Sheet		Description	Revised for VECP
1295	2	SITE PLAN - 2 OF 6	Revised
1296	3	SITE PLAN - 3 OF 6	Revised
1297	4	SITE PLAN - 4 OF 6	
1298	5	SITE PLAN - 5 OF 6	
1299	6	SITE PLAN - 6 OF 6	
1300	7	GENERAL PLAN - 1 OF 3	Revised
1301	8	GENERAL PLAN - 2 OF 3	Revised
1302	9	GENERAL PLAN - 3 OF 3	Revised
1303	10	GEOMETRIC LAYOUT PLAN - 1 OF 3	Revised
1304	11	GEOMETRIC LAYOUT PLAN - 2 OF 3	Revised
1305	12	GEOMETRIC LAYOUT PLAN - 3 OF 3	Revised
1306	13	GENERAL NOTES	Revised
1307	14	GENERAL NOTES	
1308	15	GENERAL NOTES	
1309	16	ESTIMATED QUANTITIES	Revised
1310	17	FOUNDATION PLAN - SOUTHBOUND	
1311	18	FOUNDATION PLAN - SOUTHBOUND	
1312	19	FOUNDATION PLAN - SOUTHBOUND	
1313	20	FOUNDATION PLAN - NORTHBOUND	Revised
1314	21	FOUNDATION PLAN - NORTHBOUND	Revised
1315	22	FOUNDATION PLAN - NORTHBOUND	
1316	23	REAR ABUTMENT DETAILS - SOUTHBOUND	
1317	24	REAR ABUTMENT DETAILS - NORTHBOUND	Revised
1318	25	REAR ABUTMENT DETAILS	
1319	26	FORWARD ABUTMENT DETAILS - SOUTHBOUND	
1320	27	FORWARD ABUTMENT DETAILS - NORTHBOUND	
1321	28	FORWARD ABUTMENT DETAILS	
1322	29	PIER - COLUMN DETAILS	Revised
1323	30	PIER 1-SB - PLAN AND ELEVATION	
1324	31	PIER 2-SB - PLAN AND ELEVATION	
1325	32	PIER 3-SB, 3-NB, 4-SB, 4-NB, 5-NB - PLAN AND ELEVATION	Revised
1326	33	PIER 5-SB - PLAN AND ELEVATION	
1327	34	PIER 6-SB - PLAN AND ELEVATION	
1328	35	PIER 7-SB, 7-NB, 11-NB - PLAN AND ELEVATION	Revised
1328A	35A	PIER 3-NB, 4-NB & 5-NB - PLAN AND ELEVATION	Added
1329	36	PIER 8-SB, 8-NB, 9-SB. 9-NB, 10-SB, 10-NB - PLAN AND ELEVATION	
1330	37	PIER 11-SB - PLAN AND ELEVATION	
1331	38	PIER 1-NB - PLAN AND ELEVATION	Revised
1332	39	PIER 2-NB - PLAN AND ELEVATION	Revised
1333	40	PIER 6-NB - PLAN AND ELEVATION	Revised
1334	41	PIER - MISCELLANEOUS DETAILS	
1335	42	PIER - SEISMIC PEDESTAL DETAILS	
1336	43	PIER - SEISMIC PEDESTAL DETAILS	
1337	44	PIER - SEISMIC PEDESTAL DETAILS	
1338	45	PIER - SEISMIC PEDESTAL DETAILS	
1339	46	PIER - SEISMIC PEDESTAL DETAILS	
1340	47	PIER - SEISMIC PEDESTAL DETAILS	
1341	48	ELASTOMERIC BEARING DETAILS - UNIT 1 SOUTHBOUND	
1342	49	ELASTOMERIC BEARING DETAILS - UNIT 2 SOUTHBOUND	
1343	50	ELASTOMERIC BEARING DETAILS - UNIT 3 SOUTHBOUND	
1344	51	ELASTOMERIC BEARING DETAILS - UNIT 1 NORTHBOUND	Revised
1345	52	ELASTOMERIC BEARING DETAILS - UNIT 2 NORTHBOUND	Revised
1346	53	ELASTOMERIC BEARING DETAILS - UNIT 3 NORTHBOUND	
1347	54	FRAMING PLAN	Revised
1348	55	FRAMING PLAN	Revised
1349	56	FRAMING PLAN	Revised
1350	57	FRAMING PLAN	Revised
1351	58	FRAMING PLAN	
1352	59	FRAMING PLAN	
1353	60	PRESTRESSED I-BEAM DETAILS	Revised
1354	61	PRESTRESSED I-BEAM DETAILS - UNIT 1 SOUTHBOUND	
1355	62	PRESTRESSED I-BEAM DETAILS - UNIT 2 SOUTHBOUND	
1356	63	PRESTRESSED I-BEAM DETAILS - UNIT 2 SOUTHBOUND	
1357	64	PRESTRESSED I-BEAM DETAILS - UNIT 3 SOUTHBOUND	
1358	65	PRESTRESSED I-BEAM DETAILS - UNIT 3 SOUTHBOUND	
1359	66	PRESTRESSED I-BEAM DETAILS - UNIT 1 NORTHBOUND	Revised
1360	67	PRESTRESSED I-BEAM DETAILS - UNIT 2 NORTHBOUND	Revised
1361	68	PRESTRESSED I-BEAM DETAILS - UNIT 2 NORTHBOUND	Revised
1362	69	PRESTRESSED I-BEAM DETAILS - UNIT 3 NORTHBOUND	
1363	70	PRESTRESSED I-BEAM DETAILS - UNIT 3 NORTHBOUND	Revised
1364	71	PRESTRESSED I-BEAM DETAILS	Revised
1365	72	PRESTRESSED I-BEAM DETAILS	Revised
1366	73	PRESTRESSED I-BEAM DETAILS	
1367	74	CAMBER TABLES - SOUTHBOUND	
1368	75	CAMBER TABLES - SOUTHBOUND	
1369	76	CAMBER TABLES - NORTHBOUND	Revised
1370	77	CAMBER TABLES - NORTHBOUND	
1371	78	DIAPHRGAM DETAILS - UNIT 1 SOUTHBOUND	
1372	79	DIAPHRGAM DETAILS - UNIT 2 SOUTHBOUND	
1373	80	DIAPHRGAM DETAILS - UNIT 3 SOUTHBOUND	
1374	81	DIAPHRGAM DETAILS - UNIT 1 NORTHBOUND	Revised
1375	82	DIAPHRGAM DETAILS - UNIT 2 NORTHBOUND	Revised

Sheet		Description	Revised for VECP
1376	83	DIAPHRGAM DETAILS - UNIT 3 NORTHBOUND	
1377	84	DIAPHRGAM DETAILS	Revised
1378	85	SLAB PLAN - 1 OF 27	
1379	86	SLAB PLAN - 2 OF 27	
1380	87	SLAB PLAN - 3 OF 27	
1381	88	SLAB PLAN - 4 OF 27	
1382	89	SLAB PLAN - 5 OF 27	
1383	90	SLAB PLAN - 6 OF 27	
1384	91	SLAB PLAN - 7 OF 27	
1385	92	SLAB PLAN - 8 OF 27	
1386	93	SLAB PLAN - 9 OF 27	
1387	94	SLAB PLAN - 10 OF 27	
1388	95	SLAB PLAN - 11 OF 27	
1389	96	SLAB PLAN - 12 OF 27	
1390	97	SLAB PLAN - 13 OF 27	Revised
1391	98	SLAB PLAN - 14 OF 27	Revised
1392	99	SLAB PLAN - 15. OF 27	Revised
1393	100	SLAB PLAN - 16 OF 27	Revised
1394	101	SLAB PLAN - 17 OF 27	Revised
1395	102	SLAB PLAN - 18 OF 27	Revised
1396	103	SLAB PLAN - 19 OF 27	Revised
1397	104	SLAB PLAN - 20 OF 27	Revised
1398	105	SLAB PLAN - 21 OF 27	Revised
1399	106	SLAB PLAN - 22 OF 27	Revised
1400	107	SLAB PLAN - 23 OF 27	Revised
1401	108	SLAB PLAN - 24 OF 27	Revised
1402	109	SLAB PLAN - 25 OF 27	Revised
1403	110	SLAB PLAN - 26 OF 27	Revised
1404	111	SLAB PLAN - 27 OF 27	Revised
1405	112	ADDITIONAL HAUNCH REINFORCEMENT	
1406	113	ADDITIONAL HAUNCH REINFORCEMENT	
1407	114	ADDITIONAL HAUNCH REINFORCEMENT	Revised
1408	115	DRAINAGE DETAILS	
1409	116	DRAINAGE DETAILS	
1410	117	SUGGESTED SLAB POUR SEQUENCE	Revised
1411	118	EXPANSION JOINT DETAILS	
1412	119	PARAPET AND MEDIAN BARRIER PLAN - 1 OF 12	
1413	120	PARAPET AND MEDIAN BARRIER PLAN - 2 OF 12	
1414	121	PARAPET AND MEDIAN BARRIER PLAN - 3 OF 12	
1415	122	PARAPET AND MEDIAN BARRIER PLAN - 4 OF 12	
1416	123	PARAPET AND MEDIAN BARRIER PLAN - 5 OF 12	
1417	124	PARAPET AND MEDIAN BARRIER PLAN - 6 OF 12	
1418	125	PARAPET AND MEDIAN BARRIER PLAN - 7 OF 12	Revised
1419	126	PARAPET AND MEDIAN BARRIER PLAN - 8 OF 12	Revised
1420	127	PARAPET AND MEDIAN BARRIER PLAN - 9 OF 12	Revised
1421	128	PARAPET AND MEDIAN BARRIER PLAN - 10 OF 12	Revised
1422	129	PARAPET AND MEDIAN BARRIER PLAN - 11 OF 12	Revised
1423	130	PARAPET AND MEDIAN BARRIER PLAN - 12 OF 12	Revised
1424	131	PARAPET DETAILS	
1425	132	MEDIAN BARRIER DETAILS	
1426	133	PARAPET WITH RAILING	
1427	134	LIGHT POLE PILASTER DETAILS	
1428	135	TRANSVERSE SECTION - 1 OF 6	
1429	136	TRANSVERSE SECTION - 2 OF 6	
1430	137	TRANSVERSE SECTION - 3 OF 6	
1431	138	TRANSVERSE SECTION - 4 OF 6	Revised
1432	139	TRANSVERSE SECTION - 5 OF 6	Revised
1433	140	TRANSVERSE SECTION - 6 OF 6	Revised
1434	141	DECK OVERHANGS	
1435	142	DECK OVERHANGS	Revised
1436	143	DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN	Revised
1437	144	DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN	Revised
1438	145	DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN	Revised
1439	146	DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN	Revised
1440	147	DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN	Revised
1441	148	DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN	Revised
1442	149	SCREED ELEVATIONS - SOUTHBOUND - UNIT 1	
1443	150	SCREED ELEVATIONS - SOUTHBOUND - UNIT 2	
1444	151	SCREED ELEVATIONS - SOUTHBOUND - UNIT 2	
1445	152	SCREED ELEVATIONS - SOUTHBOUND - UNIT 3	
1446	153	SCREED ELEVATIONS - SOUTHBOUND - UNIT 3	
1447	154	SCREED ELEVATIONS - NORTHBOUND - UNIT 1	Revised
1448	155	SCREED ELEVATIONS - NORTHBOUND - UNIT 2	Revised
1449	156	SCREED ELEVATIONS - NORTHBOUND - UNIT 2	Revised
1450	157	SCREED ELEVATIONS - SOUTHBOUND - UNIT 3	Revised
1451	158	SCREED ELEVATIONS - SOUTHBOUND - UNIT 3	
1452	159	HAUNCH DIAGRAMS - SOUTHBOUND	
1453	160	HAUNCH DIAGRAMS - SOUTHBOUND - UNIT 1	
1454	161	HAUNCH DIAGRAMS - SOUTHBOUND - UNIT 2	
1455	162	HAUNCH DIAGRAMS - SOUTHBOUND - UNIT 2	
1456	163	HAUNCH DIAGRAMS - SOUTHBOUND - UNIT 3	
1457	164	HAUNCH DIAGRAMS - SOUTHBOUND - UNIT 3	

Sheet		Description	Revised for VECP
1458	165	HAUNCH DIAGRAMS - SOUTHBOUND - UNIT 3	
1459	166	HAUNCH DIAGRAMS - NORTHBOUND	Revised
1460	167	HAUNCH DIAGRAMS - NORTHBOUND - UNIT 1	Revised
1461	168	HAUNCH DIAGRAMS - NORTHBOUND - UNIT 2	Revised
1462	169	HAUNCH DIAGRAMS - NORTHBOUND - UNIT 2	Revised
1463	170	HAUNCH DIAGRAMS - NORTHBOUND - UNIT 3	Revised
1464	171	HAUNCH DIAGRAMS - NORTHBOUND - UNIT 3	
1465	172	HAUNCH DIAGRAMS - NORTHBOUND - UNIT 3	
1466	173	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND	
1467	174	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 1	
1468	175	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 1	
1469	176	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 2	
1470	177	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 2	
1471	178	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 2	
1472	179	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 2	
1473	180	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 3	
1474	181	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 3	
1475	182	FINAL DECK ELEVATION DIAGRAMS - SOUTHBOUND - UNIT 3	
1476	183	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND	Revised
1477	184	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 1	Revised
1478	185	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 1	Revised
1479	186	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 2	Revised
1480	187	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 2	Revised
1481	188	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 2	Revised
1482	189	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 2	Revised
1483	190	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 3	Revised
1484	191	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 3	
1485	192	FINAL DECK ELEVATION DIAGRAMS - NORTHBOUND - UNIT 3	
1486	193	APPROACH SLABS - 1 OF 4	Revised
1487	194	APPROACH SLABS - 2 OF 4	Revised
1488	195	APPROACH SLABS - 3 OF 4	
1489	196	APPROACH SLABS - 4 OF 4	
1490	197	REINFORCING LIST	
1491	198	REINFORCING LIST	Revised
1492	199	REINFORCING LIST	Revised
1493	200	REINFORCING LIST	Revised
1494	201	REINFORCING LIST	
1495	202	REINFORCING LIST	
1496	203	REINFORCING LIST	
1497	204	REINFORCING LIST	Revised
1498	205	REINFORCING LIST	Revised
1499	206	REINFORCING LIST	Revised
1500	207	REINFORCING LIST	Revised
1501	208	REINFORCING LIST	
1502	209	REINFORCING LIST	
1503	210	REINFORCING LIST	Revised
1503A	210A	REINFORCING LIST	Added
1504	211	REINFORCING LIST	Revised
1505	212	REINFORCING LIST	Revised
1506	213	REINFORCING LIST	
1507	214	REINFORCING LIST	Revised
1508	215	REINFORCING LIST	Revised
1509	216	REINFORCING LIST	

NOTE:

JSE STAMP APPLIES ONLY TO MODIFICATIONS AND ADDED SHEETS BY JSE.

ENGINEERS SEAL:

STATE OF OHIO
CHARLES B. SLAGLE
E-67391
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Charles B. Slagle

DATE: 06/2/2020

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP, SHEET ADDED

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/2020
CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

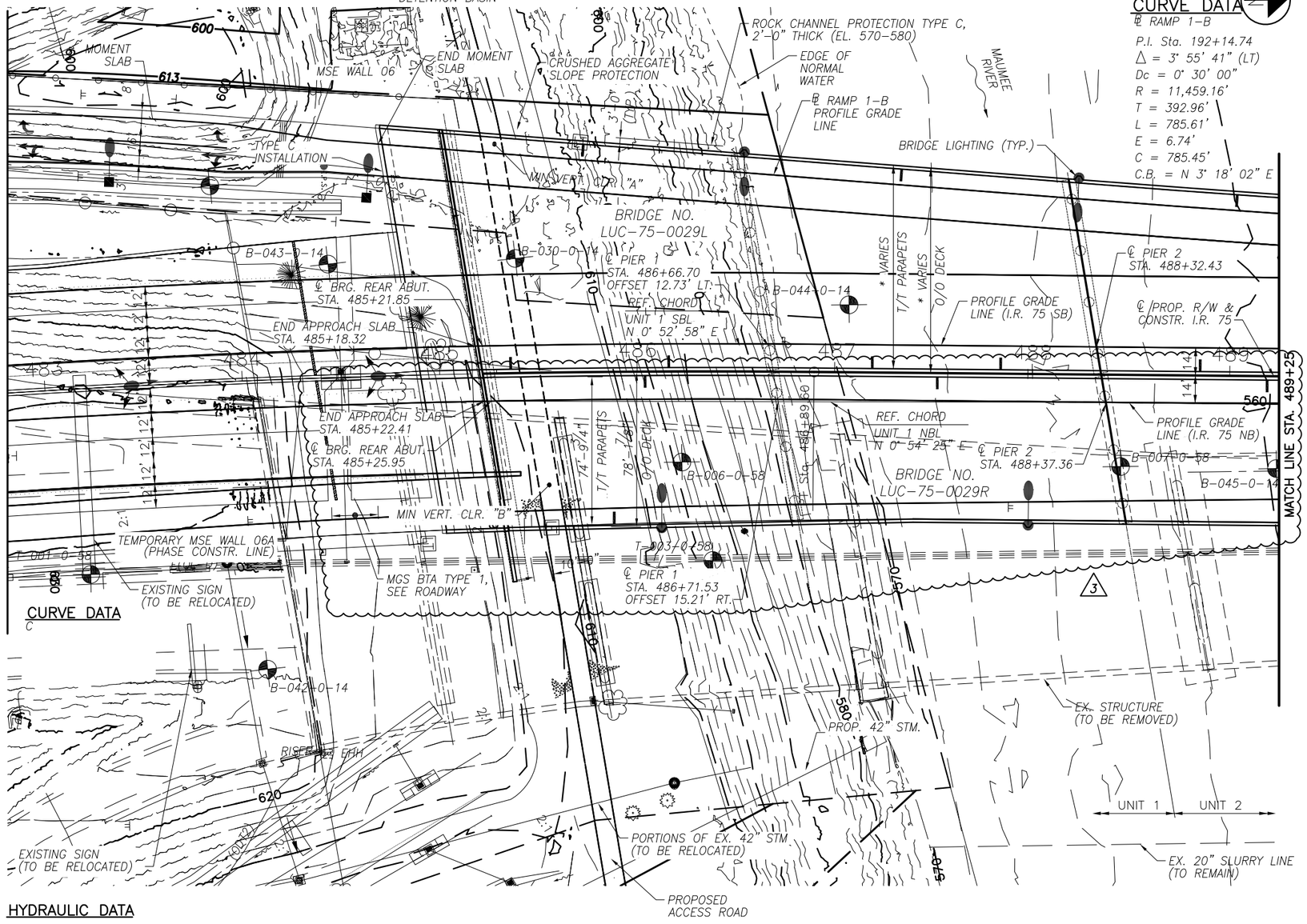
INDEX SHEET – 1 OF 1
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

0 / 216

1293A
1792

Date: Oct 07, 2020, 4:18pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\000 INDEX SHEET.dwg



CURVE DATA

℄ RAMP 1-B

P.I. Sta. 192+14.74
△ = 3° 55' 41" (LT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 392.96'
L = 785.61'
E = 6.74'
C = 785.45'
C.B. = N 3° 18' 02" E

CURVE DATA

C

HYDRAULIC DATA

DRAINAGE AREA = 6,608 SQ. MILES
Q (50) = 111,100 CFS V (50) = 3.7 FT/S H (50) = EL. 578.9'
Q (100) = 124,300 CFS V (100) = 3.9 FT/S H (100) = EL. 579.6'
Q (500) = 155,800 CFS V (500) = 4.4 FT/S H (500) = EL. 581.7'
STRUCTURE CLEARS THE LAKE ERIE MEAN LOW WATER BY 50'-2".

PLAN

NOTES

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

FOR BENCHMARK INFORMATION, SEE SHEET 10/1792

FOR GEOMETRIC LAYOUT DETAILS, SEE SHEETS 10/216 THRU 12/216.

FOR MSE WALL DETAILS, SEE SHEETS 1675/1792 THRU 1731/1792.

SEE SHEETS 410/1792 AND 413/1792 FOR SOIL REMEDIATION LIMITS IN EMBANKMENT AT FORWARD AND REAR ABUTMENTS RESPECTIVELY.

DESIGN TRAFFIC:
2018 ADT = 100,890 2018 ADTT = 20,178
2038 ADT = 116,740 2038 ADTT = 23,348
DIRECTIONAL DISTRIBUTION = 50% (SB) / 50% (NB)

FOUNDATION DATA

ALL PROPOSED ABUTMENT PILES SHALL BE HP12x53 END BEARING PILES FOUNDED ON ROCK. ALL PROPOSED PIER DRILLED SHAFTS SHALL BE 7'-0", 6'-6" OR 6'-0" DIAMETER AS SHOWN IN PLANS.

LEGEND

HISTORIC BORING LOCATION

PROJECT BORING LOCATION

VERT. CLEARANCE	
A	16'-3"
B	16'-11"

* FOR DECK WIDTH DIMENSIONS, SEE SHEET 2/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

EXISTING STRUCTURE

TYPE: MULTI UNIT, CONTINUOUS SPAN STEEL RIVETED GIRDERS, WELDED GIRDERS AND ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: ℄ BRG. REAR ABUT. TO ℄ PIERS TO ℄ BRG. FWD. ABUT. = 140'-0"±, 10 SPANS @ 166'-0"±, 132'-0"±, 10 SPANS @ 75'-6"±, 3 SPANS @ 97'-6"±, 98'-6"±, 60'-0"±, 60'-6"±, 50'-0"±

ROADWAY: VARIES 46'-5"± MIN. (SB), 47'-6"± MIN. (NB) T/T PARAPETS

LOADING: CF 2000 (57)

SKEW: VARIES 0° TO 29°15'00"

APPROACH SLABS: 25'-0"± (AS-1-54)

ALIGNMENT: TANGENT

CROWN: 0.016± FT/FT

WEARING SURFACE: 1" MONOLITHIC CONCRETE

STRUCTURAL FILE NUMBER: 4802764

DATE BUILT: 1960

DISPOSITION: EXISTING STRUCTURE TO BE REMOVED.

PROPOSED STRUCTURE

TYPE: MULTI UNIT, PRESTRESSED CONCRETE I-BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK ON STUB ABUTMENTS AND CAP-AND-COLUMN PIERS

SPANS: UNIT 1 -145'-0" ℄ BRG. REAR ABUTMENT TO ℄ PIER 1
166'-0" ℄ PIER 1 TO ℄ PIER 2
UNIT 2 - 4 SPANS @ 166'-0" ℄ PIERS
UNIT 3 - 5 SPANS @ 166'-0" ℄ PIERS
137'-0" ℄ PIER 11 TO ℄ BRG. FORWARD ABUTMENT

ROADWAY: VARIES 72'-0" MIN. (L/R) T/T PARAPETS

LOADING: HL-93 WITH 60 PSF FWS

SKEW: 10°00'00" RIGHT FORWARD
(EXCEPT AS NOTED ON GEOMETRIC LAYOUT PLAN)

APPROACH SLABS: 30'-0" LONG (AS-1-15 & AS-2-15)

ALIGNMENT: TANGENT (EXCEPT AS NOTED ON GEOMETRIC LAYOUT PLAN)

CROWN: 0.016 FT/FT (EXCEPT AS NOTED ON GEOMETRIC LAYOUT PLAN)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

COORDINATES: LATITUDE N 41° 37' 19.2"
LONGITUDE W 83° 32' 32.3"

SOIL BORINGS

BORING NO.	STATION	OFFSET	BORING NO.	STATION	OFFSET
B-029-0-14	483+88	99' RT.	B-047-0-14	495+83	31' RT.
B-030-0-14	485+39	58' LT.	B-048-0-14	499+19	48' LT.
B-042-0-14	484+07	146' RT.	B-049-0-14	502+71	28' RT.
B-043-0-14	484+45	58' LT.	B-049-1-14	502+43	28' RT.
B-044-0-14	487+07	34' LT.	B-050-0-14	505+00	51' LT.
B-045-0-14	489+24	47' RT.	B-051-0-14	505+27	141' LT.
B-046-0-14	492+42	38' LT.			

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRC		4802765/4802767	

LUC-75-0029 R
STA. 485+22.41
STA. 504+71.92

LUC-75-0029 L
STA. 485+18.32
STA. 504+66.98

SITE PLAN - 1 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

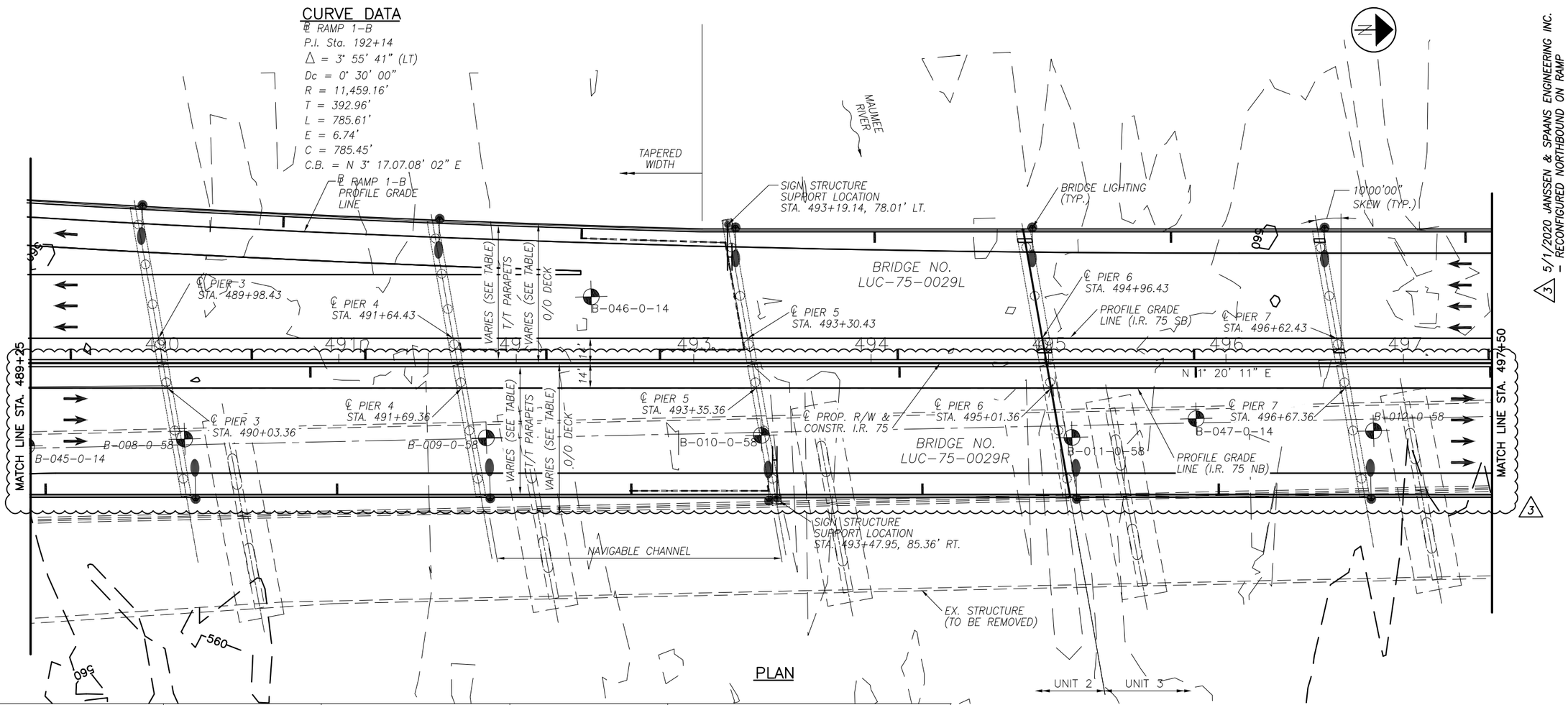
1/216

1294/1792

Date: Oct 07, 2020, 5:13pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SP001.DWG

CURVE DATA

℄ RAMP 1–B
P.I. Sta. 192+14
Δ = 3° 55' 41" (LT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 392.96'
L = 785.61'
E = 6.74'
C = 785.45'
C.B. = N 3° 17.07.08' 02" E



PLAN

ELEVATION	NGVD (1929)	GREAT LAKES DATUM (1985)	NAVD (1988)	*REPORTED BY U.S. ARMY CORPS OF ENGINEERS*
LOW WATER**	570.5'	569.2	*569.8 (NAVD (1929) MINUS 0.669***)*	–
ORDINARY HIGH WATER**	573.7	572.4 (LOW WATER + 3.2 FT)	573.0	*574.3*

NOTES:

"" – 50 AND 100 YEAR WATER SURFACE ELEVATIONS ARE FROM FEMA FLOOD INSURANCE STUDY FOR LUCAS COUNTY AND INCORPORATED AREAS, AUGUST 16, 2011, FLOOD PROFILES, MAUMEE RIVER, 92P, (NAVD) 1988.*

*"**" –*

- *LOW WATER SURFACE ELEVATION IS FROM NOAA, MAP 14847, TOLEDO HARBOR LAST CORRECTED 6/24/2014, RIMOUSKI, QUEBEC, INTERNATIONAL GREAT LAKES DATUM (1985), 569.2 FEET.*
- *THE LOW WATER ELEVATION IS ALSO ESTIMATED TO BE EQUIVALENT TO THE LOW WATER ELEVATION ON THE EXISTING RECORD PLANS 570.5', NGVD (1929).*
- *THE ESTIMATED ORDINARY HIGH WATER ELEVATION IS FROM THE LAKE ERIE GRAPH AVERAGE LEVELS (1994–2003) LOW LEVEL CHART 569.2 (+3.2).*

*"***" –*

- *THE CONVERSION FROM 1929 NGVD TO 1988 NAVD WAS DETERMINED FROM NOAA, VERTCON ONLINE SOFTWARE, USING SITE SPECIFIC LATITUDE AND LONGITUDE INFORMATION AND THE EXISTING RECORD PLANS OF LOW WATER EQUAL TO 570.5'.*
- *THE FEMA FIS REPORTS AN AVERAGE CONVERSION OF –0.635 COUNTY WIDE USING THE NOTED USGS QUADRANGLE MAPS. LOW WATER AND ORDINARY HIGH WATER (OHW) WATER SURFACE ELEVATIONS FROM NOAA, MAP 14847, TOLEDO HARBOR LAST CORRECTED 6/24/2014, RIMOUSKI, QUEBEC, INTERNATIONAL GREAT LAKES DATUM (1985), 569.2 AND LOW WATER CHART 569.2 (+3.2). THE LOW WATER ELEVATION IS ASSUMED TO BE EQUIVALENT TO THE LOW WATER ELEVATION ON THE EXISTING RECORD PLANS 570.5', NGVD (1929).*

NOTE:

FOR NOTES AND LEGEND SEE SHT. 1 / 216 .

DECK WIDTHS		
LOCATION	*O/O DECK*	*T/T PARAPET*
UNIT 1 SB	*VARIES 123'–6 " TO 98'–8 "*	*VARIES 120'–1" TO 95'–3"*
UNIT 2 SB	*VARIES 98'–8," TO 75'–5"*	*VARIES 95'–3" TO 72'–0"*
UNIT 3 SB	*VARIES 75'–5" TO 83'–6"*	*VARIES 72'–0" TO 80'–1"*
UNIT 1 NB	*VARIES 79'–6¼" TO 75'–5"*	*VARIES 76'–1 ¼" TO 72'–0"*
UNIT 2 NB	*75'–5"*	*72'–0"*
UNIT 3 NB	*75'–5"*	*72'–0"*

3 *5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP*

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

LUC–75–0029 R
STA. 485+22.41
STA. 504+71.92

LUC–75–0029 L
STA. 485+18.32
STA. 504+66.98

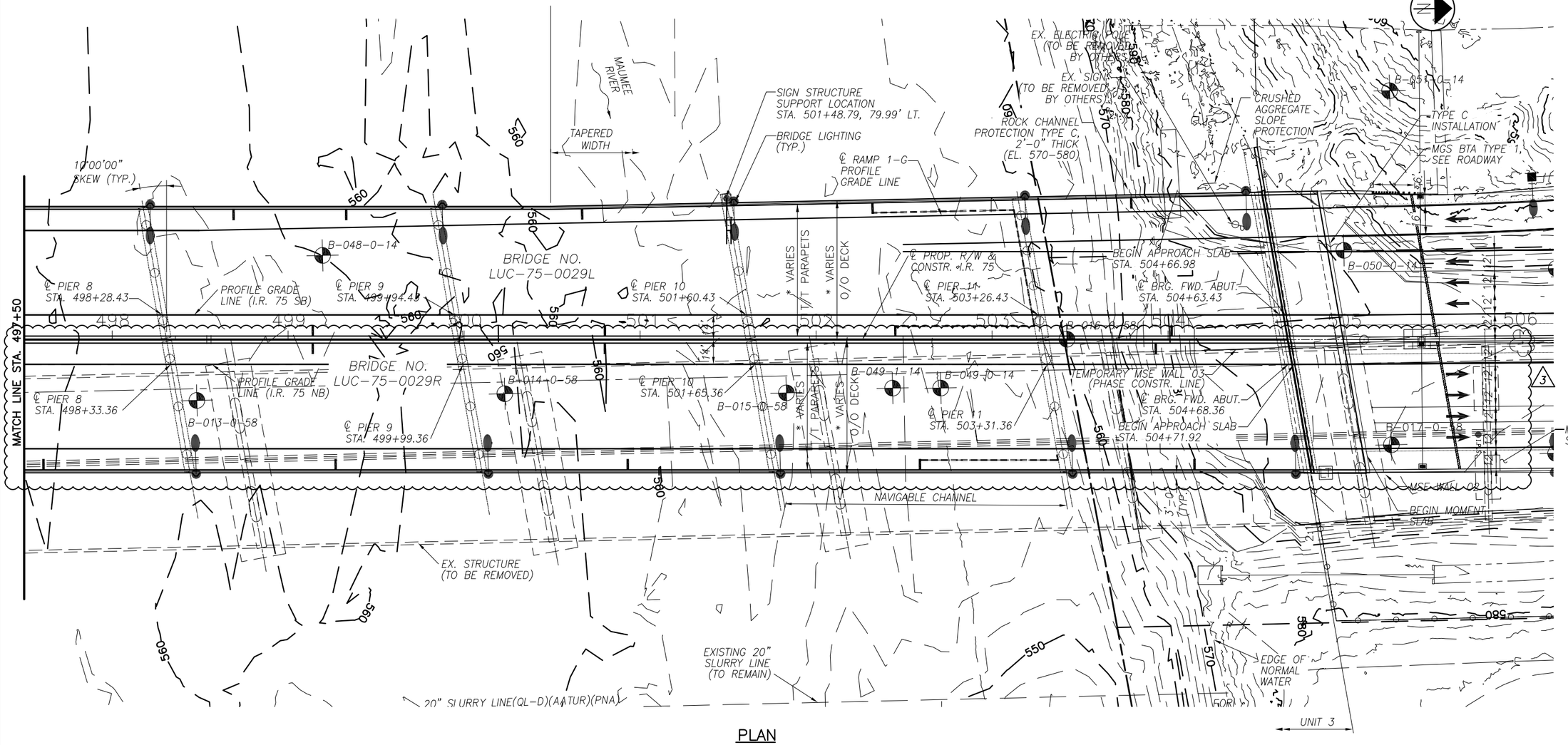
SITE PLAN – 2 OF 6
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

2 / 216

1295
1792

Date: Oct 08, 2020, 4:14pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SP001.DWG



PLAN

NOTE:

FOR NOTES AND LEGEND SEE SHT. 1 /216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

REVIEWED	DATE	STRUCTURE FILE NUMBER
JTH	8/18	4802765/4802767

DRAWN	REVISED
CMA	

DESIGNED	CHECKED
MRW	CRG

LUC-75-0029 R
STA. 485+22.41
STA. 504+71.92

LUC-75-0029 L
STA. 485+18.32
STA. 504+66.98

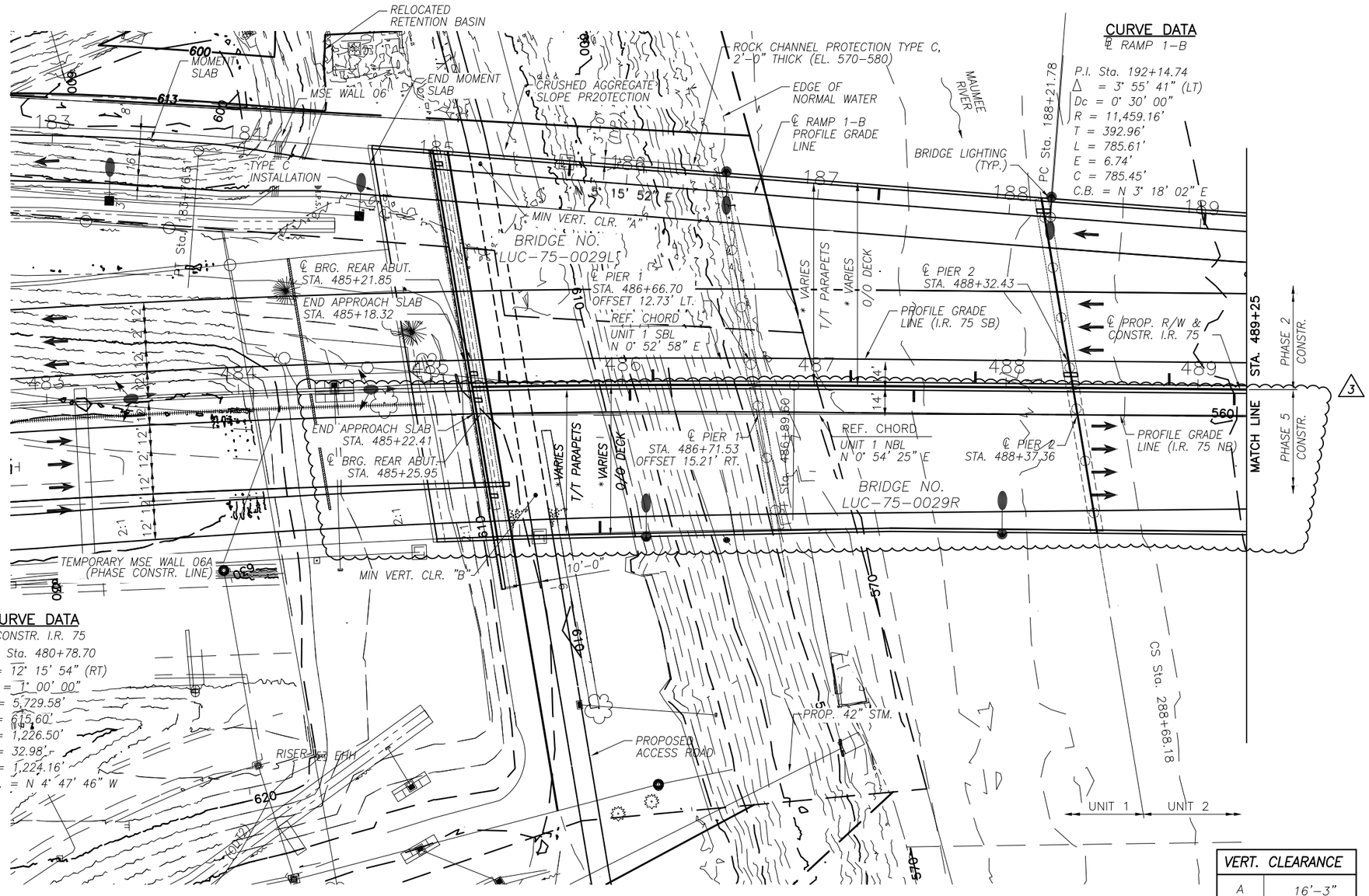
SITE PLAN - 3 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

3 /216

1296
1792

Date: Oct 07, 2020, 5:13pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SP001.DWG



VERT. CLEARANCE	
A	16'-3"
B	16'-11"

GENERAL PLAN

LEGEND

* FOR DECK WIDTH DIMENSIONS, SEE SHEET 2 /216 .

NOTES

1. FOR SITE PLAN AND PROFILE, SEE SHEETS 1 /216 THRU 6 /216 .
2. FOR GEOMETRIC LAYOUT PLAN, SEE SHEETS 10 /216 THRU 12 /216 .
3. FOR LIGHTING LOCATIONS AND ADDITIONAL INFORMATION, SEE SLAB PLAN SHEETS 85 /216 THRU 111 /216 AND SEE PARAPET PLANS 119 /216 THRU 130 /216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGNED MRW | DRAWN CMA | REVIEWED JTH | DATE 8/18 | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
AECOM 564 WHITE POND DRIVE AKRON, OHIO 44320-1100 (330) 836-9111

CHECKED CRG | REVISED

GENERAL PLAN - 1 OF 3
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

7 /216

1300
1792

Date: Oct 07, 2020, 5:12pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_GP002.dwg

CURVE DATA

℄ RAMP 1–B

P.I. Sta.192+14
Δ = 3° 55' 41" (LT)
Dc = 0° 30' 00"
R = 11,459.16'
T = 392.96'
L = 785.61'
E = 6.74'
C = 785.45'
C.B. = N 3° 17.07.08' 02" E

℄ RAMP 1–B PROFILE GRADE LINE

I.R. 75 STA. 493+04.77
RAMP 1–B STA. 193+04.48
BEGIN SHOULDER TAPER

TAPERED WIDTH

MAUMEE RIVER

SIGN STRUCTURE SUPPORT LOCATION STA. 493+19.14, 78.01' LT.

I.R. 75 STA. 496+07.39
RAMP 1–B PT Sta. 196+07.39
END SHOULDER TAPER

BRIDGE LIGHTING (TYP.)

10°00'00" SKEW (TYP.)

N 1° 20' 11" E

℄ PIER 3 STA. 489+98.43

℄ PIER 4 STA. 491+64.43

* VARIES T/T PARAPETS

* VARIES O/O DECK

BRIDGE NO. LUC–75–0029L

℄ PIER 5 STA. 493+30.43

℄ PIER 6 STA. 494+96.43

PROFILE GRADE LINE (I.R. 75 SB)

℄ PIER 7 STA. 496+62.43

MATCH LINE STA. 489+25

℄ PIER 3 STA. 490+03.36

℄ PIER 4 STA. 491+69.36

* 72'-0" T/T PARAPETS

* 75'-5" O/O DECK

14'

℄ PIER 5 STA. 493+35.36

℄ PROP. R/W & CONSTR. I.R. 75

N 1° 20' 11" E

℄ PIER 6 STA. 495+01.36

N 1° 20' 11" E

℄ PIER 7 STA. 496+67.36

PROFILE GRADE LINE (I.R. 75 NB)

BRIDGE NO. LUC–75–0029R

MATCH LINE STA. 497+50

PHASE 2 CONSTR.

PHASE 5 CONSTR.

3

N 00° 11' 26" E

SIGN STRUCTURE SUPPORT LOCATION STA. 493+47.95, 85.36' RT.

TAPERED WIDTH

NAVIGABLE CHANNEL

STA. 497+18.19

UNIT 2

UNIT 3

560

560

GENERAL PLAN

NOTES

1. FOR NOTES AND LEGEND, SEE SHEET 7 /216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM 564 WHITE POND DRIVE AKRON, OHIO 44320–1100 (330) 836–9111

DESIGNED MRW
DRAWN CMA
CHECKED CRG
REVIEWED JTH
DATE 8/18
REVISED
STRUCTURE FILE NUMBER 4802765/4802767

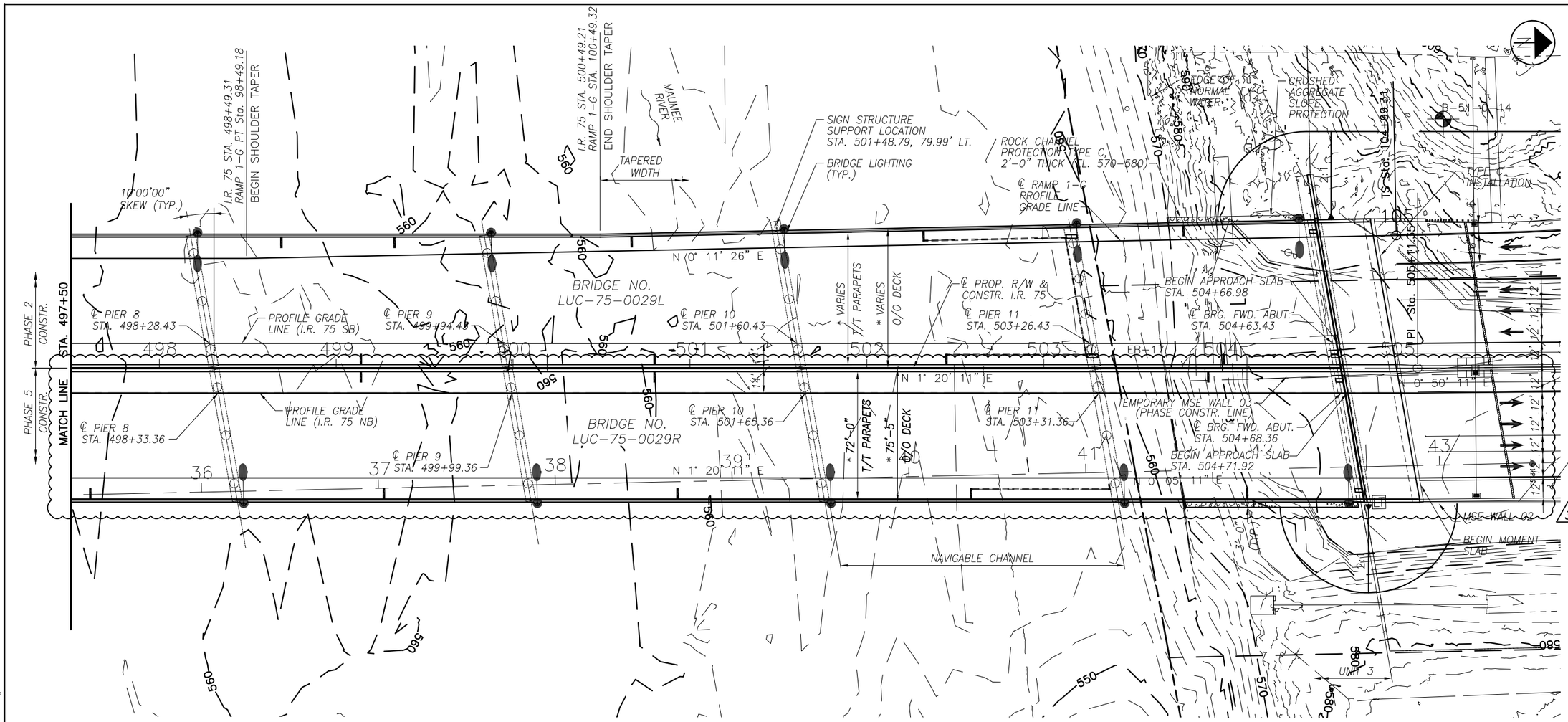
GENERAL PLAN – 2 OF 3
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

8 /216

1301
1792

Date: Oct 07, 2020, 5:12pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_GP002.dwg



3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

GENERAL PLAN

NOTES

1. FOR NOTES AND LEGEND, SEE SHEET 7 /216 .

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

DESIGN AGENCY

AECOM 564 WHITE POND DRIVE AKRON, OHIO 44320-1100 (330) 836-9111

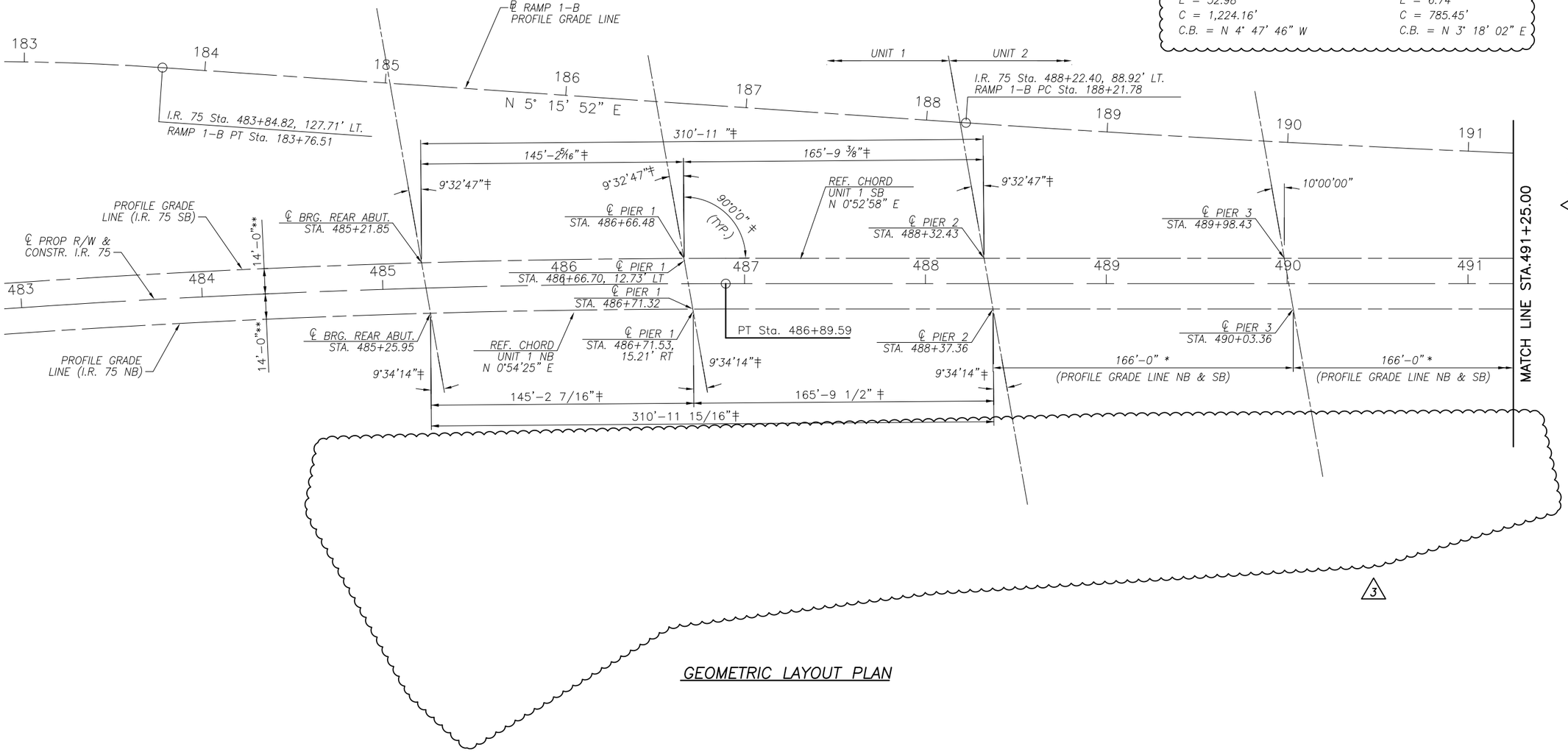
GENERAL PLAN – 3 OF 3
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

9 /216

1302
1792

Date: Oct 07, 2020, 5:12pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\[DWGS]BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_GP002.dwg



GEOMETRIC LAYOUT PLAN

LEGEND:

* – MEASURED ALONG L PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERP. TO L PROP. R/W & CONSTR. I.R. 75

‡ – MEASURED ALONG/WITH RESPECT TO REFERENCE CHORD

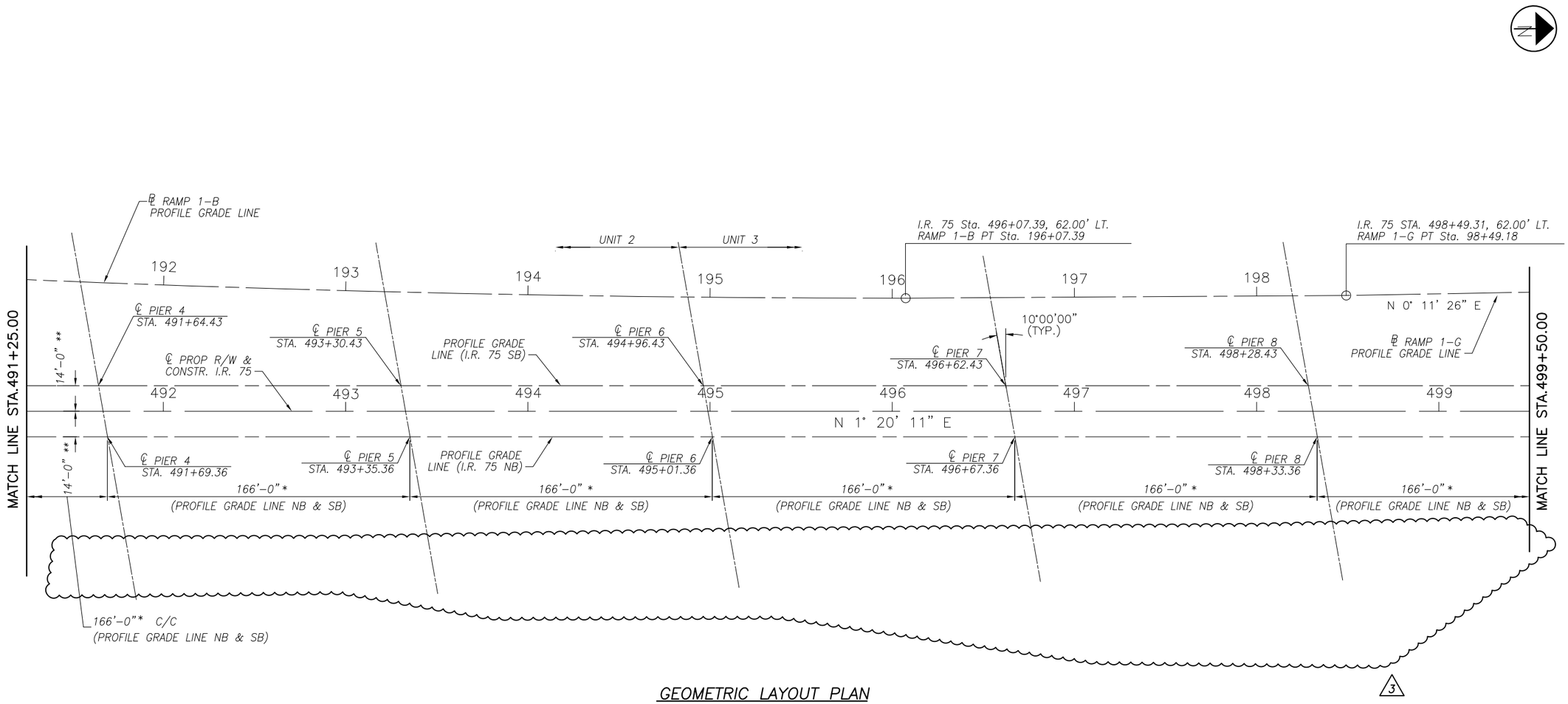
DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

GEOMETRIC LAYOUT PLAN – 1 OF 3
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

Date: Oct 07, 2020, 5:11pm User Name: mlonglin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_GP001.dwg



GEOMETRIC LAYOUT PLAN

LEGEND:

* – MEASURED ALONG L PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERP. TO L PROP. R/W & CONSTR. I.R. 75

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGNED MRW | DRAWN CMA | REVIEWED JTH | DATE 8/18
CHECKED CRG | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

GEOMETRIC LAYOUT PLAN – 2 OF 3
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–
30.70/0.00
PID No. 93592

11 / 216

1304
1792

Date: Oct 07, 2020, 5:12pm User Name: mlongtin
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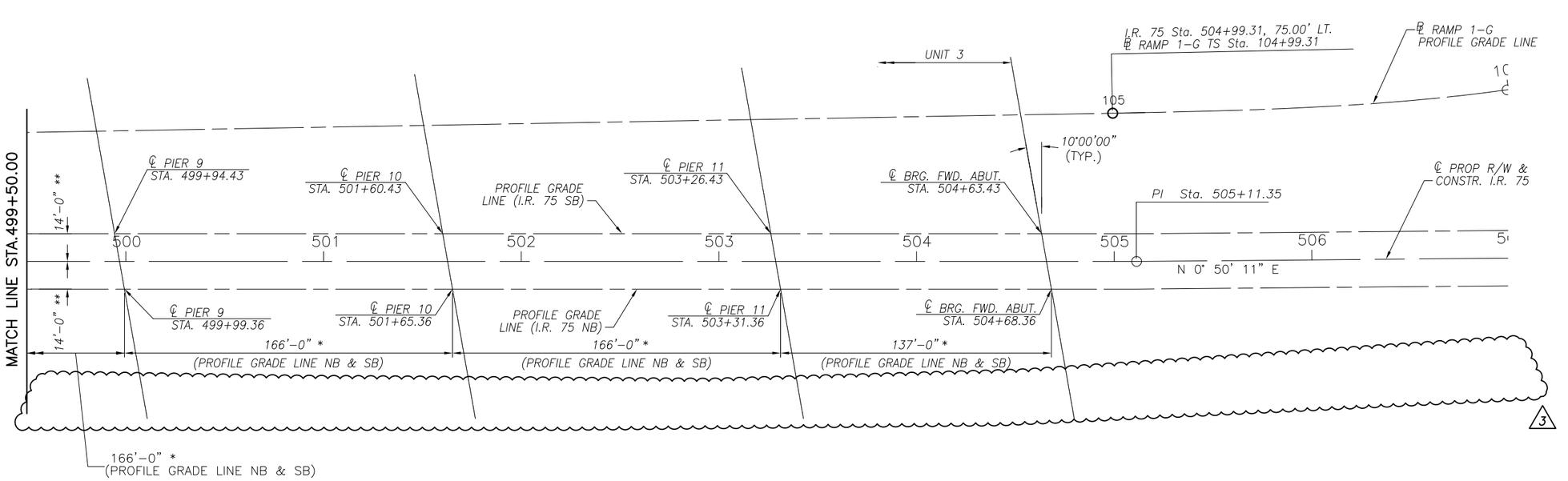
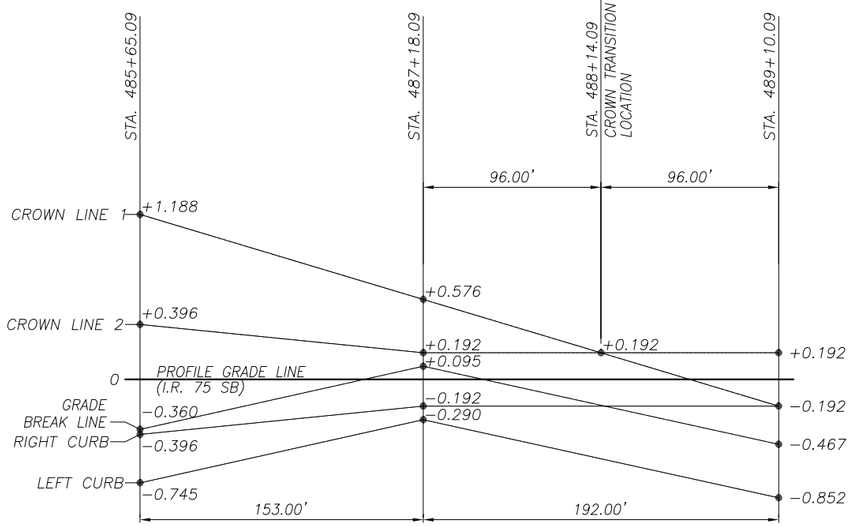
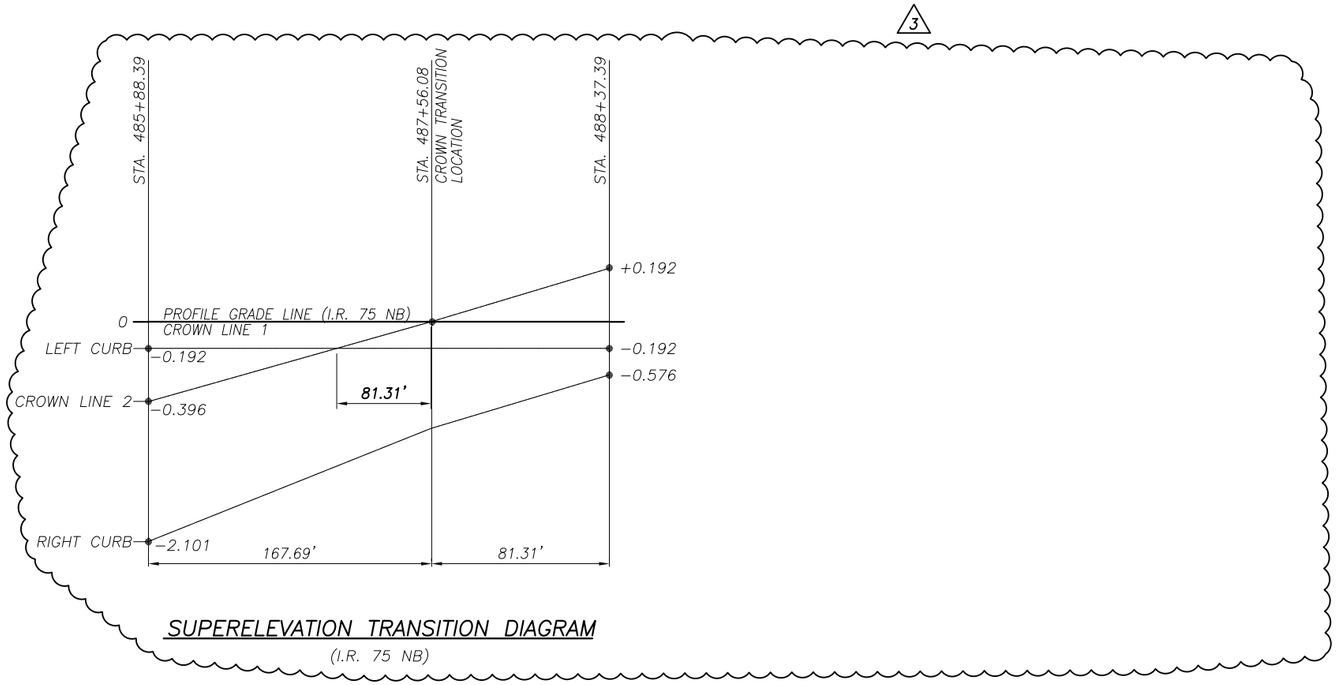


GEOMETRIC LAYOUT PLAN



SUPERELEVATION TRANSITION DIAGRAM
(I.R. 75 SB)



SUPERELEVATION TRANSITION DIAGRAM
(I.R. 75 NB)

LEGEND:

* – MEASURED ALONG L PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO L PROP. R/W & CONSTR. I.R. 75

NOTE:

FOR PAVEMENT ELEVATION TABLES, SEE SHEETS (737/1792) THRU (762/1792) .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGNED MRW | DRAWN CMA | REVIEWED JTH | DATE 8/18 | DESIGN AGENCY AECOM 564 WHITE POND DRIVE AKRON, OHIO 44320-1100 (330) 836-9111

CHECKED CRG | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

GEOMETRIC LAYOUT PLAN – 3 OF 3
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

12 / 216

1305 / 1792

Date: Oct 07, 2020, 5:12pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_GP001.dwg

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:

A–1–69	REVISED	07–19–02
AS–1–15	REVISED	07–17–15
AS–2–15	REVISED	01–19–18
EXJ–6–17	REVISED	01–19–18
PSID–1–13	REVISED	07–20–18
SBR–2–13	REVISED	07–20–18

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

800	DATED	10–19–18
832	DATED	01–17–14
840	DATED	07–20–18

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2014, 7TH EDITION, INCLUDING 2015 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

OPERATIONAL IMPORTANCE:

A LOAD MODIFIER OF 1.05 HAS BEEN ASSUMED FOR THE DESIGN OF THIS STRUCTURE IN ACCORDANCE WITH THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, ARTICLE 1.3.5 AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

DESIGN LOADING:

HL–93
FUTURE WEARING SURFACE (FWS) OF 0.060 KSF

PER CORRESPONDENCE WITH ODOT DISTRICT 2 AND CENTRAL OFFICE, THIS BRIDGE HAS BEEN DESIGNED FOR LOADS AND DETAILING REQUIREMENTS CONSISTENT WITH AASHTO LRFD SEISMIC ZONE 2.

DESIGN DATA:

CONCRETE FOR PRESTRESSED BEAMS:
COMPRESSIVE STRENGTH (FINAL) – 10 KSI
COMPRESSIVE STRENGTH (RELEASE) – 8 KSI

PRESTRESSING STRAND:
AREA = 0.217 SQ.IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

CONCRETE CLASS QC2 WITH QC/QA – COMPRESSIVE STRENGTH 4.5 KSI (SUPERSTRUCTURE)

CONCRETE CLASS QC1 WITH QC/QA – COMPRESSIVE STRENGTH 4.0 KSI (ABUTMENTS EXCEPT FOR BREAST WALLS)

MASS CONCRETE CLASS QC4 WITH QC/QA – COMPRESSIVE STRENGTH 4.0 KSI (PIERS AND ABUTMENT BREAST WALLS)

MASS CONCRETE CLASS QC5 WITH QC/QA, AS PER PLAN (1) – COMPRESSIVE STRENGTH 4.5 KSI (DRILLED SHAFTS)
THE COARSE AGGREGATE SHALL BE #8 LIMESTONE

REINFORCING STEEL – SUB–STRUCTURE MINIMUM YIELD STRENGTH 60 KSI,

SOUTHBOUND SLAB, PARAPET, CONCRETE DIAPHRAGMS, AND MEDIAN BARRIER MINIMUM YIELD STRENGTH 60 KSI, (3)

NORTHBOUND SLAB, PARAPET, CONCRETE DIAPHRAGMS AND MEDIAN BARRIER MINIMUM YIELD STRENGTH 75 KSI, (1)

STEEL H–PILES – ASTM A572 – YIELD STRENGTH 50KSI

WELDED WIRE REINFORCEMENT – MINIMUM YIELD STRENGTH 70 KSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2 ½"CONCRETE COVER

MONOLITHIC WEARING SURFACE:

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 1" THICK.

UTILITY LINES:

SEE GENERAL NOTES, SHEET (43/1792) FOR THE LIST OF UTILITIES IN THE PROJECT AREA. ALL EXPENSES INVOLVED IN RELOCATION (INSTALLING) THE AFFECTED UTILITY LINE(S) SHALL BE BORNE BY THE UTILITY(IES). THE CONTRACTOR AND THE UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:

ALL REQUIREMENTS OF ODOT CMS 202.03 SHALL APPLY WITH THE FOLLOWING ADDITIONS: THIS ITEM SHALL INCLUDE ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS ASSOCIATED WITH REMOVAL OF EXISTING BRIDGES LUC–75–0027 L/R AND LUC–75–0079. THIS ALSO INCLUDES ALL COSTS ASSOCIATED WITH THE TEMPORARY SUPPORTS USED DURING PHASED DEMOLITION. FOR DETAILS AND NOTES REGARDING THIS REMOVAL, SEE PHASED CONSTRUCTION DETAILS, SHEETS (1274/1792) THRU (1293/1792) .

MAINTENANCE OF TRAFFIC:

FOR MAINTENANCE OF TRAFFIC NOTES AND DETAILS, SEE SHEETS (51/1792) THRU (346/1792) .

SEQUENCE OF CONSTRUCTION:

FOR SEQUENCE OF CONSTRUCTION INFORMATION, SEE PHASED CONSTRUCTION DETAILS, SHEETS (1274/1792) THRU (1293/1792) .

EXISTING STRUCTURE VERIFICATION:

DETAILS AND DIMENSIONS SHOWN ON THESE PLANS PERTAINING TO THE EXISTING STRUCTURE HAVE BEEN OBTAINED FROM PLANS OF THE EXISTING STRUCTURE AND FROM FIELD OBSERVATIONS AND MEASUREMENTS. CONSEQUENTLY THEY ARE INDICATIVE OF THE EXISTING STRUCTURE AND THE PROPOSED WORK, BUT THEY SHALL BE CONSIDERED TENTATIVE AND APPROXIMATE. THE CONTRACTOR IS REFERRED TO CMS SECTIONS 102.05, 105.02 AND 513.04.

CONTRACT BID PRICES SHALL BE BASED UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE BY THE CONTRACTOR. HOWEVER, ALL PROJECT WORK SHALL BE BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED BY THE CONTRACTOR IN THE FIELD.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 3.36 KIPS.

A MINIMUM OUT–TO–OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 75". (3)

PROPRIETARY RETAINING WALL DATA:

THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH SS840 TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE A NOMINAL (I.E. UNFACTORED) HORIZONTAL STRIP LOAD DUE TO FRICTION (FR) FROM THE SUPERSTRUCTURE OF 1.4 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING. THIS STRIP LOAD DOES NOT INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL. HOWEVER, THE PROPRIETARY WALL SUPPLIER SHALL INCLUDE EARTH PRESSURE LOADS FROM THE ABUTMENT BACKFILL IN THE DESIGN CALCULATIONS.

PILES TO BEDROCK:

DRIVE PILES TO REFUSAL ON BEDROCK. THE DEPARTMENT WILL CONSIDER REFUSAL TO BE OBTAINED WHEN THE PILE PENETRATION IS AN INCH OR LESS AFTER RECEIVING AT LEAST 20 BLOWS FROM THE PILE HAMMER. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL.

THE TOTAL FACTORED LOAD IS 338 KIPS PER PILE FOR THE ABUTMENT PILES.

ABUTMENT PILES: (3)

REAR ABUTMENT
SB: 34 – HP12x53 PILES 105 FEET LONG, ORDER LENGTH
NB: 28 – HP12x53 PILES 105 FEET LONG, ORDER LENGTH

FORWARD ABUTMENT
SB: 8 – HP12x53 PILES 100 FEET LONG, ORDER LENGTH
23 – HP12x53 PILES 105 FEET LONG, ORDER LENGTH
NB: 6 – HP12x53 PILES 100 FEET LONG, ORDER LENGTH
16 – HP12x53 PILES 105 FEET LONG, ORDER LENGTH

ITEM 203 EMBANKMENT, AS PER PLAN:

PLACE AND COMPACT EMBANKMENT MATERIAL IN 6 INCH LIFTS FOR THE CONSTRUCTION OF THE APPROACH EMBANKMENT BETWEEN STATIONS 484+22.41 TO 505+71.92.

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING ABUTMENT PILES TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200' BEHIND EACH ABUTMENT. THE CONTRACTOR MAY PRE–DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE–DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL OR AT PRESCRIBED BATTER DURING MSE WALL CONSTRUCTION. IF PRE–DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND A 180 CALENDAR DAY WAITING PERIOD HAS ELAPSED. THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

IF NOT PRE–DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED. DUE TO BATTER, FORWARD ABUTMENT PILES SHALL BE PRE–DRIVEN.

PILE SPLICES:

IN LIEU OF USING THE FULL PENETRATION BUTT WELDS SPECIFIED IN CMS 507.09 TO SPLICE STEEL H–PILES, THE CONTRACTOR MAY USE A MANUFACTURED H–PILE SPLICER. FURNISH SPLICERS FROM THE FOLLOWING MANUFACTURER:

ASSOCIATED PILE AND FITTING CORPORATION
8 WOOD HOLLOW RD. PLAZA 1
PARSIPPANY, NEW JERSEY 07054

INSTALL AND WELD THE SPLICER TO THE PILE SECTIONS IN ACCORDANCE WITH THE MANUFACTURER'S WRITTEN ASSEMBLY PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED.

DRILLED SHAFTS:

THE MAXIMUM FACTORED LOAD TO BE SUPPORTED BY EACH DRILLED SHAFT IS AS FOLLOWS:

7' DIAMETER = 4547 KIPS
6.5' DIAMETER = 3844 KIPS
6' DIAMETER = 4507 KIPS

THIS LOAD IS RESISTED BY TIP RESISTANCE. THE FACTORED RESISTANCE PROVIDED BY THE DRILLED SHAFT TIP IS AS FOLLOWS:

7' DIAMETER = 7499 KIPS
6.5' DIAMETER = 6390 KIPS
6' DIAMETER = 5369 KIPS

PRIOR TO POURING THE DRILLED SHAFT CONCRETE, THE CONTRACTOR SHALL DETERMINE THE COLUMN LOCATION BY SURVEY AND ACCURATELY PLACE THE COLUMN SPLICE REINFORCING CAGE. IF THE COLUMN SPLICE CAGE IS FOUND TO BE LOCATED MORE THAN 3 INCHES OFF CENTER WITH RESPECT TO CENTER OF DRILLED SHAFT, THE CONTRACTOR SHALL IMMEDIATELY NOTIFY THE ENGINEER. THE DRILLED SHAFT CONCRETE SHALL NOT BE POURED UNTIL THE EFFECT OF MISALIGNMENT IS CORRECTED TO THE SATISFACTION OF THE ENGINEER.

EXISTING AND PROPOSED FOUNDATION ELEMENTS:

ALL EXISTING FOUNDATION PILES ARE TO REMAIN IN–PLACE. WHILE LOCATING THE PROPOSED SUBSTRUCTURE PILES AND DRILLED SHAFTS, AN ATTEMPT WAS MADE TO AVOID INTERFERENCE BETWEEN THE PROPOSED AND EXISTING FOUNDATION ELEMENTS. HOWEVER, IF INTERFERENCE IS ENCOUNTERED, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY. IF THE INTERFERENCE INVOLVES A PROPOSED PILE, THE CONTRACTOR SHALL PROPOSE AN ALTERNATE LOCATION TO INSTALL A REPLACEMENT PILE TO THE ENGINEER FOR REVIEW. THE ENGINEER SHALL APPROVE OR COMMENT UPON THE CONTRACTOR'S SUBMITTAL WITHIN 3 BUSINESS DAYS. IF A NEW PILE LOCATION IS APPROVED, THE CONTRACTOR SHALL BE PAID AT THE UNIT PRICE BID FOR FURNISHING AND INSTALLING THE WASTED LENGTH OF PILE. NO SEPARATE PAYMENT WILL BE MADE FOR PULLING THE WASTED PILE. IF INTERFERENCE IS ENCOUNTERED WHEN DRILLING A SHAFT, THE ENGINEER SHALL DECIDE EITHER TO PULL THE EXISTING PILE OR PROVIDE A DESIGN CHANGE TO ELIMINATE THE INTERFERENCE.

