

HORIZ. CURVE DATA
 P.I. STA = 10+060.600
 $\Delta = 16^{\circ}42'30''$ Lt.
 $D_c = 3^{\circ}48'13''$
 $L = 120.504$
 $T = 60.600$
 $R = 459.147$
 $Ex = 3.982$
 Super Elevation = 0.083

NOTE
 1.) * MEASURED RADIALLY
 2.) ** REFERENCE CHORD IS A STRAIGHT LINE BETWEEN ϕ ABUTMENT BEARINGS FROM STA 10+048.010 TO 10+083.409

REF NO.	STATION		SIDE	METER	METER
	FROM	TO			
1-GR	10+030.944	10+046.184	BRIDGE TERMINAL ASSEMBLY TYPE 2	15.24	15.24
2-GR	10+035.858	10+051.098	BRIDGE TERMINAL ASSEMBLY TYPE 1	15.24	15.24
3-GR	10+085.143	10+100.383	GUARDRAIL TYPE 5	15.24	15.24
TOTALS CARRIED TO SHEET 15 OF 30				45.72	45.72

REF NO.	STATION	ELEVATION	DESCRIPTION
178	10+020	191.907	MEET EXISTING STA. 10+030
182	10+040	191.945	EXISTING 1524 mm R.C.P.
186	10+060	192.016	END APP. SLAB STA. 10+047.680
190	10+080	192.043	BRIDGE LIMITS 36 050
194	10+100	192.071	MEET EXISTING STA. 10+030
198	10+020	192.098	BRIDGE LIMITS 36 050
202	10+100	192.125	MEET EXISTING STA. 10+030

PROFILE ALONG ϕ EASTBOUND LANES RIGHT BRIDGE, CONSTRUCTION & SURVEY

NOTE:
 1.) ALL DIMENSIONS ARE IN MILLIMETERS UNLESS OTHERWISE NOTED. ELEVATIONS AND STATIONS ARE IN METERS.

BENCHMARK #1:
 BRASS TABLET ON S.W. WINGWALL OF REAR ABUTMENT WESTBOUND BRIDGE
ELEV. = 191.717

TRAFFIC DATA:
 CURRENT 1999 ADT = 7041
 DESIGN Yr. 2019 ADT = 10917
 CURRENT 1999 ADTT = 523
 DESIGN Yr. ADTT = 764

EXISTING STRUCTURE: EASTBOUND (Right Bridge)
 TYPE: Continuous rolled beam with reinforced concrete deck and Integral Substructure
 LOADING: AASHO HS 20-44
 SPAN: 10 973 - 13 716 - 10 973 c/c Bearing
 ROADWAY: 12 192
 ALIGNMENT: 4°-0' Curve left
 WEARING SURFACE: 1" Monolithic concrete
 APPROACH SLAB: AS-1-67 (7620 Long)
 SUPERELEVATION: 0.083 m/m
 SKEW: 20°23'37" R.F.
 DATE BUILT: 1972
 STRUCTURE FILE No. 5300169

PROPOSED STRUCTURE: EASTBOUND (Right Bridge)
 TYPE: Continuous rolled beam with reinforced concrete deck and Integral Substructure
 LOADING: MS-18 and Alternative Military Loading
 SPAN: 10 973 - 13 716 - 10 973 c/c Bearing
 ROADWAY: 11 888 1/1 Parapets
 ALIGNMENT: 3°48'13" Curve left
 WEARING SURFACE: Monolithic Concrete
 APPROACH SLAB: AS-1-81M (7600 Long)
 SUPERELEVATION: 0.083 m/m
 SKEW: 20°23'37" R.F.
 STRUCTURE FILE No. 5300169R
 LATITUDE: 39°03'06"
 LONGITUDE: 82°02'00"

DESIGN AGENCY: Production Department ODOT District 10 Marietta, Ohio
 DATE: 12/15/98
 REVIEWED: RDB
 DRAWN: DMM
 DESIGNED: DMM
 CHECKED: JDC
 Meigs County Sta. 10+030.000 Sta. 10+100.000
 SITE PLAN Bridge No. MEG-7-12247R (07/61R) OVER TOWNSHIP ROAD 77
MEG-7-12.247
 1/15
 16/30

PROPOSED WORK

THE PROPOSED WORK CONSISTS OF REPLACING THE EXISTING CONCRETE DECK AND APPROACH SLABS. THE NEW SUPER-STRUCTURE WILL BE HIGH PERFORMANCE CONCRETE WITH DEFLECTOR PARAPET.

REFERENCE SHALL BE MADE TO STANDARD DRAWING(S):

AS-1-81M 10-25-94
BR-1M 12-15-94
IRJ-8-95M 2-6-95
PCB-91M 3-20-95

SUPPLEMENTAL SPECIFICATIONS

844 DATED 5-5-98
1011 DATED 12-7-95

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1996 SPECIFICATIONS, INCLUDING THE 1997 INTERIM AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING

MS18, CASE II AND THE ALTERNATE MILITARY LOADING.

DESIGN DATA

HIGH PERFORMANCE CONCRETE - COMPRESSIVE STRESS 31MPa (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRESS 27.5 MPa (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615M, A616M OR A617M.
GRADE 400 - YIELD STRENGTH IS 400 MPa.(EPOXY COATED)

STRUCTURAL STEEL
A36M - YIELD STRENGTH 250 MPa

DECK PROTECTION METHOD

EPOXY COATED REINFORCING STEEL.

65 MM CONCRETE COVER.

HIGH PERFORMANCE CONCRETE

SEALING OF CONCRETE SURFACES

UTILITY LINES:

ALL EXPENSE INVOLVED IN RELOCATION (INSTALLING) THE AFFECTED UTILITY LINES SHALL BE BORNE BY THE UTILITY(IES). THE CONTRACTOR AND UTILITY(IES) ARE TO COOPERATE BY ARRANGING THEIR WORK IN SUCH A MANNER THAT INCONVENIENCE TO EITHER WILL BE HELD TO A MINIMUM.

BRIDGE PLANS:

EXISTING BRIDGE PLANS MAY BE INSPECTED IN THE ODOT DISTRICT OFFICE IN MARIETTA, OHIO.

CENTERLINE OF CONSTRUCTION & SURVEY

BASELINE A COORDINATES WILL BE PROVIDED AT PRE-CONSTRUCTION MEETING

MONOLITHIC WEARING SURFACE

MONOLITHIC WEARING SURFACE IS ASSUMED, FOR DESIGN PURPOSES, TO BE 25mm THICK.

EXISTING STRUCTURE VERIFICATION

DETAILS AND DIMENSIONS SHOWN IN 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 513.02.

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.

INSPECTION OF STRUCTURAL STEEL

THE ENGINEER SHALL NOTIFY JOHN COEN (740-373-0212) AFTER THE EXISTING CONCRETE DECK HAS BEEN REMOVED AND BEFORE THE SHEAR STUDS ARE WELDED TO THE EXISTING TOP FLANGE. ONCE NOTIFIED, THE DISTRICT HAS 5 DAYS TO VISUALLY INSPECT ALL EXISTING BUTT-WELDED SPLICES AND/OR TOP FLANGE COVER PLATE FILLET WELDS AND CROSSFRAME CONNECTIONS TO ENSURE THAT THEY ARE FREE OF DEFECTS. THE DECK SLAB HAUNCH FORMS IMMEDIATELY ADJACENT TO SUCH WELDS SHALL NOT BE ERECTED UNTIL AFTER THE INSPECTOR HAS COMPLETED THIS INSPECTION. THIS INSPECTION SHALL NOT TAKE PLACE UNTIL AFTER THE TOP FLANGES ARE CLEANED AS SPECIFIED IN 511.08, BUT IT SHALL BE DONE BEFORE THE DECK SLAB REINFORCEMENT IS INSTALLED. THE COST ASSOCIATED WITH THIS INSPECTION SHALL BE INCLUDED WITH ITEM 844, HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE FOR PAYMENT.

METRIC UNITS:

ALL DIMENSIONS SHOWN IN THIS PLAN ARE IN MILLIMETERS UNLESS OTHERWISE NOTED.

ITEM 611 - REINFORCED CONCRETE APPROACH SLAB (T=380), AS PER PLAN

THE REINFORCING STEEL FOR THE APPROACH SLABS OF THIS STRUCTURE SHALL BE EPOXY COATED IN CONFORMANCE WITH 509.

TWO SEPARATE THICKNESSES OF CLEAR OR OPAQUE POLYETHYLENE FILM, 705.06, SHALL BE PLACED ON THE PREPARED SUBBASE AND WHERE THE APPROACH SLAB IS TO BE CONSTRUCTED. THE POLYETHYLENE FILMS SHALL COMPLETELY COVER THE FULL LENGTH AND WIDTH OF THE SUBBASE BETWEEN THE SIDEWALL FORMS FOR THE APPROACH SLAB.

THE REAR APPROACH SLAB SHALL BE CONSTRUCTED AS DETAILED ON SHEET 10 OF 15.

MATERIALS, LABOR AND INSTALLATION SHALL BE INCLUDED FOR PAYMENT IN THIS ITEM 611 REINFORCED CONCRETE APPROACH SLAB (T=305mm), AS PER PLAN.

DESIGN AGENCY
Production Department
District 10
Marietta, Ohio

DATE
12/15/98
REVIEWED
RDB
STRUCTURE FILE NUMBER
5300169

DRAWN
JDC
DESIGNED
JDC
CHECKED
DNM

STRUCTURE GENERAL NOTES
BRIDGE No. MEG-7-12247R (07/61R)
OVER TOWNSHIP ROAD 77

MEG-7-12.247

2 / 15
17
30

ITEM 202-PORCTIONS OF STRUCTURE REMOVED OVER 6 METERS, AS PER PLAN

DESCRIPTION: THIS WORK SHALL CONSIST OF THE REMOVAL OF CONCRETE DECKS INCLUDING SIDEWALKS, PARAPETS, RAILINGS, DECK JOINTS AND OTHER APPURTENANCES FROM STEEL SUPPORTING SYSTEMS (BEAMS, GIRDERS, CROSS FRAMES, ETC.). CARE SHALL BE TAKEN DURING DECK REMOVALS TO PROTECT PORTIONS OF SUCH SYSTEMS THAT ARE TO BE SALVAGED AND INCORPORATED INTO THE PROPOSED STRUCTURE. IN THIS RESPECT, THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE RAM TYPE OF EQUIPMENT IS PROHIBITED.

PROTECTION OF TRAFFIC: PRIOR TO DEMOLITION OF ANY PORTIONS OF THE EXISTING SUPERSTRUCTURE, THE CONTRACTOR SHALL SUBMIT PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, BOAT, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR FOR APPROVAL. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER.

PROTECTION OF STEEL SUPPORT SYSTEMS: BEFORE DECK SLAB CUTTING IS PERMITTED, THE OUTLINE OF PRIMARY STEEL MEMBERS IN CONTACT WITH THE BOTTOM OF THE DECK SHALL BE DRAWN ON THE SURFACE OF DECK. SMALL DIAMETER PILOT HOLES SHALL BE DRILLED 50 MM OUTSIDE THESE LINES TO CONFIRM THE LOCATION OF FLANGE EDGES. DECK CUTS OVER OR WITHIN 50 MM OF FLANGE EDGES SHALL NOT EXTEND LOWER THAN THE BOTTOM LAYER OF DECK SLAB REINFORCING STEEL. CUTS MADE OUTSIDE 50 MM OF FLANGE EDGES MAY EXTEND THE FULL DEPTH OF THE DECK. DURING CUTTING OF THE DECK SLAB, CARE SHALL BE TAKEN NOT TO DAMAGE STEEL MEMBERS THAT ARE TO BE INCORPORATED INTO THE PROPOSED STRUCTURE. ANY DAMAGE TO THE EXISTING STEEL MEMBERS THAT RESULTS FROM THE CONTRACTORS OPERATION SHALL BE REPAIRED AT THE CONTRACTORS EXPENSE. IF THE MEMBER IS BEYOND REPAIR THEN THE COMPLETE MEMBER SHALL BE REPLACED WITH A NEW MEMBER AT THE CONTRACTORS EXPENSE.

REMOVAL METHODS: CONCRETE MAY BE REMOVED BY CUTTING AND BY MEANS OF HAND OPERATED PNEUMATIC HAMMERS EMPLOYING POINTED OR BLUNTED CHISEL TYPE TOOLS. FOR REMOVALS ABOVE STEEL MEMBERS, A HAMMER HEAVIER THAN 16 KILOGRAM BUT NOT TO EXCEED 41 KILOGRAM MAY BE USED AT THE APPROVAL OF THE ENGINEER, TO ENSURE ADEQUATE DEPTH CONTROL AND TO PREVENT NICKING OR GOUGING THE PRIMARY STEEL MEMBERS.

DECK REMOVALS: DUE TO THE POSSIBLE PRESENCE OF WELDED ATTACHMENTS TO EXISTING STRUCTURAL STEEL (FINISHING MACHINE, SCUPPER AND FORM SUPPORTS, ETC.), CARE SHALL BE TAKEN DURING DECK REMOVAL TO AVOID DAMAGING STRINGERS WHICH ARE TO REMAIN. STRINGERS DAMAGED BY THE CONTRACTOR'S REMOVAL OPERATIONS SHALL, AT NO COST TO THE PROJECT, BE REPLACED OR REPAIRED. PROPOSED REPAIRS, DEVELOPED BY A REGISTERED PROFESSIONAL ENGINEER, SHALL BE SUBMITTED IN WRITING FOR REVIEW AND APPROVAL BY THE ENGINEER.

EXTRANEIOUS MEMBERS: EXISTING EXTRANEIOUS MEMBERS (I.E., FINISHING MACHINE AND FORM SUPPORTS, ETC., AND THE SUPPORT FOR SCUPPERS AND BULB ANGLES WHICH ARE TO BE REMOVED) ATTACHED BY WELDED CONNECTIONS TO PORTIONS OF THE TOP FLANGES DESIGNATED "TENSION" SHALL BE REMOVED AND THE FLANGE SURFACES GROUND SMOOTH. GRINDING SHALL BE CAREFULLY DONE AND PARALLEL TO THE FLANGES.

LOADING LIMITATIONS: NO PART OF THE STRUCTURE SHALL BE SUBJECT TO UNIT STRESSES THAT EXCEED 136.5% OF THE ALLOWABLE UNIT STRESSES GIVEN IN THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES DUE EITHER TO DEMOLITION, ERECTION OR CONSTRUCTION METHODS, OR TO THE USE OR MOVEMENT OF DEMOLITION OR ERECTION EQUIPMENT ON OR ACROSS THE STRUCTURE. STRUCTURAL ANALYSIS COMPUTATIONS, BY A REGISTERED PROFESSIONAL ENGINEER, SHOWING THE ALLOWABLE STRESSES AND THE MAXIMUM STRESSES PRODUCED BY THE CONTRACTOR'S METHODS OR EQUIPMENT SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL AT LEAST TWO WEEKS PRIOR TO THE START OF THE WORK.

PAYMENT: THIS WORK WILL BE PAID FOR AT THE CONTRACT LUMP SUM PRICE BID, WHICH PRICE AND PAYMENT SHALL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT, MATERIALS AND INCIDENTALS NECESSARY TO COMPLETE THE WORK IN CONFORMANCE WITH THESE REQUIREMENTS, WITH PERTINENT PROVISIONS OF 202, AND TO THE SATISFACTION OF THE ENGINEER.

REPLACEMENT OF EXISTING REINFORCING STEEL

ANY EXISTING REINFORCING BARS WHICH ARE TO BE INCORPORATED INTO THE NEW WORK AND WHICH ARE MADE UNUSABLE BY CONCRETE REMOVAL OPERATIONS SHALL BE REPLACED WITH NEW STEEL AT THE CONTRACTOR'S COST. ANY EXISTING REINFORCING BARS DEEMED BY THE ENGINEER TO BE UNUSABLE BECAUSE OF CORROSION SHALL BE REPLACED WITH NEW STEEL.

AN ESTIMATE OF 25 KILOGRAMS, (FOR INFORMATION ONLY) SHOULD BE ALLOWED.

CONCRETE PARAPETS

AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, 25 mm DEEP CONTROL JOINTS SHALL BE SAWED INTO THE PERIMETER OF THE CONCRETE PARAPET. THE SAW CUT SHALL BE MADE IN THE COMPLETE CIRCUMFERENCE OF THE PARAPET, STARTING AND ENDING AT THE ELEVATION OF THE CONCRETE DECK. THE SAWCUTS SHALL BE PLACED AS SPECIFIED ON SHEETS 12 AND 13 OF 15.

THE USE OF AN EDGE GUIDE, FENCE, OR JIG IS REQUIRED TO INSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 6 mm. THE PERIMETER OF THE DEFLECTION CONTROL JOINT SHALL BE SEALED TO A MINIMUM DEPTH OF 25 mm WITH A CAULKING MATERIAL CONFORMING TO FEDERAL SPECIFICATION, TT-S-00227E TO A MINIMUM DEPTH OF 25 mm.

CUT LINE CONSTRUCTION JOINT PREPARATION

CONSTRUCTION JOINT PREPARATION: SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 25 mm DEEP. REMOVE CONCRETE TO A ROUGH SURFACE, INSTALL DOWEL BAR AS SPECIFIED. PRIOR TO CONCRETE PLACEMENT, ABRASIVELY CLEAN JOINT SURFACE AND EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED CONCRETE AND LOOSE RUST. THEN, THE JOINT SURFACE AND EXPOSED REINFORCEMENT WILL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, OR OTHER FOREIGN MATERIALS BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHOD THAT PRODUCES RESULTS SATISFACTORY TO THE ENGINEER. THE CONCRETE BONDING SURFACE WILL BE WET WITHOUT FREE WATER AS CONCRETE IS PLACED. PAYMENT FOR THE ABOVE LISTED WORK SHALL BE INCLUDED WITH ITEM 202 -PORTIONS OF STRUCTURE REMOVED, AS PER PLAN.

