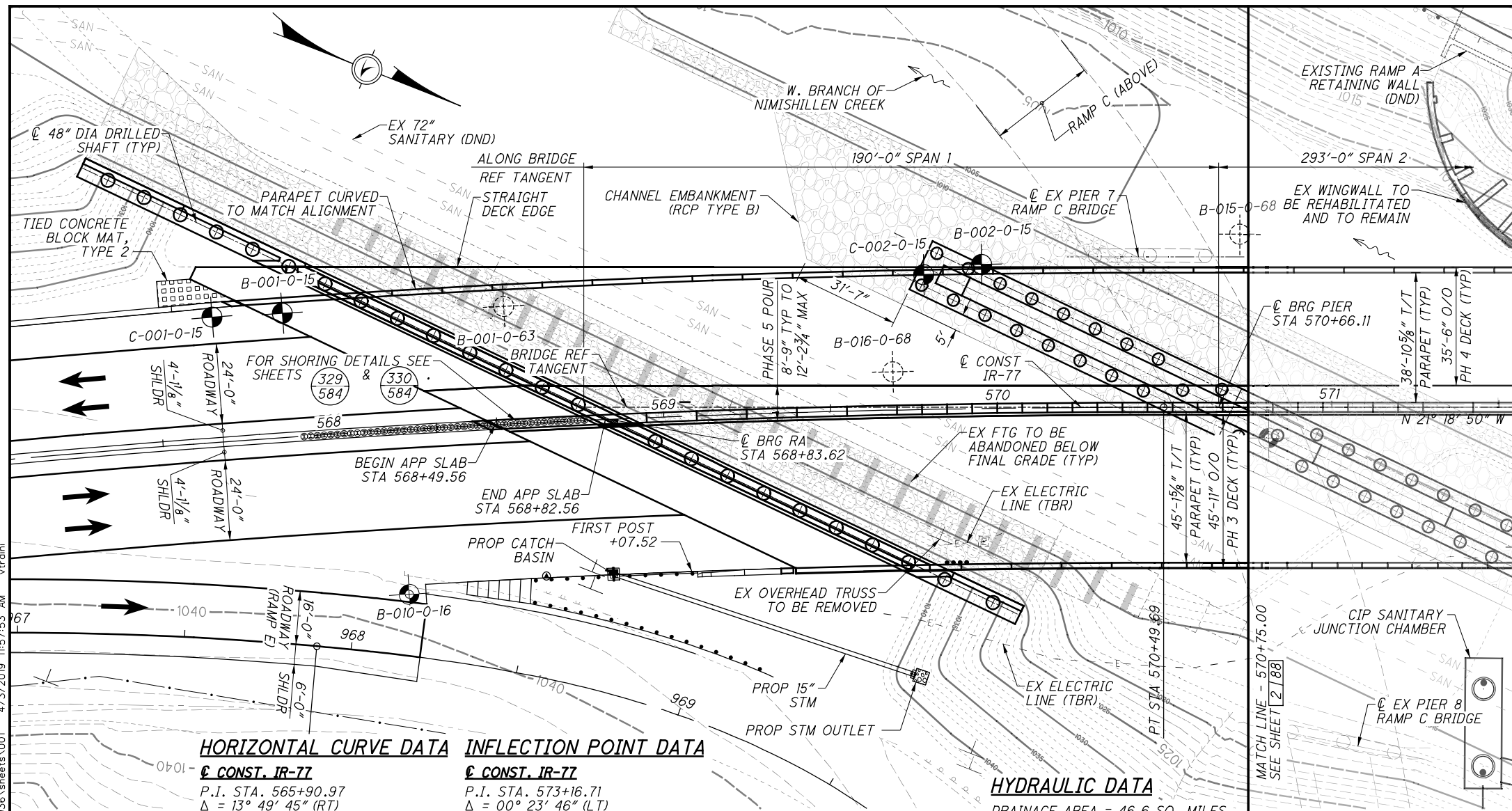




HORIZONTAL CURVE DATA

C CONST. IR-77
P.I. STA. 565+90.97
 $\Delta = 13^\circ 49' 45''$ (RT)
 $D_c = 1^\circ 30' 00''$
 $R = 3,819.72'$
 $T = 463.22'$
 $L = 921.94'$

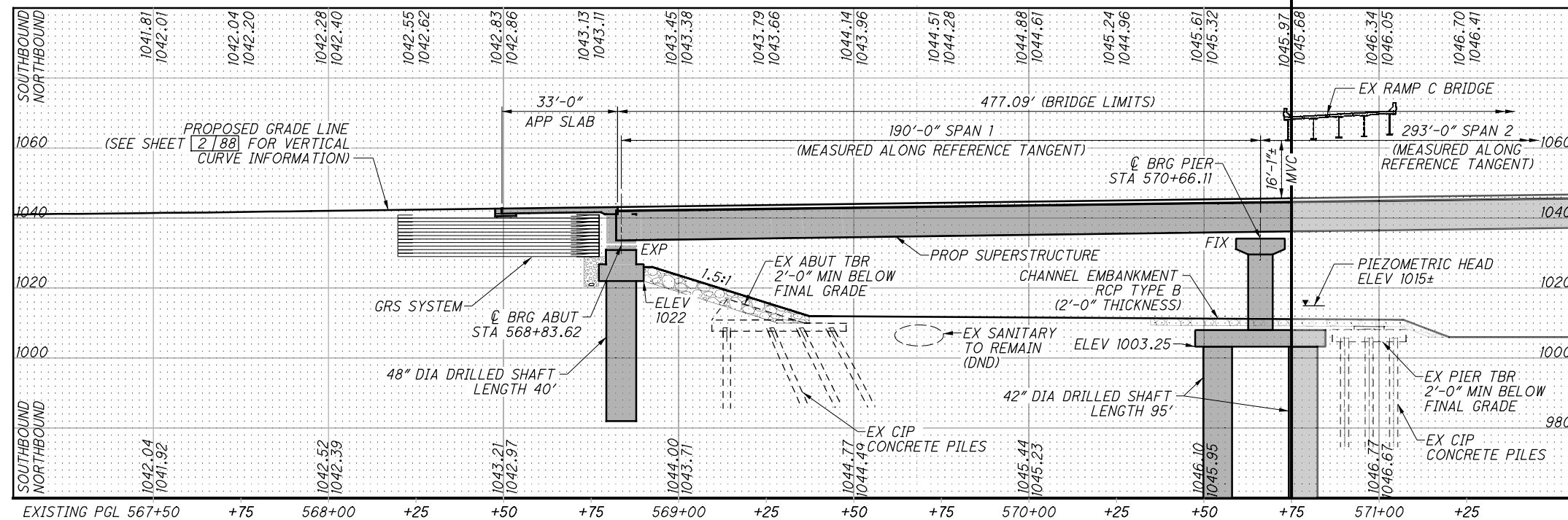
INFLECTION POINT DATA

CONST. IR-77
P.I. STA. 573+16.71
 $\Delta = 00^{\circ} 23' 46''$ (LT)

HYDRAULIC DATA

DRAINAGE AREA = 46.6 SQ. MILES
 Q 50 = 3580 CFS V 50 = 3.28 FT/S HW 50 = EL. 1017.51
 Q 100 = 4100 CFS V 100 = 3.49 FT/S HW 100 = EL. 1018.01

PLAN



PROFILE GRADE ALONG NB AND SB STRUCTURE

IR-77 TRAFFIC DATA (STA-77-0936)

2019 ADT = 83,000 2019 ADTT = 11,620
2039 ADT = 87,000 2039 ADTT = 12,180
DIRECTIONAL DISTRIBUTION = 59%

NOTES

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. EXISTING UTILITIES TO REMAIN UNLESS OTHERWISE NOTED.
3. DATUM ADJUSTMENT: EXISTING STRUCTURE ELEVATIONS ARE .85± FEET LOWER THAN THOSE SHOWN ON THE ORIGINAL CONSTRUCTION PLANS DATED 1966.

LEGEND

-  - SOIL BORING LOCATION
 - HISTORICAL SOIL BORING LOCATION
 - LIMITS OF PROPOSED CHANNEL PROTECTION

BRIDGE REFERENCE TANGENT DEFINITION

@ CONST IR-77 AT @ BRG PIER ALONG ALIGNMENT TANGENT
 BEARING N 21° 18' 50" W, TOTAL LENGTH = 483'
 BACK STATION LENGTH = 190', UPSTATION LENGTH = 293'.
 INTERSECTION OF REFERENCE TANGENT AND @ BRG RA AT
 STA 568+76.23, 3.94' LEFT.
 INTERSECTION OF REFERENCE TANGENT AND @ BRG FA AT
 STA 573+59.11, 0.29' RIGHT.

BENCHMARK DATA

BM #3 IRON PIN SET STA. 568+62.63, 45.98' RT. EL. 1042.006	BM #4 IRON PIN SET STA. 572+28.94, 50.95' LT. EL. 1046.295
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EXISTING STRUCTURE

TYPE: CONTINUOUS DOG-LEGGED WELDED STEEL GIRDERS WITH
REINFORCED CONCRETE DECK AND WALL TYPE PIERS AND ABUTMENTS
SPANS: 165'-3" $\pm$, 158'-0" $\pm$ C/C BEARINGS ON REFERENCE LINE
WIDTH: 78'-0" $\pm$ F/F PARAPETS INCLUDING 4'-0" $\pm$ RAISED MEDIAN
DIVISOR AND 12" CURBS
ORIGINAL DESIGN LOADING: CF = 2000 (57) ADEQUATE FOR AASHTO
ALTERNATE LOADING
ALIGNMENT: 1° 28' CURVE RIGHT (CHORD DEFINITION)
SKEW: 64°36'10" $\pm$ RIGHT FORWARD
WEARING SURFACE: SDC CONCRETE
APPROACH SLABS: REINFORCED CONCRETE (25' LONG)
SUPERELEVATION: VARIABLE 0.035'/' TO NORMAL CROWN
YEAR BUILT: 1970 ORIGINAL CONST
STRUCTURE FILE NUMBER: 7603606
DISPOSITION: TO BE REPLACED

PROPOSED STRUCTURE

TYPE: STRAIGHT PLATE GIRDERS (110" WEB DEPTH, A709 GRADE 50W)
WITH VARIABLE WIDTH COMPOSITE REINFORCED CONCRETE DECK,
SEMI-INTEGRAL ABUTMENTS ON DRILLED SHAFTS, AND A WALL-TYPE
PIER FOUNDED ON DRILLED SHAFTS.

SPANS: 190', 293' C/C BRGS ALONG BRIDGE REFERENCE TANGENT

DECK: 90'-2" TYP TO 90'-11 $\frac{1}{8}$ " MAX O/O

NB ROADWAY: 45'-1 $\frac{5}{8}$ " TYP TO 46'-1 $\frac{3}{8}$ " MAX T/T PARAPETS:
2 - 12'-0" LANES, 17'-0 $\frac{1}{2}$ " TYP TO 18'-0 $\frac{1}{4}$ " MAX RIGHT
SHOULDER, 4'-1 $\frac{1}{8}$ " LEFT SHOULDER

SB ROADWAY: 38'-10 $\frac{3}{8}$ " T/T PARAPETS: 2 - 12'-0" LANES, 4'-1 $\frac{1}{8}$ "
RIGHT SHOULDER, 10'-9 $\frac{1}{2}$ " LEFT SHOULDER

DESIGN LOADING: HL-93 WITH 60 PSF FWS

ALIGNMENT: 13°49'45" CURVE RIGHT (3819.72' RADIUS) TO REFERENCE
TANGENT ALIGNMENT N21° 18' 50"W (GIRDERS PARALLEL
TO REFERENCE TANGENT) TO TANGENT ALIGNMENT
N21° 42' 36"W

SKEW: 64°30'00" RIGHT FORWARD TO BRIDGE REFERENCE TANGENT

WEARING SURFACE: 1" MONOLITHIC CONCRETE

SUPERELEVATION: 0.037 MAX (TRANSITIONS AND VARIES)

APPROACH SLABS: AS-1-I5 (MODIFIED), AS-2-I5
TYPE C INSTALLATION, 33' LONG, 17" THICK

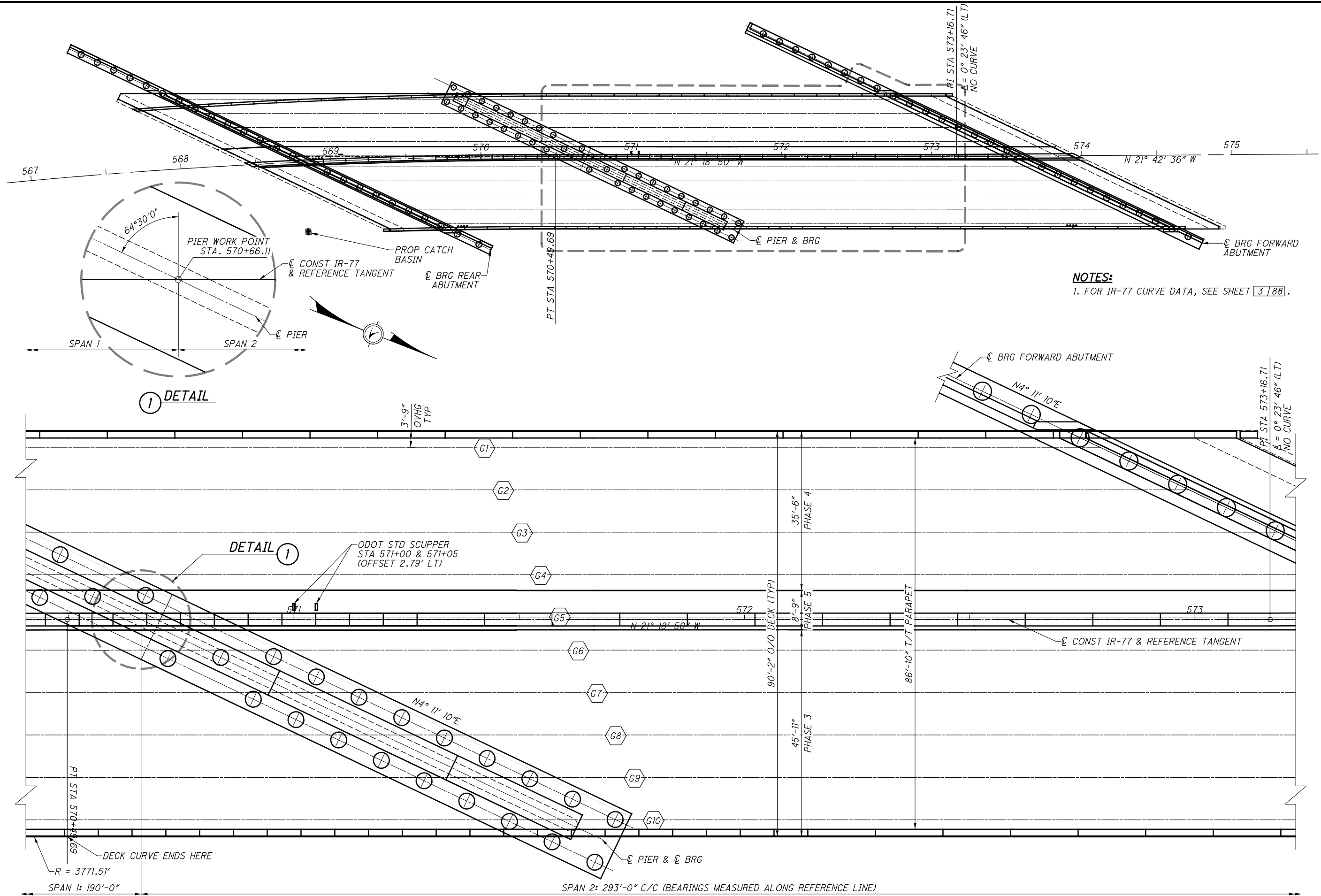
COORDINATES: LATITUDE N 40° 47' 11.14"
LONGITUDE W 81° 23' 07.53"

STRUCTURE FILE NUMBER: 7603607

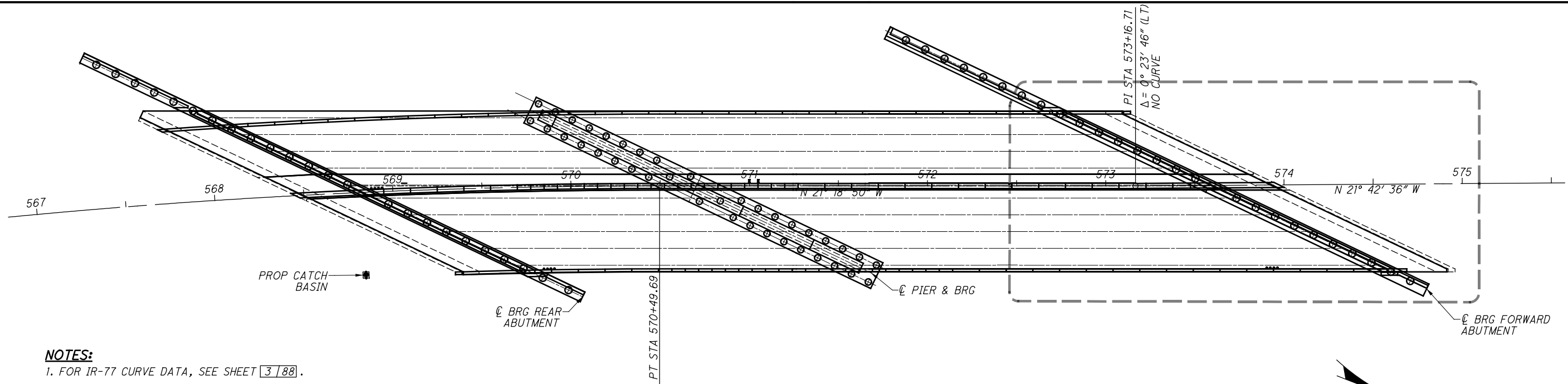


<i>P.I. STA 543+00.72</i>	<i>p = 4.65'</i>	<i>P.I. STA 565+90.97</i>
<i>Δ = 81° 45' 25" (LT)</i>	<i>Δc = 65° 45' 25" (LT)</i>	<i>Δ = 13° 49' 45" (RT)</i>
<i>Dc = 4° 00' 00"</i>	<i>Lc = 1,643.92'</i>	<i>Dc = 1° 30' 00"</i>
<i>R = 1,432.39'</i>	<i>Ts = 1,443.73'</i>	<i>R = 3,819.72'</i>
<i>Ls = 400.00'</i>	<i>Es = 468.21'</i>	<i>T = 463.22'</i>
<i>θs = 8° 00' 00"</i>	<i>C = 1,555.17'</i>	<i>L = 921.94'</i>
<i>LT = 266.94'</i>	<i>C1 = C2 = 399.65'</i>	<i>E = 27.99'</i>
<i>ST = 133.58'</i>	<i>C.B.1 = N 43° 56' 51" E</i>	<i>C = 919.71'</i>
<i>x = 399.22'</i>	<i>C.B. = N 5° 44' 07" E</i>	<i>C.B. = N 28° 13' 42" W</i>
<i>y = 18.59'</i>	<i>C.B.2 = S 32° 28' 37" E</i>	<i>e = 0.037</i>
<i>k = 199.87'</i>		

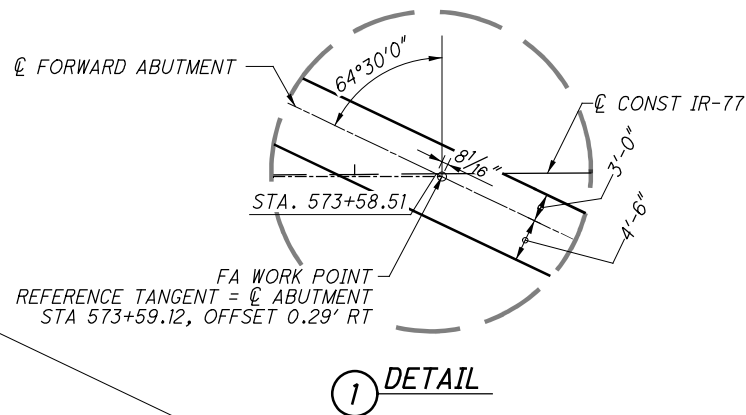
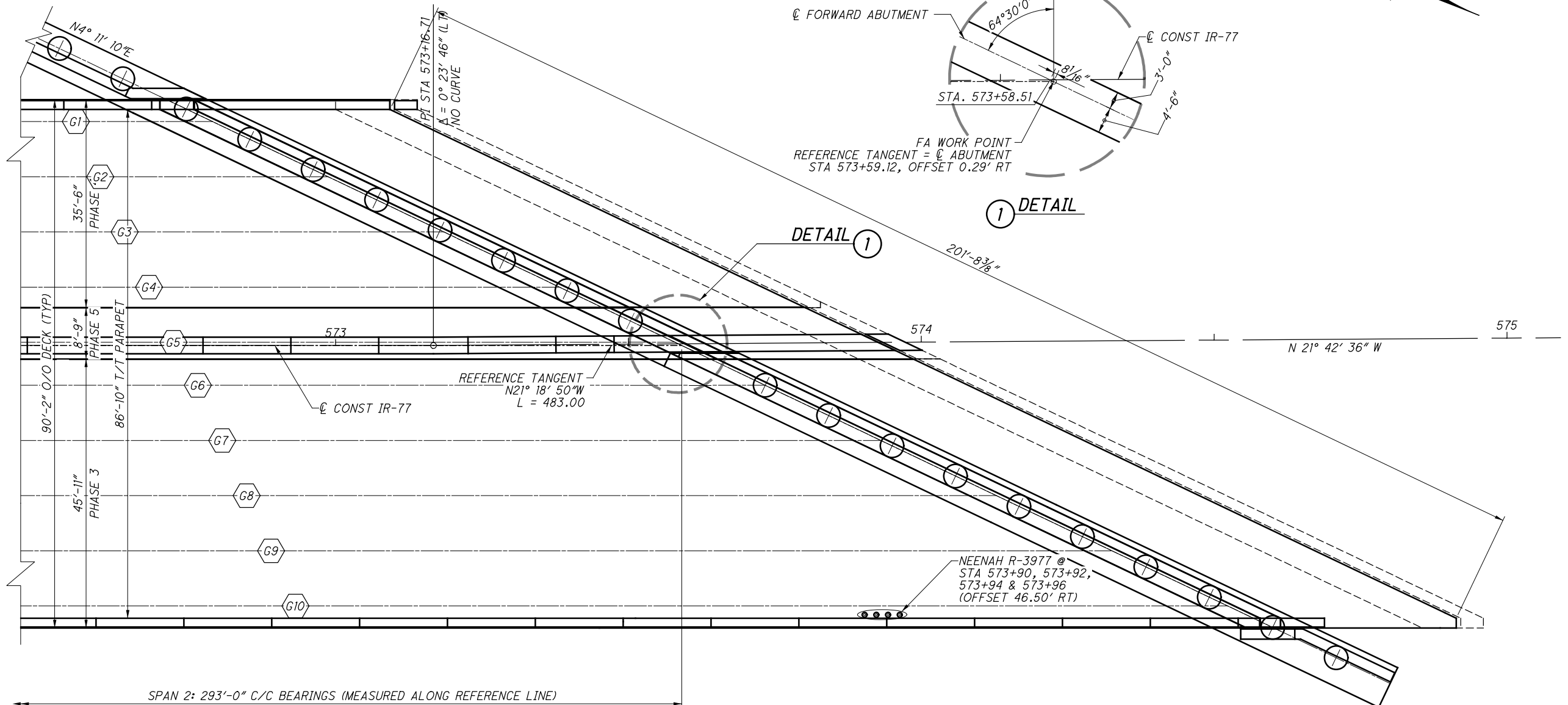
GENERAL PLAN: SPAN 1



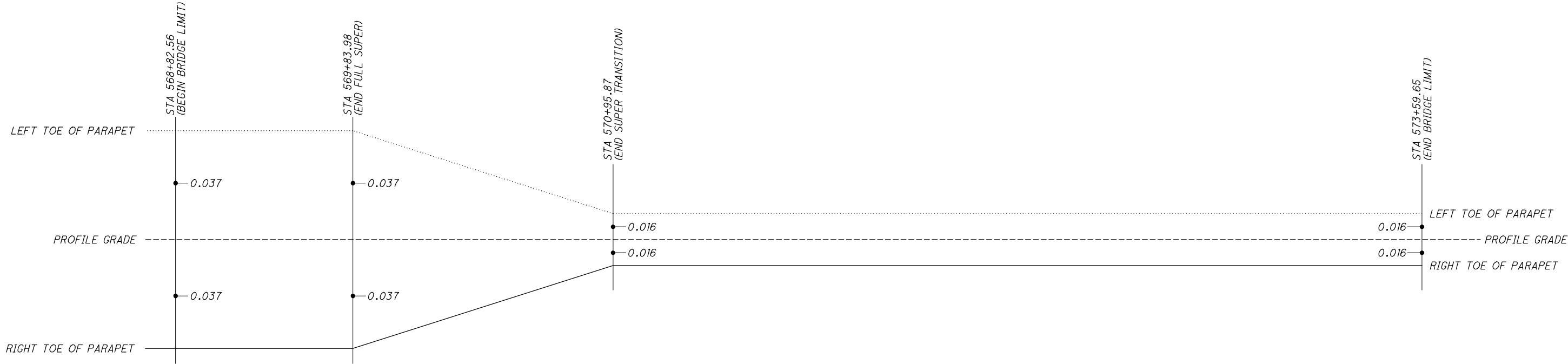
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PENTABLE: 90973-ODOTV8ISS3_Pen.tbl
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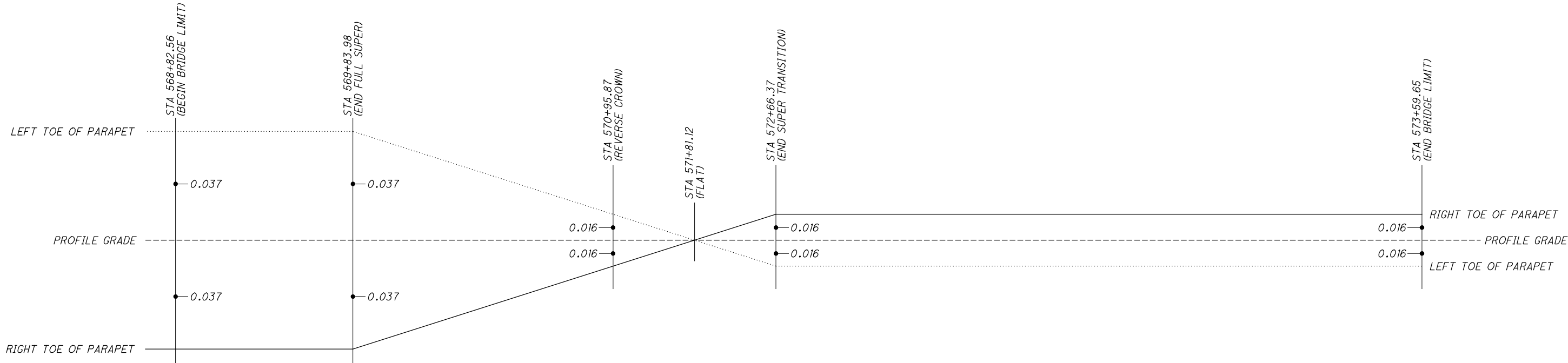
NOTES:
1. FOR IR-77 CURVE DATA, SEE SHEET 3/88.



GENERAL PLAN - SPAN 2



NORTHBOUND PAVEMENT TRANSITION DETAIL



SOUTHBOUND PAVEMENT TRANSITION DETAIL

ITEM 503 – COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN

THE DEPARTMENT WILL REQUIRE A VALUE ENGINEERING CHANGE PROPOSAL IN ACCORDANCE WITH C&MS 105.19 FOR MODIFICATIONS OF THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATIONS. HOWEVER, SEE THE NOTE ON SHEET ⁽³⁰⁰⁾₍₅₈₄₎ FOR RESTRICTIONS ON VECF.

ITEM 507 – PILING MISC.: SHORING ATTACHED TO SLEEPER SLAB

SEE PLAN NOTES ON SHEET ⁽³⁰³⁾₍₅₈₄₎

ITEM 511 – CONCRETE MISC.: TEMPORARY SLEEPER SLAB AND PARAPET

SEE PLAN NOTES ON SHEET ⁽³⁰³⁾₍₅₈₄₎

ITEM 511 – CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN

LOCATE THE LOWER CONTACT POINT OF THE OVERHANG FALSEWORK 32" (±2") ABOVE THE TOP OF THE GIRDER'S BOTTOM FLANGE. THE BRACKET CONTACT POINT LOCATION REQUIREMENTS OF C&MS 508 DO NOT APPLY.

ITEM 511 – CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN

IN ADDITION TO THE BRIDGE DECK PARAPETS, THE DEPARTMENT WILL PAY FOR CONCRETE PARAPETS ON THE BACKWALLS AND APPROACH SLABS WITH ITEM 511 – CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN.

ITEM 511 – CLASS QC2 CONCRETE, MISC.: TEMPORARY BRIDGE DECK AND PARAPET

THIS WORK CONSISTS OF FURNISHING, PLACING, MAINTAINING, AND SUBSEQUENTLY REMOVING THE TEMPORARY BRIDGE DECK AND PARAPET AS SHOWN IN THE PLANS.

THE CONCRETE SHALL BE PROVIDED AND PLACED PER CMS 511. THE CONSTRUCTION OF THE MODIFIED SBR-1-13 PARAPET SHALL MEET THE REQUIREMENTS OF CMS 511.08 AND STD. DWG. SBR-1-13 EXCEPT AS MODIFIED IN THE PLANS.

PARAPET DEFLECTION JOINT SPACING SHALL NOT EXCEED 15'-0" ON CENTERS, EXCEPT THOSE LOCATED WITHIN 50' OF THE EXISTING PIER WHICH REQUIRE 7'-6" MAX SPACING.

REINFORCING STEEL SHALL BE PROVIDED AND INSTALLED PER CMS 509, MAY BE EPOXY OR NON-EPOXY COATED, AND SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE PAY ITEM. CONTRACTOR SHALL SUBMIT REINFORCING STEEL SCHEDULE FOR ENGINEER REVIEW AND APPROVAL.

AS DIRECTED BY THE ENGINEER, REPAIR OR REPLACE TEMPORARY BRIDGE DECK AND/OR PARAPETS DAMAGED DURING HANDLING, CONSTRUCTION OPERATIONS, OR BY TRAFFIC, FOR THE LIFE OF THE CONSTRUCTION PHASES FOR WHICH THEY ARE REQUIRED. SUBMIT REPAIR AND/OR REPLACEMENT (CORRECTIVE WORK) PLANS TO THE ENGINEER IN ACCORDANCE WITH CMS 501.05.D.

IN PHASE 4, ONCE TRAFFIC HAS BEEN MOVED FROM THE EXISTING SOUTHBOUND STRUCTURE, REMOVE THE TEMPORARY BRIDGE DECK AND PARAPETS IN ACCORDANCE WITH CMS 202.

ITEM 513, STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN

WITH THE EXCEPTION OF THE HYBRID SECTION ATOP THE PIER ON GIRDER G10, THE CONTRACTOR MAY, AT THEIR OPTION AND COST, PROPOSE SHIFTS IN FIELD SPLICE LOCATIONS.

NO FIELD SPLICES SHALL BE MADE IN THE GIRDER G10 SECTION OVER THE PIER.

THE CROSSFRAME LAYOUT SHALL NOT TO BE MODIFIED.

FLANGE TRANSITION LOCATIONS SHOWN IN THE PLANS SHALL REMAIN UNCHANGED, WITH THE TRANSITIONS BEING DETAILED BY THE CONTRACTOR AS WELDED PLATE TRANSITIONS COMPLYING WITH AASHTO LRFD-8. ALL RESULTING PLAN CHANGES (FRAMING PLAN, CAMBER DIAGRAMS, WELDED FLANGE TRANSITIONS, ETC.) RESULTING FROM SHIFTED SPLICE LOCATIONS SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE, SHALL BE DETAILED ON THE SHOP DRAWINGS AND ENGINEERED DRAWINGS AS PER CMS 501, AND SUBMITTED TO THE DEPARTMENT FOR REVIEW AND APPROVAL PRIOR TO ANY FABRICATION OF AFFECTED DETAILS.

SUGGESTED FIELD SPLICE FIT

AN ERECTION SEQUENCE PROVIDING FOR A NO LOAD FIT (NLF) OF FIELD SPLICES IS SUGGESTED, SUCH THAT THE SPLICES ARE DETAILED TO FIT TO THE GIRDERS IN THEIR FABRICATED, PLUMB, FULLY-CAMBERED POSITION UNDER ZERO DEAD LOAD.

IF TEMPORARY SUPPORTS ARE USED TO FACILITATE A NLF OF FIELD SPLICES, A LATERAL TRANSLATION (ROLL) OF GIRDERS WILL NEED TO BE INDUCED TO FACILITATE THE STEEL DEAD LOAD FIT (SDLF) DETAILING OF CROSS FRAMES. THE CONTRACTOR SHALL PROVIDE ADEQUATE SUPPORT AND EQUIPMENT TO FACILITATE THE REQUIRED ROLL AT FIT-UP.

GIRDER FIT: G6 THRU G10 (PHASE 3)

THE PHASE 3 GIRDERS, INCLUDING ASSOCIATED CROSSFRAMES AND TOP LATERAL BRACING, SHALL BE DETAILED FOR A STEEL DEAD LOAD FIT (SDLF). WEBS SHALL BE PLUMB AT THE CONCLUSION OF ERECTION AND PRIOR TO DECK PLACEMENT.

GIRDER FIT: G1 THRU G5 (PHASE 4)

THE PHASE 4 GIRDERS, INCLUDING ASSOCIATED CROSSFRAMES AND TOP LATERAL BRACING, SHALL BE DETAILED FOR A STEEL DEAD LOAD FIT (SDLF). WEBS SHALL BE PLUMB AT THE CONCLUSION OF ERECTION AND PRIOR TO DECK PLACEMENT.

CROSSFRAME INSTALLATION SEQUENCING

1. PHASE 3: INSTALL CROSSFRAMES AND FULLY PRETENSION CONNECTION BOLTS IN BAYS 6, 7, 8 AND 9 PRIOR TO THE PHASE 3 DECK POUR.

2. PHASE 4: INSTALL CROSSFRAMES AND FULLY PRETENSION CONNECTION BOLTS IN BAYS 1, 2, 3 AND 4 PRIOR TO THE PHASE 4 DECK POUR.

THE BAY 5 CROSS FRAME IS TO BE FIT BY FIELD DRILLING HOLES IN THE GIRDER 6 CONNECTION PLATES AFTER THE PHASE 4 DECK POUR.

3. PHASE 5: ERECT CROSSFRAMES (IF NOT COMPLETED IN PHASE 4) AND FULLY PRETENSION CONNECTION BOLTS IN BAY 5 PRIOR TO THE PHASE 5 DECK POUR.

CROSSFRAME CONNECTION HOLES IN G6 CONNECTION PLATES SHALL BE FIELD DRILLED TO FACILITATE THE DIFFERENTIAL DEFLECTIONS AND THE CLOSURE FIT-UP. FIELD DRILLING SHALL NOT BE STARTED UNTIL THE PHASE 4 DECK POUR HAS CURED FOR A MINIMUM OF 7 DAYS.

ITEM 513, STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL SIX FABRICATION, AS PER PLAN:

PART 1: DESCRIPTION

1.01 THIS WORK CONSISTS OF FURNISHING ALL NECESSARY LABOR, MATERIALS AND EQUIPMENT TO FURNISH AND ERECT STRUCTURAL STEEL MEMBERS, DESIGNED AS A HYBRID/ MIX OF STEEL MATERIALS CONSISTING OF: ASTM A709, HIGH PERFORMANCE GRADE HSP70W IN COMBINATION WITH GRADE 50W STEEL. (GIRDER G10 TOP AND BOTTOM FLANGES ABOVE PIER ONLY).

1.02 THIS WORK SHALL BE PERFORMED PER ITEM 513 STRUCTURAL STEEL MEMBER, LEVEL SIX EXCEPT AS MODIFIED BY THE APRIL 2011, 3RD EDITION, OF THE "GUIDE SPECIFICATION FOR HIGHWAY BRIDGE FABRICATION WITH HIGH PERFORMANCE STEEL" AND AS MODIFIED BY THESE PLAN NOTES.

PART 2: MATERIALS

2.01 STEEL FOR GIRDER WEBS AND FLANGES SHALL BE A COMBINATION OF ASTM A709 GRADE HPS70W, MANUFACTURED BY THE THERMO-MECHANICAL CONTROLLED PROCESSING (TMCP) OR QUENCHED AND TEMPERED HEAT TREATMENT PROCESSING, ALONG WITH ASTM A588/A709 GRADE 50W. ALL OTHER STEEL SHALL BE ASTM A709 GRADE 50W.

2.02 STEEL DESIGNATED CVN SHALL BE IMPACT TESTED TO EXCEED THE TEST VALUES OF ASTM A709 TABLE S1.2 "NON-FRACTURE CRITICAL IMPACT TEST REQUIREMENTS" FOR ZONE 2 TEMPERATURE RANGE.

PART 3: ADDITIONAL FABRICATION RESTRICTIONS / WARNINGS

3.01 APPLICATION OF HEAT FOR CURVING AND STRAIGHTENING APPLICATIONS, CAMBER AND SWEEP ADJUSTMENT, OR OTHER REASON IS LIMITED TO 1100°F/590°C MAXIMUM, AND MUST BE DONE BY PROCEDURES APPROVED BY THE ENGINEER OR HIS AUTHORIZED REPRESENTATIVE.

3.02 THE MATCHING SUBMERGED ARC WELDING CONSUMABLES ESAB ENI4 ELECTRODE IN COMBINATION WITH LINCOLN MIL800H, RECOMMENDED IN THE "GUIDE SPECIFICATION FOR HIGHWAY BRIDGE FABRICATION WITH HIGH PERFORMANCE STEEL", HAS PRODUCED WELDMENT CONTAINING UNACCEPTABLE DISCONTINUITIES IN A SUBSTANTIAL NUMBER OF COMPLETE PENETRATION GROOVE WELDS IN ONE STRUCTURE, BASED ON THE PARAMETERS USED AND EXPERIENCE OF ONE FABRICATOR. EXTREME CAUTION SHOULD BE EXERCISED WHEN USING THIS ELECTRODE/FLUX COMBINATION.

3.03 CONSIDERATION WILL BE GIVEN TO OTHER WELDING PROCESSES IF A WRITTEN REQUEST IS SUBMITTED TO THE OFFICE OF MATERIALS MANAGEMENT IN ACCORDANCE WITH CMS 108.05. OTHER WELDING PROCESSES MUST BE QUALIFIED AND TESTED AS REQUIRED BY THE REFERENCED SPECIFICATIONS AND THESE NOTES.

3.04 IN ADDITION TO THE REQUIREMENTS OF ANSI/AASHTO/AWS D1.5 SECTION 5.17, ALL PROCEDURE QUALIFICATION TESTS MUST BE ULTRASONICALLY TESTED IN CONFORMANCE WITH THE REQUIREMENTS OF AWS D1.5, SECTION 6, PART C. EVALUATION MUST BE IN ACCORDANCE WITH AWS D1.5, TABLE 6.3, ULTRASONIC ACCEPTANCE - REJECTION CRITERIA - TENSILE STRESS. INDICATIONS FOUND AT THE INTERFACE OF THE BACKING BAR MAY BE DISREGARDED, REGARDLESS OF THE DEFECT RATING.

3.05 WHENEVER MAGNETIC PARTICLE TESTING IS DONE, ONLY THE YOKE TECHNIQUE WILL BE ALLOWED, AS DESCRIBED IN SECTION 6.7.6.2 OF THE ANSI/AASHTO/ AWS D1.5 BRIDGE WELDING CODE, MODIFIED TO TEST USING ALTERNATING CURRENT ONLY. THE PROD TECHNIQUE WILL NOT BE ALLOWED.

PART 4: BASIS OF PAYMENT

PAYMENT FOR THE ABOVE COMPLETED AND ACCEPTED QUANTITIES (POUND) WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 513, STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL SIX FABRICATION, AS PER PLAN.

ITEM 516, STRUCTURAL JOINT OR JOINT SEALER, MISC.: TEAR WEB WATERSTOP

THIS WORK CONSISTS OF FURNISHING AND INSTALLING A PVC TEAR WEB WATERSTOP AND HOT APPLIED JOINT SEALER AT THE ENDS OF THE APPROACH SLABS IN ACCORDANCE WITH ODOT CMS ITEM 516 AND THE DETAILS HEREIN.

THE EXPANSION JOINT SYSTEM SHALL BE WATER TESTED AFTER INSTALLATION. LEAKS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER.

TEAR-WEB WATERSTOP:
FURNISH FLEXIBLE PVC TEAR WEB WATERSTOPS THAT CONFORM TO U.S. ARMY CORPS OF ENGINEERS SPECIFICATION CRD-C 572-74 AND THAT CAN WITHSTAND 2" OF MOVEMENT. PVC TEARWEB WATERSTOPS SHALL BE SIKA GREENSTREAK, BOMETALS,INC., OR EARTH SHIELD BY J.P. SPECIAL TIES, INC. THE SEAL CONFIGURATION SHOULD BE SIMILAR TO THE DETAILS SHOWN HEREIN. INSTALL THE SEAL ACCORDING TO THE MANUFACTURER'S SPECIFICATIONS AND UNDER THE SUPERVISION OF THE MANUFACTURER'S DESIGNATED REPRESENTATIVE.

FURNISH WATERSTOPS IN ONE CONTINUOUS PIECE UNLESS OTHERWISE APPROVED BY THE ENGINEER.

HOT APPLIED JOINT SEALER:
AFTER THE PVC TEAR WEB WATERSTOP AND CONCRETE SLEEPER SLAB HAVE BEEN CONSTRUCTED, PLACE HOT APPLIED JOINT SEALER, CMS 705.04, ALONG THE ENTIRE LENGTH OF THE APPROACH SLAB JOINT.

THE BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TOOLS, TESTING, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL THE PVC TEAR WEB WATERSTOP AND HOT APPLIED JOINT SEALER IN ACCORDANCE WITH THE REQUIREMENTS OF CMS 516, THIS NOTE, AND THE PLAN DETAILS

THE DEPARTMENT WILL PAY FOR THE ACCEPTED QUANTITIES (FT) AT THE CONTRACT UNIT PRICE FOR ITEM 516- STRUCTURAL JOINT OR JOINT SEALER, MISC.: TEAR WEB WATERSTOP.

ITEM 524 – DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN
ITEM 524 – DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN

SEE PLAN NOTES ON SHEET ⁽³⁰⁴⁾₍₅₈₄₎

ITEM 524 – DRILLED SHAFTS, MISC.: EXCAVATED SHAFT INSPECTIONS

SEE PLAN NOTES ON SHEET ⁽³⁰²⁾₍₅₈₄₎

ITEM 524 – DRILLED SHAFTS, MISC.: THERMAL INTEGRITY PROFILER (T.I.P.) WIRE CABLE TESTING OF DRILLED SHAFTS

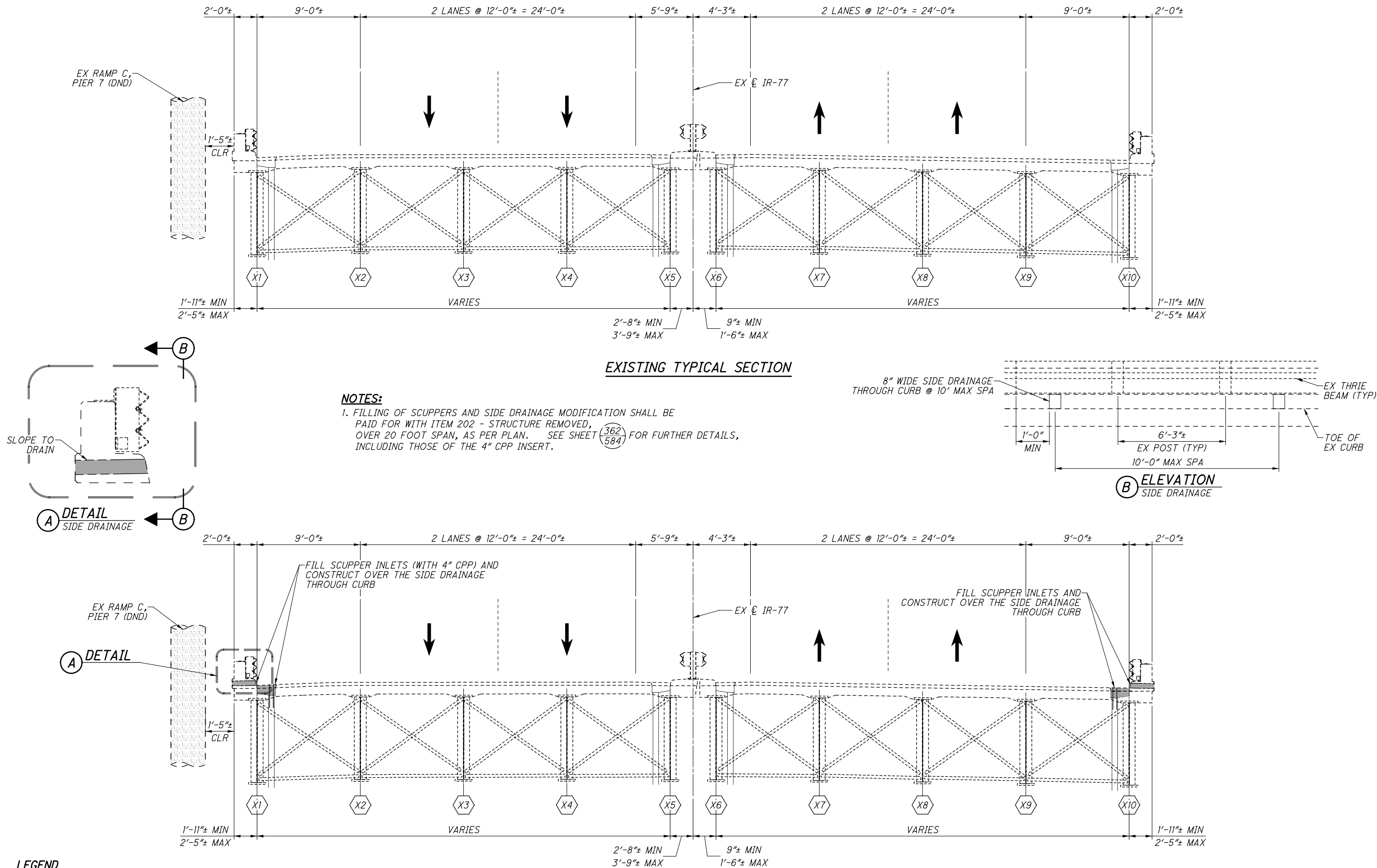
SEE PLAN NOTES ON SHEET ⁽³⁰⁶⁾₍₅₈₄₎

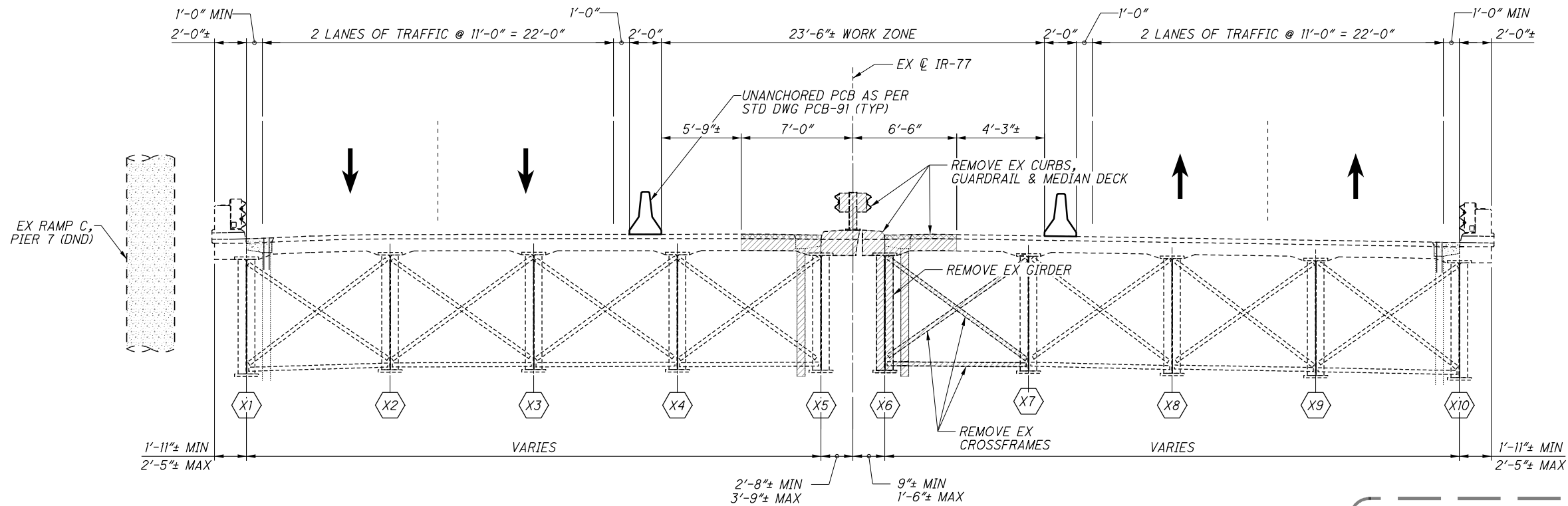
ITEM 863 – REINFORCED EMBANKMENT, AS PER PLAN:

THE REINFORCED EMBANKMENT IN THE GEOWALLS SHALL BE SELECT GRANULAR BACKFILL PER ODOT SUPPLEMENTAL SPECIFICATION 840, SECTION 840.03E. PLACEMENT OF THE SELECT GRANULAR BACKFILL SHALL BE PER SUPPLEMENTAL SPECIFICATION 840, SECTION 840.06.I.

STA-77-0936 ESTIMATED BRIDGE QUANTITIES - 01/IMS/BR																		CALC: RSN, 11/12/2018	CHECK: VDT, 11/15/2018
ITEM	ITEM EXT.	TOTAL QUANTITY	TOTAL PER PHASE				UNIT	DESCRIPTION	PHASE 2	PHASE 3			PHASE 4			PHASE 5		GENERAL	APP/REF SHEET NO.
			PH 2	PH 3	PH 4	PH5/GEN				ABUT.	PIERS	SUPER	ABUT.	PIERS	SUPER	ABUT.	SUPER		
202	11003	LS				LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN									LS	7	
202	22900	307	59	125	123		SY	APPROACH SLAB REMOVED	59	125			123						
202	23501	3,151	536	1,298	1,317		SY	WEARING COURSE REMOVED, AS PER PLAN	536			1,298			1,317			7	
203	98000	5,688		2,406	3,282		CY	ROADWAY, MISC.: EPS GEOFOAM FILL		2,406			3,282					7	
204	30010	2,964		1,755	1,209		CY	GRANULAR MATERIAL, TYPE B		1,755			1,209						
204	50000	4,158		2,541	1,617		SY	GEOTEXTILE FABRIC		2,541			1,617						
503	11101	LS				LS		COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN									LS	8	
503	21101	29,294		14,291	15,003		CY	UNCLASSIFIED EXCAVATION, AS PER PLAN		13,543	748		14,393	610				7	
504	11100	5,364		2,164	3,200		SF	STEEL SHEET PILING LEFT IN PLACE - FWD ABUTMENT FLAT WEB SHEETING (3/8" Min, Sx > 0.28 in3)		2,164			3,200					38	
504	11101	10,960			10,960		SF	STEEL SHEET PILING LEFT IN PLACE, AS PER PLAN - MIN Sx > 44 in3, MIN INERTIA > 405 in4					10,960					30	
507	98020	LS				LS		PILING, MISC.: SHORING ATTACHED TO SLEEPER SLAB									LS	8	
509	10000	715,296		341,197	329,569	44,530	LB	EPOXY COATED REINFORCING STEEL		42,228	73,363	225,606	66,759	71,742	191,068		44,530		
511	34447	2,217		1,079	841	297	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK, AS PER PLAN		358		721	273		568	77	220	8	
511	34451	350		81	84	185	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN				81			84		185	8	
511	40512	647		325	322		CY	CLASS QC1 CONCRETE WITH QC/QA, PIER ABOVE FOOTINGS			325			322					
511	43512	1,176		469	707		CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING		469			707						
511	46512	608		319	289		CY	CLASS QC1 CONCRETE WITH QC/QA, FOOTING			319			289					
511	53012	152	152				CY	CLASS QC2 CONCRETE, MISC.: TEMPORARY BRIDGE DECK AND PARAPET	152									8	
511	71100	242	242				CY	CONCRETE, MISC.: TEMPORARY SLEEPER SLAB AND PARAPET	242									8	
512	10100	3,158		1,148	1,299	711	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)		564	13	571	696	13	590		711		
512	10300	329		48	37	244	SY	SEALING CONCRETE BRIDGE DECKS WITH HMWM RESIN				48			37		244		
512	33000	27		6	21		SY	TYPE 2 WATERPROOFING		6			21						
513	10281	4,672,898		2,293,172	2,358,715	21,011	LB	STRUCTURAL STEEL MEMBERS, LEVEL 4, AS PER PLAN				2,293,172			2,358,715		21,011	8	
513	10401	74,787		74,787			LB	STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL SIX (6) FABRICATION, AS PER PLAN				74,787						8	
513	20000	13,440		6,720	6,720		EACH	WELDED STUD SHEAR CONNECTORS				6,720			6,720				
514	00301	LS				LS		FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN									LS	48	
514	00401	LS				LS		FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN									LS	48	
516	13600	180		120	60		SF	1" PREFORMED EXPANSION JOINT FILLER		42	78		60						
516	13900	407		179	228		SF	2" PREFORMED EXPANSION JOINT FILLER		179			228						
516	14020	513		242	222	49	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL TEAR WEB WATERSTOP		242			222			49			
516	14600	412		202	160	50	FT	STRUCTURAL JOINT OR JOINT SEALER, MISC.:		202			160			50		8	
518	12300	2				2	EACH	SCUPPERS, INCLUDING SUPPORTS								2		4	
518	12500	12		8		4	EACH	SCUPPER, MISC.: NEENAH R-3977 OR APPROVED EQUAL				8				4		3	
518	21200	399		107	292		CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC		107			292						
518	40000	878		379	499		FT	6" PERFORATED CORRUGATED PLASTIC PIPE		379			499						
518	40010	20		10	10		FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		10			10						
524	94801	3,610		1,900	1,710		FT	DRILLED SHAFTS, 42" DIAMETER, AS PER PLAN			1,900			1,710				8	
524	94901	2,390		950	1,440		FT	DRILLED SHAFTS, 48" DIAMETER, AS PER PLAN		950			1,440					8	
524	95100	88		40	48		EACH	DRILLED SHAFTS, MISC.: THERMAL INTEGRITY PROFILER (T.I.P.) WIRE CABLE TESTING OF DRILLED SHAFTS		20	20		30	18				8	
524	95200	LS				LS		DRILLED SHAFTS, MISC.: EXCAVATED SHAFT INSPECTIONS									LS	8	
526	30010	704		344	277	83	SY	REINFORCED CONCRETE APPROACH SLABS WITH QC/QA (T=17")		344			277			83			
526	90031	412		202	160	50	FT	TYPE C INSTALLATION, AS PER PLAN		202			160			50		81	
611	01500	100		40	60		FT	6" CONDUIT, TYPE F , DUCTILE IRON, CLASS 56		40			60						
613	41200	98			98		CY	LOW STRENGTH MORTAR BACKFILL					98						
863	00100	8,802		5,312	3,490		SY	GEOGRID, TYPE P1		5,312			3,490						
863	00801	2,457		1,473	984		CY	REINFORCED EMBANKMENT, AS PER PLAN		1,473			984					8	
869	00101	30		15	15		EACH	HIGH LOAD MULTI-ROTATIONAL (HLMR) BEARINGS, AS PER PLAN		10	5		10	5				45	

SUBMITTAL: SEALED TRACINGS
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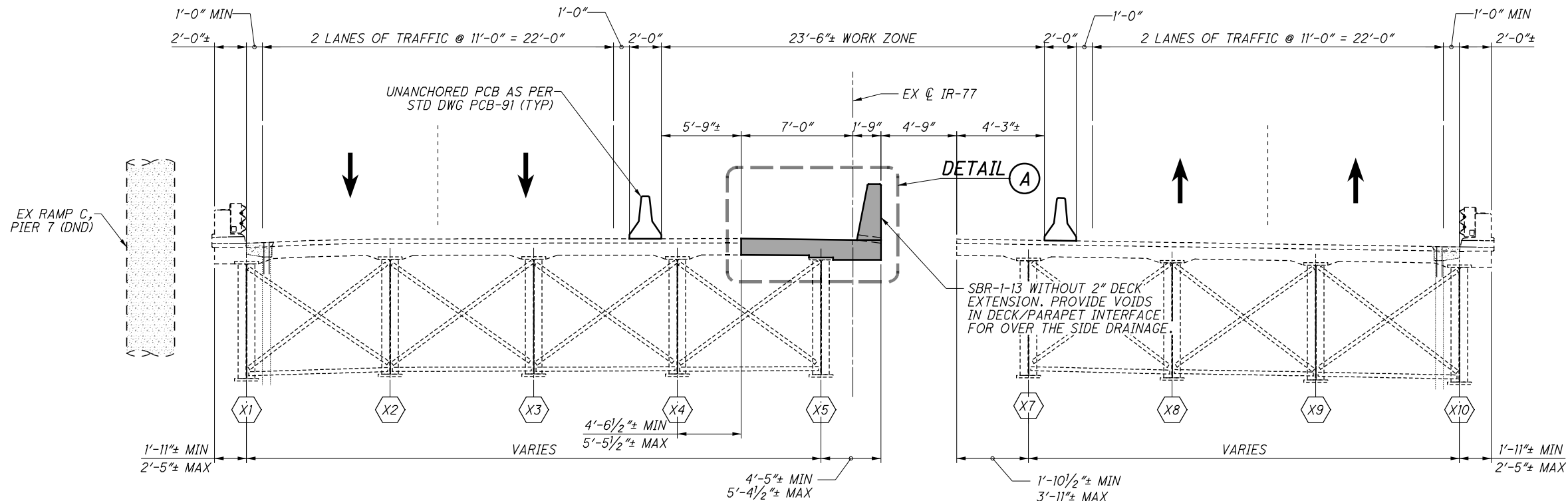
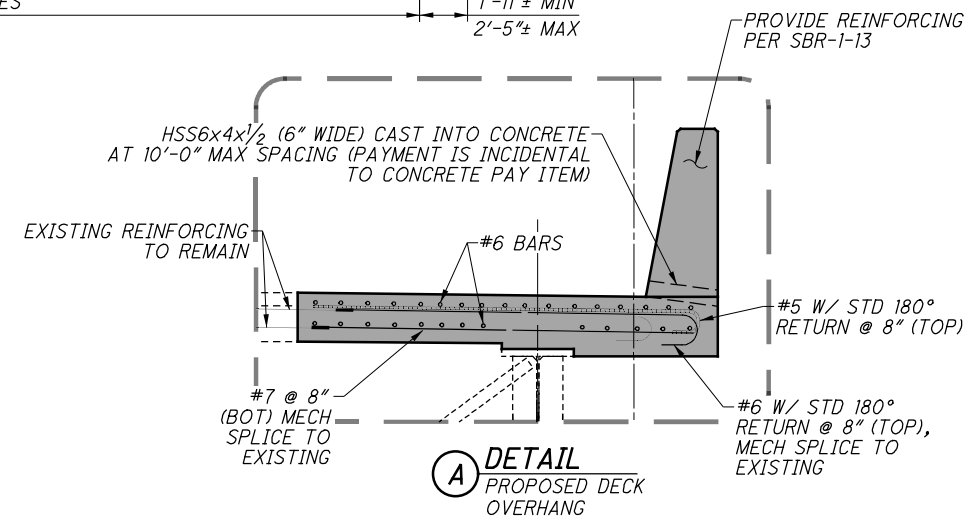
PHASE 2 - REMOVAL

LEGEND

- ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN
- ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- PROPOSED CONSTRUCTION

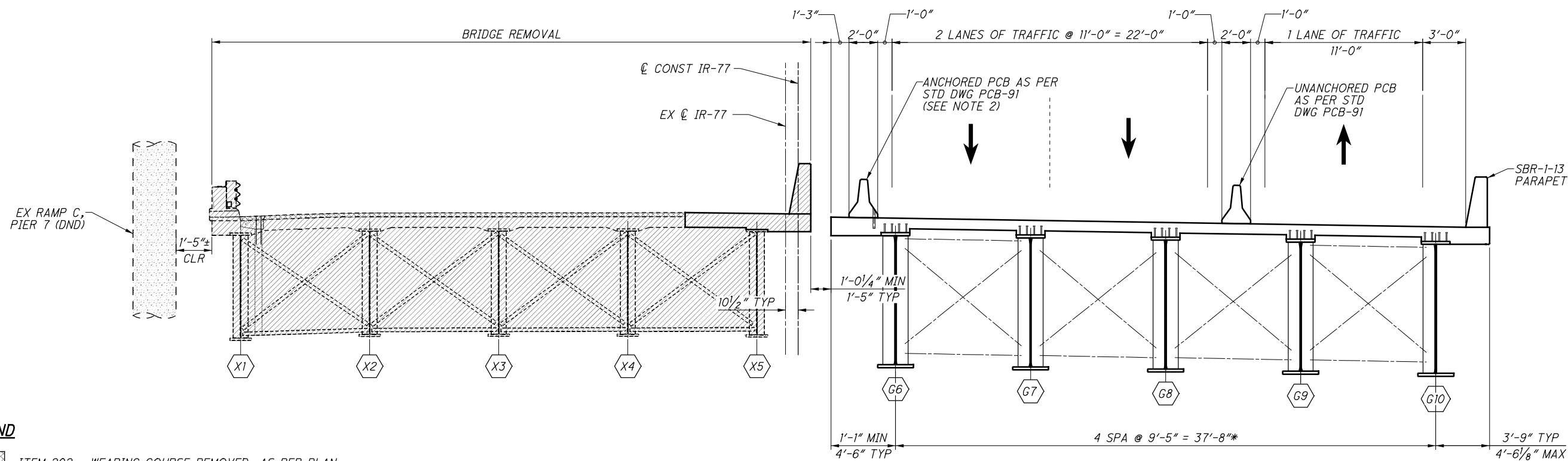
NOTES:

- PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.
- PROPOSED DECK OVERHANG DETAILED IN DETAIL "A" IS INCLUDED AND PAID FOR WITH ITEM 511 - CLASS QC2 CONCRETE, MISC.: TEMPORARY BRIDGE DECK AND PARAPET.