(1) 9/17/2020 JANSSEN & SPAANS ENGINEERING INC. – REVISED NOTES
(3) 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGNED MRW | DRAWN CMA | REVIEWED JTH | DATE 8/18 | CHECKED CRG | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

GENERAL NOTES
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WQQ/LUC–75–30.70/0.00
PID No. 93592

1306/1792

Date: Oct 09, 2020, 12:31pm User Name: mlongtin
File: \\jsc.com\files\Projects\321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_GN001.dwg

Estimated Quantities

CALC BY: WOZ 6/1/20
CHECK BY: CBS 6/2/20

ITEM ODOT	EXT.	PARTICIPATION 02/BRO/BR	TOTAL	UNIT	DESCRIPTION	LUC-75-0029L (SOUTHBOUND) ABUTMENTS REAR	ABUTMENTS FWD.	PIERS	SUPER.	GENERAL	LUC-75-0029L (NORTHBOUND) ABUTMENTS REAR	ABUTMENTS FWD.	PIERS	SUPER.	GENERAL	REFERENCE SHEET(S)
202	110033	LS	LS		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LS					LS	13 / 216
202	22900	794	794	SY	APPROACH SLAB REMOVED						504	290				
505	11100		LS		PILE DRIVING EQUIPMENT MOBILIZATION					LS					LS	
507	200	11975	11975	FT	STEEL PILES HP12X53, FURNISHED	3570	3185				2940	2280				
507	250	11400	11400	FT	STEEL PILES HP12X53, DRIVEN	3400	3030				2800	2170				
507	92201	4340	4340	FT	PREBORED HOLES, AS PER PLAN	2380					1960					14 / 216
509	10000	3432854	3432854	LB	EPOXY COATED REINFORCING STEEL, GRADE 60	27376	36748	499247	2381338		20730	23999	443416			
509	10001	2 1324919	1324919	LB	EPOXY COATED REINFORCING STEEL, GRADE 75									1324919	2	
511	33418	1429	1429	CY	CLASS QC2 CONCRETE WITH QC/QA, SUPERSTRUCTURE				749					680		
511	34446	9945	9945	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK				5216					4729		
511	34450	1294	1294	CY	CLASS QC2 CONCRETE WITH QC/QA, BRIDGE DECK (PARAPET)				645					649		
511	43512	831	831	CY	CLASS QC1 CONCRETE WITH QC/QA, ABUTMENT INCLUDING FOOTING	303	201				206	121				
511	45602	5774	5774	CY	CLASS QC4 MASS CONCRETE, SUBSTRUCTURE WITH QC/QA		241	2859				200	2474			
512	10100	13883	13883	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	281	219	147	6067	88	211	160	160	6462	88	
512	10300	327	327	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)				168					159		
512	33000	20	20	SY	TYPE 2 WATERPROOFING		6				8	6				
515	15140	20	20	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF84-49 (145' +/-)				12					8		
515	15140	172	172	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF84-49 (166' +/-)				92					80		
515	15140	16	16	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE WF84-49 (137' +/-)				8					8		
515	20001	704	704	EACH	INTERMEDIATE DIAPHRAGMS, AS PER PLAN				382					322		135 / 216 *THRU* 140 / 216
516	11210	698	698	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	125	85	177			80	77	154			
516	13600	235	235	SF	1" PREFORMED EXPANSION JOINT FILLER	20	30	135			20	30				
516	13600	402	402	SF	2" PREFORMED EXPANSION JOINT FILLER	206	31				105	60				
516	44201	152	152	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (3-4 IN. THK., PAD AND PLATE SIZES VARY, SEE PLANS)			64			8		80			48 / 216 *THRU* 53 / 216
516	44301	232	232	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4-5 IN. THK., PAD AND PLATE SIZES VARY, SEE PLANS)	12		132					88			48 / 216 *THRU* 53 / 216
516	44401	32	32	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (>5 IN. THK., PAD AND PLATE SIZES VARY, SEE PLANS)		8	8				8	8			48 / 216 *THRU* 53 / 216
517	73501	3899	3899	FT	RAILING, PIPE, AS PER PLAN				1957					1942		133 / 216
518	12500	51	51	EACH	SCUPPER, MISC.: 72" X 15" SCUPPER WITH NONSHRINK NONMETALLIC GROUT				30					21		
518	12701	51	51	EACH	SCUPPER, VERTICAL EXTENSION, AS PER PLAN				30					21		115 / 216 *AND* 116 / 216
518	21200	439	439	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	127	129				95	88				
518	4000	423	423	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	128	116				105	74				
518	40011	10	10	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN		10									26 / 216
518	51101	845	845	FT	8" PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN			220	370				85	170		115 / 216 *AND* 116 / 216
518	51201	60	60		PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN, 12"			60								115 / 216 *AND* 116 / 216
524	94935	78	78	FT	DRILLED SHAFTS, 66" DIAMETER, INTO BEDROCK, AS PER PLAN			42					36			14 / 216 *AND* 116 / 216
524	94951	42	42	FT	DRILLED SHAFTS, 72" DIAMETER, INTO BEDROCK, AS PER PLAN			24					18			14 / 216 *AND* 116 / 216
524	94981	93	93	FT	DRILLED SHAFTS, 78" DIAMETER, INTO BEDROCK, AS PER PLAN			48					45			14 / 216 *AND* 116 / 216
524	94947	1624	1624	FT	DRILLED SHAFTS, 66" DIAMETER, ABOVE BEDROCK, AS PER PLAN			875					749			14 / 216 *AND* 116 / 216
524	94971	854	854	FT	DRILLED SHAFTS, 72" DIAMETER, ABOVE BEDROCK, AS PER PLAN			488					366			14 / 216 *AND* 116 / 216
524	94991	1884	1884	FT	DRILLED SHAFTS, 78" DIAMETER, ABOVE BEDROCK, AS PER PLAN			972					912			14 / 216 *AND* 116 / 216
SPECIAL	53000200	LS	LS		STRUCTURES : SPECIAL BRIDGE ACCESS LT.					LS						14 / 216
SPECIAL	53000200	LS	LS		STRUCTURES : SPECIAL BRIDGE ACCESS RT.										LS	14 / 216
526	30001	1228	1228	SY	REINFORCED CONCRETE APPROACH SLABS (T=17"), AS PER PLAN					712					516	193 / 216
526	90030	374	374	FT	TYPE C INSTALLATION	131	88				80	75				
601	20000	4929	4929	SY	CRUSHED AGGREGATE SLOPE PROTECTION	1712	641				2039	537				
601	21000	47	47	SY	CONCRETE SLOPE PROTECTION	24					23					
601	32204	1047	1047	CY	ROCK CHANNEL PROTECTION, TYPE C WITH GEOTEXTILE FABRIC	266	204				363	214				
SPECIAL	69098400	LS	LS		PRE AND POST CONSTRUCTION RIVER BOTTOM SURVEYS					LS					LS	14 / 216

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – REVISED REINFORCING OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

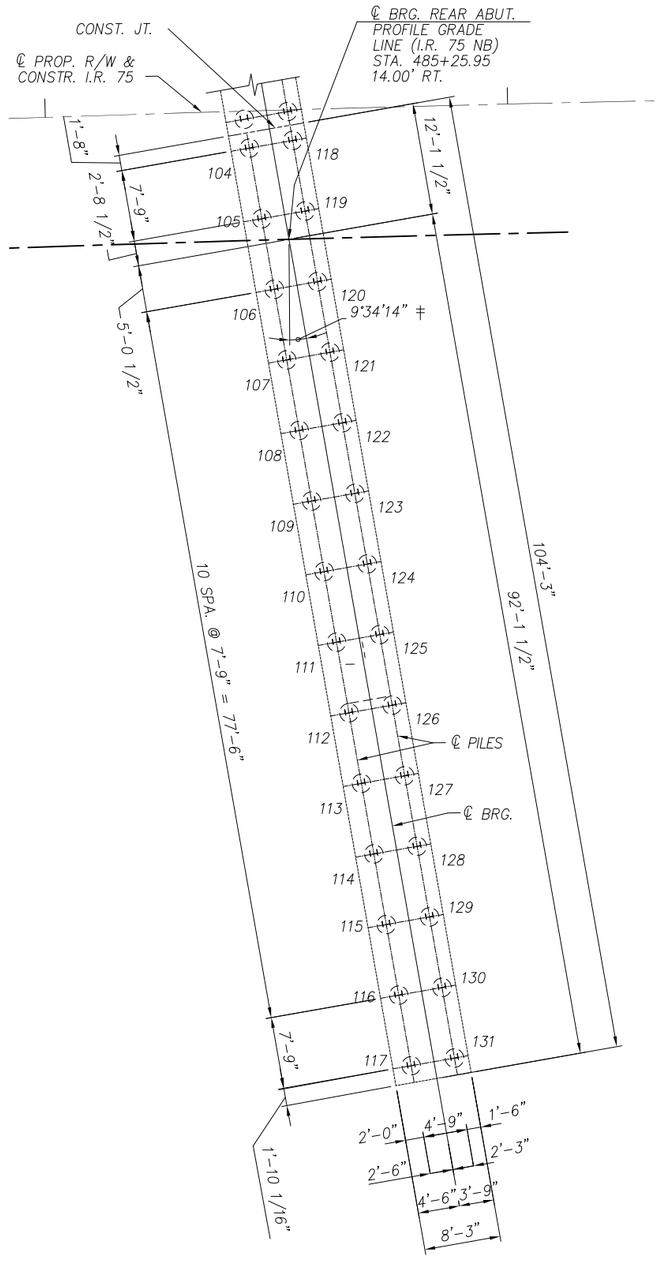
DESIGN AGENCY: AECOM, 564 WHITE POND DRIVE AKRON, OHIO 44320-1100 (330) 836-9111

DESIGNED MRW | DRAWN TMR | REVIEWED JTH | DATE 8/18 | CHECKED ERM/JRD | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

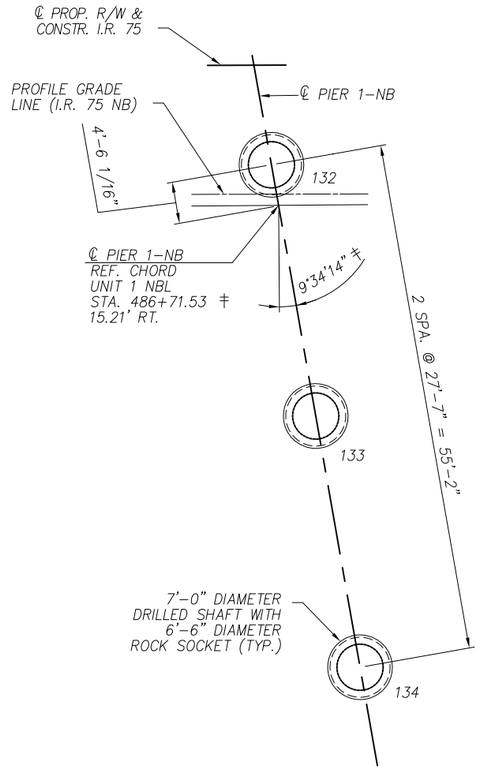
ESTIMATED QUANTITIES
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

1309
1792



PLAN
(REAR ABUTMENT)



PLAN
(PIER 1-NB)

NOTES:

1. FOR FOUNDATION PLAN NOTES, LEGEND AND TABLES, SEE SHEET 17/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP, SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

FOUNDATION PLAN – NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

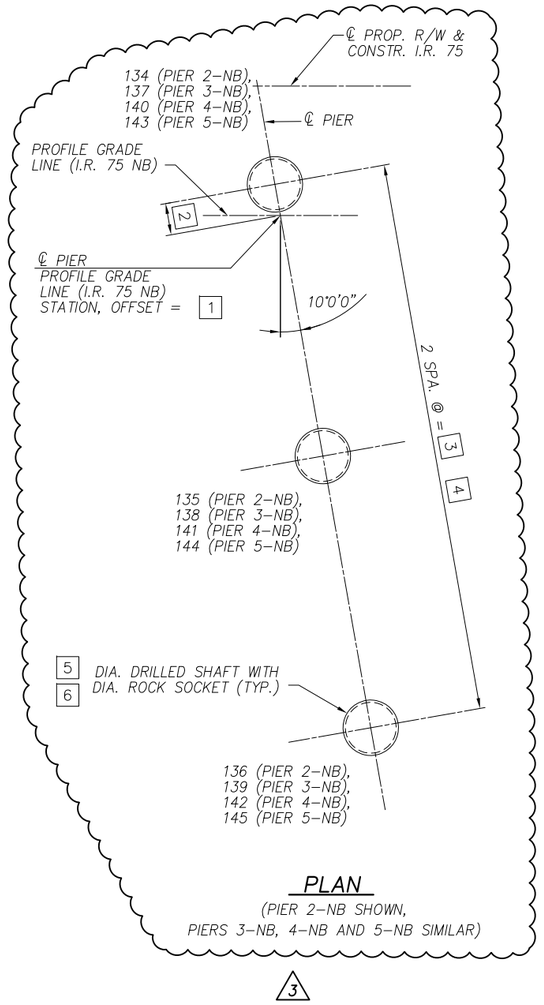
20/216

1313
1792

Date: Oct 07, 2020, 5:11pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_FP004.dwg

LOCATION	1 STATION	1 OFFSET	2	3	4	5 DRILLED SHAFT DIA.	6 SOCKET DIA.
PIER 2–NB	488+37.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	6'–0"	5'–6"
PIER 3–NB	490+03.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	6'–6"	6'–0"
PIER 4–NB	491+69.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	6'–6"	6'–0"
PIER 5–NB	493+35.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	7'–0"	6'–6"
PIER 6–NB	495+01.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	6'–0"	5'–6"
PIER 7–NB	496+67.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	6'–0"	5'–6"
PIER 8–NB	498+33.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	7'–0"	6'–6"
PIER 9–NB	499+99.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	7'–0"	6'–6"
PIER 10–NB	501+65.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	7'–0"	6'–6"
PIER 11–NB	503+31.36	14.00' RT.	3'–3 1/16"	27'–7"	55'–2"	6'–0"	5'–6"

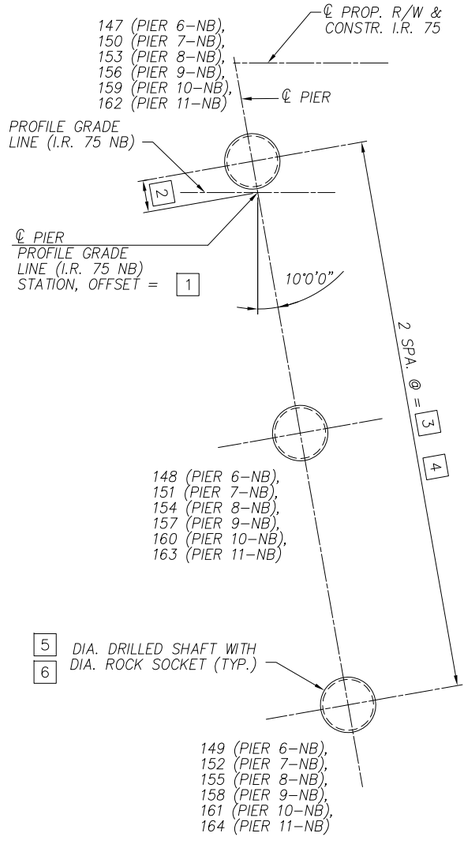
3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – ADJUSTED PIERS 2 THRU 7



PLAN

(PIER 2–NB SHOWN,
PIERS 3–NB, 4–NB AND 5–NB SIMILAR)

3



PLAN

(PIER 6–NB SHOWN,
PIERS 7–NB, 8–NB, 9–NB, 10–NB AND 11–NB SIMILAR)

NOTES:

1. FOR FOUNDATION PLAN NOTES, LEGEND AND TABLES, SEE SHEET 17 /216 .

3 2. SHAFT 146 NOT PRESENT.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

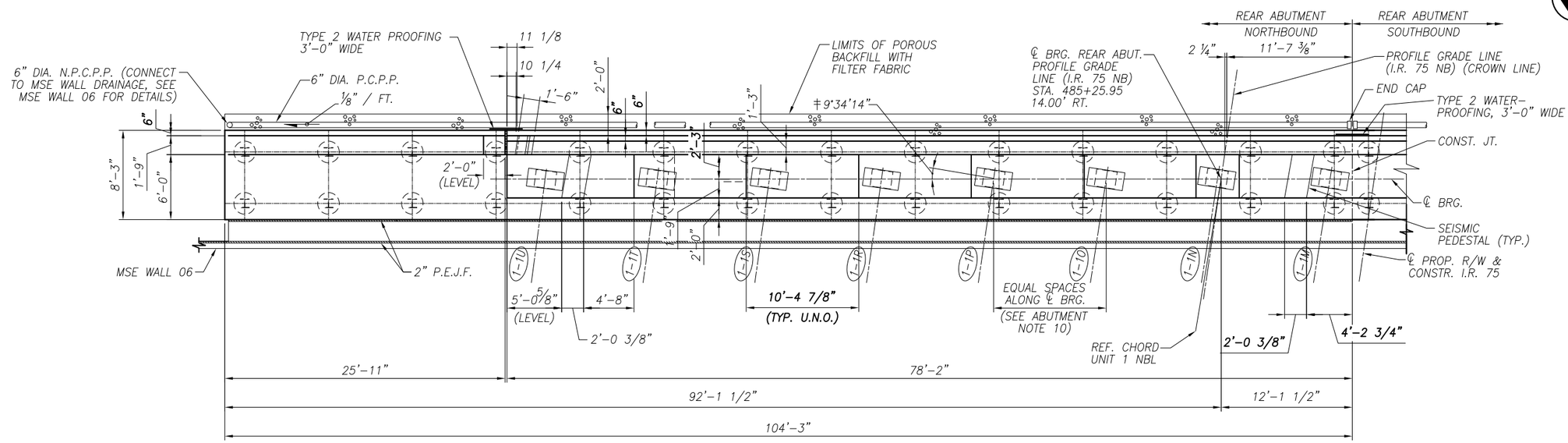
FRAMING PLAN – 4 OF 6
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

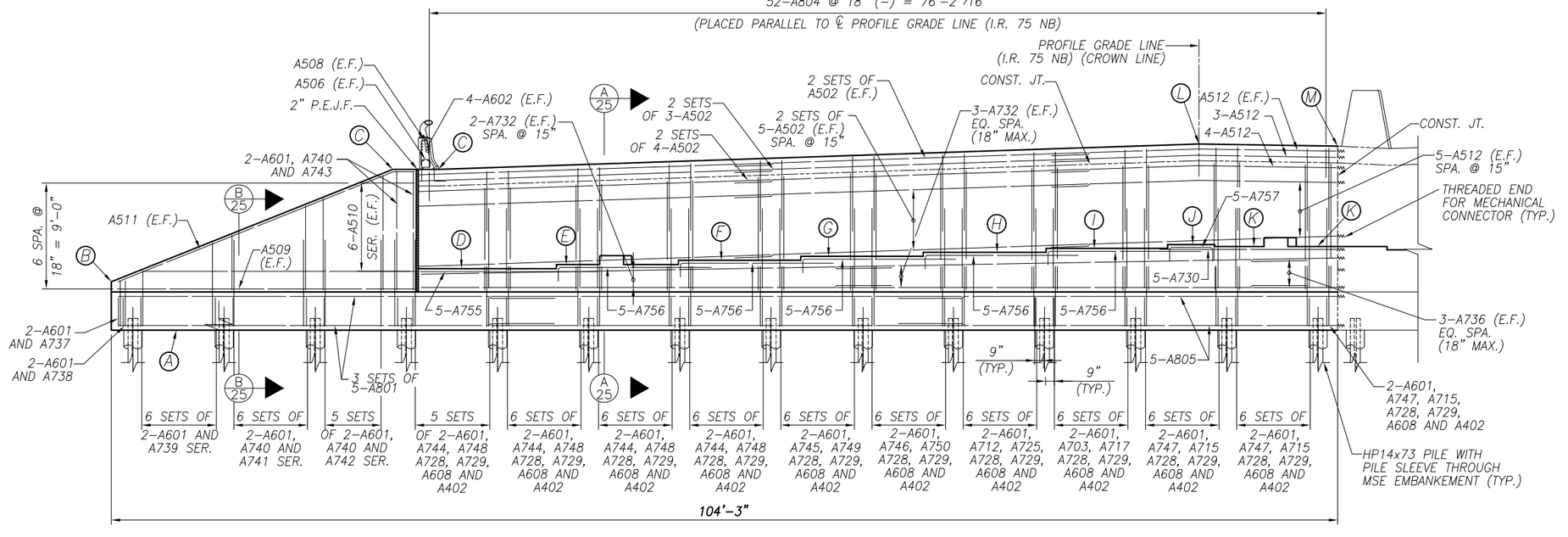
21 /216

1314
1792

Date: Oct 07, 2020, 5:11pm User Name: mlonptin
File: P:\1321 - Toledo, E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_FP005.dwg



PLAN



ELEVATION

	ELEVATION MARK												
	(A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)	(L)	(M)
ELEVATION	617.75	622.00	631.55	622.90	623.24	623.58	623.93	624.27	624.94	624.95	624.81	633.55	633.37

NOTES:

1. FOR ABUTMENT NOTES AND LEGEND, SEE SHEET 25/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP, SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

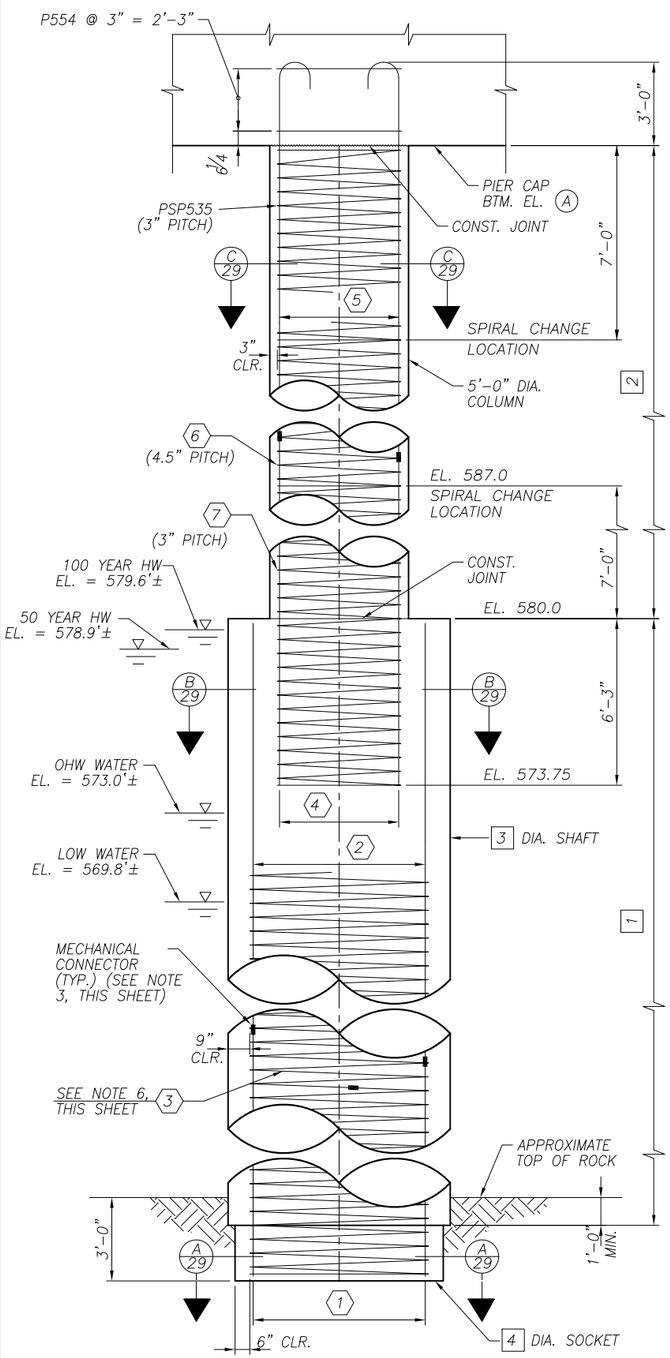
REAR ABUTMENT DETAILS - NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

24/216

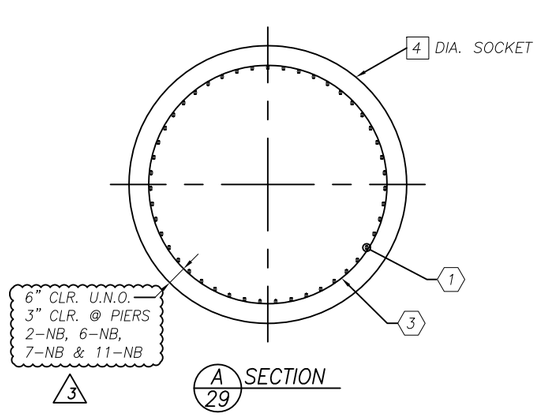
1317
1792

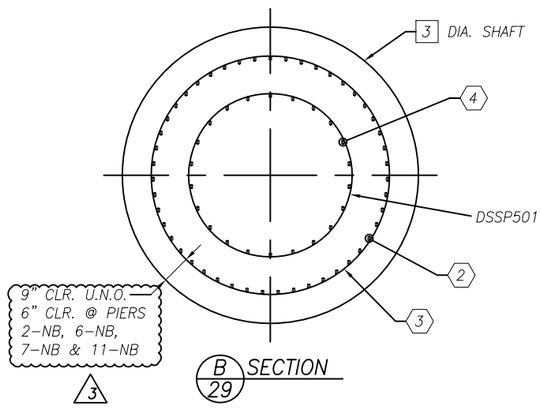
Date: Oct 07, 2020, 5:10pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_AR002.DWG

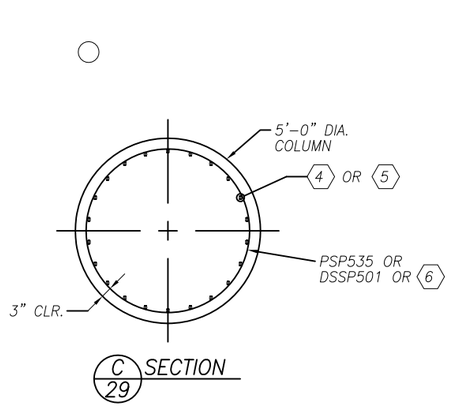


TYPICAL COLUMN ELEVATION

PIER NO.	NO. OF SHAFTS PER PIER	ELEVATION MARK	DIMENSION MARK				REINFORCING MARK						
		(A)	1	2	3	4	⟨1⟩	⟨2⟩	⟨3⟩	⟨4⟩	⟨5⟩	⟨6⟩	⟨7⟩
1-NB	3	613.57	60.50'	33.57'	7'-0"	6'-6"	22-DS1103/22-DS1104	22-DS1101/22-DS1102	2-DSSP601	14-DS1001/14-DS1002	14-P1058/14-P1059	PSP412	DSSP501
1-SB	4	614.68	60.50'	34.68'	7'-0"	6'-6"	22-DS1103/22-DS1104	22-DS1101/22-DS1102	2-DSSP601	14-DS1001/14-DS1002	14-P1040/14-P1041	PSP401	DSSP501
2-NB	3	613.73	63.00'	33.73'	6'-0"	5'-6"	20-DS1105/20-DS1106	20-DS1101/20-DS1102	2-DSSP602	14-DS1001/14-DS1002	14-P1060/14-P1061	PSP413	DSSP501
2-SB	4	613.71	63.00'	33.71'	6'-0"	5'-6"	20-DS1105/20-DS1106	20-DS1101/20-DS1102	2-DSSP602	11-DS1001/11-DS1002	11-P1042/11-P1043	PSP402	DSSP502
3-NB	3	612.24	62.50'	32.24'	6'-6"	6'-0"	23-DS1107/23-DS1103	23-DS1101/23-DS1102	2-DSSP603	14-DS1001/14-DS1002	14-P1062/14-P1063	PSP414	DSSP501
3-SB	4	613.03	62.50'	33.03'	6'-6"	6'-0"	23-DS1107/23-DS1103	23-DS1101/23-DS1102	2-DSSP603	14-DS1001/14-DS1002	14-P1044/14-P1045	PSP403	DSSP501
4-NB	3	612.80	61.50'	32.80'	6'-6"	6'-0"	23-DS1108/23-DS1109	23-DS1101/23-DS1102	2-DSSP604	14-DS1001/14-DS1002	14-P1062/14-P1063	PSP414	DSSP501
4-SB	4	612.91	61.50'	32.91'	6'-6"	6'-0"	23-DS1108/23-DS1109	23-DS1101/23-DS1102	2-DSSP604	14-DS1001/14-DS1002	14-P1046/14-P1047	PSP404	DSSP501
5-NB	3	612.31	60.10'	32.31'	7'-0"	6'-6"	22-DS1110/22-DS1111	22-DS1101/22-DS1102	2-DSSP605	14-DS1001/14-DS1002	14-P1032/14-P1035	PSP415	DSSP501
5-SB	3	612.50	60.10'	32.50'	7'-0"	6'-6"	22-DS1110/22-DS1111	22-DS1101/22-DS1102	2-DSSP605	15-DS1001/15-DS1002	15-P1032/15-P1035	PSP405	DSSP501
6-NB	3	611.76	63.40'	31.76'	6'-0"	5'-6"	20-DS1112/20-DS1113	20-DS1101/20-DS1102	2-DSSP606	14-DS1001/14-DS1002	14-P1064/14-P1065	PSP416	DSSP501
6-SB	3	611.77	63.40'	31.77'	6'-0"	5'-6"	20-DS1112/20-DS1113	20-DS1101/20-DS1102	2-DSSP606	11-DS1001/11-DS1002	11-P1048/11-P1049	PSP406	DSSP502
7-NB	3	611.33	62.20'	31.33'	6'-0"	5'-6"	20-DS1114/20-DS1115	20-DS1101/20-DS1102	2-DSSP607	11-DS1001/11-DS1002	11-P1066/11-P1067	PSP407	DSSP502
7-SB	3	611.41	62.20'	31.41'	6'-0"	5'-6"	20-DS1114/20-DS1115	20-DS1101/20-DS1102	2-DSSP607	11-DS1001/11-DS1002	11-P1050/11-P1051	PSP407	DSSP502
8-NB	3	610.91	61.40'	30.91'	7'-0"	6'-6"	22-DS1113/22-DS1122	22-DS1101/22-DS1102	2-DSSP608	14-DS1001/14-DS1002	14-P1068/14-P1069	PSP417	DSSP501
8-SB	3	610.97	61.40'	30.97'	7'-0"	6'-6"	22-DS1113/22-DS1122	22-DS1101/22-DS1102	2-DSSP608	14-DS1001/14-DS1002	14-P1052/14-P1053	PSP408	DSSP501
9-NB	3	610.40	61.70'	30.40'	7'-0"	6'-6"	22-DS1116/22-DS1117	22-DS1101/22-DS1102	2-DSSP609	14-DS1001/14-DS1002	14-P1054/14-P1055	PSP409	DSSP501
9-SB	3	610.40	61.70'	30.40'	7'-0"	6'-6"	22-DS1116/22-DS1117	22-DS1101/22-DS1102	2-DSSP609	14-DS1001/14-DS1002	14-P1054/14-P1055	PSP409	DSSP501
10-NB	3	609.90	65.20'	29.90'	7'-0"	6'-6"	22-DS1118/22-DS1119	22-DS1101/22-DS1102	2-DSSP610	14-DS1001/14-DS1002	14-P1070/14-P1071	PSP418	DSSP501
10-SB	3	609.88	65.20'	29.88'	7'-0"	6'-6"	22-DS1118/22-DS1119	22-DS1101/22-DS1102	2-DSSP610	15-DS1001/15-DS1002	15-P1038/15-P1039	PSP410	DSSP501
11-NB	3	609.36	64.90'	29.36'	6'-0"	5'-6"	20-DS1120/20-DS1121	20-DS1101/20-DS1102	2-DSSP611	11-DS1001/11-DS1002	11-P1072/11-P1073	PSP419	DSSP502
11-SB	4	609.34	64.90'	29.34'	6'-0"	5'-6"	20-DS1120/20-DS1121	20-DS1101/20-DS1102	2-DSSP611	11-DS1001/11-DS1002	11-P1056/11-P1057	PSP411	DSSP502







LEGEND:

- ⟨–⟩ ELEVATION MARK
- ⟨#⟩ REINFORCING MARK
- [#] DIMENSION MARK

NOTES:

1. FOR PIER ELEVATIONS AND DETAILS, SEE SHEETS 30/216 THRU 47/216 .
2. FOR REINFORCING STEEL LISTS, SEE SHEETS 213/216 THRU 214/216 .
3. MECHANICAL CONNECTORS PER ODOT CMS 509.07 SHALL BE USED FOR VERTICAL AND SPIRAL BARS. VERTICAL BAR CONNECTORS SHALL BE STAGGERED AT A MINIMUM OF 2'-0".
4. DRILLED SHAFTS AND ROCK SOCKETS SHALL USE MASS CONCRETE CLASS QC5 WITH QC/QA, AS PER PLAN, AS DESCRIBED IN THE DESIGN DATA SECTION OF THE GENERAL NOTES AND ODOT CMS 511.
5. TABLE PROVIDES REINFORCING FOR ONE COLUMN AND DRILLED SHAFT.
6. FOR SPIRAL PITCH, SEE REINFORCING LIST ON SHEETS 213/216 AND 214/216 .
7. THE PIER NUMBER AND BRIDGE LANE DIRECTION SHALL BE ADDED TO THE BEGINNING OF ALL BARMARKS. EXAMPLES:

3NB-DSSP501 — NORTHBOUND, PIER 3

4SB-PSP401 — SOUTHBOUND, PIER 4

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REVISED TABLE INFORMATION

AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGN AGENCY

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18

CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

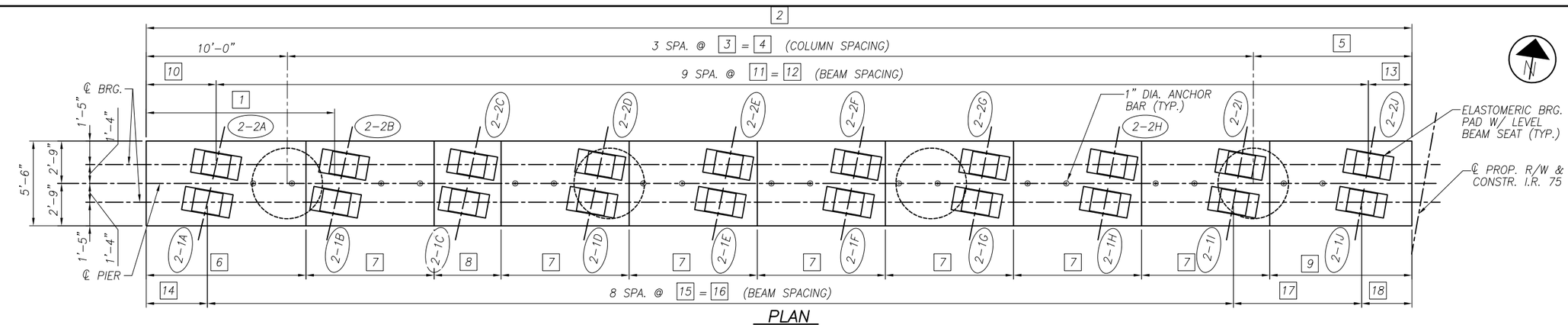
PIER – COLUMN DETAILS
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

29 / 216

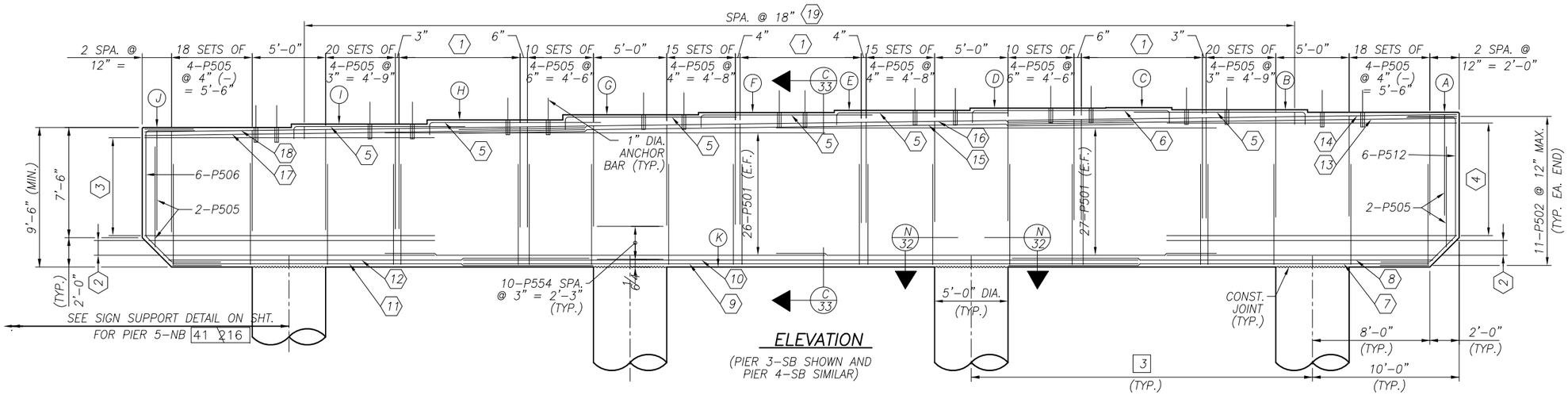
1322 / 1792

Date: Oct 08, 2020, 4:28pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_P1012.dwg



PLAN

(PIER 3–SB SHOWN, PIER 4–SB SIMILAR)



ELEVATION

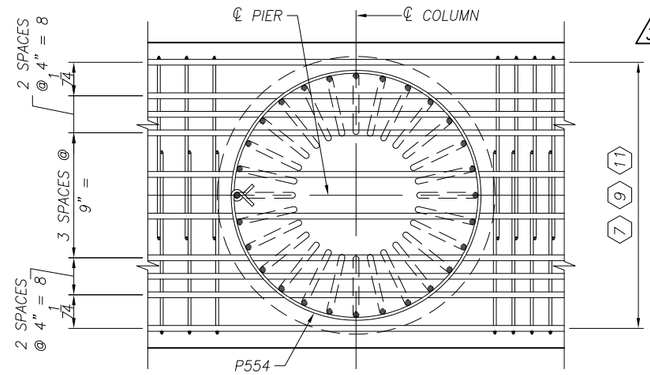
(PIER 3–SB SHOWN AND PIER 4–SB SIMILAR)

LEGEND:

- (–) ELEVATION MARK
- [#] DIMENSION MARK
- ⟨#⟩ REINFORCING MARK

NOTE:

1. FOR PIER NOTES, SEE SHEET 30/216.



N 32 SECTION

(PIER 3–NB SHOWN, PIERS 3–SB, 4–NB AND 4–SB SIMILAR. SEE SECTION 'X' ON SHT. 41/216 FOR PIER 5–NB)

PIER	◪ STATION	OFFSET	ELEVATION MARK (A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)	(J)	(K)
3–SB	489+98.43	14.00' LT.	623.11	623.28	623.43	623.38	623.17	622.98	622.85	622.71	622.58	622.38	612.88
4–SB	491+64.43	14.00' LT.	622.68	622.83	622.96	623.02	622.90	622.77	622.65	622.52	622.40	622.26	612.76

1

PIER	DIMENSION MARK [1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]	[18]
3–SB	13'–4 3/16"	88'–6"	22'–10"	68'–6"	10'–0"	10'–1"	9'–1"	4'–9"	10'–1"	3'–1 1/16"	9'–0 5/16"	81'–8 3/16"	3'–8 1/2"	3'–6 1/16"	9'–1 1/8" (+)	72'–9 3/8"	9'–1 1/8" (+)	3'–1 1/16"
4–SB	13'–4 1/4"	80'–6"	20'–2"	60'–6"	10'–0"	9'–4"	8'–2"	4'–9"	9'–3"	3'–1 1/8"	8'–2 5/16"	73'–8 3/16"	3'–8 1/16"	3'–6 3/4"	8'–2 7/16" (+)	65'–7 1/16"	8'–2 7/16" (+)	3'–1 1/8"

1

PIER	REINFORCING MARK 1	⟨1⟩	⟨2⟩	⟨3⟩	⟨4⟩	⟨5⟩	⟨6⟩	⟨7⟩	⟨8⟩	⟨9⟩	⟨10⟩	⟨11⟩	⟨12⟩	⟨13⟩	⟨14⟩	⟨15⟩	⟨16⟩	⟨17⟩	⟨18⟩	⟨19⟩
3–SB	7 SETS OF 4–P505 @ 15 1/16"(–) = 7'–10"	4–P514 SER. (E.F.)	21–P513 (E.F.)	23–P513 (E.F.)	5–P565	5–P567	10–P1013	4–P1013	10–P1012	4–P1012	10–P1013	4–P1013	8–P1014	10–P1014	8–P1010	10–P1010	8–P1014	10–P1014	46–P558
4–SB	5 SETS OF 4–P505 @ 15 1/4" = 5'–2"	4–P516 SER. (E.F.)	21–P515 (E.F.)	22–P515 (E.F.)	5–P560	5–P567	10–P1017	4–P1017	10–P1018	4–P1018	10–P1017	4–P1017	8–P1011	10–P1011	8–P1010	10–P1010	8–P1011	10–P1011	42–P558

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – MOVED NORTHBOUND PIERS TO SEPARATE SHEET

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	TMR	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
PJW		4802765/4802767	

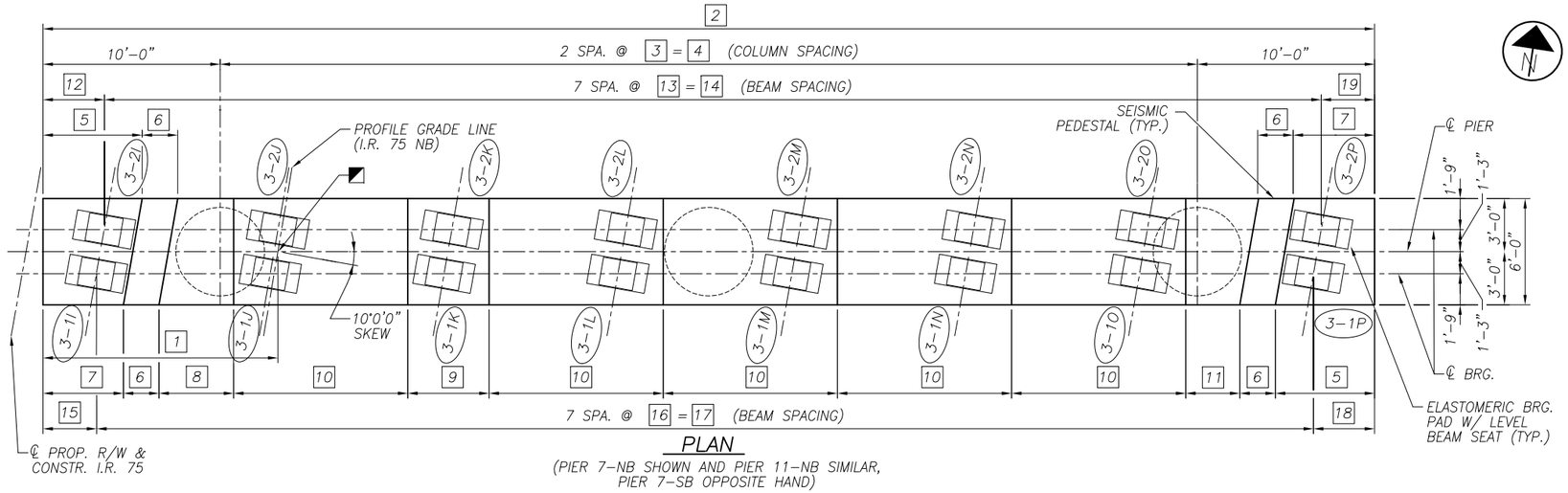
PLAN AND ELEVATION
PIERS 3–SB & 4–SB
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

32 / 216

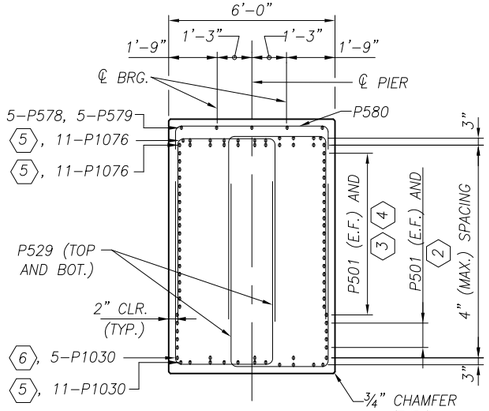
1325
1792

Date: Oct 08, 2020, 4:29pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_P1003.dwg



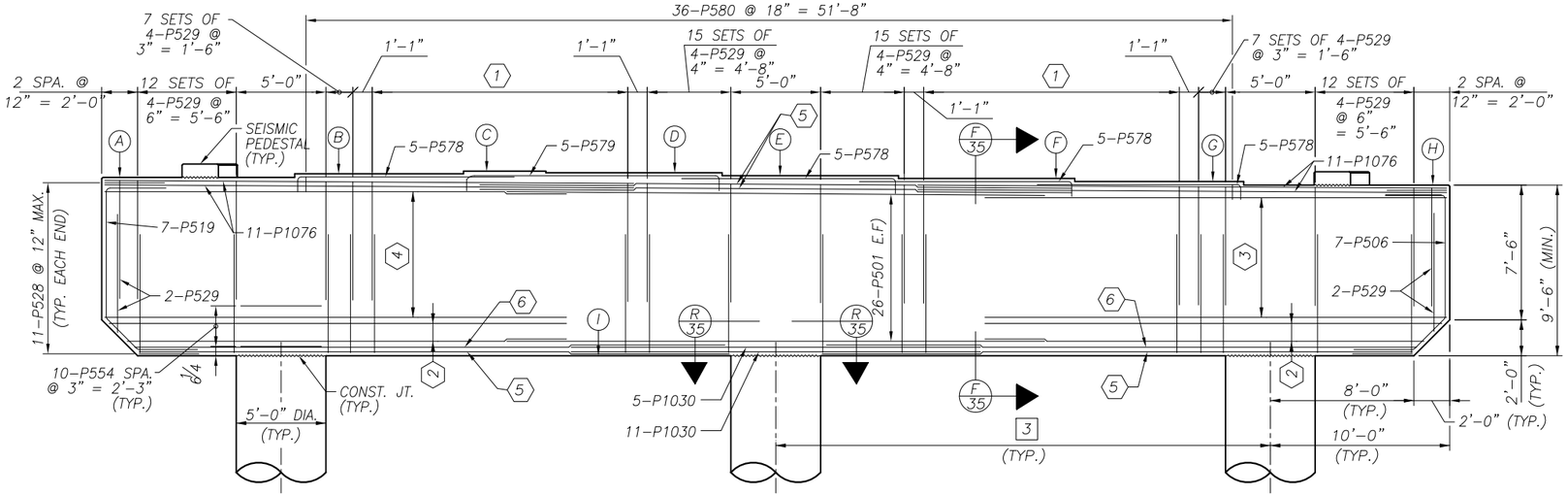
PLAN

(PIER 7–NB SHOWN AND PIER 11–NB SIMILAR, PIER 7–SB OPPOSITE HAND)



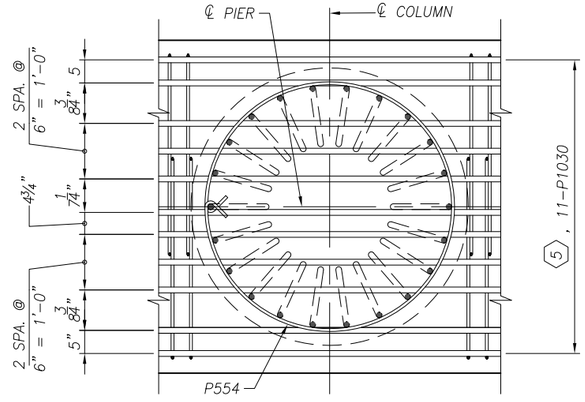
F/35 SECTION

(PIER 7–NB SHOWN, PIERS 7–SB AND 11–NB SIMILAR)



ELEVATION

(PIER 7–NB SHOWN AND PIER 11–NB SIMILAR, PIER 7–SB OPPOSITE HAND)



R/35 SECTION

(PIER 7–NB SHOWN, PIERS 7–SB AND 11–NB SIMILAR)

PIER	▩	
	STATION	OFFSET
7–NB	496+67.36	14.00' RT.
7–SB	496+62.43	14.00' LT.
11–NB	503+31.36	14.00' RT.

PIER	REINFORCING MARK					
	1	2	3	4	5	6
7–NB	12 SETS OF 4–P529 @ 16" = 14'–8"	4–P552 SER. (E.F.)	21–P551 (E.F.)	22–P551 (E.F.)	11–P1029	5–P1029
7–SB	12 SETS OF 4–P529 @ 15⁹⁄₁₆" (–) = 14'–3"	4–P527 SER. (E.F.)	21–P526 (E.F.)	22–P526 (E.F.)	11–P1022	5–P1022
11–NB	12 SETS OF 4–P529 @ 15⁹⁄₁₆" (–) = 14'–3"	4–P534 SER. (E.F.)	21–P526 (E.F.)	22–P526 (E.F.)	11–P1022	5–P1022

LEGEND:

(–) ELEVATION MARK

[#] DIMENSION MARK

⟨#⟩ REINFORCING MARK

NOTE:

1. FOR PIER NOTES, SEE SHEET [30/216].

PIER	ELEVATION MARK									DIMENSION MARK																	
	A	B	C	D	E	F	G	H	I	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
7–NB	621.27	621.46	621.61	621.52	621.36	621.20	621.03	620.83	611.33	13'–3⁄16"	75'–2"	27'–7"	55'–2"	5'–6⅞"	2'–0⅜"	4'–5⅝"	4'–2⅛"	4'–7"	9'–10"	3'–2"	3'–5⅜"	9'–9 3⁄16" (–)	68'–8½"	3'–0⁄16"	9'–9 3⁄16" (–)	68'–8½"	3'–5⅜"	3'–0⁄16"
7–SB	621.26	621.45	621.61	621.55	621.40	621.25	621.10	620.91	611.41	13'–3⁄16"	75'–2"	27'–7"	55'–2"	4'–5½"	2'–0⅜"	5'–6⅛"	3'–1⅝"	4'–7"	9'–10"	4'–3"	3'–0⁄16"	9'–9 3⁄16" (–)	68'–8½"	3'–5⅜"	9'–9 3⁄16" (–)	68'–8½"	3'–0⁄16"	3'–5⅜"
11–NB	619.28	619.47	619.62	619.54	619.38	619.22	619.06	618.86	609.36	13'–3⁄16"	75'–2"	27'–7"	55'–2"	5'–6⅞"	2'–0⅜"	4'–5¾"	4'–2⅛"	4'–7"	9'–10"	3'–2"	3'–5⅜"	9'–9 3⁄16" (–)	68'–8½"	3'–0⁄16"	9'–9 3⁄16" (–)	68'–8½"	3'–5⅜"	3'–0⁄16"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REVISED 7–NB BEAM SPACING

DESIGN AGENCY: AECOM, 564 WHITE POND DRIVE, AKRON, OHIO 44320–1100, (330) 836–9111

DESIGNED MRW | DRAWN TMR | REVIEWED JTH | DATE 8/18 | STRUCTURE FILE NUMBER 4802765/4802767

CHECKED PJW | REVISED

PIERS 7–SB, 7–NB, 11–NB – PLAN AND ELEVATION

BRIDGE NO. LUC–75–0029 L/R

I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00

PID No. 93592

35 / 216

1328 / 1792

Date: Oct 12, 2020, 12:11pm User Name: mlogstin
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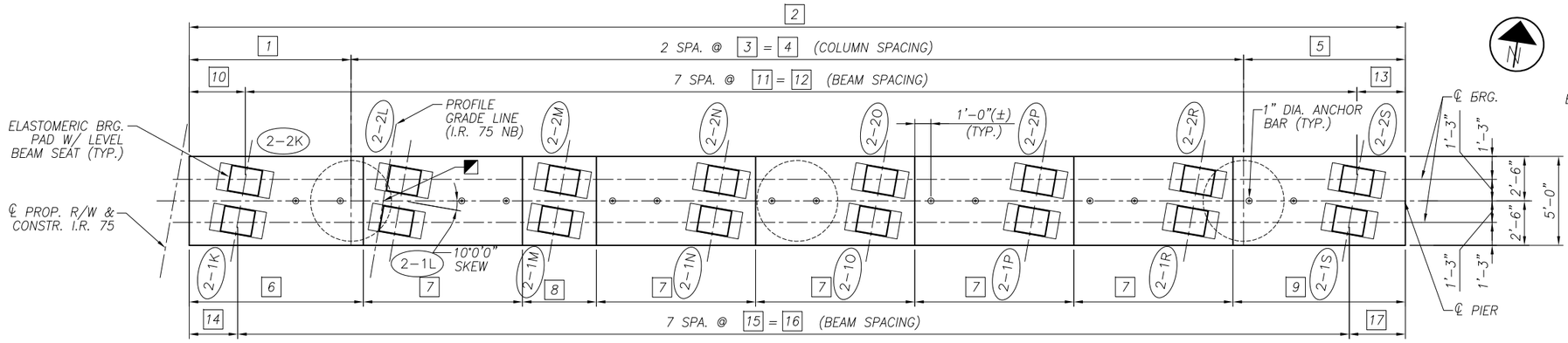
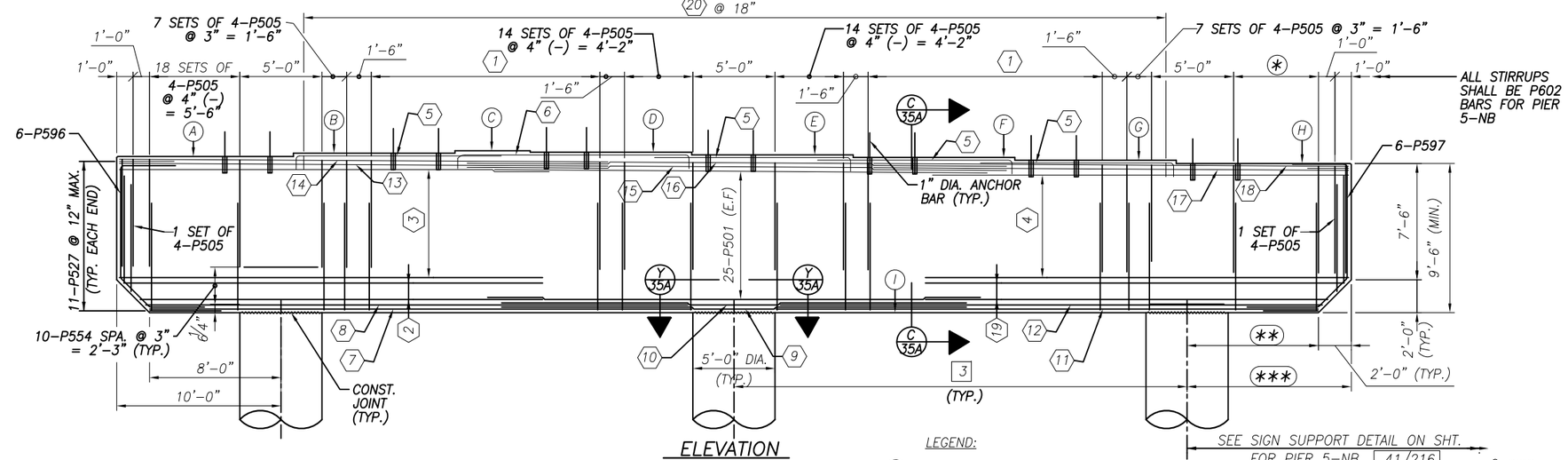


PLAN

(PIER 3–NB SHOWN AND PIERS 4–NB AND 5–NB SIMILAR)



ELEVATION

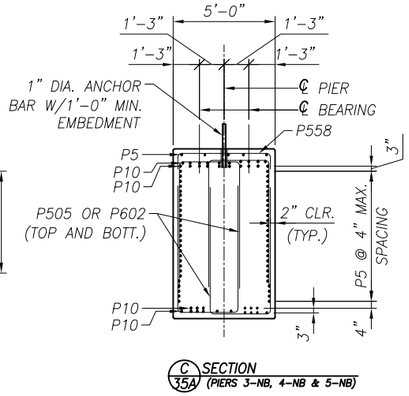
(PIER 3–NB SHOWN AND PIERS 4–NB AND 5–NB SIMILAR)

LEGEND:

- (–) ELEVATION MARK
- [#] DIMENSION MARK
- ⟨#⟩ REINFORCING MARK
- (✱) 18 SETS OF 4–P505 @ 4" = 5'–6" (PIER #3 & #4); 36 SETS OF 4–P602 @ 4" = 11'–6" (PIER #5)
- (✱✱) 8'–0" (PIER #3 & #4); 14'–0" (PIER #5)
- (✱✱✱) 10'–0" (PIER #3 & #4); 16'–0" (PIER #5)

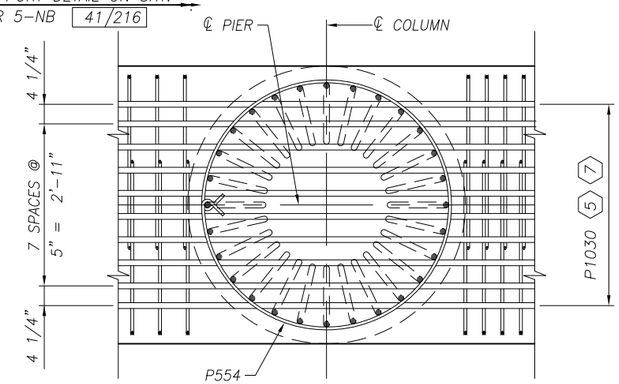
NOTE:

1. FOR PIER NOTES, SEE SHEET [30/216].



C 35A SECTION (PIERS 3–NB, 4–NB & 5–NB)

SEE SIGN SUPPORT DETAIL ON SHT. FOR PIER 5–NB [41/216]



Y 35A SECTION (PIER 3–NB SHOWN, PIER 4–NB, SIMILAR. SEE SECTION 'X' ON SHT. [41/216] FOR PIER 5–NB)

PIER	◪ STATION	◪ OFFSET	ELEVATION MARK (A)	(B)	(C)	(D)	(E)	(F)	(G)	(H)	(I)
3–NB	490+03.36	14.00' RT.	623.16	623.31	623.32	623.38	623.22	623.06	622.90	622.74	613.24
4–NB	491+69.36	14.00' RT.	622.72	622.87	622.88	622.94	622.78	622.62	622.46	622.30	612.80
5–NB	493+35.36	14.00' RT.	622.23	622.37	622.38	622.45	622.29	622.13	621.97	621.81	612.31

PIER	DIMENSION MARK [1]	[2]	[3]	[4]	[5]	[6]	[7]	[8]	[9]	[10]	[11]	[12]	[13]	[14]	[15]	[16]	[17]
3–NB	10'–0"	75'–2"	27'–7"	55'–2"	10'–0"	10'–4"	9'–10"	5'–0"	10'–8"	3'–5 9/16"	9'–9 3/16" (–)	68'–8 1/2"	2'–11 15/16"	2'–11 15/16"	9'–9 3/16" (–)	68'–8 1/2"	3'–5 9/16"
4–NB	10'–0"	75'–2"	27'–7"	55'–2"	10'–0"	10'–4"	9'–10"	5'–0"	10'–8"	3'–5 9/16"	9'–9 3/16" (–)	68'–8 1/2"	2'–11 15/16"	2'–11 15/16"	9'–9 3/16" (–)	68'–8 1/2"	3'–5 9/16"
5–NB	10'–0"	81'–2"	27'–7"	55'–2"	16'–0"	10'–4"	9'–10"	5'–0"	16'–8"	3'–5 9/16"	9'–9 3/16" (–)	68'–8 1/2"	8'–11 15/16"	2'–11 15/16"	9'–9 3/16" (–)	68'–8 1/2"	9'–5 9/16"

PIER	REINFORCING MARK ⟨1⟩	⟨2⟩	⟨3⟩	⟨4⟩	⟨5⟩	⟨6⟩	⟨7⟩	⟨8⟩	⟨9⟩	⟨10⟩	⟨11⟩	⟨12⟩	⟨13⟩	⟨14⟩	⟨15⟩	⟨16⟩	⟨17⟩	⟨18⟩	⟨19⟩	⟨20⟩
3–NB	11 SETS OF 4–P505 @ 16 11/16"(–) = 13'–11"	4–P534 SER. (E.F.)	21–P598 (E.F.)	20–P598 (E.F.)	5–P569	5–P579	10–P1022	6–P1022	10–P1086	6–P1086	10–P1022	6–P1022	10–P1087	10–P1087	10–P1022	10–P1022	10–P1022	10–P1022	4–P534 SER. (E.F.)	36–P573
4–NB	11 SETS OF 4–P505 @ 16 11/16"(–) = 13'–11"	4–P534 SER. (E.F.)	21–P598 (E.F.)	20–P598 (E.F.)	5–P569	5–P579	10–P1022	6–P1022	10–P1086	6–P1086	10–P1022	6–P1022	10–P1087	10–P1087	10–P1022	10–P1022	10–P1022	10–P1022	4–P534 SER. (E.F.)	36–P573
5–NB	11 SETS OF 4–P602 @ 16 11/16"(–) = 13'–11"	4–P534 SER. (E.F.)	21–P598 (E.F.)	20–P594 (E.F.)	5–P569	5–P579	10–P1022	6–P1022	10–P1086	6–P1086	10–P1085	6–P1085	10–P1087	10–P1087	10–P1022	10–P1022	10–P1085	10–P1085	4–P595 SER. (E.F.)	36–P573

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – SHEET ADDED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN KRO | REVIEWED WOZ | DATE 5/20 | STRUCTURE FILE NUMBER 4802765/4802767 | CHECKED CBS | REVISED

PIERS 3–NB, 4–NB & 5–NB – PLAN AND ELEVATION
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

35A | 216

1325A
1792

Date: Oct 07, 2020, 5:09pm User Name: nlorgtin
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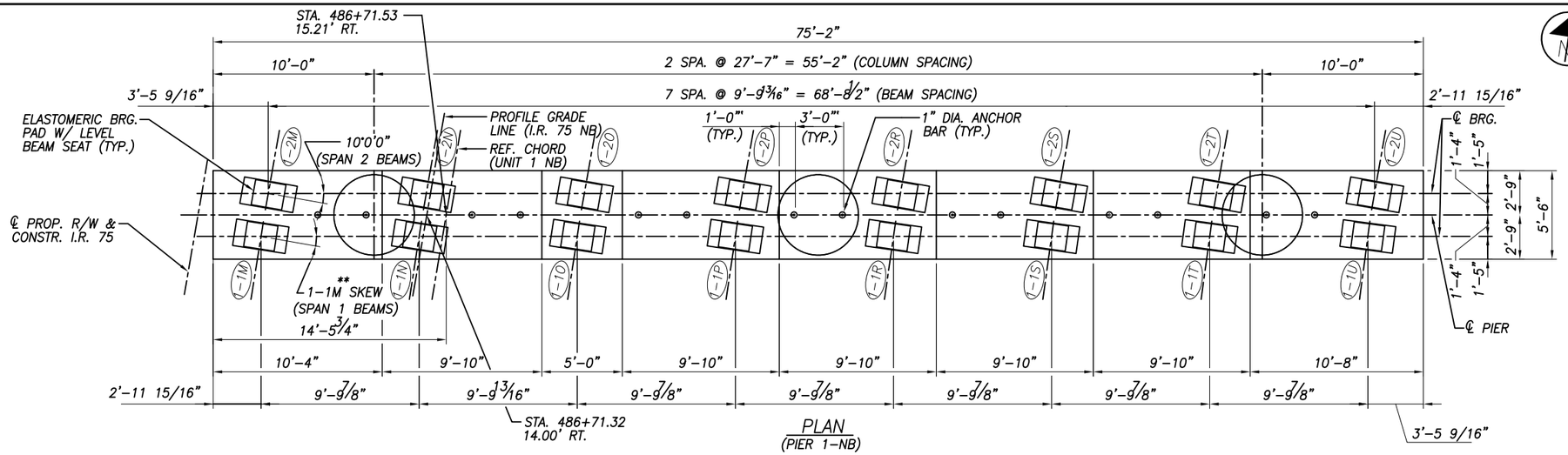
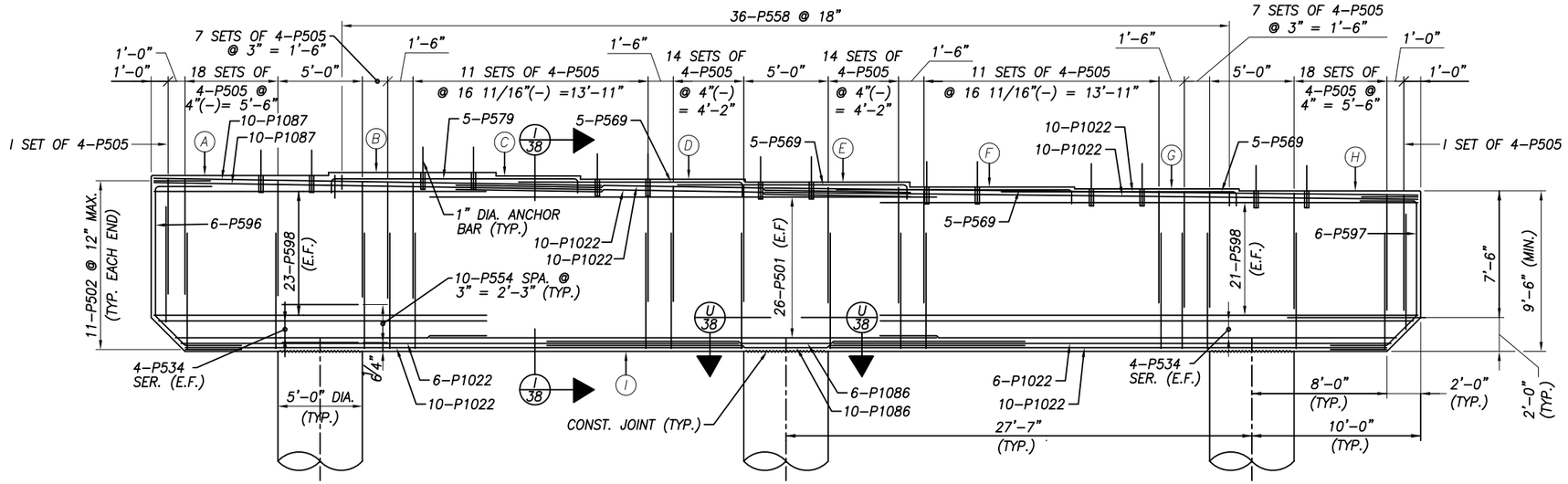
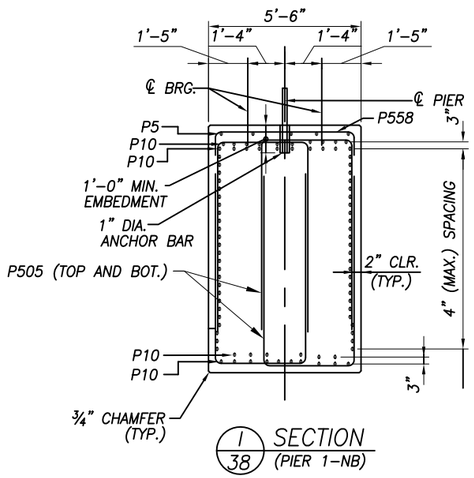


PLAN
(PIER 1-NB)

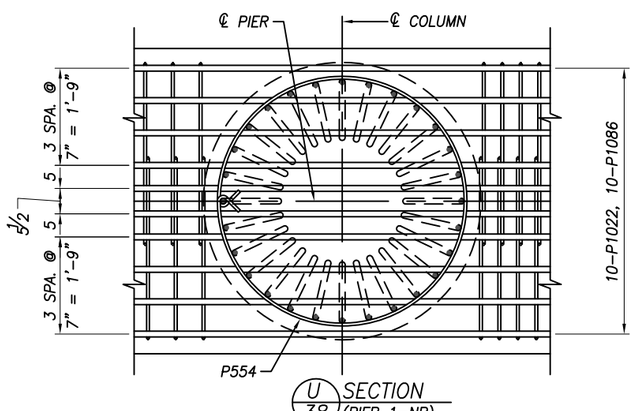
MARK	SKEW ANGLE
1-1M	9°03'39"
1-1N	8°49'49"
1-1O	8°38'36"
1-1P	8°24'45"
1-1R	8°11'45"
1-1S	7°58'44"
1-1T	7°45'43"
1-1U	7°32'41"



ELEVATION
(PIER 1-NB)



I 38 SECTION
(PIER 1-NB)



U 38 SECTION
(PIER 1-NB)

MARK	ELEVATION
A	624.16
B	624.31
C	624.30
D	623.94
E	623.72
F	623.50
G	623.28
H	623.07
I	613.57

LEGEND:

(—) ELEVATION MARK

NOTE:

1. FOR PIER NOTES, SEE SHEET 30/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGNED WOZ | DRAWN KRO | REVIEWED WOZ | DATE 5/20 | CHECKED CBS | REVISED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

STRUCTURE FILE NUMBER 4802765/4802767

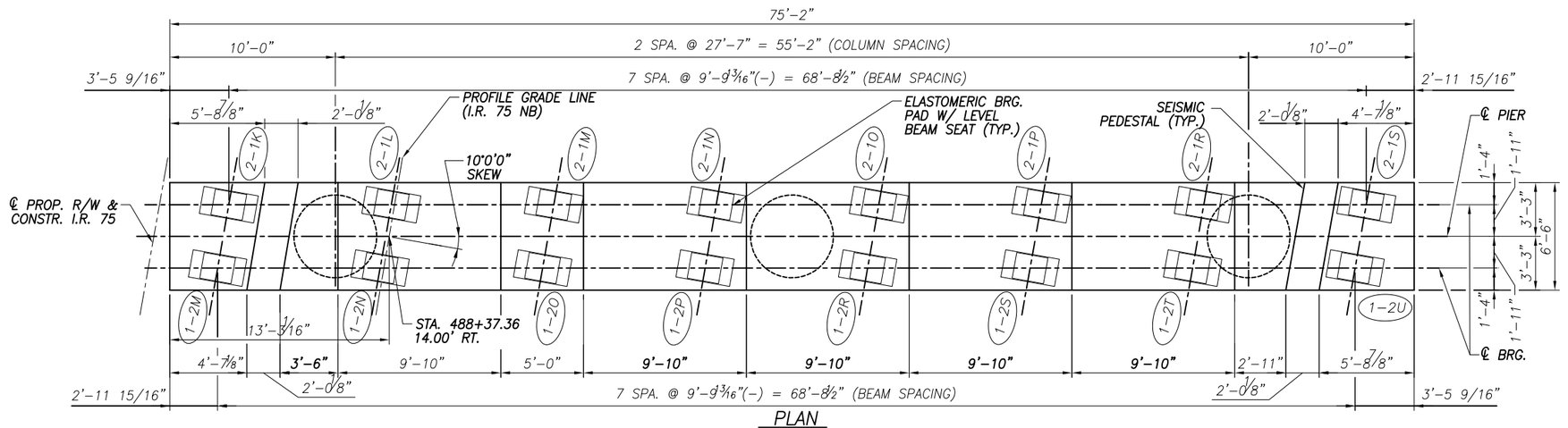
PIER 1-NB - PLAN AND ELEVATION
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

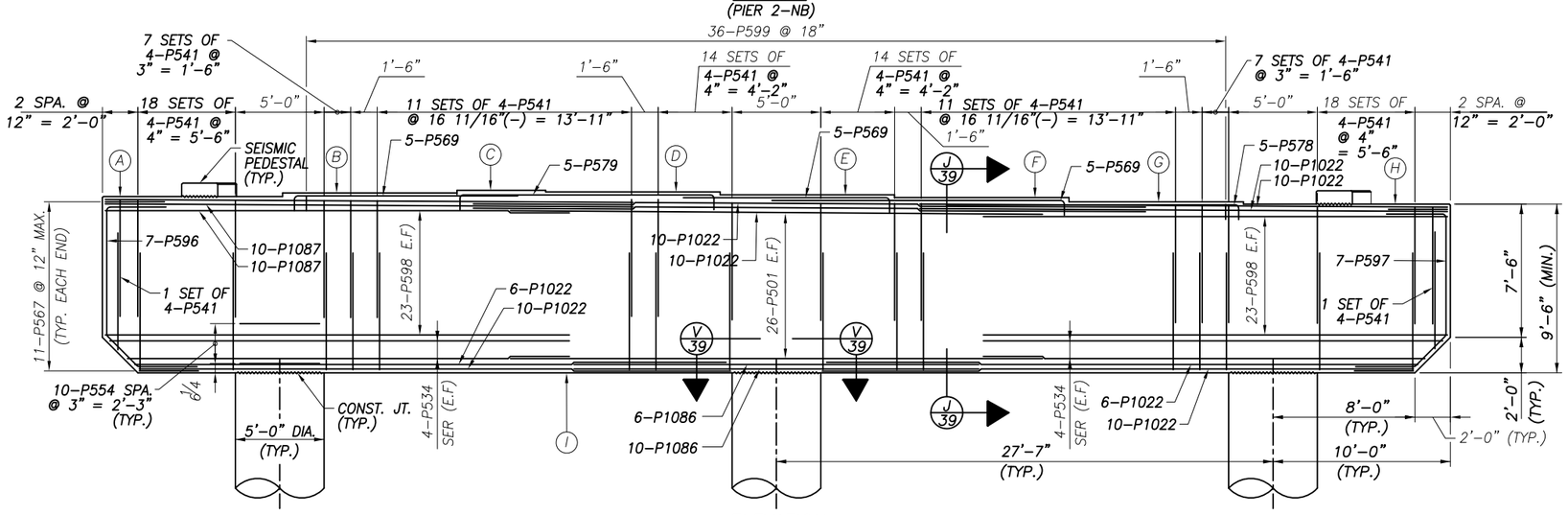
38 / 216

1331
1792

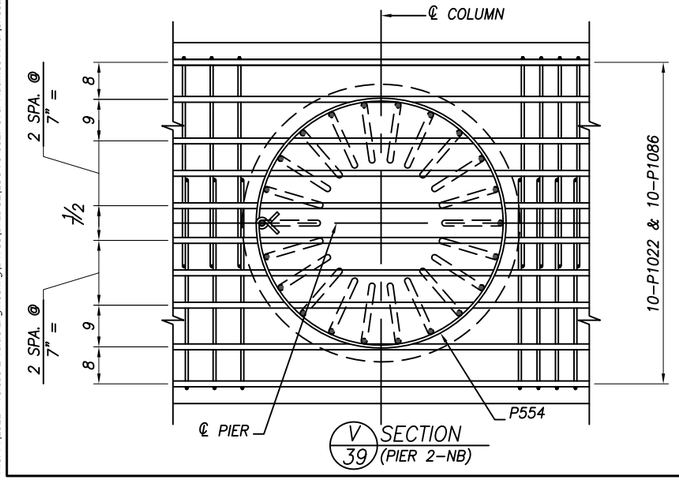
Date: Oct 07, 2020, 5:09pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\LOWG\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_P1009.dwg



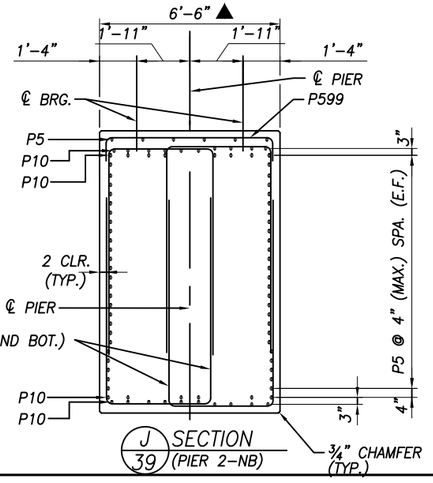
PLAN
(PIER 2-NB)



ELEVATION
(PIER 2-NB)



V/39 SECTION
(PIER 2-NB)



J/39 SECTION
(PIER 2-NB)

BEARING	
MARK	ELEVATION
A	623.65
B	623.80
C	623.80
D	623.87
E	623.71
F	623.55
G	623.39
H	623.23
I	613.73

LEGEND:

▲ ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY URETHANE)

⊖ ELEVATION MARK

◩ ℄ PROP. R/W & CONSTR. I.R. 75
STA. 488+49.02
OFFSET 89.80' RT.

