DESIGN	DESIGNATION	
CURRENT ADT (1985)	=	7,500
DESIGN YEAR ADT (2005)	=	11,000
DHV	=	1,100
D	=	55 %
T	=	26 %
V - RURAL EXPRESSWAY	=	60 MPH } EXCEPT AS NOTED
URBAN ARTERIAL	=	40 MPH } ON SHEETS 5 & 8
LEGAL SPEEDS - RURAL	=	55 MPH
URBAN	=	25 & 35 MPH

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION

HUR - 20 - 0.98
VILLAGE OF MONROEVILLE
LYME AND RIDGEFIELD TOWNSHIPS
HURON COUNTY

HUR - 20 - 0.98	OHIO	1 / 70
FR - 69 (85)	FHWA REGION 5 / FEDERAL PROJECT	

FR - 69(85)

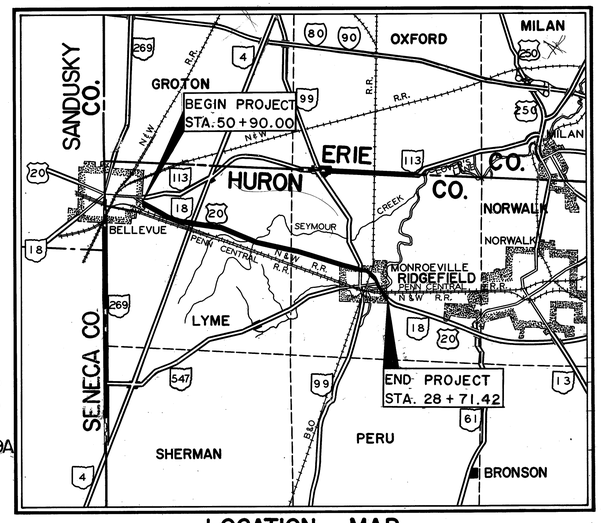
No PID
C No. 870431

CONVENTIONAL SIGNS

County Line
Township Line
Section Line
Corporation Line or
Fence Line (existing) (proposed)
Center Line 352 353
Trees, Stumps, (to be removed)
Utility Poles: Telephone, Power, Light

Limited Access (only) LA
Right of Way (only) RW
Limited Access & Right of Way LA & RW
Existing Right of Way
Property Line (in existing fence)
Railroad or
Guardrail (existing) (proposed)

INDEX OF SHEETS



LOCATION MAP

SCALE IN MILES
0 1 2 3 4 5 6 7 8

Portion to be improved
State & Federal Routes
Other Roads

SCALES

Plan
Profile: Horizontal, Vertical
Cross Section: Horizontal, Vertical
5 0 5 5 0 5

LINE DATA

BEGIN PROJECT	STA. 50 + 90.00	
STATION EQUATION	STA. 396 + 60.02 (BK.) = STA. 396 + 70.02 (AHD.)	34,570.02 L.F.
STATION EQUATION	STA. 426 + 02.68 (BK.) = STA. 2 + 00.00 (AHD.)	2,932.66 L.F.
END PROJECT	STA. 28 + 71.42	2,671.42 L.F.
DEDUCT FOR BRIDGE HUR-20-0813		- 272.88 L.F.
NET PROJECT LENGTH		39,901.22 LIN.FT. OR 7.557 MILES
ADD FOR WORK:		
S.R.4 INTERSECTION SIGNAL WORK		607.00 L.F.
BRIDGE HUR-20-0813		272.88 L.F.
STA. 28+71.42 TO 29+00		28.58 L.F.
NET WORK LENGTH		40,809.68 LIN.FT. OR 7.729 MILES

Plan Prepared By
DISTRICT 3 DESIGN

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

Project: HUR - 20 - 0.98, HURON COUNTY
Date of Letting ____ 19__, Contract No. ____

SEAL

LD0300 Rev. 1-1-81

1987 SPECIFICATIONS

The standard specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.

I hereby approve these plans and declare that the making of this improvement will not require the closing of the highway to traffic and that provisions for the maintenance and safety of traffic will be as set forth on the plans and estimates.

Approved Gary W. Long
Date 12/12/86 District Deputy Director of Transportation

SUPPLEMENTAL SPECIFICATIONS	
824 10-8-82	
847 10-17-83	
846 11-24-86	
947 10-17-83	
932 3-25-85	

Approved Walter J. Jatsinger
Date 1-5-87 Engineer, Bureau of Bridges and Structural Design

Approved Wayne H. Kauble
Date 5-1-87 Chief Engineer, Planning and Design

Approved Warren J. Smith
Date 5-1-87 Director, Department of Transportation

SUPPLEMENTAL PRINTS OF STANDARD CONSTRUCTION DRAWINGS

BP-1 6-1-65				TC-41.10 8-29-84	TC-83.10 1-20-84
BP-3 12-6-76	GR-1 1-11-85	MC-4 7-26-76	TC-41.20 3-26-79	TC-84.20 1-20-84	
BP-4 11-11-85	GR-2B 2-5-82	MC-9A 1-11-85	TC-41.40 6-18-79	TC-85.20 1-20-84	
BP-5 11-11-85	GR-3 1-21-85	MC-10 5-1-76			
BP-6 6-1-65	GR-4 2-5-82	MH-1 12-18-84		AS-1-81 11-27-81	
BP-7 12-6-76	GR-4A 1-30-84	MH-3 12-18-84	TC-42.10 8-19-77	DBR-2-73 4-10-73	
	GR-5 2-5-82	MH-5 6-12-75	TC-42.20 3-26-79	PSBD-1-81 9-18-81	
	GR-6 2-5-82		TC-52.20 4-3-79	CS-2-73 4-10-73	
CB-2-2A88 5-1-79		TC-16.20 1-20-84			
CB-5 11-10-83	I-2A 12 18-84	TC-21.20 1-20-84	TC-71.10 4-9-79	MT-99.10 11-14-86	
		TC-35.10 8-29-84		MT-99.20 11-14-86	
	HL-10 12-28-84		TC-81.10 1-20-84		
	HL-11 6-1-79		TC-82.10 8-29-84		

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

APPROVED:

DIVISION ADMINISTRATOR DATE

US 20 VERTICAL ALIGNMENT
P.V.I. Sta. 66+00 (Sag) L = 400' A = 1.54% K = 260 Exceeds Design Speed
P.V.I. Sta. 73+00 (Crest) L = 400' A = 2.06% K = 194 Exceeds Design Speed
P.V.I. Sta. 83+00 (Sag) L = 400' A = 0.68 % K = 588 Exceeds Design Speed
P.V.I. Sta. 94+00 (Crest) L = 400' A = 0.68 % K = 588 Exceeds Design Speed
P.V.I. Sta. 109+00 (Sag) L = 200' A = 0.12% K = 1667 Exceeds Design Speed
P.V.I. Sta. 170+00 (Crest) L = 200' A = 0.34% K = 588 Exceeds Design Speed

