

ITEM 614 - MAINTAINING TRAFFIC

A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION SHALL BE MAINTAINED AT ALL TIMES, EXCEPT FOR A PERIOD NOT TO EXCEED 180 CONSECUTIVE CALENDAR DAYS, WHEN THROUGH TRAFFIC MAY BE DETOURED AS SHOWN ON SHEET 9 . A DISINCENTIVE SHALL BE ASSESSED IN THE AMOUNT OF \$2042 PER DAY FOR EACH CALENDAR DAY THE ROADWAY REMAINS CLOSED TO TRAFFIC BEYOND THE SPECIFIED LIMIT. THE DETOURS SHALL BE ESTABLISHED, MAINTAINED, AND SUBSEQUENTLY REMOVED BY THE STATE OF OHIO. SEE SHEET 9 FOR CONTRACTOR/ ODOT SIGN LIST.

THE FIRST DAY THE DETOUR IS IN EFFECT SHALL BE CONSIDERED THE STARTING DATE OF THE 180 DAY DETOUR CLOSURE LIMITATION. THE 180TH DAY OF THE OF THE 180 DAY DETOUR/CLOSURE LIMITATION SHALL BE CONSIDERED AS AN INTERIM COMPLETION DATE. ON OR BEFORE THE 180TH DAY, THE ROADWAY SHALL BE OPEN TO THE SAFE AND CONVENIENT USE OF THE TRAVELING PUBLIC. IF THE ROADWAY IS NOT OPENED BY THIS INTERIM COMPLETION DATE, DISINCENTIVES SHALL BE ASSESSED AS PER THE ABOVE SPECIFICATION.

ACCESS TO ADJACENT PROPERTY WITHIN THE WORK LIMITS SHALL BE MAINTAINED BY THE CONTRACTOR AT ALL TIMES AS PER 614.02(a).

NOTICE OF CLOSURE SIGNS (W20-H13) SHALL BE ERECTED BY THE CONTRACTOR PRIOR TO THE SCHEDULED ROAD OR RAMP CLOSURE IN ACCORDANCE WITH THE NOTICE OF CLOSURE TIME TABLE BELOW. [AT THE APPROVAL OF THE ENGINEER, PORTABLE CHANGEABLE MESSAGE SIGNS MAY BE USED IN LIEU OF THE STANDARD FLATSHEET SIGN FOR CLOSURE DURATIONS OF LESS THAN 1 WEEK.]

THE SIGNS SHALL BE ERECTED ON THE RIGHT-HAND SIDE OF THE ROAD/RAMP FACING TRAFFIC. THEY SHALL BE PLACED SO AS NOT TO INTERFERE WITH THE VISIBILITY OF ANY OTHER TRAFFIC CONTROL SIGNS. ON ROADWAYS, THEY SHOULD BE ERECTED AT OR NEAR THE POINT OF CLOSURE. THE SIGNS MAY BE ERECTED ANYWHERE ON RAMPS AS LONG AS THEY ARE VISIBLE TO THE MOTORISTS USING THE RAMP. ON ENTRANCE RAMPS, THE SIGN SHALL BE ERECTED WELL IN ADVANCE OF THE MERGE AREA TO AVOID DISTRACTING MOTORISTS.

NOTICE OF CLOSURE SIGN TIME TABLE		
ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
	>=2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
ROAD CLOSURE	>= 12 HOURS & < 2 WEEKS	7 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE

THE SIGN SHALL DISPLAY THE DATE OF THE CLOSURE IN MMM-DD FORMAT AND THE NUMBER OF DAYS OF THE CLOSURE. THE LAST LINE OF THE W20-H13 SIGN LISTS A PHONE NUMBER WHICH A MOTORIST MAY CALL FOR ADDITIONAL INFORMATION. THIS IS TO BE A SPECIFIC OFFICE WITHIN THE DISTRICT RATHER THAN THE GENERAL SWITCHBOARD NUMBER.

SR698 WILL BE
CLOSED (DATE)
FOR 180 DAYS
INFO: 419-999-6803

W20-H13-60

THROUGH OUT THE DURATION OF THE PROJECT, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IN WRITING OF ALL TRAFFIC RESTRICTIONS AND UPCOMING MAINTENANCE OF TRAFFIC CHANGES. THE CONTRACTOR SHALL ENSURE THE WRITTEN NOTIFICATION IS SUBMITTED IN A TIMELY MANNER TO ALLOW THE PROJECT ENGINEER TO MEET THE REQUIRED TIME FRAMES SET FORTH IN THE TABLE BELOW TO INFORM THE SPECIAL HAULING PERMITS SECTION (HAULING.PERMITS@DOT.OHIO.GOV) AND THE DISTRICT PUBLIC INFORMATION OFFICE (PIO). THIS NOTIFICATION SHALL BE RECEIVED BY THE PROJECT ENGINEER PRIOR TO THE PHYSICAL SETUP OF ANY APPLICABLE SIGNS OR MESSAGE BOARDS.

INFORMATION SHOULD INCLUDE, BUT IS NOT LIMITED TO, ALL CONSTRUCTION ACTIVITIES THAT IMPACT OR INTERFERE WITH TRAFFIC AND SHALL LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, NUMBER OF LANES CLOSED, MINIMUM VERTICAL CLEARANCE , MINIMUM WIDTH OF DRIVABLE PAVEMENT, DETOUR ROUTES, IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTICE OF CLOSURE SIGN TIME TABLE

ITEM	DURATION OF CLOSURE	SIGN DISPLAYED TO PUBLIC
	>=2 WEEKS	21 CALENDAR DAYS PRIOR TO CLOSURE
ROAD CLOSED	>= 12 HOURS & < 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 12 HOURS TO CLOSURE	4 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES & RESTRICTIONS	>= 2 WEEKS	14 CALENDAR DAYS PRIOR TO CLOSURE
	< 2 WEEKS	5 BUSINESS DAYS PRIOR TO CLOSURE
START OF CONSTRUCTION & TRAFFIC PATTERN CHANGES		14 CALENDAR DAYS PRIOR TO IMPLEMENTATION

ANY UNFORESEEN CONDITIONS NOT SPECIFIED IN THE PLANS REQUIRING TRAFFIC RESTRICTIONS SHALL ALSO BE REPORTED TO THE PROJECT ENGINEER USING THE NOTIFICATION TIME TABLE.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH C&MS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES. PAYMENT FOR ALL LABOR, EQUIPMENT AND MATERIALS SHALL BE INCLUDED IN THE LUMP SUM CONTRACT PRICE FOR ITEM 614, MAINTAINING TRAFFIC, UNLESS SEPARATELY ITEMIZED IN THE PLAN.

DUST CONTROL

THE CONTRACTOR SHALL FURNISH AND APPLY WATER FOR DUST CONTROL AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED FOR DUST CONTROL PURPOSES:

