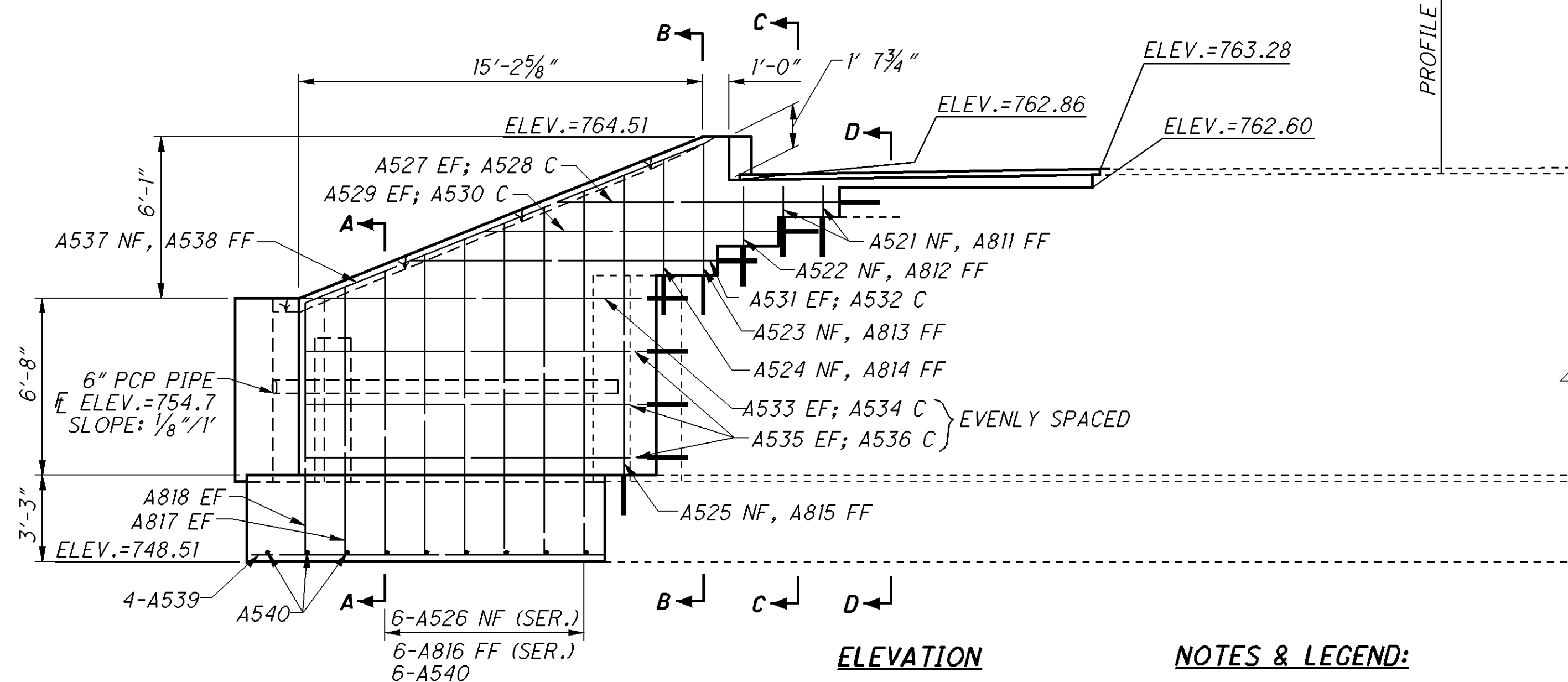
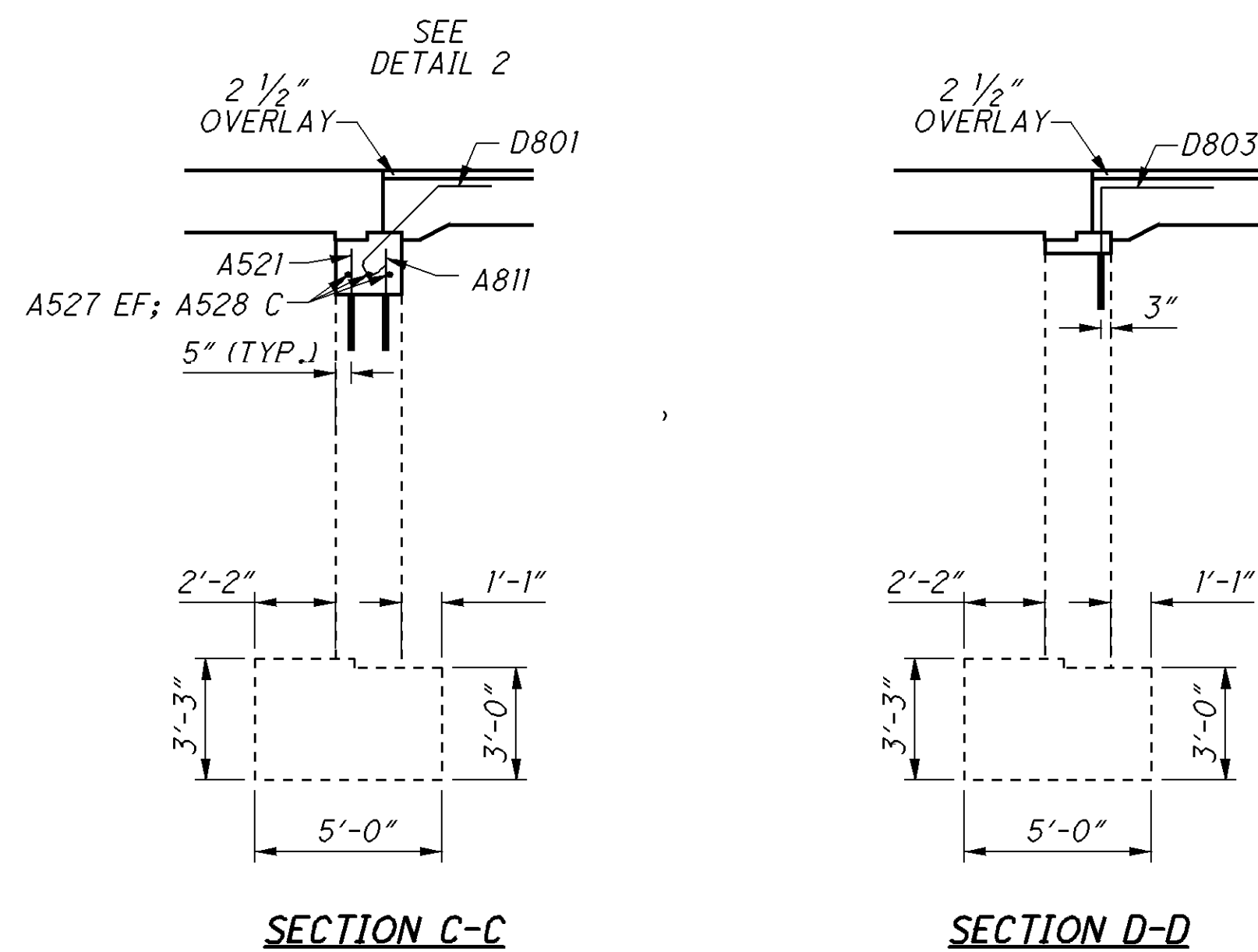
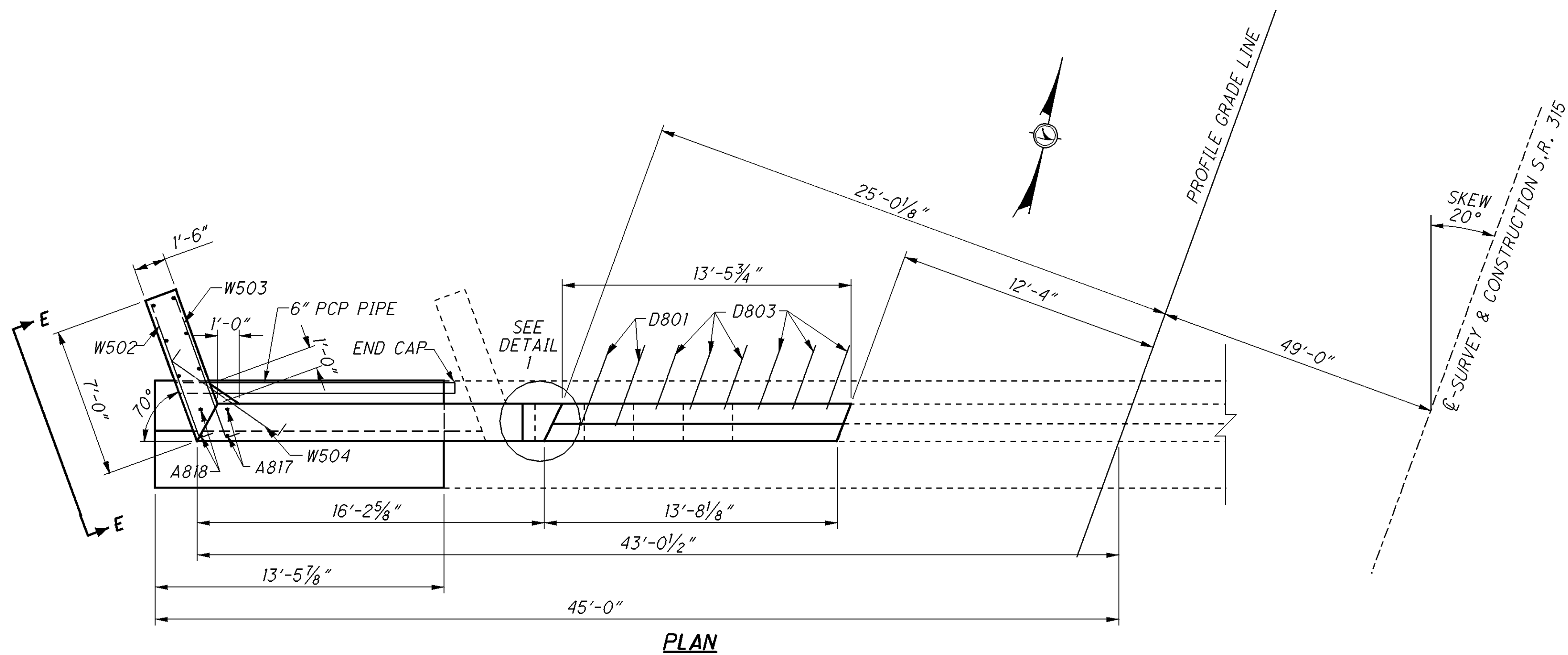
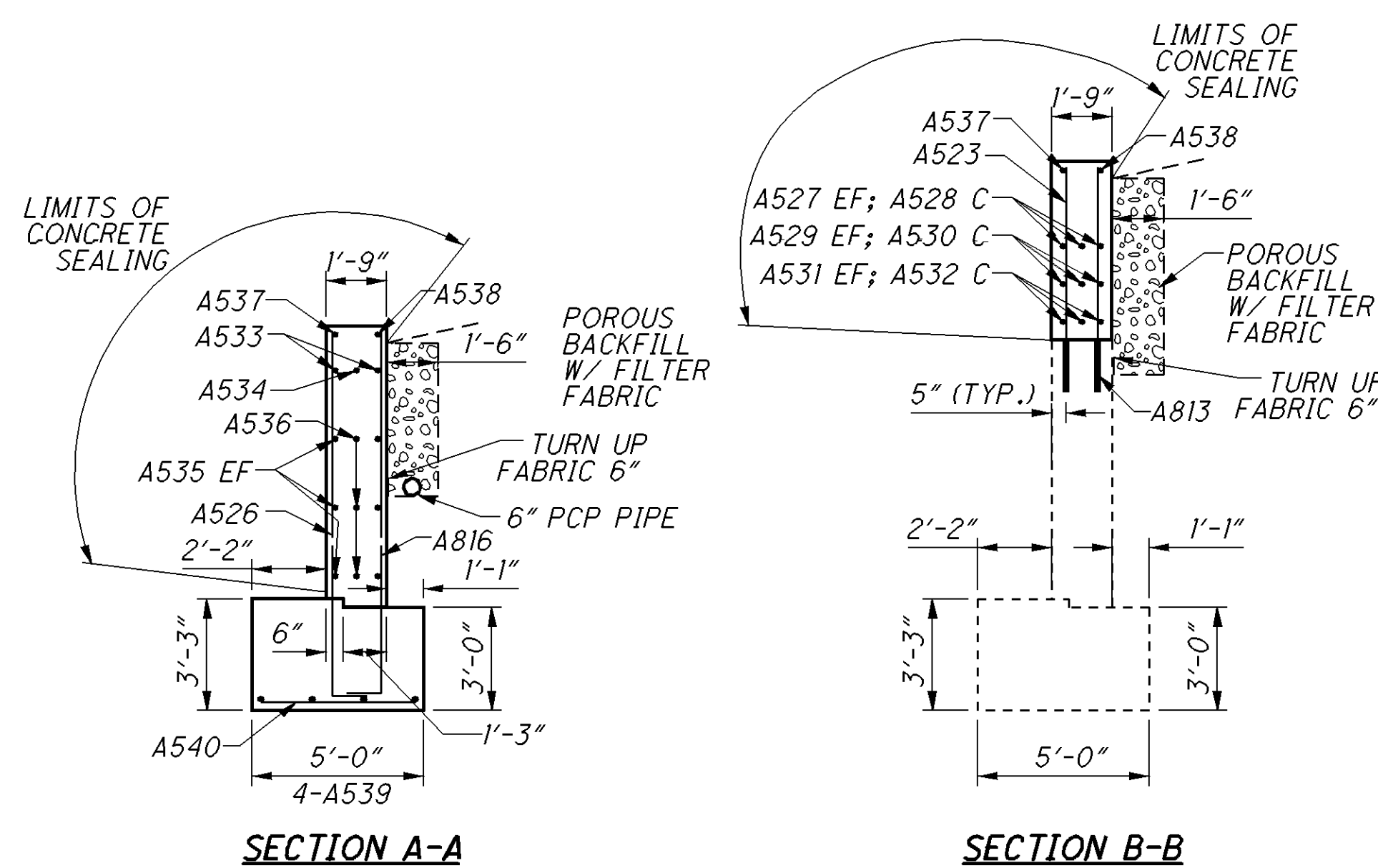
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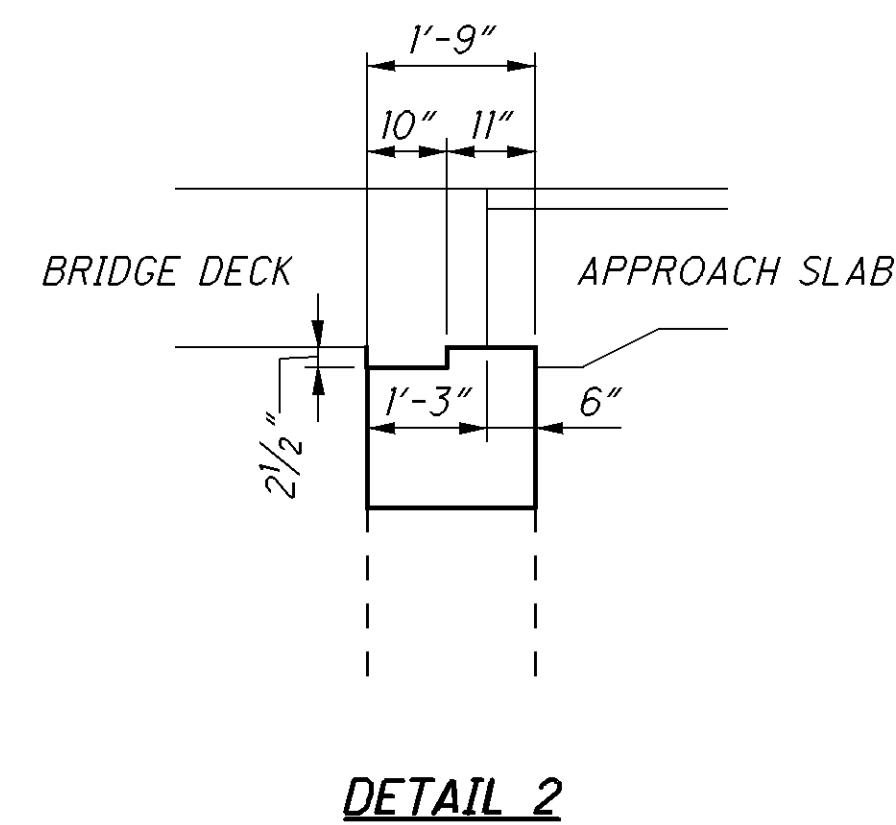
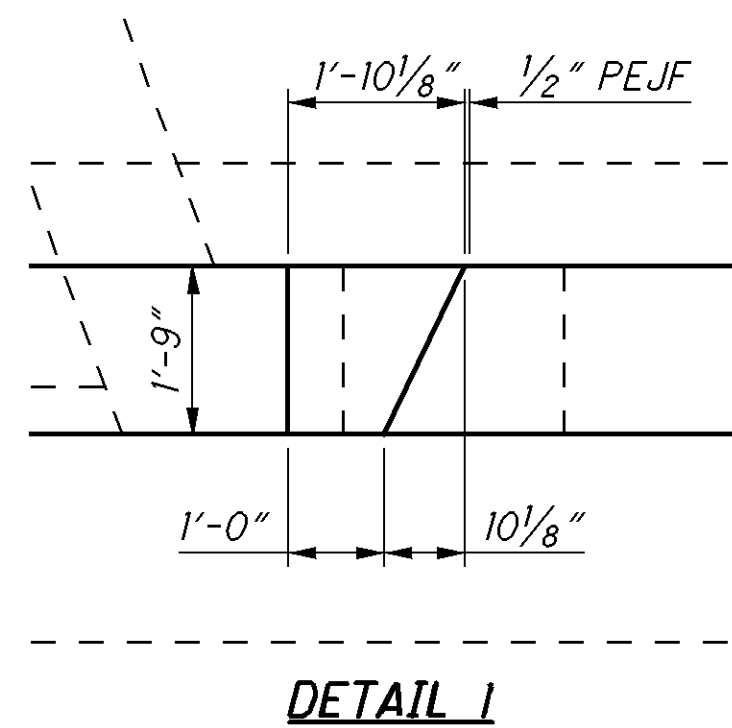
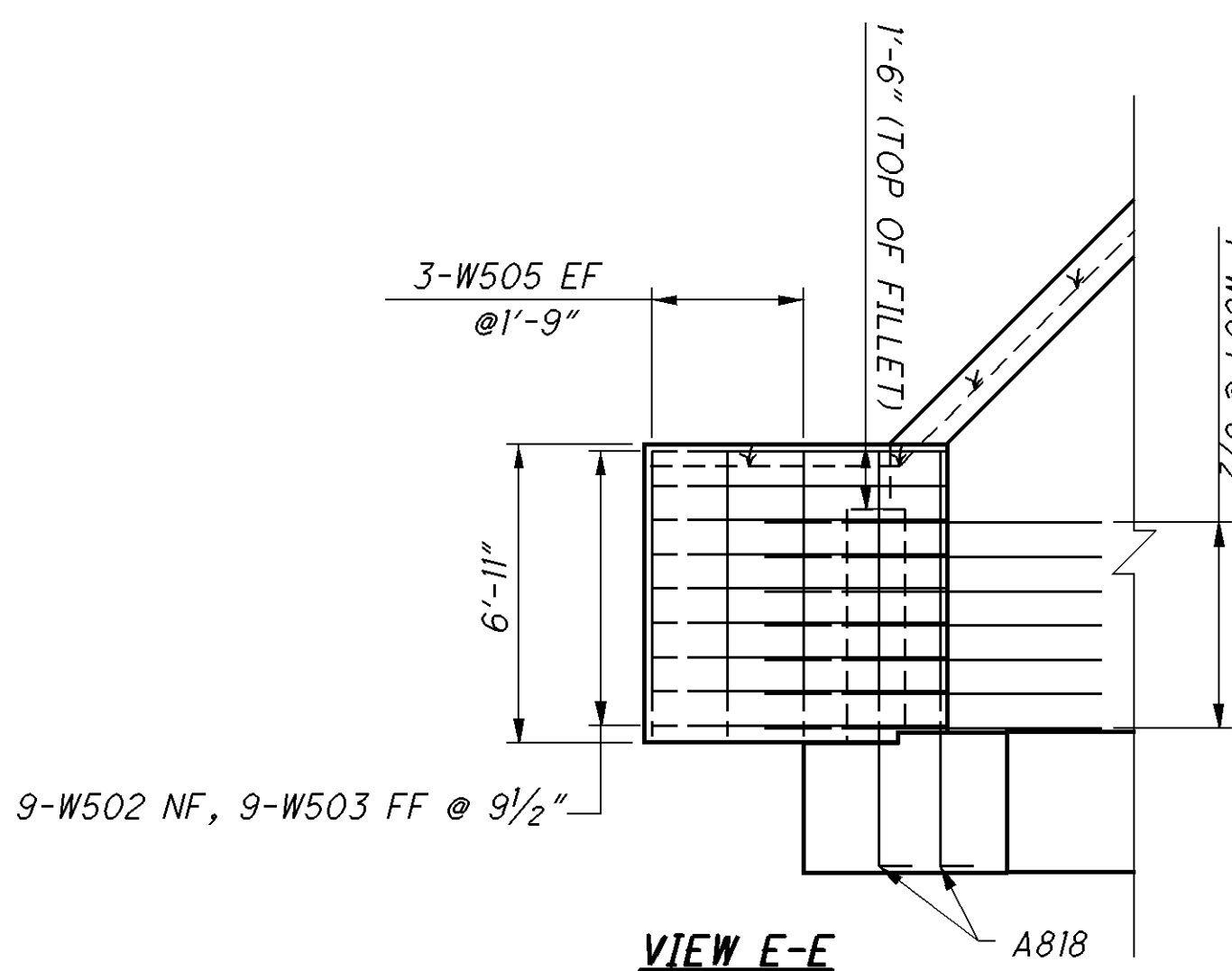
NOTES & LEGEND:

1. PLACE HORIZONTAL BARS A509-A516 AT THE MIDPOINT OF THE VERTICAL FACE OF EXISTING WINGWALL STEPS.
2. PLACE VERTICAL BARS A501-A508 AND A801-A810 @ 1'-6" SPACING.
3. DOWEL HORIZONTAL BARS A510, A512, A514, A516 AND A518 INTO THE EXISTING CONCRETE 1'-6".
4. DOWEL VERTICAL BARS A501-A507 AND A801-A807 INTO THE EXISTING CONCRETE 1'-6" (TYP.). OFFSET 5" FROM FACE OF EXISTING WINGWALL.
5. DOWEL D803 BARS INTO THE EXISTING CONCRETE 1'-6" (TYP.). OFFSET 4" FROM BACK OF ABUTMENT.
6. PCP = PERFORATED CORRUGATED PLASTIC, NF = NEAR FACE, FF = FAR FACE, EF = EACH FACE, C = CENTER
7. 2" CLEAR COVER FOR ALL REINFORING STEEL EXCEPT 3" AT FOOTER BOTTOM AND BARS D801 AND D803.
8. — 1'-6" DEEP DOWEL LOCATION

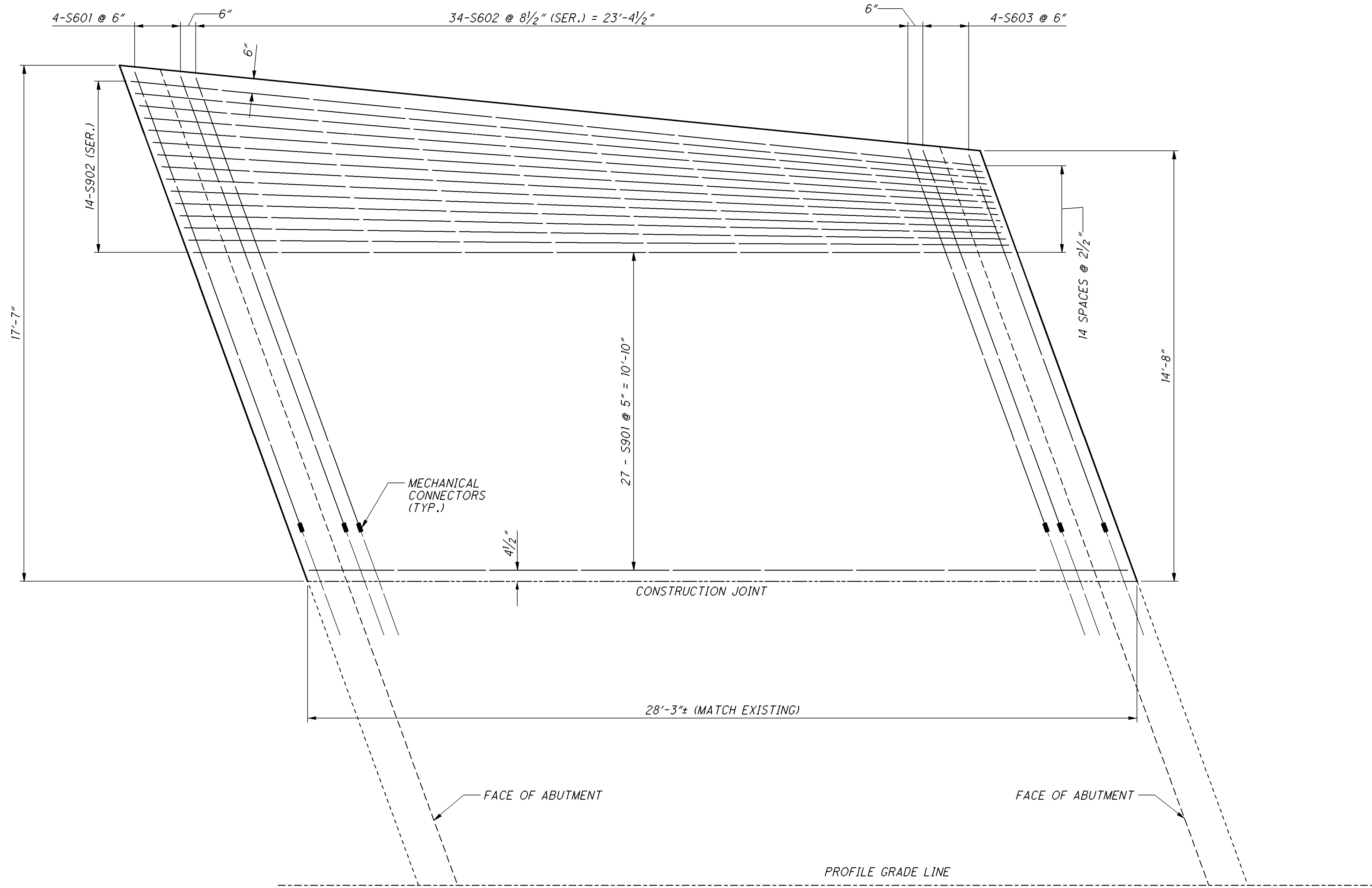


NOTES & LEGEND:

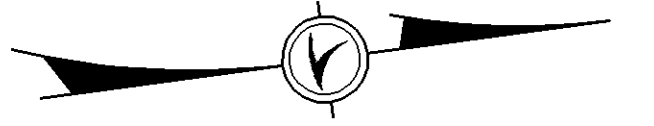
1. PLACE HORIZONTAL BARS A527-A532 AT THE MIDPOINT OF THE VERTICAL FACE OF EXISTING WINGWALL STEPS.
2. PLACE VERTICAL BARS A521-A526 AND A811-A818 @ 1'-6" SPACING.
3. DOWEL HORIZONTAL BARS A528, A530, A532, A534 AND A536 INTO THE EXISTING CONCRETE 1'-6".
4. DOWEL VERTICAL BARS A521-A525 AND A811-A815 INTO THE EXISTING CONCRETE 1'-6" (TYP.). OFFSET 5" FROM FACE OF EXISTING WINGWALL.
5. DOWEL D803 BARS INTO THE EXISTING CONCRETE 1'-6" (TYP.). OFFSET 4" FROM BACK OF ABUTMENT.
6. PCP = PERFORATED CORRUGATED PLASTIC, NF = NEAR FACE, FF = FAR FACE, EF = EACH FACE, C = CENTER
7. 2" CLEAR COVER FOR ALL REINFORCING STEEL EXCEPT 3" AT FOOTER BOTTOM AND BARS D801 AND D803.
8. — 1'-6" DEEP DOWEL LOCATION



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DECK REINFORCING PLAN
BOTTOM STEEL



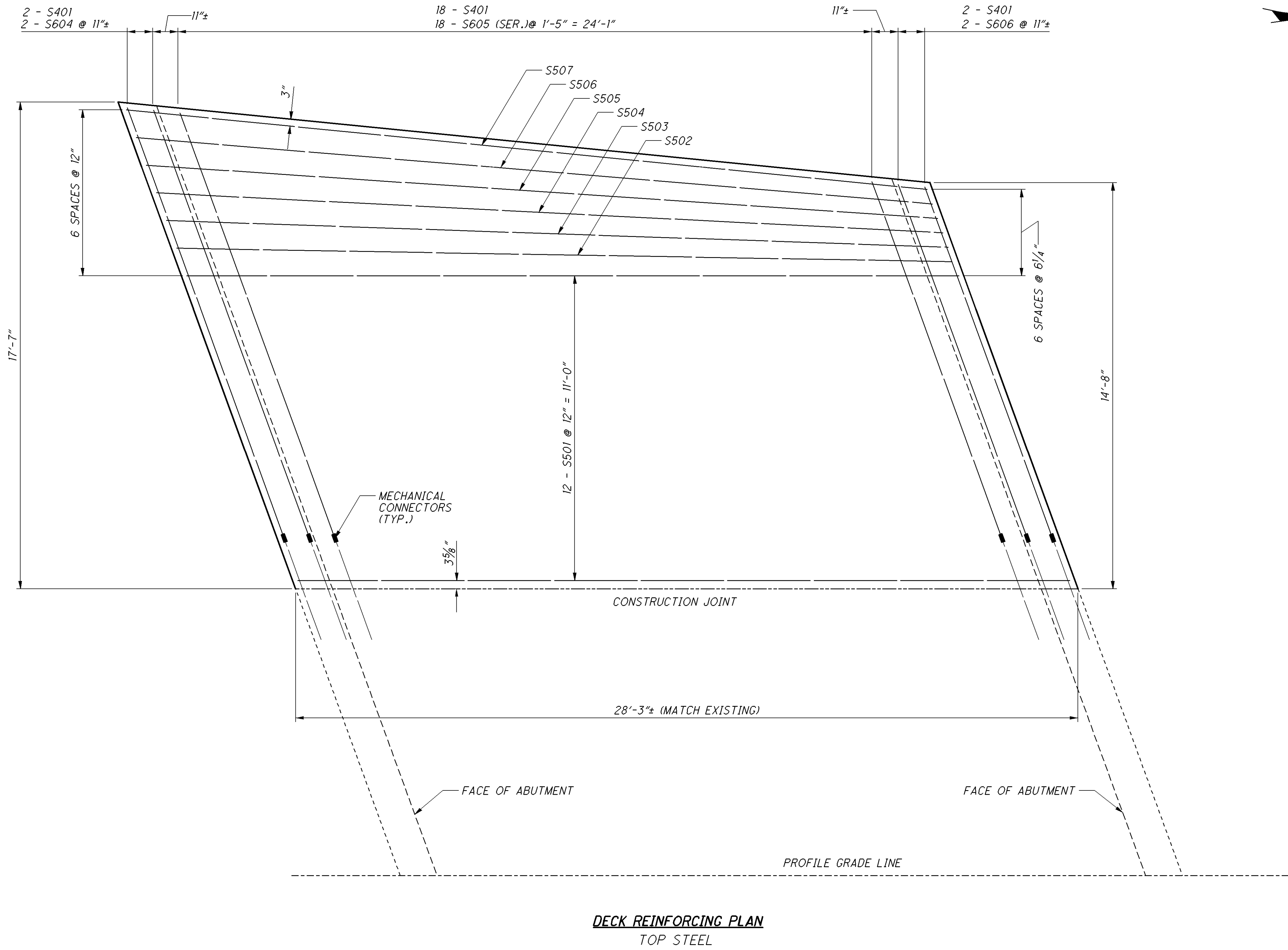
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PID No. 82324

