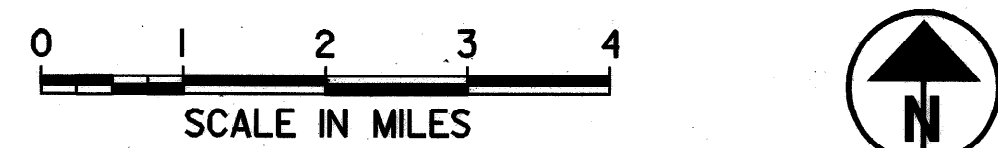


LOCATION MAP

LATITUDE: 41° 08' 38" LONGITUDE: 81° 47' 30"



PORTION TO BE IMPROVED  
STATE & FEDERAL ROUTES  
OTHER ROADS

DESIGN DESIGNATION

CURRENT ADT (2000)	56,530
DESIGN YEAR ADT (2020)	72,470
DESIGN HOURLY VOLUME (2020)	7,247
DIRECTIONAL DISTRIBUTION	55 %
TRUCKS (24 HOUR B&C)	22 %
DESIGN SPEED	70 MPH
LEGAL SPEEDS	55 MPH and 65 MPH

DESIGN FUNCTIONAL CLASSIFICATION -  
Interstate Rural/Urban

DESIGN EXCEPTIONS

IR 71 - NONE REQUIRED

PLAN PREPARED BY: GRANGER RD APPRV DATE SHT  
District One SSD 12/14/99 408, 409  
Ohio Department of Transportation SHOULDER WIDTH 12/14/99 402

STATE OF OHIO  
DEPARTMENT OF TRANSPORTATION

MED - 71 - 15.78

City of Brunswick  
Medina, Granger, Brunswick Hills  
And Montville Townships  
Medina County

INDEX OF SHEETS:

Title Sheet	1	Noise Walls	664-679
Schematic Plan	2-7	Structure Index & Misc. Sheets	680-686
Typical Sections - Proposed	8-22	MED-71-1685 L&R over SR 18	687-720, 720A
Typical Sections - Existing	23-30	MED-71-1828 Granger Road over IR 71	721-736
General Notes	31-36	MED-71-1870 L&R OVER IR 271	737-775
Maintenance Of Traffic	37-67, 42A, 42B, 42C, 43A	MED-71-1918 L&R over Wilbur Road	776-797
General Summary	68-74	MED-71-1988 over ROCKY RIVER	798-820
Subsummary Sheets	75-76, 76A, 77-128	MED-71-2088E RAMP B @ SR3	821-836
Calculation Sheets	129-146A	MED-71-2090 L&R over SR 3	837-867
Superelevation Tables	147-148	MED-71-2092W RAMP C @ SR 3	868-895
Storm Water Pollution Prevention Plan	149-171	MED-71-2402 L&R over SR 303	896-931
IR 71 Plan & Profile Sheets	172-218	Miscellaneous Overhead Sheets	932-940
IR 71 Cross-Sections	219-374		
SR 18	375-382, 384-401	Sheets Not Used - 383, 420, 481, 644, 645 & 646	
Granger Road	402-419		
IR 271 Connector "W"	421-448		
IR 271 Connector "E"	449-452		
SR 3	453-457, 457A, 458-465		
Rest Areas	466-480		
SR 303	482-484, 484A, 485, 485A, 486-500		
Miscellaneous Details	501-502		
Drainage Details	503-512, 512A, 513-516		
Culvert Details	517-530		
Drainage Profiles	531-536, 536A		
Underdrain Details	537-550		
Traffic Control	551-560, 560A-560B		
Signing	561-606, 561A, 569A-E, 574A-C		
Lighting	607-643		
Landscaping	647-663		

**UNDERGROUND UTILITIES**  
TWO WORKING DAYS  
**BEFORE YOU DIG**  
CALL 1-800-362-2764 (TOLL FREE)  
OHIO UTILITIES PROTECTION SERVICE  
NON-MEMBERS  
MUST BE CALLED DIRECTLY

**OIL & GAS PRODUCERS**  
**UNDERGROUND PROTECTION SERVICE**  
P.O. Box 206  
Granville, OH 43023-0206  
800-925-0988  
(Fax) 740-587-0446

APPROVED James D. Mawhorn  
DATE 12-17-99 DISTRICT DEPUTY DIRECTOR  
  
APPROVED \_\_\_\_\_  
DATE \_\_\_\_\_ DIRECTOR, DEPARTMENT OF TRANSPORTATION

ENGINEERS SEAL:  
STATE OF OHIO  
John Wesley Rogers  
REGISTERED PROFESSIONAL ENGINEER  
E-45551  
SIGNED John W. Rogers  
DATE: December 15, 1999

STANDARD CONSTRUCTION DRAWINGS																SUPPLEMENTAL SPECIFICATIONS	SPECIAL PROVISIONS	
BP-1.1M	10-28-94	GR-1.1M	10-21-97	CB-1.2M	7-12-95	AS-1-81	09-15-94	TC-22.10M	03-13-97	TC-61.10M	03-31-94	HL-20.22M	03-31-95	MT-95.40M	04-25-94	806	09-09-97	Waterway Permit
BP-2.1M	04-08-97	GR-1.2M	1-3-96	CB-2.1M	7-12-95	GR-3.5M	10-21-97	TC-22.20M	02-01-94	TC-65.10M	11-01-95	HL-20.23M	03-31-95	MT-97.10M	04-25-94	814	06-02-98	NWP# DATE*
BP-2.2M	10-21-97	GR-1.3M	11-30-94	CB-2.2M	7-12-95	BR-1M	01-06-99	TC-31.21M	03-31-94	TC-65.11M	11-01-95			MT-98.12M	06-24-93	815	05-30-96	3 & 14 01-28-98
BP-2.3	04-29-99	GR-2.1M	04-14-98	CB-3.1M	7-12-95	BS-1-93	12-19-94	TC-32.10M	03-31-94	TC-65.12M	11-01-95	HL-30.11M	03-31-95	MT-98.13M	06-24-93	816	04-21-97	
BP-2.4M	10-28-94	GR-3.1M	10-21-97	CB-3.2M	7-12-95	CS-1-93	06-30-95	TC-32.11M	03-31-94	TC-71.10M	09-01-93	HL-30.21M	05-01-95	MT-98.14M	06-24-93	825	9-14-99	
BP-2.5M	04-08-97	GR-3.2M	10-21-97	CB-3.4M	7-12-95	EXJ-4-87M	02-18-97	MT-102.10M	01-30-95	TC-72.20M	09-01-93	HL-30.22M	03-31-95	MT-98.15M	06-24-93	842	01-06-99	
BP3.1M	10-28-94	GR-4.1M	11-30-94	HW-2.1M	07-12-95	VPF-1-90M	03-20-95	TC-41.10M	03-31-94	TC-82.10M	11-24-93	HL-30.31M	05-01-95	MT-98.16M	06-24-93	844	01-06-99	
BP-4.1M	10-28-94	GR-4.2M	10-21-97	HW-2.2M	07-12-95	GSD-1-96	02-12-97	TC-41.20M	07-01-94	TC-83.10M	11-24-93	GR-4.3M	10-27-97	MT-98.17M	04-25-94	855	6-30-98	
BP-5.1M	10-28-94	GR-6.1M	1-3-96	I-2.2M	09-06-95	PCB-1-91	07-06-99	TC-41.50M	07-01-94	RM-4.5M	10-21-97	HL-40.10M	03-31-95	MT-98.18M	04-25-94	863	10-12-99	
BP-9.1	04-29-99	GR-6.2M	1-3-96	MH-1.1M	10-21-97	SBR-1-99	01-12-99	TC-42.10M	03-31-94	HL-10.11M	05-01-95	HL-50.11M	03-31-95	MT-99.20M	01-30-95	870	08-10-99	
BP-9.2	04-29-99	RM-1.1	04-29-99	MH-1.2M	09-06-95	HW-1.1M	07-12-95	TC-42.20M	03-31-94	HL-10.12M	05-01-95	HL-50.21M	08-31-94	MT-101.60M	04-25-94	899	10-21-99	910 07-28-98
F-1.1M	4-8-97	RM-4.1M	10-21-97	MH-3.1M	09-06-95	TC-7.65M	02-01-94	TC-82.11M	01-19-99	HL-10.13M	05-01-95	HL-60.11M	05-01-95	MT102.20M	01-30-95	880	06-15-99	911 07-10-97
F-2.1M	4-8-97	RM-4.2M	10-21-97	DM-1.1M	10-21-97	TC-12.30M	02-01-94	TC-51.11M	09-30-94	HL-10.31M	03-31-95	HL-60.21M	03-31-95	MT-105.10M	04-25-94	904	05-05-98	954 09-09-97
F-3.1M	4-21-95	RM-4.3M	10-21-97	DM-4.2M	6-30-95	TC-18.26M	02-01-94	TC-51.12M	03-31-94	HL-20.11M	03-31-95	HL-60.31M	03-31-95	MT-105.11M	04-25-94	905	04-01-98	877 4-13-99
F-3.3M	4-21-95	RM-4.4M	10-21-97	DM-4.3	04-29-99	TC-21.10M	12-10-96	TC-52.10M	07-29-94	HL-20.15M	03-31-95	MT-95.31M	04-25-94	906	05-05-98	925	9-14-99	
F-3.4M	4-8-97	CB-1.1M	7-12-95	DM-4.4	04-29-99	TC-21.20M	12-10-96	TC-52.20M	07-29-94	HL-20.21M	08-31-94	MT-95.30M	04-25-94	887	08-10-99			

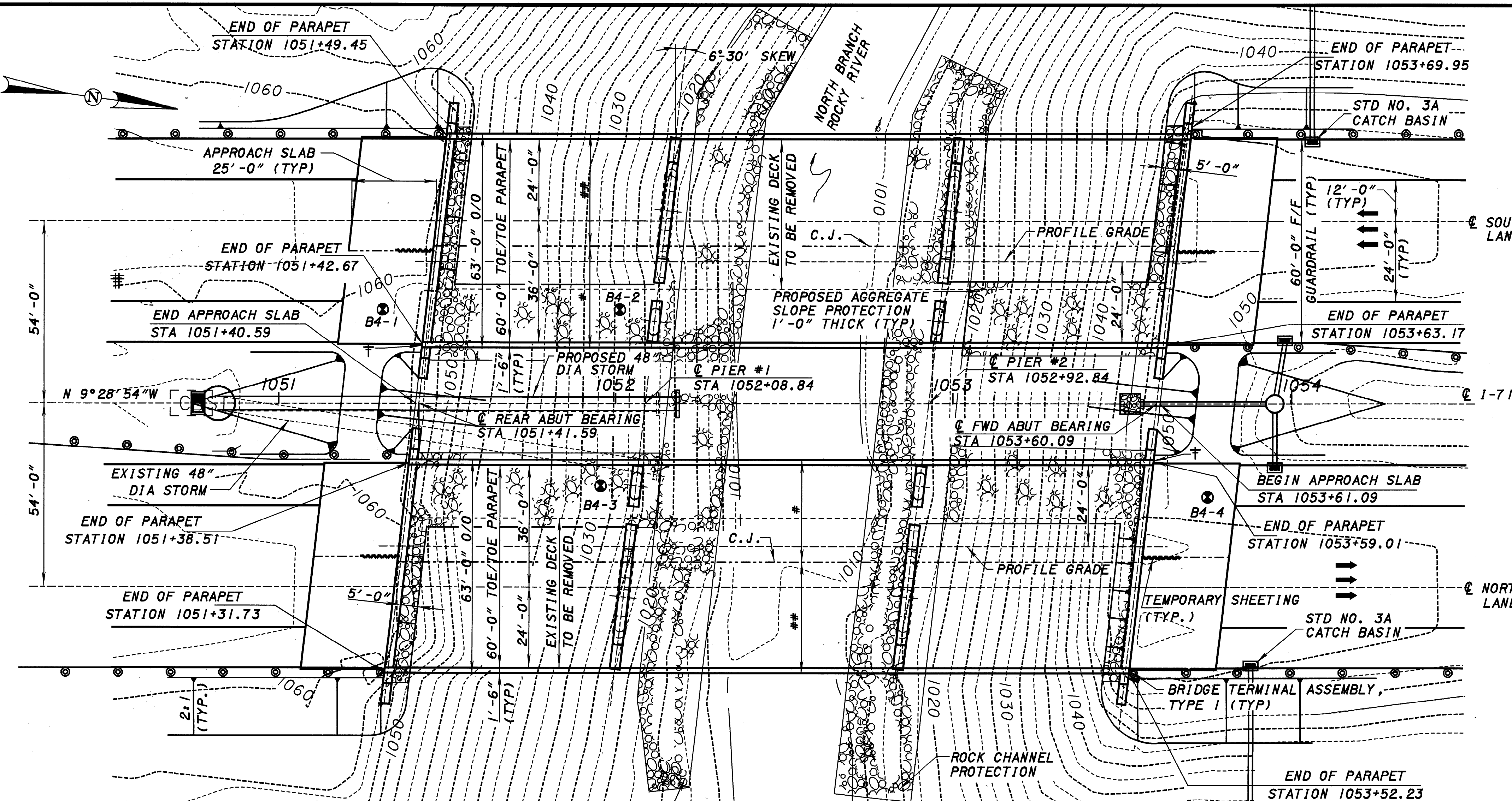
**PROJECT DESCRIPTION**  
Reconstruction of 10.6 miles of IR 71 existing lanes and shoulders including construction of widened inside shoulders from Begin Project to SR 303 and additional lanes from SR 303 to End Project. Also reconstruction of the connection lanes between IR 71 and IR 271. The work shall consist of but is not limited to new pavement and shoulders, new underdrains, rehabilitation or replacement of existing drainage, new guardrail, upgrading of existing drainage, new guardrail, upgrading of signing, replacement of fencing, lighting at the IR 71, SR 3 and SR 303 interchanges, noise walls, replacement of Rest Area parking Areas, pavement markings and rehabilitation or replacement of structures.

**LIMITED ACCESS**  
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE REVISED CODE OF OHIO.

**1997 SPECIFICATIONS**  
The Standard Specifications of the State of Ohio, Department of Transportation, including changes and supplemental specifications listed in the proposal shall govern this improvement.  
I hereby approve the plans and declare that the making of this improvement will not require the closing to traffic of the highway and provisions for the maintenance and safety of the traffic will be as set forth on the plans and estimate.

"Under authority of Section 4511.21, Division (1) of the Revised Code of Ohio, the revised prima facie speed limits as indicated herein are determined to be reasonable and safe and are hereby established for the duration of this project. The prima facie speed limit or limits hereby established shall become effective when appropriate signs giving notice thereof are erected."

FEDERAL PROJECT NO. TE21-6000 (267)  
PTD NO. 7885  
CONSTRUCTION PROJECT NO. NONE  
RAILROAD INVOLVEMENT NONE  
MED - 71 - 15.78  
940



**PLAN**  
2'-6" ROCK CHANNEL PROTECTION TYPE B, WITH FILTER FABRIC (TYP) BRIDGE LIMITS - 220'-6"

BENCHMARK DATA	
BM #9 - STATION 1058+98.99, ODOT GEODETIC MONUMENT STAMPED, ELEV. = 1041.83	

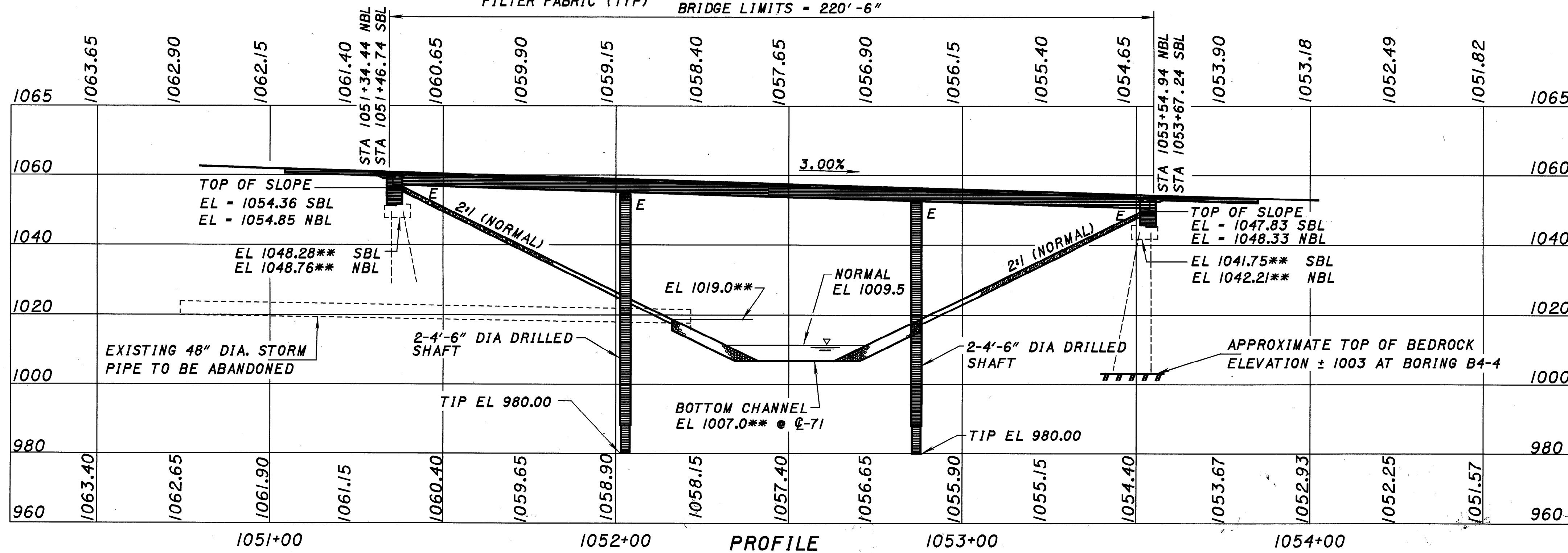
**NOTES**  
EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.  
PROPOSED PROFILE ELEVATIONS ARE ALONG THE PROFILE GRADE LINE.  
PILES ARE HPI0x42. THE ESTIMATED PAY LENGTHS ARE:  
REAR ABUTMENT - 50'  
FORWARD ABUTMENT - 45'

**LEGEND:**  
E - EXPANSION  
\*\* FROM EXISTING PLANS  
⊙ ORIGINAL SOIL BORING LOCATION  
# - PHASE 1  
## - PHASE 2  
† - NO BRIDGE TERMINAL ASSEMBLY, SEE CSS2 FOR ADDITIONAL DETAILS.

DESIGN TRAFFIC:  
2000 ADT - 34010    2000 ADTT - 4082  
2020 ADT - 46690    2020 ADTT - 5603

**EXISTING STRUCTURE**  
TYPE: CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE  
SPANS: 67'-3"±, 84'-0"±, 67'-3"± C/C BEARINGS  
ROADWAY: 2 @ 39'-8"± FACE TO FACE OF SAFETY CURB  
LOADING: CF 2000(57) AND AASHO ALTERNATE LOADING  
SKEW: 6°-30'± LF  
WEARING SURFACE: ASPHALT SOUTHBOUND BRIDGE  
WEARING SURFACE: CONCRETE NORTHBOUND BRIDGE  
APPROACH SLABS: 25'-0"± LONG (AS-1-54)  
ALIGNMENT: TANGENT  
CROWN: 3/16" PER FOOT  
STRUCTURAL FILE NUMBER: 5203813L/5203848R  
DATE BUILT: 1964

**PROPOSED STRUCTURE**  
TYPE: REPLACE ALL BEAMS AND WIDEN SUPERSTRUCTURE BY ADDING TWO BEAM LINES TO ACCOMMODATE A ROADWAY WIDTH OF 60'-0" T/T PARAPET. REHABILITATE THE ABUTMENTS TO SEMI-INTEGRAL. NEW COMPOSITE CONCRETE DECK. A588 WEATHERING STEEL BEAMS.  
SPANS: 67'-3", 84'-0", 67'-3" C/C BEARINGS  
ROADWAY: 60'-0" T/T PARAPET  
LOADING: HS20-44 CASE I AND ALTERNATE MILITARY  
SKEW: 6°-30'± LF  
WEARING SURFACE: MONOLITHIC CONCRETE  
APPROACH SLABS: 25'-0" LONG (AS-1-81)  
60'-0" TOE/TOE CURB  
ALIGNMENT: TANGENT  
CROWN: 3/16" PER FOOT  
COORDINATES: LAT. N 41°-10'-48", LONG. W 81°-47'-13"



**PROFILE**  
(PROFILE ALONG Q NORTHBOUND BRIDGE SHOWN, SOUTHBOUND BRIDGES IS SIMILAR)

DESIGN AGENCY: ODOT CENTRAL OFFICE OFFICE OF PRODUCTION  
 DATE: 10-4-99  
 STRUCTURE FILE NUMBER: 5203813L/5203848R  
 DRAWN: BRC  
 CHECKED: TAA  
 DESIGNER: BRC  
 COUNTY: MEDINA COUNTY  
 STA. 1051+40.59  
 STA. 1053+61.09  
 SITE PLAN  
 MED-71-1992 L/R  
 I-71 OVER ROCKY RIVER  
 MED-71-15.78  
 1/23  
 798  
 940

**STANDARD DRAWINGS AND SPECIFICATIONS:**

REFERENCE SHALL BE MADE TO STANDARD DRAWINGS:  
AS-1-81 REVISED 09-15-94  
SBR-1-99 DATED 01-12-99  
PCB-1-91 REVISED 07-06-99  
BS-1-93 DATED 12-19-94  
GSD-1-96 DATED 02-12-97

**AND TO SUPPLEMENTAL SPECIFICATIONS:**

816 DATED 04-21-97  
842 DATED 01-06-99  
844 DATED 01-06-99  
863 DATED 10-12-99  
899 DATED 10-21-98  
910 DATED 07-28-98  
911 DATED 07-10-97  
954 DATED 09-09-97

**DESIGN SPECIFICATIONS:**

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 1996 INCLUDING THE 1997 AND 1998 INTERIM SPECIFICATIONS AND THE ODOT DESIGN MANUAL.

**DESIGN LOADING:**

HS20-44, CASE I AND THE ALTERNATE MILITARY LOADING.

**DESIGN DATA:**

HIGH PERFORMANCE CONCRETE - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)

CONCRETE CLASS C - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

HIGH PERFORMANCE CONCRETE - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615, A616 OR A617 GRADE 60 MINIMUM YIELD STRENGTH 60 KSI. SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615

STRUCTURAL STEEL ASTM A588 - YIELD STRENGTH 50 KSI (WEATHERING)

**DECK PROTECTION METHOD** - EPOXY COATED REINFORCING STEEL AND 2 1/2" CONCRETE COVER AND HIGH PERFORMANCE CONCRETE.

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

**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 513.02.

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.

**EXISTING BRIDGE PLANS** MAY BE INSPECTED IN THE OFFICE OF STRUCTURAL ENGINEERING IN COLUMBUS, OHIO OR AT THE ODOT DISTRICT THREE OFFICE IN ASHLAND, OHIO.

**DOWEL HOLES WITH NON-SHRINK, NON METALLIC GROUT**

ALL DOWEL HOLES SHALL BE CORE DRILLED AND GROUTED WITH AN EPOXY MORTAR MEETING THE REQUIREMENTS OF CMS 510. PAYMENT FOR ALL OF THE ABOVE SHALL BE INCLUDED WITH THE ASSOCIATED CONCRETE ITEM.

**GENERAL NOTES**

**ITEM 202 PORTIONS OF STRUCTURE REMOVED OVER 20 FOOT SPAN, AS PER PLAN.**

PORTION OF THE STRUCTURE REMOVED, AS PER PLAN, SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES AND ARE NOT SEPARATELY LISTED FOR PAYMENT, EXCEPT FOR WEARING COURSE REMOVAL. ITEMS TO BE REMOVED INCLUDE ALL EXISTING MATERIALS BEING REPLACED BY NEW CONSTRUCTION AND MISCELLANEOUS ITEMS THAT ARE NOT SHOWN TO BE INCORPORATED INTO THE FINAL CONSTRUCTION AND ARE DIRECTED TO BE REMOVED BY THE ENGINEER. THE USE OF EXPLOSIVES, HEADACHE BALLS AND/OR HOE-RAMS WILL NOT BE PERMITTED. THE METHOD OF REMOVAL AND THE WEIGHT OF HAMMER SHALL BE APPROVED BY THE ENGINEER. ALL WORK SHALL BE DONE IN A MANNER THAT WILL NOT CUT, ELONGATE OR DAMAGE THE EXISTING REINFORCING STEEL TO BE PRESERVED.

**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, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE ENGINEER FOR APPROVAL. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. TEMPORARY VERTICAL CLEARANCES SPECIFIED IN THE PROPOSAL SHALL BE MAINTAINED AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE ENGINEER.

**CUT LINE CONSTRUCTION JOINT PREPARATION:**

SAW CUT BOUNDARIES OF PROPOSED CONCRETE REMOVALS 1" DEEP. REMOVE CONCRETE TO A ROUGH SURFACE. WHERE PRACTICABLE, THE EXISTING REINFORCING STEEL WHERE REQUIRED IN THE PLANS SHALL BE LEFT IN PLACE. INSTALL DOWEL BARS IF SPECIFIED. PRIOR TO CONCRETE PLACEMENT ABRASIVELY CLEAN JOINT SURFACE AND EXPOSED REINFORCEMENT TO REMOVE LOOSE AND DISINTEGRATED

CONCRETE AND LOOSE RUST. THE JOINT SURFACE AND EXPOSED REINFORCEMENT SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, OR OTHER FOREIGN MATERIAL BY THE USE OF WATER, AIR UNDER PRESSURE, OR OTHER METHODS THAT PRODUCE SATISFACTORY RESULTS. CONCRETE BONDING SURFACES SHALL BE WET WITHOUT FREE WATER AS CONCRETE IS PLACED.

**SUBSTRUCTURE CONCRETE REMOVAL:**

SUBSTRUCTURE CONCRETE REMOVAL SHALL BE BY MEANS OF APPROVED PNEUMATIC HAMMERS EMPLOYING POINTED AND BLUNT CHISEL TOOLS. HYDRAULIC HOE-RAM TYPE HAMMERS WILL NOT BE PERMITTED. THE WEIGHT OF THE HAMMER SHALL NOT BE MORE THAN 35 POUNDS FOR REMOVAL WITHIN 18 INCHES OF PORTIONS TO BE PRESERVED. OUTSIDE THE 18 INCH LIMIT; A HAMMER HEAVIER THAN 35 POUNDS, BUT NOT TO EXCEED 90 POUNDS, MAY BE USED AT THE APPROVAL OF THE ENGINEER. PNEUMATIC HAMMERS SHALL NOT BE PLACED IN DIRECT CONTACT WITH REINFORCING STEEL THAT IS TO BE RETAINED IN THE REBUILT STRUCTURE.

1/4 INCH SCARIFICATION: THE EXISTING PIER BRIDGE SEAT SURFACE SHALL BE SCARIFIED 1/4 INCH INTO SOUND CONCRETE PRIOR TO PLACEMENT OF THE CONCRETE. THE SURFACE SHALL BE THOROUGHLY CLEANED OF ALL DIRT, DUST, OR OTHER FOREIGN MATERIALS BY THE USE OF WATER, AIR UNDER PRESSURE, OR ANOTHER METHOD THAT PRODUCES RESULTS SATISFACTORY TO THE ENGINEER. THE CONCRETE BONDING SURFACE SHALL BE WET WITHOUT FREE WATER AS CONCRETE IS PLACED.

**PAYMENT**

ALL WORK SHALL BE PAID FOR UNDER ITEM 202 PORTIONS OF STRUCTURES REMOVED, AS PER PLAN

**TRAFFIC MAINTENANCE:**

SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC NOTES AND DETAILS.

**SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)**

EPOXY-URETHANE SHALL BE THE "BUFF" COLOR MEETING FEDERAL COLOR STANDARD NO. 37722 AS PER THE DETAILS IN THE PLAN.

**DRILLED SHAFT CONSTRUCTION METHOD**

CONSTRUCTION ON THIS PROJECT SHALL PROCEED PER 524.04(D) PERMANENT CASING CONSTRUCTION METHOD.

**ITEM SPECIAL - WATERPROOFING, MISC.: SEMI-INTEGRAL ABUTMENT JOINT WATERPROOFING**

INSTALL A 3 FOOT WIDE STRIP, 3/32 INCH THICK, GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT AT LOCATIONS SHOWN IN THE PLANS. SECURE THE 3 FOOT WIDE NEOPRENE SHEETING TO THE CONCRETE WITH 1/4" X 3/32" (LENGTH X SHANK DIAMETER) #10 GALVANIZED BUTTON HEAD SPIKE THROUGH A 1 INCH OUTSIDE DIAMETER, #10 GAGE GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 9 INCHES. OTHER SIMILAR GALVANIZED DEVICES WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE MAY BE USED SUBJECT TO THE APPROVAL OF THE ENGINEER.

CENTER THE NEOPRENE STRIPS ON ALL JOINTS. FOR HORIZONTAL JOINTS, SECURE THE HORIZONTAL NEOPRENE STRIP BY USING A SINGLE LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE TOP OF THE NEOPRENE STRIP. FOR THE VERTICAL JOINTS SECURE THE VERTICAL NEOPRENE STRIP BY USING A SINGLE VERTICAL LINE OF FASTENERS, STARTING AT 6 INCHES (+/-) FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP NEAREST TO THE CENTERLINE OF ROADWAY. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS, AT 6 INCHES CENTER TO CENTER, ACROSS THE TOP OF THE NEOPRENE STRIP ON THE SAME SIDE OF THE VERTICAL JOINT AS WHERE THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHOULD COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAPS IN THE LENGTH OF THE HORIZONTAL STRIPS DUE TO MATERIAL MANUFACTURING SHALL BE AT LEAST ONE FOOT IN LENGTH, IF NOT VULCANIZED OR ADHESIVE BONDED, OR 6 INCHES IN LENGTH IF THE LAP IS VULCANIZED OR ADHESIVE BONDED. NO LAPS ARE ACCEPTABLE IN VERTICALLY INSTALLED NEOPRENE STRIPS.

THE NEOPRENE SHEETING SHALL BE 3/32 INCH THICK GENERAL PURPOSE, HEAVY DUTY NEOPRENE SHEET WITH NYLON FABRIC REINFORCEMENT. THE SHEETING SHALL BE "FAIRPRENE NUMBER NN-0003", BY E. I. DUPONT DE NEMOURS AND COMPANY, INC., "WINGPRENE" BY THE GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS, INCHES	D 751	0.094 ± .01
BREAKING STRENGTH, GRAB WXF, LBS, MINIMUM	D 751	700 X 700
ADHESIVE 1" STRIP, 2" MINIMUM, LBS, MINIMUM	D 751	9
BURST STRENGTH (MULLEN) PSI, MINIMUM	D 751	1400
HEAT AGING 70 HOURS T 212 F, 180 BEND WITHOUT CRACKING	D 2136	NO CRACKING OF COATING
LOW TEMPERATURE BRITTLINESS 1 HOUR AT -40 F, BEND AROUND 1/4 INCH MANDREL	D 2136	NO CRACKING OF COATING

PAYMENT FOR LABOR MATERIALS AND INSTALLATION OF THESE ITEMS SHALL BE INCLUDED IN ITEM SPECIAL - WATERPROOFING, MISC.: SEMI-INTEGRAL ABUTMENT JOINT WATERPROOFING.

**ITEM 524 DRILLED SHAFTS, 54" DIAMETER, AS PER PLAN**

THE EXISTING 48" STORM CORRUGATED PIPE WILL CONFLICT WITH THE CONSTRUCTION OF THE DRILLED SHAFT AT THE REAR PIER. THE CONTRACTOR WILL BE REQUIRED TO DRILL THEM THRU THE EXISTING PIPE AND ALSO PROVIDE A CASING TO CONFINE THE CONCRETE IN THE SHAFT. THESE REQUIREMENTS ARE IN ADDITION TO ANY OTHER REQUIREMENT FOR THIS PAY ITEM.

**ITEM 601 - ROCK CHANNEL PROTECTION**

DUMPED ROCK CHANNEL PROTECTION SHALL BE USED TO REPAIR EXISTING CHANNEL PROTECTION BY MIXING IT IN WITH EXISTING AND REPLACING ERODED ROCK CHANNEL PROTECTION. QUANTITIES INCLUDE A 20% CONTINGENCY FACTOR.

**ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN.**

UNCLASSIFIED EXCAVATION SHALL BE IN ACCORDANCE WITH 503 EXCEPT THAT THE BACKFILL MATERIAL BEHIND THE ABUTMENTS SHALL BE 203 MATERIAL PLACED IN 6" LIFTS. EXCAVATION AT ABUTMENTS IN ADDITION TO THAT NECESSARY TO REMOVE PORTION OF THE EXISTING STRUCTURE SHALL BE INCLUDED IN THE LUMP SUM PRICE BID FOR ITEM 503, UNCLASSIFIED EXCAVATION FOR PAYMENT.

**ITEM 842 CLASS C CONCRETE, (FOOTINGS, PIERS AND ABUTMENTS) AS PER PLAN**

THE COARSE AGGREGATE SHALL BE NO. 8 LIMESTONE. THESE ITEMS SHALL INCLUDE THE COST OF THE REINFORCING STEEL.

**ITEM 844 HIGH PERFORMANCE CONCRETE, AS PER PLAN**

THE DESIGN MIX SHALL BE MIX NO. 4 LIMESTONE. THE OPTION OF SLIPFORM CONSTRUCTION OF THE BRIDGE PARAPET IS NOT PERMITTED. THESE ITEMS SHALL INCLUDE THE COST OF THE REINFORCING STEEL.

**ITS CONDUIT:**

THE CONDUIT WILL BE PLACED WITHIN THE OUTSIDE PARAPET OF LEFT AND RIGHT STRUCTURES. SEE CSS3 & CSS4 FOR DETAILS.

**REINFORCING STEEL:**

NEW REINFORCING STEEL MAY REQUIRE FIELD CUTTING OR BENDING TO BE PROPERLY FITTED. PAYMENT SHALL BE INCLUDED UNDER ITEM 844 HIGH PERFORMANCE CONCRETE.

**ITEM 518 - POROUS BACKFILL WITH FILTER FABRIC, AS PER PLAN**

POROUS BACKFILL SHALL BE #57 GRAVEL ONLY.

**PILE DESIGN LOADS (ULTIMATE BEARING VALUE):**

THE ULTIMATE BEARING VALUE IS 70 TONS. FOR REAR AND FORWARD ABUTMENTS THE PILES ARE HPI0x42.

24 PILES, 50' LONG, ESTIMATED LENGTH (REAR ABUTMENT)  
24 PILES, 45' LONG, ESTIMATED LENGTH (FORWARD ABUTMENT)  
24 PILES OF ORDER LENGTH 50' (REAR ABUTMENT)  
24 PILES OF ORDER LENGTH 45' (FORWARD ABUTMENT)  
24 SPLICES

THE ULTIMATE BEARING VALUE IS TWO TIMES THE ACTUAL DESIGN LOAD.