℄ RAMP 1-D PROFILE GRADE LINE
STA. 288+48.32
OFFSET 0.00'

NOTE:

1. FOR PIER NOTES, SEE SHEET 30/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN KRO | REVIEWED WOZ | DATE 5/20 | CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

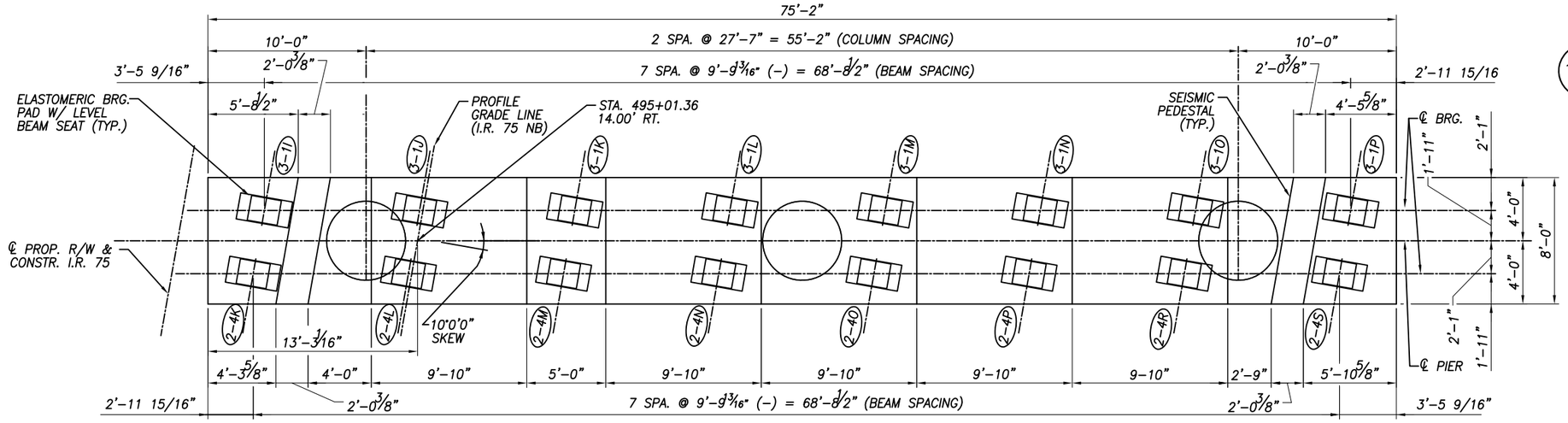
PIER 2-NB – PLAN AND ELEVATION
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

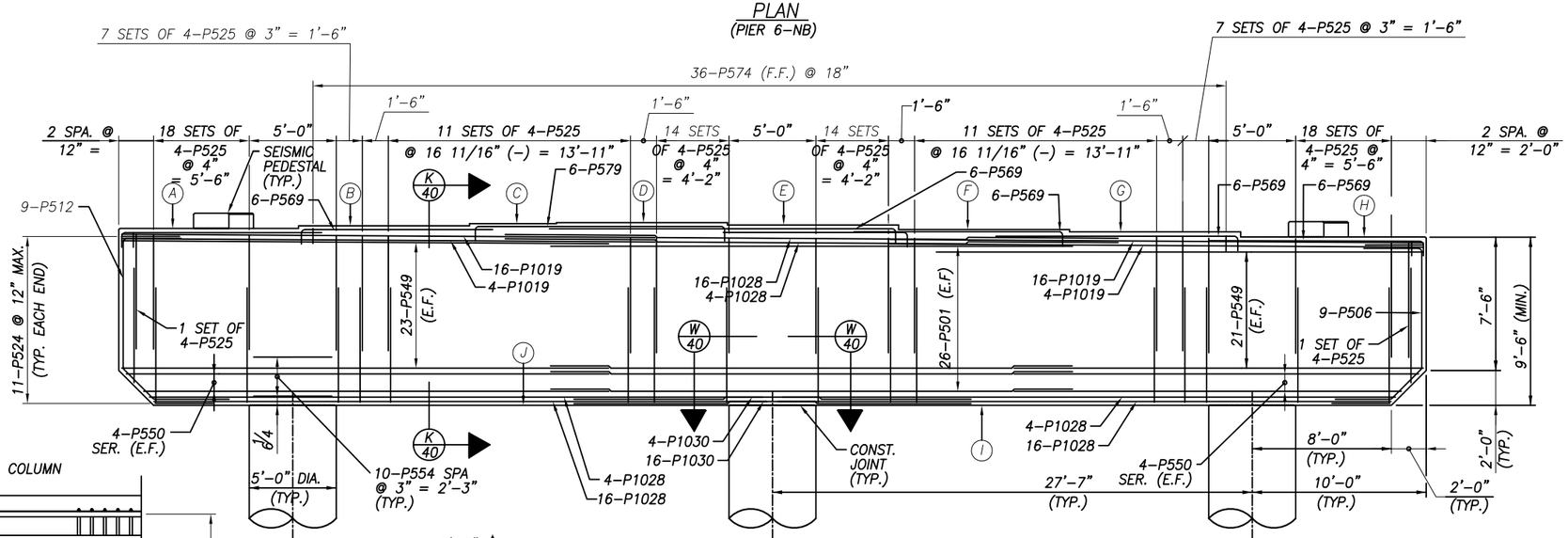
39 / 216

1332 / 1792

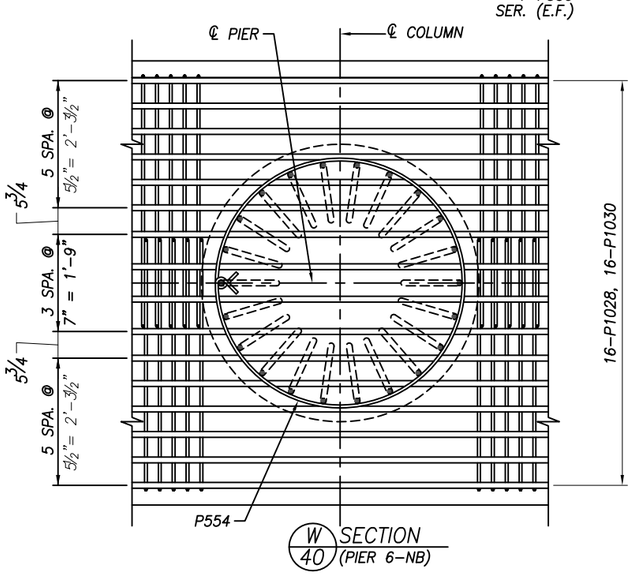
Date: Oct 07, 2020, 5:08pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_PI010.dwg



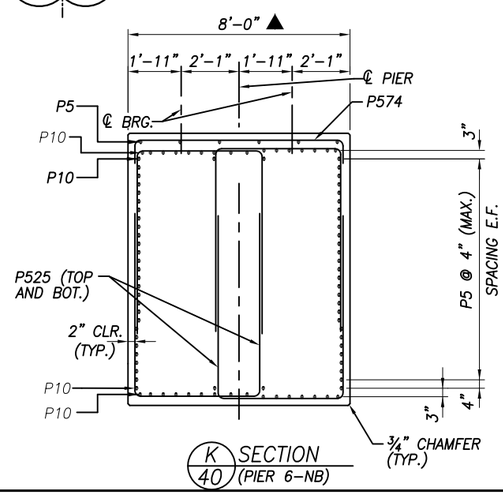
PLAN
(PIER 6-NB)



ELEVATION
(PIER 6-NB)



W 40 SECTION
(PIER 6-NB)



K 40 SECTION
(PIER 6-NB)

BEARING	
MARK	ELEVATION
(A)	621.68
(B)	621.82
(C)	621.83
(D)	621.90
(E)	621.74
(F)	621.58
(G)	621.42
(H)	621.26
(I)	611.76

LEGEND:

▲ ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY URETHANE)

⊖ ELEVATION MARK

NOTE:

1. FOR PIER NOTES, SEE SHEET 30/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGNED WOZ | DRAWN KRO | CHECKED CBS | REVISED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

REVIEWED WOZ | DATE 5/20 | STRUCTURE FILE NUMBER 4802765/4802767

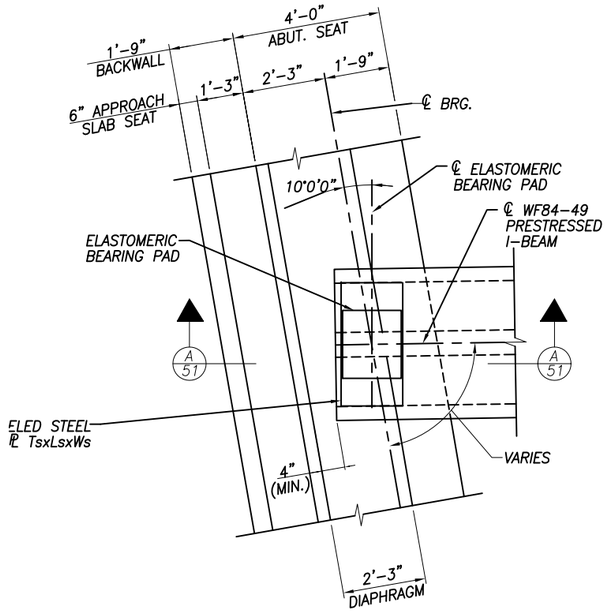
PIER 6-NB – PLAN AND ELEVATION
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

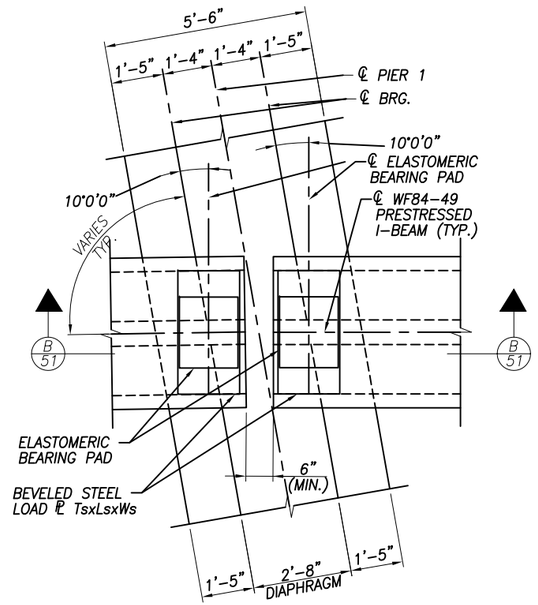
40 / 216

1333
1792

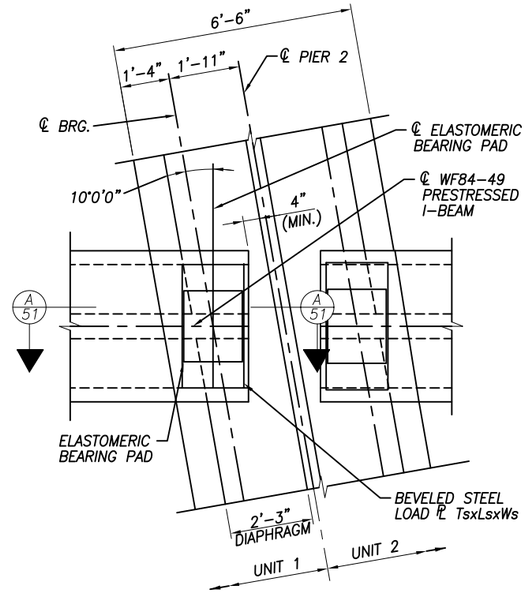
Date: Oct 07, 2020, 5:07pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_P1011.dwg



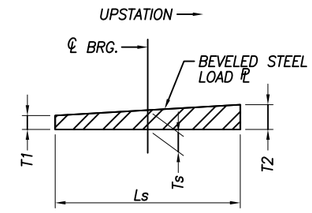
PLAN
REAR ABUTMENT



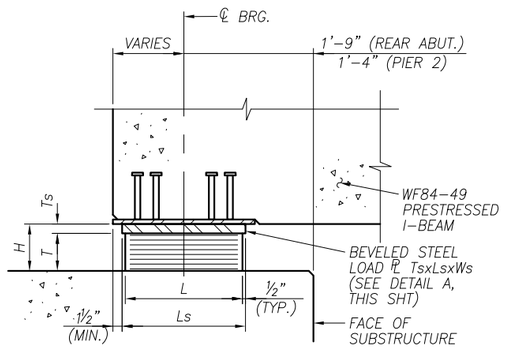
PLAN
PIER 1



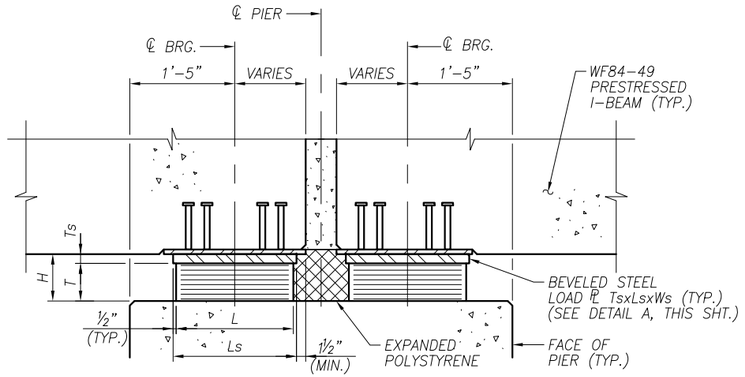
PLAN
PIER 2



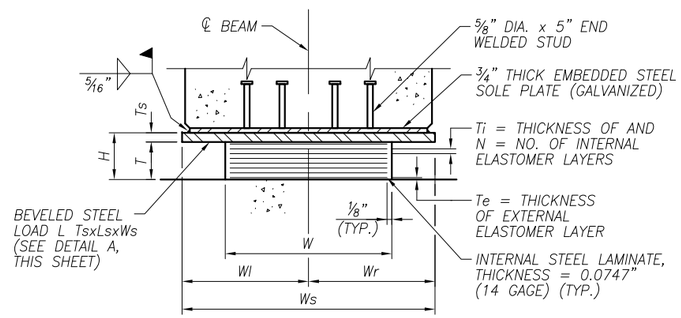
DETAIL A
(STEEL LOAD PLATE)



A 51 SECTION
REAR ABUTMENT, PIER 2



B 51 SECTION
PIER 1



LAMINATED ELASTOMERIC EXPANSION BEARING
(UPSTATION VIEW)

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 48/216 .

BEARING DETAIL TABLE – UNIT 1 NORTHBOUND

LOCATION				BEARING PAD								LOAD PLATE							SERVICE REACTIONS		
SUBSTRUCTURE UNIT	UNIT SPAN	BEAMS	No. REQ'D	TYPE	L (IN)	W (IN)	Te (IN)	Ti (IN)	N	T (IN)	H (IN)	Ts (IN)	Ls (IN)	Wl (IN)	Wr (IN)	Ws (IN)	T1 (IN)	T2 (IN)	Rdl (KIPS)	Rll (KIPS)	Rtotal (KIPS)
REAR ABUTMENT	1	1–1M THRU 1T	7	EXP.	19	22	0.3125	0.625	5	3.81	5.31	1.5	20	20	20	40	1.50	1.50	258.8	129.7	388.6
REAR ABUTMENT	1	1–1U	1	EXP.	19	22	0.3125	0.625	5	3.81	5.31	1.5	20	20.75	20	40.75	1.50	1.50	258.8	129.7	388.6
PIER 1	1	1–1M THRU 1–1U	8	FIX.	19	23	0.3125	0.625	6	4.51	7.93	3.42	20	20	20	40	3.47	3.37	247.1	129.7	376.8
PIER 1	2	1–2M THRU 1–2T	8	FIX.	19	23	0.3125	0.625	6	4.51	6.01	1.5	20	20	20	40	1.55	1.45	279.8	137.1	416.9
PIER 2	2	1–2M	1	EXP.	19	23	0.3125	0.625	6	4.51	6.01	1.5	20	20	20.625	40.625	1.55	1.45	291.2	137.1	428.3
PIER 2	2	1–2N THRU 1–2T	6	EXP.	19	23	0.3125	0.625	6	4.51	6.01	1.5	20	20	20	40	1.55	1.45	291.2	137.1	428.3
PIER 2	2	1–2U	1	EXP.	19	23	0.3125	0.625	6	4.51	6.01	1.5	20	20.625	20	40.625	1.55	1.45	291.2	137.1	428.3

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP, SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

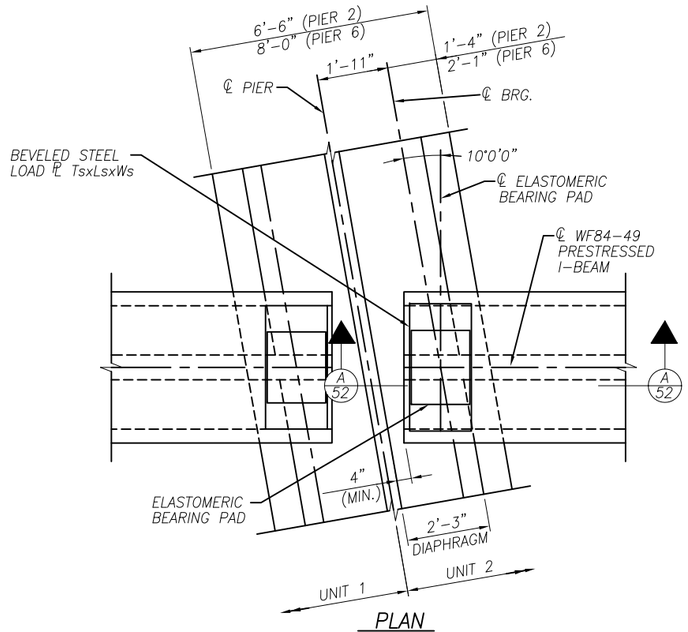
ELASTOMERIC BEARING DETAILS – UNIT 1 NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

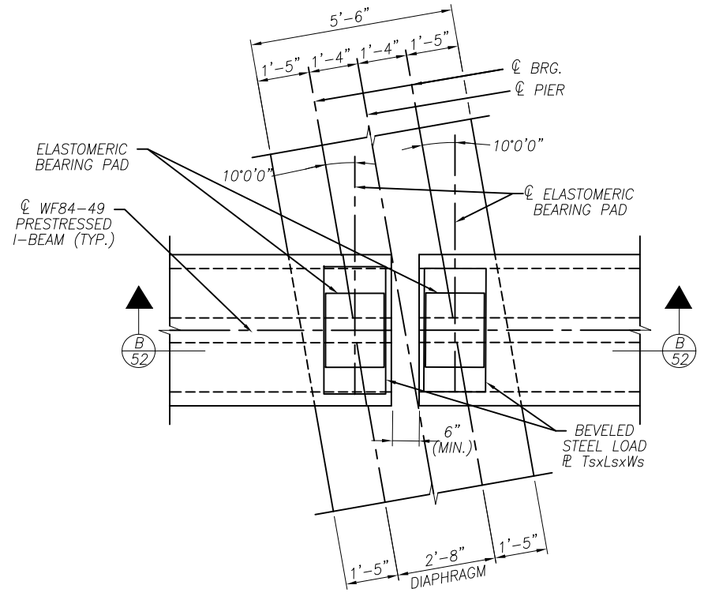
51 / 216

1344
1792

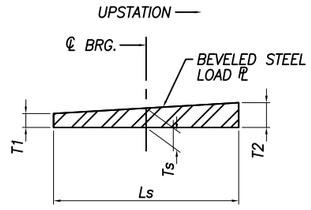
Date: Oct 07, 2020, 5:07pm User Name: mlongtin
File: P11321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_BR004.dwg



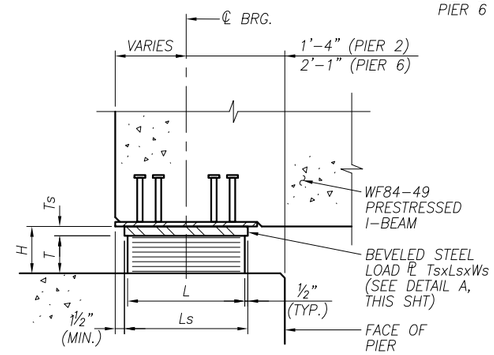
PLAN
PIER 2 SHOWN, PIER 6 SIMILAR



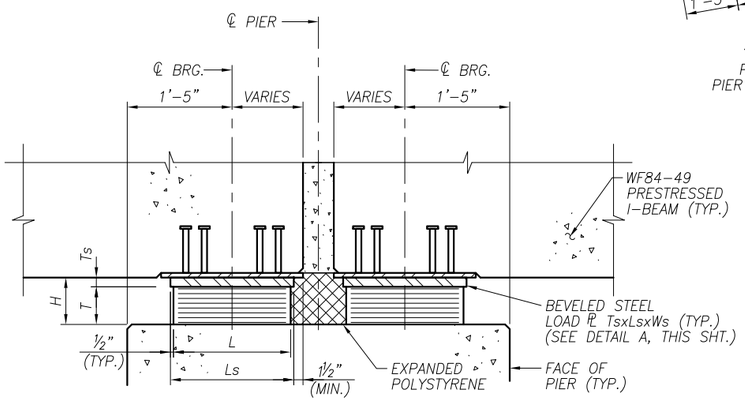
PLAN
PIER 3 SHOWN, PIER 4 AND 5 SIMILAR



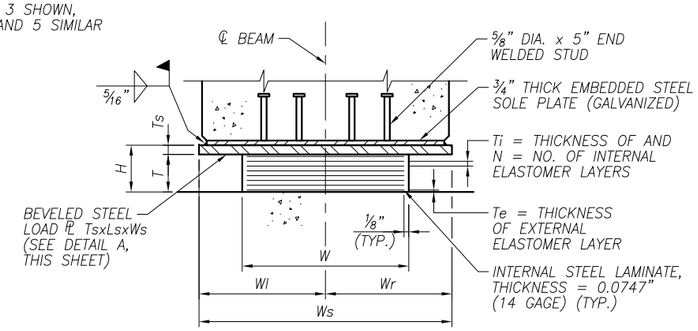
DETAIL A
(STEEL LOAD PLATE)



A 52 SECTION
PIER 2 SHOWN, PIER 6 SIMILAR



B 52 SECTION
PIER 3 SHOWN, PIER 4 AND 5 SIMILAR



LAMINATED ELASTOMERIC EXPANSION BEARING
(UPSTATION VIEW)

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 48/216 .

BEARING DETAIL TABLE – UNIT 2 NORTHBOUND

LOCATION				BEARING PAD								LOAD PLATE							SERVICE REACTIONS		
SUBSTRUCTURE UNIT	UNIT SPAN	BEAMS	No. REQ'D	TYPE	L (IN)	W (IN)	Te (IN)	Ti (IN)	N	T (IN)	H (IN)	Ts (IN)	Ls (IN)	Wl (IN)	Wr (IN)	Ws (IN)	T1 (IN)	T2 (IN)	Rdl (KIPS)	Rll (KIPS)	Rtotal (KIPS)
PIER 2	1	2-1K THRU 2-1S	8	EXP.	19	24	0.3125	0.625	6	4.51	6.14	1.625	20	20.625	20.625	41.25	1.63	1.63	291.2	137.1	428.3
PIER 3	1	2-1K THRU 2-1S	8	FIX.	19	24	0.3125	0.625	6	4.51	6.14	1.625	20	20.625	20.625	41.25	1.67	1.58	279.8	137.1	416.9
PIER 3	2	2-2K THRU 2-2S	8	FIX.	19	23	0.3125	0.625	6	4.51	6.01	1.5	20	20	20	40	1.5	1.5	279.8	137.1	416.9
PIER 4	2	2-2K THRU 2-2S	8	FIX.	19	23	0.3125	0.625	5	3.81	5.31	1.5	20	20	20	40	1.55	1.45	279.8	137.1	416.9
PIER 4	3	2-3K THRU 2-3S	8	FIX.	19	23	0.3125	0.625	5	3.81	5.31	1.5	20	20	20	40	1.5	1.50	279.8	137.1	416.9
PIER 5	3	2-3K THRU 2-3S	8	FIX.	19	23	0.3125	0.625	5	3.81	5.31	1.5	20	20	20	40	1.56	1.44	279.8	137.1	416.9
PIER 5	4	2-4K THRU 2-4S	8	FIX.	19	23	0.3125	0.625	5	3.81	5.31	1.5	20	20	20	40	1.5	1.5	279.8	137.1	416.9
PIER 6	4	2-4K THRU 2-4S	8	EXP.	19	23	0.3125	0.625	6	4.51	6.01	1.5	20	20	20	40	1.56	1.44	291.2	137.1	428.3

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP, SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | CHECKED CBS | REVIEWED WOZ | DATE 5/2020 | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

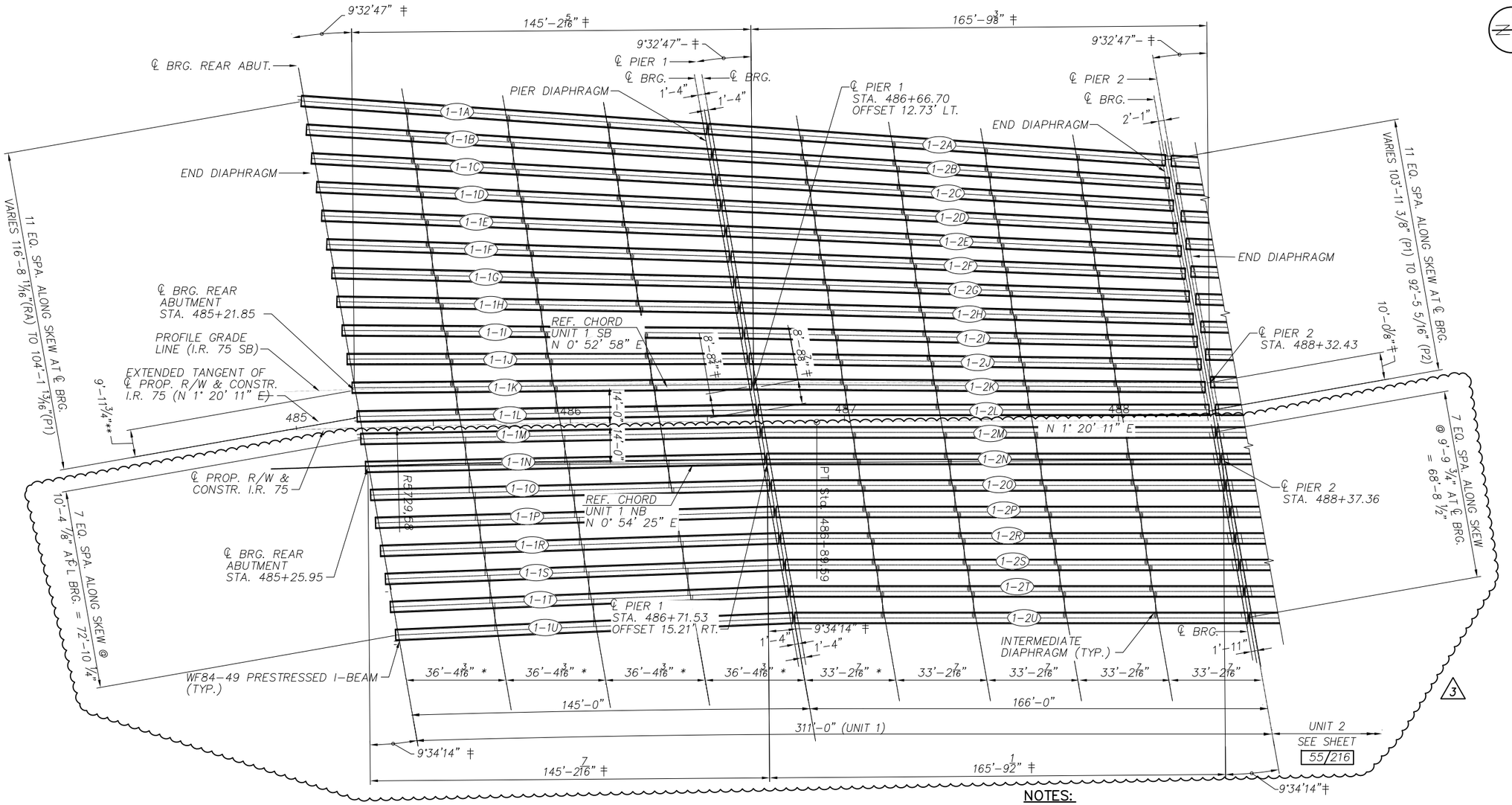
ELASTOMERIC BEARING DETAILS – UNIT 2 NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

52 / 216

1345
1792

Date: Oct 07, 2020, 5:07pm User Name: mlonptin
File: P11321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_BR005.dwg



FRAMING PLAN (UNIT 1)

NORTHBOUND AND SOUTHBOUND BRIDGES

LEGEND:

(1-1A) – BEAM IDENTIFICATION

‡ – MEASURED ALONG/WITH RESPECT TO REFERENCE CHORD

* – MEASURED ALONG EXTENDED TANGENT OF ℄ PROP. R/W & CONSTR. I.R. 75 (SEE NOTE 1)

** – MEASURED ALONG ℄ BRG. FROM PROFILE GRADE LINE TO ℄ BM.

NOTES:

1. INTERMEDIATE DIAPHRAGMS ARE PLACED PERPENDICULAR TO TANGENT PORTION OF L PROPOSED R/W & CONSTRUCTION I.R.75 AND ACCORDING TO STANDARD DWG. PSID-1-13 PLAN LAYOUT FOR SKEW ANGELES GREATER THAN 10°.
2. THE SPAN AND UNIT LENGTHS ARE GIVEN ALONG L PROP. R/W & CONSTR. I.R. 75. INTERMEDIATE DIAPHRAGM SPACINGS ARE GIVEN ALONG ℄ PROP. R/W & CONSTR. I.R. 75, EXCEPT IN THE CURVED REGION WHERE THEY ARE PROVIDED ALONG AN EXTENDED TANGENT.
3. CONCRETE INTERMEDIATE DIAPHRAGMS SHALL BE CONSTRUCTED ACCORDING TO STANDARD DWG. PSID-1-13 FOR 60", 66" & 72" BEAMS, WITH THE EXCEPTION THAT NO. 7 REINFORCEMENT SHALL BE USED. CONTRACTOR MAY USE STEEL PER ODOT BDM 302.5.2.6. IF STEEL IS CHOSEN, TOP CHORD L6x4x5/16 SHALL BE PROVIDED FOR DIAPHRAGMS IN THE EXTERIOR BAYS. USE 1" DIA. BOLTS FOR TOP AND BOTTOM CHORDS IN EXTERIOR BAY. REMAINING CONNECTIONS SHALL COMPLY WITH THE STANDARD DRAWING.
4. FOR END AND PIER DIAPHRAGM DETAILS, SEE SHEETS 78/216 THRU 84/216.
5. FOR PRESTRESSED I-BEAM DETAILS, SEE SHEETS 60/216 THRU 73/216.
6. EACH BEAM MARK DESIGNATES ITS UNIT, SPAN AND BEAM. THE FIRST NUMBER INDICATES THE UNIT. THE NEXT NUMBER INDICATES THE SPAN OF THE UNIT AND THE FINAL LETTER INDICATES THE BEAM NUMBER FOR THAT SPAN.

EXAMPLE: 3-4K
- 3 – UNIT 3
- 4 – SPAN 4
- K – BEAM K

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

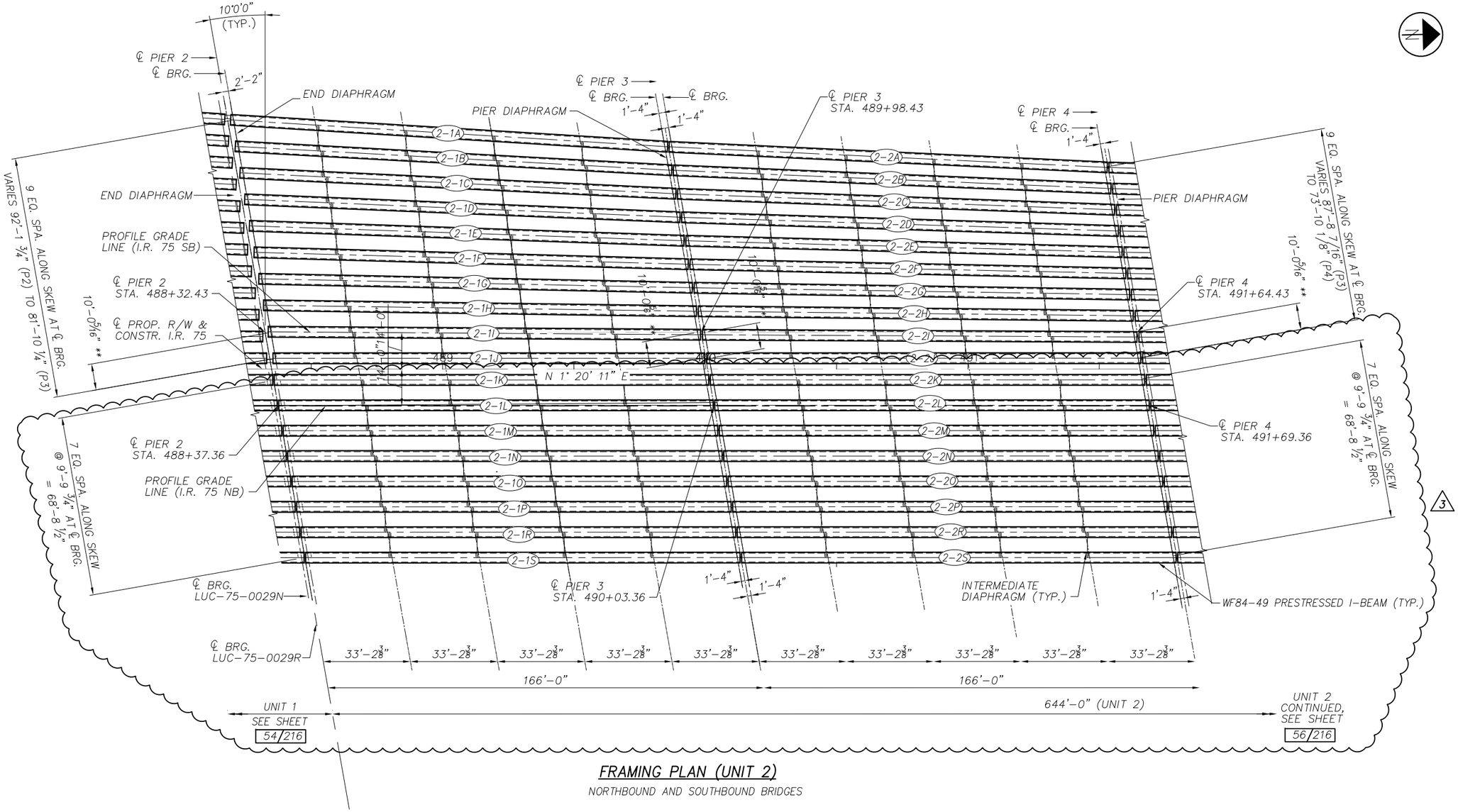
DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

FRAMING PLAN – 1 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

1347
1792

Date: Oct 07, 2020, 5:06pm User Name: mlongthi
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SP001.dwg



FRAMING PLAN (UNIT 2)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTE:

1. SEE SHEET 54/216 FOR LEGEND AND NOTES.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGNED MRW	DRAWN CMA	REVIEWED JTH	DATE 8/18
CHECKED CRG	REVISED	STRUCTURE FILE NUMBER 4802765/4802767	

DESIGN AGENCY
AECOM 564 WHITE POND DRIVE AKRON, OHIO 44320-1100 (330) 836-9111

FRAMING PLAN – 2 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

55/216

1348
1792

Date: Oct 07, 2020, 5:06pm User Name: mlongtin
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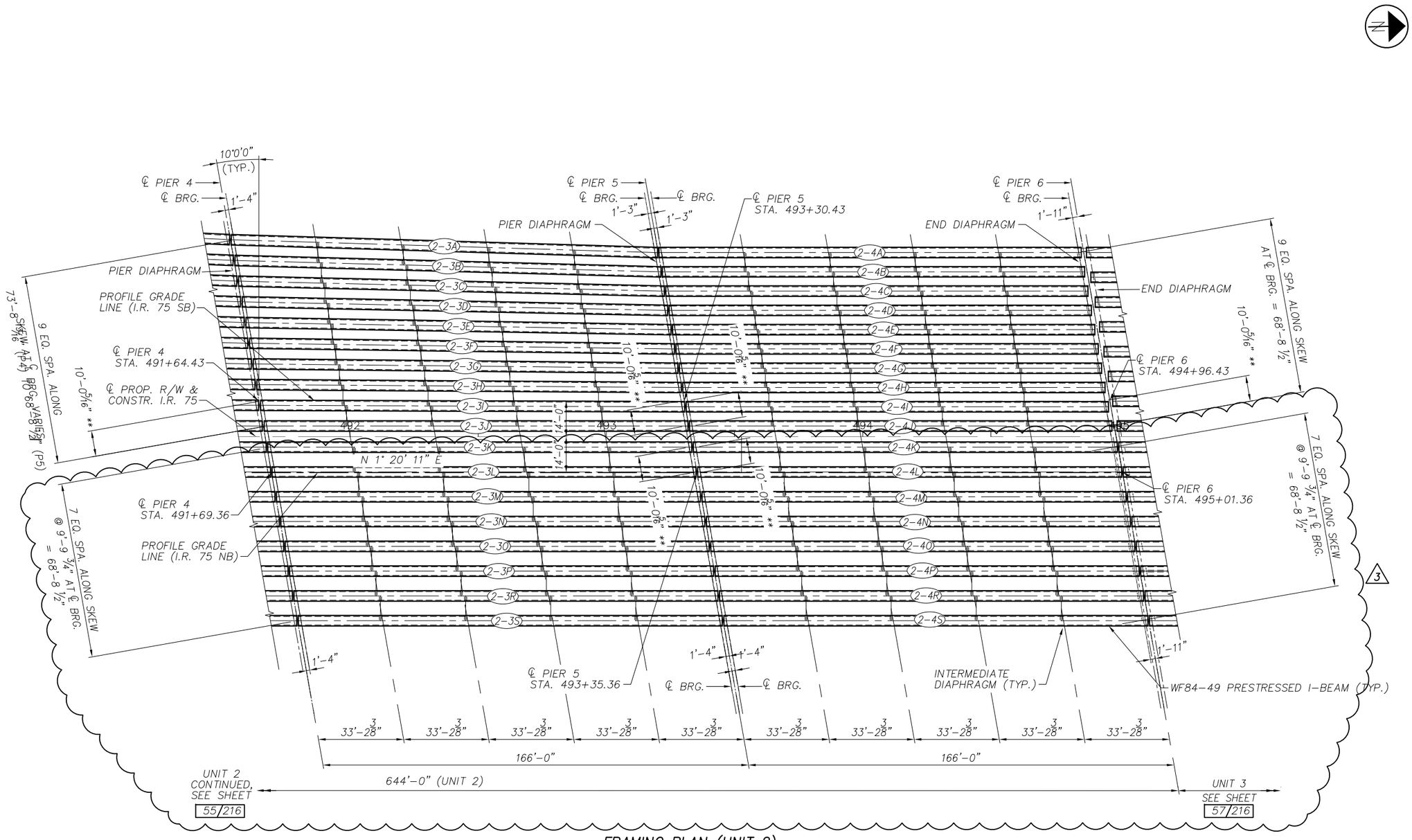


FRAMING PLAN (UNIT 2)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTE:

1. SEE SHEET 54/216 FOR LEGEND AND NOTES.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGN AGENCY

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

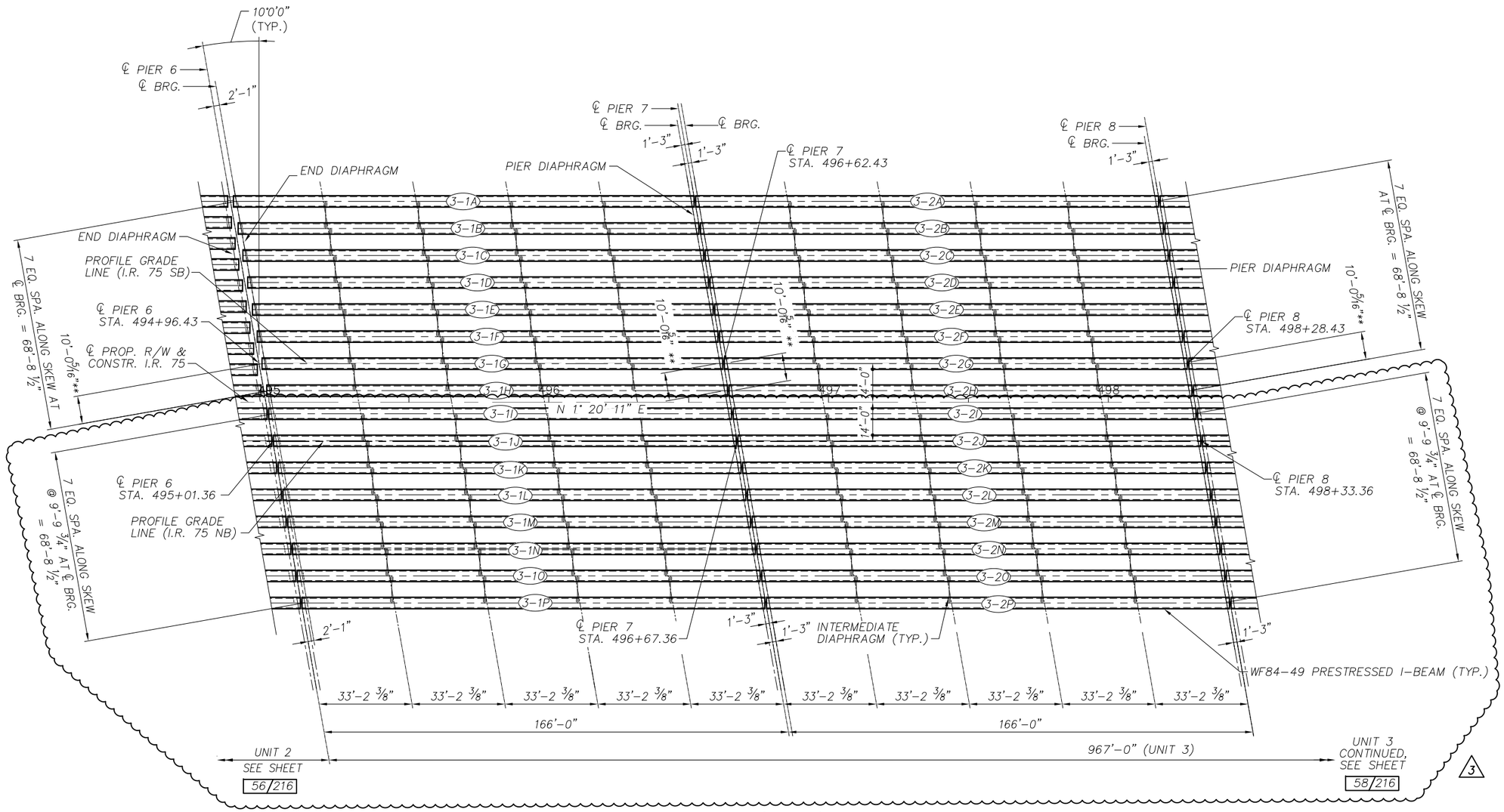
FRAMING PLAN – 3 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

56/216

1349
1792

Date: Oct 07, 2020, 5:06pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD001.dwg



FRAMING PLAN (UNIT 3)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTE:

1. SEE SHEET 54/216 FOR LEGEND AND NOTES.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REWSED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

DESIGN AGENCY

AECOM 564 WHITE POND DRIVE AKRON, OHIO 44320-1100 (330) 836-9111

FRAMING PLAN – 4 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

57/216

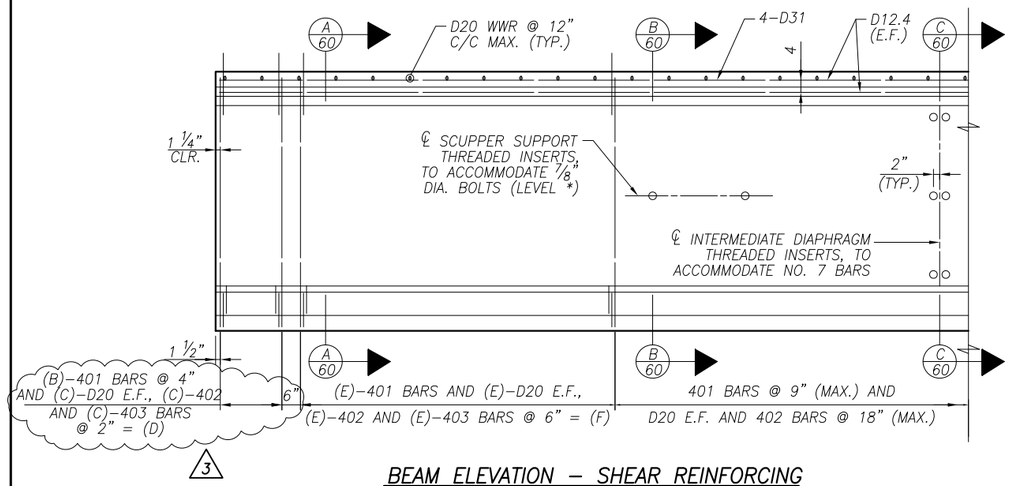
1350/1792

Date: Oct 07, 2020, 5:06pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD001.dwg

SHEAR REINFORCING SPACING TABLE

VARIABLE	BEAM MARK																							
	1-1A THRU 1-1L	1-1M THRU 1-1U	1-2A THRU 1-2L	1-2M THRU 1-2U	2-1A THRU 2-1J	2-1K THRU 2-1S	2-2A THRU 2-2J	2-2K THRU 2-2S	2-3A THRU 2-3J	2-3K THRU 2-3S	2-4A THRU 2-4J	2-4K THRU 2-4S	3-1A THRU 3-1H	3-1I THRU 3-1P	3-2A THRU 3-2H	3-2I THRU 3-2P	3-3A THRU 3-3H	3-3I THRU 3-3P	3-4A THRU 3-4H	3-4I THRU 3-4P	3-5A THRU 3-5H	3-5I THRU 3-5P	3-6A THRU 3-6H	3-6I THRU 3-6P
(B)	6	8	6	8	6	8	6	8	6	8	6	8	6	8	6	8	6	8	6	8	6	8	6	8
(C)	11	15	11	15	11	15	11	15	11	15	11	15	11	15	11	15	11	15	11	15	11	15	11	15
(D)	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"	1'-8"	2'-4"
(E)	20	19	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	56	50	50	50
(F)	9'-6"	9'-0"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	24'-6"	27'-6"	24'-6"	24'-6"	24'-6"

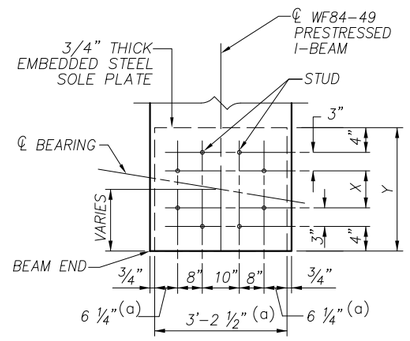
3



3

BEAM ELEVATION – SHEAR REINFORCING

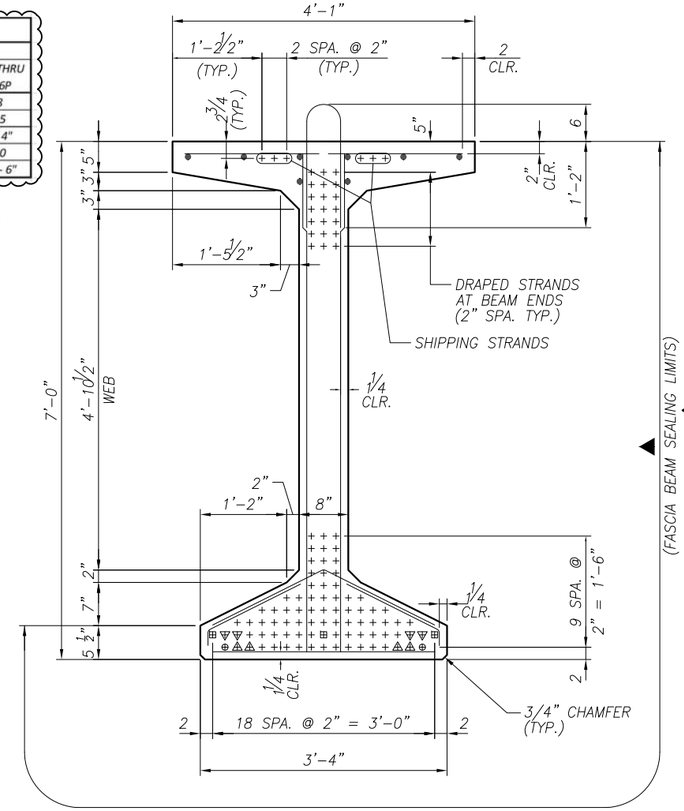
(STRANDS NOT SHOWN FOR CLARITY)



EMBEDDED SOLE PLATE DETAIL

(BEARING AND LOAD PLATE NOT SHOWN)

(a) – IN ORDER TO ALLOW FOR FIT-UP, THE PLATE WIDTH MAY BE DECREASED BY 3/8". DIMENSIONS SHALL BE CORRECTED ACCORDINGLY.



3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

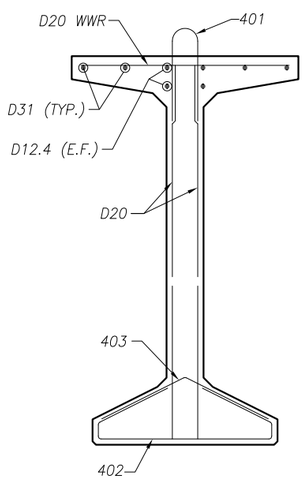
▽ = DEBOND STRANDS 4'-0" FROM EACH END OF BEAM
⊞ = DEBOND STRANDS 8'-0" FROM EACH END OF BEAM
⊕ = DEBOND STRANDS 12'-0" FROM EACH END OF BEAM
⚠ = DEBOND STRANDS 16'-0" FROM EACH END OF BEAM

DEBONDING APPLIES TO ALL BEAMS EXCEPT THOSE IN...
– UNIT 1 – SPAN 1
– UNIT 3 – SPAN 6

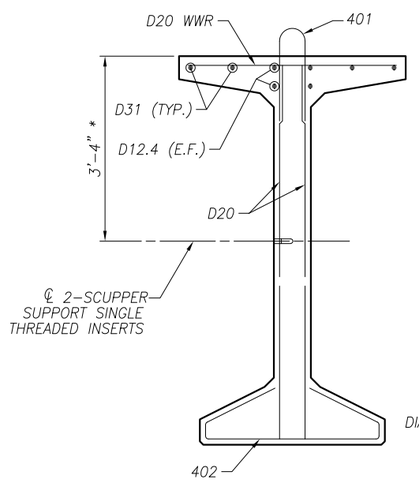
TYPICAL BEAM SECTION

EMBEDDED SOLE PLATE TABLE

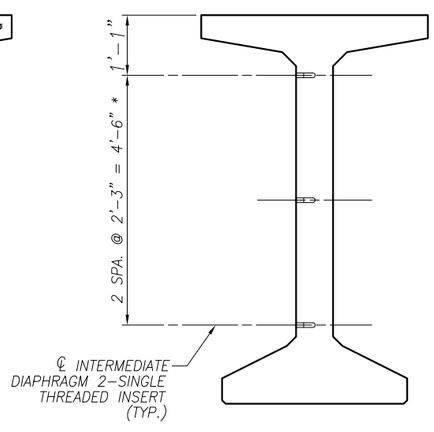
X			9"			10"						11"			1'-0"				1'-1"
Y			1'-11"			2'-0"						2'-1"			2'-2"				2'-3"
BEAM LOCATIONS	NORTHBOUND	UNIT	3	3	3	1	1	2	2	2	3	3	–	–	3	–	–	–	2
		SPAN	3	4	5	1	2	2	3	4	2	6	–	–	1	–	–	–	1
	SOUTHBOUND	UNIT	3	3	–	2	3	3	–	–	–	2	2	3	1	1	2	3	–
		SPAN	2	3	–	4	4	5	–	–	–	2	3	1	1	2	1	6	–



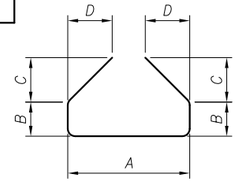
A 60 SECTION



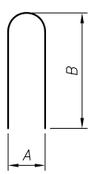
B 60 SECTION



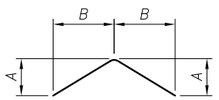
C 60 SECTION



TYPE-2



TYPE-1



TYPE-5

BENDING TABLE

MARK	TYPE	DIMENSIONS			
		A	B	C	D
401	1	5 1/2"	1'-8"	–	–
402	2	3'-1 1/2"	3 1/2"	7 1/2"	1'-3"
403	5	9"	1'-6"	–	–

LEGEND:

▲ ITEM 512 – SEALING OF CONCRETE SURFACES (EPOXY URETHANE)

* INSERT LOCATIONS MAY BE ADJUSTED BY UP TO 5 INCHES TO AVOID INTERFERENCE WITH DRAPED STRANDS. SPACING BETWEEN INSERTS SHALL NOT BE LESS THAN 1'-10".

NOTES:

1. ALL REINFORCING SHOWN SHALL BE PAID FOR UNDER ITEM 515.
2. ALL REINFORCING IS DIMENSIONED OUT-TO-OUT.
3. FOR ADDITIONAL NOTES AND DETAILS NOT SHOWN, SEE STD. DWG. PSID-1-13.
4. FOR BEAM STRAND LAYOUT, SEE SHEETS 61/216 THRU 70/216 .
5. EACH BEAM MARK DESIGNATES ITS UNIT, SPAN AND BEAM. THE FIRST NUMBER INDICATES THE UNIT. THE NEXT NUMBER INDICATES THE SPAN OF THE UNIT AND THE FINAL LETTER INDICATES THE BEAM NUMBER FOR THAT SPAN.

EXAMPLE: 3-4K
- 3 – UNIT 3
- 4 – SPAN 4
- K – BEAM K

DESIGN AGENCY: AECOM, 564 WHITE POND DRIVE, AKRON, OHIO 44320-1100, (330) 836-9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRC		4802765/4802767	

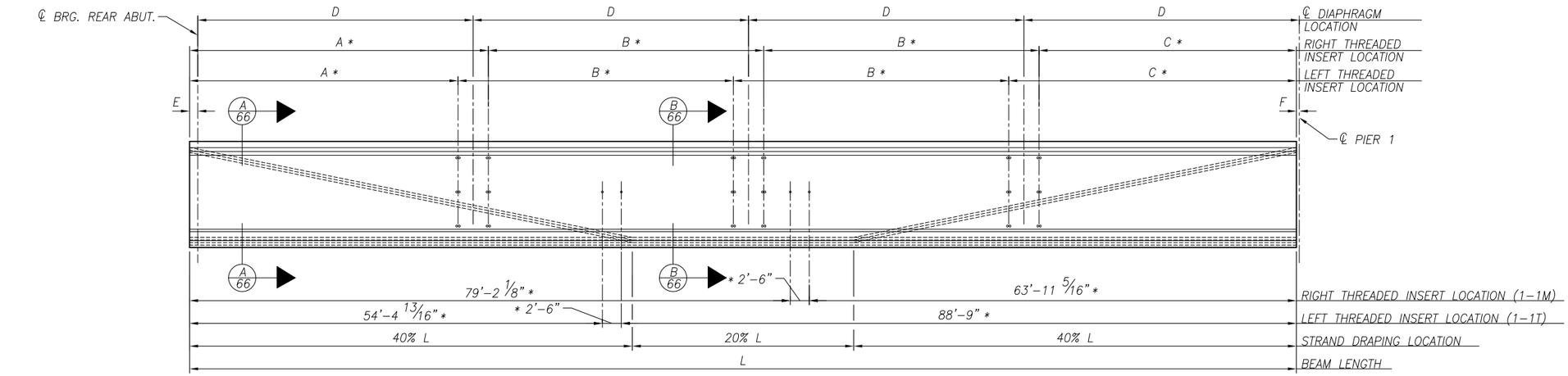
PRESTRESSED I-BEAM DETAILS
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

60/216

1353
1792

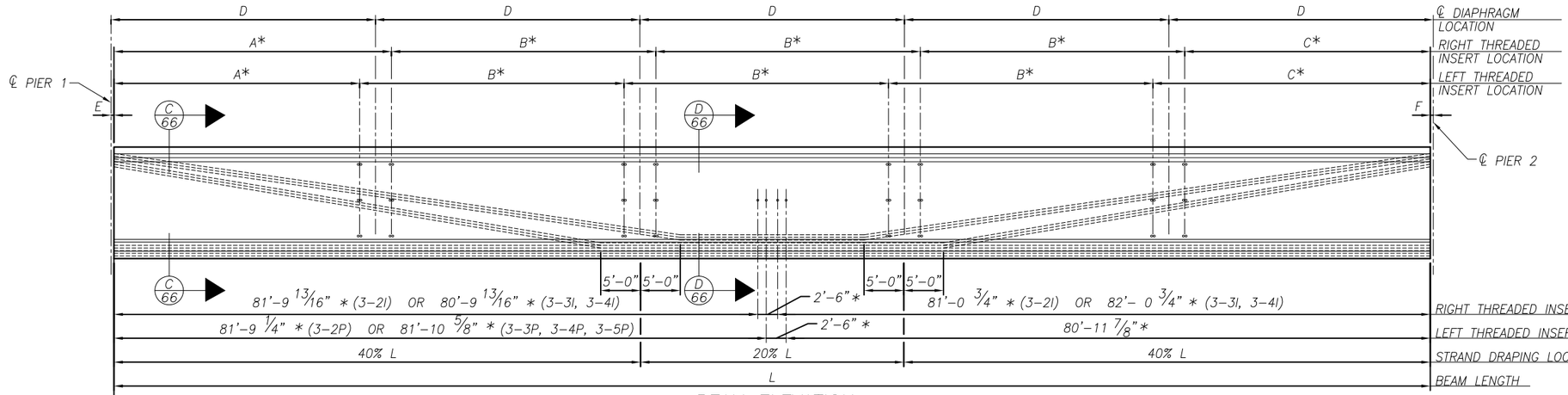
Date: Oct 07, 2020, 5:05pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_S0002.dwg



BEAM ELEVATION

1–1M THRU 1–1U

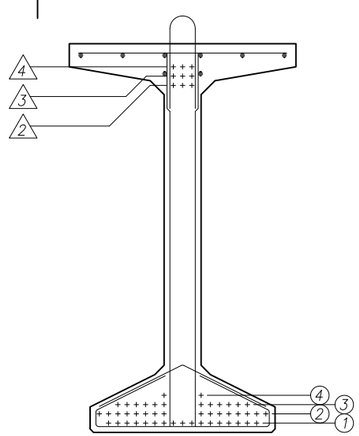
(SHEAR REINFORCING NOT SHOWN FOR CLARITY)

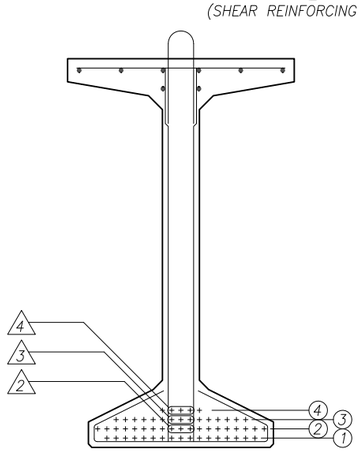


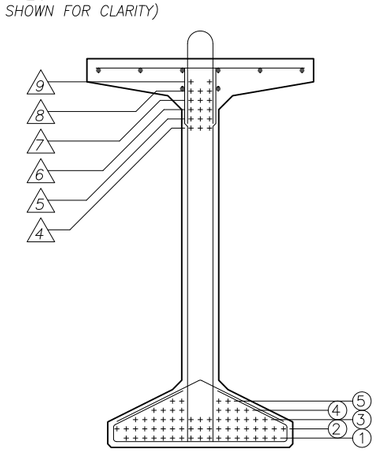
BEAM ELEVATION

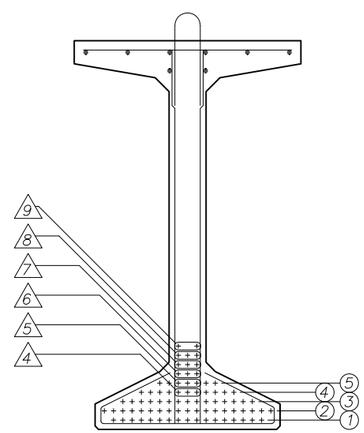
1–2M THRU 1–2U

(SHEAR REINFORCING NOT SHOWN FOR CLARITY)









LEGEND:

* MEASURED ALONG FACE OF WEB.

NOTES:

1. FOR SHEAR REINFORCING, TYPICAL SECTIONS, DIAPHRAGM THREADED INSERT SPACING AND ADDITIONAL NOTES, SEE SHEET 60/216.
2. FOR DIMENSIONS A, B, C, D, E, F AND L, SEE SHEET 71/216.
3. FOR ADDITIONAL DIAPHRAGM SPACING LAYOUT, SEE STD. DWG. PSID–1–13 (SKEW ANGLES GREATER THAN 10 DEGREES) AND FRAMING PLANS 54/216 THRU 59/216.
4. FOR THE NUMBER OF STRANDS PER ROW, SEE TABLE ON SHEET 70/216.
5. ALL DIMENSIONS MEASURED ALONG ℄ BEAM UNLESS OTHERWISE NOTED.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

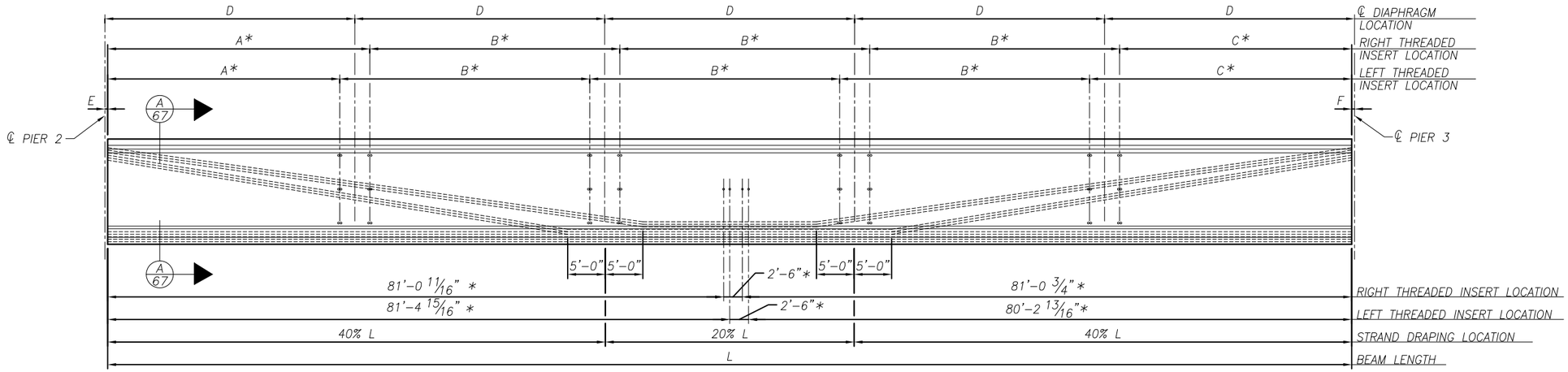
PRESTRESSED I–BEAM DETAILS – UNIT 1 NORTHBOUND

BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO/LUC–75–30.70/0.00
PID No. 93592

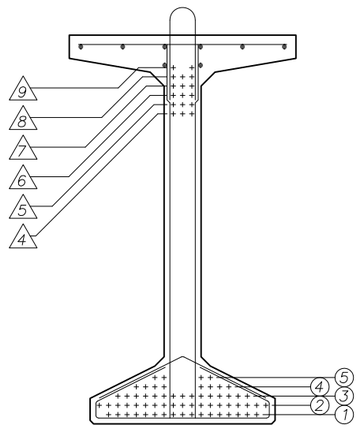
66 / 216

1359
1792

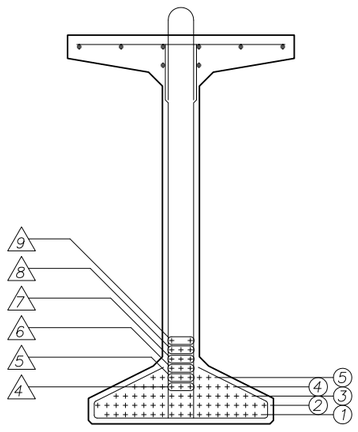


BEAM ELEVATION

2-1K THRU 2-1S, 2-2K THRU 2-2S, 2-3K THRU 2-3S, 2-4K THRU 2-4S
(SHEAR REINFORCING NOT SHOWN FOR CLARITY)



A/69 SECTION



B/69 SECTION

LEGEND:

* MEASURED ALONG FACE OF WEB.

NOTES:

1. FOR SHEAR REINFORCING, TYPICAL SECTIONS, DIAPHRAGM THREADED INSERT SPACING AND ADDITIONAL NOTES, SEE SHEET 60/216 .
2. FOR DIMENSIONS A, B, C, D, E, F AND L, SEE SHEET 71/216 .
3. FOR ADDITIONAL DIAPHRAGM SPACING LAYOUT, SEE STD. DWG. PSID-1-13 (SKEW ANGLES GREATER THAN 10 DEGREES) AND FRAMING PLANS 54/216 THRU 59/216 .
4. FOR THE NUMBER OF STRANDS PER ROW, SEE TABLE ON SHEET 70/216 .
5. ALL DIMENSIONS MEASURED ALONG ℄ BEAM UNLESS OTHERWISE NOTED.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/2020
CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

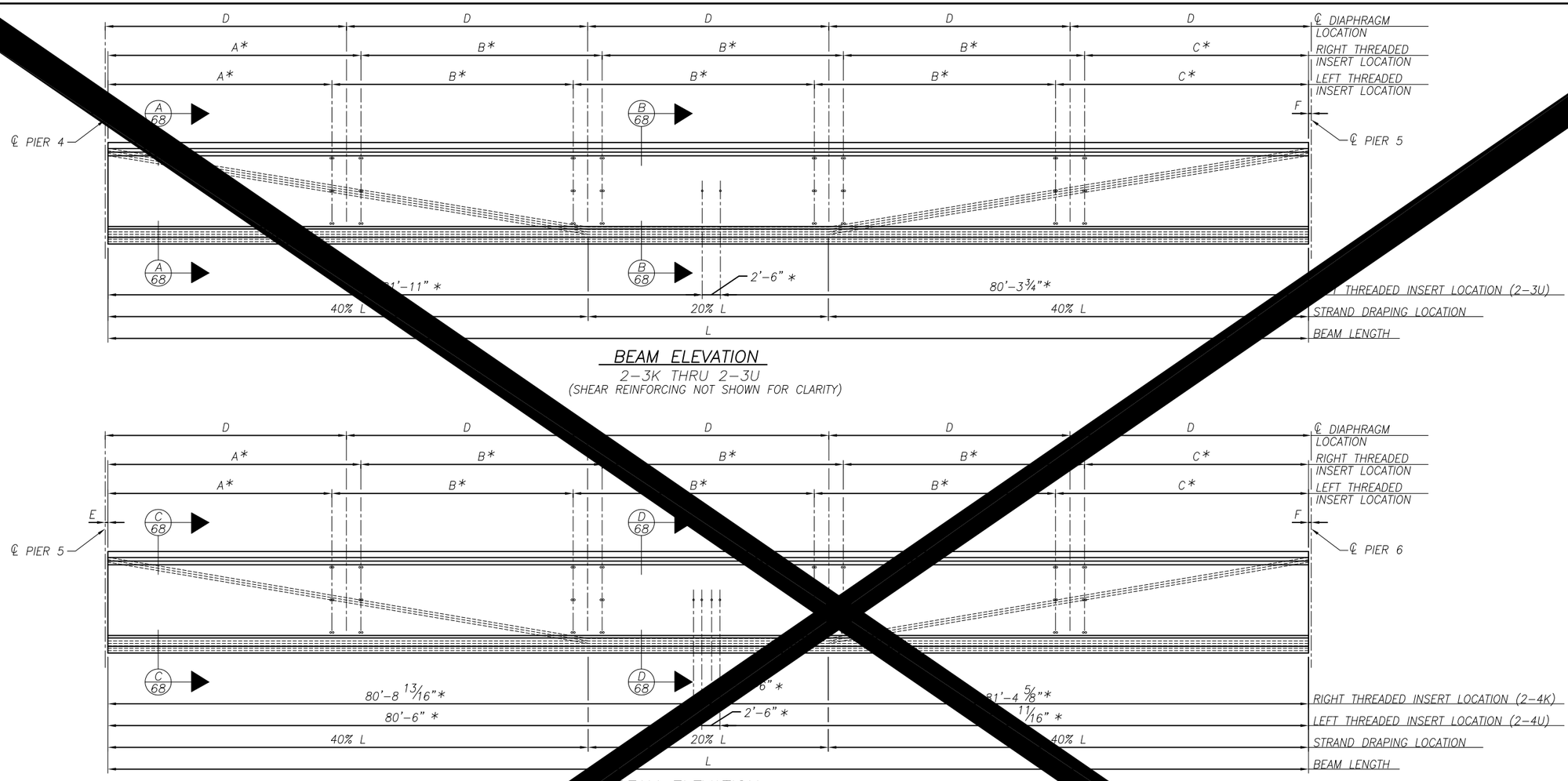
PRESTRESSED I-BEAM DETAILS - UNIT 2 NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

67/216

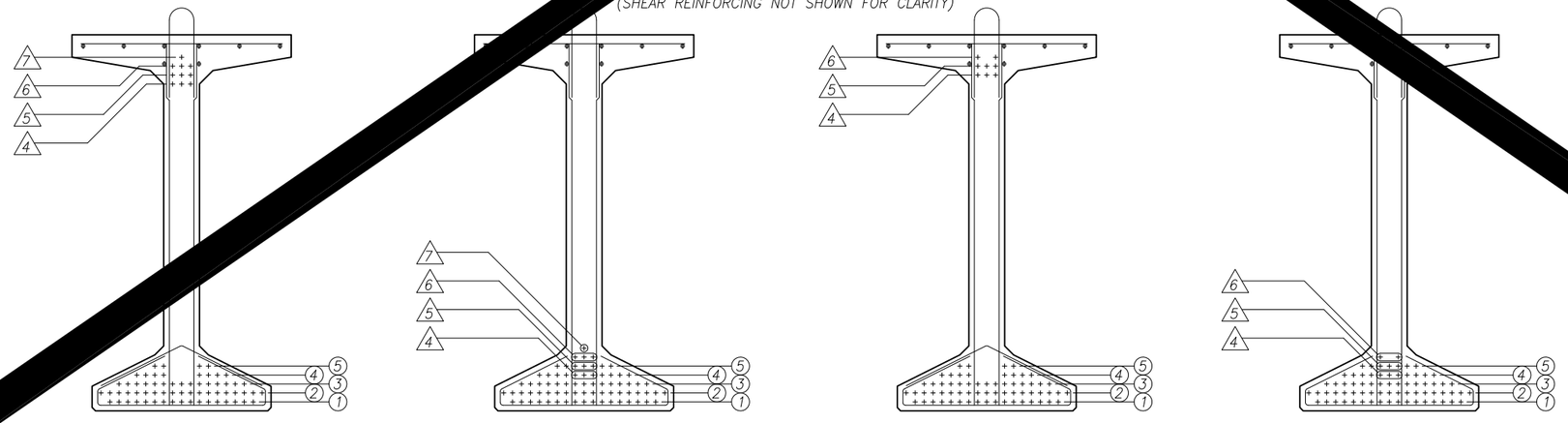
1360
1792

Date: Oct 07, 2020, 5:05pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD009.dwg



BEAM ELEVATION
2-3K THRU 2-3U
(SHEAR REINFORCING NOT SHOWN FOR CLARITY)

BEAM ELEVATION
2-4K THRU 2-4U
(SHEAR REINFORCING NOT SHOWN FOR CLARITY)



A 68 SECTION | B 68 SECTION | C 68 SECTION | D 68 SECTION

LEGEND:

* MEASURED ALONG FACE OF WEB.

NOTES:

1. FOR SHEAR REINFORCING, TYPICAL SECTIONS, [illegible] THREADED INSERT SPACING AND ADDITIONAL NOTES, SEE SHEET 60/216 .
2. FOR DIMENSIONS A, B, C, D, E, F AND L, SEE SHEET 71/216 .
3. FOR ADDITIONAL DIAPHRAGM SPACING LAYOUT, SEE STD. DWG. PSID-[illegible] SKEW ANGLES GREATER THAN 10 DEGREES) AND [illegible] PLANS 54/216 THRU 59/216 .
4. FOR THE NUMBER OF STRANDS PER [illegible] SEE TABLE ON SHEET 70/216 .
5. ALL DIMENSIONS MEASURED ALONG ℄ BEAM UNLESS OTHERWISE NOTED.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - SHEET REMOVED

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

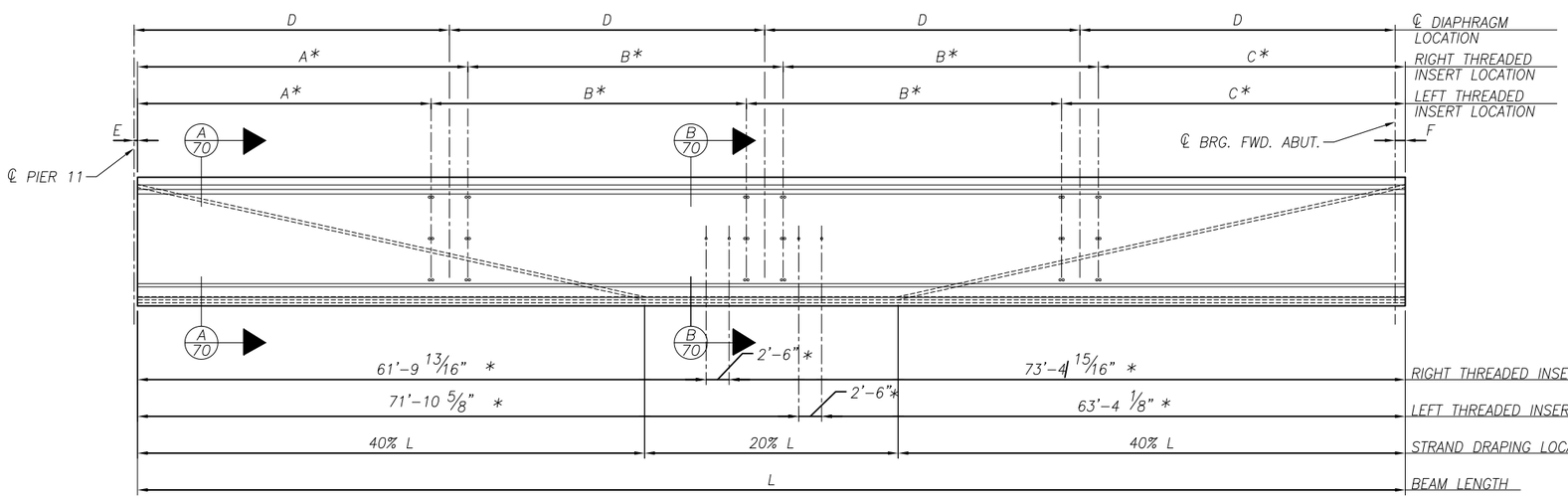
PRESTRESSED I-BEAM DETAILS - UNIT 2 NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

68/216

1361/1792

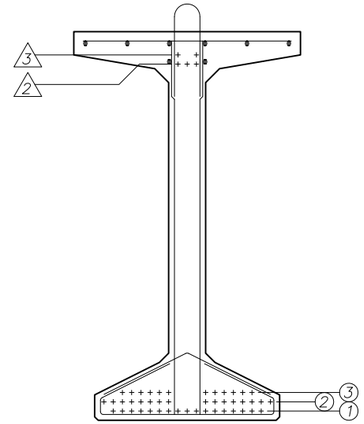
Date: Oct 08, 2020, 4:30pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD010.dwg



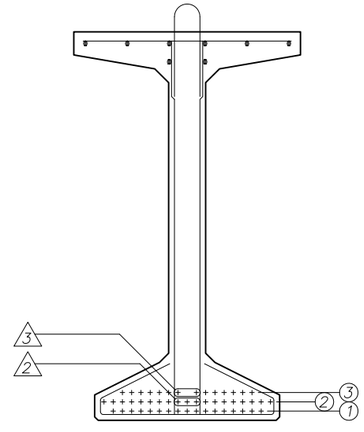
BEAM ELEVATION

3–6I THRU 3–6P

(SHEAR REINFORCING NOT SHOWN FOR CLARITY)



A 70 SECTION



B 70 SECTION

BEAM MARK	NUMBER OF STRANDS PER ROW: ROW NUMBER ①	②	③	④	⑤	△2	△3	△4	△5	△6	△7	△8	△9	△10	TOTAL STRANDS	CONCRETE STRENGTH f'ci (KSI)	f'c (KSI)
1–1A THRU 1–1L	17	16	12	4		3	3	3	1						59	8	10
1–2A THRU 1–2L	17	19	15	8	4			3	3	3	3	1			76	8	10
2–1A THRU 2–1J	17	19	15	8	4			3	3	3	3	3	1		79	8	10
2–2A THRU 2–2J	17	19	15	8	4			3	3	3	2				74	8	10
2–3A THRU 2–3J	17	19	15	8	4			3	3	1					70	8	10
2–4A THRU 2–4J	17	19	15	8	2			3	2						66	8	10
3–1A THRU 3–1H	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–2A THRU 3–2H	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–3A THRU 3–3H	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–4A THRU 3–4H	17	19	15	8	4			3	3	3	3	3	3		81	8	10
3–5A THRU 3–5H	17	19	15	8	4			3	3	3	3	3	3	3	84	8	10
3–6A THRU 3–6H	17	16	12			3	3	3							54	8	10
1–1M THRU 1–1U	17	16	12	2		3	3	3							56	8	10
1–2M THRU 1–2U	17	19	15	8	4			3	3	3	3	3	2		80	8	10
2–1K THRU 2–1S	17	19	15	8	4			3	3	3	3	3	2		80	8	10
2–2K THRU 2–2S	17	19	15	8	4			3	3	3	3	3	2		80	8	10
2–3K THRU 2–3S	17	19	15	8	4			3	3	3	3	3	2		80	8	10
2–4K THRU 2–4S	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–1I THRU 3–1P	17	19	15	8	4			3	3	3	3	3	3	1	82	8	10
3–2I THRU 3–2P	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–3I THRU 3–3P	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–4I THRU 3–4P	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–5I THRU 3–5P	17	19	15	8	4			3	3	3	3	3	2		80	8	10
3–6I THRU 3–6P	17	16	12			3	2								50	8	10

△3

LEGEND:

* MEASURED ALONG FACE OF WEB.

