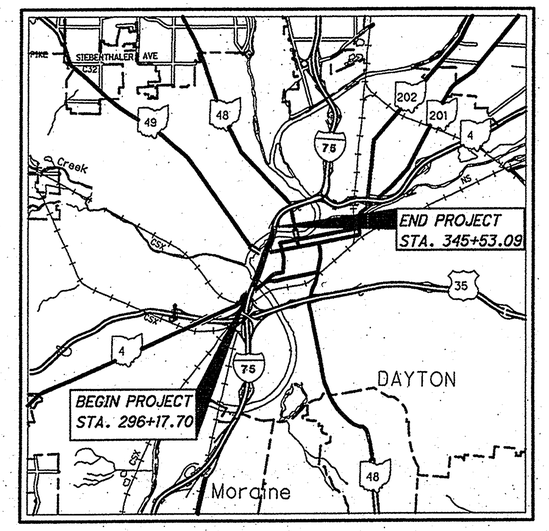

LOCATION MAP

LATITUDE: 39°46'00" N LONGITUDE: 84°12'00" W

SCALE IN MILES

0 1 2 3 4

PORTION TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

I-75 DESIGN DESIGNATION

CURRENT ADT (2005)	128,200
DESIGN YEAR ADT (2025)	148,100
DESIGN HOURLY VOLUME (2025)	12,760
DIRECTIONAL DISTRIBUTION	51%
TRUCKS (24 HOUR B&C)	26%
TD	13%
DESIGN SPEED	60 MPH
LEGAL SPEED	55 MPH
DESIGN FUNCTIONAL CLASSIFICATION	URBAN INTERSTATE
NHS PROJECT	YES

DESIGN DESIGNATIONS FOR RAMPS AND CROSS ROADS, SEE SHEET 6.

DESIGN EXCEPTIONS:	APROVAL DATE	SHEET NO.
INTERSECTION ANGLE AT THIRD STREET AND RAMP C5.	4/28/2010	267, 283

UNDERGROUND UTILITIES

CONTACT BOTH SERVICES
CALL 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 PROTECTIVE SERVICE CALL: 1-800-929-0988

PLAN PREPARED BY: HNTB, OHIO INC.
1100 SUPERIOR AVE., SUITE 1330
CLEVELAND, OH 44114
(216)-522-1140

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-75-12.00
CITY OF DAYTON
MONTGOMERY COUNTY

SEE SHEET 2 FOR INDEX OF SHEETS

PROJECT DESCRIPTION

RECONSTRUCTION OF 0.91 MILES OF URBAN INTERSTATE ON I-75. THE PROJECT INCLUDES THE RECONFIGURATION OF THE SERVICE INTERCHANGES IN DOWNTOWN DAYTON INTO ONE INTERCHANGE, WITH THE CONSTRUCTION OF THE FOLLOWING STRUCTURES: I-75 OVER FIRST, SECOND, THIRD ST, AND ROBERT DR; RAMP C5 OVER RAMP C1, SECOND ST, AND ROBERT DR; RAMP C4 OVER ROBERT DR ,SALEM AVE , AND FIRST ST; AND TWO I-75 STRUCTURES OVER THE GREAT MIAMI RIVER.

PROJECT EARTH DISTURBED AREA:	44.6 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA:	20.0 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA:	64.6 ACRES

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 OHIO REVISED CODE.

2010 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 THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT FOR THE SIDE ROADS AS DESCRIBED ON SHEETS 48 & 49 AND THAT PROVISIONS FOR THE MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE OHIO REVISED CODE, 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.

APPROVED Randy Cleveley, P.E., P.S. /PRN
DATE 4-09-12 DISTRICT DEPUTY DIRECTOR

APPROVED Jerry Wray
DATE 4-16-12 DIRECTOR, DEPARTMENT OF TRANSPORTATION

ENGINEERS SEAL SHEETS 901-1029:	ENGINEERS SEAL SHEETS 1044-1059:	ENGINEERS SEAL SHEETS 1076-1082:	ENGINEERS SEAL SHEETS 1087-1136:	ENGINEERS SEAL SHEETS 1176-1213:	ENGINEERS SEAL SHEETS 1214-1247:
DANIEL B. THATCHER E-76104	RAVINDER GUPTA E-70880	GREGORY THOMAS BOYER E-54301	RUEL H. MANUEL E-71169	CHARLES A. BOLTZ E-76058	DIRK W. WILLMS E-61883
SIGNED: DBThatcher DATE: 3-1-2012	SIGNED: Ravinder Gupta DATE: 3/1/2012	SIGNED: Gregory T. Boyer DATE: 3/1/2012	SIGNED: DATE: 3/1/2012	SIGNED: DATE: 3-1-2012	SIGNED: DATE: 3-1-12

ENGINEERS SEAL SHEETS 793-806, 809-812, & 1137-1175:	ENGINEERS SEAL SHEETS 813-900 & 1248-1476:
JAMES A. O'LEARY E-59063	MICHAEL S. LENETT E-74344
SIGNED: DATE: 3/1/12	SIGNED: DATE: 3/1/2012

ENGINEERS SEAL SHEETS 1-792 & 807-808:	ENGINEERS SEAL SHEETS 1030-1043, 1060-1075, & 1083-1086:
JACOB A. STREMMEL E-70078	RICHARD S. BLOCH E-68517
SIGNED: DATE: 3/1/2012	SIGNED: DATE: 3/1/2012

STANDARD CONSTRUCTION DRAWINGS

										SUPPLEMENTAL SPECIFICATIONS	
BP-1.1	7/28/00	DM-4.3	4/17/09	GSD-1-96	7/19/02	HL-20.21	1/19/07	TC-41.30	1/19/07		
BP-2.1	7/18/08	DM-4.4	4/17/09	PCB-91	7/19/02	HL-20.24	1/15/10	TC-41.40	7/16/04	800	5/25/12
BP-2.2	7/18/08			PSID-1-99	7/18/08	HL-30.11	10/16/09	TC-41.41	1/21/11	802	1/20/12
BP-2.3	7/16/04	WQ-1.3	10/17/08	SBR-1-99	7/19/02	HL-30.21	10/21/11	TC-41.50	1/19/07	804	1/19/07
BP-2.5	7/18/08			SICD-1-96	7/19/02	HL-30.22	4/17/09	TC-42.10	1/19/07	823	7/15/11
BP-3.1	1/20/12	F-1.1	4/16/10			HL-30.31	4/17/09	TC-42.20	1/21/11	832	5/5/09
BP-5.1	7/28/00	F-3.2	4/16/10	MT-35.10	4/20/01	HL-30.32	4/17/09	TC-51.11	1/21/11	835	4/18/08
BP-7.1	10/15/10			MT-95.31	7/17/09	HL-30.33	4/17/09	TC-51.12	10/21/11	836	4/15/05
		GR-1.1	7/16/04	MT-95.32	7/17/09	HL-30.41	10/21/11	TC-52.10	1/19/07	839	4/20/07
CB-1.1	7/15/05	GR-2.1	1/16/04	MT-95.40	7/17/09	HL-50.11	1/19/07	TC-52.20	1/19/07	840	10/21/11
CB-1.2	7/15/05	GR-3.1	10/16/09	MT-95.50	4/17/09	HL-50.21	1/19/07	TC-61.10	10/21/11	898	10/21/11
CB-2.1	7/15/05	GR-3.2	10/16/09	MT-95.71	10/15/10	HL-60.11	10/21/11	TC-61.30	7/15/11	902	1/20/12
CB-2.2	7/15/05	GR-4.2	1/20/12	MT-98.11	7/17/09	HL-60.21	1/19/07	TC-65.10	1/21/05	939	4/18/08
CB-2.3	7/15/05	GR-5.2	4/16/10	MT-98.20	7/17/09	HL-60.31	1/19/07	TC-65.11	1/21/05		
CB-3.2	7/15/05	GR-5.3	4/16/10	MT-98.29	7/17/09			TC-71.10	1/21/11		
				MT-99.30	4/15/11	TC-7.65	1/21/11	TC-72.20	10/16/09		
MH-1.2	1/20/06	RM-1.1	7/15/11	MT-100.00	1/16/09	TC-12.30	1/21/11	TC-73.10	10/21/11		
		RM-4.1	10/20/06	MT-101.70	4/15/11	TC-15.115	1/21/11	TC-81.10	10/21/11		
HW-2.2	7/30/07	RM-4.2	10/15/10	MT-101.90	10/21/11	TC-21.10	1/19/07	TC-82.10	1/21/11		
		RM-4.3	10/21/11	MT-102.10	7/17/09	TC-21.20	4/15/11	TC-83.10	1/19/07		
I-2.1	10/21/11	RM-4.4	10/16/09			TC-21.40	1/19/07	TC-83.20	1/21/11		
I-2.2	7/15/05	RM-4.5	10/16/09	HL-10.11	4/17/09	TC-22.20	1/21/11	TC-84.20	1/21/11		
I-2.3	7/15/05	RM-4.6	4/16/10	HL-10.12	10/15/10	TC-41.20	1/19/01	TC-85.10	10/16/09		
				HL-10.13	10/16/09	SPECIAL PROVISIONS					
DM-1.1	1/21/11	A-1-69	7/19/02	HL-10.31	4/17/09	HIGH LOAD MULTI ROTATIONAL BEARINGS				OCT 2011	
DM-1.2	10/21/05	AS-1-81	7/19/02	HL-20.11	1/19/07	POST TENSIONING SYSTEM				OCT 2011	
DM-1.4	7/15/11	EXJ-4-87	7/19/02	HL-20.13	1/20/12	OEPA NOTIFICATION OF DEMOLITION AND RENOVATION				3/30/2012	
DM-4.1	10/21/11	EXJ-6-06	1/20/06	HL-20.14	10/16/09						

