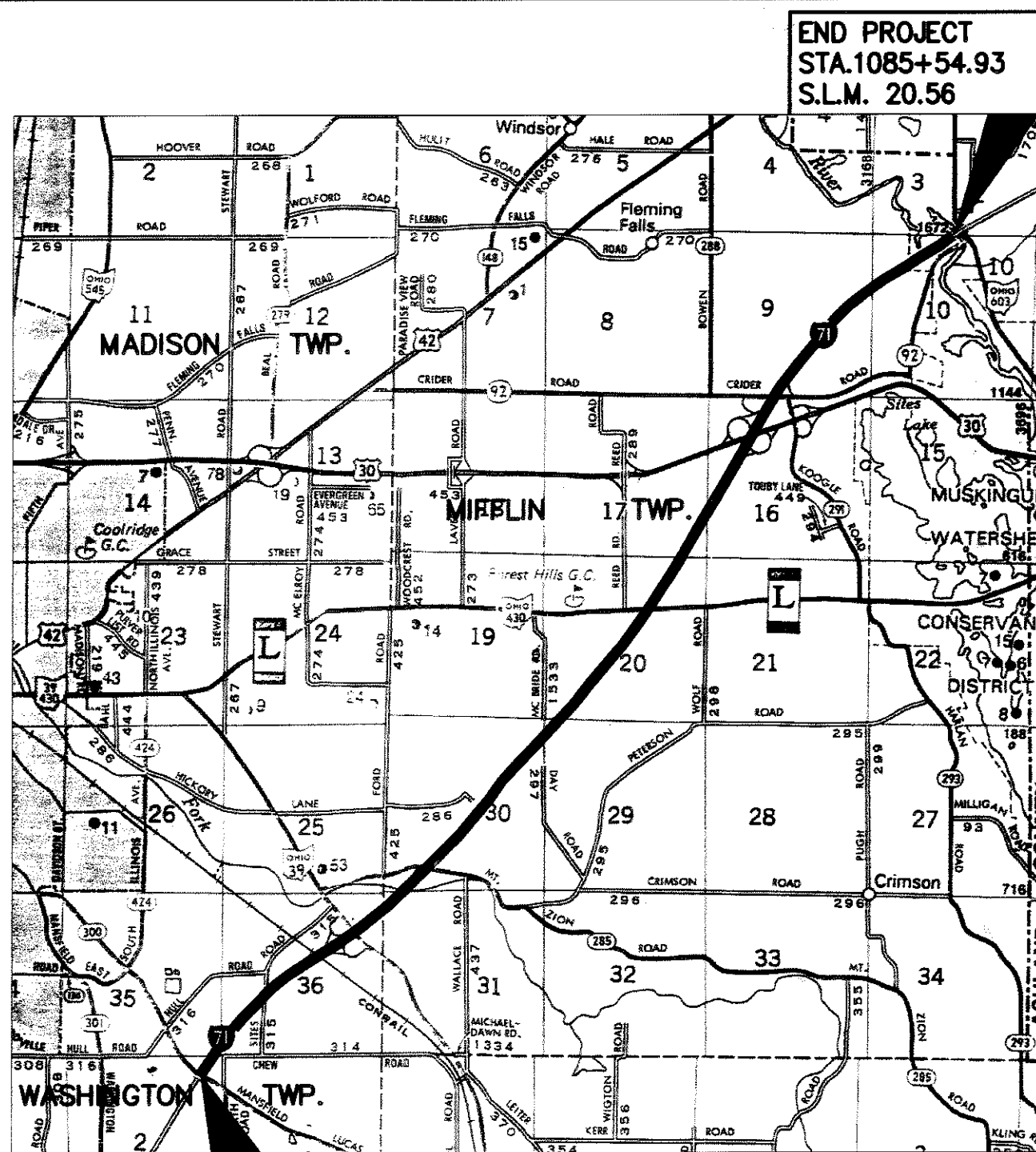


RIC - 71 - 13.66
010116 PID - 11378
Dist 3 3/7/01
User: jn81152
J:\Proj3\7044600\ROADWAY\446GT01.dwg
URS Greiner Woodward Clyde



LOCATION MAP

LAT. 40°46'12" LONG. 82°25'17"

SCALE IN MILES



Portion to be Improved
State & Federal Routes
Other Roads

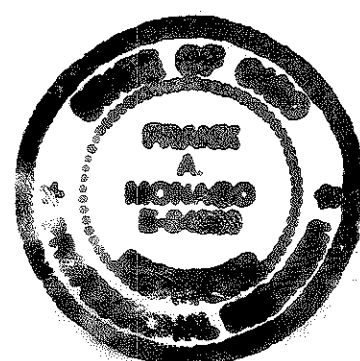
DESIGN DESIGNATION

	INTERSTATE 71	S.R. 430
CURRENT A.D.T. (2004)	= 45,440	= 1,500
DESIGN YEAR A.D.T. (2024)	= 63,230	= 1,580
D.H.V.	= 6,955	= 205
D	= 56%	= 56%
T24	= 25%	= 4%
DESIGN SPEED	= 70 mph	= 55 mph
LEGAL SPEED	= 65 mph	= 55 mph
FUNCTIONAL CLASSIFICATION	= RURAL INTERSTATE	= RURAL MAJOR COLLECTOR

DESIGN EXCEPTIONS

DESIGN FEATURE
NONE REQUIRED

UNDERGROUND UTILITIES
**2 WORKING DAYS
BEFORE YOU DIG**
Call...800-362-2764 (Toll Free)
OHIO UTILITIES PROTECTION SERVICE
NON-MEMBERS
MUST BE CALLED DIRECTLY



PLANS PREPARED BY

URS Greiner Woodward Clyde
Engineering & Architectural Services

AKRON COLUMBUS CLEVELAND

FRANK A. MONAGO REG. ENGINEER No. 34380

STATE OF OHIO DEPARTMENT OF TRANSPORTATION RIC-71-13.66 WASHINGTON TOWNSHIP MADISON TOWNSHIP MIFFLIN TOWNSHIP RICHLAND COUNTY

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SOIL PROFILE (CR - 285)	

STANDARD CONSTRUCTION DRAWINGS

STANDARD CONSTRUCTION DRAWINGS										SUPPLEMENTAL SPECIFICATIONS		
BP-1.1 07-28-00	DM-1.1M 10-21-97	GR-1.1M 10-21-97	GR-5.1M 04-21-95	RM-4.3M 10-21-97	TC-51.11 9-30-94	HL-10.12M 5-01-95	HL-30.31M 5-01-95	DM-1.1M 10-21-97	816 04-21-97	905 04-01-98		
BP-2.1 07-28-00	DM-1.2M 10-21-97	GR-1.2M 01-03-96	GR-5.2M 11-30-94	RM-4.5M 10-21-97	TC-51.12 1-03-94	HL-10.31M 3-31-95	HL-30.32M 8-14-96	GSD-1-96 2-12-97	830 10-21-97	907 10-21-98		
BP-2.2 07-28-00	DM-2.1M 06-30-95	GR-1.3M 11-30-94	GR-5.3M 11-30-94	TC-12.30 1-20-84	TC-52.10 4-03-79	HL-20.11M 3-31-95	HL-40.10M 3-31-95	PCB-91 7-6-99	837 03-09-99	911 07-10-97		
BP-2.5 07-28-00	DM-4.1M 06-30-95	GR-2.1M 10-21-97	GR-6.1M 01-03-96	TC-21.20 9-01-92	TC-52.20 4-03-79	HL-20.21M 8-31-94	HL-50.11M 3-31-95	SICD-1-96M 2-12-97	842 01-06-99	937 03-09-99		
BP-3.1 07-28-00	DM-4.2M 06-30-95	GR-3.1M 10-21-97	GR-6.2M 01-03-96	TC-35.10 8-29-84	TC-61.10 4-05-82	HL-20.22M 3-31-95	HL-50.21M 8-31-94	SBR-1-99 1-12-99	844 01-06-99	954 09-09-97		
BP-5.1 07-28-00	DM-4.3 04-29-99	GR-3.2M 10-21-97	HW-2.1M 07-12-95	TC-41.10 8-29-84	TC-65.10 7-07-95	HL-20.23M 3-31-95	HL-60.11M 5-01-95	VPF-1-90 3-20-95	855 06-30-98	880 06-15-99		
BP-9.1 07-28-00	F-2.1 07-28-00	GR-4.2M 10-21-97	HW-2.2M 07-12-95	TC-41.20 6-21-94	TC-65.11 7-07-95	HL-60.21M 3-31-95	HL-60.21M 3-31-95		863 09-09-97	894 10-12-99		
CB-3.1M 07-12-95	F-3.1 07-28-00	GR-4.3M 10-21-97	RM-1.1 04-29-99	TC-41.50 6-21-94	TC-71.10 9-10-91	HL-30.11M 3-31-95	HL-60.31M 3-31-95	LA-1.2 7-28-00	870 08-10-99			
CB-3.2M 07-12-95	F-3.3 07-28-00	GR-4.4M 11-30-94	RM-3.1M 10-21-97	TC-42.10 8-19-77	TC-72.20 2-26-82	HL-30.21M 5-01-95	AS-1-81 9-15-94		877 04-13-99			
CB-1.2M 07-12-95	F-3.4 07-28-00	GR-4.5 04-29-99	RM-4.2M 10-21-97	TC-42.20 3-26-79	HL-10.11M 5-01-95	HL-30.22M 3-31-95	BS-1-93 12-19-94		899 10-21-98			

PROJECT DESCRIPTION

WIDENING AND RECONSTRUCTION OF 7.11 MILES OF INTERSTATE 71 TO PROVIDE A THIRD INSIDE LANE INCLUDING STRUCTURES, DRAINAGE, LIGHTING, SIGNING, AND PAVEMENT MARKINGS.

1997 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 OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF INTERSTATE 71 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES. THIS IMPROVEMENT WILL REQUIRE THE CLOSING TO TRAFFIC OF S.R. 430, AND THE INTERMITTENT CLOSING OF C.R. 92 AND C.R. 285. DETOURS WILL BE PROVIDED AS INDICATED ON SHEET ~~81 & 82~~.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (I) OF THE OHIO REVISED CODE, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN 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 GIVEN NOTICE THEREOF ARE ERECTED.

APPROVED Thomas M. O'Leary
DATE 11-6-00 DISTRICT DEPUTY DIRECTOR
APPROVED Jordan Proctor
DATE 12-12-00 DIRECTOR, DEPARTMENT OF TRANSPORTATION

SPECIAL PROVISIONS

WATERWAY PERMIT NWP # 3 & 14 DATE 11-24-99

FEDERAL PROJECT NO.
TE 21-GO10 (65)

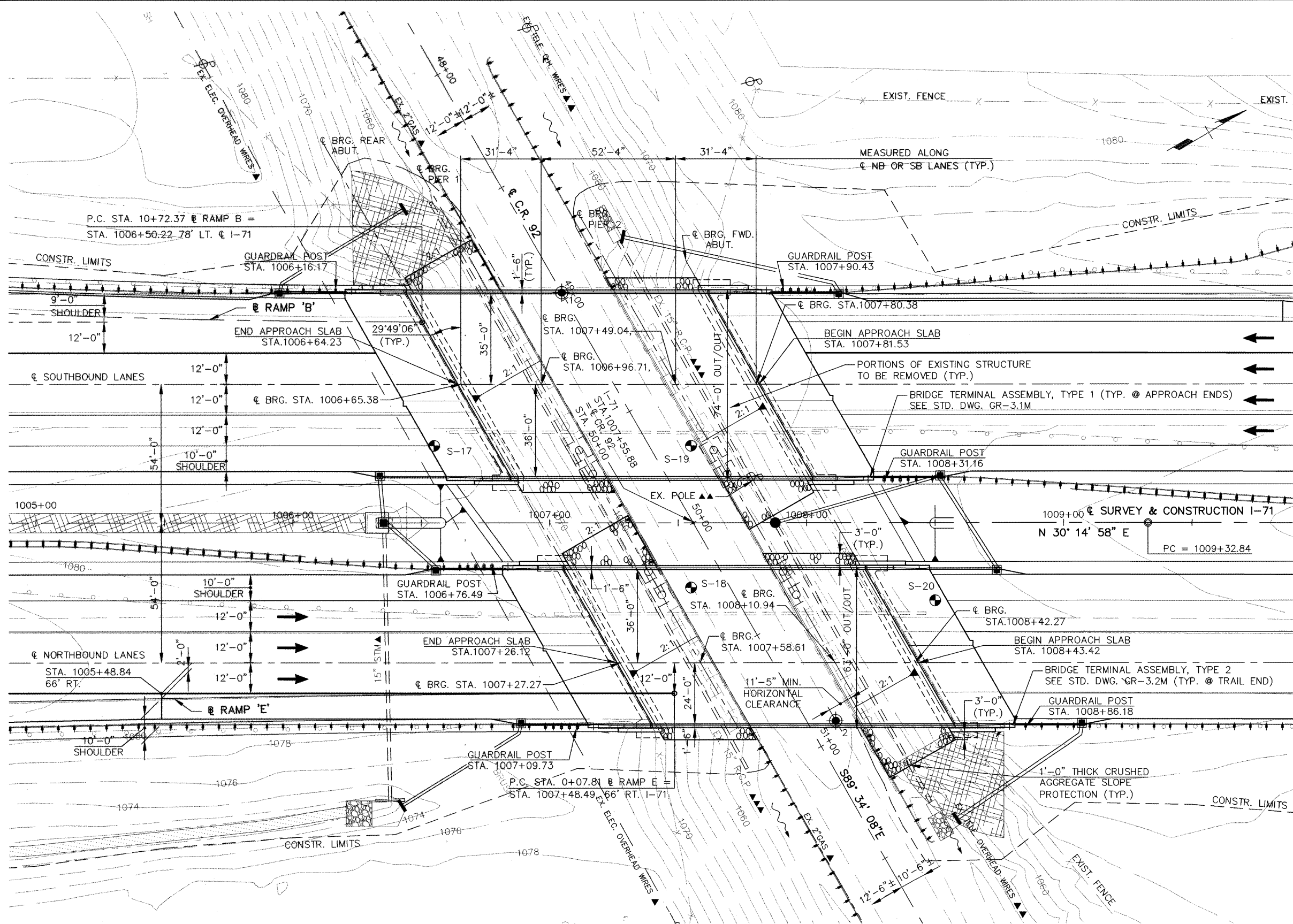
PID NO.
11378

CONSTRUCTION PROJECT NO.

RAILROAD INVOLVEMENT
NONE

RIC - 71 - 13.66

1
633



PLAN

SOIL BORING DATA

ID	STATION	OFFSET
S-17	1006+55	30' LT.
S-18	1007+55	25' RT.
S-19	1007+55	30' LT.
S-20	1008+50	30' RT.

BENCHMARK NO. 26

DISK IN HEADWALL
STA. 1006+33.90, 106.10' RT.
EL. 1073.71

BENCHMARK NO. 27

N.E. CORNER OF CONC. C.B.
SOUTH OF CRIDER RD. BRIDGE
EL. 1076.02

BENCHMARK NO. 28

DISK ON CONC. MONUMENT
STA. 1007+59.51, LT.
EL. 1081.66

- ▲ TO REMAIN
- ▲ TO BE RELOCATED BY OTHERS
- ▲ TO BE REMOVED FOR REUSE AS DIRECTED BY THE ENGINEER PER CMS 202.04. SEE GENERAL NOTE ON SHT. 473 OF 633.
- REINFORCED SODDING PER STD. DWG. DM-4.1M
- DITCH RESTORATION

NOTES

- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO ROADWAY PLAN CROSS SECTIONS.
- FOR PROFILE VIEWS SEE SHEET 2 OF 29.
- FOR HORIZONTAL CURVE DATA SEE ROADWAY PLAN SHEET 179 OF 633.

~ DENOTES SOIL BORING LOCATION

MINIMUM VERTICAL CLEARANCE

- LEFT STRUCTURE
EXISTING = 15.30'
REQUIRED = 16.50'
PROPOSED = 16.51'
- RIGHT STRUCTURE
EXISTING = 15.95'
REQUIRED = 16.50'
PROPOSED = 16.67'

EXISTING STRUCTURE

TYPE: CONTINUOUS STEEL BEAM WITH CONCRETE DECK AND SUBSTRUCTURES ON PILES.

SPAN: 31'-4"±; 52'-4"±; 31'-4"±
c/c BEARINGS (L & R)

ROADWAY: S.B.L. = 51'-8"± CLEAR WITH 2'-4" SAFETY CURBS
N.B.L. = 39'-8"± CLEAR WITH 2'-4" SAFETY CURBS

SKREW: 29'-49'-25"± RIGHT FORWARD

LOADING: CF=2000(51)

DATE BUILT: 1960

STRUCTURE FILE NO.: 7004710(L), 7004745(R)

WEARING SURFACE: MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-54 (25'-0" LONG)

PROPOSED STRUCTURE

PROPOSED WORK: NEW REINFORCED CONCRETE DECK COMPOSITE WITH NEW CONTINUOUS STEEL BEAMS ON WIDENED PIERS AND WIDENED ABUTMENTS MADE SEMI-INTEGRAL

SPAN: 31'-4"±; 52'-4"±; 31'-4"±
c/c BEARINGS (L & R)

ROADWAY: S.B.L. = 71'-0" t/t PARAPETS
N.B.L. = 60'-0" t/t PARAPETS

SKREW: 29'-49'-06" RIGHT FORWARD

LOADING: HS20-44 (CASE I) AND THE ALTERNATE MILITARY LOADING.

WEARING SURFACE: MONOLITHIC CONCRETE

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

ALIGNMENT: TANGENT

SUPERELEVATION: VARIES

LATITUDE: 40° 47' 10" N
LONGITUDE: 82° 24' 32" W

TRAFFIC DATA

CURRENT A.D.T. (2004)	= 21,900 (L)
	= 21,590 (R)
DESIGN YEAR, A.D.T. (2024)	= 30,540 (L)
	= 30,000 (R)
DESIGN YEAR, A.D.T.T. (2024)	= 7635 (L)
	= 7500 (R)

URS Greiner Woodward Clyde
554 WHITE POND DRIVE
AKRON, OHIO 44320-1100

DATE 6/20/00
J.T.H.
STRUCTURE FILE NUMBER 7004710 (L)
7004745 (R)

DRAWN D.A.M.
DESIGNED D.A.M.
CHECKED R.S.C.
REVISED

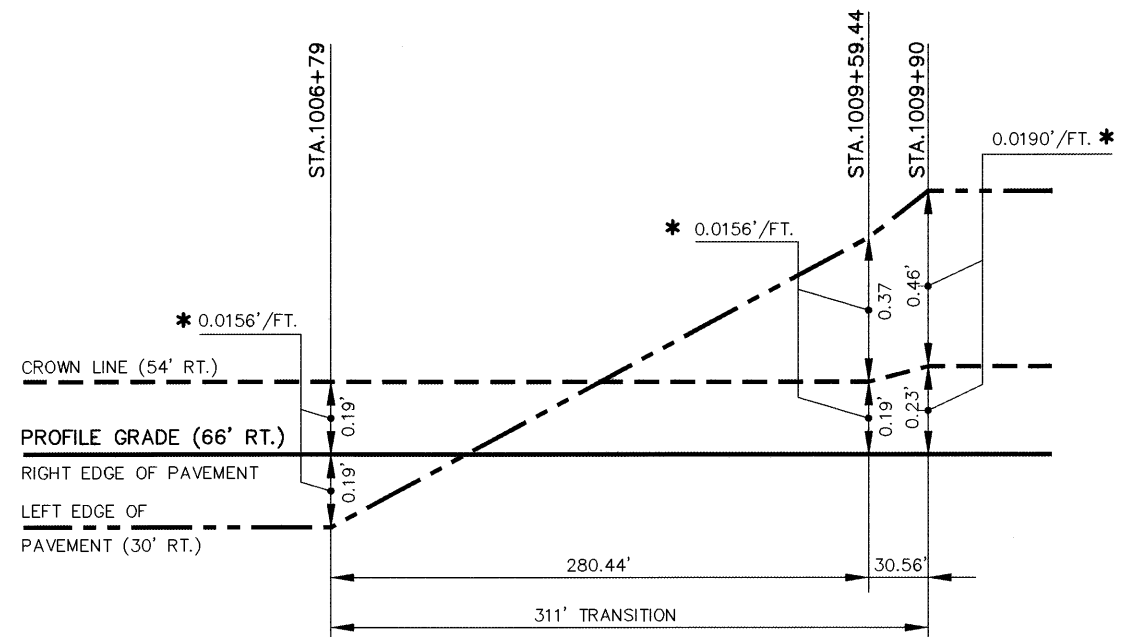
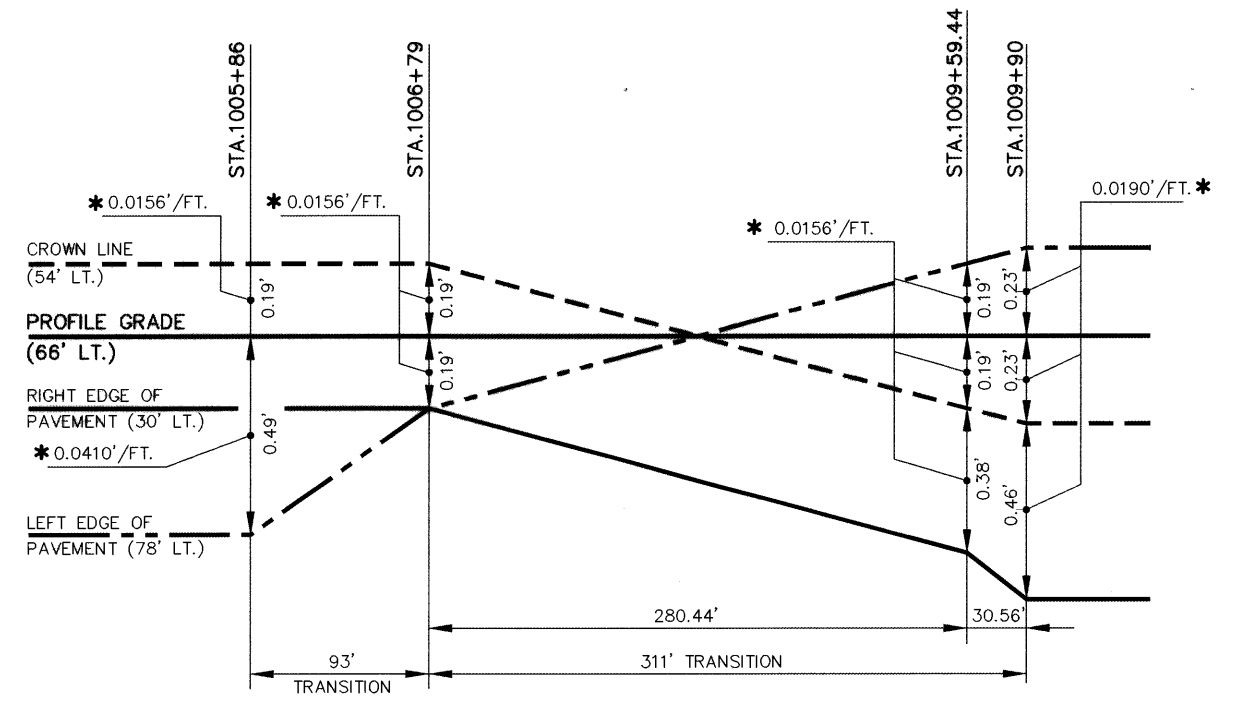
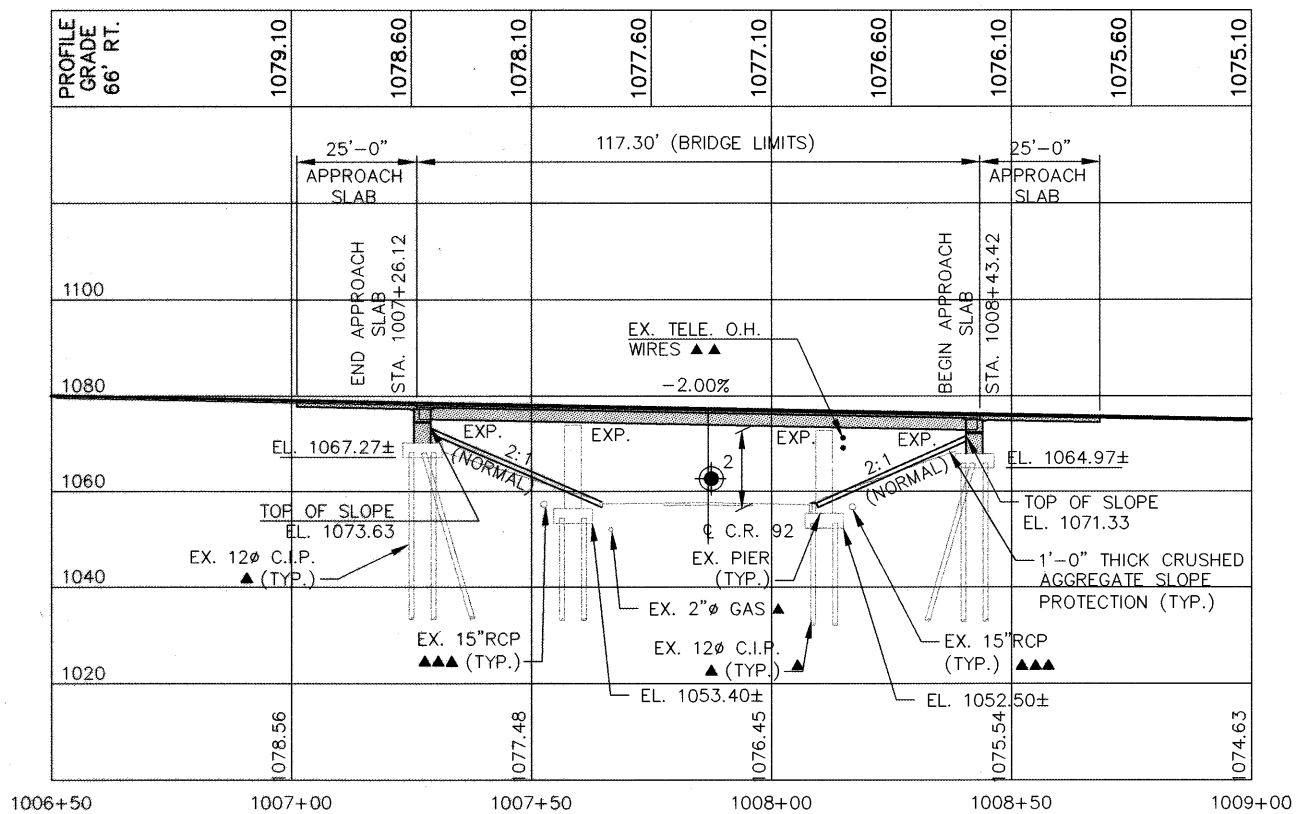
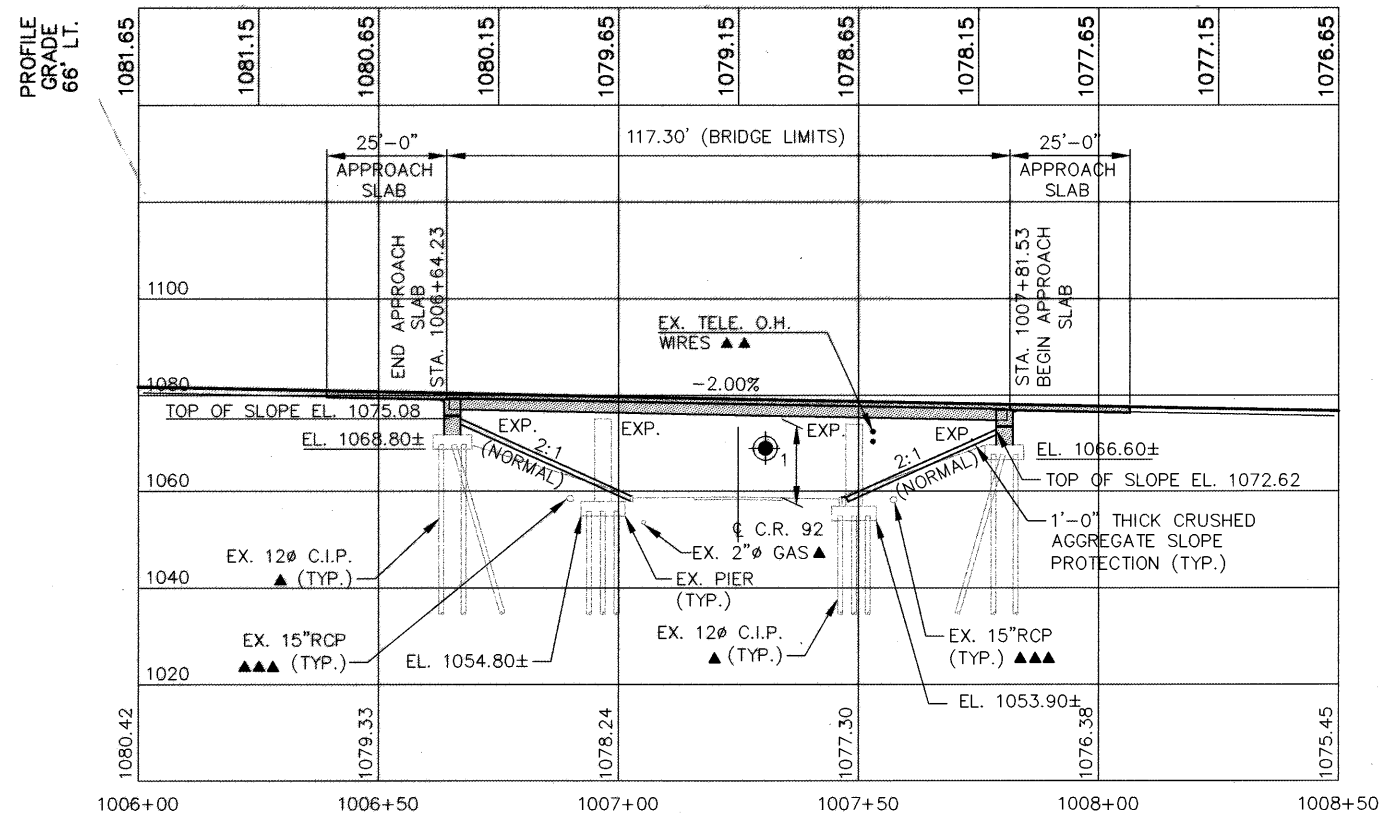
RICHLAND COUNTY
STA. 1006+64.23 TO
1007+81.53 (L)
STA. 1007+26.12 TO
1008+43.42 (R)

