

SCALE IN MILES

A horizontal scale bar with a black and white checkered pattern. It is labeled "SCALE IN MILES" at the top. Below the bar, there are numerical markings at 0, 1, 2, 3, and 4. The bar is divided into four equal segments by vertical lines corresponding to these numbers.

PORTION TO BE IMPROVED _____	_____
INTERSTATE HIGHWAY _____	_____
FEDERAL ROUTES _____	_____
STATE ROUTES _____	_____
COUNTY & TOWNSHIP ROADS _____	_____
OTHER ROADS _____	_____

MAINTENANCE OF TRAFFIC PLANS:
SEE BU-7
ROADWAY PLANS:
SEE BU-28B

N/A

UNDERGROUND UTILITIES
Contact Two Working Days Before You Dig
 OHIO811.org Before You Dig
OHIO811, 8-1-1, or 1-800-362-2764 (Non-members must be called directly)

PLAN PREPARED BY:



FOR STRUCTURES OVER
20'



SIGNED: Kelly D. Co.
DATE: 9-16-2021

TITLE SHEET	1
STRUCTURES OF 20'	
SUM-77-1181	2-17

FINAL GEOTECHNICAL REPORT
MANUFACTURER'S TRUSS PLANS

RECORD DRAWING PLANS	
BU-12 - STRUCTURES	
The undersigned hereby confirms that, to the best of their knowledge, all known field modifications made after the Released for Construction plans were sealed by the Designer are included in these drawings.	
RSS JV  Assistant Project Manager	Date: 7/7/2026
The undersigned hereby confirms that, to the best of their knowledge, all presented field changes have been included in the Record Drawings and the Designer concurs that the changes meet the design intent of the Contract.	
Parsons Transportation Group, Inc.  Fernando Rodriguez Design Project Manager	Date: July 12, 2026

[illegible]


BU-12
STRUCTURES
RUBBER CITY HERITAGE
TRAIL PEDESTRIAN BRIDGE
(SUM-77-1181)
RELEASED FOR
CONSTRUCTION
SEPTEMBER 16, 2021

THE AKRON CENTRAL INTERCHANGE PROJECT (PID 102329) INCLUDES RECONSTRUCTION OF IR-76 EB/WB PAVEMENT FROM SLM 11.05 (IR-76) TO SLM (IR-76) FOR APPROX. 1.16 MILES OF MAINLINE WORK. THIS PROJECT ALSO INCLUDES REPLACEMENT OF TWO FREEWAY STRUCTURES (RAMP N AND RAMP Q) ON NEW ALIGNMENTS, WIDENING OF TWO EXISTING BRIDGES (IR-76 EB OVER BROWN STREET AND IR-76 WB OVER INMAN STREET), CONSTRUCTION OF A NEW PEDESTRIAN/MULTI-USE OVERPASS SPANNING SR-8, AND CONSTRUCTION OF NOISE BARRIERS AT THE PERIMETER OF THE INTERCHANGE. PORTIONS OF SR-8, LANE O AND LANE S ARE TO BE RESURFACED. THE EXISTING IR-76 WB TO INMAN STREET AND IR-77 SB TO LOVERS LANE WILL BE REMOVED PERMANENTLY, AS WELL AS THE EXISTING LAFOLLETTE STREET BRIDGE OVER SR-8 (SUM-77-1184).

THIS BUILDABLE UNIT COVERS THE REMOVAL OF THE EXISTING LAFOLLETTE ST. BRIDGE OVER IR-77/SR-8 AND CONSTRUCTION OF THE RUBBER CITY HERITAGE TRAIL PEDESTRIAN BRIDGE OVER RAMP N, LANE M, SR-8 AND LANE O.

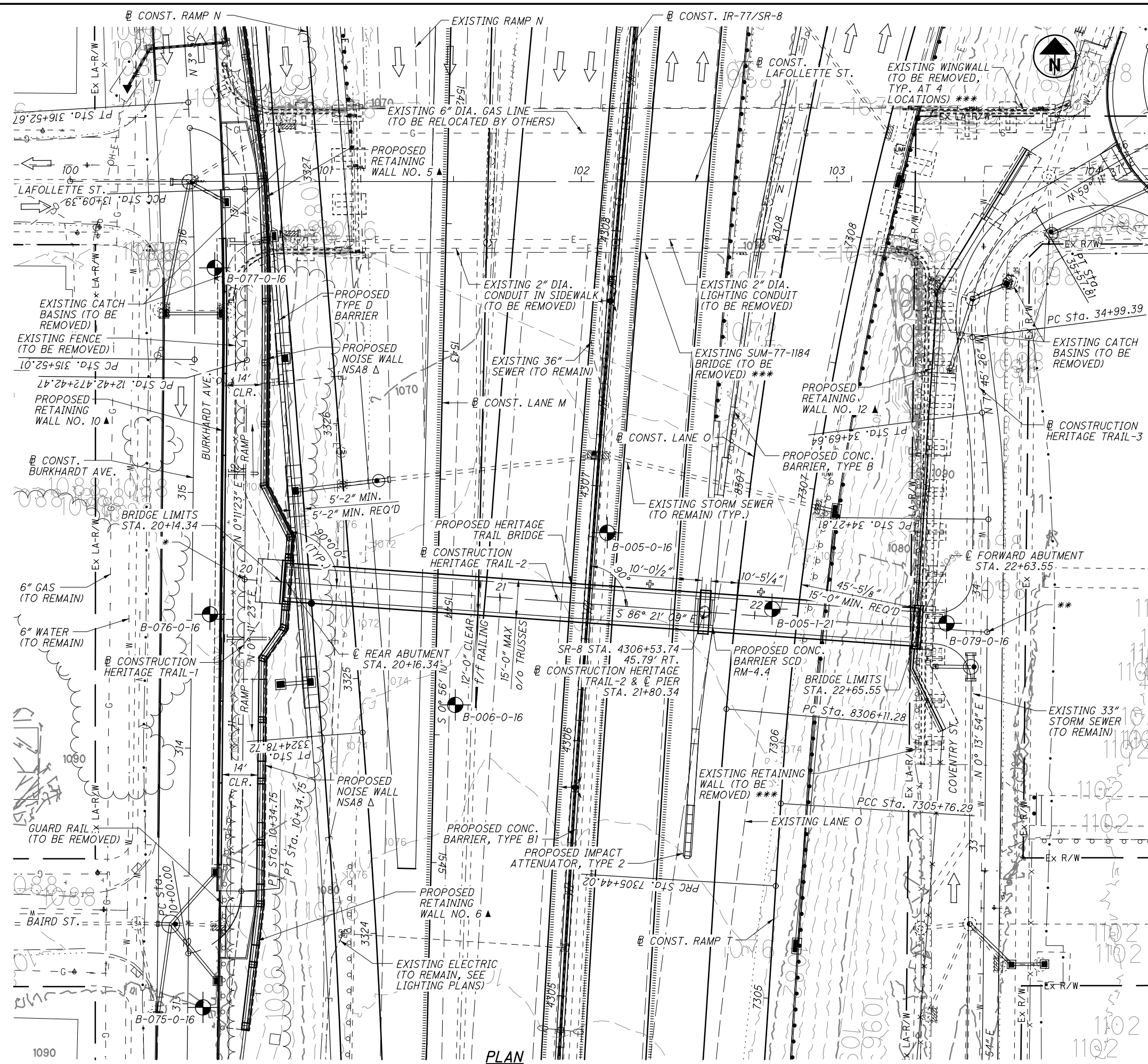
THIS IMPROVEMENT IS ESPECIALLY DESIGNED FOR THROUGH TRAFFIC AND HAS BEEN DECLARED A LIMITED ACCESS HIGHWAY OR FREEWAY BY ACTION OF THE DIRECTOR IN ACCORDANCE WITH THE PROVISIONS OF SECTION 5511.02 OF THE OHIO REVISED CODE.

THE STANDARD SPECIFICATIONS OF THE STATE OF OHIO, DEPARTMENT OF TRANSPORTATION, INCLUDING SUPPLEMENTAL SPECIFICATIONS LISTED IN THE PLANS AND CHANGES LISTED IN THE PROPOSAL SHALL GOVERN THIS IMPROVEMENT.

ISSUE RECORD:	
NO.	DATE

DESCRIPTION	

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BENCHMARK DATA

BM #5 STA.105+06.46, ELEV. 1082.764, OFFSET 462.82' RT., CMON
BM #200 STA.108+40.94, ELEV. 1087.538, OFFSET 695.05' LT., IPIN

NOTES

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

SEE SHEET 2 / 16 FOR PROFILE, BORING LOCTIONS AND TOP OF ROCK ELEVATIONS.

LEGEND

PROJECT BORING LOCATION

LOCATION OF MINIMUM VERTICAL CLEARANCE

SEE SUM-76/77/8-10.99/11.54/0.00 (ATTACHMENT C) RETAINING WALL PLANS FOR DETAILS AND PAYMENT

SEE SUM-76/77/8-10.99/11.54/0.00 (ATTACHMENT C) NOISE WALL PLANS, FOR DETAILS AND PAYMENT

* = CONSTRUCTION HERITAGE TRAIL-1 STA. 11+56.70 = CONSTRUCTION HERITAGE TRAIL-2 STA. 20+00.00

** = CONSTRUCTION HERITAGE TRAIL-2 STA. 22+91.19 = CONSTRUCTION HERITAGE TRAIL-3 STA. 33+83.66

*** = SEE BRIDGE REMOVAL PLAN SHEETS 6 / 16 THROUGH 8 / 16

MEASURED TO THE FACE OF COLUMN

EXISTING STRUCTURE

TYPE: FOUR SPAN CONTINUOUS ROLLED BEAM WITH REINFORCED CONCRETE DECK ON CONCRETE PIERS AND ABUTMENTS

SPANS: 53.00'±, 51.15'±, 59.85'±, 49.50'±, C/C BEARINGS

ROADWAY: 44'-0"± ±/± CURB, 4'-9"± SIDEWALKS (LT. & RT.)

LOADING: CF-400

SKIEW: VARIES (1°06'30"± TO 13°22'00"±)

APPROACH SLABS: 25'-0"± (REAR AND FORWARD)

ALIGNMENT: TANGENT

CROWN: 3/16"/FT

STRUCTURAL FILE NUMBER: 7702949

DATE BUILT: 1958

WEARING SURFACE: MONOLITHIC CONCRETE

DISPOSITION: TO BE REMOVED

PROPOSED STRUCTURE

TYPE: PREFABRICATED STEEL TRUSS (ASTM A709 GRADE 50W, PAINTED) WITH REINFORCED CONCRETE ABUTMENTS ON SPREAD FOOTINGS AND A REINFORCED CONCRETE PIER ON A DRILLED SHAFT.

SPANS: 164'-0" (CL REAR ABUTMENT TO CL PIER)
83'-2 1/2" (CL PIER TO CL FORWARD ABUTMENT)

BIKEWAY: 13'-0" FACE-TO-FACE OF TRUSSES
12'-0" FACE-TO-FACE OF BRIDGE RAILINGS

LOADING: AASHTO PEDESTRIAN LIVE LOAD (0.09 KSF) OR H10-44 TRUCK

SKIEW: 0°

ALIGNMENT: TANGENT

WEARING SURFACE: CONCRETE

APPROACH SLABS: NONE

CROWN: NONE

COORDINATES: LATITUDE: N 41°03'31.15"
LONGITUDE: W 81°30'17.41"

DECK AREA = 3224 SQ. FT.

STRUCTURE FILE NUMBER: 7702950

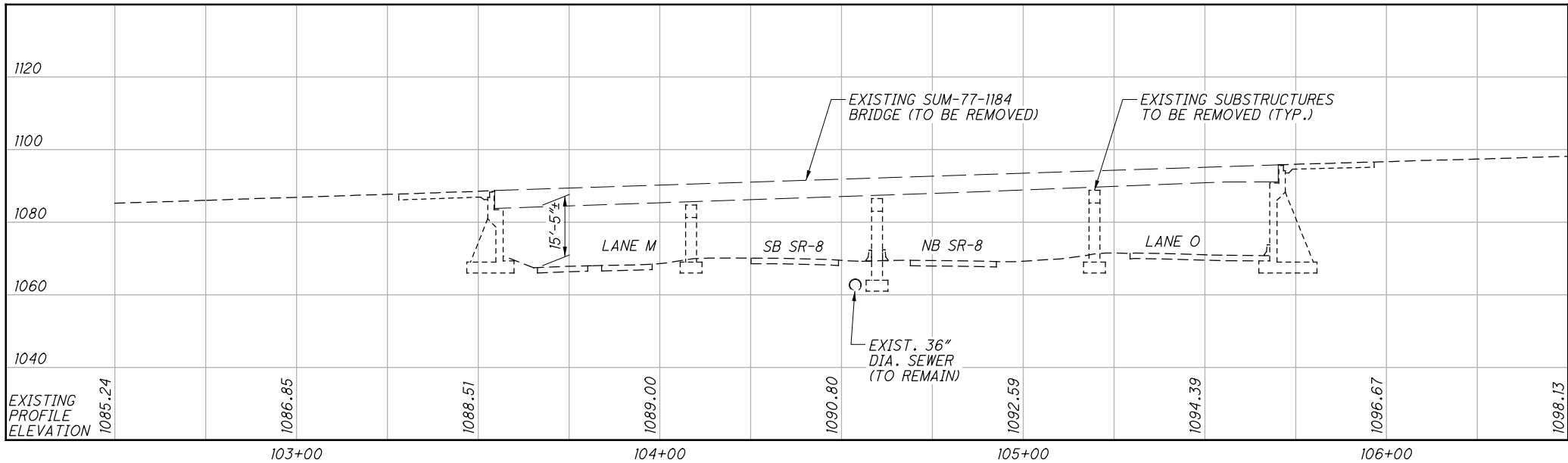
2025-05-05 BU-12 RECORD DRAWING PLANS

SITE PLAN		SUMMIT COUNTY		DESIGNED		DRAWN		REVIEWED		DATE		DESIGN AGENCY	
BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL		STA. 20+14.34		KDC		KDC		SAN		6/14/21		PRIMEITY	
BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O		STA. 22+65.55		JAT		JAT		7702950		8455 PAPER FILE NUMBER 300		Columbus Ohio 43240	
SUM-76/77/8-8.24/9.74/0.00		PID No. 101402		1 / 16		2 / 17							

ISSUE RECORD:

NO.	DATE	DESCRIPTION

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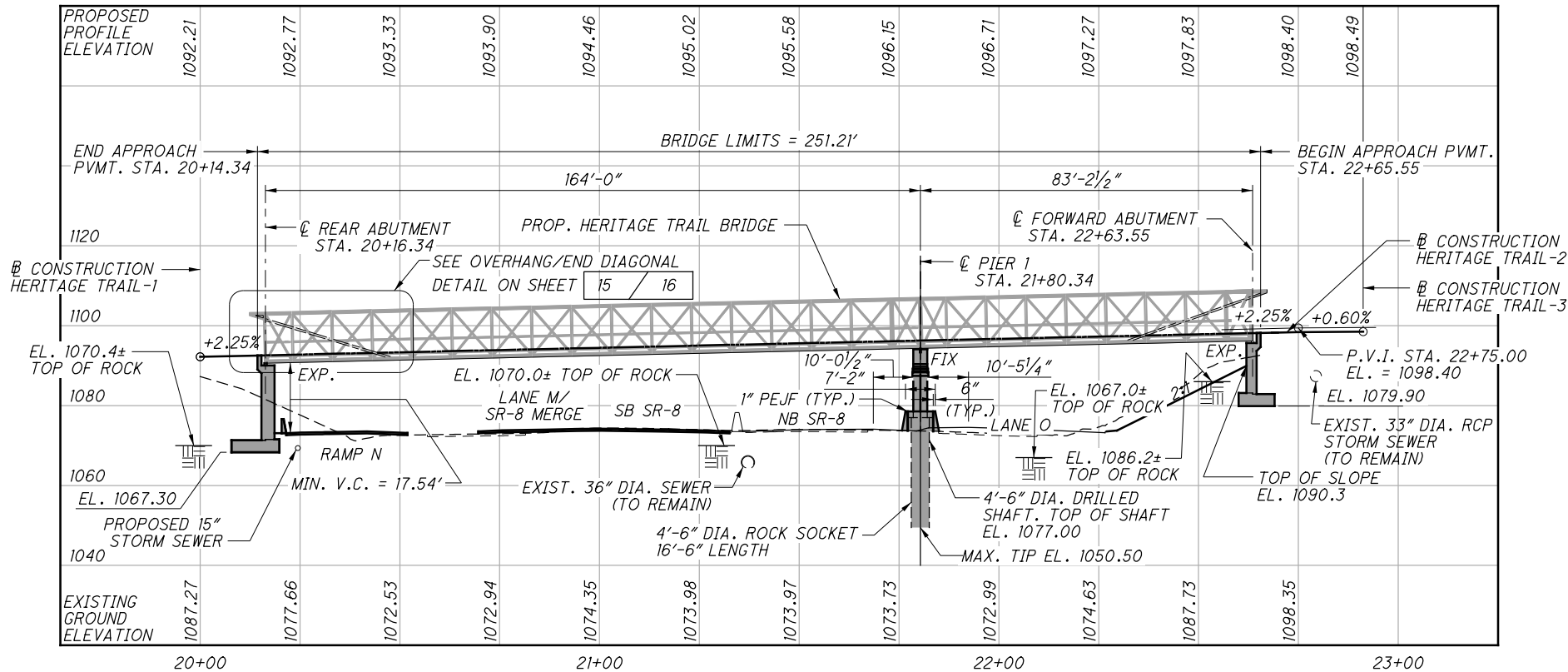