STRUCTURE GENERAL NOTES
BRIDGE No. MEG-7-12247R (076/R)
OVER TOWNSHIP ROAD 77

MEG-7-12.247

3 / 15

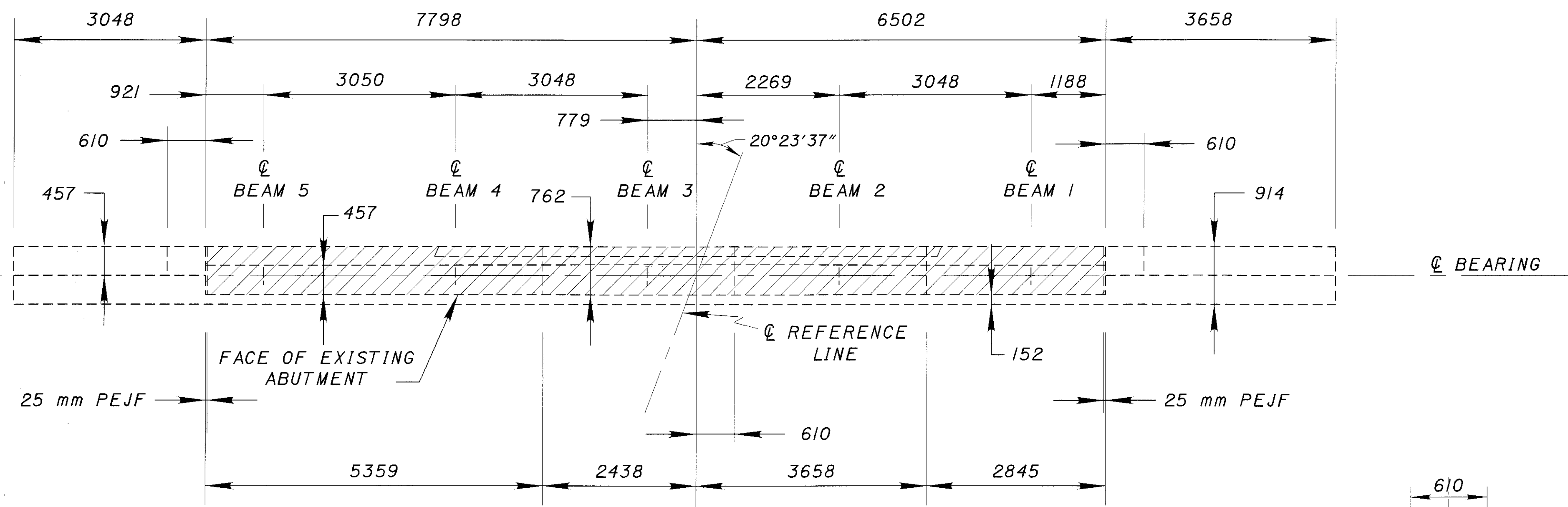
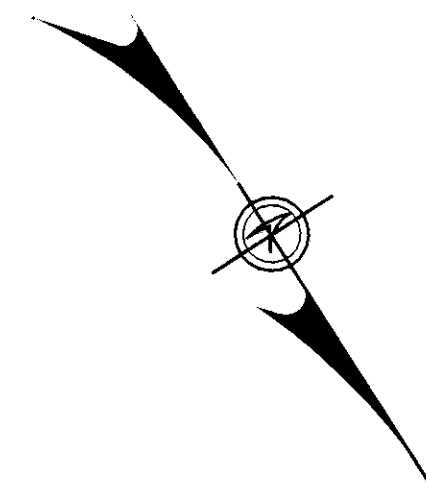
18
30

DESIGN AGENCY
Production Department
District 10
Marietta, Ohio

REVIEWED DATE
RDB 12/15/98
SYMBOLS FILE NUMBER
5300169

DRAWN
JDC
REVISED

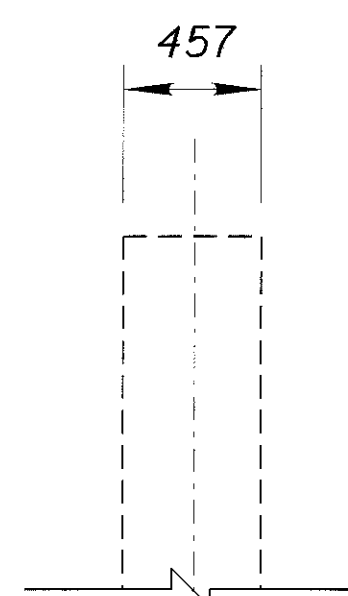
DESIGNED
JDC
CHECKED
DWM



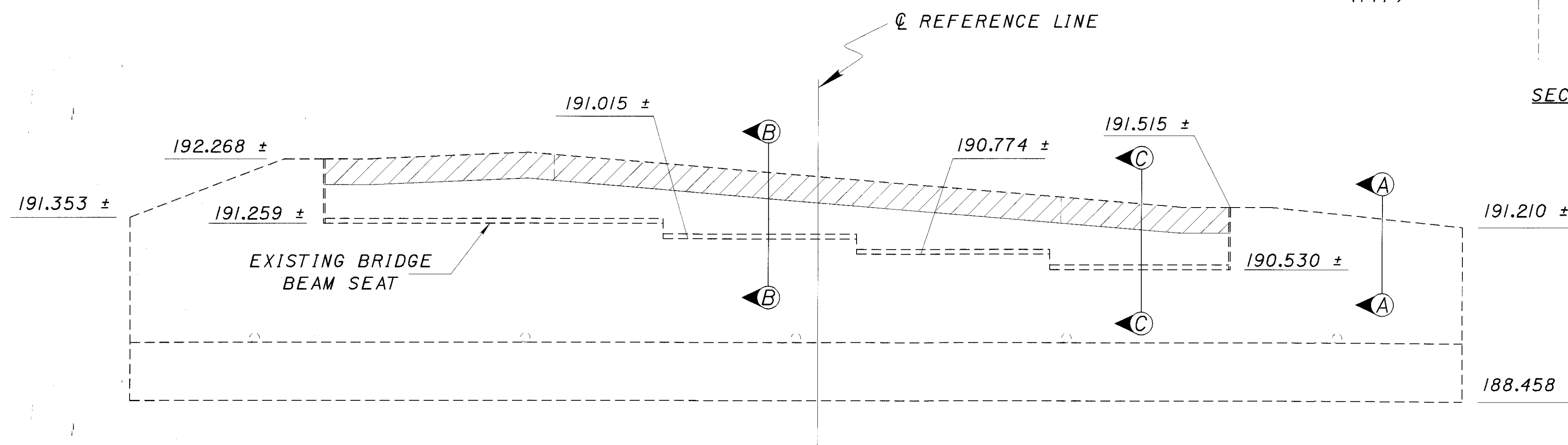
PLAN

LEGEND & NOTES

- INDICATE REMOVAL AREA UNDER ITEM 202 - PORTION OF STRUCTURE REMOVED

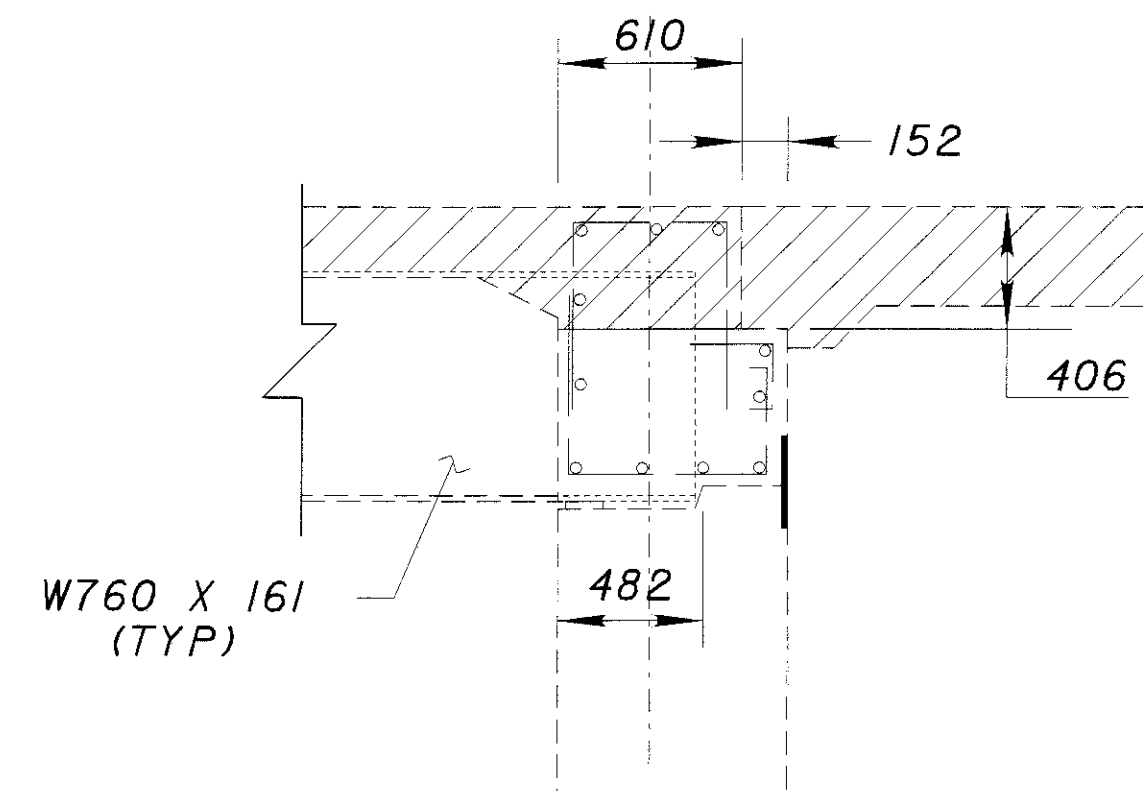


SECTION A-A

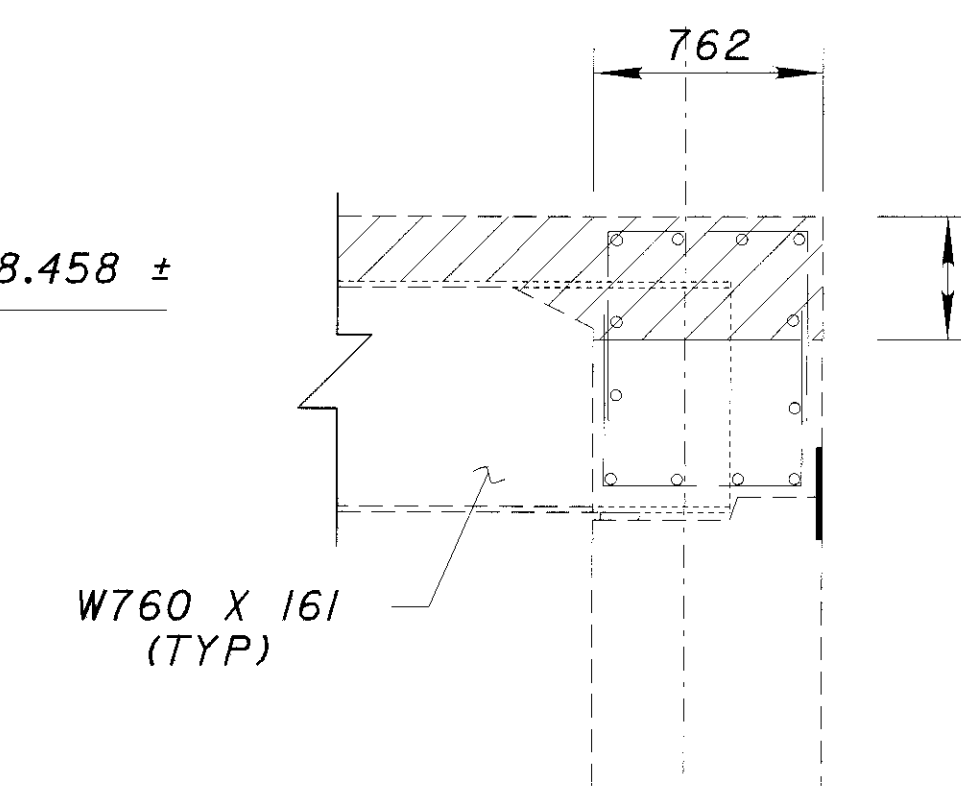


ELEVATION

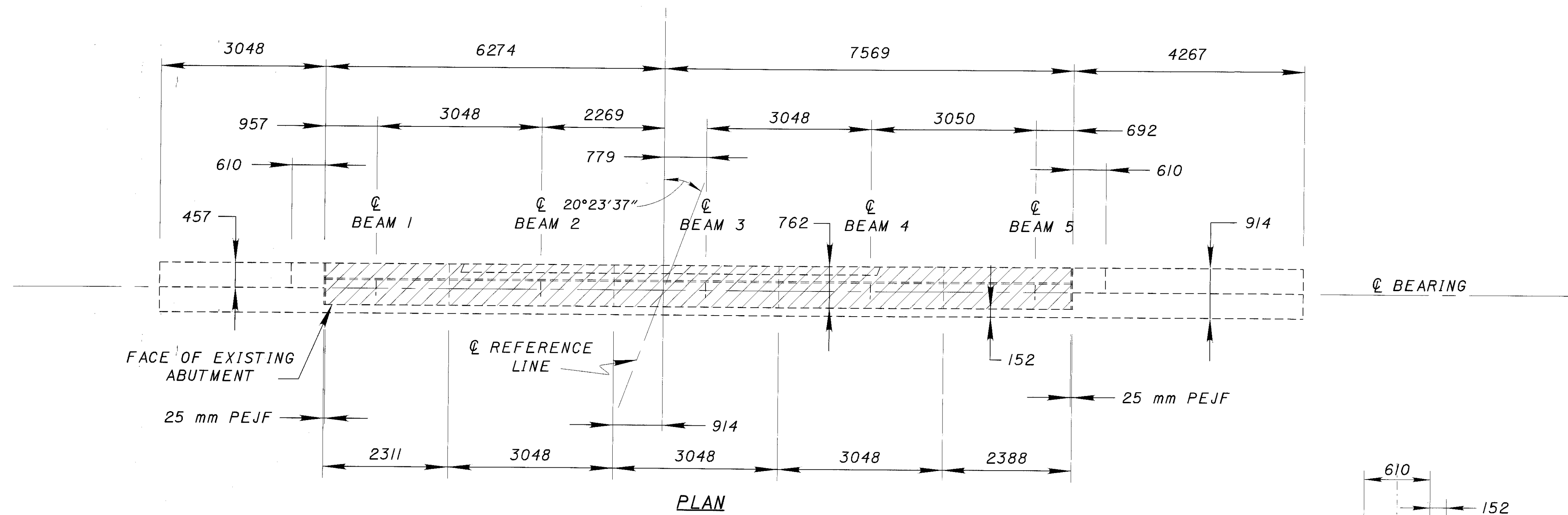
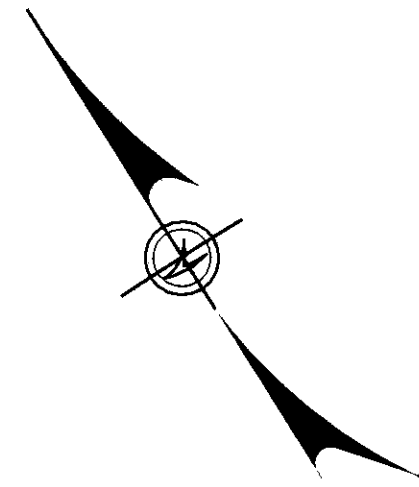
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SECTION B-B

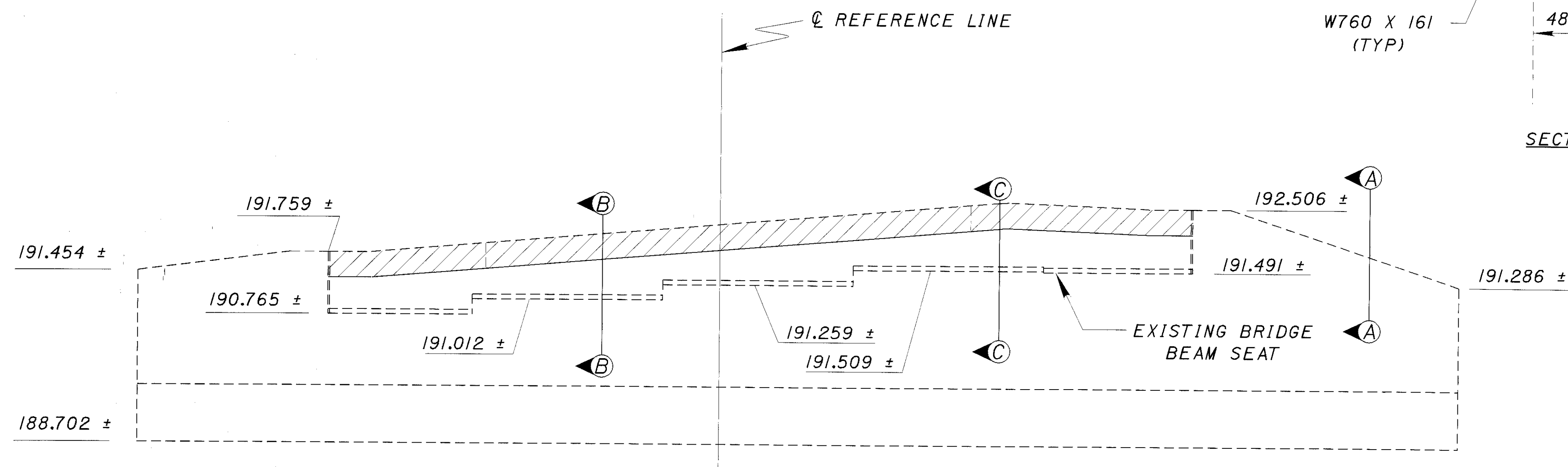
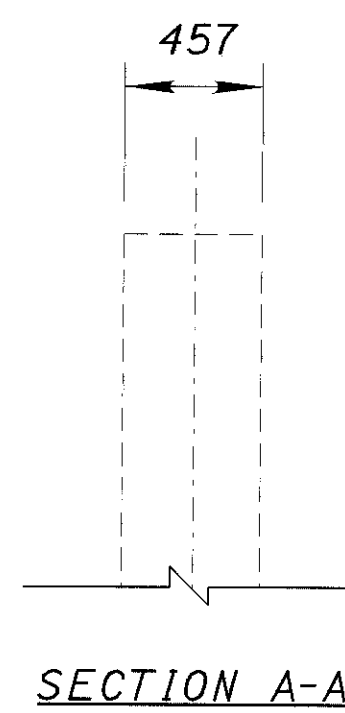


