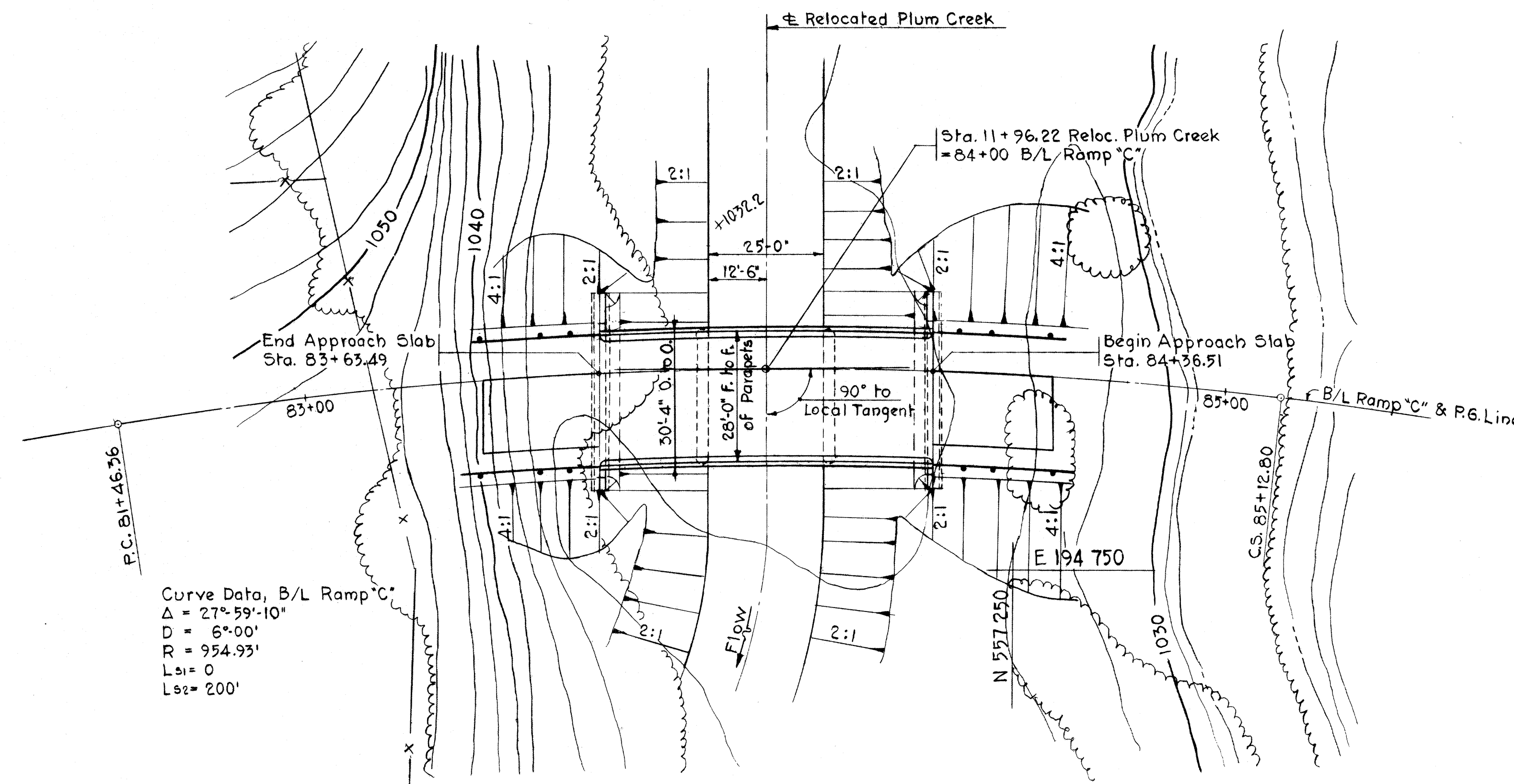
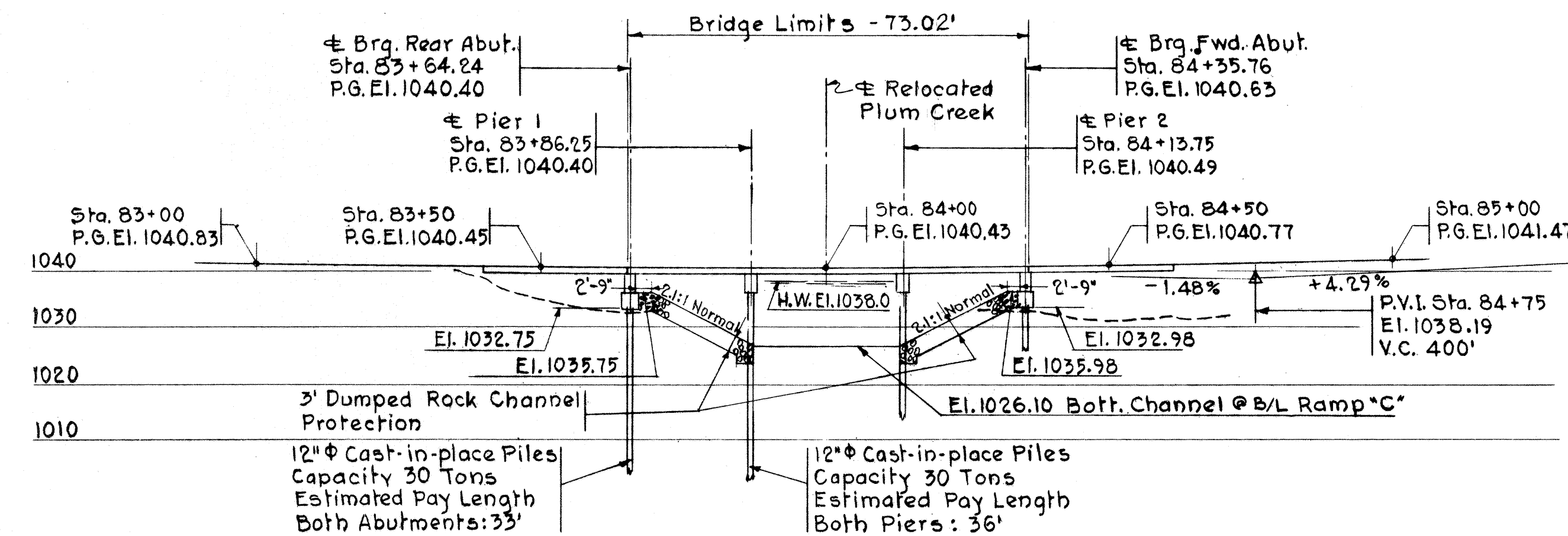




Curve Data, B/L Ramp 'C'
 $\Delta = 27^\circ 59' 10''$
 $D = 6^\circ 00'$
 $R = 954.93'$
 $Ls_1 = 0$
 $Ls_2 = 200'$



PAVEMENT ELEVATIONS			
Station	West Curb Line	Center Line	East Curb Line
83+75	1040.82	1040.39	1039.20
84+00	1040.86	1040.43	1039.24
84+25	1040.98	1040.55	1039.36

PROPOSED STRUCTURE

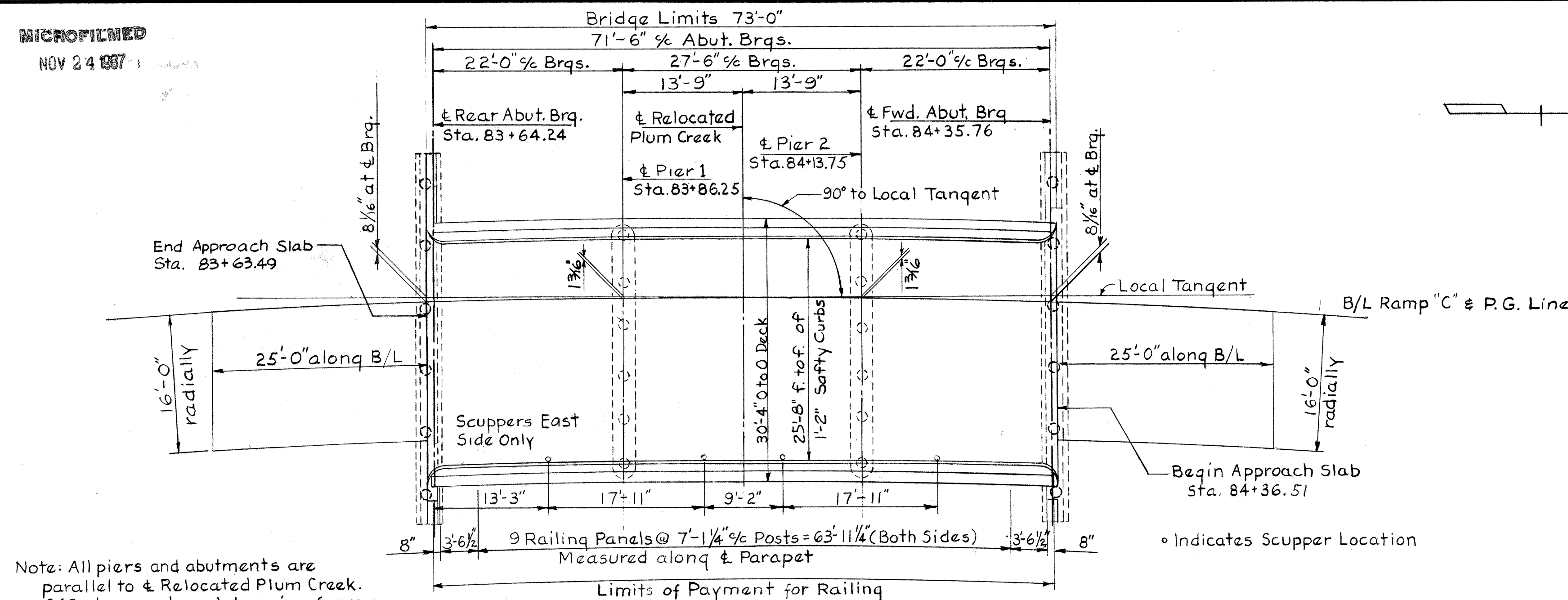
Type: Continuous slab bridge with capped pile piers.
 Spans: 22'-0", 27'-6", 22'-0".
 Roadway: 28'-0" face to face of parapets.
 Load Frequency: CF = 400 (57)
 Wearing Surface: 1" Monolithic concrete.
 Approach Slab: AS-1-54 (25' long)
 Alignment: 6°-00' Curve right.
 Traffic Volume: 895, ADT-1975.
 Superelevation: 0.063 ft/ft.

