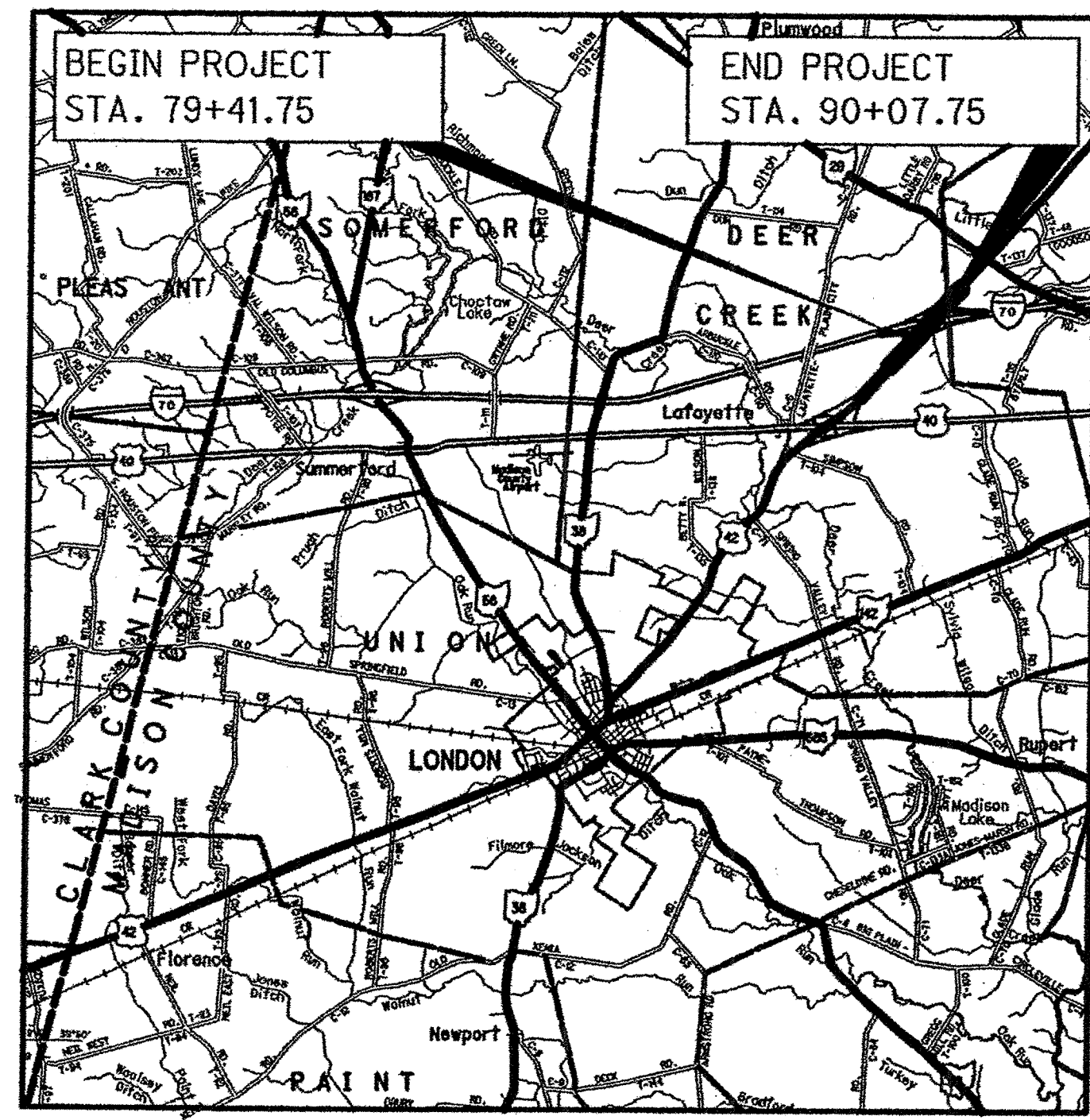


PLOT.CEL
ms consultants, inc.
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Ohio DOT Worksheet
MAD-42-12.93, PID 76286
UCF: dtdatx8
PCF: 60-10288A
Batchplot Spec: N: 16010288A\standards\plotdrv\batchplot.spc
Pen Table: S: std\plotting\usn\18\pen\18_mns_std_Roadway.tbl
Plot Driver: S: std\plotting\usn\18\Oce_T05700f.plt
34" x 22"
View: FENCE VIEW
Printed: 12/3/2010 @ 11:15:25 AM By: owhite
File: N: 16010288A\Roadway\Sheets\76286\T01.dgn



LOCATION MAP

LATITUDE: N 39°- 57'- 21" LONGITUDE: W 83°- 22'- 30"

SCALE IN MILES



PORTION TO BE REMOVED	
INTERSTATE & DIVIDED HIGHWAY	
UNDIVIDED STATE & FEDERAL ROUTES	
OTHER ROADS	T-000 C-000

DESIGN DESIGNATION (U.S. 42)

CURRENT ADT(2005)	12,300
DESIGN YEAR ADT(2025)	16,650
DESIGN HOURLY VOLUME(2025)	1,730
DIRECTIONAL DISTRIBUTION	62%
TRUCKS (24 HR B&C)	22%
DESIGN SPEED	50
LEGAL SPEED	45

DESIGN FUNCTIONAL CLASSIFICATION -
RURAL MINOR ARTERIAL

DESIGN EXCEPTIONS
NONE REQUIRED

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

PREPARED BY:

ms consultants, inc.
engineers, architects & planners
2221 Schrock Road
Columbus, Ohio 43229-1547
Tel 614.898.7100 Fax 614.898.7570
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STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

MAD-42-12.93

JEFFERSON TOWNSHIP AND
DEER CREEK TOWNSHIP
MADISON COUNTY

INDEX OF SHEETS:

- 1 TITLE SHEET
- 2 SCHEMATIC PLAN
- 3 TYPICAL SECTIONS
- 4-5 GENERAL NOTES
- 6-24 MAINTENANCE OF TRAFFIC
- 25-26 GENERAL SUMMARY
- 27 SUBSUMMARIES
- 28 CALCULATIONS
- 29-33 US 42 PLAN & PROFILE
- 34-39 US 42 CROSS SECTIONS
- 40 IMPACT ATTENUATOR DETAILS
- 41-50 TRAFFIC CONTROL
- 51-76 STRUCTURES (20' AND OVER)

ENGINEERS SEAL: SIGNED: <i>Robert J. Cummings</i> DATE: 12/3/10 ROADWAY PLANS	ENGINEERS SEAL: SIGNED: <i>Jamal N. Shanaa</i> DATE: 12/13/10 BRIDGE PLANS
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STANDARD CONSTRUCTION DRAWINGS					SUPPLEMENTAL SPECIFICATIONS
BP-3.1 10-19-07	RM-4.5 10-16-09	DM-1.4 4-21-06	TC-65.10 1-21-05	MT-101.70 1-16-09	800-2010 1-21-11
BP-5.1 7-28-00	RM-4.6 4-16-10	DM-4.1 10-15-10	TC-65.11 1-21-05	MT-101.90 1-16-09	802 10-15-10
		DM-4.3 4-17-09	TC-71.10 1-15-10	MT-105.10 1-16-09	832 5-5-09
GR-1.1 7-16-04	CB-2.2 7-15-05	DM-4.4 4-17-09	TC-82.10 7-16-10		
GR-2.1 1-16-04				AS-1-81 7-19-02	
GR-3.1 10-16-09	HW-1.1 7-30-07	TC-41.20 1-19-01	MT-35.10 4-20-01	EXJ-4-87 7-19-02	
GR-3.2 10-16-09	HW-2.1 7-30-07	TC-42.20 7-16-04	MT-95.30 7-17-09	GSD-1-96 7-19-02	
	HW-2.2 7-30-07	TC-52.10 1-19-07	MT-97.12 10-15-10	RB-1-55 2-2-59	
RM-1.1 10-15-10		TC-52.20 1-19-07	MT-99.20 1-16-09	SBR-1-99 7-19-02	
RM-4.2 10-15-10			MT-101.60 4-17-09		

PROJECT DESCRIPTION

REHABILITATE US 42 BRIDGE OVER I-70 AND RESURFACE APPROXIMATELY 0.5 MILES ALONG US 42. BRIDGE IMPROVEMENTS INCLUDE NEW DECK, APPROACH SLABS, AND EXPANSION JOINTS. THE RAISED MEDIAN BETWEEN STA 79+42 AND STA 90+08 WILL BE REMOVED AND THE SPACE BETWEEN THE TWO BRIDGES WILL BE PROTECTED BY PROVIDING A BI-DIRECTIONAL IMPACT ATTENUATOR ON BOTH ENDS OF THE BRIDGES.

2010 SPECIFICATIONS

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

LIMITED ACCESS

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

EARTH DISTURBED AREAS

THE FOLLOWING IS ON ESTIMATE OF AREAS TO BE DISTURBED DURING THE CONSTRUCTION OF THIS IMPROVEMENT:

PROJECT EARTH DISTURBED

0.03 ACRES

ESTIMATED CONTRACTOR EARTH DISTURBED

0.25 ACRES

NOTICE OF INTENT EARTH DISTURBED AREA

0.28 ACRES

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF MAINLINE I.R. 70 AND U.S. 42 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF THE TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES

UNDER THE AUTHORITY OF SECTION 5411.21, DIVISION (I) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF AND ERECTED.

PLANS CERTIFIED BY
NAME: *Montgomery* DATE: 12-13-10
OHIO DEPARTMENT OF
TRANSPORTATION DISTRICT 6

APPROVED *Thomas J. Wester (FRI)*
DATE 12/13/10 DISTRICT DEPUTY DIRECTOR

APPROVED _____
DATE _____ DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.	E036 (366)
PID NO.	76286
CONSTRUCTION PROJECT NO.	
RAILROAD INVOLVEMENT	NONE
MAD-42-12.93	
1	76

- | | | | |
|---|---|---|--|
| ① | ITEM 446 - 1½" ASPHALT CONCRETE SURFACE COURSE,
TYPE 1H, AS PER PLAN | ⑩ | ITEM 204 - GRANULAR MATERIAL, TYPE B |
| ② | ITEM 407 - TACK COAT FOR INTERMEDIATE (0.04 GAL/SY) | ⑪ | ITEM 204 - GEOTEXTILE FABRIC, 712.09, TYPE D |
| ③ | ITEM 254 - 1½" PAVEMENT PLANING | ⑫ | ITEM 609 - CURB, TYPE 4-C |
| ④ | ITEM 446 - 1¾" ASPHALT CONCRETE INTERMEDIATE COURSE,
PG64-28 | ⑬ | ITEM 606 - GUARDRAIL, TYPE 5 |
| ⑤ | ITEM 407 - TACK COAT (0.075 GAL/SY) | ⑭ | ITEM 659 - SEEDING AND MULCHING |
| ⑥ | ITEM 301 - 8" ASPHALT CONCRETE BASE, PG64-22** | ⑮ | ITEM 526 - REINFORCED CONCRETE APPROACH SLAB
(T=15"), AS PER PLAN |
| ⑦ | ITEM 408 - PRIME COAT (0.40 GAL/SY) | ⑯ | ITEM 304 - 6" AGGREGATE BASE |
| ⑧ | ITEM 304 - 12" AGGREGATE BASE | ⑰ | ITEM 609 - CURB, TYPE 4-A |
| ⑨ | ITEM 204 - SUBGRADE COMPACTION | | |

ITEM 614 - MAINTAINING TRAFFIC

THE CONTRACTOR SHALL MAINTAIN TRAFFIC AT ALL TIMES ON THE PROJECT IN ACCORDANCE WITH ITEM 614 MAINTAINING TRAFFIC AND AS DESCRIBED BELOW.

1. ALL SIGNS, BARRICADES, SIGN SUPPORTS, DRUMS, FLAGGERS AND INCIDENTALS FOR TRAFFIC CONTROL SHALL BE FURNISHED, ERECTED, MAINTAINED AND REMOVED BY THE CONTRACTOR IN CONFORMANCE WITH THE MOST RECENT REVISION, CURRENT EDITION OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (OMUTCD). ALL SIGNS USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE NEW OR LIKE NEW CONDITION SUBJECT TO THE APPROVAL OF THE ENGINEER. DEVICES USED TO MAINTAIN TRAFFIC SHALL BE REMOVED IMMEDIATELY AFTER THE TERMINATION OF SAID WORK.

2. FOR WORK WHICH IS CONFINED TO THE SHOULDER, TRAFFIC CONTROL SHALL CONFORM TO FIGURES TA-1 AND TA-3 OF THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (OMUTCD). IF THE CONTRACTOR FAILS TO COMPLY WITH THE PROVISIONS FOR TRAFFIC CONTROL AS SET FORTH IN THESE PLANS AND PROVISIONS OF THE OMUTCD AND THE FAILURE RESULTS IN A CONDITION AT THE WORK SITE WHICH IS UNSAFE FOR TRAFFIC, THE ENGINEER HAS THE AUTHORITY TO SUSPEND WORK UNTIL THE CONTRACTOR COMPLIES WITH THE NECESSARY REQUIREMENTS.

3. TWO WAY TRAFFIC SHALL BE MAINTAINED BY USE OF THE EXISTING PAVEMENT. ONE WAY TRAFFIC MAY BE PERMITTED DURING PLACEMENT OF LOOPS AND TRAFFIC SIGNAL HEADS, SUBJECT TO THE APPROVAL OF THE ENGINEER.

4. LANE CLOSURES ON INTERSTATE 70 SHALL ONLY BE IMPLEMENTED AT THE TIMES LISTED ON THE OHIO DEPARTMENT OF TRANSPORTATION'S PERMITTED LANE CLOSURE WEBSITE WHICH IS LOCATED AT http://plcm.dot.state.oh.us//plcm/plcm_web.jsp. THE PERMITTED CLOSURE TIMES LISTED ON THE WEBSITE, 14 CALENDAR DAYS PRIOR TO THE BID LETTING DATE, SHALL BE IN EFFECT FOR THIS PROJECT. NO WORK WITHIN ACTIVE TRAVEL LANES OR WORK WHICH WILL SLOW TRAFFIC IS PERMITTED AT ANY OTHER TIMES.

NOTIFICATION OF CONSTRUCTION INITIATION

AT LEAST FOURTEEN (14) DAYS PRIOR TO ANY CONSTRUCTION ACTIVITIES, THE CONTRACTOR SHALL ADVISE THE DISTRICT OFFICE OF COMMUNICATIONS VIA EMAIL AT d06.pio@dot.state.oh.us AND THE WORK ZONE TRAFFIC MANAGER VIA EMAIL AT d06.mot@dot.state.oh.us OF THE ANTICIPATED START DATE OF ANY CONSTRUCTION ACTIVITIES, INCLUDING BUT NOT LIMITED TO THE PLACING OF WORK ZONE SIGNS. THE NOTIFICATION SHALL ALSO INCLUDE THE PROJECT NUMBER, PID, NAME AND PHONE NUMBER OF THE CONTRACTOR, A POINT OF CONTACT AND THE ANTICIPATED IMPACT ON TRAFFIC. THE CONTRACTOR WILL IMMEDIATELY INFORM THE DISTRICT OFFICE OF COMMUNICATIONS AND THE DISTRICT WORK ZONE TRAFFIC MANAGER OF ANY AND ALL DELAYS AND/OR CHANGES REGARDING THE CONSTRUCTION INITIATION DATE.

PEDESTRIAN SAFETY

THE SAFETY OF PEDESTRIAN TRAFFIC SHALL BE CONSIDERED AT ALL TIMES. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO PROVIDE LIGHTS, SIGNS, BARRICADES AND OTHER DEVICES TO WARN AND TO PHYSICALLY SEPARATE THE PEDESTRIAN FROM HAZARDS INCIDENTAL TO THE CONSTRUCTION AND/OR INSTALLATION OF THE REQUIRED TRAFFIC CONTROL AND ROADWAY ITEMS SUCH AS ANCHOR BOLTS, OPEN EXCAVATIONS, ETC. UNLESS OTHERWISE DIRECTED BY THE ENGINEER, SUCH PEDESTRIAN PROTECTION SHALL UTILIZE, BUT NOT BE LIMITED TO DRUMS, TEMPORARY FENCE, TYPE I, TYPE II OR TYPE III BARRICADES.

NOTIFICATION OF TRAFFIC RESTRICTIONS

THROUGHOUT 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. 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 SHOULD LIST THE SPECIFIC LOCATION, TYPE OF WORK, ROAD STATUS, DATE AND TIME OF RESTRICTION, DURATION OF RESTRICTION, NUMBER OF LANES MAINTAINED, DETOUR ROUTES IF APPLICABLE, AND ANY OTHER INFORMATION REQUESTED BY THE PROJECT ENGINEER.

NOTIFICATION TIME FRAME TABLE		
ITEM	DURATION OF CLOSURE	NOTIFICATION DUE TO DISTRICT & COMMUNICATIONS OFFICE
RAMP AND ROAD CLOSURES	>= 2 WEEKS	14 BUSINESS DAYS PRIOR TO CLOSURE
	> 12 HOURS AND < 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	< 12 HOURS	2 BUSINESS DAYS PRIOR TO CLOSURE
LANE CLOSURES/ RESTRICTIONS	>= 2 WEEKS	7 BUSINESS DAYS PRIOR TO CLOSURE
	< 2 WEEKS	2 BUSINESS DAYS PRIOR TO CLOSURE

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

LANE CLOSURE/REDUCTION REQUIRED

LENGTH AND DURATION OF LANE CLOSURES AND RESTRICTIONS SHALL BE AT THE APPROVAL OF THE ENGINEER. IT IS THE INTENT TO MINIMIZE THE IMPACT TO THE TRAVELING PUBLIC. LANE CLOSURES OR RESTRICTIONS OVER SEGMENTS OF THE PROJECT IN WHICH NO WORK IS ANTICIPATED WITHIN A REASONABLE TIME FRAME, AS DETERMINED BY THE ENGINEER, SHALL NOT BE PERMITTED. THE LEVEL OF UTILIZATION OF MAINTENANCE OF TRAFFIC DEVICES SHALL BE COMMENSURATE WITH THE WORK IN PROGRESS.

SEQUENCE OF CONSTRUCTION

MAINTAINING TRAFFIC FOR US-42 AND THE OTHER AFFECTED SIDE ROADS WILL INVOLVE PHASED CONSTRUCTION IN ORDER TO MAINTAIN A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES. TRAFFIC WILL BE MAINTAINED ON THE REMAINING ROADWAYS USING A COMBINATION OF EXISTING, TEMPORARY, AND NEW PAVEMENTS AND PHASED CONSTRUCTION.

PHASE 1 (SHEETS 11-14)

DURING THIS PHASE, TRAFFIC SHALL BE SHIFTED TO THE OUTSIDE LANES OF US-42 WHILE THE INSIDE LANES SHALL BE CLOSED USING DRUMS AND THE EXISTING CONCRETE MEDIAN IS REMOVED NORTH AND SOUTH OF THE BRIDGES OVER I-70. DEDICATED LEFT TURN LANES SHALL BE CREATED AT BOTH THE SIGNALIZED INTERSECTIONS. PCB SHALL BE INCLUDED ON THE APPROACHES TO THE BRIDGE IN BOTH DIRECTIONS TO SEPARATE TRAFFIC FROM THE WORK ZONE AS SHOWN ON SHEETS 12 AND 13.

PHASE 2 (SHEETS 15-19)

DURING THIS PHASE THE US 42 NORTHBOUND BRIDGE SHALL BE RECONSTRUCTED. PRIOR TO BEGINNING PHASE 2 CONSTRUCTION THE CONTRACTOR SHALL INSTALL FALSE DECKING OVER I-70 UTILIZING SCD MT-95.30 TO CLOSE ONE LANE AT A TIME. ALL LANE CLOSURES ON I-70 SHALL ONLY BE DONE DURING THE TIMES DESCRIBED ON THE ODOT'S PERMITTED LANE CLOSURE WEBSITE AT http://plcm.dot.state.oh.us//plcm/plcm_web.jsp. ON US 42, NORTHBOUND TRAFFIC SHALL BE SHIFTED INTO THE SOUTHBOUND LANES AND TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE EXISTING SOUTHBOUND BRIDGE. NORTHBOUND TRAFFIC SHALL BE SHIFTED BACK IMMEDIATELY PAST THE BRIDGE. VEHICULAR SIGNAL HEADS AT THE EASTBOUND AND WESTBOUND OFF/ON RAMP SHALL BE SHIFTED AS PER THE TEMPORARY SIGNAL HEAD RELOCATION DETAIL ON SHEET 19.

PHASE 3 (SHEETS 20-24)

DURING THIS PHASE THE US 42 SOUTHBOUND BRIDGE SHALL BE RECONSTRUCTED. PRIOR TO BEGINNING PHASE 3 CONSTRUCTION THE CONTRACTOR SHALL INSTALL FALSE DECKING OVER I-70 UTILIZING SCD MT-95.30 TO CLOSE ONE LANE AT A TIME. ALL LANE CLOSURES ON I-70 SHALL ONLY BE DONE DURING THE TIMES DESCRIBED ON THE ODOT'S PERMITTED LANE CLOSURE WEBSITE AT http://plcm.dot.state.oh.us//plcm/plcm_web.jsp. ON US 42, SOUTHBOUND TRAFFIC SHALL BE SHIFTED INTO THE NORTHBOUND LANES AND TWO-WAY TRAFFIC SHALL BE MAINTAINED ON THE NEWLY CONSTRUCTED NORTHBOUND BRIDGE DECK. SOUTHBOUND TRAFFIC SHALL BE SHIFTED BACK IMMEDIATELY PAST THE BRIDGE. VEHICULAR SIGNAL HEADS AT THE EASTBOUND AND WESTBOUND OFF/ON RAMP SHALL BE SHIFTED AS PER THE TEMPORARY SIGNAL HEAD RELOCATION DETAIL ON SHEET 24.

PHASE 4 (NO SHEETS PROVIDED)

DURING THIS PHASE, THE PROPOSED PERMANENT ATTENUATORS SHALL BE INSTALLED. THE LEFT LANE ADJACENT TO THE MEDIAN MAY BE CLOSED FOR ATTENUATOR INSTALLATION AS PER SCD MT-95.30. VEHICULAR SIGNAL HEADS SHALL BE RESTORED TO THEIR ORIGINAL LOCATIONS. UPON COMPLETION OF THIS CONSTRUCTION THE MILLING AND FILLING OF U.S. 42 SHALL BE COMPLETED ONE LANE AT A TIME. WORK ZONE PAVEMENT MARKINGS SHALL BE INSTALLED ON THE MILLED SURFACE AT THE LOCATIONS SHOWN ON THE FINAL TRAFFIC CONTROL PLAN.

WHEN SEALING/PAINTING SECTIONS OF THE STRUCTURES
REQUIRING A LANE CLOSURE OF I-70, THE CONTRACTOR SHALL
UTILIZE SCD MT-95.30 TO CLOSE ONE LANE AT A TIME. ALL
LANE CLOSURES ON I-70 SHALL ONLY BE DONE DURING THE
TIMES DESCRIBED ON THE ODOT'S PERMITTED LANE CLOSURE
WEBSITE AT
http://plcm.dot.state.oh.us/plcm/plcm_web.jsp.

ACCESS TO ALL DRIVEWAYS WITHIN THE WORK AREA SHALL BE MAINTAINED USING ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B, AS DIRECTED BY THE ENGINEER.

ALL WORK AND TRAFFIC CONTROL DEVICES SHALL BE IN ACCORDANCE WITH CMS 614 AND OTHER APPLICABLE PORTIONS OF THE SPECIFICATIONS, AS WELL AS THE OHIO MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

METHOD OF PAYMENT

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.

ITEM 614 MAINTAINING TRAFFIC	LUMP SUM
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MAINTAINING TRAFFIC (ESTIMATED QUANTITIES)

THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN INCLUDED IN
THE GENERAL SUMMARY FOR USE AS DETERMINED BY THE ENGINEER
FOR THE MAINTENANCE OF TRAFFIC.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE A OR B
50 CU. YD.

ITEM 410, TRAFFIC COMPACTED SURFACE, TYPE C
50 CU. YD.

ITEM 614, ASPHALT CONCRETE FOR MAINTAINING TRAFFIC
100 CU. YD.

ITEM 616, WATER
5 M. GAL.

ITEM 614 - WORK ZONE CENTER LINE, CLASS I, AS PER PLAN

THIS ITEM SHALL BE AS PER ITEM 614.11 EXCEPT THAT IT SHALL
BE SOLID DOUBLE.

ITEM 614 - BARRIER REFLECTORS AND/OR OBJECT MARKERS

BARRIER REFLECTORS AND/OR OBJECT MARKERS SHALL BE
INSTALLED ON ALL PORTABLE CONCRETE BARRIER USED FOR
TRAFFIC CONTROL. BARRIER REFLECTORS, OBJECT MARKERS AND
THEIR INSTALLATION SHALL CONFORM TO CMS 626, EXCEPT THAT
THE SPACING SHALL BE 50 FEET.

MAINTENANCE OF TRAFFIC SIGNAL/FLASHER INSTALLATION

THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING
TRAFFIC SIGNAL/FLASHER INSTALLATIONS WITHIN THE PROJECT
UNDER THE FOLLOWING CONDITIONS:

1. EXISTING SIGNAL/FLASHER INSTALLATIONS WHICH THE PLANS REQUIRE THE CONTRACTOR TO ADJUST, MODIFY, ADD ONTO OR REMOVE, OR WHICH THE CONTRACTOR ACTUALLY ADJUSTS, MODIFIES OR OTHERWISE DISTURBS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE ENTIRE INSTALLATION (AT AN INTERSECTION) FROM THE TIME HIS OPERATIONS FIRST DISTURB THE INSTALLATION UNTIL THE INSTALLATION HAS BEEN SUBSEQUENTLY REMOVED OR MODIFIED AND THE WORK IS ACCEPTED.

2. NEW OR REUSED SIGNAL/FLASHER INSTALLATIONS OR DEVICES, INSTALLED BY THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTENANCE OF THESE FROM THE TIME OF INSTALLATION UNTIL THE WORK IS ACCEPTED.

THE CONTRACTOR SHALL CORRECT AS QUICKLY AS POSSIBLE ALL OUTAGES OR MALFUNCTIONS. HE SHALL PROVIDE THE MAINTAINING AGENCY AND THE ENGINEER SUCH ADDRESSES AND PHONE NUMBERS WHERE HIS MAINTENANCE FORCES CAN BE CONTACTED. THE CONTRACTOR SHALL PROVIDE ONE OR MORE PERSONS TO RECEIVE ALL CALLS AND DISPATCH THE NECESSARY MAINTENANCE FORCES TO CORRECT OUTAGES. SUCH A PERSON OR PERSONS MAY BE USED TO PERFORM OTHER DUTIES AS LONG AS PROMPT ATTENTION IS GIVEN TO THESE CALLS AND A PERSON IS READILY AVAILABLE CONTINUOUSLY 24 HOURS A DAY, 7 DAYS A WEEK. ALL LAMP OUTAGES, CABLE OUTAGES, ELECTRICAL FAILURES, EQUIPMENT MALFUNCTIONS AND MISALIGNED SIGNAL HEADS SHALL BE CORRECTED TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK TO SERVICE WITHIN FOUR HOURS AFTER THE CONTRACTOR HAS BEEN NOTIFIED OF THE OUTAGE.

IN THE EVENT NEW SIGNALS ARE DAMAGED PRIOR TO ACCEPTANCE, ALL DAMAGED EQUIPMENT EXCEPT POLES AND CONTROL EQUIPMENT SHALL BE REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER WITH THE SIGNAL BACK IN SERVICE WITHIN 8 HOURS AFTER THE CONTRACTOR'S NOTIFICATION OF THE OUTAGE. THE CONTRACTOR SHALL ARRANGE FOR FULL TRAFFIC CONTROL UNTIL THE SIGNAL IS BACK IN OPERATION.

IF POLES AND/OR CONTROL EQUIPMENT ARE DAMAGED AND MUST BE REPLACED, THE CONTRACTOR SHALL MAKE TEMPORARY REPAIRS AS NECESSARY TO BRING THE SIGNAL BACK INTO FULL OPERATION WITHIN THE ALLOWED 8-HOUR PERIOD, AND SHALL MAKE PERMANENT REPAIRS OR REPLACEMENT AS SOON THEREAFTER AS POSSIBLE.

NONE OF THE ABOVE SHALL BE CONSTRUED AS COLLECTIVE OR CONSECUTIVE OUTAGE TIME PERIODS AT ANY ONE LOCATION. THAT IS, WHERE MORE THAN ONE OUTAGE OCCURS AT ANY ONE LOCATION THEN THE ALLOTTED TIME LIMIT SHALL BE FOR THE WORST SINGLE OUTAGE.

WHERE OUTAGES ARE THE DIRECT RESULT OF A VEHICLE ACCIDENT THE RESPONSE OF THE CONTRACTOR SHALL BE AS OUTLINED ABOVE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COLLECTION OF ANY COMPENSATION FOR THIS WORK FROM THOSE PARTIES RESPONSIBLE FOR THE DAMAGE.

WHERE THE CONTRACTOR HAS FAILED TO, OR CANNOT RESPOND TO, AN OUTAGE OR SIGNAL EQUIPMENT MALFUNCTION, AT THESE LOCATIONS WITHIN HIS RESPONSIBILITY, WITHIN PERIODS AS SPECIFIED ABOVE, THE ENGINEER MAY INVOKE THE PROVISIONS OF SECTION 105.15 AND ANY SUBSEQUENT BILLINGS TO THE STATE FOR POLICE SERVICES AND MAINTENANCE SERVICES BY THE STATE SHALL BE DEDUCTED FROM MONIES DUE OR TO BECOME DUE TO THE CONTRACTOR IN ACCORDANCE WITH PROVISIONS OF SECTION 105.15.

THE CONTRACTOR SHALL PROVIDE THE MAINTENANCE SERVICE ENTIRELY WITH HIS FORCES OR HE MAY CHOOSE TO ENTER INTO A COOPERATIVE UNDERSTANDING WITH THE LOCAL MAINTAINING AGENCY TO PROVIDE THE MAINTENANCE. THE CONTRACTOR SHALL INFORM THE ENGINEER, IN WRITING, OF THE MAINTENANCE METHOD SELECTED.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY DAMAGE TO ANY TRAFFIC SIGNAL COMPONENTS REQUIRED TO BE HANDLED DURING THE RELOCATION OF POLES AND REVISIONS TO THE SIGNAL SYSTEM. WHEN A TRAFFIC SIGNAL MUST BE TAKEN OUT OF SERVICE BY THE CONTRACTOR, DUE TO CONSTRUCTION PROCEDURES, THIS OUTAGE SHALL NOT EXCEED 4 HOURS AND SHALL NOT INCLUDE THE HOURS OF 6:00 AM TO 9:00 AM AND 3:00 PM TO 6:00 PM. ANY SIGNALIZED INTERSECTION, WHERE THE SIGNAL IS OUT OF SERVICE DUE TO CONSTRUCTION PROCEDURES, OR DUE TO AN OUTAGE OR MALFUNCTION OF EQUIPMENT AS DESCRIBED ABOVE, SHALL BE PROTECTED, BY OFF-DUTY OHIO STATE HIGHWAY PATROL TROOPERS, HIRED BY THE CONTRACTOR:

1. US-42 & RAMPS A/B

2. US-42 & RAMPS C/D

ANY VEHICULAR TRAFFIC SIGNAL HEAD, EITHER NEW OR EXISTING WHICH WILL BE OUT OF OPERATION SHALL BE COVERED IN THE MANNER DESCRIBED IN 632.25.

THE CONTRACTOR SHALL MAINTAIN COMPLETE RECORDS OF
MALFUNCTIONS INCLUDING:

1. TIME OF NOTIFICATION OF MALFUNCTION;

2. TIME OF WORK CREWS ARRIVAL TO CORRECT THE MALFUNCTION;

3. ACTIONS TAKEN TO CORRECT THE MALFUNCTION, INCLUDING A LIST OF PARTS REPAIRED OR REPLACED;

4. A DIAGNOSIS OF REASON FOR THE MALFUNCTION AND PROBABILITY OF REOCCURRENCE;

5. TIME OF COMPLETION OF THE REPAIR AND SYSTEM RESTORED TO FULL SERVICE.
A COPY OF THESE RECORDS SHALL BE PROVIDED TO THE ENGINEER WITHIN THREE (3) WORKING DAYS FOLLOWING COMPLETION OF EACH REPAIR.

ALL COSTS RESULTING FROM THE ABOVE REQUIREMENTS SHALL BE CONSIDERED TO BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 614, MAINTAINING TRAFFIC.

VEHICULAR DETECTION DURING CONSTRUCTION

THE CONTRACTOR SHALL MAINTAIN VEHICULAR DETECTION AT ALL SIGNALIZED INTERSECTIONS DURING CONSTRUCTION THROUGH THE USE OF EXISTING, TEMPORARY, OR PROPOSED LOOP DETECTORS, MICROWAVE UNITS, OR A COMBINATION OF BOTH. THE MICROWAVE UNITS SHALL ADHERE TO THE SPECIFICATIONS DESCRIBED IN THE FOLLOWING PARAGRAPH.

THE CONTRACTOR SHALL SUPPLY AND INSTALL A TEMPORARY MICROWAVE UNIT FOR THE PURPOSE OF VEHICULAR DETECTION AND THE EXTENSION OF A LOCAL PHASE GREEN INTERVAL. THE CONTRACTOR SHALL SUBSEQUENTLY REMOVE THE UNIT AND RETAIN OWNERSHIP OF THE UNIT. SET THE INTERNAL SWITCHES TO SHORT RANGE, INCOMING DETECTION AND NO DELAY. THIS UNIT SHALL BE USED THROUGHOUT THE PROJECT DURATION UNTIL ALL PROPOSED SENSORS (SIDE STREET, ALL MAINLINE NEAR THROUGH FOR NON-COORDINATED SIGNALS AND, IF PRESENT, DUAL MAINLINE LEFT TURNS) ARE FUNCTIONING FOR THAT GIVEN APPROACH. THE CONTRACTOR SHALL HAVE THE UNIT OPERATING WHEN ANY APPROACH SENSOR, THAT THE UNIT WILL REPLACE, HAS BEEN DESTROYED OR RENDERED INOPERABLE FOR THE CURRENT TRAFFIC FLOW PATTERN.

THE SIGNAL PHASE ASSOCIATED WITH THAT ACTIVATED UNIT MUST BE ON RECALL OR ON MEMORY. THE UNIT SHALL BE BRACKET MOUNTED AND Banded TO A FAR-SIDE POLE. SIDE-FIRE POSITIONING OF THE UNIT SHALL BE PERMITTED ONLY IF FAR-SIDE POLE MOUNTING CANNOT BE DONE OR THE MICROWAVE BEAM IS BLOCKED. THE MOUNTING HEIGHT SHALL BE ABOUT 20 FEET ABOVE GROUND LEVEL AND AIMED SO THE UNIT DETECTS INCOMING VEHICLES AT A DISTANCE FROM THE STOP LINE BACK 100 TO 200 FEET FOR THE MAINLINE AND 30 TO 50 FEET FOR THE SIDESTREET. THE ENGINEER SHALL APPROVE THE FINAL POSITIONING OF THIS UNIT. THE CONNECTING CABLE SHALL BE 1/4" IN DIAMETER, SHIELDED AND HAVE FOUR OR FIVE 18-22 AWG WIRES. THE CONNECTING CABLE SHALL BE TEMPORARILY ROUTED OVER EXISTING OR PROPOSED SPAN AND ATTACHED BY USING PLASTIC TIE WRAPS. IN CASES WHERE NO SPAN EXISTS, THE CONTRACTOR SHALL INSTALL 1/4" MESSENGER WIRE. THE CONTRACTOR SHALL BE RESPONSIBLE AT ALL TIMES FOR ANY RADIO INTERFERENCE CAUSED BY THIS UNIT. THE CONTRACTOR SHALL AIM THE UNIT TO DECREASE OR ELIMINATE THE INTERFERENCE BUT MAINTAIN THE REQUIRED DETECTION ZONE. THE CONTRACTOR IS RESPONSIBLE FOR HAVING BACKUP UNITS SO VEHICULAR DETECTION IS MAINTAINED AT ALL TIMES.

PAYMENT FOR THIS ITEM OF WORK SHALL BE INCLUDED IN THE LUMP SUM BID PRICE FOR ITEM 614 MAINTAINING TRAFFIC INCLUDING ALL DETECTORS, CABLE, MOUNTING HARDWARE, LABOR, EQUIPMENT, AND INCIDENTALS.

ITEM 614 - WORK ZONE IMPACT ATTENUATOR FOR 24" WIDE HAZARDS (UNIDIRECTIONAL OR BIDIRECTIONAL)

THIS ITEM SHALL CONSIST OF FURNISHING AND INSTALLING ONE OF THE FOLLOWING IMPACT ATTENUATORS:

1. THE QUADGUARD CZ, (24 INCHES (610 MILLIMETERS) WIDE SIX-BAY) WORK ZONE IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC., 35 EAST WACKER DRIVE, CHICAGO, IL 60601 (TELEPHONE: 312-467-6750).

THE LENGTH OF THE SIX-BAY QUADGUARD CZ IS 20'-9" (6.33 METERS). INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

Drawing Number	Drawing Name	Drawing/ Revision Date	ODOT Approval Date
QSCZCVR-T4	QuadGuard CZ System for Construction Zones	5/13/99 Rev. J	8/27/99
35-40-10	QuadGuard System Concrete Pad, CZ, QG	11/19/97 Rev. D	8/27/99
35-40-16	QuadGuard System Backup Assembly, CZ, QG	7/30/99 Rev. F	8/27/99
354051z	QuadGuard CZ System Nose Assembly, CZ, QG, 24, 30, 36	5/17/99	8/27/99
35-40-18	Transition Assembly, 4 Offset, QG	6/25/99 Rev. F	8/27/99
35400260	QuadGuard System PCMB Anchor Assembly	11/19/97 Rev. C	8/27/99

2. THE TRACC (TRINITY ATTENUATING CRASH CUSHION) MANUFACTURED BY TRINITY INDUSTRY, 1170 N. STATE STREET, GIRARD, OHIO 44420 (TELEPHONE: 330-545-4373).

THE TRACC IS 21'-0" (6.4 METERS) LONG AND 2'-7" (0.8 METER) WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

Drawing Number	Drawing Name	Drawing/ Revision Date	ODOT Approval Date
SS450	Crash-cushion Attenuating Terminal Plan, Elevation & Sections	3/12/99 Rev. 1	8/27/99
SS455	TRACC Transition to W-beam Median Barrier Plan, Elevation & Sections	2/18/99	8/27/99
SS461	TRACC Transition to Concrete Safety Shape Barrier Plan, Elevation & Sections	6/30/99 Rev. 1	8/27/99
SS462	TRACC Transition to Concrete Barrier Single Slope Plan, Elevation & Sections	6/30/99	8/27/99

3. THE BARRIER SYSTEMS, INC. TAU-II IMPACT ATTENUATOR,
DISTRIBUTED BY ROAD SYSTEMS, INC., SALES SUPPORT,
2183 ELM TRACE, AUSTINTOWN, OH 44515,
(TELEPHONE 330-799-9291).

THE TAU-II FOR THIS NOTE IS A PARALLEL 8-BAY UNIT 24' LONG AND 35" WIDE. INSTALLATION SHALL BE AT THE LOCATIONS SPECIFIED IN THE PLANS, IN ACCORDANCE WITH THE MANUFACTURER'S SPECIFICATIONS AS DETAILED ON THE FOLLOWING PRE-APPROVED SHOP DRAWINGS:

Drawing Number	Drawing Name	Drawing/ Revision Date	ODOT Approval Date
A040416	Universal TAU-II Parts List	4/22/04	10/16/04
A040420	Universal TAU-II Foundation, Flush Mount Backstop	4/28/04	10/16/04
A040105	Universal TAU-II Foundation, PCB Backstop (Referenced on A04020)	1/07/04	10/16/04
B040239	Application, Flush Mount Backstop (Typical for parallel 60 mph unit)	4/21/04	10/16/04

THE CONTRACTOR SHALL REPAIR OR REPLACE A DAMAGED UNIT
WITHIN 24 HOURS OF A DAMAGING IMPACT.

PAYMENT FOR THE ABOVE WORK SHALL BE MADE AT THE UNIT PRICE BID AND SHALL INCLUDE ALL LABOR, TOOLS, EQUIPMENT AND MATERIALS NECESSARY TO CONSTRUCT AND MAINTAIN A COMPLETE AND FUNCTIONAL IMPACT ATTENUATOR SYSTEM, INCLUDING ALL RELATED BACKUPS, TRANSITIONS, LEVELING PADS, HARDWARE AND GRADING, NOT SEPARATELY SPECIFIED, AS REQUIRED BY THE MANUFACTURER.

ITEM 614 - LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE DURING CONSTRUCTION OPERATIONS

USE OF LAW ENFORCEMENT OFFICERS (LEOS) BY CONTRACTORS
OTHER THAN THE USES SPECIFIED BELOW WILL NOT BE PERMITTED
AT PROJECT COST. LEOS SHOULD NOT BE USED WHERE THE OMTCD
INTENDS THAT FLAGGERS BE USED.

IN ADDITION TO THE REQUIREMENTS OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHALL BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

-DURING THE ENTIRE ADVANCE PREPARATION AND CLOSURE SEQUENCE WHERE COMPLETE BLOCKAGE OF TRAFFIC IS REQUIRED.

-DURING THE ADJUSTMENT OF VEHICULAR SIGNAL HEADS DURING PHASE 2 AND PHASE 3 OR WHEN TRAFFIC NEEDS TO BE DIRECTED THROUGH AN ENERGIZED TRAFFIC SIGNAL CONTRARY TO THE SIGNAL DISPLAY (E.G., DIRECTING MOTORISTS THROUGH A RED LIGHT).

IN ADDITION TO THE REQUIREMENT OF CMS 614 AND THE OMUTCD, A UNIFORMED LEO WITH AN OFFICIAL PATROL CAR (CAR WITH TOP-MOUNTED EMERGENCY FLASHING LIGHTS AND COMPLETE MARKINGS OF THE APPROPRIATE LAW ENFORCEMENT AGENCY) SHOULD BE PROVIDED FOR THE FOLLOWING TRAFFIC CONTROL TASKS:

FOR LANE CLOSURES: DURING INITIAL SET-UP PERIODS, TEAR DOWN PERIODS, SUBSTANTIAL SHIFTS OF A CLOSURE POINT OR WHEN NEW LANE CLOSURE ARRANGEMENTS ARE INITIATED FOR LONG-TERM LANE CLOSURES/SHIFTS (FOR THE FIRST AND LAST DAY OF MAJOR CHANGES IN TRAFFIC CONTROL SETUP). IN GENERAL, LEOS SHOULD BE POSITIONED AT THE POINT OF LANE RESTRICTION OR ROAD CLOSURE AND TO MANUALLY CONTROL TRAFFIC MOVEMENTS THROUGH INTERSECTIONS IN WORK ZONES.

LEOS SHOULD NOT FORGO THEIR TRAFFIC CONTROL RESPONSIBILITIES TO APPREHEND MOTORISTS FOR ROUTINE TRAFFIC VIOLATIONS. HOWEVER, IF A MOTORIST'S ACTIONS ARE CONSIDERED TO BE RECKLESS, THEN PURSUIT OF THE MOTORIST IS APPROPRIATE.