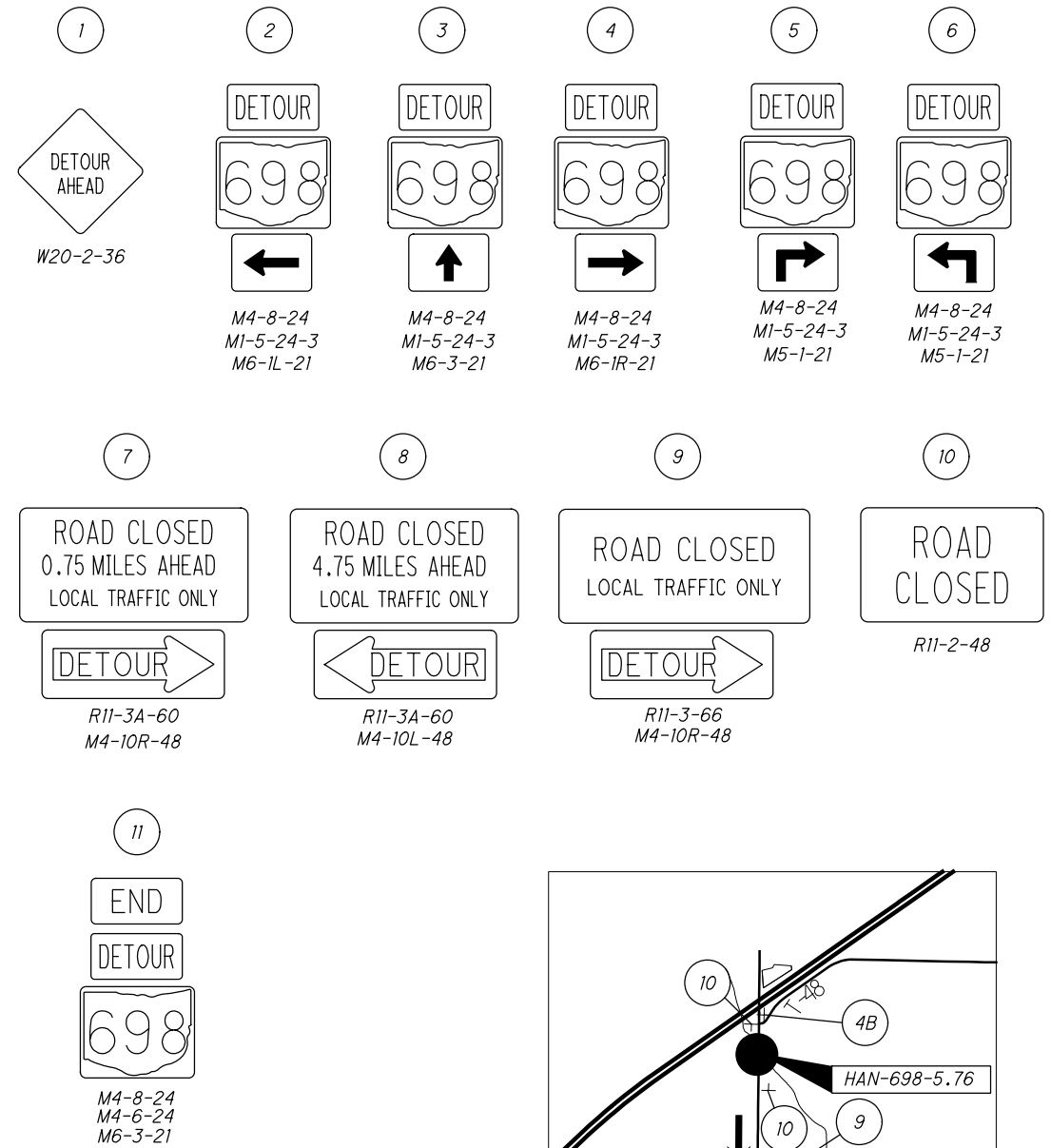
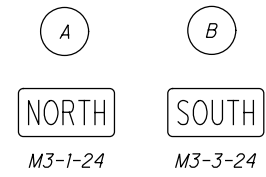
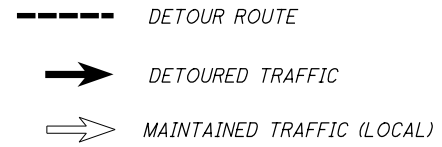
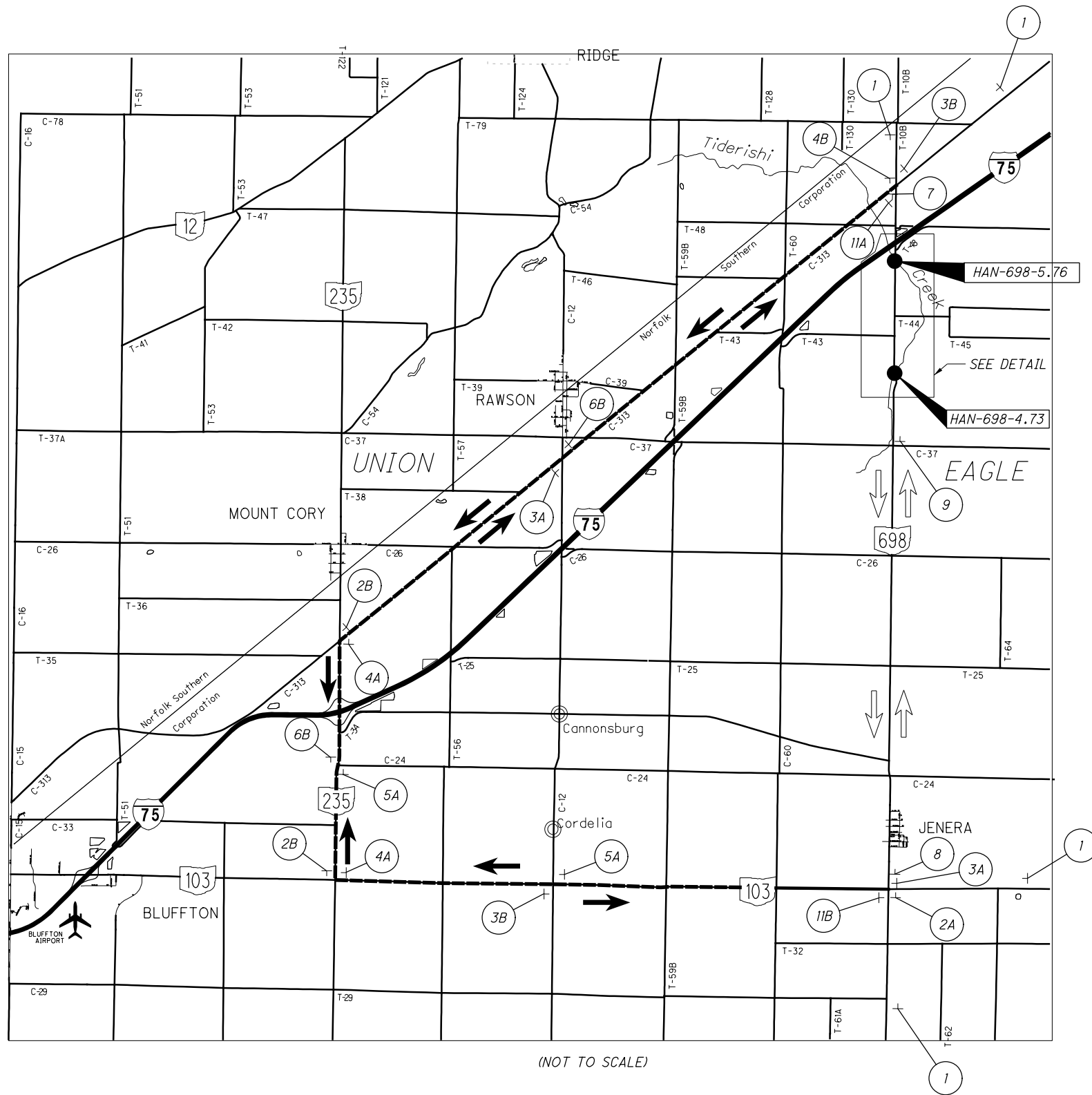
ITEM 616, WATER 1 M. GAL.

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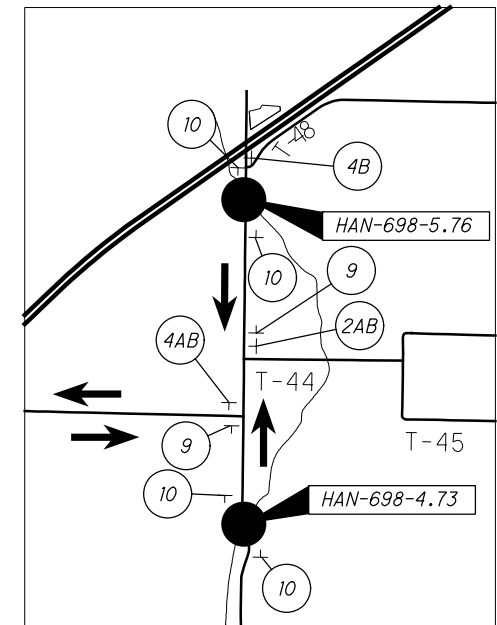
CALCULATED
CEL
CHECKED
JRW

MAINTENANCE OF TRAFFIC GENERAL NOTES

HAN-698-4.73/5.76



NOTE:
CONTRACTOR IS RESPONSIBLE FOR PLACING,
MAINTAINING, AND REMOVING ALL SIGNS SHOWN IN
SMALLER "DETAIL" MAP TO THE RIGHT. ODOT WILL
PLACE, MAINTAIN, AND REMOVE ALL THE DETOUR
ROUTE SIGNS SHOWN IN THE LARGER MAP TO THE
LEFT.



DETAIL

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SHEET NUM.											PART.	ITEM	ITEM	GRAND	UNIT	DESCRIPTION	SEE SHEET NO.	CALCULATED	CHECKED
6	11	12	18	24							01/BRF/BR	EXT	TOTAL				CEL	JRW	
											LS	201	11000	LS		ROADWAY			
											LS	202	11000	LS		CLEARING AND GRUBBING			
	1,494										1,494	202	23010	1,494	SY	PAVEMENT REMOVED, ASPHALT			
	958										958	202	38000	958	FT	GUARDRAIL REMOVED			
3											3	202	53101	3	EACH	MAILBOX REMOVED, AS PER PLAN	6		
			129		225						354	203	10000	354	CY	EXCAVATION			
			76		288						364	203	20000	364	CY	EMBANKMENT			
											1,958	204	10000	1,958	SY	SUBGRADE COMPACTION			
1	1,958										1	204	45000	1	HOUR	PROOF ROLLING			
											950	606	15101	950	FT	GUARDRAIL, TYPE MGS WITH LONG POSTS, AS PER PLAN	6		
	4										4	606	20050	4	EACH	ROUNDED END SECTION			
	6										6	606	26150	6	EACH	ANCHOR ASSEMBLY, MGS TYPE E (MASH 2016)			
	4										4	606	26500	4	EACH	ANCHOR ASSEMBLY, TYPE T			
	8										8	606	35001	8	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1, AS PER PLAN	6		
	38										38	626	00102	38	EACH	BARRIER REFLECTOR, TYPE 1, BI-DIRECTIONAL			
																EROSION CONTROL			
											179	601	32100	179	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER			
	2										2	659	00100	2	EACH	SOIL ANALYSIS TEST			
	147										147	659	00300	147	CY	TOPSOIL			
	1,364										1,364	659	10000	1,364	SY	SEEDING AND MULCHING			
	68										68	659	14000	68	SY	REPAIR SEEDING AND MULCHING			
	68										68	659	15000	68	SY	INTER-SEEDING			
	0.2										0.2	659	20000	0.2	TON	COMMERCIAL FERTILIZER			
	0.3										0.3	659	31000	0.3	ACRE	LIME			
	7										7	659	35000	7	MGAL	WATER			
											15,000	832	30000	15,000	EACH	EROSION CONTROL			
																DRAINAGE			
		486									486	605	31100	486	FT	AGGREGATE DRAINS			
																PAVEMENT			
				321							321	302	46000	321	CY	ASPHALT CONCRETE BASE, PG64-22			
				342							342	304	20000	342	CY	AGGREGATE BASE			
				103							103	407	10000	103	GAL	TACK COAT			
				67							67	441	50000	67	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22			
				37							37	441	50000	37	CY	ASPHALT CONCRETE SURFACE COURSE, TYPE 1, (448), PG64-22, SAFETY EDGE			
				90							90	441	50300	90	CY	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, (448)			
																TRAFFIC CONTROL			
				44							44	630	03100	44	FT	GROUND MOUNTED SUPPORT, NO. 3 POST			
				4							4	630	85100	4	EACH	REMOVAL OF GROUND MOUNTED SIGN AND REERECTION			
				4							4	630	86002	4	EACH	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL			
				0.32							0.32	642	00104	0.32	MILE	EDGE LINE, 6", TYPE 1			
				0.16							0.16	642	00300	0.16	MILE	CENTER LINE, TYPE 1			
																STRUCTURE OVER 20 FOOT SPAN			
																STRUCTURE HAN-698-4.73 ESTIMATED QUANTITIES	30		
																STRUCTURE HAN-698-5.76 ESTIMATED QUANTITIES	48		
																INCIDENTALS			
											LS	614	11000	LS		MAINTAINING TRAFFIC			
											LS	614	12420	LS		DETOUR SIGNING			
											6	619	16010	6	MNTH	FIELD OFFICE, TYPE B			
											LS	623	10000	LS		CONSTRUCTION LAYOUT STAKES AND SURVEYING			
											LS	624	10000	LS		MOBILIZATION			

GENERAL SUMMARY

HAN-698-4.73 / 5.76

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ESTIMATED QUANTITIES

ITEM	ITEM EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTRUCTURE	GENERAL	SHEET NO.
202	11002	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN				LUMP	
202	22900	132	SQ YD	APPROACH SLAB REMOVED				132	
503	11100	LUMP		COFFERDAMS AND EXCAVATION BRACING				LUMP	
503	21300	LUMP		UNCLASSIFIED EXCAVATION				LUMP	
503	31100	53	CU YD	ROCK EXCAVATION	13	40			
509	10000	67460	POUND	EPOXY COATED REINFORCING STEEL	32352	8121	26987		
511	32212	129	CU YD	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE			129		
511	40512	96	CU YD	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS		96			
511	43512	224	CU YD	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	224				
511	46512	58	CU YD	CLASS QC1 CONCRETE WITH QC/QA, FOOTING		58			
512	10100	218	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	42	122	54		
516	13900	113	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	113				
516	14020	92	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL	92				
516	44001	70	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (9"x9"x1.6" BEARING WITH 10"x10"x1.5" LOAD PLATE)			70		13/18
517	70000	202	FT	RAILING (TWIN STEEL TUBE)			202		
518	21200	45	CU YD	POROUS BACKFILL WITH GEOTEXTILE FABRIC	45				
SPECIAL	51822300	171	FT	STEEL DRIP STRIP			171		
518	40000	120	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	120				
518	40010	60	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	60				
526	25011	178	SQ YD	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=15"), AS PER PLAN				178	14A/18, 14B/18
526	90010	68	FT	TYPE A INSTALLATION				68	
846	00110	28	CU FT	POLYMER MODIFIED ASPHALT EXPANSION JOINT SYSTEM				28	