FOUNDATION SOUNDINGS: Foundation design and foundation quantities are based on a study of drive sample-core borings and drive rod penetration tests made at the site. This sounding information may be inspected in the office of the Bureau of Bridges in Columbus or in the Division Office, but the State does not guarantee the accuracy thereof.

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CONSULTING ENGINEERS
BALTIMORE, MARYLAND

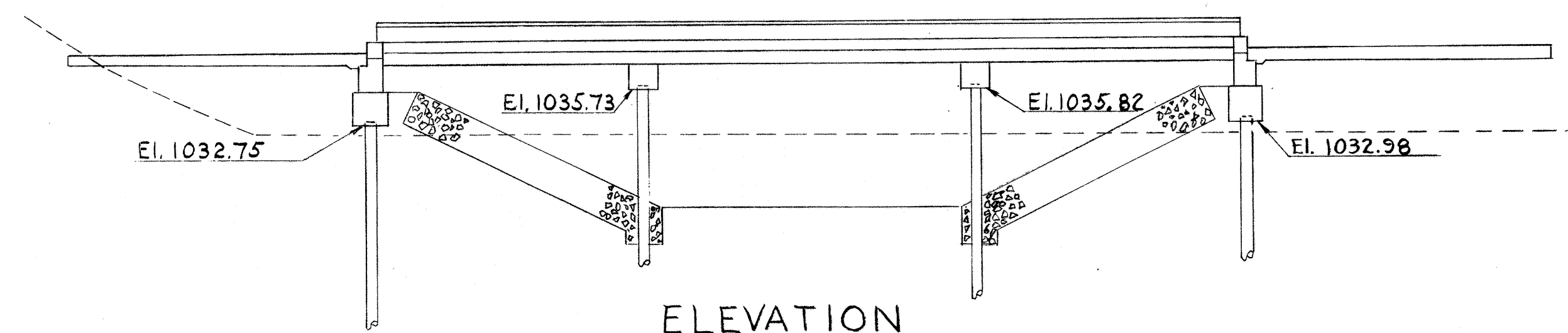
SITE PLAN
 BRIDGE NO. MED.-42-2094
 RAMP 'C' OVER RELOCATED PLUM CREEK
 SR-3 INTERCHANGE

PRESENT TOPOGRAPHY		PROPOSED WORK			
SURVEYED	DRAWN	DESIGNED	DRAWN	CHECKED	REVIEWED
HENRY	AIR SURVEY CORR.	LAMBERT	CORONEL	SORTEBERG	MUDD



Note: All piers and abutments are parallel to & Relocated Plum Creek. Offsets are along & bearing from a local tangent at the intersection of & Relocated Plum Creek and B/L Ramp "C".

GENERAL PLAN



ELEVATION

GENERAL NOTES

DESIGN SPECIFICATIONS: This structure conforms to the requirements of "Design Specifications for Highway Structures" of the State of Ohio, Department of Highways, dated 9-1-57, together with current revisions thereof.

REFERENCE should be made to:
Standard Drawing A-2-54, revised 12-1-54
Standard Drawing AR-1-57, Type A, revised 4-2-62
Standard Drawing AS-1-54, revised 7-5-62
Standard Drawing CS-2-54, Sheets 1&2, revised 2-2-59
Standard Drawing P-1-54, revised 2-2-59

EXCAVATION QUANTITY includes the removal of fill material between the top of the earth bench and the bottom of the abutment crossbeam.

MACHINE FINISH: The concrete deck shall be finished by the use of a finishing machine.

PILES shall be driven to a minimum bearing capacity of 30 tons per pile for the abutments and piers.

PIER PILE ENCASEMENT as shown on Std. Dwg. No. P-1-54 may be omitted provided that the tapered portion, if any, of all pier piles does not extend above the stream bed or the proposed surface of the ground. If the tapered portion of any pile extends above these limitations, the encasement will be required for all the pier piles. If the encasement is omitted the pile casings shall have a thickness of metal not less than No. 7 gauge, and the painting of the piles shall extend to low water elevation or, if the proposed surface of the ground is above low water, the painting shall extend to at least one foot below the proposed surface of the ground.

ESTIMATED QUANTITIES

Item	Total	Unit	Description	Super.	Abuts.	Piers	Gen.		
E-2	157	Cu.Yds.	Unclassified excavation		157				
S-1	118	Cu.Yds.	Class "C" concrete, superstructure and pier caps	107		11			
S-1	48	Cu.Yds.	Class "E" concrete, abutments		48				
S-4	36055	Lbs.	Reinforcing steel	27,475	5243	3337			
S-14	144.71	Lin.Ft.	Railing (aluminum rail, supports and concrete parapet)	144.71					
S-16	Lump	Sum	First test pile		396	150	Lump		
S-18	280	Lin.Ft.	12" Cast in-place reinforced concrete piles		130	150			
S-29	4	Each	Scupper	4					
S-29	25	Cu.Yds.	Porous Backfill		25				
Special	107	Each	Water-reducing, set-retarding admixture	107					
I-127	1	Each	Delineators, Type C-2, Bracket mounted	1					

* See Proposal Note

REINFORCING STEEL LIST

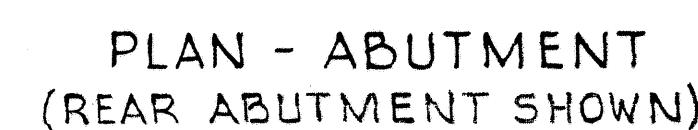
MARK	NO.	LENGTH	WEIGHT	SHR	BENDING DIAGRAMS		MARK	NO.	LENGTH	WEIGHT	SHR
ABUTMENTS							PIERS				
A401	48	5'-5"	174	B			P401	48	5'-5"	174	B
A501	12	42'-1"	527	S			P501	4	26'-6"	111	S
A502	116	6'-7"	797	S			P502	4	5'-6"	23	S
A503	4	37'-0"	154	S			P503	4	26'-7"	111	S
A504	4	21'-0"	88	S			P504	2	7'-10"	428	B
A505	8	7'-11"	67	B			P505	14	6'-4"	92	B
A506	Series of 19	2" to 11'-5" 2" incr.	393	B			P506	4	16'-0"	67	S
A507	6	11'-9"	74	B			P701	72	4'-0"	589	S
A508	2	10'-1"	21	B			P901	8	26'-6"	721	S
A509	20	3'-9"	78	S			P1001	8	29'-8"	1021	S
A510	8	3'-3"	27	S							
A511	8	4'-0"	33	S							
A512	4	2'-7"	11	S							
A701	72	4'-0"	589	S							
A801	8	42'-1"	899	S							
A1001	8	38'-1"	1311	B							
REPLACEMENT BARS							SUPERSTRUCTURE				
RE401	1	5'-5"		S			S506	104	5'-3"	569	B
RE501	1	5'-7"		S			S507	104	5'-9"	624	B
RE601	1	5'-11"		S			S601	30	12'-8"	571	S
RE701	1	6'-3"		S			S602	15	11'-6"	259	S
RE801	1	6'-6"		S			S603	132	29'-8"	5882	S
RE901	1	6'-10"		S			S701	20	15'-2"	620	S
RE1001	1	7'-3"		S			S801	102	25'-11"	7058	S
							S802	28	19'-7"	1464	B
							S803	30	17'-1"	1368	B
							S804	14	18'-8"	638	S
							S805	15	4'-10"	594	S
							S901	58	21'-9"	4289	S
							S902	26	9'-11"	877	S
							S903	28	8'-2"	777	S
							PARAPET RAILING				
							R508	16	7'-6"	*	S
							R509	32	13'-11"	*	S
							*Parapet railing bars are included with S-14 for payment				

Bar size is indicated in the bar mark. The first digit where three digits are used and the first two digits where four digits are used indicate the bar size number. For example A701 is a No. 7 size bar and P1001 is a No. 10 size bar.