SCALE
200 0 200 400

FHWA REGION	STATE	PROJECT	
5	OHIO		

2
70

HUR - 20 - 0.98

P.I. Sta. 60+50 WB Lanes
D_c = 0°30'
Superelevation = .016 ⅛
Exceeds Design Speed

P.I. Sta. 83+23.46 WB Lanes
D_c = 0°38'
Superelevation = .03 ⅛
Exceeds Design Speed

P.I. Sta. 74+75.86 EB Lanes
D_c = 3°00'
Superelevation = .083 ⅛
Exceeds Design Speed

P.I. Sta. 93+67.57 — EB Lanes
D_c = 2°00'
Superelevation = .065 ⅛
Exceeds Design Speed

P.I. Sta. 115+76.79 WB Lanes
D_c = 0°20'
Superelevation = .016 ⅛
Exceeds Design Speed

P.I. Sta. 115+89.43 EB Lanes
D_c = 1°00'
Superelevation = .033 ⅛
Exceeds Design Speed

S.R. 113
BUTT-JOINT
U.S.R. 20
Exist. Paved Commercial Drives & X-Over
Exist. Aggregate Commercial Drives & X-Over
EXISTING AGGREGATE MEDIAN X-OVER TO BE REGRADED TO A MAXIMUM WIDTH OF 60' AS DIRECTED BY THE ENGINEER. SEE SHT. 38 FOR EXCAVATION & SEEDING QUANTITIES.
Exist. Aggregate Field Drive
Butt-Joint (50' From Edge Pvmt.)
Exist. Aggregate Commercial Drive
Exist. Conc. X-Over
Exist. Aggregate Private Drive
Exist. Aggregate Field Drive
Exist. Aggregate Field Drives & X-Over
See Sht. 25 For Bauer Road Intersection Detail
Butt-Joint
BAUER ROAD
See Sht. 25 For Pvmt. Marking Detail
Exist. Aggregate X-Over
Feather to R.R. Tracks (60't From E.P.)
PRAIRIE ROAD
CITY OF BELLEVUE CORP. LIMIT
Exist. Paved Commercial Drive
Exist. Aggregate Commercial Drives
50 55 60 65 70 75 80 85 90 95 100 110

BEGIN PROJECT, WORK & RESURFACING
STA. 50+90
SLM.=0.98

FR-69(85)

End Work Sta. 13+52
S.R. 4
Exist. Aggregate Field Drives & X-Overs
Exist. Aggregate Field Drive
Butt-Joint (70' From Edge Pvmt.)
10+50
9+44
Begin Work 6+39 S.R. 4 See Sht. 30
Exist. Paved Commercial Drives
Exist. Paved Private Drive w/ Aggregate X-Over
Butt-Joint (50' From E.P.)
SECTION LINE ROAD
Exist Aggregate Private Drive & X-Over
Exist. Aggregate Field Drives & X-Overs
BECKSTEIN ROAD
Feather to 75' From E.P.
Exist. Aggregate Private Drive & X-Over
110 115 120 125 130 135 140 145 150 155 160 165 175

See Sht. 20 For Pvmt. Marking
See Sht. 30+31 For Signalization

See Sht. 25 For Typical Intersection Pvmt. Marking Detail

See Sht. 25 For Typical Intersection Pvmt. Marking Detail

NOTE: All Median Crossovers For Drives Shall Be Asphalt:
1. Existing Asphalt - Resurface With 404 (Variable Depth).
2. Existing Aggregate - Scarify Aggregate And Adjust Grade With 304 (Variable Depth) And 2" 404.

NOTE: All Existing Paved Drives (Outside Of Monroeville Corp Limits) To Be Resurfaced & Feathered Back 15' From E.P. Unless Otherwise Noted, Using 404 Material (1 Or 2 Courses As Directed By The Engineer). See Sheet 17 For Estimated Quantities.
Existing Aggregate Drives Shall Be Adjusted To Grade, As Directed By The Engineer, Using 304 Aggregate Base Material, See Sheet 38 For Estimated Quantity.
Side Road Intersection Approaches Are To Be Resurfaced, As Detailed In Plan, Using 404 Material (1 Or 2 Courses As Directed By The Engineer). See Sheet 17 For Estimated Quantities.

R.B.P.

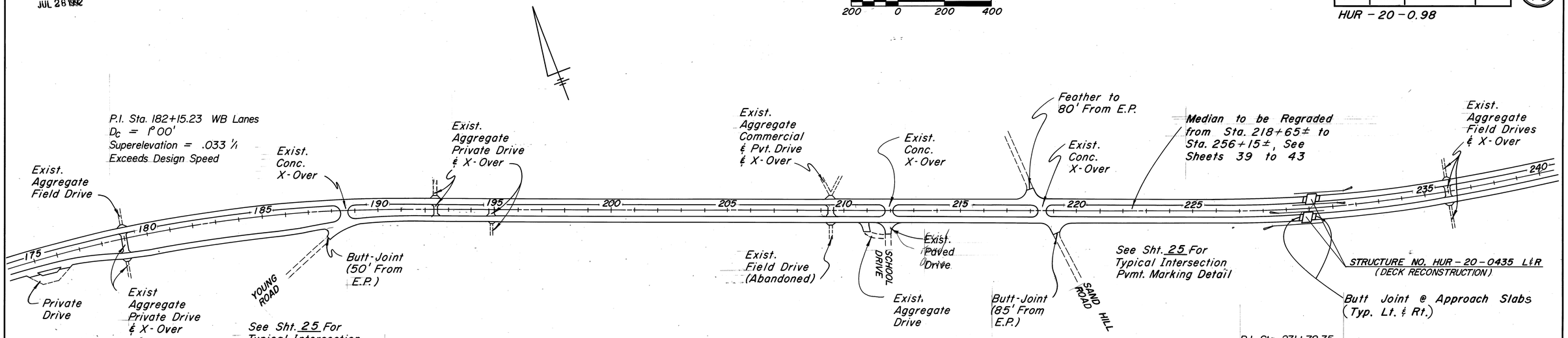
SCHEMATIC PLAN - STA. 47+00 TO STA. 175+00

