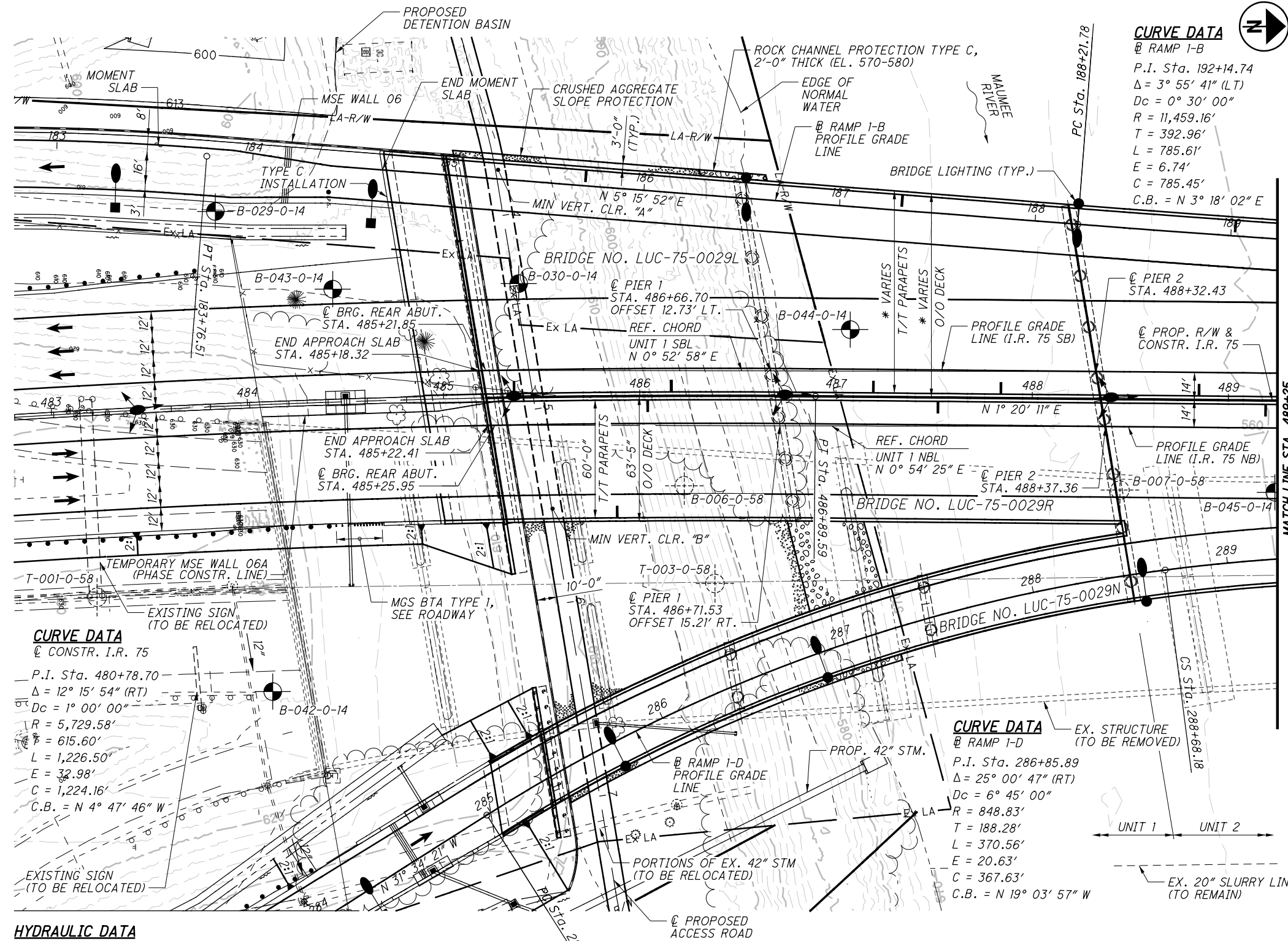


G:\Akron\DCS\Projects\Legacy\W00_LUC_75\Structures\LUC-75-0029R over Maumee River\Sheets\075_0027C_SP001.dgn 10/24/2018 9:07:21 AM Michael J. Thompson



CURVE DATA
 @ RAMP I-B
 P.I. Sta. 192+14.74
 $\Delta = 3^\circ 55' 41''$ (LT)
 $D_c = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $L = 785.61'$
 $E = 6.74'$
 $C = 785.45'$
 $C.B. = N 3^\circ 18' 02'' E$

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.
 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 HP14x73 END BEARING PILES FOUNDED ON ROCK. ALL PROPOSED PIER DRILLED SHAFTS SHALL BE 8'-0" DIAMETER WITH 7'-6" DIAMETER ROCK SOCKETS.

LEGEND

	HISTORIC BORING LOCATION
	PROJECT BORING LOCATION

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

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

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)

SKREW: 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

SKREW: 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"

CURVE DATA
 @ CONSTR. I.R. 75
 P.I. Sta. 480+78.70
 $\Delta = 12^\circ 15' 54''$ (RT)
 $D_c = 1^\circ 00' 00''$
 $R = 5,729.58'$
 $L = 1,226.50'$
 $E = 32.98'$
 $C = 1,224.16'$
 $C.B. = N 4^\circ 47' 46'' W$

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

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
 WILMINGTON, OHIO 44220-1100
 (330) 836-9111

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

DESIGNED: MRW
 CHECKED: CRG

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

W00/LUC-75-30.70/0.00
 PID No. 93592

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

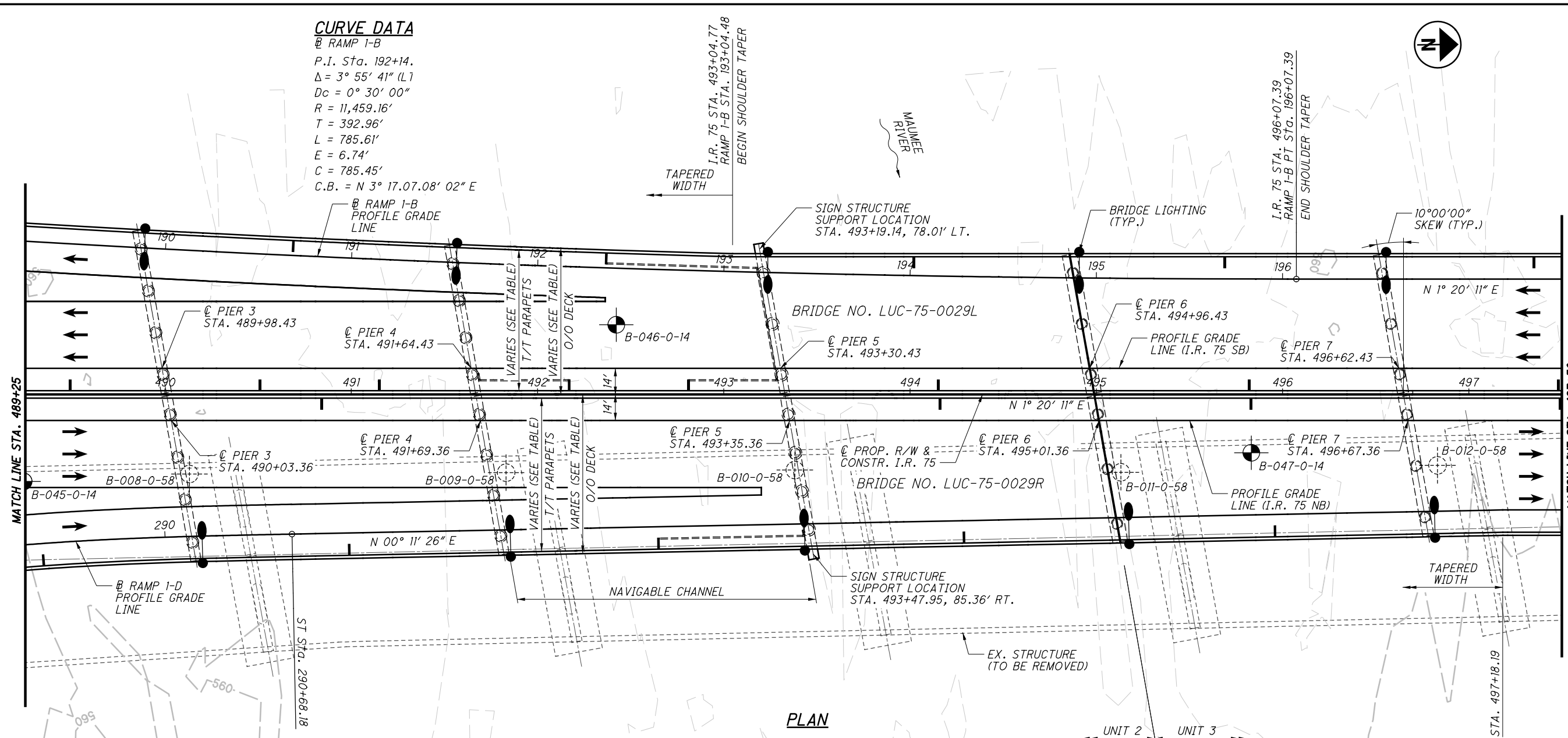
LUC-75-0029 L
 STA. 485+18.32
 STA. 504+66.98