**DRILLED SHAFT DESIGN VALUE:**

THE ALLOWABLE END BEARING PRESSURE ASSUMED IS 15 TONS/SQ FT. THE ALLOWABLE SIDE ADHESION PRESSURE IS 0.5 TONS/SQ FT.

**SURVEY DISC ON STRUCTURE:**

THE CONTRACTOR SHALL NOTIFY THE ENGINEER AT LEAST ONE (1) WEEK IN ADVANCE OF POURING THE CONCRETE FOR COMPLETION OF THE ABUTMENT. THE ENGINEER WILL PROVIDE THE CONTRACTOR ONE (1) SURVEY DISC FOR EACH STRUCTURE (OBTAINED FROM THE DISTRICT SURVEYOR) WHICH THE CONTRACTOR SHALL PLACE IN THE SURFACE OF THE FRESH CONCRETE. THE LOCATION OF THE DISC SHALL BE ON THE ABUTMENT, AND ON A FLAT, HORIZONTAL SURFACE BEYOND THE EDGE OF DECK AND PARAPET. THE BENCHMARK SHALL BE ACCESSIBLE TO A SURVEYOR'S ROD WITHOUT ANY OBSTRUCTIONS. COST OF THIS WORK IS CONSIDERED INCIDENTAL TO THE CONCRETE BID ITEM.

**ITEM 601 - CRUSHED AGGREGATE SLOPE PROTECTION**

THE QUANTITIES GIVEN ARE FOR ADDING SLOPE PROTECTION TO WIDENED SIDES, FOR REPAIR OF EXISTING SLOPE PROTECTION AND FOR MIXING IN/REPAIR OF SLOPE PROTECTION. QUANTITIES INCLUDE A 20% CONTINGENCY FACTOR.

**ITEM 507 - PILES**

ABUTMENT PILES SHALL BE DRIVEN TO REFUSAL ON BEDROCK. REFUSAL SHALL BE CONSIDERED AS OBTAINED BY PENETRATING SOFT BEDROCK FOR 1/8" WITH A MINIMUM RESISTANCE OF 20 BLOWS PER 1" OR REFUSAL SHALL BE CONSIDERED AS OBTAINED AFTER THE PILE HAS CONTACTED HARD BEDROCK AND THE PILE HAS THEN RECEIVED AT LEAST 20 BLOWS. SEE REAR ABUT PILE NOTE ON SHEET 6123.

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

DATE  
10-4-99  
REVISED  
BRC  
STRUCTURE FILE NUMBER  
52038131/5203848R

DRAWN  
TAA  
CHECKED  
DFT

GENERAL NOTES  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

MED-71-15.78

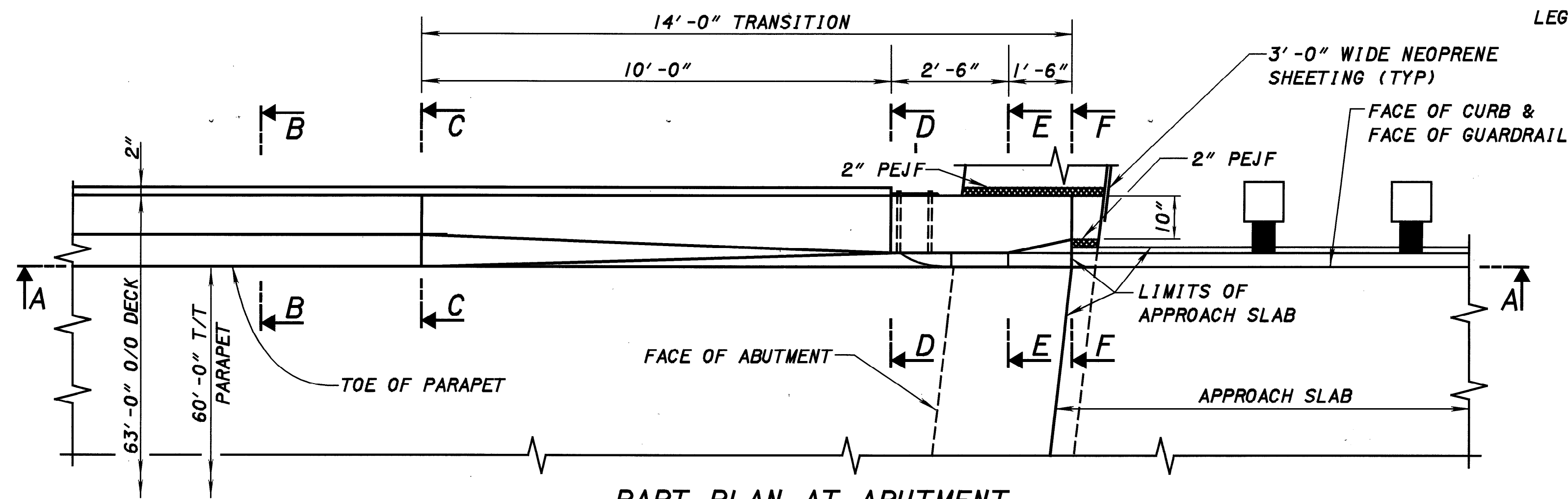
2 / 23

799  
940

ITEM	EXTENSION	MED-71-1988 L	MED-71-1988 R	UNIT	ESTIMATED QUANTITIES DESCRIPTION	MED-71-1992 L (SOUTHBOUND)				MED-71-1992 R (NORTHBOUND)			
		TOTAL	TOTAL			ABUT.	PIERS	SUPER.	GEN.	ABUT.	PIERS	SUPER.	GEN.
202	11203	LUMP	LUMP		PORTIONS OF STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN	LUMP	LUMP	LUMP		LUMP	LUMP	LUMP	
503	11100	LUMP	LUMP		COFFERDAMS, CRIBS AND SHEETING				LUMP				LUMP
503	21301	LUMP	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN	LUMP				LUMP			
505	11100	LUMP	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION	LUMP				LUMP			
507	00100	1140	1140	LF	STEEL PILES HPI0x42, FURNISHED	1140				1140			
507	00150	1140	1140	LF	STEEL PILES HPI0x42, DRIVEN	1140				1140			
507	50500	12	12	EACH	STEEL PILE SPLICES	12				12			
512	44400	9	9	SY	TYPE B WATERPROOFING	9				9			
SPECIAL	51267200	50	50	SY	WATERPROOFING, MISC.: SEMI-INTEGRAL ABUTMENT JOINT WATERPROOFING	50				50			
SPECIAL	51267510	640	640	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	125	515			125	515		
516	13900	58	58	SF	2" PREFORMED EXPANSION JOINT FILLER	58				58			
516	44000	16	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), (12"x20"x1 <sup>5</sup> / <sub>16</sub> " PAD AND 13"x21"x2 <sup>1</sup> / <sub>4</sub> " BEVELED PLATE)		16				16		
516	44101	16	16	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (9"x14"x2 <sup>3</sup> / <sub>4</sub> " PAD AND 11"x15"x1 <sup>5</sup> / <sub>16</sub> " PLATE)	16				16			
518	21231	LUMP	LUMP		POROUS BACKFILL WITH FILTER FABRIC, AS PER PLAN	LUMP				LUMP			
518	40000	164	164	LF	6" PERFORATED CORRUGATED PLASTIC PIPE	164				164			
518	40010	39	39	LF	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	39				39			
519	11101	28	49	SF	PATCHING CONCRETE STRUCTURE, AS PER PLAN **		28				49		
524	94804	32	32	LF	DRILLED SHAFTS, 42" DIAMETER, INTO BEDROCK		32				32		
524	94906	96	96	LF	DRILLED SHAFTS, 54" DIAMETER, ABOVE BEDROCK, AS PER PLAN		96				96		
601	20500	164	164	CY	CRUSHED AGGREGATE SLOPE PROTECTION				164				164
601	32100	529	530	CY	ROCK CHANNEL PROTECTION, TYPE B WITH FILTER				529				530
842	40501	132	132	CY	CLASS C CONCRETE, PIER ABOVE FOOTINGS, AS PER PLAN		132				132		
842	44101	104	104	CY	CLASS C CONCRETE, ABUTMENT NOT INCLUDING FOOTING, AS PER PLAN	104				104			
842	46501	52	52	CY	CLASS C CONCRETE, FOOTING, AS PER PLAN	52				52			
844	48001	381	381	CY	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (DECK), AS PER PLAN, MIX 4			381					381
844	48021	69	69	CY	HIGH PERFORMANCE CONCRETE SUPERSTRUCTURE (PARAPET), AS PER PLAN, MIX 4			69					69
844	48041	56	56	CY	HIGH PERFORMANCE CONCRETE SUBSTRUCTURE, AS PER PLAN	56				56			
844	49000	LUMP	LUMP		HIGH PERFORMANCE CONCRETE TRIAL MIX			LUMP				LUMP	
863	10060	LUMP	LUMP		STRUCTURAL STEEL MEMBERS, LEVEL THREE (3) FABRICATION, A588			LUMP				LUMP	
863	20000	5040	5040	EACH	WELDED STUD SHEAR CONNECTORS			5040				5040	

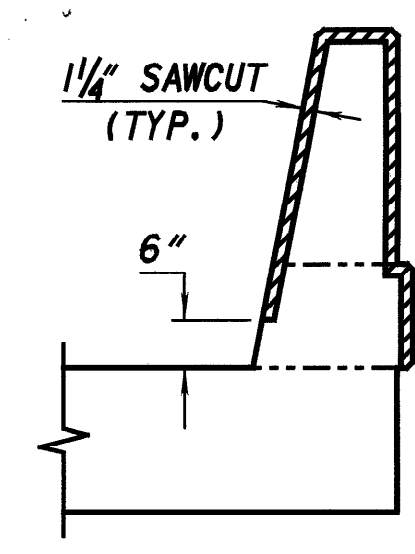
\*\* ESTIMATED QUANTITY IS 3x MEASURED VALUE.

DESIGN AGENCY: ODOT CENTRAL OFFICE OFFICE OF PRODUCTION  
 DATE: 10-4-99  
 REVISED: DFT  
 DRAWN: TAA  
 CHECKED: BKL  
 STRUCTURE FILE NUMBER: 5203813L/5203848R  
 ESTIMATED QUANTITIES  
 MED-71-1992 L/R  
 I-71 OVER ROCKY RIVER  
 MED-71-15.78  
 3 / 23  
 800  
 940



**PART PLAN AT ABUTMENT**

LEGEND: NF - NEAR FACE  
FF - FAR FACE  
\* FIELD BEND IF NECESSARY



**DETAIL A**  
(Section through sawcut)  
Sawcut Perimeter = 7'-6"

**CONTROL JOINTS FOR CONCRETE PARAPETS:** THE JOINTS SHALL BE CONSTRUCTED BY SAWING 1/4 INCH DEEP ALONG THE PERIMETER OF THE PARAPET AS SOON AS THE SAW CAN BE OPERATED WITHOUT DAMAGING THE CONCRETE.

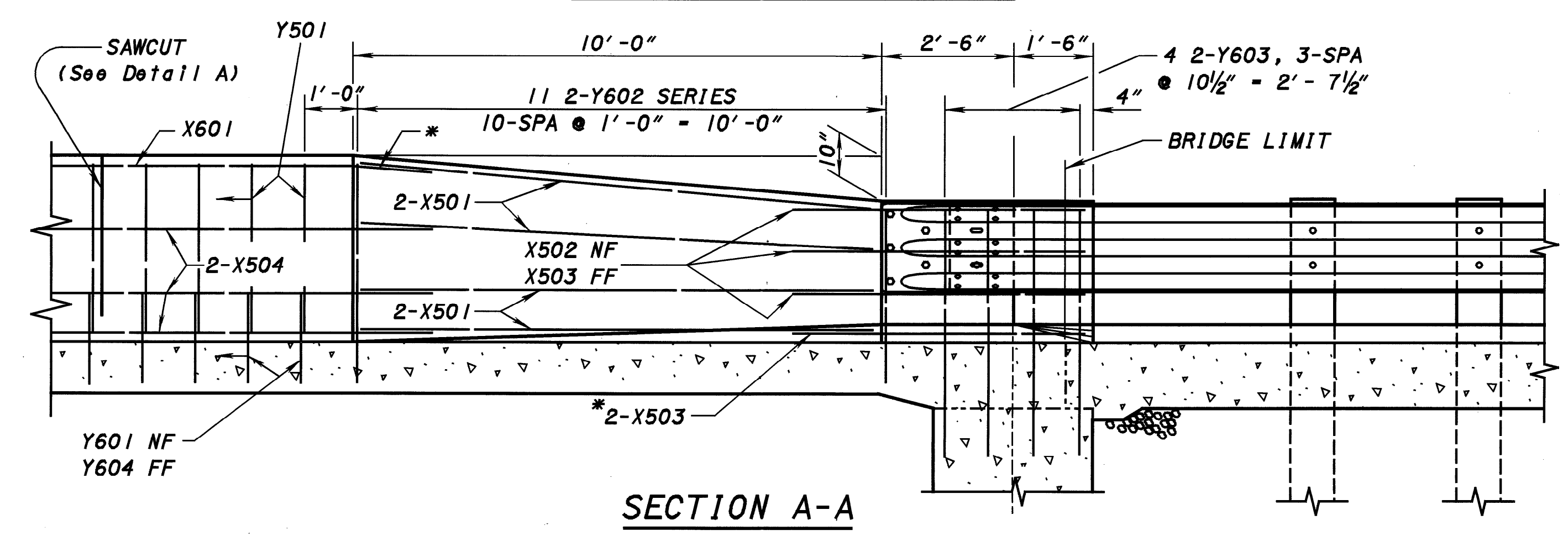
THE USE OF AN EDGE GUIDE, FENCE, OR JIG IS REQUIRED TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4 INCH.

THE PERIMETER OF THE DEFLECTION CONTROL JOINT SHALL BE SEALED WITH A CAULKING MATERIAL TO A MINIMUM DEPTH OF ONE INCH CONFORMING TO FEDERAL SPECIFICATION TT-S-00227E. THE BOTTOM ONE-HALF INCH OF THE OUTSIDE FACE OF THE PARAPET SHOULD BE LEFT UNSEALED TO ALLOW ANY WATER WHICH MAY ENTER THE JOINT TO ESCAPE.

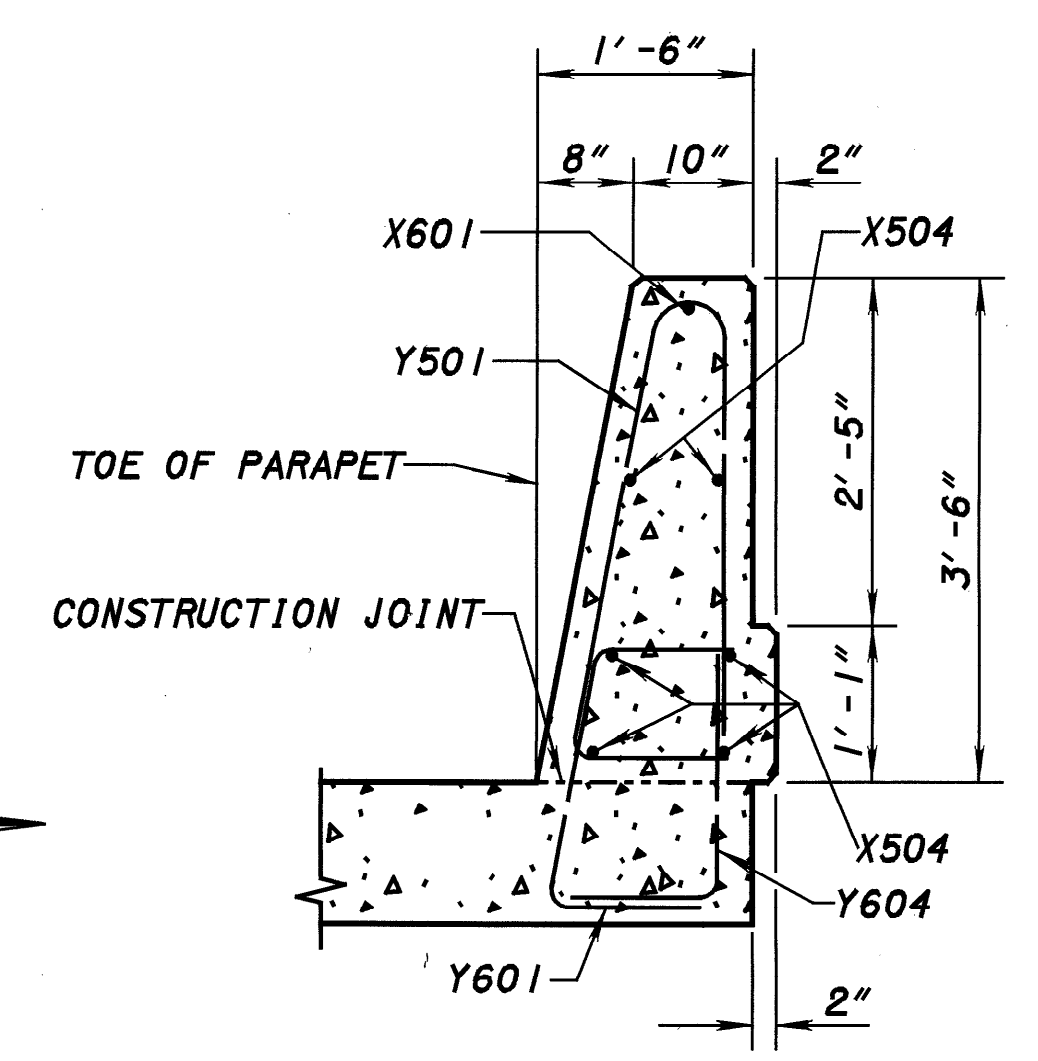
QUANTITIES OF CONCRETE, REINFORCING STEEL, DEFLECTION JOINT SAWCUT AND CAULKING MATERIAL FOR PARAPET ARE INCLUDED WITH ITEM 844 HIGH PERFORMANCE CONCRETE, SUPERSTRUCTURE (PARAPET).

FOR BRIDGE TERMINAL ASSEMBLY SEE STANDARD CONSTRUCTION DRAWING GR-3.1 AND GR-3.2.

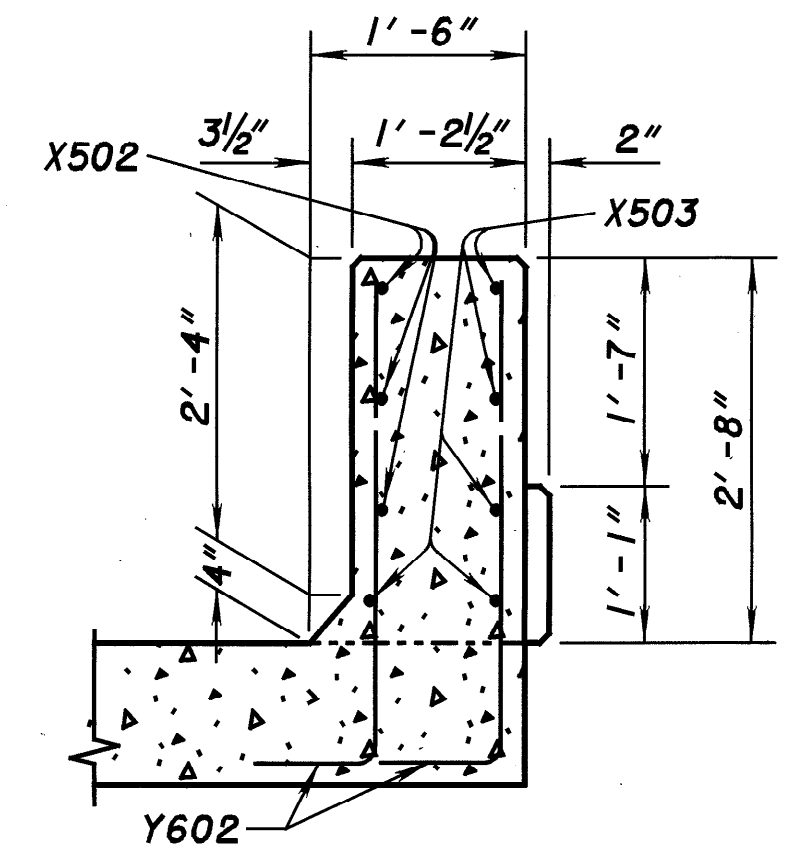
MIN LAP SPLICE LENGTH: #5 BAR - 2'-6"  
#6 BAR - 3'-0"



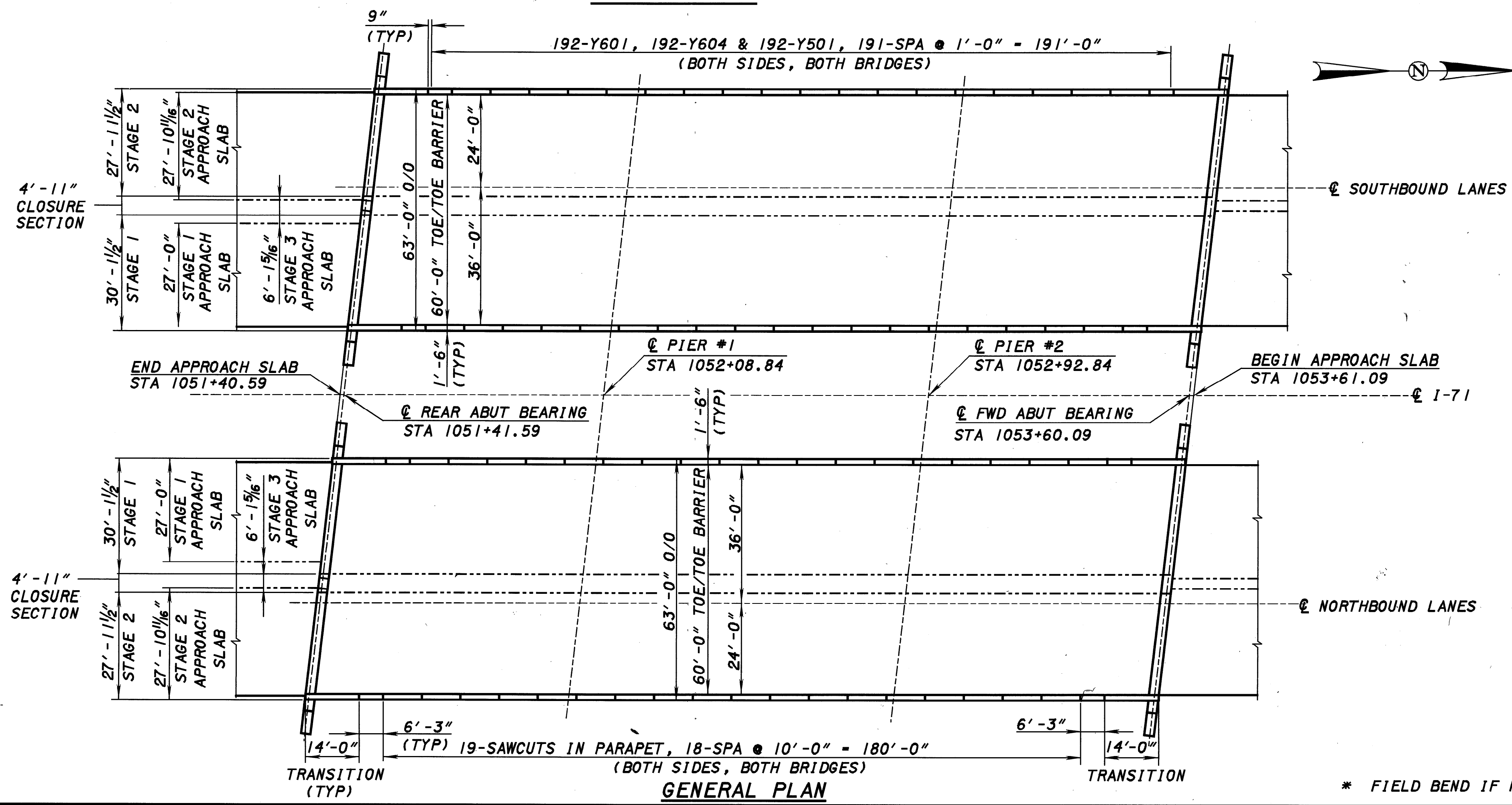
**SECTION A-A**



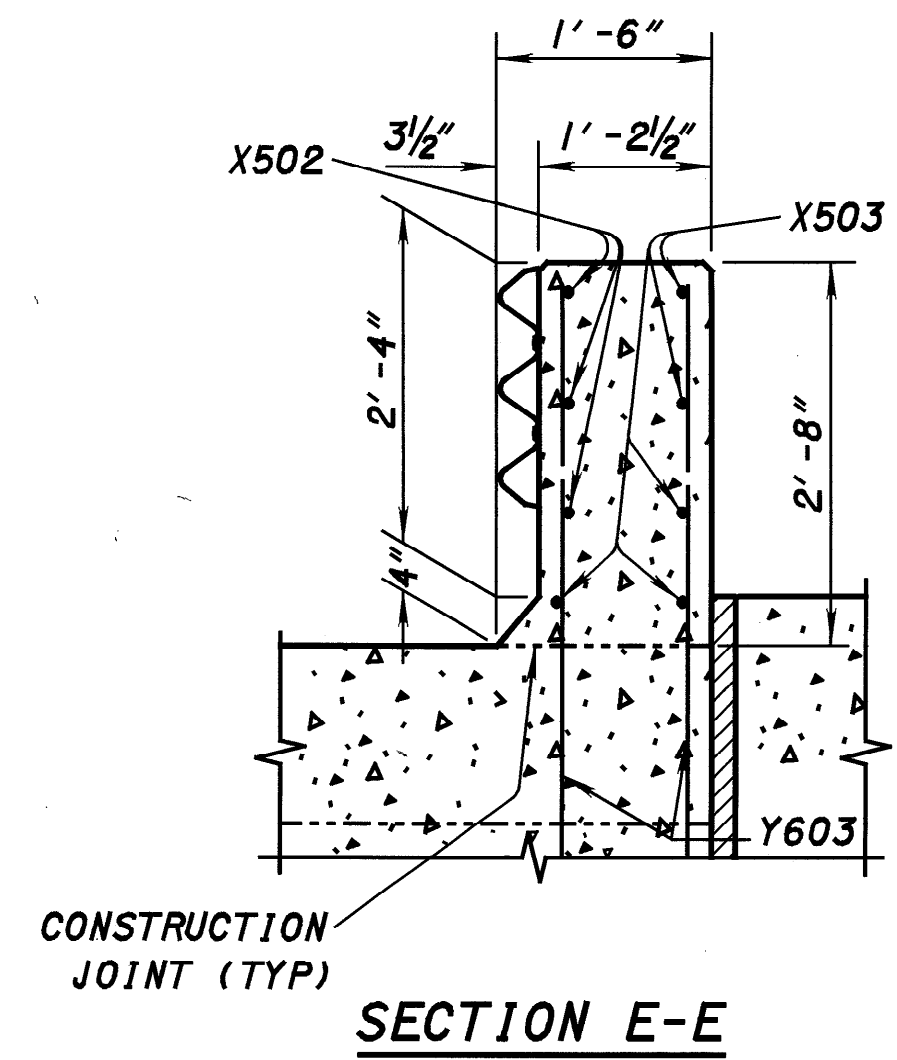
**SECTION B-B & C-C**



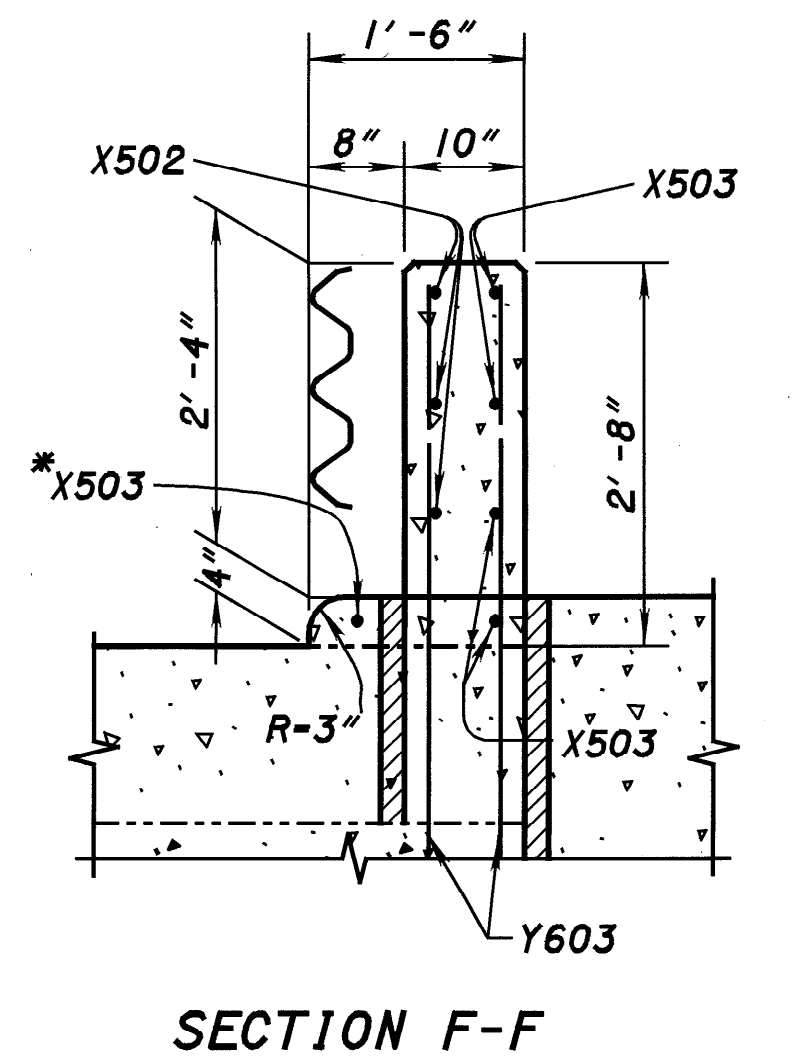
**SECTION D-D**



**GENERAL PLAN**



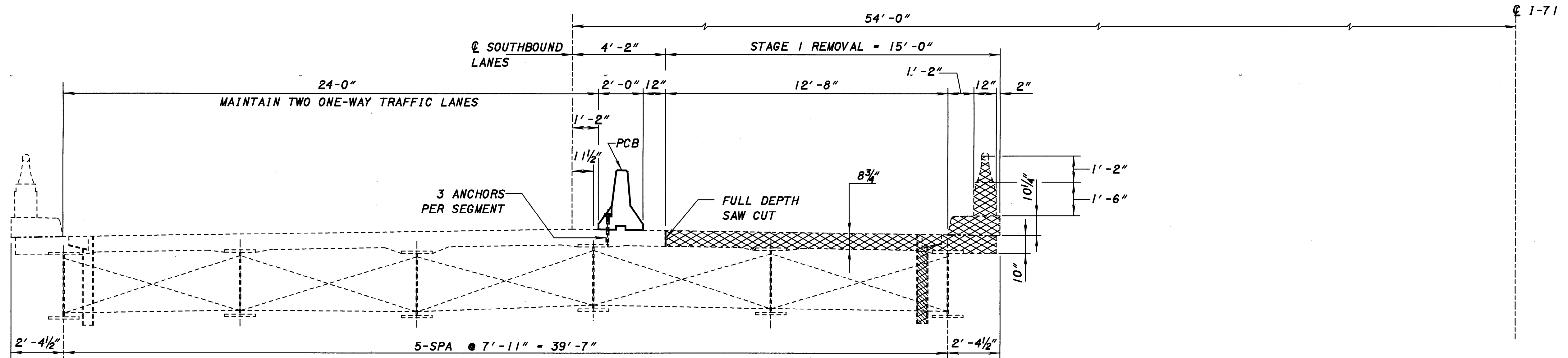
**SECTION E-E**



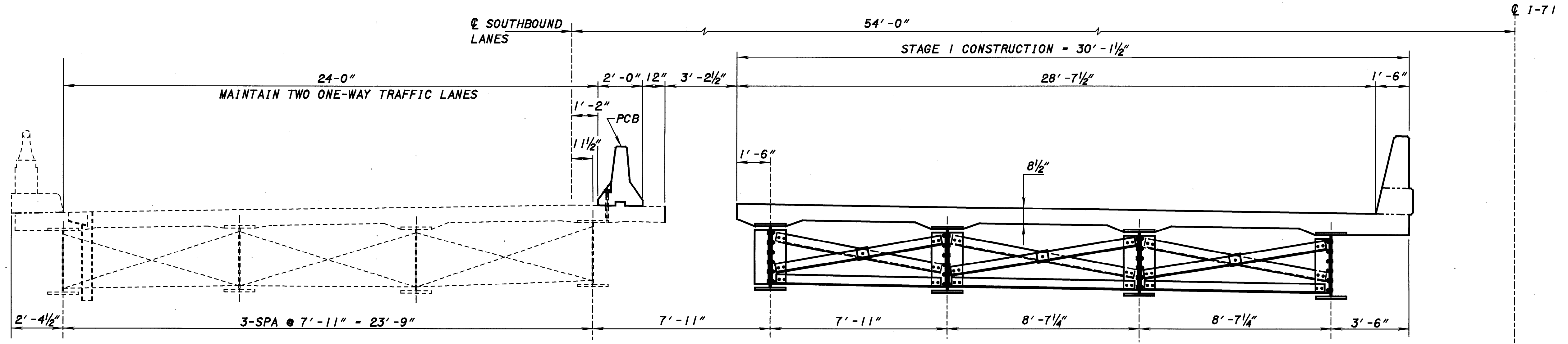
**SECTION F-F**

\* FIELD BEND IF NECESSARY

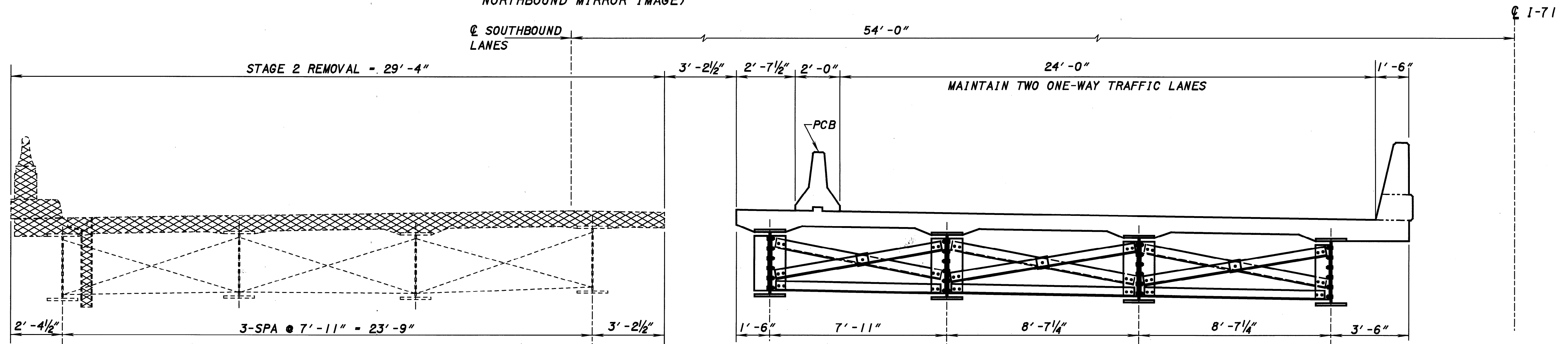
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DRAWN	TDB	REVISED	
DATE	10-4-99	STRUCTURE FILE NUMBER	5203613L/5203648R
REVIEWED	DFT	DATE	10-4-99
DESIGN NUMBER	ODOT CENTRAL OFFICE	OFFICE OF PRODUCTION	
<b>SUPERSTRUCTURE DETAILS</b>			
MED-71-1992 L/R			
I-71 OVER ROCKY RIVER			
MED-71-15.78			
4 / 23			
801			
940			