PHASE 2 - CONSTRUCTION

SUBMITTAL: SEALED TRACINGS
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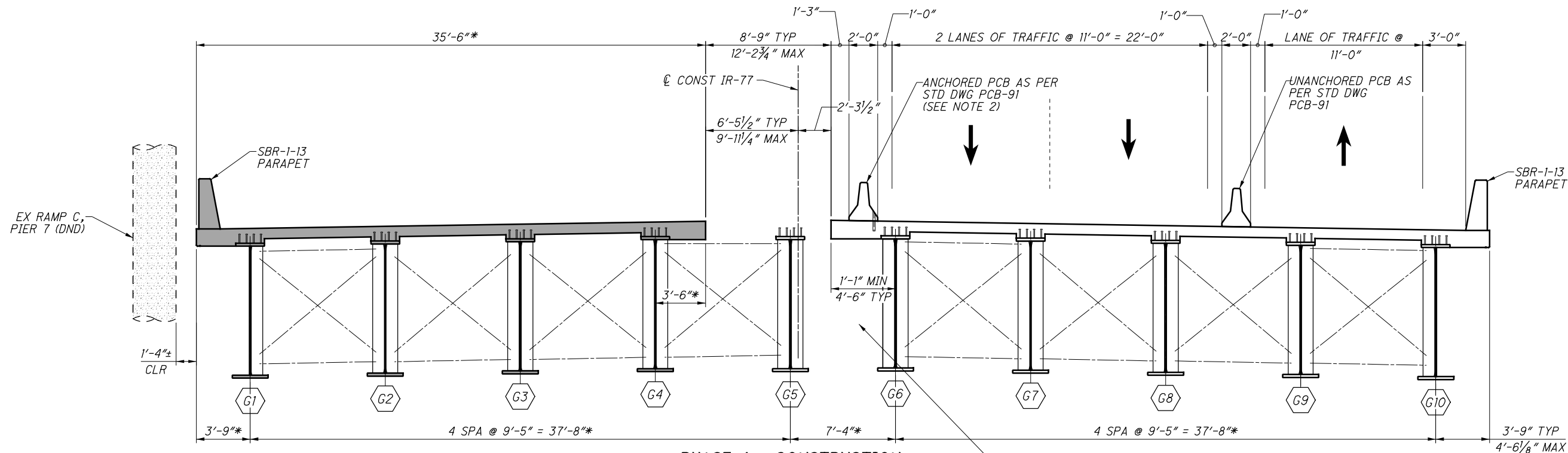
LEGEND

- ITEM 202 - WEARING COURSE REMOVED, AS PER PLAN
- ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN
- PROPOSED CONSTRUCTION
- * MEASURED PERPENDICULAR TO GIRDER

PHASE 4 - REMOVAL

NOTES:

1. PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.
2. A MINIMUM OF FOUR ANCHORS SHALL BE PROVIDED ON TRAFFIC SIDE FOR EACH PORTABLE CONCRETE BARRIER SEGMENT, WITH THE ANCHOR PATTERN SYMMETRICAL ABOUT THE CENTER OF EACH SEGMENT. WHEN NO LONGER NEEDED, REMOVE ANCHORS AS DIRECTED BY THE ENGINEER AND FILL HOLES WITH GROUT, PER CMS 705.20.



PHASE 4 - CONSTRUCTION

SEE SHEET 8/88 FOR BAY 5 CROSFAME INSTALLATION



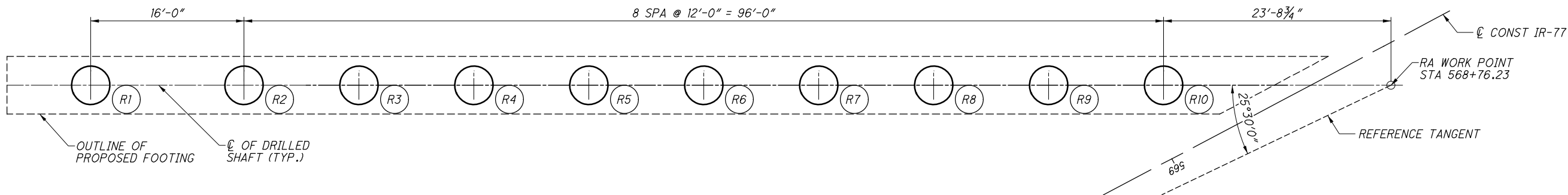
PHASE 5

SEE SHEET **8 / 88** FOR BAY 5
CROSSFRAME INSTALLATION

NOTES:

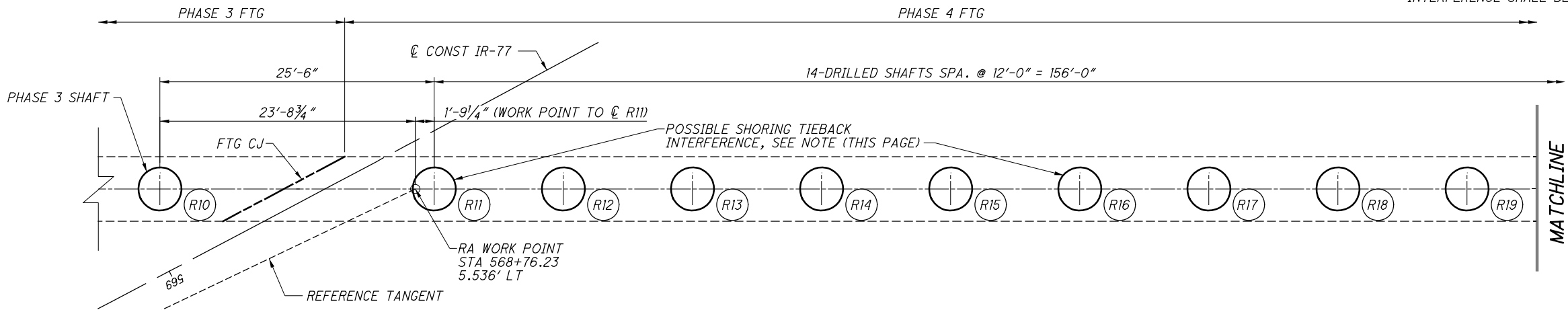
1. PCB IS INCLUDED AND PAID FOR WITH THE ROADWAY MOT QUANTITIES.

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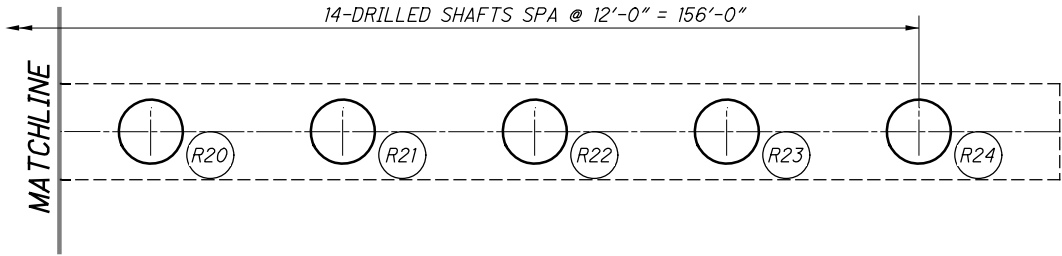


PHASE 3 REAR ABUTMENT FOUNDATION PLAN

SHORING TIEBACK INTERFERENCE
THE CONTRACT PLAN SHORING WILL LIKELY CAUSE PHASE 4 DRILLED SHAFTS R11, R12, R13, R14, R15, AND R16 TO INTERFERE WITH SHORING TIEBACKS AT VARIOUS DEPTHS. CARE TO BE TAKEN TO REMOVE THE INTERFERENCE DURING DRILLING (BY DOWN-HOLE REMOVAL) OR BY PULLING THE TIEBACKS.
ANY COST REQUIRED FOR REMOVAL OF THE TIEBACK INTERFERENCE DURING DRILLING (AT THE CONTRACTORS OPTION) SHALL BE CONSIDERED INCIDENTAL TO THE COST OF ITEM 524 - DRILLED SHAFTS.
ANY COST REQUIRED TO PULL THE TIEBACKS (AT THE CONTRACTORS OPTION) SHALL BE CONSIDERED INCIDENTAL TO THE COST OF ITEM 507 - PILING MISC.: SHORING ATTACHED TO SLEEPER SLAB.
IF A CONTRACTOR DESIGNED SHORING ALTERNATIVE IS PROPOSED, THIS INTERFERENCE SHALL BE CONSIDERED.



DRILLED SHAFT DATA								
DRILLED SHAFT NUMBER	TOP OF SHAFT ELEV	TOP OF VERTICAL REINF ELEV	TIP ELEV	SPIRAL ELEV	SHAFT PAY LENGTH	VERTICAL REINF LENGTH	VERTICAL REINF BAR SIZE	SHAFT DIA
R1-R24	1022.00	1025.00	982.00	1023.00	40'	42'-9"	#10	48"

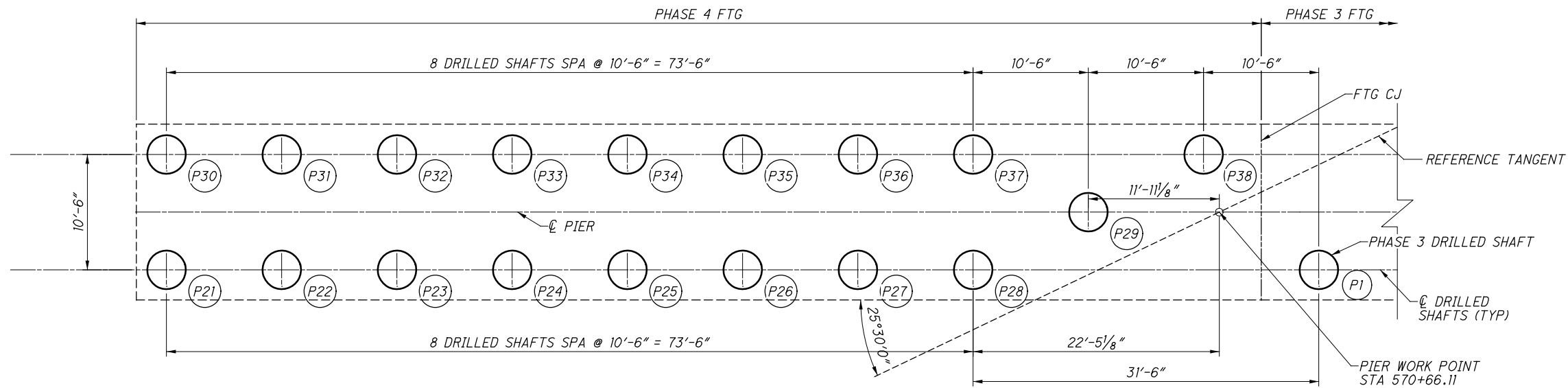


PHASE 4 REAR ABUTMENT FOUNDATION PLAN

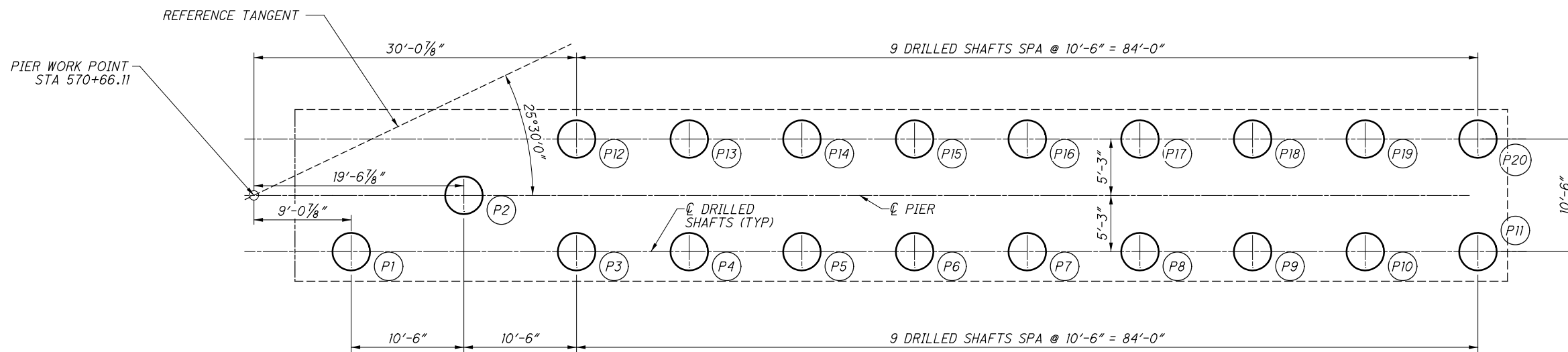
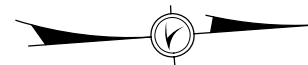
LEGEND:
R# INDICATES DRILLED SHAFT NUMBER AT REAR ABUTMENT

NOTES:
1. FOR FORWARD ABUTMENT FOUNDATION LAYOUT PLAN, SEE SHEET 17/88.
2. FOR PIER FOUNDATION LAYOUT PLAN, SEE SHEET 16/88.

SUBMITTAL: SEALED TRACINGS
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PHASE 4 PIER FOUNDATION PLAN



PHASE 3 PIER FOUNDATION PLAN

LEGEND:

P# INDICATES PIER DRILLED SHAFT NUMBER

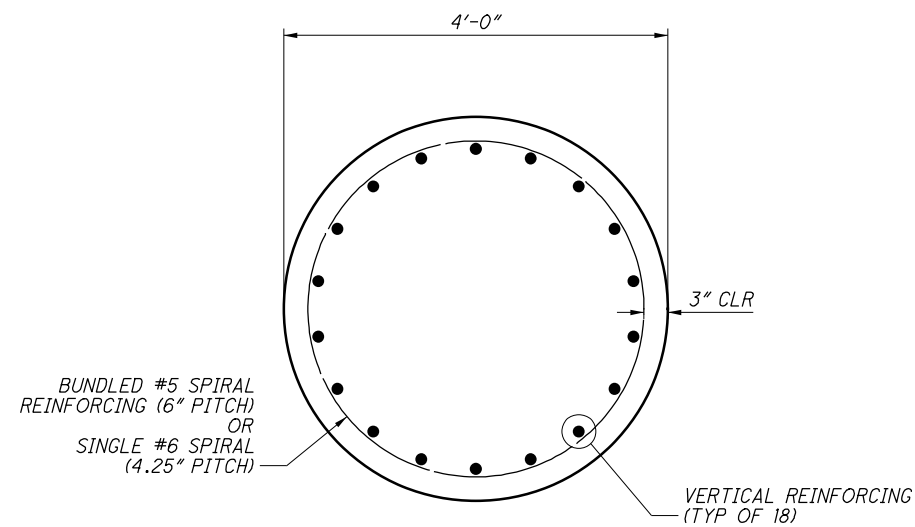
NOTES:

- FOR REAR ABUTMENT FOUNDATION LAYOUT PLAN, SEE SHEET 15/88.
- FOR FORWARD ABUTMENT FOUNDATION LAYOUT PLAN, SEE SHEET 17/88.

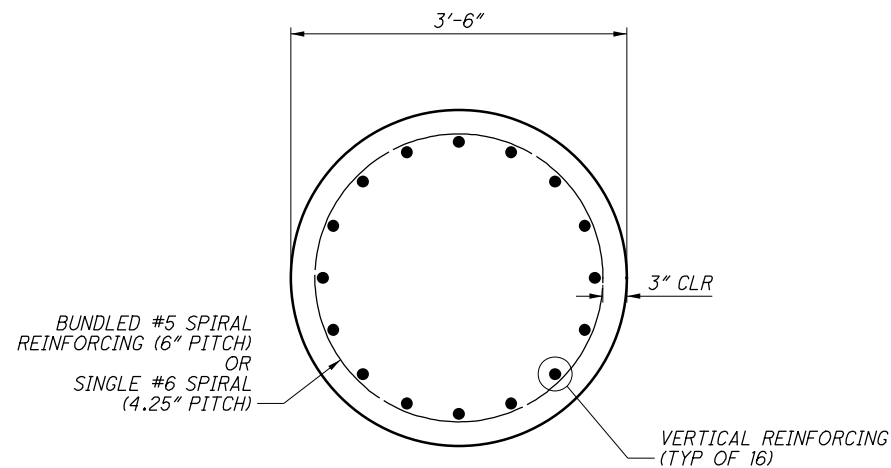
OVERHEAD OBSTRUCTION CONSIDERATIONS:

DRILLED SHAFT P1, P2, P3, P4, P12, P28, P29, P36, P37, AND P38 ARE WITHIN 5' OF EXISTING OVERHEAD RAMP C BRIDGE LIMITS, ALTERNATE DRILLING, SPLICING, AND OTHER CONSTRUCTION TECHNIQUES MAY BE REQUIRED.

DRILLED SHAFT DATA								
DRILLED SHAFT NUMBER	TOP OF SHAFT ELEV	TOP OF VERTICAL REINF ELEV	TIP ELEV	SPIRAL ELEV	SHAFT PAY LENGTH	VERTICAL REINF LENGTH	VERTICAL REINF. BAR SIZE	SHAFT DIA
P1-P38	1003.25	1006.25	908.25	1004.25	95'	97'-9"	#10	42"



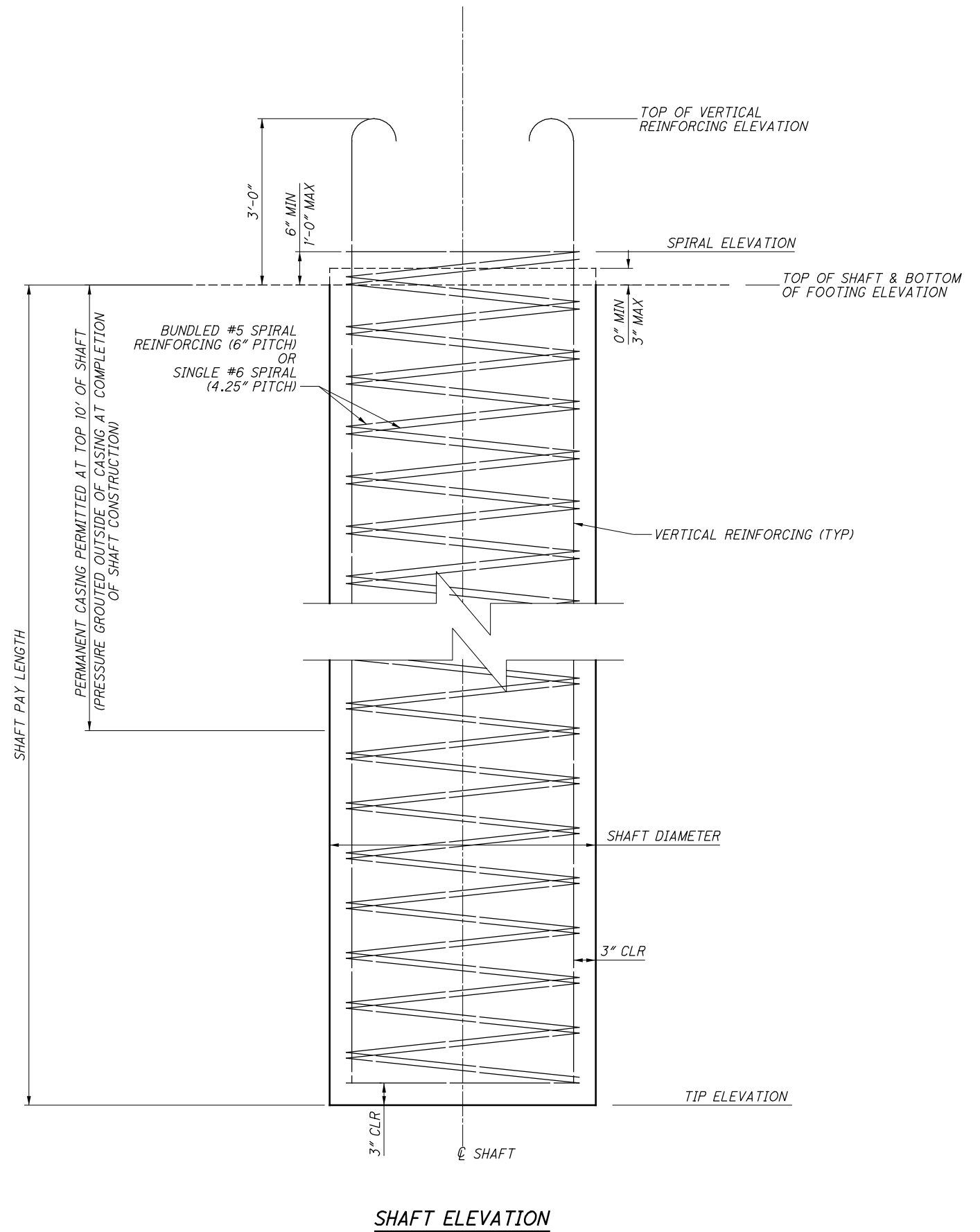
ABUTMENT & WINGWALL SHAFTS



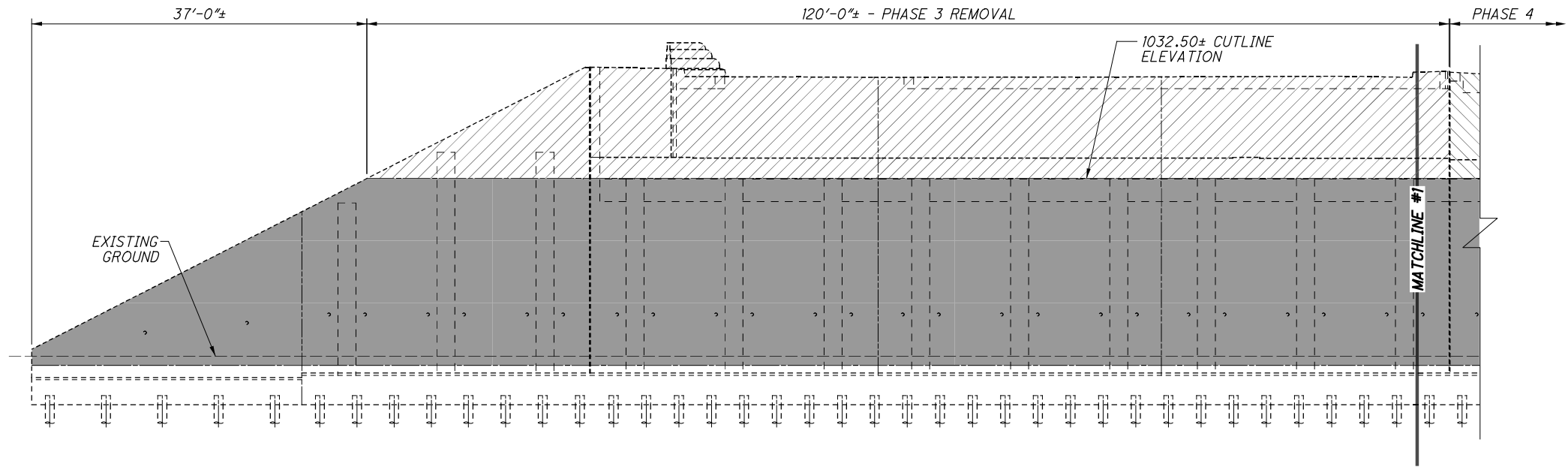
PIER SHAFTS

DRILLED SHAFT CAGE SPLICING

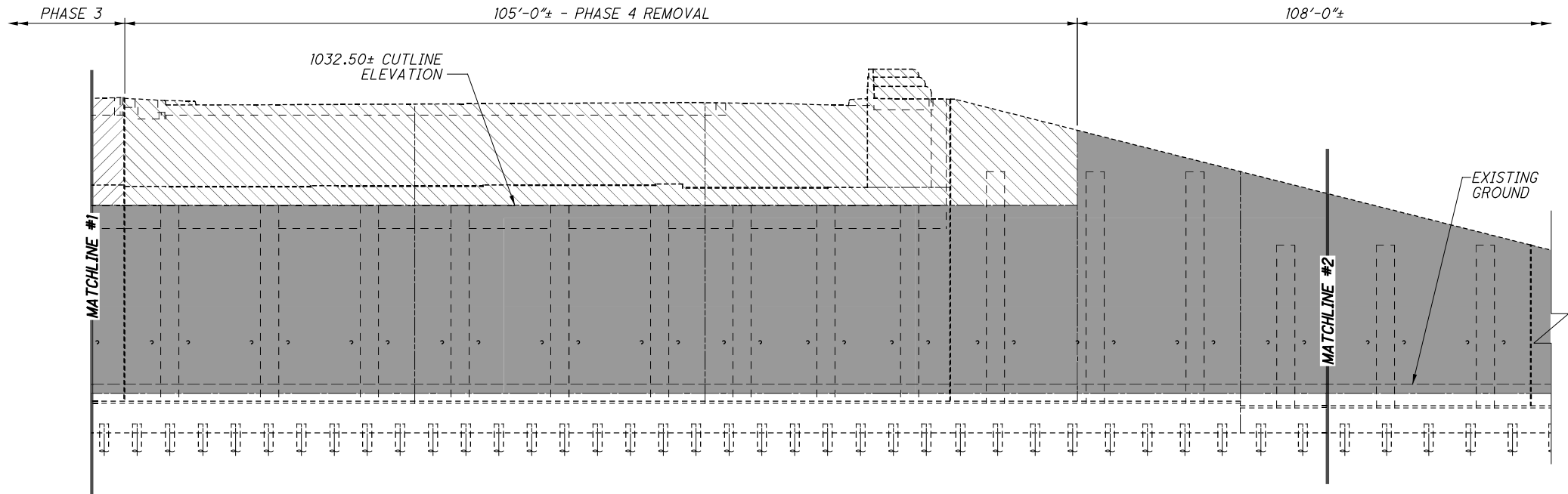
#10 VERTICAL REINFORCING SHALL BE SPLICED MECHANICALLY OR WITH 5'-8" LAP SPLICES
ALL SPLICES SHALL BE STAGGERED BY THE LENGTH OF THE LAP SPICE (ALTERNATING BARS)



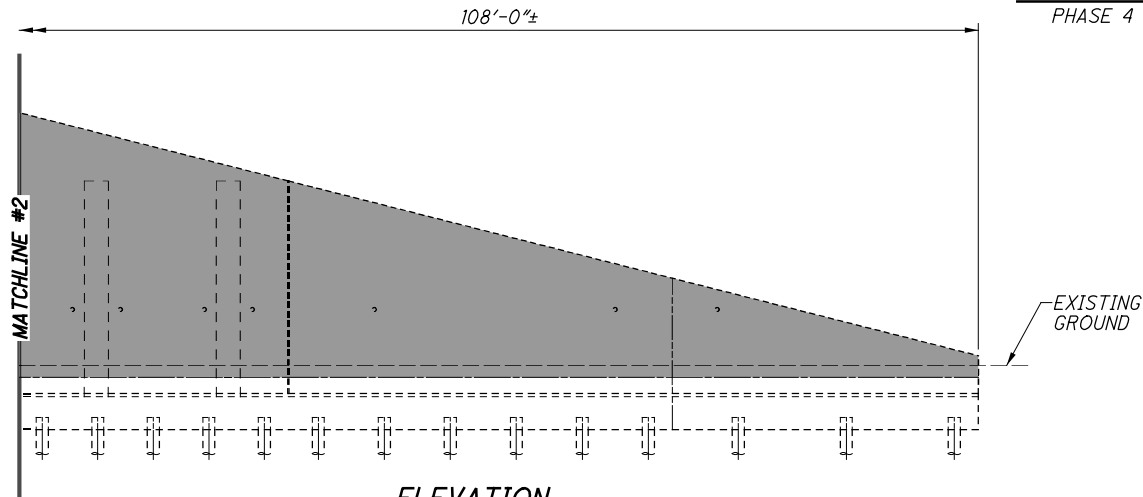
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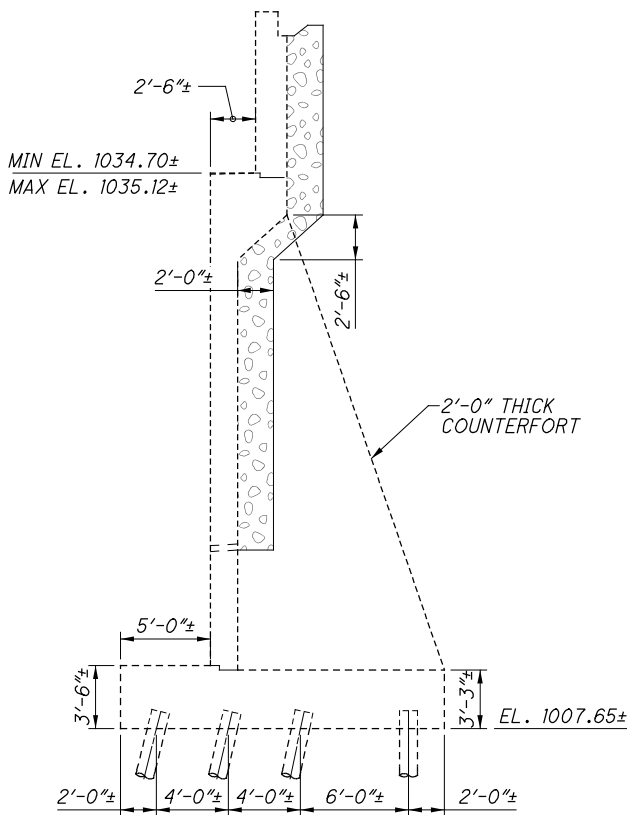
ELEVATION
PHASE 3



ELEVATION
PHASE 4



ELEVATION
PHASE 4 - CONT'D



TYPICAL SECTION

LEGEND

- PHASE 3 REMOVAL
- PHASE 4 REMOVAL
- PHASE 5 REMOVAL

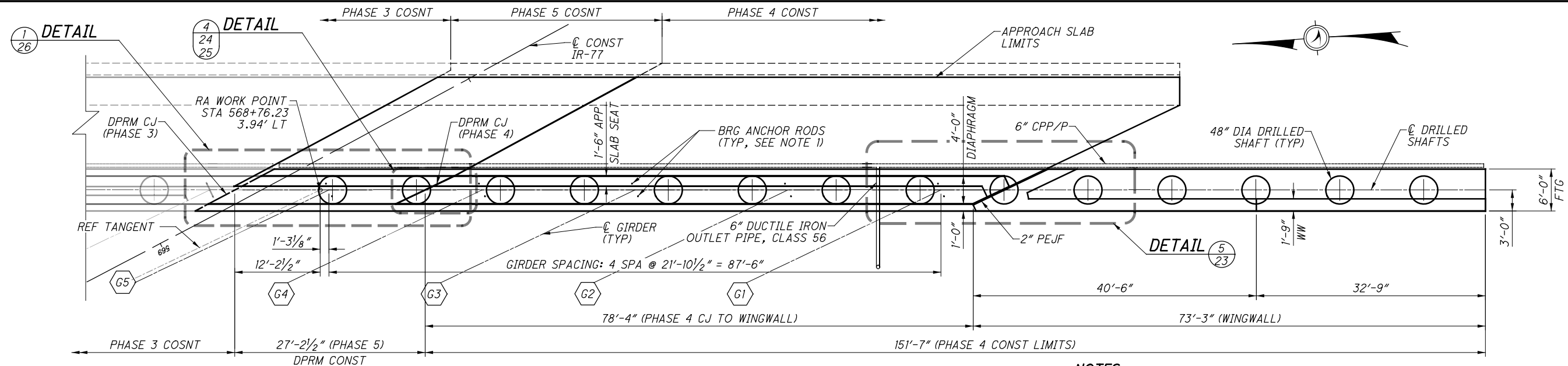
NOTES:

1) FOR FORWARD ABUTMENT REMOVAL DETAIL AND PHASING SEE SHARED PLAN SET.

1. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
2. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.



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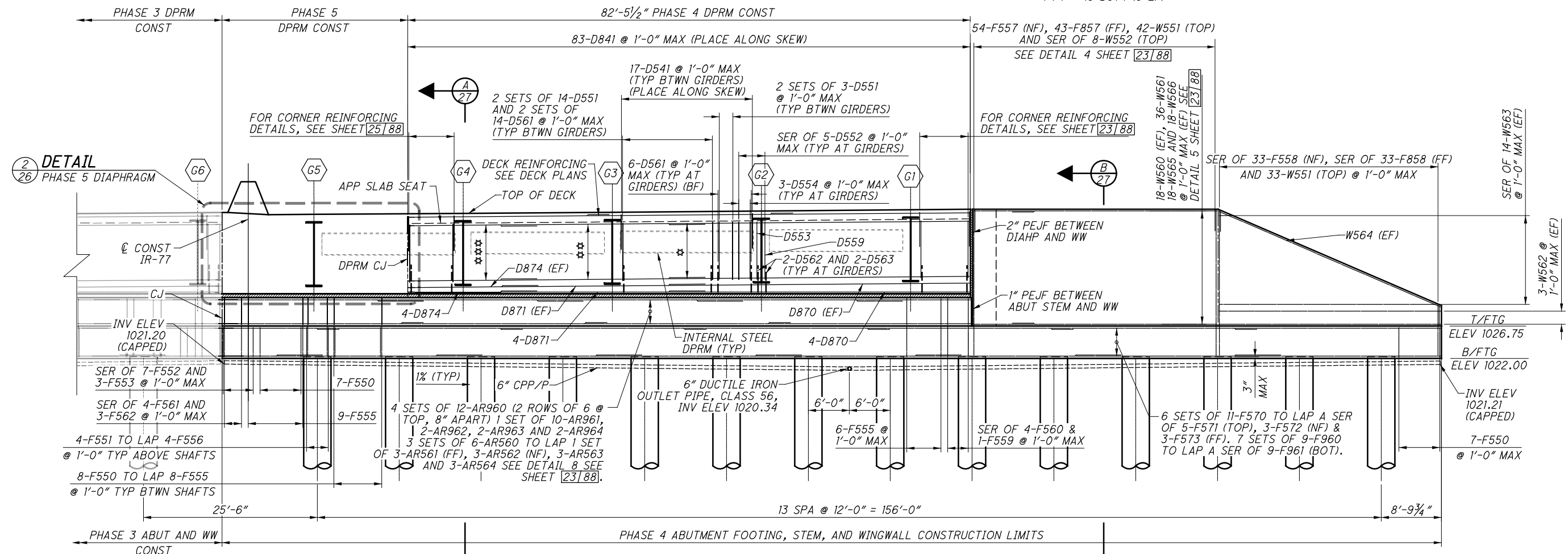
REAR ABUTMENT PHASE 4 PLAN

NOTES

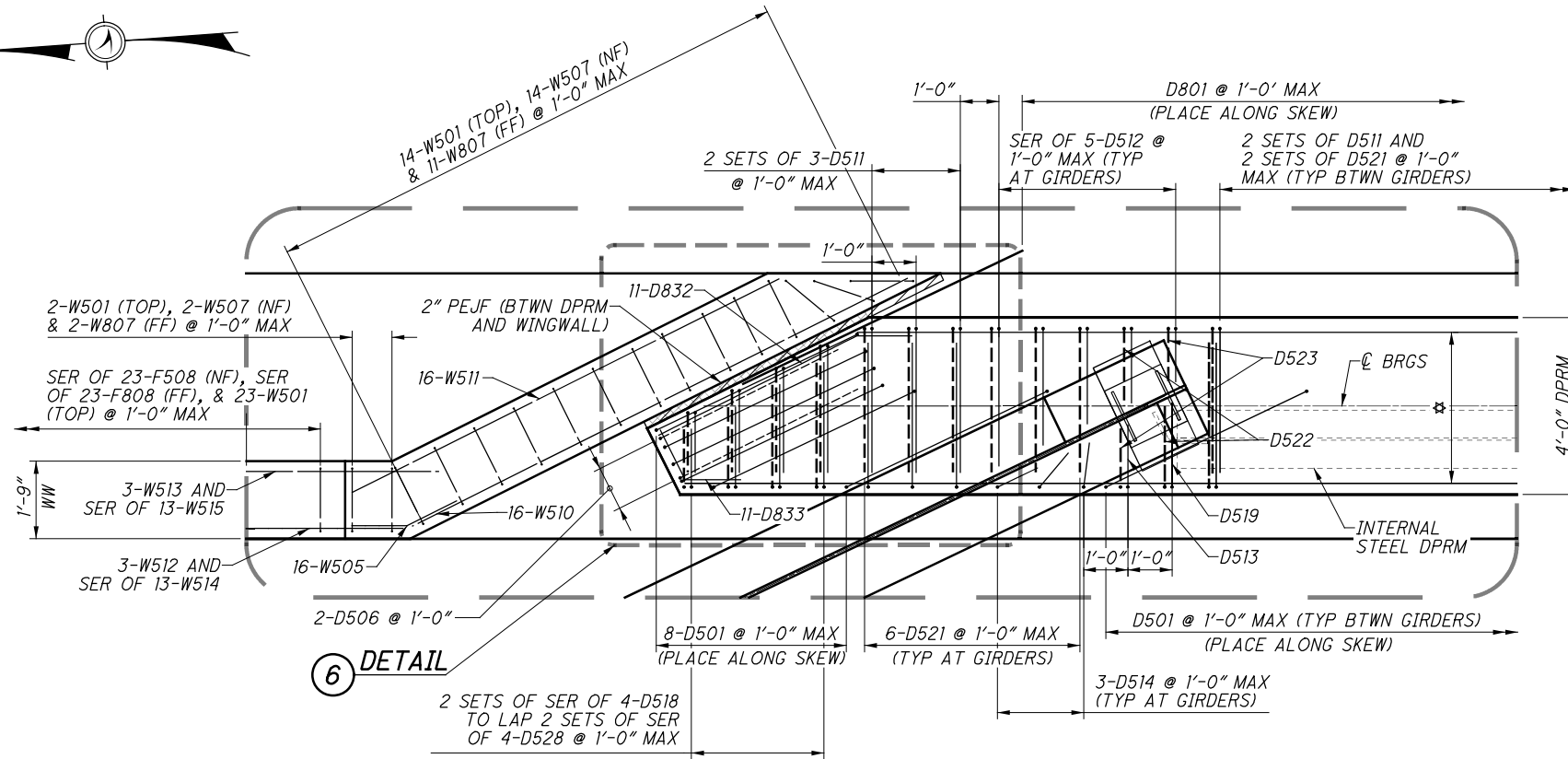
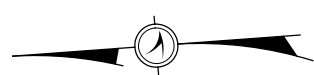
1. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
2. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.

REINFORCING LEGEND

- ★ = 18-D870 (9 EF)
- ★★ = 18-D871 (9 EF)
- ★★★ = 18-D874 (9 EF)

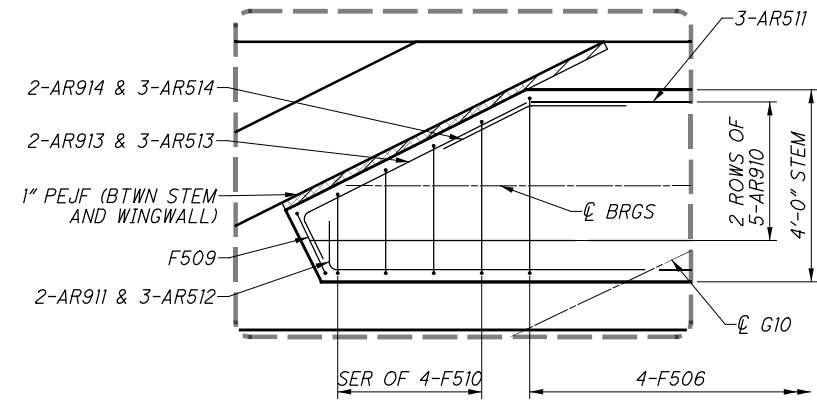


REAR ABUTMENT PHASE 4 ELEVATION
ALONG C BEARINGS

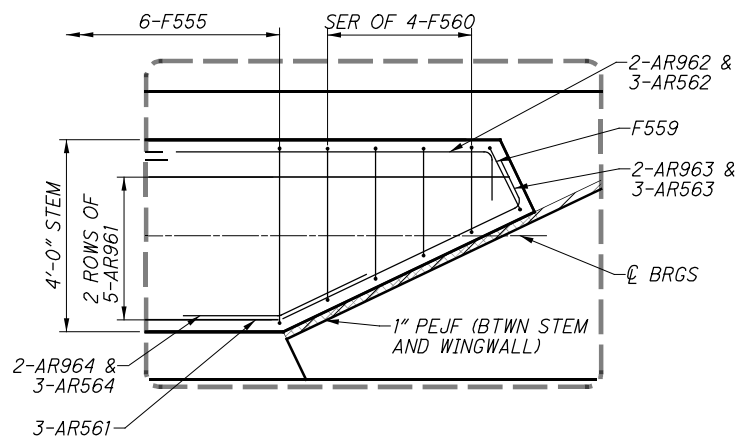


6 DETAIL

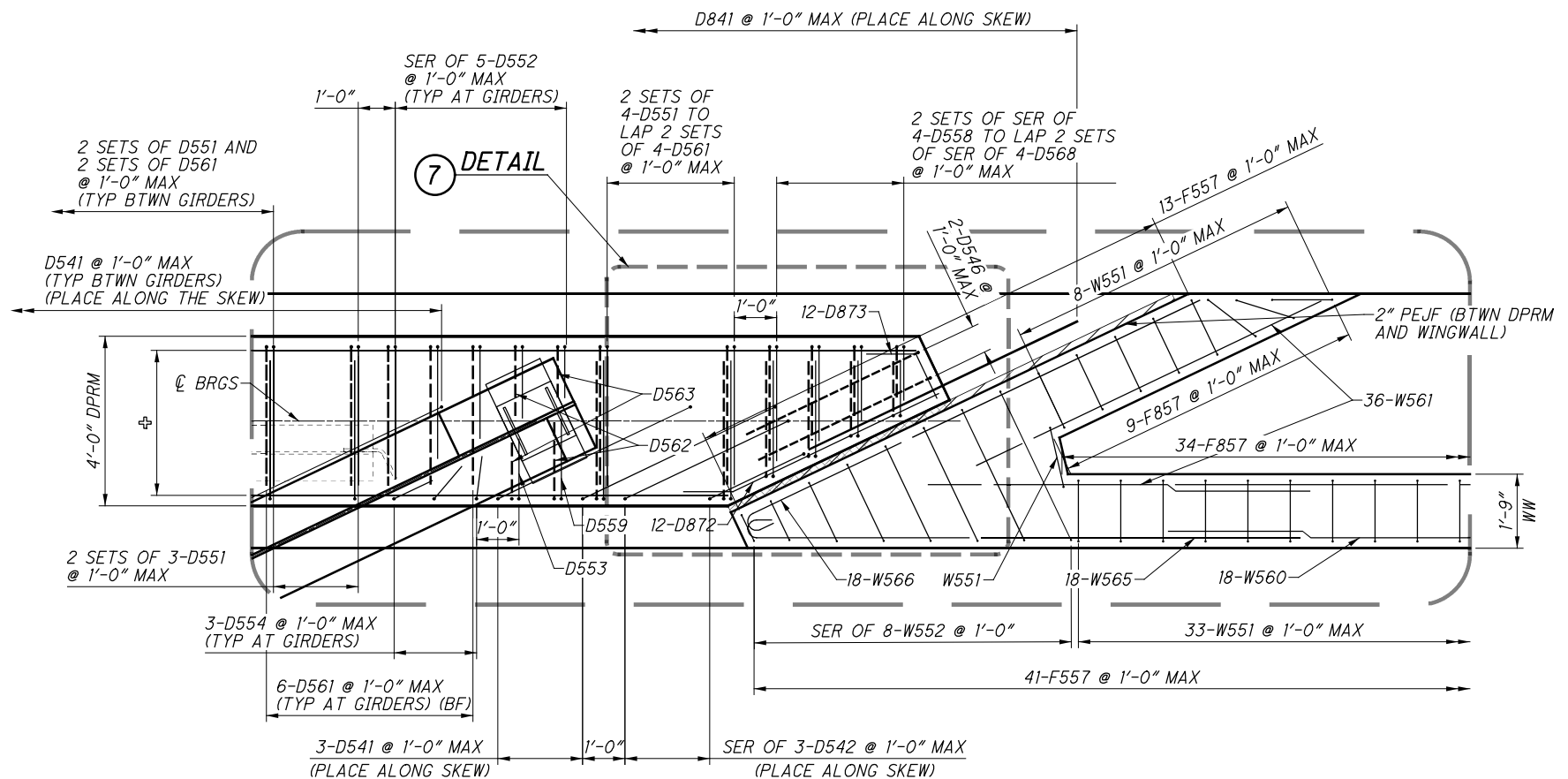
4 DETAIL
21 PHASE 3 WINGWALL AND DIAPHRAGM



6 DETAIL
STEM REINFORCING

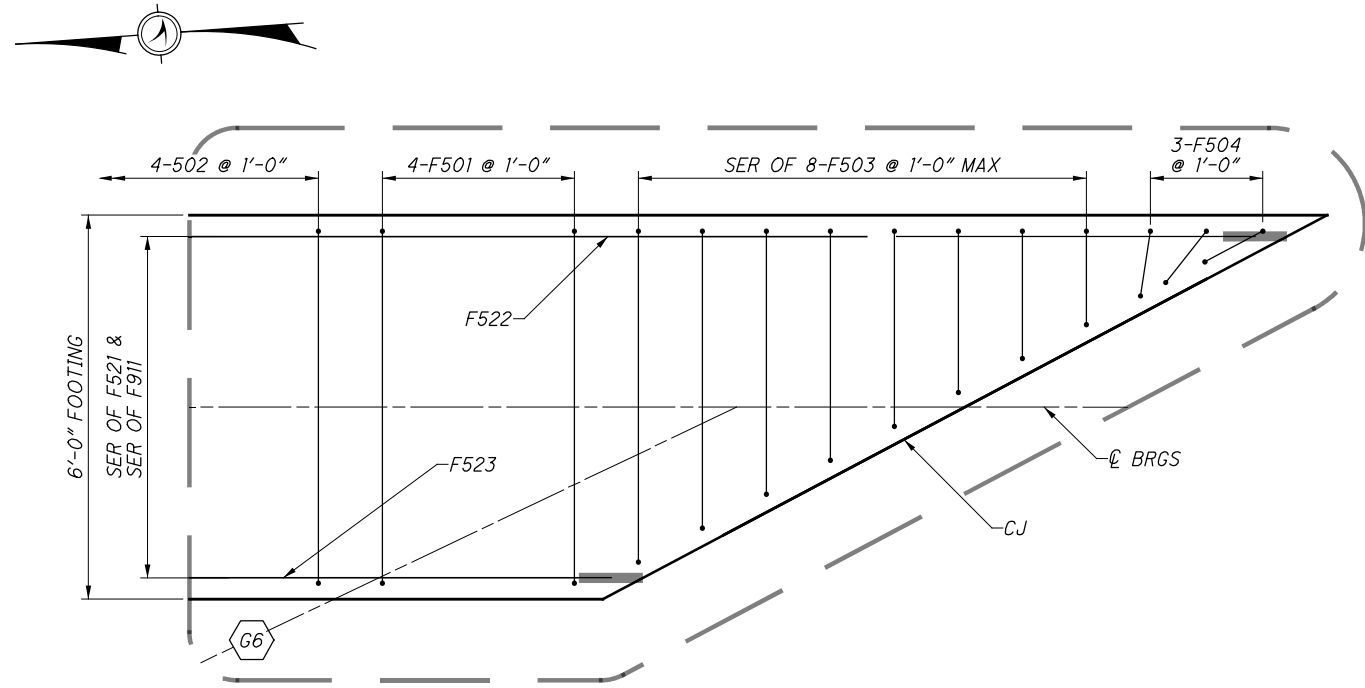


7 DETAIL
STEM REINFORCING

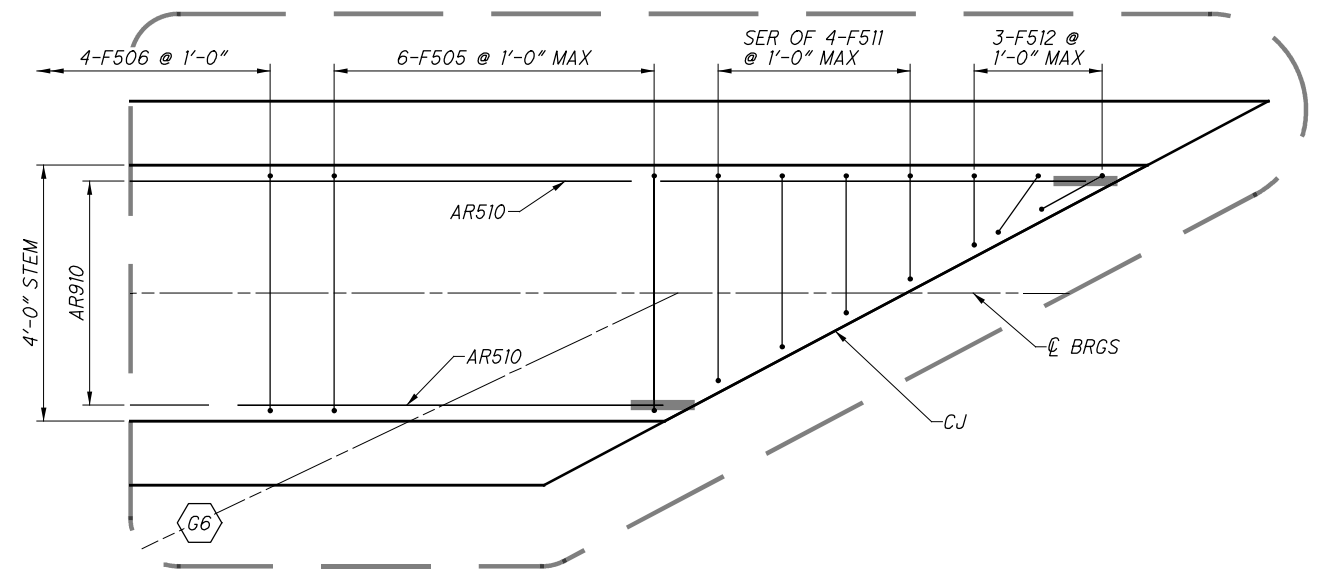


5 DETAIL
22 PHASE 4 WINGWALL AND DIAPHRAGM

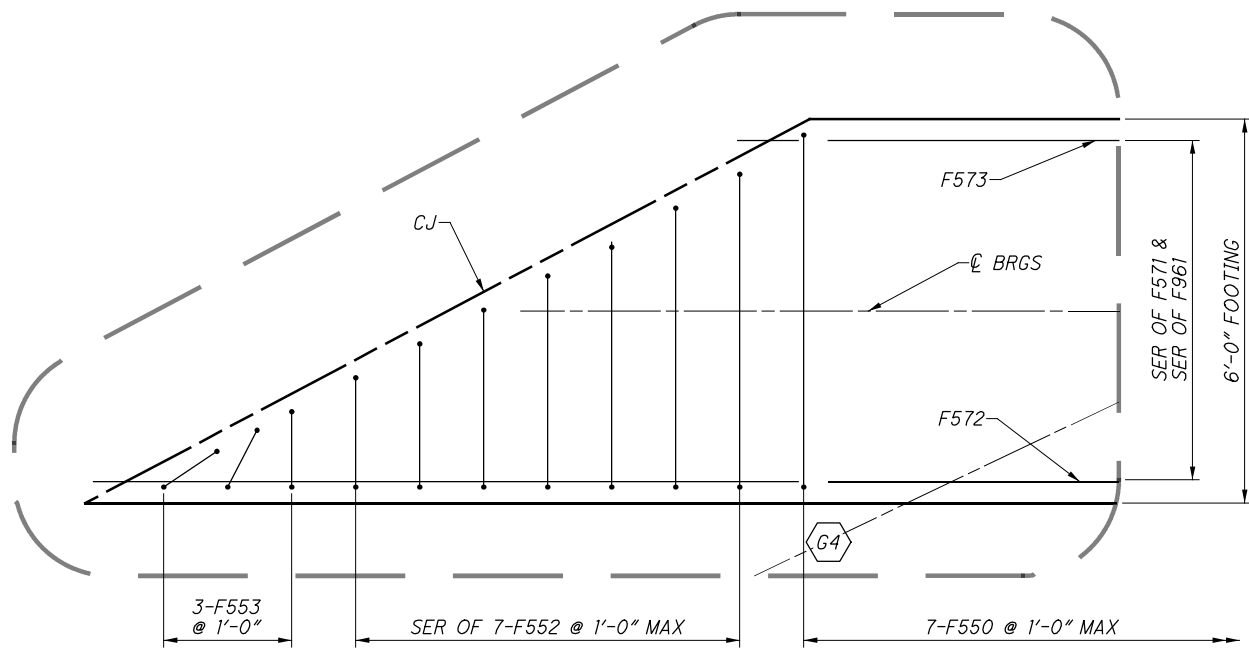
REINFORCING LEGEND
☆ = SEE SHEET 21/88
⊕ = SEE SHEET 22/88



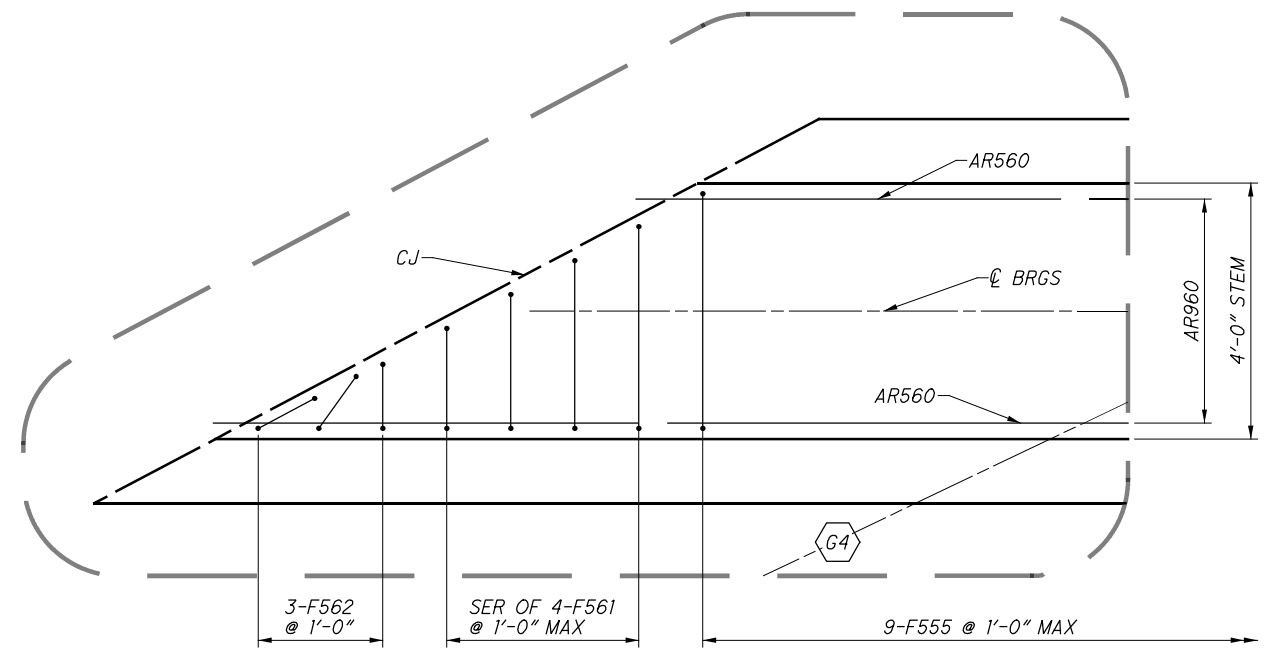
3 FOOTING DETAIL
21 PHASE 3 CONSTRUCTION



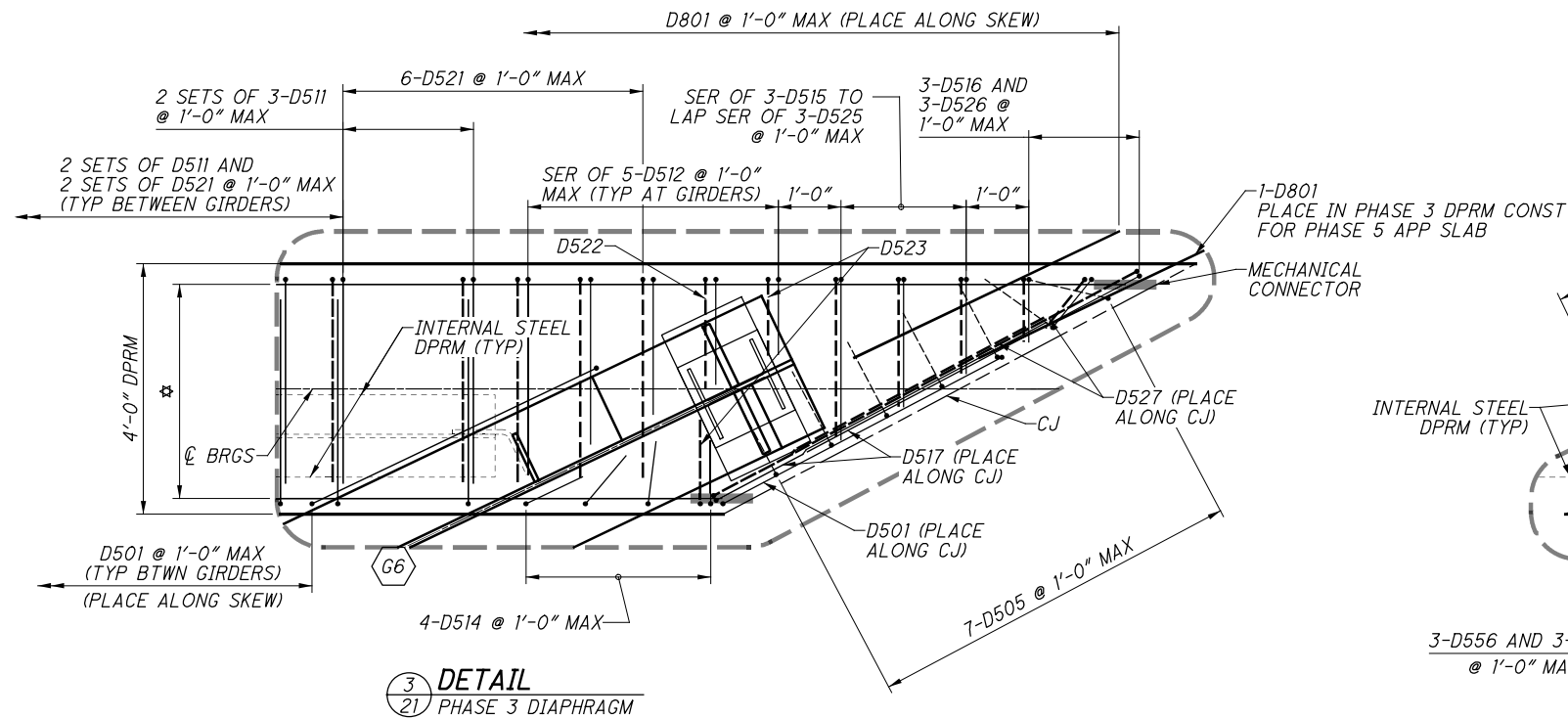
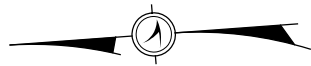
3 STEM DETAIL
21 PHASE 3 CONSTRUCTION



4 FOOTING DETAIL
22 PHASE 4 CONSTRUCTION

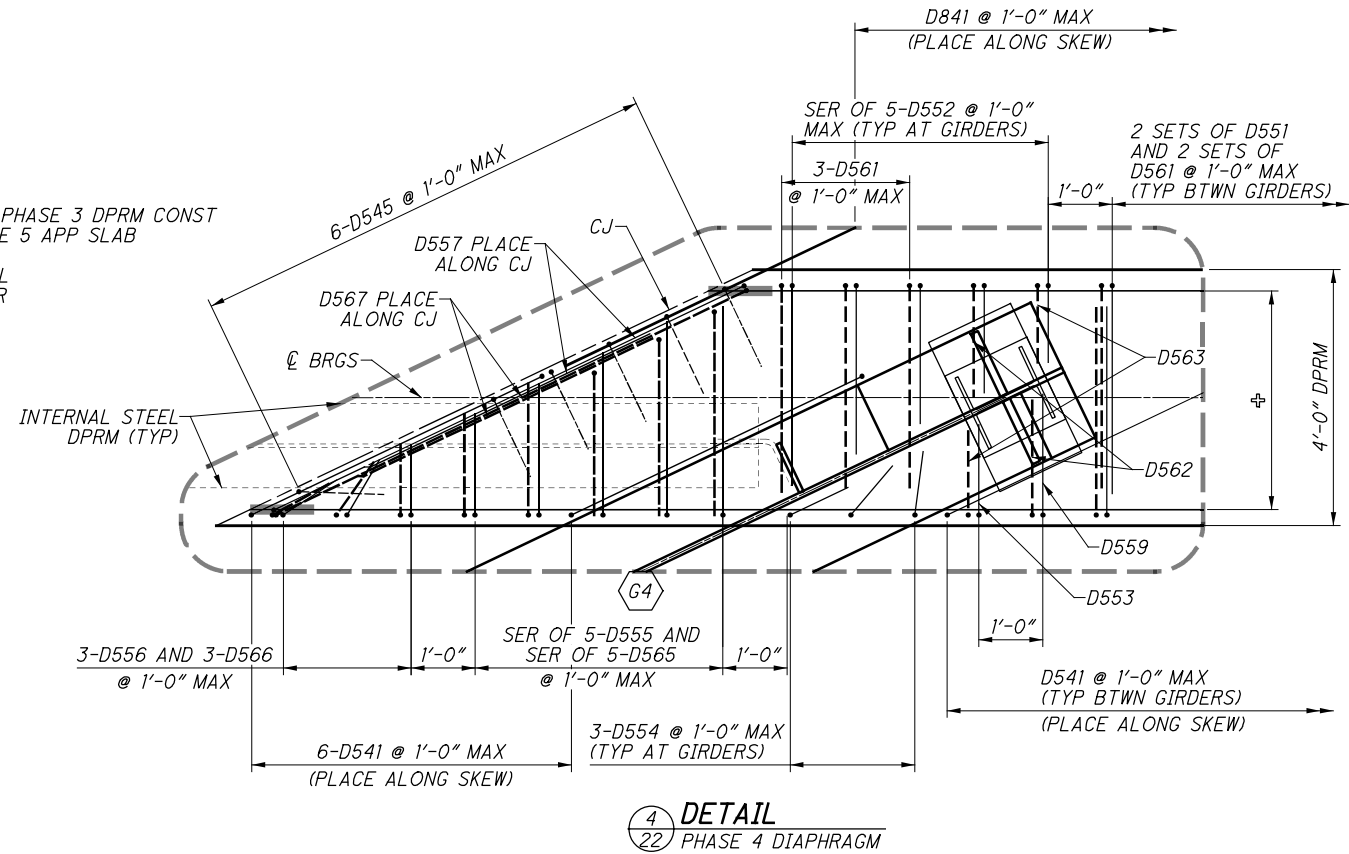


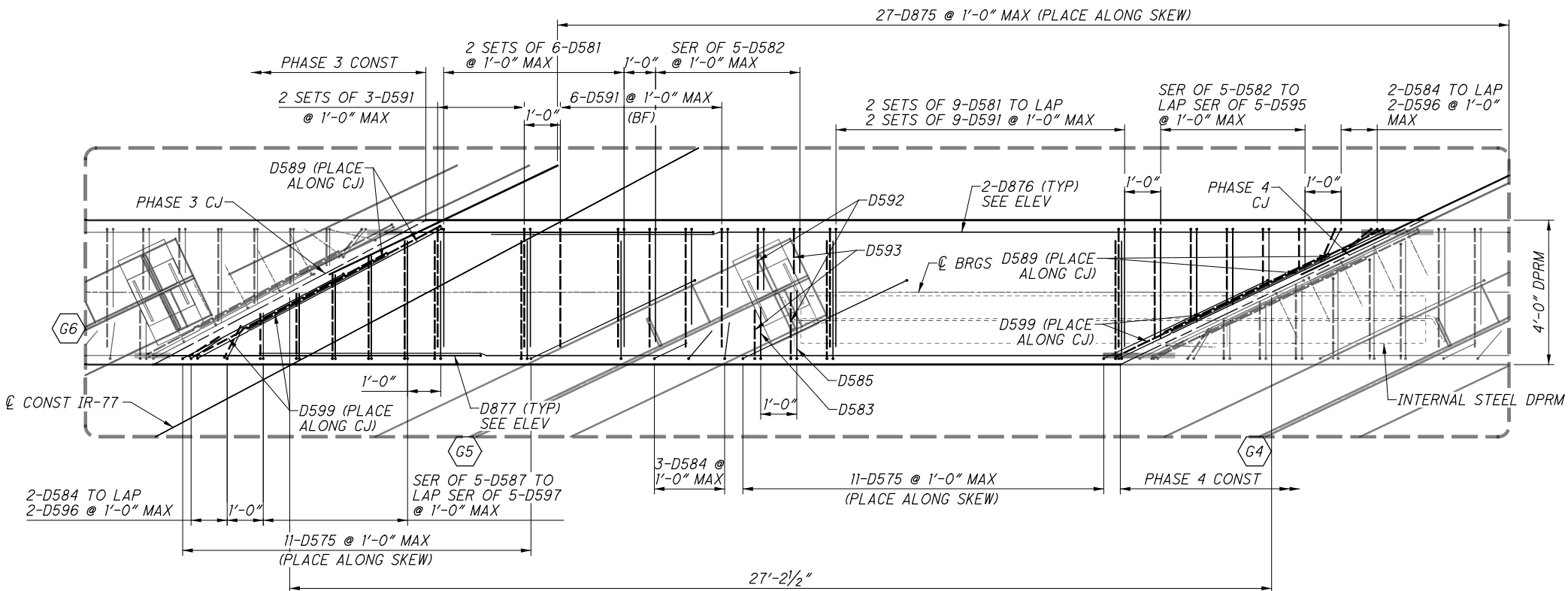
4 STEM DETAIL
22 PHASE 4 CONSTRUCTION



REINFORCING LEGEND

- ☆ = SEE SHEET 21/88
⊕ = SEE SHEET 22/88





PHASE 3 CONST

27-D875 @ 1'-0" MAX (PLACE ALONG SKEW)