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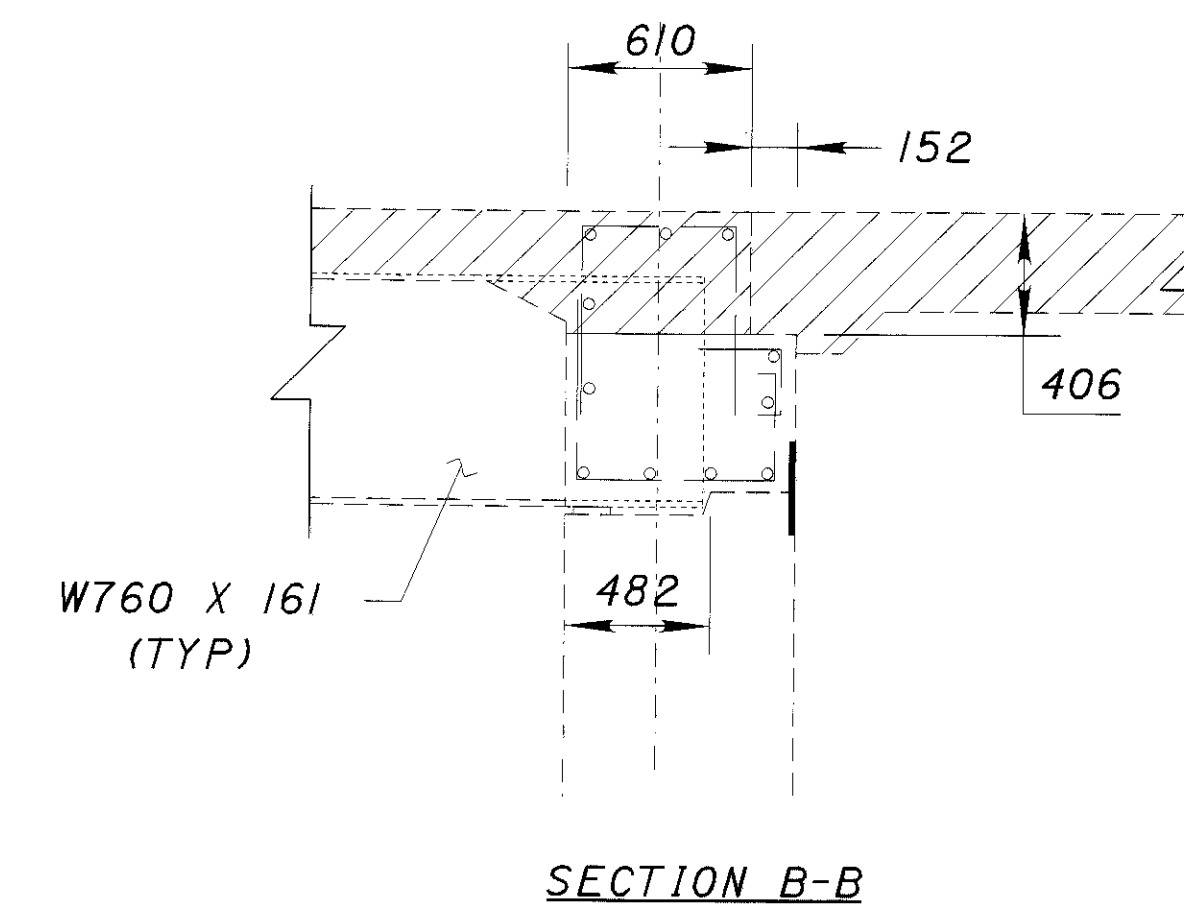


LEGEND & NOTES

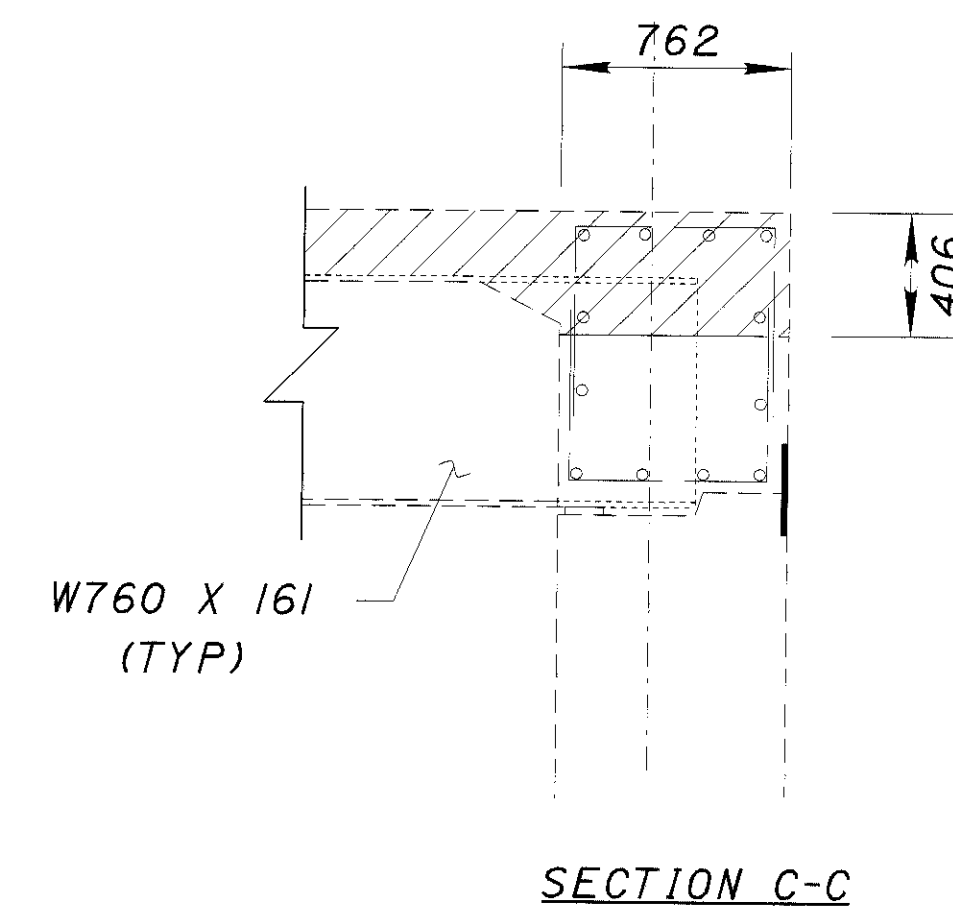
- INDICATE REMOVAL AREA UNDER ITEM 202 - PORTION OF STRUCTURE REMOVED



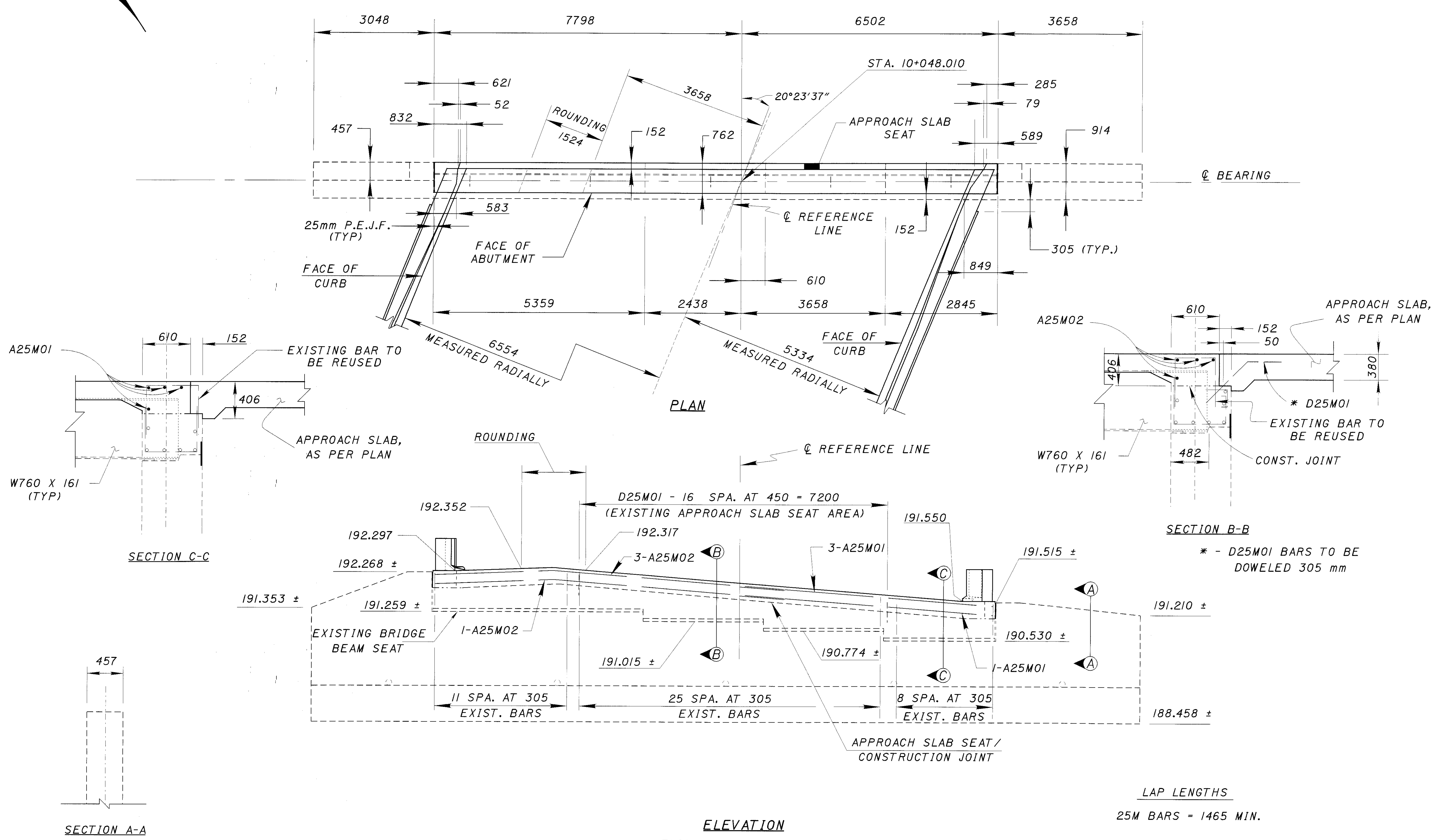
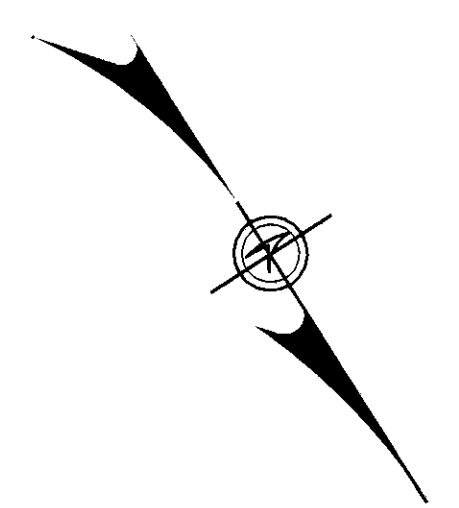
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SECTION B-B



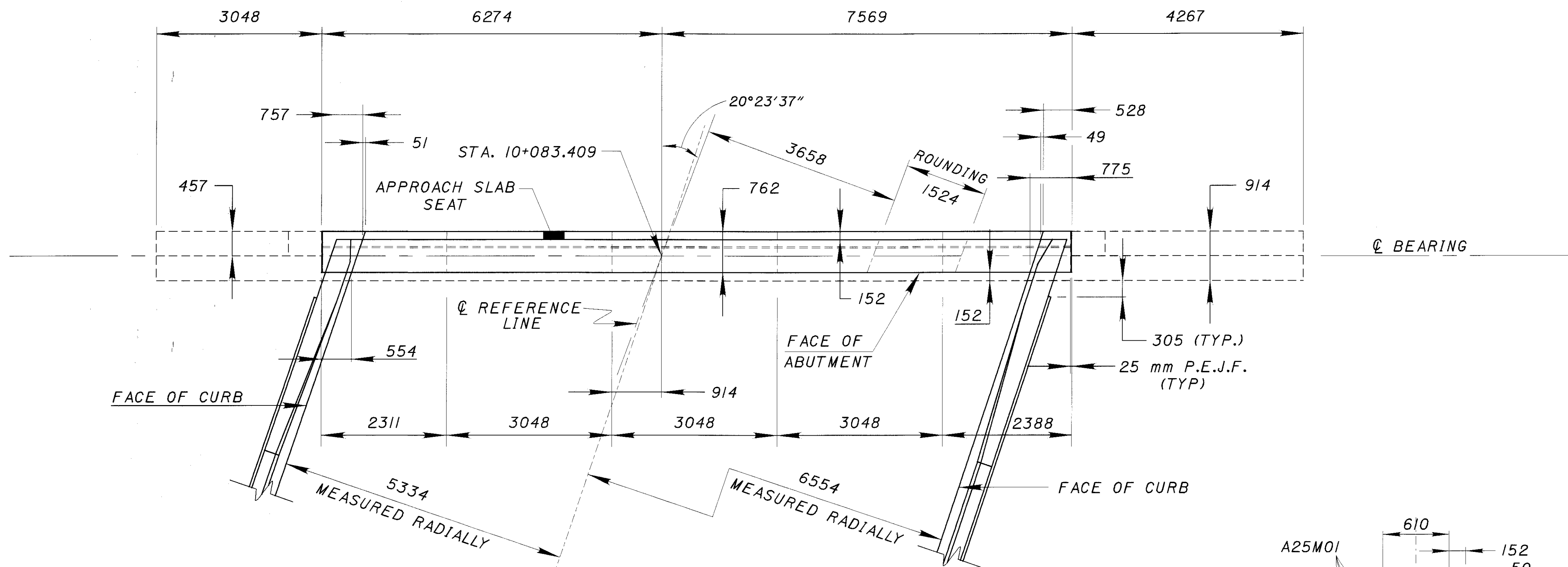
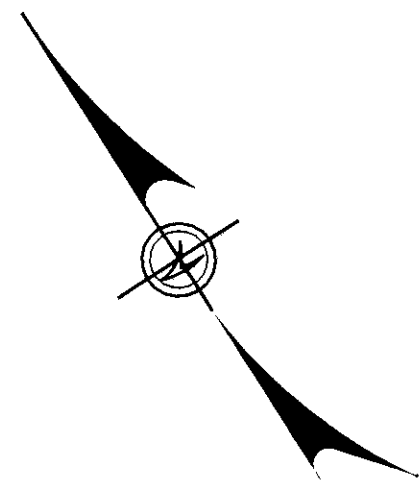
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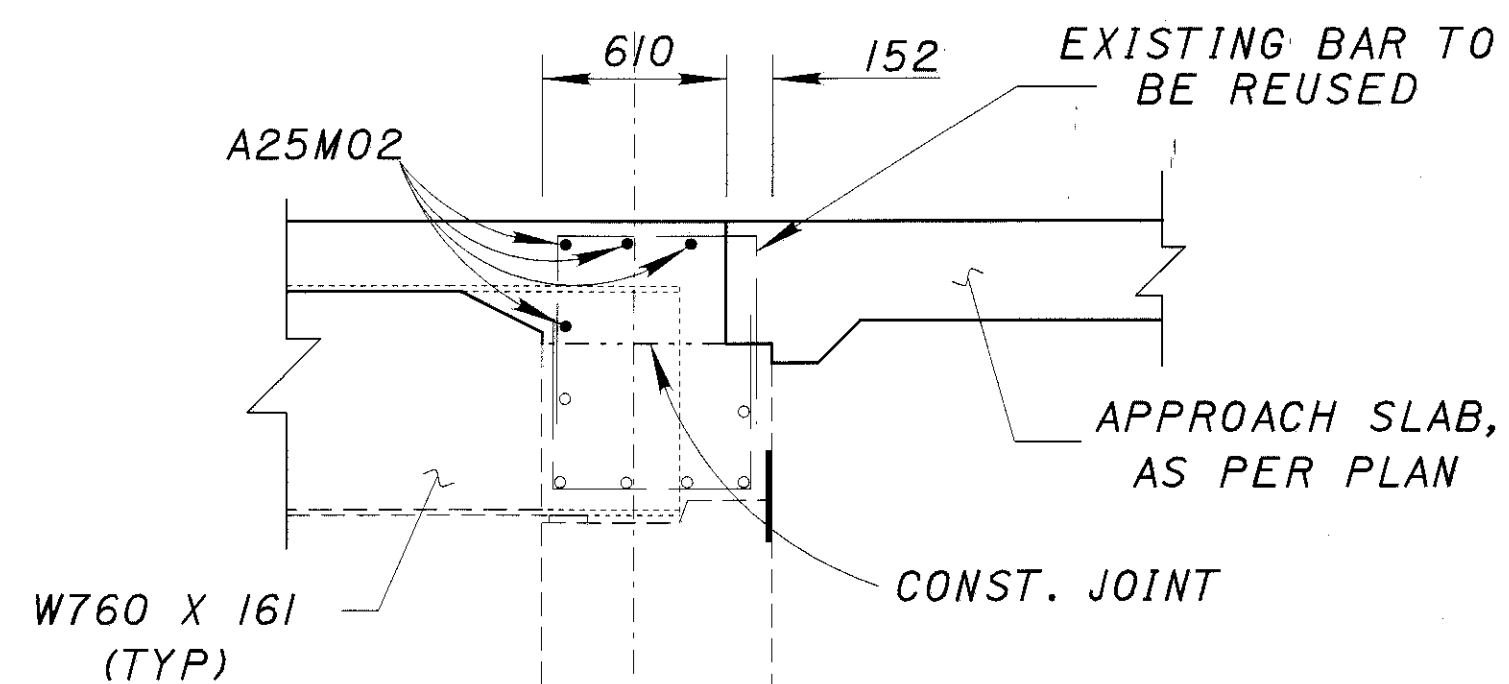
ELEVATION
 EXISTING PILES ARE NOT
 SHOWN FOR CLARITY

LAP LENGTHS
 25M BARS = 1465 MIN.