**STAGE 1 REMOVAL**  
(SOUTHBOUND LANES SHOWN,  
NORTHBOUND MIRROR IMAGE)



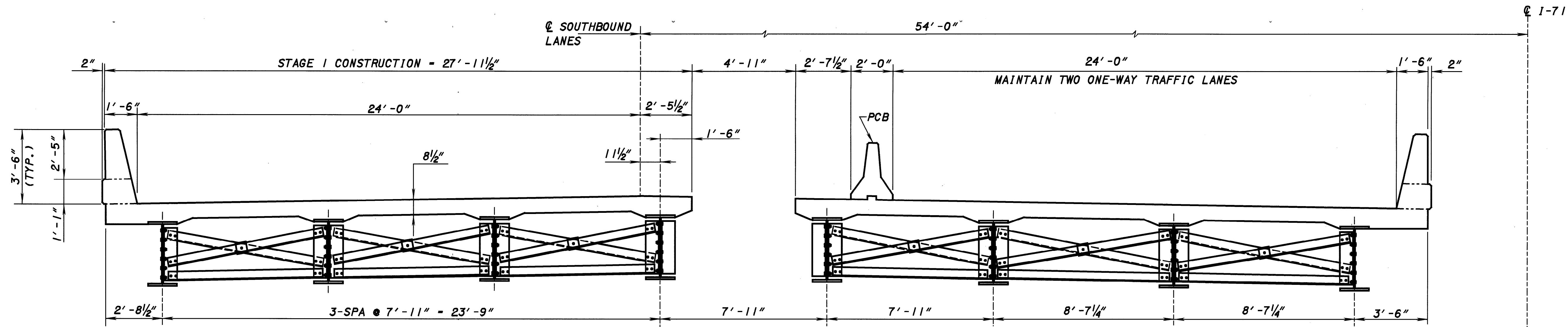
**STAGE 1 CONSTRUCTION**  
(SOUTHBOUND LANES SHOWN,  
NORTHBOUND MIRROR IMAGE)



**STAGE 2 REMOVAL**  
(SOUTHBOUND LANES SHOWN,  
NORTHBOUND MIRROR IMAGE)

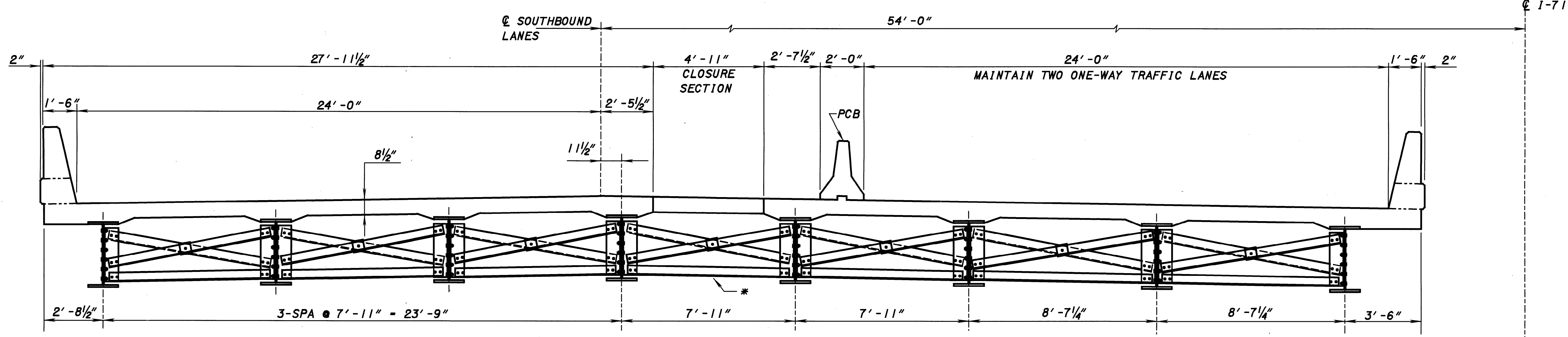
**LEGEND**  
PCB - PORTABLE CONCRETE BARRIER.  
[Hatched Box] PORTION OF STRUCTURE TO BE REMOVED

DESIGN AGENCY ODOT CENTRAL OFFICE OFFICE OF PRODUCTION	
DATE 10-4-99	STATIONING FILE NUMBER 52038 13L/5203848R
REVIEWED DFT	DESIGNED TAA
CHECKED TDB	REVISED TAA
STAGE CONSTRUCTION DETAILS	
MED-71-1992 L/R I-71 OVER ROCKY RIVER	
MED-71-15.78	
5/23	
802 940	



**STAGE 2 CONSTRUCTION**

(SOUTHBOUND LANES SHOWN,  
NORTHBOUND MIRROR IMAGE)



**CLOSURE SECTION CONSTRUCTION**

(SOUTHBOUND LANES SHOWN,  
NORTHBOUND MIRROR IMAGE)

**NOTES AND LEGEND**

TEMPORARY BARRIERS SHALL BE ANCHORED TO EXISTING BRIDGE DECK. THREE (3) ANCHORS PER TEMPORARY BARRIER SEGMENT ARE REQUIRED ON THE TRAFFIC SIDE OF THE BARRIER. THE ANCHOR BOLT PATTERN SHALL BE SYMMETRICAL ABOUT THE CENTER OF EACH SEGMENT. SEE STD. DWG. PCB-91 FOR ADDITIONAL DETAILS.

\* PLACE CROSSFRAMES IN POSITION PRIOR TO POURING OF THE CLOSURE POUR.  
PCB - PORTABLE CONCRETE BARRIER.

**PROPOSED WORK**

1. MAINTAIN TRAFFIC BY USE OF STAGE CONSTRUCTION
2. REPLACE CONCRETE DECK AND STEEL BEAMS
3. WIDEN AND MODIFY EXISTING SUBSTRUCTURE UNITS

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

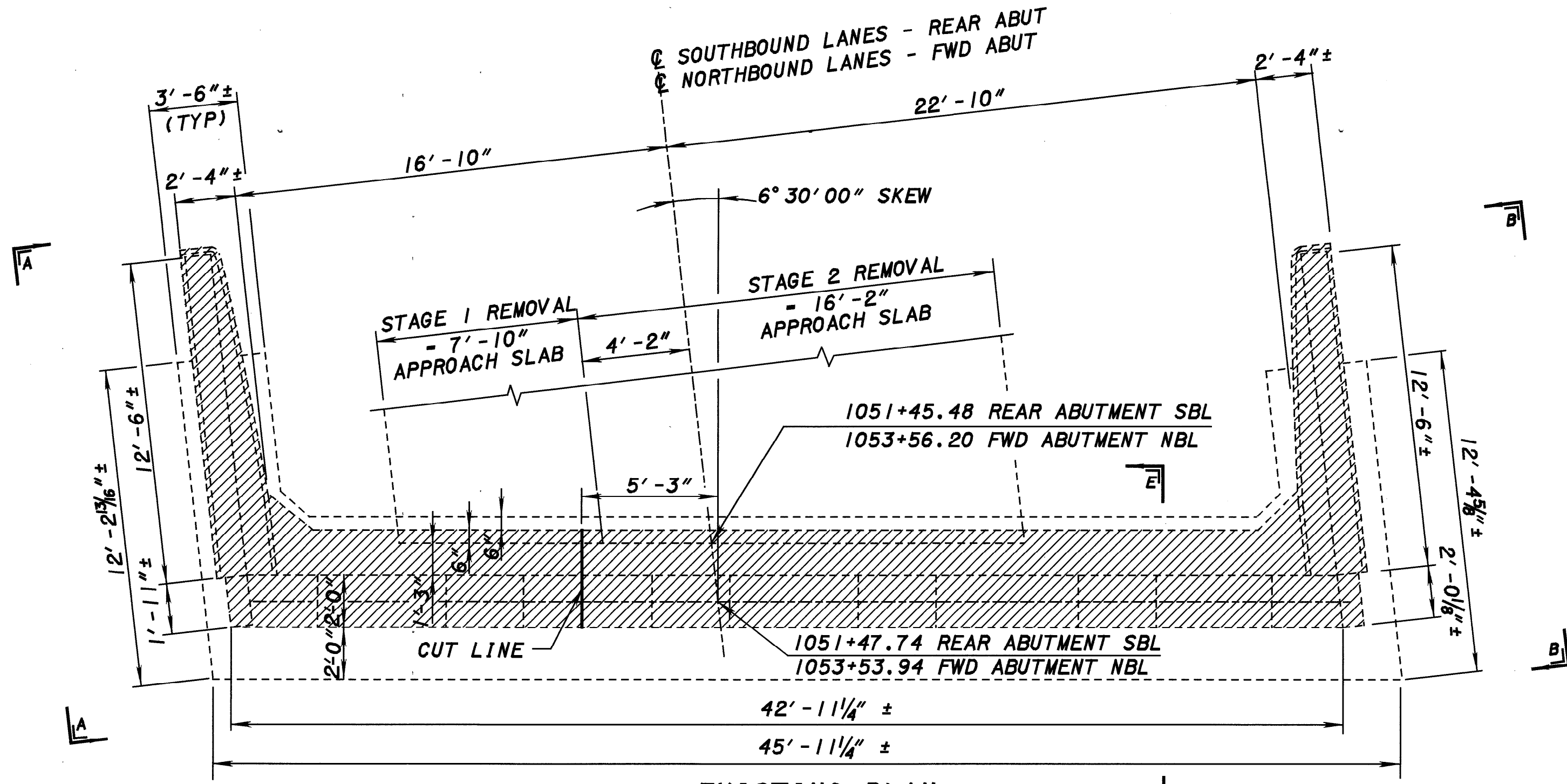
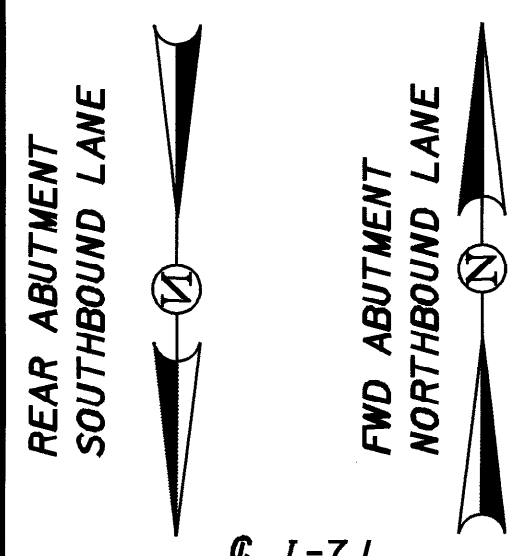
DESIGNED	TAA	CHECKED	TDB
REVIEWED	TAA	REVISION	
DRAWN	TAA	DATE	10-4-99
DATE	10-4-99	STRUCTURE FILE NUMBER	5203813L/5203848R

STAGE CONSTRUCTION DETAILS  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

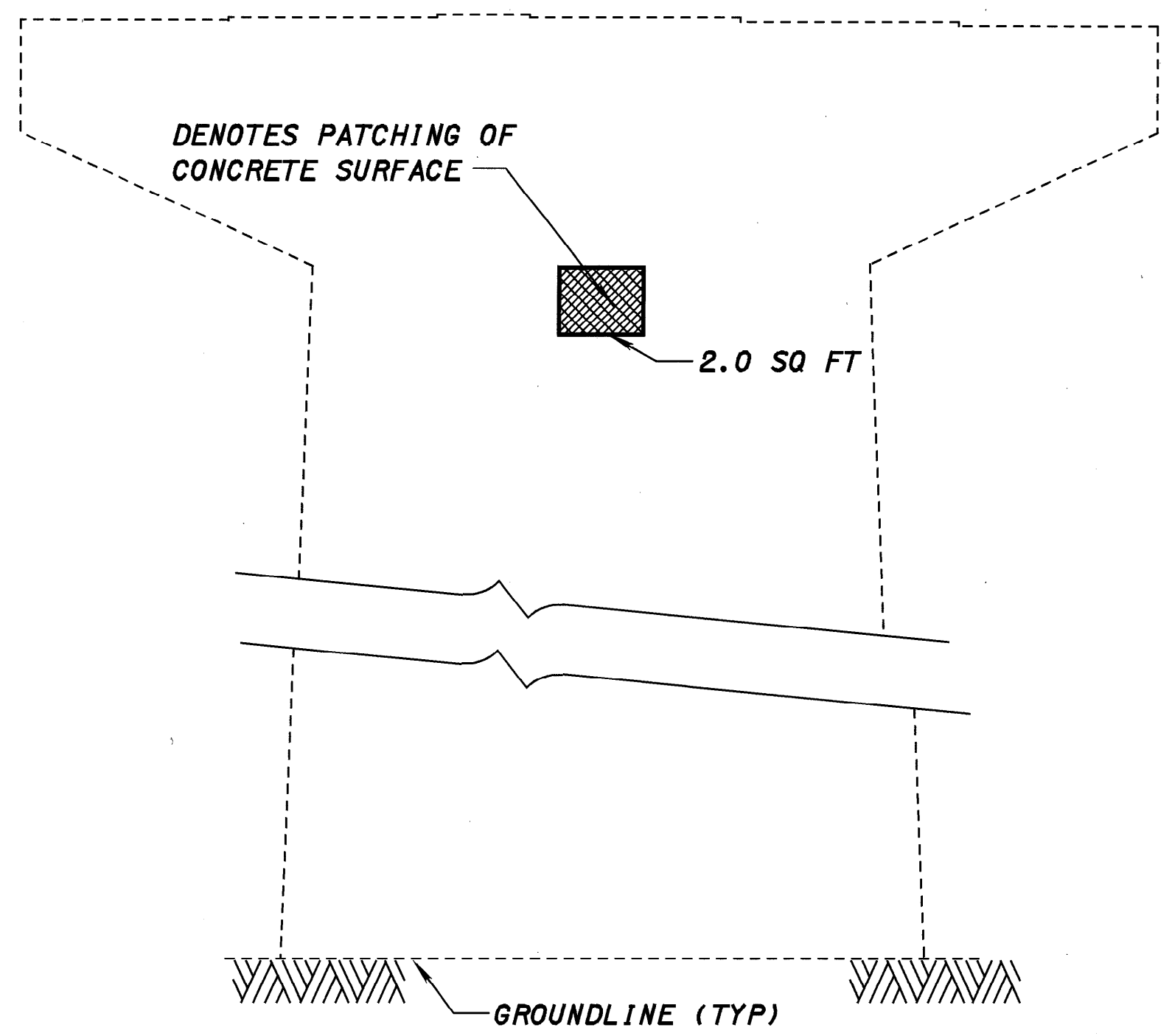
MED-71-15.78

6/23

803  
940

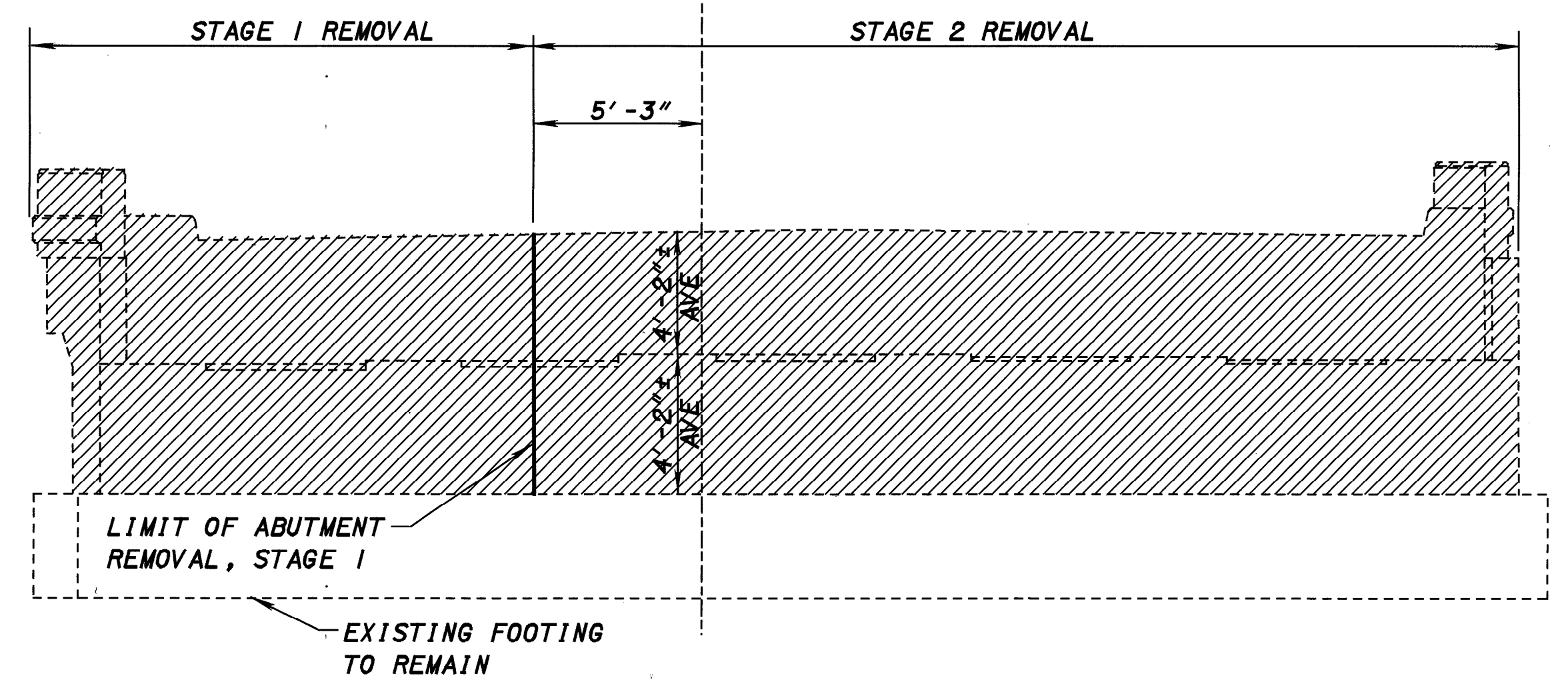


**EXISTING PLAN**  
 REAR ABUTMENT SOUTHBOUND LANES  
 FWD ABUTMENT NORTHBOUND LANES  
 EXISTING PILES NOT SHOWN FOR CLARITY  
 SOUTHBOUND LANES - REAR ABUT  
 NORTHBOUND LANES - FWD ABUT

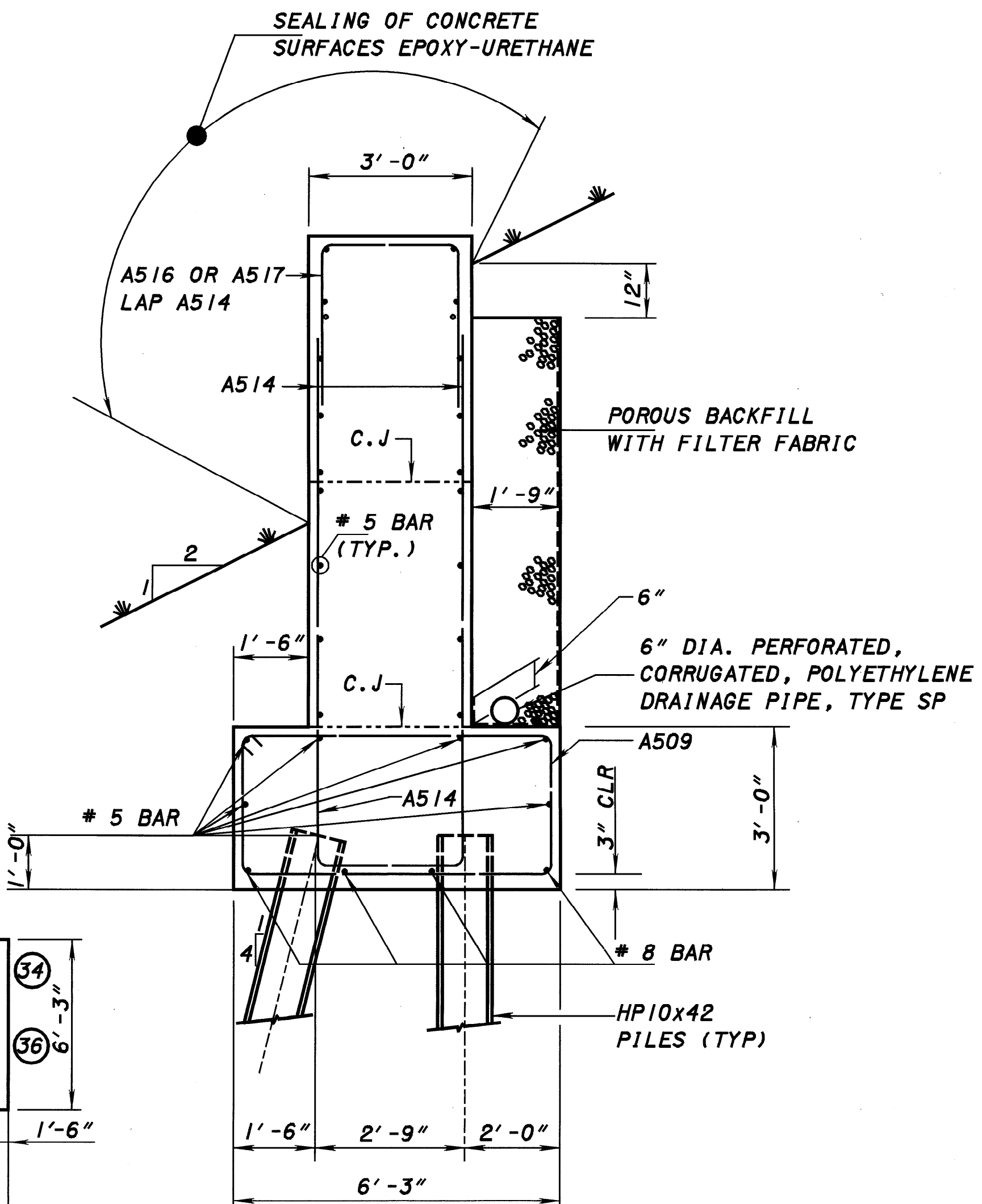


**PIER #2 - LEFT/SOUTH FACE**  
 FOR REST OF PIER PATCHING DETAILS, SEE SHEET 9/23.

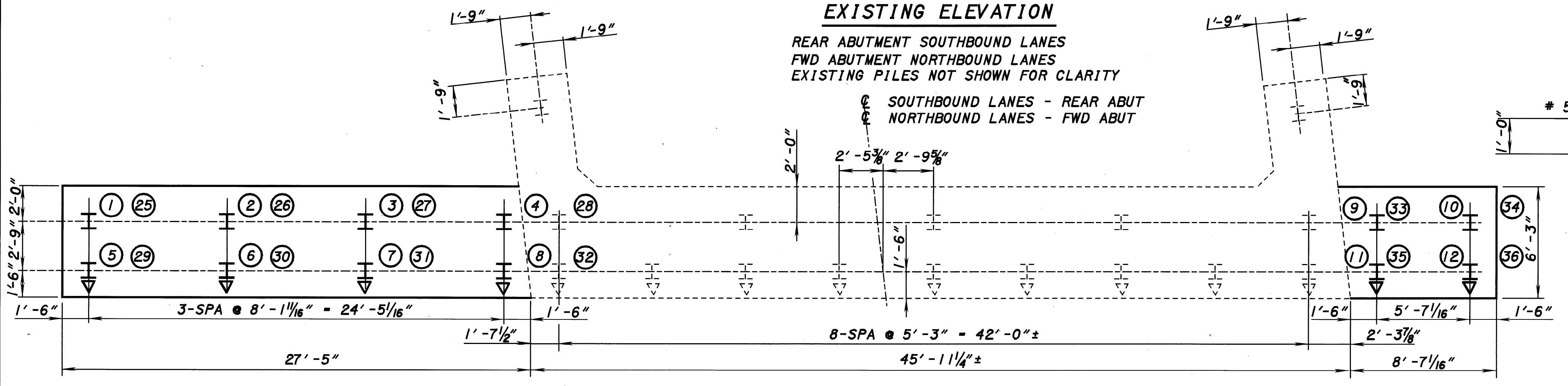
**LEGEND**  
 PORTION OF STRUCTURE TO BE REMOVED



**EXISTING ELEVATION**  
 REAR ABUTMENT SOUTHBOUND LANES  
 FWD ABUTMENT NORTHBOUND LANES  
 EXISTING PILES NOT SHOWN FOR CLARITY  
 SOUTHBOUND LANES - REAR ABUT  
 NORTHBOUND LANES - FWD ABUT



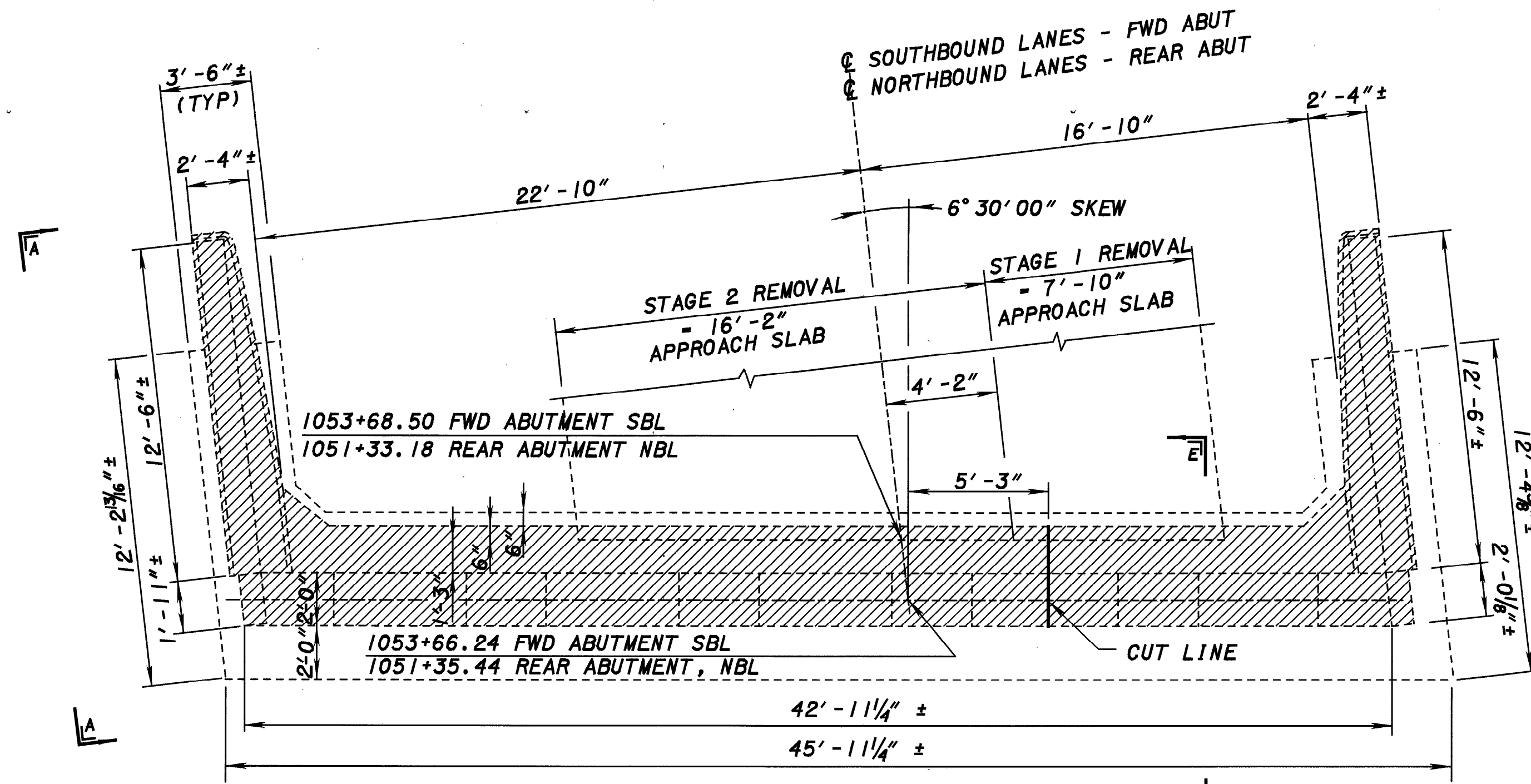
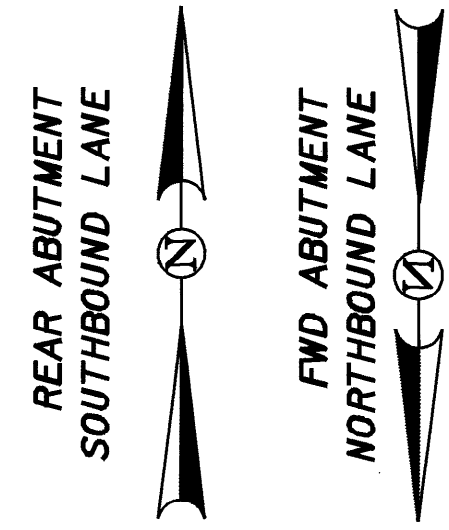
**SECTION C-C**  
 FOR SECTION CUT, SEE SHEETS 10/23 AND 11/23.