PHASE 4 CONST

SER OF 5-D587, 2-D584 AND SER OF 5-D597, 2-D596 @ 1'-0" MAX

11-D575 @ 1'-0" MAX (PLACE ALONG SKEW)

11-D575 @ 1'-0" MAX (PLACE ALONG SKEW)

SER OF 5-D582, 2-D584 AND SER OF 5-D595, 2-D596 @ 1'-0" MAX

2 SETS OF 3-D581 @ 1'-0" MAX

2 SETS OF 3-D581 AND 2 SETS OF 3-D591 @ 1'-0" MAX

2 SETS OF 9-D581 TO LAP 2 SETS OF 9-D591 @ 1'-0" MAX

TOP OF DECK

DECK REINFORCING SEE DECK PLANS

CONST IR-77

SER OF 5-D582 @ 1'-0" MAX

3-D584 @ 1'-0" MAX

6-D591 @ 1'-0" MAX (BF)

18-D877 (9 EF) @ 1'-0" MAX

D583

D585

2-D592 AND 2-D593

18-D876 (9 EF) @ 1'-0" MAX

APP SLAB SEAT

INTERNAL STEEL DPRM (TYP)

D876 (EF)

4-D877

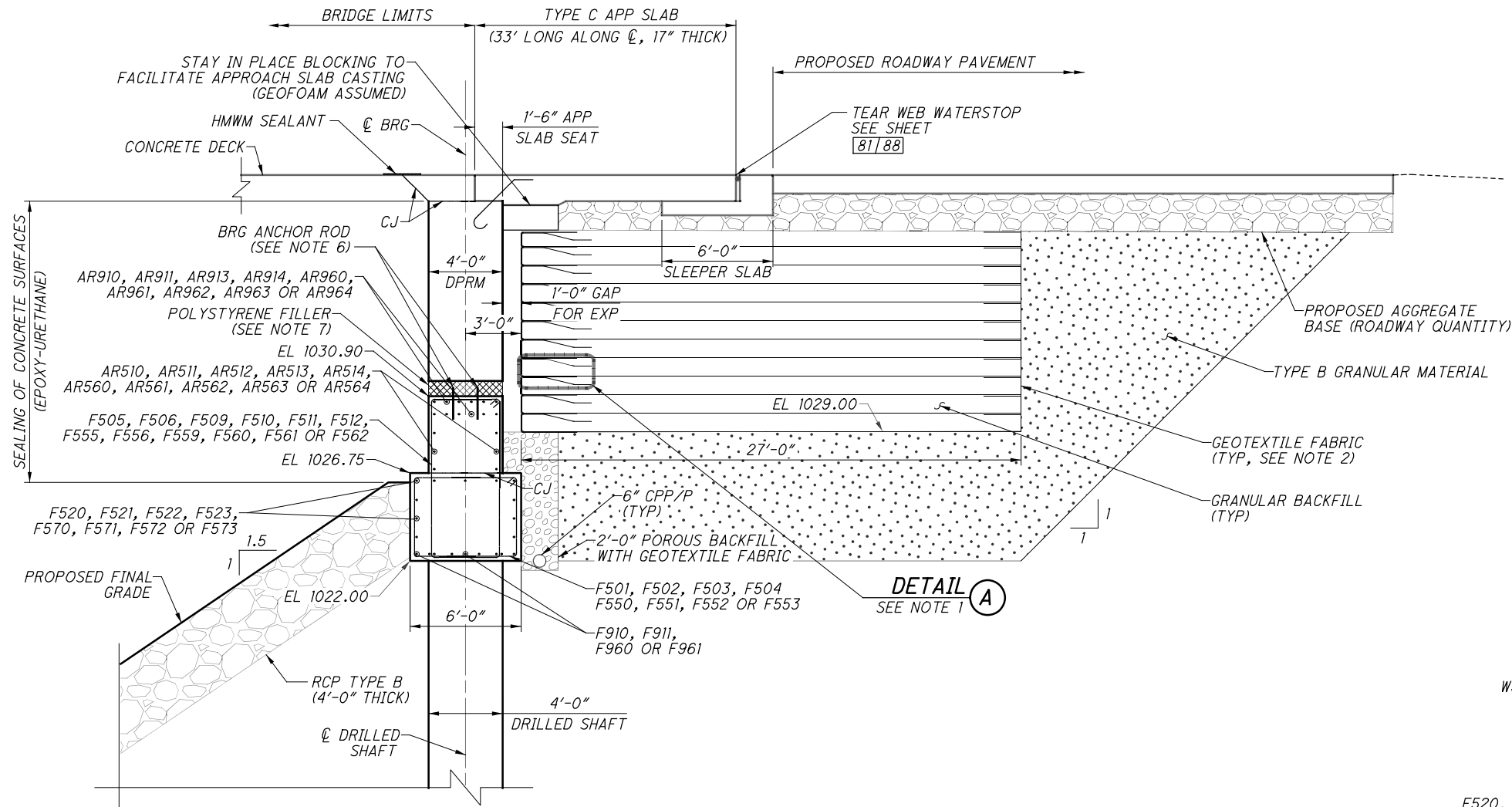
D877 (EF)

4-D876

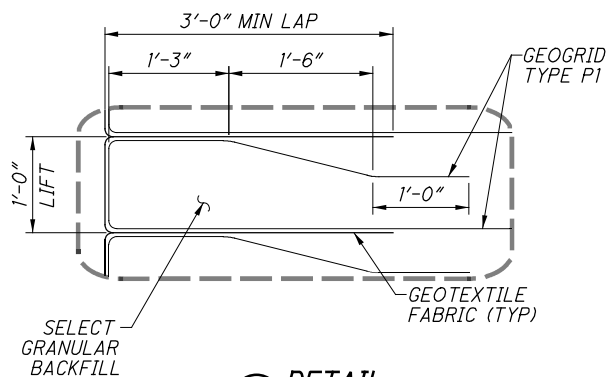
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G5

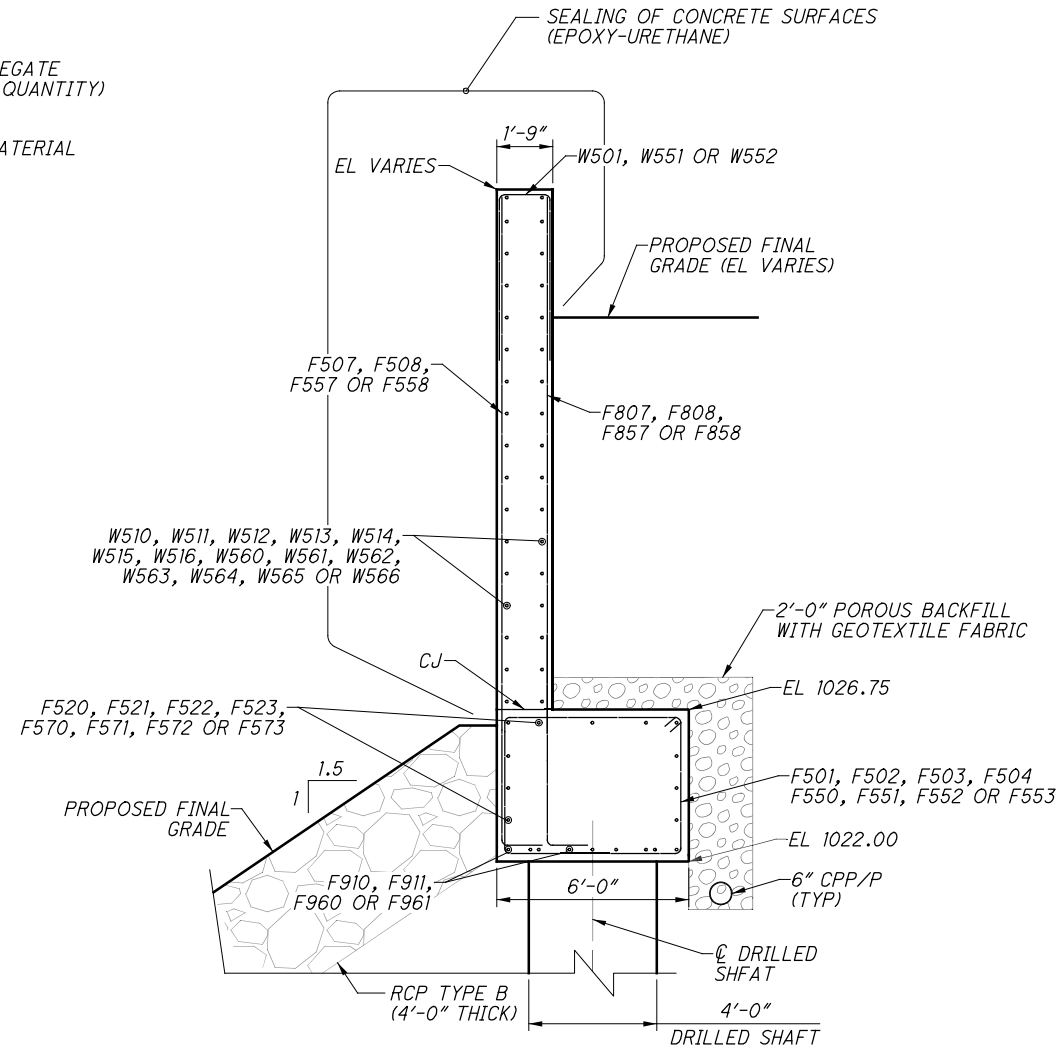
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SECTION
21 REAR ABUTMENT



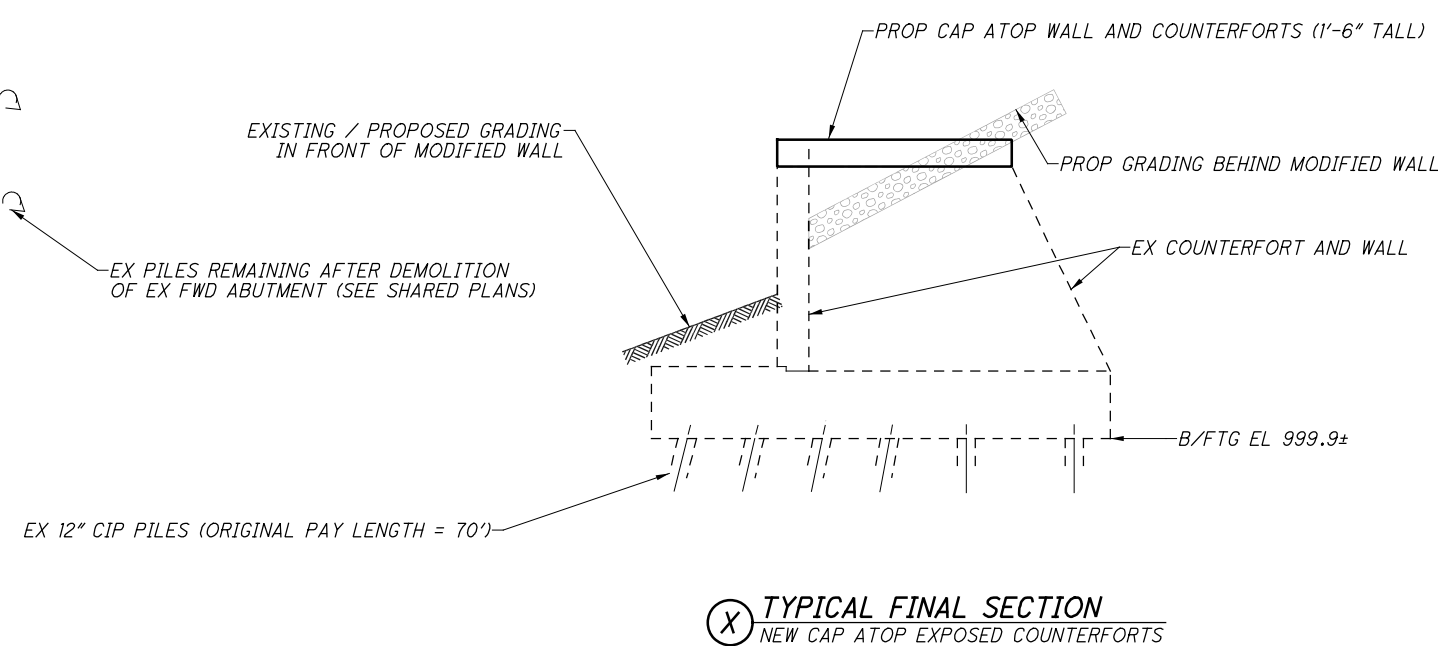
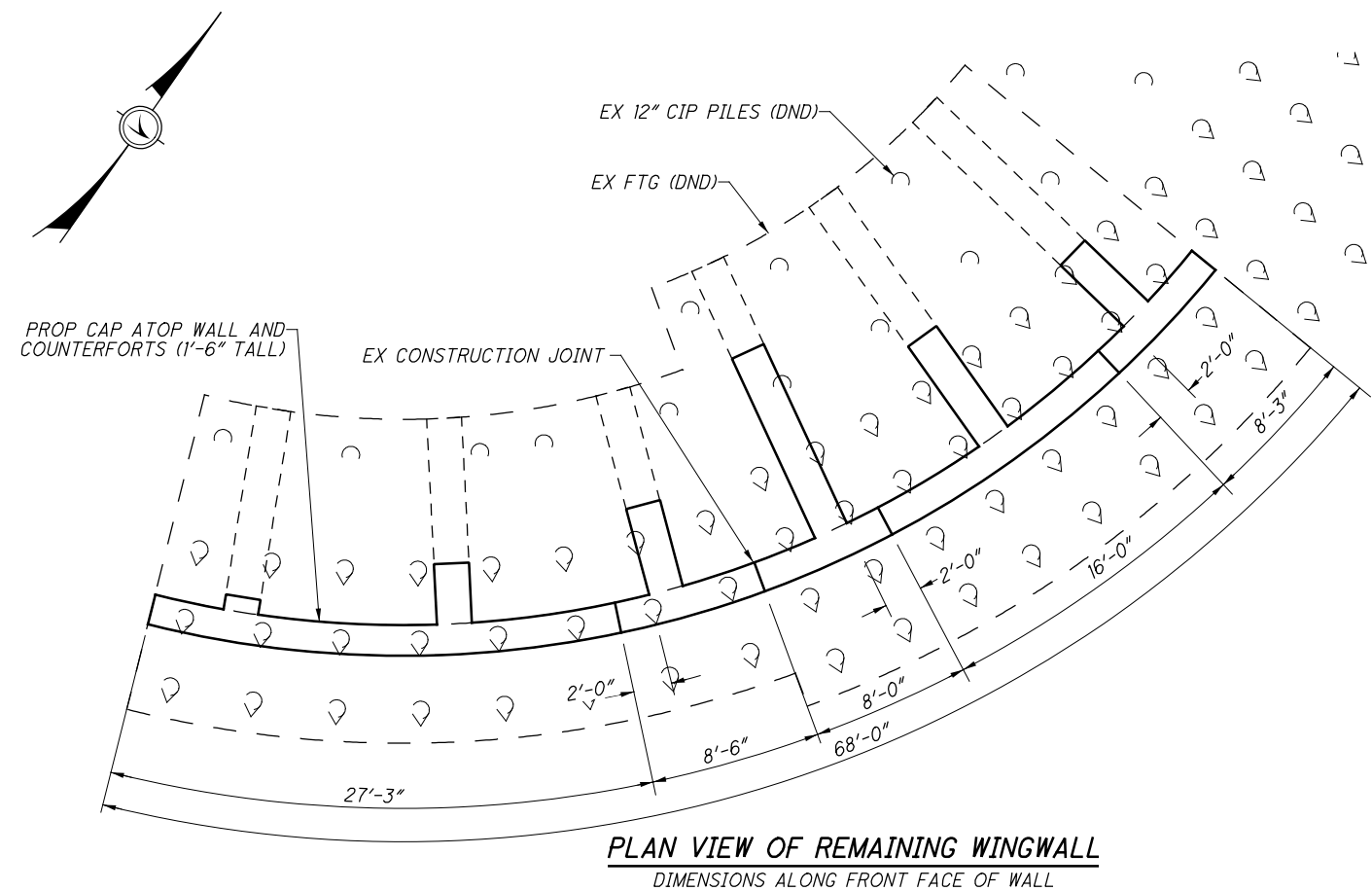
DETAIL
A



SECTION
21 REAR WINGWALL

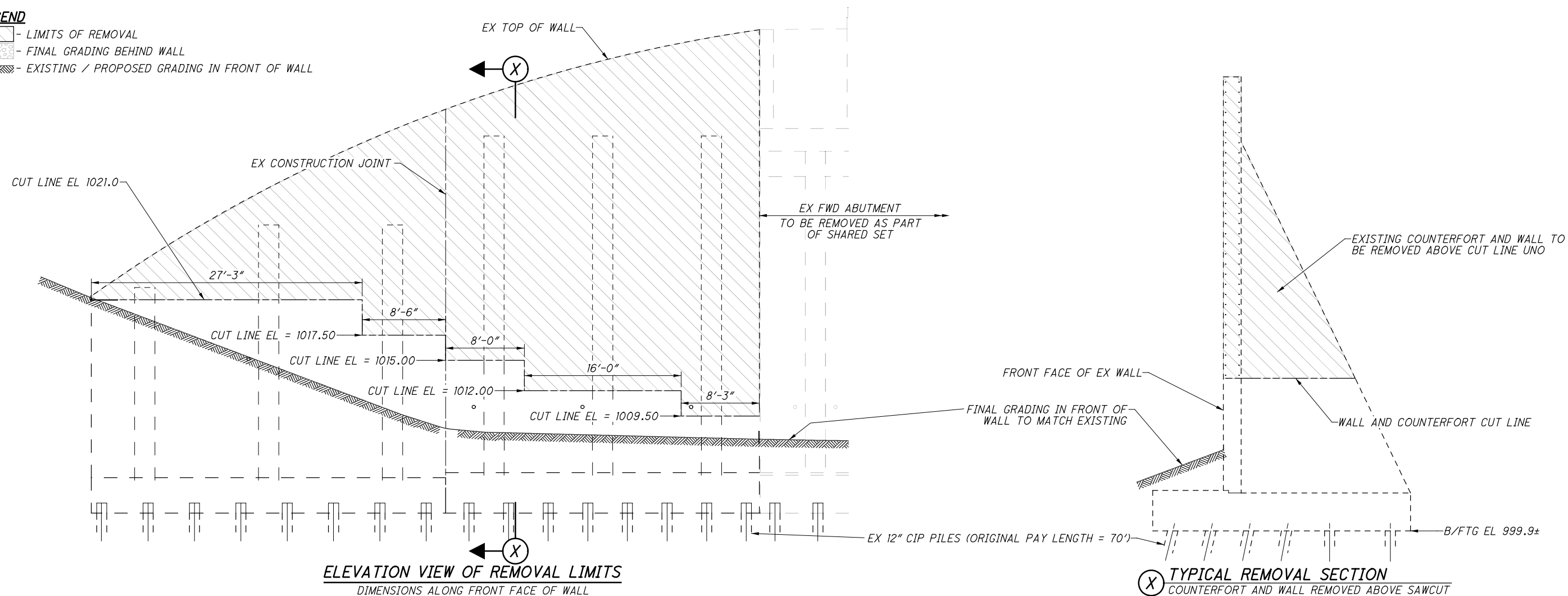
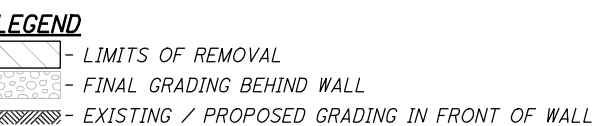
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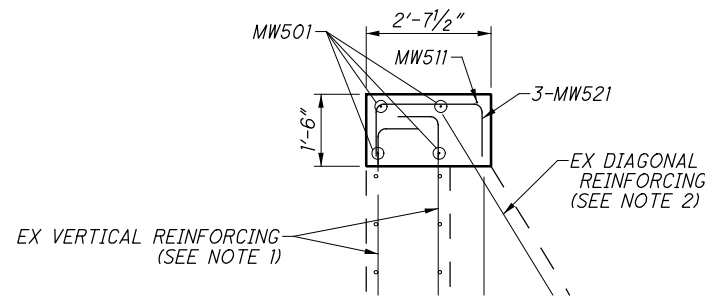
1. A 1'-0" GAP BETWEEN DIAPHRAGM AND FILL IS REQUIRED.
2. GEOTEXTILE FABRIC SHALL BE INSTALLED DIRECTLY BELOW THE SELECT GRANULAR BACKFILL AND AGGREGATE BASE.
3. MINIMUM GEOTEXTILE FABRIC OVERLAP LENGTH IS 3'-0". REFER TO DETAIL A.
4. REFER TO SUPPLEMENTAL SPECIFICATION 863 FOR MATERIAL SPECIFICATIONS OF THE GEOGRID REINFORCEMENT OF SOIL EMBANKMENT. REFER TO SUPPLEMENTAL SPECIFICATION 840 FOR MATERIAL SPECIFICATIONS OF SELECT GRANULAR BACKFILL. REFER TO ITEM 204 FOR MATERIAL SPECIFICATIONS OF THE GEOTEXTILE FABRIC.
5. PLACE AND COMPACT THE SELECT GRANULAR BACKFILL ACCORDING TO CMS 204.
6. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR PRE-SETTING OF BEARING ANCHORS.
7. EXPANDED POLYSTYRENE FILLER OR REMOVABLE FORMS SHALL BE REMOVED AFTER DIAPHRAGM CONCRETE HAS CURED FOR FUTURE BEARING INSPECTION.



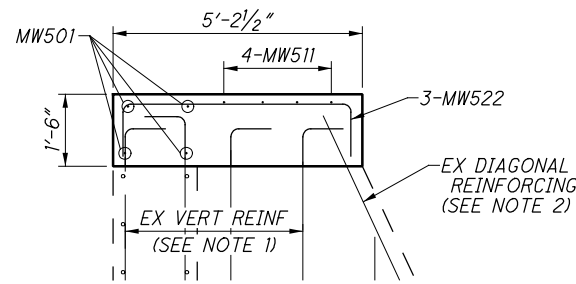
- NOTES

1. SEE SHEET 29/88 FOR PROPOSED SECTIONS AND REINFORCING DETAILS.
2. EXCAVATION OF FILL BEHIND THE EXISTING WALL SHALL NOT COMMENCE UNTIL THE PROPOSED FORWARD ABUTMENT SHAFTS AND FOOTINGS ARE CONSTRUCTED. ANY SHORING REQUIRED TO EXPOSE THE EXISTING WINGWALL FOR DEMOLITION SHALL BE AT THE CONTRACTORS OPTION AND RESPONSIBILITY.

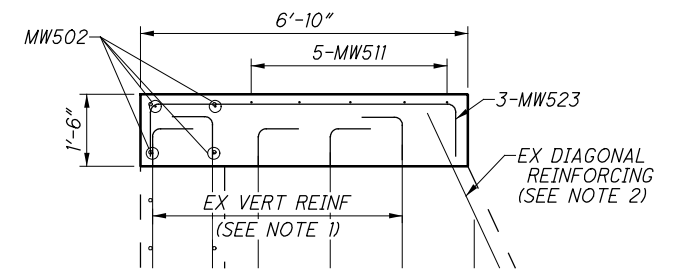




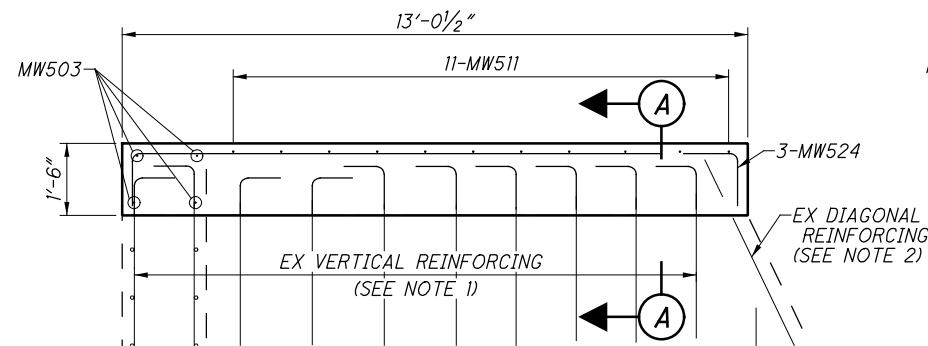
B MODIFIED COUNTERFORT SECTION
NEW CAP DETAILS



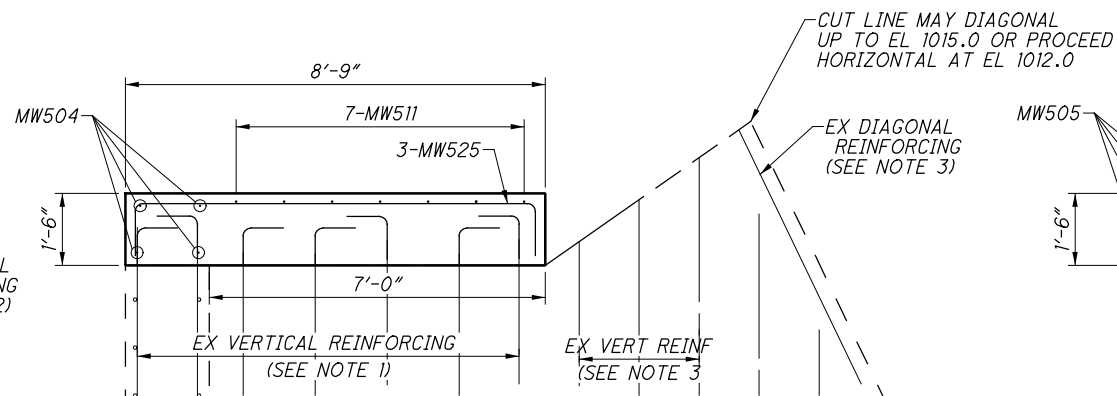
C MODIFIED COUNTERFORT SECTION
NEW CAP DETAILS



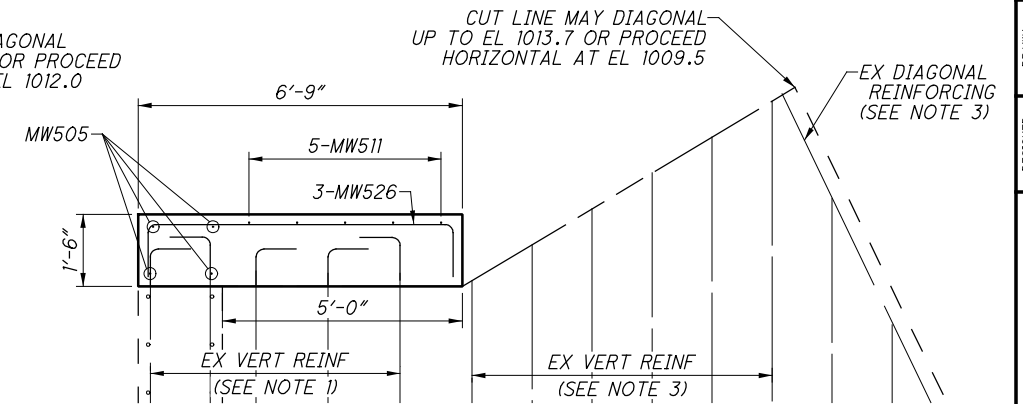
D MODIFIED COUNTERFORT SECTION
NEW CAP DETAILS



E MODIFIED COUNTERFORT SECTION
NEW CAP DETAILS



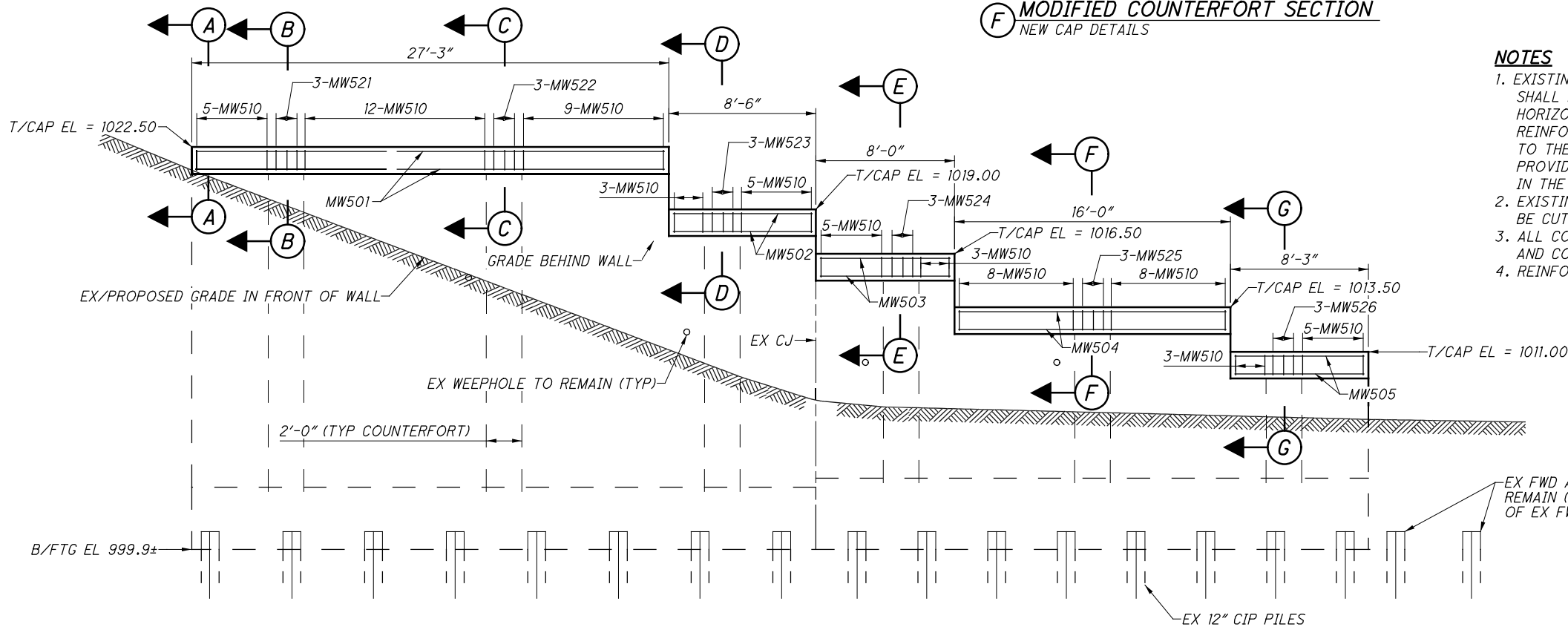
F MODIFIED COUNTERFORT SECTION
NEW CAP DETAILS



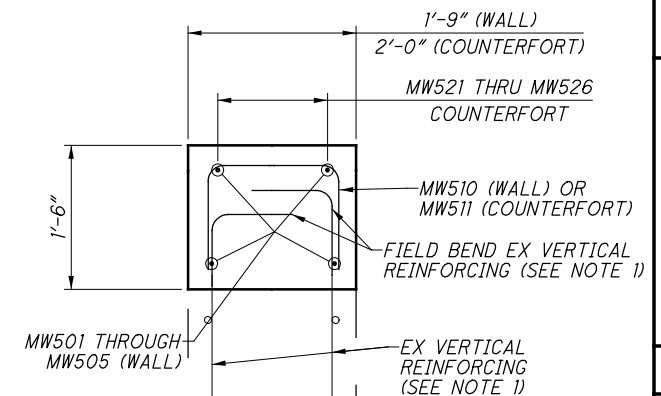
G MODIFIED COUNTERFORT SECTION
NEW CAP DETAILS

NOTES

1. EXISTING VERTICAL REINFORCING EXTENDING INTO THE PROPOSED CAP SHALL BE RETAINED AND FIELD-BENT 90 DEGREES (10" MINIMUM HORIZONTAL LEG LENGTH). AT THE CONTRACTORS OPTION, THE VERTICAL REINFORCING MAY BE CUT AND A BENT BAR MAY BE MECHANICALLY SPLICED TO THE EXISTING VERTICAL REINFORCING. THE COST OF FIELD BENDING OR PROVIDING MECHANICALLY SPLICED BENT REINFORCING SHALL BE INCLUDED IN THE COST OF THE CAP CONCRETE.
2. EXISTING DIAGONAL REINFORCING IN THE REAR FACE OF COUNTERFORTS SHALL BE CUT TO EXTEND A MINIMUM OF 10" ABOVE THE CUT LINE FOR SECTIONS B-E.
3. ALL COUNTERFORT REINFORCING CUT IN SECTIONS F & G SHALL BE CUT FLUSH AND COATED PER ASTM-A775.
4. REINFORCING SPACED AT 12" MAX U.N.O.

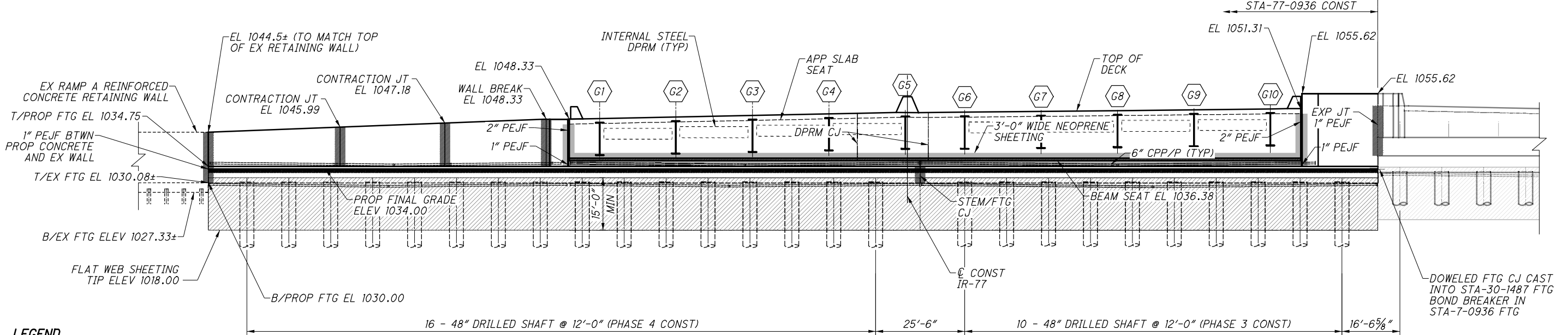
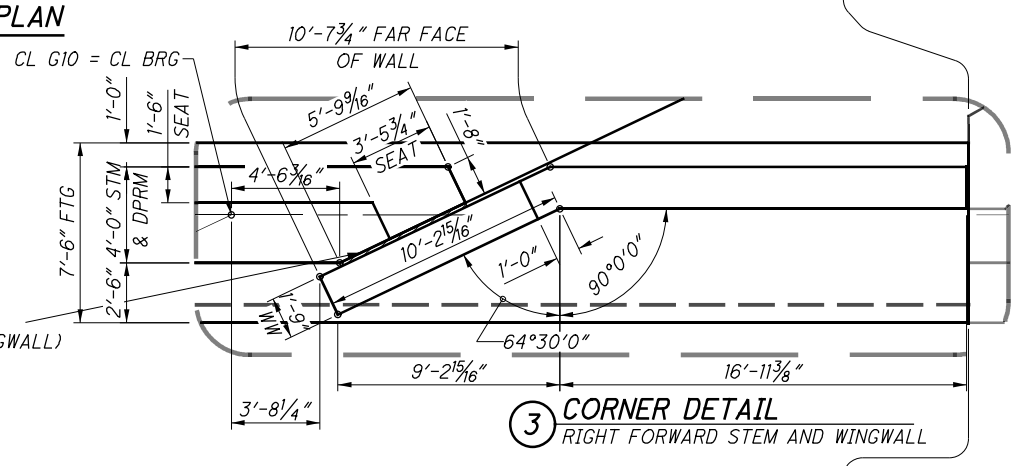
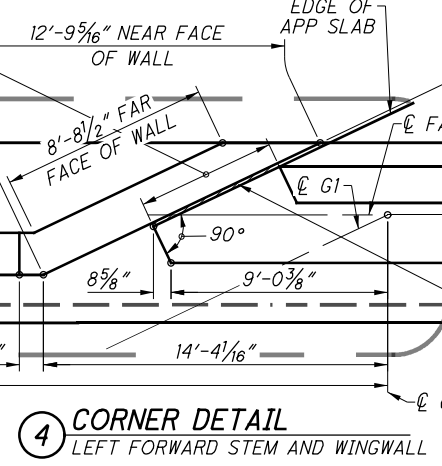
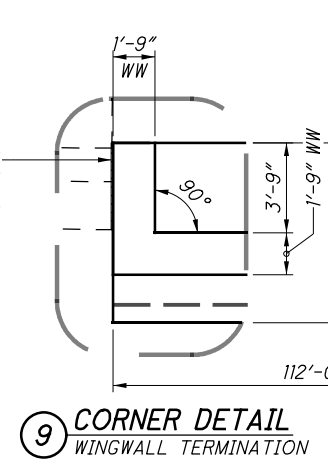
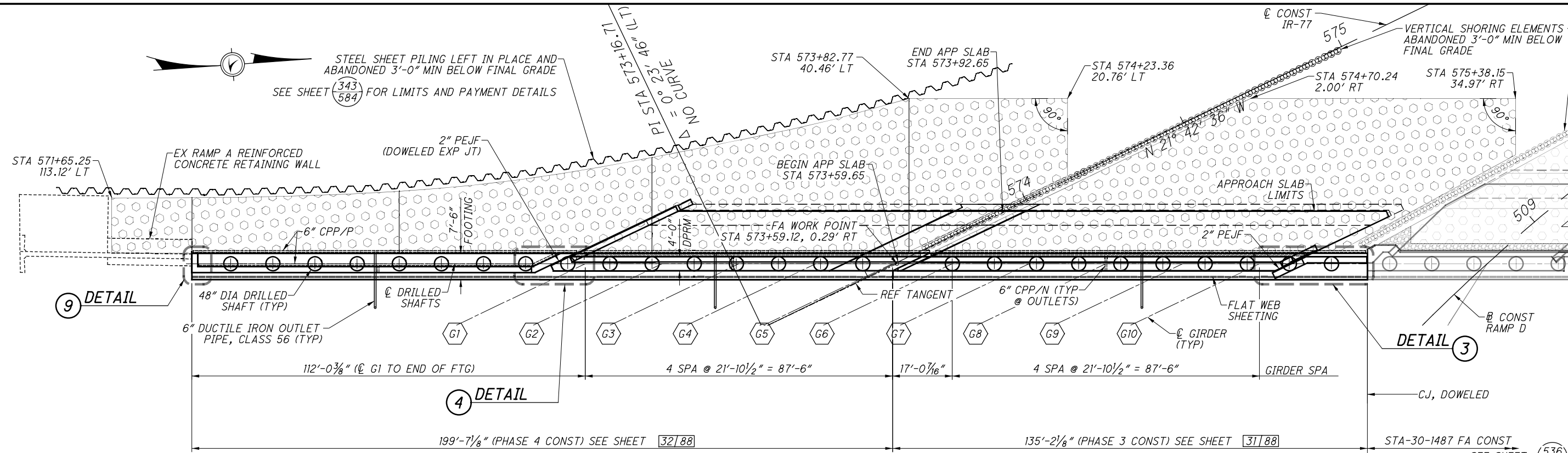


FINAL WINGWALL ELEVATION AFTER MODIFICATIONS
DIMENSIONS ALONG FRONT FACE OF WALL



A MODIFIED WALL SECTION
NEW CAP DETAILS

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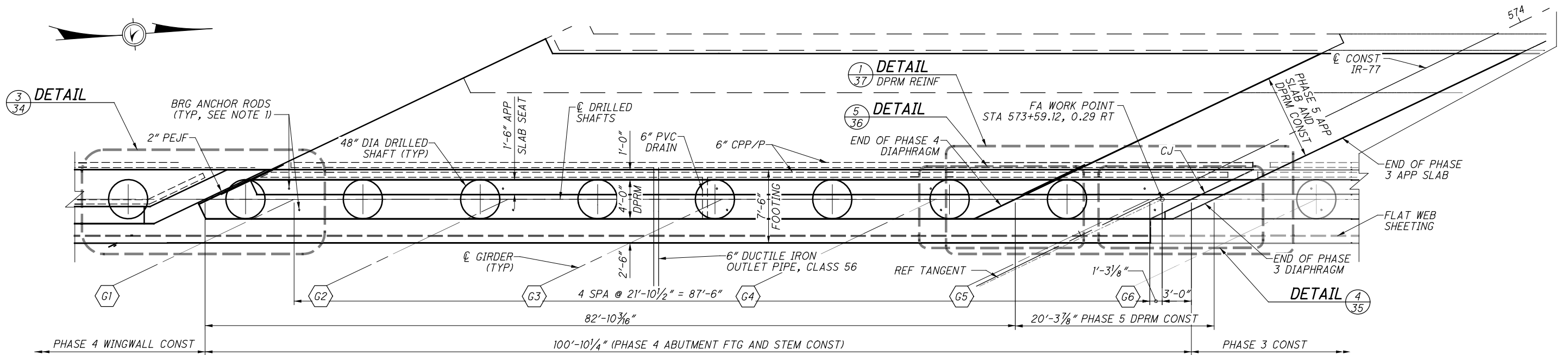


LEGEND

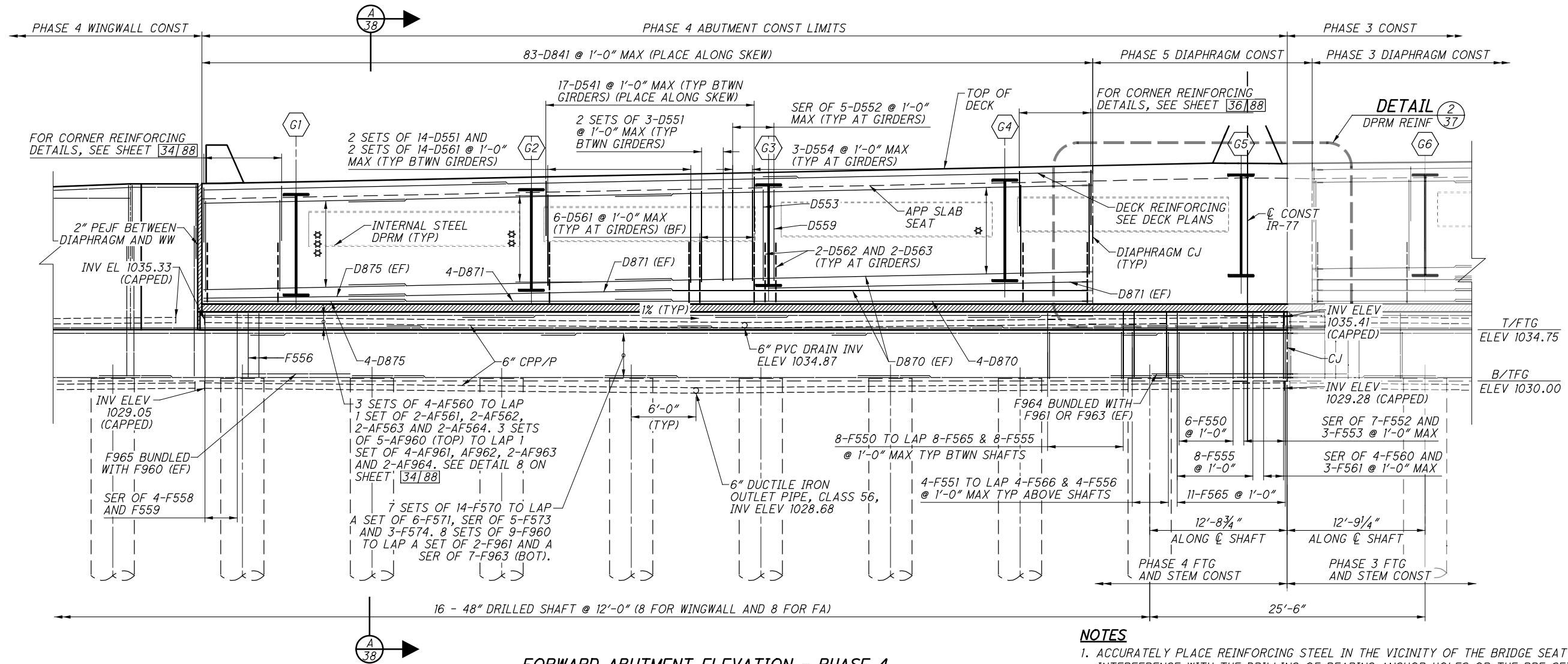
	- LIMITS OF FLAT WEB SHEETING		- LIMITS OF TYPE 2 WATERPROOFING
	- LIMITS OF GEOFOAM BEHIND FORWARD ABUTMENT AND WALL		- LIMITS OF SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL

DESIGN AGENCY Gannett Fleming ENGINEERS & ARCHITECTS, P.C. 2500 CORPORATE EXCHANGE DRIVE, SUITE 230 COLUMBUS, OHIO 43231	
DATE 01/11/2019	REVIEWED EFD
DESIGNED VDT	DRAWN RSN
CHECKED CTM	STRUCTURE FILE NUMBER 7603607
OVERALL FORWARD ABUTMENT PLAN AND ELEVATION BRIDGE NO. STA-77-0936 OVER WEST BRANCH OF NIMISHILLEN CREEK	
STA-77-8.40/ VAR	PID No. 90973
30 / 88	443 / 584

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FORWARD ABUTMENT PLAN - PHASE 4



FORWARD ABUTMENT ELEVATION - PHASE 4

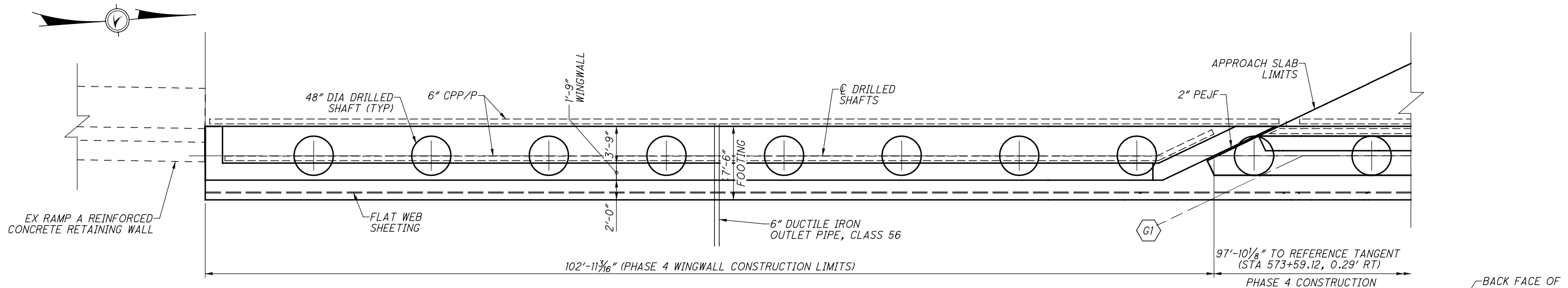
REINFORCING LEGEND

- ☆ = 18-D870 (9 EF)
- ☆☆ = 18-D871 (9 EF)
- ☆☆☆ = 18-D875 (9 EF)

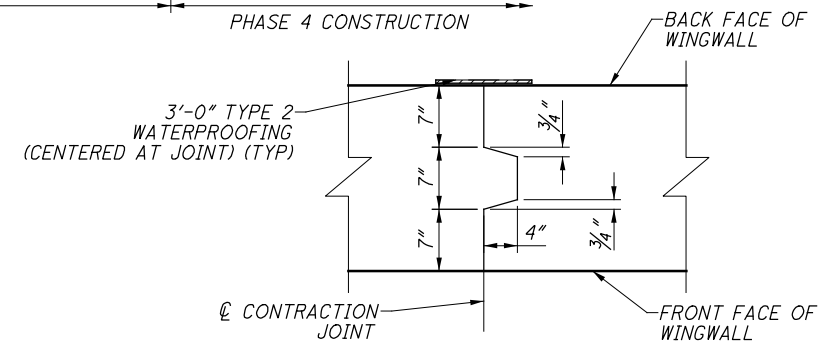
NOTES

1. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
2. PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS OF AN INDIVIDUAL PHASE AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.

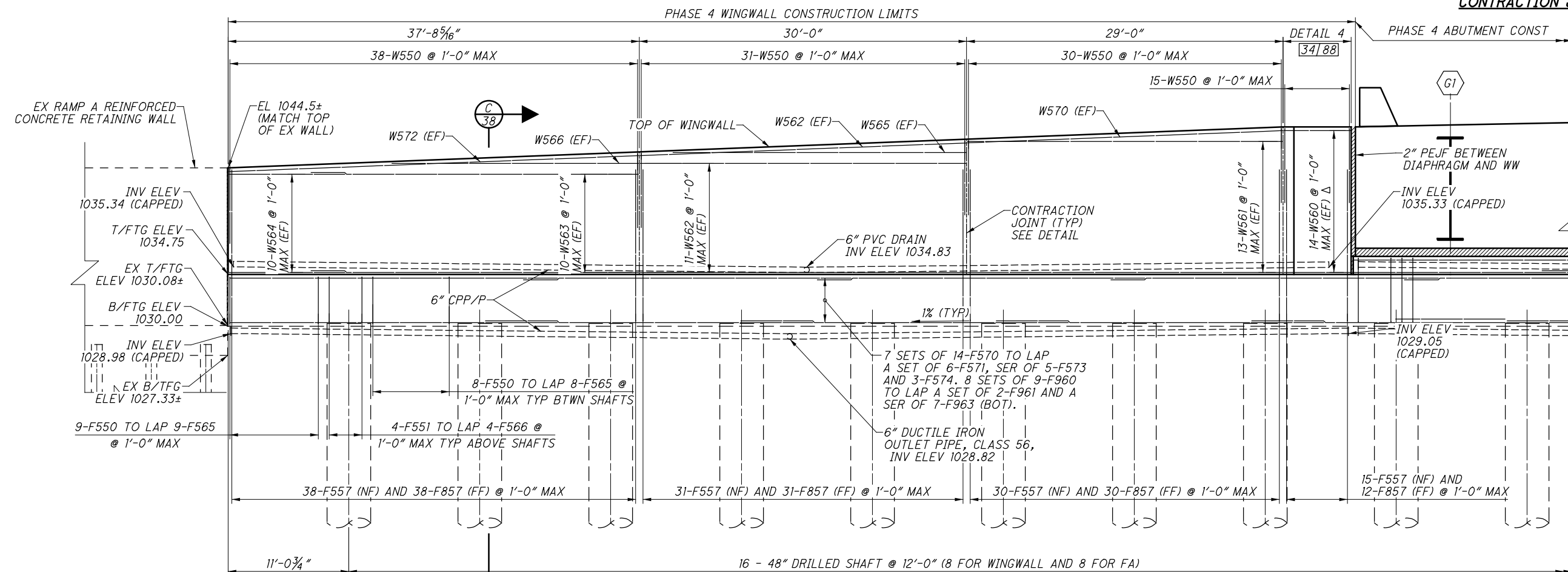
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FORWARD WINGWALL PLAN - PHASE 4



CONTRACTION JOINT DETAILS

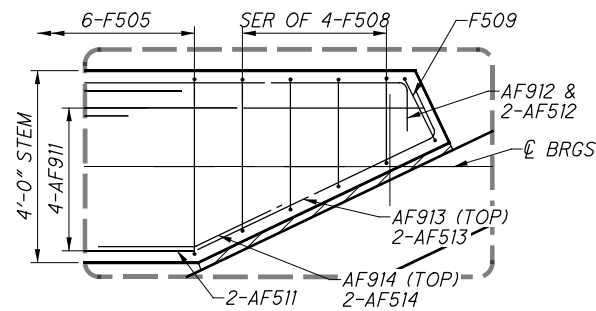
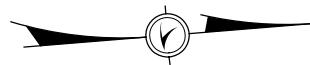


FORWARD WINGWALL ELEVATION - PHASE 4

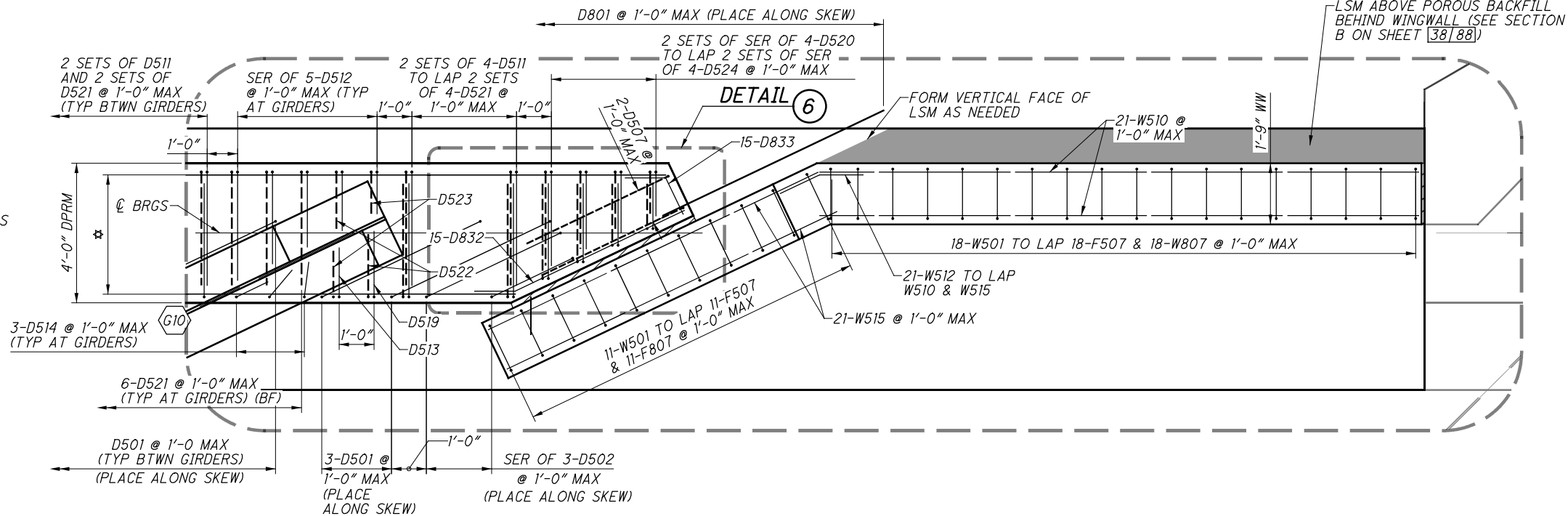
ALONG C OF BRGS
(FLAT WEB SHEETING NOT SHOWN)

REINFORCING LEGEND

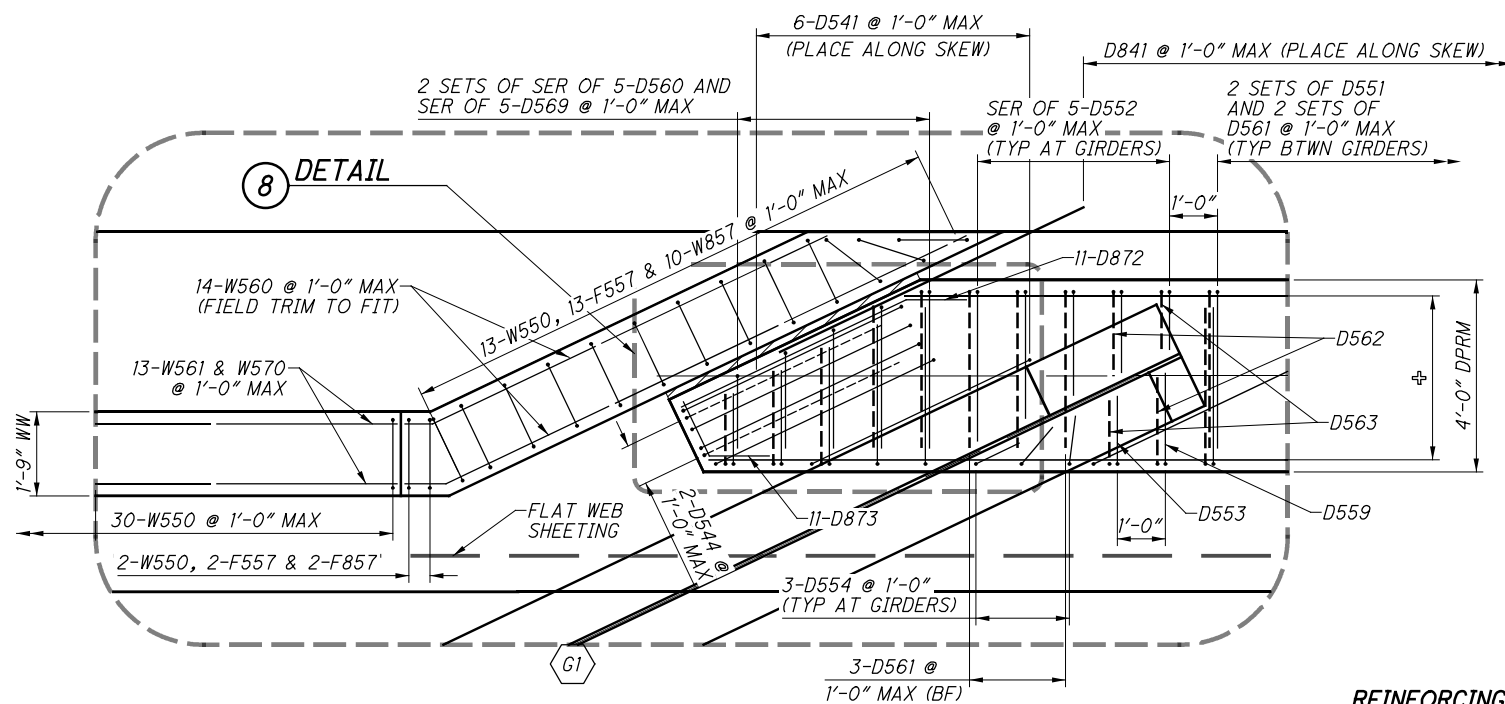
Δ = W560 ON FAR FACE SHOULD BE FIELD TRIM TO FIT



