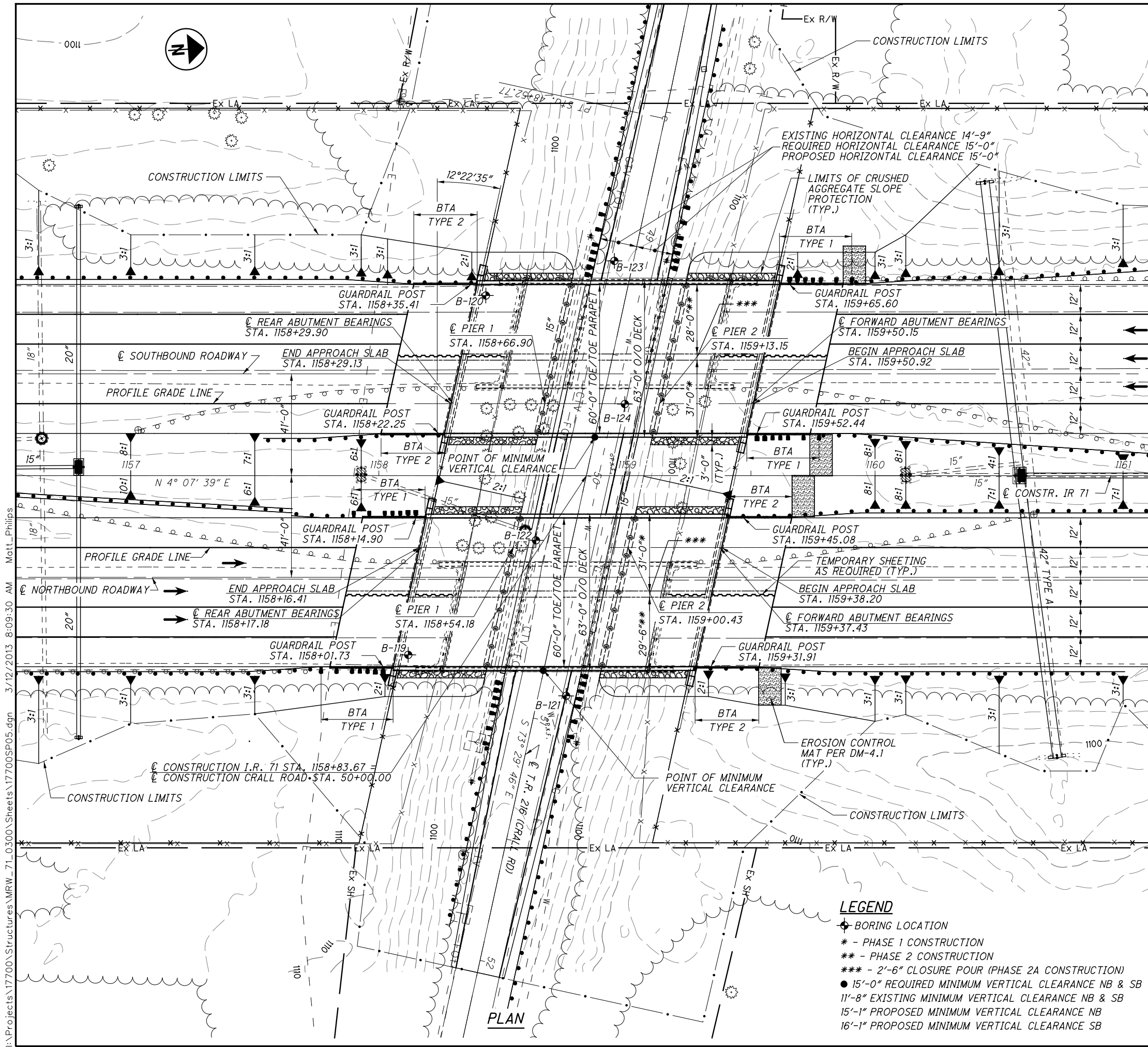


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- LEGEND**
- BORING LOCATION
 - * - PHASE 1 CONSTRUCTION
 - ** - PHASE 2 CONSTRUCTION
 - *** - 2'-6" CLOSURE POUR (PHASE 2A CONSTRUCTION)
 - 15'-0" REQUIRED MINIMUM VERTICAL CLEARANCE NB & SB
 - 11'-8" EXISTING MINIMUM VERTICAL CLEARANCE NB & SB
 - 15'-1" PROPOSED MINIMUM VERTICAL CLEARANCE NB
 - 16'-1" PROPOSED MINIMUM VERTICAL CLEARANCE SB

NOTES

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

BTA = BRIDGE TERMINAL ASSEMBLY

BENCHMARK DATA			
⊕ BENCHMARK NO. 1			
CHISELED "+" ON THE CENTER BOLT AT THE SOUTH END OF THE SOUTHBOUND GUARDRAIL IN THE MEDIAN SOUTH OF THE T.R. 216 UNDERPASS, STA. 1157+03.02, 18.34' LT., EL. 1105.65			
⊕ BENCHMARK NO. 2			
CHISELED "+" ON THE CENTER BOLT AT THE NORTH END OF THE NORTHBOUND GUARDRAIL IN THE MEDIAN NORTH OF THE T.R. 216 UNDERPASS, STA. 1160+63.97, 15.67' RT., EL. 1104.70			

BORING DATA			
BORING NO.	STATION	OFFSET	T/ROCK EL.
B-119	1158+11.84	72.21' RT.	1078.10
B-120	1158+43.13	72.58' LT.	1080.30
B-121	1158+75.50	88.75' RT.	1077.40
B-122	1158+63.31	26.06' RT.	1077.00
B-123	1158+94.96	86.53' LT.	1077.70
B-124	1158+99.16	28.82' LT.	1078.00

TRAFFIC DATA	
2014 ADT = 51380	2014 ADTT = 19525
2034 ADT = 66300	2034 ADTT = 25194
DIRECTIONAL DISTRIBUTION = 55%	

EXISTING STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE SUBSTRUCTURE (BP53 BEARING PILES)

SPANS: SB & NB 25'-0"±; 31'-3"±; 25'-0"± C/C BEARINGS

ROADWAY: 41'-0"± TOE/TOE PARAPETS

LOADING: CF 2000 (57)

SKEW: 12° 04' 00"±

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

ALIGNMENT: TANGENT

CROWN: 0.016±

STRUCTURAL FILE NUMBER: 5901022 L / 5901057 R

DATE BUILT: 1959

WEARING SURFACE: CONCRETE OVERLAY

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: CONTINUOUS REINFORCED CONCRETE SLAB WITH CAPPED PILE PIERS AND INTEGRAL ABUTMENTS

SPANS: SB & NB 37'-0", 46'-3", 37'-0" C/C BEARINGS

ROADWAY: 60'-0" TOE/TOE PARAPET

LOADING: HL-93 AND 0.06 KSF FWS

SKEW: 12° 22' 35" LF

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

ALIGNMENT: TANGENT

CROWN: 0.016 FT./FT.

COORDINATES: LATITUDE N 40° 23' 18"

LONGITUDE W 82° 49' 25"