**FOOTING PLAN**  
 FOR SECTIONS AND DETAILS SEE SHEET 8/23.

DESIGN AGENCY	ODOT CENTRAL OFFICE OFFICE OF PRODUCTION
DATE	10-4-99
REVIEWED	DFT
STRUCTURE FILE NUMBER	5203813L/5203848R
DRAWN	BRC
REVISOR	TAA
DESIGNED	BRC
CHECKED	TAA
EXISTING ABUTMENT PLAN AND ELEVATION MED-71-1-1992 L/R I-71 OVER ROCKY RIVER	
MED-71-15.78	
7/23	
804 940	

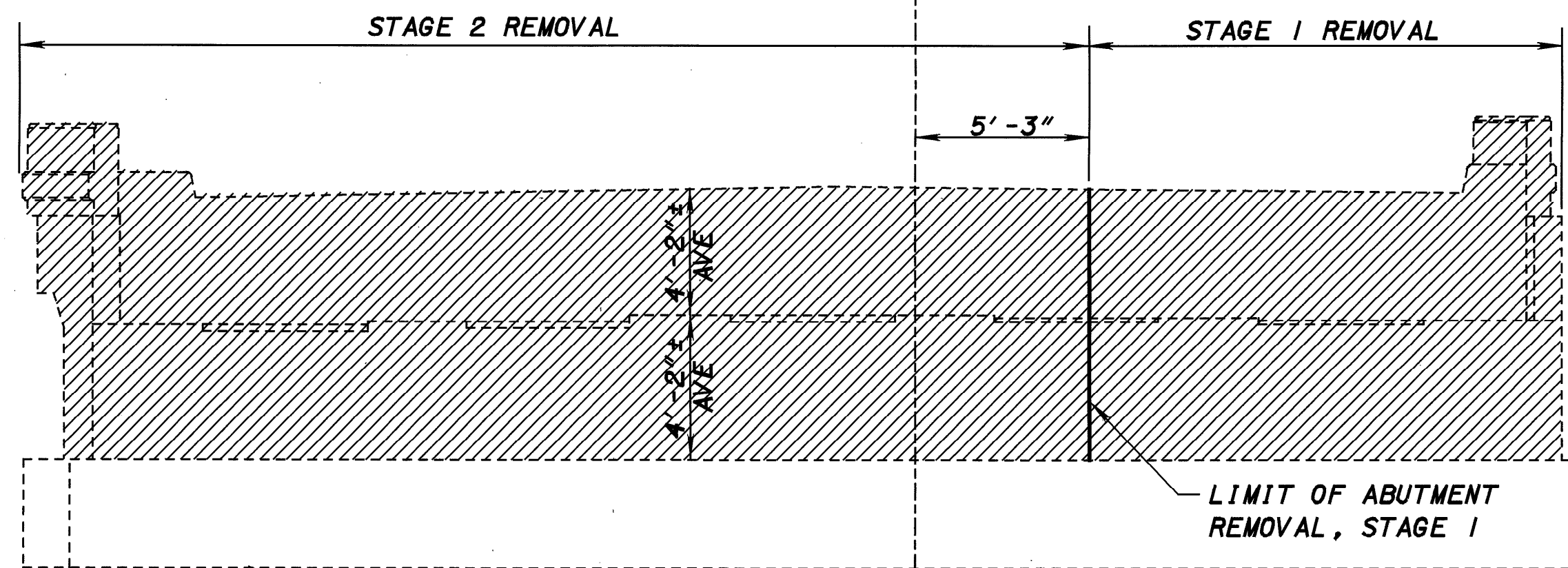




**EXISTING PLAN**

FWD ABUTMENT SOUTHBOUND LANES  
 REAR ABUTMENT NORTHBOUND LANES  
 EXISTING PILES NOT SHOWN FOR CLARITY

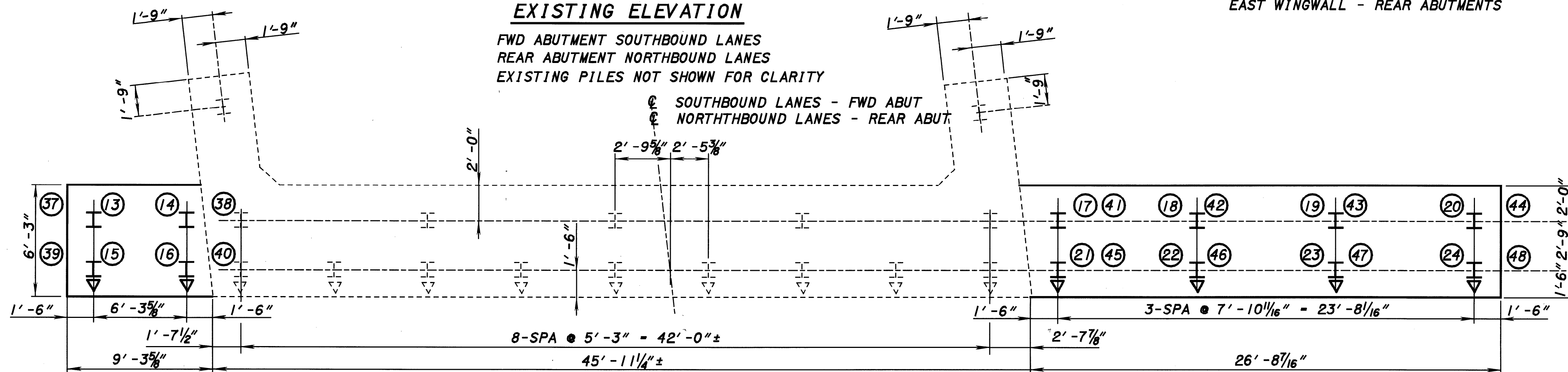
☉ SOUTHBOUND LANES - FWD ABUT  
 ☉ NORTHBOUND LANES - REAR ABUT



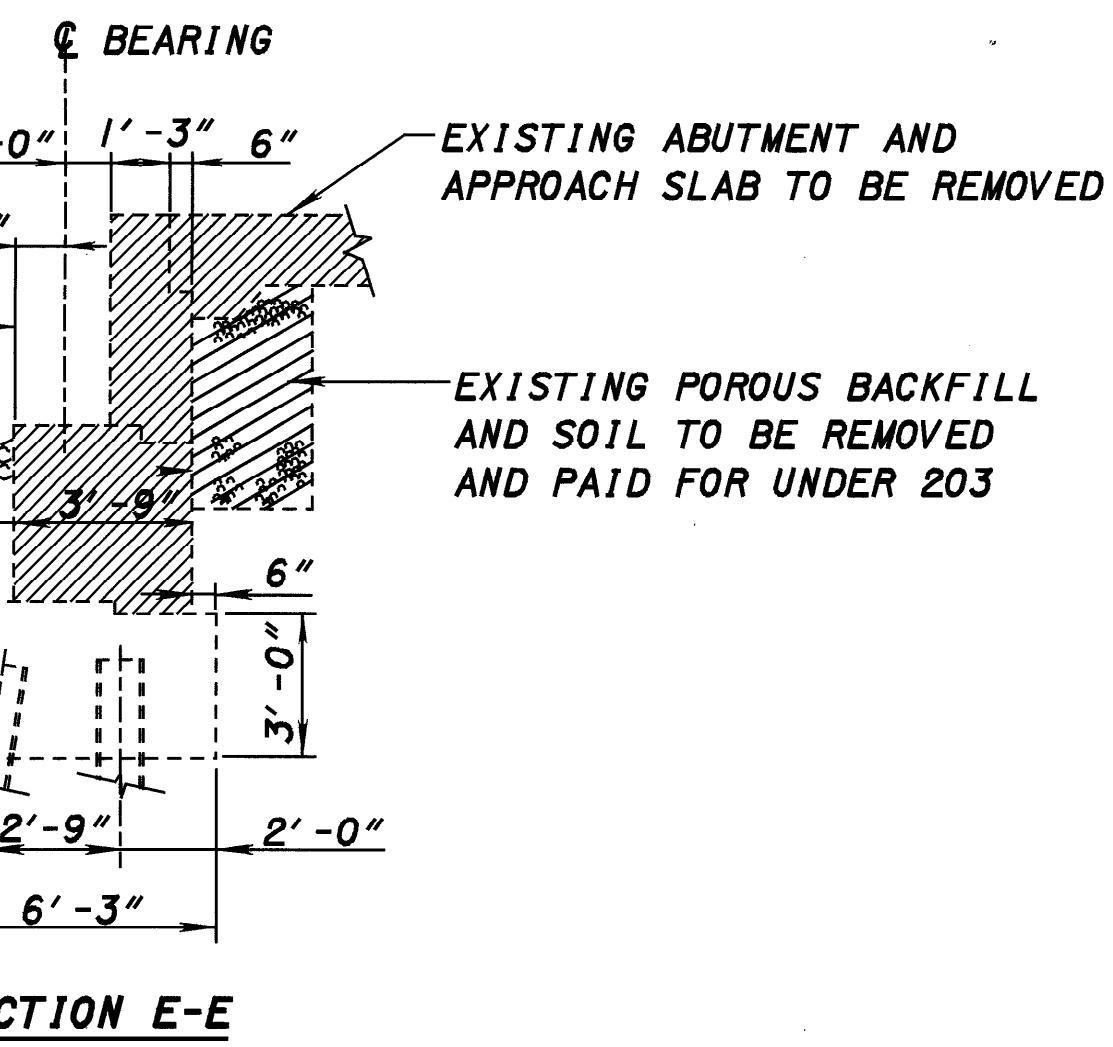
**EXISTING ELEVATION**

FWD ABUTMENT SOUTHBOUND LANES  
 REAR ABUTMENT NORTHBOUND LANES  
 EXISTING PILES NOT SHOWN FOR CLARITY

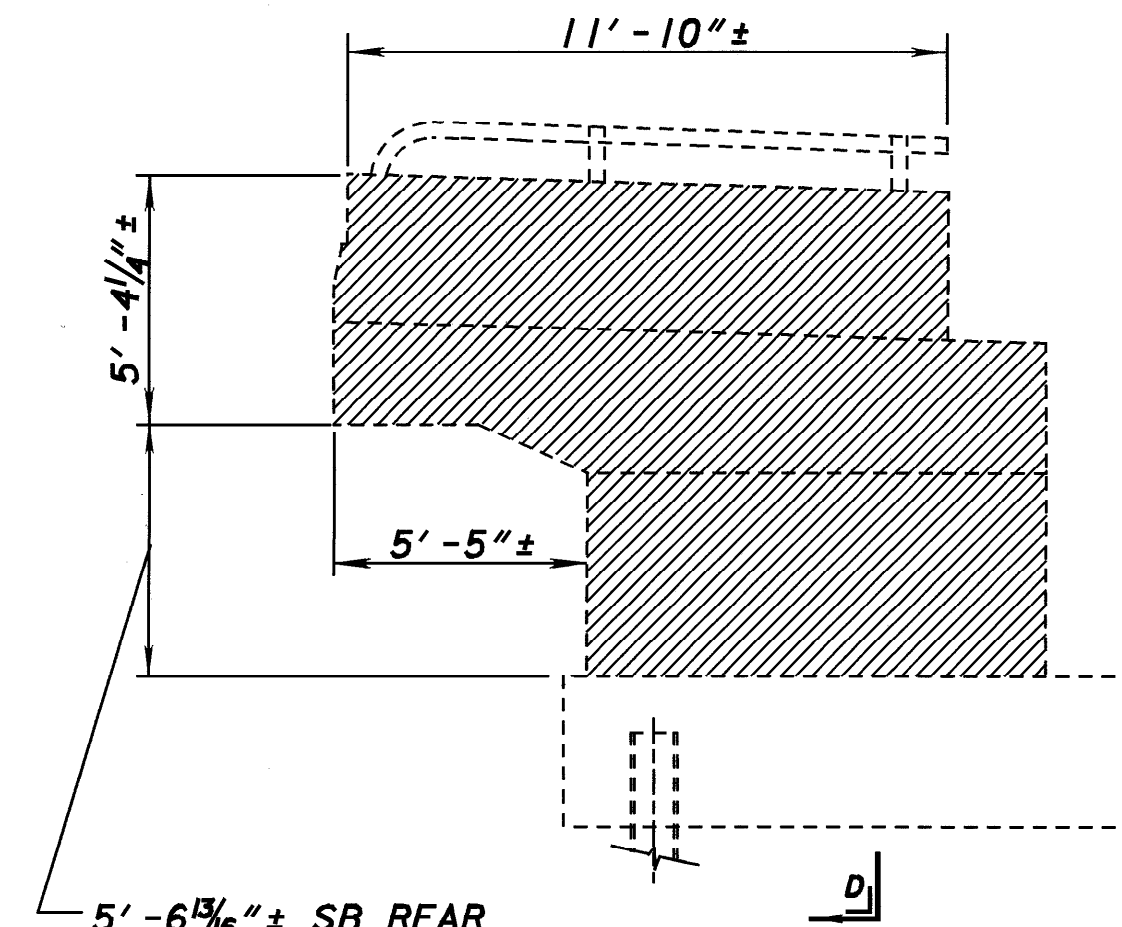
☉ SOUTHBOUND LANES - FWD ABUT  
 ☉ NORTHBOUND LANES - REAR ABUT



**FOOTING PLAN**

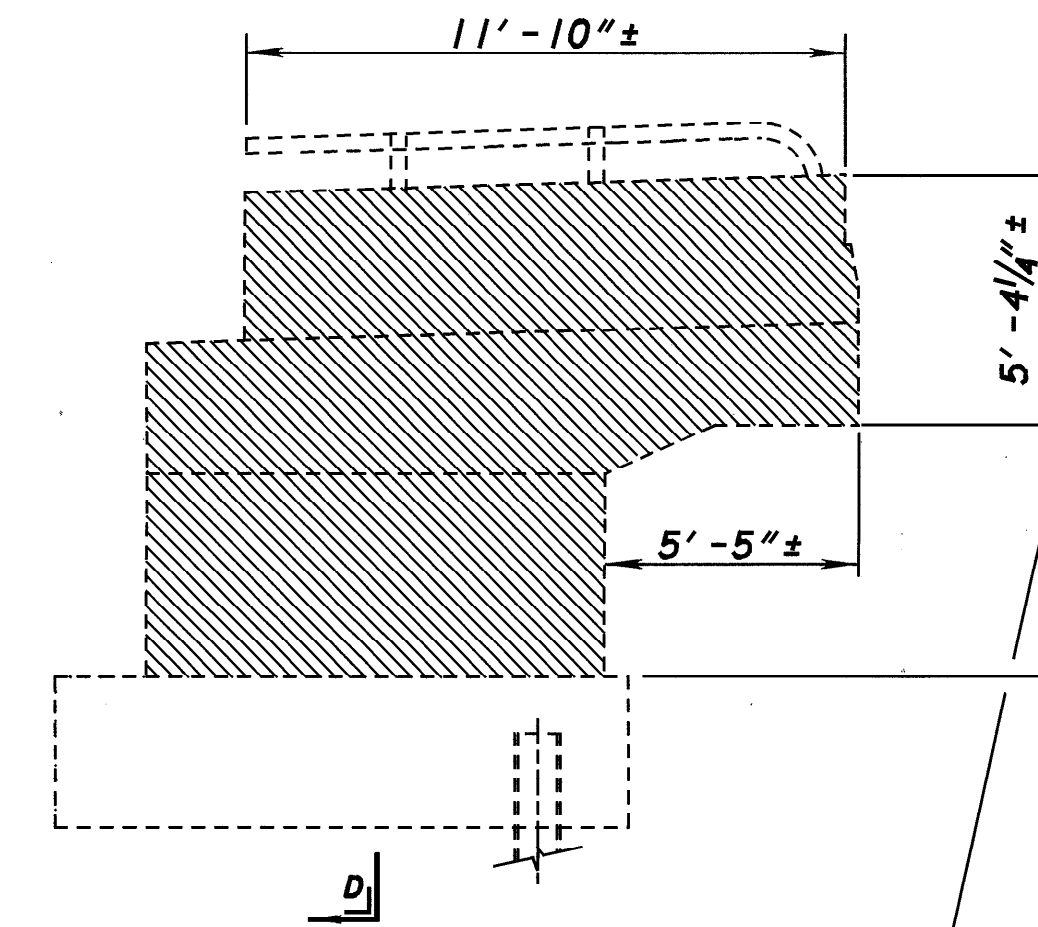


**SECTION E-E**



**VIEW A-A**

WEST WINGWALL - FWD ABUTMENTS  
 EAST WINGWALL - REAR ABUTMENTS



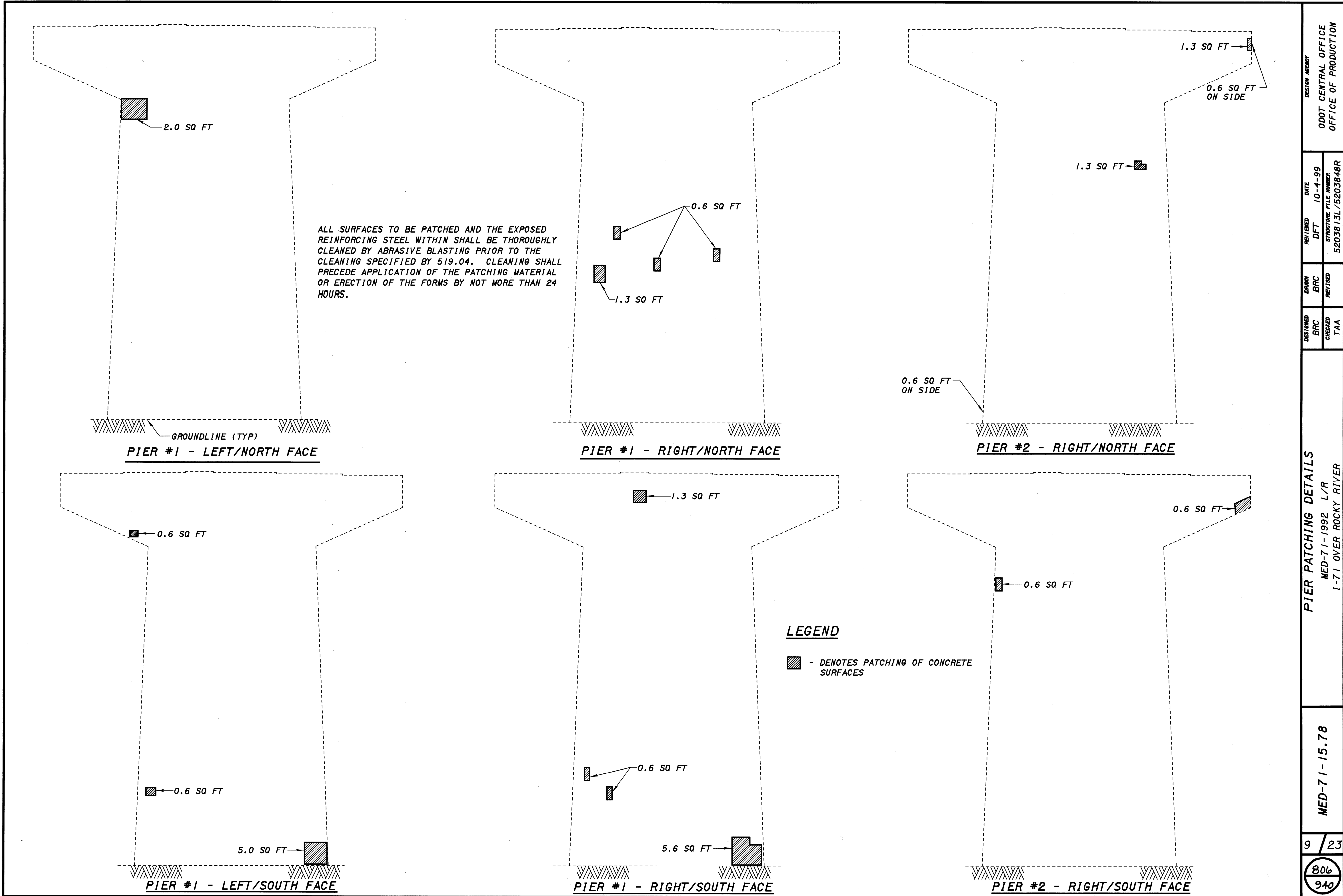
**VIEW B-B**

WEST WINGWALL - REAR ABUTMENTS  
 EAST WINGWALL - FWD ABUTMENTS

**LEGEND**

▨ PORTION OF STRUCTURE TO BE REMOVED

DESIGN AGENCY	ODOT CENTRAL OFFICE OFFICE OF PRODUCTION
DATE	10-4-99
REVISED	DFT
STRUCTURE FILE NUMBER	5203813L/5203848R
DESIGNED	BRC
CHECKED	TAA
DESIGNED	BRC
CHECKED	TAA
PROJECT TITLE	EXISTING ABUTMENT PLAN AND ELEVATION
PROJECT NUMBER	MED-71-1992 L/R
PROJECT LOCATION	I-71 OVER ROCKY RIVER
PROJECT NUMBER	MED-71-15.78
DATE	8/23
SCALE	805 940



DESIGN AGENCY  
 ODOT CENTRAL OFFICE  
 OFFICE OF PRODUCTION

REVIEWED DATE 10-4-99  
 DFT STRUCTURE FILE NUMBER 5203813L/5203848R

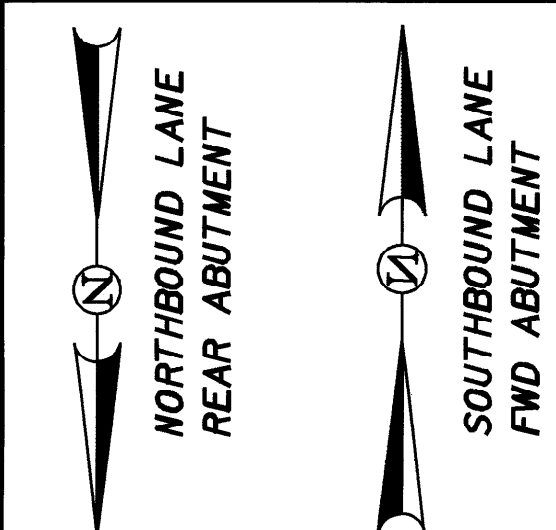
DRAWN BRC  
 CHECKED TAA

PIER PATCHING DETAILS  
 MED-71-1992 L/R  
 I-71 OVER ROCKY RIVER

MED-71-15.78

9/23  
 806  
 940

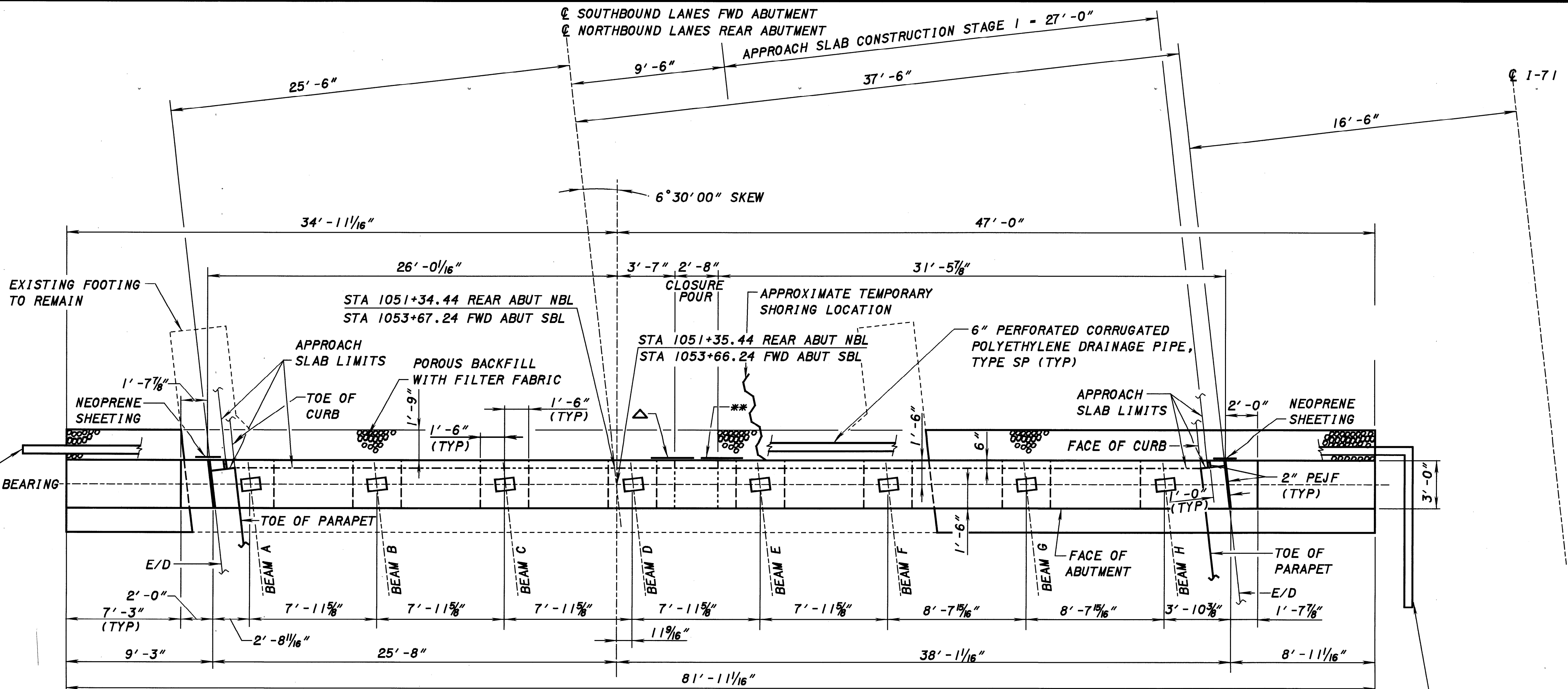




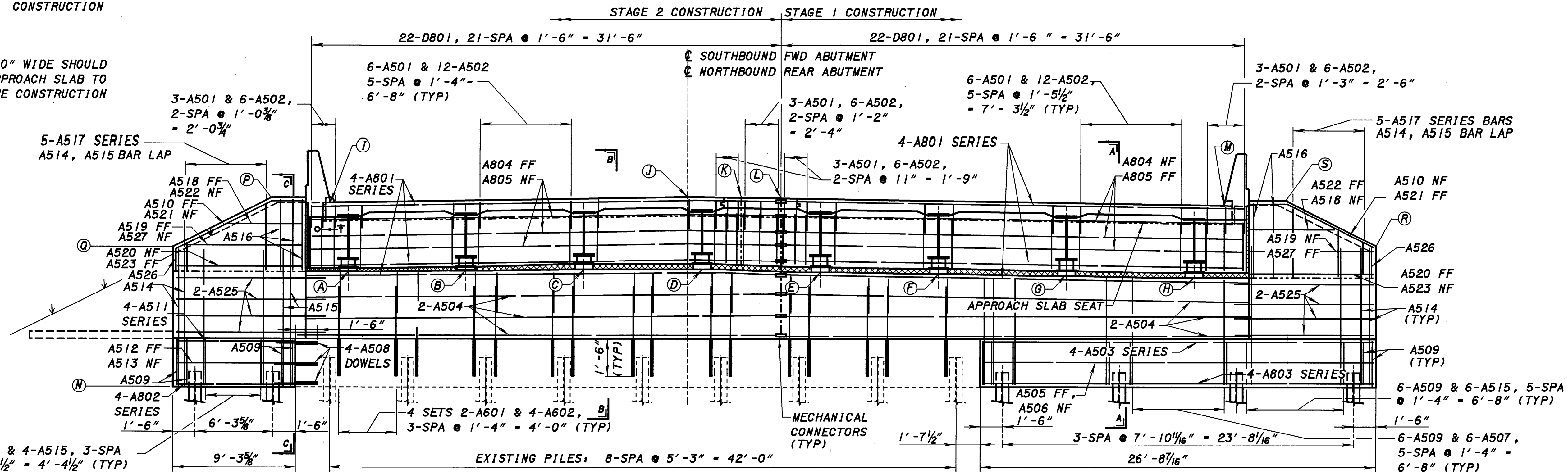
- NOTES**
- FOR SECTIONS AND DETAILS SEE SHEETS 7123 AND 1223.
  - FOOTING ELEVATION SHOULD MATCH EXISTING FOOTING.
  - MINIMUM LAP FOR #5 BAR = 2'-6".
  - ELEVATIONS SHOWN ARE MEASURED ALONG THE BRIDGE LIMITS. BEAM SEAT ELEVATIONS ARE MEASURED ALONG  $\phi$  OF BEARING.
  - EXISTING AND PROPOSED PILES ARE NOT SHOWN FOR CLARITY.
  - A602 TO BE DOWELED 1'-6" INTO EXISTING CONCRETE.

- LEGEND**
- EF - EACH FACE
  - NF - NEAR FACE
  - FF - FAR FACE
  - PEJF - PREFORMED EXPANSION JOINT FILLER
  - CJ - CONSTRUCTION JOINT
  - E/D - EDGE OF DECK
- † - 4" CONDUIT. SEE CSS3 AND CSS4 FOR DETAILS
- △ - TYPE B WATERPROOFING 3'-0" WIDE SHOULD EXTEND FROM BOTTOM OF APPROACH SLAB TO BEAM SEAT ACROSS THE CONSTRUCTION JOINT.

\*\* - TYPE B WATERPROOFING 3'-0" WIDE SHOULD EXTEND FROM BOTTOM OF APPROACH SLAB TO TOP OF FOOTING ACROSS THE CONSTRUCTION JOINT.



**PLAN**  
FWD ABUTMENT SOUTHBOUND LANE AND REAR ABUTMENT NORTHBOUND LANE SHOWN



**ELEVATION**  
FWD ABUTMENT SOUTHBOUND LANE AND REAR ABUTMENT NORTHBOUND LANE SHOWN

DESIGNED	DATE	REVIEWED	DATE	DESIGN AGENCY
BRC	10-4-99	DFT	10-4-99	ODOT CENTRAL OFFICE
CHECKED		STRUCTURE FILE NUMBER		OFFICE OF PRODUCTION
TAA		5203813L/5203848R		

**ABUTMENT DETAILS**  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

MED-71-15.78

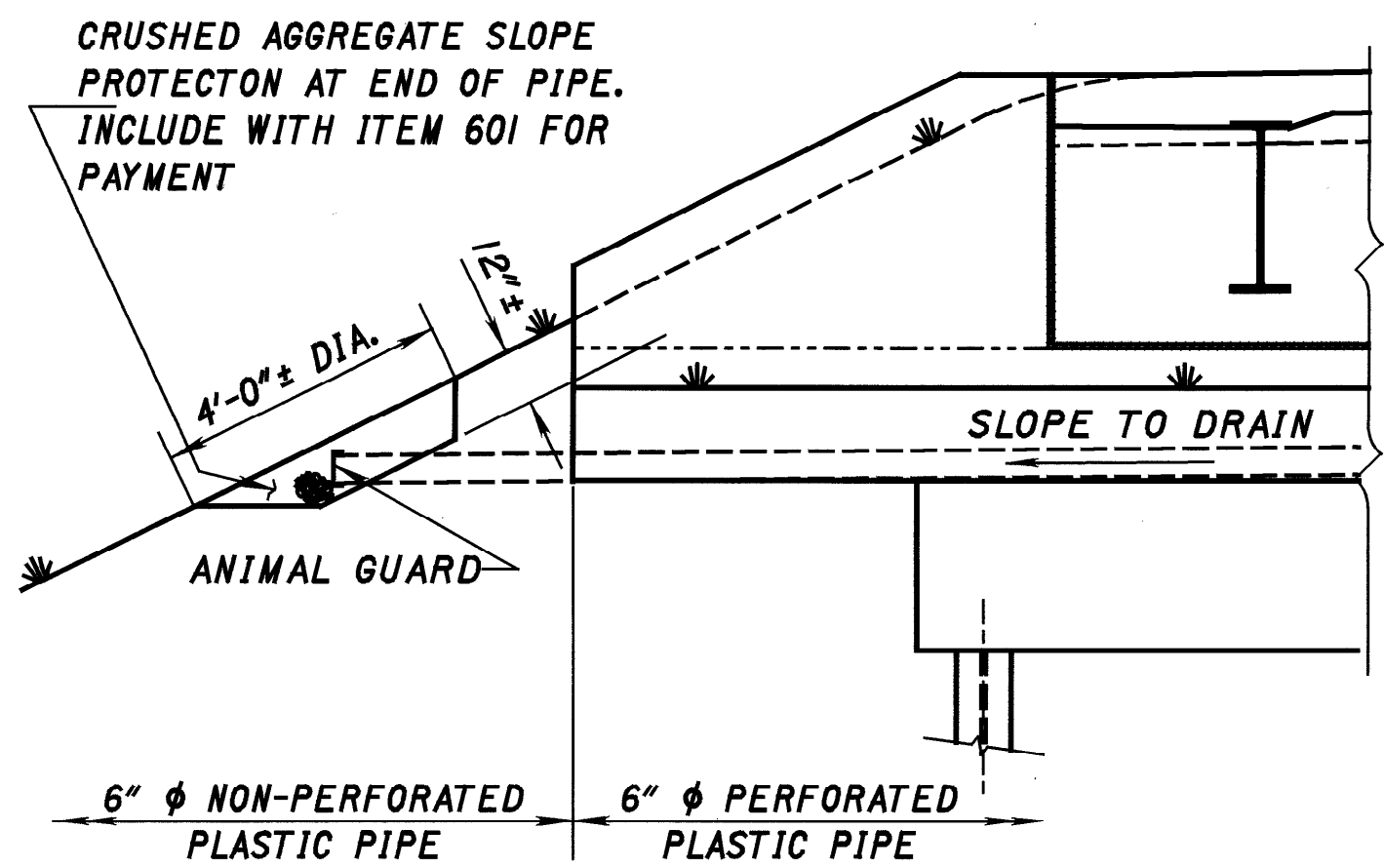
11/23

SEE SHEET 1223 FOR PIPE DETAIL

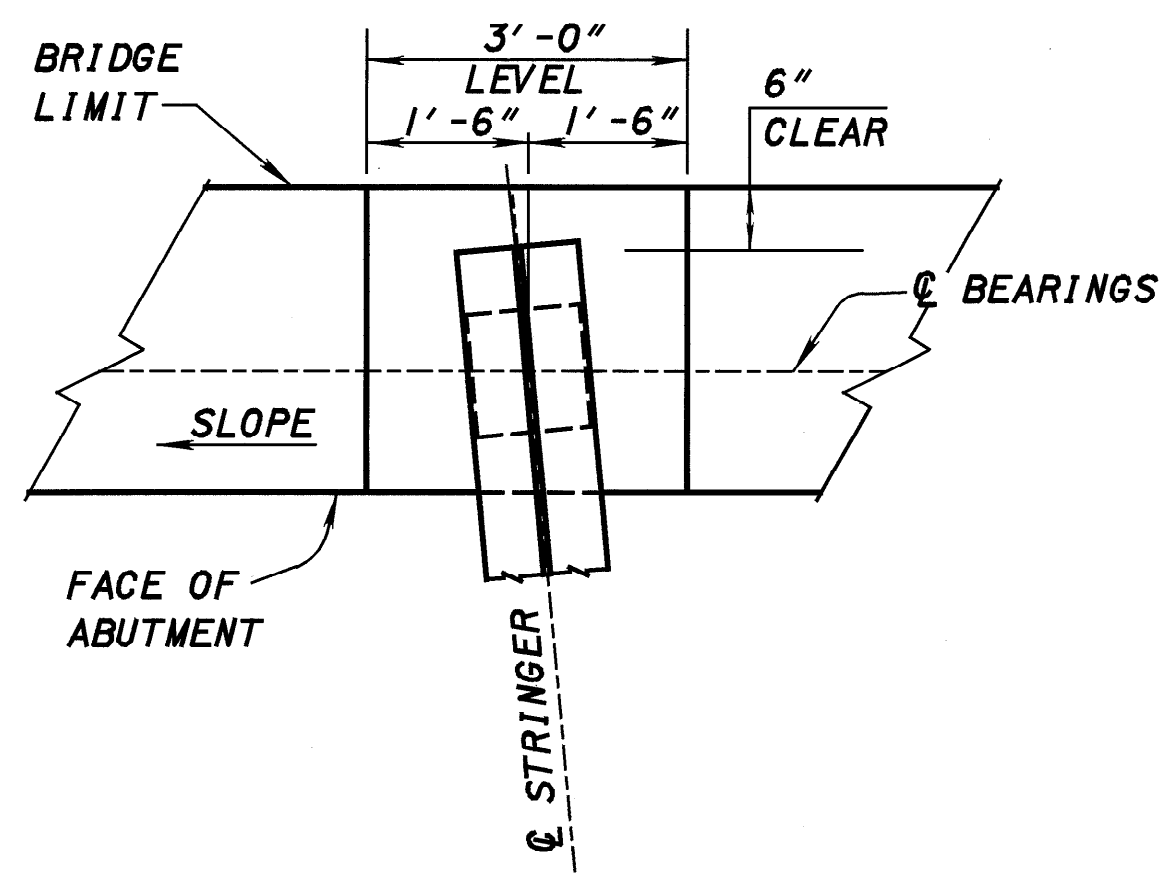
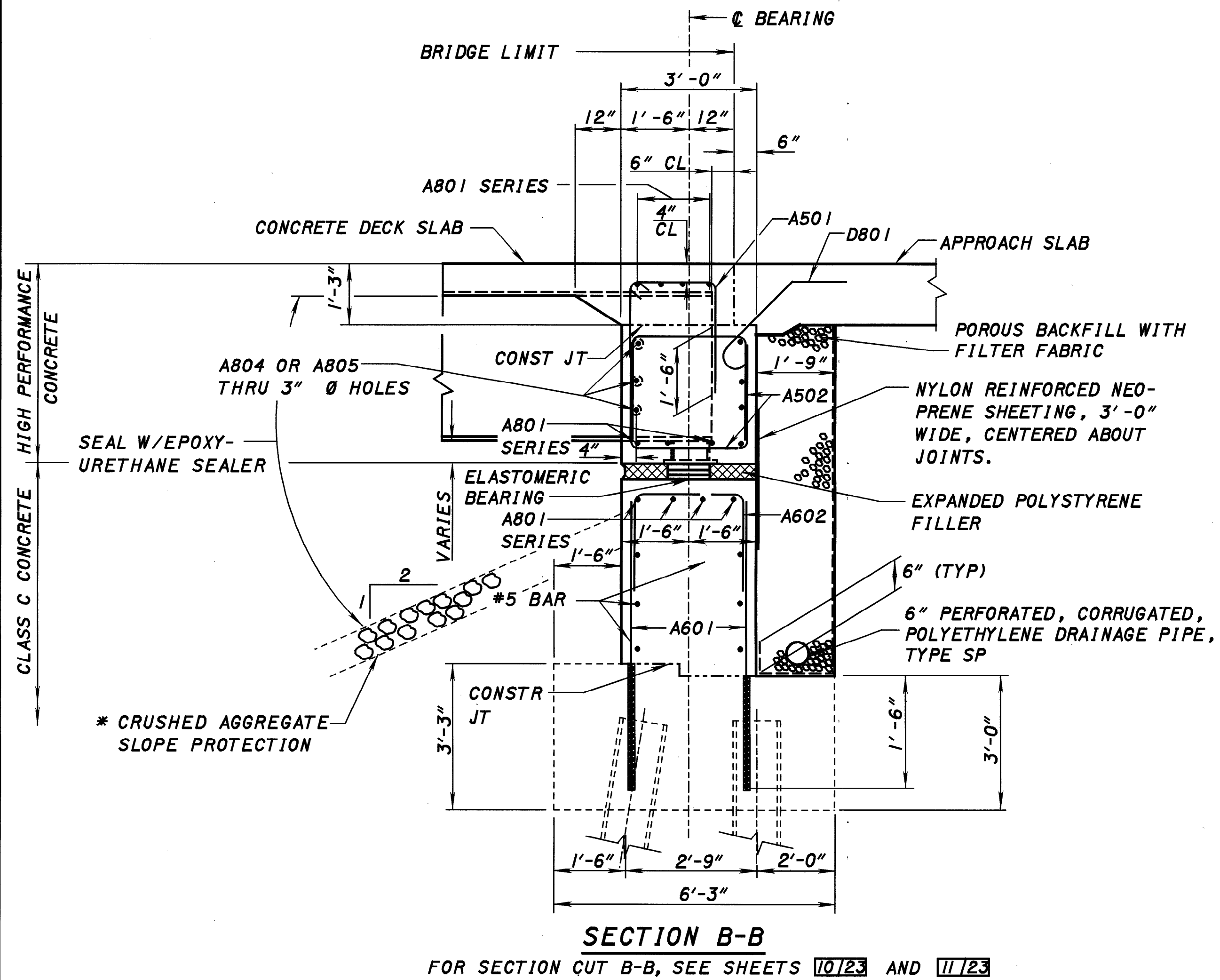
808  
940