SITE PLAN
BRIDGE NO. RIC-71-1908 L & R.
OVER C.R. 92

RIC-71-13.66

1/29

602
633

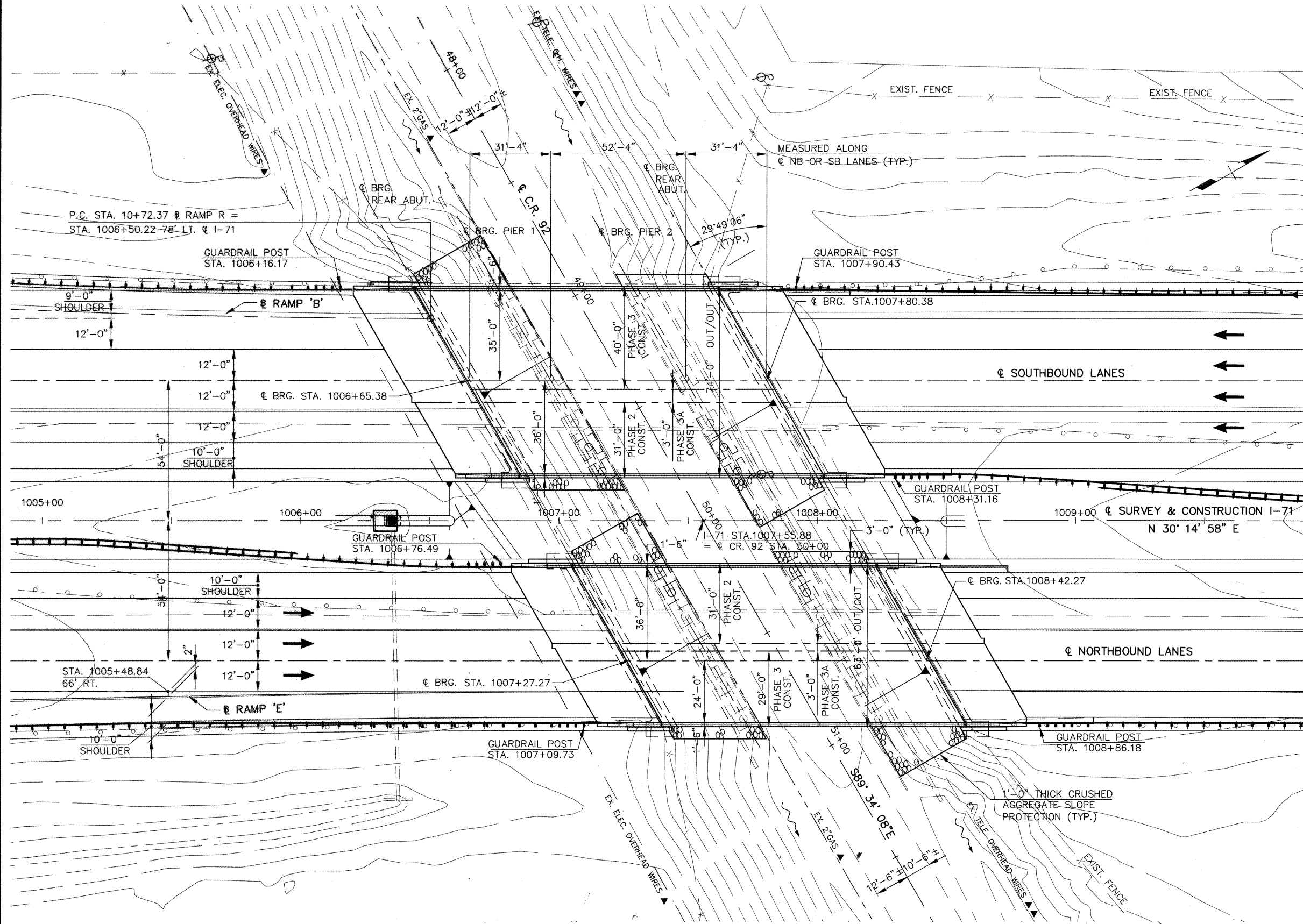


SUPERELEVATION TRANSITION DETAILS

* ~ CROSS SLOPE EXTENDS FROM
EDGE OF PAVEMENT TO GUTTERS

- ▲ TO REMAIN
- ▲▲ TO BE RELOCATED BY OTHERS
- ▲▲▲ TO BE REMOVED FOR REUSE
AS DIRECTED BY THE ENGINEER
PER CMS 202.04 SEE GENERAL
NOTE ON SHT. 473 OF 633.

FOR PLAN LOCATION OF MINIMUM
VERTICAL CLEARANCE SEE SHEET 1 OF 29.



PLAN

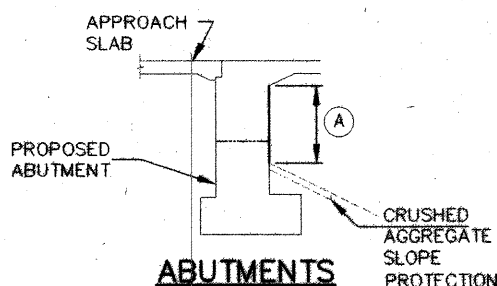
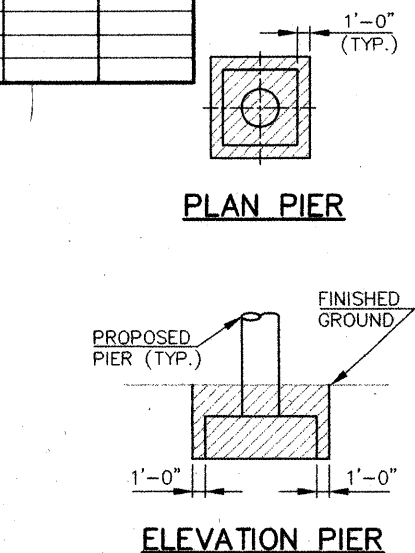
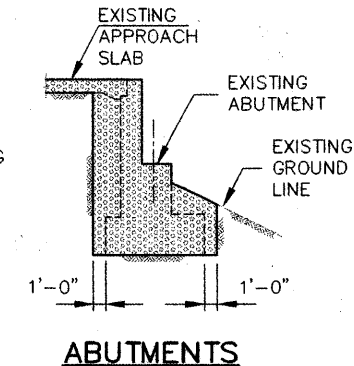
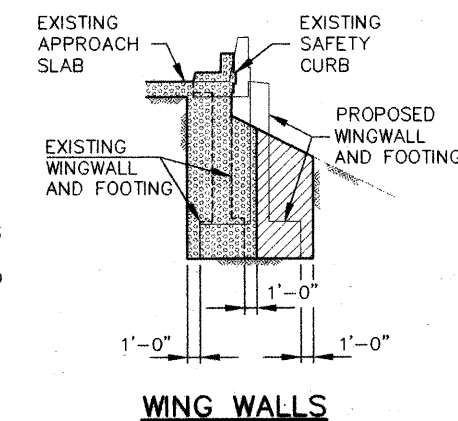
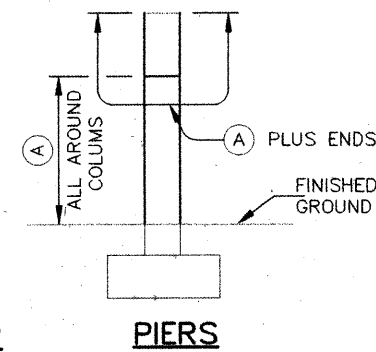
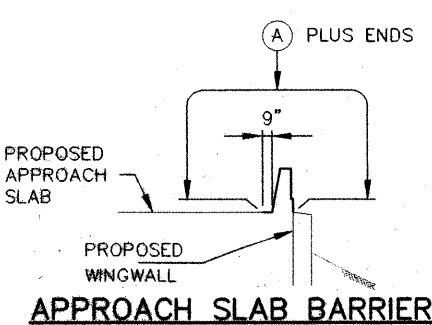
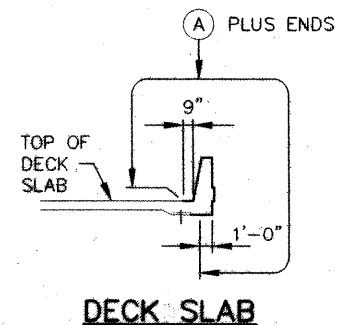
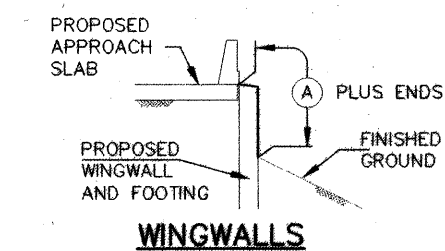
PROPOSED WORK

- ① REMOVE EXISTING SUPERSTRUCTURE AND PORTIONS OF THE ABUTMENTS AS SHOWN IN THE PLANS.
- ② CONSTRUCT ABUTMENT AND PIER WIDENING AND MAKE REMAINING PORTIONS OF EXISTING ABUTMENTS SEMI-INTEGRAL.
- ③ ERECT NEW STEEL BEAMS AND CONSTRUCT NEW REINFORCED CONCRETE DECK AND PARAPETS.
- ④ SEAL ALL EXISTING AND NEW EXPOSED SUBSTRUCTURE CONCRETE SURFACES AND SEAL THE SUPERSTRUCTURE SURFACES AS SHOWN IN THE PLANS.
- ⑤ PAINT ALL NEW STRUCTURAL STEEL.
- ⑥ REPLACE EXISTING APPROACH SLABS, AND PLACE NEW CRUSHED AGGREGATE SLOPE PROTECTION.

ESTIMATED QUANTITIES

CAL'D BY: R.S.C. DATE: 6/26/00
CHK'D BY: C.R.V. DATE: 7/21/00

ITEM	ITEM EXT.	LEFT BRIDGE (S.B.) TOTAL	RIGHT BRIDGE (N.B.) TOTAL	UNIT	DESCRIPTION	LEFT BRIDGE (SOUTHBOUND)					RIGHT BRIDGE (NORTHBOUND)					REF. SHEET
						ABUTMENTS		PIERS	SUPER STRU.	GEN'L	ABUTMENTS		PIERS	SUPER STRU.	GEN'L	
						REAR	FORW'D				REAR	FORW'D				
202	11203	LUMP	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LUMP					LUMP	473
202	35501	100	100	LIN. FT.	PIPE REMOVED FOR REUSE, 24" AND UNDER, AS PER PLAN			100					100			473
503	11100	LUMP	LUMP		COFFER DAMS, CRIBS AND SHEETING					LUMP					LUMP	473
503	21301	LUMP	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN					LUMP					LUMP	
505	11100	LUMP	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION					LUMP					LUMP	
507	00500	1670	1580	LIN. FT.	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	450	500	720			450	450	680			
507	00550	1670	1580	LIN. FT.	12" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED	450	500	720			450	450	680			
507	50500	20	18	EACH	STEEL PILE SPLICES	5	5	10			5	5	8			
SPECIAL	51267510	817	786	SQ. YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	50	52	325	298	92	43	45	295	311	92	
516	13900	56	56	SQ. FT.	2" PREFORMED EXPANSION JOINT FILLER	28	28				28	28				
516	44001	20	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12" x 8.5" x 1.67" PAD, 13" x 9.5" LOAD PLATE)	10	10				8	8				18/29
516	44001	20	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 9.5" x 1.54" PAD, 17" x 10.5" LOAD PLATE)			20					16			18/29
518	21231	LUMP	LUMP		POROUS BACKFILL WITH FILTER FABRIC, AS PER PLAN					LUMP					LUMP	473
518	40000	186	164	LIN. FT.	6" PERFORATED CORRUGATED PLASTIC PIPE	93	93				82	82				
518	40010	40	40	LIN. FT.	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	20	20				20	20				
519	11100	4	8	SQ. FT.	PATCHING CONCRETE STRUCTURE			4					8			
601	20000	770	672	SQ. YD.	CRUSHED AGGREGATE SLOPE PROTECTION	387	383				338	334				
816	00610	133,000	107,500	POUND	FIELD PAINTING OF NEW STEEL, INTERMEDIATE & FINISH COAT, SYSTEM IZEU				133,000						107,500	
842	41001	24	26	CU. YD.	CLASS C CONCRETE, PIER ABOVE FOOTINGS, AS PER PLAN			24					26			473
842	43501	232	197	CU. YD.	CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN	116	116				92	105				473
842	46501	22	22	CU. YD.	CLASS C CONCRETE, FOOTING, AS PER PLAN			22					22			473
842	81300	16	12	EACH	CONCRETE, MISC.: PEDESTALS			16					12			
894	10001	344	302	CU. YD.	HIGH PERFORMANCE CONCRETE, FOR BRIDGE DECK WITH WARRANTY, AS PER PLAN (MIX 4)				344					302		473
863	10060	LUMP	LUMP		STRUCTURAL STEEL MEMBERS, LEVEL (3) FABRICATION (ASTM A572/A709, GRADE 50)				LUMP					LUMP		
863	20000	4600	3680	EACH	WELDED STUD SHEAR CONNECTORS				4600					3680		



LIMITS OF SEALING OF CONCRETE SURFACES

(A) SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)

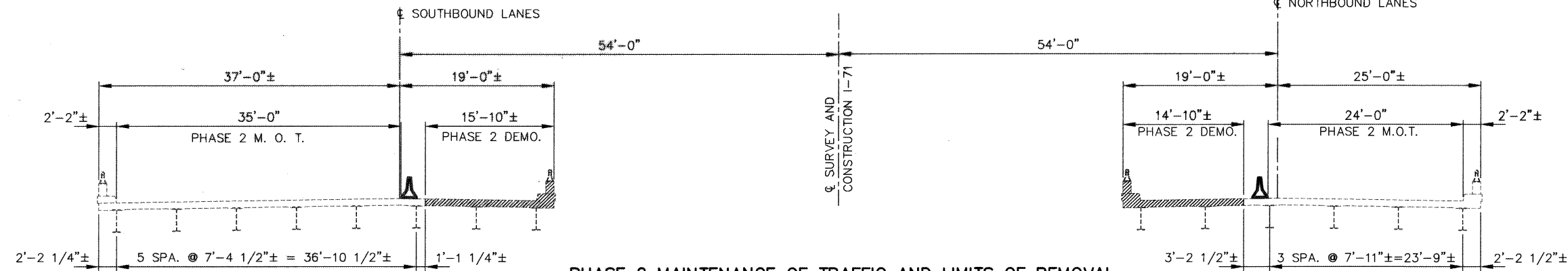
LIMITS OF EXCAVATION UNCLASSIFIED EXCAVATION AS PER PLAN

FOR ADDITIONAL INFORMATION REFER TO STRUCTURAL GENERAL NOTES, SHEET 473 OF 633.

LEGEND

■ DENOTES EXCAVATION INCLUDED WITH ITEM 202, PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT.

■ DENOTES EXCAVATION INCLUDED WITH ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN FOR PAYMENT.



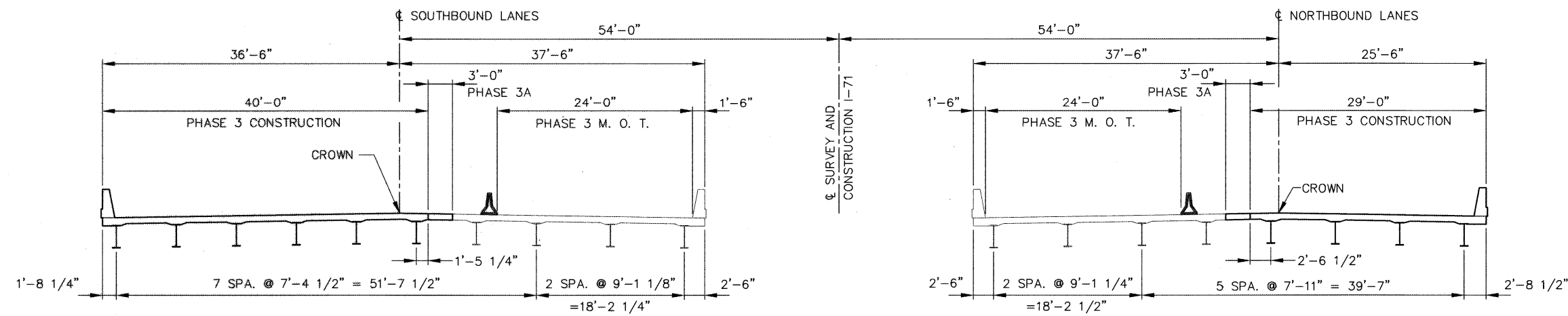
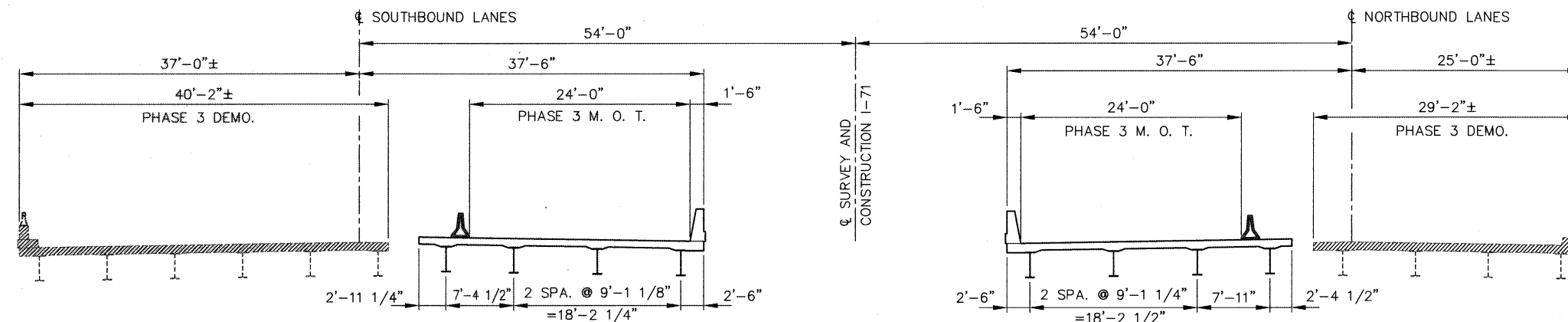
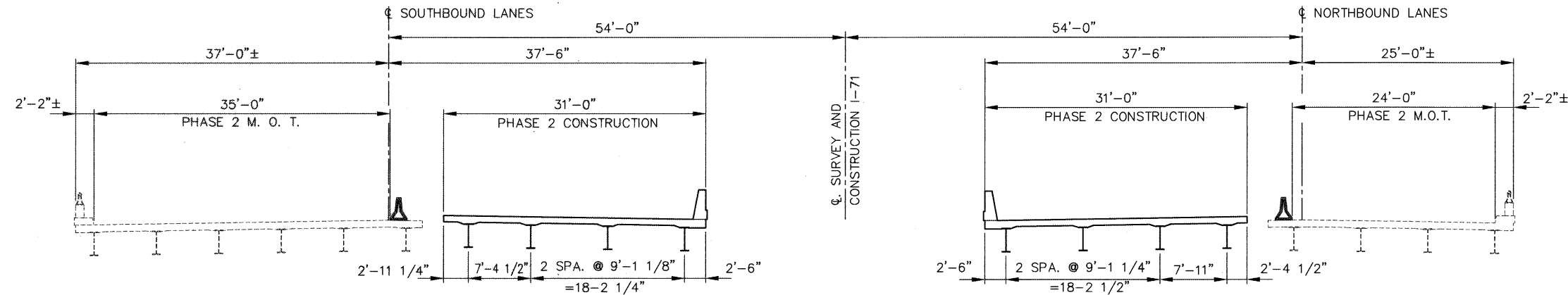
LEGEND

▲ : TEMPORARY CONCRETE BARRIER, SEE ODOT STD. DWG. PCB-91. (3 ANCHORS PER PANEL)

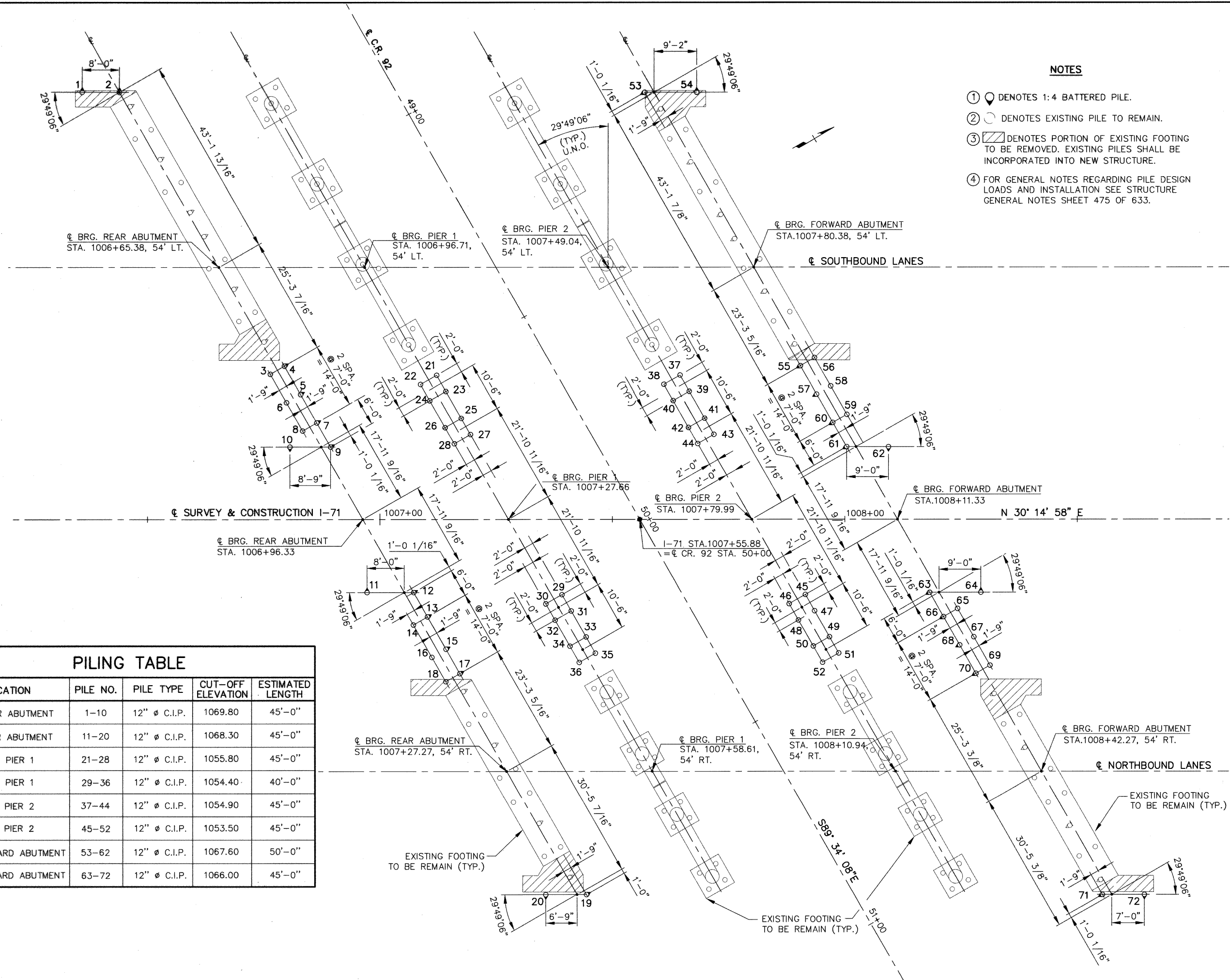
▨ : PORTIONS OF STRUCTURE REMOVED

M.O.T. MAINTENANCE OF TRAFFIC
DEMO. DEMOLITION

NOTE:
PHASE 1 WORK CONSISTS OF OUTSIDE SHOULDER RECONSTRUCTION; NO BRIDGE WORK PERFORMED.
SEE STD. DWG. PCB-91 FOR ADDITIONAL NOTES AND DETAILS.

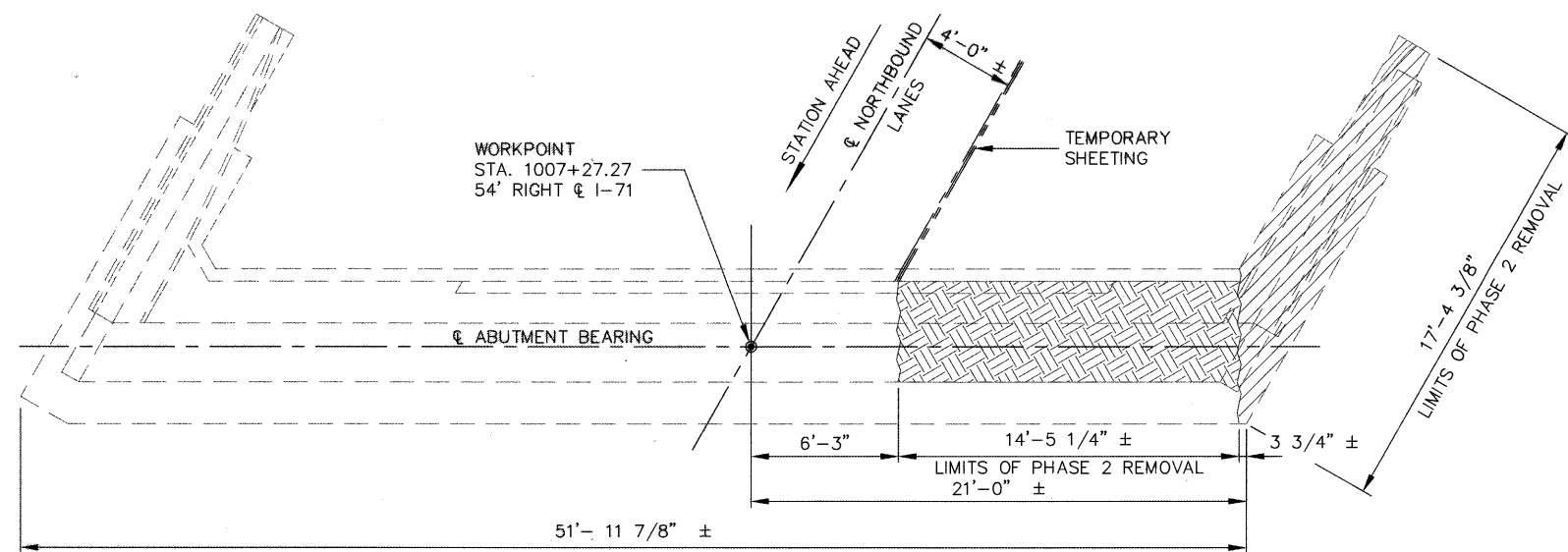


PILING TABLE				
LOCATION	PILE NO.	PILE TYPE	CUT-OFF ELEVATION	ESTIMATED LENGTH
S.B. REAR ABUTMENT	1-10	12" ϕ C.I.P.	1069.80	45'-0"
N.B. REAR ABUTMENT	11-20	12" ϕ C.I.P.	1068.30	45'-0"
S.B. PIER 1	21-28	12" ϕ C.I.P.	1055.80	45'-0"
N.B. PIER 1	29-36	12" ϕ C.I.P.	1054.40	40'-0"
S.B. PIER 2	37-44	12" ϕ C.I.P.	1054.90	45'-0"
N.B. PIER 2	45-52	12" ϕ C.I.P.	1053.50	45'-0"
S.B. FORWARD ABUTMENT	53-62	12" ϕ C.I.P.	1067.60	50'-0"
N.B. FORWARD ABUTMENT	63-72	12" ϕ C.I.P.	1066.00	45'-0"



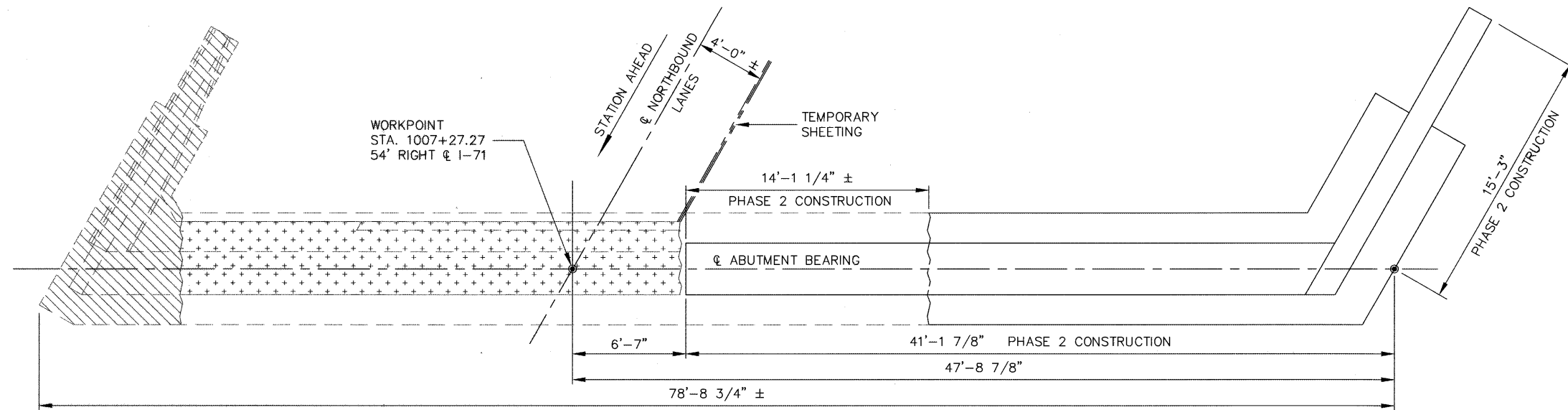
NOTES

- ① $\odot$ DENOTES 1:4 BATTERED PILE.
- ② $\circ$ DENOTES EXISTING PILE TO REMAIN.
- ③ $\square$ DENOTES PORTION OF EXISTING FOOTING TO BE REMOVED. EXISTING PILES SHALL BE INCORPORATED INTO NEW STRUCTURE.
- ④ FOR GENERAL NOTES REGARDING PILE DESIGN LOADS AND INSTALLATION SEE STRUCTURE GENERAL NOTES SHEET 475 OF 633.