PROFILE - EXISTING LAFOLLETTE STREET BRIDGE

SEE SHEETS 6 / 16 THROUGH 8 / 16 FOR REMOVAL DETAILS

PROJECT BORING LOCATIONS
AND TOP OF ROCK ELEVATIONS

BORING	ALIGNMENT	STATION	OFFSET	T.O.R. ELEVATION
B-005-0-16	SR-8	4306+82	6' RT.	1070.0
B-006-0-16	RAMP N	3324+87	37' RT.	1069.9
B-075-0-16	RAMP N	3323+74	69' LT.	1069.6
B-076-0-16	BURKHARDT AVE.	314+52	7' RT.	1070.4
B-077-0-16	RAMP N	3326+64	43' LT.	1069.3
B-079-0-16	RAMP T	7306+54	58' RT.	1086.2
B-005-1-21	RAMP O	8306+52	14' RT.	1067.0



PROFILE - PROPOSED HERITAGE TRAIL BRIDGE

ISSUE RECORD:		DESCRIPTION	
NO.	DATE	NO.	DATE
1	10/3/24	FABRICATION NOTE	REVISION

GENERAL NOTES (CONTINUED):

STEEL RUB RAILS SHALL BE HOLLOW STRUCTURAL SECTIONS (HSS) PER ASTM 1085 AND AS INDICATED ON THE PLANS. RUB RAILS SHALL BE PAINTED WITH THE SAME SYSTEM USED TO PAINT THE TRUSS. RUB RAILS SHALL BE WELDED TO THE TRUSS VERTICALS AS INDICATED ON THE PLANS.

FABRICATION:

THE FABRICATOR SHALL MEET LEVEL 6 QUALIFICATIONS PER C&MS 513.03.

WELDERS SHALL BE PROPERLY ACCREDITED EXPERIENCED OPERATORS, EACH OF WHOM SHALL SUBMIT CERTIFICATION OF SATISFACTORILY PASSING AWS STANDARD QUALIFICATION TESTS FOR ALL POSITIONS WITH UNLIMITED BASE METAL THICKNESS AND HAVE AT LEAST 6 MONTHS EXPERIENCE IN WELDING TUBULAR AND OTHER STRUCTURES AND WHO HAVE DEMONSTRATED THE ABILITY TO MAKE UNIFORM GOOD WELDS MEETING THE SIZE AND TYPE OF WELD REQUIRED.

SPECIAL ATTENTION SHALL BE GIVEN TO DEVELOPING SUFFICIENT WELD THROATS ON TUBULAR MEMBERS. WELD DETAILS SHALL BE IN ACCORDANCE WITH AWS D1.1 AND/OR AWS D1.5. FILLET WELDS WHICH RUN ONTO THE RADIUS OF A TUBE SHALL BE BUILT-UP TO OBTAIN THE FULL THROAT THICKNESS.

THE BRIDGE SHALL BE INSPECTED BY A CERTIFIED WELD INSPECTOR (CWI) THAT IS QUALIFIED UNDER THE AWS QC-1 PROGRAM. THIS INSPECTION SHALL INCLUDE AS A MINIMUM REQUIREMENT THE FOLLOWING: REVIEW OF SHOP DRAWINGS, WELD PROCEDURES, WELDER QUALIFICATIONS AND WELD TEST REPORTS, VISUAL INSPECTION OF WELDS AND VERIFICATION OF OVERALL DIMENSIONS AND GEOMETRY OF BRIDGE. A REPORT SHALL BE PRODUCED INDICATING THE ABOVE ITEMS WERE REVIEWED. THE REPORT SHALL BE SIGNED BY THE CWI, SIGNIFYING COMPLIANCE WITH AWS D1.1 CODES.

WEEP HOLES:

THE FOLLOWING PROCEDURES ARE FOR INSTALLATION OF WEEP HOLES IN SPLICED TRUSSES OR OTHER STRUCTURAL MEMBERS TO PROVIDE POSITIVE DRAINAGE FOR ANY MEMBER THAT COULD HOLD WATER EITHER DURING CONSTRUCTION OR DURING SERVICE. WEEP HOLES SHALL BE PROVIDED AT THE LOWEST POINT OF THE MEMBER.

WHEN A WEEP HOLE IS REQUIRED IN THE TOP CHORD (AT AN END PORTAL OR IF THE END VERTICAL IS EXTENDED UP WITH CAP AND/OR STIFFENER PLATES), A 1/16-INCH DIAMETER WEEP HOLE SHALL BE PLACED AS CLOSE TO THE WELD AS POSSIBLE. EITHER BURNING THROUGH OR DRILLING IS ACCEPTABLE. REMOVE BURRS WITH A GRINDER AS REQUIRED.

IF THERE IS NOT SUFFICIENT CLEARANCE ON THE BOTTOM TUBE FACE NEAR THE WELD FOR THE HOLE, IT MAY BE PUT IN FRONT OF THE END DIAGONAL.

WHERE THE FLOOR BEAMS DO NOT HAVE OPEN ENDS AND ANY HOLE OR SCREW IS PUT IN THE FLOOR BEAM, A 1/16-INCH DIAMETER WEEP HOLE WILL BE DRILLED IN EACH END OF THE FLOOR BEAM.

THESE HOLES SHALL BE DRILLED PRIOR TO INSTALLING THE FLOOR BEAMS.

FOR THE BOTTOM CHORD AND END VERTICALS WHERE WEEP HOLES ARE REQUIRED, TORCH OR GRIND A 1/2-INCH HALF CIRCLE AT THE END OF THE MEMBER. THIS HOLE SHOULD BE TOUCHED UP WITH A DIE GRINDER SO THAT THERE ARE NO SHARP EDGES. THIS HOLE SHOULD BE AS CLOSE TO THE CENTER OF THE TUBE FACE AS POSSIBLE. DO NOT WELD AT THE HOLE.

FOR SPLICED VERTICAL DIAGONALS, DRILL A 1/16-INCH DIAMETER HOLE AS CLOSE TO THE BASE OF THE DIAGONAL AS POSSIBLE ON THE OUTSIDE FACE OF THE MEMBER, THEN GRIND REMAINING MATERIAL OUT TO CHORD FACE AND INSTALL WITHOUT WELDING AT THE HOLE. THIS HOLE SHOULD BE DRILLED ON A PRESS PRIOR TO INSTALLING THE DIAGONAL IN THE BRIDGE.

BEARING DEVICES:

BEARING DEVICES SHALL BE DESIGNED AND SUPPLIED BY THE BRIDGE FABRICATOR. BEARINGS SHALL MEET THE REQUIREMENTS OF C&MS 516. BRIDGE EXPANSION BEARINGS SHALL INCLUDE STAINLESS STEEL/TEFLON SLIDING SURFACES/ELASTOMERIC BEARINGS OR LAMINATED ELASTOMERIC BEARINGS AND BE DESIGNED TO ACCOMMODATE THE FULL MOVEMENT REQUIREMENTS. STAINLESS STEEL, TEFLON AND ELASTOMERIC SURFACES SHALL NOT BE PAINTED. BEARINGS SHALL BE FIXED AT THE PIER AND DESIGNED TO ALLOW MOVEMENT UNDER THERMAL EXPANSION OR CONTRACTION AT THE ABUTMENTS.

THE FOLLOWING ASSUMED UNFACTORED BEARING REACTIONS WERE USED FOR THE DESIGN OF THE ABUTMENTS AND PIER:

R.A.: DEAD LOAD - 66.4 KIPS
LIVE LOAD - 11.1 KIPS
PEDESTRIAN - 36.4 KIPS
WIND (TRANS.) - 28.1 KIPS

F.A.: DEAD LOAD - 13.0 KIPS
LIVE LOAD - 11.0 KIPS
PEDESTRIAN - 7.0 KIPS
WIND (TRANS.) - 6.3 KIPS

PIER: DEAD LOAD - 163.3 KIPS
LIVE LOAD - 12.2 KIPS
PEDESTRIAN - 90.1 KIPS
WIND (TRANS.) - 66.8 KIPS

NAMEPLATE:

THE BRIDGE MANUFACTURE SHALL SECURE A NAMEPLATE TO THE STRUCTURE WITH THE MANUFACTURER'S NAME, MAXIMUM LOAD LIMITS AND SERIAL NUMBER.

FINISH/COATING SYSTEM:

A COMPLETE SHOP APPLIED 3-COAT IZEU PAINT SYSTEM ACCORDING TO C&MS 514 SHALL BE APPLIED TO ALL EXPOSED SURFACES OF THE STEEL TRUSSES. FIELD TOUCH-UP SHALL BE PERFORMED ACCORDING TO C&MS 514.17.C. THE FINISH COAT COLOR SHALL BE RED SAE AMS-STD-595 #11350 FOR THE END VERTICALS, EXTENDED TOP CHORDS, CANOPY BRACES, AESTHETIC END DIAGONALS AND END TOP BRACES. FINISH COAT COLOR SHALL BE GRAY SAE AMS-STD-595 #16515 FOR ALL OTHER TRUSS MEMBERS. ALL COSTS ASSOCIATED WITH FIELD TOUCH-UPS SHALL BE CONSIDERED INCIDENTAL AND SHALL BE INCLUDED WITH THIS ITEM.

SUBMITTALS:

SUBMIT SHOP DRAWINGS AND STRUCTURAL DESIGN CALCULATIONS FOR THE STEEL STRUCTURE, BEARINGS AND THE ASSOCIATED REINFORCED CONCRETE DECK SLAB ACCORDING TO C&MS 501.04, 501.05 AND 513.06.

THE BRIDGE MANUFACTURER SHALL SUBMIT SHOP DRAWINGS AND STRUCTURAL CALCULATIONS TO THE OHIO DEPARTMENT OF TRANSPORTATION (BRIDGE OWNER) AND CONTRACTOR FOR ACCEPTANCE PRIOR TO BEGINNING FABRICATION.

SHOP DRAWINGS SHALL BE UNIQUE DRAWINGS PREPARED TO ILLUSTRATE THE SPECIFIC PORTION OF THE WORK TO BE DONE. ALL RELATIVE DESIGN INFORMATION INCLUDING BUT NOT LIMITED TO GOVERNING CODES, DESIGN PARAMETERS, MEMBER SIZES, MATERIAL PROPERTIES, BRIDGE REACTIONS, SHOP AND FIELD CONNECTION DETAILS, DECK DETAILS, DIMENSIONS RELATED TO SUBSTRUCTURES AND GENERAL NOTES SHALL BE CLEARLY SPECIFIED ON THE DRAWINGS. SHOP DRAWINGS SHALL BE ACCURATELY PREPARED BY SKILLED DRAFTERS TO BE COMPLETE IN EVERY RESPECT. DRAWINGS SHALL HAVE CROSS-REFERENCED DETAILS AND SHEET NUMBERS.

THE OWNER MUST PROVIDE A WRITTEN ACCEPTANCE LETTER OF SHOP DRAWINGS TO CONFIRM TYPE, STYLE AND GENERAL APPEARANCE OF PREFABRICATED STRUCTURE IN ACCORDANCE WITH CONTRACT DOCUMENTS.

WRITTEN ACCEPTANCE FROM BOTH CONTRACTOR AND OWNER MUST BE PROVIDED PRIOR TO INITIATING FABRICATION MILL TEST REPORTS:

CONTRACTOR MUST PROVIDE WRITTEN ACCEPTANCE OF MILL TEST REPORTS FROM SUPPLIER SHOWING COMPLIANCE WITH C&MS 711.01.

DELIVERY AND ERECTION:

THE CONTRACTOR SHALL COORDINATE WITH THE BRIDGE MANUFACTURER, THE DEPARTMENT AND OVERHEAD UTILITY OWNERS REGARDING THE DELIVERY AND ERECTION SCHEDULE. HAULING PERMITS AND FREIGHT CHARGES SHALL BE THE RESPONSIBILITY OF THE MANUFACTURER.

DELIVERY TO THE JOB SITE WILL BE BY TRUCKS BY MEANS OF GOOD HAUL ROADS UNLESS SPECIFIED OTHERWISE. THE BRIDGE MANUFACTURER SHALL PROVIDE DETAILED, WRITTEN INSTRUCTION PROCEDURES FOR PROPER LIFTING AND SPLICING OF BRIDGE COMPONENTS. THE CONTRACTOR SHALL PROVIDE A DETAILED WRITTEN ERECTION PLAN TO THE ENGINEER. THE CONTRACTOR SHALL BE REQUIRED TO VERIFY THAT THE PROPOSED SUBSTRUCTURE DIMENSIONS, WIDTHS AND ELEVATIONS WILL ACCOMMODATE THE PROPOSED PREFABRICATED BRIDGE, AND ADJUST ACCORDINGLY IF NEEDED. ANY ADJUSTMENTS SHALL BE APPROVED BY THE ENGINEER PRIOR TO CONSTRUCTION, UNLESS SPECIFICALLY STATED OTHERWISE IN THESE PLANS.

THE CONTRACTOR SHALL COORDINATE WITH THE BRIDGE FABRICATOR TO OBTAIN ADEQUATE EQUIPMENT TO ERECT, LIFT AND INSTALL THE BRIDGE SPANS. THIS INCLUDES SPREADER BEAMS ETC. AS REQUIRED TO ENSURE THAT NO PORTION OF THE BRIDGE IS OVERSTRESSED DURING INSTALLATION OF THE STRUCTURE.

THE CONTRACTOR SHALL COORDINATE WITH THE DEPARTMENT AND LOCAL LAW ENFORCEMENT REGARDING ERECTION OF THE BRIDGE SPANS OVER S.R. 8. ERECTION OVER THE HIGHWAY SHALL OCCUR AT NIGHT ONLY BETWEEN THE HOURS OF 9:00 PM TO 5:00 AM TO ENSURE MINIMAL DISTURBANCE TO THE TRAVELING PUBLIC. ADVANCED WARNING SIGNAGE SHALL ALERT THE PUBLIC OF TEMPORARY NIGHTLY LANE CLOSURES AT LEAST FOURTEEN DAYS PRIOR TO THE START OF CONSTRUCTION.

THE BRIDGE MANUFACTURER SHALL PROVIDE WRITTEN INSPECTION AND MAINTENANCE PROCEDURES TO BE FOLLOWED TO THE BRIDGE OWNER.