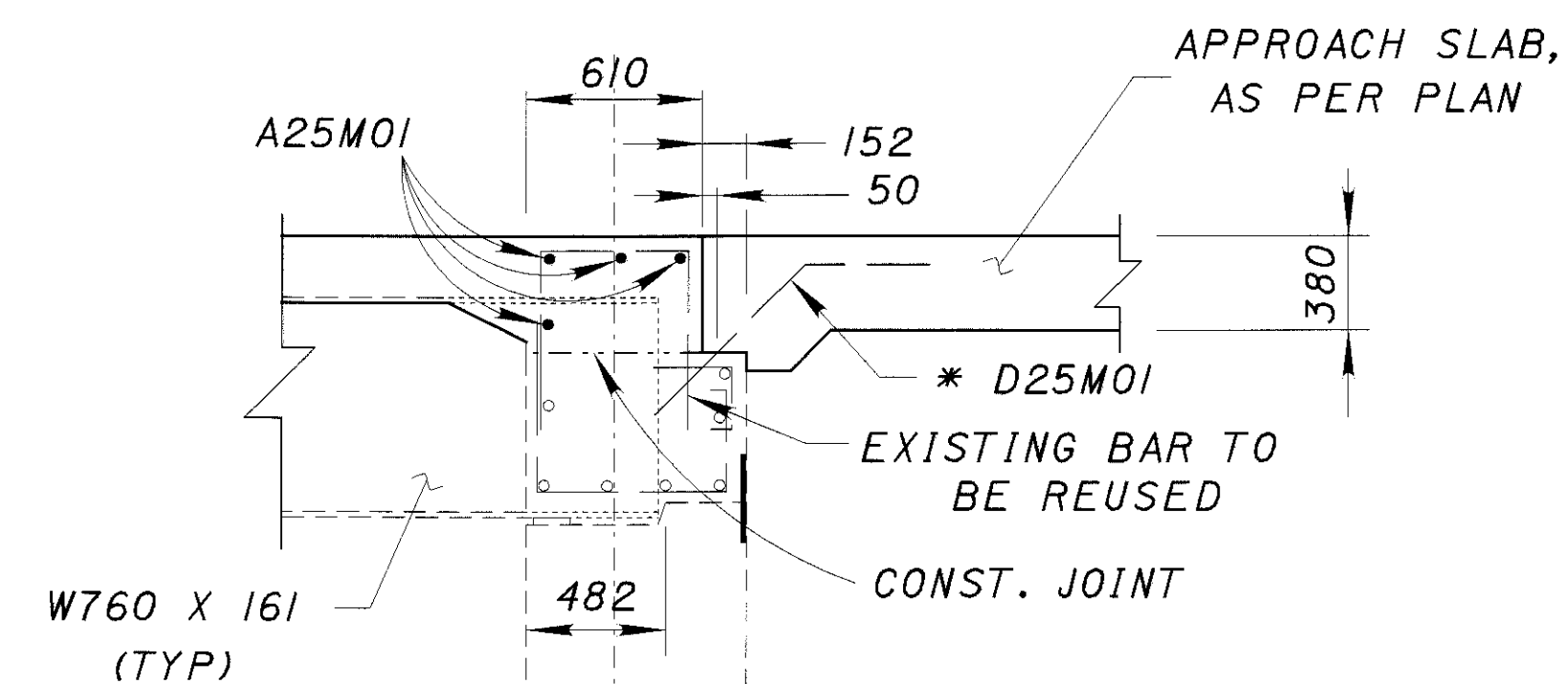
DESIGN AGENCY Production Department ODOT District 10 Marietta, Ohio
REVIEWED DATE RDB 12/15/98
STRUCTURE FILE NUMBER 5300169
DRAWN DMW
DESIGNED DMW
CHECKED JDC
ABUTMENT DETAILS (REAR) BRIDGE NO. MEG-7-12247R (0761R) OVER TOWNSHIP ROAD 77
MEG-7-12.247
7/15
22 30



PLAN

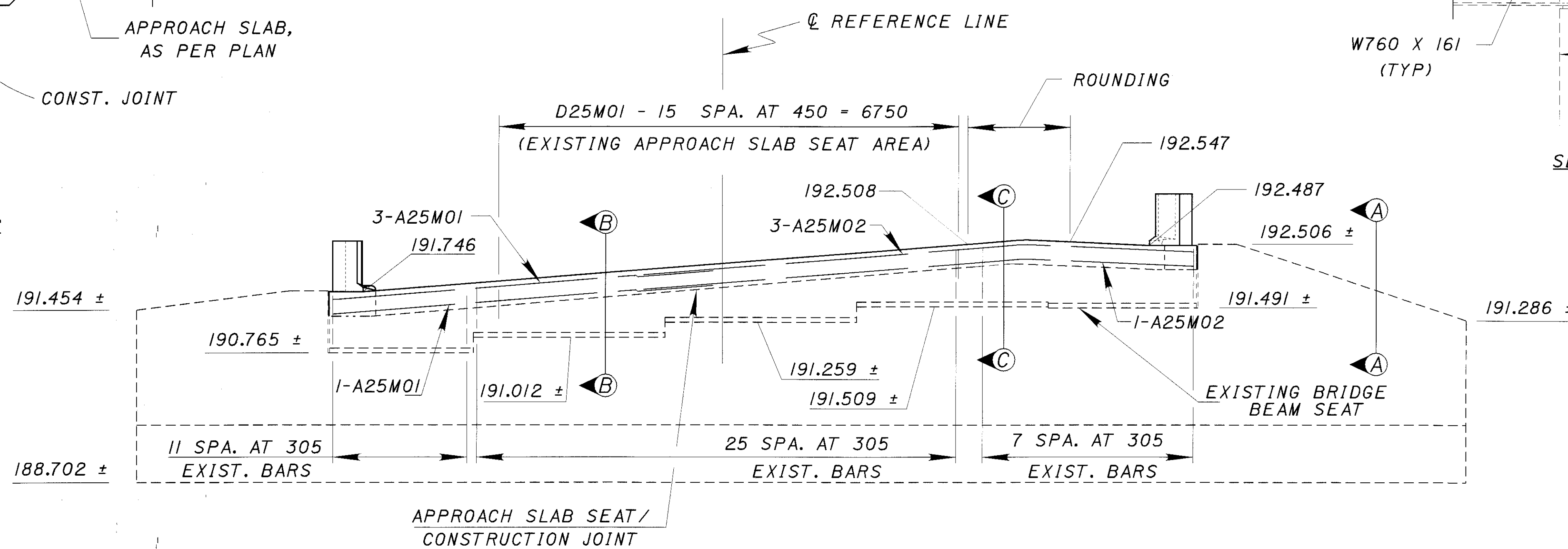


SECTION C-C



SECTION B-B

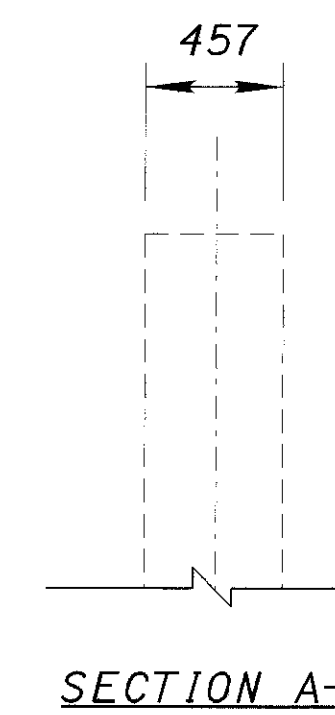
* - D25M01 BARS TO BE DOWELED 305 mm



ELEVATION

EXISTING PILES ARE NOT SHOWN FOR CLARITY

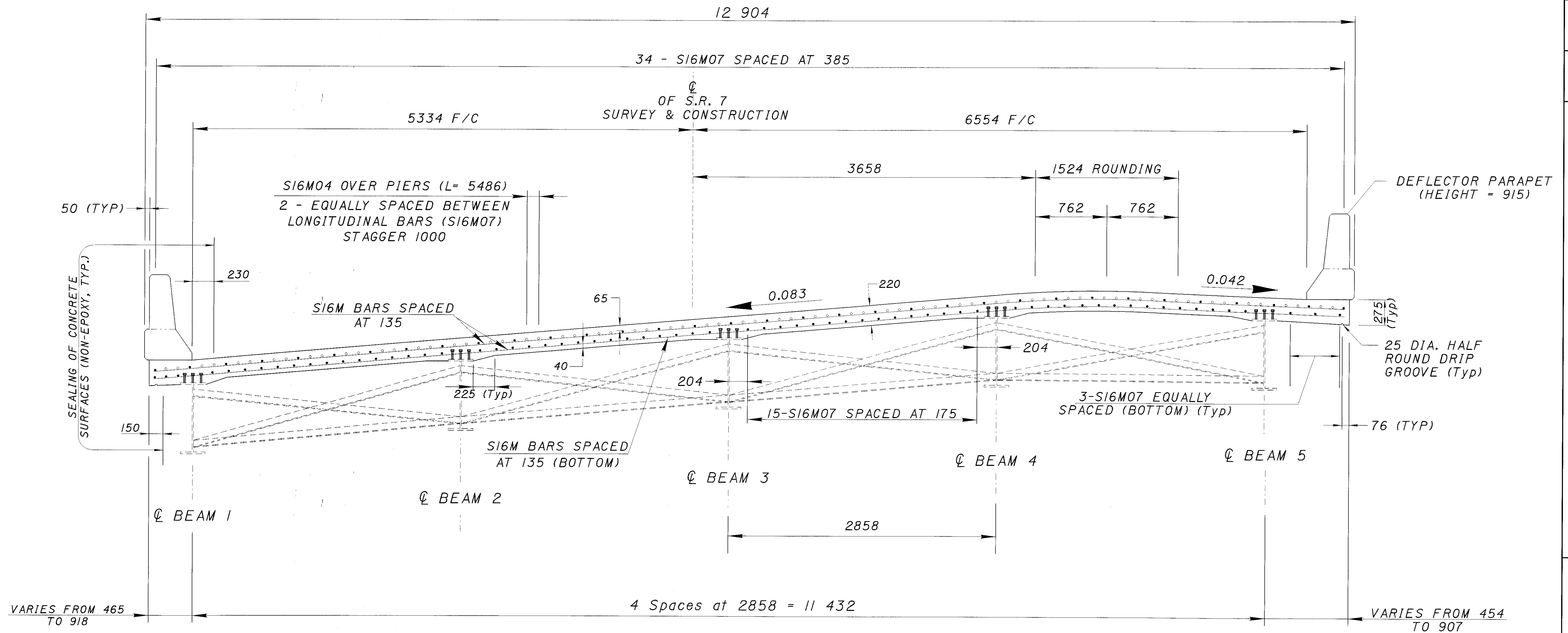
LAP LENGTHS
25M BARS = 1465 MIN.



SECTION A-A

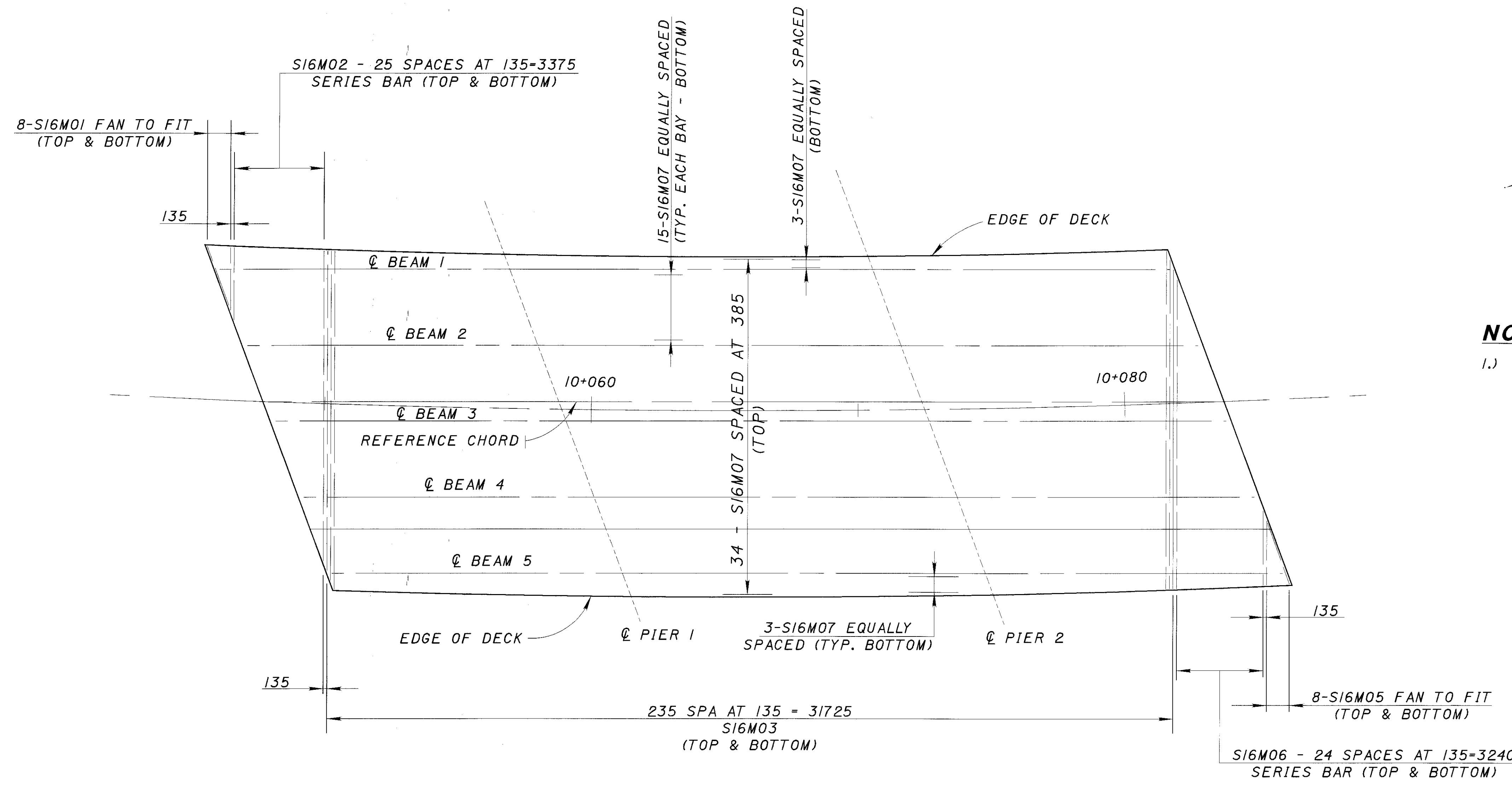
NOTES:

1. ALL REINFORCING STEEL SHALL BE EPOXY COATED
2. DECK SLAB DEPTH: THE THEORETICAL DESIGN THICKNESS FOR THE SLAB IS 220mm. THE QUANTITY OF THE DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION PLUS AN AVERAGE HAUNCH OF 40mm. A HAUNCH WIDTH OF 225mm SHALL BE USED FOR COMPUTING THE QUANTITY OF CONCRETE,
3. SEE SHEET 12 AND 13 OF 15 FOR PARAPET DETAILS.
4. SEE SHEET 11 OF 15 FOR SHEAR STUD LAYOUT.
5. SEE SHEET 10 OF 15 FOR DECK REINFORCING DETAILS.