6 RIGHT FORWARD CORNER DETAIL
STEM REINFORCING



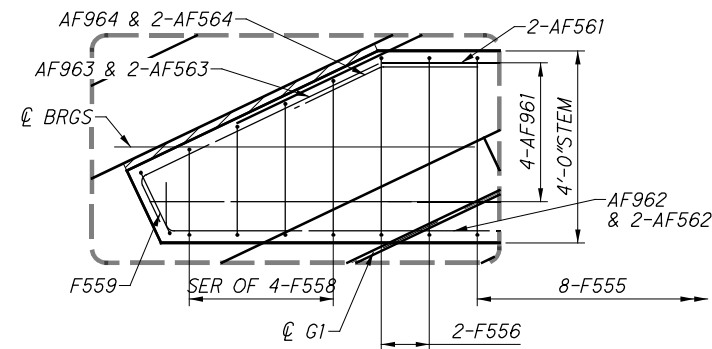
4 DETAIL
PHASE 3 DIAPHRAGM AND WINGWALL



3 DETAIL
PHASE 4 DIAPHRAGM AND WINGWALL

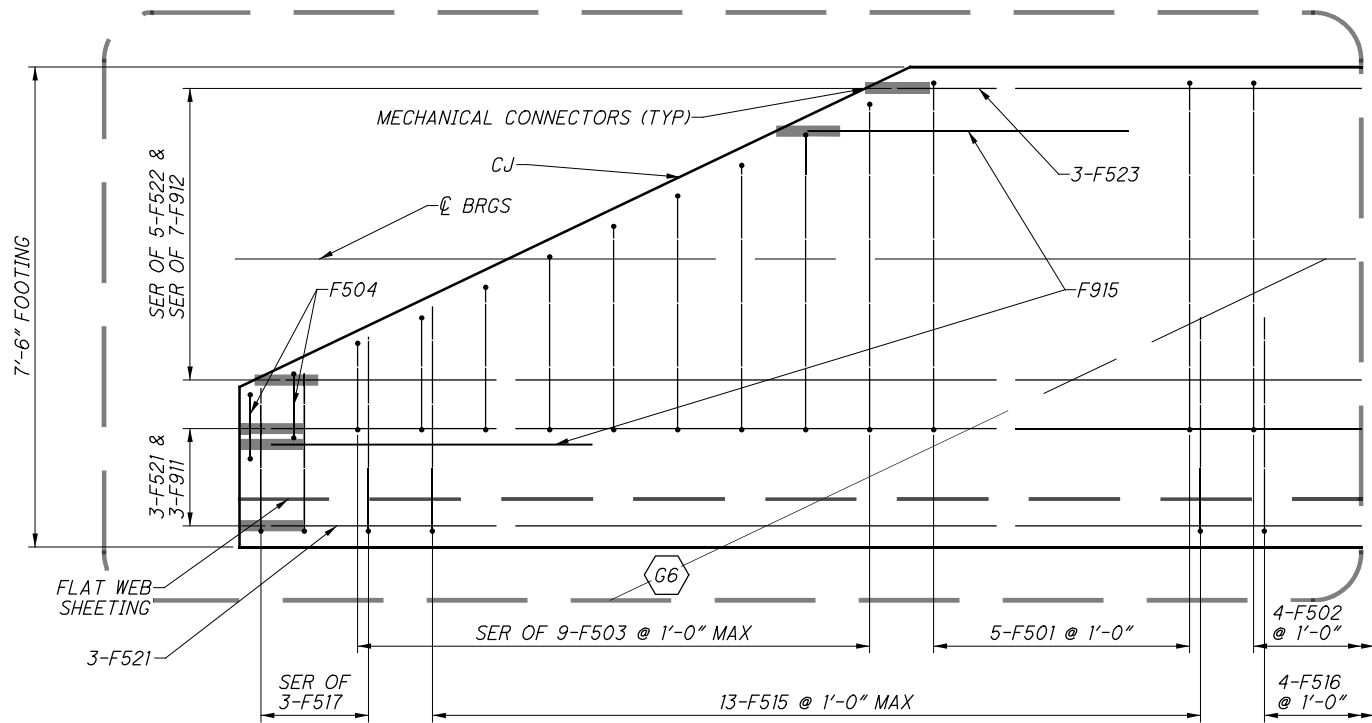
REINFORCING LEGEND

☆ = SEE SHEET 31/88
⊕ = SEE SHEET 32/88

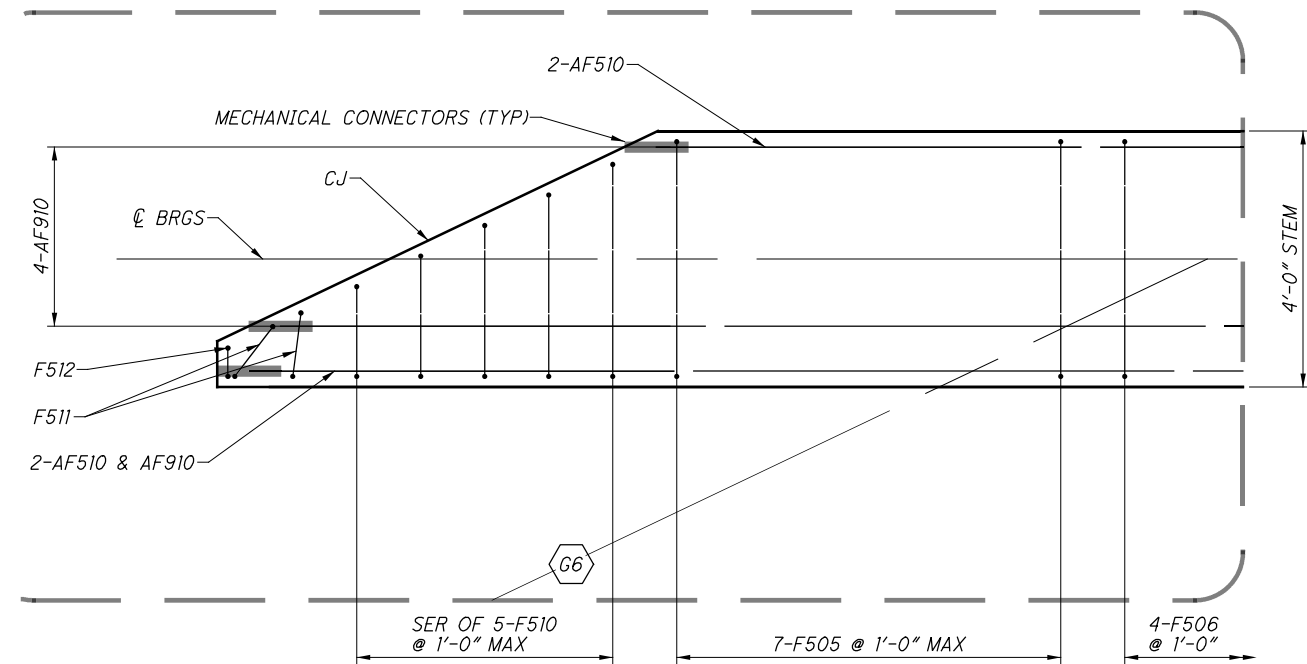


8 CORNER DETAIL
STEM REINFORCING

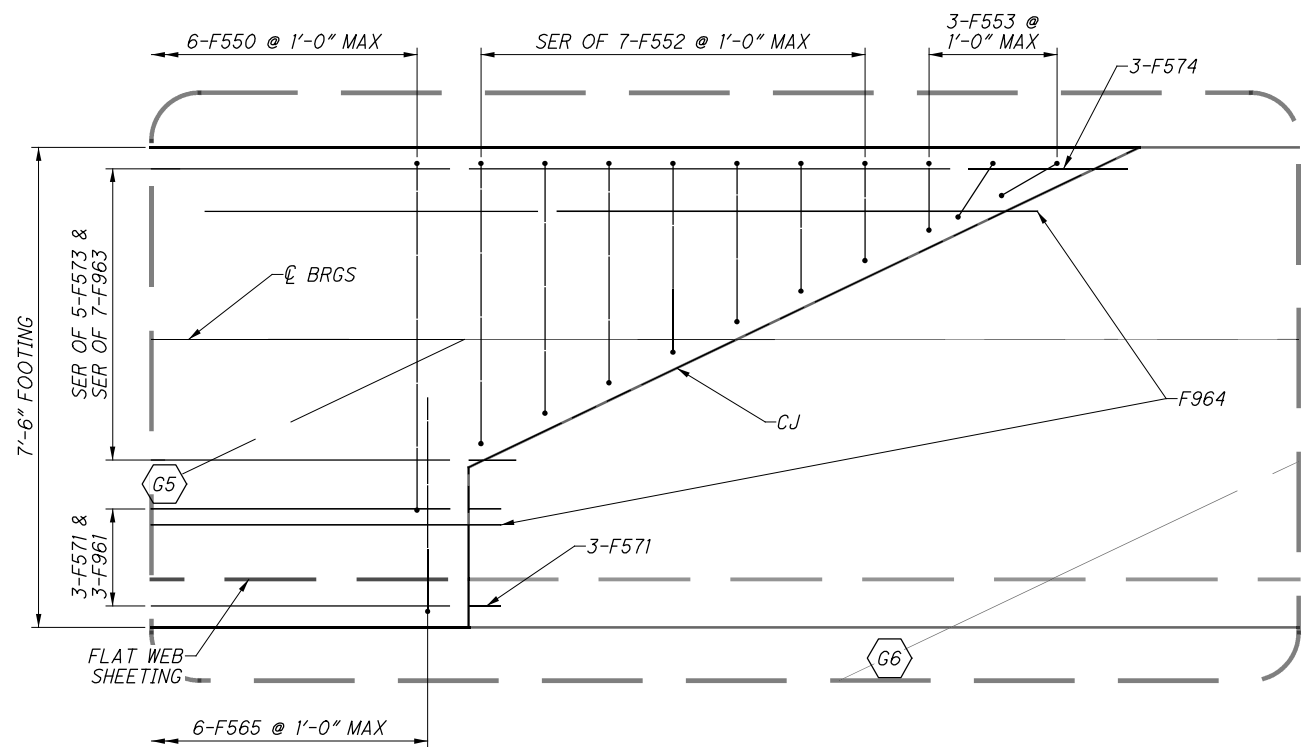
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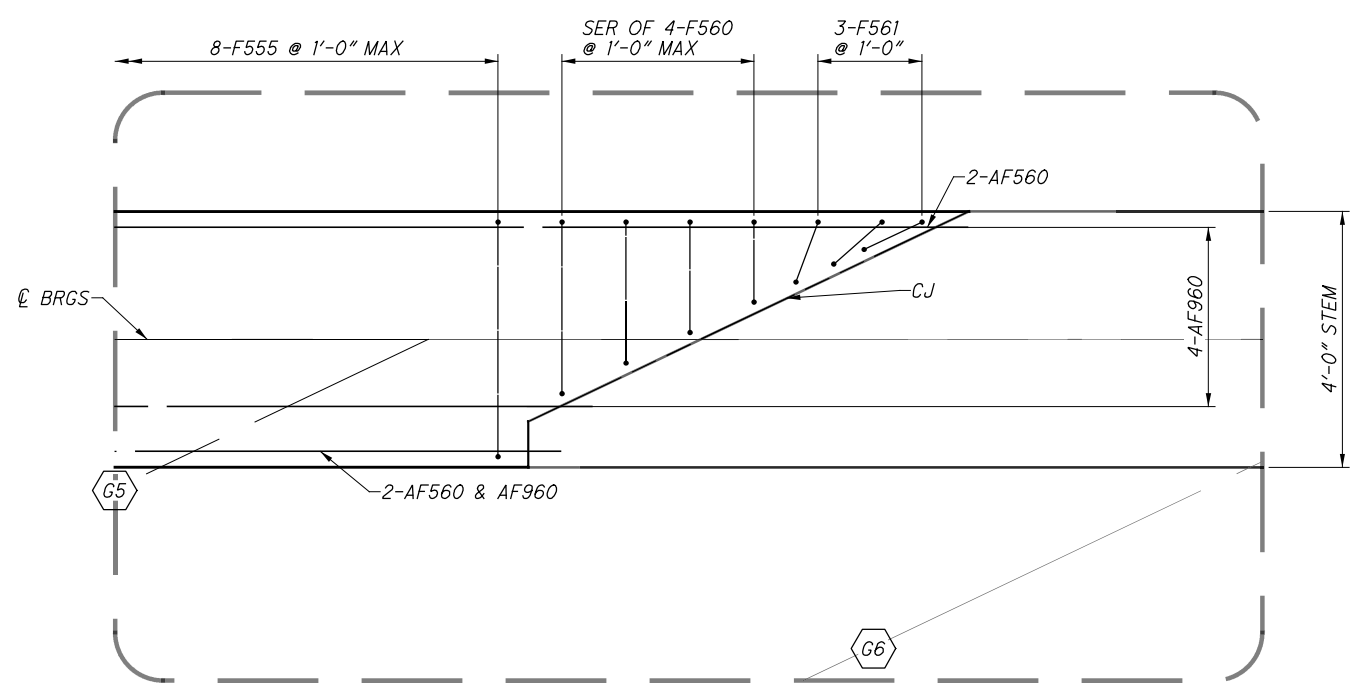
3
31 FOOTING DETAIL
PHASE 3 CONSTRUCTION



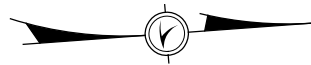
3
31 STEM DETAIL
PHASE 3 CONSTRUCTION

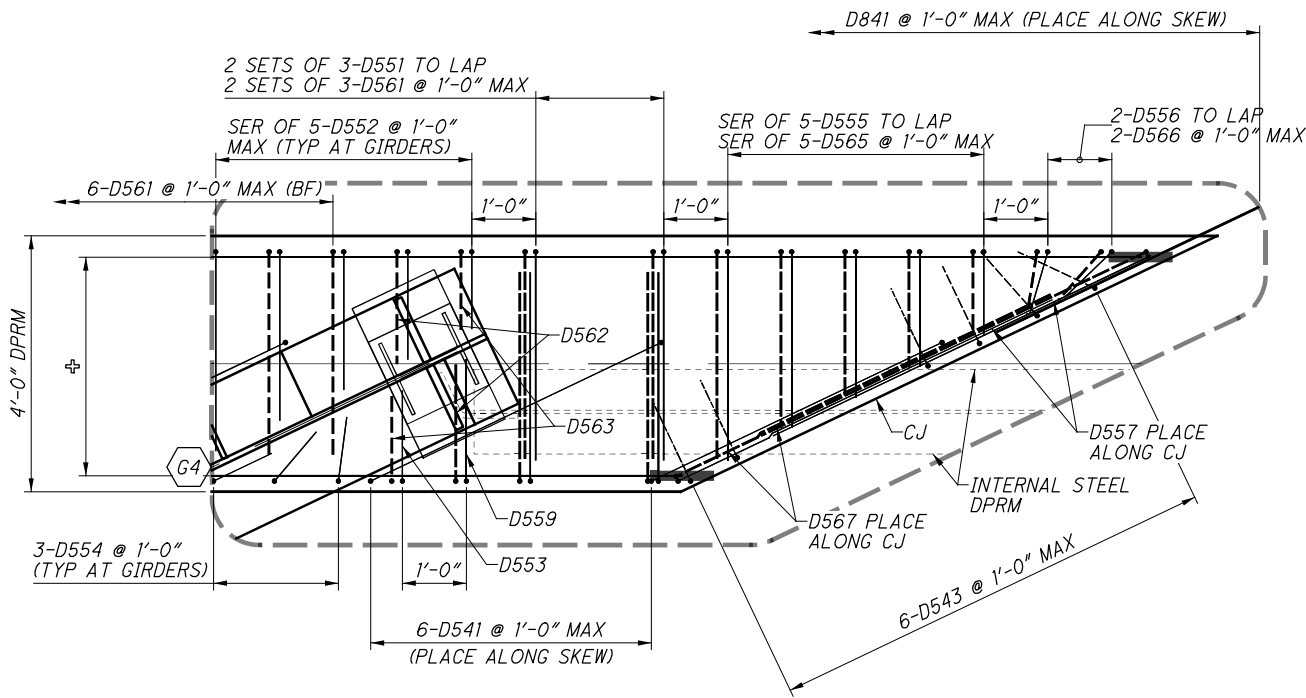


4
32 FOOTING DETAIL
PHASE 4 CONSTRUCTION



4
32 STEM DETAIL
PHASE 4 CONSTRUCTION

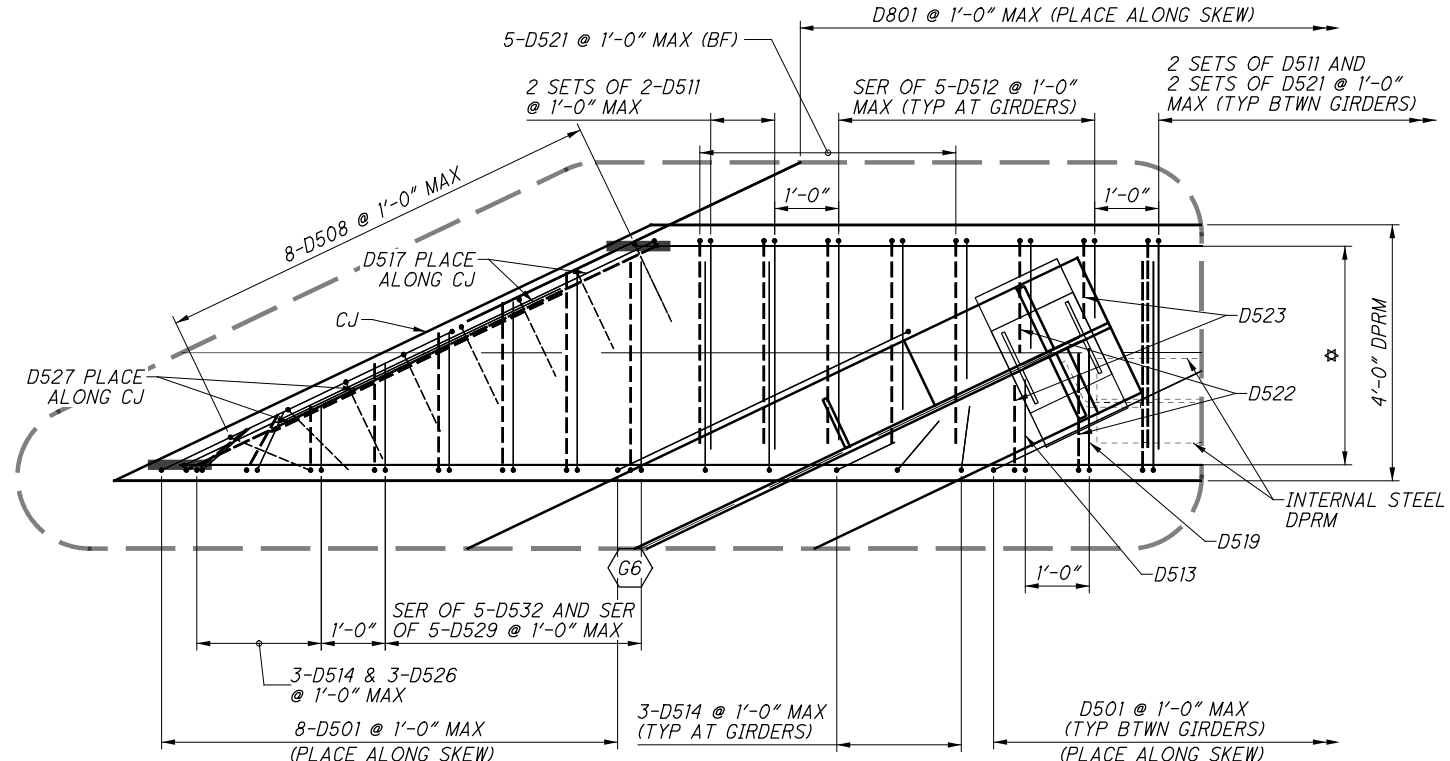




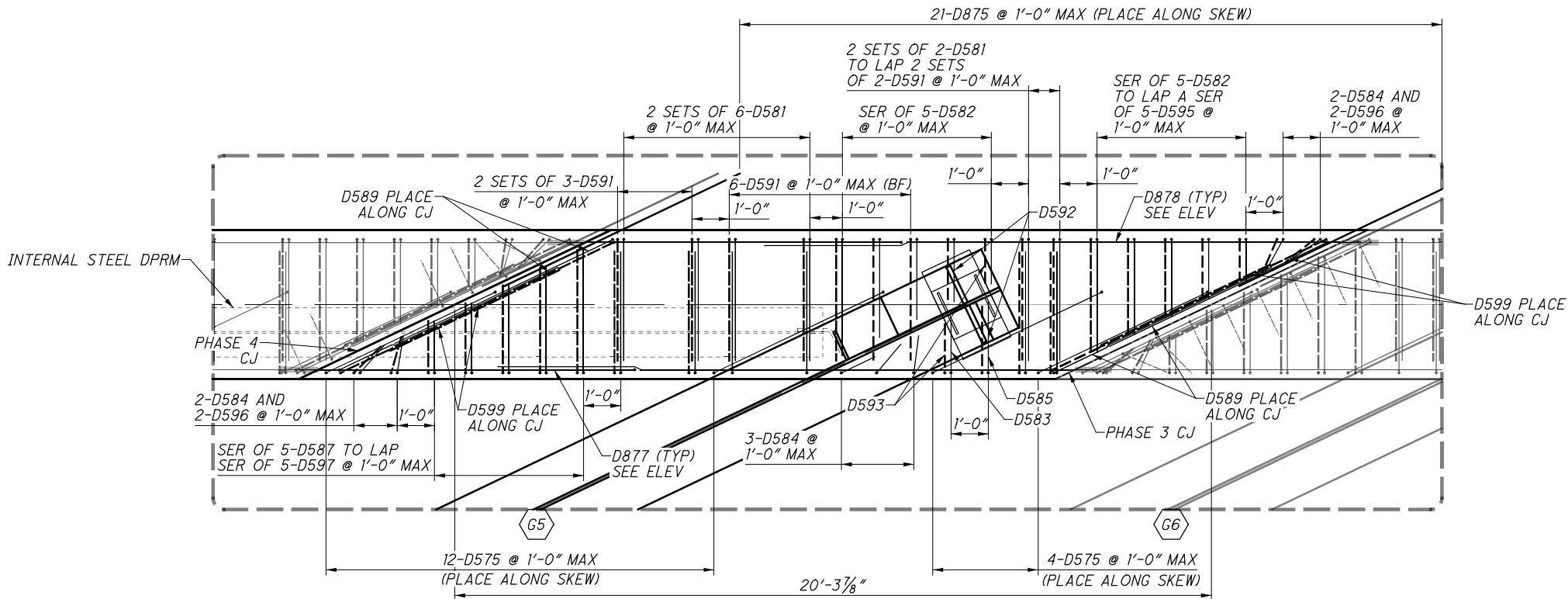
5
32 DETAIL
PHASE 4 DIAPHRAGM

REINFORCING LEGEND

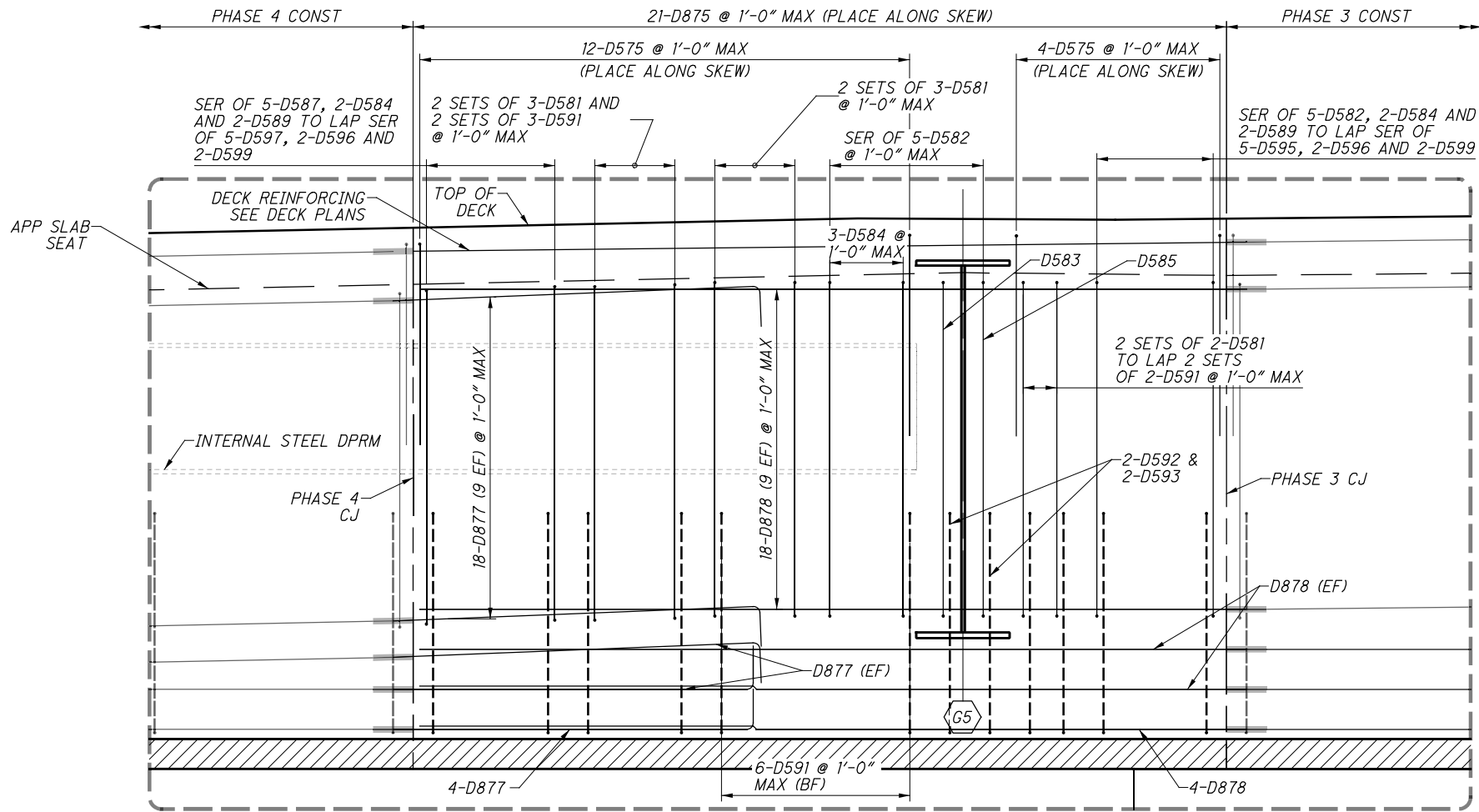
- ☆ = SEE SHEET 31/88
- ⊕ = SEE SHEET 32/88



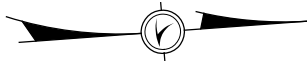
3
31 DETAIL
PHASE 3 DIAPHRAGM



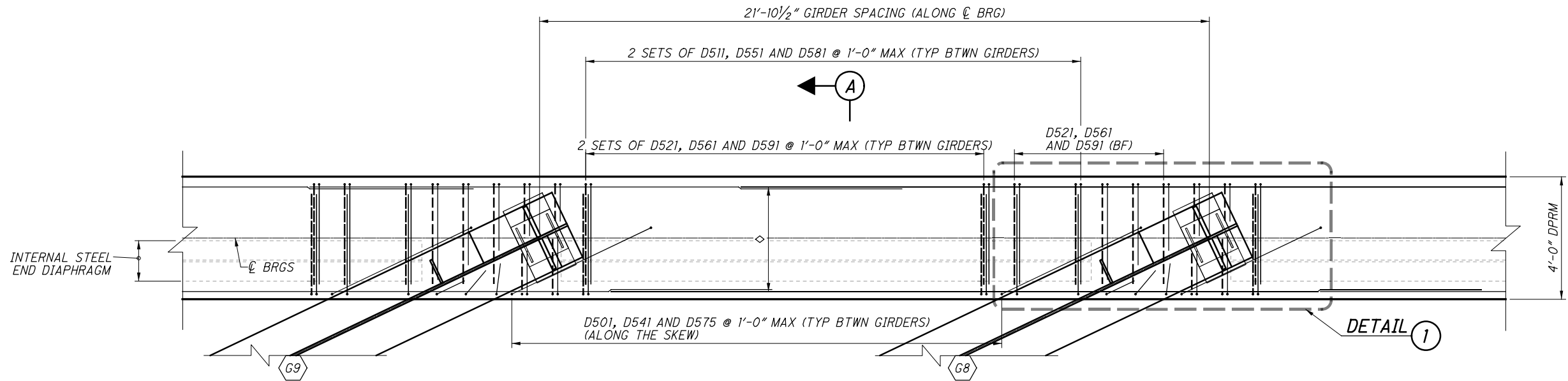
1
32 DIAPHRAGM DETAIL
PHASE 5 CONSTRUCTION PLAN



2
32 DIAPHRAGM DETAIL
PHASE 5 CONSTRUCTION ELEVATION



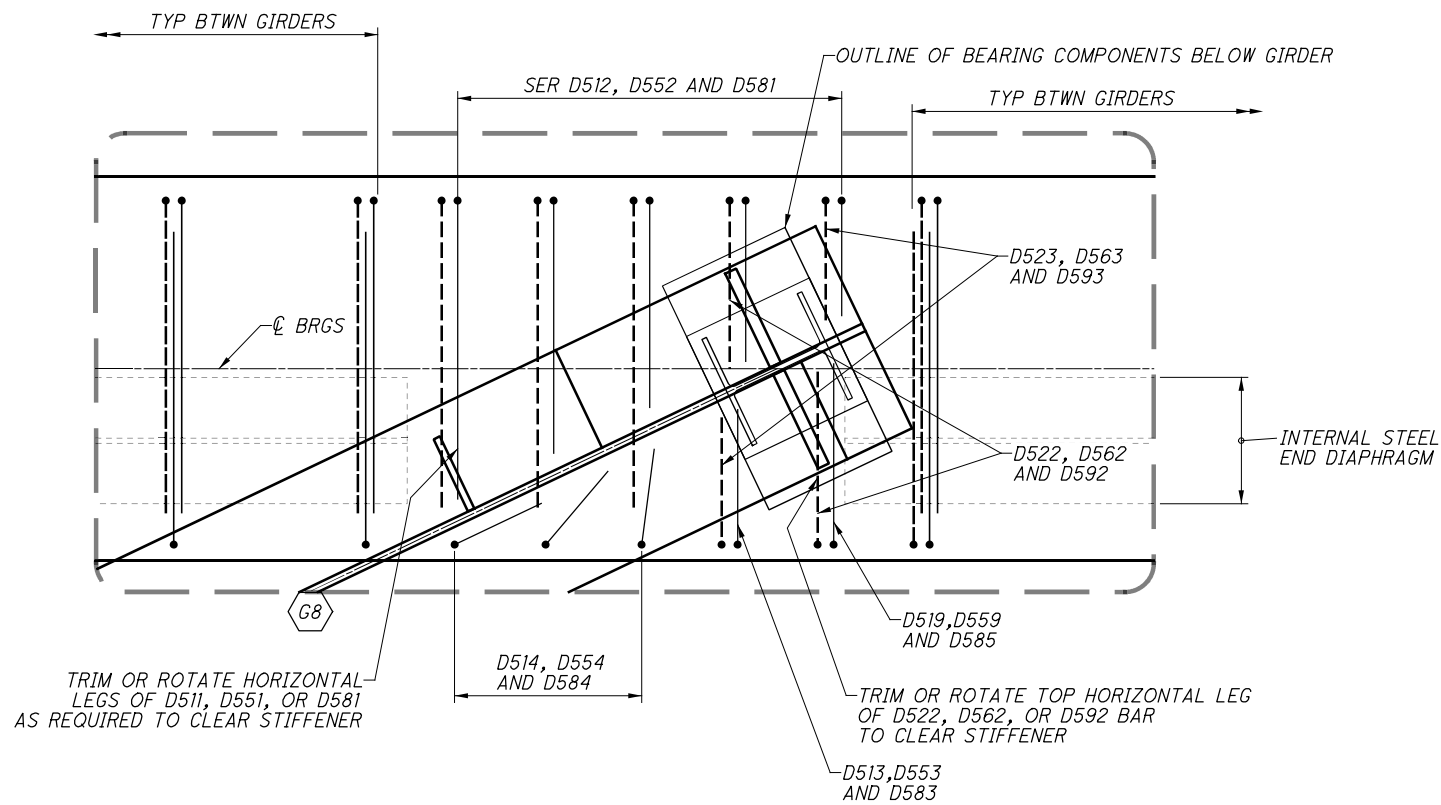
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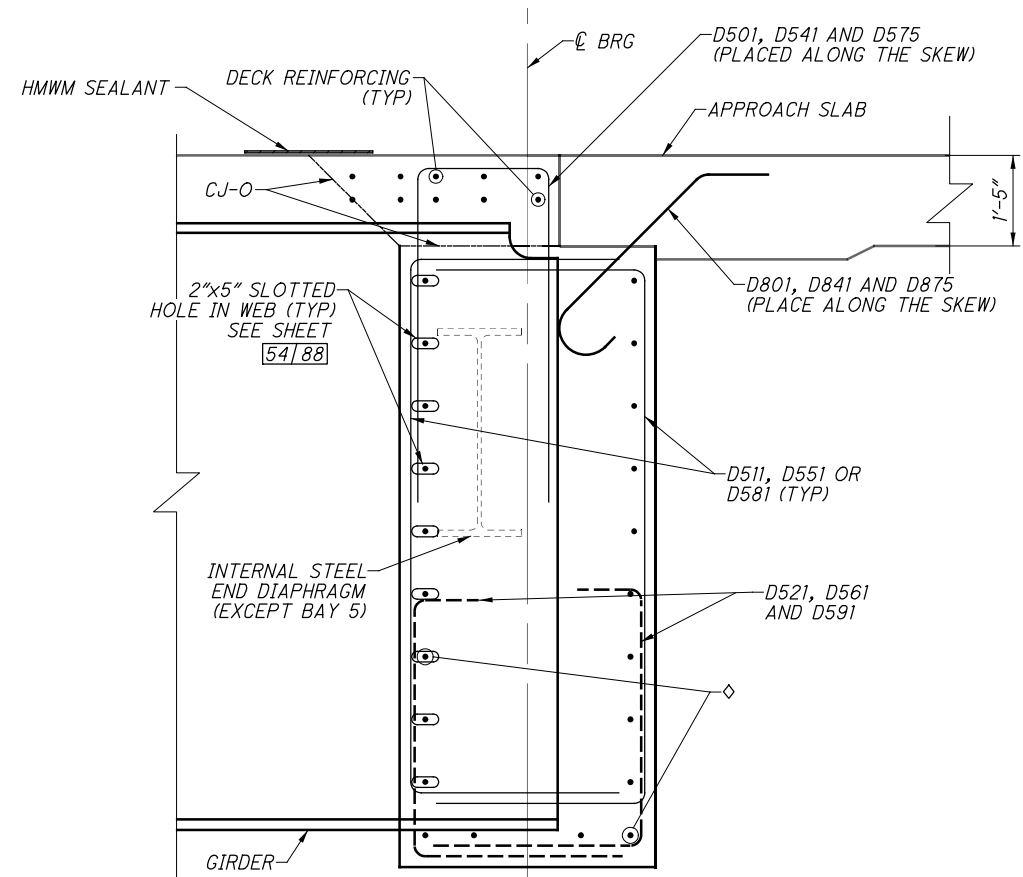
REINFORCING LEGEND

◇ = SEE SHEETS
21/88
22/88
31/88
33/88

DIAPHRAGM REINFORCING PLAN BETWEEN GIRDERS
REAR ABUTMENT PHASE 3 SHOWN, OTHERS SIMILAR

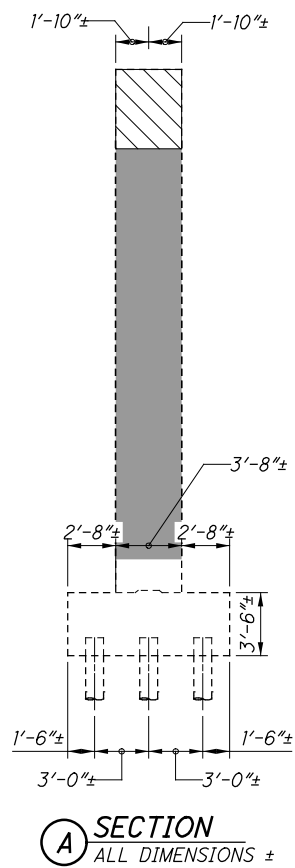
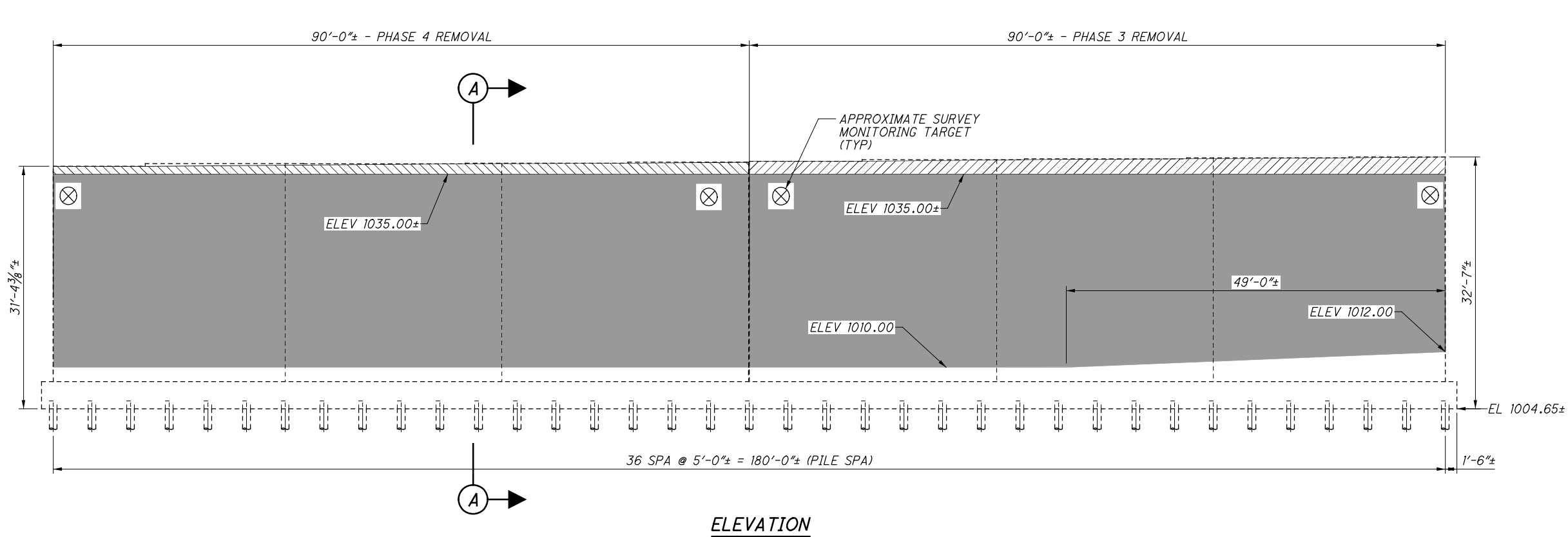


1 **DETAIL**
REINFORCING DETAILS AT GIRDERS



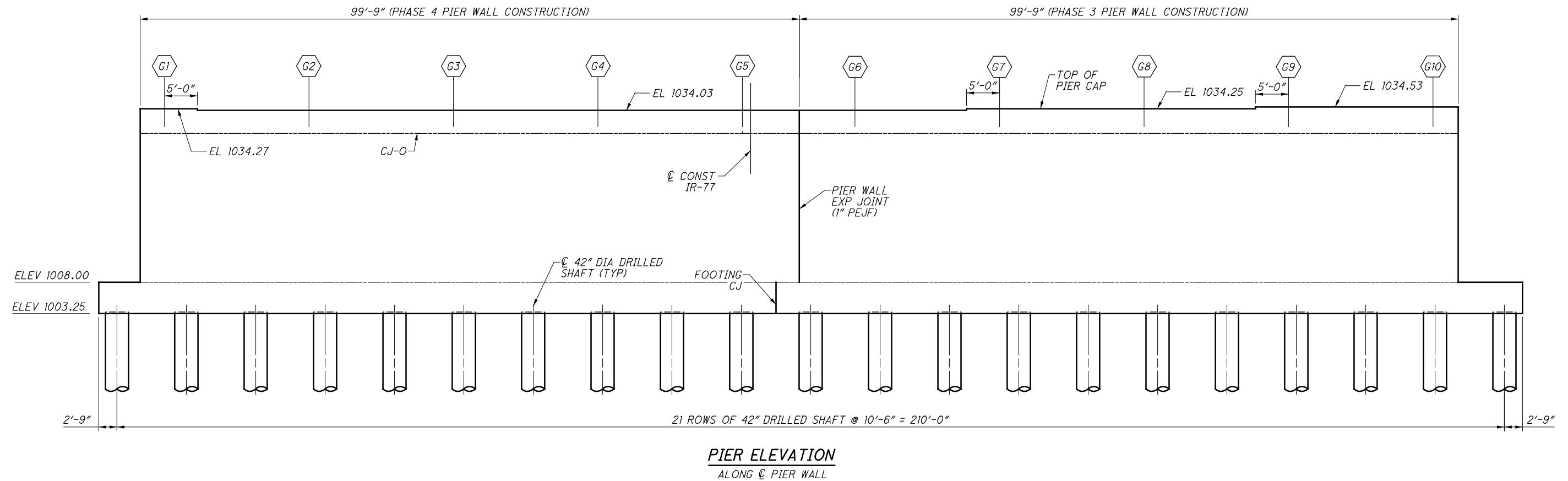
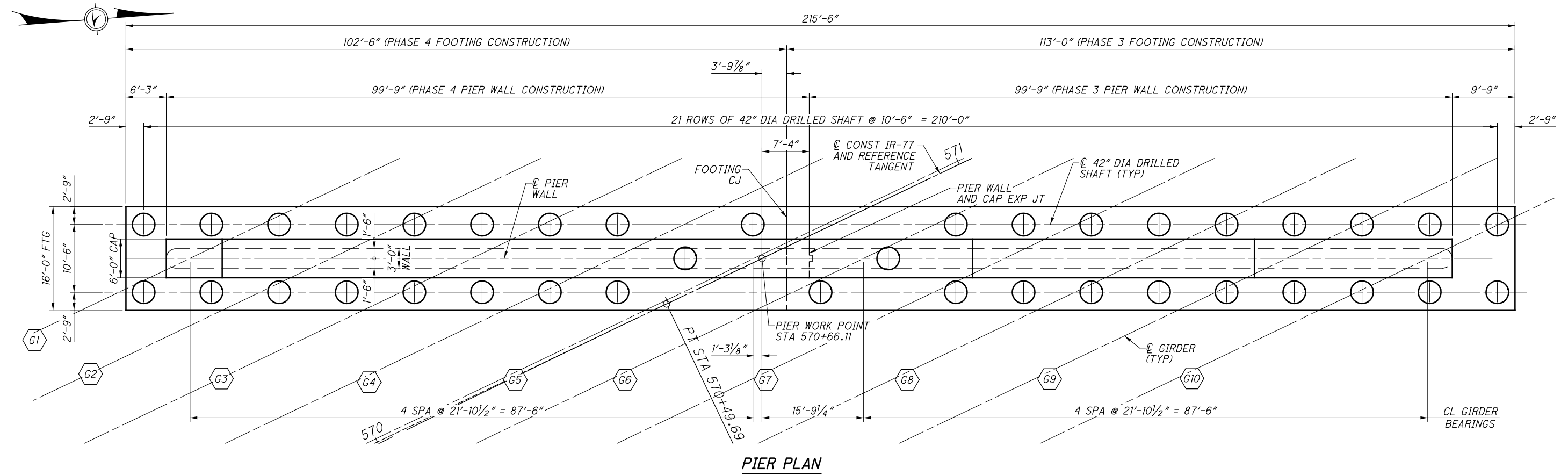
A **DIAPHRAGM SECTION**

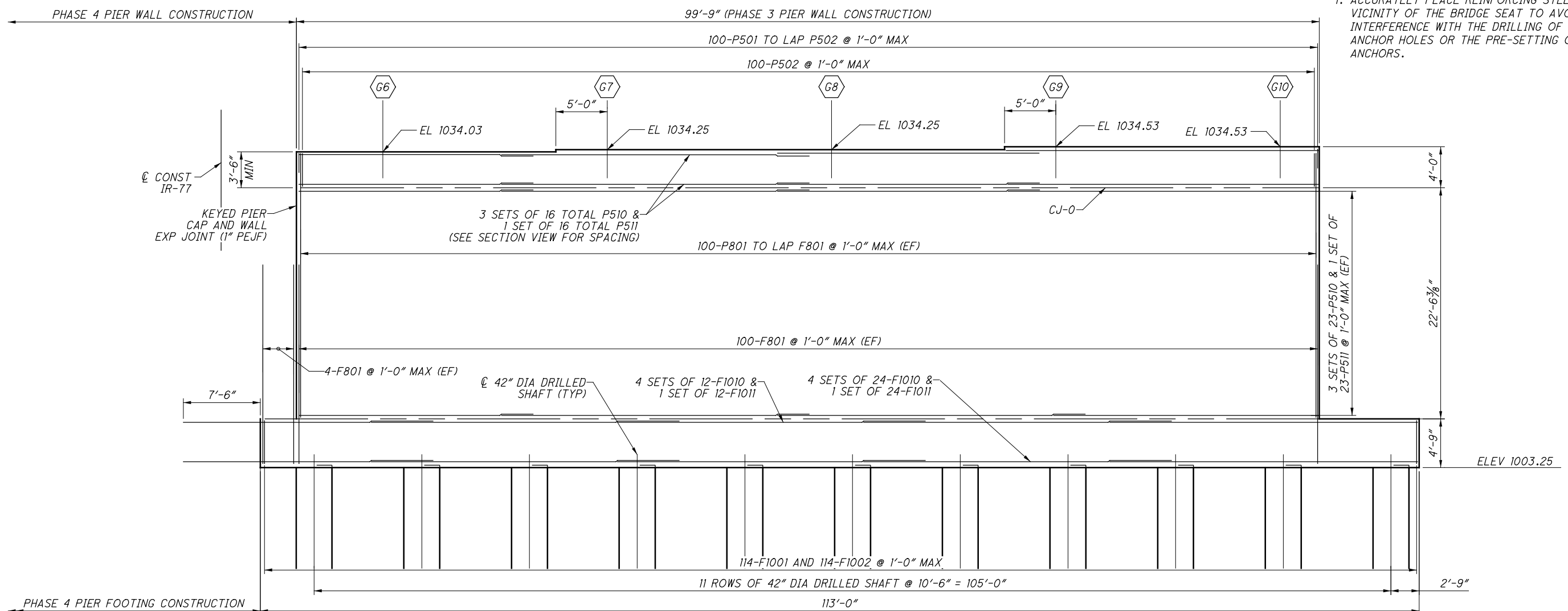
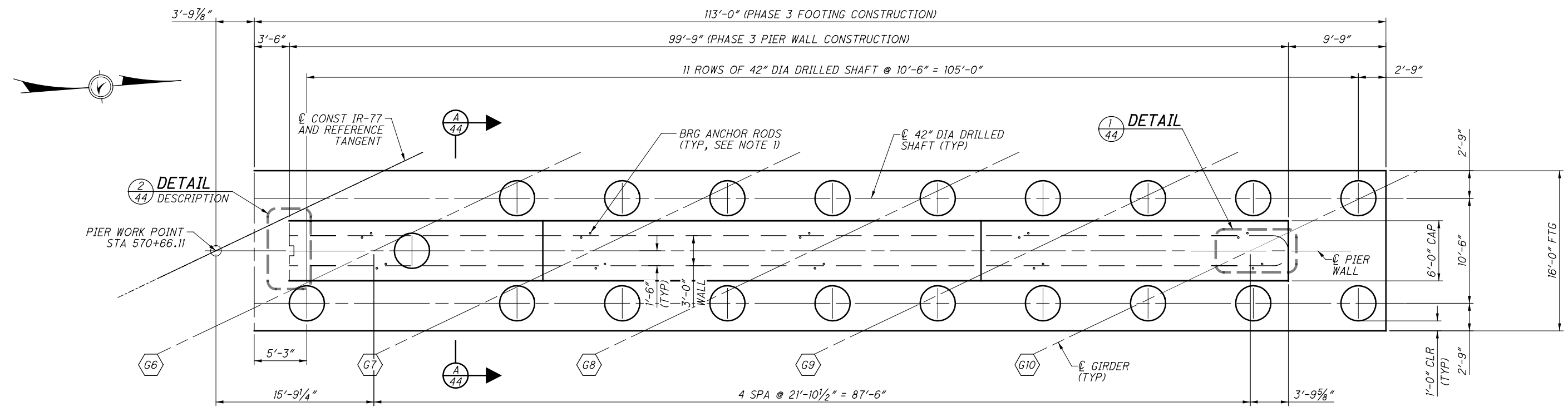
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- LEGEND:**
-  - PHASE 3 MINIMUM REMOVAL
 -  - PHASE 4 MINIMUM REMOVAL
 -  - REQUIRED REMOVAL BEFORE FINAL GRADING

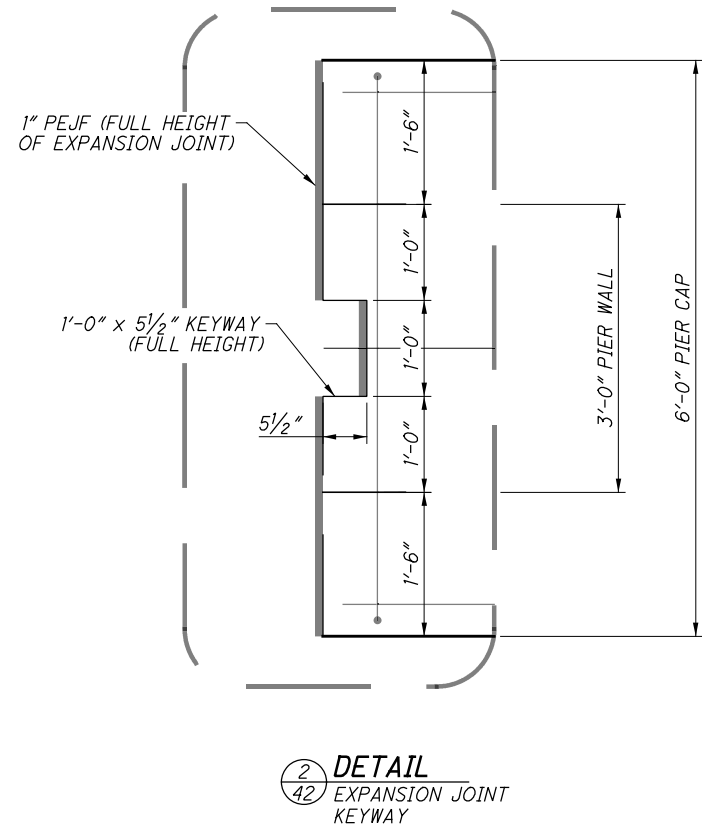
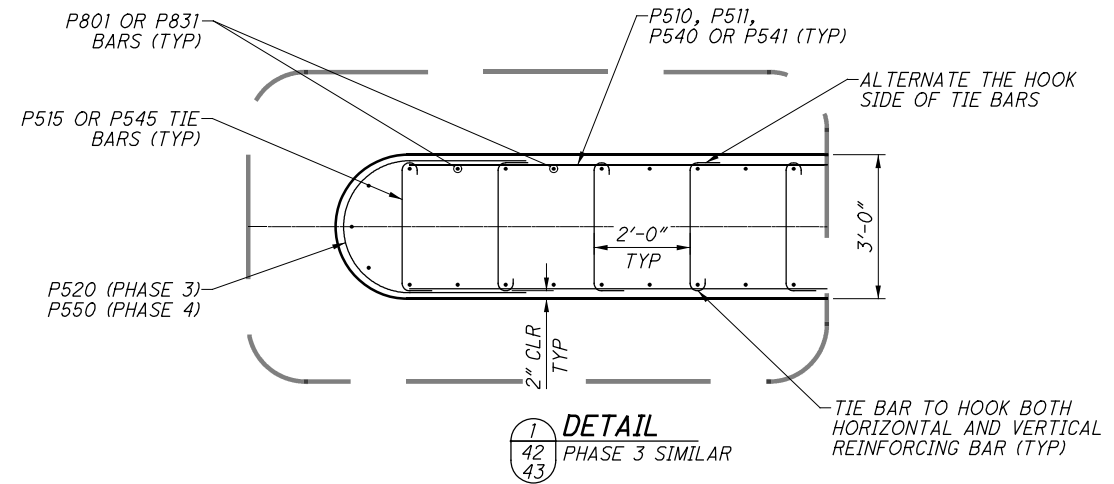
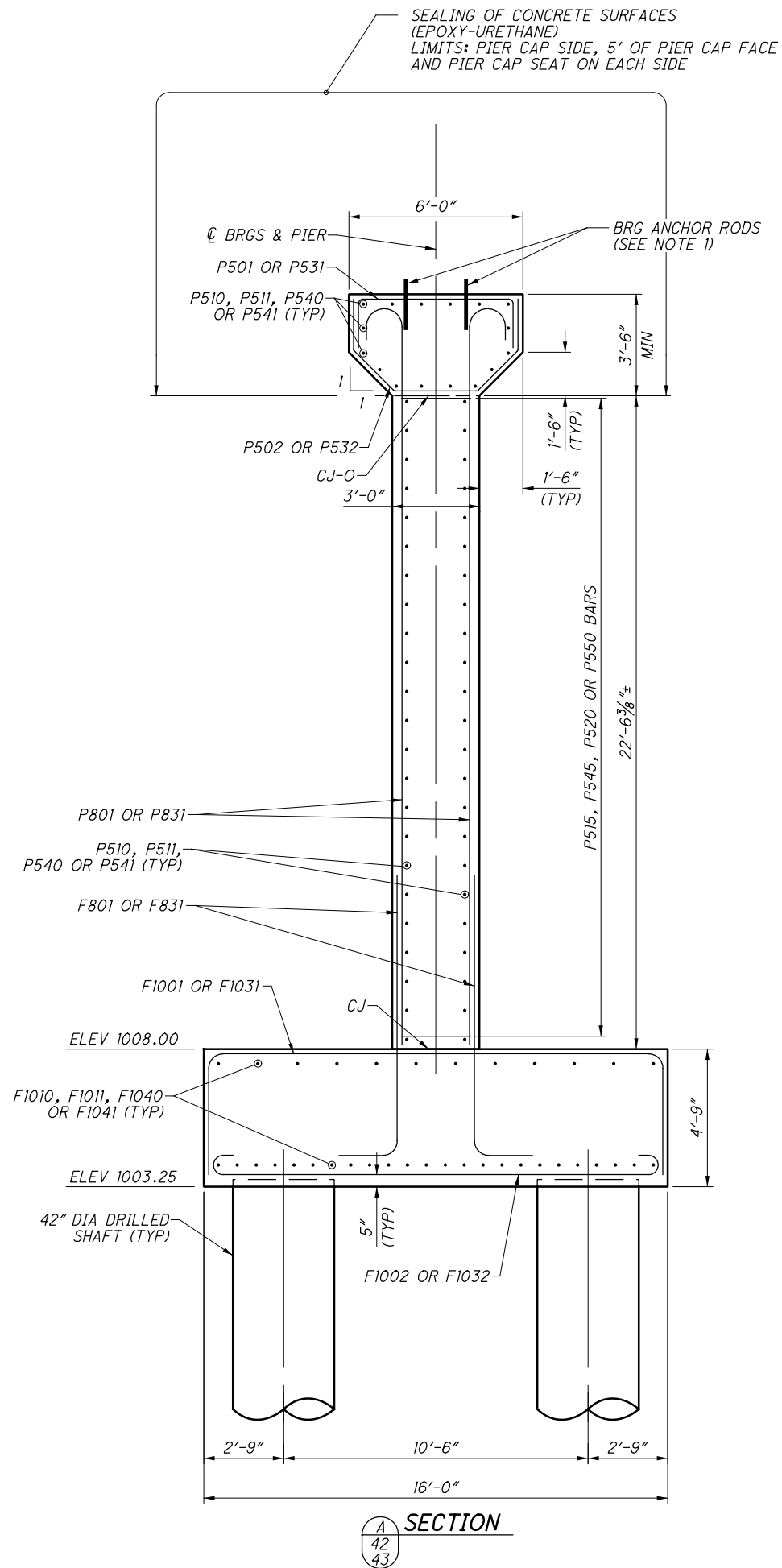
NOTES:
1. MINIMUM REQUIRED PHASED REMOVALS ARE FOR BEAM PLACEMENT ON PROPOSED STRUCTURE. REQUIRED REMOVAL BEFORE FINAL GRADING IS TO ENSURE THAT ALL EXISTING SUBSTRUCTURES ARE REMOVED TO 2'-0" BELOW PROPOSED FINAL GRADE.





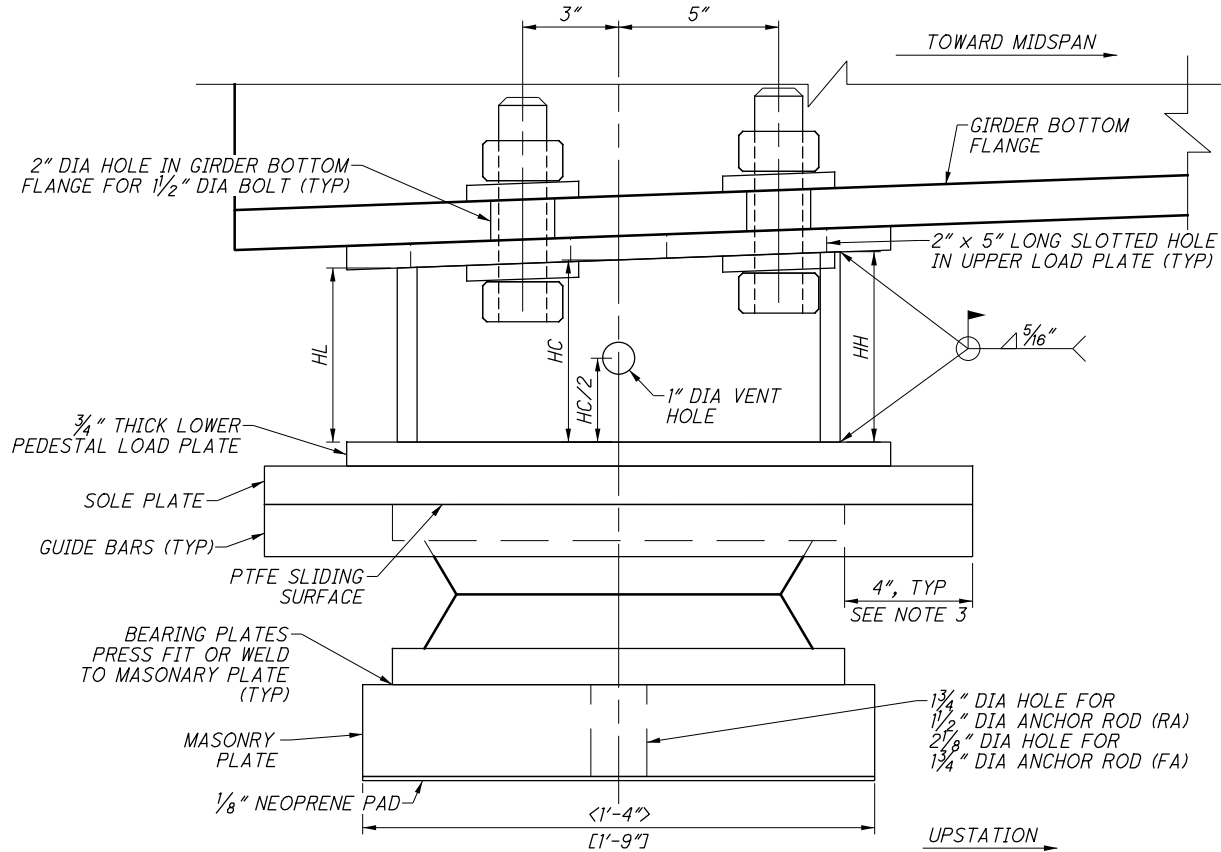
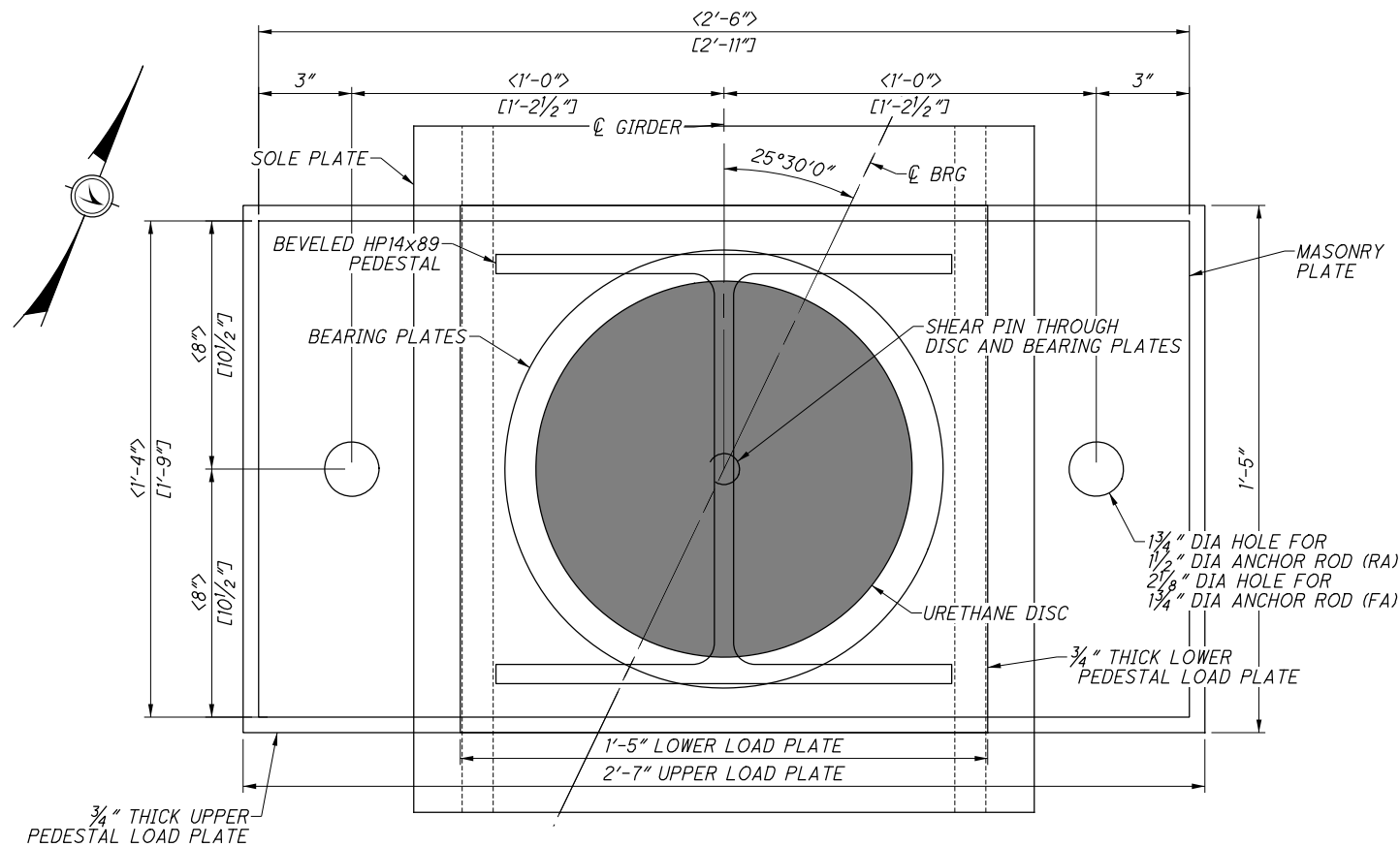
NOTES

1. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.

**NOTES**

1. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.