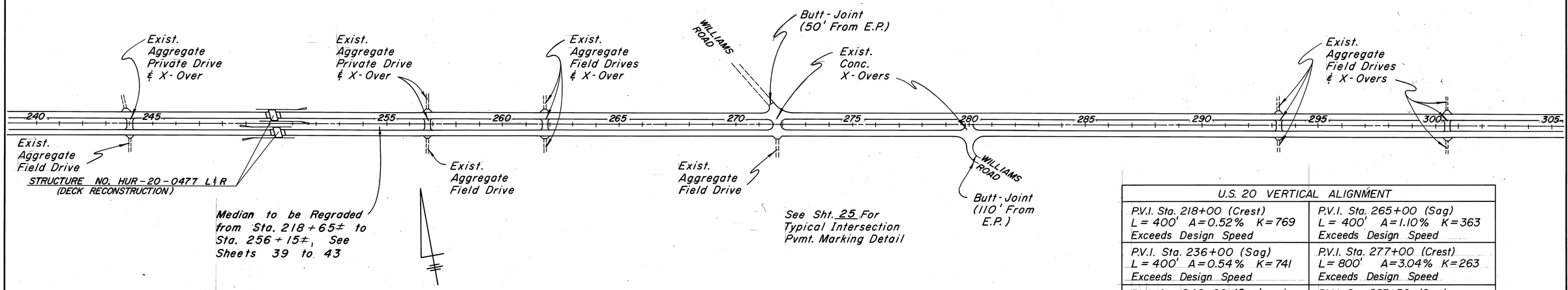
FHWA REGION	STATE	PROJECT	
5	OHIO		

HUR - 20 - 0.98

3
70

SCALE
200 0 200 400





U.S. 20 VERTICAL ALIGNMENT	
P.V.I. Sta. 218+00 (Crest) L = 400' A = 0.52% K = 769 Exceeds Design Speed	P.V.I. Sta. 265+00 (Sag) L = 400' A = 1.10% K = 363 Exceeds Design Speed
P.V.I. Sta. 236+00 (Sag) L = 400' A = 0.54% K = 741 Exceeds Design Speed	P.V.I. Sta. 277+00 (Crest) L = 800' A = 3.04% K = 263 Exceeds Design Speed
P.V.I. Sta. 248+00 (Sag) L = 200' A = 0.36% K = 555 Exceeds Design Speed	P.V.I. Sta. 283+50 (Sag) L = 500' A = 2.04% K = 245 Exceeds Design Speed
P.V.I. Sta. 256+00 (Crest) L = 400' A = 0.40% K = 1000 Exceeds Design Speed	P.V.I. Sta. 302+00 (Sag) L = 200' A = 0.16% K = 1250 Exceeds Design Speed

R.B.P.

SCHEMATIC PLAN — STA. 175 + 00 TO STA. 305 + 00

FHWA REGION	STATE	PROJECT	
5	OHIO		

4/70

HUR – 20 – 0.98

SCALE
200 0 200 400

U.S. 20 VERTICAL ALIGNMENT RURAL EXPRESSWAY LIMITS
P.V.I. Sta. 317+00 (Crest) L=200' A=0.26% K=769 Exceeds Design Speed

U.S. 20 VERTICAL ALIGNMENT RURAL EXPRESSWAY LIMITS
P.V.I. Sta. 378+00 (Sag) L=400' A=0.60% K=667 Exceeds Design Speed
P.V.I. Sta. 388+00 (Crest) L=400' A=1.90% K=210 Exceeds Design Speed

U.S. 20 VERTICAL ALIGNMENT URBAN ARTERIAL LIMITS
P.V.I. Sta. 393+00 (Sag) L=400' A=1.46% K=274 Exceeds Design Speed
P.V.I. Sta. 402+00 (Sag) L=200' A=0.38% K=526 Exceeds Design Speed
P.V.I. Sta. 407+50 (Crest) L=200' A=1.28% K=156 Exceeds Design Speed
P.V.I. Sta. 409+75 (Crest) L=200' A=1.36% K=147 Exceeds Design Speed
P.V.I. Sta. 416+00 (Sag) L=350' A=2.60% K=134 Exceeds Design Speed
P.V.I. Sta. 423+50 (Crest) L=300' A=4.80% K=62 Exceeds Design Speed
P.V.I. Sta. 3+00 (Sag) L=200' A=5.20% K=38 Actual Design Speed = 29 MPH Posted Legal Speed = 25 MPH
P.V.I. Sta. 13+50 (Crest) L=200' A=0.36% K=555 Exceeds Design Speed
P.V.I. Sta. 17+00 (Sag) L=200' A=2.36% K=84 Exceeds Design Speed

Exist. Aggregate Private Drives & X-Overs
Exist. Aggregate Commercial Drive & X-Over
Exist. Aggregate Field Drive
Exist. Aggregate Field Drives & X-Over
See Sht. 25 For Typical Intersection Pvmt. Marking Detail
Co. Rd. 238
Exist. Aggregate Field Drives
Exist. Aggregate Field Drive
Exist. Aggregate Private Drives & X-Overs
+91.99
+60±
+54.28
CORP. LIMIT VILLAGE OF MONROEVILLE
Butt-Joint (125' From E.P.)

305 310 315 320 325 330 335 340 345 350 355 360 365 370

Rural Expressway 60 MPH Design Speed
Urban Arterial 40 MPH Design Speed
Butt-Joint (75' From E.P.)
S.R. 99
See Sht. 21 For Pvmt. Marking Details @ S.R. 99
STA. 396+60.02 BK. = STA. 396+70.02 AHD.

370 375 380 385 390 395 400 405 410 415 420 425 5 10 15 20 25 30

150'± Feather Transition Typical Section (A) To Meet Typical Section (C)
P.I. Sta. 392+13.06
D_c = 4°00'
Superelevation = .032 ft/ft
Exceeds Design Speed
WEST ST.
BAKER ST.
See Shts. 22 To 23 For Pvmt. Marking Details
P.I. Sta. 416+82.03
D_c = 7°40'
Superelevation = .032 ft/ft
Exceeds Design Speed
CHAPEL STREET
BROAD STREET
HOLLISTER STREET
MILAN STREET
STATION EQUATION
STA. 426+02.68 BK. =
STA. 2+00.00 AHD.
HURON RIVER
BRIDGE NO. HUR-20-0813 (NO DECK WORK)
MONROE ST. (S.R. 547)
See Sht. 24 For Pvmt. Marking Detail @ S.R. 547
5+07.56
7+80.44
MAIN STREET (PERU CENTER ROAD)
BROOKLYN STREET
BRIDGE NO. HUR-20-0834
CONRAIL N & W R.R.
FR-69(85)
SUSPEND PROJECT AND RESURFACING FOR BRIDGE AND APPROACH SLABS; DEDUCT 272.88' (BUTT-JOINT AT APPROACH SLABS)
FR-69(85)
BRIDGE NO. HUR-20-0835
New Pavement under Railroad Overpass – See Plan Sheet 34
STA. 28+05.30
END PROJECT + RESURF STA. 28+71.42 SL.Mt. = 8.59
P.I. Sta. 30+09.45
D_c = 3°30'
Superelevation = .045 ft/ft
Exceeds Design Speed
See Sht. 25 For Pvmt. Marking Detail
TO NORWALK
BUTT-JOINT
CORP. LIMITS VILLAGE OF MONROEVILLE
End Work Sta. 29+00

R.B.P.