1/216
 1294
 1792

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CURVE DATA

RAMP 1-B
 P.I. Sta. 192+14.
 $\Delta = 3^\circ 55' 41''$ (LT)
 $D_c = 0^\circ 30' 00''$
 $R = 11,459.16'$
 $T = 392.96'$
 $L = 785.61'$
 $E = 6.74'$
 $C = 785.45'$
 $C.B. = N 3^\circ 17.07.08' 02'' E$



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 1/2" TO 98'-8 1/2"	VARIES 120'-1" TO 95'-3"
UNIT 2 SB	VARIES 98'-8 1/4" 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	63'-5"	60'-0"
UNIT 2 NB	VARIES 102'-8 1/2" TO 79'-6 1/4"	VARIES 99'-3 3/4" TO 76'-1 1/4"
UNIT 3 NB	VARIES 79'-6 1/4" TO 75'-5"	VARIES 76'-1 1/4" TO 72'-0"

DESIGN AGENCY
AECOM
 564 WHITE POND DRIVE
 WILMINGTON, OHIO 44220-1100
 (330) 836-9111

DATE	8/18
REVIEWED	JTH
STRUCTURE FILE NUMBER	4802765/4802767
DRAWN	CMA
CHECKED	CRG
DESIGNED	MRW
PROJECT	LUC-75-0029 R
STA.	485+22.41
PROJECT	LUC-75-0029 L
STA.	485+18.32
PROJECT	LUC-75-0029 L/R
STA.	504+66.98
PROJECT	LUC-75-0029 R
STA.	504+71.92

SITE PLAN - 2 OF 6

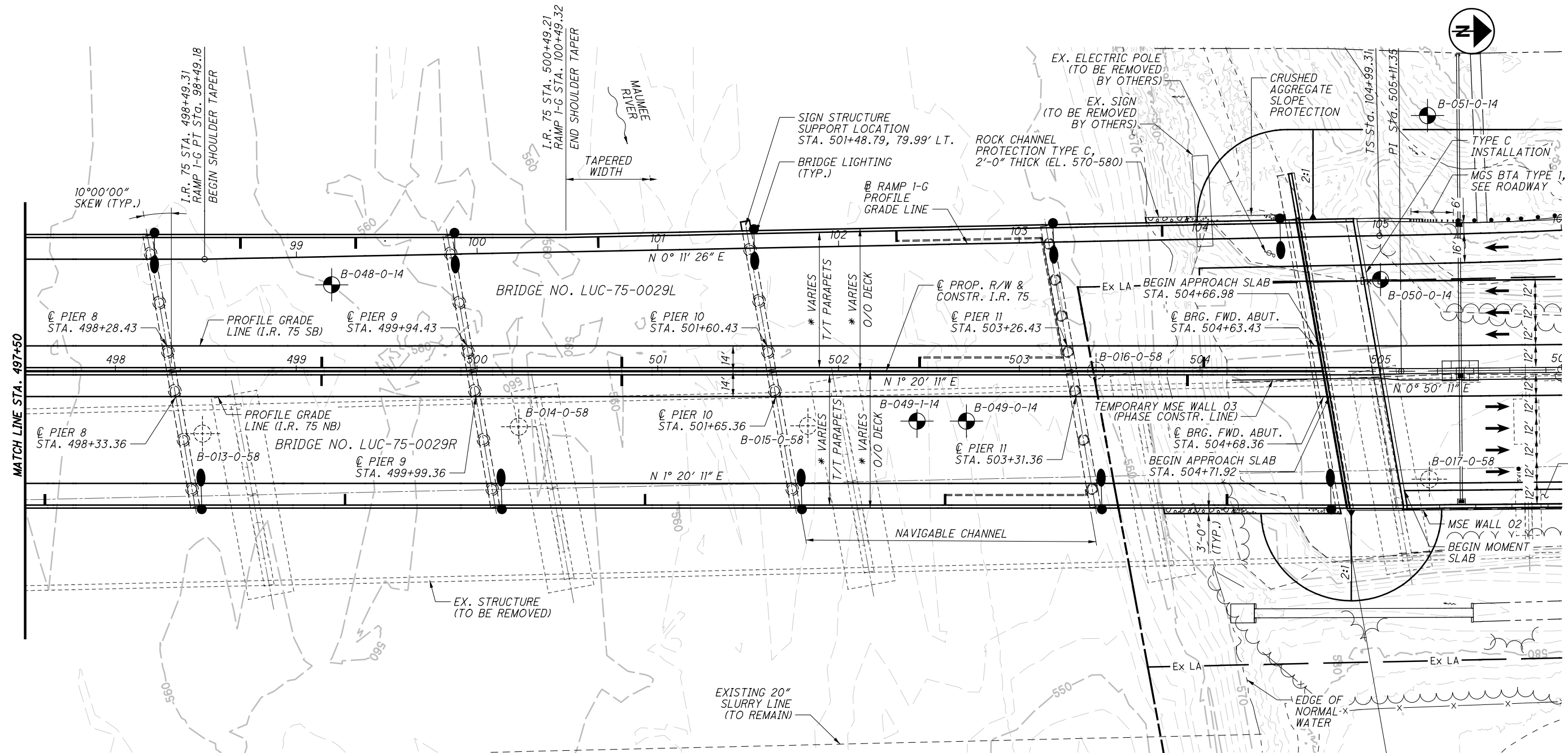
BRIDGE NO. LUC-75-0029 L/R
 I.R. 75 OVER MAUMEE RIVER