QUANTITIES COMPUTED BY: NRP 03-19
 QUANTITIES CHECKED BY: AMT 06-19

HAN-698-4.73
 PID No. 101193

ESTIMATED QUANTITIES
 BRIDGE NO. HAN-698-0473
 S.R. 698 OVER TIDERISHI CREEK

DESIGNED
 SJM
 CHECKED
 JLM

DRAWN
 SJM
 REVISED

REVIEWED
 DWS
 DATE
 6-19

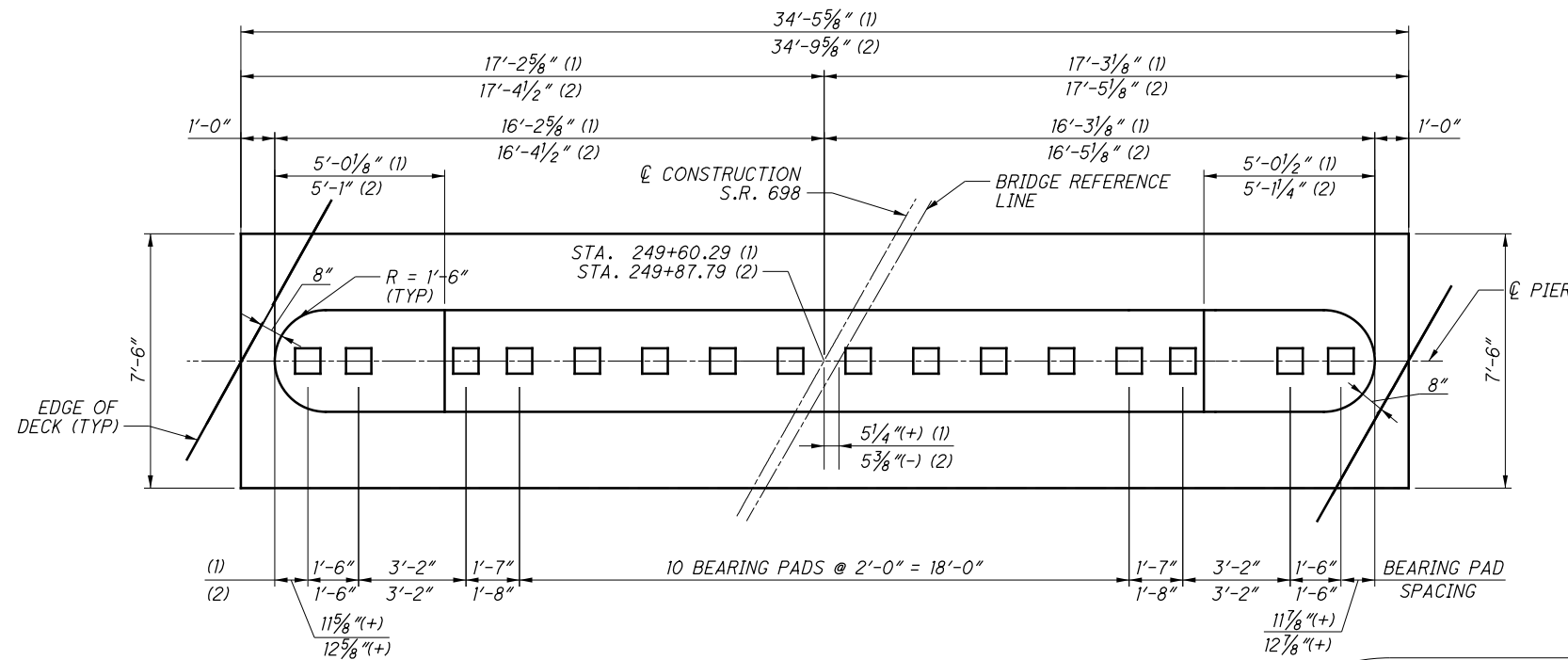
STRUCTURE FILE NUMBER
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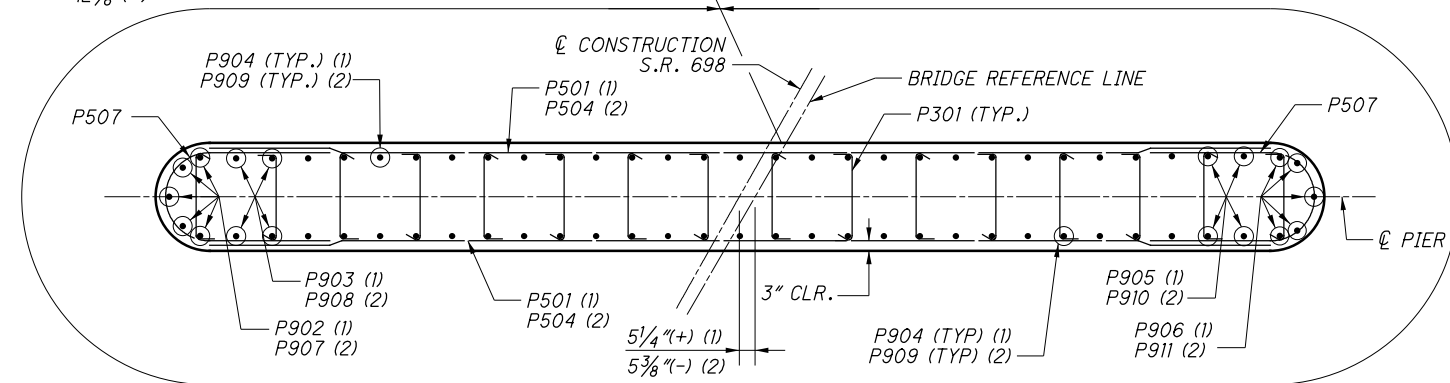
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DESIGN AGENCY
 LIB Inc. • 2500 Newmark Drive
 Miamisburg, OH 45342
 937.295-0000 (tel) • 937.295-5100 (fax) • LIBinc.com

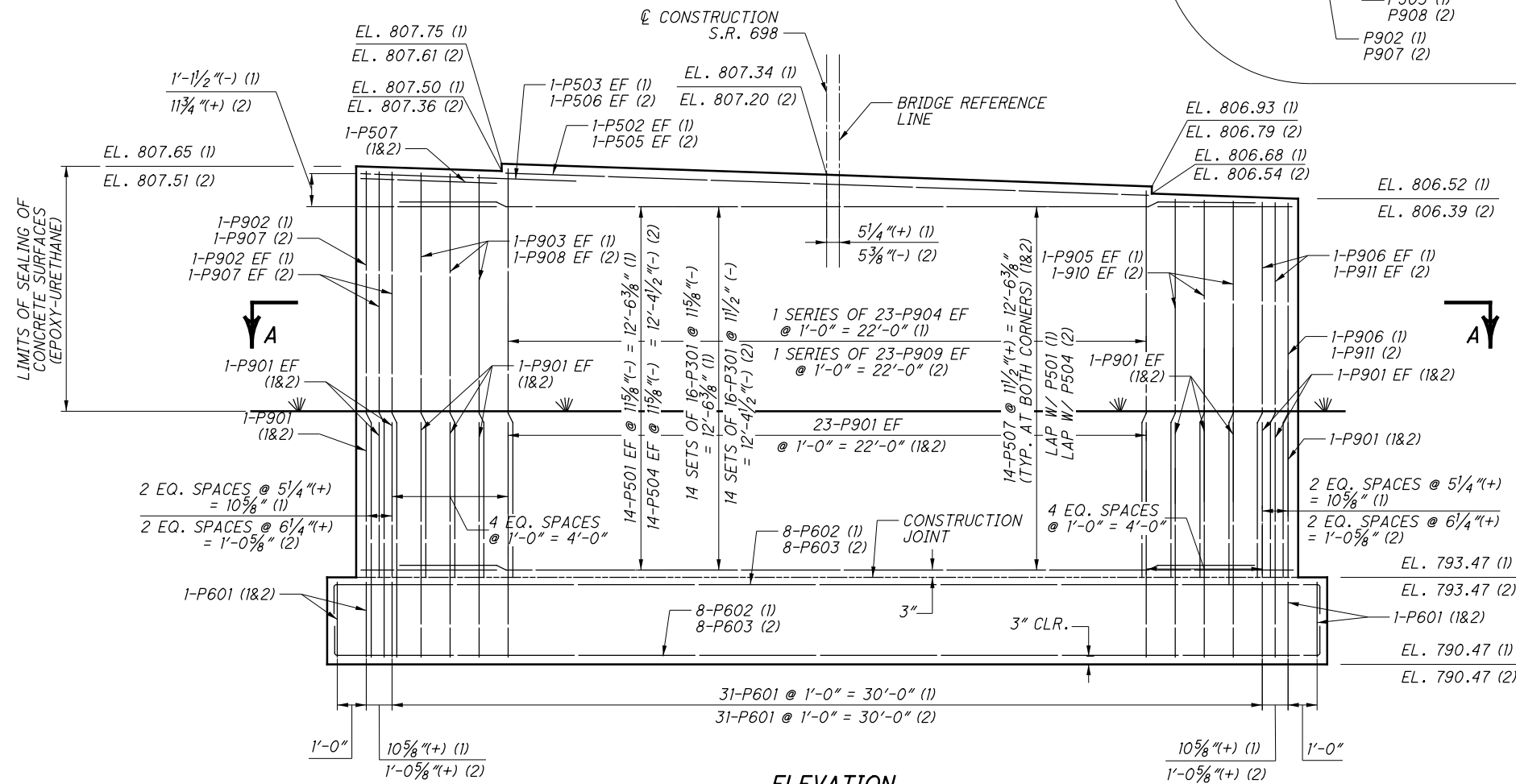
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PLAN



SECTION A-A



ELEVATION

MINIMUM LAP LENGTHS

- NO. 5 BAR = 2'-5"
- NO. 6 BAR = 3'-7"
- NO. 9 BAR = 5'-4"

