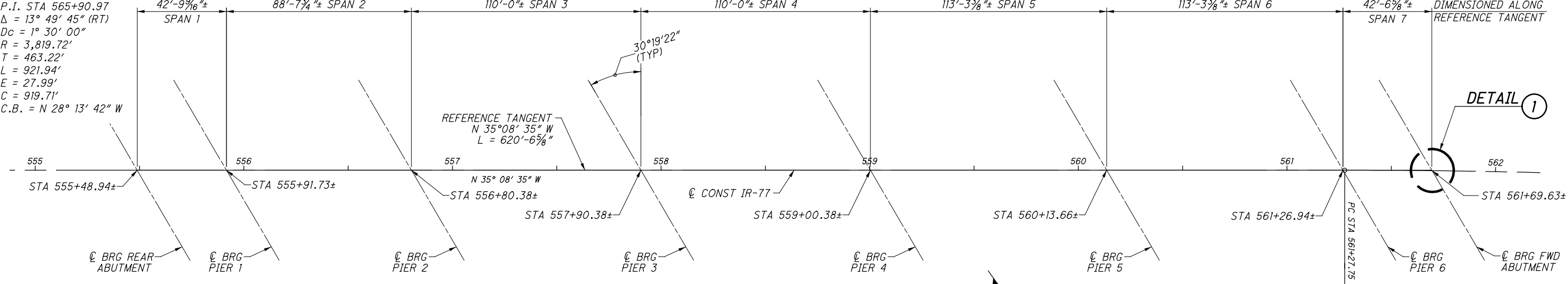
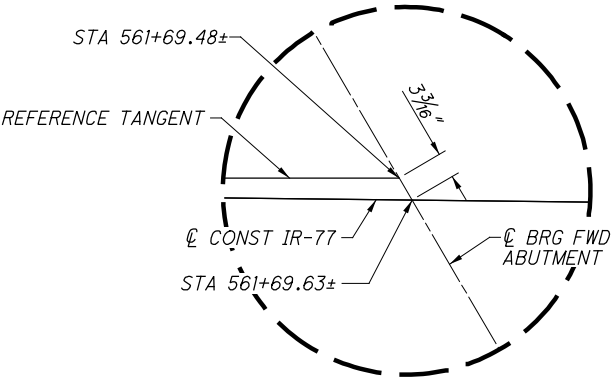


IR-77 CURVE DATA

P.I. STA 565+90.97
Δ = 13° 49' 45" (RT)
Dc = 1° 30' 00"
R = 3,819.72'
T = 463.22'
L = 921.94'
E = 27.99'
C = 919.71'
C.B. = N 28° 13' 42" W



REFERENCE TANGENT DEFINITION



DETAIL 1
REFERENCE TANGENT DEFINITION



PAVEMENT TRANSITION DETAIL

ITEM 512 – CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN

THIS CONTINGENCY QUANTITY IS TO BE USED TO REPAIR EXISTING CONCRETE CRACKS ON ANY SUBSTRUCTURE ELEMENTS TO REMAIN, AS DIRECTED BY THE ENGINEER.

IF THE REPAIR IS TO OCCUR ON COLUMNS IN THE FIBER WRAP ZONE, THE REPAIR SHALL BE TO THE SATISFACTION OF THE FIBER WRAP MANUFACTURER.

A CONTINGENCY QUANTITY OF 50 FEET HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 513 – STRUCTURAL STEEL, MISC: STEEL GIRDER REPAIRS

THIS WORK CONSISTS OF EXAMINING THE EXISTING STRUCTURAL STEEL, DEVELOPING REPAIR RECOMMENDATIONS, PREPARING ENGINEERED DRAWINGS, REPAIRING DETERIORATED PORTIONS OF THE EXISTING STEEL INCLUDING FABRICATING AND INSTALLING MISCELLANEOUS STEEL MEMBERS, AND REPAIRING THE PRIME COAT OF PAINT.

AFTER ABRASIVE BLASTING OF THE STRUCTURAL STEEL HAS BEEN COMPLETED AND THE PRIME COAT OF PAINT APPLIED, THE CONTRACTOR WILL EXAMINE THE CONDITION OF THE EXISTING GIRDERS WITHIN 10 FEET IN EACH DIRECTION FROM A SCUPPER AND MAKE THE NECESSARY REPAIR RECOMMENDATIONS.

THE STRUCTURAL STEEL REPAIR WORK WILL CONSIST OF REPAIRING THE DETERIORATED GIRDERS BY THE ADDITION OF WELDED STEEL PLATES, STIFFENERS, ANGLES, ETC. ALL WORK WILL CONFORM TO CMS 513 EXCEPT AS MODIFIED HEREIN.

AT LEAST 20 DAYS BEFORE PERFORMING REPAIR WORK, SUBMIT ENGINEERED DRAWINGS, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER, TO THE ENGINEER AS PER CMS 501.05. INCLUDE IN THE ENGINEERED DRAWINGS THE PROPOSED REPAIR PLAN AND PROCEDURES, FIELD MEASUREMENTS, QUANTITIES, AND OTHER DETAILS TO ADEQUATELY DEFINE THE WORK. OBTAIN THE ENGINEER’S ACCEPTANCE BEFORE PERFORMING THE REPAIRS.

EXAMINE THE EXISTING STEEL CONDITIONS AND PERFORM PROPOSED REPAIRS IN ACCORDANCE WITH THE FOLLOWING:

1. THE POTENTIAL REPAIR AREAS WILL BE LIMITED TO 10 FEET IN EACH DIRECTION FROM SCUPPERS.
2. FLANGE AREA PERFORATIONS WILL BE REPAIRED
3. USING A UT THICKNESS GAUGE, THE CONTRACTOR WILL QUANTIFY THE AREA OF SECTION LOSS FOR EACH BRIDGE, THE REPAIR AREA WILL BE IDENTIFY USING A 4” x 4” WEB GRID. THE THINNEST STEEL WITHIN EACH GRID AREA WILL BE NOTED. MEASUREMENTS WILL BE RECORDED AND A COPY SUBMITTED TO THE ENGINEER.
4. ANY AREA 8” HIGH x 4” WIDE WITH 30% AVERAGE SECTION LOSS ON THE WEB WILL BE REPAIRED.
5. SECTION LOSS MORE THAN 50% FOR AN AREA GREATER THAN 8” HIGH x 4” WIDE WILL BE REPAIRED FOR THE FULL HEIGHT OF THE WEB.
6. USE THE MOST READILY AVAILABLE STEEL MATERIAL THICKNESS THAT IS AT MINIMUM EQUAL TO THE ORIGINAL THICKNESS OF THE GIRDER SECTION TO BE REPAIRED.
7. NEW STEEL MATERIAL WILL BE SHOP PRIMED.
8. AREAS OF SECTION LOSS LOCATED BEHIND THE BACK SIDE OF THE BEARING, BETWEEN THE BEARING LOAD PLATE AND THE BACKWALL, WILL NOT BE REPAIRED.
9. AFTER THE REPAIRS HAVE BEEN COMPLETED, REPAIR ALL DAMAGED AREA OF THE PRIME COAT IN ACCORDANCE WITH CMS 514.22.

PERFORM WORK FOR FIELD-FABRICATED MEMBERS ACCORDING TO ITEM 513, EXCEPT AS MODIFIED HEREIN. THE DEPARTMENT WILL NOT REQUIRE THE CONTRACTOR PERFORMING FIELD FABRICATION TO BE PRE-QUALIFIED AS SPECIFIED IN SUPPLEMENT 1078. SUBMIT A WRITTEN LETTER OF MATERIAL ACCEPTANCE TO THE ENGINEER IN ACCORDANCE WITH CMS 501.06. PROVIDE THE ENGINEER “AS-BUILT” DRAWINGS ACCORDING TO CMS 513.06 EXCEPT CMS 501.04 DOES NOT APPLY. UPON RECEIPT OF THE ENGINEER’S ACCEPTANCE, SUPPLY A COPY OF THE DRAWINGS, ACCORDING TO SUPPLEMENT 1002, TO THE OFFICE OF MATERIAL MANAGEMENT FOR RECORD PURPOSES.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES BASED UPON THE AS-INSTALLED DETAILS AND DIMENSIONS AT THE CONTRACT UNIT PRICE (POUND) FOR ITEM 513 – STRUCTURAL STEEL, MISC.: STEEL GIRDER REPAIRS.

A CONTINGENCY QUANTITY OF 500 POUNDS HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 514 – PAINTING OF STRUCTURAL STEEL

ALL STRUCTURAL STEEL SHALL BE CLEANED AND PAINTED PER ODOT CMS 514 AFTER DECK REPLACEMENT IS COMPLETE.

THE TOTAL SURFACE AREA OF GIRDERS, CROSS FRAMES AND PLATES TO BE PAINTED INCLUDES A 2% ALLOWANCE FOR INCIDENTALS.

FINISH COAT SHALL BE FEDERAL COLOR NUMBER 24172.

ITEM 516 – JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN

THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES TO THE DIMENSIONS AND REQUIREMENTS DEFINED IN THE PROJECT PLANS.

SUBMIT ENGINEERED DRAWINGS IN ACCORDANCE WITH CMS 501.05.

IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE SUPERSTRUCTURE, SEPARATION OF THE CONCRETE DECK FROM THE STEEL STRINGERS, OR OTHER DAMAGE TO THE STRUCTURE IS VISUALLY OBSERVED, IMMEDIATELY CEASE THE JACKING OPERATION AND INSTALL SUPPORTS TO THE SATISFACTION OF THE ENGINEER. ANALYZE THE DAMAGE AND SUBMIT A METHOD OF CORRECTION TO THE ENGINEER FOR APPROVAL. EPOXY INJECT ALL BEAMS THAT SEPARATE FROM THE DECK FOR THE DISTANCE OF THE SEPARATION IN ACCORDANCE WITH CMS 512.07. THE DEPARTMENT WILL NOT PAY FOR THE COST OF THIS EPOXY INJECTION OR OTHER REQUIRED REPAIRS. THE BRIDGE BEARINGS SHALL BE FULLY SEATED AT ALL CONTACT AREAS. IF FULL SEATING IS NOT ATTAINED, SUBMIT A REPAIR PLAN TO THE ENGINEER. THE DEPARTMENT WILL NOT PAY FOR THE REPAIR COSTS TO ENSURE FULL SEATING ON BEARINGS.

THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN.

ITEM 518 – 6” PIPE DOWNSPOUT, INCLUDING SPECIALS, APP
ITEM 518 – 8” PIPE DOWNSPOUT, INCLUDING SPECIALS, APP

IN ADDITION TO THE REQUIREMENTS OF ITEM 518, THIS WORK CONSISTS OF REMOVING AND REPLACING THE EXISTING DRAINAGE DOWNSPOUT FROM THE BOTTOM OF THE SCUPPER BASIN TO ITS OUTLET IN AN EXISTING CATCH BASIN OR STORM SEWER. DOWNSPOUTS AT PIERS 2, 4, 5 & 6 WILL BE REPLACED WITH AN IN-KIND SYSTEM EXCEPT THAT THE PIPE MATERIALS SHALL CONFORM TO CMS 518.06. PROPOSED DRAINAGE AT PIER 3 WILL BE AS DETAILED IN THE PLANS. REPLACEMENT OF SUPPORT BRACKETS FOR PIPES SHALL BE CONSIDERED INCIDENTAL TO ITEM 518.

ITEM 519 – SPECIAL – COMPOSITE FIBER WRAP SYSTEM

THIS ITEM INCLUDES ALL WORK NECESSARY TO PROVIDE FIBER WRAPPING TO THE LIMITS DETAILED IN THE PLANS. WORK INCLUDES LABOR, MATERIALS, PREPARATION OF EXISTING PIER COLUMN CONCRETE, INSTALLATION PER MANUFACTURER’S SPECIFICATIONS, EXISTING GROUND EXCAVATION, BACKFILLING AFTER COMPLETION, AND ANY OTHER INCIDENTALS NECESSARY TO COMPLETE THE WORK PER THE PROJECT SPECIFICATIONS. SEE PROPOSAL NOTE PN 519.

IF UNSOUND EXISTING PIER COLUMN CONCRETE IS FOUND, REPAIR PER THE REQUIREMENTS OF ITEM 519 – PATCHING CONCRETE STRUCTURE, AS PER PLAN AND/OR ITEM 512 – CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE THE FIBERWRAP BY THE SURFACE AREA BEING COVERED IN SQUARE FEET.

ITEM 519 – PATCHING CONCRETE STRUCTURE, AS PER PLAN

PRIOR TO THE SURFACE CLEANING SPECIFIED IN 519.04 AND WITHIN 24 HOURS OF PLACING PATCHING MATERIAL, BLAST CLEAN ALL SURFACES TO BE PATCHED INCLUDING THE EXPOSED REINFORCING STEEL. ACCEPTABLE METHODS INCLUDE HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

IN ADDITION TO THE AREAS DETAILED IN THE PLANS, A CONTINGENCY QUANTITY HAS BEEN PROVIDED TO ALLOW FOR UNSOUND CONCRETE TO BE PATCHED. THIS CONTINGENCY QUANTITY MAY BE USED TO REPAIR EXISTING UNSOUND CONCRETE ON ANY SUBSTRUCTURE ELEMENTS TO REMAIN.

IF THE PATCHING IS TO OCCUR ON COLUMNS IN THE FIBER WRAP ZONE, THE REPAIR SHALL BE TO THE SATISFACTION OF THE FIBER WRAP MANUFACTURER.

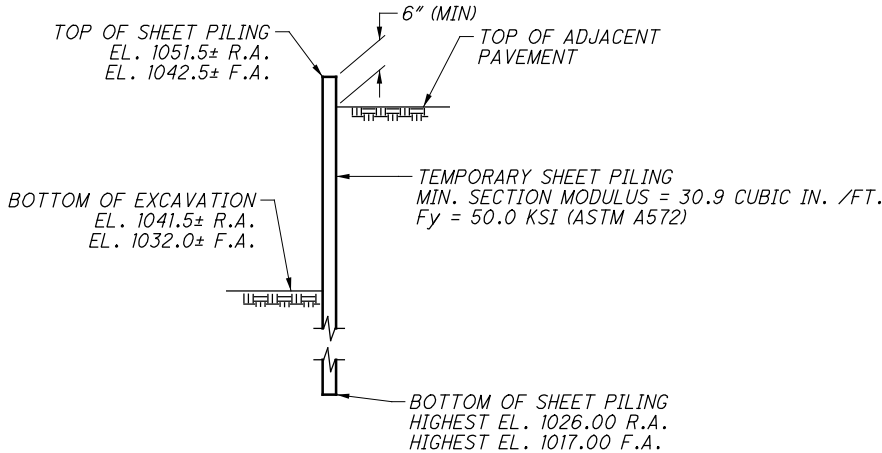
A CONTINGENCY QUANTITY OF 100 SQUARE FEET HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO BE USED AS DIRECTED BY THE ENGINEER.

ITEM 503 – COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05.

THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING AN ALTERNATE DESIGN.

NO TEMPORARY SHORING (SHEET PILING, STEEL POSTS, OR LAGGING) SHALL BE LEFT IN PLACE WITHIN 6” OF THE BOTTOM OF THE FINAL APPROACH SLAB.



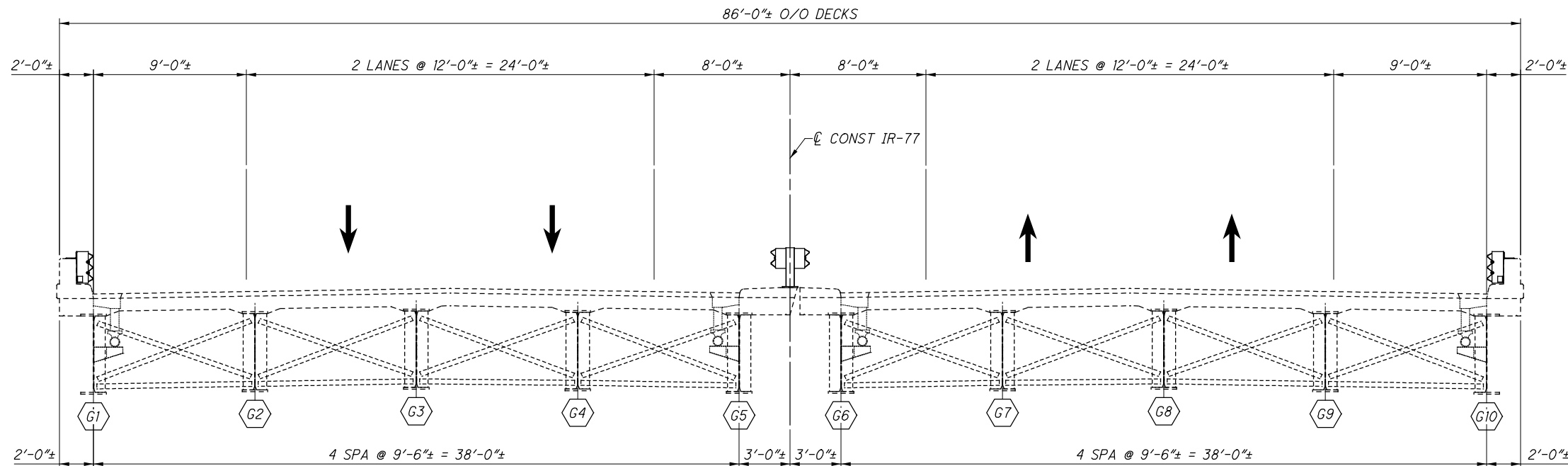
TEMPORARY SHEET PILING DETAIL

APPLICABLE LIMITS FOR THIS SHORING DESIGN:
STA. 555+31, 1.0’ LT. TO STA. 555+44, 1.0’ LT.
STA. 561+73, 1.4’ LT. TO STA. 561+86, 1.4’ LT.

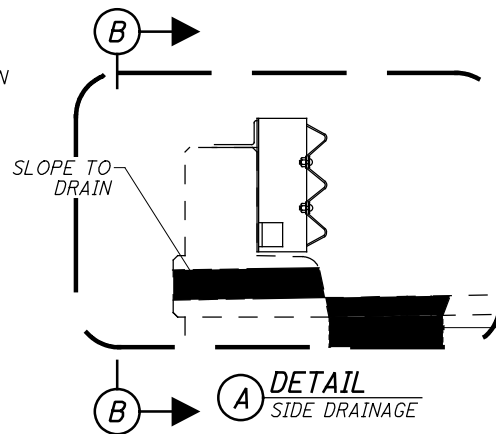
STA-77-0912 ESTIMATED BRIDGE QUANTITIES - 06/IMS/BR														CALC: VDT, 11/2/2018	CHECK: RSN, 11/6/2018
ITEM	ITEM EXT.	TOTAL QUANTITY				UNIT	DESCRIPTION	PHASE 3			PHASE 4			GENERAL	APP/REF SHEET NO.
			PH 3	PH 4	GEN			ABUT.	PIERS	SUPER	ABUT.	PIERS	SUPER		
202	11203	LS			LS		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN							LS	4
202	22900	268	134	134		SY	APPROACH SLAB REMOVED	134			134				
202	23501	6,335	3,194	3,141		SY	WEARING COURSE REMOVED, AS PER PLAN			3,194			3,141		4
202	32800	1,315	545	770		SY	CONCRETE SLOPE PROTECTION REMOVED	545			770				
203	98000	378	189	189		CY	ROADWAY, MISC.: EPS GEOFOAM FILL		189			189			4
503	11101	LS			LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN							LS	5
503	21100	370	185	185		CY	UNCLASSIFIED EXCAVATION	40	145		40	145			
509	10001	604,514	302,505	302,009		LB	EPOXY COATED REINFORCING STEEL, AS PER PLAN	9,369	8,566	284,570	8,800	8,566	284,643		4
509	20001	400			400	LB	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN							400	4
510	10001	55	28	27		EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT, AS PER PLAN	28			27				4
511	34446	1,816	914	902		CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK	102		812	102		800		
511	34451	518	259	259		CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN			259			259		4
511	42512	89	44	45		CY	CLASS QC1 CONCRETE WITH QC/QA, PIER CAP		44			45			
511	45712	143	77	66		CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT	77			66				
512	10101	4,722	2,357	2,365		SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	121	631	1,605	108	651	1,606		25
512	10300	46	23	23		SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN			23			23		
512	10601	50			50	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN							50	5
512	33000	91	46	45		SY	TYPE 2 WATERPROOFING	46			45				
512	74000	940	410	530		SY	REMOVAL OF EXISTING COATINGS FROM CONCRETE SURFACES		410			530			
513	10280	167,430	83,715	83,715		LB	STRUCTURAL STEEL MEMBERS, LEVEL 4			83,715			83,715		
513	20000	24,360	12,180	12,180		EACH	WELDED STUD SHEAR CONNECTORS			12,180			12,180		
513	90000	500			500	LB	STRUCTURAL STEEL, MISC.: STEEL GIRDER REPAIRS							500	5
513	95000	230			230	FT	STRUCTURAL STEEL, MISC.: REMOVAL OF STEEL PIER CAP BACKER BAR							230	28
514	00050	100,660	50,330	50,330		SF	SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL			50,330			50,330		
514	00056	100,660	50,330	50,330		SF	FIELD PAINTING OF EXISTING STRUCTURAL STEEL, PRIME COAT			50,330			50,330		
514	00060	112,890	56,445	56,445		SF	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT			56,445			56,445		
514	00066	112,890	56,445	56,445		SF	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT			56,445			56,445		
514	00504	92	46	46		MNHR	GRINDING FINS, TEARS, SLIVERS ON EXISTING STRUCTURAL STEEL			46			46		
514	10000	56	28	28		EACH	FINAL INSPECTION REPAIR			28			28		
514	27700	460			460	SF	FIELD PAINTING, MISC.: SPOT PRIMING OF STEEL PIER CAP INTERIOR							460	28
516	11211	200	100	100		FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL, AS PER PLAN			100			100		32
516	13600	42	21	21		SF	1" PREFORMED EXPANSION JOINT FILLER			21			21		
516	46200	20	10	10		EACH	BEARING DEVICE, ROCKER (PIERS 1 & 6)			10			10		34
516	46200	20	10	10		EACH	BEARING DEVICE, ROCKER (ABUTMENTS)			10			10		34
516	47001	LS			LS		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN							LS	5
518	12500	13	6	7		EACH	SCUPPER, MISC.: NEENAH R-3936-A INCLUDING SUPPPORTS OR APPROVED EQUAL			6			7		30
518	12500	15	8	7		EACH	SCUPPER, MISC.: NEENAH R-4014-C1 OR APPROVED EQUAL			8			7		30
518	21200	138	73	65		CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	73			65				
518	43301	386	193	193		FT	6" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN		193			193			5
518	51101	636	318	318		FT	8" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN		318			318			5
SPECIAL	51900100	5,760	2,880	2,880		SF	COMPOSITE FIBER WRAP SYSTEM		2,880			2,880			5
519	11101	143	16	27	100	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN		16			27		100	5
526	30010	575	288	287		SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")	288			287				
526	90010	202	101	101		FT	TYPE A INSTALLATION	101			101				
601	21000	1,315	545	770		SY	CONCRETE SLOPE PROTECTION	545			770				

LEGEND:

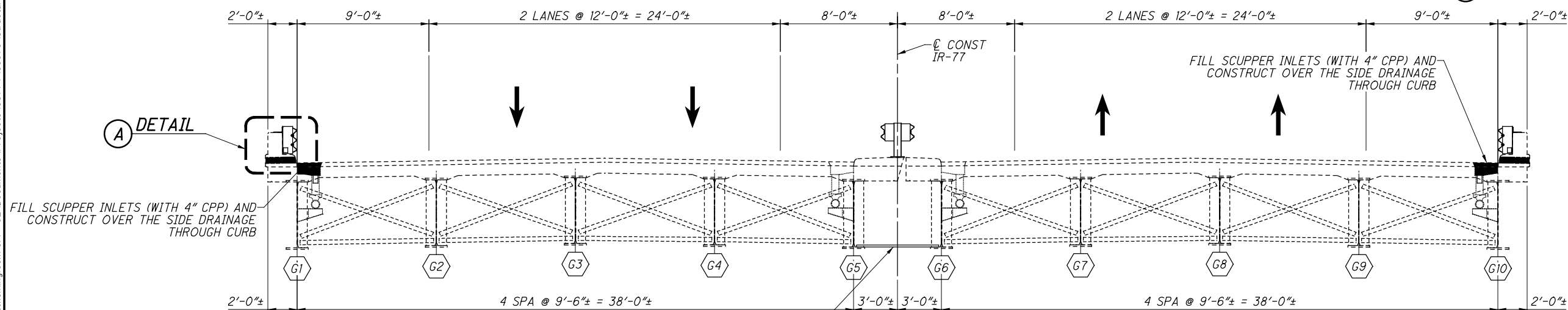
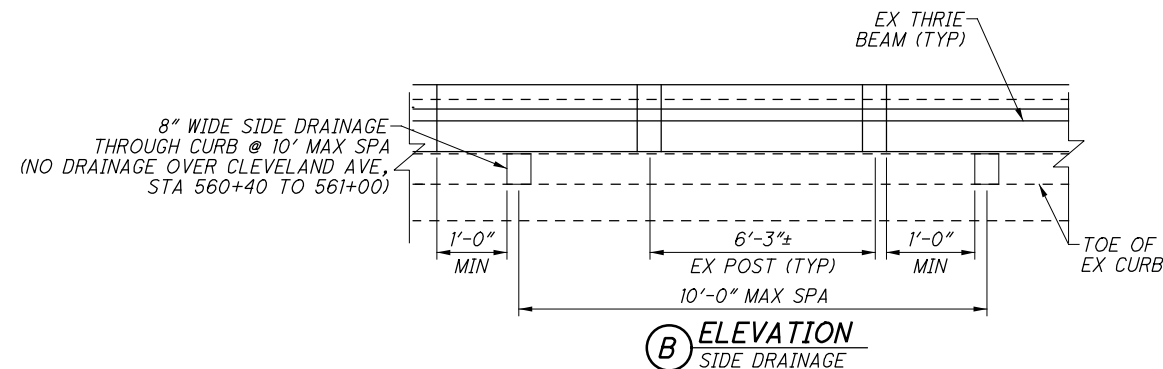
PROPOSED CONSTRUCTION



EXISTING TYPICAL SECTION



CLEAN EX SCUPPER AND PLACE 4" CPP INSIDE OF EX SCUPPER DOWNSPOUT PRIOR TO FILLING SCUPPER. SCUPPER FILL MATERIAL AND CPP SHALL BE FLUSH WITH EX ROADWAY SURFACE WHEN COMPLETE. BOTTOM OF CPP SHALL BE AT LEAST 7" FROM ANY EX DOWNSPOUT BEND TO PROVIDE DRAINAGE OPENING. SCUPPER FILL MATERIAL SHALL BE PREVENTED FROM FLOWING INTO EX DOWNSPOUT BELOW BOTTOM OF CPP. COST OF CPP IS INCIDENTAL TO ITEM 202 (SEE NOTE 3).



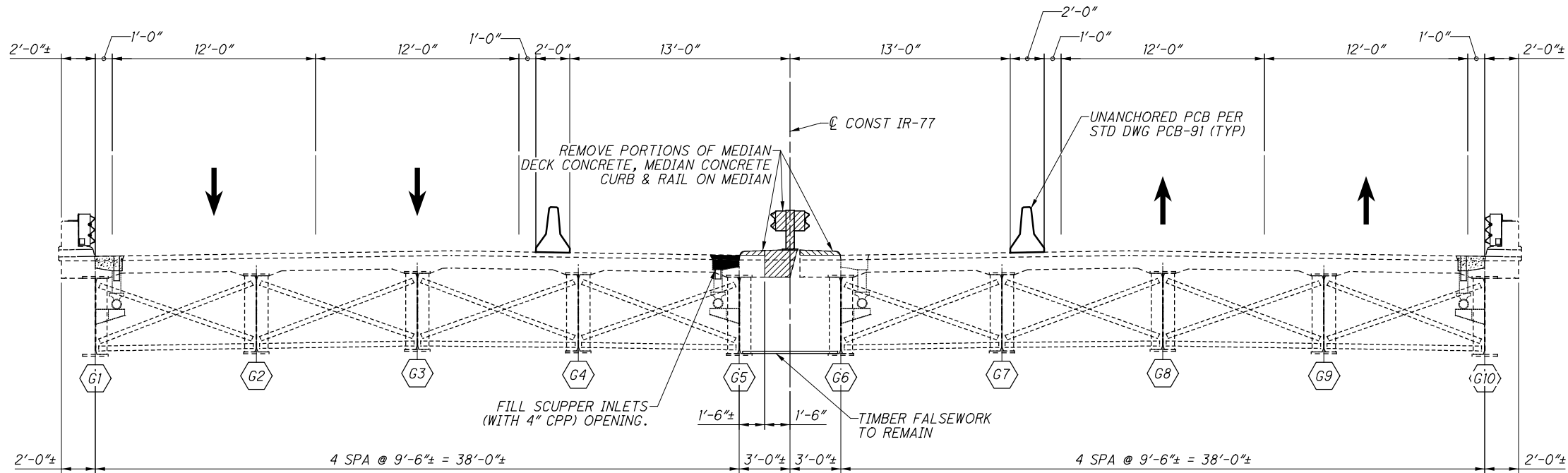
WORK TO BE COMPLETED BEFORE PHASE 2
FILL SCUPPERS & INSTALL DRAINAGE IN OUTSIDE CURBLINES

NOTES:

1. PHASE NUMBERS ARE IDENTICAL TO AND CONCURRENT WITH THOSE PROPOSED FOR REPLACEMENT OF THE EX STA-77-0937 & STA-30-1487 (RAMP D) BRIDGES.
2. PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.
3. FILLING OF SCUPPERS AND SIDE DRAINAGE MODIFICATION SHALL BE PAID FOR WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

LEGEND

	ITEM 202 - PORTIONS OF STRUCTURE REMOVED
	PROPOSED CONSTRUCTION
	PREVIOUSLY FILLED SCUPPER

**PHASE 2**

REMOVE PORTIONS OF DECK, MEDIAN CURB AND RAIL
FILL MEDIAN SCUPPERS

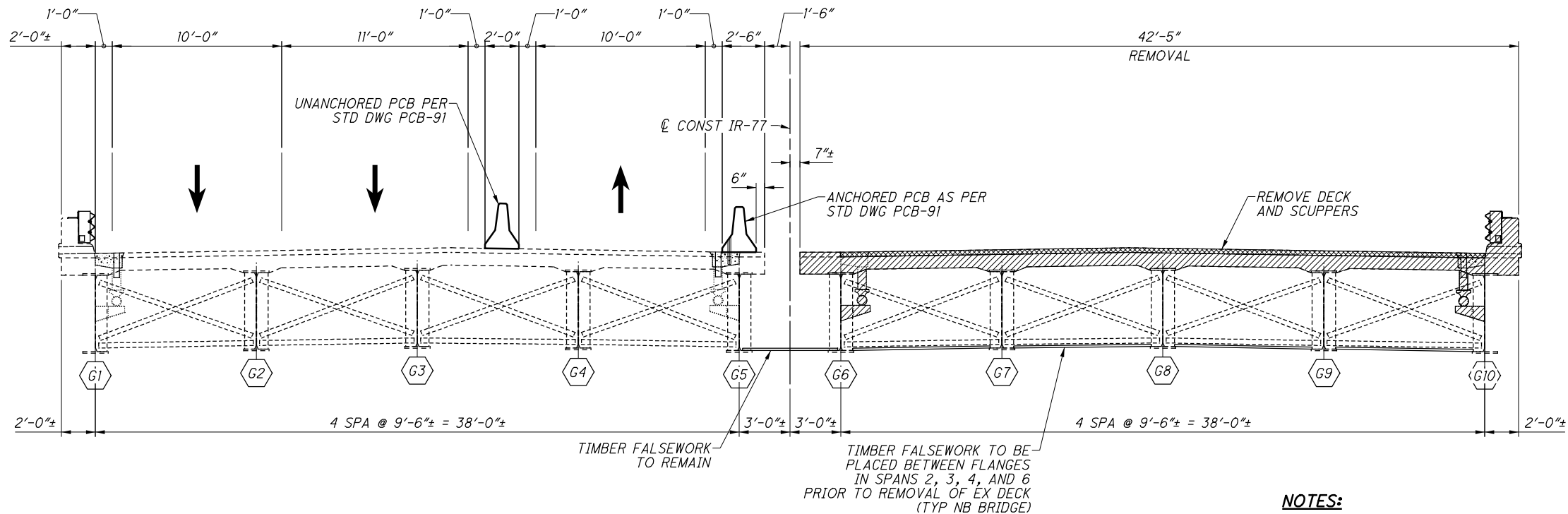
NOTES:

1. PHASE NUMBERS ARE IDENTICAL TO AND CONCURRENT WITH THOSE PROPOSED FOR REPLACEMENT OF THE EX STA-77-0937 & STA-30-1487 (RAMP D) BRIDGES.
2. PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.
3. FILLING OF SCUPPERS SHALL BE PAID FOR WITH ITEM 202 - PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

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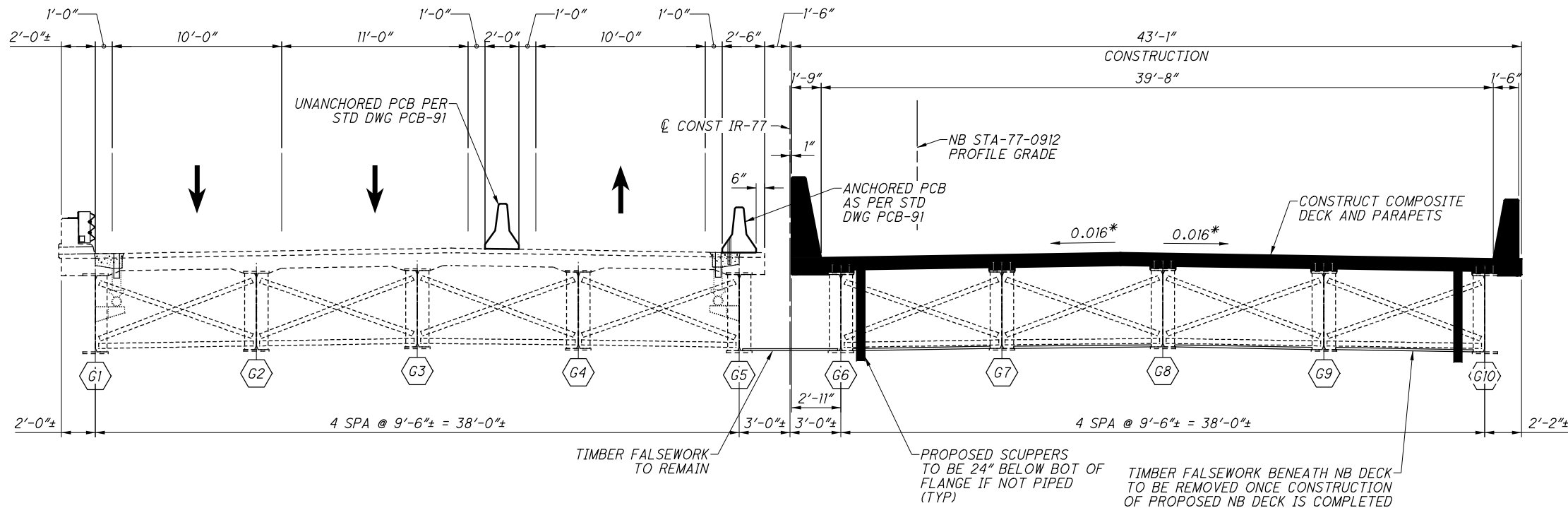
- ITEM 202 - WEARING COURSE REMOVED
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED
- PROPOSED CONSTRUCTION
- PREVIOUSLY FILLED SCUPPERS (WITH CPP)



PHASE 3 - REMOVAL
REMOVE NORTHBOUND BRIDGE DECK AND SCUPPERS

NOTES:

1. PHASE NUMBERS ARE IDENTICAL TO AND CONCURRENT WITH THOSE PROPOSED FOR REPLACEMENT OF THE EX STA-77-0937 & STA-30-1487 (RAMP D) BRIDGES.
2. PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.
3. ANCHORED PCB SHALL HAVE A MINIMUM OF 8 ANCHORS PER SEGMENT PROVIDED ON THE TRAFFIC SIDE OF EACH PCB SEGMENT, WITH THE ANCHOR PATTERN BEING SYMMETRICAL ABOUT THE CENTER OF EACH SEGMENT.