W00/LUC-75-30.70/0.00
 PID No. 93592

2 / 216

(1295)
 1792

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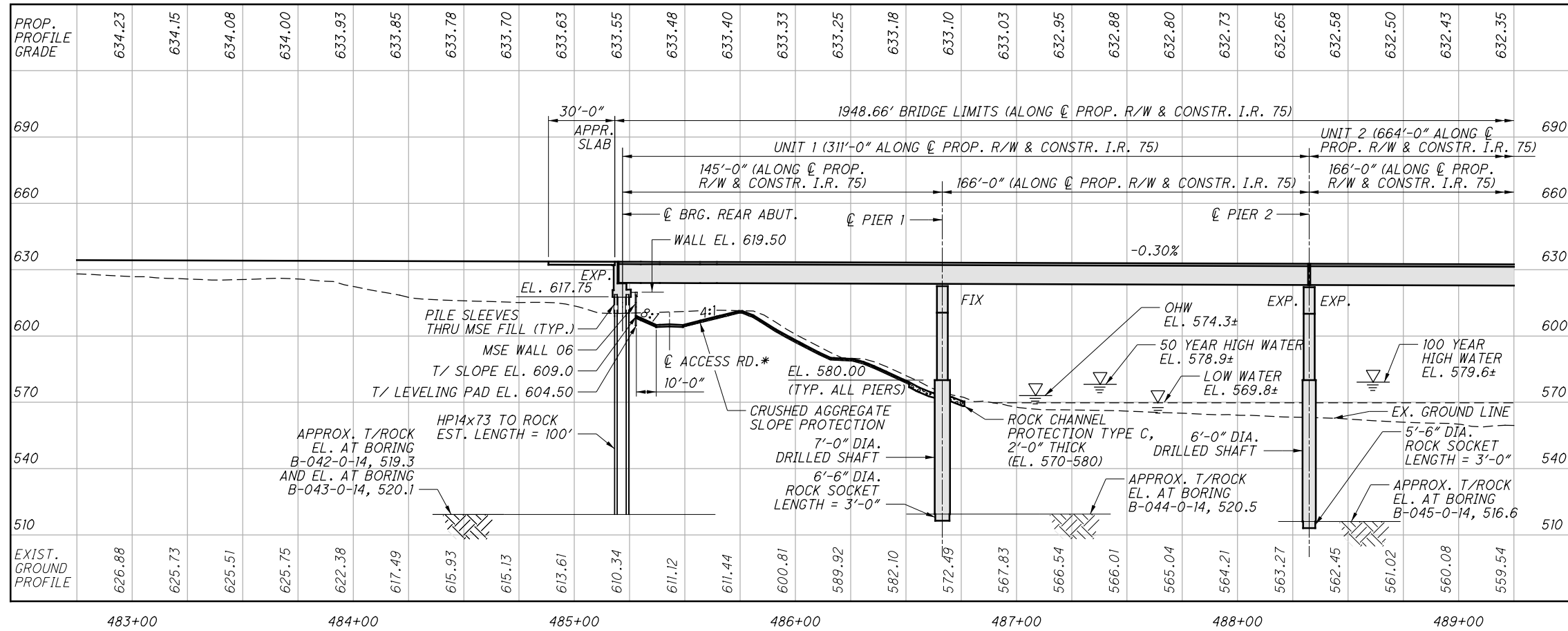


PLAN

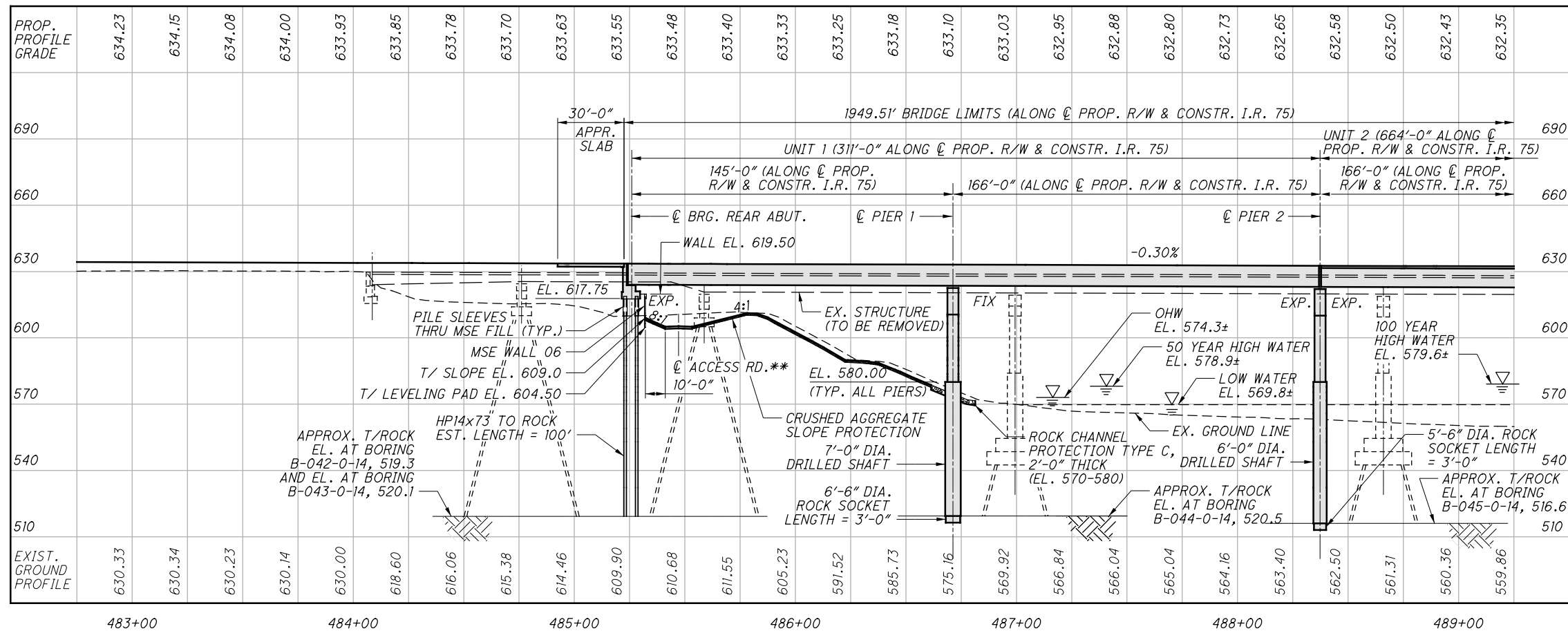
NOTE:
FOR NOTES AND LEGEND SEE SHT. 1/216

W00/LUC-75-30.70/0.00 PID No. 93592	SITE PLAN - 3 OF 6 BRIDGE NO. LUC-75-0029 L/R I.R. 75 OVER MAUMEE RIVER		LUC-75-0029 L STA. 485+18.32 STA. 504+66.98	LUC-75-0029 R STA. 485+22.41 STA. 504+71.92	DESIGNED MRW CHECKED CRG	DRAWN CMA REVISED	REVIEWED JTH STRUCTURE FILE NUMBER 4802765/4802767	DATE 8/18	DESIGN AGENCY AECOM 564 WHITE POND DRIVE COLUMBUS, OHIO 43220-1100 (614) 891-3300
	3/216 1296 1792								

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PROFILE ALONG PROFILE GRADE LINE (I.R. 75 SB)



PROFILE ALONG PROFILE GRADE LINE (I.R. 75 NB)

* ACCESS RD. MIN. VERT. CLR. = 16'-3"