J.E. GREINER COMPANY CONSULTING ENGINEERS BALTIMORE, MARYLAND					
GENERAL PLAN AND ELEVATION, NOTES, ESTIMATED QUANTITIES AND REINFORCING STEEL LIST					
BRIDGE NO. MED - 42-2094 RAMP "C" OVER RELOCATED PLUM CREEK MEDINA CO. STA. 84+00 RAMP-C					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
GREIMANN	GREIMANN	ORGAIN	KOHLER	MUDD	10/26/62
					3-20-63



PROCEDURE: The embankment shall be placed and compacted up to the finished spill-thru slope and to the level of the earth bench after which excavation shall be made for the abutment and piles driven.



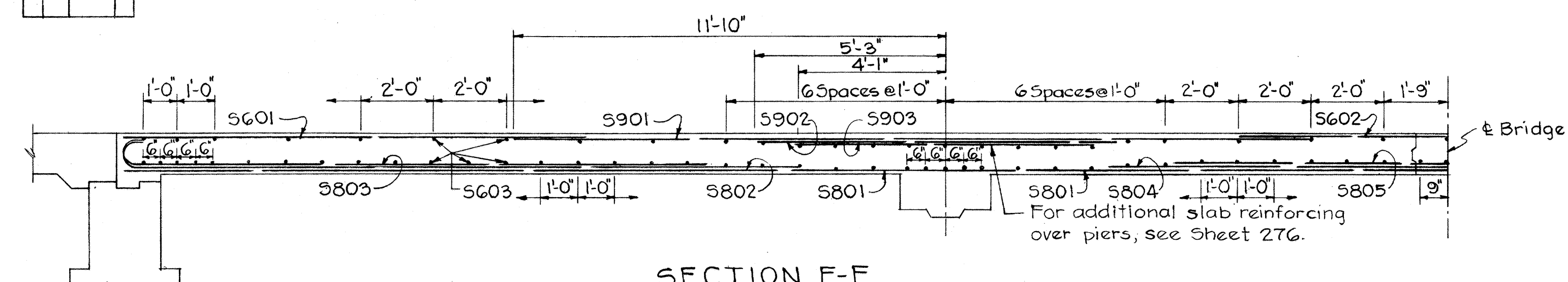
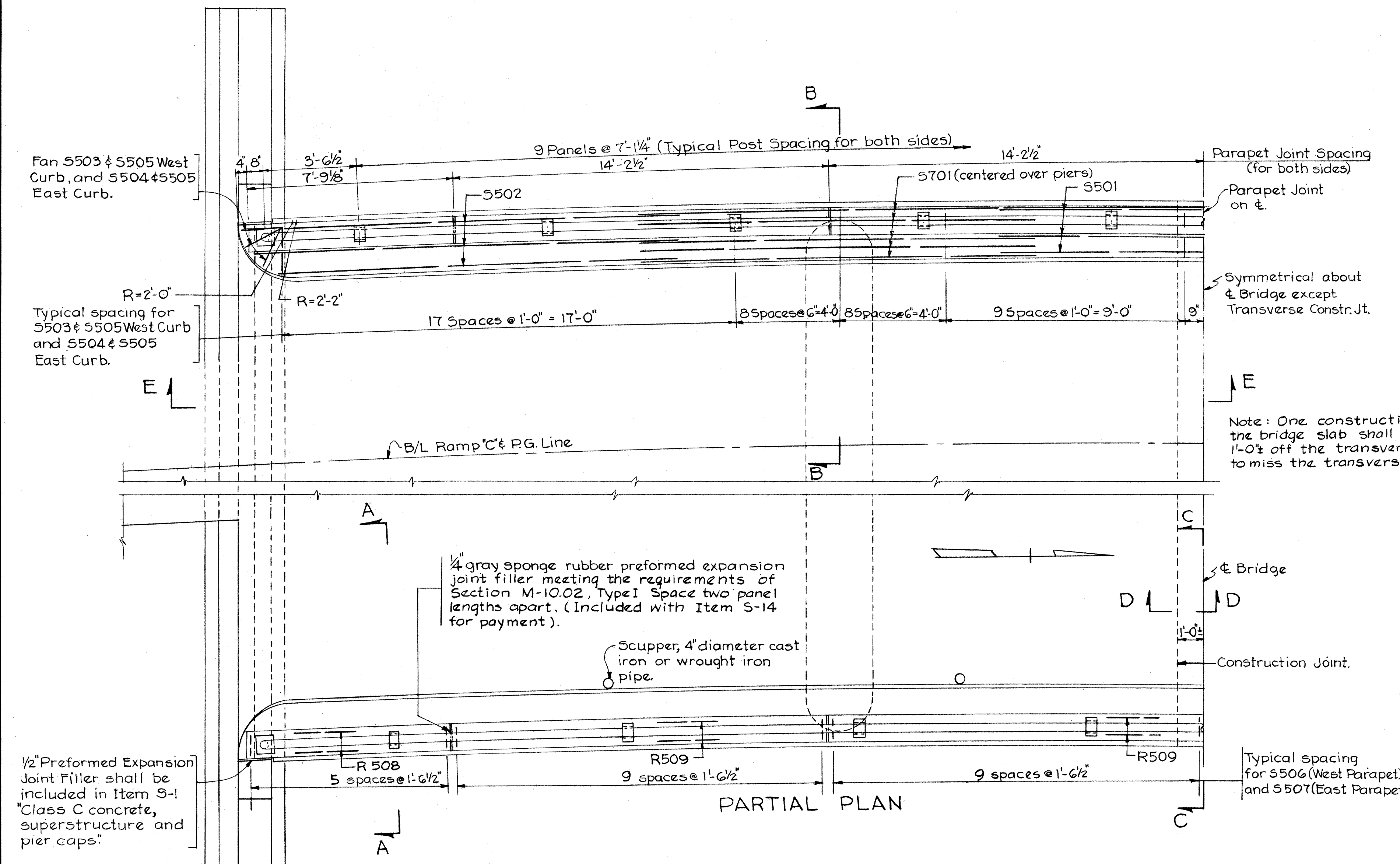
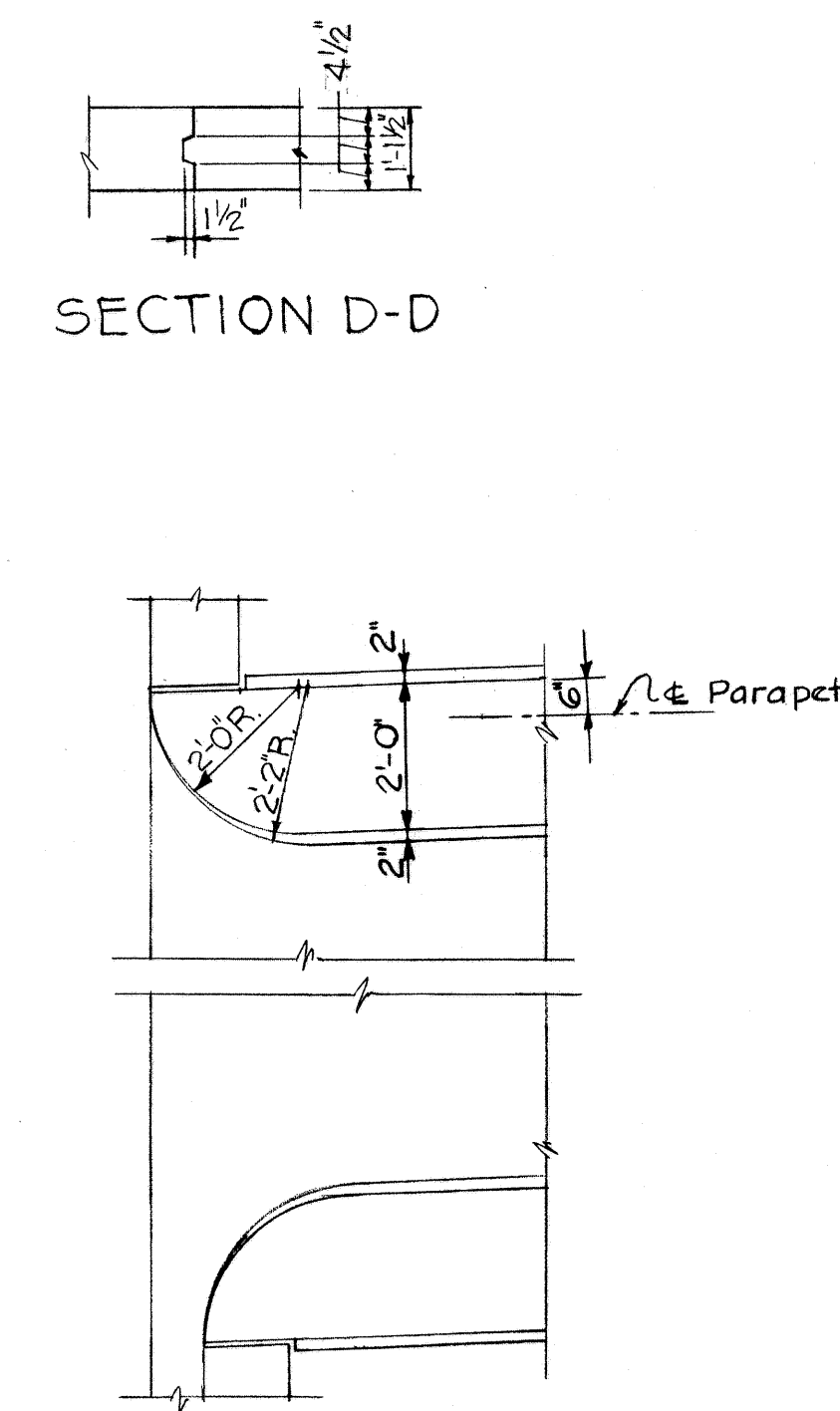
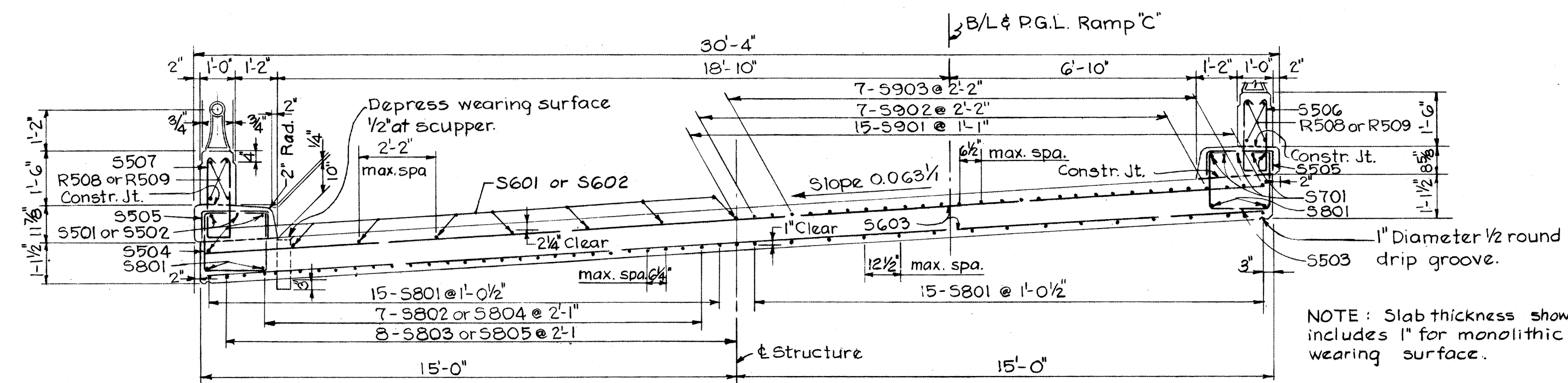
MEDINA CO.		STA. 84+00 RAMP "C"				
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
GREIMANN	GREIMANN	KEEFER	KOHLER	MUDD	10/26/62	3-20-63