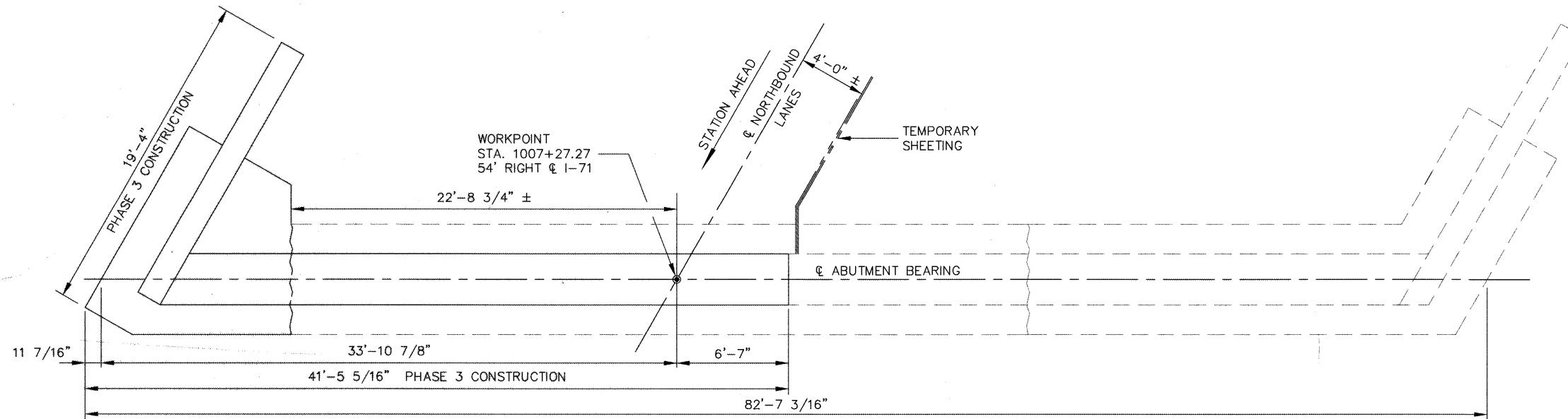


REAR ABUTMENT PLAN
SHOWING LIMITS OF PHASE 2 REMOVAL

- LEGEND**
- DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
 - DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
 - DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
 - DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
 - DENOTES APPROXIMATE EDGE OF CONCRETE REMOVAL
 - DENOTES APPROXIMATE EDGE OF TEMPORARY SHEETING

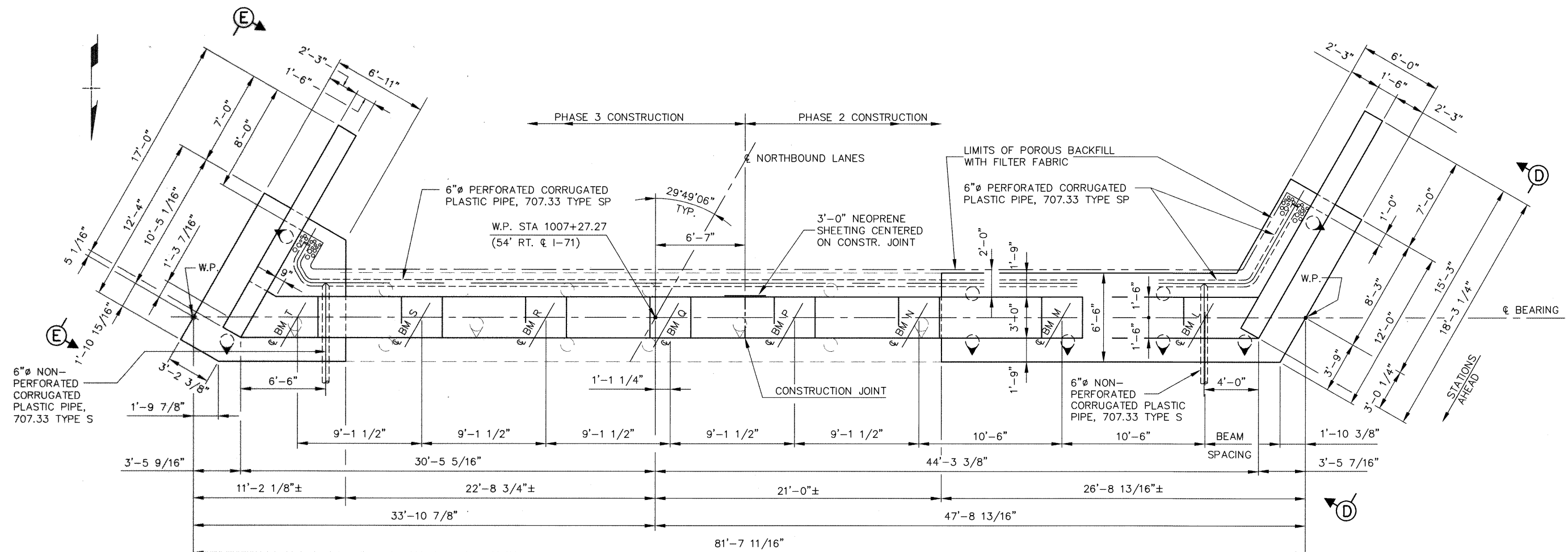


REAR ABUTMENT PLAN
SHOWING LIMITS OF PHASE 2 CONSTRUCTION & PHASE 3 REMOVAL



REAR ABUTMENT PLAN
SHOWING LIMITS OF PHASE 3 CONSTRUCTION

NOTE:
FOR ADDITIONAL CONSTRUCTION DETAILS
SEE SHEET 7 OF 29.



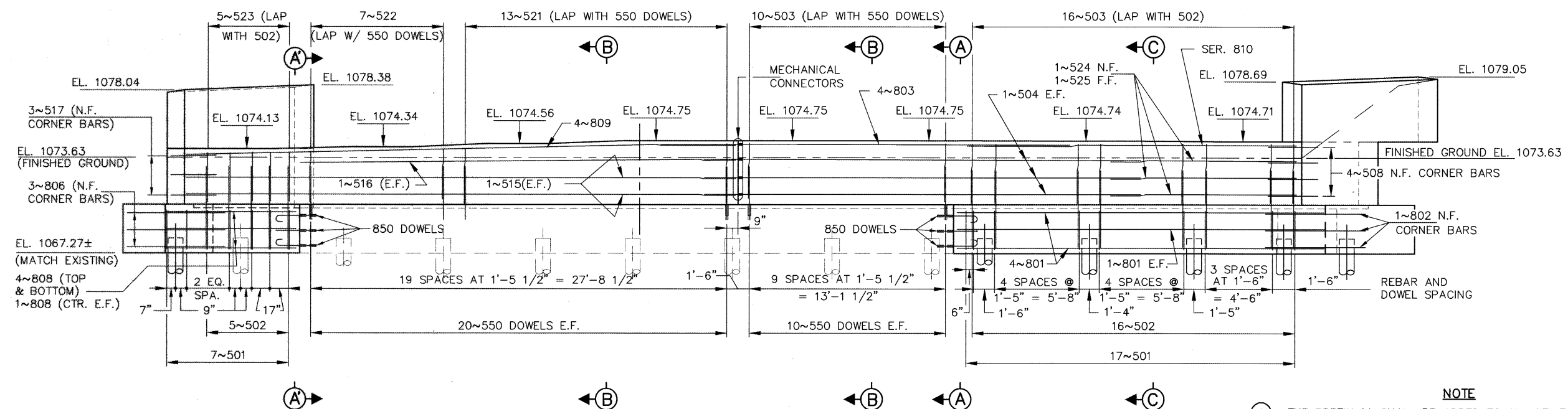
PLAN

MINIMUM BAR LAPS

#8 BAR (TOP LAYER) = 6'-10"

#8 BAR = 4'-11"

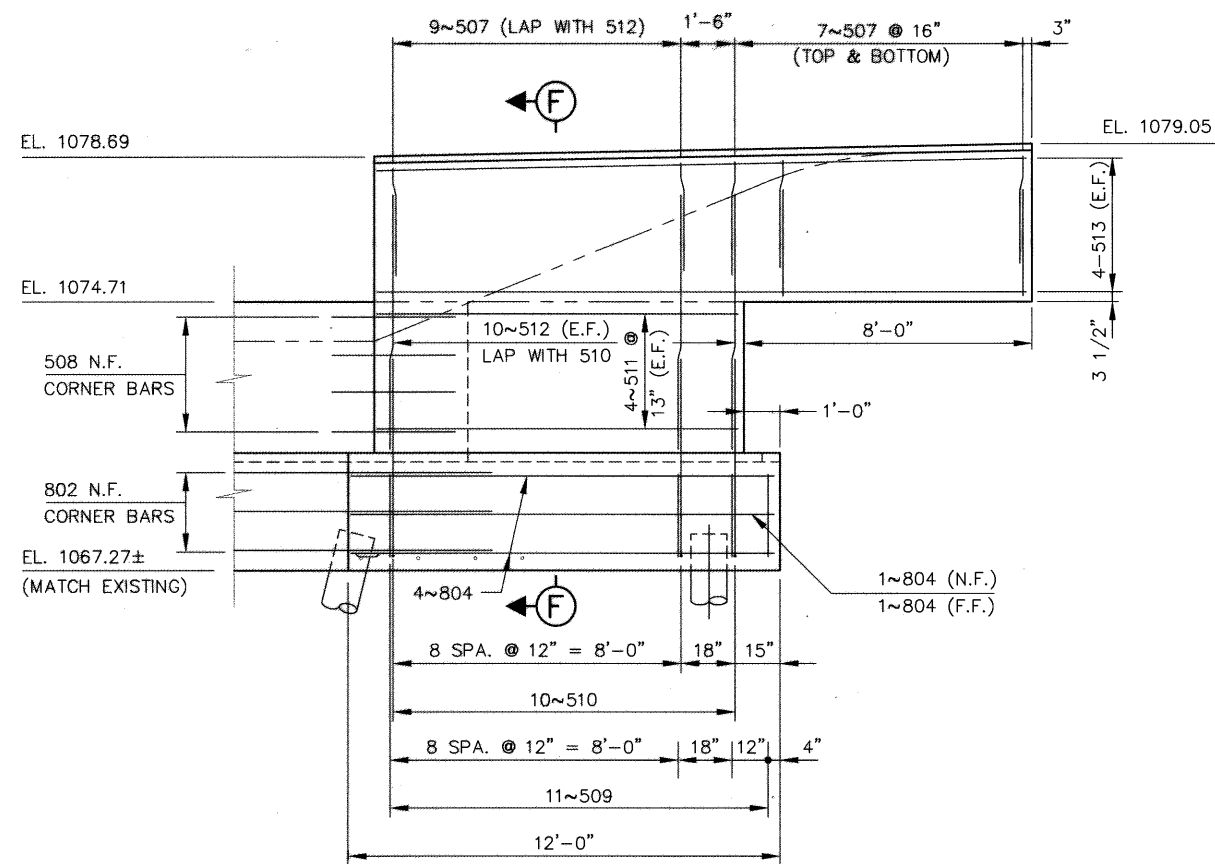
#5 BAR = 2'-0"

ELEVATION

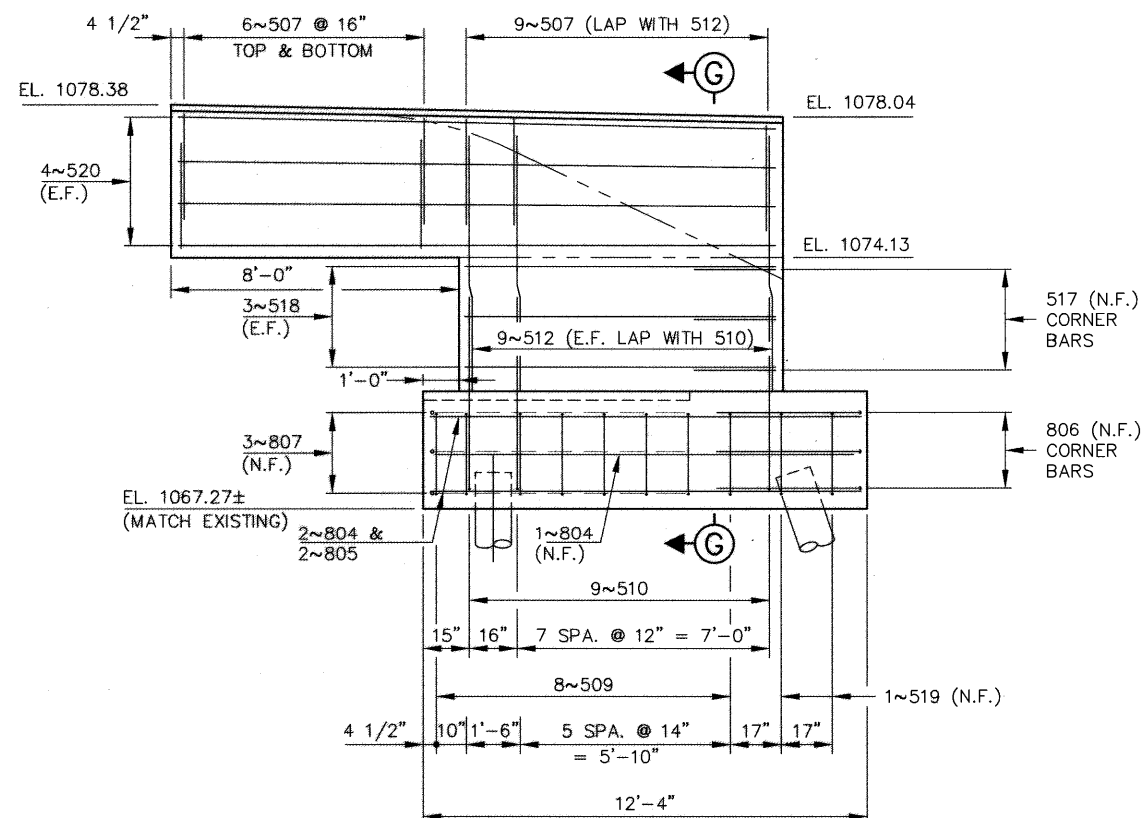
NOTE

- ① THE PREFIX 1A SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE NORTHBOUND REAR ABUTMENT. FOR REINFORCING STEEL AND BAR BENDING DIAGRAM, SEE SHEETS 28 AND 29 OF 29.
- ② FOR SECTIONS A-A, A'-A', B-B, C-C, AND WALL ELEVATION VIEWS D-D, E-E, AND ADDITIONAL DETAILS SEE SHEET 8 OF 29.

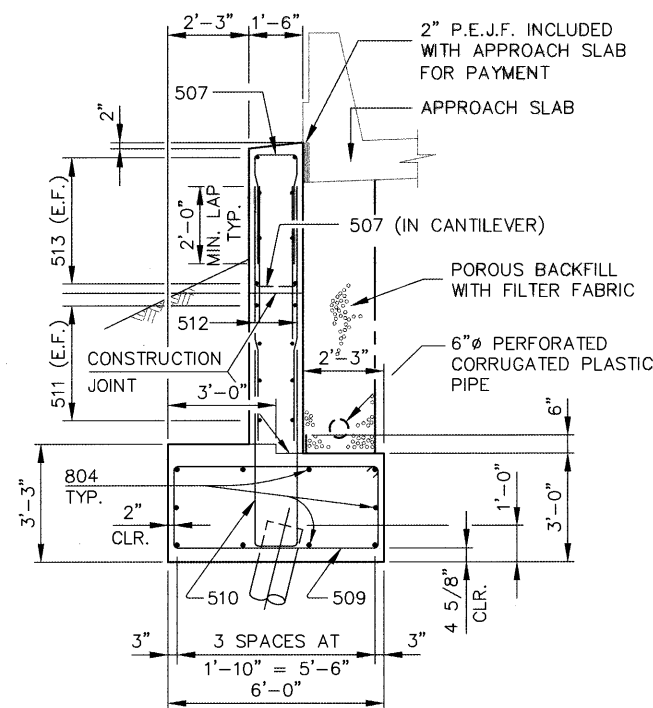
- ② FOR SECTIONS A-A, A'-A', B-B, C-C, AND WALL ELEVATION VIEWS D-D, E-E, AND ADDITIONAL DETAILS SEE SHEET 8 OF 29.



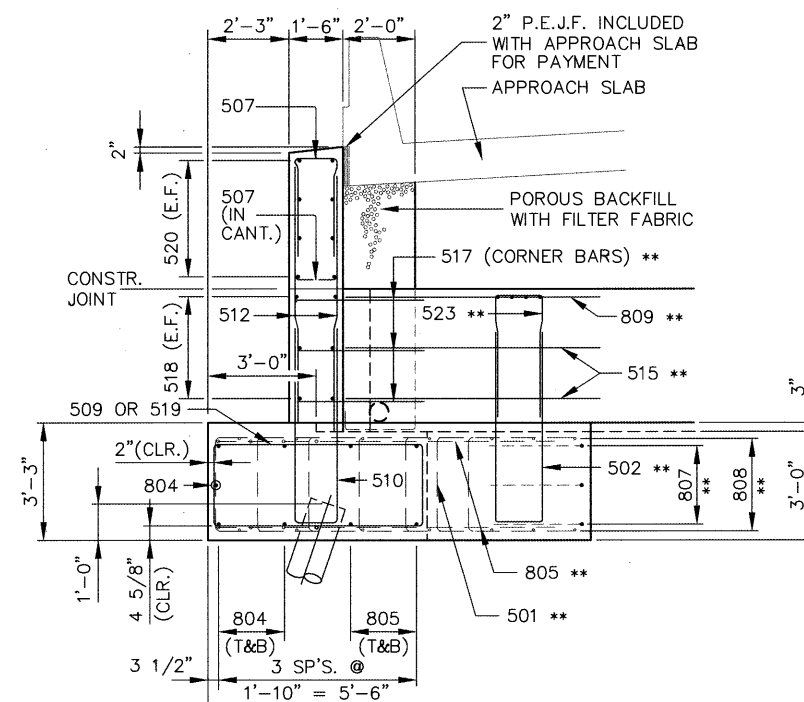
ELEVATION VIEW D-D



ELEVATION VIEW E-E



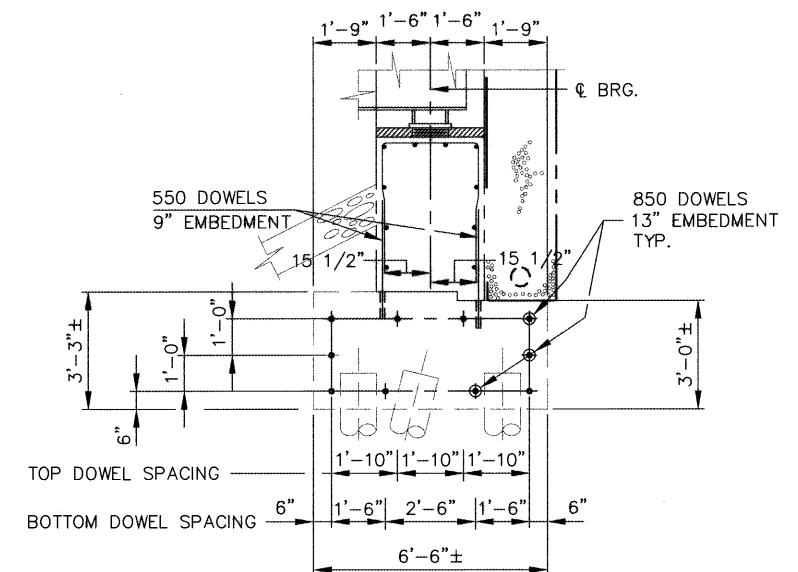
SECTION F-F



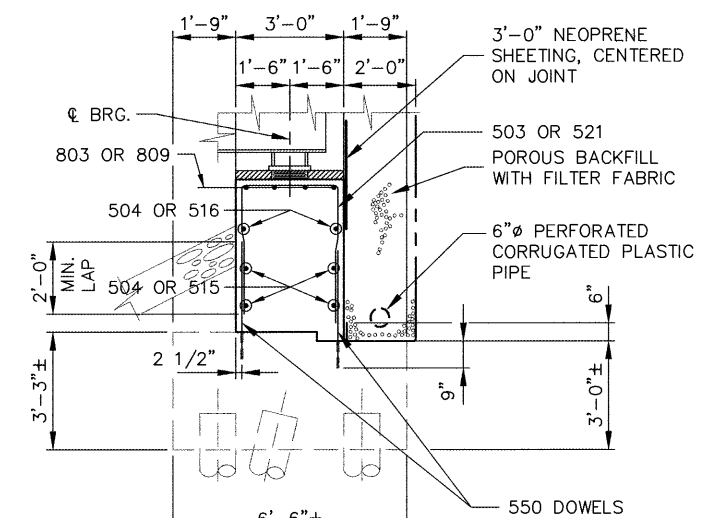
SECTION G-G

** SEE ELEVATION NORTHBOUND REAR ABUTMENT FOR LOCATIONS

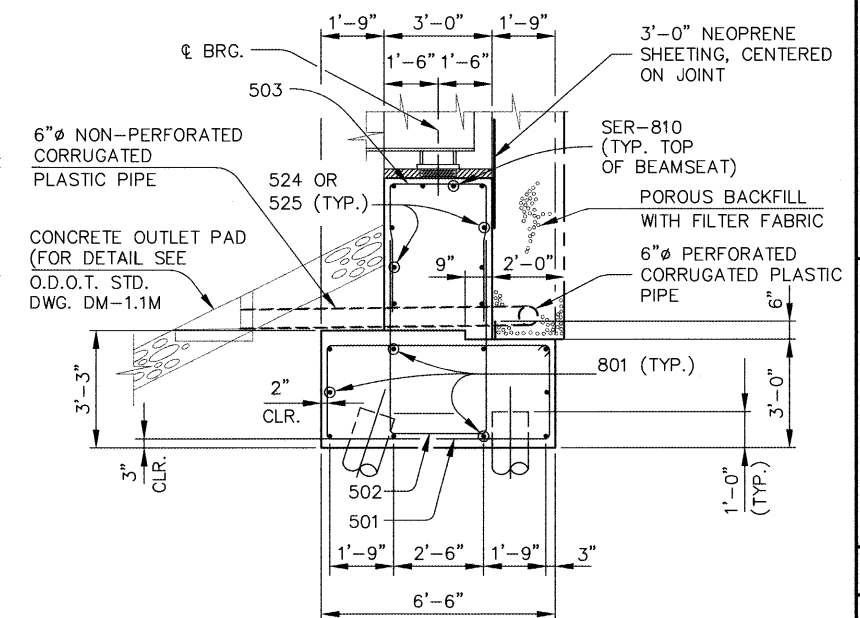
NOTE:
FOR SECTION AND VIEW LOCATIONS AND ADDITIONAL NOTES
SEE SHEET 70F 29.



SECTION A-A OR SECTION A'-A'
(AS SHOWN) (OPPOSITE AS SHOWN)



SECTION B-B



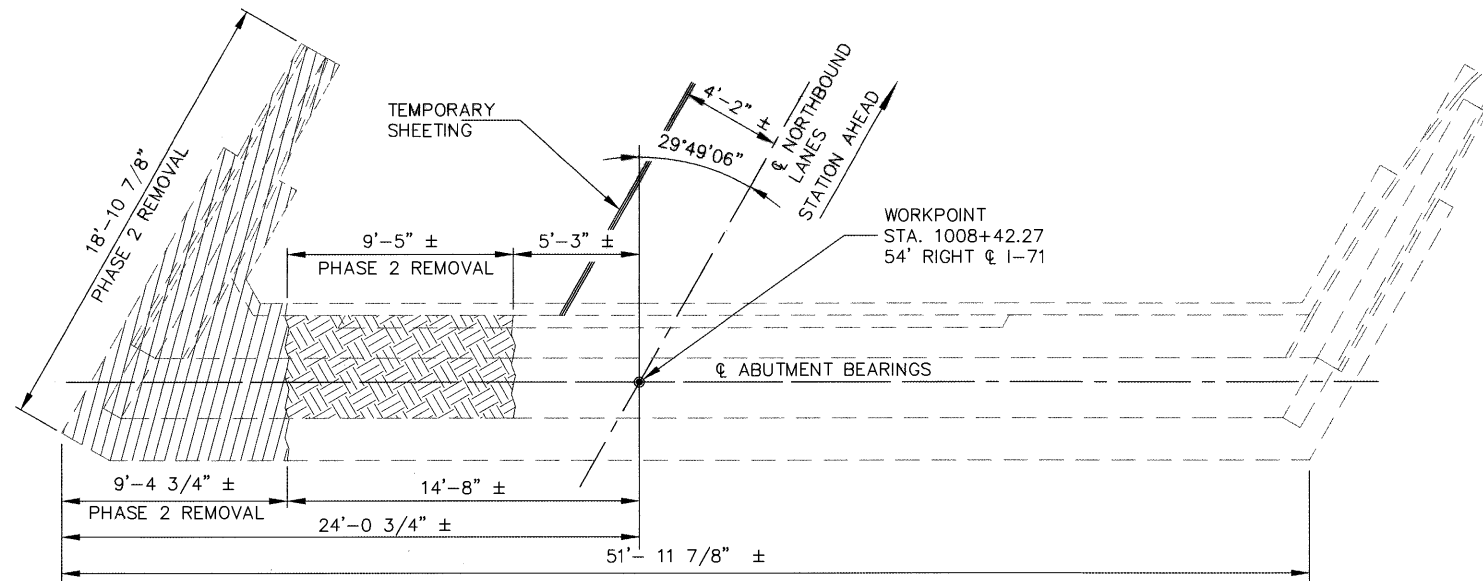
SECTION C-C

LEGEND

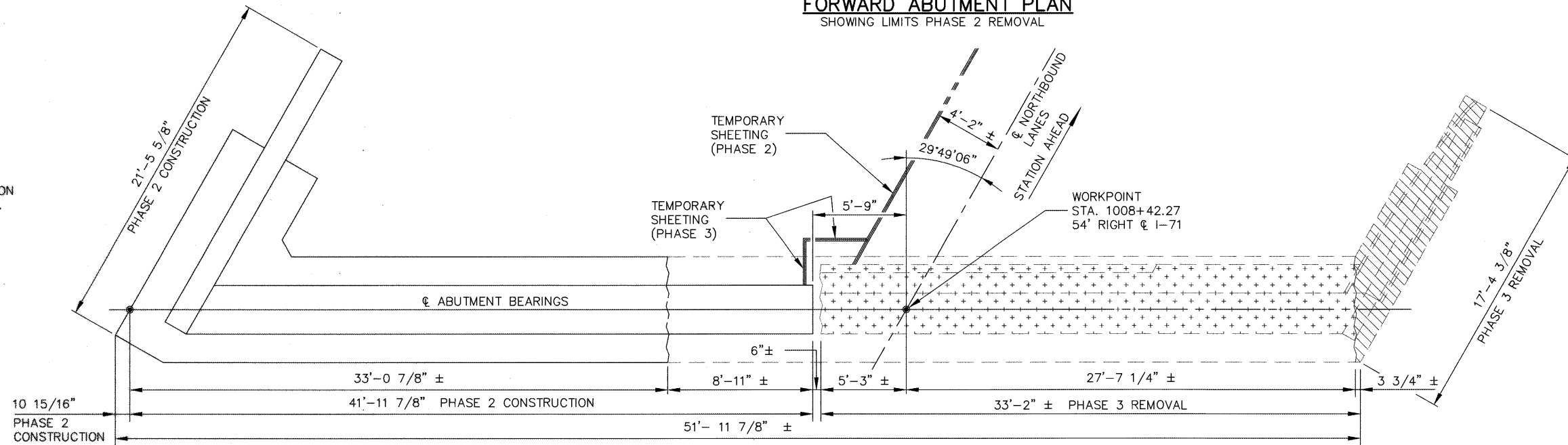
-  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
-  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
-  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
-  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
-  DENOTES APPROXIMATE EDGE OF CONCRETE REMOVAL
-  DENOTES APPROXIMATE EDGE OF TEMPORARY SHEETING

NOTE:

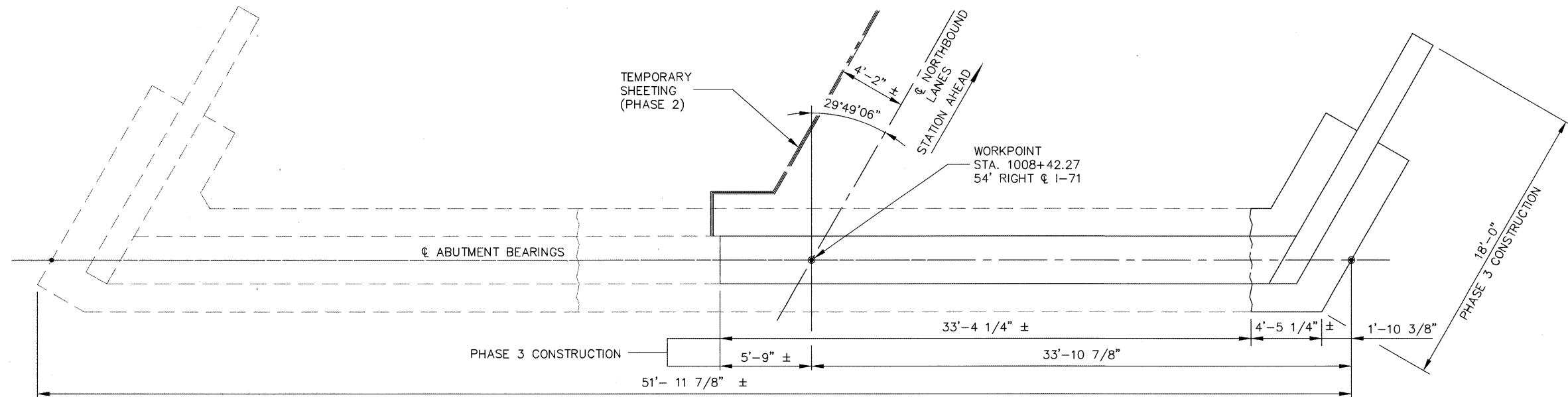
FOR ADDITIONAL CONSTRUCTION DETAILS SEE SHEET 9 OF 29.



