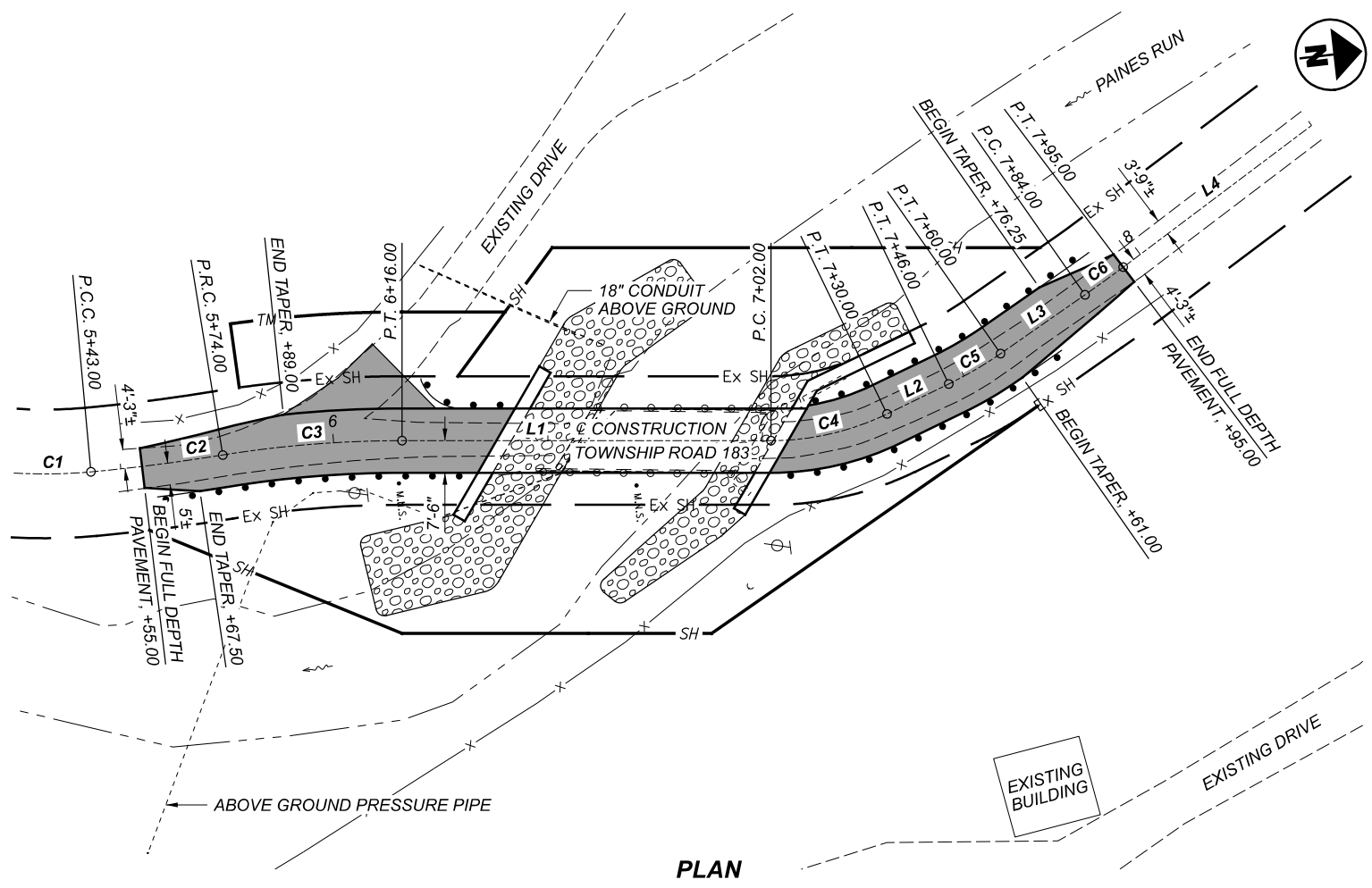


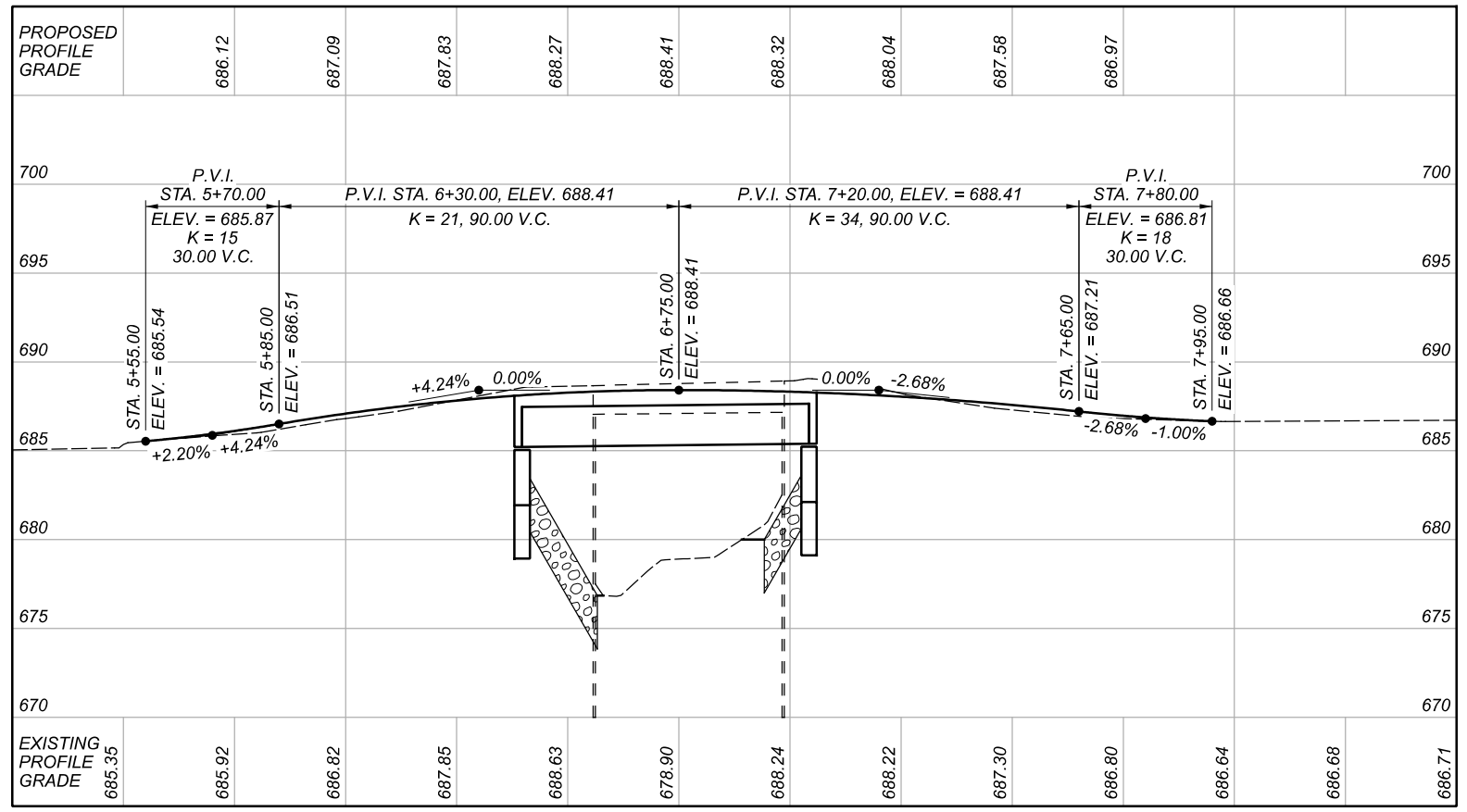
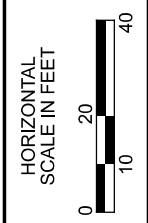
**CENTERLINE DATA**