SOUTHBOUND ABUTMENT ELEVATIONS																			
ABUTMENT		A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	R	S
REAR	ELEVATION	1055.90	1056.05	1056.20	1056.31	1056.22	1056.12	1056.02	1055.92	1060.48	1060.94	1060.88	1060.85	1060.50	1048.28	1060.81	1057.18	1057.21	1060.83
FORWARD	ELEVATION	1049.34	1049.49	1049.64	1049.76	1049.67	1049.57	1049.46	1049.36	1053.86	1054.32	1054.29	1054.23	1053.88	1041.75	1054.19	1050.57	1050.58	1054.21

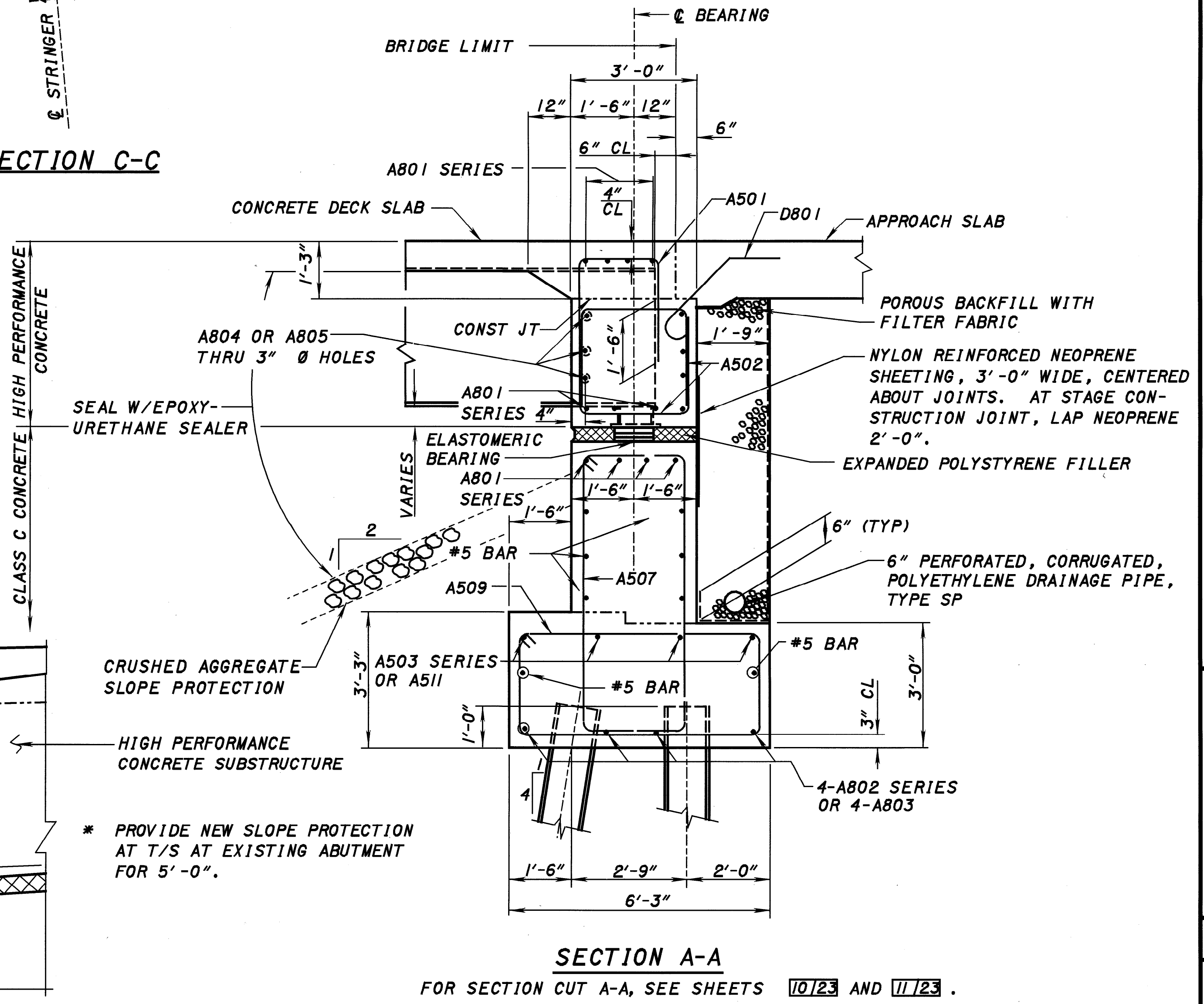
NORTHBOUND ABUTMENT ELEVATIONS																			
ABUTMENT		A	B	C	D	E	F	G	H	I	J	K	L	M	N	P	Q	R	S
REAR	ELEVATION	1056.42	1056.52	1056.61	1056.68	1056.53	1056.38	1056.22	1056.05	1061.01	1061.31	1061.26	1061.22	1060.62	1048.76	1061.34	1057.72	1057.32	1060.95
FORWARD	ELEVATION	1049.87	1049.96	1050.06	1050.12	1049.97	1049.82	1049.66	1049.50	1054.40	1054.69	1054.64	1054.60	1054.01	1042.21	1054.73	1051.10	1050.72	1054.34



PIPE OUTLET DETAIL



SECTION C-C



SECTION A-A

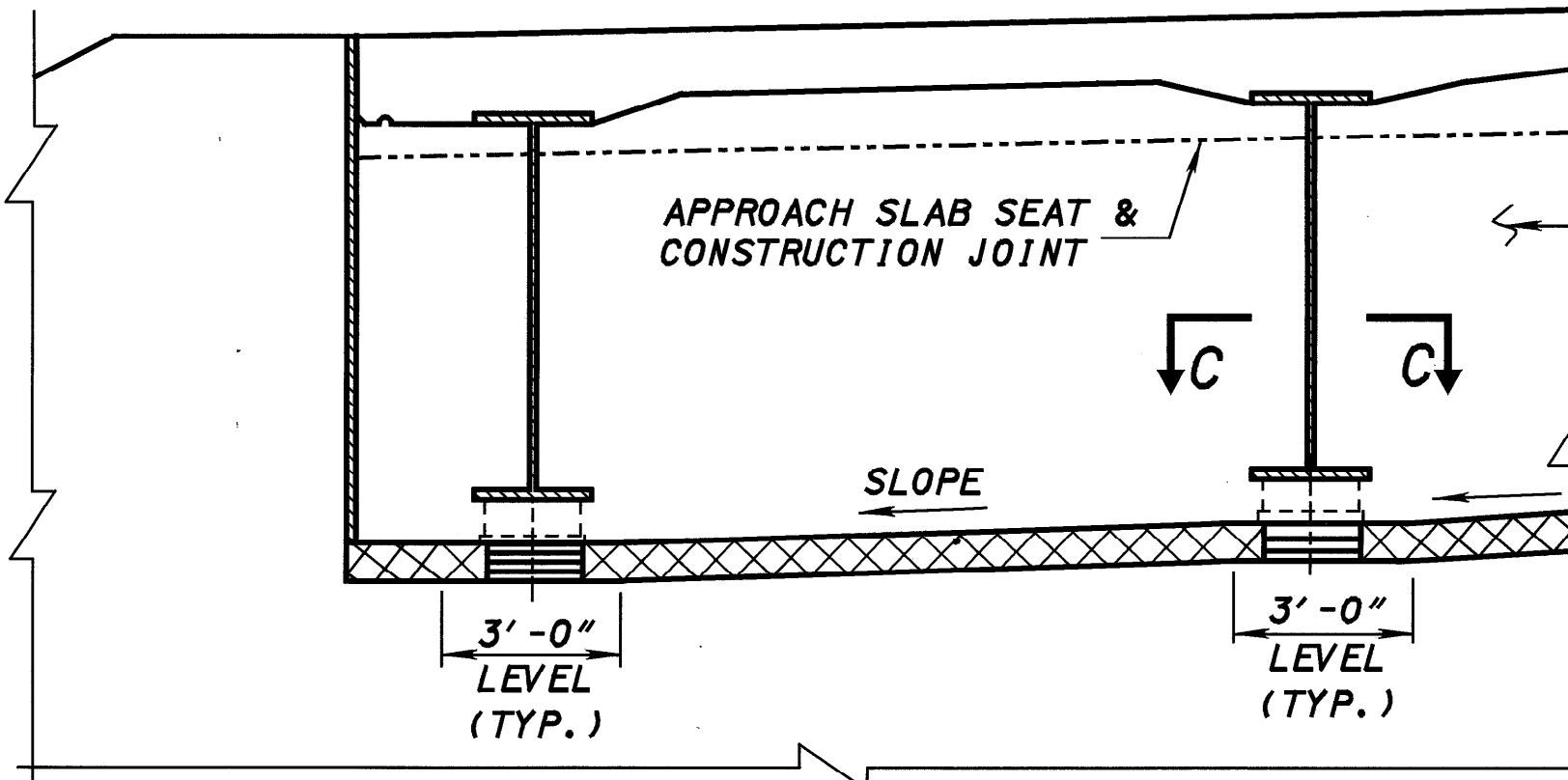
FOR SECTION CUT A-A, SEE SHEETS 10/23 AND 11/23

NOTES:

**POROUS BACKFILL:**  
POROUS BACKFILL WITH FILTER FABRIC, 1'-9" THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 12" BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE FACE OF THE WINGWALLS.

**DIAPHRAGM** CONCRETE ENCASEING THE STEEL BEAMS SUPPORTED IN THE SEMI INTEGRAL ABUTMENT SHALL BE PLACED AT LEAST 48 HOURS BEFORE THE ACTUAL DECK CONCRETE IS PLACED.

PROVIDE 3"  $\phi$  HOLE THRU WEB AS NOTED, PAYMENT TO BE INCLUDED AS INCIDENTAL WITH ITEM 863 STRUCTURAL STEEL. PAYMENT FOR THE EXPANDED POLYSTYRENE FILLER TO BE INCLUDED WITH ITEM 844 HIGH PERFORMANCE CONCRETE AS INCIDENTAL.



PART ELEVATION OF BEAM SEAT

DESIGN AGENCY: ODOT CENTRAL OFFICE OFFICE OF PRODUCTION

DATE: 10-4-99

REVIEWED: DFT

STRUCTURE FILE NUMBER: 5203813L/5203848R

DRAWN: BRC

REVISION: REVISED

DESIGNED: BRC

CHECKED: TAA

ABUTMENT DETAILS

MED-71-1992 L/R

I-71 OVER ROCKY RIVER

MED-71-15.78

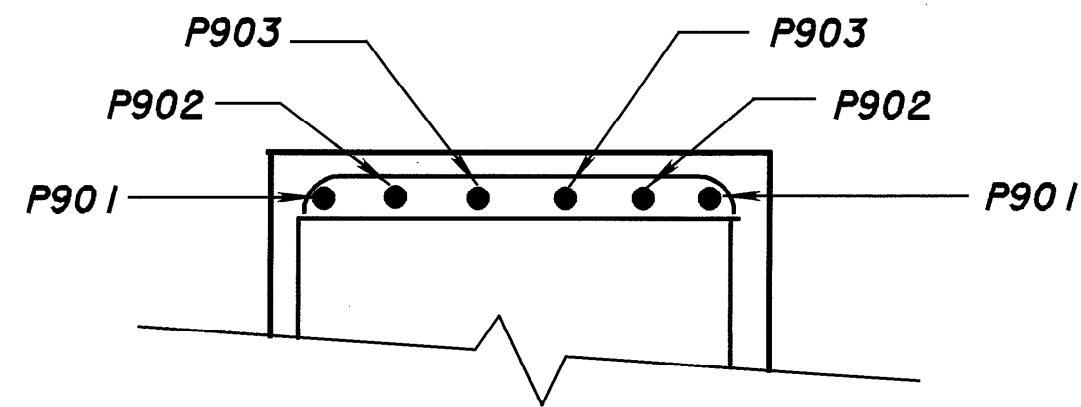
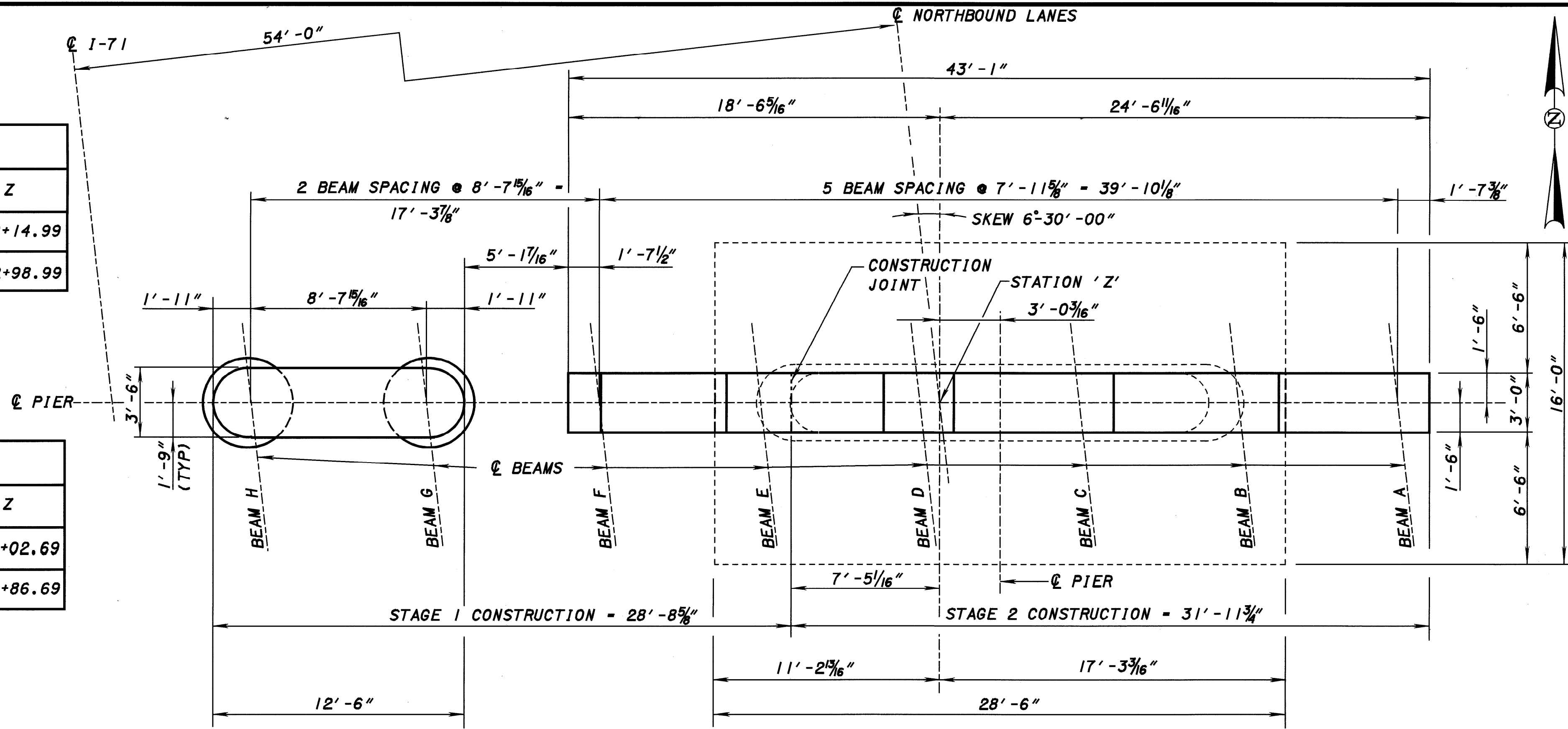
12/23

809

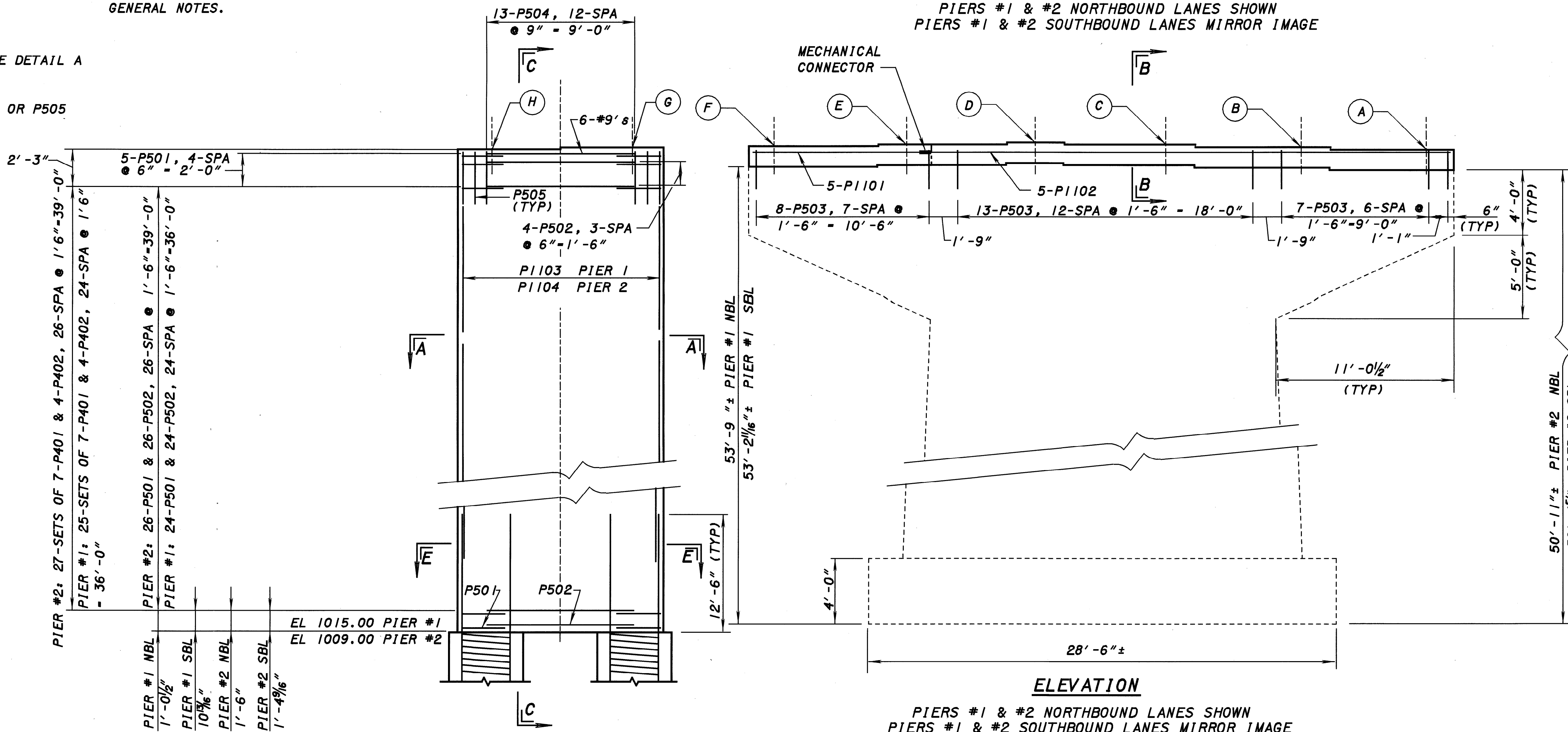
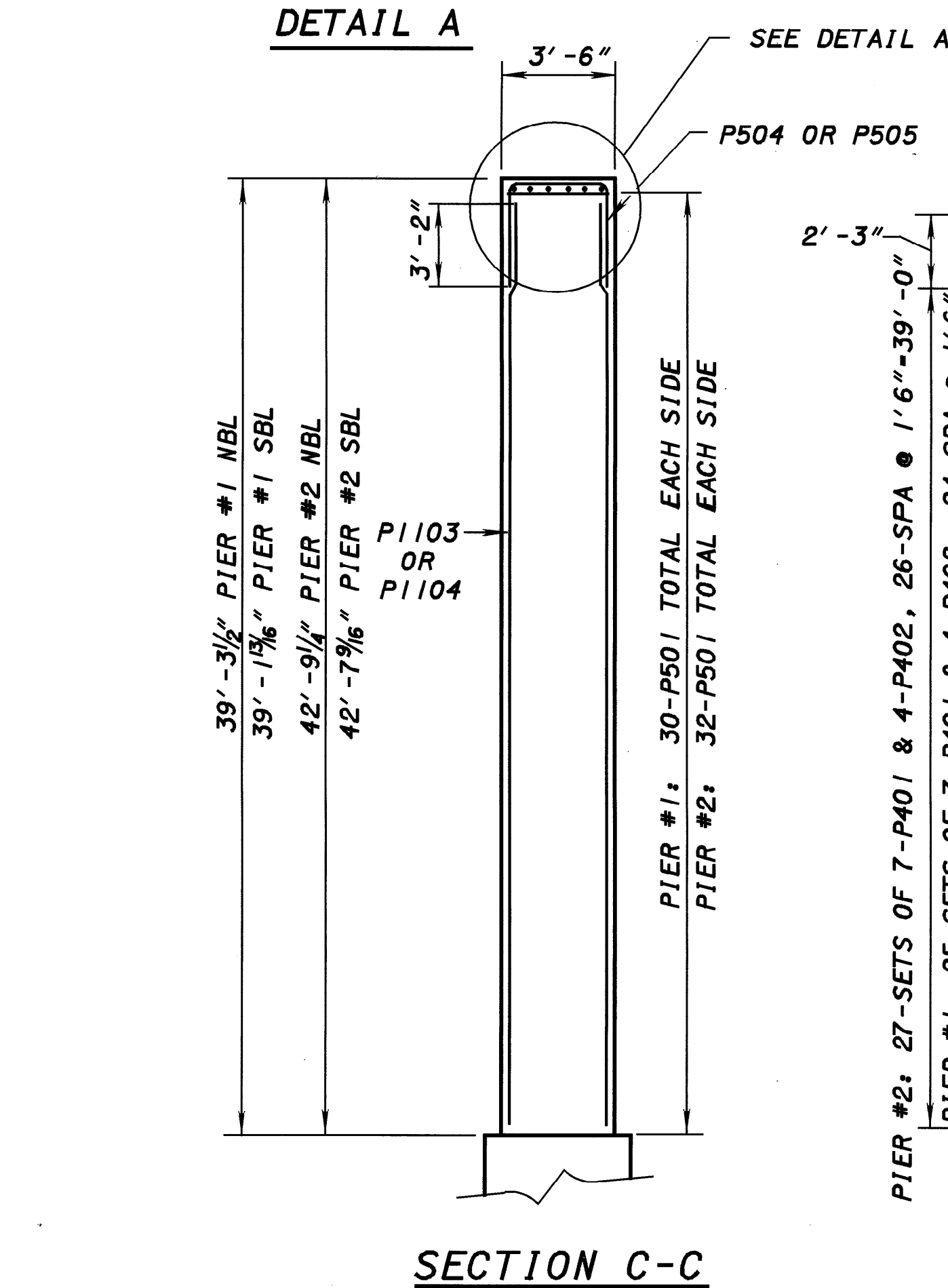
940

SOUTHBOUND PIER SEAT ELEVATIONS									
	A	B	C	D	E	F	G	H	Z
PIER #1	1054.14	1054.29	1054.44	1054.61	1054.46	1054.36	1054.26	1054.15	1052+14.99
PIER #2	1051.62	1051.77	1051.92	1052.09	1051.94	1051.84	1051.74	1051.63	1052+98.99

NORTHBOUND PIER SEAT ELEVATIONS									
	A	B	C	D	E	F	G	H	Z
PIER #1	1054.66	1054.76	1054.85	1054.92	1054.77	1054.62	1054.45	1054.29	1052+02.69
PIER #2	1052.14	1052.24	1052.33	1052.40	1052.25	1052.10	1051.93	1051.77	1052+86.69



NOTES:  
EXISTING PIER BRIDGE SEATS SHALL BE SCARIFIED 1/4", SEE GENERAL NOTES.



FOR SECTIONS A-A, B-B & E-E, SEE SHEET 14123.

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

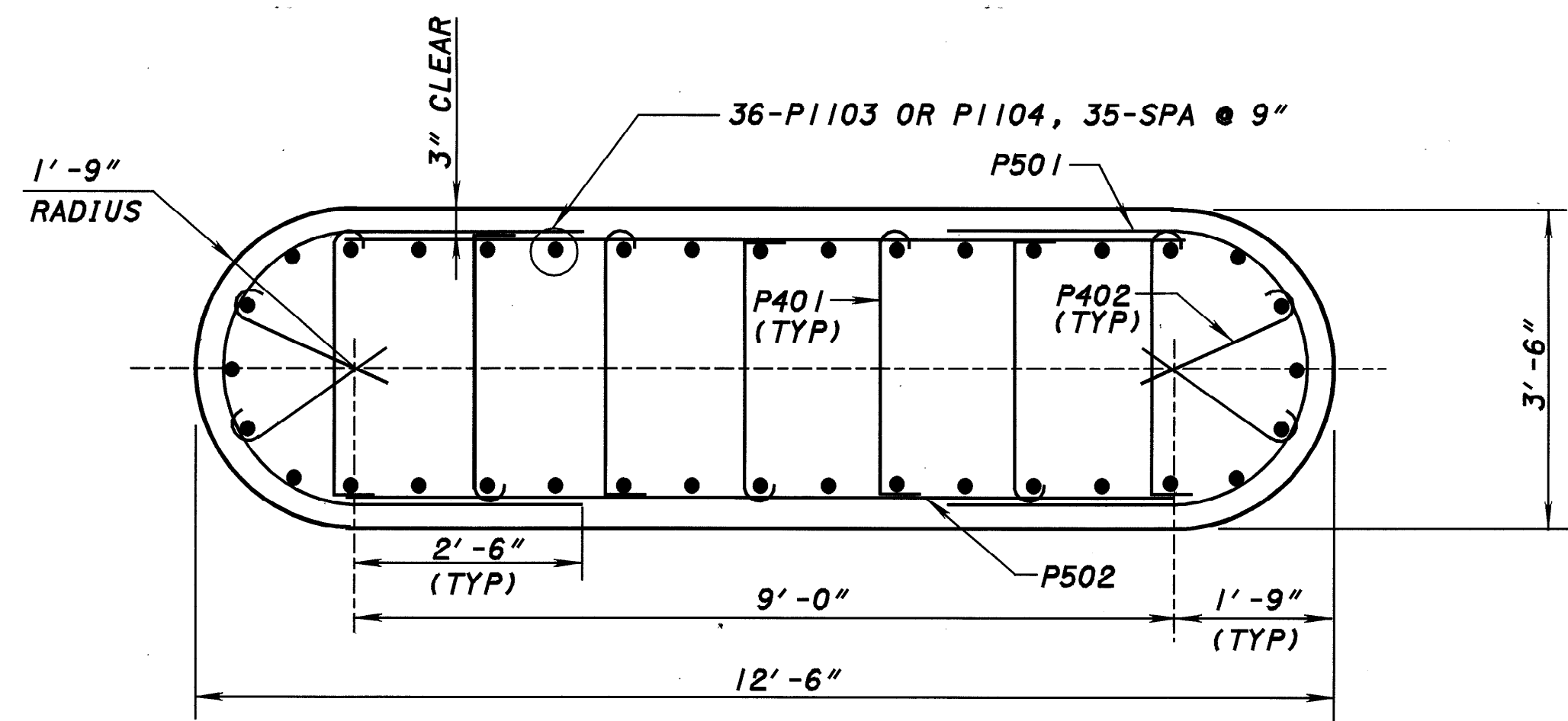
DATE  
10-4-99  
DFT  
STRUCTURE FILE NUMBER  
5203813L/5203848R