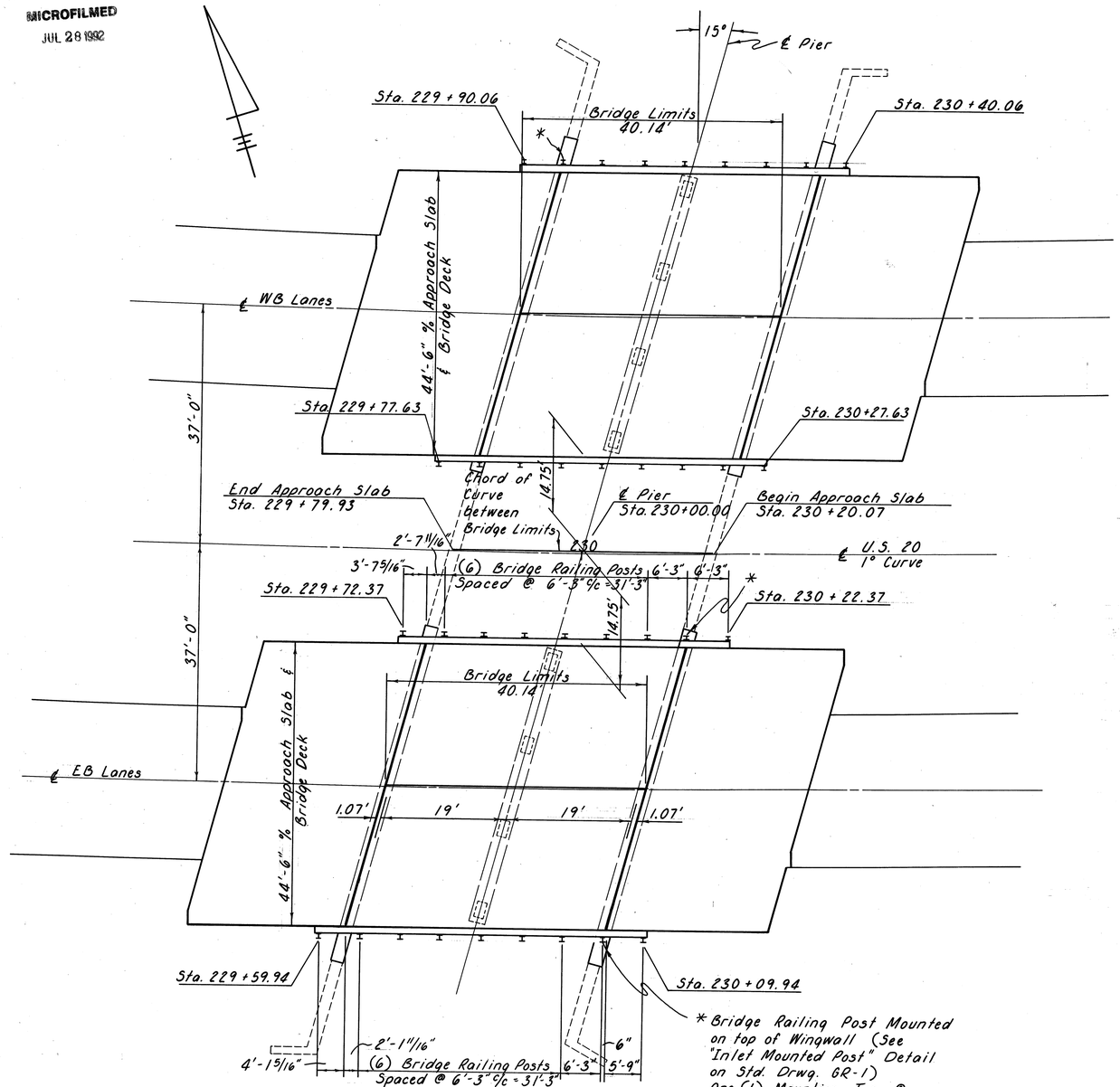
SCHEMATIC PLAN – STA. 305+00 TO STA. 28+71.42

CALC. BY RJR 11/85
CHK'D. BY KW 12/85

FHWA REGION	STATE	PROJECT	
5	OHIO		

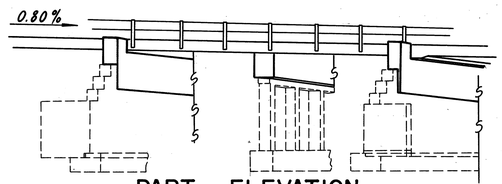
62
70

HUR - 20 - 0.98



PLAN VIEW

* Bridge Railing Post Mounted on top of Wingwall (See "Inlet Mounted Post" Detail on Std. Drwg. GR-1) One (1) Mounting Typ. @ Trailing End of each side of both Bridges. Cost included in Item 517.



PART ELEVATION

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Abutments	Piers	Super.	General
202	Lump		Portions of Structure Removed, Superstructure, As Per Plan			Lump	
202	43	Cu.Yd.	Portions of Structure Removed, Abutments, As Per Plan	43			
202	13	Cu.Yd.	Portions of Structure Removed, Pier Caps, As Per Plan		13		
503	Lump		Unclassified Excavation	Lump			
511	29	Cu.Yd.	Class "S" Concrete, Pier Caps, As Per Plan		29		
511	60	Cu.Yd.	Class "S" Concrete, Abutments, As Per Plan	60			
511	157	Cu.Yd.	Class "S" Concrete, Superstructure, As Per Plan			157	
517	200	Lin. Ft.	Railing (Deep Beam Rail with Steel Tubular Back-up, Type 2 Posts and Bolts)			200	
518	51	Cu.Yd.	Porous Backfill, As Per Plan	51			
824	44,322	Lb.	Epoxy Coated Reinforcing Steel	4469	6237	33,616	
Special	42	Sq.Yd.	Sealing of Concrete Surfaces (See Proposal Note)			42	

References shall be made to Standard Drawings:
AS-1-81 - Dated 11-27-81
CS-2-73 - Dated 4-10-73
DBR-2-73 - Dated 4-10-73
GR-1 Dated 1-11-85
And to Supplemental Specification
824 - Dated 10-8-82

Design Specifications: This Structure Conforms to "Standard Specifications for Highway Bridges" Adopted by the American Association of State Highway and Transportation Officials, 1983, including the 1984 & 1985 Interim Specifications and the "Ohio Supplement" to the Specifications.

Design Data: Design Loading - HS-20-44 and the Alternate Military Loading.
Concrete Class "S" - Unit Stress 1500 P.S.I.
Concrete Class "C" - Unit Stress 1333 P.S.I.
Reinforcing Steel - ASTM A615, A616, or A617
Unit Stress 20,000 P.S.I.

Deck Protection Method: Epoxy Coated Reinforcing Steel, Top and Bottom Mats. 2½" Clearance of Top Reinforcing from Surface of Deck.

Monolithic Wearing Surface: Is Assumed, for Design purposes, to be 1" thick.

Bench Mark: Spike in Cable Pole
South Side of Bridge 0435 Rt.
Elev. = 759.34.