- |  |  |  |
|--|--|--|
| <b>C1</b><br>P.I. = Sta. 5+20.30<br>Δ = 22°20'08" LT<br>Dc = 48°33'21"<br>R = 118.00'<br>T = 23.30'<br>L = 46.00'<br>E = 2.28'<br>C = 45.71'<br>C.B. = N12°27'01"E | <b>C2</b><br>P.I. = Sta. 5+58.51<br>Δ = 04°01'07" LT<br>Dc = 12°57'46"<br>R = 442.00'<br>T = 15.51'<br>L = 31.00'<br>E = 0.27'<br>C = 30.99'<br>C.B. = N00°44'47"W | <b>C3</b><br>P.I. = Sta. 5+95.05<br>Δ = 09°15'20" RT<br>Dc = 22°02'13"<br>R = 260.00'<br>T = 21.05'<br>L = 42.00'<br>E = 0.85'<br>C = 41.95'<br>C.B. = N01°53'30"E |
| <b>C4</b><br>P.I. = Sta. 7+16.24<br>Δ = 25°52'32" LT<br>Dc = 92°24'45"<br>R = 62.00'<br>T = 14.24'<br>L = 28.00'<br>E = 1.61'<br>C = 27.76'<br>C.B. = N06°25'26"W  | <b>C5</b><br>P.I. = Sta. 7+53.01<br>Δ = 09°00'46" LT<br>Dc = 64°22'38"<br>R = 89.00'<br>T = 7.01'<br>L = 14.00'<br>E = 0.28'<br>C = 13.99'<br>C.B. = N23°51'45"W   | <b>C6</b><br>P.I. = Sta. 7+89.50<br>Δ = 02°03'59" LT<br>Dc = 18°47'08"<br>R = 305.00'<br>T = 5.50'<br>L = 11.00'<br>E = 0.05'<br>C = 11.00'<br>C.B. = N29°24'08"W  |
- L1 = 86.00', N06°31'09"E  
 L2 = 16.00', N19°21'22"W  
 L3 = 24.00', N28°22'09"W  
 L4 = 314.00', N30°26'08"W