** ACCESS RD. MIN. VERT. CLR. = 16'-11"

DESIGN AGENCY
AECOM
 564 WHITE POND DRIVE
 DEPT. OF HIGHWAYS
 (330) 836-9111

DATE 8/18

REVIEWED JTH

STRUCTURE FILE NUMBER 4802765/4802767

DRAWN CMA

CHECKED CRG

DESIGNED MRW

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 - 4 OF 6

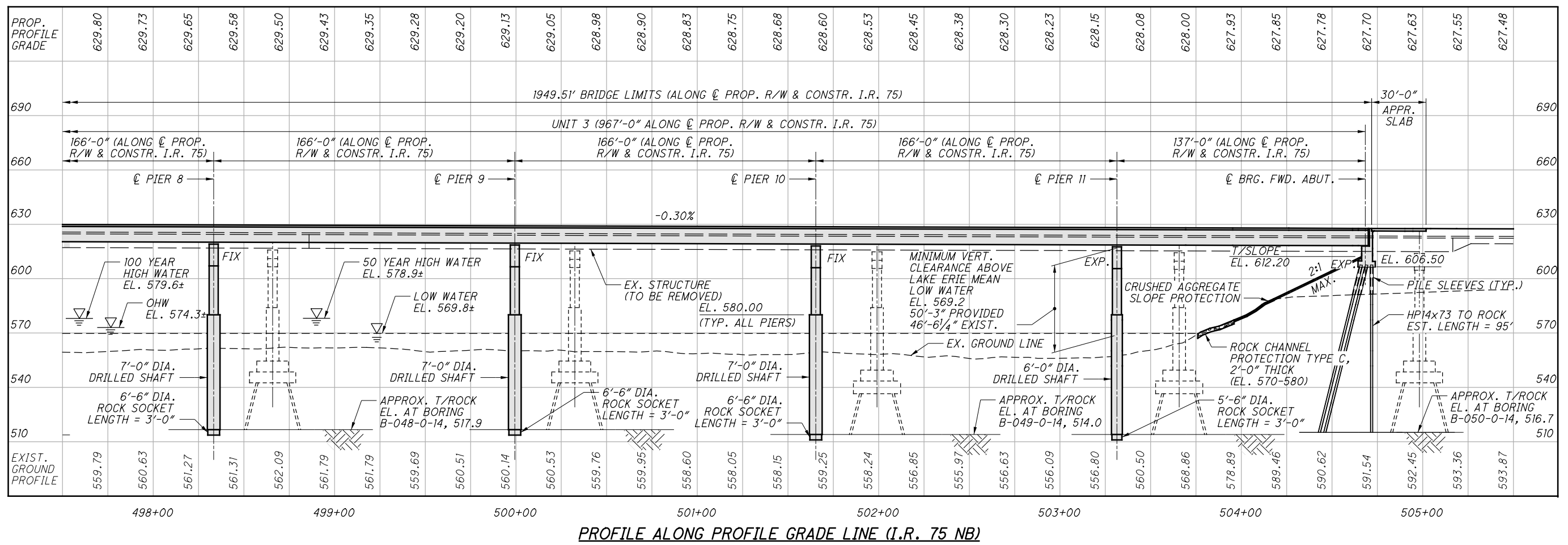
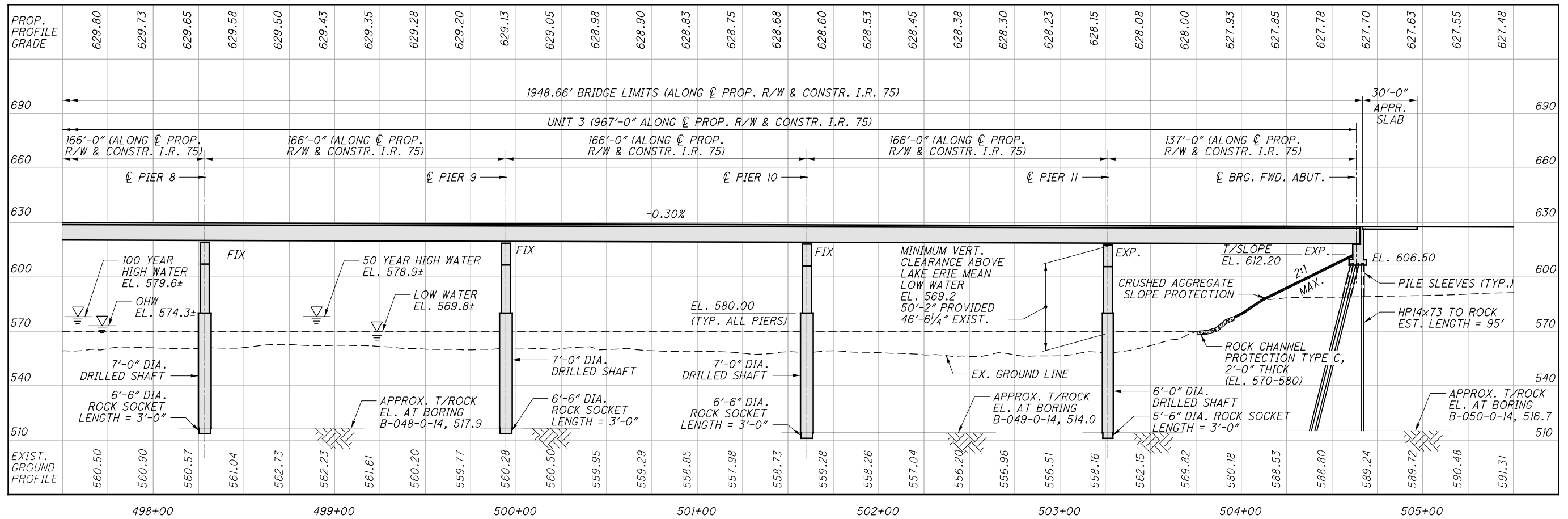
BRIDGE NO. LUC-75-0029 L/R
 I.R. 75 OVER MAUMEE RIVER

W00/LUC-75-30.70/0.00
 PID No. 93592

4/216

1297
 1792

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DESIGN AGENCY: AECOM
 564 WHITE POND DRIVE
 WILMINGTON, OHIO 44290-1100
 (330) 836-9111

DATE: 8/18

REVIEWED: JTH

DRAWN: CMA

DESIGNED: MRW

STRUCTURE FILE NUMBER: 4802765/4802767

REVISIONS: REVISED

DESIGNED BY: 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 - 6 OF 6

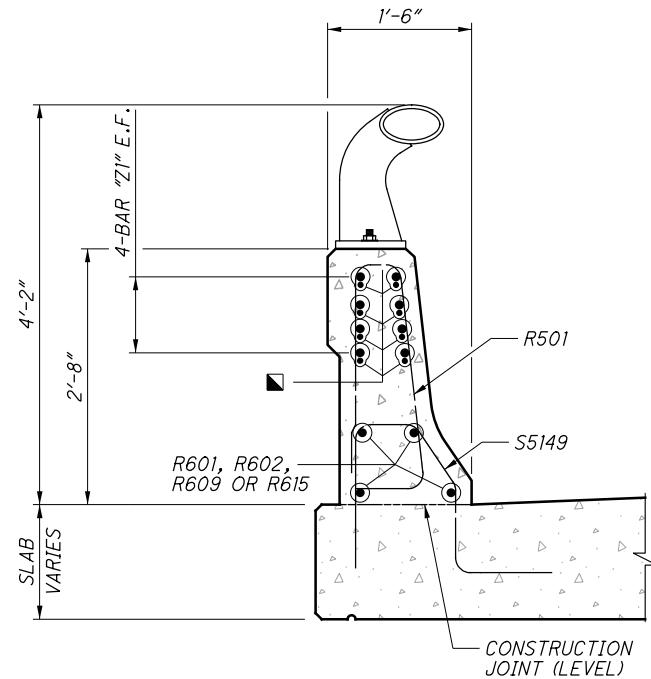
BRIDGE NO. LUC-75-0029 L/R
 I.R. 75 OVER MAUMEE RIVER