MICROFILMED
NOV 25 1987

MED-42-17.4G

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-4(25)221

276
302



SUPERSTRUCTURE NOTES

For details of aluminum railing see Standard Drawing AR-1-57, Type A.

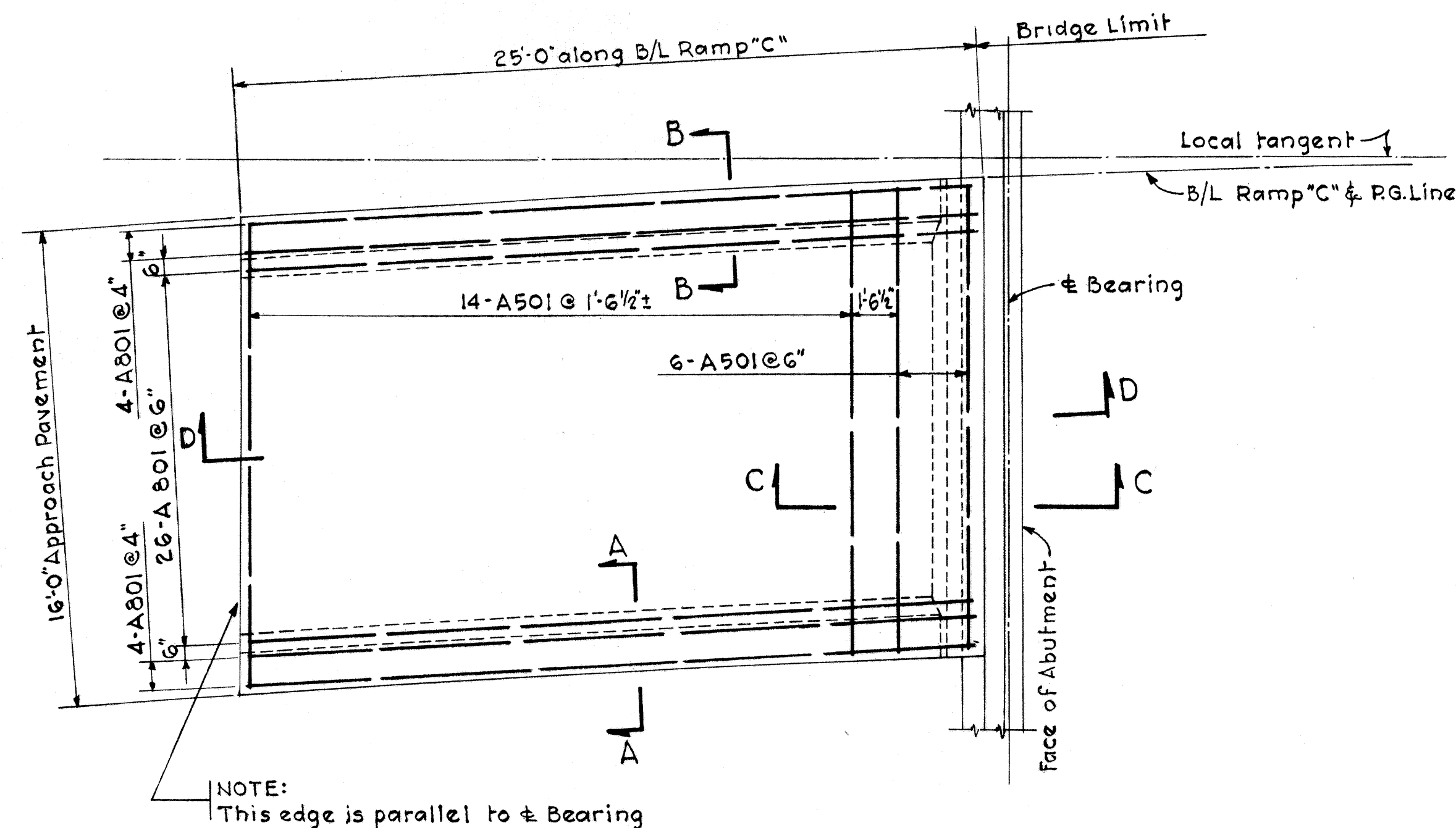
For scupper spacing see Sheet No. 274.

Reinforcing Steel shall be 1/2" clear of surfaces in parapets and safety curbs.

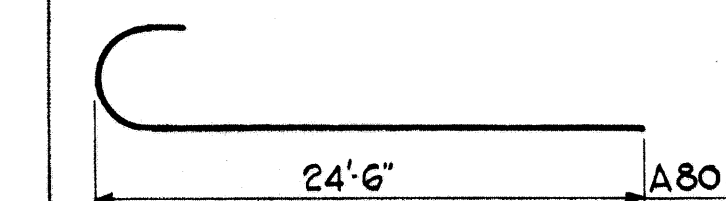
CAMBER of $\frac{1}{800}$ of the span shall be provided in each span (in addition to that required for conformance with the profile of the highway) to allow for dead load deflection. This is the amount of camber required before falsework is released. To obtain this, proper allowance shall be made for the deflection of falsework members.

CURBS shall be placed after the shoring under the slab has been released sufficiently to permit the slab spans to attain full dead load deflection.