EXISTING STRUCTURE

TYPE: Continuous Concrete Slab with Concrete Substructure
SPAN: 2 @ 18'-0" Clear
ROADWAY: 2 @ 44'-0" F/F Guardrail
SKEW: 15° L.F.
LOADING: S-20-36
WEARING SURFACE: Asphalt
APPROACH SLABS: 15' Long x 24' Wide
ALIGNMENT: 1°-00' L.C.
SUPERELEVATION: 0.033 ft/ft

PROPOSED STRUCTURE

TYPE: Continuous Concrete Slab on Existing Substructure
SPAN: 2 @ 19'-0" Clear
ROADWAY: 2 @ 44'-6" F/F Railing
SKEW: 15° L.F.
LOADING: HS-20-44 (Slab only)
WEARING SURFACE: 1" Monolithic Concrete
APPROACH SLABS: 25' Long x 44'-6" Wide
ALIGNMENT: 1°-00' L.C.
SUPERELEVATION: 0.033 ft/ft

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

GENERAL PLAN — ELEVATION & ESTIMATED QUANTITIES

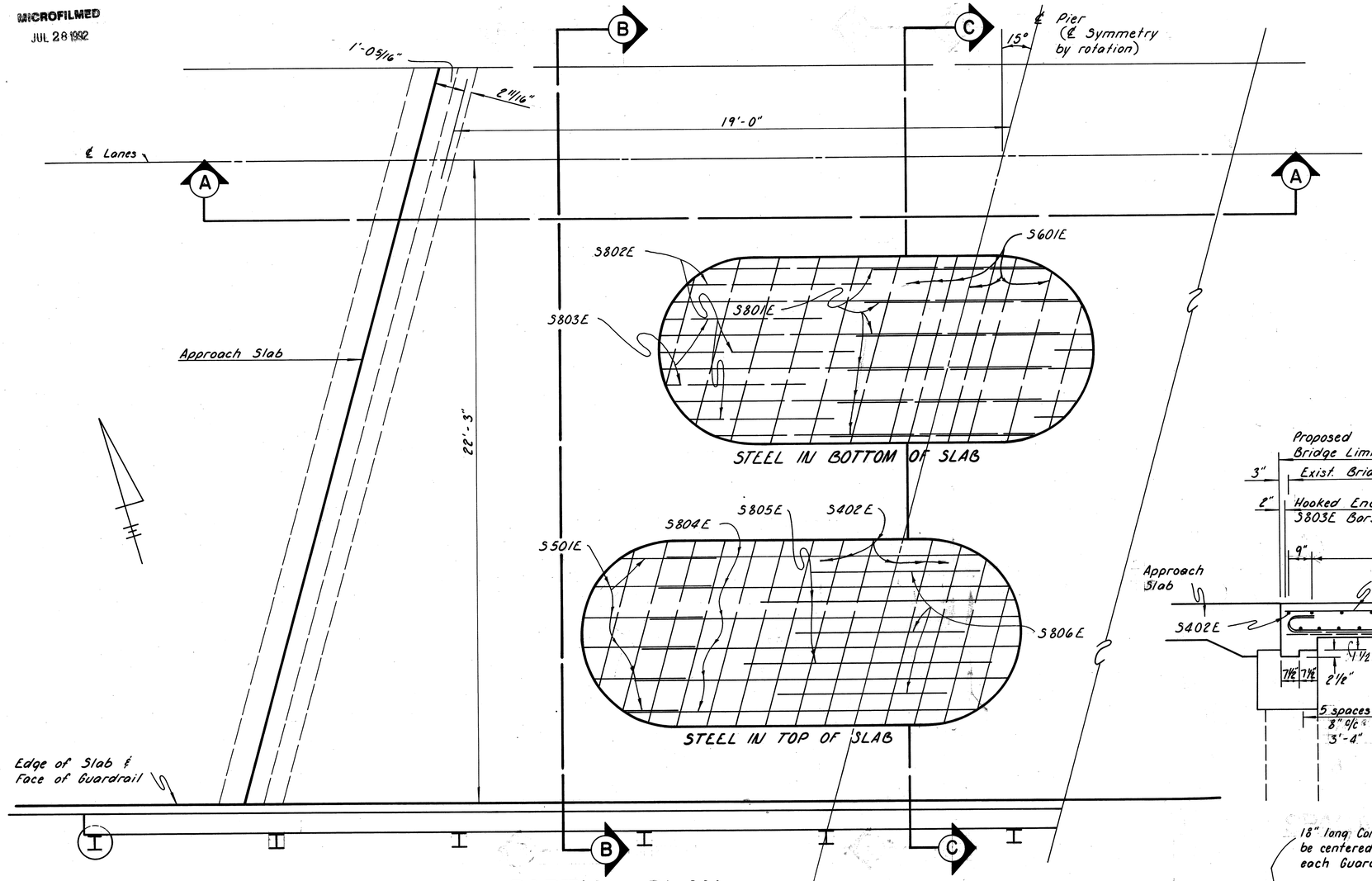
HUR - 20 - 0435 L & R

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED DATE	REVISED
RJR 11/85	MA 11/85	MA 11/85	KW 12-85	9-29-86	

FHWA REGION	STATE	PROJECT	
5	OHIO		

HUR - 20 - 0.98

63/70



PARTIAL PLAN

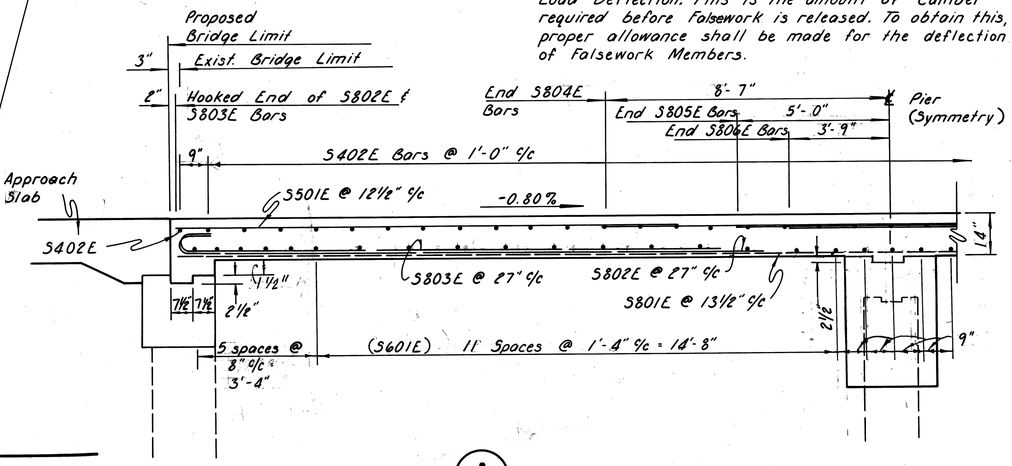
GENERAL NOTES

CONSTRUCTION JOINTS : One Construction Joint in Bridge Slab may be placed on Transverse Centerline of Middle Span or 1'-0" ± off Transverse Centerline if necessary to miss Railing Post and Transverse Reinforcing Steel.