NOTES:

1. FOR SHEAR REINFORCING, TYPICAL SECTIONS, DIAPHRAGM THREADED INSERT SPACING AND ADDITIONAL NOTES, SEE SHEET 60/216 .
2. FOR DIMENSIONS A, B, C, D, E, F AND L, SEE SHEET 73/216 .
3. FOR ADDITIONAL DIAPHRAGM SPACING LAYOUT, SEE STD. DWG. PSID–1–13 (SKEW ANGLES GREATER THAN 10 DEGREES) AND FRAMING PLANS 54/216 THRU 59/216 .
4. ALL DIMENSIONS MEASURED ALONG | BEAM UNLESS OTHERWISE NOTED.

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – TABLE UPDATED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE	STRUCTURE FILE NUMBER
WOZ	KRO	JTH	8/18	4802765/4802767
CHECKED	REVISED			
CRG				

PRESTRESSED I–BEAM DETAILS – UNIT 3 NORTHBOUND
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

70/216

1363
1792

BEAM LENGTHS, DIAPHRAGM SPACING AND THREADED INSERT LOCATION TABLE - UNIT 1

		1-1A	1-1B	1-1C	1-1D	1-1E	1-1F	1-1G	1-1H	1-1I	1-1J	1-1K	1-1L	1-1M	1-1N	1-1O	1-1P	1-1R	1-1S	1-1T	1-1U
LEFT	A	-	36'-11 7/16"	36'-10 9/16"	36'-9 11/16"	36'-8 13/16"	36'-7 15/16"	36'-7 1/8"	36'-6 3/8"	36'-5 9/16"	36'-4 7/8"	36'-4 1/2"	36'-4 1/8"	-	-	-	-	-	-	36'-4 1/2"	36'-2 7/8"
	B	-	36'-10 1/16"	36'-9 1/4"	36'-8 1/2"	36'-7 3/4"	36'-7"	36'-6 5/16"	36'-5 11/16"	36'-5"	36'-4 7/16"	36'-3 13/16"	36'-3 1/4"	-	-	-	-	-	-	36'-1 11/16"	36'-1 7/16"
	C	-	37'-4 7/16"	37'-3 1/2"	37'-2 9/16"	37'-1 5/8"	37'-0 3/4"	36'-11 15/16"	36'-11 1/16"	36'-10 5/16"	36'-9 9/16"	36'-9 1/8"	36'-8 11/16"	-	-	-	-	-	-	36'-7 1/8"	36'-6 7/8"
RIGHT	A	38'-10 5/8"	38'-9 1/2"	38'-8 1/2"	38'-7 9/16"	38'-6 5/8"	38'-5 11/16"	38'-4 13/16"	38'-4"	38'-3 3/8"	38'-2 3/8"	38'-1 15/16"	-	38'-3"	37'-10 3/8"	38'-2 1/2"	38'-2 5/16"	38'-2 1/16"	38'-1 13/16"	38'-1 9/16"	-
	B	36'-10 1/4"	36'-9 7/16"	36'-8 5/8"	36'-7 7/8"	36'-7 1/8"	36'-6 7/16"	36'-5 3/4"	36'-5 1/16"	36'-4 7/16"	36'-3 13/16"	36'-3 1/4"	-	36'-2 13/16"	36'-7 5/8"	36'-2 5/16"	36'-2 1/16"	36'-11 3/16"	36'-1 5/8"	36'-1 3/8"	-
	C	35'-8 1/2"	35'-7 5/8"	35'-6 3/4"	35'-5 7/8"	35'-5"	35'-4 3/16"	35'-3 7/16"	35'-2 11/16"	35'-1 15/16"	35'-1 1/4"	35'-0 7/8"	-	35'-0"	34'-11 13/16"	34'-11 9/16"	34'-11 5/16"	34'-11 1/16"	34'-10 7/8"	34'-10 5/8"	-
D		36'-10 9/16"	36'-9 3/4"	36'-8 15/16"	36'-8 3/16"	36'-7 7/16"	36'-6 3/4"	36'-6"	36'-5 3/8"	36'-4 3/4"	36'-4 1/8"	36'-3 1/2"	36'-3"	36'-3"	36'-2 11/16"	36'-2 7/16"	36'-2 3/16"	36'-2"	36'-1 3/4"	36'-1 1/2"	36'-1 5/16"
E		1'-0 7/8"	1'-0 3/4"	1'-0 9/16"	1'-0 7/16"	1'-0 1/4"	1'-0 1/8"	0'-11 15/16"	0'-11 13/16"	0'-11 5/8"	0'-11 1/2"	0'-11 11/16"	0'-11 13/16"	1'-1 1/2"	1'-1 1/2"	1'-1 1/2"	1'-1 1/2"	1'-1 1/2"	1'-1 1/2"	1'-1 1/2"	1'-0 1/16"
F		0'-3 5/8"	0'-3 3/4"	0'-3 7/8"	0'-4"	0'-4 1/8"	0'-4 1/4"	0'-4 3/8"	0'-4 1/2"	0'-4 5/8"	0'-4 3/4"	0'-4 9/16"	0'-4 3/8"	4 5/8"	4 5/8"	4 5/8"	4 5/8"	4 5/8"	4 5/8"	4 5/8"	4 5/8"
L		148'-3 9/16"	148'-0"	147'-8 9/16"	147'-5 3/16"	147'-1 15/16"	146'-10 3/4"	146'-7 3/4"	146'-4 3/4"	146'-1 15/16"	145'-11 1/4"	145'-9 1/4"	145'-7 3/8"	145'-8 3/4"	145'-8 7/16"	145'-6 3/4"	145'-5 3/4"	145'-4 13/16"	145'-3 7/8"	145'-2 15/-16"	145'-0 5/8"
		1-2A	1-2B	1-2C	1-2D	1-2E	1-2F	1-2G	1-2H	1-2I	1-2J	1-2K	1-2L	1-2M	1-2N	1-2O	1-2P	1-2R	1-2S	1-2T	1-2U
LEFT	A	-	32'-6 1/16"	32'-5 3/8"	32'-4 3/4"	32'-4 1/16"	32'-3 7/16"	32'-2 7/8"	32'-2 1/4"	32'-1 11/16"	32'-1 1/8"	32'-0 9/16"	32'-0"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"
	B	-	33'-7 7/8"	33'-7 1/4"	33'-6 11/16"	33'-6 1/8"	33'-5 9/16"	33'-5 1/16"	33'-4 1/2"	33'-4"	33'-3 9/16"	33'-3 1/16"	33'-2 5/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
	C	-	33'-3 15/16"	33'-3 3/16"	33'-2 1/2"	33'-1 13/16"	33'-1 3/16"	33'-0 1/2"	32'-11 7/8"	32'-11 1/4"	32'-10 5/8"	32'-10 1/16"	32'-9 1/2"	-	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"
RIGHT	A	34'-2 9/16"	34'-1 13/16"	34'-1 1/8"	34'-0 7/16"	33'-11 11/16"	33'-11 1/16"	33'-10 3/8"	33'-9 3/4"	33'-9 1/8"	33'-8 1/2"	33'-7 7/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	-
	B	33'-8"	33'-7 7/16"	33'-6 13/16"	33'-6 1/4"	33'-5 11/16"	33'-5 1/8"	33'-4 5/8"	33'-4 1/16"	33'-3 9/16"	33'-3 1/8"	33'-2 5/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-
	C	31'-10 1/8"	31'-9 7/16"	31'-8 13/16"	31'-8 3/16"	31'-7 9/16"	31'-6 15/16"	33'-6 5/16"	31'-5 3/4"	31'-5 3/16"	31'-4 5/8"	31'-4 1/16"	-	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	-
D		33'-8 1/4"	33'-7 5/8"	33'-7 1/16"	33'-6 7/16"	33'-5 7/8"	33'-5 3/8"	33'-4 13/16"	33'-4 5/16"	33'-3 13/16"	33'-3 5/16"	33'-2 7/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
E		0'-3 5/8"	0'-3 11/16"	0'-3 13/16"	0'-3 7/8"	0'-4"	0'-4 1/8"	0'-4 3/16"	0'-4 5/16"	0'-4 7/16"	0'-4 1/2"	0'-4 5/8"	0'-4 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
F		1'-0 7/8"	1'-0 15/16"	1'-1 1/16"	1'-1 1/8"	1'-1 1/4"	1'-1 5/16"	1'-1 3/8"	1'-1 1/2"	1'-1 9/16"	1'-1 11/16"	1'-1 13/16"	1'-1 7/8"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"
L		167'-0 3/4"	166'-9 9/16"	166'-6 3/8"	166'-3 5/16"	166'-0 5/16"	165'-9 3/8"	165'-6 1/2"	165'-3 3/4"	165'-1"	164'-10 3/8"	164'-7 13/16"	164'-5 3/8"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"

BEAM LENGTHS, DIAPHRAGM SPACING AND THREADED INSERT LOCATION TABLE - UNIT 2

		2-1A	2-1B	2-1C	2-1D	2-1E	2-1F	2-1G	2-1H	2-1I	2-1J	2-1K	2-1L	2-1M	2-1N	2-1O	2-1P	2-1R	2-1S
LEFT	A	-	31'-6 1/8"	31'-5 7/16"	31'-4 3/4"	31'-4 1/8"	31'-3 7/16"	31'-2 13/16"	31'-2 1/4"	31'-1 5/8"	31'-1 1/16"	-	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"
	B	-	33'-7 1/8"	33'-6 1/2"	33'-5 15/16"	33'-5 5/16"	33'-4 3/4"	33'-4 3/16"	33'-3 5/8"	33'-3 1/8"	33'-2 5/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
	C	-	34'-1"	34'-0 1/4"	33'-11 1/2"	33'-10 3/4"	33'-10 1/16"	33'-9 3/8"	33'-8 11/16"	33'-8"	33'-7 3/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"
RIGHT	A	33'-4 1/4"	33'-3 1/2"	33'-2 3/4"	33'-2"	33'-1 1/4"	33'-0 9/16"	32'-11 7/8"	32'-11 1/4"	32'-10 9/16"	-	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	-
	B	33'-7 5/16"	33'-6 11/16"	33'-6"	33'-5 7/16"	33'-4 13/16"	33'-4 1/4"	33'-3 11/16"	33'-3 3/16"	33'-2 5/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-
	C	32'-5 7/8"	32'-5 1/8"	32'-4 7/16"	32'-3 3/4"	32'-3 1/16"	32'-2 3/8"	32'-1 3/4"	35'-1 1/8"	32'-2 9/16"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-
D		33'-7 9/16"	33'-6 7/8"	33'-6 1/4"	33'-5 11/16"	33'-5 1/16"	33'-4 1/2"	33'-3 15/16"	33'-3 7/16"	33'-2 7/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
E		1'-2"	1'-2 1/16"	1'-2 3/16"	1'-2 1/4"	1'-2 3/8"	1'-2 1/2"	1'-2 9/16"	1'-2 11/16"	1'-2 13/16"	1'-2 7/8"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"
F		0'-3 11/16"	0'-3 13/16"	0'-3 15/16"	0'-4 1/16"	0'-4 1/8"	0'-4 1/4"	0'-4 3/8"	0'-4 1/2"	0'-4 5/8"	0'-4 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
L		166'-8"	166'-4 5/8"	166'-1 1/4"	165'-10"	165'-6 13/16"	165'-3 3/4"	165'-0 3/4"	164'-9 7/8"	164'-7 1/16"	164'-4 3/8"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"
		2-2A	2-2B	2-2C	2-2D	2-2E	2-2F	2-2G	2-2H	2-2I	2-2J	2-2K	2-2L	2-2M	2-2N	2-2O	2-2P	2-2R	2-2S		
LEFT	A	-	32'-4 3/16"	32'-3 11/16"	32'-3 3/16"	32'-2 11/16"	32'-2 3/16"	32'-1 3/4"	32'-1 1/4"	32'-0 13/16"	32'-0 3/8"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"		
	B	-	33'-5 7/8"	33'-5 7/16"	33'-5"	33'-4 9/16"	33'-4 1/8"	33'-3 3/4"	33'-3 3/8"	33'-2 15/16"	33'-2 9/16"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"		
	C	-	33'-10 9/16"	33'-10"	33'-9 7/16"	33'-8 15/16"	33'-8 3/8"	33'-7 7/8"	33'-7 3/8"	33'-6 7/8"	33'-6 3/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"		
RIGHT	A	33'-11 11/16"	33'-11 1/8"	33'-10 9/16"	33'-10"	33'-9 1/2"	33'-8 15/16"	33'-8 7/16"	33'-7 15/16"	33'-7 7/16"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	-		
	B	33'-6"	33'-5 1/2"	33'-5 1/16"	33'-4 5/8"	33'-4 3/16"	33'-3 13/8"	33'-3 3/8"	33'-3"	33'-2 9/16"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-		
	C	32'-5 5/16"	32'-4 3/4"	32'-4 1/4"	32'-3 3/4"	32'-3 1/4"	32'-3 3/4"	32'-2 5/16"	32'-1 13/16"	32'-1 3/8"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-		
D		33'-6 3/16"	33'-5 11/16"	33'-5 1/4"	33'-4 13/16"	33'-4 3/8"	33'-3 15/16"	33'-3 9/16"	33'-3 3/16"	33'-2 3/4"	33'-2 3/16"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"		
E		0'-3 15/16"	0'-4 1/16"	0'-4 1/8"	0'-4 3/16"	0'-4 5/16"	0'-4 3/8"	0'-4 1/2"	0'-4 9/16"	0'-4 5/8"	0'-4 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"		
F		0'-3 15/16"	0'-4 1/16"	0'-4 1/8"	0'-4 3/16"	0'-4 5/16"	0'-4 3/8"	0'-4 1/2"	0'-4 9/16"	0'-4 5/8"	0'-4 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"		
L		166'-10 15/16"	166'-8 7/16"	166'-6 1/16"	166'-3 11/16"	166'-1 5/16"	165'-11 1/16"	165'-8 7/8"	165'-6 11/16"	165'-4 9/16"	165'-2 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"		

NOTES:

1. FOR BEAM ELEVATIONS, SEE SHEETS 61/216 THRU 70/216 .
2. FOR ADDITIONAL BEAM LENGTHS, DIAPHRAGM SPACING AND THREADED INSERT LOCATION TABLES, SEE SHEETS 72/216 AND 73/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN KRO | REVIEWED WOZ | DATE 5/20 | CHECKED CBS | REVISED

STRUCTURE FILE NUMBER 48027650/48027670

PRESTRESSED I-BEAM DETAILS
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

71 / 216

1364
1792

Date: Oct 12, 2020, 3:55pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD013.dwg

BEAM LENGTHS, DIAPHRAGM SPACING AND THREADED INSERT LOCATION TABLE - UNIT 2 (CONTINUED)

		2-3A	2-3B	2-3C	2-3D	2-3E	2-3F	2-3G	2-3H	2-3I	2-3J	2-3K	2-3L	2-3M	2-3N	2-3O	2-3P	2-3R	2-3S
LEFT	A	-	32'-3 5/8"	32'-3 5/16"	32'-3"	32'-2 11/16"	32'-2 3/8"	32'-2 1/16"	32'-1 13/16"	32'-1 1/2"	32'-1 1/4"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"
	B	-	33'-4 9/16"	33'-4 5/16"	33'-4"	33'-3 3/4"	33'-3 1/2"	33'-3 1/4"	33'-3"	33'-2 3/4"	33'-2 1/2"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
	C	-	33'-9 3/8"	33'-9"	33'-8 11/16"	33'-8 5/16"	33'-8"	33'-7 11/16"	33'-7 3/8"	33'-7 1/16"	33'-6 3/4"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"
RIGHT	A	33'-9"	33'-8 11/16"	33'-8 5/16"	33'-8"	33'-7 11/16"	33'-7 5/16"	33'-7"	33'-6 11/16"	33'-6 3/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	-
	B	33'-4 9/16"	33'-4 5/16"	33'-4 1/16"	33'-3 13/16"	33'-3 1/2"	33'-3 1/4"	33'-3"	33'-2 3/4"	33'-2 1/2"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-
	C	32'-5 5/16"	32'-5"	32'-4 11/16"	32'-4 3/8"	32'-4 1/16"	32'-3 3/4"	32'-3 7/16"	32'-3 3/16"	32'-2 7/8"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-
D		33'-4 11/16"	33'-4 7/16"	33'-4 3/16"	33'-3 7/8"	33'-3 5/8"	33'-3 3/8	33'-3 1/8"	33'-2 7/8"	33'-2 5/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
E		0'-4 1/4"	0'-4 5/16"	0'-4 3/8"	0'-4 3/8"	0'-4 7/16"	0'-4 1/2	0'-4 9/16"	0'-4 5/8"	0'-4 11/16"	0'-4 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
F		0'-3 3/16"	0'-3 1/4"	0'-3 5/16"	0'-3 3/8"	0'-3 7/16"	0'-3 1/2"	0'-3 9/16"	0'-3 5/8"	0'-3 11/16"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
L		166'-4 1/8"	166'-2 5/8"	166'-1 3/16"	165'-11 11/16"	165'-10 5/16"	165'-8 7/8"	165'-7 1/2"	165'-6 3/16"	165'-4 13/16"	165'-3 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"
		2-4A	2-4B	2-4C	2-4D	2-4E	2-4F	2-4G	2-4H	2-4I	2-4J	2-4K	2-4L	2-4M	2-4N	2-4O	2-4P	2-4R	2-4S
LEFT	A	-	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	32'-2 11/16"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"
	B	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
	C	-	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	32'-10 1/2"	-	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"
RIGHT	A	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	33'-6 5/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	-
	B	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-
	C	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	31'-6 9/16"	-	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	-
D		33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
E		0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
F		0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-11 7/8"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"
L		164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-8 7/16"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"

BEAM LENGTHS, DIAPHRAGM SPACING AND THREADED INSERT LOCATION TABLE - UNIT 3

		3-1A	3-1B	3-1C	3-1D	3-1E	3-1F	3-1G	3-1H	3-1I	3-1J	3-1K	3-1L	3-1M	3-1N	3-1O	3-1P
LEFT	A	-	31'-3 5/16"	31'-3 5/16"	31'-3 5/16"	31'-3 5/16"	31'-3 5/16"	31'-3 5/16"	31'-3 5/16"	-	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"	31'-7 3/16"
	B	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
	C	-	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"
RIGHT	A	32'-11 3/4"	32'-11 3/4"	32'-11 3/4"	32'-11 3/4"	32'-11 3/4"	32'-11 3/4"	32'-11 3/4"	-	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	33'-3 9/16"	-
	B	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-
	C	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-
D		33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
E		1'-0 7/8"	1'-0 7/8"	1'-0 7/8"	1'-0 7/8"	1'-0 7/8"	1'-0 7/8"	1'-0 7/8"	1'-0 7/8"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"	0'-9"
F		0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
L		164'-7 3/8"	164'-7 3/8"	164'-7 3/8"	164'-7 3/8"	164'-7 3/8"	164'-7 3/8"	164'-7 3/8"	164'-7 3/8"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"	164'-11 1/4"
		3-2A	3-2B	3-2C	3-2D	3-2E	3-2F	3-2G	3-2H	3-2I	3-2J	3-2K	3-2L	3-2M	3-2N	3-2O	3-2P
LEFT	A	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"
	B	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
	C	-	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"
RIGHT	A	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	33'-8 7/8"	-	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	33'-8 13/16"	-
	B	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	-
	C	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	32'-0 7/16"	-
D		33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"	33'-2 3/8"
E		0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
F		0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"	0'-3 3/4"
L		164'-8 9/16"	164'-8 9/16"	164'-8 9/16"	164'-8 9/16"	164'-8 9/16"	164'-8 9/16"	164'-8 9/16"	164'-8 9/16"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"	165'-4 1/2"

NOTES:

1. FOR BEAM ELEVATIONS, SEE SHEETS 61/216 THRU 70/216 .
2. FOR ADDITIONAL BEAM LENGTHS, DIAPHRAGM SPACING AND THREADED INSERT LOCATION TABLES, SEE SHEETS 71/216 AND 73/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	KRO	WOZ	5/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PRESTRESSED I-BEAM DETAILS
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

72/216

1365
1792

CAMBER (NORTHBOUND BRIDGE - UNIT 1 (INCHES))																	
		SPAN 1								SPAN 2							
		1-1M	1-1N	1-1O	1-1P	1-1R	1-1S	1-1T	1-1U	1-1M	1-1N	1-1O	1-1P	1-1R	1-1S	1-1T	1-1U
DECK THICKNESS	A	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5
DECK THICKNESS @ CL BRG.	B	13.7155	13.7155	13.7155	13.7155	13.7155	13.7155	13.7155	13.7155	15.8805	15.6385	15.6385	15.6385	15.6385	15.6385	15.6385	15.8805
DECK THICKNESS @ MIDSPAN	C	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085
ESTIMATED CAMBER AT TIME OF RELEASE (DAY 0 = D0)		2.392	2.392	2.392	2.392	2.392	2.392	2.392	2.392	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204
ESTIMATED CAMBER AT DAY 30 (D30		4.209	4.209	4.209	4.209	4.209	4.209	4.209	4.209	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401
REMAINING DEAD LOAD DEFLECTION		1.803	1.803	1.803	1.803	1.803	1.803	1.803	1.803	2.831	3.072	3.072	3.072	3.072	3.072	3.072	2.831

CAMBER (NORTHBOUND BRIDGE - UNIT 2 (INCHES))																	
		SPAN 1								SPAN 2							
		2-1K	2-1L	2-1M	2-1N	2-1O	2-1P	2-1R	2-1S	2-2K	2-2L	2-2M	2-2N	2-2O	2-2P	2-2R	2-2S
DECK THICKNESS	A	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5
DECK THICKNESS @ CL BRG.	B	15.8805	15.6385	15.6385	15.6385	15.6385	15.6385	15.6385	15.8805	15.8805	15.6385	15.6385	15.6385	15.6385	15.6385	15.6385	15.8805
DECK THICKNESS @ MIDSPAN	C	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085
ESTIMATED CAMBER AT TIME OF RELEASE (DAY 0 = D0)		4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204
ESTIMATED CAMBER AT DAY 30 (D30		7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401
REMAINING DEAD LOAD DEFLECTION		2.831	3.072	3.072	3.072	3.072	3.072	3.072	2.831	2.831	3.072	3.072	3.072	3.072	3.072	3.072	2.831

CAMBER (NORTHBOUND BRIDGE - UNIT 2 (INCHES))																	
		SPAN 3								SPAN 4							
		2-3K	2-3L	2-3M	2-3N	2-3O	2-3P	2-3R	2-3S	2-4K	2-4L	2-4M	2-4N	2-4O	2-4P	2-4R	2-4S
DECK THICKNESS	A	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5	8.5
DECK THICKNESS @ CL BRG.	B	15.8805	15.6385	15.6385	15.6385	15.6385	15.6385	15.6385	15.8805	15.8805	15.6385	15.6385	15.6385	15.6385	15.6385	15.6385	15.8805
DECK THICKNESS @ MIDSPAN	C	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085	11.3085
ESTIMATED CAMBER AT TIME OF RELEASE (DAY 0 = D0)		4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204	4.204
ESTIMATED CAMBER AT DAY 30 (D30		7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401	7.401
REMAINING DEAD LOAD DEFLECTION		2.831	3.072	3.072	3.072	3.072	3.072	3.072	2.831	2.831	3.072	3.072	3.072	3.072	3.072	3.072	2.831

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGNED WOZ | DRAWN KRO | CHECKED CBS | REVISED

REVIEWED WOZ | DATE 5/2020 | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

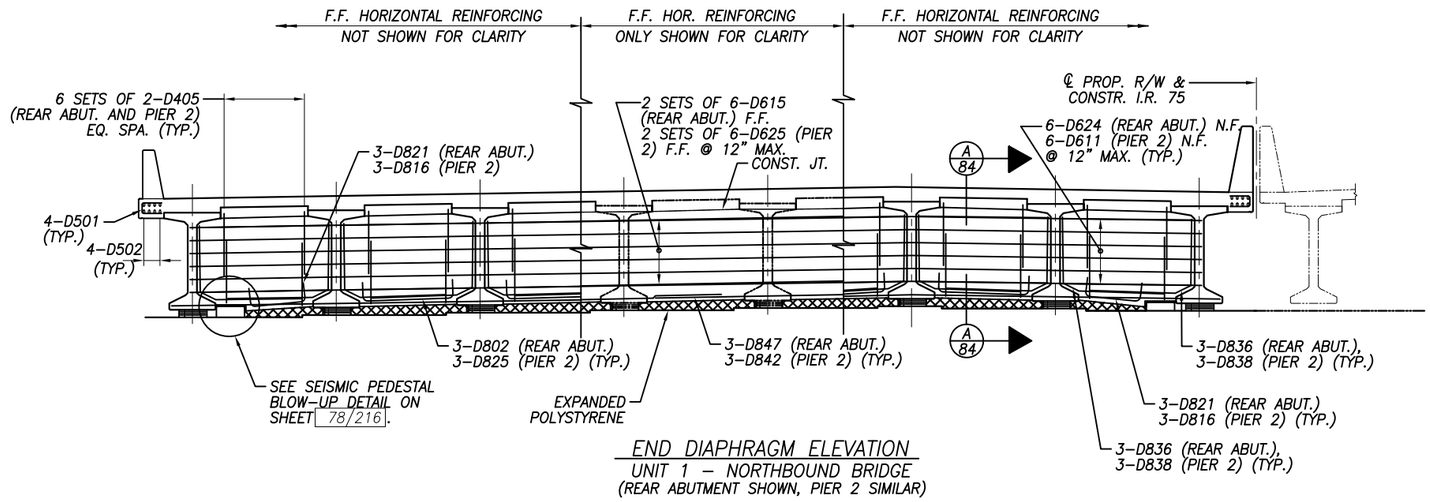
CAMBER TABLES – NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

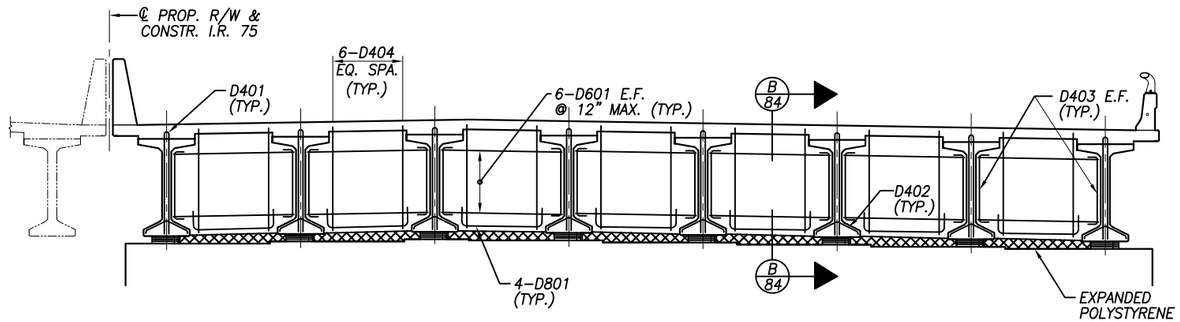
76 / 216

1369
1792

Date: Oct 12, 2020, 3:55pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_S0068.dwg



END DIAPHRAGM ELEVATION
UNIT 1 – NORTHBOUND BRIDGE
(REAR ABUTMENT SHOWN, PIER 2 SIMILAR)



PIER DIAPHRAGM ELEVATION
UNIT 1 – NORTHBOUND BRIDGE
(PIER 1)

NOTES:

1. FOR ADDITIONAL NOTES SEE SHEET 78/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – SHEET REPLACED

DESIGNED	DRAWN	REVISED	CHECKED
WOZ	TLH		CBS

REVIEWED	DATE
WOZ	5/20

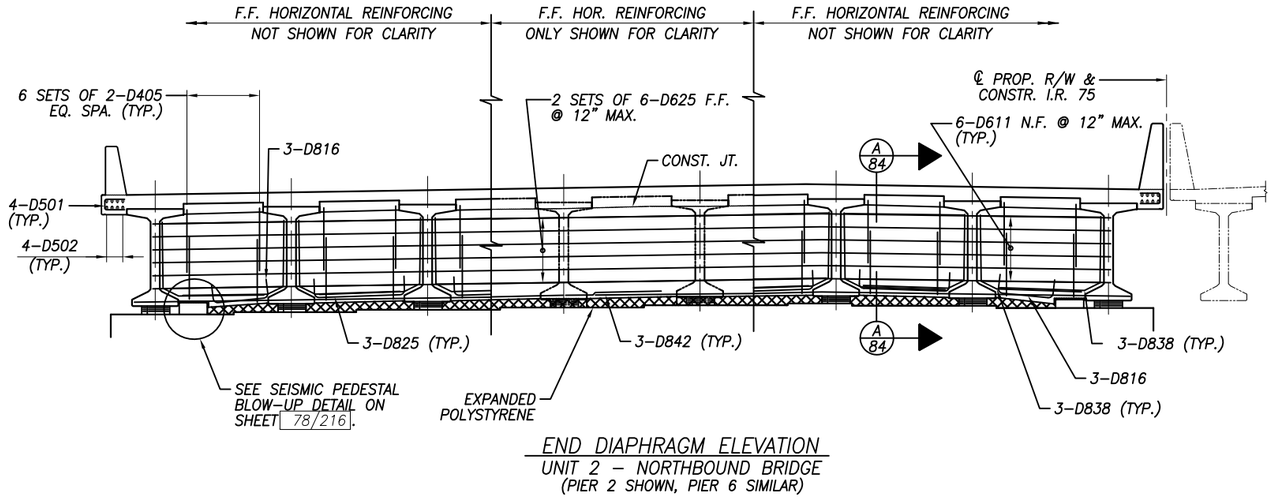
STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

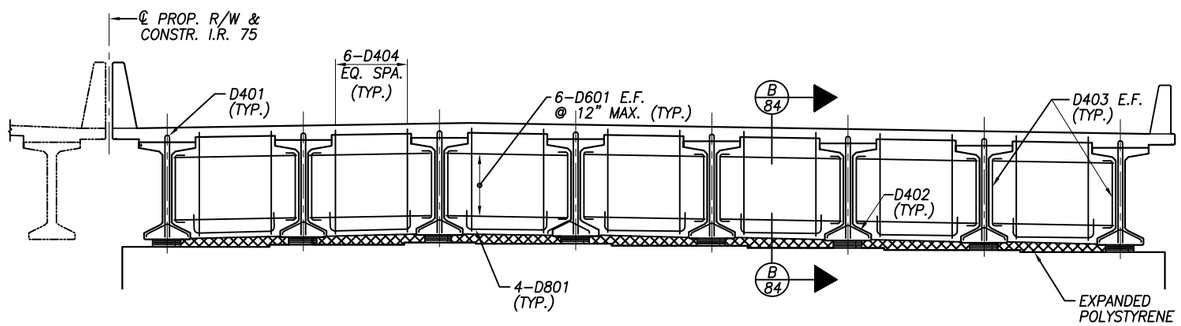
DIAPHRAGM DETAILS – UNIT 1 NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

1374
1792



END DIAPHRAGM ELEVATION
UNIT 2 – NORTHBOUND BRIDGE
(PIER 2 SHOWN, PIER 6 SIMILAR)



PIER DIAPHRAGM ELEVATION
UNIT 2 – NORTHBOUND BRIDGE
(PIER 3 SHOWN, PIERS 4 AND 5 SIMILAR)

NOTES:

1. FOR ADDITIONAL NOTES SEE SHEET 78/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	TLH	WOZ	5/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

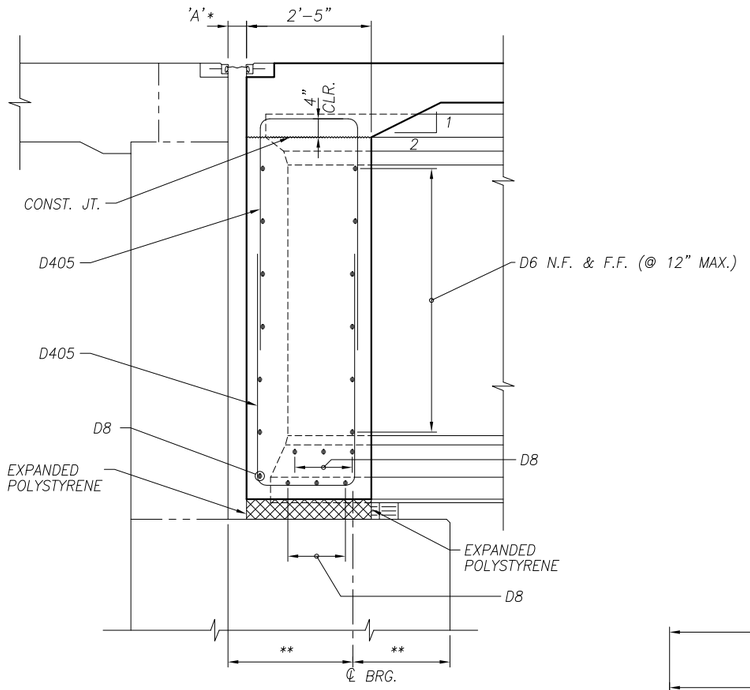
DIAPHRAGM DETAILS – UNIT 2 NORTHBOUND
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC–75–30.70/0.00
PID No. 93592

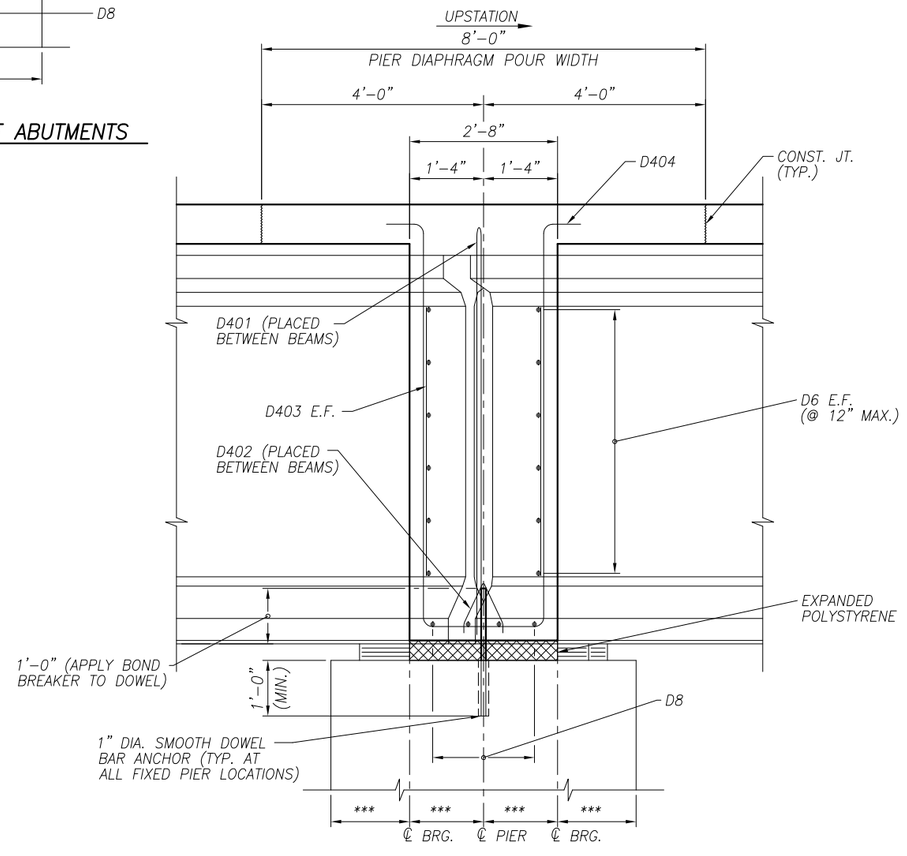
82/216

1375
1792

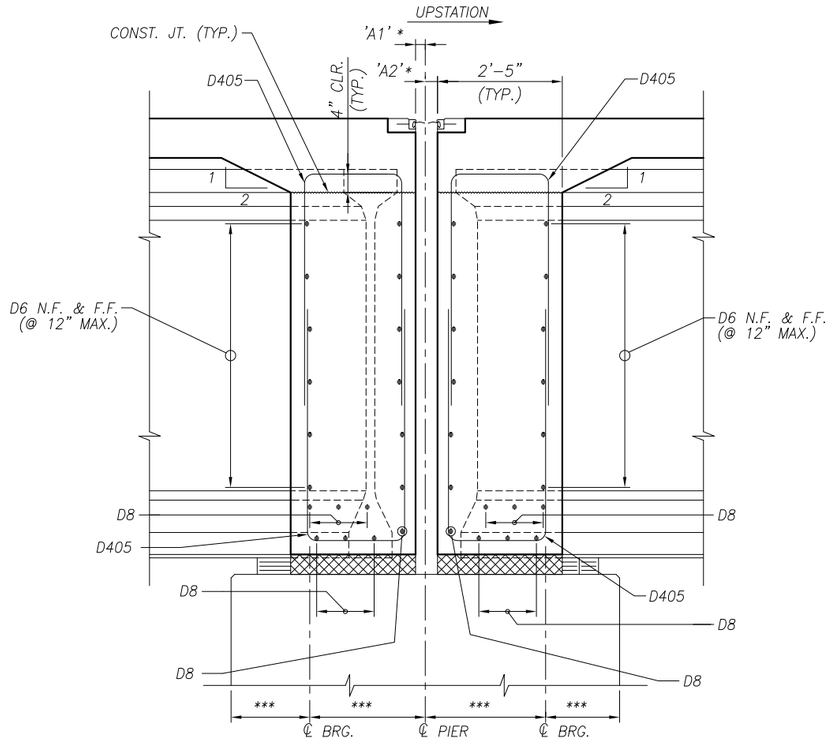
Date: Oct 07, 2020, 4:22pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_S0019.dwg



A END DIAPHRAGM SECTION – AT ABUTMENTS
78, 80, 81, 83



B PIER DIAPHRAGM SECTION
78, 79, 80, 81, 82, 83



A END DIAPHRAGM SECTION – AT PIERS
78, 79, 80, 81, 82, 83

LEGEND:

* FOR EXPANSION JOINT OPENING DIMENSIONS AND ADDITIONAL DETAILS, SEE SHEET 118/216 .

** FOR ABUTMENT DETAILS AND DIMENSIONS, SEE SHEETS 23/216 THRU 28/216 .

*** FOR PIER DETAILS AND DIMENSIONS, SEE SHEETS 29/216 THRU 41/216 .

NOTES:

1. FOR ADDITIONAL NOTES SEE SHEET 78/216 .
2. FOR ADDITIONAL ANCHOR BAR NOTES AND DETAILS, SEE SHEETS 30/216 THRU 40/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – BAR CALLOUTS SIMPLIFIED

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

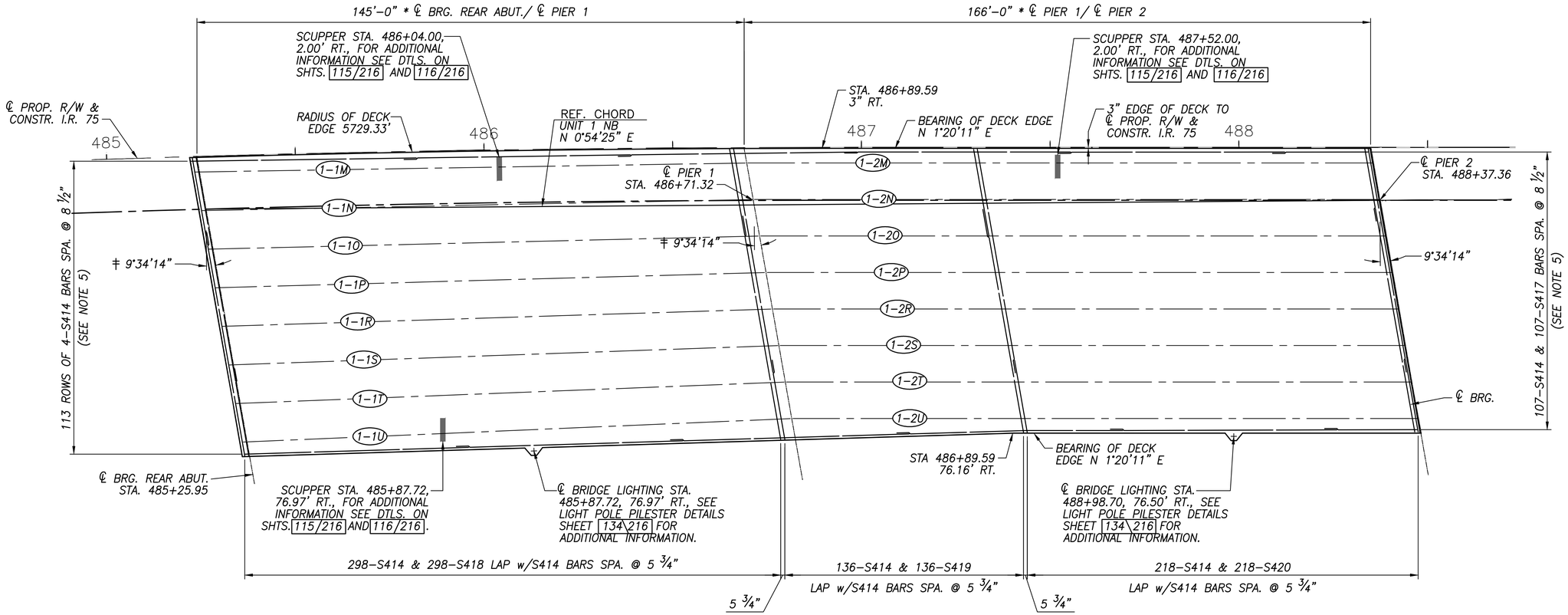
DIAPHRAGM DETAILS
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

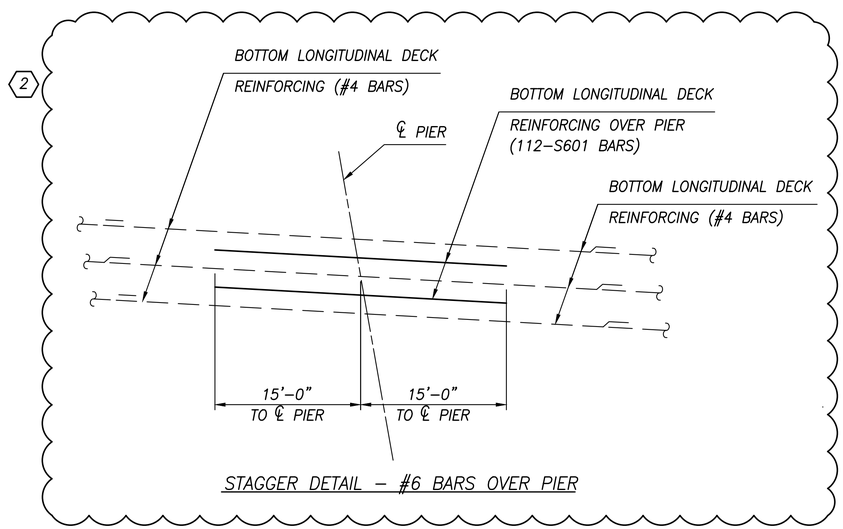
WOO/LUC–75–30.70/0.00
PID No. 93592

84 / 216

1377 / 1792

Date: Oct 07, 2020, 4:23pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD021.dwg





STAGGER DETAIL – #6 BARS OVER PIER

SLAB PLAN – BOTTOM REINFORCING

UNIT 1 NORTHBOUND BRIDGE

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

‡ – MEASURED ALONG/WITH RESPECT TO REFERENCE CHORD

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 138/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216 .
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. BARS CALLED OUT ℄ BEAM–TO–℄ BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON BEAM ℄.
7. FOR TOP REINFORCING, SEE SHEET 98/216 .
8. FOR HAUNCH REINFORCING, SEE SHEET 114/216 .
9. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.) 3'–3"

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – ADDED REBAR OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

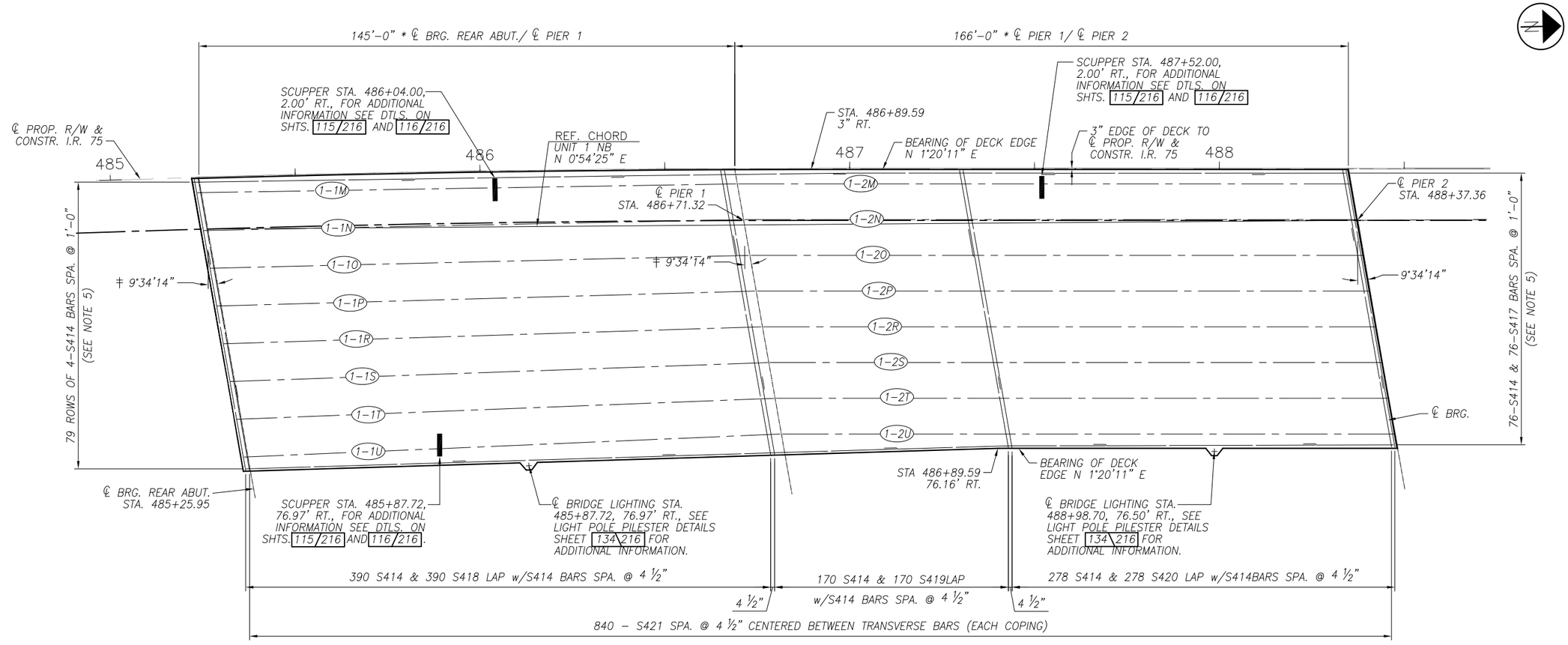
SLAB PLAN – 13 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

97/216

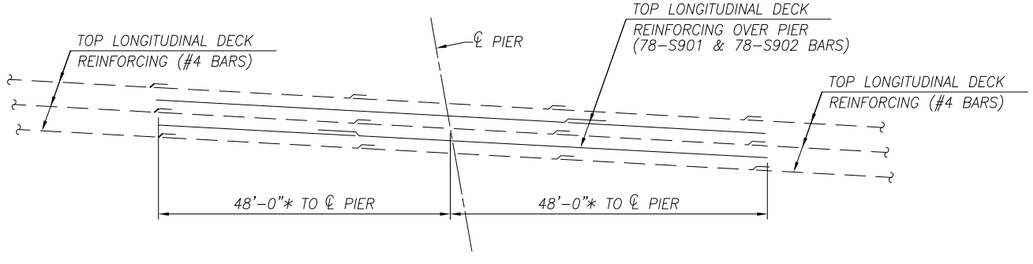
1390/1792

Date: Dec 04, 2020, 10:23am User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP007.dwg



SLAB PLAN - TOP REINFORCING

UNIT 1 NORTHBOUND BRIDGE



STAGGER DETAIL - #9 BARS OVER PIER

LEGEND:

(1-1A) - GIRDER IDENTIFICATION

* - MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** - MEASURED PERPENDICULAR TO L PROP. R/W & CONSTR. I.R. 75

‡ - MEASURED ALONG/WITH RESPECT TO REFERENCE CHORD

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 138/216.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216.
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216.
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216.
6. FOR TOP REINFORCING, SEE SHEET 97/216.
7. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.)	3'-3"
NO. 9 (HOR.)	10'-2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

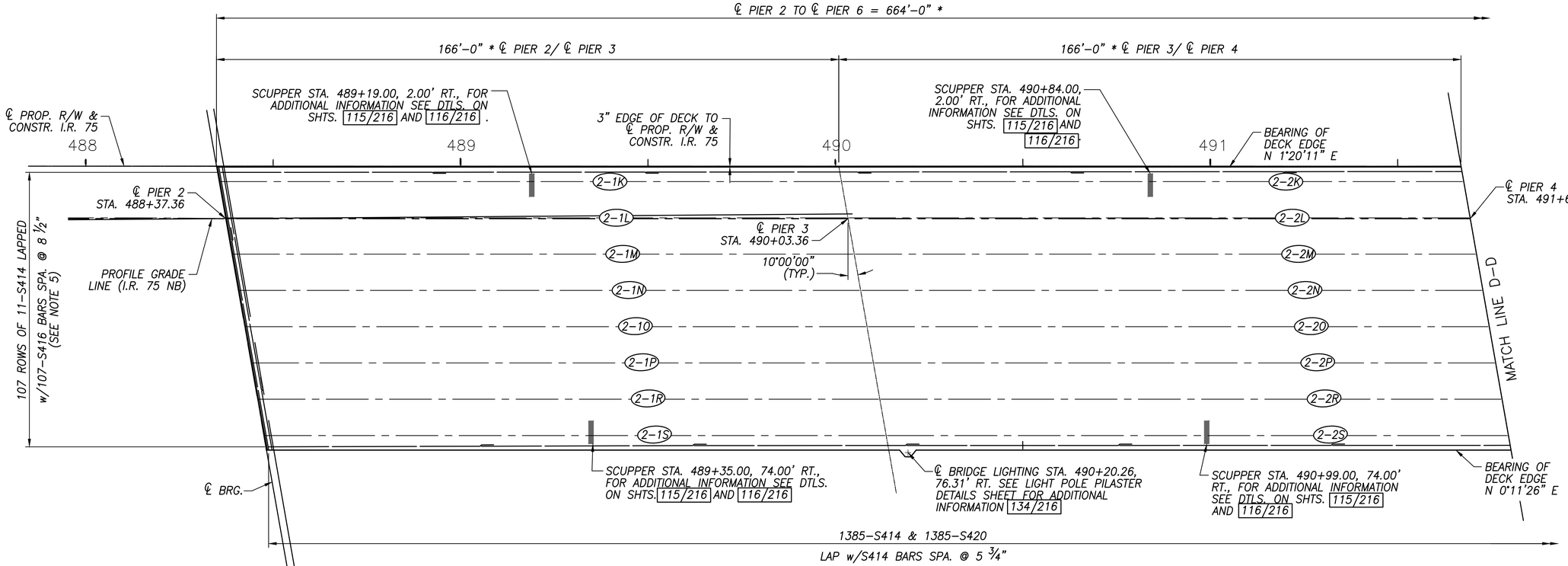
DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SLAB PLAN - 14 OF 27
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

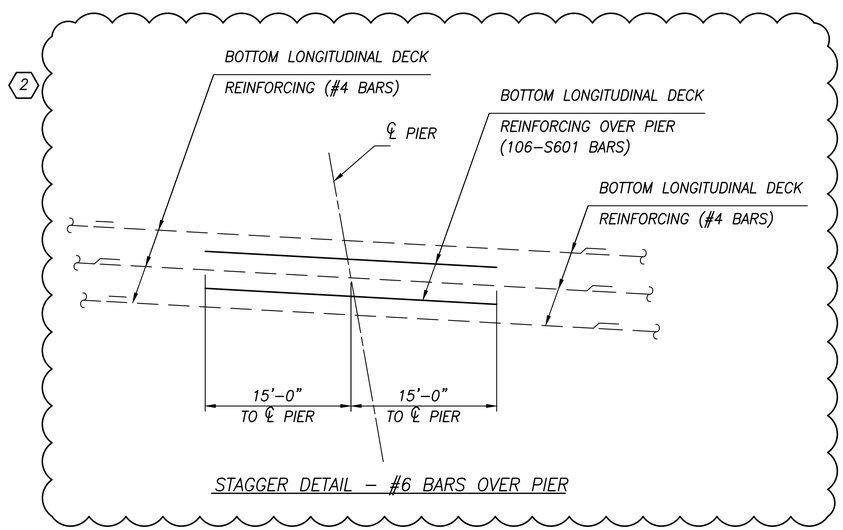
98/216

1391
1792



SLAB PLAN – BOTTOM REINFORCING

UNIT 2 NORTHBOUND BRIDGE



STAGGER DETAIL – #6 BARS OVER PIER

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 139/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216 .
5. FOR EXPANSION JOINT DETAILS, SEE SHEETS 118/216 .
6. BARS CALLED OUT ℄ BEAM–TO–℄ BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON BEAM ℄.
7. FOR TOP REINFORCING, SEE SHEETS 104/216 AND 105/216 .
8. FOR HAUNCH REINFORCING, SEE SHEET 114/216 .
9. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.) 3'–3"

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – ADDED REBAR OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

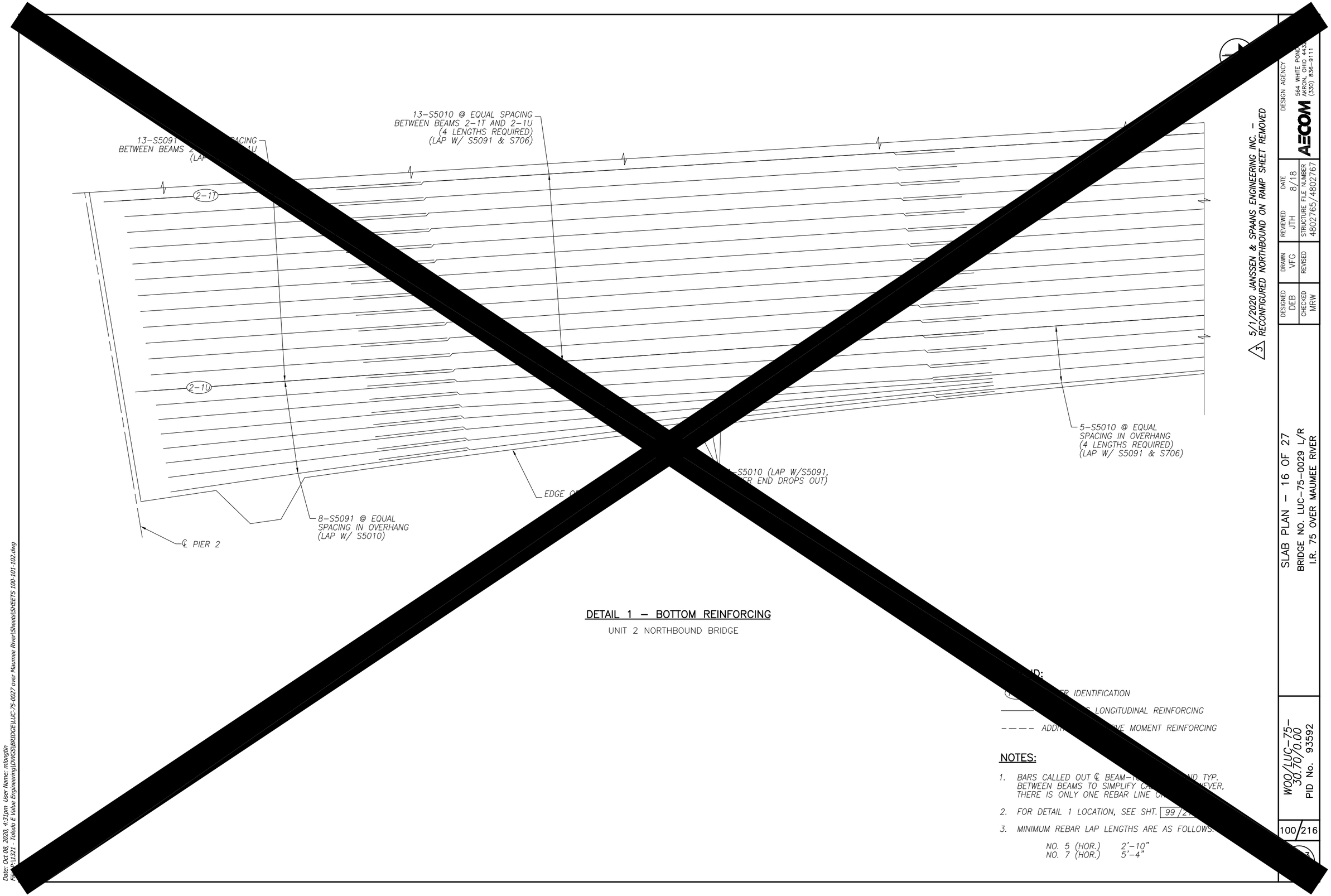
SLAB PLAN – 15 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

99 / 216

1392
1792

Date: Dec 04, 2020, 10:21am User Name: mlongtin
File: I:\psc.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP009.dwg



DETAIL 1 – BOTTOM REINFORCING

UNIT 2 NORTHBOUND BRIDGE

LONGITUDINAL REINFORCING

NOTES:

1. BARS CALLED OUT ℄ BEAM–TO–BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON
2. FOR DETAIL 1 LOCATION, SEE SHT. 99/216
3. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 5 (HOR.)	2'–10"
NO. 7 (HOR.)	5'–4"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REMOVED

DESIGN AGENCY
AECOM
564 WHITE POND DR
AKRON, OHIO 44320
(330) 836–9111

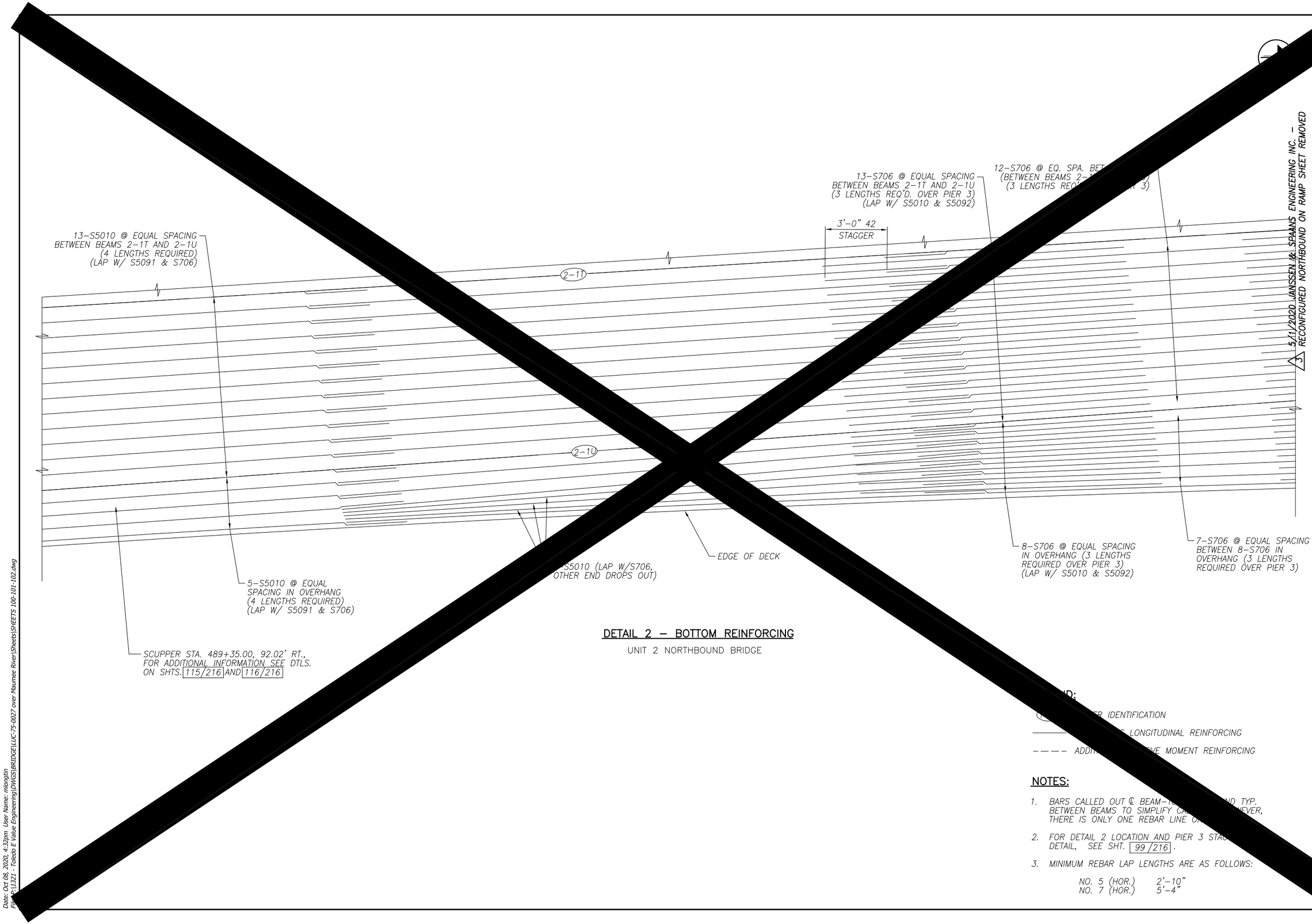
DESIGNED DEB	DRAWN VFG	REVIEWED JTH	DATE 8/18
CHECKED MRW	REVISED	STRUCTURE FILE NUMBER 4802765/4802767	

SLAB PLAN – 16 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

100/216

Date: Oct 08, 2020, 4:31pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\SHEETS 100-101-102.dwg



DETAIL 2 – BOTTOM REINFORCING

UNIT 2 NORTHBOUND BRIDGE

NOTES:

1. BARS CALLED OUT ℄ BEAM–I ND TYP. BETWEEN BEAMS TO SIMPLIFY CA EVER, THERE IS ONLY ONE REBAR LINE O
2. FOR DETAIL 2 LOCATION AND PIER 3 STA DETAIL, SEE SHT. 99/216.
3. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 5 (HOR.)	2'–10"
NO. 7 (HOR.)	5'–4"

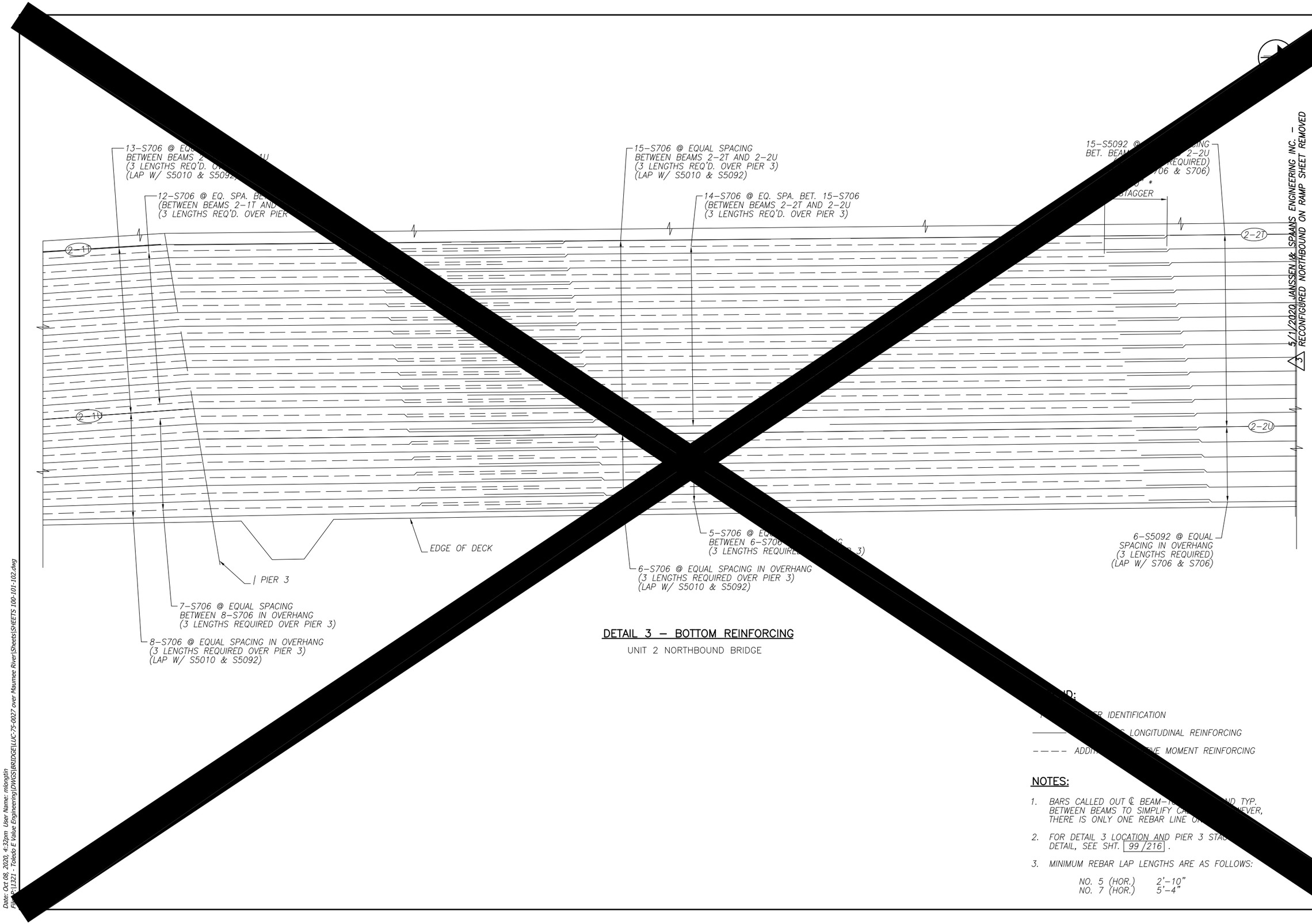
DESIGN AGENCY
AECOM
564 WHITE POND
AKRON, OHIO 443
(330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

SLAB PLAN – 17 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

101/216



DETAIL 3 – BOTTOM REINFORCING

UNIT 2 NORTHBOUND BRIDGE

D:

IDENTIFICATION

LONGITUDINAL REINFORCING

ADDI VE MOMENT REINFORCING

NOTES:

1. BARS CALLED OUT ℄ BEAM–T ND TYP. BETWEEN BEAMS TO SIMPLIFY CA EVER, THERE IS ONLY ONE REBAR LINE O
2. FOR DETAIL 3 LOCATION AND PIER 3 STA DETAIL, SEE SHT. 99/216 .
3. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 5 (HOR.)	2'–10"
NO. 7 (HOR.)	5'–4"

5/11/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REMOVED

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18

CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

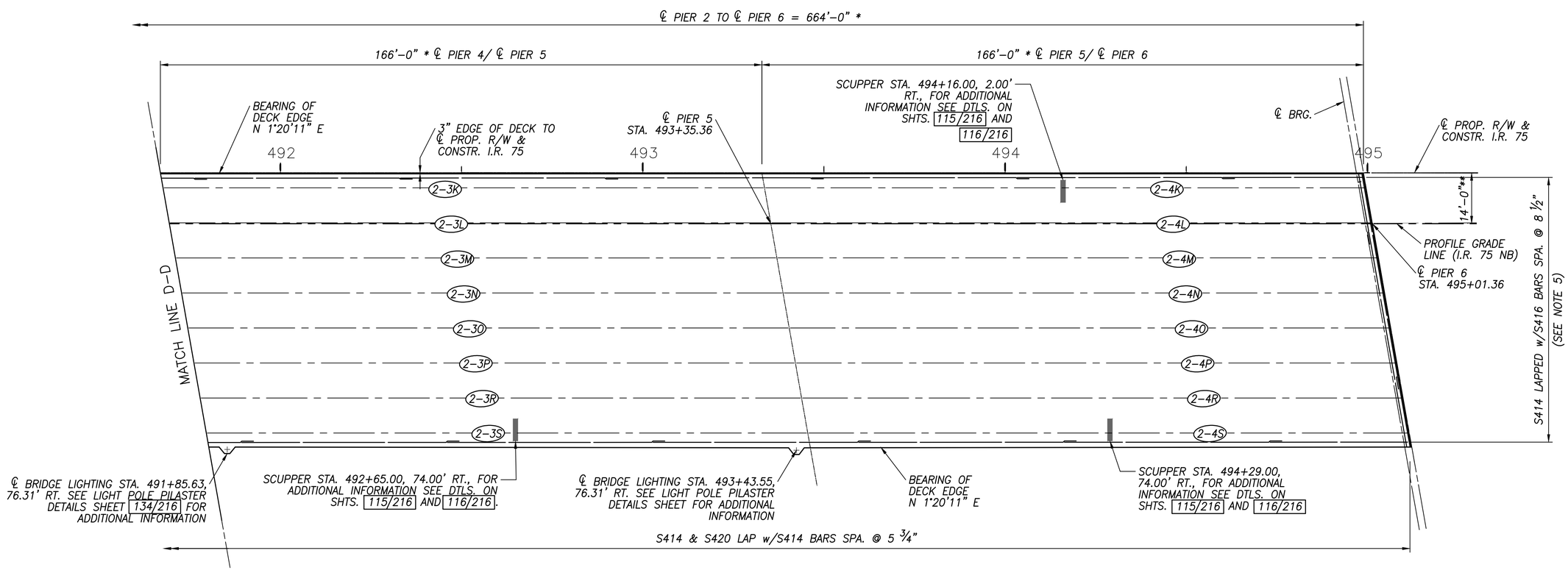
DESIGN AGENCY
AECOM
564 WHITE POND
AKRON, OHIO 443
(330) 836–9111

SLAB PLAN – 18 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–
30.70/0.00
PID No. 93592

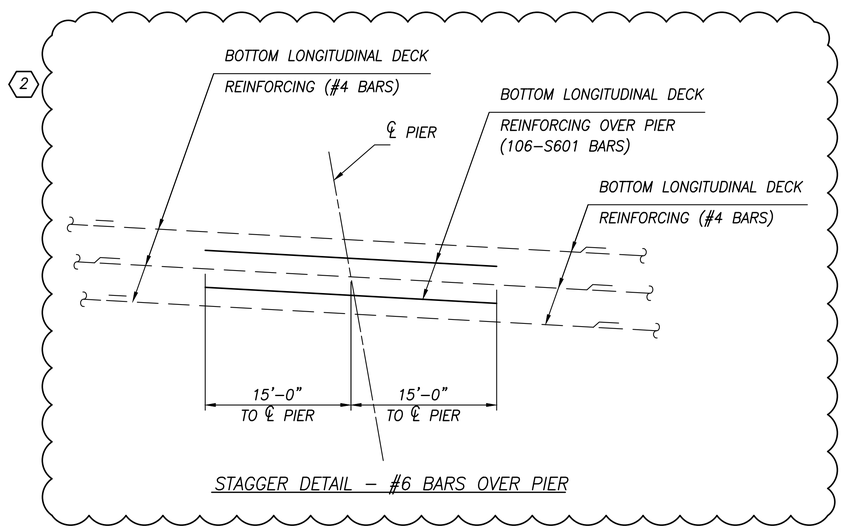
102/216

Date: Oct 08, 2020, 4:32pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\SHEETS 100-101-102.dwg



SLAB PLAN – BOTTOM REINFORCING

UNIT 2 NORTHBOUND BRIDGE



STAGGER DETAIL – #6 BARS OVER PIER

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 139/216.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216.
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216.
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216.
6. BARS CALLED OUT ℄ BEAM–TO–℄ BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON BEAM ℄.
7. FOR TOP REINFORCING, SEE SHEETS 104/216 AND 105/216.
8. FOR HAUNCH REINFORCING, SEE SHEET 114/216.
9. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

   NO. 4 (HOR.) 3'–3"

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – ADDED REBAR OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