J.E. GREINER COMPANY CONSULTING ENGINEERS BALTIMORE, MARYLAND						
SUPERSTRUCTURE DETAILS						
BRIDGE NO. MED-42-2094						
RAMP C OVER RELOCATED PLUM CREEK						
SR-3 INTERCHANGE						
MEDINA CO. STA. 84+00, RAMP C						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
GREIMANN	GREIMANN	CLARK	KOHLER	MUDD	10/26/62	



REINFORCING STEEL LIST				
MARK	NO.	LENGTH	WEIGHT	SHAPE
A801	68	25'-7"	4645	B
A501	40	15'-6"	647	S



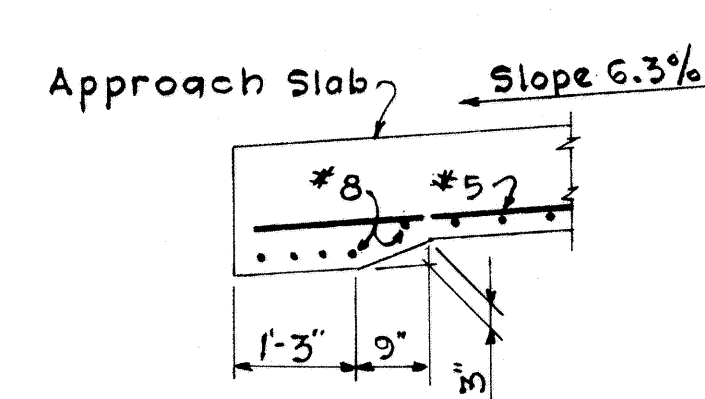
Quantities are for 2 Approach Slabs.

NOTES:

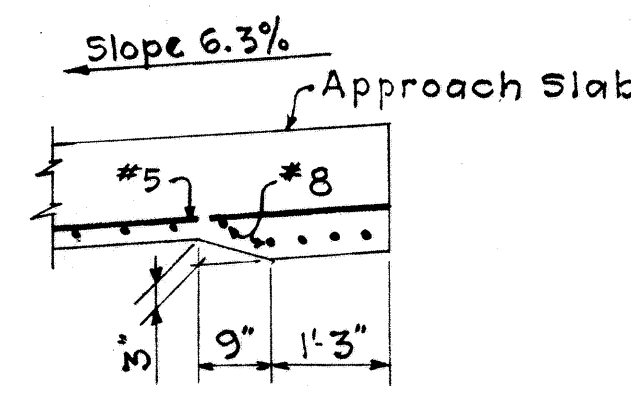
Bar size is indicated in the Bar Mark. The first digit indicates the Bar Size Number. For example, A801 is a No. 8 Size Bar.

Work this sheet with Standard Drawing No. AS-1-54 (Revised 7-5-62).

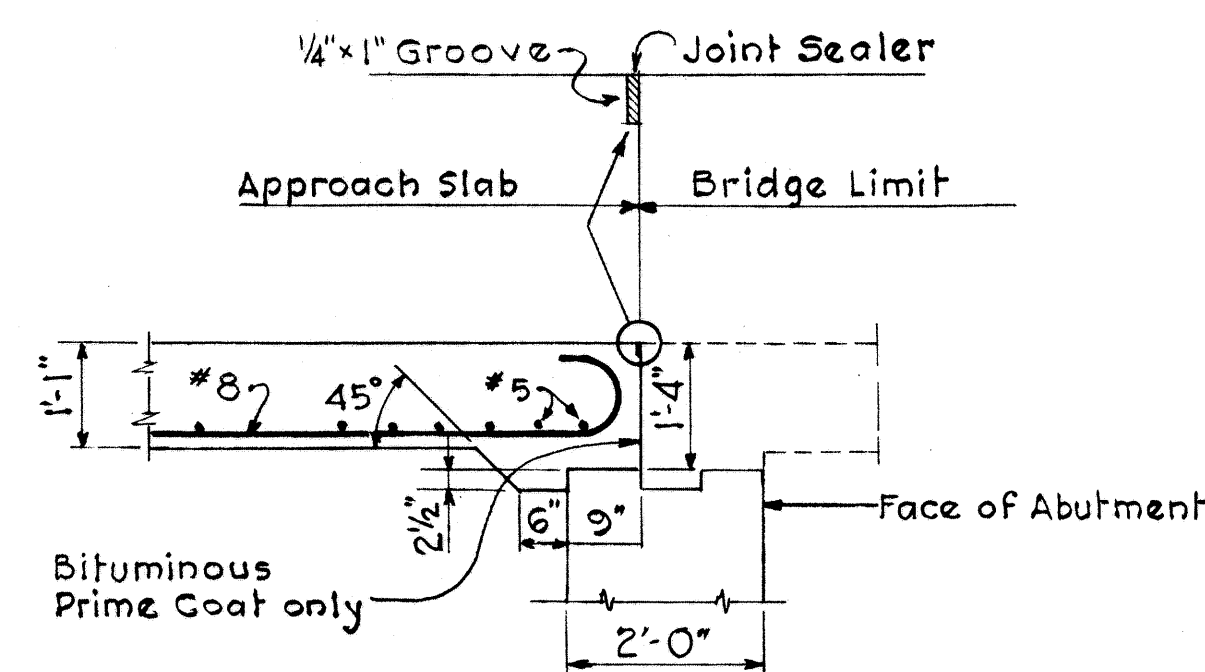
Concrete in Approach Slabs shall be Class "C".



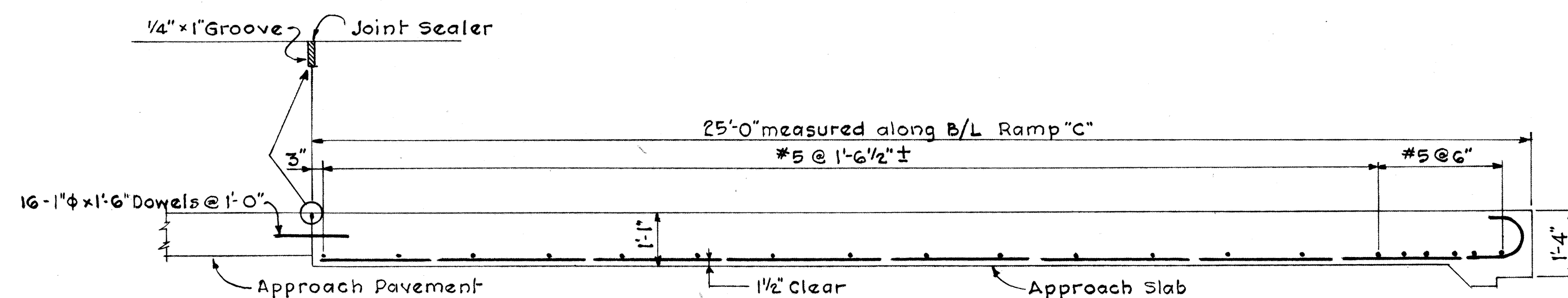
SECTION A-A



SECTION B-B

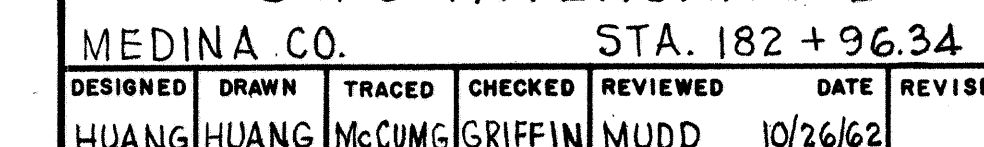


SECTION C-C



SECTION D-D

J.E. GREINER COMPANY CONSULTING ENGINEERS BALTIMORE, MARYLAND					
APPROACH SLAB DETAILS BRIDGE NO. MED-42-2094 RAMP "C" OVER RELOCATED PLUM CREEK SR-3 INTERCHANGE MEDINA CO. STA. 84+00 RAMP-C					
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE
GREIMANN	GREIMANN	RUARK	KOHLER	MUDD	10/26/62