WARRANTY:

THE BRIDGE MANUFACTURER SHALL PROVIDE THE BRIDGE OWNER WITH A WRITTEN WARRANTY AGAINST DEFECTS IN DESIGN, MATERIAL AND WORKMANSHIP OF THE PREFABRICATED BRIDGE SUPERSTRUCTURE FOR A PERIOD OF TEN YEARS FROM THE DATE OF DELIVERY TO THE SITE. PAINT AND OTHER SPECIAL COATINGS SHALL BE WARRANTED BY THE COATING MANUFACTURER. REPAIR OR REPLACEMENT OF THE SUPERSTRUCTURE BY THE MANUFACTURER SHALL BE THE SPECIFIC REMEDY FOR DEFECTS UNDER THE WARRANTY. AS PART OF THE WARRANTY COVERAGE, THE BRIDGE OWNER WILL KEEP RECORDS OF ROUTINE INSPECTIONS AND MAINTENANCE OF THE BRIDGE. YEARLY BRIDGE INSPECTIONS WILL BE PERFORMED BY THE OWNER.

PAYMENT:

PAYMENT FOR THE PREFABRICATED/PAINTED STEEL SUPERSTRUCTURE SHALL BE MADE AT A LUMP SUM BID PRICE AND SHALL INCLUDE ALL ITEMS LISTED ABOVE AND SHOWN ON THE PLANS, MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO COMPLETE THE REQUIRED WORK. NOTE THAT THE DESIGN OF THE DECK AND THE DESIGN AND MATERIAL FOR THE STAY-IN-PLACE FORM SYSTEM SHALL BE PROVIDED BY THE BRIDGE MANUFACTURER AND ARE INCLUDED IN ANOTHER PAY ITEM.

THE OWNER SHALL NOT BE RESPONSIBLE FOR ADDED EXPENSE DUE TO UNAVOIDABLE DELAYS SUCH AS INCLEMENT WEATHER, DELAYS IN PERMITS, RE-ROUTING BY PUBLIC AGENCIES, ETC.

ITEM	UNIT	DESCRIPTION
SPECIAL	LUMP	STRUCTURE MISC.: PREFABRICATED PAINTED STEEL SUPERSTRUCTURE

ITEM SPECIAL - STRUCTURE MISC.: CLASS QC2 CONCRETE BRIDGE DECK:

THIS WORK SHALL CONSIST OF THE COMPLETE STRUCTURAL DESIGN OF THE DECK AND FORM SYSTEM BY THE PREFABRICATED BRIDGE DESIGNER AND MANUFACTURER. THE WORK SHALL INCLUDE BUT NOT BE LIMITED TO: PROVIDING HOT DIP GALVANIZED STAY-IN-PLACE FORM PANS (MATERIAL SHALL BE IN ACCORDANCE WITH ASTM A653, GALVANIZED TO A MINIMUM G165 COATING WEIGHT, 20-GAUGE MINIMUM THICKNESS) AND ALL OTHER NECESSARY FORMING; FURNISHING AND PLACING EPOXY COATED REINFORCING STEEL; AND FURNISHING, PLACING, CONSOLIDATING, FINISHING AND CURING A PORTLAND CEMENT CONCRETE DECK SLAB WITH INTEGRAL TYPE 2-A CURBS ON THE PREFABRICATED PAINTED STEEL TRUSS SUPERSTRUCTURE. ALL WORK AND MATERIALS SHALL CONFORM TO THE REQUIREMENTS OF THE PREFABRICATED BRIDGE MANUFACTURER AND C&MS 508, 509 AND 511, UNLESS OTHERWISE NOTED. FOR THE PURPOSES OF DECK SLAB STRUCTURAL DESIGN, THE GALVANIZED STAY-IN-PLACE FORM SYSTEM SHALL NOT BE CONSIDERED AS A STRUCTURAL REINFORCEMENT OF THE HARDENED CONCRETE DECK. FOAM OR OTHER FILLERS WITHIN THE TROUGHS OF THE FORM PANS WILL NOT BE PERMITTED.

CONCRETE MATERIALS SHALL CONFORM TO C&MS 499.02 AND 499.03 USING CLASS QC2 CONCRETE MIX. PROVIDE A BROOM FINISH ON THE CONCRETE DECK IN THE TRANSVERSE DIRECTION. BRIDGE DECK GROOVING OF THE CURED DECK PER C&MS 511.17 IS NOT REQUIRED.

DESIGN LOADING FOR THE DECK SLAB SHALL BE THE SAME AS REQUIRED FOR THE PREFABRICATED BRIDGE. UPPER AND LOWER LAYERS OF LONGITUDINAL REINFORCEMENT ARE REQUIRED. AT LEAST ONE LAYER OF TRANSVERSE REINFORCEMENT SHALL BE PROVIDED WHEN THE DECK THICKNESS ABOVE THE FORM PAN RIBS IS LESS THAN 7 1/2-INCHES. UPPER AND LOWER LAYERS OF TRANSVERSE REINFORCEMENT SHALL BE PROVIDED WHEN THE DECK THICKNESS ABOVE THE FORM PAN RIBS IS 7 1/2-INCHES OR GREATER. LONGITUDINAL REINFORCEMENT PLACED WITHIN FORM PAN TROUGHS MAY BE CONSIDERED AS CONTRIBUTING TO THE STRENGTH OF THE DECK WHEN THE DESIGNER CAN SHOW THIS ASSUMPTION IS VALID. REINFORCING BARS SHALL BE PLACED 2-INCHES MINIMUM CLEAR TO TOP AND SIDE SURFACES AND 1 1/2-INCHES MINIMUM CLEAR TO THE BOTTOM SURFACE OF THE SLAB. AS PART OF THE PREFABRICATED BRIDGE SHOP DRAWING SUBMITTAL, SUBMIT STRUCTURAL DESIGN CALCULATIONS FOR THE DECK AND FORM SYSTEM. CALCULATIONS MUST BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO.

THE DEPARTMENT WILL PAY FOR THE DECK ON A LUMP SUM BASIS FOR:

ITEM	UNIT	DESCRIPTION
SPECIAL	LUMP	STRUCTURE MISC.: CLASS QC2 CONCRETE BRIDGE DECK

ITEM SPECIAL - FORM LINER:

USE FORM LINERS AT THE REAR AND FORWARD ABUTMENTS AS SHOWN ON THE PLANS. FORM LINERS SHALL BE ARCHITECTURAL POLYMERS #9110, LARGE STONE OHIO DRY STACK OR EQUAL AS APPROVED BY THE ENGINEER. THE STONE FORM LINER PATTERN SHALL MATCH OTHER PARTS OF THE PROJECT (RETAINING WALLS AND ROADWAY SIDE OF NOISE WALLS) TO ENSURE UNIFORM SURFACE TREATMENTS THROUGHOUT, AS DETERMINED BY THE ENGINEER.

FORM LINERS SHALL BE CAPABLE OF WITHSTANDING ANTICIPATED CONCRETE POUR PRESSURES WITHOUT LEAKAGE OR CAUSING PHYSICAL DEFECTS. FORM LINERS SHALL BE REMOVABLE WITHOUT CAUSING CONCRETE SURFACE DAMAGE. USE A FORM RELEASE PRODUCT AS RECOMMENDED BY THE FORM LINER MANUFACTURER. USE MANUFACTURER'S APPLICATION RATES AND ALL OTHER MANUFACTURER'S INSTRUCTIONS. FORM RELEASE PRODUCTS SHALL BE FULLY COMPATIBLE WITH THE FORM LINER MATERIAL AND THE EPOXY-URETHANE SEALER TO BE APPLIED TO THE FINISHED SURFACES.

ALIGN THE FORM LINER PATTERNS ACROSS ALL EXPANSION, CONTRACTION, AND CONSTRUCTION JOINTS.

FORM LINERS SHALL EXTEND A MINIMUM OF 1'-0" BELOW THE PROPOSED GROUND LINE AT THE FRONT FACE OF THE WALL. FORM LINERS MAY EXTEND MORE THAN 1'-0" BELOW THE PROPOSED GROUND LINE BUT THE PAY LIMITS SHALL BE 1'-0" BELOW THE PROPOSED GROUND LINE.

PAYMENT WILL BE MADE AT THE UNIT PRICE BID FOR ITEM SPECIAL - FORM LINER, WHICH SHALL BE FULL COMPENSATION FOR ALL LABOR, MATERIALS, EQUIPMENT, AND INCIDENTALS NECESSARY TO COMPLETE THIS ITEM AS SPECIFIED ABOVE AND IN A SATISFACTORY AND WORKMANLIKE MANNER.

STRUCTURE GROUNDING:

THE STRUCTURE SHALL BE GROUNDED ACCORDING TO C&MS 625.16. SEE ODOT STANDARD CONSTRUCTION DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

ASBESTOS NOTIFICATION:

A CERTIFIED ASBESTOS HAZARD EVALUATION SPECIALIST INSPECTED THE BRIDGE STRUCTURE SCHEDULED FOR DEMOLITION AND/OR REHABILITATION. THE SURVEY DETERMINED THAT NO ASBESTOS IS PRESENT ON THE STRUCTURE.

THE DEPARTMENT HAS PROVIDED A COPY OF THE OHIO ENVIRONMENTAL PROTECTION AGENCY (OEPA) NOTIFICATION OF DEMOLITION AND RENOVATION FORM (PARTIALLY COMPLETED) AND THE ASBESTOS INSPECTION REPORT IN THE REFERENCE FILES FOR THIS PROJECT. THE CONTRACTOR SHALL COMPLETE THE FORM AND SUBMIT IT TO THE OEPA AT LEAST TEN (10) WORKING DAYS PRIOR TO THE START OF ANY DEMOLITION AND/OR RENOVATION. ONLINE SUBMISSION IS AVAILABLE AT:

<http://www.epa.ohio.gov/asbestos>

AND IS ENCOURAGED OR, THE CONTRACTOR SHALL SUBMIT IT TO OF THE FOLLOWING ADDRESSES BELOW:

ASBESTOS PROGRAM
OHIO EPA, DAPC
P.O. BOX 1049
COLUMBUS, OH 43216-1049

OR

ASBESTOS PROGRAM
OHIO EPA, DAPC
50 W. TOWN ST., SUITE 700
COLUMBUS, OH 43215

THIS FORM SHALL INCLUDE:

1. THE CONTRACTOR'S NAME AND ADDRESS
2. THE SCHEDULED DATES FOR THE START AND COMPLETION OF THE STRUCTURE DEMOLITION AND/OR RENOVATION
3. DESCRIPTION OF THE PLANNED DEMOLITION WORK AND THE METHODS TO BE USED
4. ALL NECESSARY FEES

THE CONTRACTOR SHALL PROVIDE A COPY OF THE COMPLETED NOTIFICATION OF DEMOLITION AND RENOVATION FORM TO THE PROJECT ENGINEER AT LEAST TEN (10) WORKING DAYS PRIOR TO START OF ANY DEMOLITION AND/OR RENOVATION.

THE CONTRACTOR SHALL FURNISH ALL FEES, LABOR, AND MATERI. NECESSARY TO COMPLETE AND SUBMIT THE OEPA NOTIFICATION FORM. PAYMENT FOR THIS WORK SHALL BE INCLUDED IN ITEM 202 STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

ISSUE RECORD:		DESCRIPTION	
NO.	DATE	NO.	DESCRIPTION
1	4/26/22	RFI #0060	- PIER COLUMN REINFORCING

pw:\\ANV\\A01PWINT01.parsons.com:Ohio State\\Documents\\DB-Akron Beltway Rehab\\10 - Design\\02329\\Structures\\SUM077_1181\\Sheets\\077_1181_SQ001.dgn Sheet 4/26/2022 9:31:04 AM p003738G

ESTIMATED QUANTITIES							CALC.	DATE	CHECKED	DATE
							CAS	08/21/2019	ODW	8/29/2019
ITEM	ITEM EXT.	UNIT	DESCRIPTION	ABUTMENTS	PIERS	SUPERSTR.	GENERAL	TOTAL	PARTICIPATION 11/IMS/BR	SHEET REF.
OPTION A										
202	11003	LS	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LS	LS	6 / 16
202	22900	SY	APPROACH SLAB REMOVED				250	250	250	
503	21100	CY	UNCLASSIFIED EXCAVATION	168				168	168	
503	31100	CY	ROCK EXCAVATION	44				44	44	
503	31120	CY	SHALE EXCAVATION	24				24	24	
509	10000	LB	EPOXY COATED REINFORCING STEEL	8474	7525			15999	15999	
511	41010	CY	CLASS QC1 CONCRETE, PIER ABOVE FOOTINGS		15			15	15	
511	43510	CY	CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING	92				92	92	
512	10100	SY	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	69	50			119	119	
512	33000	SY	TYPE 2 WATERPROOFING	24				24	24	
516	10001	FT	PREFORMED ELASTOMERIC COMPRESSION JOINT SEAL, AS PER PLAN	26				26	26	3 / 16
516	13200	SF	1/2" PREFORMED EXPANSION JOINT FILLER	101				101	101	
516	13600	SF	1" PREFORMED EXPANSION JOINT FILLER	45				45	45	
518	21200	CY	POROUS BACKFILL WITH GEOTEXTILE FABRIC	44				44	44	
518	40000	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	34				34	34	
524	94907	FT	DRILLED SHAFTS, 54" DIAMETER, ABOVE BEDROCK, AS PER PLAN		10			10	10	3 / 16
524	94909	FT	DRILLED SHAFTS, 54" DIAMETER, INTO BEDROCK, AS PER PLAN		17			17	17	3 / 16
524	95100	EACH	DRILLED SHAFT, MISC.: THERMAL INTEGRITY PROFILER (T.I.P.) WIRE CABLE TESTING OF DRILLED SHAFTS		1			1	1	
SPECIAL	53000200	LS	STRUCTURE, MISC.: PREFABRICATED PAINTED STEEL SUPERSTRUCTURE					LS	LS	3 - 4 / 16
SPECIAL	53000200	LS	STRUCTURE, MISC.: CLASS QC2 CONCRETE BRIDGE DECK					LS	LS	4 / 16
SPECIAL	53013000	SF	FORM LINER	341				341	341	4 / 16
SPECIAL	69098400	LS	MISC.: WORK INVOLVING ASBESTOS CONTAINING MATERIALS					LS	LS	4 / 16
OPTION B: ATC										
SPECIAL	20299000	LS	STRUCTURE REMOVED				LS	LS	LS	
SPECIAL	51299000	LS	SEALING OF CONCRETE	LS	LS			LS	LS	
SPECIAL	53099010	LS	SUBSTRUCTURE	LS	LS			LS	LS	
SPECIAL	53099020	LS	SUPERSTRUCTURE			LS		LS	LS	

STANDARD ABBREVIATIONS LIST:

BOT. = BOTTOM
BRG. = BEARINGS
BRGS. = BEARINGS
B.S. = BOTH SIDES
c/c = CENTER-TO-CENTER
C.J. = CONSTRUCTION JOINT
CJP = COMPLETE JOINT PENETRATION
CLR. = CLEAR
C&MS = CONSTRUCTION AND MATERIALS SPECIFICATIONS
CONST. = CONSTRUCTION
DIA. = DIAMETER
E.F. = EACH FACE
EL. = ELEVATION
EMBED. = EMBEDMENT
EQ. = EQUAL
EXP. = EXPANSION
F.A. = FORWARD ABUTMENT
T/f = FACE-TO-FACE
F.F. = FAR FACE
FWD = FORWARD
LT. = LEFT
MAX. = MAXIMUM
M.E. = MATCH EXISTING
MIN. = MINIMUM
NB = NORTHBOUND
N.F. = NEAR FACE
NPCPP = NON-PERFORATED CORRUGATED PLASTIC PIPE
o/o = OUT-TO-OUT
PCB = PORTABLE CONCRETE BARRIER
PCPP = PERFORATED CORRUGATED PLASTIC PIPE
PEJF = PREFORMED EXPANSION JOINT FILLER
P.G. = PROFILE GRADE

R.A. = REAR ABUTMENT
RAD. = RADIUS
RT. = RIGHT
SB = SOUTHBOUND
SHLD. = SHOULDER
S.O. = SERIES OF
SPA. = SPACES
STA. = STATION
SYMM. = SYMMETRICAL
T&B = TOP AND BOTTOM
T/R = TOP OF ROCK
T/T = TOE-TO-TOE
U.N.O. = UNLESS NOTED OTHERWISE