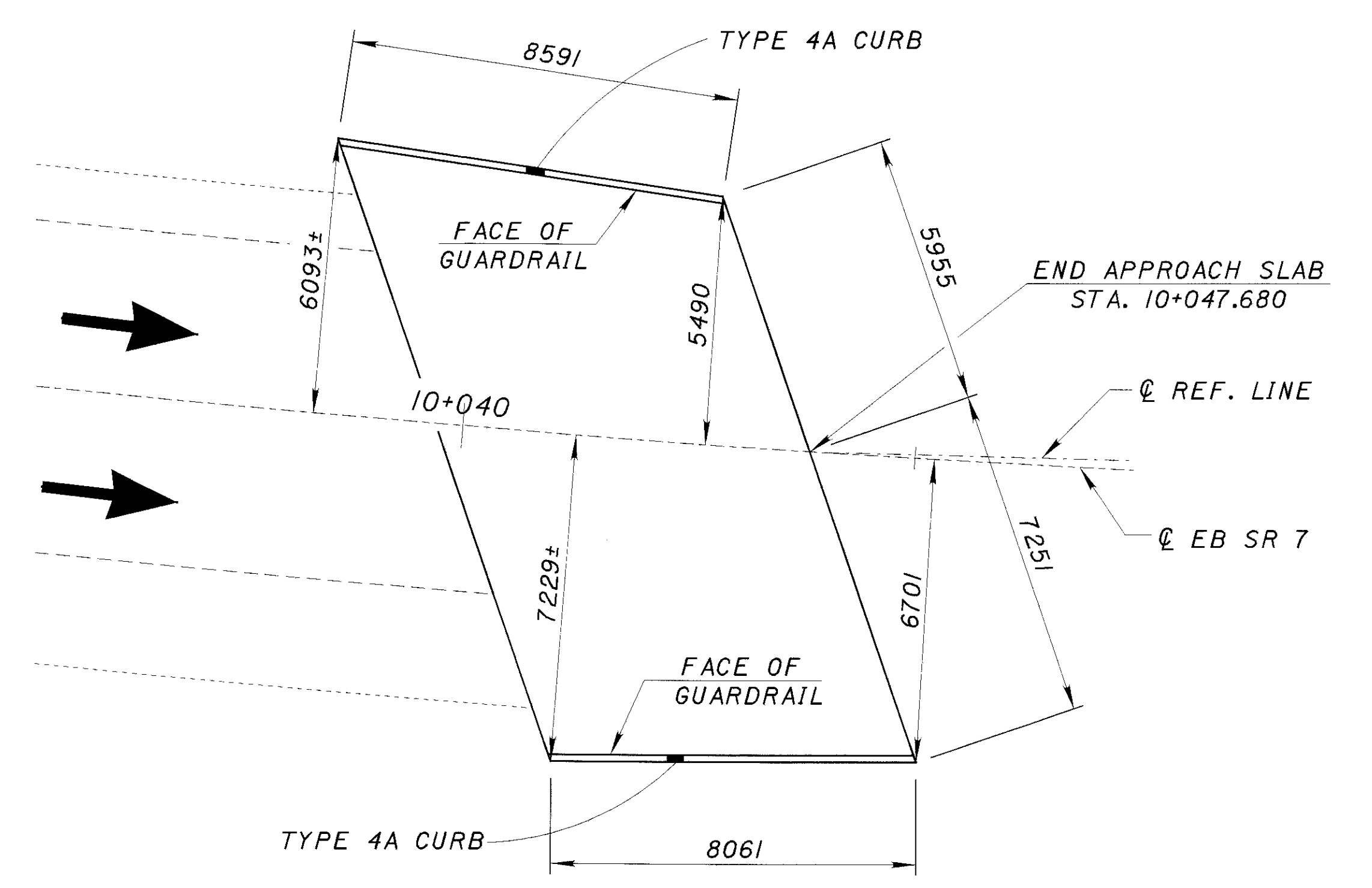
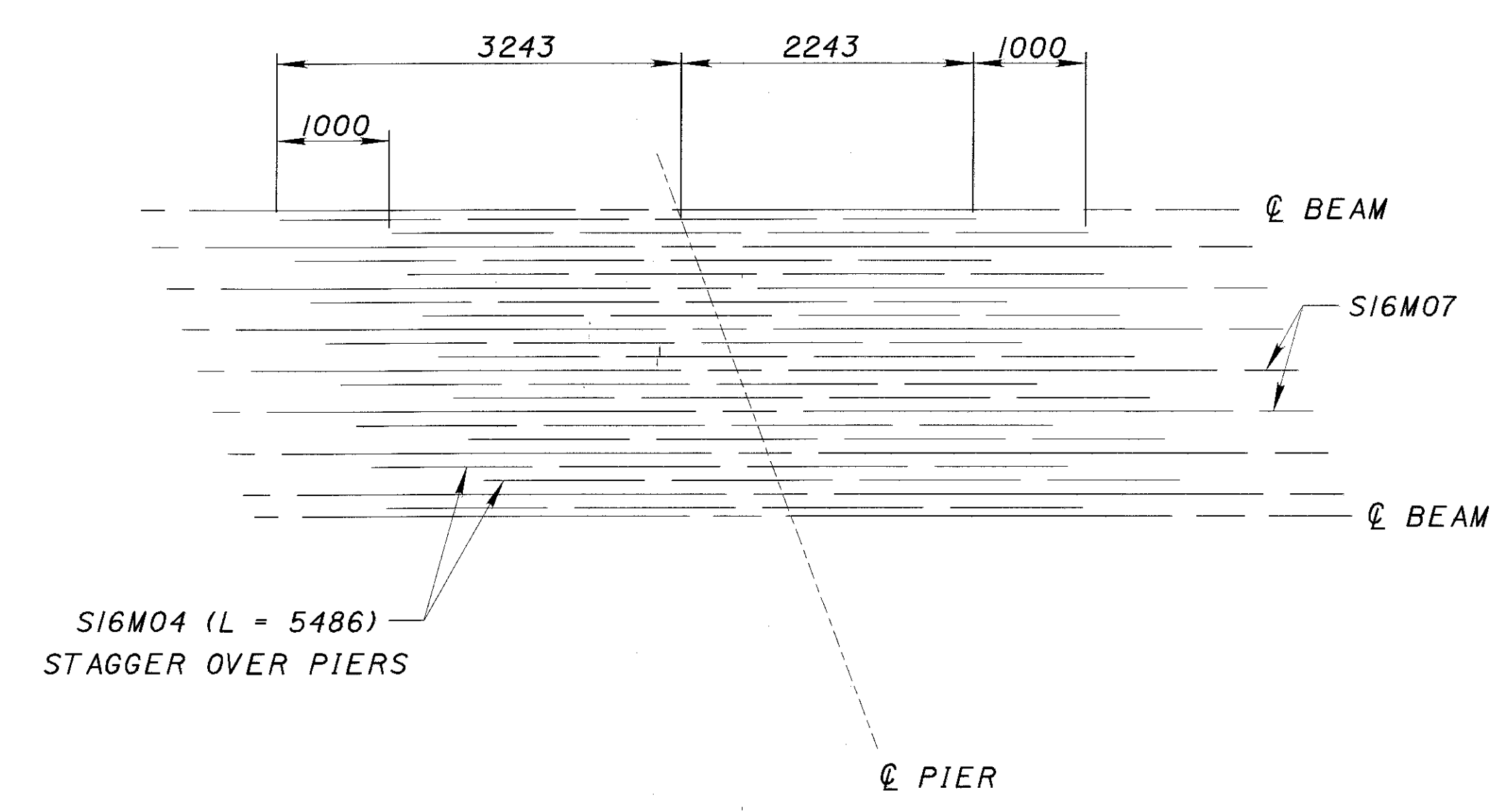
TRANSVERSE SECTION

DESIGNED DNM	CHECKED JDC	DRAWN DNM	REVIEWED RDB	DATE 12/15/98
		STRUCTURE FILE NUMBER 5300169		DESIGN AGENCY Production Department ODOT District 10 Marietta, Ohio
SUPERSTRUCTURE DETAILS BRIDGE No. MEG-7-12247 (0761R) OVER COUNTY ROAD 77				
MEG-7-12.247				
9 / 15				
24 30				



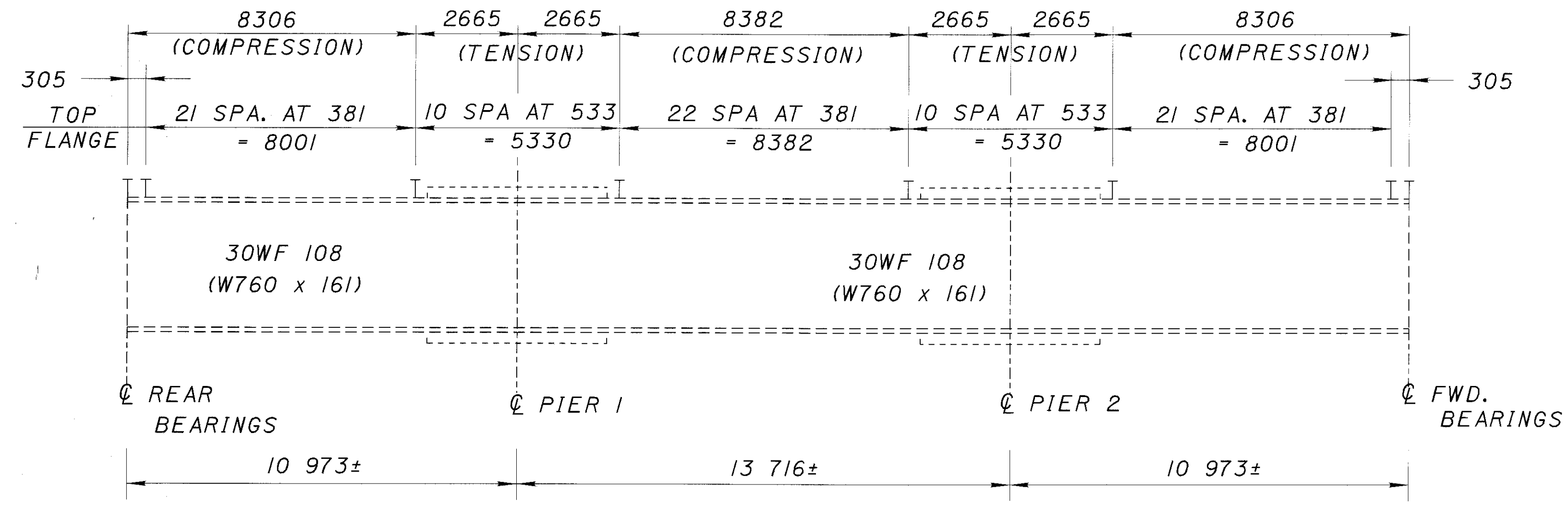
NOTE:
 1.) LONGITUDINAL REINFORCING ADJACENT TO DECK EDGE SHALL BE PLACED PARALLEL TO DECK EDGE.

DECK REINFORCEMENT
 MIN. LAP FOR 16M = 760mm



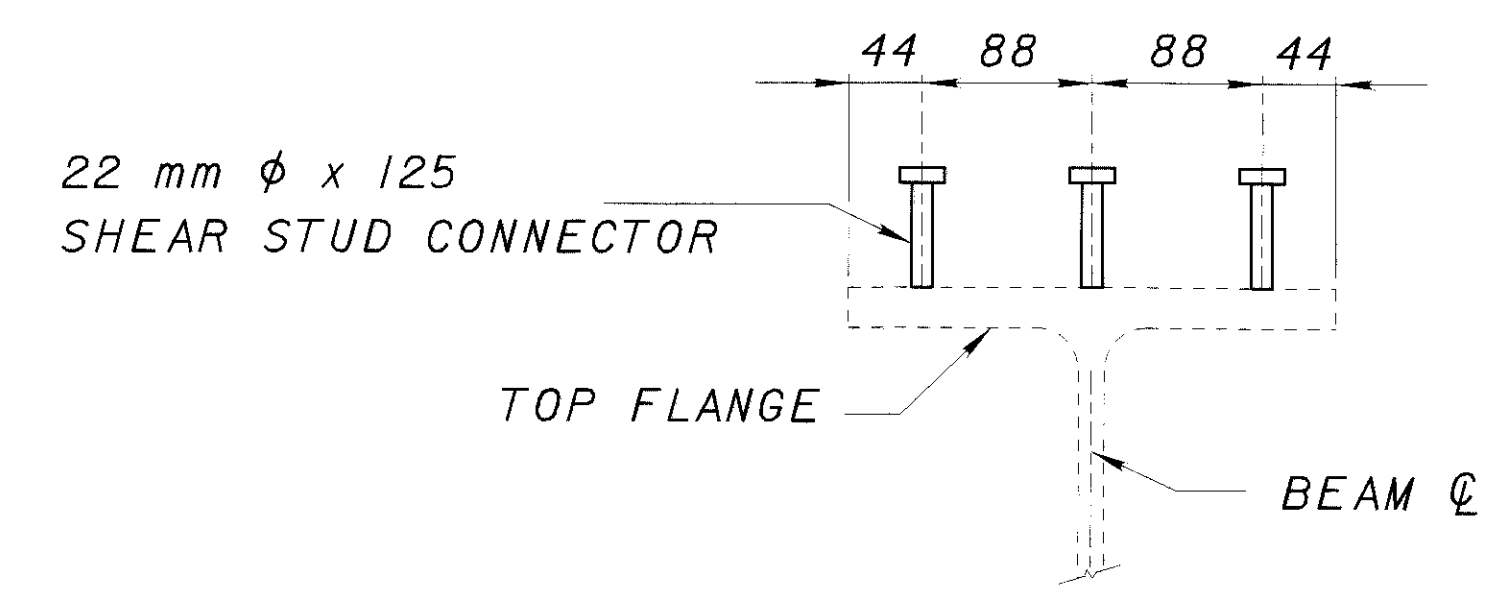
APPROACH SLAB DETAIL (REAR)

DESIGNED	DWM	CHECKED	JDC
DRAWN	DMM	REVIEWED	
REVIEWED	RDB	DATE	12/15/98
STRUCTURE FILE NUMBER	5300169	DESIGN AGENCY	Production Department ODOT District 10 Marietta, Ohio
SUPERSTRUCTURE DETAILS			
BRIDGE NO. MEG-7-12247R (0761R) OVER TOWNSHIP ROAD 77			
MEG-7-12.247			
10 / 15		25 / 30	



BEAM ELEVATION
BEAMS 1 THRU 5

- NOTES:**
1. WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". ATTACHMENTS SHALL NOT BE MADE TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE NOT CLOSER THAN 25mm FROM EDGE OF FLANGE, BE NOT MORE THAN 50mm LONG, AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY SUPPLEMENTAL SPECIFICATION 1011.
 2. SPACING OF WELDED STUD CONNECTORS MAY BE ALTERED AT FIELD SPLICE LOCATIONS TO AVOID INTERFERENCE WITH FLANGE SPLICE BOLTS AND END OF COVER PLATES PROVIDED THAT AT LEAST THE NUMBER OF STUDS SPECIFIED IN THE BEAM ELEVATION ARE PROVIDED.
 3. EXISTING BEAMS HAVE WELDED MOMENT PLATES AT EACH PIER.