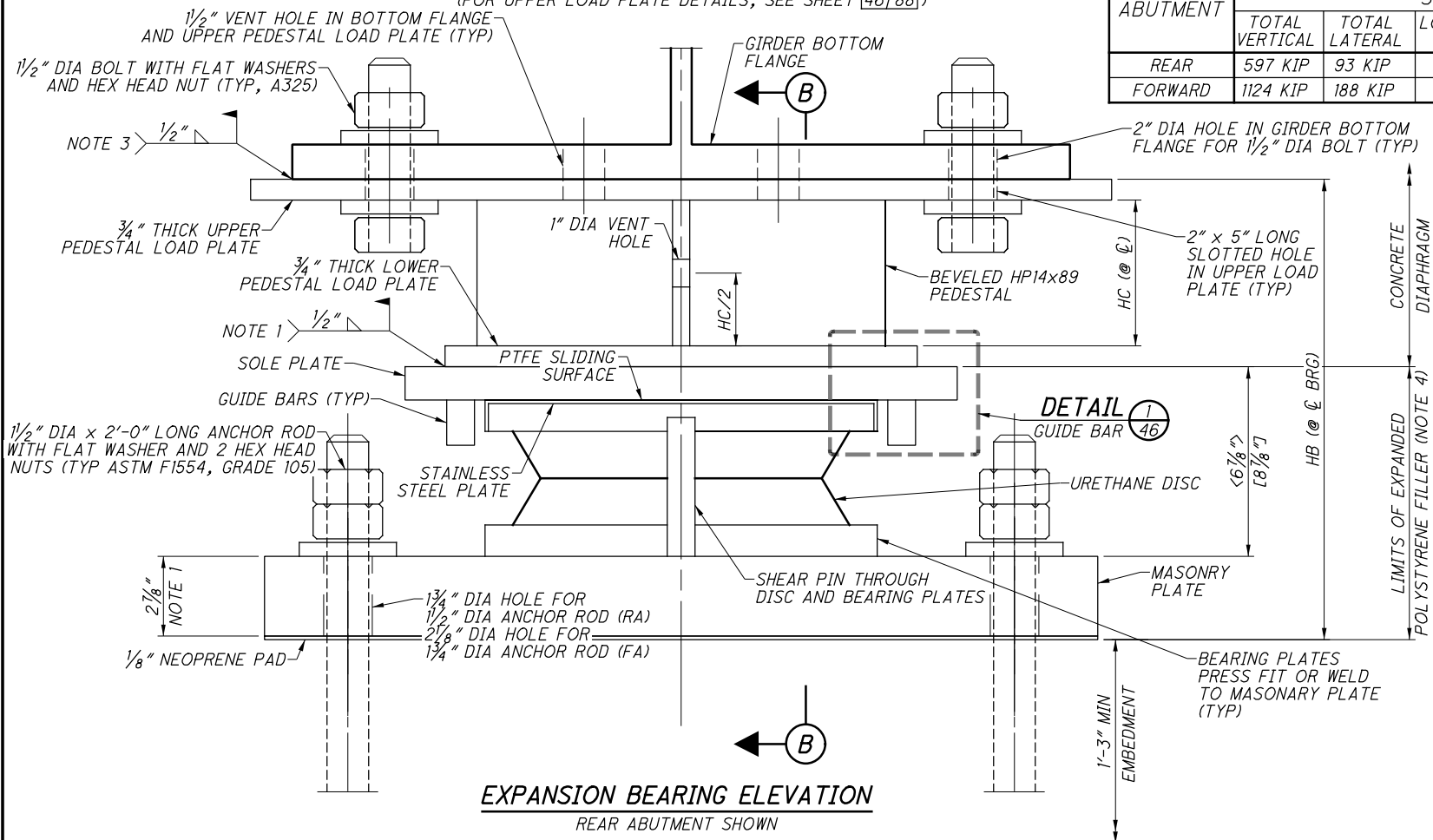
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(B) SECTION
REAR ABUTMENT SHOWN
BEVEL IN HP EXAGGERATED

EXPANSION BEARING PLAN

REAR ABUTMENT SHOWN, BOTH DIMENSIONED
(FOR UPPER LOAD PLATE DETAILS, SEE SHEET 46/88)



EXPANSION BEARING ELEVATION
REAR ABUTMENT SHOWN

MAX BEARING REACTION TABLE (SEE NOTE 4, SHEET 46/88)

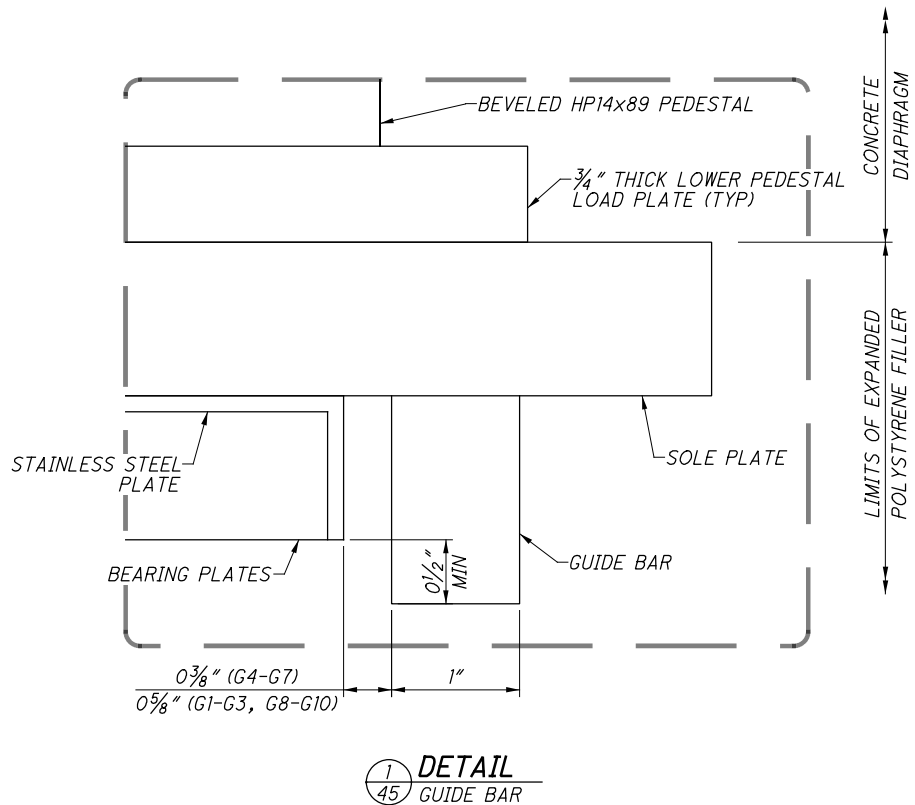
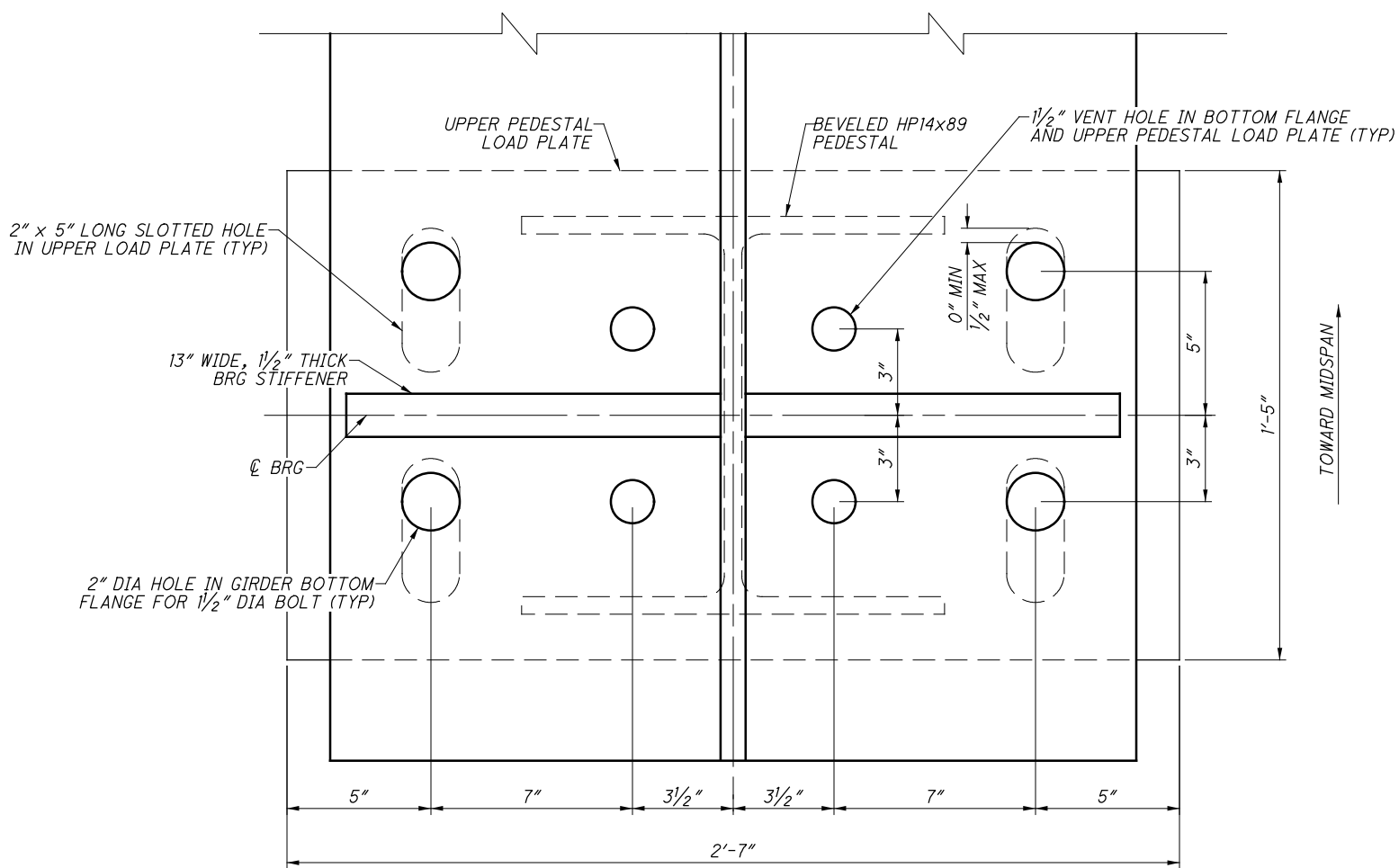
ABUTMENT	STRENGTH LIMIT STATE				SERVICE LIMIT STATE							
	TOTAL VERTICAL	TOTAL LATERAL	LONGITUDINAL ROTATION	TRANSVERSE ROTATION	LONGITUDINAL ROTATION	TRANSVERSE ROTATION	LONGITUDINAL MOVEMENT	TRANSVERSE MOVEMENT	TOTAL VERTICAL	VERTICAL DL	TOTAL LATERAL	MAX COEFF FRICTION
REAR	597 KIP	93 KIP	.011 RAD	.004 RAD	.009 RAD	.003 RAD	0 1/4"	0 1/4"	425 KIP	295 KIP	74 KIP	0.06
FORWARD	1124 KIP	188 KIP	.057 RAD	.009 RAD	.045 RAD	.007 RAD	2 1/8"	0 1/4"	813 KIP	599 KIP	150 KIP	0.06

BEARING HEIGHTS

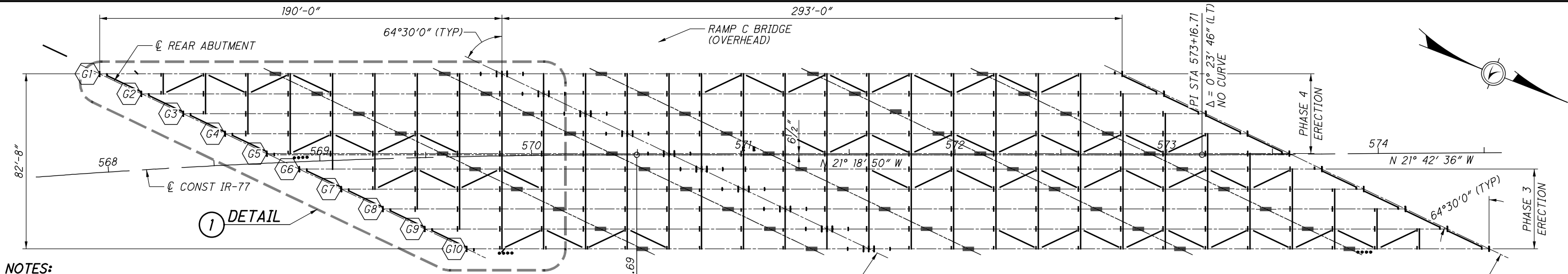
	GIRDER									
	1	2	3	4	5	6	7	8	9	10
HL (REAR)	16.52"	14.12"	11.92"	9.91"	8.11"	11.12"	9.20"	7.39"	5.78"	4.38"
HC (REAR)	16.60"	14.20"	12.00"	10.00"	8.20"	11.20"	9.30"	7.50"	5.90"	4.50"
HH (REAR)	16.68"	14.28"	12.08"	10.09"	8.29"	11.28"	9.40"	7.61"	6.02"	4.62"
HB (REAR)	27.98"	25.58"	23.38"	21.38"	19.58"	22.58"	20.68"	18.88"	17.28"	15.88"
HL (FWD)	4.37"	9.67"	14.97"	20.27"	25.77"	26.19"	28.79"	31.49"	34.39"	37.38"
HC (FWD)	4.50"	9.80"	15.10"	20.40"	25.90"	26.30"	28.90"	31.60"	34.50"	37.50"
HH (FWD)	4.63"	9.93"	15.23"	20.53"	26.03"	26.41"	29.01"	31.71"	34.61"	37.62"
HB (FWD)	17.88"	23.18"	28.48"	33.78"	39.28"	39.68"	42.28"	44.98"	47.88"	50.88"

NOTES:

1. FOR ALL ABUTMENT BEARING NOTES, SEE SHEET 46/88.
2. EXPANSION BEARINGS FOR BOTH ABUTMENTS ARE SHOWN ON THIS SHEET. DIMENSIONS NOT IN BRACKETS REFER TO BOTH ABUTMENT BEARINGS. DIMENSIONS IN <BRACKET> REFER TO REAR ABUTMENT BEARINGS. DIMENSIONS IN [BRACKET] REFER TO FORWARD ABUTMENT BEARINGS.
3. THE DISK BEARING UPPER SLIDING SURFACE SHALL BE CENTERED ON THE DISK AFTER STEEL DEAD LOAD DEFLECTION AND 1/2" BOLTS BE FULLY TENSIONED PRIOR TO DECK CASTING. THE DIMENSION FROM THE EDGE OF SOLE PLATE DISK BEARING UPPER SLIDING SURFACE SHALL BE MEASURED AT THE UP-STATION AND DOWN-STATION SIDES AFTER DECK CASTING (BUT BEFORE DIAPHRAGM CASTING). IF THE UP-STATION AND DOWN-STATION DIMENSIONS ARE MORE THAN 1/2" DIFFERENT, THE 1/2" BOLTS SHALL BE LOOSENED AND THE PEDESTAL ASSEMBLY RE-CENTERED ON THE DISK. IT IS ANTICIPATED THAT ALL FORWARD ABUTMENT BEARINGS WILL REQUIRE RE-CENTERING. AFTER ANY REQUIRED BEARING RE-CENTERING, THE 1/2" BOLTS SHALL BE HAND TIGHTENED AND SUBSEQUENTLY TURNED 60 DEGREES. THE 1/2" FIELD WELD, BOTTOM FLANGE TO UPPER PEDESTAL LOAD PLATE, SHALL NOT BE MADE UNTIL AFTER ALL BEARING RE-POSITIONING HAS BEEN COMPLETED FOR EACH PHASE (AND BOLTS HAVE BEEN RE-TIGHTENED). THE COST TO RE-CENTER BEARINGS SHALL BE CONSIDERED INCIDENTAL TO THE COST OF THE BEARING. DIAPHRAGM CASTING SHALL NOT BE COMPLETED UNTIL AFTER ALL BEARINGS HAVE BEEN WELDED TO THE BOTTOM FLANGES.
4. EXPANDED POLYSTYRENE FILLER OR REMOVABLE FORMS SHALL BE REMOVED AFTER DIAPHRAGM CONCRETE HAS CURED FOR FUTURE BEARING INSPECTION.



- NOTES:**
- REQUIRED MIN THICKNESS OF MASONRY PLATE IS 1 1/8". 2 7/8" THICK PLATE IS PROVIDE FOR FUTURE BEARING REPLACEABILITY. DUE TO THE DIAPHRAGM CONCRETE, IT IS ASSUMED THAT A FUTURE BEARING REPLACEMENT WILL BE ACHIEVED BY REMOVING THE GUIDE BARS AND BEARING, AND WELDING A NEW SOLE PLATE TO THE EXISTING, WHILE REDUCING THE MASONRY PLATE PROVIDED.
 - THE ABUTMENT BEAM SEAT ELEVATIONS ARE BASED ON BEARING HEIGHTS PROVIDED ON SHEET 45/88. IF THE CONTRACTOR'S SELECTED BEARING MANUFACTURER HAS A DESIGN THAT DOES NOT CONFORM TO THE HEIGHTS PROVIDED IN THE TABLE, ADJUST THE BEARING SEAT ELEVATIONS AT NO ADDITIONAL COST TO THE STATE. ADJUST THE LOCATION OF REINFORCING STEEL HORIZONTALLY AS NECESSARY TO AVOID INTERFERENCE WITH THE BEARING ANCHOR BOLTS. MAINTAIN THE MINIMUM CONCRETE COVER AND MINIMUM SPACING REQUIRED BY THE PROJECT PLANS. IF THE REINFORCING STEEL CANNOT BE MOVED TO PROVIDE THE REQUIRED POSITION FOR THE ANCHOR BOLTS, THE CONTRACTOR'S BEARING MANUFACTURER SHALL RE-DESIGN THE BEARINGS TO ACCOMMODATE AN ACCEPTABLE ANCHOR BOLT CONFIGURATION.
 - LOWER PEDESTAL LOAD PLATE SHALL BE FIELD WELDED TO THE GIRDER IMMEDIATELY AFTER ERECTION, OR SHOP WELDED AT THE CONTRACTOR'S OPTION.
 - THE MANUFACTURER SHALL INCLUDE A ROTATIONAL ALLOWANCE OF ±0.005 RADIAN IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTIONS TO ACCOUNT FOR ANY UNCERTAINTIES. THE MANUFACTURER SHALL WELD OR PRESS FIT THE BEARING PLATE TO MASONRY PLATE TO ENSURE THE FULL LATERAL CAPACITY CAN BE TAKEN BY THE BEARING.
 - ALL BEARINGS SHALL BE MARKED PRIOR TO SHIPPING. THE MARKS SHALL INCLUDE THE BEARING LOCATION ON THE BRIDGE AND A DIRECTION ARROW THAT POINTS UP-STATION. ALL MARKS SHALL BE PERMANENT AND BE VISIBLE AFTER THE BEARING IS INSTALLED.
 - ALL NON-SLIDING BEARING ELEMENTS SHALL BE PAINTED WITH THE SAME SYSTEM USED ON THE END 10' OF THE GIRDERS AND INCLUDED WITH PAYMENT FOR ITEM 869 - HIGH LOAD MULTI-ROTATIONAL (HLMR) BEARINGS, AS PER PLAN.
 - MOVEMENT SHOWN IS MAX CONTRACTION OR EXPANSION WHEN BEAM IS PLACED AT 60° F. BOTH ABUTMENT BEARINGS PROVIDE A MAXIMUM OF 4" OF LONGITUDINAL MOVEMENT IN BOTH DIRECTIONS.

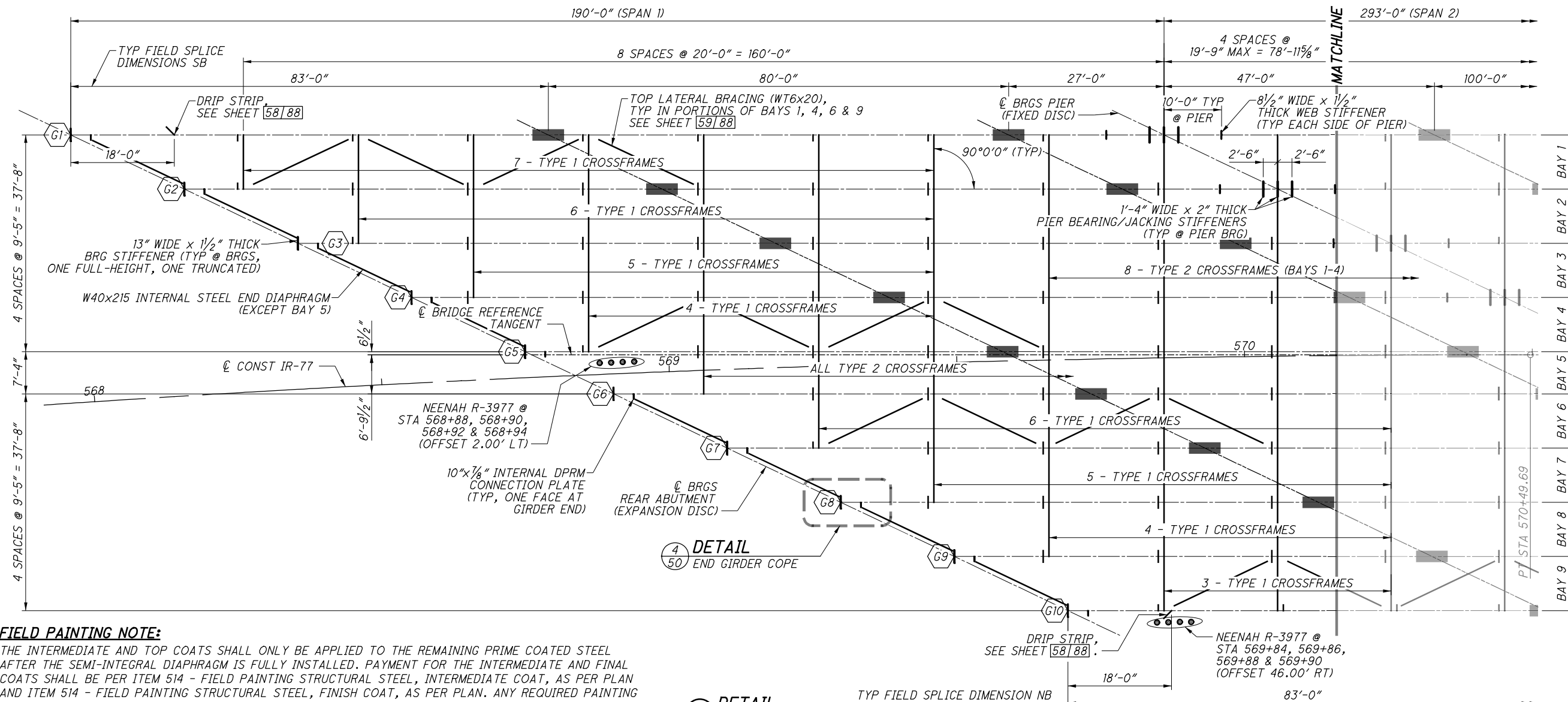


NOTES:

1. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01. ITEMS DESIGNATED CVN MUST ALSO MEET THE REQUIREMENTS SPECIFIED IN THE GENERAL NOTES ON SHEET [8/88].
2. PARTIAL PAINTING OF A709 GRADE 50W STEEL: PAINT THE LAST 12 FT OF EACH GIRDER END ADJACENT TO THE ABUTMENTS INCLUDING ALL CROSSFRAMES AND OTHER STEEL WITHIN THESE LIMITS. THE BOTTOM FLANGE, BOTTOM 12" OF FASCIA WEB, AND DRIP STRIP SHALL BE PRIMED AND PAINTED WITHIN 3'-0" UPSTATION AND DOWNSTATION OF THE DRIP STRIP. THE PRIME COAT SHALL BE 708.01. THE TOP COAT COLOR SHALL CLOSELY APPROACH FEDERAL STANDARD NO. 595B - 20045 OR 20059 (THE COLOR OF WEATHERING STEEL). SEE FIELD PAINTING NOTE FOR FURTHER PAINTING DETAILS AND BASIS OF PAYMENT.
3. FOR DETAILS OF TYPE 1 AND TYPE 2 CROSSFRAME, SEE SHEET [58/88].

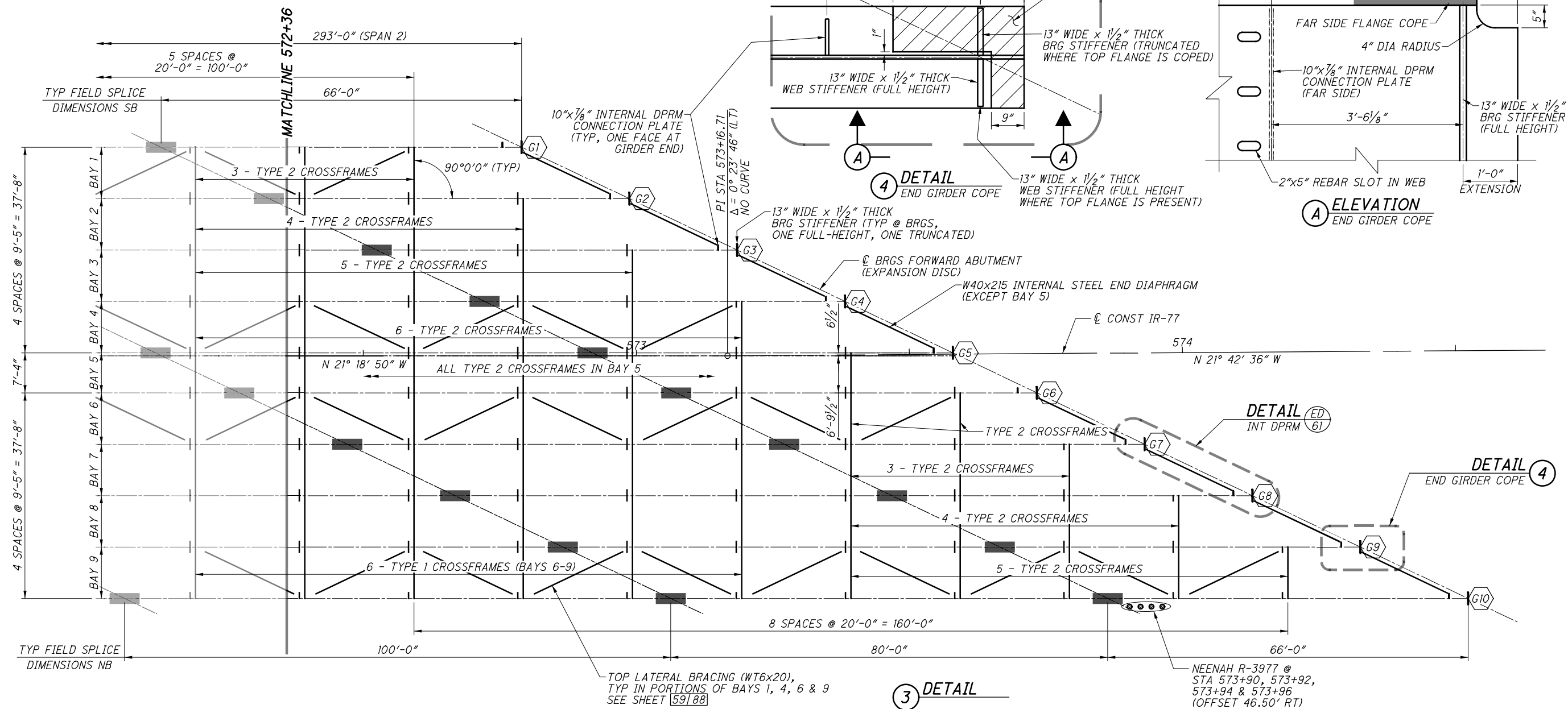
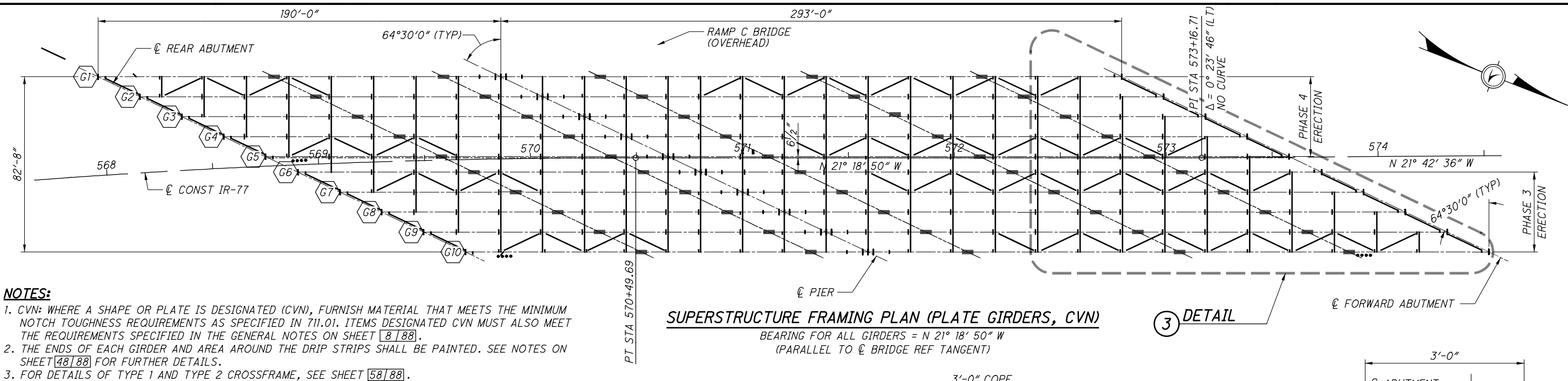
SUPERSTRUCTURE FRAMING PLAN (PLATE GIRDERS, CVN)

BEARING FOR ALL GIRDERS = N 21° 18' 50" W
(PARALLEL TO ϕ BRIDGE REF TANGENT)

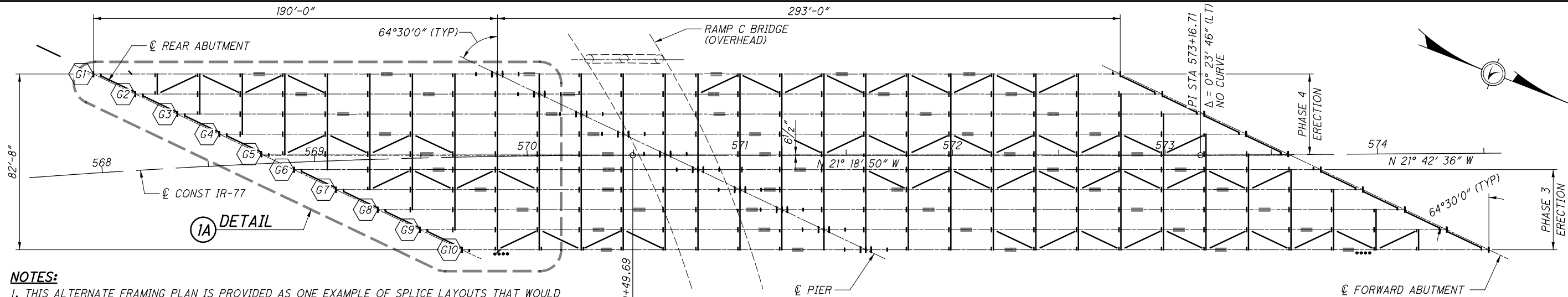


FIELD PAINTING NOTE:

THE INTERMEDIATE AND TOP COATS SHALL ONLY BE APPLIED TO THE REMAINING PRIME COATED STEEL AFTER THE SEMI-INTEGRAL DIAPHRAGM IS FULLY INSTALLED. PAYMENT FOR THE INTERMEDIATE AND FINAL COATS SHALL BE PER ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, AS PER PLAN AND ITEM 514 - FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, AS PER PLAN. ANY REQUIRED PAINTING REPAIRS (DUE TO DAMAGE OR FINAL INSPECTION) SHALL BE INCLUDED WITH THE COST OF THE FINISH COAT AT NO ADDITIONAL CHARGE TO THE PROJECT.



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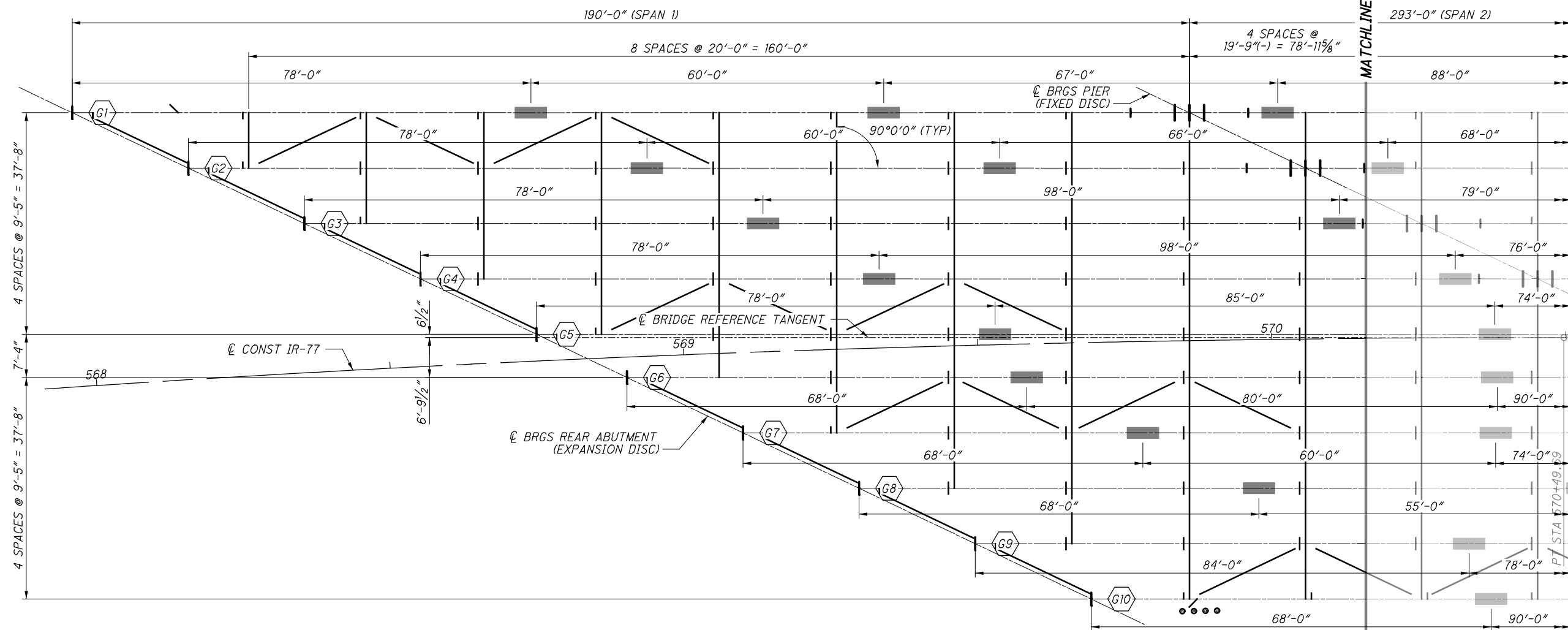


NOTES:

1. THIS ALTERNATE FRAMING PLAN IS PROVIDED AS ONE EXAMPLE OF SPLICE LAYOUTS THAT WOULD AVOID THE OVERHEAD STRUCTURE. THE CONTRACTOR MAY ELECT TO UTILIZE THIS OR ANOTHER ALTERNATE SPLICE LAYOUT AT NO ADDITIONAL COST TO THE PROJECT. NO SPLICES MAY BE INTRODUCED INTO THE G10 GIRDER SECTION OVER THE PIER (WITH 70 KSI FLANGES). CROSS FRAME LAYOUT SHALL REMAIN AS SHOWN IN THESE PLANS. ANY ALTERNATE FRAMING PLAN (INCLUDING THIS ONE) SHALL BE SUBMITTED TO THE STATE FOR APPROVAL. ANY RESULTING COSTS TO PRODUCE REQUIRED CHANGES IN SCREED DETAILS/DATA AND/OR CAMBER AND BLOCKING DETAILS SHALL BE AT THE CONTRACTOR'S EXPENSE.
2. OTHER THAN SPLICE LOCATIONS, ALL STEEL GEOMETRY AND DETAILS SHALL BE PER THE PRIMARY FRAMING PLAN SHEETS (48/88 - 50/88).
3. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.

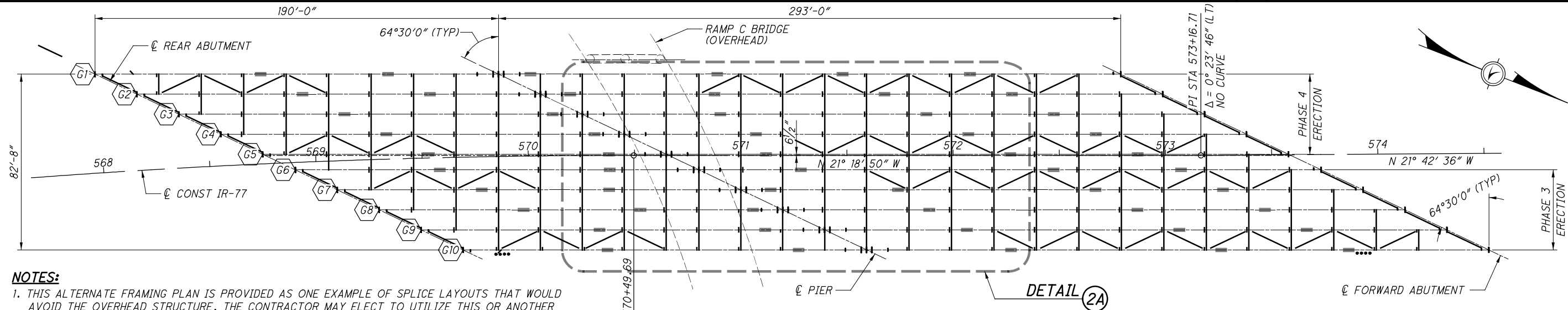
ALTERNATE SUPERSTRUCTURE FRAMING PLAN (PLATE GIRDERS, CVN)

BEARING FOR ALL GIRDERS = N 21° 18' 50" W
(PARALLEL TO ϕ BRIDGE REF TANGENT)



1A DETAIL

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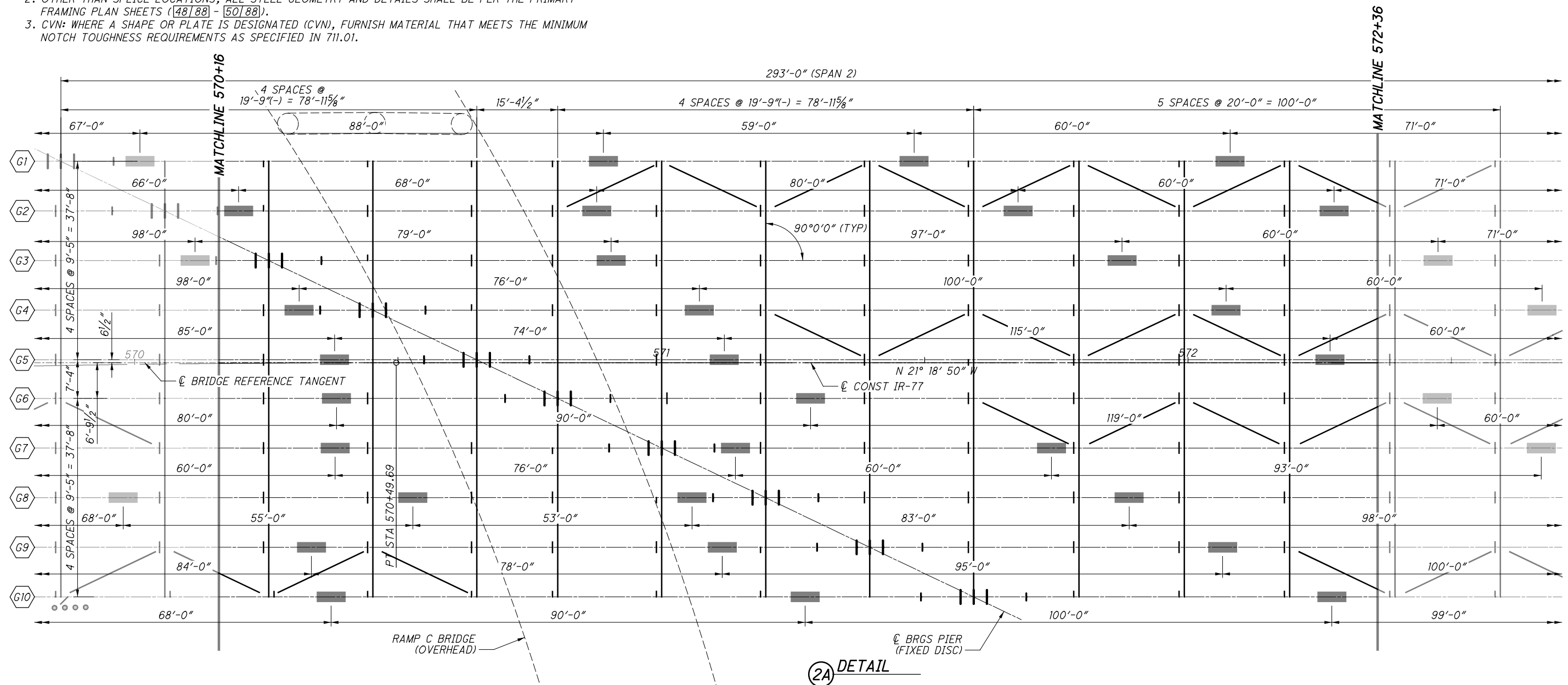


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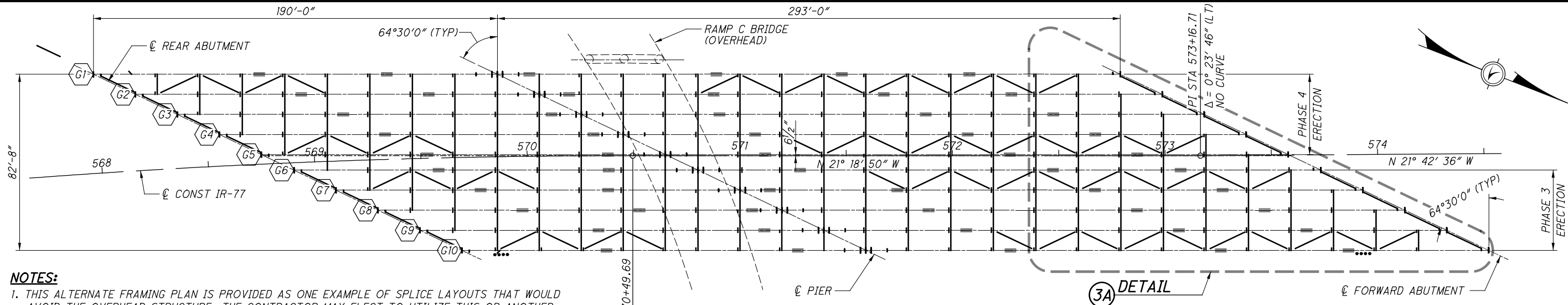
1. THIS ALTERNATE FRAMING PLAN IS PROVIDED AS ONE EXAMPLE OF SPLICE LAYOUTS THAT WOULD AVOID THE OVERHEAD STRUCTURE. THE CONTRACTOR MAY ELECT TO UTILIZE THIS OR ANOTHER ALTERNATE SPLICE LAYOUT AT NO ADDITIONAL COST TO THE PROJECT. NO SPLICES MAY BE INTRODUCED INTO THE G10 GIRDER SECTION OVER THE PIER (WITH 70 KSI FLANGES). CROSS FRAME LAYOUT SHALL REMAIN AS SHOWN IN THESE PLANS. ANY ALTERNATE FRAMING PLAN (INCLUDING THIS ONE) SHALL BE SUBMITTED TO THE STATE FOR APPROVAL. ANY RESULTING COSTS TO PRODUCE REQUIRED CHANGES IN SCREED DETAILS/DATA AND/OR CAMBER AND BLOCKING DETAILS SHALL BE AT THE CONTRACTOR'S EXPENSE.
2. OTHER THAN SPLICE LOCATIONS, ALL STEEL GEOMETRY AND DETAILS SHALL BE PER THE PRIMARY FRAMING PLAN SHEETS (48/88) - (50/88).
3. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.

ALTERNATE SUPERSTRUCTURE FRAMING PLAN (PLATE GIRDERS, CVN)

BEARING FOR ALL GIRDERS = N 21° 18' 50" W
(PARALLEL TO ϕ BRIDGE REF TANGENT)



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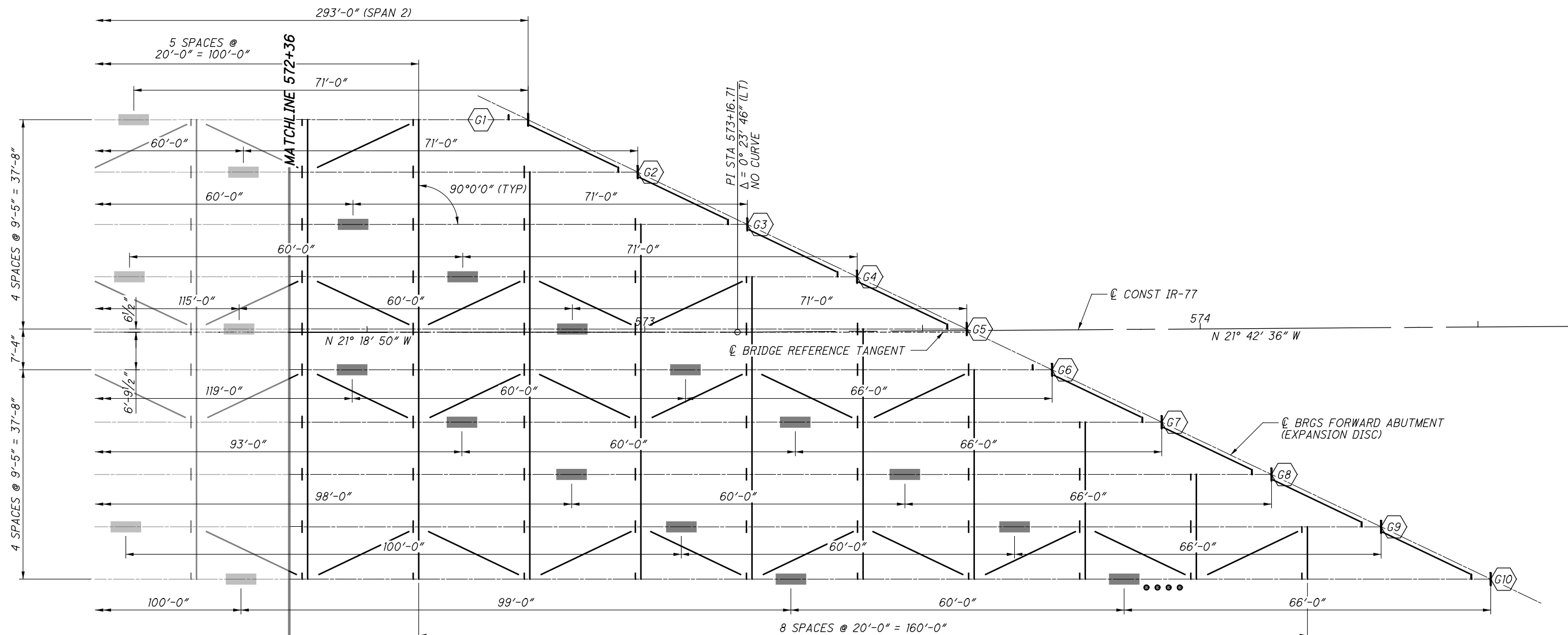


NOTES:

1. THIS ALTERNATE FRAMING PLAN IS PROVIDED AS ONE EXAMPLE OF SPLICE LAYOUTS THAT WOULD AVOID THE OVERHEAD STRUCTURE. THE CONTRACTOR MAY ELECT TO UTILIZE THIS OR ANOTHER ALTERNATE SPLICE LAYOUT AT NO ADDITIONAL COST TO THE PROJECT. NO SPLICES MAY BE INTRODUCED INTO THE G10 GIRDER SECTION OVER THE PIER (WITH 70 KSI FLANGES). CROSS FRAME LAYOUT SHALL REMAIN AS SHOWN IN THESE PLANS. ANY ALTERNATE FRAMING PLAN (INCLUDING THIS ONE) SHALL BE SUBMITTED TO THE STATE FOR APPROVAL. ANY RESULTING COSTS TO PRODUCE REQUIRED CHANGES IN SCREED DETAILS/DATA AND/OR CAMBER AND BLOCKING DETAILS SHALL BE AT THE CONTRACTOR'S EXPENSE.
2. OTHER THAN SPLICE LOCATIONS, ALL STEEL GEOMETRY AND DETAILS SHALL BE PER THE PRIMARY FRAMING PLAN SHEETS (48/88 - 50/88).
3. CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.

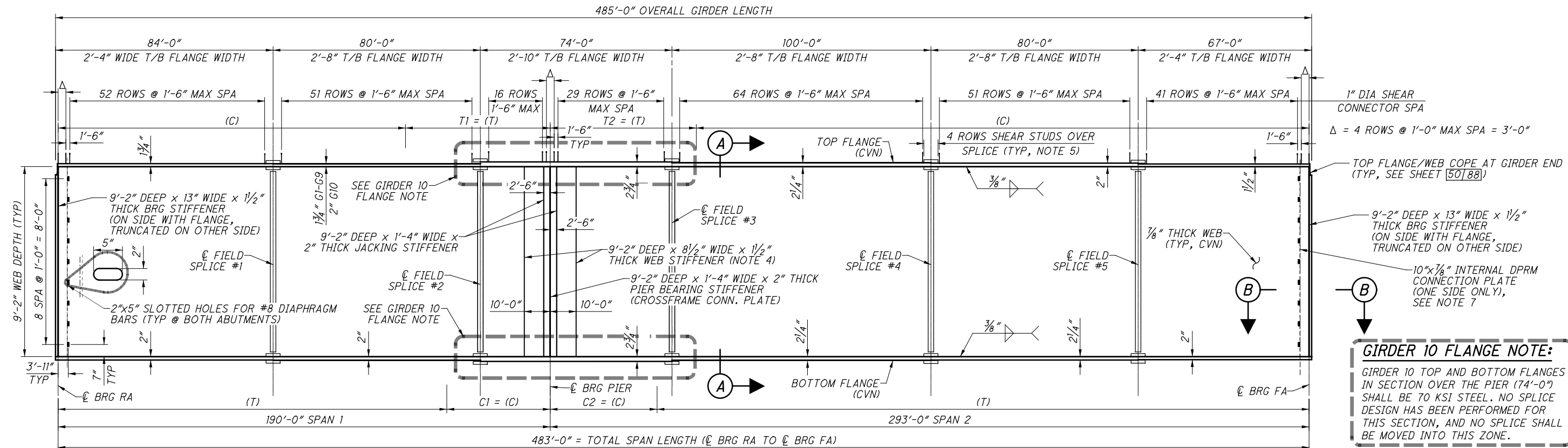
ALTERNATE SUPERSTRUCTURE FRAMING PLAN (PLATE GIRDERS, CVN)

BEARING FOR ALL GIRDERS = N 21° 18' 50" W
(PARALLEL TO ϕ BRIDGE REF TANGENT)



3A DETAIL

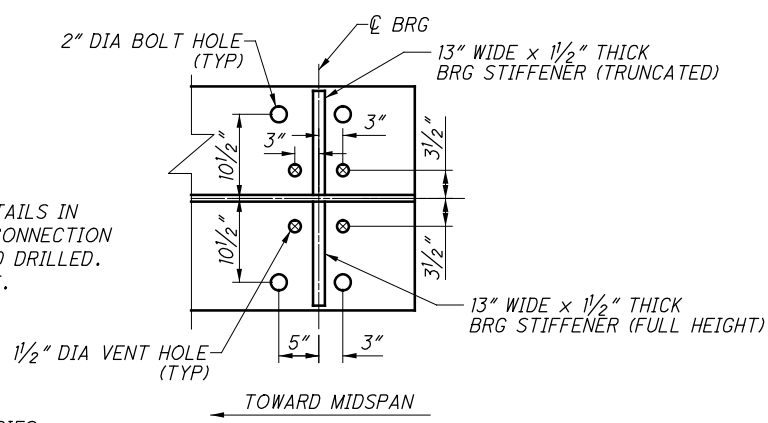
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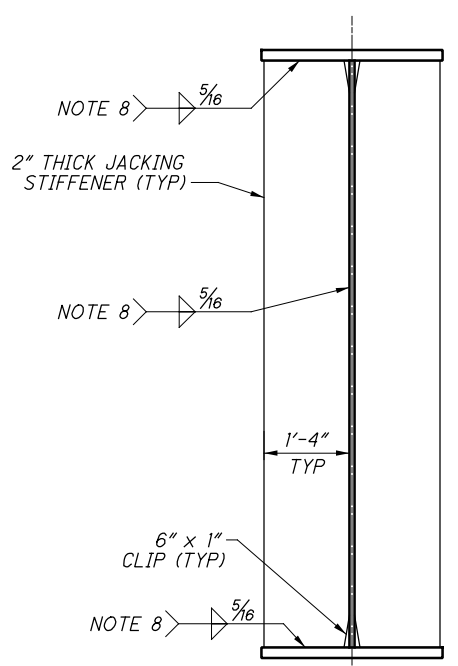
GIRDER 10 FLANGE NOTE:
GIRDER 10 TOP AND BOTTOM FLANGES IN SECTION OVER THE PIER (74'-0") SHALL BE 70 KSI STEEL. NO SPLICE DESIGN HAS BEEN PERFORMED FOR THIS SECTION, AND NO SPLICE SHALL BE MOVED INTO THIS ZONE.

GIRDER TENSION ZONES										
	GIRDER									
	1	2	3	4	5	6	7	8	9	10
T1	90'	95'	100'	95'	95'	104'	105'	114'	125'	150'
T2	80'	75'	75'	65'	65'	65'	60'	60'	65'	60'
C1	60'	70'	80'	80'	80'	80'	85'	90'	95'	104'
C2	75'	70'	65'	60'	60'	55'	55'	58'	55'	

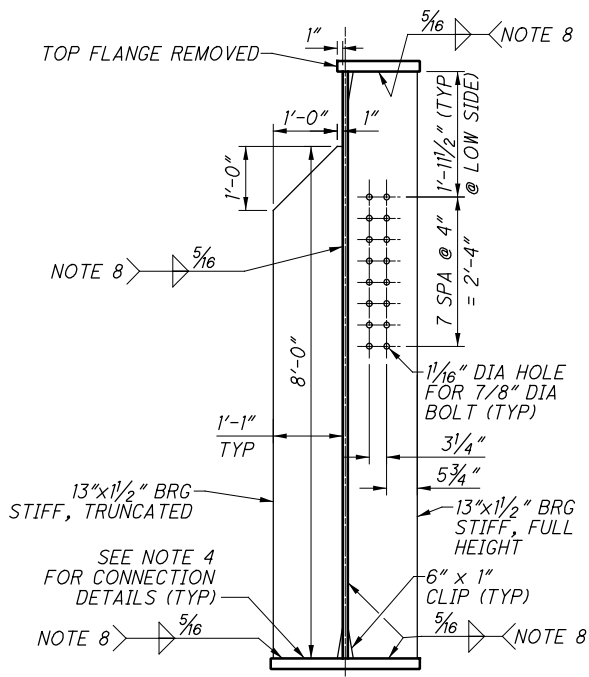
PLATE GIRDER (CVN) ELEVATION SCHEMATIC (EXAGGERATED IN Y SCALE)
FOR SPACING OF CROSSFRAME CONNECTION PLATES, SEE SHEETS [48/88] TO [50/88]



SECTION B
BOTTOM FLANGE @ CL BRG

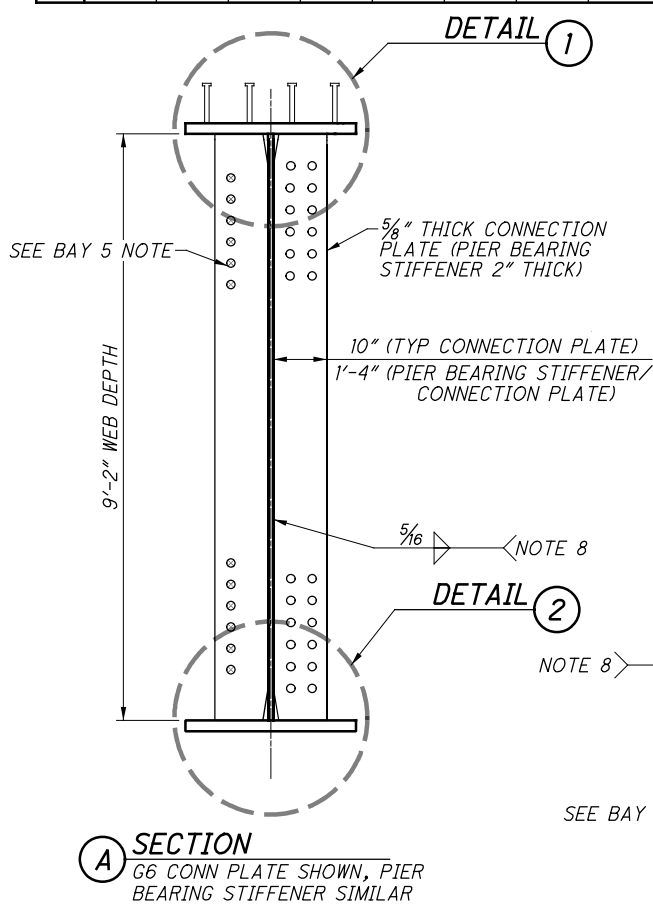


JACKING STIFFENERS

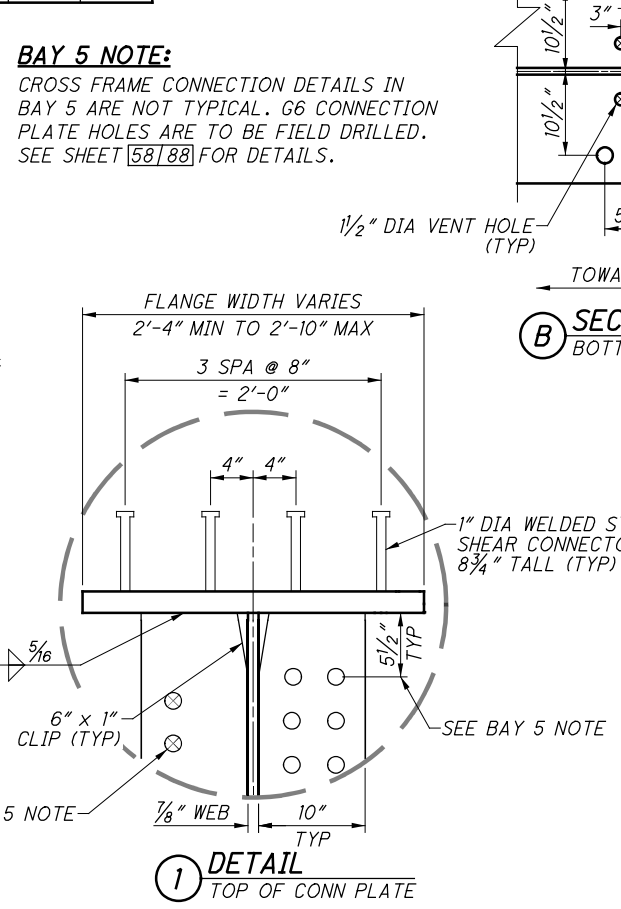


ABUT BRG STIFFENERS
VIEW FACING ABUTMENT

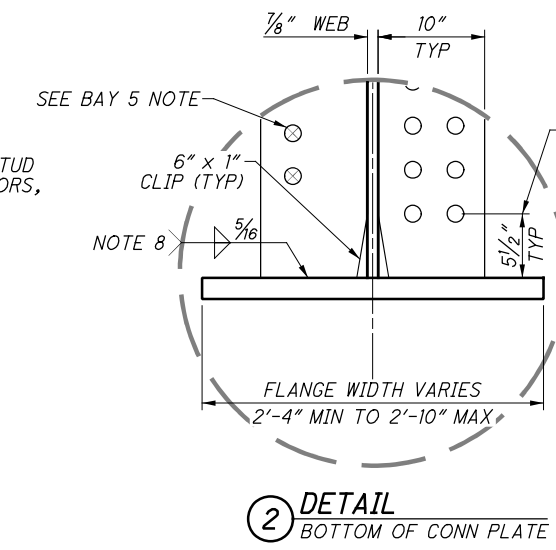
- NOTES:**
- FOR CONNECTION PLATE BOLT SPACING, SEE SHEET [58/88].
 - CVN: WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01. ITEMS DESIGNATED CVN MUST ALSO MEET THE REQUIREMENTS SPECIFIED IN THE GENERAL NOTES ON SHEET [8/88].
 - WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA GIRDER 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 NO MORE THAN 2" LONG, AND BE AT LEAST 5/16".
 - WEB STIFFENERS SHALL BE WELDED TO THE WEB AND COMPRESSION FLANGE AND TIGHT FIT AT THE TENSION FLANGE. WELDS SHALL BE 5/16" FILLET WELDS.
 - FOR SHEAR STUD SPACING ABOVE SPLICE PLATE, SEE SHEET [60/88].
 - HOLES IN BOTTOM FLANGE ARE FOR BEARING PLACEMENT, SEE SHEET [46/88] FOR DETAILS.
 - FOR INTERNAL STEEL END DIAPHRAGM DETAILS, INCLUDING CONNECTION PLATE, SEE SHEET [61/88].
 - TERMINATE STIFFENER WELDS 1/4" (±1/8") FROM THE END OF STIFFENER TO GIRDER INTERFACE.



SECTION A
G6 CONN PLATE SHOWN, PIER BEARING STIFFENER SIMILAR



DETAIL 1
TOP OF CONN PLATE



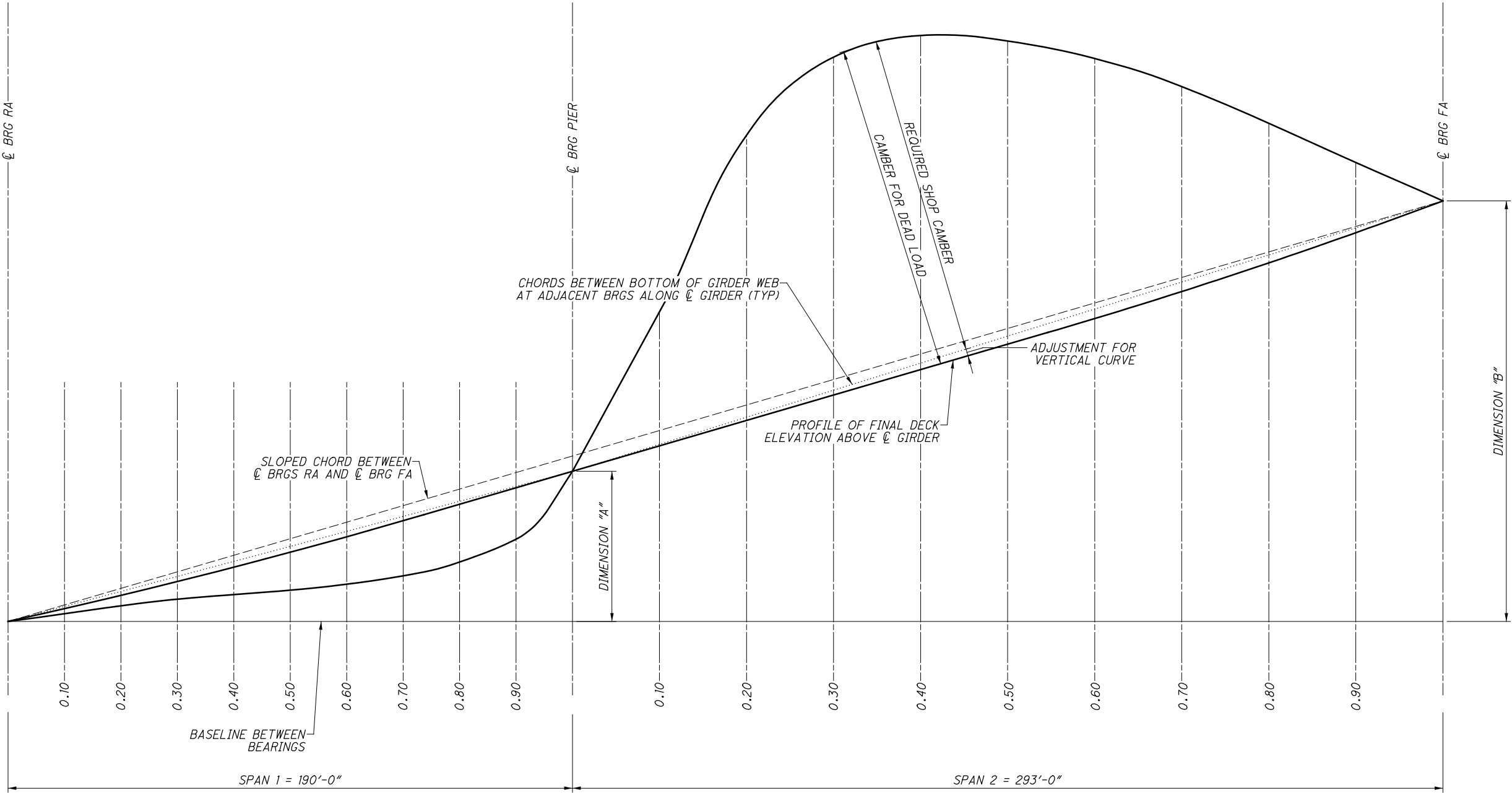
DETAIL 2
BOTTOM OF CONN PLATE

BAY 5 NOTE:
CROSS FRAME CONNECTION DETAILS IN BAY 5 ARE NOT TYPICAL. G6 CONNECTION PLATE HOLES ARE TO BE FIELD DRILLED. SEE SHEET [58/88] FOR DETAILS.