FEDERAL PROJECT NO. E040(544)
PID NO. 77247
CONSTRUCTION PROJECT NO.
RAILROAD INVOLVEMENT NONE
MOT-75-12.00
1 / 1565

Contact Proposal Available @www.contracts.dot.state.oh.us/home

MOT-75-12.00
120494
Dist 7
PID 77247
08/02/2012

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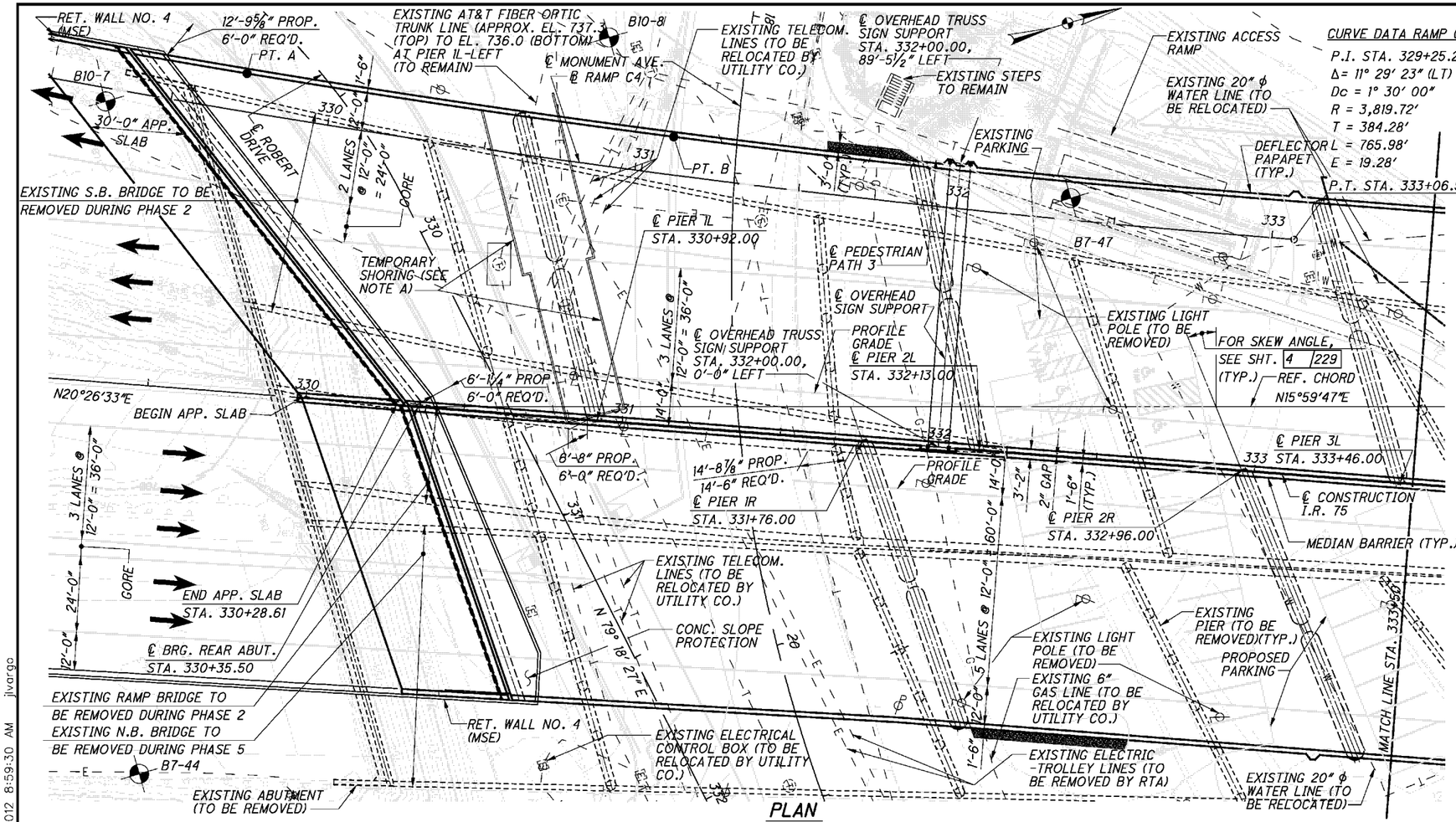
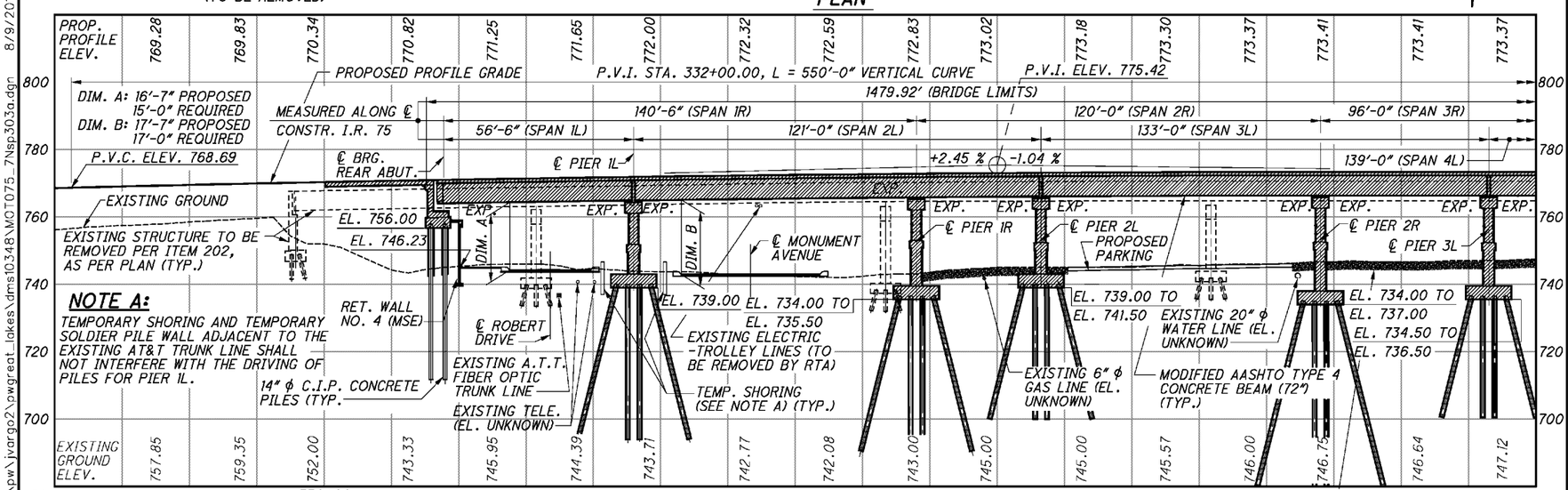


PLAN



*** USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM THE EDGES OF BIKE AND PEDESTRIAN PATHS

*** ROCK CHANNEL PROTECTION TYPE B WITH AGGREGATE FILTER (2'-6" THICK)(TYP.)

PROFILE ALONG PROFILE GRADE OF NORTHBOUND AND SOUTHBOUND I.R. 75

(SOUTHBOUND (LEFT) BRIDGE SHOWN, UNLESS NOTED OTHERWISE) (SEE PLAN FOR EXISTING UTILITY DISPOSITION)

BENCHMARK DATA

BM-30 STA. 334+69.93, EL.727.74, OFFSET 86.71' LT.,
DESCRIPTION: PK NAIL SET IN CONCRETE

BM-36 STA. 343+74.00, EL.748.34, OFFSET 125.52' RT.,
DESCRIPTION: 3/4 IRON PIPE WITH RED CAP

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. ALL UTILITIES ARE TO REMAIN, EXCEPT AS NOTED.
3. FOR ADDITIONAL NOTES, SEE SHEET 4 229 .
4. DESIGN TRAFFIC: I-75
   2005 ADT = 128,200 2005 ADTT = 33,400
   2025 ADT = 148,100 2025 ADTT = 38,500
   DIRECTIONAL DISTRIBUTION = 51%

LEGEND:

BORING LOCATION

EXISTING STRUCTURE

TYPE: MAINLINE BRIDGES: CONTINUOUS ROLLED STEEL BEAMS AND WELDED GIRDERS (RAMP: WELDED GIRDERS) WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPANS: N.B.: 16 SPANS FROM 34'-0"± TO 125'-0"± = 1521'-3"±
S.B.: 15 SPANS FROM 34'-0"± TO 142'-10"± = 1561'-6"±
RAMP: 72'-11"±, 102'-9"±, AND 98'-2"± (C/C BRG.)

ROADWAY: N.B. 61'-5"± MIN. TO 80'-2 1/2"± MAX. T/T PARAPETS
S.B. 61'-5"± MIN. TO 90'-3"± MAX. T/T PARAPETS
RAMP : 26'-11"± T/T PARAPETS

LOADING: CF2000 (57) (ORIGINAL); HS20-44 (REHAB.)

SKEW: VARIES

APPROACH SLABS: 25'-0"± LONG (AS-1-72)

WEARING SURFACE: 2" MICRO-SILICA OVERLAY

ALIGNMENT: N.B.: 1°00'00" CURVE; S.B.: 1°00'16" AND 1°30'00" CURVE; RAMP: 1°30'20" AND 3°00'00" CURVE

CROWN: VARIES

STRUCTURAL FILE NUMBER: 5708133 (S.B.), 5708141 (S.B. RAMP) AND 5708168 (N.B.)

DATE BUILT: 1965 (ORIGINAL CONSTR.); 1985 (REHAB.)

PROPOSED STRUCTURE

PROPOSED WORK: REPLACE EXISTING BRIDGES WITH NEW MAINLINE BRIDGES.

TYPE: 13 SPAN SIMPLE SPAN PRESTRESSED CONCRETE I-BEAM SUPERSTRUCTURE (MADE CONTINUOUS FOR LIVE LOAD) ON STUB ABUTMENTS AND WALL AND T-TYPE PIERS.

SPANS: N.B.(RIGHT BRIDGE): 140'-6", 120'-0", 96'-0", 93'-0", 112'-0", 103'-0", 134'-0", 125'-0", 125'-0", 121'-0", 130'-0", 98'-0" AND 74'-0". (℄ BRG. ABUT. TO ℄ PIER OR ℄ PIER TO ℄ PIER) (MEAS. ALONG ℄ CONSTRUCTION I.R. 75)
S.B.(LEFT BRIDGE): 56'-6", 121'-0", 133'-0", 139'-0", 112'-0", 103'-0", 134'-0", 125'-0", 125'-0", 121'-0", 130'-0", 98'-0" AND 74'-0". (℄ BRG. ABUT. TO ℄ PIER OR ℄ PIER TO ℄ PIER) (MEAS. ALONG ℄ CONSTRUCTION I.R. 75)

ROADWAY: N.B.: 84'-5" MIN. TO 94'-5" MAX. (T/T PARAPET)
S.B.: 84'-5" MIN. TO 94'-3 1/4"± MAX. (T/T PARAPET)
1'-6" MEDIAN BARRIERS AND 1'-6" FASCIA BARRIERS

LOADING: HS-25 AND THE ALTERNATE MILITARY LOADING.
FWS = 60 PSF

SKEW: VARIES

WEARING SURFACE: 1" MONOLITHIC CONCRETE

APPROACH SLABS: AS-1-81 (30'-0" LONG)

ALIGNMENT: TANGENT, 1°30'00" CURVE LEFT, TANGENT

CROWN: VARIES

COORDINATES: LATITUDE: 39°46'00" N , LONGITUDE: 84°12'00" W

STRUCTURE FILE NUMBER: 5707994

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OH 44113

DESIGNED ECM | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED MDP | REVISED | STRUCTURE FILE NUMBER 5707994

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (1 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1 / 229

1248
1565

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LIMITS OF SLOPE PROTECTION TO BE REPLACED

EXISTING 48" WATER LINE (TO REMAIN)

EXISTING 20" WATER LINE (TO BE RELOCATED)

EXISTING EDGE OF RIVER

*** ROCK CHANNEL PROTECTION TYPE B WITH AGGREGATE FILTER (2'-6" THICK)(TYP.)

THE GREAT MIAMI RIVER

P.T. STA. 333+06.98

EXISTING 20" WATER LINE (TO BE REMOVED)

DEFLECTOR PARAPET (TYP.)