THE LEOS WORK AT THE DIRECTION OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR SECURING THE SERVICES OF THE LEOS WITH THE APPROPRIATE AGENCIES AND COMMUNICATING THE INTENTIONS OF THE PLANS WITH RESPECT TO DUTIES OF THE LEOS. THE ENGINEER SHALL HAVE FINAL CONTROL OVER THE LEOS' DUTIES AND PLACEMENT, AND WILL RESOLVE ANY ISSUES THAT MAY ARISE BETWEEN THE TWO PARTIES.

THE LEO SHALL REPORT IN TO THE CONTRACTOR PRIOR TO THE START OF THE SHIFT, IN ORDER TO RECEIVE INSTRUCTIONS REGARDING SPECIFIC WORK ASSIGNMENTS DURING HIS/HER SHIFT. THE LEO IS EXPECTED TO STAY AT THE PROJECT SITE FOR THE ENTIRE DURATION OF HIS/HER SHIFT. THE LEO SHALL REPORT TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT. ONCE THE LEO HAS COMPLETED THE DUTIES DESCRIBED ABOVE AND STILL HAS TIME REMAINING ON HIS/HER SHIFT, THE LEO MAY BE ASKED TO PATROL THROUGH THE WORK ZONE (WITH FLASHING LIGHTS OFF) OR BE PLACED AT A LOCATION TO DETER MOTORISTS FROM SPEEDING. SHOULD IT BE NECESSARY TO LEAVE THE PROJECT SITE, THE LEO SHALL NOTIFY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE THE LEO WITH A TWO-WAY COMMUNICATION DEVICE WHICH SHALL BE RETURNED TO THE CONTRACTOR AT THE END OF HIS/HER SHIFT.

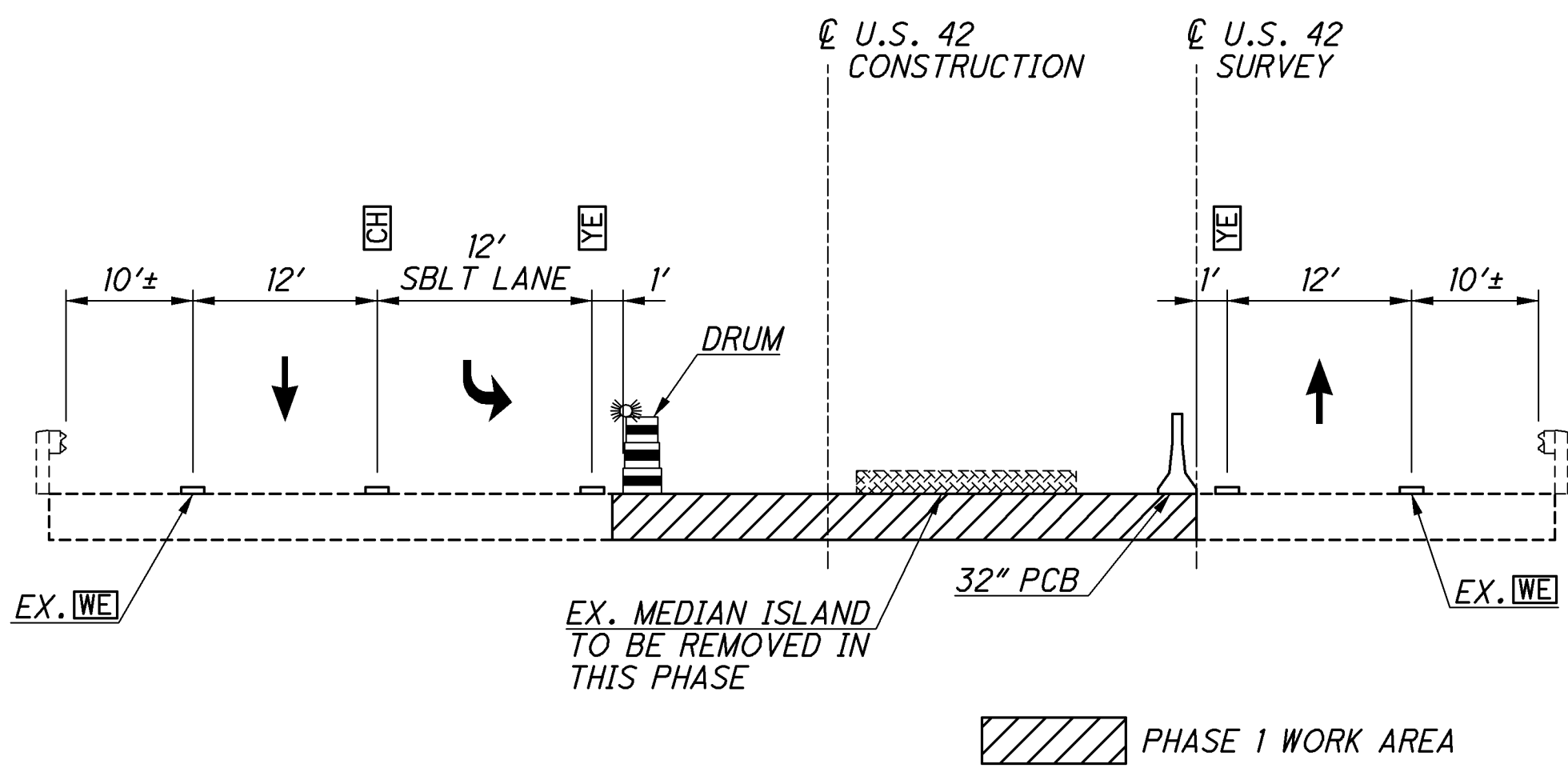
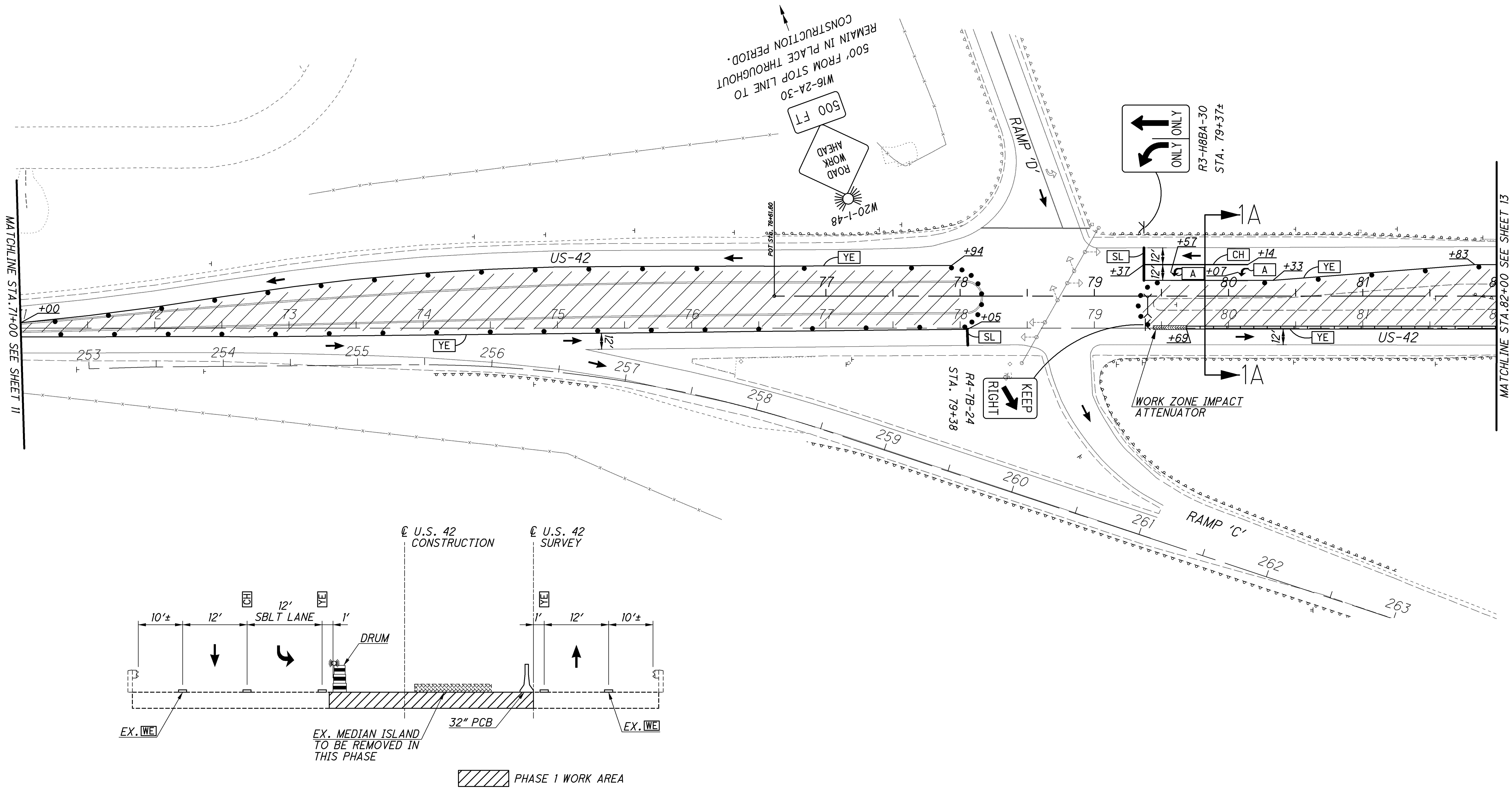
LEOS (WITH PATROL CAR) REQUIRED BY THE TRAFFIC MAINTENANCE TASKS ABOVE SHALL BE PAID FOR ON A UNIT PRICE (HOURLY) BASIS UNDER ITEM 614, LAW ENFORCEMENT OFFICER (WITH PATROL CAR) FOR ASSISTANCE. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY.

ITEM 614, LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE 150 HOURS

THE HOURS PAID SHALL INCLUDE ANY MINIMUM SHOW-UP TIME
REQUIRED BY THE LAW ENFORCEMENT AGENCY INVOLVED.

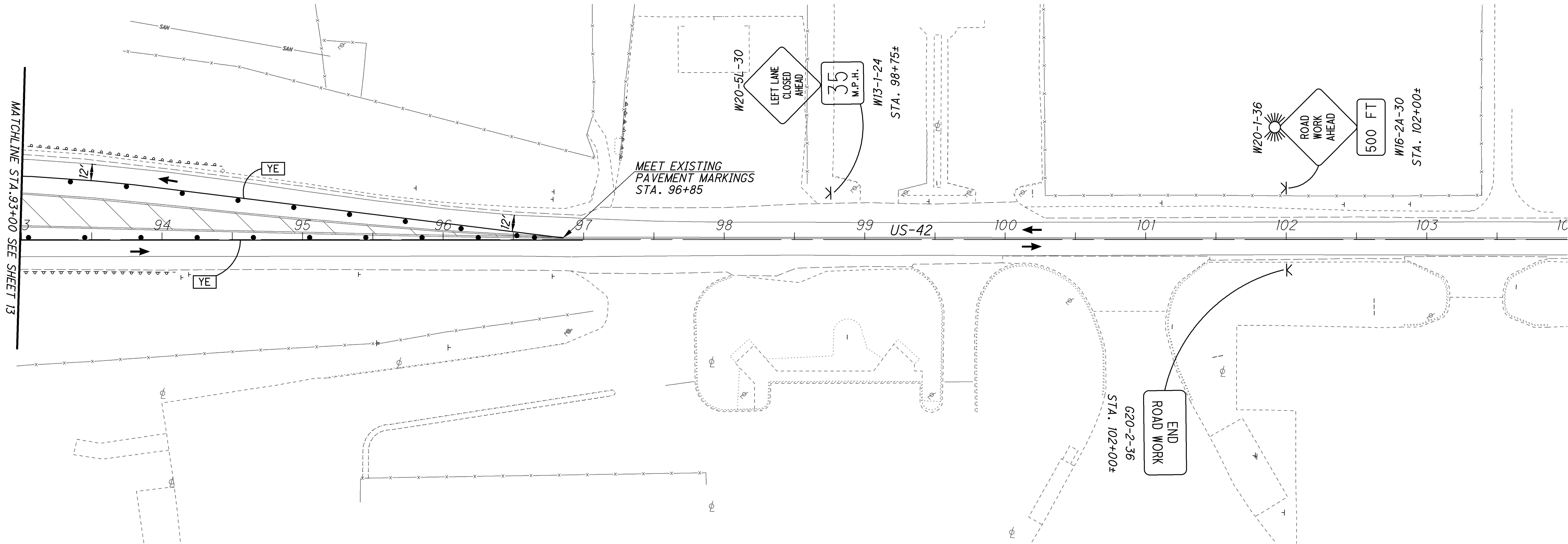
ANY ADDITIONAL COSTS (ADMINISTRATIVE OR OTHERWISE)
INCURRED BY THE CONTRACTOR TO OBTAIN THE SERVICES OF AN
LEO ARE INCLUDED WITH THE BID UNIT PRICE FOR ITEM 614,
LAW ENFORCEMENT OFFICER WITH PATROL CAR FOR ASSISTANCE.

SHEET NO.	STATION		SIDE	614	614	614	614	614		614	614	614	614	614	614	614		622						
				WORK ZONE IMPACT ATTENUATOR (UNIDIRECTIONAL)	BARRIER REFLECTOR, TYPE B	OBJECT MARKER, ONE WAY	WORK ZONE LANE LINE, CLASS II	WORK ZONE CENTER LINE, CLASS I, AS PER PLAN		WORK ZONE EDGE LINE, WHITE, CLASS I	WORK ZONE EDGE LINE, YELLOW, CLASS I	WORK ZONE CHANNELIZING LINE, CLASS I	WORK ZONE DOTTED LINE, WHITE CLASS I	WORK ZONE STOP LINE, CLASS I	WORK ZONE ARROW, CLASS I	WORK ZONE RAISED PAVEMENT MARKER, YELLOW-YELLOW		PORTABLE CONCRETE BARRIER, 32"						
	EACH	EACH		EACH	FT/MI	FT/MI		FT/MI	FT/MI	FT	FT	FT	EACH	EACH		FT								
	PHASE 1																							
	US-42																							
11	70+00	90+00	RT							2000														
12	71+00	96+85	LT							2585														
	78+05		RT												12									
	79+37		LT												24									
	79+37	80+14	LT								77													
	79+37	90+13	LT							1076														
	79+57		LT													1								
	79+69	82+69	LT	1	7	7											300							
↓	80+07		LT													1								
13	86+78	89+78	LT	1	7	7											300							
	89+22	90+00	CL								78													
	89+30		LT													1								
	89+80		LT													1								
	90+00		LT/RT												24									
↓	91+60	96+85	LT/BL							525														
	PHASE 2																							
16	74+00	96+85	LT/RT					2285		2285														
	74+00	75+21±	RT							121														
	78+04		LT												12									
	78+04	79+37	LT											133										
	79+37		LT												22									
	79+37	80+41	LT										104											
	79+37	80+51	LT					114									7							
	79+37	90+00	LT													55								
	79+55	82+55	LT	1	7	7												300						
	79+72		LT													1								
↓	80+21		LT													1								
17	86+78	90+08	LT		8	8												330						
	87+10	88+94	LT																					
	88+94	90+00	LT										212											
	89+20		LT													1								
	89+70		LT													1								
	90+00		LT																					
	90+00	91+61	LT												22									
↓	91+73		LT												12									



SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART

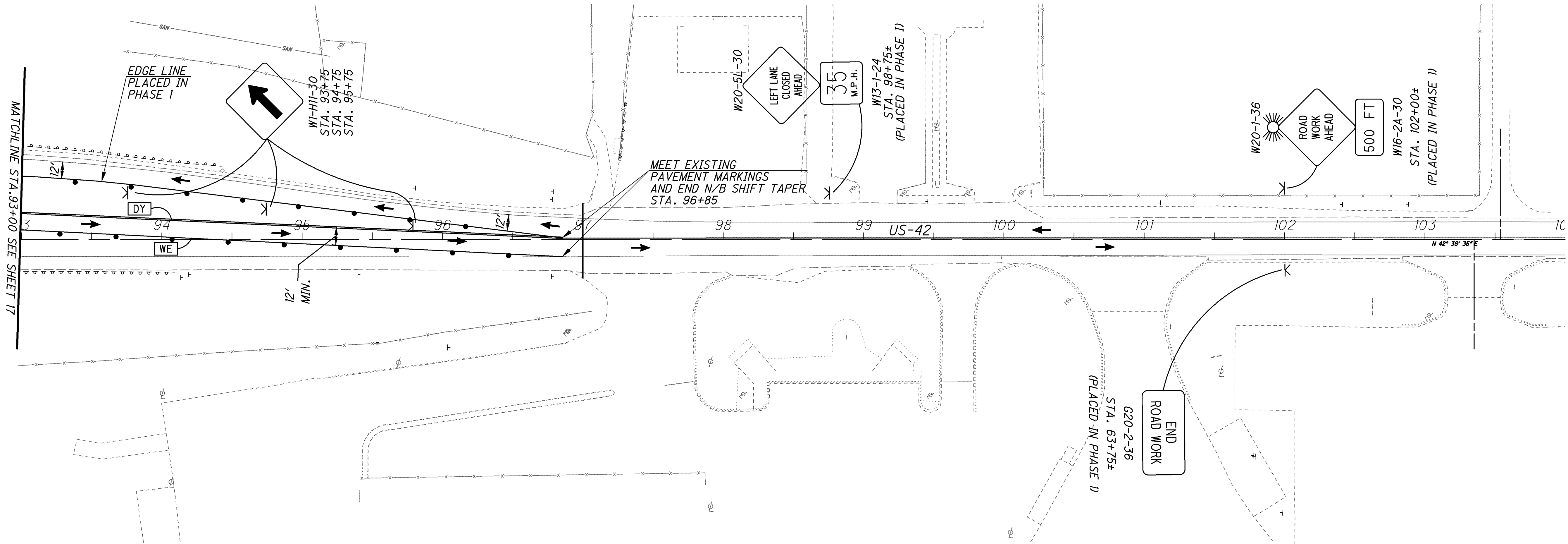
**SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART**



SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART

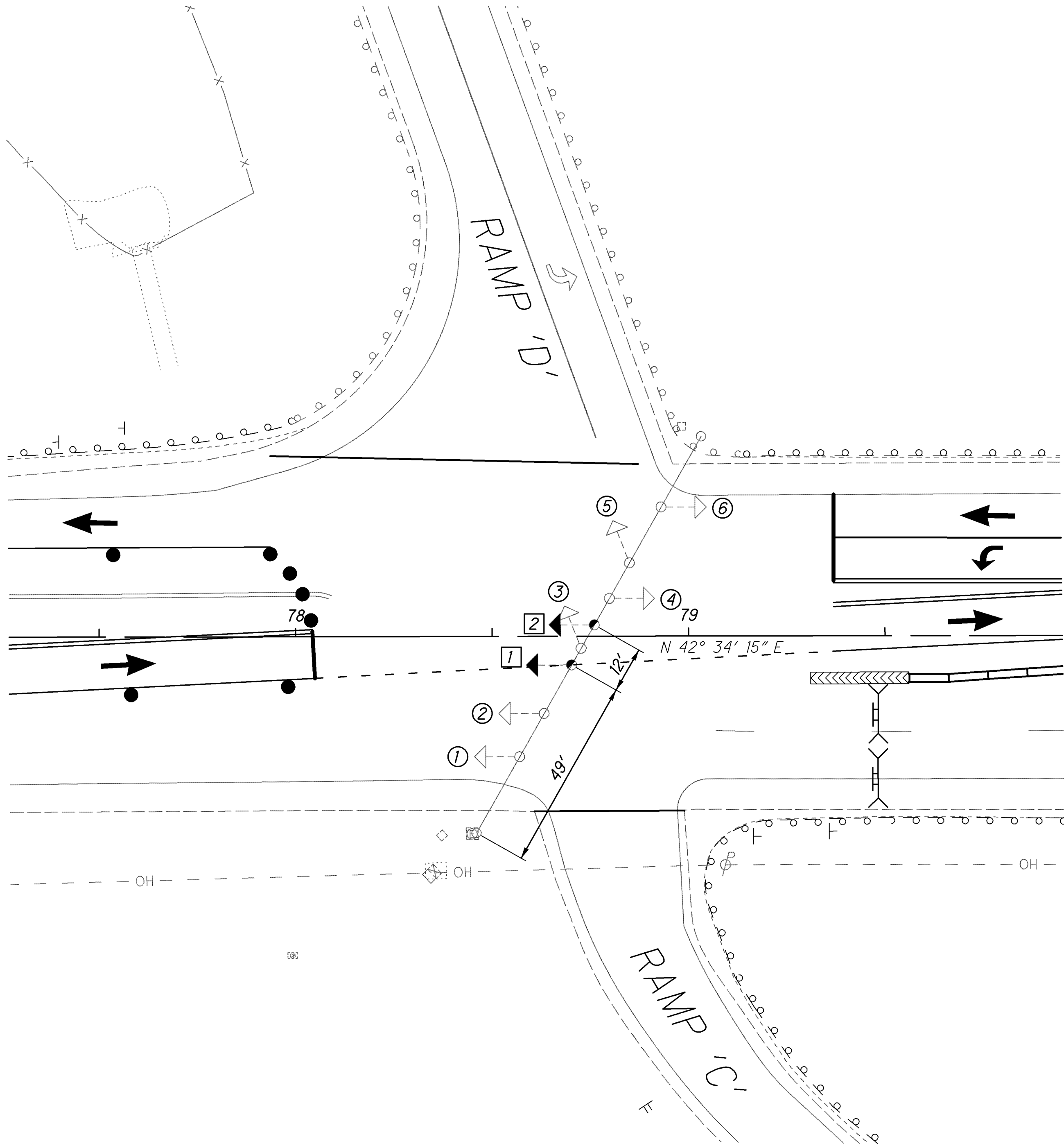
SECTION 2A-2A

**SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART**

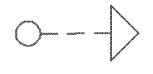
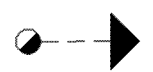


NOTES:
1. ALL PAVEMENT MARKINGS ARE EXISTING
TO REMAIN UNLESS OTHERWISE NOTED.

SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART

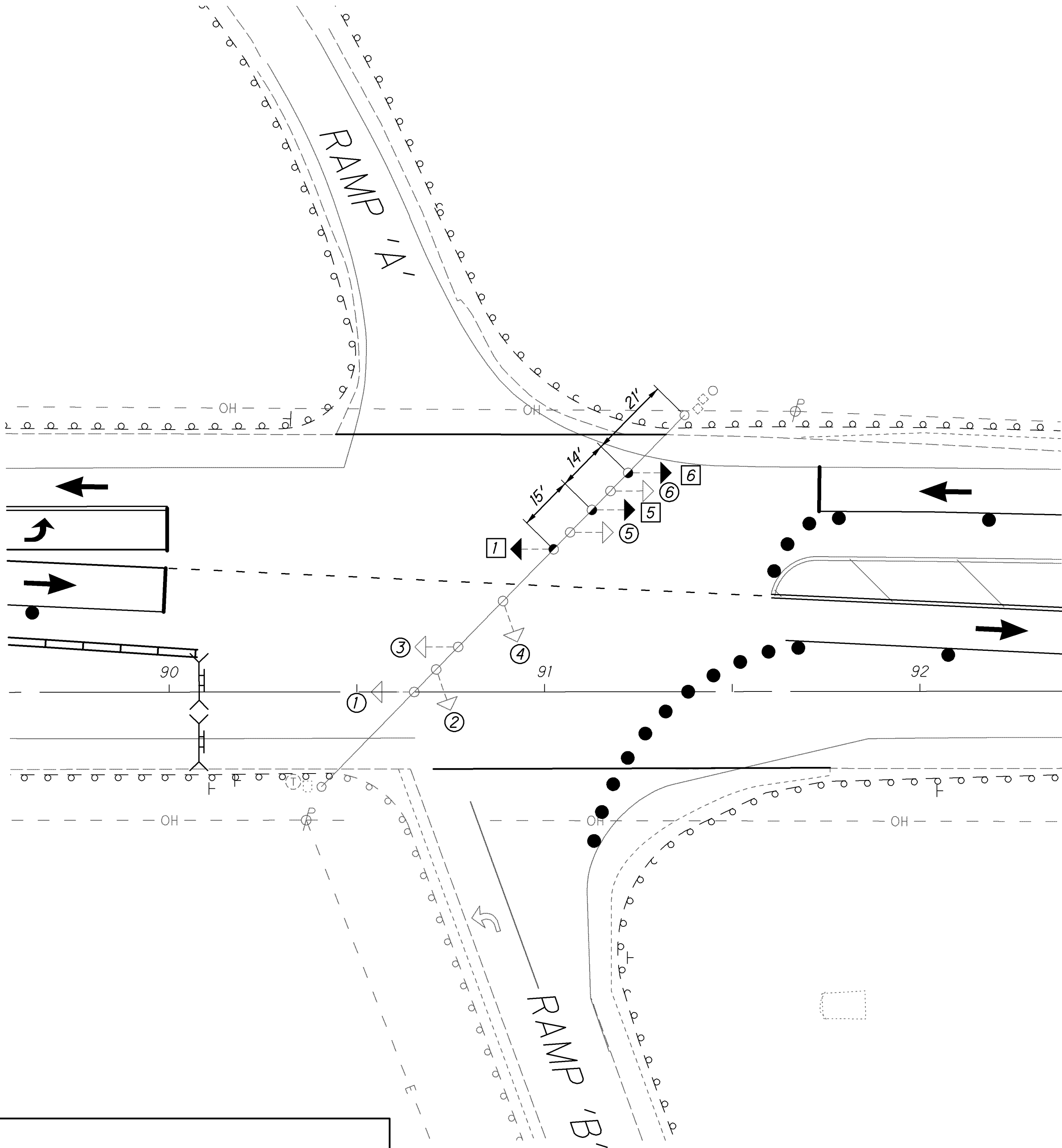


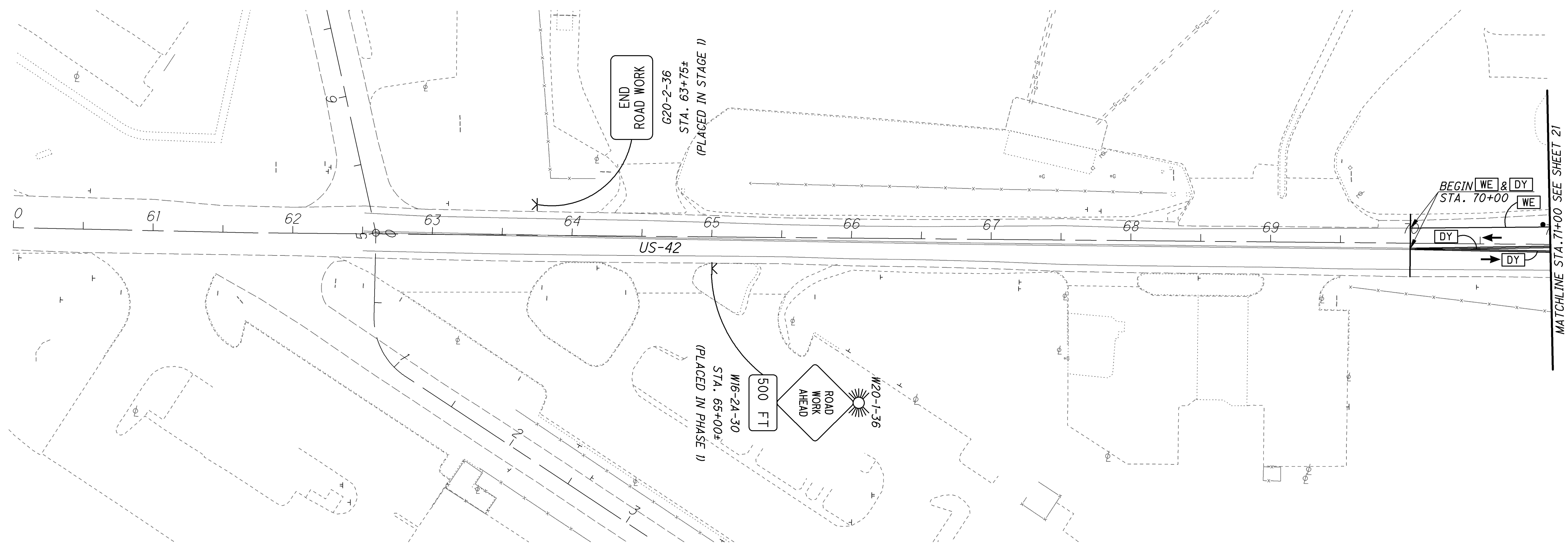
LEGEND

-  ② EXISTING SIGNAL HEAD
-  ② RELOCATED SIGNAL HEAD

NOTES:

1. EXISTING SIGNAL PHASING SHALL NOT BE MODIFIED.
2. THE CONTRACTOR SHALL PROVIDE TEMPORARY DETECTION AS NECESSARY AS PER THE "VEHICULAR DETECTION DURING CONSTRUCTION" NOTE ON SHEET 8.
3. LOCATION OF ALL EXISTING SIGNAL HEADS ARE DRAWN BASED UPON VISUAL OBSERVATION AND ARE APPROXIMATE. RELOCATED HEADS SHALL BE A MINIMUM OF 5' FROM EXISTING HEADS. IF DIMENSION ON THIS PLAN DOES NOT MEET THIS CRITERIA, THE RELOCATED SIGNAL HEAD SHALL BE ADJUSTED TO A LOCATION APPROVED BY THE ENGINEER.
4. UPON COMPLETION OF PHASE, ALL SIGNAL HEADS SHALL BE RELOCATED TO THEIR EXISTING LOCATION PRIOR TO CONSTRUCTION.

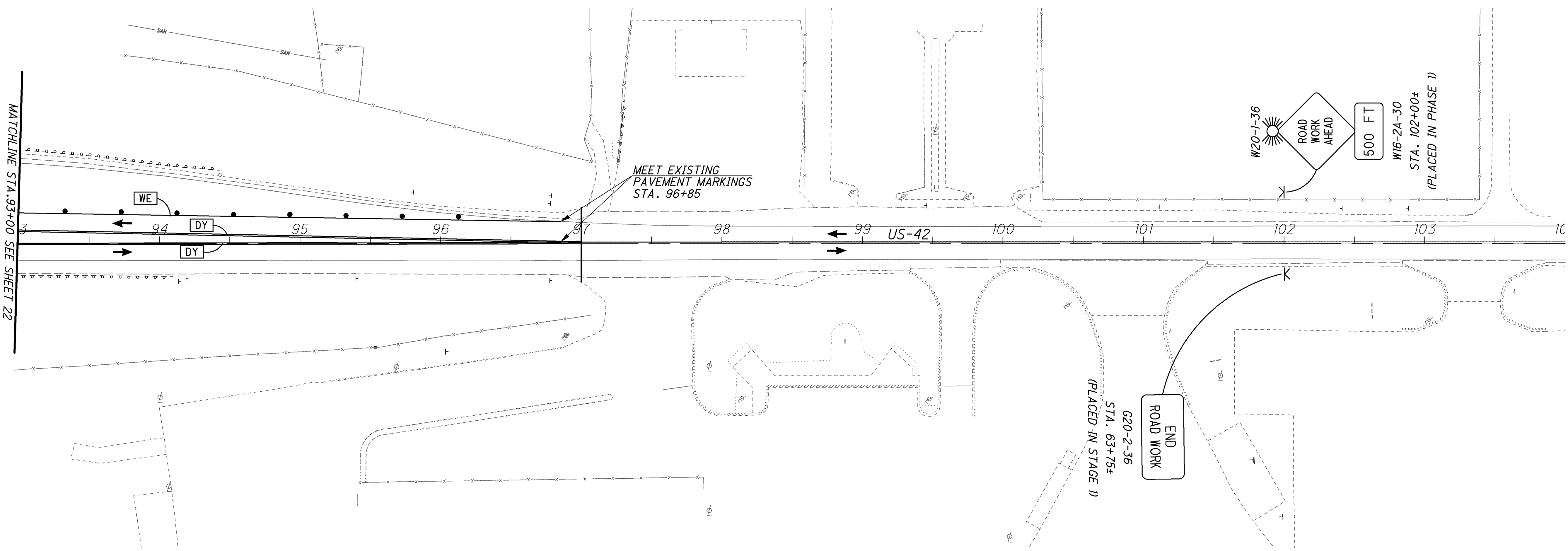




NOTES:
1. ALL PAVEMENT MARKINGS ARE EXISTING
TO REMAIN UNLESS OTHERWISE NOTED.

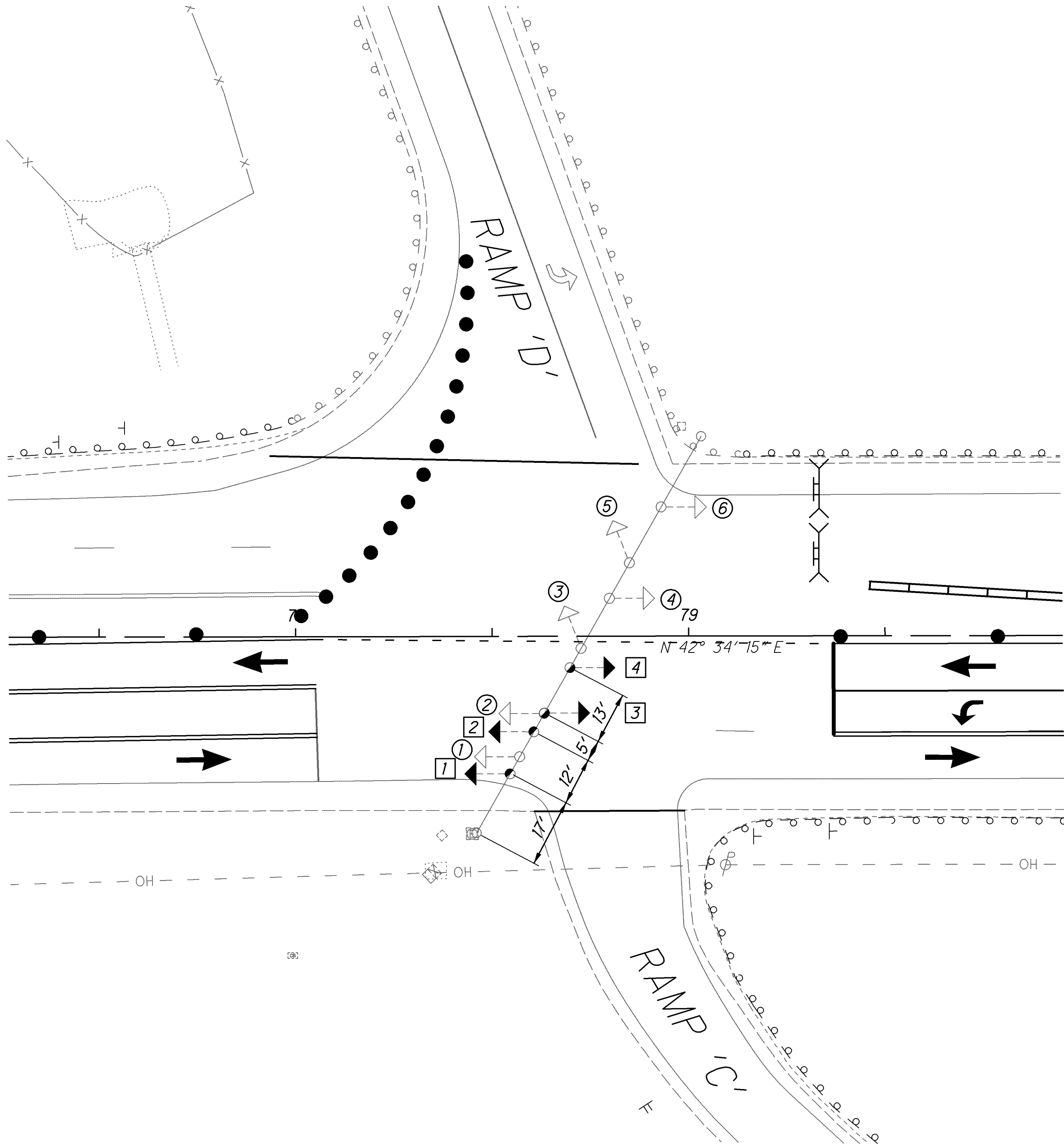
SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART

**SEE SHEET 11 FOR LEGEND
AND DRUM SPACING CHART**



NOTES:
1. ALL PAVEMENT MARKINGS ARE EXISTING TO REMAIN UNLESS OTHERWISE NOTED.

SEE SHEET 11 FOR LEGEND AND DRUM SPACING CHART

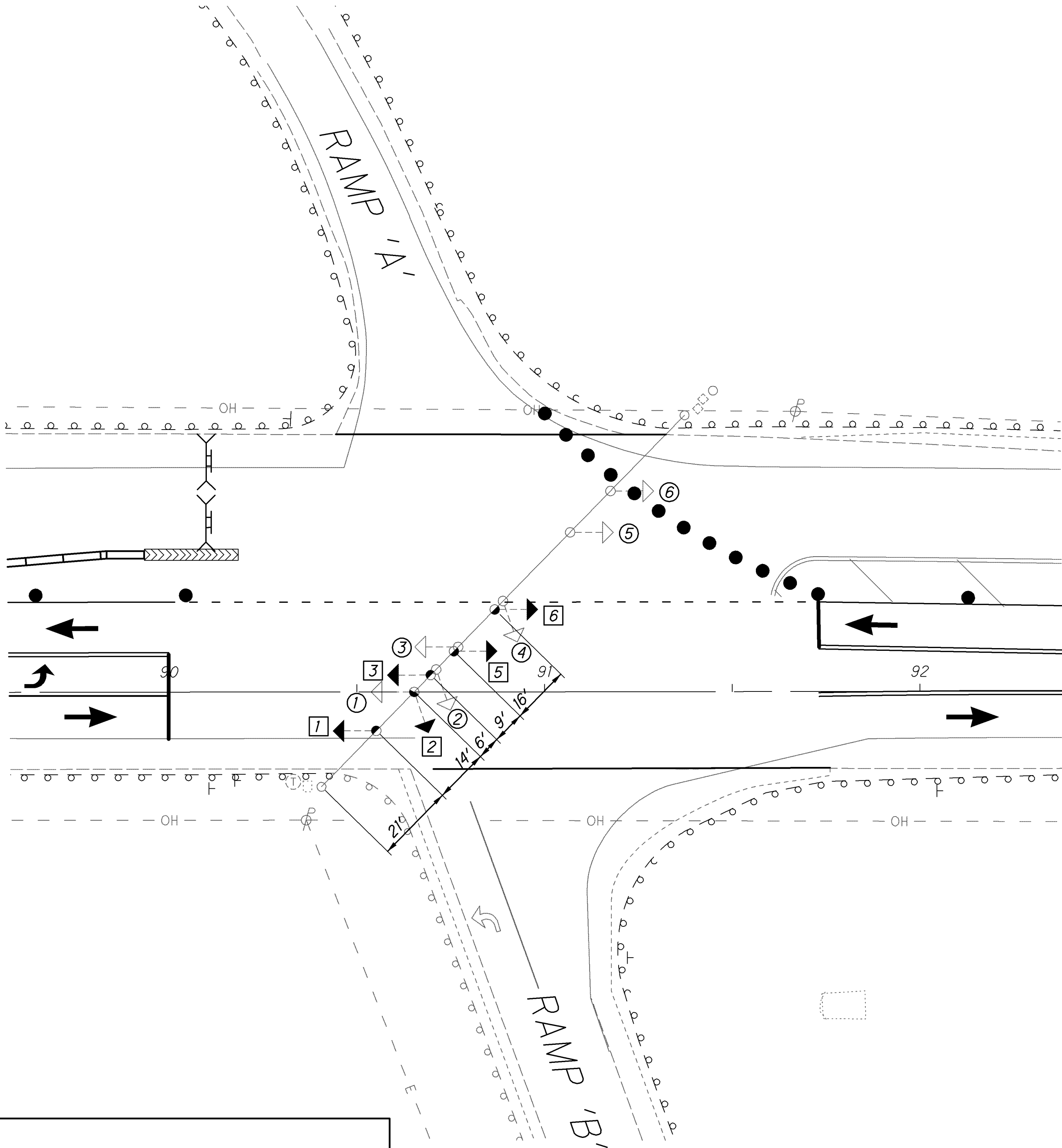


LEGEND

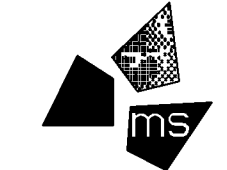
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- UPON COMPLETION OF PHASE, ALL SIGNAL HEADS SHALL BE RELOCATED TO THEIR EXISTING LOCATION PRIOR TO CONSTRUCTION.



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34" x 22"

SHEET NUMBER																ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SEE SHEET NO.
OFFICE CALCS	4		27	28	40																
																				ROADWAY	
																201	11000	LUMP		CLEARING AND GRUBBING	
			1000													202	30600	1000	SQ YD	CONCRETE MEDIAN REMOVED	
			437.50													202	38000	437.50	FT	GUARDRAIL REMOVED	
				643												203	10000	643	CU YD	EXCAVATION	
945																204	10000	945	SQ YD	SUBGRADE COMPACTION	
	626															204	13000	626	CU YD	EXCAVATION OF SUBGRADE	
	626															204	30010	626	CU YD	GRANULAR MATERIAL, TYPE B	
	2															204	45000	2	HOUR	PROOF ROLLING	
	945															204	50000	945	SQ YD	GEOTEXTILE FABRIC	
	2															604	39600	2	EACH	MONUMENT BOX RECONSTRUCTED TO GRADE	
			262.50													606	13000	262.50	FT	GUARDRAIL, TYPE 5	
			2													606	35000	2	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 1	
			2													606	35100	2	EACH	BRIDGE TERMINAL ASSEMBLY, TYPE 2	
			2													606	60029	2	EACH	IMPACT ATTENUATOR, TYPE 2 (BIDIRECTIONAL), 50 MPH, 90" WIDTH, AS PER PLAN	5
			202													622	10160	202	FT	CONCRETE BARRIER, SINGLE SLOPE, TYPE D	
			2													622	25011	2	EACH	CONCRETE BARRIER END SECTION, TYPE D, REINFORCED, AS PER PLAN	5
																				EROSION CONTROL	
			17													601	28101	17	CU YD	DUMPED ROCK FILL, AS PER PLAN	40
			2													601	32200	2	CU YD	ROCK CHANNEL PROTECTION, TYPE C WITH FILTER	
				17												659	00300	17	CU YD	TOPSOIL	
				29												659	10000	29	SQ YD	SEEDING AND MULCHING	
				1												659	14000	1	SQ YD	REPAIR SEEDING AND MULCHING	
				1												659	15000	1	SQ YD	INTER-SEEDING	
				0.03												659	20000	0.03	TON	COMMERCIAL FERTILIZER	
				0.04												659	31000	0.04	ACRE	LIME	
				4												659	35000	4	M GAL	WATER	
				126												660	20000	126	SQ YD	SODDING, REINFORCED	
4500																832	30000	4500	EACH	EROSION CONTROL	
																				DRAINAGE	
			0.4													602	20000	0.4	CU YD	CONCRETE MASONRY	
			113													603	05200	113	FT	12" CONDUIT, TYPE F	
			2													604	00800	2	EACH	CATCH BASIN, NO. 3A	
																				PAVEMENT	
19201																254	01000	19201	SQ YD	PAVEMENT PLANING, ASPHALT CONCRETE	
209																301	46000	209	CU YD	ASPHALT CONCRETE BASE, PG 64-22	
378																304	20000	378	CU YD	AGGREGATE BASE	
1511																407	10000	1511	GALLON	TACK COAT	
226																407	14000	226	GALLON	TACK COAT FOR INTERMEDIATE COURSE	
375																408	10000	375	GALLON	PRIME COAT	
279																446	46040	279	CU YD	ASPHALT CONCRETE INTERMEDIATE COURSE, TYPE 2, PG 64-28	
840																446	50001	840	CU YD	ASPHALT CONCRETE SURFACE COURSE, TYPE 1H, AS PER PLAN	5
			20													609	24000	20	FT	CURB, TYPE 4-A	
			83													609	24510	83	FT	CURB, TYPE 4-C	
			40													609	24511	40	FT	CURB, TYPE 4-C, AS PER PLAN	5

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GENERAL SUMMARY

MAD - 42 - 12.93

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ms consultants, inc.

