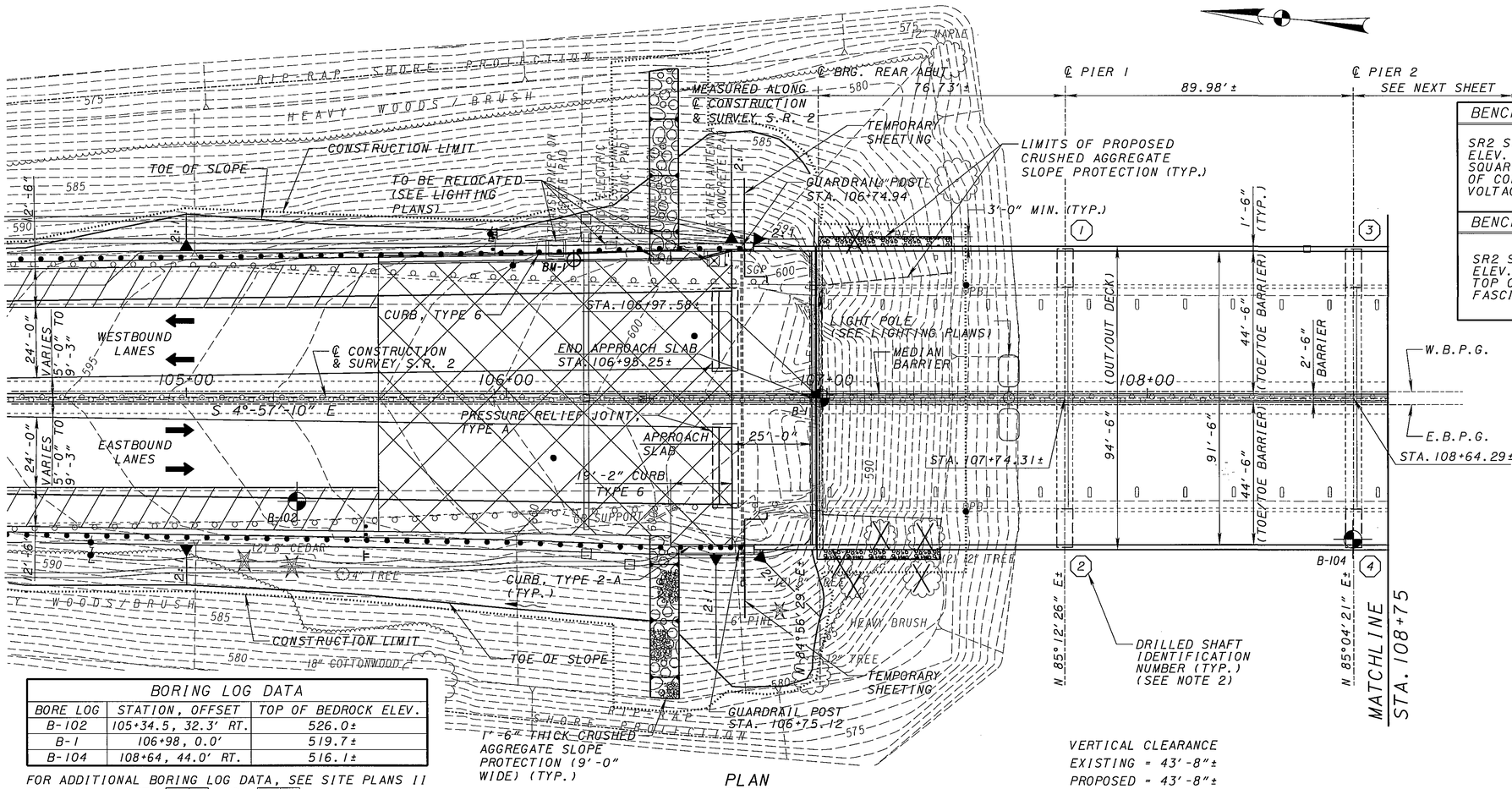
NOTES:

1. FOR ABUTMENT PILE LAYOUT, SEE SHEET 15/48.
2. FOR DRILLED SHAFT LOCATIONS, DIMENSIONS, AND ELEVATIONS, SEE SHEETS 18/48 AND 19/48.
3. FOR REFERENCE POINT DATA, SEE SHEET 2 OF 116

BENCH MARK #1 (BM-1)	BENCH MARK #2 (BM-2)
SR2 STA. 106+21, 43' LT. ELEV. = 598.50 SQUARE CUT N.W. CORNER OF CONCRETE BASE OF HIGH VOLTAGE ELECTRIC BOX	SR2 STA. 114+95, 22.5' LT. ELEV. = 575.60 TOP OF STEEL COLLAR AT FASCIA SIDE OF SHAFT
BENCH MARK #3 (BM-3)	**BENCH MARK #4 (BM-4)**
SR2 STA. 118+55, 22.5' LT. ELEV. = 575.60 TOP OF STEEL COLLAR AT FASCIA SIDE OF SHAFT	SR2 STA. 7+59, 34.75' RT. ELEV. = 603.46 SQUARE CUT TOP OF CONCRETE RAILING ON EDISON BRIDGE EASTBOUND LANE AT SOUTH END

⊕ - INDICATES BENCH MARK LOCATION

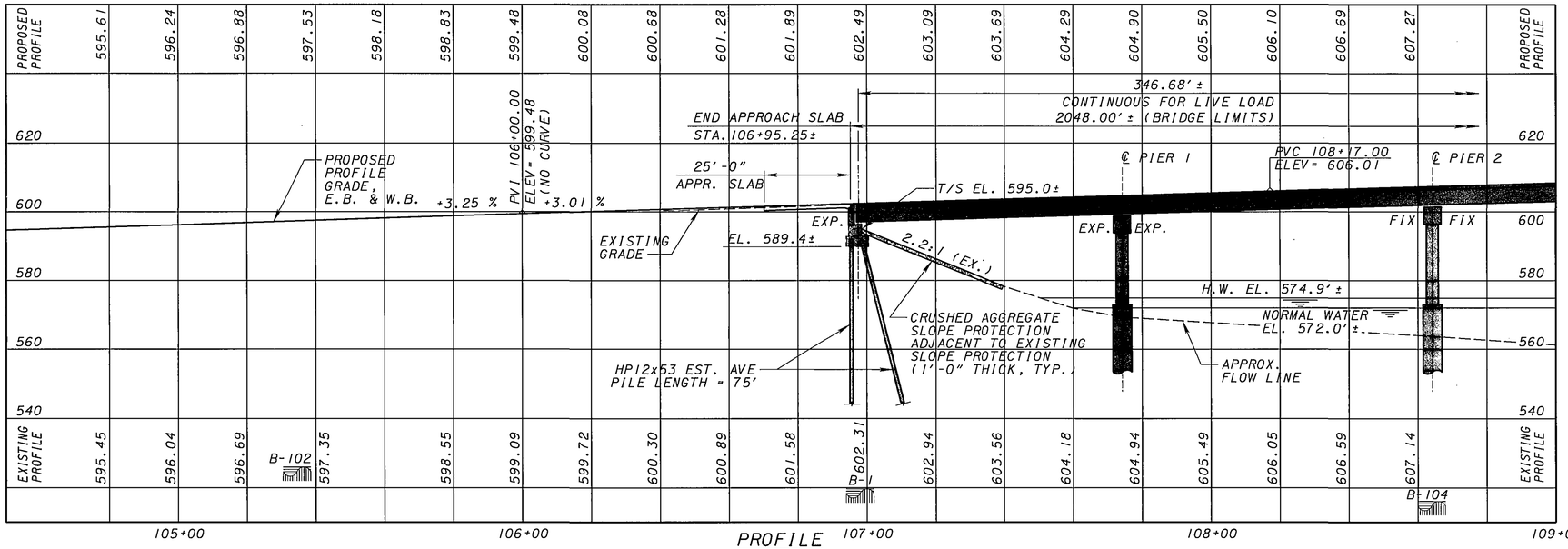


PLAN

BORING LOG DATA		
BORE LOG	STATION, OFFSET	TOP OF BEDROCK ELEV.
B-102	105+34.5, 32.3' RT.	526.0±
B-1	106+98, 0.0'	519.7±
B-104	108+64, 44.0' RT.	516.1±

FOR ADDITIONAL BORING LOG DATA, SEE SITE PLANS II THRU V ON SHEETS 2/48 THRU 5/48.

VERTICAL CLEARANCE
EXISTING = 43'-8"±
PROPOSED = 43'-8"±
(FOR LOCATION SEE SITE PLAN III ON SHEET 3/48.)



PROFILE

CURVE DATA
HORIZONTAL
NONE
VERTICAL
P.V.I. STA. 117+17.00 P.V.I. EL. = 633.13 K = 299 +3.01% -3.01% L=1800'

NOTES:
EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.

⊕ - INDICATES BORING LOCATION
(B-1 THROUGH B-8, 1962 BORINGS)
(B-101 THROUGH B-115, CURRENT BORINGS

TRAFFIC DATA
DESIGN ADT (2024) = 34460
DESIGN ADTT (2024) = 8270

EXISTING STRUCTURE

TYPE: PRESTRESSED COMPOSITE I-BEAMS WITH REINFORCED CONC. DECK AND SUBSTRUCTURE

SPANS: 76.73'±, 89.98'±, 89.94'±, 90.03'±, 89.98'±, 90.03'±, 90.01'±, 89.93'±, 89.94'±, 90.08'±, 89.89'±, 89.93'±, 90.09'±, 90.03'±, 89.87'± 90.11'±, 90.01'±, 89.79'±, 90.21'±, 90.03'± 89.83'±, 89.95'±, 76.97'± c/c PIERS

ROADWAY WIDTH: 64'-0"± TOE/TOE OF 2'-3"± SAFETY CURBS W/4'-0"± MEDIAN BARRIER

SKEW: 0°00'00"±
WEARING SURFACE: LATEX CONCRETE OVERLAY
LOADING: S20-60
ALIGNMENT: TANGENT
APPROACH SLABS: 25'-0"± LONG
CROWN: 0.0156 FT./FT.
DATE BUILT: 1963, CONDITION: GOOD

PROPOSED STRUCTURE

PROPOSED WORK: NEW COMPOSITE CONCRETE DECK, REINFORCED CONCRETE DEFLECTOR PARAPETS AND MEDIAN CONC. BARRIER ON EXISTING AND NEW PRESTRESSED CONCRETE BEAMS WITH WIDENED SUBSTRUCTURES.

SPANS: 76.73'±, 89.98'±, 89.94'±, 90.03'±, 89.98'±, 90.03'±, 90.01'±, 89.93'±, 89.94'±, 90.08'±, 89.89'±, 89.93'±, 90.09'±, 90.03'±, 89.87'± 90.11'±, 90.01'±, 89.79'±, 90.21'±, 90.03'± 89.83'±, 89.95'±, 76.97'± c/c PIERS

ROADWAY WIDTH: 91'-6" TOE/TOE PARAPETS WITH 2'-6" MEDIAN BARRIER

SKEW: 0°00'00"±
WEARING SURFACE: MONOLITHIC CONCRETE
LOADING: HS-20 AND ALTERNATE MILITARY LOADING FUTURE W.S. = 60 PSF

ALIGNMENT: TANGENT
APPROACH SLABS: AS-1-81 (25'-0" LONG)
CROWN: 0.0156 FT./FT.
LATITUDE: N 41°28'50" LONGITUDE: W 82°49'55"

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN BMG | CHECKED LJF | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

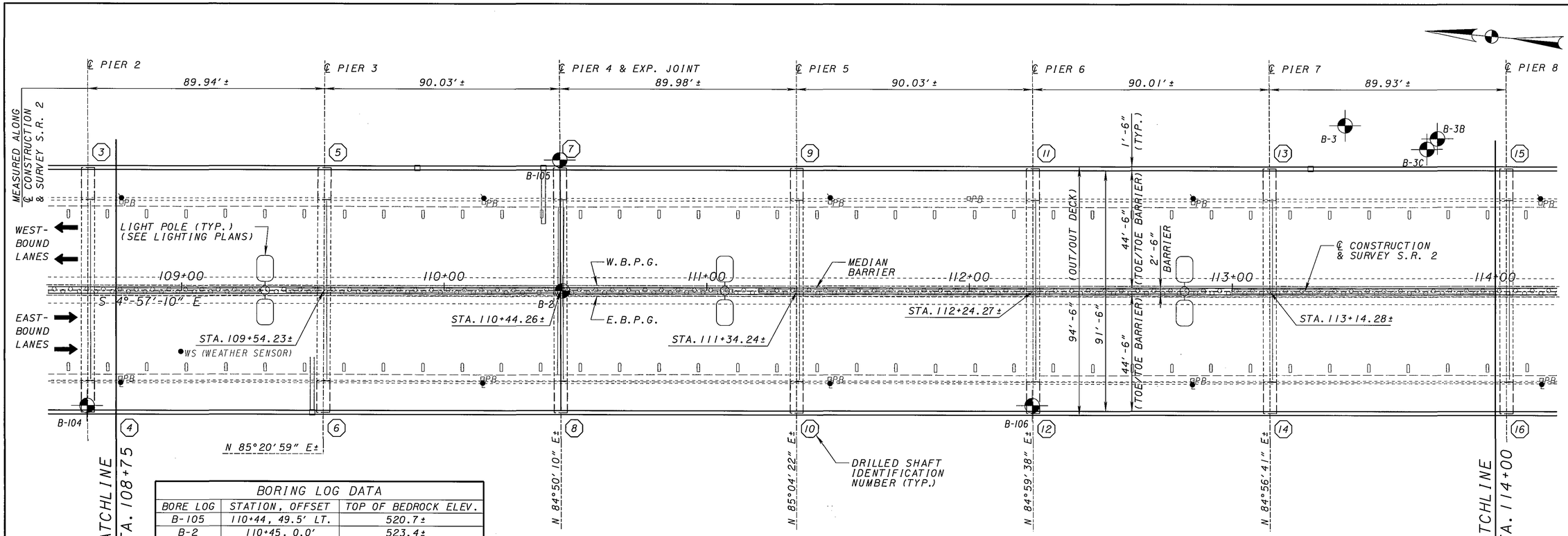
OTTAWA COUNTY
STA. 106+95.25±
STA. 127+43.25±

SITE PLAN - I
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

1/48
57/116

A:\21470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\0T2SPI.dgn
07/29/2004 07:19:14 PM



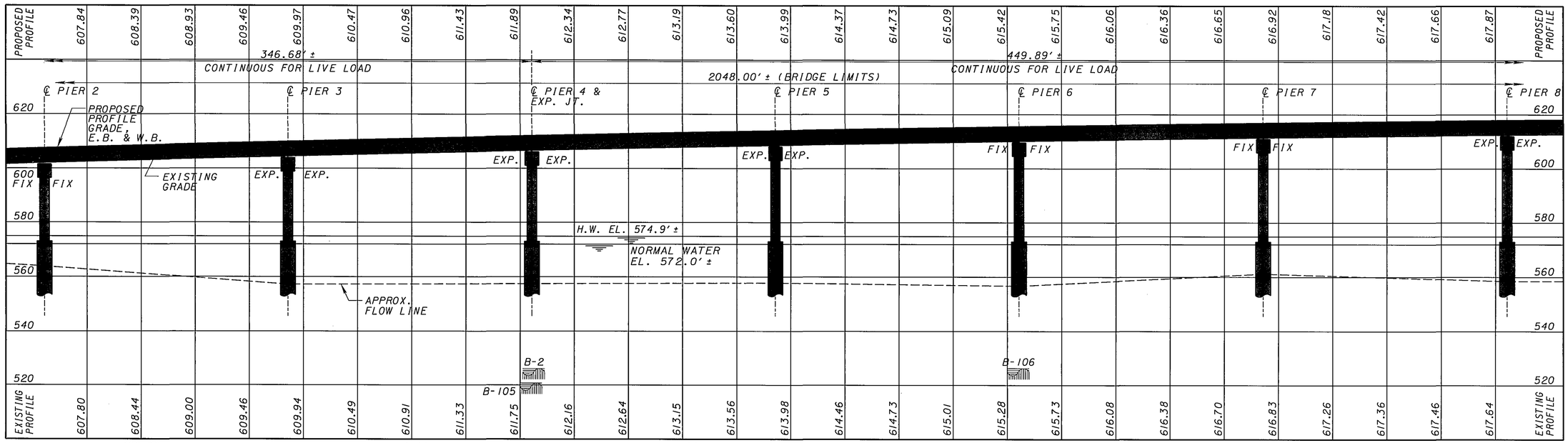
PLAN

BORING LOG DATA		
BORE LOG	STATION, OFFSET	TOP OF BEDROCK ELEV.
B-105	110+44, 49.5' LT.	520.7±
B-2	110+45, 0.0'	523.4±
B-106	112+24, 43.6' RT.	526.3±
B-3	113+43, 62.9' LT.	NA
B-3B	113+78, 57.9' LT.	NA
B-3C	113+74, 53.9' LT.	NA

FOR ADDITIONAL BORING LOG DATA, SEE SITE PLANS I & III THRU V ON SHEETS 1/48 & 3/48 THRU 5/48.

NOTE:

FOR DRILLED SHAFT LOCATIONS, DIMENSIONS, AND ELEVATIONS, SEE SHEETS 18/48 AND 19/48.



PROFILE

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	BMG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

OTTAWA COUNTY
STA. 106+95.25±
STA. 127+43.25±

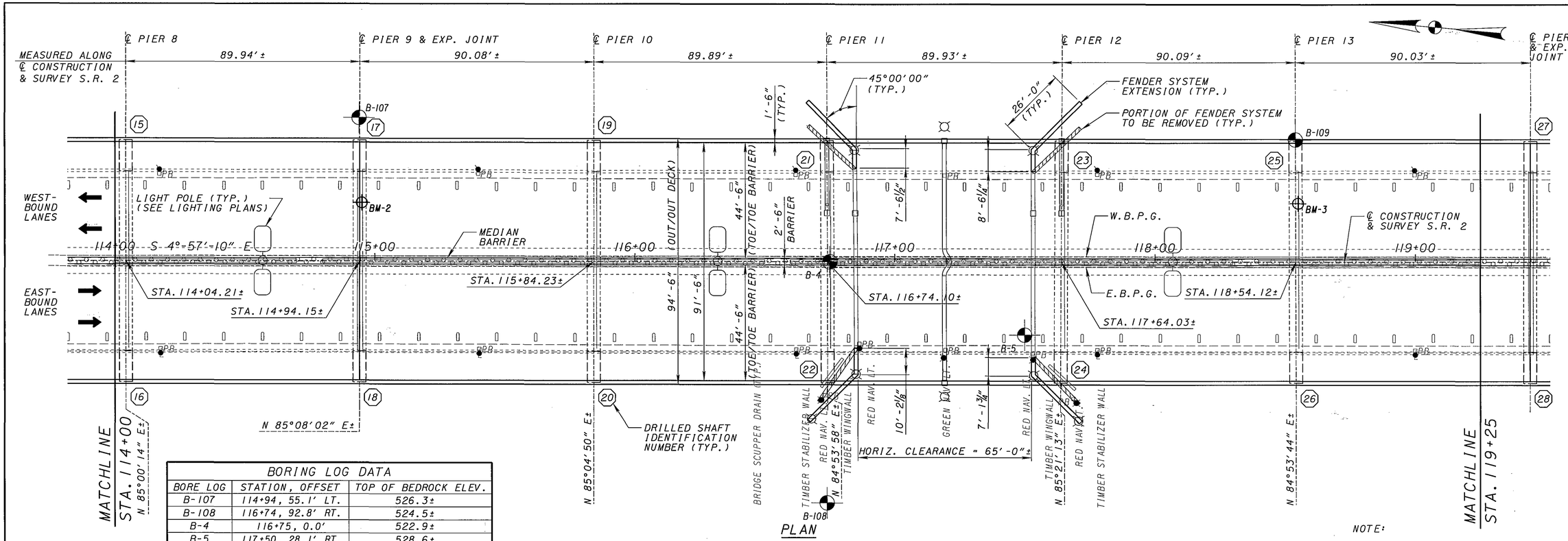
SITE PLAN - II
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

2/48

58/116

J:\2470L_0007_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SP2.dgn
07/29/2004 06:08:48 PM



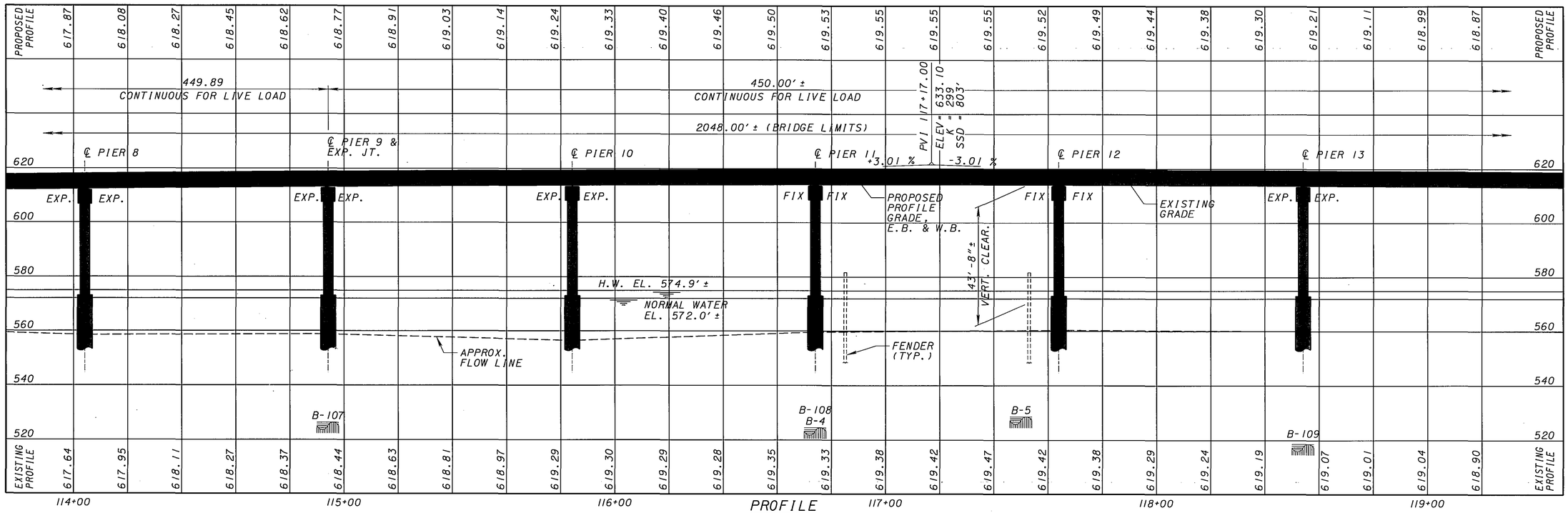
PLAN

BORING LOG DATA		
BORE LOG	STATION, OFFSET	TOP OF BEDROCK ELEV.
B-107	114+94, 55.1' LT.	526.3±
B-108	116+74, 92.8' RT.	524.5±
B-4	116+75, 0.0'	522.9±
B-5	117+50, 28.1' RT.	528.6±
B-109	118+54, 47.0' LT.	518.6±

FOR ADDITIONAL BORING LOG DATA, SEE SITE PLANS I, II, IV & V ON SHEETS 1/48, 2/48, 4/48 & 5/48.

NOTE:

FOR DRILLED SHAFT LOCATIONS, DIMENSIONS, AND ELEVATIONS, SEE SHEETS 18/48 AND 19/48.



PROFILE

PROPOSED PROFILE	617.87	618.08	618.27	618.45	618.62	618.77	618.91	619.03	619.14	619.24	619.33	619.40	619.46	619.50	619.53	619.55	619.55	619.55	619.52	619.49	619.44	619.38	619.30	619.21	619.11	618.99	618.87	PROPOSED PROFILE
EXISTING PROFILE	617.64	617.95	618.11	618.27	618.37	618.44	618.63	618.81	618.97	619.29	619.30	619.29	619.28	619.35	619.33	619.38	619.42	619.47	619.42	619.38	619.29	619.24	619.19	619.07	619.01	619.04	618.90	EXISTING PROFILE

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	BMG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

OTTAWA COUNTY
STA. 106+95.25±
STA. 127+43.25±

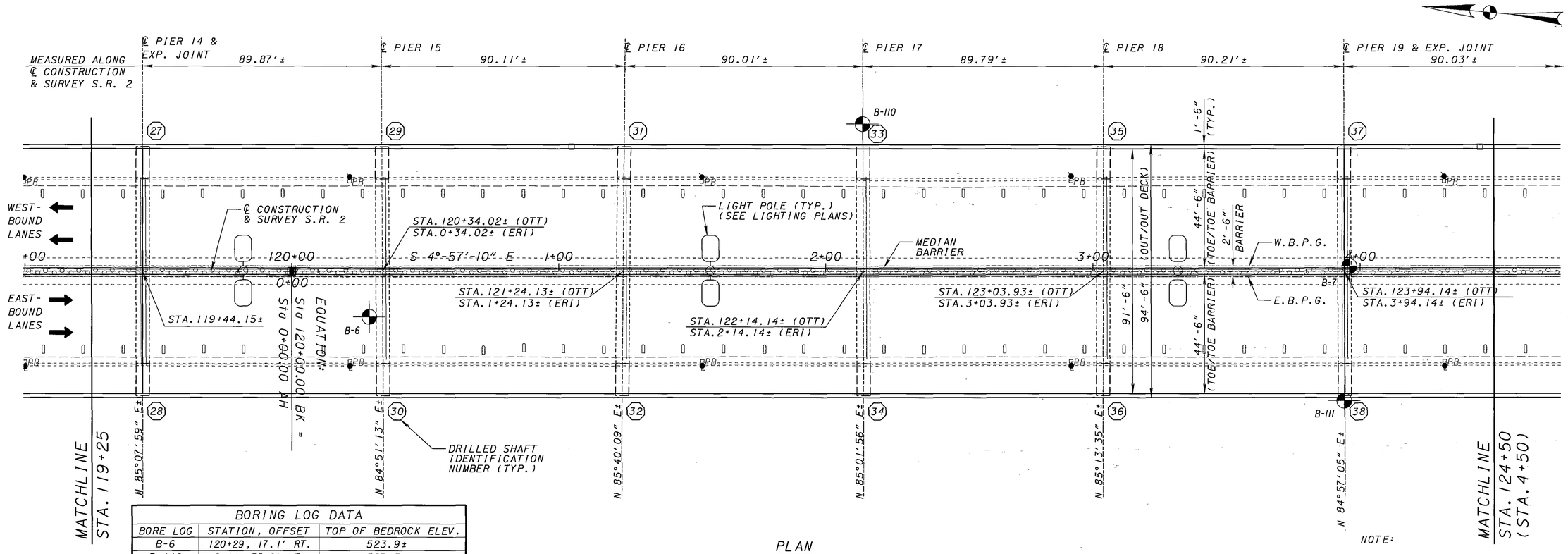
SITE PLAN - III
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

3/48

59
116

J:\21470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SP3.dgn
07/29/2004 06:09:18 PM



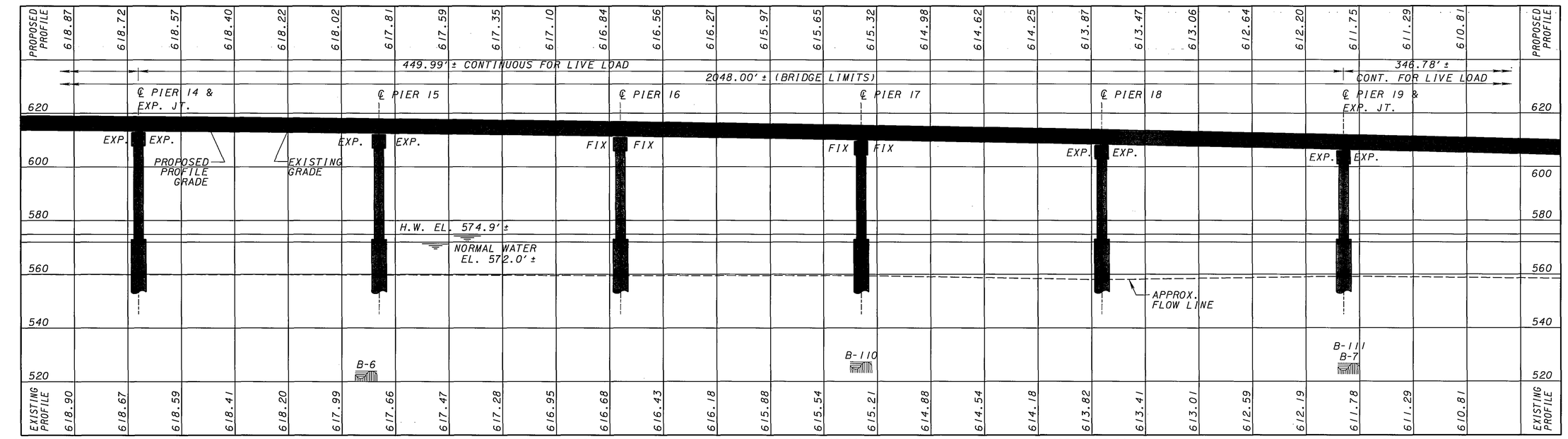
PLAN

BORING LOG DATA		
BORE LOG	STATION, OFFSET	TOP OF BEDROCK ELEV.
B-6	120+29, 17.1' RT.	523.9±
B-110	2+14, 55.0' LT.	527.3±
B-111	3+94, 48.4' RT.	523.7±
B-7	3+96, 1.9' LT.	526.7±

FOR ADDITIONAL BORING LOG DATA, SEE SITE PLANS I THRU III & V ON SHEETS 1/48 THRU 3/48 & 5/48.

NOTE:

FOR DRILLED SHAFT LOCATIONS, DIMENSIONS, AND ELEVATIONS, SEE SHEETS 18/48 AND 19/48.



PROFILE

SITE PLAN - IV
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTTAWA COUNTY
STA. 106+95.25±
STA. 127+43.25±

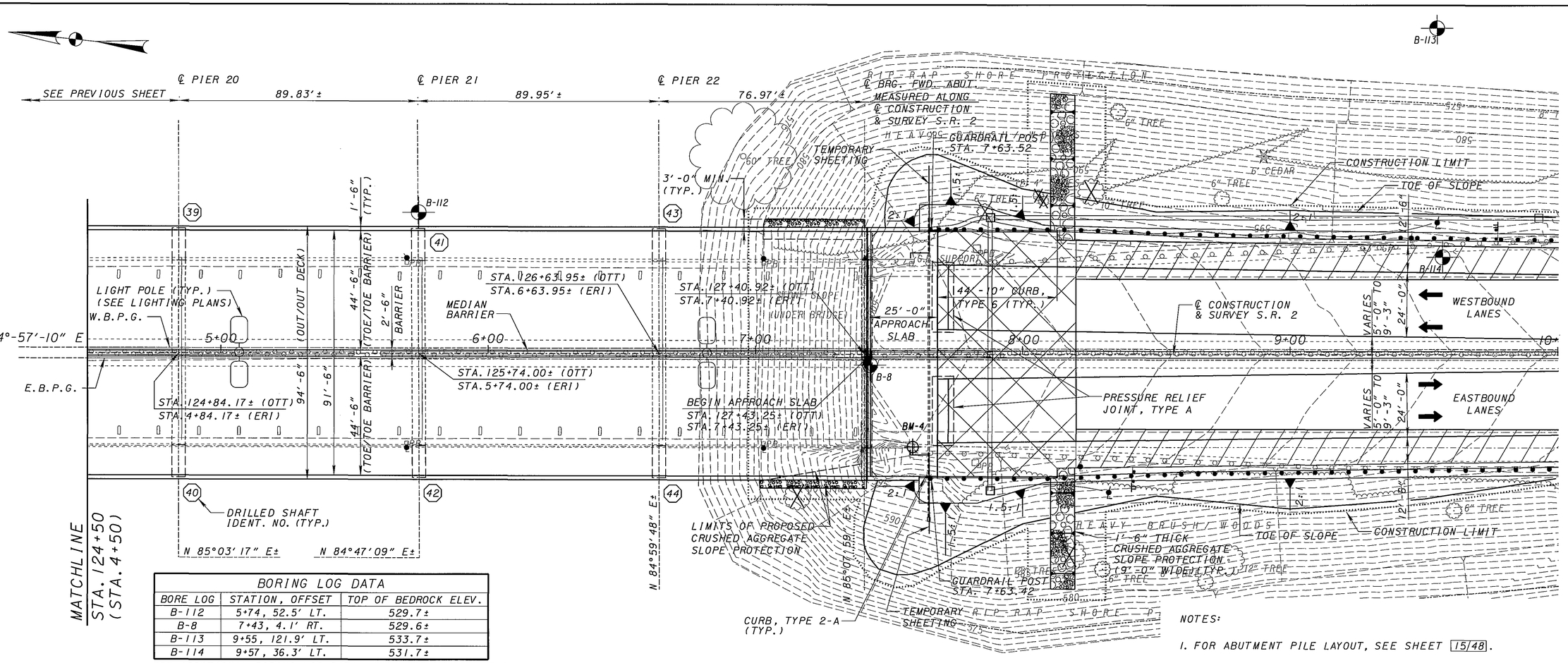
PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	BMG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

OTT-2-28.47/
ERI-2-0.00

4/48

60/116



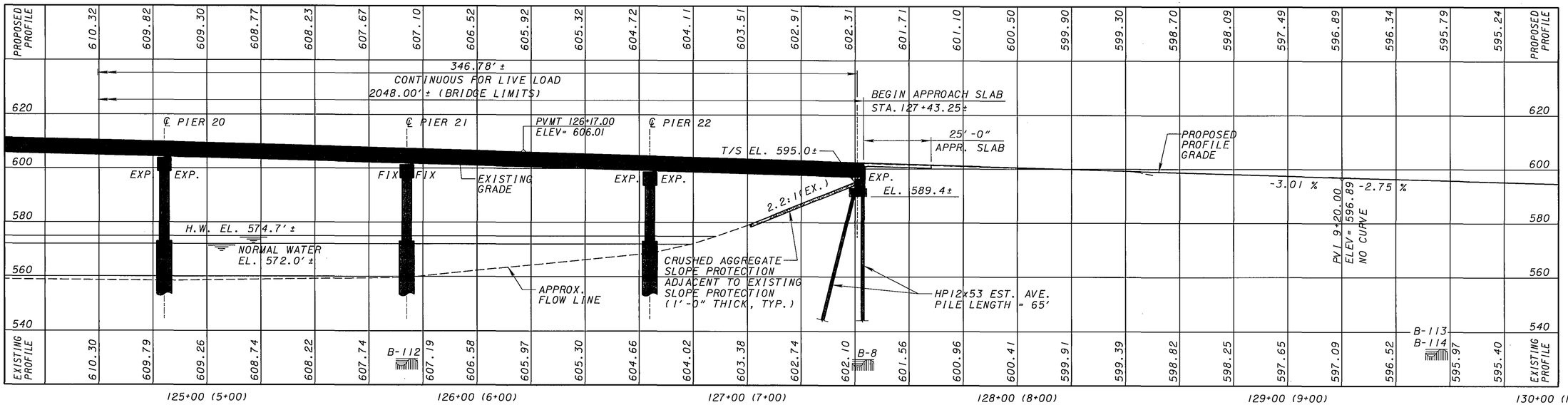
BORING LOG DATA		
BORE LOG	STATION, OFFSET	TOP OF BEDROCK ELEV.
B-112	5+74, 52.5' LT.	529.7±
B-8	7+43, 4.1' RT.	529.6±
B-113	9+55, 121.9' LT.	533.7±
B-114	9+57, 36.3' LT.	531.7±

FOR ADDITIONAL BORING LOG DATA, SEE SITE PLANS I THRU IV ON SHEETS 1/48 THRU 4/48.

PLAN

NOTES:

1. FOR ABUTMENT PILE LAYOUT, SEE SHEET 15/48.
2. FOR DRILLED SHAFT LOCATIONS, DIMENSIONS, AND ELEVATIONS, SEE SHEETS 18/48 AND 19/48.



PROFILE

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	BMG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

OTTAWA COUNTY
STA. 106+95.25±
STA. 127+43.25±

SITE PLAN - V
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

5/48

61/116

J:\2470L_0001_Edison Bridge\Prod\Current\Bridge\Drawings\0T2SP5.dgn
07/29/2004 07:19:51 PM

STRUCTURE GENERAL NOTES

PROPOSED WORK

THE PROPOSED WORK INVOLVES THE WIDENING AND REHABILITATION OF THE EDISON BRIDGE OVER THE SANDUSKY BAY (OTT-2-28.47). THIS WORK INCLUDES REPLACEMENT AND WIDENING OF THE BRIDGE DECK, REPLACEMENT OF BEARINGS AND EXPANSION JOINTS, CONCRETE PATCHING OF THE SUBSTRUCTURES, WIDENING OF THE PIERS, ABUTMENTS AND FENDER SYSTEM, NEW PRESTRESSED CONCRETE GIRDERS, NEW MEDIAN AND NAVIGATION LIGHTING.

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 17TH EDITION, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

HS20 AND THE ALTERNATE MILITARY LOADING. FUTURE WEARING SURFACE OF 60 LBS/FT^2.

DESIGN STRESSES

QA/QC CONCRETE CLASS QSC2	-COMPRESSIVE STRENGTH 4,500 PSI FOR SUPERSTRUCTURE (LOAD FACTOR DESIGN)
CONCRETE CLASS C	-COMPRESSIVE STRENGTH 4,000 PSI FOR SUBSTRUCTURE (LOAD FACTOR DESIGN)
CONCRETE CLASS S	-COMPRESSIVE STRENGTH 4,500 PSI (SUPERSTRUCTURE DIAPHRAMS)
CONCRETE S MODIFIED	-COMPRESSIVE STRENGTH 4,000 PSI FOR DRILLED SHAFTS (LOAD FACTOR)
STRUCTURAL STEEL	-ASTM A709 GRADE 50 (GALVANIZED*) OR A709 GRADE 50 YIELD STRENGTH 50,000 PSI (CROSSFRAMES) *NON WEATHERING STEEL
REINFORCING STEEL	-ASTM A615 OR A996 - GRADE 60 MINIMUM YEILD STRENGTH 60,000 PSI. SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615.
CONCRETE FOR PRESTRESSED BEAMS	-COMPRESSIVE STRENGTH (FINAL) - 6,000 PSI COMPRESSIVE STRENGTH (RELEASE) - 5,000 PSI
PRESTRESSING STRAND	-ASTM A416 SEVEN WIRE UNCOATED LOW RELAXATION STRANDS DIAMETER = ½" AREA = 0.167 IN^2 ULTIMATE STRENGTH = 270 KSI INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTIVE METHOD

EPOXY COATED REINFORCING STEEL, 2½" CONCRETE COVER AND SEALING OF CONCRETE SURFACES.

MONOLITHIC WEARING SURFACE

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

STANDARD DRAWINGS

REFERENCE SHALL BE MADE TO THE FOLLOWING STANDARD DRAWINGS:

AS-1-81	REVISED	07-19-02
SBR-1-99	REVISED	07-19-02
EXJ-6-95	REVISED	07-19-02
PSID-1-99	REVISED	07-18-03
PCB-1-91	REVISED	07-19-02

SUPPLEMENTAL SPECIFICATIONS

REFERENCE SHALL BE MADE TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

864	DATED	07-11-00
898	DATED	07-18-03
954	DATED	09-09-97

DIMENSIONS

DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60°F UNLESS NOTED OTHERWISE.

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.

SUBSTRUCTURE SKEW VERIFICATION

THE SUBSTRUCTURE SKEW ANGLES AND SPAN LENGTHS SHOWN ON THESE CONTRACT PLANS HAVE BEEN DEVELOPED BASED ON TOPOGRAPHIC SURVEY COMPLETED BY PROUDFOOT ASSOCIATES, INC., AND IS INDICATIVE OF THE EXISTING STRUCTURE BUT IS CONSIDERED APPROXIMATE.

PRIOR TO CONSTRUCTION OF THE SUBSTRUCTURE UNITS AND/OR FABRICATION OF STRUCTURAL MEMBERS, THE CONTRACTOR SHALL SURVEY EACH OF THE SUBSTRUCTURE UNITS TO DETERMINE THEIR EXACT POSITION. THE CONTRACTOR SHALL REVIEW THE PLANS AND MAKE MODIFICATIONS AS NECESSARY TO ASSURE THE PROPER FIT UP OF ALL STRUCTURAL COMPONENTS, BASED UPON THE CONTRACTOR'S SURVEY. ANY MODIFICATIONS TO THE CONTRACT PLANS SHALL BE APPROVED BY THE ENGINEER PRIOR TO IMPLEMENTATION.

THE COST OF THIS WORK INCLUDING BUT NOT LIMITED TO TOPOGRAPHIC SURVEY, PLAN REVIEW, COORDINATION, ENGINEERING AND ANY INCIDENTALS NECESSARY TO ASSURE THE PROPER FIT UP OF ALL STRUCTURAL COMPONENTS SHALL BE INCLUDED IN THE VARIOUS PAY ITEMS IN THE CONTRACT.

UTILITIES

PROVISIONS ARE INCLUDED FOR THE INSTALLATION OF LIGHTING WITHIN THE BRIDGE STRUCTURE ACCORDING TO THE DETAILS SHOWN IN THESE PLANS. FOR INSTALLATION OF UTILITIES REFER TO ODOT'S "UTILITES MANUAL". SEE LIGHTING PLANS FOR AN ITEMIZED LIST OF ITEMS, INSTALLATION LOCATIONS AND QUANTITIES.

COORDINATION

THE CONTRACTOR SHALL COORDINATE ALL PARTS OF THE WORK IN THE CONTRACT INCLUDING CIVIL, STRUCTURAL, UTILITIES, MECHANICAL AND ELECTRICAL WORK REQUIREMENTS SHOWN THROUGHOUT THE CONTRACT DOCUMENTS.

PLANS OF EXISTING BRIDGE (BRIDGE NO. OTT-2-28.47/ERI-2-0.00)

CONSTRUCTION PLANS FOR THE EXISTING BRIDGE ARE ON FILE AT THE OHIO DEPARTMENT OF TRANSPORTATION, DISTRICT 2 OFFICE, 317 EAST POE ROAD, BOWLING GREEN, OHIO AND ARE AVAILABLE FOR REFERENCE.

ITEM 202, APPROACH SLAB REMOVED, AS PER PLAN

IN ADDITION TO THE REMOVAL OF THE APPROACH SLABS ALL GUARDRAIL, POSTS, BRIDGE TERMINAL ASSEMBLIES AND CURBS WITHIN THE STATION LIMITS OF THE APPROACH SLABS SHALL BE INCLUDED UNDER THIS ITEM FOR PAYMENT.

ITEM 202, PORTION OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

DESCRIPTION: THIS WORK SHALL CONSISTS OF THE REMOVAL OF ABUTMENT BACKWALLS, WINGWALLS, DIAPHRAGMS AND CONCRETE DECKS INCLUDING SAFETY WALKS, CURBS, PARAPETS, RAILINGS, GUARDRAIL, DECK JOINTS AND OTHER APPURTENANCES FROM PRE-STRESSED CONCRETE SUPPORTING SYSTEMS AS SPECIFIED IN PLANS. THE PROVISIONS OF ITEM 202 APPLY EXCEPT AS SPECIFIED BY THE FOLLOWING NOTES. PERFORM WORK CAREFULLY DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. IN THIS RESPECT, THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED.

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

PROTECTION OF PRESTRESSED CONCRETE SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, DRAW THE OUTLINE OF PRIMARY PRESTRESSED CONCRETE MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK ON THE SURFACE OF DECK. DRILL SMALL DIAMETER PILOT HOLES 2 INCHES OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF THE EDGES OF THOSE MEMBERS. DECK CUTS OVER OR WITHIN 2 INCHES OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 2 INCHES OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. PERFORM WORK CAREFULLY DURING CUTTING OF THE DECK SLAB TO AVOID DAMAGING PRESTRESSED CONCRETE MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE.

REMOVAL METHODS: THE CONTRACTOR MAY REMOVE CONCRETE BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS OVER BRIDGE MEMBERS (PRESTRESSED I-BEAM), THE CONTRACTOR MAY USE A HAMMER HEAVIER THAT 35 POUNDS BUT NOT TO EXCEED 90 POUNDS UNLESS APPROVED BY THE ENGINEER. REMOVAL METHODS OVER BRIDGE MEMBERS SHALL ENSURE ADEQUATE DEPTH CONTROL AND PREVENT NICKING OR GOUGING THE PRIMARY BRIDGE MEMBERS.

DECK REMOVALS - COMPOSITE DECK DESIGNS - PRESTRESSED SUPERSTRUCTURES: DUE TO THE PRESENCE OF COMPOSITE REINFORCING STEEL BETWEEN THE DECK AND THE PRESTRESSED BEAM FLANGES, SUBMIT A DETAILED PROCEDURE FOR THE DECK REMOVAL TO THE DIRECTOR AT LEAST 30 DAYS BEFORE CONSTRUCTION BEGINS. THE PROCEDURE SHALL INCLUDE ALL DETAILS, EQUIPMENT AND METHODS OF REMOVAL OVER THE PRESTRESSED BEAMS AND AROUND THE COMPOSITE REINFORCING STEEL. REPLACE OR REPAIR PRESTRESSED MEMBERS AND COMPOSITE REINFORCING DAMAGED BY THE REMOVAL OPERATIONS AT NO COST TO THE PROJECT. SUBMIT PROPOSED REPAIRS, DEVELOPED BY AN OHIO REGISTERED PROFESSIONAL ENGINEER, IN WRITING TO THE DIRECTOR AT LEAST 20 DAYS BEFORE PERFORMING REPAIR WORK.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED SDG | DRAWN DDE | REVIEWED EBS | DATE 6/9/04
CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

STRUCTURE GENERAL NOTES - 1
BRIDGE NO. OTT 2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\21470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\0726N.dgn
07/27/2004 07:48:23 PM

STRUCTURE GENERAL NOTES

ITEM 202, PORTION OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN (CONT.):

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

CUT LINE CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED SUBSTRUCTURE 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.