BM-30

FOR SKEW ANGLE, SEE SHT. 4 /229 (TYP.)

B7-53

REFERENCE CHORD

N15°59'47"E

℄ PIER 3L
STA. 333+46.00

℄ PIER 4
STA. 334+85.00

B7-51

℄ PIER 5
STA. 335+97.00

MEDIAN BARRIER (TYP.)

℄ PIER 6
STA. 337+00.00

℄ CONSTR. I.R. 75

℄ PIER 7
STA. 338+34.00

2 LANES @ 12'-0" = 24'-0"

3 LANES @ 12'-0" = 36'-0"

14'-0"

1'-6"

3'-2"

2" GAP

1'-6" (TYP.)

PROFILE GRADE

334

335

336

337

338

℄ PIER 3R
STA. 333+92.00
P.C. STA. 333+89.44

℄ PEDESTRIAN PATH 3

℄ BIKE PATH 2

EXISTING 48" WATER LINE (TO REMAIN)

℄ OVERHEAD SIGN SUPPORT
STA. 336+94.42,
89'-6" RIGHT

**10'-0" (TYP.)

EXISTING S.B. BRIDGE TO BE REMOVED DURING PHASE 2

EXISTING N.B. BRIDGE TO BE REMOVED DURING PHASE 5

EXISTING PIER TO BE REMOVED (TYP.)

MATCH LINE STA. 333+50

MATCH LINE STA. 338+50

3'-0"

12'-0"

5 LANES @ 12'-0" = 60'-0"

1'-6"

B7-50

THE GREAT MIAMI RIVER

PROPOSED PEDESTRIAN PATH 3 (SEE ROADWAY PLANS)

LIMITS OF SLOPE PROTECTION TO BE REPLACED

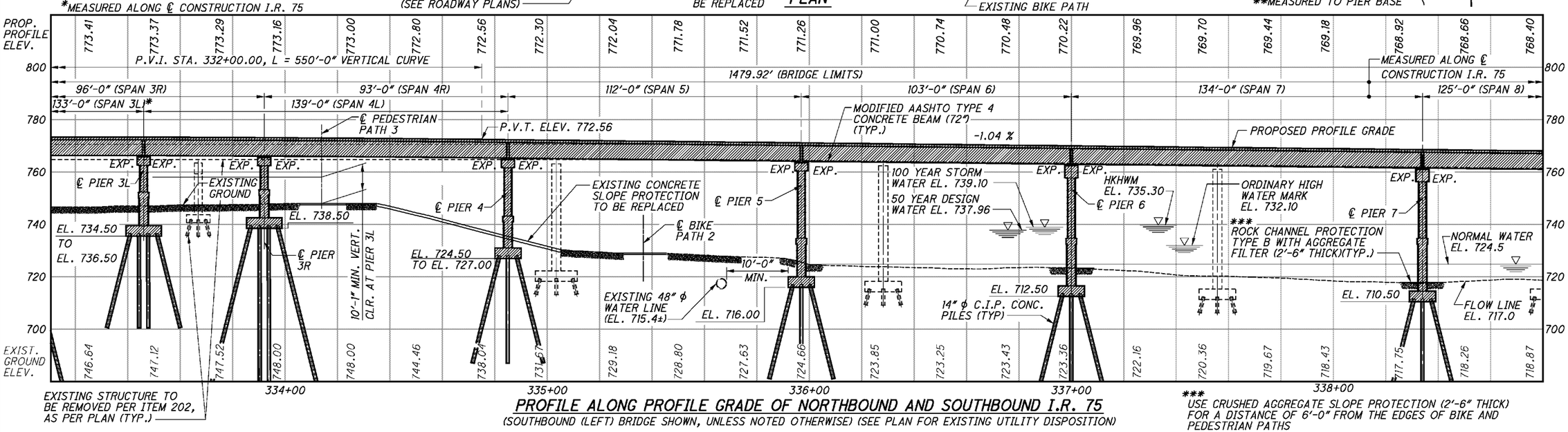
PROPOSED BIKE PATH 2 (SEE ROADWAY PLANS)

EXISTING BIKE PATH

PLAN

*MEASURED ALONG ℄ CONSTRUCTION I.R. 75

**MEASURED TO PIER BASE



EXISTING STRUCTURE TO BE REMOVED PER ITEM 202, AS PER PLAN (TYP.)

PROFILE ALONG PROFILE GRADE OF NORTHBOUND AND SOUTHBOUND I.R. 75

(SOUTHBOUND (LEFT) BRIDGE SHOWN, UNLESS NOTED OTHERWISE) (SEE PLAN FOR EXISTING UTILITY DISPOSITION)

*** USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM THE EDGES OF BIKE AND PEDESTRIAN PATHS

CURVE DATA I.R. 75
P.I. STA. 337+23.99
Δ= 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OH 44113

DESIGNED ECM | DRAWN JLV | CHECKED MDP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (2 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

2 /229

1249
1565

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CURVE DATA I.R. 75
P.I. STA. 337+23.99
Δ= 8° 20' 56" (LT)
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'

THE GREAT MIAMI RIVER

*** ROCK CHANNEL PROTECTION TYPE B WITH AGGREGATE FILTER (2'-6" THICK)(TYP.)

DEFLECTOR PARAPET (TYP.)

SCUPPER STA. 341+00

EXISTING EDGE OF RIVER

PROPOSED BIKE PATH 3 (SEE ROADWAY PLANS)

EXISTING 7'-9" x 6'-3" SANITARY SEWER (TO REMAIN) (SEE STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN NOTE, SHEET 9 229)

EXISTING TENNIS COURTS TO BE RELOCATED

3'-0" (TYP.)

B7-59

PROPOSED PEDESTRIAN PATH 4 (SEE ROADWAY PLANS)

B7-57

SCUPPER STA. 341+05

10'-0" (TYP.)

EXISTING S.B. BRIDGE TO BE REMOVED DURING PHASE 2

B7-55

FOR SKEW ANGLE, SEE SHT. 4 229 (TYP.)

1'-6"
12'-0"
60'-0" = 12 @ 5 LANES
14'-0"

℄ REFERENCE CHORD N15°59'47"E

℄ BIKE PATH 3

℄ PIER 11 STA. 343+35.00

℄ PIER 10 STA. 342+05.00

℄ PIER 9 STA. 340+84.00

℄ PIER 8 STA. 339+59.00

℄ PIER 7 STA. 338+34.00

PROFILE GRADE

MEDIAN BARRIER (TYP.)

N 12° 05' 38" E

338 339 340 341 342 343

3'-2"
2" GAP
1'-6" (TYP.)

℄ CONSTR. I.R. 75

PROFILE GRADE

P.T. STA. 340+57.35

SCUPPER STA. 341+30.00

SCUPPER STA. 341+25.00

EXISTING PIER TO BE REMOVED (TYP.)

EXISTING CONC. SLOPE PROTECTION TO BE REMOVED

℄ PEDESTRIAN PATH 4

EXISTING N.B. BRIDGE TO BE REMOVED DURING PHASE 5

MATCH LINE STA. 338+50

**10'-0" (TYP.)

10'-0"

B7-58

BEND POINT STA. 342+51.86 97.50' RIGHT

B7-60

BEND POINT STA. 341+33.47 87.50' RIGHT

MATCH LINE STA. 343+50

**MEASURED TO PIER BASE

PLAN

PROP. PROFILE ELEV. 769.18 768.92 768.66 768.40 768.14 767.88 767.62 767.36 767.10 766.84 766.58 766.32 766.06 765.80 765.54 765.28 765.02 764.76 764.50 764.24 763.98 763.72 763.46

MEASURED ALONG ℄ CONSTR. I.R. 75

1479.92' (BRIDGE LIMITS)

134'-0" (SPAN 7) | 125'-0" (SPAN 8) | 125'-0" (SPAN 9) | 121'-0" (SPAN 10) | 130'-0" (SPAN 11) | 98'-0" (SPAN 12)

PROPOSED PROFILE GRADE

MODIFIED AASHTO TYPE 4 CONCRETE BEAM (72") (TYP.)

-1.04 %

EXISTING STRUCTURE TO BE REMOVED PER ITEM 202, AS PER PLAN (TYP.)

DIM. C *

℄ PIER 11

EXP. EXP. FIX FIX FIX FIX EXP. EXP. EXP. EXP.

HKHWM EL. 735.30
℄ PIER 7
ORDINARY HIGH WATER MARK EL. 732.10
100 YEAR STORM WATER EL. 739.10
50 YEAR DESIGN WATER EL. 737.96
℄ PIER 8
NORMAL WATER EL. 724.5
*** ROCK CHANNEL PROTECTION TYPE B WITH AGGREGATE FILTER (2'-6" THICK)(TYP.)
℄ PIER 9
℄ PIER 10
EXISTING GROUND
℄ PEDESTRIAN PATH 4
℄ BIKE PATH 3
EL. 738.50
14" ϕ C.I.P. CONC. PILES (TYP)

EL. 710.50 EL. 710.50 EL. 710.50 EL. 717.00

FLOW LINE EL. 717.0

EXISTING 7'-9" x 6'-3" SAN. SEWER (EL. 718.0±)

EXIST. GROUND ELEV. 718.43 717.75 718.26 718.87 718.10 717.23 716.09 718.49 720.36 719.52 718.82 718.30 719.47 721.29 723.11 724.50 726.12 726.79 727.90 734.35 747.19 749.00 743.00

338+00 339+00 340+00 341+00 342+00 343+00

800 780 760 740 720 700

*** USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM THE EDGES OF BIKE AND PEDESTRIAN PATHS

PROFILE ALONG PROFILE GRADE OF NORTHBOUND AND SOUTHBOUND I.R. 75

(SOUTHBOUND (LEFT) BRIDGE SHOWN, UNLESS NOTED OTHERWISE) (SEE PLAN FOR EXISTING UTILITY DISPOSITION)

* SEE SHEET 4 229

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OH 44113

DATE 03/01/12
REVIEWED MSL
STRUCTURE FILE NUMBER 5707994
DRAWN JLV
REVISED
DESIGNED ECM
CHECKED MDP

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (3 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