W00/LUC-75-30.70/0.00
 PID No. 93592

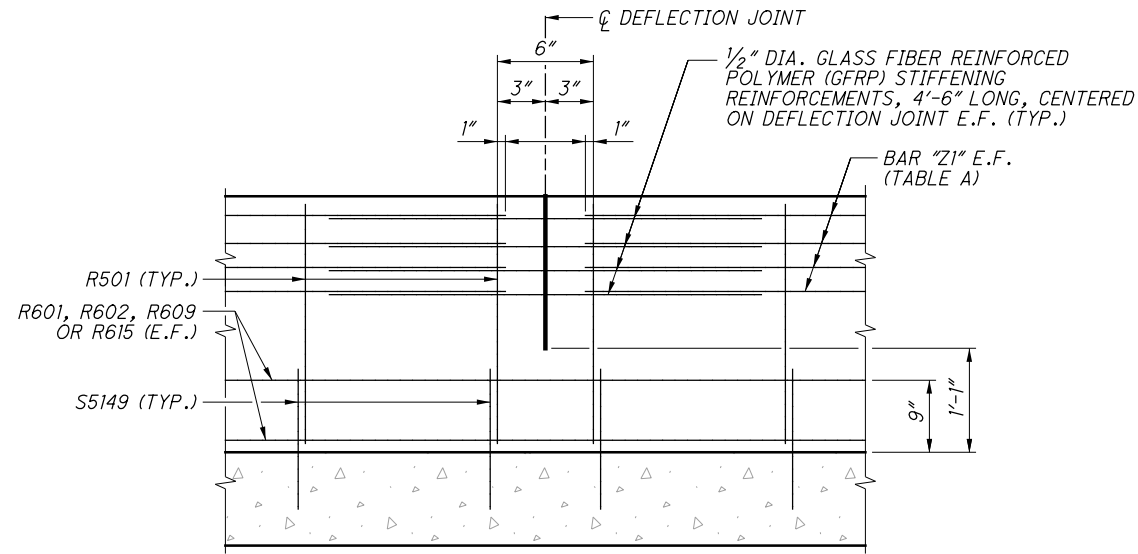
6 / 216

1299
 1792

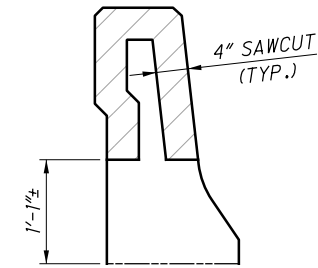
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B SECTION
 (BRIDGE DECK REINFORCING NOT SHOWN FOR CLARITY)



A SECTION
 GFRP REBAR STIFFENING DETAIL AT DEFLECTION JOINTS (BRIDGE DECK REINFORCING AND RAILING NOT SHOWN FOR CLARITY)



DETAIL C

DEFLECTION JOINTS:

SAWCUT 1/4 INCH DEEP DEFLECTION JOINTS ALONG THE PERIMETER OF THE PARAPET WHEN THE CONCRETE IS STILL GREEN OR AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

AFTER THE CONCRETE CURING PERIOD SPECIFIED IN CMS 511.14 HAS BEEN REACHED, PERFORM 4" SAWCUT THROUGH THE GFRP AS SHOWN IN DETAIL C ON THIS SHEET.

THE CONTRACTOR HAS AN OPTION TO PERFORM FULL DEPTH SAWCUT. HOWEVER, THE SAWCUT SHALL NOT BE LESS THAN 1'-0 1/2" FROM THE TOP OF THE CONCRETE DECK SLAB.

USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE 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 1/4 INCH.

SEAL THE PERIMETER OF THE DEFLECTION JOINTS TO A MINIMUM DEPTH OF ONE INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2 INCH OF BOTH THE INSIDE AND OUTSIDE FACES OF THE PARAPET UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

AT EACH DEFLECTION JOINT LOCATION, USE GLASS FIBER REINFORCED POLYMER (GFRP) REINFORCEMENT TO MAINTAIN THE RIGIDITY OF THE CAGE ACROSS THE PROPOSED JOINTS AT THOSE LONGITUDINAL BARS AS SHOWN IN SECTIONS A-A & B-B ON THIS SHEET. OTHER NON-FERROUS REINFORCEMENT MAY BE PROPOSED FOR USE, SUBJECT TO APPROVAL BY THE ENGINEER.

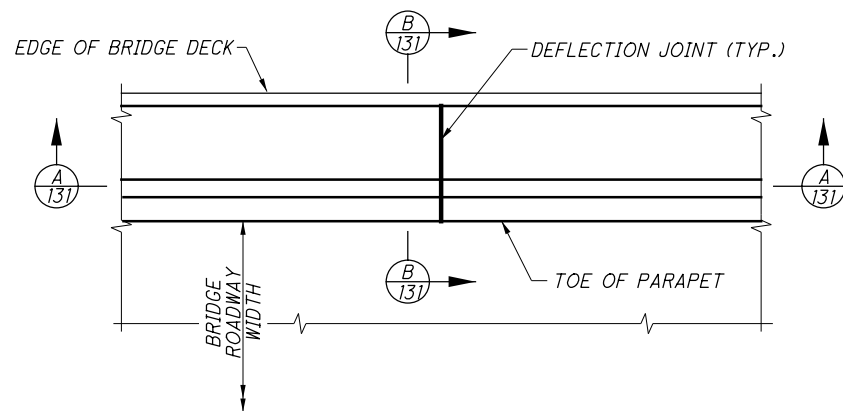
FOR TRANSITION SECTION, PLACE A DEFLECTION JOINT AT THE BEGINNING OF THE 14'-0" TRANSITION. DEFLECTION JOINTS ARE NOT REQUIRED WITHIN THE 14'-0" TRANSITION SECTION. SEE APPROACH SLAB SHEETS 193/216 THRU 196/216.

LEGEND:

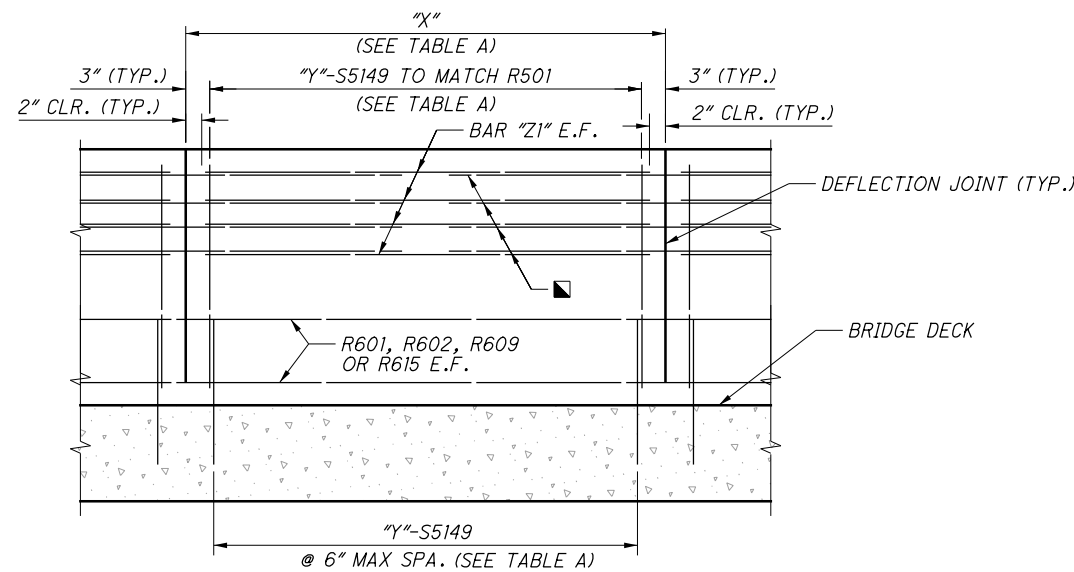
■ : 1/2" DIA. GLASS FIBER REINFORCED POLYMER (GFRP) STIFFENING REINFORCEMENT E.F.