BUILDABLE UNIT 1 - STRUCTURES OVER CRALL ROAD - RELEASED FOR CONSTRUCTION

DESIGN AGENCY
AARON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-3111

URS

DATE
2/22/13

REVIEWED
TES

DRAWN
CMA

DESIGNED
MRW

0300 R

0300 L

SITE PLAN

BRIDGE NO. MRW-71-0300 L&R

DEL / MRW-71-11.50

2 / 16

STRUCTURE FILE NUMBER
5901030L/5901065R

CHECKED
DRC

STA. 1158+16.41

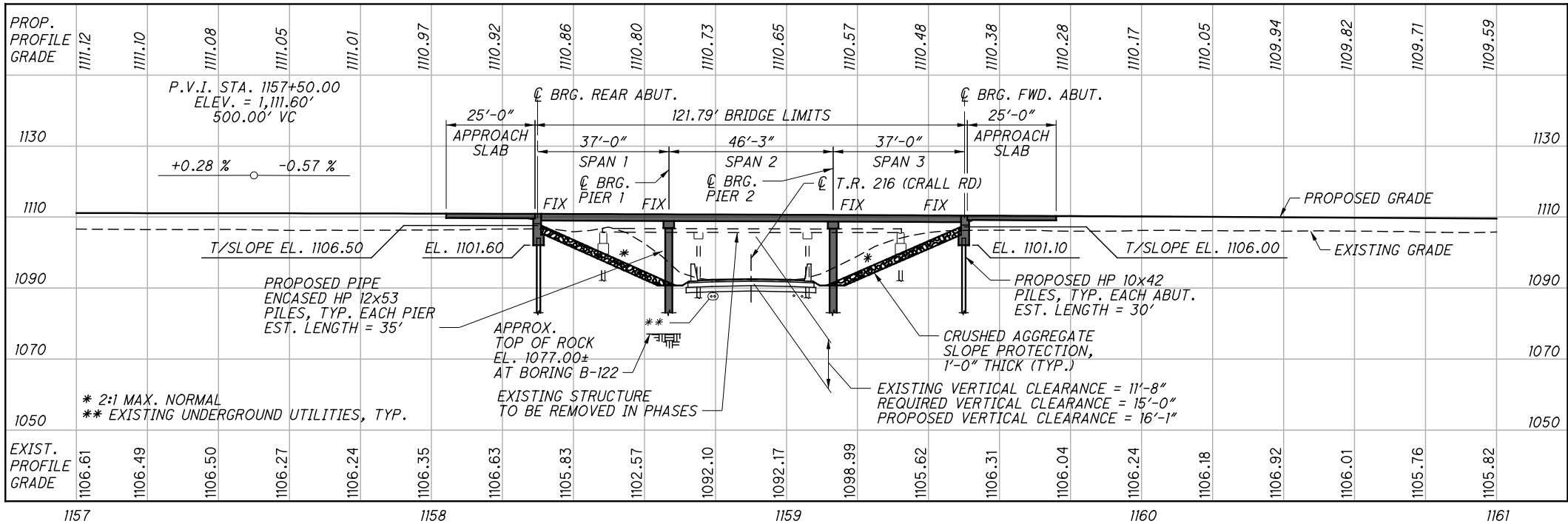
STA. 1158+29.13

PID No. 86921

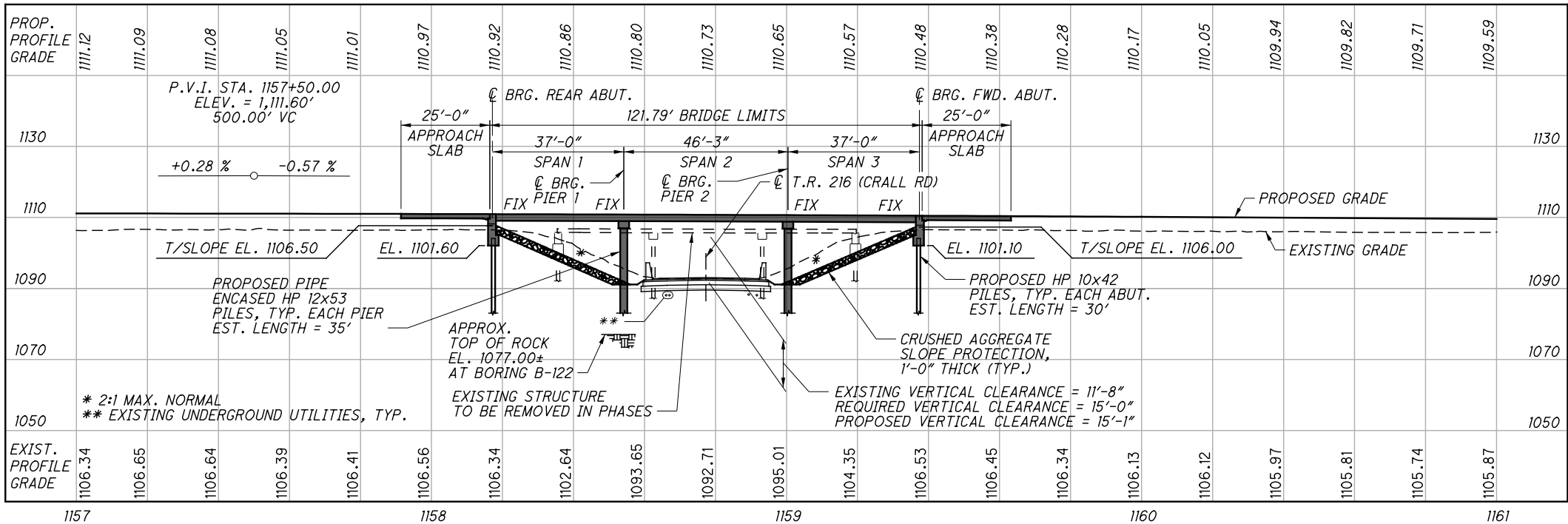
STA. 1159+38.20

STA. 1159+50.92

I.R. 71 OVER T.R. 216

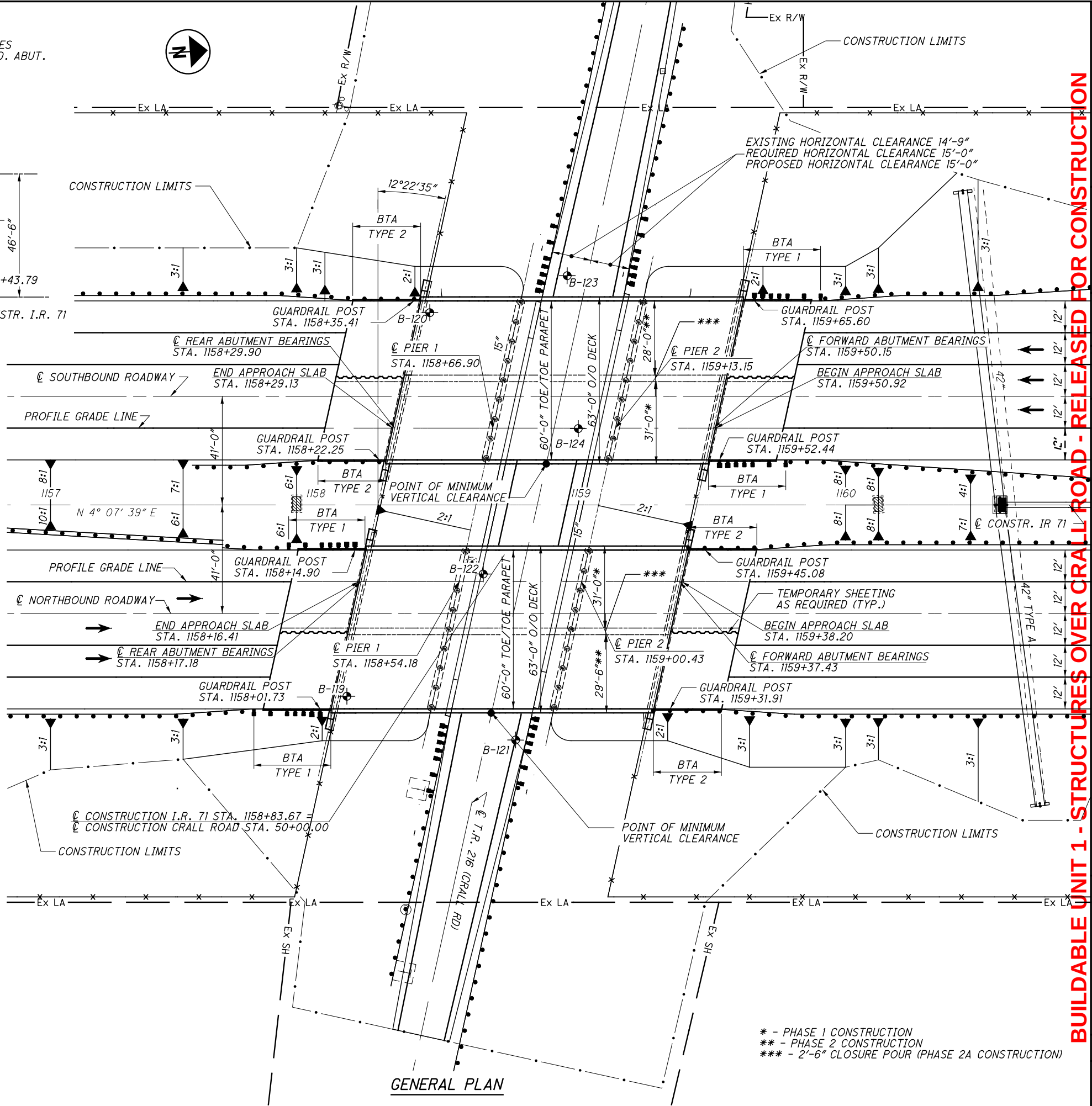
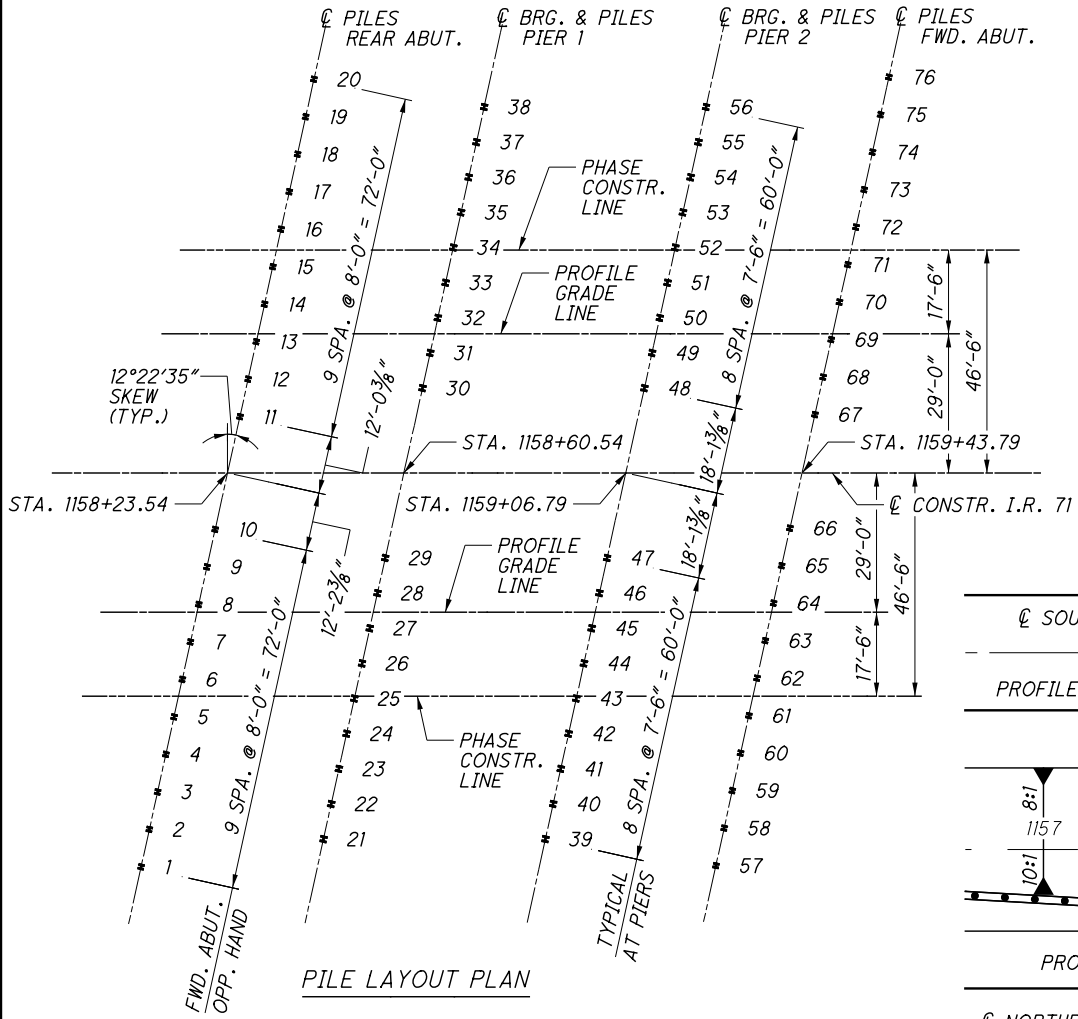


PROFILE SOUTHBOUND LANES
(TAKEN ALONG PROFILE GRADE 29' LT.)



PROFILE NORTHBOUND LANES
(TAKEN ALONG PROFILE GRADE 29' RT.)

PILING TABLE			
PILE NO.	PILE TYPE	CUT-OFF ELEVATION	ESTIMATED LENGTH (FT.)
1-10	HP10x42	1104.30	30.0
11-20	HP10x42	1104.30	30.0
21-29	HP12x53	1108.08	35.0
30-38	HP12x53	1107.97	35.0
39-47	HP12x53	1107.92	35.0
48-56	HP12x53	1107.78	35.0
57-66	HP10x42	1103.80	30.0
67-76	HP10x42	1103.80	30.0



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STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS
REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81	REVISED	07-19-02
CPA-1-08	DATED	07-18-08
CPP-1-08	DATED	07-18-08
CS-1-08	DATED	07-18-08
PCB-91	REVISED	07-19-02
SBR-1-99	REVISED	07-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

832	DATED	05-05-09
898	DATED	10-21-11

DESIGN SPECIFICATIONS

THIS STRUCTURE CONFORMS TO THE "LRFD BRIDGE DESIGN SPECIFICATIONS" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2007, INCLUDING THE 2008 AND 2009 INTERIM SPECIFICATIONS AND THE ODOT BRIDGE DESIGN MANUAL, 2007.

OPERATIONAL IMPORTANCE

A LOAD MODIFIER OF 1.00 HAS BEEN ASSUMED FOR THE DESIGN OF THE SUPERSTRUCTURE. A LOAD MODIFIER OF 1.05 HAS BEEN ASSUMED FOR THE DESIGN OF THE SUBSTRUCTURE. THIS IS 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 0.06 KSF.

DESIGN DATA

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4.5 KSI
(SUPERSTRUCTURE)

CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4 KSI
(SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996, GRADE 60.
MINIMUM YIELD STRENGTH 60 KSI

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

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE

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

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 WORK SHALL INCLUDE THE PHASED REMOVAL OF THE EXISTING STRUCTURES AS INDICATED IN THE PLANS AND GENERAL NOTES. THE WORK INCLUDES ALL ELEMENTS NOT SEPERATELY LISTED FOR PAYMENT. THE STRUCTURE WILL BE CAREFULLY REMOVED BY PHASED CONSTRUCTION METHODS AS FURTHER DESCRIBED IN THE FOLLOWING SECTIONS. THE USE OF EXPLOSIVES AND HEADACHE BALLS WILL NOT BE PERMITTED FOR ANY DEMOLITION OF EXISTING STRUCTURES.

SUBMIT PLANS FOR THE MAINTENANCE OR PROTECTION OF TRAFFIC IN ACCORDANCE WITH CMS 501.05.

PHASED CONCRETE DECK REMOVAL:

WHEN NO LONGER REQUIRED TO MAINTAIN TRAFFIC, REMOVE THE CONCRETE DECK IN ACCORDANCE WITH THE SEQUENCE OF CONSTRUCTION SHOWN IN THE PLANS.