FOR INFORMATION ONLY

DESIGN AGENCY

PRIMEITY

845 PAULS PLACE
COLUMBUS OHIO 43240

ESTIMATED QUANTITIES AND STANDARD ABBREVIATIONS LIST

BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL
BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O

SUM-76/77/8-
8.24/9.74/0.00

PID No. 101402

5 / 16

6

17

REVIEWED
SAN

DATE
6/11/21

STRUCTURE FILE NUMBER
7702950

DRAWN
JAT

CHECKED
KDC

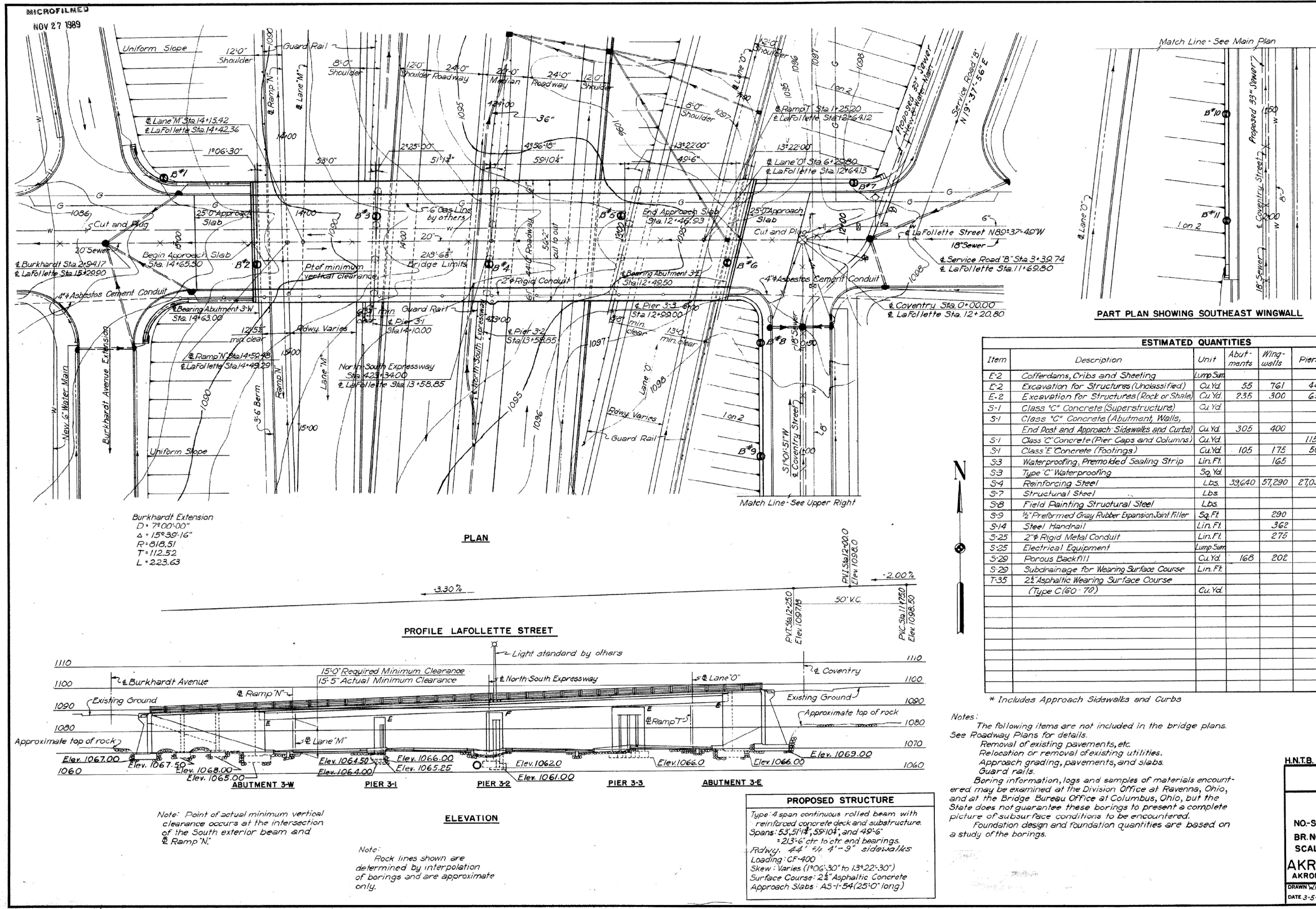
REVISED

ISSUE RECORD:

NO.	DATE	DESCRIPTION

p:\v\ANV\A01PW\T01\parsons.com\Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Structures\SUM077_1181\Sheets\077_1181_SV001.dgn Sheet 10/11/2021 10:03:04 AM KChrisman

ORIGINAL CONSTRUCTION
PLANS SHOWN FOR
INFORMATION ONLY



NOTES:

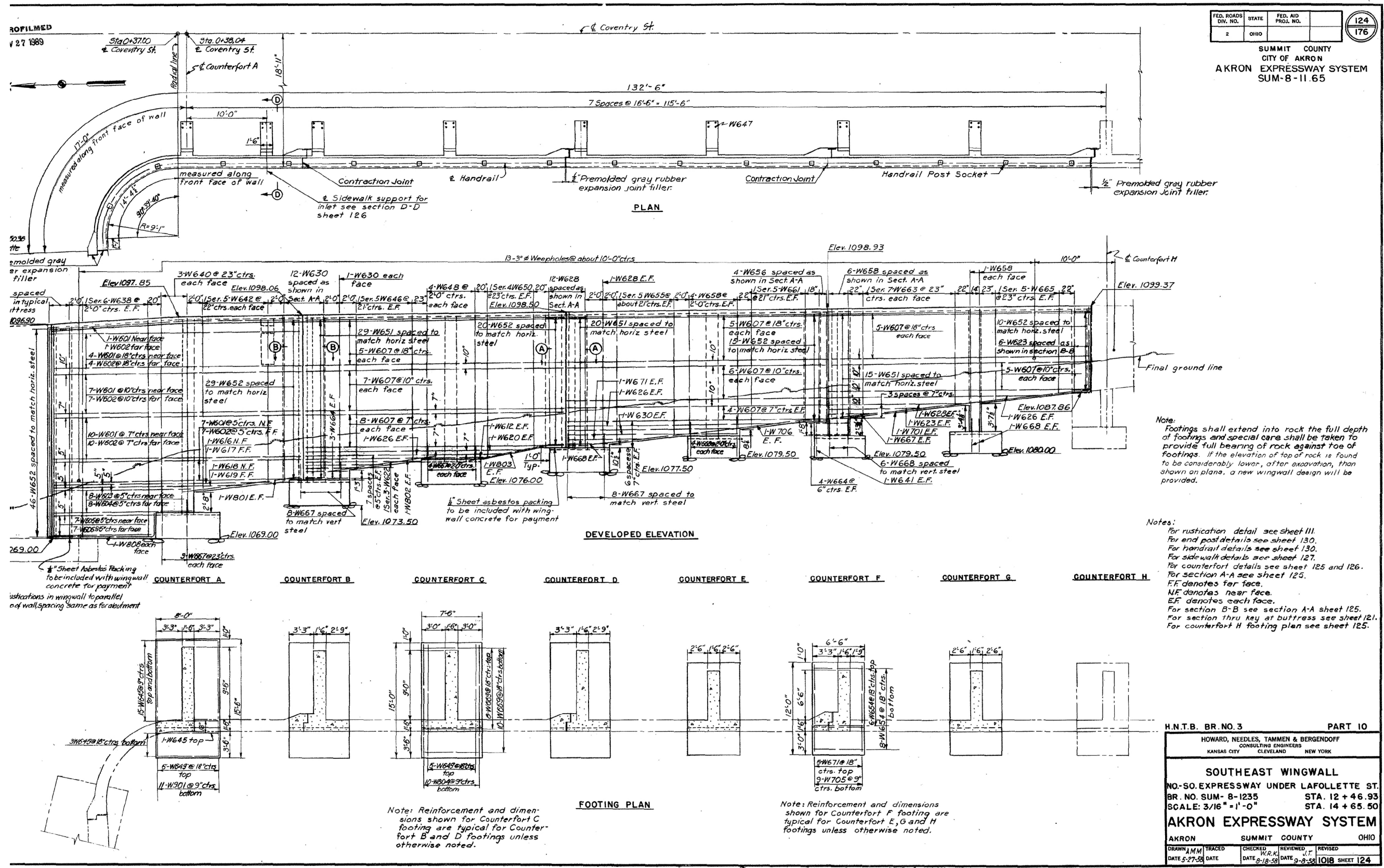
- THE EXISTING BRIDGE AND WINGWALLS AT ALL FOUR QUADRANTS ARE TO BE REMOVED AS PER ITEM 202 - STRUCTURE REMOVED, OVER 20 FOOT SPAN AS PER PLAN. EXISTING FOOTINGS NEED TO BE REMOVED AT WALL NO. 12. SEE WALL PLAN AND PROFILE WALL NO. 12.
- THE EXISTING APPROACH SLABS ARE TO BE REMOVED AS PER ITEM 202 - APPROACH SLAB REMOVED.
- SUM-8-1235 IS THE HISTORIC BRIDGE NUMBER. CURRENT BRIDGE NUMBER IS SUM-77-1184 AND THE STRUCTURE FILE NUMBER IS 7702949. THE STRUCTURE WAS REHABILITATED IN 1987.

2025-05-05 - BU-12 - RECORD DRAWING PLANS

SUM-76/77/8-
8.24/9.74/0.00
PID No. 101402

BRIDGE REMOVAL DETAILS - 1
BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL
BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O

BURGESS & NIPLE
Engineers & Architects - Planners
5005 REED ROAD, COLUMBUS, OHIO 43220
DATE: 6/11/21
REVIEWED: SAN
DRAWN: JAT
DESIGNED: JAT
CHECKED: KDC
STRUCTURE FILE NUMBER: 7702950



ORIGINAL CONSTRUCTION
PLANS SHOWN FOR
INFORMATION ONLY

NOTES:
SEE NOTES ON SHEET 6 / 16

FED. RD. DIST. NO.	STATE	FED. AID PROJ. NO.	124
2	OHIO		176

SUMMIT COUNTY
CITY OF AKRON
AKRON EXPRESSWAY SYSTEM
SUM-8-11.65

2025-05-05 - BU-12 - RECORD DRAWING PLANS

BURGESS & NIPL
Engineers & Architects - Planners
5085 REED ROAD, COLUMBUS, OHIO 43220

DATE: 6/11/21
REVIEWED: JAT
DRAWN: JAT
DESIGNED: JAT
CHECKED: KDC

BRIDGE NO. SUM-77-181 RUBBER CITY HERITAGE TRAIL
BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O

SUM-76/77/8-
8.24/9.74/0.00
PID No. 101402

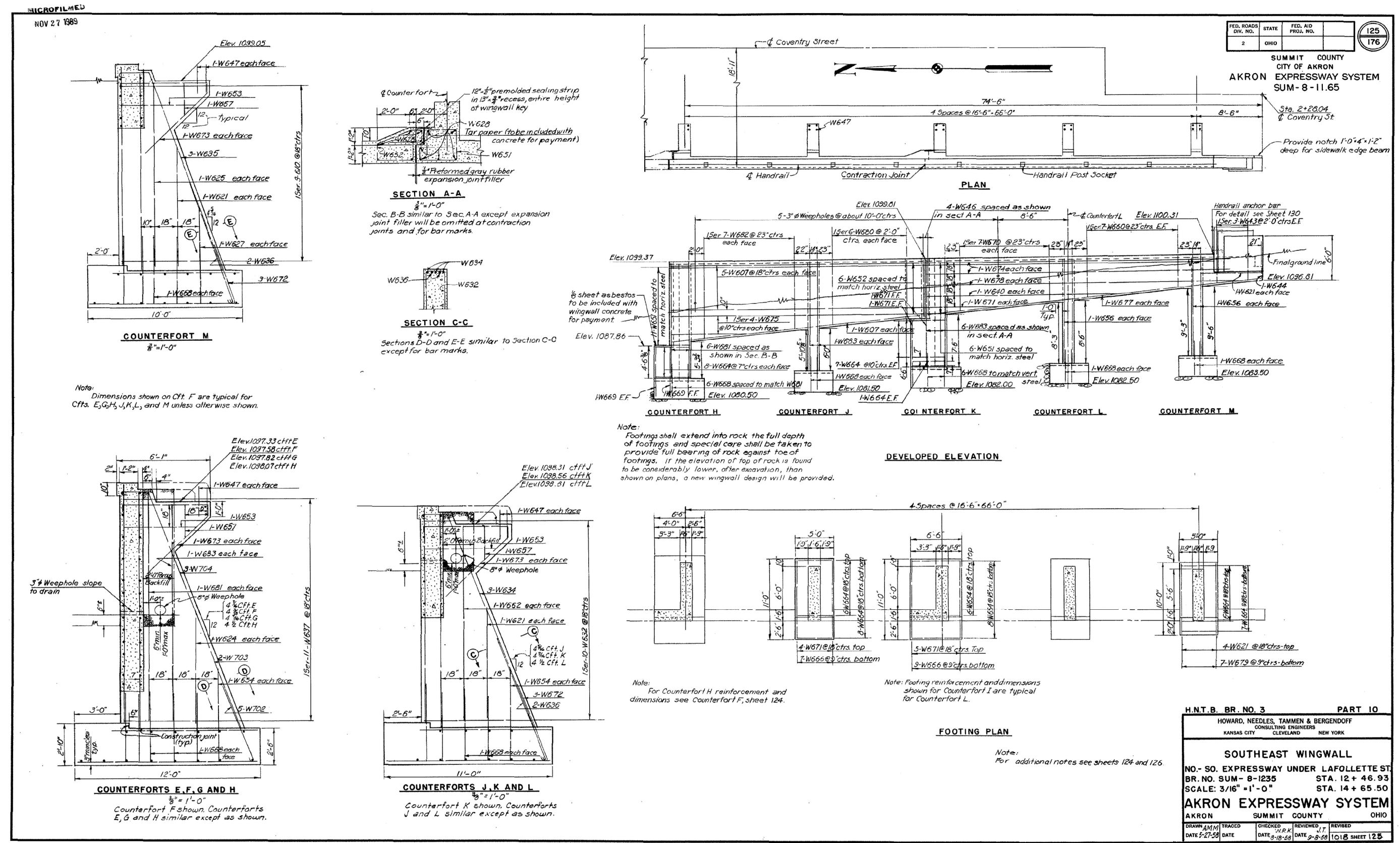
7 / 16

8 / 17

ISSUE RECORD:	NO.	DATE	DESCRIPTION

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 2025-05-05 - BU-12 - RECORD DRAWING PLANS