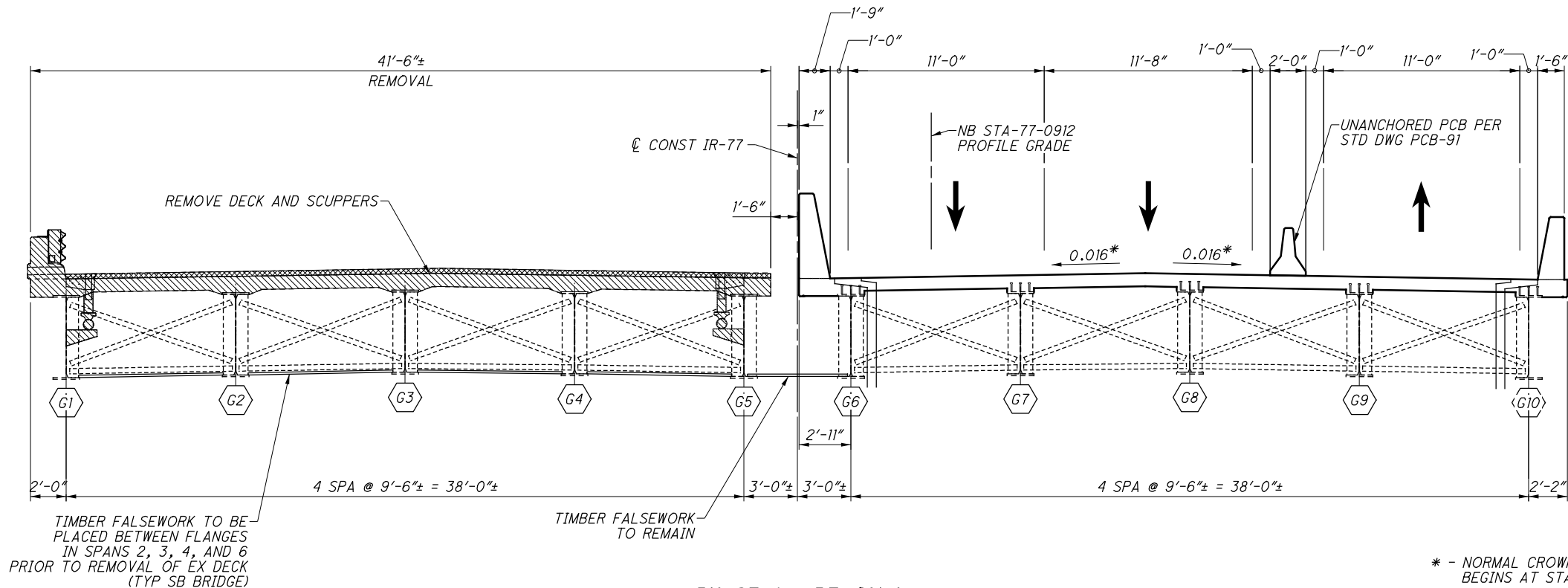
PHASE 3 - CONSTRUCTION
CONSTRUCT NORTHBOUND COMPOSITE DECK AND PARAPETS

* - NORMAL CROWN IS TYPICAL. SUPERELEVATION BEGINS AT STATION 560+07.88. SEE SHEET 3/58.

SUBMITTAL: SEALED TRACINGS
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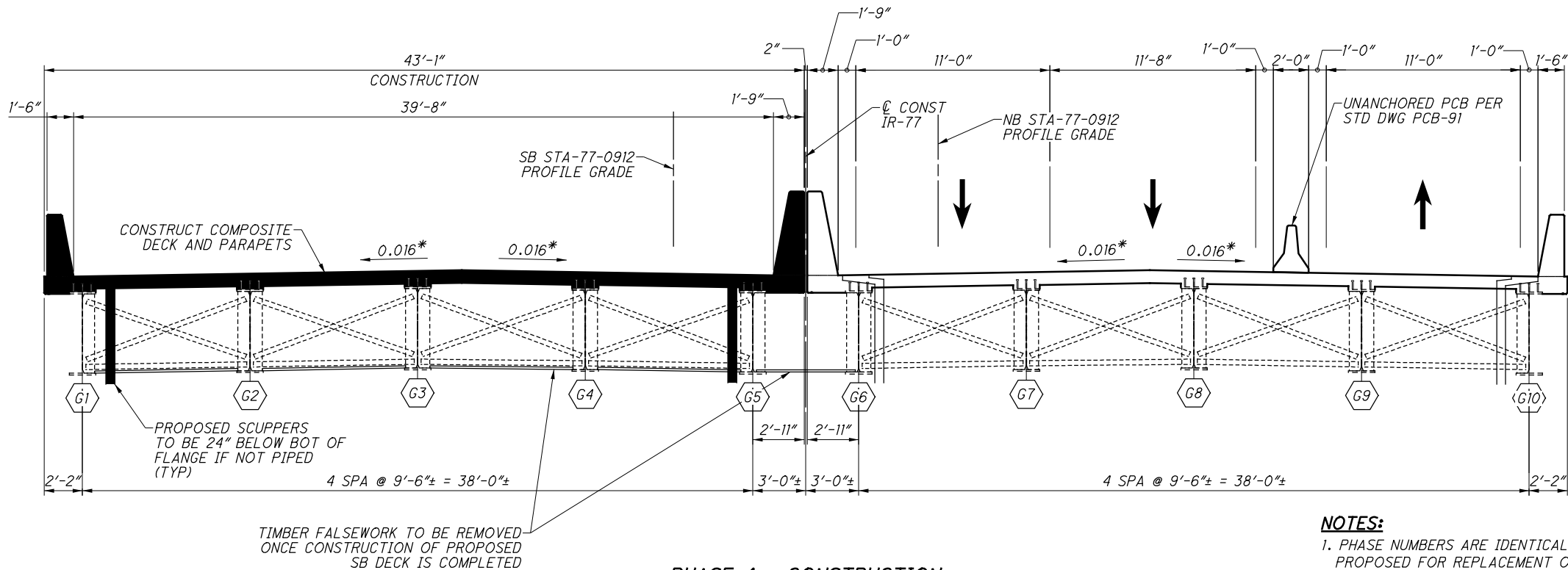
LEGEND

- ITEM 202 - WEARING COURSE REMOVED
- ITEM 202 - PORTIONS OF STRUCTURE REMOVED
- PROPOSED CONSTRUCTION
- PREVIOUSLY FILLED SCUPPERS (WITH CPP)



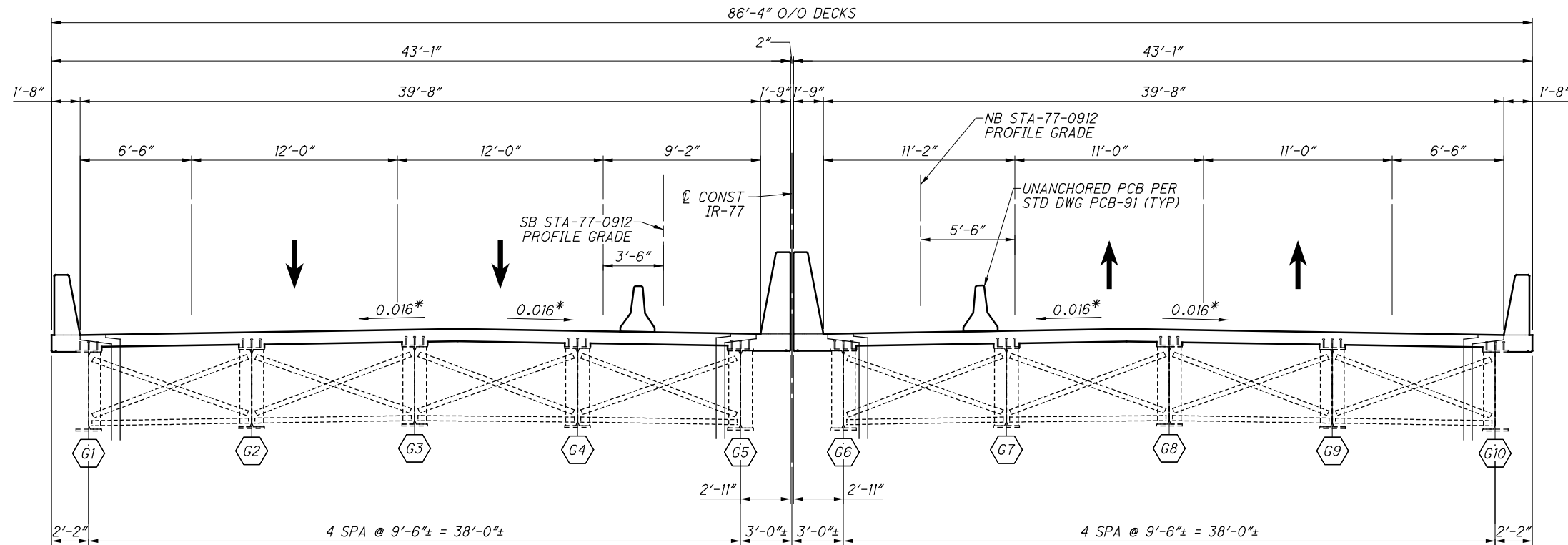
PHASE 4 - REMOVAL
REMOVE SOUTHBOUND DECK AND SCUPPERS

* - NORMAL CROWN IS TYPICAL. SUPERELEVATION BEGINS AT STATION 560+07.88. SEE SHEET 358.



PHASE 4 - CONSTRUCTION
CONSTRUCT SOUTHBOUND COMPOSITE DECK AND PARAPETS

- NOTES:
- PHASE NUMBERS ARE IDENTICAL TO AND CONCURRENT WITH THOSE PROPOSED FOR REPLACEMENT OF THE EX STA-77-0937 & STA-30-1487 (RAMP D) BRIDGES.
 - PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.



PHASE 5
NO WORK ON STA-77-0912

* - NORMAL CROWN IS TYPICAL. SUPERELEVATION
BEGINS AT STATION 560+07.88. SEE SHEET 3/58.

STA-77-8.40/ VAR

PID No. 90973

PHASED CONSTRUCTION SECTIONS: PHASE 5
BRIDGE NO. STA-77-0912

BRIDGE NO. STA-77-0912

BRIDGE NO. STA-77-0912
OVER MARKET AVENUE, 15TH STREET, AND CLEVELAND AVENUE

DESIGNED	DRAWN	REVIEWED	DATE
CTM	VDT	EFD	01/11/2019
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AH		7603576	

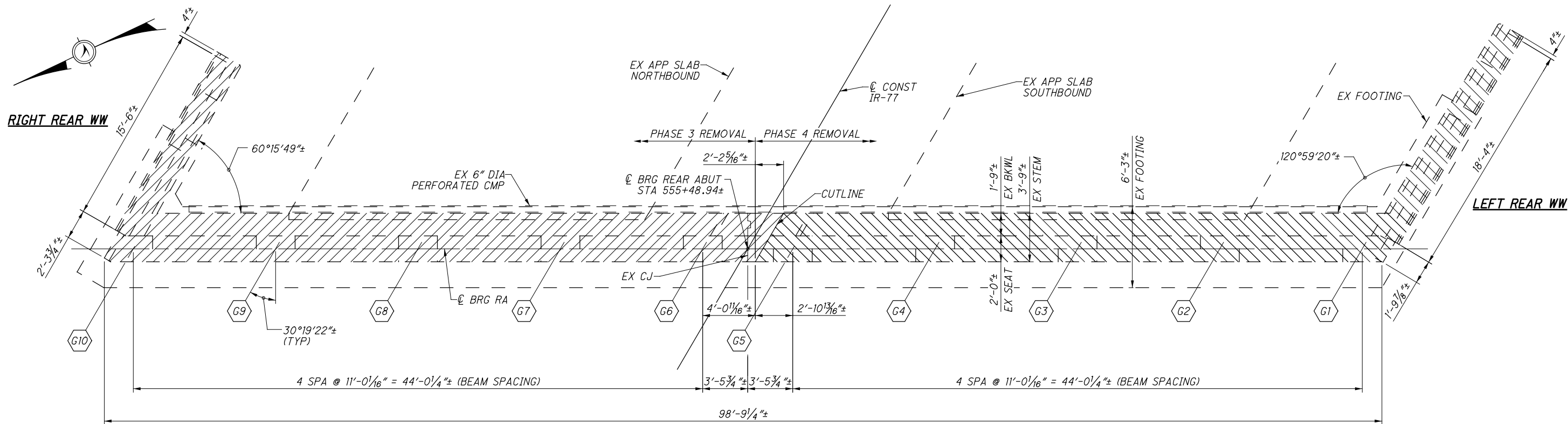


DESIGN AGENCY
Gannett Fleming
ENGINEERS & ARCHITECTS, P.C.
2500 CORPORATE EXCHANGE DRIVE SUITE 230
COLUMBUS, OHIO 43231

NOTES:

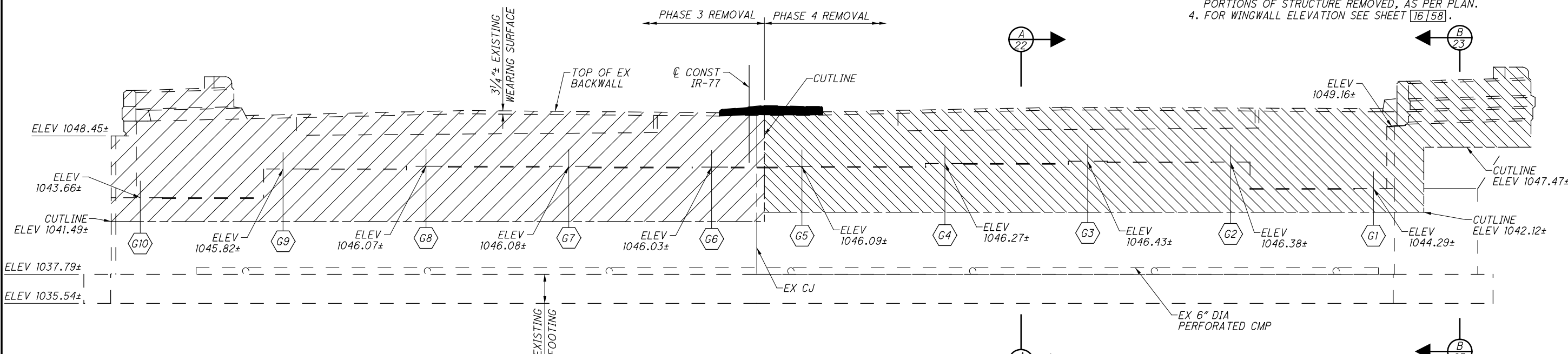
1. PHASE NUMBERS ARE IDENTICAL TO AND CONCURRENT WITH THOSE PROPOSED FOR REPLACEMENT OF THE EX STA-77-0937 & STA-30-1487 (RAMP D) BRIDGES.
2. PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.

SUBMITTAL: SEALED TRACINGS
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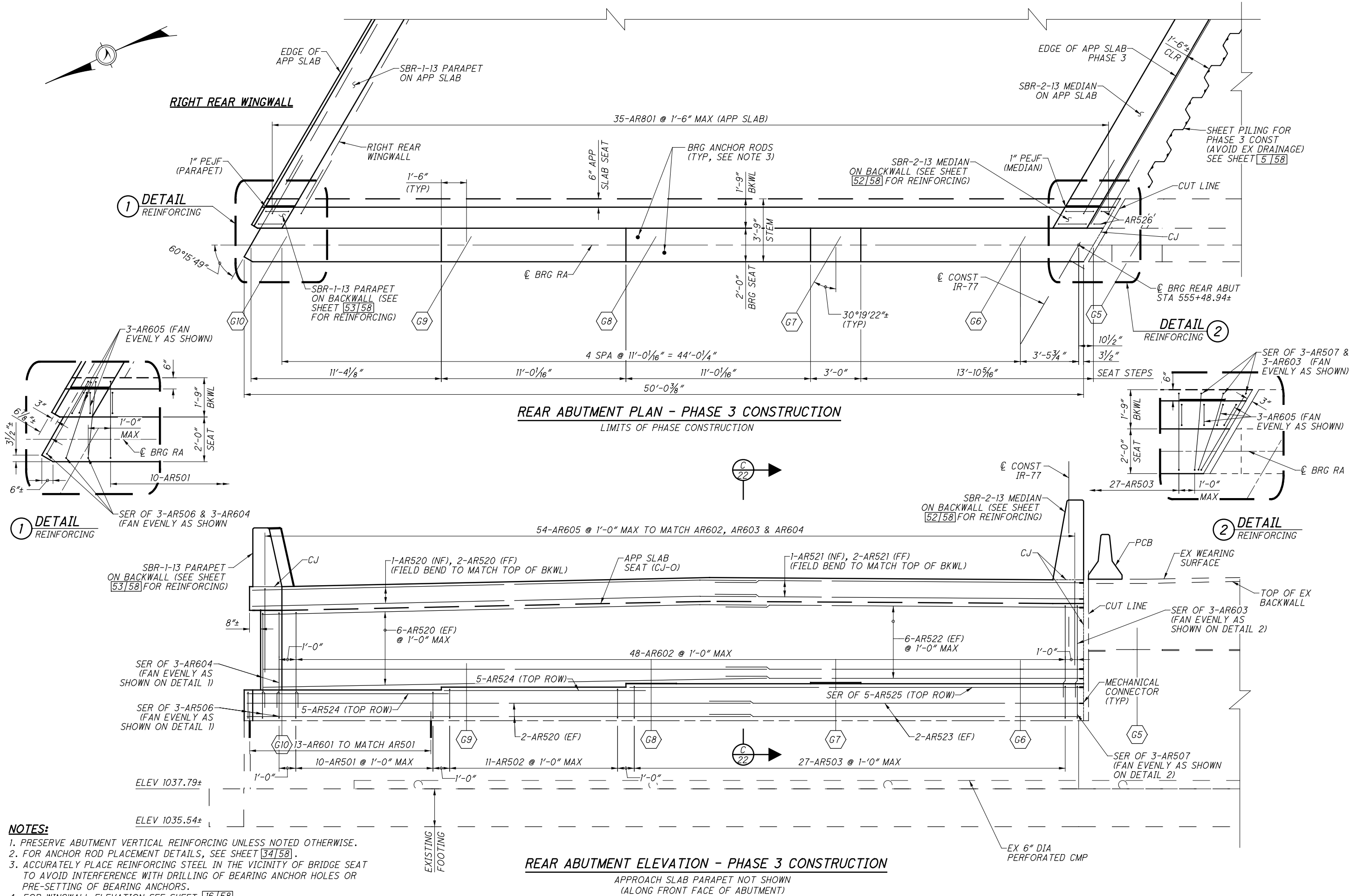
EXISTING REAR ABUTMENT PLAN
LIMITS OF PHASE REMOVAL

- NOTES**
1. PRESERVE EXISTING VERTICAL REINFORCING ABOVE CUTLINE UNLESS NOTED OTHERWISE.
 2. EXISTING BEAM SEAT ELEVATIONS TAKEN FROM SURVEY. ALL OTHER EXISTING ELEVATIONS TAKEN FROM EXISTING PLANS WITH DATUM ADJUSTMENT.
 3. SCARIFY EXISTING CUTLINE BEFORE POURING PROPOSED CONCRETE. ALL WORK TO SCARIFY TO BE PAID FOR BY ITEM 202-PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.
 4. FOR WINGWALL ELEVATION SEE SHEET [16/58].



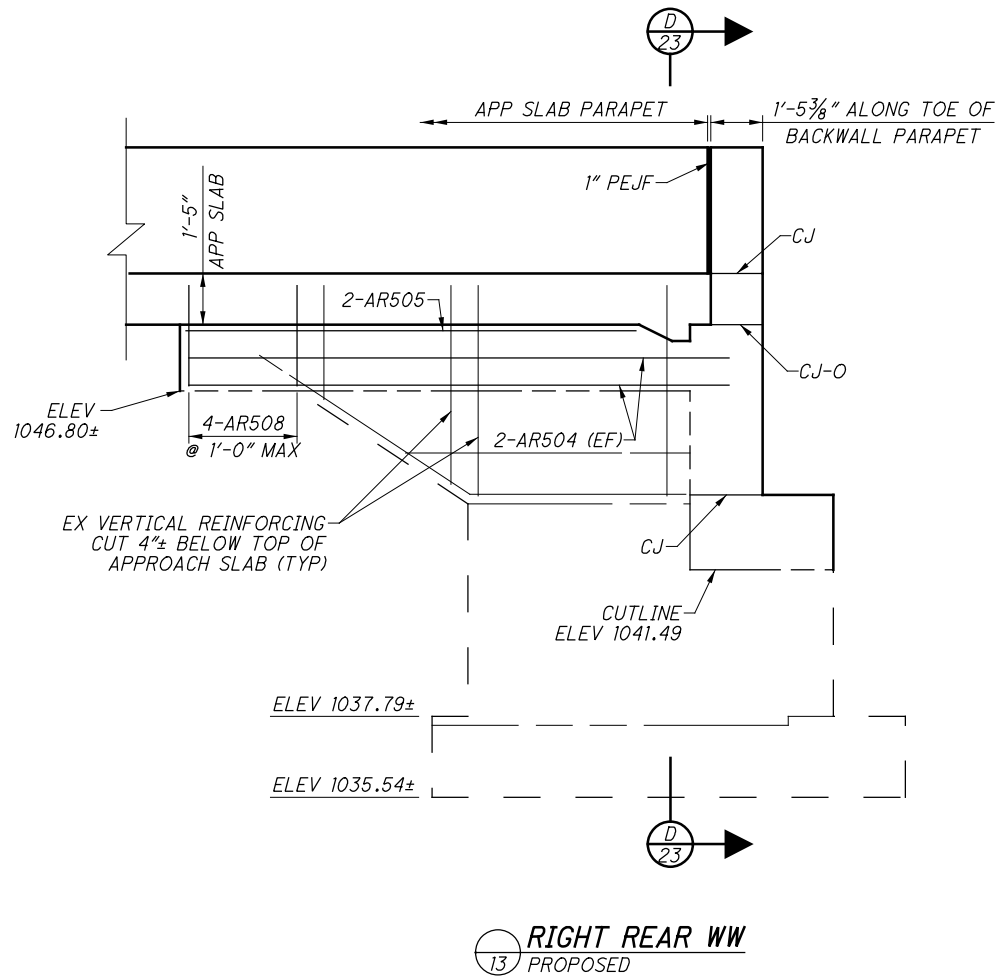
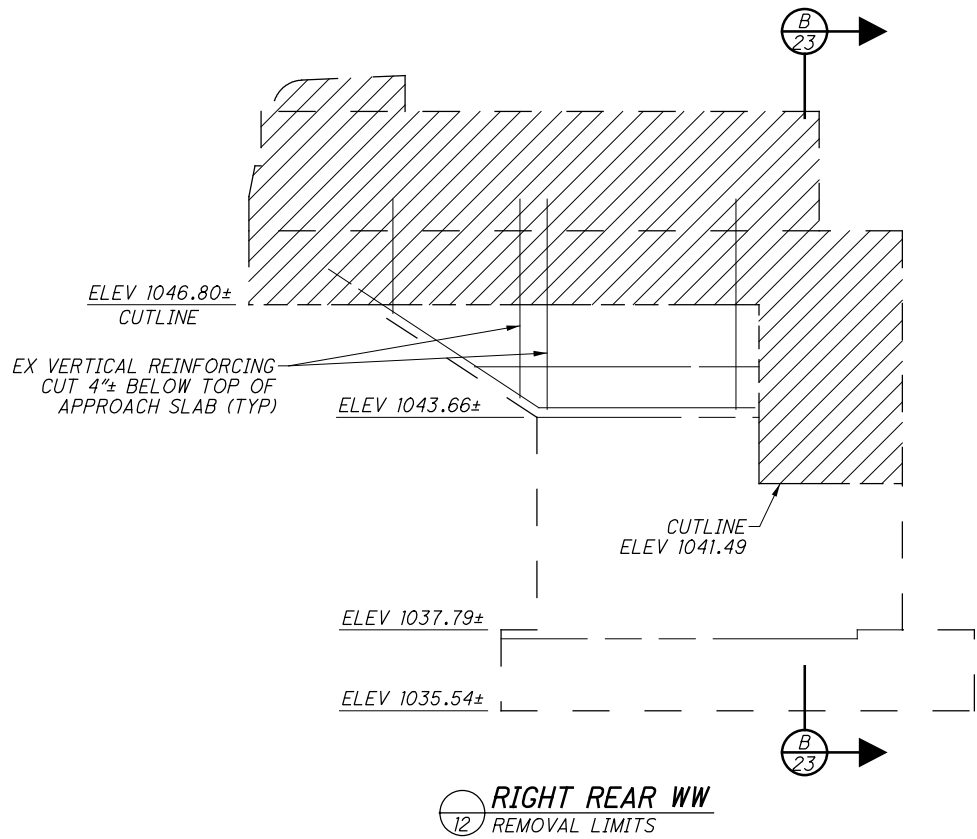
EXISTING REAR ABUTMENT ELEVATION
LIMITS OF PHASE REMOVAL
(ALONG FRONT FACE OF ABUTMENT)

- LEGEND**
- PHASE 2 MEDIAN PARAPET REMOVAL LIMITS
 - PHASE 3 ABUTMENT, BACKWALL, CHEECKWALL, WINGWALL & PARAPET REMOVAL LIMITS
 - PHASE 4 ABUTMENT, BACKWALL, CHEECKWALL, WINGWALL & PARAPET REMOVAL LIMITS

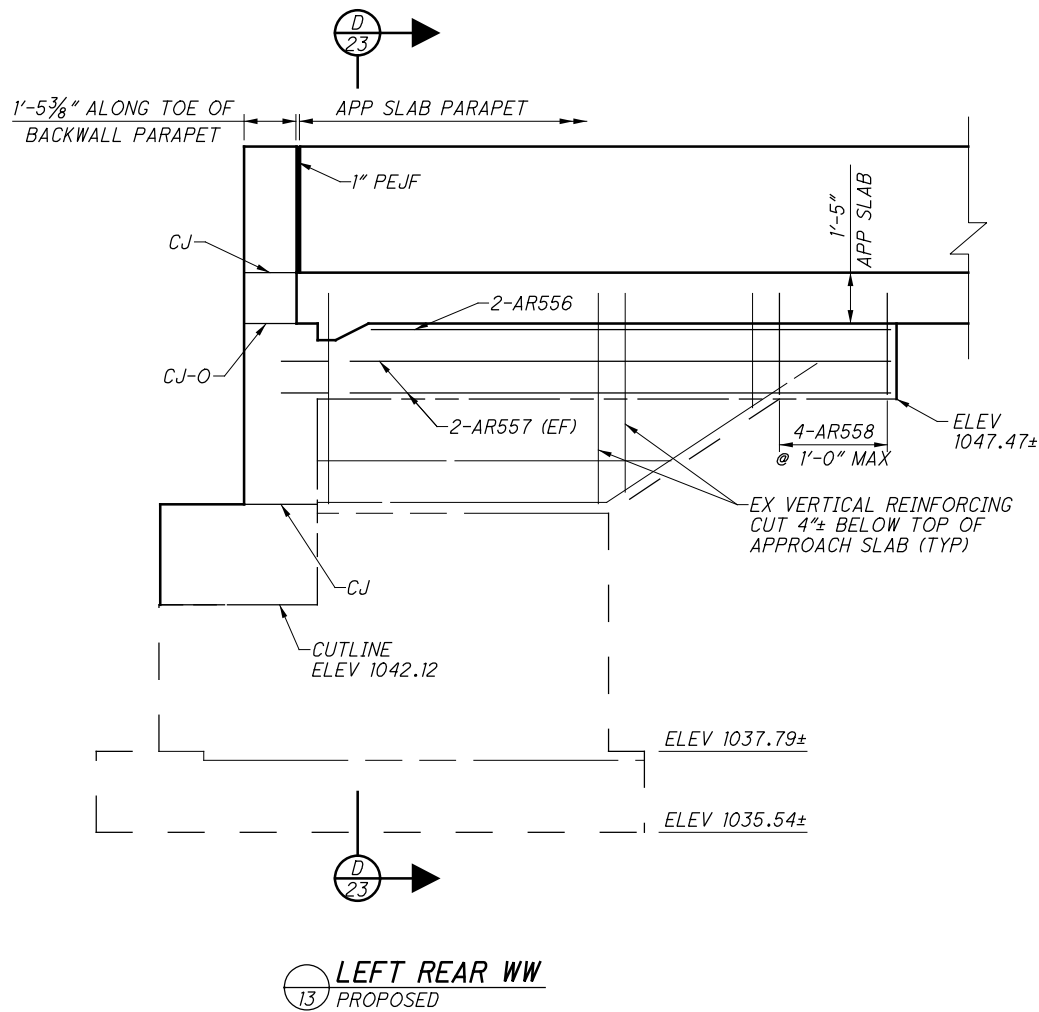
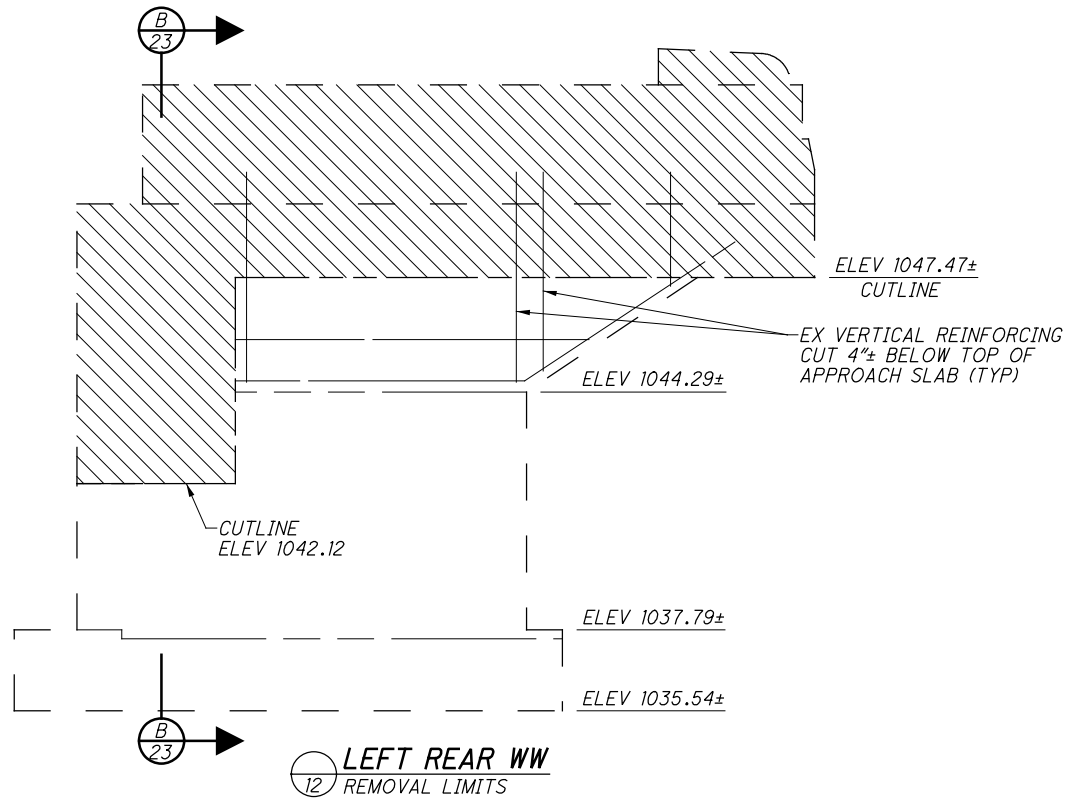


NOTES:

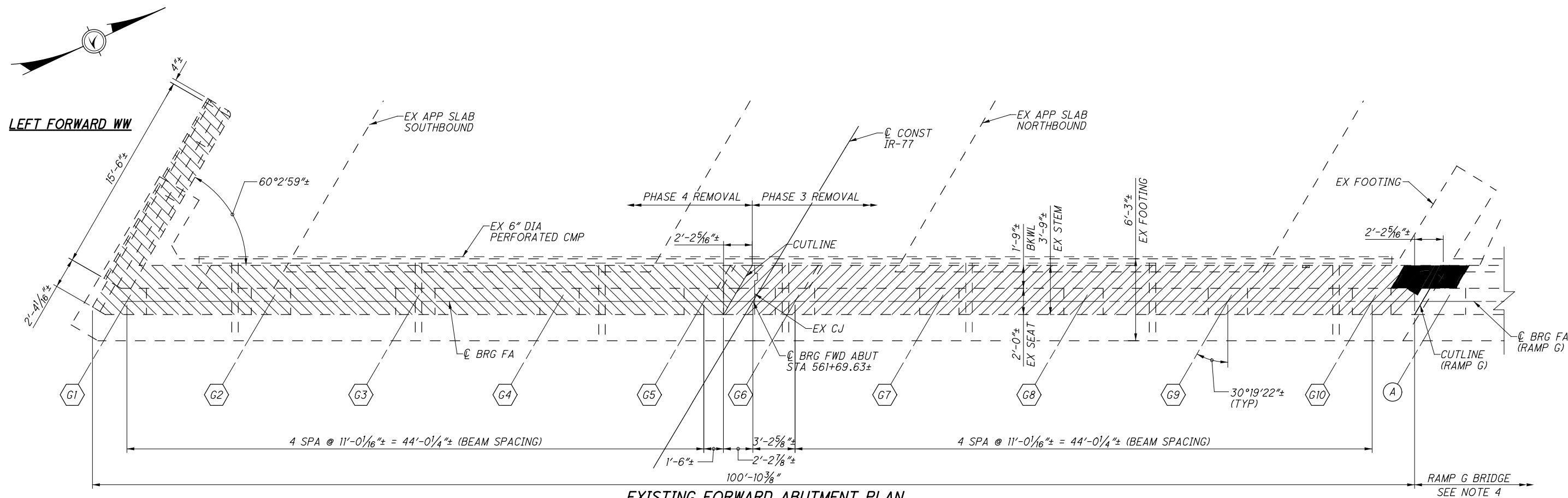
1. PRESERVE ABUTMENT VERTICAL REINFORCING UNLESS NOTED OTHERWISE.
2. FOR ANCHOR ROD PLACEMENT DETAILS, SEE SHEET 34/58.
3. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF BRIDGE SEAT TO AVOID INTERFERENCE WITH DRILLING OF BEARING ANCHOR HOLES OR PRE-SETTING OF BEARING ANCHORS.
4. FOR WINGWALL ELEVATION SEE SHEET 16/58.