LEGEND

- EF = EACH FACE
- (1) = PIER 1
- (2) = PIER 2

NOTES

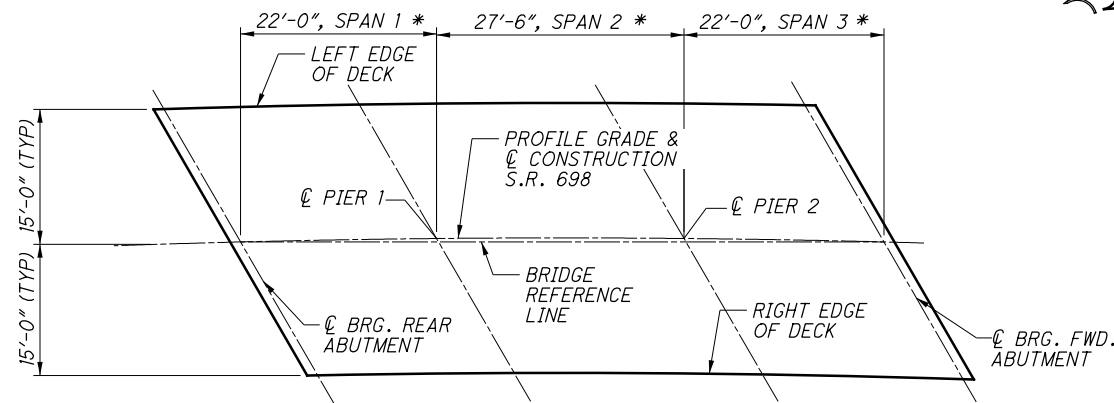
1. FOR GENERAL NOTES, SEE SHEET [2 / 18].
2. FOR REINFORCING STEEL LIST, SEE SHEETS [15 / 18] THRU [18 / 18].
3. FOR BEARING DETAILS, SEE SHEET [13 / 18].
4. THE CONTRACTOR SHALL USE STANDARD REMOVABLE FORMWORK TO FORM THE CONCRETE DECK SLAB ABOVE THE PIER BEARINGS. AFTER CONSTRUCTION IS COMPLETE, THE PIER BEARINGS SHALL BE VISIBLE FOR INSPECTIONS. STAY-IN-PLACE EXPANDED POLYSTYRENE JOINT FILLER OR OTHER FORMWORK THAT IS LEFT IN PLACE AFTER CONSTRUCTION SHALL NOT BE USED.

	DESIGN AGENCY JLB Inc. • 2500 Newmark Drive Marietta, OH 45754 (937) 295-5000 fax • (937) 295-5100	DATE 6-19	STRUCTURE FILE NUMBER 3205510
DRAWN NRP	REVIEWED DWS	DESIGNED JLM	CHECKED NRP
PIER DETAILS BRIDGE NO. HAN-698-0473 S.R. 698 OVER TIDERISHI CREEK			
HAN-698-4.73 PID No. 101193		9 / 18 <div style="border: 1px solid black; border-radius: 50%; width: 30px; height: 30px; display: flex; align-items: center; justify-content: center; margin: 0 auto;"> 36 68 </div>	

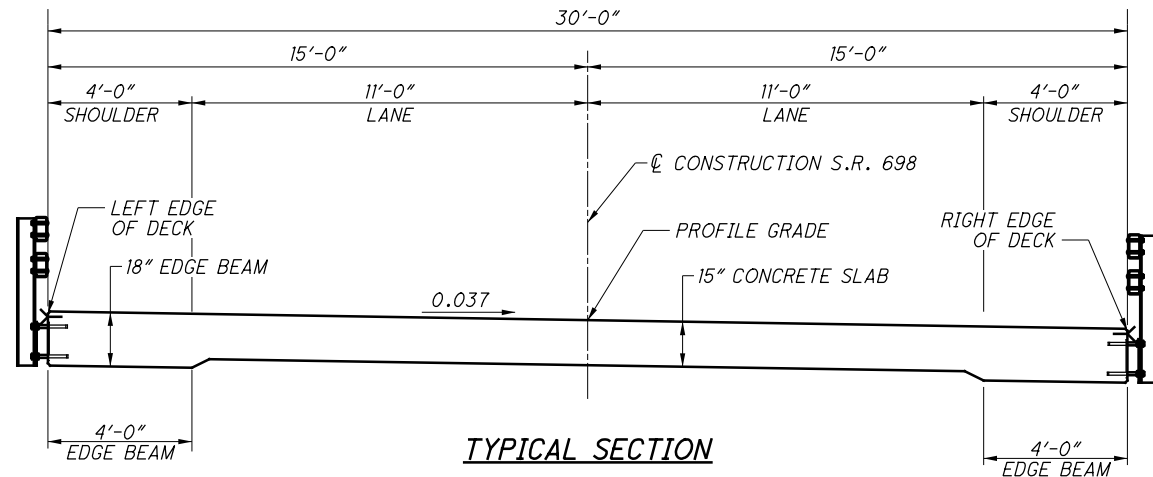
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FINAL DECK SURFACE STATIONS AND ELEVATIONS			
LOCATION	LEFT EDGE OF DECK	PROFILE GRADE AND \bar{C} CONSTRUCTION	RIGHT EDGE OF DECK
\bar{C} BRG. REAR ABUT.	249+30.44 809.61	249+38.51 809.02	249+46.77 808.42
1/4	249+35.81 809.59	249+43.96 808.99	249+52.29 808.39
1/2	249+41.19 809.56	249+49.40 808.96	249+57.82 808.37
3/4	249+46.56 809.53	249+54.85 808.94	249+63.34 808.34
\bar{C} PIER 1	249+51.93 809.50	249+60.29 808.91	249+68.86 808.31
1/4	249+58.71 809.47	249+67.17 808.87	249+75.83 808.28
1/2	249+65.49 809.44	249+74.04 808.84	249+82.81 808.24
3/4	249+72.27 809.40	249+80.92 808.81	249+89.78 808.21
\bar{C} PIER 2	249+79.05 809.37	249+87.79 808.77	249+96.75 808.17
1/4	249+84.53 809.34	249+93.35 808.74	250+02.39 808.14
1/2	249+90.01 809.31	249+98.91 808.72	250+08.03 808.11
3/4	249+95.48 809.29	250+04.46 808.69	250+13.66 808.09
\bar{C} BRG. FWD. ABUT.	250+00.96 809.26	250+10.02 808.66	250+19.30 808.06

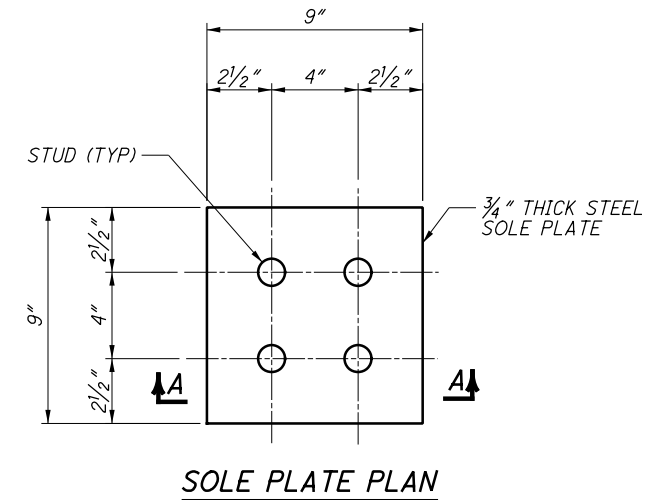
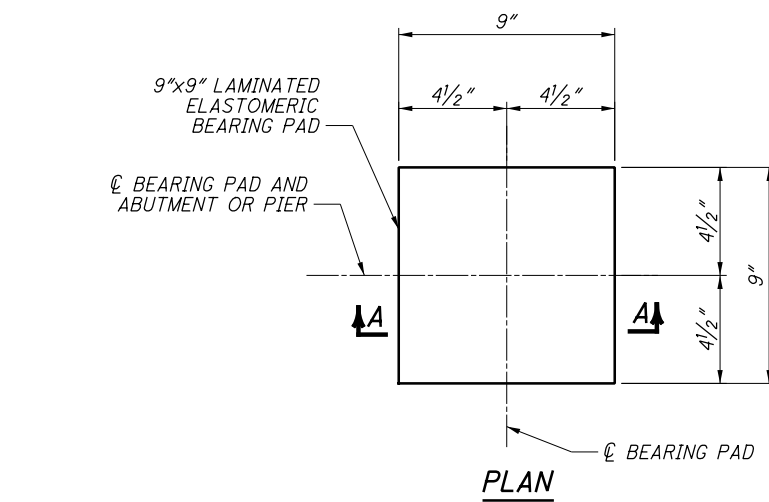
NOTE: FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.



* MEASURED ALONG BRIDGE REFERENCE LINE

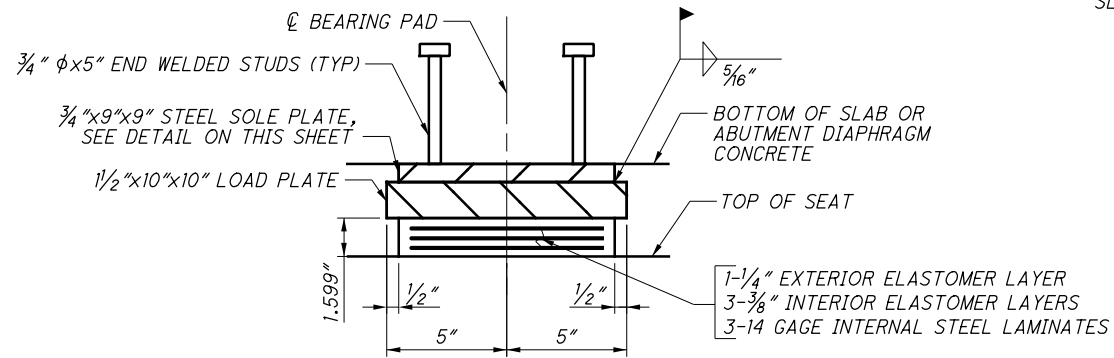


TYPICAL SECTION



SOLE PLATE PLAN

(BEARING PAD, LOAD PLATE AND SLAB OR ABUTMENT DIAPHRAGM CONCRETE, NOT SHOWN)



SECTION A-A

LAMINATED ELASTOMERIC BEARING DETAILS

ABUTMENTS:

LIVE LOAD REACTION (W/O IMPACT): 10.74 KIPS
DEAD LOAD REACTION: 12.11 KIPS
MAXIMUM DESIGN LOAD: 22.85 KIPS

PIER 1:

LIVE LOAD REACTION (W/O IMPACT): 21.09 KIPS
DEAD LOAD REACTION: 18.24 KIPS
MAXIMUM DESIGN LOAD: 39.33 KIPS

PIER 2:

LIVE LOAD REACTION (W/O IMPACT): 21.96 KIPS
DEAD LOAD REACTION: 18.99 KIPS
MAXIMUM DESIGN LOAD: 40.95 KIPS

LEGEND

BRG. = BEARING
FWD. = FORWARD

NOTES

- FOR GENERAL NOTES, SEE SHEET [2/18].
- FOR APPROACH SLAB DETAILS, SEE SHEET [14/18].
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- THE STEEL LOAD PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50 AND SHALL BE BONDED TO THE ELASTOMER BY VULCANIZATION DURING THE MOLDING PROCESS. TOP OF LOAD PLATES SHALL BE SHOP MARKED WITH PAINT INDICATING LOCATION ON THE BRIDGE AND FORWARD DIRECTION.
- BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL ELASTOMERIC BEARINGS. PAYMENT WILL BE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, AS LISTED UNDER THE ESTIMATED QUANTITIES.
- ALL STEEL LOAD PLATES AND STEEL SOLE PLATES OF THE ELASTOMERIC BEARINGS SHALL BE GALVANIZED ACCORDING TO CMS 711.02.