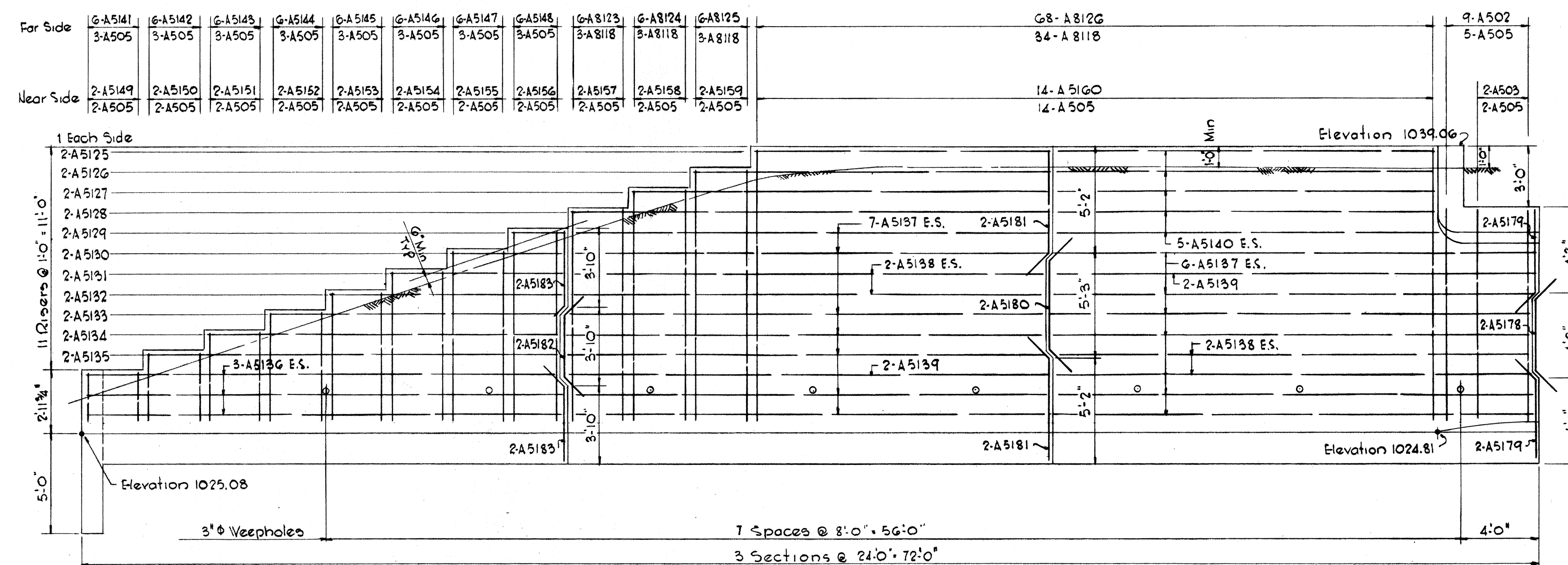


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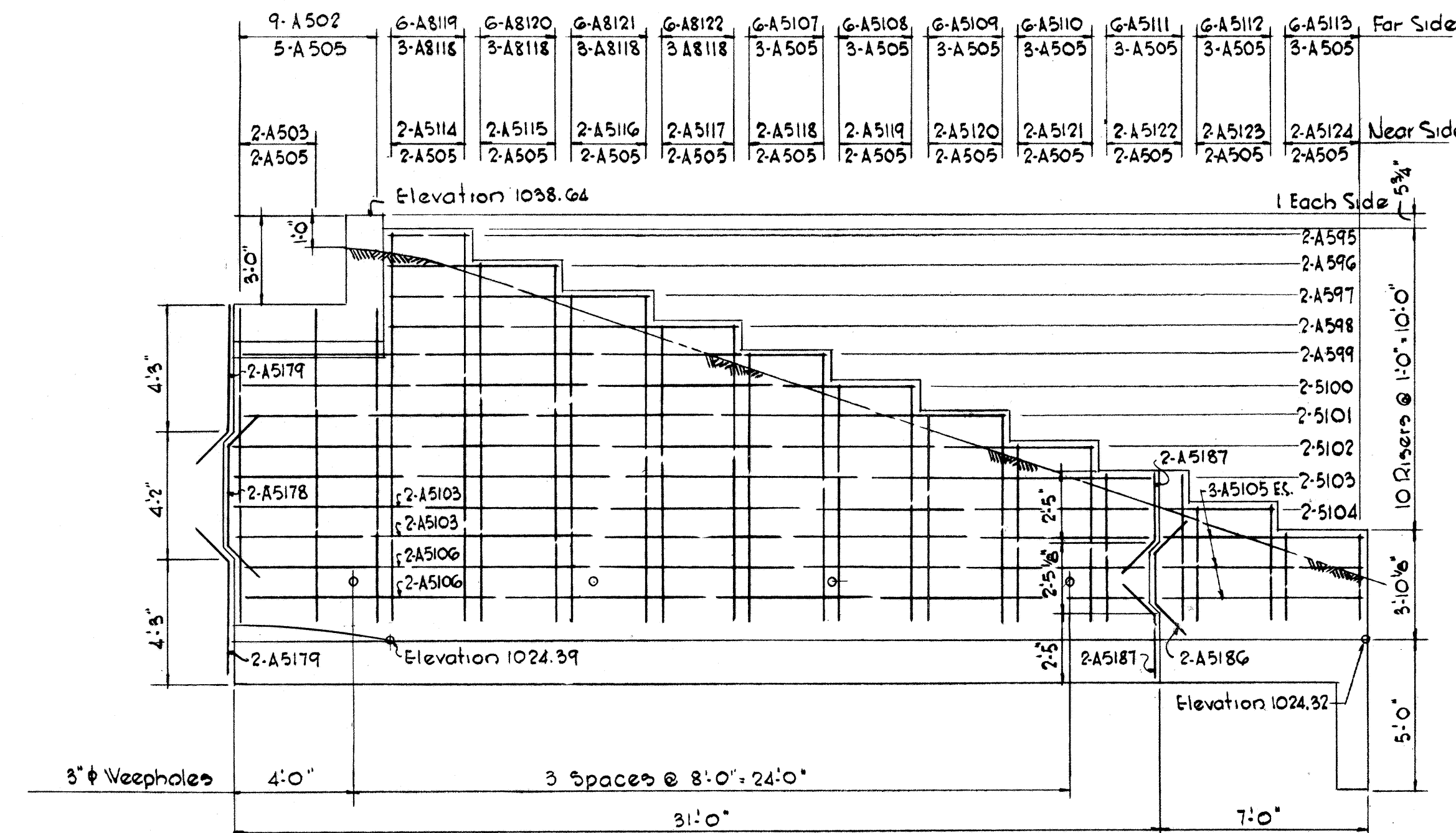
MED-42-17.4G