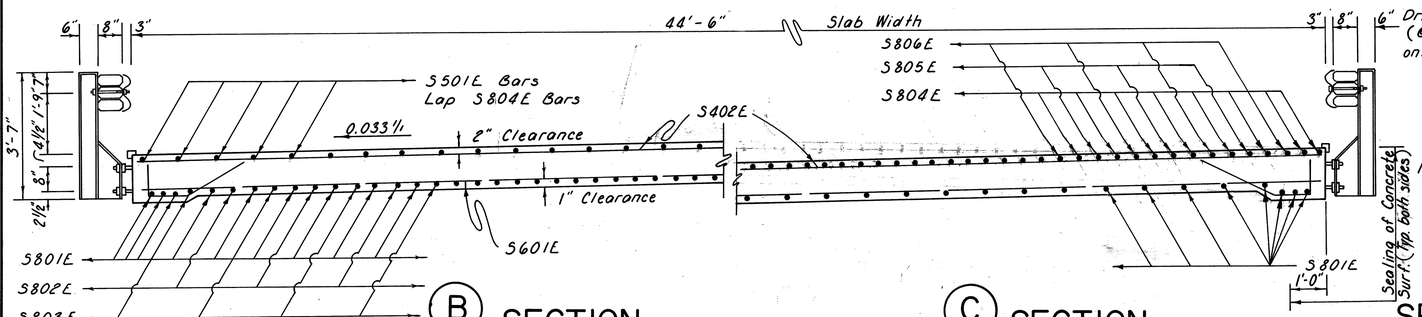
One Longitudinal Joint will be permitted, on Centerline of Roadway.

REINFORCING STEEL : At the option of the Contractor, the S601E and S402E Bars may be furnished in pairs of equal length, lapped thirty diameters at the Centerline of Roadway, or in pairs of different lengths, in order to place the thirty diameter lap beyond a Longitudinal Joint at the center of Roadway. Determination of the Pay Quantity will be according to the number and length of Bars shown on the Project Plans.

CAMBER : Of 1/800 of the Span shall be provided in each Span in addition to that required for confirmation with the profile of the highway to allow for Dead Load Deflection. This is the amount of Camber required before Falsework is released. To obtain this, proper allowance shall be made for the deflection of Falsework Members.

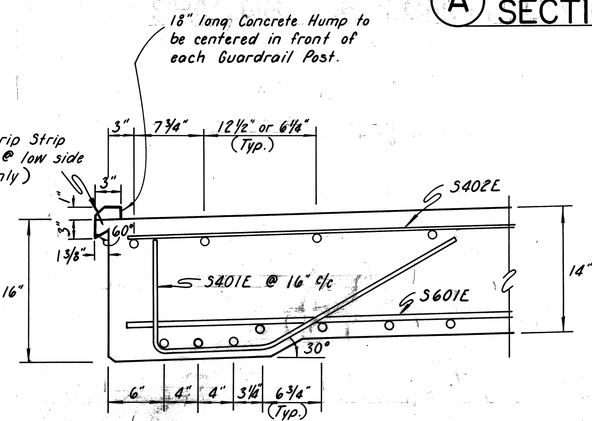


A SECTION



B SECTION

C SECTION



SPACING OF LONGITUDINAL BARS

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

SUPERSTRUCTURE DETAILS

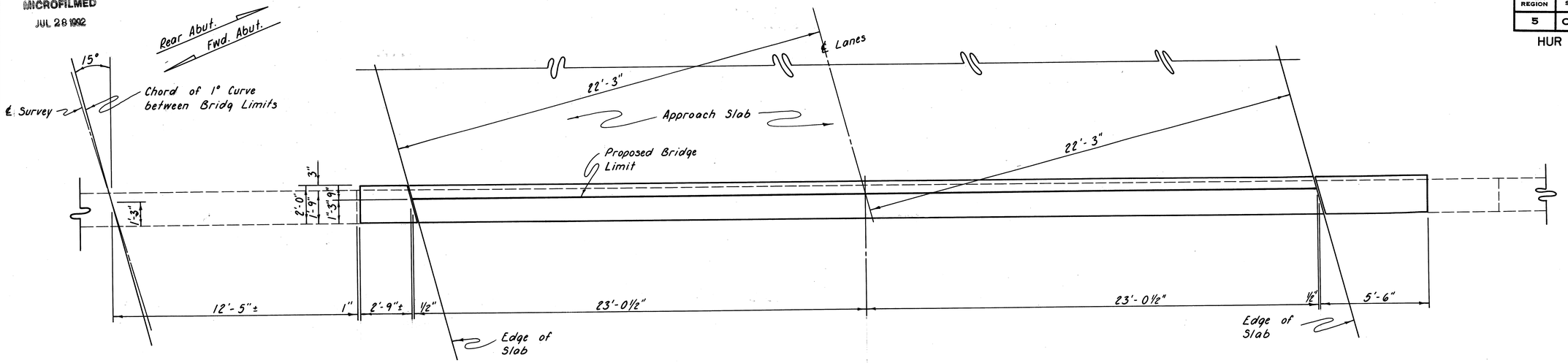
HUR - 20 - 0435 L & R

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE REVISED
RJR 11/85	MA 11/85	MA 11/85	KW 12/85	JEC 9-29-86	