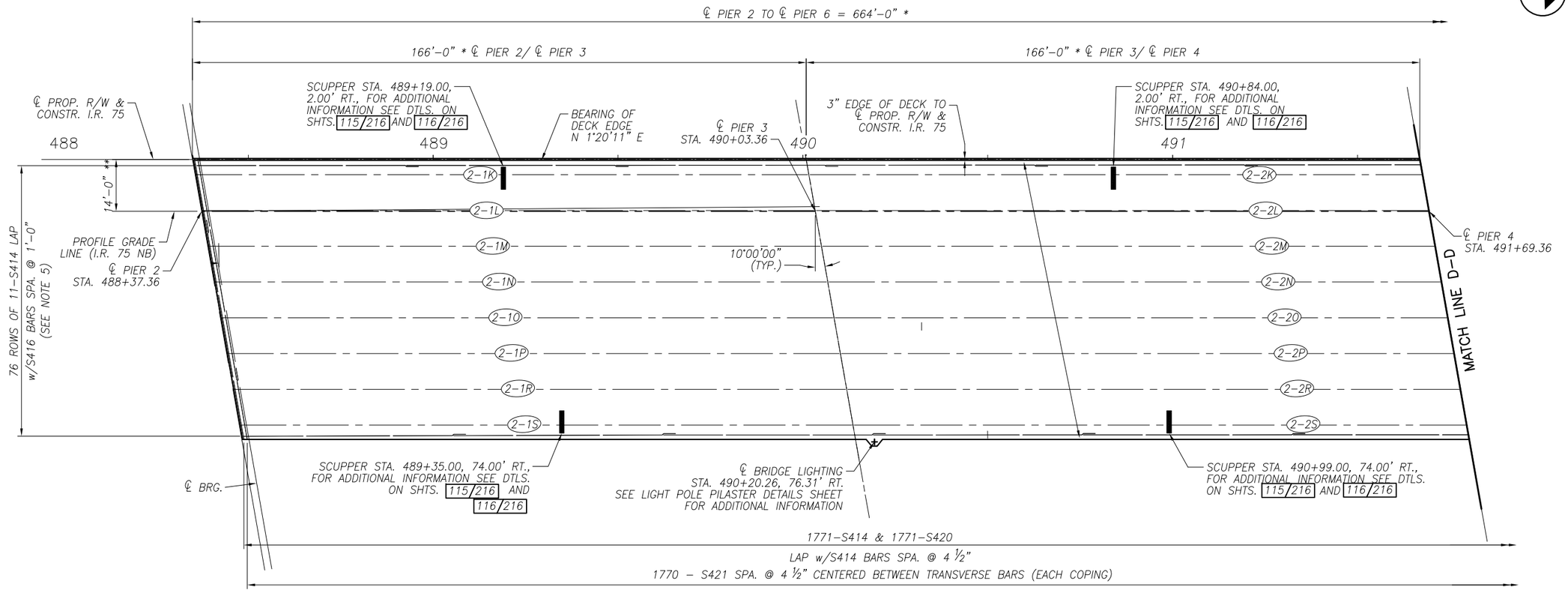
DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SLAB PLAN – 19 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC–75–30.70/0.00
PID No. 93592

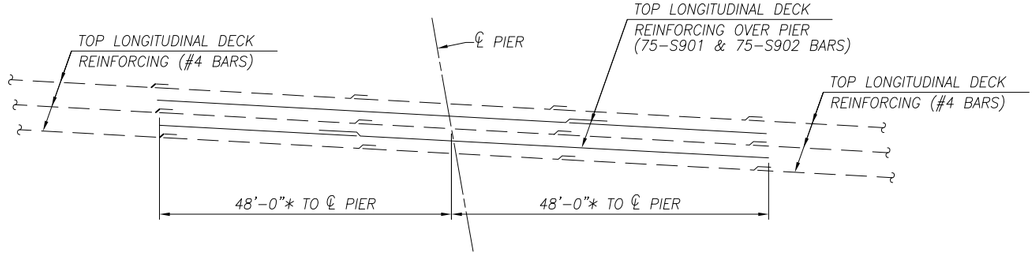
103/216

1396/1792



SLAB PLAN – TOP REINFORCING

UNIT 2 NORTHBOUND BRIDGE



STAGGER DETAIL – #9 BARS OVER PIER

LEGEND:

(1-1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 139/216.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216.
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216.
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEETS 118/216.
6. FOR BOTTOM REINFORCING, SEE SHEETS 99/216 THRU 103/216.
7. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.)	3'-3"
NO. 9 (HOR.)	10'-2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

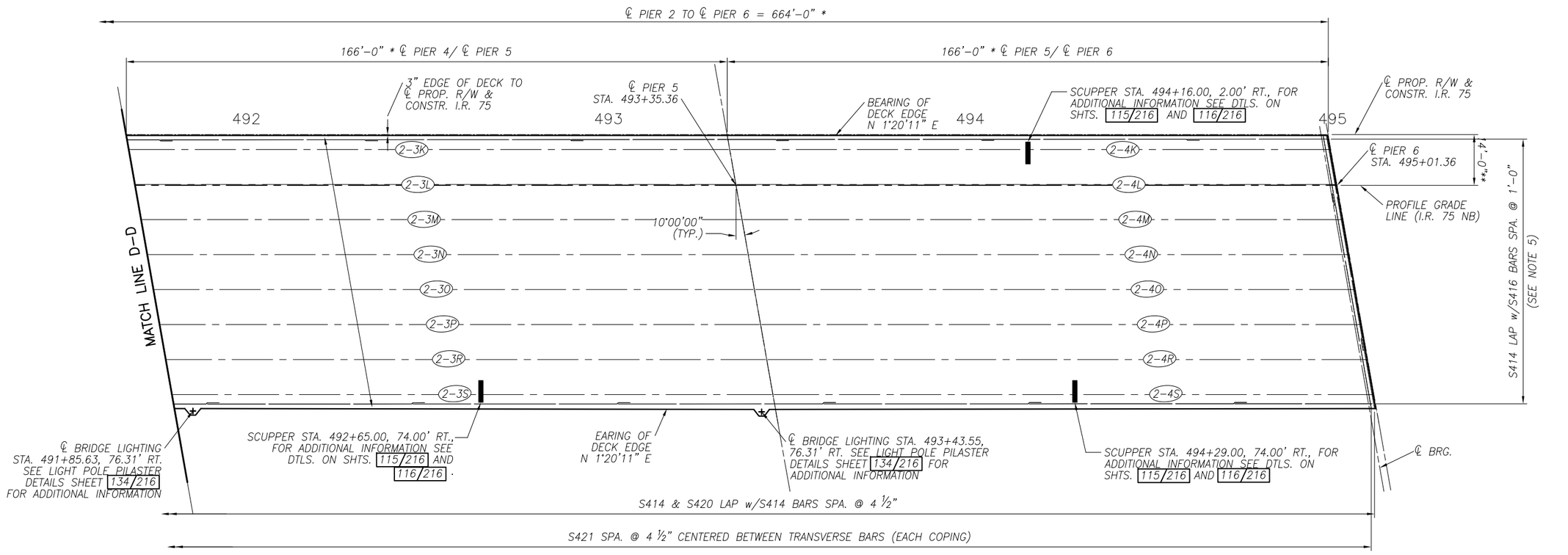
DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SLAB PLAN – 20 OF 27
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

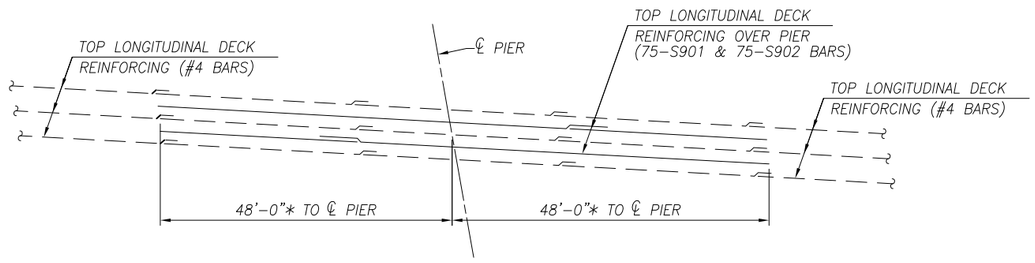
104/216

1397
1792



SLAB PLAN – TOP REINFORCING

UNIT 2 NORTHBOUND BRIDGE



STAGGER DETAIL – #9 BARS OVER PIER

LEGEND:

(1-1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 139/216.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216.
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216.
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216.
6. FOR BOTTOM REINFORCING, SEE SHEETS 99/216 THRU 103/216.
7. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

   NO. 4 (HOR.) 3'-3"
   NO. 9 (HOR.) 10'-2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

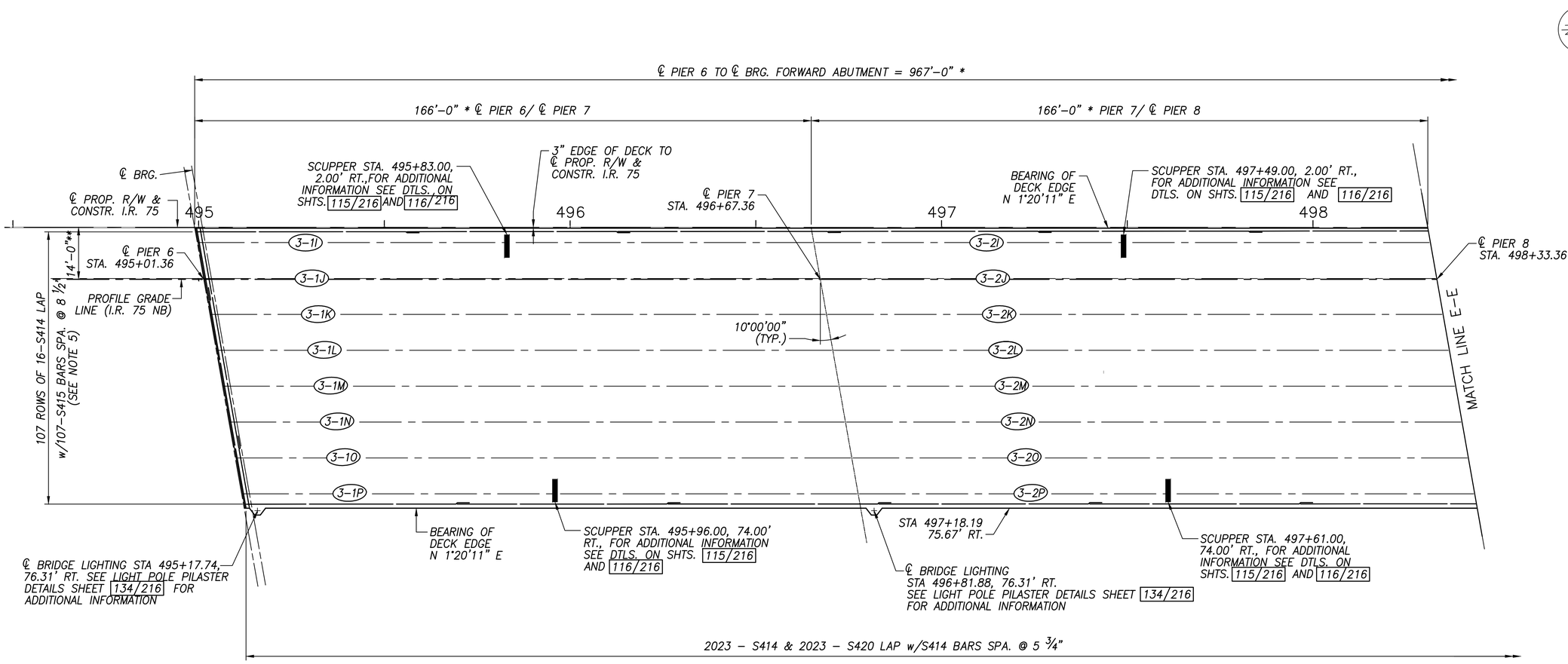
DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/2020
CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

SLAB PLAN – 21 OF 27
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

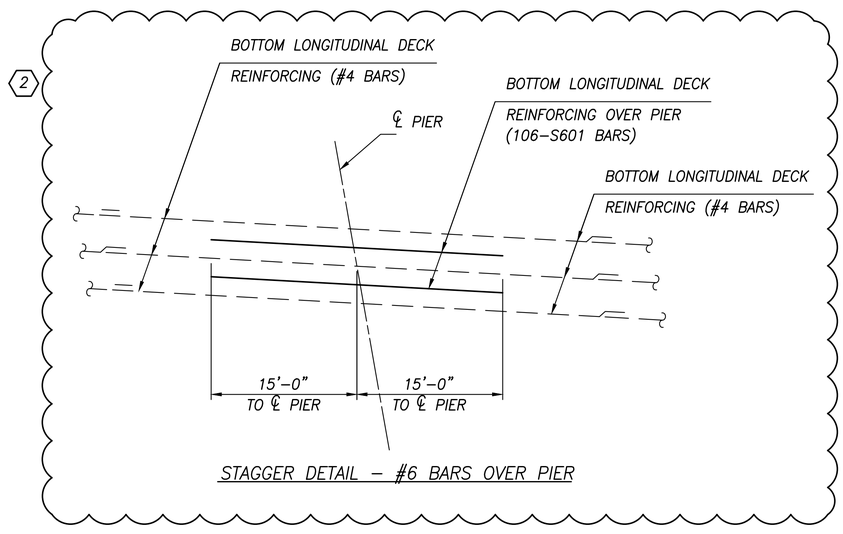
105/216

1398/1792



SLAB PLAN – BOTTOM REINFORCING

UNIT 3 NORTHBOUND BRIDGE



STAGGER DETAIL – #6 BARS OVER PIER

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216 .
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. BARS CALLED OUT ℄ BEAM–TO–℄ BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON BEAM ℄.
7. FOR TOP REINFORCING, SEE SHEETS 109/216 THRU 111/216 .
8. FOR HAUNCH REINFORCING, SEE SHEET 114/216 .
9. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

   NO. 4 (HOR.) 3'–3"

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – ADDED REBAR OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

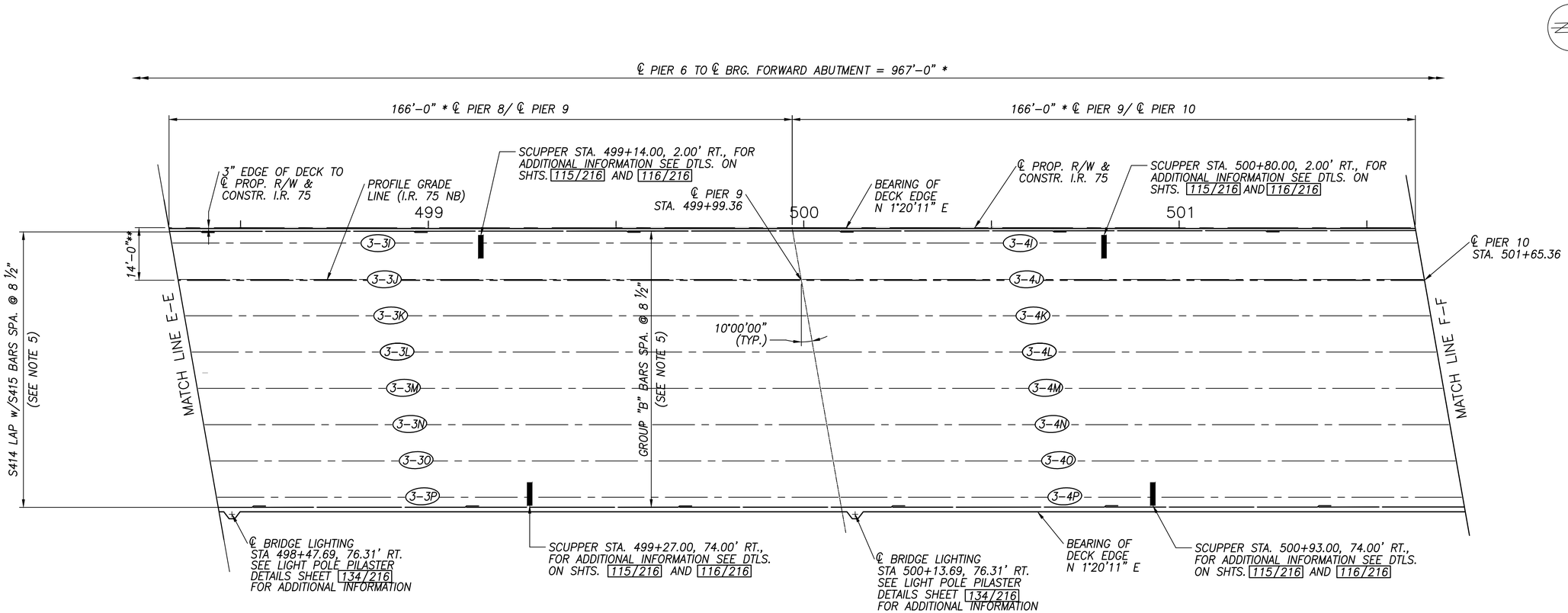
SLAB PLAN – 22 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WQQ/LUC–75–30.70/0.00
PID No. 93592

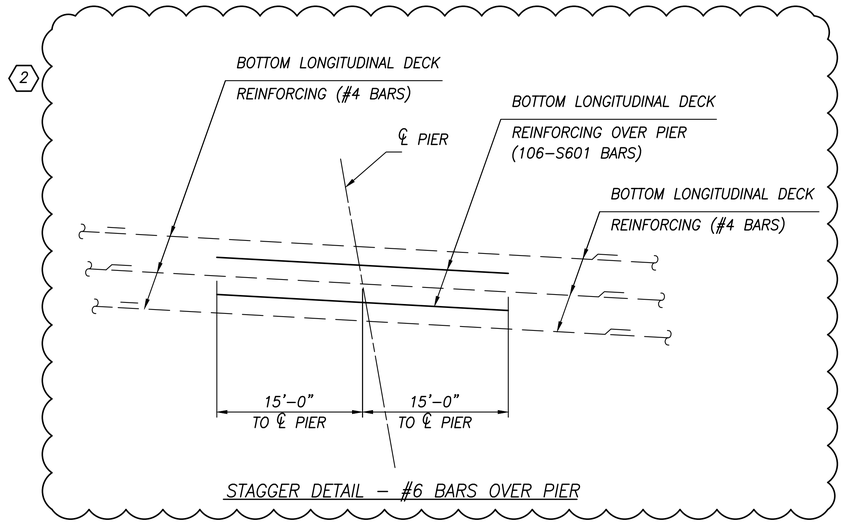
106/216

1399/1792

Date: Dec 04, 2020, 10:19am User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP011.dwg



SLAB PLAN – BOTTOM REINFORCING
UNIT 3 NORTHBOUND BRIDGE



STAGGER DETAIL – #6 BARS OVER PIER

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216 .
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. BARS CALLED OUT ℄ BEAM–TO–℄ BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON BEAM ℄.
7. FOR TOP REINFORCING, SEE SHEETS 109/216 THRU 111/216 .
8. FOR HAUNCH REINFORCING, SEE SHEET 114/216 .
9. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.) 3'–3"

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – ADDED REBAR OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

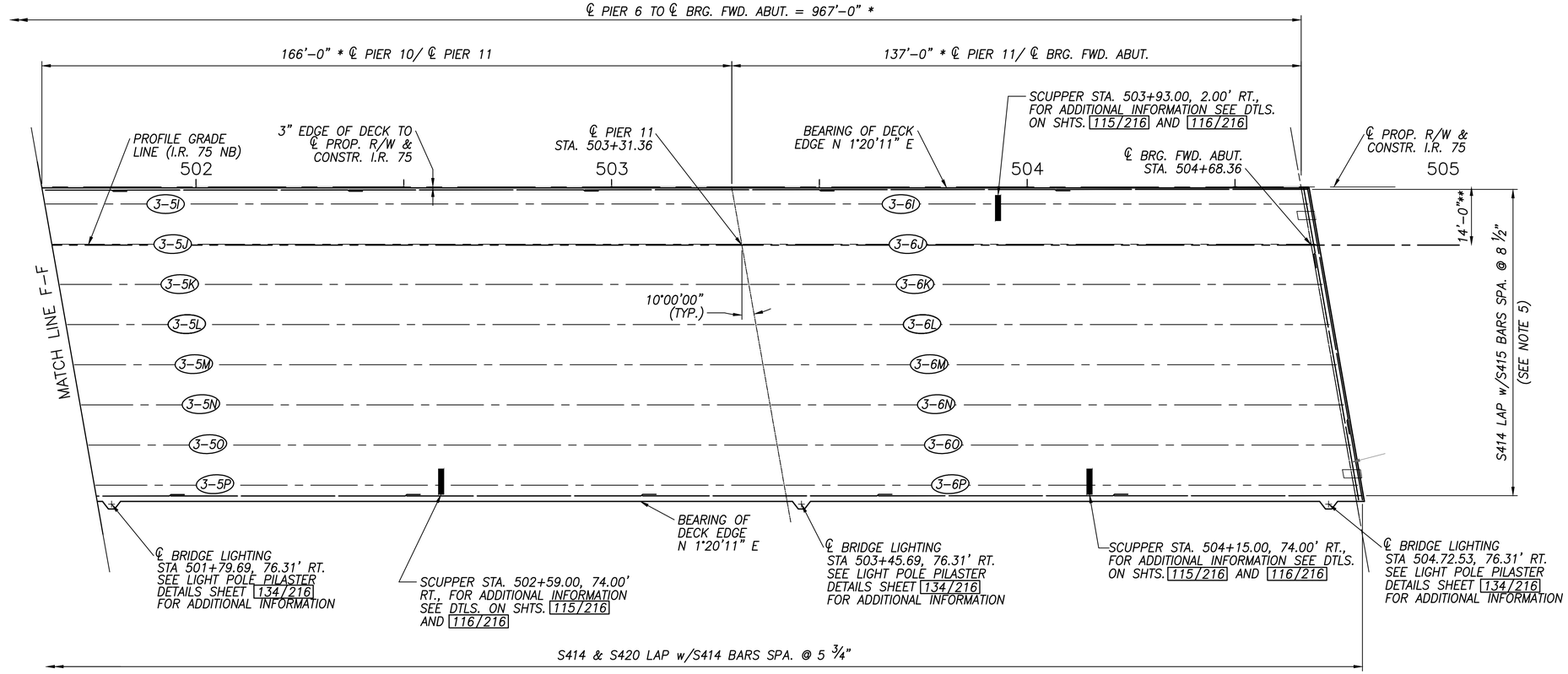
SLAB PLAN – 23 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

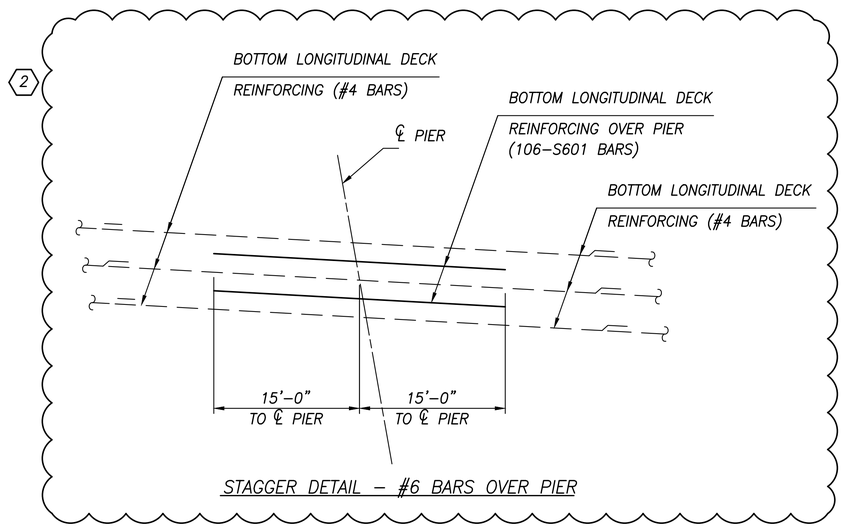
107/216

1400
1792

Date: Dec 04, 2020, 10:20am User Name: mlongtin
File: \\jsc.com\files\Projects\1321 - Toledo Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP011.dwg



SLAB PLAN – BOTTOM REINFORCING
UNIT 3 NORTHBOUND BRIDGE



STAGGER DETAIL – #6 BARS OVER PIER

LEGEND:

(1-1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216 .
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. BARS CALLED OUT ℄ BEAM-TO-℄ BEAM AND TYP. BETWEEN BEAMS TO SIMPLIFY CALLOUTS. HOWEVER, THERE IS ONLY ONE REBAR LINE ON BEAM ℄.
7. FOR TOP REINFORCING, SEE SHEETS 109/216 THRU 111/216 .
8. FOR HAUNCH REINFORCING, SEE SHEET 114/216 .
9. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.) 3'-3"

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – ADDED REBAR OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

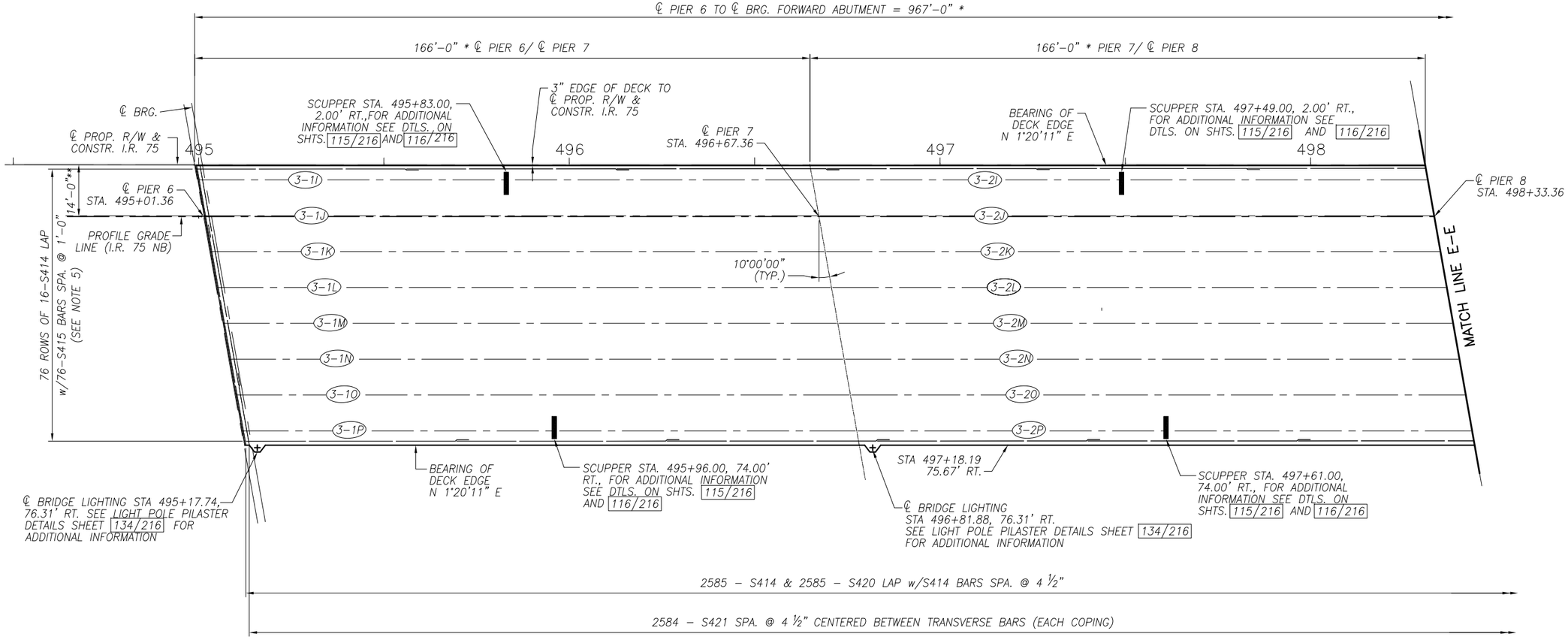
SLAB PLAN – 24 OF 27
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

108/216

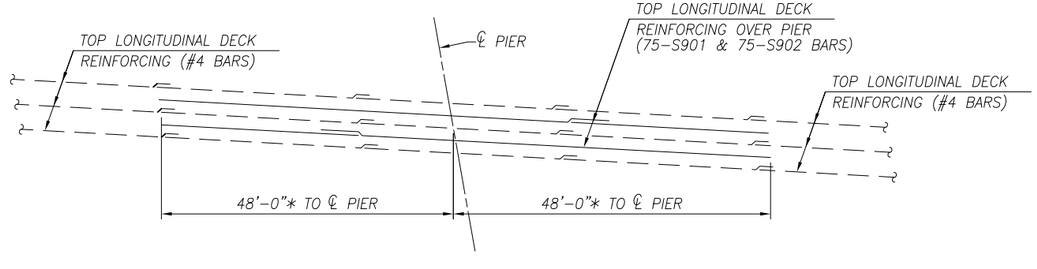
1401
1792

Date: Dec 04, 2020, 10:20am User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP011.dwg



SLAB PLAN – TOP REINFORCING

UNIT 3 NORTHBOUND BRIDGE



STAGGER DETAIL – #9 BARS OVER PIER

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. FOR BOTTOM REINFORCING, SEE SHEETS 106/216 THRU 108/216.
7. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.)	3'–3"
NO. 9 (HOR.)	10'–2"

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

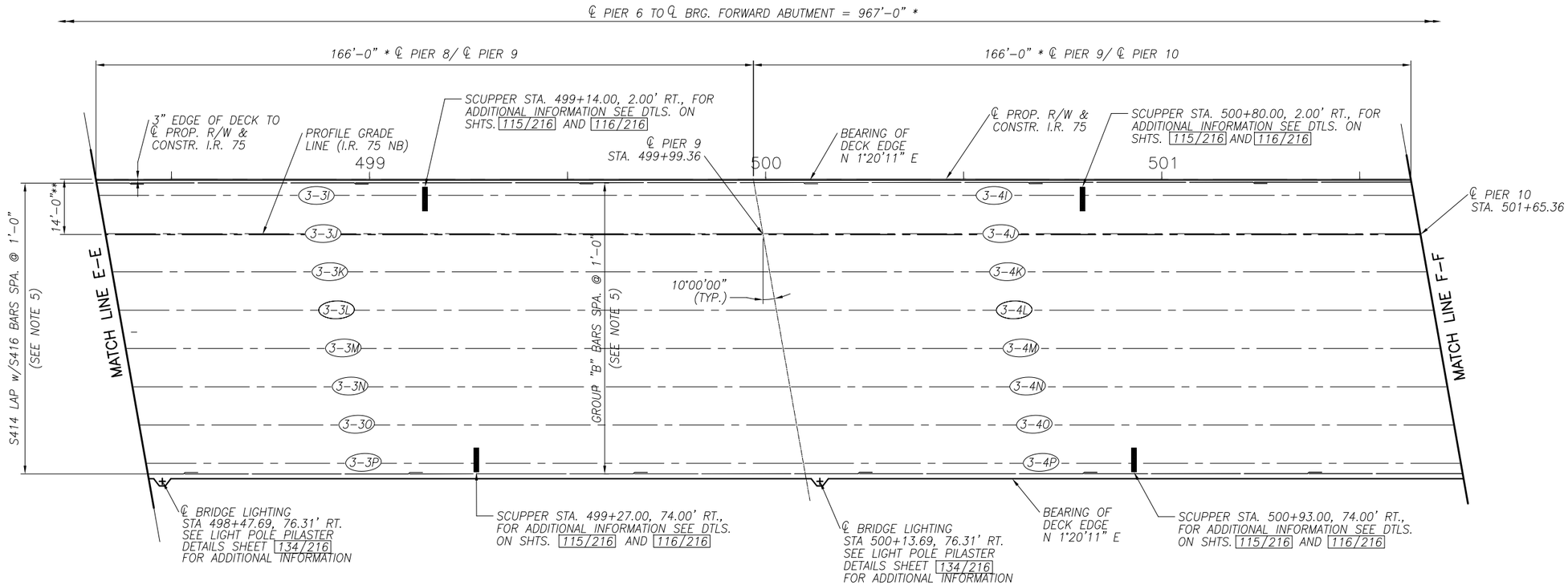
SLAB PLAN – 25 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

109/216

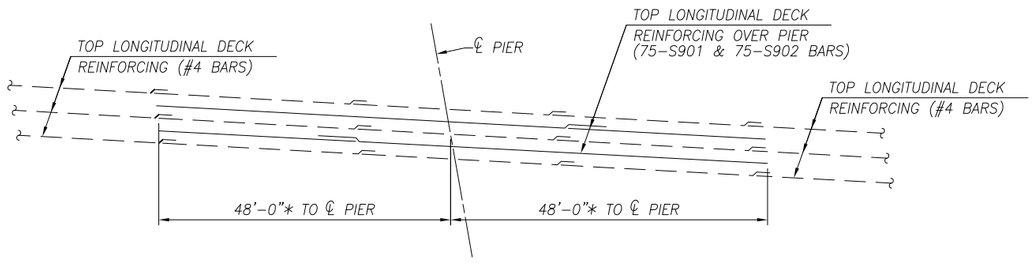
1492/1792

Date: Oct 07, 2020, 5:01pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP012.dwg



SLAB PLAN – TOP REINFORCING

UNIT 3 NORTHBOUND BRIDGE



STAGGER DETAIL – #9 BARS OVER PIER

LEGEND:

(1–1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. FOR BOTTOM REINFORCING, SEE SHEETS 106/216 THRU 108/216.
7. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.)	3'–3"
NO. 9 (HOR.)	10'–2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SLAB PLAN – 26 OF 27
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

110/216

1403
1792

Date: Oct 07, 2020, 5:01pm User Name: mlongtin
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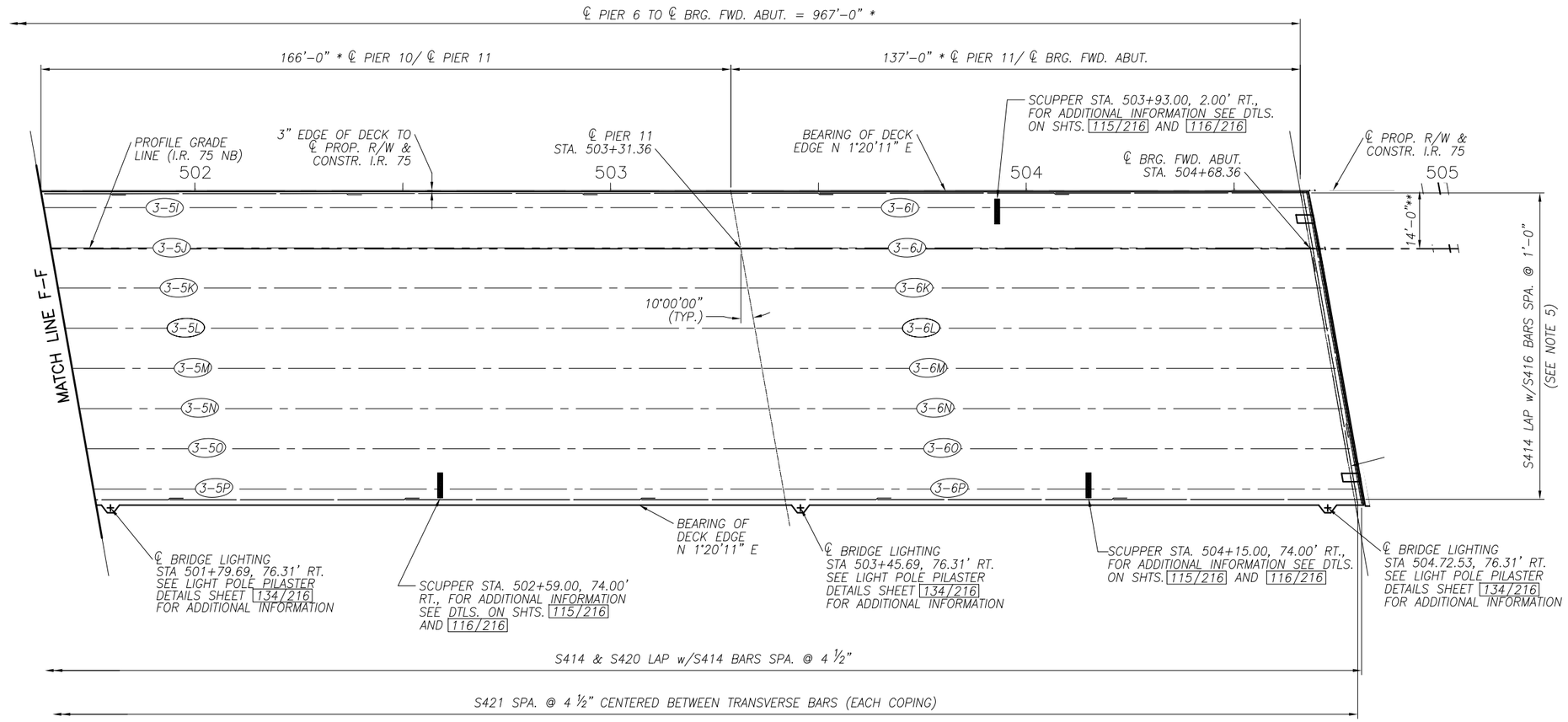
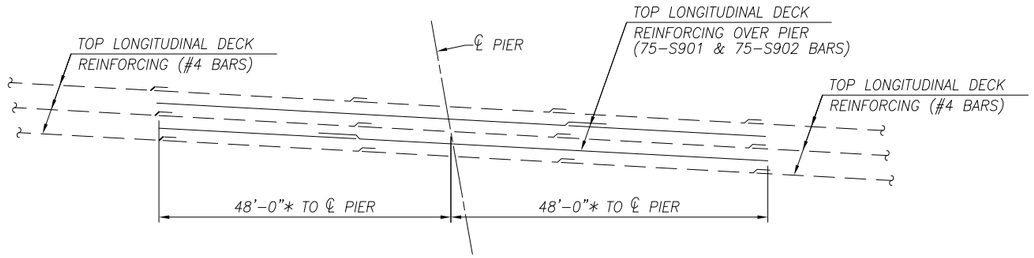


SLAB PLAN – TOP REINFORCING

UNIT 3 NORTHBOUND BRIDGE



STAGGER DETAIL – #9 BARS OVER PIER

LEGEND:

(1-1A) – GIRDER IDENTIFICATION

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 119/216 THRU 134/216 .
3. FOR SCREED, TOP OF HAUNCH, AND FINAL DECK ELEVATIONS, SEE SHEETS 143/216 THRU 192/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 210/216 AND 211/216.
5. FOR EXPANSION JOINT DETAILS, SEE SHEET 118/216 .
6. FOR BOTTOM REINFORCING, SEE SHEETS 106/216 THRU 108/216.
7. MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

NO. 4 (HOR.)	3'-3"
NO. 9 (HOR.)	10'-2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SLAB PLAN – 27 OF 27
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

111/216

1404
1792

Date: Oct 07, 2020, 5:02pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_DP012.dwg

ADDITIONAL HAUNCH REINFORCEMENT (NORTHBOUND BRIDGE - UNIT 1)

BEAM	LOCATION	SOUTH END *	BAR MARK	NO. OF S412	NO. OF SETS OF 3-S5010 **	NORTH END *	BAR MARK	NO. OF S412	NO. OF SETS OF 3-S5010 **
M	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
N	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
O	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
P	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
R	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
S	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
T	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1
U	SPAN 1	36'	S412	74	2	36'	S412	74	2
	SPAN 2	24'	S412	50	1	24'	S412	50	1

ADDITIONAL HAUNCH REINFORCEMENT (NORTHBOUND BRIDGE - UNIT 1)

BEAM	LOCATION	SOUTH END *	BAR MARK	NO. OF S412	NO. OF SETS OF 3-S5010 **	NORTH END *	BAR MARK	NO. OF S412	NO. OF SETS OF 3-S5010 **
K	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
L	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
M	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
N	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
O	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
P	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
R	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1
S	SPAN 1	24'	S412	50	1	24'	S412	50	1
	SPAN 2	24'	S412	50	1	24'	S412	50	1
	SPAN 3	24'	S412	50	1	24'	S412	50	1
	SPAN 4	24'	S412	50	1	24'	S412	50	1

3

ADDITIONAL HAUNCH REINFORCEMENT (NORTHBOUND BRIDGE – UNIT 3)

BEAM	LOCATION	SOUTH END *	BAR MARK	NO. OF S412	NO. OF SETS OF 3-S5010**	NORTH END *	BAR MARK	NO. OF S412	NO. OF SETS OF 3-S5010**
I	SPAN 1	28'	S412	57	1	27'	S412	56	1
	SPAN 2	27'	S412	56	1	27'	S412	56	1
	SPAN 3	27'	S412	56	1	27'	S412	56	1
	SPAN 4	27'	S412	56	1	27'	S412	56	1
	SPAN 5	27'	S412	56	1	27'	S412	56	1
	SPAN 6	8'	S412	18	1	8'	S412	18	1
J	SPAN 1	23'	S412	48	1	22'	S412	46	1
	SPAN 2	22'	S412	46	1	22'	S412	46	1
	SPAN 3	22'	S412	46	1	22'	S412	46	1
	SPAN 4	22'	S412	46	1	22'	S412	46	1
	SPAN 5	22'	S412	46	1	22'	S412	46	1
	SPAN 6	5'	S412	12	1	5'	S412	12	1
K	SPAN 1	23'	S412	48	1	22'	S412	46	1
	SPAN 2	22'	S412	46	1	22'	S412	46	1
	SPAN 3	22'	S412	46	1	22'	S412	46	1
	SPAN 4	22'	S412	46	1	22'	S412	46	1
	SPAN 5	22'	S412	46	1	22'	S412	46	1
	SPAN 6	5'	S412	12	1	5'	S412	12	1
L	SPAN 1	23'	S412	48	1	22'	S412	46	1
	SPAN 2	22'	S412	46	1	22'	S412	46	1
	SPAN 3	22'	S412	46	1	22'	S412	46	1
	SPAN 4	22'	S412	46	1	22'	S412	46	1
	SPAN 5	22'	S412	46	1	22'	S412	46	1
	SPAN 6	5'	S412	12	1	5'	S412	12	1
M	SPAN 1	23'	S412	48	1	22'	S412	46	1
	SPAN 2	22'	S412	46	1	22'	S412	46	1
	SPAN 3	22'	S412	46	1	22'	S412	46	1
	SPAN 4	22'	S412	46	1	22'	S412	46	1
	SPAN 5	22'	S412	46	1	22'	S412	46	1
	SPAN 6	5'	S412	12	1	5'	S412	12	1
N	SPAN 1	23'	S412	48	1	22'	S412	46	1
	SPAN 2	22'	S412	46	1	22'	S412	46	1
	SPAN 3	22'	S412	46	1	22'	S412	46	1
	SPAN 4	22'	S412	46	1	22'	S412	46	1
	SPAN 5	22'	S412	46	1	22'	S412	46	1
	SPAN 6	5'	S412	12	1	5'	S412	12	1
O	SPAN 1	23'	S412	48	1	22'	S412	46	1
	SPAN 2	22'	S412	46	1	22'	S412	46	1
	SPAN 3	22'	S412	46	1	22'	S412	46	1
	SPAN 4	22'	S412	46	1	22'	S412	46	1
	SPAN 5	22'	S412	46	1	22'	S412	46	1
	SPAN 6	5'	S412	12	1	5'	S412	12	1
P	SPAN 1	28'	S412	57	1	28'	S412	57	1
	SPAN 2	27'	S412	56	1	27'	S412	56	1
	SPAN 3	27'	S412	56	1	27'	S412	56	1
	SPAN 4	27'	S412	56	1	27'	S412	56	1
	SPAN 5	27'	S412	56	1	27'	S412	56	1
	SPAN 6	8'	S412	18	1	8'	S412	18	1

LEGEND:

* DISTANCE AT END OF BEAM FOR WHICH HAUNCH EXCEEDS 4"

** NO. OF SETS OF 3-S5010 (30'-0" LONG) BARS NECESSARY TO REINFORCE REGION WHERE HAUNCH EXCEEDS 4"

NOTES:

1. FOR ADDITIONAL HAUNCH REINFORCEMENT TABLES, SEE SHEETS 112/216 AND 113/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGNED DEB | DRAWN VFG/TMR | REVIEWED JTH | DATE 8/18
CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 48027765/48027767

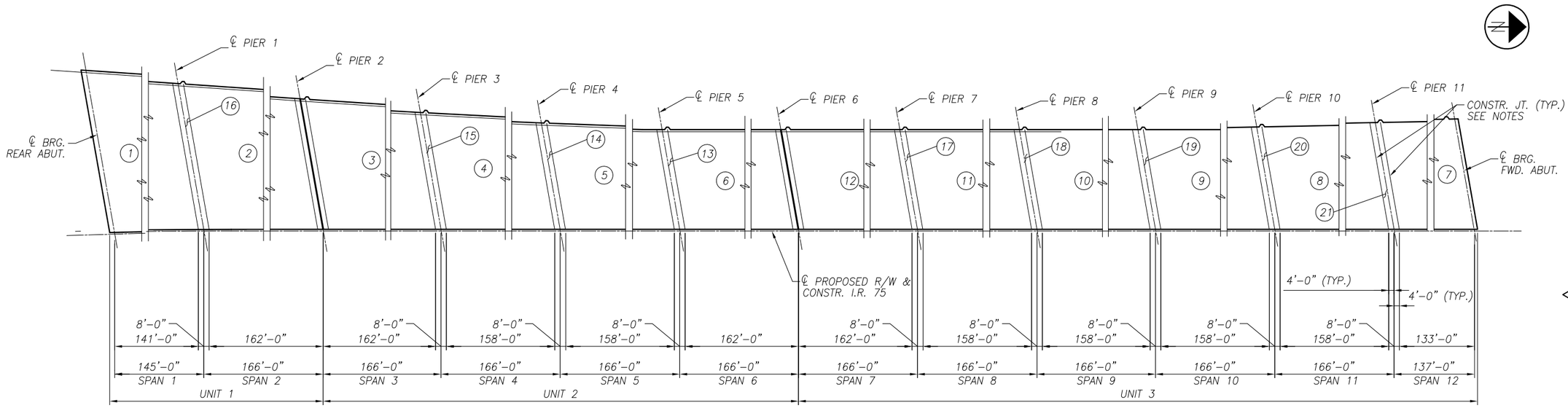
ADDITIONAL HAUNCH REINFORCEMENT
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

114/216

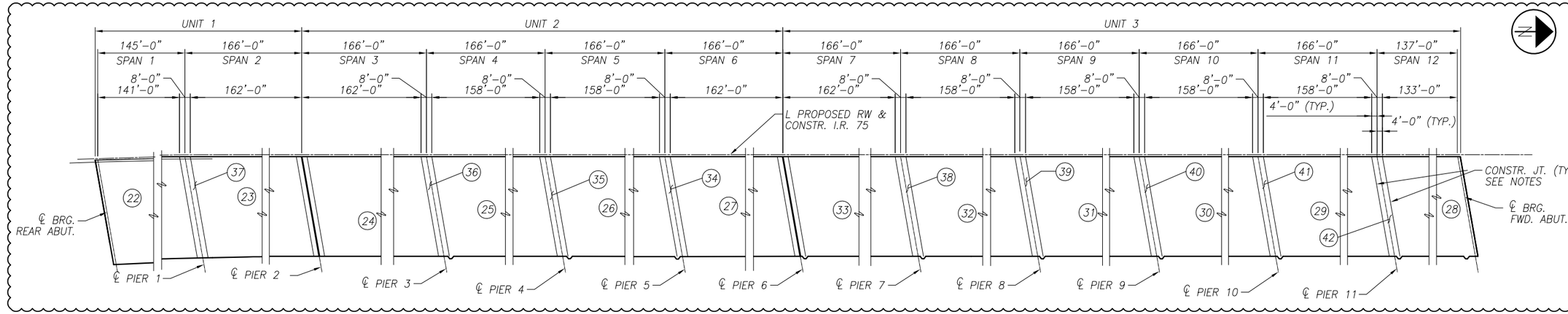
1407
1792

Date: Oct 12, 2020, 3:55pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD076.dwg



SUGGESTED SLAB POUR SEQUENCE

BRIDGE NO. LUC-75-0029L



SUGGESTED SLAB POUR SEQUENCE

BRIDGE NO. LUC-75-0029R

LEGEND:

(#) DENOTES SUGGESTED SEQUENCE FOR POURING THE DECK, SEE NOTE 4.

NOTES:

1. DIMENSIONS SHOWN ARE MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75.
2. SEAL ALL DECK CONSTRUCTION JOINTS WITH A 2'-0" WIDE STRIP OF HIGH MOLECULAR WEIGHT METHACRYLATE (H.M.W.M.) RESIN PER CMS 511.22.
3. THE SUGGESTED SEQUENCE FOR POURING THE DECK CONCRETE IS BASED ON PSID-1-13. SHOULD THE CONTRACTOR PROPOSE TO USE A DIFFERENT SEQUENCE, THE SUBMITTAL SHALL BE MADE IN ACCORDANCE WITH CMS 501 AND 511.
4. THE PLACEMENT OF DECK CONCRETE SHALL NOT PROCEED UNTIL ALL INTERMEDIATE DIAPHRAGMS HAVE BEEN PROPERLY INSTALLED.
5. FOR ADDITIONAL INFORMATION, SEE STANDARD DRAWING PSID-1-13.
6. EACH INDIVIDUAL POUR SHALL BE PLACED FROM SOUTH TO NORTH (IN THE DOWNHILL DIRECTION).

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18
CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

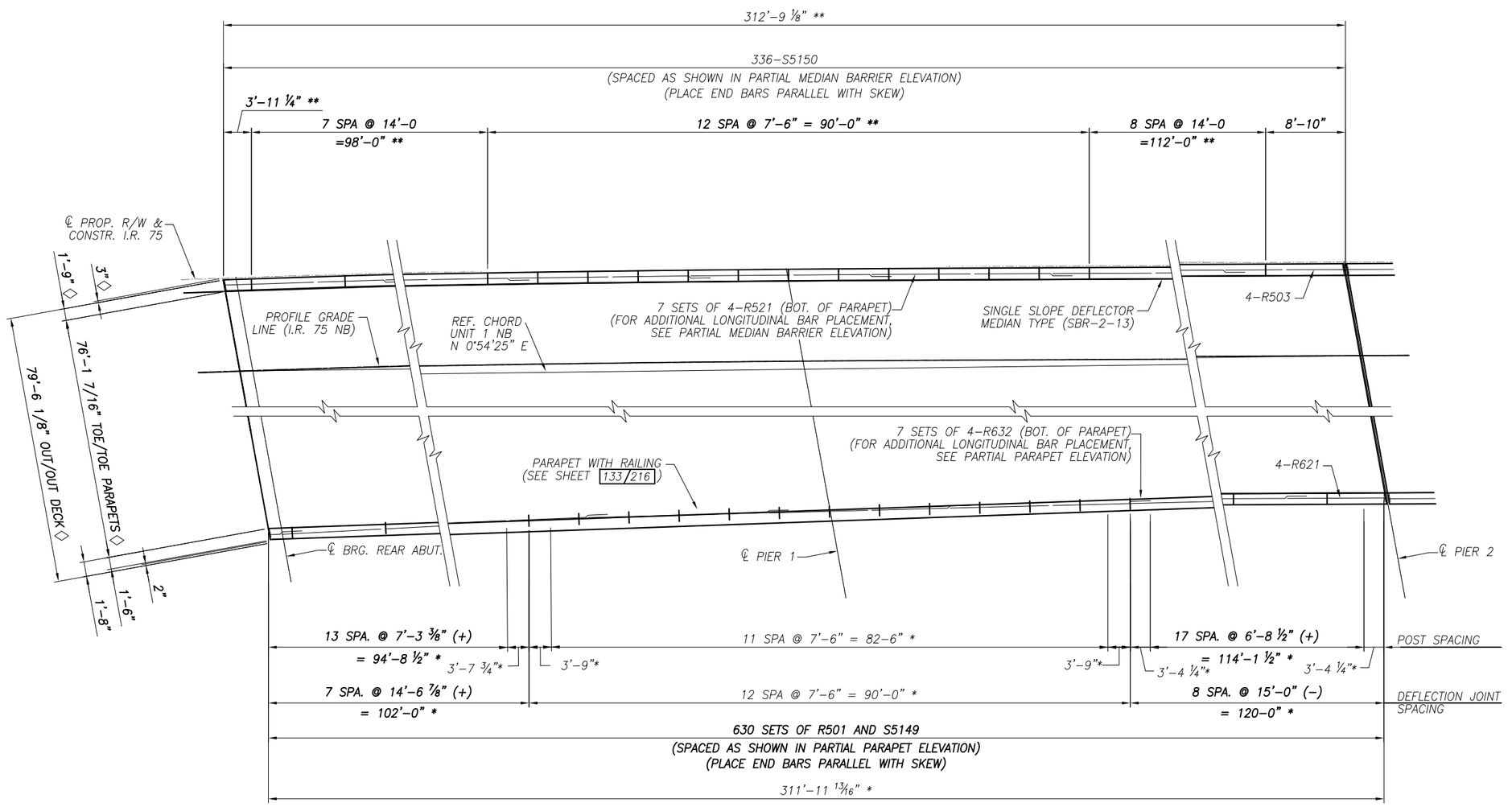
DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

SUGGESTED SLAB POUR SEQUENCE
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

117/216

1410/1792



PARAPET AND MEDIAN BARRIER PLAN

UNIT 1 NORTHBOUND BRIDGE

TABLE A – PARAPET (UNIT 1)			
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	BAR "8-Z1"
7	14'-6 ⅞"	30	R622
12	7'-6"	15	R604
8	15'-0"	30	R633

SEE PARTIAL PARAPET ELEVATION ON SHEET 131/216 FOR ADDITIONAL INFORMATION PERTAINING TO TABLE ABOVE.

TABLE B – MEDIAN BARRIER (UNIT 1)				
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	BAR "Z1"	BAR 6-"Z2"
15	14'-0"	15	R606	R504
12	7'-6"	8	R604	R505
1	3'-11 ¼"	5	R607	R506
1	8'-10"	10	R608	R507

SEE MEDIAN BARRIER ELEVATION ON SHEET 132/216 FOR ADDITIONAL INFORMATION PERTAINING TO TABLE ABOVE.

MIN. BAR LAP LENGTHS	
NO. 5 BAR	4'-6"
NO. 6 BAR	5'-5"

NOTES:

1. FOR DEFLECTION JOINT AND ADDITIONAL PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 131/216 AND 133/216 .
2. FOR SLAB PLANS, SEE SHEETS 85/216 AND 111/216 .
3. FOR TRANSVERSE SECTION, SEE SHEET 138/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEET 212/216 .
5. FOR LIGHTING PILASTER DETAILS, SEE SHEET 134/216 .

LEGEND:

* – MEASURED ALONG TOE OF PARAPET

** – MEASURED ALONG TOE OF MEDIAN BARRIER

◊ – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

‡ – MEASURED ALONG / WITH RESPECT TO REFERENCE CHORD

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PARAPET AND MEDIAN BARRIER PLAN – 7 OF 12
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

125/216

1418
1792

Date: Oct 07, 2020, 5:00pm User Name: mlongtin
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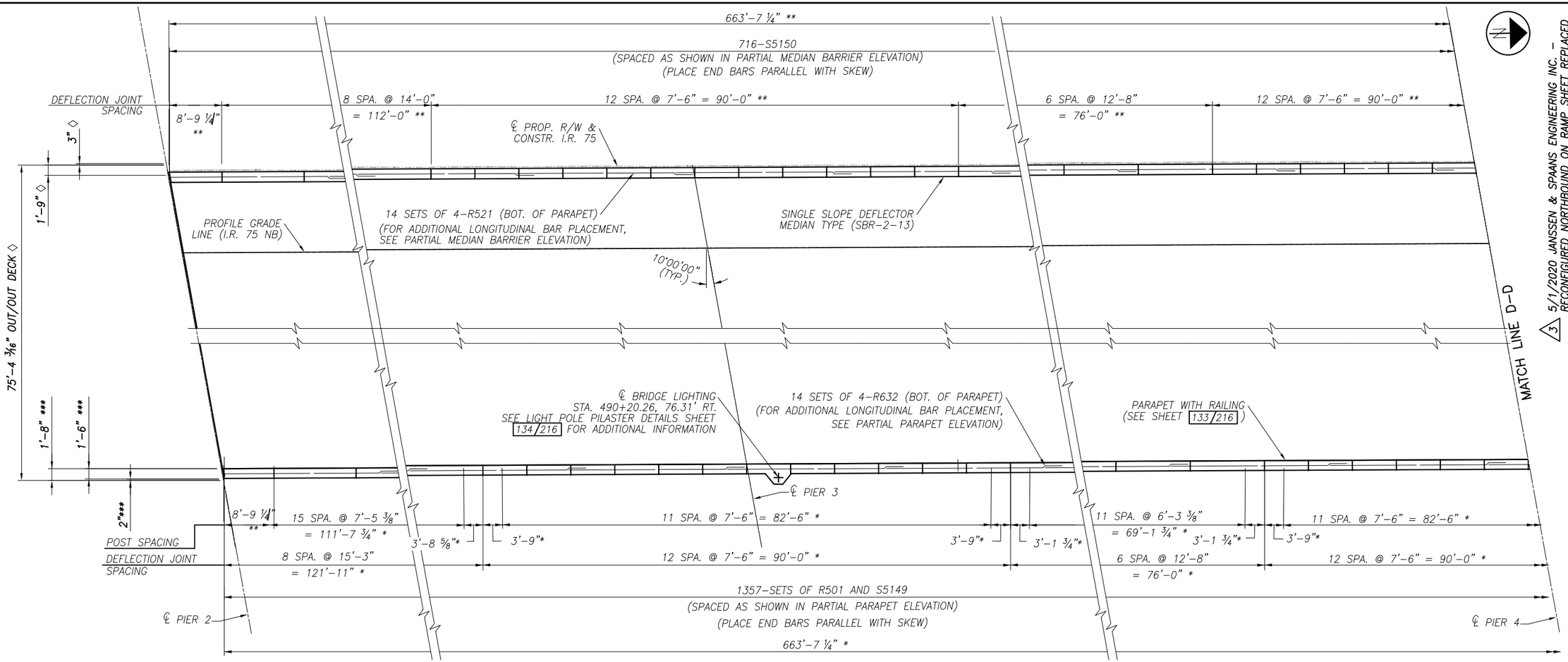

PARAPET AND MEDIAN BARRIER PLAN

UNIT 2 NORTHBOUND BRIDGE

TABLE A - PARAPET (UNIT 2)			
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	BAR 8-"Z1"
8	15'-3"	32	R606
6	12'-8"	27	R626
36	7'-6"	15	R604
6	12'-6 7/8"	26	R626
9	13'-4 3/8"	27	R627

SEE PARTIAL PARAPET ELEVATION ON SHEET 131/216 FOR ADDITIONAL INFORMATION PERTAINING TO TABLE ABOVE.

TABLE B - MEDIAN BARRIER (UNIT 2)				
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	BAR "Z1"	BAR 6-"Z2"
16	14'-0"	15	R606	R504
36	7'-6"	8	R604	R505
12	12'-8"	14	R628	R509
2	8'-9 ½"	10	R614	R510

SEE MEDIAN BARRIER ELEVATION ON SHEET 132/216 FOR ADDITIONAL INFORMATION PERTAINING TO TABLE ABOVE.

MIN. BAR LAP LENGTHS	
NO. 5 BAR	4'-6"
NO. 6 BAR	5'-5"

NOTES:

1. FOR DEFLECTION JOINT AND ADDITIONAL PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 131/216 AND 133/216 .
2. FOR SLAB PLANS, SEE SHEETS 85/216 AND 111/216 .
3. FOR TRANSVERSE SECTION, SEE SHEET 139/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEET 212/216 .
5. FOR LIGHTING PILASTER DETAILS, SEE SHEET 134/216 .

LEGEND:

* - MEASURED ALONG TOE OF PARAPET

** - MEASURED ALONG TOE OF MEDIAN BARRIER

*** - MEASURED PERPENDICULAR TO EDGE OF DECK

◇ - MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PARAPET AND MEDIAN BARRIER PLAN - 8 OF 12
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

126/216

1419
1792

Date: Oct 07, 2020, 5:01pm User Name: mlorgtn
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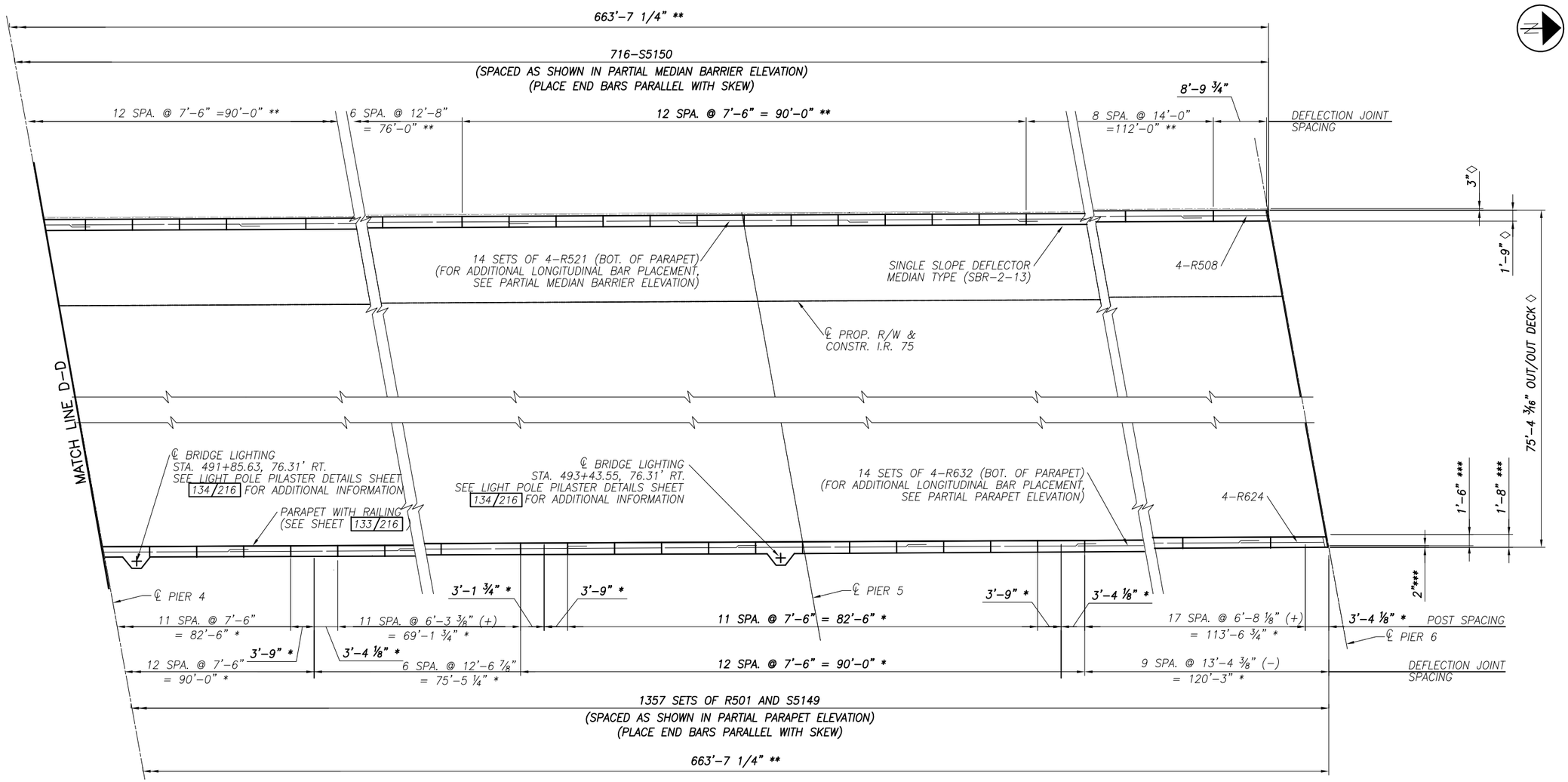

PARAPET AND MEDIAN BARRIER PLAN
UNIT 2 NORTHBOUND BRIDGE

MIN. BAR LAP LENGTHS	
NO. 5 BAR	4'–6"
NO. 6 BAR	5'–5"

NOTES:

1. FOR DEFLECTION JOINT AND ADDITIONAL PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 131/216 AND 133/216 .
2. FOR SLAB PLANS, SEE SHEETS 85/216 AND 111/216 .
3. FOR TRANSVERSE SECTION, SEE SHEET 139/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEET 212/216 .
5. FOR LIGHTING PILASTER DETAILS, SEE SHEET 134/216 .

LEGEND:

* – MEASURED ALONG TOE OF PARAPET

** – MEASURED ALONG TOE OF MEDIAN BARRIER

*** – MEASURED PERPENDICULAR TO EDGE OF DECK

◇ – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

‡ – MEASURED ALONG / WITH RESPECT TO REFERENCE CHORD

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PARAPET AND MEDIAN BARRIER PLAN – 9 OF 12
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

127/216

1420
1792

Date: Oct 07, 2020, 5:01pm User Name: mlongtin
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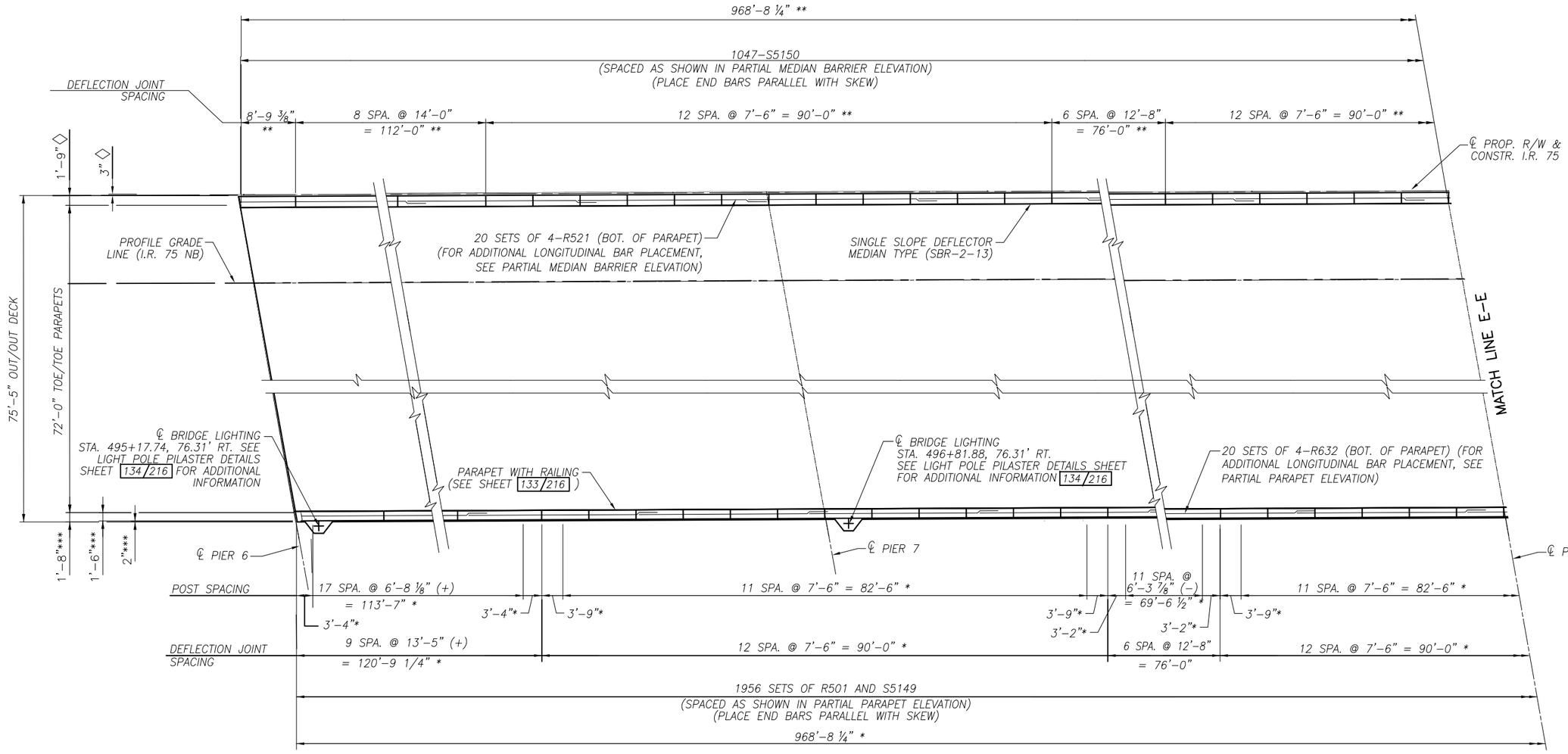

PARAPET AND MEDIAN BARRIER PLAN

UNIT 3 NORTHBOUND BRIDGE

TABLE A – PARAPET (UNIT 3)			
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	BAR 8-"Z1"
9	13'-5"	27	R627
60	7'-6"	15	R604
7	13'-5"	27	R623
24	12'-8"	26	R628

SEE PARTIAL PARAPET ELEVATION ON SHEET 131/216 FOR ADDITIONAL INFORMATION PERTAINING TO TABLE ABOVE.

TABLE B – MEDIAN BARRIER (UNIT 3)				
No. OF PANELS	LENGTH "X"	No. OF BARS IN EA. PANEL "Y"	BAR "Z1"	BAR 6-"Z2"
14	14'-0"	15	R606	R504
60	7'-6"	8	R604	R505
24	12'-8"	14	R628	R517
1	8'-9 ⅜"	10	R614	R518
1	9'-10 ⅞"	11	R631	R512

SEE MEDIAN BARRIER ELEVATION ON SHEET 132/216 FOR ADDITIONAL INFORMATION PERTAINING TO TABLE ABOVE.

MIN. BAR LAP LENGTHS	
NO. 5 BAR	4'-6"
NO. 6 BAR	5'-5"

NOTES:

1. FOR DEFLECTION JOINT AND ADDITIONAL PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 131/216 AND 133/216 .
2. FOR SLAB PLANS, SEE SHEETS 85/216 AND 111/216 .
3. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEET 212/216 .
5. FOR LIGHTING PILASTER DETAILS, SEE SHEET 134/216 .

LEGEND:

* – MEASURED ALONG TOE OF PARAPET

** – MEASURED ALONG TOE OF MEDIAN BARRIER

*** – MEASURED PERPENDICULAR TO EDGE OF DECK

◇ – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REWSED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PARAPET AND MEDIAN BARRIER PLAN – 10 OF 12
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

128/216

1421/1792

Date: Oct 07, 2020, 4:59pm User Name: mlongtin
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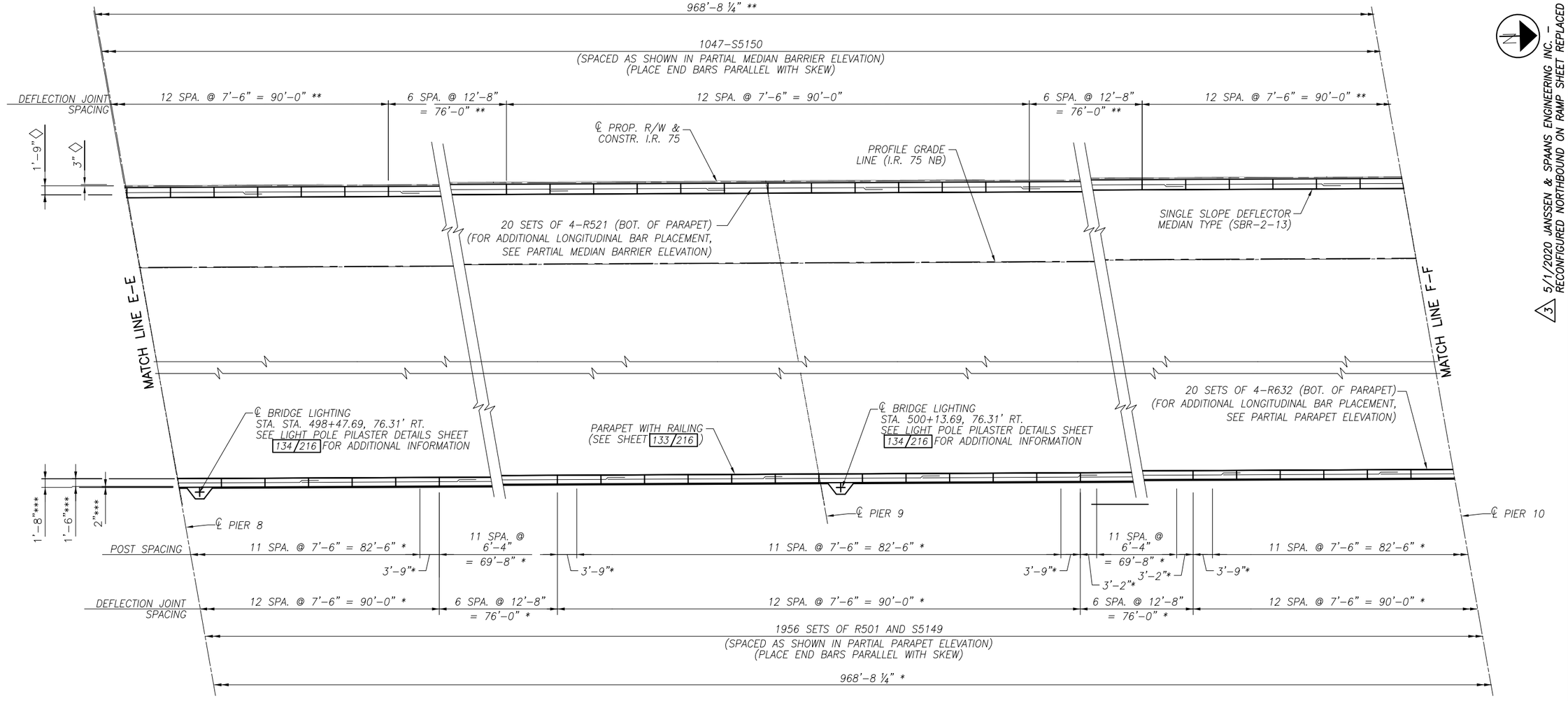

PARAPET AND MEDIAN BARRIER PLAN

UNIT 3 NORTHBOUND BRIDGE

MIN. BAR LAP LENGTHS	
NO. 5 BAR	4'-6"
NO. 6 BAR	5'-5"

NOTES:

1. FOR DEFLECTION JOINT AND ADDITIONAL PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 131/216 AND 133/216 .
2. FOR SLAB PLANS, SEE SHEETS 85/216 AND 111/216 .
3. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEET 212/216 .
5. FOR LIGHTING PILASTER DETAILS, SEE SHEET 134/216 .