TYPICAL SECTION
SHEAR CONNECTOR DETAIL

DESIGN AGENCY
Production Department
District 10
Marietta, Ohio

DATE
12/15/98
REVIEWED
RDB
STRUCTURAL FILE NUMBER
5300169

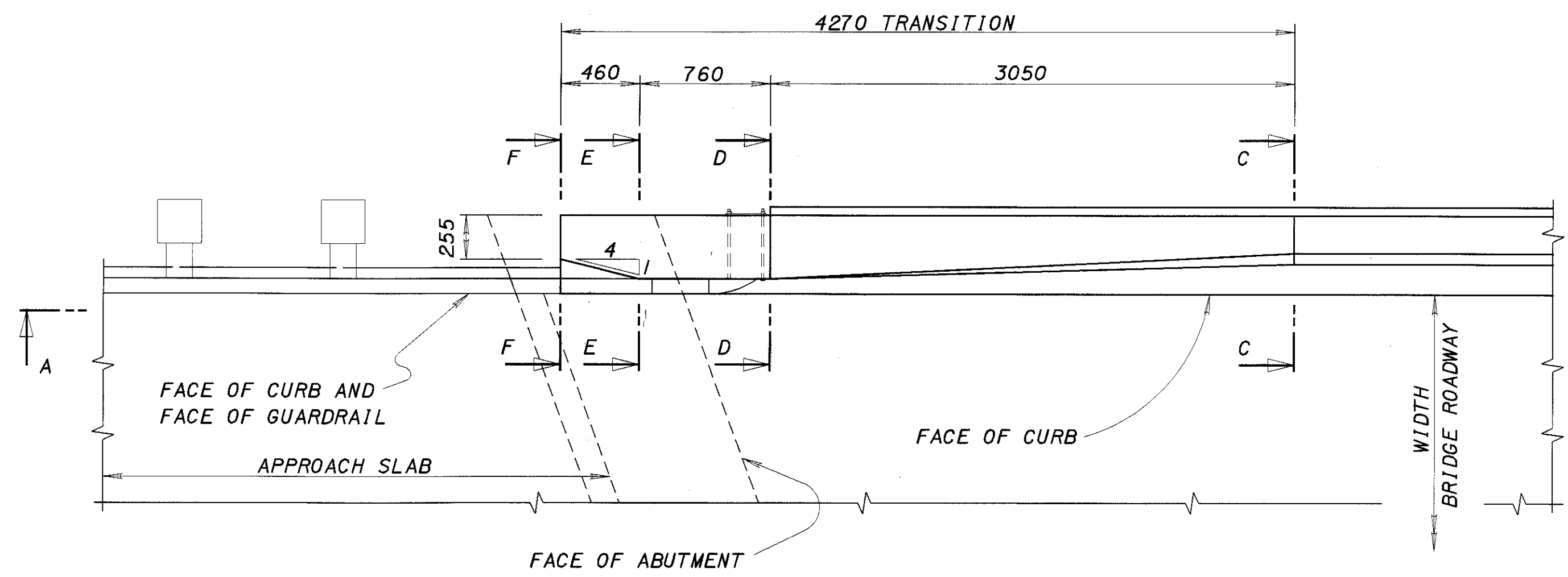
DRAWN
JDC
DESIGNED
DFT
CHECKED
JDC

SUPERSTRUCTURE DETAILS
BRIDGE No. MEG-7-12247R (0761R)
OVER COUNTY RD. 77

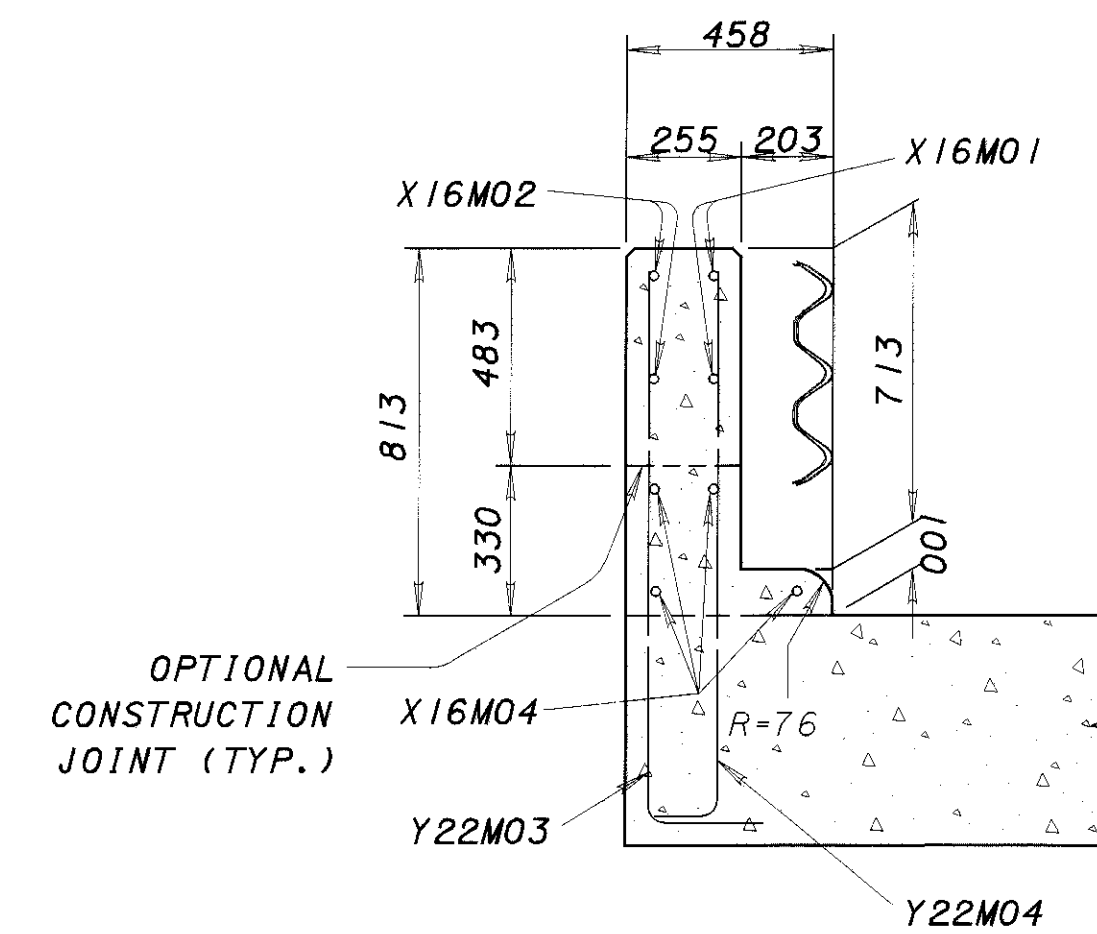
MEG-7-12.247

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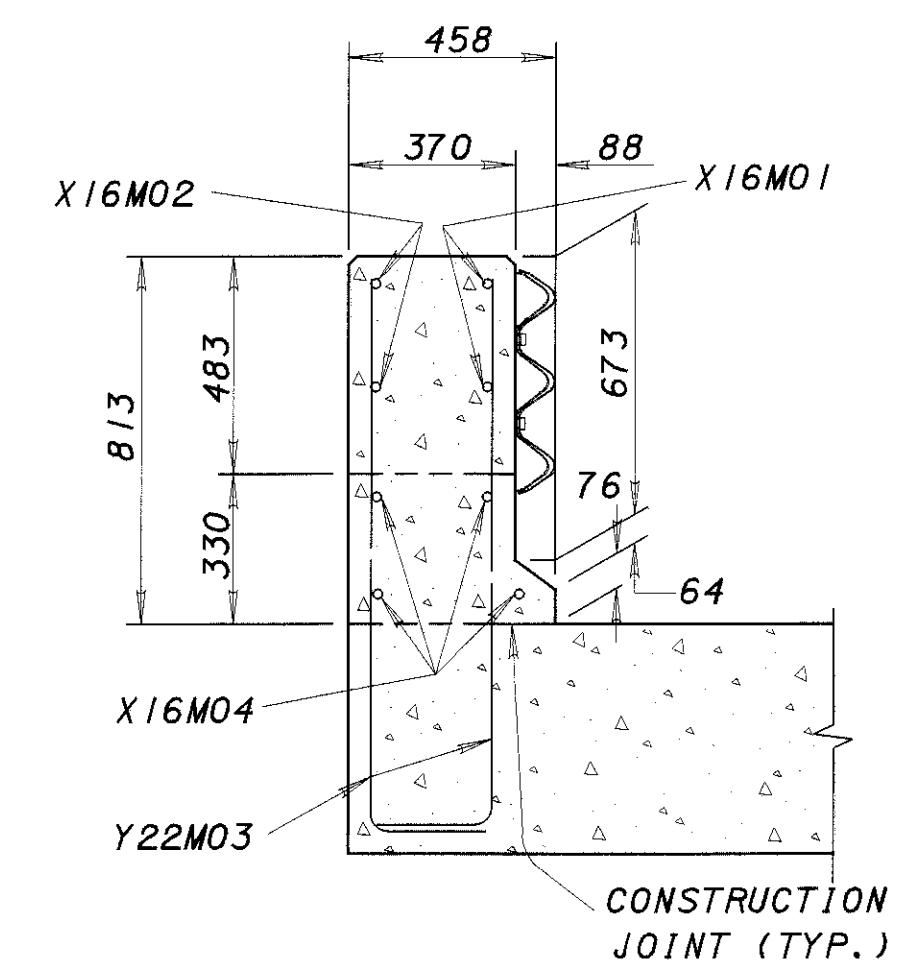
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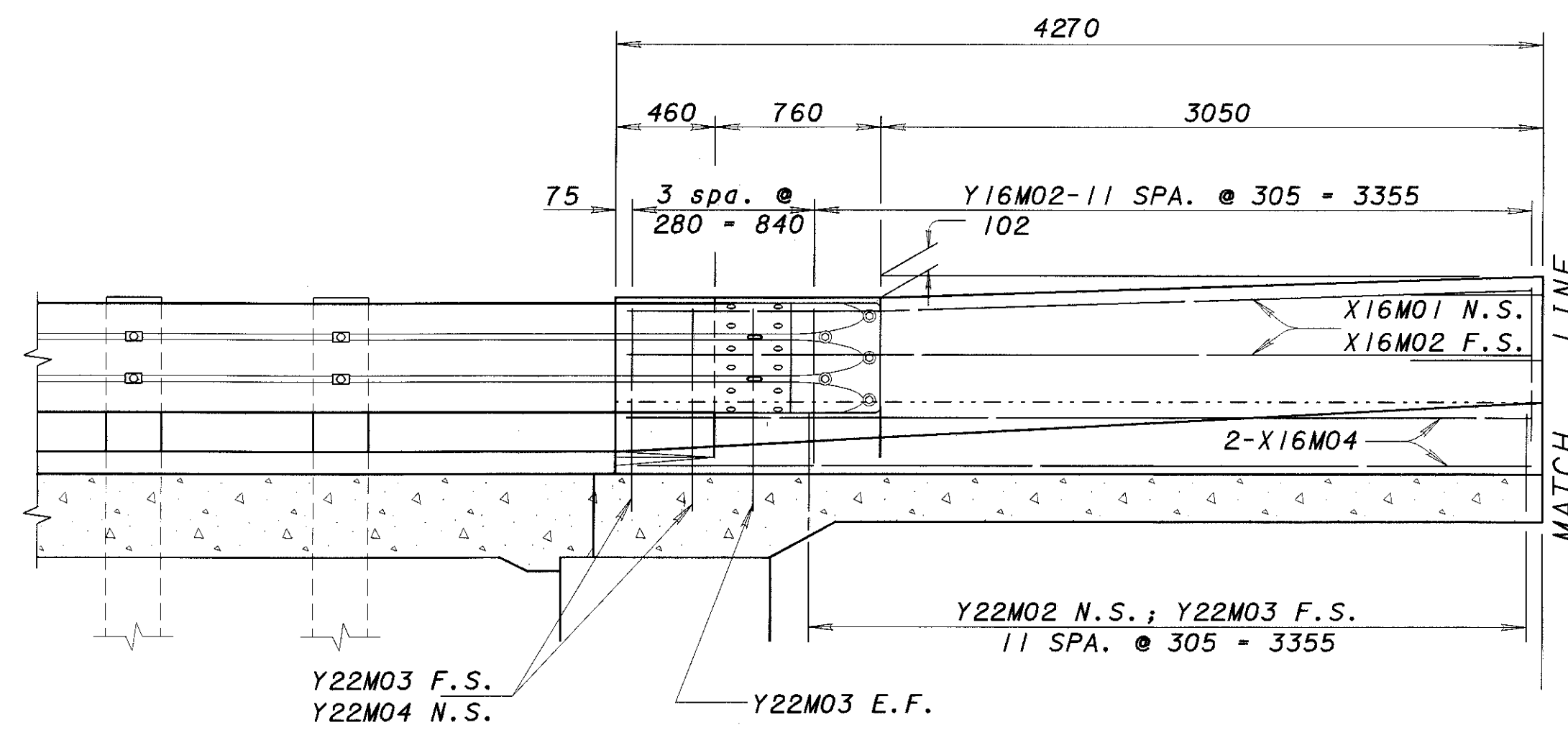
PART PLAN AT ABUTMENT