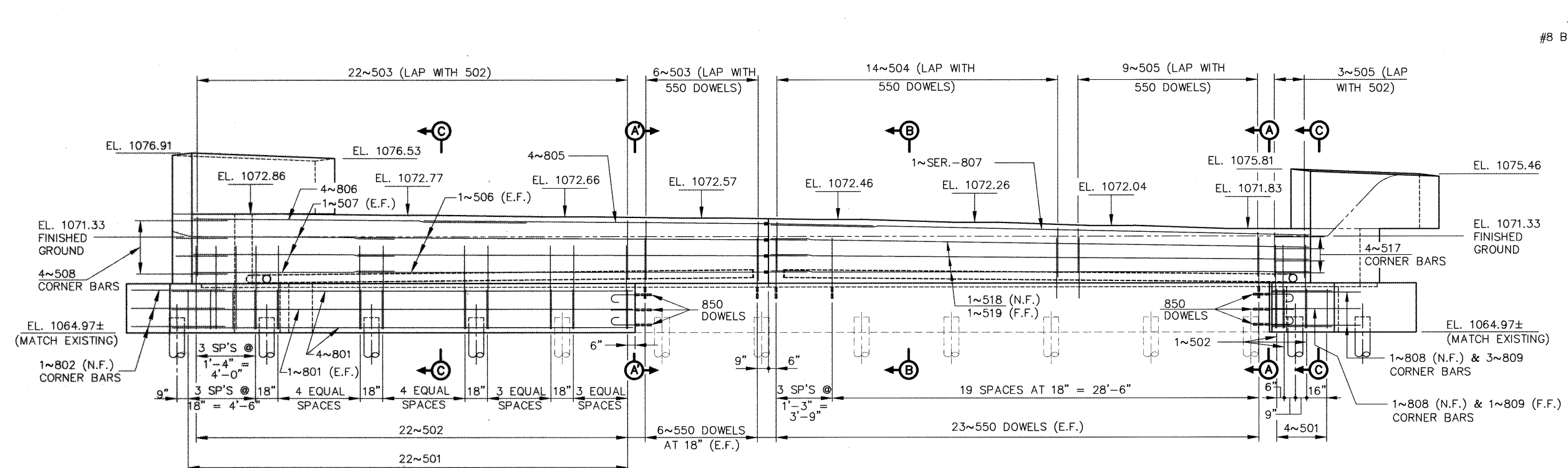
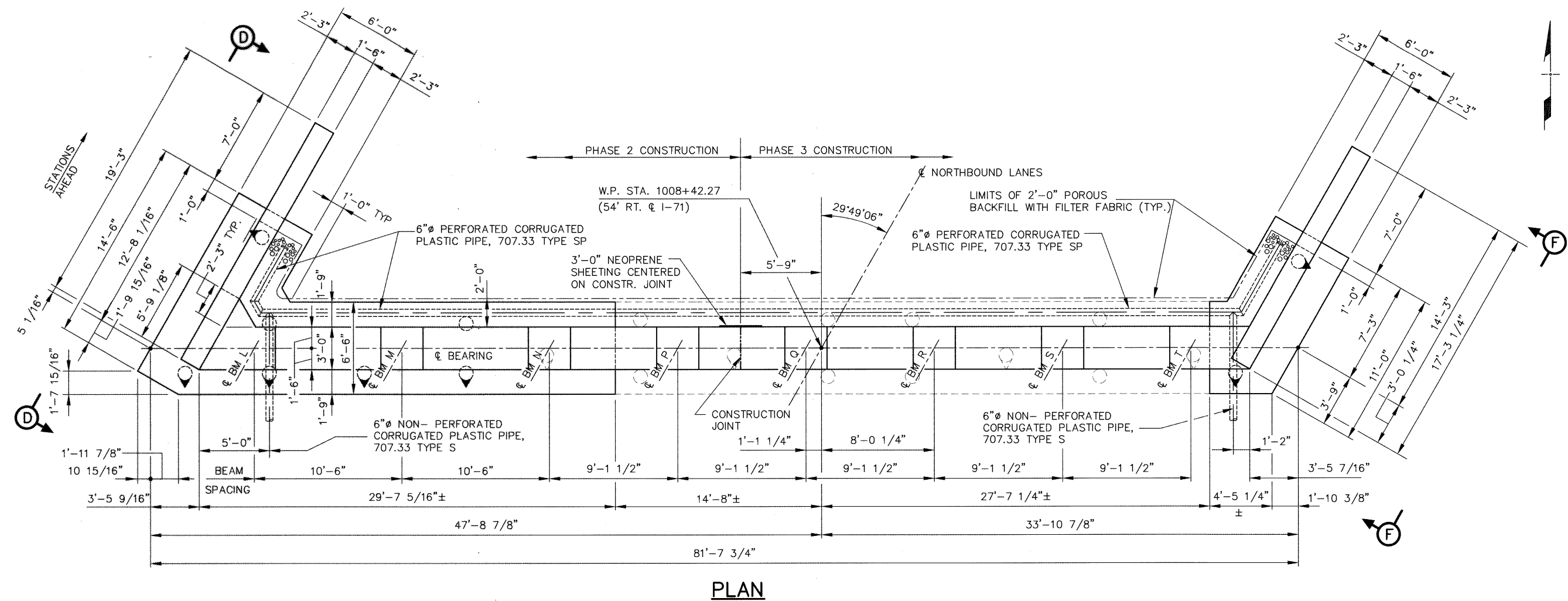
FORWARD ABUTMENT PLAN
SHOWING LIMITS PHASE 2 REMOVAL



FORWARD ABUTMENT PLAN
SHOWING LIMITS PHASE 2 CONSTRUCTION & PHASE 3 REMOVAL

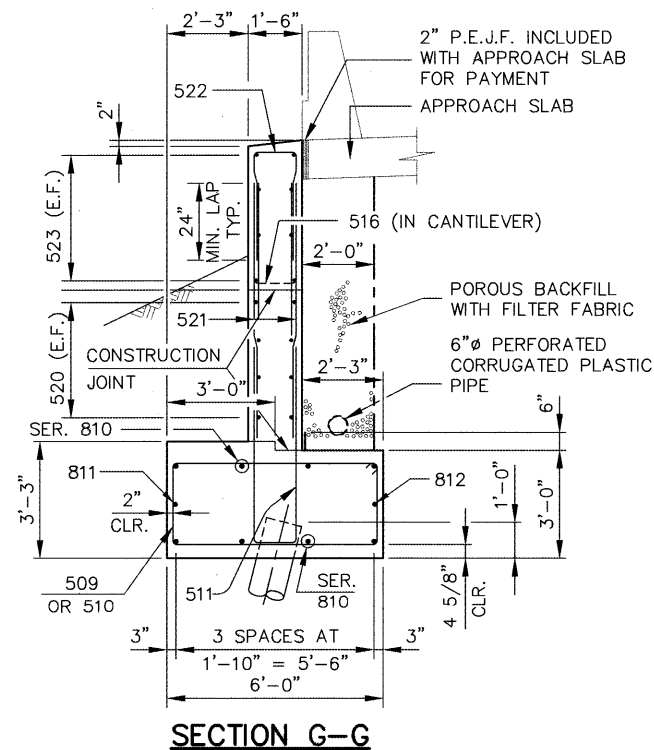
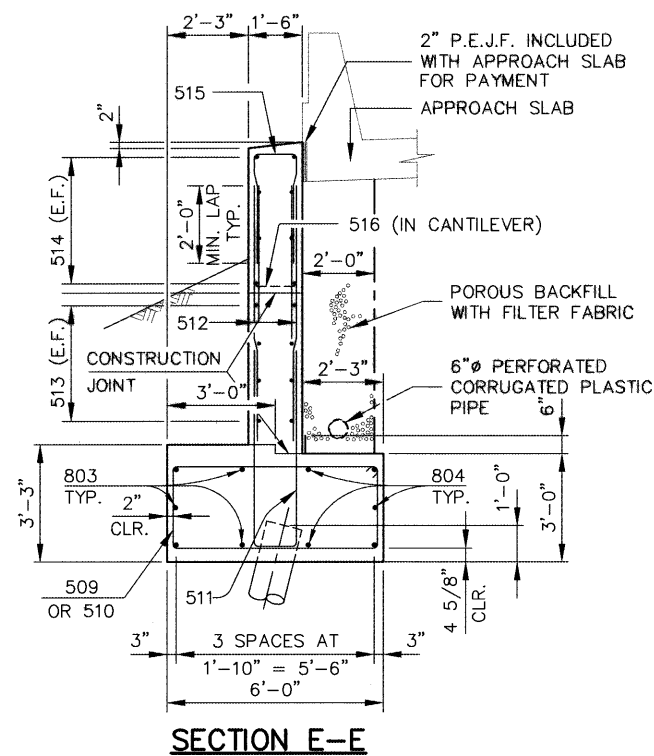
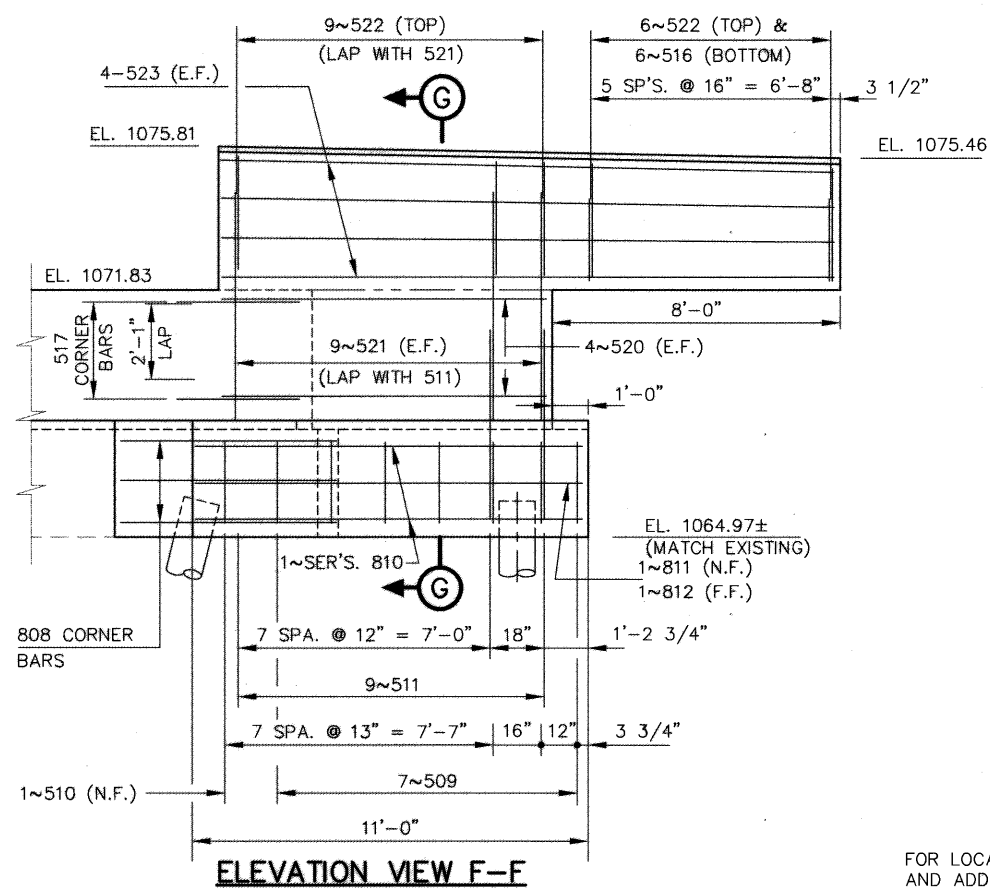
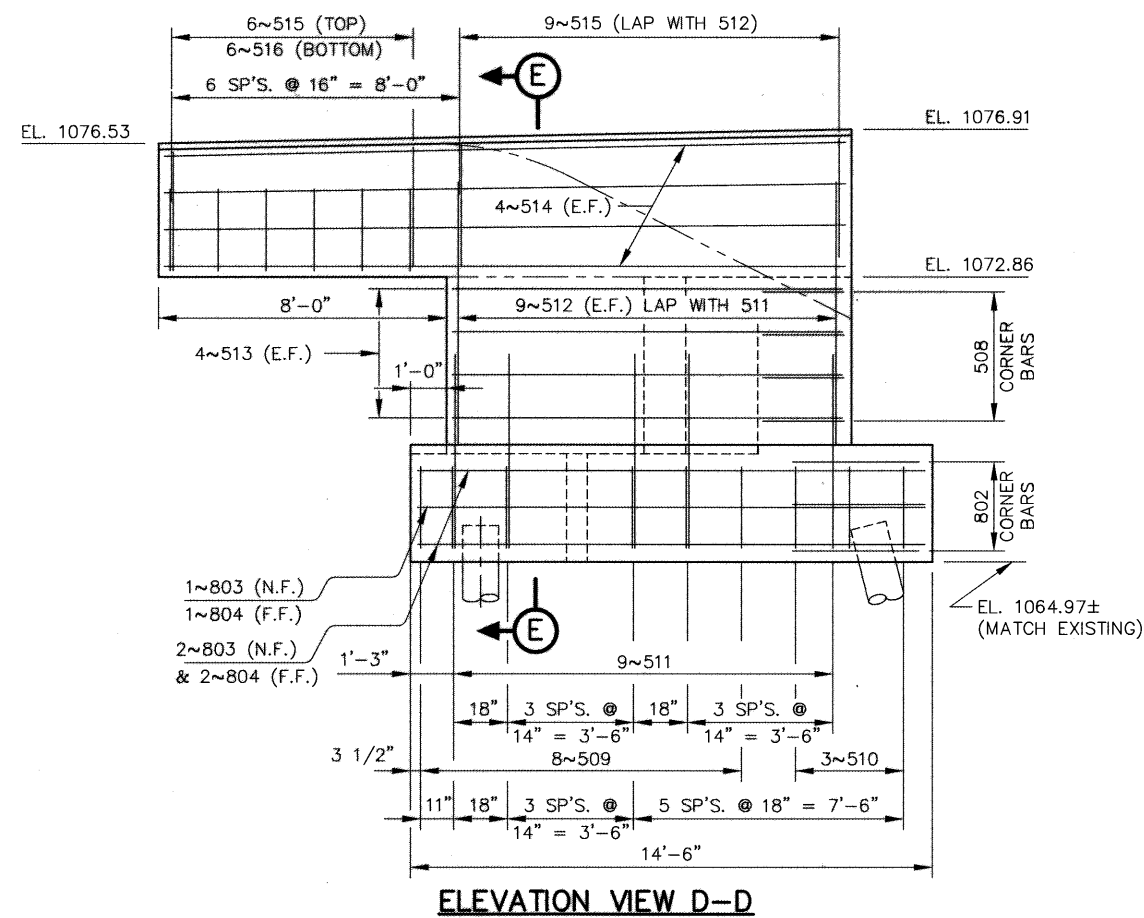


FORWARD ABUTMENT PLAN
SHOWING LIMITS PHASE 3 CONSTRUCTION



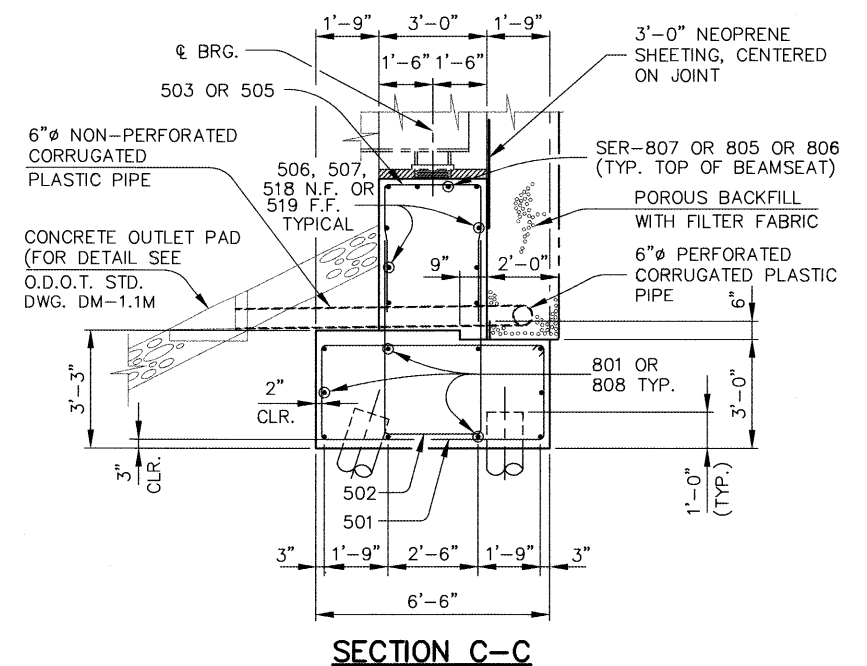
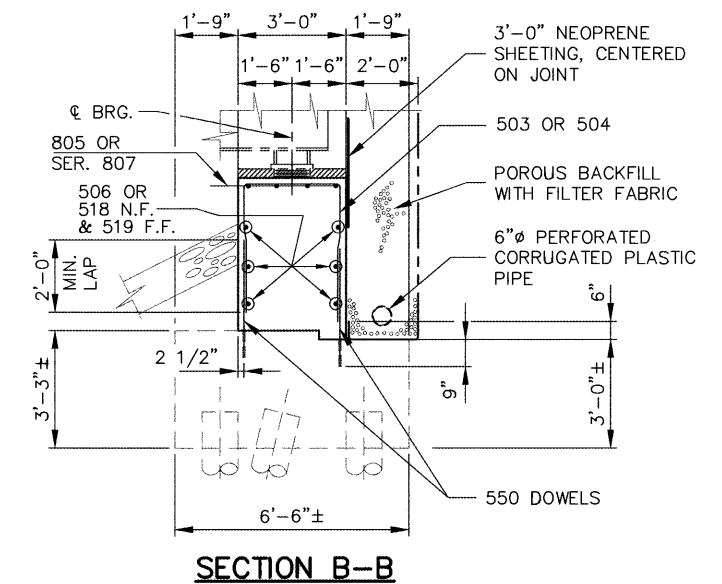
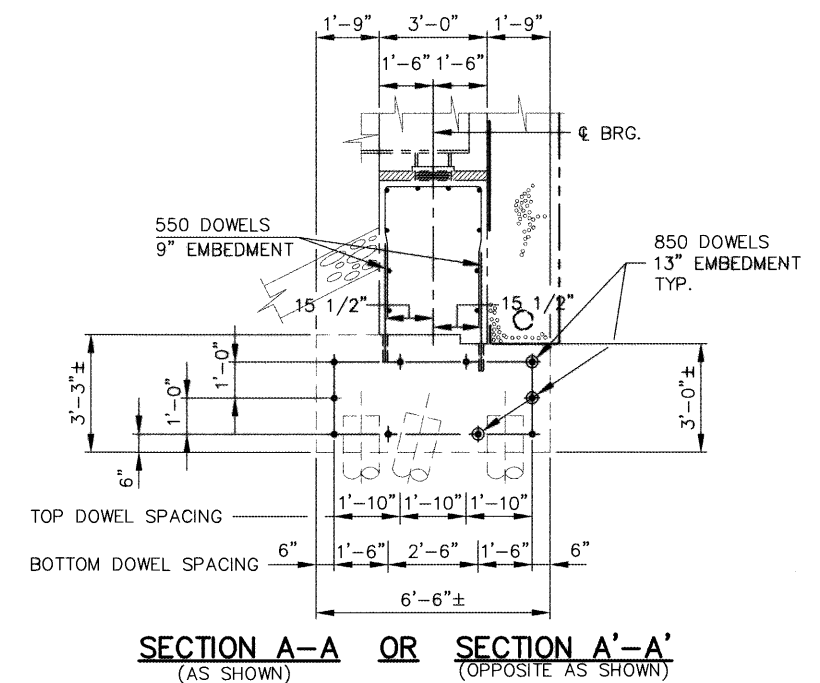
NOTES:

- ① THE PREFIX 2A SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE NORTHBOUND FORWARD ABUTMENT. FOR REINFORCING STEEL AND BAR BENDING DIAGRAM, SEE SHEETS 28 & 29 OF 29.
- ② FOR SECTIONS A-A, A'-A', B-B, C-C AND WALL ELEVATION VIEWS D-D, F-F, AND ADDITIONAL DETAILS SEE SHEET 10 OF 29.



NOTE:

FOR LOCATION OF SECTIONS A-A, A'-A', B-B, C-C AND ELEVATION VIEWS D-D AND F-F
AND ADDITIONAL NOTES SEE NORTHBOUND FORWARD ABUTMENT SHEET 9 OF 29.

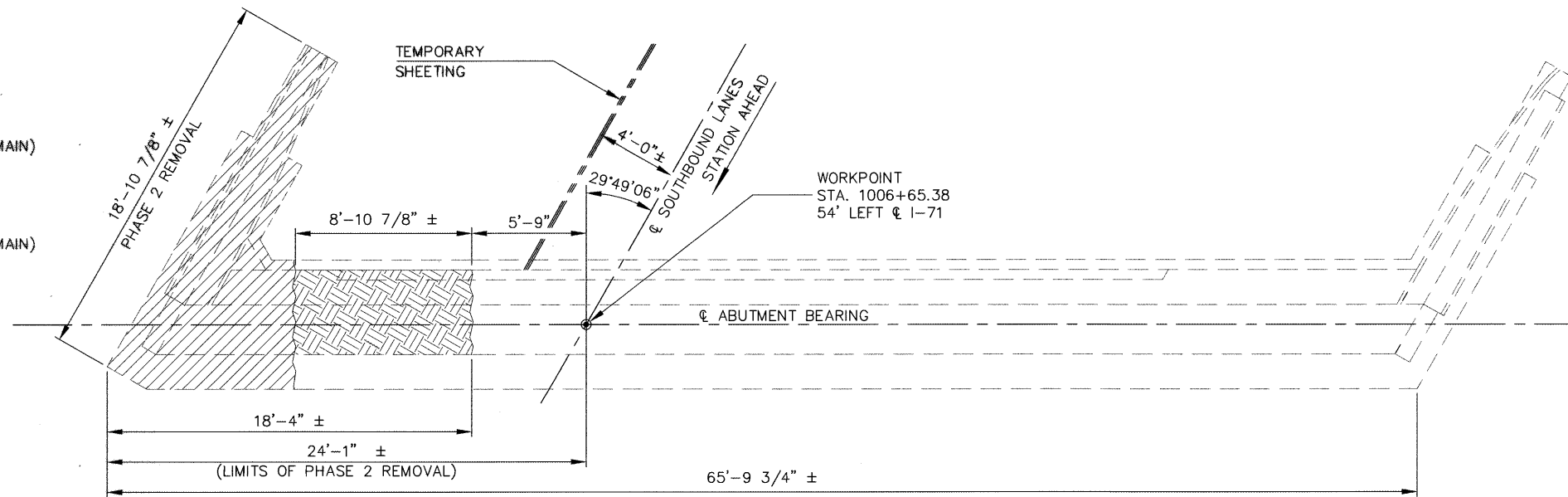


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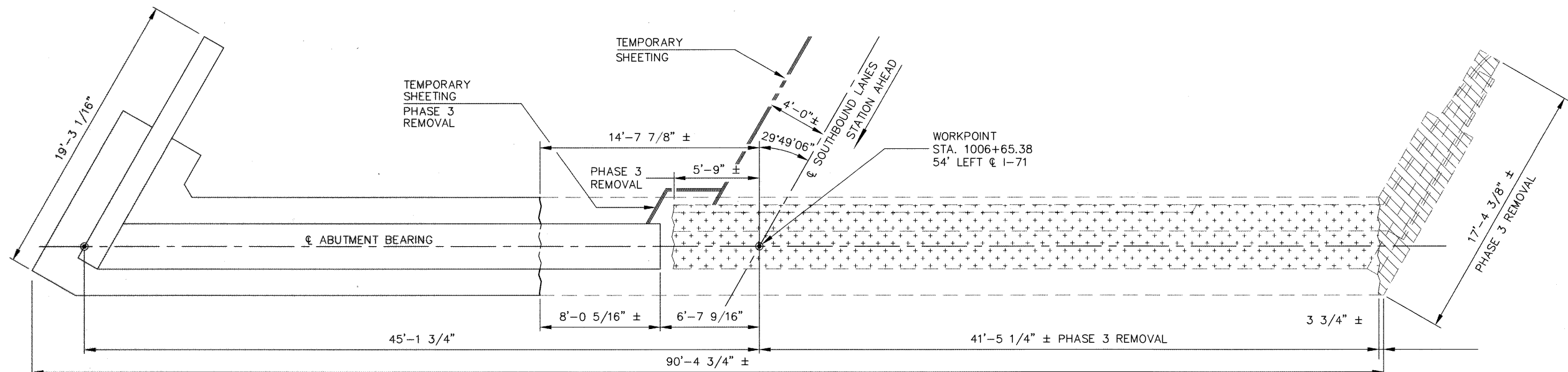
- LEGEND**
-  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
 -  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
 -  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
 -  DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
 -  DENOTES APPROXIMATE EDGE OF CONCRETE REMOVAL
 -  DENOTES APPROXIMATE EDGE OF TEMPORARY SHEETING

NOTE:

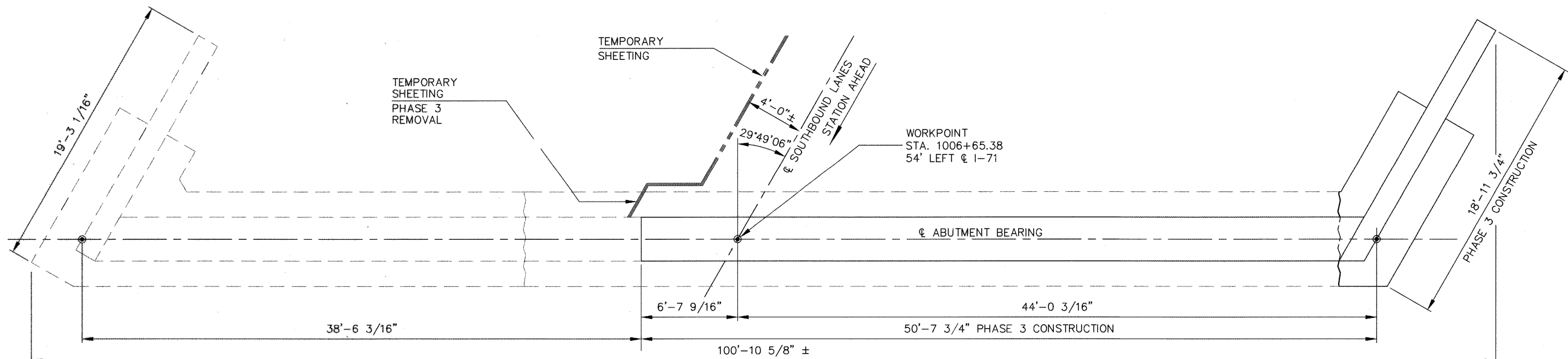
FOR ADDITIONAL CONSTRUCTION DETAILS
SEE SHEET 11 OF 29.