PHASED SUBSTRUCTURE CONCRETE REMOVAL:

THE EXISTING SUBSTRUCTURE SHALL BE REMOVED IN PHASES WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC. WHEN PORTIONS OF THE EXISTING STRUCTURE ARE TO REMAIN TO MAINTAIN TRAFFIC DURING PHASED CONSTRUCTION, HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED WITHIN TWO FEET OF THE PORTION TO BE TEMPORARILY PRESERVED. HAMMERS NOT EXCEEDING 90 POUNDS MAY BE USED TO REMOVE THE REMAINING TWO FOOT PORTION OF CONCRETE WITH CARE NOT TO DAMAGE THE REINFORCING STEEL AND CONCRETE OF THE PORTION OF SUBSTRUCTURE TO BE PRESERVED.

EXISTING SUBSTRUCTURES THAT ARE NO LONGER NEEDED TO MAINTAIN TRAFFIC MAY BE REMOVED USING HOE-RAM TYPE HAMMERS AND PNEUMATIC TYPE HAMMERS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING ADJACENT NEW AND EXISTING CONCRETE STRUCTURES DURING THE PHASED CONSTRUCTION PROCESS AND SHALL PERFORM HIS DEMOLITION OPERATIONS SUCH THAT THERE IS NOT ANY DAMAGE TO THE NEW STRUCTURE OR TO PORTIONS OF THE EXISTING STRUCTURE BEING TEMPORARILY MAINTAINED.

PILES DRIVEN TO BEDROCK

DRIVE PILES TO REFUSAL ON BEDROCK. THE DEPARTMENT WILL CONSIDER REFUSAL TO BE OBTAINED BY PENETRATING WEAK BEDROCK FOR SEVERAL INCHES TO A MIMUMUM RESISTANCE OF 20 BLOWS PER INCH OR BY CONTACTING STRONG BEDROCK AND THE PILE RECEIVING AT LEAST 20 BLOWS. SELECT THE HAMMER SIZE TO ACHIEVE THE REQUIRED DEPTH TO BEDROCK AND REFUSAL. INSTEAD OF DRIVING TO REFUSAL, THE CONTRACTOR MAY PERFORM DYNAMIC LOAD TESTING ACCORDING TO C&MS 523 TO ESTABLISH A DRIVING CRITERIA FOR EACH PILE TYPE AND CAPACITY. ESTABLISH THE DRIVING CRITERIA TO ACHIEVE AN ULTIMATE BEARING VALUE THAT IS 1.5 TIMES THE TOTAL FACTORED LOAD GIVEN BELOW FOR THE PILES. PAYMENT FOR DYNAMIC LOAD TESTING PERFORMED AT THE CONTRACTORS OPTION IS INCLUDED IN THE UNIT PRICE PAY ITEM FOR PILES DRIVEN.

THE TOTAL FACTORED LOAD IS 235 KIPS PER PILE FOR THE 40 ABUTMENT PILES.
THE TOTAL FACTORED LOAD IS 303 KIPS PER PILE FOR THE 36 PIER PILES.

ABUTMENT PILES: (HP10x42)
40 PILES 35 FEET LONG, ORDER LENGTH

PIER PILES: (HP12x53)
36 PILES 40 FEET LONG, ORDER LENGTH

PILE POINTS SHALL BE INSTALLED ON THE ENDS OF ALL PILES.

ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS,
AS PER PLAN

ANIMAL GUARDS SHALL BE PROVIDED AT THE OUTLET OF THE DRAINAGE PIPES. THE STEEL BOLTS OR RODS SHALL BE GALVANIZED PER CMS 711.02. SEE STANDARD DRAWING DM-1.1 FOR ADDITIONAL DETAILS AND NOTES. THE ANIMAL GUARDS ARE INCIDENTAL TO ITEM 518 - 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN.

ASBESTOS NOTIFICATION

AN ASBESTOS SURVEY OF THE MRW-71-0300 L&R BRIDGES (SFN: 5901030L / 5901065R) OVER T.R. 216 (CRALL RD.) WAS CONDUCTED BY A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE BRIDGE.

THE CONTRACTOR IS REQUIRED TO FILE AN OEPA NOTIFICATION OF DEMOLITION AND RENOVATION FORM AT LEAST TEN (10) WORKING DAYS PRIOR TO THE COMMENCEMENT OF ANY DEMOLITION OR CONSTRUCTION ACTIVITY AND PAY ANY AND ALL APPLICABLE PERMIT FEES. SHOULD THE CONTRACTOR ENCOUNTER ANY ASBESTOS CONTAINING MATERIALS DURING DEMOLITION, THEY SHOULD CEASE ALL WORK AND IMMEDIATELY NOTIFY THE OEPA AND ODOT.

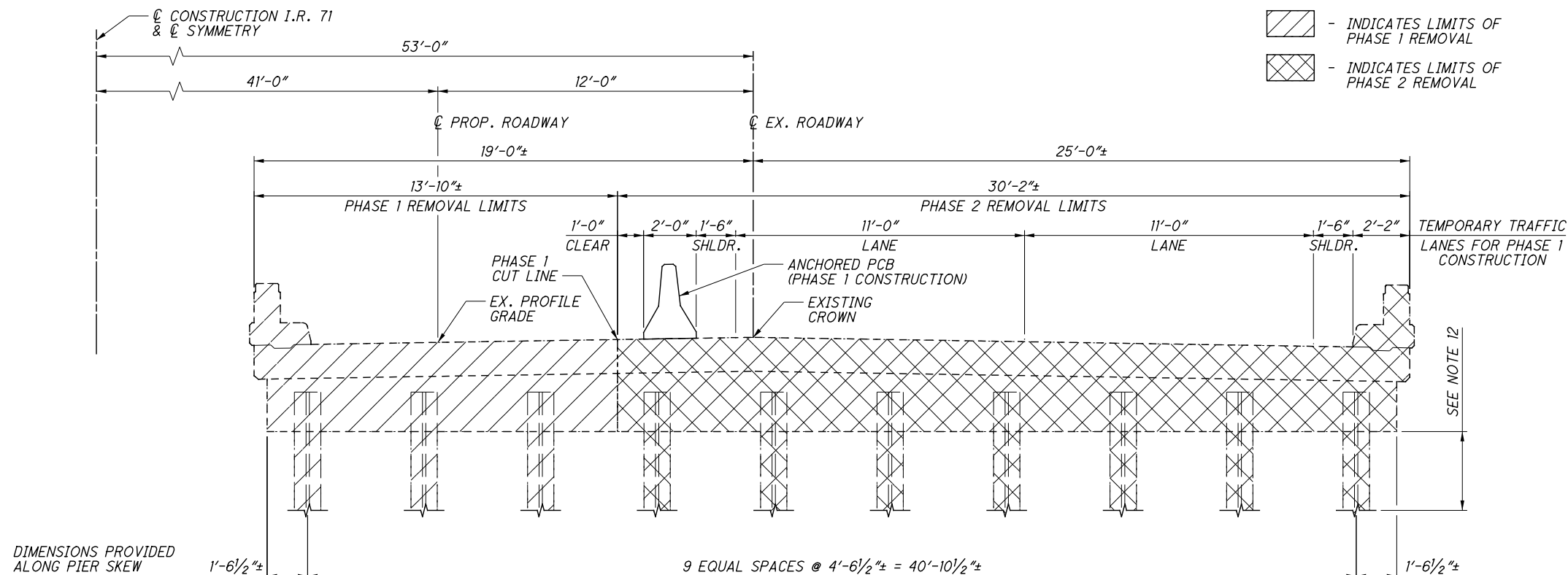
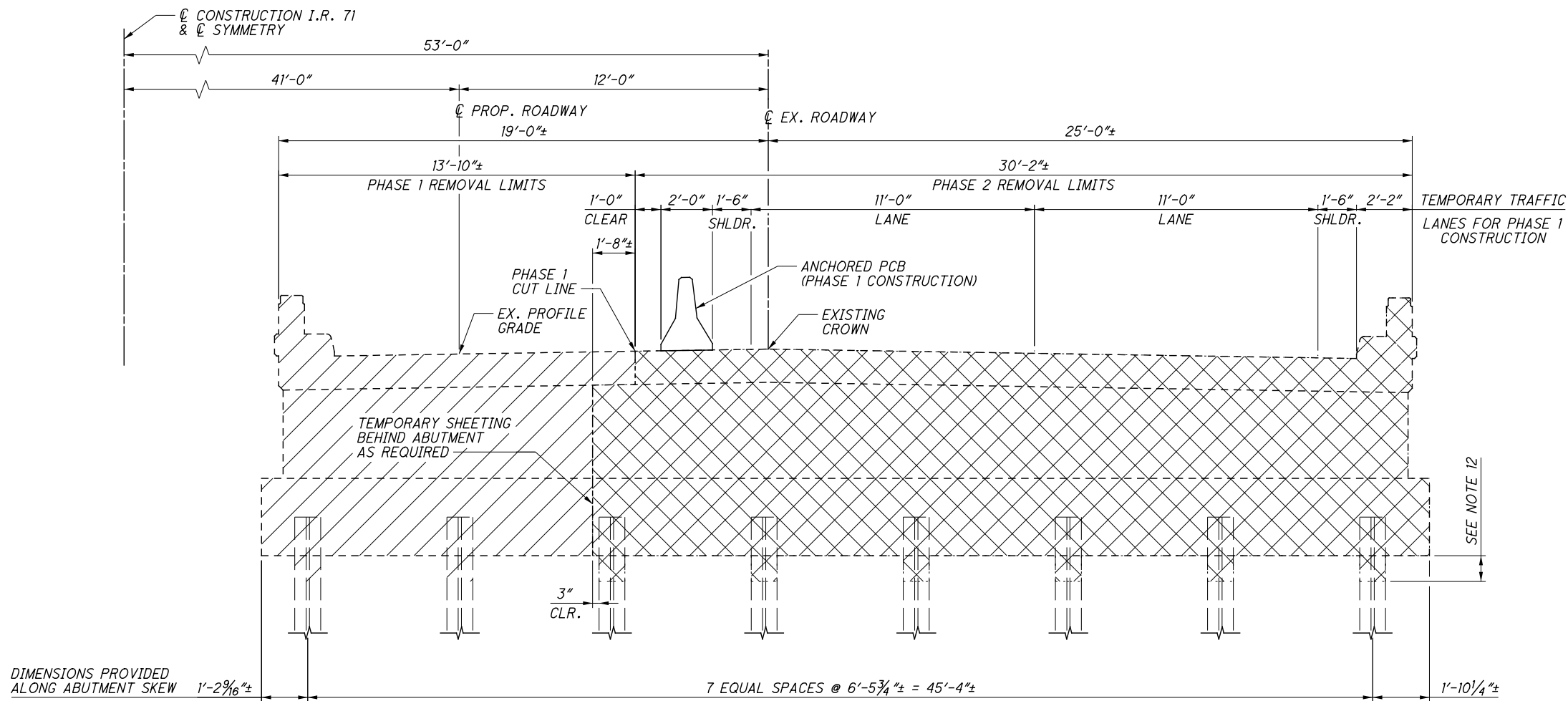
PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 - STRUCTURE REMOVED,
OVER 20 FOOT SPAN, AS PER PLAN.