PIER DETAILS  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

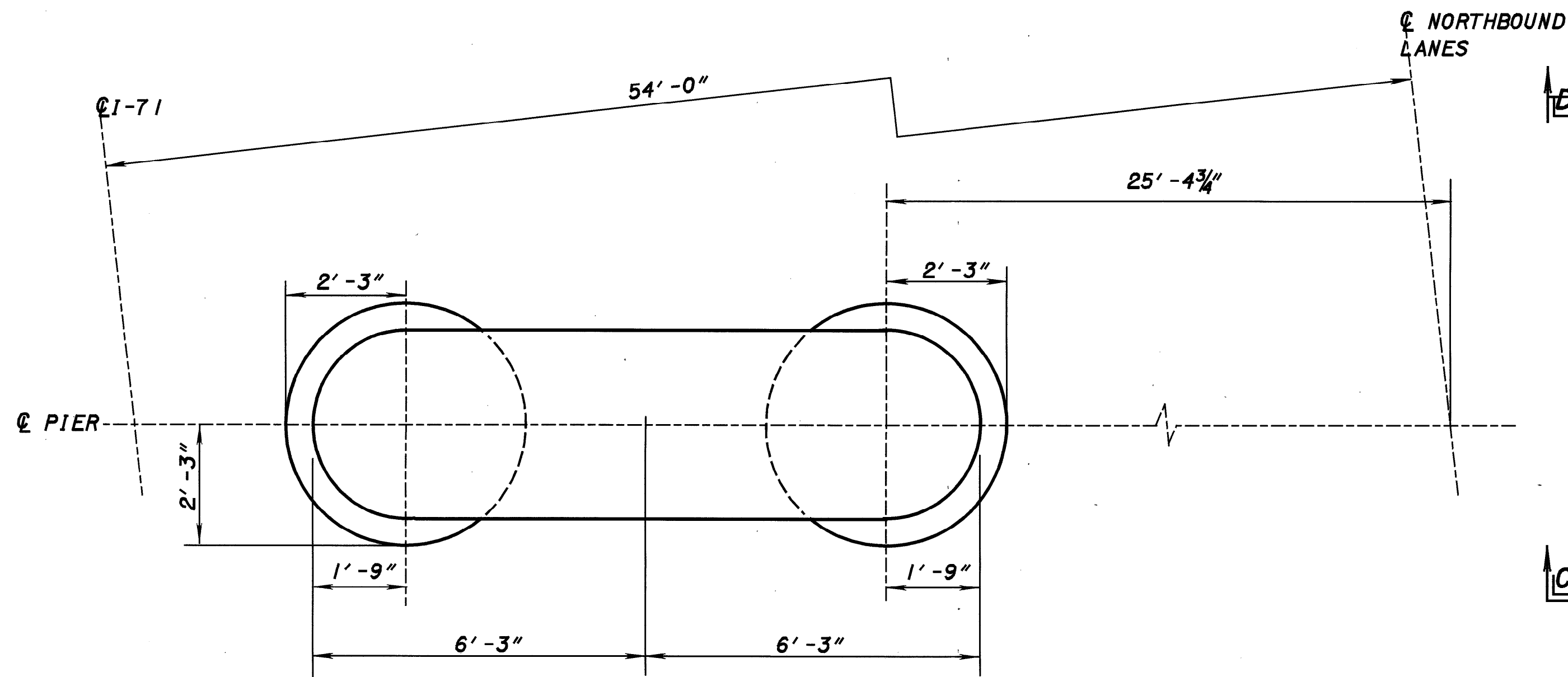
MED-71-15.78

13/23

810  
940

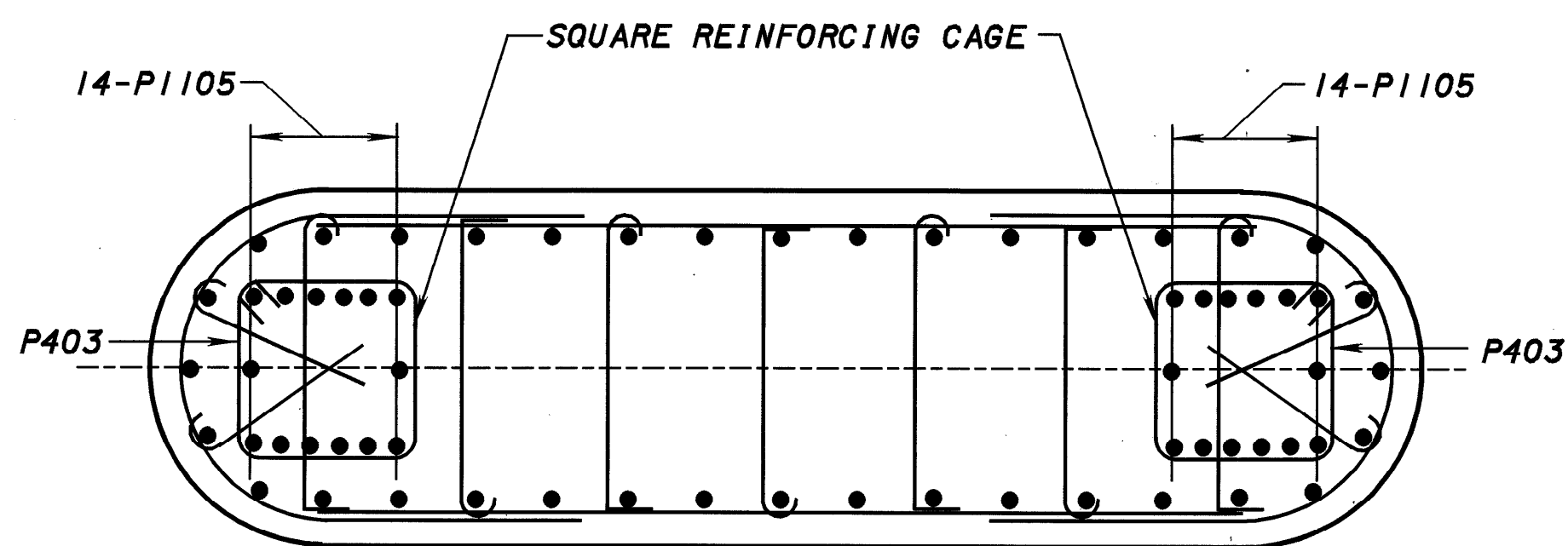


SECTION A-A



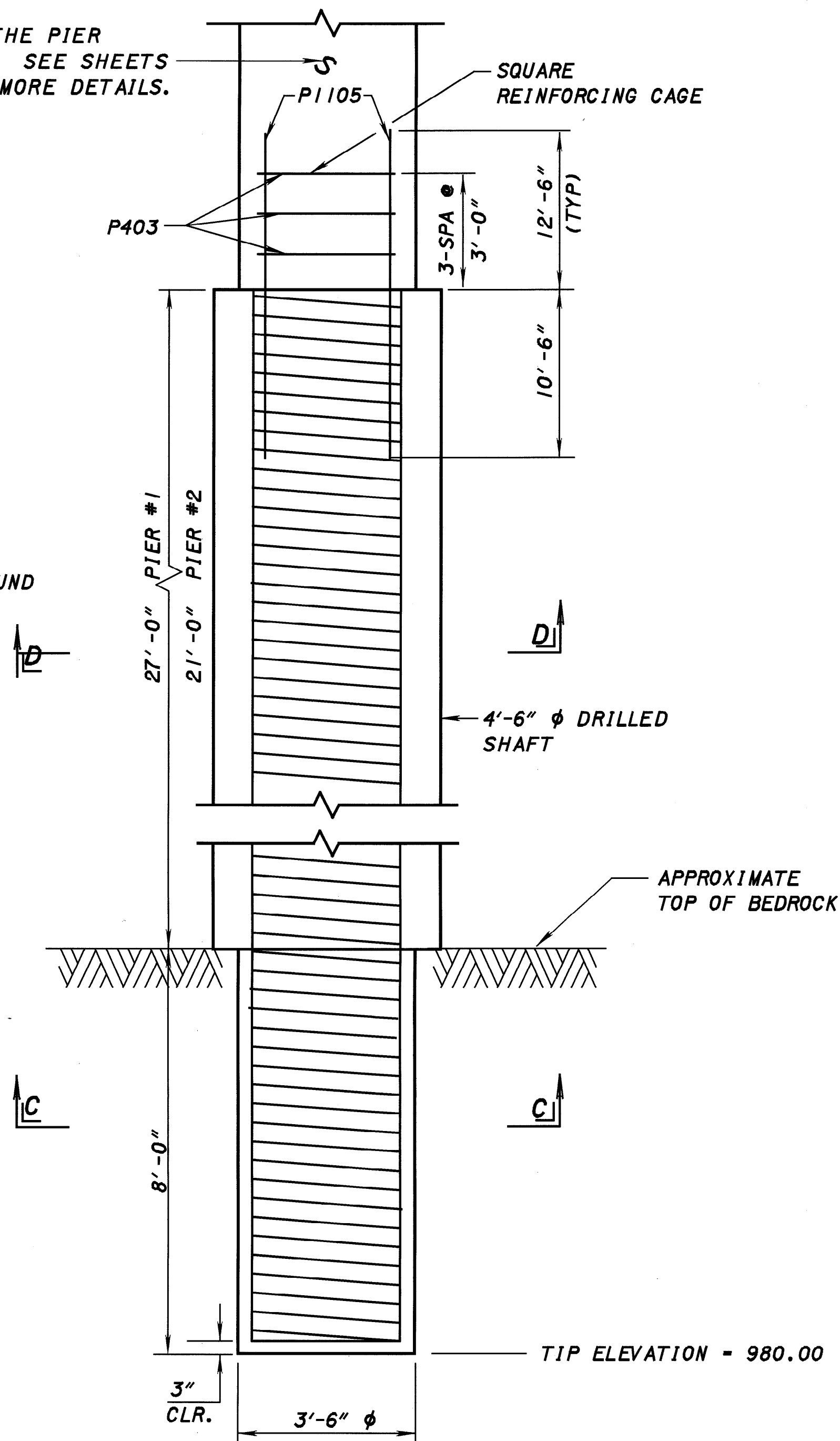
DRILLED SHAFT LAYOUT

NORTHBOUND LANES SHOWN  
SOUTHBOUND LANES MIRROR IMAGE

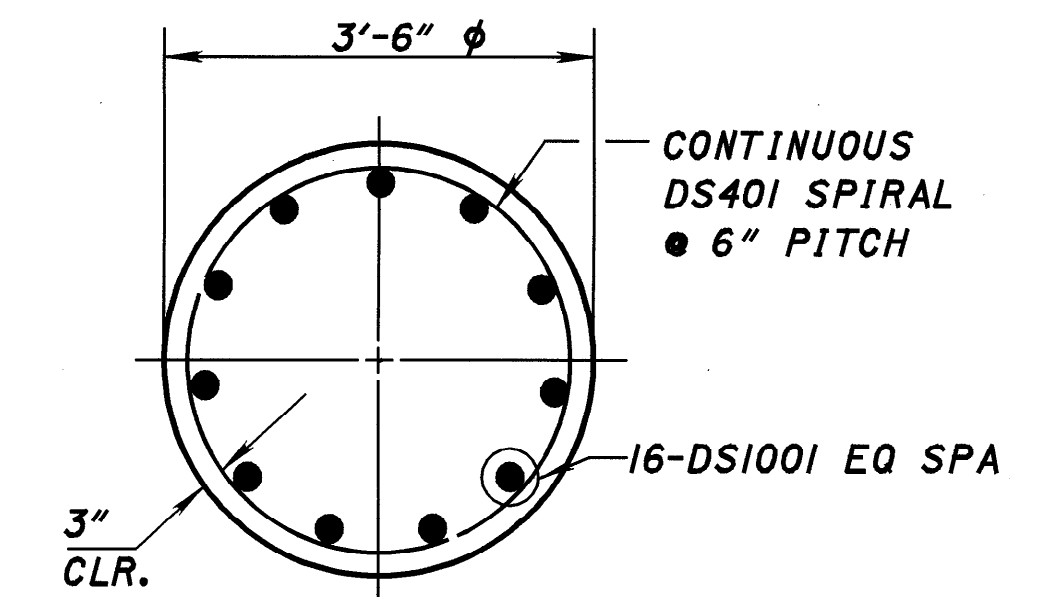


SECTION E-E

RE-STEEL IN THE PIER IS NOT SHOWN. SEE SHEETS 13 / 23 FOR MORE DETAILS.



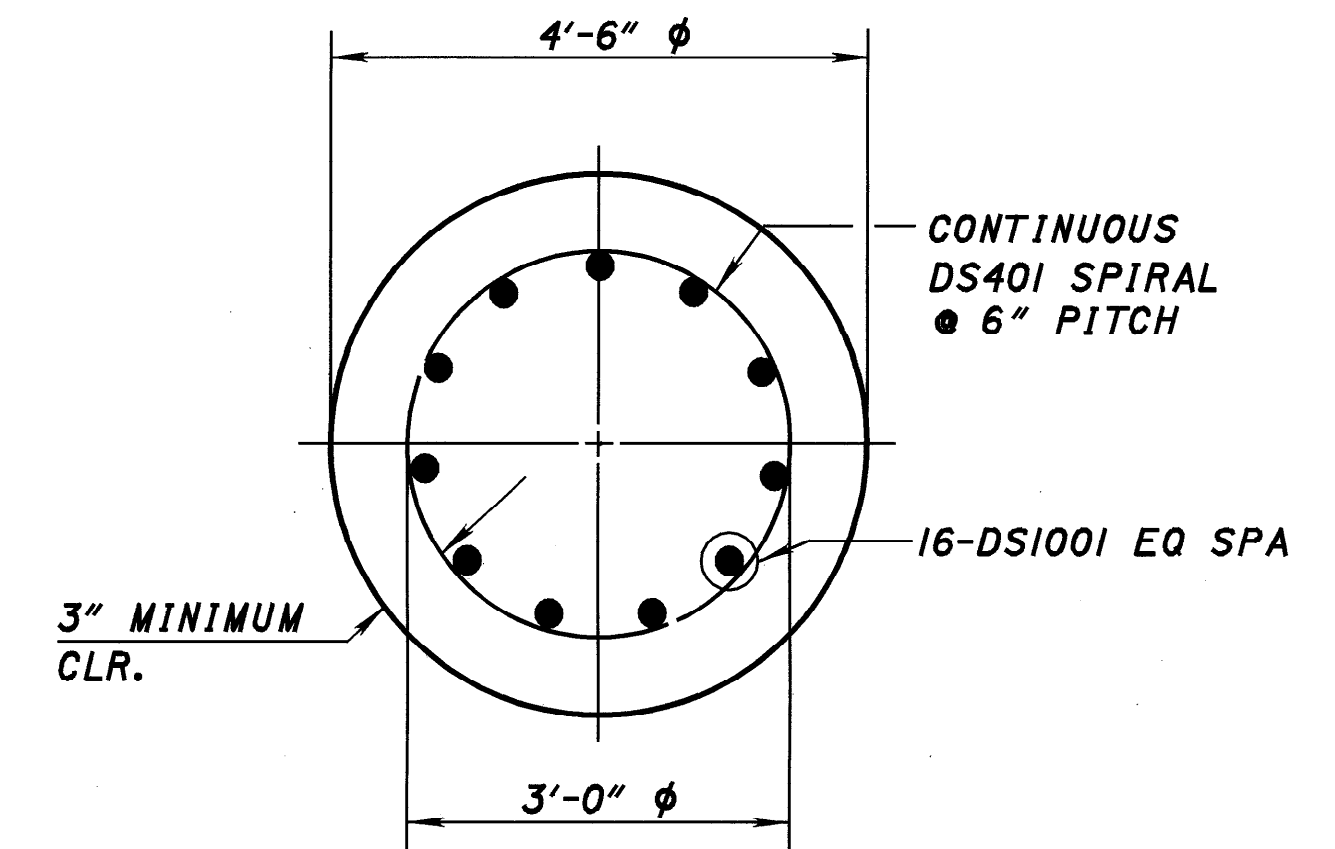
DRILLED SHAFT DETAIL



SECTION C-C

DRILLED SHAFT REINFORCING DETAIL

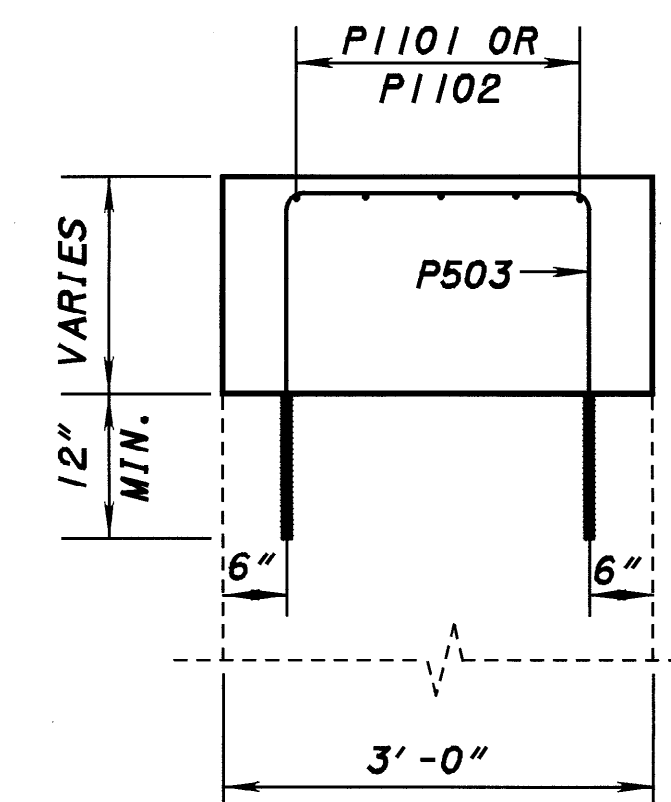
DRILLED SHAFT REINFORCING PAID WITH ITEM 524.



SECTION D-D

DRILLED SHAFT REINFORCING DETAIL

DRILLED SHAFT REINFORCING PAID WITH ITEM 524.



SECTION B-B

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

REVIEWED DATE 10-4-99  
DFT STRUCTURE FILE NUMBER 5203813L/5203848R

DRAWN BRC  
CHECKED JS

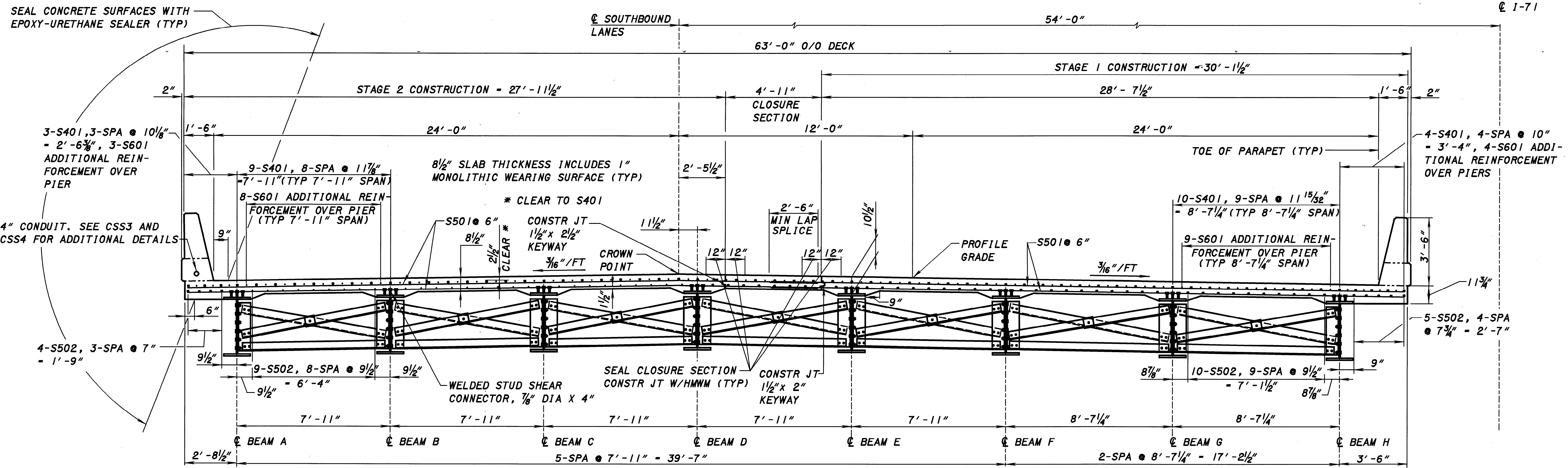
PIER DETAILS  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

MED-71-15.78

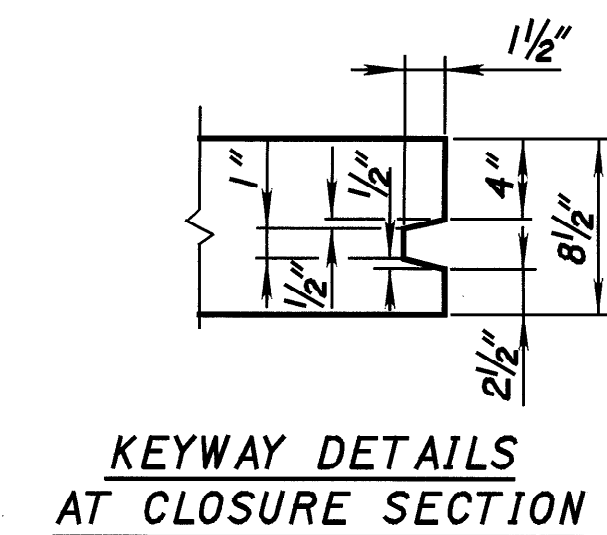
14/23

811  
940

FOR SECTION CUT AND DETAILS SEE SHEET 13/23.



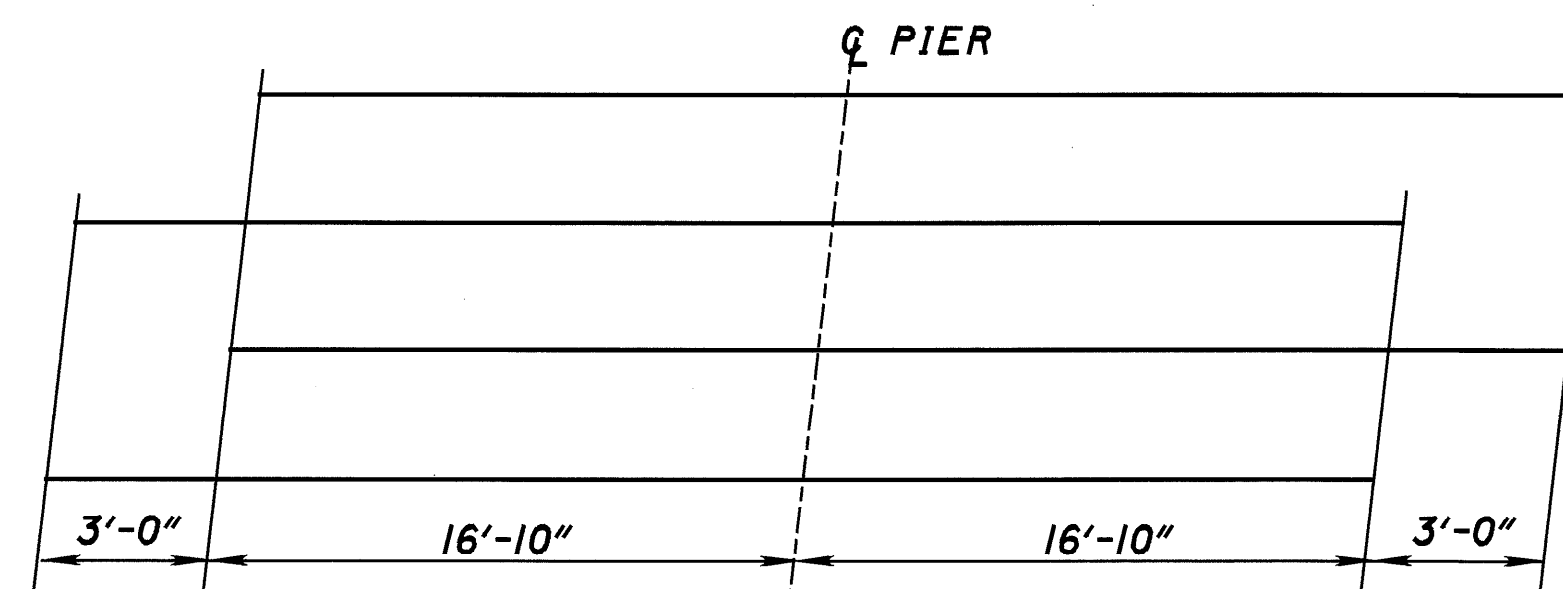
**TRANSVERSE SECTION**  
(SOUTHBOUND LANES SHOWN,  
NORTHBOUND MIRROR IMAGE)



**KEYWAY DETAILS**  
AT CLOSURE SECTION

**NOTES:**

1. **HMM:** HIGH MOLECULAR WEIGHT METHACRYLATE, SEE SUPPLEMENTAL SPECIFICATION.
2. ALL REINFORCING STEEL IS EPOXY COATED.
3. FOR PARAPET DETAILS, SEE SHEET **4/23**.
4. REINFORCING STEEL MAY BE FIELD OR SHOP BENT TO ACCOMMODATE THE CROWN OF THE DECK. PAYMENT SHALL BE INCLUDED WITH HIGH PERFORMANCE CONCRETE.
5. FOR CROSS-FRAME CONNECTION DETAILS SEE STD DWG GSD-1-96, GENERAL STEEL DETAILS.
6. DECK SLAB DEPTH: THE THEORETICAL DESIGN THICKNESS FOR THE SLAB IS 8 1/2". THE QUANTITY OF DECK CONCRETE TO BE PAID FOR SHALL BE BASED ON THIS DIMENSION, EVEN THOUGH DEVIATION FROM IT MAY BE NECESSARY BECAUSE THE TOP FLANGE OF THE BEAM MAY NOT HAVE THE EXACT CAMBER OR CONFIGURATION REQUIRED TO PLACE IT PARALLEL TO THE FINISHED GRADE. A HAUNCH WIDTH OF 9" SHALL BE USED FOR COMPUTING QUANTITY OF CONCRETE. HOWEVER, THE HAUNCH WIDTH MAY VARY BETWEEN 6" AND 12".
7. LONGITUDINAL REINFORCEMENTS IN PARAPET ARE 7-SETS OF 6-X504, 7-SETS OF 1-X601, 1-SET OF 6-X505 AND 1-SET OF 1-X602.

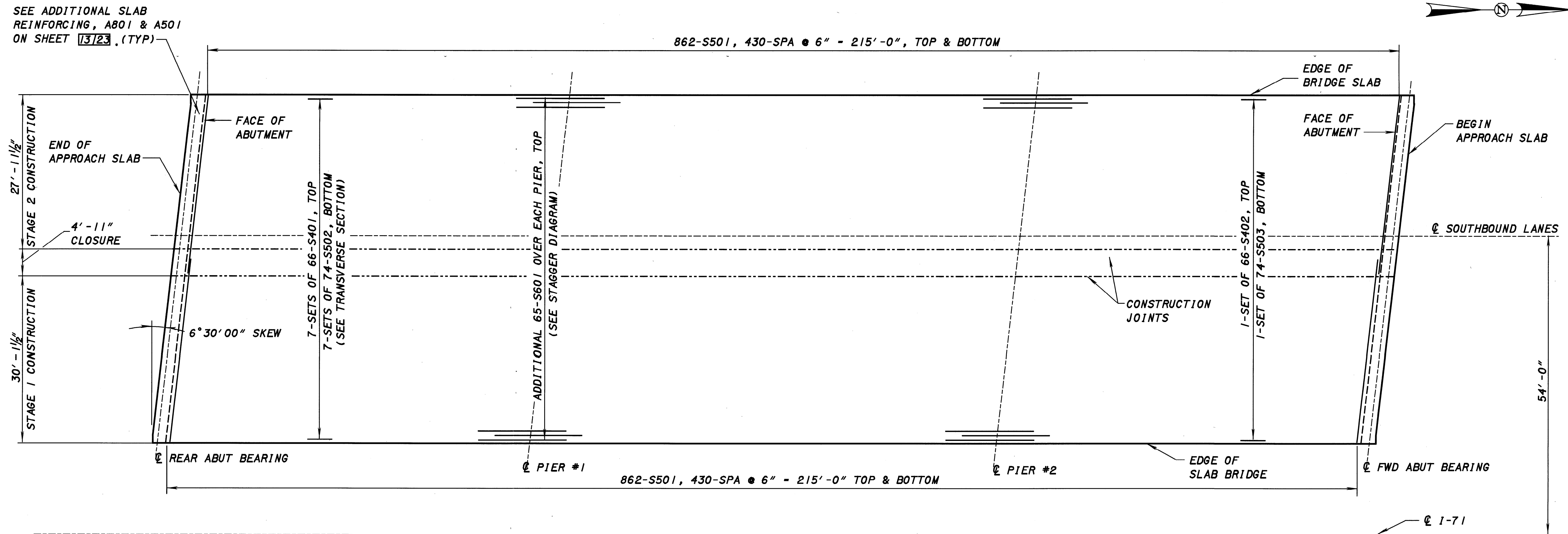


**STAGGER OF S601 BARS**  
OVER PIERS

DESIGN ENERGY	DATE	REVIEWED	DRAWN	DESIGNED
ODOT CENTRAL OFFICE	10-4-99	DFT	TAA	BRC
OFFICE OF PRODUCTION	STRUCTURE FILE NUMBER	52038131/5203848R	REVISOR	CHECKED
			TAA	TAA
TRANSVERSE SECTION				
MED-71-1-1992 L/R				
I-71 OVER ROCKY RIVER				
MED-71-15.78				
15/23				
812				
940				



SEE ADDITIONAL SLAB REINFORCING, A801 & A501 ON SHEET 13/23, (TYP)



**DECK REINFORCEMENT**

(SOUTHBOUND DECK SHOWN, NORTHBOUND DECK MIRROR IMAGE AND OPPOSITE HAND)  
 MINIMUM LAP FOR S401 - 2'-0"  
 MINIMUM LAP FOR S501 - 2'-6"

**SCREED ELEVATION - NORTHBOUND BRIDGE**

LOCATION	LEFT TOE OF PARAPET		PROFILE GRADE		LEFT CONSTR JT		CLOSURE POUR CJ		NORTHBOUND LANE CL		RIGHT TOE OF PARAPET	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
CL REAR ABUTMENT	1051+39.54	1060.59	1051+36.81	1061.05	1051+36.28	1061.13	1051+35.72	1061.23	1051+35.44	1061.28	1051+32.70	1060.98
1/4 SPAN	1051+56.35	1060.13	1051+53.62	1060.59	1051+53.09	1060.63	1051+52.53	1060.77	1051+52.25	1060.82	1051+49.51	1060.53
MIDSPAN	1051+73.17	1059.63	1051+70.44	1060.09	1051+69.91	1060.18	1051+69.35	1060.27	1051+69.07	1060.32	1051+66.33	1060.03
FIELD SPLICE #1	1051+86.71	1059.21	1051+83.98	1059.66	1051+83.45	1059.75	1051+82.89	1059.84	1051+82.61	1059.89	1051+79.87	1059.60
3/4 SPAN	1051+89.98	1059.10	1051+87.25	1059.56	1051+86.72	1059.64	1051+86.16	1059.74	1051+85.88	1059.79	1051+83.14	1059.49
CL PIER # 1	1052+06.79	1058.57	1052+04.06	1059.03	1052+03.53	1059.12	1052+02.97	1059.21	1052+02.69	1059.26	1051+99.95	1058.97
1/4 SPAN	1052+27.79	1057.97	1052+25.06	1058.43	1052+24.53	1058.51	1052+23.97	1058.61	1052+23.69	1058.65	1052+20.95	1058.36
FIELD SPLICE #2	1052+27.87	1057.97	1052+25.14	1058.42	1052+24.61	1058.51	1052+24.05	1058.60	1052+23.77	1058.65	1052+21.03	1058.36
MIDSPAN	1052+48.79	1057.36	1052+46.06	1057.82	1052+45.53	1057.91	1052+44.97	1058.00	1052+44.69	1058.05	1052+41.95	1057.75
FIELD SPLICE #3	1052+69.70	1056.71	1052+66.97	1057.17	1052+66.44	1057.25	1052+65.88	1057.35	1052+65.60	1057.39	1052+62.86	1057.10
3/4 SPAN	1052+69.79	1056.71	1052+67.06	1057.17	1052+66.53	1057.25	1052+65.97	1057.35	1052+65.69	1057.39	1052+62.95	1057.10
CL PIER # 2	1052+90.79	1056.05	1052+88.06	1056.51	1052+87.53	1056.60	1052+86.97	1056.69	1052+86.69	1056.74	1052+83.95	1056.45
1/4 SPAN	1053+07.60	1055.57	1053+04.87	1056.03	1053+04.34	1056.12	1053+03.78	1056.21	1053+03.50	1056.26	1053+00.76	1055.96
FIELD SPLICE #4	1053+10.87	1055.48	1053+08.14	1055.94	1053+07.61	1056.03	1053+07.05	1056.12	1053+06.77	1056.16	1053+04.03	1055.87
MIDSPAN	1053+24.42	1055.10	1053+21.69	1055.56	1053+21.16	1055.64	1053+20.60	1055.74	1053+20.32	1055.78	1053+17.58	1055.49
3/4 SPAN	1053+41.23	1054.59	1053+38.50	1055.05	1053+37.97	1055.13	1053+37.41	1055.22	1053+37.13	1055.27	1053+34.39	1054.98
CL FORWARD ABUTMENT	1053+58.04	1054.04	1053+55.31	1054.49	1053+54.78	1054.58	1053+54.22	1054.67	1053+53.94	1054.72	1053+51.20	1054.43

SCREED SETTING ELEVATIONS GIVEN ARE TO THE TOP OF CONCRETE DECK AND ARE REQUIRED PRIOR TO PLACEMENT OF CONCRETE. THEY INCLUDE AN ALLOWANCE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

CONCRETE PARAPET NOT SHOWN. FOR DETAILS, SEE SHEET 14/23.

DESIGN AGENCY: ODOT CENTRAL OFFICE OFFICE OF PRODUCTION

DATE: 10-4-99

STRUCTURE FILE NUMBER: 52038 13L/5203848R

DESIGNED: BRC

CHECKED: TAA

DRAWN: BRC

REVISED:

REVIEWED: DFT

DATE: 10-4-99

STRUCTURE FILE NUMBER: 52038 13L/5203848R

SUPERSTRUCTURE DETAILS

MED-71-1992 L/R

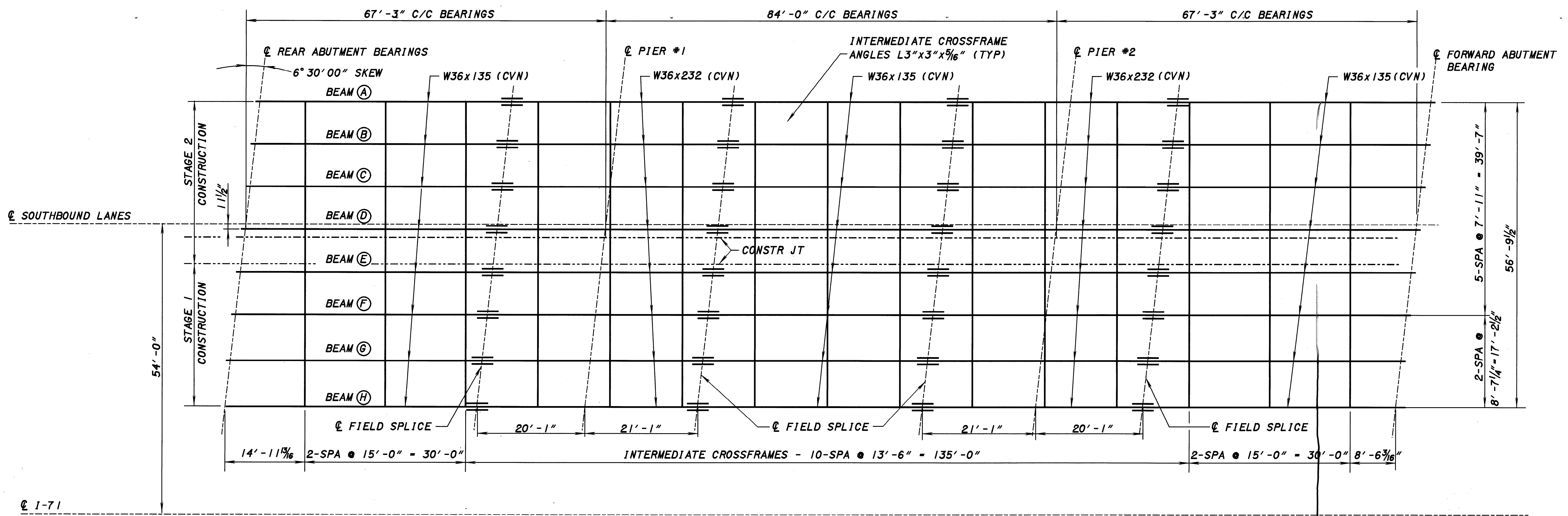
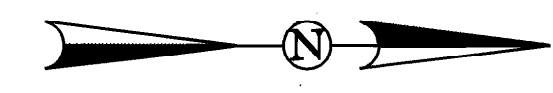
I-71 OVER ROCKY RIVER

MED-71-15.78

16/23

813

940



**FRAMING PLAN**  
NORTHBOUND MIRROR IMAGE,  
OPPOSITE HAND

**SCREED ELEVATION - SOUTHBOUND BRIDGE**

LOCATION	RIGHT TOE OF PARAPET		PROFILE GRADE		RIGHT CONSTR JT		CLOSURE POUR CJ		SOUTHBOUND LANE C		LEFT TOE OF PARAPET	
	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION	STATION	ELEVATION
C REAR ABUTMENT	1051+43.64	1060.47	1051+46.37	1060.76	1051+46.90	1060.82	1051+47.46	1060.88	1051+47.74	1060.91	1051+50.48	1060.45
1/4 SPAN	1051+60.45	1060.01	1051+63.18	1060.30	1051+63.71	1060.36	1051+64.27	1060.42	1051+64.55	1060.45	1051+67.29	1059.99
MIDSPAN	1051+77.27	1059.51	1051+80.00	1059.80	1051+80.53	1059.86	1051+81.09	1059.92	1051+81.37	1059.95	1051+84.11	1059.49
FIELD SPLICE #1	1051+90.81	1059.08	1051+93.54	1059.37	1051+94.07	1059.43	1051+94.63	1059.49	1051+94.91	1059.52	1051+97.65	1059.07
3/4 SPAN	1051+94.08	1058.98	1051+96.81	1059.27	1051+97.34	1059.33	1051+97.90	1059.39	1051+98.18	1059.42	1052+00.92	1058.96
C PIER # 1	1052+10.89	1058.45	1052+13.62	1058.74	1052+14.15	1058.80	1052+14.71	1058.86	1052+14.99	1058.89	1052+17.73	1058.43
1/4 SPAN	1052+31.89	1057.84	1052+34.62	1058.14	1052+35.15	1058.19	1052+35.71	1058.25	1052+35.99	1058.29	1052+38.73	1057.83
FIELD SPLICE #2	1052+31.97	1057.84	1052+34.70	1058.13	1052+35.23	1058.19	1052+35.79	1058.25	1052+36.07	1058.28	1052+38.81	1057.82
MIDSPAN	1052+52.89	1057.24	1052+55.62	1057.53	1052+56.15	1057.59	1052+56.71	1057.65	1052+56.99	1057.68	1052+59.73	1057.22
FIELD SPLICE #3	1052+73.80	1056.59	1052+76.53	1056.88	1052+77.06	1056.94	1052+77.62	1057.00	1052+77.90	1057.02	1052+80.64	1056.57
3/4 SPAN	1052+73.89	1056.58	1052+76.62	1056.88	1052+77.15	1056.93	1052+77.71	1057.00	1052+77.99	1057.03	1052+80.73	1056.57
C PIER # 2	1052+94.89	1055.93	1052+97.62	1056.22	1052+98.15	1056.28	1052+98.71	1056.34	1052+98.99	1056.37	1053+01.73	1055.91
1/4 SPAN	1053+11.70	1055.45	1053+14.43	1055.74	1053+14.96	1055.80	1053+15.52	1055.86	1053+15.80	1055.89	1053+18.54	1055.43
FIELD SPLICE #4	1053+14.97	1055.36	1053+17.70	1055.65	1053+18.23	1055.71	1053+18.79	1055.77	1053+19.07	1055.80	1053+21.81	1055.34
MIDSPAN	1053+28.52	1054.97	1053+31.25	1055.27	1053+31.78	1055.32	1053+32.34	1055.38	1053+32.62	1055.42	1053+35.36	1054.96
3/4 SPAN	1053+45.33	1054.46	1053+48.06	1054.76	1053+48.59	1054.81	1053+49.15	1054.87	1053+49.43	1054.91	1053+52.17	1054.45
C FORWARD ABUTMENT	1053+62.14	1053.91	1053+64.87	1054.20	1053+65.40	1054.26	1053+65.96	1054.32	1053+66.24	1054.35	1053+68.98	1053.89

SCREED SETTING ELEVATIONS GIVEN ARE TO THE TOP OF CONCRETE DECK AND ARE REQUIRED PRIOR TO PLACEMENT OF CONCRETE. THEY INCLUDE AN ALLOWANCE FOR THE DEAD LOAD DEFLECTION CAUSED BY THE WEIGHT OF THE CONCRETE.