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.

MEASUREMENT & PAYMENT: THE DEPARTMENT WILL MEASURE THE QUANTITY OF REMOVALS ON A LUMP SUM BASIS. THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES OF REMOVALS AT THE CONTRACT PRICE FOR ITEM 202, PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

PILES TO BEDROCK

DRIVE PILES TO REFUSAL IN BEDROCK. THE DEPARTMENT WILL CONSIDER REFUSAL TO BE OBTAINED BY PENETRATING SOFT BEDROCK FOR SEVERAL INCHES TO A MINIMUM RESISTANCE OF 20 BLOWS PER INCH OR BY CONTACTING HARD BEDROCK AND THE PILE RECEIVING AT LEAST 20 BLOWS. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.

THE ULTIMATE BEARING VALUES IS 113 TONS PER PILE FOR THE FORWARD AND REAR ABUTMENT PILES.

REAR ABUTMENT PILES (HP 12 X 53): 14 PILES 75 FEET LONG, ORDER LENGTH
FORWARD ABUTMENT PILES (HP 12 X 53): 14 PILES 65 FEET LONG, ORDER LENGTH

ITEM 507, STEEL POINTS, AS PER PLAN

USE STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL "H" PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS: ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BLVD., CLIFTON, NEW JERSEY 07014; INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE, MATTHEW,S NORTH CAROLINA 28015; DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES, NEW JERSEY 07417; VERSA STEEL INC., 1618 N.E. FIRST AVE., PORTLAND, OREGON 97232; PILING ACCESSORIES, INC., 3467 GRIBBLE ROAD, MATHEWS, NORTH CAROLINA 28105; OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 (450/240) - CLASS 2 HEAT TREATED OR AASHTO M103/M103M 65/35 (450/240) - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

DRILLED SHAFTS

THE DESIGN LOAD TO BE SUPPORTED BY EACH PROPOSED DRILLED SHAFT IS 447 TONS AT PIERS 1 THRU 22. THIS LOAD IS RESISTED BY SHAFT END BEARINGS ONLY. THE ALLOWABLE END BEARING PRESSURE IS 25 TONS PER SQUARE FOOT . THE REINFORCING STEEL SHALL BE EPOXY COATED ACCORDING TO 709.00.

THE INDICATED APPROXIMATE TOP OF ROCK, TOP OF INTACT ROCK, ROCK SOCKET TIP ELEVATIONS AND ROCK SOCKET LENGTHS INDICATED HEREIN ARE BASED ON ASSUMED CONDITIONS FROM AVAILABLE SUBSURFACE EXPLORATIONS. THE ENGINEER WILL CONFIRM IN THE FIELD THAT THE ACTUAL ROCK CONDITIONS ENCOUNTERED MATCH THE ROCK ASSUMED DURING DESIGN. THE ROCK SOCKETS SHALL BE INSTALLED TO THE ELEVATION DETERMINED BY THE ENGINEER DURING CONSTRUCTION BASED ON ACTUAL ROCK CONDITIONS ENCOUNTERED.

THE ESTIMATED TIP ELEVATION AND ESTIMATED DRILLED SHAFT LENGTHS ARE THE ELEVATIONS TO WHICH THE SHAFTS SHALL BE CONSTRUCTED UNLESS TEST LOAD DATA OR OTHER GEOTECHNICAL DATA OBTAINED DURING CONSTRUCTION ALLOW THE ENGINEER TO AUTHORIZE A DIFFERENT TIP ELEVATION.

DRILLED SHAFTS SHALL BE BUILT ACCORDING TO REQUIREMENTS OF AASHTO - DIVISION II - CONSTRUCTION - SECTION 5 - DRILLED PILES AND SHAFTS, ODOT HANDBOOK OF PRECEDURES FOR STRUCTURES, AND ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS.

ITEM 509, REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN:

REPLACE ALL EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE DUE TO 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.

ITEM 516 JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURES, AS PER PLAN:

GENERAL: THIS WORK CONSISTS OF RAISING OR RE-POSITIONING EXISTING STRUCTURES AS REQUIRED FOR THE REPLACEMENT OF THE EXISTING BEARINGS, AND OR PATCHING OF EXISTING PIER CAP UNDER EXISTING BEARING.

SUBMITTAL REQUIREMENTS: AN OHIO REGISTERED ENGINEER SHALL PREPARE, SEAL AND DATE PLANS FOR A JACKING SYSTEM, INCLUDING ANY TEMPORARY OR PERMANENT SUPPORTS, SUFFICIENT TO PERFORM THE WORK DESCRIBED IN THE PLANS. SUBMIT THREE SETS OF THESE PLANS TO THE DIRECTOR FOR APPROVAL AT LEAST THIRTY (30) DAYS BEFORE ACTUAL WORK IS TO BEGIN.

JACKING SUBMITTALS SHALL INCLUDE AT LEAST THE FOLLOWING:

1. THE SIGNATURE AND NUMBER, OR PROFESSIONAL SEAL, OF THE OHIO REGISTERED PROFESSIONAL ENGINEER WHO PREPARED THE SUBMITTAL.
2. CALCULATIONS AND ANALYSES OF THE STRUCTURE TO DETERMINE AND DEFINE THE ACTUAL LOADING APPLIED AT THE JACKING POINTS.
3. A DRAWING SHOWING THE PHYSICAL AND DIMENSIONAL POSITION OF THE JACKS WITH RESPECT TO THE STRUCTURE INCLUDING CLEARANCES AND CENTER OF LIFT.
4. A SCHEMATIC LAYOUT OF JACKS, CHECK VALVES, PUMPS WITH 3 WAY RETRACTOR VALVE, PRESSURE GAGES, FLOW CONTROL VALVES, ETC. IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS. ALL JACKS FOR EACH ABUTMENT OR PIER SHALL BE CONNECTED TOGETHER. ALL JACKS AT EACH ABUTMENT OR PIER SHALL BE THE SAME SIZE.
5. ANALYSIS AND CALCULATIONS OF THE STRESSES INDUCED OR CREATED IN THE STRUCTURE AND ANY TEMPORARY OR PERMANENT SUPPORTS. DESIGN CALCULATIONS FOR ANY TEMPORARY OR PERMANENT SUPPORTS.
6. PHYSICAL DIMENSIONS, MATERIALS, AND FABRICATION DETAILS OF ANY TEMPORARY OR PERMANENT SUPPORTS. HORIZONTAL AND VERTICAL MOVEMENT RESTRAINT SHALL BE PROVIDED.
7. A STEP BY STEP PROCEDURE DETAILING ALL STEPS IN THE JACKING OPERATION.
8. METHOD OF ATTACHMENT TO STRUCTURAL MEMBERS.

JACKING SYSTEM REQUIREMENTS: THE ENTIRE SYSTEM INCLUDING JACKS SHALL HAVE 20% MORE CAPACITY THAN REQUIRED BASED ON CALCULATED LOADS. FOR LIFTS GREATER THAN 1 INCH, JACKS SHALL HAVE LOCKING NUTS TO POSITIVELY LOCK AND SUPPORT THE STRUCTURE DURING THE LIFT. JACKS SHALL HAVE A SWIVEL LOAD CAP, A DOMED PISTON HEAD OR SOME OTHER DEVICE TO PROTECT AGAINST THE EFFECTS OF SIDE LOAD ON THE JACK. DO NOT USE JACKS ALONE TO SUPPORT LOADS EXCEPT DURING THE ACTUAL JACKING OPERATION. USE TEMPORARY SUPPORTS, BLOCKING OR OTHER METHODS APPROVED BY THE DIRECTOR. DO NOT USE SINGLE ACTING RAMS WITH NO OVER-TRAVEL PROTECTION SYSTEM. HAVE SPARE EQUIPMENT AVAILABLE ON SITE IN ORDER TO PROCEED WITH THE JACKING IN THE EVENT OF BREAKDOWN. PROVIDE A LIST OF SPARE EQUIPMENT TO THE ENGINEER.

JACKING OPERATION REQUIREMENTS: AT A MINIMUM, A JACKING OPERATION SHALL LIFT ALL BEAMS AT ANY ONE ABUTMENT OR PIER SIMULTANEOUSLY. THE ONLY EXCEPTION IS THE SITUATION WHERE THE WORK INVOLVES REPLACING OR REHABILITATING INDIVIDUAL BEARINGS; NO PERMANENT SHIMMING IS REQUIRED AND THE HEIGHT OF THE LIFT SHALL NOT EXCEED ¼ INCH. THE MAXIMUM DIFFERENTIAL JACKING HEIGHT BETWEEN ANY ADJACENT ABUTMENTS OR PIERS SHALL BE 1 INCH OR LESS. IF THIS 1 INCH LIMIT IS TO BE EXCEEDED, PROVIDE CALCULATIONS SHOWING THAT THE SUPERSTRUCTURE COMPONENTS WILL NOT BE TEMPORARILY STRESSED BEYOND ALLOWABLE STRESSES AND THAT NO PERMANENT STRESSES WILL BE INDUCED IN THE COMPONENTS AFTER THEY OBTAIN THEIR FINAL POSITION. NO JACKING WILL BE PERMITTED IN THE CONSTRUCTION PHASES WHILE TRAFFIC IS BEING MAINTAINED WITHIN THAT PHASE OF WORK OR AFTER THE NEW DECK IS REPLACED. THE CONTRACTOR SHALL REMOVE ALL EXISTING CONCRETE DECK AND END CONCRETE DIAPHRAMS WITHIN THE SPAN AND PHASE OF WORK BEFORE BEGINNING ANY JACKING OPERATIONS. IF, DURING THE JACKING OPERATIONS, CRACKING OF THE CONCRETE I-BEAMS, 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. THE DEPARTMENT WILL NOT PAY FOR THE COST OF REPAIR OR REPLACEMENT DUE TO CONTRACTOR ERROR. 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.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE THIS WORK ON A LUMP SUM BASIS.

BASIS OF PAYMENT: 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 519, PATCHING CONCRETE STRUCTURES, 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 INCLUDED HIGH-PRESSURE WATER BLASTING WITH OR WITHOUT ABRASIVES IN THE WATER, ABRASIVE BLASTING WITH CONTAINMENT, OR VACUUM ABRASIVE BLASTING.

ITEM 526, REINFORCED CONCRETE APPROACH SLABS (T=15"), AS PER PLAN:

CONCRETE FOR APPROACH SLABS SHALL BE CLASS HP3 CONCRETE, COMPRESSIVE STRENGTH 4,500 PSI, PER CMS 499.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED SDG | DRAWN DDE | REVIEWED EBS | DATE 6/9/04 | CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

STRUCTURE GENERAL NOTES - 11
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

7/48

63/116

J:\21470L_0001_Edison Bridge\Prod\Current\Bridge\Drawings\0726N2.dgn
07/27/2004 02:37:06 PM

STRUCTURE GENERAL NOTES

ITEM SPECIAL - BRIDGE TIMBER FENDERS, CREOSOTED

DESCRIPTION: THIS WORK SHALL INCLUDE ALL MATERIAL, LABOR AND EQUIPMENT FOR THE COMPLETE INSTALLATION OF THE TIMBER FENDER SYSTEM INCLUDING WALES, CATWALK, BLOCKING, BOLTS, NUTS, LAG SCREWS AND ALL NECESSARY INCIDENTALS. REMOVAL OF PORTIONS OF THE EXISTING FENDER SYSTEM AND INSTALLATION OF PROPOSED FENDER PILING SHALL BE PAID UNDER SEPARATE ITEMS.

MATERIALS: ALL TIMBER SHALL BE ROUGH SAWN TO FULL DIMENSION AS SHOWN ON THE PLANS. TIMBER SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 711.26 AND 712.06. ALL BOLTS, NUTS, LAG SCREWS, WASHERS, SPIKES AND OTHER HARDWARE SHALL BE GALVINIZED STEEL IN ACCORDANCE WITH SECTION 730.08.

CONSTRUCTION DETAILS: SET STRUCTURAL TIMBER FRAMING LEVEL AND PLUMB, IN CORRECT POSITION. MAKE PROVISIONS FOR ERECTION LOADS, AND FOR SUFFICIENT TEMPORARY BRACING TO MAINTAIN STRUCTURE SAFE, PLUMB, AND AT INDICATED ALIGNMENT UNTIL COMPLETION OF ERECTION AND INSTALLATION OF PERMANENT BRACING. DO NOT FIELD CUT OR ALTER STRUCTURAL MEMBERS WITHOUT APPROVAL OF ENGINEER.

BASIS OF PAYMENT: THIS ITEM SHALL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID FOR ITEM SPECIAL, BRIDGE TIMBER FENDERS, CREOSOTED. THIS PRICE AND PAYMENT SHALL CONSTITUTE FULL COMPENSATION FOR ALL MATERIAL, LABOR AND EQUIPMENT FOR THE COMPLETE INSTALLATION OF THE TIMBER FENDER SYSTEM INCLUDING WALES, CATWALK, BLOCKING, BOLTS, NUTS, LAG SCREWS AND ALL NECESSARY INCIDENTALS, ACCORDING TO PLANS AND SPECIFICATIONS, AND ACCEPTED BY THE ENGINEER. REMOVAL OF PORTIONS OF THE EXISTING FENDER SYSTEM AND INSTALLATION OF PROPOSED FENDER PILES SHALL BE PAID UNDER SEPARATE ITEMS.

ITEM SPECIAL - PORTION OF FENDER SYSTEM REMOVED

DESCRIPTION: THIS WORK SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIAL AND INCIDENTALS TO REMOVE AND DISPOSE OF PORTIONS OF THE TIMBER FENDER SYSTEM AS SHOWN ON THE CONTRACT DRAWINGS. IT SHALL ALSO INCLUDE ANY TIMBERS DEEMED INADEQUATE AND REQUIRING REPLACEMENT IN THE FIELD BY THE ENGINEER. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROVIDING TEMPORARY NAVIGATION LIGHTS DURING THE REMOVAL AND INSTALLATION OF THE FENDER SYSTEM. ALL LIGHTING SHALL MEET THE REQUIREMENTS OF THE USCG. EQUIPMENT PLACED IN THE NAVIGATION CHANNEL SHALL ALSO BE SUBJECT TO THE APPROVAL OF THE USCG. ALL TEMPORARY LIGHTING SHALL BE BID UNDER ITEM 625, LUMP SUM, TEMPORARY LIGHTING. SEE LIGHTING PLANS FOR DETAILS.

CONSTRUCTION DETAILS: THOSE PORTIONS OF THE FENDER SYSTEM WHICH EXTEND BELOW THE WATER SURFACE SHALL BE REMOVED DOWN TO THE MUDLINE. DISPOSE OF PORTIONS OF THE FENDER SYSTEM REMOVED IN ACCORDANCE WITH FEDERAL, STATE, AND LOCAL REQUIREMENTS AND SECTION 105.17 OF THE ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS.

BASIS OF PAYMENT: THIS ITEM SHALL BE PAID AT THE CONTRACT LUMP SUM BID PRICE FOR ITEM SPECIAL, PORTION OF FENDER SYSTEM REMOVED. THIS PRICE SHALL CONSTITUTE FULL COMPENSATION FOR ALL LABOR, MATERIAL, EQUIPMENT AND INCIDENTALS TO REMOVE AND DISPOSE OF PORTIONS OF THE TIMBER FENDER SYSTEM AS SHOWN ON THE PLANS OR DEEMED IN THE FIELD, AND ACCEPTED BY THE ENGINEER.

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:

THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE GRANULAR MATERIAL MEETING THE REQUIREMENTS OF 703.17 AND PLACED IN 6 INCH LIFTS AS PER 304.05.

ITEM 898 QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN

AT THE CONTRACTOR'S OPTION GALVANIZED STEEL STAY-IN-PLACE (SIP) FORMS MAY BE USED AS FALSEWORK FOR THE CONSTRUCTION OF THE CONCRETE DECK. THE DEPARTMENT WILL NOT SEPARATELY PAY FOR SIP FORMS. THE COST OF THIS WORK IF CHOSEN BY THE CONTRACTOR SHALL BE INCLUDED FOR PAYMENT IN THE PRICE BID FOR ITEM 898. THE DEPARTMENT WILL PAY NO EXTRA COST FOR ANY ADDITIONAL CONCRETE THAT MAY BE REQUIRED WHEN USING SIP FORMS. ANY ADDITIONAL COST AND/OR DESIGN ASSOCIATED WITH THE USE OF SIP FORMS WILL BE THE RESPONSIBLY OF THE CONTRACTOR.

THE FOLLOWING IS A LISTING OF THE REQUIREMENTS FOR USE OF SIP FORMS:

1. PROVIDE THE ENGINEER WITH A WRITTEN INSTALLATION AND INSPECTION PROCEDURE. INCLUDE METHODS FOR ADJUSTING SUPPORT HEIGHTS, SIP ATTACHMENT SEQUENCE, PLACEMENT METHODS USED TO MINIMIZE COATING DAMAGE, COATING REPAIR METHODS, ACCEPTABLE TOLERANCES AND INSPECTION CRITERIA.

2. FIELD CUT SIP FORMS USING MECHANICAL CUTTING METHODS. THERMAL CUTTING IS NOT PERMITTED.

3. PLACE FORM SUPPORTS IN DIRECT CONTACT WITH THE TOP OF THE BRIDGE'S STRUCTURAL MEMBERS.

4. SET THE HEIGHT OF THE FORM SUPPORTS SO SIP FORMS DO NOT REST DIRECTLY ON THE BRIDGE'S STRUCTURAL MEMBERS AND TO DEVELOP THE SPECIFIED DECK THICKNESS.

5. PLACE SIP FORMS DIRECTLY ON THE SUPPORTS.

6. CONNECT SIP FORMS TO SUPPORTS BEFORE USING THE SIP AS A WORKING SURFACE AND BEFORE THE END OF EACH WORK SHIFT.

7. PROVIDE SAFETY STOPS TO ELIMINATE HAZARDS FROM SUDDEN UPLIFT AND LATERAL MOVEMENT.

8. LOCATE ANY TRANSVERSE CONSTRUCTION JOINTS AT THE BOTTOM CENTER TO CENTER ALONG THE LINE OF THE JOINT.

INSTALL SIP FORMS ACCORDING TO THESE NOTES:

DESIGN, FURNISH AND INSTALL PERMANENT GALVANIZED STEEL STAY-IN-PLACE (SIP) FABRICATED METAL FORMS FOR CONCRETE DECK SLABS OF ALL INTERIOR BAYS OF BEAMS ACCORDING TO CMS SECTIONS 508.01 AND 508.02 EXCEPT AS MODIFIED BY THESE NOTES. SIP FORMS SHALL NOT BE USED AT OVERHANGS AND WITHIN FOUR FEET OF ALL EXPANSION JOINTS. THE CONTRACTOR MAY ELECT TO FURNISH, INSTALL AND REMOVE, REMOVABLE FORMS TO ACCOMMODATE THE SKEWED ENDS OF A DECK.

DESIGN SIP FORMS TO SUPPORT THE DEAD WEIGHT OF SIP FORMS, REINFORCEMENT, WET CONCRETE PLUS 50 PSF FOR CONSTRUCTION LIVE LOADS AND MEET THE DEFLECTION SPECIFICATIONS OF 508.01. FLUTES SHALL BE FILLED.

FABRICATE THE SIP FORMING SYSTEM ACCORDING TO ITEMS 863 EXCEPT THAT FABRICATOR PRE-QUALIFICATION IS NOT REQUIRED. THE DEPARTMENT WILL BASE FINAL ACCEPTANCE ON THE ENGINEER'S APPROVAL THAT THE SIP FORMS CAN BE SUCCESSFULLY INCORPERATED INTO THE STRUCTURE. SUBMIT MILL TEST REPORTS FOR THE SIP FORMS ACCORDING TO 863.09, CONTRACTOR ACCEPTANCE TO THE ENGINEER NOT THE DIRECTOR. SUBMIT SHOP DRAWINGS AND DESIGN CALCULATIONS FOR THE SIP FORMS ACCORDING TO 863.08, SHOP DRAWINGS TO THE ENGINEER, NOT THE OFFICE OF STRUCTURAL ENGINEERING.

FURNISH FORM MATERIALS CONFORMING TO ASTM A653 WITH G235 COATING WEIGHT WITH A MINIMUM THICKNESS OF 20 GAGE, SUPPORT ANGLES AND BARS MINIMUM OF 12 GAGE. HOT DIP GALVANIZE ALL HARDWARE, HANGERS AND INCIDENTALS.

DO NOT WELD SIP FORMS OR THEIR SUPPORTS TO THE STEEL BRIDGE MEMBERS. SIP SUPPORTS MAY BE WELDED TO ANCHORS CAST INTO PRECAST CONCRETE BRIDGE MEMBERS.
ACHIEVE A ONE-INCH MINIMUM BEARING LENGTH ON ALL SUPPORTS OF A FLUTE AND SUPPLY 1/4 INCH WEEP HOLES AT 12 INCHES

PLACE CONCRETE ACCORDING TO THE CONTRACT SPECIFICATIONS:

-FILL THE ENTIRE FORM WITH DECK CONCRETE.

-UTILIZE PROPER CONSTRUCTION TECHNIQUES TO PREVENT VOIDS AND HONEYCOMBS ESPECIALLY AT CONSTRUCTION JOINTS, EXPANSION JOINTS, FLUTES AND ENDS OF SIP FORM SHEETS.
IN ADDITION TO THE REQUIREMENTS OF 105.11 FURNISH, ERECT AND MOVE APPROPRIATE EQUIPMENT OR SCAFFOLDING TO ALLOW THE FOLLOWING INSPECTION ACCESS. ACCESS AND THE SPECIFIED INSPECTIONS ARE NOT ELIGIBLE FOR EXTRA PAYMENT. PROVIDE COMPLETED INSPECTION CHECK LISTS TO DOCUMENT THE FOLLOWING INSPECTIONS:

1. PRIOR TO PLACING CONCRETE VISUALLY INSPECT SIP FORMS FOR DAMAGE.

2. TWO DAYS AFTER CONCRETE PLACEMENT, TEST DECK FOR SOUNDNESS AND BONDING OF THE FORMS BY SOUNDING ON THE FORMS WITH A HAMMER. SOUND ALL SURFACES OF AT LEAST 10% OF THE PANELS WITH THE ENGINEER.

3. REMOVE SIP FORMS IN AREAS WITH DOUBTFUL SOUNDNESS OR BONDING FOR THE ENGINEER'S VISUAL INSPECTION. DO NOT REPLACE SIP FORMS REMOVED FOR INSPECTIONS. REMOVE FORMS SO THAT ADJACENT FORMS OR WORK IS NOT DEBONDED OR OTHERWISE DAMAGED.

4. REMOVE AT LEAST ONE SIP FORM AT A RANDOM LOCATION WITH ACCEPTABLE SOUNDNESS FOR THE ENGINEER.

5. IF DEFECTS ARE DISCOVERED DURING THE SPECIFIED INSPECTIONS, TEST THE COMPLETE DECK AND PROPOSE REPAIR OR REMOVAL METHODS ACCEPTABLE TO THE DEPARTMENT. THE DEPARTMENT MAY REQUIRE ADVANCED NON-DESTRUCTIVE TESTING METHODS SUCH AS GROUND PENETRATING RADAR TO VERIFY THE DECK CONDITION ACCORDING TO CMS 105.11.

THE FOLLOWING ABBREVIATIONS ARE USED THROUGHOUT THESE PLANS:

TYP. = TYPICAL
E.B. = EASTBOUND
W.B. = WESTBOUND
P.G. = PROFILE GRADE
EL. = ELEVATION
H.W. = HIGH WATER
AVE. = AVERAGE
T = TOP
B = BOTTOM
N.F. = NEAR FACE
F.F. = FAR FACE
E.F. = EACH FACE
CONST. JT. = CONSTRUCTION JOINT
RA = REAR ABUTMENT
FA = FORWARD ABUTMENT
℄ = CENTER LINE
℄ = FLOW LINE
MIN. = MINIMUM
CLR. = CLEAR
EQ. = EQUAL
SP. = SPACES
SYM. = SYMMETRY
APP. SLAB = APPROACH SLAB
EXP. = EXPANSION
ϕ = DIAMETER
BRG. = BEARING
C/C = CENTER TO CENTER
REQ'D = REQUIRED
MAX. = MAXIMUM
INT. = INTERIOR
ABUT. = ABUTMENT
℄ = PLATE
FWD. = FORWARD
PROP. = PROPOSED
EXIST. = EXISTING

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED SDG | DRAWN DDE | REVIEWED EBS | DATE 6/9/04 | CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

STRUCTURE GENERAL NOTES - III
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\24170L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\GT26N3.dgn
07/27/2004 02:40:02 PM

MADE BY: BMG	DATE: 7/27/04
CHECKED BY: LJF	DATE: 7/27/04

ESTIMATED QUANTITIES

ITEM	ITEM EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPER-STRUCTURE	GENERAL	REFERENCE
202	11203	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN				LUMP	6/48 AND 10/48 THRU 13/48
202	22901	375	SQ YD	APPROACH SLAB REMOVED, AS PER PLAN				375	6/48
202	98000	LUMP		REMOVAL MISC.: PORTION OF EXISTING TIMBER FENDER SYSTEM				LUMP	8/48
503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING				LUMP	
503	21101	665	CU YD	UNCLASSIFIED EXCAVATION, AS PER PLAN	665				8/48 AND 13/48
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION				LUMP	
507	00200	1960	FT	STEEL PILES HP12X53, FURNISHED	1960				
507	00250	1960	FT	STEEL PILES HP12X53, DRIVEN	1960				
507	50000	4840	FT	TIMBER PILES, CREOSOTED				4840	
507	93301	28	EACH	STEEL POINTS OR SHOES, AS PER PLAN	28				7/48
509	10000	2764352	POUND	EPOXY COATED REINFORCEMENT STEEL	19510	860861	1883981		
*509	20001	250	POUND	REINFORCEMENT STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN				250	7/48 AND 14/48 THRU 16/48
510	10000	1016	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALIC GROUT	92	924			
511	41000	1470	CU YD	CLASS C CONCRETE, PIER ABOVE FOOTINGS		1470			
511	45700	133	CU YD	CLASS C CONCRETE, ABUTMENT	133				
512	33000	5	SQ YD	TYPE 2 WATERPROOFING	5				
515	14020	92	EACH	STRAIGHT STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 2, TYPE 4			92		
515	20000	230	EACH	INTERMEDIATE DIAPHRAGMS			230		
516	11210	564	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL			564		
516	13600	94	SQ FT	1" PREFORMED EXPANSION JOINT FILLER			94		
516	13900	15	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	15				
516	44101	224	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN (12"x20"x2.37")			224		41/48 AND 42/48
516	44101	28	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN (12"x16"x2.37")			28		41/48 AND 42/48
516	44201	392	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN (12"x20"x3.12")			392		41/48 AND 42/48
516	47001	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN				LUMP	7/48
518	21200	133	CU YD	POROUS BACKFILL WITH FILTER FABRIC	133				
518	40000	106	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	106				
518	40010	52	FT	6" NON PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	52				
*519	11101	150.	SQ FT	PATCHING CONCRETE STRUCTURE, AS PER PLAN				150	7/48
524	94951	326	FT	DRILLED SHAFTS, 72" DIAMETER, INTO BEDROCK, AS PER PLAN		326			7/48
524	94971	1946	FT	DRILLED SHAFTS, 78" DIAMETER, ABOVE ROCK, AS PER PLAN		1946			7/48
526	25001	509	SQ YD	REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN	509				7/48, 43/48 AND 44/48
SPECIAL	53000200	LUMP		STRUCTURE, MISC.: BRIDGE TIMBER FENDERS, CREOSOTED				LUMP	8/48
601	20000	58	SQ YD	CRUSHED AGGREGATE SLOPE PROTECTION	58				
864	10100	68320	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	295	59485	8540		
898	10201	5403	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN			5403		8/48
898	11000	1218	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)			1218		

* THE QUANTITY FOR THIS ITEM HAS BEEN ADDED FOR CONTINGENCY PURPOSES AND IS NOT SHOWN IN THE PLANS

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

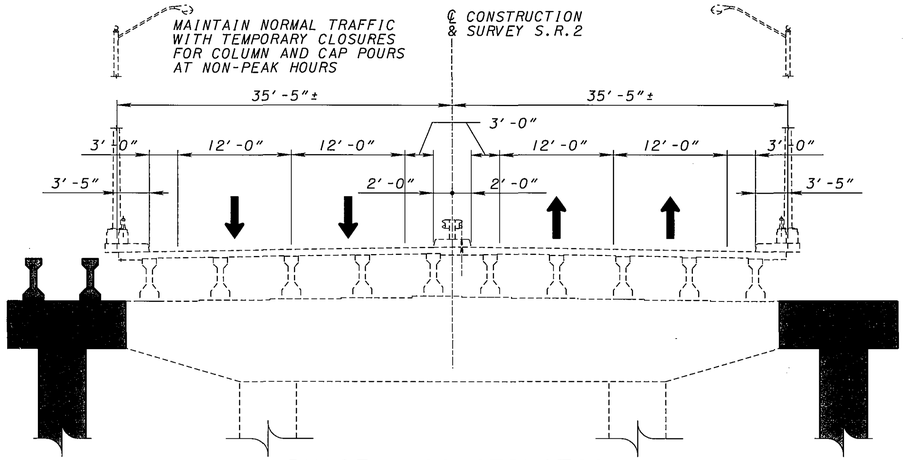
DESIGNED BMG | DRAWN TJM | CHECKED LJF | REVISED

REVIEWED EBS | DATE 6/9/04 | STRUCTURE FILE NUMBER 6200788

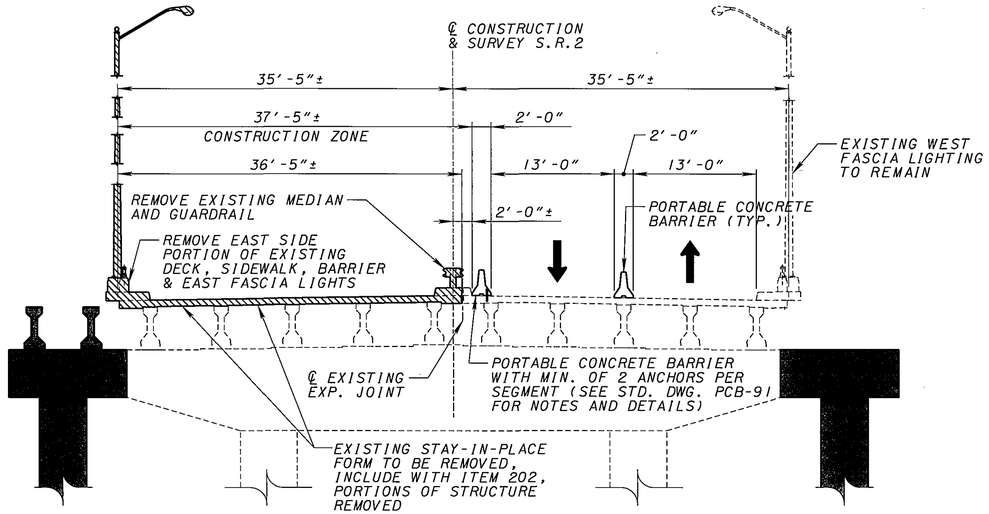
ESTIMATED QUANTITIES
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

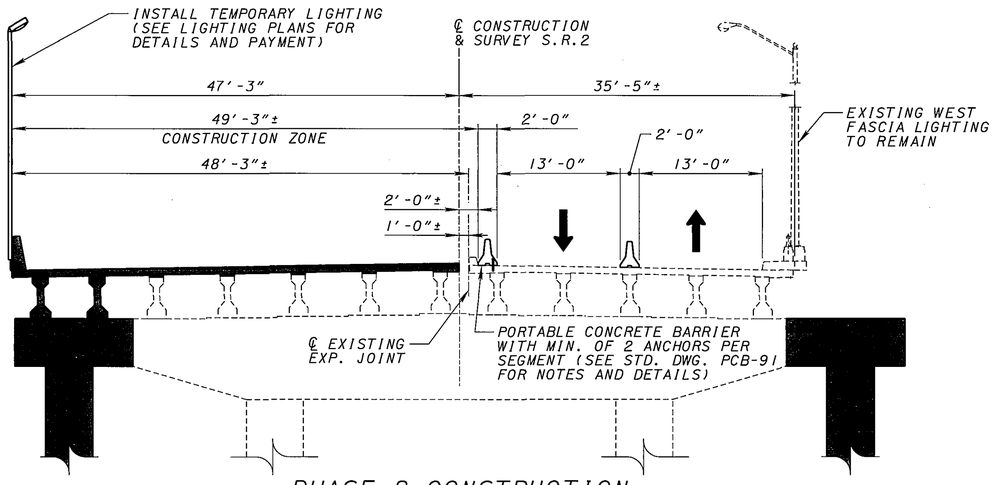
j:\2470L.000T_Edison Bridge\Prod\Current\Bridge\Drawings\OT25O1.dgn
08/09/2004 04:51:52 PM



PHASE 1 CONSTRUCTION



PHASE 2 DEMOLITION



PHASE 2 CONSTRUCTION

PHASE 1 CONSTRUCTION - PIERS & CROSS OVER

PHASE 1 CONSTRUCTION IS ANTICIPATED TO OCCUR FROM THE END OF FEBRUARY 2005 TO SEPTEMBER 14, 2005. NO WORK IN WATER, WITHIN THE CHANNEL, SHALL BE PERMITTED FROM MARCH 15, 2005 TO JUNE 15, 2005. WORK ABOVE NORMAL HIGH WATER WILL BE PERMITTED. WORK FOR THIS PHASE WILL INCLUDE THE FOLLOWING TASKS:

1) SETUP PHASE 1 MOT PER ODOT MUTCD.
2) BEGIN CONSTRUCTION OF PROPOSED PIERS INCLUDING DRILLED SHAFTS, COLUMNS AND PIER CAPS.
3) EAST FASCIA GIRDER FABRICATION AND POSSIBLE ERECTION.
4) CROSS OVER CONSTRUCTION FOR PHASE 2.
5) CONSTRUCT WEATHER STATION, CONTROL CENTER AND TRANSFORMER EMBANKMENT (STA. 103+25 TO STA 104+25)
6) ADD NEW TRANSFORMER, TEMPORARY CONDUIT AND WIRING FOR EXISTING WESTSIDE LIGHTING WHILE MAINTAINING EXISTING POWER.
7) ADD TEMPORARY NAVIGATIONAL LIGHTS, THEN REMOVE EXISTING LIGHTS AND STORE FOR REUSE IN PHASE 4.
8) WEATHER STATION RELOCATION.
9) ABUTMENT EXTENSIONS & BACKWALL MODIFICATIONS.

DURING THIS PHASE, EXISTING TRAFFIC PATTERNS CONSISTING OF TWO 12' TRAVEL LANES WITH SHOULDERS WILL BE MAINTAINED IN EACH DIRECTION. FOR CROSS OVER CONSTRUCTION AND TEMPORARY SHOULDER IMPROVEMENTS, THE USE OF SHOULDER CLOSURES AND TEMPORARY OFF PEAK LANE CLOSURES WILL BE UTILIZED (SEE PERMITTED LANE CLOSURE SCHEDULE ON MOT GENERAL NOTES). REFER TO MOT NOTES AND PLANS FOR ADDITIONAL DETAILS.

PHASE 2 CONSTRUCTION - EAST SUPERSTRUCTURE & ROADWAY

PHASE 2 CONSTRUCTION IS ANTICIPATED TO BEGIN SEPTEMBER 15, 2005, AND CONTINUE TO MAY 15, 2006. NO WORK IN WATER, WITHIN THE CHANNEL, SHALL BE PERMITTED FROM MARCH 15, 2006 TO THE END OF PHASE 2. WORK ABOVE NORMAL HIGH WATER WILL BE PERMITTED. WORK FOR THIS PHASE WILL INCLUDE THE FOLLOWING TASKS:

1) SETUP PHASE 2 MOT.
2) COORIDINATE WITH TOLEDO EDISON TO SWITCH OVER POWER TO NEW TRANSFORMER WITH MINIMAL POWER INTERUPTION.
3) CONTINUE CONSTRUCTION OF PROPOSED PIERS INCLUDING DRILLED SHAFTS, COLUMNS AND PIER CAPS.
4) ERECTION OF EAST FASCIA GIRDERS.
5) WEST FASCIA GIRDER FABRICATION.
6) EASTSIDE ABUTMENT EXTENSIONS AND BACKWALL MODIFICATIONS.
7) EASTSIDE LIGHT REMOVAL.
8) EASTSIDE DECK AND BARRIER REMOVAL.
9) REPLACEMENT OF EAST SIDE BEARINGS.
10) EASTSIDE DECK & PARAPET PLACEMENT.
11) INSTALL EASTSIDE TEMPORARY LIGHTING.
12) EASTSIDE APPROACH SLAB.
13) WESTSIDE PIER CONSTRUCTION.
14) EAST SHOULDER WIDENING AND GUARDRAIL.
15) CROSS OVER CONSTRUCTION FOR PHASE 3.
16) SETUP PHASE 3 MOT.

DURING THIS PHASE, TRAFFIC WILL BE SHIFTED TO THE WESTSIDE OF THE BRIDGE AND WILL INCLUDE ONE 11' TRAVEL LANE IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A TOTAL OF TWO TRAVEL LANES WILL BE UTILIZED. THE TRAFFIC LANE SHIFT WILL BE IMPLEMENTED THROUGH THE USE OF CROSS OVERS, TEMPORARY CONCRETE BARRIER, ADVANCED WARNING SIGNS, BARRELS, AND VARIABLE MESSAGE SIGNS. NO TEMPORARY LANE CLOSURES SHALL BE UTILIZED (SEE PERMITTED LANE CLOSURE SCHEDULE ON MOT GENERAL NOTES). REFER TO MOT NOTES AND PLANS FOR ADDITIONAL DETAILS.

LEGEND

- INDICATES DEMOLITION
- INDICATES CONSTRUCTION

NOTE:

1. FOR FINAL TRANSVERSE SECTION SEE SHEET 20/48.

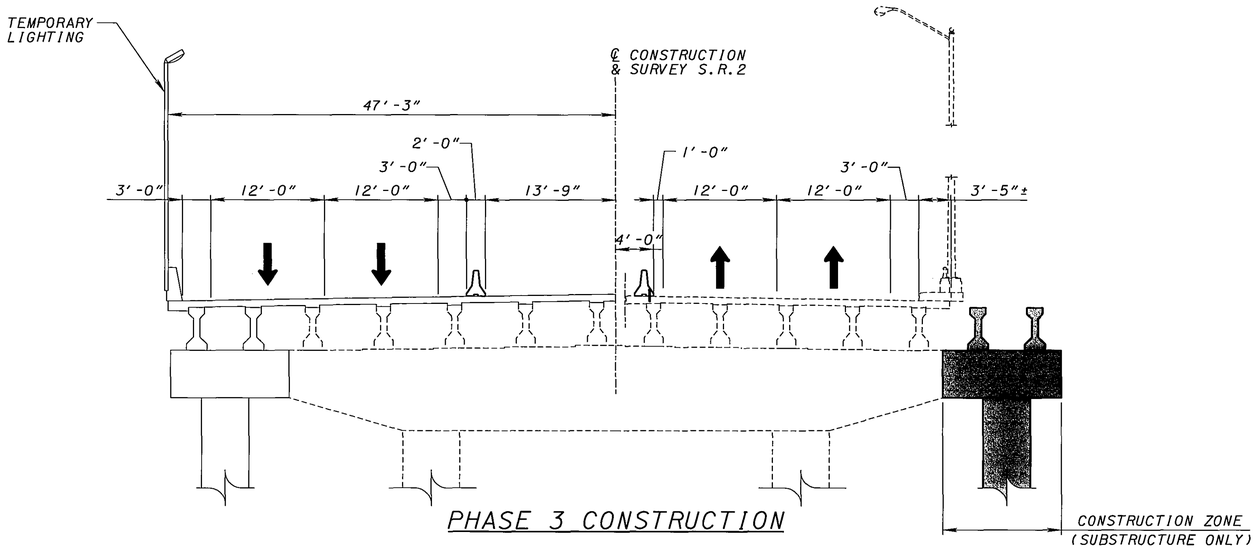
PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	SJG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

PHASED CONSTRUCTION DETAILS - 1
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\21470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\GT2PCI.dgn
07/29/2004 09:56:37 AM



PHASE 3 CONSTRUCTION

PHASE 3 CONSTRUCTION - WEST PIERS & GIRDERS

PHASE 3 CONSTRUCTION IS ANTICIPATED TO BEGIN MAY 16, 2006 AND CONTINUE TO SEPTEMBER 14, 2006. NO WORK IN WATER, WITHIN THE CHANNEL, SHALL BE PERMITTED FROM THE ANTICIPATED BEGINNING OF PHASE 3 TO JUNE 15, 2006. WORK ABOVE NORMAL HIGH WATER WILL BE PERMITTED. WORK FOR THIS PHASE WILL INCLUDE THE FOLLOWING TASKS:

1) CONTINUE CONSTRUCTION OF PROPOSED WESTSIDE SUBSTRUCTURES.
2) ERECTION OF WEST FASCIA GIRDERS.
3) CROSS OVER CONSTRUCTION FOR PHASE 4.

DURING THIS PHASE, TRAFFIC WILL BE SPLIT WITH THE TWO WESTBOUND LANES SHIFTED TO THE EASTSIDE OF THE BRIDGE AND THE TWO EASTBOUND LANES SHIFTED TO THE WESTSIDE OF THE BRIDGE. IT WILL INCLUDE TWO 12' TRAVEL LANES WITH SHOULDERS IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A TOTAL OF FOUR TRAVEL LANES WILL BE UTILIZED. THE TRAFFIC LANE SPLIT WILL BE IMPLEMENTED THROUGH THE USE OF NEW AND EXISTING PAVEMENT, TEMPORARY CONCRETE BARRIER, ADVANCED WARNING SIGNS, BARRELS, AND VARIABLE MESSAGE SIGNS. THE USE OF TEMPORARY OFF PEAK LANE CLOSURES MAY BE UTILIZED (SEE PERMITTED LANE CLOSURE SCHEDULE ON MOT GENERAL NOTES). REFER TO MOT NOTES AND PLANS FOR ADDITIONAL DETAILS.

LEGEND

- INDICATES DEMOLITION
- INDICATES CONSTRUCTION

NOTE:

1. FOR FINAL TRANSVERSE SECTION SEE SHEET 20/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	SJG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

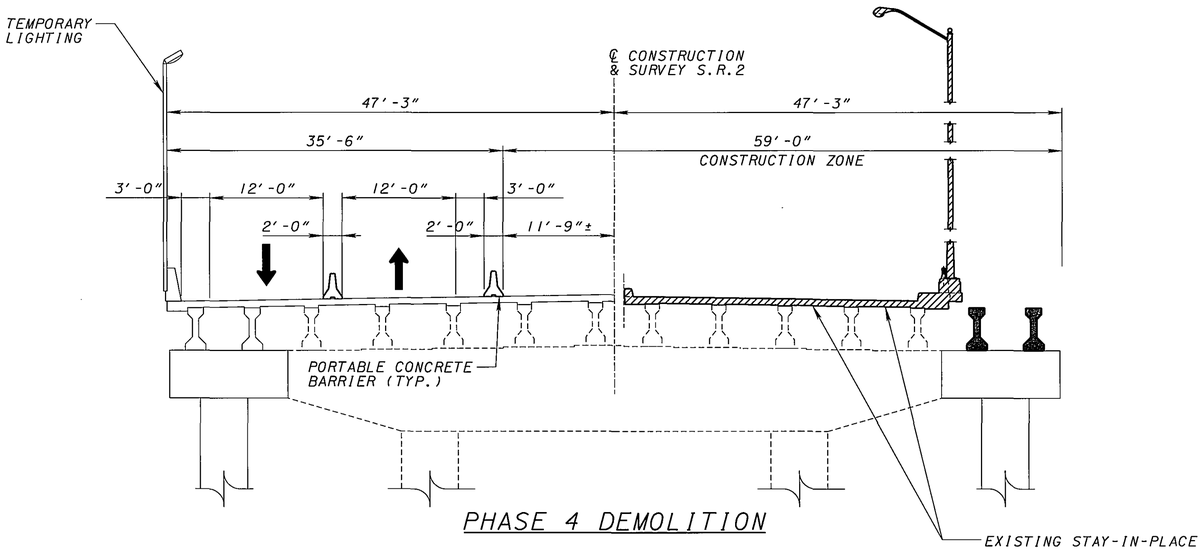
PHASED CONSTRUCTION DETAILS - II
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

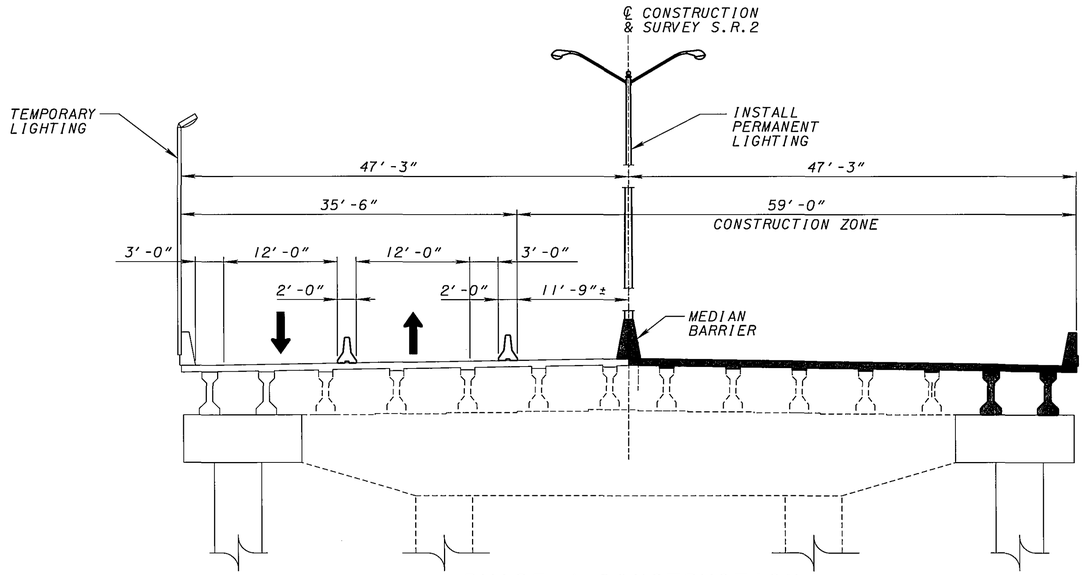
11/48

67/116

J:\24700_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2PC2.dgn
07/27/2004 02:42:55 PM



PHASE 4 DEMOLITION



PHASE 4 CONSTRUCTION

PHASE 4 CONSTRUCTION - WEST SUPERSTRUCTURE & ROADWAY

PHASE 4 CONSTRUCTION IS ANTICIPATED TO BEGIN SEPTEMBER 15, 2006, AND CONTINUE TO MAY 15, 2007. NO WORK IN WATER, WITHIN THE CHANNEL, SHALL BE PERMITTED FROM MARCH 15, 2007 TO THE END OF THE ANTICIPATED DATE OF PHASE 4. WORK ABOVE NORMAL HIGH WATER WILL BE PERMITTED. WORK FOR THIS PHASE WILL INCLUDE THE FOLLOWING TASKS:

1) SET UP PHASE 4 MOT.
2) WESTSIDE ABUTMENT EXTENSIONS AND BACKWALL MODIFICATIONS.
3) WESTSIDE LIGHTS, DECK AND BARRIER REMOVAL.
4) REPLACEMENT OF WESTSIDE BEARINGS
5) FINISH ERECTION OF WEST FASCIA GIRDERS.
6) WESTSIDE DECK, MEDIAN BARRIER AND PARAPET PLACEMENT.
7) WESTSIDE APPROACH SLAB.
8) INSTALL PERMANENT MEDIAN AND NAVIGATIONAL LIGHTING.
9) REMOVE TEMPORARY TRAFFIC AND NAVIGATIONAL LIGHTING.
10) WEST SHOULDER WIDENING AND GUARDRAIL.
11) REMOVE CROSS OVERS.
12) MEDIAN GUARDRAIL.
13) FINAL PAVEMENT STRIPING
14) REMOVE ALL MOT DEVICES..
15) OPEN TO TRAFFIC.