3 229

1250
1565

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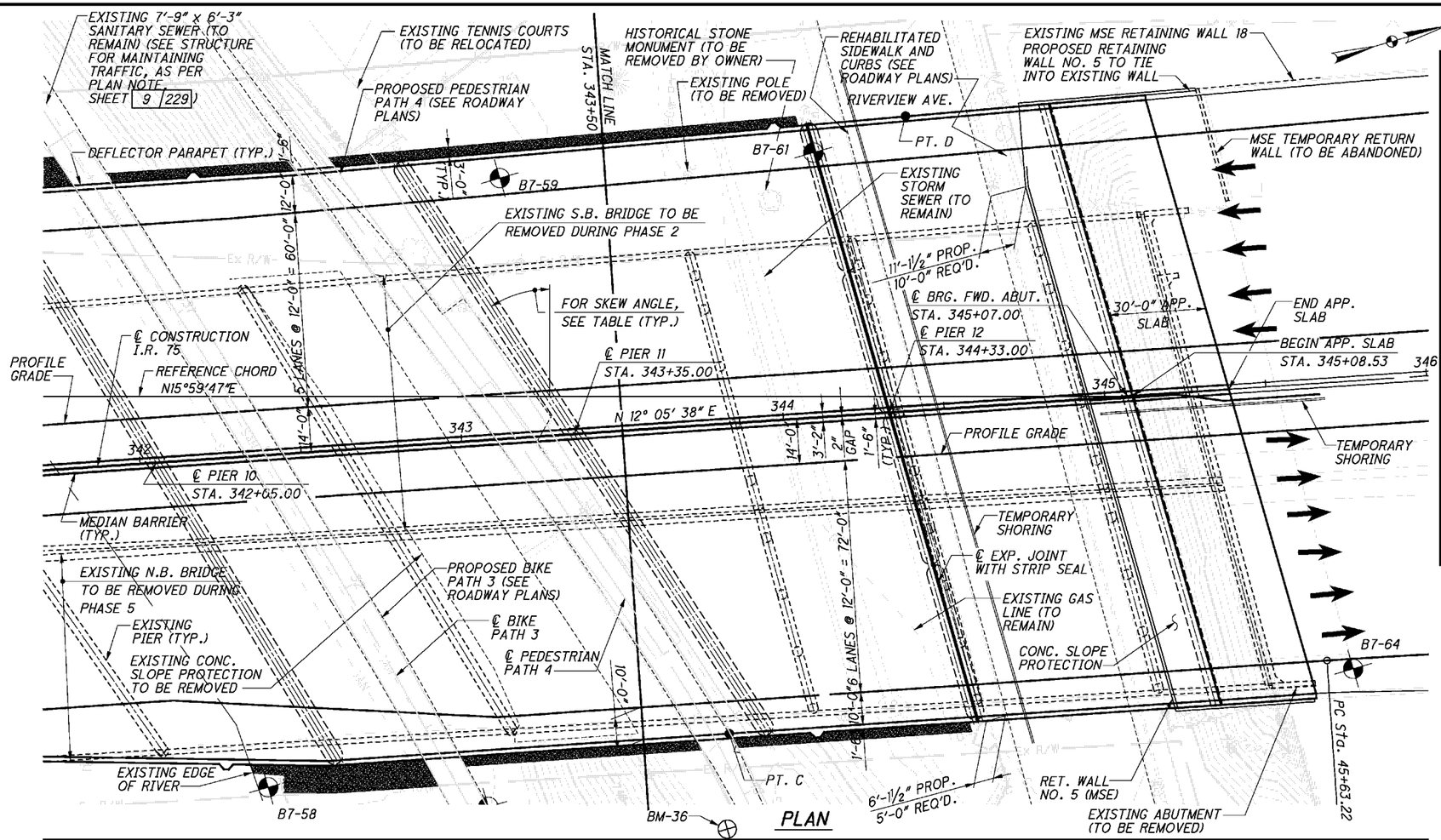

**BORING DATA

NO.	STATION	OFFSET
B10-7	STA. 329+29.71	88.40' LT.
B7-44	STA. 329+56.73	122.28' RT.
B10-8	STA. 330+86.41	120.80' LT.
B7-46	STA. 330+98.32	131.44' RT.
B7-48	STA. 332+22.97	130.63' RT.
B7-47	STA. 332+35.55	81.53' LT.
B7-50	STA. 334+26.86	114.32' RT.
B7-51	STA. 335+43.59	28.65' LT.
B7-52	STA. 337+03.17	128.76' RT.
B7-53	STA. 337+17.55	75.41' LT.
B7-54	STA. 338+49.14	109.88' RT.
B7-55	STA. 338+93.25	76.25' LT.
B7-56	STA. 339+98.80	115.09' RT.
B7-57	STA. 341+42.73	89.08' LT.
B7-58	STA. 342+32.80	102.85' RT.
B7-60	STA. 343+00.51	113.55' RT.
B7-59	STA. 343+17.36	80.80' LT.
B7-61	STA. 344+14.96	82.07' LT.
B7-63	STA. 345+21.73	128.39' LT.
B7-64	STA. 345+71.10	89.10' RT.

** ROCK NOT ENCOUNTERED AT ALL BORINGS

*SKEW ANGLE

LOCATION	ANGLE
℄ BRG. R.A. (LEFT BRIDGE)	37°59'44" (L.R.)
℄ BRG. R.A. (RIGHT BRIDGE)	18°59'44" (R.F.)
℄ PIER 1L (LEFT BRIDGE)	13°59'44" (L.R.)
℄ PIER 1R (RIGHT BRIDGE)	18°59'44" (R.F.)
℄ PIER 2L (LEFT BRIDGE)	11°59'44" (L.R.)
℄ PIER 2R (RIGHT BRIDGE)	21°59'44" (R.F.)
℄ PIER 3L (LEFT BRIDGE)	15°59'44" (R.F.)
℄ PIER 3R (RIGHT BRIDGE)	37°59'44" (R.F.)
℄ PIER 4	51°29'44" (R.F.)
℄ PIER 5	46°27'41" (R.F.)
℄ PIER 6	34°59'44" (R.F.)
℄ PIER 7	34°59'44" (R.F.)
℄ PIER 8	34°59'44" (R.F.)
℄ PIER 9	34°59'44" (R.F.)
℄ PIER 10	31°16'12" (R.F.)
℄ PIER 11	32°59'44" (R.F.)
℄ PIER 12	15°59'44" (R.F.)
℄ BRG. F.A.	15°59'44" (R.F.)

* MEASURED TO REFERENCE CHORD SEE SHEET 7 229

HYDRAULIC DATA:

DRAINAGE AREA = 2475 SQ. MILES
Q (100) = 79,000 CFS V (100) = 7.62 FT/S
Q (50) = 71,000 CFS V (50) = 6.44 FT/S
STRUCTURE CLEARS THE 50 DESIGN HW BY 16 FEET.
OFFICIAL PLAN FLOOD = 110,000 CFS.

NOTES:

1. THE PROPOSED SOUTHBOUND STRUCTURE WILL BE CONSTRUCTED DURING PHASE 3. THE PROPOSED NORTHBOUND STRUCTURE WILL BE CONSTRUCTED DURING PHASE 6A. SEE PHASE CONSTRUCTION DRAWINGS, SHEET 14 229 THRU 16 229 .
2. N.B. BRIDGE: THE OUT TO OUT DIM. VARIES FROM 87'-5" MIN. TO 97'-5" MAX. THE TOE TO TOE PARAPET DIM. VARIES FROM 84'-5" MIN. TO 94'-5" MAX.
   S.B. BRIDGE: THE OUT TO OUT DIM. VARIES FROM 87'-5" MIN. TO 97'-3¼"± MAX. THE TOE TO TOE PARAPET DIM. VARIES FROM 84'-5" MIN. TO 94'-3¼"± MAX.
3. STA. 330+06.44, ℬ RAMP C4 = STA. 329+56.69, ℄ ROBERT DRIVE. STA. 330+64.45, ℄ SURVEY AND CONSTR. I.R. 75 = STA. 330+60.13, ℄ ROBERT DRIVE.
4. FOR ESTIMATED PILE LENGTHS AND REMOVAL LIMITS, SEE PILE PLAN SHEETS 19 229 THRU 29 229 .
5. CONICAL PILE TIPS ARE REQUIRED FOR HARD DRIVING CONDITIONS AND DUE TO EXISTING PILE CONFLICTS. FOR NOTES, SEE SHEET 9 229 .

*** USE CRUSHED AGGREGATE SLOPE PROTECTION (2'-6" THICK) FOR A DISTANCE OF 6'-0" FROM THE EDGES OF BIKE AND PEDESTRIAN PATHS

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OH 44113

DESIGNED ECM | DRAWN JLV | CHECKED MDP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994

MONTGOMERY COUNTY
STA. 330+28.61
STA. 345+08.02

SITE PLAN (4 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

4 229

1251 1565

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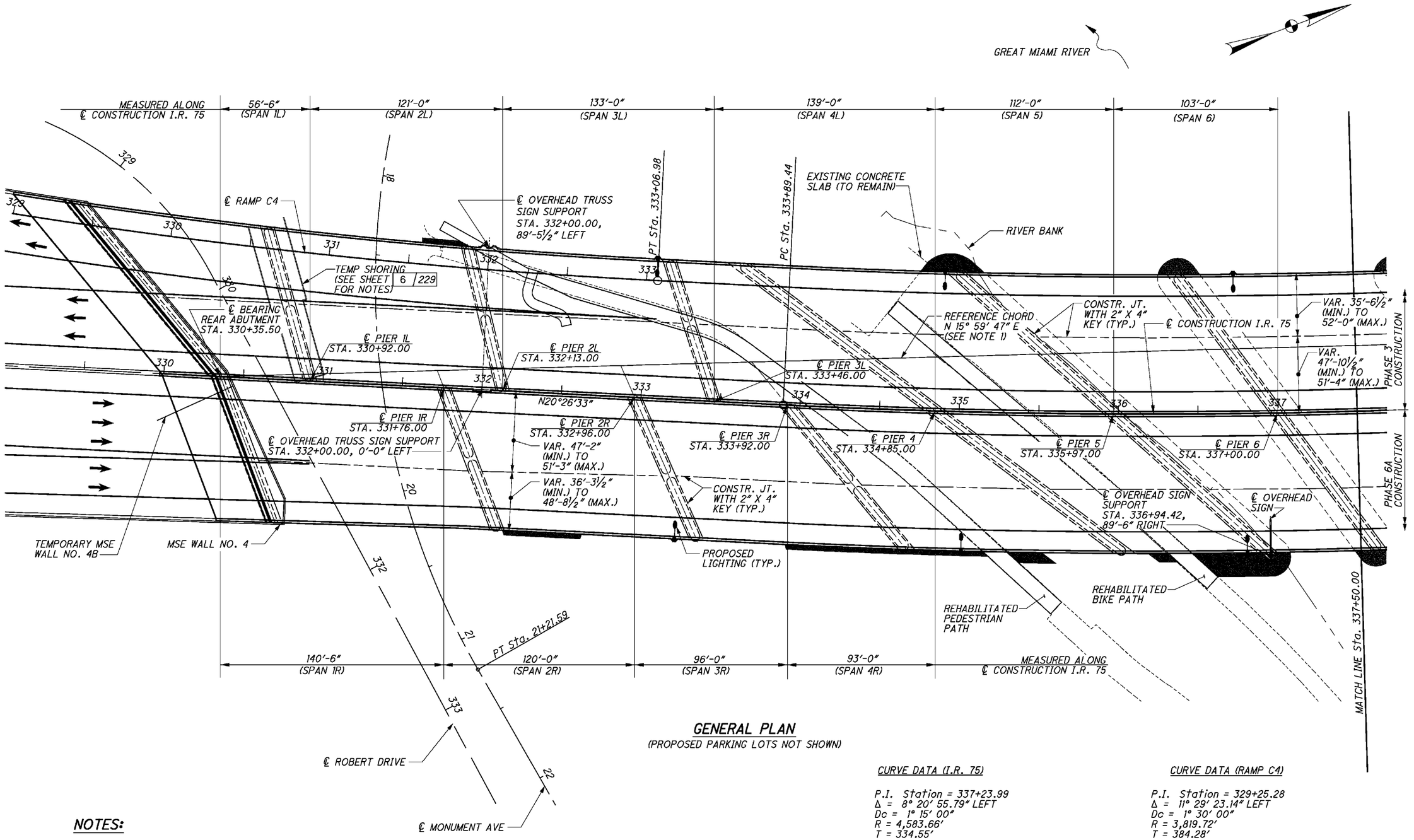