SUPERSTRUCTURE DETAILS

BRIDGE NO. HAN-698-0473
S.R. 698 OVER TIDERISHI CREEK

HAN-698-4.73

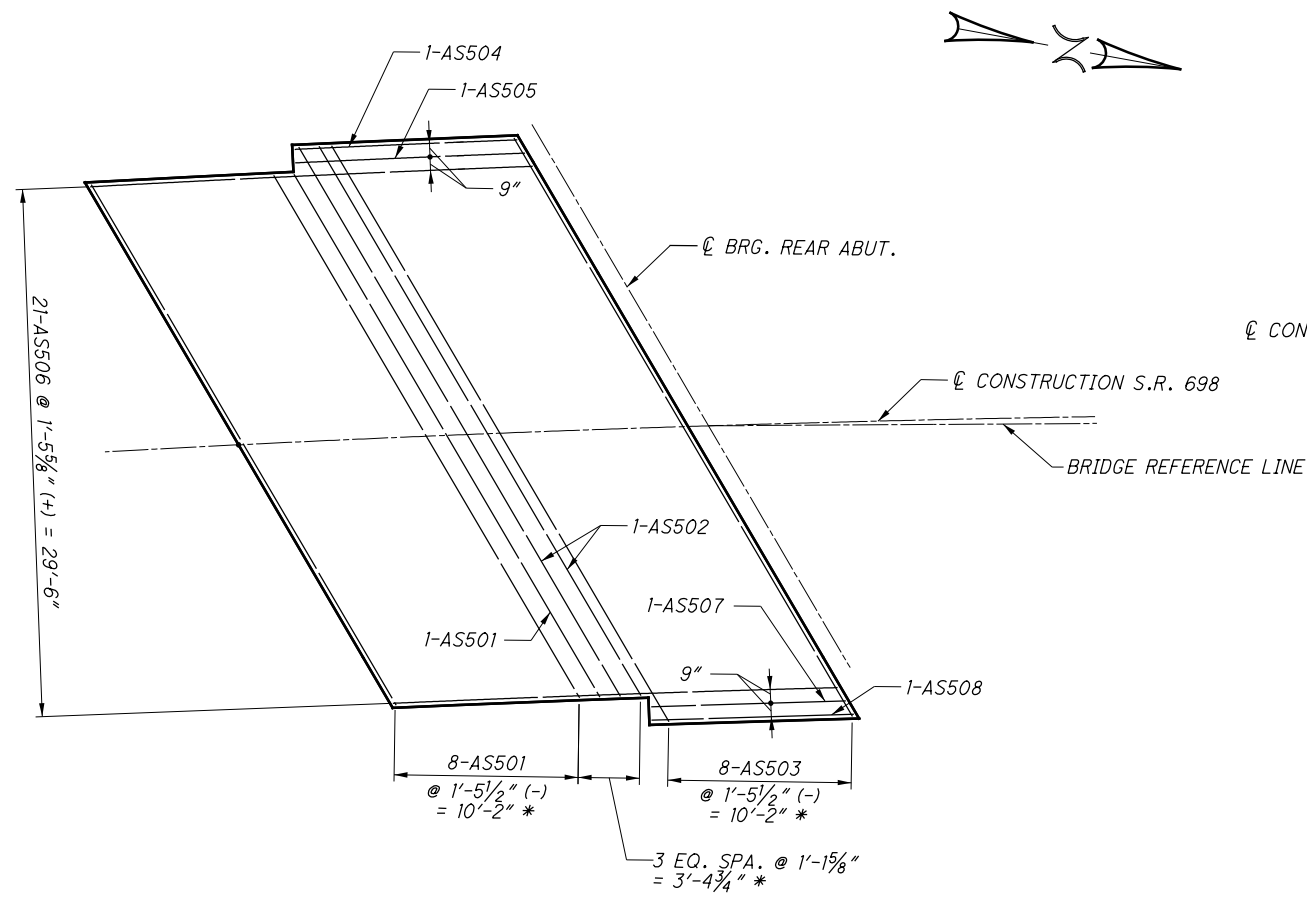
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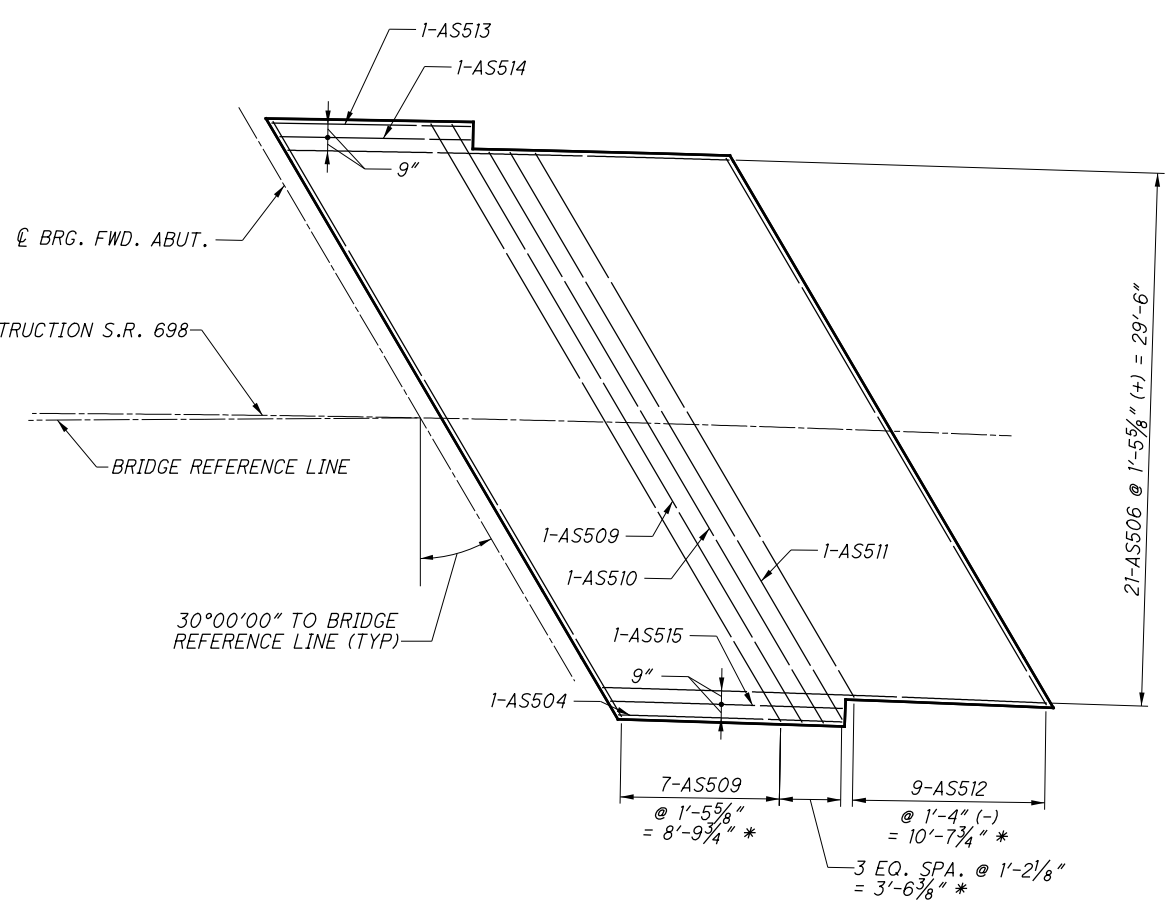
DESIGNED: SJM
CHECKED: JLM
DRAWN: SJM
REVISED:
REVIEWED: DWS
DATE: 6-19
DESIGN AGENCY: JLB Inc. • 2500 Newmark Drive
Miamingburg, OH 45342
1937 250-0000 (tel) • 1937 250-5100 (fax) • jlb@jlb.com

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REAR APPROACH SLAB REINFORCING PLAN (TOP)

SLEEPER SLABS AND GUARDRAIL
SUPPORTS NOT SHOWN FOR CLARITY
* MEASURED ALONG \varnothing CONSTRUCTION S.R. 698



FORWARD APPROACH SLAB REINFORCING PLAN (TOP)

SLEEPER SLABS AND GUARDRAIL
SUPPORTS NOT SHOWN FOR CLARITY
* MEASURED ALONG \varnothing CONSTRUCTION S.R. 698

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS									
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G	H	K	O
APPROACH SLABS (TOP) - FOR INFORMATION ONLY																
AS501	9		9	33'-6"	314	STR.										
AS502	2		2	35'-4"	74	STR.										
AS503	8		8	37'-1"	309	STR.										
AS504	1	1	2	12'-4"	26	STR.										
AS505	1		1	12'-9"	13	STR.										
AS506	21	21	42	24'-7"	1077	STR.										
AS507	1		1	10'-9"	11	STR.										
AS508	1		1	11'-2"	12	STR.										
AS509		8	8	38'-4"	320	STR.										
AS510		1	1	36'-9"	38	STR.										
AS511		1	1	36'-6"	38	STR.										
AS512		9	9	35'-1"	329	STR.										
AS513		1	1	11'-0"	11	STR.										
AS514		1	1	10'-7"	11	STR.										
AS515		1	1	12'-10"	13	STR.										

NOTE: THIS TABLE IS FOR INFORMATION ONLY. REINFORCING STEEL FOR APPROACH SLABS IS PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB WITH QC/QA (T=15%), AS PER PLAN.

LEGEND

EQ. = EQUAL BRG. = BEARING
SPA. = SPACING ABUT. = ABUTMENT
TYP = TYPICAL FWD. = FORWARD

NOTES

- FOR GENERAL NOTES, SEE SHEET [2 / 18].
- FOR ADDITIONAL DETAILS, SEE STANDARD DRAWINGS AS-1-15 AND AS-2-15.
- FIELD BEND OR FABRICATE BARS AS NECESSARY TO FIT RADIUS.
- FIELD CUT BARS AS NEEDED TO ACHIEVE PROPER END COVER FROM EDGE OF APPROACH SLABS.