SUPERSTRUCTURE BOTTOM REINFORCING DETAIL
BRIDGE NO. FRA-315-1220 L
OVER WILSON RUN

DESIGNED	DRAWN	REVIEWED	DATE
TKB	TKB	TAA	07/11/2007
CHECKED	REVIS	STRUCTURE FILE NUMBER	2515962
CJW			

DESIGN AGENCY
ODOT CENTRAL OFFICE
OFFICE OF PRODUCTION

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PID No. 82324

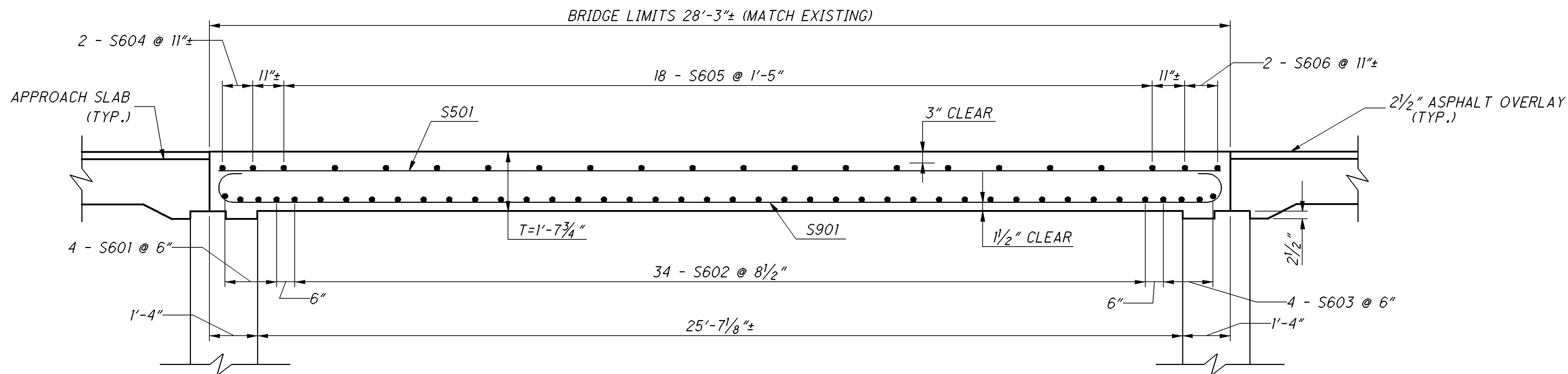
SUPERSTRUCTURE TOP REINFORCING DETAIL
BRIDGE NO. FRA-315-1220 L
OVER WILSON RUN

DESIGNED	DRAWN	REVIEWED	DATE
TKB	TKB	TAA	07/11/2007
CHECKED	REVIS	STRUCTURE FILE NUMBER	2515962
CJW			

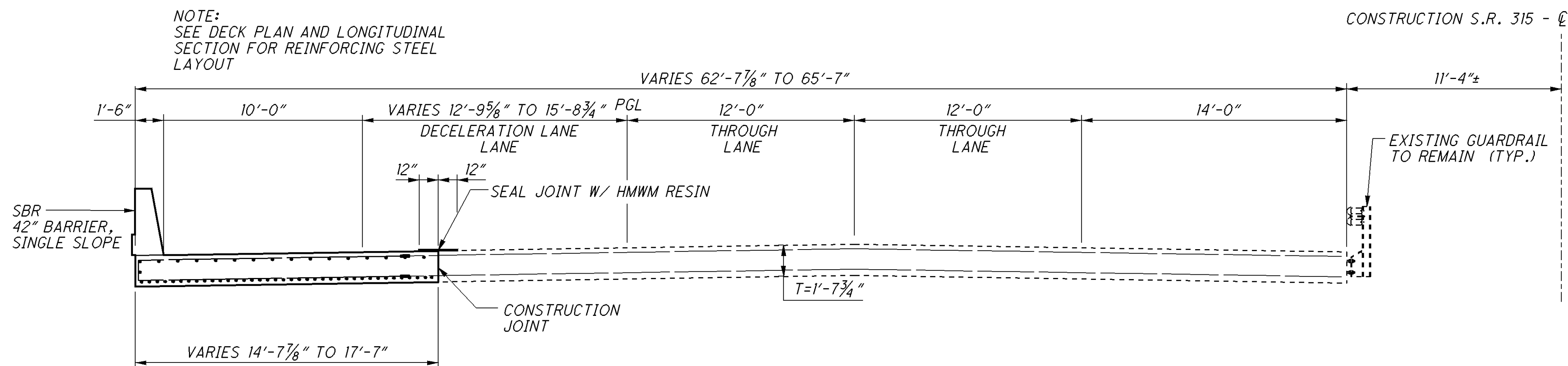
DESIGN AGENCY
ODOT CENTRAL OFFICE
OFFICE OF PRODUCTION

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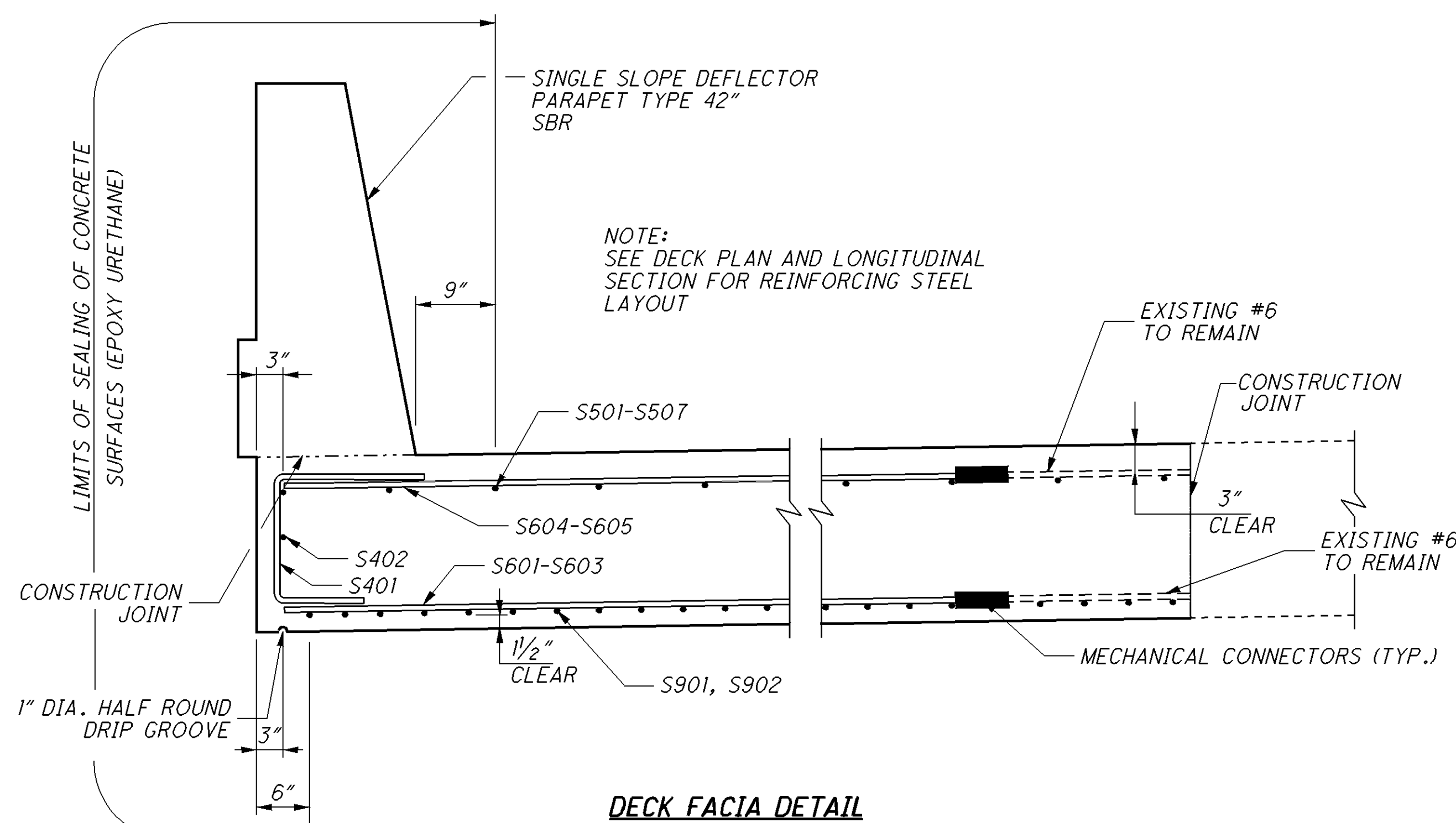
NOTE:
MATCH EXISTING TOP AND BOTTOM
TRANSVERSE BAR SPACING



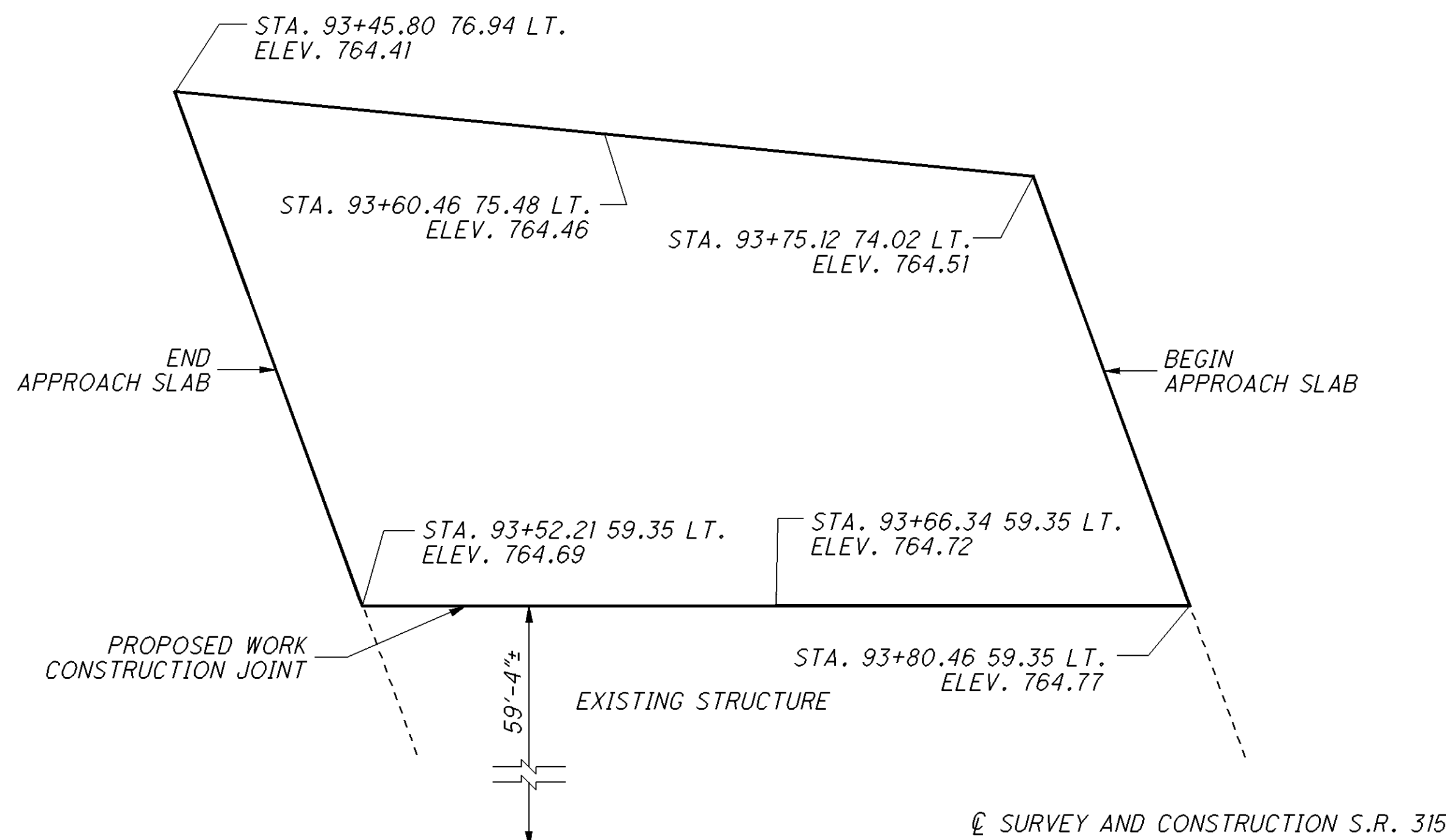
LONGITUDINAL SECTION



TRANSVERSE SECTION



DECK FACIA DETAIL



SCREED PLAN

SUPERSTRUCTURE NOTES:

1. FOR BRIDGE RAILING SINGLE SLOPE DEFLECTOR PARAPET TYPE 42" DETAILS SEE STANDARD DRAWING SBR-1-99. FOR PARAPET REINFORCING STEEL, SEE PARAPET DETAILS, SHEET 12 OF 14.
2. FOR APPROACH SLAB AND PARAPET TRANSITION DETAILS AND REINFORCING STEEL, SEE SHEET 12 OF 14.
3. MECHANICAL CONNECTORS SHALL BE CAPABLE OF DEVELOPING 125% OF THE YIELD STRENGTH OF THE CONNECTED BARS.