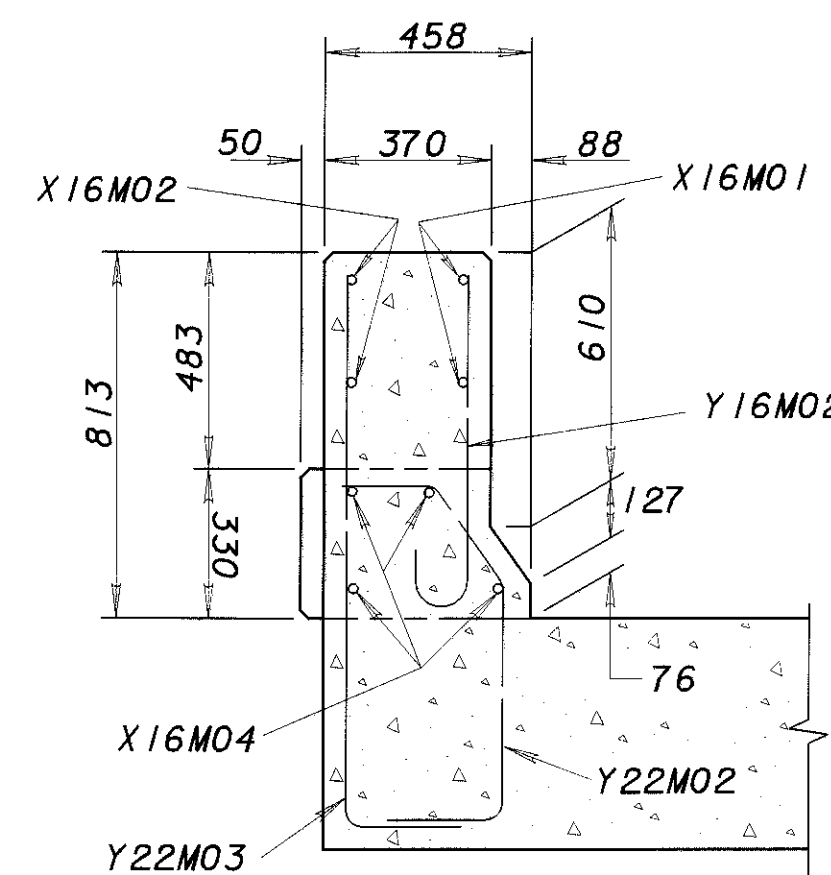
SECTION F-F



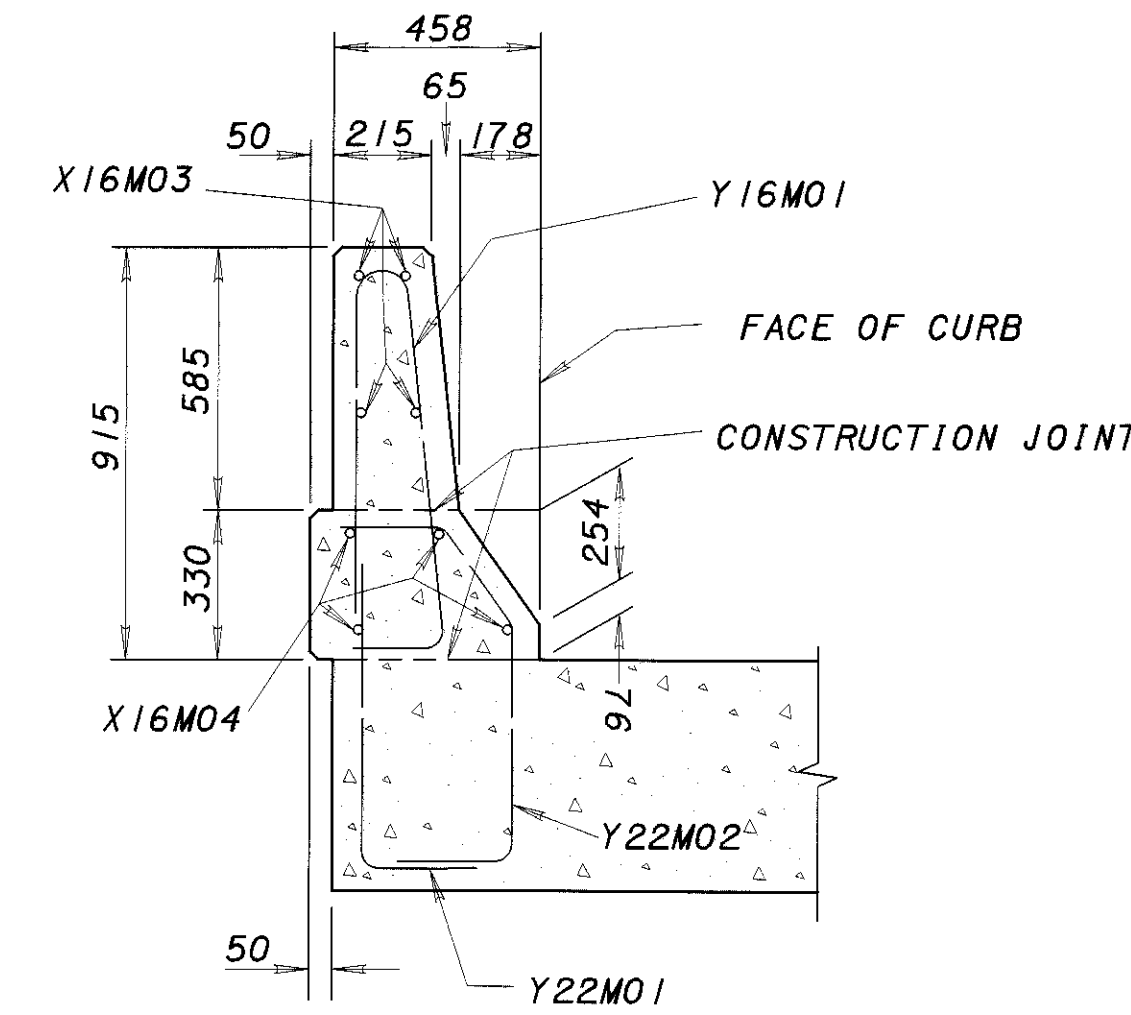
SECTION E-E



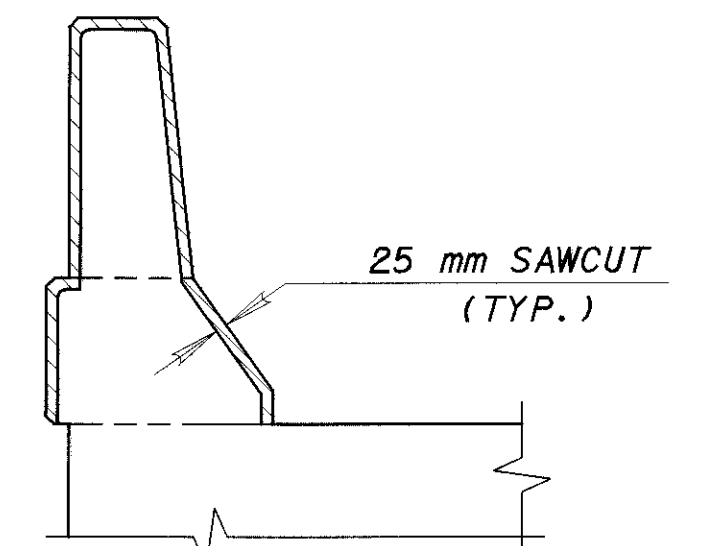
SECTION A-A



SECTION D-D

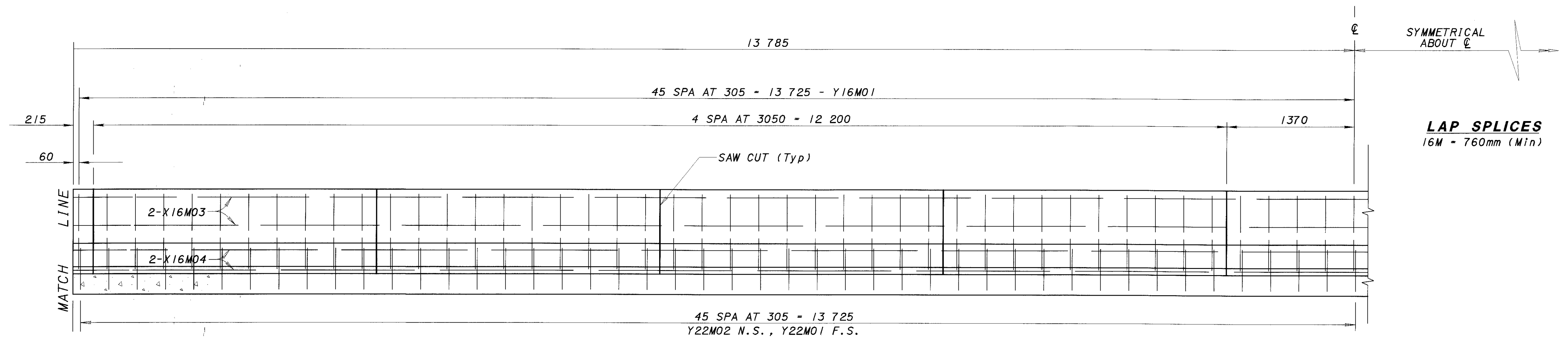


SECTION C-C



DETAIL A

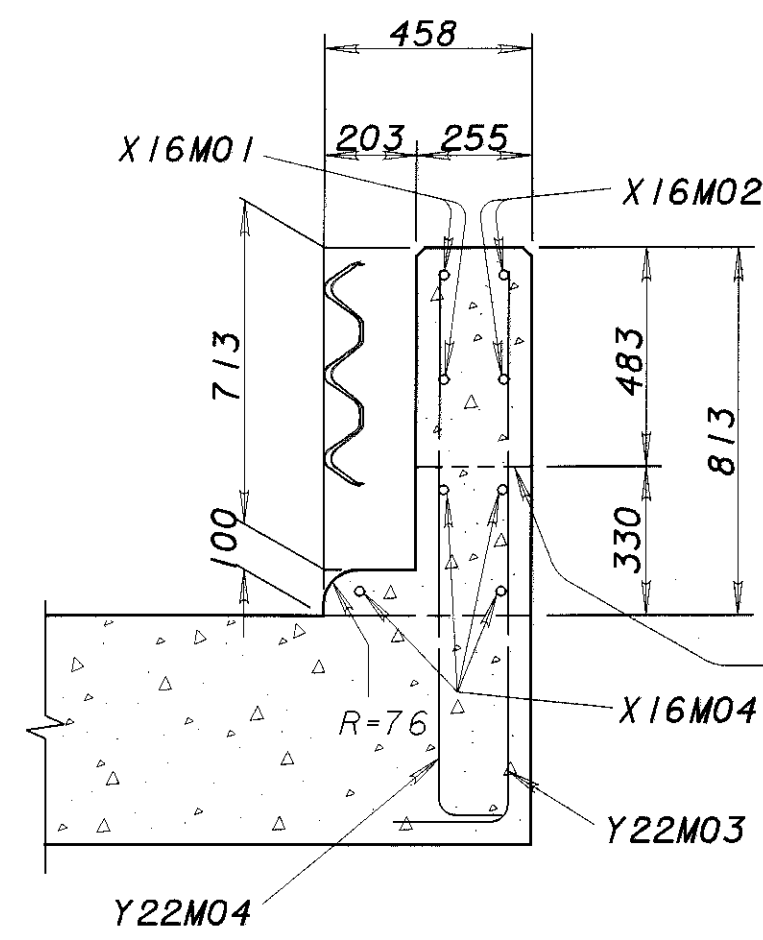
(Section Through Sawcut)
Sawcut Perimeter = 2160 mm



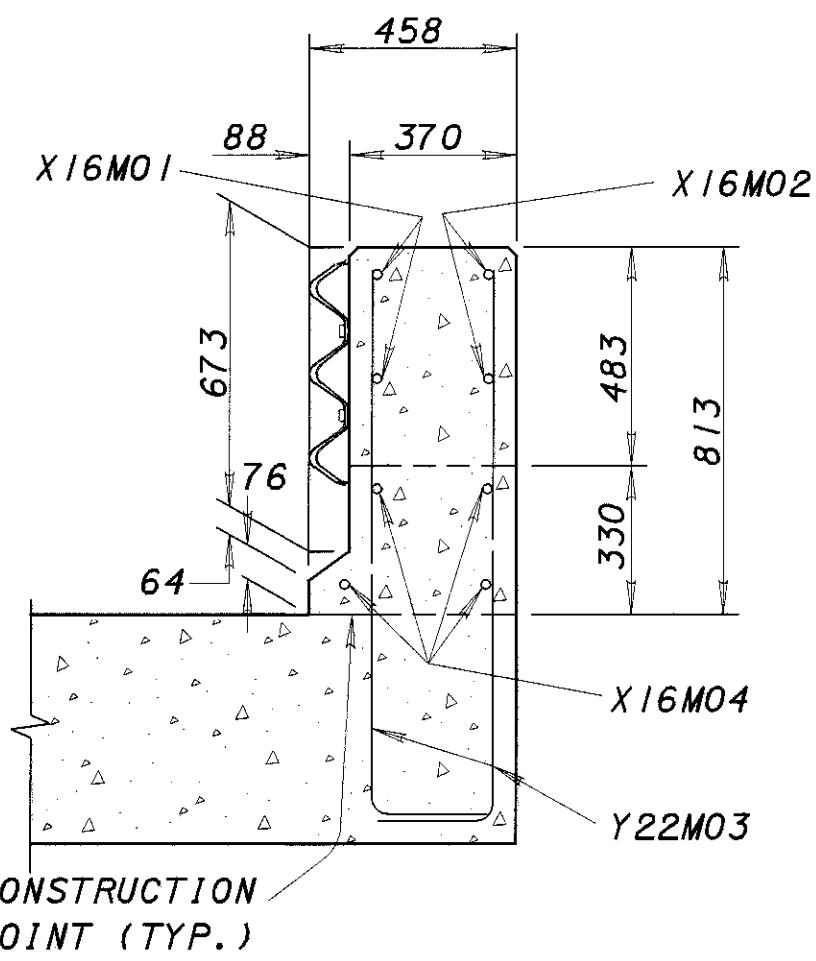
SECTION A-A

LAP SPLICES
16M - 760mm (Min)

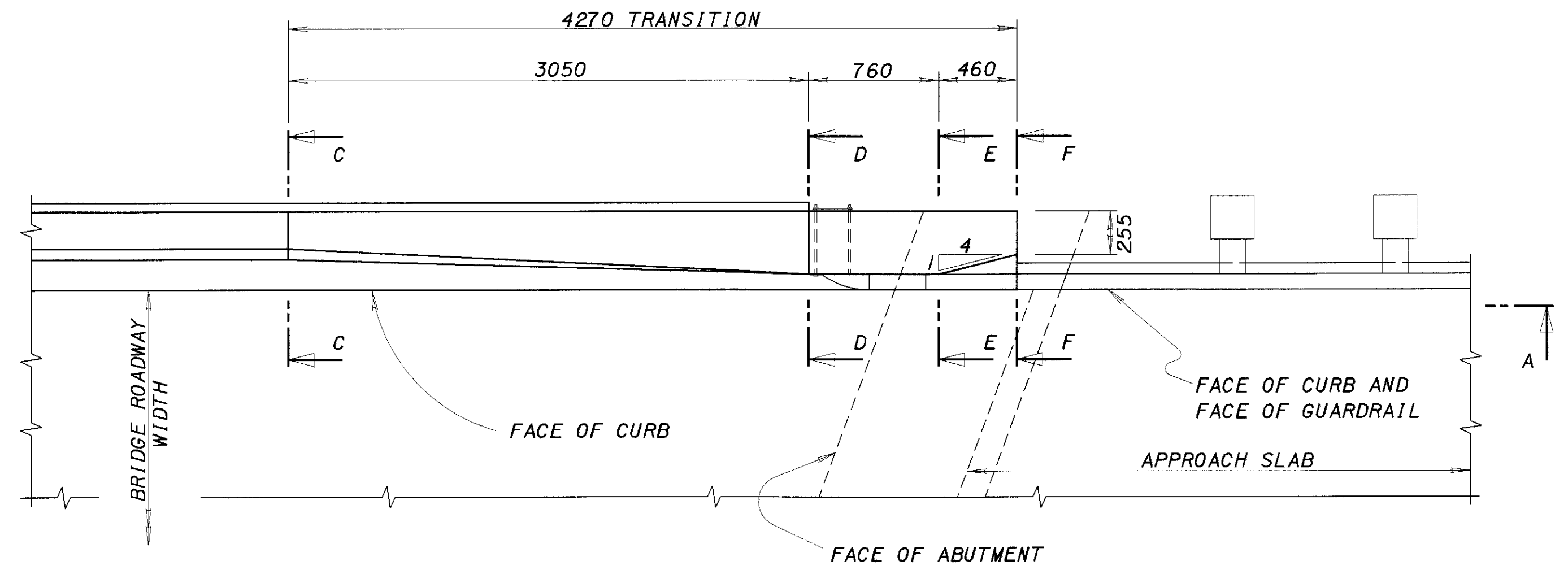
DESIGNED	DMM	CHECKED	JDC
DRAWN	DMM	REVISOR	
REVIEWED	RDB	DATE	12/15/98
DESIGN AGENCY	Production Department ODOT District 10 Marietta, Ohio		
PROJECT NO. MEG-7-12247R (0761R)		STRUCTURE FILE NUMBER 5300169	
PARAPET DETAILS (Left Side) BRIDGE NO. MEG-7-12247R (0761R) OVER TOWNSHIP ROAD 77			
MEG-7-12.247			
12/15			
27 30			



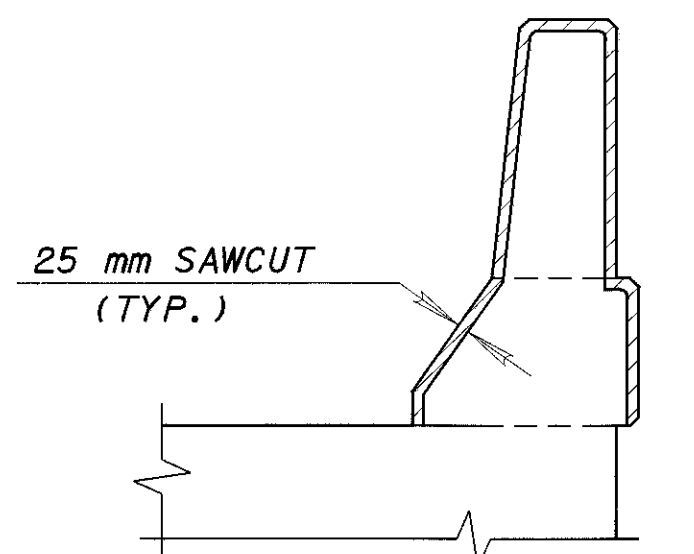
SECTION F-F



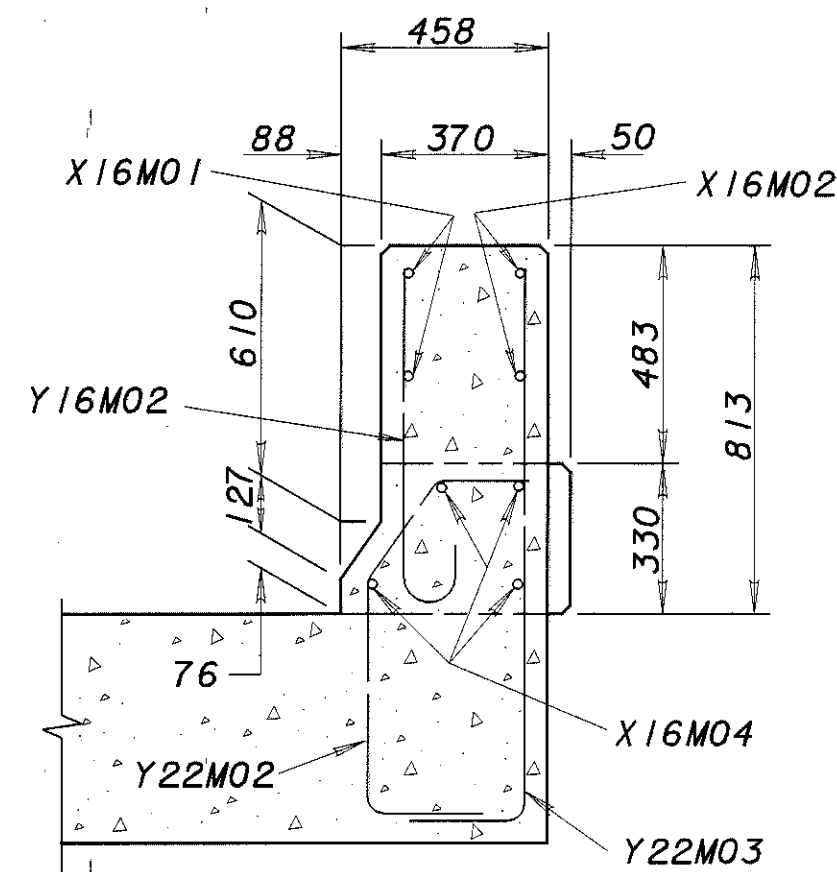
SECTION E-E



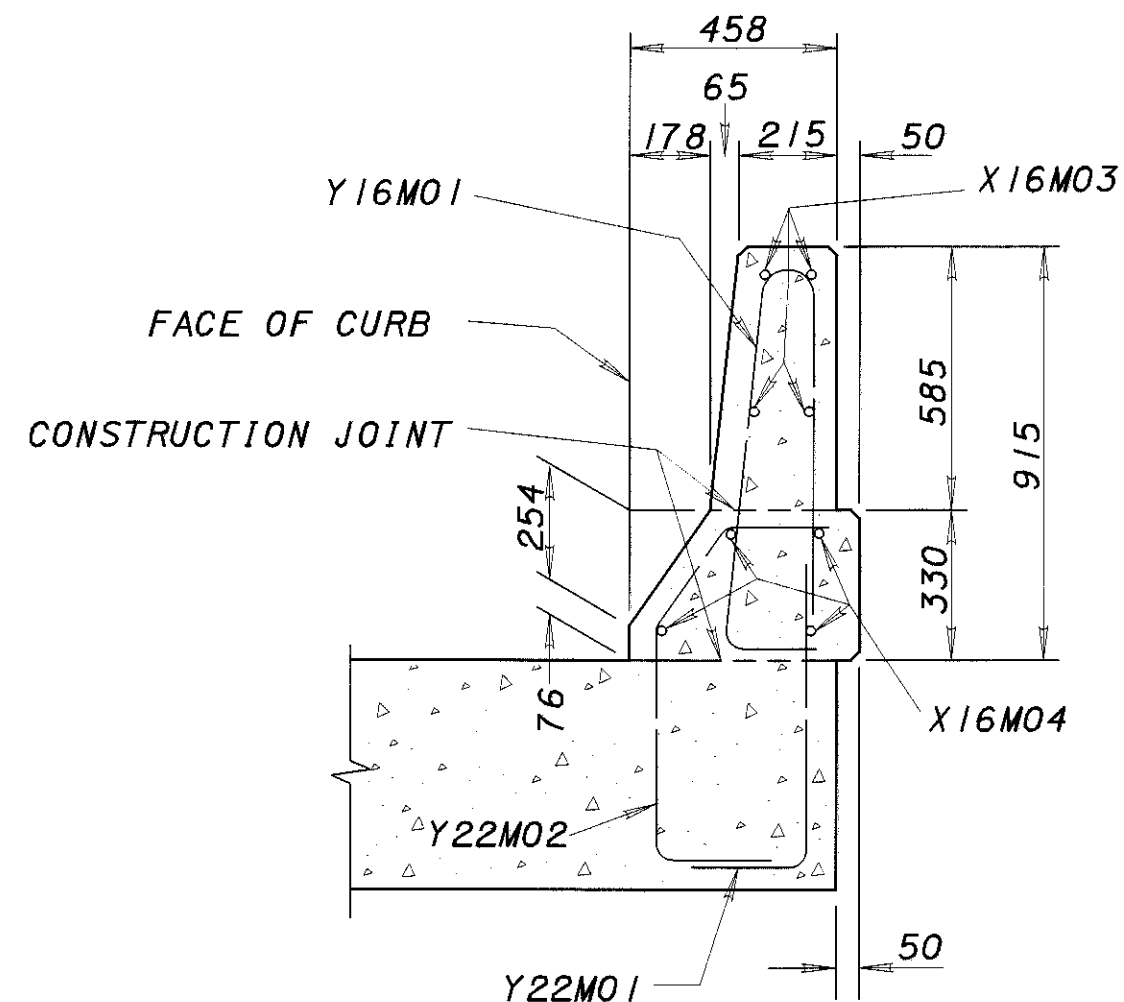
PART PLAN AT ABUTMENT



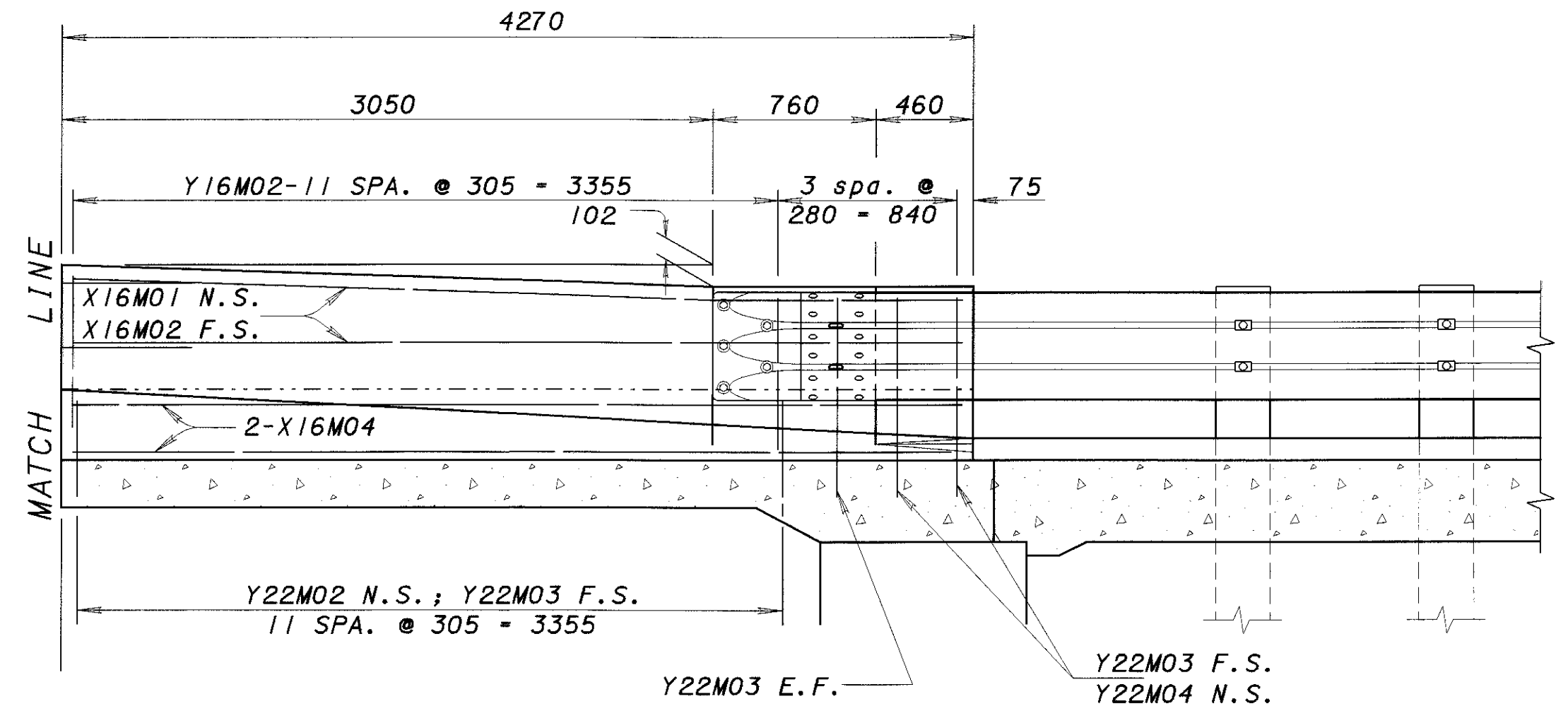
DETAIL A
(Section Through Sawcut)
Sawcut Perimeter = 2160 mm