HAN-698-4.73
PID No. 101193

APPROACH SLAB REINFORCING (TOP)
BRIDGE NO. HAN-698-0473
S.R. 698 OVER TIDERISHI CREEK

DESIGN AGENCY
LUB Inc. • 2500 Newmark Drive
Miamisburg, OH 45342
937.295-5000 (el) • (937) 295-5100 (fx) • LubInc.com

DESIGNED
SJM

CHECKED
DWS

DRAWN
SJM

REVISSED

REVIEWED
DWS

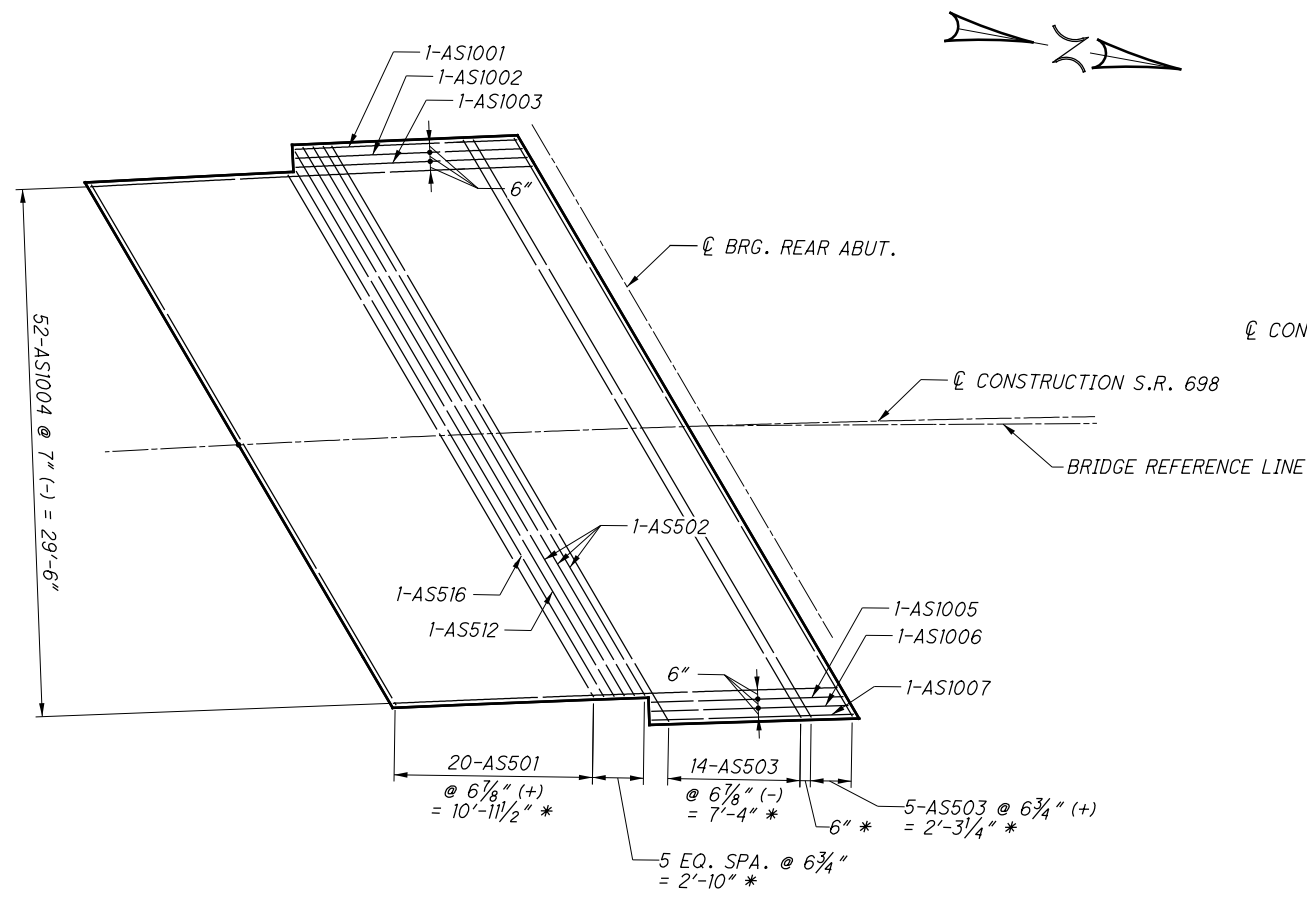
DATE
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STRUCTURE FILE NUMBER
3205510

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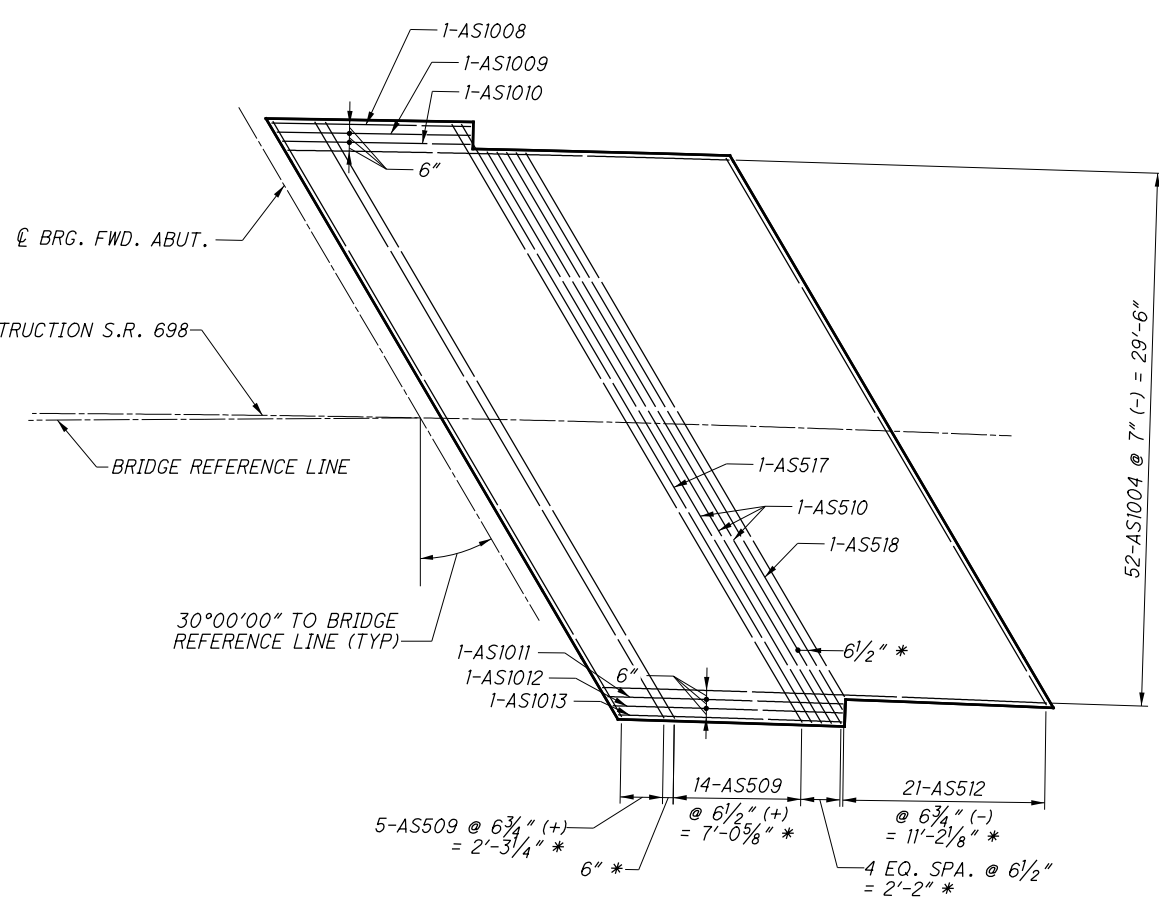
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REAR APPROACH SLAB REINFORCING PLAN (BOTTOM)

SLEEPER SLABS AND GUARDRAIL
SUPPORTS NOT SHOWN FOR CLARITY
* MEASURED ALONG \varnothing CONSTRUCTION S.R. 698



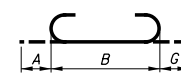
FORWARD APPROACH SLAB REINFORCING PLAN (BOTTOM)

SLEEPER SLABS AND GUARDRAIL
SUPPORTS NOT SHOWN FOR CLARITY
* MEASURED ALONG \varnothing CONSTRUCTION S.R. 698

MARK	NUMBER			LENGTH	WEIGHT	TYPE	DIMENSIONS									
	REAR	FWD.	TOTAL				A	B	C	D	E	F	G	H	K	O
APPROACH SLABS (BOTTOM) - FOR INFORMATION ONLY																
AS501	20		20	33'-6"	699	STR.										
AS502	3		3	35'-4"	111	STR.										
AS503	19		19	37'-1"	735	STR.										
AS509		19	19	38'-4"	760	STR.										
AS510		3	3	36'-9"	115	STR.										
AS512	1	21	22	35'-1"	805	STR.										
AS516	1		1	33'-9"	35	STR.										
AS517		1	1	38'-6"	40	STR.										
AS518		1	1	35'-10"	37	STR.										
AS1001	1		1	13'-9"	59	1	1'-5"	12'-4"								
AS1002	1		1	14'-0"	60	1	1'-5"	12'-7"								
AS1003	1		1	14'-3"	61	1	1'-5"	12'-10"								
AS1004	52	52	104	26'-0"	11635	1	1'-5"	24'-7"								
AS1005	1		1	12'-0"	52	1	1'-5"	10'-7"								
AS1006	1		1	12'-4"	53	1	1'-5"	10'-11"								
AS1007	1		1	12'-7"	54	1	1'-5"	11'-2"								
AS1008		1	1	12'-5"	53	1	1'-5"	11'-0"								
AS1009		1	1	12'-1"	52	1	1'-5"	10'-8"								
AS1010		1	1	11'-10"	51	1	1'-5"	10'-5"								
AS1011		1	1	14'-5"	62	1	1'-5"	13'-0"								
AS1012		1	1	14'-2"	61	1	1'-5"	12'-9"								
AS1013		1	1	13'-10"	60	1	1'-5"	12'-5"								

NOTE: THIS TABLE IS FOR INFORMATION ONLY. REINFORCING STEEL FOR APPROACH SLABS IS PAID FOR UNDER ITEM 526 - REINFORCED CONCRETE APPROACH SLAB WITH QC/QA (T=15%), AS PER PLAN.