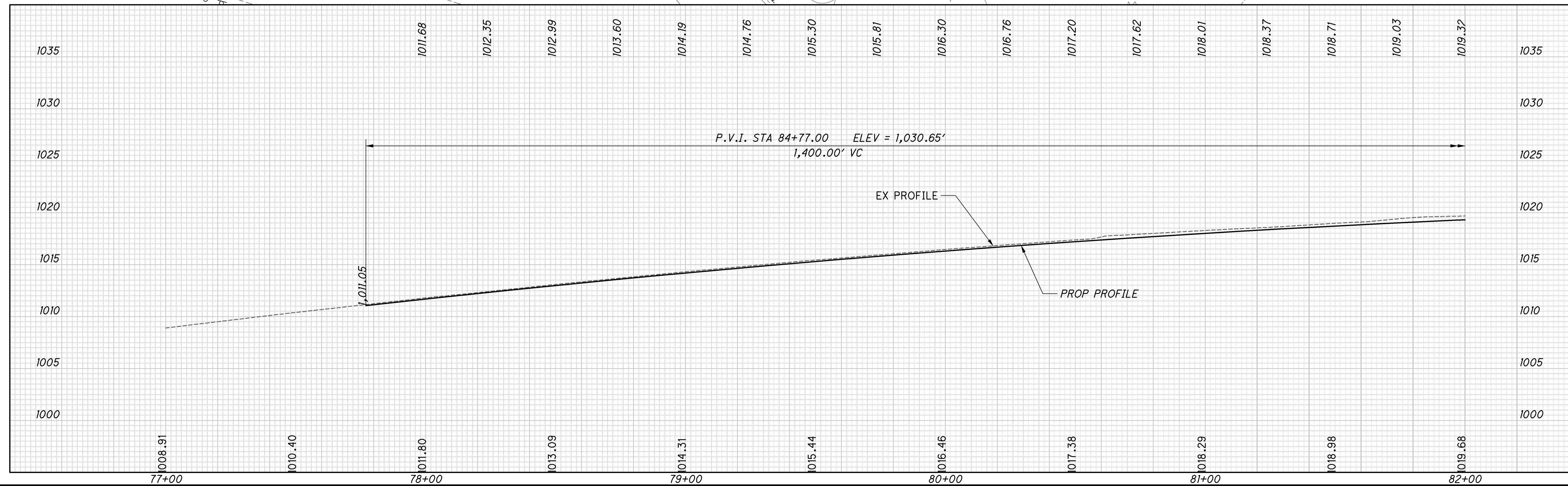
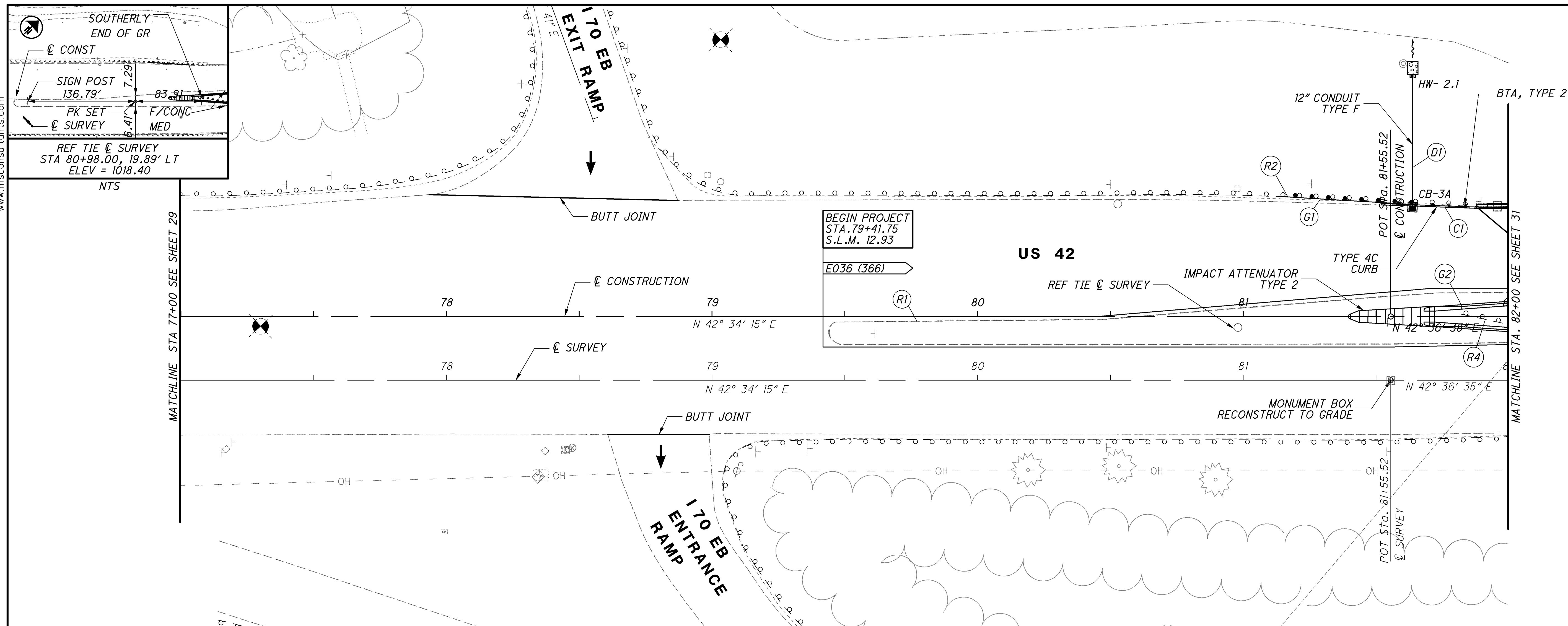
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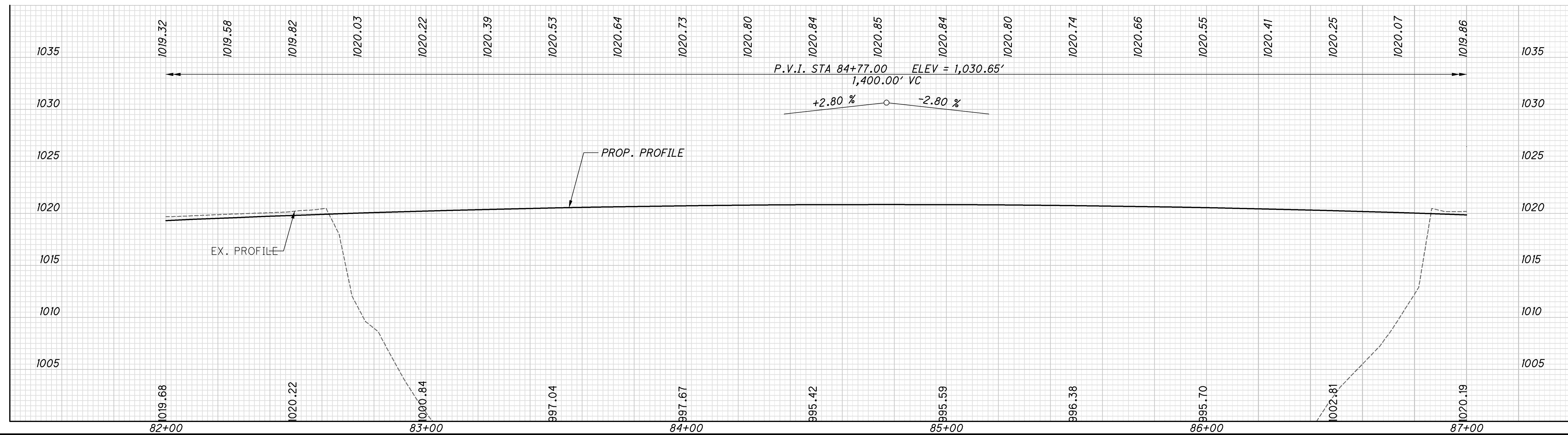
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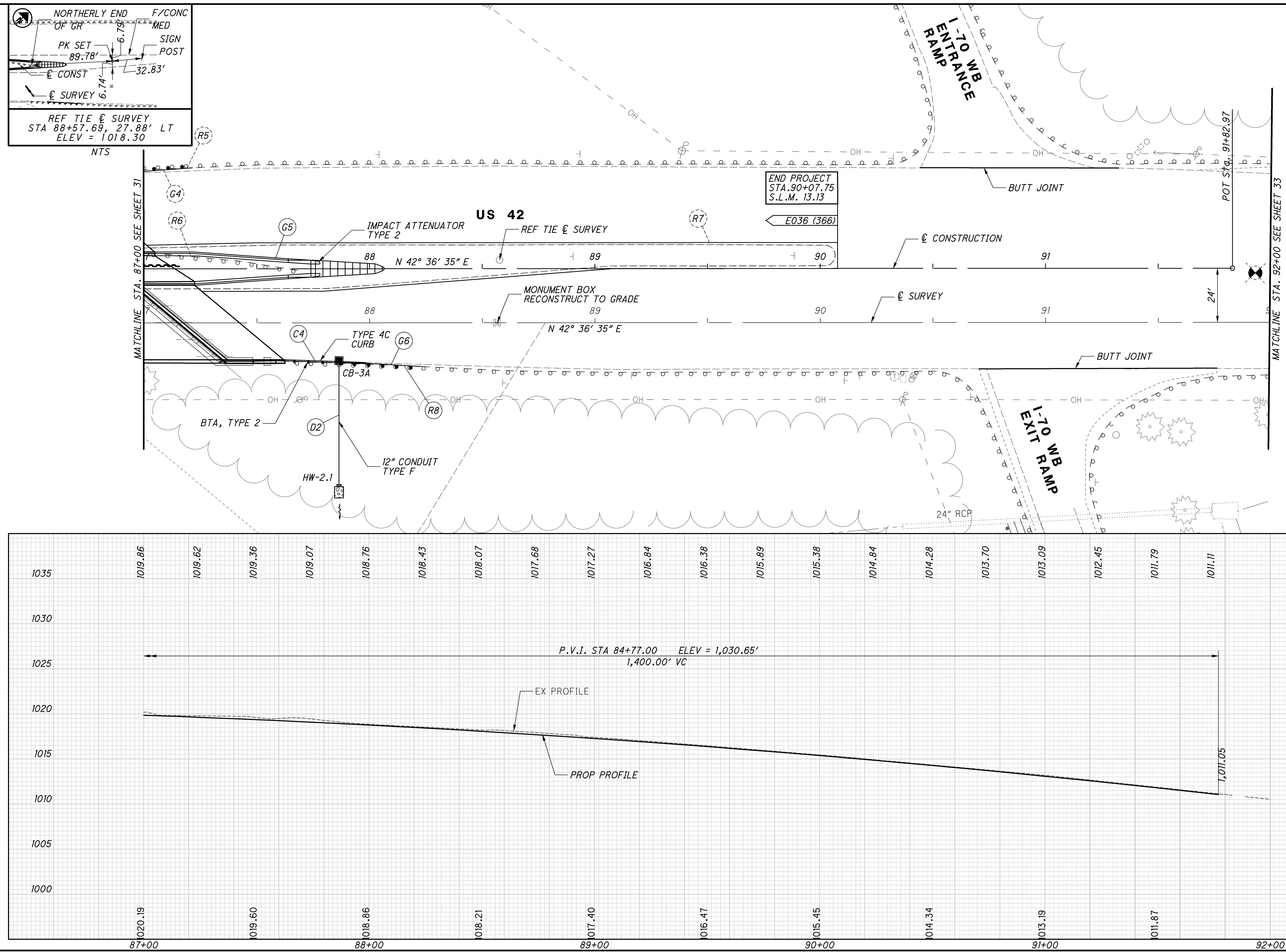
EARTHWORK, SEEDING AND MULCHING, AND SODDING SUB SUMMARY					
ROAD	REFERENCED FROM CROSS-SECTION SHEET	203	203	659	660
		EXCAVATION	EMBANKMENT	SEEDING AND MULCHING	SODDING, REINFORCED
		CY	CY	SY	SY
US-42	31	-	-	-	126
US-42	34	47	-	-	-
US-42	35	167	-	-	-
US-42	36	114	-	14	-
US-42	37	170	-	15	-
US-42	38	97	-	-	-
US-42	39	48	-	-	-
TOTALS CARRIED TO SUB SUMMARY ON THIS SHEET		643	-	29	126

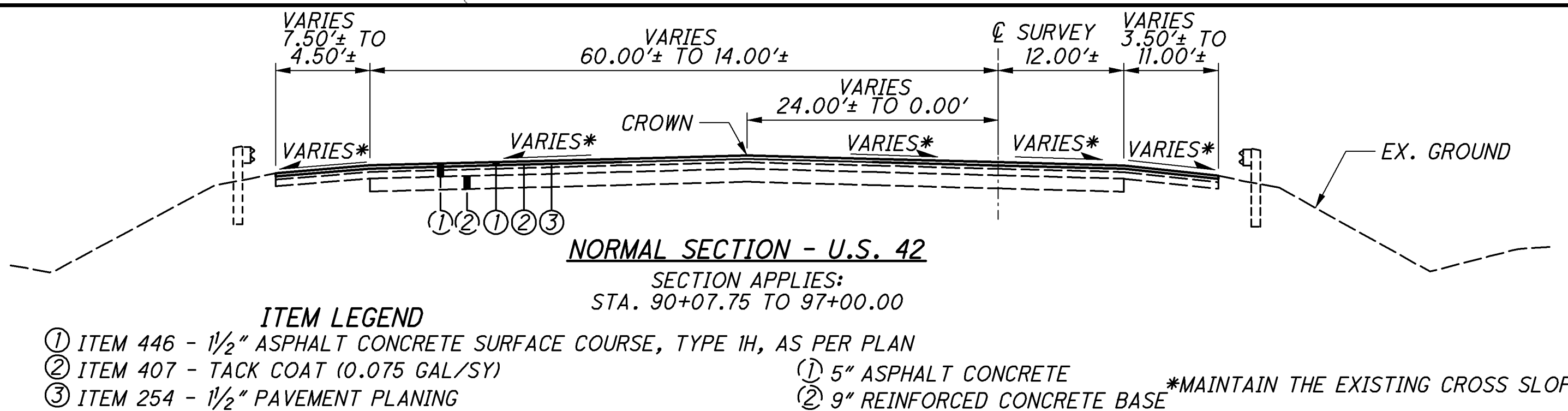
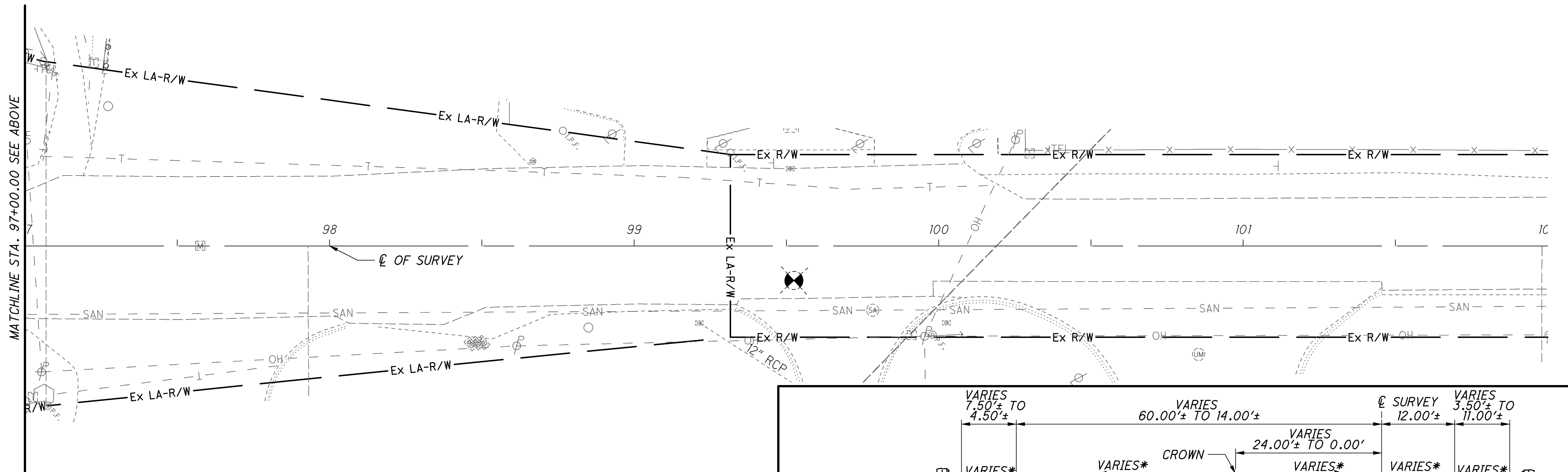
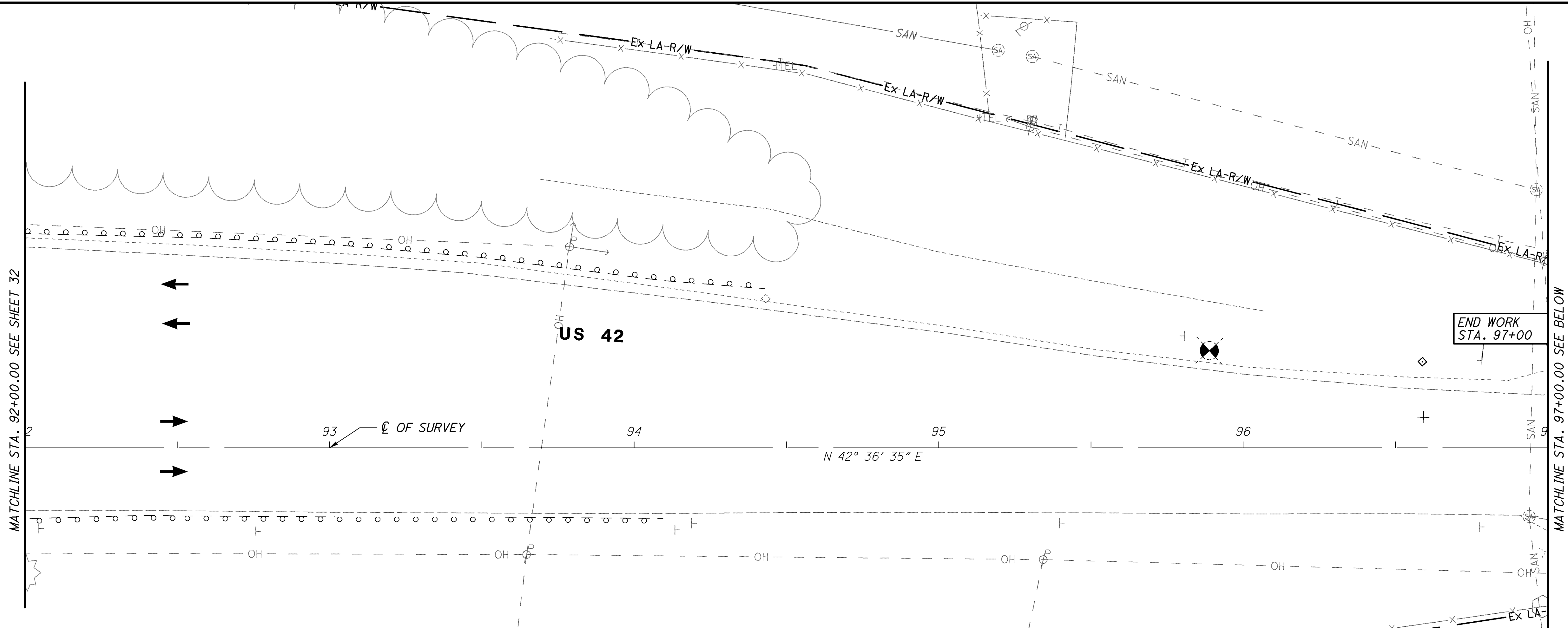
SEEDING AND MULCHING CALCULATIONS		SODDING CALCULATIONS
ITEM 659 - TOPSOIL (CY)		ITEM 659 - TOPSOIL (CY)
TOPSOIL = PERMANENT SEEDED AREA (SY) x 111 CY TOPSOIL/1000 SY PERMANENT SEEDED AREA		TOPSOIL = PERMANENT SEEDED AREA (SY) x 111 CY TOPSOIL/1000 SY PERMANENT SEEDED AREA
29 x 111 CY / 1000 SY =	3 CY	126 x 111 CY / 1000 SY =
ITEM 659 - REPAIR SEEDING AND MULCHING (SY)		ITEM 659 - REPAIR SEEDING AND MULCHING (SY)
REPAIR SEEDING AND MULCHING = 5% OF PERMANENT SEEDED AREA (SY)		REPAIR SEEDING AND MULCHING = 5% OF PERMANENT SEEDED AREA (SY)
29 x 0.05 =	1 SY	126 x 0.05 =
ITEM 659 - INTERSEEDING (SY)		ITEM 659 - INTERSEEDING (SY)
INTERSEEDING = 5% OF PERMANENT SEEDED AREA (SY)		INTERSEEDING = 5% OF PERMANENT SEEDED AREA (SY)
29 x 0.05 =	1 SY	126 x 0.05 =
ITEM 659 - COMMERCIAL FERTILIZER (TON)		ITEM 659 - COMMERCIAL FERTILIZER (TON)
PERMANENT SEEDED AREA (SY) x 9 SF / 1 SY = PERM. SEEDED AREA (SF)		PERMANENT SEEDED AREA (SY) x 9 SF / 1 SY = PERM. SEEDED AREA (SF)
29 x 9 SF / 1 SY =	261 SF	126 x 9 SF / 1 SY =
PERM SEED AREA x 30 LB FERTILIZER / 1000 SF PERMANENT SEEDED AREA		PERM SEED AREA x 30 LB FERTILIZER / 1000 SF PERMANENT SEEDED AREA
261 x 30 LB / 1000 SF =	8 LBS	126 x 30 LB / 1000 SF =
8 / 2000 LB PER TON =	0.00 TON	8 / 2000 LB PER TON =
INTERSEEDING AREA (SY) x 9 SF / 1 SY = INTERSEEDING AREA (SF)		INTERSEEDING AREA (SY) x 9 SF / 1 SY = INTERSEEDING AREA (SF)
1 x 9 SF / 1 SY =	9 SF	1 x 9 SF / 1 SY =
PERM. SEED AREA x 30 LB FERTILIZER / 1000 SF INTERSEEDING AREA		PERM. SEED AREA x 30 LB FERTILIZER / 1000 SF INTERSEEDING AREA
9 x 30 LB / 1000 SF =	0 LBS	9 x 30 LB / 1000 SF =
0.18 / 2000 LB PER TON =	0.00 TON	0.18 / 2000 LB PER TON =
TOTAL COMMERCIAL FERTILIZER =	0.01 TON	TOTAL COMMERCIAL FERTILIZER =
ITEM 659 - LIME (ACRE)		ITEM 659 - LIME (ACRE)
LIME = PERMANENT SEEDED AREA (SY) x 1 ACRE / 4840 SY		LIME = PERMANENT SEEDED AREA (SY) x 1 ACRE / 4840 SY
29 x 1 ACRE / 4840 SY =	0.01 ACRE	126 x 1 ACRE / 4840 SY =
ITEM 659 - WATER (M. GAL)		ITEM 659 - WATER (M. GAL)
WATER = PERMANENT SEEDED AREA (SY) x 0.0027 m. GAL/1 SY		WATER = PERMANENT SEEDED AREA (SY) x 0.0027 m. GAL/1 SY
29 x 0.0027 =	0.00 M. GAL	126 x 0.0027 =
WATER = INTERSEEDED AREA (SY) x 0.0027 m. GAL/1 SY		WATER = INTERSEEDED AREA (SY) x 0.0027 m. GAL/1 SY
1 x 0.0027 =	0.00 M. GAL	1 x 0.0027 =
TOTAL WATER =	1.00 M. GAL	TOTAL WATER =

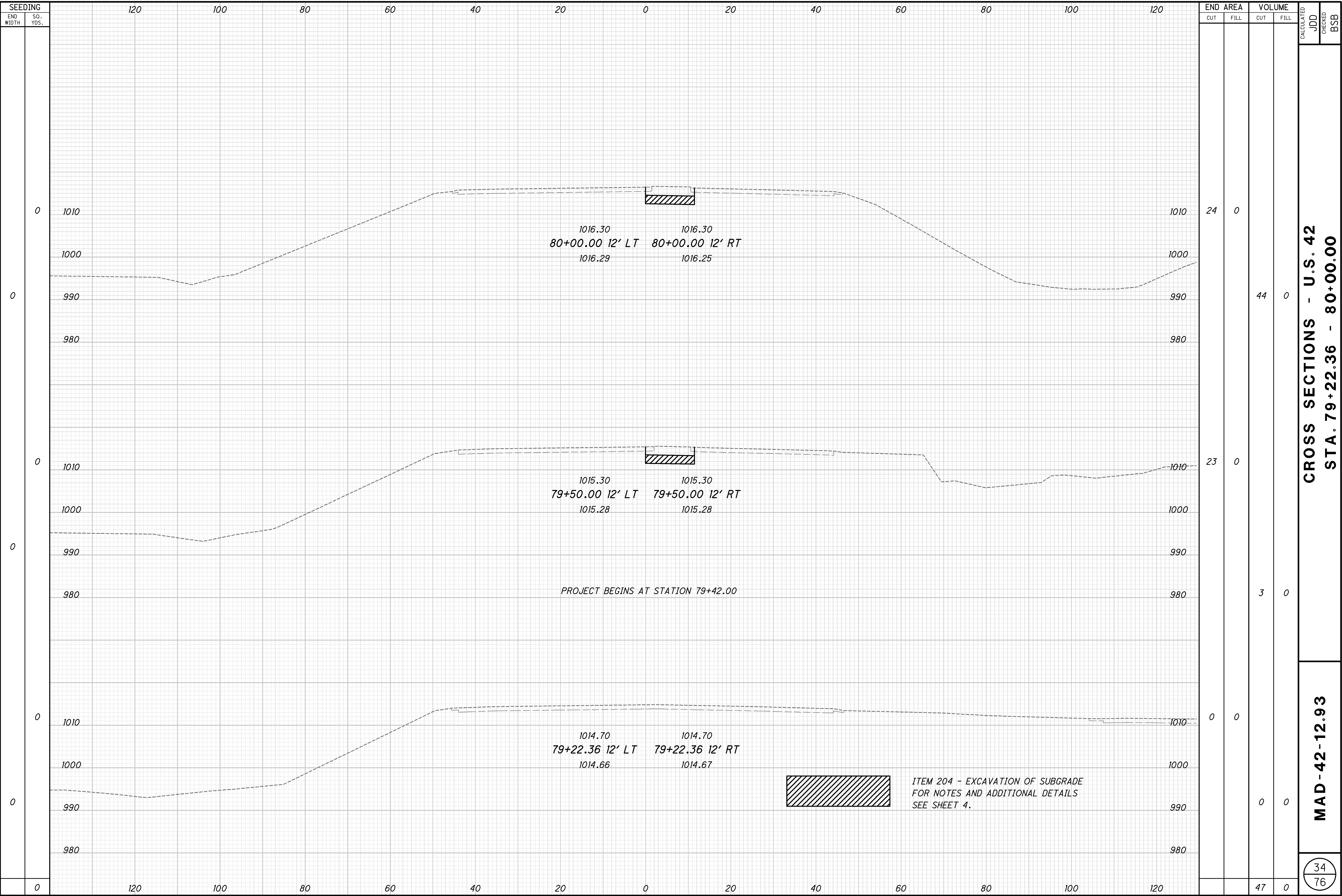
DESCRIPTION	203	203	659	659	659	659	659	659	659	660
	EXCAVATION	EMBANKMENT	TOPSOIL	REPAIR SEEDING AND MULCHING	INTERSEEDING	COMMERCIAL FERTILIZER	LIME	WATER	SEEDING AND MULCHING	SODDING, REINFORCED
	CY	CY	CY	SY	SY	TON	ACRES	M. GAL	SY	SY
TOTAL EARTHWORK	643	0								
TOTAL SEEDING AND MULCHING									29	
TOTAL SODDING										126
TOTALS FROM SEEDING CALCULATIONS			3	1	1	0.01	0.01	1		
TOTALS FROM SODDING CALCULATIONS			14			0.02	0.03	3		
TOTALS CARRIED TO GENERAL SUMMARY	643		17	1	1	0.03	0.04	4	29	126



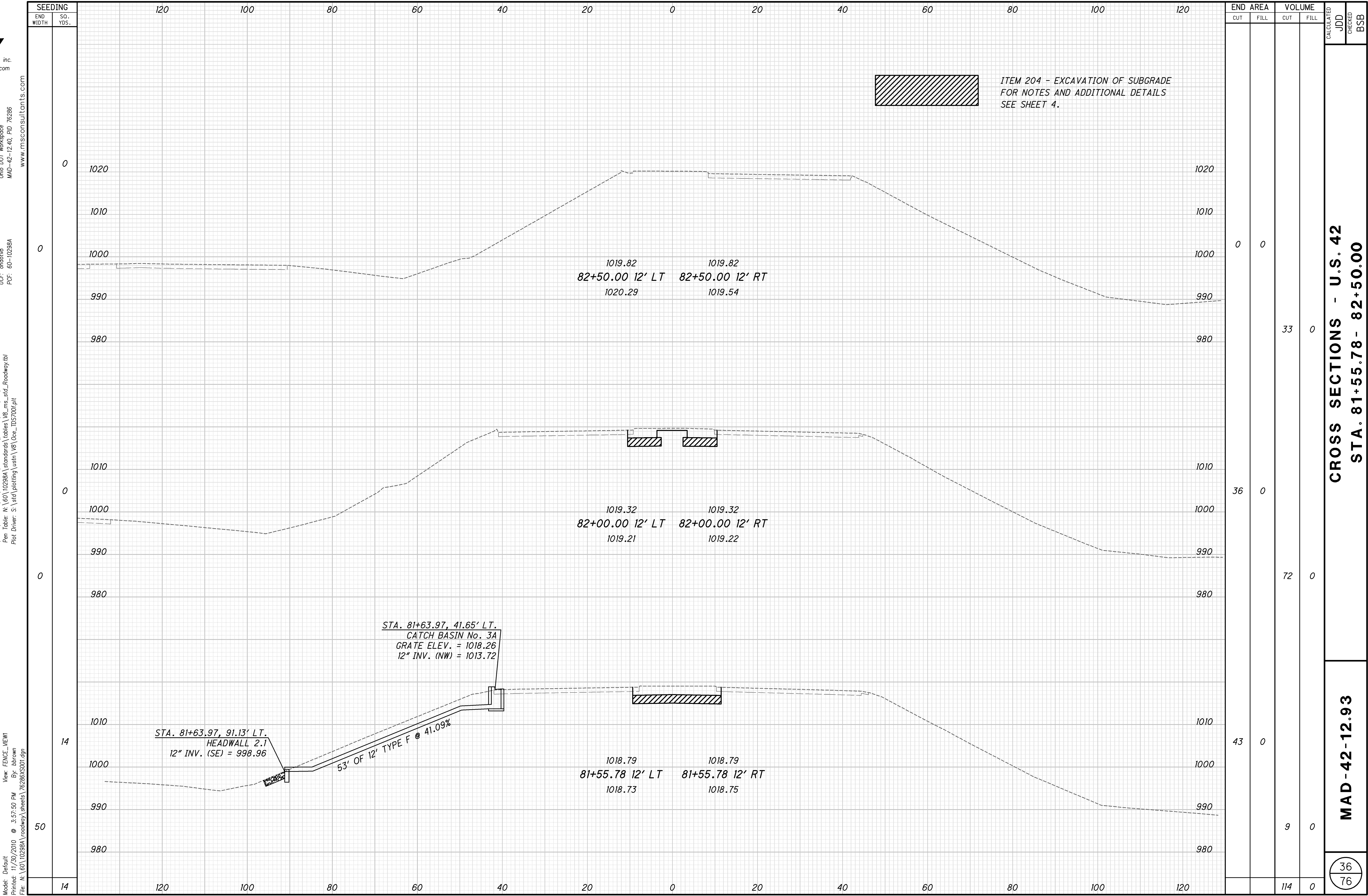


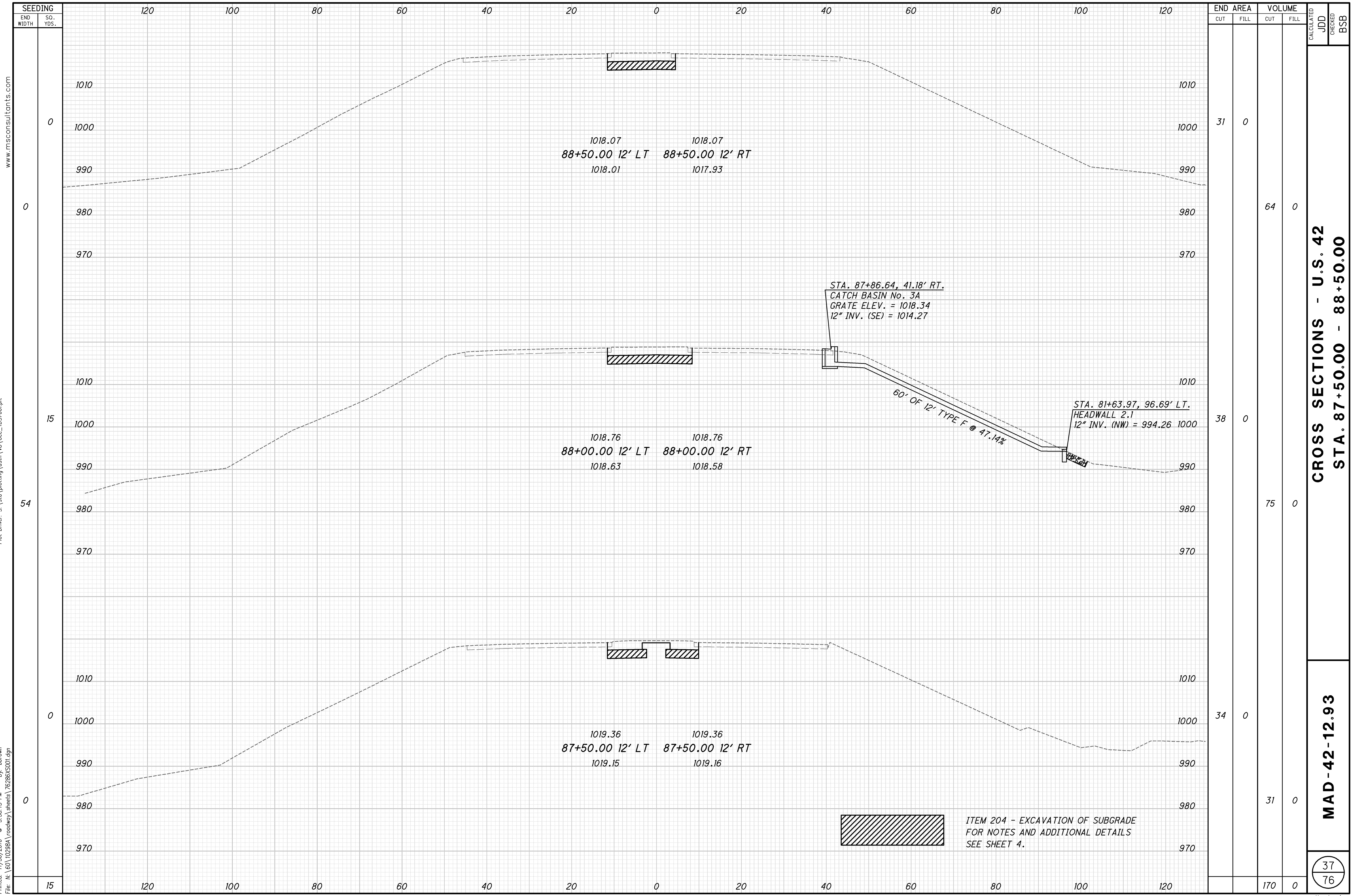












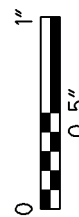
SEEDING		END AREA		VOLUME		CALCULATED	JDD	CHECKED	BSB
END WIDTH	SQ. YDS.	CUT	FILL	CUT	FILL				
0	0	31	0						
0	0		64		0				
15	54	38	0						
			75		0				
0	0	34	0						
0	0		31		0				
15	15			170	0				

CROSS SECTIONS - U.S. 42
STA. 87+50.00 - 88+50.00

MAD-42-12.93

37
76

Ohio DOT Workspace
MAD-42-12.40, PID 76286



UCF: ohdotv8
PCF: 60-10298A

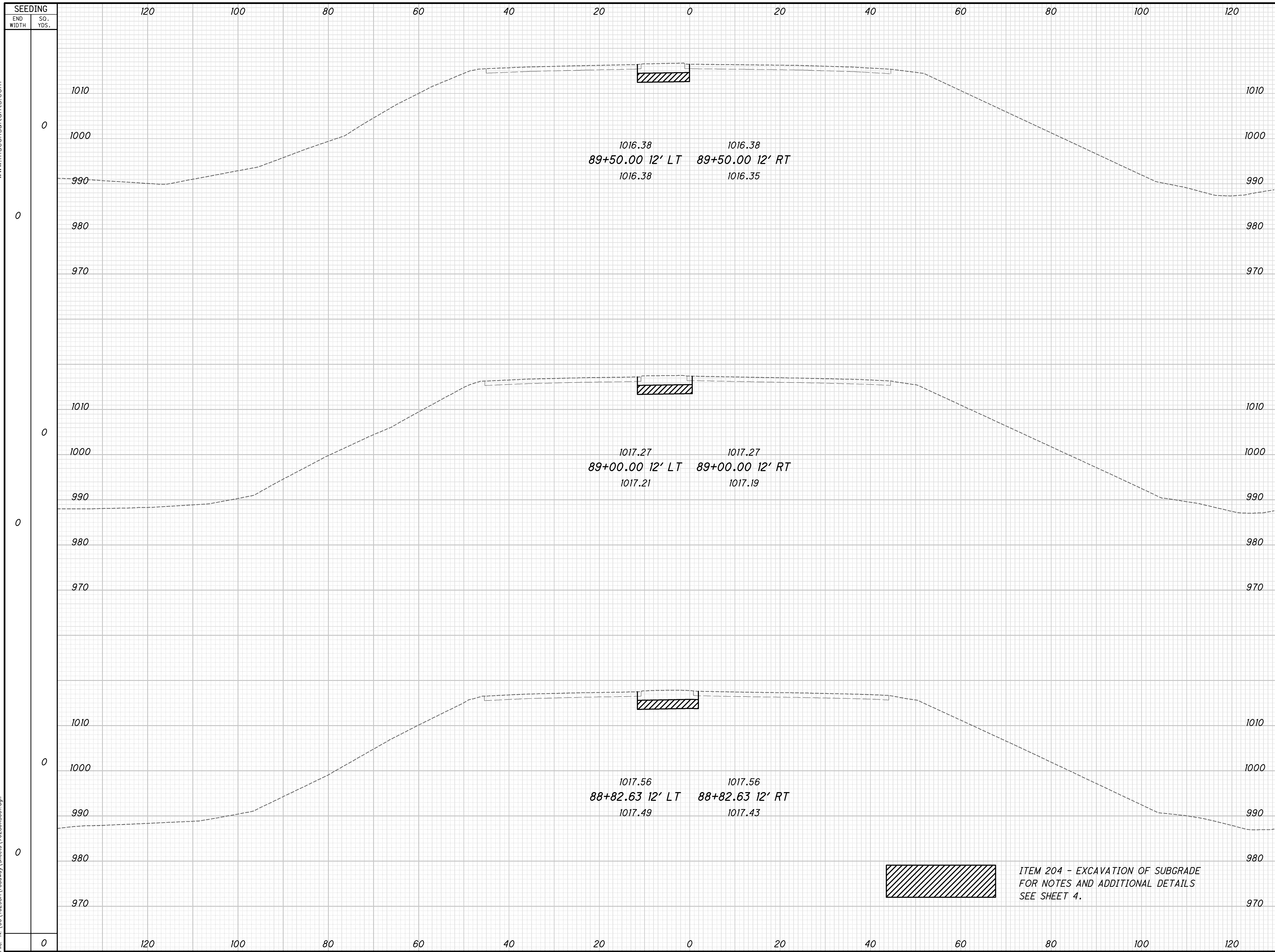
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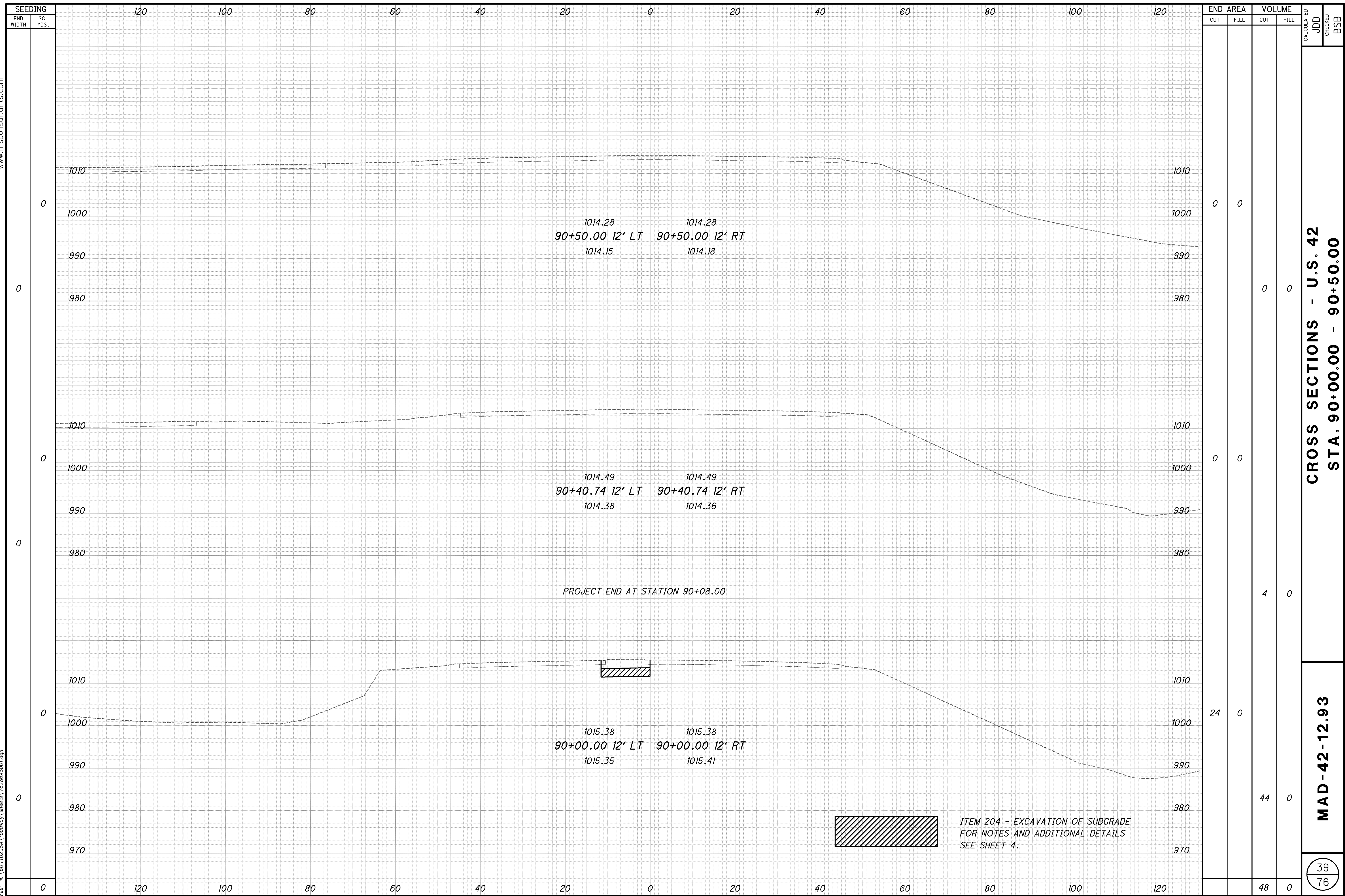
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END AREA		VOLUME		CALCULATED	JDD CHECKED BSB
CUT	FILL	CUT	FILL		
24	0	45	0	CROSS SECTIONS - U.S. 42 STA. 88+82.63 - 89+50.00	
25	0	17	0		
27	0	35	0		
		97	0	MAD - 42-12.93	<div> <div>38</div> <div>76</div> </div>



GENERAL

CONTINGENCY QUANTITIES

THE CONTRACTOR SHALL NOT ORDER MATERIALS OR PERFORM WORK FOR PLAN ITEMS SET UP TO BE USED “AS DIRECTED BY THE ENGINEER” UNLESS AUTHORIZED BY THE ENGINEER.