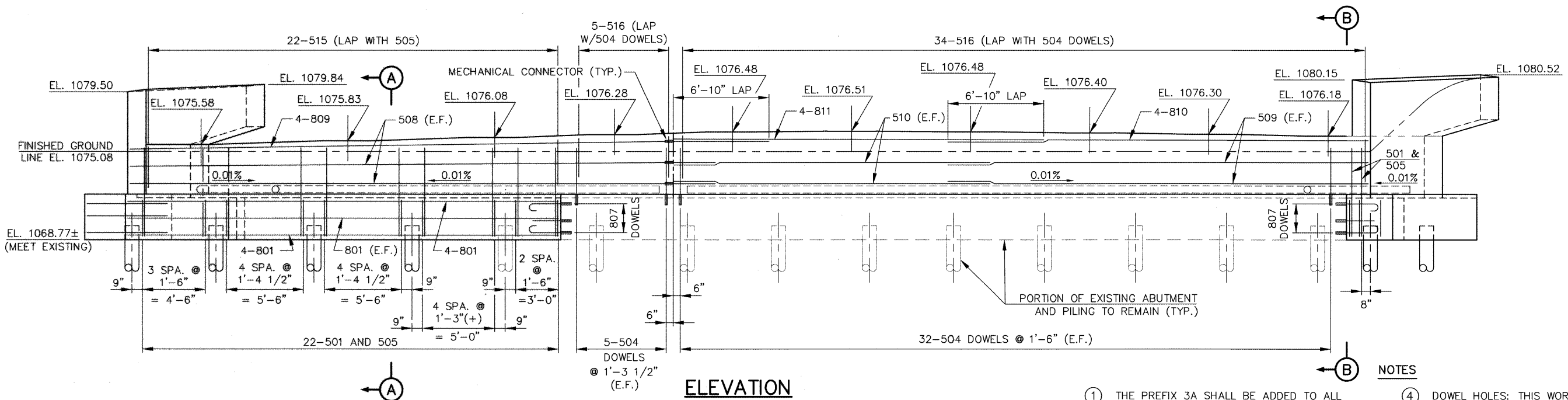
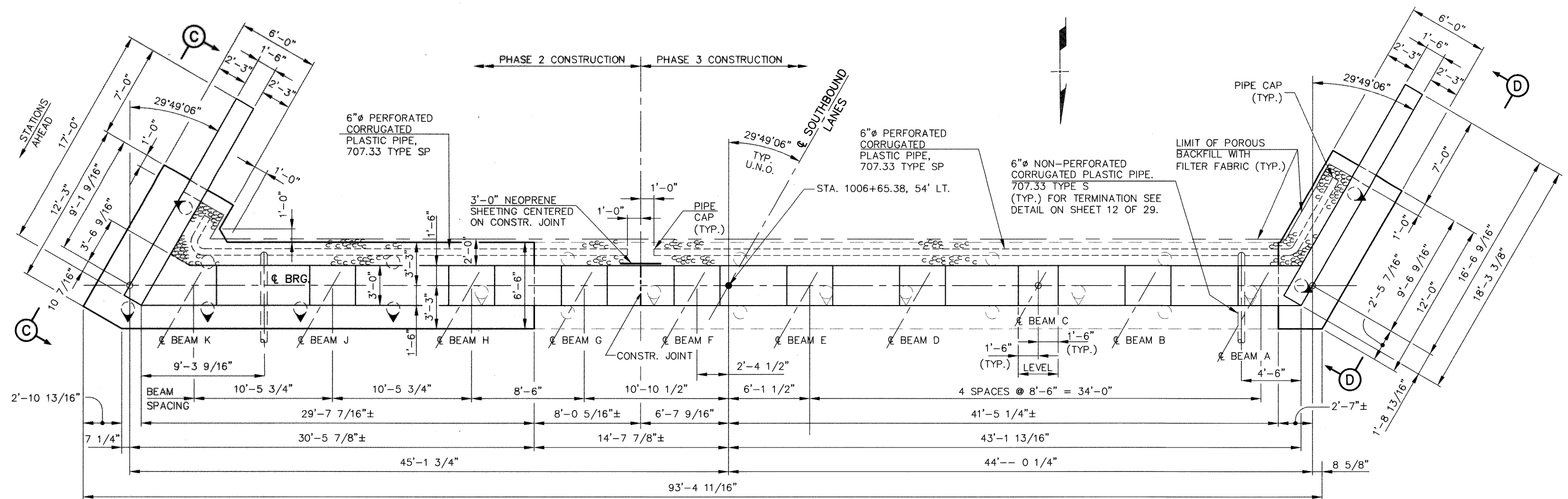
REAR ABUTMENT PLAN
SHOWING LIMITS PHASE 2 REMOVAL



REAR ABUTMENT PLAN
SHOWING LIMITS PHASE 2 CONSTRUCTION & PHASE 3 REMOVAL



REAR ABUTMENT PLAN
SHOWING LIMITS PHASE 3 CONSTRUCTION



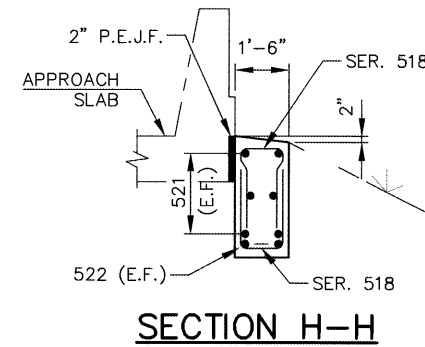
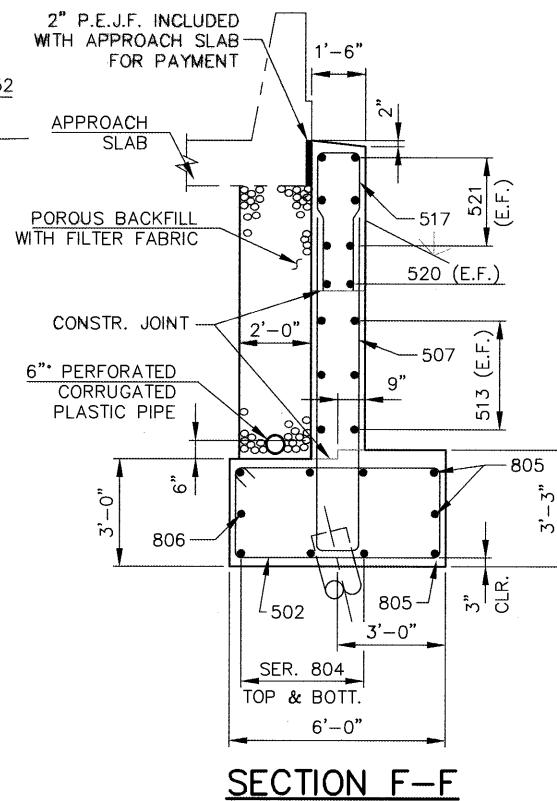
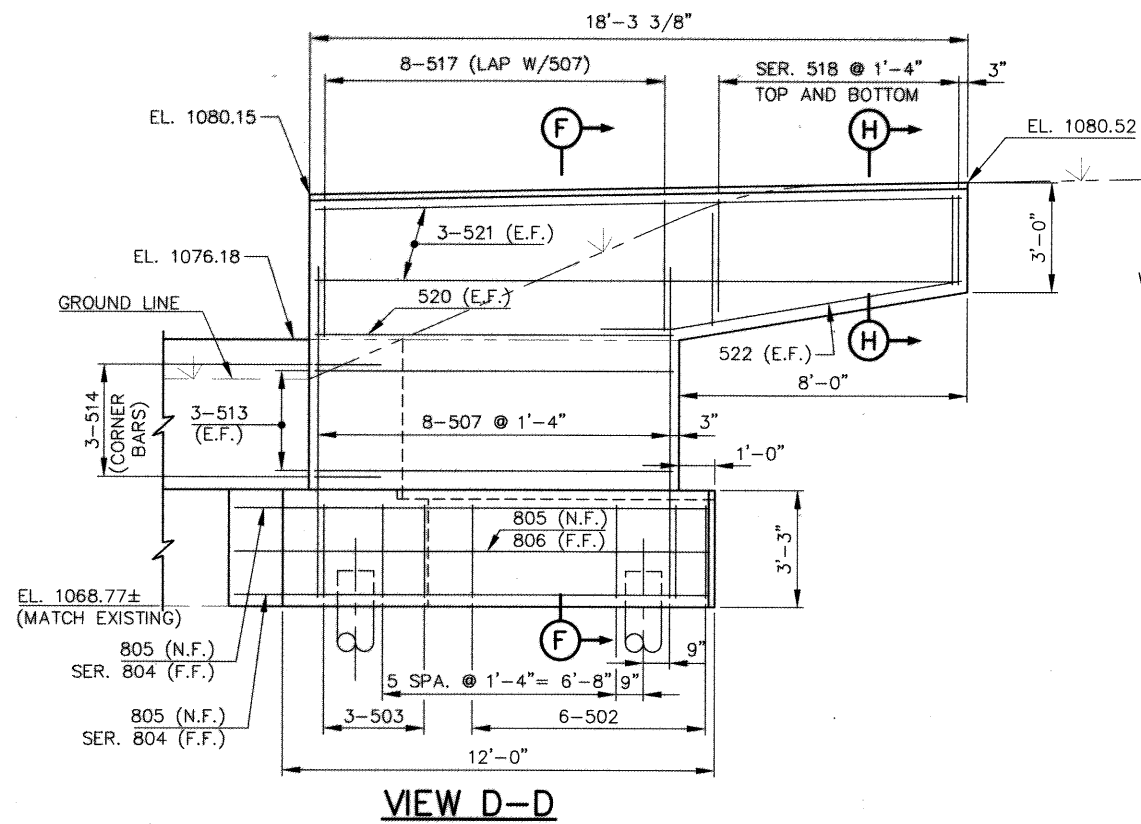
- ① THE PREFIX 3A SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SOUTHBOUND REAR ABUTMENT.

② FOR VIEWS C-C & D-D, SECTIONS A-A, B-B, AND ADDITIONAL NOTES SEE SHEET 12 OF 29.

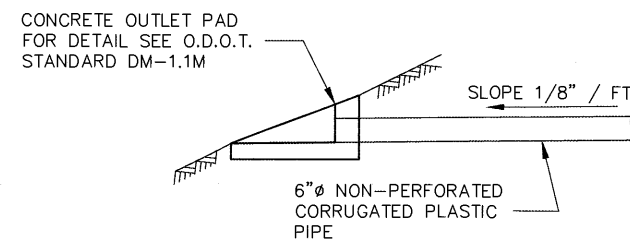
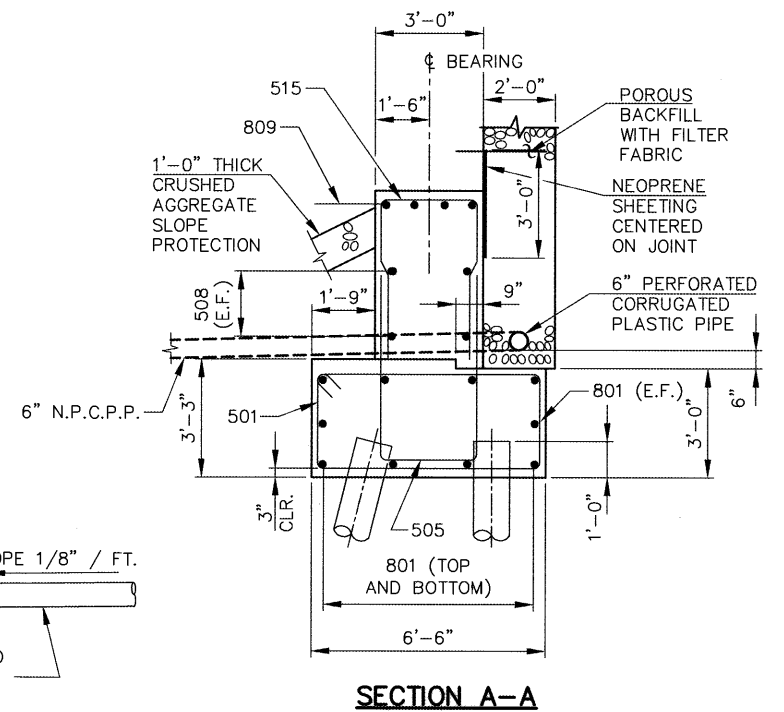
③ REINFORCING SPLICE LENGTHS:
(UNLESS SHOWN OTHERWISE)
#5 BAR = 2'-0"
#8 BAR = 4'-11"

④ DOWEL HOLES: THIS WORK INCLUDES THE DRILLING OF HOLES INTO EXISTING CONCRETE AND THE FURNISHING AND PLACING OF GROUT INTO HOLES. NON-SHRINKING EPOXY GROUT SHALL BE USED IN ACCORDANCE WITH CMS 510 AND CMS 507.20. PAYMENT SHALL BE INCLUDED WITH ITEM 842-CLASS C CONCRETE, ABUTMENT INCLUDING FOOTING, AS PER PLAN.

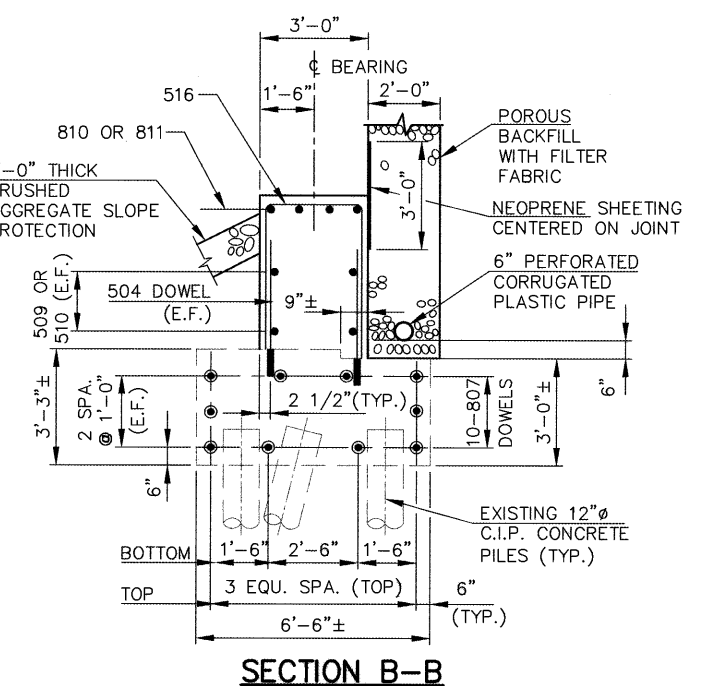
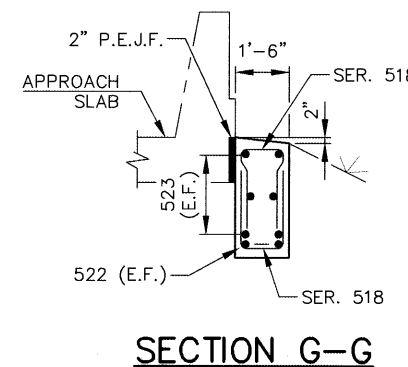
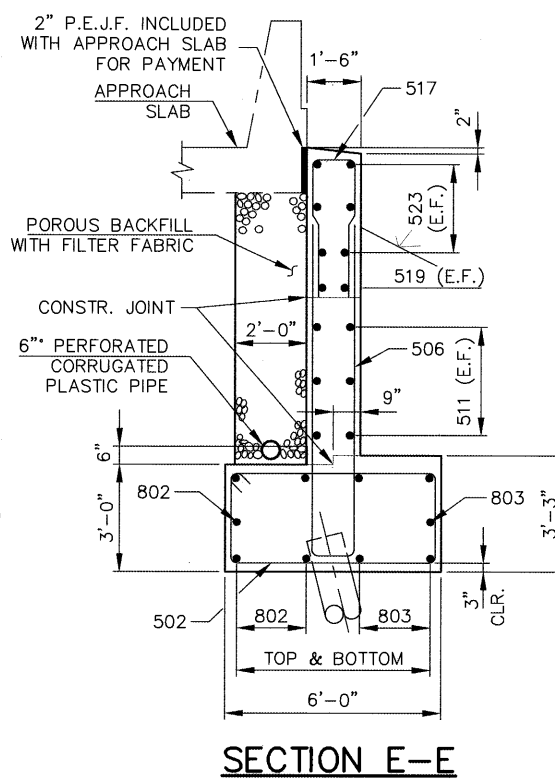
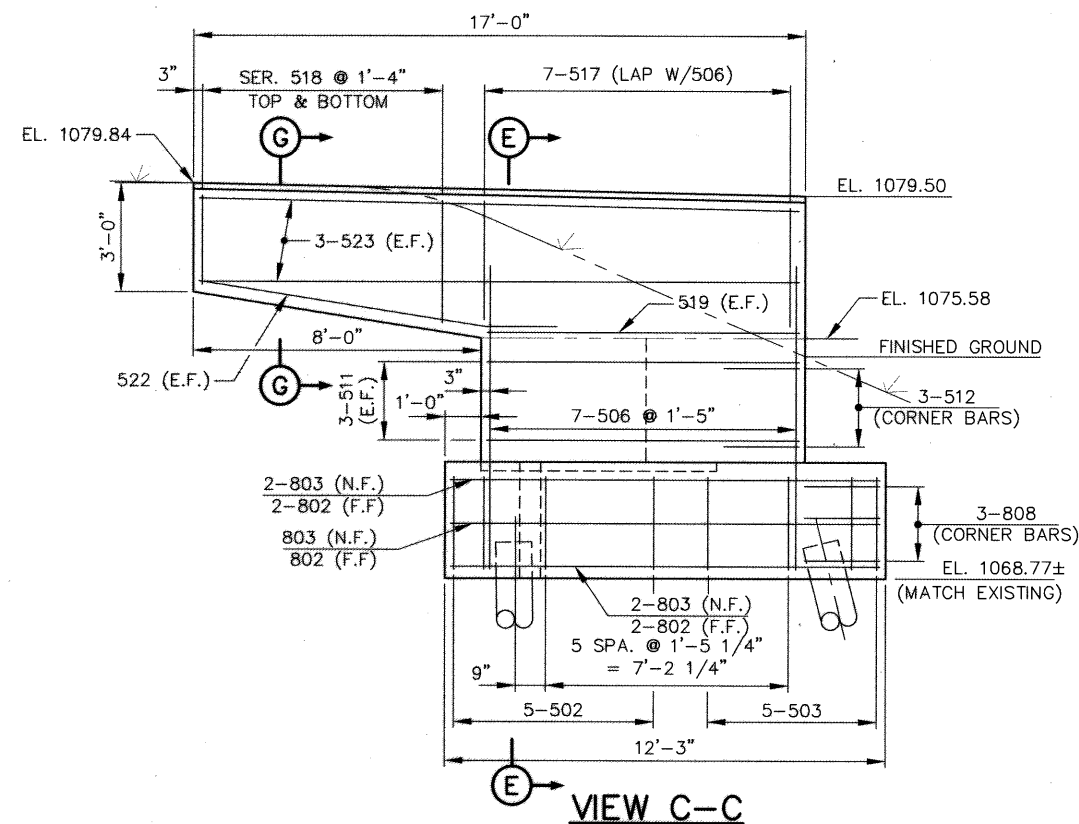
DOWEL HOLE DEPTH IS AS FOLLOWS:
#5 DOWEL = 9"
#8 DOWEL = 13"

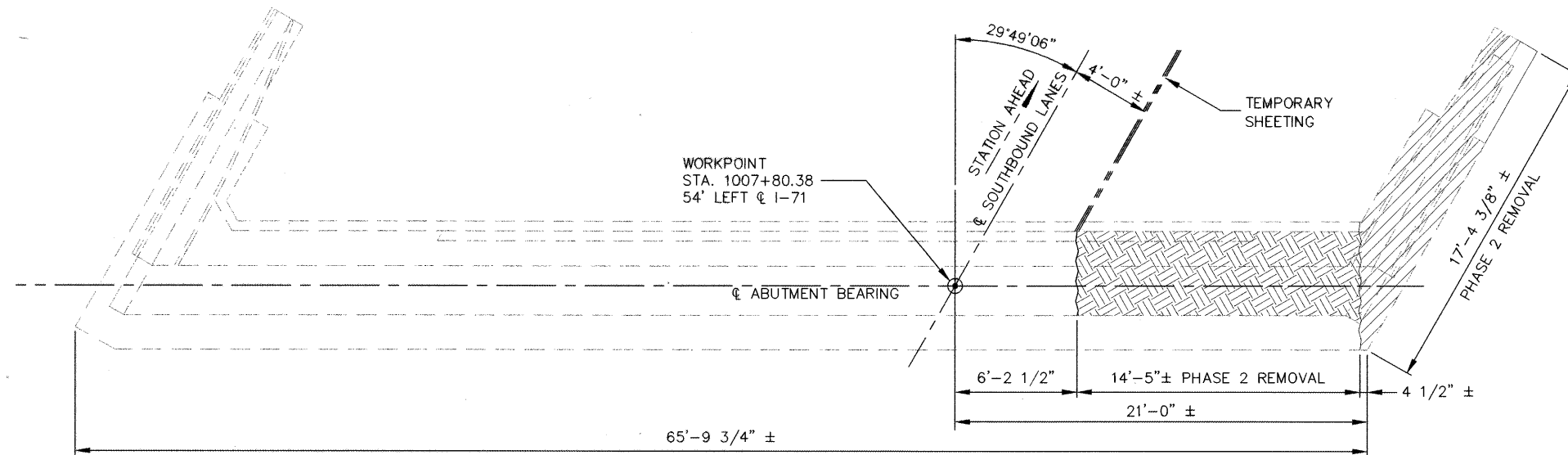


- NOTES**
- ① FOR LOCATIONS OF VIEWS C-C & D-D, SECTIONS A-A, B-B AND ADDITIONAL NOTES SEE SHEET 11 OF 29.



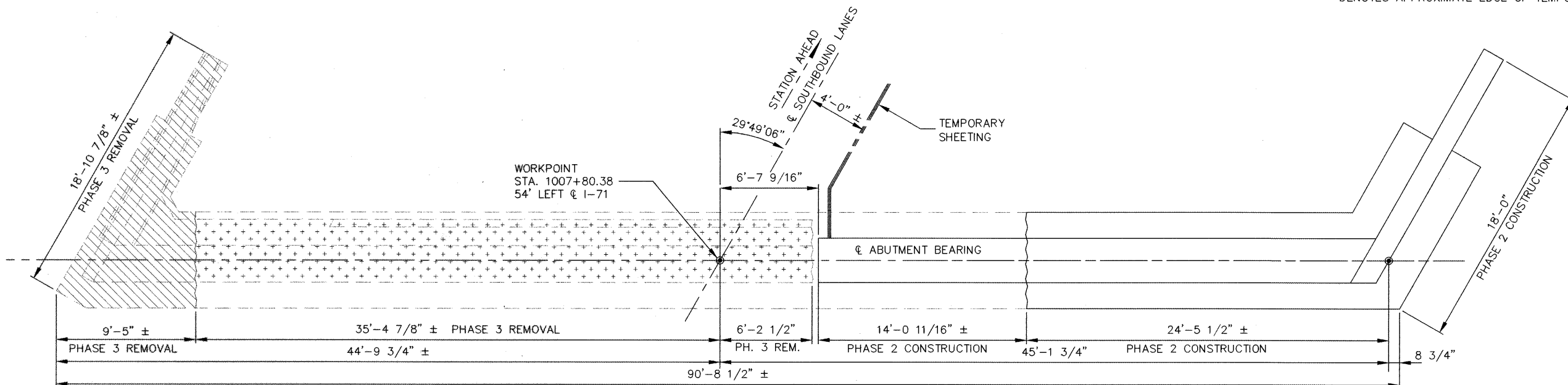
CONCRETE OUTLET PAD SHALL BE INCLUDED WITH ITEM 518 ~ 6" NON-PERFORATED CORRUGATED PLASTIC PIPE FOR PAYMENT.



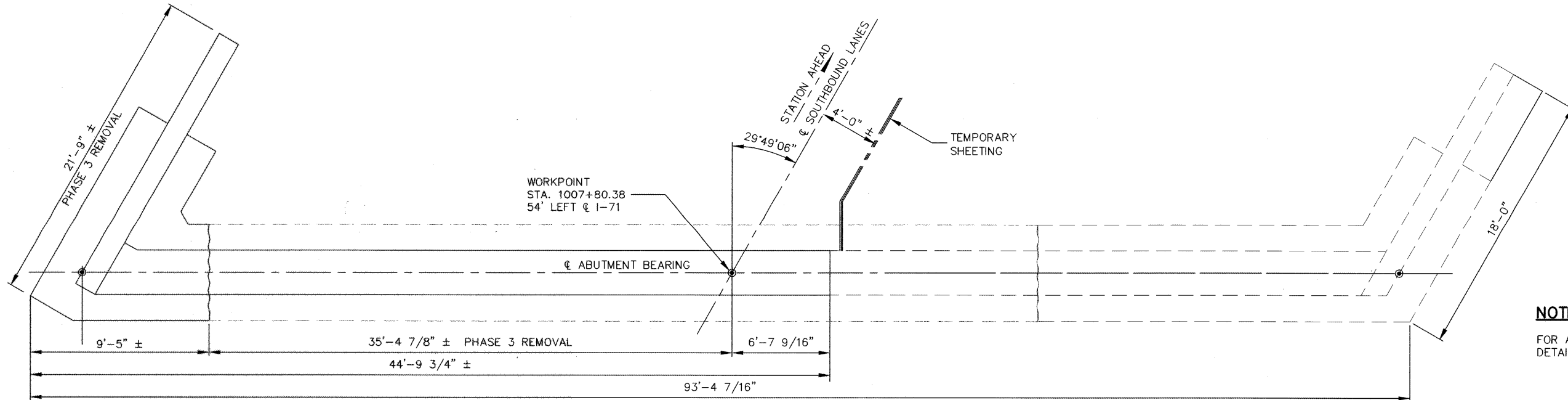


FORWARD ABUTMENT PLAN
SHOWING LIMITS OF PHASE 2 REMOVAL

- LEGEND**
- DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
 - DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 2 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
 - DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL AND BEAMSEATS TO TOP OF FOOTING)
 - DENOTES LIMITS OF PORTIONS OF STRUCTURE TO BE REMOVED (PHASE 3 ~ BACKWALL, BEAMSEATS AND FOOTINGS, PILES TO REMAIN)
 - DENOTES APPROXIMATE EDGE OF CONCRETE REMOVAL
 - DENOTES APPROXIMATE EDGE OF TEMPORARY SHEETING

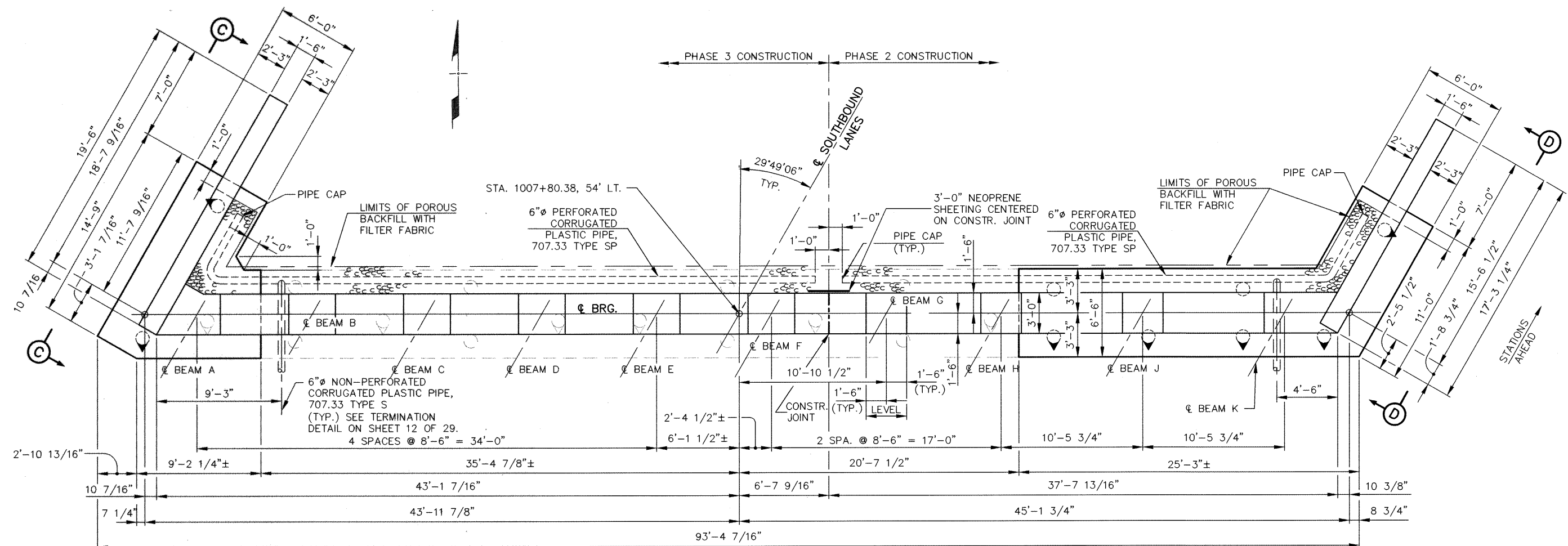


FORWARD ABUTMENT PLAN
SHOWING LIMITS OF PHASE 2 CONSTRUCTION & PHASE 3 REMOVAL



FORWARD ABUTMENT PLAN
SHOWING LIMITS OF PHASE 3 CONSTRUCTION

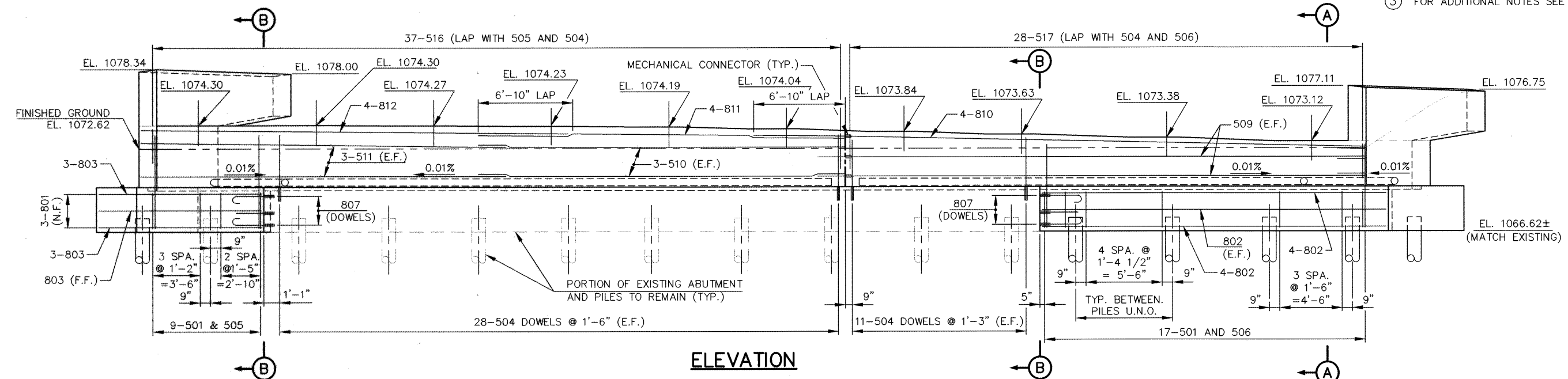
NOTE:
FOR ADDITIONAL CONSTRUCTION
DETAILS SEE SHEET 13 OF 29.