GENERAL PLAN

(PROPOSED PARKING LOTS NOT SHOWN)

NOTES:

1. FOR REFERENCE CHORD LAYOUT, SEE SHEET 7 229.
2. FOR SUPERELEVATION TRANSITION DIAGRAM, SEE SHEET 171 229 THRU 173 229.
3. SEE SHEET 6 229 FOR ADDITIONAL NOTES.

CURVE DATA (I.R. 75)

P.I. Station = 337+23.99
Δ = 8° 20' 55.79" LEFT
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'

CURVE DATA (RAMP C4)

P.I. Station = 329+25.28
Δ = 11° 29' 23.14" LEFT
Dc = 1° 30' 00"
R = 3,819.72'
T = 384.28'
L = 765.98'
E = 19.28'

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
SNL	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57078994/57080001	

GENERAL PLAN (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

5 229

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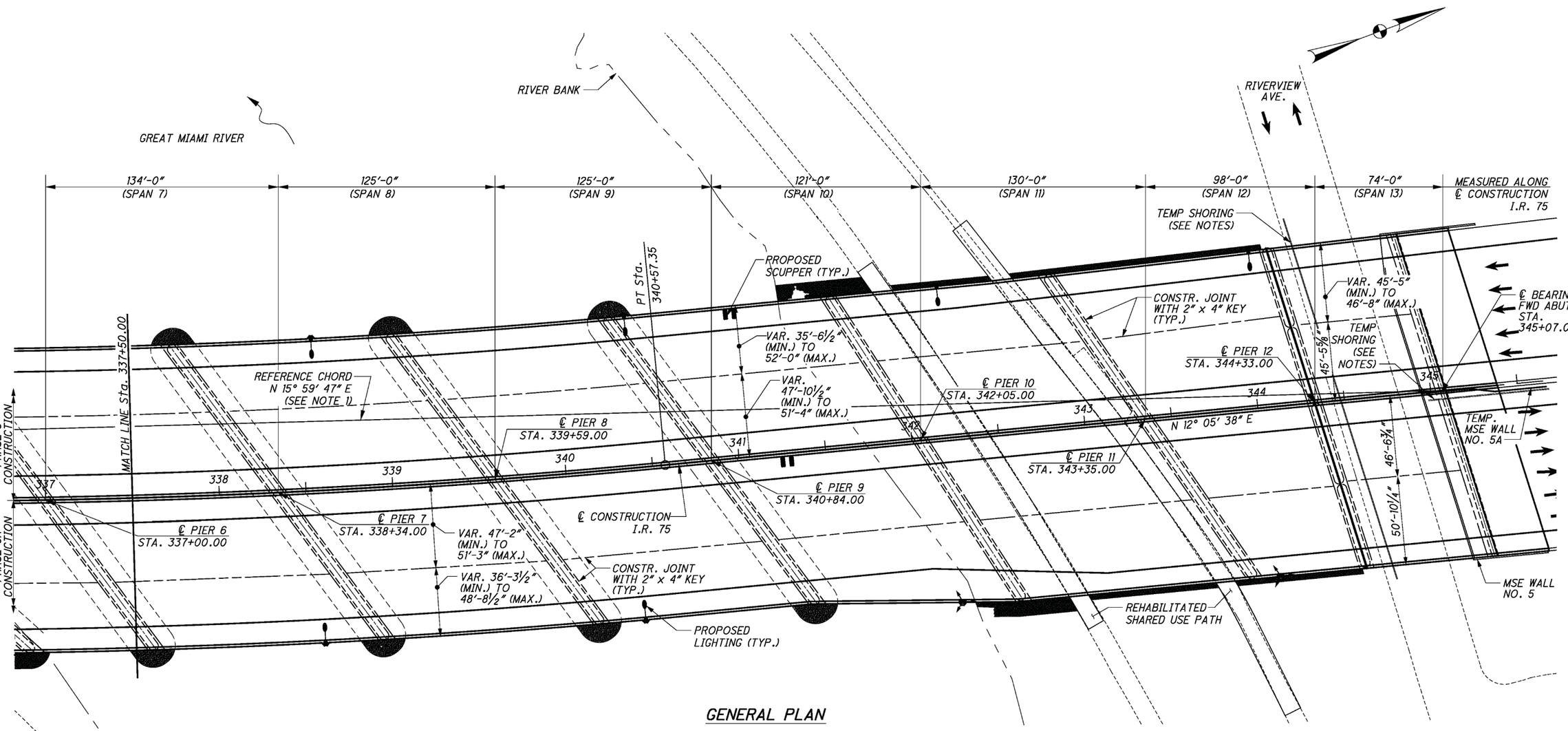

GENERAL PLAN

NOTES:

1. FOR REFERENCE CHORD LAYOUT, SEE SHEET 7 / 229.
2. FOR SUPERELEVATION TRANSITION DIAGRAM, SEE SHEET 171 / 229 THRU 173 / 229.

CURVE DATA (I.R. 75)

P.I. Station = 337+23.99
Δ = 8° 20' 55.79" LEFT
Dc = 1° 15' 00"
R = 4,583.66'
T = 334.55'
L = 667.91'
E = 12.19'

TEMPORARY SHORING NOTES:

1. TEMPORARY SHORING IS REQUIRED AT PIER 1L AND PIER 12. ADDITIONALY, TEMPORARY SHORING IS REQUIRED AT THE FORWARD ABUTMENT FOR PHASED CONSTRUCTION. SINCE THE SHORING AT THE FORWARD ABUTMENT EXCEEDS 8 FEET AND SUPPORTS LIVE LOAD, A DESIGN IS PROVIDED ON THE PLANS. THE DESIGN IS BASED ON A MAXIMUM EXPOSED HEIGHT EQUAL TO 12.09 FEET.
2. THE STEEL SHEET PILING SHALL CONFORM TO ASTM A572.
3. THE TEMPORARY SHEET PILING INSTALLATION SHALL BE PAID FOR UNDER ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN.
4. SHEET PILING SHALL MEET THE FOLLOWING PROPERTIES:

Fy KSI	SECTION MODULUS in.³ / LF OF WALL
	FWD ABUT
50	55.0
60	46.0

LOCATION	ELEVATION OF SHORING	
	TOP	MIN. TIP
WALL NO. 5	748.20	707.61

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

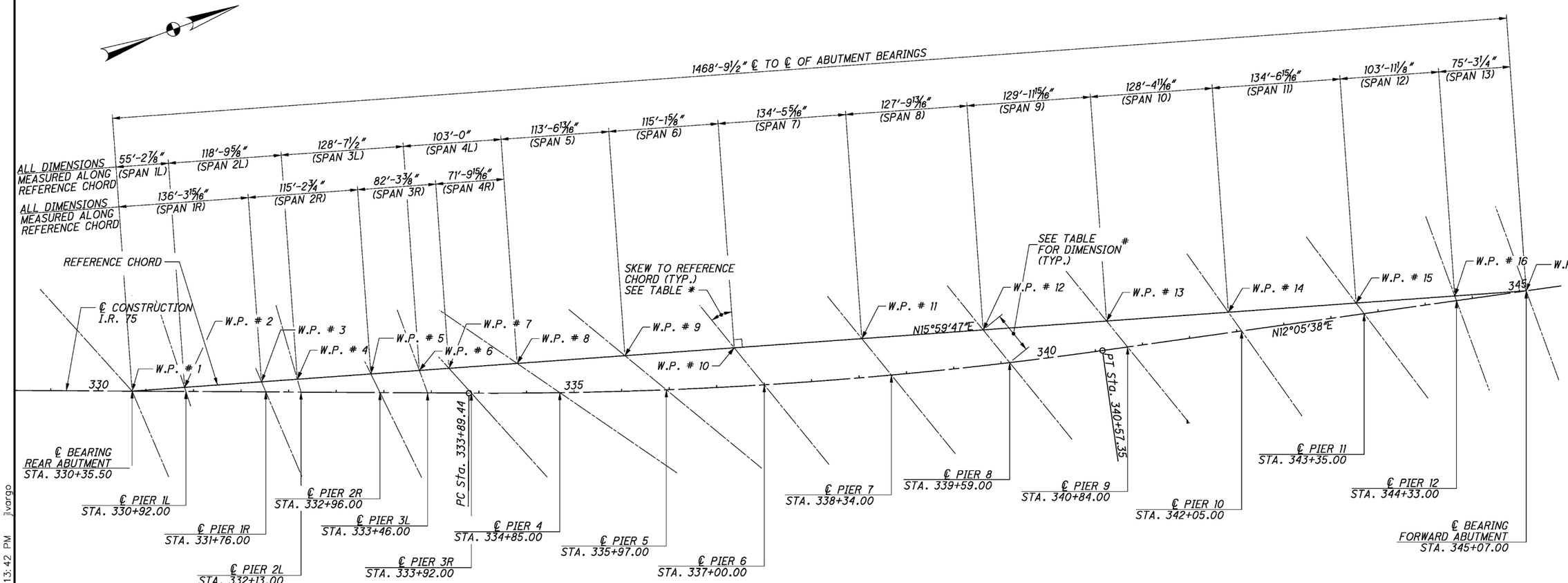
DESIGNED	DRAWN	REVIEWED	DATE
SNL	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