LEGEND:

* – MEASURED ALONG TOE OF PARAPET

** – MEASURED ALONG TOE OF MEDIAN BARRIER

*** – MEASURED PERPENDICULAR TO EDGE OF DECK

◇ – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PARAPET AND MEDIAN BARRIER PLAN – 11 OF 12
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

129/216

1422/1792

Date: Oct 07, 2020, 5:00pm User Name: mlongtin
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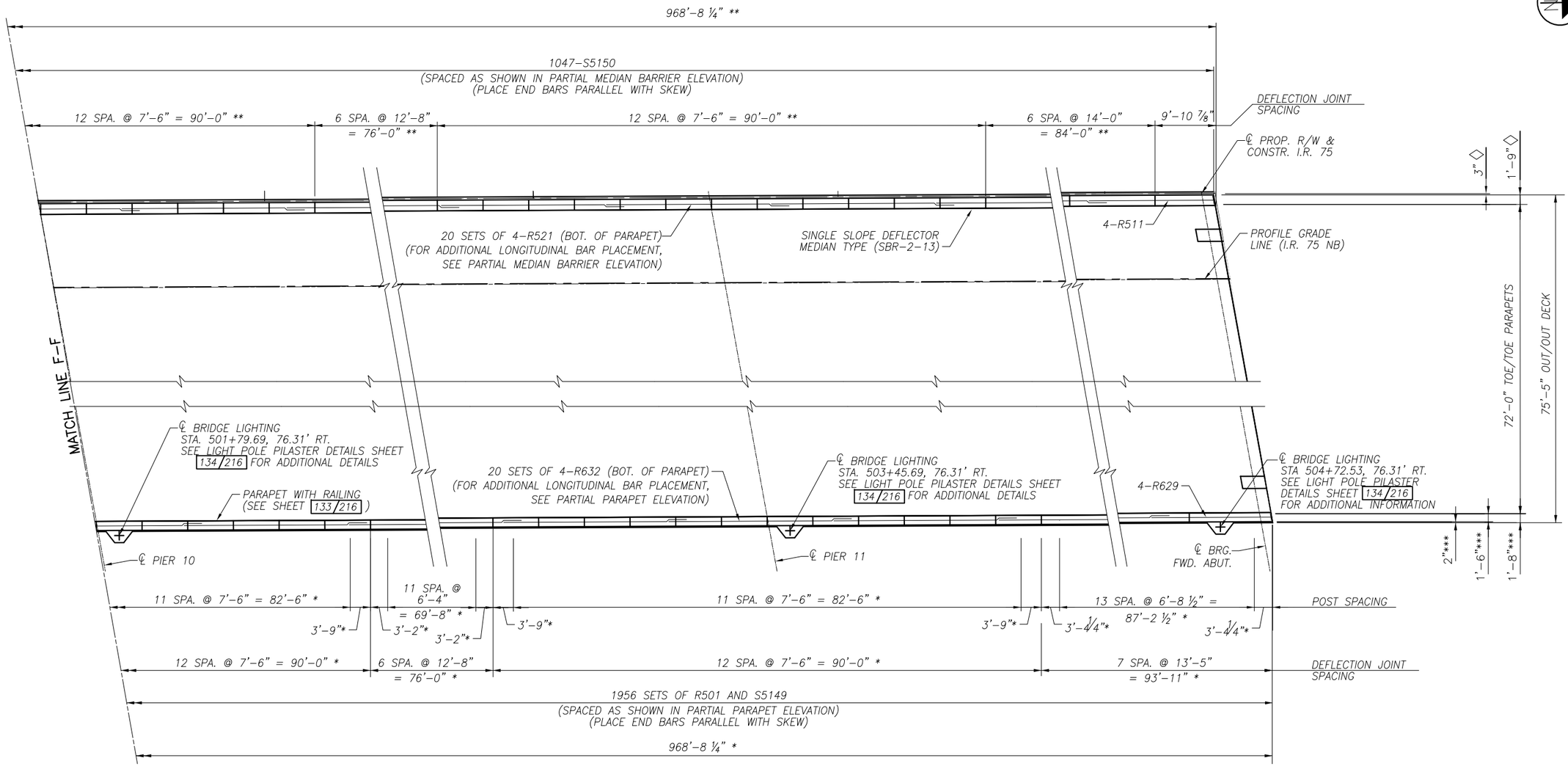

PARAPET AND MEDIAN BARRIER PLAN

UNIT 3 NORTHBOUND BRIDGE

MIN. BAR LAP LENGTHS	
NO. 5 BAR	4'-6"
NO. 6 BAR	5'-5"

NOTES:

1. FOR DEFLECTION JOINT AND ADDITIONAL PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 131/216 AND 133/216 .
2. FOR SLAB PLANS, SEE SHEETS 85/216 AND 111/216 .
3. FOR TRANSVERSE SECTION, SEE SHEET 140/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEET 212/216 .
5. FOR LIGHTING PILASTER DETAILS, SEE SHEET 134/216 .

LEGEND:

* – MEASURED ALONG TOE OF PARAPET

** – MEASURED ALONG TOE OF MEDIAN BARRIER

*** – MEASURED PERPENDICULAR TO EDGE OF DECK

◇ – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REWSED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

PARAPET AND MEDIAN BARRIER PLAN – 12 OF 12
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

130/216

1423
1792

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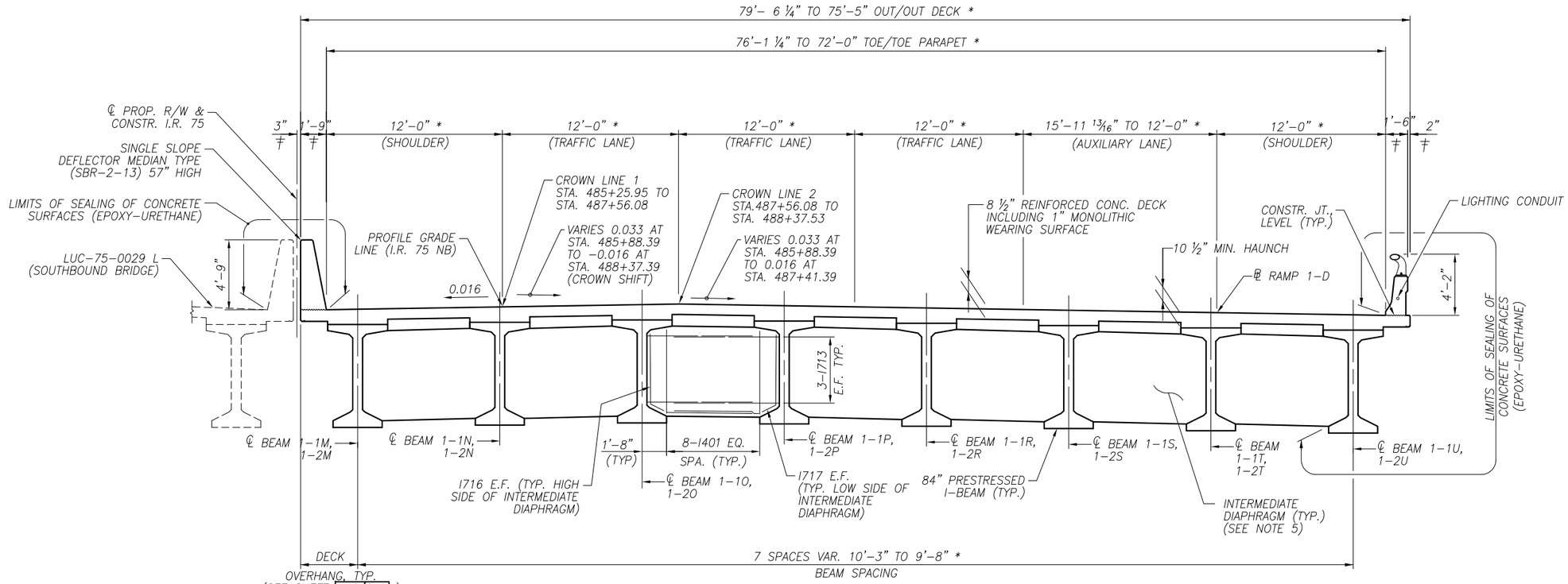
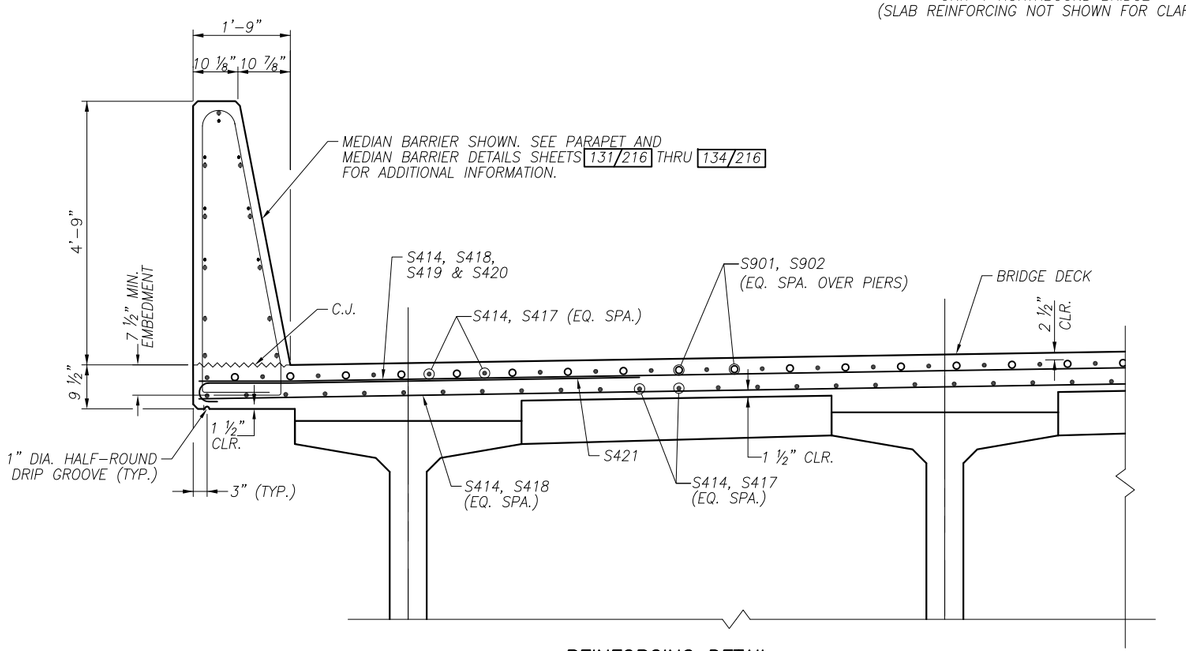


TRANSVERSE SECTION

LUC–75–0029 R
UNIT 1 NORTHBOUND BRIDGE
(SLAB REINFORCING NOT SHOWN FOR CLARITY)



REINFORCING DETAIL

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

*** – MEASURED ALONG ℄ OF BEARING

‡ – BARRIER DIMENSIONS PROVIDED PERPENDICULAR TO EDGE OF DECK

NOTES:

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITIY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE TOP OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS.
2. FOR GENERAL NOTES, SEE SHEETS 13/216 AND 14/216 .
3. FOR SLAB PLANS, SEE SHEETS 106/216 THRU 111/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 208/216 THRU 212/216 AND 215/216 .
5. CONCRETE INTERMEDIATE DIAPHRAGMS SHALL BE CONSTRUCTED ACCORDING TO STANDARD DWG. PSID–1–13 FOR 60", 66" & 72" BEAMS, WITH THE EXCEPTION THAT NO. 7 REINFORCEMENT SHALL BE USED IN PLACE OF THE NO. 6 REINFORCEMENT SHOWN IN THE STANDARD DWG. THREADED INSERTS SHALL ACCOMMODATE NO. 7 REINFORCEMENT. CONTRACTOR MAY USE STEEL PER ODOT BDM 302.5.2.6. IF STEEL IS CHOSEN, TOP CHORD L 6x4x$\frac{5}{16}$" SHALL BE PROVIDED FOR DIAPHRAGMS IN THE EXTERIOR BAYS. USE 1" DIA. BOLTS FOR TOP AND BOTTOM CHORDS IN EXTERIOR BAY. REMAINING CONNECTIONS SHALL COMPLY WITH STANDARD DWG.
6. FOR FINAL DECK ELEVATIONS, SCREED, AND TOP OF HAUNCH, SEE SHEETS 143/216 THRU 192/216 .
7. INTERMEDIATE DIAPHRAGM MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

   NO. 7 = 4'–2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE	STRUCTURE FILE NUMBER
WOZ	REM	WOZ	5/2020	4802765/4802767
CHECKED	REVISED			
CBS				

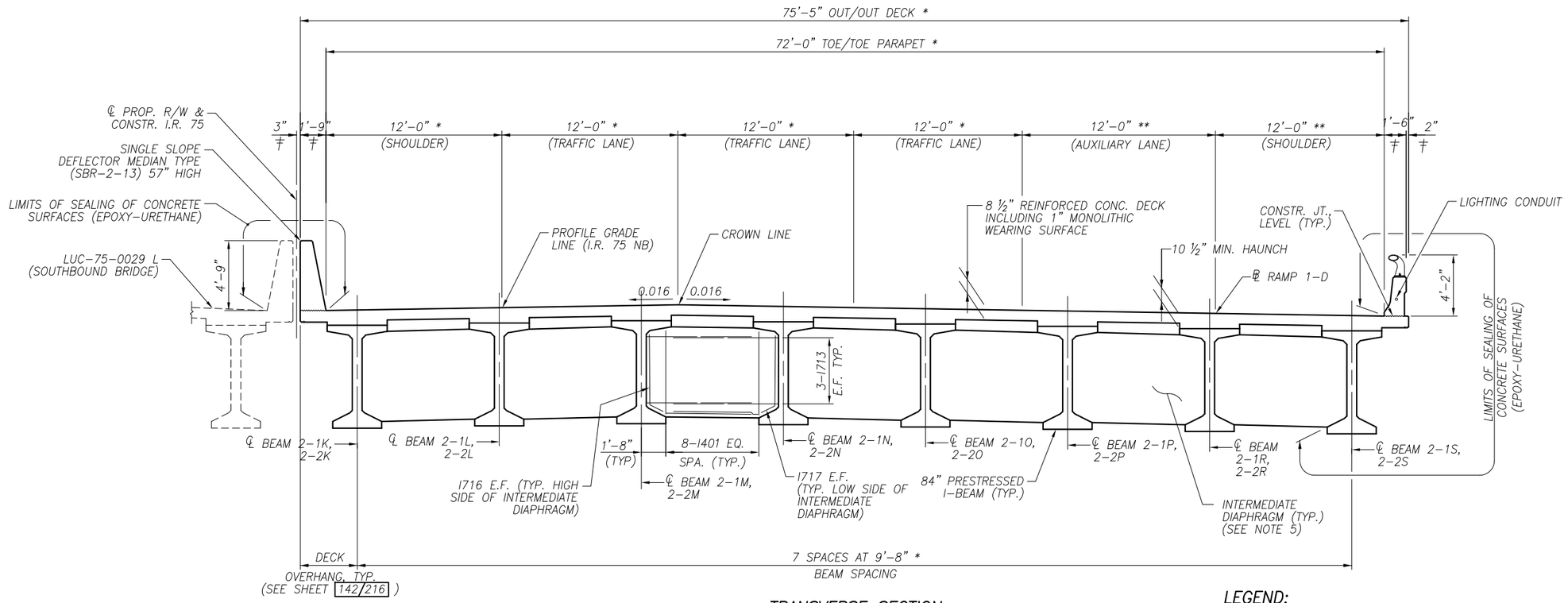
TRANSVERSE SECTION – 4 OF 6
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO/LUC–75–30.70/0.00
PID No. 93592

138/216

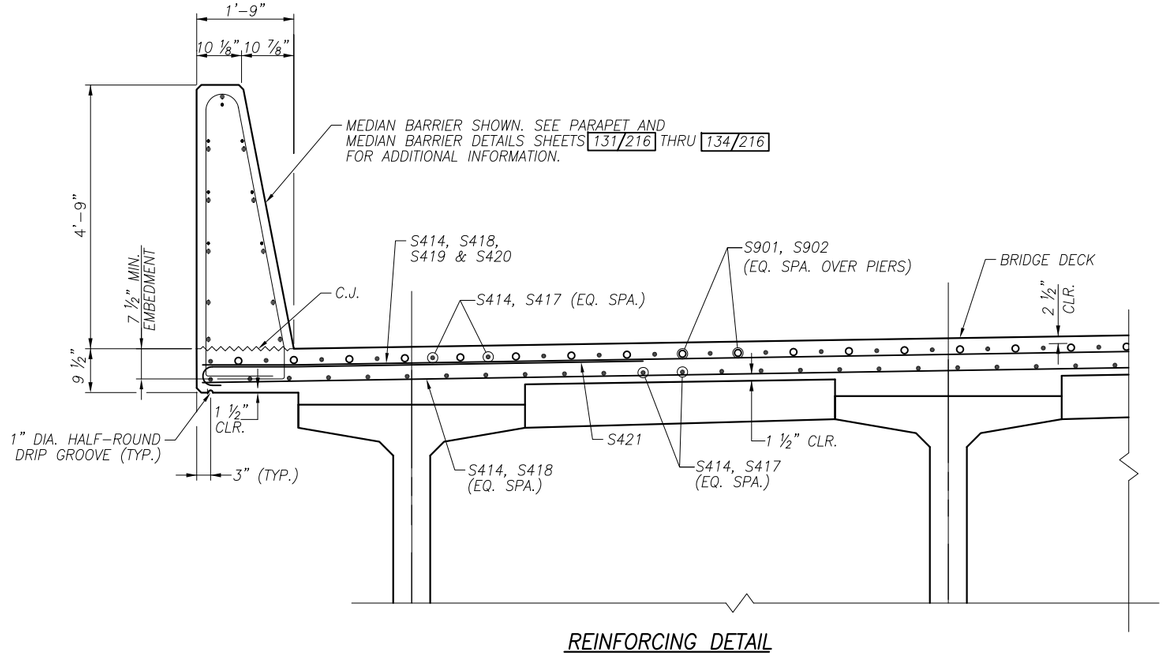
1431/1792

Date: Oct 08, 2020, 7:29am User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_TS006.dwg



TRANSVERSE SECTION

LUC-75-0029 R
UNIT 2 NORTHBOUND BRIDGE
(SLAB REINFORCING NOT SHOWN FOR CLARITY)



REINFORCING DETAIL

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

*** – MEASURED ALONG ℄ OF BEARING

‡ – BARRIER DIMENSIONS PROVIDED PERPENDICULAR TO EDGE OF DECK

NOTES:

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITIY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE TOP OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS.
2. FOR GENERAL NOTES, SEE SHEETS 13/216 AND 14/216 .
3. FOR SLAB PLANS, SEE SHEETS 106/216 THRU 111/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 208/216 THRU 212/216 AND 215/216 .
5. CONCRETE INTERMEDIATE DIAPHRAGMS SHALL BE CONSTRUCTED ACCORDING TO STANDARD DWG. PSID-1-13 FOR 60", 66" & 72" BEAMS, WITH THE EXCEPTION THAT NO. 7 REINFORCEMENT SHALL BE USED IN PLACE OF THE NO. 6 REINFORCEMENT SHOWN IN THE STANDARD DWG. THREADED INSERTS SHALL ACCOMMODATE NO. 7 REINFORCEMENT. CONTRACTOR MAY USE STEEL PER ODOT BDM 302.5.2.6. IF STEEL IS CHOSEN, TOP CHORD L 6x4x⅝" SHALL BE PROVIDED FOR DIAPHRAGMS IN THE EXTERIOR BAYS. USE 1" DIA. BOLTS FOR TOP AND BOTTOM CHORDS IN EXTERIOR BAY. REMAINING CONNECTIONS SHALL COMPLY WITH STANDARD DWG.
6. FOR FINAL DECK ELEVATIONS, SCREED, AND TOP OF HAUNCH, SEE SHEETS 143/216 THRU 192/216 .
7. INTERMEDIATE DIAPHRAGM MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

   NO. 7 = 4'-2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

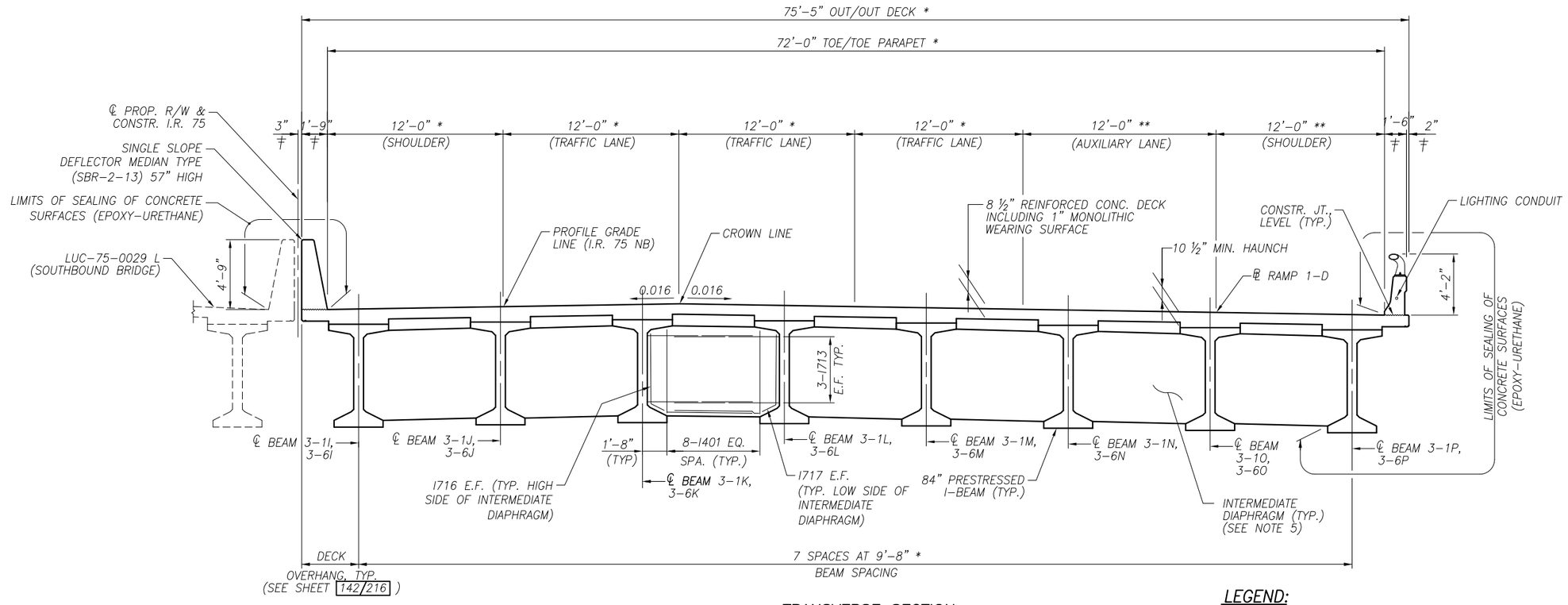
DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

TRANSVERSE SECTION – 5 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

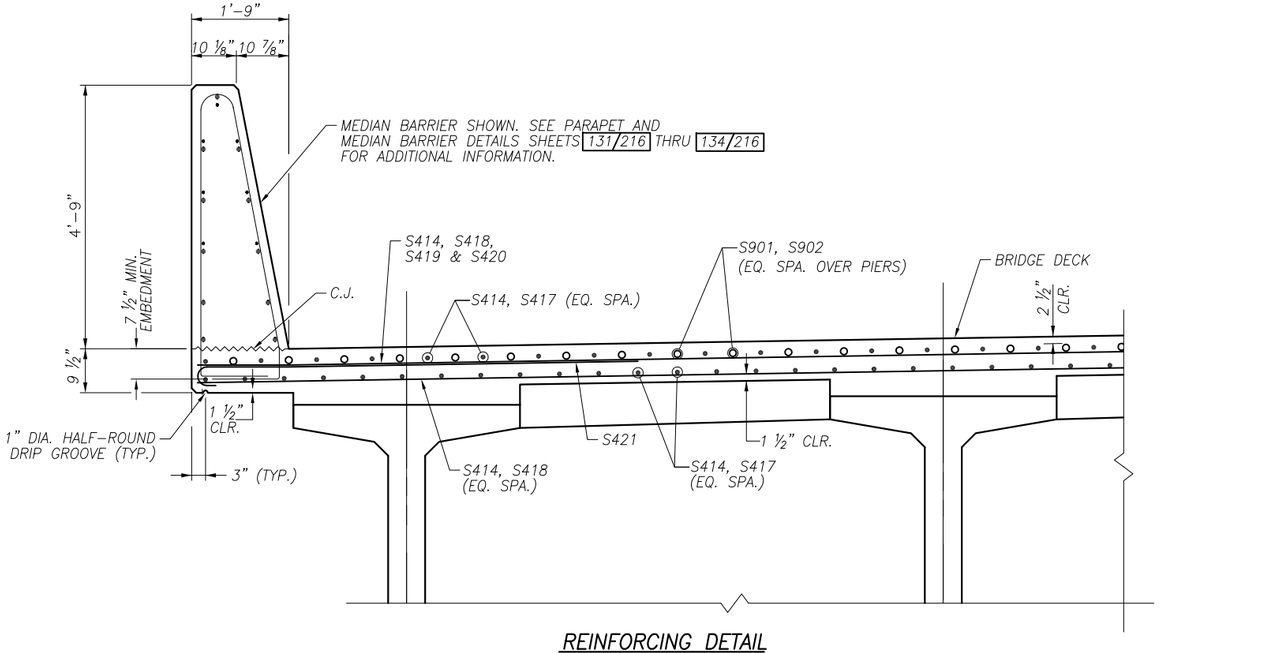
1432
1792

Date: Oct 08, 2020, 7:17am User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_TS006.dwg



TRANSVERSE SECTION

LUC-75-0029 R
UNIT 3 NORTHBOUND BRIDGE
(SLAB REINFORCING NOT SHOWN FOR CLARITY)



REINFORCING DETAIL

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

*** – MEASURED ALONG ℄ OF BEARING

‡ – BARRIER DIMENSIONS PROVIDED PERPENDICULAR TO EDGE OF DECK

NOTES:

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITIY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE GIRDER, FROM THE SURFACE OF THE DECK TO THE TOP OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS.
2. FOR GENERAL NOTES, SEE SHEETS 13/216 AND 14/216 .
3. FOR SLAB PLANS, SEE SHEETS 106/216 THRU 111/216 .
4. FOR REINFORCING STEEL LIST, SEE SHEETS 208/216 THRU 212/216 AND 215/216 .
5. CONCRETE INTERMEDIATE DIAPHRAGMS SHALL BE CONSTRUCTED ACCORDING TO STANDARD DWG. PSID-1-13 FOR 60", 66" & 72" BEAMS, WITH THE EXCEPTION THAT NO. 7 REINFORCEMENT SHALL BE USED IN PLACE OF THE NO. 6 REINFORCEMENT SHOWN IN THE STANDARD DWG. THREADED INSERTS SHALL ACCOMMODATE NO. 7 REINFORCEMENT. CONTRACTOR MAY USE STEEL PER ODOT BDM 302.5.2.6. IF STEEL IS CHOSEN, TOP CHORD L 6x4x$\frac{5}{16}$" SHALL BE PROVIDED FOR DIAPHRAGMS IN THE EXTERIOR BAYS. USE 1" DIA. BOLTS FOR TOP AND BOTTOM CHORDS IN EXTERIOR BAY. REMAINING CONNECTIONS SHALL COMPLY WITH STANDARD DWG.
6. FOR FINAL DECK ELEVATIONS, SCREED, AND TOP OF HAUNCH, SEE SHEETS 143/216 THRU 192/216 .
7. INTERMEDIATE DIAPHRAGM MINIMUM REBAR LAP LENGTHS ARE AS FOLLOWS:

   NO. 7 = 4'-2"

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

TRANSVERSE SECTION – 6 OF 6
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

140/216

1433
1792

Date: Oct 08, 2020, 7:17am User Name: mlonptin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_TS006.dwg

DECK OVERHANG LENGTH (NORTHBOUND BRIDGE – UNIT 1 (FT))																		
CENTERLINE OF GIRDER	TO	EDGE OF DECK	REAR ABUTMENT	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 1	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 2
BEAM M	TO	LEFT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88
BEAM U	TO	RIGHT EDGE	3.85	4.07	4.30	4.53	4.76	4.98	5.21	5.44	5.66	5.03	4.39	3.88	3.88	3.88	3.88	3.88	3.88

DECK OVERHANG LENGTH (NORTHBOUND BRIDGE – UNIT 2 (FT))																		
CENTERLINE OF GIRDER	TO	EDGE OF DECK	PIER 2	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 3	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 4
BEAM LINE K	TO	LEFT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88
BEAM LINE S	TO	RIGHT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88

DECK OVERHANG LENGTH (NORTHBOUND BRIDGE – UNIT 2 (FT))																		
CENTERLINE OF GIRDER	TO	EDGE OF DECK	PIER 4	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 5	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 6
BEAM LINE K	TO	LEFT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88
BEAM LINE S	TO	RIGHT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88

DECK OVERHANG LENGTH (NORTHBOUND BRIDGE – UNIT 3 (FT))																		
CENTERLINE OF GIRDER	TO	EDGE OF DECK	PIER 6	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 7	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 8
BEAM LINE I	TO	LEFT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88
BEAM LINE P	TO	RIGHT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88

DECK OVERHANG LENGTH (NORTHBOUND BRIDGE – UNIT 3 (FT))																		
CENTERLINE OF GIRDER	TO	EDGE OF DECK	PIER 8	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 9	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 10
BEAM LINE I	TO	LEFT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88
BEAM LINE P	TO	RIGHT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88

DECK OVERHANG LENGTH (NORTHBOUND BRIDGE – UNIT 3 (FT))																		
CENTERLINE OF GIRDER	TO	EDGE OF DECK	PIER 10	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	PIER 11	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	FWD. ABUT.
BEAM LINE I	TO	LEFT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88
BEAM LINE P	TO	RIGHT EDGE	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88	3.88

NOTES:

1. FOR ADDITIONAL DECK OVERHANG TABLES, SEE SHEET 141/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ 5/2020 | DATE | STRUCTURE FILE NUMBER 4802765/4802767
CHECKED CBS | REVISED

DECK OVERHANGS
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO/LUC-75-30.70/0.00
PID No. 93592

142/216

1435/1792

Date: Oct 07, 2020, 4:30pm User Name: mlongtin
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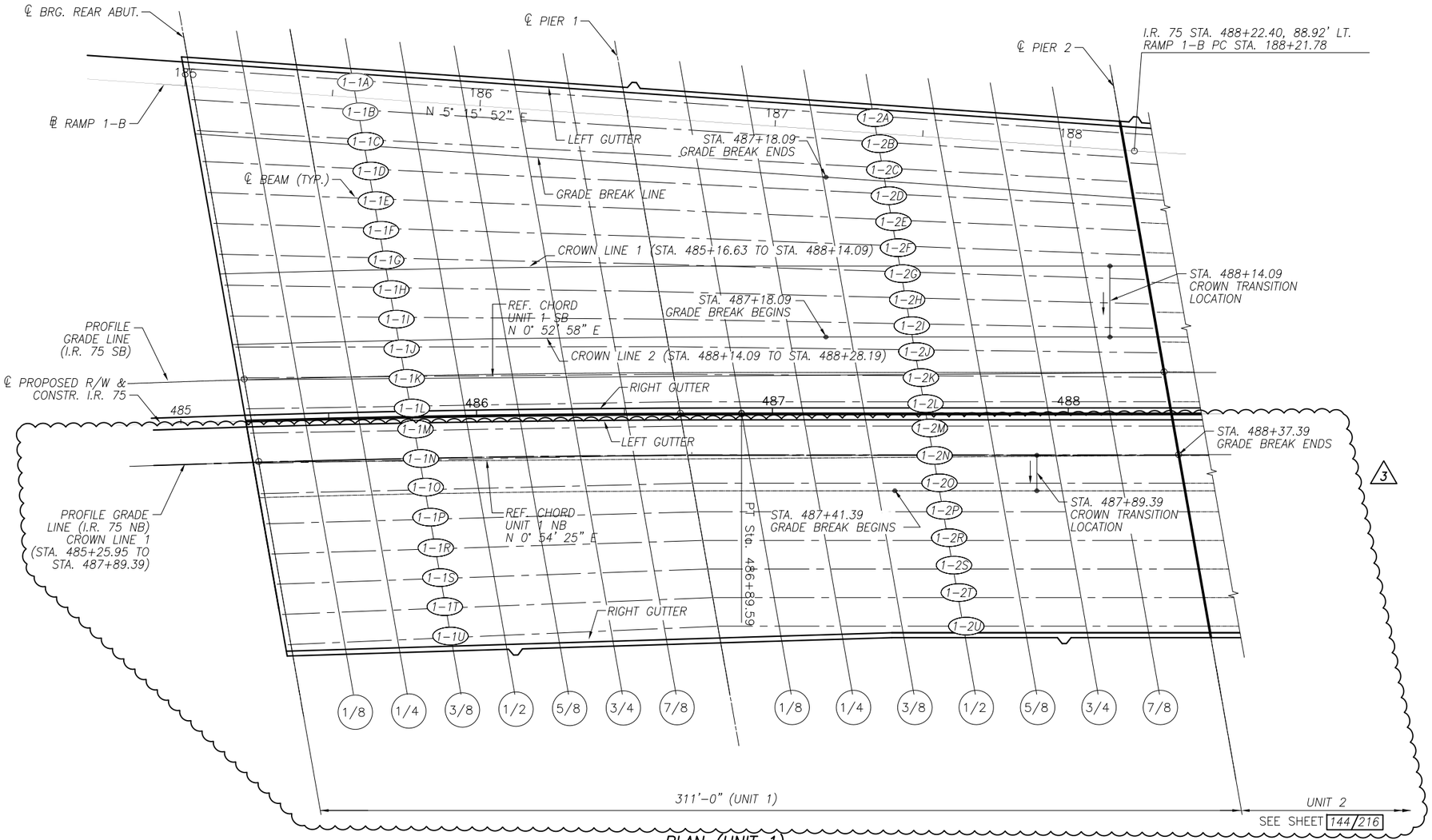

PLAN (UNIT 1)

NORTHBOUND AND SOUTHBOUND BRIDGES

EXAMPLE: 3–4K — BEAM K, SPAN 4, UNIT 3

NOTES:

1. DIMENSIONS ARE PROVIDED ALONG ℄ PROPOSED R/W & ℄ CONSTRUCTION I.R. 75.
2. SEE SLAB PLAN SHEETS 85/216 THRU 111/216 FOR ADDITIONAL INFORMATION.
3. FOR FINAL DECK ELEVATIONS, SCREED, AND TOP OF HAUNCH, SEE SHEETS 143/216 THRU 192/216 .
4. FOR TRANSVERSE SECTIONS, SEE SHEETS 135/216 THRU 140/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY: AECOM, 564 WHITE POND DRIVE, AKRON, OHIO 44320–1100, (330) 836–9111

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18

CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

143/216

1436
1792

Date: Oct 07, 2020, 4:31pm User Name: mlongtin
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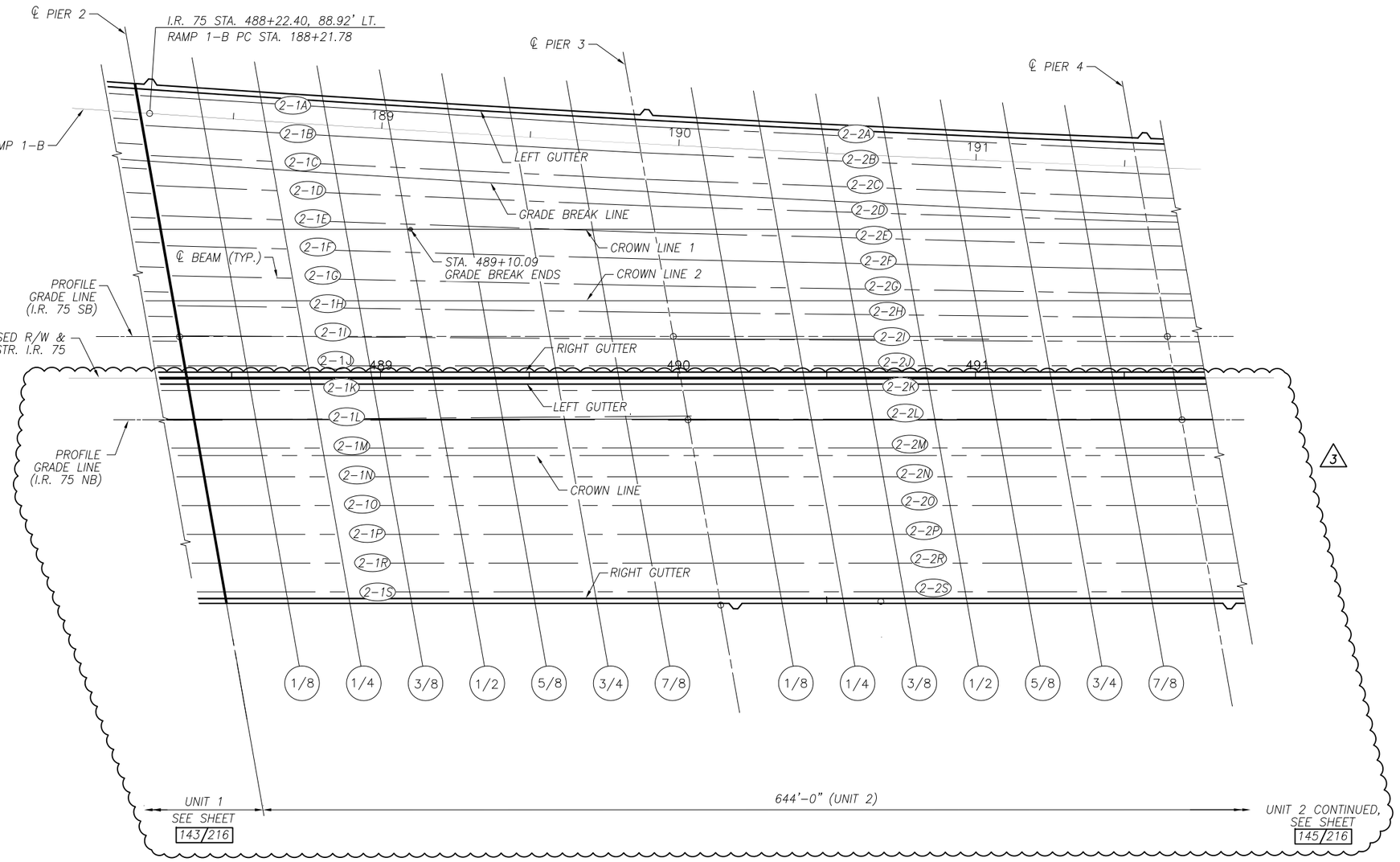

PLAN (UNIT 2)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTES:

1. SEE SHEET 143/216 FOR NOTES.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN

BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

144/216

1437
1792

Date: Oct 07, 2020, 4:31pm User Name: mlongtin
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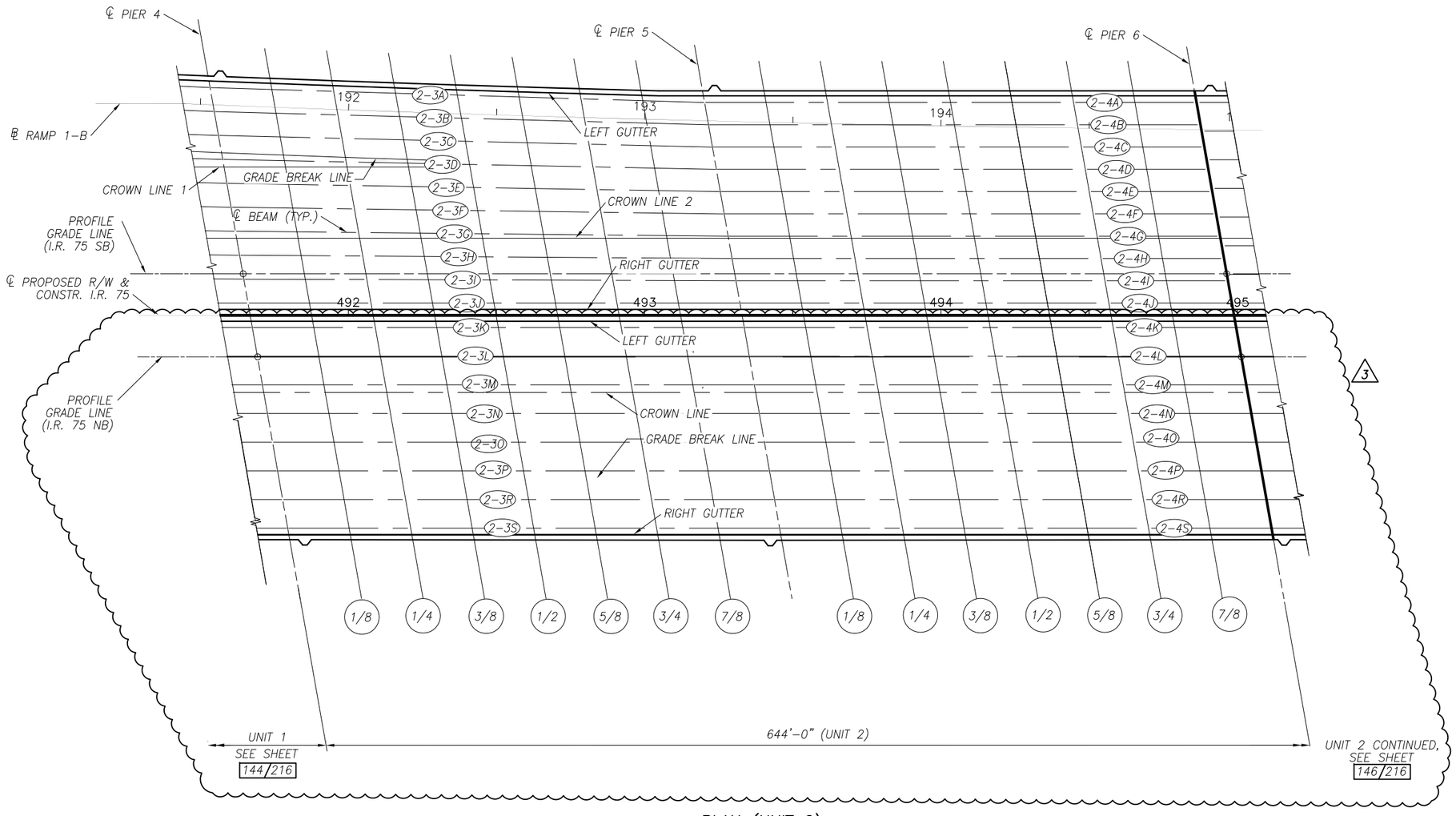

PLAN (UNIT 2)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTES:

1. SEE SHEET 143/216 FOR NOTES.

△3 5/11/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

145/216

1438
1792

Date: Oct 07, 2020, 4:31pm User Name: mlorgtin
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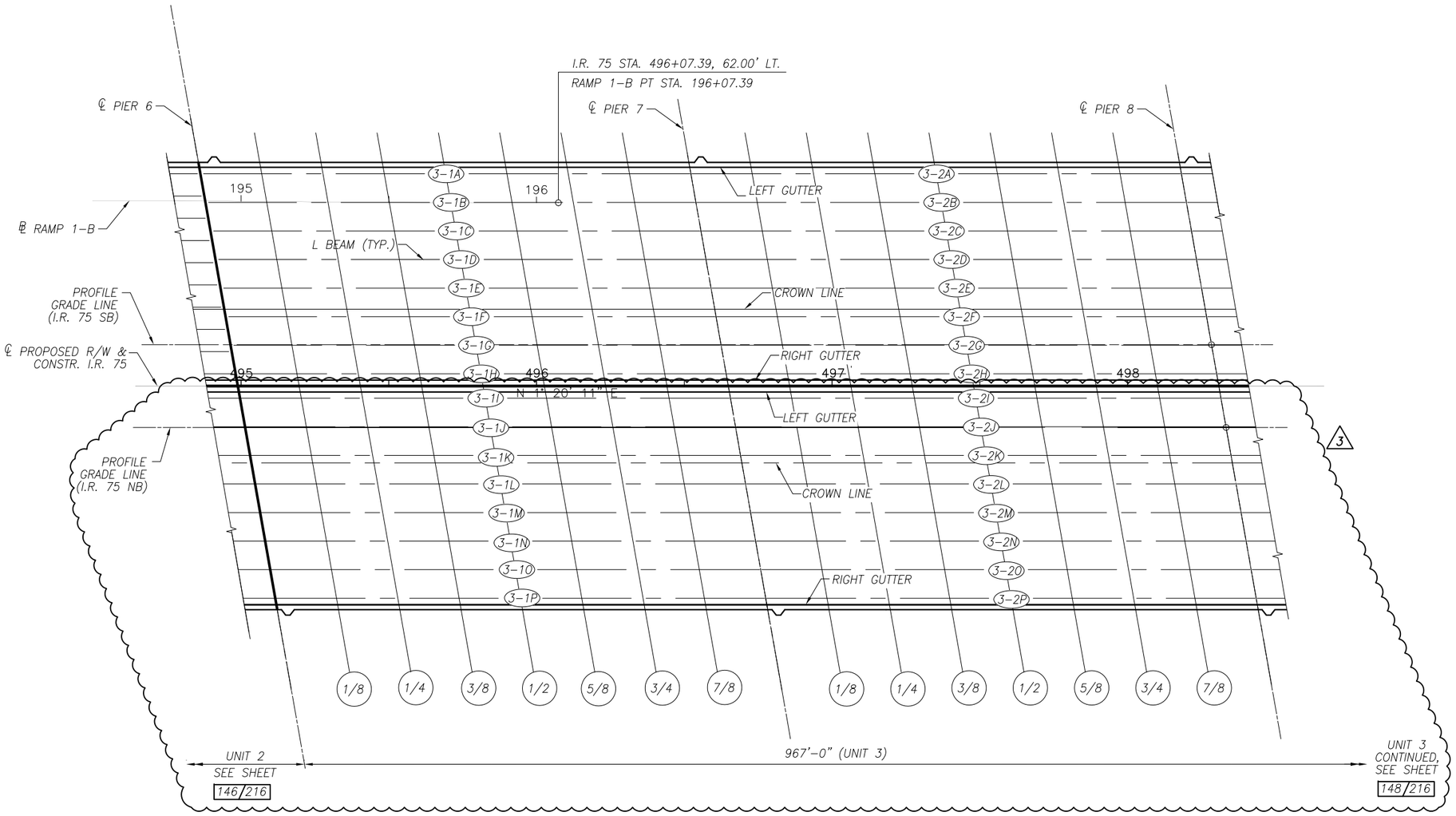

PLAN (UNIT 3)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTE:

1. SEE SHEET 143/216 FOR LEGEND AND NOTES.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18

CHECKED MRW | REVISED

AECOM DESIGN AGENCY
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

STRUCTURE FILE NUMBER 4802765/4802767

DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

146/216

1439/1792

Date: Oct 07, 2020, 4:30pm User Name: mlongtin
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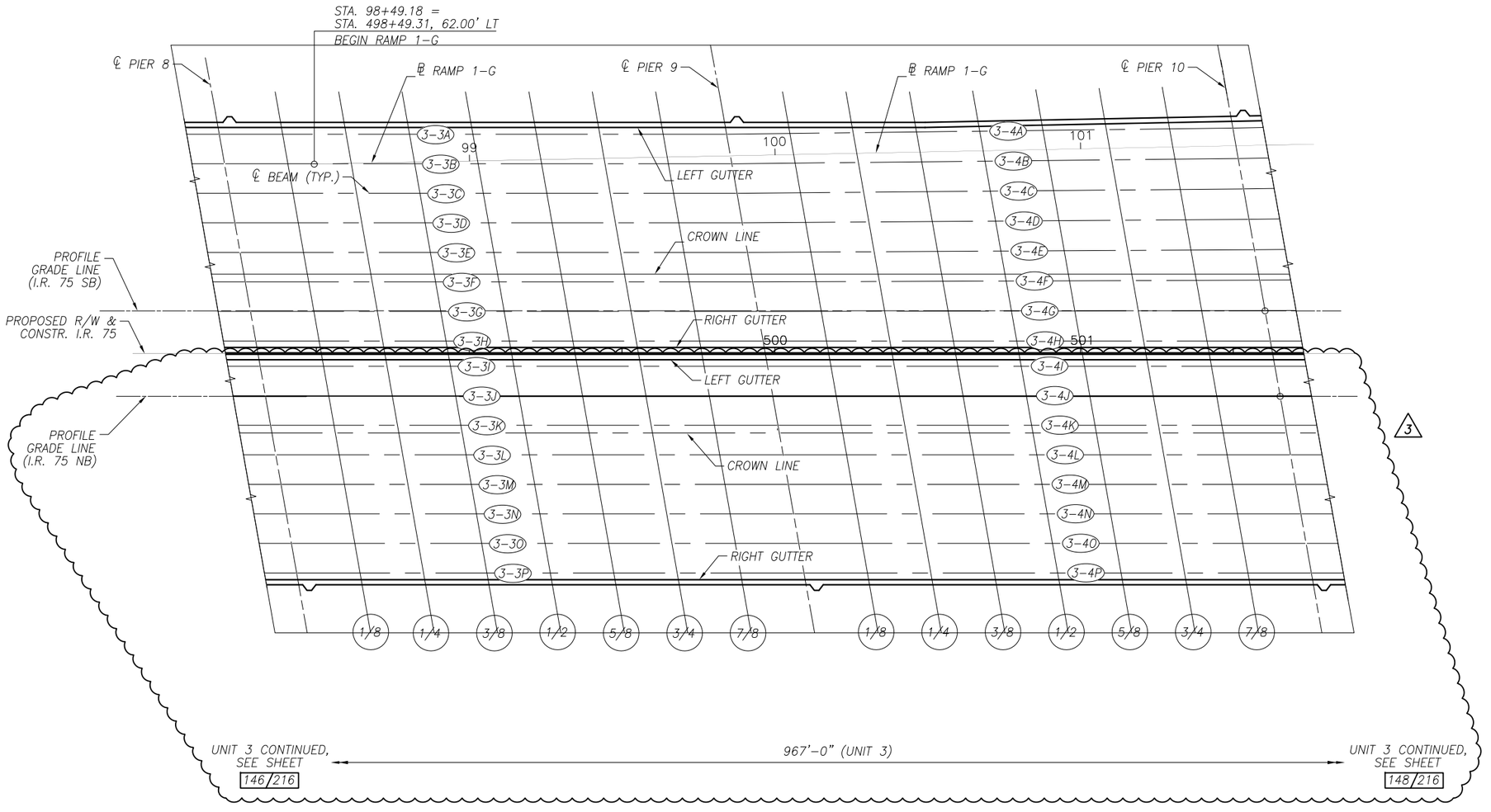


PLAN (UNIT 3)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTE:

1. SEE SHEET 143/216 FOR LEGEND AND NOTES.

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

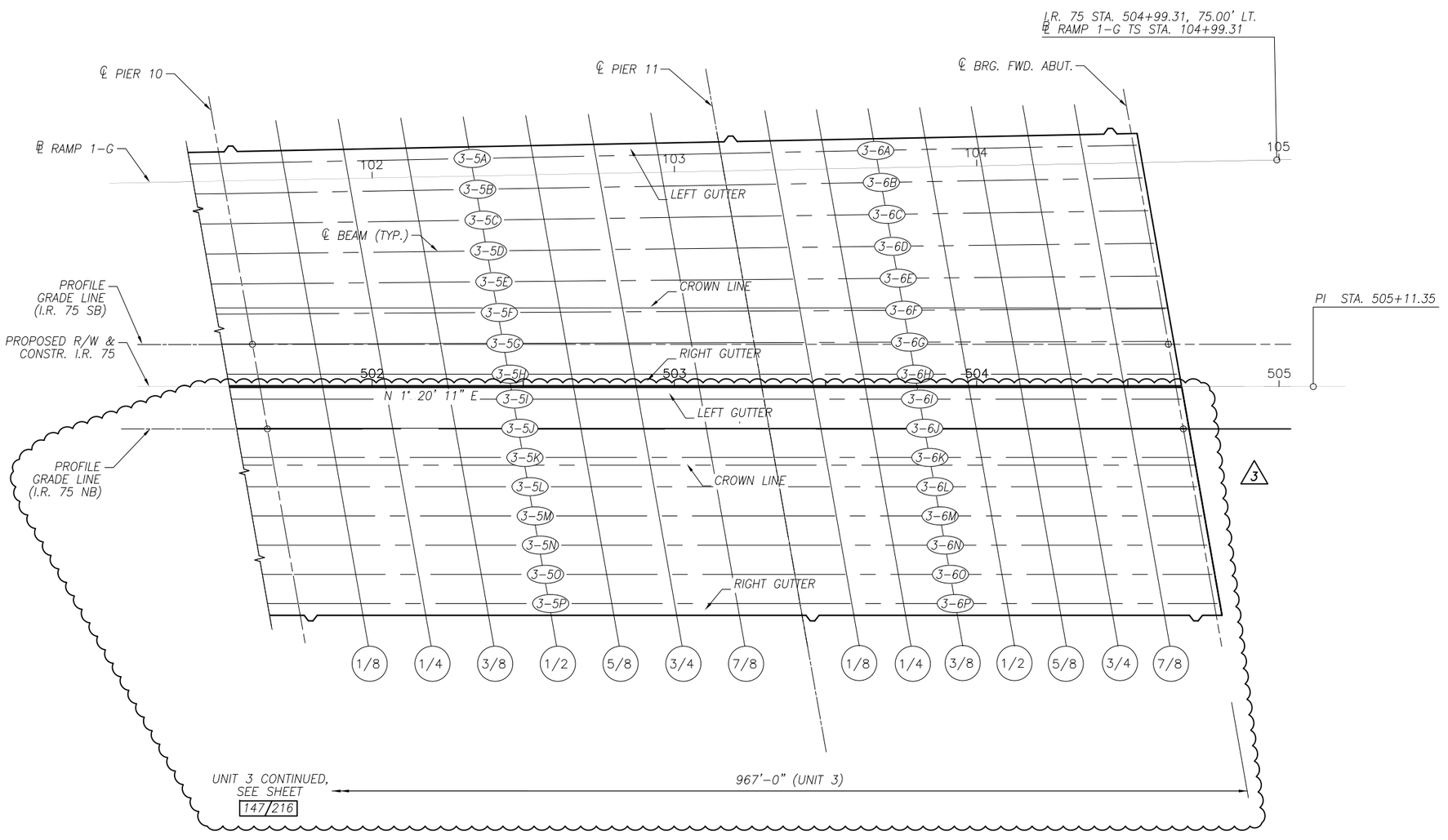
DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

WOO/LUC-75-30.70/0.00
PID No. 93592

147/216

1440
1792

Date: Oct 07, 2020, 4:30pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD070.dwg



PLAN (UNIT 3)

NORTHBOUND AND SOUTHBOUND BRIDGES

NOTE:

1. SEE SHEET 143/216 FOR LEGEND AND NOTES.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

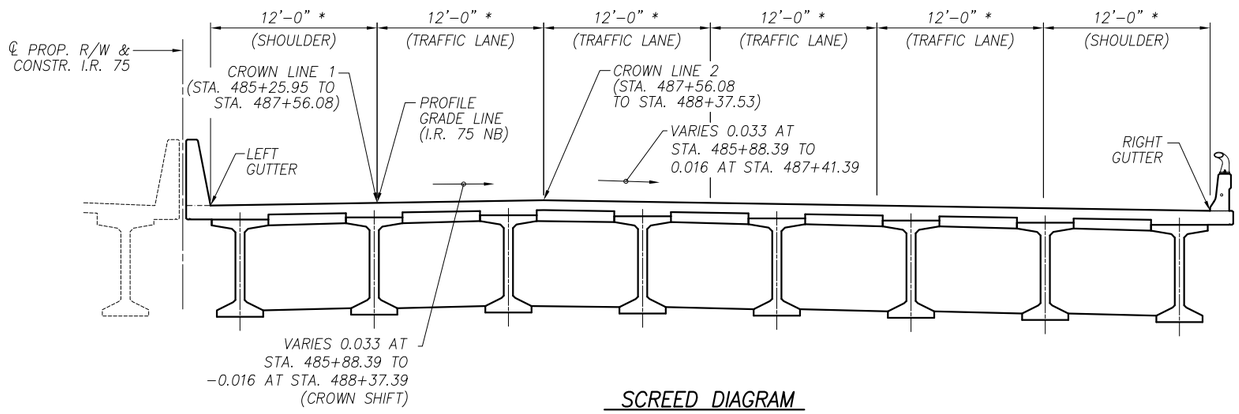
DECK SURFACE, SCREED AND TOP OF HAUNCH ELEVATIONS PLAN
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

148/216

1441
1792

Date: Oct 07, 2020, 4:30pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD070.dwg



SCREED DIAGRAM

NORTHBOUND BRIDGE – UNIT 1

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR PLAN VIEWS, SEE SHEETS 143/216 THRU 148/216.

SCREED ELEVATIONS (NORTHBOUND BRIDGE - UNIT 1)

LOCATION		SPAN 1								CL PIER 1	SPAN 2							
		CL BRG. REAR ABUT.	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL BRG. PIER 2
LEFT GUTTER	STATION	485+24.19	485+42.32	485+60.45	485+78.58	485+96.71	486+14.84	486+32.96	486+51.09	486+69.22	486+89.81	487+10.39	487+30.98	487+51.56	487+72.15	487+92.73	488+13.32	488+33.90
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	SCREED ELEVATION	633.37	633.37	633.36	633.34	633.30	633.23	633.14	633.04	632.93	632.97	632.99	632.98	632.94	632.86	632.74	632.59	632.44
PROFILE GRADE / CROWN LINE 1	STATION	485+25.95	485+44.10	485+62.25	485+80.40	485+98.55	486+16.70	486+34.85	486+53.00	486+71.15	486+91.75	487+12.36	487+32.97	487+53.58	487+74.19	487+94.80	488+15.41	488+36.02
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	SCREED ELEVATION	633.55	633.55	633.55	633.53	633.48	633.42	633.33	633.23	633.12	633.15	633.17	633.17	633.13	633.04	632.92	632.78	632.62
CROWN LINE 2	STATION	485+27.71	485+45.88	485+64.05	485+82.22	486+00.39	486+18.56	486+36.73	486+54.90	486+73.07	486+93.70	487+14.34	487+34.97	487+55.60	487+76.23	487+96.87	488+17.50	488+38.13
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	SCREED ELEVATION	633.15	633.15	633.15	633.12	633.11	633.09	633.04	632.98	632.91	633.00	633.07	633.11	633.12	633.08	633.01	632.92	632.81
RIGHT GUTTER	STATION	485+34.74	485+52.99	485+71.24	485+89.50	486+07.75	486+26.01	486+44.26	486+62.51	486+80.77	487+01.50	487+22.23	487+42.95	487+63.68	487+84.41	488+05.14	488+25.87	488+46.60
	OFFSET FROM BL	78.06' RT	77.96' RT	77.83' RT	77.63' RT	77.38' RT	77.05' RT	76.69' RT	76.26' RT	75.77' RT	75.18' RT	74.54' RT	74.01' RT	74.01' RT	74.01' RT	74.00' RT	74.00' RT	74.00' RT
	SCREED ELEVATION	631.41	631.42	631.41	631.41	631.52	631.61	631.68	631.73	631.78	631.99	632.18	632.34	632.34	632.31	632.24	632.15	632.01

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

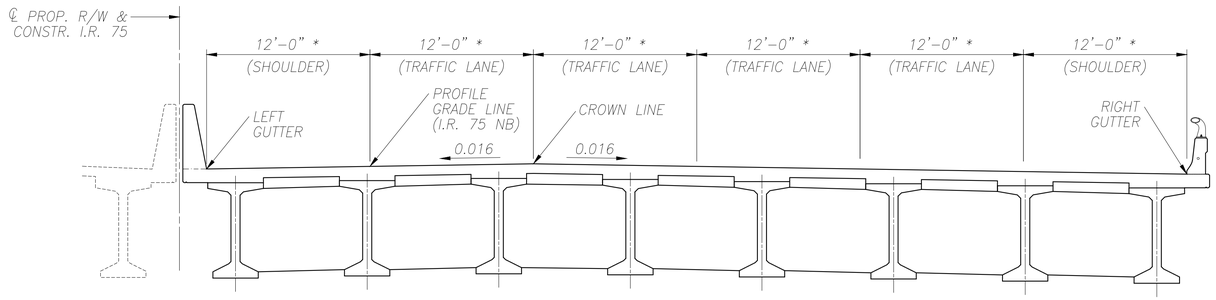
DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/2020
CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

SCREED ELEVATIONS – NORTHBOUND–UNIT 1
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC–75–30.70/0.00
PID No. 93592

154/216

1447
1792



SCREED DIAGRAM

NORTHBOUND BRIDGE – UNIT 2

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR PLAN VIEWS, SEE SHEETS 143/216 THRU 148/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

SCREED ELEVATIONS (NORTHBOUND BRIDGE - UNIT 2)

LOCATION		SPAN 3								CL PIER 3	SPAN 4							CL PIER 4
		CL BRG. PIER 2	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	
LEFT GUTTER	STATION	488+36.61	488+57.19	488+77.77	488+98.35	489+18.93	489+39.51	489+60.09	489+80.67	490+01.25	490+22.00	490+42.75	490+63.50	490+84.25	491+05.00	491+25.75	491+46.50	491+67.25
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	SCREED ELEVATION	632.43	632.46	632.48	632.48	632.44	632.35	632.24	632.09	631.93	631.97	631.99	631.98	631.94	631.86	631.74	631.60	631.44
PROFILE GRADE	STATION	488+38.72	488+59.30	488+79.88	489+00.46	489+21.05	489+41.63	489+62.21	489+82.79	490+03.37	490+24.12	490+44.87	490+65.62	490+86.37	491+07.12	491+27.87	491+48.62	491+69.37
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	SCREED ELEVATION	632.61	632.65	632.67	632.66	632.62	632.54	632.42	632.28	632.12	632.15	632.17	632.17	632.13	632.04	631.93	631.78	631.62
CROWN LINE	STATION	488+40.84	488+61.42	488+82.00	489+02.58	489+23.16	489+43.74	489+64.32	489+84.90	490+05.48	490+26.23	490+46.98	490+67.73	490+88.48	491+09.23	491+29.98	491+50.73	491+71.48
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	SCREED ELEVATION	632.80	632.83	632.86	632.85	632.81	632.73	632.61	632.46	632.31	632.34	632.36	632.35	632.31	632.23	632.11	631.97	631.81
RIGHT GUTTER	STATION	488+49.30	488+69.88	488+90.46	489+11.04	489+31.62	489+52.21	489+72.79	489+93.37	490+13.95	490+34.70	490+55.45	490+76.20	490+96.95	491+17.70	491+38.45	491+59.20	491+79.95
	OFFSET FROM BL	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT
	SCREED ELEVATION	632.01	632.04	632.06	632.06	632.02	631.93	631.81	631.67	631.51	631.55	631.57	631.56	631.52	631.44	631.32	631.17	631.01

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

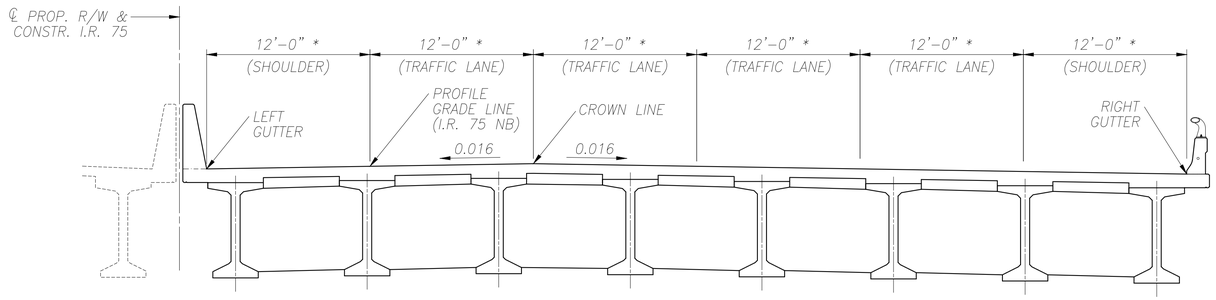
DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SCREED ELEVATIONS – NORTHBOUND–UNIT 2
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

155/216

1448
1792



SCREED DIAGRAM

NORTHBOUND BRIDGE – UNIT 2

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR PLAN VIEWS, SEE SHEETS 143/216 THRU 148/216.

SCREED ELEVATIONS (NORTHBOUND BRIDGE - UNIT 2)

LOCATION		CL PIER 4	SPAN 5							CL PIER 5	SPAN 6							CL BRG. PIER 6
			1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	
LEFT GUTTER	STATION	491+67.25	491+88.00	492+08.75	492+29.50	492+50.25	492+71.00	492+91.75	493+12.50	493+33.25	493+53.74	493+74.22	493+94.71	494+15.19	494+35.68	494+56.17	494+76.65	494+97.14
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	SCREED ELEVATION	631.44	631.47	631.49	631.48	631.44	631.36	631.24	631.10	630.94	630.97	630.99	630.99	630.95	630.87	630.75	630.60	630.45
PROFILE GRADE	STATION	491+69.37	491+90.12	492+10.87	492+31.62	492+52.37	492+73.12	492+93.87	493+14.62	493+35.37	493+55.85	493+76.34	493+96.83	494+17.31	494+37.80	494+58.28	494+78.77	494+99.25
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	SCREED ELEVATION	631.62	631.66	631.68	631.67	631.63	631.55	631.43	631.28	631.12	631.16	631.18	631.17	631.13	631.05	630.93	630.79	630.63
CROWN LINE	STATION	491+71.48	491+92.23	492+12.98	492+33.73	492+54.48	492+75.23	492+95.98	493+16.73	493+37.48	493+57.97	493+78.46	493+98.94	494+19.43	494+39.91	494+60.40	494+80.88	495+01.37
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	SCREED ELEVATION	631.81	631.84	631.86	631.86	631.81	631.73	631.61	631.47	631.31	631.34	631.37	631.36	631.32	631.24	631.12	630.98	630.82
RIGHT GUTTER	STATION	491+79.95	492+00.70	492+21.45	492+42.20	492+62.95	492+83.70	493+04.45	493+25.20	493+45.95	493+66.43	493+86.92	494+07.40	494+27.89	494+48.38	494+68.86	494+89.35	495+09.83
	OFFSET FROM BL	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT
	SCREED ELEVATION	631.01	631.05	631.07	631.06	631.02	630.94	630.82	630.68	630.52	630.55	630.57	630.57	630.53	630.44	630.33	630.18	630.02

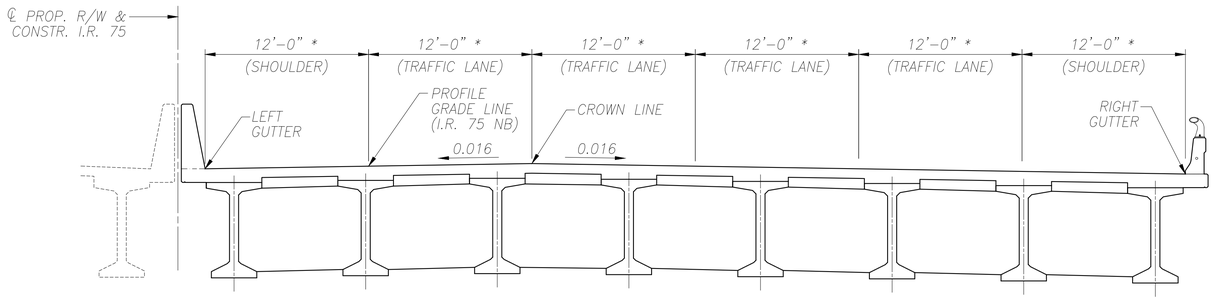
3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

SCREED ELEVATIONS – NORTHBOUND–UNIT 2
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592



SCREED DIAGRAM

NORTHBOUND BRIDGE – UNIT 3

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
2. FOR PLAN VIEWS, SEE SHEETS 143/216 THRU 148/216.