ABBREVIATIONS

ABUT.	ABUTMENT
APPROX.	APPROXIMATELY
BOTT.	BOTTOM
BRG.	BEARING
CL	CENTERLINE
CLR.	CLEAR
CONSTR.	CONSTRUCTION
DIA.	DIAMETER
EL.	ELEVATION
EQ.	EQUAL
EST.	ESTIMATED
F.A.	FORWARD ABUTMENT
F.F.	FAIR FACE
FT.	FEET
FWD.	FORWARD
LT.	LEFT
MIN.	MINIMUM
NB	NORTHBOUND
N.F.	NEAR FACE
PCB	PORTABLE CONCRETE BARRIER
P.E.J.F.	PREFORMED EXPANSION JOINT FILLER
R.A.	REAR ABUTMENT
RT.	RIGHT
SB	SOUTHBOUND
SHLDR.	SHOULDER
SPA.	SPACES
STA.	STATION
TYP.	TYPICAL

BUILDABLE UNIT 1 - STRUCTURES OVER CRALL ROAD - RELEASED FOR CONSTRUCTION

		5 / 16		DEL / MRW -71-11.50		GENERAL NOTES																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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NOTES:

1. DIMENSIONS PROVIDED PERPENDICULAR TO ROADWAY UNLESS NOTED OTHERWISE.
2. INSTALL ANCHOR BOLTS AS DIRECTED IN ODOT STD. DWG. PCB-91 ALONG THE TRAFFIC SIDE OF THE BARRIER. PROVIDE 3 ANCHORS PER BARRIER SEGMENT. APPROXIMATELY 25 ANCHORS WILL BE REQUIRED FOR EACH BRIDGE (NB & SB) DURING PHASE 1 CONSTRUCTION.
3. SEE MAINTENANCE OF TRAFFIC SHEET $\left(\frac{2}{109}\right)$ OF BU-3 FOR ADDITIONAL PHASE CONSTRUCTION INFORMATION.

PHASE 1

1. INSTALL PORTABLE CONCRETE BARRIER (PCB) AND MAINTAIN TRAFFIC ON EXISTING BRIDGE AS SHOWN.
2. SAW CUT FULL DEPTH ALONG PHASE 1 CUT LINE AND REMOVE PORTIONS OF EXISTING SLAB, PARAPET, AND APPROACH SLABS DEFINED BY PHASE 1 REMOVAL LIMITS. TAKE CARE TO MAINTAIN STABILITY OF PORTION TO BE REMOVED WHEN SAW CUTTING.
3. REMOVE EXISTING SUBSTRUCTURE UNITS AS DEFINED BY PHASE 1 REMOVAL LIMITS.
4. CONSTRUCT THE PHASE 1 PORTIONS OF THE ABUTMENTS, WINGWALLS, AND PIERS. SEE ABUTMENT PLAN AND ELEVATION, SHEET [7/16], AND PIER DETAILS, SHEET [9/16].
5. CONSTRUCT THE PHASE 1 PORTIONS OF THE SLAB, PARAPET, AND APPROACH SLABS. SEE TRANSVERSE SECTION, SHEET [11/16].
6. INSTALL THE UNANCHORED PCB IN PREPARATION OF MAINTAINING TRAFFIC FOR PHASE 2 CONSTRUCTION. SEE TRANSVERSE SECTION, SHEET [11/16].

- PHASE 2
7. REMOVE REMAINING PORTIONS OF EXISTING SLAB, PARAPET, AND APPROACH SLABS. TAKE CARE TO MAINTAIN STABILITY OF PORTION TO BE REMOVED.
 8. REMOVE REMAINING PORTIONS OF EXISTING SUBSTRUCTURE UNITS.
 9. CONSTRUCT THE PHASE 2 PORTIONS OF THE ABUTMENTS, WINGWALLS, AND PIERS. SEE ABUTMENT PLAN AND ELEVATION, SHEET [7/16], AND PIER DETAILS, SHEET [9/16].
 10. CONSTRUCT THE PHASE 2 PORTIONS OF THE SLAB, PARAPET, AND APPROACH SLABS. SEE TRANSVERSE SECTION, SHEET [11/16].
 11. CONSTRUCT THE PHASE 2A CLOSURE POUR. SEE TRANSVERSE SECTION, SHEET [11/16].
 12. EXISTING PILES WILL BE REMOVED TO 1'-0" BELOW FINISHED GROUND LINE.

BUILDABLE UNIT 1 - STRUCTURES OVER CRALL ROAD - RELEASED FOR CONSTRUCTION

PID No. 86927

BRIDGE NO. MRW-71-0300 L&R

I.R. 71 OVER T.R. 216

I.R. 71 OVER T.R. 216

MRW	CMA
CHECKED	REVISED

DRC

CMA
REVISION

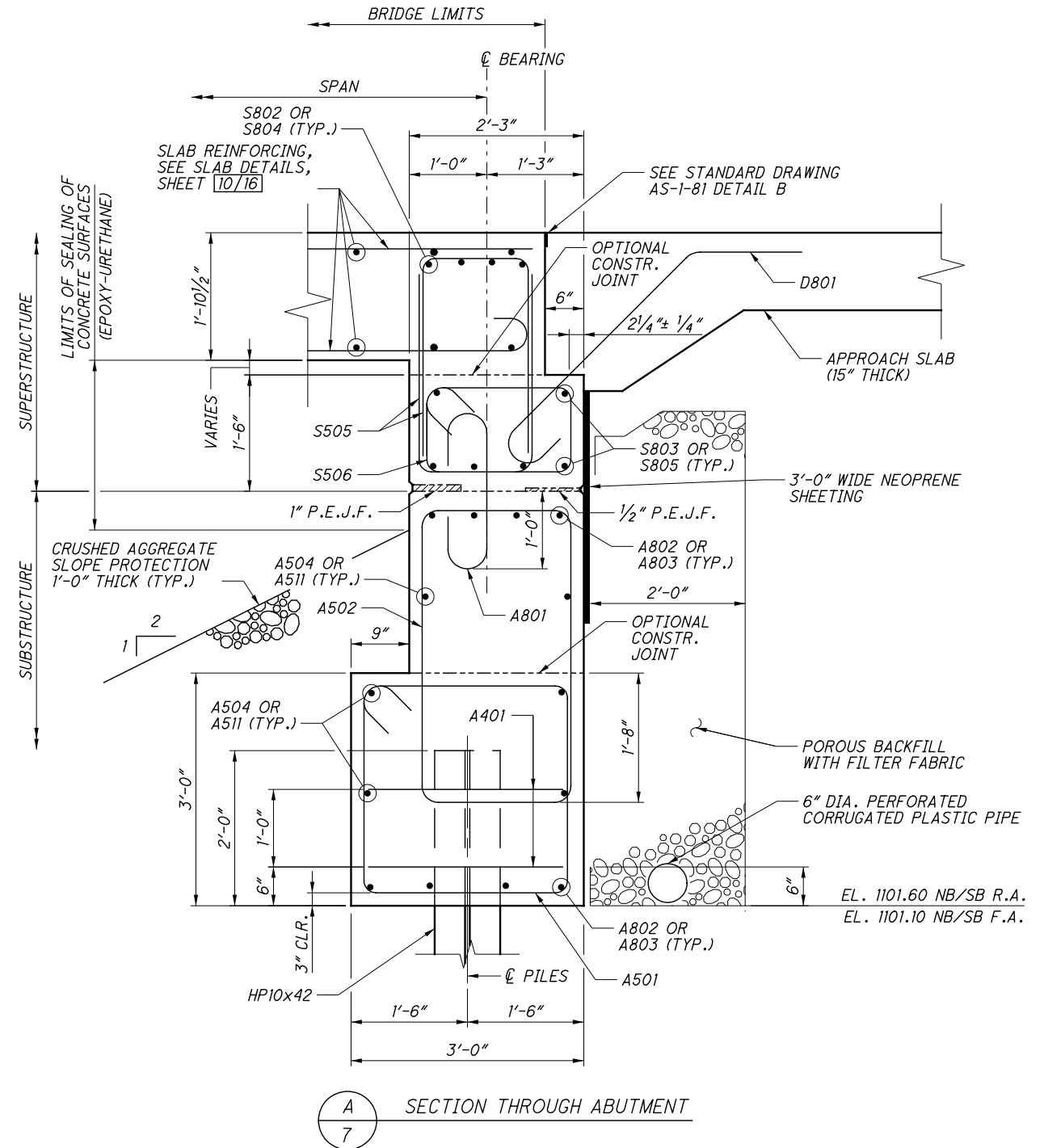
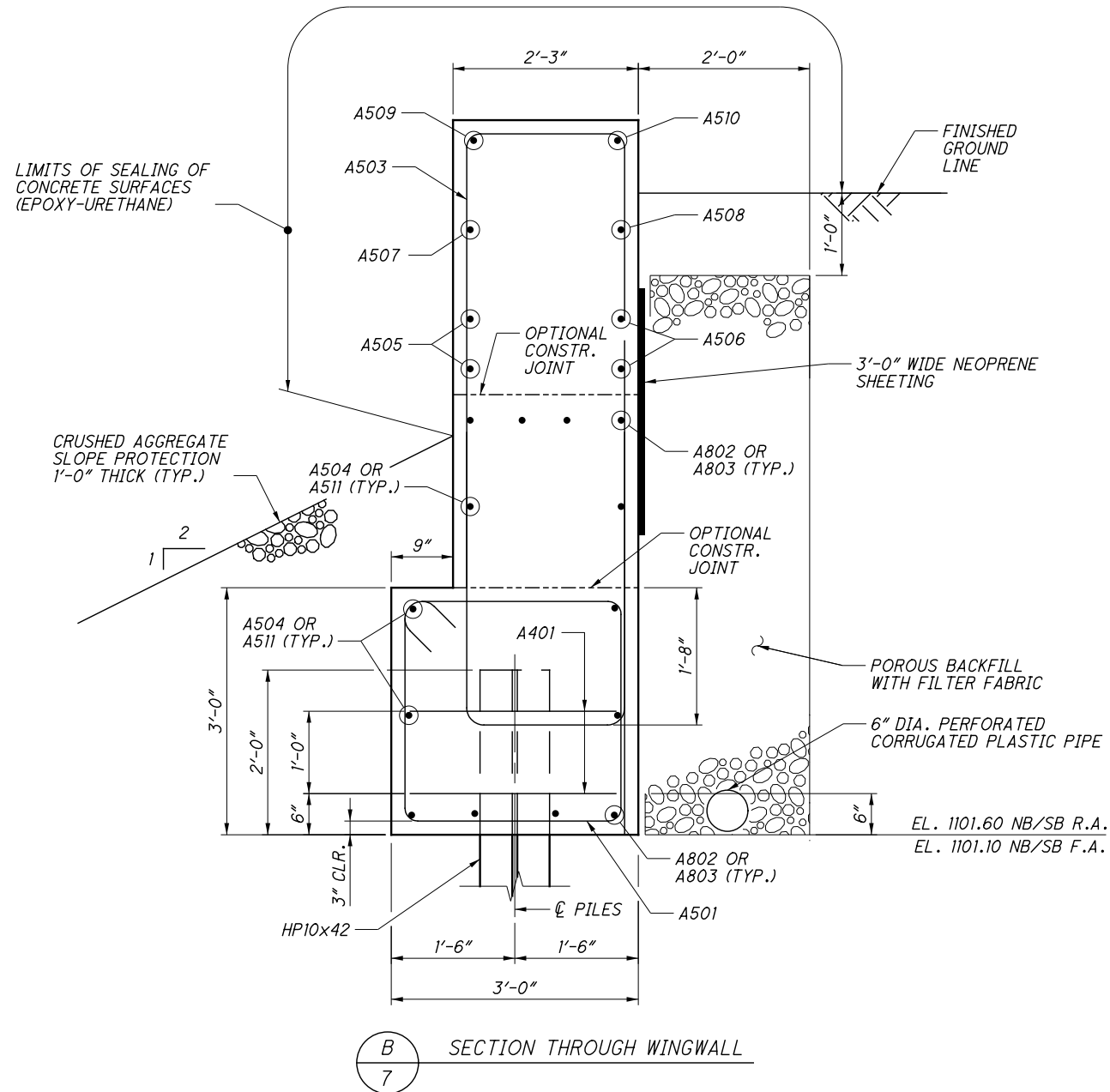
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TES 2/22/
STRUCTURE FILE NUMBER