GENERAL PLAN (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

6 / 229

1253
1565



REFERENCE CHORD DIAGRAM

REFERENCE CHORD DATA

LOCATION	*ANGLE	#DIMENSION	LOCATION	*ANGLE	#DIMENSION
℄ BRG. R.A. (LEFT BRIDGE)	37°59'44" (L.R.)		℄ PIER 5	46°27'41" (R.F.)	56'-4⅝"
℄ BRG. R.A. (RIGHT BRIDGE)	18°59'44" (R.F.)		℄ PIER 6	34°59'44" (R.F.)	50'-0¾"
℄ PIER 1L (LEFT BRIDGE)	13°59'44" (L.R.)	4'-6³⁄₁₆"	℄ PIER 7	34°59'44" (R.F.)	49'-3⅜"
℄ PIER 1R (RIGHT BRIDGE)	18°59'44" (R.F.)	11'-6¼"	℄ PIER 8	34°59'44" (R.F.)	44'-2¹⁵⁄₁₆"
℄ PIER 2L (LEFT BRIDGE)	11°59'44" (L.R.)	14'-0¹³⁄₁₆"	℄ PIER 9	34°59'44" (R.F.)	35'-1¾"
℄ PIER 2R (RIGHT BRIDGE)	21°59'44" (R.F.)	21'-9⅜"	℄ PIER 10	31°16'12" (R.F.)	24'-0⁹⁄₁₆"
℄ PIER 3L (LEFT BRIDGE)	15°59'44" (R.F.)	25'-0½"	℄ PIER 11	32°59'44" (R.F.)	13'-11½"
℄ PIER 3R (RIGHT BRIDGE)	37°59'44" (R.F.)	35'-0¹³⁄₁₆"	℄ PIER 12	15°59'44" (R.F.)	5'-2⅞"
℄ PIER 4	51°29'44" (R.F.)	54'-4½"	℄ BRG. F.A.	15°59'44" (R.F.)	

* SKEW ANGLE MEASURED TO REFERENCE CHORD

DIMENSION IS MEASURED FROM REFERENCE CHORD TO ℄ CONSTRUCTION I.R. 75 ALONG THE ℄ PIER.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN MEH | CHECKED JWF | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REFERENCE CHORD DIAGRAM
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

7 / 229

1254
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STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS:

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81	DATED (REVISED)	07-19-02
EXJ-6-06	DATED (REVISED)	01-20-06
PCB-91	DATED (REVISED)	07-19-02
PSID-1-99	DATED (REVISED)	07-18-08
SBR-1-99	DATED (REVISED)	07-19-02
SICD-1-96	DATED (REVISED)	07-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

832	DATED	07-20-12
898	DATED	07-20-12

DESIGN SPECIFICATIONS:

THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS, 2002, AND THE ODOT BRIDGE DESIGN MANUAL.

DESIGN LOADING:

HS25, CASE 1 AND THE ALTERNATE MILITARY LOADING
FUTURE WEARING SURFACE (FWS) OF 60 LBS/SQ FT

DESIGN DATA:

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
MINIMUM YIELD STRENGTH 60,000 PSI

CONCRETE FOR PRESTRESSED BEAMS - COMPRESSIVE STRENGTH (FINAL) 7000 PSI
COMPRESSIVE STRENGTH (RELEASE) 5000 PSI

DIAPHRAGM CONCRETE - COMPRESSIVE STRENGTH 4500 PSI

PRESTRESSING STRAND - AREA = 0.153 SQ. IN.
ULTIMATE STRENGTH = 270 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

PILES - ASTM A252 GRADE 3
MIMIMUM YIELD STRENGTH 45,000 PSI

STRUCTURAL STEEL - ASTM A709 GRADE 50
MINIMUM YIELD STRENGTH 50,000 PSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

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

EXISTING STRUCTURE PLANS:

PLANS MAY BE EXAMINED BY PROSPECTIVE BIDDERS AT THE OHIO DEPARTMENT OF TRANSPORTATION DISTRICT 7 OFFICE. 1001 ST. MARY'S AVENUE, SIDNEY, OHIO 45365, PHONE 937-492-1141

MAINTENANCE OF TRAFFIC:

I.R. 75 TRAFFIC WILL BE MAINTAINED AT ALL TIMES. FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURE AND DETAILS REFER TO ROADWAY PLANS AND STRUCTURE STAGE CONSTRUCTION DETAILS.

UTILITY LINES:

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

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 513.04. BASE CONTRACT BID PRICES UPON A RECOGNITION OF THE UNCERTAINTIES DESCRIBED ABOVE AND UPON A PREBID EXAMINATION OF THE EXISTING STRUCTURE. HOWEVER, THE DEPARTMENT WILL PAY FOR ALL PROJECT WORK BASED UPON ACTUAL DETAILS AND DIMENSIONS WHICH HAVE BEEN VERIFIED IN THE FIELD.

DIMENSIONS:

DIMENSIONS ARE MEASURED HORIZONTALLY AND AT 60° F UNLESS NOTED OTHERWISE

FRICTION TYPE PILES:

THE PILES ORDER LENGTHS, ULTIMATE BEARING VALUES, AND NUMBER OF DYNAMIC TESTING ITEMS ARE AS FOLLOWS (THE SUBSTRUCTURE UNIT LIST ORDER IS BASED ON INCREASING ULTIMATE BEARING VALUES):

PIER 12R PILES:
48 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 126 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 3R PILES:
72 14" C.I.P. PILES 80 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 130 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 1L PILES:
84 14" C.I.P. PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 133 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 3L PILES:
64 14" C.I.P. PILES 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 134 TONS PER PILE
PIER 10 PILES:
114 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 134 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 9 PILES:
114 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 135 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 7 PILES:
120 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 136 TONS PER PILE
FORWARD ABUTMENT PILES:
45 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 136 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 8 PILES:
114 14" C.I.P. PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 137 TONS PER PILE
PIER 11 PILES:
99 14" C.I.P. PILES 65 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 137 TONS PER PILE
PIER 12L PILES:
45 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 137 TONS PER PILE
REQUIRES 1 STATIC LOAD TESTING ITEM
REQUIRES 2 DYNAMIC LOAD TESTING ITEMS
REQUIRES 2 RESTRIKE ITEMS

REAR ABUTMENT PILES:
69 14" C.I.P. PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 138 TONS PER PILE
PIER 5 PILES:
126 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 138 TONS PER PILE
REQUIRES 1 DYNAMIC LOAD TESTING ITEM

PIER 4 PILES:
120 14" C.I.P. PILES 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
PIER 6 PILES:
120 14" C.I.P. PILES 40 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 139 TONS PER PILE
REQUIRES 1 STATIC LOAD TESTING ITEM
REQUIRES 2 DYNAMIC LOAD TESTING ITEMS
REQUIRES 2 RESTRIKE ITEMS

PIER 1R PILES:
72 14" C.I.P. PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
PIER 2L PILES:
64 14" C.I.P. PILES 45 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
PIER 2R PILES:
64 14" C.I.P. PILES 70 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 140 TONS PER PILE
REQUIRES 1 STATIC LOAD TESTING ITEM
REQUIRES 2 DYNAMIC LOAD TESTING ITEMS
REQUIRES 2 RESTRIKE ITEMS

PILE DRIVING CONSTRAINTS:

PRIOR TO DRIVING ABUTMENT PILES TO THE ULTIMATE BEARING VALUE (UBV) OR TO REFUSAL ON BEDROCK, CONSTRUCT THE MSE WALL AND THE BRIDGE APPROACH EMBANKMENT BEHIND THE ABUTMENT UP TO THE BOTTOM OF THE FOOTING FOR A MINIMUM DISTANCE OF 200' BEHIND EACH ABUTMENT. THE CONTRACTOR MAY PRE-DRIVE ABUTMENT PILES BEFORE CONSTRUCTING MSE WALLS. PRE-DRIVING CONSISTS OF INSTALLING THE ABUTMENT PILES INTO THE SOIL ONLY AS FAR AS NECESSARY SO THAT THE PILE WILL REMAIN VERTICAL DURING MSE WALL CONSTRUCTION. IF PRE-DRIVING PILES, INSTALL PILE SLEEVES AROUND PILES BEFORE CONSTRUCTING THE MSE WALL. AT LEAST THREE FEET OF PILE MUST EXTEND ABOVE THE TOP OF THE PILE SLEEVE TO MEET THE REQUIREMENTS OF CMS 507.09 REGARDING SPLICES. DO NOT DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK UNTIL AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE FOLLOWING WAITING PERIODS HAVE ELAPSED:

REAR ABUTMENT	21 CALENDAR DAYS
FORWARD ABUTMENT (LEFT)	60 CALENDAR DAYS
FORWARD ABUTMENT (RIGHT)	21 CALENDAR DAYS

THE ENGINEER MAY ADJUST THE LENGTH OF THE WAITING PERIOD BASED ON SETTLEMENT PLATFORM READINGS. AFTER THE SPECIFIED WAITING PERIOD HAS ELAPSED, DRIVE ABUTMENT PILES TO THE UBV OR TO REFUSAL ON BEDROCK. IN ORDER TO REMOVE ANY NEGATIVE SKIN FRICTION THAT HAS DEVELOPED DURING THE WAITING PERIOD, DRIVE EACH ABUTMENT PILE A DISTANCE OF AT LEAST 0.5 INCH.

IF NOT PRE-DRIVING ABUTMENT PILES, INSTALL THE ABUTMENT PILES THROUGH PILE SLEEVES AFTER THE ABOVE REQUIRED MSE WALL AND EMBANKMENT HAVE BEEN CONSTRUCTED AND THE SPECIFIED WAITING PERIOD HAS ELAPSED.

STATIC LOAD TEST, AS PER PLAN FOR PILES:

STATIC LOAD TESTS ARE REQUIRED, ONE AT PIER 2R, PIER 6 AND PIER 12L PERFORM DYNAMIC TESTING ON THE FIRST TWO PRODUCTION PILES TO DETERMINE THE REQUIRED BLOW COUNT FOR THE SPECIFIED ULTIMATE BEARING VALUE. PERFORM THE STATIC LOAD TEST ON EITHER PILE. DO NOT OVER-DRIVE THE SELECTED PILE. DRIVE THE THIRD AND FOURTH PRODUCTION PILES TO 75% AND 85% OF THE DETERMINED BLOW COUNT, RESPECTIVELY. THE TEST PILES AND THE REDUCED CAPACITY PILES SHALL NOT BE BATTERED. AFTER INSTALLATION OF THE FIRST FOUR PRODUCTION PILES, CEASE ALL DRIVING OPERATIONS ON PILING REPRESENTED BY THE STATIC LOAD TESTING FOR A MINIMUM OF 7 DAYS. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE FOUR PILES (TWO RESTRIKES TEST ITEMS). THE ENGINEER WILL REVIEW THE RESULTS OF THE PILE RESTRIKES AND ESTABLISH THE DRIVING CRITERIA FOR THE REMAINING PILING REPRESENTED BY THE TESTING. SUBMIT ALL TEST RESULTS TO THE OFFICE OF STRUCTURAL ENGINEERING.