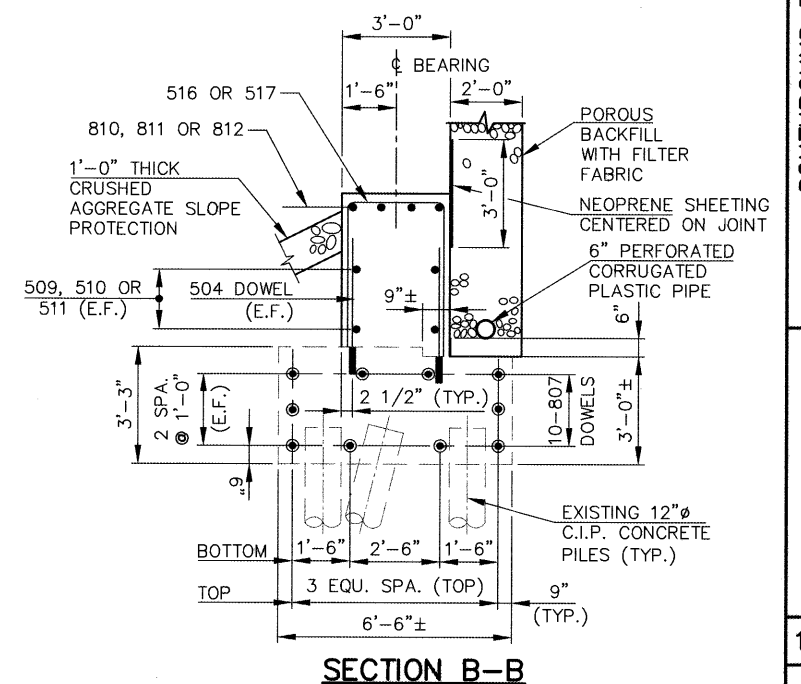
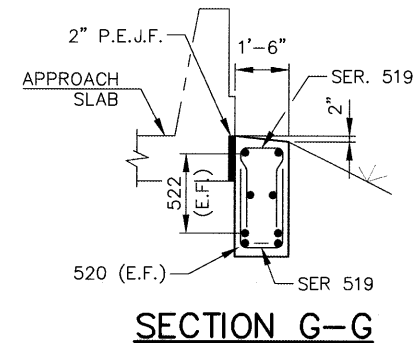
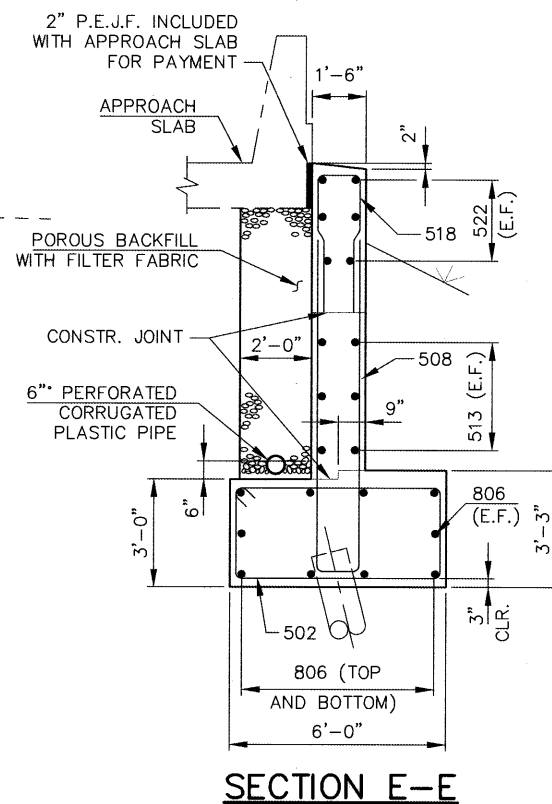
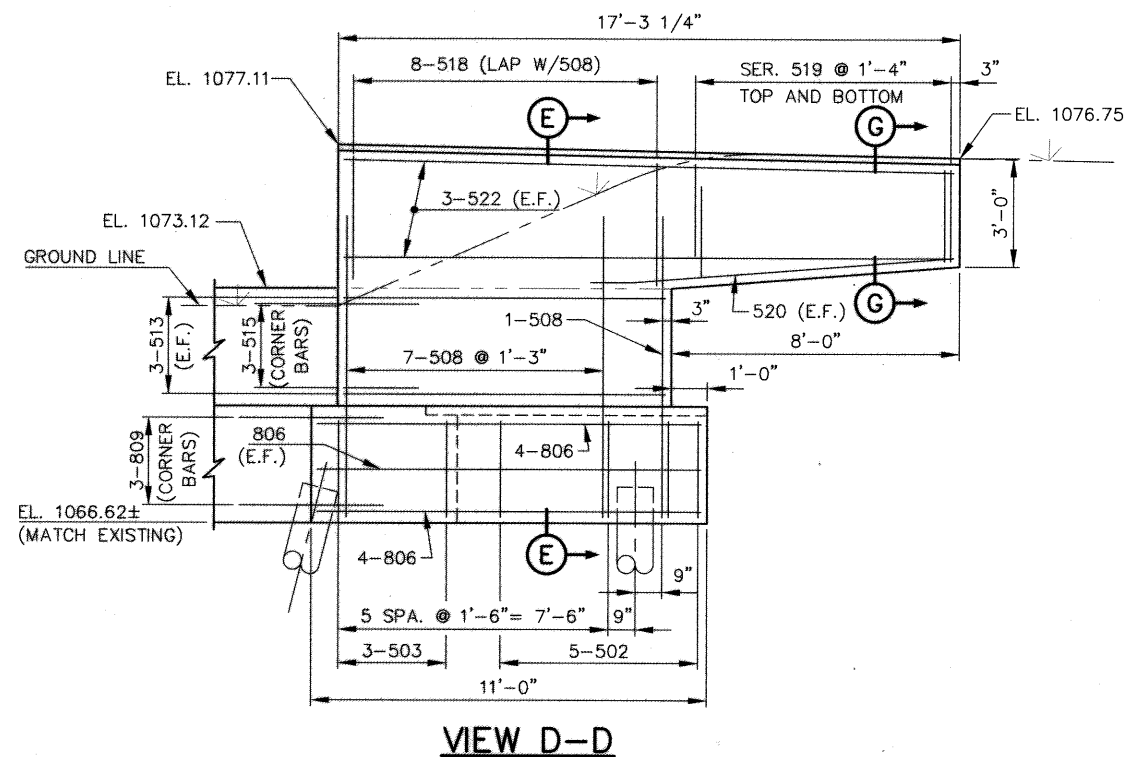
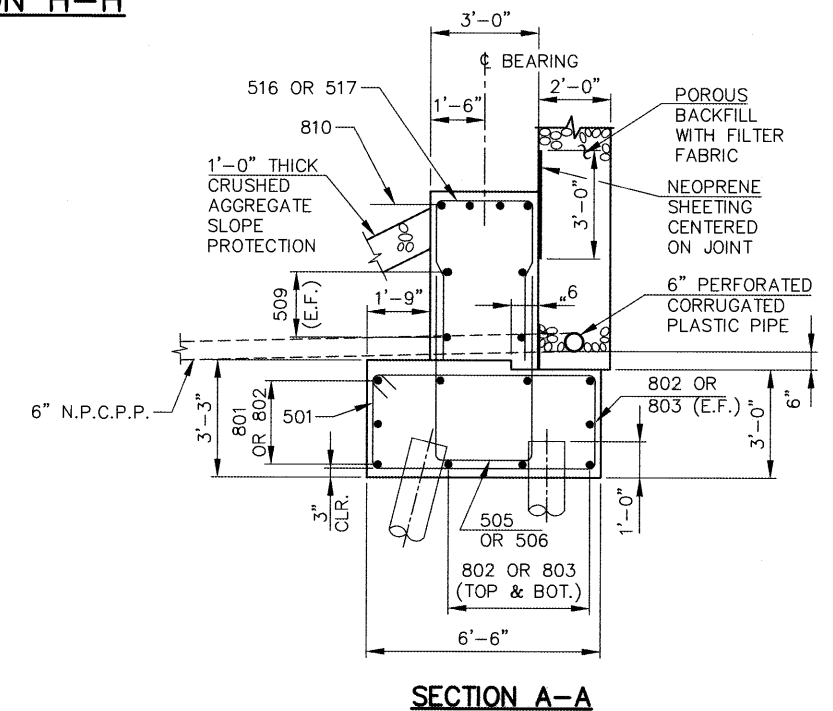
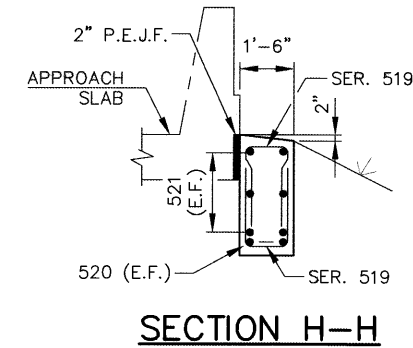
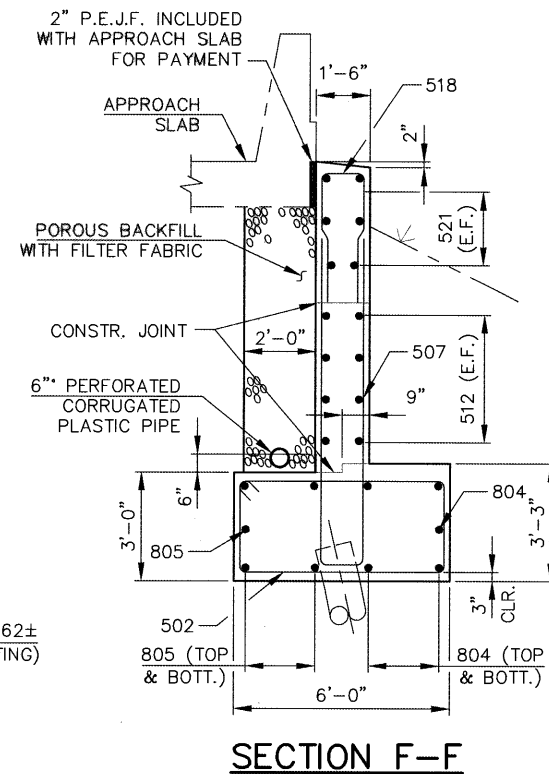
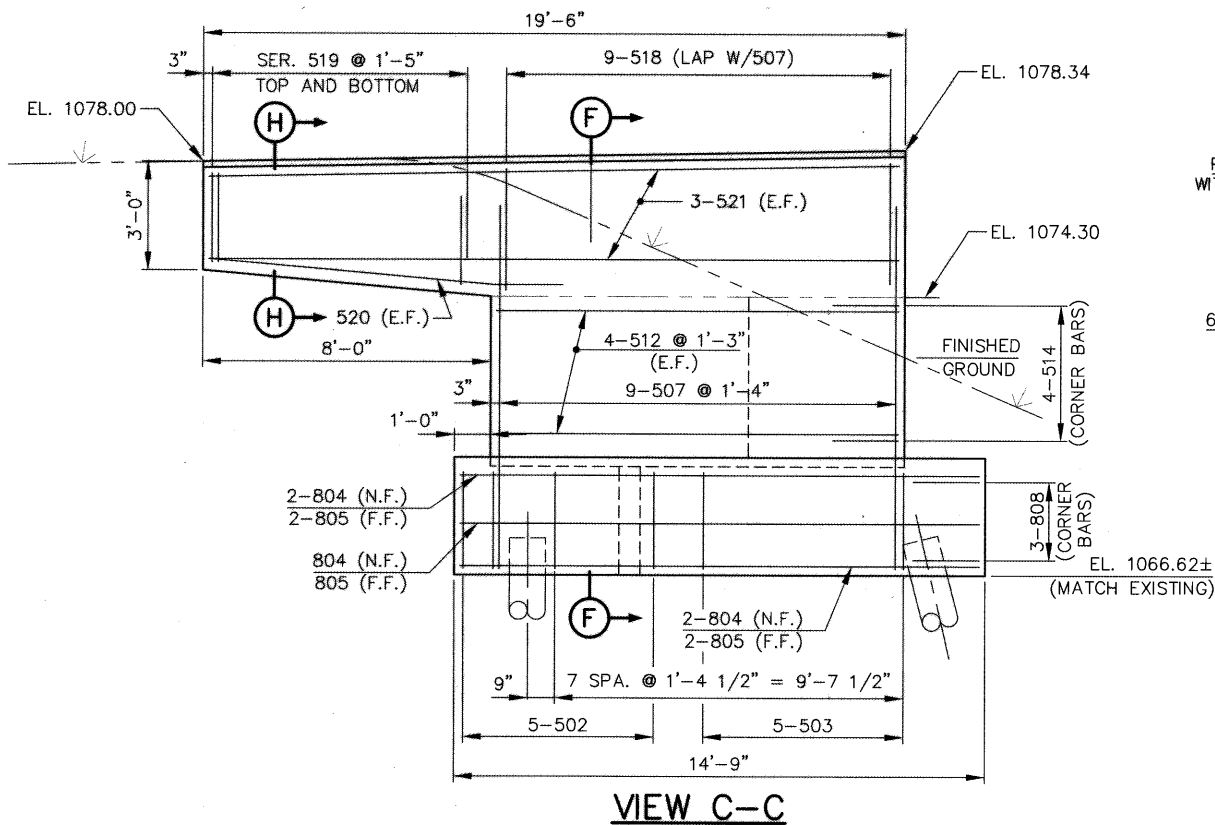


PLAN

NOTES

- ① THE PPREFIX 4A SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE SOUTHBOUND FORWARD ABUTMENT.
- ② FOR VIEWS C-C & D-D, SECTIONS A-A, B-B, SEE SHEET 14 OF 29.
- ③ FOR ADDITIONAL NOTES SEE SHEET 11 OF 29.

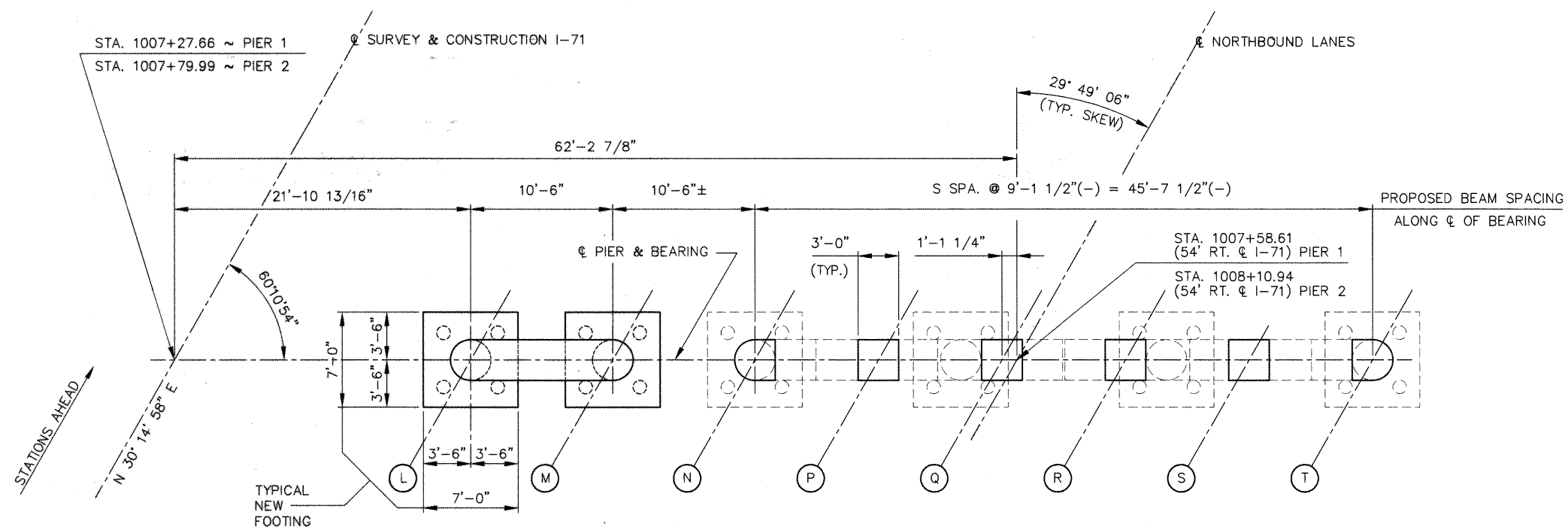
ELEVATION



NOTES

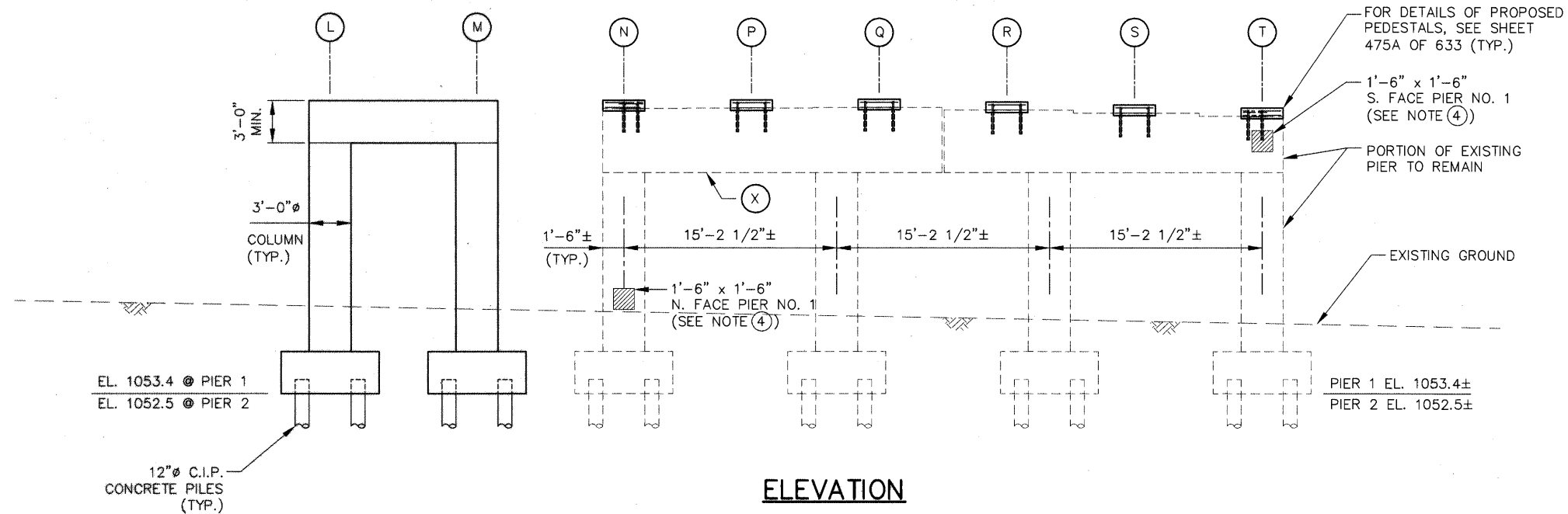
- FOR LOCATIONS OF VIEW C-C & D-D, SECTIONS A-A, B-B AND ADDITIONAL NOTES SEE SHEET 13 OF 29.

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EXISTING BEAMSEAT ELEVATIONS						
LOCATION	N	P	Q	R	S	T
PIER 1	1073.78±	1073.81±	1073.85±	1073.66±	1073.45±	1073.23±
PIER 2	1072.81±	1072.85±	1072.88±	1072.69±	1072.48±	1072.27±

TABLE OF PIER ELEVATIONS									
ELEVATION	L	M	N	P	Q	R	S	T	X
PIER 1	1074.55	1074.54	1074.52	1074.50	1074.46	1074.27	1074.07	1073.84	1069.23±
PIER 2	1073.70	1073.64	1073.57	1073.50	1073.42	1073.22	1073.01	1072.80	1068.27±



NOTES

- ① FOR PIER REINFORCING DETAILS SEE SHEET 17 OF 29.
- ② FOR SOUTHBOUND PIER DETAILS SEE SHEET 16 OF 29.
- ③ FOR PROPOSED PILING PLAN SEE SHEET 6 OF 29.
- ④ ITEM 519-PATCHING CONCRETE STRUCTURES
ACTUAL QUANTITY - 5 SQ. FT.
ESTIMATED QUANTITY - 8 SQ. FT.

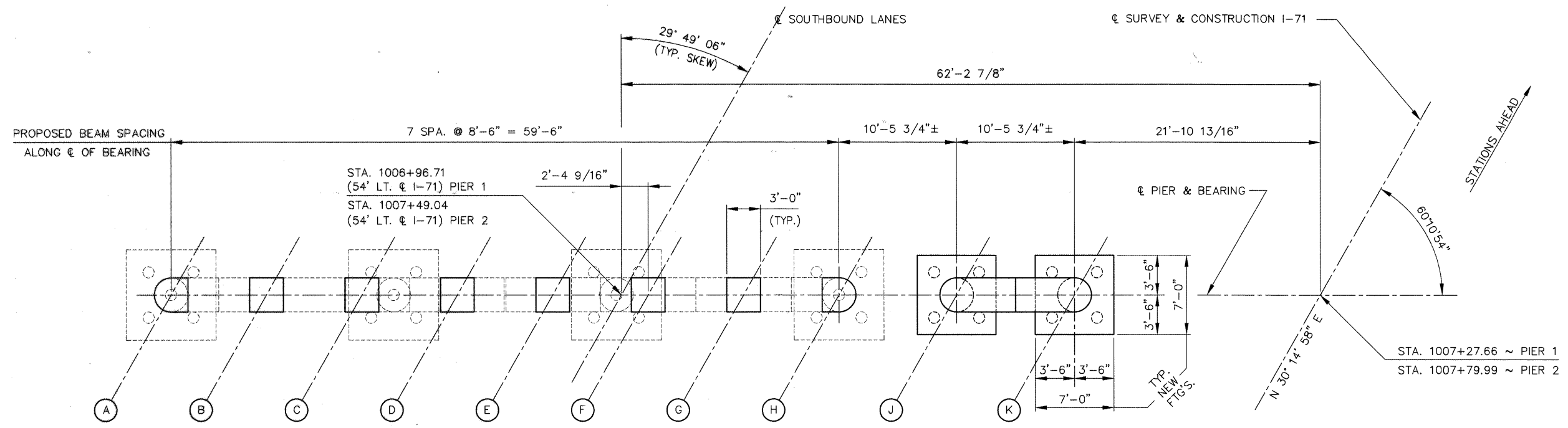
ESTIMATED QUANTITIES HAVE BEEN INCREASED OVER MEASURED (ACTUAL) QUANTITIES TO ALLOW FOR ADDITIONAL DETERIORATION.

PHYSICAL INVENTORY OF MEASURED QUANTITIES WAS PERFORMED IN JULY, 1999.

LEGEND

INDICATES AREA TO BE PATCHED PER ITEM 519, PATCHING CONCRETE STRUCTURES.

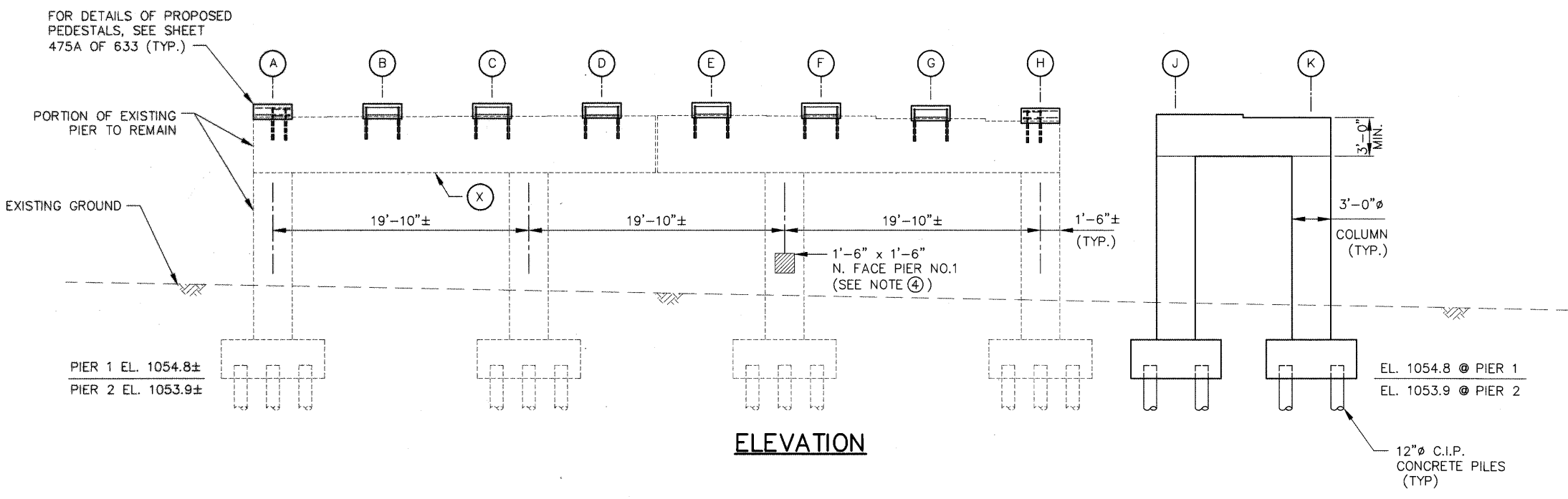
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PLAN

EXISTING BEAMSEAT ELEVATIONS								
LOCATION	A	B	C	D	E	F	G	H
PIER 1	1074.96±	1074.99±	1075.02±	1075.05±	1075.08±	1075.04±	1074.84±	1074.64±
PIER 2	1073.99±	1074.02±	1074.05±	1074.08±	1074.11±	1074.08±	1073.88±	1073.68±

TABLE OF PIER ELEVATIONS											
ELEVATION	A	B	C	D	E	F	G	H	J	K	X
PIER 1	1076.09	1076.14	1076.17	1076.20	1076.21	1076.17	1075.96	1075.76	1075.50	1075.25	1070.64±
PIER 2	1075.18	1075.18	1075.17	1075.15	1075.13	1075.05	1074.84	1074.64	1074.39	1074.13	1069.68±



ELEVATION

NOTES

- FOR PIER REINFORCING DETAILS SEE SHEET 17 OF 29.
- FOR NORTHBOUND PIER DETAILS SEE SHEET 15 OF 29.
- FOR PROPOSED PILING PLAN SEE SHEET 6 OF 29.
- ITEM 519--PATCHING CONCRETE STRUCTURES
ACTUAL QUANTITY - 3 SQ. FT.
ESTIMATED QUANTITY - 4 SQ. FT.

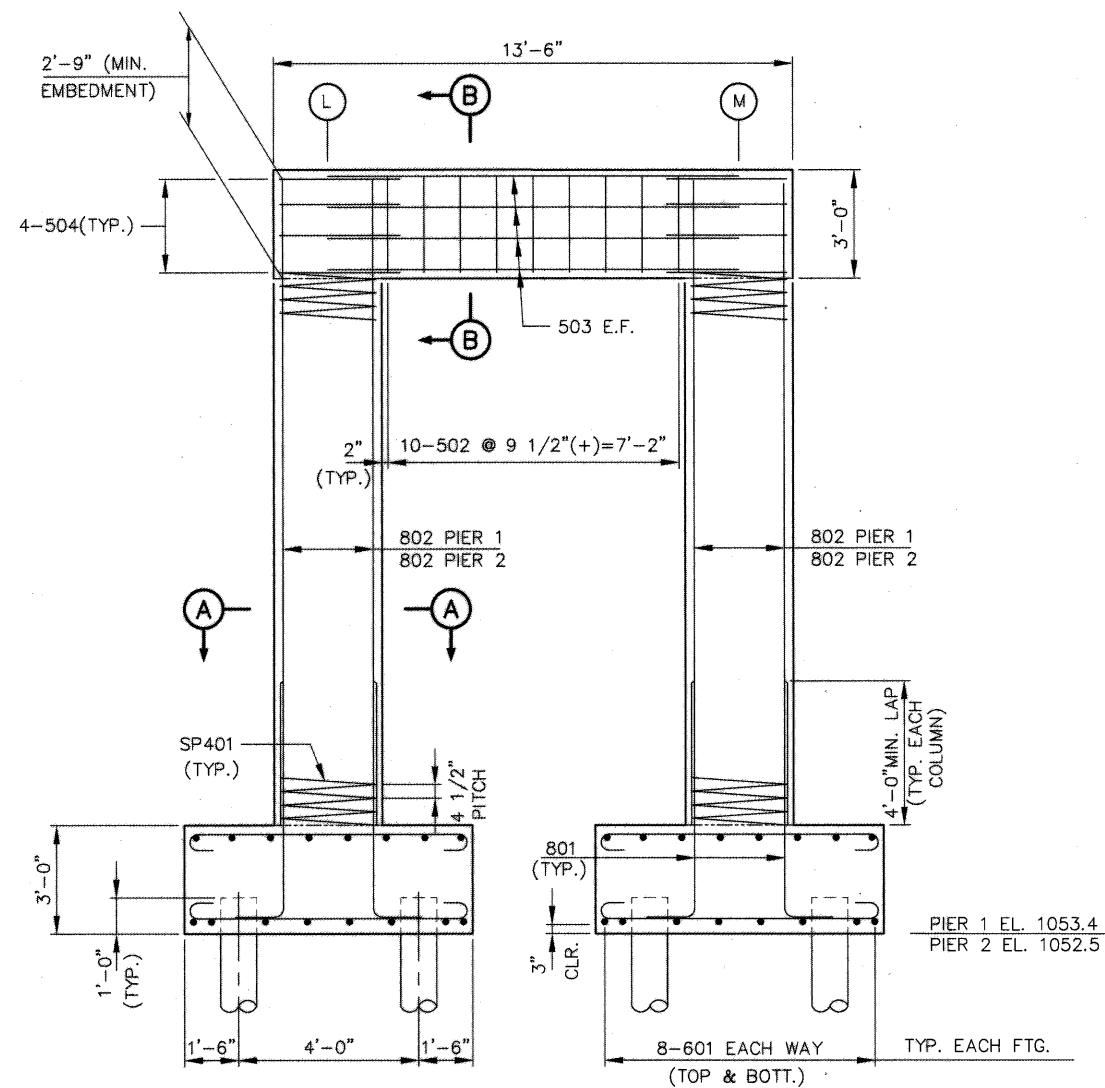
ESTIMATED QUANTITIES HAVE BEEN INCREASED OVER MEASURED (ACTUAL) QUANTITIES TO ALLOW FOR ADDITIONAL DETERIORATION.