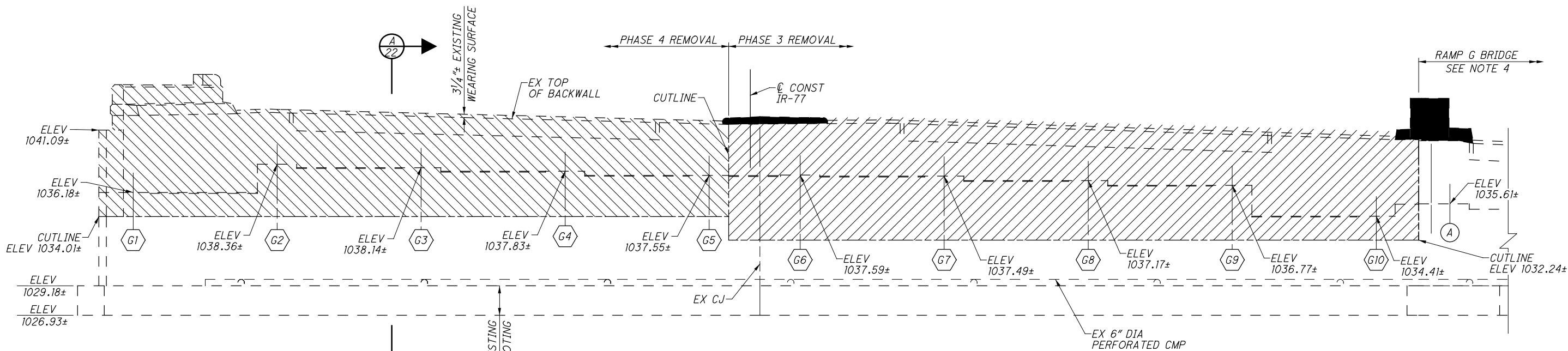
NOTES:
1. FOR PARAPET REINFORCING AND TRANSITION, SEE SHEET 53/58



LEGEND
- PHASE 3 WINGWALL REMOVAL LIMITS
- PHASE 4 WINGWALL REMOVAL LIMITS

**EXISTING FORWARD ABUTMENT PLAN**

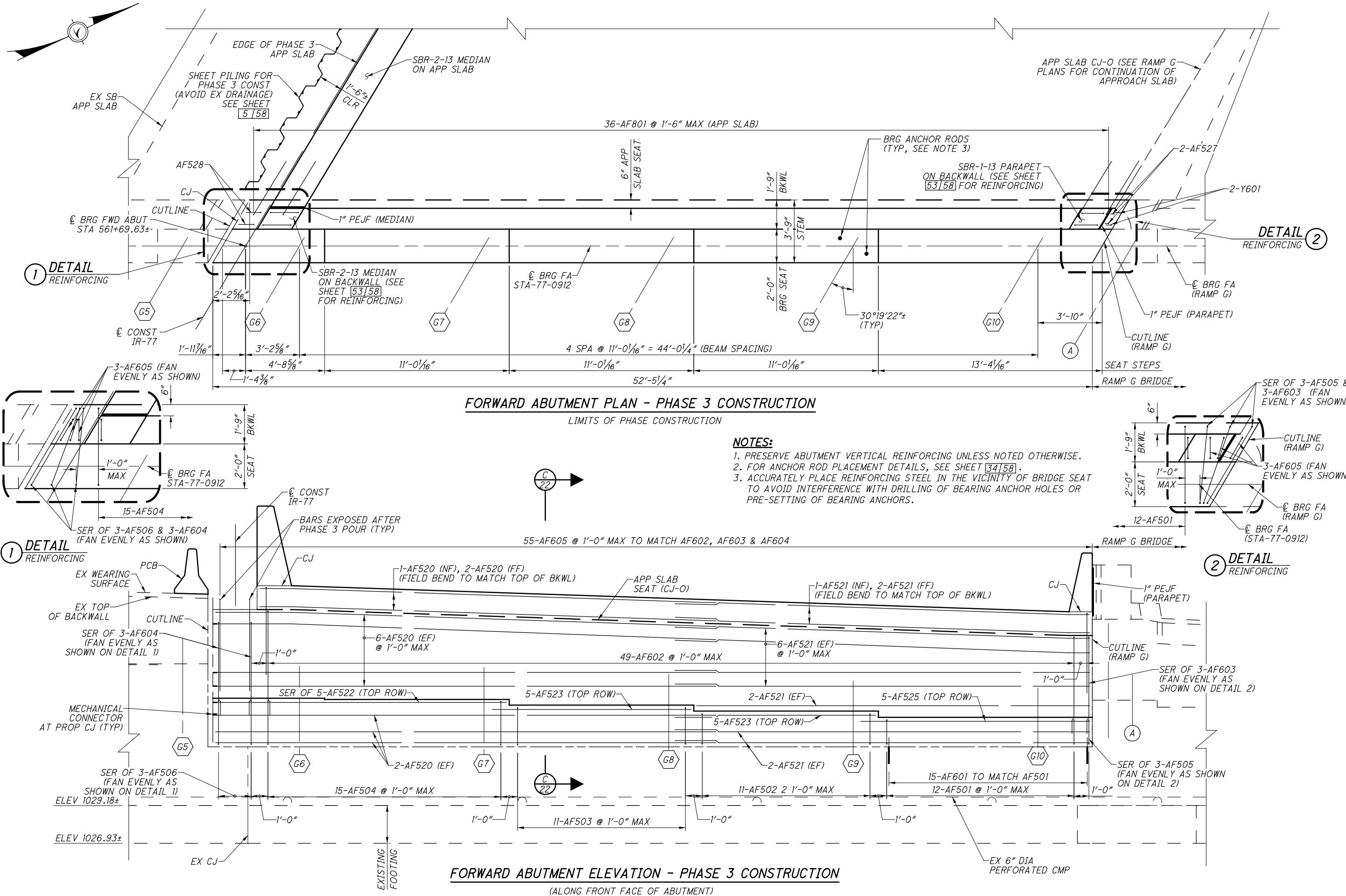
LIMITS OF PHASE REMOVAL

**EXISTING FORWARD ABUTMENT ELEVATION**LIMITS OF PHASE REMOVAL
(ALONG FRONT FACE OF ABUTMENT)**NOTES**

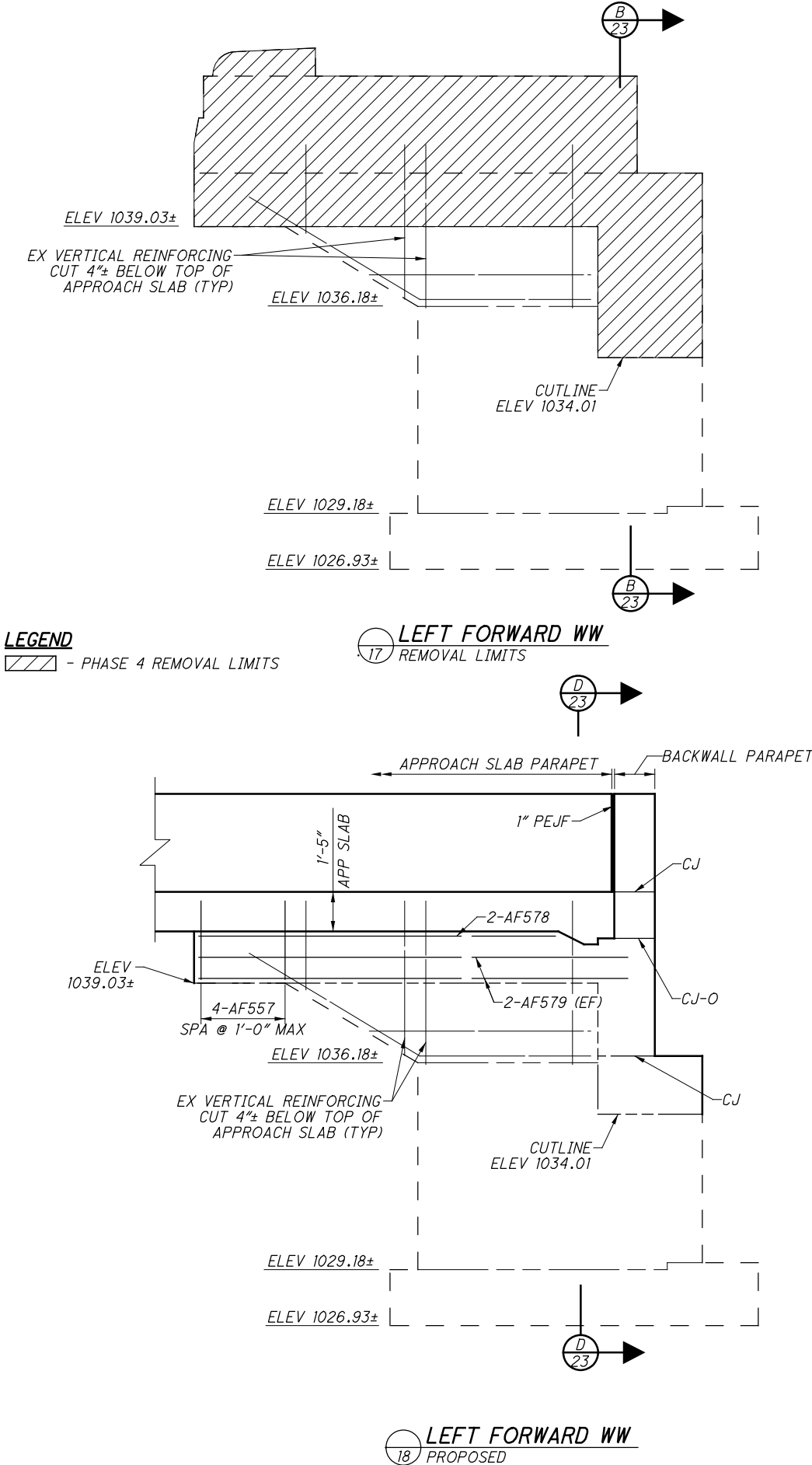
1. PRESERVE EXISTING VERTICAL REINFORCING ABOVE CUTLINE UNLESS NOTED OTHERWISE.
2. EXISTING BEAM SEAT ELEVATIONS TAKEN FROM SURVEY. ALL OTHER EXISTING ELEVATIONS TAKEN FROM EXISTING PLANS WITH DATUM ADJUSTMENT.
3. SCARIFY EXISTING CUTLINE BEFORE POURING PROPOSED CONCRETE. ALL WORK TO SCARIFY TO BE PAID FOR BY ITEM 202 - PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

4. FOR RAMP G BRIDGE REMOVAL DETAILS, SEE SHEET 5705. FOR LEFT FORWARD ABUTMENT WINGWALL ELEVATION SEE SHEET 27/58.**LEGEND**

- MEDIAN PARAPET (STA-77-0912 & RAMP G) REMOVAL LIMITS
- PHASE 3 STA-77-0912 BRIDGE ABUTMENT & BACKWALL REMOVAL LIMITS
- PHASE 4 STA-77-0912 ABUTMENT, BACKWALL, CHEECKWALL, WINGWALL & PARAPET REMOVAL LIMITS



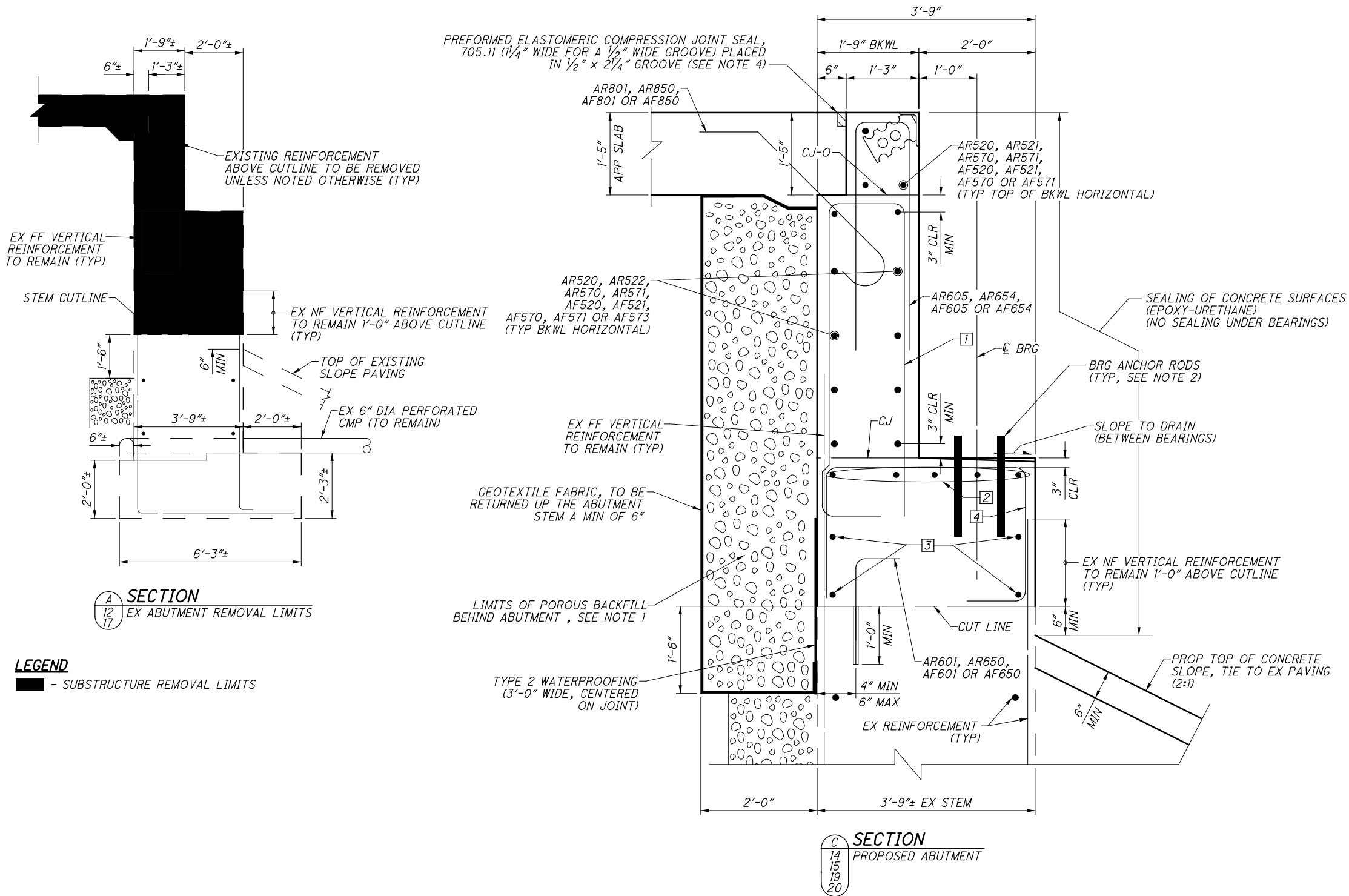


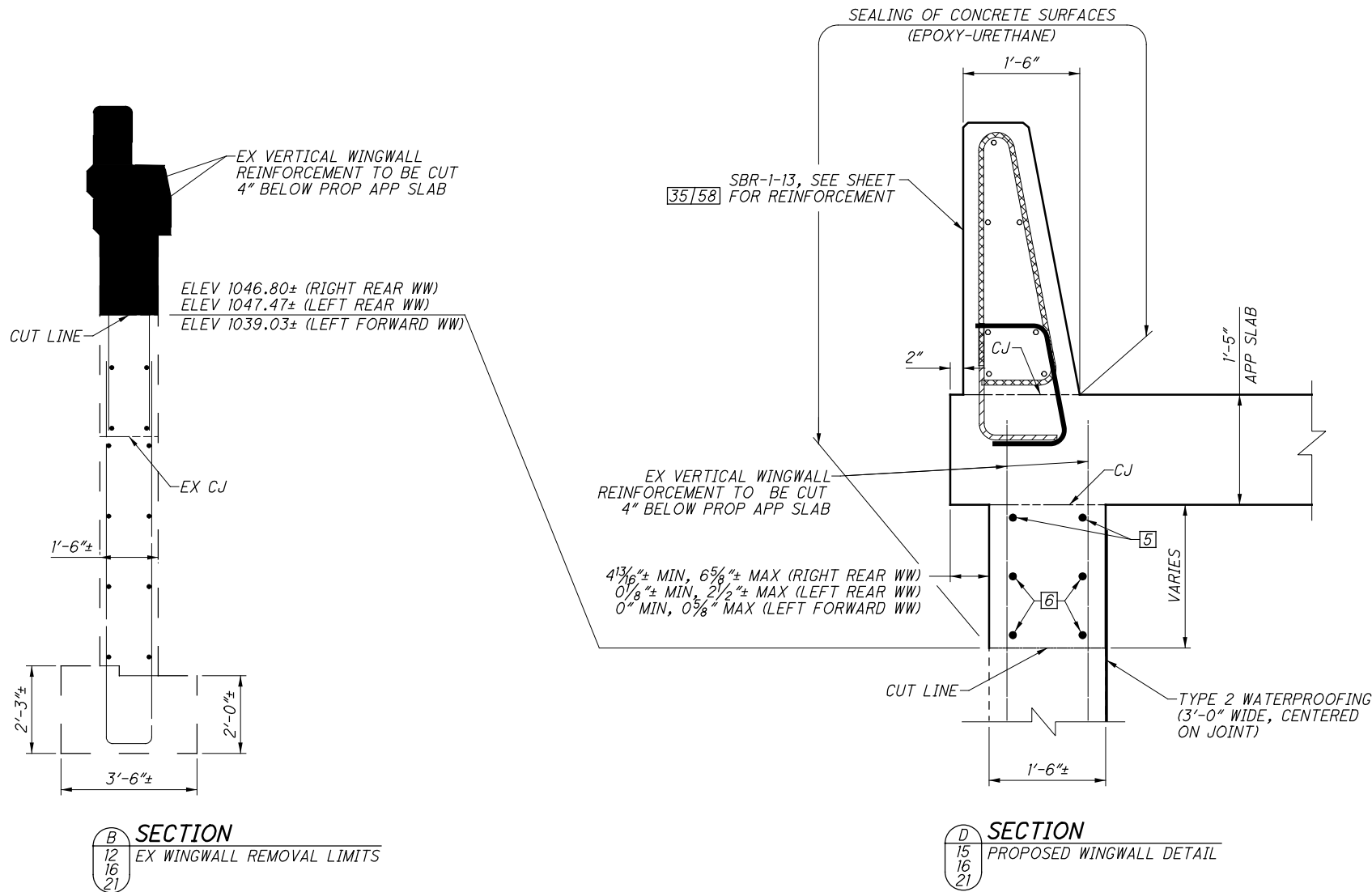


NOTES:
1. FOR PARAPET REINFORCING AND TRANSITION, SEE SHEET 53/58

ABUTMENT		SYMBOL			
		[1]	[2]	[3]	[4]
REAR	PHASE 3	AR602, AR603 OR AR604	AR524 OR AR525	AR520 OR AR523	AR501, AR502, AR503, AR506 OR AR507
	PHASE 4	AR651, AR652 OR AR653	AR572, AR573, AR574 OR AR575	AR570 OR AR571	AR550, AR551, AR552, AR553 OR AR554
FORWARD	PHASE 3	AF602, AF603 OR AF604	AF522, AF523, OR AF525	AF520 OR AF521	AF501, AF502, AF503, AF504, AF505 OR AF506
	PHASE 4	AF651 OR AF652	AF574, AF575 OR AF576	AF570 OR AF571	AF550, AF551, AF552, AF553, AF554, AF555 OR AF556

LEGEND
■ - SUBSTRUCTURE REMOVAL LIMITS





LEGEND
■ - SUBSTRUCTURE REMOVAL LIMITS

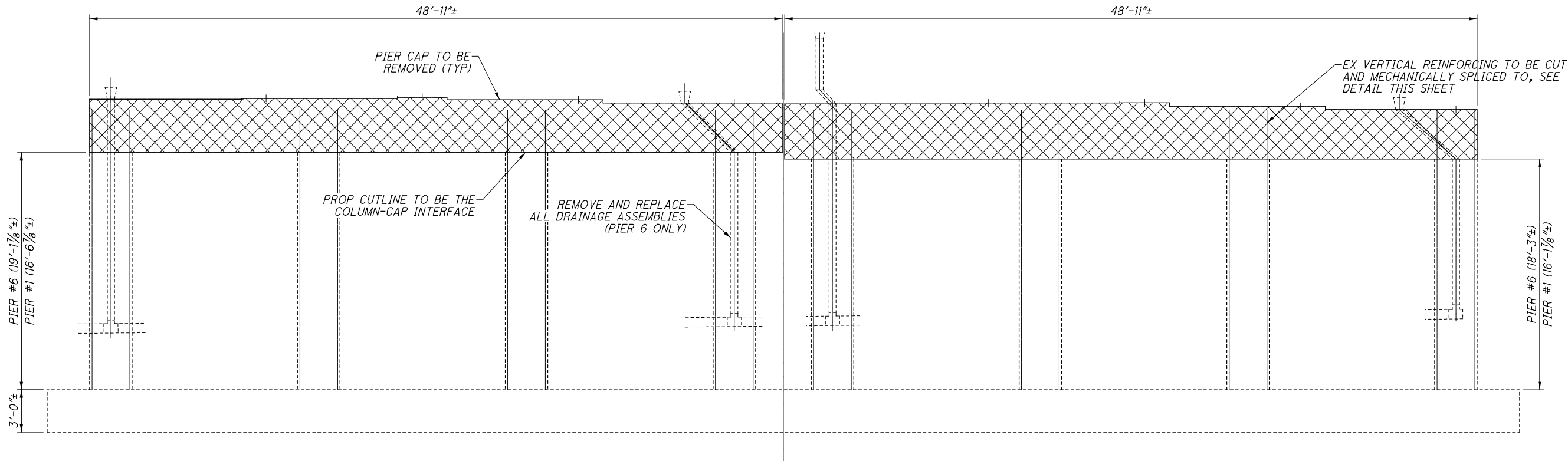
WINGWALL		SYMBOL	
		5	6
REAR	PHASE 3	AR505	AR504
	PHASE 4	AR556	AR557
FORWARD	PHASE 3	-	-
	PHASE 4	AF578	AF579

LEGEND:

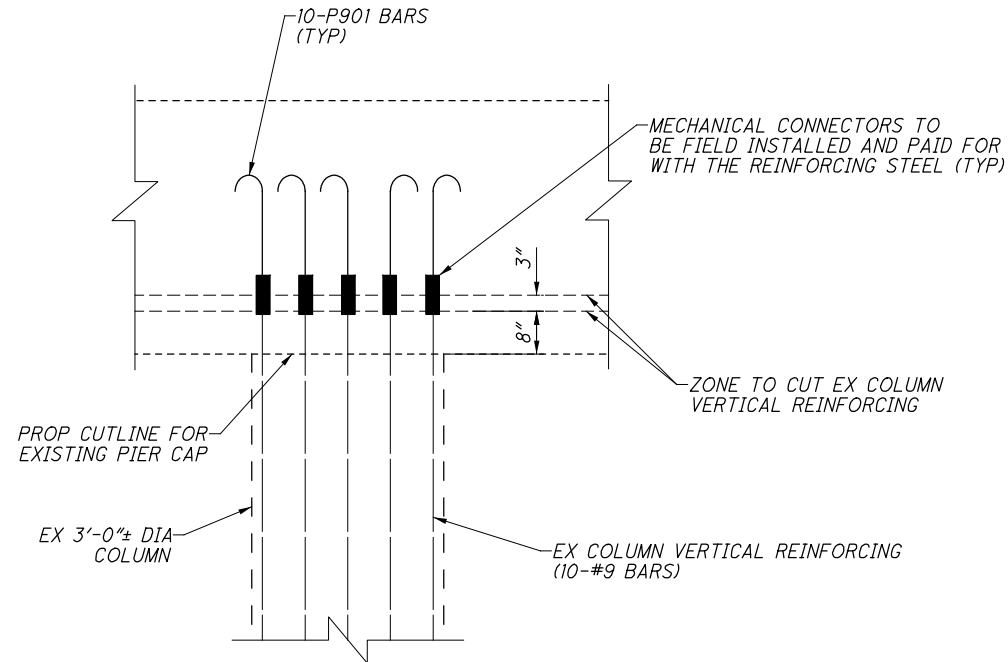
 - REMOVAL LIMITS

NOTES:

1. WHEN REMOVING THE TOP OF THE EX CAP CONCRETE DOWN TO THE PROPOSED CUTLINE SPECIFIED ON THIS SHEET, ENSURE THAT NO DAMAGE IS DONE TO THE EXISTING REINFORCING STEEL TO REMAIN.
2. SEE SHEET 25158 FOR FURTHER PROPOSED PIER CAP DETAILS.

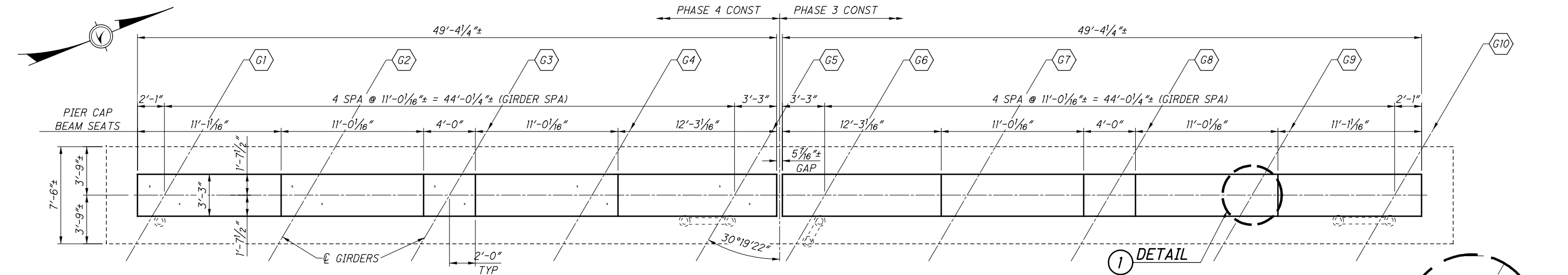


PIERS 1 & 6 - ELEVATION
(LOOKING UPSTATION, PIER 6 SHOWN, PIER 1 SIMILAR)

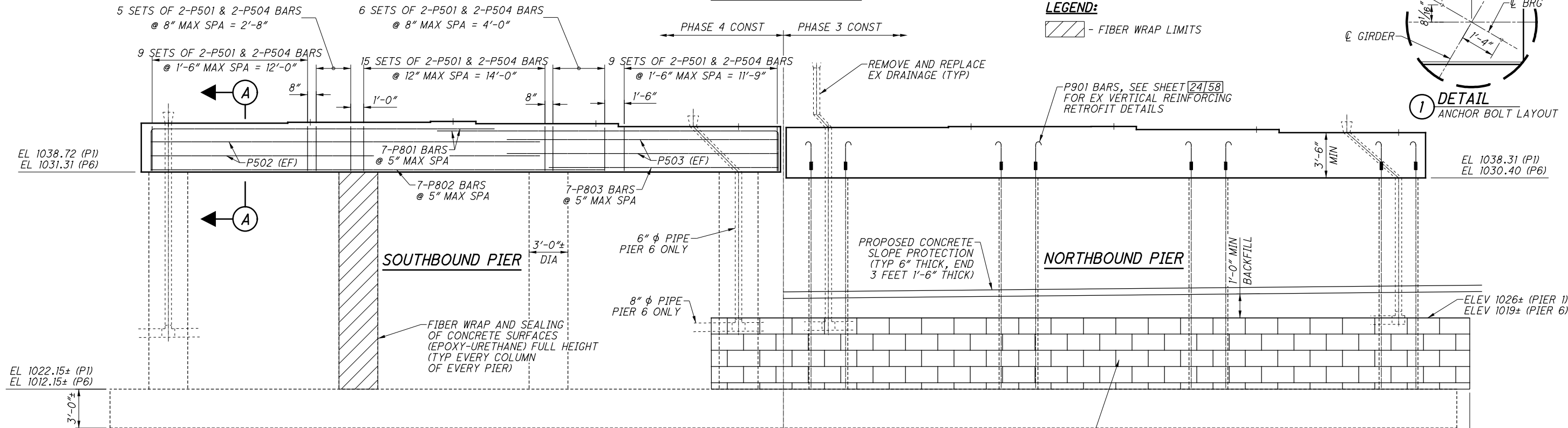


EXISTING COLUMN REINFORCING RETROFIT
SEE NOTES 1 & 2

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PIERS 1 & 6 - PLAN



PIERS 1 & 6 - ELEVATION

(LOOKING UPSTATION, PIER 6 SHOWN, PIER 1 SIMILAR)

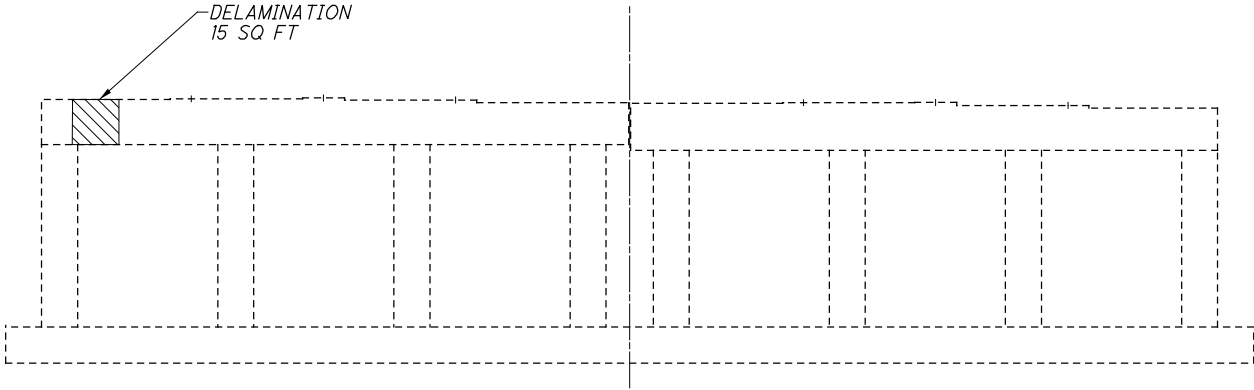
NOTES:

- EXISTING ROCKER BEARINGS ON PIERS 1 AND 6 SHALL BE REMOVED AND REPLACED WITH ROCKER BEARINGS TYPE R-300 WITH MODIFIED MASONRY PLATES. SEE SHEET [34/58] FOR DETAILS. PROPOSED BEARINGS SHALL CONFORM TO ODOT STANDARD DRAWING RB-I-55 REVISED 07-19-13. PAYMENT SHALL BE INCLUDED WITH ITEM 516 - BEARING DEVICE, ROCKER (PIERS 1 & 6).
- COLUMN FIBER WRAP MUST ACHIEVE A CONFINING STRESS OF 0.30 KSI FOR THE TOP AND BOTTOM 4 FEET OF COLUMNS, AND 0.150 KSI CONFINING STRESS FOR ALL OTHER COLUMN PORTIONS. CONTRACTOR TO DETERMINE THE WRAPPING REQUIREMENTS (NUMBER OF LAYERS, METHOD OF APPLICATION, ETC.) PER THE MANUFACTURER'S GUIDELINES. REFER TO PAY ITEM 519: SPECIAL - COMPOSITE FIBER WRAP SYSTEM, SHEET [5/58], FOR MORE DETAILS.
- SEAL ALL COLUMNS FROM BOTTOM OF CAP TO FINAL GRADE ELEVATION. SEALANT APPLIED TO CONCRETE SURFACES SHALL BE EPOXY-URETHANE. SEALANT APPLIED TO FIBER WRAPPED SURFACES SHALL BE IN COMPLIANCE WITH FIBER WRAP MANUFACTURER REQUIREMENTS FOR PROTECTION AGAINST UV AND SALT SPRAY. IF A SEALER OTHER THAN THE TYPICAL PROJECT EPOXY-URETHANE SEALER IS USED ON FIBER WRAPPED SURFACES, SELECT COLOR OF FIBER WRAP SEALER TO MATCH COLOR OF CONCRETE SURFACE SEALER. THE COST TO SEAL THE COLUMNS SHALL BE INCLUDED IN THE COST OF ITEM 512 - SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN INCLUDING ANY SPECIALTY FIBER WRAP SEALANTS THAT MAY BE REQUIRED.
- THE GRANULAR BASE UNDER THE GEOFOAM IS NOT NECESSARY IN AREAS WHERE THE GEOFOAM IS FOUNDED ON EXISTING TOP OF CONCRETE FOOTING.
- PIER DRAINAGE QUANTITIES SHOWN ARE ESTIMATED BASED ON REPLACING THE EXISTING DRAINAGE WITH A SIMILAR LAYOUT, AND TYING TO EXISTING STORM SEWERS AT THE SAME LOCATION. PAYMENT SHALL BE INCLUDED WITH ITEM 518 DOWNSPOUT PAY ITEMS.

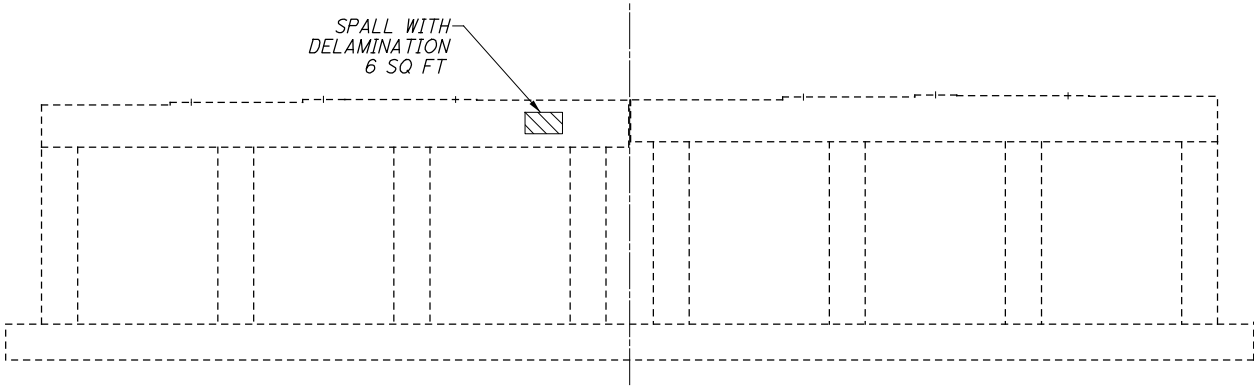
PROPOSED DRAINAGE						
PIER NO	DRAINAGE ITEMS					
	6" PIPE	8" PIPE	"T" BEND	90°BEND	45°BEND	DOWNSPOUT
6	80'	120'	3	2	4	4

PIER CAP ELEVATIONS										
PIER NO	GIRDER NO									
	1	2	3	4	5	6	7	8	9	10
1	1042.48	1042.52	1042.59	1042.43	1042.22	1042.21	1042.24	1042.22	1041.99	1041.81
6	1035.24	1035.38	1035.19	1035.02	1034.81	1034.80	1034.70	1034.45	1034.15	1033.90

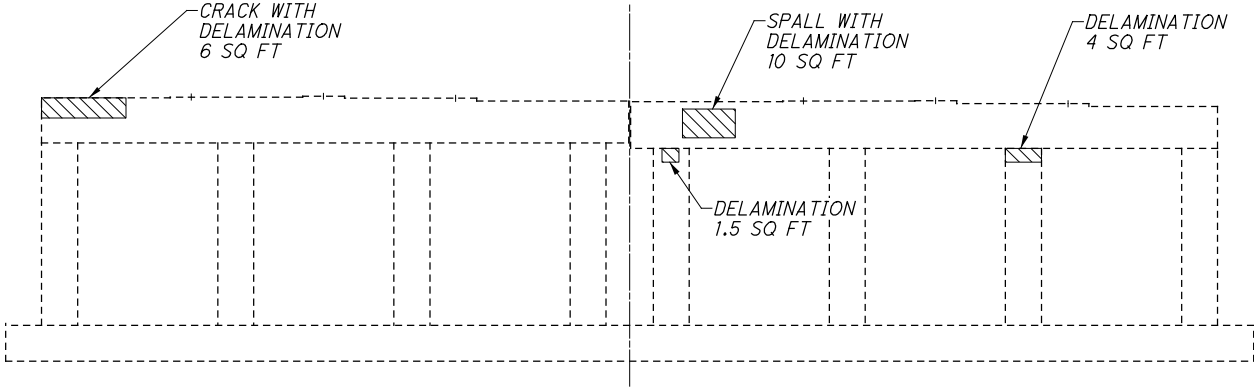
SECTION
VERTICAL COLUMN REINFORCING
NOT SHOWN FOR CLARITY



PIER 2 ELEVATION
SOUTH FACE



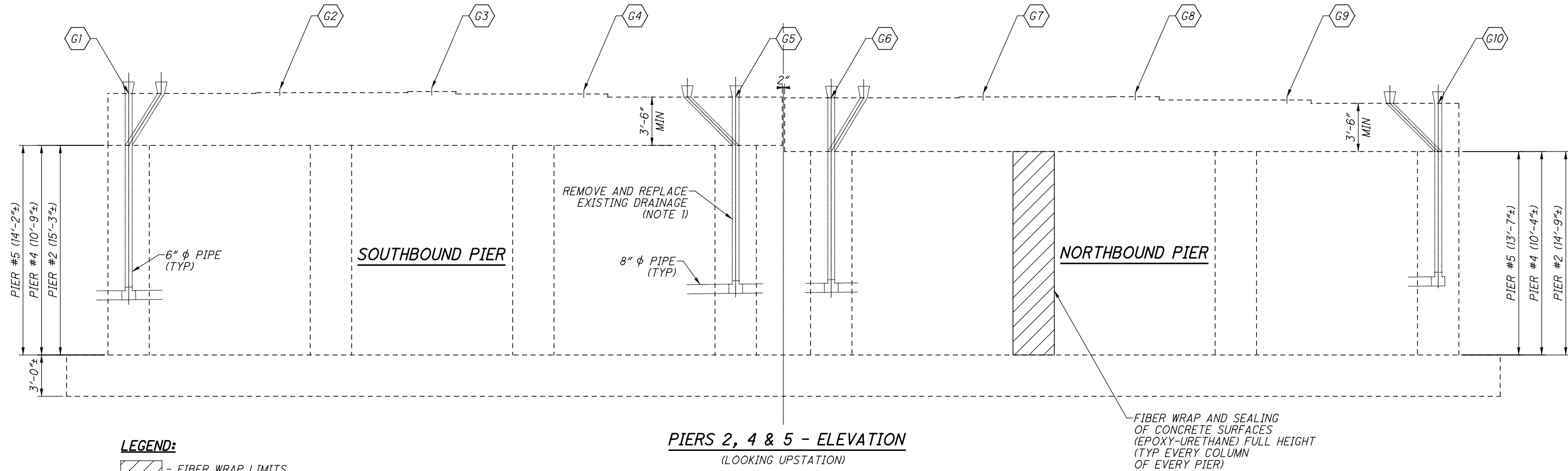
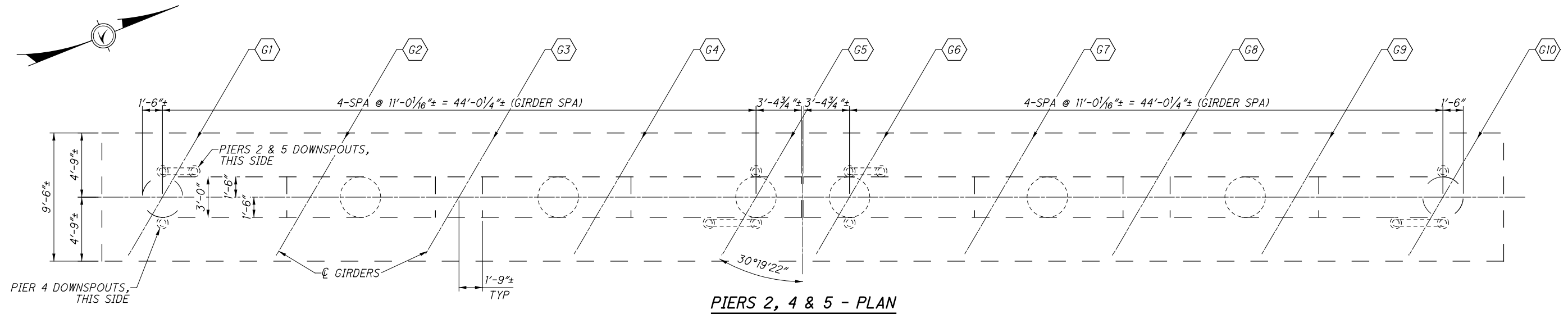
PIER 5 ELEVATION
NORTH FACE



PIER 5 ELEVATION
SOUTH FACE

LEGEND:
[Hatched Box] - CONCRETE DEFICIENCY

NOTES:
1. ALL SPALLS AND DELAMINATIONS SHOWN ARE TO BE REPAIRED PER ITEM 519, PATCHING CONCRETE STRUCTURES.