DURING THIS PHASE, TRAFFIC WILL BE SHIFTED TO THE EASTSIDE OF THE BRIDGE AND WILL INCLUDE ONE 12′ TRAVEL LANE WITH 3′ SHOULDER IN BOTH THE EASTBOUND AND WESTBOUND DIRECTIONS. A TOTAL OF TWO TRAVEL LANES WITH SHOULDERS WILL BE UTILIZED. THE TRAFFIC LANE SHIFT WILL BE IMPLEMENTED THROUGH THE USE OF CROSS OVERS, TEMPORARY CONCRETE BARRIER, ADVANCED WARNING SIGNS, BARRELS AND VARIABLE MESSAGE SIGNS. NO TEMPORARY LANE CLOSURES SHALL BE UTILIZED (SEE PERMITTED LANE CLOSURE SCHEDULE ON MOT GENERAL NOTES). REFER TO MOT NOTES AND PLANS FOR ADDITIONAL DETAILS.

LEGEND

- INDICATES DEMOLITION
- INDICATES CONSTRUCTION

NOTE:

1. FOR FINAL TRANSVERSE SECTION SEE SHEET 20/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN SJG | REVIEWED EBS | DATE 6/9/04
CHECKED LJF | REVISED | STRUCTURE FILE NUMBER 6200788

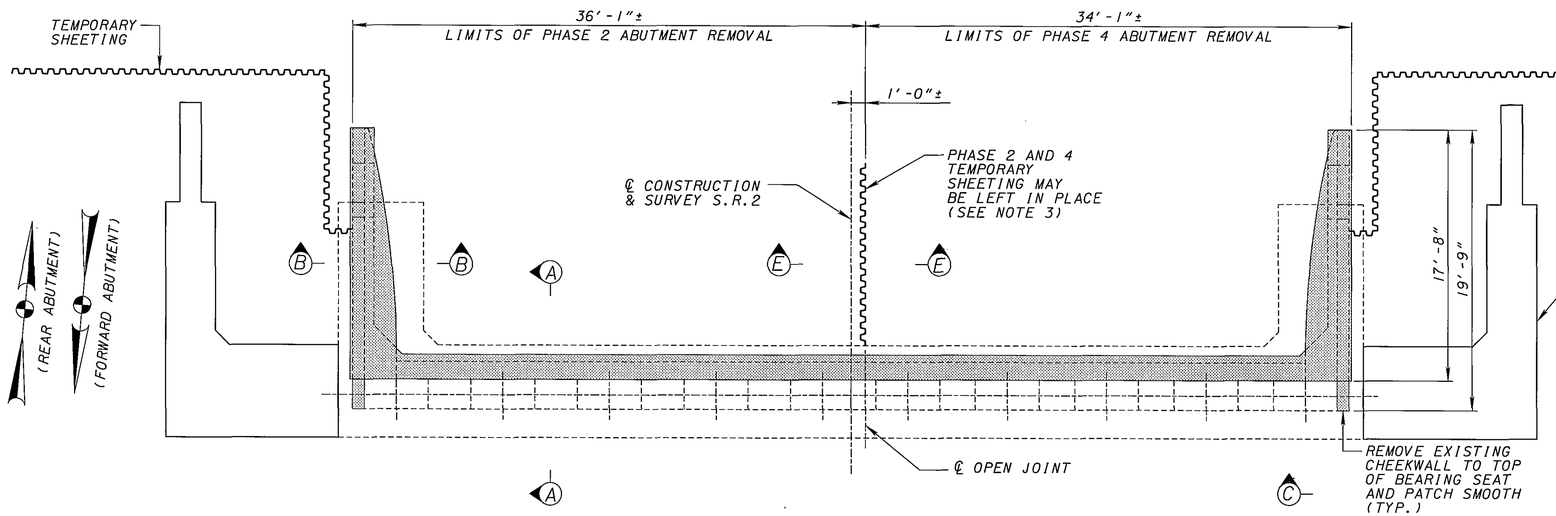
PHASED CONSTRUCTION DETAILS - III
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

12/48

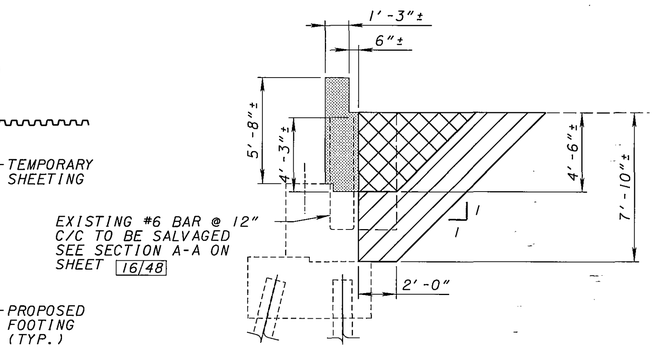
68/116

J:\21470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\012PC3.dgn
07/29/2004 10:37:09 AM

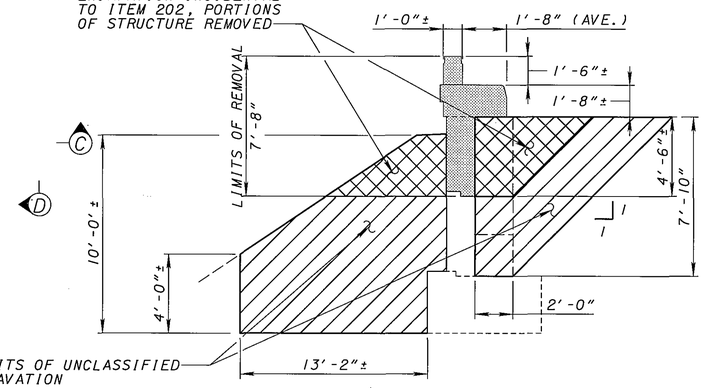


TYPICAL ABUTMENT DEMOLITION PLAN

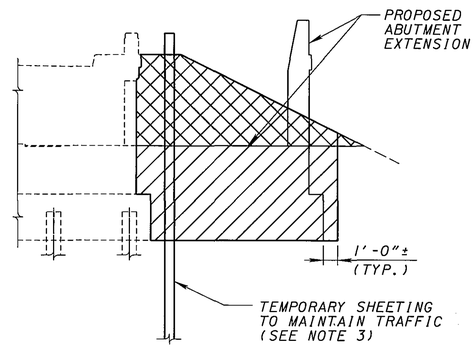
(FORWARD ABUTMENT SHOWN, REAR ABUTMENT OPPOSITE HAND)



SECTION A-A

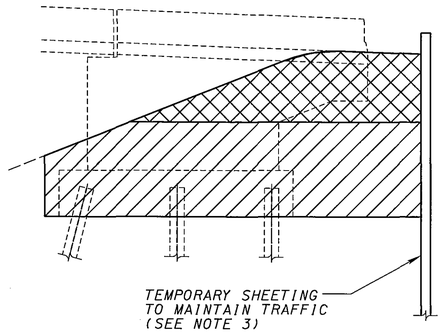


SECTION B-B



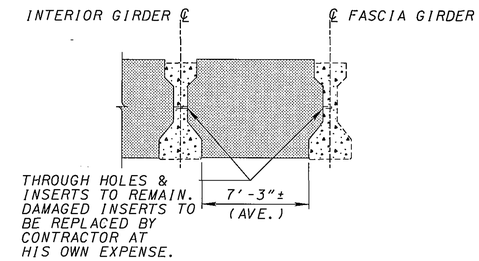
VIEW C-C

(EXISTING RAILING NOT SHOWN)

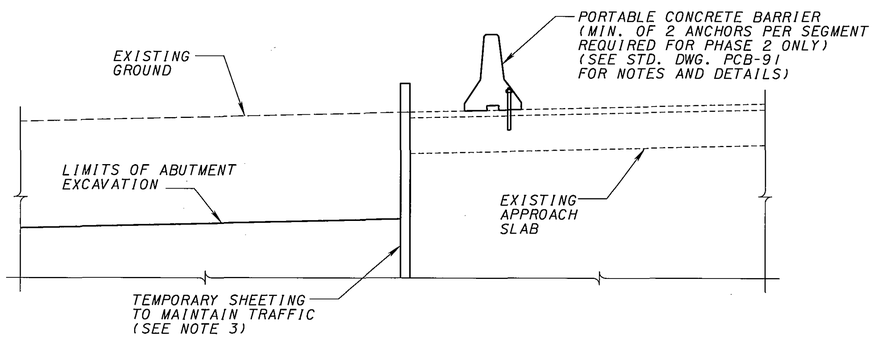


VIEW D-D

(EXISTING RAILING NOT SHOWN)

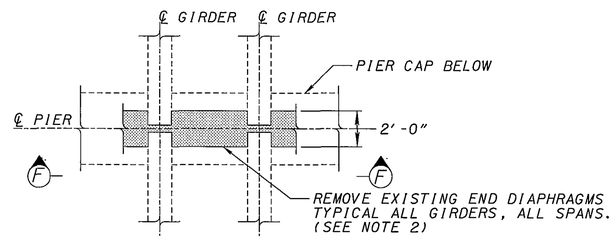


SECTION F-F



SECTION E-E

(PHASE 2 SHOWN, PHASE 4 SIMILAR)



TYPICAL END DIAPHRAGM DEMOLITION PLAN

(TYPICAL PIER DIAPHRAGM SHOWN, EXPANSION PIER AND ABUTMENT DIAPHRAGMS SIMILAR)

NOTES:

1. EXISTING INTERMEDIATE DIAPHRAGMS TO REMAIN.
2. 8 FT WIDTH OF DECK CENTERED OVER PIERS ALONG WITH PIER DIAPHRAGMS TO BE REMOVED PRIOR TO FULL DECK REMOVAL.
3. SHEET PILING SHALL HAVE A MINIMUM SECTION MODULUS OF 23.3 IN^3 PER FOOT OF WALL, BASED ON 25 KSI ALLOWABLE BENDING STRESS.

LEGEND:

- INDICATES LIMITS OF CONCRETE REMOVAL (COST INCLUDED WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT)
- INDICATES LIMITS OF EXCAVATION (COST INCLUDED WITH ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN FOR PAYMENT)
- INDICATES LIMITS OF EXCAVATION (COST CONSIDERED INCEDENTAL TO ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN)

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	BMG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

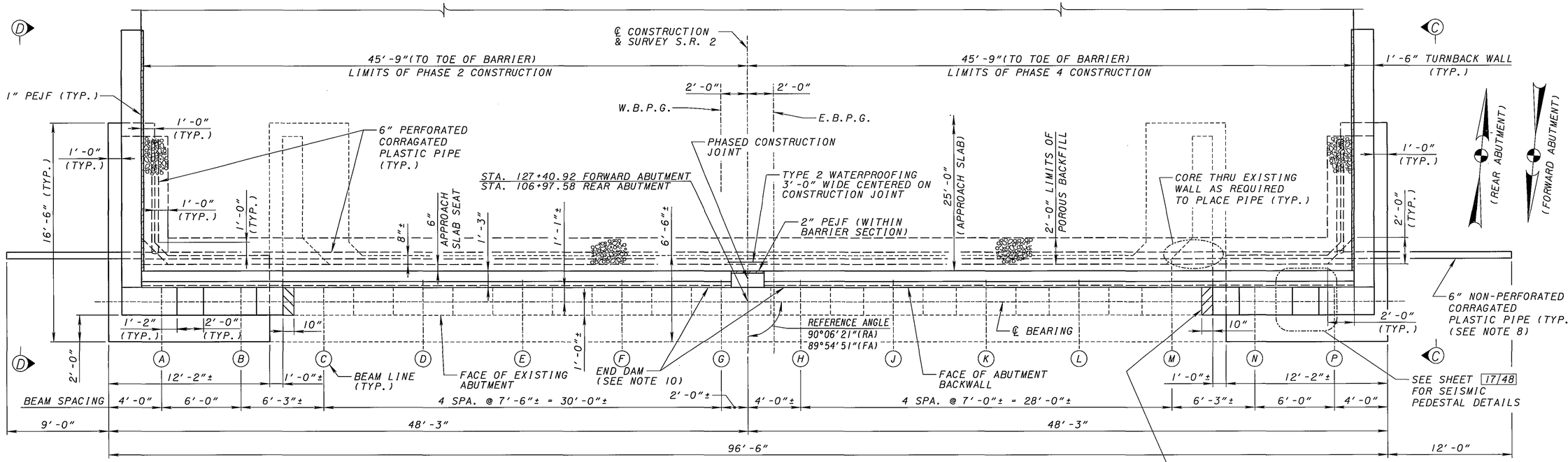
TYPICAL REMOVAL & EXCAVATION DETAILS

BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

13/48

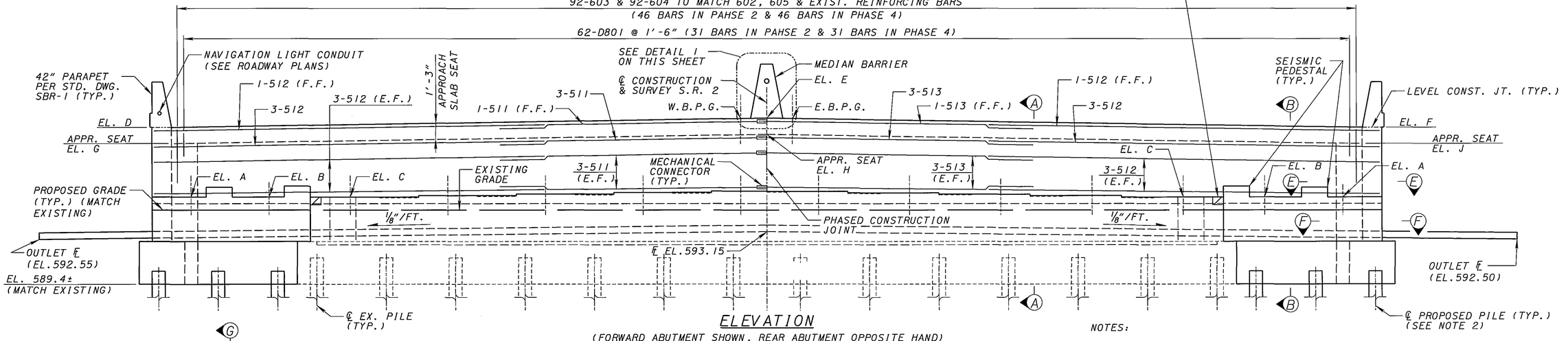
69/116



PLAN

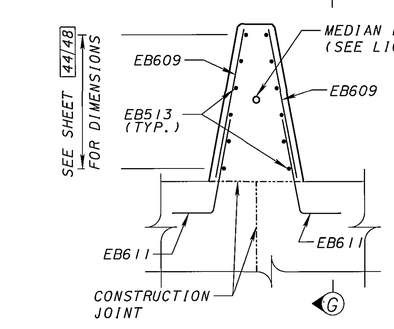
(FORWARD ABUTMENT SHOWN, REAR ABUTMENT OPPOSITE HAND)

PATCH BEARING SEAT AT EXISTING CURTAIN WALL (TYP.) (SEE NOTE 6)

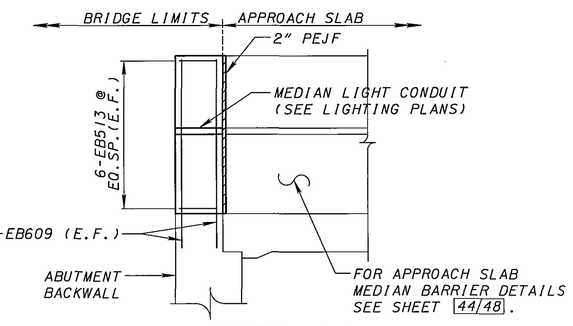


ELEVATION

(FORWARD ABUTMENT SHOWN, REAR ABUTMENT OPPOSITE HAND)



DETAIL 1



SECTION G-G

MINIMUM LAP LENGTH (UNLESS NOTED OTHERWISE)
#5 BAR = 3'-5"

ELEVATIONS		
ELEV.	REAR ABUT.	FWD. ABUT.
A	595.97	595.84
B	596.07	595.93
C	596.1±	596.1±
D	601.70	601.57
E	602.39	602.25
F	601.71	601.56
G	600.45	600.32
H	601.14	601.00
J	600.46	600.31

NOTES:

1. ALL ABUTMENT REINFORCING STEEL SHALL BE PREFIXED ERA (EPOXY REAR ABUTMENT) OR EFA (EPOXY FORWARD ABUTMENT) AS APPROPRIATE, UNLESS NOTED OTHERWISE.
2. FOR PILE LAYOUT, FOOTING PLAN AND ABUTMENT DETAILS, SEE SHEET 15/48.
3. FOR ABUTMENT SECTIONS AND DETAILS, SEE SHEET 16/48.
4. SEE SITE PLANS FOR ABUTMENT ORIENTATIONS.
5. ALL BACKWALL ELEVATIONS ARE MEASURED AT THE FRONT FACE OF BACKWALL.
6. REMOVE TOP 6" OF EXISTING CONCRETE WITHIN AREA SHOWN AND REPLACE TO SMOOTH FINISH. COST INCLUDED WITH ITEM 511, CLASS C CONCRETE, ABUTMENT FOR PAYMENT.
7. FOR APPROACH SLAB DETAILS, SEE SHEET 43/48.
8. FOR DRAINAGE PIPE TERMINATION DETAIL, SEE SHEET 17/48.
9. FOR END DAM TERMINATION DETAILS, SEE SHEET 39/48 .

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN BMG | CHECKED LJF | REVISED | REVIEWED EBS | DATE 6/9/04 | STRUCTURE FILE NUMBER 6200788

TYPICAL ABUTMENT PLAN AND ELEVATION

BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

14/48

70/116

J:\24170L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\GT2RAI.dgn
07/29/2004 05:55:16 PM

LEGEND:
[##] - REAR ABUTMENT PILE IDENTIFICATION NUMBER
(##) - FORWARD ABUTMENT PILE IDENTIFICATION NUMBER
- INDICATES VERTICAL PILE
- INDICATES PILE BATTERED @ 4:1

STA. 127+40.92 FORWARD ABUTMENT
STA. 106+97.58 REAR ABUTMENT

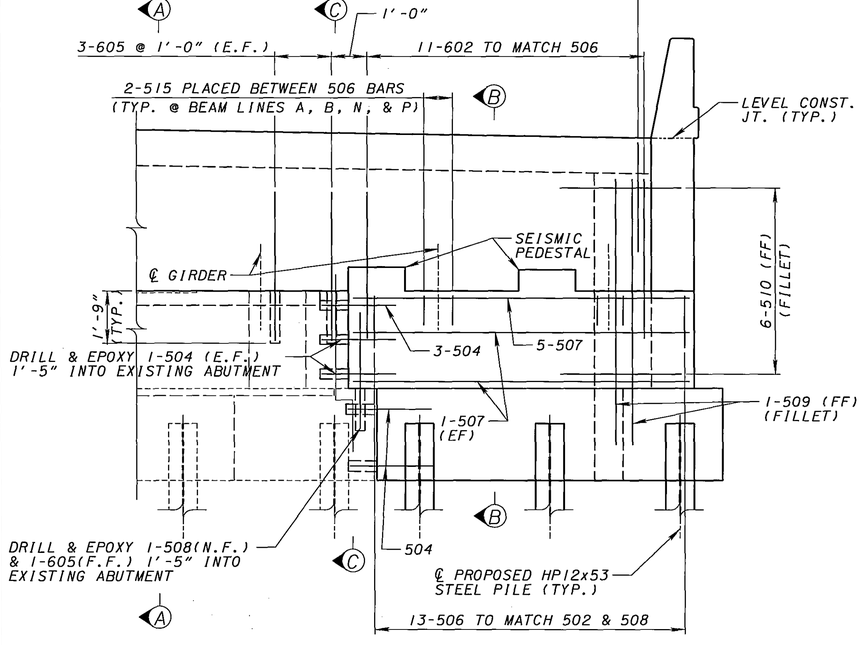
℄ PILES (ROW 4)
℄ PILES (ROW 2)
℄ PILES (ROW 3)
℄ PILES (ROW 1)
℄ CONSTRUCTION & SURVEY SR 2
℄ BEARING
REFERENCE ANGLE SEE SHEET [14/48]

(REAR ABUTMENT)
(FORWARD ABUTMENT)

1'-6" 4'-7" 4'-7" 3'-0"± 6 SPA. @ 5'-4"± = 32'-0"± 5'-2"± 6 SPA. @ 5'-4"± = 32'-0"± 3'-0"± 4'-7" 4'-7" 1'-6"
12'-2"± 36'-1"± 36'-1"± 12'-2"±
46'-9"± (TYP.) 46'-9"± (TYP.)
96'-6"±

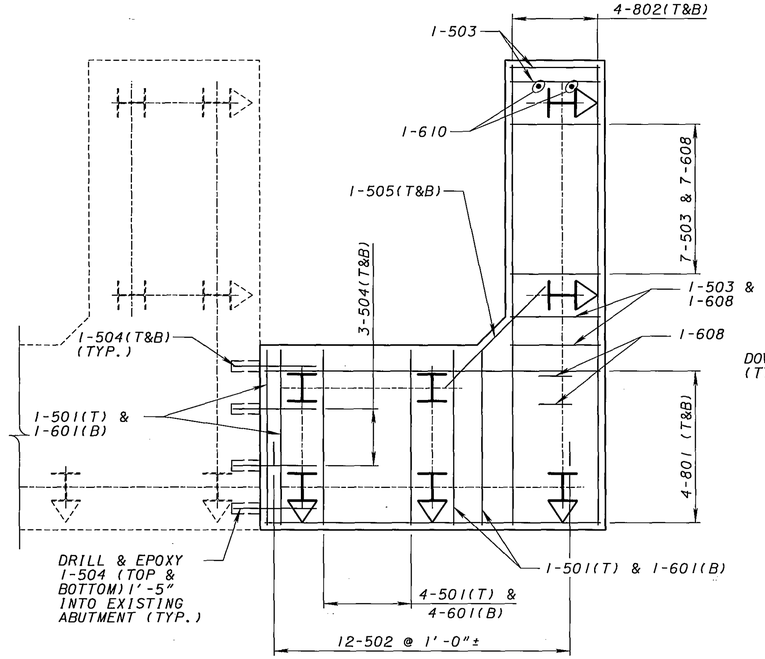
FOOTING PLAN

(FORWARD ABUTMENT SHOWN, REAR ABUTMENT OPPOSITE HAND)
(SYMMETRIC ABOUT ℄ CONSTRUCTION & SURVEY SR 2)



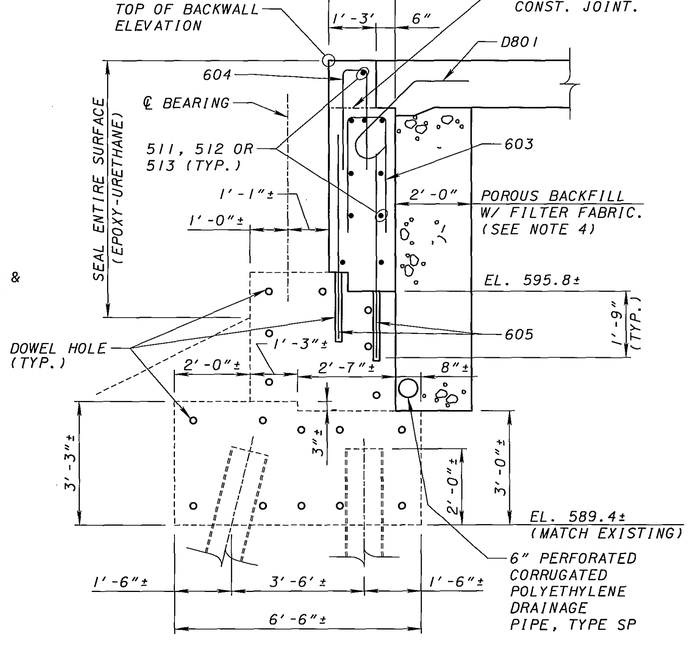
ELEVATION

(REAR EAST & FORWARD WEST ABUTMENT SECTION SHOWN,
REAR WEST & FORWARD EAST ABUTMENT SECTION OPPOSITE HAND)
(SYMMETRIC ABOUT ℄ CONSTRUCTION & SURVEY SR 2)



PARTIAL FOOTING PLAN

(REAR EAST & FORWARD WEST ABUTMENT SECTION SHOWN,
REAR WEST & FORWARD EAST ABUTMENT SECTION OPPOSITE HAND)
(SYMMETRIC ABOUT ℄ CONSTRUCTION & SURVEY SR 2)



SECTION C-C

NOTES:

1. FOR SECTIONS A-A AND B-B, SEE SHEET [16/48].
2. ALL ABUTMENT REINFORCING STEEL SHALL BE PREFIXED ERA (EPOXY REAR ABUTMENT) OR EFA (EPOXY FORWARD ABUTMENT) AS APPROPRIATE.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN BMG | REVIEWED SDG | DATE 6/9/04
CHECKED LJF | REVISED | STRUCTURE FILE NUMBER 6200788

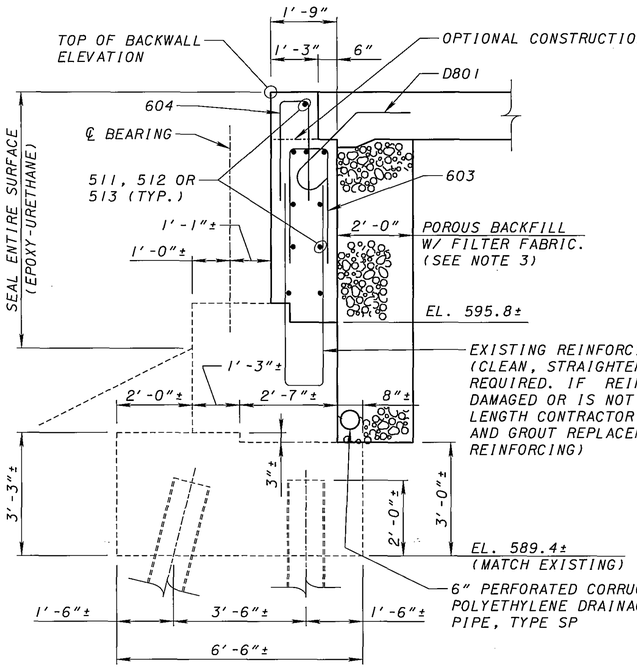
TYPICAL ABUTMENT FOOTING PLAN AND MODIF. DETAILS

BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

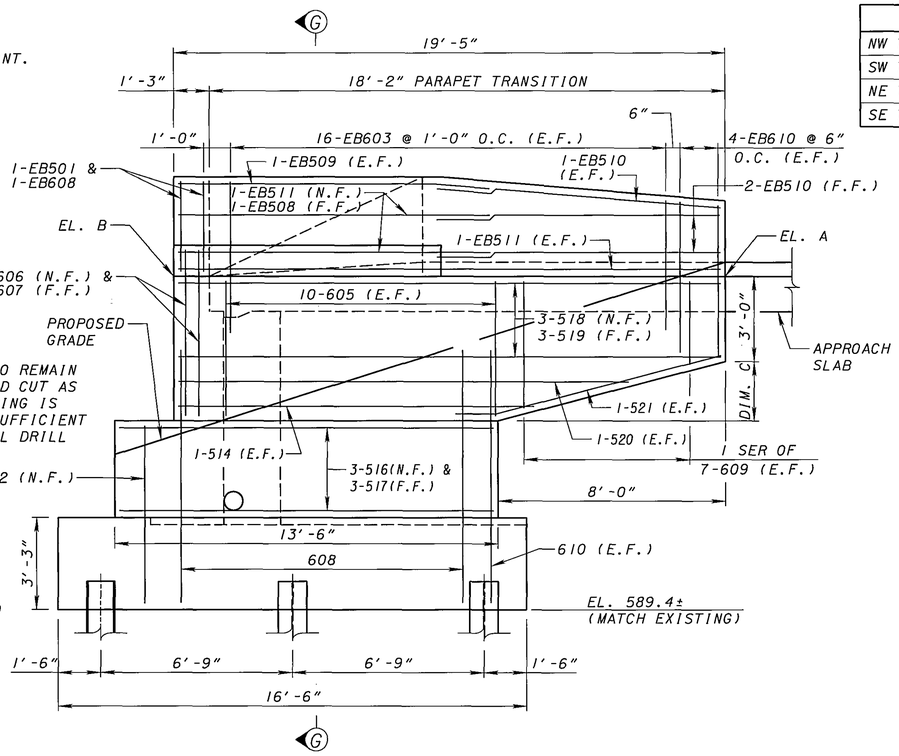
OTT-2-28.47/
ERI-2-0.00

15/48
71/116

J:\21470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\012RA2.dgn
07/27/2004 02:52:51 PM



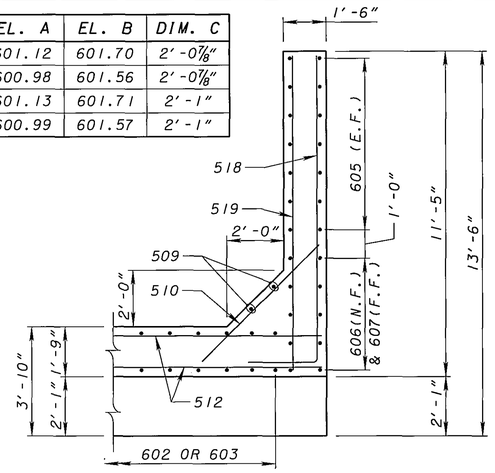
SECTION A-A



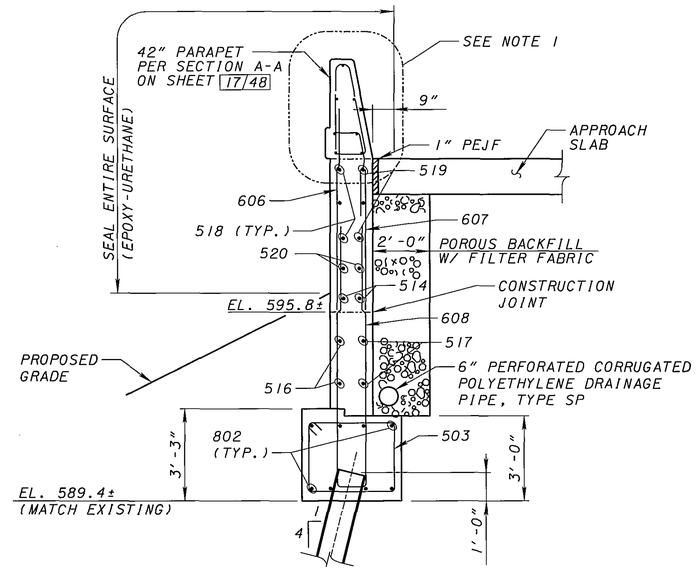
VIEW C-C

(VIEW C-C SHOWN, VIEW D-D OPPOSITE HAND)

LOCATION	EL. A	EL. B	DIM. C
NW TURNBACK WALL	601.12	601.70	2'-0⅞"
SW TURNBACK WALL	600.98	601.56	2'-0⅞"
NE TURNBACK WALL	601.13	601.71	2'-1"
SE TURNBACK WALL	600.99	601.57	2'-1"

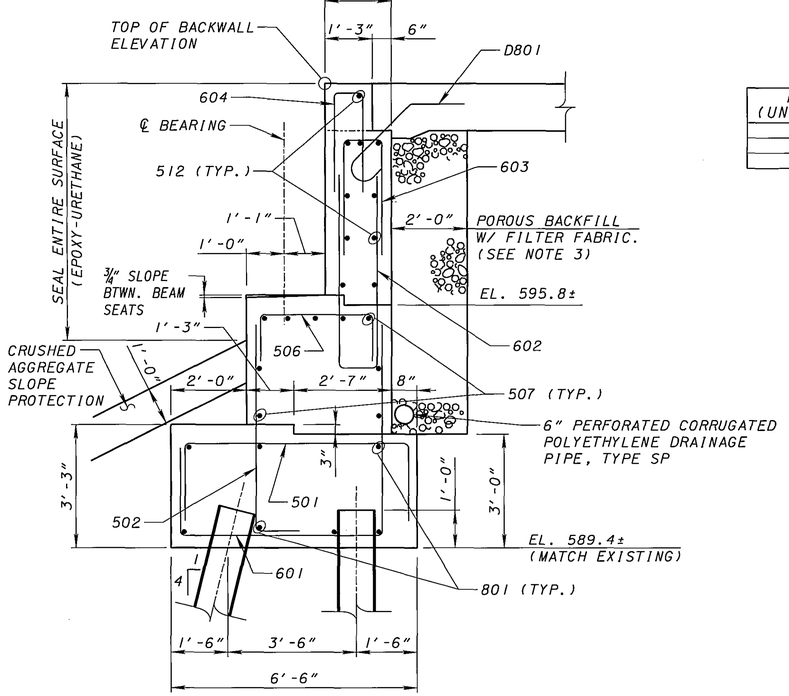


SECTION E-E

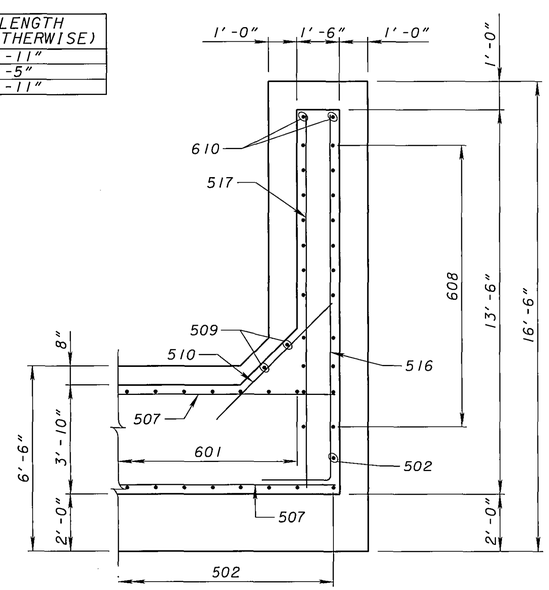


SECTION G-G

MINIMUM LAP LENGTH (UNLESS NOTED OTHERWISE)
#4 BAR = 1'-11"
#5 BAR = 2'-5"
#6 BAR = 2'-11"



SECTION B-B



SECTION F-F

NOTES:

1. FOR PARAPET TRANSITION DETAILS, SEE SHEET 17/48.
2. FOR MEDIAN BARRIER TRANSITION DETAILS ON APPROACH SLAB, SEE SHEET 44/48.
3. POROUS BACKFILL WITH FILTER FABRIC: 2 FEET THICK SHALL EXTEND UP TO THE TOP OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
4. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. ALL ABUTMENT REINFORCING STEEL SHALL BE PREFIXED ERA (EPOXY REAR ABUTMENT OR EFA (EPOXY FORWARD ABUTMENT) AS APPROPRIATE, UNLESS NOTED OTHERWISE.
6. FOR LOCATION OF SECTIONS A-A, B-B, E-E, F-F, VIEW C-C AND D-D, SEE SHEET 14/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN SJG | REVIEWED EBS | DATE 6/9/04
CHECKED LJF | REVISED | STRUCTURE FILE NUMBER 6200788

TYPICAL ABUTMENT SECTIONS AND DETAILS

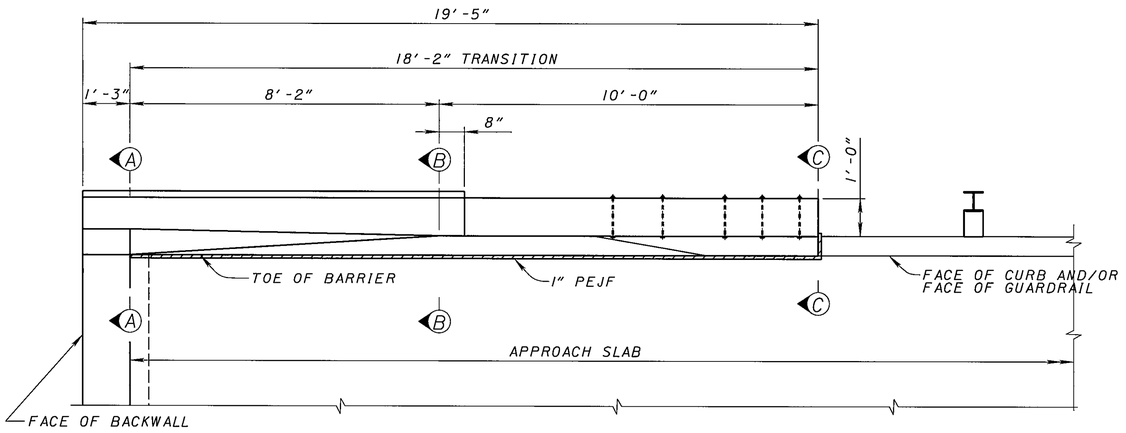
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

16/48

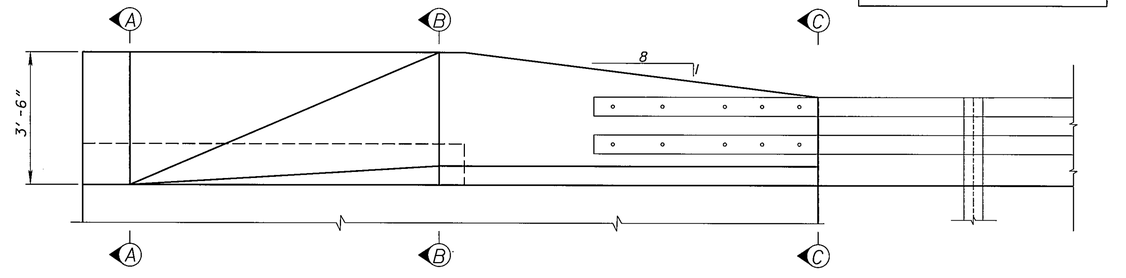
72
116

J:\21470L_000T_Edison Bridges\Prod\Current\Bridges\Drawings\OT2N02.dgn
07/29/2004 11:58:59 AM



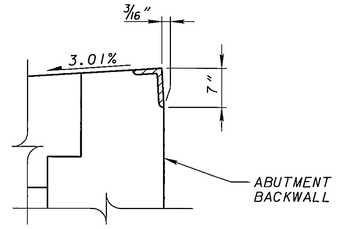
TRANSITION PARAPET PLAN

MINIMUM LAP LENGTH (UNLESS NOTED OTHERWISE)
#5 BAR = 2'-5"

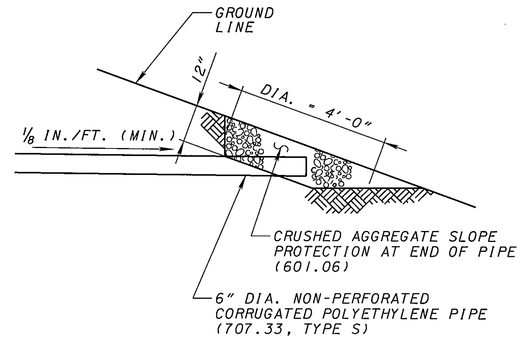


TRANSITION PARAPET ELEVATION

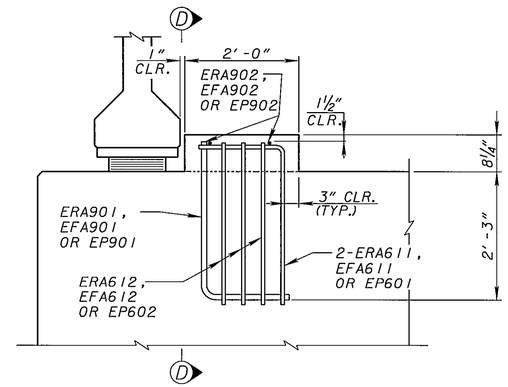
(SEE VIEW C-C ON SHEET 16/48 FOR REINFORCING)



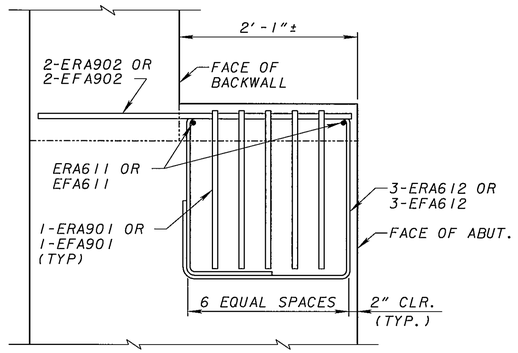
DETAIL B



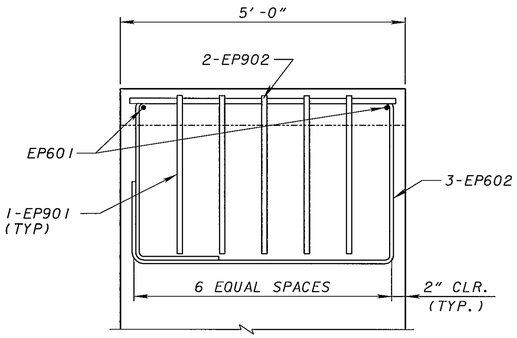
TERMINATION OF 6" NON-PERFORATED CORRUGATED POLYETHYLENE PIPE (NPCPP)



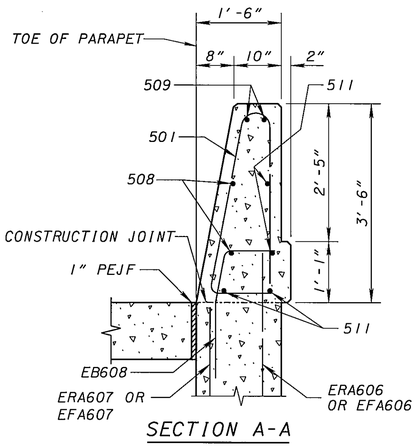
FRONT VIEW OF SEISMIC PEDESTAL



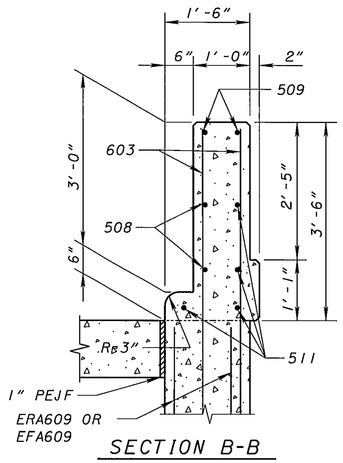
SECTION D-D (ABUTMENTS)



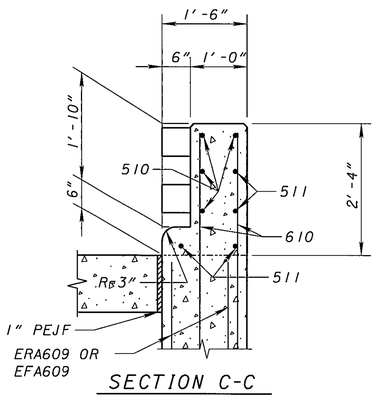
SECTION D-D (PIERS)



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. FOR ADDITIONAL PARAPET TRANSITION NOTES AND DETAILS, SEE SHEET 16/48. PAYMENT FOR PARAPET TRANSITION INCLUDED WITH ITEM 511, CLASS C CONCRETE, ABUTMENT.
2. ALL REINFORCING STEEL SHALL BE PREFIXED EB (EPOXY-BARRIER), UNLESS NOTED OTHERWISE.
3. FOR LOCATION OF DETAIL B, SEE SHEET 39/48.
4. FOR LOCATION OF SIESMIC PEDESTALS, SEE SHEETS 14/48 AND 18/48.
5. FOR LOCATION OF PIPE TERMINATION, SEE SHEET 14/48.
6. FOR ERA (EPOXY COATED REAR ABUTMENT) AND EFA (EPOXY COATED FWD ABUTMENT) REINFORCING PLACEMENT LOCATION, SEE SHEET 16/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	BMG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