ORIGINAL CONSTRUCTION
 PLANS SHOWN FOR
 INFORMATION ONLY



NOTES:
 SEE NOTES ON SHEET 6 / 16

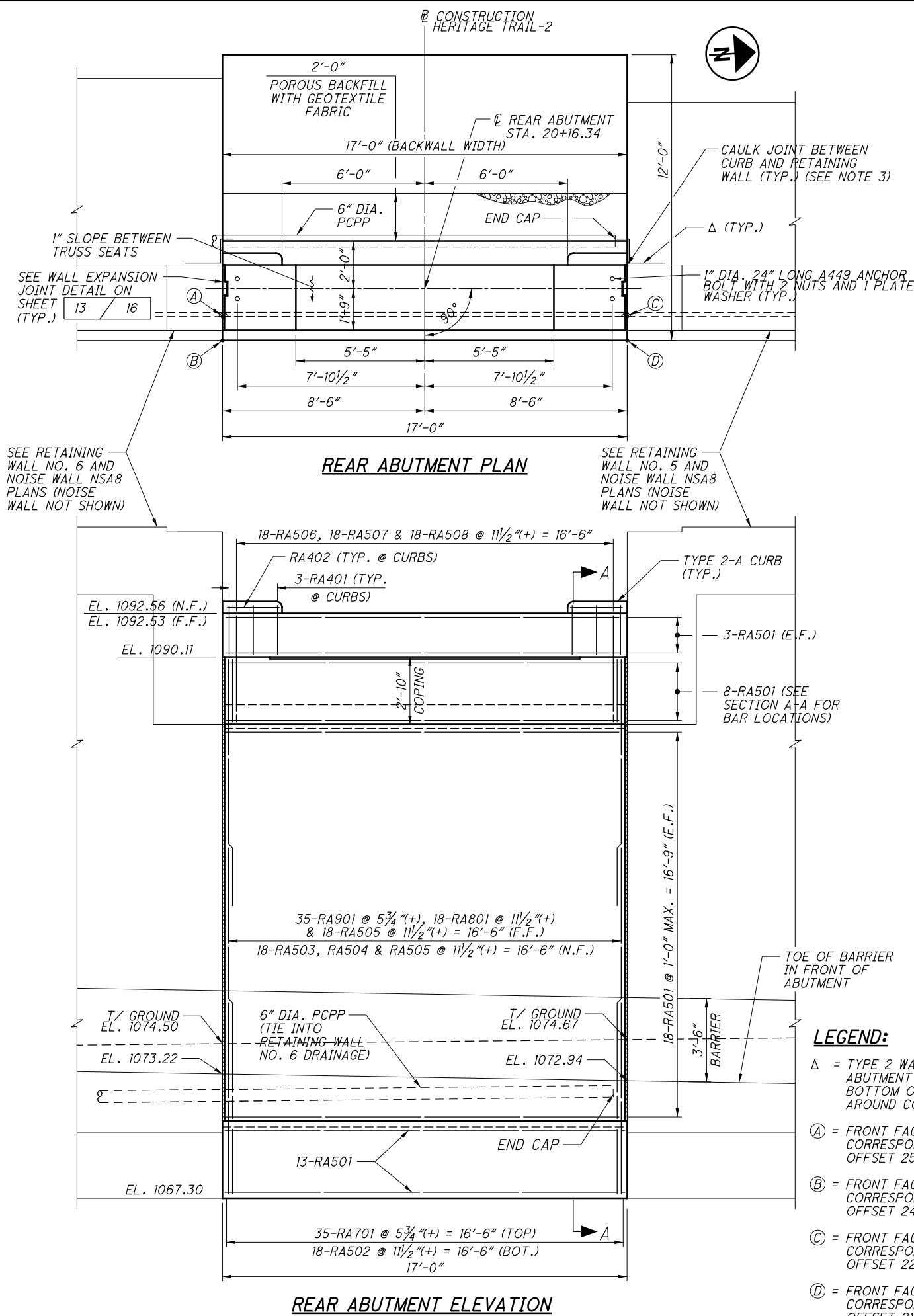
H.N.T.B. BR. NO. 3 PART 10
 HOWARD, NEEDLES, TAMMEN & BERGENDOFF
 CONSULTING ENGINEERS
 KANSAS CITY CLEVELAND NEW YORK
 SOUTHEAST WINGWALL
 NO. SO. EXPRESSWAY UNDER LAFOLLETTE ST.
 BR. NO. SUM- 8-1235 STA. 12 + 46.93
 SCALE: 3/16" = 1'-0"
 AKRON EXPRESSWAY SYSTEM
 AKRON SUMMIT COUNTY OHIO
 DRAWN: J.M.W. TRACED: J.N.K. REVIEWED: J.T. REVISION:
 DATE: 5-27-58 DATE: 5-18-58 DATE: 5-8-58 1018 SHEET 125

2025-05-05 - BU-12 - RECORD DRAWING PLANS

SUM-76/77/8-8-24/9-74/0-00
 PID No. 101402
 8 / 16
 9 / 17
 BRIDGE REMOVAL DETAILS - 3
 BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL
 BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O
 BURGESS & NIPLE
 Engineers - Architects - Planners
 5095 REED ROAD, COLUMBUS, OHIO 43220

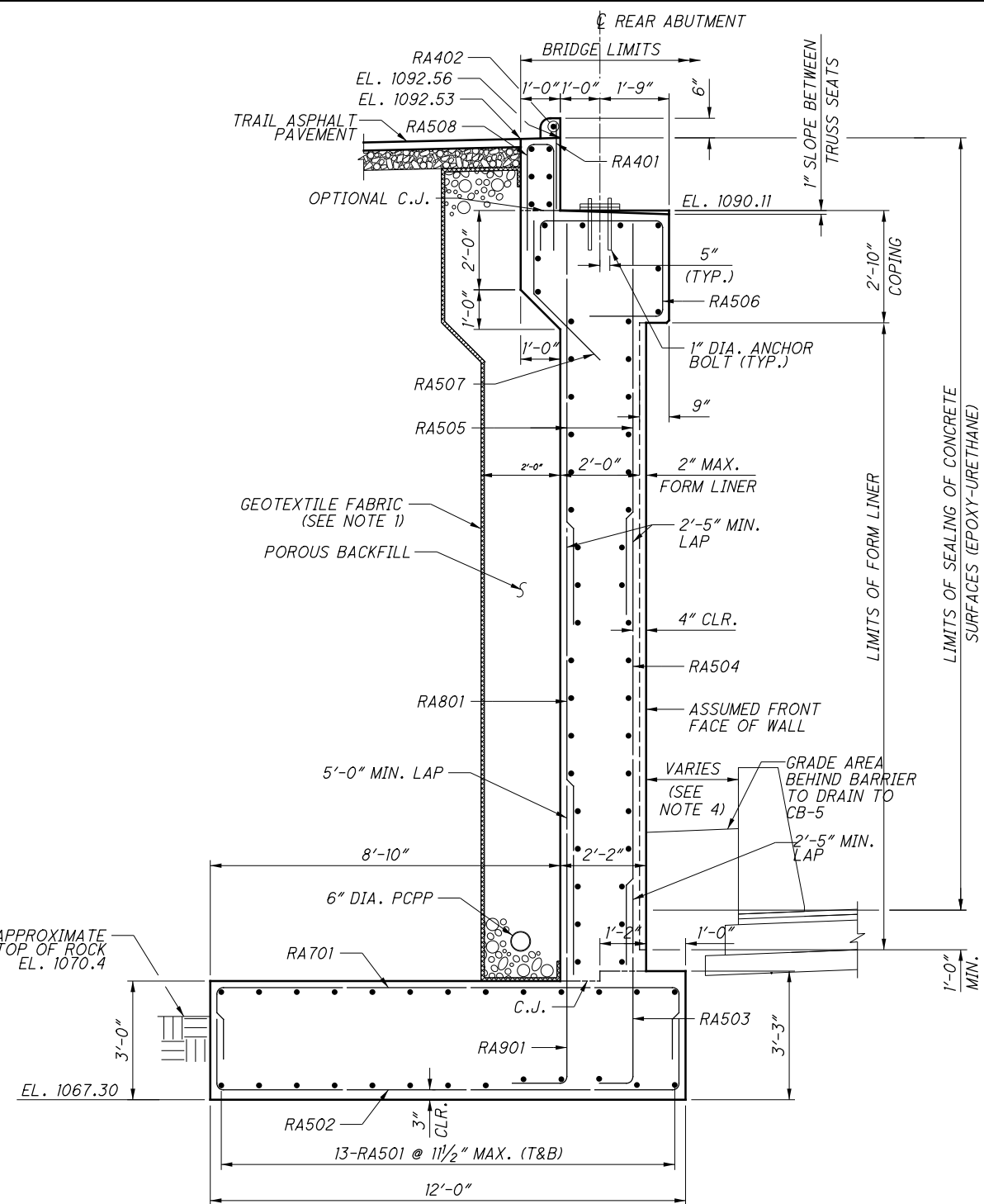
ISSUE RECORD:		DESCRIPTION
NO.	DATE	

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LEGEND:

- Δ = TYPE 2 WATERPROOFING, 3' WIDE, CENTERED ON JOINT BETWEEN ABUTMENT AND RETAINING WALL, FROM TOP OF FOOTING TO BOTTOM OF TRAIL ASPHALT PAVEMENT. WRAP WATERPROOFING AROUND CORBEL AND BACKWALL AS SHOWN.
- Ⓐ = FRONT FACE OF WALL STA. 20+17.51, OFFSET 8.5' RT. POINT CORRESPONDS TO @ CONSTRUCTION RAMP N, STA. 3325+31.05, OFFSET 25.27' LT. (SEE WALL 6 PLANS).
- Ⓑ = FRONT FACE OF FOOTING STA. 20+18.51, OFFSET 8.5' RT. POINT CORRESPONDS TO @ CONSTRUCTION RAMP N, STA. 3325+30.90, OFFSET 24.29' LT. (SEE WALL 6 PLANS).
- Ⓒ = FRONT FACE OF WALL STA. 20+17.51, OFFSET 8.5' LT. POINT CORRESPONDS TO @ CONSTRUCTION RAMP N, STA. 3325+47.86, OFFSET 22.74' LT. (SEE WALL 5 PLANS).
- Ⓓ = FRONT FACE OF FOOTING STA. 20+18.51, OFFSET 8.5' LT. POINT CORRESPONDS TO @ CONSTRUCTION RAMP N, STA. 3325+47.71, OFFSET 21.75' LT. (SEE WALL 5 PLANS).



SECTION A-A

(ALL BARS NORMAL TO THE SECTION ARE RA501 BARS UNLESS NOTED OTHERWISE)

NOTES:

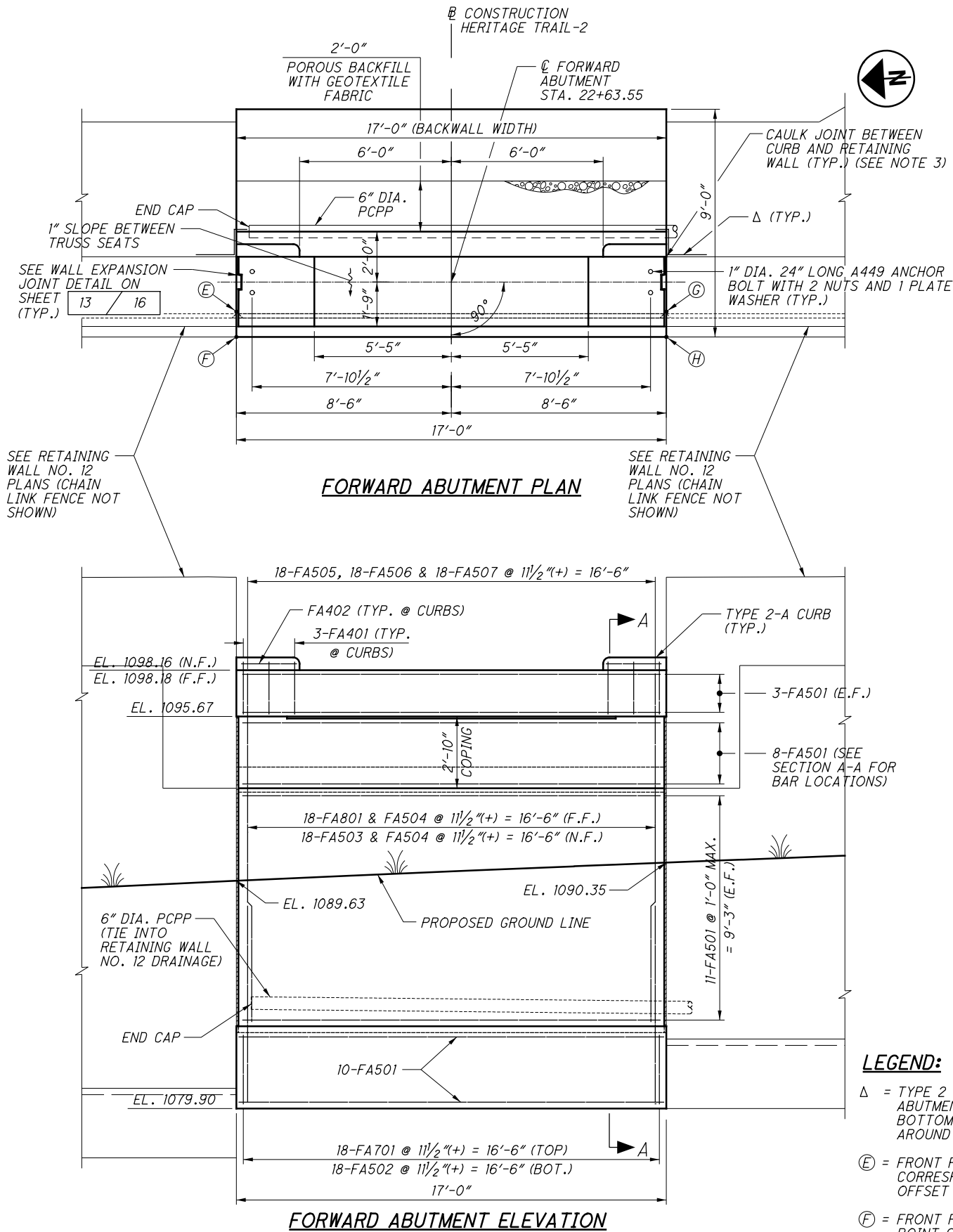
- TURN GEOTEXTILE FABRIC UP 6" AT BASE OF WALL AND DOWN 6" AT TOP OF WALL.
- FOR FORMLINER NOTES AND DETAILS, SEE SUM-76/77/8-10.99/11.54/0.00 (ATTACHMENT C) PLANS AND SHEET 4/16.
- CAULK SHALL BE A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. PAYMENT SHALL BE INCLUDED WITH CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING.
- DIMENSION FROM THE FACE OF THE FORM LINER TO THE BACK SIDE OF THE BARRIER VARIES FROM 6" AT THE NORTH END ABUTMENT/WALL EXPANSION JOINT TO 3'-0 3/8" AT THE SOUTH END.
- FOR LIGHTING PLANS, SEE SUM-76/77/8-10.99/11.54/0.00 (ATTACHMENT C).