5901030L/590106

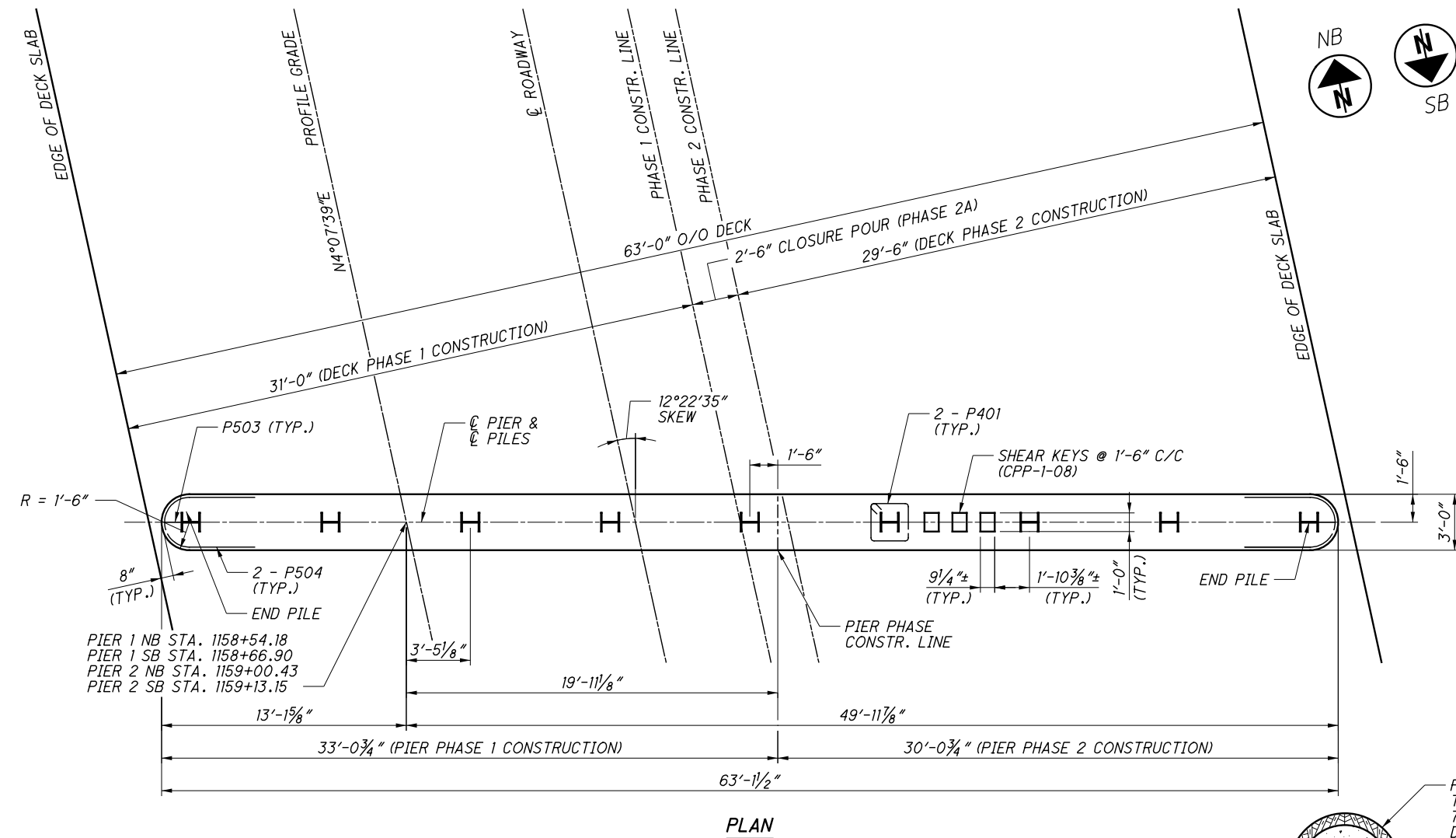
URS

1



NOTES:

- FOR NOTES, SEE SHEET 7/16.
- FOR ADDITIONAL DETAILS AND NOTES, SEE STD. DWG. CPA-1-08.



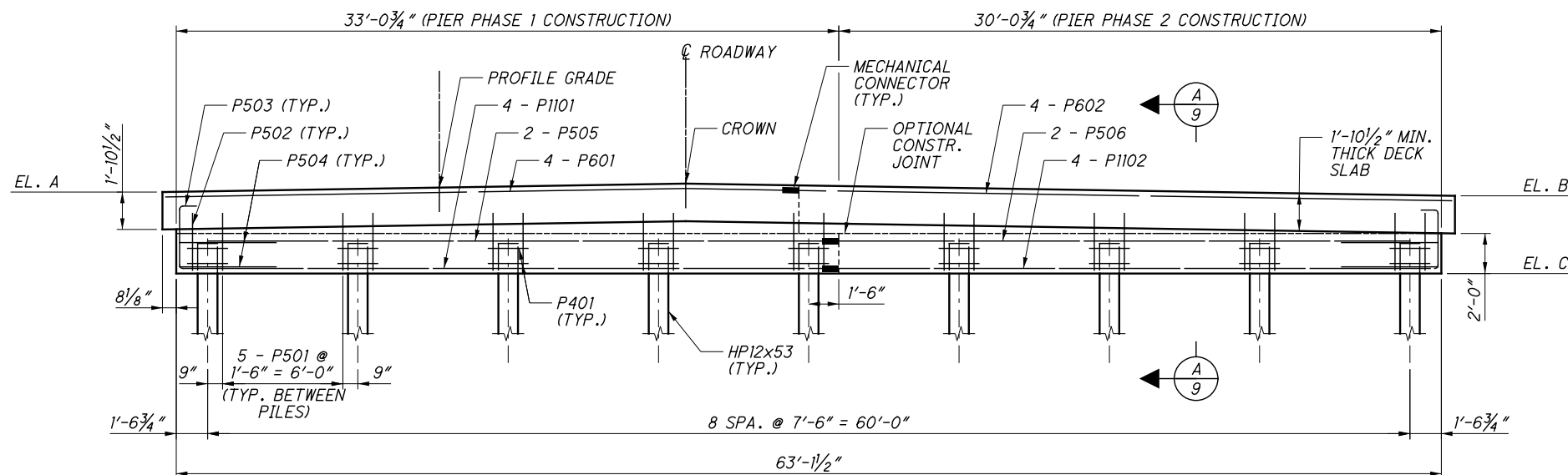
SECTION THROUGH PILE ENCASEMENT

SECTION THROUGH PIER CAP

PIER ELEVATION TABLE			
LOCATION	A	B	C
PIER 1 NB	1110.60	1110.45	1106.58
PIER 1 SB	1110.58	1110.34	1106.47
PIER 2 NB	1110.43	1110.29	1106.42
PIER 2 SB	1110.40	1110.15	1106.28

NOTES:

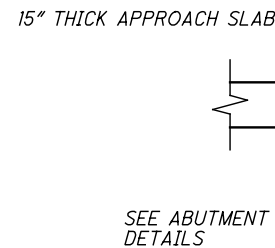
- FOR ADDITIONAL PIER DETAILS AND NOTES, SEE STD. DWG. CPP-1-08.
- FOR ADDITIONAL PHASE CONSTRUCTION DETAILS, SEE PHASE CONSTRUCTION REMOVAL DETAILS, SHEET 6/16 AND TRANSVERSE SECTION, SHEET 11/16.
- FOR REINFORCEMENT SCHEDULE, SEE SHEET 15/16.



(BRIDGE PARAPET NOT SHOWN)



SLAB PLAN



$$\frac{A}{10}$$

1. FOR ADDITIONAL DETAILS AND NOTES SEE STD. DWG. CS-1-08.
2. ALL STATIONS AND OFFSETS ARE REFERENCED TO ℄ OF CONSTRUCTION I.R. 71.
3. SPAN LENGTHS SHOWN ARE ALONG THE PROFILE GRADE LINE.
4. PLACE LONGITUDINAL REINFORCEMENT PARALLEL TO CENTERLINE OF ROADWAY AND TRANSVERSE REINFORCEMENT PARALLEL TO PIERS AND ABUTMENTS.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 16/16.
6. IF CONTRACTOR ELECTS TO UTILIZE SHORTER BAR LENGTHS, PROVIDE THE MINIMUM LAP LENGTHS SHOWN BELOW:

#5 BAR,	LAP LENGTH = 3'-6"
#6 BAR,	LAP LENGTH = 4'-4"
#9 BAR,	LAP LENGTH = 8'-7"
7. PARAPET REBAR TO BE INCLUDED FOR PAYMENT WITH ITEM 898-QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET), AS PER PLAN.

#5 BAR, LAP LENGTH = 3'-6"
#6 BAR, LAP LENGTH = 4'-4"
#9 BAR, LAP LENGTH = 8'-7"

7. PARAPET REBAR TO BE INCLUDED FOR PAYMENT WITH ITEM 898-QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET), AS PER PLAN.

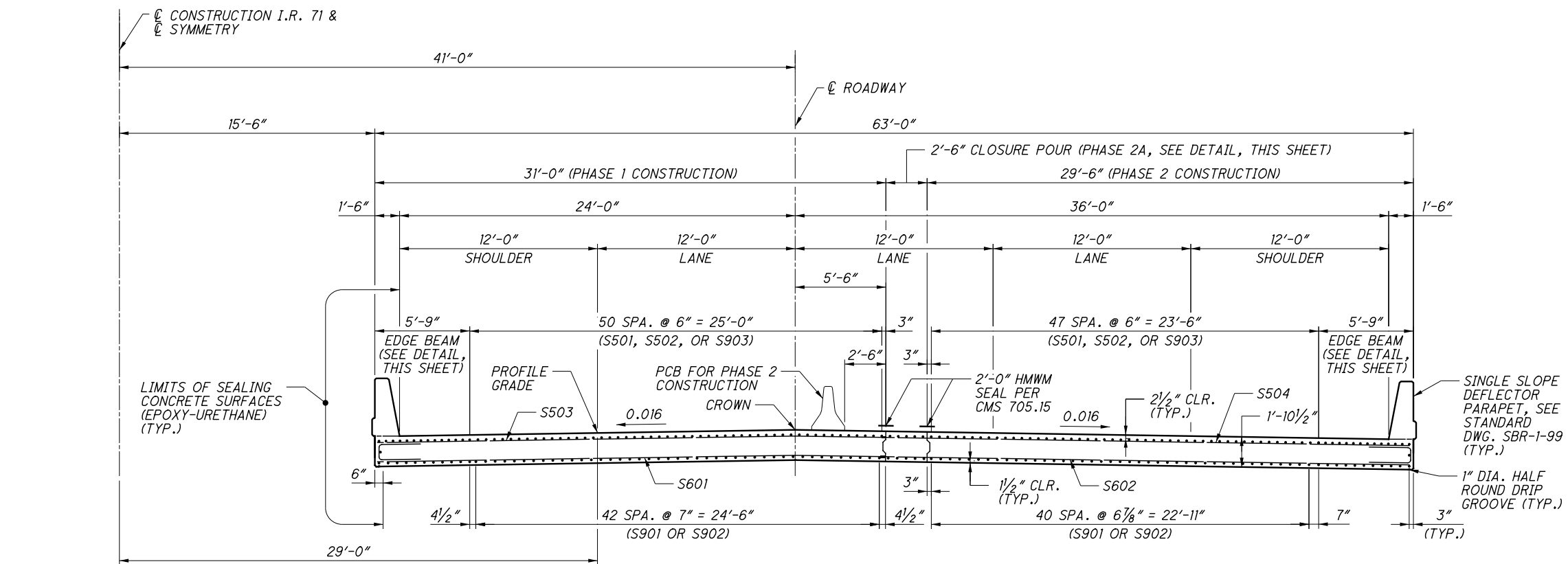
RELEASABLE UNIT 1 - STRUCTURES OVER CRALL ROAD - RELEASED FOR CONSTRUCTION

10 / 16
DEL / MRW - 71-11.50
PID No. 86921

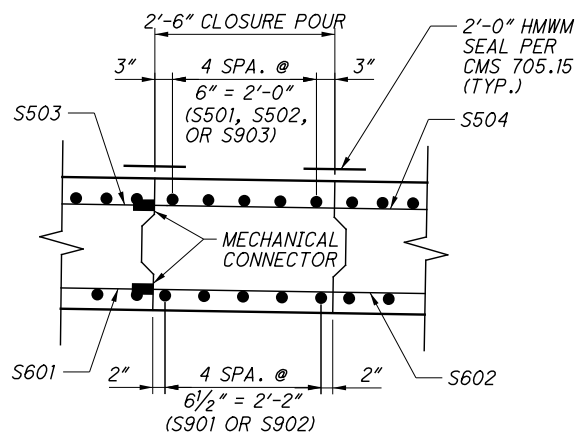
SLAB DETAILS
BRIDGE NO. MRW-71-0300 L
I.R. 71 OVER T.R. 216