SUPERSTRUCTURE SECTION & SCREED PLAN

BRIDGE NO. FRA-315-1220 L
OVER WILSON RUN

FRA -315-12.18

PID No. 82324

10 / 14

64
68

DESIGN AGENCY
ODOT CENTRAL OFFICE
OFFICE OF PRODUCTION

DATE
07/11/2007

REVIEWED
TAA

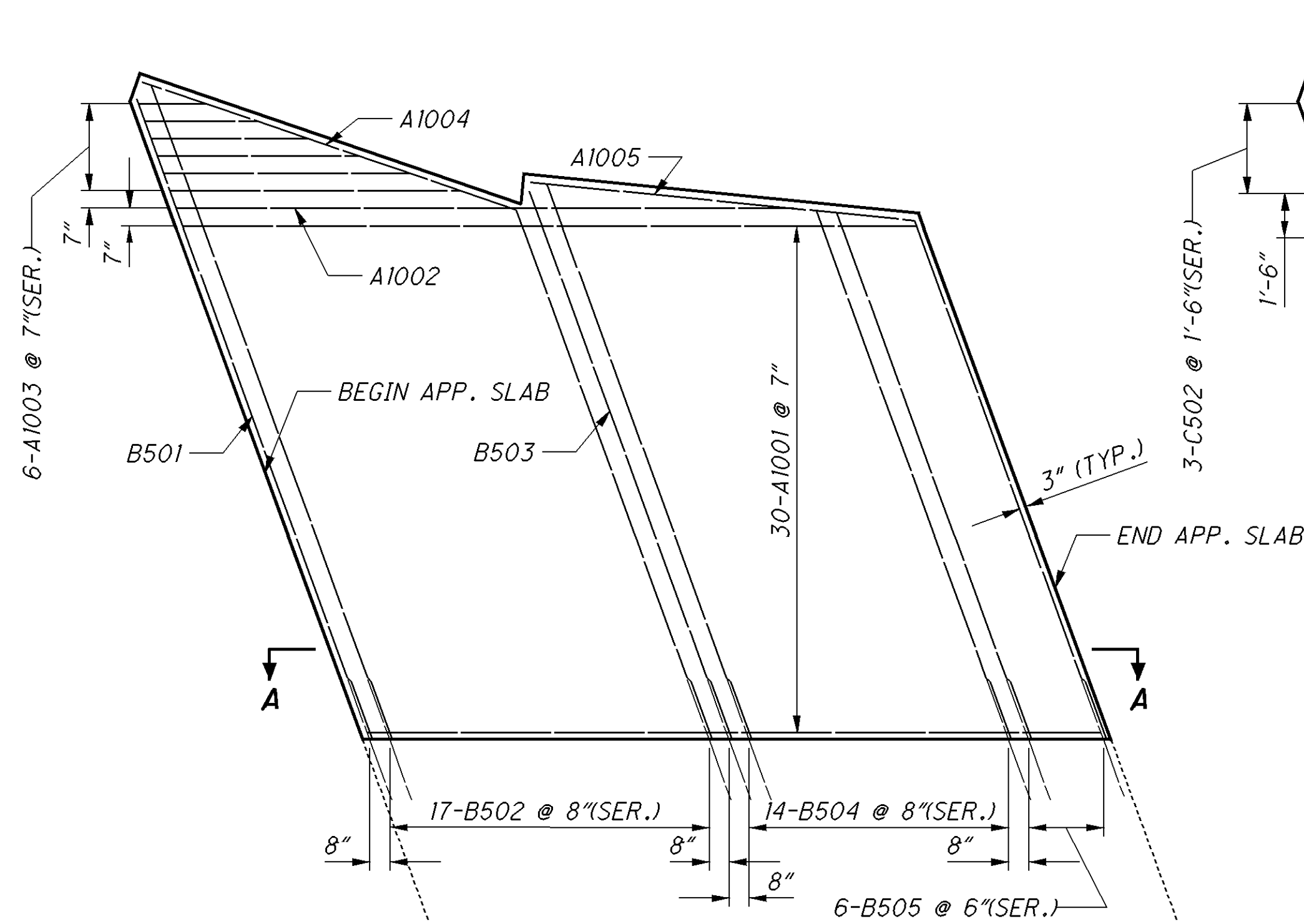
STRUCTURE FILE NUMBER
2515962

DRAWN
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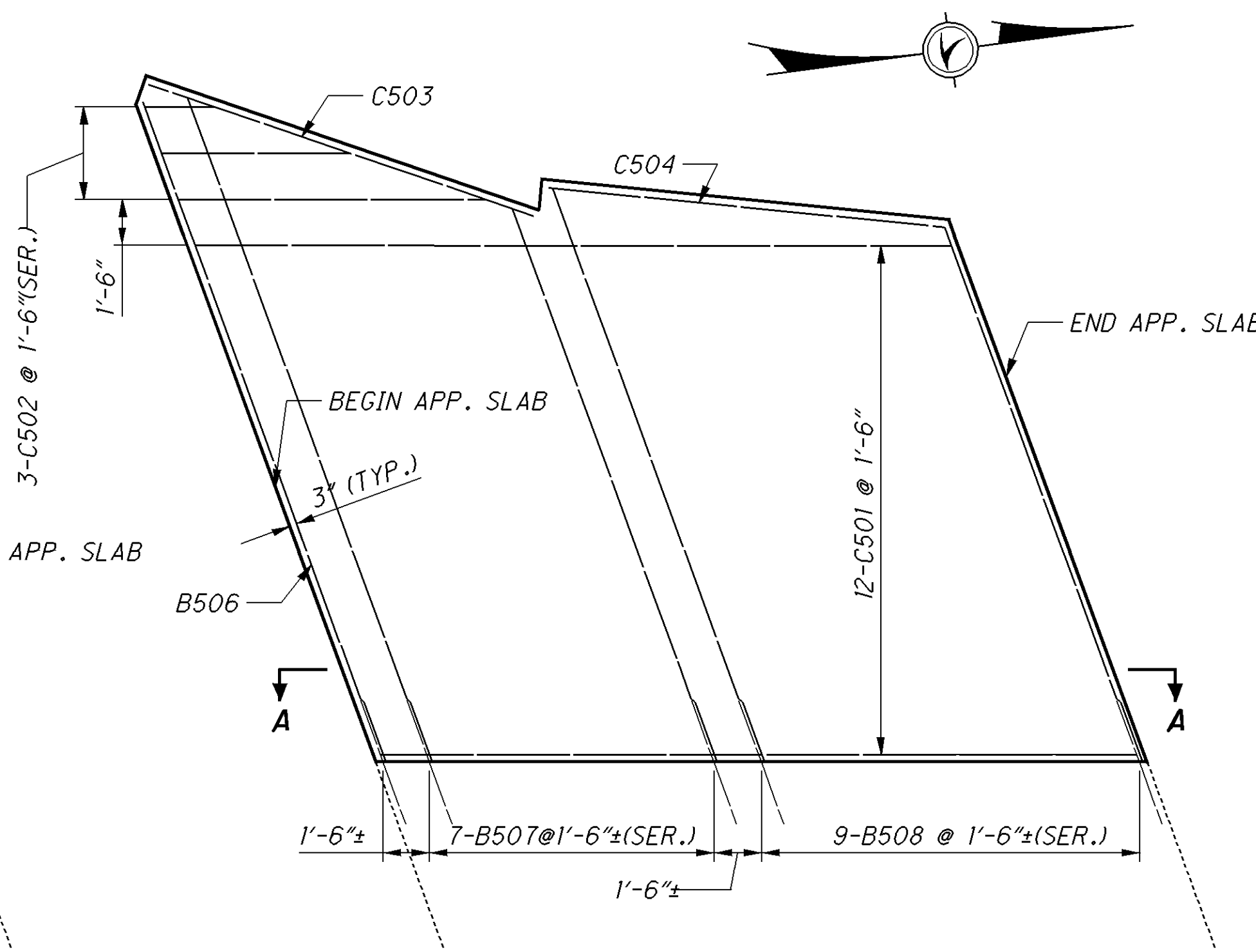
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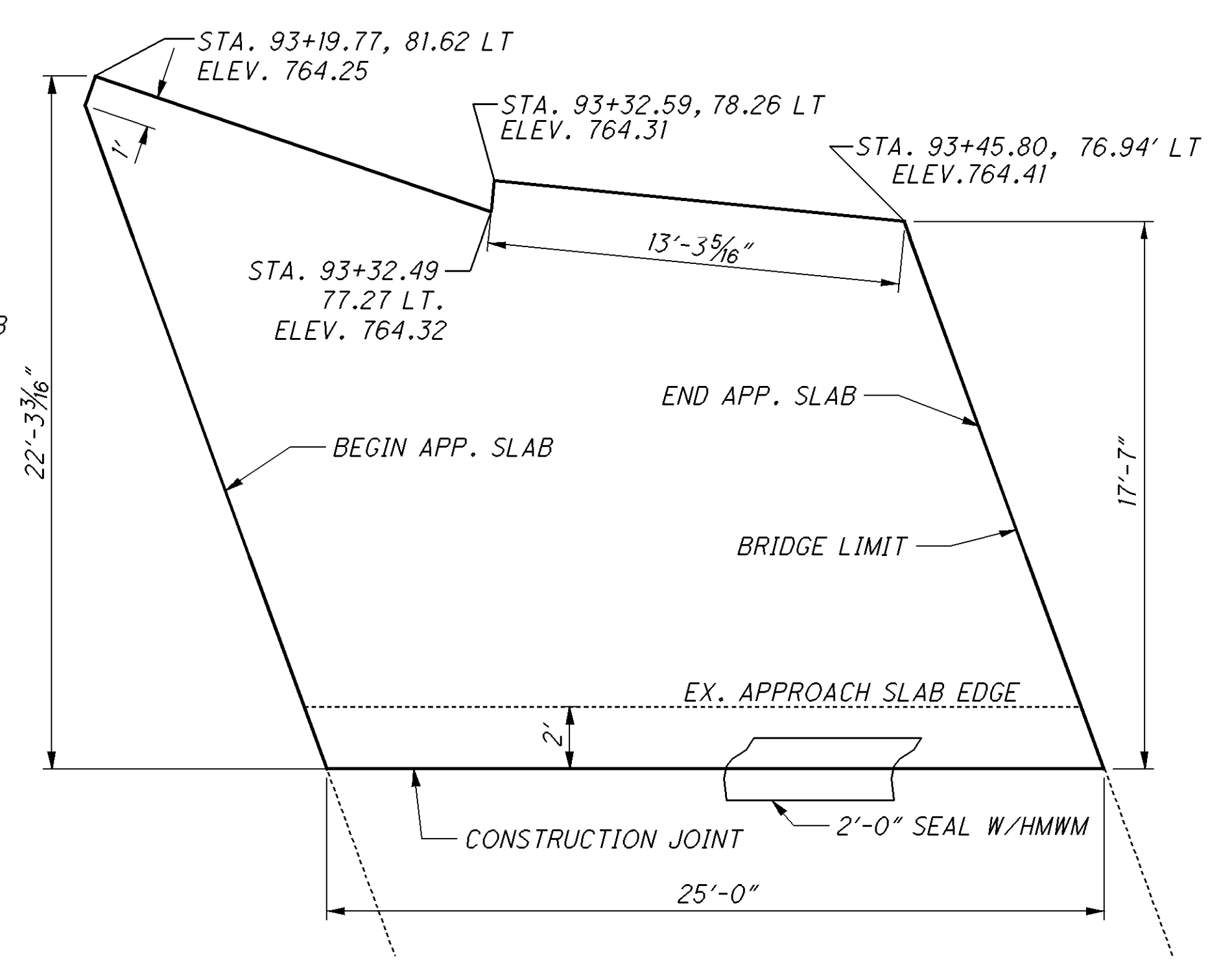
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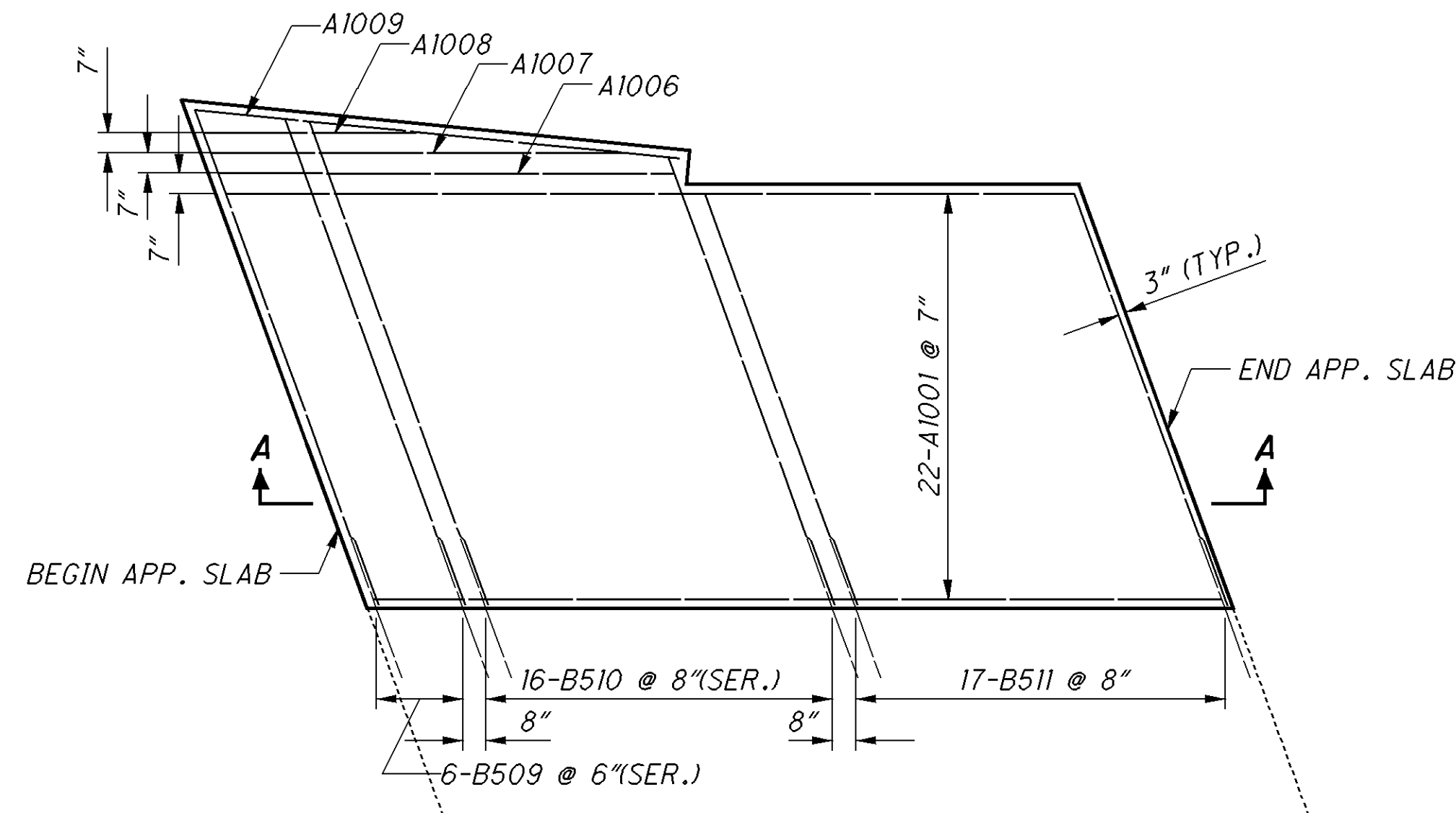
BOTTOM REINFORCING PLAN
(REAR APPROACH SLAB)



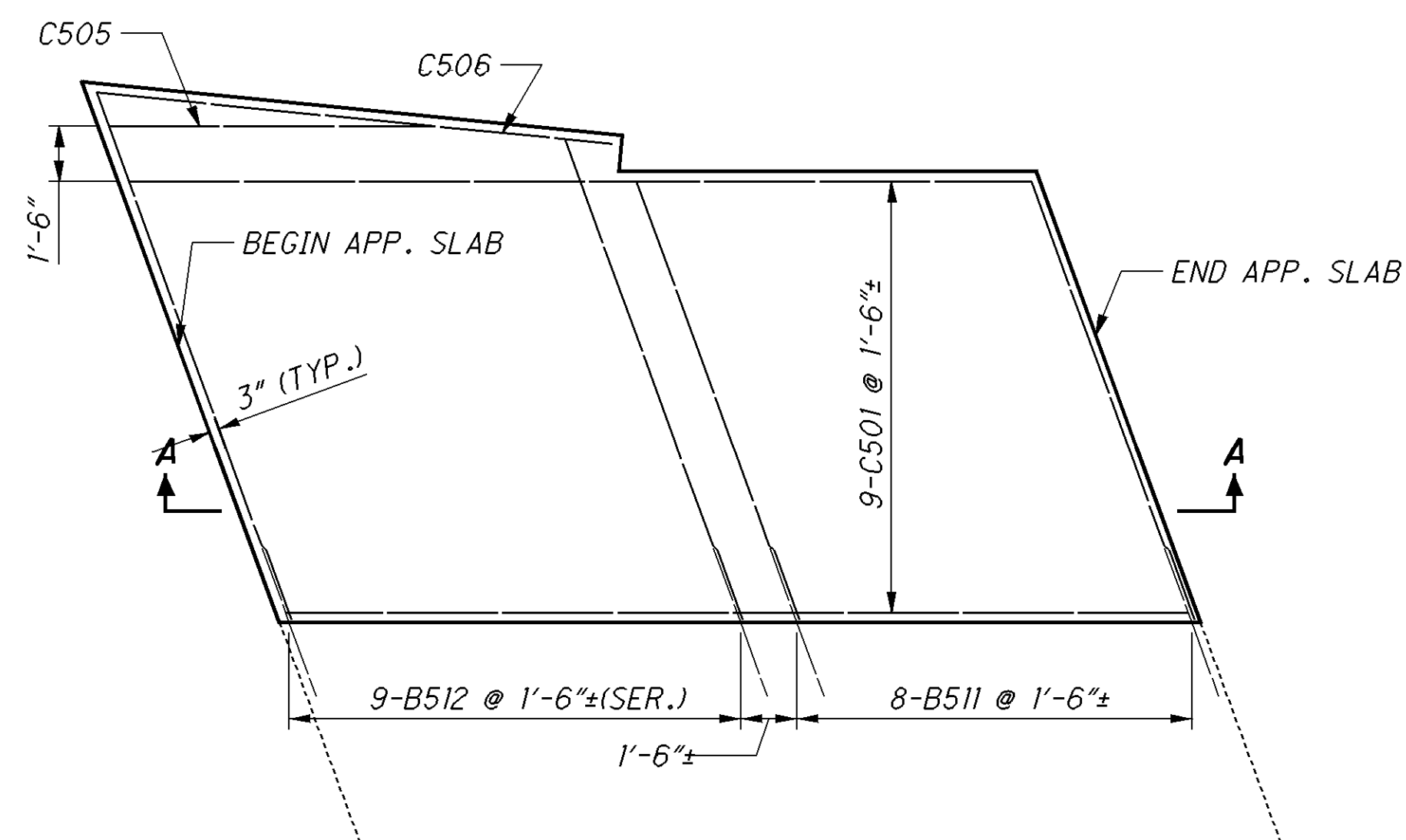
TOP REINFORCING PLAN
(REAR APPROACH SLAB)