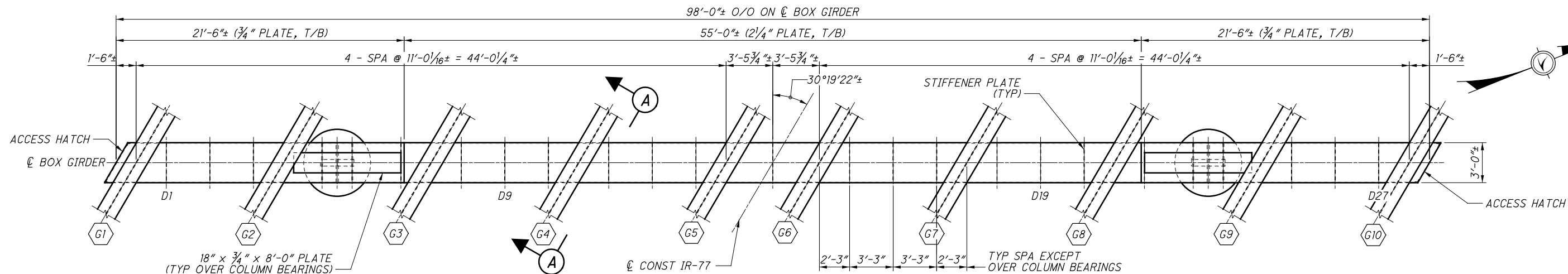
LEGEND:

 - FIBER WRAP LIMITS

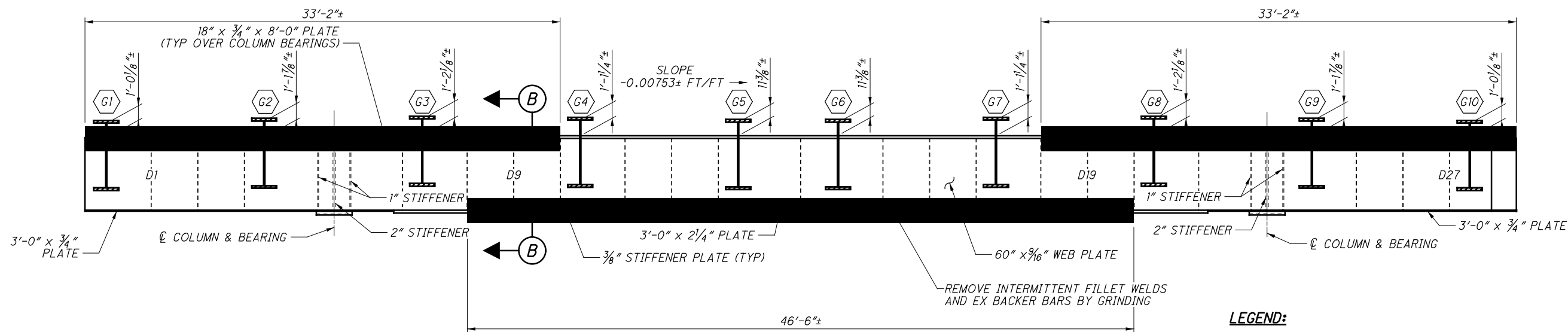
PROPOSED DRAINAGE						
PIER NO.	DRAINAGE ITEMS					
	6" PIPE	8" PIPE	"T" BEND	90°BEND	45°BEND	DOWNSPOUT
2	70'	130'	3	2	4	4
4	55'	155'	3	2	4	4
5	70'	150'	3	2	4	4

NOTES:

1. PIER DRAINAGE QUANTITIES SHOWN ARE ESTIMATED BASED ON REPLACING THE EXISTING DRAINAGE WITH A SIMILAR LAYOUT, AND TYING TO EXISTING STORM SEWERS AT THE SAME LOCATION. PAYMENT SHALL BE INCLUDED WITH ITEM 518 DOWNSPOUT PAY ITEMS.
2. COLUMN FIBER WRAP MUST ACHIEVE A CONFINING STRESS OF 0.30 KSI FOR THE TOP AND BOTTOM 4 FEET OF COLUMNS, AND 0.150 KSI CONFINING STRESS FOR ALL OTHER COLUMN PORTIONS. CONTRACTOR TO DETERMINE THE WRAPPING REQUIREMENTS (NUMBER OF LAYERS, METHOD OF APPLICATION, ETC.) PER THE MANUFACTURER'S GUIDELINES. REFER TO PAY ITEM 519: SPECIAL - COMPOSITE FIBER WRAP SYSTEM, SHEET 5158, FOR MORE DETAILS.
3. SEAL ALL COLUMNS FROM BOTTOM OF CAP TO FINAL GRADE ELEVATION. SEALANT APPLIED TO CONCRETE SURFACES SHALL BE EPOXY-URETHANE. SEALANT APPLIED TO FIBER WRAPPED SURFACES SHALL BE IN COMPLIANCE WITH FIBER WRAP MANUFACTURER REQUIREMENTS FOR PROTECTION AGAINST UV AND SALT SPRAY. IF A SEALER OTHER THAN THE TYPICAL PROJECT EPOXY-URETHANE SEALER IS USED ON FIBER WRAPPED SURFACES, SELECT COLOR OF FIBER WRAP SEALER TO MATCH COLOR OF CONCRETE SURFACE SEALER. THE COST TO SEAL THE COLUMNS SHALL BE INCLUDED IN THE COST OF ITEM 512: SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN INCLUDING ANY SPECIALTY FIBER WRAP SEALANTS THAT MAY BE REQUIRED.



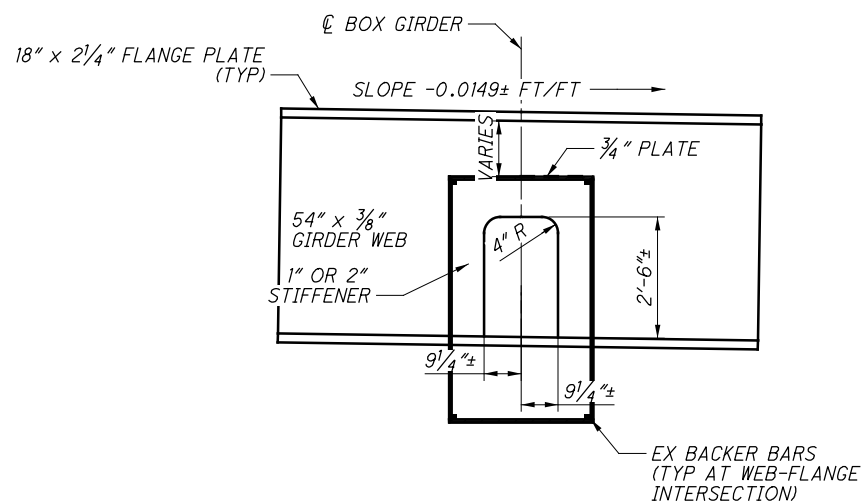
BOX GIRDER - PLAN



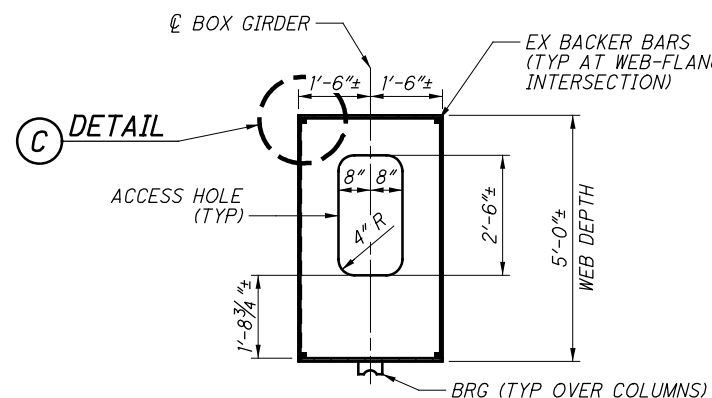
BOX GIRDER - ELEVATION

LEGEND:

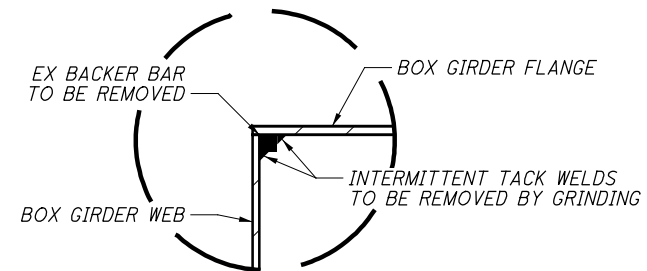
- TENSION ZONES IN WHICH EX BACKER BARS ARE TO BE REMOVED



A SECTION



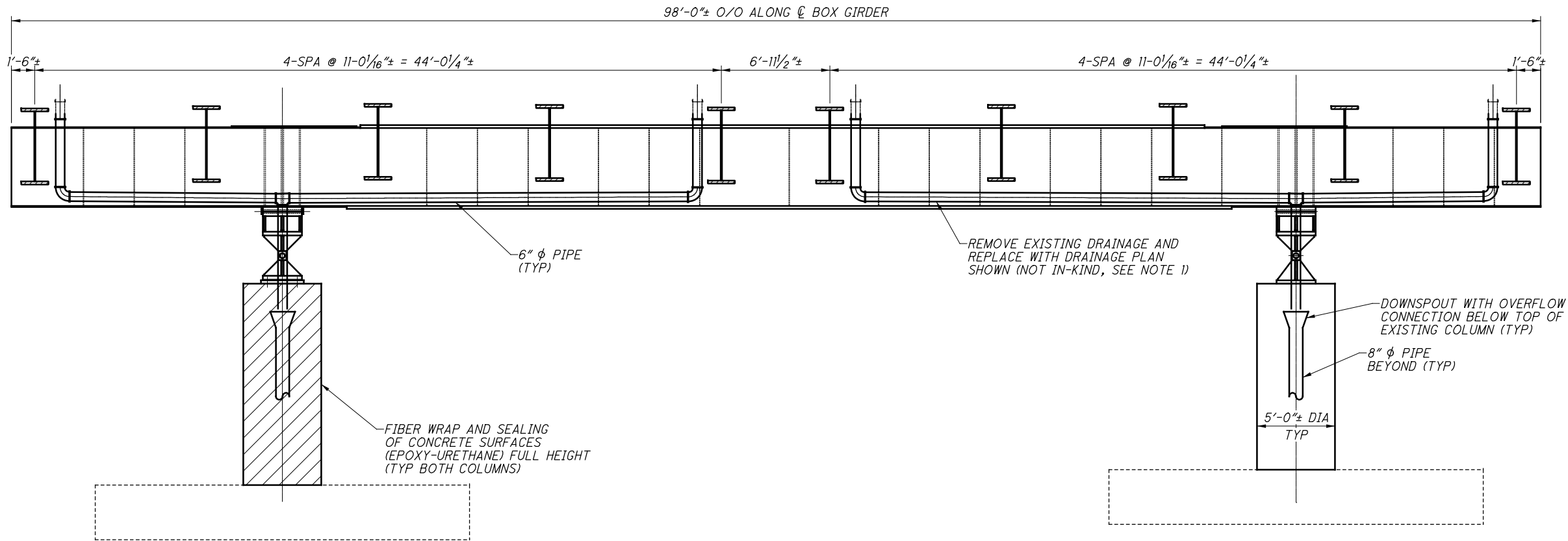
B SECTION



C DETAIL BACKER BAR

NOTES:

- EXISTING BACKER BARS ARE INTERMITTENTLY WELDED TO THE FLANGES AND WEBS INSIDE THE BOX GIRDER. REMOVE EXISTING BACKER BARS BY GRINDING BACKER BAR WELDS TO FLANGE AND WEB PLATES. PAYMENT SHALL BE INCLUDED WITH ITEM 513 - STRUCTURAL STEEL, MISC.: REMOVAL OF STEEL PIER CAP BACKER BAR. GRINDING SHALL BE COMPLETED PARALLEL TO THE CENTERLINE OF THE BOX GIRDER TAKING CARE NOT TO GOUGE FLANGE OR WEB PLATES. IF FLANGE OR WEB PLATES ARE GOUGED DURING EXISTING BACKER BAR REMOVAL, CONTRACTOR SHALL, AT NO ADDITIONAL COST:
 - GRIND OUT THE DAMAGE
 - TAPER THE ORIGINAL SURFACE USING A 1:10 SLOPE
 - PROVIDE A SURFACE FINISH ACCORDING TO ANSI B46.1 OR 250 MIL
- SPOT PRIMING OF PIER CAP INTERIOR TO BE PERFORMED AFTER EXISTING BACKER BAR REMOVAL IS COMPLETED. SPOT PRIMING LIMITS TO BE 1'-0" ON EITHER SIDE OF REMOVED BACKER BAR. PAYMENT SHALL BE INCLUDED WITH ITEM 514 - FIELD PAINTING, MISC.: SPOT PRIMING OF STEEL PIER CAP INTERIOR.



PIER 3 - ELEVATION
(LOOKING UPSTATION, ALL DRAINAGE
IS ON THE NORTH (FAR) SIDE OF CAP/COLUMN)

LEGEND:
 - FIBER WRAP LIMITS

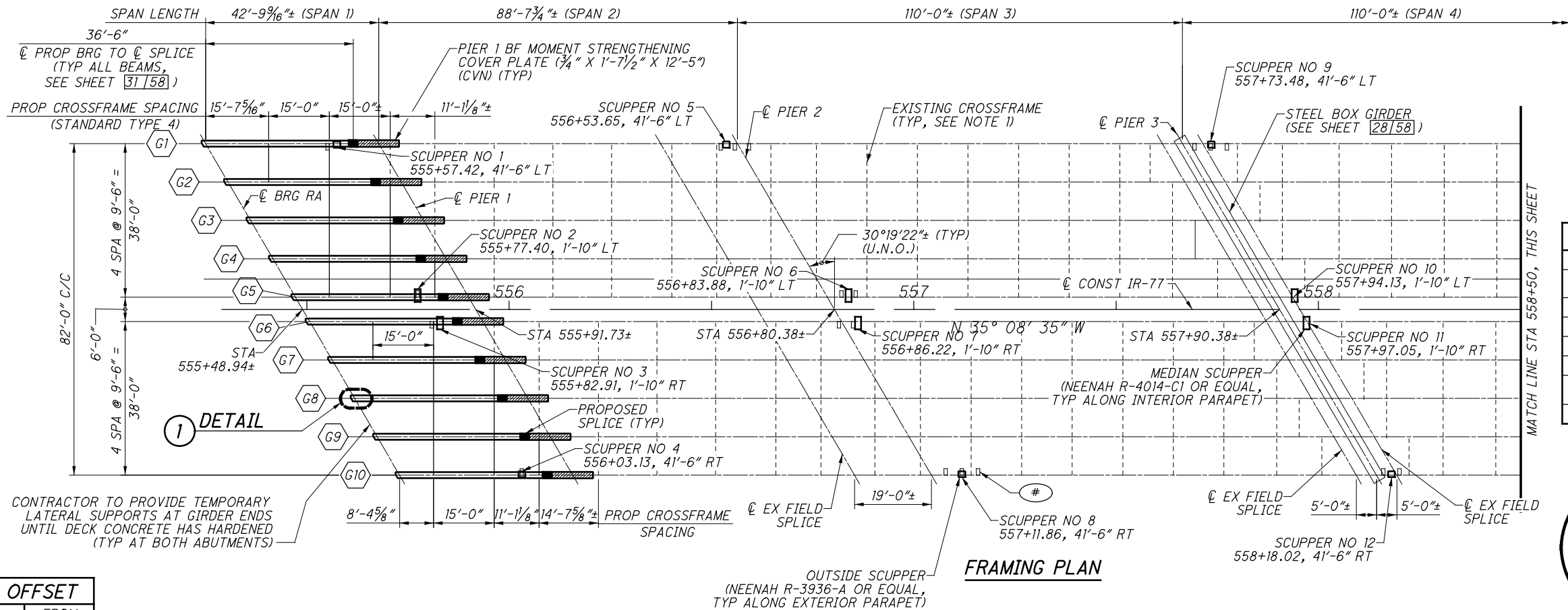
PROPOSED DRAINAGE						
PIER NO.	DRAINAGE ITEMS					
	6" PIPE	8" PIPE	"T" BEND	90°BEND	45°BEND	DOWNSPOUT
3	110'	80'	2	6	0	2

- NOTES:**
- PIER DRAINAGE QUANTITIES SHOWN ARE ESTIMATED BASED ON REPLACING THE EXISTING DRAINAGE WITH THE SYSTEM DETAILED ABOVE, AND TYING TO EXISTING STORM SEWERS AT THE SAME LOCATION. PAYMENT SHALL BE INCLUDED WITH ITEM 518 DOWNSPOUT PAY ITEMS. DRAINAGE TO BE SUPPORTED BY THE SUPERSTRUCTURE SHALL BE ATTACHED VIA HANGERS FROM THE GIRDERS. WELDING OF SUPPORT ATTACHMENTS WILL NOT BE PERMITTED IN ANY TENSION ZONE.
 - COLUMN FIBER WRAP MUST ACHIEVE A CONFINING STRESS OF 0.30 KSI FOR THE ENTIRE COLUMN HEIGHT. CONTRACTOR TO DETERMINE THE WRAPPING REQUIREMENTS (NUMBER OF LAYERS, METHOD OF APPLICATION, ETC.) PER THE MANUFACTURER'S GUIDELINES. REFER TO PAY ITEM 519: SPECIAL - COMPOSITE FIBER WRAP SYSTEM, SHEET 5/58, FOR MORE DETAILS.
 - SEAL ALL COLUMNS FROM BOTTOM OF CAP TO FINAL GRADE ELEVATION. SEALANT APPLIED TO CONCRETE SURFACES SHALL BE EPOXY-URETHANE. SEALANT APPLIED TO FIBER WRAPPED SURFACES SHALL BE IN COMPLIANCE WITH FIBER WRAP MANUFACTURER REQUIREMENTS FOR PROTECTION AGAINST UV AND SALT SPRAY. IF A SEALER OTHER THAN THE TYPICAL PROJECT EPOXY-URETHANE SEALER IS USED ON FIBER WRAPPED SURFACES, SELECT COLOR OF FIBER WRAP SEALER TO MATCH COLOR OF CONCRETE SURFACE SEALER. THE COST TO SEAL THE COLUMNS SHALL BE INCLUDED IN THE COST OF ITEM 512: SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) INCLUDING ANY SPECIALTY FIBER WRAP SEALANTS THAT MAY BE REQUIRED.

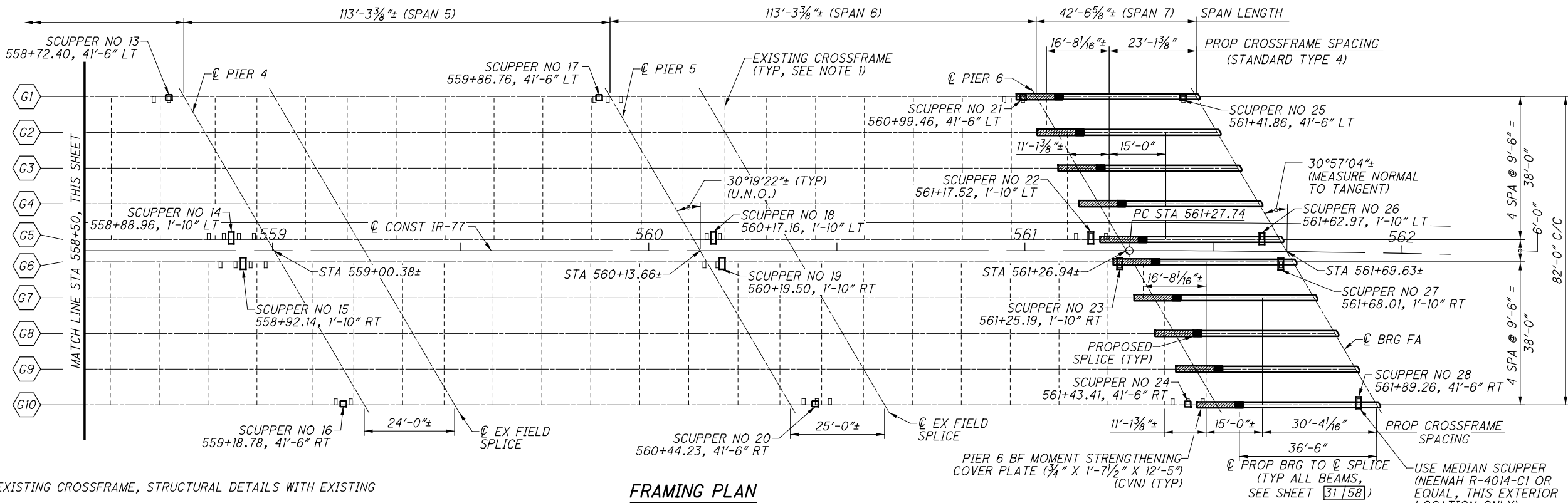
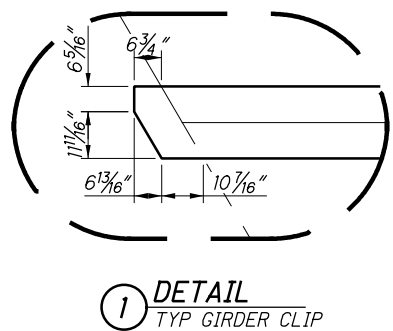
SCUPPER OFFSET		
NO	+/-	FROM
1	- 10'-4"	PIER 1
2	- 12'-7"	PIER 1
3	- 10'-7"	PIER 1
4	- 12'-7"	PIER 1
5	- 2'-9"	PIER 2
6	+ 5'-3"	PIER 2
7	+ 4'-1"	PIER 2
8	+ 7'-6"	PIER 2
9	+ 7'-1"	PIER 3
10	+ 5'-6"	PIER 3
11	+ 4'-11"	PIER 3
12	+ 3'-8"	PIER 3
13	- 4'-0"	PIER 4
14	- 9'-8"	PIER 4
15	- 10'-0"	PIER 4
16	- 5'-7"	PIER 4
17	- 2'-11"	PIER 5
18	+ 5'-3"	PIER 5
19	+ 4'-1"	PIER 5
20	+ 6'-7"	PIER 5
21	- 3'-6"	PIER 6
22	- 7'-8"	PIER 6
23	- 3'-6"	PIER 6
24	- 7'-8"	PIER 6
25	- 3'-6"	FA
26	- 4'-9"	FA
27	- 3'-3"	FA
28	- 4'-10"	FA

NOTES:

1. MATCH AND VERIFY SPACING OF EXISTING CROSSFRAME, STRUCTURAL DETAILS WITH EXISTING PLANS AND FIELD CONDITION.
2. SCUPPER STATIONING IS GIVEN AT CENTERLINE OF SCUPPER AT THE TOE OF PARAPET.
3. PROPOSED INTERMEDIATE CROSSFRAMES SHALL CONFORM TO ODOT TYPE 4 STD DWG GSD-1-96 REVISED 07-09-2002.
4. CVN: WHERE A SHAPE OR PLATE IS DESIGNED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN CMS 711.01.



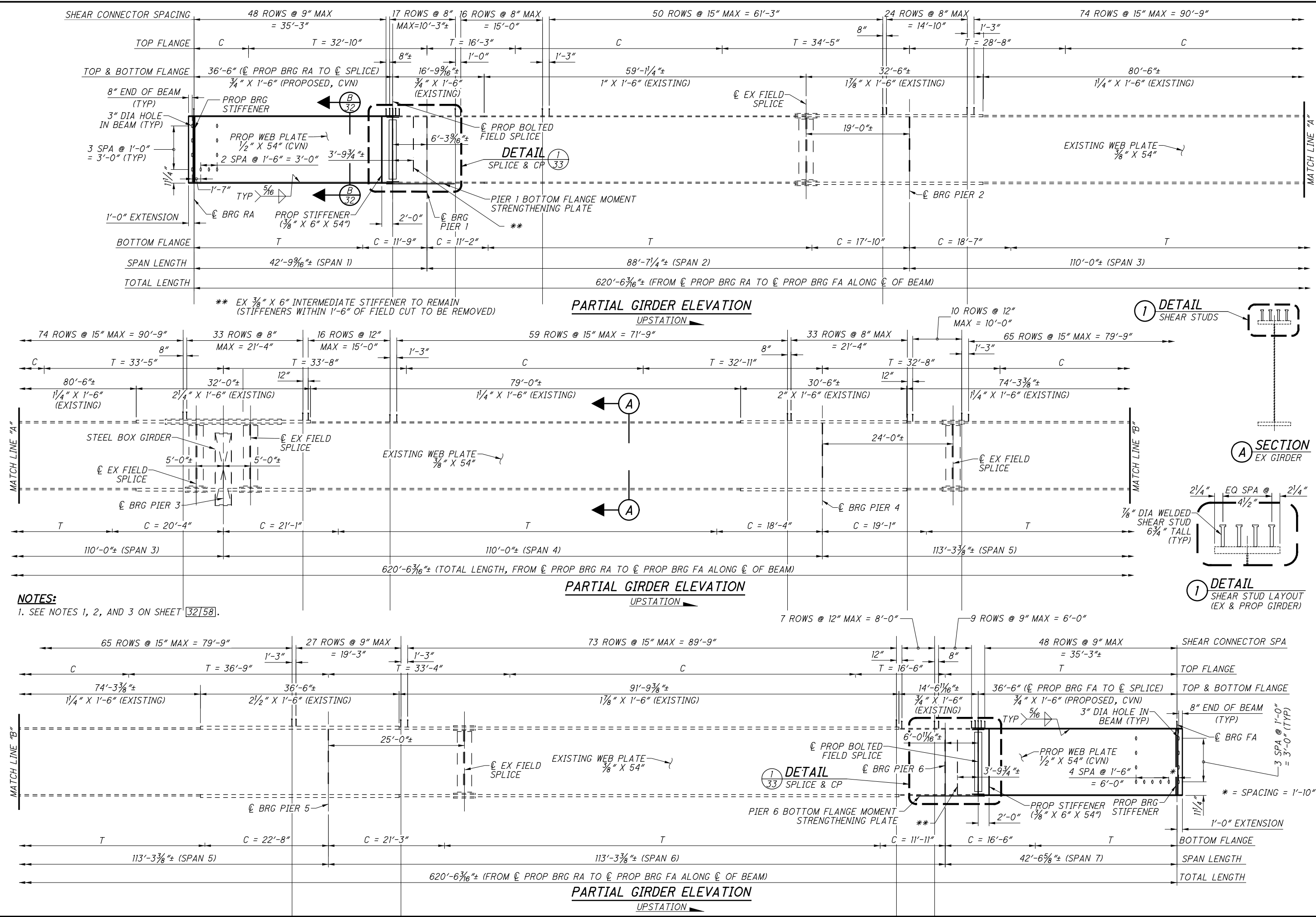
BEARING TYPE	
REAR ABUT	PROP CYLINDRICAL (EXP)
PIER 1	PROP R-300 W/ MODIFIED MASONRY R (EXP)
PIER 2	EXISTING R-350 (EXP)
PIER 3	EXISTING (FIX)
PIER 4	EXISTING R-350 (EXP)
PIER 5	EXISTING R-350 (EXP)
PIER 6	PROP R-300 W/ MODIFIED MASONRY R (EXP)
FWD ABUT	PROP CYLINDRICAL (EXP)

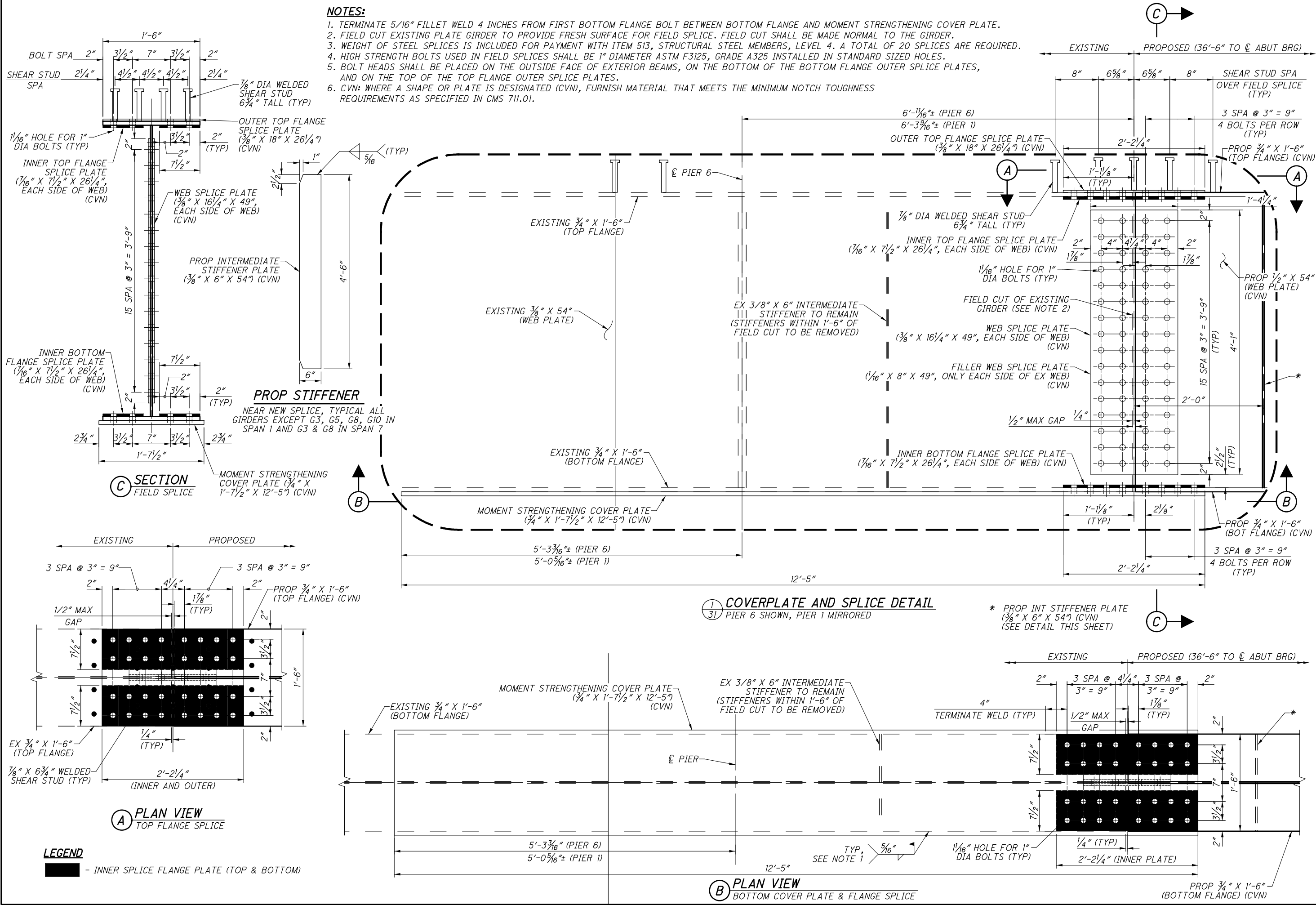


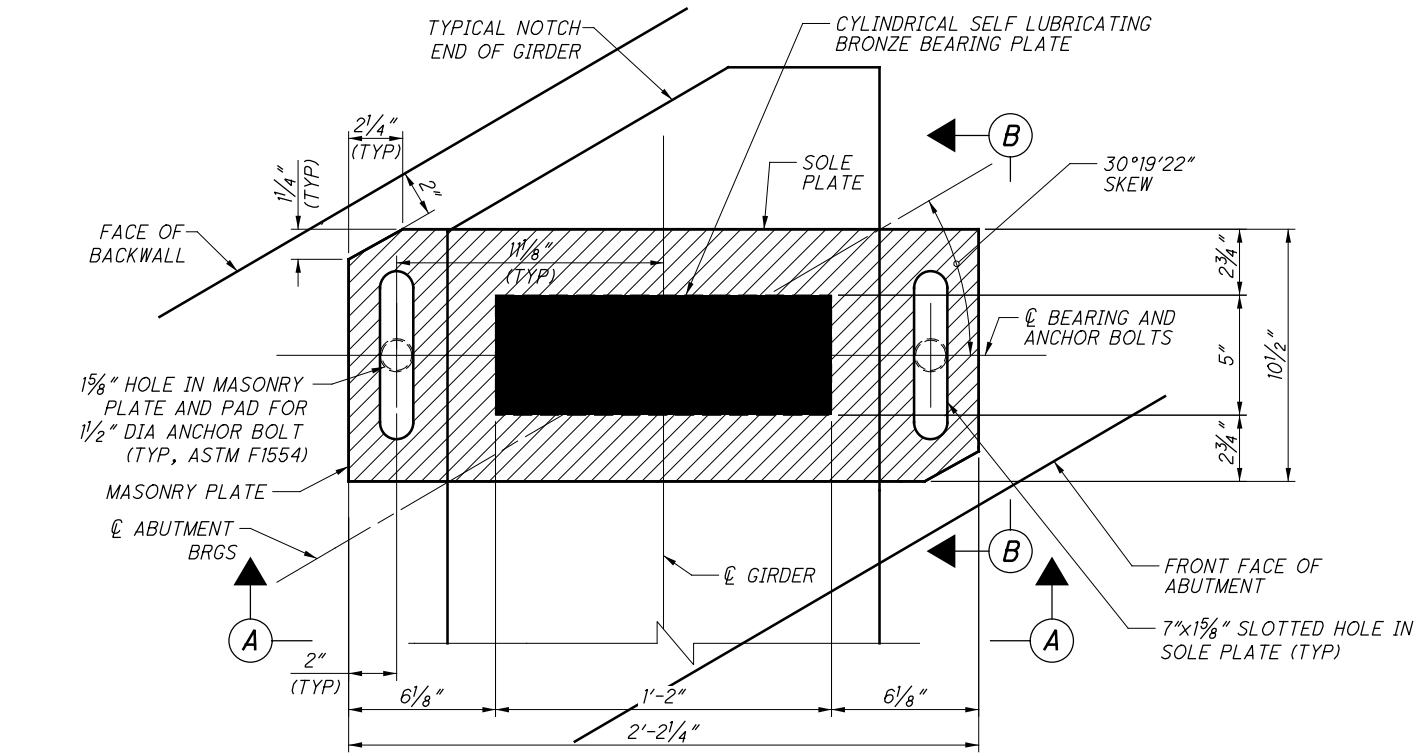
LEGEND:

- (#) EXISTING SUPPORT BRACKET FOR PIPE LATERALS, SEE DOWNSPOUT NOTE ON SHEET [5/58] FOR DISPOSITION. (22 REQUIRED)

SUBMITTAL: SEALED TRACINGS
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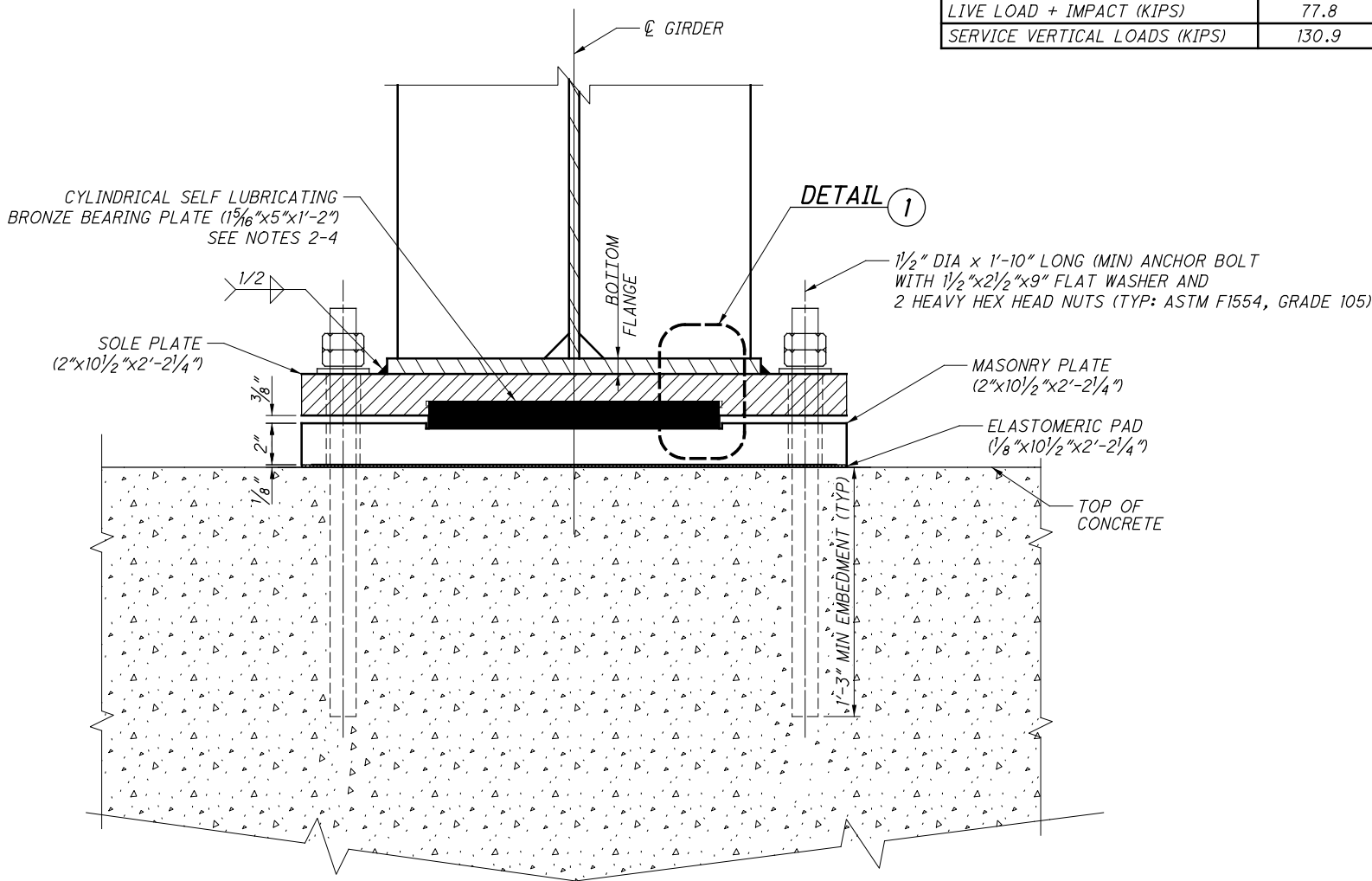




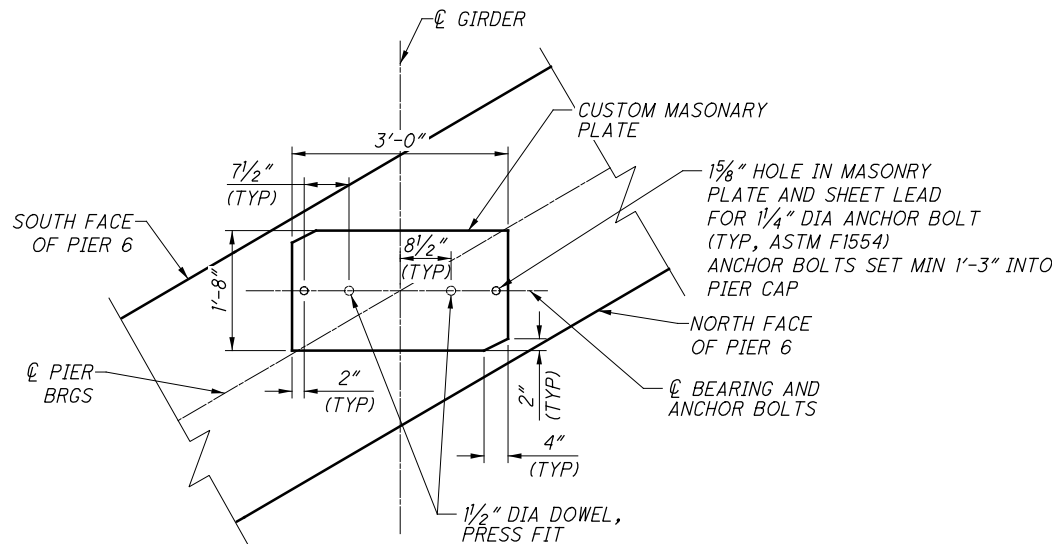
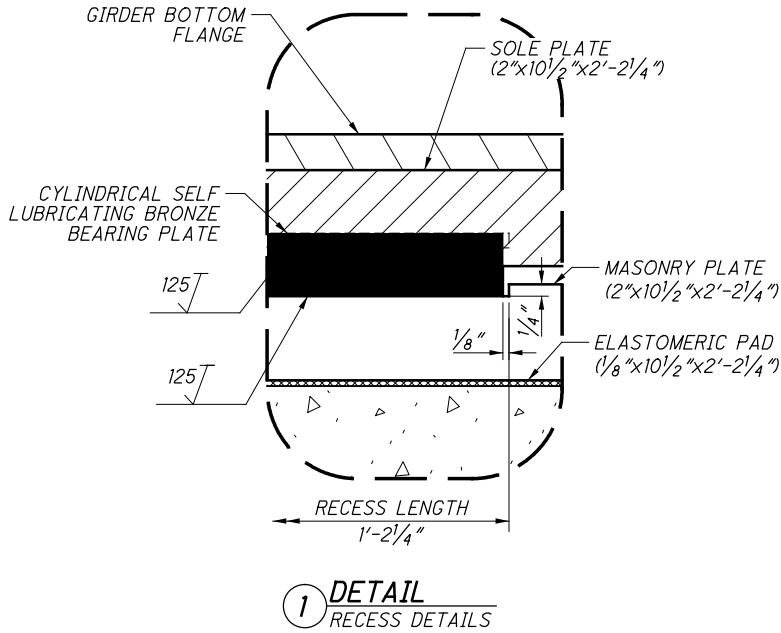
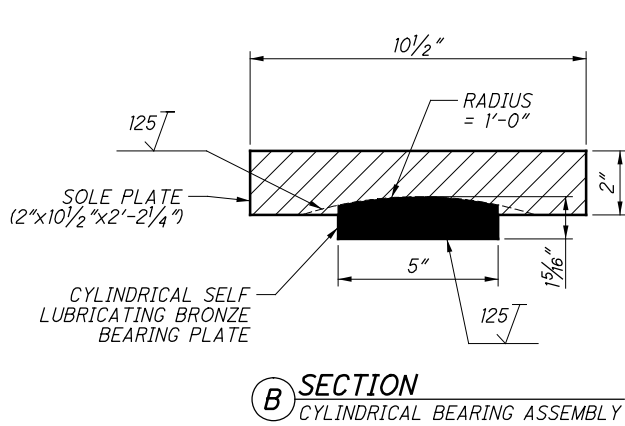


TYPICAL EXPANSION BEARING
(FORWARD ABUT SHOWN, REAR ABUT SIMILAR)

RA & FA LOAD TABLE (UNFACTORED)	
DEAD LOAD (KIPS)	53.1
LIVE LOAD + IMPACT (KIPS)	77.8
SERVICE VERTICAL LOADS (KIPS)	130.9



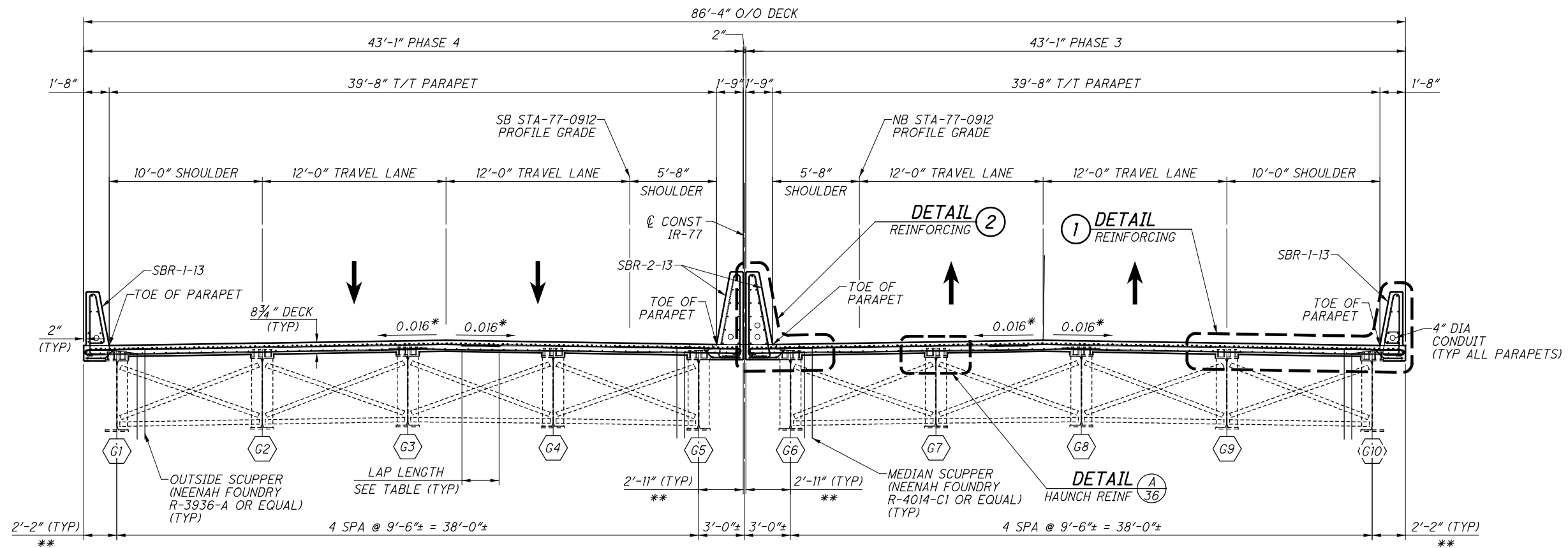
A ELEVATION



R-300 CUSTOM MASONRY PLATE PLAN
(PIER 6 SHOWN, PIER 1 SIMILAR)
FOR ADDITIONAL DETAILS, SEE NOTE 7

NOTES:

- BEARINGS SHALL BE FABRICATED AND INSTALLED IN ACCORDANCE WITH THE PROVISIONS OF OHIO DEPARTMENT OF TRANSPORTATION CONSTRUCTION AND MATERIAL SPECIFICATIONS SECTION 516.
- BRONZE BEARING PLATES SHALL CONFORM TO THE STANDARD SPECIFICATION FOR BRONZE CASTINGS FOR BRIDGES AND TURNABLES, ASTM B-22. ALLOY C91100 SHALL BE FURNISHED.
- SOLID LUBRICANT SHALL CONSIST OF A COMBINATION OF SOLIDS HAVING NON-DETERIORATING CHARACTERISTICS, AS WELL AS LUBRICATING QUALITIES AND SHALL BE CAPABLE OF WITHSTANDING LONG TERM ATMOSPHERIC EXPOSURE, DE-ICING MATERIALS AND WATER. MOLYBDENUM DISULFIDE AND OTHER INGREDIENTS WHICH MAY PROMOTE ELECTROLYTIC OR CHEMICAL ACTION BETWEEN THE BEARING ELEMENTS SHALL NOT BE USED. SHELLAC, TARS AND ASPHALTS AND PETROLEUM PRODUCTS SHALL NOT BE USED AS BINDERS.
- EXPANSION BEARINGS SHALL HAVE MARKINGS MATCHED IN THE ENDS OF THE SOLE PLATES AND BRONZE PLATES TO FACILITATE THEIR POSITIONING FOR THE PROPER TEMPERATURE CORRECTION.
- EXPOSED SURFACES SHALL BE PAINTED IN ACCORDANCE WITH STRUCTURAL STEEL PAINT SYSTEM, SEE GENERAL NOTES. CARE SHALL BE TAKEN TO KEEP ALL SLIDING SURFACES FREE FROM PAINT.
- FURNISHING AND PLACING OF ANCHOR BOLTS, WASHERS, HEX HEAD NUTS AND PADS TO BE INCLUDED WITH PAYMENT FOR ITEM 516 - BEARING DEVICE, ROCKER (PIERS 1 & 6) OR BEARING DEVICE, ROCKER (ABUTMENTS).
- ROCKER BEARING FOR PIER 1 AND PIER 6 SHALL CONFORM TO STD DRAWING RB-1-55 REVISED 7-09-2013 WITH FOLLOWING EXCEPTIONS: STANDARD R-300 BEARING SHALL BE FABRICATED WITH CUSTOM MASONRY PLATE AS DETAILED IN THIS SHEET; MAX UNFACTORED LOAD = 300 KIPS; WEIGHT OF ROCKER BEARING = 1180 LBS, THIS WEIGHT IS FOR ONE COMPLETE ROCKER BEARING.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.

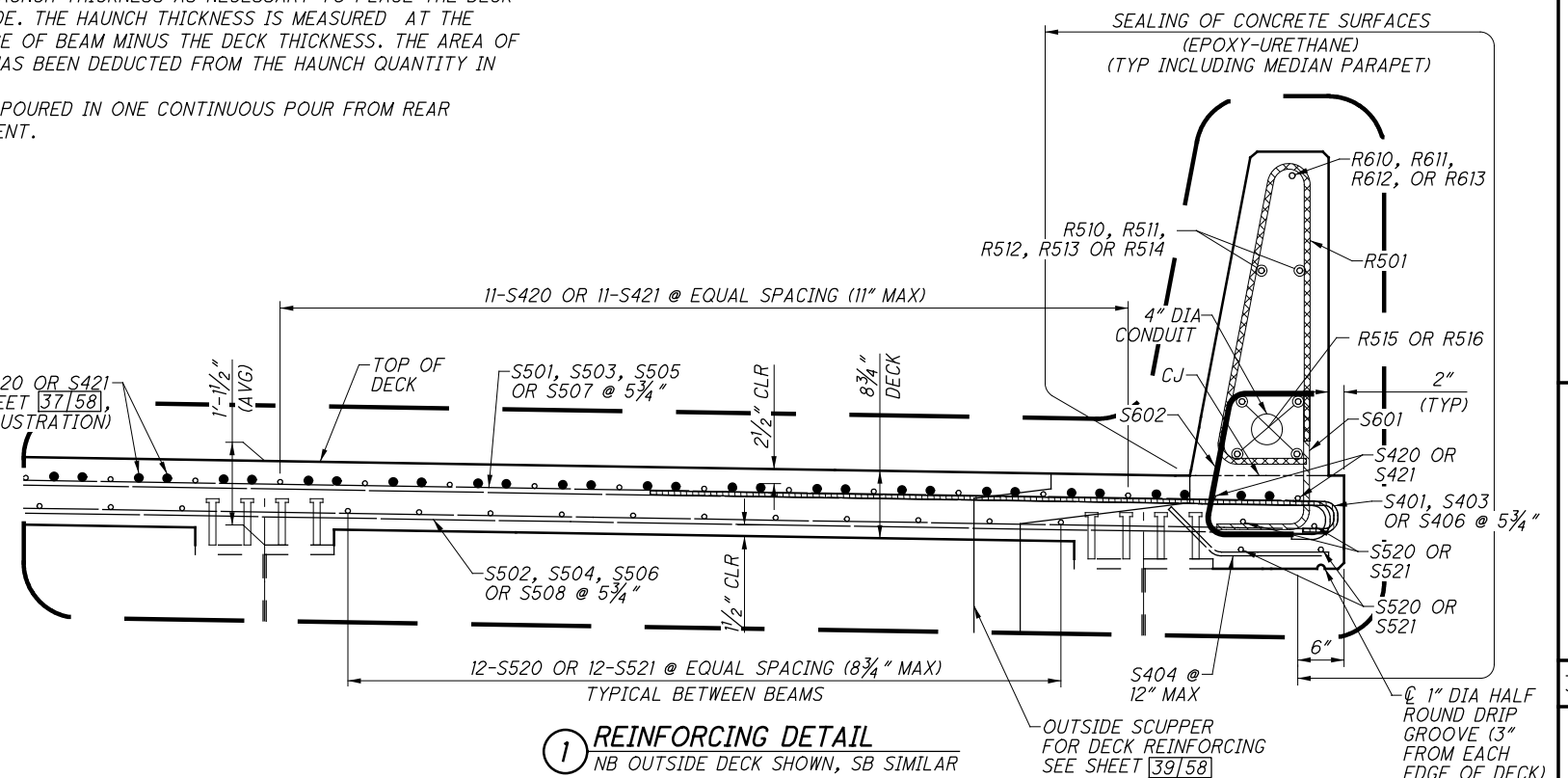
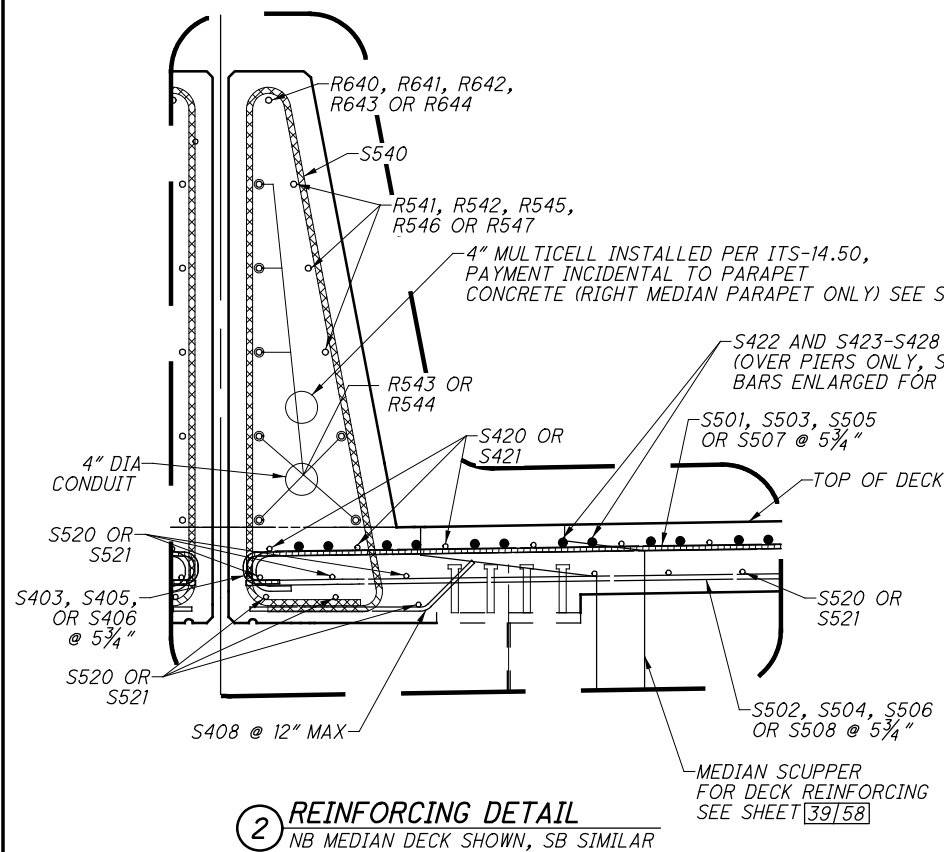


TYPICAL TRANSVERSE SECTION

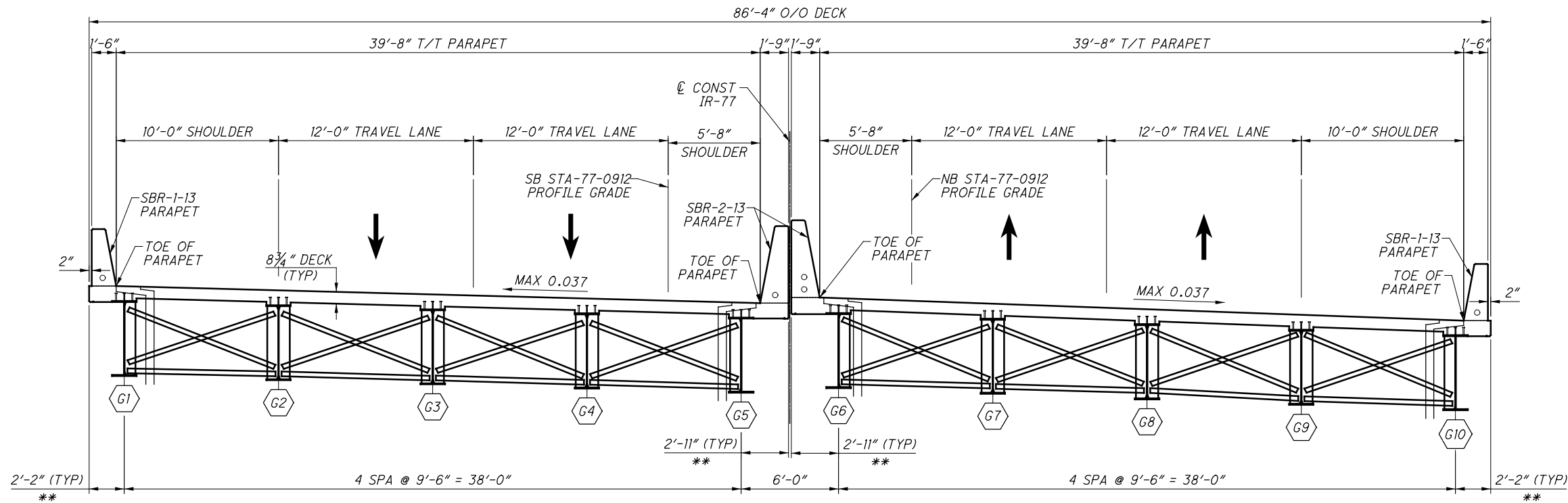
LOOKING UPSTATION

NOTES:

1. THE TRANSVERSE DECK REINFORCING BARS SHALL BE FIELD BENT TO CONFORM THE ROADWAY CROWN. THE PAYMENT SHALL BE INCLUDED WITH ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN.
2. THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED UPON THE CONSTANT SLAB THICKNESS OF $8\frac{3}{4}$ ". THE ESTIMATE ASSUMES AN AVERAGE HAUNCH THICKNESS OF $4\frac{3}{4}$ ". DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE HAUNCH THICKNESS IS MEASURED AT THE CENTERLINE OF THE TOP FLANGE OF BEAM MINUS THE DECK THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.
3. THE CONCRETE DECK SHALL BE POURED IN ONE CONTINUOUS POUR FROM REAR ABUTMENT TO FORWARD ABUTMENT.

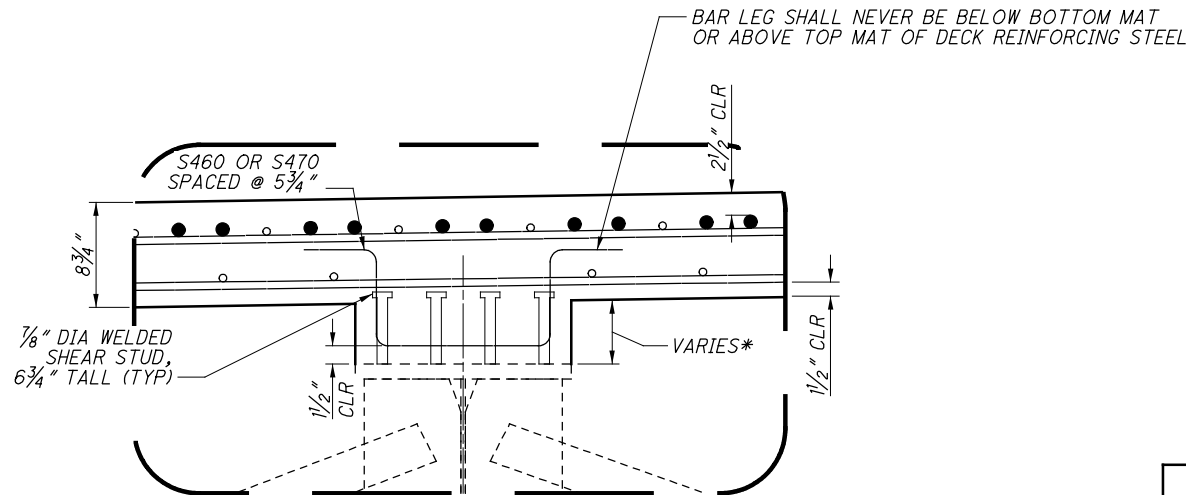


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SUPERELEVATED TRANSVERSE SECTION
LOOKING UPSTATION

** - OVERHANG VARIES IN SPAN 7. SEE SHEET 43158 FOR OVERHANG DIMENSIONS.



* EXCEPT FOR GIRDERS 1 AND 6 -10 IN SPAN 7, AND GIRDER 6 IN SPAN 6, GIRDER HAUNCH VARIES FROM 1 3/8" TO 7". WHERE HAUNCH EXCEEDS 3", PROVIDE HAUNCH REINFORCING STEEL 7" TALL (BAR S460).

HAUNCHES OVER GIRDERS 1 AND 6 -10 IN SPAN 7, AND GIRDER 6 IN SPAN 6 VARY FROM 7" TO 1 1/2". PROVIDE HAUNCH REINFORCING STEEL 1 1/2" TALL (BAR S470) AT THESE LOCATIONS.

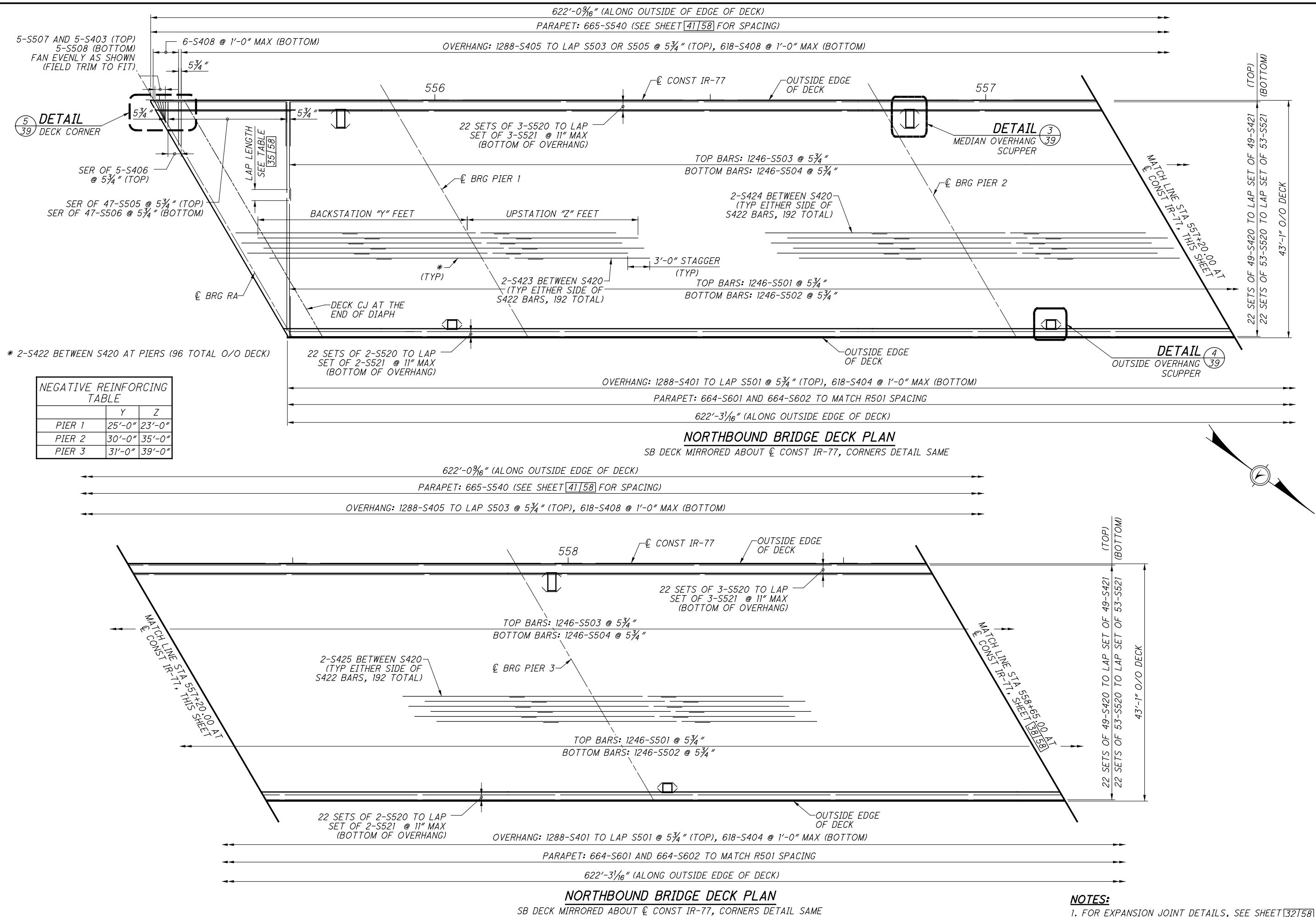
FOR QUANTITY PURPOSES, IT IS ASSUMED THAT ALL GIRDERS WILL HAVE A REINFORCED HAUNCH FOR THEIR FULL LENGTH ALTHOUGH SOME PORTIONS OF GIRDERS/SPANS HAVE HAUNCHES LESS THAN 3" AND STEEL IS NOT NECESSARY THERE.

NORTHBOUND GIRDER HAUNCH HEIGHTS			
GIRDER	MIN	MAX	AVG
G6	1 3/4"	1 1/2"	5 1/2"
G7	2 1/4"	8 1/4"	5 1/8"
G8	2 1/2"	8 1/8"	5 1/4"
G9	2 3/8"	7 3/4"	5 1/8"
G10	2 1/2"	7 1/2"	4 3/4"

SOUTHBOUND GIRDER HAUNCH HEIGHTS			
GIRDER	MIN	MAX	AVG
G1	1 3/8"	1 1/8"	5 1/8"
G2	1 3/8"	5 3/4"	4 1/8"
G3	1 3/4"	6"	4 1/4"
G4	2"	5 5/8"	4"
G5	1 1/2"	5 1/2"	3 3/4"

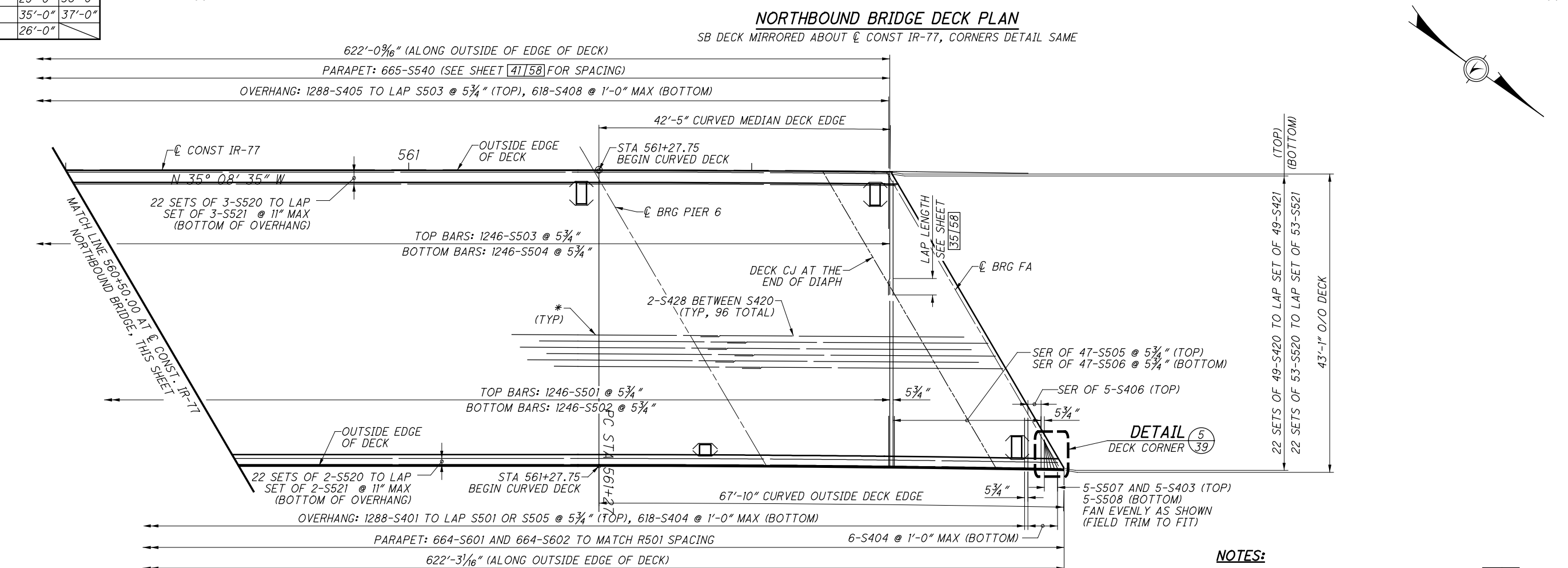
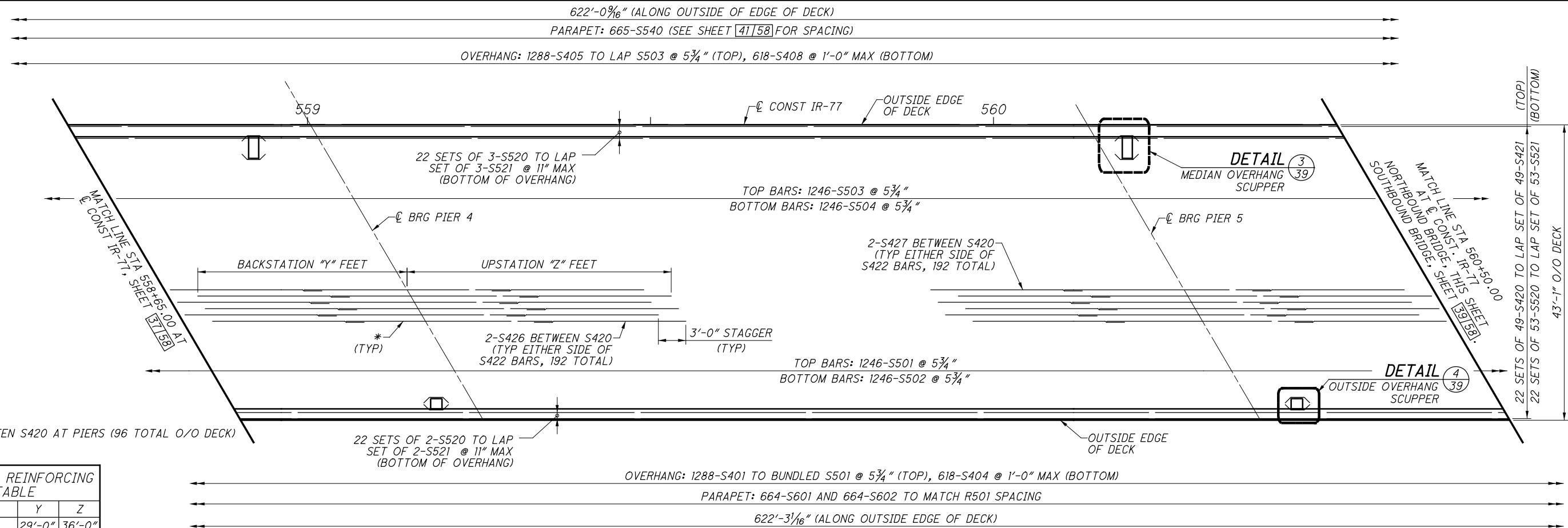
SECTION
35 HAUNCH REINFORCING

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NOTES:
1. FOR EXPANSION JOINT DETAILS, SEE SHEET [32][58].