PHYSICAL INVENTORY OF MEASURED QUANTITIES WAS PERFORMED IN JULY, 1999.

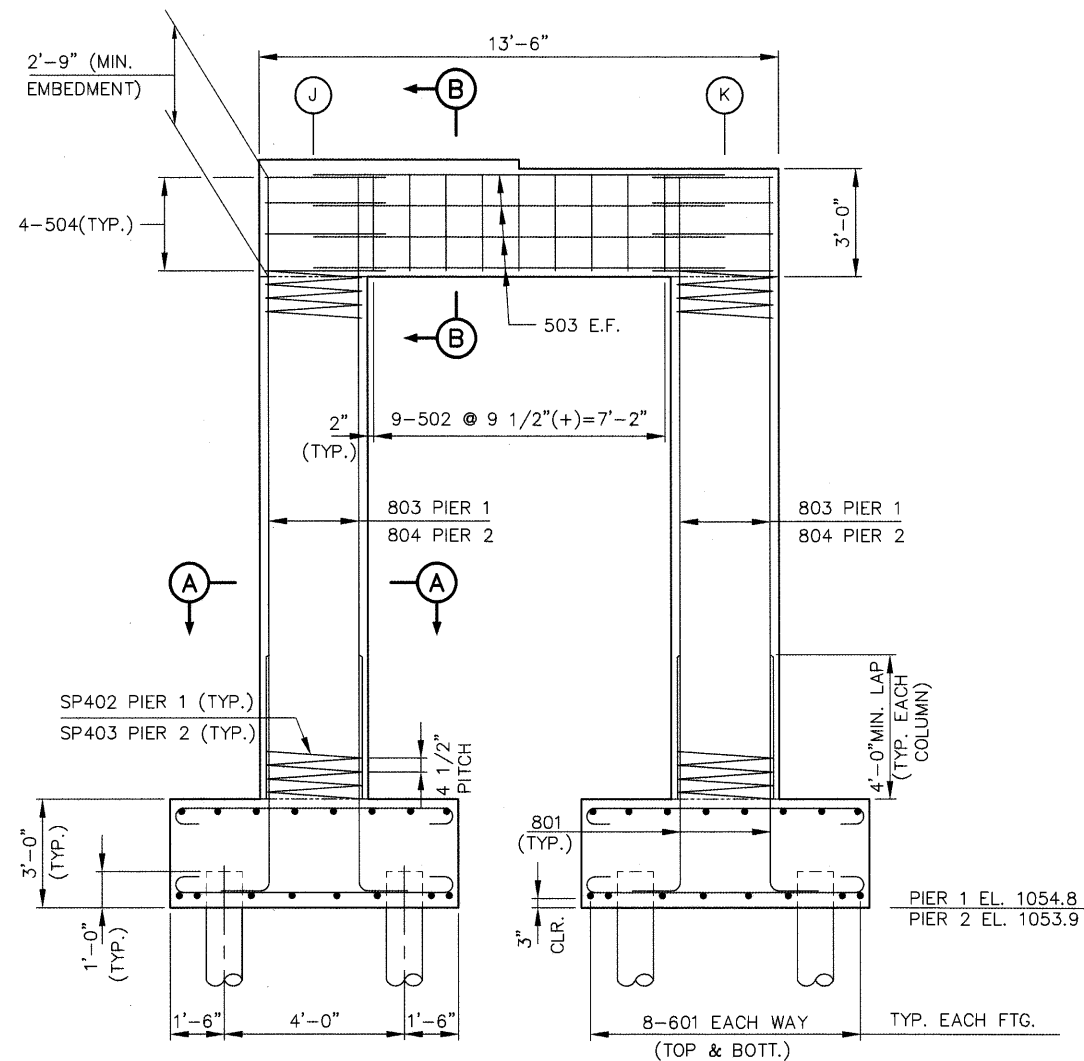
LEGEND

INDICATES AREA TO BE PATCHED PER ITEM 519, PATCHING CONCRETE STRUCTURES.

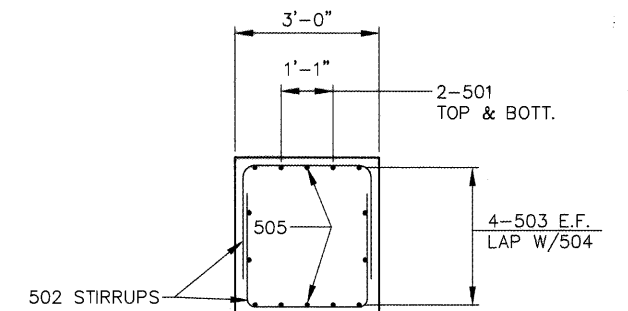
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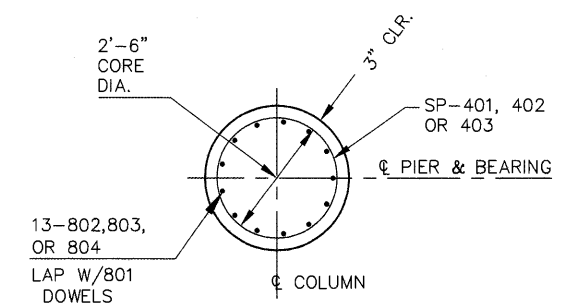
**ELEVATION
NORTHBOUND PIER 1 & 2**



**ELEVATION
SOUTHBOUND PIER 1 & 2**



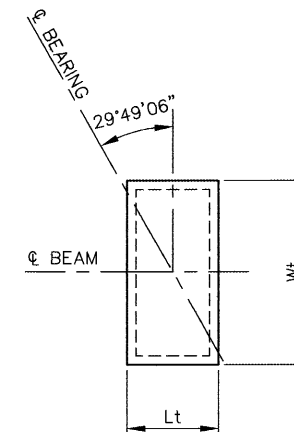
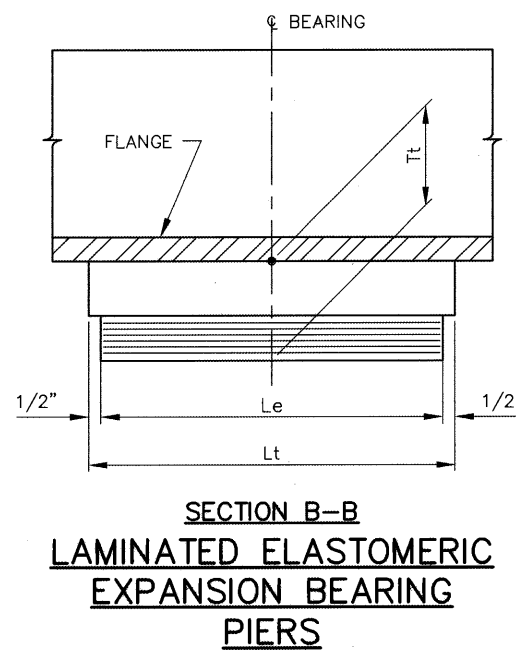
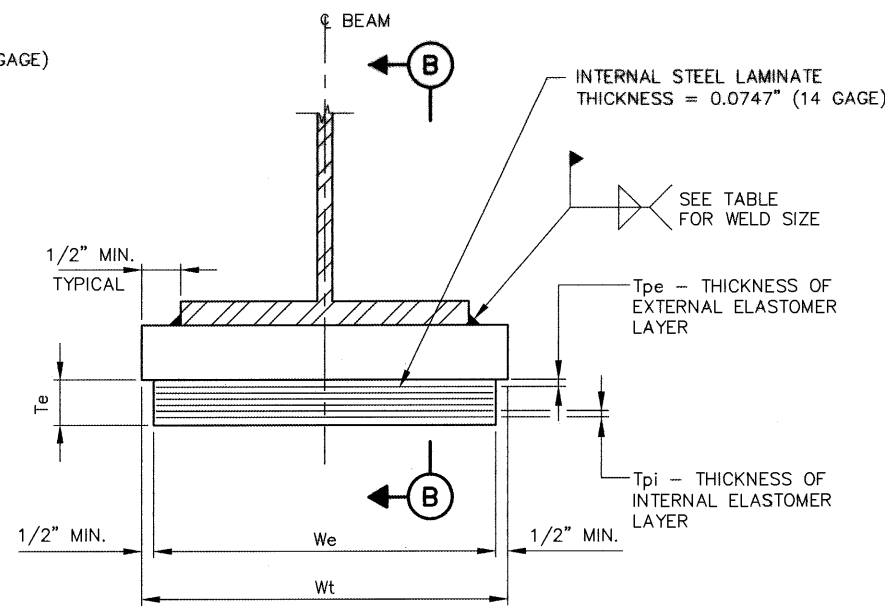
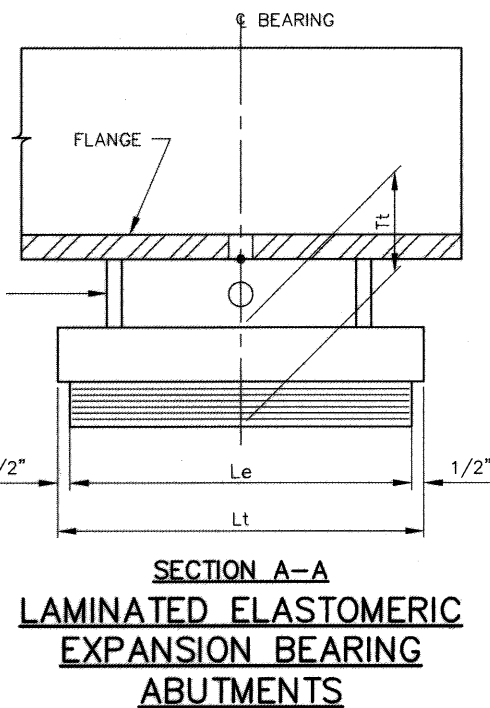
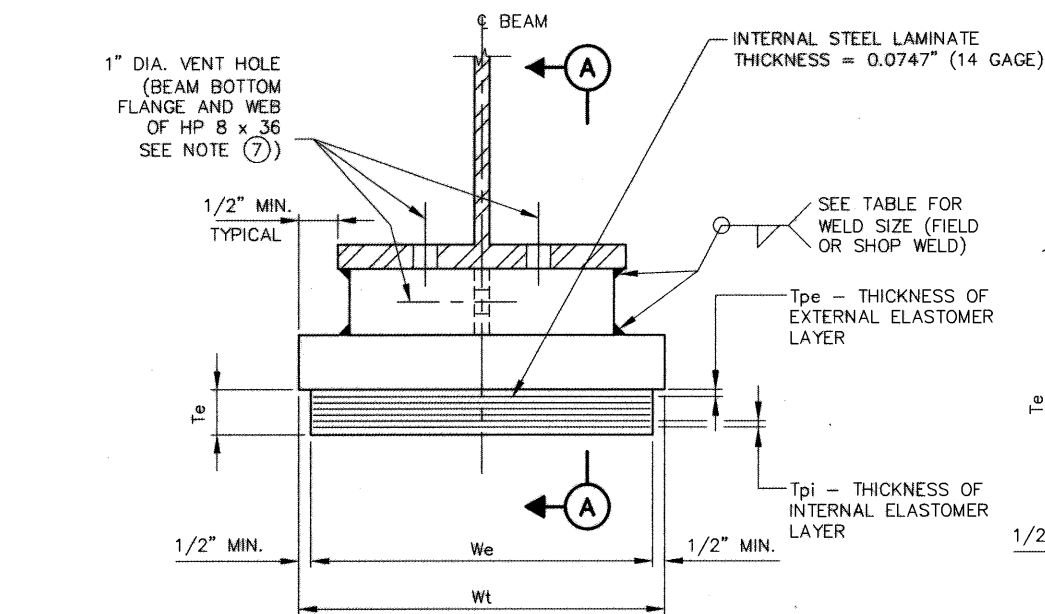
SECTION B-B



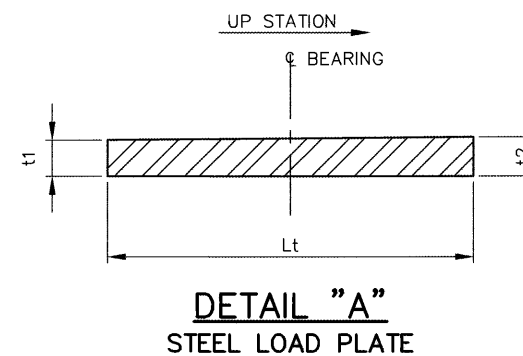
**SECTION A-A
(TYP. EACH COLUMN)**

NOTES

- ① FOR PIER PLAN AND ELEVATION VIEWS SEE SHEETS 15 AND 16 OF 29.
- ② THE PREFIX 'P' SHALL BE ADDED TO ALL REINFORCING BAR MARKS IN THE PIERS. SEE REINFORCING SCHEDULES ON SHEETS 28 AND 29 OF 29.
- ③ MINIMUM CLEAR COVER FOR REINFORCING STEEL SHALL BE 2" UNLESS NOTED OTHERWISE.



BEARING ORIENTATION PLAN

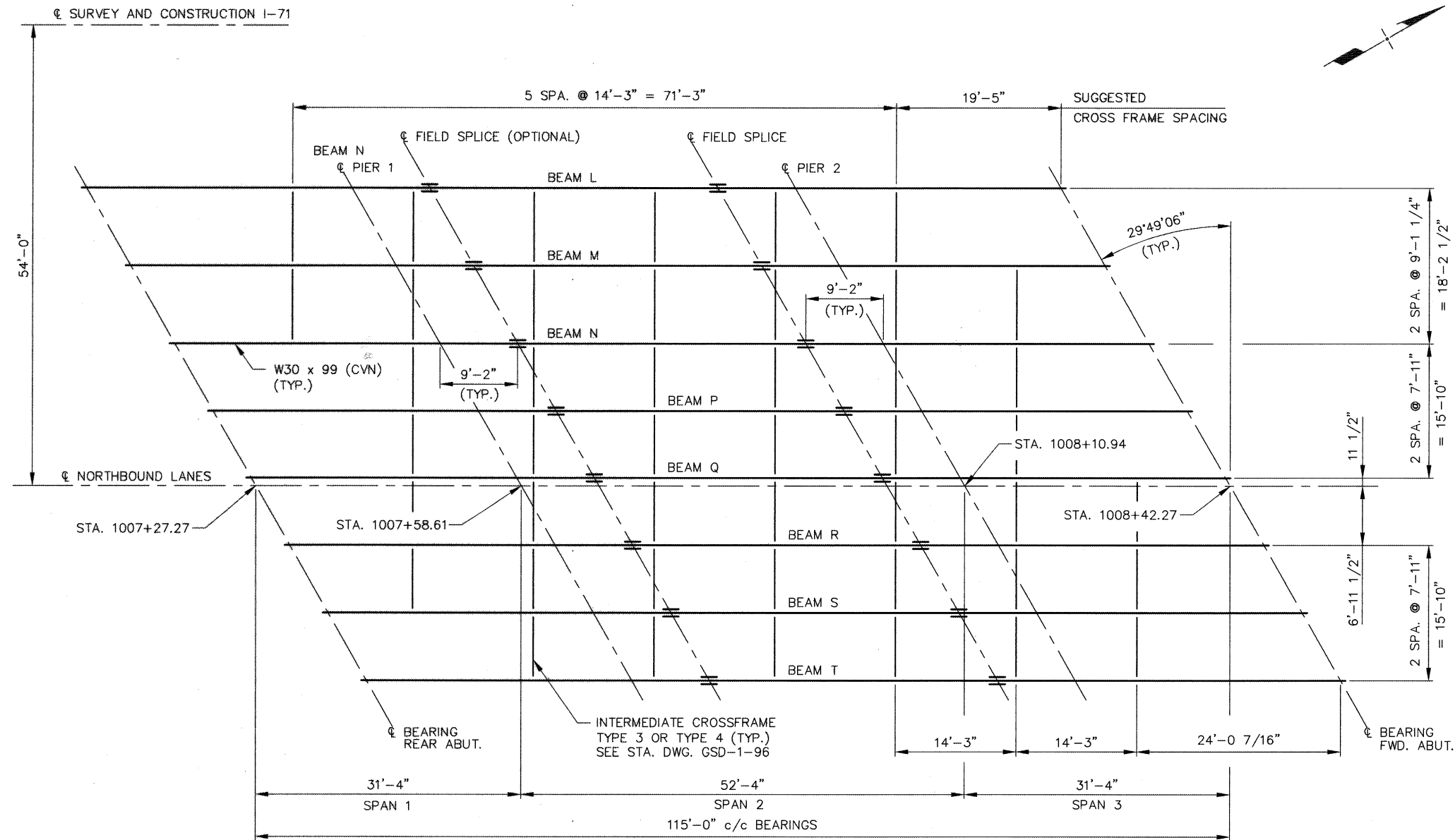


DETAIL "A"
STEEL LOAD PLATE

BEARING LOCATION	BEARING TYPE	NO. REQ'D.	DEAD LOAD KIPS	LIVE LOAD KIPS	TOTAL LOAD (DL+LL) KIPS	Le (IN.)	We (IN.)	Tpi (IN.)	NO. OF Tpi'S	Tpe (2 EA.)	NUMBER OF INTERNAL LAMINATES (14 GAGE)	Te (IN.)	STEEL LOAD PLATE (IN.)				Tt (IN.)	FILLET WELD SIZE
													Wt	Lt	t1	t2		
ABUTMENTS	EXP.	36	53.01	43.59	96.60	8.5	12	0.24	4	0.17	5	1.67	13	9.50	1.72	1.53	3.30	5/16"
PIERS	EXP.	36	82.56	59.43	141.99	9.5	16	0.28	3	0.20	4	1.54	17	10.50	2.17	1.96	3.60	5/16"

NOTES

- ELASTOMERIC BEARINGS SHALL COMPLY WITH ITEM 516 AND AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, SECTION 18, BEARING DEVICES, DIVISION II, CONSTRUCTION, ARTICLES 18.4.5.1 AND 18.5.6.2. BEARINGS SHALL BE GRADE 3, 50 DUROMETER ELASTOMER, AND SHALL BE SUBJECTED TO THE LOAD TESTING REQUIREMENTS DEFINED IN ARTICLE 18.7.4.5 OF THE AASHTO DOCUMENT LISTED ABOVE. BEARINGS WERE DESIGNED UNDER SECTION 14.6.6 OF SECTION 14, BEARINGS, DIVISION I, DESIGN. TESTING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARINGS, EACH.
- WELDING SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
- BEARING REPOSITIONING: IF THE STEEL IS ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80° F OR LOWER THAN 40° F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60° F ($\pm 10^\circ$ F), THE BEAMS SHALL BE RAISED TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F ($\pm 10^\circ$ F).
- THE STEEL LOAD PLATE SHALL BE ASTM A572/A709 GRADE 50 STEEL.
- THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.
- TOTAL DESIGN LOAD FOR BEARINGS EQUALS THE SUM OF THE DEAD LOADS AND LIVE LOADS TABULATED IN THE BEARING TABLE.
- THE UNIT PRICE FOR THE BEARINGS SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, HP SHAPES AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC EXPANSION BEARINGS. PAYMENT SHALL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), 12" x 8.5" x 1.67" PAD, WITH 13" x 9.5" LOAD PLATE OR 16" x 9.5" x 1.54" PAD, WITH 17" x 10.5" LOAD PLATE.



FRAMING PLAN - RIGHT BRIDGE (NORTHBOUND)

NOTES

- FOR STRUCTURAL STEEL FRAMING NOTES AND TYPICAL BEAM ELEVATION SEE SHEET 20 OF 29.



TYPICAL SHEAR
STUD DETAIL

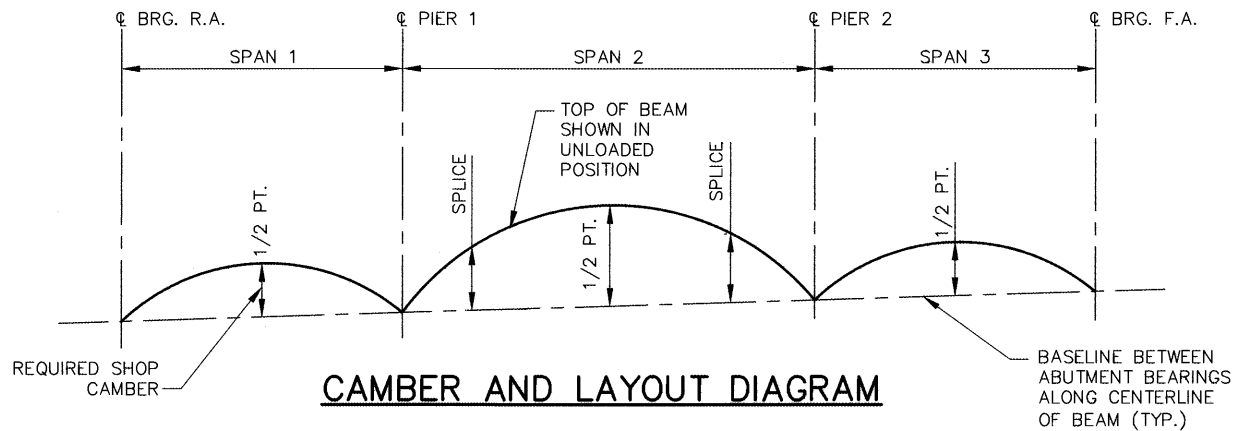
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DEFLECTION AND CAMBER (IN INCHES)										
BEAMS	DESCRIPTION	SPAN 1			SPAN 2			SPAN 3		
A	POINT	¢ BRG. (R.A.)	1/2	¢ BRG. PIER 1	SPLICE	1/2	SPLICE	¢ BRG. PIER 2	1/2	¢ BRG. (F.A.)
	DEFLECTION DUE TO WEIGHT OF STEEL	0	0	0	0	1/16	0	0	0	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	0	0	1/8	1/4	1/8	0	0	0
	ADJUSTMENT REQUIRED FOR VERTICAL & HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	0	0	0	1/8	5/16	1/8	0	0	0
B, C, D, E F, G, K, L	DEFLECTION DUE TO WEIGHT OF STEEL	0	0	0	0	1/16	0	0	0	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	0	0	1/8	3/8	1/8	0	0	0
	ADJUSTMENT REQUIRED FOR VERTICAL & HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	0	0	0	1/8	7/16	1/8	0	0	0
H, P, Q, R, S	DEFLECTION DUE TO WEIGHT OF STEEL	0	0	0	0	1/16	0	0	0	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	0	0	3/16	3/8	3/16	0	0	0
	ADJUSTMENT REQUIRED FOR VERTICAL & HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	0	0	0	3/16	7/16	3/16	0	0	0
J, M, N	DEFLECTION DUE TO WEIGHT OF STEEL	0	0	0	0	1/16	0	0	0	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	0	0	3/16	7/16	3/16	0	0	0
	ADJUSTMENT REQUIRED FOR VERTICAL & HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	0	0	0	3/16	1/2	3/16	0	0	0
T	DEFLECTION DUE TO WEIGHT OF STEEL	0	0	0	0	1/16	0	0	0	0
	DEFLECTION DUE TO REMAINING DEAD LOAD	0	0	0	1/8	5/16	1/8	0	0	0
	ADJUSTMENT REQUIRED FOR VERTICAL & HORIZONTAL CURVE	0	0	0	0	0	0	0	0	0
	REQUIRED SHOP CAMBER	0	0	0	1/8	3/8	1/8	0	0	0

SCREED ELEVATIONS									
LOCATION	SPAN 1			SPAN 2			SPAN 3		
	¢ BRG. (R.A.)	1/2	¢ BRG. PIER 1	SPLICE	1/2	SPLICE	¢ BRG. PIER 2	1/2	¢ BRG. (F.A.)
LT. GUTTER LINE	1080.17	1079.96	1079.74	1079.60	1079.32	1079.01	1078.84	1078.57	1078.29
BEAM A	1080.18	1079.96	1079.75	1079.60	1079.32	1079.01	1078.84	1078.57	1078.29
BEAM B	1080.29	1080.05	1079.80	1079.64	1079.35	1079.02	1078.84	1078.55	1078.26
BEAM C	1080.39	1080.11	1079.83	1079.66	1079.36	1079.01	1078.83	1078.53	1078.23
BEAM D	1080.47	1080.16	1079.85	1079.68	1079.36	1079.00	1078.81	1078.50	1078.19
BEAM E	1080.51	1080.19	1079.87	1079.69	1079.36	1078.99	1078.79	1078.46	1078.14
CROWN	1080.53	1080.21	1079.88	1079.70	1079.36	1078.97	1078.76	1078.43	1078.09
BEAM F	1080.47	1080.16	1079.82	1079.64	1079.30	1078.91	1078.71	1078.37	1078.04
CONSTR. JOINT	1080.40	1080.09	1079.75	1079.57	1079.23	1078.84	1078.64	1078.30	1077.97
CONSTR. JOINT	1080.34	1080.02	1079.68	1079.50	1079.16	1078.77	1078.57	1078.24	1077.90
BEAM G	1080.27	1079.95	1079.62	1079.43	1079.09	1078.71	1078.50	1078.17	1077.83
BEAM H	1080.08	1079.75	1079.41	1079.23	1078.89	1078.51	1078.30	1077.96	1077.63
BEAM J	1079.83	1079.49	1079.16	1078.98	1078.64	1078.25	1078.04	1077.71	1077.37
BEAM K	1079.57	1079.24	1078.91	1078.72	1078.38	1078.00	1077.79	1077.46	1077.12
RT. GUTTER LINE	1079.55	1079.21	1078.88	1078.69	1078.35	1077.97	1077.76	1077.43	1077.09

LEFT BRIDGE (SOUTHBOUND)

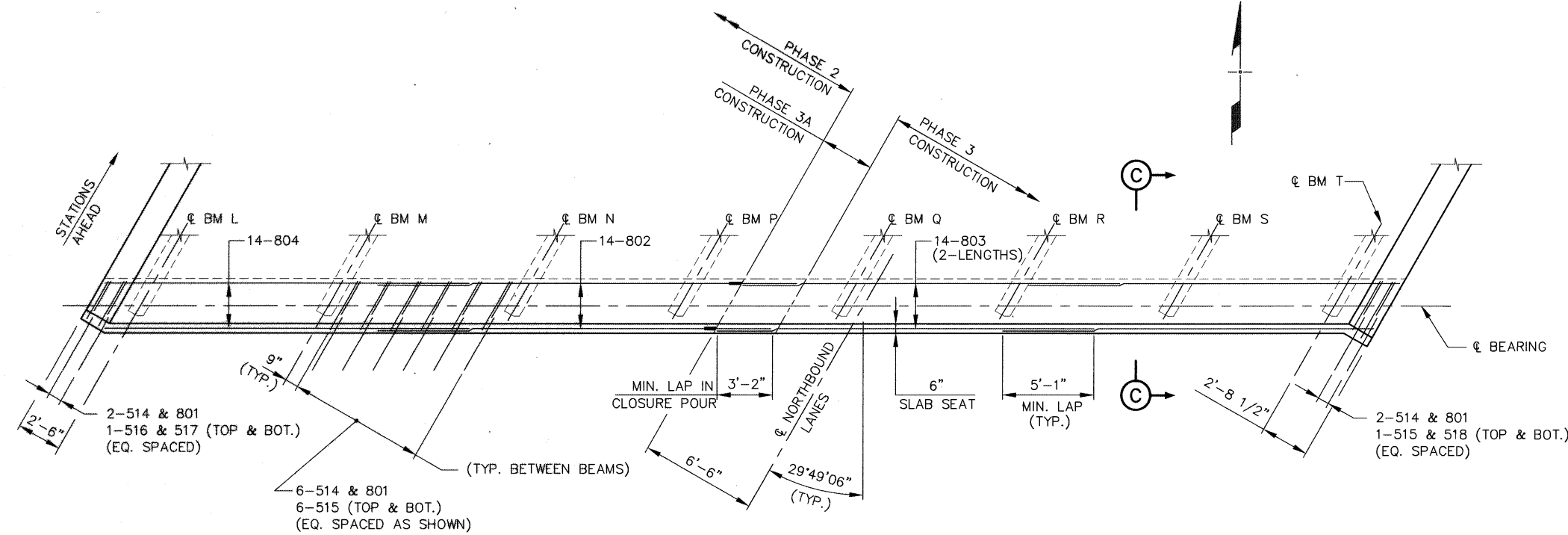
SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT.
ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.