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

DATE  
10-4-99

REVISED  
DFT

STRUCTURE FILE NUMBER  
52038/3L/520384GR

DESIGNED  
BRC

CHECKED  
TAA

DRAWN  
BRC

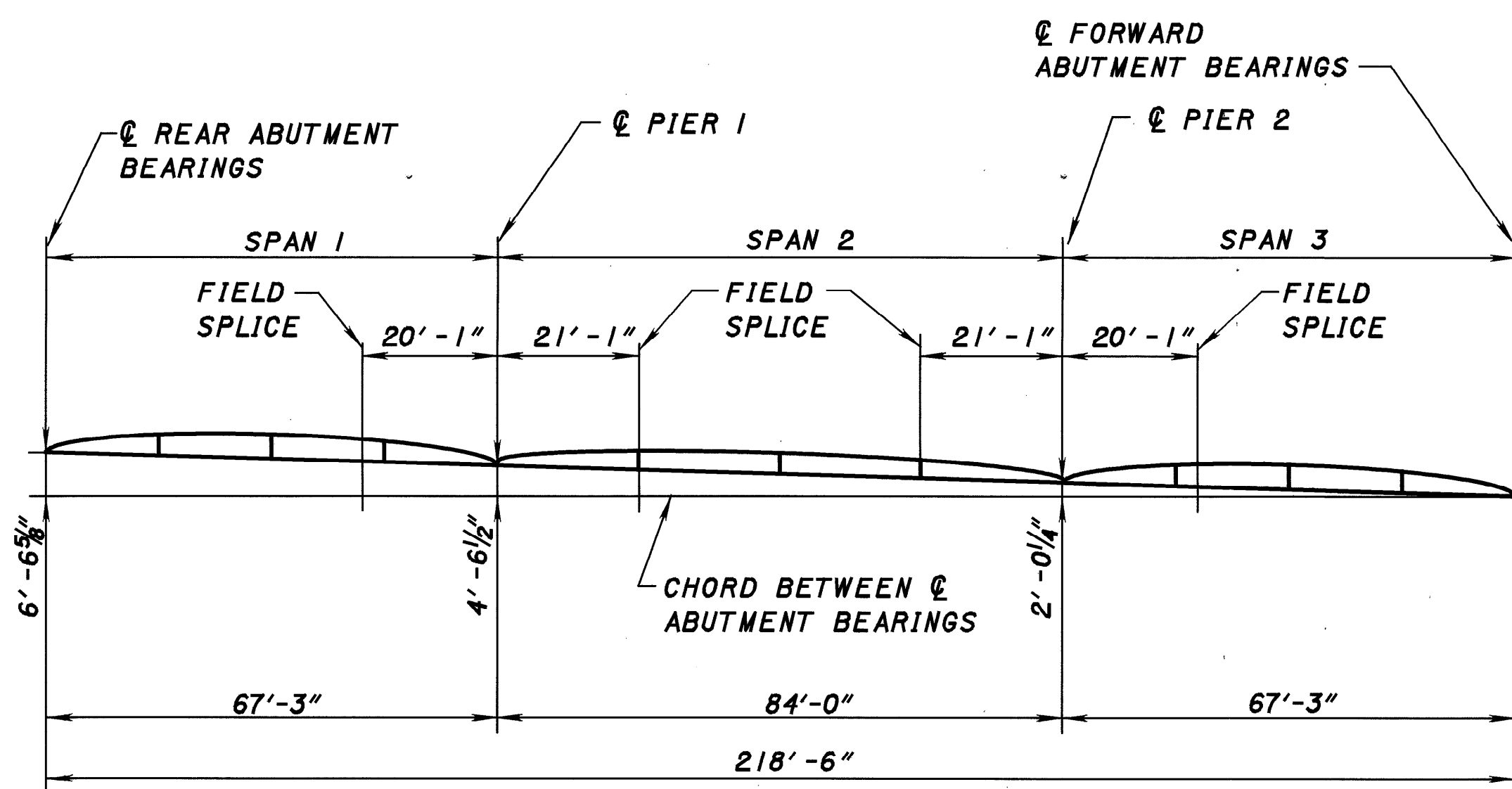
REVISED

**SUPERSTRUCTURE DETAILS**  
MED-7 I-1992 L/R  
I-71 OVER ROCKY RIVER

MED-7 I-15.78

17/23

814  
940



**BLOCKING AND CAMBER DIAGRAM**  
STEEL IN UNLOADED POSITION

DEFLECTION AND CAMBER, INCHES													
LOCATION OF POINT	SPAN 1				SPAN 2					SPAN 3			
	1/4	1/2	SPL	3/4	1/4	SPL	1/2	SPL	3/4	1/4	SPL	1/2	3/4
BEAM DEFLECTION	1/8	1/8	1/8	0	1/8	1/8	1/8	1/8	1/8	0	1/8	1/8	1/8
REMAINING DL DEFLECTION	5/8	1/16	1/2	5/16	3/8	3/8	5/8	3/8	3/8	5/16	1/2	1/16	5/8
SHOP CAMBER	3/4	7/8	5/8	3/8	1/2	1/2	3/4	1/2	1/2	3/8	5/8	7/8	3/4

**NOTES**

**STRUCTURAL STEEL:**

WHERE A SHAPE OR PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.

ALL BOLTED FIELD SPLICES ARE OPTIONAL, THE CONTRACTOR MAY OMIT THE SPLICES AS DETAILED IN THE PLANS. WHERE SPLICES ARE OMITTED, THE LARGER OF THE ADJACENT BEAM TO THE SPLICE SHALL BE REQUIRED. IN ADDITION THE BEAM SIZES AS DETAILED MAY BE SUBSTITUTED FOR LARGER BEAM SIZES WITH THE SAME DEPTH. THE CONTRACTOR SHALL SUBMIT ALL OPTIONS TO THE PROJECT ENGINEER FOR APPROVAL PRIOR TO ORDERING ANY STRUCTURAL STEEL.

PENDING ANY CHANGES AS DESCRIBED ABOVE AND TYPE OF CROSSFRAME USED, THE SPACING OF THE INTERMEDIATE CROSSFRAMES SHALL BE ADJUSTED TO AVOID CONFLICT WITH THE SPLICES. THE NUMBER OF CROSSFRAMES SHALL REMAIN THE SAME, A MAXIMUM SPACING OF 18'-0" WILL BE ALLOWED AND SHALL REMAIN IN LINE ACROSS THE WIDTH OF THE STRUCTURE.

**BOLTED SPLICES:**

FOR FIELD SPLICE DETAILS SEE STD. DWG. BS-1-93 (50 KSI) EXCEPT AS MODIFIED HEREIN. THE INSIDE AND OUTSIDE FLANGE PLATES FOR THE BOLTED SPLICE SHALL BE 3/16" THICK (1/8" THICKER THAN GIVEN IN THE STANDARD).

3/4" FILL PLATES ARE REQUIRED BETWEEN OUTSIDE FLANGE SPLICE PLATES AND W36x135 BEAM FLANGE. SIZE TO MATCH OUTSIDE FLANGE SPLICE PLATE WIDTH AND 1/2 FLANGE PLATE LENGTH.

1/8" FILL PLATES ARE REQUIRED BETWEEN THE WEB SPLICE PLATES AND W36x135 BEAM WEB. SIZE TO MATCH HEIGHT OF THE WEB SPLICE PLATE AND 1/2 THE WEB SPLICE PLATE WIDTH.

FOR SCREED TABLE SEE SHEETS 16/23 AND 17/23.

**WELDED ATTACHMENT:**

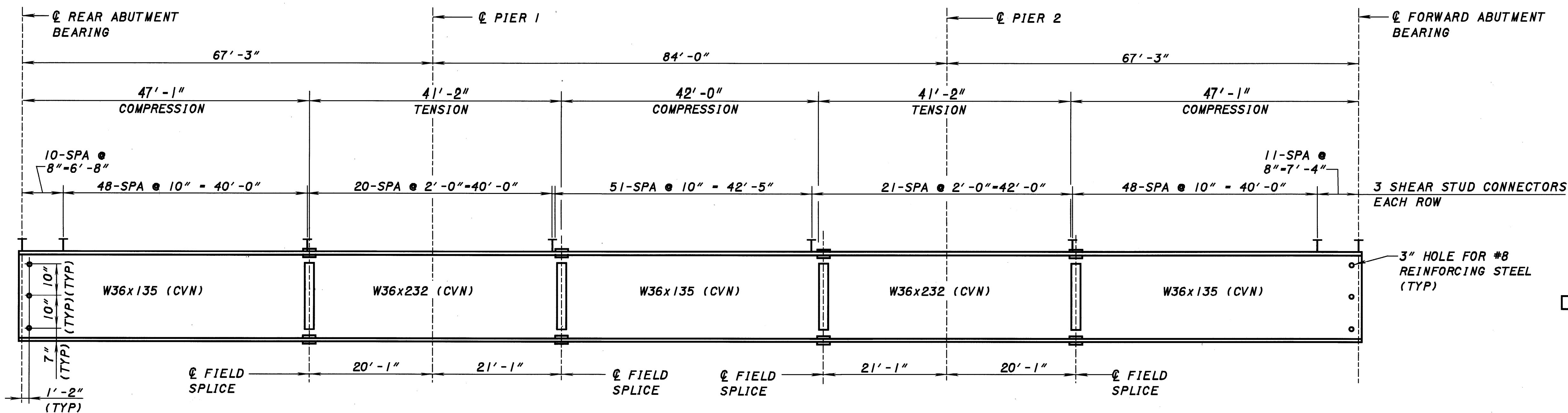
WELDED ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE MAY BE MADE TO AREAS OF THE FACIA STRINGER FLANGES DESIGNATED "COMPRESSION". ATTACHMENTS SHALL NOT BE MADE TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE NOT CLOSER THAN 1" FROM EDGE OF FLANGE, BE NOT MORE THAN 2" LONG, AND BE NOT SMALLER THAN THE MINIMUM SIZE REQUIRED BY AASHTO.

3"φ HOLES DRILLED IN THE PROPOSED BEAM SHALL BE PAID UNDER ITEM 863 STRUCTURAL STEEL. THIS PAYMENT IS INCIDENTAL TO THE PAY ITEM.

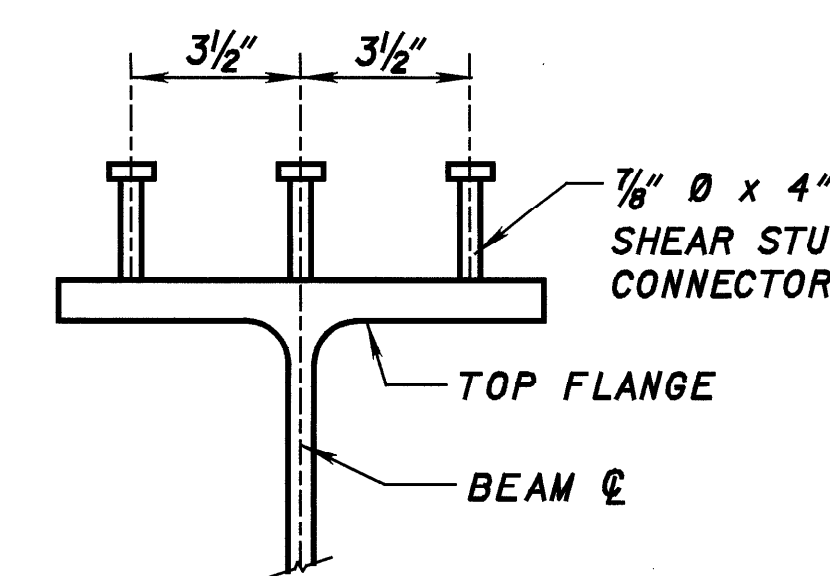
LATERAL AND LONGITUDINAL SPACING OF WELDED STUD CONNECTORS MAY BE ALTERED AT FIELD SPLICE LOCATIONS TO AVOID INTERFERENCE WITH FLANGE SPLICE BOLTS PROVIDED THAT AT LEAST THE NUMBER OF STUDS SPECIFIED IN THE BEAM ELEVATION ARE PROVIDED.

STRUCTURAL STEEL SHALL BE ASTM A588, WEATHERING STEEL.

ALL BEAM LENGTH DIMENSIONS ARE AT 60 °F.

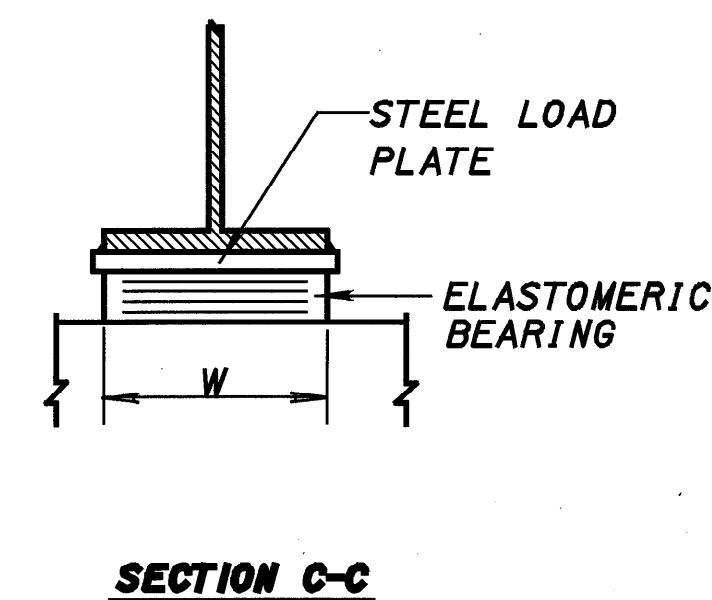
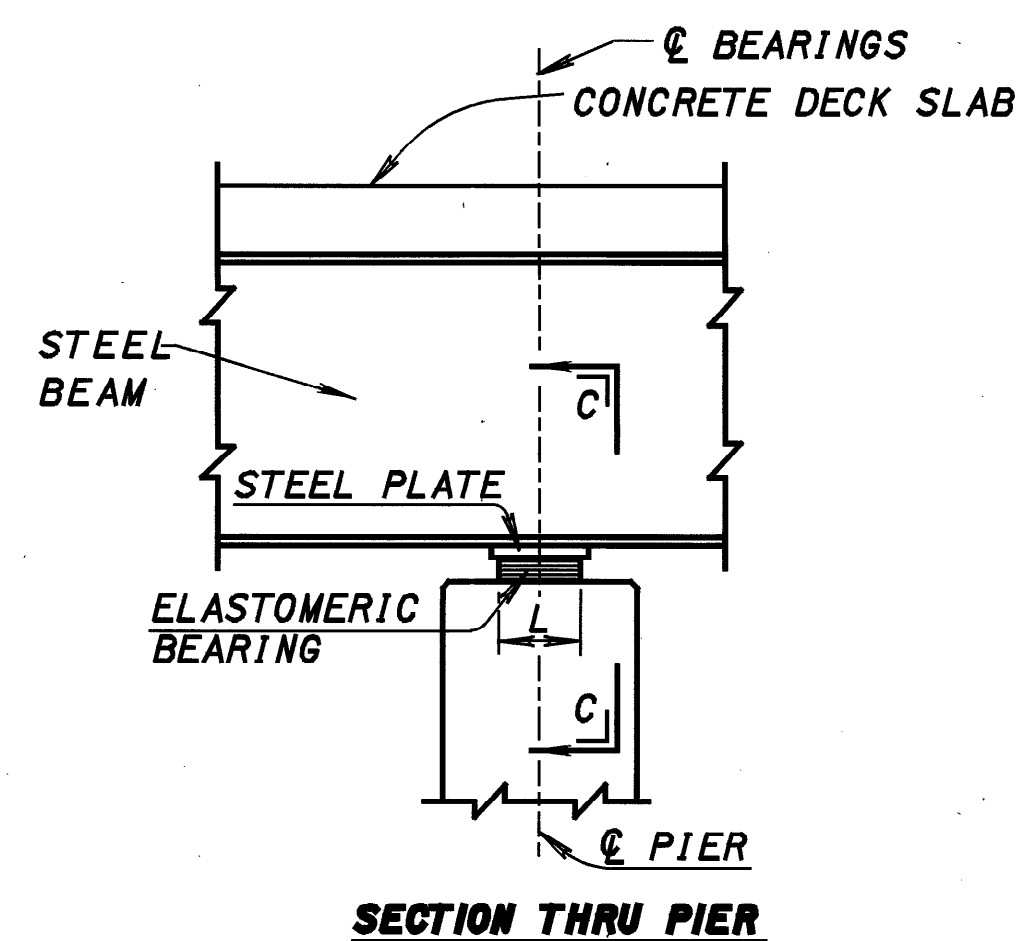
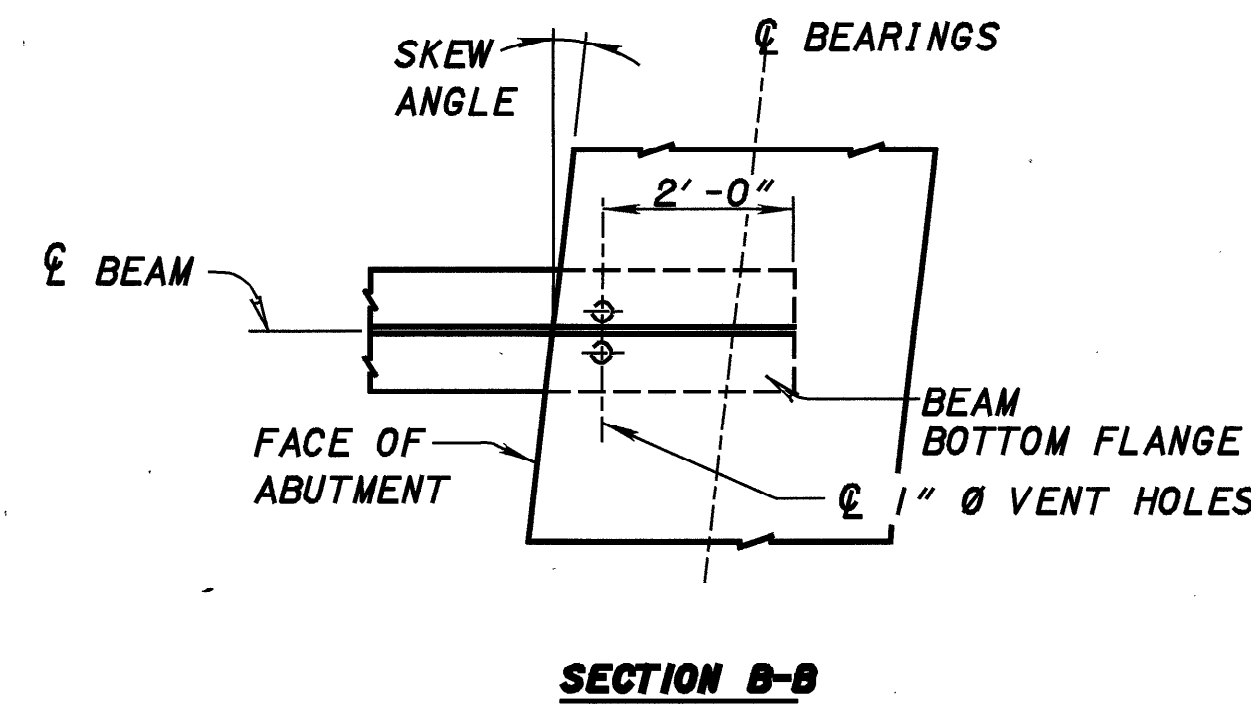
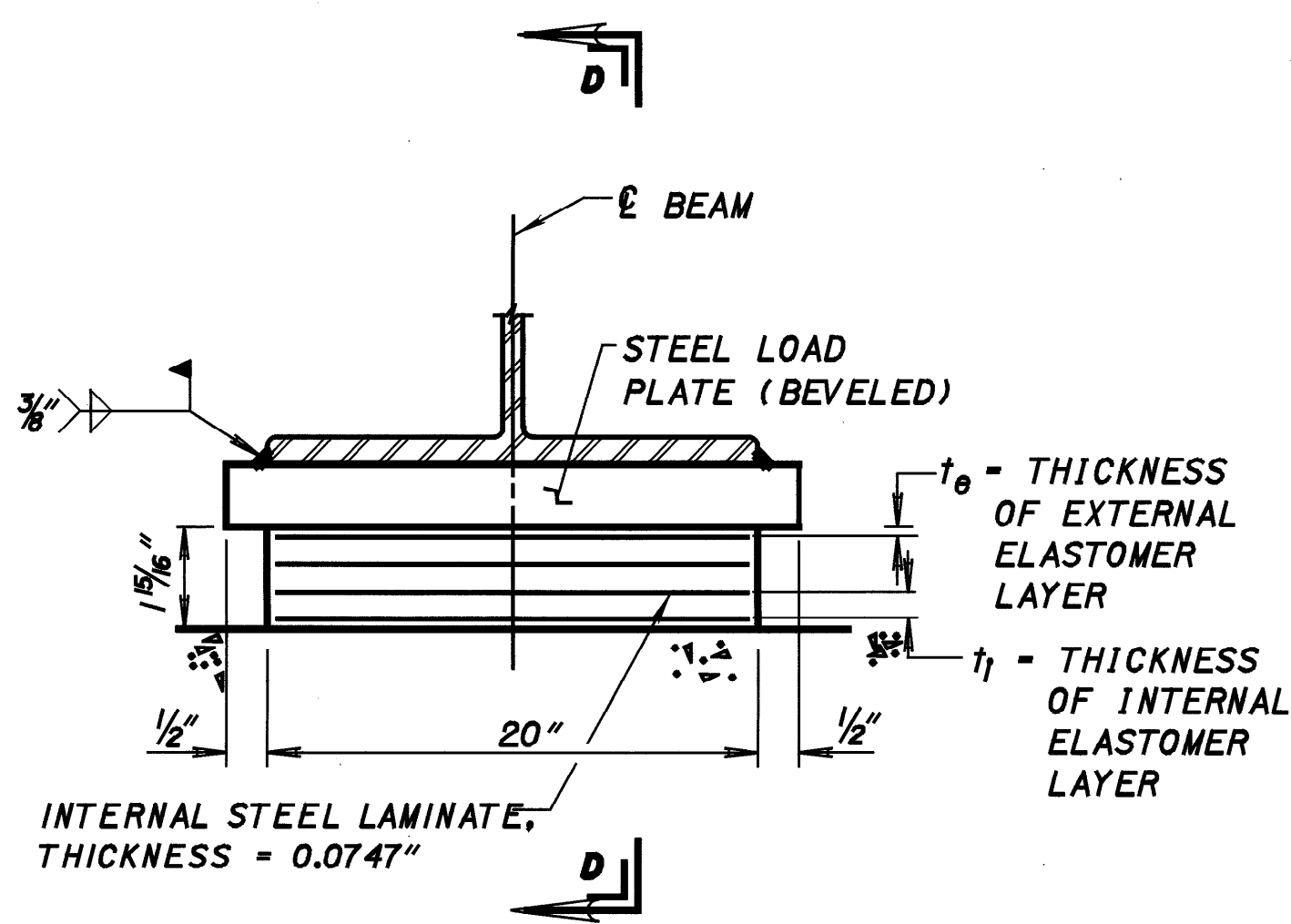
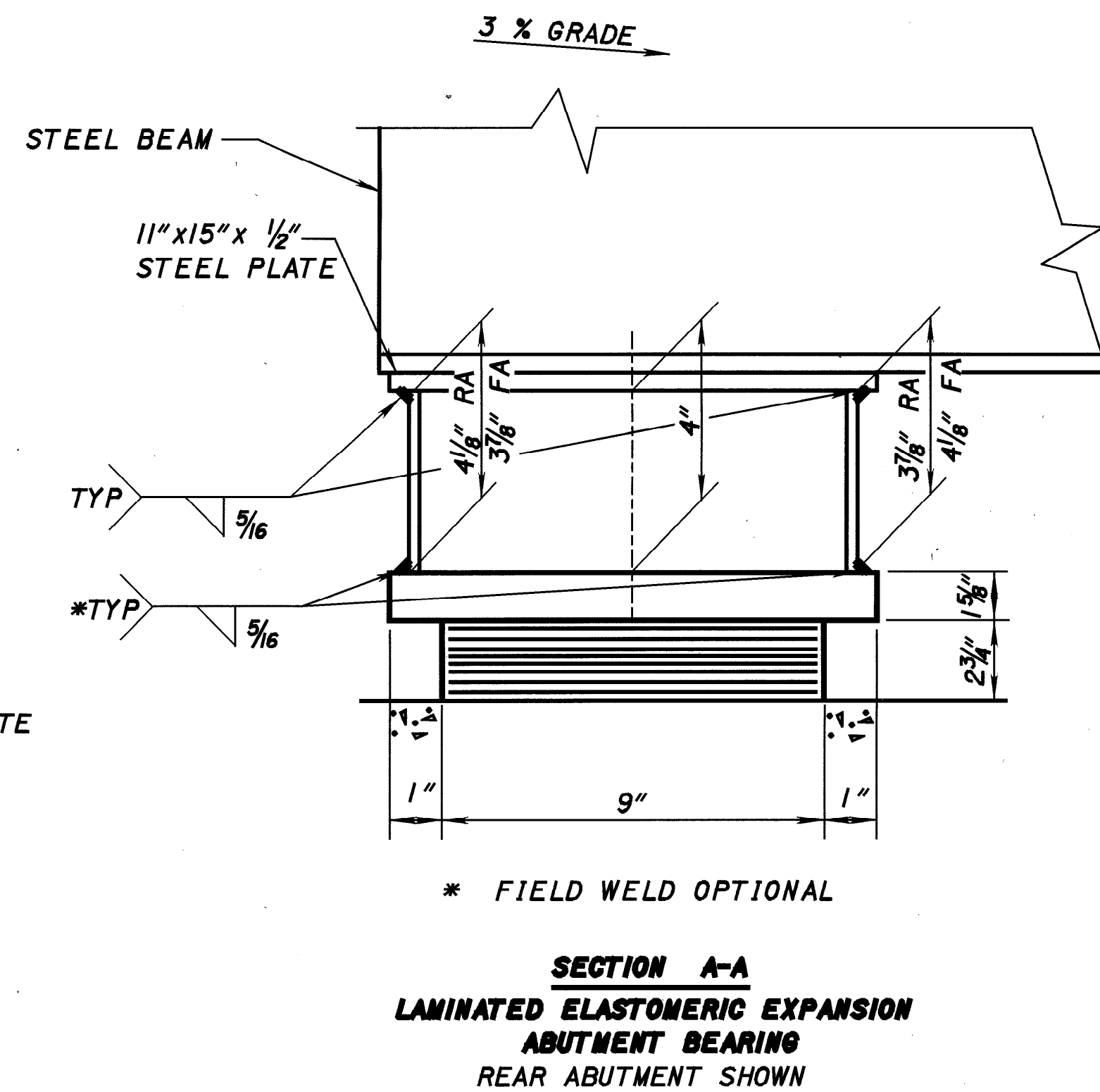
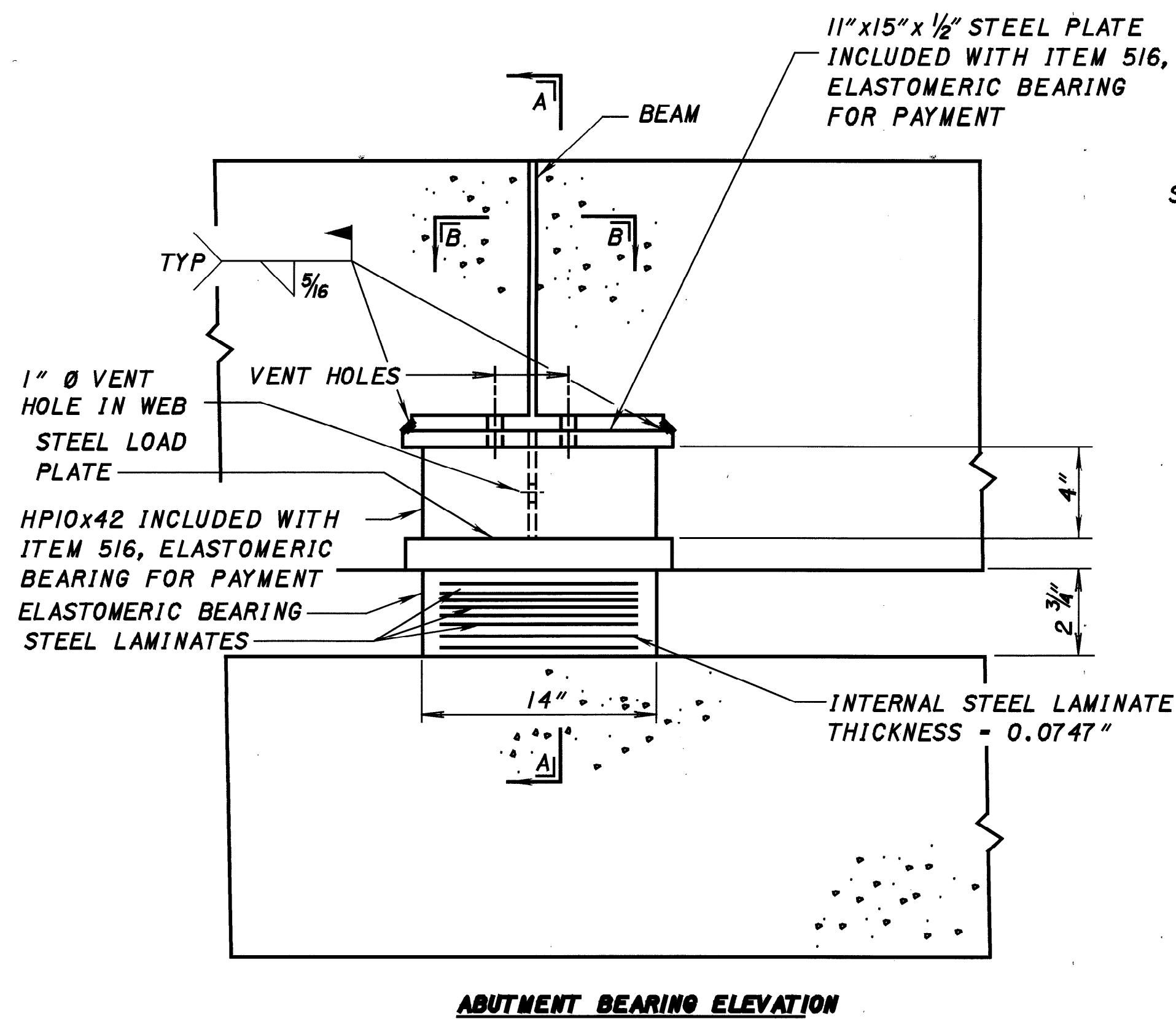


**BEAM ELEVATION**  
EXAGGERATED VERTICAL SCALE



**TYPICAL SECTION**  
SHEAR CONNECTOR DETAIL

DESIGN AGENCY: ODOT CENTRAL OFFICE OFFICE OF PRODUCTION  
 DATE: 10-4-99  
 DFT: 5203813L/5203848R  
 STRUCTURE FILE NUMBER:  
 DRAWN: BRC  
 CHECKED: TAA  
 SUPERSTRUCTURE DETAILS  
 MED-71-1-1992 L/R  
 I-71 OVER ROCKY RIVER  
 MED-71-15.78  
 18/23  
 815  
 940



BEARING TABLE												
BEARING LOCATION	TYPE	L	W	t <sub>1</sub>	t <sub>0</sub>	n <sub>1</sub>	n <sub>2</sub>	STEEL LOAD P	TOTAL HEIGHT*	DL, KIPS	LL, KIPS	TOTAL, KIPS
ABUTMENT	EXP	9"	14"	1/4"	3/16"	7	8	11" x 15" x 1/2"	4 3/8"	70	51	121
PIER 1	EXP	12"	20"	3/8"	1/4"	3	4	13" x 21" x 2 1/4" (BEVELED) **	4 3/16"	156	66	222
PIER 2	EXP	12"	20"	3/8"	1/4"	3	4	13" x 21" x 2 1/4" (BEVELED) **	4 3/16"	156	66	222

n<sub>1</sub> - NUMBER OF INTERNAL ELASTOMER LAYERS, t<sub>1</sub>  
n<sub>2</sub> - NUMBER OF STEEL LAMINATES, 0.0747" THICKNESS

ELASTOMER LAYERS ARE 50 DUROMETERS  
\* TOTAL HEIGHT INCLUDES LOAD PLATE  
\*\* LOAD PLATE MINIMUM THICKNESS BECAUSE IT IS BEVELED.

**NOTES:**

**MATERIALS:** THE HP SHAPE (SUPPORT MEMBER) SHALL BE GRADE 36 AND STEEL PLATES SHALL BE GRADE 50 STEEL, A 588.

**WELDING:** WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE SHALL NOT EXCEED 300°F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.

**BEARING REPOSITIONING:** IF DECK CONCRETE IS PLACED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS ONE-SIXTH OF THE BEARING HEIGHT AT 60°F ± 10°F, THE BEAMS SHALL BE RAISED TO ALLOW THE BEARING TO RETURN TO THEIR UNDERFORMED SHAPE AT 60°F ± 10°F.

ELASTOMERIC BEARINGS SHALL COMPLY WITH ITEM 516 AND AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, SECTION 18, BEARING DEVICES, DIVISION 11, CONSTRUCTION ARTICLES 18.4.5.1 AND 18.5.6.2. BEARINGS SHALL BE GRADE 3, 50 DUROMETER ELASTOMER AND SHALL BE SUBJECT TO THE LOAD TESTING REQUIREMENTS DEFINED IN ARTICLE 18.7.4.5 OF THE AASHTO DOCUMENT LISTED ABOVE. THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, STEEL LOAD PLATES AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE).

**BASIS OF PAYMENT:** THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, HPI0x42, STEEL PLATES AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC EXPANSION BEARINGS. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE).

9" x 14" x 2 3/4" WITH 11" x 15" x 1 5/8" LOAD PLATE, AS PER PLAN.  
12" x 20" x 1 5/8" WITH 13" x 21" x 2 1/4" LOAD PLATE.