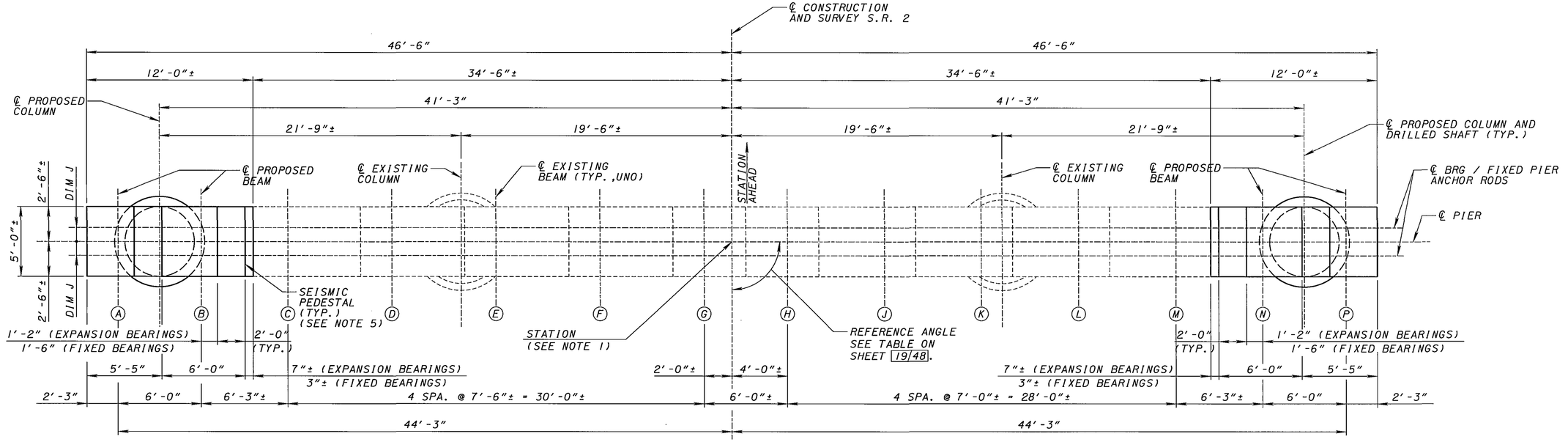
PARAPET TRANSITION & MISCELLANEOUS DETAILS
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

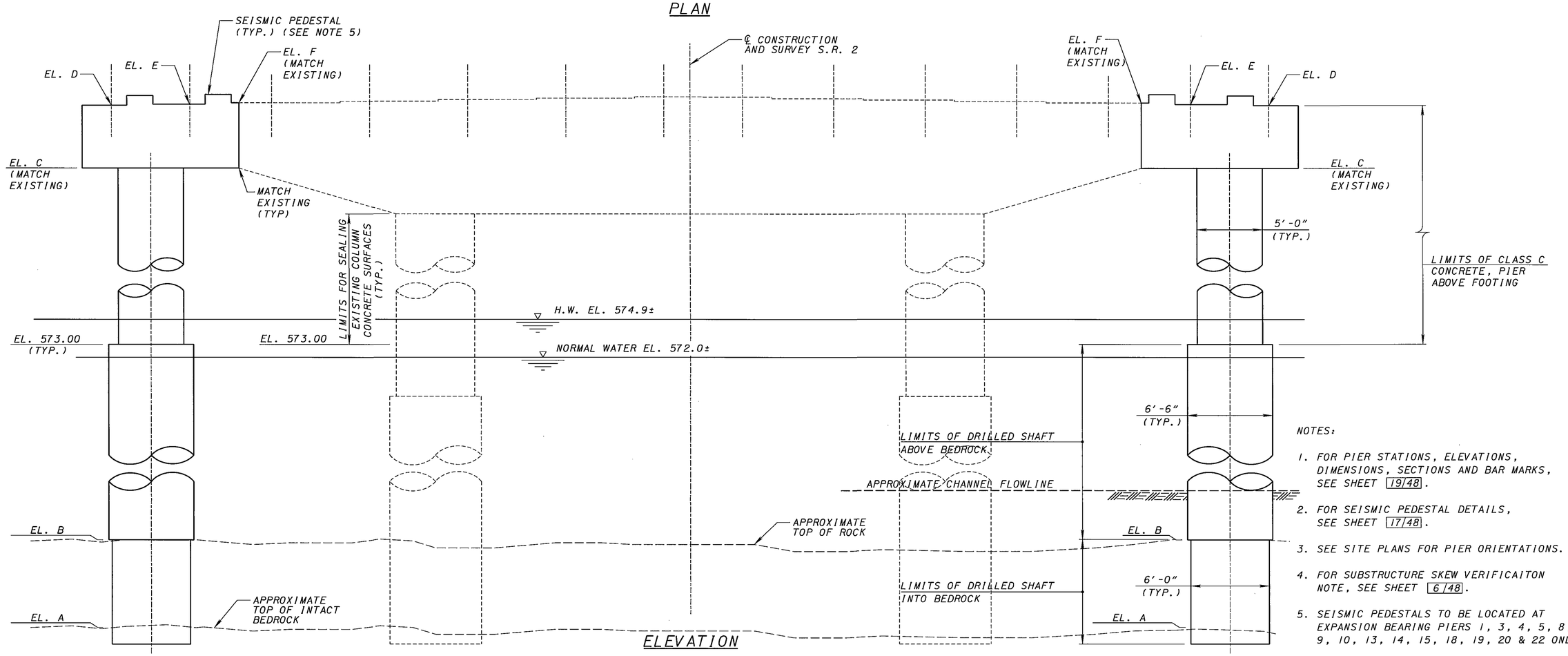
17/48

73
116

\\A2H470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SDJ.dgn
07/29/2004 11:57:09 AM



PLAN



ELEVATION

NOTES:

1. FOR PIER STATIONS, ELEVATIONS, DIMENSIONS, SECTIONS AND BAR MARKS, SEE SHEET 19/48.
2. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 17/48.
3. SEE SITE PLANS FOR PIER ORIENTATIONS.
4. FOR SUBSTRUCTURE SKEW VERIFICAITON NOTE, SEE SHEET 6/48.
5. SEISMIC PEDESTALS TO BE LOCATED AT EXPANSION BEARING PIERS 1, 3, 4, 5, 8, 9, 10, 13, 14, 15, 18, 19, 20 & 22 ONLY.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
BMG	SJG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

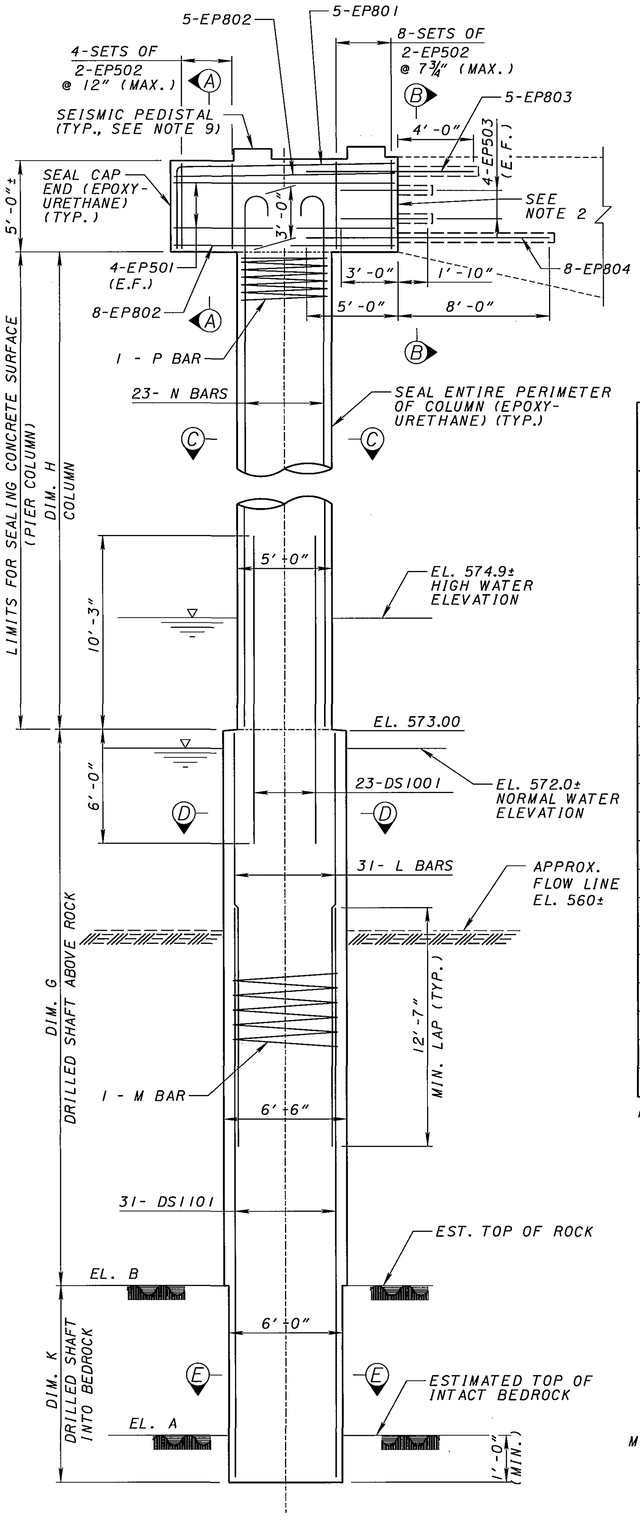
TYPICAL PIER PLAN AND ELEVATION
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

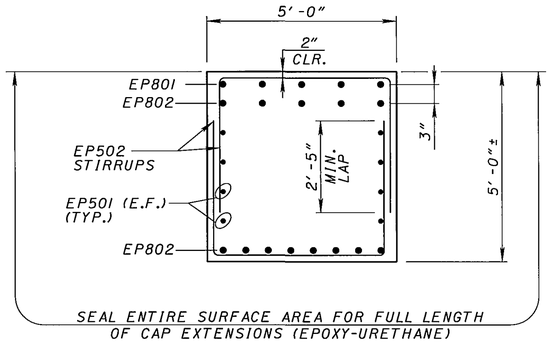
18/48

74/116

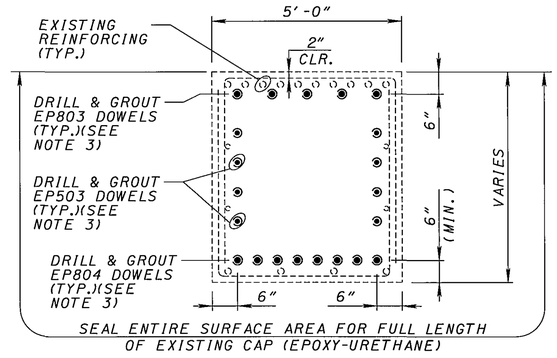
J:\24TOL_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2Pl1.dgn
07/27/2004 02:53:59 PM



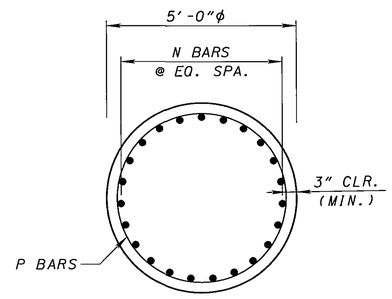
TYPICAL PIER EXTENSION ELEVATION



SECTION A-A



SECTION B-B

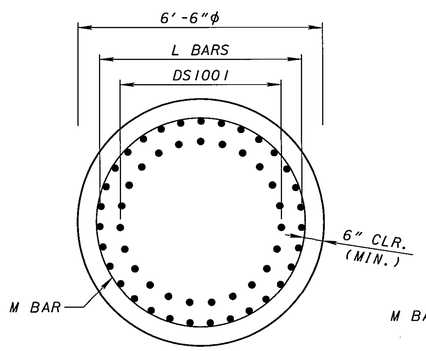


SECTION C-C

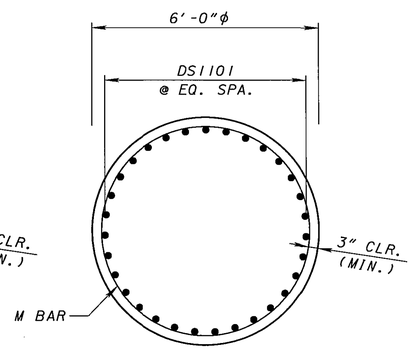
SEAL ENTIRE PERIMETER (EPOXY-URETHANE)

PIER	REFERENCE ANGLE	DRILLED SHAFT IDENT. NOS.	STATION	DRILLED SHAFT IDENT. NOS.	STATION	OFFSET	ELEVATIONS						DIMENSIONS				BAR MARKS			
							A	B	C	D	E	F	G	H	J	K	L	M	N	P
1	89°-50'-24"	1	107+74.43	2	107+74.19	41'-3"	518±	525±	593.24	598.18	598.28	598.2±	48'±	20'-2⅞"	12"	8'±	DS1102	SP412	EP1001	SP401
2	89°-58'-29"	3	108+64.31	4	108+64.27	41'-3"	516±	524±	595.95	600.92	601.01	600.9±	49'±	22'-11¾"	12"	9'±	DS1103	SP413	EP1002	SP402
3	89°-41'-51"	5	109+54.45	6	109+54.01	41'-3"	518±	528±	598.34	603.29	603.38	603.3±	45'±	25'-4"	12"	11'±	DS1102	SP412	EP1003	SP403
4	90°-12'-40"	7	110+44.11	8	110+44.41	41'-3"	521±	532±	600.60	605.44	605.53	605.6±	41'±	27'-7⅛"	10"	12'±	DS1104	SP414	EP1004	SP404
5	89°-58'-28"	9	111+34.26	10	111+34.22	41'-3"	523±	532±	602.40	607.33	607.43	607.4±	41'±	29'-4¾"	12"	10'±	DS1105	SP415	EP1005	SP405
6	90°-03'-12"	11	112+24.23	12	112+24.31	41'-3"	526±	532±	604.06	609.01	609.11	609.0±	41'±	31'-0⅝"	12"	7'±	DS1106	SP416	EP1006	SP406
7	90°-06'-09"	13	113+14.22	14	113+14.36	41'-3"	521±	530±	605.42	610.36	610.45	610.4±	43'±	32'-5"	12"	10'±	DS1104	SP414	EP1007	SP407
8	90°-02'-36"	15	114+04.18	16	114+04.24	41'-3"	522±	528±	606.46	611.37	611.47	611.4±	45'±	33'-5½"	12"	7'±	DS1107	SP417	EP1008	SP408
9	89°-54'-48"	17	114+94.21	18	114+94.09	41'-3"	526±	526±	607.37	612.18	612.27	612.3±	47'±	34'-4⅜"	10"	6'±	DS1104	SP414	EP1009	SP409
10	89°-58'-00"	19	115+84.25	20	115+84.21	41'-3"	525±	528±	607.82	612.72	612.81	612.8±	45'±	34'-9¾"	12"	6'±	DS1105	SP415	EP1010	SP410
11	90°-08'-52"	21	116+73.99	22	116+74.21	41'-3"	523±	529±	608.13	613.04	613.14	613.1±	44'±	35'-1½"	12"	7'±	DS1105	SP415	EP1011	SP411
12	89°-41'-37"	23	117+64.25	24	117+63.81	41'-3"	527±	529±	608.13	613.04	613.13	613.1±	44'±	35'-1½"	12"	6'±	DS1111	SP421	EP1011	SP411
13	90°-09'-06"	25	118+54.01	26	118+54.23	41'-3"	519±	527±	607.82	612.70	612.79	612.8±	46'±	34'-9¾"	12"	9'±	DS1110	SP420	EP1010	SP410
14	89°-54'-51"	27	119+44.21	28	119+44.09	41'-3"	521±	526±	607.37	612.15	612.24	612.3±	47'±	34'-4⅜"	10"	6'±	DS1104	SP414	EP1009	SP409
15	90°-11'-37"	29	120+33.88	30	120+34.16	41'-3"	524±	526±	606.46	611.33	611.43	611.4±	47'±	33'-5½"	12"	6'±	DS1104	SP414	EP1008	SP408
16	89°-22'-41"	31	121+24.59	32	121+23.69	41'-3"	526±	529±	605.42	610.30	610.39	610.4±	44'±	32'-5"	12"	6'±	DS1111	SP421	EP1007	SP407
17	90°-00'-54"	33	122+14.13	34	122+14.15	41'-3"	527±	533±	604.06	608.94	609.03	609.0±	40'±	31'-0⅝"	12"	7'±	DS1109	SP419	EP1006	SP406
18	89°-49'-15"	35	123+04.06	36	123+03.80	41'-3"	526±	531±	602.40	607.25	607.34	607.4±	42'±	29'-4¾"	12"	6'±	DS1106	SP416	EP1005	SP405
19	90°-05'-45"	37	123+94.07	38	123+94.21	41'-3"	524±	529±	600.60	605.35	605.44	605.6±	44'±	27'-7⅛"	10"	6'±	DS1111	SP421	EP1004	SP404
20	89°-59'-33"	39	124+84.18	40	124+84.16	41'-3"	527±	529±	598.34	603.17	603.26	603.3±	44'±	25'-4"	12"	6'±	DS1111	SP421	EP1003	SP403
21	90°-15'-41"	41	125+73.81	42	125+74.19	41'-3"	530±	530±	595.95	600.80	600.89	600.9±	43'±	22'-11⅜"	12"	6'±	DS1108	SP418	EP1002	SP402
22	90°-03'-02"	43	126+63.91	44	126+63.99	41'-3"	530±	530±	593.24	598.05	598.15	598.2±	43'±	20'-2⅞"	12"	6'±	DS1108	SP418	EP1001	SP401

FOR LOCATION OF BAR MARKS, SEE DETAILS ON THIS SHEET.



SECTION D-D



SECTION E-E

NOTES:

1. ALL REINFORCEMENT SHALL HAVE 2" OF CONCRETE COVER, UNLESS NOTED OTHERWISE.
2. ROUGHEN SURFACE OF EXISTING PIER CAP END TO A FULL AMPLITUDE OF ¼ INCH.
3. ALL DOWEL HOLES SHALL USE NONSHRINK NONMETALLIC GROUT WITH HIGH CYCLE FATIGUE PROPERTIES.
4. FOR ADDITIONAL LOCATIONS OF TABLE ELEVATIONS, SEE SHEET 18/48.
5. FOR LOCATION OF DRILLED SHAFT IDENTIFICATION NOS., SEE SITE PLAN SHEETS 1/48 THRU 5/48.
6. FOR SUBSTRUCTURE SKEW VERIFICATION NOTE, SEE SHEET 6/48.
7. FOR ADDITIONAL PIER SEAT REINFORCING DETAILS, SEE SHEET 42/48.
8. ALL PIER REINFORCING STEEL SHALL BE PREFIXED EP (EPOXY PIER), UNLESS NOTED OTHERWISE.
9. SEISMIC PEDESTALS TO BE LOCATED AT EXPANSION BEARING PIERS 1, 3, 4, 5, 8, 9, 10, 13, 14, 15, 18, 19, 20 & 22 ONLY.
10. FOR BEARING DETAILS, SEE SHEETS 40/48 THRU 42/48.
11. SEALING OF EXISTING PIER SECTIONS SHALL NOT BEGIN UNTIL PATCHING IS COMPLETE.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN BMG | CHECKED LJF | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

PIER MODIFICATION DETAILS

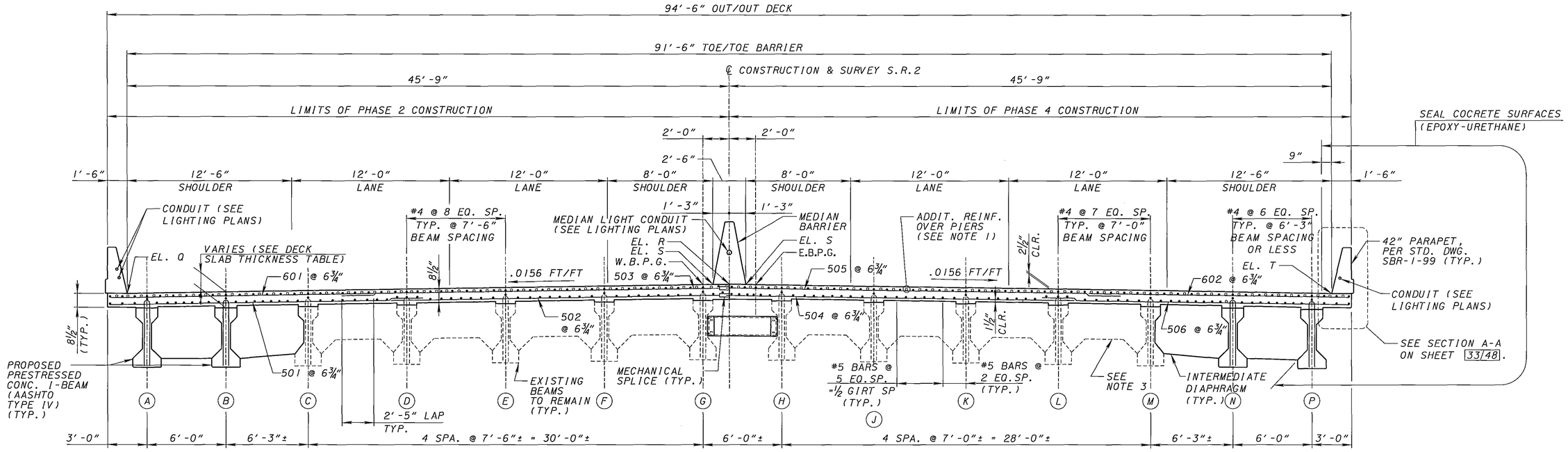
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

19/48

75
116

J:\214170L.000T_Edison Bridge\Prod\Current\Bridge\Drawings\OT2PI2.dgn
07/27/2004 02:56:51 PM

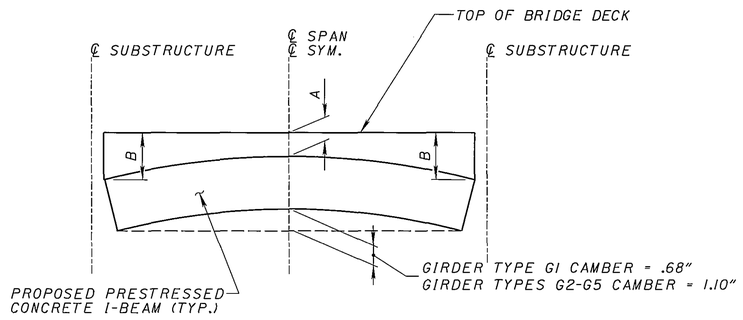


TRANSVERSE SECTION
(LOOKING UP STATION)

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

DESIGN SLAB THICKNESS = 8½"
HAUNCH = TOPPING THICKNESS SHOWN MINUS THE DESIGN SLAB THICKNESS

THE CAMBER SHOWN ON THIS DIAGRAM REPRESENTS THE NET DEFLECTION CAUSED BY THE PRESTRESSING FORCE AND THE WEIGHT OF THE PROPOSED BEAMS. EXISTING BEAM CAMBER SHALL BE DETERMINED BY THE CONTRACTOR.



DECK SLAB THICKNESS DIAGRAM
(COMPENSATION FOR NET CURVATURE)
FOR ADDITIONAL INFORMATION SEE NOTES - THIS SHEET

DECK SLAB THICKNESS TABLE

SPAN	1		2		3		4		5		6		7		8		9		10		11	
GIRDER LINE	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
A-B	10¾"	11⅜"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"
* C-M	10½"	12¾"	9¼"	12¼"	10"	12¼"	10⅛"	12⅜"	10⅛"	12⅜"	10"	12⅛"	9"	11⅞"	9¼"	12"	10"	12¼"	10¼"	12⅝"	10¾"	12⅞"
N-P	10¾"	11⅜"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"

SPAN	12		13		14		15		16		17		18		19		20		21		22		23	
GIRDER LINE	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B	A	B
A-B	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10¾"	11⅜"
* C-M	10¾"	12⅝"	9⅞"	12½"	9⅝"	12"	10½"	11¾"	9⅞"	12"	9¾"	11⅞"	9⅜"	11⅞"	10"	11⅝"	9⅝"	11¼"	9⅜"	11"	9¼"	10¾"	8⅞"	10¾"
N-P	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10½"	11⅝"	10¾"	11⅜"

* THE CAMBER OF BEAMS C THROUGH M THICKNESS ARE BASED ON AVERAGE EXISTING SURVEYED CAMBER OF BEAMS C, D, L, & M.

NOTES:

1. FOR ADDITIONAL SUPERSTRUCTURE REINFORCING, SEE SHEETS 31/48, 32/48 AND 33/48.
2. FOR DIAPHRAGM DETAILS, SEE SHEET 38/48.
3. EXISTING INTERMEDIATE DIAPHRAGMS TO REMAIN AND EXISTING DIAPHRAGMS AT PIER AND ABUTMENT LOCATIONS TO BE REPLACED.
4. FOR SCREED ELEVATION TABLES, SEE SHEETS 21/48 THROUGH 30/48.
5. ALL REINFORCING STEEL ON THIS SHEET SHALL BE PREFIXED "ES" (EPOXY SUPERSTRUCTURE) UNLESS NOTED OTHERWISE.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN TJM | REVIEWED EBS | DATE 6/9/04
CHECKED BMC | REVISED | STRUCTURE FILE NUMBER 6200788

TRANSVERSE SECTION
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

20/48

76
116

J:\2147OL_000T_Edison Bridge\Prod\Current\Bridge\Drawings\0T2TSL.dgn
07/29/2004 05:36:52 PM

PHASE 2 DECK SCREED ELEVATION TABLE

		SPAN 1					SPAN 2				SPAN 3				SPAN 4				
		℄ BRG. REAR ABUT.	1/4	1/2	3/4	℄ PIER 1	1/4	1/2	3/4	℄ PIER 2	1/4	1/2	3/4	℄ PIER 3	1/4	1/2	3/4	℄ PIER 4
ELEV O	STATION	106+97.49	107+16.73	107+35.97	107+55.20	107+74.44	107+96.91	108+19.38	108+41.85	108+64.31	108+86.85	109+09.39	109+31.93	109+54.47	109+76.87	109+99.28	110+21.69	110+44.09
	FINAL TOP OF DECK EL.	601.73	602.31	602.89	603.47	604.05	604.72	605.40	606.07	606.71	607.35	607.97	608.57	609.15	609.71	610.26	610.79	611.30
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.73	602.35	602.94	603.51	604.05	604.79	605.49	606.14	606.71	607.41	608.05	608.64	609.15	609.78	610.35	610.86	611.30
BEAM A	STATION	106+97.50	107+16.73	107+35.97	107+55.20	107+74.44	107+96.91	108+19.38	108+41.84	108+64.31	108+86.85	109+09.39	109+31.92	109+54.46	109+76.87	109+99.28	110+21.69	110+44.10
	FINAL TOP OF DECK EL.	601.75	602.33	602.91	603.49	604.07	604.75	605.42	606.09	606.74	607.37	607.99	608.59	609.17	609.74	610.28	610.81	611.32
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.75	602.37	602.96	603.53	604.07	604.81	605.51	606.16	606.74	607.44	608.08	608.66	609.17	609.80	610.37	610.88	611.32
BEAM B	STATION	106+97.51	107+16.74	107+35.96	107+55.19	107+74.42	107+96.89	108+19.37	108+41.84	108+64.31	108+86.84	109+09.37	109+31.90	109+54.43	109+76.85	109+99.27	110+21.70	110+44.12
	FINAL TOP OF DECK EL.	601.85	602.43	603.01	603.58	604.16	604.84	605.52	606.18	606.83	607.47	608.08	608.68	609.27	609.83	610.38	610.91	611.42
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.85	602.46	603.06	603.62	604.16	604.90	605.60	606.25	606.83	607.53	608.17	608.75	609.27	609.89	610.46	610.98	611.42
BEAM C	STATION	106+97.52	107+16.74	107+35.96	107+55.18	107+74.40	107+96.88	108+19.36	108+41.83	108+64.31	108+86.83	109+09.35	109+31.87	109+54.40	109+76.83	109+99.27	110+21.71	110+44.14
	FINAL TOP OF DECK EL.	601.95	602.52	603.10	603.68	604.26	604.94	605.61	606.28	606.93	607.56	608.18	608.78	609.36	609.93	610.47	611.00	611.52
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.95	602.56	603.15	603.72	604.26	605.00	605.70	606.35	606.93	607.63	608.27	608.85	609.36	609.99	610.56	611.07	611.52
BEAM D	STATION	106+97.53	107+16.74	107+35.96	107+55.17	107+74.38	107+96.86	108+19.34	108+41.82	108+64.30	108+86.82	109+09.33	109+31.84	109+54.36	109+76.81	109+99.26	110+21.72	110+44.17
	FINAL TOP OF DECK EL.	602.06	602.64	603.22	603.80	604.38	605.05	605.73	606.40	607.05	607.68	608.30	608.90	609.48	610.04	610.59	611.12	611.63
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.06	602.68	603.27	603.84	604.38	605.12	605.82	606.47	607.05	607.74	608.38	608.97	609.48	610.11	610.68	611.19	611.63
BEAM E	STATION	106+97.55	107+16.75	107+35.95	107+55.16	107+74.36	107+96.85	108+19.33	108+41.82	108+64.30	108+86.80	109+09.31	109+31.81	109+54.32	109+76.79	109+99.26	110+21.73	110+44.20
	FINAL TOP OF DECK EL.	602.18	602.76	603.34	603.91	604.49	605.17	605.85	606.51	607.16	607.80	608.41	609.01	609.59	610.16	610.71	611.24	611.75
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.18	602.80	603.39	603.95	604.49	605.23	605.93	606.58	607.16	607.86	608.50	609.08	609.59	610.22	610.79	611.31	611.75
BEAM F	STATION	106+97.56	107+16.75	107+35.95	107+55.15	107+74.34	107+96.83	108+19.32	108+41.81	108+64.30	108+86.79	109+09.29	109+31.78	109+54.28	109+76.76	109+99.25	110+21.74	110+44.23
	FINAL TOP OF DECK EL.	602.30	602.88	603.45	604.03	604.61	605.29	605.96	606.63	607.28	607.91	608.53	609.13	609.71	610.28	610.82	611.35	611.87
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.30	602.91	603.50	604.07	604.61	605.35	606.05	606.70	607.28	607.98	608.62	609.20	609.71	610.34	610.91	611.42	611.87
BEAM G & W.B. P.G.	STATION	106+97.57	107+16.76	107+35.95	107+55.13	107+74.32	107+96.81	108+19.31	108+41.80	108+64.29	108+86.78	109+09.27	109+31.75	109+54.24	109+76.74	109+99.25	110+21.75	110+44.25
	FINAL TOP OF DECK EL.	602.42	602.99	603.57	604.15	604.73	605.40	606.08	606.75	607.40	608.03	608.64	609.24	609.83	610.39	610.94	611.47	611.99
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.42	603.03	603.62	604.19	604.73	605.47	606.17	606.82	607.40	608.09	608.73	609.31	609.83	610.46	611.03	611.54	611.99
ELEV S	STATION	10697.58	10716.76	10735.95	10755.13	10774.32	10796.81	10819.31	10841.80	10864.29	10886.78	10909.26	10931.75	10954.23	10976.74	10999.25	11021.75	11044.26
	FINAL TOP OF DECK EL.	602.43	603.00	603.58	604.16	604.74	605.41	606.09	606.76	607.41	608.04	608.66	609.26	609.84	610.40	610.95	611.48	612.00
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.43	603.04	603.63	604.20	604.74	605.48	606.18	606.83	607.41	608.11	608.74	609.33	609.84	610.47	611.04	611.55	612.00
ELEV R	STATION	106+97.58	107+16.76	107+35.95	107+55.13	107+74.31	107+96.81	108+19.30	108+41.80	108+64.29	108+86.78	109+09.26	109+31.74	109+54.23	109+76.74	109+99.24	110+21.75	110+44.26
	FINAL TOP OF DECK EL.	602.45	603.02	603.60	604.18	604.76	605.43	606.11	606.78	607.43	608.06	608.68	609.27	609.86	610.42	610.97	611.50	612.02
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.45	603.06	603.65	604.22	604.76	605.50	606.20	606.85	607.43	608.13	608.76	609.34	609.86	610.49	611.06	611.57	612.02

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMC | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

PHASE 2 DECK SCREED TABLE - 1
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\24701L.0001.Edison Bridge\Prod\Current\Bridge\Drawings\DT250I.dgn
07/27/2004 02:58:48 PM

PHASE 2 DECK SCREED ELEVATION TABLE

		SPAN 5				SPAN 6				SPAN 7				SPAN 8				SPAN 9				
		℄ PIER 4	1/4	1/2	3/4	℄ PIER 5	1/4	1/2	3/4	℄ PIER 6	1/4	1/2	3/4	℄ PIER 7	1/4	1/2	3/4	℄ PIER 8	1/4	1/2	3/4	℄ PIER 9
ELEV Q	STATION	110+44.09	110+66.63	110+89.18	111+11.72	111+34.26	111+56.75	111+79.24	112+01.73	112+24.22	112+46.72	112+69.21	112+91.71	113+14.20	113+36.70	113+59.19	113+81.69	114+04.18	114+26.69	114+49.20	114+71.71	114+94.22
	FINAL TOP OF DECK EL.	611.30	611.80	612.28	612.75	613.19	613.62	614.04	614.43	614.81	615.17	615.52	615.85	616.16	616.45	616.73	616.99	617.24	617.46	617.67	617.87	618.04
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.30	611.86	612.37	612.82	613.19	613.69	614.12	614.50	614.81	615.24	615.61	615.92	616.16	616.52	616.82	617.06	617.24	617.53	617.76	617.94	618.04
BEAM A	STATION	110+44.10	110+66.64	110+89.18	111+11.72	111+34.26	111+56.75	111+79.24	112+01.73	112+24.22	112+46.72	112+69.22	112+91.71	113+14.21	113+36.70	113+59.19	113+81.69	114+04.18	114+26.69	114+49.20	114+71.71	114+94.22
	FINAL TOP OF DECK EL.	611.32	611.82	612.30	612.77	613.22	613.65	614.06	614.46	614.84	615.20	615.54	615.87	616.18	616.48	616.76	617.02	617.26	617.49	617.70	617.89	618.07
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.32	611.89	612.39	612.84	613.22	613.71	614.15	614.53	614.84	615.26	615.63	615.94	616.18	616.54	616.84	617.09	617.26	617.55	617.78	617.96	618.07
BEAM B	STATION	110+44.12	110+66.65	110+89.19	111+11.72	111+34.26	111+56.75	111+79.24	112+01.74	112+24.23	112+46.73	112+69.22	112+91.72	113+14.22	113+36.71	113+59.20	113+81.69	114+04.18	114+26.69	114+49.20	114+71.70	114+94.21
	FINAL TOP OF DECK EL.	611.42	611.92	612.40	612.86	613.31	613.74	614.15	614.55	614.93	615.29	615.64	615.97	616.28	616.57	616.85	617.11	617.35	617.58	617.79	617.98	618.16
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.42	611.98	612.49	612.93	613.31	613.81	614.24	614.62	614.93	615.36	615.72	616.04	616.28	616.64	616.94	617.18	617.35	617.65	617.88	618.05	618.16
BEAM C	STATION	110+44.14	110+66.67	110+89.20	111+11.73	111+34.25	111+56.75	111+79.25	112+01.74	112+24.24	112+46.73	112+69.23	112+91.73	113+14.23	113+36.72	113+59.21	113+81.70	114+04.19	114+26.69	114+49.20	114+71.70	114+94.20
	FINAL TOP OF DECK EL.	611.52	612.01	612.50	612.96	613.41	613.84	614.25	614.65	615.03	615.39	615.73	616.06	616.37	616.67	616.95	617.21	617.45	617.68	617.89	618.08	618.26
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.52	612.08	612.58	613.03	613.41	613.90	614.34	614.72	615.03	615.45	615.82	616.13	616.37	616.73	617.03	617.28	617.45	617.74	617.97	618.15	618.26
BEAM D	STATION	110+44.17	110+66.69	110+89.21	111+11.73	111+34.25	111+56.75	111+79.25	112+01.75	112+24.24	112+46.74	112+69.24	112+91.74	113+14.24	113+36.73	113+59.22	113+81.71	114+04.20	114+26.69	114+49.19	114+71.69	114+94.19
	FINAL TOP OF DECK EL.	611.63	612.13	612.61	613.08	613.53	613.96	614.37	614.76	615.14	615.51	615.85	616.18	616.49	616.79	617.06	617.32	617.57	617.79	618.00	618.20	618.37
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.63	612.20	612.70	613.15	613.53	614.02	614.45	614.83	615.14	615.57	615.94	616.25	616.49	616.85	617.15	617.39	617.57	617.86	618.09	618.27	618.37
BEAM E	STATION	110+44.20	110+66.71	110+89.22	111+11.74	111+34.25	111+56.75	111+79.25	112+01.75	112+24.25	112+46.75	112+69.25	112+91.75	113+14.25	113+36.74	113+59.23	113+81.71	114+04.20	114+26.70	114+49.19	114+71.68	114+94.18
	FINAL TOP OF DECK EL.	611.75	612.25	612.73	613.19	613.64	614.07	614.49	614.88	615.26	615.62	615.97	616.30	616.61	616.90	617.18	617.44	617.68	617.91	618.12	618.31	618.49
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.75	612.31	612.82	613.26	613.64	614.14	614.57	614.95	615.26	615.69	616.06	616.37	616.61	616.97	617.27	617.51	617.68	617.98	618.21	618.38	618.49
BEAM F	STATION	110+44.23	110+66.73	110+89.23	111+11.74	111+34.24	111+56.75	111+79.25	112+01.75	112+24.26	112+46.76	112+69.26	112+91.77	113+14.27	113+36.75	113+59.24	113+81.72	114+04.21	114+26.70	114+49.19	114+71.68	114+94.17
	FINAL TOP OF DECK EL.	611.87	612.37	612.85	613.31	613.76	614.19	614.60	615.00	615.38	615.74	616.09	616.41	616.73	617.02	617.30	617.56	617.80	618.03	618.24	618.43	618.61
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.87	612.43	612.93	613.38	613.76	614.25	614.69	615.07	615.38	615.81	616.17	616.48	616.73	617.09	617.38	617.63	617.80	618.09	618.33	618.50	618.61
BEAM G & W.B. P.G.	STATION	110+44.25	110+66.75	110+89.25	111+11.74	111+34.24	111+56.75	111+79.25	112+01.76	112+24.26	112+46.77	112+69.27	112+91.78	113+14.28	113+36.76	113+59.25	113+81.73	114+04.21	114+26.70	114+49.18	114+71.67	114+94.16
	FINAL TOP OF DECK EL.	611.99	612.48	612.97	613.43	613.88	614.31	614.72	615.12	615.50	615.86	616.20	616.53	616.84	617.14	617.41	617.68	617.92	618.15	618.36	618.55	618.72
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.99	612.55	613.05	613.50	613.88	614.37	614.81	615.19	615.50	615.92	616.29	616.60	616.84	617.20	617.50	617.75	617.92	618.21	618.44	618.62	618.72
ELEV S	STATION	11044.26	11066.76	11089.25	11111.75	11134.24	11156.75	11179.26	11201.76	11224.27	11246.77	11269.28	11291.78	11314.29	11336.77	11359.25	11381.73	11404.22	11426.70	11449.19	11471.67	11494.15
	FINAL TOP OF DECK EL.	612.00	612.50	612.98	613.44	613.89	614.32	614.73	615.13	615.51	615.87	616.21	616.54	616.85	617.15	617.43	617.69	617.93	618.16	618.37	618.56	618.74
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	612.00	612.56	613.06	613.51	613.89	614.38	614.82	615.20	615.51	615.93	616.30	616.61	616.85	617.21	617.51	617.76	617.93	618.22	618.45	618.63	618.74
ELEV R	STATION	110+44.26	110+66.76	110+89.25	111+11.75	111+34.24	111+56.75	111+79.25	112+01.76	112+24.27	112+46.77	112+69.28	112+91.78	113+14.28	113+36.77	113+59.25	113+81.73	114+04.21	114+26.70	114+49.18	114+71.67	114+94.15
	FINAL TOP OF DECK EL.	612.02	612.52	613.00	613.46	613.91	614.34	614.75	615.15	615.53	615.89	616.23	616.56	616.87	617.17	617.45	617.71	617.95	618.18	618.39	618.58	618.76
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	612.02	612.58	613.08	613.53	613.91	614.40	614.84	615.22	615.53	615.95	616.32	616.63	616.87	617.23	617.53	617.78	617.95	618.24	618.47	618.65	618.76

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48.
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

PHASE 2 DECK SCREED TABLE - II
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

22/48

78/116

J:\2470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2S02.dgn
07/27/2004 02:59:30 PM

PHASE 2 DECK SCREED ELEVATION TABLE

		SPAN 10				SPAN 11				SPAN 12				SPAN 13				SPAN 14				
		℄ PIER 9	1/4	1/2	3/4	℄ PIER 10	1/4	1/2	3/4	℄ PIER 11	1/4	1/2	3/4	℄ PIER 12	1/4	1/2	3/4	℄ PIER 13	1/4	1/2	3/4	℄ PIER 14
ELEV Q	STATION	114+94.22	115+16.73	115+39.24	115+61.75	115+84.26	116+06.69	116+29.12	116+51.55	116+73.98	116+96.55	117+19.13	117+41.70	117+64.27	117+86.70	118+09.13	118+31.57	118+54.00	118+76.55	118+99.11	119+21.66	119+44.22
	FINAL TOP OF DECK EL.	618.04	618.20	618.34	618.47	618.58	618.67	618.74	618.80	618.84	618.87	618.87	618.86	618.84	618.79	618.73	618.65	618.56	618.45	618.32	618.17	618.01
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.04	618.27	618.43	618.54	618.58	618.73	618.83	618.87	618.84	618.93	618.96	618.93	618.84	618.86	618.82	618.72	618.56	618.51	618.40	618.24	618.01
BEAM A	STATION	114+94.22	115+16.73	115+39.24	115+61.75	115+84.26	116+06.69	116+29.12	116+51.55	116+73.99	116+96.56	117+19.12	117+41.69	117+64.26	117+86.70	118+09.13	118+31.57	118+54.00	118+76.55	118+99.11	119+21.66	119+44.22
	FINAL TOP OF DECK EL.	618.07	618.23	618.37	618.49	618.60	618.69	618.77	618.82	618.86	618.89	618.90	618.89	618.86	618.81	618.75	618.68	618.58	618.47	618.34	618.20	618.03
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.07	618.29	618.45	618.56	618.60	618.76	618.85	618.89	618.86	618.95	618.98	618.96	618.86	618.88	618.84	618.75	618.58	618.54	618.43	618.27	618.03
BEAM B	STATION	114+94.21	115+16.72	115+39.23	115+61.74	115+84.26	116+06.69	116+29.13	116+51.56	116+74.00	116+96.56	117+19.12	117+41.67	117+64.23	117+86.68	118+09.12	118+31.57	118+54.02	118+76.56	118+99.11	119+21.66	119+44.21
	FINAL TOP OF DECK EL.	618.16	618.32	618.46	618.59	618.69	618.79	618.86	618.92	618.96	618.98	618.99	618.98	618.95	618.91	618.85	618.77	618.68	618.56	618.43	618.29	618.13
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.16	618.38	618.55	618.66	618.69	618.85	618.95	618.99	618.96	619.05	619.08	619.05	618.95	618.97	618.93	618.84	618.68	618.63	618.52	618.36	618.13
BEAM C	STATION	114+94.20	115+16.71	115+39.23	115+61.74	115+84.25	116+06.69	116+29.13	116+51.58	116+74.02	116+96.56	117+19.11	117+41.65	117+64.20	117+86.66	118+09.12	118+31.57	118+54.03	118+76.57	118+99.12	119+21.66	119+44.20
	FINAL TOP OF DECK EL.	618.26	618.42	618.56	618.68	618.79	618.88	618.96	619.02	619.06	619.08	619.09	619.08	619.05	619.01	618.95	618.87	618.77	618.66	618.53	618.39	618.22
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.26	618.48	618.65	618.75	618.79	618.95	619.04	619.09	619.06	619.15	619.17	619.15	619.05	619.07	619.03	618.94	618.77	618.73	618.62	618.46	618.22
BEAM D	STATION	114+94.19	115+16.70	115+39.22	115+61.73	115+84.25	116+06.70	116+29.14	116+51.59	116+74.04	116+96.57	117+19.10	117+41.63	117+64.16	117+86.63	118+09.11	118+31.58	118+54.05	118+76.59	118+99.12	119+21.65	119+44.19
	FINAL TOP OF DECK EL.	618.37	618.53	618.68	618.80	618.91	619.00	619.07	619.13	619.17	619.20	619.20	619.19	619.17	619.12	619.06	618.98	618.89	618.78	618.65	618.50	618.34
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.37	618.60	618.76	618.87	618.91	619.07	619.16	619.20	619.17	619.26	619.29	619.26	619.17	619.19	619.15	619.05	618.89	618.84	618.74	618.57	618.34
BEAM E	STATION	114+94.18	115+16.69	115+39.21	115+61.73	115+84.24	116+06.70	116+29.15	116+51.60	116+74.06	116+96.57	117+19.09	117+41.60	117+64.12	117+86.61	118+09.10	118+31.58	118+54.07	118+76.60	118+99.12	119+21.65	119+44.18
	FINAL TOP OF DECK EL.	618.49	618.65	618.79	618.92	619.03	619.12	619.19	619.25	619.29	619.31	619.32	619.31	619.28	619.24	619.18	619.10	619.01	618.90	618.77	618.62	618.46
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.49	618.72	618.88	618.99	619.03	619.18	619.28	619.32	619.29	619.38	619.41	619.38	619.28	619.30	619.27	619.17	619.01	618.96	618.85	618.69	618.46
BEAM F	STATION	114+94.17	115+16.68	115+39.20	115+61.72	115+84.24	116+06.70	116+29.16	116+51.62	116+74.08	116+96.58	117+19.08	117+41.58	117+64.08	117+86.58	118+09.09	118+31.59	118+54.09	118+76.61	118+99.13	119+21.65	119+44.16
	FINAL TOP OF DECK EL.	618.61	618.77	618.91	619.03	619.14	619.23	619.31	619.37	619.41	619.43	619.44	619.43	619.40	619.36	619.30	619.22	619.12	619.01	618.88	618.74	618.58
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.61	618.83	619.00	619.10	619.14	619.30	619.40	619.44	619.41	619.50	619.52	619.50	619.40	619.42	619.38	619.29	619.12	619.08	618.97	618.81	618.58
BEAM G & W.B. P.G.	STATION	114+94.16	115+16.68	115+39.20	115+61.71	115+84.23	116+06.70	116+29.16	116+51.63	116+74.09	116+96.58	117+19.07	117+41.55	117+64.04	117+86.56	118+09.07	118+31.59	118+54.11	118+76.62	118+99.13	119+21.64	119+44.15
	FINAL TOP OF DECK EL.	618.72	618.88	619.03	619.15	619.26	619.35	619.43	619.48	619.52	619.55	619.55	619.54	619.52	619.47	619.41	619.34	619.24	619.13	619.00	618.85	618.69
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.72	618.95	619.11	619.22	619.26	619.42	619.51	619.55	619.52	619.61	619.64	619.61	619.52	619.54	619.50	619.41	619.24	619.19	619.09	618.92	618.69
ELEV S	STATION	11494.15	11516.67	11539.20	11561.72	11584.24	11606.70	11629.17	11651.64	11674.10	11696.58	11719.07	11741.55	11764.03	11786.55	11809.07	11831.60	11854.12	11876.63	11899.14	11921.64	11944.15
	FINAL TOP OF DECK EL.	618.74	618.90	619.04	619.16	619.27	619.36	619.44	619.50	619.54	619.56	619.57	619.56	619.53	619.49	619.42	619.35	619.25	619.14	619.01	618.87	618.70
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.74	618.96	619.12	619.23	619.27	619.43	619.52	619.57	619.54	619.62	619.65	619.63	619.53	619.55	619.51	619.42	619.25	619.21	619.10	618.94	618.70
ELEV R	STATION	114+94.15	115+16.67	115+39.19	115+61.71	115+84.23	116+06.70	116+29.17	116+51.63	116+74.10	116+96.58	117+19.06	117+41.55	117+64.03	117+86.55	118+09.07	118+31.59	118+54.12	118+76.63	118+99.13	119+21.64	119+44.15
	FINAL TOP OF DECK EL.	618.76	618.92	619.06	619.18	619.29	619.38	619.46	619.51	619.56	619.58	619.59	619.58	619.55	619.51	619.44	619.37	619.27	619.16	619.03	618.89	618.72
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.76	618.98	619.14	619.25	619.29	619.45	619.54	619.58	619.56	619.64	619.67	619.65	619.55	619.57	619.53	619.44	619.27	619.23	619.12	618.96	618.72