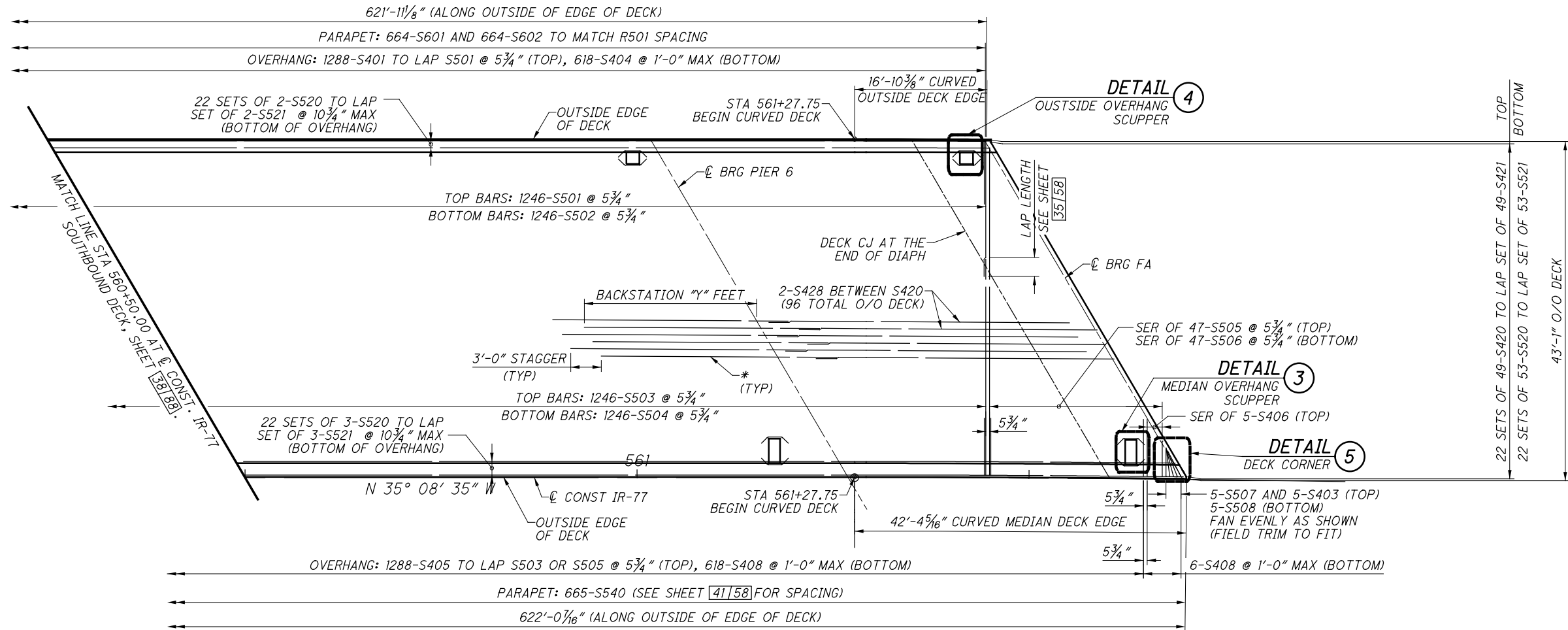
NEGATIVE REINFORCING TABLE			
PIER X	Y	Z	
PIER 4	29'-0"	36'-0"	
PIER 5	35'-0"	37'-0"	
PIER 6	26'-0"		



NORTHBOUND BRIDGE DECK PLAN
SB DECK DETAILED ON SHEET 39/58.

NOTES:
1. FOR EXPANSION JOINT DETAILS, SEE SHEET 32/58.

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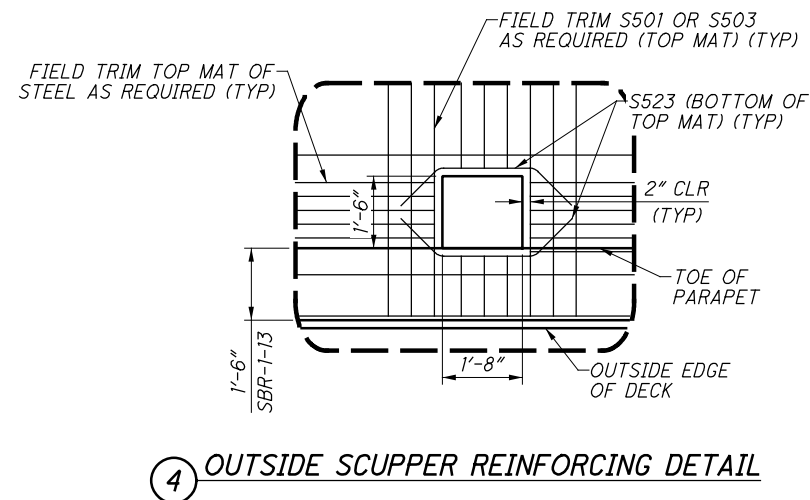
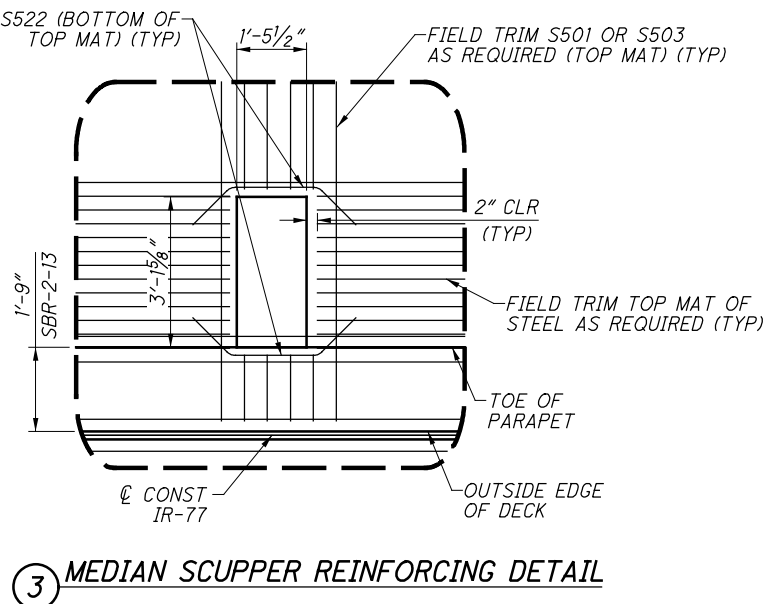
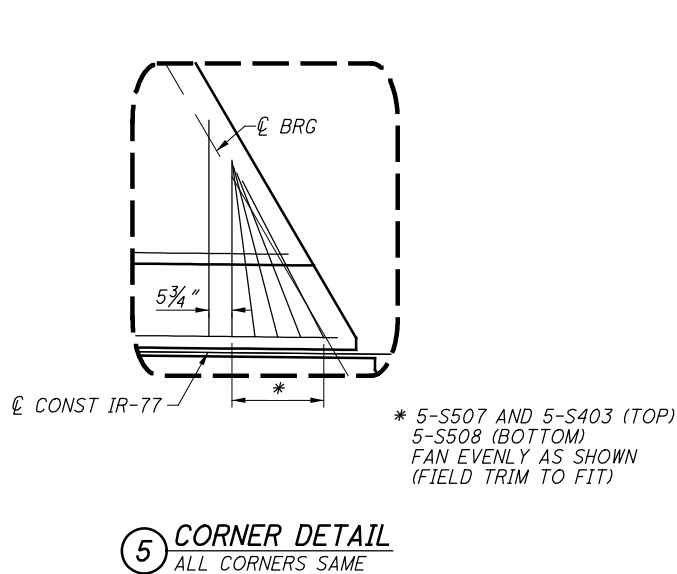


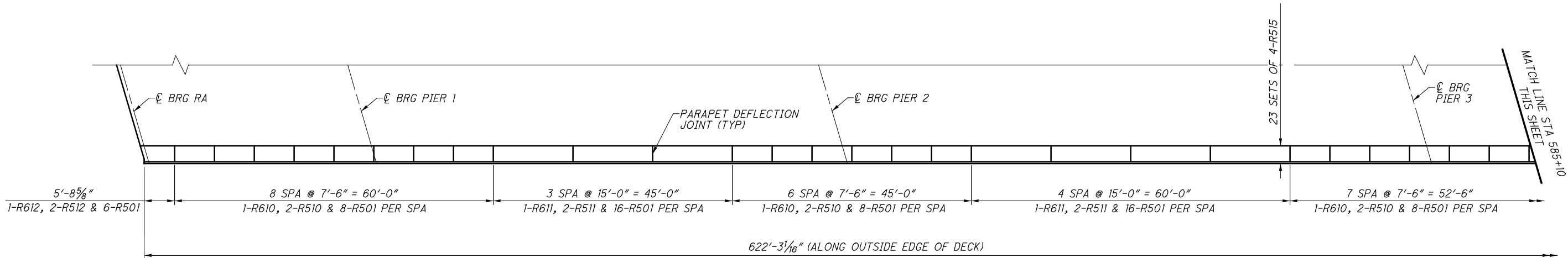
* 2-S422 BETWEEN S420 AT PIERS (96 TOTAL O/O DECK)

NEGATIVE REINFORCING TABLE		
PIER X	Y	Z
PIER 6	26'-0"	

SOUTHBOUND BRIDGE DECK PLAN
NB DECK DETAILED ON SHEETS 37/58 & 38/58

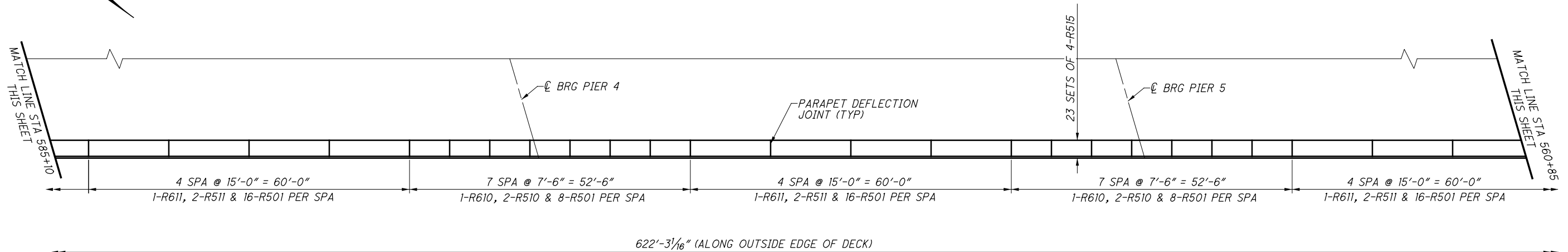
NOTES:
1. FOR EXPANSION JOINT DETAILS, SEE SHEET 32/58.



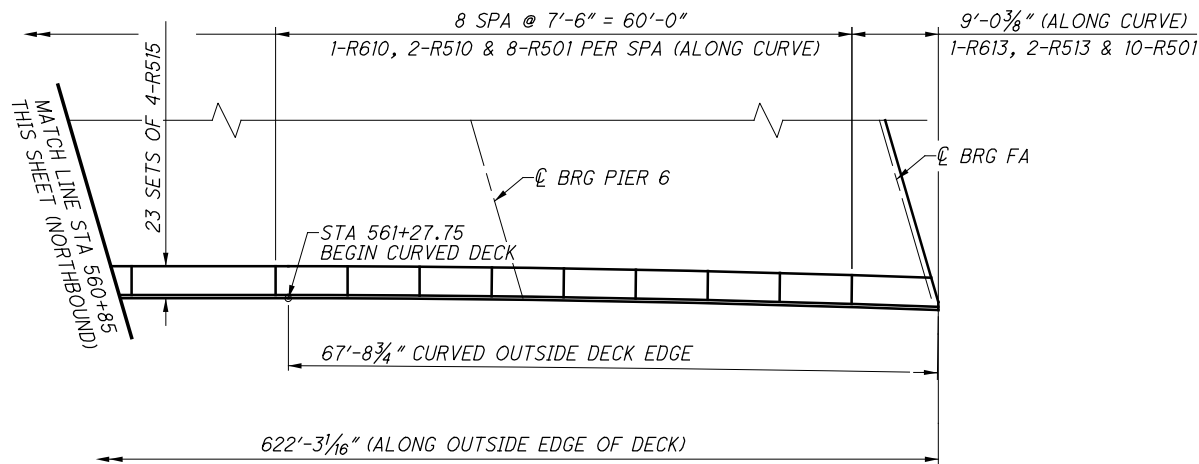


- NOTES:**
1. FOR PARAPET DEFLECTION JOINT DETAILS, SEE SHEET **53/58**.
 2. PARAPET REINFORCING SHALL BE PLACED TO CLEAR DEFLECTION JOINTS PER ODOT SCD SBR-1-13.

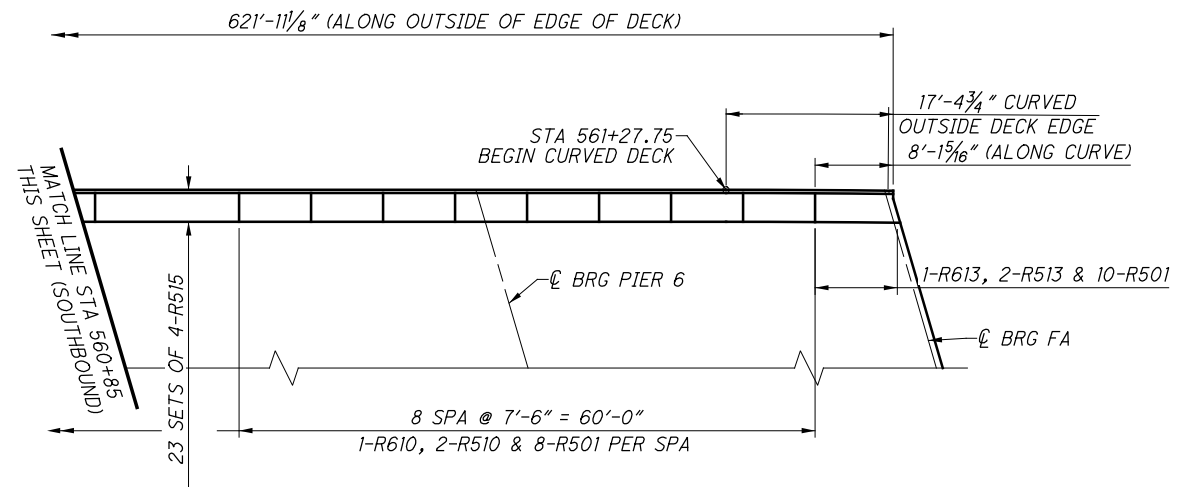
OUTSIDE PARAPET PLAN (NORTHBOUND DECK)
SB DECK REINFORCING SAME, MIRRORED ABOUT CL CONST IR-77



OUTSIDE PARAPET PLAN (NORTHBOUND DECK)
SB DECK REINFORCING SAME, MIRRORED ABOUT CL CONST IR-77

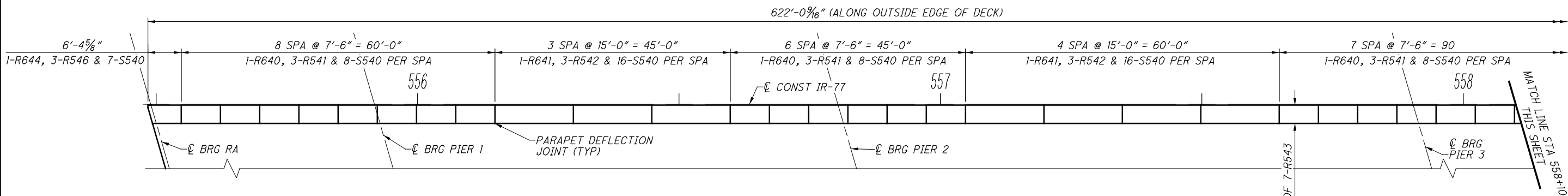


OUTSIDE PARAPET PLAN (NORTHBOUND DECK)
SB DECK SHOWN TO THE RIGHT



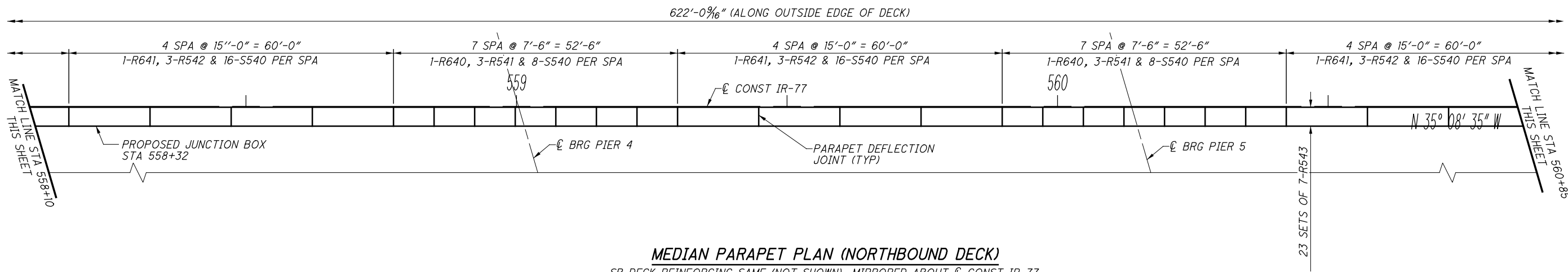
OUTSIDE PARAPET PLAN (SOUTHBOUND DECK)
NB DECK SHOWN TO THE LEFT

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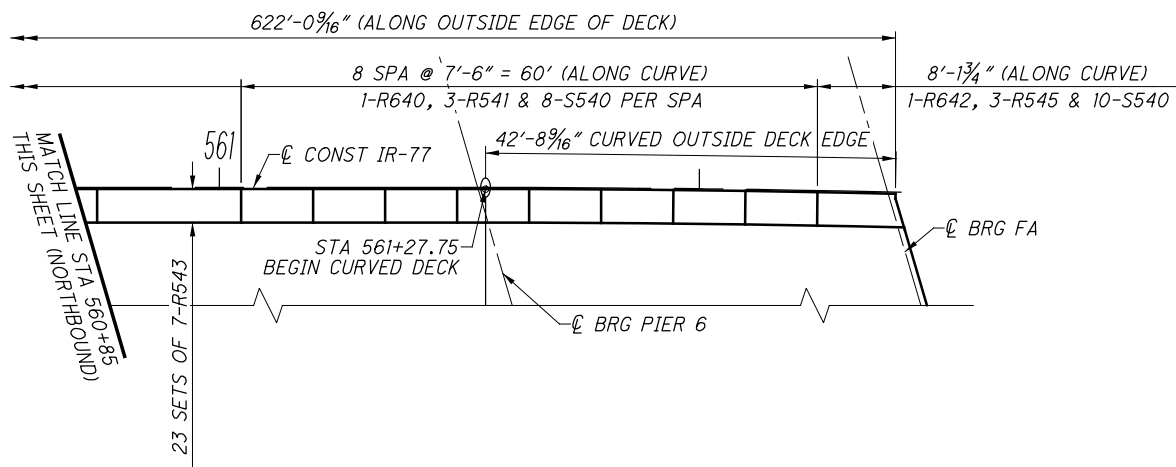


- NOTES:**
1. FOR PARAPET DEFLECTION JOINT DETAILS, SEE SHEET [53][58].
 2. PARAPET REINFORCING SHALL BE PLACED TO CLEAR DEFLECTION JOINTS PER ODOT SCD SBR-2-13.

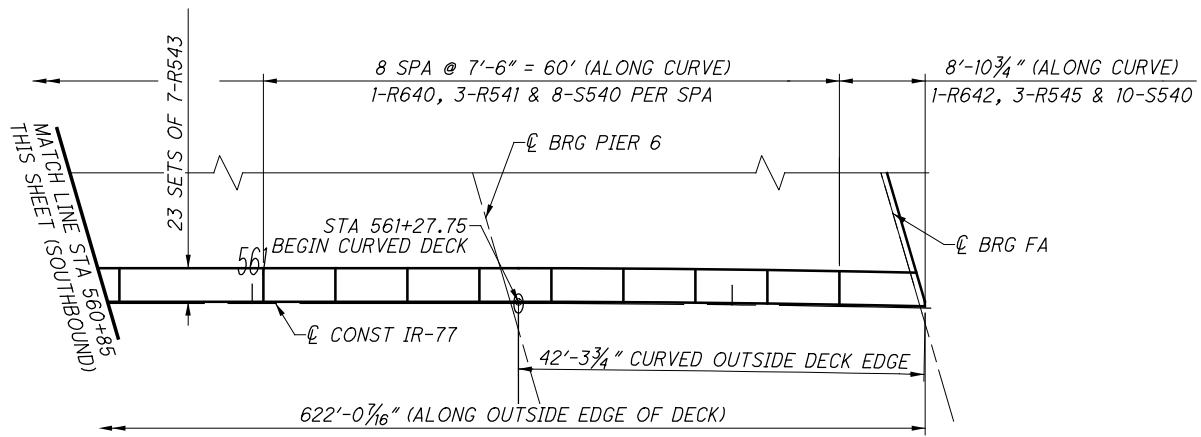
MEDIAN PARAPET PLAN (NORTHBOUND DECK)
SB DECK REINFORCING SAME (NOT SHOWN), MIRRORED ABOUT CL CONST IR-77



MEDIAN PARAPET PLAN (NORTHBOUND DECK)
SB DECK REINFORCING SAME (NOT SHOWN), MIRRORED ABOUT CL CONST IR-77

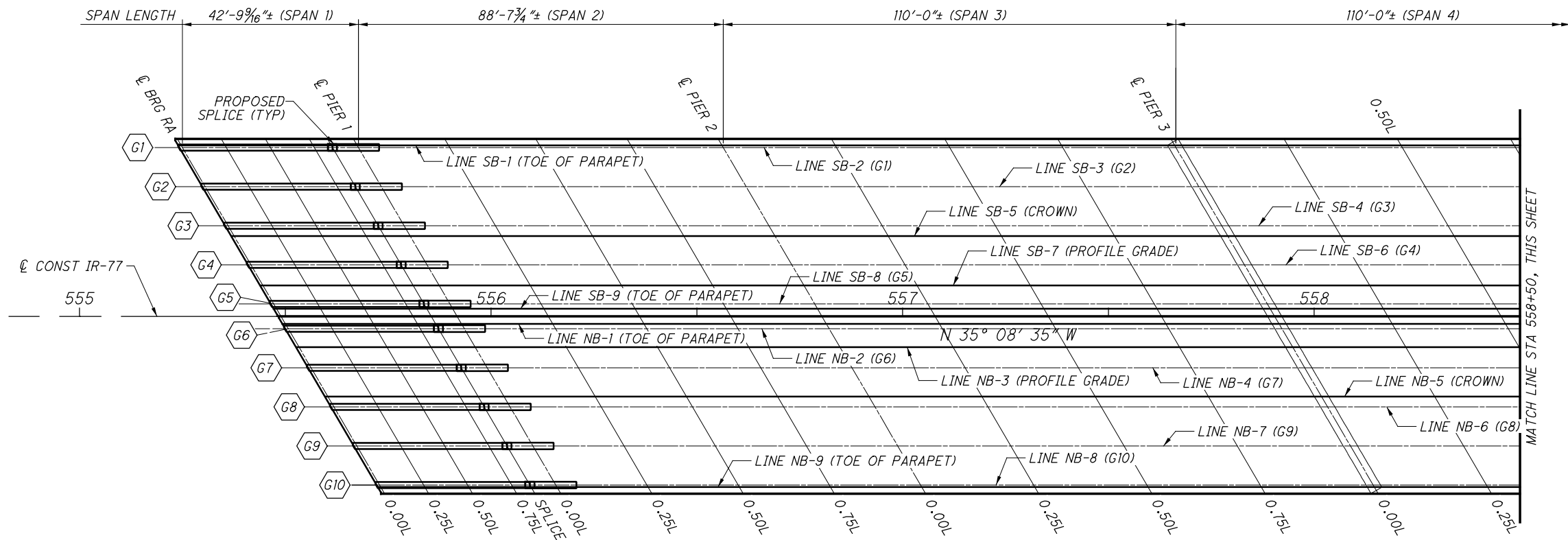


MEDIAN PARAPET PLAN (NORTHBOUND DECK)
SB DECK SHOWN TO THE RIGHT

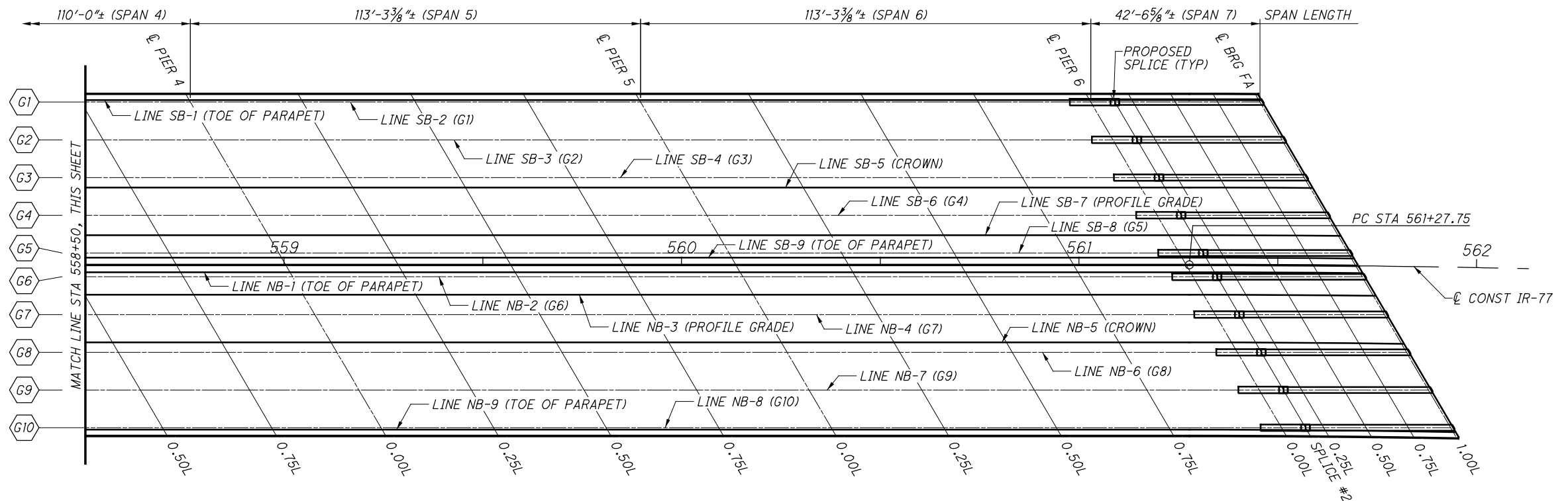


MEDIAN PARAPET PLAN (SOUTHBOUND DECK)
NB DECK SHOWN TO THE LEFT

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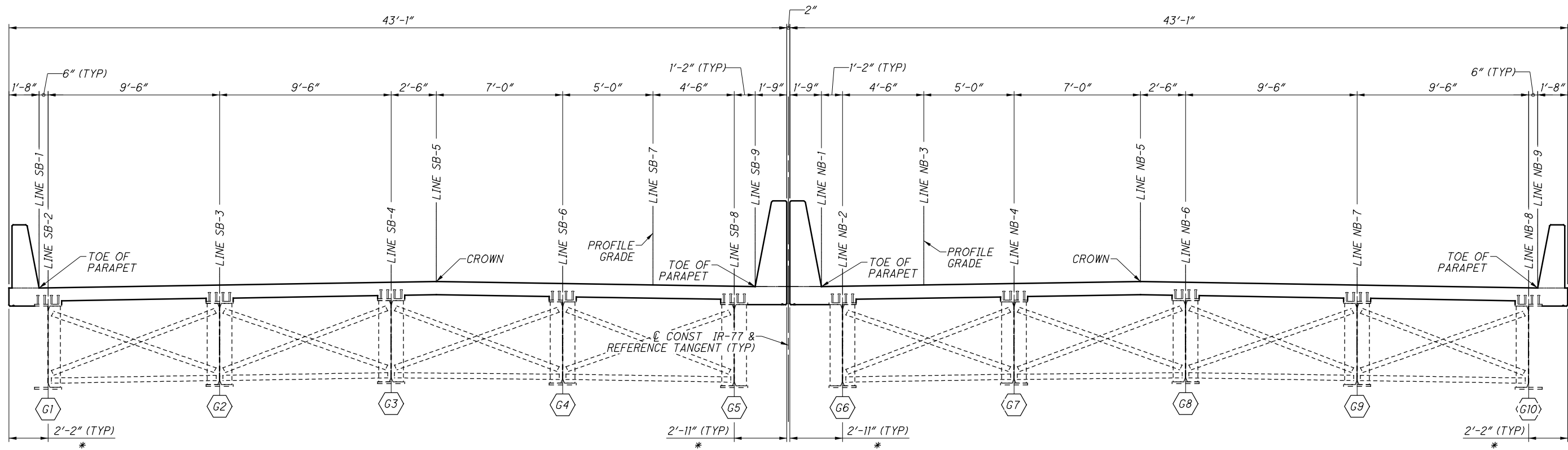


TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION LINE LOCATIONS



TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION LINE LOCATIONS

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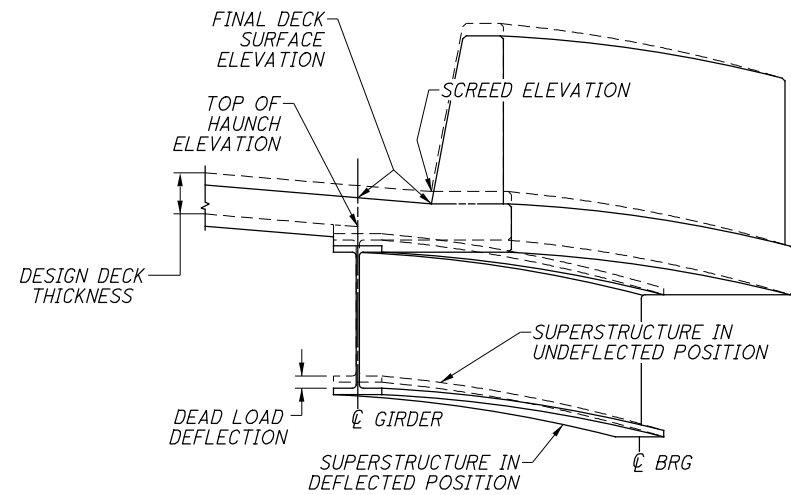


TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION LINE LOCATIONS
DIMENSIONS SHOWN REPRESENT OFFSET ALONG REFERENCE TANGENT FROM CL BRG RA TO STA 561+27.74.
FOR OFFSET AFTER STA 561+27.74 SEE SHEET 3158.