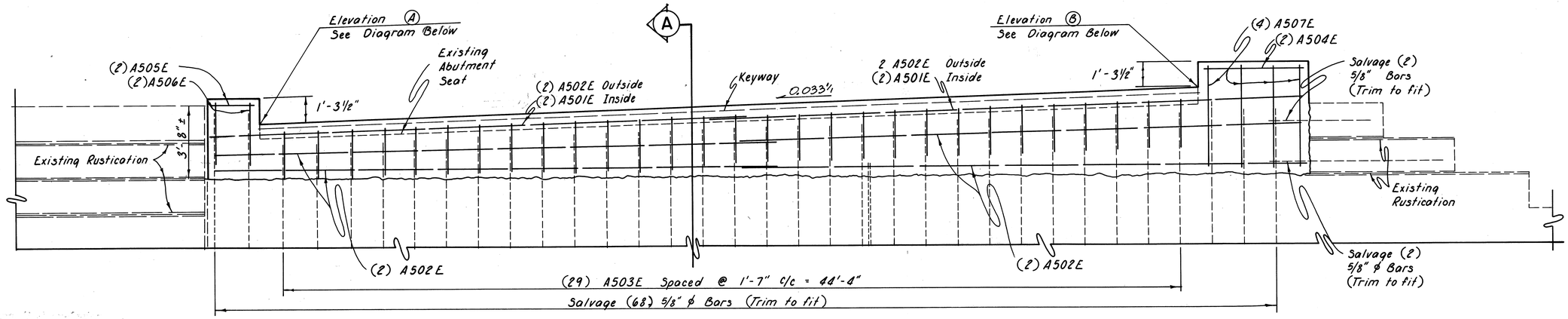
FHWA REGION	STATE	PROJECT	
5	OHIO		

64
70

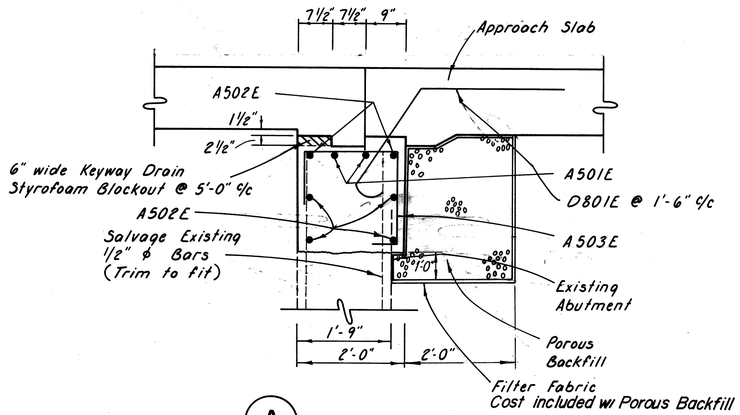
HUR - 20 - 0.98



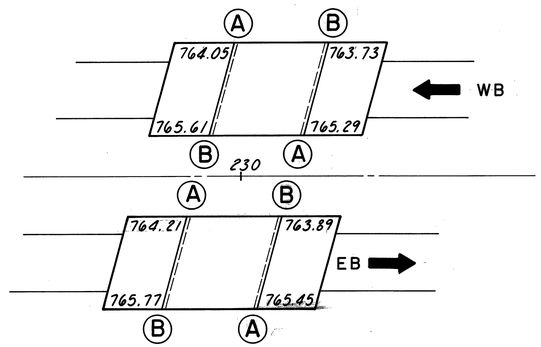
PLAN



ELEVATION



(A) SECTION



ABUTMENT ELEVATIONS

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

ABUTMENT DETAILS

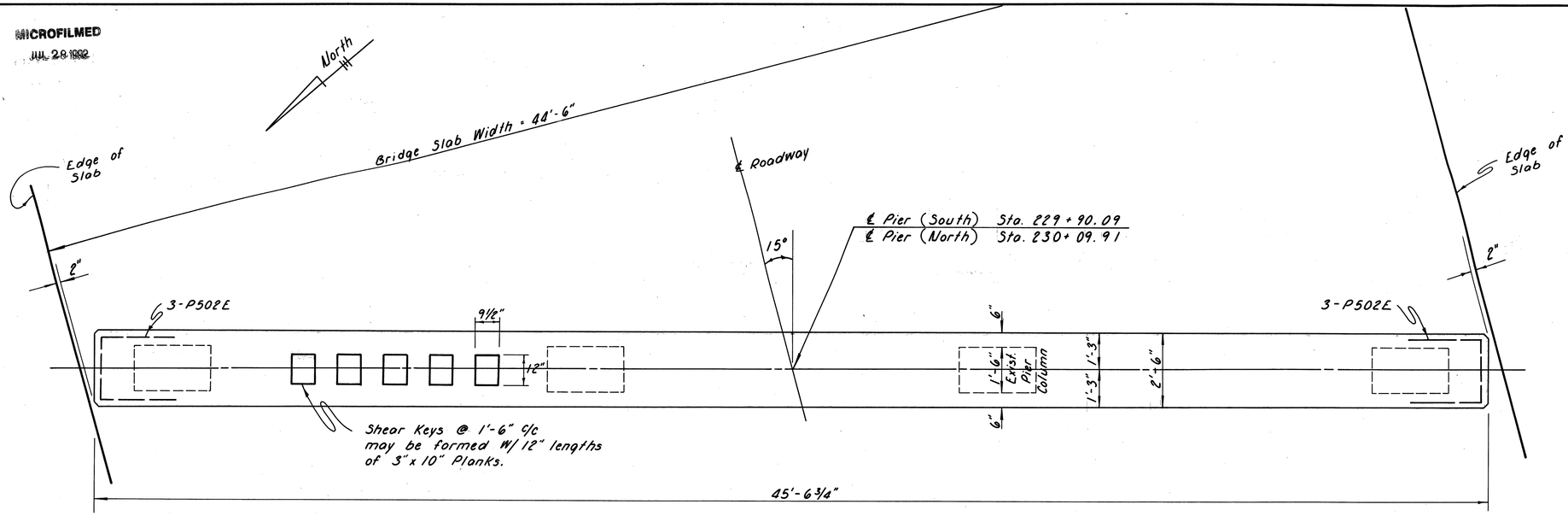
HUR - 20 - 0435 L & R

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RJR 11/85	MA 11/85	MA 11/85	KW 12/85	JEC	9-29-86	

FHWA REGION	STATE	PROJECT	
5	OHIO		

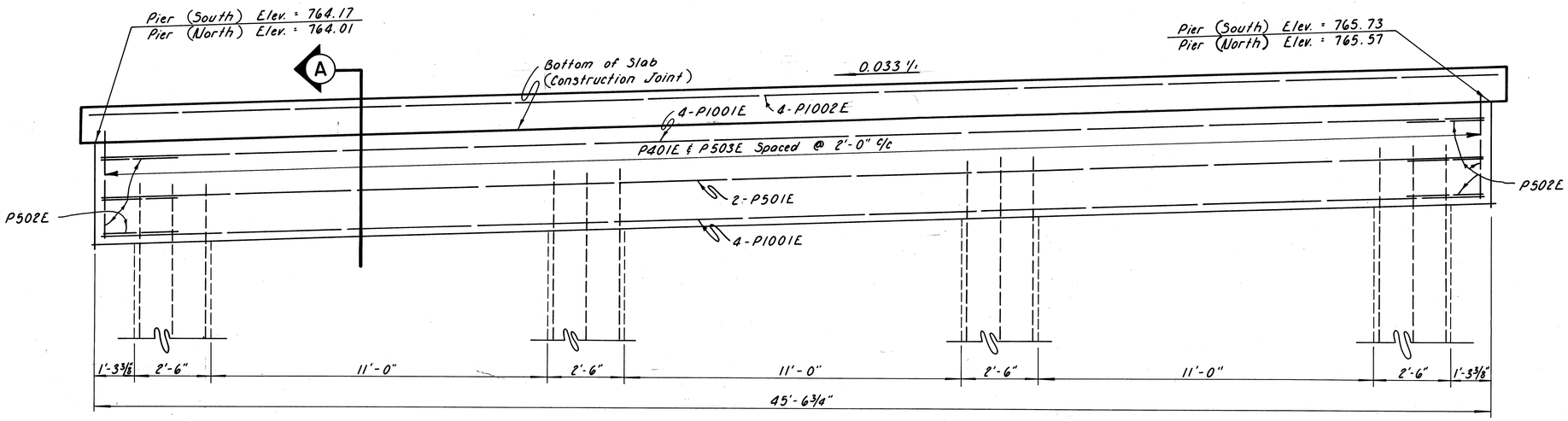
65
70

HUR - 20 - 0.98

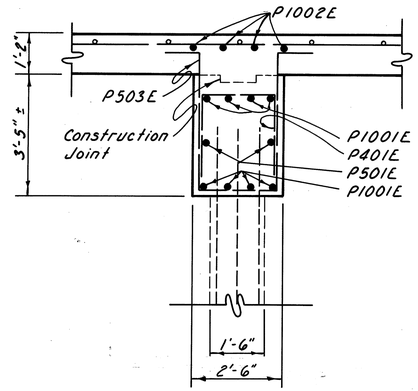


PLAN

REINFORCING STEEL: The P501, P1001, and P1002E Bars, at the option of the Contractor, may be furnished in one length as shown hereon, or in pairs Lapped at or near the Centerline of the Roadway. Determination of the Pay Quantity will be according to the number and length of Bars as shown on the Project Plans. The P1001 and P1002E shall be Lapped 4'-10". The P501 Bar shall be Lapped 1'-8".