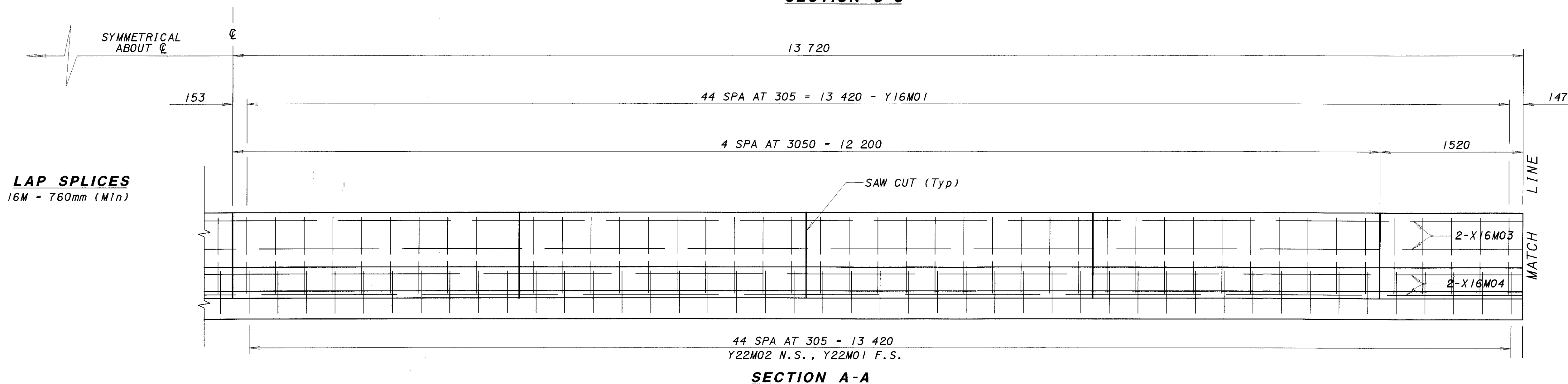
SECTION D-D



SECTION C-C



SECTION A-A



SECTION A-A

LAP SPLICES
16M = 760mm (Min)

DESIGN AGENCY
Production Department
ODOT District 10
Marietta, Ohio

REVIEWED DATE
RDB 12/15/98
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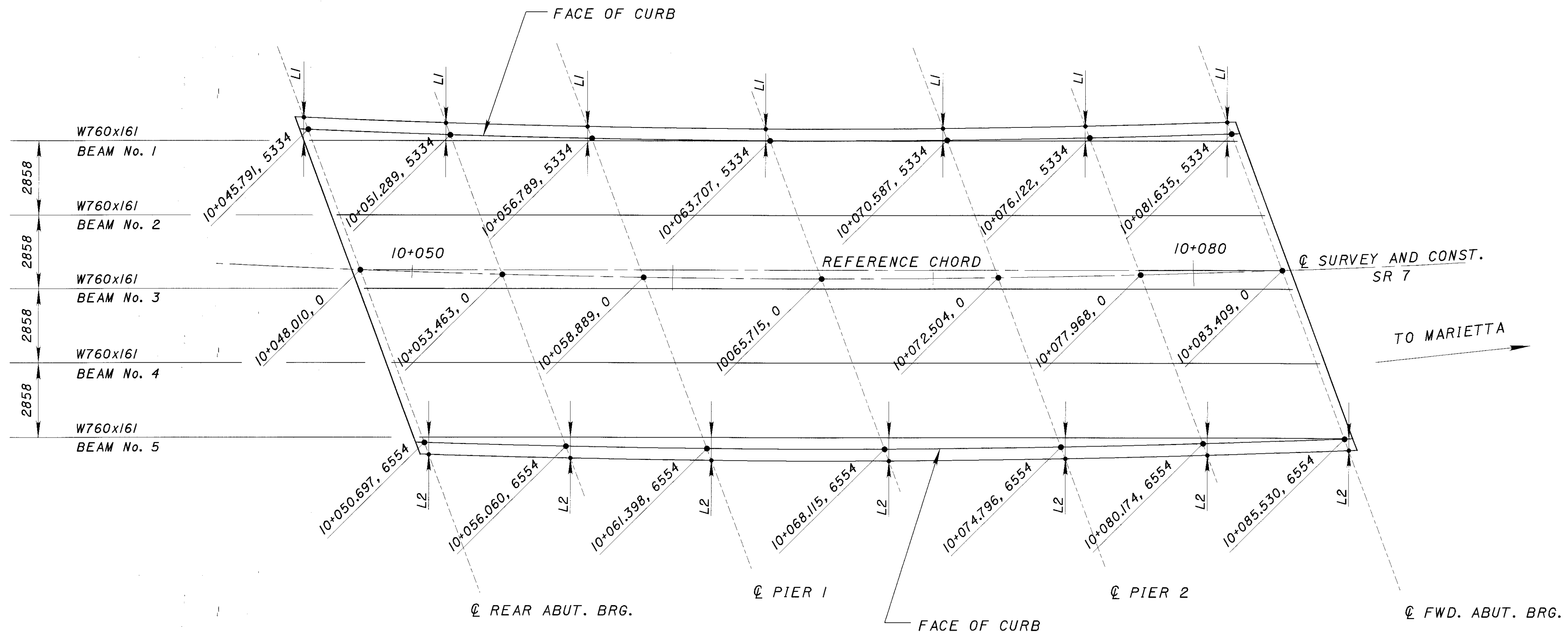
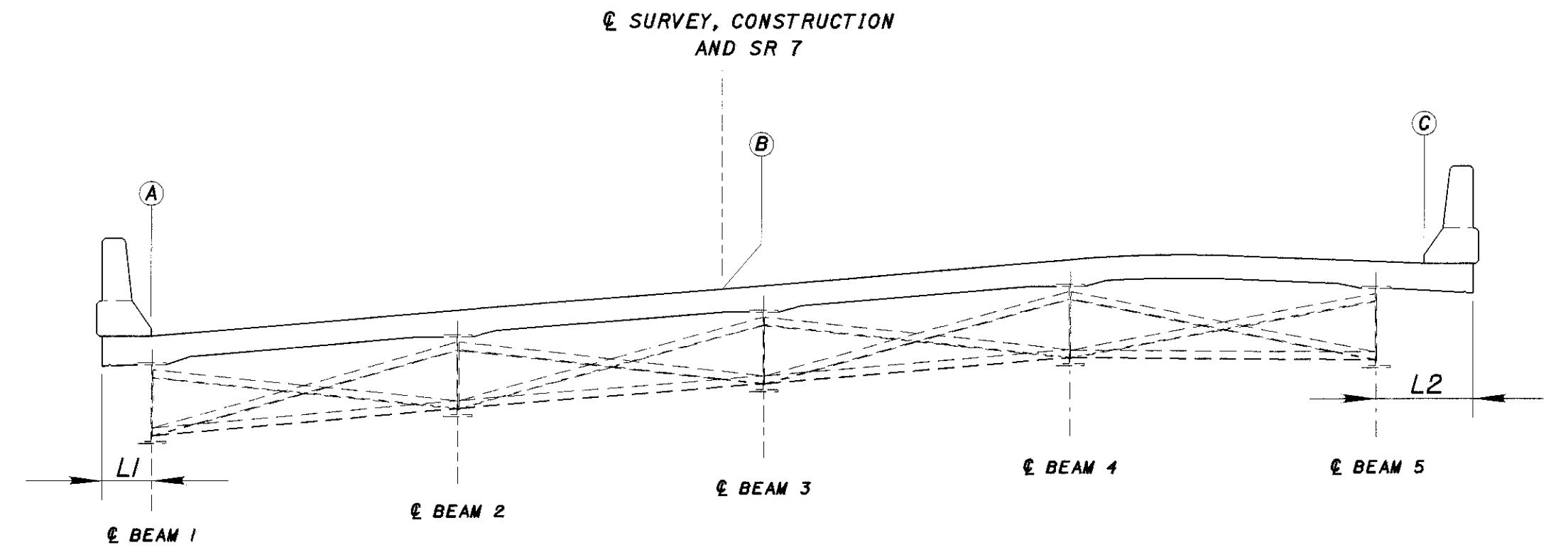
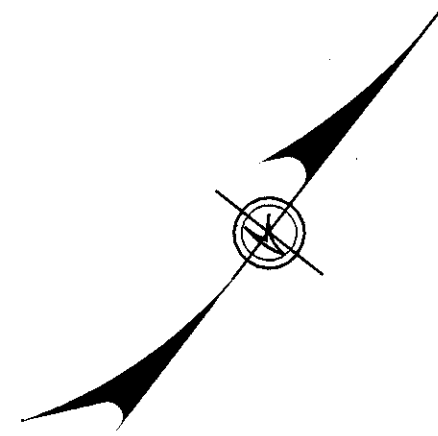
DRAWN
DNM

DESIGNED
DNM
CHECKED
JDC

PARAPET DETAILS (Right Side)
BRIDGE NO. MEG-7-12247R (0761R)
OVER TOWNSHIP ROAD 77

MEG-7-12.247

13/15
28/30



PLAN - DECK SLAB STATION AND OFFSETS

LOCATION	SCREED ELEV. - FINISHED ELEV			OVERHANG	
	A	B	C	DIM. L1 (mm)	DIM. L2 (mm)
☉ Rear Abutment	191.550	192.005	192.297	901	663
Midspan 1	191.580	192.035	192.326	695	807
☉ Pier 1	191.610	192.064	192.355	554	887
Midspan 2	191.648	192.102	192.392	470	899
☉ Pier 2	191.685	192.139	192.428	489	812
Midspan 3	191.716	192.168	192.458	578	670
☉ Fwd. Abutment	191.746	192.198	192.487	733	457

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SCREED ELEVATIONS
BRIDGE No. MEG-7-12247R (0761R)
OVER TOWNSHIP ROAD 77

MEG-7-12.247

14/15

29
30

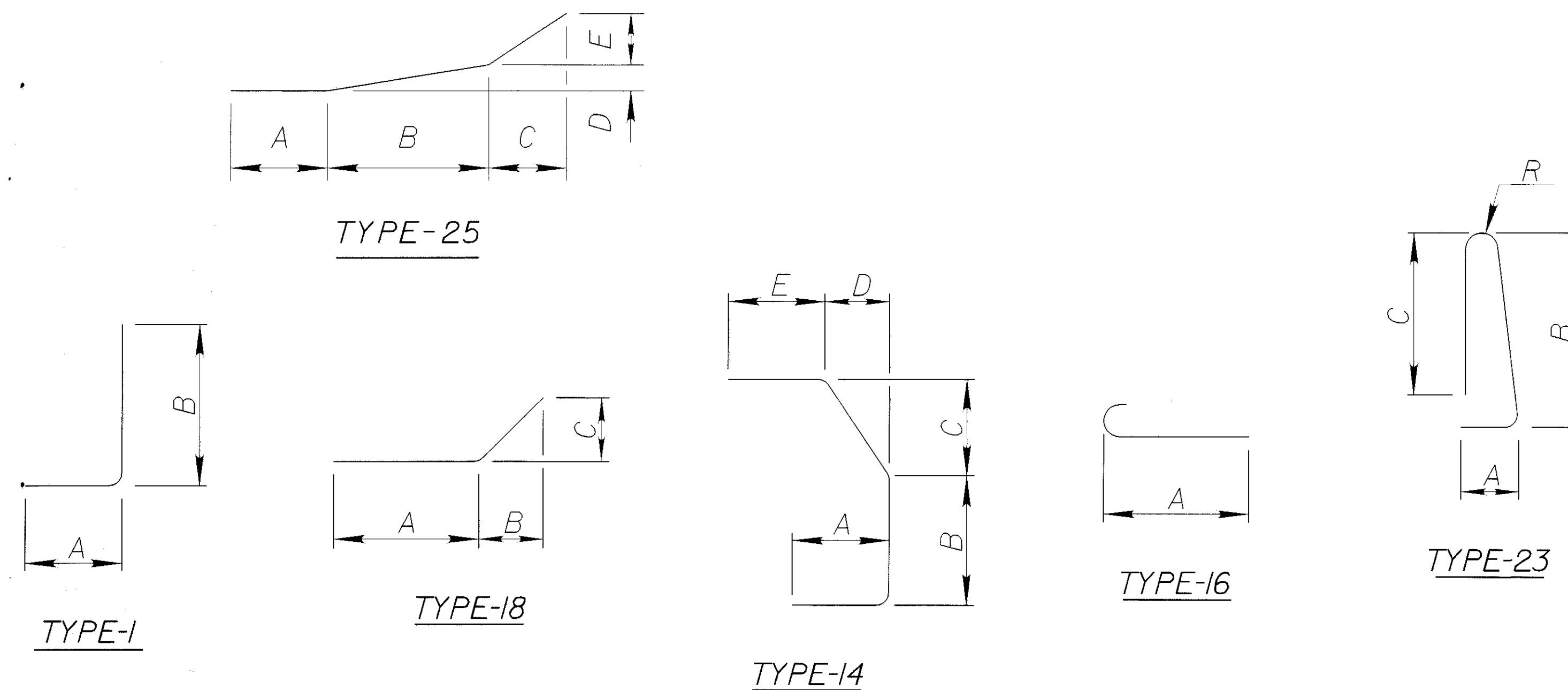
FOR INFORMATION ONLY

SUBSTRUCTURE

MARK	NUMBER			LENGTH EACH	UNIT MASS kg/mm	TOTAL WEIGHT (kg)	TYPE	DIMENSIONS							
	REAR	FWD	TOTAL					A	B	C	D	E	F	R	INC
ABUTMENT															
A25M01	4	4	8	6500	0.003973	207	STR								
A25M02	4	4	8	9300	0.003973	296	STR								
D25M01	17	16	33	1170	0.003973	154	18	740	305	305					
PARAPETS															
X16M01			8	4220	0.001552	52	25	3050	737	413	38	127			
X16M02			8	4220	0.001552	52	STR								
X16M03			24	10210	0.001552	380	STR								
X16M04			32	10050	0.001552	499	STR								
Y16M01			180	1825	0.001552	510	23	205	840	765			38		
Y16M02			48	920	0.001552	69	16	740							
Y22M01			180	690	0.003042	378	1	280	460						
Y22M02			228	805	0.003042	558	14	125	255	216	152	230			
Y22M03			64	1170	0.003042	228	1	280	940						
Y22M04			8	1045	0.003042	25	1	155	940						

SUPERSTRUCTURE

MARK	NUMBER			LENGTH EACH	UNIT MASS kg/mm	TOTAL WEIGHT (kg)	TYPE	DIMENSIONS							
	REAR	FWD	TOTAL					A	B	C	D	E	R	INC	
DECK															
S16M01			16	2355	0.001552	58	STR								
S16M02			52	Var. 2710 to 11695	0.001552	581	STR								
S16M03			472	6750	0.001552	4945	STR								
S16M04			132	5486	0.001552	1124	STR								
S16M05			16	2420	0.001552	60	STR								
S16M06			50	Var. 11640 to 2790	0.001552	560	STR								
S16M07			400	9600	0.001552	5960	STR								



DESIGN AGENCY
Production Department
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REINFORCING STEEL LIST
BRIDGE NO.: MEG-7-12247R (0761R)
OVER TOWNSHIP ROAD 77

MEG-7-12.247