* - LENGTH VARIES FOR SPAN 7, SEE TABLE

VARYING OVERHANG LENGTHS (SPAN 7)					
SPAN NO.	LOC.	OH-G1	OH-G5	OH-G6	OH-G10
		OVERHANG LENGTH (FT)	OVERHANG LENGTH (FT)	OVERHANG LENGTH (FT)	OVERHANG LENGTH (FT)
SPAN 7	0.00 L	2.17'	2.92'	2.92'	2.24'
	0.25 L	2.17'	2.93'	2.90'	2.32'
	0.50 L	2.17'	2.96'	2.85'	2.43'
	0.75 L	2.16'	3.03'	2.78'	2.57'
	1.00 L	2.13'	3.13'	2.68'	2.74'

VARYING OVERHANG LENGTH (SPAN 7 ONLY)
MEASURED PERPENDICULAR TO GIRDER



TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION DETAIL

SCREED ELEVATIONS TABLE (SOUTHBOUND)									
SPAN NO.	LOC.	OUTSIDE PARAPET		CROWN		PGL		MEDIAN PARAPET	
		STA.	ELEV.	STA.	ELEV.	STA.	ELEV.	STA.	ELEV.
SPAN 1	RA	555+24.67	1050.55	555+37.53	1050.71	555+44.55	1050.41	555+47.87	1050.27
	0.25 L	555+35.37	1050.39	555+48.23	1050.55	555+55.25	1050.25	555+58.57	1050.11
	0.50 L	555+46.07	1050.23	555+58.93	1050.39	555+65.95	1050.09	555+69.27	1049.95
	0.75 L	555+56.76	1050.07	555+69.63	1050.23	555+76.65	1049.93	555+79.96	1049.79
	SPL	555+61.17	1050.00	555+74.03	1050.16	555+81.05	1049.86	555+84.37	1049.72
SPAN 2	0.00 L	555+67.46	1049.91	555+80.33	1050.06	555+87.35	1049.77	555+90.66	1049.63
	0.25 L	555+89.62	1049.60	556+02.49	1049.76	556+09.51	1049.46	556+12.82	1049.32
	0.50 L	556+11.79	1049.27	556+24.66	1049.44	556+31.67	1049.14	556+34.99	1048.99
	0.75 L	556+33.95	1048.92	556+46.82	1049.09	556+53.83	1048.79	556+57.15	1048.64
SPAN 3	0.00 L	556+56.11	1048.58	556+68.98	1048.73	556+75.99	1048.44	556+79.31	1048.30
	0.25 L	556+83.61	1048.20	556+96.48	1048.36	557+03.49	1048.06	557+06.81	1047.92
	0.50 L	557+11.11	1047.81	557+23.98	1047.98	557+30.99	1047.67	557+34.31	1047.53
	0.75 L	557+38.61	1047.37	557+51.48	1047.53	557+58.49	1047.23	557+61.81	1047.09
SPAN 4	0.00 L	557+66.11	1046.93	557+78.98	1047.09	557+85.99	1046.79	557+89.31	1046.65
	0.25 L	557+93.61	1046.54	558+06.48	1046.70	558+13.49	1046.40	558+16.81	1046.26
	0.50 L	558+21.11	1046.15	558+33.98	1046.32	558+40.99	1046.01	558+44.31	1045.87
	0.75 L	558+48.61	1045.72	558+61.48	1045.85	558+68.49	1045.58	558+71.81	1045.44
SPAN 5	0.00 L	558+76.11	1045.28	558+88.98	1045.44	558+95.99	1045.14	558+99.31	1045.00
	0.25 L	559+04.43	1044.88	559+17.30	1045.05	559+24.31	1044.75	559+27.63	1044.61
	0.50 L	559+32.75	1044.48	559+45.62	1044.65	559+52.63	1044.34	559+55.95	1044.20
	0.75 L	559+61.07	1044.03	559+73.94	1044.20	559+80.95	1043.90	559+84.27	1043.77
SPAN 6	0.00 L	559+89.39	1043.60	560+02.26	1043.78	560+09.27	1043.49	560+12.59	1043.36
	0.25 L	560+17.71	1043.34	560+30.58	1043.45	560+37.59	1043.17	560+40.91	1043.04
	0.50 L	560+46.03	1043.25	560+58.90	1043.14	560+65.91	1042.86	560+69.23	1042.73
	0.75 L	560+74.35	1043.14	560+87.21	1042.80	560+94.23	1042.53	560+97.55	1042.40
SPAN 7	0.00 L	561+02.67	1042.99	561+15.53	1042.49	561+22.55	1042.18	561+25.87	1042.02
	SPL	561+08.72	1042.96	561+21.59	1042.45	561+28.61	1042.12	561+31.92	1041.96
	0.25 L	561+13.30	1042.94	561+26.17	1042.41	561+33.18	1042.08	561+36.51	1041.91
	0.50 L	561+23.94	1042.91	561+36.77	1042.33	561+43.82	1041.98	561+47.16	1041.80
	0.75 L	561+34.51	1042.88	561+47.38	1042.26	561+54.47	1041.88	561+57.84	1041.69
	FA	561+45.05	1042.84	561+58.00	1042.19	561+65.14	1041.79	561+68.53	1041.59

SCREED ELEVATIONS TABLE (NORTHBOUND)									
SPAN NO.	LOC.	MEDIAN PARAPET		PGL		CROWN		OUTSIDE PARAPET	
		STA.	ELEV.	STA.	ELEV.	STA.	ELEV.	STA.	ELEV.
SPAN 1	RA	555+50.01	1050.25	555+53.33	1050.29	555+60.34	1050.37	555+73.21	1049.83
	0.25 L	555+60.71	1050.09	555+64.03	1050.13	555+71.04	1050.21	555+83.91	1049.67
	0.50 L	555+71.41	1049.93	555+74.73	1049.97	555+81.74	1050.05	555+94.61	1049.51
	0.75 L	555+82.11	1049.76	555+85.42	1049.81	555+92.44	1049.89	556+05.31	1049.35
	SPL	555+86.51	1049.70	555+89.83	1049.74	555+96.84	1049.83	556+09.71	1049.28
SPAN 2	0.00 L	555+92.81	1049.60	555+96.12	1049.65	556+03.14	1049.73	556+16.01	1049.19
	0.25 L	556+14.97	1049.27	556+18.28	1049.31	556+25.30	1049.40	556+38.17	1048.86
	0.50 L	556+37.13	1048.94	556+40.45	1048.98	556+47.47	1049.07	556+60.33	1048.52
	0.75 L	556+59.29	1048.61	556+62.61	1048.65	556+69.63	1048.74	556+82.49	1048.19
SPAN 3	0.00 L	556+81.45	1048.28	556+84.77	1048.32	556+91.79	1048.40	557+04.65	1047.86
	0.25 L	557+08.95	1047.86	557+12.27	1047.91	557+19.29	1047.99	557+32.15	1047.45
	0.50 L	557+36.45	1047.45	557+39.77	1047.49	557+46.79	1047.58	557+59.65	1047.04
	0.75 L	557+63.95	1047.04	557+67.27	1047.08	557+74.29	1047.17	557+87.15	1046.62
SPAN 4	0.00 L	557+91.45	1046.63	557+94.77	1046.67	558+01.79	1046.76	558+14.65	1046.21
	0.25 L	558+18.95	1046.22	558+22.27	1046.26	558+29.29	1046.34	558+42.15	1045.80
	0.50 L	558+46.45	1045.80	558+49.77	1045.85	558+56.79	1045.93	558+69.65	1045.39
	0.75 L	558+73.95	1045.39	558+77.27	1045.43	558+84.29	1045.52	558+97.15	1044.98
SPAN 5	0.00 L	559+01.45	1044.99	559+04.77	1045.03	559+11.79	1045.12	559+24.65	1044.59
	0.25 L	559+29.77	1044.59	559+33.09	1044.63	559+40.11	1044.73	559+52.97	1044.21
	0.50 L	559+58.09	1044.21	559+61.41	1044.26	559+68.43	1044.36	559+81.29	1043.85
	0.75 L	559+86.41	1043.85	559+89.73	1043.90	559+96.75	1044.01	560+09.61	1043.50
SPAN 6	0.00 L	560+14.73	1043.53	560+18.05	1043.57	560+25.07	1043.60	560+37.93	1043.05
	0.25 L	560+43.05	1043.27	560+46.37	1043.25	560+53.39	1043.17	560+66.25	1042.62
	0.50 L	560+71.37	1043.04	560+74.69	1042.96	560+81.71	1042.75	560+94.57	1042.21
	0.75 L	560+99.69	1042.81	561+03.01	1042.69	561+10.02	1042.39	561+22.89	1041.77
SPAN 7	0.00 L	561+28.01	1042.59	561+31.33	1042.43	561+38.41	1042.08	561+51.51	1041.35
	SPL	561+34.07	1042.54	561+37.41	1042.38	561+44.51	1042.02	561+57.66	1041.26
	0.25 L	561+38.66	1042.51	561+42.01	1042.34	561+49.13	1041.97	561+62.32	1041.19
	0.50 L	561+49.33	1042.43	561+52.70	1042.26	561+59.86	1041.86	561+73.14	1041.04
	0.75 L	561+60.02	1042.36	561+63.41	1042.17	561+70.62	1041.75	561+83.98	1040.89
	FA	561+70.73	1042.29	561+74.13	1042.09	561+81.39	1041.64	561+94.84	1040.75

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

REAR APPROACH SLAB DETAILS - PHASE 3

BRIDGE NO. STA-77-0912

OVER MARKET AVENUE, 15TH STREET, AND CLEVELAND AVENUE

SUBMITTAL: SEALED TRACINGS

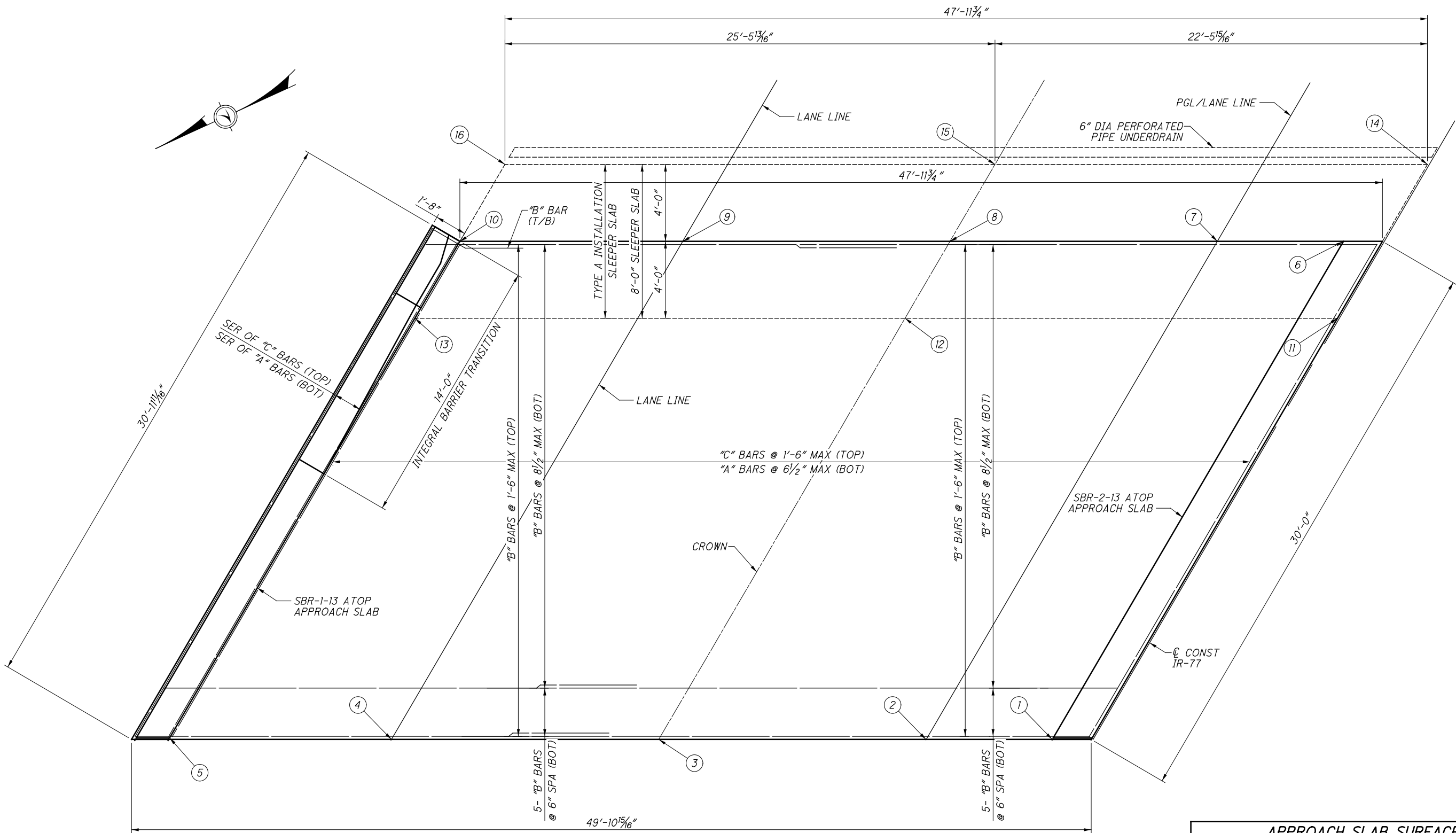
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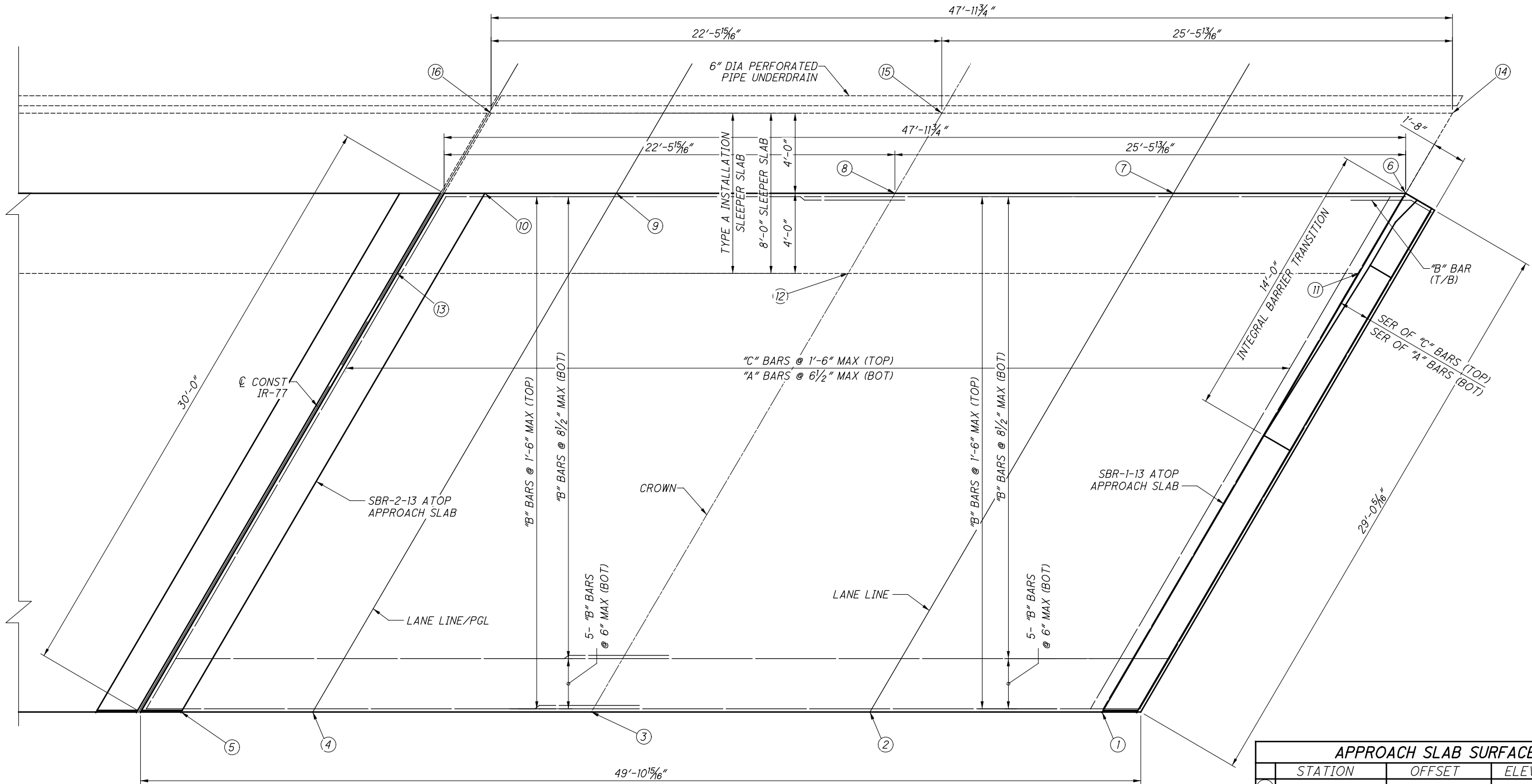
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REAR APPROACH SLAB - PHASE 3

SLEEPER SLAB SURFACE			
	STATION	OFFSET	ELEVATION
11	STA 555+21.02	0.08' RT	1049.26
12	STA 555+32.37	19.50' RT	1049.38
13	STA 555+45.24	41.50' RT	1048.83
14	STA 555+11.75	0.08' RT	1049.37
15	STA 555+23.10	19.50' RT	1049.51
16	STA 555+35.97	41.50' RT	1048.97

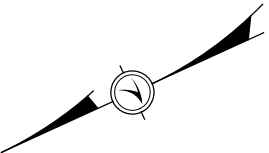
APPROACH SLAB SURFACE			
	STATION	OFFSET	ELEVATION
1	STA 555+47.40	1.83' RT	1050.73
2	STA 555+50.72	7.50' RT	1050.33
3	STA 555+57.74	19.50' RT	1050.41
4	STA 555+64.76	31.50' RT	1050.12
5	STA 555+70.61	41.50' RT	1049.87
6	STA 555+17.40	1.83' RT	1050.73
7	STA 555+20.72	7.50' RT	1050.78
8	STA 555+27.74	19.50' RT	1050.86
9	STA 555+34.76	31.50' RT	1050.56
10	STA 555+40.61	41.50' RT	1050.32

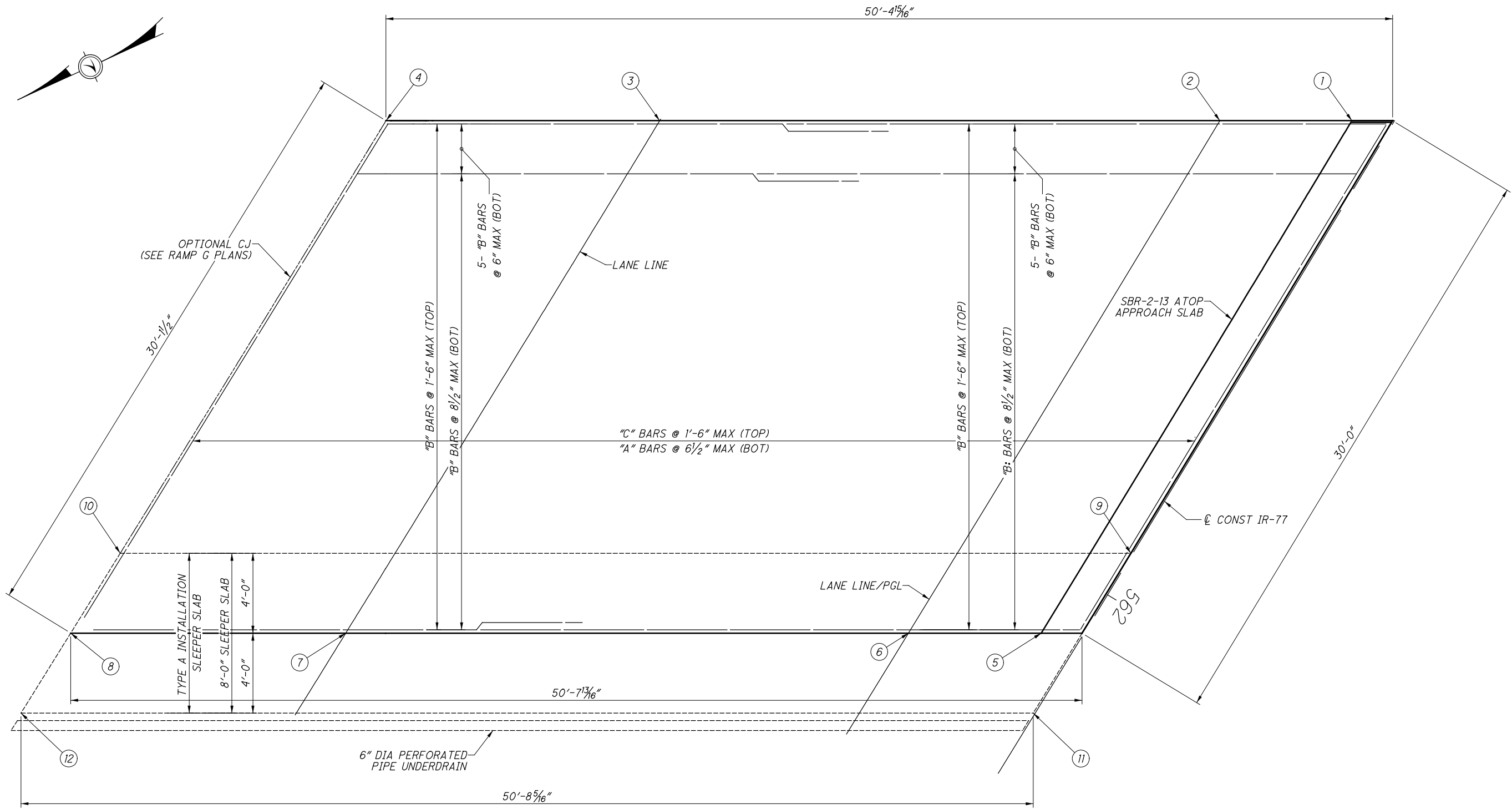


REAR APPROACH SLAB - PHASE 4

SLEEPER SLAB SURFACE			
	STATION	OFFSET	ELEVATION
11	STA 554+96.69	41.50' LT	1049.55
12	STA 555+09.56	19.50' LT	1049.71
13	STA 555+20.92	0.08' LT	1049.26
14	STA 554+87.43	41.50' LT	1049.69
15	STA 555+00.29	19.50' LT	1049.85
16	STA 555+11.65	0.08' LT	1049.37

APPROACH SLAB SURFACE			
	STATION	OFFSET	ELEVATION
1	STA 555+22.06	41.50' LT	1051.59
2	STA 555+27.91	31.50' LT	1050.66
3	STA 555+34.93	19.50' LT	1050.75
4	STA 555+41.95	7.50' LT	1050.45
5	STA 555+45.26	1.83' LT	1050.31
6	STA 554+92.06	41.50' LT	1051.04
7	STA 554+97.91	31.50' LT	1051.11
8	STA 555+04.93	19.50' LT	1051.19
9	STA 555+11.95	7.50' LT	1050.90
10	STA 555+15.26	1.83' LT	1050.76

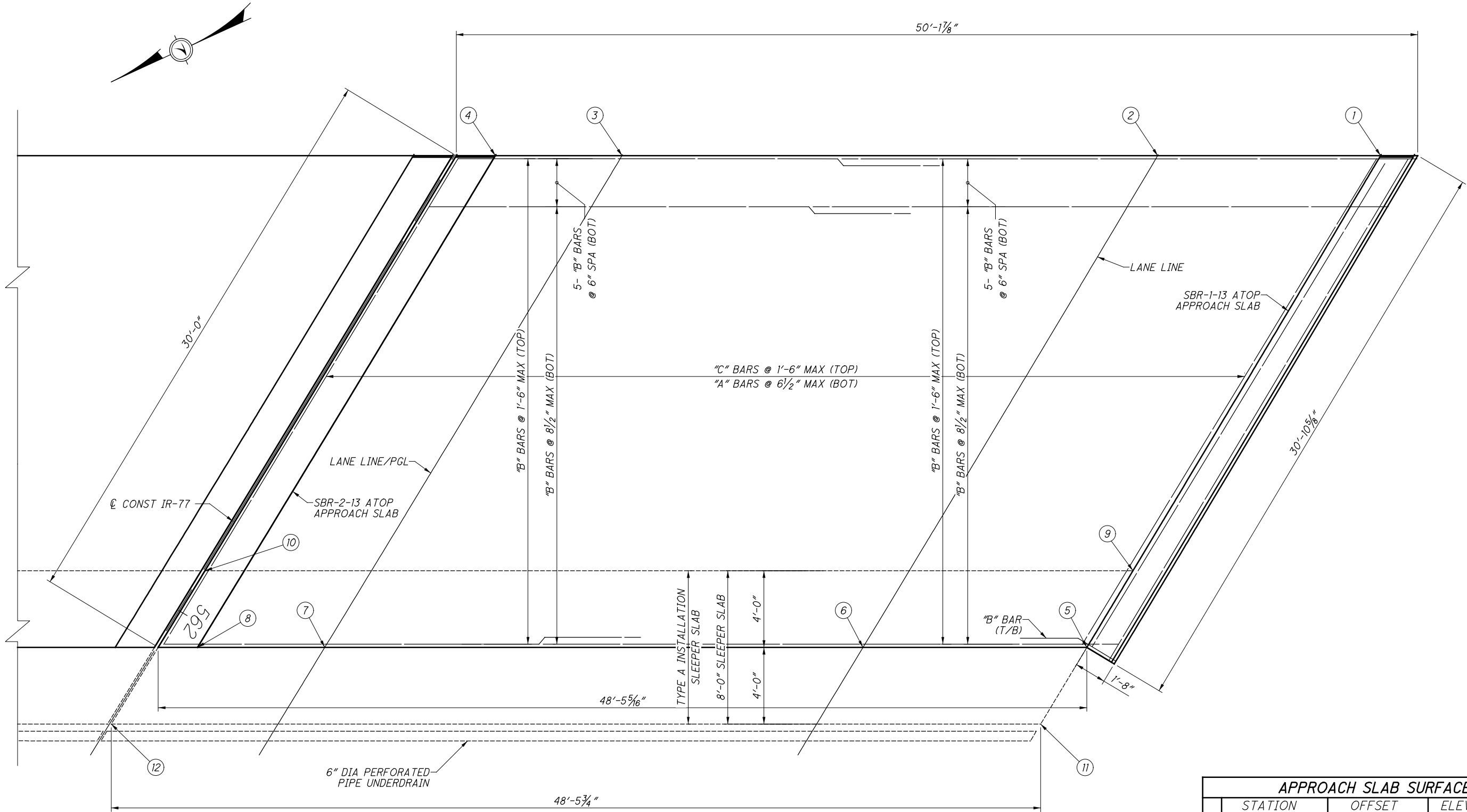




FORWARD APPROACH SLAB - PHASE 3

SLEEPER SLAB SURFACE			
	STATION	OFFSET	ELEVATION
9	STA 561+97.62	0.08' RT	1040.71
10	STA 562+24.26	43.21' RT	1039.01
11	STA 562+06.99	0.08' RT	1040.72
12	STA 562+33.79	43.21' RT	1038.95

APPROACH SLAB SURFACE			
	STATION	OFFSET	ELEVATION
1	STA 561+73.35	1.83' RT	1042.27
2	STA 561+76.77	7.50' RT	1042.07
3	STA 561+91.36	31.50' RT	1041.17
4	STA 561+98.55	43.21' RT	1040.70
5	STA 562+03.07	1.83' RT	1042.09
6	STA 562+06.85	7.50' RT	1041.86
7	STA 562+21.70	31.50' RT	1040.87
8	STA 562+29.02	43.21' RT	1040.40

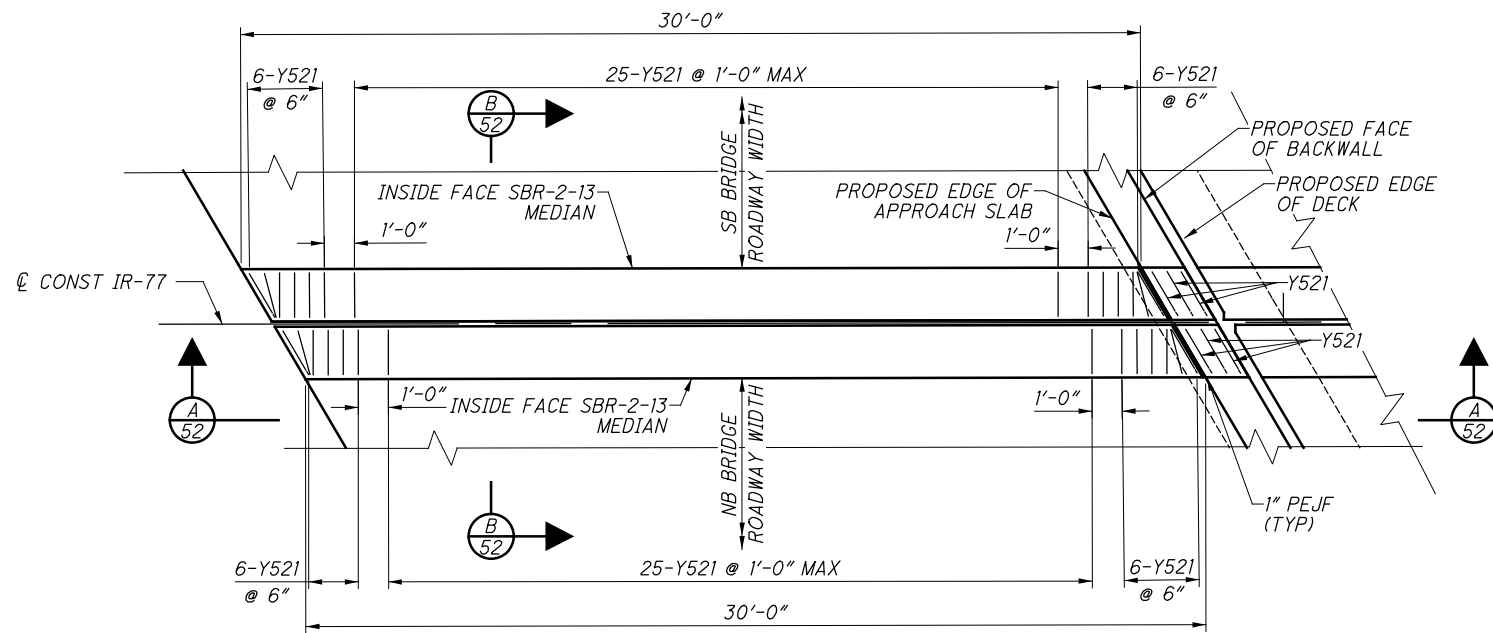


FORWARD APPROACH SLAB - PHASE 4

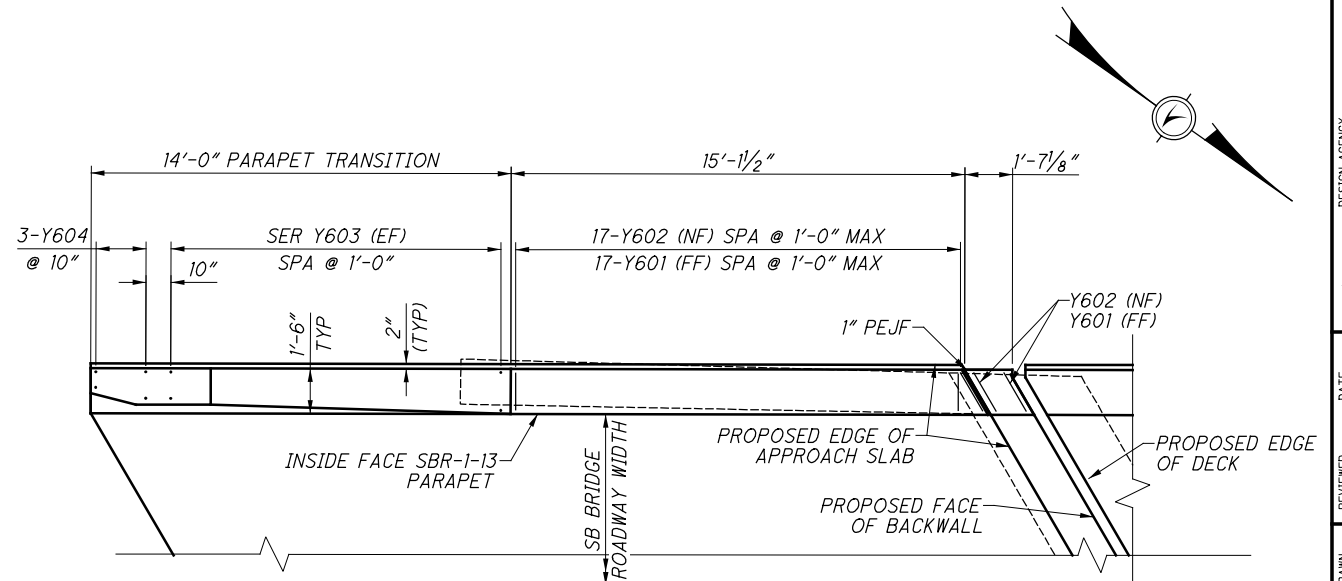
SLEEPER SLAB SURFACE			
	STATION	OFFSET	ELEVATION
9	STA 561+72.59	41.50' LT	1041.361
10	STA 561+97.51	0.08' LT	1039.90
11	STA 561+81.83	41.50' LT	1041.46
12	STA 562+06.89	0.08' LT	1039.76

APPROACH SLAB SURFACE			
	STATION	OFFSET	ELEVATION
1	STA 561+47.64	41.50' LT	1042.83
2	STA 561+53.51	31.50' LT	1042.54
3	STA 561+67.76	7.50' LT	1041.77
4	STA 561+71.15	1.83' LT	1041.56
5	STA 561+77.21	41.50' LT	1042.77
6	STA 561+83.18	31.50' LT	1042.43
7	STA 561+97.68	7.50' LT	1041.52
8	STA 562+01.13	1.83' LT	1041.29

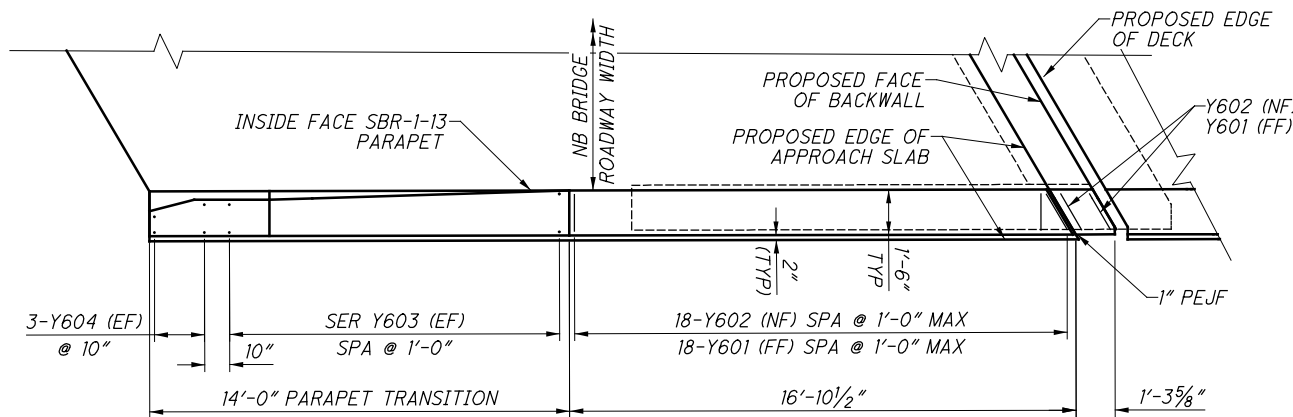
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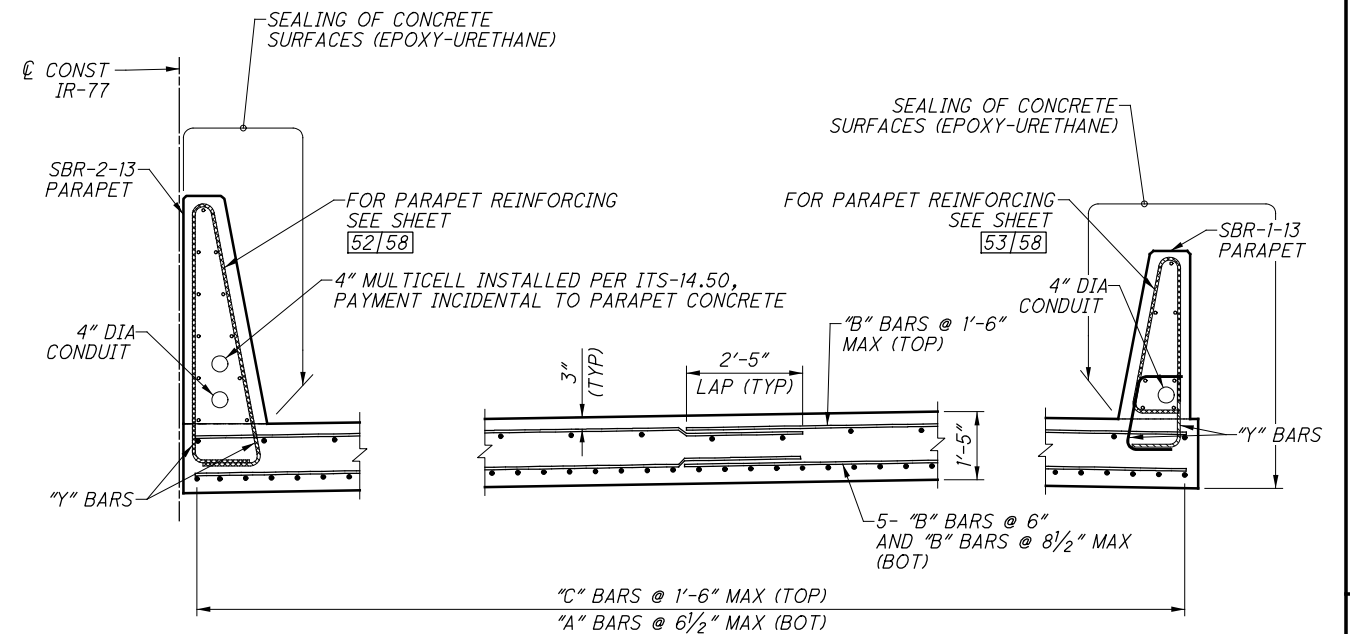
REAR APPROACH SLAB MEDIAN PLAN
NORTHBOUND AND SOUTHBOUND



LEFT REAR APPROACH SLAB PARAPET PLAN
SOUTHBOUND



RIGHT REAR APPROACH SLAB PARAPET PLAN
NORTHBOUND

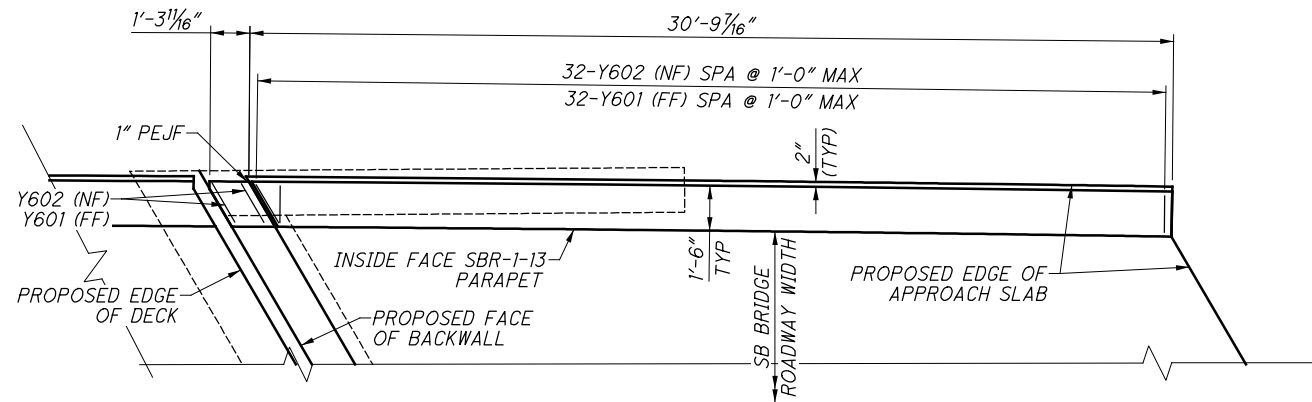


APPROACH SLAB REINFORCING
REAR APP SLAB PHASE 3 CONST SHOWN, OTHER SIMILAR

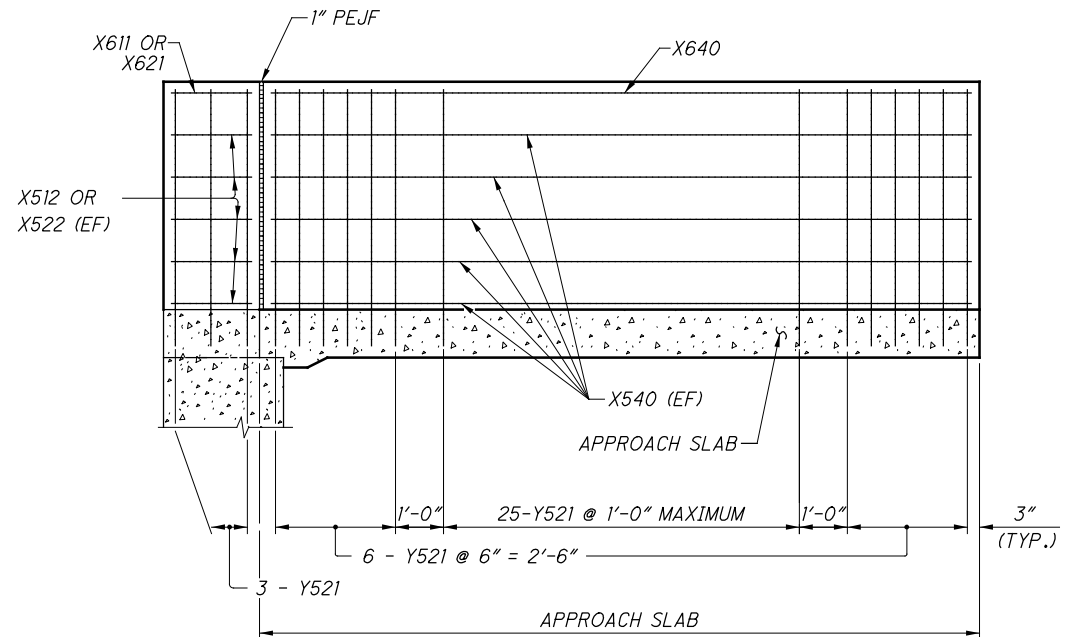
NOTES:

1. FOR ADDITIONAL PARAPET TRANSITION DETAILS SEE SHEET 53/58.
2. PARAPET "Y" REINFORCING SHOWN ARE INCLUDED WITH THE PARAPET REINFORCING TABLE, BUT IS PLACED WITH THE APPROACH SLAB CONCRETE.