DESIGNED	DRAWN	REVIEWED	DATE
MRW	CMA	TES	2/22/13
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DRC		5901030L/5901065R	

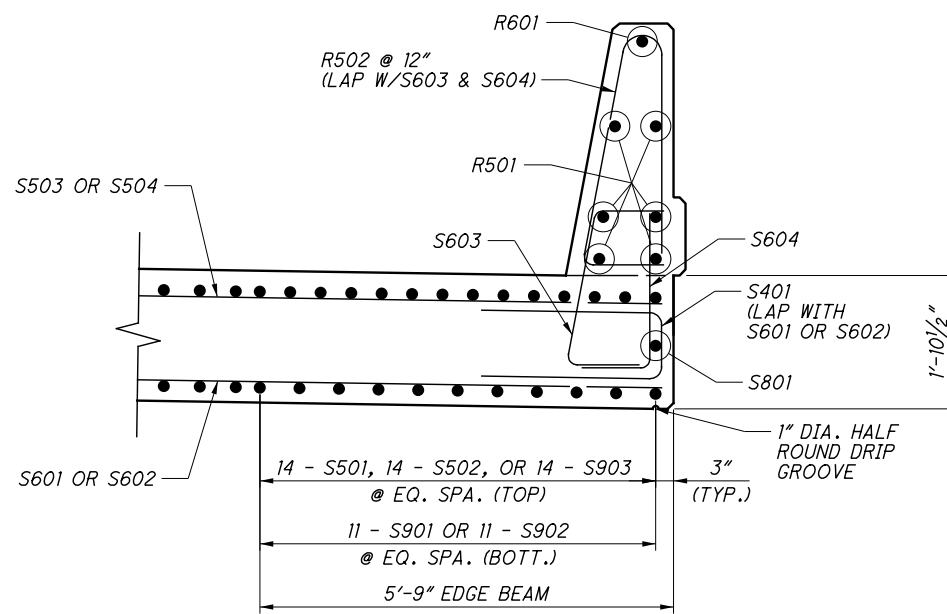
URS
DESIGN AGENCY
AKRON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-9111



TRANSVERSE SECTION - NORTHBOUND BRIDGE
(SOUTHBOUND BRIDGE OPPOSITE HAND)



CLOSURE POUR DETAIL
(PHASE 2A)

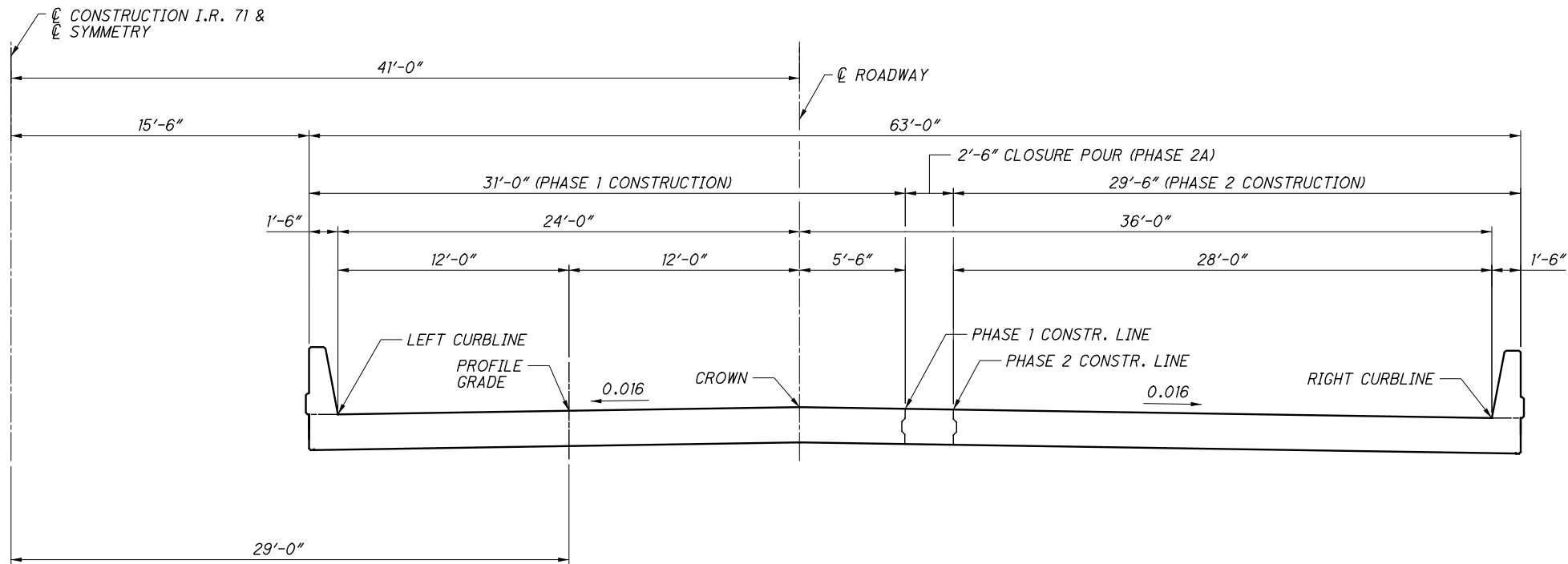


EDGE BEAM DETAIL
(RIGHT SIDE SHOWN, LEFT SIDE SIMILAR)

- NOTES:

1. PROVIDE MID-SPAN CAMBER OF $\frac{5}{16}$ " FOR SPANS 1 AND 3, AND $\frac{7}{16}$ " FOR SPAN 2 TO ACCOUNT FOR THE SLAB DEAD LOAD DEFLECTION.
2. DRIP GROOVE SHALL TERMINATE 2'-0" AWAY FROM FRONT FACE OF ABUTMENTS.
3. FOR REINFORCEMENT SCHEDULE, SEE SHEET 16/16.

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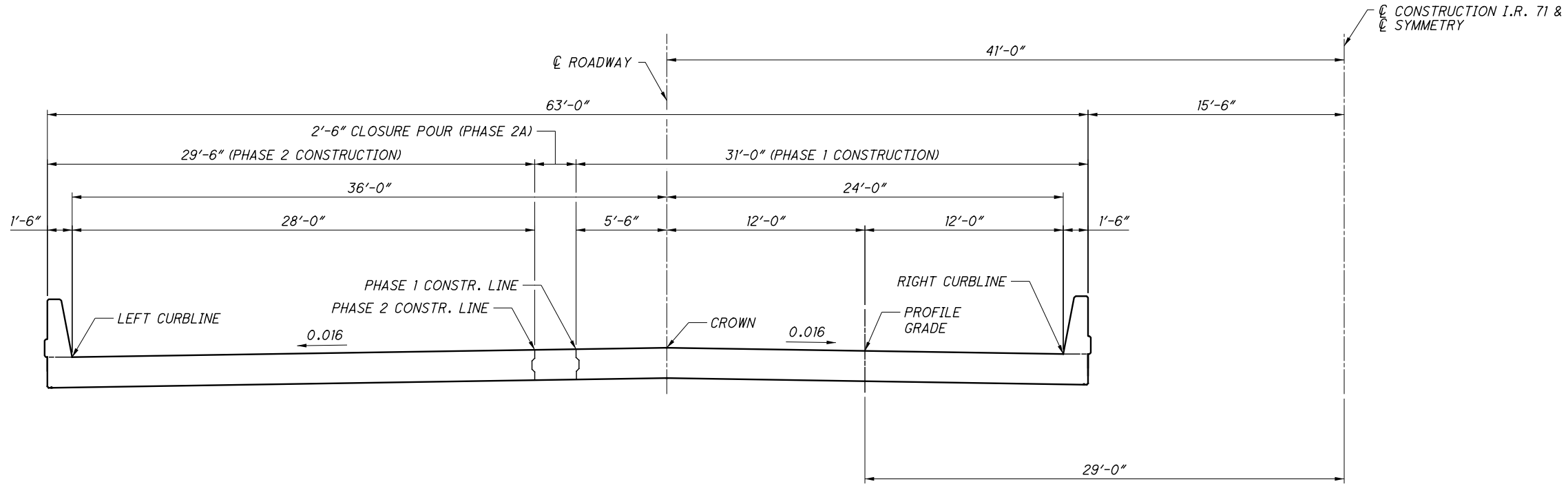


TRANSVERSE SECTION
(NB BRIDGE, LOOKING UP STATION)

- NOTES:
- FOR SOUTHBOUND BRIDGE FINAL DECK SURFACE ELEVATIONS, SEE SHEET 13/16.