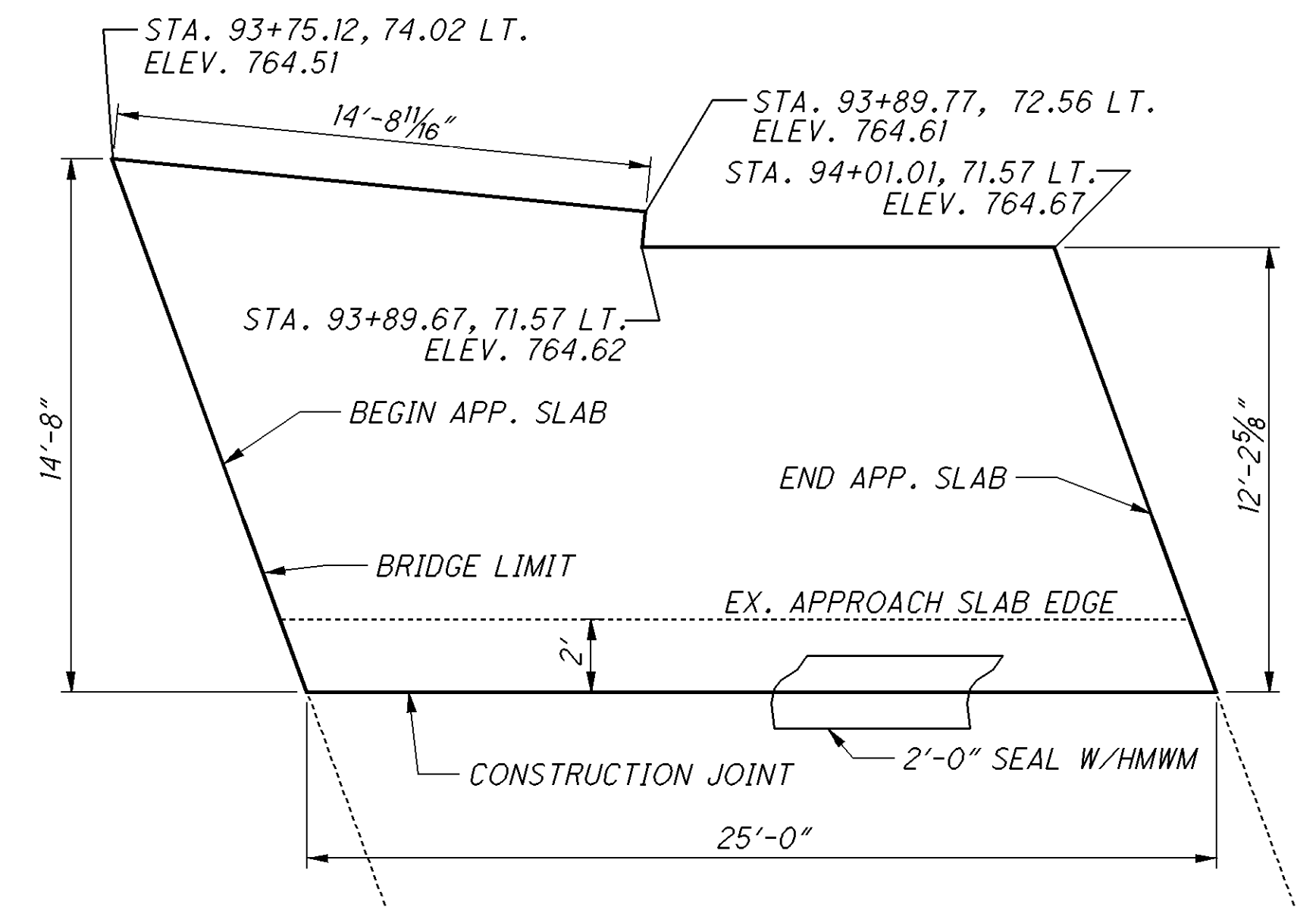
PLAN - REAR APPROACH SLAB



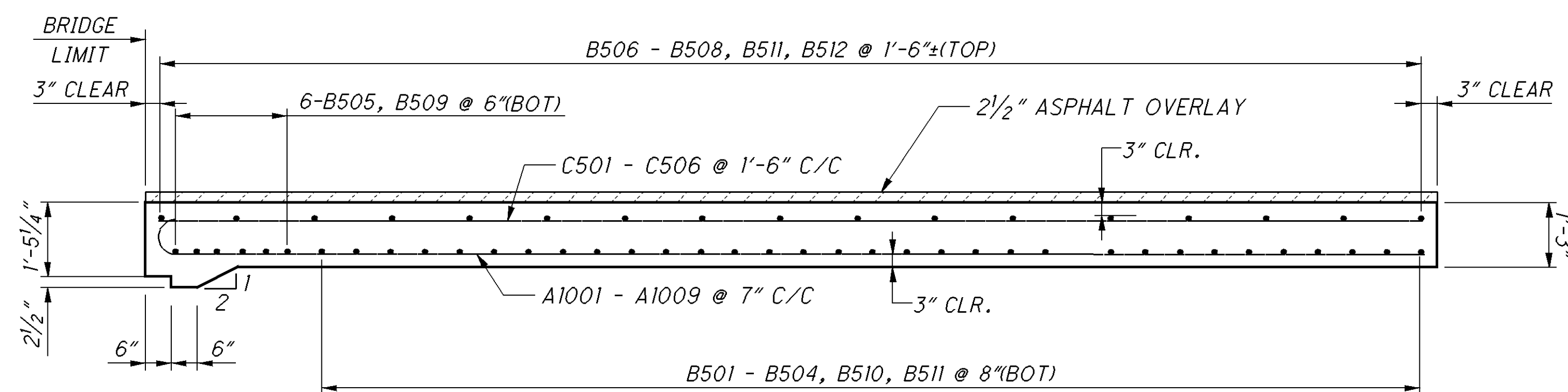
BOTTOM REINFORCING PLAN
(FORWARD APPROACH SLAB)



TOP REINFORCING PLAN
(FORWARD APPROACH SLAB)



PLAN - FORWARD APPROACH SLAB



SECTION A-A

NOTES & LEGEND:

1. FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES NOT SHOWN HERE, SEE BRIDGE STD. DWG. AS-I-81.
2. FOR APPROACH SLAB TO ABUTMENT DETAILS, REFER TO REAR & FORWARD ABUTMENT PLAN & ELEVATIONS.
3. FOR APPROACH SLAB PARAPET DETAILS, SEE SHEET 12 OF 14.
4. SEAL THE LONGITUDINAL JOINT BETWEEN THE EXISTING AND PROPOSED APPROACH SLAB USING HMWM SEALER.
5. LAP SPLICE PROPOSED REINFORCING STEEL (B501 - B512) TO THE EXISTING. MATCH EXISTING REINFORCING STEEL SPACING.
6. ELEVATIONS SHOWN ON THE APPROACH SLAB PLAN VIEWS ARE TO THE TOP OF THE APPROACH SLAB CONCRETE NOT INCLUDING THE 2 1/2" ASPHALT OVERLAY.
7. THE ASHALT OVERLAY WILL BE PAID FOR UNDER THE ROADWAY PAVEMENT ITEMS.
8. SER. = SERIES