BENDING DIAGRAMS



TYPE 1

LEGEND

EQ. = EQUAL
SPA. = SPACING
TYP = TYPICAL
BRG. = BEARING
ABUT. = ABUTMENT
FWD. = FORWARD

NOTES

- FOR GENERAL NOTES, SEE SHEET [2 / 18].
- FOR ADDITIONAL DETAILS, SEE STANDARD DRAWINGS AS-1-15 AND AS-2-15.
- FIELD BEND OR FABRICATE BARS AS NECESSARY TO FIT RADIUS.
- FIELD CUT BARS AS NEEDED TO ACHIEVE PROPER END COVER FROM EDGE OF APPROACH SLABS.

DESIGN AGENCY
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DATE 10-2020
REVIEWED DWS
STRUCTURE FILE NUMBER 3205510

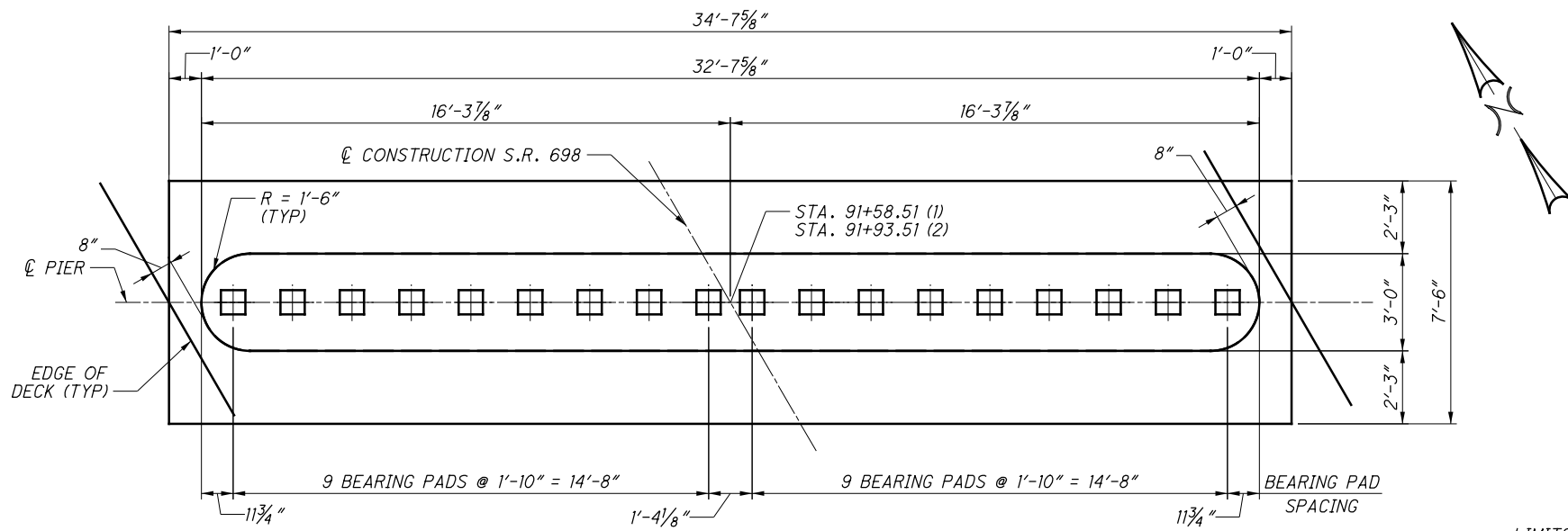
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CHECKED DWS
DRAWN SJM
SUM SJM
REVISED

APPROACH SLAB REINFORCING (BOTTOM)
 BRIDGE NO. HAN-698-0473
 S.R. 698 OVER TIDERISHI CREEK

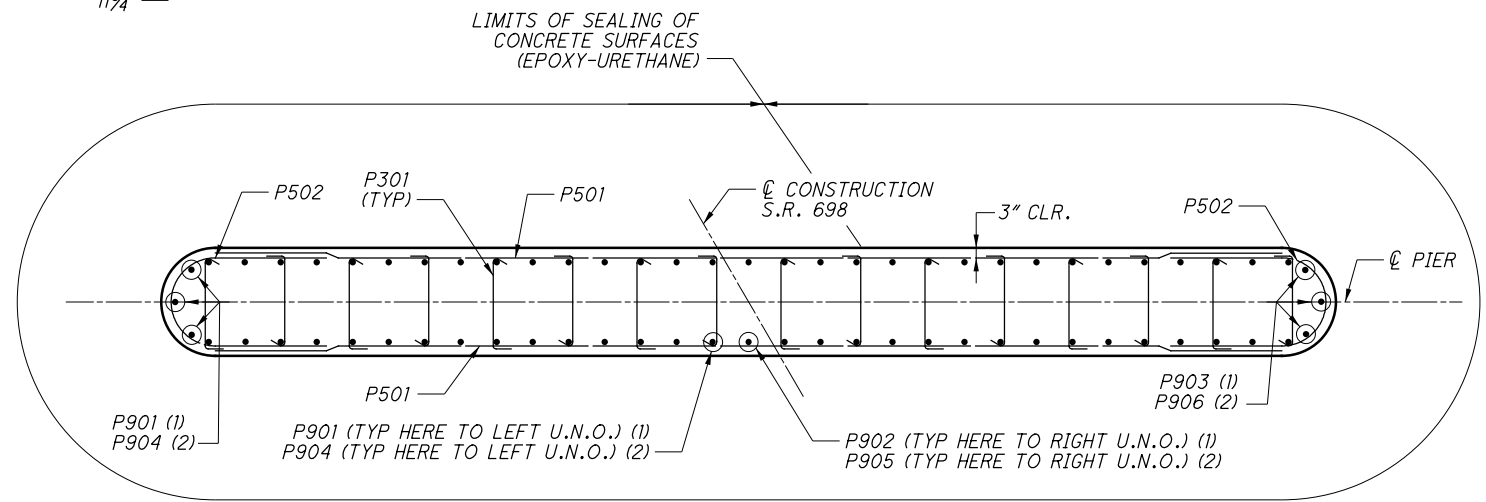
HAN-698-4.73
PID No. 101193

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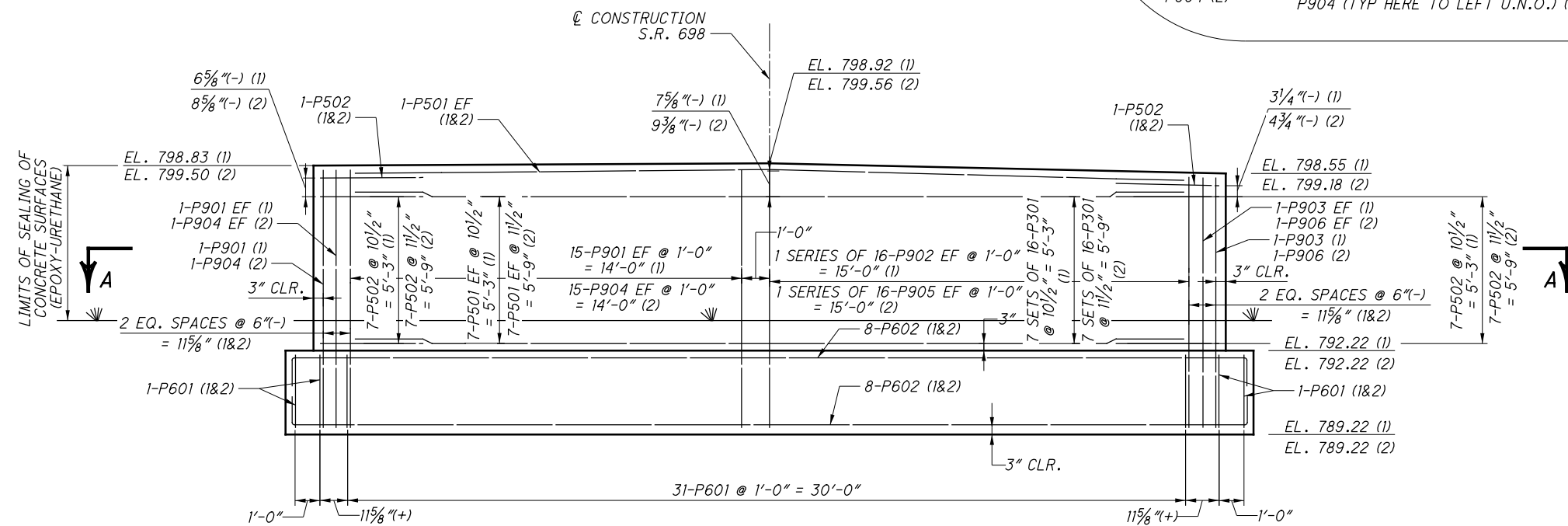
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PLAN



SECTION A-A



ELEVATION

MINIMUM LAP LENGTH

- NO. 5 BAR = 2'-5"
- NO. 6 BAR = 3'-8"
- NO. 9 BAR = 5'-4"

LEGEND

- EF = EACH FACE
- (1) = PIER 1
- (2) = PIER 2
- U.N.O. = UNLESS NOTED OTHERWISE

NOTES

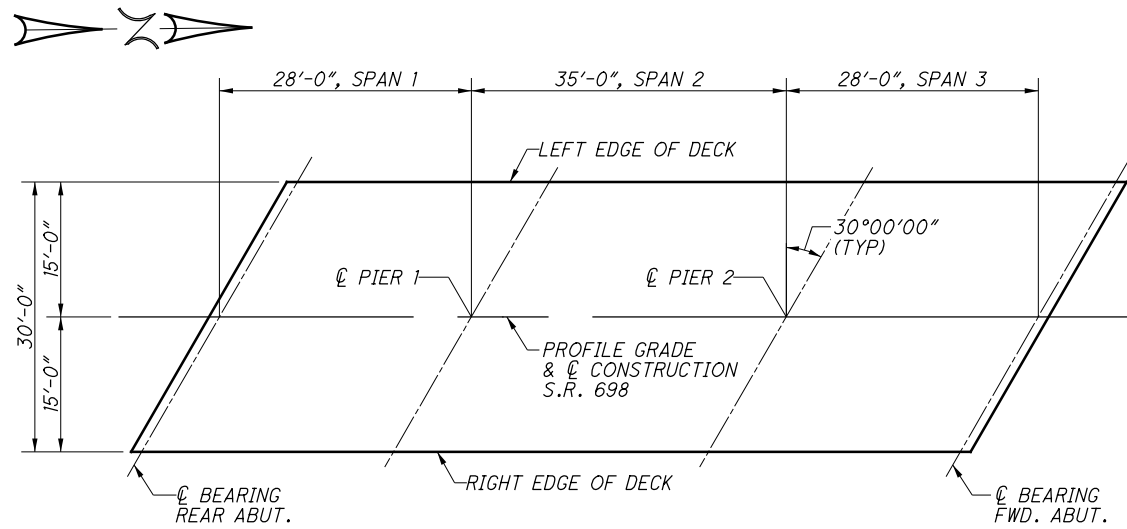
1. FOR GENERAL NOTES, SEE SHEET 2 / 15.
2. FOR REINFORCING STEEL LIST, SEE SHEETS 13 / 15 THRU 15 / 15.
3. FOR BEARING DETAILS, SEE SHEET 11 / 15.
4. FIELD BEND HORIZONTAL BARS AT TOP OF PIER TO MATCH CROSS SLOPE.
5. THE CONTRACTOR SHALL USE STANDARD REMOVABLE FORMWORK TO FORM THE CONCRETE DECK SLAB ABOVE THE PIER BEARINGS. AFTER CONSTRUCTION IS COMPLETE, THE PIER BEARINGS SHALL BE VISIBLE FOR INSPECTIONS. STAY-IN-PLACE EXPANDED POLYSTYRENE JOINT FILLER OR OTHER FORMWORK THAT IS LEFT IN PLACE AFTER CONSTRUCTION SHALL NOT BE USED.