UTILITY NOTIFICATION

AT LEAST TWO (2) WORKING DAYS PRIOR TO COMMENCING CONSTRUCTION OPERATIONS IN AN AREA WHICH MAY INVOLVE UTILITIES, THE CONTRACTOR SHALL NOTIFY THE ENGINEER, THE OHIO UTILITIES PROTECTION SERVICE, DISTRICT SIX ROADWAY SERVICES DEPARTMENT, AND THE OWNERS OF EACH UTILITY AFFECTED. A LIST OF UTILITIES AND OWNERS IS PROVIDED ON SHEET 4. THIS IS NOT TO BE CONSTRUED AS A COMPLETE LIST BUT RATHER A DIRECTORY OF THE MOST FREQUENTLY ENCOUNTERED COMPANIES.

SIGNING

ITEM 630 - SIGN, FLAT SHEET, AS PER PLAN

THIS ITEM SHALL BE USED TO PLACE NEW STRUCTURE IDENTIFICATION SIGNS AT THE FOLLOWING STRUCTURES:

MAD-42-12.99 R
MAD-42-12.99 L

EACH SIGN SHALL BE ATTACHED TO THE CONCRETE PARAPET WITH CONCRETE ANCHORS AT THE RIGHT REAR LOCATION. IF THE BRIDGE DOES NOT HAVE A CONCRETE PARAPET, THE SIGN SHALL BE POST MOUNTED TO ONE NEW NO. 2 POST AS PER STANDARD CONSTRUCTION DRAWING TC-41.20 (MOST CURRENT REVISION) USING TWO 5/16" ALUMINUM BOLTS 2½" IN LENGTH. THE POST SHALL BE 7'-0" LONG.

SIGNS SHALL BE SIZED AS PER SIGN I-H25A AS GIVEN IN THE ODOT SIGN DESIGN MANUAL (MOST CURRENT VERSION). ALL INCIDENTALS WILL BE INCLUDED IN THE UNIT BID PRICE FOR ITEM 630-SIGN, FLAT SHEET, AS PER PLAN.

SIGNALS

DETECTOR LOOP REPLACEMENT

THERE ARE FOUR (4) EXTENSION DETECTOR LOOPS ON U.S. 42 FOR THE SIGNAL AT U.S. 42 & RAMP 'D' AND FOUR (4) EXTENSION DETECTOR LOOPS ON U.S. 42 FOR THE SIGNAL AT U.S. 42 & RAMP 'B' THAT WILL BE REMOVED AND REPLACED. CONTACT ODOT DISTRICT 6 SIGNAL MANAGER TOM JACOBY AT 740-833-8332 TWO DAYS PRIOR TO ANY WORK TO BE DONE IN THE AREA OF THE LOOPS IN ORDER THAT SIGNAL TIMING ADJUSTMENTS CAN BE MADE. THE CONTRACTOR WILL ALSO CONTACT THE SIGNAL MANAGER 48 HOURS PRIOR TO INSTALLATION OF THE NEW LOOPS FOR THE PURPOSE OF INSPECTION AND SIGNAL TIMING ADJUSTMENTS. LOOPS SHALL BE SPLICED TO THE SAME LEAD-IN AS THE LOOP IT IS REPLACING. LOCATIONS FOR THE PROPOSED LOOPS WILL BE AS DIRECTED BY THE ENGINEER. THE FOLLOWING ESTIMATED QUANTITIES HAVE BEEN CARRIED TO THE GENERAL SUMMARY:

ITEM 632	DETECTOR LOOP, AS PER PLAN	8 EACH
ITEM 632	LOOP DETECTOR TIE-IN	8 EACH

ITEM 632 DETECTOR LOOP, AS PER PLAN

ALL STOP LINE INDUCTANCE DETECTOR LOOPS SHOWN IN THE PLANS SHALL BE THE POWERHEAD CONFIGURATION SHOWN ON TC-82.10. THE WIDTH SHALL BE AS SPECIFIED ON TC-82.10 AND THE LENGTH SHALL BE AS CURRENTLY CALLED FOR IN THE PLANS. THE STOP LINE DETECTOR LOOPS SHALL NOT BE WIRED TO ANY OTHER LOOPS AND SHALL HAVE ITS OWN DETECTOR CHANNEL. THE LOCATION OF THESE LOOPS SHALL BE SUCH THAT THE POWERHEAD IS LOCATED AT THE STOP LINE, NOT PAST.

ALL DILEMMA ZONE INDUCTANCE DETECTOR LOOPS CALLED FOR IN THE PLANS SHALL BE THE ANGULAR DESIGN DETECTION (ADD) LOOP AS SHOWN ON TC-82.10. DIMENSIONS SHALL BE AS SPECIFIED ON TC-82.10.

ALL STOP LINE DETECTION SHALL BE TESTED FOR A BICYCLE TARGET AND ALL DILEMMA DETECTION ZONES SHALL BE TESTED FOR A MOTORCYCLE TARGET.

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www.msconsulting.com

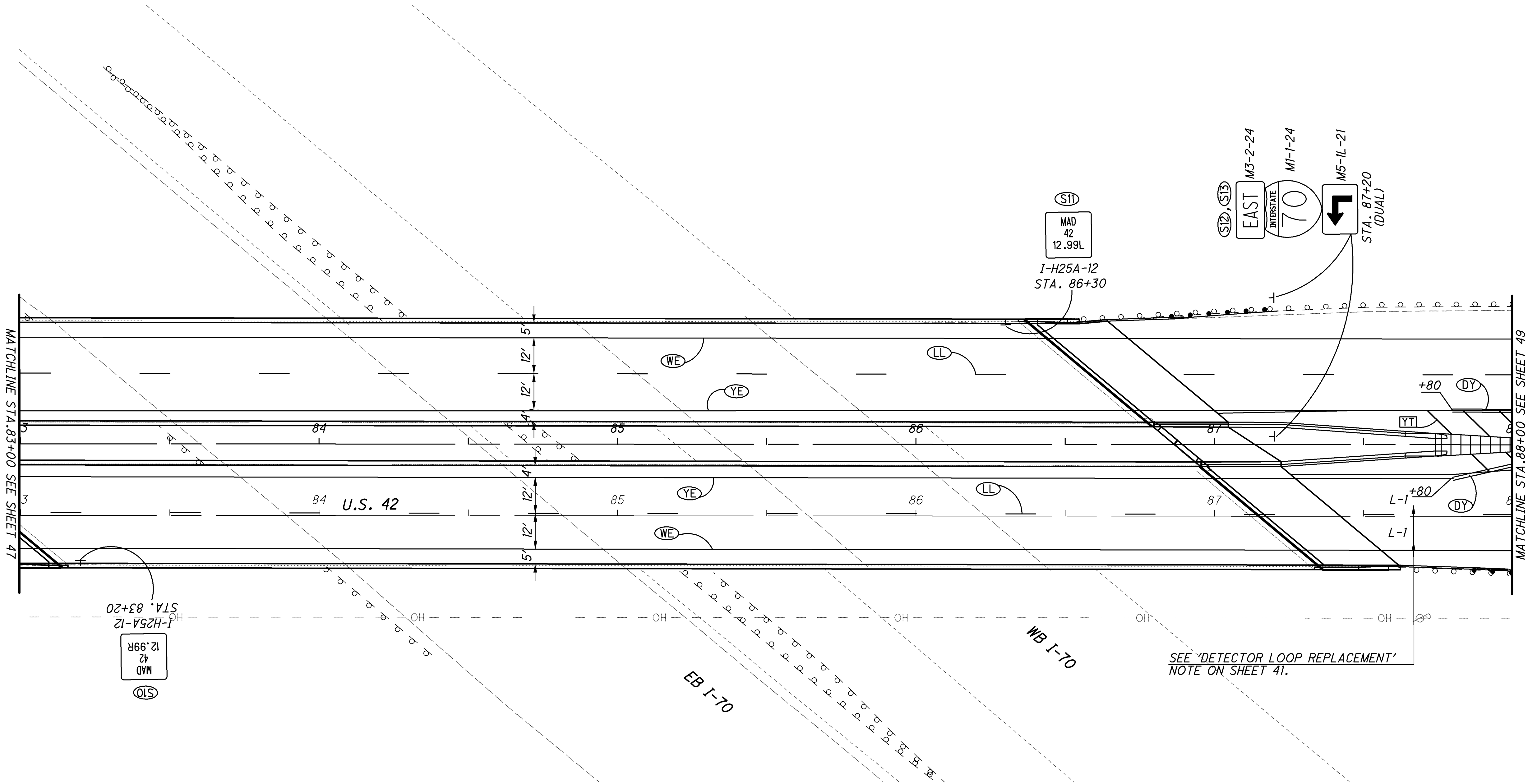
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TRAFFIC CONTROL GENERAL SUMMARY

MAD-42-12.93



SHEET NO.	REFERENCE NO.	LOCATION NOTE: POST LENGTHS REFLECT RURAL CRITERIA OF 5' VERTICAL CLEARANCE	STATION (US 42 NB BL)	SIDE	CODE	SIZE (INCHES)	630	630	630	630	630	630	630										
							GROUND MOUNTED SUPPORT, NO. 2 POST	GROUND MOUNTED SUPPORT, NO. 3 POST	GROUND MOUNTED SUPPORT, NO. 4 POST	SIGN, FLAT SHEET	REMOVAL OF GROUND MOUNTED SIGN AND DISPOSAL	REMOVAL OF GROUND MOUNTED POST SUPPORT AND DISPOSAL	SIGN, FLAT SHEET, AS PER PLAN										
							FT	FT	FT	SQ FT	EACH	EACH	SQ FT										
45	S1	U.S. 42	72+50	LT	R8-3A-24	24" X 24"	12			4.0													
46	S2		74+00	LT	R8-3A-24	24" X 24"	12			4.0													
	S3		74+75	LT	R2-1-36	36" X 48"		14/14.5	12.0														
	S4		75+50	LT	R8-3A-24	24" X 24"	12			4.0													
	S5		76+00	LT	M3-3-36	36" X 18"			4.5														
					M1-4-36-2	36" X 36"		14.5/15	9.0														
	S6		77+40	LT	W4-2L-48	48" X 48"			15.5/16.5	16.0													
	R1		74+38±	LT						1	1												
	R2		74+92±	LT						1	1												
	R3		75+58±	LT						1	1												
	R4		76+32±	LT						2	1												
↓	R5		77+40±	LT						1	1												
47	R6		81+26±	LT						1	1												
	S7		81+50	LT	R3-H8CA-48	48" X 30"	12.5/13.5			10.0													
	R7		81+54±	LT						3	1												
	R8		81+54±	RT						3	1												
	S8		82+25	LT	M3-4-24	24" X 12"		12.0	2.0														
					M1-1-24	24" X 24"			4.0														
					M5-1L-21	21" X 15"			2.19														
	S9		82+25	RT	M3-4-24	24" X 12"		13.0	2.0														
					M1-1-24	24" X 24"			4.0														
					M5-1L-21	21" X 15"			2.19														
↓					M3-2-24	24" X 12"		13.0	2.0														
	S13		87+20	LT	M1-1-24	24" X 24"			4.0														
					M5-1L-21	21" X 15"			2.19														
49	S14		88+00	RT	R3-H8CA-48	48" X 30"	12.5/13.5			10.0													
	R9		88+59±	RT						1	1												
	R10		88+90±	LT						3	1												
	R11		88+94±	LT						3	1												
	S15		89+35	RT	W9-1L-36	36" X 36"		14.5	9.0														
	R12		89+88±	LT						1	1												
↓	R13		90+10±	RT						1	1												
TOTAL							88	122.5	32	115.26	22	13	2										
TOTAL CARRIED TO GENERAL SUMMARY							88	123	32	116	22	13	2										



SEE SHEET 45 FOR LEGEND

48
76

MAD-42-12.93

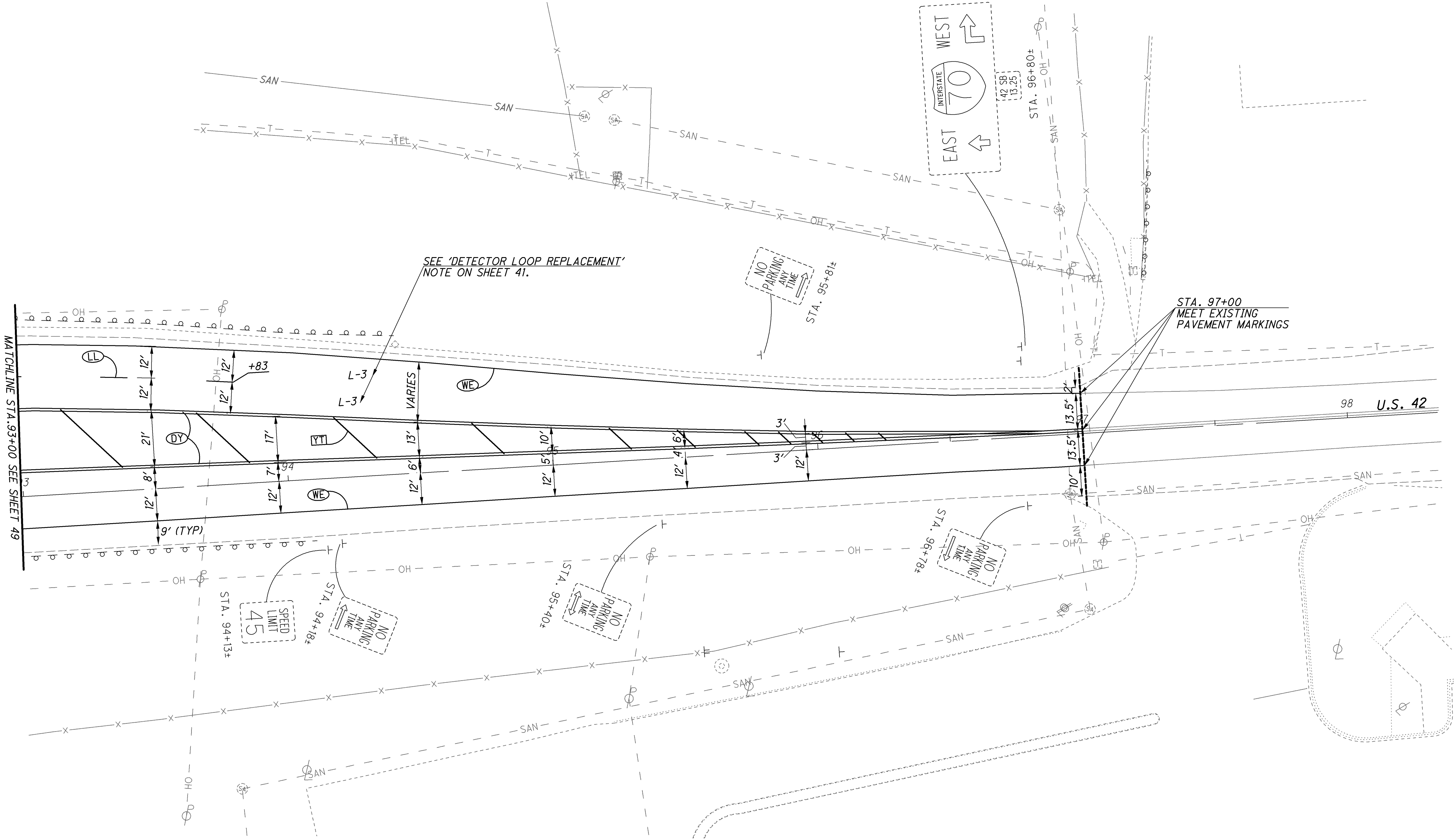
SIGNING AND PAVEMENT MARKING PLAN
STA. 83+00 TO STA. 88+00

CALCULATED

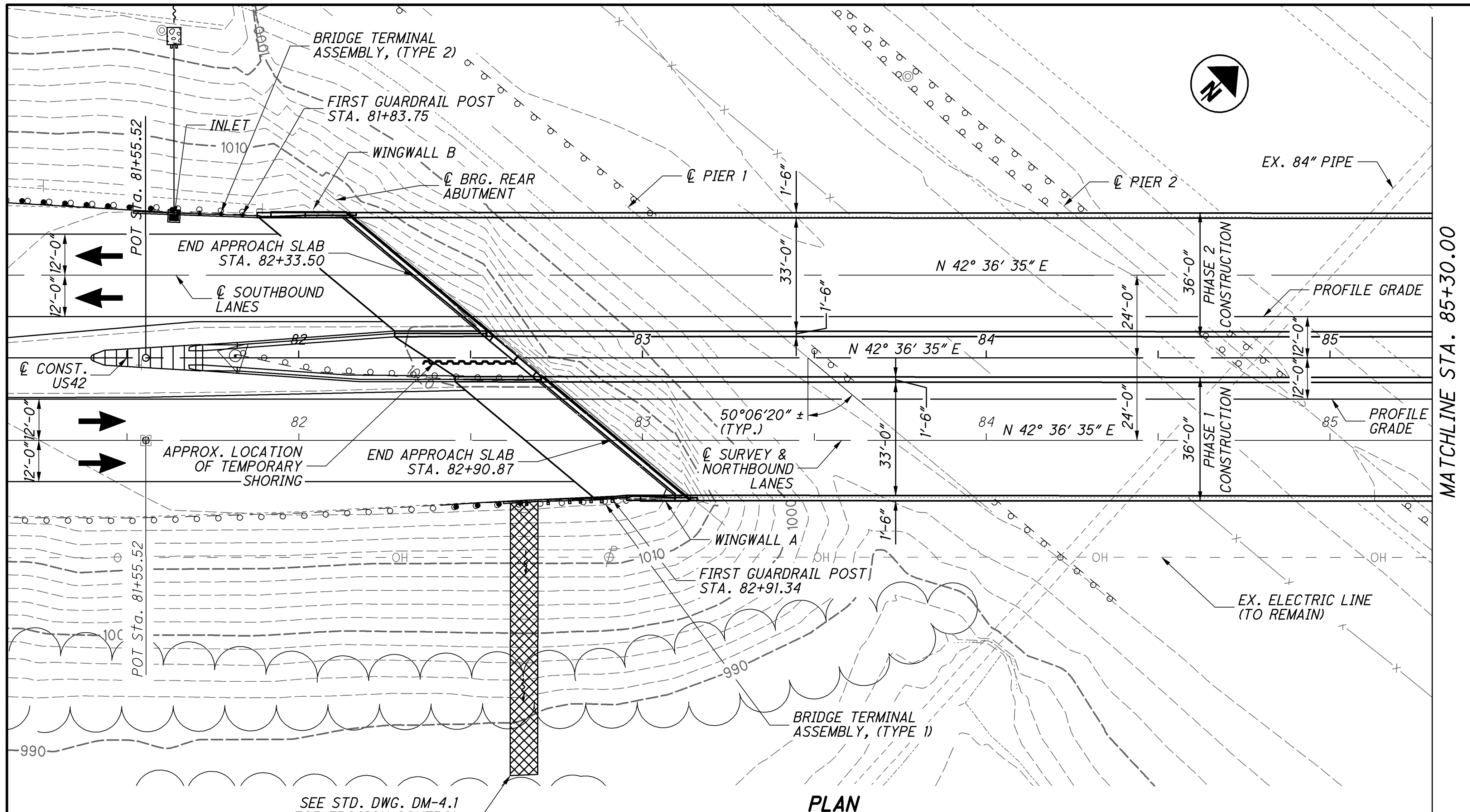
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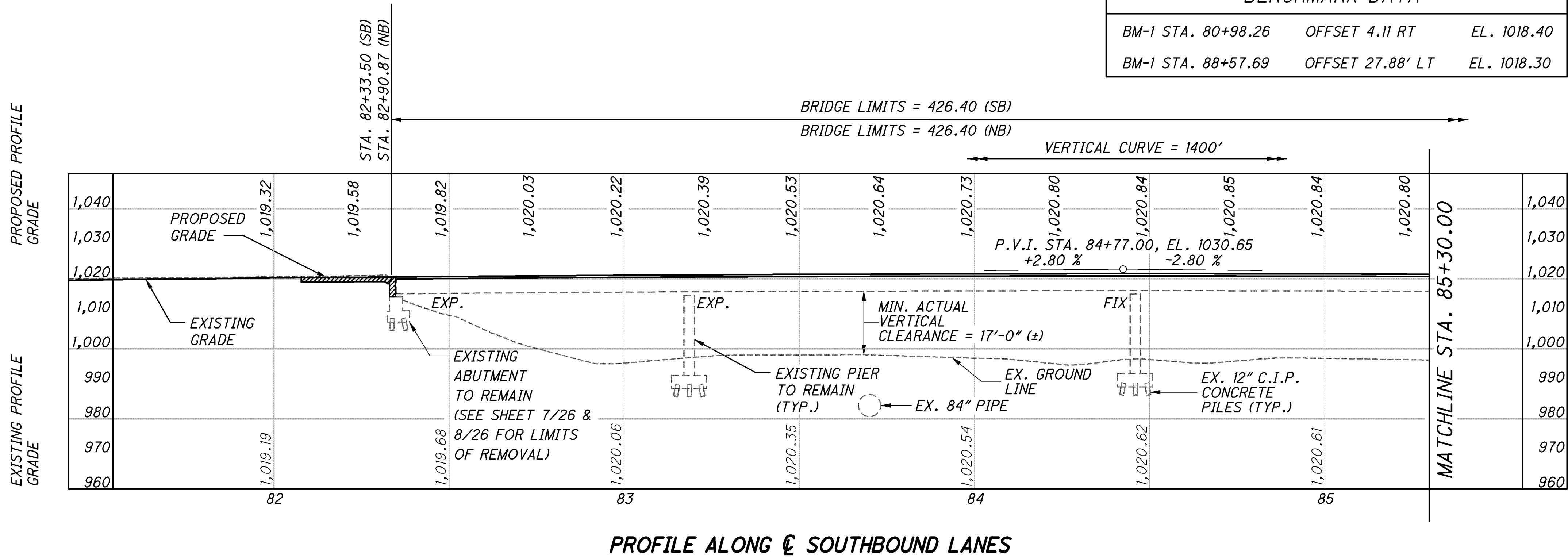
HORIZONTAL
SCALE IN FEET



SEE SHEET 45 FOR LEGEND



BENCHMARK DATA		
BM-1 STA. 80+98.26	OFFSET 4.11 RT	EL. 1018.40
BM-1 STA. 88+57.69	OFFSET 27.88' LT	EL. 1018.30



NOTES

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

DESIGN TRAFFIC:

2005 ADT = 12300 2005 ADTT = 2700
2025 ADT = 16650 2025 ADTT = 3700
DIRECTIONAL DISTRIBUTION = 62% SOUTHBOUND
38% NORTHBOUND

VERTICAL CURVE DATA

P.V.I. STA. = 84+77.00
P.V.I. ELEV. = 1030.65
G1 = +0.028
G2 = -0.028
V.C. = 1400'

PROPOSED WORK

1. REMOVE DECK AND APPROACH SLAB.
2. REMOVE BACKWALLS AND PORTIONS OF WINGWALLS TO BRIDGE SEAT ELEVATION.
3. WELD SHEAR STUDS TO BEAM TOP FLANGES.
4. RESET ROCKERS FOR INTERIOR BEAMS.
5. REFURBISH/REPLACE ROCKERS FOR FASCIA BEAMS.
6. RECONSTRUCT BACKWALLS, WINGWALLS, DECK, APPROACH SLABS AND STRIP SEAL DAMS.

EXISTING STRUCTURE

TYPE: 4 SPAN NON-COMPOSITE CONTINUOUS STEEL GIRDER WITH REINFORCED CONCRETE DECK & SUBSTRUCTURES

SPANS: 82'-5"(±), 127'-3"(±), 127'-3"(±), 82'-5"(±) C/C BEARINGS

ROADWAY: 31'-6" F/F SAFETY CURB

LOADING: C.F. = 2000 (57)

SKEW: 50°06'20"(±) RIGHT FORWARD

APPROACH SLABS: AS-1-67 MOD 25'-0" LONG

ALIGNMENT: TANGENT

CROWN: 0.0156 FT/FT (±)

STRUCTURAL FILE NUMBER: 4901320 & 4901355

DATE BUILT: 1969

DISPOSITION: REHABILITATE.

PROPOSED STRUCTURE

PROPOSED WORK: NEW COMPOSITE REINFORCED CONCRETE DECK OVER EXISTING STEEL PLATE GIRDERS.

TYPE: 4-SPAN CONTINUOUS STEEL GIRDER COMPOSITE WITH REINFORCED CONCRETE DECK ON REINFORCED CONCRETE SUBSTRUCTURES.

SPANS: 82'-5"(±), 127'-3"(±), 127'-3"(±), 82'-5"(±) C/C BEARINGS

ROADWAY: 33'-0" TOE/TOE PARAPET

LOADING: HS20 (CASE I) AND ALTERNATE MILITARY.

FUTURE WEARING SURFACE LOADING: 30 PSF

SKEW: 50°06'20"(±) RIGHT FORWARD

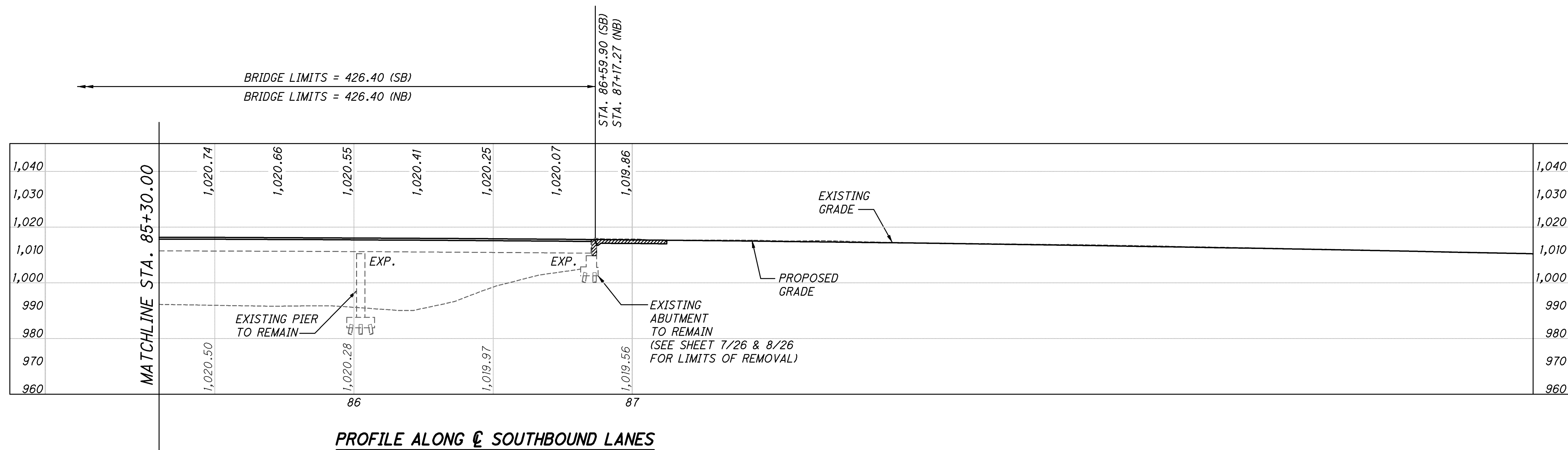
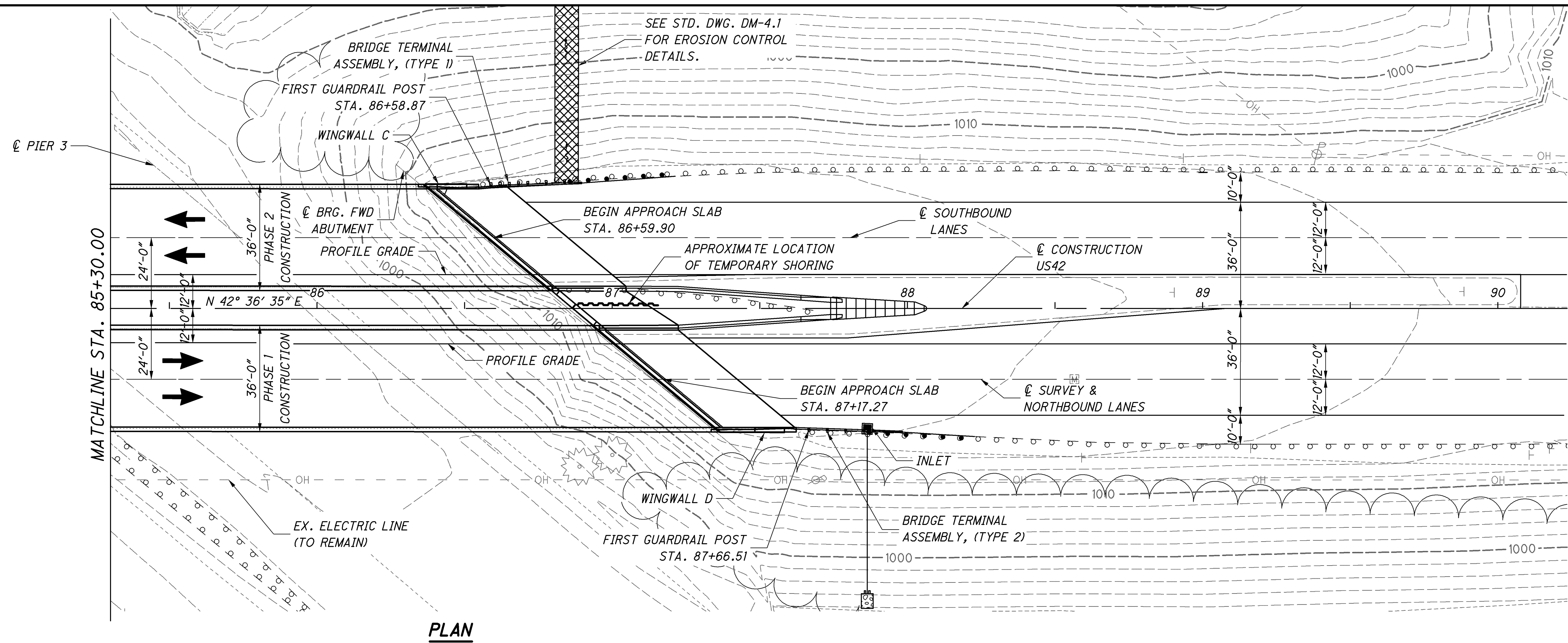
WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81, 25'-0" LONG (MODIFIED)

ALIGNMENT: TANGENT

CROWN: 0.0156 FT/FT

COORDINATES: LATITUDE 39°57'18"
LONGITUDE 83°22'30"



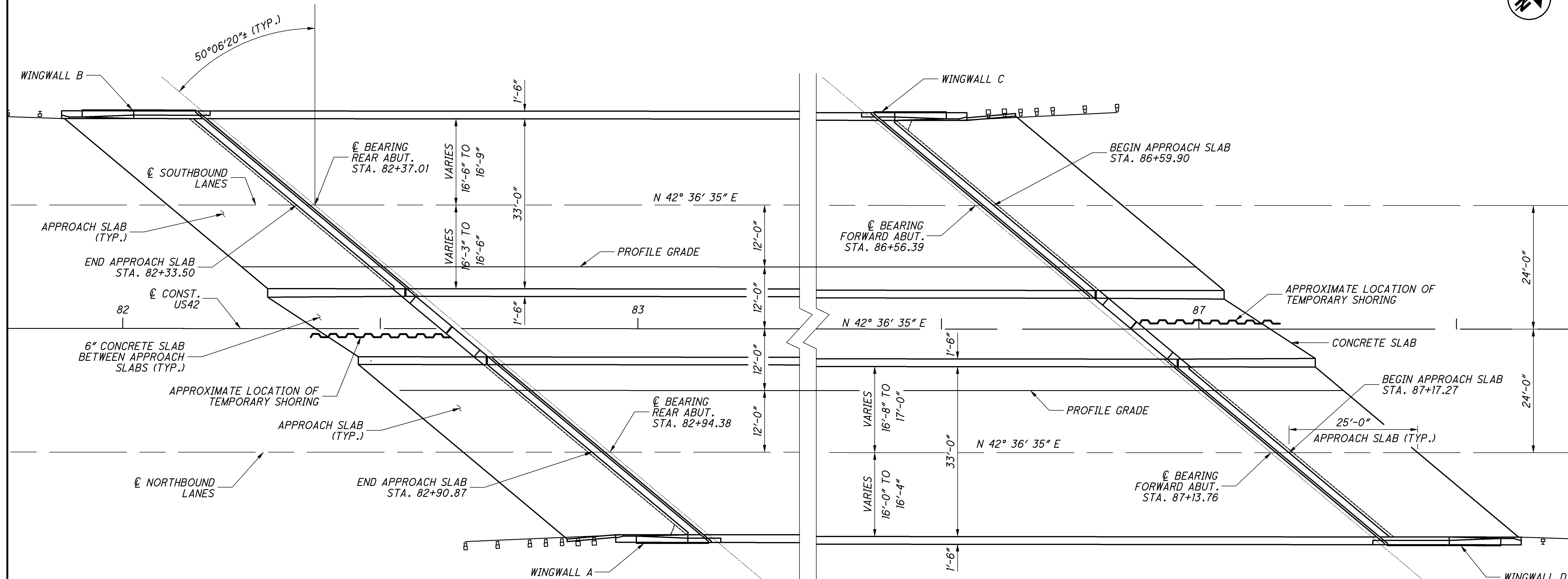
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MAD-42-12.40, PID 76286

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GENERAL PLAN

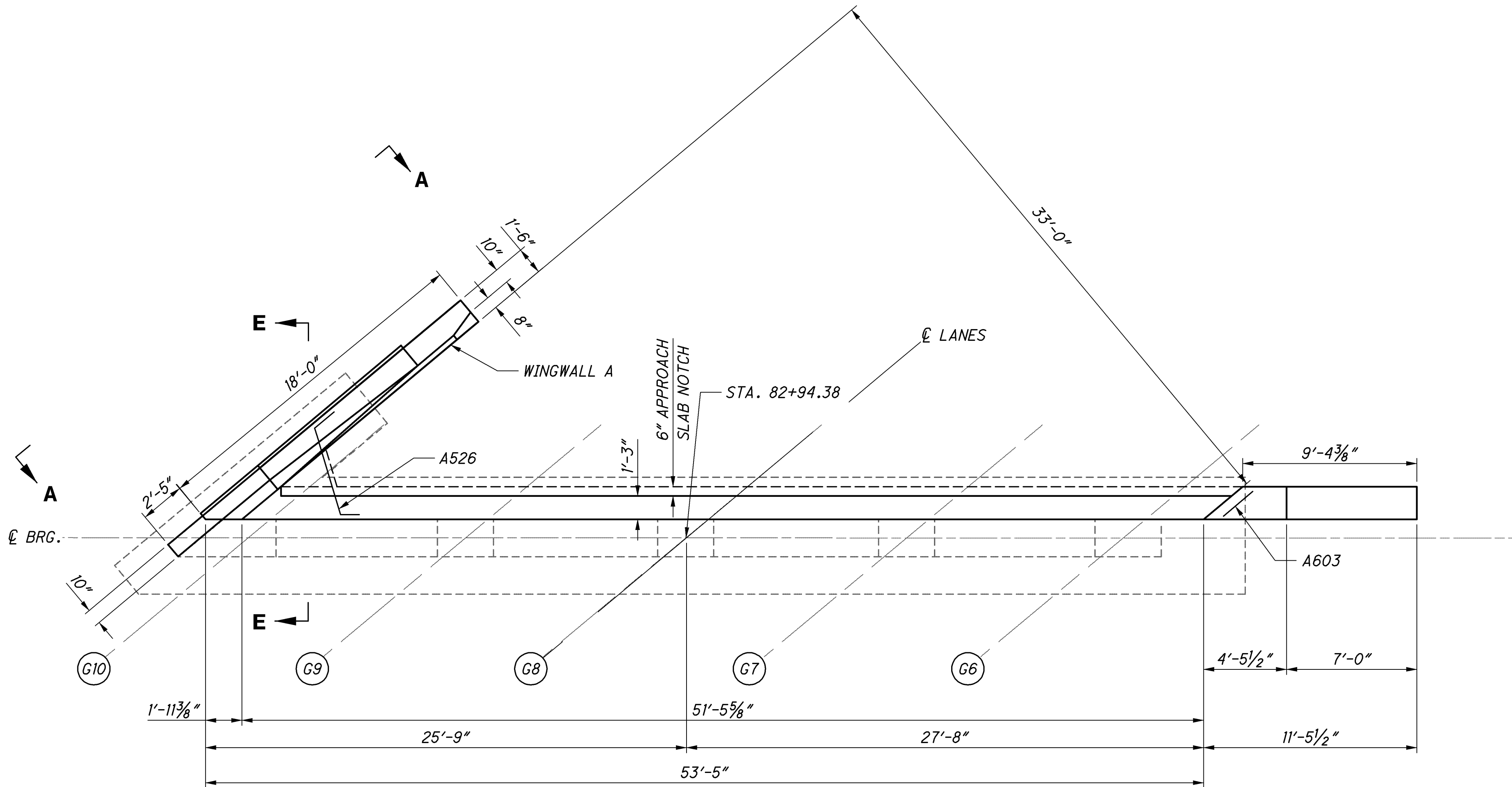
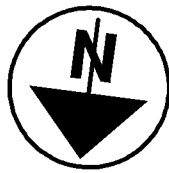
NOTES:

THE \mathcal{Q} CONSTRUCTION IS PARALLEL TO \mathcal{Q} LANES NORTHBOUND AND SOUTHBOUND. THE ORIENTATION OF THE OUTSIDE FACES OF THE OUTSIDE PARAPETS ARE DEFINED BY MATCHING THE OUTSIDE CORNERS OF THE EXISTING REAR ABUTMENTS TO THE OUTSIDE CORNERS OF THE EXISTING FORWARD ABUTMENTS. THE INSIDE PARAPETS ARE MADE PARALLEL TO THE OUTSIDE PARAPETS. THEREFORE, THE DECK WILL HAVE A CONSTANT WIDTH OF 36'-0" OUT-TO-OUT, BUT THE DISTANCES FROM \mathcal{Q} LANES TO PARAPETS WILL VARY (LANE WIDTH WILL BE 12'-0", WHILE SHOULDER WIDTH WILL VARY).