FED. RD. DIVISION	STATE	PROJECT
2	OHIO	I-71-4(25)221

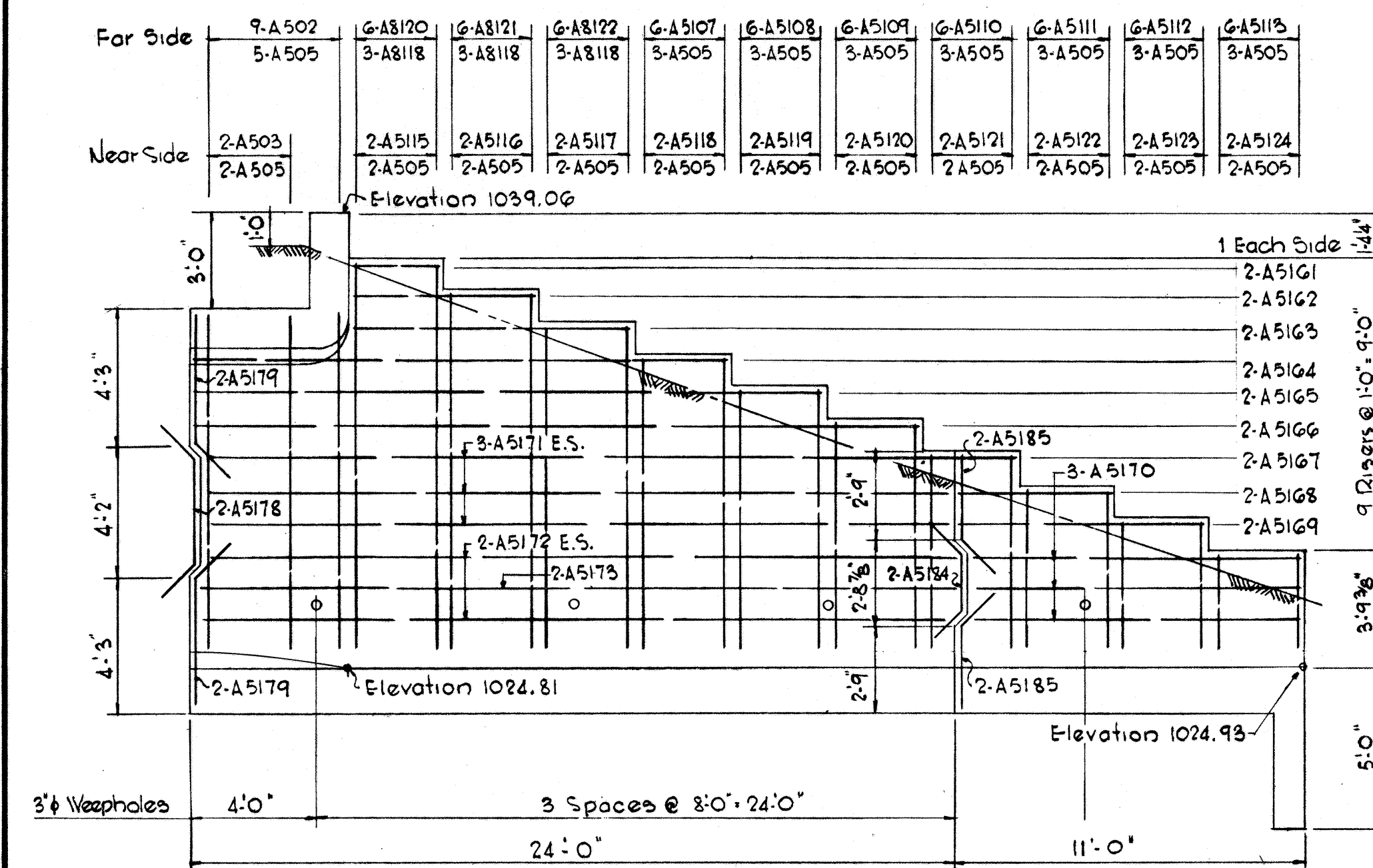
279
302



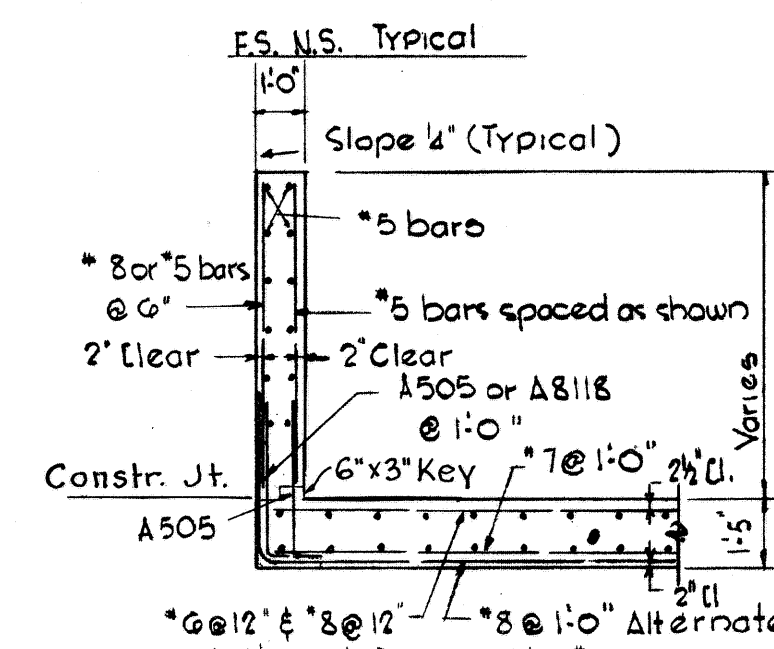
ELEVATION - WA



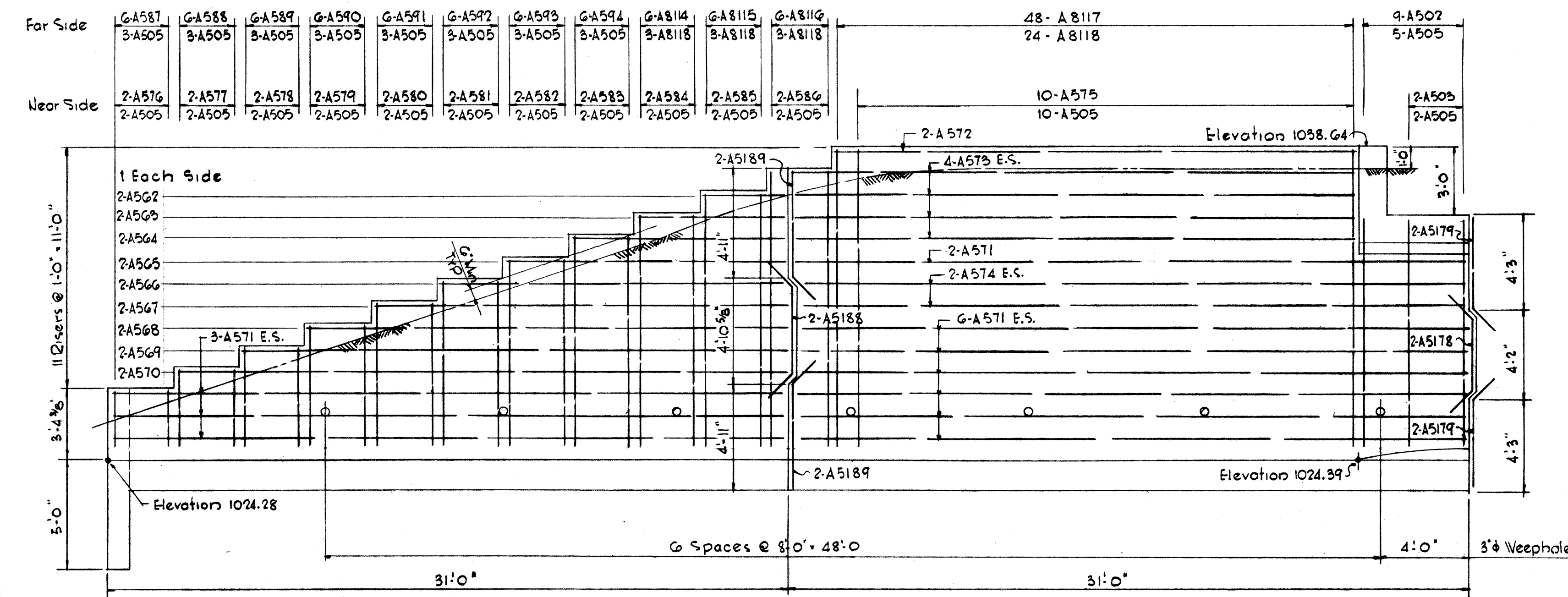
ELEVATION - WC



ELEVATION - WB



TYPICAL WING WALL SECTION
(For reinforcing bar designations,
see ELEVATION'S)



ELEVATION - WD

ALL Elevation views are taken from
the apron side of the walls.

LEGEND: N.S. - Near Side
F.S. - Far Side
E.S. - Each Side

J.E. GREINER COMPANY CONSULTING ENGINEERS BALTIMORE, MARYLAND						
WING WALL DETAILS						
STRUCTURE NO. MED-3-3202						
TWIN 12' 10" BOX CULVERT						
SR-3 INTERCHANGE						
MEDINA CO. STA. 182+96.34						
DESIGNED	DRAWN	TRACED	CHECKED	REVIEWED	DATE	REVISED
HUANG	HUANG	CLOUD	GRIFFIN	MUDD	10/26/66	