CAMBER BLOCKING DIAGRAM TABLE *			
GIRDER NUMBER	DIMENSION		CHORD SLOPE
	A	B	
GIRDER 1	24.48"	55.71"	0.967%
GIRDER 2	24.99"	63.35"	1.098%
GIRDER 3	26.19"	70.82"	1.225%
GIRDER 4	28.11"	78.14"	1.350%
GIRDER 5	30.71"	85.44"	1.475%

* BLOCKING DIMENSIONS ARE FROM THE LEVEL BASELINE TO THE BOTTOM OF BOTTOM FLANGE STEEL.

CAMBER BLOCKING DIAGRAM TABLE *			
GIRDER NUMBER	DIMENSION		CHORD SLOPE
	A	B	
GIRDER 6	27.94"	82.80"	1.428%
GIRDER 7	31.59"	87.33"	1.505%
GIRDER 8	35.02"	91.84"	1.583%
GIRDER 9	38.28"	96.32"	1.659%
GIRDER 10	41.36"	100.76"	1.736%



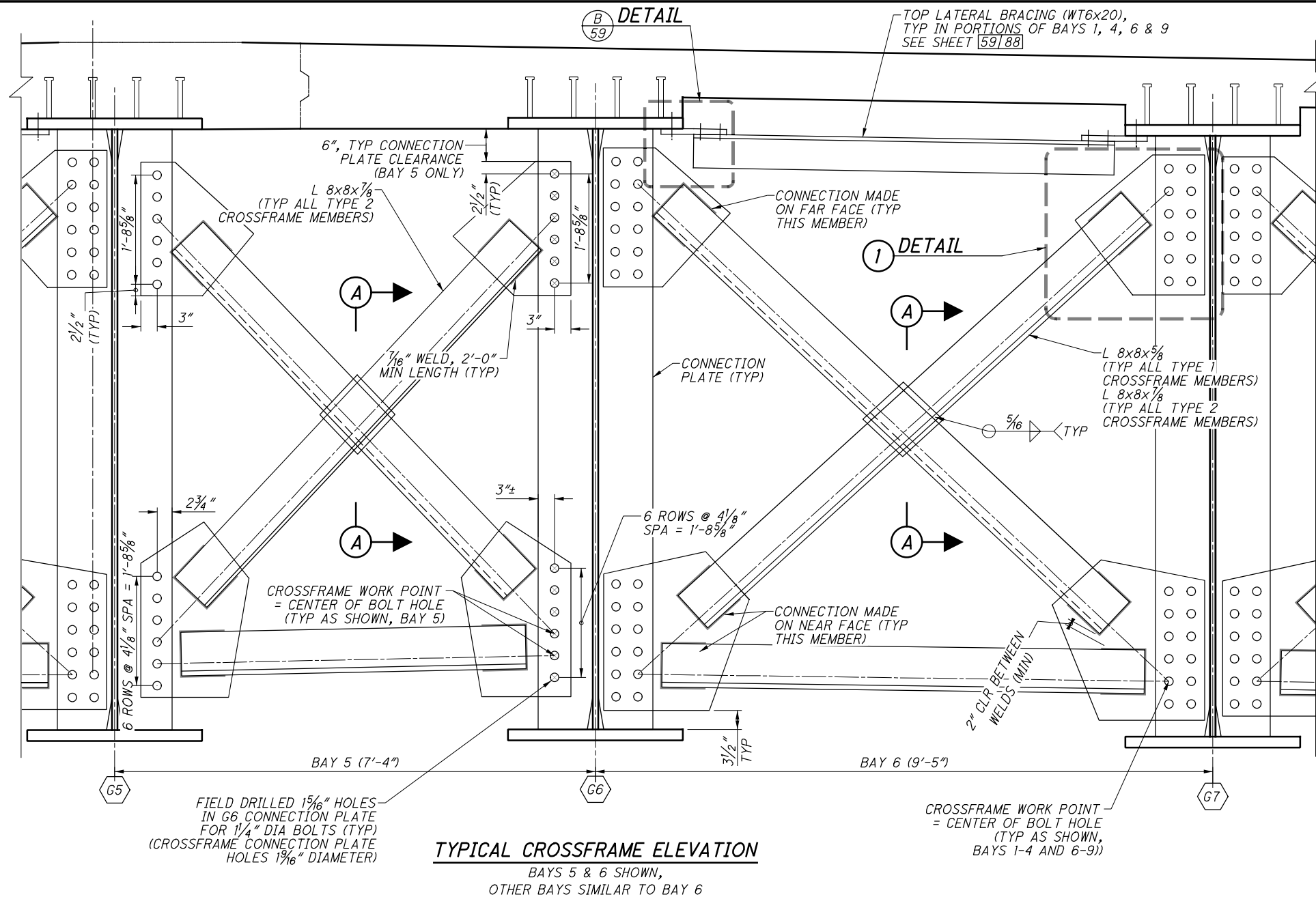
CAMBER AND BLOCKING DIAGRAM
EXAGGERATED IN Y SCALE

NOTES

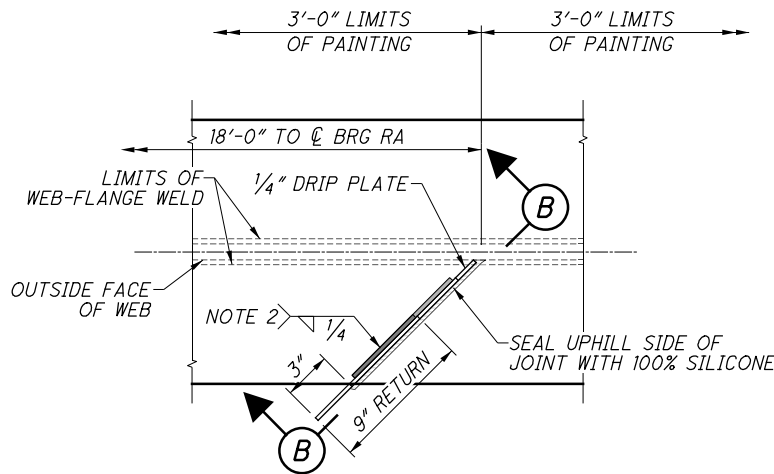
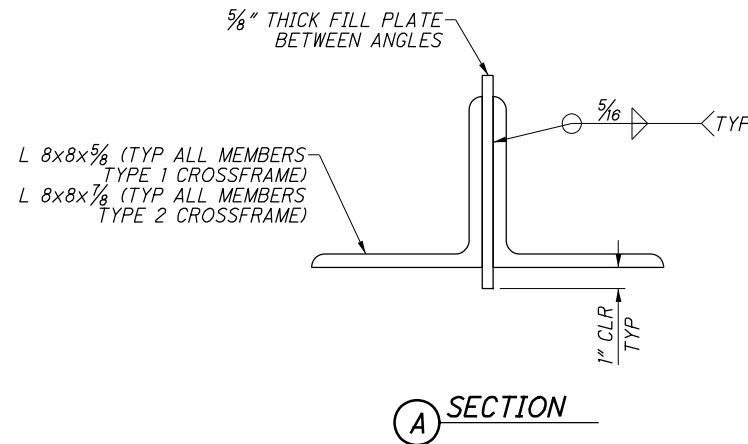
1. CAMBER IS MEASURED ALONG THE BOTTOM OF THE GIRDER WEB.

BEAM CAMBER AND DEFLECTIONS - PHASE 3 GIRDERS																											
POINT		GIRDER 6						GIRDER 7					GIRDER 8					GIRDER 9					GIRDER 10				
		DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO PHASE 3 NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO PHASE 5 NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER
REAR ABUT		0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"
SPAN 1	0.10	0.04"	0.10"	0.11"	0.03"	-0.61"	-0.33"	0.04"	0.09"	0.01"	-0.81"	-0.67"	0.03"	0.03"	0.00"	-1.00"	-0.95"	0.00"	-0.01"	0.00"	-1.17"	-1.17"	-0.05"	-0.03"	0.02"	-1.00"	-1.05"
	0.20	0.04"	0.15"	0.18"	0.04"	-1.07"	-0.66"	0.02"	0.12"	0.01"	-1.48"	-1.32"	0.00"	0.00"	0.00"	-1.84"	-1.85"	-0.05"	-0.06"	0.00"	-1.97"	-2.08"	-0.14"	-0.11"	0.02"	-0.48"	-0.71"
	0.30	0.00"	0.12"	0.21"	0.03"	-1.37"	-1.01"	-0.03"	0.06"	0.00"	-1.98"	-1.96"	-0.07"	-0.09"	-0.02"	-2.42"	-2.59"	-0.14"	-0.17"	-0.01"	-1.56"	-1.89"	-0.26"	-0.26"	0.01"	0.20"	-0.31"
	0.40	-0.09"	0.02"	0.20"	0.02"	-1.52"	-1.39"	-0.13"	-0.08"	-0.02"	-2.30"	-2.53"	-0.17"	-0.24"	-0.03"	-2.12"	-2.57"	-0.26"	-0.34"	-0.03"	-0.98"	-1.61"	-0.41"	-0.46"	-0.02"	1.03"	0.14"
	0.44	-0.14"	-0.04"	0.18"	0.01"	-1.54"	-1.53"	-0.17"	-0.15"	-0.03"	-2.22"	-2.57"	-0.22"	-0.31"	-0.04"	-1.94"	-2.51"	-0.31"	-0.41"	-0.04"	-0.74"	-1.50"	-0.47"	-0.54"	-0.03"	1.35"	0.30"
	0.50	-0.22"	-0.15"	0.15"	-0.01"	-1.52"	-1.75"	-0.25"	-0.29"	-0.04"	-2.05"	-2.63"	-0.30"	-0.44"	-0.05"	-1.62"	-2.42"	-0.40"	-0.53"	-0.05"	-0.25"	-1.23"	-0.57"	-0.69"	-0.06"	1.92"	0.61"
	0.60	-0.35"	-0.35"	0.08"	-0.04"	-1.32"	-1.98"	-0.37"	-0.51"	-0.06"	-1.63"	-2.57"	-0.43"	-0.63"	-0.07"	-0.98"	-2.11"	-0.52"	-0.71"	-0.08"	0.51"	-0.80"	-0.70"	-0.89"	-0.10"	2.77"	1.09"
	0.70	-0.44"	-0.52"	0.01"	-0.06"	-0.96"	-1.97"	-0.46"	-0.67"	-0.08"	-1.06"	-2.26"	-0.51"	-0.77"	-0.09"	-0.27"	-1.63"	-0.59"	-0.82"	-0.10"	1.31"	-0.20"	-0.76"	-1.00"	-0.12"	3.11"	1.23"
	0.80	-0.45"	-0.57"	-0.05"	-0.07"	-0.43"	-1.56"	-0.45"	-0.70"	-0.07"	-0.42"	-1.64"	-0.50"	-0.75"	-0.08"	0.44"	-0.90"	-0.56"	-0.78"	-0.10"	1.71"	0.28"	-0.69"	-0.93"	-0.12"	2.32"	0.58"
	0.86	-0.39"	-0.50"	-0.06"	-0.06"	-0.84"	-1.85"	-0.39"	-0.61"	-0.06"	-0.81"	-1.87"	-0.43"	-0.64"	-0.07"	0.08"	-1.06"	-0.47"	-0.66"	-0.08"	0.68"	-0.53"	-0.57"	-0.77"	-0.10"	1.12"	-0.33"
	0.90	-0.31"	-0.40"	-0.05"	-0.05"	-0.59"	-1.40"	-0.31"	-0.48"	-0.05"	-0.54"	-1.38"	-0.34"	-0.51"	-0.06"	0.16"	-0.74"	-0.36"	-0.52"	-0.07"	0.48"	-0.46"	-0.44"	-0.60"	-0.08"	0.79"	-0.33"
PIER 1		0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"
SPAN 2	0.10	0.96"	1.34"	0.25"	0.14"	-0.31"	2.38"	0.99"	1.57"	0.14"	-0.44"	2.26"	1.01"	1.51"	0.16"	-0.55"	2.11"	1.06"	1.52"	0.20"	-0.68"	2.11"	1.18"	1.62"	0.34"	-0.81"	2.33"
	0.18	1.69"	2.37"	0.44"	0.23"	-0.02"	4.70"	1.72"	2.73"	0.23"	-0.21"	4.48"	1.74"	2.61"	0.27"	-0.39"	4.24"	1.83"	2.62"	0.37"	-0.58"	4.23"	2.02"	2.78"	0.60"	-0.80"	4.60"
	0.20	2.19"	3.10"	0.56"	0.29"	-0.16"	5.98"	2.22"	3.53"	0.30"	-0.39"	5.66"	2.24"	3.37"	0.35"	-0.60"	5.36"	2.35"	3.37"	0.49"	-0.85"	5.36"	2.59"	3.58"	0.77"	-1.13"	5.81"
	0.30	3.45"	4.92"	0.87"	0.42"	-0.52"	9.15"	3.43"	5.46"	0.45"	-0.83"	8.51"	3.45"	5.19"	0.57"	-1.16"	8.06"	3.60"	5.19"	0.80"	-1.53"	8.07"	3.95"	5.51"	1.17"	-1.94"	8.70"
	0.40	4.48"	6.46"	1.10"	0.49"	-0.87"	11.66"	4.39"	7.00"	0.57"	-1.27"	10.69"	4.41"	6.64"	0.75"	-1.71"	10.10"	4.60"	6.64"	1.06"	-2.19"	10.11"	5.02"	7.06"	1.47"	-2.62"	10.93"
	0.50	5.11"	7.41"	1.21"	0.50"	-1.22"	13.00"	4.95"	7.86"	0.64"	-1.72"	11.74"	4.96"	7.45"	0.88"	-2.21"	11.08"	5.17"	7.48"	1.21"	-2.64"	11.23"	5.62"	7.96"	1.59"	-2.99"	12.18"
	0.51	5.11"	7.42"	1.21"	0.50"	-1.23"	13.01"	4.95"	7.87"	0.64"	-1.72"	11.74"	4.97"	7.45"	0.88"	-2.22"	11.09"	5.18"	7.49"	1.21"	-2.39"	11.49"	5.62"	7.97"	1.60"	-2.99"	12.19"
	0.60	5.19"	7.57"	1.18"	0.45"	-1.57"	12.82"	4.98"	7.89"	0.65"	-2.04"	11.48"	4.99"	7.47"	0.92"	-2.43"	10.96"	5.21"	7.54"	1.23"	-2.76"	11.22"	5.63"	8.02"	1.54"	-3.06"	12.13"
	0.70	4.67"	6.86"	1.03"	0.36"	-1.70"	11.23"	4.45"	7.02"	0.59"	-2.04"	10.02"	4.47"	6.67"	0.85"	-2.34"	9.65"	4.66"	6.75"	1.11"	-2.61"	9.91"	5.01"	7.18"	1.32"	-2.84"	10.68"
	0.79	3.92"	5.78"	0.84"	0.27"	-1.33"	9.47"	3.71"	5.83"	0.51"	-1.60"	8.44"	3.73"	5.56"	0.73"	-1.84"	8.18"	3.89"	5.65"	0.92"	-2.04"	8.42"	4.17"	6.00"	1.07"	-2.21"	9.02"
	0.80	3.59"	5.31"	0.76"	0.23"	-1.26"	8.64"	3.39"	5.33"	0.47"	-1.50"	7.69"	3.42"	5.09"	0.67"	-1.71"	7.47"	3.57"	5.17"	0.84"	-1.89"	7.70"	3.81"	5.49"	0.97"	-2.04"	8.23"
	0.90	1.98"	2.93"	0.40"	0.10"	-0.79"	4.63"	1.86"	2.89"	0.27"	-0.91"	4.11"	1.88"	2.78"	0.38"	-1.01"	4.02"	1.96"	2.84"	0.47"	-1.10"	4.16"	2.08"	3.00"	0.51"	-1.18"	4.42"
FWD ABUT		0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"

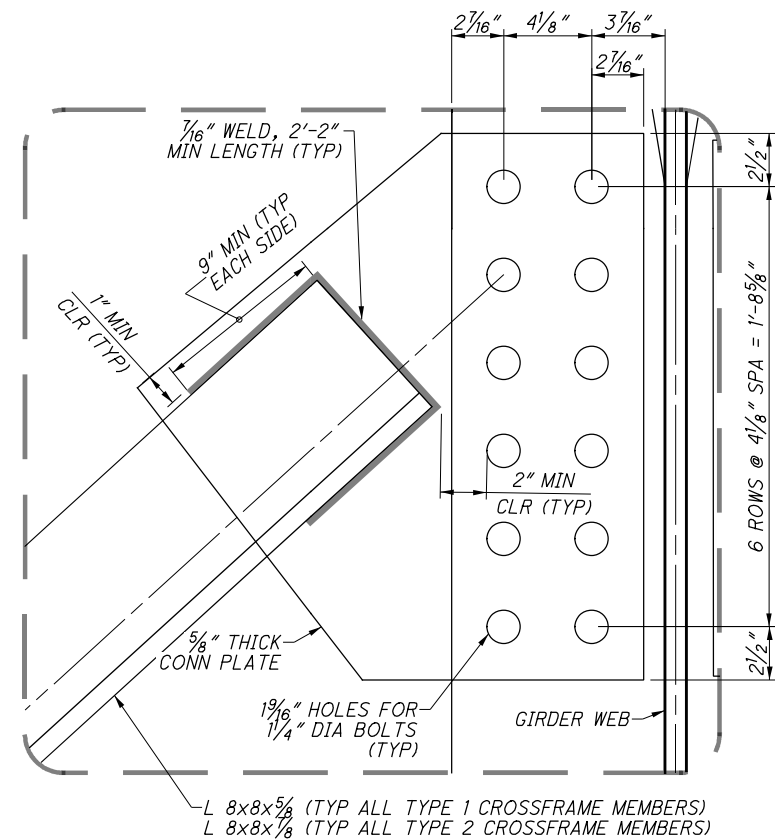
BEAM CAMBER AND DEFLECTIONS - PHASE 4 GIRDERS																												
POINT		GIRDER 1					GIRDER 2					GIRDER 3					GIRDER 4					GIRDER 5						
		DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO PHASE 4 NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO PHASE 5 NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER	DEFLECTION DUE TO WEIGHT OF STEEL	DEFLECTION DUE TO PHASE 4 NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO PHASE 5 NON-COMPOSITE CONCRETE LOAD	DEFLECTION DUE TO COMPOSITE DEAD LOAD	ADJUSTMENT REQUIRED FOR VERTICAL CURVE	TOTAL CAMBER
REAR ABUT		0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"
SPAN 1	0.10	0.05"	0.15"	0.08"	-0.63"	-0.35"	0.05"	0.12"	0.05"	-0.51"	-0.28"	0.06"	0.13"	0.03"	-0.45"	-0.23"	0.07"	0.08"	0.08"	0.02"	-0.46"	-0.22"	0.11"	0.00"	0.15"	0.03"	-0.54"	-0.26"
	0.20	0.05"	0.23"	0.14"	-1.10"	-0.68"	0.05"	0.18"	0.09"	-0.85"	-0.53"	0.06"	0.21"	0.05"	-0.73"	-0.42"	0.08"	0.10"	0.15"	0.03"	-0.76"	-0.39"	0.15"	-0.03"	0.25"	0.03"	-0.92"	-0.52"
	0.30	0.01"	0.22"	0.18"	-1.40"	-0.99"	0.01"	0.17"	0.10"	-1.02"	-0.74"	0.02"	0.21"	0.05"	-0.85"	-0.57"	0.05"	0.07"	0.20"	0.03"	-0.88"	-0.52"	0.11"	-0.10"	0.31"	0.02"	-1.12"	-0.78"
	0.40	-0.09"	0.11"	0.18"	-1.53"	-1.32"	-0.08"	0.07"	0.10"	-1.03"	-0.94"	-0.06"	0.12"	0.04"	-0.79"	-0.69"	-0.03"	-0.02"	0.23"	0.02"	-0.84"	-0.64"	0.02"	-0.20"	0.33"	0.00"	-1.16"	-1.01"
	0.44	-0.13"	0.05"	0.18"	-1.53"	-1.43"	-0.12"	0.01"	0.09"	-0.99"	-1.00"	-0.10"	0.07"	0.03"	-0.73"	-0.73"	-0.07"	-0.06"	0.22"	0.02"	-0.78"	-0.67"	-0.02"	-0.23"	0.31"	-0.01"	-1.14"	-1.09"
	0.50	-0.21"	-0.07"	0.16"	-1.49"	-1.61"	-0.20"	-0.09"	0.07"	-0.86"	-1.08"	-0.18"	-0.03"	0.02"	-0.57"	-0.76"	-0.14"	-0.14"	0.21"	0.00"	-0.63"	-0.69"	-0.11"	-0.24"	0.23"	-0.02"	-1.09"	-1.24"
	0.60	-0.34"	-0.28"	0.12"	-1.29"	-1.79"	-0.32"	-0.28"	0.04"	-0.53"	-1.10"	-0.31"	-0.22"	-0.01"	-0.18"	-0.71"	-0.26"	-0.27"	0.17"	-0.02"	-0.31"	-0.70"	-0.25"	-0.37"	0.20"	-0.04"	-0.94"	-1.40"
	0.70	-0.44"	-0.46"	0.07"	-0.92"	-1.75"	-0.41"	-0.45"	0.00"	-0.04"	-0.89"	-0.40"	-0.38"	-0.04"	0.32"	-0.51"	-0.35"	-0.37"	0.10"	-0.04"	0.00"	-0.67"	-0.35"	-0.40"	0.11"	-0.06"	-0.58"	-1.28"
	0.80	-0.45"	-0.53"	0.02"	-0.39"	-1.34"	-0.42"	-0.51"	-0.03"	0.57"	-0.38"	-0.42"	-0.45"	-0.05"	0.73"	-0.19"	-0.37"	-0.39"	0.04"	-0.05"	0.19"	-0.58"	-0.36"	-0.36"	0.03"	-0.06"	-0.17"	-0.93"
	0.86	-0.39"	-0.48"	0.00"	-0.77"	-1.63"	-0.36"	-0.45"	-0.03"	0.19"	-0.66"	-0.37"	-0.42"	-0.05"	-0.04"	-0.88"	-0.33"	-0.34"	0.01"	-0.05"	-0.41"	-1.12"	-0.32"	-0.29"	-0.01"	-0.05"	-0.67"	-1.33"
0.90	-0.31"	-0.39"	-0.01"	-0.49"	-1.19"	-0.29"	-0.37"	-0.03"	0.30"	-0.39"	-0.29"	-0.34"	-0.04"	-0.04"	-0.72"	-0.26"	-0.27"	0.00"	-0.04"	-0.30"	-0.87"	-0.25"	-0.22"	-0.02"	-0.04"	-0.48"	-1.00"	
PIER 1		0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"
SPAN 2	0.10	0.94"	1.31"	0.15"	-0.30"	2.11"	0.96"	1.32"	0.17"	-0.33"	2.12"	0.92"	1.20"	0.17"	-0.27"	2.03"	0.91"	0.92"	0.18"	0.16"	-0.15"	2.01"	0.85"	0.54"	0.24"	0.10"	0.00"	1.73"
	0.18	1.66"	2.34"	0.29"	0.06"	4.36"	1.67"	2.32"	0.32"	0.02"	4.33"	1.61"	2.11"	0.31"	0.10"	4.13"	1.58"	1.57"	0.34"	0.27"	0.25"	4.01"	1.53"	0.98"	0.44"	0.16"	0.49"	3.61"
	0.20	2.16"	3.08"	0.40"	-0.02"	5.62"	2.15"	3.00"	0.43"	-0.08"	5.50"	2.08"	2.73"	0.41"	0.00"	5.22"	2.03"	2.00"	0.45"	0.34"	0.19"	5.02"	2.00"	1.28"	0.58"	0.20"	0.49"	4.56"
	0.30	3.43"	4.98"	0.73"	-0.17"	8.96"	3.33"	4.68"	0.72"	-0.32"	8.41"	3.21"	4.25"	0.63"	-0.24"	7.86"	3.14"	3.02"	0.76"	0.50"	0.04"	7.46"	3.18"	2.06"	0.92"	0.31"	0.49"	6.97"
	0.40	4.48"	6.64"	1.07"	-0.32"	11.87"	4.27"	6.05"	0.97"	-0.55"	10.74"	4.10"	5.44"	0.81"	-0.47"	9.87"	4.02"	3.79"	1.02"	0.62"	-0.12"	9.32"	4.12"	2.73"	1.20"	0.41"	0.49"	8.94"
	0.50	5.13"	7.73"	1.34"	-0.46"	13.74"	4.80"	6.84"	1.13"	-0.78"	11.99"	4.59"	6.08"	0.89"	-0.71"	10.86"	4.52"	4.18"	1.18"	0.67"	-0.27"	10.28"	4.65"	3.15"	1.35"	0.48"	0.49"	10.11"
	0.51	5.14"	7.74"	1.35"	-0.47"	13.76"	4.81"	6.85"	1.14"	-0.79"	12.00"	4.60"	6.09"	0.89"	-0.71"	10.87"	4.53"	4.18"	1.18"	0.67"	-0.27"	10.29"	4.65"	3.15"	1.35"	0.48"	0.49"	10.12"
	0.60	5.24"	8.02"	1.47"	-0.61"	14.12"	4.83"	6.89"	1.16"	-1.02"	11.86"	4.61"	6.07"	0.87"	-0.94"	10.61"	4.54"	4.13"	1.21"	0.66"	-0.42"	10.11"	4.65"	3.20"	1.36"	0.51"	0.48"	10.20"
	0.70	4.75"	7.37"	1.41"	-0.75"	12.77"	4.31"	6.15"	1.03"	-1.25"	10.24"	4.11"	5.39"	0.75"	-1.18"	9.07"	4.04"	3.62"	1.12"	0.58"	-0.58"	8.77"	4.09"	2.84"	1.22"	0.48"	0.44"	9.08"
	0.79	3.99"	6.27"	1.23"	-0.61"	10.88"	3.59"	5.11"	0.85"	-1.17"	8.37"	3.43"	4.48"	0.61"	-1.10"	7.41"	3.35"	2.97"	0.95"	0.48"	-0.38"	7.37"	3.34"	2.34"	1.02"	0.42"	0.44"	7.56"
	0.80	3.67"	5.77"	1.14"	-0.65"	9.94"	3.28"	4.66"	0.77"	-1.24"	7.48"	3.14"	4.09"	0.55"	-1.17"	6.61"	3.07"	2.71"	0.88"	0.44"	-0.35"	6.74"	3.03"	2.11"	0.95"	0.39"	0.36"	6.83"
0.90	2.03"	3.23"	0.66"	-0.80"	5.12"	1.80"	2.54"	0.41"	-1.30"	3.45"	1.72"	2.23"	0.29"	-0.69"	3.56"	1.67"	1.46"	0.50"	0.24"	-0.21"	3.66"	1.57"	1.08"	0.54"	0.22"	0.05"	3.46"	
FWD ABUT		0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"	0.00"



TYPICAL CROSSFRAME ELEVATION
BAYS 5 & 6 SHOWN,
OTHER BAYS SIMILAR TO BAY 6



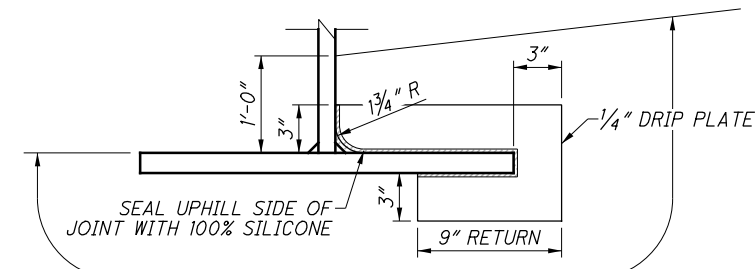
DRIP PLATE PLAN (2 REQUIRED)
G1 SHOWN, G10 MIRRORED HORIZONTAL (SEE NOTE 2)



DETAIL 1
TOP CONNECTION SHOWN,
BOTTOM SIMILAR

NOTES

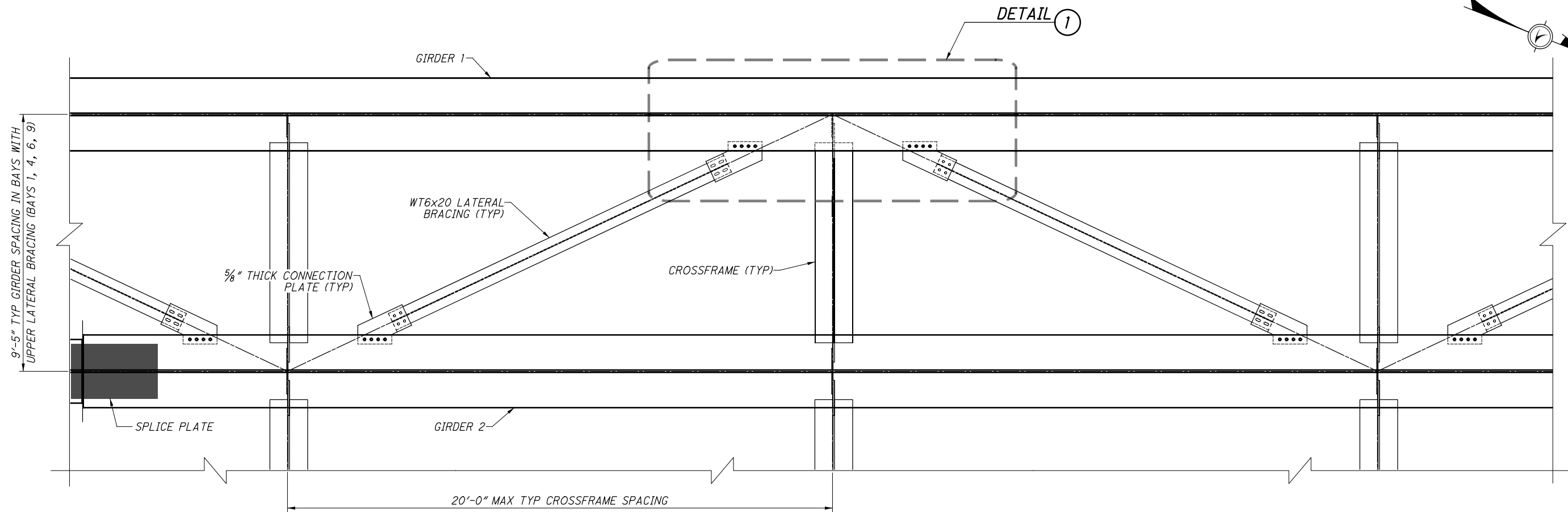
1. HIGH STRENGTH BOLTS SHALL BE 1/4" DIA ASTM F3125, GRADE A325.
2. DRIP PLATES ARE TO BE INSTALLED ON THE OUTSIDE FACE OF GIRDERS 1 AND 10. THE DOWNHILL (REAR) SIDE OF EACH PLATE SHALL BE WELDED THROUGHOUT THE LIMITS OF THE PLATE AND FLANGE WIDTH (TO TERMINATE 1/2" FROM FLANGE TO WEB WELD). DRIP STRIP WELDS SHALL TERMINATE 1/4" ± 1/8" FROM THE ENDS OF THE LIMITS. THE UPHILL (FORWARD) SIDE OF EACH PLATE SHALL HAVE ALL INTERFACES AND GAPS FILLED WITH 100% SILICONE SEALANT. PAYMENT FOR THE DRIP PLATE AND SEALANT SHALL BE INCLUDED FOR PAYMENT WITH ITEM 513, STRUCTURAL STEEL MEMBER, LEVEL 4, AS PER PLAN.



SECTION B
DRIP PLATE

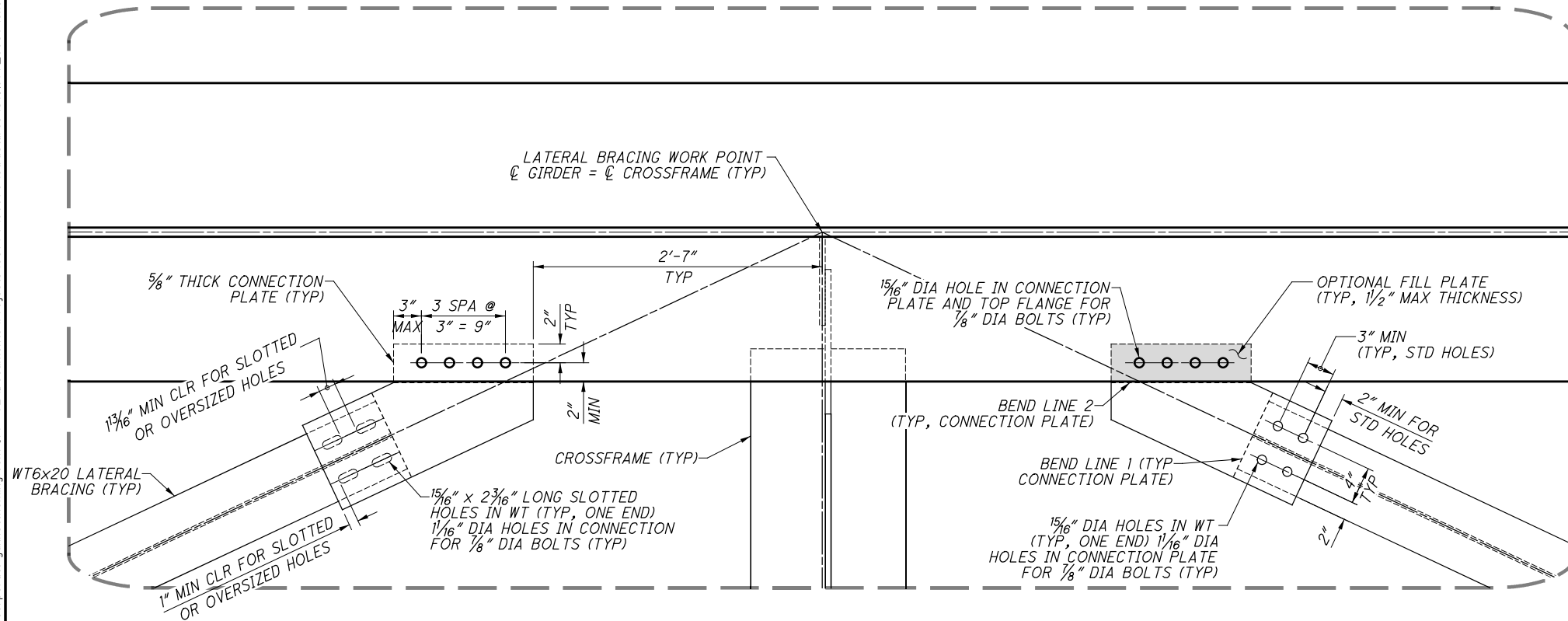
LIMITS OF PAINTING AT DRIP STIP
(SEE SHEET 48/88 FOR MORE DETAILS)

SUBMITTAL: SEALED TRACINGS
PLOT DRIVER: ODOTV8ISS3_PDF.pltcfgr
PENTABLE: 90973-ODOTV8ISS3_Pen.tbl
pw:\gfpwng02.corporate.gannettfleming.com\GFPW02\Documents\Projects\55774\90973\structures\STA077_0936\sheets\099a 1/15/2019 3:00:22 PM vtraini



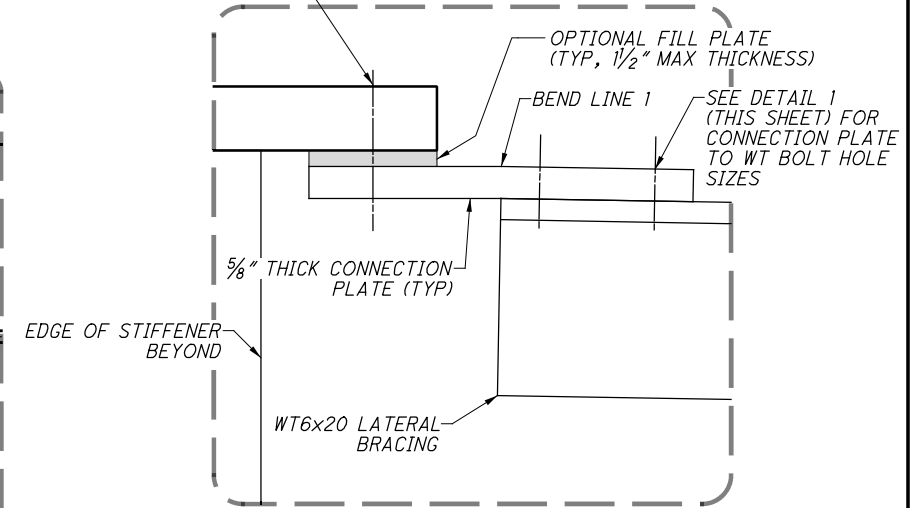
TOP FLANGE LATERAL BRACING PLAN

BAY 1 SHOWN,
BAYS 4, 6 & 9 SIMILAR



1 **DETAIL**

Ø 15/16" DIA HOLE IN CONNECTION
PLATE AND TOP FLANGE FOR
7/8" DIA BOLTS (TYP)

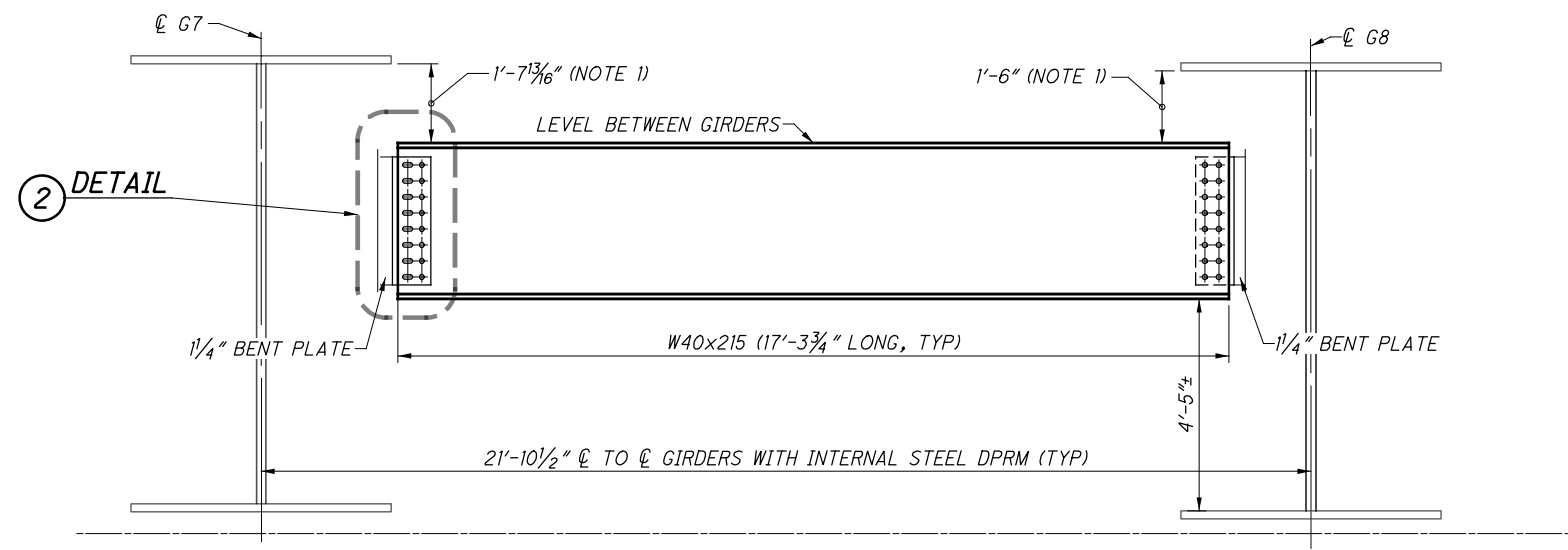


B **DETAIL**
58

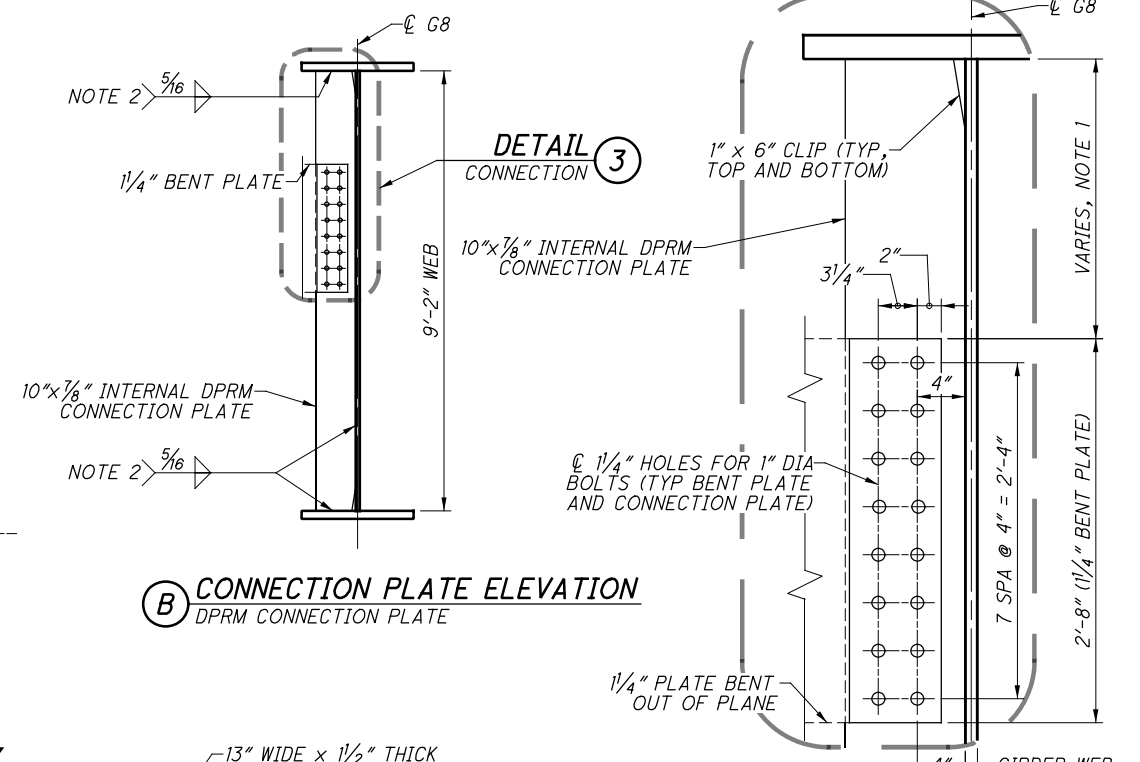
NOTES

1. HIGH STRENGTH BOLTS SHALL BE 7/8" DIA ASTM F3125, GRADE A325.

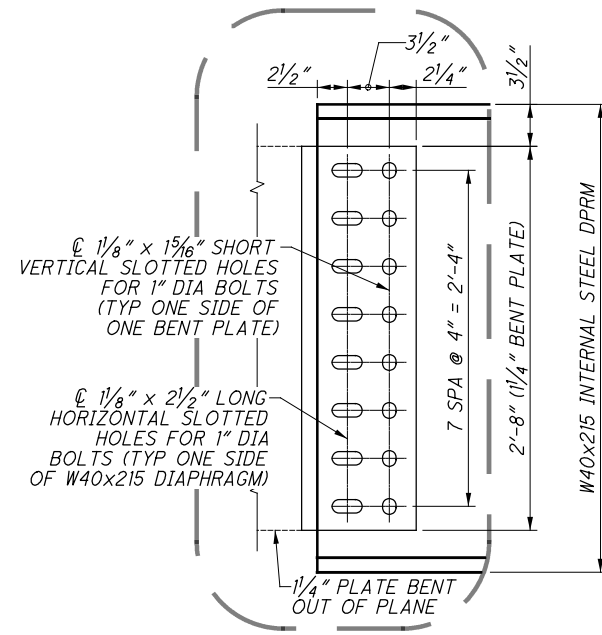
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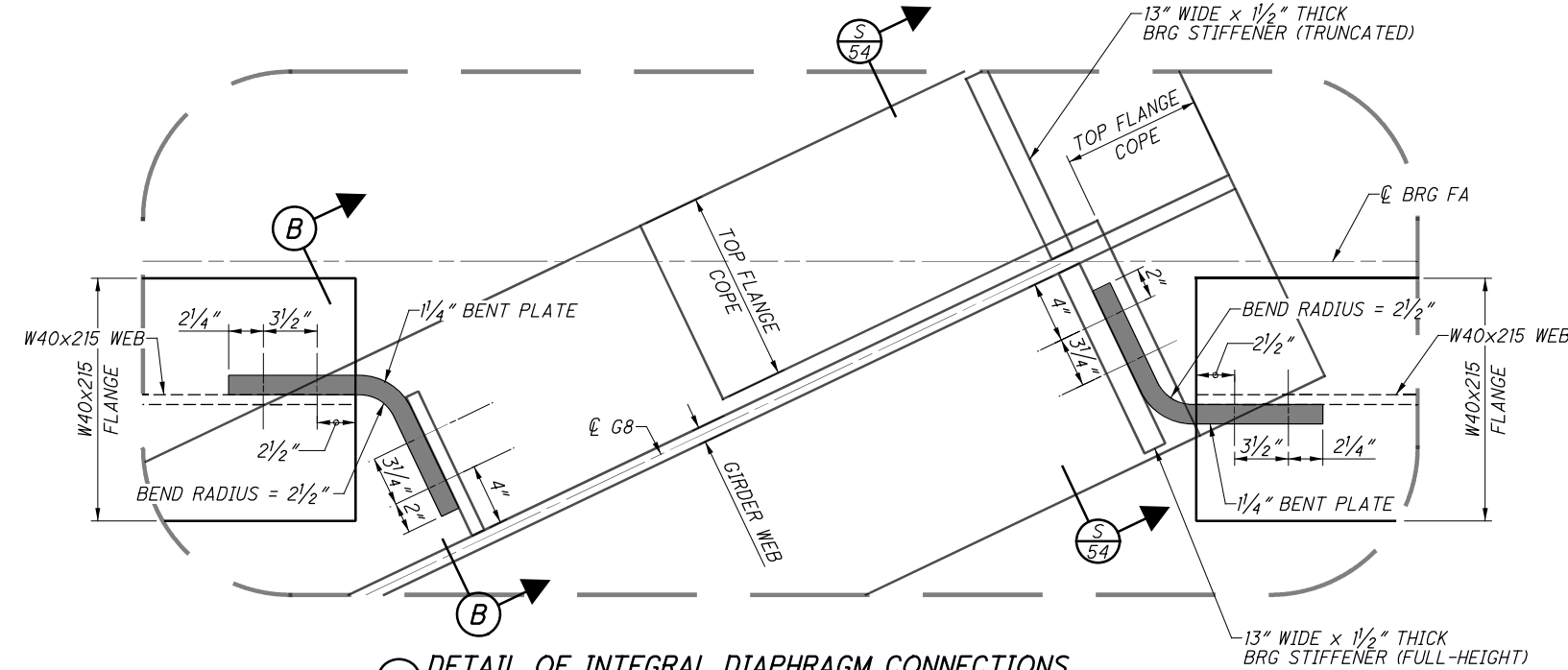
A INTERNAL STEEL DIAPHRAGM ELEVATION
PARALLEL TO ∇ BRG, STIFFENERS OMITTED FOR CLARITY



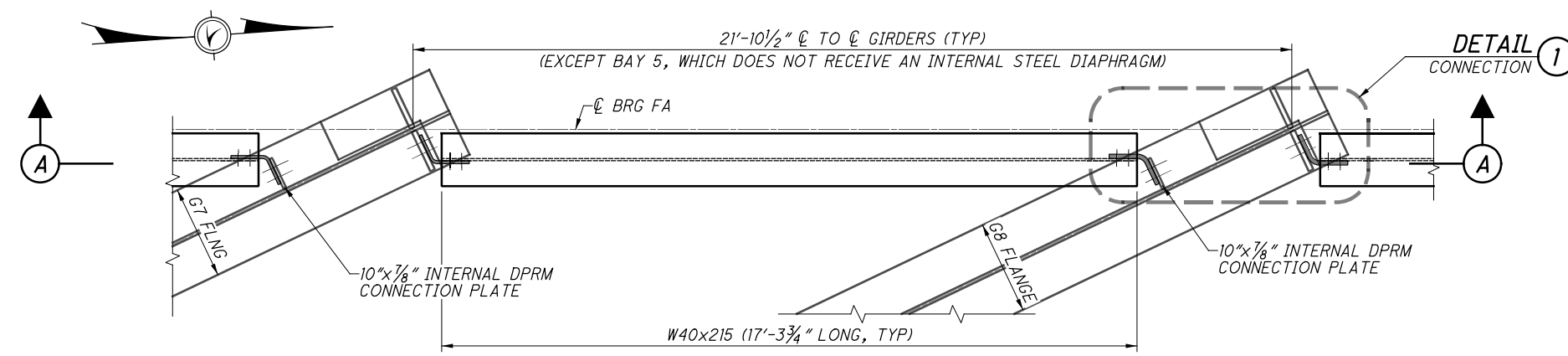
B CONNECTION PLATE ELEVATION
DPRM CONNECTION PLATE



2 DRPM CONNECTION DETAIL
TYPICAL OF BOTH ENDS

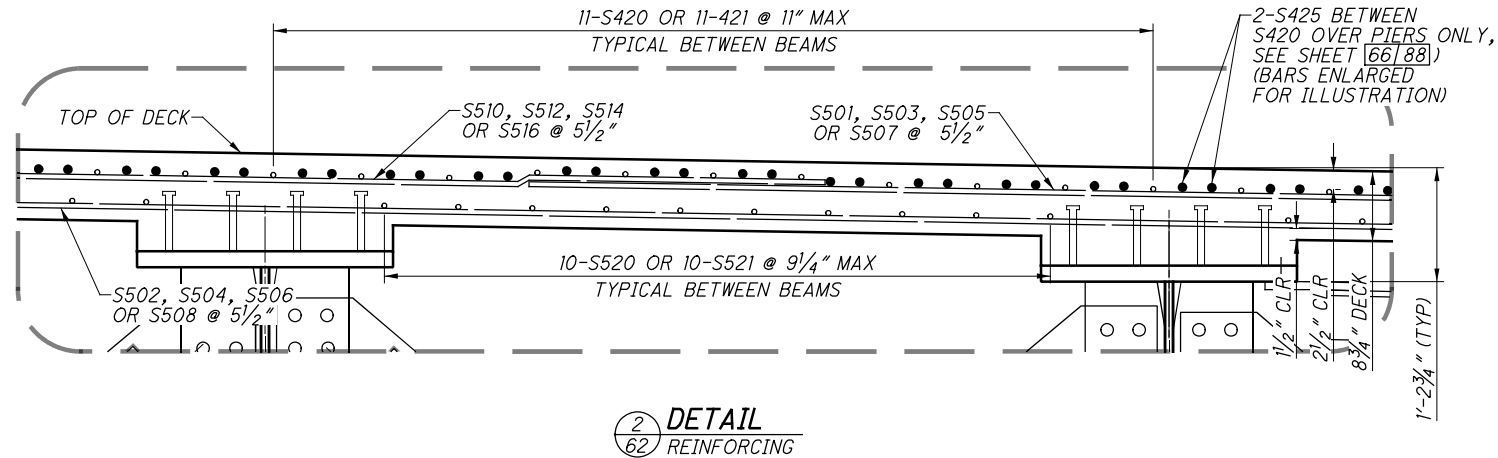


1 DETAIL OF INTEGRAL DIAPHRAGM CONNECTIONS
FORWARD ABUTMENT SHOWN, REAR SIMILAR

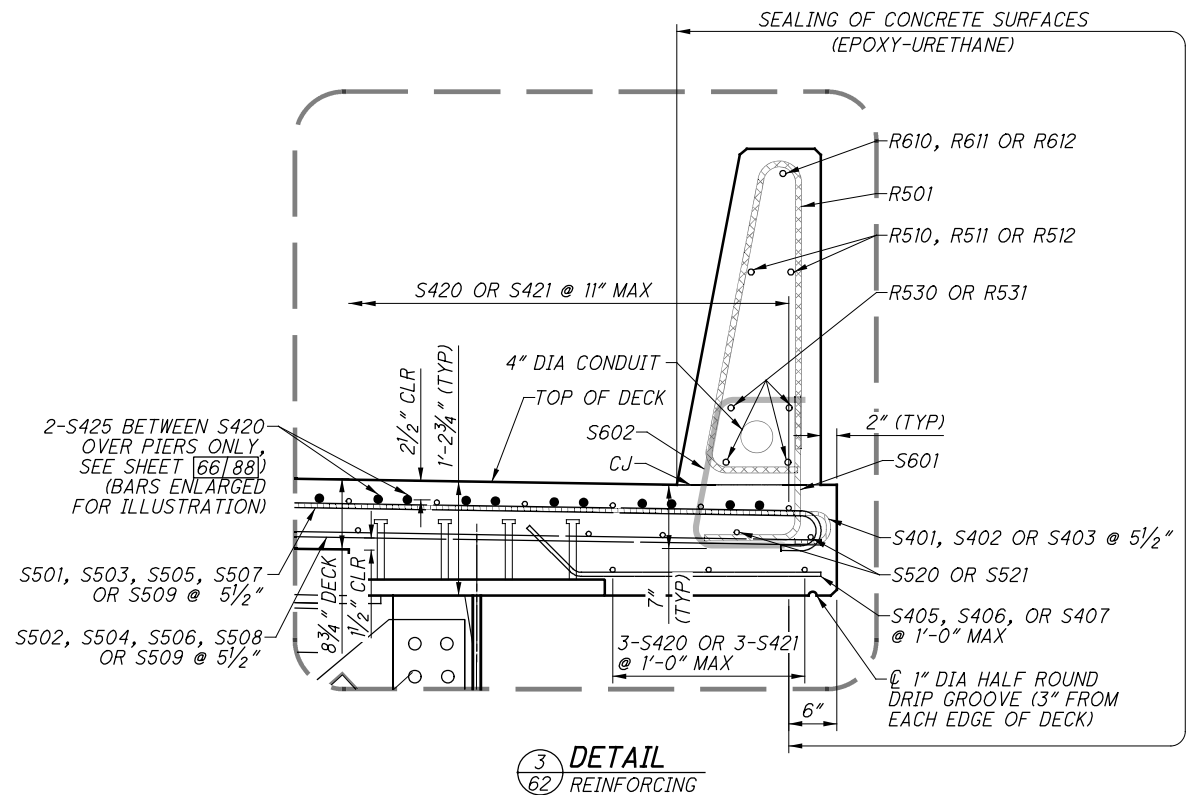


ED 50 PLAN VIEW OF INTERNAL STEEL DIAPHRAGM FRAMING
FORWARD ABUTMENT SHOWN, REAR SIMILAR

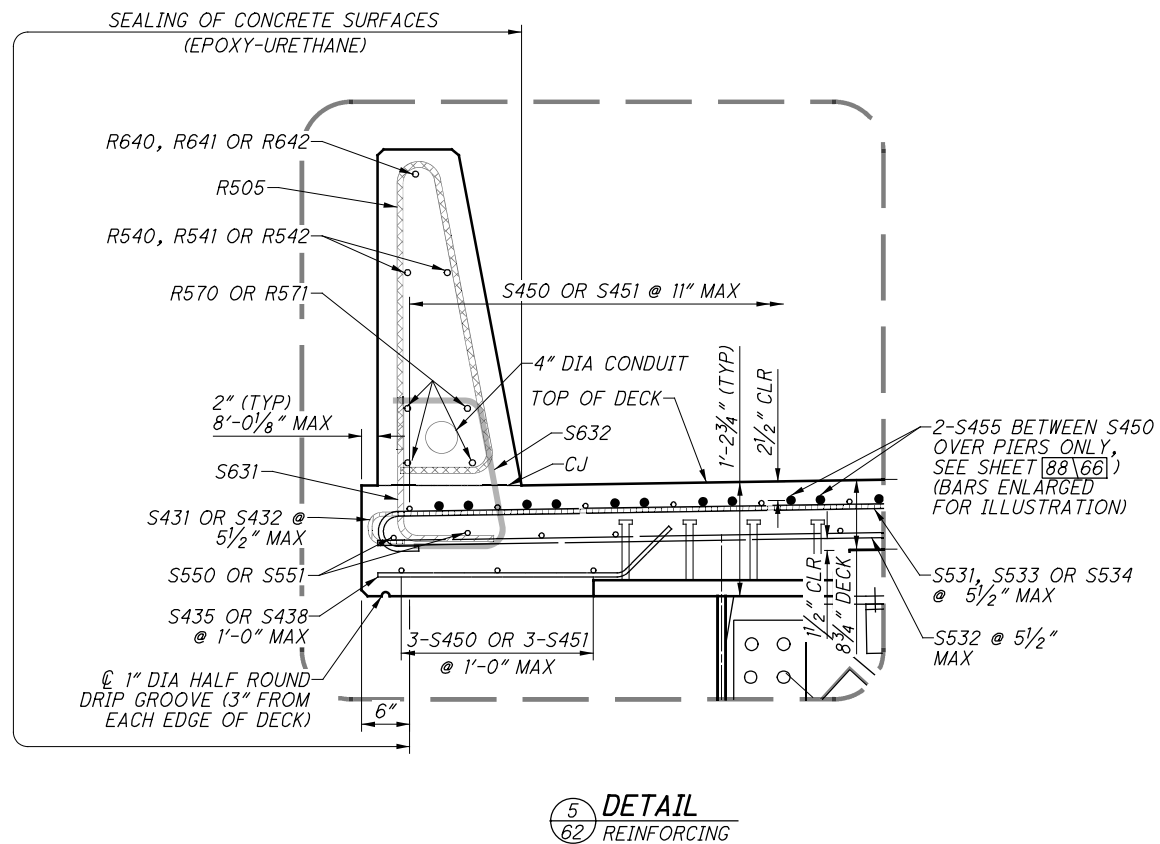
- NOTES:**
1. THE INTERNAL STEEL DIAPHRAGM IS SET SO THAT THE TOP OF THE TOP FLANGE OF THE INTERNAL DIAPHRAGM IS 1'-6" BELOW TO BOTTOM OF THE TOP FLANGE OF THE GIRDER AT THE LOWEST GIRDER IN EACH BAY. THIS DIMENSION WILL BE EQUAL TO OR GREATER THAN 1'-6" AT THE GIRDER WITH THE HIGHEST ELEVATION IN THE BAY.
 2. TERMINATE WELD 1/4" ($\pm 1/8"$) FROM THE END OF STIFFENER TO GIRDER INTERFACE.
 3. ONE SIDE OF THE DIAPHRAGM HAS THE LONG SLOTTED HOLES, AND THE BENT PLATE ON SLOTTED HOLE SIDE OF DIAPHRAGM CONSISTS OF SHORT VERTICAL SLOTS AT THE INTERFACE. ALL OTHER HOLES FOR DIAPHRAGM CONNECTIONS SHALL BE OVERSIZED HOLES.