ESTIMATED QUANTITIES																CALC. BY:	CTM	DATE:	09/08/10
																CHECK BY:	WER	DATE:	09/23/10
ITEM	ITEM EXT.	LEFT 4901320	RIGHT 4901355	TOTAL	UNIT	DESCRIPTION	LEFT BRIDGE				RIGHT BRIDGE				GENERAL	AS PER PLAN SHEET REFERENCE			
							SUPER.	REAR ABUT.	FWD. ABUT	PIERS	SUPER.	REAR ABUT.	FWD. ABUT	PIERS					
202	11201	LUMP	LUMP	LUMP		PORTIONS OF STRUCTURE REMOVED, AS PER PLAN									LUMP	4			
202	22900	192	192	384	SQ YD	APPROACH SLAB REMOVED		96	96			96	96						
503	11101	LUMP	LUMP	LUMP		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN									LUMP	4, 8			
503	21300	LUMP	LUMP	LUMP		UNCLASSIFIED EXCAVATION									LUMP				
509	10001	187,540	187,540	375,080	POUND	EPOXY COATED REINFORCING STEEL, AS PER PLAN	177,595	5,190	4,755		177,595	4,755	5,190			4			
509	20001	200	200	400	POUND	REINFORCING STEEL, REPLACEMENT OF EXISTING REINFORCING STEEL, AS PER PLAN									400	4			
510	10000	72	72	144	EACH	DOWEL HOLES WITH NONSHRINK, NONMETALLIC GROUT		40	32			32	40						
511	44101	80	80	160	CU YD	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING, AS PER PLAN		43	37			37	43			9, 10, 11, 12 & 15			
511	50000	477	477	954	CU YD	CLASS HP CONCRETE, BRIDGE DECK	477				477								
511	50100	134	134	268	CU YD	CLASS HP CONCRETE, BRIDGE DECK (PARAPET)	134				134								
511	52000	LUMP	LUMP	LUMP		CLASS HP CONCRETE, TEST SLAB	LUMP				LUMP								
512	10100	1,386	1,386	2,772	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	978	118	101	189	978	118	101	189					
* 512	10601	100	100	200	FT	CONCRETE REPAIR BY EPOXY INJECTION, AS PER PLAN									200	15			
512	33000	4	4	8	SQ YD	TYPE 2 WATERPROOFING		2	2			2	2						
513	20000	3,600	3,600	7,200	EACH	WELDED STUD SHEAR CONNECTORS	3,600				3,600								
514	20001	10	10	20	SQ FT	FIELD PAINTING OF DAMAGED STRUCTURAL STEEL, AS PER PLAN	10				10					16			
516	11210	112	112	224	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL		56	56			56	56						
516	45305	4	4	8	EACH	REFURBISH BEARING DEVICE, AS PER PLAN		2	2			2	2			4			
516	46700	6	6	12	EACH	RESET BEARING		3	3			3	3						
516	47001	LUMP	LUMP	LUMP		JACKING AND TEMPORARY SUPPORT OF SUPERSTRUCTURE, AS PER PLAN									LUMP	4			
518	21200	116	116	232	CU YD	POROUS BACKFILL WITH FILTER FABRIC		59	57			57	59						
518	40000	174	174	348	FT	6" PERFORATED CORRUGATED PLASTIC PIPE		91	83			83	91						
518	40010	38	38	76	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		19	19			19	19						
* 519	11101	50	50	100	SQ FT	PATCHING CONCRETE STRUCTURES, AS PER PLAN									100	4, 15			
526	25001	192	192	384	SQ YD	REINFORCED CONCRETE APPROACH SLAB (T=15"), AS PER PLAN		96	96			96	96			24			

* INCLUDES ABUTMENT & PIER REPAIR/PATCHING AS DIRECTED BY ENGINEER

ABUT. ADD'L. BOT. OR BOTT. BRG. C. C.J. C/C CLR. COL. CONSTR. OR CONST. C.P.P. DIA. DWG.	ABUTMENT ADDITIONAL BOTTOM BEARING CENTERLINE CONSTRUCTION JOINT CENTER TO CENTER CLEAR OR CLEARANCE COLUMN CONSTRUCTION CORRUGATED PLASTIC PIPE DIAMETER DRAWING	E.F. EA. ELEV. OR EL. EQ. EX. OR EXIST. EXT. F.A. F.F. FDN. FT. FTG. FWD. GRD.	EACH FACE EACH ELEVATION EQUAL EXISTING EXTERIOR FORWARD ABUTMENT FAR FACE FOUNDATION FEET OR FOOT FOOTING FORWARD GROUND	INT. JT. LB. LIN. FT. LT. MAX. MFR. OR MANUF MIN. MISC. NB N.F. O/O P	INTERIOR JOINT POUND LINEAL FOOT LEFT MAXIMUM MANUFACTURER MINIMUM MISCELLANEOUS NORTHBOUND NEAR FACE OUT TO OUT PLATE	PCB PEJF PROP. R.A. REF. RT. SB SER. SHLDR. SP. OR SPA. STA.	PORTABLE CONCRETE BARRIER PREFORMED EXPANSION JOINT FILLER PROPOSED REAR ABUTMENT REFERENCE RIGHT SOUTHBOUND SERIES SHOULDER SPACE OR SPACES STATION	STD. STR. T & B T/S OR T.O.S. TEMP. TYP. W/	STANDARD STRAIGHT TOP AND BOTTOM TOP OF SLOPE TEMPORARY TYPICAL WITH
--	---	--	---	---	--	--	--	---	--



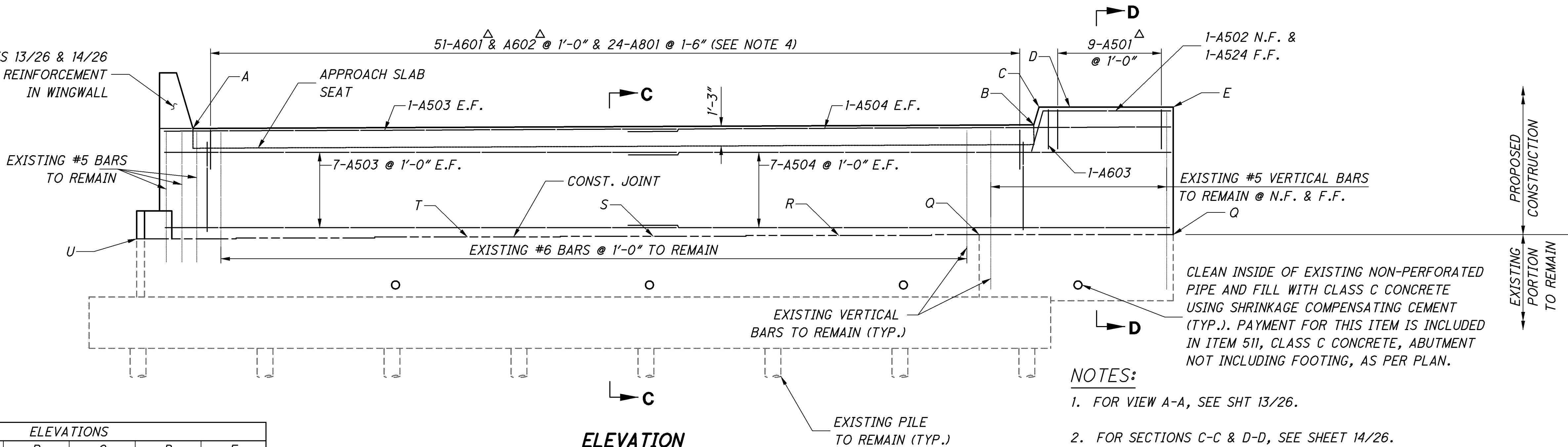
PLAN

MINIMUM LAP LENGTHS

#5 BARS - 2'-6"
#6 BARS - 3'-10"

△ BARS A501, A601 & A602 TO BE
SPliced TO EXISTING VERTICAL BARS.

SEE SHEETS 13/26 & 14/26
FOR DETAILS & REINFORCEMENT
IN WINGWALL



ELEVATION

BRIDGE	ELEVATIONS				
	A	B	C	D	E
RIGHT BRIDGE REAR ABUTMENT	1019.87	1020.09	1021.18	1021.18	1021.10

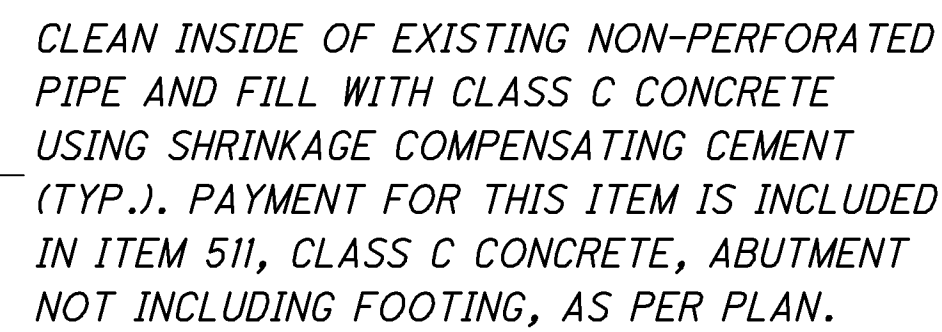
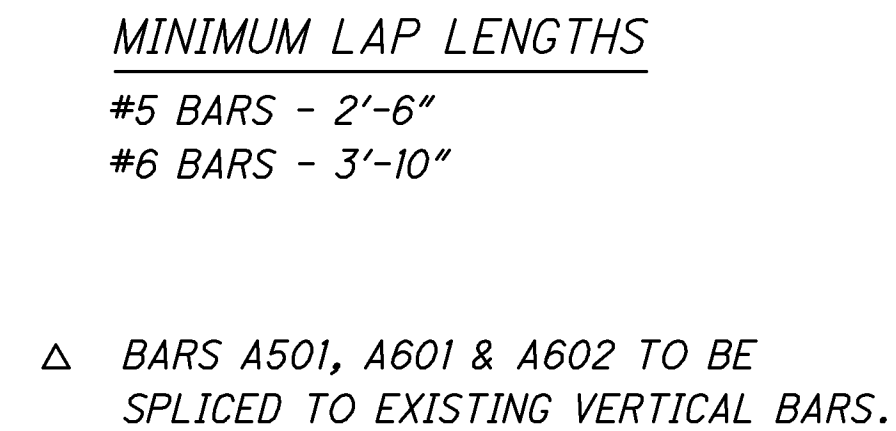
ELEVATIONS GIVEN AT FRONT FACE OF BACKWALL

BRIDGE	BRIDGE SEAT ELEVATIONS				
	Q	R	S	T	U
RIGHT BRIDGE REAR ABUTMENT	1013.14	1013.10	1013.06	1012.99	1012.95

BRIDGE SEAT ELEVATIONS SHOWN ARE EXISTING. CONTRACTOR SHALL VERIFY IN FIELD.

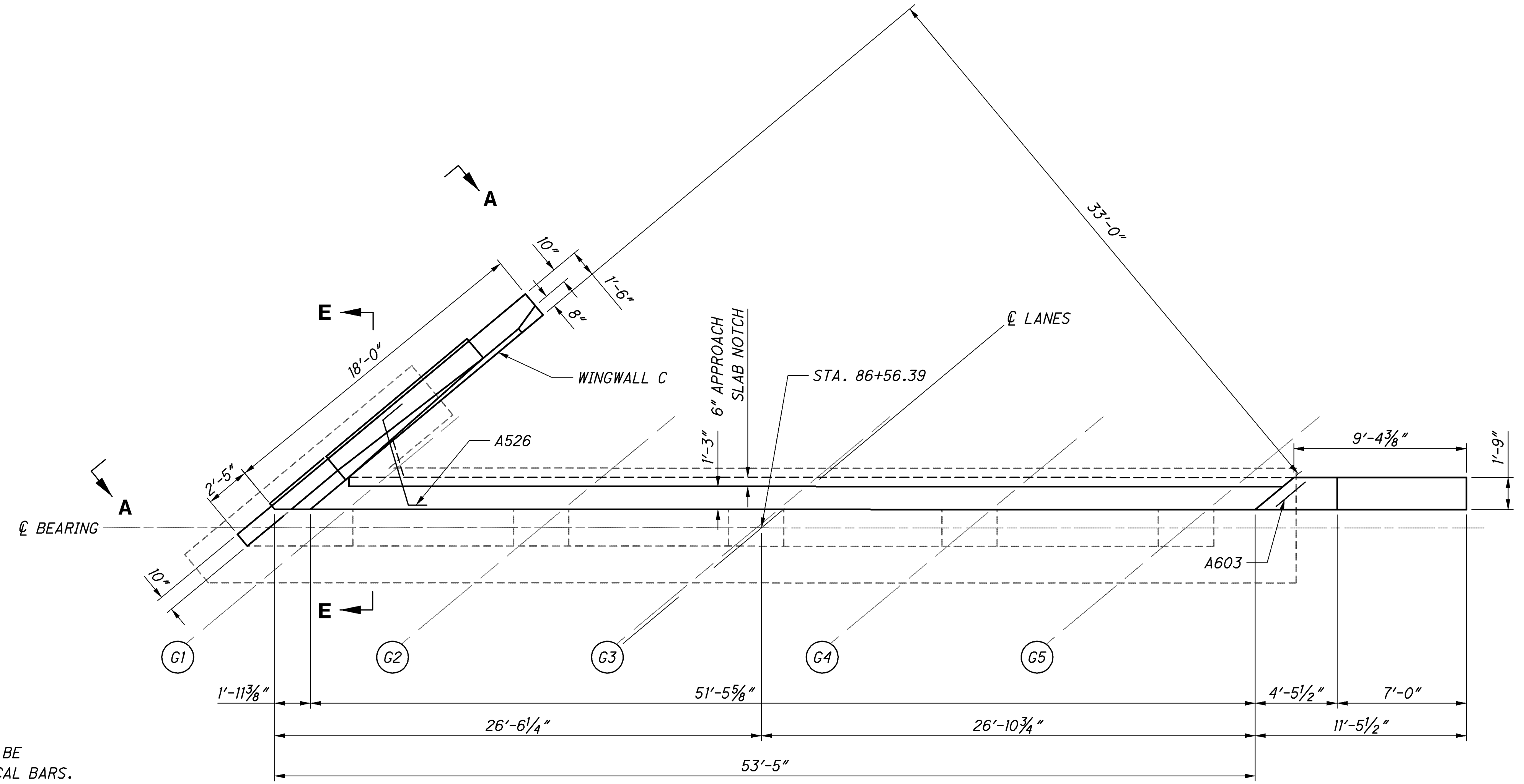
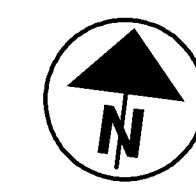
NOTES:

- FOR VIEW A-A, SEE SHT 13/26.
- FOR SECTIONS C-C & D-D, SEE SHEET 14/26.
- FOR SECTION E-E, SEE SHEET 15/26.
- A801 BARS SHALL BE PLACED PARALLEL TO \varnothing SURVEY AND BAR SPACING IS MEASURED PERPENDICULAR TO THE \varnothing SURVEY.
- RESET ROCKERS FOR INTERIOR BEAMS. REFURBISH/REPLACE ROCKERS FOR FASCIA BEAMS.



BRIDGE SEAT ELEVATIONS SHOWN ARE EXISTING. CONTRACTOR SHALL VERIFY IN FIELD.

- NOTES:
1. FOR VIEW B-B, SEE SHT 13/26.
 2. FOR SECTIONS C-C & D-D, SEE SHEET 14/26.
 3. A801 BARS SHALL BE PLACED PARALLEL TO CL SURVEY AND BAR SPACING IS MEASURED PERPENDICULAR TO THE CL SURVEY.
 4. RESET ROCKERS FOR INTERIOR BEAMS. REFURBISH/REPLACE ROCKERS FOR FASCIA BEAMS.

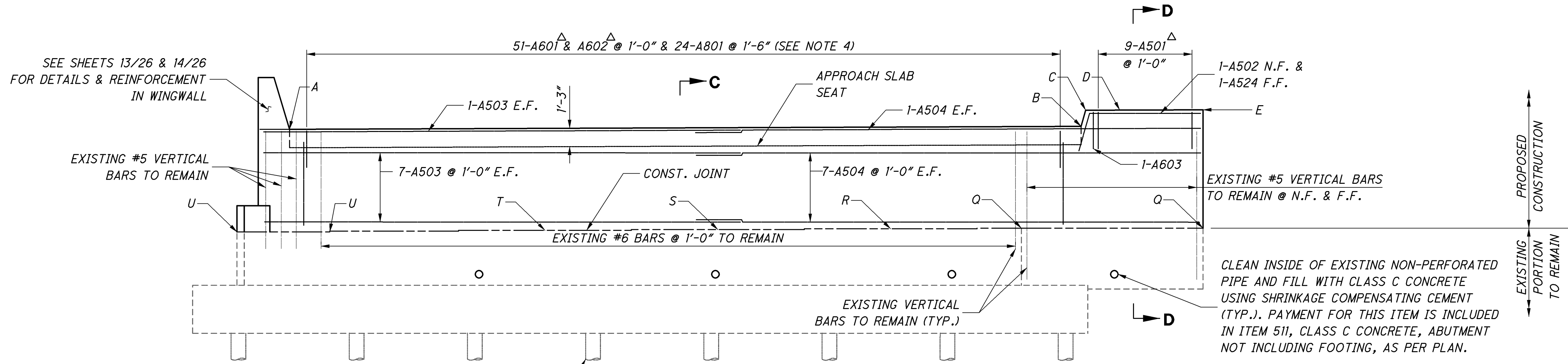


MINIMUM LAP LENGTHS

- #5 BARS - 2'-6"
- #6 BARS - 3'-10"

△ BARS A601, A601 & A602 TO BE
SPliced TO EXISTING VERTICAL BARS.

PLAN



BRIDGE	ELEVATIONS				
	A	B	C	D	E
LEFT BRIDGE FORWARD ABUT.	1019.88	1020.11	1021.20	1021.20	1021.13

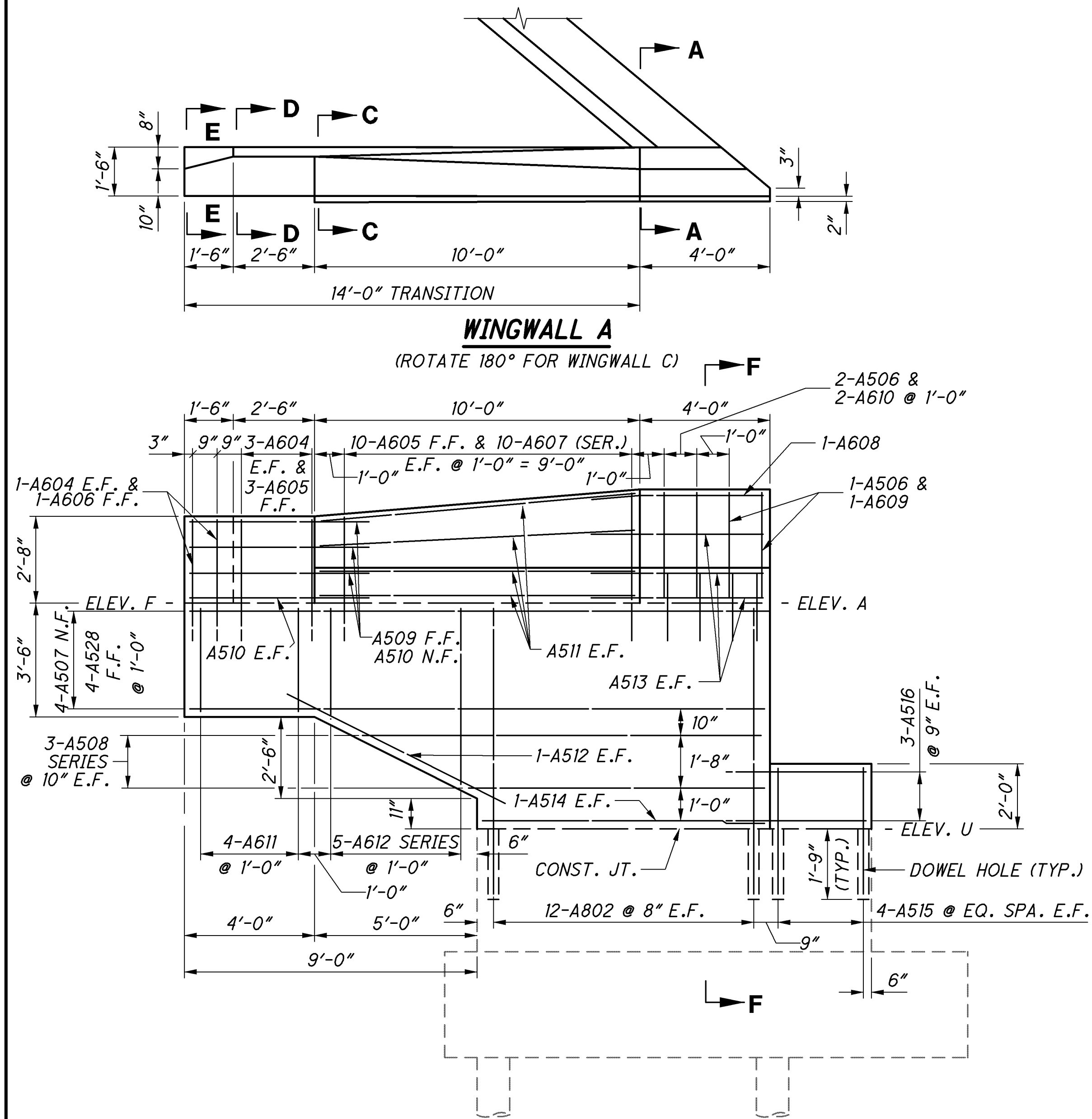
BRIDGE	BRIDGE SEAT ELEVATIONS				
	Q	R	S	T	U
LEFT BRIDGE FORWARD ABUT.	1013.04	1013.03	1012.98	1012.94	1012.88

BRIDGE SEAT ELEVATIONS SHOWN ARE EXISTING. CONTRACTOR SHALL VERIFY IN FIELD.

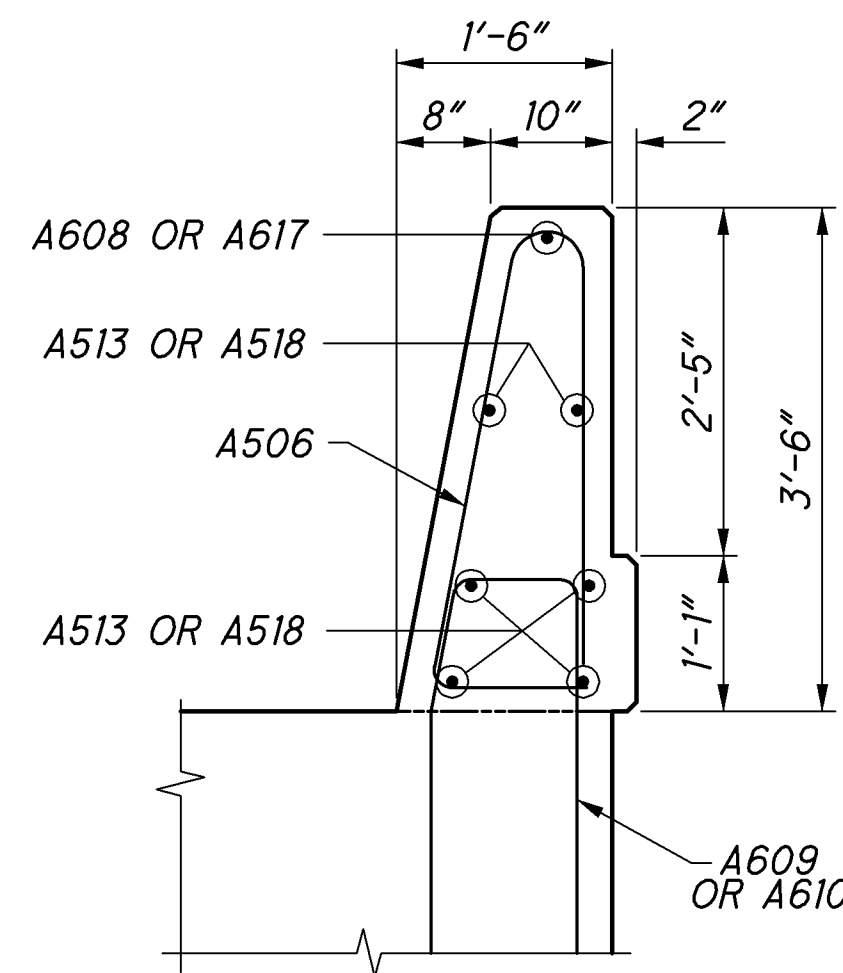
ELEVATION

NOTES:

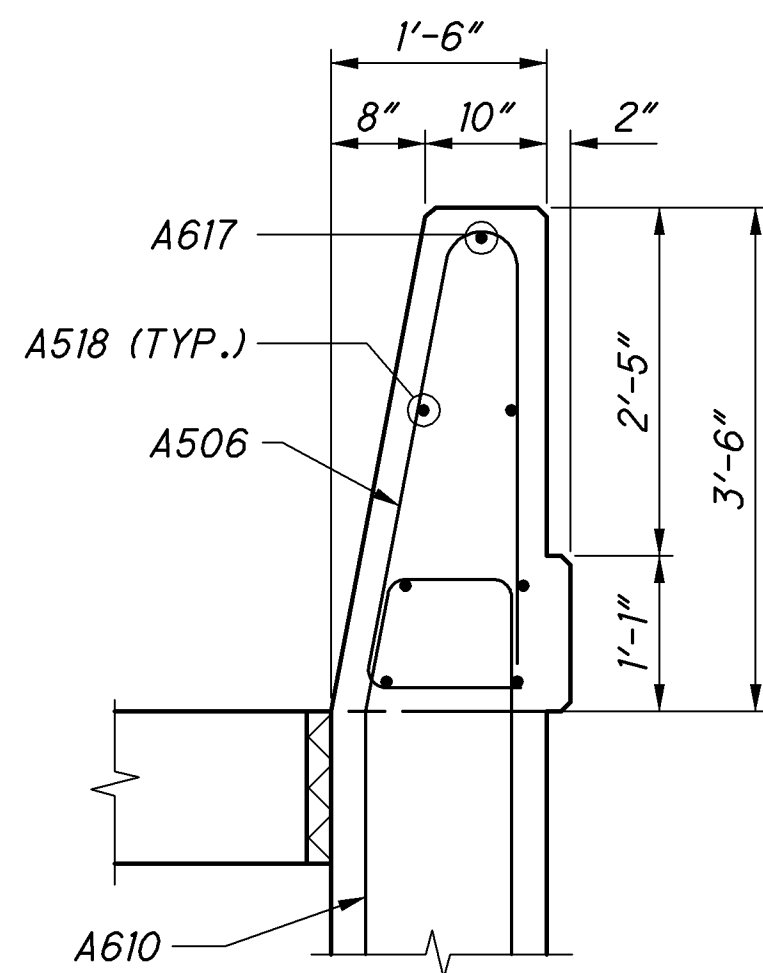
1. FOR VIEW A-A, SEE SHT 13/26.
2. FOR SECTIONS C-C & D-D, SEE SHEET 14/26.
3. FOR SECTION E-E, SEE SHEET 15/26.
4. A801 BARS SHALL BE PLACED PARALLEL TO CL SURVEY & BAR SPACING IS MEASURED PERPENDICULAR TO THE CL SURVEY.
5. RESET ROCKERS FOR INTERIOR BEAMS. REFURBISH/REPLACE ROCKERS FOR FASCIA BEAMS.



VIEW A-A

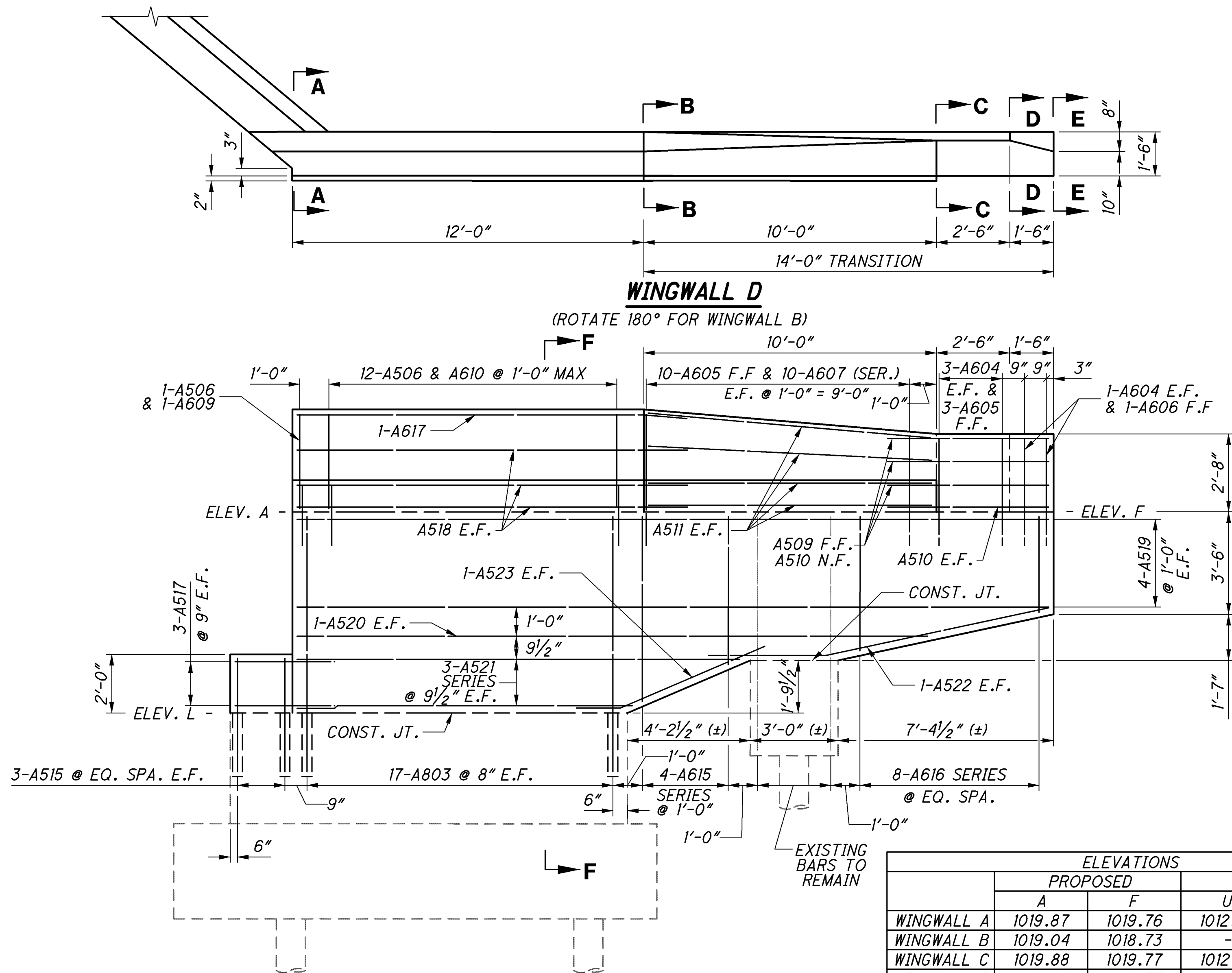


SECTION A-A



SECTION B-B

(WINGWALLS B & D ONLY)



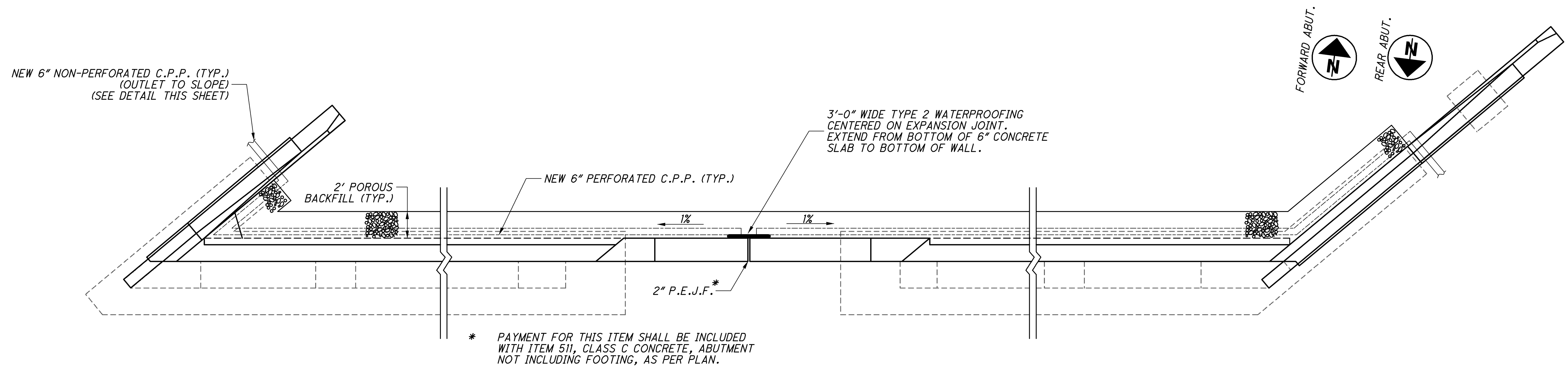
VIEW B-B

ELEVATIONS					
		PROPOSED		EXISTING*	
		A	F	U	L
WINGWALL	A	1019.87	1019.76	1012.95	-
WINGWALL	B	1019.04	1018.73	-	1012.17
WINGWALL	C	1019.88	1019.77	1012.88	-
WINGWALL	D	1019.08	1018.77	-	1012.14

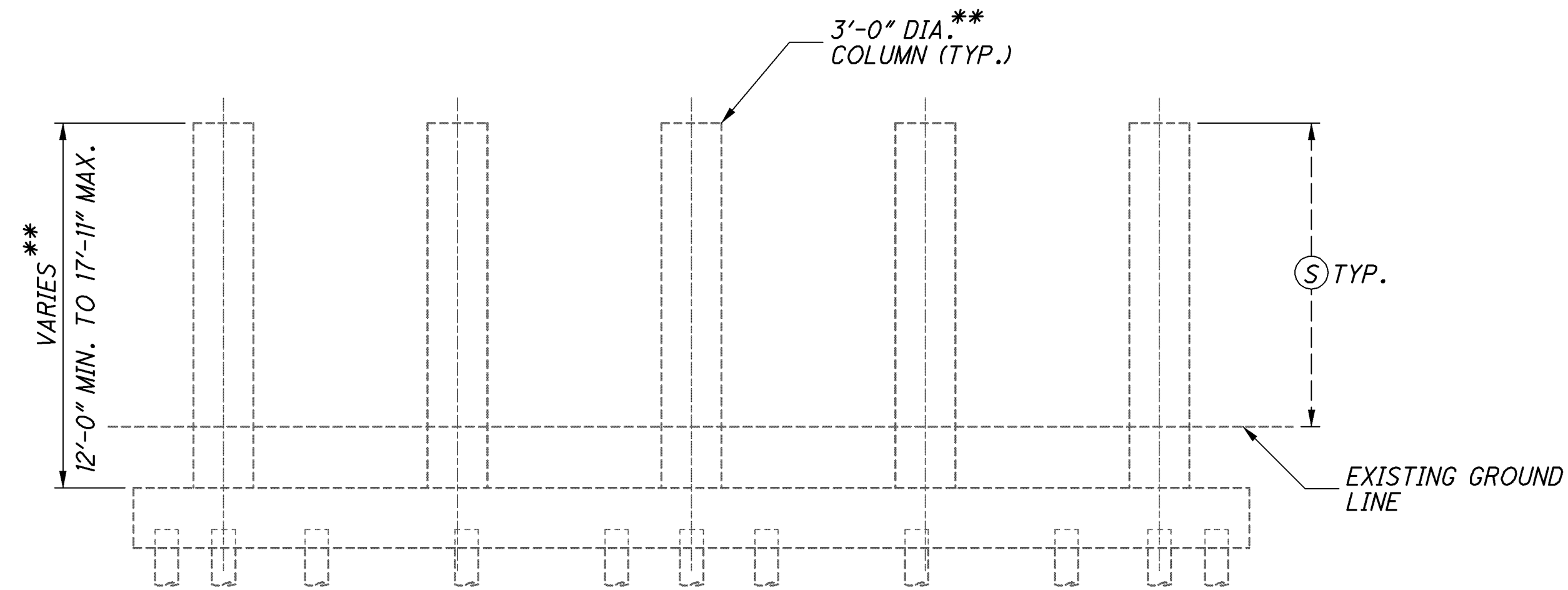
* CONTRACTOR SHALL VERIFY ELEVATIONS IN FIELD.

NOTES:

1. FOR SECTION F-F,
SEE SHEET 14/26.
2. FOR ADDITIONAL
NOTES & DETAILS
FOR PARAPET
TRANSITION, SEE
STANDARD DRAWING
SBR-1-99.
3. DOWELS SHALL BE
INSTALLED PER
MANUFACTURER'S
INSTRUCTIONS USING
A NON-SHRINK, NON-
METALLIC GROUT.
USE ONLY GROUT
TYPES THAT MEET
OR EXCEED THE
REQUIREMENTS OF
ODOT CMS 705.20
THAT ARE ON THE ODOT
QUALIFIED PRODUCTS
LIST AND HAVE PASSED
THE ICC-ES AC 308
CREEP TEST
REQUIREMENTS FOR
LONG-TERM LOADING.

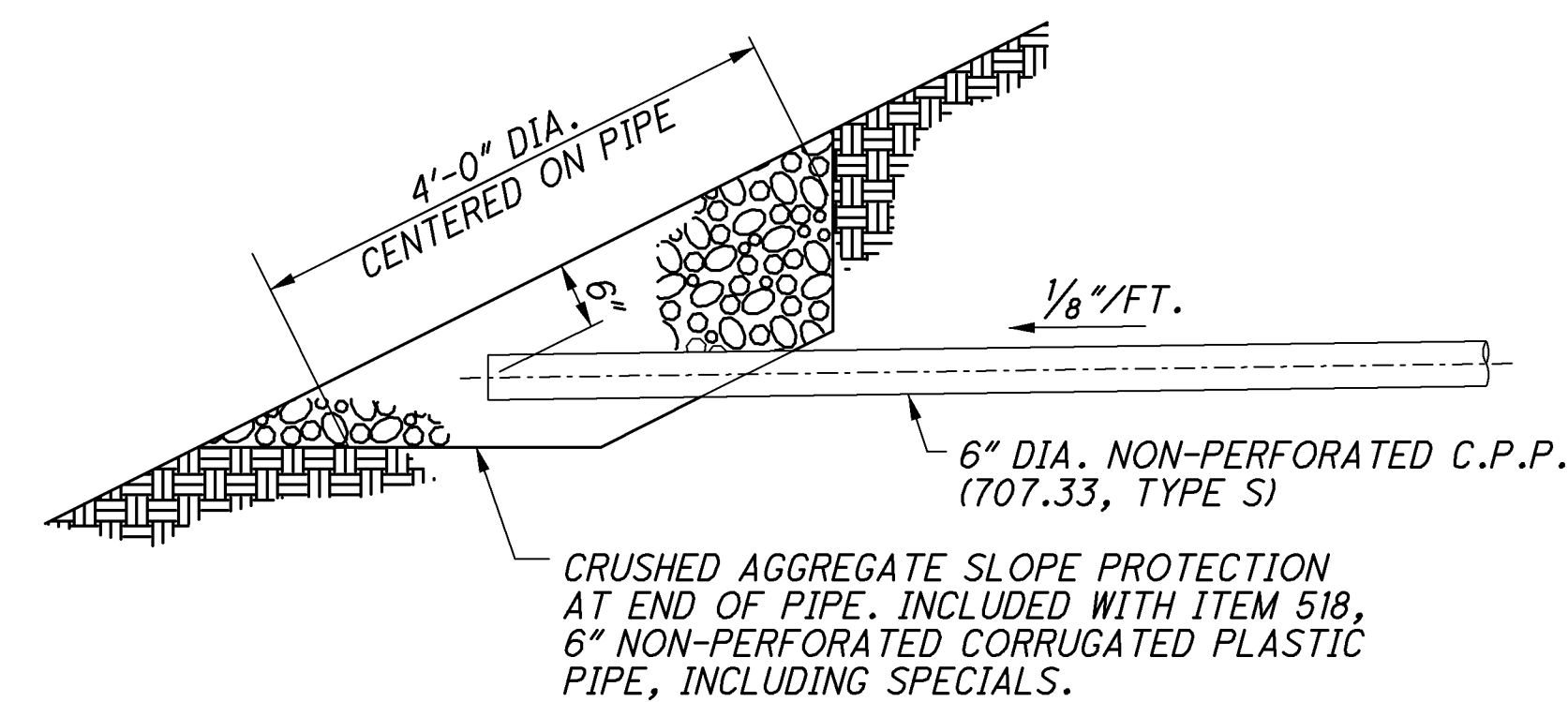


ABUTMENT PLAN

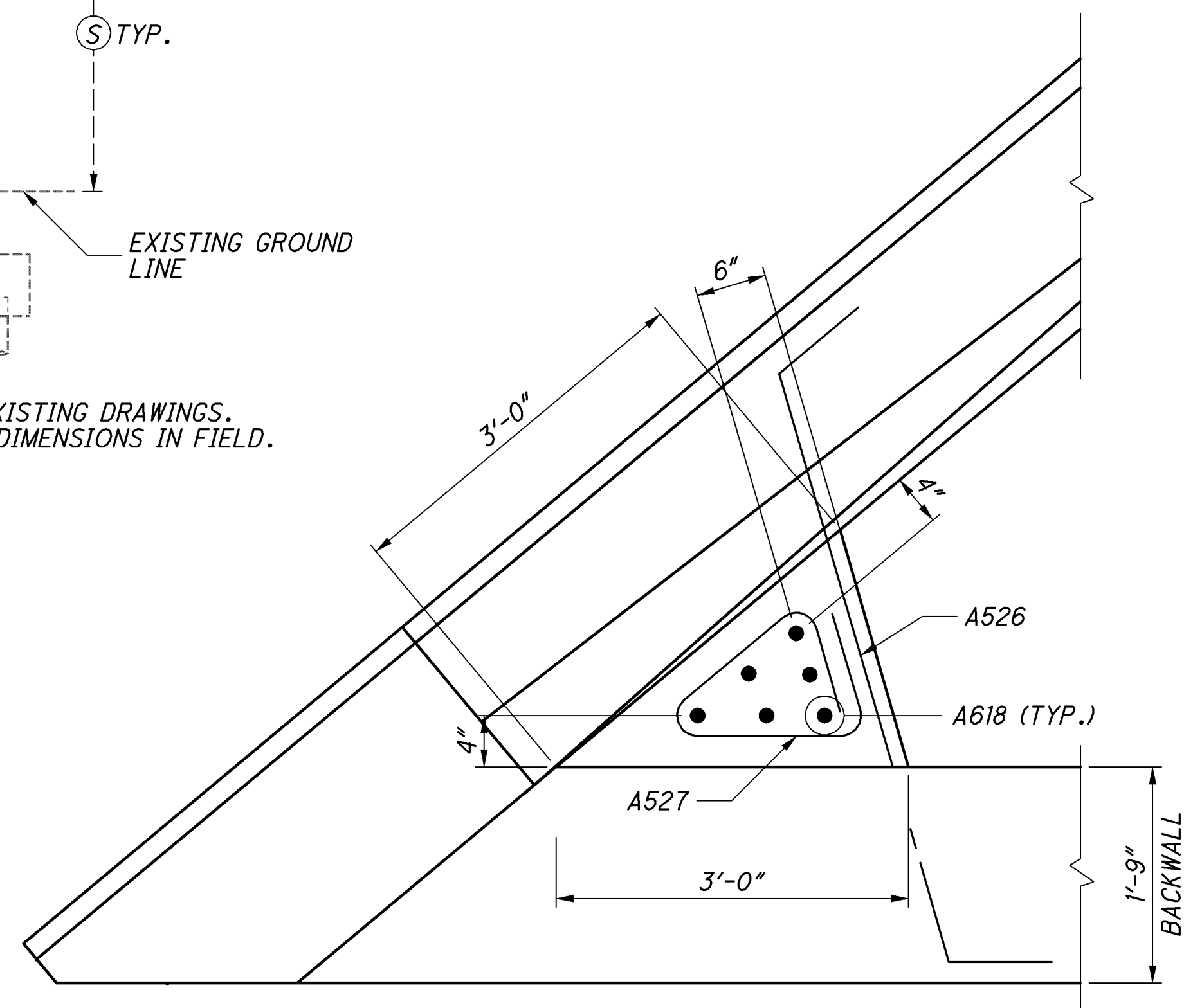


TYPICAL EXISTING PIER ELEVATION

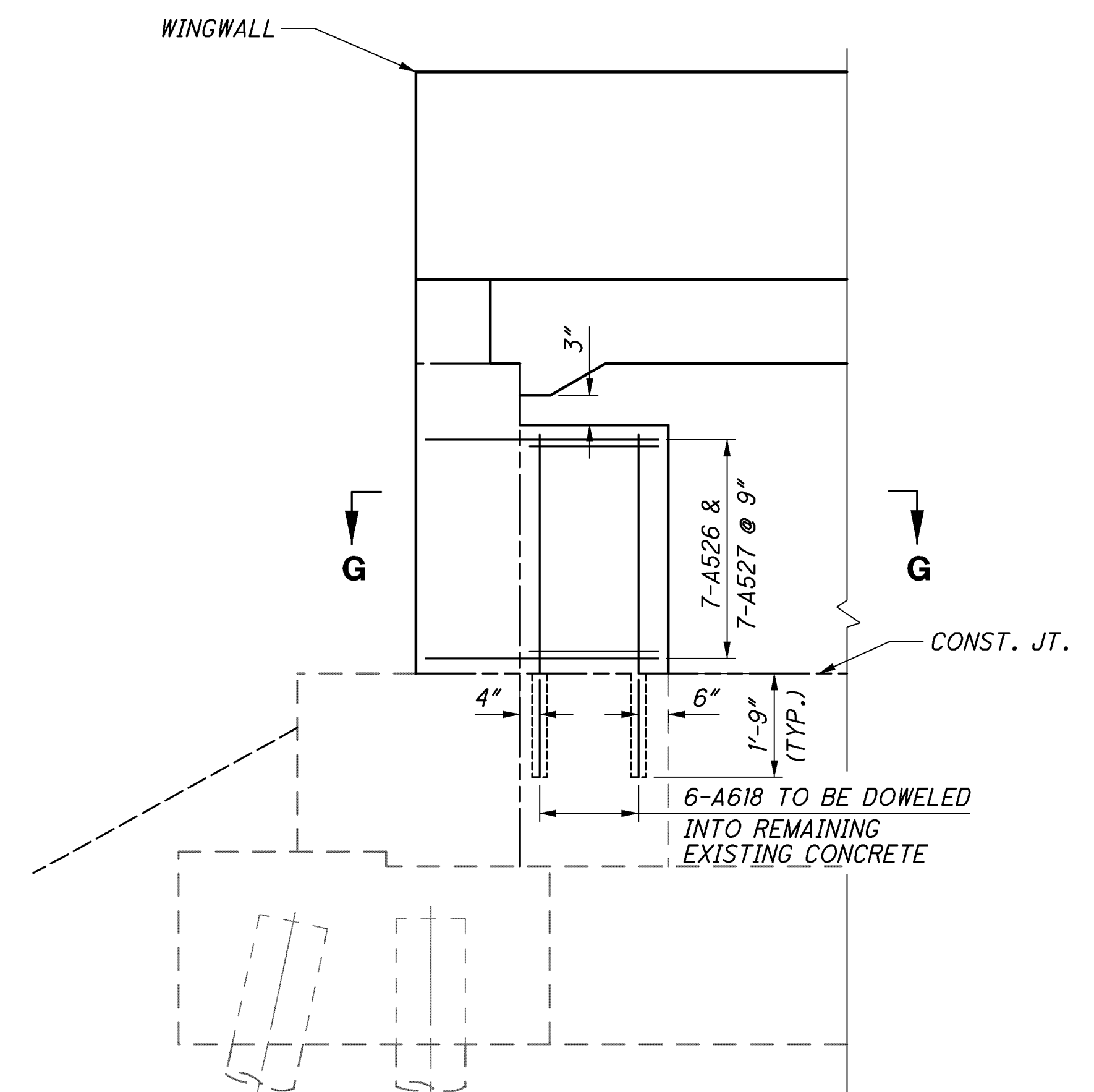
**** FROM EXISTING DRAWINGS.
VERIFY DIMENSIONS IN FIELD.**



TERMINATION OF 6" NON-PERFORATED C.P.P. DETAIL



SECTION G-G



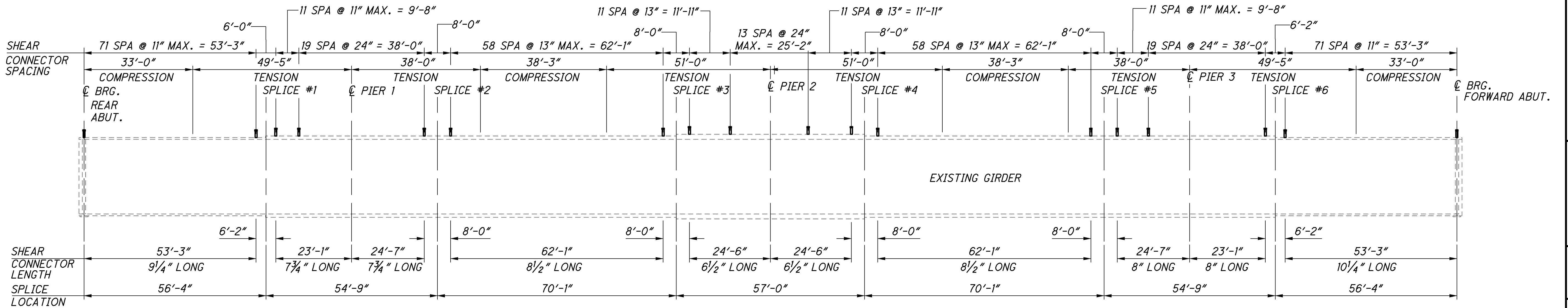
SECTION E-E

LEGEND:

- ⑤ DENOTES CONCRETE SURFACES TO BE SEALED WITH EPOXY-URETHANE.