2025-05-05 - BU-12 - RECORD DRAWING PLANS

PRIMEWAY 8455 Pulsar Place Suite 300 Columbus Ohio 43240		JAT		JAT	SAN	6/11/21
		CHECKED		REVISED	STRUCTURE FILE NUMBER	
		KDC			7702950	
		REAR ABUTMENT PLAN AND ELEVATION				
		BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL				
		BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O				
SUM-76/77/8-8-24/9.74/0.00		PID No. 101402				
9/16						
10 17						

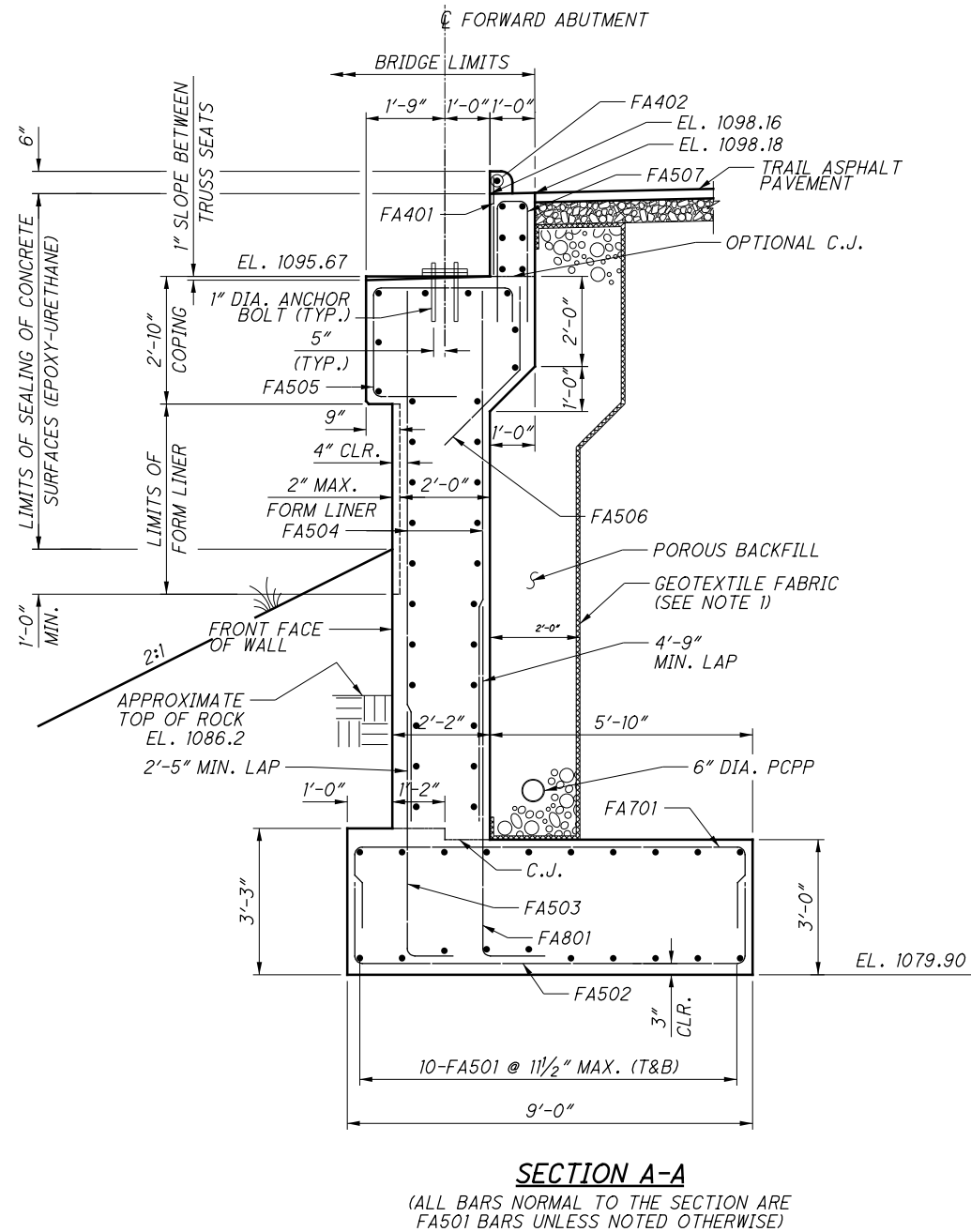
ISSUE RECORD:		DESCRIPTION
NO.	DATE	

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LEGEND:

- Δ = TYPE 2 WATERPROOFING, 3' WIDE, CENTERED ON JOINT BETWEEN ABUTMENT AND RETAINING WALL, FROM TOP OF FOOTING TO BOTTOM OF TRAIL ASPHALT PAVEMENT. WRAP WATERPROOFING AROUND CORBEL AND BACKWALL AS SHOWN.
- Ⓔ = FRONT FACE OF WALL STA. 22+62.38, OFFSET 8.5' LT. POINT CORRESPONDS TO Ⓔ CONSTRUCTION RAMP T, STA. 7306+59.69, OFFSET 45.21' RT. (SEE WALL 12 PLANS).
- Ⓕ = FRONT FACE OF FOOTING STA. 22+61.38, OFFSET 8.5' LT. POINT CORRESPONDS TO Ⓔ CONSTRUCTION RAMP T, STA. 7306+59.64, OFFSET 44.21' RT. (SEE WALL 12 PLANS).
- Ⓖ = FRONT FACE OF WALL STA. 22+62.38, OFFSET 8.5' RT. POINT CORRESPONDS TO Ⓔ CONSTRUCTION RAMP T, STA. 7306+42.15, OFFSET 45.97' RT. (SEE WALL 12 PLANS).
- Ⓗ = FRONT FACE OF FOOTING STA. 22+61.38, OFFSET 8.5' RT. POINT CORRESPONDS TO Ⓔ CONSTRUCTION RAMP T, STA. 7306+42.11, OFFSET 44.97' RT. (SEE WALL 12 PLANS).



NOTES:

- TURN GEOTEXTILE FABRIC UP 6" AT BASE OF WALL AND DOWN 6" AT TOP OF WALL.
- FOR FORMLINER NOTES AND DETAILS, SEE SUM-76/77/8-10.99/11.54/0.00 (ATTACHMENT C) PLANS AND SHEET 4/16.
- CAULK SHALL BE A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. PAYMENT SHALL BE INCLUDED WITH CLASS QC1 CONCRETE, ABUTMENT INCLUDING FOOTING.
- FOR LIGHTING PLANS, SEE SUM-76/77/8-10.99/11.54/0.00 (ATTACHMENT C).

2025-05-05 - BU-12 - RECORD DRAWING PLANS

SUM-76/77/8-
8.24/9.74/0.00
PID No. 101402

10/16

11
17

FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL
BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O

DESIGNED
JAT
CHECKED
KDC

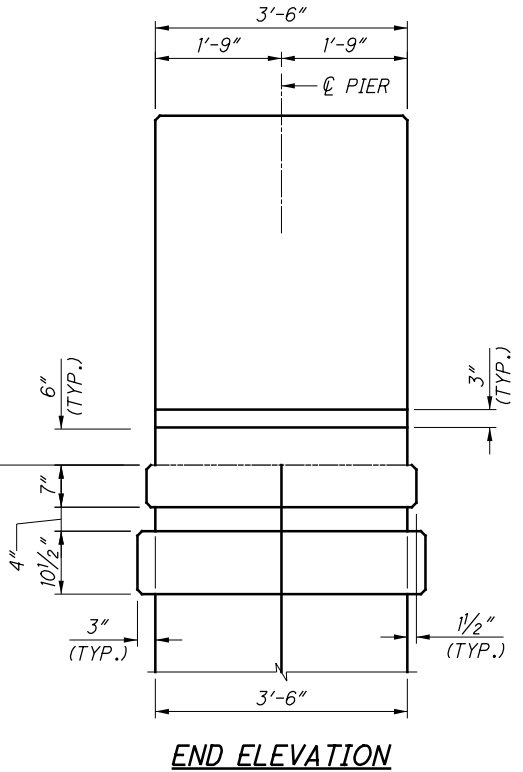
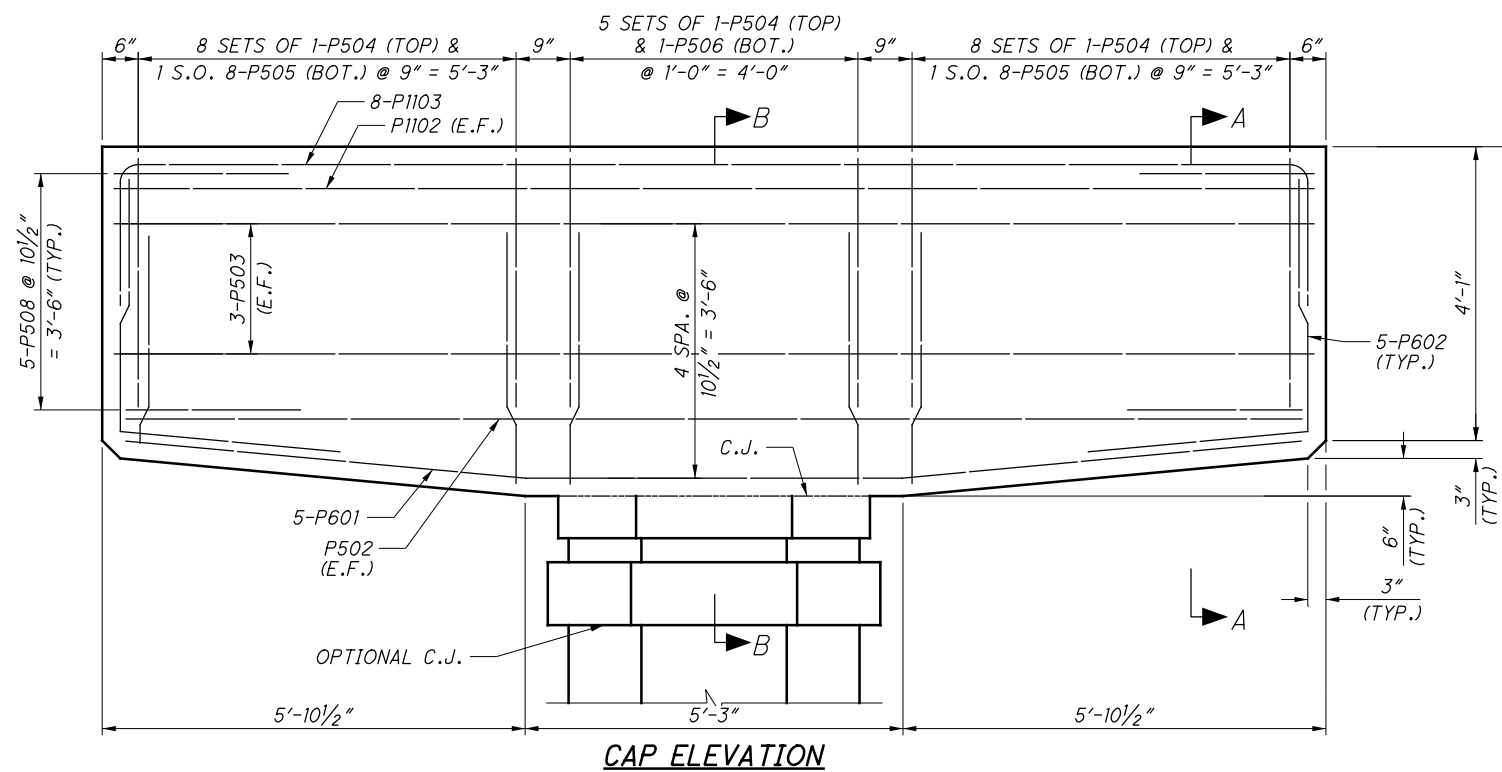
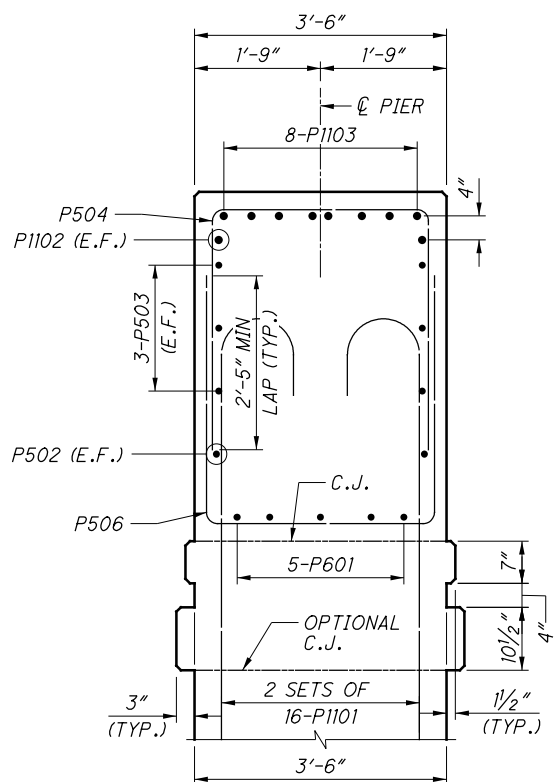
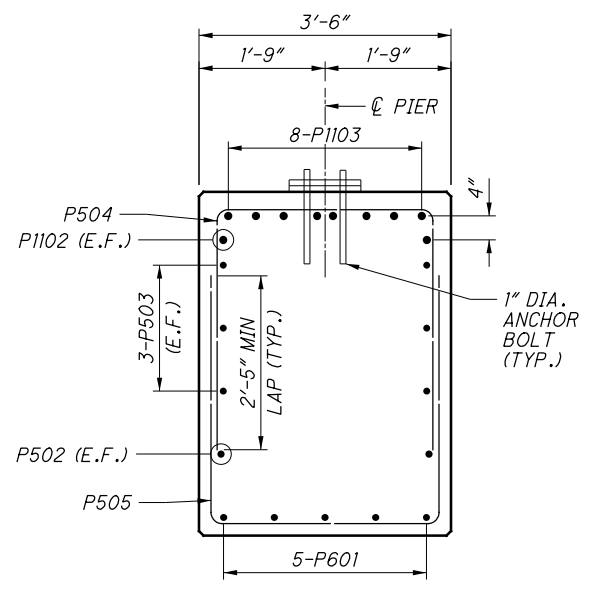
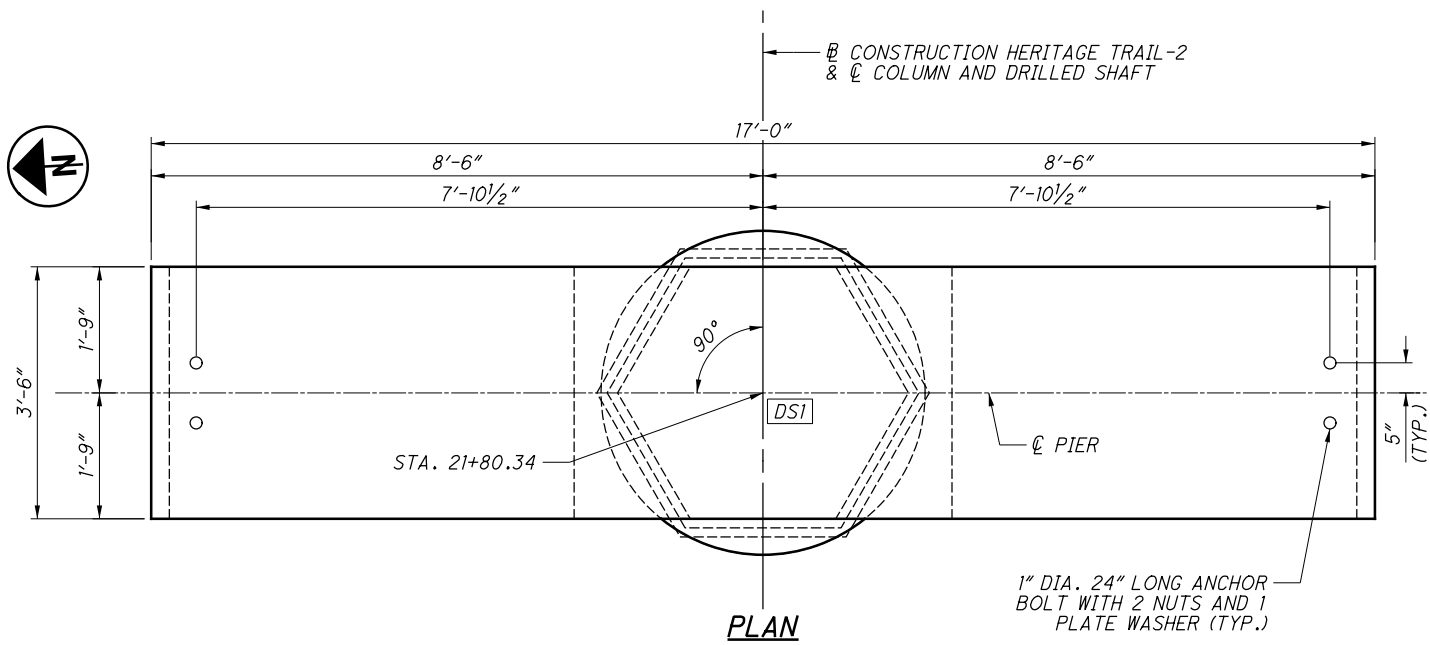
DRAWN
JAT
REVISED