SCREED ELEVATIONS (NORTHBOUND BRIDGE - UNIT 3)

LOCATION		SPAN 7								CL PIER 7	SPAN 8							
		CL BRG. PIER 6	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL PIER 8
LEFT GUTTER	STATION	495+01.37	495+21.85	495+42.34	495+62.82	495+83.31	496+03.80	496+24.28	496+44.77	496+65.25	496+86.00	497+06.75	497+27.50	497+48.25	497+69.00	497+89.75	498+10.50	498+31.25
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	SCREED ELEVATION	630.43	630.47	630.49	630.48	630.44	630.36	630.24	630.10	629.94	629.98	630.00	629.99	629.95	629.87	629.75	629.60	629.44
PROFILE GRADE / CROWN LINE 1	STATION	495+03.48	495+23.97	495+44.46	495+64.94	495+85.43	496+05.91	496+26.40	496+46.88	496+67.37	496+88.12	497+08.87	497+29.62	497+50.37	497+71.12	497+91.87	498+12.62	498+33.37
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	SCREED ELEVATION	630.62	630.65	630.68	630.67	630.63	630.55	630.43	630.29	630.13	630.16	630.18	630.18	630.13	630.05	629.93	629.79	629.63
CROWN LINE 2	STATION	495+05.60	495+26.09	495+46.57	495+67.06	495+87.54	496+08.03	496+28.51	496+49.00	496+69.48	496+90.23	497+10.98	497+31.73	497+52.48	497+73.23	497+93.98	498+14.73	498+35.48
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	SCREED ELEVATION	630.81	630.84	630.86	630.86	630.82	630.73	630.62	630.47	630.31	630.35	630.37	630.36	630.32	630.24	630.12	629.97	629.82
RIGHT GUTTER	STATION	495+14.06	495+34.55	495+55.03	495+75.52	495+96.01	496+16.49	496+36.98	496+57.46	496+77.95	496+98.70	497+19.45	497+40.20	497+60.95	497+81.70	498+02.45	498+23.20	498+43.95
	OFFSET FROM BL	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT
	SCREED ELEVATION	630.01	630.05	630.07	630.06	630.02	629.94	629.82	629.68	629.52	629.55	629.57	629.57	629.53	629.44	629.33	629.18	629.02

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/20
CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

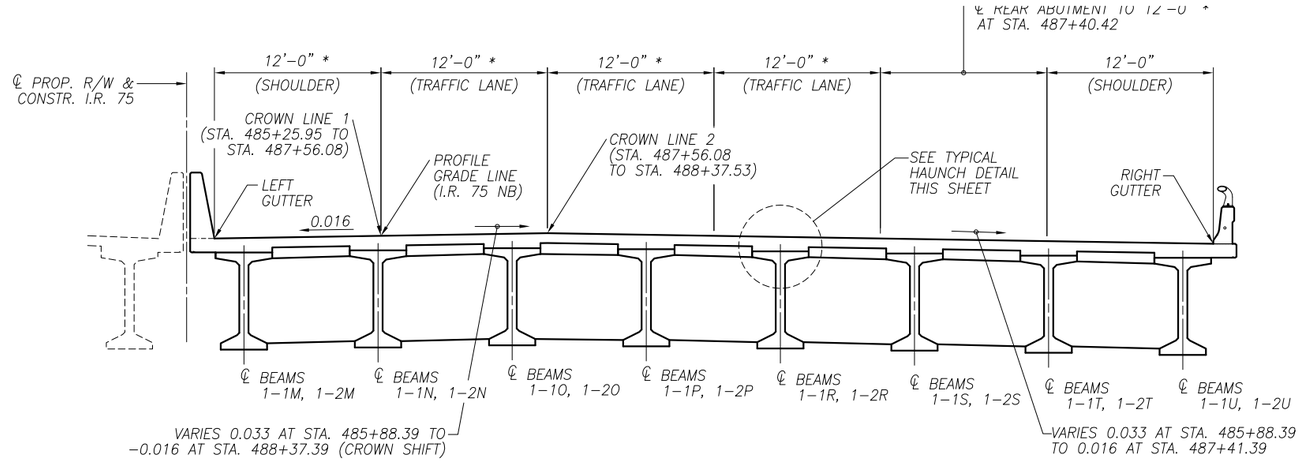
SCREED ELEVATIONS – NORTHBOUND–UNIT 3
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

157/216

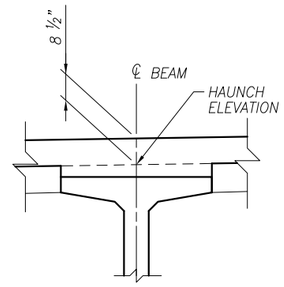
1450/1792

Date: Oct 12, 2020, 3:56pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD030.dwg

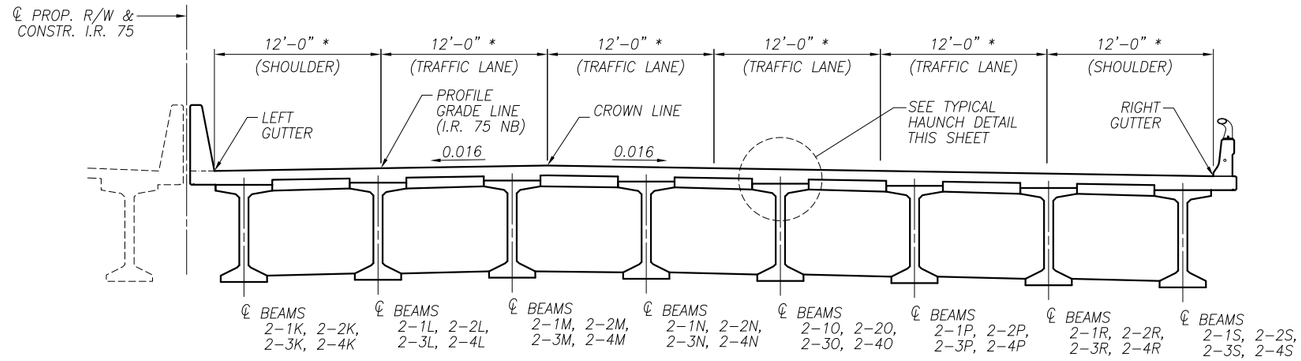


HAUNCH DIAGRAM

NORTHBOUND BRIDGE – UNIT 1

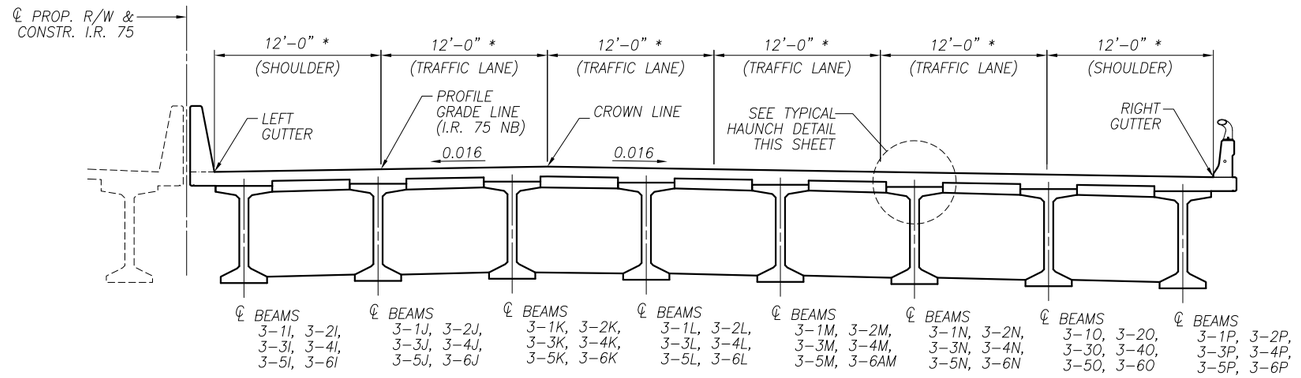


TYPICAL HAUNCH DETAIL



HAUNCH DIAGRAM

NORTHBOUND BRIDGE – UNIT 2



HAUNCH DIAGRAM

NORTHBOUND BRIDGE – UNIT 3

LEGEND:

* MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

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

2. FOR PLAN VIEWS, SEE SHEETS 143/216 THRU 148/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

HAUNCH DIAGRAMS – NORTHBOUND
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

166/216

1459
1792

HAUNCH ELEVATIONS (NORTHBOUND BRIDGE - UNIT 1)																	
LOCATION		SPAN 1								CL PIER 1	SPAN 2							
		CL BRG. REAR ABUT.	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL BRG. PIER 2
BEAMLINE M	STATION	485+24.50	485+42.67	485+60.82	485+78.97	485+97.10	486+15.23	486+33.35	486+51.46	486+69.56	486+90.16	487+10.74	487+31.33	487+51.92	487+72.51	487+93.10	488+13.69	488+34.28
	OFFSET FROM BL	4.13' RT	4.32' RT	4.47' RT	4.55' RT	4.58' RT	4.54' RT	4.46' RT	4.31' RT	4.11' RT	4.15' RT	4.15' RT	4.14' RT	4.14' RT	4.14' RT	4.13' RT	4.13' RT	4.13' RT
	HAUNCH ELEVATION	632.69	632.70	632.69	632.67	632.63	632.56	632.47	632.37	632.25	632.29	632.31	632.30	632.26	632.18	632.06	631.92	631.76
BEAMLINE N	STATION	485+26.01	485+44.17	485+62.33	485+80.49	485+98.63	486+16.76	486+34.89	486+53.00	486+71.11	486+91.72	487+12.33	487+32.94	487+53.55	487+74.16	487+94.76	488+15.37	488+35.98
	OFFSET FROM BL	14.38' RT	14.50' RT	14.57' RT	14.58' RT	14.54' RT	14.43' RT	14.27' RT	14.05' RT	13.78' RT	13.82' RT	13.82' RT	13.81' RT	13.81' RT	13.81' RT	13.80' RT	13.80' RT	13.80' RT
	HAUNCH ELEVATION	632.83	632.83	632.82	632.80	632.76	632.70	632.62	632.52	632.40	632.44	632.46	632.45	632.41	632.33	632.21	632.07	631.91
BEAMLINE O	STATION	485+27.51	485+45.68	485+63.85	485+82.01	486+00.16	486+18.30	486+36.43	486+54.55	486+72.66	486+93.29	487+13.92	487+34.55	487+55.18	487+75.80	487+96.43	488+17.06	488+37.69
	OFFSET FROM BL	24.63' RT	24.67' RT	24.68' RT	24.61' RT	24.50' RT	24.31' RT	24.09' RT	23.79' RT	23.44' RT	23.48' RT	23.48' RT	23.47' RT	23.47' RT	23.47' RT	23.46' RT	23.46' RT	23.46' RT
	HAUNCH ELEVATION	632.81	632.81	632.80	632.77	632.74	632.68	632.60	632.51	632.40	632.43	632.46	632.45	632.41	632.33	632.21	632.07	631.92
BEAMLINE P	STATION	485+29.01	485+47.19	485+65.36	485+83.53	486+01.69	486+19.83	486+37.97	486+56.09	486+74.21	486+94.86	487+15.51	487+36.16	487+56.80	487+77.45	487+98.10	488+18.74	488+39.39
	OFFSET FROM BL	34.88' RT	34.85' RT	34.78' RT	34.64' RT	34.46' RT	34.20' RT	33.90' RT	33.53' RT	33.11' RT	33.15' RT	33.15' RT	33.14' RT	33.14' RT	33.14' RT	33.13' RT	33.13' RT	33.13' RT
	HAUNCH ELEVATION	632.15	632.15	632.14	632.13	632.14	632.14	632.12	632.08	632.04	632.14	632.22	632.28	632.29	632.26	632.19	632.10	631.98
BEAMLINE R	STATION	485+30.51	485+48.70	485+66.88	485+85.05	486+03.21	486+21.36	486+39.51	486+57.64	486+75.76	486+96.43	487+17.10	487+37.76	487+58.43	487+79.10	487+99.76	488+20.43	488+41.10
	OFFSET FROM BL	45.13' RT	45.03' RT	44.89' RT	44.68' RT	44.41' RT	44.08' RT	43.71' RT	43.27' RT	42.78' RT	42.82' RT	42.82' RT	42.81' RT	42.81' RT	42.81' RT	42.80' RT	42.80' RT	42.80' RT
	HAUNCH ELEVATION	631.80	631.81	631.81	631.79	631.82	631.85	631.85	631.84	631.81	631.94	632.04	632.12	632.14	632.10	632.04	631.94	631.82
BEAMLINE S	STATION	485+32.01	485+50.20	485+68.39	485+86.57	486+04.74	486+22.90	486+41.05	486+59.18	486+77.31	486+98.00	487+18.69	487+39.37	487+60.06	487+80.74	488+01.43	488+22.11	488+42.80
	OFFSET FROM BL	55.38' RT	55.21' RT	54.99' RT	54.71' RT	54.37' RT	53.97' RT	53.52' RT	53.01' RT	52.44' RT	52.48' RT	52.48' RT	52.47' RT	52.47' RT	52.47' RT	52.46' RT	52.46' RT	52.46' RT
	HAUNCH ELEVATION	631.46	631.47	631.47	631.46	631.52	631.56	631.58	631.59	631.59	631.74	631.87	631.97	631.98	631.95	631.88	631.78	631.66
BEAMLINE T	STATION	485+33.51	485+51.71	485+69.91	485+88.09	486+06.27	486+24.43	486+42.59	486+60.73	486+78.86	486+99.57	487+20.28	487+40.98	487+61.69	487+82.39	488+03.09	488+23.80	488+44.50
	OFFSET FROM BL	65.63' RT	65.38' RT	65.10' RT	64.74' RT	64.33' RT	63.85' RT	63.34' RT	62.75' RT	62.11' RT	62.15' RT	62.15' RT	62.14' RT	62.14' RT	62.14' RT	62.13' RT	62.13' RT	62.13' RT
	HAUNCH ELEVATION	631.12	631.13	631.13	631.12	631.21	631.28	631.32	631.35	631.37	631.54	631.69	631.82	631.83	631.79	631.72	631.63	631.50
BEAMLINE U	STATION	485+35.01	485+53.22	485+71.42	485+89.61	486+07.80	486+25.97	486+44.13	486+62.27	486+80.41	487+01.14	487+21.87	487+42.59	487+63.31	487+84.04	488+04.76	488+25.48	488+46.21
	OFFSET FROM BL	75.88' RT	75.56' RT	75.20' RT	74.77' RT	74.29' RT	73.74' RT	73.15' RT	72.49' RT	71.78' RT	71.82' RT	71.82' RT	71.81' RT	71.81' RT	71.81' RT	71.80' RT	71.80' RT	71.80' RT
	HAUNCH ELEVATION	630.77	630.79	630.79	630.79	630.91	631.00	631.07	631.12	631.16	631.35	631.52	631.66	631.67	631.64	631.57	631.47	631.34

NOTES:

1. FOR HAUNCH DIAGRAMS AND ADDITIONAL NOTES SEE SHEET 166/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | CHECKED CBS | REVISED

REVIEWED WOZ | DATE 5/2020 | STRUCTURE FILE NUMBER 48027657/48027677

HAUNCH ELEVATIONS - NORTHBOUND-UNIT 1
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

167/216

1460/1792

Date: Oct 12, 2020, 3:56pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_S0940.dwg

HAUNCH ELEVATIONS (NORTHBOUND BRIDGE - UNIT 2)																	
LOCATION		SPAN 3								CL PIER 3	SPAN 4							CL PIER 4
		CL BRG. PIER 2	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	
BEAMLINE K	STATION	488+36.98	488+57.56	488+78.14	488+98.72	489+19.30	489+39.88	489+60.47	489+81.05	490+01.63	490+22.38	490+43.13	490+63.88	490+84.63	491+05.38	491+26.13	491+46.88	491+67.63
	OFFSET FROM BL	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT
	HAUNCH ELEVATION	631.75	631.79	631.81	631.80	631.76	631.68	631.56	631.42	631.26	631.29	631.31	631.31	631.27	631.18	631.06	630.92	630.76
BEAMLINE L	STATION	488+38.69	488+59.27	488+79.85	489+00.43	489+21.01	489+41.59	489+62.17	489+82.75	490+03.33	490+24.08	490+44.83	490+65.58	490+86.33	491+07.08	491+27.83	491+48.58	491+69.33
	OFFSET FROM BL	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT
	HAUNCH ELEVATION	631.90	631.94	631.96	631.95	631.91	631.83	631.71	631.57	631.41	631.44	631.46	631.46	631.42	631.33	631.21	631.07	630.91
BEAMLINE M	STATION	488+40.39	488+60.97	488+81.55	489+02.13	489+22.71	489+43.29	489+63.87	489+84.46	490+05.04	490+25.79	490+46.54	490+67.29	490+88.04	491+08.79	491+29.54	491+50.29	491+71.04
	OFFSET FROM BL	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT
	HAUNCH ELEVATION	631.91	631.94	631.96	631.96	631.92	631.83	631.72	631.57	631.41	631.45	631.47	631.46	631.42	631.34	631.22	631.07	630.92
BEAMLINE N	STATION	488+42.09	488+62.68	488+83.26	489+03.84	489+24.42	489+45.00	489+65.58	489+86.16	490+06.74	490+27.49	490+48.24	490+68.99	490+89.74	491+10.49	491+31.24	491+51.99	491+72.74
	OFFSET FROM BL	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT
	HAUNCH ELEVATION	631.97	632.01	632.03	632.02	631.98	631.90	631.78	631.64	631.48	631.51	631.53	631.53	631.49	631.40	631.29	631.14	630.98
BEAMLINE O	STATION	488+43.80	488+64.38	488+84.96	489+05.54	489+26.12	489+46.70	489+67.28	489+87.86	490+08.45	490+29.20	490+49.95	490+70.70	490+91.45	491+12.20	491+32.95	491+53.70	491+74.45
	OFFSET FROM BL	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT
	HAUNCH ELEVATION	631.81	631.85	631.87	631.86	631.82	631.74	631.62	631.48	631.32	631.35	631.37	631.37	631.33	631.24	631.13	630.98	630.82
BEAMLINE P	STATION	488+45.50	488+66.08	488+86.66	489+07.25	489+27.83	489+48.41	489+68.99	489+89.57	490+10.15	490+30.90	490+51.65	490+72.40	490+93.15	491+13.90	491+34.65	491+55.40	491+76.15
	OFFSET FROM BL	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT
	HAUNCH ELEVATION	631.65	631.69	631.71	631.70	631.66	631.58	631.46	631.32	631.16	631.19	631.21	631.21	631.17	631.08	630.97	630.82	630.66
BEAMLINE R	STATION	488+47.21	488+67.79	488+88.37	489+08.95	489+29.53	489+50.11	489+70.69	489+91.27	490+11.85	490+32.60	490+53.35	490+74.10	490+94.85	491+15.60	491+36.35	491+57.10	491+77.85
	OFFSET FROM BL	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT
	HAUNCH ELEVATION	631.49	631.53	631.55	631.54	631.50	631.42	631.30	631.16	631.00	631.03	631.05	631.05	631.01	630.92	630.81	630.66	630.50
BEAMLINE S	STATION	488+48.91	488+69.49	488+90.07	489+10.65	489+31.24	489+51.82	489+72.40	489+92.98	490+13.56	490+34.31	490+55.06	490+75.81	490+96.56	491+17.31	491+38.06	491+58.81	491+79.56
	OFFSET FROM BL	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT
	HAUNCH ELEVATION	631.33	631.37	631.39	631.38	631.34	631.26	631.14	631.00	630.84	630.87	630.90	630.89	630.85	630.76	630.65	630.50	630.34

NOTES:

1. FOR HAUNCH DIAGRAMS AND ADDITIONAL NOTES SEE SHEET 166/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/20 | STRUCTURE FILE NUMBER 48027654802767 | CHECKED CBS | REVISED

HAUNCH ELEVATIONS - NORTHBOUND-UNIT 2
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

168/216

1461/1792

Date: Oct 12, 2020, 4:20pm User Name: mlongtin
File: \\se.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD041.dwg

HAUNCH ELEVATIONS (NORTHBOUND BRIDGE - UNIT 2)																		
LOCATION		CL PIER 4	SPAN 5							CL PIER 5	SPAN 6							
			1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL BRG. PIER 6
BEAMLINE K	STATION	491+67.63	491+88.38	492+09.13	492+29.88	492+50.63	492+71.38	492+92.13	493+12.88	493+33.63	493+54.11	493+74.60	493+95.08	494+15.57	494+36.06	494+56.54	494+77.03	494+97.51
	OFFSET FROM BL	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT
	HAUNCH ELEVATION	630.76	630.80	630.82	630.81	630.77	630.68	630.57	630.42	630.26	630.30	630.32	630.31	630.27	630.19	630.07	629.93	629.77
BEAMLINE L	STATION	491+69.33	491+90.08	492+10.83	492+31.58	492+52.33	492+73.08	492+93.83	493+14.58	493+35.33	493+55.82	493+76.30	493+96.79	494+17.27	494+37.76	494+58.25	494+78.73	494+99.22
	OFFSET FROM BL	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT
	HAUNCH ELEVATION	630.91	630.94	630.97	630.96	630.92	630.83	630.72	630.57	630.41	630.45	630.47	630.46	630.42	630.34	630.22	630.08	629.92
BEAMLINE M	STATION	491+71.04	491+91.79	492+12.54	492+33.29	492+54.04	492+74.79	492+95.54	493+16.29	493+37.04	493+57.52	493+78.01	493+98.49	494+18.98	494+39.46	494+59.95	494+80.44	495+00.92
	OFFSET FROM BL	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT
	HAUNCH ELEVATION	630.92	630.95	630.97	630.96	630.92	630.84	630.72	630.58	630.42	630.45	630.47	630.47	630.43	630.34	630.23	630.08	629.93
BEAMLINE N	STATION	491+72.74	491+93.49	492+14.24	492+34.99	492+55.74	492+76.49	492+97.24	493+17.99	493+38.74	493+59.23	493+79.71	494+00.20	494+20.68	494+41.17	494+61.65	494+82.14	495+02.63
	OFFSET FROM BL	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT
	HAUNCH ELEVATION	630.98	631.02	631.04	631.03	630.99	630.90	630.79	630.64	630.48	630.52	630.54	630.53	630.49	630.41	630.29	630.15	629.99
BEAMLINE O	STATION	491+74.45	491+95.20	492+15.95	492+36.70	492+57.45	492+78.20	492+98.95	493+19.70	493+40.45	493+60.93	493+81.42	494+01.90	494+22.39	494+42.87	494+63.36	494+83.84	495+04.33
	OFFSET FROM BL	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT
	HAUNCH ELEVATION	630.82	630.86	630.88	630.87	630.83	630.75	630.63	630.48	630.32	630.36	630.38	630.37	630.33	630.25	630.13	629.99	629.83
BEAMLINE P	STATION	491+76.15	491+96.90	492+17.65	492+38.40	492+59.15	492+79.90	493+00.65	493+21.40	493+42.15	493+62.64	493+83.12	494+03.61	494+24.09	494+44.58	494+65.06	494+85.55	495+06.03
	OFFSET FROM BL	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT
	HAUNCH ELEVATION	630.66	630.70	630.72	630.71	630.67	630.59	630.47	630.32	630.16	630.20	630.22	630.21	630.17	630.09	629.97	629.83	629.67
BEAMLINE R	STATION	491+77.85	491+98.60	492+19.35	492+40.10	492+60.85	492+81.60	493+02.35	493+23.10	493+43.85	493+64.34	493+84.83	494+05.31	494+25.80	494+46.28	494+66.77	494+87.25	495+07.74
	OFFSET FROM BL	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT
	HAUNCH ELEVATION	630.50	630.54	630.56	630.55	630.51	630.43	630.31	630.16	630.00	630.04	630.06	630.05	630.01	629.93	629.81	629.67	629.51
BEAMLINE S	STATION	491+79.56	492+00.31	492+21.06	492+41.81	492+62.56	492+83.31	493+04.06	493+24.81	493+45.56	493+66.04	493+86.53	494+07.02	494+27.50	494+47.99	494+68.47	494+88.96	495+09.44
	OFFSET FROM BL	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT
	HAUNCH ELEVATION	630.34	630.38	630.40	630.39	630.35	630.27	630.15	630.00	629.84	629.88	629.90	629.89	629.85	629.77	629.65	629.51	629.35

NOTES:

1. FOR HAUNCH DIAGRAMS AND ADDITIONAL NOTES SEE SHEET 166/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/20
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

HAUNCH ELEVATIONS - NORTHBOUND-UNIT 2
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

Date: Oct 12, 2020, 3:56pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD042.dwg

HAUNCH ELEVATIONS (NORTHBOUND BRIDGE - UNIT 3)																		
LOCATION		SPAN 7								CL PIER 7	SPAN 8							
		CL BRG. PIER 6	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL PIER 8
BEAMLINE I	STATION	495+01.74	495+22.23	495+42.71	495+63.20	495+83.69	496+04.17	496+24.66	496+45.14	496+65.63	496+86.38	497+07.13	497+27.88	497+48.63	497+69.38	497+90.13	498+10.88	498+31.63
	OFFSET FROM BL	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT
	HAUNCH ELEVATION	629.76	629.79	629.81	629.81	629.77	629.69	629.57	629.42	629.27	629.30	629.32	629.31	629.27	629.19	629.07	628.93	628.77
BEAMLINE J	STATION	495+03.45	495+23.93	495+44.42	495+64.90	495+85.39	496+05.88	496+26.36	496+46.85	496+67.33	496+88.08	497+08.83	497+29.58	497+50.33	497+71.08	497+91.83	498+12.58	498+33.33
	OFFSET FROM BL	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT
	HAUNCH ELEVATION	629.91	629.95	629.97	629.96	629.92	629.84	629.73	629.58	629.42	629.45	629.47	629.46	629.42	629.34	629.22	629.08	628.92
BEAMLINE K	STATION	495+05.15	495+25.64	495+46.12	495+66.61	495+87.09	496+07.58	496+28.07	496+48.55	496+69.04	496+89.79	497+10.54	497+31.29	497+52.04	497+72.79	497+93.54	498+14.29	498+35.04
	OFFSET FROM BL	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT
	HAUNCH ELEVATION	629.91	629.95	629.97	629.96	629.92	629.84	629.72	629.58	629.42	629.46	629.48	629.47	629.43	629.34	629.23	629.08	628.92
BEAMLINE L	STATION	495+06.86	495+27.34	495+47.83	495+68.31	495+88.80	496+09.28	496+29.77	496+50.26	496+70.74	496+91.49	497+12.24	497+32.99	497+53.74	497+74.49	497+95.24	498+15.99	498+36.74
	OFFSET FROM BL	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT
	HAUNCH ELEVATION	629.98	630.01	630.04	630.03	629.99	629.91	629.79	629.65	629.49	629.52	629.54	629.54	629.49	629.41	629.29	629.15	628.99
BEAMLINE M	STATION	495+08.56	495+29.05	495+49.53	495+70.02	495+90.50	496+10.99	496+31.47	496+51.96	496+72.45	496+93.20	497+13.95	497+34.70	497+55.45	497+76.20	497+96.95	498+17.70	498+38.45
	OFFSET FROM BL	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT
	HAUNCH ELEVATION	629.82	629.85	629.88	629.87	629.83	629.75	629.63	629.49	629.33	629.36	629.38	629.38	629.33	629.25	629.13	628.99	628.83
BEAMLINE N	STATION	495+10.27	495+30.75	495+51.24	495+71.72	495+92.21	496+12.69	496+33.18	496+53.66	496+74.15	496+94.90	497+15.65	497+36.40	497+57.15	497+77.90	497+98.65	498+19.40	498+40.15
	OFFSET FROM BL	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT
	HAUNCH ELEVATION	629.66	629.69	629.72	629.71	629.67	629.59	629.47	629.33	629.17	629.20	629.22	629.22	629.17	629.09	628.97	628.83	628.67
BEAMLINE O	STATION	495+11.97	495+32.46	495+52.94	495+73.43	495+93.91	496+14.40	496+34.88	496+55.37	496+75.85	496+96.60	497+17.35	497+38.10	497+58.85	497+79.60	498+00.35	498+21.10	498+41.85
	OFFSET FROM BL	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT
	HAUNCH ELEVATION	629.50	629.53	629.56	629.55	629.51	629.43	629.31	629.17	629.01	629.04	629.06	629.06	629.02	628.93	628.81	628.67	628.51
BEAMLINE P	STATION	495+13.67	495+34.16	495+54.65	495+75.13	495+95.62	496+16.10	496+36.59	496+57.07	496+77.56	496+98.31	497+19.06	497+39.81	497+60.56	497+81.31	498+02.06	498+22.81	498+43.56
	OFFSET FROM BL	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT
	HAUNCH ELEVATION	629.34	629.38	629.40	629.39	629.35	629.27	629.15	629.01	628.85	628.88	628.90	628.90	628.86	628.77	628.65	628.51	628.35

NOTES:

1. FOR HAUNCH DIAGRAMS AND ADDITIONAL NOTES SEE SHEET 166/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/20 | STRUCTURE FILE NUMBER 48027651/48027671 | CHECKED CBS | REVISED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

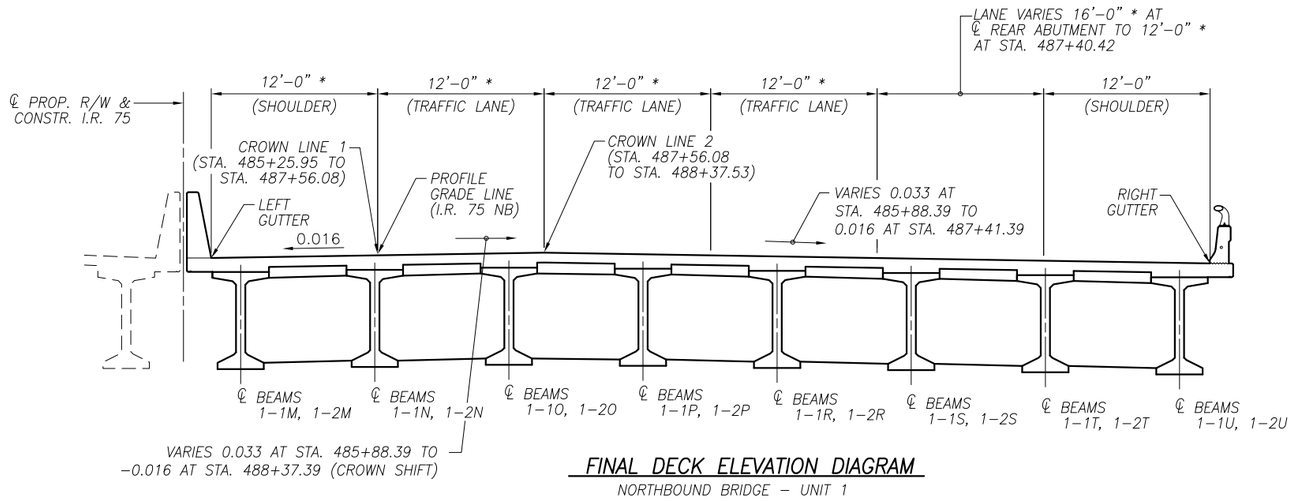
HAUNCH ELEVATIONS - NORTHBOUND-UNIT 3
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

170/216

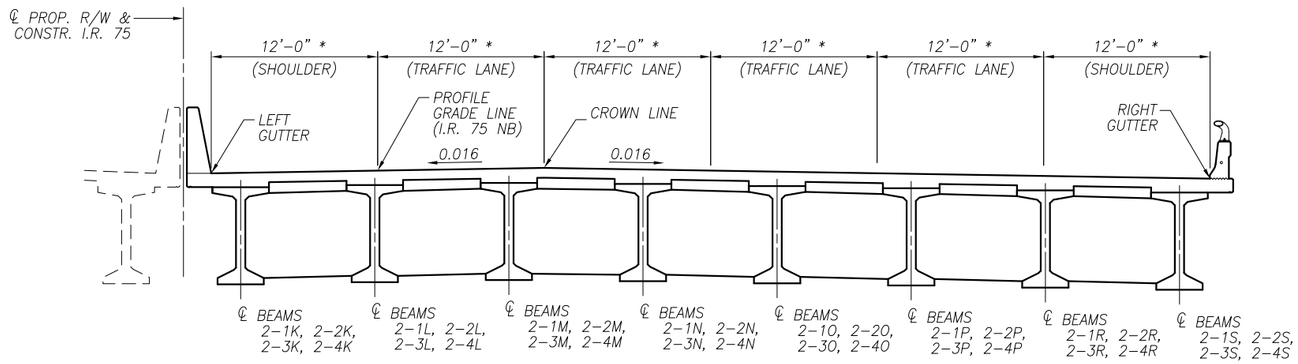
1463
1792

Date: Oct 12, 2020, 3:56pm User Name: mlongtin
File: \\jse.com\files\Projects\321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD043.dwg



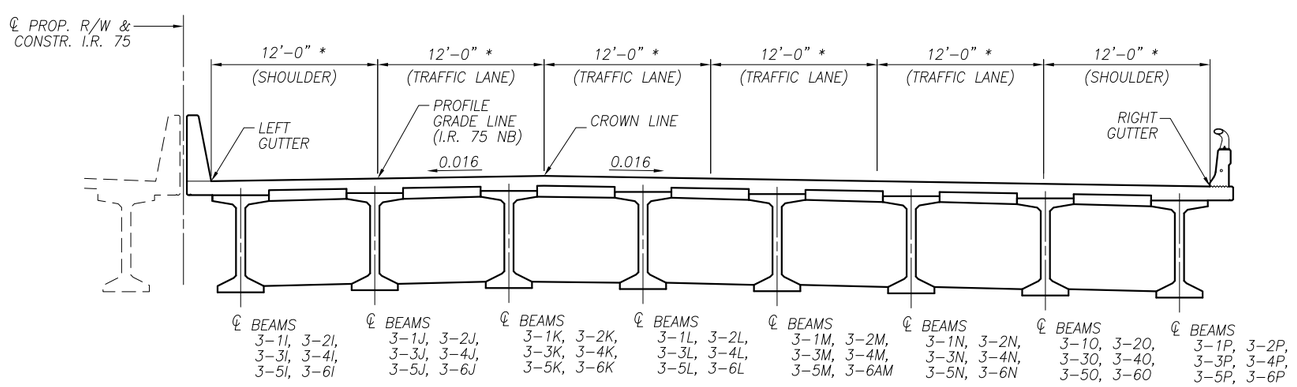
FINAL DECK ELEVATION DIAGRAM

NORTHBOUND BRIDGE – UNIT 1



FINAL DECK ELEVATION DIAGRAM

NORTHBOUND BRIDGE – UNIT 2



FINAL DECK ELEVATION DIAGRAM

NORTHBOUND BRIDGE – UNIT 3

LEGEND:

* MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

NOTES:

1. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURED.
2. FOR PLAN VIEWS, SEE SHEETS 143/216 THRU 148/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP SHEET REPLACED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	REM	WOZ	5/2020
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CBS		4802765/4802767	

FINAL DECK ELEVATION DIAGRAMS – NORTHBOUND

BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

183/216

1476
1792

Date: Oct 07, 2020, 4:45pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD056.dwg

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE - UNIT 1)

LOCATION		SPAN 1								CL PIER 1	SPAN 2							
		CL BRG. REAR ABUT.	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL BRG. PIER 2
LEFT GUTTER	STATION	485+24.19	485+42.32	485+60.45	485+78.58	485+96.71	486+14.84	486+32.96	486+51.09	486+69.22	486+89.81	487+10.39	487+30.98	487+51.56	487+72.15	487+92.73	488+13.32	488+33.90
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	FINAL DECK ELEVATION	633.37	633.31	633.26	633.20	633.15	633.09	633.04	632.98	632.93	632.87	632.81	632.75	632.68	632.62	632.56	632.50	632.44
BEAMLINE M	STATION	485+24.50	485+42.67	485+60.82	485+78.97	485+97.10	486+15.23	486+33.35	486+51.46	486+69.56	486+90.16	487+10.74	487+31.33	487+51.92	487+72.51	487+93.10	488+13.69	488+34.28
	OFFSET FROM BL	4.13' RT	4.32' RT	4.47' RT	4.55' RT	4.58' RT	4.54' RT	4.46' RT	4.31' RT	4.11' RT	4.15' RT	4.15' RT	4.14' RT	4.14' RT	4.14' RT	4.13' RT	4.13' RT	4.13' RT
	FINAL DECK ELEVATION	633.40	633.35	633.30	633.24	633.19	633.13	633.08	633.02	632.96	632.90	632.84	632.78	632.72	632.65	632.59	632.53	632.47
PROFILE GRADE	STATION	485+25.95	485+44.10	485+62.25	485+80.40	485+98.55	486+16.70	486+34.85	486+53.00	486+71.15	486+91.75	487+12.36	487+32.97	487+53.58	487+74.19	487+94.80	488+15.41	488+36.02
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	FINAL DECK ELEVATION	633.55	633.50	633.44	633.39	633.33	633.28	633.23	633.17	633.12	633.05	632.99	632.93	632.87	632.81	632.75	632.68	632.62
BEAMLINE N	STATION	485+26.01	485+44.17	485+62.33	485+80.49	485+98.63	486+16.76	486+34.89	486+53.00	486+71.11	486+91.72	487+12.33	487+32.94	487+53.55	487+74.16	487+94.76	488+15.37	488+35.98
	OFFSET FROM BL	14.38' RT	14.50' RT	14.57' RT	14.58' RT	14.54' RT	14.43' RT	14.27' RT	14.05' RT	13.78' RT	13.82' RT	13.82' RT	13.81' RT	13.81' RT	13.81' RT	13.80' RT	13.80' RT	13.80' RT
	FINAL DECK ELEVATION	633.54	633.48	633.42	633.37	633.32	633.27	633.22	633.17	633.11	633.05	632.99	632.93	632.87	632.80	632.74	632.68	632.62
BEAMLINE O	STATION	485+27.51	485+45.68	485+63.85	485+82.01	486+00.16	486+18.30	486+36.43	486+54.55	486+72.66	486+93.29	487+13.92	487+34.55	487+55.18	487+75.80	487+96.43	488+17.06	488+37.69
	OFFSET FROM BL	24.63' RT	24.67' RT	24.68' RT	24.61' RT	24.50' RT	24.31' RT	24.09' RT	23.79' RT	23.44' RT	23.48' RT	23.48' RT	23.47' RT	23.47' RT	23.47' RT	23.46' RT	23.46' RT	23.46' RT
	FINAL DECK ELEVATION	633.52	633.46	633.40	633.35	633.30	633.25	633.21	633.16	633.10	633.05	632.99	632.92	632.86	632.80	632.74	632.68	632.62
CROWN LINE	STATION	485+27.71	485+45.88	485+64.05	485+82.22	486+00.39	486+18.56	486+36.73	486+54.90	486+73.07	486+93.70	487+14.34	487+34.97	487+55.60	487+76.23	487+96.87	488+17.50	488+38.13
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	FINAL DECK ELEVATION	633.15	633.10	633.04	632.99	632.96	632.95	632.94	632.93	632.91	632.90	632.89	632.88	632.86	632.85	632.84	632.82	632.81
BEAMLINE P	STATION	485+29.01	485+47.19	485+65.36	485+83.53	486+01.69	486+19.83	486+37.97	486+56.09	486+74.21	486+94.86	487+15.51	487+36.16	487+56.80	487+77.45	487+98.10	488+18.74	488+39.39
	OFFSET FROM BL	34.88' RT	34.85' RT	34.78' RT	34.64' RT	34.46' RT	34.20' RT	33.90' RT	33.53' RT	33.11' RT	33.15' RT	33.15' RT	33.14' RT	33.14' RT	33.14' RT	33.13' RT	33.13' RT	33.13' RT
	FINAL DECK ELEVATION	632.85	632.80	632.75	632.70	632.69	632.71	632.72	632.73	632.75	632.75	632.75	632.76	632.75	632.73	632.72	632.71	632.69
BEAMLINE R	STATION	485+30.51	485+48.70	485+66.88	485+85.05	486+03.21	486+21.36	486+39.51	486+57.64	486+75.76	486+96.43	487+17.10	487+37.76	487+58.43	487+79.10	487+99.76	488+20.43	488+41.10
	OFFSET FROM BL	45.13' RT	45.03' RT	44.89' RT	44.68' RT	44.41' RT	44.08' RT	43.71' RT	43.27' RT	42.78' RT	42.82' RT	42.82' RT	42.81' RT	42.81' RT	42.81' RT	42.80' RT	42.80' RT	42.80' RT
	FINAL DECK ELEVATION	632.51	632.46	632.41	632.36	632.38	632.42	632.45	632.49	632.52	632.55	632.57	632.60	632.59	632.58	632.57	632.55	632.53
BEAMLINE S	STATION	485+32.01	485+50.20	485+68.39	485+86.57	486+04.74	486+22.90	486+41.05	486+59.18	486+77.31	486+98.00	487+18.69	487+39.37	487+60.06	487+80.74	488+01.43	488+22.11	488+42.80
	OFFSET FROM BL	55.38' RT	55.21' RT	54.99' RT	54.71' RT	54.37' RT	53.97' RT	53.52' RT	53.01' RT	52.44' RT	52.48' RT	52.48' RT	52.47' RT	52.47' RT	52.47' RT	52.46' RT	52.46' RT	52.46' RT
	FINAL DECK ELEVATION	632.17	632.12	632.07	632.03	632.07	632.13	632.19	632.24	632.30	632.35	632.40	632.44	632.44	632.42	632.41	632.40	632.37
BEAMLINE T	STATION	485+33.51	485+51.71	485+69.91	485+88.09	486+06.27	486+24.43	486+42.59	486+60.73	486+78.86	486+99.57	487+20.28	487+40.98	487+61.69	487+82.39	488+03.09	488+23.80	488+44.50
	OFFSET FROM BL	65.63' RT	65.38' RT	65.10' RT	64.74' RT	64.33' RT	63.85' RT	63.34' RT	62.75' RT	62.11' RT	62.15' RT	62.15' RT	62.14' RT	62.14' RT	62.14' RT	62.13' RT	62.13' RT	62.13' RT
	FINAL DECK ELEVATION	631.83	631.78	631.73	631.69	631.77	631.85	631.93	632.01	632.08	632.15	632.22	632.29	632.28	632.27	632.25	632.24	632.21
BEAMLINE U	STATION	485+35.01	485+53.22	485+71.42	485+89.61	486+07.80	486+25.97	486+44.13	486+62.27	486+80.41	487+01.14	487+21.87	487+42.59	487+63.31	487+84.04	488+04.76	488+25.48	488+46.21
	OFFSET FROM BL	75.88' RT	75.56' RT	75.20' RT	74.77' RT	74.29' RT	73.74' RT	73.15' RT	72.49' RT	71.78' RT	71.82' RT	71.82' RT	71.81' RT	71.81' RT	71.81' RT	71.80' RT	71.80' RT	71.80' RT
	FINAL DECK ELEVATION	631.48	631.44	631.40	631.37	631.47	631.57	631.67	631.77	631.87	631.96	632.05	632.14	632.12	632.11	632.10	632.08	632.05
RIGHT GUTTER	STATION	485+34.74	485+52.99	485+71.24	485+89.50	486+07.75	486+26.01	486+44.26	486+62.51	486+80.77	487+01.50	487+22.23	487+42.95	487+63.68	487+84.41	488+05.14	488+25.87	488+46.60
	OFFSET FROM BL	78.06' RT	77.96' RT	77.83' RT	77.63' RT	77.38' RT	77.05' RT	76.69' RT	76.26' RT	75.77' RT	75.18' RT	74.54' RT	74.01' RT	74.01' RT	74.01' RT	74.00' RT	74.00' RT	74.00' RT
	FINAL DECK ELEVATION	631.41	631.36	631.31	631.27	631.37	631.47	631.58	631.68	631.78	631.89	632.00	632.10	632.09	632.08	632.06	632.05	632.01

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAMS AND ADDITIONAL NOTES, SEE SHEET 183/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED WOZ | DRAWN REM | CHECKED CBS | REVISED

REVIEWED WOZ | DATE 5/2020 | STRUCTURE FILE NUMBER 48027657/48027677

FINAL DECK ELEVATIONS – NORTHBOUND–UNIT 1
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

184/216

1477/1792

Date: Oct 12, 2020, 3:57pm User Name: mlongtin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD057.dwg

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE – UNIT 1)

SPAN 2

LOCATION		℄ PIER 1	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	℄ BRG. PIER 2
LEFT GUTTER	STATION	486+69.24	486+89.99	487+10.74	487+31.49	487+52.24	487+72.99	487+93.74	488+14.50	488+33.31
	OFFSET FROM ℄	RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.
	FINAL DECK EL.	632.9	632.87	632.81	632.74	632.68	632.62	632.56	632.49	632.44
BEAM 1–2M	STATION	486+69.60	37	487+11.12	487+31.87	487+52.62	487+73.37	487+94.12	488+14.87	488+33.67
	OFFSET FROM ℄	4.11' RT.	4.15	4.15' RT.	4.14' RT.	4.14' RT.	4.14' RT.	4.13' RT.	4.13' RT.	4.13' RT.
	FINAL DECK EL.	632.96	632.90	4	632.78	632.71	632.65	632.59	632.53	632.47
BEAM 1–2N	STATION	486+71.21	486+92.01	487+1	33.51	487+54.26	487+75.01	487+95.76	488+16.51	488+35.31
	OFFSET FROM ℄	13.40' RT.	13.43' RT.	13.42' RT.	RT.	13.42' RT.	13.41' RT.	13.41' RT.	13.41' RT.	13.40' RT.
	FINAL DECK EL.	633.11	633.04	632.98	632.	632.86	632.80	632.73	632.67	632.61
PROFILE GRADE LINE / CROWN LINE 1	STATION	486+71.32	486+92.11	487+12.86	487+33.61	36	487+75.11	487+95.86	488+16.61	488+35.40
	OFFSET FROM ℄	14.00' RT.	14.00' RT.	14.00' RT.	14.00' RT.	14.00	00' RT.	14.00' RT.	14.00' RT.	14.00' RT.
	FINAL DECK EL.	633.12	633.05	632.99	632.93	632.87	0	632.74	632.68	632.62
BEAM 1–2O	STATION	486+72.82	486+93.64	487+14.39	487+35.14	487+55.89	487+	97.39	488+18.14	488+36.95
	OFFSET FROM ℄	22.67' RT.	22.70' RT.	22.70' RT.	22.69' RT.	22.69' RT.	22.69' RT.	RT.	22.68' RT.	22.68' RT.
	FINAL DECK EL.	632.91	632.86	632.82	632.78	632.77	632.76	632.	632.76	632.76
CROWN LINE 2	STATION	486+73.40	486+94.22	487+14.97	487+35.72	487+56.48	487+77.23	487+97.98	73	488+37.53
	OFFSET FROM ℄	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00	26.00' RT.
	FINAL DECK EL.	632.83	632.79	632.76	632.72	632.73	632.75	632.77	632.79	81

SPAN 2 (CONTINUED)

LOCATION		℄ PIER 1	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8	℄ BRG. PIER 2
BEAM 1–2P	STATION	486+74.44	486+95.28	487+16.03	487+36.78	487+57.53	487+78.28	487+99.03	19.78	488+38.58
	OFFSET FROM ℄	31.96' RT.	31.97' RT.	31.97' RT.	31.97' RT.	31.97' RT.	31.97' RT.	31.9	31.96' RT.	31.96' RT.
	FINAL DECK EL.	632.69	632.66	632.64	632.62	632.63	632.66	2.68	632.70	632.71
BEAM 1–2R	STATION	486+76.06	486+96.91	487+17.66	487+38.41	487+59.16	487	488+00.66	488+21.41	488+40.22
	OFFSET FROM ℄	41.22' RT.	41.25' RT.	41.25' RT.	41.25' RT.	41.24' RT	4' RT.	41.24' RT.	41.24' RT.	41.24' RT.
	FINAL DECK EL.	632.47	632.47	632.47	632.47	63	632.51	632.53	632.55	632.56
BEAM 1–2S	STATION	486+77.69	486+98.55	487+19.30	487+40.05	60.80	487+81.55	488+02.30	488+23.05	488+41.85
	OFFSET FROM ℄	50.51' RT.	50.52' RT.	50.52' RT.	50.5	50.52' RT.	50.52' RT.	50.52' RT.	50.52' RT.	50.51' RT.
	FINAL DECK EL.	632.25	632.28	632.30	.32	632.34	632.36	632.38	632.40	632.40
BEAM 1–2T	STATION	486+79.32	487+00.18	487	487+41.68	487+62.43	487+83.18	488+03.94	488+24.69	488+43.49
	OFFSET FROM ℄	59.77' RT.	59.80' RT.	RT.	59.80' RT.	59.80' RT.	59.79' RT.	59.79' RT.	59.79' RT.	59.79' RT.
	FINAL DECK EL.	632.04	63	632.13	632.17	632.19	632.21	632.24	632.26	632.25
RIGHT GUTTER	STATION	486+79.71	00.57	487+21.32	487+42.07	487+62.82	487+83.57	488+04.32	488+25.08	488+43.88
	OFFSET FROM ℄	62.0	62.00' RT.	62.00' RT.	62.00' RT.	62.00' RT.	62.00' RT.	62.00' RT.	62.00' RT.	62.00' RT.
	FINAL DECK EL	.99	632.04	632.09	632.14	632.16	632.18	632.20	632.22	632.21

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAMS AN
   ADDITIONAL NOTES, SEE SHEET 183/216

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

FINAL DECK ELEVATIONS – NORTHBOUND–UNIT 1

BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

185/216

1478/1792

DESIGN AGENCY: AECOM, 564 WHITE POND DRIVE, AKRON, OHIO 44320–1100, (330) 836–9111

DESIGNED	DRAWN	REVIEWED	DATE
DEB	TMR	JTH	8/18

CHECKED: MRW
REVISED
STRUCTURE FILE NUMBER: 4802765/4802767

Date: Oct 08, 2020, 4:33pm User Name: mlorgtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_S0058.dwg

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE - UNIT 2)

LOCATION		SPAN 3								CL PIER 3	SPAN 4							CL PIER 4
		CL BRG. PIER 2	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	
LEFT GUTTER	STATION	488+36.61	488+57.19	488+77.77	488+98.35	489+18.93	489+39.51	489+60.09	489+80.67	490+01.25	490+22.00	490+42.75	490+63.50	490+84.25	491+05.00	491+25.75	491+46.50	491+67.25
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	FINAL DECK ELEVATION	632.43	632.37	632.30	632.24	632.18	632.12	632.06	632.00	631.93	631.87	631.81	631.75	631.69	631.62	631.56	631.50	631.44
BEAMLINE K	STATION	488+36.98	488+57.56	488+78.14	488+98.72	489+19.30	489+39.88	489+60.47	489+81.05	490+01.63	490+22.38	490+43.13	490+63.88	490+84.63	491+05.38	491+26.13	491+46.88	491+67.63
	OFFSET FROM BL	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT
	FINAL DECK ELEVATION	632.46	632.40	632.34	632.28	632.21	632.15	632.09	632.03	631.97	631.90	631.84	631.78	631.72	631.66	631.59	631.53	631.47
PROFILE GRADE	STATION	488+38.72	488+59.30	488+79.88	489+00.46	489+21.05	489+41.63	489+62.21	489+82.79	490+03.37	490+24.12	490+44.87	490+65.62	490+86.37	491+07.12	491+27.87	491+48.62	491+69.37
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	FINAL DECK ELEVATION	632.61	632.55	632.49	632.43	632.37	632.31	632.24	632.18	632.12	632.06	632.00	631.93	631.87	631.81	631.75	631.68	631.62
BEAMLINE L	STATION	488+38.69	488+59.27	488+79.85	489+00.43	489+21.01	489+41.59	489+62.17	489+82.75	490+03.33	490+24.08	490+44.83	490+65.58	490+86.33	491+07.08	491+27.83	491+48.58	491+69.33
	OFFSET FROM BL	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT
	FINAL DECK ELEVATION	632.61	632.55	632.49	632.43	632.36	632.30	632.24	632.18	632.12	632.05	631.99	631.93	631.87	631.81	631.74	631.68	631.62
BEAMLINE M	STATION	488+40.39	488+60.97	488+81.55	489+02.13	489+22.71	489+43.29	489+63.87	489+84.46	490+05.04	490+25.79	490+46.54	490+67.29	490+88.04	491+08.79	491+29.54	491+50.29	491+71.04
	OFFSET FROM BL	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT
	FINAL DECK ELEVATION	632.62	632.55	632.49	632.43	632.37	632.31	632.25	632.18	632.12	632.06	632.00	631.93	631.87	631.81	631.75	631.69	631.62
CROWN LINE	STATION	488+40.84	488+61.42	488+82.00	489+02.58	489+23.16	489+43.74	489+64.32	489+84.90	490+05.48	490+26.23	490+46.98	490+67.73	490+88.48	491+09.23	491+29.98	491+50.73	491+71.48
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	FINAL DECK ELEVATION	632.80	632.74	632.68	632.61	632.55	632.49	632.43	632.37	632.31	632.24	632.18	632.12	632.06	631.99	631.93	631.87	631.81
BEAMLINE N	STATION	488+42.09	488+62.68	488+83.26	489+03.84	489+24.42	489+45.00	489+65.58	489+86.16	490+06.74	490+27.49	490+48.24	490+68.99	490+89.74	491+10.49	491+31.24	491+51.99	491+72.74
	OFFSET FROM BL	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT
	FINAL DECK ELEVATION	632.68	632.62	632.56	632.50	632.43	632.37	632.31	632.25	632.19	632.13	632.06	632.00	631.94	631.88	631.81	631.75	631.69
BEAMLINE O	STATION	488+43.80	488+64.38	488+84.96	489+05.54	489+26.12	489+46.70	489+67.28	489+87.86	490+08.45	490+29.20	490+49.95	490+70.70	490+91.45	491+12.20	491+32.95	491+53.70	491+74.45
	OFFSET FROM BL	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT
	FINAL DECK ELEVATION	632.52	632.46	632.40	632.34	632.27	632.21	632.15	632.09	632.03	631.97	631.90	631.84	631.78	631.72	631.65	631.59	631.53
BEAMLINE P	STATION	488+45.50	488+66.08	488+86.66	489+07.25	489+27.83	489+48.41	489+68.99	489+89.57	490+10.15	490+30.90	490+51.65	490+72.40	490+93.15	491+13.90	491+34.65	491+55.40	491+76.15
	OFFSET FROM BL	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT
	FINAL DECK ELEVATION	632.36	632.30	632.24	632.18	632.12	632.05	631.99	631.93	631.87	631.81	631.74	631.68	631.62	631.56	631.49	631.43	631.37
BEAMLINE R	STATION	488+47.21	488+67.79	488+88.37	489+08.95	489+29.53	489+50.11	489+70.69	489+91.27	490+11.85	490+32.60	490+53.35	490+74.10	490+94.85	491+15.60	491+36.35	491+57.10	491+77.85
	OFFSET FROM BL	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT
	FINAL DECK ELEVATION	632.20	632.14	632.08	632.02	631.96	631.89	631.83	631.77	631.71	631.65	631.58	631.52	631.46	631.40	631.33	631.27	631.21
BEAMLINE S	STATION	488+48.91	488+69.49	488+90.07	489+10.65	489+31.24	489+51.82	489+72.40	489+92.98	490+13.56	490+34.31	490+55.06	490+75.81	490+96.56	491+17.31	491+38.06	491+58.81	491+79.56
	OFFSET FROM BL	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT
	FINAL DECK ELEVATION	632.04	631.98	631.92	631.86	631.80	631.73	631.67	631.61	631.55	631.49	631.42	631.36	631.30	631.24	631.18	631.11	631.05
RIGHT GUTTER	STATION	488+49.30	488+69.88	488+90.46	489+11.04	489+31.62	489+52.21	489+72.79	489+93.37	490+13.95	490+34.70	490+55.45	490+76.20	490+96.95	491+17.70	491+38.45	491+59.20	491+79.95
	OFFSET FROM BL	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT
	FINAL DECK ELEVATION	632.01	631.94	631.88	631.82	631.76	631.70	631.64	631.57	631.51	631.45	631.39	631.33	631.26	631.20	631.14	631.08	631.01

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAMS AND ADDITIONAL NOTES, SEE SHEET 183/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGNED WOZ | DRAWN REM | CHECKED CBS | REVISED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

REVIEWED WOZ | DATE 5/20 | STRUCTURE FILE NUMBER 48027654802767

FINAL DECK ELEVATIONS - NORTHBOUND-UNIT 2
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE - UNIT 2)

LOCATION		CL PIER 4	SPAN 5							CL PIER 5	SPAN 6							
			1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL BRG. PIER 6
LEFT GUTTER	STATION	491+67.25	491+88.00	492+08.75	492+29.50	492+50.25	492+71.00	492+91.75	493+12.50	493+33.25	493+53.74	493+74.22	493+94.71	494+15.19	494+35.68	494+56.17	494+76.65	494+97.14
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	FINAL DECK ELEVATION	631.44	631.37	631.31	631.25	631.19	631.12	631.06	631.00	630.94	630.88	630.82	630.75	630.69	630.63	630.57	630.51	630.45
BEAMLINE K	STATION	491+67.63	491+88.38	492+09.13	492+29.88	492+50.63	492+71.38	492+92.13	493+12.88	493+33.63	493+54.11	493+74.60	493+95.08	494+15.57	494+36.06	494+56.54	494+77.03	494+97.51
	OFFSET FROM BL	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT
	FINAL DECK ELEVATION	631.47	631.41	631.34	631.28	631.22	631.16	631.10	631.03	630.97	630.91	630.85	630.79	630.73	630.66	630.60	630.54	630.48
PROFILE GRADE	STATION	491+69.37	491+90.12	492+10.87	492+31.62	492+52.37	492+73.12	492+93.87	493+14.62	493+35.37	493+55.85	493+76.34	493+96.83	494+17.31	494+37.80	494+58.28	494+78.77	494+99.25
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	FINAL DECK ELEVATION	631.62	631.56	631.50	631.44	631.37	631.31	631.25	631.19	631.12	631.06	631.00	630.94	630.88	630.82	630.76	630.69	630.63
BEAMLINE L	STATION	491+69.33	491+90.08	492+10.83	492+31.58	492+52.33	492+73.08	492+93.83	493+14.58	493+35.33	493+55.82	493+76.30	493+96.79	494+17.27	494+37.76	494+58.25	494+78.73	494+99.22
	OFFSET FROM BL	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT
	FINAL DECK ELEVATION	631.62	631.56	631.49	631.43	631.37	631.31	631.25	631.18	631.12	631.06	631.00	630.94	630.87	630.81	630.75	630.69	630.63
BEAMLINE M	STATION	491+71.04	491+91.79	492+12.54	492+33.29	492+54.04	492+74.79	492+95.54	493+16.29	493+37.04	493+57.52	493+78.01	493+98.49	494+18.98	494+39.46	494+59.95	494+80.44	495+00.92
	OFFSET FROM BL	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT
	FINAL DECK ELEVATION	631.62	631.56	631.50	631.44	631.37	631.31	631.25	631.19	631.13	631.06	631.00	630.94	630.88	630.82	630.76	630.70	630.63
CROWN LINE	STATION	491+71.48	491+92.23	492+12.98	492+33.73	492+54.48	492+75.23	492+95.98	493+16.73	493+37.48	493+57.97	493+78.46	493+98.94	494+19.43	494+39.91	494+60.40	494+80.88	495+01.37
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	FINAL DECK ELEVATION	631.81	631.75	631.68	631.62	631.56	631.50	631.43	631.37	631.31	631.25	631.19	631.13	631.06	631.00	630.94	630.88	630.82
BEAMLINE N	STATION	491+72.74	491+93.49	492+14.24	492+34.99	492+55.74	492+76.49	492+97.24	493+17.99	493+38.74	493+59.23	493+79.71	494+00.20	494+20.68	494+41.17	494+61.65	494+82.14	495+02.63
	OFFSET FROM BL	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT
	FINAL DECK ELEVATION	631.69	631.63	631.57	631.50	631.44	631.38	631.32	631.25	631.19	631.13	631.07	631.01	630.95	630.88	630.82	630.76	630.70
BEAMLINE O	STATION	491+74.45	491+95.20	492+15.95	492+36.70	492+57.45	492+78.20	492+98.95	493+19.70	493+40.45	493+60.93	493+81.42	494+01.90	494+22.39	494+42.87	494+63.36	494+83.84	495+04.33
	OFFSET FROM BL	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT
	FINAL DECK ELEVATION	631.53	631.47	631.41	631.34	631.28	631.22	631.16	631.09	631.03	630.97	630.91	630.85	630.79	630.72	630.66	630.60	630.54
BEAMLINE P	STATION	491+76.15	491+96.90	492+17.65	492+38.40	492+59.15	492+79.90	493+00.65	493+21.40	493+42.15	493+62.64	493+83.12	494+03.61	494+24.09	494+44.58	494+65.06	494+85.55	495+06.03
	OFFSET FROM BL	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT
	FINAL DECK ELEVATION	631.37	631.31	631.25	631.18	631.12	631.06	631.00	630.93	630.87	630.81	630.75	630.69	630.63	630.56	630.50	630.44	630.38
BEAMLINE R	STATION	491+77.85	491+98.60	492+19.35	492+40.10	492+60.85	492+81.60	493+02.35	493+23.10	493+43.85	493+64.34	493+84.83	494+05.31	494+25.80	494+46.28	494+66.77	494+87.25	495+07.74
	OFFSET FROM BL	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT
	FINAL DECK ELEVATION	631.21	631.15	631.09	631.02	630.96	630.90	630.84	630.77	630.71	630.65	630.59	630.53	630.47	630.41	630.34	630.28	630.22
BEAMLINE S	STATION	491+79.56	492+00.31	492+21.06	492+41.81	492+62.56	492+83.31	493+04.06	493+24.81	493+45.56	493+66.04	493+86.53	494+07.02	494+27.50	494+47.99	494+68.47	494+88.96	495+09.44
	OFFSET FROM BL	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT
	FINAL DECK ELEVATION	631.05	630.99	630.93	630.86	630.80	630.74	630.68	630.61	630.55	630.49	630.43	630.37	630.31	630.25	630.18	630.12	630.06
RIGHT GUTTER	STATION	491+79.95	492+00.70	492+21.45	492+42.20	492+62.95	492+83.70	493+04.45	493+25.20	493+45.95	493+66.43	493+86.92	494+07.40	494+27.89	494+48.38	494+68.86	494+89.35	495+09.83
	OFFSET FROM BL	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT
	FINAL DECK ELEVATION	631.01	630.95	630.89	630.83	630.77	630.70	630.64	630.58	630.52	630.45	630.39	630.33	630.27	630.21	630.15	630.09	630.02

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAMS AND ADDITIONAL NOTES, SEE SHEET 183/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGNED WOZ | DRAWN REM | CHECKED CBS | REVIEWED WOZ | DATE 5/20 | REVISED | STRUCTURE FILE NUMBER 48027657/48027677

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

FINAL DECK ELEVATIONS - NORTHBOUND-UNIT 2
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

187/216

1480
1792

Date: Oct 12, 2020, 3:57pm User Name: mlongdin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD060.dwg

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE – UNIT 2)

SPAN 3

LOCATION		℄ PIER 4	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	℄ PIER 5
LEFT GUTTER	STATION	491+67.25	491+88.00	492+08.75	492+29.50	492+50.25	492+71.00	492+91.75	493+12.50	493+33.25
	OFFSET FROM ℄	[illegible] RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.
	FINAL DECK EL.	631.4[illegible]	631.37	631.31	631.25	631.19	631.13	631.06	631.00	630.94
BEAM 2–3K	STATION	491+67.62	[illegible].37	492+09.12	492+29.87	492+50.62	492+71.37	492+92.12	493+12.87	493+33.62
	OFFSET FROM ℄	4.13' RT.	4.13' [illegible]	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.
	FINAL DECK EL.	631.47	631.41	[illegible].34	631.28	631.22	631.16	631.10	631.03	630.97
PROFILE GRADE LINE	STATION	491+69.36	491+90.11	492+[illegible]	492+31.61	492+52.36	492+73.11	492+93.86	493+14.61	493+35.36
	OFFSET FROM ℄	14.00' RT.	14.00' RT.	14.00' RT.	[illegible] RT.	14.00' RT.	14.00' RT.	14.00' RT.	14.00' RT.	14.00' RT.
	FINAL DECK EL.	631.62	631.56	631.50	631.[illegible]	631.37	631.31	631.25	631.19	631.12
BEAM 2–3L	STATION	491+69.16	491+89.90	492+10.64	492+31.38	[illegible].12	492+72.87	492+93.61	493+14.35	493+35.09
	OFFSET FROM ℄	12.84' LT.	12.79' LT.	12.74' LT.	12.70' LT.	12.65[illegible]	12.61' LT.	12.56' LT.	12.52' LT.	12.47' LT.
	FINAL DECK EL.	631.60	631.54	631.48	631.42	631.35	[illegible]29	631.23	631.16	631.10
BEAM 2–3M	STATION	491+70.69	491+91.43	492+12.16	492+32.89	492+53.63	492+[illegible]	492+95.10	493+15.83	493+36.46
	OFFSET FROM ℄	21.55' RT.	21.46' RT.	21.36' RT.	21.27' RT.	21.18' RT.	21.09' RT.	[illegible] RT.	20.90' RT.	20.81' RT.
	FINAL DECK EL.	631.74	631.68	631.61	631.55	631.48	631.42	631.[illegible]	631.29	631.23
CROWN LINE	STATION	491+71.48	491+92.23	492+12.98	492+33.73	492+54.48	492+75.23	492+95.98	[illegible].73	493+37.48
	OFFSET FROM ℄	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00[illegible]	26.00' RT.
	FINAL DECK EL.	631.81	631.75	631.68	631.62	631.56	631.50	631.43	631.37	[illegible]31
BEAM 2–3N	STATION	491+72.23	491+92.96	492+13.68	492+34.41	492+55.13	492+75.86	492+96.58	493+17.31	493+[illegible]
	OFFSET FROM ℄	30.26' RT.	30.12' RT.	29.98' RT.	29.85' RT.	29.71' RT.	29.57' RT.	29.43' RT.	29.29' RT.	29[illegible]
	FINAL DECK EL.	631.74	631.68	631.62	631.56	631.50	631.44	631.38	631.32	[illegible].26
BEAM 2–3O	STATION	491+73.77	491+94.48	492+15.20	492+35.92	492+56.64	492+77.35	492+98.07	493[illegible]	493+39.51
	OFFSET FROM ℄	38.97' RT.	38.79' RT.	38.60' RT.	38.42' RT.	38.24' RT.	38.05' RT.	37.87' RT.	[illegible]8' RT.	37.50' RT.
	FINAL DECK EL.	631.59	631.53	631.47	631.42	631.36	631.30	63[illegible]	631.18	631.12

SPAN 3 (CONTINUED)

LOCATION		℄ PIER 4	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 [illegible]	℄ PIER 5
BEAM 2–3P	STATION	491+75.30	491+96.01	492+16.72	492+37.43	492+58.14	492+78.85	492+99.56	[illegible]20.27	493+40.98
	OFFSET FROM ℄	47.68' RT.	47.45' RT.	47.22' RT.	46.99' RT.	46.76' RT.	46.53' RT.	46.[illegible]	46.07' RT.	45.84' RT.
	FINAL DECK EL.	631.45	631.39	631.33	631.27	631.22	631.16	[illegible].10	631.04	630.98
BEAM 2–3R	STATION	491+76.84	491+97.54	492+18.24	492+38.94	492+59.64	492[illegible]	493+01.05	493+21.75	493+42.45
	OFFSET FROM ℄	56.39' RT.	56.12' RT.	55.84' RT.	55.57' RT.	55.29' RT.	[illegible]2' RT.	54.74' RT.	54.46' RT.	54.19' RT.
	FINAL DECK EL.	631.31	631.25	631.19	631.13	63[illegible]	631.02	630.96	630.90	630.84
GRADE BREAK LINE	STATION	491+76.92	491+97.60	492+18.27	492+38.95	[illegible]9.63	492+80.31	493+00.98	493+21.66	493+42.34
	OFFSET FROM ℄	56.86' RT.	56.45' RT.	56.04' RT.	55.6[illegible]	55.21' RT.	54.80' RT.	54.38' RT.	53.97' RT.	53.56' RT.
	FINAL DECK EL.	631.30	631.24	631.19	[illegible].13	631.08	631.02	630.96	630.91	630.85
BEAM 2–3S	STATION	491+78.37	491+99.07	492[illegible]	492+40.45	492+61.15	492+81.84	493+02.53	493+23.23	493+43.92
	OFFSET FROM ℄	65.11' RT.	64.78' RT.	[illegible] RT.	64.14' RT.	63.82' RT.	63.50' RT.	63.18' RT.	62.85' RT.	62.53' RT.
	FINAL DECK EL.	631.16	63[illegible]	631.05	630.99	630.93	630.88	630.82	630.76	630.71
L RAMP 1–D	STATION	491+79.73	[illegible]0.40	492+21.08	492+41.76	492+62.43	492+83.11	493+03.79	493+24.46	493+45.14
	OFFSET FROM ℄	72.7[illegible]	72.36' RT.	71.94' RT.	71.53' RT.	71.11' RT.	70.70' RT.	70.29' RT.	69.87' RT.	69.46' RT.
	FINAL DECK EL.	[illegible].03	630.98	630.92	630.87	630.81	630.76	630.70	630.65	630.59
BEAM 2–3T	STATION	491+79.91	492+00.59	492+21.28	492+41.97	492+62.65	492+83.34	493+04.02	493+24.71	493+45.39
	OFFSET FROM ℄	73.82' RT.	73.45' RT.	73.08' RT.	72.71' RT.	72.35' RT.	71.98' RT.	71.61' RT.	71.24' RT.	70.88' RT.
	FINAL DECK EL.	631.02	630.96	630.90	630.85	630.79	630.74	630.68	630.62	630.57
RIGHT GUTTER	STATION	491+81.45	492+02.12	492+22.80	492+43.48	492+64.15	492+84.83	493+05.51	493+26.19	493+46.86
	OFFSET FROM ℄	82.53' RT.	82.11' RT.	81.70' RT.	81.29' RT.	80.87' RT.	80.46' RT.	80.05' RT.	79.63' RT.	79.22' RT.
	FINAL DECK EL.	630.87	630.82	630.76	630.71	630.65	630.60	630.54	630.49	630.43
	STATION	491+81.83	492+02.51	492+23.19	492+43.86	492+64.54	492+85.22	493+05.90	493+26.57	493+47.25
	OFFSET FROM ℄	[illegible].73' RT.	84.32' RT.	83.90' RT.	83.49' RT.	83.07' RT.	82.66' RT.	82.25' RT.	81.83' RT.	81.42' RT.
	FINAL DECK EL.	[illegible]	630.78	630.73	630.67	630.62	630.56	630.50	630.45	630.39

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAM ADDITIONAL NOTES, SEE SHEET 183/216

AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111
DESIGN AGENCY

DATE 8/18
REVIEWED JTH
STRUCTURE FILE NUMBER 4802765/4802767
DRAWN TMR
REVISED
DESIGNED DEB
CHECKED MRW

FINAL DECK ELEVATIONS – NORTHBOUND–UNIT 2
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

188/216

1481/1792

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE – UNIT 2)

SPAN 4

LOCATION		℄ PIER 5	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	℄ BRG. PIER 6
LEFT GUTTER	STATION	493+33.25	493+54.00	493+74.75	493+95.50	494+16.25	494+37.00	494+57.75	494+78.50	494+97.30
	OFFSET FROM ℄	RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.	2.00' RT.
	FINAL DECK EL.	630.9	630.88	630.81	630.75	630.69	630.63	630.56	630.50	630.45
BEAM 2–4K	STATION	493+33.62	37	493+75.12	493+95.87	494+16.62	494+37.37	494+58.12	494+78.87	494+97.67
	OFFSET FROM ℄	4.13' RT.	4.13	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.	4.13' RT.
	FINAL DECK EL.	630.97	630.91	5	630.78	630.72	630.66	630.60	630.54	630.48
PROFILE GRADE LINE	STATION	493+35.36	493+56.11	493+7	493+97.61	494+18.36	494+39.11	494+59.86	494+80.61	494+99.42
	OFFSET FROM ℄	14.00' RT.	14.00' RT.	14.00' RT.	RT.	14.00' RT.	14.00' RT.	14.00' RT.	14.00' RT.	14.00' RT.
	FINAL DECK EL.	631.12	631.06	631.00	630.9	630.87	630.81	630.75	630.69	630.63
BEAM 2–4L	STATION	493+35.09	493+55.83	493+76.58	493+97.32	06	494+38.80	494+59.54	494+80.29	494+99.08
	OFFSET FROM ℄	12.47' RT.	12.42' RT.	12.38' RT.	12.33' RT.	12.28	12.24' RT.	12.19' RT.	12.15' RT.	12.11' RT.
	FINAL DECK EL.	631.10	631.04	630.97	630.91	630.85	79	630.72	630.66	630.60
BEAM 2–4M	STATION	493+36.46	493+57.30	493+78.03	493+98.77	494+19.50	494+4	494+60.97	494+81.70	495+00.49
	OFFSET FROM ℄	20.81' RT.	20.72' RT.	20.63' RT.	20.54' RT.	20.44' RT.	20.35' RT.	RT.	20.17' RT.	20.09' RT.
	FINAL DECK EL.	631.23	631.17	631.10	631.04	630.97	630.91	630.	630.78	630.73
CROWN LINE	STATION	493+37.48	493+58.23	493+78.98	493+99.73	494+20.48	494+41.23	494+61.98	73	495+01.53
	OFFSET FROM ℄	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00' RT.	26.00	26.00' RT.
	FINAL DECK EL.	631.31	631.25	631.19	631.12	631.06	631.00	630.94	630.87	2
BEAM 2–4N	STATION	493+38.03	493+58.76	493+79.49	494+00.21	494+20.94	494+41.66	494+62.39	494+83.11	495+
	OFFSET FROM ℄	29.16' RT.	29.02' RT.	28.88' RT.	28.74' RT.	28.61' RT.	28.47' RT.	28.33' RT.	28.19' RT.	28
	FINAL DECK EL.	631.26	631.20	631.14	631.08	631.02	630.96	630.90	630.84	0.78
BEAM 2–4O	STATION	493+39.51	493+60.22	493+80.94	494+01.66	494+22.38	494+43.09	494+63.81	49	495+03.30
	OFFSET FROM ℄	37.50' RT.	37.32' RT.	37.13' RT.	36.95' RT.	36.77' RT.	36.58' RT.	36.40' RT.	T.	36.05' RT.
	FINAL DECK EL.	631.12	631.06	631.00	630.94	630.88	630.82	6	630.71	630.65

SPAN 4 (CONTINUED)

LOCATION		℄ PIER 5	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8	℄ BRG. PIER 6
BEAM 2–4P	STATION	493+40.98	493+61.69	493+82.40	494+03.11	494+23.82	494+44.52	494+65.23	85.94	495+04.71
	OFFSET FROM ℄	45.84' RT.	45.61' RT.	45.38' RT.	45.16' RT.	44.93' RT.	44.70' RT.	44.4	44.24' RT.	44.03' RT.
	FINAL DECK EL.	630.98	630.92	630.86	630.81	630.75	630.69	0.63	630.57	630.52
BEAM 2–4R	STATION	493+42.45	493+63.15	493+83.85	494+04.55	494+25.25	494	494+66.66	494+87.36	495+06.12
	OFFSET FROM ℄	54.19' RT.	53.91' RT.	53.64' RT.	53.36' RT.	53.09' RT.	RT.	52.53' RT.	52.26' RT.	52.01' RT.
	FINAL DECK EL.	630.84	630.79	630.73	630.67	63	630.56	630.50	630.44	630.39
GRADE BREAK LINE	STATION	493+42.34	493+63.01	493+83.69	494+04.37	25.05	–	–	–	–
	OFFSET FROM ℄	53.56' RT.	53.14' RT.	52.73' RT.	52.3	51.90' RT.	–	–	–	–
	FINAL DECK EL.	630.85	630.80	630.74	.69	630.63	–	–	–	–
BEAM 2–4S	STATION	493+43.92	493+64.61	493	494+06.00	494+26.69	494+47.39	494+68.08	494+88.77	495+07.53
	OFFSET FROM ℄	62.53' RT.	62.21' RT.	RT.	61.57' RT.	61.25' RT.	60.92' RT.	60.60' RT.	60.28' RT.	59.99' RT.
	FINAL DECK EL.	630.71	63	630.59	630.53	630.48	630.42	630.36	630.31	630.26
L RAMP 1–D	STATION	493+45.14	65.82	493+86.50	494+07.17	494+27.85	494+48.53	494+69.20	494+89.88	495+08.62
	OFFSET FROM ℄	69.4	69.05' RT.	68.63' RT.	68.22' RT.	67.81' RT.	67.39' RT.	66.98' RT.	66.57' RT.	66.19' RT.
	FINAL DECK EL	.59	630.54	630.48	630.43	630.37	630.31	630.26	630.20	630.15
BEAM 2–4T	STATION	493+45.39	493+66.08	493+86.76	494+07.45	494+28.13	494+48.82	494+69.50	494+90.19	495+08.93
	OFF	OM ℄	70.88' RT.	70.51' RT.	70.14' RT.	69.77' RT.	69.41' RT.	69.04' RT.	68.67' RT.	68.30' RT.	67.97' RT.
	L DECK EL.	630.57	630.51	630.46	630.40	630.34	630.29	630.23	630.17	630.12
RIGHT GUTTER	STATION	493+46.86	493+67.54	493+88.22	494+08.89	494+29.57	494+50.25	494+70.92	494+91.60	495+10.34
	OFFSET FROM ℄	79.22' RT.	78.81' RT.	78.39' RT.	77.98' RT.	77.57' RT.	77.15' RT.	76.74' RT.	76.33' RT.	75.95' RT.
	FINAL DECK EL.	630.43	630.37	630.32	630.26	630.21	630.15	630.10	630.04	629.99
RIGHT GUTTER	STATION	493+47.25	493+67.93	493+88.60	494+09.28	494+29.96	494+50.64	494+71.31	494+91.99	495+10.73
	OFFSET FROM ℄	1.42' RT.	81.01' RT.	80.59' RT.	80.18' RT.	79.76' RT.	79.35' RT.	78.94' RT.	78.52' RT.	78.15' RT.
	FINAL DECK EL.	0	630.34	630.28	630.23	630.17	630.12	630.06	630.01	629.96

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAM ADDITIONAL NOTES, SEE SHEET 183/216

AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGN AGENCY

DATE 8/18

REVIEWED JTH

STRUCTURE FILE NUMBER 4802765/4802767

DRAWN TMR

REVISED

DESIGNED DEB

CHECKED MRW

FINAL DECK ELEVATIONS – NORTHBOUND–UNIT 2

BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

189/216

1482/1792

FINAL DECK SURFACE ELEVATIONS (NORTHBOUND BRIDGE - UNIT 3)

LOCATION		SPAN 7								CL PIER 7	SPAN 8							
		CL BRG. PIER 6	1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT		1/8 POINT	1/4 POINT	3/8 POINT	1/2 POINT	5/8 POINT	3/4 POINT	7/8 POINT	CL PIER 8
LEFT GUTTER	STATION	495+01.37	495+21.85	495+42.34	495+62.82	495+83.31	496+03.80	496+24.28	496+44.77	496+65.25	496+86.00	497+06.75	497+27.50	497+48.25	497+69.00	497+89.75	498+10.50	498+31.25
	OFFSET FROM BL	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT	2.00' RT
	FINAL DECK ELEVATION	630.43	630.37	630.31	630.25	630.19	630.13	630.07	630.00	629.94	629.88	629.82	629.76	629.69	629.63	629.57	629.51	629.44
BEAMLINE I	STATION	495+01.74	495+22.23	495+42.71	495+63.20	495+83.69	496+04.17	496+24.66	496+45.14	496+65.63	496+86.38	497+07.13	497+27.88	497+48.63	497+69.38	497+90.13	498+10.88	498+31.63
	OFFSET FROM BL	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT	4.13' RT
	FINAL DECK ELEVATION	630.47	630.41	630.34	630.28	630.22	630.16	630.10	630.04	629.98	629.91	629.85	629.79	629.73	629.66	629.60	629.54	629.48
PROFILE GRADE	STATION	495+03.48	495+23.97	495+44.46	495+64.94	495+85.43	496+05.91	496+26.40	496+46.88	496+67.37	496+88.12	497+08.87	497+29.62	497+50.37	497+71.12	497+91.87	498+12.62	498+33.37
	OFFSET FROM BL	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT	14.00' RT
	FINAL DECK ELEVATION	630.62	630.56	630.50	630.44	630.37	630.31	630.25	630.19	630.13	630.07	630.00	629.94	629.88	629.82	629.75	629.69	629.63
BEAMLINE J	STATION	495+03.45	495+23.93	495+44.42	495+64.90	495+85.39	496+05.88	496+26.36	496+46.85	496+67.33	496+88.08	497+08.83	497+29.58	497+50.33	497+71.08	497+91.83	498+12.58	498+33.33
	OFFSET FROM BL	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT	13.79' RT
	FINAL DECK ELEVATION	630.62	630.56	630.50	630.44	630.38	630.32	630.25	630.19	630.12	630.06	630.00	629.94	629.88	629.81	629.75	629.69	629.63
BEAMLINE K	STATION	495+05.15	495+25.64	495+46.12	495+66.61	495+87.09	496+07.58	496+28.07	496+48.55	496+69.04	496+89.79	497+10.54	497+31.29	497+52.04	497+72.79	497+93.54	498+14.29	498+35.04
	OFFSET FROM BL	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT	23.46' RT
	FINAL DECK ELEVATION	630.62	630.56	630.50	630.44	630.38	630.31	630.25	630.19	630.13	630.07	630.01	629.94	629.88	629.82	629.76	629.69	629.63
CROWN LINE	STATION	495+05.60	495+26.09	495+46.57	495+67.06	495+87.54	496+08.03	496+28.51	496+49.00	496+69.48	496+90.23	497+10.98	497+31.73	497+52.48	497+73.23	497+93.98	498+14.73	498+35.48
	OFFSET FROM BL	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT	26.00' RT
	FINAL DECK ELEVATION	630.81	630.74	630.68	630.62	630.56	630.50	630.44	630.38	630.31	630.25	630.19	630.13	630.06	630.00	629.94	629.88	629.82
BEAMLINE L	STATION	495+06.86	495+27.34	495+47.83	495+68.31	495+88.80	496+09.28	496+29.77	496+50.26	496+70.74	496+91.49	497+12.24	497+32.99	497+53.74	497+74.49	497+95.24	498+15.99	498+36.74
	OFFSET FROM BL	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT	33.13' RT
	FINAL DECK ELEVATION	630.69	630.63	630.56	630.50	630.44	630.38	630.32	630.26	630.20	630.13	630.07	630.01	629.95	629.88	629.82	629.76	629.70
BEAMLINE M	STATION	495+08.56	495+29.05	495+49.53	495+70.02	495+90.50	496+10.99	496+31.47	496+51.96	496+72.45	496+93.20	497+13.95	497+34.70	497+55.45	497+76.20	497+96.95	498+17.70	498+38.45
	OFFSET FROM BL	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT	42.79' RT
	FINAL DECK ELEVATION	630.53	630.47	630.40	630.34	630.28	630.22	630.16	630.10	630.04	629.97	629.91	629.85	629.79	629.72	629.66	629.60	629.54
BEAMLINE N	STATION	495+10.27	495+30.75	495+51.24	495+71.72	495+92.21	496+12.69	496+33.18	496+53.66	496+74.15	496+94.90	497+15.65	497+36.40	497+57.15	497+77.90	497+98.65	498+19.40	498+40.15
	OFFSET FROM BL	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT	52.46' RT
	FINAL DECK ELEVATION	630.37	630.31	630.24	630.18	630.12	630.06	630.00	629.94	629.88	629.81	629.75	629.69	629.63	629.56	629.50	629.44	629.38
BEAMLINE O	STATION	495+11.97	495+32.46	495+52.94	495+73.43	495+93.91	496+14.40	496+34.88	496+55.37	496+75.85	496+96.60	497+17.35	497+38.10	497+58.85	497+79.60	498+00.35	498+21.10	498+41.85
	OFFSET FROM BL	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT	62.13' RT
	FINAL DECK ELEVATION	630.21	630.15	630.09	630.02	629.96	629.90	629.84	629.78	629.72	629.65	629.59	629.53	629.47	629.41	629.34	629.28	629.22
BEAMLINE P	STATION	495+13.67	495+34.16	495+54.65	495+75.13	495+95.62	496+16.10	496+36.59	496+57.07	496+77.56	496+98.31	497+19.06	497+39.81	497+60.56	497+81.31	498+02.06	498+22.81	498+43.56
	OFFSET FROM BL	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT	71.79' RT
	FINAL DECK ELEVATION	630.05	629.99	629.93	629.86	629.80	629.74	629.68	629.62	629.56	629.49	629.43	629.37	629.31	629.25	629.18	629.12	629.06
RIGHT GUTTER	STATION	495+14.06	495+34.55	495+55.03	495+75.52	495+96.01	496+16.49	496+36.98	496+57.46	496+77.95	496+98.70	497+19.45	497+40.20	497+60.95	497+81.70	498+02.45	498+23.20	498+43.95
	OFFSET FROM BL	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT	74.00' RT
	FINAL DECK ELEVATION	630.01	629.95	629.89	629.83	629.77	629.70	629.64	629.58	629.52	629.46	629.40	629.33	629.27	629.21	629.15	629.08	629.02

NOTE:

1. FOR FINAL DECK ELEVATION DIAGRAMS AND ADDITIONAL NOTES, SEE SHEET 183/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - REPLACED SHEET

DESIGNED WOZ | DRAWN REM | CHECKED CBS | REVISED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

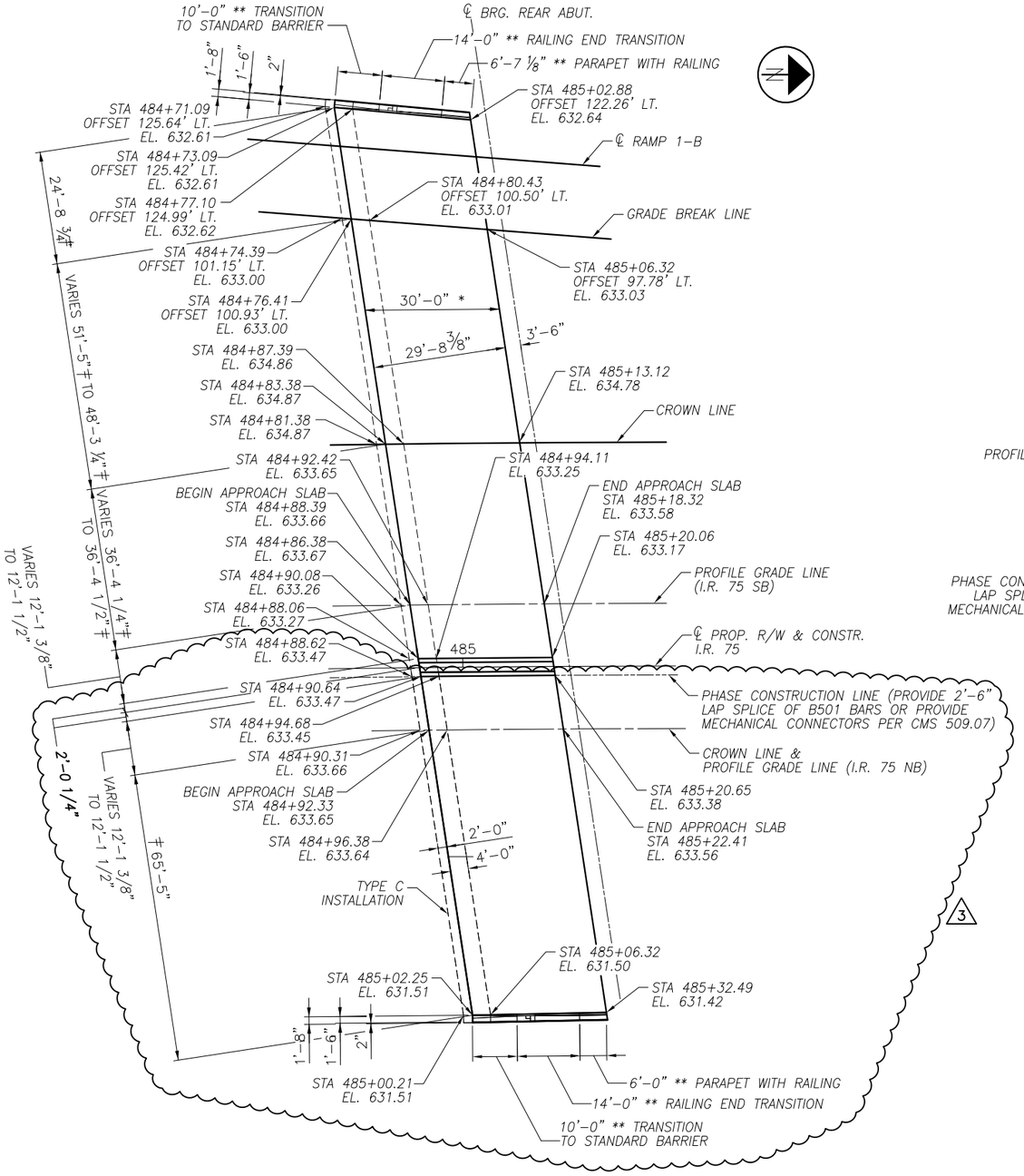
REVIEWED WOZ | DATE 5/2020 | STRUCTURE FILE NUMBER 4802765/4802767

FINAL DECK ELEVATIONS – NORTHBOUND–UNIT 3
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

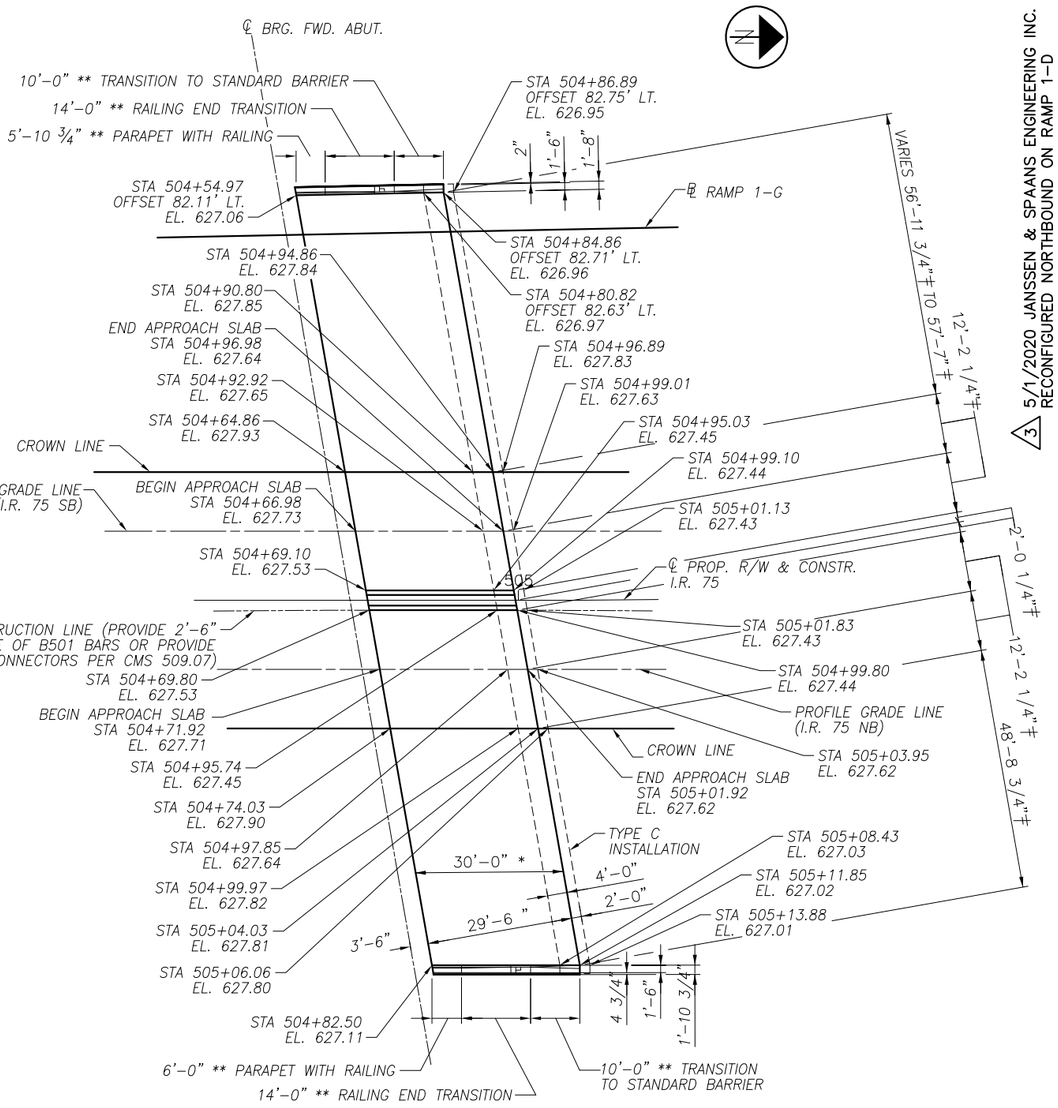
1483
1792

Date: Oct 12, 2020, 3:57pm User Name: mlongdin
File: \\jse.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_SD063.dwg



REAR APPROACH SLAB PLAN

(REINFORCE PER ODOT STD. DWG. AS–1–15. FAN LAST 10 LONGITUDINAL BARS AT WEST END SO AS NOT TO EXCEED REQUIRED SPACING ON SOUTH SIDE.)