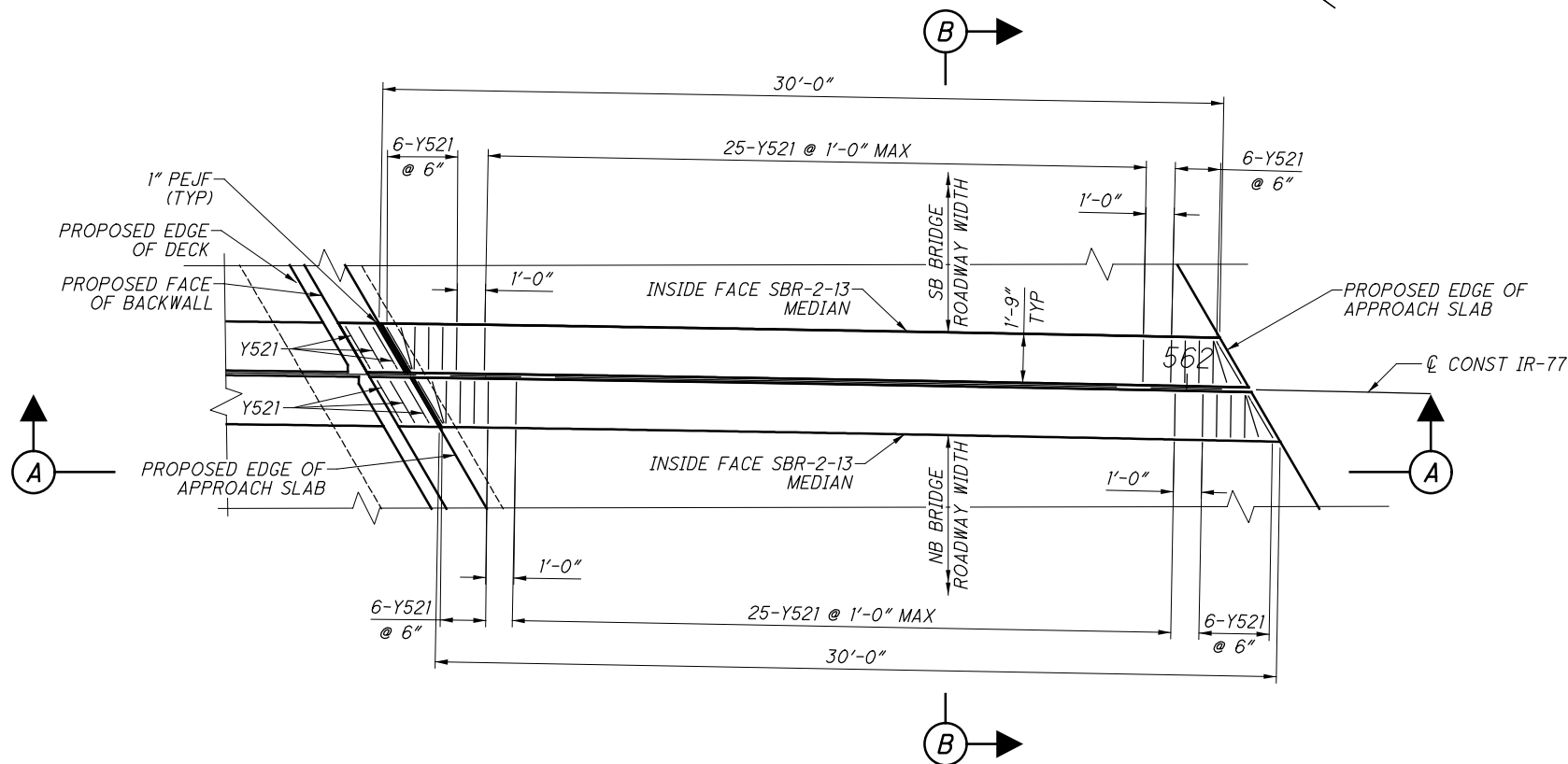
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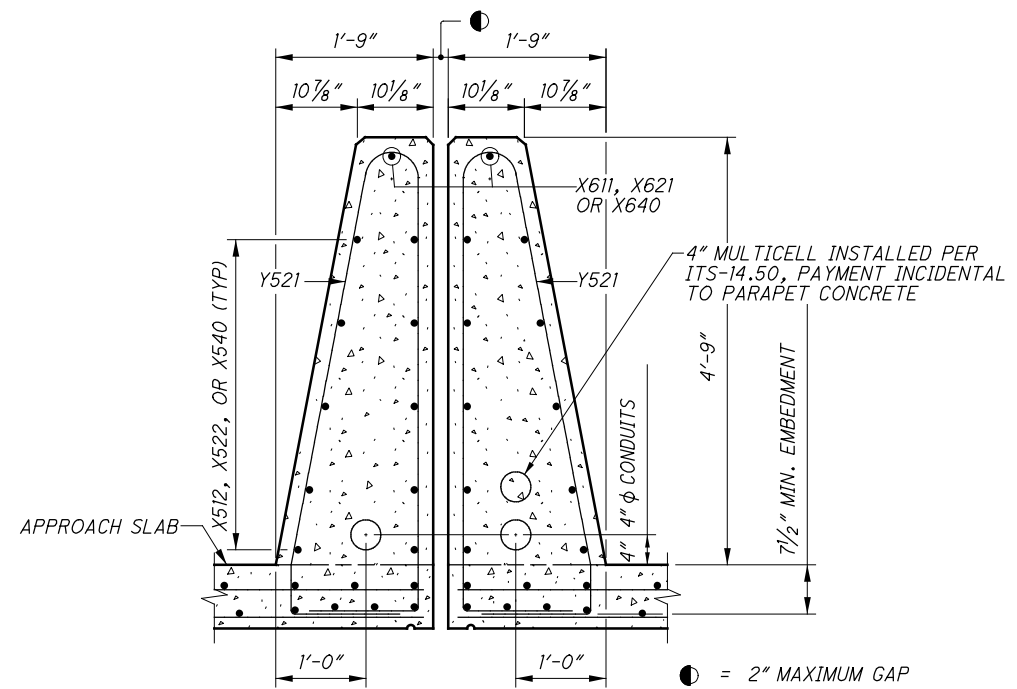
LEFT FORWARD APPROACH SLAB PARAPET PLAN
SOUTHBOUND



ELEVATION
SAME REINFORCING
BOTH MEDIANS



FORWARD APPROACH SLAB MEDIAN PLAN
NORTHBOUND AND SOUTHBOUND



SECTION

- NOTES:
1. PARAPET "Y" REINFORCING SHOWN ARE INCLUDED WITH THE PARAPET REINFORCING TABLE, BUT IS PLACED WITH THE APPROACH SLAB CONCRETE.
 2. FOR ADDITIONAL DETAILS, SEE STD DWG SBR-2-13.

REINFORCED POLYMER INFILTRATION JOINT (TYP)

#6 BAR (TYP)

#5 BAR (TYP)

#5 BAR

#6 BAR (TYP)

6"

3"

3"

1"

1"

10"

1'-1"

DEFLECTION JOINT

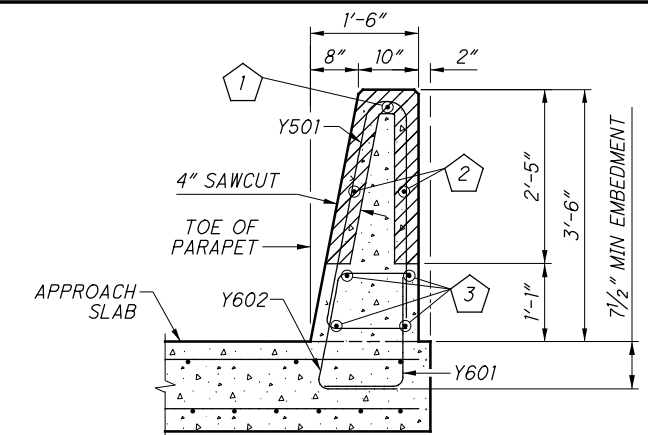
<i>PARAPET REBAR TABLE</i>					
<i>BAR MARK</i>		 *	 *		
<i>RIGHT REAR (SE)</i>	<i>X610</i>	<i>X510</i>	<i>X511</i>	<i>X611</i>	<i>X512</i>
<i>LEFT REAR (SW)</i>	<i>X620</i>	<i>X520</i>	<i>X521</i>	<i>X621</i>	<i>X522</i>
<i>LEFT FWD (NW)</i>	<i>X630</i>	<i>X531</i>	<i>X531</i>	<i>X631</i>	<i>X532</i>

PLAN VIEW
42" SBR-1-13 TRANSITION MOUNTED ON APPROACH SLAB

Labels and dimensions in the plan view include:

- FACE OF BACKWALL
- BRIDGE ROADWAY WIDTH
- EDGE OF APPROACH SLAB
- TOE OF PARAPET
- APPROACH SLAB
- 14'-0" TRANSITION
- 10'-0"
- 2'-6"
- 1'-6"
- FACE OF CURB AND GUARDRAIL (SEE STD CONST DWGS MGS-3.1 TERMINAL ASSEMBLY)
- 10"

42" SBR-1-13 TRANSITION MOUNTED ON APPROACH SLAB



Technical drawing of a column cross-section showing dimensions and reinforcement details. The drawing includes the following specifications:

- Overall width: $1'-6''$
- Width of the central core: $1'-2\frac{1}{2}''$
- Distance from the core to the outer edge: $2''$
- Height of the column: $2'-4''$
- Height of the embedment: $2'-8''$
- Minimum embedment: $7\frac{1}{2}''$ MIN EMBEDMENT
- Reinforcement labels: X502, X503, Y604
- Approach slab: APPROACH SLAB
- Dimensions: $3\frac{1}{2}''$, $2''$, $4''$

Technical drawing of a bridge pier cross-section. The drawing shows a rectangular pier with a rounded top. Key dimensions and details include:

- Overall Width:** 1'-6"
- Top Flange Widths:** 8" (left), 10" (center), 2" (right)
- Overall Height:** 2'-8"
- Approach Slab:** 4" thick, sloped at R=3"
- Reinforcement:**
 - X502: Vertical bars in the pier shaft.
 - X503: Vertical bars in the top flange.
 - Y604: Horizontal bars in the approach slab.
- Embedment:** 7 1/2" MIN EMBEDMENT

NOTES:

1. FOR ADDITIONAL DETAILS, SEE STD DWG SBR-1-13.
2. PARAPET TRANSITIONS ONLY AT REAR APPROACHES. FULL HEIGHT PARAPET ON FULL LENGTH OF APPROACH SLAB AT NORTHWEST APPROACH.
3. JUNCTION BOX AND EXPANSION/DEFLECTION FITTING TO BE PAID FOR UNDER ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN.

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	R	INC
REAR ABUTMENT (PHASE 3)										
AR501	10	7'-7"	80	7	1'-9"	3'-5"	1'-9"	1'-0"		
AR502	11	7'-11"	91	7	1'-11"	3'-5"	1'-11"	1'-0"		
AR503	27	8'-5"	238	7	2'-2"	3'-5"	2'-2"	1'-0"		
AR504	4	15'-4"	64	STR.						
AR505	2	12'-9"	27	STR.						
	1	7'-7"				3'-5"				
AR506	SER OF	to	25	7	1'-9"	to	1'-9"	1'-0"		2"
	3	7'-11"				3'-9"				
	1	8'-5"				3'-5"				
AR507	SER OF	to	28	7	2'-2"	to	2'-2"	1'-0"		3 1/2"
	3	9'-0"				4'-0"				
AR508	4	5'-10"	25	4	1'-2"	2'-0"				
AR520	19	30'-0"	595	STR.						
AR521	3	23'-9"	75	STR.						
AR522	12	23'-6"	295	STR.						
AR523	4	22'-9"	95	STR.						
AR524	10	14'-0"	147	STR.						
	1	27'-0"								
AR525	SER OF	to	144	STR.						3 1/2"
	5	28'-2"								
AR526	2	4'-6"	10	1	7"	4'-0"				
AR601	13	2'-1"	41	1	9"	1'-6"				
AR602	48	14'-2"	1,022	7	6'-1"	1'-5"	6'-1"	1'-0"		
	1	14'-2"				1'-5"				
AR603	SER OF	to	65	7	6'-1"	to	6'-1"	1'-0"		1"
	3	14'-4"				1'-8"				
	1	14'-2"				1'-5"				
AR604	SER OF	to	65	7	6'-1"	to	6'-1"	1'-0"		1"
	3	14'-4"				1'-8"				
AR605	54	10'-7"	859	2	5'-0"	11"	5'-0"			
AR801	35	5'-7"	522	18	3'-3"	1'-0"	1'-0"			
Y521	3	13'-3"	42	35	9"	1'-5"	1'-0"	4'-7"	3"	
Y601	2	2'-4"	8	1	1'-0"	1'-6"				
Y602	2	3'-1"	10	28	1'-6"	11"				
SUB-TOTAL			4,573							

NOTES:

- ALL REINFORCEMENT BARS SHALL BE EPOXY COATED. PAYMENT FOR REINFORCING, INCLUDING MECHANICAL CONNECTORS, SHALL BE MADE WITH ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN.
- "STR." IN THE TYPE COLUMN INDICATES STRAIGHT BARS.
- "SER OF" DENOTES SERIES OF BARS, E.G "X" SER OF "Y" = "X" SERIES OF "Y" BARS/SERIES.
- REFER TO C.M.S SECTION 509.05 FOR STANDARD BEND DIMENSIONS.
- MECHANICAL CONNECTORS: AN APPROVED TYPE OF MECHANICAL CONNECTOR FOR REINFORCING BARS SHALL BE PROVIDED IN ACCORDANCE WITH C.M.S. SECTION 509.07. INSTALLATION OF CONNECTORS SHALL CONFORM WITH MANUFACTURER RECOMMENDED PROCEDURES.

CONNECTORS AND DOWEL BARS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS THAT HAVE BEEN DAMAGED OR THAT 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 WITH MEETS THE SPECIFICATIONS. FOR BARS UTILIZING A MECHANICAL CONNECTOR, THE BAR LENGTH FOR PAYMENT IS MEASURED TO THE CENTER OF THE PLANNED MECHANICAL CONNECTION. EXTRA BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF MECHANICAL CONNECTOR FURNISHED AND THOSE COSTS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN. CONNECTORS AND DOWEL BAR EXTENSIONS SHALL CONFORM TO AND BE INCLUDED IN THE BID PRICE FOR ITEM 509 - EPOXY COATED REINFORCING STEEL, AS PER PLAN

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	R	INC
FORWARD ABUTMENT (PHASE 3)										
AF501	12	7'-9"	97	7	1'-10"	3'-5"	1'-10"	1'-0"		
AF502	11	8'-5"	97	7	2'-2"	3'-5"	2'-2"	1'-0"		
AF503	11	9'-3"	107	7	2'-7"	3'-5"	2'-7"	1'-0"		
AF504	15	9'-11"	156	7	2'-11"	3'-5"	2'-11"	1'-0"		
	1	7'-9"				3'-5"				
AF505	SER OF	to	26	7	1'-10"	to	1'-10"	1'-0"		3 1/2"
	3	8'-4"				4'-0"				
	1	9'-11"				3'-5"				
AF506	SER OF	to	32	7	2'-11"	to	2'-11"	1'-0"		3 1/2"
	3	10'-6"				4'-0"				
AF520	21	30'-0"	658	STR.						
AF521	21	25'-5"	557	STR.						
	1	15'-4"								
AF522	SER OF	to	86	STR.						6"
	5	17'-4"								
AF523	10	11'-10"	124	STR.						
AF525	5	16'-0"	84	STR.						
AF527	2	4'-3"	9	1	1'-0"	3'-4"				
AF528	2	4'-8"	10	1	9"	4'-0"				
AF601	15	2'-1"	47	1	9"	1'-6"				
AF602	49	14'-6"	1,068	7	6'-3"	1'-5"	6'-3"	1'-0"		
	1	14'-6"				1'-5"				
AF603	SER OF	to	66	7	6'-3"	to	6'-3"	1'-0"		1"
	3	14'-8"				1'-8"				
	1	14'-6"				1'-5"				
AF604	SER OF	to	66	7	6'-3"	to	6'-3"	1'-0"		1"
	3	14'-8"				1'-8"				
AF605	55	10'-11"	902	2	5'-2"	11"	5'-2"			
AF801	36	5'-7"	537	18	3'-3"	1'-0"	1'-0"			
Y521	3	13'-3"	42	35	9"	1'-5"	1'-0"	4'-7"	3"	
Y601	4	2'-4"	15	1	1'-0"	1'-6"				
Y602	2	3'-1"	10	28	1'-6"	11"				
SUB-TOTAL			4,796							
PIER 1 (PHASE 3)										
P501	88	8'-11"	819	2	3'-1"	2'-11"	3'-1"			
P502	4	30'-0"	126	STR.						
P503	4	21'-8"	91	STR.						
P504	88	7'-1"	651	2	3'-1"	1'-2"	3'-1"			
P801	14	30'-4"	1,134	1	3'-3"	27'-3"				
P802	7	35'-0"	655	STR.						
P803	7	19'-6"	365	STR.						
P901	40	3'-3"	442	16	2'-0"					
SUB-TOTAL			4,283							

MINIMUM LAP SPLICE LENGTH

- #4 BAR (ALL) = 2'-6"
- #5 BAR (PIER/DECK) = 2'-5"
- #5 BAR (ABUTMENTS) = 3'-1"
- #6 BAR (ALL) = 4'-0"
- #8 BAR (ALL) = 5'-4"

= ALL OR A PORTION OF BARS PROVIDED WITH MECHANICAL CONNECTOR

REINFORCING DETAILS

RA DETAILS - 14/58 TO 16/58
FA DETAILS - 19/58 TO 21/58
TYP ABUT SECTION - 22/58 TO 23/58
PIER DETAILS - 25/58
TYP TRANSVERSE SECTION - 35/58 TO 36/58
DECK DETAILS - 37/58 TO 39/58
PARAPET DETAILS - 40/58 TO 41/58
APPROACH SLAB DETAILS - 51/58 TO 53/58

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
PIER 6 (PHASE 3)											
P501	88	8'-11"	819	2	3'-1"	2'-11"	3'-1"				
P502	4	30'-0"	126	STR.							
P503	4	21'-8"	91	STR.							
P504	88	7'-1"	651	2	3'-1"	1'-2"	3'-1"				
P801	14	30'-4"	1,134	1	3'-3"	27'-3"					
P802	7	35'-0"	655	STR.							
P803	7	19'-6"	365	STR.							
# P901	40	3'-3"	442	16	2'-0"						
SUB-TOTAL			4,283								
DECK (PHASE 3)											
S401	1288	8'-6"	7,314	16	8'-0"						
S403	10	4'-8"	32	16	4'-2"						
S404	624	1'-11"	799	19	1'-2"	6"	6"				
S405	1288	8'-6"	7,314	16	8'-0"						
	2	5'-0"			4'-6"						
S406	SER OF	to	46	16	to						10 1/2"
	5	8'-6"			8'-0"						
S408	624	2'-7"	1,077	19	1'-10"	6"	6"				
S420	1078	30'-0"	21,604	STR.							
S421	49	18'-0"	590	STR.							
S422	576	30'-0"	11,544	STR.							
S423	192	12'-0"	1,540	STR.							
S424	192	20'-0"	2,566	STR.							
S425	192	23'-0"	2,950	STR.							
S426	192	20'-0"	2,566	STR.							
S427	192	24'-0"	3,079	STR.							
S428	96	38'-0"	2,437	STR.							
S460	5809	3'-1"	11,965	6	1'-2"	7"	6"				
S470	691	3'-11"	1,808	6	1'-2"	1'-0"	6"				
S501	1246	29'-11"	38,880	16	29'-4"						
S502	1246	15'-7"	20,252	STR.							
S503	1246	17'-3"	22,418	16	16'-8"						
S504	1246	30'-0"	38,988	STR.							
	2	5'-6"			4'-11"						
S505	SER OF	to	2,333	16	to						9 1/2"
	47	42'-1"			41'-6"						
	2	5'-0"									
S506	SER OF	to	2,284	STR.							9 1/2"
	47	41'-7"									
S507	10	3'-9"	40	STR.							
S508	10	3'-9"	40	STR.							
S520	1276	30'-0"	39,927	STR.							
S521	58	28'-0"	1,694	STR.							
S522	14	4'-0"	59	20	9"	11"	1'-8"	11"	9"		
S523	14	4'-2"	61	20	9"	11"	1'-10"	11"	9"		
S540	665	13'-3"	9,191	35	9"	1'-5"	1'-0"	4'-7"		3"	
S580	66	17'-4"	1,194	STR.							
S587	28	18'-5"	538	3	5'-5"	3'-6"					
S588	28	24'-11"	728	3	8'-8"	3'-6"					
S589	84	8'-5"	738	2	2'-2"	4'-4"	2'-2"				
S601	664	2'-4"	2,328	1	1'-0"	1'-6"					
S602	664	3'-1"	3,076	28	1'-6"	11"					
SUB-TOTAL			264,000								

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
PARAPET (PHASE 3)											
X501	8	10'-0"	84	STR.							
X502	4	5'-9"	24	25	1'-10"	2'-5"	1'-5"	2"	5"		
X503	4	5'-8"	24	STR.							
X510	2	16'-3"	34	STR.							
X511	4	18'-10"	79	STR.							
X512	26	1'-0"	28	STR.							
X540	20	29'-8"	619	STR.							
X610	1	16'-3"	25	STR.							
X611	3	1'-0"	5	STR.							
X640	2	29'-8"	90	STR.							
Y501	22	7'-5"	171	23	11"	3'-3"	3'-0"			2 3/4"	
Y521	74	13'-3"	1,023	35	9"	1'-5"	1'-0"	4'-7"		3"	
Y601	20	2'-4"	71	1	1'-0"	1'-6"					
Y602	20	3'-1"	93	28	1'-6"	11"					
	2	4'-0"				3'-2"					
Y603	SER OF	to	160	1	1'-0"	to					7/8"
	12	4'-10"				4'-0"					
Y604	6	4'-0"	37	1	1'-0"	3'-2"					
R501	664	7'-5"	5,137	23	11"	3'-3"	3'-0"			2 3/4"	
R510	86	7'-2"	643	STR.							
R511	38	14'-8"	582	STR.							
R512	2	5'-4"	11	STR.							
R513	2	8'-3"	18	STR.							
R515	92	30'-0"	2,879	STR.							
R541	129	7'-2"	965	STR.							
R542	57	14'-8"	872	STR.							
R543	161	30'-0"	5,038	STR.							
R545	3	7'-10"	25	STR.							
R546	3	5'-8"	18	STR.							
R610	43	7'-2"	463	STR.							
R611	19	14'-8"	419	STR.							
R612	1	5'-4"	8	STR.							
R613	1	8'-3"	13	STR.							
R640	43	7'-2"	463	STR.							
R641	19	15'-0"	428	STR.							
R642	1	7'-10"	12	STR.							
R644	1	5'-8"	9	STR.							
SUB-TOTAL			20,570								
TOTAL PHASE 3 REINFORCING			302,505	(CARRIED TO PHASE 4 TOTAL)							

= ALL OR A PORTION OF BARS
PROVIDED WITH MECHANICAL
CONNECTOR

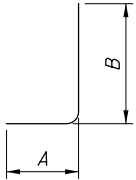
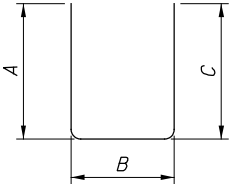
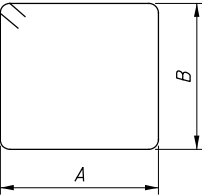
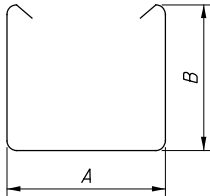
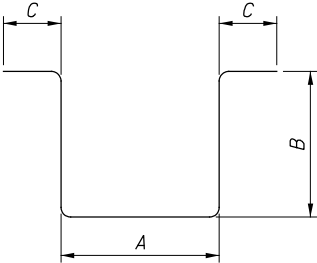
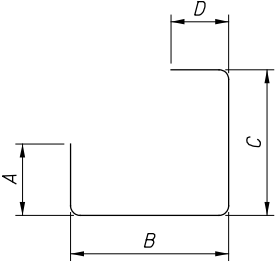
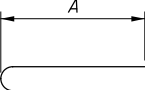
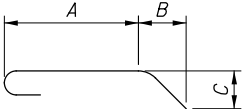
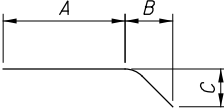
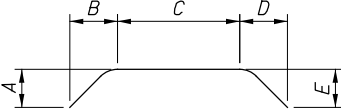
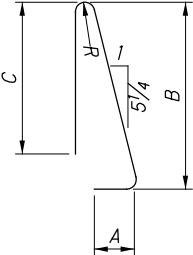
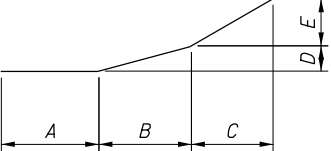
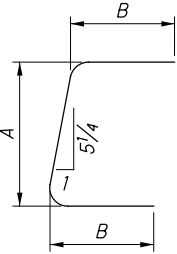
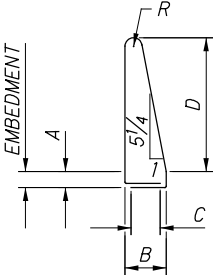
REINFORCING DETAILS	
RA DETAILS -	14/58 TO 16/58
FA DETAILS -	19/58 TO 21/58
TYP ABUT SECTION -	22/58 TO 23/58
PIER DETAILS -	25/58
TYP TRANSVERSE SECTION -	35/58 TO 36/58
DECK DETAILS -	37/58 TO 39/58
PARAPET DETAILS -	40/58 TO 41/58
APPROACH SLAB DETAILS -	51/58 TO 53/58

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	R	INC
REAR ABUTMENT (PHASE 4)										
	1	7'-9"				3'-5"				
AR550	SER OF	to	26	7	1'-10"	to	1'-10"	1'-0"		3 1/2"
	3	8'-4"				4'-0"				
AR551	22	7'-9"	178	7	1'-10"	3'-5"	1'-10"	1'-0"		
AR552	22	7'-11"	182	7	1'-11"	3'-5"	1'-11"	1'-0"		
AR553	2	7'-3"	16	7	1'-7"	3'-5"	1'-7"	1'-0"		
	1	7'-3"				3'-5"				
AR554	SER OF	to	24	7	1'-7"	to	1'-7"	1'-0"		3 1/2"
	3	7'-10"				4'-0"				
AR558	4	5'-10"	25	4	1'-2"	2'-0"				
AR559	2	10'-3"	22	23	9"	5'-0"	4'-3"		3"	
AR556	2	14'-6"	31	STR.						
AR557	4	17'-6"	74	STR.						
AR570	17	30'-0"	532	STR.						
AR571	17	23'-0"	408	STR.						
AR572	5	6'-0"	32	STR.						
AR573	5	12'-6"	66	STR.						
AR574	5	21'-8"	113	STR.						
AR575	5	14'-4"	75	STR.						
AR650	14	2'-1"	44	1	9"	1'-6"				
	1	14'-0"				1'-5"				
AR651	SER OF	to	64	7	6'-0"	to	6'-0"	1'-0"		1"
	3	14'-2"				1'-8"				
	1	14'-0"				1'-5"				
AR652	SER OF	to	64	7	6'-0"	to	6'-0"	1'-0"		1"
	3	14'-2"				1'-8"				
AR653	45	14'-0"	947	7	6'-0"	1'-5"	6'-0"	1'-0"		
AR654	51	10'-7"	811	2	5'-0"	11"	5'-0"			
AR850	34	5'-7"	507	18	3'-3"	1'-0"	1'-0"			
Y521	3	13'-3"	42	35	9"	1'-5"	1'-0"	4'-7"	3"	
Y601	2	2'-4"	8	1	1'-0"	1'-6"				
Y602	2	3'-1"	10	28	1'-6"	11"				
SUB-TOTAL			4,301							

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS					
					A	B	C	D	R	INC
FORWARD ABUTMENT (PHASE 4)										
AF550	3	6'-5"	21	7	1'-2"	3'-5"	1'-2"	1'-0"		
AF551	11	7'-1"	82	7	1'-6"	3'-5"	1'-6"	1'-0"		
AF552	32	7'-5"	248	7	1'-8"	3'-5"	1'-8"	1'-0"		
AF553	11	8'-1"	93	7	2'-0"	3'-5"	2'-0"	1'-0"		
AF554	10	7'-9"	81	7	1'-10"	3'-5"	1'-10"	1'-0"		
AF555	3	7'-8"	24	7	1'-10"	3'-4"	1'-10"	1'-0"		
	1	6'-5"				3'-5"				
AF556	SER OF	to	21	7	1'-2"	to	1'-2"	1'-0"		3 1/2"
	3	7'-0"				4'-0"				
AF557	4	5'-10"	25	4	1'-2"	2'-0"				
AF559	2	9'-11"	21	23	5"	5'-0"	4'-3"		3"	
AF570	17	22'-0"	391	STR.						
AF571	17	30'-0"	532	STR.						
AF573	2	27'-0"	57	STR.						
AF574	5	13'-6"	71	STR.						
AF575	5	10'-8"	56	STR.						
AF576	10	12'-6"	131	STR.						
AF578	2	12'-9"	27	STR.						
AF579	4	15'-4"	64	STR.						
AF650	13	2'-1"	41	1	9"	1'-6"				
AF651	49	14'-6"	1,068	7	6'-3"	1'-5"	6'-3"	1'-0"		
	1	14'-6"				1'-5"				
AF652	SER OF	to	66	7	6'-3"	to	6'-3"	1'-0"		1"
	3	14'-8"				1'-8"				
AF654	52	10'-7"	827	2	5'-0"	11"	5'-0"			
AF850	33	5'-7"	492	18	3'-3"	1'-0"	1'-0"			
Y521	3	13'-3"	42	35	9"	1'-5"	1'-0"	4'-7"	3"	
Y601	2	2'-4"	8	1	1'-0"	1'-6"				
Y602	2	3'-1"	10	28	1'-6"	11"				
SUB-TOTAL			4,499							
PIER 1 (PHASE 4)										
P501	88	8'-11"	819	2	3'-1"	2'-11"	3'-1"			
P502	4	30'-0"	126	STR.						
P503	4	21'-8"	91	STR.						
P504	88	7'-1"	651	2	3'-1"	1'-2"	3'-1"			
P801	14	30'-4"	1,134	1	3'-3"	27'-3"				
P802	7	35'-0"	655	STR.						
P803	7	19'-6"	365	STR.						
P901	40	3'-3"	442	16	2'-0"					
SUB-TOTAL			4,283							

REINFORCING DETAILS	
RA DETAILS -	14/58 TO 16/58
FA DETAILS -	19/58 TO 21/58
TYP ABUT SECTION -	22/58 TO 23/58
PIER DETAILS -	25/58
TYP TRANSVERSE SECTION -	35/58 TO 36/58
DECK DETAILS -	37/58 TO 39/58
PARAPET DETAILS -	40/58 TO 41/58
APPROACH SLAB DETAILS -	51/58 TO 53/58

= ALL OR A PORTION OF BARS PROVIDED WITH MECHANICAL CONNECTOR

REINFORCING BEND DIAGRAMS					
 <u>TYPE-1</u>	 <u>TYPE-2</u>	 <u>TYPE-3</u>	 <u>TYPE-4</u>	 <u>TYPE-6</u>	 <u>TYPE-7</u>
 <u>TYPE-16</u>	 <u>TYPE-18</u>	 <u>TYPE-19</u>	 <u>TYPE-20</u>	 <u>TYPE-23</u>	 <u>TYPE-25</u>
 <u>TYPE-28</u>	 <u>TYPE-35</u>				

REINFORCING DETAILS

RA DETAILS -	14/58	TO	16/58
FA DETAILS -	19/58	TO	21/58
TYP ABUT SECTION -	22/58	TO	23/58
PIER DETAILS -	25/58	TO	25/58
TYP TRANSVERSE SECTION -	35/58	TO	36/58
DECK DETAILS -	37/58	TO	39/58
PARAPET DETAILS -	40/58	TO	41/58
APPROACH SLAB DETAILS -	51/58	TO	53/58

= ALL OR A PORTION OF BARS
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CONNECTOR