NOTES:

- FOR PARAPET AND MEDIAN BARRIER PLANS AND TABLE A, SEE SHEETS 119/216 THRU 130/216.
- FOR ADDITIONAL PARAPET DETAILS, SEE SHEET 133/216.
- FOR REINFORCING STEEL LIST, SEE SHEET 212/216.



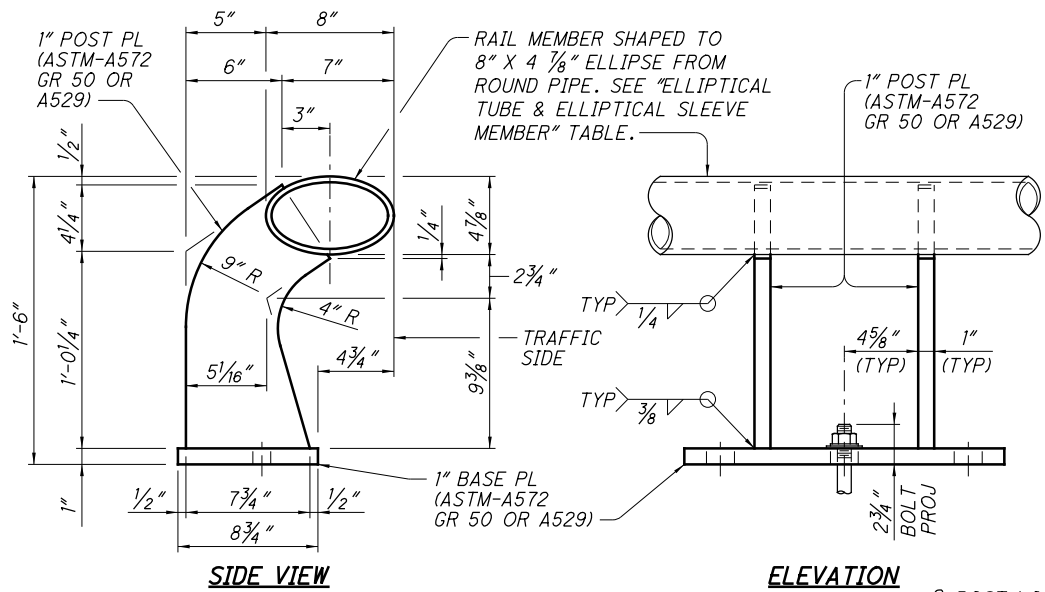
PLAN VIEW
 DEFLECTION JOINT DETAIL (RAILING NOT SHOWN FOR CLARITY)



PARTIAL PARAPET ELEVATION
 (BRIDGE DECK REINFORCING AND RAILING NOT SHOWN FOR CLARITY)

<p>DESIGN AGENCY</p> <p>AECOM</p> <p>564 WHITE POND DRIVE AUSTIN, TX 78745 (512) 836-9111</p>	<p>DATE</p> <p>8/18</p>
<p>REVIEWED</p> <p>JTH</p>	<p>STRUCTURE FILE NUMBER</p> <p>4802765/4802767</p>
<p>DRAWN</p> <p>JDM/VFG</p>	<p>REVISED</p> <p>MRW</p>
<p>DESIGNED</p> <p>JDM</p>	<p>CHECKED</p> <p>MRW</p>
<p>PARAPET DETAILS</p> <p>BRIDGE NO. LUC-75-0029 L/R I.R. 75 OVER MAUMEE RIVER</p>	
<p>W00/LUC-75- 30.70/0.00 PID No. 93592</p>	
<p>131/216</p>	
<p>1424 1792</p>	

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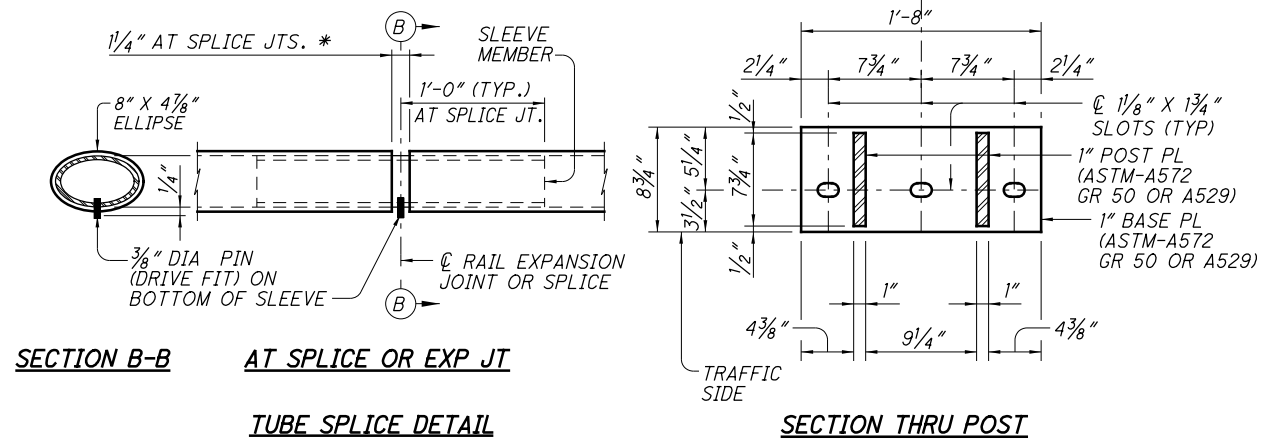
ELLIPTICAL TUBE & ELLIPTICAL SLEEVE MEMBER		
8" X 4 1/8" ELLIPSE	ELLIPTICAL SLEEVE MEMBER	
MATERIAL	MATERIAL	THICKNESS
6" DIA STD PIPE ASTM-A53 E OR S GR B)	ASTM-A53 Gr B	0.353"
	A36 or A500 Gr B	0.339"
6 5/8" O.D. PIPE X 0.188" API-5LX52	ASTM-A53 Gr B	0.339"
	A36 or A500 Gr B	0.325"
	API-5LX52	0.188"

NOTES: OTHER SECTIONS OF EQUAL OR GREATER STRENGTH ARE ACCEPTABLE FOR ELLIPTICAL SLEEVES. THE MAJOR AND MINOR DIAMETERS OF THE RAIL MEMBER MAY VARY +/- 0.1875" FROM PLAN DIMENSION. HOWEVER, THE DIFFERENCE BETWEEN THE OUTSIDE DIAMETERS OF THE ELLIPTICAL SLEEVE AND THE INSIDE DIAMETERS OF THE RAIL MEMBER MUST NOT EXCEED 0.25 INCHES.