FINAL DECK SURFACE ELEVATIONS (NB BRIDGE)														
POINT		REAR ABUT.	1/4 POINT	1/2 POINT	3/4 POINT	PIER 1	1/4 POINT	1/2 POINT	3/4 POINT	PIER 2	1/4 POINT	1/2 POINT	3/4 POINT	FWD. ABUT.
LEFT CURB	STATION	1158+19.81	1158+29.06	1158+38.31	1158+47.56	1158+56.81	1158+68.38	1158+79.94	1158+91.50	1159+03.06	1159+12.31	1159+21.56	1159+30.81	1159+40.06
	OFFSET	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.
	ELEVATION	1110.73	1110.71	1110.68	1110.65	1110.62	1110.59	1110.54	1110.50	1110.46	1110.42	1110.38	1110.34	1110.29
PROFILE GRADE	STATION	1158+17.18	1158+26.43	1158+35.68	1158+44.93	1158+54.18	1158+65.74	1158+77.31	1158+88.87	1159+00.43	1159+09.68	1159+18.93	1159+28.18	1159+37.43
	OFFSET	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'
	ELEVATION	1110.93	1110.91	1110.88	1110.85	1110.83	1110.79	1110.75	1110.70	1110.66	1110.62	1110.58	1110.54	1110.50
CROWN	STATION	1158+14.55	1158+23.80	1158+33.05	1158+42.30	1158+51.55	1158+63.11	1158+74.67	1158+86.23	1158+97.80	1159+07.05	1159+16.30	1159+25.55	1159+34.80
	OFFSET	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.
	ELEVATION	1111.13	1111.11	1111.08	1111.05	1111.03	1110.99	1110.95	1110.91	1110.86	1110.82	1110.78	1110.74	1110.70
PHASE 1 CONSTR. LINE	STATION	1158+13.34	1158+22.59	1158+31.84	1158+41.09	1158+50.34	1158+61.90	1158+73.46	1158+85.03	1158+96.59	1159+05.84	1159+15.09	1159+24.34	1159+33.59
	OFFSET	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.	17.50' RT.
	ELEVATION	1111.05	1111.02	1111.00	1110.97	1110.94	1110.90	1110.86	1110.82	1110.78	1110.74	1110.70	1110.66	1110.62
PHASE 2 CONSTR. LINE	STATION	1158+12.79	1158+22.04	1158+31.29	1158+40.54	1158+49.79	1158+61.35	1158+72.92	1158+84.48	1158+96.04	1159+05.29	1159+14.54	1159+23.79	1159+33.04
	OFFSET	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.	20.00' RT.
	ELEVATION	1111.01	1110.98	1110.96	1110.93	1110.90	1110.87	1110.83	1110.78	1110.74	1110.70	1110.66	1110.62	1110.58
RIGHT CURB	STATION	1158+06.65	1158+15.90	1158+25.15	1158+34.40	1158+43.65	1158+55.21	1158+66.77	1158+78.33	1158+89.90	1158+99.15	1159+08.40	1159+17.65	1159+26.90
	OFFSET	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.	48.00' RT.
	ELEVATION	1110.58	1110.55	1110.53	1110.50	1110.47	1110.44	1110.40	1110.36	1110.32	1110.28	1110.24	1110.20	1110.16

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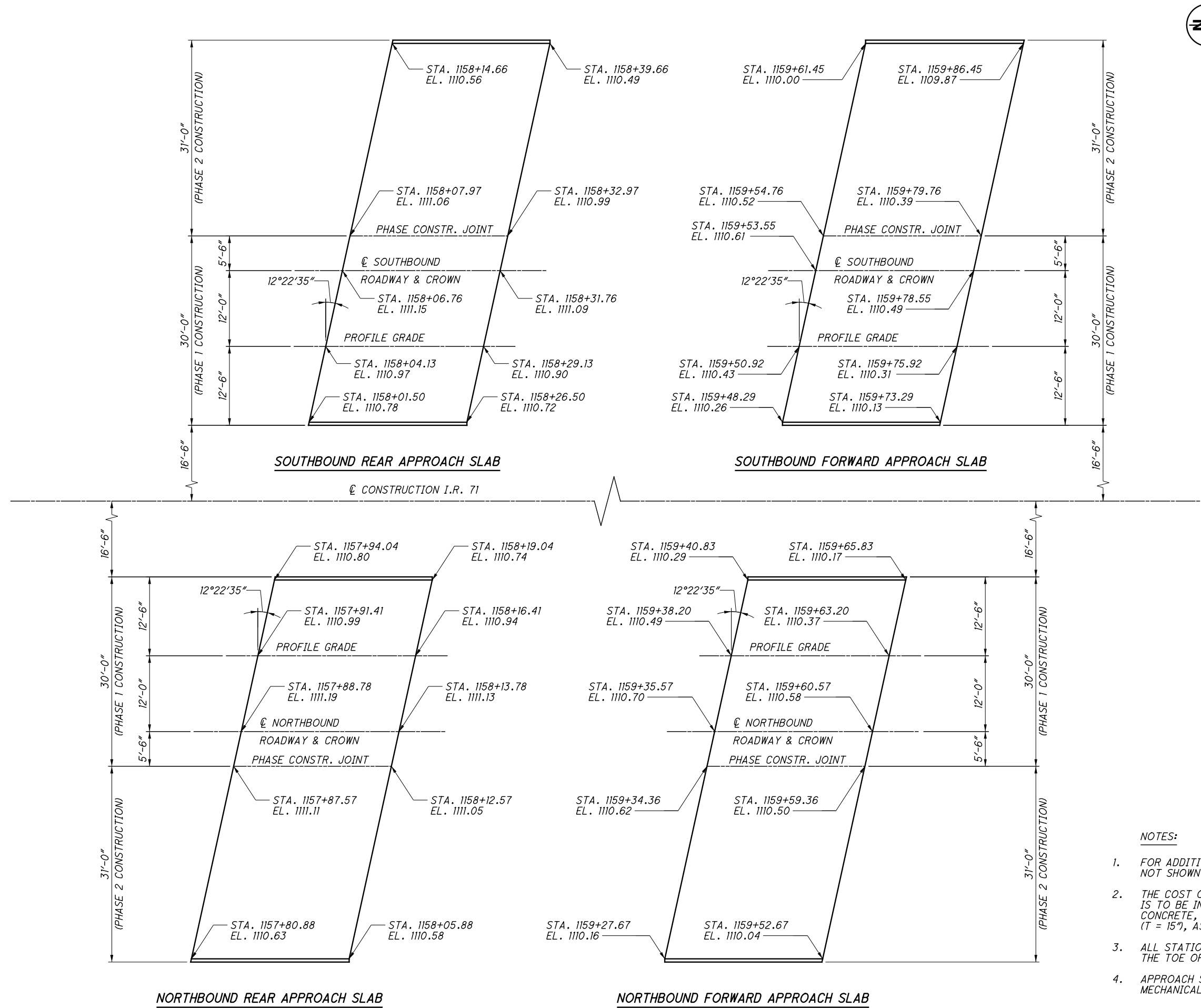


TRANSVERSE SECTION
(SB BRIDGE, LOOKING UP STATION)

- NOTES:
- FOR NORTHBOUND BRIDGE FINAL DECK SURFACE ELEVATIONS, SEE SHEET 12/16.

FINAL DECK SURFACE ELEVATIONS (SB BRIDGE)														
POINT		REAR ABUT.	1/4 POINT	1/2 POINT	3/4 POINT	PIER 1	1/4 POINT	1/2 POINT	3/4 POINT	PIER 2	1/4 POINT	1/2 POINT	3/4 POINT	FWD. ABUT.
RIGHT CURB	STATION	1158+27.27	1158+36.52	1158+45.77	1158+55.02	1158+64.27	1158+75.83	1158+87.39	1158+98.95	1159+10.52	1159+19.77	1159+29.02	1159+38.27	1159+47.52
	OFFSET	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.	12.00' RT.
	ELEVATION	1110.71	1110.69	1110.66	1110.63	1110.60	1110.56	1110.52	1110.47	1110.42	1110.39	1110.34	1110.30	1110.26
PROFILE GRADE	STATION	1158+29.90	1158+39.15	1158+48.40	1158+57.65	1158+66.90	1158+78.46	1158+90.03	1159+01.59	1159+13.15	1159+22.40	1159+31.65	1159+40.90	1159+50.15
	OFFSET	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'	0.00'
	ELEVATION	1110.90	1110.87	1110.84	1110.81	1110.78	1110.74	1110.70	1110.65	1110.61	1110.57	1110.52	1110.48	1110.44
CROWN	STATION	1158+32.53	1158+41.78	1158+51.03	1158+60.28	1158+69.53	1158+81.10	1158+92.66	1159+04.22	1159+15.78	1159+25.03	1159+34.28	1159+43.53	1159+52.78
	OFFSET	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.	12.00' LT.
	ELEVATION	1111.08	1111.06	1111.03	1111.00	1110.97	1110.92	1110.88	1110.83	1110.79	1110.75	1110.70	1110.66	1110.62
PHASE 1 CONSTR. LINE	STATION	1158+33.74	1158+42.99	1158+52.24	1158+61.49	1158+70.74	1158+82.30	1158+93.87	1159+05.43	1159+16.99	1159+26.24	1159+35.49	1159+44.74	1159+53.99
	OFFSET	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.	17.50' LT.
	ELEVATION	1110.99	1110.96	1110.94	1110.91	1110.87	1110.83	1110.79	1110.74	1110.69	1110.65	1110.61	1110.57	1110.52
PHASE 2 CONSTR. LINE	STATION	1158+34.29	1158+43.54	1158+52.79	1158+62.04	1158+71.29	1158+82.85	1158+94.41	1159+05.98	1159+17.54	1159+26.79	1159+36.04	1159+45.29	1159+54.54
	OFFSET	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.	20.00' LT.
	ELEVATION	1110.95	1110.92	1110.89	1110.86	1110.83	1110.79	1110.75	1110.70	1110.65	1110.61	1110.57	1110.53	1110.48
LEFT CURB	STATION	1158+40.43	1158+49.68	1158+58.93	1158+68.18	1158+77.43	1158+89.00	1159+00.56	1159+12.12	1159+23.68	1159+32.93	1159+42.18	1159+51.43	1159+60.68
	OFFSET	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.	48.00' LT.
	ELEVATION	1110.48	1110.46	1110.43	1110.39	1110.36	1110.32	1110.27	1110.23	1110.18	1110.14	1110.09	1110.05	1110.00

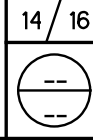
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NOTES:

- FOR ADDITIONAL APPROACH SLAB DETAILS AND NOTES NOT SHOWN HERE, SEE ODOT STANDARD DRAWING AS-1-81.
- THE COST OF ALL REINFORCING FOR THE APPROACH SLAB IS TO BE INCLUDED FOR PAYMENT WITH ITEM 898 - QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T = 15%), AS PER PLAN.
- ALL STATION AND ELEVATIONS LISTED ALONG CURBS ARE AT THE TOE OF THE CURB.
- APPROACH SLAB B501 TRANSVERSE BARS SHALL BE SPLICED WITH MECHANICAL CONNECTORS AT PHASE CONSTRUCTION JOINT.

BUILDABLE UNIT 1 - STRUCTURES OVER CRALL ROAD - RELEASED FOR CONSTRUCTION



DEL / MRW -71-11.50
14 / 16

APPROACH SLAB DETAILS
BRIDGE NO. MRW-71-0300 L&R
I.R. 71 OVER T.R. 216

DESIGNED
MRW
CHECKED
DRC

DRAWN
CMA
REVISED

REVIEWED
TES
DATE
2/22/13
STRUCTURE FILE NUMBER
590030L/590065R

DESIGN AGENCY
AKRON CLEVELAND COLUMBUS
URS
564 WHITE POND DRIVE
AKRON, OHIO 44320-1100
(330) 836-3111

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MARK	NUMBER	NUMBER	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	REAR ABUT.	FWD. ABUT.	TOTAL				A	B	C	D	E	R	INC
NORTHBOUND STRUCTURE													
A401	20	20	40	8'-11"	238	3	1'-9"	2'-6"					
A501	58	58	116	11'-2"	1352	3	2'-8"	2'-7"					
A502	50	50	100	12'-4"	1286	3	1'-11"	3'-11"					
	2 SR	2 SR	4 SR	17'-6"				6'-6"					
A503	OF	OF	OF	TO	326	3	1'-11"	TO					0'-8"
	4	4	4	21'-6"				8'-6"					
A504	6	6	12	38'-4"	480	STR	*						
A505	4	4	8	4'-8"	38	STR							
A506	4	4	8	5'-2"	44	STR							
A507	2	2	4	2'-8"	12	STR							
A508	2	2	4	3'-2"	14	STR							
A509	2	2	4	5'-8"	24	19	1'-4"	3'-10"	2'-0"				
A510	2	2	4	5'-2"	22	19	0'-10"	3'-10"	2'-0"				
A511	6	6	12	38'-6"	482	STR	**						
A801	67	67	134	3'-8"	1312	17	2'-0"						
A802	8	8	16	38'-4"	1638	STR	*						
A803	8	8	16	38'-6"	1646	STR	**						
SUB-TOTAL					8914								
SOUTHBOUND STRUCTURE													
A401	20	20	40	8'-11"	238	3	1'-9"	2'-6"					
A501	58	58	116	11'-2"	1352	3	2'-8"	2'-7"					
A502	50	50	100	12'-4"	1286	3	1'-11"	3'-11"					
	2 SR	2 SR	4 SR	17'-6"				6'-6"					
A503	OF	OF	OF	TO	326	3	1'-11"	TO					0'-8"
	4	4	4	21'-6"				8'-6"					
A504	6	6	12	38'-4"	480	STR	*						
A505	4	4	8	4'-8"	38	STR							
A506	4	4	8	5'-2"	44	STR							
A507	2	2	4	2'-8"	12	STR							
A508	2	2	4	3'-2"	14	STR							
A509	2	2	4	5'-8"	24	19	1'-4"	3'-10"	2'-0"				
A510	2	2	4	5'-2"	22	19	0'-10"	3'-10"	2'-0"				
A511	6	6	12	38'-6"	482	STR	**						
A801	67	67	134	3'-8"	1312	17	2'-0"						
A802	8	8	16	38'-4"	1638	STR	*						
A803	8	8	16	38'-6"	1646	STR	**						
SUB-TOTAL					8914								