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DATE 6/9/04
REVIEWED EBS
STRUCTURE FILE NUMBER 6200788
DRAWN SJG
REVISED
DESIGNED LJF
CHECKED BMC

PHASE 2 DECK SCREED TABLE - III
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

23/48

79
116

J:\21470L.0007_Edison Bridges\Prod\Current\Bridges\Drawings\OT2S03.dgn
07/27/2004 02:59:56 PM

PHASE 2 DECK SCREED ELEVATION TABLE

		SPAN 15				SPAN 16				SPAN 17				SPAN 18				SPAN 19			
		℄ PIER 14	1/4	1/2	3/4	℄ PIER 15	1/4	1/2	3/4	℄ PIER 16	1/4	1/2	3/4	℄ PIER 17	1/4	1/2	3/4	℄ PIER 18	1/4	1/2	3/4	℄ PIER 19
ELEV Q	STATION	119+44.22	119+66.63	119+89.04	120+11.45	120+33.86	120+56.55	120+79.25	121+01.94	121+24.63	121+47.00	121+69.38	121+91.76	122+14.13	122+36.62	122+59.10	122+81.59	123+04.08	123+26.57	123+49.07	123+71.57	123+94.07
	FINAL TOP OF DECK EL.	618.01	617.83	617.63	617.42	617.19	616.94	616.68	616.39	616.09	615.78	615.45	615.10	614.74	614.36	613.96	613.54	613.11	612.66	612.19	611.71	611.21
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.01	617.90	617.72	617.49	617.19	617.01	616.76	616.46	616.09	615.85	615.54	615.17	614.74	614.42	614.04	613.61	613.11	612.72	612.28	611.78	611.21
BEAM A	STATION	119+44.22	119+66.63	119+89.04	120+11.45	120+33.87	120+56.55	120+79.24	121+01.93	121+24.61	121+46.99	121+69.37	121+91.75	122+14.13	122+36.62	122+59.10	122+81.59	123+04.07	123+26.57	123+49.07	123+71.57	123+94.07
	FINAL TOP OF DECK EL.	618.03	617.85	617.66	617.45	617.22	616.97	616.70	616.42	616.12	615.80	615.47	615.13	614.76	614.38	613.98	613.57	613.13	612.68	612.22	611.73	611.23
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.03	617.92	617.75	617.52	617.22	617.03	616.79	616.49	616.12	615.87	615.56	615.20	614.76	614.45	614.07	613.64	613.13	612.75	612.30	611.80	611.23
BEAM B	STATION	119+44.21	119+66.63	119+89.05	120+11.47	120+33.89	120+56.55	120+79.22	121+01.88	121+24.55	121+46.94	121+69.34	121+91.74	122+14.13	122+36.61	122+59.09	122+81.57	123+04.05	123+26.56	123+49.07	123+71.57	123+94.08
	FINAL TOP OF DECK EL.	618.13	617.95	617.75	617.54	617.31	617.06	616.80	616.51	616.21	615.90	615.57	615.22	614.86	614.47	614.08	613.66	613.23	612.78	612.31	611.82	611.32
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.13	618.01	617.84	617.61	617.31	617.13	616.88	616.58	616.21	615.96	615.65	615.29	614.86	614.54	614.16	613.73	613.23	612.84	612.40	611.89	611.32
BEAM C	STATION	119+44.20	119+66.63	119+89.05	120+11.48	120+33.91	120+56.55	120+79.19	121+01.84	121+24.48	121+46.89	121+69.31	121+91.72	122+14.13	122+36.61	122+59.08	122+81.56	123+04.03	123+26.55	123+49.06	123+71.58	123+94.09
	FINAL TOP OF DECK EL.	618.22	618.04	617.85	617.64	617.41	617.16	616.89	616.61	616.31	616.00	615.67	615.32	614.95	614.57	614.17	613.76	613.32	612.87	612.41	611.92	611.42
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.22	618.11	617.94	617.71	617.41	617.22	616.98	616.68	616.31	616.06	615.75	615.39	614.95	614.64	614.26	613.83	613.32	612.94	612.49	611.99	611.42
BEAM D	STATION	119+44.19	119+66.62	119+89.06	120+11.50	120+33.93	120+56.55	120+79.17	121+01.78	121+24.40	121+46.83	121+69.27	121+91.70	122+14.14	122+36.60	122+59.07	122+81.54	123+04.01	123+26.53	123+49.06	123+71.58	123+94.10
	FINAL TOP OF DECK EL.	618.34	618.16	617.97	617.75	617.52	617.28	617.01	616.73	616.43	616.11	615.78	615.44	615.07	614.69	614.29	613.87	613.44	612.99	612.52	612.04	611.54
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.34	618.23	618.05	617.82	617.52	617.34	617.10	616.80	616.43	616.18	615.87	615.51	615.07	614.75	614.38	613.94	613.44	613.06	612.61	612.11	611.54
BEAM E	STATION	119+44.18	119+66.62	119+89.07	120+11.51	120+33.96	120+56.55	120+79.14	121+01.73	121+24.32	121+46.77	121+69.23	121+91.68	122+14.14	122+36.60	122+59.06	122+81.52	123+03.99	123+26.52	123+49.05	123+71.58	123+94.11
	FINAL TOP OF DECK EL.	618.46	618.28	618.08	617.87	617.64	617.39	617.13	616.85	616.55	616.23	615.90	615.55	615.19	614.81	614.41	613.99	613.56	613.11	612.64	612.16	611.65
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.46	618.34	618.17	617.94	617.64	617.46	617.21	616.92	616.55	616.30	615.99	615.62	615.19	614.87	614.49	614.06	613.56	613.17	612.73	612.23	611.65
BEAM F	STATION	119+44.16	119+66.62	119+89.07	120+11.53	120+33.98	120+56.55	120+79.11	121+01.67	121+24.24	121+46.71	121+69.19	121+91.66	122+14.14	122+36.60	122+59.05	122+81.51	123+03.96	123+26.50	123+49.05	123+71.59	123+94.13
	FINAL TOP OF DECK EL.	618.58	618.40	618.20	617.99	617.76	617.51	617.25	616.96	616.66	616.35	616.02	615.67	615.31	614.92	614.52	614.11	613.68	613.23	612.76	612.27	611.77
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.58	618.46	618.29	618.06	617.76	617.58	617.33	617.03	616.66	616.42	616.11	615.74	615.31	614.99	614.61	614.18	613.68	613.29	612.84	612.34	611.77
BEAM G & W.B. P.G.	STATION	119+44.15	119+66.62	119+89.08	120+11.55	120+34.01	120+56.55	120+79.08	121+01.62	121+24.15	121+46.65	121+69.15	121+91.65	122+14.14	122+36.59	122+59.04	122+81.49	123+03.94	123+26.49	123+49.04	123+71.59	123+94.14
	FINAL TOP OF DECK EL.	618.69	618.51	618.32	618.10	617.87	617.63	617.36	617.08	616.78	616.47	616.14	615.79	615.42	615.04	614.64	614.23	613.79	613.34	612.87	612.39	611.89
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.69	618.58	618.40	618.17	617.87	617.69	617.45	617.15	616.78	616.53	616.22	615.86	615.42	615.11	614.73	614.30	613.79	613.41	612.96	612.46	611.89
ELEV S	STATION	11944.15	11966.62	11989.09	12011.55	12034.02	12056.55	12079.08	12101.61	12124.14	12146.64	12169.14	12191.64	12214.14	12236.59	12259.04	12281.49	12303.94	12326.49	12349.04	12371.59	12394.14
	FINAL TOP OF DECK EL.	618.70	618.52	618.33	618.12	617.89	617.64	617.37	617.09	616.79	616.48	616.15	615.80	615.43	615.05	614.65	614.24	613.81	613.35	612.89	612.40	611.90
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.70	618.59	618.42	618.19	617.89	617.70	617.46	617.16	616.79	616.54	616.23	615.87	615.43	615.12	614.74	614.31	613.81	613.42	612.97	612.47	611.90
ELEV R	STATION	119+44.15	119+66.62	119+89.08	120+11.55	120+34.02	120+56.55	120+79.07	121+01.60	121+24.13	121+46.64	121+69.14	121+91.64	122+14.14	122+36.59	122+59.04	122+81.49	123+03.93	123+26.49	123+49.04	123+71.59	123+94.14
	FINAL TOP OF DECK EL.	618.72	618.54	618.35	618.14	617.91	617.66	617.39	617.11	616.81	616.50	616.17	615.82	615.45	615.07	614.67	614.26	613.83	613.37	612.91	612.42	611.92
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.72	618.61	618.43	618.21	617.91	617.72	617.48	617.18	616.81	616.56	616.25	615.89	615.45	615.14	614.76	614.33	613.83	613.44	612.99	612.49	611.92

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

PHASE 2 DECK SCREED TABLE - IV
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\24170L.0007_Edison Bridge\Prod\Current\Bridge\Drawings\072504.dgn
07/27/2004 03:00:24 PM

PHASE 2 DECK SCREED ELEVATION TABLE

		SPAN 20				SPAN 21				SPAN 22				SPAN 23				
		℄ PIER 19	1/4	1/2	3/4	℄ PIER 20	1/4	1/2	3/4	℄ PIER 21	1/4	1/2	3/4	℄ PIER 22	1/4	1/2	3/4	℄ BRG. FORWARD ABUT.
ELEV Q	STATION	123+94.07	124+16.59	124+39.12	124+61.65	124+84.18	125+06.58	125+28.99	125+51.39	125+73.79	125+96.32	126+18.85	126+41.38	126+63.91	126+83.18	127+02.45	127+21.72	127+40.99
	FINAL TOP OF DECK EL.	611.21	610.69	610.15	609.60	609.03	608.45	607.85	607.23	606.60	605.94	605.27	604.59	603.92	603.34	602.76	602.18	601.60
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.21	610.75	610.24	609.67	609.03	608.51	607.93	607.30	606.60	606.01	605.36	604.66	603.92	603.37	602.81	602.21	601.60
BEAM A	STATION	123+94.07	124+16.60	124+39.12	124+61.65	124+84.18	125+06.58	125+28.99	125+51.39	125+73.80	125+96.33	126+18.86	126+41.38	126+63.91	126+83.18	127+02.45	127+21.72	127+40.99
	FINAL TOP OF DECK EL.	611.23	610.71	610.18	609.62	609.05	608.47	607.87	607.25	606.62	605.97	605.30	604.62	603.94	603.36	602.78	602.20	601.62
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.23	610.78	610.26	609.69	609.05	608.54	607.96	607.32	606.62	606.03	605.38	604.69	603.94	603.40	602.83	602.24	601.62
BEAM B	STATION	123+94.08	124+16.60	124+39.13	124+61.65	124+84.18	125+06.59	125+29.00	125+51.41	125+73.83	125+96.35	126+18.87	126+41.40	126+63.92	126+83.18	127+02.45	127+21.71	127+40.98
	FINAL TOP OF DECK EL.	611.32	610.80	610.27	609.72	609.15	608.56	607.96	607.35	606.71	606.06	605.39	604.71	604.03	603.45	602.87	602.29	601.71
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.32	610.87	610.36	609.79	609.15	608.63	608.05	607.42	606.71	606.12	605.47	604.78	604.03	603.49	602.92	602.33	601.71
BEAM C	STATION	123+94.09	124+16.61	124+39.13	124+61.66	124+84.18	125+06.60	125+29.02	125+51.43	125+73.85	125+96.37	126+18.89	126+41.41	126+63.92	126+83.19	127+02.45	127+21.71	127+40.97
	FINAL TOP OF DECK EL.	611.42	610.90	610.37	609.81	609.24	608.66	608.06	607.44	606.81	606.16	605.49	604.81	604.13	603.55	602.97	602.39	601.81
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.42	610.97	610.45	609.88	609.24	608.73	608.15	607.51	606.81	606.22	605.57	604.88	604.13	603.59	603.02	602.43	601.81
BEAM D	STATION	123+94.10	124+16.62	124+39.14	124+61.66	124+84.18	125+06.60	125+29.03	125+51.46	125+73.89	125+96.40	126+18.91	126+41.42	126+63.93	126+83.19	127+02.45	127+21.70	127+40.96
	FINAL TOP OF DECK EL.	611.54	611.02	610.48	609.93	609.36	608.78	608.18	607.56	606.93	606.27	605.60	604.92	604.25	603.67	603.09	602.51	601.93
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.54	611.08	610.57	610.00	609.36	608.84	608.26	607.63	606.93	606.34	605.69	604.99	604.25	603.70	603.14	602.55	601.93
BEAM E	STATION	123+94.11	124+16.63	124+39.14	124+61.66	124+84.18	125+06.61	125+29.05	125+51.49	125+73.92	125+96.43	126+18.93	126+41.43	126+63.94	126+83.19	127+02.44	127+21.70	127+40.95
	FINAL TOP OF DECK EL.	611.65	611.14	610.60	610.05	609.48	608.89	608.29	607.68	607.04	606.39	605.72	605.04	604.36	603.78	603.20	602.62	602.05
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.65	611.20	610.69	610.12	609.48	608.96	608.38	607.75	607.04	606.45	605.80	605.11	604.36	603.82	603.25	602.66	602.05
BEAM F	STATION	123+94.13	124+16.64	124+39.15	124+61.66	124+84.17	125+06.62	125+29.07	125+51.51	125+73.96	125+96.45	126+18.95	126+41.45	126+63.94	126+83.19	127+02.44	127+21.69	127+40.94
	FINAL TOP OF DECK EL.	611.77	611.25	610.72	610.17	609.60	609.01	608.41	607.79	607.16	606.50	605.83	605.16	604.48	603.90	603.32	602.74	602.16
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.77	611.32	610.80	610.24	609.60	609.08	608.50	607.86	607.16	606.57	605.92	605.23	604.48	603.94	603.37	602.78	602.16
BEAM G & W.B. P.G.	STATION	123+94.14	124+16.65	124+39.16	124+61.67	124+84.17	125+06.63	125+29.08	125+51.54	125+73.99	125+96.48	126+18.97	126+41.46	126+63.95	126+83.19	127+02.44	127+21.68	127+40.93
	FINAL TOP OF DECK EL.	611.89	611.37	610.83	610.28	609.71	609.13	608.53	607.91	607.27	606.62	605.95	605.27	604.60	604.02	603.44	602.86	602.28
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.89	611.43	610.92	610.35	609.71	609.19	608.61	607.98	607.27	606.69	606.04	605.34	604.60	604.06	603.49	602.90	602.28
ELEV S	STATION	12394.14	12416.65	12439.16	12461.67	12484.18	12506.63	12529.09	12551.55	12574.00	12596.49	12618.98	12641.47	12663.95	12683.20	12702.44	12721.68	12740.92
	FINAL TOP OF DECK EL.	611.90	611.38	610.85	610.29	609.72	609.14	608.54	607.92	607.29	606.63	605.96	605.29	604.61	604.03	603.45	602.87	602.29
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.90	611.45	610.93	610.36	609.72	609.21	608.63	607.99	607.29	606.70	606.05	605.36	604.61	604.07	603.50	602.91	602.29
ELEV R	STATION	123+94.14	124+16.65	124+39.16	124+61.67	124+84.17	125+06.63	125+29.09	125+51.54	125+74.00	125+96.49	126+18.98	126+41.46	126+63.95	126+83.20	127+02.44	127+21.68	127+40.92
	FINAL TOP OF DECK EL.	611.92	611.40	610.87	610.31	609.74	609.16	608.56	607.94	607.30	606.65	605.98	605.30	604.63	604.05	603.47	602.89	602.31
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.92	611.47	610.95	610.38	609.74	609.22	608.64	608.01	607.30	606.72	606.07	605.37	604.63	604.09	603.52	602.93	602.31

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

PHASE 2 DECK SCREED TABLE - V
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\21470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\072505.dgn
07/27/2004 03:02:51 PM

PHASE 4 DECK SCREED ELEVATION TABLE

		SPAN 1					SPAN 2				SPAN 3				SPAN 4				
		℄ BRG. REAR ABUT.	1/4	1/2	3/4	℄ PIER 1	1/4	1/2	3/4	℄ PIER 2	1/4	1/2	3/4	℄ PIER 3	1/4	1/2	3/4	℄ PIER 4
ELEV S	STATION	106+97.58	107+16.76	107+35.95	107+55.13	107+74.32	107+96.81	108+19.31	108+41.80	108+64.29	108+86.78	109+09.26	109+31.75	109+54.23	109+76.74	109+99.25	110+21.75	110+44.26
	FINAL TOP OF DECK EL.	602.43	603.00	603.58	604.16	604.74	605.41	606.09	606.76	607.41	608.04	608.66	609.26	609.84	610.40	610.95	611.48	612.00
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.43	603.04	603.63	604.20	604.74	605.48	606.18	606.83	607.41	608.11	608.74	609.33	609.84	610.47	611.04	611.55	612.00
E.B. P.G.	STATION	106+97.58	107+16.76	107+35.94	107+55.13	107+74.31	107+96.80	108+19.30	108+41.80	108+64.29	108+86.77	109+09.25	109+31.74	109+54.22	109+76.73	109+99.24	110+21.76	110+44.27
	FINAL TOP OF DECK EL.	602.42	602.99	603.57	604.15	604.72	605.40	606.08	606.75	607.40	608.03	608.64	609.24	609.83	610.39	610.94	611.47	611.99
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.42	603.03	603.62	604.19	604.72	605.47	606.17	606.82	607.40	608.09	608.73	609.31	609.83	610.46	611.03	611.54	611.99
BEAM H	STATION	106+97.58	107+16.76	107+35.94	107+55.12	107+74.30	107+96.80	108+19.30	108+41.79	108+64.29	108+86.77	109+09.25	109+31.73	109+54.21	109+76.72	109+99.24	110+21.76	110+44.28
	FINAL TOP OF DECK EL.	602.38	602.96	603.54	604.12	604.69	605.37	606.05	606.71	607.36	608.00	608.61	609.21	609.79	610.36	610.91	611.44	611.96
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.38	603.00	603.59	604.15	604.69	605.44	606.13	606.78	607.36	608.06	608.70	609.28	609.79	610.42	611.00	611.51	611.96
BEAM J	STATION	106+97.60	107+16.77	107+35.94	107+55.11	107+74.28	107+96.78	108+19.29	108+41.79	108+64.29	108+86.76	109+09.23	109+31.70	109+54.17	109+76.70	109+99.24	110+21.77	110+44.30
	FINAL TOP OF DECK EL.	602.28	602.85	603.43	604.01	604.58	605.26	605.94	606.61	607.26	607.89	608.50	609.10	609.68	610.25	610.80	611.33	611.85
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.28	602.89	603.48	604.04	604.58	605.33	606.02	606.68	607.26	607.95	608.59	609.17	609.68	610.32	610.89	611.40	611.85
BEAM K	STATION	106+97.61	107+16.77	107+35.94	107+55.10	107+74.26	107+96.77	108+19.27	108+41.78	108+64.28	108+86.75	109+09.21	109+31.67	109+54.13	109+76.68	109+99.23	110+21.78	110+44.33
	FINAL TOP OF DECK EL.	602.17	602.74	603.32	603.90	604.47	605.15	605.83	606.50	607.15	607.78	608.39	608.99	609.57	610.14	610.69	611.22	611.74
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.17	602.78	603.37	603.94	604.47	605.22	605.92	606.57	607.15	607.84	608.48	609.06	609.57	610.21	610.78	611.29	611.74
BEAM L	STATION	106+97.62	107+16.78	107+35.93	107+55.09	107+74.24	107+96.75	108+19.26	108+41.77	108+64.28	108+86.73	109+09.19	109+31.64	109+54.10	109+76.66	109+99.22	110+21.79	110+44.35
	FINAL TOP OF DECK EL.	602.06	602.63	603.21	603.79	604.36	605.04	605.72	606.39	607.04	607.67	608.28	608.88	609.46	610.03	610.58	611.11	611.63
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	602.06	602.67	603.26	603.83	604.36	605.11	605.81	606.46	607.04	607.73	608.37	608.95	609.46	610.10	610.67	611.18	611.63
BEAM M	STATION	106+97.64	107+16.78	107+35.93	107+55.08	107+74.23	107+96.74	108+19.25	108+41.77	108+64.28	108+86.72	109+09.17	109+31.61	109+54.06	109+76.64	109+99.22	110+21.80	110+44.38
	FINAL TOP OF DECK EL.	601.95	602.53	603.10	603.68	604.25	604.93	605.61	606.28	606.93	607.56	608.17	608.77	609.35	609.92	610.47	611.01	611.52
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.95	602.56	603.15	603.72	604.25	605.00	605.70	606.35	606.93	607.62	608.26	608.84	609.35	609.99	610.56	611.08	611.52
BEAM N	STATION	106+97.65	107+16.79	107+35.93	107+55.07	107+74.21	107+96.72	108+19.24	108+41.76	108+64.28	108+86.71	109+09.15	109+31.59	109+54.03	109+76.62	109+99.21	110+21.81	110+44.40
	FINAL TOP OF DECK EL.	601.85	602.43	603.00	603.58	604.16	604.83	605.51	606.18	606.83	607.46	608.08	608.67	609.25	609.82	610.37	610.91	611.42
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.85	602.47	603.06	603.62	604.16	604.90	605.60	606.25	606.83	607.53	608.16	608.74	609.25	609.89	610.46	610.98	611.42
BEAM P	STATION	106+97.66	107+16.79	107+35.92	107+55.06	107+74.19	107+96.71	108+19.23	108+41.75	108+64.27	108+86.70	109+09.13	109+31.56	109+53.99	109+76.60	109+99.21	110+21.82	110+44.42
	FINAL TOP OF DECK EL.	601.76	602.33	602.91	603.49	604.06	604.74	605.42	606.09	606.74	607.37	607.98	608.58	609.16	609.73	610.28	610.81	611.33
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.76	602.37	602.96	603.52	604.06	604.81	605.50	606.16	606.74	607.43	608.07	608.65	609.16	609.79	610.37	610.88	611.33
ELEV T	STATION	106+97.66	107+16.79	107+35.92	107+55.06	107+74.19	107+96.71	108+19.23	108+41.75	108+64.27	108+86.70	109+09.13	109+31.56	109+53.99	109+76.60	109+99.21	110+21.82	110+44.43
	FINAL TOP OF DECK EL.	601.74	602.31	602.89	603.46	604.04	604.72	605.39	606.06	606.71	607.34	607.96	608.56	609.14	609.71	610.26	610.79	611.31
	DEFLECTION	0.00	0.04	0.05	0.04	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	601.74	602.35	602.94	603.50	604.04	604.78	605.48	606.13	606.71	607.41	608.05	608.63	609.14	609.77	610.34	610.86	611.31

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | REVIEWED EBS | DATE 6/9/04
CHECKED BMC | REVISED | STRUCTURE FILE NUMBER 6200788

PHASE 4 DECK SCREED TABLE - 1
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\21470L.000T_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SD6.dgn
07/27/2004 03:03:18 PM

PHASE 4 DECK SCREED ELEVATION TABLE

		SPAN 5				SPAN 6				SPAN 7				SPAN 8				SPAN 9			
		℄ PIER 4	¼	½	¾	℄ PIER 5	¼	½	¾	℄ PIER 6	¼	½	¾	℄ PIER 7	¼	½	¾	℄ PIER 8	¼	½	¾	℄ PIER 9
ELEV S	STATION	110+44.26	110+66.76	110+89.25	111+11.75	111+34.24	111+56.75	111+79.26	112+01.76	112+24.27	112+46.77	112+69.28	112+91.78	113+14.29	113+36.77	113+59.25	113+81.73	114+04.22	114+26.70	114+49.19	114+71.67	114+94.15
	FINAL TOP OF DECK EL.	612.00	612.50	612.98	613.44	613.89	614.32	614.73	615.13	615.51	615.87	616.21	616.54	616.85	617.15	617.43	617.69	617.93	618.16	618.37	618.56	618.74
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	612.00	612.56	613.06	613.51	613.89	614.38	614.82	615.20	615.51	615.93	616.30	616.61	616.85	617.21	617.51	617.76	617.93	618.22	618.45	618.63	618.74
E.B. P.G.	STATION	110+44.27	110+66.76	110+89.25	111+11.75	111+34.24	111+56.75	111+79.25	112+01.76	112+24.27	112+46.77	112+69.28	112+91.78	113+14.29	113+36.77	113+59.25	113+81.73	114+04.22	114+26.70	114+49.18	114+71.67	114+94.15
	FINAL TOP OF DECK EL.	611.99	612.48	612.97	613.43	613.88	614.31	614.72	615.12	615.50	615.86	616.20	616.53	616.84	617.14	617.41	617.68	617.92	618.15	618.36	618.55	618.72
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.99	612.55	613.05	613.50	613.88	614.37	614.81	615.19	615.50	615.92	616.29	616.60	616.84	617.20	617.50	617.75	617.92	618.21	618.44	618.62	618.72
BEAM H	STATION	110+44.28	110+66.77	110+89.26	111+11.75	111+34.24	111+56.75	111+79.25	112+01.76	112+24.27	112+46.78	112+69.28	112+91.79	113+14.29	113+36.77	113+59.25	113+81.74	114+04.22	114+26.70	114+49.18	114+71.66	114+94.15
	FINAL TOP OF DECK EL.	611.96	612.45	612.93	613.40	613.84	614.27	614.69	615.08	615.46	615.83	616.17	616.50	616.81	617.11	617.38	617.64	617.89	618.11	618.32	618.52	618.69
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.96	612.52	613.02	613.47	613.84	614.34	614.77	615.15	615.46	615.89	616.26	616.57	616.81	617.17	617.47	617.71	617.89	618.18	618.41	618.59	618.69
BEAM J	STATION	110+44.30	110+66.78	110+89.27	111+11.75	111+34.24	111+56.75	111+79.26	112+01.77	112+24.28	112+46.78	112+69.29	112+91.80	113+14.30	113+36.78	113+59.26	113+81.74	114+04.22	114+26.70	114+49.18	114+71.66	114+94.14
	FINAL TOP OF DECK EL.	611.85	612.34	612.83	613.29	613.74	614.17	614.58	614.98	615.35	615.72	616.06	616.39	616.70	617.00	617.27	617.54	617.78	618.01	618.22	618.41	618.58
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.85	612.41	612.91	613.36	613.74	614.23	614.67	615.05	615.35	615.78	616.15	616.46	616.70	617.06	617.36	617.61	617.78	618.07	618.30	618.48	618.58
BEAM K	STATION	110+44.33	110+66.80	110+89.28	111+11.76	111+34.23	111+56.74	111+79.26	112+01.77	112+24.28	112+46.79	112+69.30	112+91.81	113+14.32	113+36.79	113+59.27	113+81.75	114+04.23	114+26.70	114+49.18	114+71.65	114+94.13
	FINAL TOP OF DECK EL.	611.74	612.24	612.72	613.18	613.63	614.06	614.47	614.87	615.25	615.61	615.95	616.28	616.59	616.89	617.17	617.43	617.67	617.90	618.11	618.30	618.47
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.74	612.30	612.80	613.25	613.63	614.12	614.56	614.94	615.25	615.67	616.04	616.35	616.59	616.95	617.25	617.50	617.67	617.96	618.19	618.37	618.47
BEAM L	STATION	110+44.35	110+66.82	110+89.29	111+11.76	111+34.23	111+56.74	111+79.26	112+01.77	112+24.29	112+46.80	112+69.31	112+91.82	113+14.33	113+36.81	113+59.28	113+81.76	114+04.23	114+26.70	114+49.17	114+71.64	114+94.11
	FINAL TOP OF DECK EL.	611.63	612.13	612.61	613.07	613.52	613.95	614.36	614.76	615.14	615.50	615.84	616.17	616.48	616.78	617.06	617.32	617.56	617.79	618.00	618.19	618.37
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.63	612.19	612.69	613.14	613.52	614.01	614.45	614.83	615.14	615.56	615.93	616.24	616.48	616.84	617.14	617.39	617.56	617.85	618.08	618.26	618.37
BEAM M	STATION	110+44.38	110+66.84	110+89.30	111+11.76	111+34.23	111+56.74	111+79.26	112+01.78	112+24.30	112+46.81	112+69.32	112+91.83	113+14.34	113+36.82	113+59.29	113+81.76	114+04.24	114+26.70	114+49.17	114+71.64	114+94.10
	FINAL TOP OF DECK EL.	611.52	612.02	612.50	612.96	613.41	613.84	614.25	614.65	615.03	615.39	615.74	616.06	616.38	616.67	616.95	617.21	617.45	617.68	617.89	618.08	618.26
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.52	612.08	612.59	613.03	613.41	613.90	614.34	614.72	615.03	615.46	615.82	616.13	616.38	616.73	617.03	617.28	617.45	617.74	617.97	618.15	618.26
BEAM N	STATION	110+44.40	110+66.86	110+89.31	111+11.77	111+34.22	111+56.74	111+79.26	112+01.78	112+24.30	112+46.81	112+69.33	112+91.84	113+14.35	113+36.83	113+59.30	113+81.77	114+04.24	114+26.71	114+49.17	114+71.63	114+94.09
	FINAL TOP OF DECK EL.	611.42	611.92	612.40	612.86	613.31	613.74	614.15	614.55	614.93	615.29	615.64	615.97	616.28	616.57	616.85	617.11	617.35	617.58	617.79	617.98	618.16
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.42	611.99	612.49	612.93	613.31	613.81	614.24	614.62	614.93	615.36	615.72	616.04	616.28	616.64	616.94	617.18	617.35	617.65	617.88	618.05	618.16
BEAM P	STATION	110+44.42	110+66.87	110+89.32	111+11.77	111+34.22	111+56.74	111+79.26	112+01.79	112+24.31	112+46.82	112+69.34	112+91.85	113+14.36	113+36.83	113+59.31	113+81.78	114+04.25	114+26.71	114+49.17	114+71.63	114+94.09
	FINAL TOP OF DECK EL.	611.33	611.83	612.31	612.77	613.22	613.65	614.06	614.46	614.84	615.20	615.54	615.87	616.18	616.48	616.76	617.02	617.26	617.49	617.70	617.89	618.06
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.33	611.89	612.39	612.84	613.22	613.71	614.15	614.53	614.84	615.26	615.63	615.94	616.18	616.54	616.84	617.09	617.26	617.55	617.78	617.96	618.06
ELEV T	STATION	110+44.43	110+66.88	110+89.32	111+11.77	111+34.22	111+56.74	111+79.26	112+01.79	112+24.31	112+46.82	112+69.34	112+91.85	113+14.37	113+36.84	113+59.31	113+81.78	114+04.25	114+26.71	114+49.17	114+71.62	114+94.08
	FINAL TOP OF DECK EL.	611.31	611.80	612.28	612.75	613.19	613.62	614.04	614.43	614.81	615.18	615.52	615.85	616.16	616.46	616.73	616.99	617.24	617.46	617.67	617.87	618.04
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	611.31	611.87	612.37	612.82	613.19	613.69	614.12	614.50	614.81	615.24	615.61	615.92	616.16	616.52	616.82	617.06	617.24	617.53	617.76	617.94	618.04

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | REVIEWED EBS | DATE 6/9/04
CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

PHASE 4 DECK SCREED TABLE - 11
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

A:\2470L.ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SD7.dgn
07/27/2004 03:03:40 PM

PHASE 4 DECK SCREED ELEVATION TABLE

		SPAN 10				SPAN 11				SPAN 12				SPAN 13				SPAN 14			
		℄ PIER 9	1/4	1/2	3/4	℄ PIER 10	1/4	1/2	3/4	℄ PIER 11	1/4	1/2	3/4	℄ PIER 12	1/4	1/2	3/4	℄ PIER 13	1/4	1/2	3/4	℄ PIER 14
	STATION	114+94.15	115+16.67	115+39.20	115+61.72	115+84.24	116+06.70	116+29.17	116+51.64	116+74.10	116+96.58	117+19.07	117+41.55	117+64.03	117+86.55	118+09.07	118+31.60	118+54.12	118+76.63	118+99.14	119+21.64	119+44.15
ELEVS	FINAL TOP OF DECK EL.	618.74	618.90	619.04	619.16	619.27	619.36	619.44	619.50	619.54	619.56	619.57	619.56	619.53	619.49	619.42	619.35	619.25	619.14	619.01	618.87	618.70
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.74	618.96	619.12	619.23	619.27	619.43	619.52	619.57	619.54	619.62	619.65	619.63	619.53	619.55	619.51	619.42	619.25	619.21	619.10	618.94	618.70
	STATION	114+94.15	115+16.67	115+39.19	115+61.71	115+84.23	116+06.70	116+29.17	116+51.64	116+74.11	116+96.58	117+19.06	117+41.54	117+64.02	117+86.54	118+09.07	118+31.60	118+54.12	118+76.63	118+99.13	119+21.64	119+44.15
E.B.P.G.	FINAL TOP OF DECK EL.	618.72	618.88	619.03	619.15	619.26	619.35	619.43	619.48	619.52	619.55	619.55	619.54	619.52	619.47	619.41	619.34	619.24	619.13	619.00	618.85	618.69
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.72	618.95	619.11	619.22	619.26	619.42	619.51	619.55	619.52	619.61	619.64	619.61	619.52	619.54	619.50	619.41	619.24	619.19	619.09	618.92	618.69
	STATION	114+94.15	115+16.67	115+39.19	115+61.71	115+84.23	116+06.70	116+29.17	116+51.64	116+74.11	116+96.58	117+19.06	117+41.53	117+64.01	117+86.54	118+09.07	118+31.60	118+54.13	118+76.63	118+99.14	119+21.64	119+44.14
BEAM H	FINAL TOP OF DECK EL.	618.69	618.85	619.00	619.12	619.23	619.32	619.39	619.45	619.49	619.52	619.52	619.51	619.49	619.44	619.38	619.30	619.21	619.10	618.97	618.82	618.66
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.69	618.92	619.08	619.19	619.23	619.39	619.48	619.52	619.49	619.58	619.61	619.58	619.49	619.51	619.47	619.37	619.21	619.16	619.06	618.89	618.66
	STATION	114+94.14	115+16.66	115+39.18	115+61.70	115+84.23	116+06.70	116+29.18	116+51.65	116+74.13	116+96.59	117+19.05	117+41.51	117+63.97	117+86.51	118+09.06	118+31.60	118+54.15	118+76.64	118+99.14	119+21.64	119+44.13
BEAM J	FINAL TOP OF DECK EL.	618.58	618.74	618.89	619.01	619.12	619.21	619.29	619.34	619.38	619.41	619.41	619.40	619.38	619.33	619.27	619.19	619.10	618.99	618.86	618.71	618.55
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.58	618.81	618.97	619.08	619.12	619.28	619.37	619.41	619.38	619.47	619.50	619.47	619.38	619.40	619.36	619.26	619.10	619.05	618.95	618.78	618.55
	STATION	114+94.13	115+16.65	115+39.17	115+61.70	115+84.22	116+06.70	116+29.18	116+51.67	116+74.15	116+96.59	117+19.04	117+41.48	117+63.93	117+86.49	118+09.05	118+31.61	118+54.17	118+76.65	118+99.14	119+21.63	119+44.12
BEAM K	FINAL TOP OF DECK EL.	618.47	618.63	618.78	618.90	619.01	619.10	619.18	619.23	619.27	619.30	619.31	619.30	619.27	619.22	619.16	619.09	618.99	618.88	618.75	618.61	618.44
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.47	618.70	618.86	618.97	619.01	619.17	619.26	619.30	619.27	619.36	619.39	619.37	619.27	619.29	619.25	619.16	618.99	618.94	618.84	618.68	618.44
	STATION	114+94.11	115+16.64	115+39.17	115+61.69	115+84.22	116+06.71	116+29.19	116+51.68	116+74.16	116+96.60	117+19.03	117+41.46	117+63.89	117+86.47	118+09.04	118+31.61	118+54.18	118+76.67	118+99.15	119+21.63	119+44.11
BEAM L	FINAL TOP OF DECK EL.	618.37	618.52	618.67	618.79	618.90	618.99	619.07	619.12	619.17	619.19	619.20	619.19	619.16	619.12	619.05	618.98	618.88	618.77	618.64	618.50	618.33
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.37	618.59	618.75	618.86	618.90	619.06	619.15	619.19	619.17	619.25	619.28	619.26	619.16	619.18	619.14	619.05	618.88	618.83	618.73	618.57	618.33
	STATION	114+94.10	115+16.63	115+39.16	115+61.69	115+84.22	116+06.71	116+29.20	116+51.69	116+74.18	116+96.60	117+19.02	117+41.44	117+63.86	117+86.44	118+09.03	118+31.62	118+54.20	118+76.68	118+99.15	119+21.63	119+44.10
BEAM M	FINAL TOP OF DECK EL.	618.26	618.42	618.56	618.68	618.79	618.88	618.96	619.02	619.06	619.08	619.09	619.08	619.05	619.01	618.95	618.87	618.77	618.66	618.53	618.39	618.22
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.26	618.48	618.64	618.75	618.79	618.95	619.04	619.09	619.06	619.15	619.17	619.15	619.05	619.07	619.03	618.94	618.77	618.73	618.62	618.46	618.22
	STATION	114+94.09	115+16.62	115+39.15	115+61.68	115+84.21	116+06.71	116+29.20	116+51.70	116+74.20	116+96.60	117+19.01	117+41.42	117+63.82	117+86.42	118+09.02	118+31.62	118+54.22	118+76.69	118+99.16	119+21.62	119+44.09
BEAM N	FINAL TOP OF DECK EL.	618.16	618.32	618.46	618.59	618.69	618.79	618.86	618.92	618.96	618.98	618.99	618.98	618.95	618.91	618.85	618.77	618.67	618.56	618.43	618.29	618.13
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.16	618.38	618.55	618.66	618.69	618.85	618.95	618.99	618.96	619.05	619.08	619.05	618.95	618.97	618.93	618.84	618.67	618.63	618.52	618.36	618.13
	STATION	114+94.09	115+16.62	115+39.15	115+61.68	115+84.21	116+06.71	116+29.21	116+51.71	116+74.21	116+96.61	117+19.00	117+41.40	117+63.79	117+86.40	118+09.01	118+31.62	118+54.23	118+76.70	118+99.16	119+21.62	119+44.08
BEAM P	FINAL TOP OF DECK EL.	618.06	618.22	618.37	618.49	618.60	618.69	618.77	618.82	618.87	618.89	618.90	618.89	618.86	618.82	618.75	618.68	618.58	618.47	618.34	618.20	618.03
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.06	618.29	618.45	618.56	618.60	618.76	618.85	618.89	618.87	618.95	618.98	618.96	618.86	618.88	618.84	618.75	618.58	618.53	618.43	618.27	618.03
	STATION	114+94.08	115+16.61	115+39.15	115+61.68	115+84.21	116+06.71	116+29.21	116+51.72	116+74.22	116+96.61	117+19.00	117+41.39	117+63.78	117+86.40	118+09.01	118+31.62	118+54.24	118+76.70	118+99.16	119+21.62	119+44.08
ELEVT	FINAL TOP OF DECK EL.	618.04	618.20	618.34	618.47	618.58	618.67	618.74	618.80	618.84	618.87	618.87	618.86	618.84	618.79	618.73	618.65	618.56	618.45	618.32	618.17	618.01
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.04	618.27	618.43	618.54	618.58	618.73	618.83	618.87	618.84	618.93	618.96	618.93	618.84	618.86	618.82	618.72	618.56	618.51	618.40	618.24	618.01

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED

STRUCTURE FILE NUMBER 6200788

PHASE 4 DECK SCREED TABLE - III
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

28/48

84
116

M:\24701_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\072598.dgn
07/27/2004 03:04:03 PM