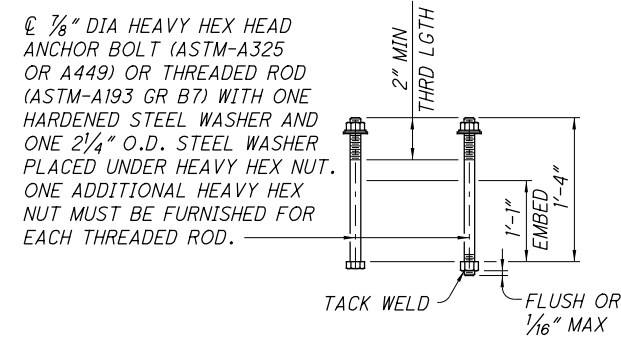
RAIL DATA FOR HORIZONTAL CURVES			
	RADIUS TO FACE OF RAIL	MAX CHORD LENGTH	CONSTRUCT OR FABRICATE
RAIL MEMBERS	OVER 2800'	29'-0"	STRAIGHT RAIL SECTIONS
	OVER 1400' THRU 2800'	14'-6"	TO REQUIRED RADIUS (2)
	OVER 700' THRU 1400'	7'-3"	TO REQUIRED RADIUS (2)
	THRU 700'	ZERO	TO REQUIRED RADIUS (2)

- CONSTRUCTION NOTES:**
- ANCHOR BOLTS SHALL BE CAST WITH THE PARAPET (SEE CAST-IN-PLACE ANCHOR BOLTS). ADJUST PARAPET REINFORCING LOCATIONS ±1" TO AVOID INTERFERENCE WITH ANCHOR BOLTS.
 - RAIL PARAPET MUST BE PLUMB UNLESS OTHERWISE APPROVED BY THE ENGINEER. STEEL POSTS MUST BE SQUARE TO THE TOP OF PARAPET. USE EPOXY MORTAR UNDER POST BASE PLATES IF GAPS LARGER THAN 1/16" EXIST.
 - PANEL LENGTHS OF TUBE MEMBERS MUST BE ATTACHED CONTINUOUSLY TO A MINIMUM OF THREE POSTS. PANEL LENGTHS SHALL BE NO GREATER THAN 100'. TUBE SPLICE DETAIL SHALL BE PROVIDED AT ALL PIER AND DECK EXPANSION JOINT LOCATIONS. OVER DECK EXPANSION JOINT LOCATIONS, SET TUBE GAP TO CURRENT JOINT OPENING PLUS 3/8". ROUND OR CHAMFER ALL EXPOSED EDGES OF STEEL COMPONENTS 1/16" BY GRINDING PRIOR TO GALVANIZING.

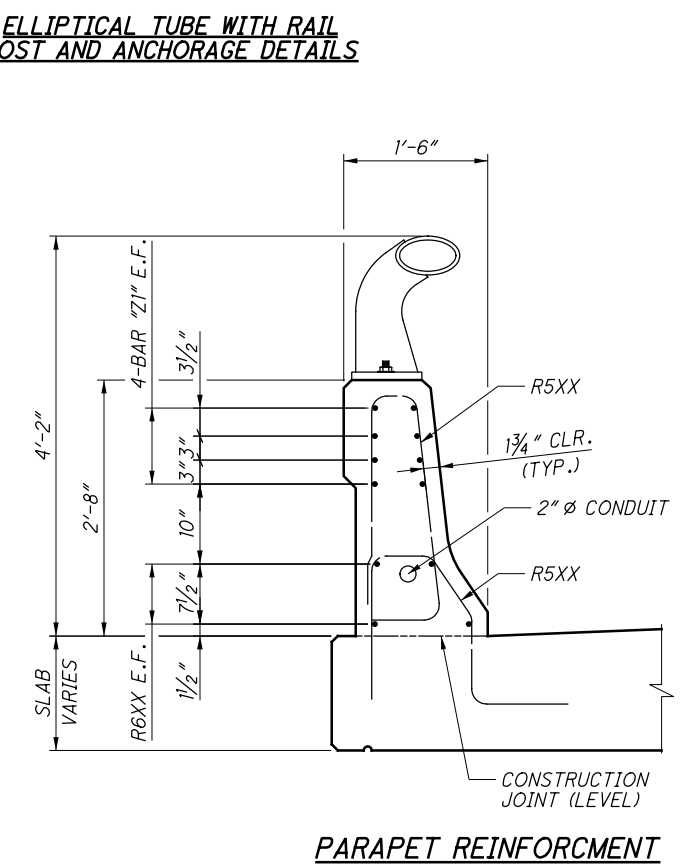
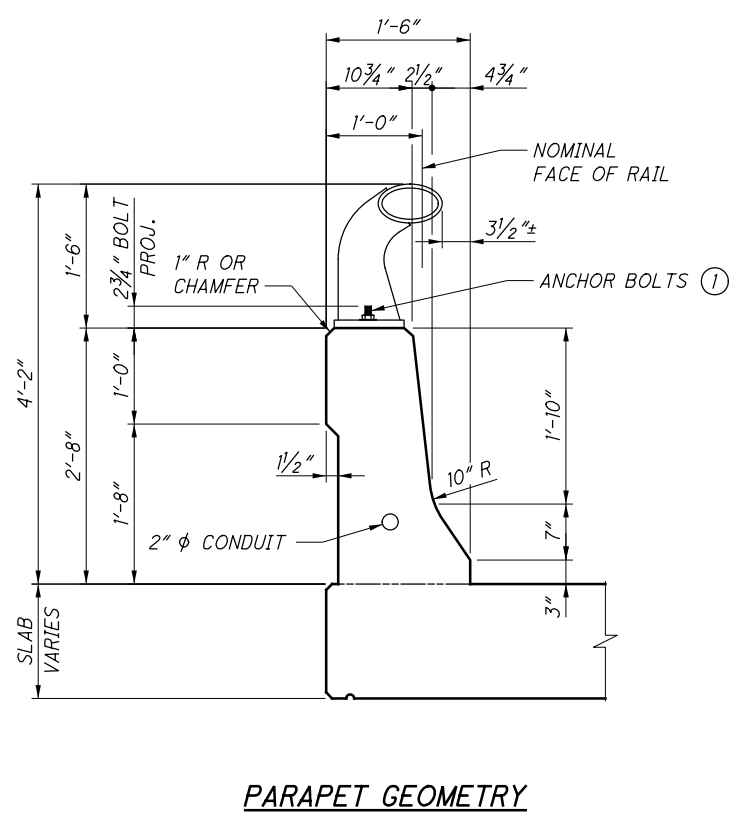
- MATERIAL NOTES:**
- GALVANIZE ALL STEEL COMPONENTS EXCEPT REINFORCING STEEL. CAST-IN-PLACE ANCHOR BOLTS MUST BE 7/8" DIA ASTM A325 OR A449 BOLTS (OR A193 GR B7 THREADED RODS WITH ONE TACK WELDED HEAVY HEX NUT EACH) WITH ONE HEAVY HEX NUT AND ONE HARDENED STEEL WASHER PLUS ONE 2 1/4" O.D. STEEL WASHER AT EACH BOLT. NUTS MUST CONFORM TO A563 REQUIREMENTS.
 - CHAMFER ALL EXPOSED CORNERS.
 - RAIL, POST PLATES, AND ALL CONNECTION COMPONENTS SHALL BE INCLUDED FOR PAYMENT WITH ITEM 517 - RAILING, PIPE, AS PER PLAN.



* OVER DECK EXPANSION JOINT LOCATIONS, SET EQUAL TO CURRENT JOINT OPENING PLUS 3/8".



- LEGEND:**
- SEE MATERIAL NOTES FOR ANCHOR BOLT INFORMATION.
 - SHOP DRAWINGS FOR APPROVAL ARE REQUIRED FOR TUBULAR STEEL SECTIONS.



THIS IS A TxDOT STANDARD DRAWING MODIFIED FOR USE ON THIS PROJECT.