APPROACH SLAB DETAILS

BRIDGE NO. FRA-315-1220 L
OVER WILSON RUN

FRA - 315-12.18

PID No. 82324

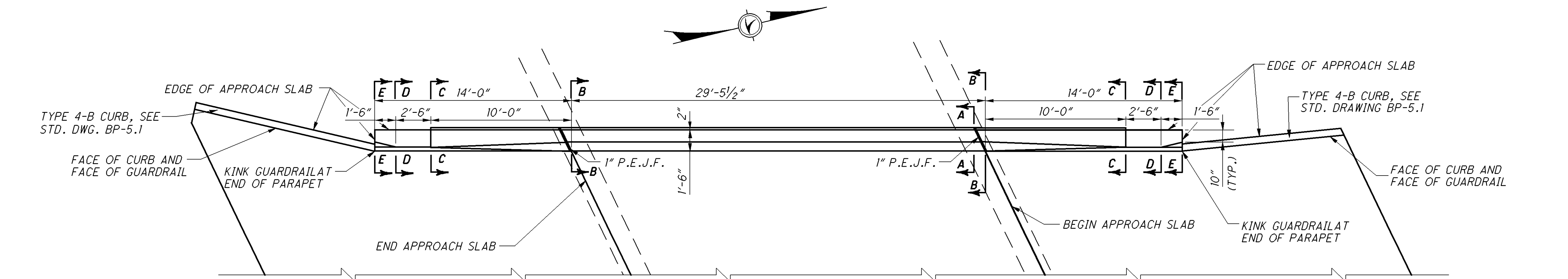
11 / 14

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68

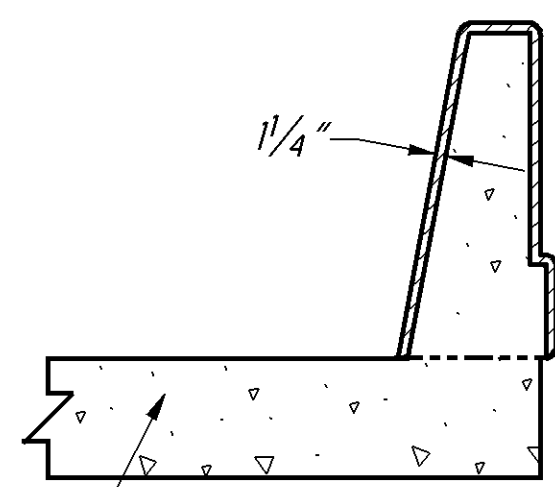
DESIGN AGENCY
ODOT CENTRAL OFFICE
OFFICE OF PRODUCTION

DATE
07/11/2007
REVIEWED
TAA
STRUCTURE FILE NUMBER
2515962

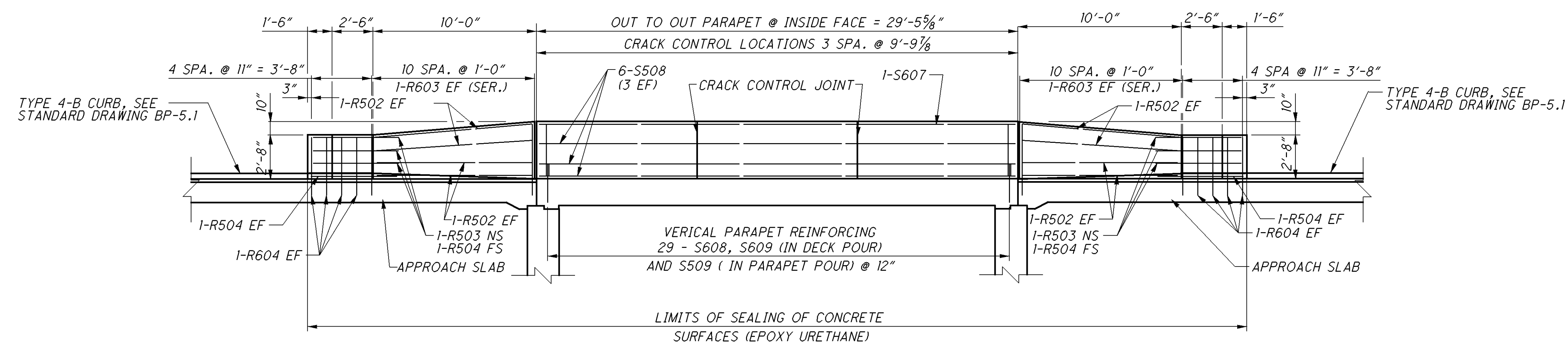
DRAWN
TKB
CHECKED
TKB
CJW



PLAN



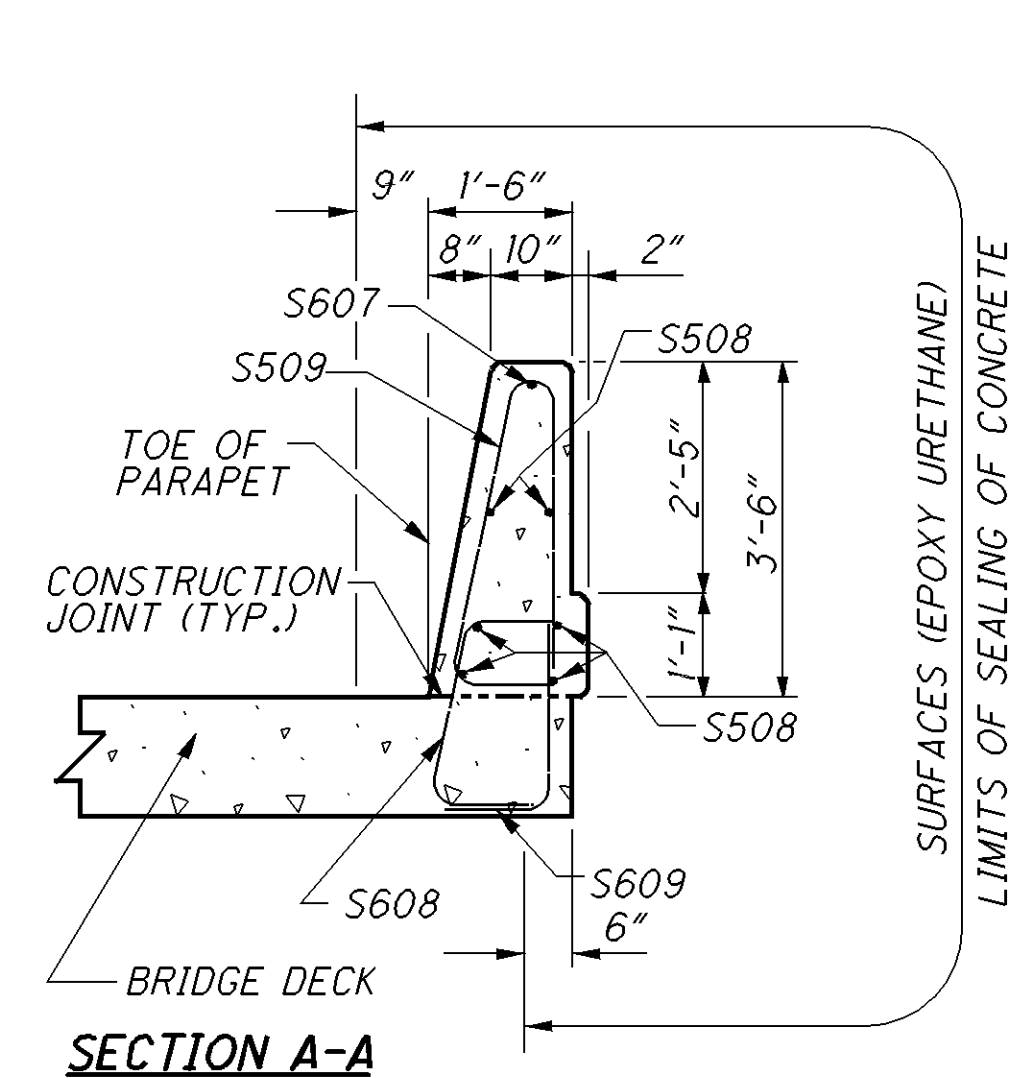
SAWCUT DETAIL



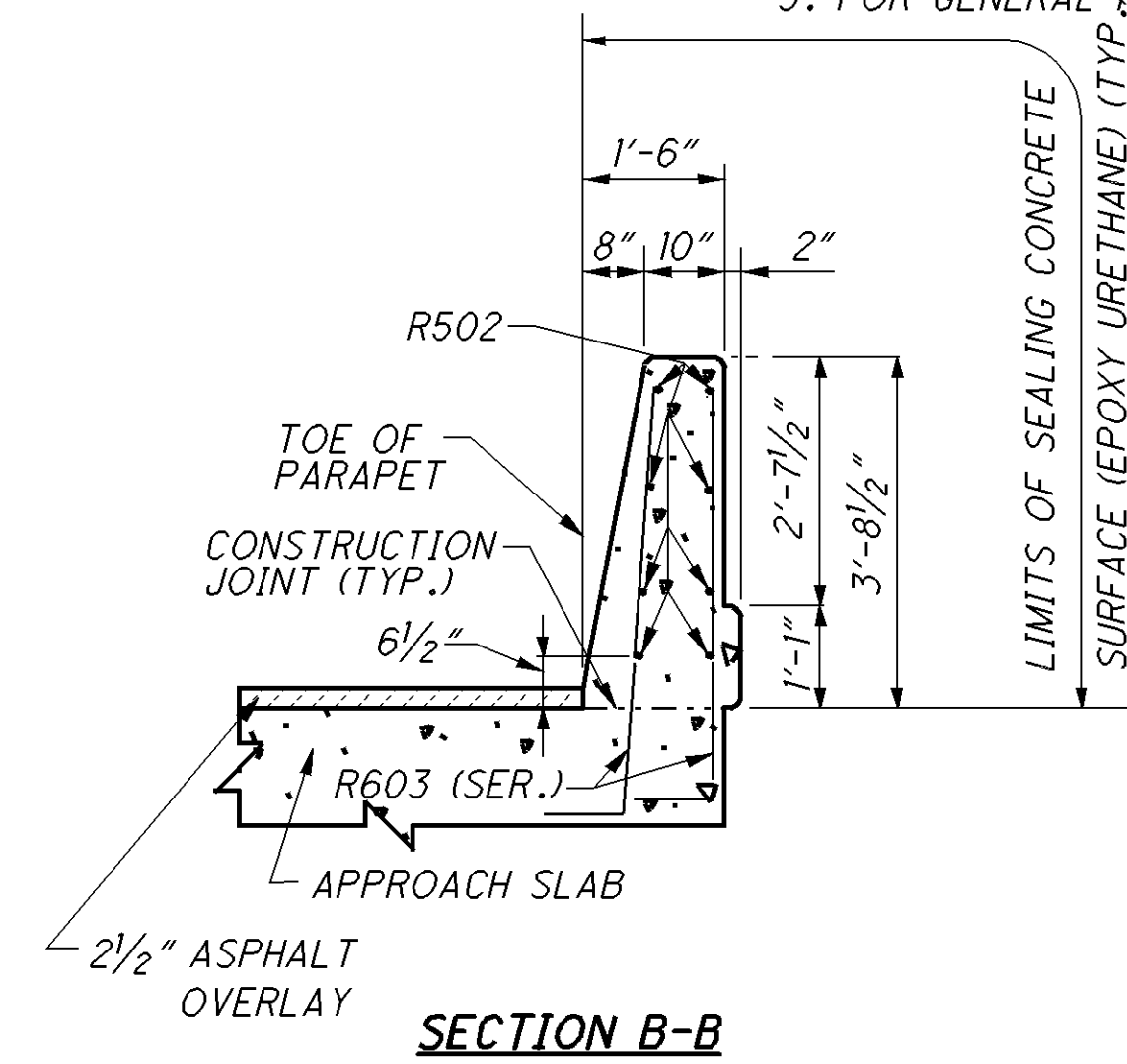
ELEVATION

NOTES:

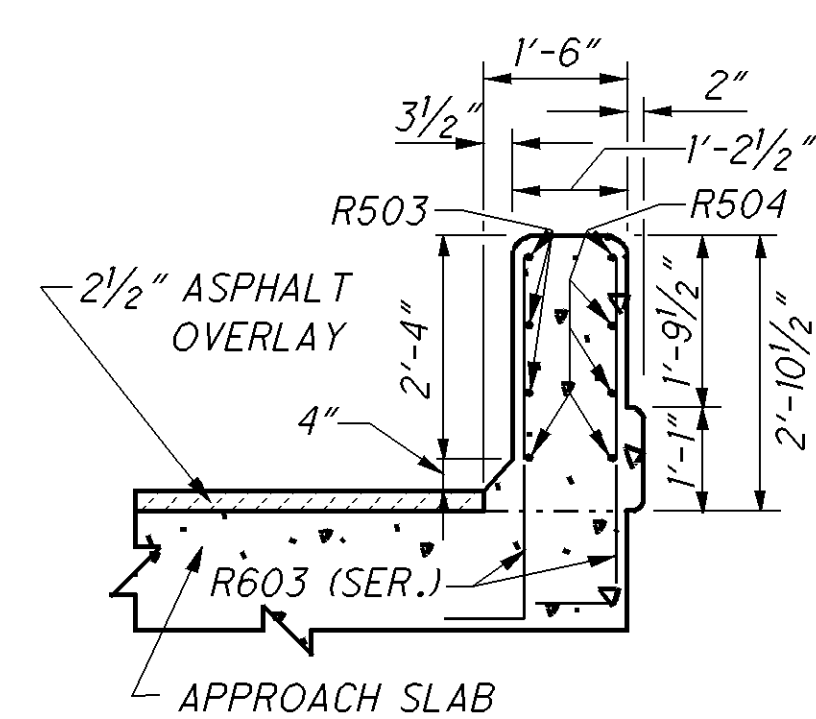
1. FOR REINFORCING STEEL LIST, SEE SHEET 14 OF 14
2. FOR ADDITIONAL REINFORCING STEEL IN APPROACH SLAB, SEE SHEET 14 OF 14.
3. FOR GENERAL NOTES, SEE SHEET 2 OF 14.
4. ALL MATERIALS AND LABOR NECESSARY TO CONSTRUCT THE PARAPET ON THE APPROACH SLABS SHALL BE INCLUDED IN ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=15 INCHES), AS PER PLAN.
5. SEALING OF CONCRETE SURFACES WITH EPOXY URETHANE SHALL BE INCLUDED IN ITEM 526, REINFORCED CONCRETE APPROACH SLAB (T=15 INCHES), AS PER PLAN.