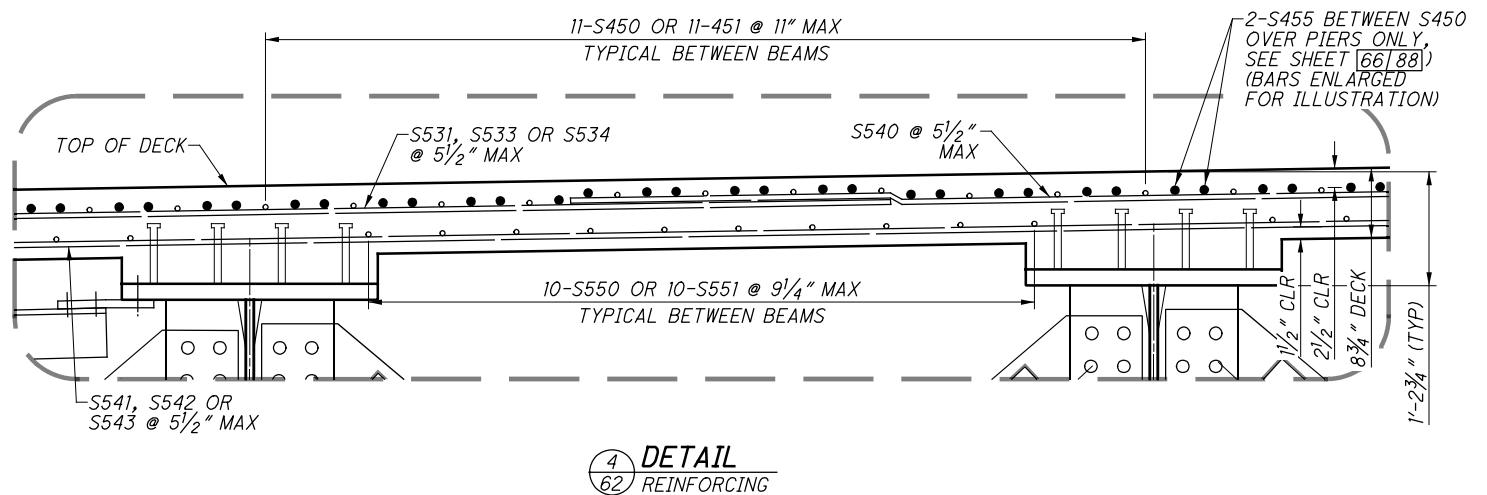
2
62
DETAIL
REINFORCING



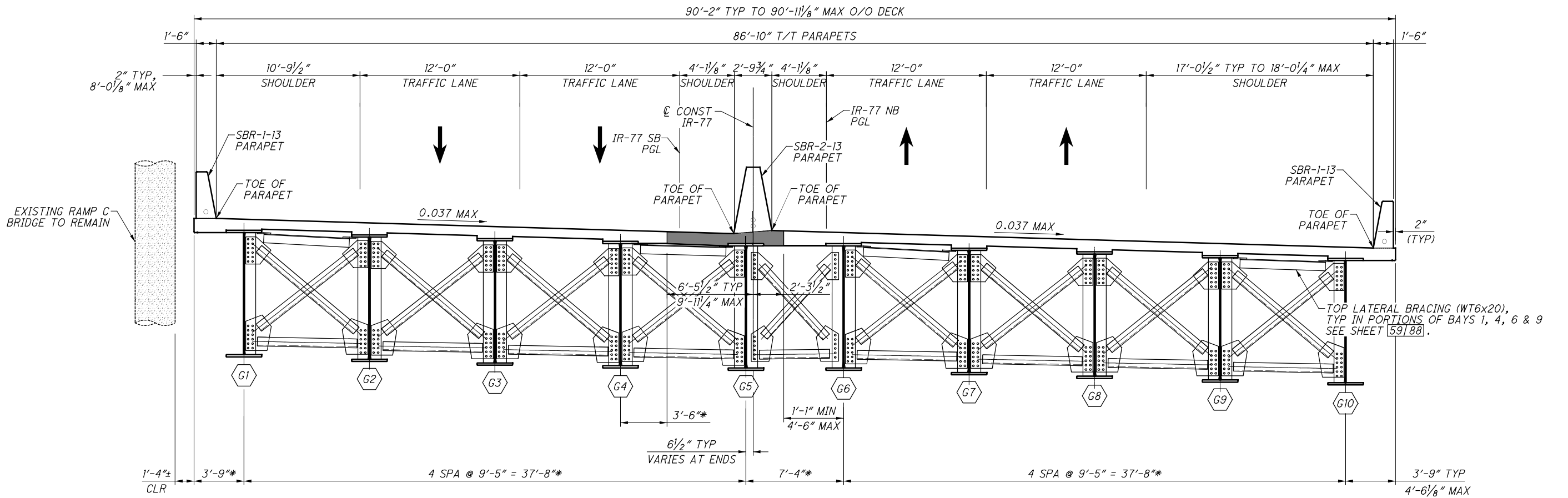
3
62
DETAIL
REINFORCING



5
62
DETAIL
REINFORCING

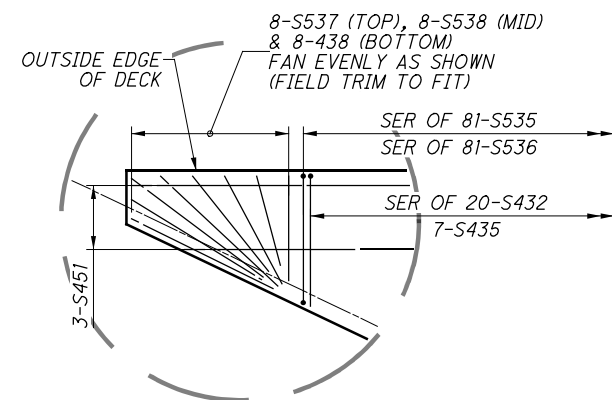


4
62
DETAIL
REINFORCING



SUPERELEVATED TRANSVERSE SECTION
SOUTHBOUND: BEGIN DECK TO STA 572+66.37
NORTHBOUND: BEGIN DECK TO STA 570+95.87
SEE SHEET 6188 FOR PAVEMENT TRANSITION DETAIL

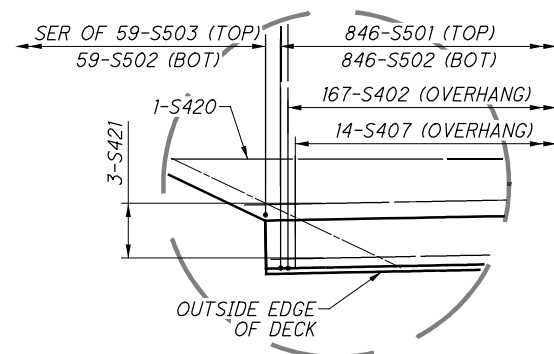
LEGEND
* MEASURED PERPENDICULAR TO GIRDER
PHASE 5 POUR 8'-9" TYP, 12'-2 3/4" MAX



2
65

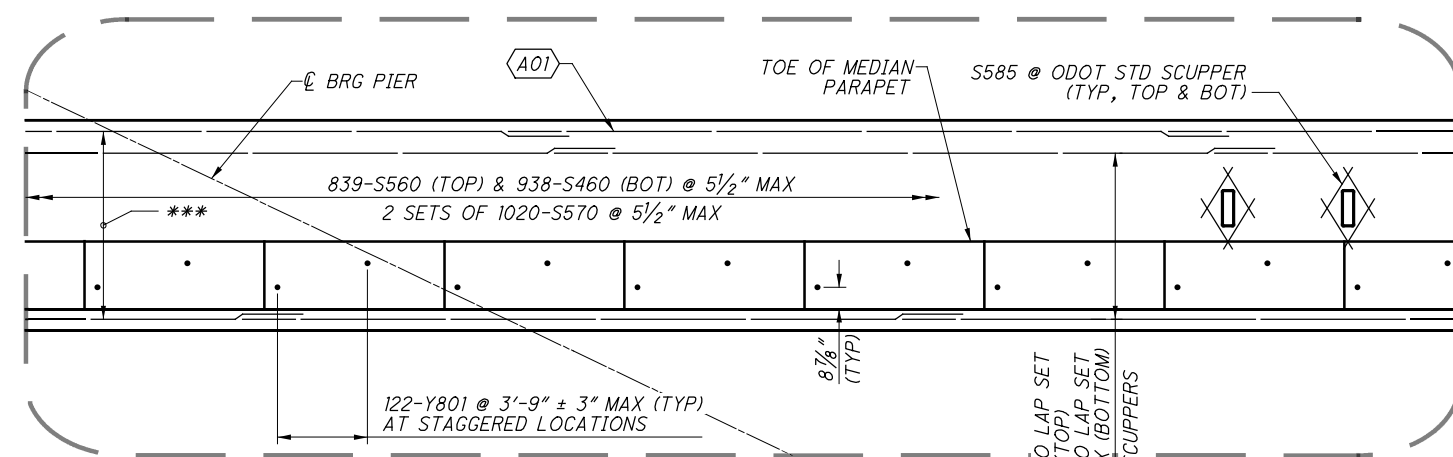
DETAIL

LEFT REAR CORNER
(PHASE 4)



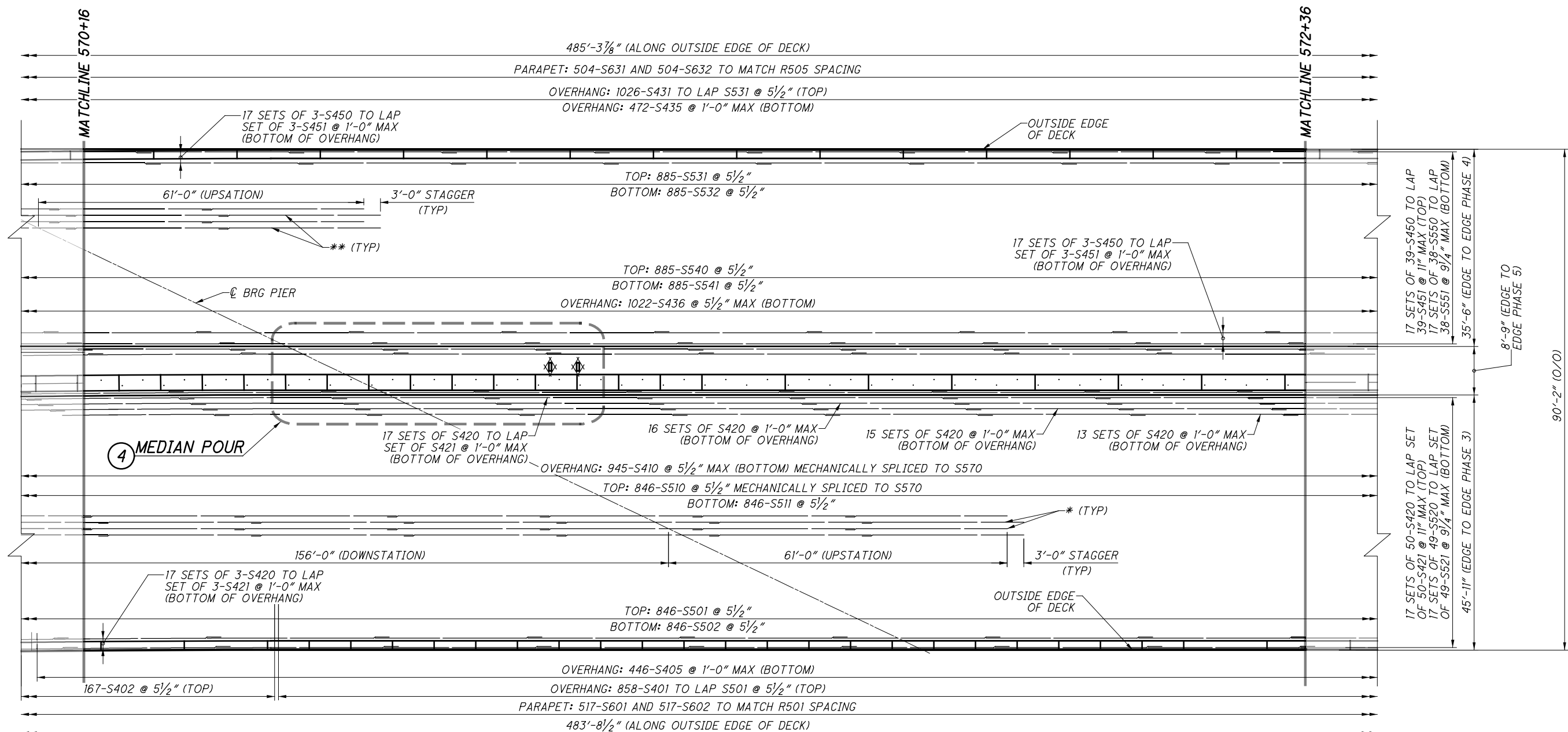
3
65

DETAIL
RIGHT REAR CORNER
(PHASE 3)

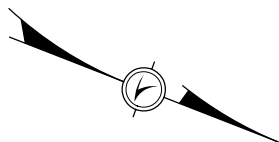


4 **MEDIAN POUR**
TYPICAL BARRIER AND REINFORCING LAYOUT SHOWN
(PHASE 5)

* 8 SETS OF 2-S425 BETWEEN S420 AT PIERS (776 TOTAL)
 ** 8 SETS OF 2-S455 BETWEEN S450 AT PIERS (608 TOTAL)
 *** 8 SETS OF 2-S485 BETWEEN S480 AT PIERS (152 TOTAL)



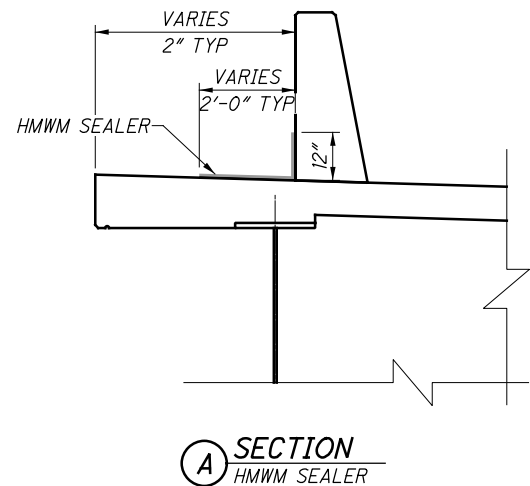
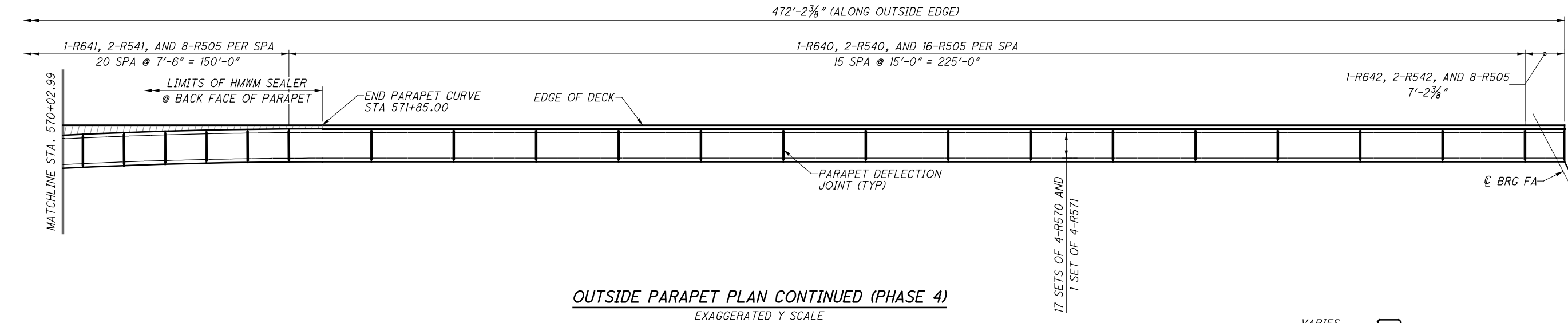
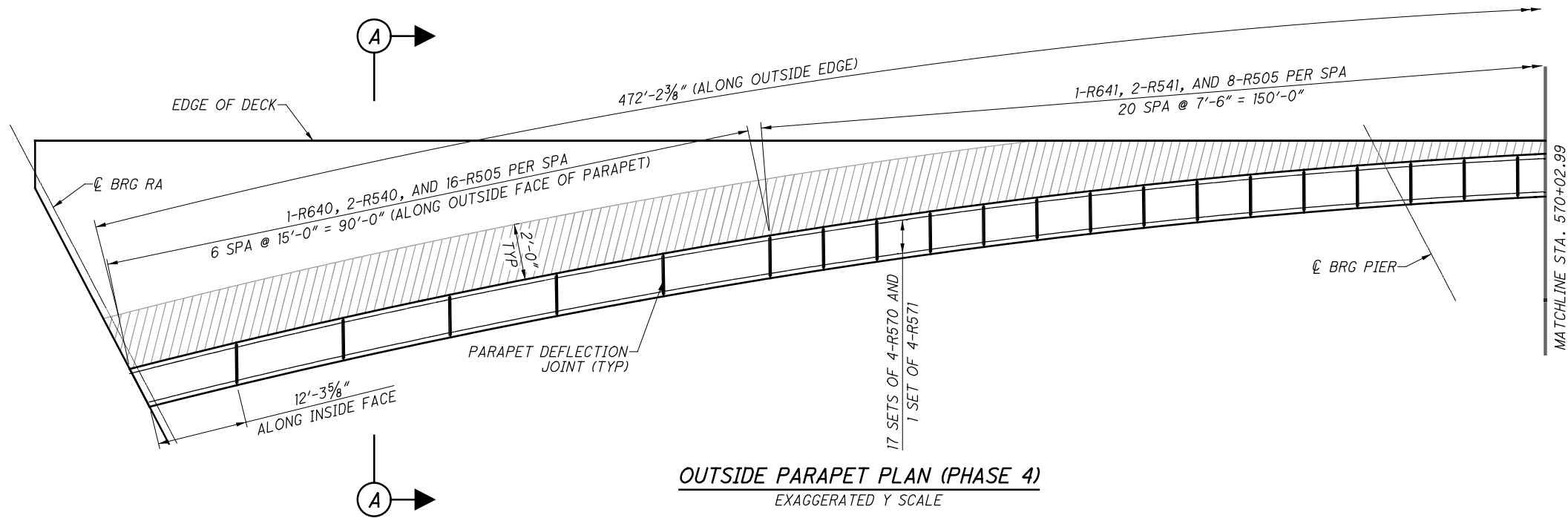
TYPICAL DEFLECTION JOINT DETAILS AND CLEARANCE ARE SHOWN ON SHEET $\left(\frac{408}{584}\right)$.



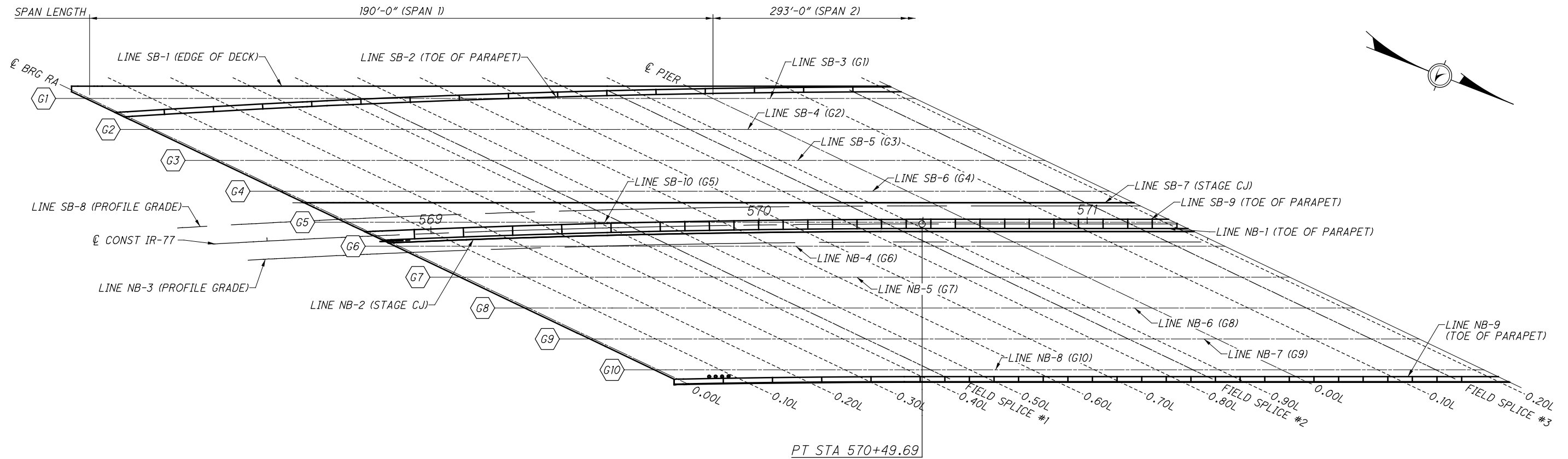
SUBMITTAL: SEALED TRACINGS
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PLOT: 90973
PENTABLE: 90973-ODOTV8ISS3_Pen.tbl
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NOTES:

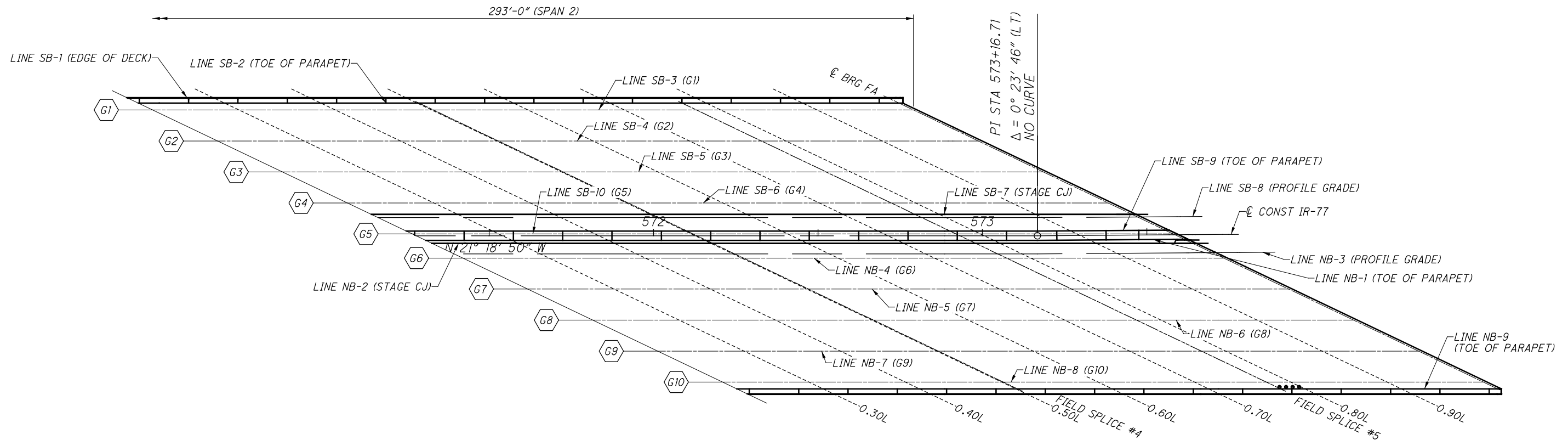
- PARAPET REINFORCING SHALL BE PLACED TO CLEAR DEFLECTION JOINTS PER ODOT SCD SBR-1-13, TYPICAL DEFLECTION JOINT DETAILS AND CLEARANCE ARE SHOWN ON SHEET (408/584).
- HMWM SEALING LIMITS SHALL BE FROM START OF REAR APPROACH SLAB TO STA 571+85.00.



SUBMITTAL: SEALED TRACINGS
PID: 90973
PLOT DRIVER: ODOTV8ISS3_Pen.tbl
PENTABLE: 90973-ODOTV8ISS3_Pen.tbl
pw:\gfpw\g02.corporate.gannettflaming.com\GFPW02\Documents\Projects\55774\90973\structures\STA077_0936\sheet\125 1/15/2019 3:00:59 PM vtrcini



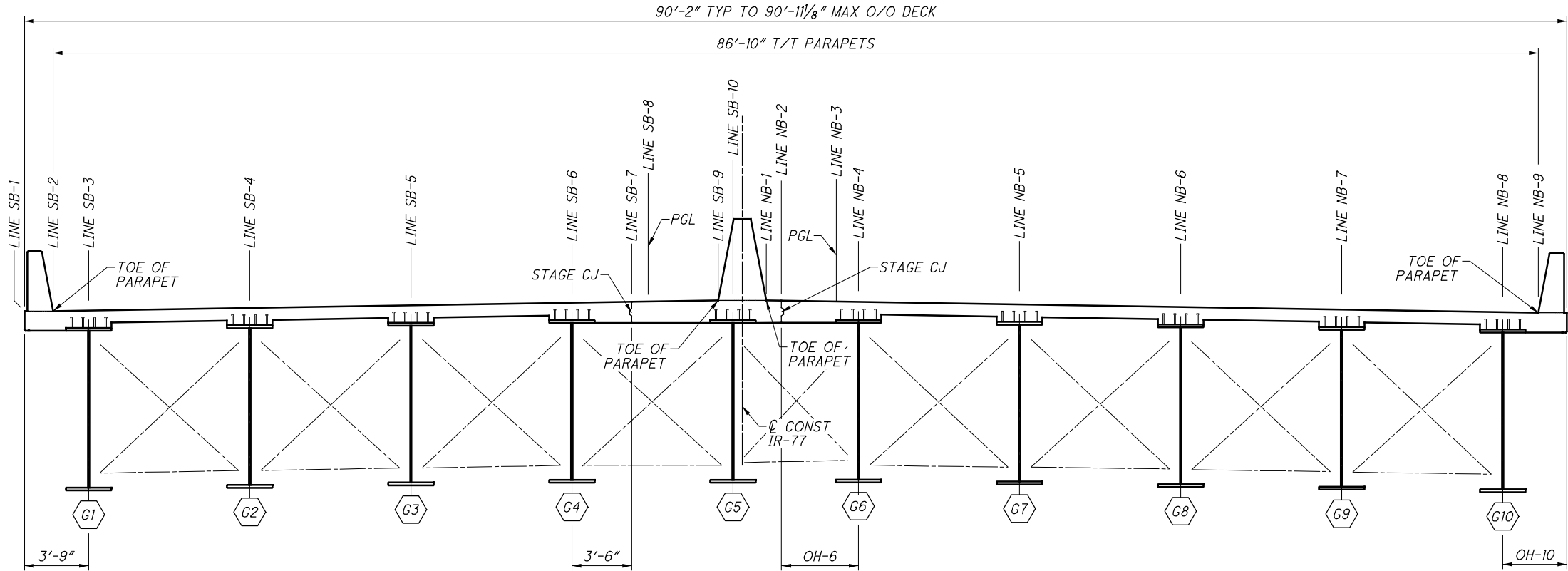
TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION LINE LOCATIONS



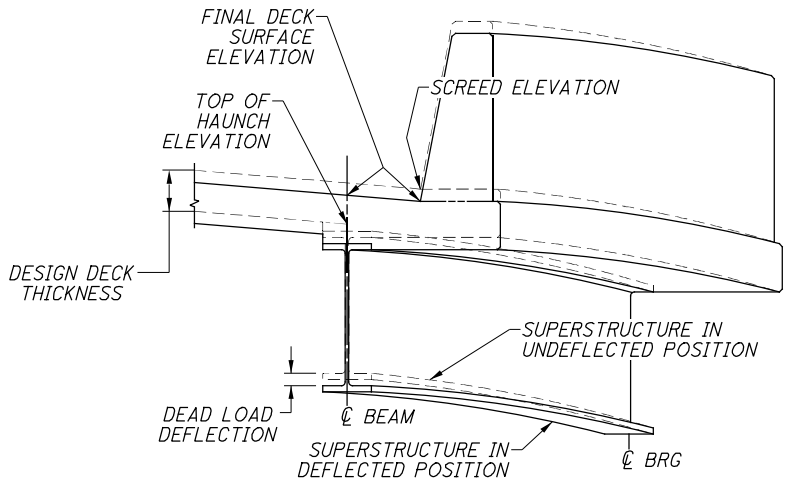
TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION LINE LOCATIONS

VARYING OVERHANG LENGTHS			
SPAN NO.	LOCATION	OH-6	OH-10
		OVERHANG LENGTH	OVERHANG LENGTH
REAR ABUT		1.17'	4.51'
SPAN 1	0.10 L	1.92'	4.25'
	0.20 L	2.57'	3.99'
	0.30 L	3.13'	3.82'
	0.40 L	3.59'	3.75'
	0.50 L	3.96'	3.75'
	0.60 L	4.23'	3.75'
	0.70 L	4.41'	3.75'
	0.80 L	4.49'	3.75'
PIER 1		4.50'	3.75'
SPAN 2	0.10 L	4.50'	3.75'
	0.20 L	4.50'	3.75'
	0.30 L	4.50'	3.75'
	0.40 L	4.50'	3.75'
	0.50 L	4.50'	3.75'
	0.60 L	4.50'	3.75'
	0.70 L	4.50'	3.75'
	0.80 L	4.50'	3.75'
FORWARD ABUT		4.50'	3.75'

OVERHANG LENGTHS (OH-6 AND OH-10)
MEASURED PERPENDICULAR TO GIRDER



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



TOP OF HAUNCH, SCREED, AND FINAL DECK ELEVATION DETAIL

TOP OF HAUNCH ELEVATIONS TABLE (SOUTHBOUND)											
SPAN NO.	LOCATION	GIRDER #1		GIRDER #2		GIRDER #3		GIRDER #4		GIRDER #5	
		STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV
REAR ABUT		567+98.88	1043.06	568+17.78	1042.86	568+36.79	1042.68	568+55.90	1042.52	568+75.12	1042.37
SPAN 1	0.10 L	568+17.61	1043.23	568+36.57	1043.04	568+55.64	1042.88	568+74.81	1042.73	568+94.08	1042.59
	0.20 L	568+36.36	1043.41	568+55.38	1043.23	568+74.50	1043.08	568+93.72	1042.95	569+13.05	1042.82
	0.30 L	568+55.12	1043.59	568+74.19	1043.43	568+93.37	1043.29	569+12.65	1043.17	569+32.03	1043.06
	0.40 L	568+73.89	1043.77	568+93.05	1043.63	569+12.24	1043.50	569+31.57	1043.40	569+51.01	1043.30
	0.44 L	568+80.80	1043.84	568+99.95	1043.70	569+19.20	1043.58	569+38.55	1043.49	569+58.00	1043.40
	0.50 L	568+92.66	1043.96	569+11.84	1043.83	569+31.13	1043.72	569+50.51	1043.64	569+69.99	1043.55
	0.60 L	569+11.45	1044.16	569+30.68	1044.05	569+50.02	1043.96	569+69.45	1043.88	569+88.99	1043.81
	0.70 L	569+30.24	1044.38	569+49.52	1044.28	569+68.91	1044.20	569+88.39	1044.13	570+07.98	1044.08
	0.80 L	569+49.03	1044.62	569+68.37	1044.53	569+87.81	1044.45	570+07.34	1044.37	570+26.98	1044.37
0.86 L	569+59.92	1044.77	569+79.28	1044.69	569+98.75	1044.57	570+18.31	1044.52	570+37.97	1044.54	
0.90 L	569+67.83	1044.89	569+87.22	1044.79	570+06.71	1044.67	570+26.29	1044.64	570+45.97	1044.67	
PIER 1		569+86.64	1045.16	570+06.08	1045.01	570+25.61	1044.93	570+45.24	1044.92	570+64.97	1044.99
SPAN 2	0.10 L	570+15.64	1045.52	570+35.15	1045.42	570+54.79	1045.39	570+74.53	1045.43	570+94.27	1045.52
	0.18 L	570+33.17	1045.76	570+52.74	1045.70	570+72.49	1045.69	570+92.23	1045.75	571+11.97	1045.85
	0.20 L	570+44.65	1045.93	570+64.34	1045.88	570+84.09	1045.89	571+03.83	1045.96	571+23.57	1046.07
	0.30 L	570+73.90	1046.36	570+93.64	1046.35	571+13.39	1046.39	571+33.13	1046.49	571+52.87	1046.63
	0.40 L	571+03.20	1046.78	571+22.94	1046.78	571+42.69	1046.85	571+62.43	1046.99	571+82.17	1047.17
	0.50 L	571+32.50	1047.14	571+52.24	1047.16	571+71.99	1047.27	571+91.73	1047.44	572+11.47	1047.68
	0.51 L	571+33.00	1047.14	571+52.74	1047.17	571+72.49	1047.27	571+92.23	1047.45	572+11.97	1047.69
	0.60 L	571+61.80	1047.42	571+81.54	1047.47	572+01.29	1047.62	572+21.03	1047.85	572+40.77	1048.15
	0.70 L	571+91.10	1047.61	572+10.84	1047.70	572+30.59	1047.90	572+50.33	1048.19	572+70.07	1048.55
	0.79 L	572+13.00	1047.69	572+32.74	1047.82	572+52.49	1048.08	572+72.23	1048.42	572+91.97	1048.81
	0.80 L	572+20.40	1047.70	572+40.14	1047.85	572+59.89	1048.13	572+79.63	1048.50	572+99.37	1048.89
0.90 L	572+49.70	1047.70	572+69.44	1047.96	572+89.19	1048.36	573+08.93	1048.78	573+28.68	1049.19	
FORWARD ABUT		572+79.00	1047.70	572+98.74	1048.14	573+18.62	1048.58	573+38.30	1049.03	573+57.97	1049.49

TOP OF HAUNCH ELEVATION TABLE (PHASE 4 AND 5)

TOP OF HAUNCH ELEVATIONS TABLE (NORTHBOUND)											
SPAN NO.	LOCATION	GIRDER #6		GIRDER #7		GIRDER #8		GIRDER #9		GIRDER #10	
		STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV
REAR ABUT		568+90.16	1042.62	569+09.56	1042.45	569+29.06	1042.31	569+48.67	1042.17	569+68.38	1042.05
SPAN 1	0.10 L	569+09.16	1042.82	569+28.62	1042.66	569+48.17	1042.52	569+67.84	1042.39	569+87.60	1042.32
	0.20 L	569+28.17	1043.02	569+47.68	1042.87	569+67.29	1042.74	569+87.00	1042.64	570+06.82	1042.70
	0.30 L	569+47.19	1043.23	569+66.75	1043.08	569+86.41	1042.97	570+06.18	1042.99	570+26.04	1043.09
	0.40 L	569+66.21	1043.44	569+85.82	1043.31	570+05.54	1043.28	570+25.35	1043.34	570+45.26	1043.49
	0.44 L	569+73.22	1043.52	569+92.85	1043.40	570+12.58	1043.39	570+32.42	1043.47	570+52.32	1043.63
	0.50 L	569+85.24	1043.65	570+04.90	1043.57	570+24.66	1043.59	570+44.53	1043.70	570+64.32	1043.88
	0.60 L	570+04.27	1043.88	570+23.98	1043.85	570+43.79	1043.92	570+63.57	1044.07	570+83.32	1044.28
	0.70 L	570+23.30	1044.12	570+43.06	1044.15	570+62.83	1044.26	570+82.57	1044.44	571+02.32	1044.64
	0.80 L	570+42.33	1044.39	570+62.09	1044.46	570+81.83	1044.61	571+01.57	1044.80	571+21.32	1044.92
0.86 L	570+53.35	1044.56	570+73.09	1044.65	570+92.83	1044.82	571+12.57	1044.97	571+32.32	1045.09	
0.90 L	570+61.35	1044.68	570+81.09	1044.80	571+00.83	1044.96	571+20.57	1045.10	571+40.32	1045.23	
PIER 1		570+80.35	1045.01	571+00.09	1045.15	571+19.83	1045.29	571+39.57	1045.42	571+59.32	1045.56
SPAN 2	0.10 L	571+09.65	1045.58	571+29.39	1045.72	571+49.13	1045.85	571+68.87	1046.00	571+88.62	1046.15
	0.18 L	571+27.35	1045.95	571+47.09	1046.08	571+66.83	1046.21	571+86.57	1046.36	572+06.32	1046.53
	0.20 L	571+38.95	1046.20	571+58.69	1046.32	571+78.43	1046.45	571+98.17	1046.60	572+17.92	1046.78
	0.30 L	571+68.25	1046.81	571+87.99	1046.93	572+07.73	1047.05	572+27.47	1047.21	572+47.22	1047.40
	0.40 L	571+97.55	1047.39	572+17.29	1047.49	572+37.03	1047.61	572+56.77	1047.78	572+76.52	1047.99
	0.50 L	572+26.85	1047.91	572+46.59	1048.00	572+66.33	1048.12	572+86.07	1048.31	573+05.82	1048.54
	0.51 L	572+27.35	1047.92	572+47.09	1048.00	572+66.83	1048.13	572+86.57	1048.32	573+06.32	1048.55
	0.60 L	572+56.15	1048.35	572+75.89	1048.44	572+95.63	1048.58	573+15.37	1048.79	573+34.81	1049.03
	0.70 L	572+85.45	1048.71	573+05.19	1048.83	573+24.75	1048.99	573+44.43	1049.20	573+64.11	1049.46
	0.79 L	573+07.35	1048.95	573+26.98	1049.08	573+46.65	1049.26	573+66.33	1049.49	573+86.01	1049.74
	0.80 L	573+14.75	1049.02	573+34.38	1049.16	573+54.05	1049.35	573+73.73	1049.57	573+93.41	1049.83
0.90 L	573+44.00	1049.28	573+63.68	1049.46	573+83.35	1049.66	574+03.03	1049.90	574+22.71	1050.15	
FORWARD ABUT		573+73.30	1049.52	573+92.97	1049.73	574+12.65	1049.96	574+32.33	1050.20	574+52.01	1050.45

TOP OF HAUNCH ELEVATION TABLE (PHASE 3)

NOTES

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

SCREED LINE ELEVATIONS TABLE (SOUTHBOUND)											
SPAN NO.	LOCATION	LEFT EDGE		LT TOE		STAGE 4 CJ		SB PGL		RT TOE (PH5)	
		STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV
REAR ABUT		567+93.60	1043.85	568+09.94	1043.67	568+63.03	1043.19	568+73.32	1043.11	568+80.98	1043.05
SPAN 1	0.10 L	568+10.09	1044.04	568+26.65	1043.87	568+81.96	1043.40	568+90.70	1043.34	568+98.45	1043.29
	0.20 L	568+28.82	1044.21	568+43.50	1044.07	569+00.89	1043.63	569+08.25	1043.58	569+16.08	1043.53
	0.30 L	568+47.55	1044.38	568+60.48	1044.27	569+19.84	1043.86	569+25.94	1043.82	569+33.87	1043.78
	0.40 L	568+66.30	1044.56	568+77.60	1044.47	569+38.79	1044.09	569+43.80	1044.07	569+51.81	1044.03
	0.50 L	568+85.05	1044.75	568+94.87	1044.68	569+57.74	1044.34	569+61.82	1044.32	569+69.93	1044.28
	0.60 L	569+03.81	1044.94	569+12.29	1044.89	569+76.70	1044.58	569+80.01	1044.57	569+88.22	1044.54
	0.70 L	569+22.58	1045.15	569+29.86	1045.11	569+95.66	1044.83	569+98.37	1044.82	570+06.68	1044.81
	0.80 L	569+41.36	1045.38	569+47.59	1045.35	570+14.63	1045.09	570+16.92	1045.09	570+25.33	1045.09
0.90 L	569+60.14	1045.65	569+65.48	1045.62	570+33.59	1045.37	570+35.65	1045.37	570+44.17	1045.39	
PIER 1		569+78.93	1045.94	569+83.54	1045.92	570+52.57	1045.67	570+54.58	1045.67	570+63.16	1045.71
SPAN 2	0.10 L	570+07.90	1046.30	570+11.73	1046.27	570+81.87	1046.18	570+83.88	1046.19	570+92.46	1046.23
	0.20 L	570+36.88	1046.69	570+40.36	1046.67	571+11.17	1046.72	571+13.18	1046.73	571+21.76	1046.78
	0.30 L	570+66.04	1047.10	570+69.53	1047.10	571+40.47	1047.26	571+42.48	1047.28	571+51.06	1047.34
	0.40 L	570+95.34	1047.50	570+98.83	1047.50	571+69.77	1047.78	571+71.78	1047.79	571+80.36	1047.87
	0.50 L	571+24.64	1047.84	571+28.13	1047.85	571+99.07	1048.25	572+01.08	1048.27	572+09.66	1048.38
	0.60 L	571+53.94	1048.10	571+57.43	1048.12	572+28.37	1048.68	572+30.38	1048.71	572+38.96	1048.84
	0.70 L	571+83.24	1048.27	571+86.73	1048.30	572+57.67	1049.05	572+59.68	1049.08	572+68.26	1049.24
	0.80 L	572+12.54	1048.35	572+16.03	1048.38	572+86.97	1049.37	572+88.98	1049.41	572+97.56	1049.58
0.90 L	572+41.84	1048.32	572+45.33	1048.37	573+16.27	1049.66	573+18.29	1049.70	573+26.72	1049.87	
FORWARD ABUT		572+71.14	1048.26	572+74.63	1048.34	573+45.61	1049.93	573+47.17	1049.96	573+55.61	1050.16

SCREED LINE ELEVATION TABLE (PHASE 4 AND 5)

SCREED ELEVATIONS TABLE (NORTHBOUND)									
SPAN NO.	LOCATION	LT TOE (PH5)		STAGE 3 CJ		NB PGL		RT TOE	
		STA	SCREED ELEV	STA	SCREED ELEV	STA	SCREED ELEV	STA	SCREED ELEV
REAR ABUT		568+86.27	1043.38	568+87.94	1043.37	568+94.01	1043.31	569+74.30	1042.75
SPAN 1	0.10 L	569+03.80	1043.59	569+05.49	1043.58	569+11.63	1043.53	569+92.86	1043.06
	0.20 L	569+21.49	1043.80	569+23.20	1043.79	569+29.41	1043.74	570+11.61	1043.46
	0.30 L	569+39.34	1044.01	569+41.07	1044.00	569+47.35	1043.96	570+30.55	1043.85
	0.40 L	569+57.35	1044.22	569+59.10	1044.21	569+65.45	1044.17	570+49.68	1044.26
	0.50 L	569+75.53	1044.43	569+77.30	1044.42	569+83.73	1044.39	570+68.68	1044.66
	0.60 L	569+93.89	1044.64	569+95.68	1044.64	570+02.19	1044.61	570+87.68	1045.07
	0.70 L	570+12.42	1044.86	570+14.23	1044.86	570+20.82	1044.85	571+06.68	1045.40
	0.80 L	570+31.14	1045.10	570+32.98	1045.10	570+39.65	1045.11	571+25.68	1045.68
0.90 L		570+50.06	1045.38	570+51.91	1045.38	570+58.64	1045.40	571+44.68	1045.99
PIER 1		570+69.06	1045.68	570+70.91	1045.69	570+77.64	1045.72	571+63.68	1046.32
SPAN 2	0.10 L	570+98.36	1046.23	571+00.21	1046.25	571+06.94	1046.29	571+92.98	1046.91
	0.20 L	571+27.66	1046.85	571+29.51	1046.86	571+36.24	1046.91	572+22.28	1047.54
	0.30 L	571+56.96	1047.46	571+58.81	1047.48	571+65.54	1047.52	572+51.58	1048.16
	0.40 L	571+86.26	1048.04	571+88.11	1048.06	571+94.84	1048.10	572+80.88	1048.76
	0.50 L	572+15.56	1048.56	572+17.41	1048.57	572+24.14	1048.62	573+10.18	1049.31
	0.60 L	572+44.86	1049.00	572+46.71	1049.01	572+53.44	1049.06	573+39.16	1049.80
	0.70 L	572+74.16	1049.35	572+76.01	1049.37	572+82.74	1049.42	573+68.46	1050.23
	0.80 L	573+03.46	1049.65	573+05.31	1049.67	573+12.04	1049.73	573+97.76	1050.61
0.90 L		573+32.52	1049.90	573+34.60	1049.92	573+40.95	1049.98	574+27.06	1050.93
FORWARD ABUT		573+61.40	1050.12	573+63.89	1050.15	573+69.83	1050.21	574+56.36	1051.24

SCREED LINE ELEVATION TABLE (PHASE 3)

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

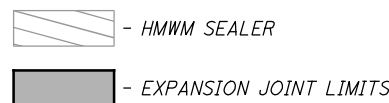
FINAL DECK SURFACE ELEVATIONS TABLE (SOUTHBOUND)																					
SPAN NO.	LOCATION	LEFT EDGE		LT TOE		GIRDER #1		GIRDER #2		GIRDER #3		GIRDER #4		STAGE 4 CJ		SB PGL		RT TOE (PH5)		GIRDER #5	
		STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV	STA	ELEV
REAR ABUT		567+93.60	1043.85	568+09.94	1043.67	567+98.88	1043.79	568+17.78	1043.59	568+36.79	1043.41	568+55.90	1043.25	568+63.03	1043.19	568+73.32	1043.11	568+80.98	1043.05	568+75.12	1043.10
SPAN 1	0.10 L	568+10.09	1044.02	568+26.65	1043.85	568+17.61	1043.94	568+36.57	1043.76	568+55.64	1043.59	568+74.81	1043.44	568+81.96	1043.39	568+90.70	1043.33	568+98.45	1043.28	568+94.08	1043.31
	0.20 L	568+28.82	1044.18	568+43.50	1044.04	568+36.36	1044.11	568+55.38	1043.94	568+74.50	1043.79	568+93.72	1043.65	569+00.89	1043.60	569+08.25	1043.56	569+16.08	1043.51	569+13.05	1043.53
	0.30 L	568+47.55	1044.35	568+60.48	1044.24	568+55.12	1044.28	568+74.19	1044.13	568+93.37	1044.00	569+12.65	1043.87	569+19.84	1043.83	569+25.94	1043.80	569+33.87	1043.76	569+32.03	1043.77
	0.40 L	568+66.30	1044.54	568+77.60	1044.45	568+73.89	1044.48	568+93.05	1044.34	569+12.24	1044.22	569+31.57	1044.11	569+38.79	1044.08	569+43.80	1044.05	569+51.81	1044.02	569+51.01	1044.02
	0.44 L	568+73.21	1044.61	568+83.95	1044.53	568+80.80	1044.55	568+99.95	1044.42	569+19.20	1044.30	569+38.55	1044.20	569+45.77	1044.17	569+50.42	1044.15	569+58.47	1044.12	569+58.00	1044.12
	0.50 L	568+85.05	1044.74	568+94.87	1044.67	568+92.66	1044.68	569+11.84	1044.56	569+31.13	1044.45	569+50.51	1044.36	569+57.74	1044.33	569+61.82	1044.32	569+69.93	1044.28	569+69.99	1044.28
	0.60 L	569+03.81	1044.95	569+12.29	1044.90	569+11.45	1044.91	569+30.68	1044.80	569+50.02	1044.71	569+69.45	1044.62	569+76.70	1044.60	569+80.01	1044.58	569+88.22	1044.55	569+88.99	1044.55
	0.70 L	569+22.58	1045.18	569+29.86	1045.14	569+30.24	1045.14	569+49.52	1045.05	569+68.91	1044.97	569+88.39	1044.88	569+95.66	1044.86	569+98.37	1044.85	570+06.68	1044.84	570+07.98	1044.84
	0.80 L	569+41.36	1045.42	569+47.59	1045.40	569+49.03	1045.39	569+68.37	1045.31	569+87.81	1045.22	570+07.34	1045.14	570+14.63	1045.12	570+16.92	1045.12	570+25.33	1045.13	570+26.98	1045.13
0.86 L	569+52.23	1045.57	569+57.93	1045.55	569+59.92	1045.54	569+79.28	1045.46	569+98.75	1045.34	570+18.31	1045.28	570+25.61	1045.28	570+27.74	1045.28	570+36.21	1045.29	570+37.97	1045.30	
0.90 L	569+60.14	1045.68	569+65.48	1045.66	569+67.83	1045.65	569+87.22	1045.55	570+06.71	1045.43	570+26.29	1045.39	570+33.59	1045.39	570+35.65	1045.40	570+44.17	1045.42	570+45.97	1045.42	
PIER 1		569+78.93	1045.94	569+83.54	1045.92	569+86.64	1045.89	570+06.08	1045.74	570+25.61	1045.66	570+45.24	1045.65	570+52.57	1045.67	570+54.58	1045.67	570+63.16	1045.71	570+64.97	1045.72
SPAN 2	0.10 L	570+07.90	1046.18	570+11.73	1046.15	570+15.64	1046.13	570+35.15	1046.03	570+54.79	1046.01	570+74.53	1046.05	570+81.87	1046.09	570+83.88	1046.10	570+92.46	1046.16	570+94.27	1046.17
	0.18 L	570+25.41	1046.31	570+28.97	1046.29	570+33.17	1046.27	570+52.74	1046.21	570+72.49	1046.22	570+92.23	1046.30	570+99.57	1046.35	571+01.58	1046.36	571+10.16	1046.43	571+11.97	1046.45
	0.20 L	570+36.88	1046.40	570+40.36	1046.38	570+44.65	1046.37	570+64.34	1046.33	570+84.09	1046.36	571+03.83	1046.46	571+11.17	1046.51	571+13.18	1046.53	571+21.76	1046.61	571+23.57	1046.63
	0.30 L	570+66.04	1046.63	570+69.53	1046.62	570+73.90	1046.61	570+93.64	1046.63	571+13.39	1046.71	571+33.13	1046.86	571+40.47	1046.94	571+42.48	1046.96	571+51.06	1047.06	571+52.87	1047.08
	0.40 L	570+95.34	1046.86	570+98.83	1046.86	571+03.20	1046.86	571+22.94	1046.93	571+42.69	1047.06	571+62.43	1047.27	571+69.77	1047.36	571+71.78	1047.39	571+80.36	1047.51	571+82.17	1047.54
	0.50 L	571+24.64	1047.08	571+28.13	1047.09	571+32.50	1047.11	571+52.24	1047.23	571+71.99	1047.41	571+91.73	1047.67	571+99.07	1047.78	572+01.08	1047.82	572+09.66	1047.96	572+11.47	1048.00
	0.51 L	571+25.14	1047.09	571+28.63	1047.10	571+33.00	1047.11	571+52.74	1047.23	571+72.49	1047.42	571+92.23	1047.68	571+99.57	1047.79	572+01.58	1047.82	572+10.16	1047.97	572+11.97	1048.00
	0.60 L	571+53.94	1047.31	571+57.43	1047.33	571+61.80	1047.36	571+81.54	1047.53	572+01.29	1047.77	572+21.03	1048.07	572+28.37	1048.21	572+30.38	1048.24	572+38.96	1048.42	572+40.77	1048.45
	0.70 L	571+83.24	1047.54	571+86.73	1047.57	571+91.10	1047.61	572+10.84	1047.83	572+30.59	1048.12	572+50.33	1048.48	572+57.67	1048.63	572+59.68	1048.67	572+68.26	1048.86	572+70.07	1048.90
	0.79 L	572+05.14	1047.71	572+08.63	1047.75	572+13.00	1047.79	572+32.74	1048.05	572+52.49	1048.38	572+72.23	1048.79	572+79.57	1048.95	572+81.58	1048.99	572+90.16	1049.18	572+91.97	1049.23
	0.80 L	572+12.54	1047.77	572+16.03	1047.81	572+20.40	1047.86	572+40.14	1048.13	572+59.89	1048.47	572+79.63	1048.89	572+86.97	1049.06	572+88.98	1049.10	572+97.56	1049.29	572+99.37	1049.33
0.90 L	572+41.84	1048.00	572+45.33	1048.04	572+49.70	1048.11	572+69.44	1048.44	572+89.19	1048.88	573+08.93	1049.32	573+16.27	1049.49	573+18.29	1049.53	573+26.72	1049.72	573+28.68	1049.76	
FORWARD ABUT		572+71.14	1048.26	572+74.63	1048.34	572+79.00	1048.43	572+98.74	1048.87	573+18.62	1049.31	573+38.30	1049.76	573+45.61	1049.93	573+47.17	1049.96	573+55.61	1050.16	573+57.97	1050.22

FINAL DECK ELEVATION TABLE (PHASE 4 AND 5)

FINAL DECK SURFACE ELEVATIONS TABLE (NORTHBOUND)																			
SPAN NO.	LOCATION	LT TOE (PH5)		STAGE 3 CJ		NB PGL		GIRDER #6		GIRDER #7		GIRDER #8		GIRDER #9		GIRDER #10		RT TOE	
		STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV	STA	DECK ELEV
REAR ABUT		568+86.27	1043.38	568+87.94	1043.37	568+94.01	1043.31	568+90.16	1043.35	569+09.56	1043.18	569+29.06	1043.03	569+48.67	1042.90	569+68.38	1042.78	569+74.30	1042.75
SPAN 1	0.10 L	569+03.80	1043.57	569+05.49	1043.56	569+11.63	1043.51	569+09.16	1043.53	569+28.62	1043.38	569+48.17	1043.24	569+67.84	1043.12	569+87.60	1043.05	569+92.86	1043.06
	0.20 L	569+21.49	1043.77	569+23.20	1043.76	569+29.41	1043.71	569+28.17	1043.72	569+47.68	1043.59	569+67.29	1043.47	569+87.00	1043.38	570+06.82	1043.44	570+11.61	1043.46
	0.30 L	569+39.34	1043.98	569+41.07	1043.97	569+47.35	1043.93	569+47.19	1043.93	569+66.75	1043.81	569+86.41	1043.71	570+06.18	1043.73	570+26.04	1043.84	570+30.55	1043.87
	0.40 L	569+57.35	1044.20	569+59.10	1044.19	569+65.45	1044.15	569+66.21	1044.15	569+85.82	1044.05	570+05.54	1044.03	570+25.35	1044.10	570+45.26	1044.26	570+49.68	1044.30
	0.44 L	569+64.03	1044.29	569+65.79	1044.28	569+72.17	1044.24	569+73.22	1044.23	569+92.85	1044.15	570+12.58	1044.15	570+32.42	1044.24	570+52.32	1044.41	570+56.68	1044.46
	0.50 L	569+75.53	1044.44	569+77.30	1044.43	569+83.73	1044.39	569+85.24	1044.38	570+04.90	1044.33	570+24.66	1044.36	570+44.53	1044.48	570+64.32	1044.67	570+68.68	1044.73
	0.60 L	569+93.89	1044.67	569+95.68	1044.66	570+02.19	1044.64	570+04.27	1044.63	570+23.98	1044.63	570+43.79	1044.71	570+63.57	1044.86	570+83.32	1045.09	570+87.68	1045.15
	0.70 L	570+12.42	1044.91	570+14.23	1044.90	570+20.82	1044.90	570+23.30	1044.90	570+43.06	1044.94	570+62.83	1045.06	570+82.57	1045.25	571+02.32	1045.46	571+06.68	1045.49
	0.80 L	570+31.14	1045.16	570+32.98	1045.16	570+39.65	1045.17	570+42.33	1045.17	570+62.09	1045.26	570+81.83	1045.41	571+01.57	1045.60	571+21.32	1045.74	571+25.68	1045.77
0.86 L	570+42.07	1045.31	570+43.92	1045.31	570+50.64	1045.33	570+53.35	1045.34	570+73.09	1045.44	570+92.83	1045.61	571+12.57	1045.76	571+32.32	1045.90	571+36.68	1045.93	
0.90 L	570+50.06	1045.42	570+51.91	1045.42	570+58.64	1045.44	570+61.35	1045.45	570+81.09	1045.57	571+00.83	1045.74	571+20.57	1045.88	571+40.32	1046.01	571+44.68	1046.04	
PIER 1		570+69.06	1045.68	570+70.91	1045.69	570+77.64	1045.72	570+80.35	1045.74	571+00.09	1045.88	571+19.83	1046.02	571+39.57	1046.15	571+59.32	1046.29	571+63.68	1046.32
SPAN 2	0.10 L	570+98.36	1046.09	571+00.21	1046.10	571+06.94	1046.15	571+09.65	1046.17	571+29.39	1046.31	571+49.13	1046.44	571+68.87	1046.58	571+88.62	1046.72	571+92.98	1046.75
	0.18 L	571+16.06	1046.35	571+17.91	1046.36	571+24.64	1046.41	571+27.35	1046.43	571+47.09	1046.56	571+66.83	1046.70	571+86.57	1046.84	572+06.32	1046.98	572+10.68	1047.01
	0.20 L	571+27.66	1046.52	571+29.51	1046.53	571+36.24	1046.58	571+38.95	1046.60	571+58.69	1046.73	571+78.43	1046.87	571+98.17	1047.01	572+17.92	1047.15	572+22.28	1047.18
	0.30 L	571+56.96	1046.95	571+58.81	1046.96	571+65.54	1047.01	571+68.25	1047.02	571+87.99	1047.16	572+07.73	1047.30	572+27.47	1047.44	572+47.22	1047.57	572+51.58	1047.60
	0.40 L	571+86.26	1047.37	571+88.11	1047.39	571+94.84	1047.43	571+97.55	1047.45	572+17.29	1047.59	572+37.03	1047.73	572+56.77	1047.87	572+76.52	1048.01	572+80.88	1048.05
	0.50 L	572+15.56	1047.80	572+17.41	1047.81	572+24.14	1047.86	572+26.85	1047.88	572+46.59	1048.02	572+66.33	1048.16	572+86.07	1048.31	573+05.82	1048.48	573+10.18	1048.52
	0.51 L	572+16.06	1047.81	572+17.91	1047.82	572+24.64	1047.87	572+27.35	1047.89	572+47.09	1048.02	572+66.83	1048.17	572+86.57	1048.32	573+06.32	1048.49	573+10.68	1048.52
	0.60 L	572+44.86	1048.23	572+46.71	1048.24	572+53.44	1048.29	572+56.15	1048.31	572+75.89	1048.46	572+95.63	1048.61	573+15.37	1048.79	573+34.81	1048.96	573+39.16	1049.00
	0.70 L	572+74.16	1048.67	572+76.01	1048.68	572+82.74	1048.73	572+85.45	1048.75	573+05.19	1048.92	573+24.75	1049.09	573+44.43	1049.28	573+64.11	1049.48	573+68.46	1049.52
	0.79 L	572+96.06	1049.01	572+97.91	1049.02	573+04.64	1049.08	573+07.35	1049.11	573+26.98	1049.28	573+46.65	1049.47	573+66.33	1049.67	573+86.01	1049.88	573+90.36	1049.93
	0.80 L	573+03.46	1049.13	573+05.31	1049.14	573+12.04	1049.20	573+14.75	1049.23	573+34.38	1049.41	573+54.05	1049.60	573+73.73	1049.80	573+93.41	1050.02	573+97.76	1050.07
0.90 L	573+32.52	1049.61	573+34.60	1049.63	573+40.95	1049.69	573+44.00	1049.72	573+63.68	1049.92	573+83.35	1050.13	574+03.03	1050.35	574+22.71	1050.58	574+27.06	1050.64	
FORWARD ABUT		573+61.40	1050.12	573+63.89	1050.15	573+69.83	1050.21	573+73.30	1050.25	573+92.97	1050.46	574+12.65	1050.69	574+32.33	1050.93	574+52.01	1051.18	574+56.36	1051.24

APPROACH SLAB SURFACE			
	STATION	OFFSET	ELEVATION
①	STA 569+73.17	46.54' RT	1042.74
②	STA 569+39.25	29.50' RT	1042.94
③	STA 568+92.94	5.50' RT	1043.30
④	STA 568+86.87	2.29' RT	1043.35
⑤	STA 569+38.23	46.54' RT	1042.30
⑥	STA 569+05.05	29.50' RT	1042.55
⑦	STA 568+59.73	5.50' RT	1042.95
⑧	STA 568+53.78	2.29' RT	1043.01

1. HMWM SEALING LIMITS SHALL BE FROM START OF REAR APPROACH SLAB TO THE STATION 571+85.00. SEE SHEET [69/88] FOR DETAILS.