**LEGEND**

PROPOSED FULL DEPTH PAVEMENT



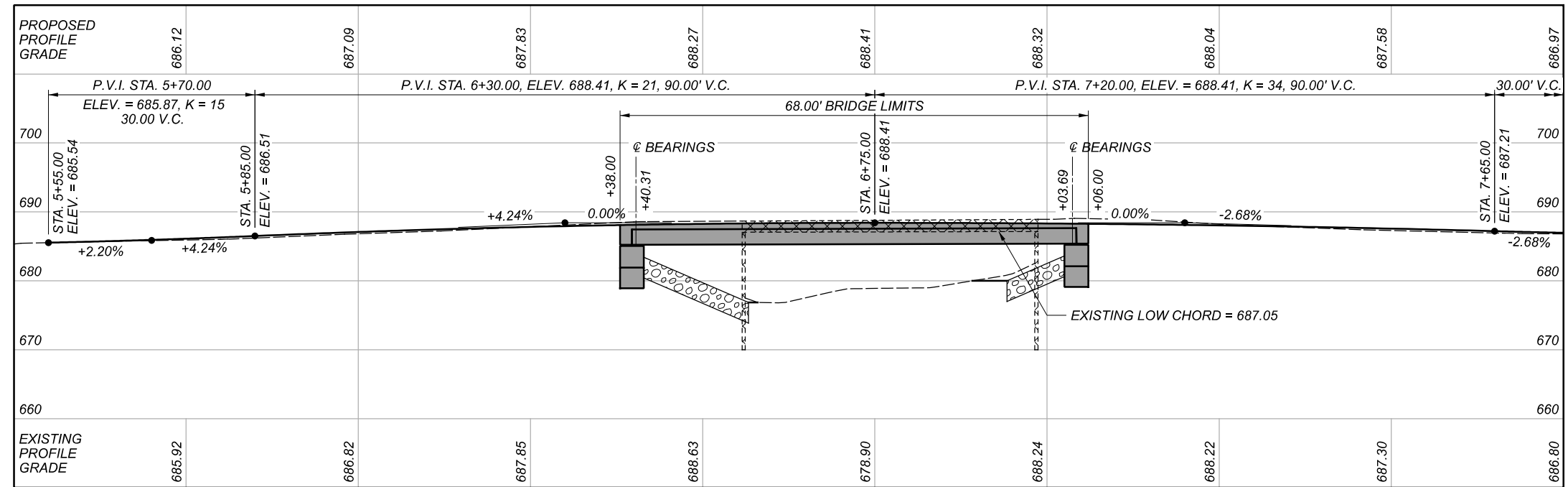
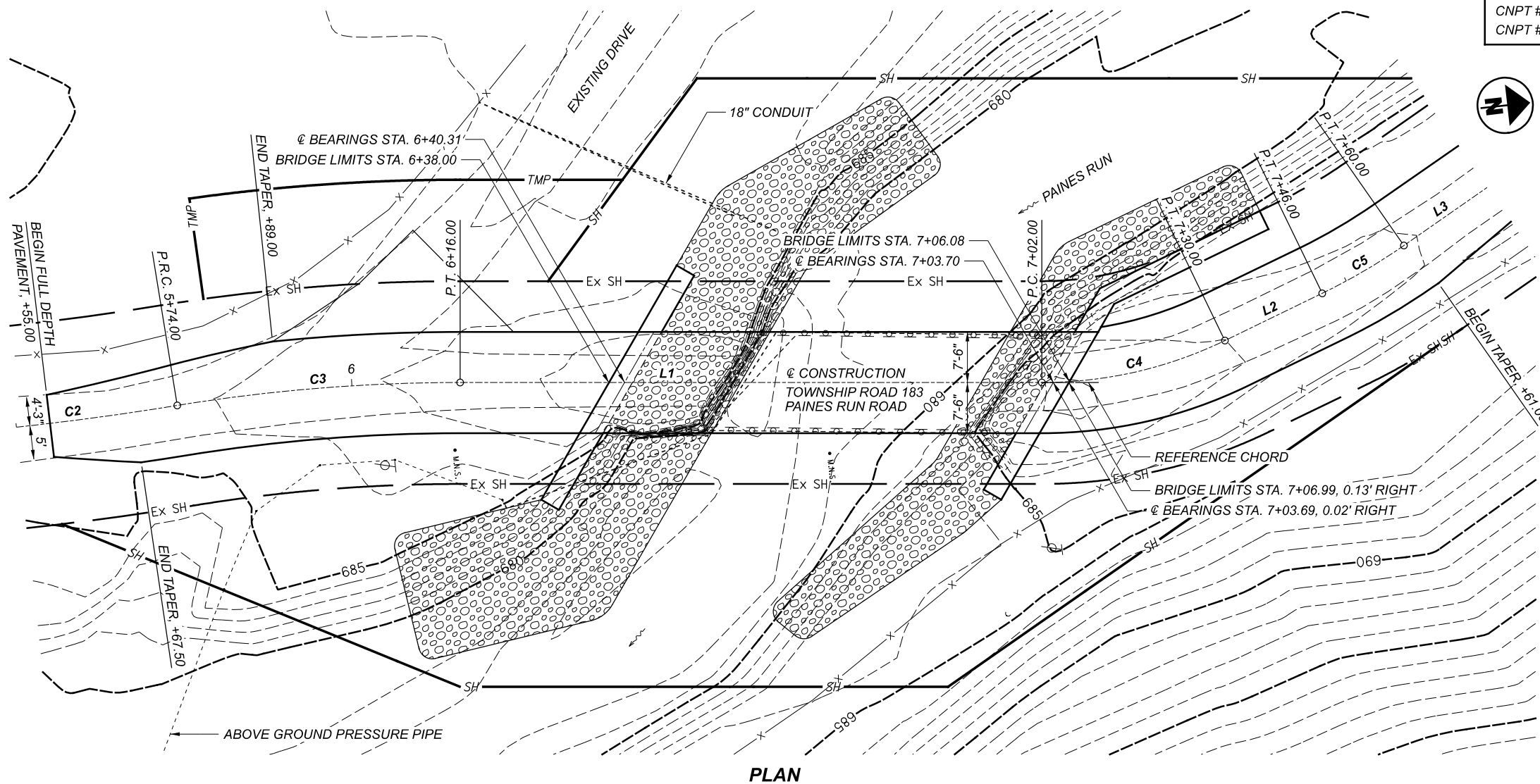
**PROFILE ALONG CONSTRUCTION**