FORWARD APPROACH SLAB PLAN

(REINFORCE PER ODOT STD. DWG. AS–1–15. FAN LAST 2 LONGITUDINAL BARS AT WEST END SO AS NOT TO EXCEED REQUIRED SPACING ON NORTH SIDE.)

NOTES:

1. FOR NOTES AND TYPICAL PARAPET TRANSITION SEE SHEET 195/216.

LEGEND:

* – MEASURED ALONG ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED ALONG TOE OF PARAPET

∓ – MEASURED ALONG EDGES OF APPROACH SLAB (PARALLEL TO ℄ BRG.)

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP 1–D

DESIGNED WOZ | DRAWN REM | REVIEWED JTH | DATE 8/18 | STRUCTURE FILE NUMBER 4802765/4802767

CHECKED CRG | REVISED

DESIGN AGENCY

AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

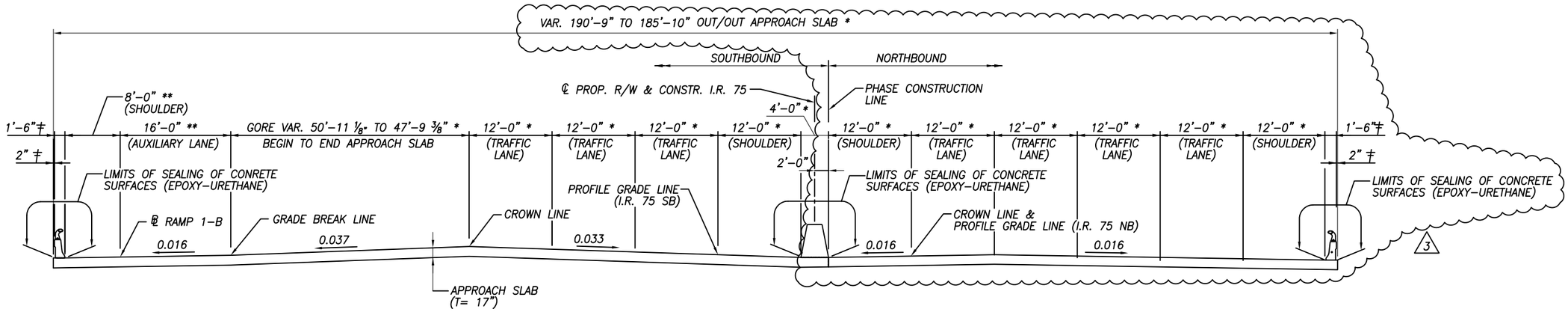
APPROACH SLABS – 1 OF 4
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

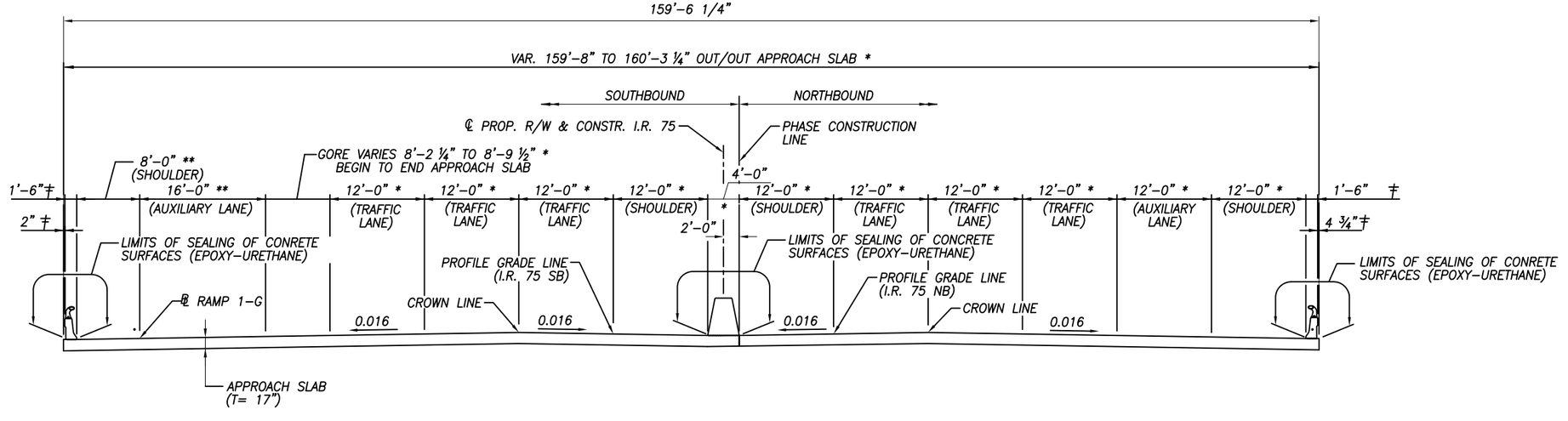
193/216

1486/1792

Date: Oct 07, 2020, 4:55pm User Name: mlongthi
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_MD001.dwg



REAR APPROACH SLAB TRANSVERSE SECTION



FORWARD APPROACH SLAB TRANSVERSE SECTION

NOTES:

1. FOR NOTES, SEE SHEET 195/216.

LEGEND:

* – MEASURED PERPENDICULAR TO ℄ PROP. R/W & CONSTR. I.R. 75

** – MEASURED PERPENDICULAR TO BASELINE RAMP 1-B OR 1-G

∓ – BARRIER DIMENSIONS PROVIDED PERPENDICULAR TO EDGE OF DECK

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

DESIGN AGENCY

DESIGNED	DRAWN	REVIEWED	DATE
DEB	VFG	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MRW		4802765/4802767	

APPROACH SLABS -2 OF 4
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC-75-30.70/0.00
PID No. 93592

194/216

1487/1792

Date: Oct 07, 2020, 4:58pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_MD002.dwg

	MARK	NUMBER					LENGTH	WEIGHT	TYPE	DIMENSIONS						
		SOUTHBOUND		NORTHBOUND		TOTAL				A	B	C	D	E	F	INC
		REAR	FORWARD	REAR	FORWARD											
	ABUTMENT															
	A401	2	2			4	17'–10"	48	36	1'–0"	1'–2"	3'–8"	1'–10"	4'–7"		
3	A402	98	68	60	56	282	7'–7"	1,455	2	3'–8"	0'–5"	3'–8"				
	A501 *	19				19	30'–0"	595	STR.							
	A502	57	57	38	38	190	30'–0"	5,945	STR.							
	A503	5				5	19'–8"	103	STR.							
	A504	10				10	20'–0"	209	STR.							
	A505 SER.	1 SER. OF 4				1 SER. OF 4	19'–9" TO 20'–0"	83	STR.							0'–1"
	A506	2	2	2	2	8	4'–3"	35	37	1'–6"	0'–7"	0'–5"	0'–10"	0'–7"	0'–11"	
	A507	12	12			24	0'–11"	23	STR.							
	A508	2	2	2	2	8	5'–5"	45	38	2'–2"	0'–6"	0'–3"	2'–4"	0'–9"		
	A509			2		2	25'–7"	54	STR.							
	A510 SER.			2 SER. OF 6		2 SER. OF 6	5'–7" TO 23'–6"	184	STR.							3'–7"
	A511			2		2	27'–6"	58	19	1'–9"	23'–9"	9'–10"				
3	A512 **			19		19	24'–2"	484	STR.							
	A513		12			12	24'–7"	308	STR.							
	A514 SER.		2 SER. OF 8			2 SER. OF 8	2'–6" TO 22'–6"	209	STR.							2'–10 ¼"
	A515		2			2	27'–6"	57	19	1'–9"	22'–10"	12'–0"				
	A516 *		19			19	15'–10"	314	STR.							
	A517 **				19	19	19'–2"	380	STR.							
3	A601	196		162		358	12'–3"	6,566	2	2'–5"	7'–9"	2'–5"				
	A602	12	12	12	12	48	0'–11"	66	STR.							
	A603	6		6		12	14'–6"	261	33	3'–9"	2'–11"					
	A604	4		4		8	4'–4"	52	1	1'–7"	2'–11"					
	A605		154		112	266	13'–6"	5,394	2	2'–5"	9'–0"	2'–5"				
	A606		4		4	8	4'–6"	54	1	1'–7"	3'–1"					
	A607		6		6	12	15'–4"	276	33	4'–0"	3'–1"					
3	A608	98	68	60	56	282	6'–3"	2,639	2	2'–10"	0'–11"	2'–10"				
	A701	1				1	17'–10"	36	2	6'–6"	5'–3"	6'–6"				
	A702	6				6	17'–4"	213	2	6'–3"	5'–3"	6'–3"				
	A703	6		6		12	17'–6"	429	2	6'–4"	5'–3"	6'–4"				
	A704	12				12	18'–3"	448	2	6'–8"	5'–3"	6'–8"				
	A705	6				6	19'–0"	233	2	7'–1"	5'–3"	7'–1"				
	A706	12				12	19'–6"	478	2	7'–4"	5'–3"	7'–4"				
	A707	6				6	19'–10"	243	2	7'–6"	5'–3"	7'–6"				
	A708	6				6	20'–4"	249	2	7'–9"	5'–3"	7'–9"				
	A709	6				6	20'–0"	245	2	7'–7"	5'–3"	7'–7"				
	A710	6				6	18'–9"	230	2	6'–11"	5'–3"	6'–11"				
	A711	6				6	17'–9"	218	2	6'–5"	5'–3"	6'–5"				
	A712	6		6		12	17'–3"	423	2	6'–2"	5'–3"	6'–2"				
	A713	6				6	16'–10"	206	2	6'–0"	5'–3"	6'–0"				
	A714	13				13	16'–6"	438	2	5'–10"	5'–3"	5'–10"				
	A715	1		13		14	11'–10"	339	2	3'–6"	5'–3"	3'–6"				
	A716	6				6	11'–3"	138	2	3'–2"	5'–3"	3'–2"				
	A717	6		6		12	11'–4"	278	2	3'–3"	5'–3"	3'–3"				
	A718	12				12	12'–0"	294	2	3'–7"	5'–3"	3'–7"				
	A719	6				6	12'–10"	157	2	4'–0"	5'–3"	4'–0"				
	A720	6				6	13'–3"	162	2	4'–2"	5'–3"	4'–2"				
	A721	12				12	13'–9"	337	2	4'–5"	5'–3"	4'–5"				
	A722	12				12	13'–4"	327	2	4'–3"	5'–3"	4'–3"				
	A723	6				6	12'–6"	153	2	3'–10"	5'–3"	3'–10"				
	A724	6				6	11'–6"	141	2	3'–4"	5'–3"	3'–4"				
	A725	6		6		12	10'–10"	266	2	3'–0"	5'–3"	3'–0"				
	A726	6				6	10'–9"	132	2	2'–11"	5'–3"	2'–11"				
	A727	13				13	10'–4"	275	2	2'–9"	5'–3"	2'–9"				
	A728	98	68	60	56	282	14'–4"	8,252	2	6'–9"	1'–3"	6'–9"				
3	A729	98	68	60	56	282	14'–3"	8,204	2	6'–8"	1'–3"	6'–8"				
	A730 **			5		5	15'–2"	155	STR.							

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216.

ABUTMENT REINFORCING TABLE CONTINUES ON SHEET 199/216.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED DEB | DRAWN VFG | CHECKED MRW | REVISED | REVIEWED JTH | DATE 8/18

STRUCTURE FILE NUMBER 4802765/4802767

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

198/216

1491
1792

Date: Oct 07, 2020, 4:58pm User Name: mlonptin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL001.dwg

	MARK	NUMBER					LENGTH	WEIGHT	TYPE	DIMENSIONS						
		SOUTHBOUND		NORTHBOUND		TOTAL				A	B	C	D	E	F	INC
		REAR	FORWARD	REAR	FORWARD											
	ABUTMENT (CONTINUED)															
	A731 *	6				6	30'-0"	368	STR.							
	A732	16		10		26	30'-0"	1,594	STR.							
	A733	2				2	25'-0"	102	STR.							
	A734	2				2	26'-4"	108	STR.							
	A735 SER.	1 SER. OF 5				1 SER. OF 5	15'-0" TO 16'-0"	158	STR.							0'-3"
3	A736 **			6		6	27'-4"	335	STR.							
	A737			1		1	11'-3"	23	3	1'-3"	3'-11"					
	A738			1		1	11'-5"	23	3	1'-3"	4'-0"					
	A739 SER.			1 SER. OF 6		1 SER. OF 6	12'-9" TO 18'-1"	189	3	1'-3"	4'-8" TO 7'-4"					0'-6⅜"
	A740			13		13	15'-6"	412	2	7'-4"	1'-3"	7'-4"				
	A741 SER.			1 SER. OF 6		1 SER. OF 6	10'-6" TO 15'-10"	161	2	4'-10" TO 7'-6"	1'-3"	4'-10" TO 7'-6"				0'-6⅜"
	A742 SER.			1 SER. OF 5		1 SER. OF 5	17'-3" TO 21'-4"	198	2	8'-2" TO 10'-3"	1'-3"	8'-2" TO 10'-3"				0'-6¼"
	A743			2		2	22'-0"	90	2	10'-7"	1'-3"	10'-7"				
3	A744			23		23	15'-0"	704	2	5'-1"	5'-3"	5'-1"				
	A745			6		6	15'-10"	194	2	5'-6"	5'-3"	5'-6"				
	A746			6		6	16'-4"	200	2	5'-9"	5'-3"	5'-9"				
	A747			13		13	18'-0"	478	2	6'-7"	5'-3"	6'-7"				
3	A748			23		23	8'-10"	415	2	2'-0"	5'-3"	2'-0"				
	A749			6		6	9'-6"	117	2	2'-4"	5'-3"	2'-4"				
	A750			6		6	10'-3"	126	2	2'-8"	5'-3"	2'-8"				
	A751	5				5	17'-6"	179	STR.							
	A752 *	5				5	5'-0"	51	1	1'-2"	4'-0" *					
	A753	40				40	15'-3"	1,247	1	1'-2"	14'-3"					
	A754	10				10	10'-9"	220	1	1'-2"	9'-9"					
	A755			5		5	15'-1"	154	STR.							
3	A756			25		25	14'-0"	715	1	1'-2"	13'-0"					
	A757			5		5	5'-8"	58	2	1'-2"	3'-8"	1'-2"				
	A801	15	99	30	56	200	30'-0"	16,020	STR.							
	A802 *	10				10	30'-0"	801	STR.							
	A803 SER.	2 SER. OF 5				2 SER. OF 5	27'-6" TO 29'-6"	761	STR.							0'-6"
3	A804	85	60	52	49	246	5'-1"	3,362	18	2'-11"	1'-0"	1'-0"				
	A805 **			10		10	30'-1"	809	STR.							
	A806 * SER.		2 SER. OF 6			2 SER. OF 6	12'-4" TO 14'-0"	422	STR.							0'-4"
	A807		20			20	18'-11"	1,010	STR.							
	A808		20			20	13'-5"	716	2	2'-5"	9'-0"	2'-5"				
	A809 **				28	28	23'-8"	1,769	STR.							
	A810		20			20	16'-10"	899	2	8'-0"	1'-3"	8'-0"				
	A811		68		56	124	21'-1"	6,980	2	8'-0"	5'-6"	8'-0"				
	A812		2			2	17'-2"	92	2	8'-2"	1'-3"	8'-2"				
	A813 SER.		1 SER. OF 6			1 SER. OF 6	18'-10" TO 25'-6"	355	2	9'-0" TO 12'-4"	1'-3"	9'-0" TO 12'-4"				0'-8"
	A814 SER.		1 SER. OF 6			1 SER. OF 6	27'-6" TO 34'-2"	494	2	13'-4" TO 16'-8"	1'-3"	13'-4" TO 16'-8"				0'-8"
	A815 SER.		1 SER. OF 4			1 SER. OF 4	35'-8" TO 39'-8"	402	2	17'-5" TO 19'-5"	1'-3"	17'-5" TO 19'-5"				0'-8"
	A816		2			2	40'-6"	216	2	19'-10"	1'-3"	19'-10"				
	A817		7			7	27'-5"	512	2	11'-2"	5'-6"	11'-2"				
	A818		6		7	13	27'-9"	963	2	11'-4"	5'-6"	11'-4"				
	A819		6		6	12	28'-1"	900	2	11'-6"	5'-6"	11'-6"				
	A820		6			6	28'-3"	453	2	11'-7"	5'-6"	11'-7"				

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216.

ABUTMENT REINFORCING TABLE CONTINUES ON SHEET 200/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. - RECONFIGURED NORTHBOUND ON RAMP

DESIGNED DEB | DRAWN VFG | REVISED | CHECKED MRW

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111

REVIEWED JTH | DATE 8/18

STRUCTURE FILE NUMBER 4802765/4802767

REINFORCING LIST

BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

199/216

1492
1792

Date: Oct 07, 2020, 4:57pm User Name: mlonglin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL002.dwg

MARK	NUMBER				TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	SOUTHBOUND		NORTHBOUND						A	B	C	D	E	F	INC
	REAR	FORWARD	REAR	FORWARD											
ABUTMENT (CONTINUED)															
A821		6		6	12	28'-5"	910	2	11'-8"	5'-6"	11'-8"				
A822		6		6	12	28'-9"	921	2	11'-10"	5'-6"	11'-10"				
A823		12		6	18	29'-1"	1,398	2	12'-0"	5'-6"	12'-0"				
A824		6		13	19	28'-11"	1,467	2	11'-11"	5'-6"	11'-11"				
A825		13			13	28'-7"	992	2	11'-9"	5'-6"	11'-9"				
A826				12	12	29'-3"	937	2	12'-1"	5'-6"	12'-1"				
A827 *		16			16	15'-10"	676	STR.							
A828		5			5	17'-0"	227	STR.							
A829		15			15	13'-2"	527	1	1'-4"	15'-1"					
A830		5			5	28'-1"	375	2	1'-4"	25'-10"	1'-4"				
A831		5			5	6'-1"	81	2	1'-4"	3'-10"	1'-4"				
A832 *		5			5	21'-2"	283	STR.							
A833 **				5	5	12'-4"	165	STR.							
A834				5	5	16'-1"	215	2	1'-4"	13'-5"	1'-4"				
A835				5	5	6'-0"	80	2	1'-4"	3'-9"	1'-4"				
A836				15	15	15'-0"	601	1	1'-4"	13'-11"					
A837				5	5	16'-9"	224	STR.							
A901	4		4		8	5'-6"	150	STR.							
A902	10		10		20	4'-3"	289	1	1'-7"	2'-11"					
A903		4		4	8	5'-9"	156	STR.							
A904		10		10	20	4'-5"	300	1	1'-7"	3'-1"					
A1001		12			12	19'-10"	1,024	STR.							
ABUTMENT – WEIGHTS (LBS.)															
SUBTOTAL	27,376	36,748	20,730	23,999											
							TOTAL		108,853						

3 3

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216.

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18 | STRUCTURE FILE NUMBER 4802765/4802767 | CHECKED MRW | REWSED

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

200/216

1493/1792

Date: Oct 07, 2020, 4:57pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL003.dwg

MARK	NUMBER											TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1NB–	PIER 2NB–	PIER 3NB–	PIER 4NB–	PIER 5NB–	PIER 6NB–	PIER 7NB–	PIER 8NB–	PIER 9NB–	PIER 10NB–	PIER 11NB–					A	B	C	D	E	R	INC
PIERS – NORTHBOUND																						
PSP401 THRU PSP406 (NOT USED ON NB BRIDGE)																						
PSP407							3					3	17'–5"	1,389	27	4 ½"	4'–6"	17'–5"				
PSP408 (NOT USED ON NB BRIDGE)																						
PSP409									3			3	16'–5"	1,314	27	4 ½"	4'–6"	16'–5"				
PSP410 AND PSP411 (NOT USED ON NB BRIDGE)																						
PSP412	3											3	19'–11"	1,576	27	4 ½"	4'–6"	19'–11"				
PSP413		3										3	19'–8"	1,565	27	4 ½"	4'–6"	19'–8"				
PSP414			3	3								6	18'–10"	2,991	27	4 ½"	4'–6"	18'–10"				
PSP415					3							3	18'–3"	1,451	27	4 ½"	4'–6"	18'–3"				
PSP416						3						3	17'–8"	1,408	27	4 ½"	4'–6"	17'–8"				
PSP417								3				3	16'–10"	1,345	27	4 ½"	4'–6"	16'–10"				
PSP418										3		3	15'–11"	1,277	27	4 ½"	4'–6"	15'–11"				
PSP419											3	3	15'–5"	1,239	27	4 ½"	4'–6"	15'–5"				
P501	52	52	50	50	50	52	52	52	52	52	52	566	30'–0"	17,710	STR.							
P502	22											22	11'–5"	1,048	2	3'–4"	5'–0"	3'–4"				
P503 AND P504 (NOT USED ON NB BRIDGE)																						
P505	408		408	408								1,224	16'–8"	21,277	2	6'–10"	3'–3"	6'–10"				
P506						9	7	6	6	6	7	41	16'–3"	695	14	3'–4"	7'–2"	1'–10"	1'–10"	3'–4"		
P507 THRU P511 (NOT USED ON NB BRIDGE)																						
P512						9						9	16'–9"	157	14	3'–4"	7'–8"	1'–10"	1'–10"	3'–4"		
P513		4			88							92	19'–4"	1,855	STR.							
P514 THRU P518 (NOT USED ON NB BRIDGE)																						
P519							7	6	6	6	7	32	16'–7"	554	14	3'–4"	7'–2"	1'–10"	1'–10"	3'–4"		
P520								22	22	22		66	10'–11"	750	2	3'–4"	4'–6"	3'–4"				
P521								408	408	408		1,224	15'–10"	20,214	2	6'–6"	3'–1"	6'–6"				
P522 AND P523 (NOT USED ON NB BRIDGE)																						
P524						22						22	13'–11"	319	2	3'–4"	7'–6"	3'–4"				
P525						408						408	17'–4"	7,376	2	6'–6"	4'–7"	6'–6"				
P526							86	86	86	86	86	344	25'–9"	9,240	STR.							
P527			22	22	22							66	10'–11"	751	2	3'–4"	4'–6"	3'–4"				
P528							22				22	44	11'–11"	546	2	3'–4"	5'–6"	3'–4"				
P529							376				376	752	16'–6"	12,942	2	6'–7"	3'–7"	6'–7"				
P530 THRU P533 (NOT USED ON NB BRIDGE)																						
P534 SER	4 SER OF 4	4 SER OF 4	4 SER OF 4	4 SER OF 4	2 SER OF 4		4 SER OF 4	4 SER OF 4	4 SER OF 4	4 SER OF 4	4 SER OF 4	34 SER OF 4	25'–0" TO 26'–0"	3,617	STR.							4"
PSP535	3	3	3	3	3	3	3	3	3	3	3	33	7'–0"	14,915	27	3"	4'–6"	7'–0"				
P536 SER	(NOT USED ON NB BRIDGE)																					
P537	(NOT USED ON NB BRIDGE)																					
P538	(NOT USED ON NB BRIDGE)																					
P539 SER	(NOT USED ON NB BRIDGE)																					
P540	(NOT USED ON NB BRIDGE)																					
P541		408										408	18'–5"	7,837	2	7'–5"	3'–10"	7'–5"				
P542 SER	(NOT USED ON NB BRIDGE)																					4"
P543	(NOT USED ON NB BRIDGE)																					
P544	(NOT USED ON NB BRIDGE)																					
P545	(NOT USED ON NB BRIDGE)																					
P546	(NOT USED ON NB BRIDGE)																					
P547 SER	(NOT USED ON NB BRIDGE)																					
P548 SER	(NOT USED ON NB BRIDGE)																					
P549						88						88	26'–0"	2,386	STR.							
P550 SER						4 SER OF 4						4 SER OF 4	25'–0" TO 26'–0"	426	STR.							4"
P551							86					86	26'–2"	2,347	STR.							
P596	6	7	6	6	6							31	16'–9"	542	14	3'–4"	7'–8"	1'–10"	1'–10"	3'–4"		
P597	6	7	6	6	6							31	16'–3"	504	14	3'–4"	7'–2"	1'–10"	1'–10"	3'–4"		

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216.

PIERS – NORTHBOUND TABLE CONTINUES ON SHEET 205/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING, INC. – REPLACED SHEET

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVIEWED	DATE
WOZ	KRO	JTH	8/18
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CRG		4802765/4802767	

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

1497
1792

MARK	NUMBER											TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1NB–	PIER 2NB–	PIER 3NB–	PIER 4NB–	PIER 5NB–	PIER 6NB–	PIER 7NB–	PIER 8NB–	PIER 9NB–	PIER 10NB–	PIER 11NB–					A	B	C	D	E	R	INC
PIERS – NORTHBOUND (CONTINUED)																						
P552 SER							4 SER OF 4					4 SER OF 4	24'–11" TO 25'–11"	424	STR.							4"
P553	(NOT USED ON NB BRIDGE)																					
P554	30	30	30	30	30	30	30	30	30	30	30	330	14'–9"	5,077	42	4'–6"	14'–4"	4"				
P555 THRU P557 (NOT USED ON NB BRIDGE)																						
P558	36											36	6'–5"	241	2	10"	5'–0"	10"				
P559	20	9										59	12'–6"	378	1	10"	11'–10"					
P560 (NOT USED ON NB BRIDGE)																						
P561 THRU P563 (NOT USED ON NB BRIDGE)																						
P564								5	5	5		15	15'–4"	240	2	10"	13'–11"	10"				
P565	(NOT USED ON NB BRIDGE)																					
P566	(NOT USED ON NB BRIDGE)																					
P567		22										22	12'–5"	285	2	3'–4"	6'–0"	3'–4"				
P568	(NOT USED ON NB BRIDGE)																					
P569	20	20	20	20	20	30						130	11'–8"	1,582	1	10"	11'–0"					
P573			36	36	36			36	36	36		216	5'–11"	1,333	2	10"	4'–6"	10"				
P574						36						36	8'–11"	335	2	10"	7'–6"	10"				
P578		5			3	20	20	20	20	20		108	13'–0"	1,464	1	10"	12'–4"					
P579	5	5	5	5	5	6	5				5	41	15'–7"	666	2	10"	14'–2"	10"				
P580							36				36	72	6'–11"	519	2	10"	5'–6"	10"				
P581 AND P582 (NOT USED ON NB BRIDGE)																						
P583			5	5	5							15	15'–11"	239	2	10"	14'–6"	10"				
P584 THRU P593 (NOT USED ON NB BRIDGE)												5	7'–11"	41	2	10"	6'–6"	10"				
P594					40							40	32'–0"	1335	STR							
P595 SER.					2 SER OF 4							2 SER OF 4	31'–0" TO 32'–0"	263	STR.							4"
P596	6	7	6	6	6							31	17'–1"	552	14	3'–7"	7'–6"	1'–10"	1'–10"	3'–7"		
P597	6	7	6	6	6							31	16'–9"	542	14	3'–7"	7'–2"	1'–10"	1'–10"	3'–7"		
P598	88	92	82	82	82							386	26'–0"	10,468	STR							
P599		36										36	7'–5"	278	2	10"	6'–0"	10"				
P601 (NOT USED ON NB BRIDGE)																						
P602					480							480	17'–5"	12,557	2	7'–3"	3'–3"	7'–3"				
P603 THRU P606 (NOT USED ON NB BRIDGE)																						
P607							6					6	18'–8"	168	33	5'–9"	3'–0"					
P608							8					16	4'–4"	104	1	1'–7"	2'–11"					
P609 THRU P613 (NOT USED ON NB BRIDGE)																						
P614											8	8	4'–5"	53	1	1'–7"	3'–0"					
P615											6	6	18'–10"	170	33	5'–9"	3'–1"					
P901 AND P903 (NOT USED ON NB BRIDGE)																						
P904 (NOT USED ON NB BRIDGE)																						
P905							4				4	8	5'–9"	156	STR.							
P906							20					20	4'–3"	289	1	1'–7"	2'–11"					
P907 THRU P910 (NOT USED ON NB BRIDGE)																						
P911											20	20	4'–4"	295	1	1'–7"	3'–0"					

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216.

PIERS – NORTHBOUND TABLE CONTINUES ON SHEET 206/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGNED WOZ | DRAWN KRO | CHECKED CRG | REVISED

REVIEWED JTH | DATE 8/18 | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

1498
1792

MARK	NUMBER												LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1NB–	PIER 2NB–	PIER 3NB–	PIER 4NB–	PIER 5NB–	PIER 6NB–	PIER 7NB–	PIER 8NB–	PIER 9NB–	PIER 10NB–	PIER 11NB–	TOTAL				A	B	C	D	E	R	INC
PIERS – NORTHBOUND (CONTINUED)																						
P1001 (NOT USED ON NB BRIDGE)																						
P1002 THRU P1008 (NOT USED ON NB BRIDGE)																						
P1009 THRU P1015 (NOT USED ON NB BRIDGE)																						
P1016								40	40	40		120	29'–6"	15,233	STR.							
P1017 THRU P1018 (NOT USED ON NB BRIDGE)																						
P1019						40						40	30'–8"	5,278	STR.							
P1020 THRU P1021 (NOT USED ON NB BRIDGE)																						
P1022	72	72	72	72	52		32	52	52	52	54	550	33'–0"	78,099	STR.							
P1023 THRU P1027 (NOT USED ON NB BRIDGE)																						
P1028						60						60	36'–8"	9,467	STR.							
P1029 (NOT USED ON NB BRIDGE)																						
P1030						20	16	16	16	16	16	100	22'–10"	9,825	STR.							
P1031 (NOT USED ON NB BRIDGE)																						
P1032**					42							42	27'–11"	5,045	16	25'–6"						
P1033 AND P1034 (NOT USED ON NB BRIDGE)																						
P1035**					42							42	29'–11"	5,407	16	27'–6"						
P1036 THRU P1053 (NOT USED ON NB BRIDGE)																						
P1054**									42			42	24'–10"	4,488	16	23'–5"						
P1055**									42			42	26'–10"	4,849	16	25'–5"						
P1056 AND P1057 (NOT USED ON NB BRIDGE)																						
P1058**	42											42	28'–5"	5,136	16	27'–0"						
P1059**	42											42	30'–5"	5,497	16	29'–0"						
P1060**		42										42	26'–8"	4,819	16	25'–3"						
P1061**		42										42	28'–8"	5,181	16	27'–3"						
P1062**			42	42								84	27'–2"	9,819	16	25'–9"						
P1063**			42	42								84	29'–2"	10,542	16	27'–9"						
P1064**						42						42	26'–1"	4,714	16	24'–8"						
P1065**						42						42	28'–1"	5,075	16	26'–8"						
P1066**							33					33	25'–8"	3,645	16	24'–3"						
P1067**							33					33	27'–8"	3,929	16	26'–3"						
P1068**								42				42	25'–3"	4,563	16	23'–10"						
P1069**								42				42	27'–3"	4,925	16	25'–10"						
P1070**										42		42	24'–4"	4,398	16	22'–11"						
P1071**										42		42	26'–4"	4,759	16	24'–11"						
P1072**											33	33	23'–11"	3,396	16	22'–6"						
P1073**											33	33	25'–11"	3,680	16	24'–6"						
P1074 AND P1075 (NOT USED ON NB BRIDGE)																						
P1076							44				44	88	29'–9"	11,265	STR.							
P1077 THRU P1084 (NOT USED ON NB BRIDGE)																						
P1085					20							20	39'–0"	3,356	STR.							
P1086	16	16	16	16	16							80	28'–0"	9,639	STR.							
P1087	20	20	20	20	20							100	32'–0"	13,770	STR.							
													TOTAL	443,416								

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – REPLACED SHEET

DESIGNED WOZ | DRAWN KRO | REVIEWED JTH | DATE 8/18

CHECKED CRG | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WO0/LUC–75–30.70/0.00
PID No. 93592

206/216

1499/1792

Date: Oct 08, 2020, 4:39pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL004.dwg

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS					
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E	R
END DIAPHRAGMS – SOUTHBOUND													
D401	12	30	40	82	14'–10"	813	24	0'–4"	7'–2"				0'–2"
D402	12	30	40	82	3'–7"	196	41	1'–6"	0'–9"	0'–2"			
D403	44	108	140	292	6'–0"	1,170	2	0'–8"	4'–10"	0'–8"			
D404	66	135	245	446	17'–11"	5,338	6	2'–4"	7'–4"	0'–8"			
D405	264	198	210	672	10'–6"	4,713	2	4'–6"	1'–9"	4'–6"			
D501	16	16	16	48	3'–10"	192	2	1'–6"	1'–1"	1'–6"			
D502	16	16	16	48	4'–4"	217	2	1'–9"	1'–1"	1'–9"			
D601	132			132	8'–5"	1,669	STR.						
D602	66		84	150	9'–6"	2,140	STR.						
D603	30			30	26'–4"	1,187	STR.						
D604	66			66	7'–4"	727	STR.						
D605	24	24		48	26'–0"	1,874	STR.						
D606		54		54	9'–2"	743	STR.						
D607		162		162	6'–7"	1,602	STR.						
D608		18	18	36	25'–6"	1,379	STR.						
D609		108		108	8'–1"	1,311	STR.						
D610		108		108	7'–2"	1,163	STR.						
D611			294	294	8'–9"	3,864	STR.						
D612			84	84	9'–0"	1,136	STR.						
D613			18	18	28'–3"	764	STR.						
D614			42	42	9'–11"	626	STR.						
D801	44			44	7'–11"	930	2	1'–4"	5'–8"	1'–4"			
D802	27			27	8'–11"	643	2	1'–4"	6'–8"	1'–4"			
D803	3			3	6'–9"	54	2	1'–4"	4'–6"	1'–4"			
D804	3	6		9	6'–5"	154	2	1'–4"	4'–2"	1'–4"			
D805	5			5	27'–10"	372	STR.						
D806	27			27	6'–11"	499	2	1'–4"	4'–8"	1'–4"			
D807	33			33	12'–0"	1,057	20	4'–3"	2'–2"	1'–3"	5'–7"	2'–5"	
D808	33			33	12'–0"	1,057	20	4'–3"	2'–2"	1'–3"	5'–3"	3'–0"	
D809	6			6	4'–4"	69	2	1'–4"	2'–1"	1'–4"			
D810	4	4		8	27'–6"	587	STR.						
D811	33			33	10'–10"	955	20	4'–3"	2'–2"	1'–3"	4'–6"	2'–0"	
D812	33			33	10'–11"	962	20	4'–3"	2'–2"	1'–6"	4'–2"	2'–4"	
D813		21		21	8'–6"	477	2	1'–4"	6'–3"	1'–4"			
D814		54		54	11'–9"	1,694	20	4'–3"	2'–2"	1'–3"	5'–3"	2'–7"	
D815		6		6	4'–0"	64	2	1'–4"	1'–9"	1'–4"			
D816		21		21	6'–2"	346	2	1'–4"	3'–11"	1'–4"			
D817		3	3	6	27'–2"	435	STR.						
D818		27		27	10'–1"	727	20	4'–3"	2'–2"	1'–3"	3'–9"	1'–9"	
D819		27		27	10'–1"	727	20	4'–3"	2'–2"	1'–3"	3'–8"	2'–0"	
D820		36		36	7'–5"	713	2	1'–4"	5'–2"	1'–4"			
D821		36		36	6'–8"	641	2	1'–4"	4'–5"	1'–4"			
D822		36		36	6'–3"	601	2	1'–4"	4'–0"	1'–4"			
D823			14	14	6'–0"	224	2	1'–4"	3'–9"	1'–4"			
D824			20	20	8'–2"	436	2	1'–4"	5'–11"	1'–4"			
D825			71	71	8'–4"	1,580	2	1'–4"	6'–1"	1'–4"			
D826			28	28	8'–7"	642	2	1'–4"	6'–4"	1'–4"			
D827			28	28	9'–1"	679	2	1'–4"	6'–10"	1'–4"			
D828			21	21	11'–5"	640	20	4'–3"	2'–2"	1'–3"	5'–0"	2'–4"	
D829			21	21	11'–7"	650	20	4'–3"	2'–2"	1'–3"	5'–0"	2'–7"	
D830			21	21	9'–6"	533	2	1'–4"	7'–3"	1'–4"			
D831			21	21	12'–2"	682	20	4'–3"	2'–2"	1'–3"	5'–8"	2'–7"	
D832			21	21	12'–1"	678	20	4'–3"	2'–2"	1'–3"	5'–6"	2'–10"	
D833			3	3	30'–0"	240	STR.						
					TOTAL	53,572							

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS					
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E	R
END DIAPHRAGMS – NORTHBOUND													
D401	8	24	40	72	14'–10"	713	24	0'–4"	7'–2"				0'–2"
D402	8	24	40	72	3'–7"	172	41	1'–6"	0'–9"	0'–2"			
D403	28	84	140	252	6'–0"	1,010	2	0'–8"	4'–10"	0'–8"			
D404	42	126	245	413	17'–11"	4,943	6	2'–4"	7'–4"	0'–8"			
D405	168	168	196	532	10'–6"	3,731	2	4'–6"	1'–9"	4'–6"			
D501	16	16	16	48	3'–10"	192	2	1'–6"	1'–1"	1'–6"			
D502	16	16	16	48	4'–4"	217	2	1'–9"	1'–1"	1'–9"			
D601	84	252		336	8'–10"	4,458	STR.						
D602 THRU D607 (NOT USED ON NB BRIDGE)													
D608			18	18	28'–3"	764	STR.						
D609 (NOT USED ON NB BRIDGE)													
D610 (NOT USED ON NB BRIDGE)													
D611	42	84	378	504	8'–9"	6,624	STR.						
D612 THRU D614 (NOT USED ON NB BRIDGE)													
D615	12			12	38'–6"	693	STR.						
D616 THRU D621 (NOT USED ON NB BRIDGE)													
D622			18	18	26'–10"	725	STR.						
D623			84	84	8'–11"	1,125	STR.						
D624			42	42	9'–4"	589	STR.						
D625	12	24		36	36'–9"	1987	STR.						
D801	28	84		112	8'–4"	2,491	2	1'–4"	6'–1"	1'–4"			
D802	15		15	30	8'–11"	714	2	1'–4"	6'–8"	1'–4"			
D803 THRU D815 (NOT USED ON NB BRIDGE)													
D816	6	12	16	34	6'–2"	560	2	1'–4"	3'–11"	1'–4"			
D817			3	3	27'–2"	218	STR.						
D818 THRU D820 (NOT USED ON NB BRIDGE)													
D821	6		6	12	6'–8"	214	2	1'–4"	4'–5"	1'–4"			
D822 THRU D824 (NOT USED ON NB BRIDGE)													
D825	15	30	145	190	8'–4"	4,227	2	1'–4"	6'–1"	1'–4"			
D826 THRU D828 (NOT USED ON NB BRIDGE)													
D829			21	21	11'–7"	650	20	4'–3"	2'–2"	1'–3"	5'–0"	2'–7"	
D830 THRU D835 (NOT USED ON NB BRIDGE)													
D836	42		21	63	11'–11"	2,005	20	4'–3"	2'–2"	1'–3"	5'–5"	2'–6"	
D837			21	21	11'–11"	668	20	4'–3"	2'–2"	1'–3"	5'–4"	2'–9"	
D838	42	84		126	11'–4"	3,813	20	4'–3"	2'–2"	1'–3"	4'–11"	2'–3"	
D839 THRU D841 (NOT USED ON NB BRIDGE)													
D842	3	6		9	28'–2"	677	STR.						
D843 THRU D846 (NOT USED ON NB BRIDGE)													
D847		3	3	6	28'–7"	458	STR.						
D848 AND D849 (NOT USED ON NB BRIDGE)													
D850			21	21	11'–7"	649	20	4'–3"	2'–2"	1'–3"	5'–1"	2'–5"	
					TOTAL	45,287							

ALL NORTHBOUND DIAPHRAGM REINFORCEMENT TO BE GRADE 75 ksi

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216 .

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – NORTHBOUND END DIAPHRAGM ADJUSTED

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

DESIGNED	DRAWN	REVISED	REVIEWED	DATE	STRUCTURE FILE NUMBER
WOZ	TLH		WOZ	5/20	4802765/4802767
CHECKED					
CBS					

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

207/216

1500/1792

Date: Oct 07, 2020, 4:57pm User Name: mlongtin
File: P:\11321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL012.dwg

MARK	NUMBER UNIT 1	NUMBER UNIT 2	NUMBER UNIT 3	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C	DIMENSIONS INC
SLAB – NORTHBOUND											
S401			539	1,752	30'–0"	35,110	STR.				
S402 THRU S405 (NOT USED ON NB BRIDGE)											
S406				100	9'–0"	601	STR.				
S407				177	11'–6"	1,360	STR.				
S408		600		1,524	28'–0"	28,505	STR.				
S409				77	12'–6"	643	STR.				
S410	59				19'–6"	769	STR.				
S411	59				8'–7"	338	STR.				
S412	892	3,624	4,111		–10"	27,854	39	1'–8?"	0'–4"	0'–8"	
S413		140		140		452	39	1'–8?"	0'–4"	0'–10"	
S5001 (NOT USED ON NB BRIDGE)											
S5002		165		165	24'–0		STR.				
S5003 THRU S5009 (NOT USED ON NB BRIDGE)											
S5010	1,250	2,329	4,410	7,989	30'–0"	249					
S5011 (NOT USED ON NB BRIDGE)											
S5012		193		193	33'–0"	6,643					
S5013 THRU S5016 (NOT USED ON NB BRIDGE)											
S5017 SER.		1 SER. OF 5		1 SER. OF 5	4'–11" TO 18'–3"	60	STR.				3'–4"
S5018 THRU S5024 (NOT USED ON NB BRIDGE)											
S5025			228	228	22'–9"	5,410	STR.				
S5026 THRU S5040 (NOT USED ON NB BRIDGE)											
S5041	89	137		226	11'–6"	2,711	STR.				
S5042 THRU S5045 (NOT USED ON NB BRIDGE)											
S5046	1,050	484		1,534	23'–7"	37,732	STR.				
S5047			221	221	25'–0"	5,763	STR.				
S5048 THRU S5051 (NOT USED ON NB BRIDGE)											
S5052		370		370	29'–6"	11,384	STR.				
S5053	525			525	21'–8"	11,864	STR.				
S5054 THRU S5059 (NOT USED ON NB BRIDGE)											
S5060		484		484	28'–6"	14,387	STR.				
S5061 THRU S5069 (NOT USED ON NB BRIDGE)											
S5070			1,255	1,255	24'–9"	32,397	STR.				
S5071 (NOT USED ON NB BRIDGE)											
S5072			1,521	1,521	25'–2"	39,925	STR.				
S5073 THRU S5086 (NOT USED ON NB BRIDGE)											
S5087		193		193	35'–0"	7,045	STR.				
S5088 THRU S5090 (NOT USED ON NB BRIDGE)											
S5091		137	102	239	14'–6"	3,615	STR.				
S5092		822	1,224	2,046	28'–10"	57,262	STR.				
S5093			102	102	14'–9"	1,569	STR.				
S5094 (NOT USED ON NB BRIDGE)											
S5095 SER.	2 SER. OF 5			2 SER. OF 5	5'–11" TO 19'–3"	131					3'–4"
S5096 SER.			1 SER. OF 8	1 SER. OF 8	3'–7" TO		STR.				3'–4"
S5097 (NOT USED ON NB BRIDGE)											
S5098	89	822		9	0"	20,904	STR.				
S5099	1,051				19'–6"	21,376	STR.				
S5100 SER.			1 SER.	OF 7	2'–1" TO 22'–1"	88	STR.				3'–4"
S5101				1,247	20'–10"	27,096	STR.				
S5102 SER.			SER. OF 10	1 SER. OF 10	1'–2" TO 28'–2"	153	STR.				3'–0"
S5103 SER				1 SER. OF 6	3'–3" TO 19'–11"	73	STR.				3'–4"
	1 SER. OF 5			1 SER. OF 5	5'–9" TO 19'–1"	65	STR.				3'–4"

MARK	NUMBER UNIT 1	NUMBER UNIT 2	NUMBER UNIT 3	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C	DIMENSIONS INC
SLAB – NORTHBOUND (CONTINUED)											
S5105 SER.	3 SER. OF 6			3 SER. OF 6	3'–7" TO 20'–3"	224	STR.				3'–4"
S5106 SER.			1 SER. OF 8	1 SER. OF 8	3'–7" TO 24'–7"	118	STR.				
S5107 SER.			1 SER. OF 9	1 SER. OF 9	5'–1" TO 29'–1"	160	STR.				3'–0"
S5108 SER.			1 SER. OF 9	1 SER. OF 9	2'–5" TO 29'–1"	148	STR.				3'–4"
S5109 SER.	1 SER. OF 5			1 SER. OF 5	3'–1" TO 16'–5"						3'–4"
S5110 SER.	1 SER. OF 7			1 SER. OF 7	6'–4	19	STR.				3'–4"
S5111 SER.	1 SER. OF 4			1 S	TO 16'–2"	47	STR.				3'–4"
S5112 SER.	1 SER. OF 7			ER. OF 7	6'–10" TO 26'–10"	123	STR.				3'–4"
S5113 SER.	1 SER. OF 5			1 SER. OF 5	3'–7" TO 16'–11"	53	STR.				3'–4"
114		94		994	26'–10"	27,819	STR.				
		165		165	34'–7"	5,952	STR.				
		1,081	332	1,413	25'–9"	37,949	STR.				
S		77		77	23'–1"	1,854	STR.				
		193	1,246	1,439	31'–1"	46,652	STR.				
		436		436	32'–6"	14,779	STR.				
S5120				436	30'–4"	13,794	STR.				
S5121				436	31'–9"	14,438	STR.				
S5122 SER.		1 SER. OF 9		1 SER. OF 9	2'–3" TO 26'–3"	134	STR.				3'–0"
S5123 SER.		1 SER. OF 7		ER.	4'–10 TO 22'–10"	101	STR.				3'–0"
S5124 SER.		1 SER. OF 10		1 S OF 10	–6"	188	STR.				3'–0"
S5125 SER.		1 SER. OF 7		1 SER. OF 7	5'–9 TO 23'–5"		STR.				3'–0"
S5126 SER.		1 SER. OF 7		1 SER. OF 7	7'–9" TO 27'–9"	130					3'–4"
S5127 SER.		1 SER. OF 7		1 SER. OF 7	5'–2" TO 25'–2"	111	STR.				3'–4"
S5128 SER.		1 SER. OF 8		1 SER. OF 8	2'–3" TO 25'–7"	116	STR.				3'–4"
S5129		789		789	20'–8"	17,007	STR.				
S5130 SER.		1 SER. OF 10		1 SER. OF 10	3'–9" TO 30'–0"	176	STR.				2'–11"
S5131 SER.		1 SER. OF 8		1 SER. OF 8	6'–1" TO 26'–6"	136	STR.				2'–11"
S5132 SER.		1 SER. OF 7		1 SER. OF 7	7'–0" TO 24'–6"	115	STR.				2'–11"

FO DIAG AND NO SHEET 197

SLAB REINFORCIN TABLE CONTINUES ON SHEET 211/216.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP THIS SHEET TO BE REPLACED WITH SHEET 210A

REINFORCING LIST
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

210/216

DESIGNED DEB | DRAWN VFG | REVISED | CHECKED MRW
REVIEWED JTH | DATE 8/18
STRUCTURE FILE NUMBER 4802765/4802767

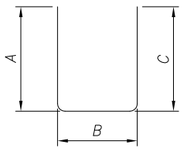
DESIGN AGENCY
AECOM
564 WHITE POND DR
AKRON, OHIO 44333
(330) 836-9111

Date: Oct 08, 2020, 4:40pm User Name: mlongtin
File: L1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL015.dwg

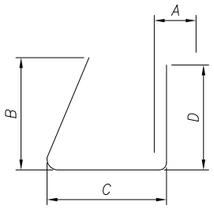
MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS						
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E	F	INC
SLAB – NORTHBOUND														
S412	1984	3200	4111	9295	4'–10"	30,010	39	1'–8 ½"	4"	8"				
S414	2441	5169	7536	15,146	60'–0"	607,052	STR.							
S415			183	183	59'–3"	7243	STR.							
S416		183		183	39'–7"	4,839	STR.							
S417	183			183	27'–3"	3,331	STR.							
S418	688			688	23'–8"	10,877	STR.							
S419	306			306	20'–10"	4,258	STR.							
S420	496	3,156	4,608	8,290	19'–6"	107,986	STR.							
S421	1,680	3,540	5,168	10,388	9'–6"	65,922	16	9'–0"						
S5010	144	192	288	624	30'–0"	19,525	STR.							
S5146	8	8	24	40	3'–2"	132	STR.							
S5147	8	8	24	40	8'–10"	369	9	4 ½"	3'–2"	2'–9"	3'–2"			
S5148	4	4	12	20	8'–1"	169	21	1'–3"	1'–10"	0'–6"	2'–4"			
S5149	630	1,357	1,956	3,943	4'–9"	17,820	37	1'–7 ¼"	7 ½"	0'–5"	1'–0"	7 ½"	11 ¾"	
S5150	636	716	1,047	2,099	13'–0"	28,460	35	7 ½"	1'–5"	1'–0"	4'–7"			I.R.=3"
S601	112	318	530	960	30'–0"	43,258	STR.	2						
S702	18	48	22	88	14'–8"	2,638	2	10'–11"	5"	3'–8"				
S708	27	72	99	198	7'–9"	3,137	STR.							
S901	78	225	375	678	60'–0"	138,312	STR.							
S902	78	225	375	678	46'–2"	106,423	STR.							
				TOTAL		1,201,761	2							

ALL NORTHBOUND SLAB REINFORCEMENT TO BE GRADE 75 ksi

BAR SHAPE DIAGRAMS



TYPE–2



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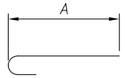
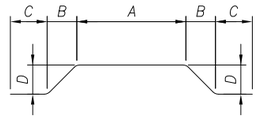


TYPE–16



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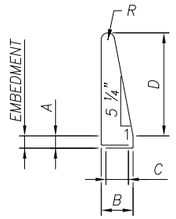

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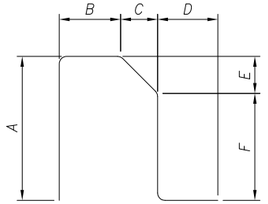

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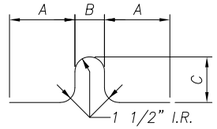
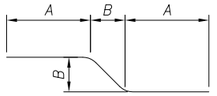


TYPE–39



TYPE–40

NOTES:

1. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED.
2. ALL REINFORCING IS TO BE EPOXY COATED.
3. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER (WITH EXCEPTION FOR ALL "S" SLAB BARS, ONLY THE FIRST DIGIT OF THE FOUR DIGIT NUMBER INDICATES THE BAR SIZE NUMBER).

EXAMPLES:
- A714 — NO. 7 SIZE BAR, ABUTMENT
- DS1109 — NO. 11 SIZE BAR, DRILLED SHAFT
- S5144 — NO. 5 SIZE BAR, SLAB

2 11/23/2020 JANSSEN & SPAANS ENGINEERING INC. – REVISED REINFORCING OVER PIERS.

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP, THIS SHEET TO REPLACE SHEETS 210 & 211.

DESIGNED WOZ | DRAWN REM | REVIEWED WOZ | DATE 5/2020

CHECKED CBS | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
JANSSEN & SPAANS ENGINEERING, INC.
9120 HARRISON PARK COURT
INDIANAPOLIS, IN 46216

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

210A/216

1503/1792

Date: Nov 24, 2020, 1:53pm User Name: mlongtin
File: \\jsc.com\files\Projects\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL015_ R1.dwg

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS						
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E	F	INC
SLAB – NORTHBOUND (CONTINUED)														
S5133 SER.		1 SER. OF 8		1 SER. OF 8	8'–2" TO 28'–7"	153	STR.							2'–11"
S5134 SER.		1 SER. OF 6		1 SER. OF 6	5'–6" TO 22'–2"	87	STR.							
S5135 SER.		1 SER. OF 5	1 SER. OF 5	2 SER. OF 5	5'–2" TO 18'–6"	123	STR.							3'–4"
S5136 SER.		1 SER. OF 8		1 SER. OF 8	1'–1" TO 24'–5"	106	STR.							3'–4"
S5137			447	447	33–6"	15,618	STR.							
S5138			282	282	24'–7"	7,231	STR.							
S5139 SER.			1 SER. OF 9	1 SER. OF 9	1'–2" TO 25'–2"	124	STR.							3'–0"
S5140 SER.			1 SER. OF 10	1 SER. OF 10	4'–10" TO 31'–10"	191	STR.							3'–0"
[illegible]			1 SER. OF 8	1 SER. OF 8	4'–0" TO 25'–0"		R.							3'–0"
S5142 SER.			1 SER. OF 7	1 SER. OF 7	4'	109	STR.							3'–4"
S5143 SER.			1 SER. OF 9		–3" TO 29'–11"	156	STR.							3'–4"
S5144	24	56		168	2'–9"	482	40	1'–0"	0'–7"					
S5145	12	28		84	9'–6"	832	STR.							
S5146		1		4	3'–2"	145	STR.							
S5147			28		8'–10"	405	9	0'–4½"	3'–2"	2'–9"	3'–2"			
S5148			14		8'–1"	185	21	1'–3"	1'–10"	0'–6"	2'–4"			
S5149	67	95	1,956	3,9	"	19,440	37	1'–7¼"	0'–7½"	0'–5"	1'–0"	0'–7½"	0'–11¾"	
S5150		716	1,047	2,099		28,460	35	0'–7½"	1'–5"	1'–0"	4'–7"			I.R.=3"
S5151	ON NB BRIDGE)													
S5	06	370	314	940	2'–3	6	STR.							
	OT USED ON NB BRIDGE)													
			5	5	22'–0"									
S5155	5			5	9'–6"	50								
S5156	5			5	9'–9"	51								
S5157		5		5	22'–6"	117	STR.							
S5158		5		5	26'–5"	138	STR.							
S5159			5	5	26'–0"	136	STR.							
S701 (NOT USED ON NB BRIDGE)														
S702	1,069	2,375	3,472	6,916	14'–8"	207,332	2	10'–11"	0'–5"					
S703	1,056			1,056	34'–3"	73,927	STR.							
S704 THRU S705 (NOT USED ON NB BRIDGE)														
S706		5,139	5,184	10,323	33'–11"	715,649	STR.							
S707			1,296	1,296	32'–11"	87,197	STR.							
S708	27	63	99	189	7'–9"	2,994	STR.							
SLAB – NORTHBOUND WEIGHTS (LBS.)														
SUBTOTAL	229,556	794,244	980,687											
					TOTAL	2,004,487								

FO… DE…
DIAGR… …D
AND NO…
SHEET 19…

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP THIS SHEET TO BE REPLACED WITH SHEET 210A

DESIGNED DEB | DRAWN VFG | CHECKED MRW | REVISED

REVIEWED JTH | DATE 8/18 | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
AECOM
564 WHITE POND DR
AKRON, OHIO 44320
(330) 836-9111

REINFORCING LIST
BRIDGE NO. LUC-75-0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC-75-30.70/0.00
PID No. 93592

211/216

Date: Oct 08, 2020, 4:41pm User Name: mlongtin
File: 11321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL016.dwg

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS				
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E
BARRIERS – SOUTHBOUND												
R501	642	1,347	1,956	3,945	5'–5"	22,288	38	2'–2"	0'–6"	0'–3"	2'–4"	0'–9"
R502	44	96	140	280	30'–0"	8,761	STR.					
R503	4			4	17'–3"	72	STR.					
R504	90	96	84	270	13'–8"	3,849	STR.					
R505	72	216	360	648	7'–2"	4,844	STR.					
R506	6			6	3'–7"	22	STR.					
R507	6			6	8'–6"	53	STR.					
R508		4		4	19'–3"	80	STR.					
R509		12	6	18	8'–5"	158	STR.					
R510		72	144	216	12'–4"	2,778	STR.					
R511			4	4	29'–2"	122	STR.					
R512			6	6	9'–6"	59	STR.					
R513	4	16	28	48	8'–1"	405	21	1'–3"	1'–10"	0'–6"	2'–4"	
R514	4	16	28	48	3'–3"	163	2	0'–7"	2'–4"	0'–7"		
R601	44	96	204	344	30'–0"	15,501	STR.					
R602	4			4	29'–7"	178	STR.					
R603	56			56	14'–7"	1,226	STR.					
R604	108	324	480	912	7'–2"	9,818	STR.					
R605	72			72	13'–4"	1,442	STR.					
R606	15	16	14	45	13'–8"	924	STR.					
R607	1			1	3'–7"	5	STR.					
R608	1			1	8'–6"	13	STR.					
R609		4		4	39'–11"	240	STR.					
R610		72		72	13'–3"	1,433	STR.					
R611		48		48	12'–7"	907	STR.					
R612		48		48	12'–6"	901	STR.					
R613		72	72	144	13'–1"	2,830	STR.					
R614		2	1	3	8'–5"	38	STR.					
R615			4	4	25'–0"	150	STR.					
R616		12	120	132	12'–4"	2,445	STR.					
R617			48	48	12'–3"	883	STR.					
R618			48	48	12'–2"	877	STR.					
R619			56	56	13'–0"	1,093	STR.					
R620			1	1	9'–6"	14	STR.					
					TOTAL	84,572						

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS				
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E
BARRIERS – NORTHBOUND												
R501	630	1,357	1,956	3,943	5'–5"	22,276	38	2'–2"	0'–6"	0'–3"	2'–4"	0'–9"
R504	90	96	84	270	13'–8"	3,849	STR.					
R505	72	216	360	648	7'–2"	4,844	STR.					
R506	6			6	3'–7"	22	STR.					
R507	6			6	8'–6"	53	STR.					
R509		72		72	12'–4"	926	STR.					
R510			12	12	8'–5"	105	STR.					
R512			6	6	9'–6"	59	STR.					
R513	8	12	28	48	8'–1"	405	21	1'–3"	1'–10"	0'–6"	2'–4"	
R514	8	12	28	48	3'–3"	163	2	0'–7"	2'–4"	0'–7"		
R517			144	144	12'–4"	1,852	STR.					
R518			6	6	8'–5"	53	STR.					
R521	28	56	80	164	52'–9"	9,023	STR.					
R604	108	324	540	972	7'–2"	10,463	STR.					
R606	15	16	16	47	13'–8"	965	STR.					
R607	1	1		2	3'–7"	11	STR.					
R608	1		1	1	8'–6"	13	STR.					
R614		2	1	3	8'–5"	38	STR.					
R622	56			56	14'–3"	1,199	STR.					
R623			56	56	13'–1"	1,100	STR.					
R626		96		96	12'–2"	1,754	STR.					
R627		72	72	144	13'–0"	2,812	STR.					
R628		12	24	36	12'–4"	667	STR.					
R631			1	1	9'–6"	14	STR.					
R632	28	56	80	164	56'–0"	13,794	STR.					
R633	64			64	14'–8"	1,410	STR.					
					TOTAL	77,871						

ALL NORTHBOUND BARRIER REINFORCEMENT TO BE GRADE 75 ksi

△3

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216 .

DESIGNED DEB | DRAWN VFC | REVIEWED JTH | DATE 8/18 | CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

212/216

1505
1792

Date: Oct 07, 2020, 4:56pm User Name: mlongtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL017_R1.dwg

MARK	NUMBER												LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1NB–	PIER 2NB–	PIER 3NB–	PIER 4NB–	PIER 5NB–	PIER 6NB–	PIER 7NB–	PIER 8NB–	PIER 9NB–	PIER 10NB–	PIER 11NB–	TOTAL				A	B	C	D	E	R	INC
DRILLED SHAFTS – NORTHBOUND																						
DSSP501	3	3	3	3	3	3	3	3	3	3	3	33	13'–3"	26,944	27	0'–3"	4'–6"	13'–3"				
3 DSSP502 (NOT USED ON NB BRIDGE)																						
DSSP601 *	3											3	31'–2"	9,829	27	0'–3"	5'–6"	31'–2"				
DSSP601 **	3											3	31'–2"	9,829	27	0'–3"	5'–6"	31'–2"				
3 DSSP602 *		3										3	32'–5"	7,083	27	0'–4"	5'–0"	32'–5"				
DSSP602 **		3										3	32'–5"	7,083	27	0'–4"	5'–0"	32'–5"				
DSSP603 *			3									3	32'–2"	9,206	27	0'–3"	5'–0"	32'–2"				
DSSP603 **			3									3	32'–2"	9,206	27	0'–3"	5'–0"	32'–2"				
DSSP604 *				3								3	31'–8"	9,066	27	0'–3"	5'–0"	31'–8"				
DSSP604 **				3								3	31'–8"	9,066	27	0'–3"	5'–0"	31'–8"				
DSSP605 *					3							3	30'–11"	9,752	27	0'–3"	5'–6"	30'–11"				
DSSP605 **					3							3	30'–11"	9,752	27	0'–3"	5'–6"	30'–11"				
DSSP606 *						3						3	32'–7"	7,038	27	0'–4"	5'–0"	32'–7"				
DSSP606 **						3						3	32'–7"	7,038	27	0'–4"	5'–0"	32'–7"				
DSSP607 *							3					3	32'–0"	6,916	27	0'–4"	5'–0"	32'–0"				
DSSP607 **							3					3	32'–0"	6,916	27	0'–4"	5'–0"	32'–0"				
DSSP608 *								3				3	31'–7"	9,958	27	0'–3"	5'–6"	31'–7"				
DSSP608 **								3				3	31'–7"	9,958	27	0'–3"	5'–6"	31'–7"				
DSSP609 *									3			3	31'–9"	10,009	27	0'–3"	5'–6"	31'–9"				
DSSP609 **									3			3	31'–9"	10,009	27	0'–3"	5'–6"	31'–9"				
DSSP610 *										3		3	33'–6"	10,548	27	0'–3"	5'–6"	33'–6"				
DSSP610 **										3		3	33'–6"	10,548	27	0'–3"	5'–6"	33'–6"				
DSSP611 *											3	3	33'–4"	7,194	27	0'–4"	5'–0"	33'–4"				
DSSP611 **											3	3	33'–4"	7,194	27	0'–4"	5'–0"	33'–4"				
DS1001 *	42	42	42	42	42	42	33	42	42	42	33	444	14'–3"	27,225	STR.							
DS1002 *	42	42	42	42	42	42	33	42	42	42	33	444	16'–3"	31,846	STR.							
3 DS1101 **	66	60	69	69	66	60	60	66	66	66	60	708	30'–0"	112,848	STR.							
DS1102 **	66	60	69	69	66	60	60	66	66	66	60	708	32'–0"	120,371	STR.							
DS1103 *	66		69									135	32'–4"	23,191	STR.							
DS1104 *	66											66	30'–4"	10,637	STR.							
DS1105 *		60										60	34'–10"	11,104	STR.							
DS1106 *		60										60	32'–10"	10,467	STR.							
DS1107 *			69									69	34'–4"	12,586	STR.							
DS1108 *				69								69	33'–4"	12,220	STR.							
DS1109 *				69								69	31'–4"	11,487	STR.							
DS1110 *					66							66	31'–11"	11,192	STR.							
DS1111 *					66							66	29'–11"	10,491	STR.							
DS1112 *						60						60	35'–3"	11,237	STR.							
DS1113 *						60		66				126	33'–3"	22,259	STR.							
DS1114 *							60					60	34'–1"	10,865	STR.							
DS1115 *							60					60	32'–1"	10,228	STR.							
DS1116 *									66			66	33'–6"	11,747	STR.							
DS1117 *									66			66	31'–6"	11,046	STR.							
DS1118 *										66		66	37'–0"	12,974	STR.							
DS1119 *										66		66	35'–0"	12,273	STR.							
DS1120 *											60	60	36'–9"	11,715	STR.							
DS1121 *											60	60	34'–9"	11,078	STR.							
DS1122 *								66				66	31'–3"	10,958	STR.							
													TOTAL	762,187								

DRILLED SHAFT REINFORCING IS FOR INFORMATION ONLY.

3

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216 .

3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – QUANTITIES REVISED

DESIGNED TMR | DRAWN TMR | REVIEWED JTH | DATE 8/18 | CHECKED MRW | REVISED | STR.UCTURE FILE NUMBER 4802765/4802767

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

214/216

1507
1792

Date: Oct 07, 2020, 4:46pm User Name: mlonqtin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL006.dwg

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS					
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E	R
INTERMEDIATE DIAPHRAGMS – SOUTHBOUND													
I401	616	1,152	1,449	3,217	12'–9"	27,399	3	0'–6"	5'–8"				
I701 **	924			924	6'–10"	12,906	STR.						
I702	154			154	11'–4"	3,567	20	4'–3"	2'–2"	1'–3"	4'–10"	2'–4"	
I703	154			154	11'–6"	3,620	20	4'–3"	2'–2"	1'–3"	4'–10"	2'–10"	
I704 **		1,728		1,728	6'–8"	23,547	STR.						
I705		288		288	11'–4"	6,672	20	4'–3"	2'–2"	1'–3"	4'–8"	2'–9"	
I706		288		288	11'–3"	6,623	20	4'–3"	2'–2"	1'–3"	4'–5"	3'–0"	
I707 **			1,932	1,932	7'–2"	28,301	STR.						
I708			322	322	11'–8"	7,679	20	4'–3"	2'–2"	1'–3"	5'–2"	2'–7"	
I709			322	322	11'–8"	7,679	20	4'–3"	2'–2"	1'–3"	5'–1"	2'–9"	
					TOTAL	127,993							

INTERMEDIATE DIAPHRAGM REINFORCING IS FOR INFORMATION ONLY.

MARK	NUMBER				LENGTH	WEIGHT	TYPE	DIMENSIONS					
	UNIT 1	UNIT 2	UNIT 3	TOTAL				A	B	C	D	E	R
INTERMEDIATE DIAPHRAGMS – NORTHBOUND													
I401	392	896	1,288	2,576	12'–9"	21,940	3	0'–6"	5'–8"				
I701 THRU I712 (NOT USED ON NB BRIDGE)													
I713 **	588	1,344	1,932	3,864	7'–0"	55,286	STR.						
I716	196	448	322	966	11'–6"	22,707	20	4'–3"	2'–2"	1'–3"	5'–0"	2'–5"	
I717	196	448	322	966	11'–5"	22,542	20	4'–3"	2'–2"	1'–3"	4'–10"	2'–8"	
					TOTAL	122,475							

INTERMEDIATE DIAPHRAGM REINFORCING IS FOR INFORMATION ONLY.

△3 5/1/2020 JANSSEN & SPAANS ENGINEERING INC. – RECONFIGURED NORTHBOUND ON RAMP, TABLE UP–DATED

△3

NOTES:

FOR BAR SHAPE DIAGRAMS, LEGEND AND NOTES, SEE SHEET 197/216 .

DESIGN AGENCY
AECOM
564 WHITE POND DRIVE
AKRON, OHIO 44320–1100
(330) 836–9111

DESIGNED DEB | DRAWN VFG | REVIEWED JTH | DATE 8/18 | CHECKED MRW | REVISED | STRUCTURE FILE NUMBER 4802765/4802767

REINFORCING LIST
BRIDGE NO. LUC–75–0029 L/R
I.R. 75 OVER MAUMEE RIVER

WOO/LUC–75–30.70/0.00
PID No. 93592

215/216

1508
1792

Date: Oct 07, 2020, 4:47pm User Name: mlonatin
File: P:\1321 - Toledo E Value Engineering\DWGS\BRIDGE\LUC-75-0027 over Maumee River\Sheets\075_0027C_RL021.dwg