ELEVATION



A SECTION

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

PIER

HUR - 20 - 0435 L & R

DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
RJR 11/85	MA 11/85	MA 11/85	KW 12/85	JEC	9-28-86	

REINFORCING STEEL LIST

Calc. By: RJR 11/85
Chk'd. By: KW 12/85

HUR-20-0.98

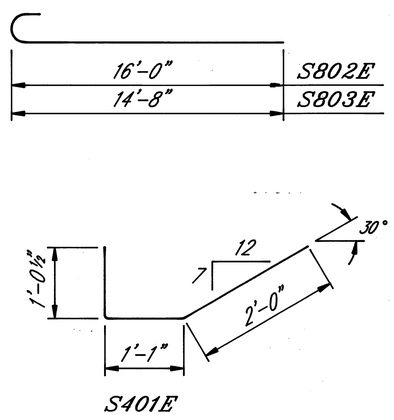
SUPERSTRUCTURE

824-Epoxy Coated Reinforcing Steel

Mark	No. *	Length	Shape	Weight
S801E	172	22'-9"	S	10448
S802E	76	17'-1"	B	3467
S803E	76	15'-9"	B	3196
S804E	88	17'-2"	S	4034
S805E	40	10'-0"	S	1068
S806E	42	7'-6"	S	841
S401E	124	4'-0"	B	331
S402E	164	23'-0"	S	2520
S501E	176	13'-9"	S	2524
S601E	148	23'-4"	S	5187

TOTAL = 33,616 LBS.

Bending Diagram



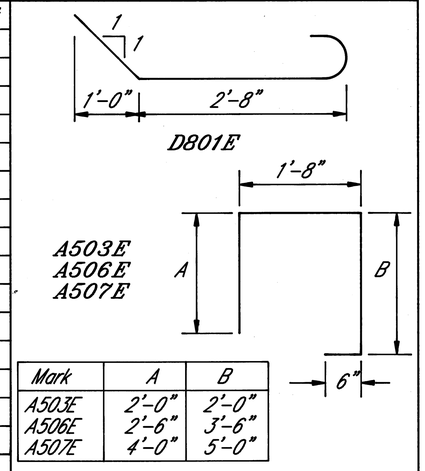
ABUTMENTS

824-Epoxy Coated Reinforcing Steel

Mark	Number * Rt. Abut.	Number * Fwd. Abut.	Total No. *	Length	Shape	Weight
D801E	62	62	124	5'-0"	B	1655
A501E	8	8	16	24'-4"	S	406
A502E	24	24	48	27'-10"	S	1394
A503E	58	58	116	5'-10"	B	706
A504E	4	4	8	5'-0"	S	42
A505E	4	4	8	2'-3"	S	19
A506E	4	4	8	7'-10"	B	66
A507E	8	8	16	10'-10"	B	181

TOTAL = 4469 LBS.

Bending Diagram



Mark	A	B
A503E	2'-0"	2'-0"
A506E	2'-6"	3'-6"
A507E	4'-0"	5'-0"

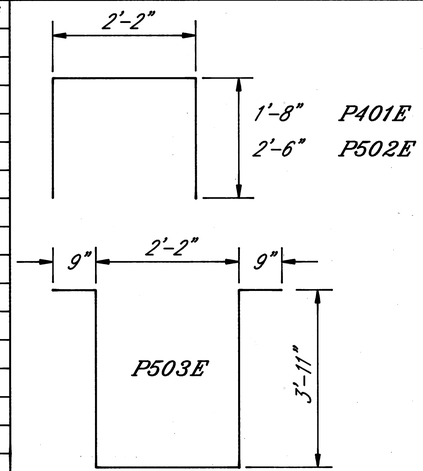
PIERS

824-Epoxy Coated Reinforcing Steel

Mark	No. *	Length	Shape	Weight
P1001E	32	25'-3"	S	3477
P1002E	16	25'-6"	S	1756
P401E	48	5'-4"	B	171
P501E	8	23'-5"	S	195
P502E	12	6'-11"	B	87
P503E	48	11'-0"	B	551

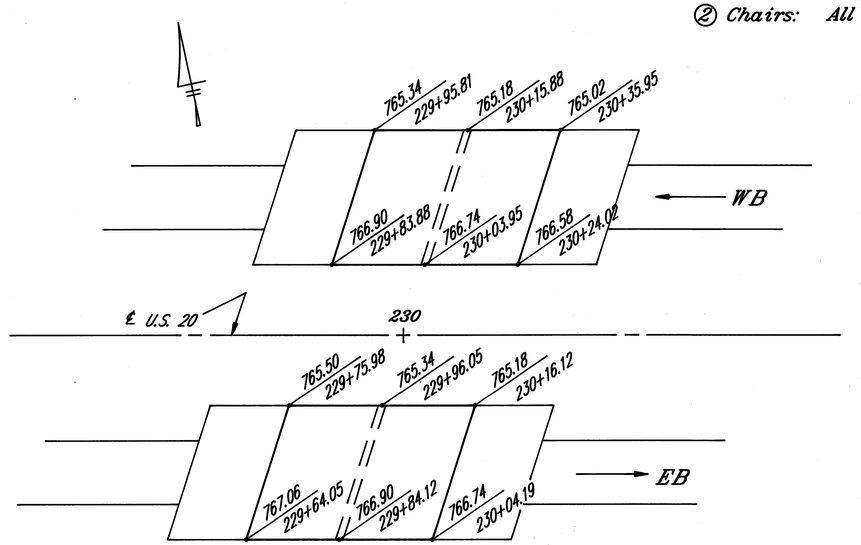
TOTAL = 6237 LBS.

Bending Diagram



① *Reinforcing Steel Samples: Refer to CMS Sections 106.03, 700, 709.01 through 709.05, and 709.08. Sufficient additional reinforcing steel shall be provided for sampling. Random samples shall be replaced in the structures by the additional steel, spliced in accordance with 509.08.*

② *Chairs: All chairs shall be epoxy coated.*



DECK ELEVATIONS

* *Total Number For Both Bridges L&R.*

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
DISTRICT THREE

Reinforcing Steel List And Deck Elevations For HUR-20-0435 L&R

DESIGNED	DRAWN	CHECKED	REVIEWED	DATE	REVISED
RJR 11/85	Autocad	KW 12/85	AEC	9-29-86	