PHASE 4 DECK SCREED ELEVATION TABLE

		SPAN 15				SPAN 16				SPAN 17				SPAN 18				SPAN 19			
		℄ PIER 14	1/4	1/2	3/4	℄ PIER 15	1/4	1/2	3/4	℄ PIER 16	1/4	1/2	3/4	℄ PIER 17	1/4	1/2	3/4	℄ PIER 18	1/4	1/2	3/4	℄ PIER 19
ELEV S	STATION	119+44.15	119+66.62	119+89.09	120+11.55	120+34.02	120+56.55	120+79.08	121+01.61	121+24.14	121+46.64	121+69.14	121+91.64	122+14.14	122+36.59	122+59.04	122+81.49	123+03.94	123+26.49	123+49.04	123+71.59	123+94.14
	FINAL TOP OF DECK EL.	618.70	618.52	618.33	618.12	617.89	617.64	617.37	617.09	616.79	616.48	616.15	615.80	615.43	615.05	614.65	614.24	613.81	613.35	612.89	612.40	611.90
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.70	618.59	618.42	618.19	617.89	617.70	617.46	617.16	616.79	616.54	616.23	615.87	615.43	615.12	614.74	614.31	613.81	613.42	612.97	612.47	611.90
E.B. P.G.	STATION	119+44.15	119+66.62	119+89.08	120+11.55	120+34.02	120+56.55	120+79.07	121+01.59	121+24.11	121+46.62	121+69.13	121+91.64	122+14.14	122+36.59	122+59.04	122+81.48	123+03.93	123+26.48	123+49.04	123+71.59	123+94.15
	FINAL TOP OF DECK EL.	618.69	618.51	618.32	618.10	617.87	617.63	617.36	617.08	616.78	616.47	616.14	615.79	615.42	615.04	614.64	614.23	613.79	613.34	612.87	612.39	611.89
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.69	618.58	618.40	618.17	617.87	617.69	617.45	617.15	616.78	616.53	616.22	615.86	615.42	615.11	614.73	614.30	613.79	613.41	612.96	612.46	611.89
BEAM H	STATION	119+44.14	119+66.62	119+89.09	120+11.56	120+34.03	120+56.54	120+79.06	121+01.57	121+24.09	121+46.60	121+69.12	121+91.63	122+14.14	122+36.59	122+59.03	122+81.48	123+03.92	123+26.48	123+49.04	123+71.59	123+94.15
	FINAL TOP OF DECK EL.	618.66	618.48	618.29	618.07	617.84	617.60	617.33	617.05	616.75	616.44	616.11	615.76	615.39	615.01	614.61	614.20	613.76	613.31	612.84	612.36	611.86
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.66	618.55	618.37	618.14	617.84	617.66	617.42	617.12	616.75	616.50	616.19	615.83	615.39	615.07	614.70	614.27	613.76	613.38	612.93	612.43	611.86
BEAM J	STATION	119+44.13	119+66.61	119+89.09	120+11.57	120+34.05	120+56.54	120+79.03	121+01.52	121+24.01	121+46.55	121+69.08	121+91.61	122+14.15	122+36.58	122+59.02	122+81.46	123+03.90	123+26.46	123+49.03	123+71.60	123+94.16
	FINAL TOP OF DECK EL.	618.55	618.37	618.18	617.96	617.73	617.49	617.22	616.94	616.64	616.33	616.00	615.65	615.28	614.90	614.50	614.09	613.65	613.20	612.73	612.25	611.75
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.55	618.44	618.26	618.03	617.73	617.55	617.31	617.01	616.64	616.39	616.08	615.72	615.28	614.97	614.59	614.16	613.65	613.27	612.82	612.32	611.75
BEAM K	STATION	119+44.12	119+66.61	119+89.10	120+11.59	120+34.08	120+56.54	120+79.01	121+01.47	121+23.94	121+46.49	121+69.04	121+91.59	122+14.15	122+36.58	122+59.01	122+81.45	123+03.88	123+26.45	123+49.03	123+71.60	123+94.17
	FINAL TOP OF DECK EL.	618.44	618.26	618.07	617.85	617.62	617.38	617.11	616.83	616.54	616.22	615.89	615.54	615.17	614.79	614.39	613.98	613.55	613.09	612.63	612.14	611.64
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.44	618.33	618.15	617.92	617.62	617.44	617.20	616.90	616.54	616.29	615.98	615.61	615.17	614.86	614.48	614.05	613.55	613.16	612.71	612.21	611.64
BEAM L	STATION	119+44.11	119+66.61	119+89.11	120+11.60	120+34.10	120+56.54	120+78.98	121+01.42	121+23.86	121+46.43	121+69.01	121+91.58	122+14.15	122+36.58	122+59.00	122+81.43	123+03.86	123+26.44	123+49.02	123+71.60	123+94.18
	FINAL TOP OF DECK EL.	618.33	618.15	617.96	617.74	617.51	617.27	617.01	616.72	616.43	616.11	615.78	615.43	615.06	614.68	614.28	613.87	613.44	612.99	612.52	612.03	611.53
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.33	618.22	618.04	617.81	617.51	617.33	617.09	616.79	616.43	616.18	615.87	615.50	615.06	614.75	614.37	613.94	613.44	613.05	612.60	612.10	611.53
BEAM M	STATION	119+44.10	119+66.61	119+89.11	120+11.62	120+34.12	120+56.54	120+78.95	121+01.37	121+23.79	121+46.38	121+68.97	121+91.56	122+14.15	122+36.57	122+58.99	122+81.41	123+03.83	123+26.42	123+49.01	123+71.61	123+94.20
	FINAL TOP OF DECK EL.	618.22	618.05	617.85	617.64	617.41	617.16	616.90	616.62	616.32	616.00	615.67	615.32	614.95	614.57	614.17	613.76	613.33	612.88	612.41	611.92	611.42
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.22	618.11	617.94	617.71	617.41	617.22	616.98	616.69	616.32	616.07	615.76	615.39	614.95	614.64	614.26	613.83	613.33	612.94	612.49	611.99	611.42
BEAM N	STATION	119+44.09	119+66.61	119+89.12	120+11.63	120+34.15	120+56.54	120+78.93	121+01.32	121+23.72	121+46.33	121+68.94	121+91.54	122+14.15	122+36.57	122+58.98	122+81.40	123+03.81	123+26.41	123+49.01	123+71.61	123+94.21
	FINAL TOP OF DECK EL.	618.13	617.95	617.75	617.54	617.31	617.06	616.80	616.52	616.22	615.91	615.57	615.22	614.86	614.48	614.08	613.66	613.23	612.78	612.31	611.82	611.32
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.13	618.01	617.84	617.61	617.31	617.13	616.89	616.59	616.22	615.97	615.66	615.29	614.86	614.54	614.16	613.73	613.23	612.84	612.40	611.89	611.32
BEAM P	STATION	119+44.08	119+66.60	119+89.12	120+11.65	120+34.17	120+56.54	120+78.91	121+01.28	121+23.65	121+46.28	121+68.90	121+91.53	122+14.15	122+36.56	122+58.97	122+81.39	123+03.80	123+26.40	123+49.01	123+71.61	123+94.22
	FINAL TOP OF DECK EL.	618.03	617.85	617.66	617.44	617.21	616.97	616.71	616.43	616.13	615.81	615.48	615.13	614.76	614.38	613.98	613.57	613.14	612.69	612.22	611.73	611.23
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.03	617.92	617.74	617.51	617.21	617.03	616.79	616.50	616.13	615.88	615.57	615.20	614.76	614.45	614.07	613.64	613.14	612.75	612.30	611.80	611.23
ELEV T	STATION	119+44.08	119+66.60	119+89.13	120+11.65	120+34.17	120+56.54	120+78.90	121+01.27	121+23.64	121+46.27	121+68.90	121+91.53	122+14.15	122+36.56	122+58.97	122+81.38	123+03.79	123+26.40	123+49.00	123+71.61	123+94.22
	FINAL TOP OF DECK EL.	618.01	617.83	617.63	617.42	617.19	616.94	616.68	616.40	616.11	615.79	615.46	615.11	614.74	614.36	613.96	613.55	613.11	612.66	612.19	611.71	611.20
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00
	SCREED ELEVATION	618.01	617.90	617.72	617.49	617.19	617.01	616.77	616.47	616.11	615.86	615.54	615.18	614.74	614.42	614.05	613.62	613.11	612.73	612.28	611.78	611.20

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48 .
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DATE 6/9/04
REVIEWED EBS
STRUCTURE FILE NUMBER 6200788
DRAWN SJG
REVISED
DESIGNED LJF
CHECKED BMG

PHASE 4 DECK SCREED TABLE - IV
BRIDGE NO. OTT-2-2847
S. R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

29/48

85
116

J:\24701_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2S09.dgn
07/27/2004 03:05:10 PM

PHASE 4 DECK SCREED ELEVATION TABLE

		SPAN 20				SPAN 21				SPAN 22				SPAN 23				
		℄ PIER 19	1/4	1/2	3/4	℄ PIER 20	1/4	1/2	3/4	℄ PIER 21	1/4	1/2	3/4	℄ PIER 22	1/4	1/2	3/4	℄ BRG. FORWARD ABUT.
ELEV S	STATION	123+94.14	124+16.65	124+39.16	124+61.67	124+84.18	125+06.63	125+29.09	125+51.55	125+74.00	125+96.49	126+18.98	126+41.47	126+63.95	126+83.20	127+02.44	127+21.68	127+40.92
	FINAL TOP OF DECK EL.	611.90	611.38	610.85	610.29	609.72	609.14	608.54	607.92	607.29	606.63	605.96	605.29	604.61	604.03	603.45	602.87	602.29
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.90	611.45	610.93	610.36	609.72	609.21	608.63	607.99	607.29	606.70	606.05	605.36	604.61	604.07	603.50	602.91	602.29
E.B. P.G.	STATION	123+94.15	124+16.65	124+39.16	124+61.67	124+84.17	125+06.63	125+29.09	125+51.55	125+74.01	125+96.50	126+18.98	126+41.47	126+63.95	126+83.20	127+02.44	127+21.68	127+40.92
	FINAL TOP OF DECK EL.	611.89	611.37	610.83	610.28	609.71	609.13	608.53	607.91	607.27	606.62	605.95	605.27	604.60	604.02	603.44	602.86	602.28
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.89	611.43	610.92	610.35	609.71	609.19	608.61	607.98	607.27	606.69	606.04	605.34	604.60	604.06	603.49	602.90	602.28
BEAM H	STATION	123+94.15	124+16.66	124+39.16	124+61.67	124+84.17	125+06.63	125+29.10	125+51.56	125+74.02	125+96.50	126+18.99	126+41.47	126+63.96	126+83.20	127+02.44	127+21.68	127+40.92
	FINAL TOP OF DECK EL.	611.86	611.34	610.80	610.25	609.68	609.10	608.50	607.88	607.24	606.59	605.92	605.24	604.57	603.99	603.41	602.83	602.25
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.86	611.40	610.89	610.32	609.68	609.16	608.58	607.95	607.24	606.65	606.01	605.31	604.57	604.02	603.46	602.87	602.25
BEAM J	STATION	123+94.16	124+16.66	124+39.17	124+61.67	124+84.17	125+06.64	125+29.11	125+51.58	125+74.05	125+96.53	126+19.01	126+41.48	126+63.96	126+83.20	127+02.43	127+21.67	127+40.91
	FINAL TOP OF DECK EL.	611.75	611.23	610.69	610.14	609.57	608.99	608.39	607.77	607.13	606.48	605.81	605.13	604.46	603.88	603.30	602.72	602.14
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.75	611.29	610.78	610.21	609.57	609.05	608.47	607.84	607.13	606.54	605.90	605.20	604.46	603.92	603.35	602.76	602.14
BEAM K	STATION	123+94.17	124+16.67	124+39.17	124+61.67	124+84.17	125+06.65	125+29.13	125+51.60	125+74.08	125+96.55	126+19.03	126+41.50	126+63.97	126+83.20	127+02.43	127+21.66	127+40.90
	FINAL TOP OF DECK EL.	611.64	611.12	610.58	610.03	609.46	608.88	608.28	607.66	607.02	606.37	605.70	605.02	604.35	603.77	603.19	602.61	602.03
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.64	611.18	610.67	610.10	609.46	608.94	608.36	607.73	607.02	606.43	605.79	605.09	604.35	603.81	603.24	602.65	602.03
BEAM L	STATION	123+94.18	124+16.68	124+39.18	124+61.67	124+84.17	125+06.66	125+29.14	125+51.63	125+74.11	125+96.58	126+19.04	126+41.51	126+63.97	126+83.20	127+02.43	127+21.66	127+40.89
	FINAL TOP OF DECK EL.	611.53	611.01	610.47	609.92	609.35	608.77	608.17	607.55	606.91	606.26	605.59	604.91	604.24	603.66	603.08	602.50	601.92
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.53	611.07	610.56	609.99	609.35	608.83	608.25	607.62	606.91	606.32	605.68	604.98	604.24	603.70	603.13	602.54	601.92
BEAM M	STATION	123+94.20	124+16.69	124+39.18	124+61.68	124+84.17	125+06.66	125+29.16	125+51.65	125+74.15	125+96.60	126+19.06	126+41.52	126+63.98	126+83.20	127+02.43	127+21.65	127+40.87
	FINAL TOP OF DECK EL.	611.42	610.90	610.37	609.81	609.25	608.66	608.06	607.44	606.80	606.15	605.48	604.80	604.13	603.55	602.97	602.39	601.81
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.42	610.97	610.45	609.88	609.25	608.72	608.14	607.51	606.80	606.21	605.57	604.87	604.13	603.59	603.02	602.43	601.81
BEAM N	STATION	123+94.21	124+16.70	124+39.19	124+61.68	124+84.17	125+06.67	125+29.17	125+51.67	125+74.17	125+96.63	126+19.08	126+41.53	126+63.99	126+83.21	127+02.43	127+21.65	127+40.87
	FINAL TOP OF DECK EL.	611.32	610.80	610.27	609.72	609.15	608.56	607.96	607.34	606.70	606.05	605.38	604.71	604.03	603.45	602.87	602.29	601.72
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.32	610.87	610.35	609.79	609.15	608.63	608.05	607.41	606.70	606.12	605.47	604.78	604.03	603.49	602.92	602.33	601.72
BEAM P	STATION	123+94.22	124+16.70	124+39.19	124+61.68	124+84.17	125+06.68	125+29.18	125+51.69	125+74.20	125+96.65	126+19.10	126+41.54	126+63.99	126+83.21	127+02.42	127+21.64	127+40.86
	FINAL TOP OF DECK EL.	611.23	610.71	610.17	609.62	609.05	608.47	607.87	607.25	606.61	605.96	605.29	604.61	603.94	603.36	602.78	602.20	601.62
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.23	610.77	610.26	609.69	609.05	608.53	607.95	607.32	606.61	606.02	605.37	604.68	603.94	603.40	602.83	602.24	601.62
ELEV T	STATION	123+94.22	124+16.71	124+39.19	124+61.68	124+84.17	125+06.68	125+29.19	125+51.70	125+74.21	125+96.65	126+19.10	126+41.55	126+63.99	126+83.21	127+02.42	127+21.64	127+40.85
	FINAL TOP OF DECK EL.	611.20	610.69	610.15	609.60	609.03	608.44	607.84	607.22	606.58	605.93	605.26	604.59	603.91	603.33	602.76	602.18	601.60
	DEFLECTION	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.07	0.09	0.07	0.00	0.04	0.05	0.04	0.00
	SCREED ELEVATION	611.20	610.75	610.24	609.67	609.03	608.51	607.93	607.29	606.58	606.00	605.35	604.66	603.91	603.37	602.81	602.22	601.60

NOTES:

1. FOR BEAM AND ELEVATION LOCATIONS, SEE SHEET 20/48.
2. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | REVIEWED EBS 6/9/04 | DATE | CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

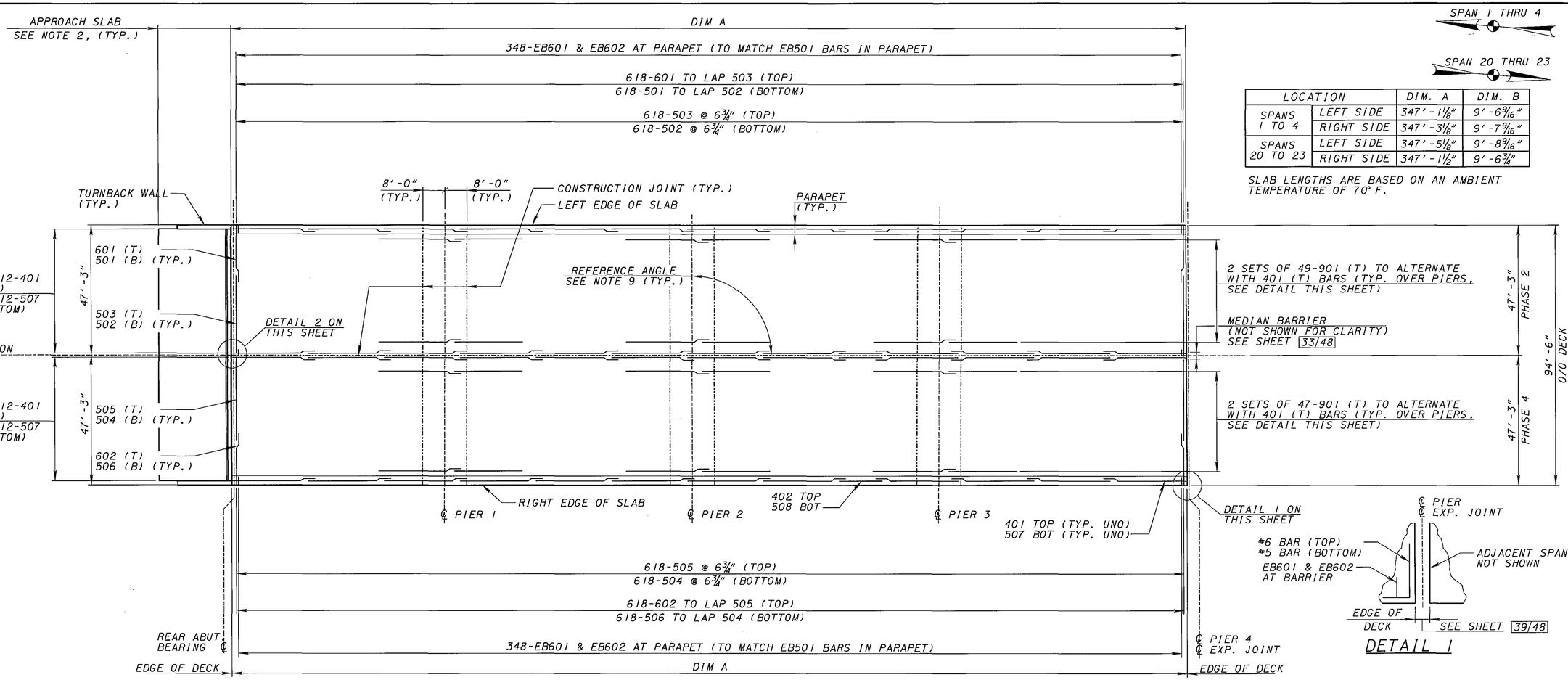
PHASE 4 DECK SCREED TABLE - V
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

30/48

86/116

J:\24701L.0001_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SDA.dgn
07/27/2004 03:05:45 PM



SPAN 1 THRU 4

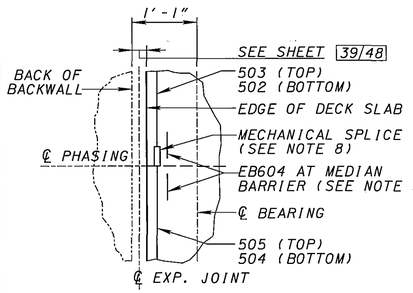
SPAN 20 THRU 23

LOCATION		DIM. A	DIM. B
SPANS 1 TO 4	LEFT SIDE	347'-1⅛"	9'-6⁹⁄₁₆"
	RIGHT SIDE	347'-3⅛"	9'-7⁹⁄₁₆"
SPANS 20 TO 23	LEFT SIDE	347'-5⅛"	9'-8⁹⁄₁₆"
	RIGHT SIDE	347'-1½"	9'-6¾"

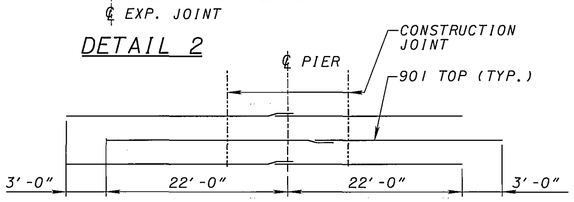
SLAB LENGTHS ARE BASED ON AN AMBIENT TEMPERATURE OF 70° F.

SLAB PLAN

SPANS 1 THRU 4 SHOWN SPANS 20 THRU 23 OPPOSITE IN HAND

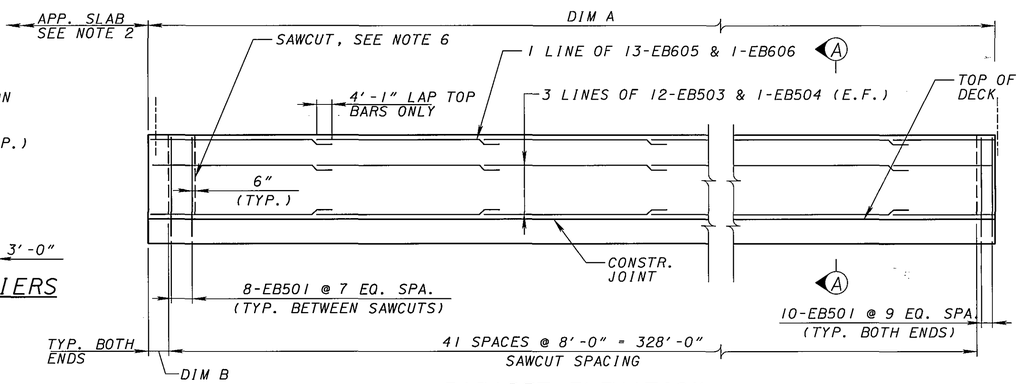


DETAIL 2



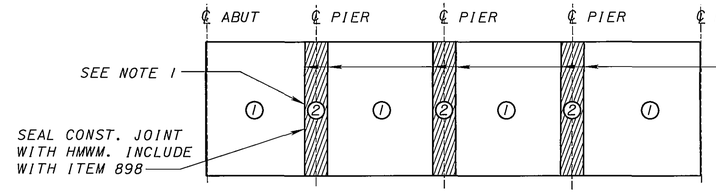
ADDITIONAL REINFORCEMENT OVER PIERS

MINIMUM LAP LENGTH (UNLESS NOTED OTHERWISE)
#4 BAR = 1'-11"
#5 BAR = 2'-5"
#6 BAR = 2'-11"
#7 BAR = 3'-8"



PARAPET ELEVATION

SEE NOTE 3



CONCRETE DECK PLACEMENT SEQUENCE

DETAIL 1

NOTES:

1. CONCRETE DECK PLACEMENTS ① MAY BE MADE ON THE SAME OR SEPARATE DAYS. PLACEMENTS ② SHALL NOT BE MADE UNTIL CONCRETE IN ADJACENT SPANS HAVE BEEN IN PLACE AT LEAST 48 HOURS. PLACEMENT ② SHALL INCLUDE THE PLACEMENT OF END DIAPHRAGMS. THE CONTRACTOR SHALL BEGIN EACH POUR SEQUENCE AT THE LOWEST ELEVATION AND PROCEED UPGRADE.
2. FOR APPROACH SLAB DETAILS, SEE SHEET 43/48 .
3. FOR SECTION A-A, PARAPET REINFORCING AND DETAILS, SEE SHEET 33/48.
4. FOR PLACEMENT OF DECK REINFORCING STEEL, SEE TRANSVERSE SECTION ON SHEET 20/48 .
5. ALL REINFORCING STEEL ON THIS SHEET SHALL BE PREFIXED "ES", (EPOXY-SUPERSTRUCTURE), UNLESS NOTED OTHERWISE.
6. SEE STD. DWG. NO. SBR-1-99 FOR ADDITIONAL PARAPET NOTES AND DETAILS.
7. FOR SUBSTRUCTURE SKEW VERIFICATION NOTE, SEE SHEET 6/48 .
8. MECHANICAL REINFORCEMENT SPLICES SHALL BE OF A THREADED TYPE, AND SHALL BE CAPABLE OF DEVELOPING 125% OF THE YIELD STRENGTH OF THE BAR. MECHANICAL SPLICES SHALL BE INSTALLED AS SPECIFIED BY THE MANUFACTURER.
9. FOR PIER AND ABUTMENT REFERENCE ANGLES, SEE SHEETS 14/48 AND 19/48 .

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

SLAB PLAN & PARAPET ELEVATIONS - 4 SPAN
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

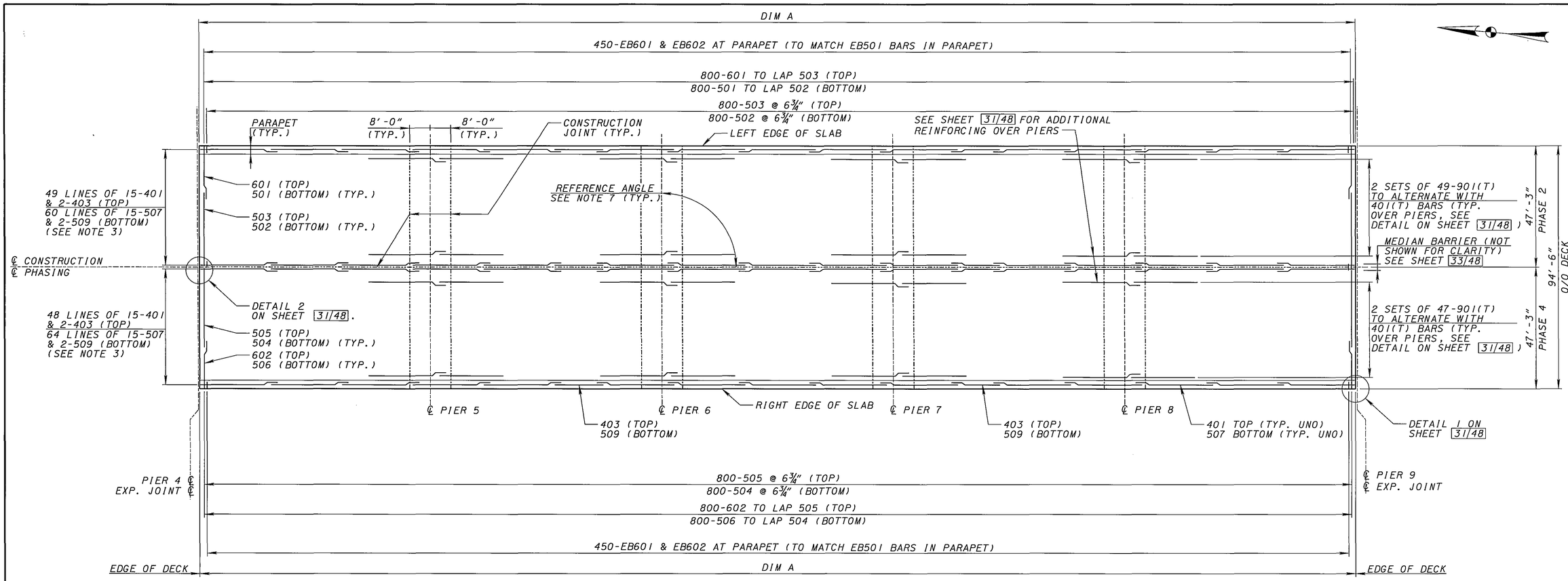
OTT-2-28.47/
ERI-2-0.00

31/48

87/116

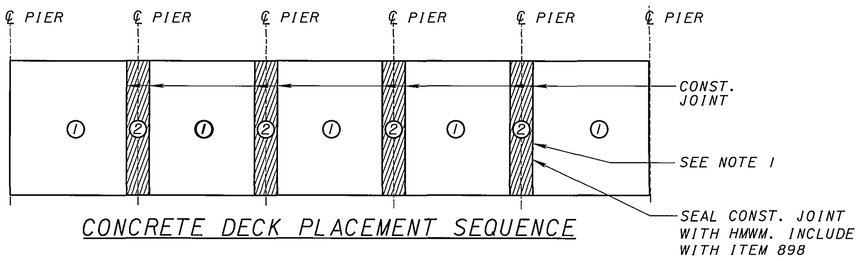
J:\21470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\072508.dgn

07/29/2004 10:37:57 AM



SLAB PLAN

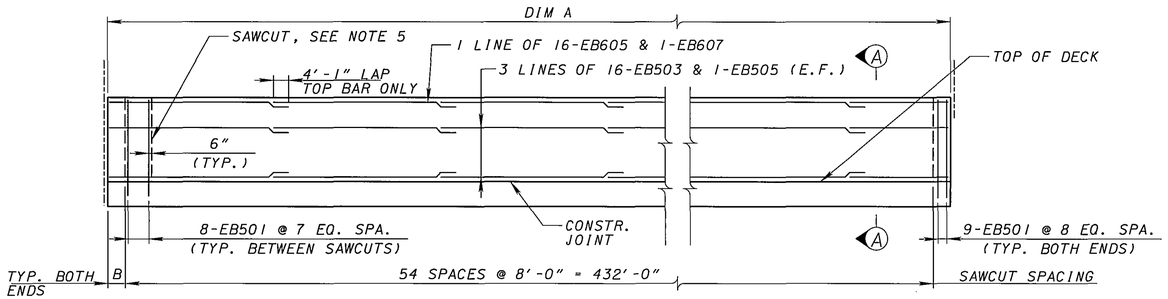
SPANS 5 THRU 9 SHOWN, SPANS 10 THRU 14 AND 15 THRU 19 SIMILAR



CONCRETE DECK PLACEMENT SEQUENCE

LOCATION		DIM. A	DIM. B
SPANS 5 TO 9	LEFT SIDE	449'-8¾"	8'-10⅜"
	RIGHT SIDE	449'-2⅞"	8'-7⅞"
SPANS 10 TO 14	LEFT SIDE	449'-7⅛"	8'-9⅜"
	RIGHT SIDE	449'-7⅛"	8'-9⅜"
SPANS 15 TO 19	LEFT SIDE	449'-5¼"	8'-8⅝"
	RIGHT SIDE	449'-8⅛"	8'-10⅞"

SLAB LENGTHS ARE BASED ON AN AMBIENT TEMPERATURE OF 70° F.



PARAPET ELEVATION

SEE NOTE 2

MINIMUM LAP LENGTH (UNLESS NOTED OTHERWISE)
#4 BAR = 1'-11"
#5 BAR = 2'-5"
#6 BAR = 2'-11"
#7 BAR = 3'-8"

NOTES:

1. CONCRETE DECK PLACEMENTS ① MAY BE MADE ON THE SAME OR SEPARATE DAYS. PLACEMENTS ② SHALL NOT BE MADE UNTIL CONCRETE IN ADJACENT SPANS HAVE BEEN IN PLACE AT LEAST 48 HOURS. PLACEMENTS ② SHALL INCLUDE THE PLACEMENT OF END DIAPHRAGMS. THE CONTRACTOR SHALL BEGIN EACH POUR SEQUENCE AT THE LOWEST ELEVATION AND PROCEED UPGRADE.
2. FOR SECTION A-A, PARAPET REINFORCING AND DETAILS, SEE SHEET 33/48.
3. FOR PLACEMENT OF DECK REINFORCING STEEL, SEE TRANSVERSE SECTION ON SHEET 20/48.
4. ALL REINFORCING STEEL ON THIS SHEET SHALL BE PREFIXED "ES", (EPOXY-SUPERSTRUCTURE), UNLESS NOTED OTHERWISE.
5. SEE STD. DWG. NO. SBR-1-99 FOR ADDITIONAL PARAPET NOTES AND DETAILS.
6. FOR SUBSTRUCTURE SKEW VERIFICATION NOTE, SEE SHEET 6/48.
7. FOR PIER REFERENCE ANGLES, SEE SHEET 19/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | REVIEWED EBS | DATE 6/9/04 | CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

SLAB PLAN & PARAPET ELEVATIONS - 5 SPAN

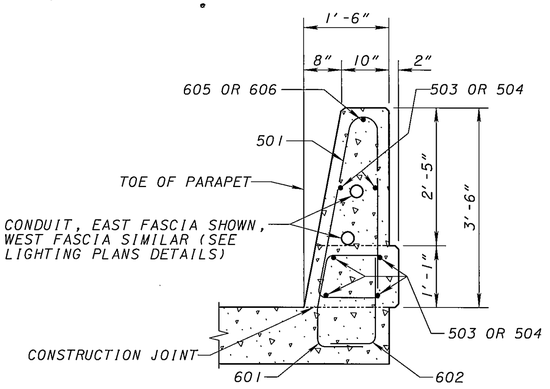
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

32/48

88
116

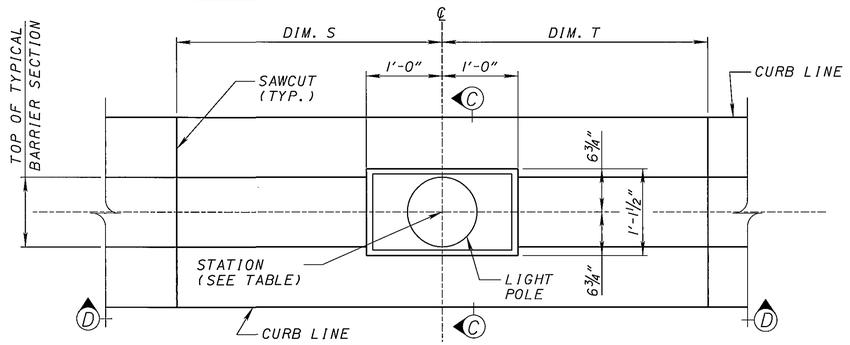
d:\24470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SDC.dgn
07/29/2004 10:38:26 AM



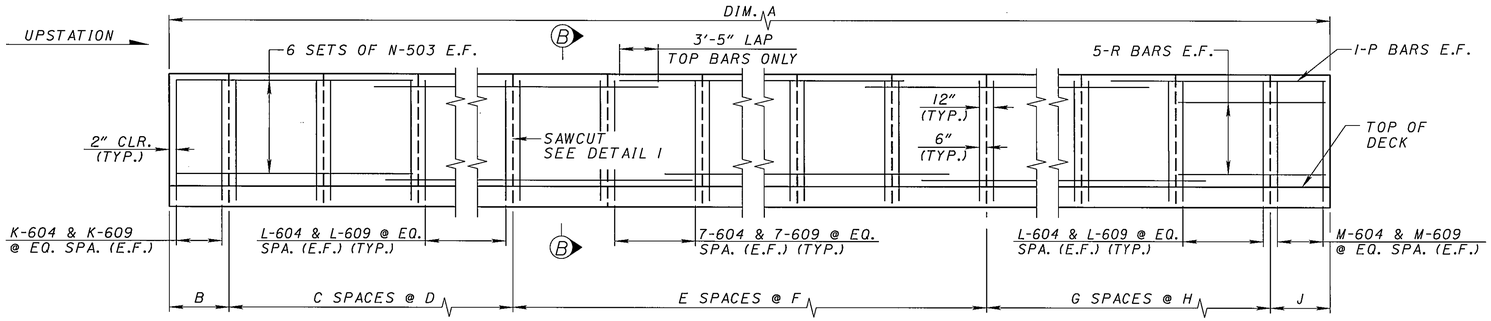
SECTION A-A

MINIMUM LAP LENGTH (UNLESS NOTED OTHERWISE)
#5 BAR = 2'-5"

LIGHT PEDESTAL LOCATION AND DIMENSION TABLE (SEE MEDIAN BARRIER LIGHT PEDESTAL DETAIL)		
STATION	DIM. S	DIM. T
107+57	3'-6"	3'-6"
109+32	3'-6"	3'-6"
111+07	3'-4"	3'-8"
112+82	3'-4"	3'-8"
114+57	3'-4"	3'-8"
116+32	3'-4"	3'-8"
118+07	3'-4"	3'-8"
119+82	3'-5"	3'-7"
1+57	3'-5"	3'-7"
3+32	3'-5"	3'-7"
5+07	3'-6"	3'-6"
6+82	3'-6"	3'-6"

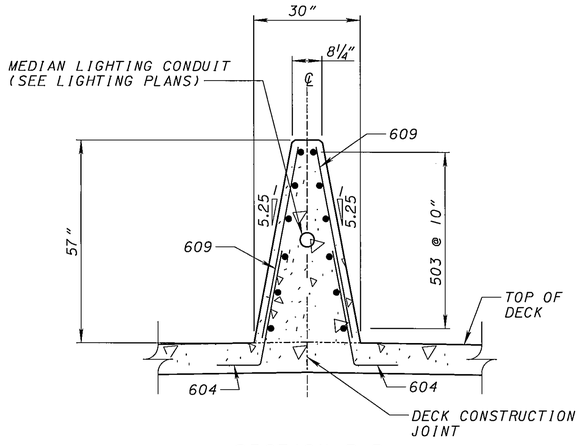


MEDIAN BARRIER LIGHT PEDESTAL DETAIL

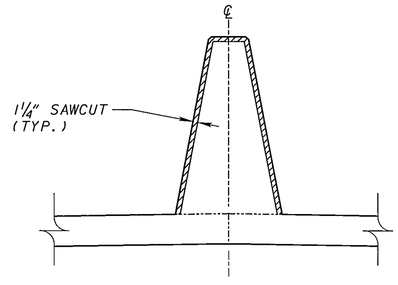


MEDIAN BARRIER ELEVATION
(LIGHT PEDESTALS NOT SHOWN)

MEDIAN BARRIER DIMENSION TABLE															
LOCATION	DIM. A	DIM. B	C	DIM. D	E	DIM. F	G	DIM. H	DIM. J	K	L	M	N	P	R
SPANS 1 TO 4	347'-2⅛"	8'-7⅝"	6	8'-0"	26	7'-0"	13	7'-9"	7'-9½"	9	8	9	12	502	504
SPANS 5 TO 9	449'-5¾"	8'-0⅜"	6	8'-6"	51	7'-0"	3	8'-6"	7'-11⅜"	9	9	9	16	506	505
SPANS 10 TO 14	449'-7⅛"	8'-1⅝"	18	7'-0"	26	7'-0"	18	7'-0"	7'-5½"	9	7	8	16	506	505
SPANS 15 TO 19	449'-7"	8'-7½"	3	8'-6"	51	7'-0"	6	8'-6"	7'-5½"	9	9	8	16	506	505
SPANS 20 TO 23	347'-3¼"	8'-4¾"	13	7'-9"	26	7'-0"	6	8'-0"	8'-1½"	9	8	9	12	502	504

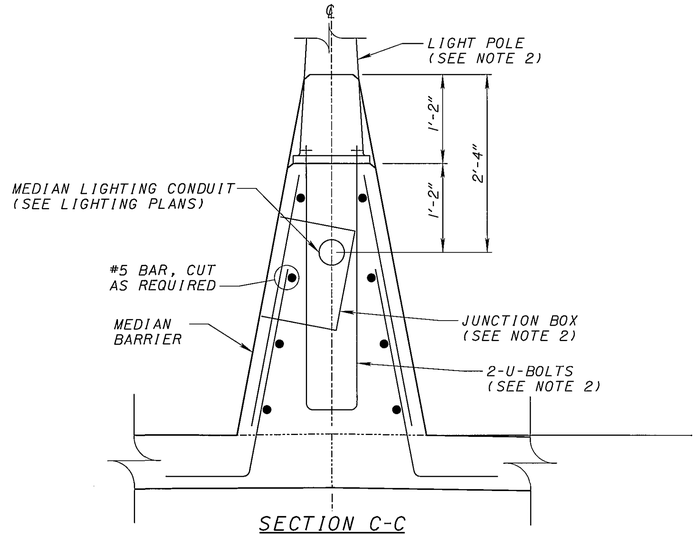


SECTION B-B

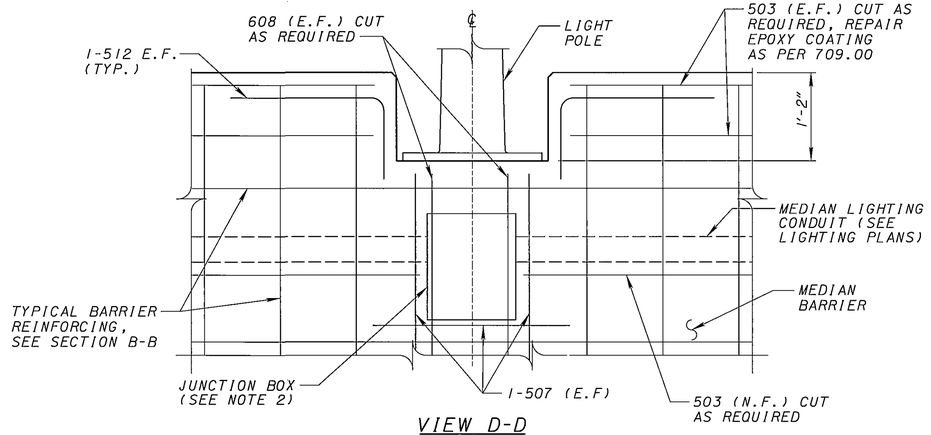


DETAIL I

(SECTION THROUGH MEDIAN BARRIER SAWCUT)
SAW CUT PERIMETER = 10'-4"



SECTION C-C



VIEW D-D

NOTES:

1. FOR LOCATION OF SECTION A-A SEE SHEETS [20/48], [31/48], AND [32/48].
2. FOR LIGHT POLE, JUNCTION BOX AND ANCHOR BOLT DETAILS AND PAYMENT, SEE LIGHTING PLANS.
3. ALL REINFORCING STEEL ON THIS SHEET SHALL BE PREFIXED "EB" (EPOXY-BARRIER), UNLESS NOTED OTHEWISE.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMG | DRAWN SJG | CHECKED LJF | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

PARAPET & MEDIAN BARRIER DETAILS
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47

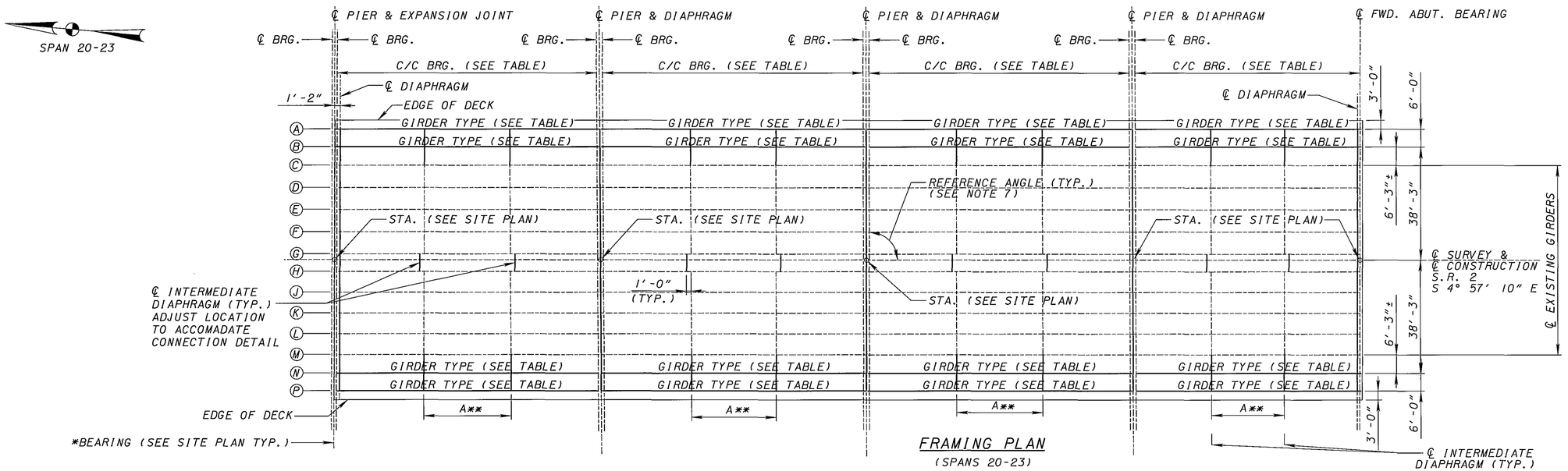
33/48

89/116

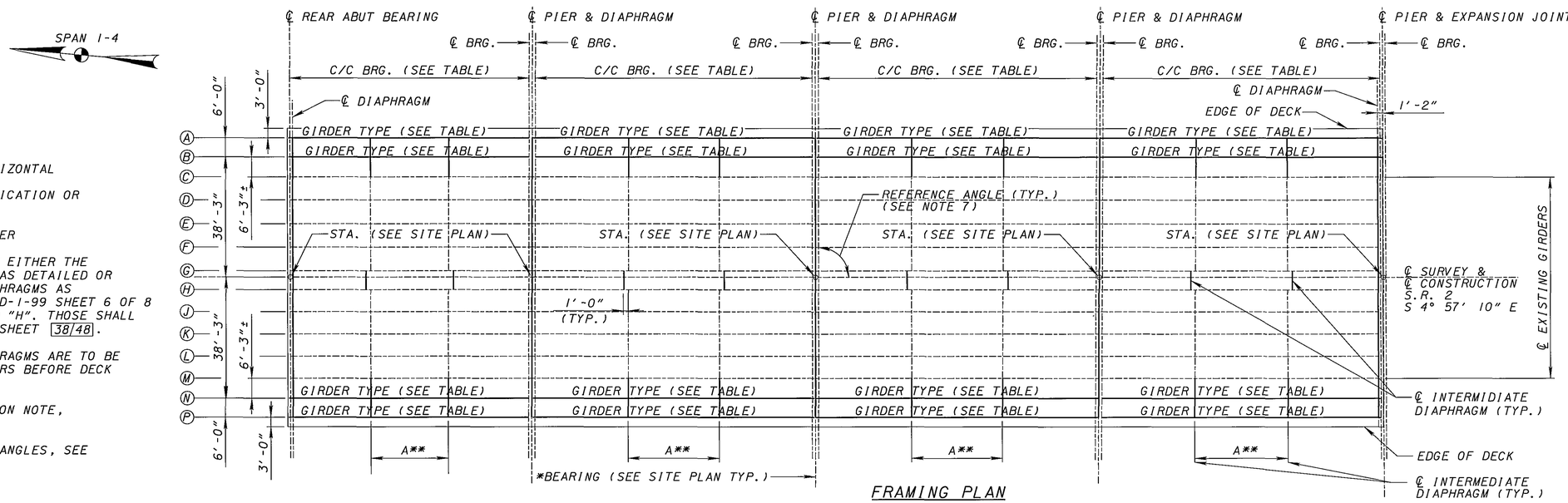
J:\24170L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\OT2SDN.dgn
07/29/2004 05:37:55 PM

SPAN 1-4															
		SPAN 1				SPAN 2				SPAN 3				SPAN 4			
GIRDER LINE	REAR ABUTMENT	GIRDER TYPE	*C/C BRG	"A"	PIER 1	GIRDER TYPE	*C/C BRG	"A"	PIER 2	GIRDER TYPE	*C/C BRG	"A"	PIER 3	GIRDER TYPE	*C/C BRG	"A"	PIER 4
A		G1	75.94	25'-0"		G3	87.87	29'-0"		G4	88.15	29'-0"		G2	87.80	29'-0"	
B		G1	75.92	25'-0"		G3	87.89	29'-0"		G4	88.12	29'-0"		G2	87.86	29'-0"	
℄ CONST																	
N		G1	75.56	25'-0"		G3	88.07	29'-0"		G4	87.75	29'-0"		G5	88.54	29'-0"	
P		G1	75.53	25'-0"		G3	88.08	29'-0"		G4	87.72	29'-0"		G5	88.60	29'-0"	

SPAN 20-23																	
		SPAN 20				SPAN 21				SPAN 22				SPAN 23			
GIRDER LINE	PIER 19	GIRDER TYPE	*C/C BRG	"A"	PIER 20	GIRDER TYPE	*C/C BRG	"A"	PIER 21	GIRDER TYPE	*C/C BRG	"A"	PIER 22	GIRDER TYPE	*C/C BRG	"A"	FORWARD ABUTMENT
A		G4	88.28	29'-0"		G3	87.62	29'-0"		G4	88.12	29'-0"		G1	76.08	25'-0"	
B		G4	88.27	29'-0"		G3	87.65	29'-0"		G4	88.09	29'-0"		G1	76.06	25'-0"	
℄ CONST																	
N		G3	88.13	29'-0"		G3	88.01	29'-0"		G2	87.81	29'-0"		G1	75.88	25'-0"	
P		G3	88.12	29'-0"		G3	88.03	29'-0"		G2	87.79	29'-0"		G1	75.86	25'-0"	



FRAMING PLAN
(SPANS 20-23)



FRAMING PLAN
(SPANS 1-4)