REVIEWED
SAN
DATE
6/11/21

STRUCTURE FILE NUMBER
7702950

DESIGN AGENCY
PRIME
845 Park Plaza
Columbus Ohio 43240

ISSUE RECORD:		DESCRIPTION
NO.	DATE	

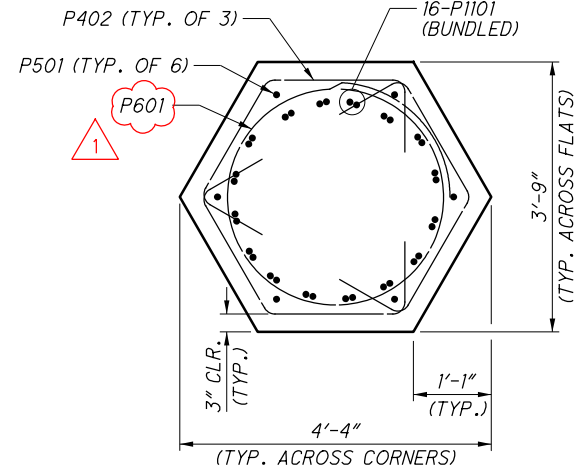
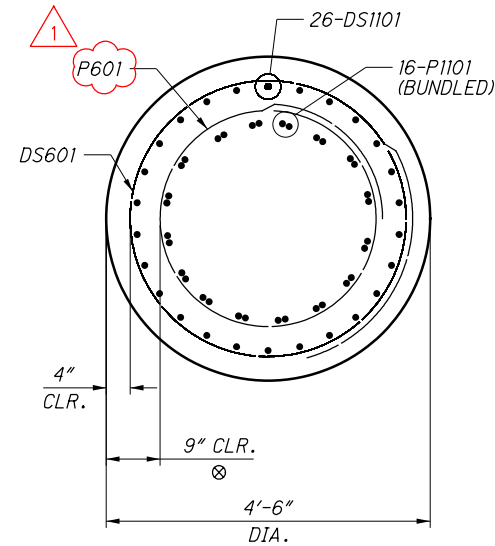
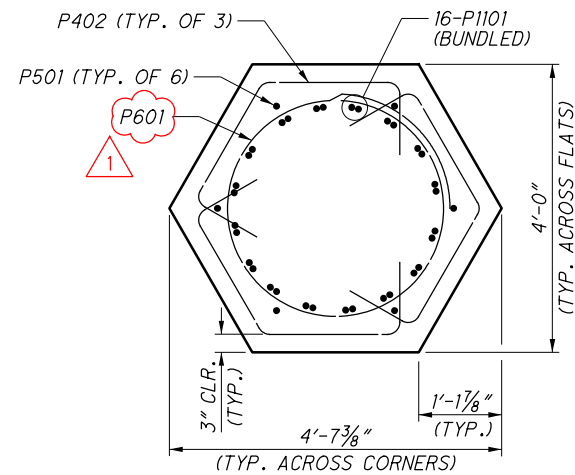
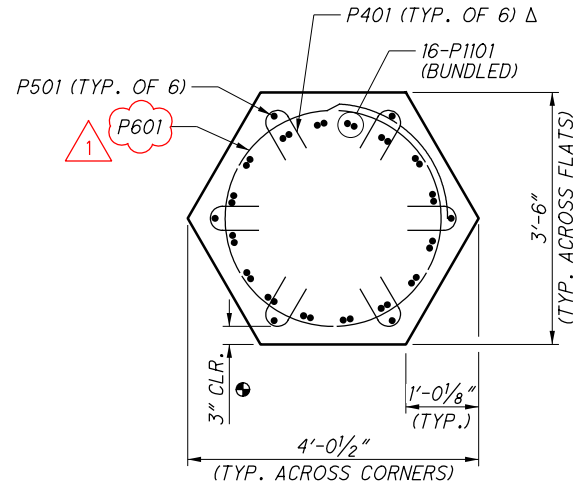
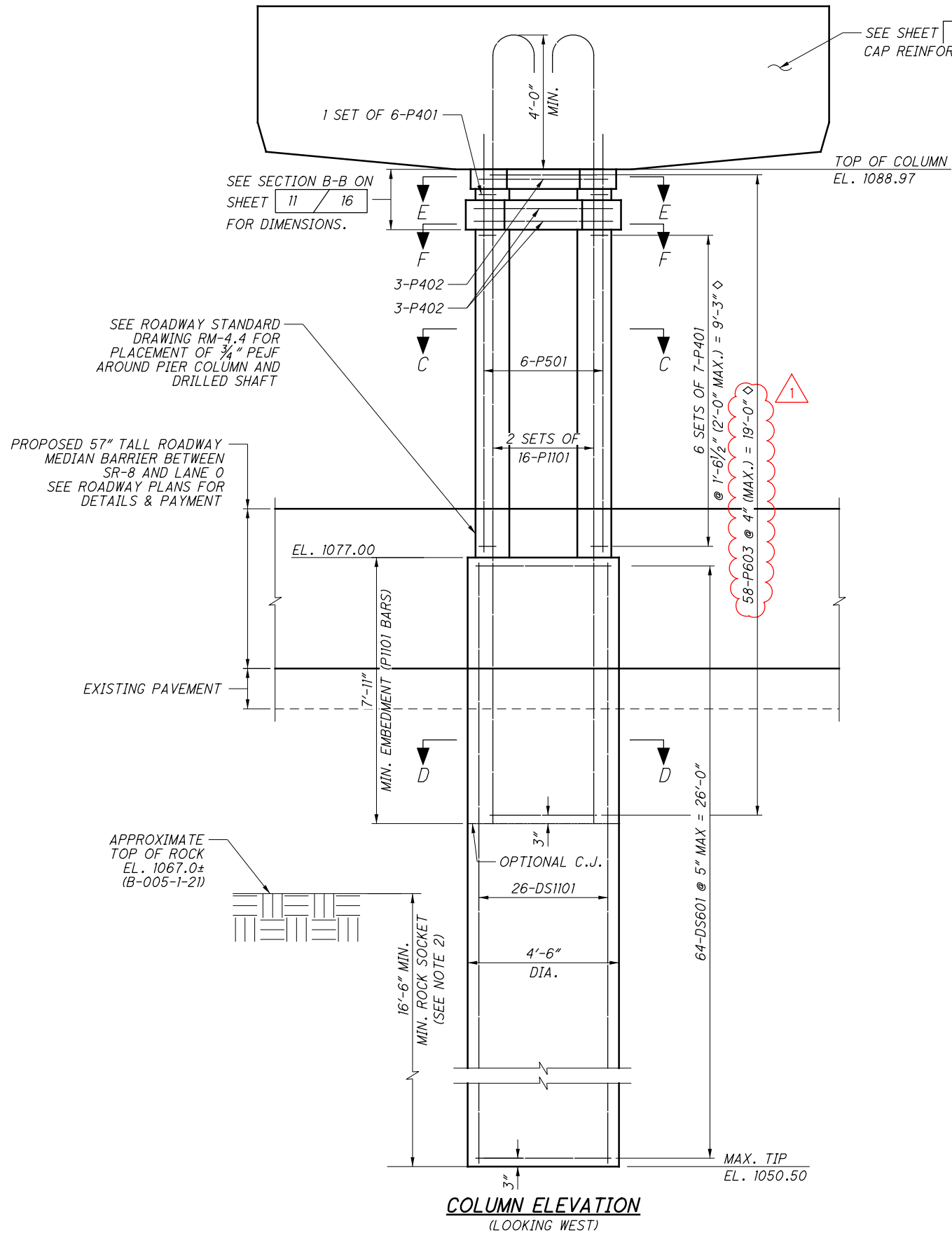


LEGEND:
[DS1] = DRILLED SHAFT NUMBER

- NOTES:**
1. REFER TO GENERAL NOTES FOR LIMITS OF SEALING OF CONCRETE SURFACES.
 2. MINIMUM LAP LENGTHS SHALL BE AS FOLLOWS
#6 BARS: 2'-10"
 3. SEE SHEET 12 / 16 FOR COLUMN DETAILS.

ISSUE RECORD		DESCRIPTION
NO.	DATE	
1	4/26/22	REF #0060 - PIER COLUMN REINFORCING

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LEGEND:

- ◇ = DIMENSIONS AND REINFORCING STEEL SPACING SHOWN ARE FOR THE TC OF COLUMN ELEVATION SHOWN. IF THE TOP OF COLUMN ELEVATION IS ADJUSTED, ADJUST THESE DIMENSIONS AS NECESSARY. REINFORCING STEEL SPACING SHALL NOT EXCEED THE MAXIMUM SPACING GIVEN.
- = TYP. FOR MAIN TIE BARS AND SUPPLEMENTAL CORNER BARS
- Δ = ROTATE BARS AS NEEDED TO CLEAR MAIN COLUMN VERTICAL BARS
- ⊗ = ADJUST CLEAR COVER FOR COLUMN CAGE AS NEEDED TO ENSURE THAT COLUMN CAGE IS CENTERED ON COLUMN

NOTES:

- REFER TO GENERAL NOTES FOR LIMITS OF SEALING OF CONCRETE SURFACES.
- ROCK ELEVATION MAY VARY GREATLY IN THE VICINITY OF THE PIER. THE DRILLED SHAFT LENGTH INTO BEDROCK IS ASSUMED TO BE FROM THE HIGHEST ANTICIPATED ROCK ELEVATION AS DETERMINED FROM A GEOTECHNICAL EXPLORATION.

2025-05-05 - BU-12 - RECORD DRAWING PLANS

SUM-76/77/8-
8.24/9.74/0.00
PID No. 101402

12 / 16

13
17

PIER COLUMN AND DRILLED SHAFT DETAILS
BRIDGE NO. SUM-77-1181 RUBBER CITY HERITAGE TRAIL
BRIDGE OVER RAMP N, LANE M, S.R. 8, AND LANE O

DESIGNED
JAT
CHECKED
KDC

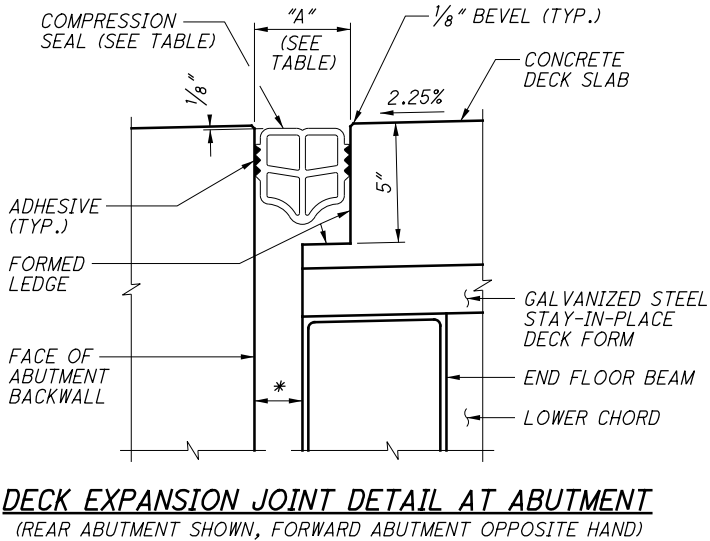
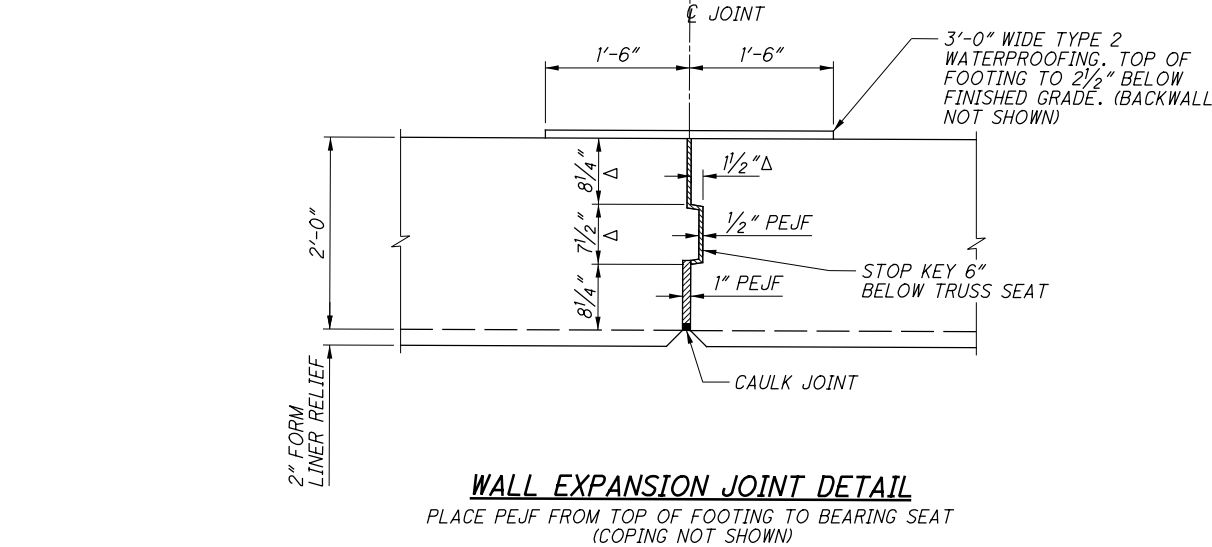
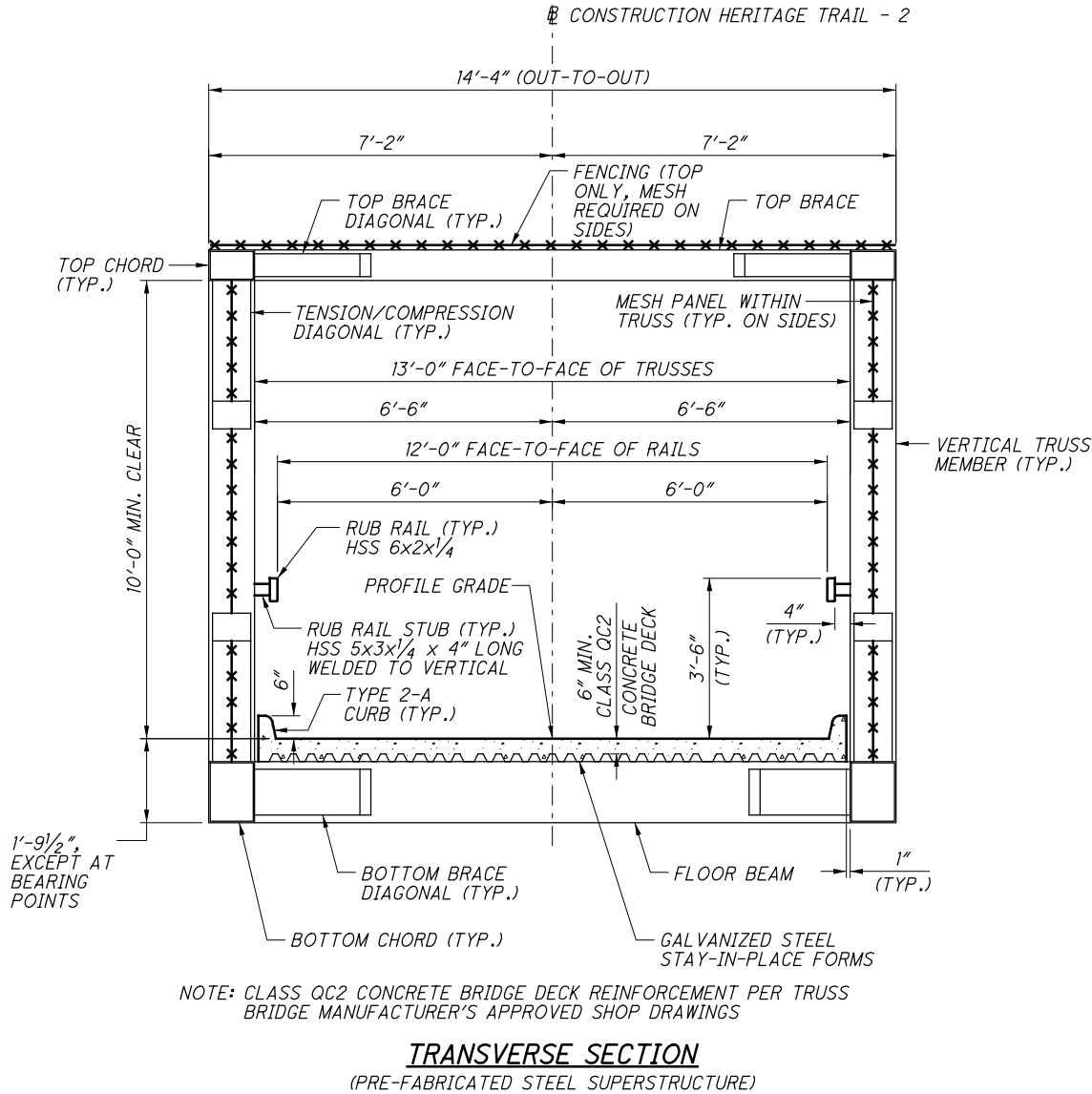
DRAWN
JAT
REVISED