	DESIGN AGENCY LIB Inc. • 2500 Newmark Drive Marietta, OH 45754 937.295-0000 (tel) • 937.295-5100 (fax) • LibInc.com	DATE 6-19	REVIEWED DWS	DRAWN NRP
DESIGNED JLM	CHECKED NRP	STRUCTURE FILE NUMBER 32055526		
PIER DETAILS BRIDGE NO. HAN-698-0576 S.R. 698 OVER TIDERISHI CREEK				
HAN-698-5.76 PID No. 101193				
7 / 15				
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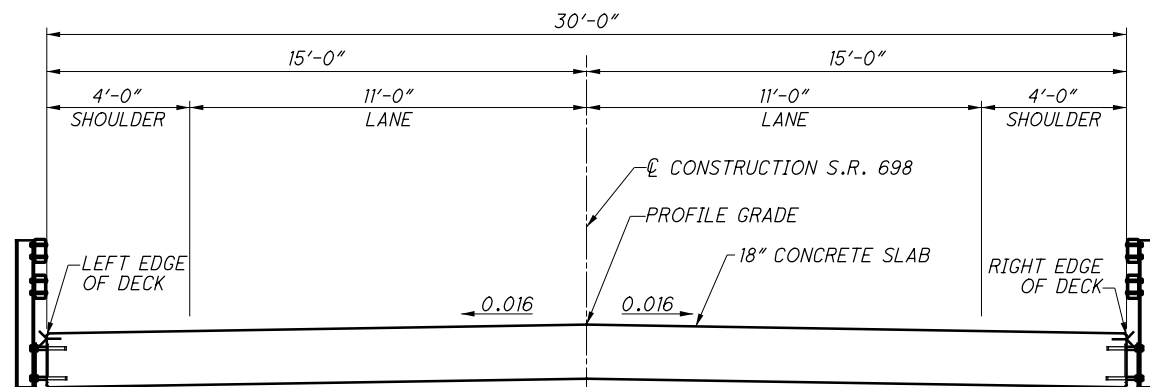
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FINAL DECK SURFACE STATIONS AND ELEVATIONS			
LOCATION	LEFT EDGE OF DECK	PROFILE GRADE AND \bar{C} CONSTRUCTION	RIGHT EDGE OF DECK
\bar{C} BRG. REAR ABUT.	91+39.17 800.18	91+30.51 800.29	91+21.85 799.93
1/4	91+46.17 800.29	91+37.51 800.40	91+28.85 800.03
1/2	91+53.17 800.41	91+44.51 800.51	91+35.85 800.13
3/4	91+60.17 800.53	91+51.51 800.62	91+42.85 800.24
\bar{C} PIER 1	91+67.17 800.65	91+58.51 800.74	91+49.85 800.35
1/4	91+75.92 800.81	91+67.26 800.89	91+58.60 800.50
1/2	91+84.67 800.97	91+76.01 801.05	91+67.35 800.65
3/4	91+93.42 801.14	91+84.76 801.21	91+76.10 800.81
\bar{C} PIER 2	92+02.17 801.32	91+93.51 801.39	91+84.85 800.98
1/4	92+09.17 801.47	92+00.51 801.53	91+91.85 801.11
1/2	92+16.17 801.62	92+07.51 801.67	91+98.85 801.25
3/4	92+23.17 801.77	92+14.51 801.82	92+05.85 801.40
\bar{C} BRG. FWD. ABUT.	92+30.17 801.93	92+21.51 801.98	92+12.85 801.55

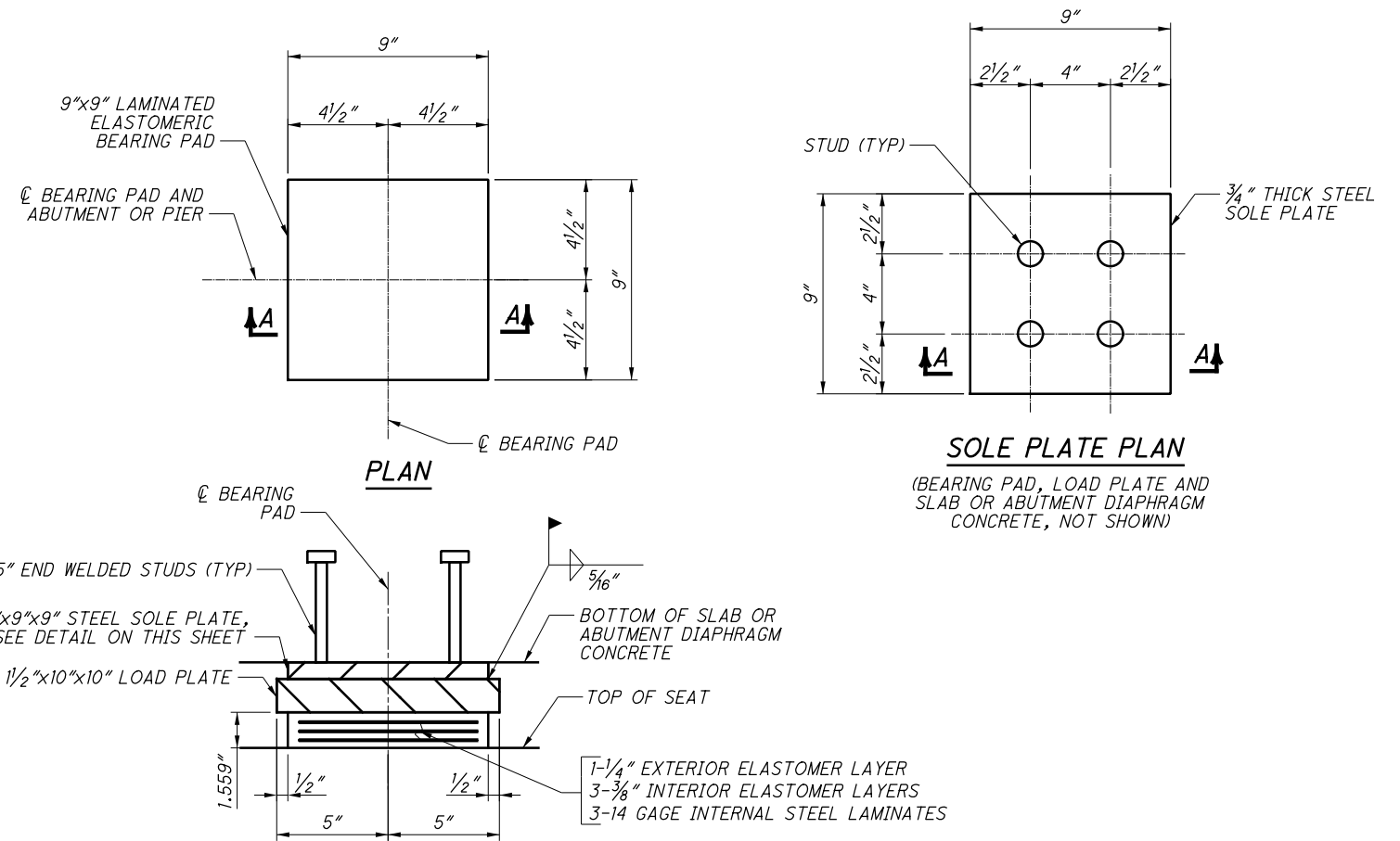
NOTE: FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.



PLAN



TYPICAL SECTION



SECTION A-A

LAMINATED ELASTOMERIC BEARING DETAILS

ABUTMENTS:

LIVE LOAD REACTION (W/O IMPACT): 10.36 KIPS
 DEAD LOAD REACTION: 13.00 KIPS
 MAXIMUM DESIGN LOAD: 23.36 KIPS

PIERS:

LIVE LOAD REACTION (W/O IMPACT): 16.56 KIPS
 DEAD LOAD REACTION: 18.73 KIPS
 MAXIMUM DESIGN LOAD: 35.29 KIPS

NOTES

- FOR GENERAL NOTES, SEE SHEET 2 / 15.
- FOR APPROACH SLAB DETAILS, SEE SHEET 12 / 15.
- ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED IN ACCORDANCE WITH SECTION 14.7.6 (METHOD A) OF THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS. THE LONG-TERM COMPRESSION PROOF LOAD TEST (AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, DIVISION II, SECTION 18.7.2.6) IS NOT REQUIRED.
- ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE, AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
- THE STEEL LOAD PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50 AND SHALL BE BONDED TO THE ELASTOMER BY VULCANIZATION DURING THE MOLDING PROCESS. TOP OF LOAD PLATES SHALL BE SHOP MARKED WITH PAINT INDICATING LOCATION ON THE BRIDGE AND FORWARD DIRECTION.
- BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL ELASTOMERIC BEARINGS. PAYMENT WILL BE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE, AS PER PLAN, AS LISTED UNDER THE ESTIMATED QUANTITIES.
- ALL STEEL LOAD PLATES AND STEEL SOLE PLATES OF THE ELASTOMERIC BEARINGS SHALL BE GALVANIZED ACCORDING TO CMS 711.02.

	DESIGN AGENCY JLB Inc. • 2500 Newmark Drive Miamisburg, OH 45342 (937) 295-5000 fax - (937) 295-5100 fax - jlbinc.com	DATE 6-19	STRUCTURE FILE NUMBER 3205526
DRAWN SJM	REVISED JLM	REVIEWED DWS	SUPERSTRUCTURE DETAILS BRIDGE NO. HAN-698-0576 S.R. 698 OVER TIDERISHI CREEK
HAN-698-5.76	PID No. 101193	11 / 15	56 68