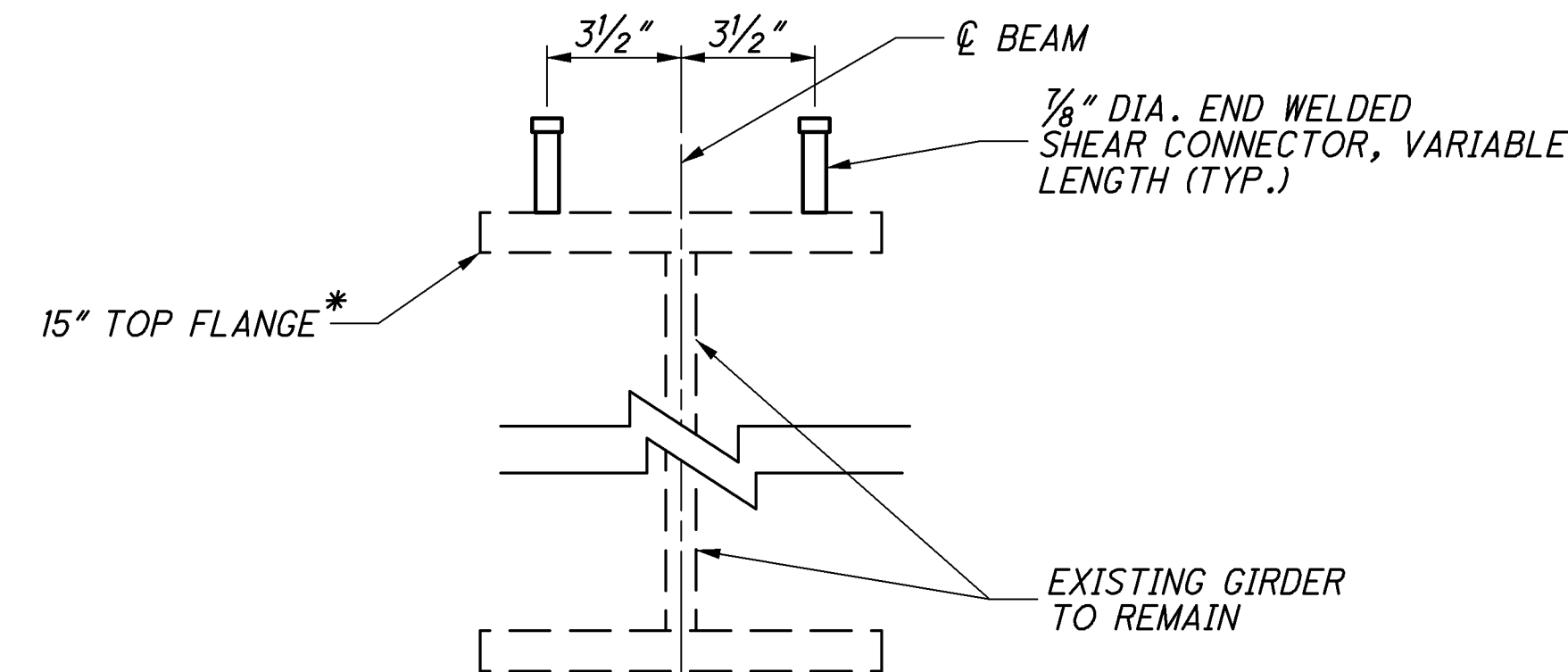
NOTES:

1. REPAIR CRACKS AND PATCH EXPOSED CONCRETE SURFACES OF PIERS AND REMAINING PORTIONS OF ABUTMENTS DEEMED BY THE ENGINEER TO BE DEFECTIVE.

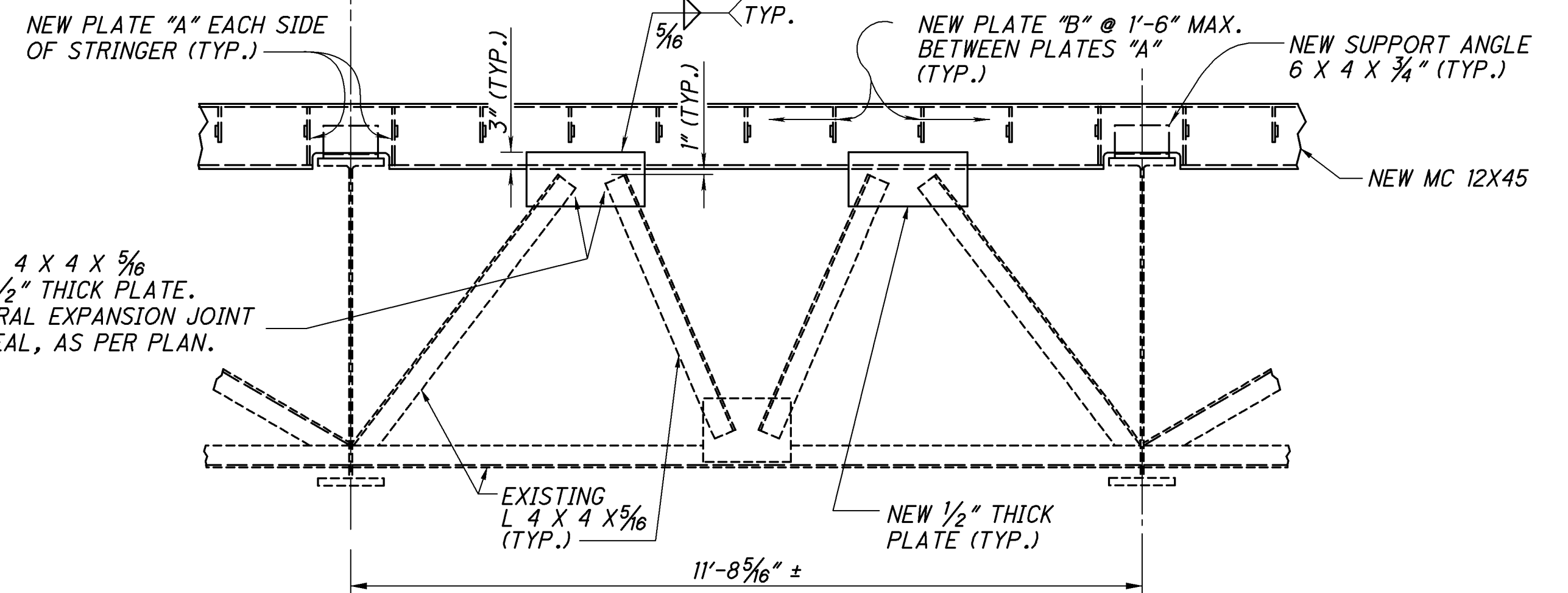


GIRDER ELEVATION

(TYP. AT EACH BEAM)
(TRANSVERSE STIFFENERS NOT SHOWN)

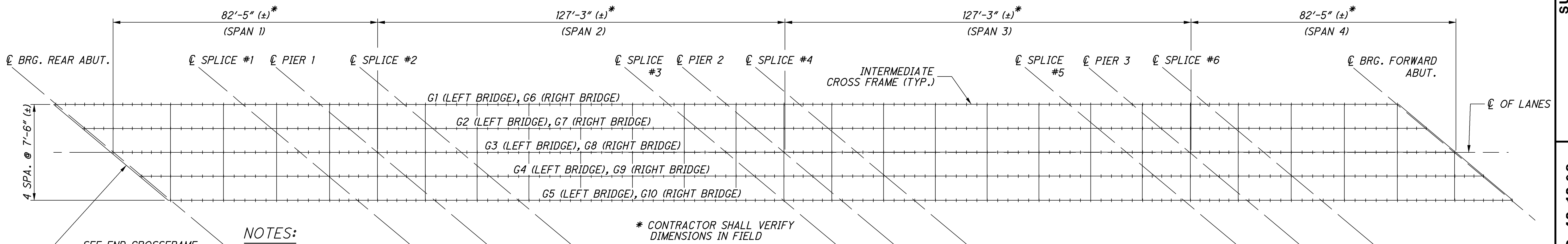


SHEAR CONNECTOR DETAIL



END CROSSFRAME DETAIL

FOR ADDITIONAL DETAILS, SEE STANDARD BRIDGE DWG. EXJ-4-87



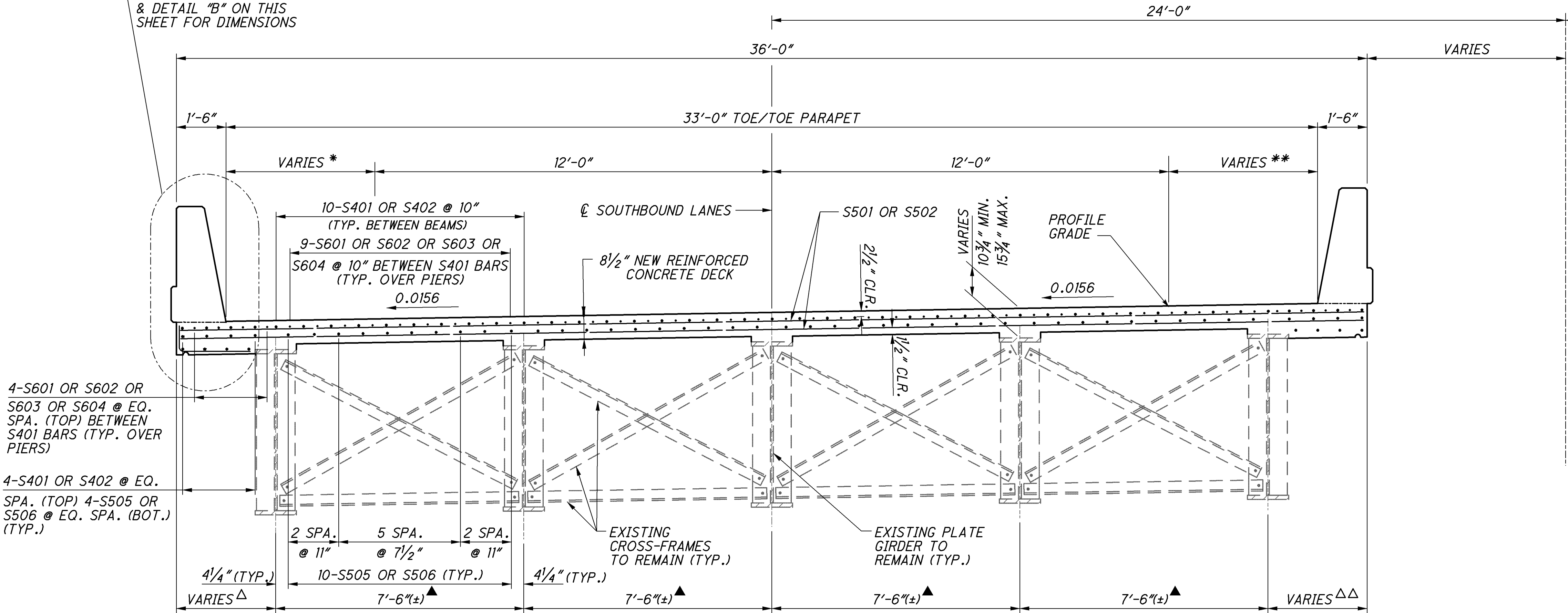
NOTES:

1. FRAMING PLAN IS SHOWN FOR INFORMATION ONLY.
2. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE AT LEAST 2" LONG, AND BE AT LEAST 1/4" FOR THICKNESSES UP TO 3/4" OF 5/16" FOR GREATER THAN 3/4" THICK
3. FIELD PAINT ALL STRUCTURAL STEEL DEEMED BY THE ENGINEER TO BE DAMAGED. THE DEPARTMENT WILL MEASURE THE FIELD PAINTING BY NUMBER OF SQUARE FOOT ACCEPTED IN PLACE. FIELD PAINT PER CMS 514.22.

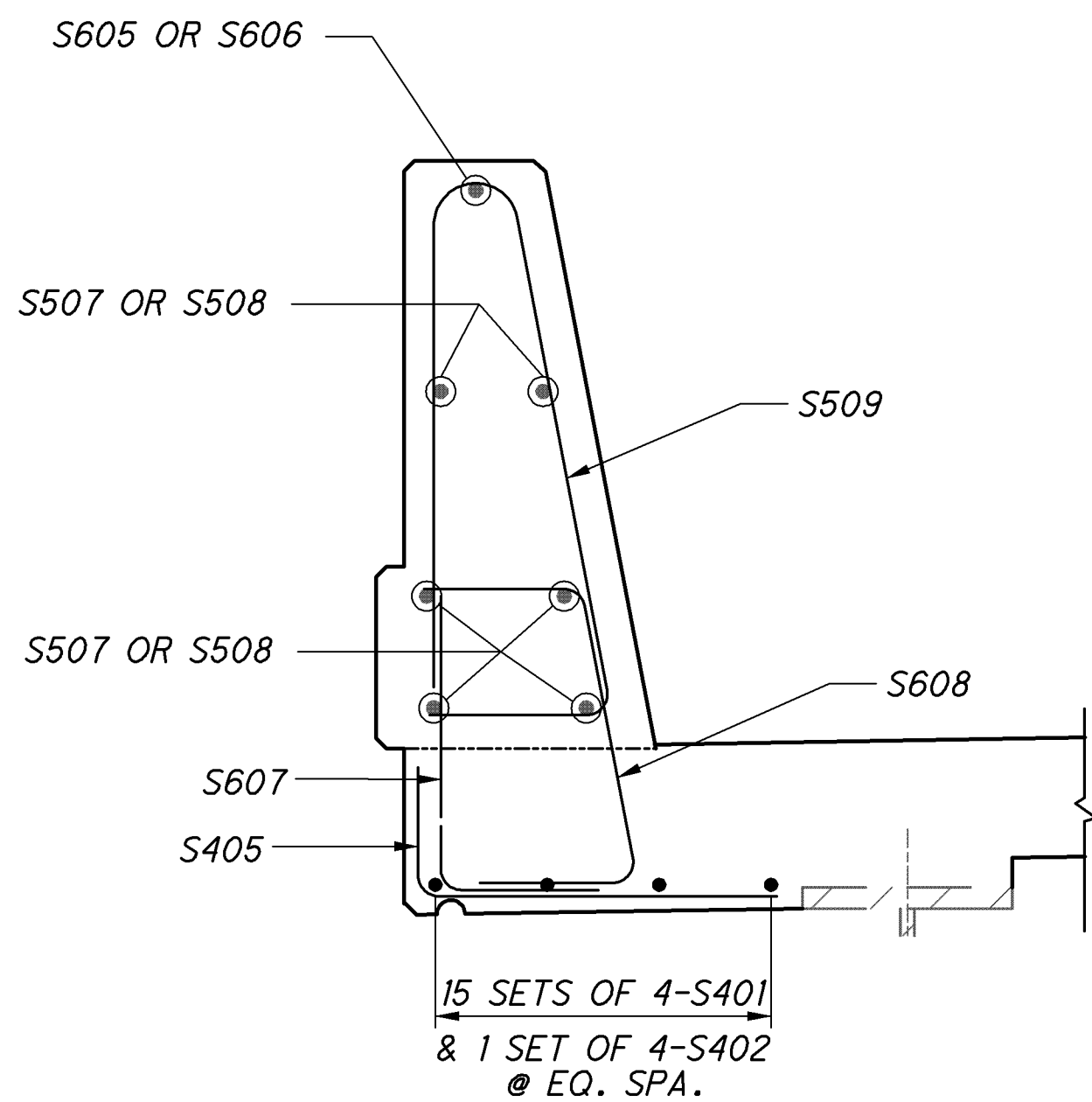
FRAMING PLAN

4. JACK UP THE SUPERSTRUCTURE TO RESET/REFURBISH/REPLACE ROCKERS.
5. SHEAR STUDS SHALL CLEAR EDGE OF SPLICE TOP PLATE BY 4" MIN.

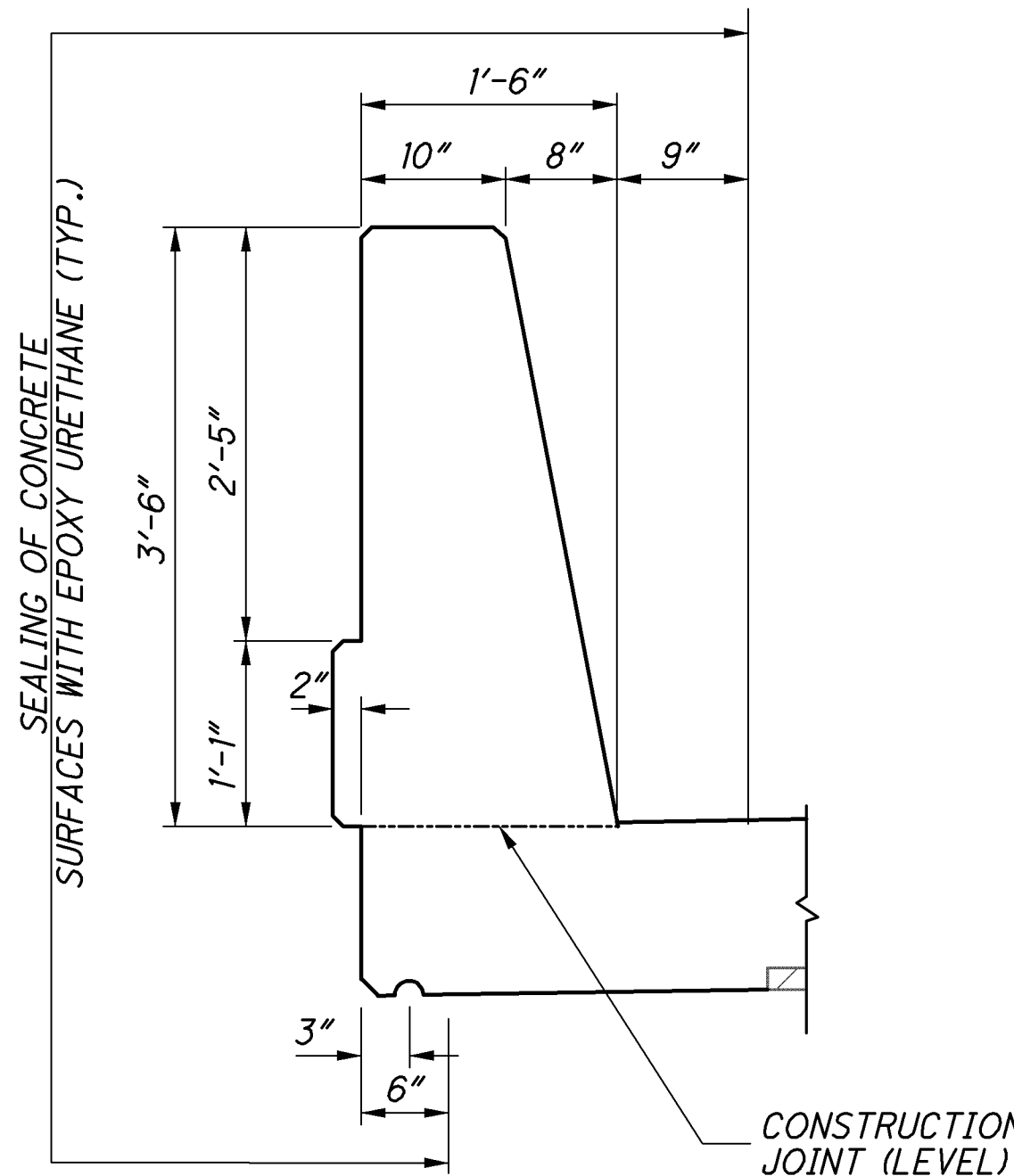
SEE DETAIL "A" ON THIS SHEET FOR REINFORCEMENT & DETAIL "B" ON THIS SHEET FOR DIMENSIONS



PROPOSED TRANSVERSE SECTION
(LEFT BRIDGE SHOWN, RIGHT BRIDGE OPPOSITE HAND)

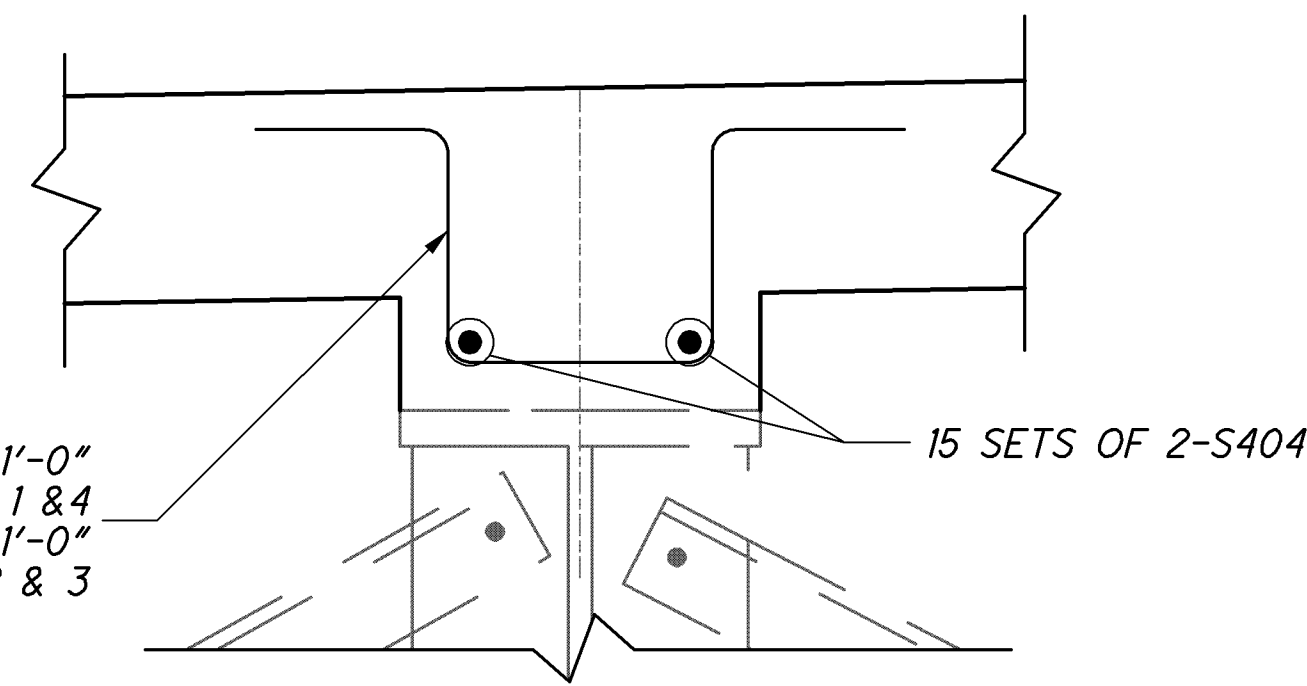


DETAIL "A"

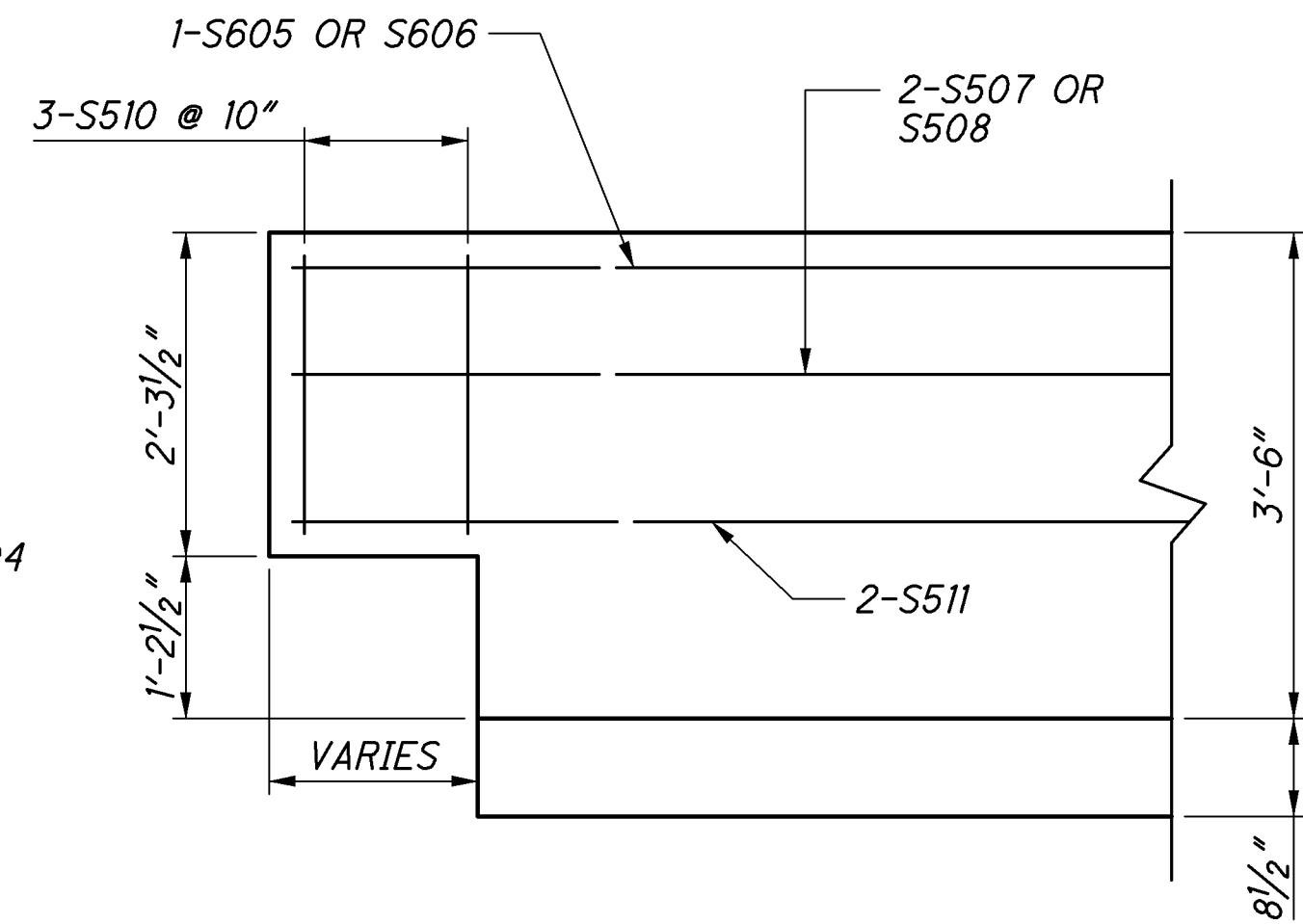


DETAIL "B"

□ BAR S403 TO BE FABRICATED AS A "L" BAR AND SHALL BE BENT IN THE FIELD TO ACCOMADATE THE VARIABLE HAUNCH. LINE UP HOOKS WITH TOP REINFORCEMENT MAT.



TYPICAL HAUNCH REINFORCEMENT



VIEW A-A
(SEE SHEET 18/26)

- △ FROM 2'-9³/₄" (±) TO 3'-2" (±) SB
FROM 2'-6" (±) TO 2'-11" (±) NB
- △△ FROM 2'-10" (±) TO 3'-2¹/₄" (±) SB
FROM 3'-1" (±) TO 3'-6" (±) NB
- * FROM 4'-6¹/₄" (±) TO 4'-9" (±) SB
FROM 4'-0¹/₄" (±) TO 4'-4¹/₄" (±) NB
- ** FROM 4'-3" (±) TO 4'-5³/₄" (±) SB
FROM 4'-7³/₄" (±) TO 4'-11³/₄" (±) NB
- ▲ EXISTING DIMENSIONS TO BE VERIFIED IN FIELD.

MINIMUM LAP LENGTHS

- #4 BARS - 2'-11"
#5 BARS - 3'-5"
#6 BARS - 4'-4"

NOTES:

DECK SLAB CONCRETE QUANTITY:
THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM/GIRDER HAUNCH. THE ESTIMATE ASSUMES AN AVERAGE HAUNCH THICKNESS OF 4 1/2 INCHES AND A CONSTANT HAUNCH WIDTH OF EACH BEAM/GIRDER FLANGE. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE.

THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.

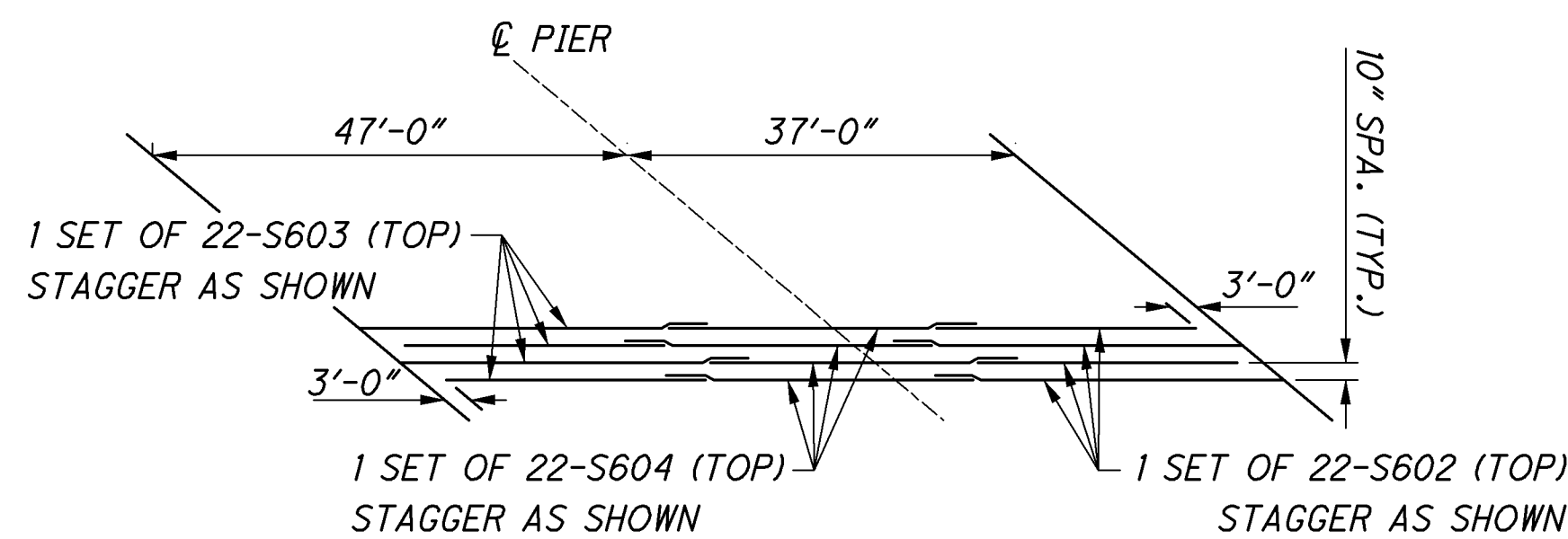
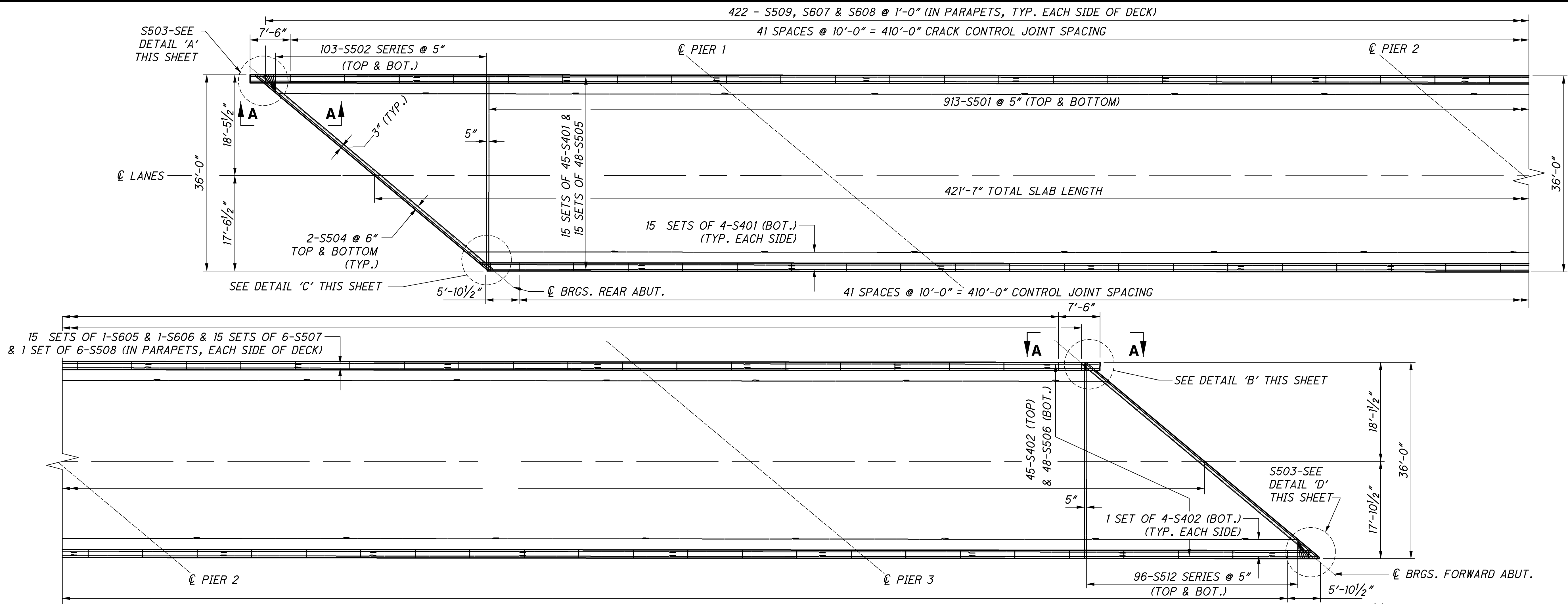
TRANSVERSE SECTION & DETAILS

BRIDGE NO. MAD-42-1299 R/L
OVER I-70

MAD-42-12.93
PID No. 76286

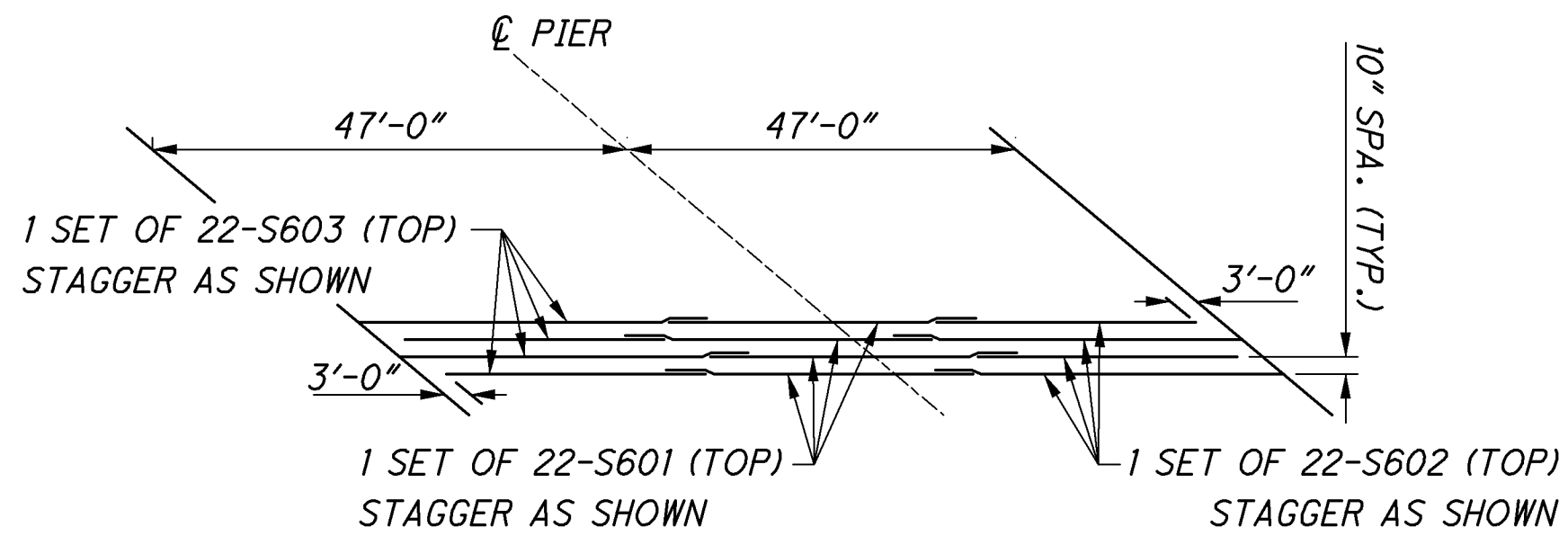
17 / 26

67
76



ADDITIONAL TOP LONGITUDINAL BARS
OVER PIERS 1 & 3 BETWEEN S401 BARS

(PIER 1 SHOWN, PIER 3 OPPOSITE HAND)
(NOT TO SCALE)

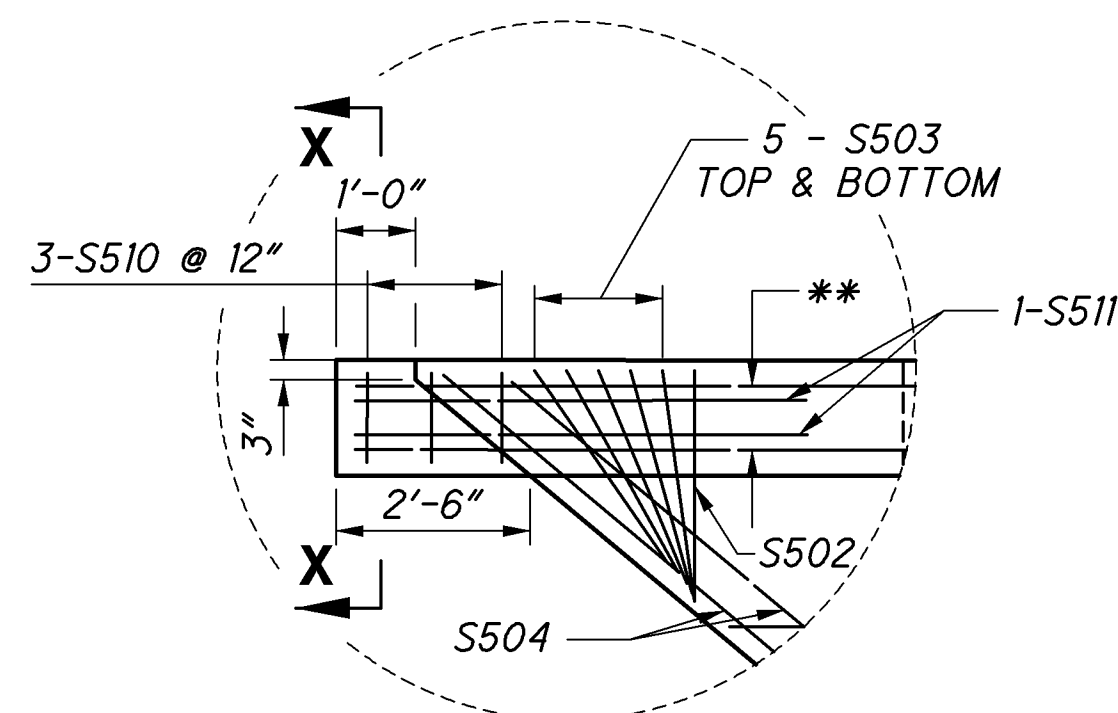


ADDITIONAL TOP LONGITUDINAL BARS
OVER PIER 2 BETWEEN S401 BARS

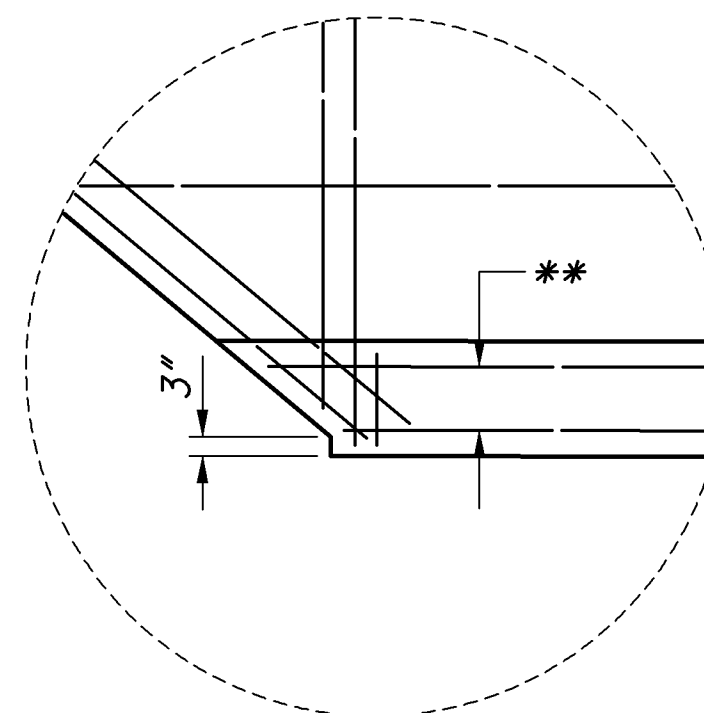
(NOT TO SCALE)