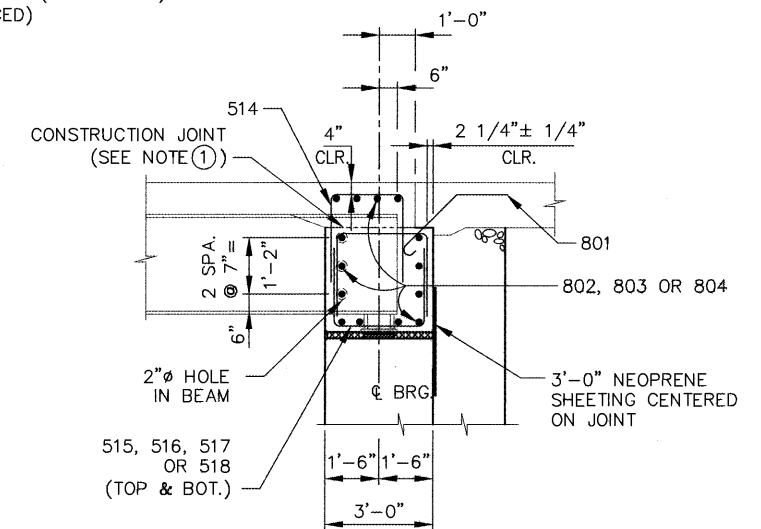
SCREED ELEVATIONS									
LOCATION	SPAN 1			SPAN 2			SPAN 3		
	¢ BRG. (R.A.)	1/2	¢ BRG. PIER 1	SPLICE	1/2	SPLICE	¢ BRG. PIER 2	1/2	¢ BRG. (F.A.)
LT. GUTTER LINE	1078.70	1078.45	1078.20	1078.07	1077.82	1077.52	1077.37	1077.12	1076.86
BEAM L	1078.71	1078.46	1078.20	1078.07	1077.81	1077.52	1077.36	1077.11	1076.86
BEAM M	1078.73	1078.46	1078.20	1078.05	1077.79	1077.47	1077.30	1077.03	1076.76
BEAM N	1078.75	1078.46	1078.18	1078.03	1077.74	1077.41	1077.23	1076.94	1076.66
BEAM P	1078.75	1078.45	1078.15	1078.00	1077.69	1077.35	1077.16	1076.86	1076.56
CONSTR. JOINT	1078.75	1078.44	1078.14	1077.98	1077.67	1077.32	1077.13	1076.83	1076.53
CONSTR. JOINT	1078.75	1078.44	1078.13	1077.97	1077.65	1077.30	1077.11	1076.80	1076.49
BEAM Q	1078.74	1078.43	1078.12	1077.95	1077.64	1077.28	1077.08	1076.77	1076.46
CROWN	1078.74	1078.43	1078.12	1077.95	1077.63	1077.27	1077.07	1076.76	1076.44
BEAM R	1078.55	1078.24	1077.93	1077.76	1077.44	1077.08	1076.88	1076.57	1076.25
BEAM S	1078.34	1078.03	1077.71	1077.54	1077.23	1076.86	1076.67	1076.35	1076.04
BEAM T	1078.13	1077.81	1077.50	1077.33	1077.01	1076.65	1076.45	1076.14	1075.83
RT. GUTTER LINE	1078.09	1077.78	1077.47	1077.29	1076.97	1076.61	1076.42	1076.11	1075.79

RIGHT BRIDGE (NORTHBOUND)

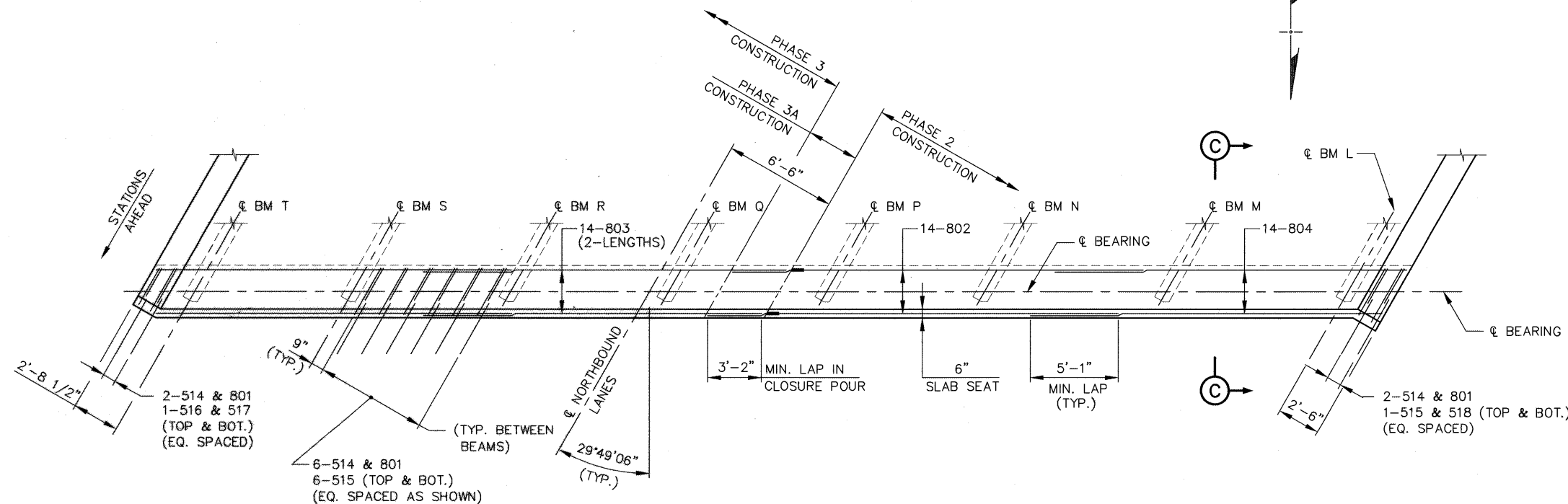
SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT.
ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.



PLAN - REAR ABUTMENT



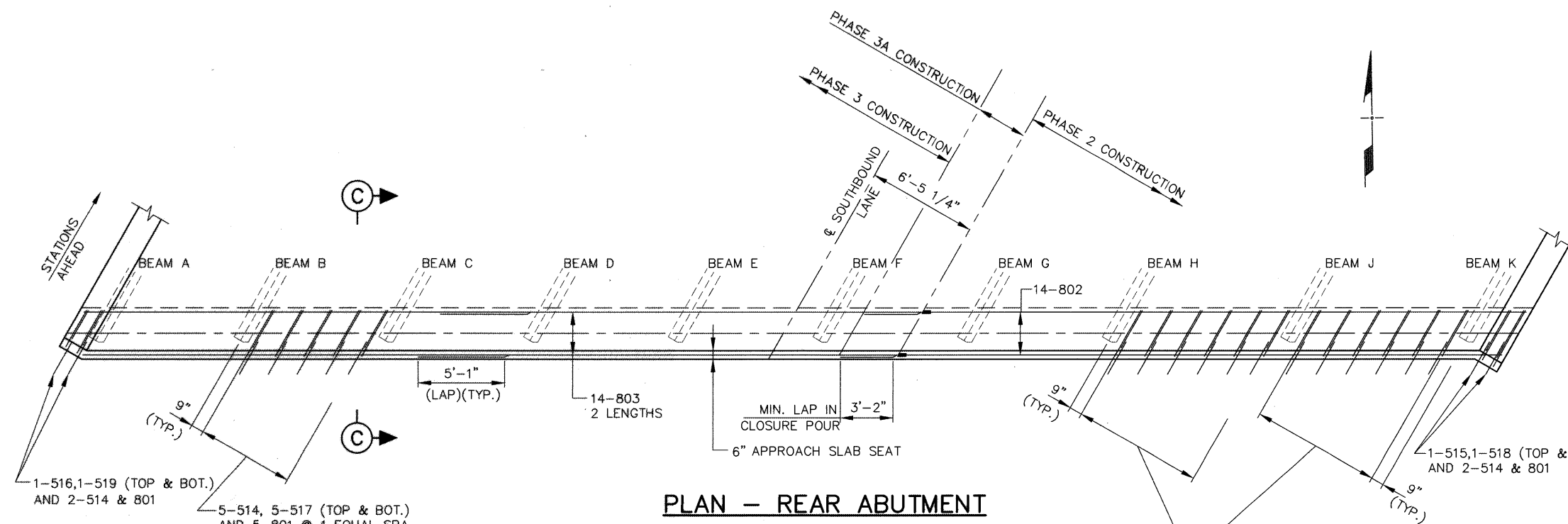
SECTION C-C



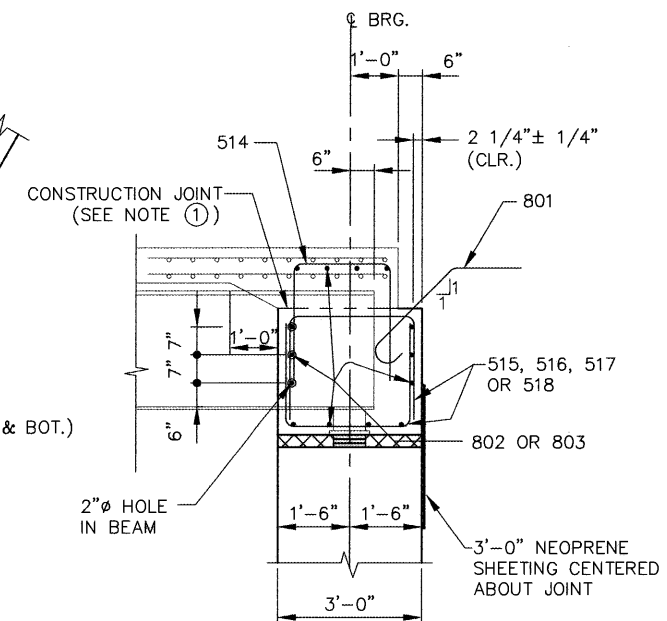
PLAN - FORWARD ABUTMENT

NOTES

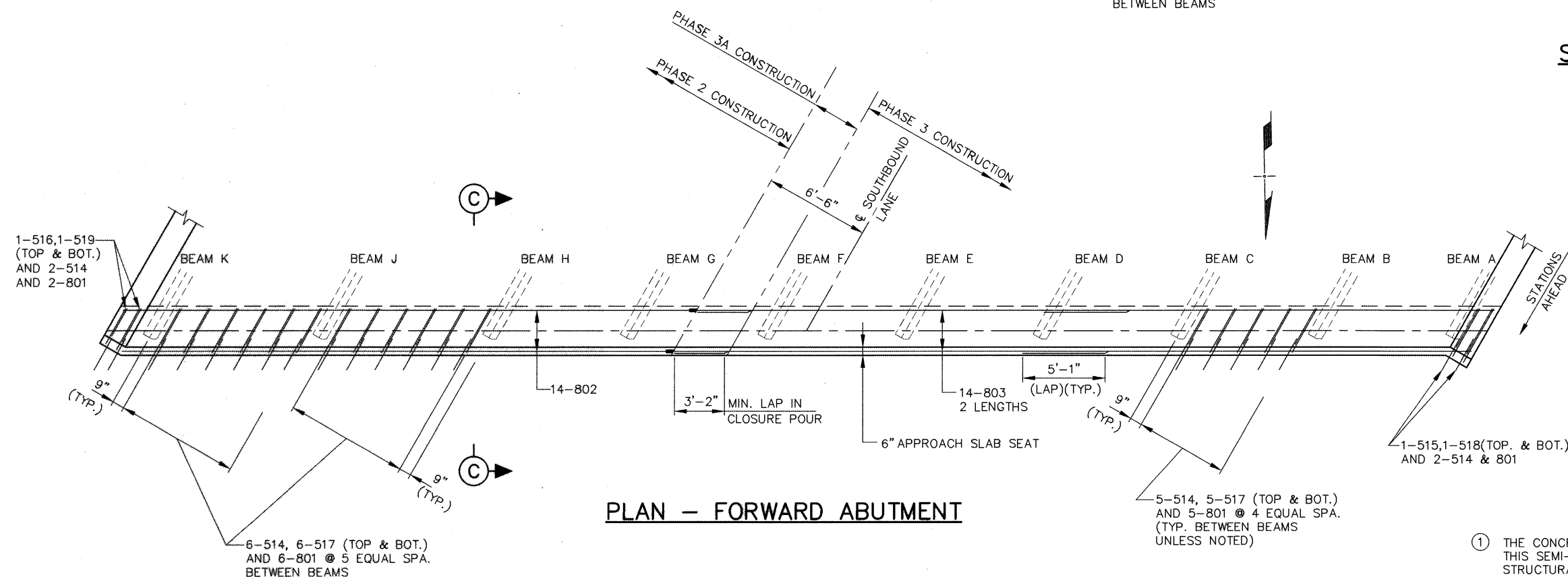
- ① THE CONCRETE IN THE ABUTMENT DIAPHRAGM SECTIONS OF THIS SEMI-INTEGRAL ABUTMENT THAT ENCASES ANY STRUCTURAL STEEL MEMBERS OF AN INDIVIDUAL PHASE MAY BE PLACED EITHER SEPARATE OF OR WITH THE DECK CONCRETE OF THAT PHASE. IF THE CONTRACTOR CHOOSES TO PLACE THE DIAPHRAGM CONCRETE SEPARATELY, THE CONCRETE SHALL HAVE AT LEAST 48 HOURS OF SET TIME BEFORE DECK CONCRETE CAN BE PLACED. THE HORIZONTAL CONSTRUCTION JOINT BETWEEN THE DIAPHRAGM AND DECK CONCRETE SHOULD BE AT THE BOTTOM OF THE TOP FLANGE.
- ② THE PREFIX 'S' SHALL BE ADDED TO ALL REINFORCING BAR MARKS SHOWN ON THIS SHEET.



PLAN - REAR ABUTMENT



SECTION C-C

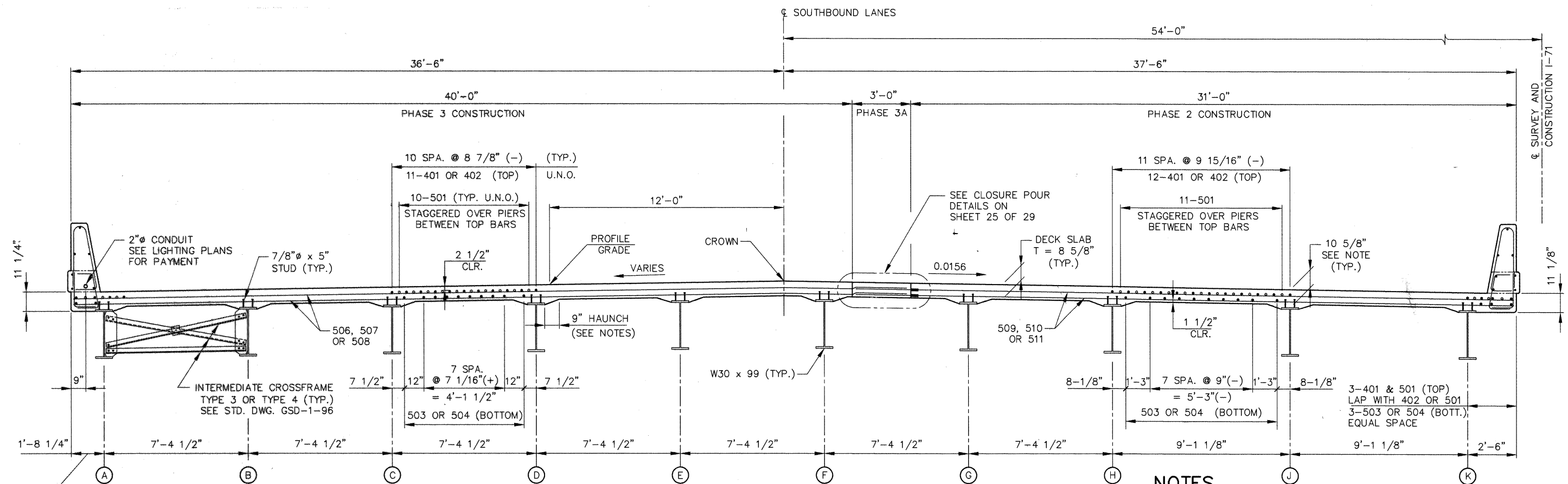


PLAN - FORWARD ABUTMENT

NOTES

- ① THE CONCRETE IN THE ABUTMENT DIAPHRAGM SECTIONS OF THIS SEMI-INTEGRAL ABUTMENT THAT ENCASES ANY STRUCTURAL STEEL MEMBERS OF AN INDIVIDUAL PHASE MAY BE PLACED EITHER SEPARATE OF OR WITH THE DECK CONCRETE OF THAT PHASE. IF THE CONTRACTOR CHOOSES TO PLACE THE DIAPHRAGM CONCRETE SEPARATELY, THE CONCRETE SHALL HAVE AT LEAST 48 HOURS OF SET TIME BEFORE DECK CONCRETE CAN BE PLACED. THE HORIZONTAL CONSTRUCTION JOINT BETWEEN THE DIAPHRAGM AND DECK CONCRETE SHOULD BE AT THE BOTTOM OF THE TOP FLANGE.
- ② THE PREFIX 'S' SHALL BE ADDED TO ALL REINFORCING BAR MARKS SHOWN ON THIS SHEET.

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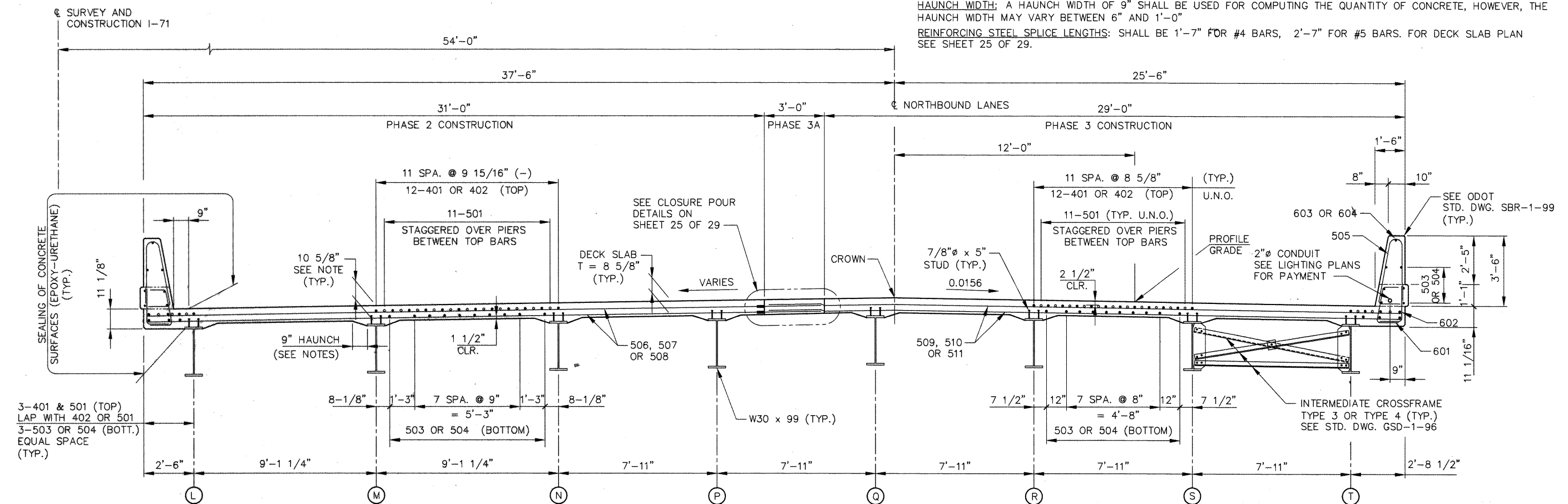
TRANSVERSE SECTION - LEFT BRIDGE SOUTHBOUND

NOTES

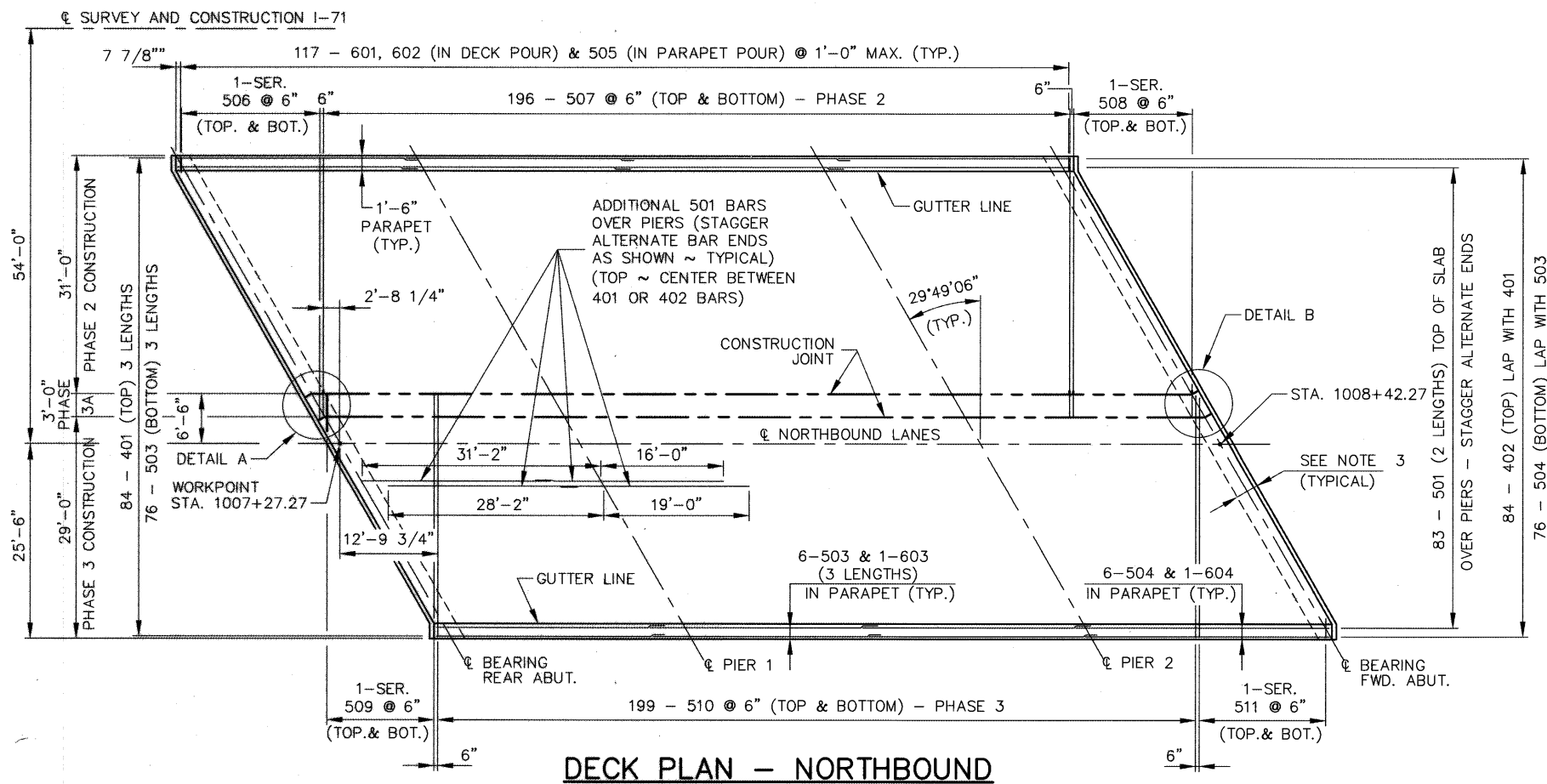
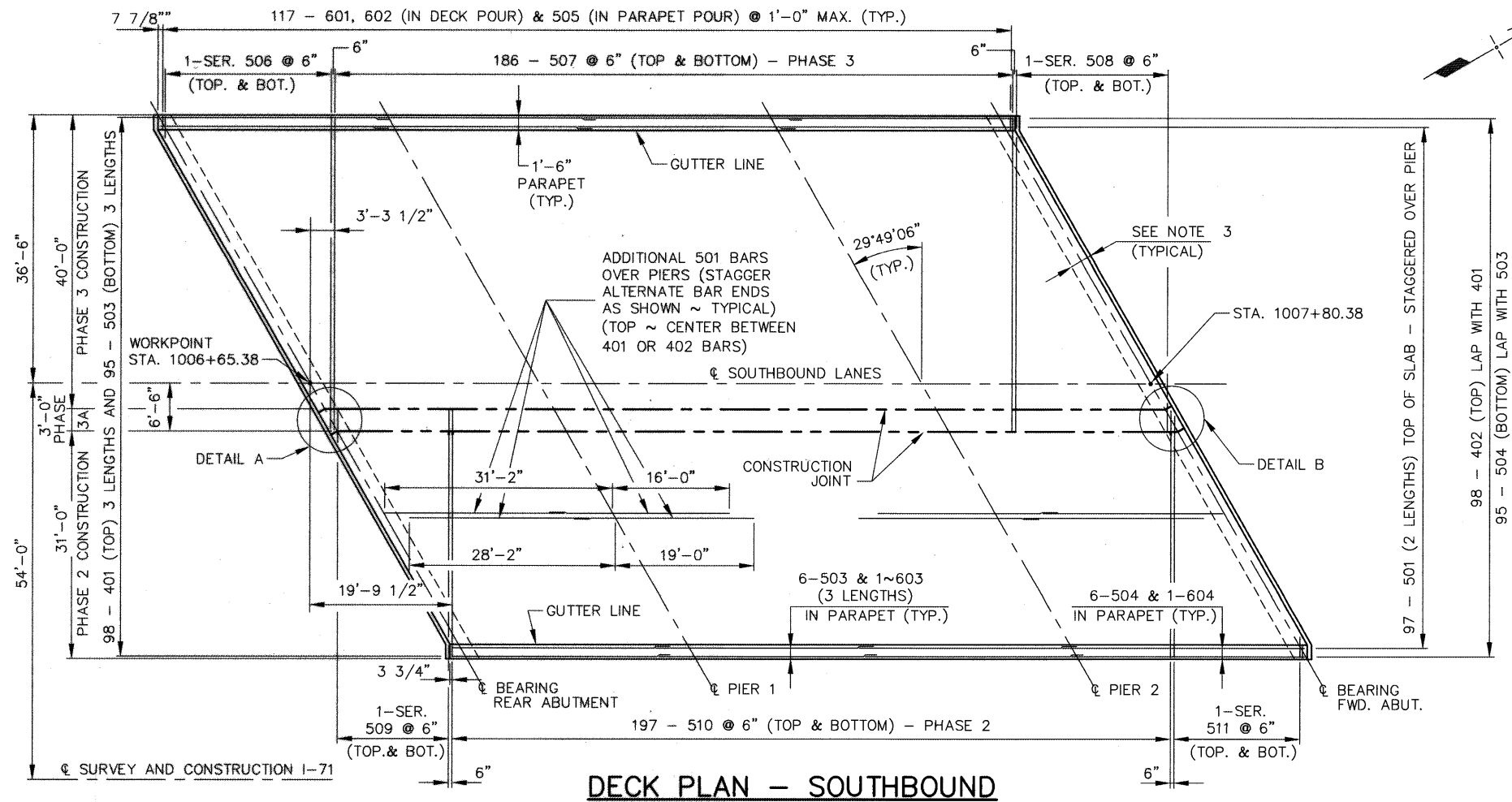
DECK SLAB DEPTH: THE DISTANCE SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP FLANGE IS THE THEORETICAL DESIGN DIMENSION INCLUDING THE DESIGN HAUNCH THICKNESS OF 2 INCHES. THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, MINUS THE DESIGN HAUNCH THICKNESS, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFORMATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE.

HAUNCH WIDTH: A HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE, HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 1'-0"

REINFORCING STEEL SPLICE LENGTHS: SHALL BE 1'-7" FOR #4 BARS, 2'-7" FOR #5 BARS. FOR DECK SLAB PLAN SEE SHEET 25 OF 29.

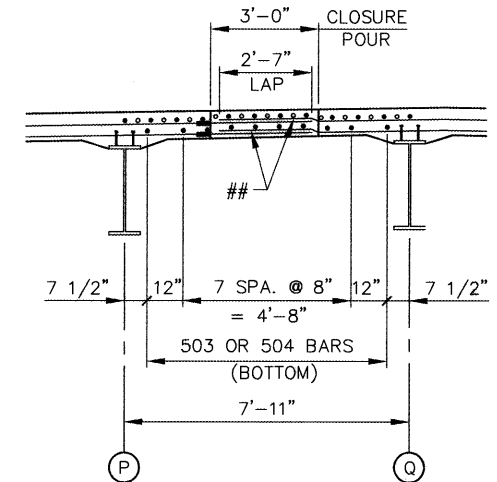


TRANSVERSE SECTION - RIGHT BRIDGE NORTHBOUND

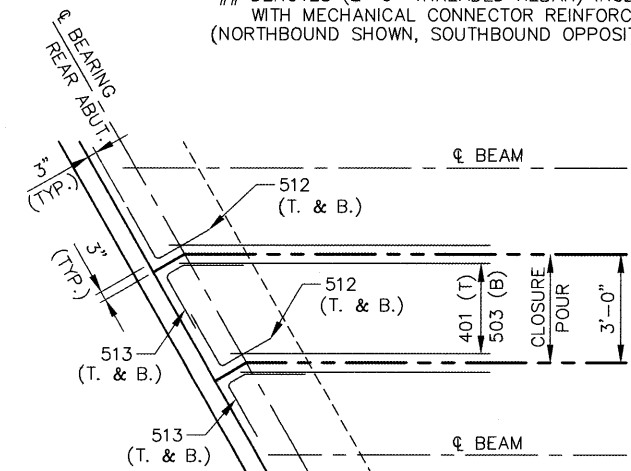


NOTES

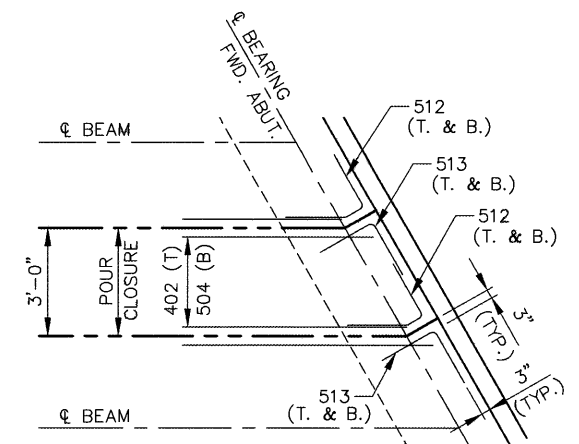
- THE PREFIX 'S' SHALL BE ADDED TO ALL REINFORCING BAR MARKS SHOWN ON THIS SHEET. SEE REINFORCING SCHEDULE ON SHEET 28 & 29 OF 29.
- FOR DECK TRANSVERSE SECTION VIEWS AND NOTES SEE SHEET 24 OF 29.
- FOR PLAN DETAILS OF THE SEMI-INTEGRAL BACKWALLS SEE SHEETS 22 AND 23 OF 29.



PHASE 3A CONSTRUCTION
DENOTES (2'-9" THREADED REBAR) INCLUDED WITH MECHANICAL CONNECTOR REINFORCING. (NORTHBOUND SHOWN, SOUTHBOUND OPPOSITE HAND)



(T.) & (B.) DENOTES TOP & BOTTOM OF SLAB POUR



(T.) & (B.) DENOTES TOP & BOTTOM OF SLAB POUR