NOTES:

1. DIMENSIONS ALONG GIRDERS ARE HORIZONTAL
2. * CONTRACTOR TO VERIFY BEFORE FABRICATION OR CONSTRUCTION
3. ** SYMMETRIC ABOUT MIDPOINT OF GIRDER
4. CONTRACTOR HAS THE OPTION TO USE EITHER THE CONCRETE INTERMEDIATE DIPHRAGMS AS DETAILED OR GALVANIZED STRUCTURAL STEEL DIAPHRAGMS AS DETAILED ON STANDARD DRAWING PSID-1-99 SHEET 6 OF 8 EXCEPT BETWEEN BEAMLINES "G" AND "H". THOSE SHALL BE STEEL DIAPHRAGMS AS SHOWN ON SHEET 38/48.
5. CAST-IN-PLACE INTERMEDIATE DIAPHRAGMS ARE TO BE PLACED AND CURED AT LEAST 48 HOURS BEFORE DECK PLACEMENT
6. FOR SUBSTRUCTURE SKEW VERIFICATION NOTE, SEE SHEET 6/48.
7. FOR PIER AND ABUTMENT REFERENCE ANGLES, SEE SHEETS 14/48 AND 19/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVISED | REVIEWED EBS | DATE 6/9/04
STRUCTURE FILE NUMBER 6200788

FRAMING PLAN - 4 SPAN
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

34/48

90/116

J:\24710L_0001_Edison Bridge\Prod\Current\Bridge\Drawings\07250D.dgn
07/27/2004 07:56:10 PM

SPAN 5-9

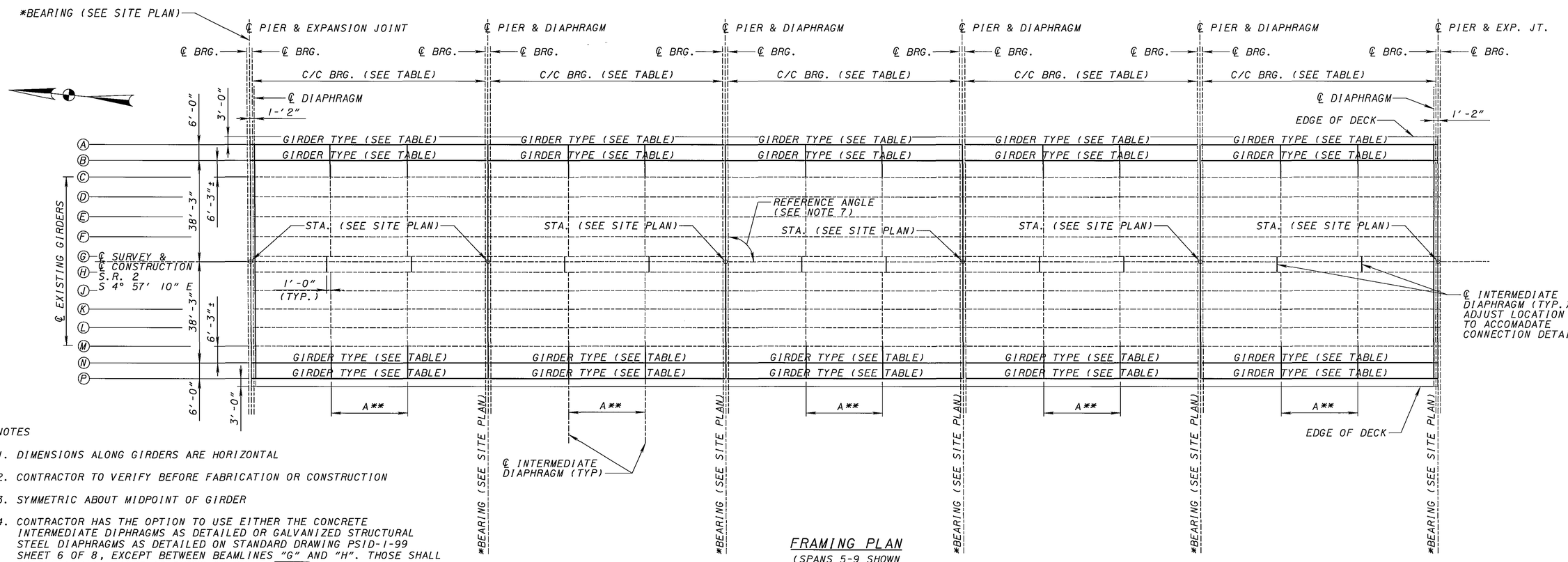
GIRDER LINE	PIER 4	SPAN 5 GIRDER TYPE	SPAN 5 *C/C BRG	SPAN 5 "A"	PIER 5	SPAN 6 GIRDER TYPE	SPAN 6 *C/C BRG	SPAN 6 "A"	PIER 6	SPAN 7 GIRDER TYPE	SPAN 7 *C/C BRG	SPAN 7 "A"	PIER 7	SPAN 8 GIRDER TYPE	SPAN 8 *C/C BRG	SPAN 8 "A"	PIER 8	SPAN 9 GIRDER TYPE	SPAN 9 *C/C BRG	SPAN 9 "A"	PIER 9
A		G4	88.33	29'-0"		G4	87.97	29'-0"		G3	87.98	29'-0"		G4	87.97	29'-0"		G3	88.21	29'-0"	
B		G4	88.30	29'-0"		G4	87.97	29'-0"		G3	87.99	29'-0"		G4	87.97	29'-0"		G3	88.19	29'-0"	
℄ CONST																					
N		G2	87.99	29'-0"		G4	88.08	29'-0"		G3	88.05	29'-0"		G3	87.89	29'-0"		G3	88.02	29'-0"	
P		G2	87.96	29'-0"		G4	88.09	29'-0"		G3	88.06	29'-0"		G3	87.88	29'-0"		G3	88.00	29'-0"	

SPAN 10-14

GIRDER LINE	PIER 9	SPAN 10 GIRDER TYPE	SPAN 10 *C/C BRG	SPAN 10 "A"	PIER 10	SPAN 11 GIRDER TYPE	SPAN 11 *C/C BRG	SPAN 11 "A"	PIER 11	SPAN 12 GIRDER TYPE	SPAN 12 *C/C BRG	SPAN 12 "A"	PIER 12	SPAN 13 GIRDER TYPE	SPAN 13 *C/C BRG	SPAN 13 "A"	PIER 13	SPAN 14 GIRDER TYPE	SPAN 14 *C/C BRG	SPAN 14 "A"	PIER 14
A		G3	88.21	29'-0"		G3	87.73	29'-0"		G4	88.28	29'-0"		G4	87.74	29'-0"		G4	88.38	29'-0"	
B		G3	88.21	29'-0"		G3	87.75	29'-0"		G4	88.23	29'-0"		G4	87.78	29'-0"		G4	88.36	29'-0"	
℄ CONST																					
N		G3	88.28	29'-0"		G4	87.99	29'-0"		G2	87.62	29'-0"		G4	88.40	29'-0"		G3	88.04	29'-0"	
P		G3	88.29	29'-0"		G4	88.01	29'-0"		G2	87.58	29'-0"		G4	88.44	29'-0"		G3	88.02	29'-0"	

SPAN 15-19

GIRDER LINE	PIER 14	SPAN 15 GIRDER TYPE	SPAN 15 *C/C BRG	SPAN 15 "A"	PIER 15	SPAN 16 GIRDER TYPE	SPAN 16 *C/C BRG	SPAN 16 "A"	PIER 16	SPAN 17 GIRDER TYPE	SPAN 17 *C/C BRG	SPAN 17 "A"	PIER 17	SPAN 18 GIRDER TYPE	SPAN 18 *C/C BRG	SPAN 18 "A"	PIER 18	SPAN 19 GIRDER TYPE	SPAN 19 *C/C BRG	SPAN 19 "A"	PIER 19
A		G2	87.82	29'-0"		G5	88.75	29'-0"		G3	87.52	29'-0"		G3	87.94	29'-0"		G3	88.16	29'-0"	
B		G2	87.85	29'-0"		G5	88.66	29'-0"		G3	87.58	29'-0"		G3	87.92	29'-0"		G3	88.19	29'-0"	
℄ CONST																					
N		G3	88.22	29'-0"		G3	87.57	29'-0"		G5	88.43	29'-0"		G3	87.66	29'-0"		G5	88.56	29'-0"	
P		G3	88.25	29'-0"		G3	87.49	29'-0"		G5	88.50	29'-0"		G3	87.64	29'-0"		G5	88.59	29'-0"	



FRAMING PLAN

(SPANS 5-9 SHOWN
SPANS 10-14 & 15-19 SIMILIAR)

NOTES

1. DIMENSIONS ALONG GIRDERS ARE HORIZONTAL
2. * CONTRACTOR TO VERIFY BEFORE FABRICATION OR CONSTRUCTION
3. ** SYMMETRIC ABOUT MIDPOINT OF GIRDER
4. CONTRACTOR HAS THE OPTION TO USE EITHER THE CONCRETE INTERMEDIATE DIPHRAGMS AS DETAILED OR GALVANIZED STRUCTURAL STEEL DIAPHRAGMS AS DETAILED ON STANDARD DRAWING PSID-1-99 SHEET 6 OF 8, EXCEPT BETWEEN BEAMLINES "G" AND "H". THOSE SHALL BE STEEL DIAPHRAGMS AS SHOWN ON SHEET 38/48.
5. CAST-IN-PLACE INTERMEDIATE DIAPHRAGMS ARE TO BE PLACED AND CURED AT LEAST 48 HOURS BEFORE DECK PLACEMENT
6. FOR SUBSTRUCTURE SKEW VERIFICATION NOTE, SEE SHEET 6/48.
7. FOR PIER REFERENCE ANGLES, SEE SHEET 19/48.

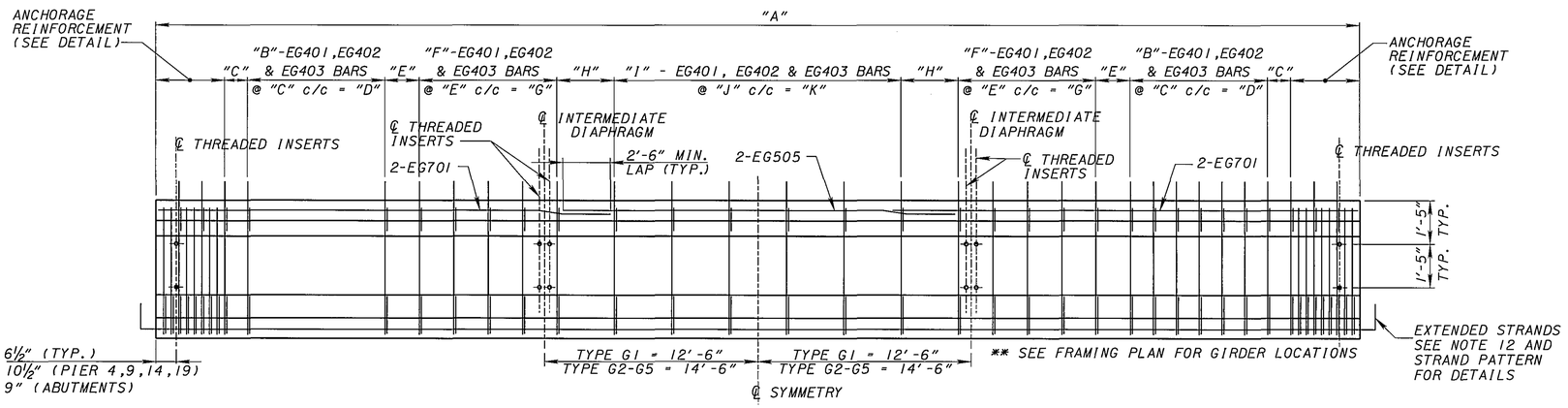
PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

FRAMING PLAN - 5 SPAN
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

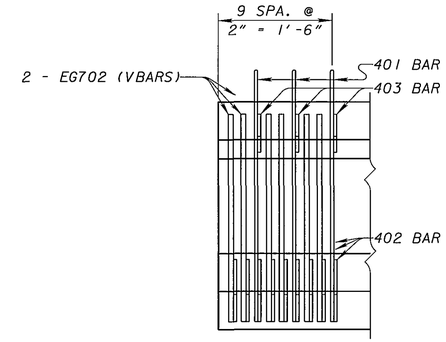
J:\21470_000T_Edison Bridge\Prod\Current\Bridge\Drawings\0T2805.dgn
07/27/2004 07:56:40 PM



SHEAR REINFORCEMENT

AASHTO TYPE IV I-GIRDERS

GIRDER TYPE	NO. REQ'D.	BEAM DIMENSIONS DIMENSIONS A	B	C	D	E	F	G	H	I	J	K	APPROXIMATE WEIGHT (LBS)
G1	8	77'-1"	11	8"	6'-8"	1'-0"	16	15'-0"	11½"	18	1'-6"	25'-6"	63400
G2	10	89'-0"	13	8"	8'-0"	1'-0"	19	18'-0"	4"	21	1'-6"	30'-0"	73200
G3	40	89'-3"	13	8"	8'-0"	1'-0"	19	18'-0"	5½"	21	1'-6"	30'-0"	73400
G4	26	89'-6"	13	8"	8'-0"	1'-0"	19	18'-0"	7"	21	1'-6"	30'-0"	73600
G5	8	89'-9"	13	8"	8'-0"	1'-0"	19	18'-0"	8½"	21	1'-6"	30'-0"	73800



ANCHORAGE REINFORCEMENT

ANCHORAGE ZONE REINFORCMENT: THE REINFORCEMENT SHOWN IS DESIGNED TO RESIST 4 PERCENT OF A PRESTRESSING FORCE GENERATED BY THE MAXIMUM NUMBER OF ½" DIA. OVERSIZED STRANDS ALLOWED PER SECTION. THE REINFOREMENT IS ACTING AT A UNIT STRESS EQUAL TO 20 KSI

NOTES:

1. COST OF REINFORCING BARS AND STRUCTURAL STEEL SOLE PLATES EMBEDDED IN BRIDGE BEAMS IS TO BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 515: STRAIGHT STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 2, TYPE 4.
2. THE DESIGN SHOWN IS BASED ON THE USE OF ½"ϕ (A=0.167 IN^2) LOW-RELAXATION STRANDS MEETING THE REQUIREMENTS OF ASTM A416 (GRADE 270). YEILD FORCE SHALL BE 0.85*f's=38327 LBS. PER STRAND. INITIAL PRESTRESSING FORCE SHALL BE 0.75*f's= 33818 LBS. PER STRAND.
3. STRANDS TO BE DEBONDED SHALL BE SHIELDED THROUGHOUT THE DEBONDING LENGTH TO EFFECTIVELY PREVENT BOND WITH CONCRETE. THE METHOD USED TO SHIELD THE STRANDS SHALL BE APPROVED BY THE STATE BRIDGE ENGINEER.
4. THREADED INSERTS ARE STANDARD THREAD WITH ENCLOSED THREADS FOR¾" DIA THREAD BAR (TYP).
5. FOR SUBSTRUCTURE SKEW VERIFICATION NOTE, SEE SHEET 6/48.
6. FOR ADDITIONAL FABRICATION AND CONSTRUCTION NOTES AND DETAILS, SEE STANDARD DRAWING NUMBER PSID-1-99.
7. A MINIMUM OF 2" SHALL BE MAINTAINED BETWEEN CENTERS OF ADJACENT STRANDS
8. EXTEND PRESTRESSING STRANDS AT PIER END OF GIRDERS WITH THE EXCEPTION OF GIRDER ENDS AT PIERS 4, 9, 14, & 19. AT ABUTMENT AND GIRDER ENDS AT PIERS 4, 9, 14, & 19 CUT ALL STRANDS FLUSH AND PROTECT EXPOSED STEEL WITH A COATING OF ASPHALTIC MATERIAL.
9. ALL REINFORCING STEEL ON THIS SHEET SHALL BE EPOXY-COATED.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

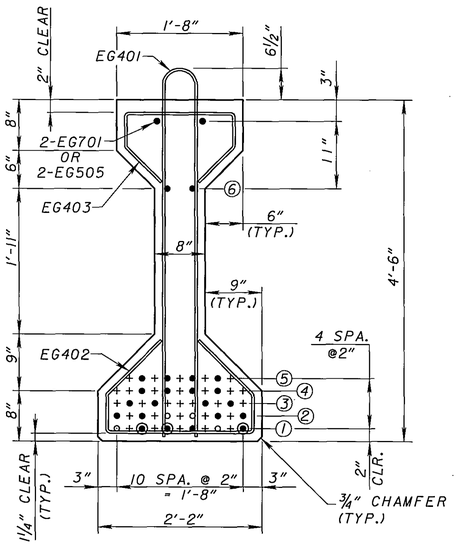
DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/9/04 | REVISED | STRUCTURE FILE NUMBER 6200788

GIRDER ELEVATION AND DETAILS

BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

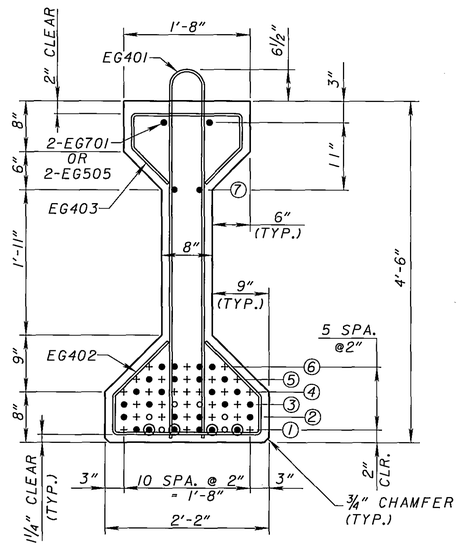
OTT-2-28.47/
ERI-2-0.00

J:\21470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\GT2SDF.dgn
07/27/2004 07:34:07 PM

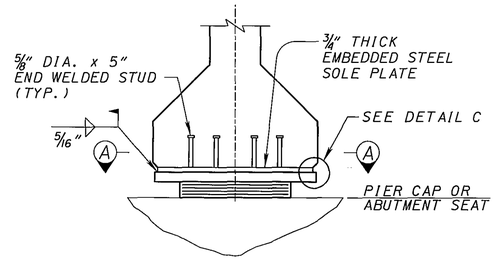


TYPICAL BEAM SECTION
GIRDER G1

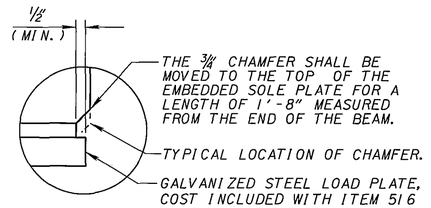
+ NO STRAND
• BONDED STRAND
○ DEBONDED STRAND
◉ EXTENDED STRAND
DEBOND LEN. = 8'-0"



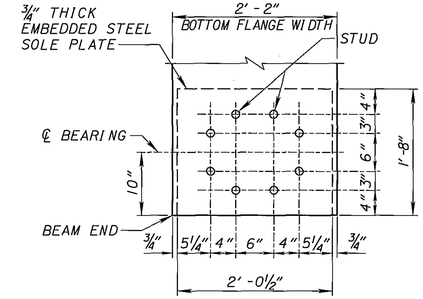
TYPICAL BEAM SECTION
GIRDER G2 THRU G5



END VIEW



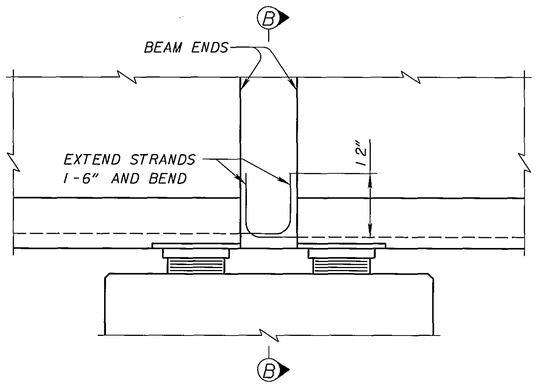
DETAIL C



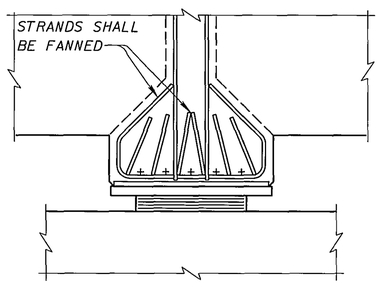
SECTION A-A
(BEARING AND LOAD PLATE NOT SHOWN)

NOTE - END WELDED STUDS MAY BE ADJUSTED SLIGHTLY IN ORDER TO AVOID REINFORCING STEEL AND PRESTRESSING STRANDS.

BEAM MARK	NUMBER OF STRANDS PER ROW ①	②	③	④	⑤	⑥	⑦	TOTAL STRANDS	CONCRETE STRENGTHS f'ci	f'c	EG401 BARS REQ'D	EG402 BARS REQ'D	EG403 BARS REQ'D	EG701 BARS REQ'D	EG505 BARS REQ'D	E6702 BARS REQ'D
G1	6	6	4	4	4	2		26	5000	6000	78	90	78	4	2	12
G2-G5	8	6	6	4	4	4	2	34	5000	6000	91	103	91	4	2	12



EXTENDED STRAND DETAIL



SECTION B-B
(PARTIAL PIER AND DIAPHRAGM SHOWN)

NOTES:

1. FOR BEARING DETAILS, SEE SHEETS 40/48 THROUGH 42/48 .
2. FOR ADDITIONAL FABRICATION AND CONSTRUCTION NOTES AND DETAILS, SEE STANDARD DRAWING NUMBER PSID-1-99.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | REVIEWED EBS | DATE 6/9/04
CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

GIRDER DETAILS
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

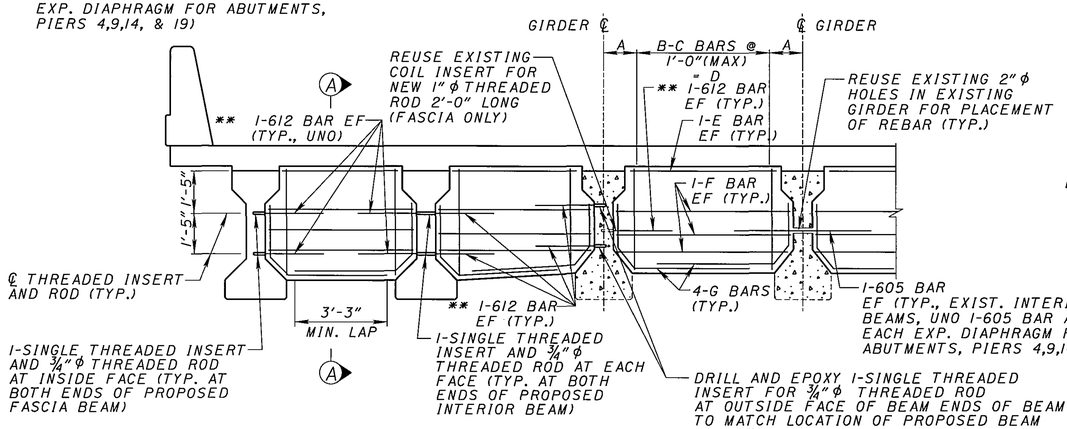
OTT-2-28.47/
ERI-2-0.00

37/48

93/116

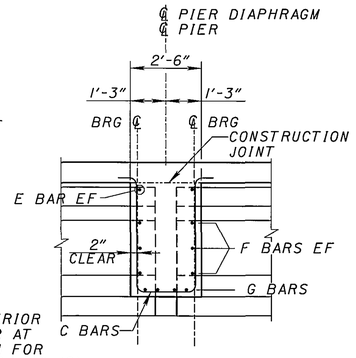
J:\2470L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2S06.dgn
07/27/2004 07:36:54 PM

** I-612 BAR AT EACH EXP. DIAPHRAGM FOR ABUTMENTS, PIERS 4,9,14, & 19)



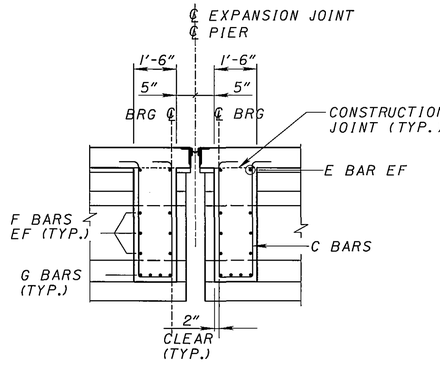
TYPICAL END DIAPHRAGMS

(AASHTO TYPE 4)
(SEE DIAPHRAGM REINFORCING TABLE ON THIS SHEET FOR REBAR QUANTITY, SIZE AND SPACING)



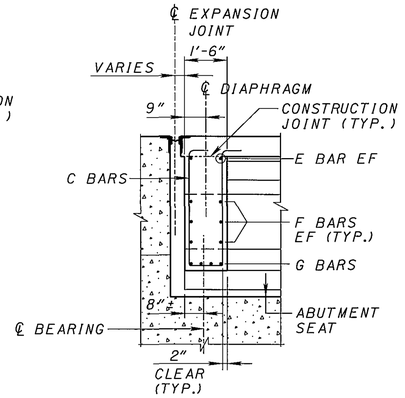
SECTION A-A (PIER 1, 3, 5, 8, 10, 13, 15, 18, 20, 22)

(NEW DIAPHRAGMS AT NEW BEAMS SHOWN, NEW DIAPHRAGMS AT EXISTING BEAMS SIMILAR)



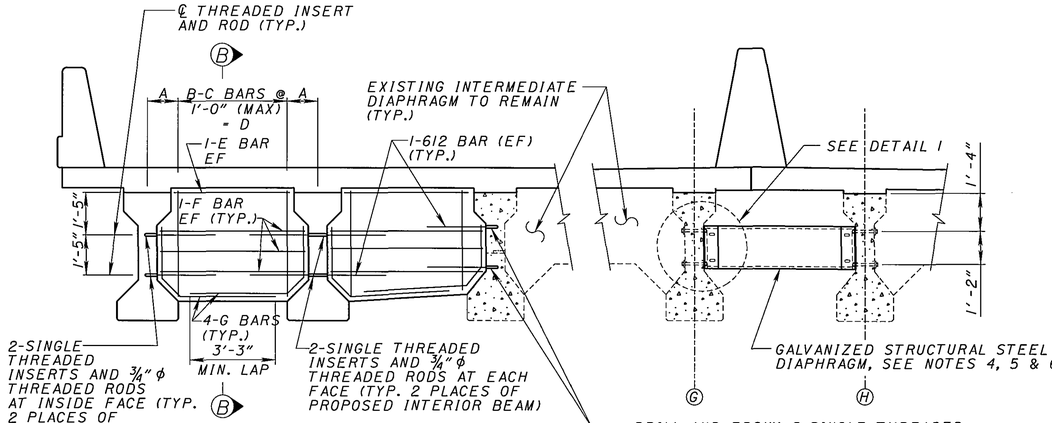
SECTION A-A (PIER 4, 9, 14 & 19)

(NEW DIAPHRAGMS AT NEW BEAMS SHOWN, NEW DIAPHRAGMS AT EXISTING BEAMS SIMILAR)



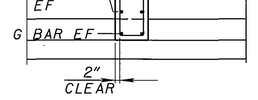
SECTION A-A (ABUTMENT)

(NEW ABUTMENT DIAPHRAGMS AT NEW BEAMS SHOWN, NEW DIAPHRAGMS AT EXISTING BEAMS SIMILAR)



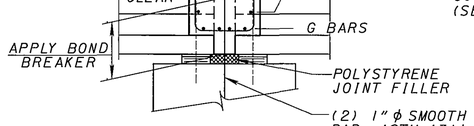
INTERMEDIATE DIAPHRAGMS

(AASHTO TYPE 4)
(SEE DIAPHRAGM REINFORCING TABLE ON THIS SHEET FOR REBAR QUANTITY, SIZE AND SPACING)



SECTION B-B

(PROPOSED DIAPHRAGMS AT PROPOSED BEAMS SHOWN, EXISTING DIAPHRAGMS AT EXISTING BEAMS TO REMAIN)

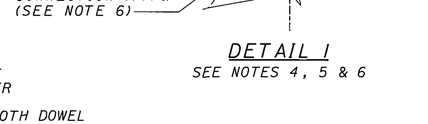


SECTION A-A

SEE STD. DWG. PSID-1-99 FOR DETAILS NOT SHOWN

FIXED PIERS (2, 6, 7, 11, 12, 16, 17, 21)

(NEW DIAPHRAGMS AT NEW BEAMS SHOWN, NEW DIAPHRAGMS AT EXISTING BEAMS SIMILAR)



DETAIL I

SEE NOTES 4, 5 & 6

DIAPHRAGM REINFORCING TABLE

LOCATION	TYPICAL PIER DIAPHRAGMS							EXPANSION JOINT PIER DIAPHRAGMS							ABUTMENT DIAPHRAGMS							INTERMEDIATE DIAPHRAGMS						
	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G	A	B	C	D	E	F	G
BM. A TO BM. B	1'-0"	5	510	4'-0"	604	605	603	1'-0"	5	511	4'-0"	604	605	603	1'-0"	5	512	4'-0"	604	605	603	1'-0"	5	513	4'-0"	604	605	603
BM. B TO BM. C	1'-1½"	5	510	4'-0"	610	607	603	1'-1½"	5	511	4'-0"	610	607	603	1'-1½"	5	512	4'-0"	610	607	603	1'-1½"	5	513	4'-0"	610	607	603
BM. C TO BM. D	1'-3"	6	510	5'-0"	611	608	606	1'-3"	6	511	5'-0"	611	608	606	1'-3"	6	512	5'-0"	611	608	606	EXISTING DIAPHRAGMS TO REMAIN						
BM. D TO BM. E	1'-3"	6	510	5'-0"	611	608	606	1'-3"	6	511	5'-0"	611	608	606	1'-3"	6	512	5'-0"	611	608	606							
BM. E TO BM. F	1'-3"	6	510	5'-0"	611	608	606	1'-3"	6	511	5'-0"	611	608	606	1'-3"	6	512	5'-0"	611	608	606							
BM. F TO BM. G	1'-3"	6	510	5'-0"	611	608	606	1'-3"	6	511	5'-0"	611	608	606	1'-3"	6	512	5'-0"	611	608	606							
BM. G TO BM. H	1'-0"	5	510	4'-0"	610	605	603	1'-0"	5	511	4'-0"	610	605	603	1'-0"	5	512	4'-0"	610	605	603	SEE STRUCTURAL STEEL DIAPHRAGM DETAIL						
BM. H TO BM. J	1'-0"	6	510	5'-0"	605	609	606	1'-0"	6	511	5'-0"	605	609	606	1'-0"	6	512	5'-0"	605	609	606	EXISTING DIAPHRAGMS TO REMAIN						
BM. J TO BM. K	1'-0"	6	510	5'-0"	605	609	606	1'-0"	6	511	5'-0"	605	609	606	1'-0"	6	512	5'-0"	605	609	606							
BM. K TO BM. L	1'-0"	6	510	5'-0"	605	609	606	1'-0"	6	511	5'-0"	605	609	606	1'-0"	6	512	5'-0"	605	609	606							
BM. L TO BM. M	1'-0"	6	510	5'-0"	605	609	606	1'-0"	6	511	5'-0"	605	609	606	1'-0"	6	512	5'-0"	605	609	606							
BM. M TO BM. N	1'-1½"	5	510	4'-0"	610	607	603	1'-1½"	5	511	4'-0"	610	607	603	1'-1½"	5	512	4'-0"	610	607	603	1'-1½"	5	513	4'-0"	610	607	603
BM. N TO BM. P	1'-0"	5	510	4'-0"	604	605	603	1'-0"	5	511	4'-0"	604	605	603	1'-0"	5	512	4'-0"	604	605	603	1'-0"	5	513	4'-0"	604	605	603

NOTE: FOR LOCATION OF CALLOUTS SEE DIAPHRAGM ELEVATIONS ON THIS SHEET

NOTES:

1. CONCRETE FOR THE PIER AND INTERMEDIATE DIAPHRAGMS SHALL BE QA/QC CONCRETE CLASS QSC1.
2. REFER TO STANDARD DRAWING PSID-1-99 FOR FABRICATION AND CONSTRUCTION REQUIREMENTS.
3. ALL REINFORCING STEEL ON THIS SHEET SHALL BE PREFIXED "ES", (EPOXY-SUPERSTRUCTURE), UNLESS NOTED OTHERWISE.
4. SEE STD. DWG. PSID-1-99 SHEET 6 OF 8 FOR NOTES AND DETAILS NOT SHOWN.
5. BOLTS SHALL NOT BE TIGHTENED UNTIL AFTER ENTIRE DECK HAS BEEN PLACED.
6. CONTRACTOR TO VERIFY THAT HOLE LOCATIONS DO NOT INTERFERE WITH EXISTING BEAM REINFORCING STEEL. NO HAMMER DRILLS SHALL BE ALLOWED TO DRILL HOLES. ALL COSTS SHALL BE CONSIDERED INCIDENTAL TO PLACEMENT OF THE DIAPHRAGM AND SHALL BE INCLUDED IN THE UNIT PRICE FOR ITEM 515, INTERMEDIATE DIAPHRAGMS.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

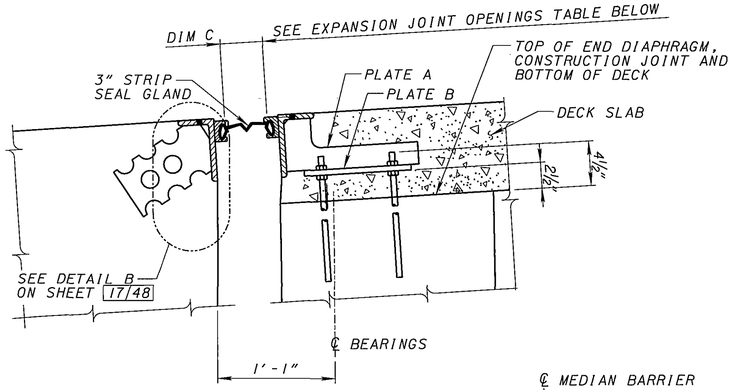
DATE 6/9/04
REVIEWED EBS
STRUCTURE FILE NUMBER 6200788
DRAWN SJG
REVISED
DESIGNED LJF
CHECKED BMG

DIAPHRAGM DETAILS

BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

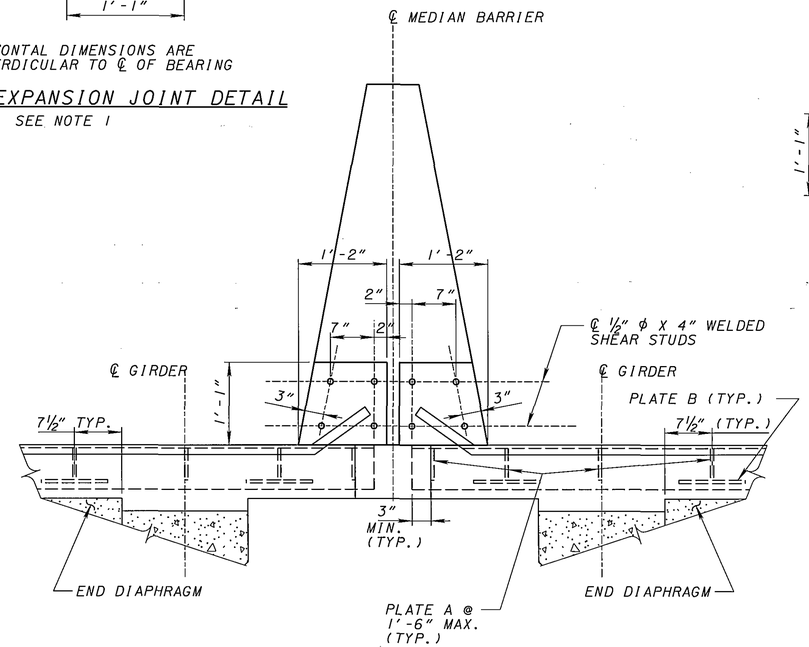
J:\21470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\0T28DH.dgn
07/29/2004 09:59:32 AM



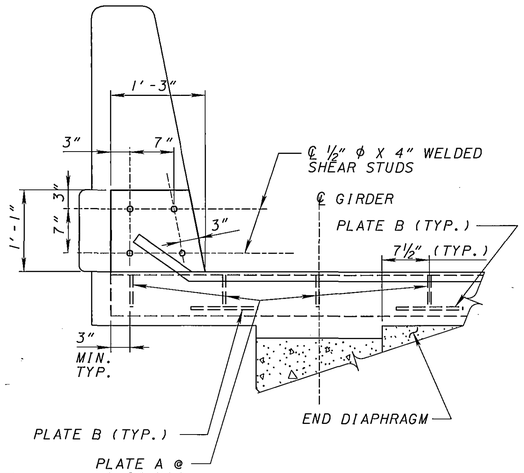
NOTE:
HORIZONTAL DIMENSIONS ARE PERPERDICULAR TO ℄ OF BEARING

ABUTMENT EXPANSION JOINT DETAIL

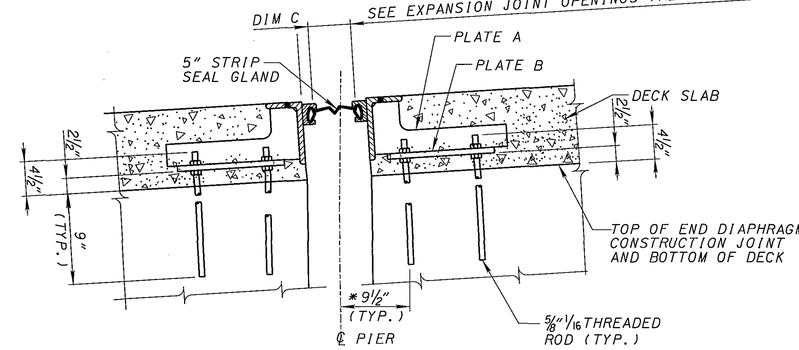
SEE NOTE 1



SECTION AT MEDIAN BARRIER EXPANSION JOINT



SECTION AT EDGE PARAPET EXPANSION JOINT



NOTE:
1. HORIZONTAL DIMENSIONS ARE PERPERDICULAR TO ℄ OF BEARING
2. *BASED ON AN AMBIENT TEMPERATURE OF 70 DEG. F

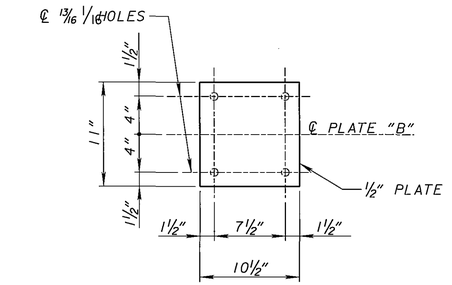
PIERS 4, 9, 14, 19 EXP. JOINT DETAIL

(PIERS 4 & 9 SHOWN, PIERS 14 & 19 OPPOSITE HAND)
(FOR ADDITIONAL DETAILS, SEE STD. DWG. NO. EXJ-6-95, DATED 07-19-02, SHEET 2 OF 5)

EXPANSION JOINT OPENINGS (DIM C)						
TEMPERATURE	REAR ABUT	PIER 4	PIER 9	PIER 14	PIER 19	FORWARD ABUT
30°	1⅛"	3 3/16"	3 3/16"	3 3/16"	3 3/16"	1⅛"
40°	1¾"	2⅛"	2⅛"	2⅛"	2⅛"	1¾"
50°	1 5/8"	2 9/16"	2½"	2½"	2 9/16"	1 5/8"
60°	1½"	2 5/16"	2 3/16"	2 3/16"	2 5/16"	1½"
70°	1 3/8"	2"	1⅞"	1⅞"	2"	1 3/8"
80°	1¼"	1 11/16"	1 9/16"	1 9/16"	1 11/16"	1¼"
90°	1⅛"	1 7/16"	1¼"	1¼"	1 7/16"	1⅛"

**NOTE:

THE MINIMUM JOINT OPENING AT THE TIME OF THE SEAL GLAND INSTALLATION SHALL NOT BE LESS THAN 1½". IF THE JOINT OPENING IS LESS, THE INSTALLATION SHALL BE POSTPONED UNTIL THE TEMPERATURE DROPS A SUFFICIENT AMOUNT TO ALLOW THE MINIMUM 1½" OPENING.



EXPANSION JOINT SIDE

PLATE B

SUPERSTRUCTURE SIDE

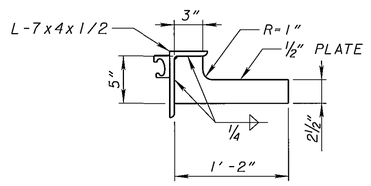
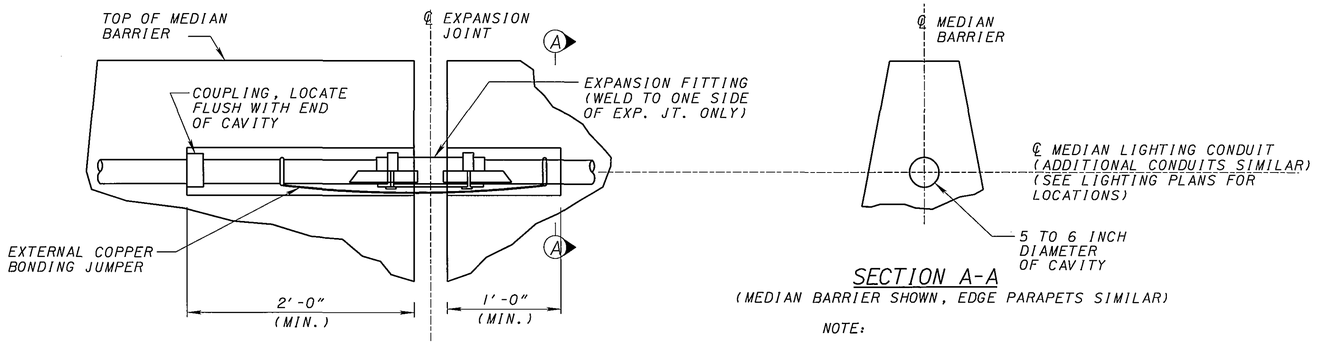


PLATE A



ELEVATION

(MEDIAN BARRIER SHOWN PARAPET SIMILAR)

SECTION A-A

(MEDIAN BARRIER SHOWN, EDGE PARAPETS SIMILAR)

NOTE:

LOCATE CONDUITS AND FITTINGS AS NEAR TO TOP OF CAVITY AS POSSIBLE. COST SHALL BE INCLUDED WITH THE UNIT BID PRICE OF CONDUIT. (SEE LIGHTING PLANS FOR QUANTITIES AND PAYMENT)

NOTES:

1. FOR ADDITIONAL EXPANSION JOINT DETAILS REFER TO STANDARD DRAWING EXJ-6-95.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
LJF	SJG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BMG		6200788	

EXPANSION JOINT DETAILS

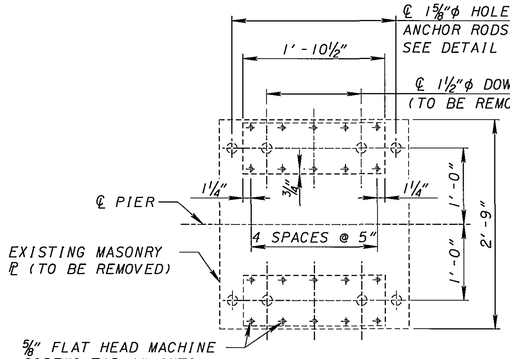
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

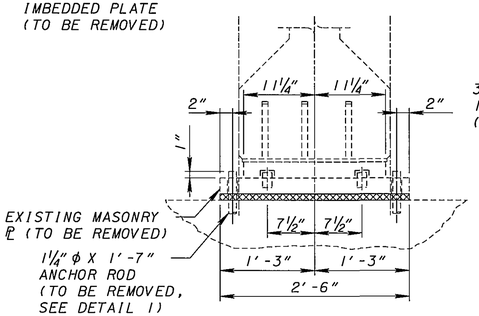
OTT-2-28.47/
ERI-2-0.00

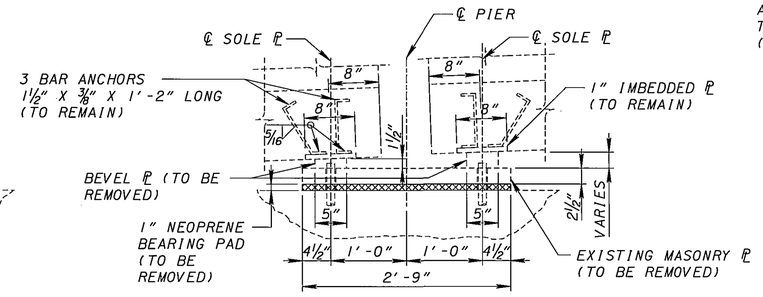
39/48

95/116

JA\24170L_ODOT_Edison Bridge\Prod\Current\Bridge\Drawings\OT2EXJ.dgn
07/29/2004 05:38:56 PM

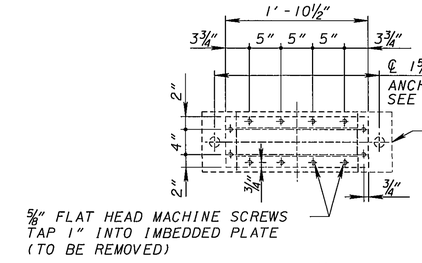


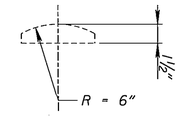




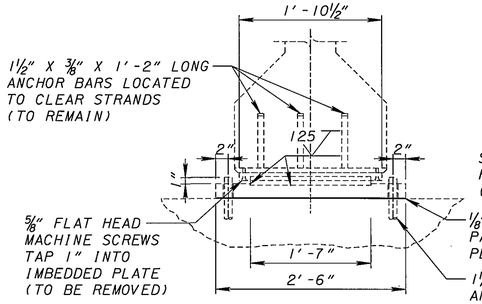
EXISTING FIXED BEARING REMOVAL DETAILS

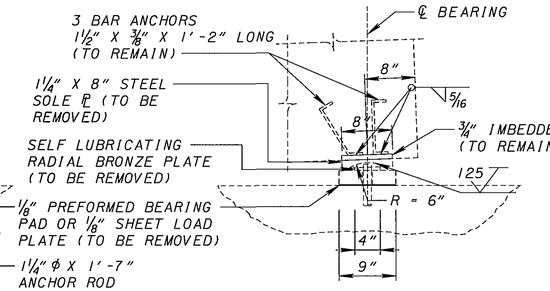
N.T.S.