MARK	NUMBER	NUMBER	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	PIER 1	PIER 2	TOTAL				A	B	C	D	E	R	INC
NORTHBOUND STRUCTURE													
P401	18	18	36	9'-5"	226	3	2'-6"	2'-0"					
P501	40	40	80	10'-3"	856	6	2'-8"	3'-3"	0'-10"				
P502	2	2	4	9'-4"	38	6	1'-9"	3'-3"	0'-10"				
P503	2	2	4	4'-8"	20	2	0'-10"	3'-3"	0'-10"				
P504	4	4	8	10'-9"	90	24	2'-6"	3'-5"				1'-2 ³ / ₈ "	
P505	2	2	4	31'-6"	132	STR	*						
P506	2	2	4	28'-6"	118	STR	**						
P601	4	4	8	31'-7"	380	STR	*						
P602	4	4	8	32'-7"	392	STR	**						
P1101	4	4	8	31'-6"	1338	STR	*						
P1102	4	4	8	28'-6"	1212	STR	**						
SUB-TOTAL					4802								
SOUTHBOUND STRUCTURE													
P401	18	18	36	9'-5"	226	3	2'-6"	2'-0"					
P501	40	40	80	10'-3"	856	6	2'-8"	3'-3"	0'-10"				
P502	2	2	4	9'-4"	38	6	1'-9"	3'-3"	0'-10"				
P503	2	2	4	4'-8"	20	2	0'-10"	3'-3"	0'-10"				
P504	4	4	8	10'-9"	90	24	2'-6"	3'-5"				1'-2 ³ / ₈ "	
P505	2	2	4	31'-6"	132	STR	*						
P506	2	2	4	28'-6"	118	STR	**						
P601	4	4	8	31'-7"	380	STR	*						
P602	4	4	8	32'-7"	392	STR	**						
P1101	4	4	8	31'-6"	1338	STR	*						
P1102	4	4	8	28'-6"	1212	STR	**						
SUB-TOTAL					4802								

NOTES:

1. 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. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
2. ALL REINFORCING STEEL TO BE EPOXY COATED.
3. FOR BAR BENDING DIAGRAMS, SEE SHEET 16/16.
4. STRAIGHT BARS DENOTED WITH * IMPLEMENT A MECHANICAL CONNECTOR. DIMENSION PROVIDED IS TO THE END OF THE CONNECTOR.
5. STRAIGHT BARS DENOTED WITH ** WILL BE THREADED INTO A MECHANICAL CONNECTOR. DIMENSION PROVIDED DOES NOT INCLUDE PORTION THREADED INTO CONNECTOR.

BUILDABLE UNIT 1 - STRUCTURES OVER CRALL ROAD - RELEASED FOR CONSTRUCTION

DESIGN AGENCY
ARON CLEVELAND COLUMBUS
564 WHITE POND DRIVE
ARON, OHIO 44320-1100
(330) 836-3111



DATE
2/22/13

REVIEWED
TES

DRAWN
CMA

DESIGNED
MRW

STRUCTURE FILE NUMBER
590030L/590065R

CHECKED
BTA

REINFORCING LIST
BRIDGE NO. MRW-71-0300 L&R
I.R. 71 OVER T.R. 216

DEL / MRW -71-11.50

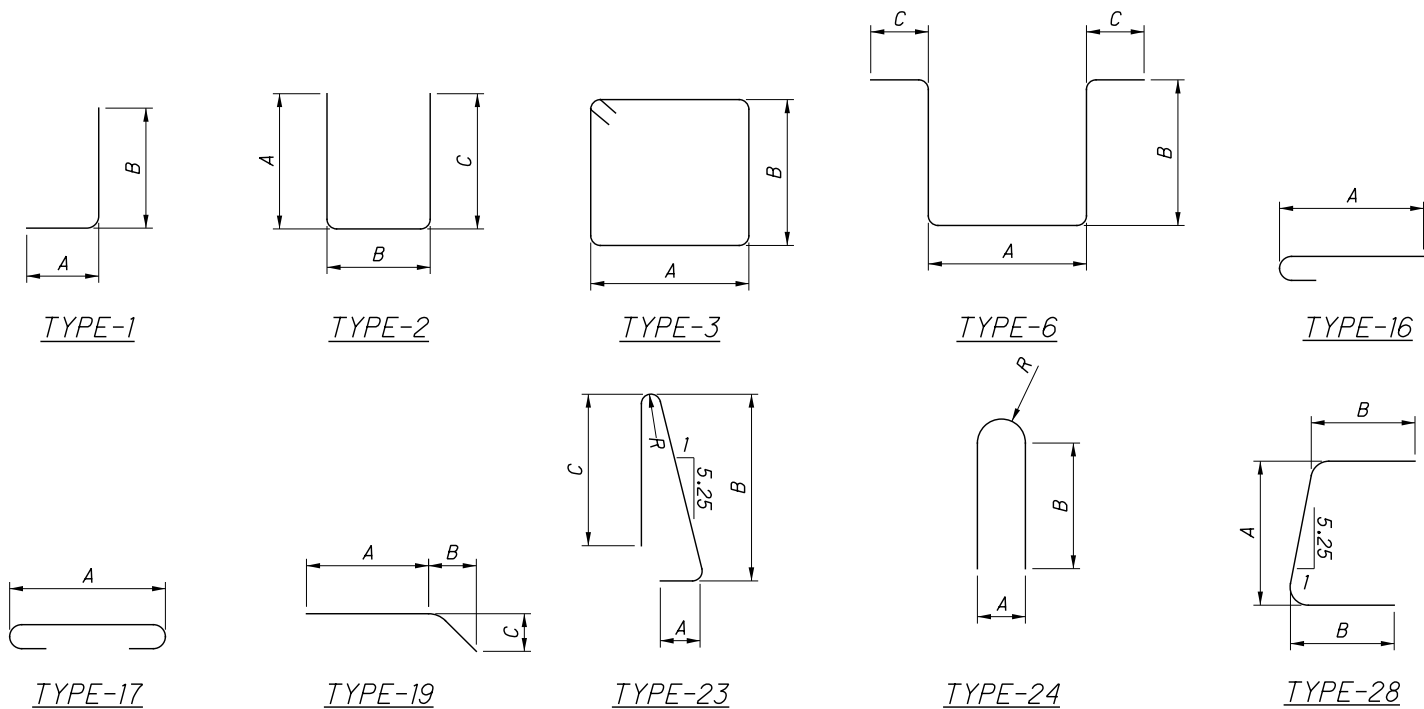
PID No. 86921

15 / 16



MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
NORTHBOUND SUPERSTRUCTURE											
S401	212	3'-9"	531	2	1'-3"	1'-5"	1'-3"				
S501	260	22'-7"	6124	STR							
S502	130	16'-7"	2248	STR							
S503	122	31'-7"	4017	STR *							
S504	122	32'-7"	4147	STR **							
S505	260	7'-0"	1898	2	2'-11"	1'-5"	2'-11"				
S506	130	6'-8"	904	3	1'-11"	1'-1"					
S507	8	11'-10"	99	3	1'-11"	3'-8"					
S601	106	31'-7"	5028	STR *							
S602	106	32'-7"	5188	STR **							
S603	188	4'-5"	1247	28	2'-6"	1'-1"	1'-1"				
S604	188	3'-5"	965	1	1'-1"	2'-6"					
S801	6	42'-7"	682	STR							
S802	8	31'-7"	675	STR *							
S803	12	33'-7"	1076	STR **							
S804	8	32'-7"	696	STR **							
S805	12	32'-7"	1044	STR *							
S901	222	40'-10"	30821	16	39'-7"						
S902	111	50'-1"	18901	STR							
S903	260	36'-9"	32487	STR							
D801	82	5'-9"	1259	18	3'-7"	1'-0"	1'-0"				
SUB-TOTAL			120037								
NORTHBOUND RAILING (FOR INFORMATION ONLY)											
R501	48	28'-7"	1431	STR							
R502	188	7'-5"	1454	23	1'-1"	3'-2"	3'-0"			0'-2 ³ / ₄ "	
R601	8	28'-7"	343	STR							
SUB-TOTAL			3228								

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
	TOTAL				A	B	C	D	E	R	INC
SOUTHBOUND SUPERSTRUCTURE											
S401	212	3'-9"	531	2	1'-3"	1'-5"	1'-3"				
S501	260	22'-7"	6124	STR							
S502	130	16'-7"	2248	STR							
S503	122	31'-7"	4017	STR *							
S504	122	32'-7"	4147	STR **							
S505	260	7'-0"	1898	2	2'-11"	1'-5"	2'-11"				
S506	130	6'-8"	904	3	1'-11"	1'-1"					
S507	8	11'-10"	99	3	1'-11"	3'-8"					
S601	106	31'-7"	5028	STR *							
S602	106	32'-7"	5188	STR **							
S603	188	4'-5"	1247	28	2'-6"	1'-1"	1'-1"				
S604	188	3'-5"	965	1	1'-1"	2'-6"					
S801	6	42'-7"	682	STR							
S802	8	31'-7"	675	STR *							
S803	12	33'-7"	1076	STR **							
S804	8	32'-7"	696	STR **							
S805	12	32'-7"	1044	STR *							
S901	222	40'-10"	30821	16	39'-7"						
S902	111	50'-1"	18901	STR							
S903	260	36'-9"	32487	STR							
D801	82	5'-9"	1259	18	3'-7"	1'-0"	1'-0"				
SUB-TOTAL			120037								
SOUTHBOUND RAILING (FOR INFORMATION ONLY)											
R501	48	28'-7"	1431	STR							
R502	188	7'-5"	1454	23	1'-1"	3'-2"	3'-0"			0'-2¾"	
R601	8	28'-7"	343	STR							
SUB-TOTAL			3228								



- NOTES:
- 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. FOR EXAMPLE, P601 IS A NO. 6 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. R INDICATES INSIDE RADIUS. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF THE BAR.
 - ALL REINFORCING STEEL TO BE EPOXY COATED.
 - STRAIGHT BARS DENOTED WITH * IMPLEMENT A MECHANICAL CONNECTOR. DIMENSION PROVIDED IS TO THE END OF THE CONNECTOR.
 - STRAIGHT BARS DENOTED WITH ** WILL BE THREADED INTO A MECHANICAL CONNECTOR. DIMENSION PROVIDED DOES NOT INCLUDE PORTION THREADED INTO CONNECTOR.