**PLAN AND PROFILE**  
 STA. 5+25.00 TO STA. 8+50.00

DESIGN AGENCY

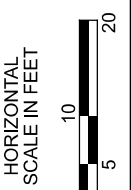
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 Newark, OH 43055  
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 www.adrinnovation.com

DESIGNER	JTH
REVIEWER	RBK
PROJECT ID	117514
SHEET	TOTAL
1	2



**CONTROL DATA TABLE**

CNPT #100	649,817.218 NORTH	2,406,841.158 WEST	ELEV. 682.47	REBAR SET
CNPT #101	649,987.981 NORTH	2,407,252.662 WEST	ELEV. 682.69	REBAR SET
CNPT #102	650,352.142 NORTH	2,407,473.549 WEST	ELEV. 684.51	REBAR SET



**NOTES**

DESIGN TRAFFIC:  
 2022 ADT = <400                      2022 ADTT = NOT AVAILABLE  
 2042 ADT = <400                      2042 ADTT = NOT AVAILABLE

**LEGEND**

- EXISTING STRUCTURE TO BE REMOVED
- ROCK CHANNEL PROTECTION...

**HYDRAULIC DATA**

DRAINAGE AREA = 7.89 SQUARE MILES  
 Q (10) = 1,550 CFS  
 Q (100) = 3,220 CFS

**EXISTING STRUCTURE**

TYPE: SINGLE SPAN STEEL GIRDER WITH FLOOR BEAMS, TIMBER DECK AND STEEL CAPPED PILE SUBSTRUCTURE

SPANS: 45' ±  
 ROADWAY: 13'-6" ±  
 LOADING: HS 15  
 SKEW: 30° LEFT FORWARD  
 WEARING SURFACE: TIMBER  
 APPROACH SLABS: NONE  
 ALIGNMENT: TANGENT  
 CROWN: NONE  
 STRUCTURE FILE NUMBER: 5634504  
 DATE BUILT: 1900  
 DISPOSITION: TO BE REPLACED

**PROPOSED STRUCTURE**

TYPE: SINGLE SPAN STRUCTURE - COMPOSITE BOX BEAM WITH INTEGRAL ABUTMENT SHOWN

SPANS: 63.38' CENTER TO CENTER OF BEARINGS  
 ROADWAY: 15'-0" FACE TO FACE OF RAIL  
 LOADING: HL93 AND 0.06 KSF FUTURE WEARING SURFACE  
 SKEW: 30° LEFT FORWARD  
 WEARING SURFACE: 1" MONOLITHIC CONCRETE  
 APPROACH SLABS: NONE  
 ALIGNMENT: TANGENT  
 CROWN: 0.016 FT/FT  
 DECK AREA: 1,020 SQUARE FEET  
 COORDINATES: LATITUDE 39°46'32.73" NORTH  
 LONGITUDE 80°56'16.48" WEST

**SITE PLAN**  
**BRIDGE NO. MOE-TR183-00.13**  
**OVER PAINES RUN**

SFN	0
DESIGN AGENCY	
DESIGNER	JTH
CHECKER	BCK
REVIEWER	RBK
PROJECT ID	117574
SUBSET	TOTAL
1	1
SHEET	TOTAL
1	2