APPROACH SLAB SURFACE (PHASE 4)			
	STATION	OFFSET	ELEVATION
1A	STA 567+61.71	49.33' LT	1043.54
2A	STA 567+77.38	40.29' LT	1043.35
3A	STA 567+96.33	29.50' LT	1043.13
4A	STA 568+28.89	11.31' LT	1042.80
5A	STA 567+63.68	52.81' LT	1043.68
6A	STA 567+93.67	50.65' LT	1043.89
7A	STA 567+93.56	48.99' LT	1043.83
8A	STA 568+08.92	40.29' LT	1043.66
9A	STA 568+28.24	29.50' LT	1043.47
10A	STA 568+61.88	11.09' LT	1043.18

REAR APPROACH SLAB - PHASE 4 AND 5

	<i>STATION</i>	<i>OFFSET</i>	<i>ELEVATION</i>
11A	STA 567+60.73	47.60' LT	1043.46
12A	STA 567+73.38	40.29' LT	1043.31
13A	STA 567+92.28	29.50' LT	1043.09
14A	STA 568+24.71	11.34' LT	1042.76
15A	STA 567+63.68	52.81' LT	1042.27
16A	STA 567+85.41	40.29' LT	1042.01
17A	STA 568+04.45	29.50' LT	1041.80
18A	STA 568+37.25	11.27' LT	1041.48

APPROACH SLAB SURFACE (PHASE 5)			
	STATION	OFFSET	ELEVATION
1B	STA 568+39.47	5.50' LT	1042.71
2B	STA 568+46.97	1.41' LT	1042.64
3B	STA 568+52.15	1.41' RT	1043.03
4B	STA 568+72.26	5.50' LT	1043.10
5B	STA 568+79.92	1.41' LT	1043.04
6B	STA 568+85.20	1.41' RT	1043.37

SLEEPER SLAB SURFACE (PHASE 5)			
	STATION	OFFSET	ELEVATION
(7B)	STA 568+35.31	5.50' LT	1042.66
(8B)	STA 568+42.79	1.41' LT	1042.59
(9B)	STA 568+47.96	1.41' RT	1042.99
(10B)	STA 568+47.81	5.50' LT	1041.39
(11B)	STA 568+55.36	1.41' LT	1041.32
(12B)	STA 568+60.56	1.41' RT	1041.70

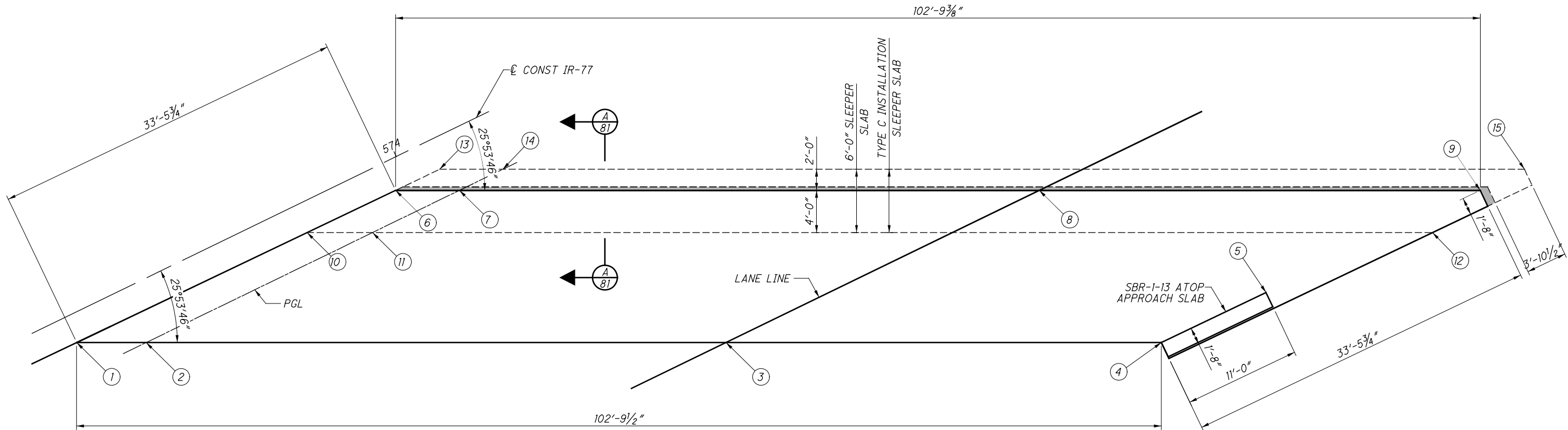
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LEGEND
EXPANSION JOINT LIMITS

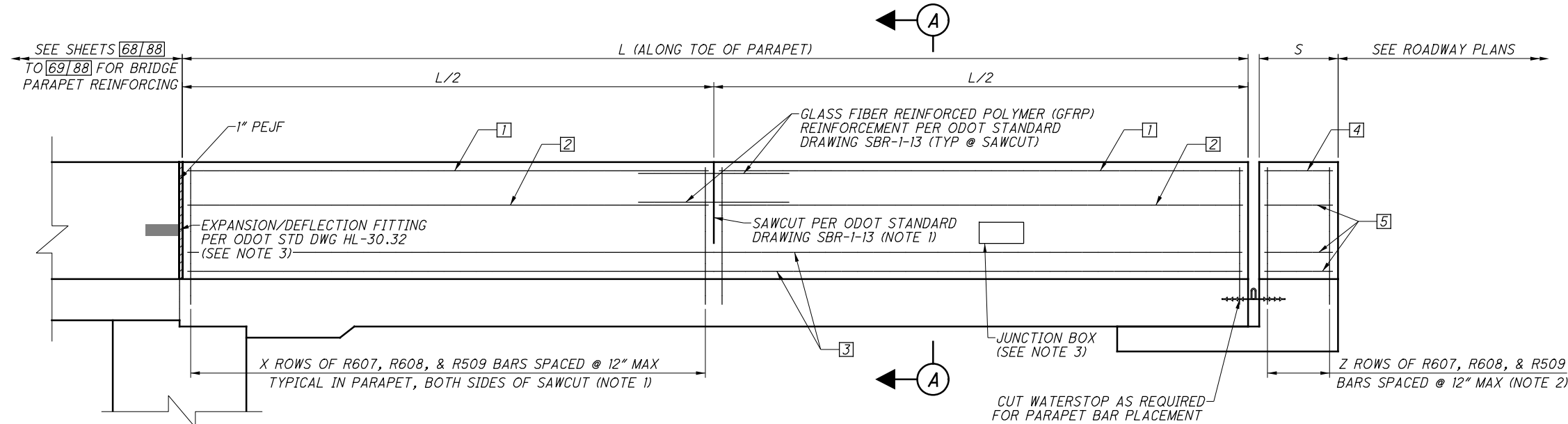
APPROACH SLAB SURFACE			
	STATION	OFFSET	ELEVATION
1	STA 573+65.06	2.63' RT	1050.17
2	STA 573+70.98	5.50' RT	1050.23
3	STA 574+20.41	29.50' RT	1050.79
4	STA 574+57.52	47.52' RT	1051.26
5	STA 574+68.52	47.59' RT	1051.49
6	STA 573+98.53	2.86' RT	1050.79
7	STA 574+03.98	5.50' RT	1050.85
8	STA 574+53.41	29.50' RT	1051.46
9	STA 574+91.00	47.75' RT	1051.98

SLEEPER SLAB SURFACE			
	STATION	OFFSET	ELEVATION
10	STA 573+89.24	2.79' RT	1049.20
11	STA 573+94.82	5.50' RT	1049.26
12	STA 574+85.19	49.37' RT	1050.41
13	STA 574+03.18	2.89' RT	1050.88
14	STA 574+08.56	5.50' RT	1050.94
15	STA 574+95.64	47.78' RT	1052.08

FORWARD APPROACH SLAB - PHASE 3

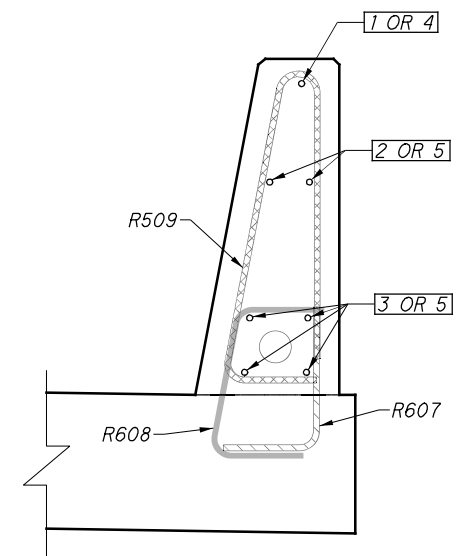


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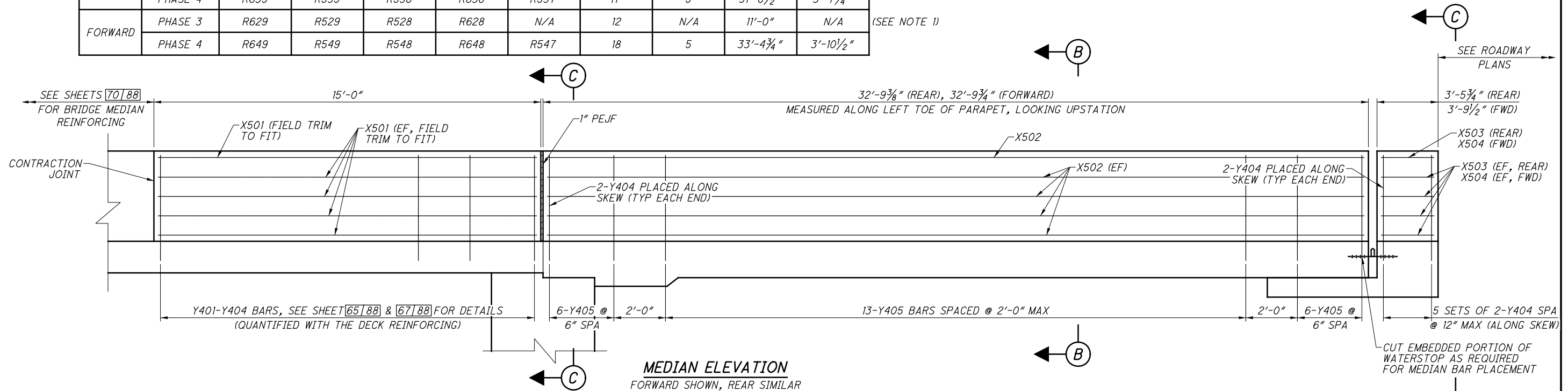


OUTSIDE PARAPET ELEVATION
FORWARD SHOWN, REAR SIMILAR

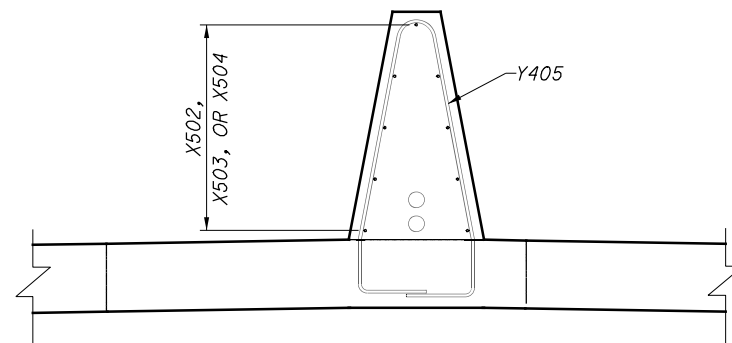
PARAPET		SYMBOL									
		1	2	3	4	5	X	Z	L	S	
REAR	PHASE 3	R619	R519	R518	R618	R517	18	5	34'-5 1/4"	3'-8"	
	PHASE 4	R639	R539	R538	R638	R537	17	5	31'-8 1/2"	3'-7 1/4"	
FORWARD	PHASE 3	R629	R529	R528	R628	N/A	12	N/A	11'-0"	N/A	(SEE NOTE 1)
	PHASE 4	R649	R549	R548	R648	R547	18	5	33'-4 3/4"	3'-10 1/2"	



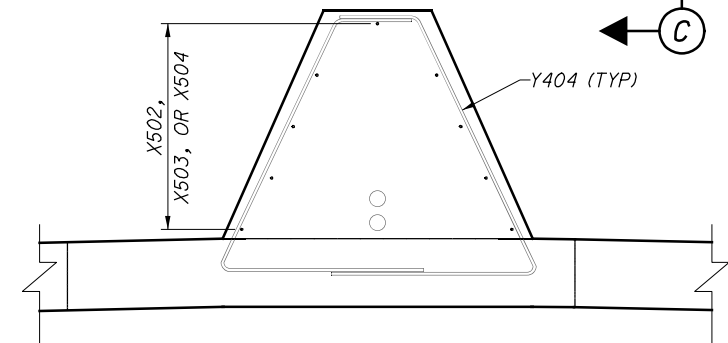
SECTION A
APP SLAB PARAPET



MEDIAN ELEVATION
FORWARD SHOWN, REAR SIMILAR



SECTION (NORMAL)
APP SLAB MEDIAN



SECTION (AT SKEWED ENDS)
APP SLAB MEDIAN

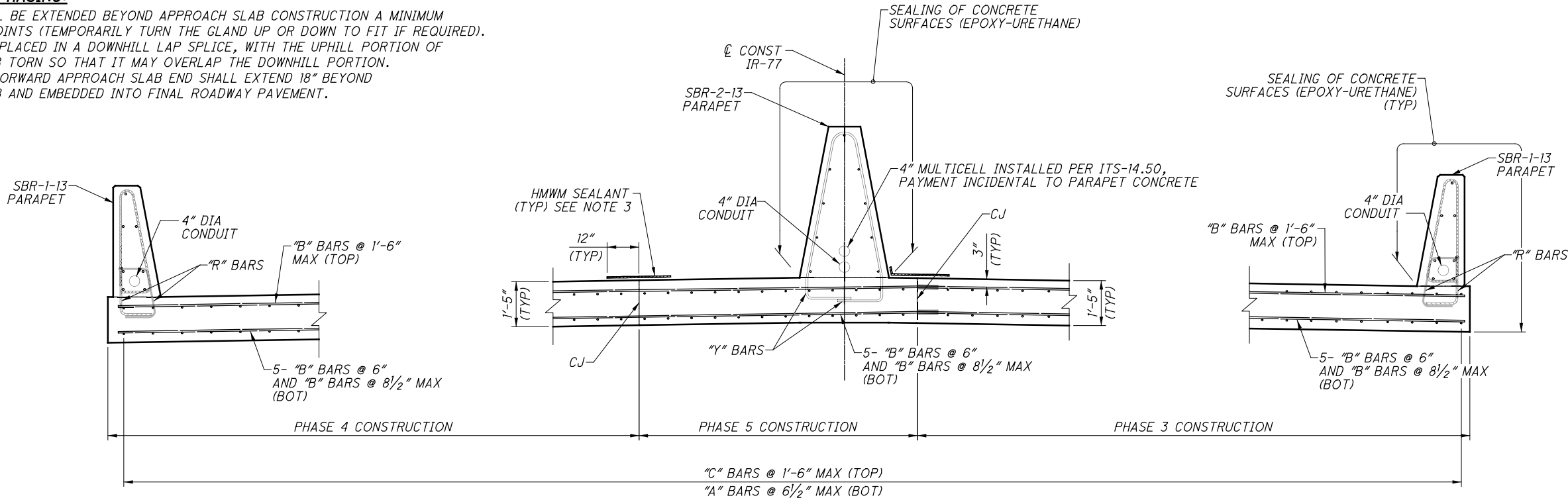
NOTES:

1. THE PHASE 3 FORWARD PARAPET ON APPROACH SLAB IS ONLY 11'-0" LONG, THEREFORE NO SAWCUT JOINT WILL BE PERFORMED IN THE MIDDLE. THE TYPICAL REINFORCING ON ONE SIDE OF THE SAWCUT SHOWN HERE WILL BE APPLICABLE TO THE FULL SECTION OF PHASE 3 FWD APP SLAB PARAPET.
2. PLACE BARS ALONG THE SKEW FOR THE PHASE 4 REAR PARAPET ON APPROACH SLEEPER SLAB.
3. JUNCTION BOX AND EXPANSION/DEFLECTION FITTING TO BE PAID FOR UNDER ITEM 511 - CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET), AS PER PLAN.

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TEAR WEB WATERSTOP PHASING:

TEAR WEB WATERSTOP SHALL BE EXTENDED BEYOND APPROACH SLAB CONSTRUCTION A MINIMUM OF 18" AT CONSTRUCTION JOINTS (TEMPORARILY TURN THE GLAND UP OR DOWN TO FIT IF REQUIRED). THE SUBSEQUENT PHASE BE PLACED IN A DOWNHILL LAP SPLICE, WITH THE UPHILL PORTION OF WATERSTOP HAVING THE WEB TORN SO THAT IT MAY OVERLAP THE DOWNHILL PORTION. WATERSTOP AT THE RIGHT FORWARD APPROACH SLAB END SHALL EXTEND 18" BEYOND THE END OF APPROACH SLAB AND EMBEDDED INTO FINAL ROADWAY PAVEMENT.



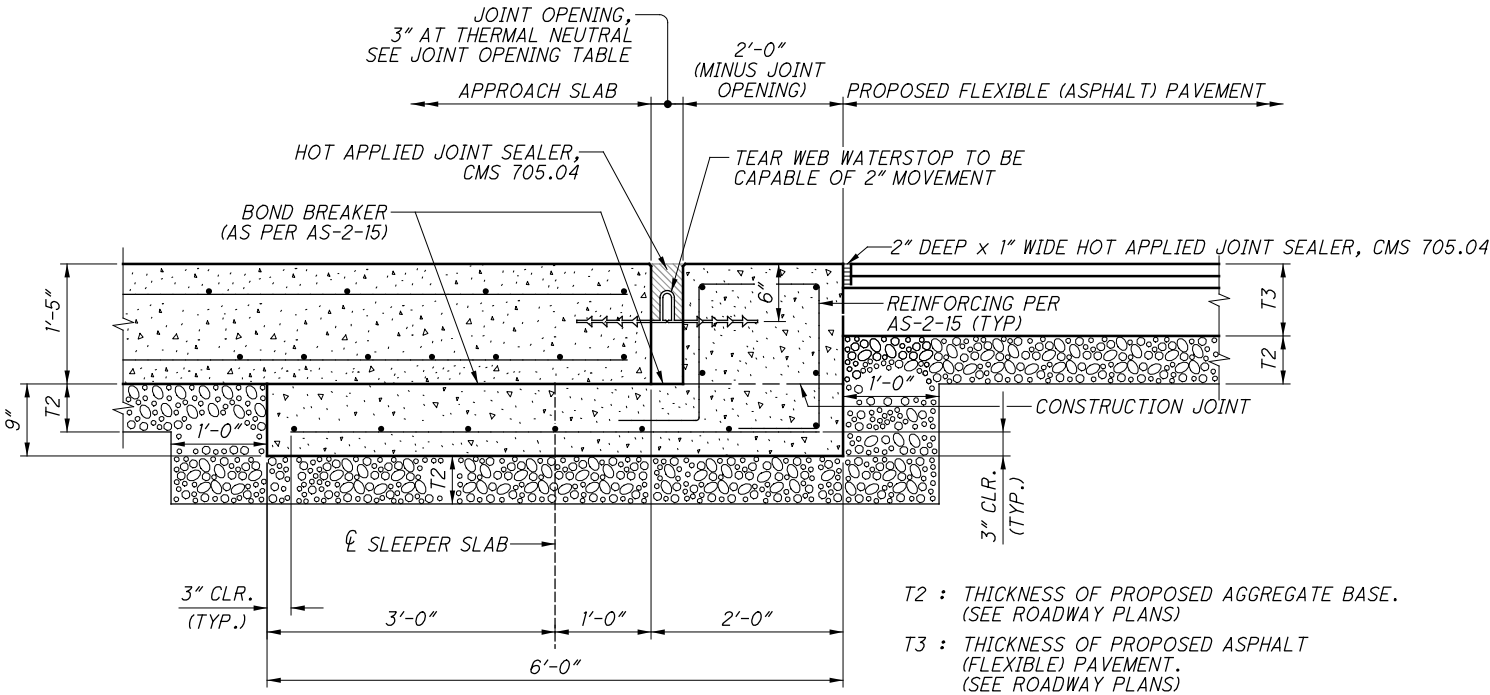
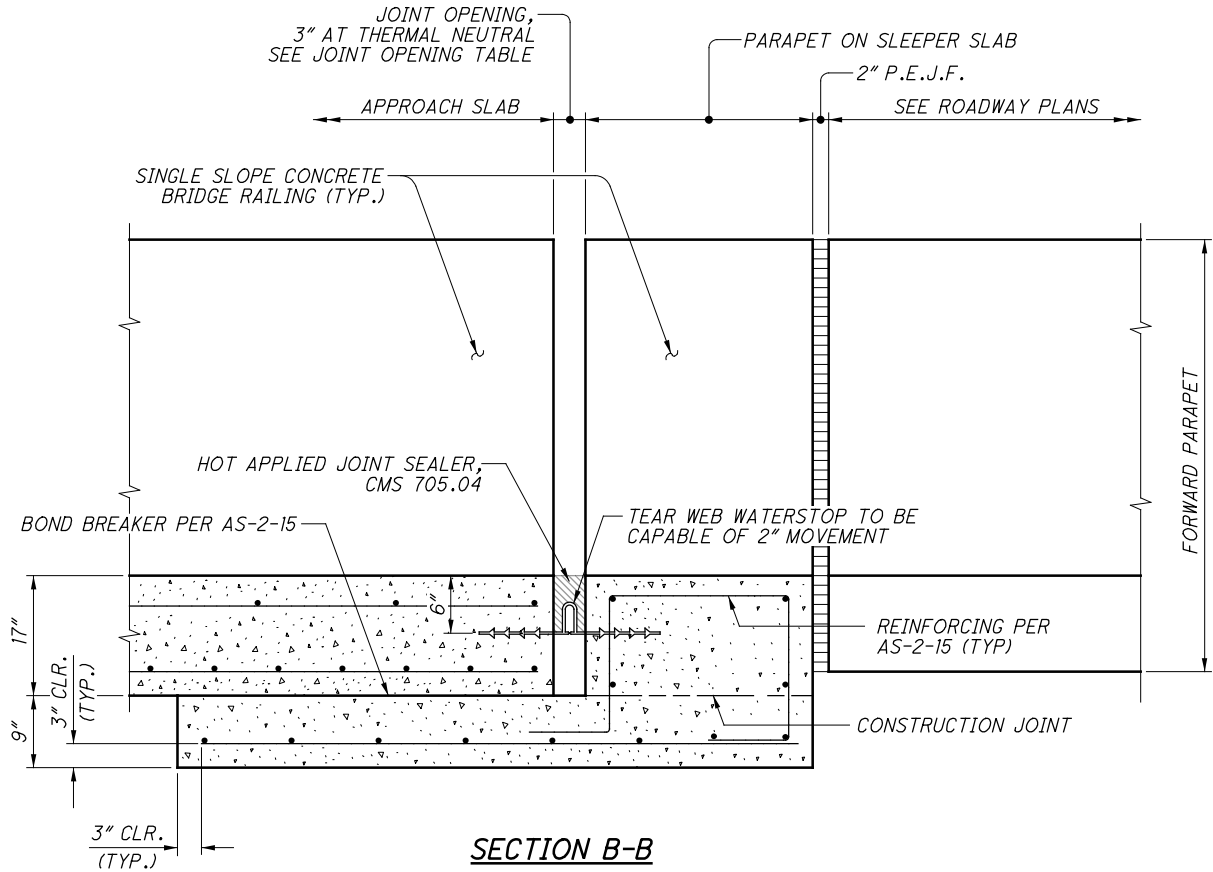
ABUTMENT	TEMPERATURE (°F)						
	30°	40°	50°	60°	70°	80°	90°
REAR	3.45"	3.30"	3.15"	3.00"	2.85"	2.70"	2.56"
FORWARD	3.69"	3.46"	3.23"	3.00"	2.77"	2.54"	2.31"

APPROACH SLAB REINFORCING

REAR APP SLAB SHOWN, FORWARD SIMILAR
LOOKING UPSTATION

NOTES:

- APPROACH SLAB DETAILS NOT SHOWN SHALL BE CONSTRUCTED AS PER STANDARD CONSTRUCTION DRAWINGS AS-1-15 AND AS-2-15. APPROACH SLAB REINFORCING IS LISTED AS INFORMATION ONLY AND NOT CARRIED TO THE REINFORCING SUMMARY.
- SOME REINFORCING SHOWN ARE INCLUDED WITH THE PARAPET REINFORCING TABLE, BUT IS PLACED WITH THE APPROACH SLAB CONCRETE.
- SEAL ALL LONGITUDINAL CONSTRUCTION JOINTS FOR THE LENGTH OF THE JOINTS A MINIMUM OF 12" ON EITHER SIDE OF THE JOINT. THE HOLE SEALANT SHALL BE HIGH MOLECULAR WEIGHT METHACRYLATE (HMWM), 705.15. THE COST OF HMWM SEALANT SHALL BE CONSIDERED INCIDENTAL TO THE COST OF APPROACH SLAB ITEM.
- TEAR WEB WATERSTOP AND JOINT SEALER SHALL BE INCLUDED WITH PAYMENT FOR ITEM 516 - STRUCTURAL JOINT OR JOINT SEALER, MISC.: TEAR WEB WATERSTOP.



MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR ABUTMENT (PHASE 3)											
AR510	18	30'-0"	564	STR.							
AR511	3	19'-9"	62	STR.							
AR512	3	17'-9"	56	1	1'-0"	16'-10"					
AR513	3	6'-2"	20	1	1'-0"	5'-3"					
AR514	3	4'-1"	13	19	2'-0"	1'-10"	11"				
AR910	46	30'-0"	4,692	STR.							
AR911	2	28'-4"	193	1	1'-0"	27'-7"					
AR913	2	3'-0"	21	1	1'-0"	2'-3"					
AR914	2	4'-1"	28	19	2'-0"	1'-10"	11"				
F501	84	20'-7"	1,804	3	5'-8"	4'-4"					
F502	40	20'-1"	838	3	5'-8"	4'-1"					
	1	12'-1"			1'-6"						
F503	SER OF	to	132	3	to	4'-3"					1'-0 1/2"
	8	19'-5"			5'-2"						
F504	3	11'-1"	35	3	1'-0"	4'-3"					
F505	62	24'-11"	1,612	3	3'-8"	8'-6"					
F506	32	24'-7"	821	3	3'-8"	8'-4"					
F507	13	21'-1"	286	1	1'-0"	20'-2"					
	1	8'-2"				7'-3"					
F508	SER OF	to	346	1	1'-0"	to					6 3/4"
	23	20'-8"				19'-9"					
F509	1	20'-5"	22	3	1'-5"	8'-6"					
	1	20'-11"			1'-8"						
F510	SER OF	to	94	3	to	8'-6"					1'-0"
	4	23'-11"			3'-2"						
	1	20'-9"			1'-7"						
F511	SER OF	to	94	3	to	8'-6"					1'-1 1/4"
	4	24'-1"			3'-3"						
F512	3	19'-7"	62	3	1'-0"	8'-6"					
F520	44	30'-0"	1,377	STR.							
	1	18'-11"									
F521	SER OF	to	127	STR.							2'-8"
	5	29'-7"									
F522	3	29'-8"	93	STR.							
F523	3	18'-11"	60	STR.							
F807	16	21'-0"	898	1	1'-0"	20'-2"					
	1	8'-1"				7'-3"					
F808	SER OF	to	881	1	1'-0"	to					6 3/4"
	23	20'-7"				19'-9"					
F910	45	30'-0"	4,590	STR.							
	1	9'-6"			9'-6"						
F911	SER OF	to	445	STR.							1'-3"
	9	19'-7"			19'-7"						
W501	39	12'-10"	523	2	5'-10"	1'-5"	5'-10"				
W505	16	2'-7"	44	19	1'-3"	1'-2"	7"				
W510	16	12'-7"	210	STR.							
W511	16	10'-10"	181	STR.							
W512	3	24'-3"	76	STR.							
W513	3	25'-1"	79	STR.							
	1	1'-6"									
W514	SER OF	to	172	STR.							1'-10 1/4"
	13	23'-9"									
	2	1'-6"									
W515	SER OF	to	339	STR.							1'-10"
	13	23'-6"									
W516	2	26'-4"	55	STR.							
SUB-TOTAL			21,945								

NOTES:

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

MINIMUM LAP SPLICE LENGTH

- #4 BAR (DECK) = 1'-11"
- #5 BAR (PIERS) = 2'-5"
- #5 BAR (DECK) = 3'-0"
- #5 BAR (ABUTMENTS) = 3'-1"
- #6 BAR (ALL) = 4'-0"
- #8 BAR (ALL) = 5'-4"
- #9 BAR (ALL) = 6'-7"
- #10 BAR (PIERS) = 6'-3"

* = ALL OR A PORTION OF BARS PROVIDED WITH MECHANICAL CONNECTOR

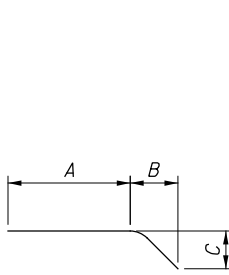
MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
FORWARD ABUTMENT (PHASE 3)											
AF510	12	30'-0"	376	STR.							
AF511	2	26'-2"	55	STR.							
AF512	2	25'-2"	53	1	1'-0"	24'-3"					
AF513	2	6'-5"	14	1	1'-0"	5'-6"					
AF514	2	4'-1"	9	19	2'-0"	1'-10"	10"				
AF910	20	30'-0"	2040	STR.							
AF911	4	14'-3"	194	STR.							
AF912	1	12'-3"	42	1	1'-0"	11'-6"					
AF913	1	6'-3"	22	1	1'-0"	5'-6"					
AF914	1	4'-0"	14	19	2'-0"	1'-10"	10"				
F501	87	20'-7"	1868	3	5'-8"	4'-4"					
F502	40	20'-1"	838	3	5'-8"	4'-1"					
	1	11'-11"			1'-4"						
F503	SER OF	to	148	3	to	4'-4"					11 1/4"
	9	19'-5"			5'-1"						
F504	2	11'-3"	24	3	1'-0"	4'-4"					
F505	69	19'-11"	1434	3	3'-8"	6'-0"					
F506	32	19'-7"	654	3	3'-8"	5'-10"					
F507	29	17'-0"	515	1	1'-0"	16'-1"					
	1	15'-9"			1'-9"	5'-10"					
F508	SER OF	to	72	3	to	to					11 1/4"
	4	18'-7"			3'-2"	5'-9"					
F509	1	15'-1"	16	3	1'-5"	5'-10"					
	1	15'-5"			1'-5"						
F510	SER OF	to	91	3	to	6'-0"					11 1/2"
	5	19'-3"			3'-4"						
F511	2	14'-7"	31	3	1'-0"	6'-0"					
F512	1	13'-9"	15	3	7"	6'-0"					
F515	95	7'-7"	752	1	3'-4"	4'-4"					
F516	40	7'-4"	306	1	3'-4"	4'-1"					
	1	6'-5"			2'-2"						
F517	SER OF	to	22	1	to	4'-4"					4 1/2"
	3	7'-2"			2'-11"						
F520	56	30'-0"	1753	STR.							
F521	6	26'-11"	169	STR.							
	1	17'-1"									
F522	SER OF	to	115	STR.							2'-4 3/4"
	5	26'-8"									
F523	3	17'-2"	54	STR.							
F525	2	5'-11"	13	1	3'-0"	3'-0"					
F807	29	19'-2"	1485	1	1'-0"	18'-4"					
F910	45	30'-0"	4590	STR.							
F911	2	17'-6"	119	STR.							
	1	7'-8"									
F912	SER OF	to	296	STR.							1'-7"
	7	17'-2"									
F915	2	5'-0"	34	STR.							
W501	29	25'-8"	777	2	12'-3"	1'-5"	12'-3"				
W510	42	17'-3"	756	STR.							
W512	21	2'-7"	57	19	1'-3"	1'-2"	7"				
W515	42	10'-6"	460	STR.							
SUB-TOTAL			20,283								

CONNECTORS AND DOWEL BARS USED WITH EPOXY COATED BARS SHALL BE EPOXY COATED. COATING FOR BOTH CONNECTORS AND BARS SHALL CONFORM TO THE SAME SPECIFICATIONS. COATINGS THAT HAVE BEEN DAMAGED OR THAT OTHERWISE DO NOT MEET SPECIFICATIONS WITH RESPECT TO COLOR, CONTINUITY AND UNIFORMITY, MAY BE REPAIRED AS DIRECTED BY THE ENGINEER, OR THEY SHALL BE REPLACED WITH MATERIAL WITH MEETS THE SPECIFICATIONS. FOR BARS UTILIZING A MECHANICAL CONNECTOR, THE BAR LENGTH FOR PAYMENT IS MEASURED TO THE CENTER OF THE PLANNED MECHANICAL CONNECTION. EXTRA BAR LENGTH AND/OR BAR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF MECHANICAL CONNECTOR FURNISHED AND THOSE COSTS SHALL BE INCLUDED IN THE BID PRICE FOR ITEM 509 - EPOXY COATED REINFORCING STEEL. CONNECTORS AND DOWEL BAR EXTENSIONS SHALL CONFORM TO AND BE INCLUDED IN THE BID PRICE FOR ITEM 509 - EPOXY COATED REINFORCING STEEL.

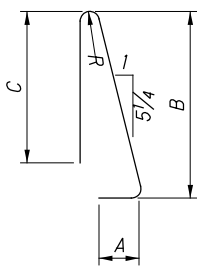
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= ALL OR A PORTION OF BARS PROVIDED WITH MECHANICAL CONNECTOR

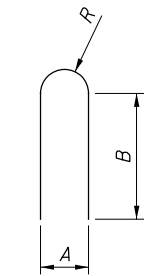
MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
DECK (PHASE 3)											
S401	858	8'-7"	4,920	16	8'-1"						
S402	167	9'-4"	1,042	16	8'-10"						
	1	4'-5"			3'-11"						
S403	SER OF	to	81	16	to						2 1/2"
	19	8'-4"			7'-10"						
S405	446	3'-3"	969	19	2'-6"	6"	6"				
S406	19	3'-6"	45	19	2'-9"	6"	6"				
S407	14	3'-9"	36	19	3'-0"	6"	6"				
S408	8	5'-5"	29	STR.							
S410	913	3'-6"	2,135	19	2'-9"	6"	6"				
	1	1'-9"			1'-0"						
S412	SER OF	to	21	19	to	6"	6"				2 1/2"
	11	3'-10"			3'-1"						
S420	963	30'-0"	19,299	STR.							
S421	54	5'-11"	214	STR.							
S425	776	30'-0"	15,552	STR.							
S501	964	19'-1"	19,188	16	18'-6"						
S502	907	30'-0"	28,381	STR.							
	1	4'-1"			3'-6"						
S503	SER OF	to	659	16	to						2 3/4"
	59	17'-4"			16'-9"						
	1	5'-11"									
S504	SER OF	to	2,234	STR.							2 1/2"
	116	31'-0"									
	1	4'-6"			3'-11"						
S505	SER OF	to	1,096	16	to						2 1/2"
	80	21'-9"			21'-2"						
	1	3'-11"			3'-11"						
S506	SER OF	to	1,047	STR.							2 1/2"
	80	21'-2"			21'-2"						
S507	8	6'-0"	51	16	5'-5"						
S508	8	5'-5"	46	STR.							
S510	905	30'-0"	28,318	STR.							
S511	962	18'-6"	18,563	STR.							
	1	6'-6"			5'-11"						
S512	SER OF	to	2,304	16	to						2 1/2"
	116	31'-7"			31'-0"						
	1	4'-0"									
S513	SER OF	to	644	STR.							2 1/2"
	59	16'-11"									
	1	4'-2"			3'-7"						
S514	SER OF	to	2,100	16	to						2 3/4"
	115	30'-10"			30'-3"						
	1	3'-8"			3'-8"						
S515	SER OF	to	2,040	STR.							2 3/4"
	115	30'-4"			30'-4"						
S516	7	7'-7"	56	STR.							
S517	7	7'-7"	56	STR.							
S518	2	31'-7"	66	16	31'-0"						
S519	2	18'-7"	39	STR.							
S520	833	30'-0"	26,065	STR.							
S521	49	24'-5"	1,248	STR.							
S601	517	2'-4"	1,812	1	1'-0"	1'-6"					
S602	517	3'-2"	2460	68	1'-6"	1'-0"	11"	5'-3"			
SUB-TOTAL			182,816								



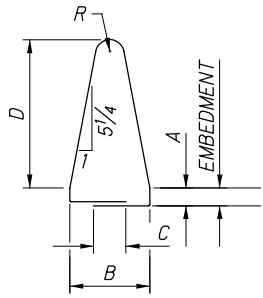
TYPE-19



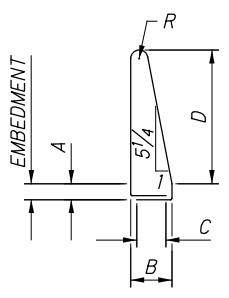
TYPE-23



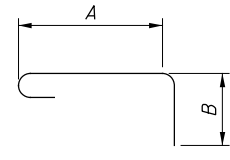
TYPE-24



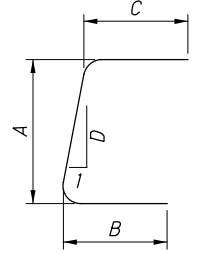
TYPE-34



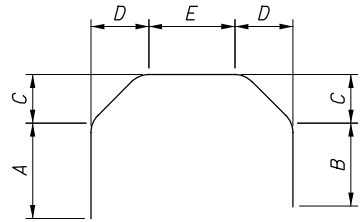
TYPE-35



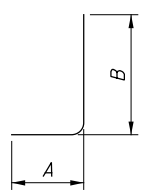
TYPE-52



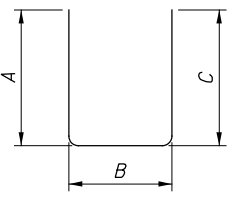
TYPE-68



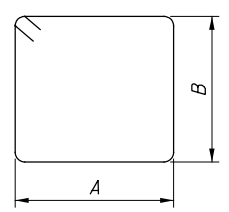
TYPE-73



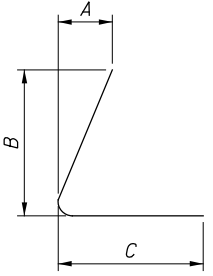
TYPE-1



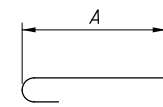
TYPE-2



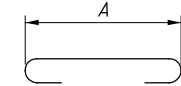
TYPE-3



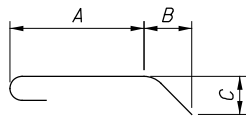
TYPE-11



TYPE-16



TYPE-17



TYPE-18

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
PIER (PHASE 3)											
F801	201	11'-4"	6,083	1	2'-0"	9'-6"					
F1001	114	23'-8"	11,610	2	4'-4"	15'-8"	4'-4"				
F1002	114	18'-6"	9,076	17	15'-8"						
F1010	144	30'-0"	18,589	STR.							
F1011	36	24'-3"	3,757	STR.							
P501	100	8'-9"	913	2	1'-8"	5'-8"	1'-8"				
P502	100	10'-6"	1,096	73	1'-9"	1'-9"	1'-6"	1'-6"	2'-10"		
P510	62	30'-0"	1,940	STR.							
P511	62	18'-8"	1,208	STR.							
P515	1,104	4'-0"	4,606	52	2'-8"	10"					
P520	23	9'-1"	218	24	2'-8"	2'-5"				1'-4"	
P801	201	26'-7"	14,267	16	25'-8"						
SUB-TOTAL			73,363								
PARAPET (PHASE 3)											
R501	517	7'-5"	4,000	23	11"	3'-3"	3'-0"			2 3/4"	
R509	53	7'-5"	410	23	11"	3'-3"	3'-0"			2 3/4"	
R510	42	14'-8"	643	STR.							
R511	44	7'-2"	329	STR.							
R512	2	3'-3"	7	STR.							
R517	6	3'-4"	21	STR.							
R518	4	34'-0"	142	STR.							
R519	4	16'-10"	71	STR.							
R529	6	10'-8"	67	STR.							
R530	68	30'-0"	2,128	STR.							
R531	4	21'-8"	91	STR.							
R607	53	2'-6"	200	1	1'-0"	1'-8"					
R608	53	3'-4"	266	68	1'-8"	1'-0"	11"	5'-3"			
R610	21	14'-8"	463	STR.							
R611	22	7'-2"	237	STR.							
R612	1	3'-3"	5	STR.							
R618	1	3'-4"	6	STR.							
R619	2	16'-10"	51	STR.							
R629	1	10'-8"	17	STR.							
SUB-TOTAL			9,154								

= ALL OR A PORTION OF BARS
PROVIDED WITH MECHANICAL
CONNECTOR

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MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR DIAPHRAGM (PHASE 3)											
D501	77	15'-1"	1,212	2	5'-0"	5'-4"	5'-0"				
	1	12'-2"				2'-5"					
D502	SER OF	to	42	2	5'-0"	to	5'-0"				1'-0"
	3	14'-2"				4'-5"					
D505	7	12'-5"	91	2	1'-4"	10'-0"	1'-4"				
D506	2	18'-2"	38	2	4'-6"	9'-5"	4'-6"				
D511	142	15'-6"	2,296	2	3'-8"	8'-5"	3'-8"				
	5	10'-6"			1'-2"		1'-2"				
D512	SER OF	to	324	2	to	8'-5"	to				11 1/2"
	5	14'-4"			3'-1"		3'-1"				
D513	4	10'-10"	46	2	1'-4"	8'-5"	1'-4"				
D514	16	10'-2"	170	2	1'-0"	8'-5"	1'-0"				
	1	11'-2"			1'-6"		1'-6"				
D515	SER OF	to	39	2	to	8'-5"	to				1'-0"
	3	13'-2"			2'-6"		2'-6"				
D516	3	10'-2"	32	2	1'-0"	8'-5"	1'-0"				
D517	2	21'-2"	45	2	6'-6"	8'-5"	6'-6"				
	2	11'-2"			1'-6"		1'-6"				
D518	SER OF	to	108	2	to	8'-5"	to				1'-1 1/4"
	4	14'-6"			3'-2"		3'-2"				
D519	4	11'-10"	50	2	1'-10"	8'-5"	1'-10"				
D521	142	8'-5"	1,247	2	1'-0"	4'-0"	3'-8"				
D522	9	6'-6"	62	2	1'-0"	4'-0"	1'-9"				
D523	10	6'-0"	63	2	1'-0"	4'-0"	1'-3"				
	1	6'-3"					1'-6"				
D525	SER OF	to	22	2	1'-0"	4'-0"	to				6"
	3	7'-3"					2'-6"				
D526	3	5'-9"	18	2	1'-0"	4'-0"	1'-0"				
D527	2	11'-3"	24	2	1'-0"	4'-0"	6'-6"				
	2	6'-3"					1'-6"				
D528	SER OF	to	60	2	1'-0"	4'-0"	to				6 1/2"
	4	7'-11"					3'-2"				
D801	102	8'-10"	2,406	18	6'-6"	1'-0"	1'-0"				
D830	48	40'-0"	5,127	STR.							
D831	22	29'-0"	1,704	STR.							
D832	11	6'-5"	189	19	5'-3"	1'-0"	6"				
D833	11	2'-5"	71	19	1'-4"	6"	1'-0"				
SUB-TOTAL			15,486								

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MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
FORWARD DIAPHRAGM (PHASE 3)											
D501	79	15'-1"	1,243	2	5'-0"	5'-4"	5'-0"				
D507	2	20'-11"	44	2	4'-6"	12'-2"	4'-6"				
D508	8	13'-7"	114	2	1'-4"	11'-2"	1'-4"				
D511	148	15'-6"	2,393	2	3'-8"	8'-5"	3'-8"				
	5	10'-6"			1'-2"		1'-2"				
D512	SER OF	to	324	2	to	8'-5"	to				11 1/2"
	5	14'-4"			3'-1"		3'-1"				
D513	5	10'-10"	57	2	1'-4"	8'-5"	1'-4"				
D514	18	10'-2"	191	2	1'-0"	8'-5"	1'-0"				
D517	2	21'-2"	45	2	6'-6"	8'-5"	6'-6"				
D519	5	11'-10"	62	2	1'-10"	8'-5"	1'-10"				
	2	11'-6"			1'-8"		1'-8"				
D520	SER OF	to	108	2	to	8'-5"	to				11 1/4"
	4	14'-4"			3'-1"		3'-1"				
D521	149	8'-5"	1,309	2	1'-0"	4'-0"	3'-8"				
D522	10	6'-6"	68	2	1'-0"	4'-0"	1'-9"				
D523	10	6'-0"	63	2	1'-0"	4'-0"	1'-3"				
	2	6'-5"			0		1'-8"				
D524	SER OF	to	60	2	1'-0"	4'-0"	to				5 1/2"
	4	7'-10"			0		3'-1"				
D526	3	5'-9"	18	2	1'-0"	4'-0"	1'-0"				
D527	2	11'-3"	24	2	1'-0"	4'-0"	6'-6"				
	1	6'-5"			0		1'-8"				
D529	SER OF	to	39	2	1'-0"	4'-0"	to				5 1/2"
	5	8'-3"			0		3'-6"				
	1	11'-6"			1'-8"		1'-8"				
D532	SER OF	to	70	2	to	8'-5"	to				11"
	5	15'-2"			3'-6"		3'-6"				
D801	108	8'-10"	2,548	18	6'-6"	1'-0"	1'-0"				
D830	28	40'-0"	2,991	STR.							
D832	15	6'-5"	257	19	5'-3"	1'-0"	6"				
D833	15	2'-5"	97	19	1'-4"	6"	1'-0"				
D834	56	30'-0"	4,486	STR.							
D835	26	22'-2"	1,539	STR.							
SUB-TOTAL			18,150								
TOTAL PHASE 3 REINFORCING			341,197	(CARRIED TO PHASE 5 TOTAL)							

= ALL OR A PORTION OF BARS PROVIDED WITH MECHANICAL CONNECTOR

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR ABUTMENT (PHASE 4)											
AR560	18	30'-0"	564	STR.							
AR561	3	25'-10"	81	STR.							
AR562	3	28'-9"	90	1	1'-0"	27'-10"					
AR563	3	6'-3"	20	1	1'-0"	5'-4"					
AR564	3	4'-1"	13	19	2'-0"	1'-10"	10"				
AR960	48	30'-0"	4,896	STR.							
AR961	10	15'-8"	533	STR.							
AR962	2	14'-3"	97	1	1'-0"	13'-6"					
AR963	2	6'-1"	42	1	1'-0"	5'-4"					
AR964	2	4'-1"	28	19	2'-0"	1'-10"	11"				
F550	118	20'-7"	2,534	3	5'-8"	4'-4"					
F551	118	20'-1"	2,472	3	5'-8"	4'-1"					
	1	12'-9"			1'-10"						
F552	SER OF	to	117	3	to	4'-3"					1'-0 1/2"
	7	19'-1"			5'-0"						
F553	3	11'-1"	35	3	1'-0"	4'-3"					
F555	71	24'-11"	1,846	3	3'-8"	8'-6"					
F556	32	24'-7"	821	3	3'-8"	8'-4"					
F557	54	22'-1"	1,244	1	1'-0"	21'-2"					
	1	8'-2"			7'-3"						
F558	SER OF	to	521	1	1'-0"	to					5"
	33	22'-1"			21'-2"						
F559	1	19'-11"	21	3	1'-4"	8'-4"					
	1	20'-11"			1'-10"	8'-4"					
F560	SER OF	to	94	3	to	to					11 1/4"
	4	23'-9"			3'-3"	8'-4"					
	1	20'-9"			1'-7"						
F561	SER OF	to	94	3	to	8'-6"					1'-0 1/2"
	4	23'-11"			3'-2"						
F562	3	19'-7"	62	3	1'-0"	8'-6"					
F570	66	30'-0"	2,066	STR.							
	1	12'-8"									
F571	SER OF	to	93	STR.							2'-6"
	5	22'-8"									
F572	3	22'-8"	71	STR.							
F573	3	12'-8"	40	STR.							
F857	43	22'-0"	2,526	1	1'-0"	21'-2"					
	1	8'-1"			7'-3"						
F858	SER OF	to	1,326	1	1'-0"	to					5"
	33	22'-0"			21'-2"						
F960	63	30'-0"	6,426	STR.							
	1	10'-2"									
F961	SER OF	to	466	STR.							1'-3"
	9	20'-3"									
W551	75	12'-10"	1,004	2	5'-10"	1'-5"	5'-10"				
	1	12'-1"				8"					
W552	SER OF	to	115	2	5'-10"	to	5'-10"				5 1/2"
	8	15'-4"				3'-11"					
W560	36	30'-0"	1,127	STR.							
W561	36	8'-9"	329	STR.							
W562	6	32'-6"	204	STR.							
	2	1'-8"									
W563	SER OF	to	490	STR.							2'-3 3/4"
	14	31'-10"									
W564	2	35'-4"	74	STR.							
W565	18	13'-7"	256	16	13'-0"						
W566	18	12'-4"	232	16	11'-9"						
SUB-TOTAL			33,070								

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
FORWARD ABUTMENT (PHASE 4)											
AF560	12	30'-0"	376	STR.							
AF561	2	19'-8"	42	STR.							
AF562	2	17'-8"	37	1	1'-0"	16'-9"					
AF563	2	6'-5"	14	1	1'-0"	5'-6"					
AF564	2	4'-1"	9	19	2'-0"	1'-10"	11"				
AF960	15	30'-0"	1,530	STR.							
AF961	4	30'-2"	411	STR.							
AF962	1	28'-2"	96	1	1'-0"	27'-5"					
AF963	1	6'-3"	22	1	1'-0"	5'-6"					
AF964	1	4'-0"	14	19	2'-0"	1'-10"	10"				
F550	135	20'-7"	2,899	3	5'-8"	4'-4"					
F551	64	20'-1"	1,341	3	5'-8"	4'-1"					
	1	12'-3"			1'-6"						
F552	SER OF	to	111	3	to	4'-4"					11 1/2"
	7	18'-1"			4'-5"						
F553	3	11'-3"	36	3	1'-0"	4'-4"					
F555	64	19'-11"	1,330	3	3'-8"	6'-0"					
F556	30	19'-7"	613	3	3'-8"	5'-10"					
F557	114	14'-9"	1,754	1	1'-0"	13'-10"					
	1	15'-9"			1'-9"	5'-10"					
F558	SER OF	to	72	3	to	to					1'-0"
	4	18'-9"			3'-3"	5'-10"					
F559	1	15'-1"	16	3	1'-5"	5'-10"					
	1	15'-1"			1'-3"						
F560	SER OF	to	69	3	to	6'-0"					11 1/4"
	4	17'-11"			2'-8"						
F561	3	14'-7"	46	3	1'-0"	6'-0"					
F565	140	7'-7"	1,108	1	3'-4"	4'-4"					
F566	64	7'-4"	490	1	3'-4"	4'-1"					
F570	98	30'-0"	3,067	STR.							
F571	6	11'-6"	72	STR.							
	1	11'-9"									
F573	SER OF	to	87	STR.							2'-4 3/4"
	5	21'-4"									
F574	3	21'-4"	67	STR.							
F857	111	14'-8"	4,347	1	1'-0"	13'-10"					
F960	72	30'-0"	7,344	STR.							
F961	3	12'-7"	129	STR.							
	1	12'-10"									
F963	SER OF	to	420	STR.							1'-7"
	7	22'-5"									
F964	2	13'-0"	89	STR.							
F965	2	10'-0"	68	STR.							
W550	114	14'-9"	1,754	2	6'-9"	1'-5"	6'-9"				
W560	28	12'-11"	378	19	12'-0"	9"	5"				
W561	26	28'-8"	778	STR.							
W562	24	29'-8"	743	STR.							
W563	20	30'-0"	626	STR.							
W564	20	10'-7"	221	STR.							
W565	2	26'-7"	56	STR.							
W566	2	22'-6"	47	STR.							
W570	2	28'-9"	60	STR.							
W572	2	37'-5"	79	STR.							
SUB-TOTAL			32,868								

= ALL OR A PORTION OF BARS PROVIDED WITH MECHANICAL CONNECTOR

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR DIAPHRAGM (PHASE 4)											
D541	60	15'-1"	944	2	5'-0"	5'-4"	5'-0"				
	1	12'-2"				2'-5"					
D542	SER OF	to	41	2	5'-0"	to	5'-0"				11"
	3	14'-0"				4'-3"					
D545	6	12'-3"	77	2	1'-4"	9'-10"	1'-4"				
D546	2	19'-3"	41	2	4'-6"	10'-6"	4'-6"				
D551	110	15'-6"	1,779	2	3'-8"	8'-5"	3'-8"				
	4	10'-6"			1'-2"		1'-2"				
D552	SER OF	to	260	2	to	8'-5"	to				11 1/2"
	5	14'-4"			3'-1"		3'-1"				
D553	4	10'-10"	46	2	1'-4"	8'-5"	1'-4"				
D554	12	10'-2"	128	2	1'-0"	8'-5"	1'-0"				
	1	11'-2"			1'-6"		1'-6"				
D555	SER OF	to	68	2	to	8'-5"	to				10 1/2"
	5	14'-8"			3'-3"		3'-3"				
D556	3	10'-2"	32	2	1'-0"	8'-5"	1'-0"				
D557	2	21'-2"	45	2	6'-6"	8'-5"	6'-6"				
	2	11'-6"			1'-8"		1'-8"				
D558	SER OF	to	108	2	to	8'-5"	to				11 1/4"
	4	14'-4"			3'-1"		3'-1"				
D559	4	11'-10"	50	2	1'-10"	8'-5"	1'-10"				
D561	113	8'-5"	992	2	1'-0"	4'-0"	3'-8"				
D562	8	6'-6"	55	2	1'-0"	4'-0"	1'-9"				
D563	8	6'-0"	51	2	1'-0"	4'-0"	1'-3"				
	1	6'-3"					1'-6"				
D565	SER OF	to	38	2	1'-0"	4'-0"	to				5 1/4"
	5	8'-0"					3'-3"				
D566	3	5'-9"	18	2	1'-0"	4'-0"	1'-0"				
D567	2	11'-3"	24	2	1'-0"	4'-0"	6'-6"				
	2	6'-5"					1'-8"				
D568	SER OF	to	60	2	1'-0"	4'-0"	to				5 1/2"
	4	7'-10"					3'-1"				
D841	83	8'-10"	1,958	18	6'-6"	1'-0"	1'-0"				
D870	24	40'-0"	2,564	STR.							
D871	24	30'-0"	1,923	STR.							
D872	12	6'-6"	209	19	5'-4"	1'-0"	6"				
D873	12	2'-3"	73	19	1'-2"	6"	1'-0"				
D874	24	22'-10"	1,464	STR.							
SUB-TOTAL			13,048								

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MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
FORWARD DIAPHRAGM (PHASE 4)											
D541	63	15'-1"	992	2	5'-0"	5'-4"	5'-0"				
D543	6	13'-4"	84	2	1'-4"	10'-11"	1'-4"				
D544	2	18'-0"	38	2	4'-6"	9'-3"	4'-6"				
D551	108	15'-6"	1,746	2	3'-8"	8'-5"	3'-8"				
	4	10'-6"			1'-2"		1'-2"				
D552	SER OF	to	260	2	to	8'-5"	to				11 1/2"
	5	14'-4"			3'-1"		3'-1"				
D553	4	10'-10"	46	2	1'-4"	8'-5"	1'-4"				
D554	12	10'-2"	128	2	1'-0"	8'-5"	1'-0"				
	1	11'-2"			1'-6"		1'-6"				
D555	SER OF	to	68	2	to	8'-5"	to				10 1/2"
	5	14'-8"			3'-3"		3'-3"				
D556	2	10'-2"	22	2	1'-0"	8'-5"	1'-0"				
D557	2	21'-2"	45	2	6'-6"	8'-5"	6'-6"				
D559	4	11'-10"	50	2	1'-10"	8'-5"	1'-10"				
	2	11'-10"			1'-10"		1'-10"				
D560	SER OF	to	143	2	to	8'-5"	to				11"
	5	15'-6"			3'-8"		3'-8"				
D561	111	8'-5"	975	2	1'-0"	4'-0"	3'-8"				
D562	8	6'-6"	55	2	1'-0"	4'-0"	1'-9"				
D563	8	6'-0"	51	2	1'-0"	4'-0"	1'-3"				
	1	6'-3"					1'-6"				
D565	SER OF	to	38	2	1'-0"	4'-0"	to				5 1/4"
	5	8'-0"					3'-3"				
D566	2	5'-9"	12	2	1'-0"	4'-0"	1'-0"				
D567	2	11'-3"	24	2	1'-0"	4'-0"	6'-6"				
	1	6'-7"					1'-10"				
D569	SER OF	to	40	2	1'-0"	4'-0"	to				5 1/2"
	5	8'-5"					3'-8"				
D841	83	8'-10"	1,958	18	6'-6"	1'-0"	1'-0"				
D870	24	40'-0"	2,564	STR.							
D871	26	30'-0"	2,083	STR.							
D872	11	6'-6"	191	19	5'-4"	1'-0"	6"				
D873	11	2'-3"	67	19	1'-2"	6"	1'-0"				
D875	24	23'-2"	1,485	STR.							
SUB-TOTAL			13,165								

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
DECK (PHASE 4)											
S431	1,026	8'-7"	5,883	16	8'-1"						
	1	4'-5"			3'-11"						
S432	SER OF	to	87	16	to						2 1/2"
	20	8'-6"			8'-0"						
S435	481	3'-3"	1,045	19	2'-6"	6"	6"				
S436	1,022	7'-3"	4,950	18	6'-0"	6"	6"				
	1	3'-7"			2'-4"						
S437	SER OF	to	60	18	to	6"	6"				2 1/2"
	17	6'-11"			5'-8"						
S438	8	5'-5"	29	STR.							
	1	7'-4"			6'-10"						
S439	SER OF	to	73	16	to						1'-2 1/4"
	9	16'-11"			16'-5"						
S450	765	30'-0"	15,331	STR.							
S451	45	7'-7"	228	STR.							
S455	608	30'-0"	12,185	STR.							
S531	885	30'-7"	28,231	16	30'-0"						
S532	1,028	8'-2"	8,757	STR.							
	1	15'-4"									
S533	SER OF	to	1,387	STR.							2 1/2"
	61	28'-3"									
	1	12'-9"			12'-2"						
S534	SER OF	to	1,839	16	to						2 1/2"
	82	30'-3"			29'-8"						
	1	4'-6"			3'-11"						
S535	SER OF	to	1,116	16	to						2 1/2"
	81	21'-11"			21'-4"						
	1	3'-11"									
S536	SER OF	to	1,067	STR.							2 1/2"
	81	21'-4"									
S537	8	6'-0"	51	16	5'-5"						
S538	8	5'-5"	46	STR.							
S540	1,028	13'-0"	13,939	16	12'-5"						
S541	885	30'-0"	27,692	STR.							
	1	16'-5"									
S542	SER OF	to	1,985	STR.							2"
	82	30'-0"									
	1	15'-4"									
S543	SER OF	to	1,390	STR.							2 1/2"
	61	28'-4"									
	1	8'-6"			7'-11"						
S544	SER OF	to	1,349	16	to						2 1/2"
	77	25'-1"			24'-6"						
	1	3'-8"									
S545	SER OF	to	961	STR.							2 1/2"
	77	20'-3"									
	1	7'-5"			6'-10"						
S546	SER OF	to	115	16	to						1'-2 1/4"
	9	17'-0"			16'-5"						
	1	3'-2"									
S547	SER OF	to	50	STR.							6 1/4"
	9	7'-4"									
S550	646	30'-0"	20,214	STR.							
S551	38	26'-0"	1,031	STR.							
S631	506	2'-4"	1,774	1	1'-0"	1'-6"					
S632	506	3'-2"	2,407	68	1'-6"	1'-0"	11"	5'-3"			
SUB-TOTAL			155,272								

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
PIER (PHASE 4)											
F1031	103	23'-8"	10,490	2	4'-4"	15'-8"	4'-4"				
F1032	103	18'-6"	8,200	17	15'-8"						
F1040	108	30'-0"	13,942	STR.							
F1041	36	31'-0"	4,803	STR.							
F831	201	11'-4"	6,083	1	2'-0"	9'-6"					
P531	100	8'-9"	913	2	1'-8"	5'-8"	1'-8"				
P532	100	10'-6"	1,096	73	1'-9"	1'-9"	1'-6"	1'-6"	2'-10"		
P540	186	30'-0"	5,820	STR.							
P541	62	18'-8"	1,208	STR.							
P545	1,127	4'-0"	4,702	52	2'-8"	10"					
P550	23	9'-1"	218	24	2'-8"	2'-5"				1'-4"	
P831	201	26'-7"	14,267	16	25'-8"						
SUB-TOTAL			71,742								
PARAPET (PHASE 4)											
R505	504	7'-5"	3899	23	11"	3'-3"	3'-0"			2 3/4"	
R509	80	7'-5"	619	23	11"	3'-3"	3'-0"			2 3/4"	
R537	6	3'-3"	21	STR.							
R538	4	31'-4"	131	STR.							
R539	4	15'-6"	65	STR.							
R540	42	14'-8"	643	STR.							
R541	40	7'-2"	299	STR.							
R542	2	6'-10"	15	STR.							
R547	6	3'-6"	22	STR.							
R548	4	33'-0"	138	STR.							
R549	4	16'-4"	69	STR.							
R570	68	30'-0"	2128	STR.							
R571	4	12'-10"	54	STR.							
R607	80	2'-6"	301	1	1'-0"	1'-8"					
R608	80	3'-2"	381	68	1'-6"	1'-0"	11"	5'-3"			
R638	1	3'-3"	5	STR.							
R639	2	15'-6"	47	STR.							
R640	21	14'-8"	463	STR.							
R641	20	7'-2"	216	STR.							
R642	1	6'-10"	11	STR.							
R648	1	3'-6"	6	STR.							
R649	2	16'-4"	50	STR.							
SUB-TOTAL			9,583								
FORWARD WINGWALL (PHASE 4)											
MW501	4	26'-11"	113	STR.							
MW502	4	8'-2"	35	STR.							
MW503	4	7'-8"	32	STR.							
MW504	4	15'-8"	66	STR.							
MW505	4	7'-11"	34	STR.							
MW510	66	3'-6"	241	2	1'-2"	1'-5"	1'-2"				
MW511	33	3'-9"	130	2	1'-2"	1'-8"	1'-2"				
MW521	3	4'-4"	14	2	1'-2"	2'-3"	1'-2"				
MW522	3	6'-11"	22	2	1'-2"	4'-10"	1'-2"				
MW523	3	8'-7"	27	2	1'-2"	6'-6"	1'-2"				
MW524	3	14'-9"	47	2	1'-2"	12'-8"	1'-2"				
MW525	3	10'-6"	33	2	1'-2"	8'-5"	1'-2"				
MW526	3	8'-6"	27	2	1'-2"	6'-5"	1'-2"				
SUB-TOTAL			821								
TOTAL PHASE 4 REINFORCING											
			329,569	(CARRIED TO PHASE 5 TOTAL)							

* = ALL OR A PORTION OF BARS
PROVIDED WITH MECHANICAL
CONNECTOR

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
DECK (PHASE 5)											
Y401	14	14'-7"	137	34	9"	2'-5"	1'-0"	4'-7"		4 3/4"	
Y402	4	13'-7"	37	35	9"	1'-6"	1'-0"	4'-7"		4 3/4"	
Y403	2	5'-4"	8	11	10"	4'-7"	9"				
Y404	4	11'-10"	32	68	5'-8"	4'-0"	1'-9"	2'-4 1/2"			
Y801	122	1'-0"	326	STR.							
S460	839	8'-9"	4,904	16	8'-3"						
S461	78	9'-9"	509	16	9'-3"						
S462	59	10'-9"	424	16	10'-3"						
S463	26	11'-9"	205	16	11'-3"						
	1	4'-9"			4'-3"						
S464	SER OF	to	204	16	to					2 1/2"	
	36	12'-2"			11'-8"						
	1	2'-6"			1'-6"						
S465	SER OF	to	130	17	to					2 1/2"	
	33	9'-3"			8'-3"						
S480	181	30'-0"	3,628	STR.							
S481	10	7'-7"	51	STR.							
S482	1	15'-0"	11	STR.							
S483	1	28'-9"	20	STR.							
S484	3	18'-10"	38	STR.							
S485	152	30'-0"	3,047	STR.							
S560	839	8'-10"	7,730	16	8'-3"						
S561	78	9'-10"	800	16	9'-3"						
S562	59	10'-10"	667	16	10'-3"						
S563	26	11'-10"	321	16	11'-3"						
	1	4'-10"			4'-3"						
S564	SER OF	to	321	16	to					2 1/2"	
	36	12'-3"			11'-8"						
	1	2'-8"			1'-6"						
S565	SER OF	to	208	17	to					2 1/2"	
	33	9'-5"			8'-3"						
S570	1,972	2'-3"	4,628	16	1'-8"						
S580	181	30'-0"	5,664	STR.							
S581	10	25'-11"	271	STR.							
S582	1	20'-0"	21	STR.							
S583	1	32'-0"	34	STR.							
S584	3	19'-0"	60	STR.							
S585	16	2'-6"	42	STR.							
SUB-TOTAL			34,478								
PARAPET (PHASE 5)											
X501	18	14'-8"	276	STR.							
X502	18	32'-5"	609	STR.							
X503	9	3'-1"	29	STR.							
X504	9	3'-5"	33	STR.							
Y404	28	11'-10"	222	68	5'-8"	4'-0"	1'-9"	2'-4 1/2"			
Y405	50	15'-5"	515	34	1'-2"	2'-5"	1'-0"	4'-7"		4 3/4"	
SUB-TOTAL			1,684								

MARK	TOTAL NUMBER	LENGTH	TOTAL WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR DIAPHRAGM (PHASE 5)											
D575	22	15'-1"	347	2	5'-0"	5'-4"	5'-0"				
D581	30	15'-6"	485	2	3'-8"	8'-5"	3'-8"				
	2	10'-8"			1'-3"		1'-3"				
D582	SER OF	to	131	2	to	8'-5"	to				11"
	5	14'-4"			3'-1"		3'-1"				
D583	1	10'-10"	12	2	1'-4"	8'-5"	1'-4"				
D584	7	10'-2"	75	2	1'-0"	8'-5"	1'-0"				
D585	1	11'-10"	13	2	1'-10"	8'-5"	1'-10"				
	1	10'-8"			1'-3"		1'-3"				
D587	SER OF	to	67	2	to	8'-5"	to				1'-0"
	5	14'-8"			3'-3"		3'-3"				
D589	4	21'-2"	89	2	6'-6"	8'-5"	6'-6"				
D591	30	8'-5"	264	2	1'-0"	4'-0"	3'-8"				
D592	2	6'-6"	14	2	1'-0"	4'-0"	1'-9"				
D593	2	6'-1"	13	2	1'-0"	4'-0"	1'-4"				
	1	6'-0"					1'-3"				
D595	SER OF	to	37	2	1'-0"	4'-0"	to				5 1/2"
	5	7'-10"					3'-1"				
D596	4	5'-9"	24	2	1'-0"	4'-0"	1'-0"				
	1	6'-0"					1'-3"				
D597	SER OF	to	37	2	1'-0"	4'-0"	to				6"
	5	8'-0"					3'-3"				
D599	4	11'-3"	47	2	1'-0"	4'-0"	6'-6"				
D875	27	8'-10"	637	18	6'-6"	1'-0"	1'-0"				
D876	24	26'-0"	1,667	STR.							
D877	24	9'-10"	631	1	1'-0"	9'-0"					
SUB-TOTAL			4,590								
FORWARD DIAPHRAGM (PHASE 5)											
D575	16	15'-1"	252	2	5'-0"	5'-4"	5'-0"				
D581	16	15'-6"	259	2	3'-8"	8'-5"	3'-8"				
	2	10'-8"			1'-3"		1'-3"				
D582	SER OF	to	131	2	to	8'-5"	to				11"
	5	14'-4"			3'-1"		3'-1"				
D583	1	10'-10"	12	2	1'-4"	8'-5"	1'-4"				
D584	7	10'-2"	75	2	1'-0"	8'-5"	1'-0"				
D585	1	11'-10"	13	2	1'-10"	8'-5"	1'-10"				
	1	10'-8"			1'-3"		1'-3"				
D587	SER OF	to	67	2	to	8'-5"	to				1'-0"
	5	14'-8"			3'-3"		3'-3"				
D589	4	21'-2"	89	2	6'-6"	8'-5"	6'-6"				
D591	16	8'-5"	141	2	1'-0"	4'-0"	3'-8"				
D592	2	6'-6"	14	2	1'-0"	4'-0"	1'-9"				
D593	2	6'-1"	13	2	1'-0"	4'-0"	1'-4"				
	1	6'-0"					1'-3"				
D595	SER OF	to	37	2	1'-0"	4'-0"	to				5 1/2"
	5	7'-10"					3'-1"				
D596	2	5'-9"	12	2	1'-0"	4'-0"	1'-0"				
	1	6'-0"					1'-3"				
D597	SER OF	to	37	2	1'-0"	4'-0"	to				6"
	5	8'-0"					3'-3"				
D599	4	11'-3"	47	2	1'-0"	4'-0"	6'-6"				
D875	21	8'-10"	496	18	6'-6"	1'-0"	1'-0"				
D877	26	9'-10"	683	1	1'-0"	9'-0"					
D878	26	20'-2"	1,400	STR.							
SUB-TOTAL			3,778								
TOTAL PHASE 5 REINFORCING 44,530											
TOTAL PHASE 4 REINFORCING 329,569 (FROM PHASE 4 SHEETS)											
TOTAL PHASE 3 REINFORCING 341,197 (FROM PHASE 3 SHEETS)											
TOTAL ALL REINFORCING 715,296											