REINFORCING STEEL LIST

MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR	MARK	NO.	LENGTH	WEIGHT	SHR
BARREL					INLET END					INLET END					INLET END					INLET END					OUTLET END					OUTLET END					OUTLET END				
A801	203	24'-10"	13,458	B	A845	1	24'-7"	66	B	A732	1	7'-7"	15	S	A523	2	16'-9"	35	S	A5163	2	8'-4"	17	S	A898	1	23'-1"	62	B	A648	1	12'-11"	19	S	A584	2	10'-8"	22	S
A802	203	24'-10"	13,458	B	A846	1	23'-11"	64	B	A733	1	6'-10"	14	S	A524	2	15'-4"	32	S	A5164	2	16'-4"	34	S	A899	1	22'-0"	59	B	A649	1	11'-10"	18	S	A585	2	11'-8"	24	S
					A847	1	23'-2"	62	B	A734	1	6'-11"	12	S	A525	2	13'-11"	29	S	A5165	2	19'-4"	40	S	A8100	1	20'-11"	56	B	A650	1	10'-9"	16	S	A586	2	12'-8"	26	S
A701	196	28'-0"	11,217	B	A848	1	22'-6"	60	B	A735	1	5'-5"	11	S	A526	2	12'-7"	26	S	A5166	2	22'-4"	47	S	A8101	1	19'-10"	53	B	A651	1	9'-8"	15	S	A587	6	2'-11"	18	S
A702	196	32'-6"	13,020	B	A849	1	21'-9"	58	B	A736	1	4'-8"	9	S	A527	2	11'-2"	23	S	A5167	2	1'-4"	3	S	A8102	1	18'-9"	50	B	A652	1	8'-7"	13	S	A588	6	3'-11"	25	S
					A850	1	21'-1"	56	B	A737	1	3'-11"	8	S	A528	2	9'-9"	20	S	A5168	2	4'-4"	9	S	A8103	1	17'-8"	47	B	A653	1	7'-6"	11	S	A589	6	4'-11"	31	S
A601	196	26'-8"	7,851	S	A851	1	20'-5"	55	B	A738	1	3'-3"	7	S	A529	2	8'-5"	18	S	A5169	2	7'-4"	15	S	A8104	1	16'-7"	44	B	A654	1	6'-5"	10	S	A590	6	5'-11"	37	S
					A852	1	19'-8"	53	B	A739	1	2'-6"	5	S	A530	2	7'-0"	15	S	A5170	6	10'-0"	63	S	A8105	1	15'-6"	41	B	A655	1	5'-4"	8	S	A591	6	6'-11"	43	S
					A853	1	19'-0"	51	B						A531	2	5'-7"	12	S	A5171	6	23'-0"	144	S	A8106	1	14'-5"	39	B	A656	1	4'-3"	6	S	A592	6	7'-11"	50	S
A501	196	26'-8"	5,452	S	A854	1	18'-3"	49	B	A601	34	26'-8"	1,362	S	A532	2	4'-3"	9	S	A5172	4	23'-8"	99	S	A8107	1	13'-4"	36	B						A593	6	8'-11"	56	S
A502	798	12'-11"	10,753	B	A854	1	18'-3"	49	B	A602	1	26'-0"	39	S	A533	2	2'-10"	6	S	A5173	2	24'-0"	50	S	A8108	1	12'-3"	33	B	A501	4	26'-8"	111	S	A594	6	9'-11"	62	S
A503	378	10'-7"	4,171	S	A855	1	17'-7"	47	B	A603	1	25'-3"	38	S	A5107	6	9'-5"	59	S	A5174	2	21'-8"	24	B	A8109	1	11'-2"	30	B	A502	18	12'-11"	243	B	A595	2	2'-8"	6	S
A504	105	7'-2"	785	B	A856	1	16'-10"	45	B	A603	1	25'-3"	38	S	A5107	6	9'-5"	59	S	A5174	2	21'-8"	24	B	A8109	1	11'-2"	30	B	A503	10	10'-7"	110	S	A596	2	5'-8"	12	S
A505	574	3'-8"	2,197	B	A857	1	16'-2"	43	B	A604	1	24'-6"	37	S	A5108	6	8'-5"	53	S	A5175	12	10'-5"	130	B	A8110	1	10'-1"	27	B	A503	10	10'-7"	110	S	A596	2	5'-8"	12	S
A506	728	28'-8"	21,769	S	A858	1	15'-5"	41	B	A605	1	23'-9"	36	S	A5109	6	7'-5"	46	S	A5176	2	8'-6"	18	B	A8111	1	9'-0"	24	B	A504	3	7'-2"	22	B	A597	2	8'-8"	18	S
A5174	28	11'-8"	341	B	A859	1	14'-9"	39	B	A606	1	23'-0"	35	S	A5110	6	6'-5"	40	S	A5177	4	7'-4"	31	B	A8112	1	7'-11"	21	B	A505	113	3'-8"	432	B	A598	2	11'-8"	24	S
A5175	56	10'-5"	609	B	A860	1	14'-0"	37	B	A607	1	22'-4"	34	S	A5111	6	5'-5"	34	S	A5178	8	5'-8"	47	B	A8113	1	6'-10"	18	B	A507	40	4'-8"	195	S	A599	2	19'-8"	41	S
A5178	28	6'-8"	195	B	A861	1	13'-4"	36	B	A608	1	21'-7"	32	S	A5112	6	4'-5"	28	S	A5180	2	7'-8"	16	B	A8114	1	10'-11"	175	S	A534	54	30'-8"	1,727	S	A5100	2	22'-8"	47	S
A5179	56	5'-8"	331	B	A862	1	12'-7"	34	B	A609	1	20'-11"	31	S	A5113	6	3'-5"	21	S	A5181	4	6'-8"	28	B	A8115	1	11'-11"	191	S	A535	2	30'-8"	64	S	A5101	2	25'-8"	54	S
					A863	1	11'-11"	32	B	A610	1	20'-2"	30	S	A5114	6	12'-2"	25	S	A5182	2	6'-5"	13	B	A8116	1	12'-11"	207	S	A536	2	29'-9"	62	S	A5102	2	28'-8"	60	S
					A864	1	11'-2"	30	B	A611	1	19'-6"	29	S	A5115	6	5'-3"	22	B	A8117	48	13'-11"	1,784	S	A537	2	28'-10"	60	S	A5103	6	31'-0"	194	S					
					A865	1	10'-6"	28	B	A612	1	18'-9"	28	S	A5117	2	10'-2"	21	S	A5184	2	5'-3"	11	B	A8118	48	4'-9"	571	B	A538	2	27'-11"	58	S	A5104	2	3'-8"	8	S
					A866	1	9'-9"	26	B	A613	1	18'-1"	27	S	A5118	2	9'-2"	19	S	A5185	4	4'-2"	17	B	A8119	6	13'-5"	215	S	A539	2	27'-1"	56	S	A5105	6	6'-8"	42	S
					A867	1	9'-1"	24	B	A614	1	17'-4"	26	S	A5119	2	8'-2"	17	S	A5190	3	7'-5"	23	B	A8120	6	12'-5"	199	S	A540	2	26'-3"	55	S	A5106	4	30'-4"	127	S
A801	4	24'-10"	265	B	A868	1	8'-4"	22	B	A615	1	16'-8"	25	S	A5120	2	7'-2"	15	S	A5191	3	6'-8"	21	B	A8121	6	11'-5"	183	S	A541	2	25'-4"	53	S	A5107	6	9'-5"	59	S
A802	5	24'-10"	332	B	A869	1	7'-8"	20	B	A616	1	15'-11"	24	S	A5121	2	6'-2"	13	S	A5192	4	9'-1"	38	B	A8122	6	10'-5"	167	S	A542	2	24'-5"	51	S	A5108	6	8'-5"	53	S
A803	30	26'-8"	2,136	S	A870	1	6'-11"	18	B	A617	1	15'-3"	23	S	A5122	2	5'-2"	11	S						A543	2	23'-6"	49	S	A5109	6	7'-5"	46	S					
A804	1	26'-3"	70	S	A871	1	6'-11"	18	B	A618	1	14'-6"	22	S	A5123	2	4'-2"	9	S	A401	3	26'-8"	53	S	A701	4	28'-0"	229	B	A544	2	22'-7"	47	S	A5110	6	6'-5"	40	S
A805	1	25'-6"	68	S	A818	52	4'-9"	660	B	A619	1	13'-10"	21	S	A5124	2	3'-2"	7	S	A402	27	4'-5"	80	B	A702	5	23'-6"	332	B	A545	2	21'-8"	45	S	A5111	6	5'-5"	34	S
A806	1	24'-9"	66	S	A8120	6	12'-5"	199	S	A620	1	13'-1"	20	S	A5125	2	14'-4"	30	S	A403	45	5'-3"	158	B	A703	3	26'-8"	164	S	A546	2	20'-9"	43	S	A5112	6	4'-5"	28	S
A807	1	24'-0"	64	S	A8121	6	11'-5"	183	S	A621	1	12'-5"	19	S	A5126	2	17'-4"	36	S	A404	4	31'-6"	81	B	A705	3	35'-8"	219	S	A547	2	19'-11"	42	S	A5113	6	3'-5"	21	S
A808	1	23'-3"	62	S	A8122	6	10'-5"	167	S	A622	1	11'-8"	18	S	A5127	2	20'-4"	42	S	A406	7	7'-9"	36	S	A706	33	26'-8"	1,799	S	A548	2	19'-0"	40	S	A5114	2	13'-2"	28	S
A809	1	22'-6"	60	S	A8123	6	10'-8"	171	S	A623	1	11'-0"	17	S	A5128	2	23'-4"	49	S	A408	4	20'-0"	53	S	A740	1	26'-1"	53	S	A549	2	18'-1"	38	S	A5115	2	12'-2"	25	S
A810	1	21'-9"	58	S	A8124	6	11'-8"	187	S	A624	1	10'-3"	15	S	A5129	2	2'-4"	5	S						A741	1	24'-11"	51	S	A550	2	17'-2"	36	S	A5116	2	11'-2"	23	S
A811	1	21'-0"	56	S	A8125	6	12'-8"	203	S	A625	1	9'-7"	14	S	A5130	2	5'-4"	11	S						A742	1	23'-9"	49	S	A551	2	16'-3"	34	S	A5117	2	10'-2"	21	S
A812	1	20'-4"	54	S	A8126	6	13'-8"	2,481	S	A626	1	8'-10"	13	S	A5131	2	8'-4"	17	S						A743	1	22'-7"	46	S	A552	2	15'-4"	32	S	A5118	2	9'-2"	19	S
A813	1	19'-7"	52	S						A627	1	8'-2"	12	S	A5132	2	11'-4"	24	S	OUTLET END					A744	1	21'-6"	44	S	A553	2	14'-5"	30	S	A5119	2	8'-2"	17	S
A814	1	18'-10"	50	S	A701	3	28'-0"	172	B	A628	1	7'-5"	11	S	A5133	2	14'-0"	29	S	A801	4	24'-10"	265	B	A745	1	20'-4"	42	S	A554	2	13'-7"	28	S	A5120	2	7'-2"	15	S
A815	1	18'-1"	48	S	A702	4	32'-6"	266	B	A629	1	6'-9"	10	S	A5134	2	17'-0"	36	S	A802	5	24'-10"	332	B	A746	1	19'-3"	39	S	A555	2	12'-8"	26	S	A5121	2	6'-2"	13	S
A816	1	17'-5"	47	S	A703	3	26'-8"	164	S	A630	1	6'-0"	9	S	A5135	2	20'-0"	42	S	A803	33	26'-8"	2,350	B	A747	1	18'-1"	37	S	A556	2	11'-9"	25	S	A5122	2	5'-2"	11	S
A817	1	16'-8"	45	S	A704	3	45'-8"	280	S	A631	1	5'-4"	8	S	A5136	6	23'-0"	144	S	A837	33	34'-3"	3,018	B	A748	1	17'-0"	35	S	A557	2	10'-10"	23	S	A5123	2	4'-2"	9	S
A818	1	15'-11"	43	S	A706	30	26'-8"	1,635	S	A632	1	4'-7"	7	S	A5137	26	23'-8"	642	S	A872	1	25'-7"	68	S	A749	1	15'-10"	32	S	A558	2	9'-11"	21	S	A5124	2	3'-2"	7	S
A819	1	15'-2"	41	S	A707	30	26'-8"	1,635	S	A633	1	3'-11"	6	S	A5138	8	23'-4"	195	S	A873	1	24'-6"	65	S	A750	1	14'-9"	30	S	A559	2	9'-0"	19	S	A5125	2	3'-2"	7	S
A820	1																																						