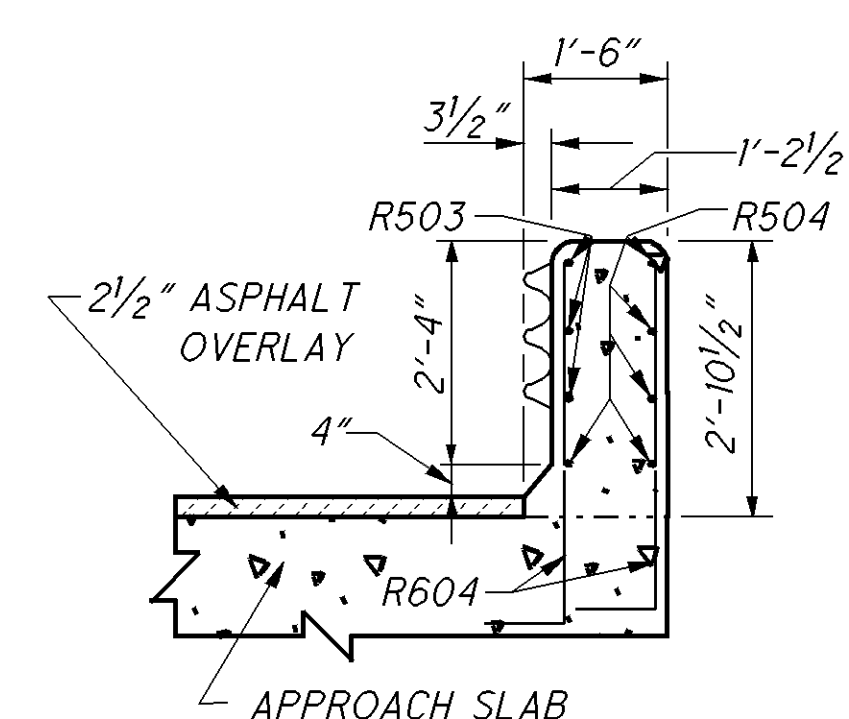
SECTION A-A



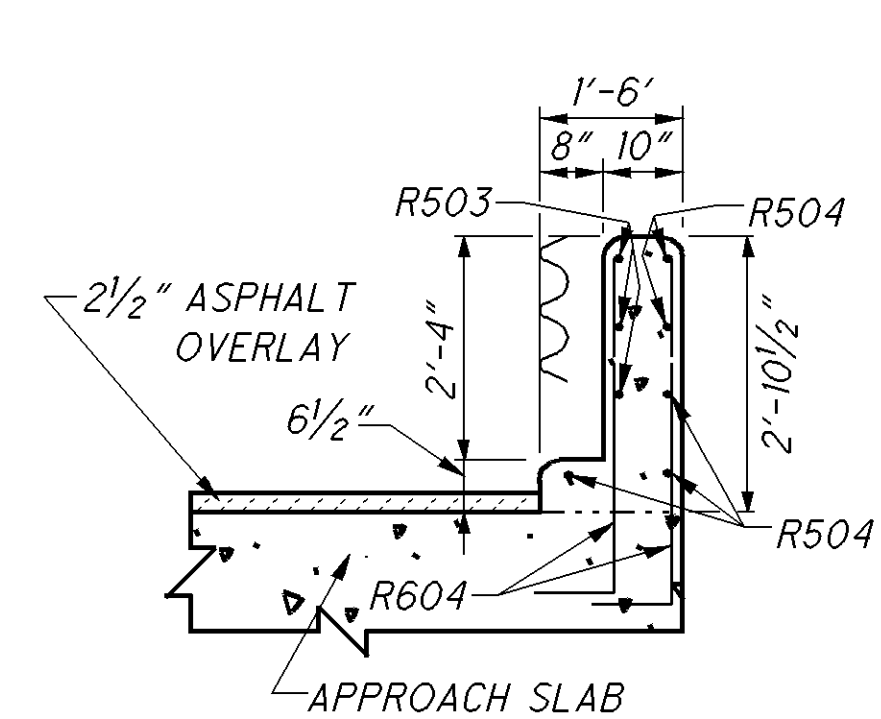
SECTION B-B



SECTION C-C



SECTION D-D

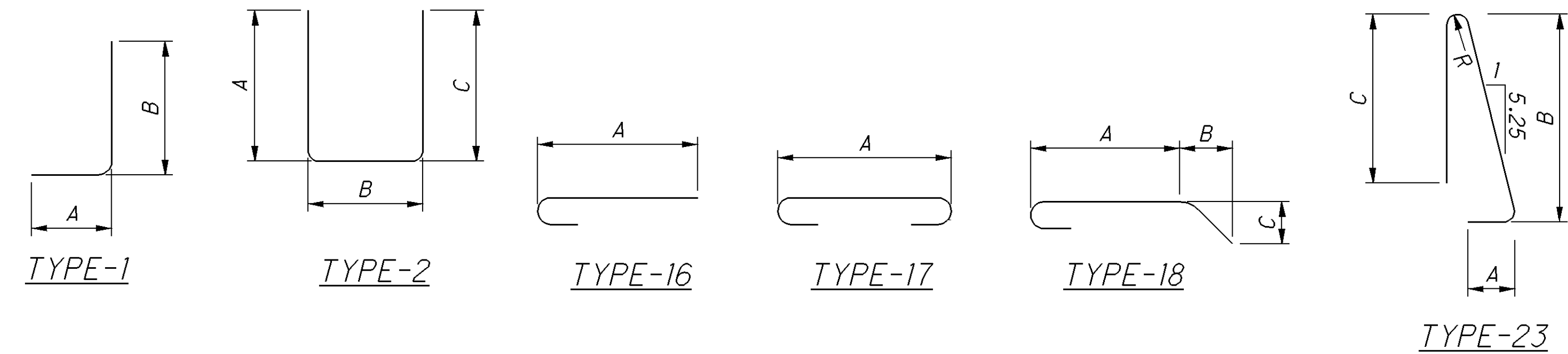


SECTION E-E

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MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	INC
ABUTMENTS													
A501	2		2	2'- 6"	5	STR							
A502	2		2	4'- 0"	8	STR							
A503	1		1	5'- 6"	6	STR							
A504	1		1	7'- 2"	8	STR							
A505	1		1	8'- 4"	9	STR							
A506	1		1	7'- 9"	8	STR							
A507	1		1	12'- 4"	13	STR							
A508	1 SR OF 8		1 SR OF 8	9'- 9" TO 14'- 0"	99	1	1'-0"	8'-11" TO 13'-2"					0'-7 ¼"
A509	2		2	14'- 3"	30	STR							
A510	1		1	15'- 9"	16	STR							
A511	2		2	14'- 4"	30	STR							
A512	1		1	15'- 10"	16	STR							
A513	2		2	15'- 4"	33	STR							
A514	1		1	16'- 10"	17	STR							
A515	2		2	16'- 4"	34	STR							
A516	1		1	17'- 10"	18	STR							
A517	6		6	16'- 1"	101	STR							
A518	3		3	17'- 7"	55	STR							
A519	1		1	20'- 7"	22	STR							
A520	1		1	20'- 1"	21	STR							
A521		2	2	2'- 9"	6	STR							
A522		1	1	3'- 9"	4	STR							
A523		1	1	6'- 6"	7	STR							
A524		1	1	5'- 11"	6	STR							
A525		1	1	12'- 11"	13	STR							
A526	1 SR OF 6		1 SR OF 6	13'- 1" TO 16'- 1"	91	1	1'-0"	12'-3" TO 15'-3"					0'-7 ¼"
A527		2	2	10'- 10"	22	STR							
A528		1	1	12'- 3"	13	STR							
A529		2	2	11'- 4"	24	STR							
A530		1	1	12'- 9"	13	STR							
A531		2	2	11'- 9"	24	STR							
A532		1	1	13'-3"	14	STR							
A533		2	2	12'- 8"	26	STR							
A534		1	1	14'- 2"	15	STR							
A535		6	6	12'- 11"	81	STR							
A536		3	3	14'- 5"	45	STR							
A537		1	1	16'- 3"	17	STR							
A538		1	1	15'- 5"	16	STR							
A539		4	4	13'- 3"	55	STR							
A540	11	9	20	4'- 6"	94	STR							
A541	4		4	16'- 4"	68	STR							
W501	6		6	4'- 10"	30	STR							
W502	7	9	16	7'- 2"	120	1	0'-8"	6'-8"					
W503	7	9	16	7'- 7"	127	1	0'-8"	7'-1"					
W504	5	7	12	7'- 2"	90	2	0'-8"	6'-1"	0'-8"				
W505		6	6	6'- 7"	41	STR							
A801	2		2	2'- 6"	13	STR							
A802	2		2	4'- 0"	21	STR							
TOTAL					1645								

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	INC
ABUTMENTS													
A803	1		1	5'- 6"	15	STR							
A804	1		1	7'- 2"	19	STR							
A805	1		1	8'- 4"	22	STR							
A806	1		1	7'- 9"	20	STR							
A807	1		1	12'- 4"	33	STR							
A808	1 SR OF 8		1 SR OF 8	9'- 10" TO 14'- 0"	255	1	1'-1"	8'-11 1/4" TO 13'-1 3/4"					0'-7 1/4"
A809	2		2	9'- 3"	49	1	1'-1"	8'-5"					
A810	2		2	8'- 7"	46	1	1'-1"	7'-10"					
A811		2	2	2'- 9"	14	STR							
A812		1	1	3'- 9"	10	STR							
A813		1	1	6'- 6"	17	STR							
A814		1	1	5'- 11"	16	STR							
A815		1	1	12'- 11"	34	STR							
A816		1 SR OF 6	1 SR OF 6	11'- 7" TO 14'- 7"	210	1	1'-1"	10'-9" TO 13'-9"					0'-7 1/4"
A817		2	2	11'- 0"	59	1	1'-1"	10'-2"					
A818		2	2	10'- 4"	55	1	1'-1"	9'-7"					
D801	4	2	6	5'- 2"	83	18	3'-0"	1'-0"	1'-0"				
D803	6	6	12	6'- 1"	192	1	3'-3"	3'-0"					
TOTAL					1149								



- NOTES:**
- ALL REINFORCING STEEL IS EPOXY COATED.
 - 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 DIGITS ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, A S601 IS A NUMBER 6 BAR.
 - ALL DIMENSIONS ARE OUT TO OUT OF BAR UNLESS OTHERWISE NOTED.
 - RADIUS DIMENSIONS ARE SHOWN TO THE OUTSIDE OF THE BAR, EXCEPT AS SHOWN ON THE BENDING DIAGRAM.
 - HOOKS AND BENDS SHOWN ON THE BENDING DIAGRAMS THAT ARE NOT DIMENSIONED SHALL BE AS SPECIFIED IN THE CMS.
 - * : DENOTES BARS THAT REQUIRE MECHANICAL CONNECTORS. ADJUST LENGTH AS REQUIRED FOR THE TYPE OF MECHANICAL SPLICE USED.
 - INCLUDE PAYMENT FOR BARS THAT ARE DESIGNATED FOR USE IN THE APPROACH SLABS IN THE BID PRICE OF ITEM 526 - REINFORCED CONCRETE APPROACH SLABS, AS PER PLAN.

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	DECK	PARAPET	TOTAL				A	B	C	D	E	R	INC
SUPERSTRUCTURE													
S401	22		22	3'- 6"	51	2	1'-6"	1'-3"	1'-0"				
S402	1		1	29'- 0"	20	STR							
S501	12		12	27'- 10"	349	STR							
S502	1		1	28'- 1"	29	STR							
S503	1		1	28'- 3"	29	STR							
S504	1		1	28'- 5"	30	STR							
S505	1		1	28'- 8"	30	STR							
S506	1		1	28'- 10"	30	STR							
S507	1		1	29'- 1"	30	STR							
S508		6	6	29'- 2"	182	STR							
S509		29	29	7'- 5"	224	23	1'-1"	3'-2"	3'-0"			0'-2¾"	
S601 *	4		4	16'- 5"	99	STR							
S602 *	1 SR OF 34		1 SR OF 34	13'- 9" TO 16'- 4"	767	STR							0'-1"
S603 *	4		4	13'- 7"	82	STR							
S604 *	2		2	16'- 6"	50	STR							
S605 *	1 SR OF 18		1 SR OF 18	13'- 8" TO 16'- 4"	406	STR							0'-1 ¾"
S606 *	2		2	13'- 6"	41	STR							
S607		1	1	29'- 2"	44	STR							
S608		29	29	4'- 2"	181	28	1'-1"	2'-4"					
S609		29	29	3'- 3"	142	1	1'-1"	2'-4"					
S901	27		27	30'- 5"	2792	17	27'-11"						
	1 SR		1 SR	27'- 11"									
S902	OF		OF	TO	1355	STR							0'-1"
	14		14	29'- 0"									
TOTAL					6963								

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR	FORWARD	TOTAL				A	B	C	D	E	R	INC
APPROACH SLABS													
B501	1		1	22'- 9"	24	STR							
B502	1 SR OF 17		1 SR OF 17	18'- 10" TO 23'- 3"	373	STR							0'-3 1/4"
B503	1		1	19'- 6"	20	STR							
B504	1 SR OF 14		1 SR OF 14	18'- 10" TO 19'- 9"	282	STR							0'-1"
B505	1 SR OF 6		1 SR OF 6	18'- 6" TO 18'- 9"	116	STR							0'-0 3/4"
B506	1		1	22'- 9"	24	STR							
B507	1 SR OF 7		1 SR OF 7	19'- 1" TO 22'- 11"	153	STR							0'-7 3/4"
B508	1 SR OF 9		1 SR OF 9	18'- 6" TO 19'- 10"	180	STR							0'-2"
B509		1 SR OF 6	1 SR OF 6	15'- 0" TO 15'- 4"	95	STR							0'-0 3/4"
B510		1 SR OF 16	1 SR OF 16	13'- 10" TO 14'- 11"	240	STR							0'-1"
B511	17	8	25	12'- 9"	332	STR							
B512		1 SR OF 9	1 SR OF 9	13'- 11" TO 15'- 4"	137	STR							0'-2"
C501	12	9	21	24'- 6"	537	STR							
C502	1 SR OF 3		1 SR OF 3	2'- 3" TO 9'- 11"	19	STR							3'-10"
C503	1		1	13'- 2"	14	STR							
C504	1		1	12'- 11"	13	STR							
C505		1	1	8'- 10"	9	STR							
C506		1	1	14'- 1"	15	STR							
R502	8	8	16	10'- 0"	167	STR							
R503	3	3	6	5'- 7"	35	25	1'-8"	2'-5"	1'-5"	0'-1 1/2"	0'-5"		
R504	5	5	10	5'- 4"	57	STR							
R603	2 SR OF 11	2 SR OF 11	4 SR OF 11	4'- 7" TO 5'- 5"	331	1	1'-1"	3'-8" TO 4'-6"					0'-1"
R604	8	8	16	4'- 7"	110	1	1'-1"	3'-8"					
A1001	30	22	52	25'- 11"	5799	16	24'-6"						
A1002	1		1	20'- 7"	89	STR							
A1003	1 SR OF 6		1 SR OF 6	2'- 3" TO 9'- 8"	154	STR							1'-6"
A1004	1		1	13'- 2"	57	STR							
A1005	1		1	12'- 11"	56	STR							
A1006		1	1	13'- 2"	57	STR							
A1007		1	1	12'- 1"	52	STR							
A1008		1	1	6'- 5"	28	STR							
A1009		1	1	14'- 1"	61	STR							
TOTAL					9636								