DECK REINFORCING PLAN

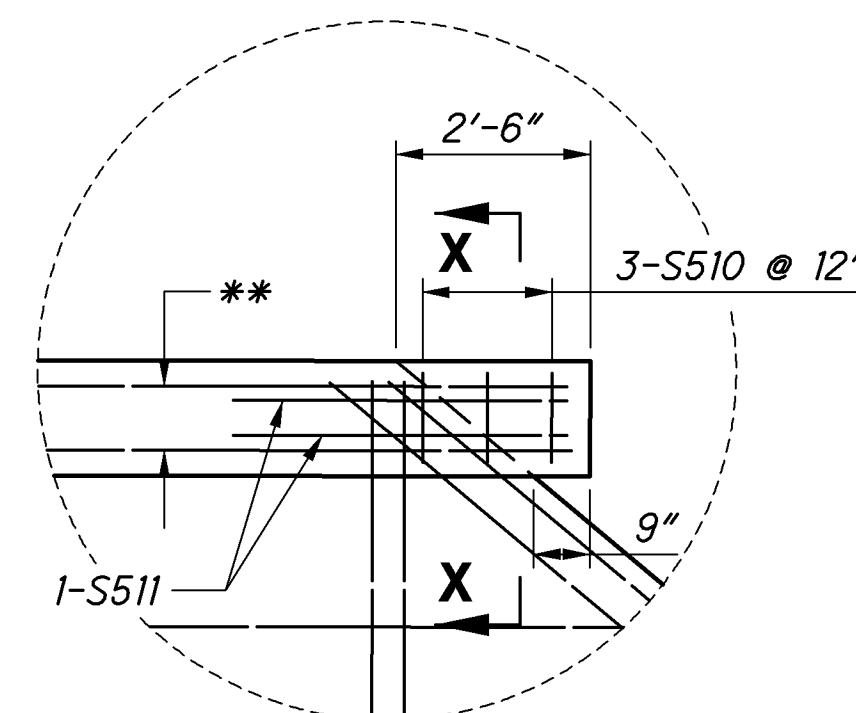
(RIGHT SHOWN, LEFT SIMILAR & ROTATED 180°)



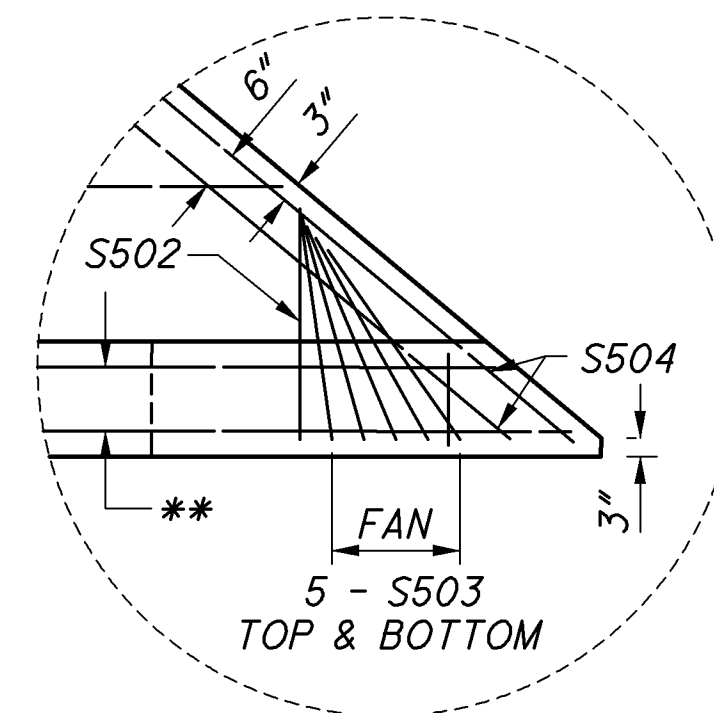
DETAIL 'A'



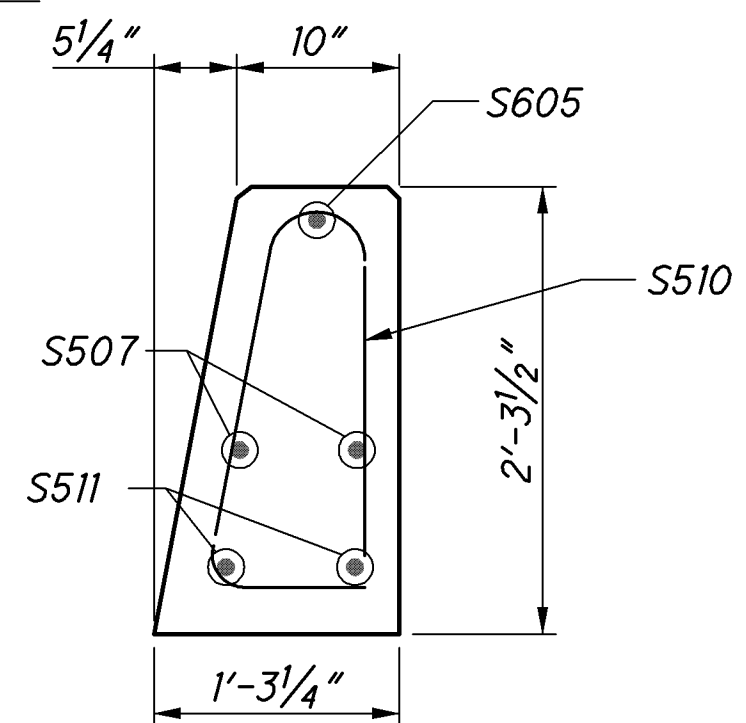
DETAIL 'C'



DETAIL 'B'



DETAIL 'D'



SECTION X-X

MIN. LAP LENGTH:

#4 2'-9"

#5 3'-2"

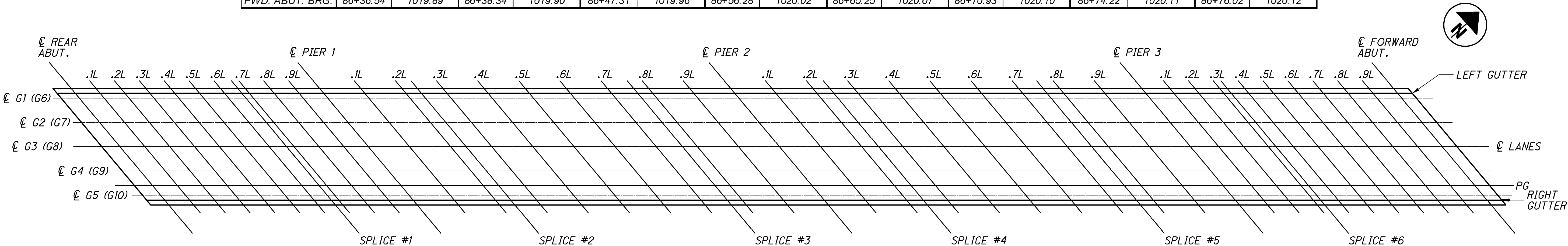
#6 4'-1"

NOTES:

1. FOR CONTROL JOINT NOTES AND ADDITIONAL DETAILS, SEE STD. DWG. SBR-I-99.
2. FOR REINFORCEMENT SCHEDULE, SEE SHEETS 25/26 & 26/26.

**** SEE DETAIL "A" SHEET 17/26 FOR TYPICAL
PARAPET REINFORCEMENT.**

LEFT BRIDGE																
FINAL TOP OF SLAB STATIONING AND ELEVATIONS OF TENTH POINTS																
SPECIFIC PT	LEFT GUTTER		GIRDER 1		GIRDER 2		GIRDER 3		GIRDER 4		PG		GIRDER 5		RIGHT GUTTER	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR ABUT. BRG.	82+17.21	1019.05	82+19.00	1019.09	82+27.98	1019.30	82+36.95	1019.51	82+45.92	1019.71	82+51.60	1019.83	82+54.89	1019.91	82+56.68	1019.95
.1L	82+25.45	1019.14	82+27.25	1019.18	82+36.22	1019.38	82+45.19	1019.58	82+54.16	1019.78	82+59.84	1019.91	82+63.13	1019.98	82+64.93	1020.02
.2L	82+33.69	1019.22	82+35.49	1019.26	82+44.46	1019.46	82+53.43	1019.66	82+62.40	1019.85	82+68.08	1019.98	82+71.37	1020.05	82+73.17	1020.09
.3L	82+41.94	1019.30	82+43.73	1019.34	82+52.70	1019.54	82+61.67	1019.73	82+70.64	1019.92	82+76.33	1020.04	82+79.62	1020.11	82+81.41	1020.15
.4L	82+50.18	1019.37	82+51.97	1019.41	82+60.94	1019.61	82+69.91	1019.80	82+78.89	1019.99	82+84.57	1020.11	82+87.86	1020.18	82+89.65	1020.21
.5L	82+58.42	1019.45	82+60.21	1019.48	82+69.18	1019.68	82+78.16	1019.87	82+87.13	1020.05	82+92.81	1020.17	82+96.10	1020.24	82+97.89	1020.27
.6L	82+66.66	1019.52	82+68.45	1019.55	82+77.43	1019.74	82+86.40	1019.93	82+95.37	1020.12	83+01.05	1020.23	83+04.34	1020.30	83+06.13	1020.33
SPLICE #1	82+73.89	1019.58	82+75.68	1019.61	82+84.65	1019.80	82+93.62	1019.99	83+02.59	1020.17	83+08.28	1020.28	83+11.57	1020.35	83+13.36	1020.38
.7L	82+74.90	1019.58	82+76.70	1019.62	82+85.67	1019.81	82+94.64	1019.99	83+03.61	1020.17	83+09.29	1020.29	83+12.58	1020.35	83+14.38	1020.39
.8L	82+83.14	1019.65	82+84.94	1019.69	82+93.91	1019.87	83+02.88	1020.05	83+11.85	1020.23	83+17.53	1020.34	83+20.82	1020.40	83+22.62	1020.44
.9L	82+91.39	1019.71	82+93.18	1019.75	83+02.15	1019.93	83+11.12	1020.11	83+20.09	1020.28	83+25.78	1020.39	83+29.07	1020.45	83+30.86	1020.49
PIER 1	82+99.63	1019.77	83+01.42	1019.81	83+10.39	1019.99	83+19.36	1020.16	83+28.34	1020.33	83+34.02	1020.44	83+37.31	1020.50	83+39.10	1020.54
.1L	83+12.35	1019.86	83+14.15	1019.89	83+23.12	1020.07	83+32.09	1020.24	83+41.06	1020.41	83+46.74	1020.51	83+50.03	1020.57	83+51.83	1020.60
.2L	83+25.08	1019.94	83+26.87	1019.97	83+35.84	1020.14	83+44.81	1020.31	83+53.79	1020.47	83+59.47	1020.57	83+62.76	1020.63	83+64.55	1020.66
SPLICE #2	83+28.22	1019.96	83+30.01	1019.99	83+38.98	1020.16	83+47.95	1020.33	83+56.92	1020.49	83+62.61	1020.59	83+65.90	1020.65	83+67.69	1020.68
.3L	83+37.80	1020.01	83+39.60	1020.05	83+48.57	1020.21	83+57.54	1020.37	83+66.51	1020.53	83+72.19	1020.63	83+75.48	1020.69	83+77.28	1020.72
.4L	83+50.53	1020.08	83+52.32	1020.11	83+61.29	1020.27	83+70.26	1020.43	83+79.24	1020.58	83+84.92	1020.68	83+88.21	1020.73	83+90.00	1020.76
.5L	83+63.25	1020.14	83+65.05	1020.17	83+74.02	1020.33	83+82.99	1020.48	83+91.96	1020.63	83+97.64	1020.72	84+00.93	1020.78	84+02.73	1020.81
.6L	83+75.98	1020.20	83+77.77	1020.23	83+86.74	1020.38	83+95.71	1020.53	84+04.69	1020.67	84+10.37	1020.76	84+13.66	1020.81	84+15.45	1020.84
.7L	83+88.70	1020.25	83+90.50	1020.27	83+99.47	1020.42	84+08.44	1020.56	84+17.41	1020.70	84+23.09	1020.79	84+26.38	1020.84	84+28.18	1020.87
SPLICE #3	83+98.31	1020.28	84+00.10	1020.31	84+09.07	1020.45	84+18.04	1020.59	84+27.01	1020.73	84+32.70	1020.81	84+35.99	1020.86	84+37.78	1020.89
.8L	84+01.43	1020.29	84+03.22	1020.32	84+12.19	1020.46	84+21.16	1020.60	84+30.14	1020.73	84+35.82	1020.82	84+39.11	1020.86	84+40.90	1020.89
.9L	84+14.15	1020.32	84+15.95	1020.35	84+24.92	1020.49	84+33.89	1020.62	84+42.86	1020.75	84+48.54	1020.83	84+51.83	1020.88	84+53.63	1020.91
PIER 2	84+26.88	1020.35	84+28.67	1020.38	84+37.64	1020.51	84+46.61	1020.64	84+55.59	1020.77	84+61.27	1020.85	84+64.56	1020.89	84+66.35	1020.91
.1L	84+39.60	1020.37	84+41.40	1020.40	84+50.37	1020.53	84+59.34	1020.65	84+68.31	1020.77	84+73.99	1020.85	84+77.28	1020.89	84+79.08	1020.92
.2L	84+52.33	1020.39	84+54.12	1020.41	84+63.09	1020.54	84+72.06	1020.66	84+81.04	1020.78	84+86.72	1020.85	84+90.01	1020.89	84+91.80	1020.91
SPLICE #4	84+55.47	1020.39	84+57.26	1020.42	84+66.23	1020.54	84+75.20	1020.66	84+84.17	1020.77	84+89.86	1020.85	84+93.15	1020.89	84+94.94	1020.91
.3L	84+65.05	1020.40	84+66.85	1020.42	84+75.82	1020.54	84+84.79	1020.66	84+93.76	1020.77	84+99.44	1020.84	85+02.73	1020.88	85+04.53	1020.90
.4L	84+77.78	1020.40	84+79.57	1020.42	84+88.54	1020.54	84+97.51	1020.65	85+06.49	1020.76	85+12.17	1020.83	85+15.46	1020.86	85+17.25	1020.88
.5L	84+90.50	1020.40	84+92.30	1020.42	85+01.27	1020.53	85+10.24	1020.64	85+19.21	1020.74	85+24.89	1020.80	85+28.18	1020.84	85+29.98	1020.86
.6L	85+03.23	1020.39	85+05.02	1020.41	85+13.99	1020.51	85+22.96	1020.62	85+31.94	1020.72	85+37.62	1020.78	85+40.91	1020.81	85+42.70	1020.83
.7L	85+15.95	1020.37	85+17.75	1020.39	85+26.72	1020.49	85+35.69	1020.59	85+44.66	1020.68	85+50.34	1020.74	85+53.63	1020.78	85+55.43	1020.79
SPLICE #5	85+25.56	1020.35	85+27.35	1020.37	85+36.32	1020.47	85+45.29	1020.57	85+54.26	1020.66	85+59.95	1020.71	85+63.24	1020.74	85+65.03	1020.76
.8L	85+28.68	1020.35	85+30.47	1020.37	85+39.44	1020.46	85+48.41	1020.56	85+57.39	1020.65	85+63.07	1020.70	85+66.36	1020.73	85+68.15	1020.75
.9L	85+41.40	1020.32	85+43.20	1020.34	85+52.17	1020.43	85+61.14	1020.52	85+70.11	1020.60	85+75.79	1020.65	85+79.08	1020.68	85+80.88	1020.70
PIER 3	85+54.13	1020.28	85+55.92	1020.30	85+64.89	1020.39	85+73.86	1020.47	85+82.84	1020.55	85+88.52	1020.60	85+91.81	1020.63	85+93.60	1020.64
.1L	85+62.37	1020.26	85+64.16	1020.27	85+73.13	1020.36	85+82.11	1020.44	85+91.08	1020.52	85+96.76	1020.56	86+00.05	1020.59	86+01.84	1020.60
.2L	85+70.61	1020.23	85+72.40	1020.24	85+81.38	1020.32	85+90.35	1020.40	85+99.32	1020.48	86+05.00	1020.52	86+08.29	1020.55	86+10.08	1020.56
.3L	85+78.85	1020.19	85+80.65	1020.21	85+89.62	1020.29	85+98.59	1020.36	86+07.56	1020.43	86+13.24	1020.48	86+16.53	1020.50	86+18.33	1020.52
SPLICE #6	85+80.22	1020.19	85+82.01	1020.20	85+90.98	1020.28	85+99.95	1020.36	86+08.92	1020.43	86+14.60	1020.47	86+17.90	1020.50	86+19.69	1020.51
.4L	85+87.09	1020.16	85+88.89	1020.17	85+97.86	1020.25	86+06.83	1020.32	86+15.80	1020.39	86+21.48	1020.43	86+24.77	1020.46	86+26.57	1020.47
.5L	85+95.34	1020.12	85+97.13	1020.14	86+06.10	1020.21	86+15.07	1020.28	86+24.04	1020.34	86+29.73	1020.38	86+33.02	1020.41	86+34.81	1020.42
.6L	86+03.58	1020.08	86+05.37	1020.10	86+14.34	1020.16	86+23.31	1020.23	86+32.29	1020.29	86+37.97	1020.33	86+41.26	1020.35	86+43.05	1020.36
.7L	86+11.82	1020.04	86+13.61	1020.05	86+22.58	1020.12	86+31.56	1020.18	86+40.53	1020.24	86+46.21	1020.28	86+49.50	1020.30	86+51.29	1020.31
.8L	86+20.06	1019.99	86+21.85	1020.00	86+30.83	1020.07	86+39.80	1020.13	86+48.77	1020.19	86+54.45	1020.22	86+57.74	1020.24	86+59.53	1020.25
.9L	86+28.30	1019.94	86+30.10	1019.96	86+39.07	1020.02	86+48.04	1020.07	86+57.01	1020.13	86+62.69	1020.16	86+65.98	1020.18	86+67.78	1020.19
FWD. ABUT. BRG.	86+36.54	1019.89	86+38.34	1019.90	86+47.31	1019.96	86+56.28	1020.02	86+65.25	1020.07	86+70.93	1020.10	86+74.22	1020.11	86+76.02	1020.12



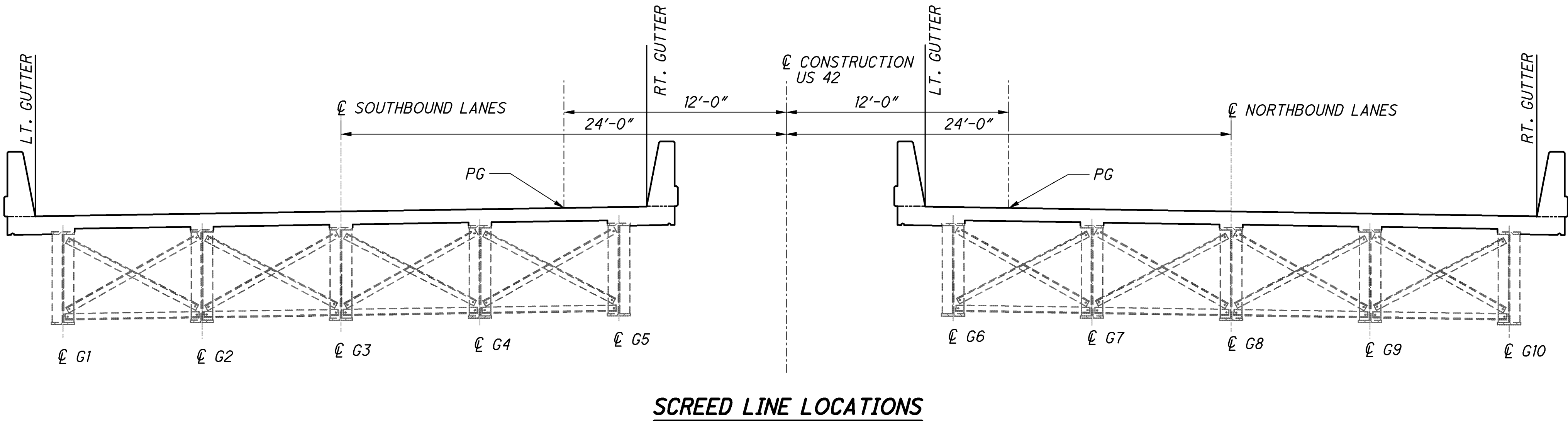
PLAN

(LEFT BRIDGE SHOWN, RIGHT BRIDGE ROTATED 180°)

(GIRDER DESIGNATION SHOWN IN () ARE FOR THE RIGHT BRIDGE)

- NOTES:**
- FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.
 - SEE SHEET 20/26 FOR TRANSVERSE SECTION.
- L = SPAN LENGTH

RIGHT BRIDGE																
FINAL TOP OF SLAB STATIONING AND ELEVATIONS OF TENTH POINTS																
SPECIFIC PT	LEFT GUTTER		GIRDER 6		PG		GIRDER 7		GIRDER 8		GIRDER 9		GIRDER 10		RIGHT GUTTER	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR ABUT. BRG.	82+74.31	1020.11	82+76.37	1020.10	82+80.29	1020.08	82+85.34	1020.05	82+94.31	1020.00	83+03.28	1019.95	83+12.25	1019.89	83+13.78	1019.88
.1L	82+82.55	1020.17	82+84.61	1020.16	82+88.53	1020.14	82+93.58	1020.11	83+02.55	1020.06	83+11.52	1020.00	83+20.50	1019.94	83+22.03	1019.93
.2L	82+90.79	1020.23	82+92.85	1020.22	82+96.77	1020.20	83+01.82	1020.17	83+10.79	1020.11	83+19.77	1020.06	83+28.74	1019.99	83+30.27	1019.98
.3L	82+99.04	1020.29	83+01.09	1020.28	83+05.02	1020.26	83+10.06	1020.23	83+19.04	1020.17	83+28.01	1020.11	83+36.98	1020.04	83+38.51	1020.03
.4L	83+07.28	1020.35	83+09.33	1020.34	83+13.26	1020.31	83+18.31	1020.28	83+27.28	1020.22	83+36.25	1020.15	83+45.22	1020.09	83+46.75	1020.07
.5L	83+15.52	1020.41	83+17.58	1020.39	83+21.50	1020.37	83+26.55	1020.33	83+35.52	1020.27	83+44.49	1020.20	83+53.46	1020.13	83+54.99	1020.12
.6L	83+23.76	1020.46	83+25.82	1020.44	83+29.74	1020.42	83+34.79	1020.38	83+43.76	1020.31	83+52.73	1020.24	83+61.70	1020.17	83+63.23	1020.15
SPLICE #1	83+31.25	1020.50	83+33.04	1020.49	83+36.97	1020.46	83+42.01	1020.42	83+50.98	1020.35	83+59.95	1020.28	83+68.93	1020.20	83+70.72	1020.19
.7L	83+32.00	1020.51	83+34.06	1020.49	83+37.98	1020.46	83+43.03	1020.43	83+52.00	1020.35	83+60.97	1020.28	83+69.95	1020.20	83+71.48	1020.19
.8L	83+40.24	1020.55	83+42.30	1020.54	83+46.22	1020.51	83+51.27	1020.47	83+60.24	1020.39	83+69.22	1020.32	83+78.19	1020.24	83+79.72	1020.22
.9L	83+48.49	1020.60	83+50.54	1020.58	83+54.47	1020.55	83+59.51	1020.51	83+68.49	1020.43	83+77.46	1020.35	83+86.43	1020.27	83+87.96	1020.25
PIER 1	83+56.73	1020.64	83+58.78	1020.62	83+62.71	1020.59	83+67.76	1020.55	83+76.73	1020.47	83+85.70	1020.38	83+94.67	1020.30	83+96.20	1020.28
.1L	83+69.45	1020.70	83+71.51	1020.68	83+75.43	1020.64	83+80.48	1020.60	83+89.45	1020.51	83+98.42	1020.43	84+07.40	1020.34	84+08.93	1020.32
.2L	83+82.18	1020.75	83+84.23	1020.73	83+88.16	1020.69	83+93.21	1020.64	84+02.18	1020.56	84+11.15	1020.46	84+20.12	1020.37	84+21.65	1020.35
SPLICE #2	83+85.57	1020.76	83+87.36	1020.74	83+91.30	1020.70	83+96.33	1020.65	84+05.30	1020.56	84+14.27	1020.47	84+23.25	1020.38	84+25.04	1020.36
.3L	83+94.90	1020.79	83+96.96	1020.77	84+00.88	1020.73	84+05.93	1020.68	84+14.90	1020.59	84+23.87	1020.49	84+32.85	1020.39	84+34.38	1020.38
.4L	84+07.63	1020.83	84+09.68	1020.81	84+13.61	1020.77	84+18.66	1020.72	84+27.63	1020.62	84+36.60	1020.52	84+45.57	1020.41	84+47.10	1020.40
.5L	84+20.35	1020.86	84+22.41	1020.84	84+26.33	1020.80	84+31.38	1020.74	84+40.35	1020.64	84+49.32	1020.53	84+58.30	1020.43	84+59.83	1020.41
.6L	84+33.08	1020.89	84+35.13	1020.87	84+39.06	1020.82	84+44.11	1020.76	84+53.08	1020.66	84+62.05	1020.55	84+71.02	1020.43	84+72.55	1020.41
.7L	84+45.80	1020.91	84+47.86	1020.88	84+51.78	1020.84	84+56.83	1020.78	84+65.80	1020.66	84+74.77	1020.55	84+83.75	1020.43	84+85.28	1020.41
SPLICE #3	84+55.66	1020.92	84+57.45	1020.89	84+61.37	1020.85	84+66.42	1020.78	84+75.39	1020.67	84+84.36	1020.55	84+93.34	1020.43	84+95.13	1020.41
.8L	84+58.53	1020.92	84+60.58	1020.90	84+64.51	1020.85	84+69.56	1020.78	84+78.53	1020.67	84+87.50	1020.55	84+96.47	1020.43	84+98.00	1020.40
.9L	84+71.25	1020.93	84+73.31	1020.90	84+77.23	1020.85	84+82.28	1020.78	84+91.25	1020.66	85+00.22	1020.54	85+09.20	1020.41	85+10.73	1020.39
PIER 2	84+83.98	1020.93	84+86.03	1020.90	84+89.96	1020.85	84+95.01	1020.78	85+03.98	1020.65	85+12.95	1020.52	85+21.92	1020.39	85+23.45	1020.37
.1L	84+96.70	1020.92	84+98.76	1020.89	85+02.68	1020.84	85+07.73	1020.77	85+16.70	1020.64	85+25.67	1020.50	85+34.65	1020.37	85+36.18	1020.34
.2L	85+09.43	1020.91	85+11.48	1020.88	85+15.41	1020.82	85+20.46	1020.75	85+29.43	1020.61	85+38.40	1020.47	85+47.37	1020.33	85+48.90	1020.31
SPLICE #4	85+12.82	1020.90	85+14.61	1020.87	85+18.54	1020.82	85+23.58	1020.74	85+32.55	1020.61	85+41.52	1020.47	85+50.50	1020.33	85+52.29	1020.30
.3L	85+22.15	1020.89	85+24.21	1020.86	85+28.13	1020.80	85+33.18	1020.72	85+42.15	1020.58	85+51.12	1020.44	85+60.10	1020.30	85+61.63	1020.27
.4L	85+34.88	1020.86	85+36.93	1020.83	85+40.86	1020.77	85+45.91	1020.69	85+54.88	1020.55	85+63.85	1020.40	85+72.82	1020.25	85+74.35	1020.22
.5L	85+47.60	1020.83	85+49.66	1020.80	85+53.58	1020.73	85+58.63	1020.65	85+67.60	1020.50	85+76.57	1020.35	85+85.55	1020.20	85+87.08	1020.17
.6L	85+60.33	1020.79	85+62.38	1020.76	85+66.31	1020.69	85+71.36	1020.61	85+80.33	1020.45	85+89.30	1020.30	85+98.27	1020.14	85+99.80	1020.11
.7L	85+73.05	1020.74	85+75.11	1020.71	85+79.03	1020.64	85+84.08	1020.55	85+93.05	1020.40	86+02.02	1020.24	86+11.00	1020.07	86+12.53	1020.05
SPLICE #5	85+82.91	1020.70	85+84.70	1020.67	85+88.62	1020.60	85+93.67	1020.51	86+02.64	1020.35	86+11.61	1020.19	86+20.59	1020.02	86+22.38	1019.99
.8L	85+85.78	1020.69	85+87.83	1020.66	85+91.76	1020.59	85+96.81	1020.50	86+05.78	1020.34	86+14.75	1020.17	86+23.72	1020.00	86+25.25	1019.97
.9L	85+98.50	1020.63	86+00.56	1020.60	86+04.48	1020.52	86+09.53	1020.43	86+18.50	1020.27	86+27.47	1020.10	86+36.45	1019.92	86+37.98	1019.89
PIER 3	86+11.23	1020.57	86+13.28	1020.53	86+17.21	1020.46	86+22.26	1020.36	86+31.23	1020.19	86+40.20	1020.02	86+49.17	1019.84	86+50.70	1019.81
.1L	86+19.47	1020.52	86+21.53	1020.48	86+25.45	1020.41	86+30.50	1020.31	86+39.47	1020.14	86+48.44	1019.96	86+57.41	1019.78	86+58.94	1019.75
.2L	86+27.71	1020.47	86+29.77	1020.43	86+33.69	1020.36	86+38.74	1020.26	86+47.71	1020.08	86+56.68	1019.90	86+65.65	1019.72	86+67.18	1019.69
.3L	86+35.95	1020.42	86+38.01	1020.38	86+41.93	1020.31	86+46.98	1020.21	86+55.95	1020.03	86+64.92	1019.84	86+73.90	1019.66	86+75.43	1019.63
SPLICE #6	86+37.57	1020.41	86+39.36	1020.37	86+43.28	1020.30	86+48.33	1020.20	86+57.30	1020.02	86+66.27	1019.83	86+75.25	1019.65	86+77.04	1019.61
.4L	86+44.19	1020.37	86+46.25	1020.33	86+50.17	1020.25	86+55.22	1020.15	86+64.19	1019.97	86+73.17	1019.78	86+82.14	1019.59	86+83.67	1019.56
.5L	86+52.44	1020.31	86+54.49	1020.27	86+58.42	1020.19	86+63.46	1020.09	86+72.44	1019.90	86+81.41	1019.71	86+90.38	1019.52	86+91.91	1019.49
.6L	86+60.68	1020.25	86+62.73	1020.21	86+66.66	1020.13	86+71.71	1020.03	86+80.68	1019.84	86+89.65	1019.65	86+98.62	1019.45	87+00.15	1019.42
.7L	86+68.92	1020.19	86+70.98	1020.15	86+74.90	1020.07	86+79.95	1019.96	86+88.92	1019.77	86+97.89	1019.57	87+06.86	1019.38	87+08.39	1019.34
.8L	86+77.16	1020.13	86+79.22	1020.08	86+83.14	1020.00	86+88.19	1019.89	86+97.16	1019.70	87+06.13	1019.50	87+15.10	1019.30	87+16.63	1019.26
.9L	86+85.40	1020.06	86+87.46	1020.02	86+91.38	1019.93	86+96.43	1019.82	87+05.40	1019.62	87+14.37	1019.42	87+23.35	1019.22	87+24.88	1019.18
FWD. ABUT. BRG.	86+93.64	1019.99	86+95.70	1019.94	86+99.62	1019.86	87+04.67	1019.75	87+13.64	1019.55	87+22.62	1019.34	87+31.59	1019.14	87+33.12	1019.10



- NOTES:
- FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.
 - SEE SHEET 19/26 FOR PLAN VIEW.
- L = SPAN LENGTH

LEFT BRIDGE						
SCREED ELEVATIONS AT TENTH POINTS ALONG SPECIFIC LINE						
SPECIFIC PT	LEFT GUTTER		PG		RIGHT GUTTER	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR ABUT. BRG.	82+17.21	1019.05	82+51.60	1019.83	82+56.68	1019.95
.1L	82+25.45	1019.15	82+59.84	1019.93	82+64.93	1020.03
.2L	82+33.69	1019.25	82+68.08	1020.01	82+73.17	1020.12
.3L	82+41.94	1019.33	82+76.33	1020.08	82+81.41	1020.19
.4L	82+50.18	1019.41	82+84.57	1020.15	82+89.65	1020.26
.5L	82+58.42	1019.48	82+92.81	1020.21	82+97.89	1020.31
.6L	82+66.66	1019.54	83+01.05	1020.26	83+06.13	1020.36
SPLICE #1	82+73.89	1019.59	83+08.28	1020.30	83+13.36	1020.40
.7L	82+74.90	1019.60	83+09.29	1020.31	83+14.38	1020.41
.8L	82+83.14	1019.66	83+17.53	1020.35	83+22.62	1020.45
.9L	82+91.39	1019.71	83+25.78	1020.39	83+30.86	1020.49
PIER 1	82+99.63	1019.77	83+34.02	1020.44	83+39.10	1020.54
.1L	83+12.35	1019.88	83+46.74	1020.53	83+51.83	1020.62
.2L	83+25.08	1019.98	83+59.47	1020.61	83+64.55	1020.70
SPLICE #2	83+28.22	1020.01	83+62.61	1020.64	83+67.69	1020.73
.3L	83+37.80	1020.08	83+72.19	1020.70	83+77.28	1020.78
.4L	83+50.53	1020.17	83+84.92	1020.77	83+90.00	1020.85
.5L	83+63.25	1020.23	83+97.64	1020.81	84+02.73	1020.90
.6L	83+75.98	1020.28	84+10.37	1020.84	84+15.45	1020.92
.7L	83+88.70	1020.30	84+23.09	1020.85	84+28.18	1020.93
SPLICE #3	83+98.31	1020.32	84+32.70	1020.85	84+37.78	1020.92
.8L	84+01.43	1020.32	84+35.82	1020.85	84+40.90	1020.92
.9L	84+14.15	1020.33	84+48.54	1020.84	84+53.63	1020.92
PIER 2	84+26.88	1020.35	84+61.27	1020.85	84+66.35	1020.91
.1L	84+39.60	1020.38	84+73.99	1020.86	84+79.08	1020.92
.2L	84+52.33	1020.42	84+86.72	1020.88	84+91.80	1020.94
SPLICE #4	84+55.47	1020.43	84+89.86	1020.89	84+94.94	1020.95
.3L	84+65.05	1020.46	84+99.44	1020.90	85+04.53	1020.96
.4L	84+77.78	1020.48	85+12.17	1020.90	85+17.25	1020.96
.5L	84+90.50	1020.49	85+24.89	1020.89	85+29.98	1020.95
.6L	85+03.23	1020.47	85+37.62	1020.86	85+42.70	1020.92
.7L	85+15.95	1020.44	85+50.34	1020.81	85+55.43	1020.86
SPLICE #5	85+25.56	1020.41	85+59.95	1020.76	85+65.03	1020.81
.8L	85+28.68	1020.39	85+63.07	1020.75	85+68.15	1020.80
.9L	85+41.40	1020.34	85+75.79	1020.67	85+80.88	1020.72
PIER 3	85+54.13	1020.28	85+88.52	1020.60	85+93.60	1020.64
.1L	85+62.37	1020.26	85+96.76	1020.56	86+01.84	1020.60
.2L	85+70.61	1020.23	86+05.00	1020.53	86+10.08	1020.57
.3L	85+78.85	1020.21	86+13.24	1020.49	86+18.33	1020.53
SPLICE #6	85+80.22	1020.21	86+14.60	1020.49	86+19.69	1020.53
.4L	85+87.09	1020.19	86+21.48	1020.46	86+26.57	1020.49
.5L	85+95.34	1020.16	86+29.73	1020.42	86+34.81	1020.45
.6L	86+03.58	1020.12	86+37.97	1020.37	86+43.05	1020.40
.7L	86+11.82	1020.08	86+46.21	1020.31	86+51.29	1020.35
.8L	86+20.06	1020.02	86+54.45	1020.25	86+59.53	1020.28
.9L	86+28.30	1019.96	86+62.69	1020.18	86+67.78	1020.21
FWD. ABUT. BRG.	86+36.54	1019.89	86+70.93	1020.10	86+76.02	1020.12

RIGHT BRIDGE						
SCREED ELEVATIONS AT TENTH POINTS ALONG SPECIFIC LINE						
SPECIFIC PT	LEFT GUTTER		PG		RIGHT GUTTER	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR ABUT. BRG.	82+74.31	1020.11	82+80.29	1020.08	83+13.78	1019.88
.1L	82+82.55	1020.19	82+88.53	1020.16	83+22.03	1019.95
.2L	82+90.79	1020.26	82+96.77	1020.23	83+30.27	1020.01
.3L	82+99.04	1020.33	83+05.02	1020.30	83+38.51	1020.07
.4L	83+07.28	1020.39	83+13.26	1020.36	83+46.75	1020.12
.5L	83+15.52	1020.44	83+21.50	1020.41	83+54.99	1020.15
.6L	83+23.76	1020.48	83+29.74	1020.45	83+63.23	1020.18
SPLICE #1	83+31.25	1020.52	83+36.97	1020.48	83+70.72	1020.21
.7L	83+32.00	1020.52	83+37.98	1020.48	83+71.48	1020.21
.8L	83+40.24	1020.56	83+46.22	1020.52	83+79.72	1020.23
.9L	83+48.49	1020.60	83+54.47	1020.55	83+87.96	1020.26
PIER 1	83+56.73	1020.64	83+62.71	1020.59	83+96.20	1020.28
.1L	83+69.45	1020.71	83+75.43	1020.66	84+08.93	1020.34
.2L	83+82.18	1020.79	83+88.16	1020.73	84+21.65	1020.39
SPLICE #2	83+85.57	1020.81	83+91.30	1020.75	84+25.04	1020.41
.3L	83+94.90	1020.86	84+00.88	1020.80	84+34.38	1020.44
.4L	84+07.63	1020.92	84+13.61	1020.86	84+47.10	1020.48
.5L	84+20.35	1020.95	84+26.33	1020.89	84+59.83	1020.50
.6L	84+33.08	1020.97	84+39.06	1020.90	84+72.55	1020.49
.7L	84+45.80	1020.97	84+51.78	1020.90	84+85.28	1020.47
SPLICE #3	84+55.66	1020.96	84+61.37	1020.88	84+95.13	1020.45
.8L	84+58.53	1020.95	84+64.51	1020.88	84+98.00	1020.44
.9L	84+71.25	1020.94	84+77.23	1020.86	85+10.73	1020.40
PIER 2	84+83.98	1020.93	84+89.96	1020.85	85+23.45	1020.37
.1L	84+96.70	1020.93	85+02.68	1020.85	85+36.18	1020.35
.2L	85+09.43	1020.94	85+15.41	1020.85	85+48.90	1020.34
SPLICE #4	85+12.82	1020.94	85+18.54	1020.85	85+52.29	1020.34
.3L	85+22.15	1020.95	85+28.13	1020.85	85+61.63	1020.33
.4L	85+34.88	1020.94	85+40.86	1020.85	85+74.35	1020.30
.5L	85+47.60	1020.92	85+53.58	1020.82	85+87.08	1020.26
.6L	85+60.33	1020.87	85+66.31	1020.78	85+99.80	1020.20
.7L	85+73.05	1020.81	85+79.03	1020.71	86+12.53	1020.12
SPLICE #5	85+82.91	1020.76	85+88.62	1020.65	86+22.38	1020.04
.8L	85+85.78	1020.73	85+91.76	1020.63	86+25.25	1020.02
.9L	85+98.50	1020.65	86+04.48	1020.54	86+37.98	1019.91
PIER 3	86+11.23	1020.57	86+17.21	1020.46	86+50.70	1019.81
.1L	86+19.47	1020.52	86+25.45	1020.41	86+58.94	1019.75
.2L	86+27.71	1020.48	86+33.69	1020.36	86+67.18	1019.69
.3L	86+35.95	1020.44	86+41.93	1020.32	86+75.43	1019.64
SPLICE #6	86+37.57	1020.43	86+43.28	1020.31	86+77.04	1019.63
.4L	86+44.19	1020.40	86+50.17	1020.28	86+83.67	1019.58
.5L	86+52.44	1020.35	86+58.42	1020.22	86+91.91	1019.52
.6L	86+60.68	1020.30	86+66.66	1020.17	87+00.15	1019.46
.7L	86+68.92	1020.23	86+74.90	1020.10	87+08.39	1019.38
.8L	86+77.16	1020.16	86+83.14	1020.03	87+16.63	1019.29
.9L	86+85.40	1020.08	86+91.38	1019.95	87+24.88	1019.20
FWD. ABUT. BRG.	86+93.64	1019.99	86+99.62	1019.86	87+33.12	1019.10

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

$L = \text{SPAN LENGTH}$

2. SEE SHEET 19/26 FOR PLAN VIEW.

3. SEE SHEET 20/26 FOR TRANSVERSE SECTION.

LEFT BRIDGE												
TOP OF HAUNCH ELEVATIONS AT TENTH POINTS ALONG SPECIFIC GIRDER												
SPECIFIC PT	GIRDER 1		GIRDER 2		GIRDER 3		GIRDER 4		PG		GIRDER 5	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR ABUT. BRG.	82+19.00	1018.38	82+27.98	1018.59	82+36.95	1018.80	82+45.92	1019.00	82+51.60	1019.12	82+54.89	1019.20
.1L	82+27.25	1018.48	82+36.22	1018.69	82+45.19	1018.89	82+54.16	1019.09	82+59.84	1019.22	82+63.13	1019.29
.2L	82+35.49	1018.58	82+44.46	1018.77	82+53.43	1018.97	82+62.40	1019.17	82+68.08	1019.30	82+71.37	1019.37
.3L	82+43.73	1018.66	82+52.70	1018.86	82+61.67	1019.05	82+70.64	1019.25	82+76.33	1019.37	82+79.62	1019.44
.4L	82+51.97	1018.74	82+60.94	1018.93	82+69.91	1019.12	82+78.89	1019.32	82+84.57	1019.44	82+87.86	1019.51
.5L	82+60.21	1018.81	82+69.18	1019.00	82+78.16	1019.19	82+87.13	1019.38	82+92.81	1019.50	82+96.10	1019.57
.6L	82+68.45	1018.87	82+77.43	1019.06	82+86.40	1019.24	82+95.37	1019.43	83+01.05	1019.55	83+04.34	1019.62
SPLICE #1	82+75.68	1018.92	82+84.65	1019.11	82+93.62	1019.29	83+02.59	1019.47	83+08.28	1019.59	83+11.57	1019.65
.7L	82+76.70	1018.93	82+85.67	1019.11	82+94.64	1019.30	83+03.61	1019.48	83+09.29	1019.60	83+12.58	1019.66
.8L	82+84.94	1018.98	82+93.91	1019.17	83+02.88	1019.35	83+11.85	1019.53	83+17.53	1019.64	83+20.82	1019.70
.9L	82+93.18	1019.04	83+02.15	1019.22	83+11.12	1019.40	83+20.09	1019.57	83+25.78	1019.68	83+29.07	1019.75
PIER 1	83+01.42	1019.10	83+10.39	1019.28	83+19.36	1019.45	83+28.34	1019.62	83+34.02	1019.73	83+37.31	1019.79
.1L	83+14.15	1019.20	83+23.12	1019.37	83+32.09	1019.54	83+41.06	1019.71	83+46.74	1019.82	83+50.03	1019.88
.2L	83+26.87	1019.31	83+35.84	1019.47	83+44.81	1019.64	83+53.79	1019.80	83+59.47	1019.90	83+62.76	1019.96
SPLICE #2	83+30.01	1019.33	83+38.98	1019.49	83+47.95	1019.66	83+56.92	1019.82	83+62.61	1019.93	83+65.90	1019.99
.3L	83+39.60	1019.41	83+48.57	1019.56	83+57.54	1019.72	83+66.51	1019.88	83+72.19	1019.99	83+75.48	1020.04
.4L	83+52.32	1019.49	83+61.29	1019.64	83+70.26	1019.80	83+79.24	1019.95	83+84.92	1020.06	83+88.21	1020.11
.5L	83+65.05	1019.55	83+74.02	1019.70	83+82.99	1019.85	83+91.96	1020.00	83+97.64	1020.10	84+00.93	1020.16
.6L	83+77.77	1019.60	83+86.74	1019.74	83+95.71	1019.89	84+04.69	1020.03	84+10.37	1020.13	84+13.66	1020.18
.7L	83+90.50	1019.62	83+99.47	1019.76	84+08.44	1019.91	84+17.41	1020.05	84+23.09	1020.14	84+26.38	1020.19
SPLICE #3	84+00.10	1019.64	84+09.07	1019.77	84+18.04	1019.91	84+27.01	1020.05	84+32.70	1020.14	84+35.99	1020.19
.8L	84+03.22	1019.64	84+12.19	1019.78	84+21.16	1019.92	84+30.14	1020.05	84+35.82	1020.14	84+39.11	1020.19
.9L	84+15.95	1019.65	84+24.92	1019.79	84+33.89	1019.92	84+42.86	1020.05	84+48.54	1020.13	84+51.83	1020.18
PIER 2	84+28.67	1019.67	84+37.64	1019.80	84+46.61	1019.93	84+55.59	1020.06	84+61.27	1020.14	84+64.56	10

NOTES:

1. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.