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

DATE  
10-4-99  
DFT  
STRUCTURE FILE NUMBER  
5203813L/5203848R

DESIGNED  
BRC  
CHECKED  
TAA

BEARING DETAILS  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

MED-71-15.78

19/23

816  
940

MARK	NUMBER					LENGTH	WEIGHT LB	TYPE	DIMENSIONS					
	REAR ABUT. STAGE I	REAR ABUT. STAGE II	FWD. ABUT. STAGE I	FWD. ABUT. STAGE II	TOTAL				A	B	C	D	R	INC
ABUTMENTS - MED-71-1992 L (SOUTHBOUND LANES)														
A501	24	27	24	27	102	6'-5"	683	2	2'-5"	1'-10"	2'-5"			
A502	48	54	48	54	204	7'-9"	1649	2	2'-8"	2'-8"	2'-8"			
	1		1			27'-1"								
A503	SET OF	--	SET OF	--	8	TO	223.4	STR				2 1/2"		
	4		4			26'-5 1/2"								
A504	6	6	6	6	24	31'-11"	799.0	STR						
A505	1	--	1	--	2	27'-1"	56.5	STR						
A506	1	--	1	--	2	26'-5"	55.2	STR						
A507	18	--	18	--	36	19'-4"	726	3	2'-8"	6'-8 1/2"				
A508	--	12	--	12	24	3'-0"	75.1	STR						
A509	22	8	22	8	60	17'-7"	1101	3	5'-11"	2'-7"				
A510	1	1	1	1	4	9'-4"	38.9	19	7'-10"	1'-6"				
		1		1		8'-11"								
A511	--	SET OF	--	SET OF	8	TO	71.8	STR				2 1/2"		
		4		4		8'-3 1/2"								
A512	--	1	--	1	2	8'-3"	17.3	STR						
A513	--	1	--	1	2	8'-11"	18.6	STR						
A514	2	2	2	2	8	18'-11"	158	2	8'-3"	2'-8"	8'-3"			
A515	6	6	6	6	24	21'-7"	541	2	9'-7"	2'-8"	9'-7"			
A516	2	3	2	3	10	11'-9"	123	2	4'-8"	2'-8"	4'-8"			
	1	1	1	1		10'-11"			4'-3"		4'-3"			
A517	SET OF	SET OF	SET OF	SET OF	20	TO	172	2	TO	2'-8"	TO	8 1/2"		
	5	5	5	5		5'-6"			1'-5"		1'-5"			
A518	1	1	1	1	4	4'-7"	19.1	STR						
A519	1	1	1	1	4	7'-9"	33.0	STR						
A520	1	1	1	1	4	8'-10"	36.9	STR						
A521	1	1	1	1	4	9'-8"	40.3	19	7'-10"	1'-10"				
A522	1	1	1	1	4	4'-11"	20.5	STR						
A523	1	1	1	1	4	8'-6"	35.5	STR						
A524					2	9'-0"	18.8	STR						
A525	8	8	8	8	32	11'-7"	386.6	STR						
A526	1	1	1	1	4	4'-7"	19	2	1'-1"	2'-8"	1'-1"			
A527	1	1	1	1	4	8'-1"	34	STR						
A601	18	46	18	46	128	5'-7"	1074	STR						
A602	9	23	9	23	64	9'-9"	938	2	3'-8"	2'-8"	3'-8"			
		3		3		31'-6"								
A801	SETS OF	SETS OF	SETS OF	SETS OF	48	TO	4017.0	STR				1 1/4"		
	4	4	4	4		31'-2 1/4"								
		1		1		8'-11"								
A802	--	SET OF	--	SET OF	8	TO	183.8	STR				2 1/2"		
		4		4		8'-3 1/2"								
	1		1			27'-1"								
A803	SET OF	--	SET OF	--	8	TO	571.8	STR				2 1/2"		
	4		4			26'-5"								
A804	3	3	3	3	12	31'-2"	999.2	STR						
A805	3	3	3	3	12	31'-6"	1009.2	STR						
D801	22	22	22	22	88	4'-11"	1155.2	18	2'-7"	1'-0"	1'-0"			

MARK	NUMBER			LENGTH	WEIGHT LB	TYPE	DIMENSIONS					
	PIER 1	PIER 2	TOTAL				A	B	C	D	R	INC
PIERS - MED-71-1992 L (SOUTHBOUND LANES)												
P401	175	189	364	4'-1"	993	31	3'-0"					
P402	100	108	208	2'-6"	347	16	2'-0"					
P403	6	6	12	9'-2"	74	3	2'-2"	2'-2"				
P501	60	64	124	9'-7"	1239	24	3'-0"	2'-6"	2'-6"			1'-5 3/8"
P502	58	62	120	9'-0"	1126	STR						
P503			58	6'-9"	409	2	2'-6"	2'-0"	2'-6"			
P504	13	13	26	10'-1"	274	2	3'-8"	3'-0"	3'-8"			
P505	2	2	4	9'-7"	40	2	3'-8"	2'-6"	3'-8"			
P901	2	2	4	9'-1"	123.5	STR						
P902	2	2	4	11'-1"	150.7	STR						
P903	2	2	4	11'-8"	158.7	STR						
P1101			10	10'-10"	575.6	STR						
P1102			10	31'-9"	1686.9	STR						
P1103	36	--	36	38'-10"	7428	STR						
P1104	--	36	36	42'-3"	8081	STR						
P1105	28	28	56	23'-0"	6843	STR						
PIERS - MED-71-1992 R (NORTHBOUND LANES)												
P401	175	189	364	4'-1"	993	31	3'-0"					
P402	100	108	208	2'-6"	347	16	2'-0"					
P403	6	6	12	9'-2"	74	3	2'-2"	2'-2"				
P501	60	64	124	9'-7"	1239	24	3'-0"	2'-6"	2'-6"			1'-5 3/8"
P502	58	62	120	9'-0"	1126	STR						
P503			58	6'-9"	409	2	2'-6"	2'-0"	2'-6"			
P504	13	13	26	10'-1"	274	2	3'-8"	3'-0"	3'-8"			
P505	2	2	4	9'-7"	40	2	3'-8"	2'-6"	3'-8"			
P901	2	2	4	9'-1"	123.5	STR						
P902	2	2	4	11'-1"	150.7	STR						
P903	2	2	4	11'-8"	158.7	STR						
P1101			10	10'-10"	575.6	STR						
P1102			10	31'-9"	1686.9	STR						
P1103	36	--	36	38'-10"	7428	STR						
P1104	--	36	36	42'-3"	8081	STR						
P1105	28	28	56	23'-0"	6843	STR						

DESIGNER/REVIEWER  
DATE  
DFT  
STRUCTURE FILE NUMBER  
52038/3L/5203848R

DESIGNED  
BRC  
CHECKED  
JFF

REINFORCING SCHEDULE  
MED-71-1992 L/R  
OVER ROCKY RIVER

MED-71-15.78

MARK	NUMBER			LENGTH	WEIGHT LB	TYPE	DIMENSIONS					
	SUPER STAGE I	SUPER STAGE II	TOTAL				A	B	C	D	E	R
<b>PARAPETS - MED-71-1992 L (SOUTHBOUND LANES)</b>												
X501	16	16	32	10'-0"	333.8	STR						
X502	3	6	9	5'-6"	52	25	1'-8"	2'-5"	1'-4"	1 1/2"	5"	
X503	13	10	23	5'-6"	132	STR						
X504	42	42	84	30'-0"	2628.4	STR						
X505	6	6	12	6'-0"	75.1	STR						
X601	7	7	14	30'-0"	630.9	STR						
X602	1	1	2	10'-6"	31.5	STR						
Y501	192	192	384	7'-5"	3156.1	23	1'-1"	3'-2"	3'-0"			2 3/4"
Y601	192	192	384	3'-9"	2163	33	1'-1"	1'-8 1/2"	1'-1"	0		
	4	4		5'-2"				4'-1 1/2"				
Y602	SETS OF	SETS OF	88	T0	617	1	1'-1"	T0				1"
	11	11		4'-2"				3'-4 1/2"				
Y603	16	16	32	4'-3"	204	1	1'-1"	3'-3 1/2"				
Y604	192	192	384	2'-8"	1634.4	1	1'-1"	1'-8 1/2"				
<b>PARAPETS - MED-71-1992 R (NORTHBOUND LANES)</b>												
X501	16	16	32	10'-0"	333.8	STR						
X502	3	6	9	5'-6"	52	25	1'-8"	2'-5"	1'-4"	1 1/2"	5"	
X503	13	10	23	5'-6"	132	STR						
X504	42	42	84	30'-0"	2628.4	STR						
X505	6	6	12	6'-0"	75.1	STR						
X601	7	7	14	30'-0"	630.9	STR						
X602	1	1	2	10'-6"	31.5	STR						
Y501	192	192	384	7'-5"	3156.1	23	1'-1"	3'-2"	3'-0"			2 3/4"
Y601	192	192	384	3'-9"	2163	33	1'-1"	1'-8 1/2"	1'-1"	0		
	4	4		5'-2"				4'-1 1/2"				
Y602	SETS OF	SETS OF	88	T0	617	1	1'-1"	T0				1"
	11	11		4'-2"				3'-4 1/2"				
Y603	16	16	32	4'-3"	204	1	1'-1"	3'-3 1/2"				
Y604	192	192	384	2'-8"	1634.4	1	1'-1"	1'-8 1/2"				

MARK	NUMBER			LENGTH	WEIGHT LB	TYPE	DIMENSIONS					
	SUPER STAGE I	SUPER STAGE II	TOTAL				A	B	C	D	R	INC
<b>SUPERSTRUCTURE - MED-71-1992 L (SOUTHBOUND LANES)</b>												
S401	224	238	462	30'-0"	9258.5	STR						
S402	32	34	66	24'-0"	1058.1	STR						
S501	862	862	1724	32'-10"	59038.7	STR						
S502	245	273	518	30'-0"	16208.2	STR						
S503	35	39	74	27'-6"	2122.5	STR						
S601	64	66	130	36'-8"	7159.4	STR						
<b>SUPERSTRUCTURE - MED-71-1992 R (NORTHBOUND LANES)</b>												
S401	224	238	462	30'-0"	9258.5	STR						
S402	32	34	66	24'-0"	1058.1	STR						
S501	862	862	1724	32'-10"	59038.7	STR						
S502	245	273	518	30'-0"	16208.2	STR						
S503	35	39	74	27'-6"	2122.5	STR						
S601	64	66	130	36'-8"	7159.4	STR						

1. THIS REINFORCING SCHEDULE IS FOR INFORMATION ONLY.  
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED.

**NOTES:**

3. THE BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE. FOR EXAMPLE, AN A501 IS A #5 BAR. THE DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE INDICATED. "R" INDICATES THE INSIDE RADIUS.

DESIGN ENERGY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

DATE  
10-4-99  
DFT  
STRUCTURE FILE NUMBER  
52058131/92058468

DRAWN  
BRC  
REVIEWED  
BRC

DESIGNED  
BRC  
CHECKED  
JFF

REINFORCING SCHEDULE  
MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

MED-71-15.78

MARK	NUMBER					LENGTH	WEIGHT LB	TYPE	DIMENSIONS					
	REAR ABUT. STAGE I	REAR ABUT. STAGE II	FWD. ABUT. STAGE I	FWD. ABUT. STAGE II	TOTAL				A	B	C	D	R	INC
<b>ABUTMENTS - MED-71-1992 R (NORTHBOUND LANES)</b>														
A501	24	27	24	27	102	6'-5"	683	2	2'-5"	1'-10"	2'-5"			
A502	48	54	48	54	204	7'-9"	1649	2	2'-8"	2'-8"	2'-8"			
	1		1			27'-1"								
A503	SET OF	--	SET OF	--	8	TO	223.4	STR					2 1/2"	
	4		4			26'-5 1/2"								
A504	6	6	6	6	24	31'-11"	799.0	STR						
A505	1	--	1	--	2	27'-1"	56.5	STR						
A506	1	--	1	--	2	26'-5"	55.2	STR						
A507	18	--	18	--	36	19'-4"	726	3	2'-8"	6'-8 1/2"				
A508	--	12	--	12	24	3'-0"	75.1	STR						
A509	22	8	22	8	60	17'-7"	1101	3	5'-11"	2'-7"				
A510	1	1	1	1	4	9'-4"	38.9	19	7'-10"	1'-6"				
						8'-11"								
A511	--	SET OF	--	SET OF	8	TO	71.8	STR					2 1/2"	
		4		4		8'-3 1/2"								
A512	--	1	--	1	2	8'-3"	17.3	STR						
A513	--	1	--	1	2	8'-11"	18.6	STR						
A514	2	2	2	2	8	18'-11"	158	2	8'-3"	2'-8"	8'-3"			
A515	6	6	6	6	24	21'-7"	541	2	9'-7"	2'-8"	9'-7"			
A516	2	3	2	3	10	11'-9"	123	2	4'-8"	2'-8"	4'-8"			
	1	1	1	1		10'-11"			4'-3"		4'-3"			
A517	SET OF	SET OF	SET OF	SET OF	20	TO	172	2	TO	2'-8"	TO		8 1/2"	
	5	5	5	5		5'-6"			1'-5"		1'-5"			
A518	1	1	1	1	4	4'-7"	19.1	STR						
A519	1	1	1	1	4	7'-9"	33.0	STR						
A520	1	1	1	1	4	8'-10"	36.9	STR						
A521	1	1	1	1	4	9'-8"	40.3	19	7'-10"	1'-10"				
A522	1	1	1	1	4	4'-11"	20.5	STR						
A523	1	1	1	1	4	8'-6"	35.5	STR						
A524					2	9'-0"	18.8	STR						
A525	8	8	8	8	32	11'-7"	386.6	STR						
A526	1	1	1	1	4	4'-7"	19	2	1'-1"	2'-8"	1'-1"			
A527	1	1	1	1	4	8'-1"	34	STR						
A601	18	46	18	46	128	5'-7"	1074	STR						
A602	9	23	9	23	64	9'-9"	938	2	3'-8"	2'-8"	3'-8"			
	3	3	3	3		31'-6"								
A801	SETS OF	SETS OF	SETS OF	SETS OF	48	TO	4017.0	STR					1 1/4"	
	4	4	4	4		31'-2 1/4"								
		1		1		8'-11"								
A802	--	SET OF	--	SET OF	8	TO	183.8	STR					2 1/2"	
		4		4		8'-3 1/2"								
	1		1			27'-1"								
A803	SET OF	--	SET OF	--	8	TO	571.8	STR					2 1/2"	
	4		4			26'-5"								
A804	3	3	3	3	12	31'-2"	999.2	STR						
A805	3	3	3	3	12	31'-6"	1009.2	STR						
D801	22	22	22	22	88	4'-11"	1155.2	18	2'-7"	1'-0"	1'-0"			

DESIGN AGENCY  
ODOT CENTRAL OFFICE  
OFFICE OF PRODUCTION

DATE  
10-4-99

REVISED  
DFT

DRAWN  
BRC

DESIGNED  
BRC

STRUCTURE FILE NUMBER  
5203813L/5203848R

CHECKED  
JFF

REVISED

REVISED

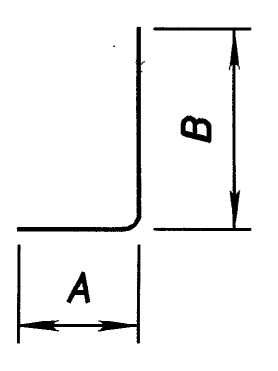
**REINFORCING SCHEDULE**

MED-71-1992 L/R  
I-71 OVER ROCKY RIVER

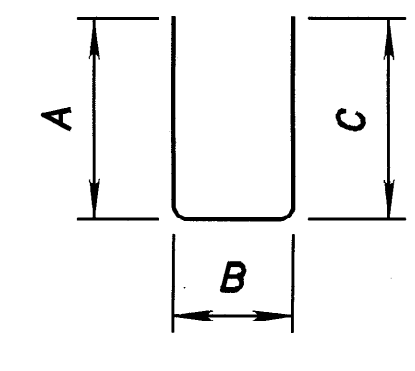
MED-71-15.78

22/23

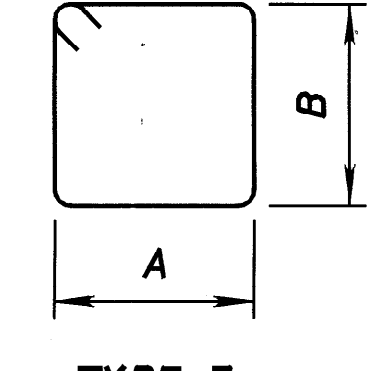
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940



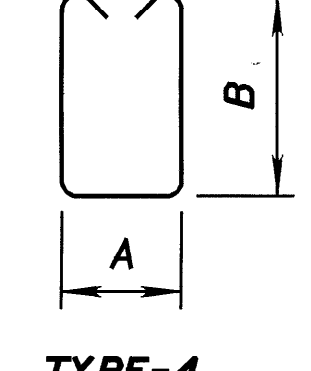
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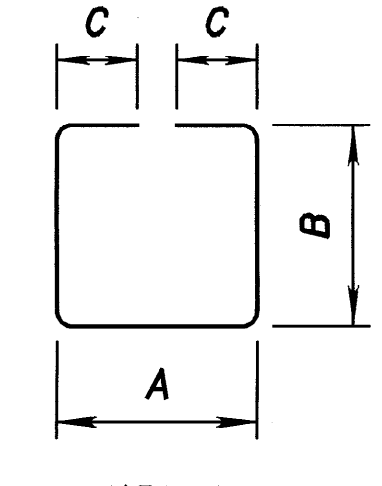
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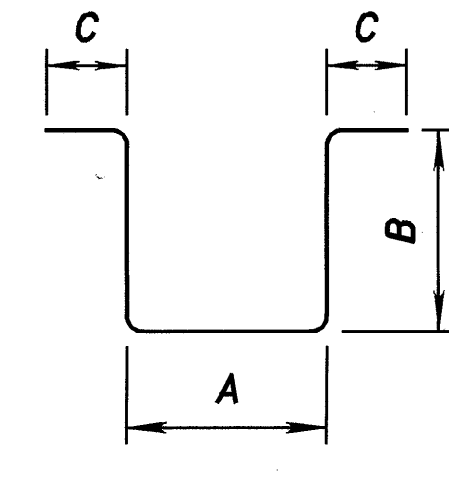
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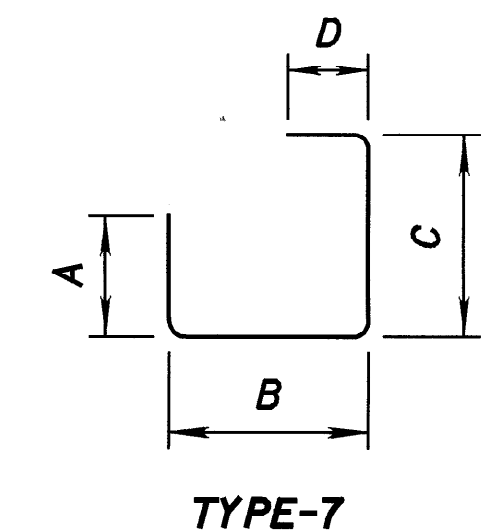
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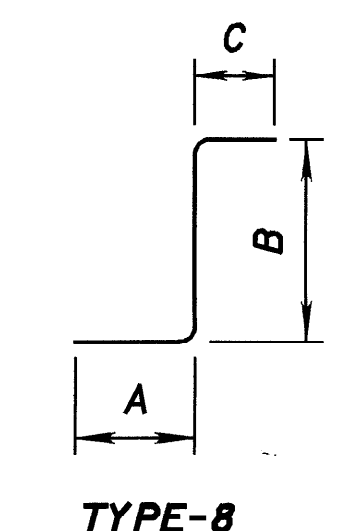
TYPE-5



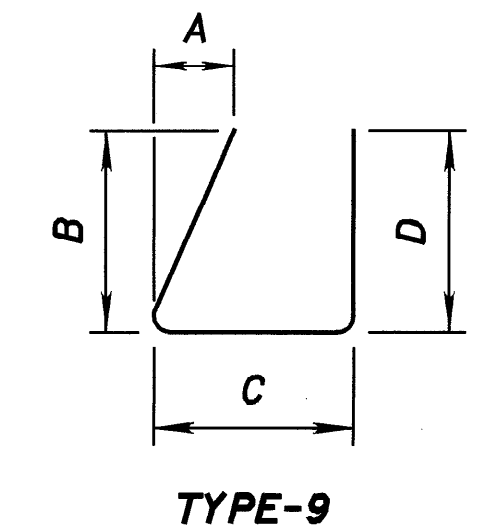
TYPE-6



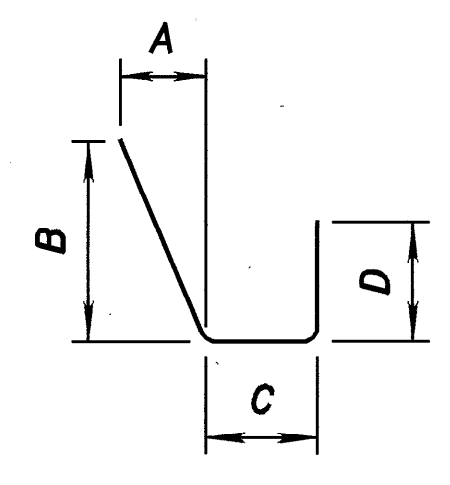
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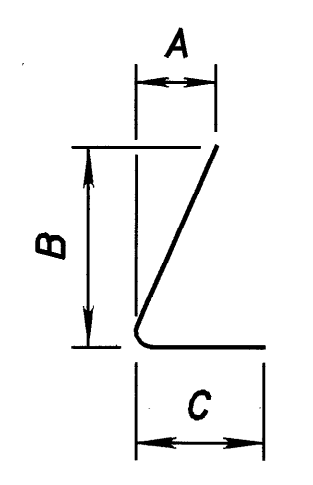
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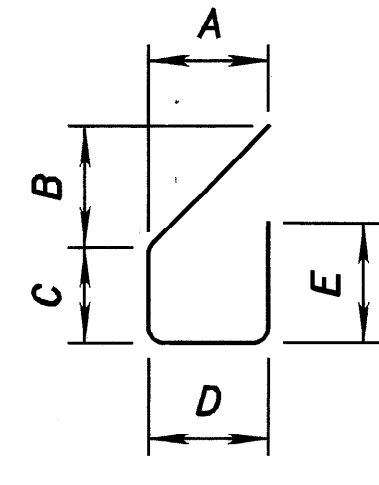
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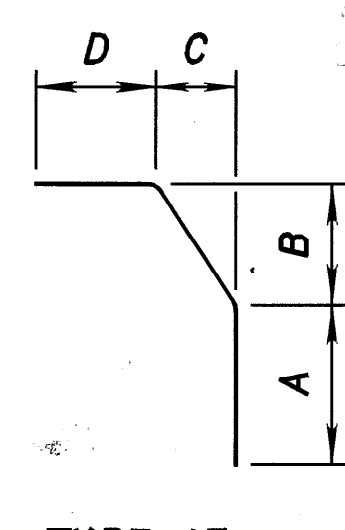
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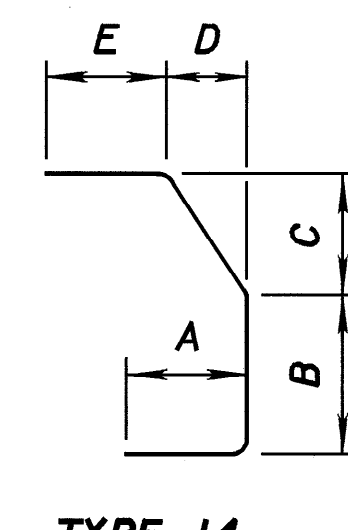
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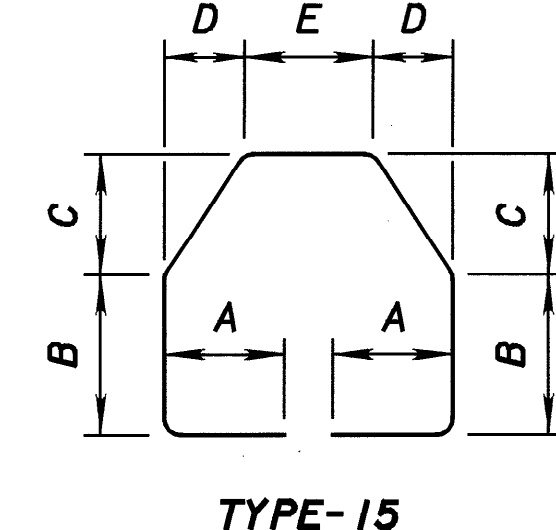
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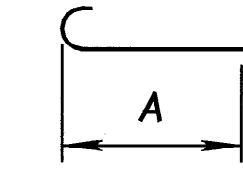
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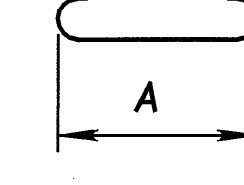
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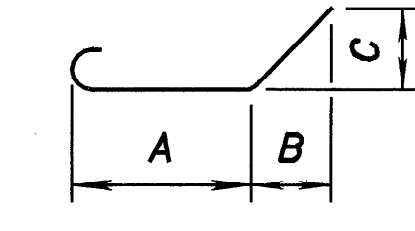
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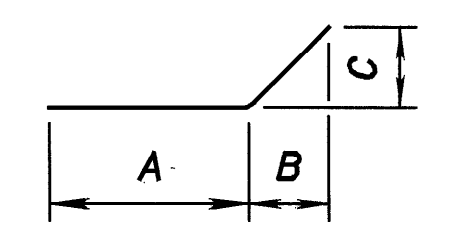
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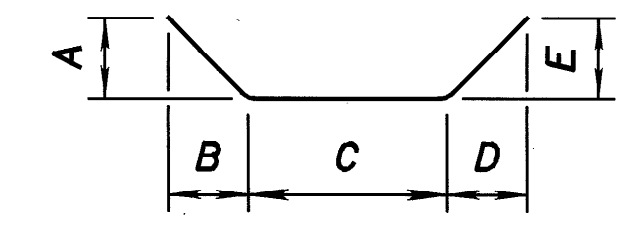
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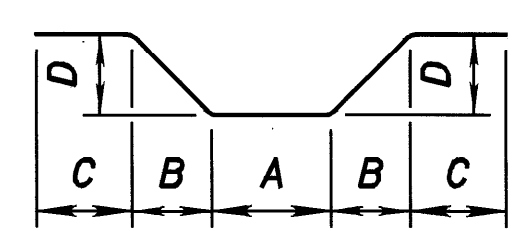
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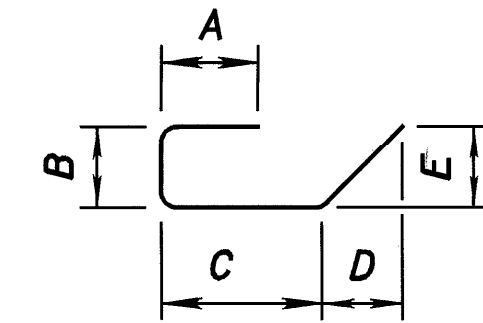
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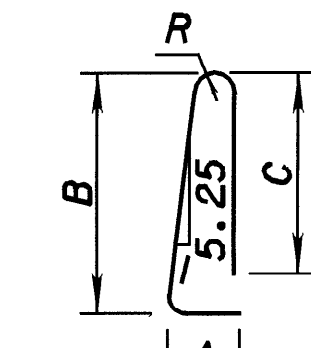
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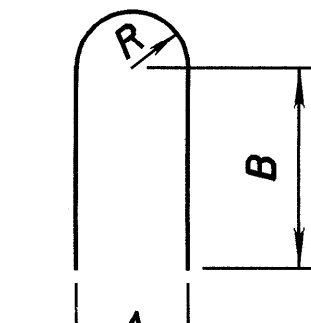
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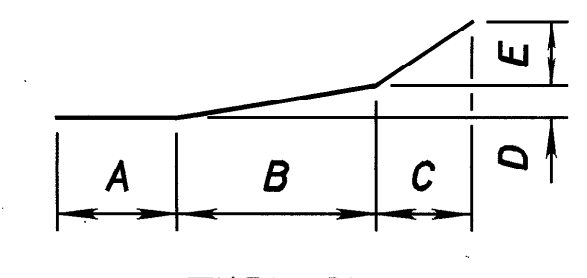
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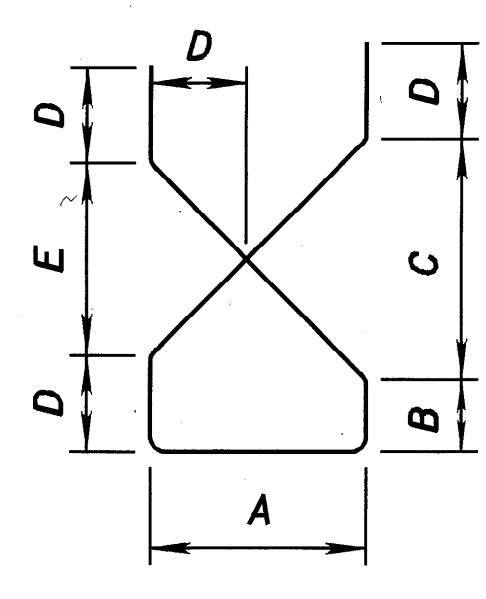
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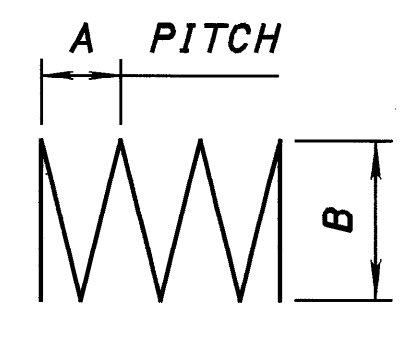
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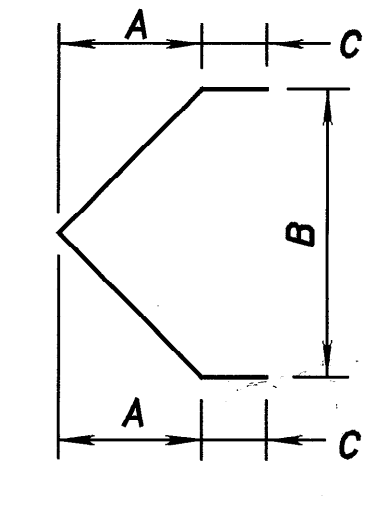
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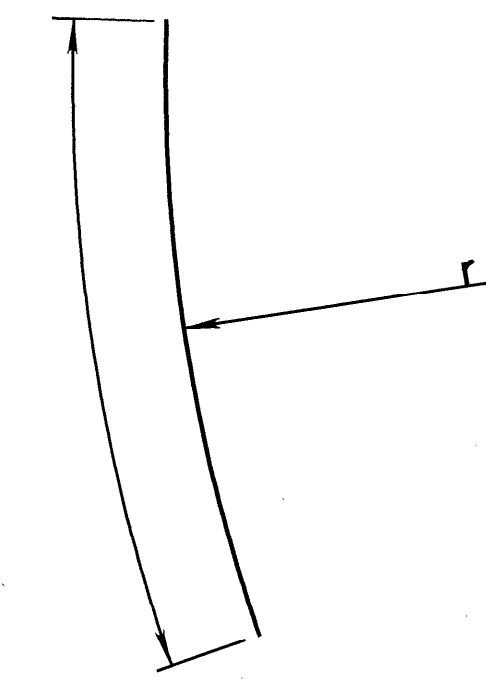
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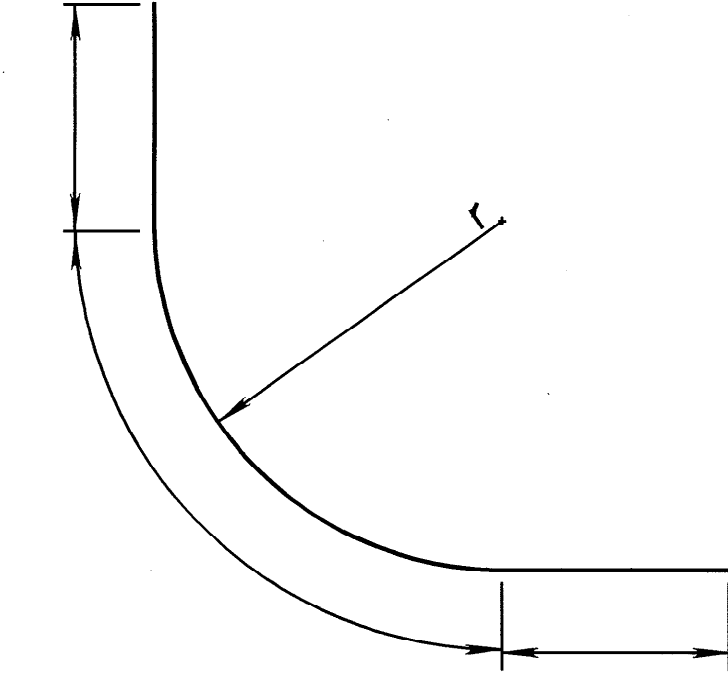
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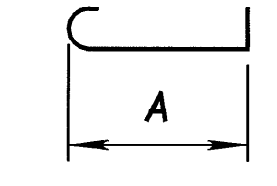
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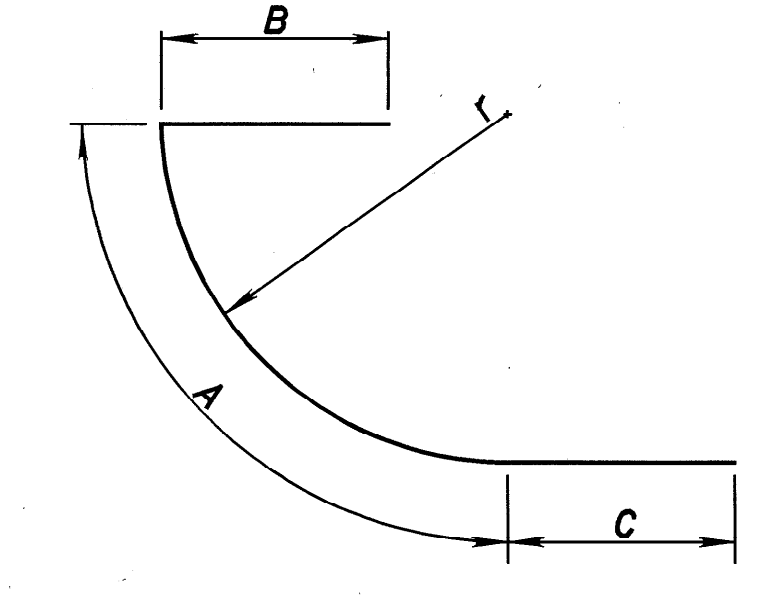
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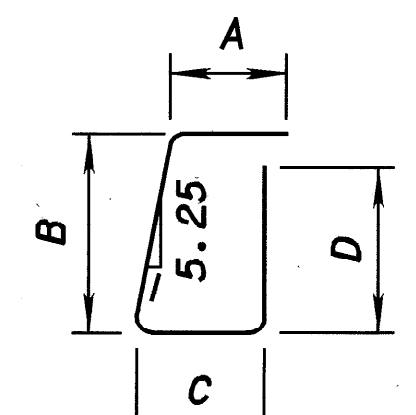
TYPE-30



TYPE-31



TYPE-32



TYPE-33

NOTES

NOTE: ALL REINFORCING STEEL SHALL BE EPOXY COATED.  
 THE BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST DIGIT INDICATES THE BAR SIZE. FOR EXAMPLE, AN A501 IS A #5 BAR. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "R" INDICATES INSIDE RADIUS.

DESIGNED		DRAWN		REVISED		DATE		DESIGN AGENCY	
TDB	JFF	TDB	JFF	DFT	10-4-99	ODOT CENTRAL OFFICE OFFICE OF PRODUCTION			
CHECKED		REVISED		STRUCTURE FILE NUMBER					
				5203813L/5203848R					
GENERAL PLAN									
MED-71-1992 L/R									
I-71 OVER ROCKY RIVER									
MED-71-15.78									
23/23									
820 940									