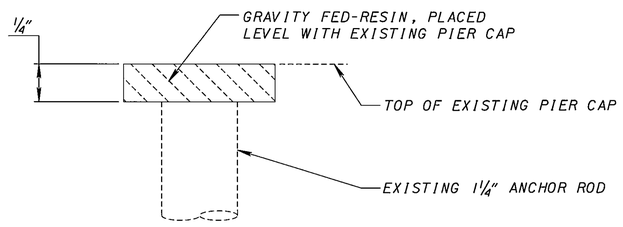
SELF LUBRICATING RADIAL BRONZE PLATE DETAIL





EXISTING EXPANSION BEARING REMOVAL DETAILS

(EXPANSION JOINT PIERS SHOWN, OTHER PIERS SIMILAR)



DETAIL 1

N.T.S.

CONTRACTOR TO REMOVE ALL EXISTING ANCHOR RODS AT BEARING LOCATIONS. CUT ¼" BELOW TOP OF CAP AND SEAL WITH GRAVITY-FED RESIN. MATERIAL SHALL BE THE FOLLOWING OR AN APPROVED EQUAL. COST OF SEALING EXISTING ANCHOR RODS SHALL BE INCLUDED WITH ITEM 516 FOR PAYMENT.

1. MARK 135 SAF-T-SEAL
   POLY-CARB
   33095 BAINBRIDGE RD.
   SOLON, OH 44139
   (440) 248-1223

2. DURAL 335-FLOWABLE CRACK SEALER
   TAMMS INDUSTRIES CO.
   8695 LAKE IN THE WOODS TRAIL
   CHAGRIN FALLS, OH 44023
   (440) 543-5746

3. DURAGUARD HM SEALER
   CHEMMASTERS
   300 EDWARD STREET
   MADISON, OH 44057
   (440) 428-2105

NOTE:

1. UNLESS OTHERWISE NOTED, THE COST FOR ALL ITEMS SHOWN ON THIS DRAWING SHALL BE INCLUDED WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED SDG | DRAWN SJG | REVIEWED EBS | DATE 6/9/04
CHECKED BMG | REVISED | STRUCTURE FILE NUMBER 6200788

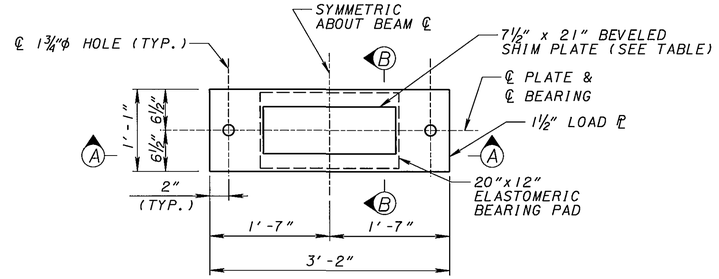
EXISTING BEARING REMOVAL DETAILS
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

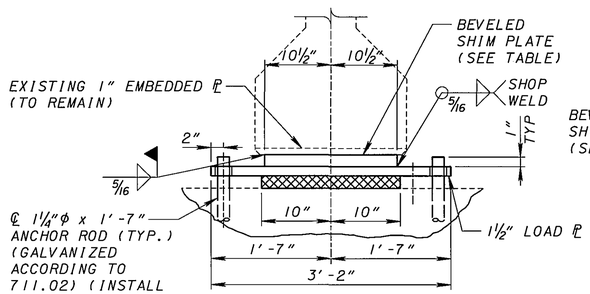
40/48

96/116

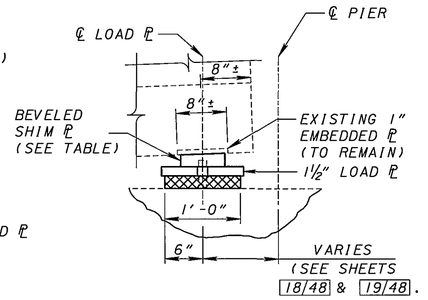
J:\21470L_000T_Edison Bridge\Prod\Current\Bridge\Drawings\07259P.dgn
07/29/2004 11:58:28 AM



STEEL LOAD PLATE-FIXED BEARING

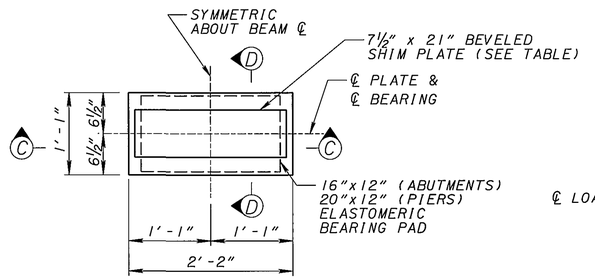


SECTION A-A

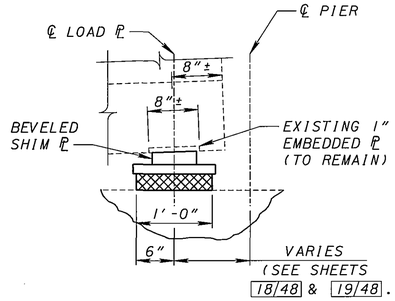


SECTION B-B

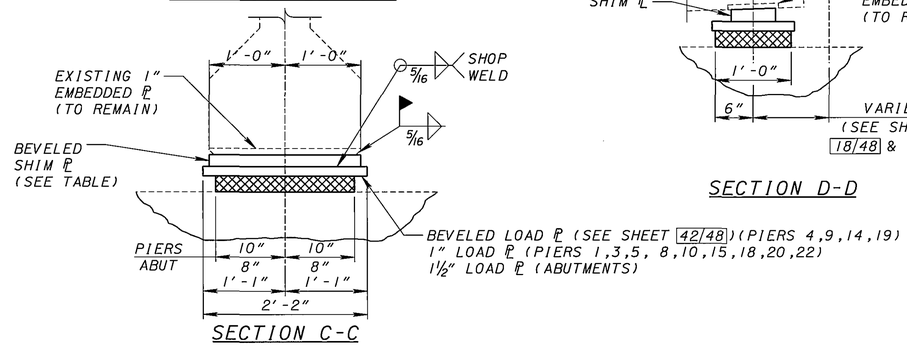
FIXED BEARING DETAILS AT EXISTING BEAMS



EXPANSION BEARING

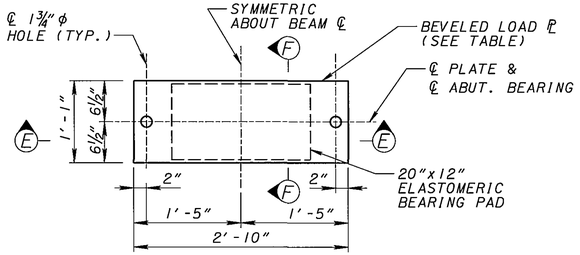


SECTION D-D

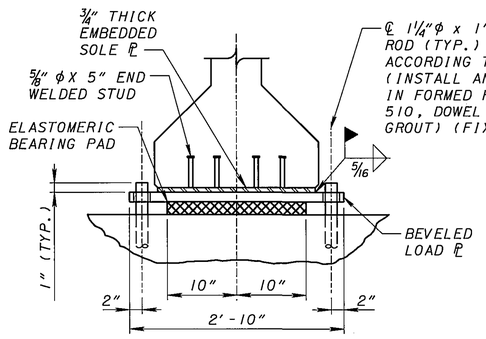


SECTION C-C

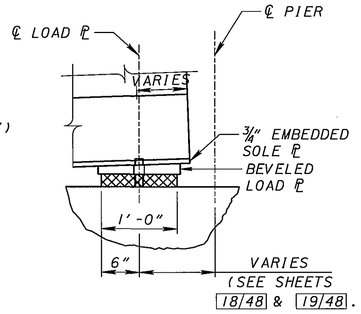
EXPANSION BEARING DETAILS AT EXISTING BEAMS
(PIER SHOWN, ABUTMENTS SIMILAR)



STEEL LOAD PLATE-FIXED BEARING

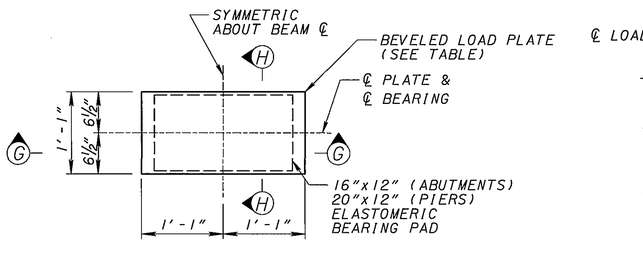


SECTION E-E

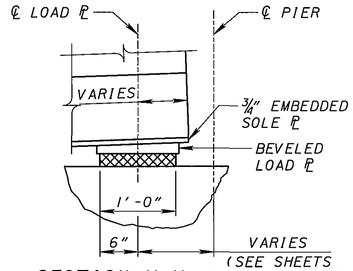


SECTION F-F

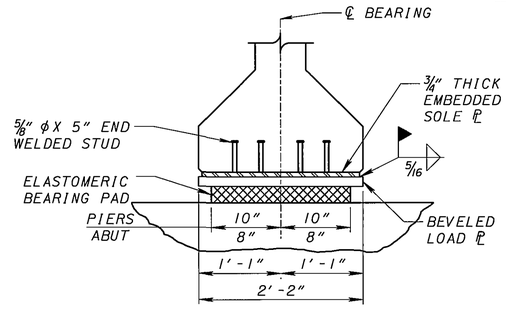
FIXED BEARING DETAILS AT PROPOSED BEAMS



EXPANSION BEARING



SECTION H-H



SECTION G-G

EXPANSION BEARING DETAILS AT PROPOSED BEAMS
(PIER SHOWN, ABUTMENTS SIMILAR)

NOTES:

1. FOR ADDITIONAL BEARING NOTES, DETAILS AND TABLES, SEE SHEET 42/48.
2. WHEN REPLACING THE FIXED BEARINGS AT EXISTING BEAMS, IT WILL BECOME NECESSARY TO CUT AND PATCH EXISTING ANCHORS AS DETAILED ON SHEET 40/48 AND RELOCATE THE ANCHOR RODS AS DETAILED ON THIS SHEET. THIS WILL REQUIRE THE CONTRACTOR TO FIELD DRILL A HOLE INTO THE EXISTING BRIDGE SEAT. THE COST FOR THE NEW ANCHOR ROD, FIELD DRILLING HOLES IN THE BRIDGE SEAT AND GROUTING THE ANCHOR ROD IN-PLACE SHALL BE INCLUDED WITH ITEM 516, ELASTOMERIC BEARINGS FOR PAYMENT.
3. THE LOCATION OF THE ℄ OF SHIM PLATES WITH REPSECT TO THE ℄ OF LOAD PLATE UNDER THE EXISTING BEAMS MAY BE OFFSET UP TO 1" ALONG THE LENGTH OF THE BEAM TO ACCOMODATE BEAM PLACEMENT.
4. ALL STEEL SHIM PLATES AND BEARING LOAD PLATES SHALL BE GALVANIZED AS PER 711.02. ALL FIELD WELDS SHALL BE REPAIRED AS PER 711.02.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED BMC | DRAWN SJG | CHECKED LJF | REVIEWED EBS | DATE 08/01 | STRUCTURE FILE NUMBER 6200788 | REVISED

BEARING DETAILS - 1
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

J:\24701_0001_Edison Bridge\Prod\Current\Bridge\Drawings\072SDL.dgn
07/27/2004 07:45:00 PM

SHIM / LOAD PLATE DIMENSIONS (IN)

	REAR ABUTMENT		PIER 1-BACK		PIER 1-AHEAD		PIER 2-BACK		PIER 2-AHEAD		PIER 3-BACK		PIER 3-AHEAD		PIER 4-BACK		PIER 4-AHEAD		PIER 5-BACK		PIER 5-AHEAD		PIER 6-BACK		PIER 6-AHEAD	
	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.
BEAM A-B	1 3/16"	2 3/16"	1 7/16"	1 3/16"	2 3/16"	2 9/16"	1 7/16"	1 7/16"	2 1/8"	2 1/2"	1 1/2"	1 7/8"	2 1/8"	2 7/16"	1 5/8"	1 5/16"	2 1/16"	2 3/8"	1 5/8"	1 7/8"	2 1/8"	2 3/8"	1 5/8"	1 7/8"	2 1/16"	2 1/4"
BEAM C-M	3/8"	5/8"	1 1/4"	1 1/2"	2"	2 1/4"	1"	1 1/4"	1 1/16"	1 7/8"	1 1/4"	1 1/2"	1 7/8"	2 1/16"	1 3/16"	1 3/8"	1 5/8"	1 3/4"	1 5/16"	1 7/8"	1 3/4"	1 7/8"	1 1/16"	1 3/16"	1 7/16"	1 9/16"
BEAM N-P	1 3/16"	2 3/16"	1 7/16"	1 3/16"	2 3/16"	2 9/16"	1 7/16"	1 3/16"	2 1/8"	2 1/2"	1 1/2"	1 7/8"	2 1/8"	2 7/16"	1 5/8"	1 5/16"	2 1/16"	2 3/8"	1 5/8"	1 7/8"	2 1/8"	2 3/8"	1 5/8"	1 7/8"	2 1/16"	2 1/4"

SHIM / LOAD PLATE DIMENSIONS (IN)

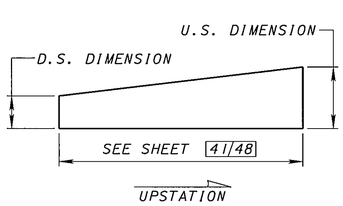
	PIER 7-BACK		PIER 7-AHEAD		PIER 8-BACK		PIER 8-AHEAD		PIER 9-BACK		PIER 9-AHEAD		PIER 10-BACK		PIER 10-AHEAD		PIER 11-BACK		PIER 11-AHEAD		PIER 12-BACK		PIER 12-AHEAD		PIER 13-BACK	
	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.
BEAM A-B	1 3/4"	1 15/16"	2 1/16"	2 3/16"	1 13/16"	1 15/16"	2 1/16"	2 3/16"	1 7/8"	1 15/16"	2"	2 1/8"	1 7/8"	1 15/16"	2"	2 1/16"	1 15/16"	2"	2"	2"	2"	2"	2"	1 15/16"	2 1/16"	2"
BEAM C-M	1 1/16"	1 3/16"	1 3/8"	1 7/16"	1 5/16"	1 7/16"	1 9/16"	1 5/8"	1 1/4"	1 5/16"	1 3/8"	1 3/8"	1 3/8"	1 3/8"	1 7/16"	1 1/2"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/8"	1 1/16"	1"	1 3/8"	1 3/8"
BEAM N-P	1 3/4"	1 15/16"	2 1/16"	2 3/16"	1 13/16"	1 15/16"	2 1/16"	2 3/16"	1 7/8"	1 15/16"	2"	2 1/8"	1 7/8"	1 15/16"	2"	2 1/16"	1 15/16"	2"	2"	2"	2"	2"	2"	1 15/16"	2 1/16"	2"

SHIM / LOAD PLATE DIMENSIONS (IN)

	PIER 13-AHEAD		PIER 14-BACK		PIER 14-AHEAD		PIER 15-BACK		PIER 15-AHEAD		PIER 16-BACK		PIER 16-AHEAD		PIER 17-BACK		PIER 17-AHEAD		PIER 18-BACK		PIER 18-AHEAD		PIER 19-BACK		PIER 19-AHEAD	
	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.
BEAM A-B	1 15/16"	1 7/8"	2 1/8"	2"	1 15/16"	1 7/8"	2 3/16"	2 1/16"	1 15/16"	1 13/16"	2 3/16"	2 1/16"	1 15/16"	1 3/4"	2 1/4"	2 1/16"	1 7/8"	1 7/8"	2 3/8"	2 1/8"	1 7/8"	1 5/8"	2 3/8"	2 1/16"	1 15/16"	1 5/8"
BEAM C-M	1 1/4"	1 3/16"	1 1/4"	1 1/4"	1 1/8"	1 1/16"	1 7/16"	1 3/8"	1 1/8"	1 1/16"	1 3/16"	1 1/16"	1 3/16"	1 1/16"	1 3/16"	1 1/16"	3/4"	5/8"	1 7/16"	1 5/16"	1 5/16"	1 3/16"	1 5/16"	1 3/16"	7/8"	1 1/16"
BEAM N-P	1 15/16"	1 7/8"	2 1/8"	2"	1 15/16"	1 7/8"	2 3/16"	2 1/16"	1 15/16"	1 13/16"	2 3/16"	2 1/16"	1 15/16"	1 3/4"	2 1/4"	2 1/16"	1 7/8"	1 7/8"	2 3/8"	2 1/8"	1 7/8"	1 5/8"	2 3/8"	2 1/16"	1 15/16"	1 5/8"

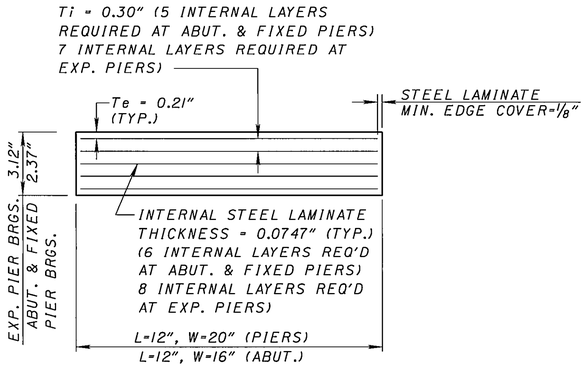
SHIM / LOAD PLATE DIMENSIONS (IN)

	PIER 20-BACK		PIER 20-AHEAD		PIER 21-BACK		PIER 21-AHEAD		PIER 22-BACK		PIER 22-AHEAD		FORWARD ABUTMENT	
	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.	D.S.	U.S.
BEAM A-B	2 7/16"	2 1/8"	1 7/8"	1 1/2"	2 1/2"	2 1/8"	1 13/16"	1 7/16"	2 9/16"	2 3/16"	1 13/16"	1 7/16"	2 3/16"	1 13/16"
BEAM C-M	1 1/2"	1 5/16"	7/8"	5/8"	1 1/4"	1"	1/2"	5/16"	1 1/2"	1 1/4"	13/16"	9/16"	5/8"	3/8"
BEAM N-P	2 7/16"	2 1/8"	1 7/8"	1 1/2"	2 1/2"	2 1/8"	1 13/16"	1 7/16"	2 9/16"	2 3/16"	1 13/16"	1 7/16"	2 3/16"	1 13/16"

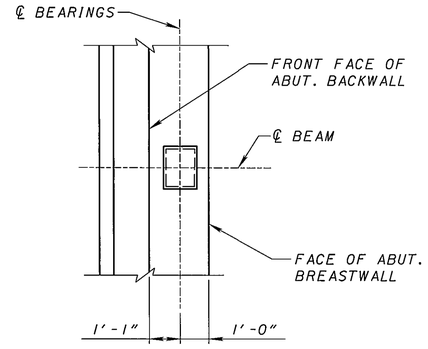


BEVELED PLATE DETAIL

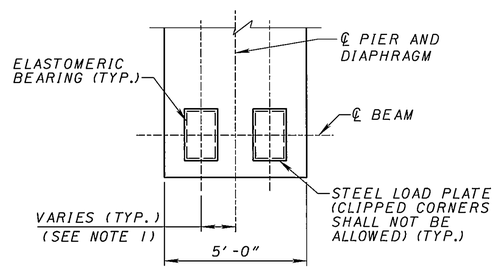
SECTION



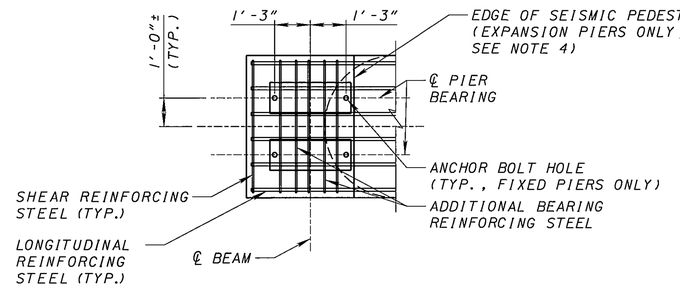
LAMINATED ELASTOMERIC BEARING, 50 DUROMETER



TYPICAL BEARING ORIENTATION AT ABUTMENTS



TYPICAL BEARING ORIENTATION AT PIERS



FIXED BEARING ANCHOR / BRIDGE SEAT REINFORCING PLAN

BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS AT FIXED PIERS ONLY.

BEARING NOTES:

1. FOR BEARING LOCATIONS SEE SHEETS 14/48 , 18/48 & 19/48 .
2. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
3. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. WELDING SHALL BE CONTROLLED, SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
4. SEISMIC PEDESTALS TO BE LOCATED AT EXPANSION BEARING PIERS 1, 3, 4, 5, 8, 9, 10, 13, 14, 15, 18, 19, 20 & 22 ONLY.
5. DEAD LOAD REACTIONS: PER BEAM
   ABUTMENTS = 83 KIPS
   PIERS = 103 KIPS
6. LIVE LOAD REACTIONS WITHOUT IMPACT: PER BEAM
   ABUTMENTS = 52 KIPS
   PIERS = 57 KIPS

THE FOLLOWING ABBREVIATIONS ARE USED:

D.S. = DOWN STATION
U.S. = UP STATION

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED LJF | DRAWN SJG | CHECKED BMG | REVIEWED EBS | DATE 6/27/03

STRUCTURE FILE NUMBER 6200788

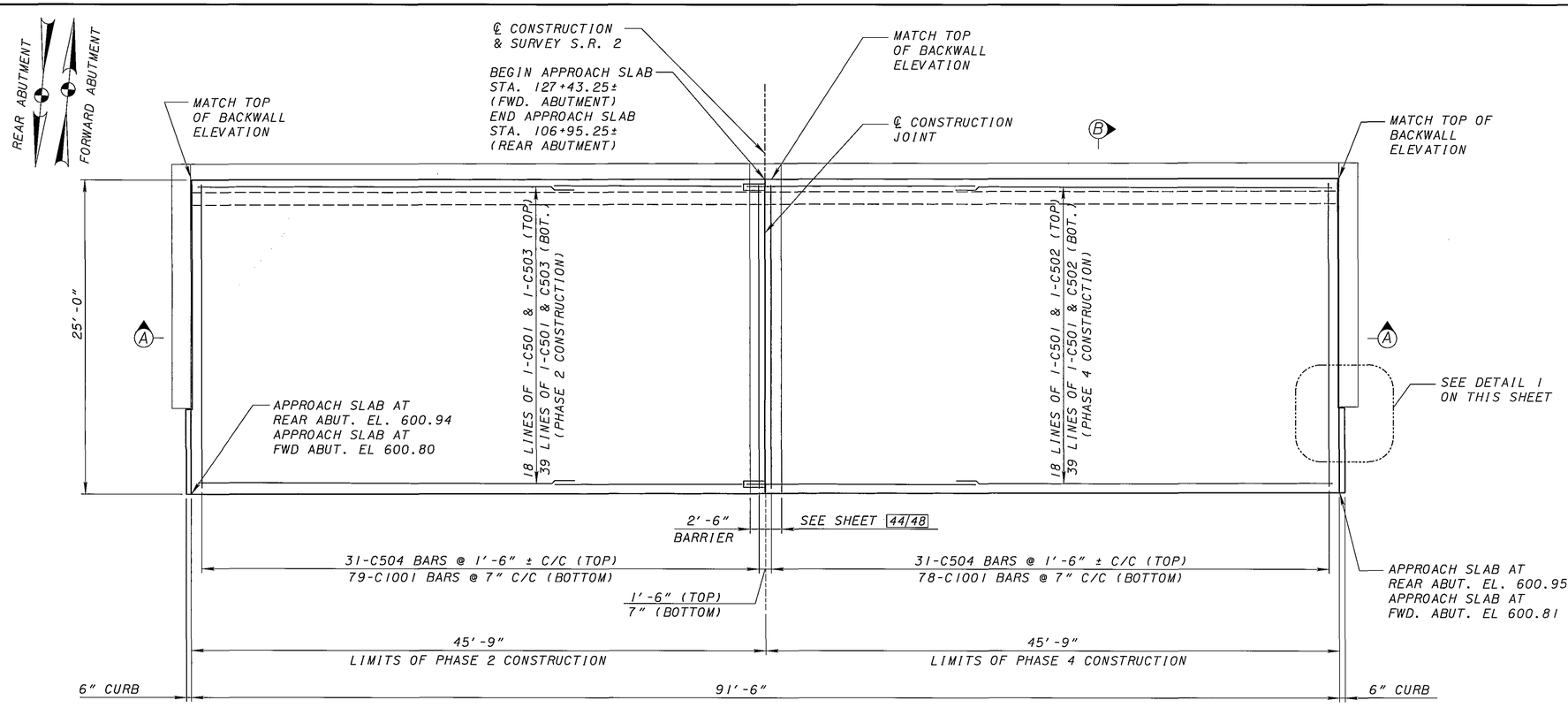
REVISED

BEARING DETAILS - II

BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

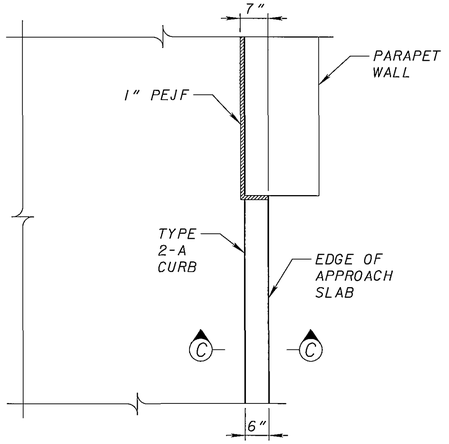
OTT-2-28.47

J:\21470L_0001_Edison Bridge\Prod\Current\Bridge\Drawings\OT28DM.dgn
07/27/2004 07:45:59 PM

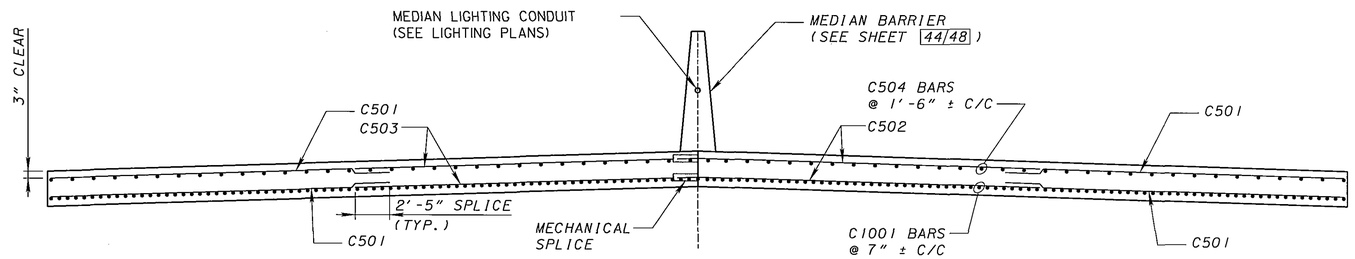


APPROACH SLAB PLAN

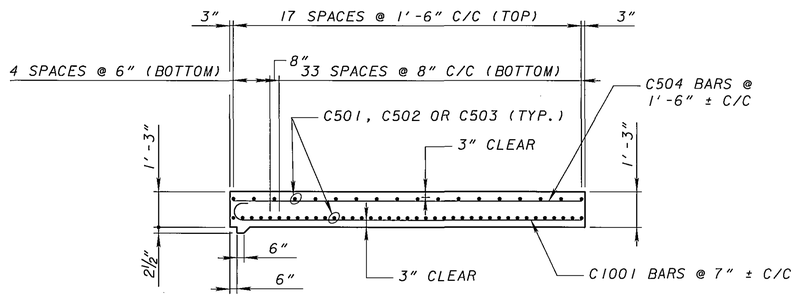
REAR ABUTMENT SHOWN,
FORWARD ABUTMENT OPPOSITE HAND



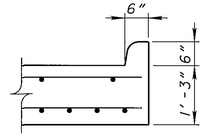
DETAIL 1



SECTION A-A



SECTION B-B



SECTION C-C

NOTES:

1. FOR TURNBACK WALL ELEVATION, SEE SHEET 16/48.
2. FOR JOINT FILLER LOCATION, SEE SHEET 14/48.
3. FOR ADDITIONAL APPROACH SLAB NOTES AND DETAILS, SEE STANDARD DRAWING AS-1-81.
4. FOR APPROACH SLAB REINFORCING SCHEDULE, SEE SHEET 46/48.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44115

DESIGNED	DRAWN	REVIEWED	DATE
BMG	SJG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
LJF		6200788	

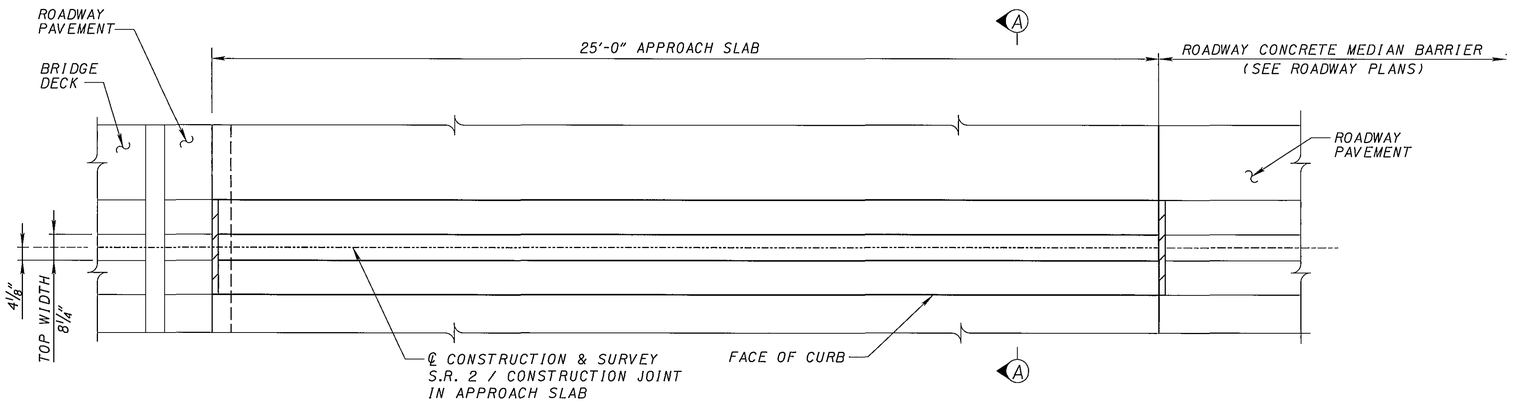
APPROACH SLAB DETAILS
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

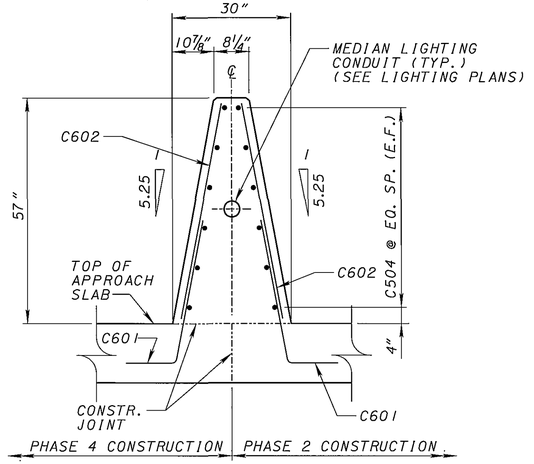
43/48

99
116

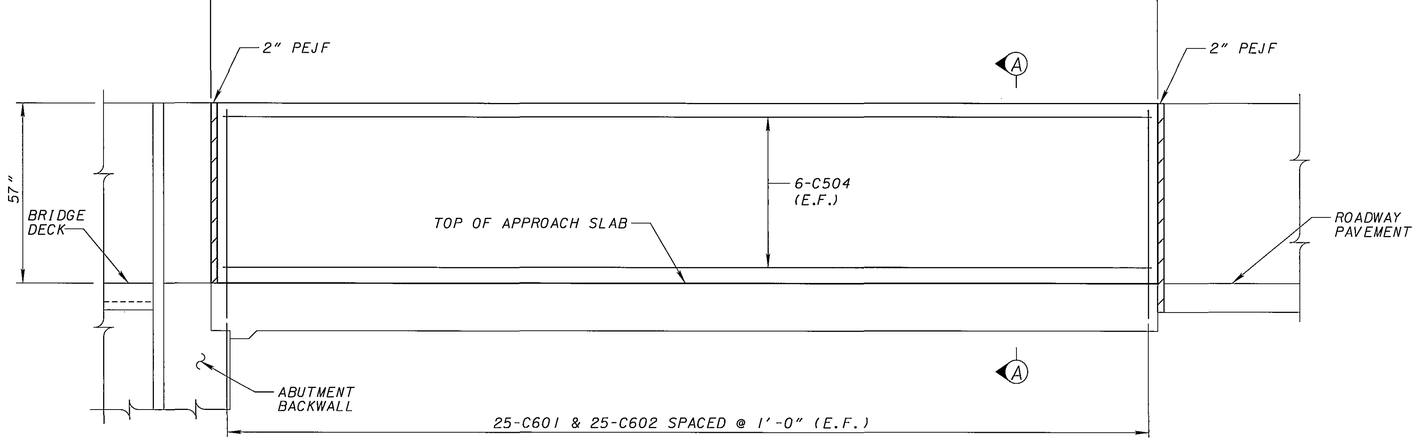
J:\21470L.0007_Edison Bridge\Prod\Current\Bridge\Drawings\072ASl.dgn
07/29/2004 05:40:14 PM



MEDIAN BARRIER PLAN
(FORWARD MEDIAN BARRIER SHOWN, REAR OPPOSITE HAND)



SECTION A-A



MEDIAN BARRIER ELEVATION
(FORWARD MEDIAN BARRIER SHOWN, REAR OPPOSITE HAND)

NOTES:

1. COST FOR THE APPROACH SLAB MEDIAN BARRIER SHALL BE INCLUDED WITH ITEM 526, APPROACH SLAB, AS PER PLAN.
2. ALL REINFORCING STEEL ON THIS SHEET SHALL BE EPOXY COATED.

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE
BMG	BMG	LJF	EBS	6/9/04

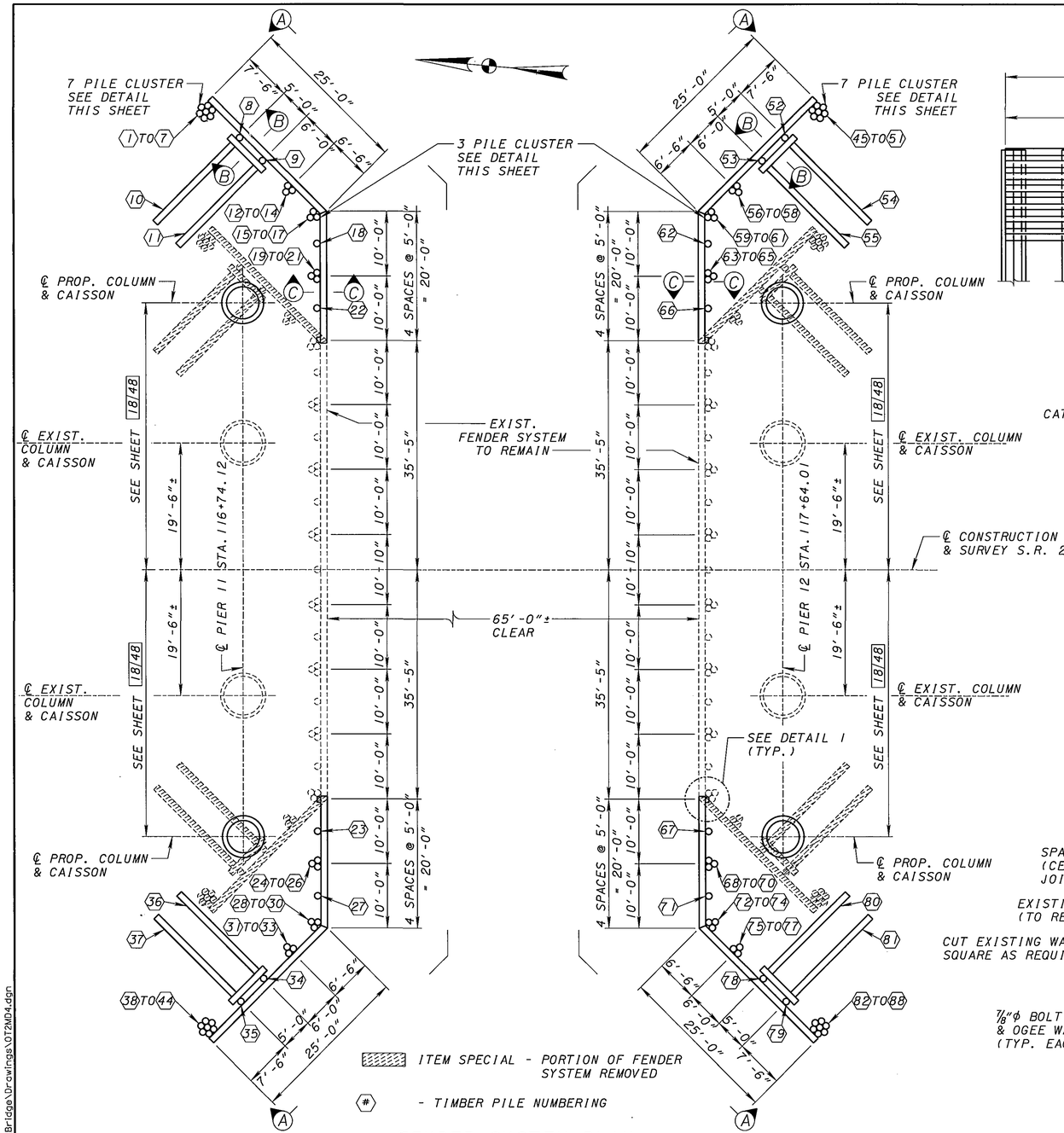
REVISED

STRUCTURE FILE NUMBER 6200788

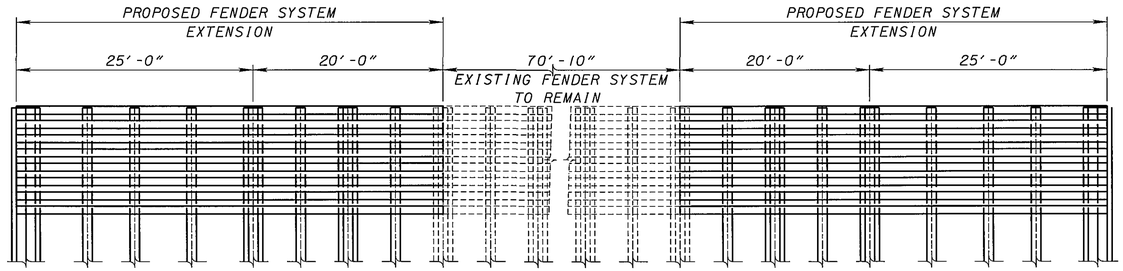
APPROACH SLAB MEDIAN BARRIER
BRIDGE NO. OTT-2-2847
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

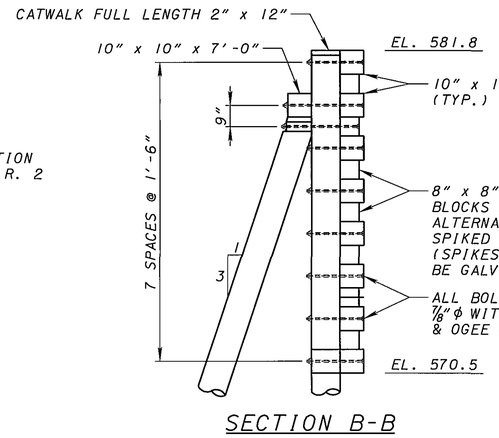
J:\24701_0007_Edison Bridge\Prod\Current\Bridge\Drawings\072AS2.dgn
07/29/2004 05:41:37 PM



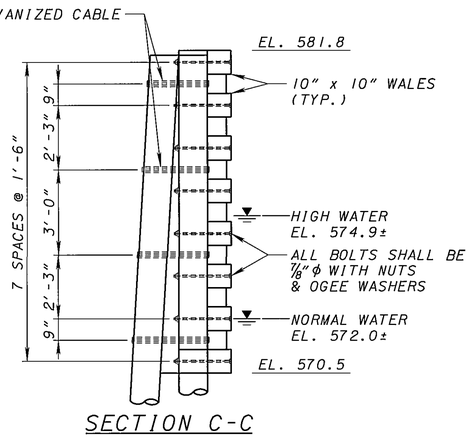
FENDER SYSTEM PLAN



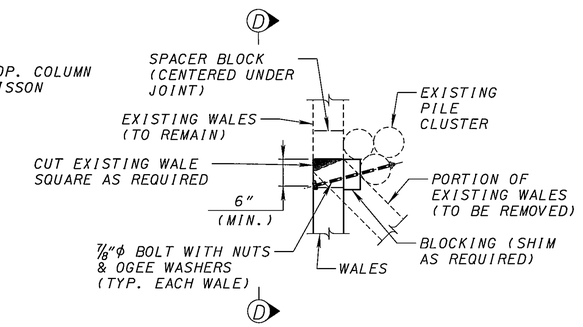
VIEW A-A



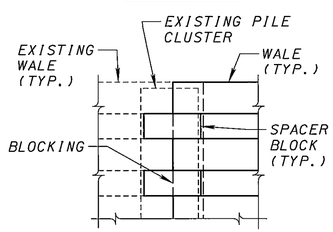
SECTION B-B



SECTION C-C



DETAIL 1



VIEW D-D

NOTES:

1. ALL TIMBER SHALL BE ROUGH SAWN TO FULL DIMENSION AS SHOWN ON THE PLANS. TIMBER SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 711.26 AND 712.06.
2. ALL FENDER PILES SHALL BE DRIVEN TO A MINIMUM ELEVATION OF 530.0'.
3. TIMBER PILES SHALL BE SUPPLIED WITH STEEL DRIVING POINTS OF AN APPROVED DESIGN. THE COST OF STEEL DRIVING POINTS SHALL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 507 TIMBER PILE, CREOSOTED.
4. THE TOP OF ALL FENDER PILES, INCLUDING THOSE UNDER THE CATWALK, SHALL BE PROTECTED WITH PITCH-SATURATED BURLAP AND GALVANIZED SHEET STEEL.
5. 10" X 10" WALES SHALL BE BOLTED TO ONE PILE IN EVERY PILE CLUSTER AND AT EVERY SINGLE PILE. AT CLUSTERS WHERE WALES ARE BUTT-JOINTED, EACH ABUTTING END SHALL BE BOLTED TO THE PILE CLUSTER.
6. BUTT-JOINTS IN WALES SHALL OCCUR ONLY AT CLUSTERED PILES AND IN ALTERNATE WALES AT ANY SPECIFIC INTERMEDIATE PILE CLUSTER.
7. 2" X 12" CATWALK SHALL BE FASTENED TO EACH PILE-CLUSTER AND INTERMEDIATE SINGLE PILES WITH TWO (2) 1/2" DIA. BY 5" LONG LAG SCREWS WITH WASHERS. BUTT-JOINTS SHALL OCCUR ONLY AT PILE-CLUSTERS.
8. 8" X 8" X 1'-0" SPACER BLOCKS SHALL BE PLACED BETWEEN WALES AT ONE PILE OF EACH PILE-CLUSTER AND AT EACH SINGLE PILE OF THE FOUR WING FENDERS. WHERE BUTT-JOINTS OCCUR IN THE WALES, A SPACER BLOCK SHALL BE PROVIDED UNDER EACH OF THE ABUTTING ENDS.
9. ALL BOLTS, WASHERS, SPIKES AND OTHER HARDWARE INCIDENTAL TO FENDER CONSTRUCTION SHALL BE INCLUDED IN THE UNIT PRICE BID FOR ITEM SPECIAL - BRIDGE TIMBER FENDERS, CREOSOTED.

6 OUTSIDE PILES TO BE EQUALLY SPACED ON 6'-0" CIRCLE AND DRAWN TOGETHER AT TOP WITH MINIMUM 3 TURNS OF 6 x 19-3/8" DIA. GALVANIZED CABLE AT EL. 571.67, EL. 574.67, EL. 577.67, AND EL. 580.67

DETAIL OF 7-PILE CLUSTER

DRIVE PILES ON 3'-0" CENTERS AND DRAW TOGETHER AT TOP WITH MINIMUM 3 TURNS OF 6 x 19-3/8" DIA. GALVANIZED CABLE AT EL. 571.67, EL. 574.67, EL. 577.67, AND EL. 580.67

DETAIL OF 3-PILE CLUSTER

PARSONS BRINCKERHOFF OHIO, INC.
614 W. SUPERIOR AVE., SUITE 400
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
SDG	SJG	EBS	6/9/04
CHECKED	REVISED	STRUCTURE FILE NUMBER	
BMG		6200788	

FENDER SYSTEM PLAN AND DETAILS
BRIDGE NO. OTT-2-28.47
S.R. 2 OVER SANDUSKY BAY

OTT-2-28.47/
ERI-2-0.00

45/48

101/116

J:\24701_0001_Edison Bridge\Prod\Current\Bridge\Drawings\072MD4.dgn
07/27/2004 07:46:40 PM