$L = \text{SPAN LENGTH}$

2. SEE SHEET 19/26 FOR PLAN VIEW.
3. SEE SHEET 20/26 FOR TRANSVERSE SECTION.



34" x 22"

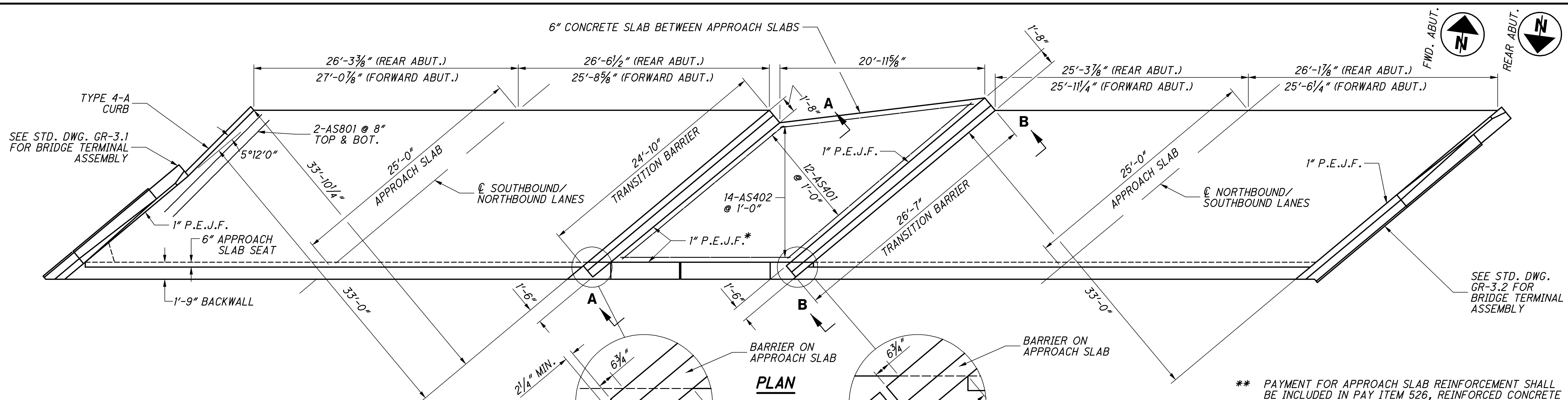
RIGHT BRIDGE												
TOP OF HAUNCH ELEVATIONS AT TENTH POINTS ALONG SPECIFIC GIRDER												
SPECIFIC PT	GIRDER 6		PG	GIRDER 7		GIRDER 8		GIRDER 9		GIRDER 10		
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
REAR ABUT. BRG.	82+76.37	1019.39	82+80.29	1019.37	82+85.34	1019.34	82+94.31	1019.29	83+03.28	1019.24	83+12.25	1019.18
.1L	82+84.61	1019.47	82+88.53	1019.45	82+93.58	1019.42	83+02.55	1019.36	83+11.52	1019.31	83+20.50	1019.25
.2L	82+92.85	1019.54	82+96.77	1019.52	83+01.82	1019.49	83+10.79	1019.43	83+19.77	1019.37	83+28.74	1019.32
.3L	83+01.09	1019.61	83+05.02	1019.59	83+10.06	1019.55	83+19.04	1019.49	83+28.01	1019.43	83+36.98	1019.37
.4L	83+09.33	1019.67	83+13.26	1019.65	83+18.31	1019.60	83+27.28	1019.54	83+36.25	1019.48	83+45.22	1019.42
.5L	83+17.58	1019.72	83+21.50	1019.70	83+26.55	1019.65	83+35.52	1019.59	83+44.49	1019.52	83+53.46	1019.46
.6L	83+25.82	1019.76	83+29.74	1019.74	83+34.79	1019.69	83+43.76	1019.62	83+52.73	1019.56	83+61.70	1019.49
SPLICE #1	83+33.04	1019.80	83+36.97	1019.77	83+42.01	1019.73	83+50.98	1019.66	83+59.95	1019.58	83+68.93	1019.51
.7L	83+34.06	1019.80	83+37.98	1019.77	83+43.03	1019.73	83+52.00	1019.66	83+60.97	1019.59	83+69.95	1019.51
.8L	83+42.30	1019.83	83+46.22	1019.81	83+51.27	1019.76	83+60.24	1019.69	83+69.22	1019.61	83+78.19	1019.54
.9L	83+50.54	1019.87	83+54.47	1019.84	83+59.51	1019.80	83+68.49	1019.72	83+77.46	1019.64	83+86.43	1019.56
PIER 1	83+58.78	1019.91	83+62.71	1019.88	83+67.76	1019.84	83+76.73	1019.76	83+85.70	1019.67	83+94.67	1019.59
.1L	83+71.51	1019.99	83+75.43	1019.95	83+80.48	1019.90	83+89.45	1019.82	83+98.42	1019.73	84+07.40	1019.64
.2L	83+84.23	1020.06	83+88.16	1020.02	83+93.21	1019.97	84+02.18	1019.88	84+11.15	1019.79	84+20.12	1019.70
SPLICE #2	83+87.36	1020.08	83+91.30	1020.04	83+96.33	1019.99	84+05.30	1019.90	84+14.27	1019.81	84+23.25	1019.72
.3L	83+96.96	1020.13	84+00.88	1020.09	84+05.93	1020.04	84+14.90	1019.94	84+23.87	1019.85	84+32.85	1019.75
.4L	84+09.68	1020.19	84+13.61	1020.15	84+18.66	1020.08	84+27.63	1019.98	84+36.60	1019.89	84+45.57	1019.79
.5L	84+22.41	1020.22	84+26.33	1020.18	84+31.38	1020.11	84+40.35	1020.01	84+49.32	1019.91	84+58.30	1019.81
.6L	84+35.13	1020.24	84+39.06	1020.19	84+44.11	1020.13	84+53.08	1020.02	84+62.05	1019.91	84+71.02	1019.80
.7L	84+47.86	1020.23	84+51.78	1020.19	84+56.83	1020.12	84+65.80	1020.01	84+74.77	1019.89	84+83.75	1019.78
SPLICE #3	84+57.45	1020.22	84+61.37	1020.17	84+66.42	1020.11	84+75.39	1019.99	84+84.36	1019.87	84+93.34	1019.76
.8L	84+60.58	1020.22	84+64.51	1020.17	84+69.56	1020.10	84+78.53	1019.99	84+87.50	1019.87	84+96.47	1019.75
.9L	84+73.31	1020.20	84+77.23	1020.15	84+82.28	1020.08	84+91.25	1019.96	85+00.22	1019.84	85+09.20	1019.71
PIER 2	84+86.03	1020.19	84+89.96	1020.14	84+95.01	1020.07	85+03.98	1019.94	85+12.95	1019.81	85+21.92	1019.68
.1L	84+98.76	1020.19	85+02.68	1020.14	85+07.73	1020.06	85+16.70	1019.93	85+25.67	1019.80	85+34.65	1019.67
.2L	85+11.48	1020.20	85+15.41	1020.14	85+20.46	1020.07	85+29.43	1019.93	85+38.40	1019.79	85+47.37	1019.65
SPLICE #4	85+14.61	1020.20	85+18.54	1020.14	85+23.58	1020.07	85+32.55	1019.93	85+41.52	1019.79	85+50.50	1019.65
.3L	85+24.21	1020.20	85+28.13	1020.14	85+33.18	1020.06	85+42.15	1019.92	85+51.12	1019.78	85+60.10	1019.64
.4L	85+36.93	1020.20	85+40.86	1020.14	85+45.91	1020.05	85+54.88	1019.91	85+63.85	1019.76	85+72.82	1019.62
.5L	85+49.66	1020.18	85+53.58	1020.11	85+58.63	1020.02	85+67.60	1019.87	85+76.57	1019.72	85+85.55	1019.58
.6L	85+62.38	1020.13	85+66.31	1020.07	85+71.36	1019.97	85+80.33	1019.82	85+89.30	1019.67	85+98.27	1019.52
.7L	85+75.11	1020.07	85+79.03	1020.00	85+84.08	1019.91	85+93.05	1019.75	86+02.02	1019.59	86+11.00	1019.44
SPLICE #5	85+84.70	1020.01	85+88.62	1019.94	85+93.67	1019.85	86+02.64	1019.69	86+11.61	1019.52	86+20.59	1019.36
.8L	85+87.83	1019.99	85+91.76	1019.92	85+96.81	1019.83	86+05.78	1019.66	86+14.75	1019.50	86+23.72	1019.34
.9L	86+00.56	1019.90	86+04.48	1019.83	86+09.53	1019.74	86+18.50	1019.57	86+27.47	1019.40	86+36.45	1019.23
PIER 3	86+13.28	1019.82	86+17.21	1019.75	86+22.26	1019.65	86+31.23	1019.48	86+40.20	1019.31	86+49.17	1019.13
.1L	86+21.53	1019.77	86+25.45	1019.70	86+30.50	1019.60	86+39.47	1019.43	86+48.44	1019.25	86+57.41	1019.07
.2L	86+29.77	1019.73	86+33.69	1019.65	86+38.74	1019.56	86+47.71	1019.38	86+56.68	1019.20	86+65.65	1019.02
.3L	86+38.01	1019.69	86+41.93	1019.61	86+46.98	1019.51	86+55.95	1019.33	86+64.92	1019.15	86+73.90	1018.96
SPLICE #6	86+39.36	1019.68	86+43.28	1019.60	86+48.33	1019.50	86+57.30	1019.32	86+66.27	1019.14	86+75.25	1018.96
.4L	86+46.25	1019.65	86+50.17	1019.57	86+55.22	1019.46	86+64.19	1019.28	86+73.17	1019.09	86+82.14	1018.91
.5L	86+54.49	1019.60	86+58.42	1019.51	86+63.46	1019.41	86+72.44	1019.22	86+81.41	1019.03	86+90.38	1018.85
.6L	86+62.73	1019.54	86+66.66	1019.46	86+71.71	1019.35	86+80.68	1019.16	86+89.65	1018.97	86+98.62	1018.78
.7L	86+70.98	1019.48	86+74.90	1019.39	86+79.95	1019.28	86+88.92	1019.09	86+97.89	1018.90	87+06.86	1018.70
.8L	86+79.22	1019.40	86+83.14	1019.32	86+88.19	1019.21	86+97.16	1019.01	87+06.13	1018.82	87+15.10	1018.62
.9L	86+87.46	1019.32	86+91.38	1019.24	86+96.43	1019.13	87+05.40	1018.93	87+14.37	1018.73	87+23.35	1018.53
FWD. ABUT. BRG.	86+95.70	1019.23	8699.62	1019.15	87+04.67	1019.04	87+13.64	1018.84	87+22.62	1018.63	87+31.59	1018.43

- NOTES:
1.

TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
- L = SPAN LENGTH
2.

SEE SHEET 19/26 FOR PLAN VIEW.
3.

SEE SHEET 20/26 FOR TRANSVERSE SECTION.

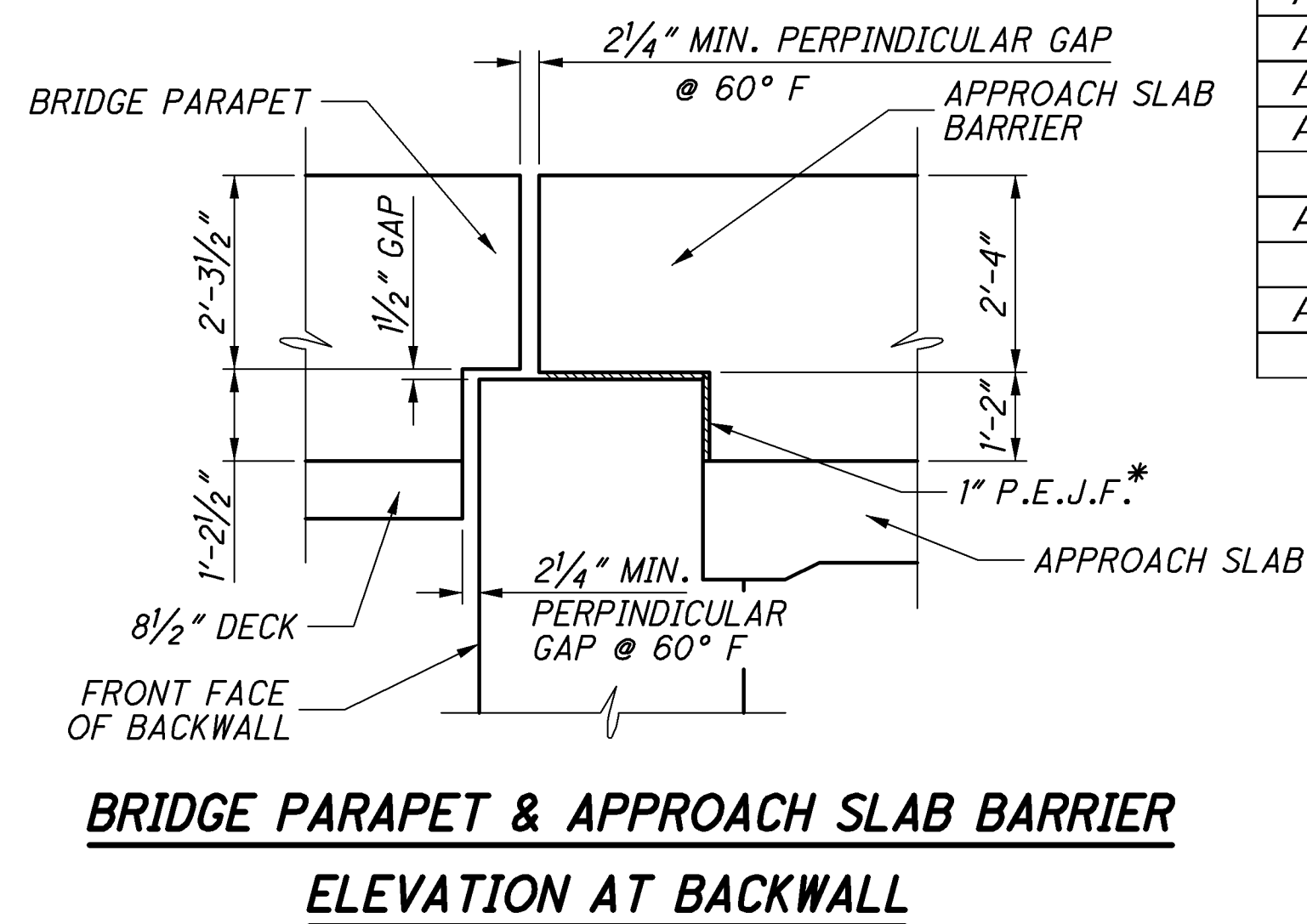
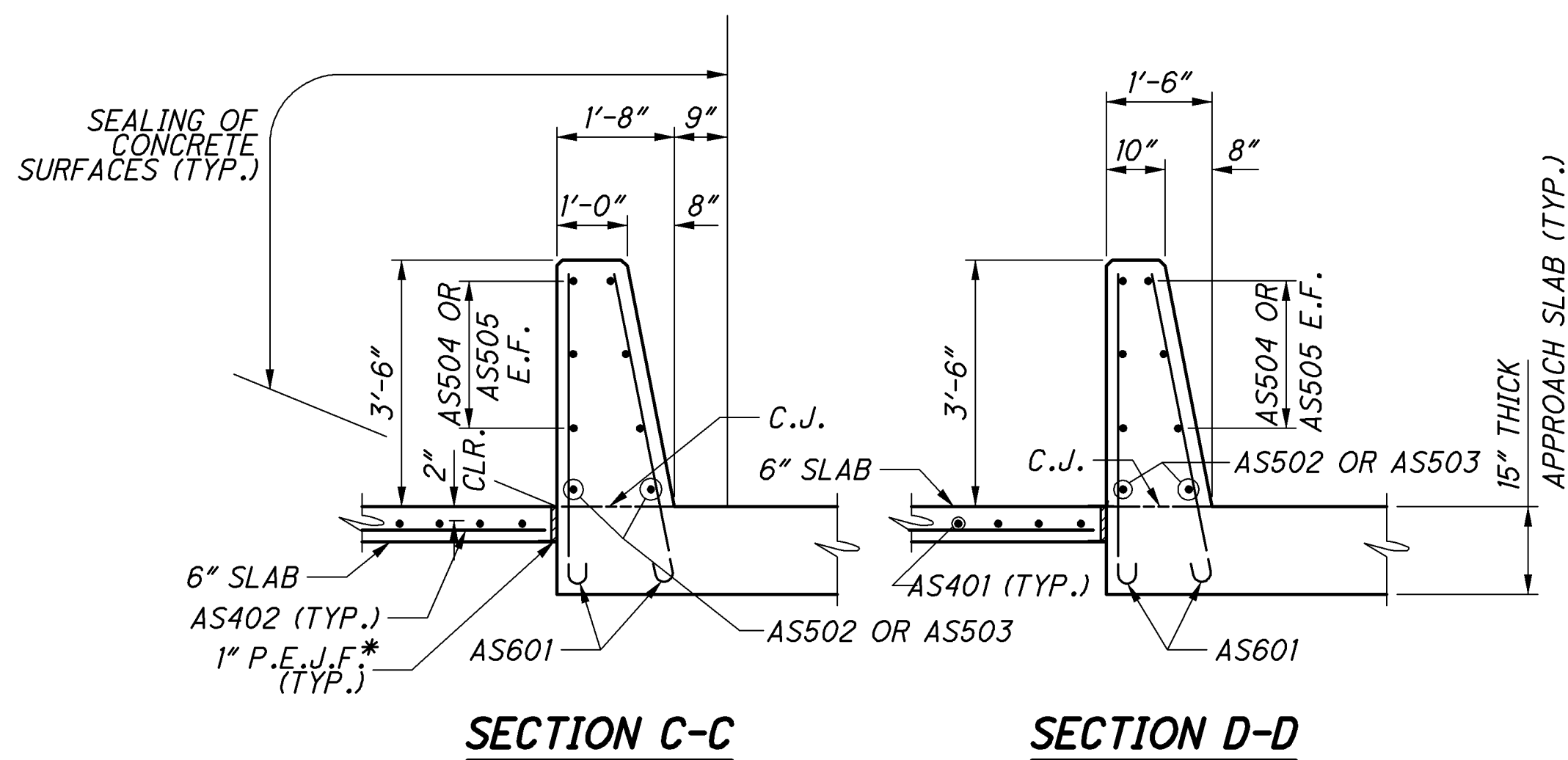
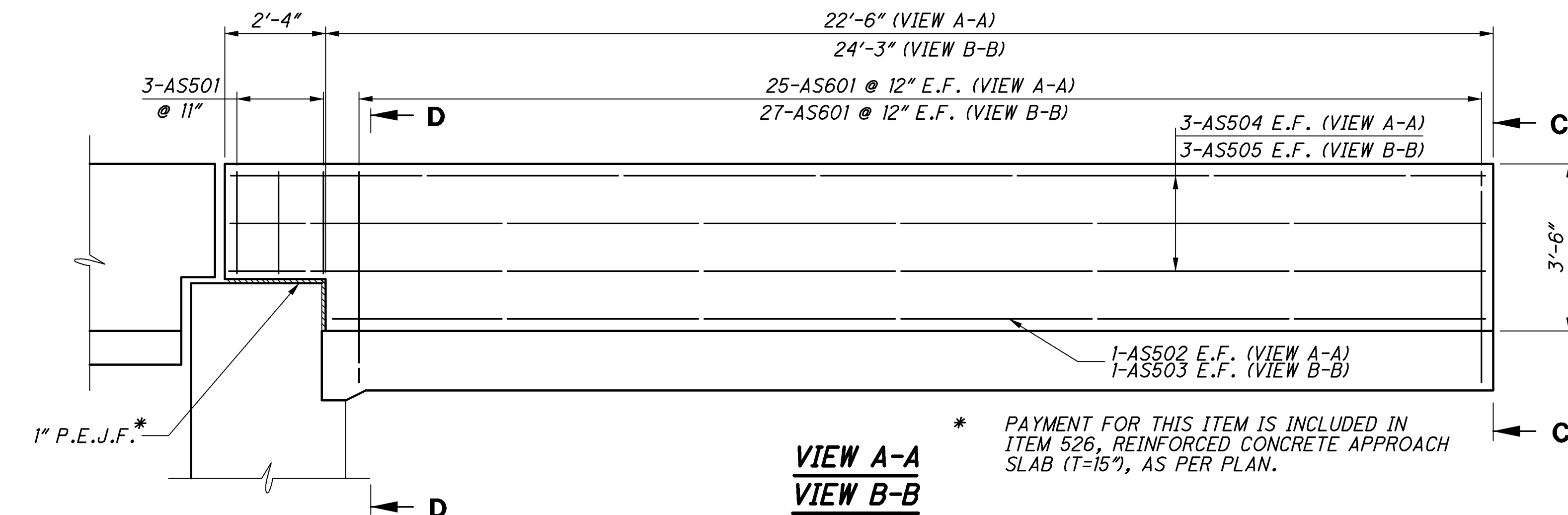


LEFT BRIDGE APPROACH SLAB REINFORCING **											
MARK	NUMBER			LENGTH	WEIGHT (POUNDS)			TYPE	DIMENSIONS		
	REAR	FWD	TOTAL		REAR	FWD	TOTAL		A	B	C
AS401	12	0	12	24' - 6"	196	0	196	STR.			
AS402	14	0	14	18' - 0"	168	0	168	STR.			
AS501	3	3	6	4' - 11"	15	15	30	13	0' - 11"	2' - 0"	1' - 10"
AS502	0	2	2	22' - 0"	0	46	46	STR.			
AS503	2	0	2	23' - 11"	50	0	50	STR.			
AS504	0	6	6	24' - 6"	0	153	153	STR.			
AS505	6	0	6	26' - 3"	164	0	164	STR.			
AS601	27	25	52	5' - 1"	206	191	397	15	4' - 5"		
AS801	0	4	4	14' - 0"	0	150	150	STR.	14' - 0"		
TOTAL					435	555	990				

RIGHT BRIDGE APPROACH SLAB REINFORCING **											
MARK	NUMBER			LENGTH	WEIGHT (POUNDS)			TYPE	DIMENSIONS		
	REAR	FWD	TOTAL		REAR	FWD	TOTAL		A	B	C
AS401	0	12	12	24' - 6"	0	196	196	STR.			
AS402	0	14	14	18' - 0"	0	168	168	STR.			
AS501	3	3	6	4' - 11"	15	15	30	13	0' - 11"	2' - 0"	1' - 10"
AS502	2	0	2	22' - 0"	46	0	46	STR.			
AS503	0	2	2	23' - 11"	0	50	50	STR.			
AS504	6	0	6	24' - 6"	153	0	153	STR.			
AS505	0	6	6	26' - 3"	0	164	164	STR.			
AS601	25	27	52	5' - 1"	191	206	397	15	4' - 5"		
AS801	4	0	4	14' - 0"	150	0	150	STR.	14' - 0"		
TOTAL					555	435	990				

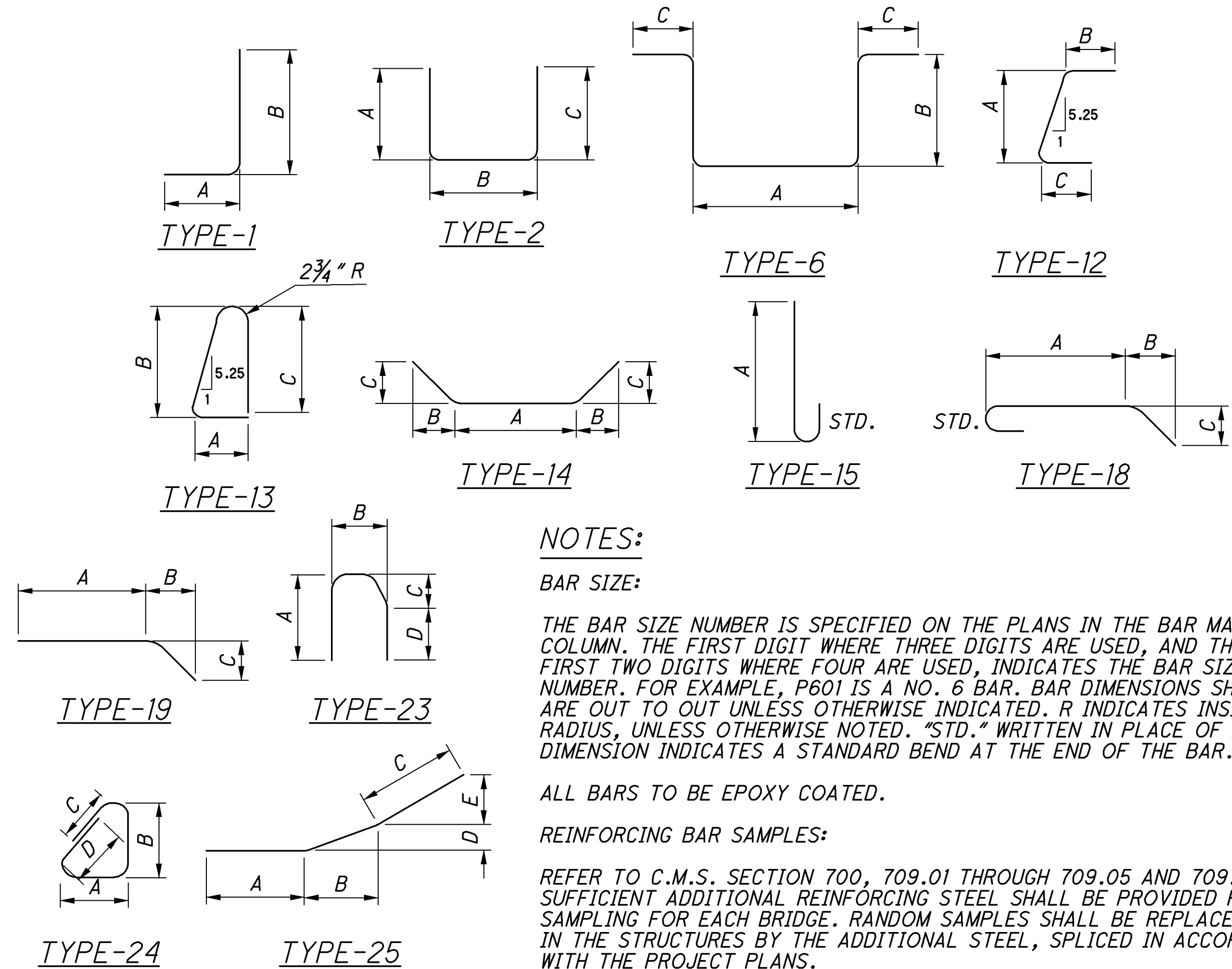
NOTES:

1. FOR ADDITIONAL NOTES AND DETAILS SEE STANDARD BRIDGE DRAWING SBR-I-99.
2. FOR ADDITIONAL APPROACH SLAB DETAILS, SEE STANDARD BRIDGE DRAWING AS-I-81.
3. CONCRETE FOR PARAPETS ON APPROACH SLABS AND 6" CONCRETE SLABS SHALL BE CLASS HP.
4. PAYMENT FOR INSIDE BARRIERS ON APPROACH SLABS AND 6" CONCRETE SLABS SHALL BE INCLUDED WITH ITEM 526, APPROACH SLABS, (T=15"), AS PER PLAN.
5. CONCRETE USED FOR THE 6" SLAB SHALL BE THE SAME AS APPROACH SLAB CONCRETE.



ABUTMENT REINFORCING															
MARK	NUMBER			LENGTH	WEIGHT (POUNDS)			TYPE	DIMENSIONS						
	REAR	FWD	TOTAL		REAR	FWD	TOTAL		A	B	C	D	E	R	INC
A501	11	9	20	7' - 2"	82	67	149	2	3' - 0"	1' - 5"	3' - 0"				
A502	0	1	1	13' - 7"	0	14	14	19	11' - 0"	2' - 6"	0' - 9"				
A503	16	16	32	30' - 0"	501	501	1,002	STR.							
A504	16	16	32	36' - 10"	615	615	1,230	STR.							
A505	1	0	1	13' - 7"	14	0	14	19	11' - 0"	2' - 6"	0' - 9"				
A506	13	4	17	7' - 3"	98	30	128	13	1' - 1"	3' - 2"	3' - 0"				
A507	0	4	4	17' - 8"	0	74	74	STR.							
SERIES A508	0	2 SERIES OF 3	2 SERIES OF 3	VARIES 12'-4" TO 9'-0"	0	67	67	STR.							1'-8"
A509	3	3	6	5' - 6"	17	17	34	25	1' - 8"	2' - 5"	1' - 5"	0'-1 1/2"	0' - 5"		
A510	5	5	10	5' - 6"	29	29	58	STR.							
A511	8	8	16	10' - 0"	83	83	166	STR.							
A512	0	2	2	7' - 4"	0	15	15	STR.							
A513	0	6	6	6' - 3"	0	39	39	STR.							
A514	0	2	2	8' - 8"	0	18	18	STR.							
A515	6	8	14	3' - 7"	22	30	52	STR.							
A516	0	6	6	5' - 6"	0	34	34	STR.							
A517	6	0	6	4' - 6"	28	0	28	STR.							
A518	6	0	6	14' - 3"	89	0	89	STR.							
A519	8	0	8	25' - 8"	214	0	214	STR.							
A520	2	0	2	21' - 6"	45	0	45	STR.							
SERIES A521	2 SERIES OF 3	0	2 SERIES OF 3	VARIES 15'-1" TO 11'-5"	83	0	83	STR.							1'-10"
A522	2	0	2	11' - 8"	24	0	24	19	7' - 9"	3' - 10"	0' - 10"				
A523	2	0	2	6' - 10"	14	0	14	19	5' - 4"	1' - 6"	0' - 4"				
A524	0	1	1	11' - 6"	0	12	12	19	8' - 11"	2' - 6"	0' - 9"				
A525	1	0	1	15' - 8"	16	0	16	19	13' - 1"	2' - 6"	0' - 9"				
A526	0	7	7	6' - 5"	0	47	47	14	5' - 0"	0' - 4"	0' - 9"				
A527	0	7	7	10' - 5"	0	76	76	24	2' - 8"	2' - 8"	2' - 8"	2' - 8"			
A528	0	4	4	16' - 2"	0	67	67	STR.							
A601	51	51	102	13' - 7"	1,041	1,041	2,082	2	6' - 6"	0' - 11"	6' - 6"				
A602	51	51	102	7' - 1"	543	543	1,086	2	3' - 0"	1' - 5"	3' - 0"				
A603	1	1	2	7' - 10"	12	12	24	2	3' - 0"	2' - 2"	3' - 0"				
A604	10	10	20	5' - 7"	84	84	168	STR.							
A605	13	13	26	4' - 6"	89	89	178	19	2' - 11"	1' - 2"	1' - 2"				
A606	2	2	4	12' - 0"	36	36	72	2	5' - 7"	1' - 2"	5' - 7"				
SERIES A607	2 SERIES OF 10	2 SERIES OF 10	4 SERIES OF 10	VARIES 6'-1" TO 5'-4"	171	171	342	STR.							1"
A608	0	1	1	6' - 9"	0	10	10	STR.							
A609	1	1	2	10' - 8"	16	16	32	23	4' - 11"	1' - 2"	0' - 11"	4' - 0"			
A610	12	2	14	10' - 8"	192	32	224	23	4' - 11"	1' - 2"	0' - 11"	4' - 0"			
A611	0	4	4	7' - 2"	0	43	43	2	3' - 2"	1' - 2"	3' - 2"				
SERIES A612	0	1 SERIES OF 5	1 SERIES OF 5	VARIES 11'-6" TO 7'-6"	0	71	71	2	VARIES 5'-4" TO 3'-4"	1' - 2"	VARIES 5'-4" TO 3'-4"				1'-0"
SERIES A615	1 SERIES OF 4	0	1 SERIES OF 4	VARIES 13'-2" TO 10'-10"	72	0	72	2	VARIES 6'-2" TO 5'-0"	1' - 2"	VARIES 6'-2" TO 5'-0"				9 1/4"
SERIES A616	1 SERIES OF 8	0	1 SERIES OF 8	VARIES 9'-5" TO 6'-9"	102	0	102	2	VARIES 4'-6" TO 3'-2"	1' - 2"	VARIES 4'-6" TO 3'-2"				9 1/4"
A617	1	0	1	14' - 9"	22	0	22	STR.							
A618	0	6	6	6' - 4"	0	57	57	STR.							
A801	24	24	48	6' - 4"	408	408	816	18	4' - 1"	1' - 0"	1' - 0"				
A802	0	24	24	8' - 6"	0	306	306	STR.							
A803	34	0	34	8' - 5"	430	0	430	STR.							
TOTAL					5,190	4,755	9,945								

SUPERSTRUCTURE REINFORCING											
MARK	TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
			(POUNDS)		A	B	C	D	E	R	INC
S401	795	30' - 0"	15,932	STR.							
S402	53	15' - 0"	531	STR.							
S403	4200	5' - 9"	16,132	2	2' - 6"	0' - 11"	2' - 6"				
S404	150	30' - 0"	3,006	STR.							
S405	842	2' - 3"	1,266	1	0' - 10"	1' - 6"					
S501	1826	35' - 8"	67,928	STR.							
SERIES S502	2 SERIES OF 103	VARIES 35'-8" TO 3'-0"	4,154	STR.							3 3/4"
S503	20	2' - 0"	42	STR.							
S504	8	55' - 8"	464	STR.							
S505	720	30' - 0"	22,529	STR.							
S506	48	22' - 6"	1,126	STR.							
S507	180	30' - 0"	5,632	STR.							
S508	12	25' - 11"	324	STR.							
S509	844	7' - 5"	6,529	13	1' - 1"	3' - 2"	3' - 0"				
S510	6	4' - 11"	31	13	0' - 11"	2' - 0"	1' - 10"				
S511	4	5' - 6"	23	STR.							
SERIES S512	2 SERIES OF 96	VARIES 35'-0" TO 3'-0"	3,872	STR.							4"
S601	44	40' - 0"	2,644	STR.							
S602	132	24' - 0"	4,758	STR.							
S603	132	36' - 0"	7,138	STR.							
S604	88	30' - 0"	3,965	STR.							
S605	32	30' - 0"	1,442	STR.							
S606	2	32' - 6"	98	STR.							
S607	844	2' - 8"	3,381	1	1' - 1"	1' - 9"					
S608	844	3' - 8"	4,648	12	1' - 9"	1' - 1"	1' - 1"				
TOTAL			177,595								



ABUTMENT REINFORCING															
MARK	NUMBER			LENGTH	WEIGHT (POUNDS)			TYPE	DIMENSIONS						
	REAR	FWD	TOTAL		REAR	FWD	TOTAL		A	B	C	D	E	R	INC
A501	9	11	20	7' - 2"	67	82	149	2	3' - 0"	1' - 5"	3' - 0"				
A502	1	0	1	13' - 7"	14	0	14	19	11' - 0"	2' - 6"	0' - 9"				
A503	16	16	32	30' - 0"	501	501	1,002	STR.							
A504	16	16	32	36' - 10"	615	615	1,230	STR.							
A505	0	1	1	13' - 7"	0	14	14	19	11' - 0"	2' - 6"	0' - 9"				
A506	4	13	17	7' - 5"	31	101	132	13	1' - 1"	3' - 2"	3' - 0"				
A507	4	0	4	17' - 8"	74	0	74	STR.							
SERIES A508	2 SERIES OF 3	0	2 SERIES OF 3	VARIES 12'-4" TO 9'-0"	67	0	67	STR.							1'-8"
A509	3	3	6	5' - 6"	17	17	34	25	1' - 8"	2' - 5"	1' - 5"	0'-1 1/2"	0' - 5"		
A510	5	5	10	5' - 6"	29	29	58	STR.							
A511	8	8	16	10' - 0"	83	83	166	STR.							
A512	2	0	2	7' - 4"	15	0	15	STR.							
A513	6	0	6	6' - 3"	39	0	39	STR.							
A514	2	0	2	8' - 8"	18	0	18	STR.							
A515	8	6	14	3' - 7"	30	22	52	STR.							
A516	6	0	6	5' - 6"	34	0	34	STR.							
A517	0	6	6	4' - 6"	0	28	28	STR.							
A518	0	6	6	14' - 3"	0	89	89	STR.							
A519	0	8	8	25' - 8"	0	214	214	STR.							
A520	0	2	2	21' - 6"	0	45	45	STR.							
SERIES A521	0	2 SERIES OF 3	2 SERIES OF 3	VARIES 15'-1" TO 11'-5"	0	83	83	STR.							1'-10"
A522	0	2	2	11' - 8"	0	24	24	19	7' - 9"	3' - 10"	0' - 10"				
A523	0	2	2	6' - 10"	0	14	14	19	5' - 4"	1' - 6"	0' - 4"				
A524	1	0	1	11' - 6"	12	0	12	19	8' - 11"	2' - 6"	0' - 9"				
A525	0	1	1	15' - 8"	0	16	16	19	13' - 1"	2' - 6"	0' - 9"				
A526	7	0	7	6' - 5"	47	0	47	14	5' - 0"	0' - 4"	0' - 9"				
A527	7	0	7	10' - 5"	76	0	76	24	2' - 8"	2' - 8"	2' - 8"	2' - 8"			
A528	4	0	4	16' - 2"	67	0	67	STR.							
A601	51	51	102	13' - 7"	1,041	1,041	2,082	2	6' - 6"	0' - 11"	6' - 6"				
A602	51	51	102	7' - 1"	543	543	1,086	2	3' - 0"	1' - 5"	3' - 0"				
A603	1	1	2	7' - 10"	12	12	24	2	3' - 0"	2' - 2"	3' - 0"				
A604	10	10	20	5' - 7"	84	84	168	STR.							
A605	13	13	26	4' - 6"	89	89	178	19	2' - 11"	1' - 2"	1' - 2"				
A606	2	2	4	12' - 0"	36	36	72	2	5' - 7"	1' - 2"	5' - 7"				
SERIES A607	2 SERIES OF 10	2 SERIES OF 10	4 SERIES OF 10	VARIES 6'-1" TO 5'-4"	171	171	342	STR.							1"
A608	1	0	1	6' - 9"	10	0	10	STR.							
A609	1	1	2	10' - 8"	16	16	32	23	4' - 11"	1' - 2"	0' - 11"	4' - 0"			
A610	2	12	14	10' - 8"	32	192	224	23	4' - 11"	1' - 2"	0' - 11"	4' - 0"			
A611	4	0	4	7' - 2"	43	0	43	2	3' - 2"	1' - 2"	3' - 2"				
SERIES A612	1 SERIES OF 5	0	1 SERIES OF 5	VARIES 11'-6" TO 7'-6"	71	0	71	2	VARIES 5'-4" TO 3'-4"	1' - 2"	VARIES 5'-4" TO 3'-4"				1'-0"
SERIES A615	0	1 SERIES OF 4	1 SERIES OF 4	VARIES 13'-2" TO 10'-10"	0	72	72	2	VARIES 6'-2" TO 5'-0"	1' - 2"	VARIES 6'-2" TO 5'-0"				9 1/4"
SERIES A616	0	1 SERIES OF 8	1 SERIES OF 8	VARIES 9'-10" TO 7'-2"	0	97	97	2	VARIES 4'-6" TO 3'-2"	1' - 2"	VARIES 4'-6" TO 3'-2"				9 1/4"
A617	0	1	1	14' - 9"	0	22	22	STR.							
A618	6	0	6	6' - 4"	57	0	57	STR.							
A801	24	24	48	6' - 4"	408	408	816	18	4' - 1"	1' - 0"	1' - 0"				
A802	24	0	24	8' - 6"	306	0	306	STR.							
A803	0	34	34	8' - 5"	0	430	430	STR.							
TOTAL					4,755	5,190	9,945								

MARK	TOTAL	LENGTH	WEIGHT (POUNDS)	TYPE	DIMENSIONS										
					A	B	C	D	E	R	INC				
S401	795	30' - 0"	15,932	STR.											
S402	53	15' - 0"	531	STR.											
S403	4200	5' - 9"	16,132	2	2' - 6"	0' - 11"	2' - 6"								
S404	150	30' - 0"	3,006	STR.											
S405	842	2' - 3"	1,266	1	0' - 10"	1' - 6"									
S501	1826	35' - 8"	67,928	STR.											
SERIES S502	2 SERIES OF 103	VARIES 35'-8" TO 3'-0"	4,154	STR.								3 3/4"			
S503	20	2' - 0"	42	STR.											
S504	8	55' - 8"	464	STR.											
S505	720	30' - 0"	22,529	STR.											
S506	48	22' - 6"	1,126	STR.											
S507	180	30' - 0"	5,632	STR.											
S508	12	25' - 11"	324	STR.											
S509	844	7' - 5"	6,529	13	1' - 1"	3' - 2"	3' - 0"								
S510	6	4' - 11"	31	13	0' - 11"	2' - 0"	1' - 10"								
S511	4	5' - 6"	23	STR.											
SERIES S512	2 SERIES OF 96	VARIES 35'-0" TO 3'-0"	3,872	STR.								4"			
S601	44	40' - 0"	2,644	STR.											
S602	132	24' - 0"	4,758	STR.											
S603	132	36' - 0"	7,138	STR.											
S604	88	30' - 0"	3,965	STR.											
S605	32	30' - 0"	1,442	STR.											
S606	2	32' - 6"	98	STR.											
S607	844	2' - 8"	3,381	1	1' - 1"	1' - 9"									
S608	844	3' - 8"	4,648	12	1' - 9"	1' - 1"	1' - 1"								
TOTAL			177,595												