DESIGN AGENCY: AECOM (568 WHITE POND DRIVE, WILSONVILLE, OHIO 45390-1100, 614.330.8369)

DATE: 8/18

REVIEWED: JTH

STRUCTURE FILE NUMBER: 4802765/4802767

DRAWN: CMA/VFG

CHECKED: CRG

DESIGNED: MRW

PARAPET WITH RAILING

BRIDGE NO. LUC-75-0029 L/R

I.R. 75 OVER MAUMEE RIVER

WOO / LUC-75-30.70 / 0.00

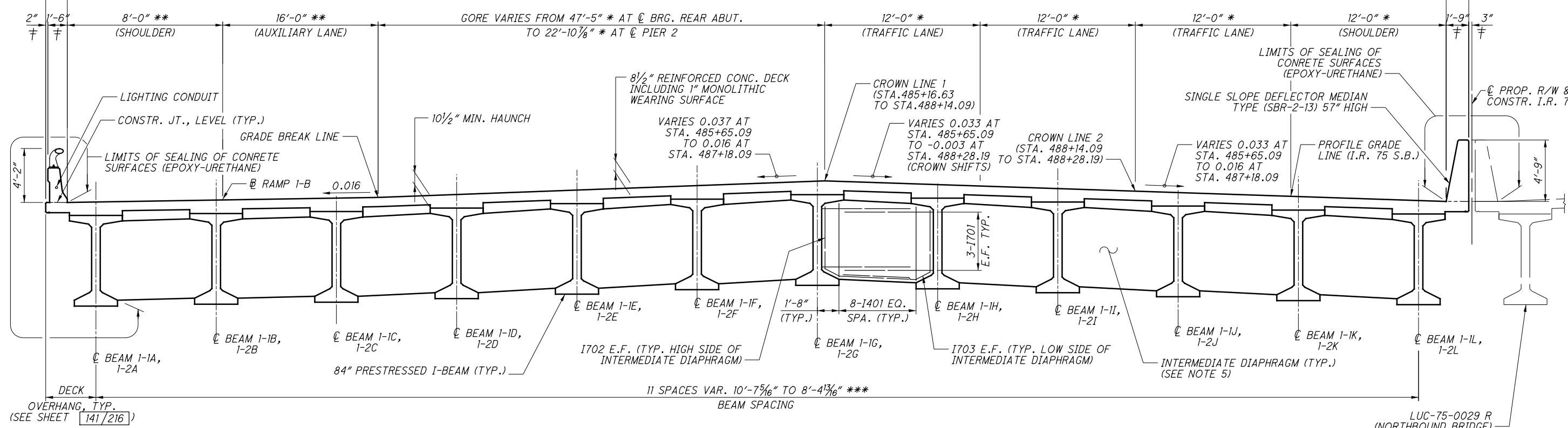
PID No. 93592

133 / 216

1426

1792

VARIES 123'-6 1/2" TO 98'-8 1/2" OUT/OUT DECK *
 VARIES 120'-1" TO 95'-3" TOE/TOE PARAPETS *



TRANSVERSE SECTION

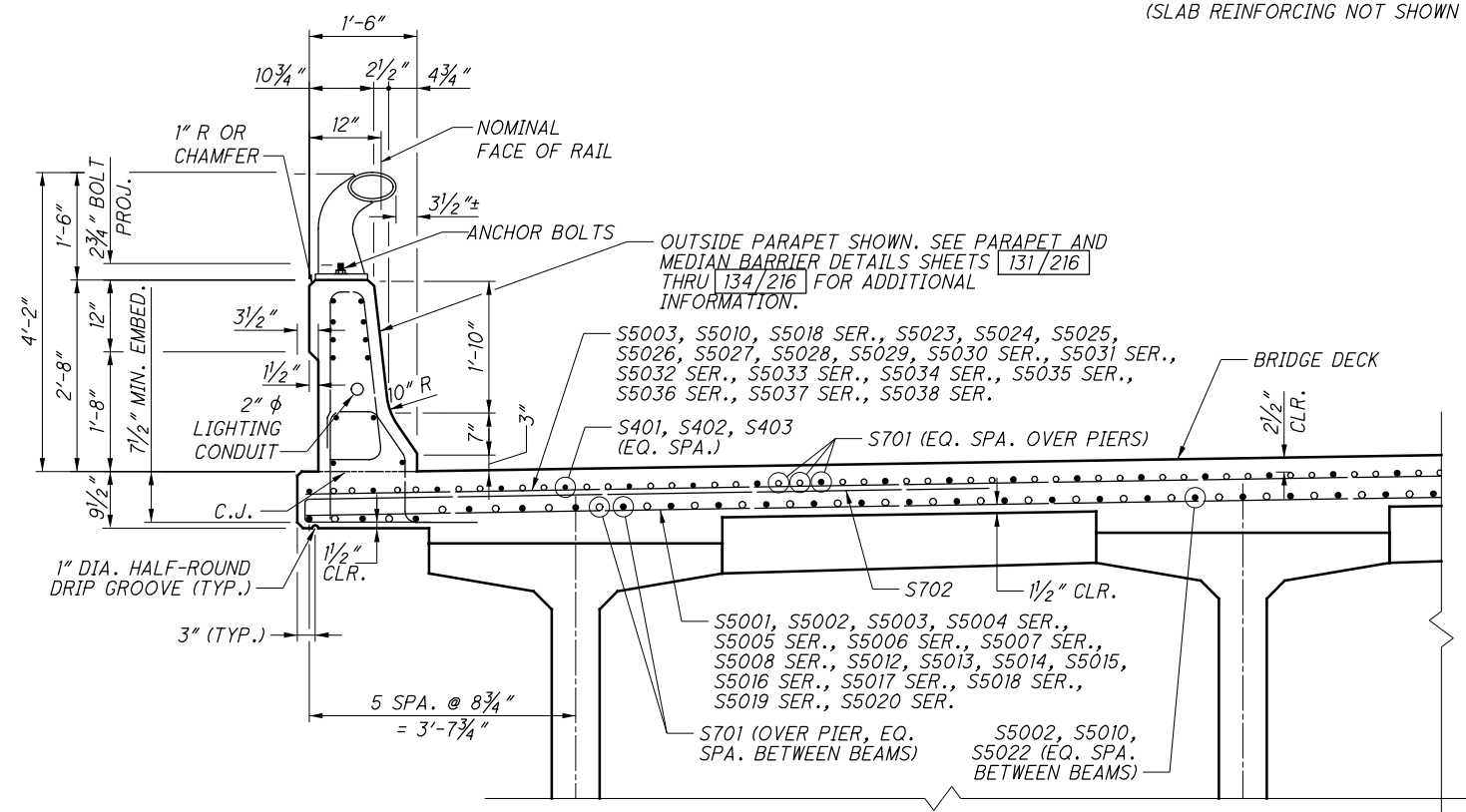
LUC-75-0029 L
 UNIT 1 SOUTHBOUND BRIDGE
 (SLAB REINFORCING NOT SHOWN FOR CLARITY)

LEGEND:

- * - MEASURED PERPENDICULAR TO ϕ PROP. R/W & CONSTR. I.R. 75
- ** - MEASURED PERPENDICULAR TO BASELINE RAMP 1-B
- *** - MEASURED ALONG ϕ OF BEARING
- † - BARRIER DIMENSIONS PROVIDED PERPENDICULAR TO EDGE OF DECK

NOTES:

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY 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 85/216 THRU 86/216.
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 6x4x3/16" 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"



REINFORCING DETAIL

G:\Akron\DCS\Projects\Legacy\W00_LUC_75\Structures\LUC-75-0029 over Maumee River\Sheets\075_0027C_TS001.dgn 10/24/2018 9:11:29 AM Michael.j.Thompson

DESIGN AGENCY
AECOM
 564 WHITE POND DRIVE
 COLUMBUS, OHIO 43201-1100
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DESIGNED	MRW	CHECKED	JDM
DRAWN	JDM/TMR	REVISIONS	
REVIEWED	JTH	DATE	8/18
STRUCTURE FILE NUMBER	4802765/4802767		

TRANSVERSE SECTION - 1 OF 6

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

W00 / LUC-75-0029 / 0.00
 PID No. 93592

135/216

1428
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