REVIEWED
SAN
DATE
6/11/21

STRUCTURE FILE NUMBER
7702950

DESIGN AGENCY
PRIME
845 Rouse Place
Columbus Ohio 43240

ISSUE RECORD:		DESCRIPTION
NO.	DATE	



NOTES:

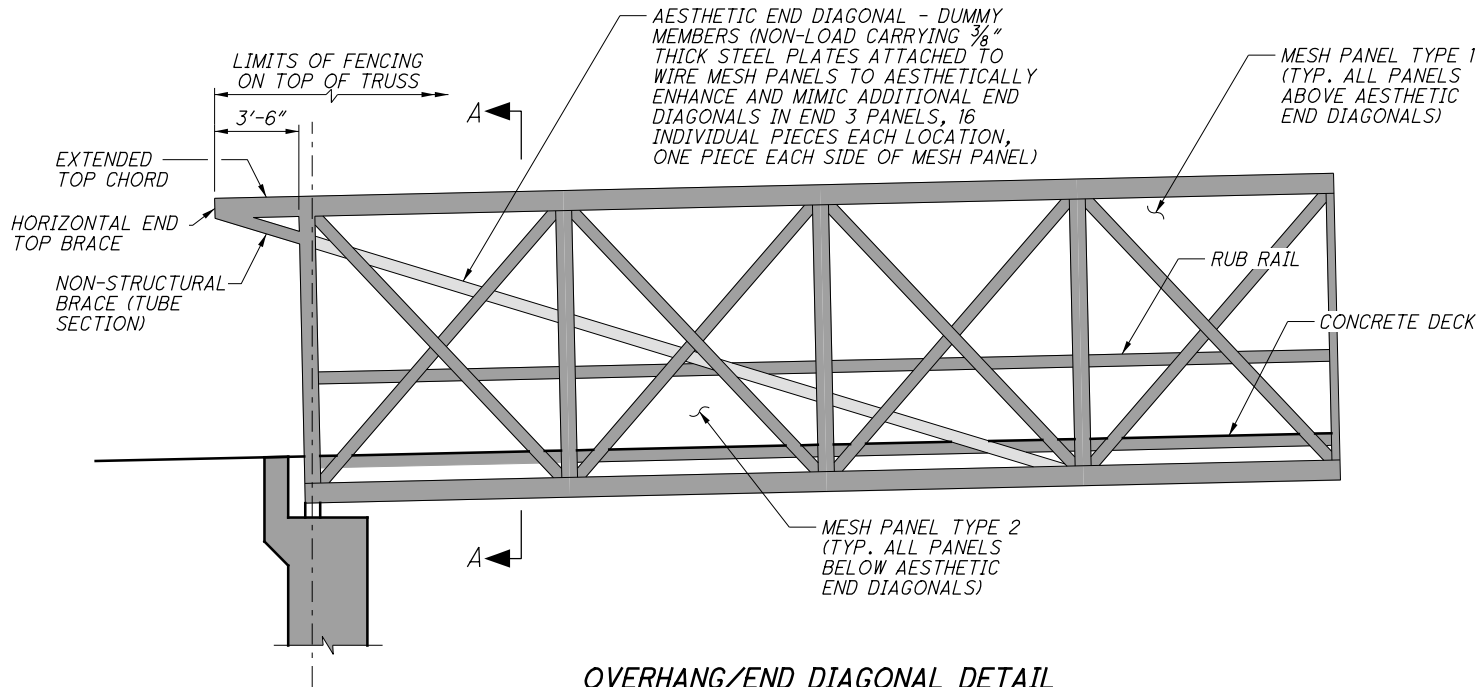
1. COMPRESSION JOINT SEALS SHALL HAVE UPTURNS AT THE CURBS TO PROVIDE WATER TIGHT GUTTER SEALS.
2. FOR LIGHTING NOTES AND DETAILS, SEE SUM-76/77/8-10.99/11.54/0.00. (ATTACHMENT C) PLANS.

LEGEND:

- * = DIMENSION DETERMINED BY TRUSS MANUFACTURER
Δ = MAINTAIN THESE DIMENSIONS THROUGH COPING
DSB = D.S. BROWN COMPANY
EMS = ERIE METAL SPECIALTIES INC.
WBA = WATSON BOWMAN ACME CORPORATION

AMBIENT TEMPERATURE	DIMENSION "A"		
	MANUFACTURER/SEAL TYPE		
	DSB/JP-350	WBA/100FW	EMS/JP-400
30°F	3 11/16"	4 3/16"	4 3/16"
40°F	3 9/16"	4 1/16"	4 1/16"
50°F	3 1/2"	3 15/16"	3 15/16"
60°F	3 3/8"	3 13/16"	3 13/16"
70°F	3 1/4"	3 11/16"	3 11/16"
80°F	3 1/8"	3 9/16"	3 9/16"
90°F	3"	3 7/16"	3 7/16"

ISSUE RECORD:		DESCRIPTION
NO.	DATE	



OVERHANG/END DIAGONAL DETAIL

(RIGHT REAR SHOWN, LEFT REAR, RIGHT FORWARD AND LEFT FORWARD SIMILAR)
(MESH PANELS NOT SHOWN)

(FOR COLORS OF TRUSS MEMBERS, MESH PANELS AND TOP FENCING
SEE ITEM SPECIAL - SUPERSTRUCTURE MISC.: PREFABRICATED PAINTED

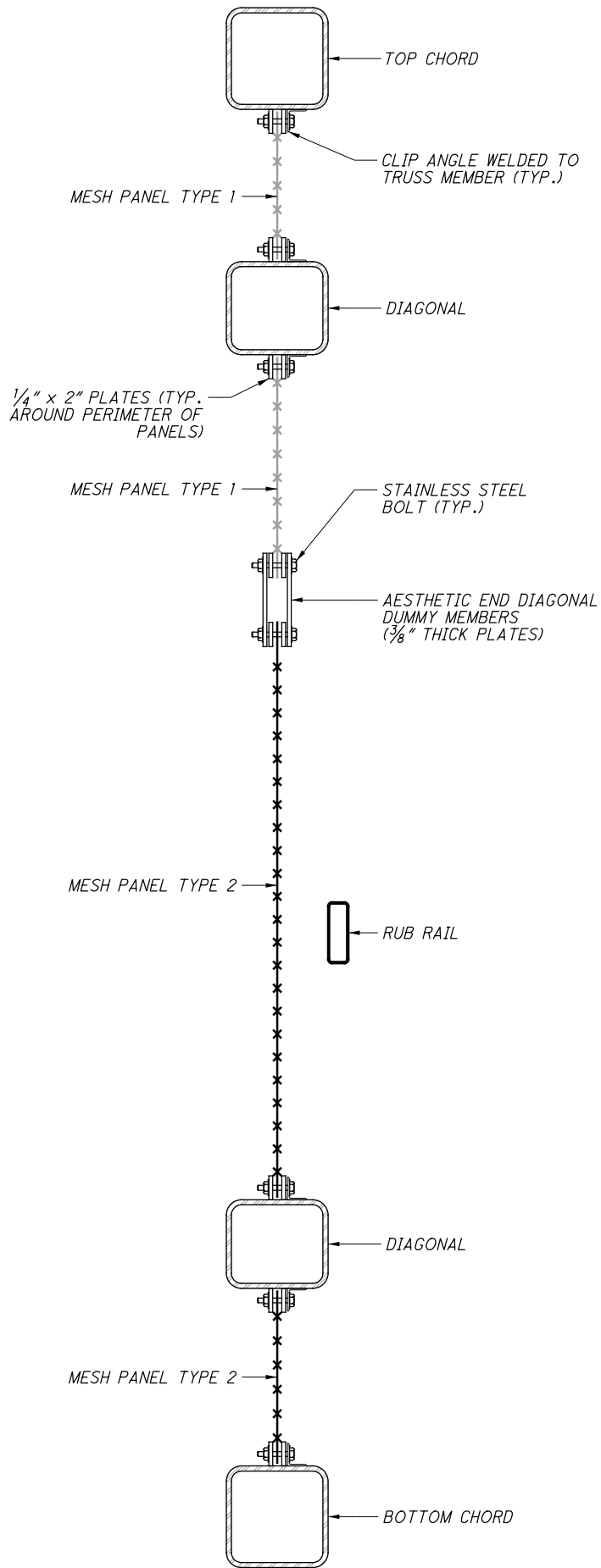
STEEL SUPERSTRUCTURE NOTE ON SHEETS

3	/	16
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 AND

4	/	16
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SECTION A-A

(DECK, FLOOR BEAM AND BRACING NOT SHOWN)

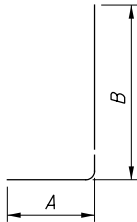
ISSUE RECORD:		DESCRIPTION	
NO.	DATE	REF	DESCRIPTION
1	4/26/22	RFI #0060	PIER COLUMN REINFORCING

p:\V\ANV\A01PW\INT01.parsons.com:Ohio State\Documents\DB-Akron Beltway Rehab\10 - Design\102329\Structures\SUM077_1181\Sheets\077_1181_SL001.dgn Sheet 4/26/2022 9:31:11 AM p003738G

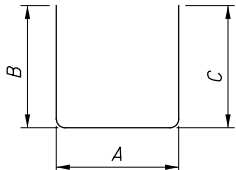
REAR ABUTMENT REINFORCING STEEL LIST										
MARK	NO.	LENGTH	WEIGHT	TYPE	DIM. A	DIM. B	DIM. C	DIM. D	DIM. E/RAD.	INCR.
RA401	6	1'-4"	5	STR						
RA402	2	2'-0"	3	STR						
RA501	76	16'-6"	1308	STR						
RA502	18	15'-1"	283	18	11'-8"	1'-10"	1'-10"			
RA503	18	6'-4"	119	1	0'-10"	5'-7"				
RA504	18	11'-3"	211	STR						
RA505	36	10'-5"	391	STR						
RA506	18	8'-3"	155	25	1'-10"	2'-6"	3'-5"			
RA507	18	5'-3"	99	20	1'-10"	2'-4"	2'-4"			
RA508	18	7'-1"	133	18	0'-8"	3'-4"	3'-4"			
RA701	35	15'-0"	1073	18	11'-8"	1'-10"	1'-10"			
RA801	18	11'-6"	553	STR						
RA901	35	9'-3"	1101	1	1'-7"	7'-11"				
		TOTAL	5434							

FORWARD ABUTMENT REINFORCING STEEL LIST										
MARK	NO.	LENGTH	WEIGHT	TYPE	DIM. A	DIM. B	DIM. C	DIM. D	DIM. E/RAD.	INCR.
FA401	6	1'-4"	5	STR						
FA402	2	2'-0"	3	STR						
FA501	56	16'-6"	964	STR						
FA502	18	12'-1"	227	18	8'-8"	1'-10"	1'-10"			
FA503	18	6'-4"	119	1	0'-10"	5'-7"				
FA504	36	12'-3"	460	STR						
FA505	18	8'-3"	155	25	1'-10"	2'-6"	3'-5"			
FA506	18	5'-3"	99	20	1'-10"	2'-4"	2'-4"			
FA507	18	7'-1"	133	18	0'-8"	3'-4"	3'-4"			
FA701	18	12'-0"	442	18	8'-8"	1'-10"	1'-10"			
FA801	18	9'-0"	433	1	1'-4"	7'-11"				
		TOTAL	3040							

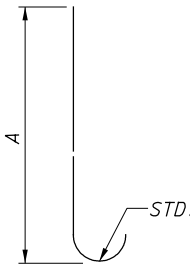
PIER REINFORCING STEEL LIST										
MARK	NO.	LENGTH	WEIGHT	TYPE	DIM. A	DIM. B	DIM. C	DIM. D	DIM. E/RAD.	INCR.
P401	42	1'-6"	42	21	4"	8"				
P402	9	5'-8"	34	41	1'-0"	1'-8"	11"	1'-11"		
P501	6	12'-8"	79	STR						
P502	2	16'-4"	34	STR						
P503	6	16'-8"	104	STR						
P504	21	9'-7"	210	18	3'-2"	3'-4"	3'-4"			
	2	9'-1"				3'-1"	3'-1"			
P505	S.O.	TO	160	18	3'-2"	TO	TO			7/8"
	8	10'-1"				3'-7"	3'-7"			
P506	5	10'-1"	53	18	3'-2"	3'-7"	3'-7"			
P507	NOT USED									
P508	10	9'-1"	95	18	3'-8"	2'-10"	2'-10"			
P601	5	16'-4"	123	26	0'-6"	5'-6"	5'-3"	5'-6"	0'-6"	
P602	10	6'-5"	96	20	3'-1"	3"	3'-6"			
P603	58	13'-0"	1133	40	3'-0"	3'-7"				
P1101	32	25'-6"	4335	19	23'-11"					
P1102	2	16'-8"	177	STR						
P1103	8	20'-0"	850	18	16'-8"	2'-0"	2'-0"			
		TOTAL	7525							
DS601**	64	15'-8"	1506	40	3'-10"	3'-7"				
DS1101**	26	26'-0"	3592	STR						
		TOTAL	5098							



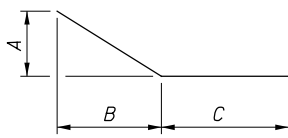
TYPE 1



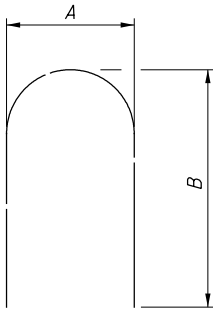
TYPE 18



TYPE 19



TYPE 20



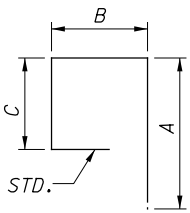
TYPE 21

NOTES:

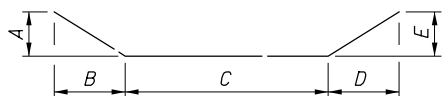
- ALL REINFORCING STEEL SHALL BE EPOXY COATED.
- BAR SIZE: THE BAR SIZE IS INDICATED IN THE BAR MARK. THE MARK BEGINS WITH TWO OR THREE LETTERS OR NUMBERS THAT IDENTIFY THE BAR LOCATION. THE NEXT ONE OR TWO DIGITS INDICATE THE BAR SIZE, AND THE REMAINING TWO DIGITS ARE THE SEQUENCE NUMBER.
EXAMPLE: SA1001
SA = SUPERSTRUCTURE BAR
10 = #10 BAR
01 = BAR SEQUENCE NUMBER 1
- BAR DIMENSIONS SHOWN ARE OUT-TO-OUT UNLESS OTHERWISE INDICATED.
- STR. IN THE BAR TYPE COLUMN INDICATES A STRAIGHT BAR.
- RAD. INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED.
- INCR. INDICATES THE LENGTH INCREMENT FOR SERIES BARS.
- STD. WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BEND AT THE END OF A BAR.

LEGEND:

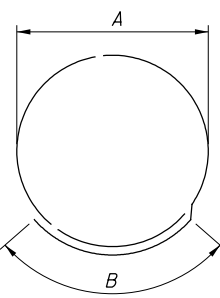
** = DRILLED SHAFT REINFORCING STEEL
WEIGHTS ARE GIVEN FOR INFORMATION ONLY. COST OF DRILLED SHAFT REINFORCEMENT IS INCLUDED IN DRILLED SHAFT ITEMS FOR PAYMENT.



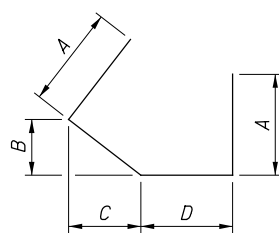
TYPE 25



TYPE 26



TYPE 40



TYPE 41