FOR SUBSEQUENT STATIC LOAD TESTS, UPON COMPLETION OF A 10,000 FOOT INCREMENT OF DRIVEN LENGTH FOR PILING OF THE SAME SIZE AND ULTIMATE BEARING VALUE, REPEAT THE ABOVE PROCEDURE FOR THE INITIAL STATIC LOAD TEST. IF NECESSARY, THE ENGINEER WILL REVISE THE DRIVING CRITERIA FOR THE REMAINING PILING ACCORDINGLY.

WHEN PERFORMING THE RESTRIKE, IF THE PILE HAS NOT REACHED THE BLOW COUNT DETERMINED FOR THE PLAN SPECIFIED ULTIMATE BEARING VALUE, CONTINUE DRIVING THE PILE UNTIL THIS CAPACITY IS ACHIEVED.

MINIMUM TIP ELEVATIONS:

DUE TO THE POTENTIAL FOR SCOUR AT THE RIVER PIERS, THE 14" ϕ CIP PILES SHALL BE DRIVEN TO THE FOLLOWING MINIMUM TIP ELEVATIONS:

PIER 4 EL. 709.4	PIER 5 EL. 703.3	PIER 6 EL. 699.6
PIER 7 EL. 693.6	PIER 8 EL. 692.6	PIER 9 EL. 694.6
PIER 10 EL. 702.30		

BATTERED PILES:

THE BLOW COUNT FOR BATTERED PILES SHALL BE THE BLOW COUNT DETERMINED FOR VERTICAL PILES OF THE SAME ULTIMATE BEARING VALUE DIVIDED BY AN EFFICIENCY FACTOR (D). COMPUTE THE EFFICIENCY FACTOR (D) AS FOLLOWS:

$$D = \frac{1-UG}{\sqrt{(1+G^2)}}$$

U = COEFFICIENT OF FRICTION, WHICH IS ESTIMATED AT 0.05 FOR DOUBLE-ACTING AIR OPERATED OR DIESEL HAMMERS; 0.1 FOR SINGLE-ACTING AIR OPERATED OR DIESEL HAMMERS; AND 0.2 FOR DROP HAMMERS.

G = RATE OF BATTER (1/3, 1/4, ETC.)

PROTECTION OF EXISTING UTILITIES:

THE EXISTING AT&T FIBER OPTIC TRUNK LINE UNDER THE PROPOSED PIER 1L-LEFT FOOTING IS TO REMAIN. AT&T IS RESPONSIBLE FOR LOCATING AND INSTALLING THE TRENCH BOX ABOUT THE UTILITY LINE.

THE EXISTING 48" WATER MAIN ADJACENT TO PROPOSED PIER 5 AND THE EXISTING 7'-9" X 6'-3" SANITARY SEWER ADJACENT TO PROPOSED PIER 10 ARE TO REMAIN.

THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ALL PROPOSED RIVER BRIDGE CONSTRUCTION AND EXISTING BRIDGE REMOVAL WITHOUT DAMAGE TO THE EXISTING UTILITIES THAT ARE TO REMAIN.

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DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN WJH | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

GENERAL NOTES (1 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

ITEM 202, STRUCTURE REMOVED, OVER 20 FT SPAN, AS PER PLAN:

REMOVAL SHALL INCLUDE THE FOLLOWING EXISTING BRIDGES:

MOT-75-1281C (STRUCTURAL FILE NUMBER: 5708141)
MOT-75-1281L (STRUCTURAL FILE NUMBER: 5708133)
MOT-75-1281R (STRUCTURAL FILE NUMBER: 5708168)

REMOVAL SHALL BE 1'-0" BELOW THE PROPOSED GROUND PER ITEM 202.03, EXCEPT THAT ADDITIONAL REMOVAL SHALL BE REQUIRED AS SHOWN IN THE PLANS. SEE THE PILE LAYOUT PLAN SHEETS 19 / 229 THRU 29 / 229 FOR ADDITIONAL REMOVALS.

ITEM 202, REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE:

IF WHILE DRIVING PILES AN EXISTING PILE IS ENCOUNTERED STOP DRIVING THAT PILE. AT THE DIRECTION OF THE ENGINEER EXTRACT THE NEW PILE AND RELOCATE IT SO THAT PILE INTERFERENCE DOES NOT OCCUR. PAYMENT FOR EXTRACTING THE NEW PILE WILL BE PAID FOR UNDER ITEM 202 - REMOVAL MISC.: PILE REMOVED, EXTRACTION OF NEW PILE.

ITEM 502, STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN:

THIS WORK CONSISTS OF DESIGNING, PREPARING PLANS, PROVIDING, MAINTAINING AND SUBSEQUENTLY REMOVING A TEMPORARY STRUCTURE TO PROTECT THE EXISTING 7'-9" x 6'-3" SANITARY SEWER. PERFORM THE WORK IN ACCORDANCE WITH CMS ITEM 502 EXCEPT AS NOTED BELOW.

DESIGN THE STRUCTURE TO SPAN OVER THE EXISTING SEWER TO PREVENT ANY ADDITIONAL LOAD ON THE SEWER. DESIGN THE STRUCTURE FOR THE DEAD LOAD OF THE PROPOSED CAUSEWAY AND THE LIVE LOAD OF ANY ANTICIPATED CONSTRUCTION LOADINGS OR THE LIVE LOADING SPECIFIED IN CMS 502, WHICHEVER IS GREATER. INCLUDE STRUCTURE SELF WEIGHT IN THE DESIGN DEAD LOAD. AT LEAST 60 DAYS PRIOR TO STARTING CONSTRUCTION ON THE TEMPORARY STRUCTURE, SUBMIT CALCULATIONS SEALED BY AN OHIO PROFESSIONAL ENGINEER TO THE DEPARTMENT FOR REVIEW AND APPROVAL. NO WORK MAY BEGIN UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED FROM THE DEPARTMENT.

PRIOR TO STARTING WORK AND AT THE COMPLETION OF THE PROJECT, THE EXISTING SEWER SHALL BE INSPECTED. REFER TO THE "REVIEW OF DRAINAGE FACILITIES" NOTE IN THE ROADWAY GENERAL NOTES FOR ADDITIONAL INFORMATION AND PAYMENT.

INCLUDE THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESARY TO DESIGN, FURNISH, INSTALL, MAINTAIN AND REMOVE THE TEMPORARY STRUCTURE.

ITEM 503, COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN:

THE DESIGN SHOWN ON THE PLANS FOR TEMPORARY SUPPORT OF EXCAVATION IS ONE REPRESENTATIVE DESIGN THAT MAY BE USED TO CONSTRUCT THE PROJECT. THE CONTRACTOR MAY CONSTRUCT THE DESIGN SHOWN ON THE PLANS OR PREPARE AN ALTERNATE DESIGN TO SUPPORT THE SIDES OF THE EXCAVATIONS. IF CONSTRUCTING AN ALTERNATE DESIGN FOR TEMPORARY SUPPORT OF EXCAVATION, PREPARE AND PROVIDE PLANS IN ACCORDANCE WITH CMS 501.05. THE DEPARTMENT WILL PAY FOR THE TEMPORARY SUPPORT OF EXCAVATION AT THE CONTRACT LUMP SUM PRICE FOR COFFERDAMS AND EXCAVATION BRACING. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROVIDING ALTERNATE DESIGN. SEE SHEET 6 / 229 FOR DETAILS AMD LOCATION.

ITEM 507, 14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN:

FOR THE REAR ABUTMENT AND PIER 1L THE PILE WALL THICKNESS SHALL BE THE MINIMUM OF 0.50" OR THAT REQUIRED BY CMS 507.06.

FOR ALL OTHER SUBSTRUCTURE LOCATIONS THE PILE WALL THICKNESS SHALL BE THE MINIMUM OF 0.375" OR THAT REQUIRED BY CMS 507.06.

STEEL FOR CIP PILES SHALL BE PER ASTM A252 GRADE 3, MINIMUM YIELD STRENGTH 45,000 PSI.

ITEM 507, STEEL POINTS OR SHOES, AS PER PLAN

WHERE INDICATED ON THE PLANS, USE CONICAL STEEL PILE POINTS TO PROTECT THE TIPS OF THE PROPOSED STEEL CIP PILING. FURNISH STEEL POINTS FROM THE FOLLOWING MANUFACTURES/SUPPLIERS:

ASSOCIATED PILE AND FITTING CORPORATION, 262 RUTHERFORD BLVD.,
CLIFTON, NEW JERSEY 07014,
PHONE: (973)773-8400, (800)526-9047,
FAX: (973)773-8442;

DOUGHERTY FOUNDATION PRODUCTS, INC., P.O. BOX 688, FRANKLIN LAKES,
NEW JERSEY 07417,
PHONE: (201)337-5748, FAX: (201)337-9022;

INTERNATIONAL CONSTRUCTION EQUIPMENT, INC., 301 WAREHOUSE DRIVE,
MATTHEWS, NORTH CAROLINA 28015,
PHONE: (704)821-8200, (888)423-8721, FAX: (704)821-8201;

VERSA STEEL INC., 1618 N.E. FIRST AVE.,
PORTLAND, OREGON 97232,
PHONE: (503)287-9822, (800)678-0814, FAX: (503)287-7483;

VERSABITE PILING ACCESSORIES, 1704 TOWER INDUSTRIAL DR.,
MONROE, NORTH CAROLINA 28110,
PHONE: (704)225-1566, (800)280-9950, FAX: (704)225-1567;

OR BY A MANUFACTURER THAT CAN FURNISH A STEEL POINT THAT IS ACCEPTABLE TO THE DIRECTOR. THE MATERIAL USED FOR THE MANUFACTURING OF PILE POINTS SHALL CONFORM TO ASTM A27/A27M 65/35 [450/240] - CLASS 2 - HEAT TREATED OR AASHTO M103/M103M 65/35 [450/240] - HEAT TREATED. WELD THE PILE POINTS TO THE PILE IN ACCORDANCE WITH AWS D1.5 OR THE MANUFACTURER'S WRITTEN WELDING PROCEDURE SUPPLIED TO THE ENGINEER BEFORE THE WELDING IS PERFORMED. SUBMIT A NOTARIZED COPY OF THE MILL TEST REPORT TO THE ENGINEER.

ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):

THIS ITEM OF WORK SHALL BE IN ACCORDANCE WITH ODOT CMS ITEM 512 EXCEPT AS MODIFIED HEREIN. THE CONCRETE SEALING FINISH COAT COLORS SHALL MEET THE FOLLOWING FEDERAL STANDARD COLOR NUMBERS:

ABUTMENTS:		
FS-595B-37778	LIGHT NEUTRAL	CIP ABUTMENTS
PIERS:		
FS-595B-37778	LIGHT NEUTRAL	PIER BASE, BASE CAPS, PIER STEMS AND PIER CAPS
FS-595B-33578	TAN	PIER STEMS (MASONRY FORMLINER)
SUPERSTRUCTURE:		
FS-595B-12160	BROWNISH RED	FASCIA BEAMS
FS-595B-37778	LIGHT NEUTRAL	EXTERIOR PARAPETS AND EXTERIOR DECK FASCIAS, MEDIAN BARRIERS, AND ABUTMENT AND PIER DIAPHRAGMS

MSE WALLS:
SEE MSE WALL PLANS

THE LIMITS OF THE SEALER SHALL BE APPLIED AS SHOWN IN THE PLANS UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

CONCRETE PARAPETS INSTALLED SHALL BE SEALED WITH THE EPOXY-URETHANE SEALER BEFORE DECEMBER 1st† OF THE SAME YEAR. IT IS THE INTENT OF THE DEPARTMENT TO ENSURE THAT THE PARAPET INSTALLED DOES NOT GO THROUGH THE SNOW AND ICE SEASON UNSEALED.

ITEM 512, TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN:

THE ENTIRE BRIDGE DECK BETWEEN THE TOE OF MEDIAN BARRIER AND THE TOE OF EXTERIOR PARAPET SHALL BE SATURATED WITH AN SRS CONCRETE SEALER. ALL REQUIREMENTS OF CMS 512.05 SHALL APPLY EXCEPT THAT THE ONLY MEANS OF APPLICATION ALLOWED WILL BE BY THE USE OF SQUEEGEES. THE USE OF SPRAY EQUIPMENT IS PROHIBITED.

PAYMENT FOR SEALING OF DECK SHALL BE INCLUDED WITH PAY ITEM 512, TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN. THE DEPARTMENT WILL MEASURE THE TREATING OF THE CONCRETE BRIDGE DECK WITH SRS AS THE ACTUAL AREA IN SQUARE YARDS OF SURFACE TREATED.

ITEM 513 - STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN

THE JOINT SHALL BE A WATSON BOWMAN ACME WABO MODULAR D-900, DS BROWN D-240, TECHSTAR LG-3/D-240 OR APPROVED ALTERNATE.

THE MANUFACTURER SHALL SUBMIT DESIGN CALCULATIONS SHOWING THAT THE DEVICE CAN MEET THE IMPACT AND FATIGUE DESIGN REQUIREMENTS SET FORTH BY AASHTO AS WELL AS THE HS25 LOADING AND 100% IMPACT REQUIREMENT OF THE OHIO BRIDGE DESIGN MANUAL.

A. DESCRIPTION

FURNISH ALL MATERIALS, SERVICES, LABOR, TOOLS, EQUIPMENT AND INCIDENTALS NECESSARY TO DESIGN, FABRICATE, INSPECT, TEST AND INSTALL MODULAR EXPANSION JOINTS IN ACCORDANCE WITH THE PLANS AND THESE NOTES. ALL REQUIREMENTS OF 513, UF LEVEL FABRICATION APPLY, UNLESS MODIFIED BY THESE NOTES.

B. DESIGN

1. PREPARE AND CHECK THE DESIGN UNDER THE AUTHORITY OF AN OHIO REGISTERED PROFESSIONAL ENGINEER. THE REGISTERED ENGINEER SHALL SEAL, SIGN AND DATE THE DESIGN CALCULATIONS AND SHOP DRAWINGS.

2. INCLUDE DESIGN CALCULATIONS WITH THE CONTRACTOR'S SUBMISSION OF SHOP DRAWINGS PER 513.06.

3. PROVIDE A DETAILED INSTALLATION PROCEDURE AND INCLUDE ANY SPECIFIC MANUFACTURER'S NOTES NECESSARY FOR COMPLETION OF THE WORK.

4. DESIGN AND TEST THE MODULAR JOINT COMPONENTS, JOINT ARMOR AND ANCHORAGES ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 "FATIGUE DESIGN OF MODULAR BRIDGE EXPANSION JOINTS" APPENDIX A AND B.

5. DESIGN TEMPORARY AND FIELD CONNECTIONS TO THE BRIDGE TO ACCOMMODATE ADJUSTMENTS FOR ROADWAY GEOMETRY AND VARYING TEMPERATURE.

6. DESIGN FOR THE PLAN SPECIFIED MOVEMENT FOR A COLD CLIMATE FOR CONCRETE STRUCTURES AS SPECIFIED BY 2002 AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES SECTION 3.16.

7. SUPPLY SUPPORT BAR BEARINGS TO TRANSFER THE LOAD FROM THE SUPPORT BARS TO THE JOINT ARMOR.

8. SUPPLY EQUALIZATION SPRINGS TO COUNTER THE COMPRESSION FORCES FROM THE SEALING ELEMENTS AND MAINTAIN EQUAL EXPANSION PROPERTIES FOR EACH SEALING ELEMENT ACROSS THE JOINT.

9. SUPPLY CONTROL SPRINGS WHICH WORK LONGITUDINALLY TO MAINTAIN EQUIDISTANT SPACING BETWEEN TRANSVERSE SEPARATION BEAMS.

10. SUPPLY SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS TO LIMIT TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

11. SUPPLY A STRIP SEAL TYPE SEAL CONNECTED TO MATCHING RETAINERS CONNECTED TO THE JOINT ARMOR AND THE SEPARATION BEAMS. DO NOT EXCEED 3.15 INCHES OF TOTAL HORIZONTAL MOVEMENT IN ANY INDIVIDUAL STRIP SEAL.

12. SUPPLY REMOVABLE AND REPLACEABLE NEOPRENE SEALS, SUPPORT BAR BEARINGS AND EQUALIZATION SPRINGS.

13. SET SEALS AND RETAINERS 1/8" LOWER THAN THE ROADWAY SURFACE.

14. DESIGN AND FABRICATE THE MODULAR JOINT AS A CONTINUOUS FULL LENGTH MEMBER WITHOUT FIELD SPLICES, UNLESS PHASED CONSTRUCTION OR EXCESSIVE LENGTHS (GREATER THAN 70'-0") PROHIBITS MONOLITHIC FABRICATION.

15. SUPPLY A SLIDING STEEL COVER PLATE AT SIDEWALKS.

C. MATERIALS

1. SUPPLY STRUCTURAL STEEL MEETING ASTM A709 GRADE 50. SUPPLY SEPARATION BEAMS/ TRANSVERSE DIVIDERS/ CENTER BEAMS, EDGE BEAMS AND JOINT ARMOR MEETING CHARPY V NOTCH IMPACT REQUIREMENTS PER ASTM A709 TABLE S1.2 ZONE 2 TEMPERATURE RANGE. SUPPLY TUBE SECTIONS MEETING ASTM A501 OR A500 GRADE B.

2. SUPPLY ASTM A240, TYPE 304 STAINLESS STEEL, 13 GAGE MINIMUM THICKNESSES WITH NO. 8 FINISH FOR SLIDING SURFACES IN CONTACT WITH PTFE.

3. SUPPLY TESTING AND REPORTS BY THE MANUFACTURER OR AN INDEPENDENT TESTING LABORATORY FOR ALL ELASTOMERIC, PTFE, URETHANE AND PREFORMED FABRIC MATERIALS USED IN ALL BEARINGS AND SPRINGS. THE SUBMISSION OF MATERIAL CERTIFICATION AND TESTING DATA SHALL BE PER 513.08. THESES MATERIALS SHALL BE TESTED ACCORDING TO THE NATIONAL COOPERATIVE HIGHWAY RESEARCH PROGRAM (NCHRP) REPORT 402 APPENDIX A "A GUIDELINE FOR DURABILITY TESTING OF SPRINGS AND BEARINGS FOR MBEJ."

4. SUPPLY STRIP SEALS CONFORMING TO ASTM D5973. SUBMIT CERTIFIED TEST DATA PER 513.08 FROM THE MANUFACTURER OR AN ACCREDITED LABORATORY. D5973 SECTION 8, LOT SIZE IS ONE SAMPLE PER JOINT. A SAMPLE IS A PIECE 4 FEET LONG WITH ALL MANUFACTURES' MARKINGS. THE SEAL AND RETAINER ARE AN INTEGRAL SYSTEM SUPPLIED BY ONE MANUFACTURER.

5. SEAL RETAINERS: EXTRUDE, HOT ROLL OR MACHINE, STEEL RETAINERS INTO A SOLID SHAPE. RETAINERS MANUFACTURED FROM BENT PLATE OR BUILT UP PIECES ARE NOT ACCEPTABLE. THE INTERNAL DIMENSIONS OF THE RETAINER SHALL BE SPECIFIED BY THE MANUFACTURER TO ACHIEVE POSITIVE SEAL ANCHORAGE.

6. SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS SHALL BE A SOLID, NON WELDED MACHINED OR EXTRUDED STEEL SECTION.

7. LUBRICANT - ADHESIVE. ONE PART MOISTURE CURING POLYURETHANE COMPOUND MEETING THE REQUIREMENTS OF ASTM D4070 AND AS SPECIFIED BY THE SEAL MANUFACTURER.

8. HARDWARE SHALL BE ASTM A325 TYPE ONE, GALVANIZED OR A449 GALVANIZED.

D. FABRICATION

1. THE MODULAR JOINTS SHALL BE FABRICATED ACCORDING TO 513.

2. SHOP ASSEMBLE THE MODULAR JOINT WITH ALL COMPONENTS EXCEPT, NEOPRENE SEALS, PER 513.24 EXCEPT THAT FULL ASSEMBLY IS REQUIRED WITH PHASED CONSTRUCTION.

3. JOINTS IN STRIP SEALS: NO JOINTS ARE ALLOWED.

4. JOINTS IN RETAINERS: WELDS ARE WATER TIGHT, FULL PENETRATION WELDS AROUND THE OUTER PERIPHERY OF THE ABUTTING SURFACES. MAKE SPLICES ONLY IN COMPRESSION ZONES OF THE JOINT ARMOR. GRIND FLUSH ALL WELDS IN CONTACT WITH THE SEAL AND JOINT ARMOR. DO NOT USE SHORT PIECES OF RETAINERS LESS THAN 6'-0" LONG, UNLESS REQUIRED AT CURBS OR SIDEWALKS. DO NOT PROVIDE ADDITIONAL SPLICES IN RETAINERS AT CURB OR SIDEWALK SECTIONS OTHER THAN REQUIRED FOR GEOMETRY.

5. SHOP OR FIELD WELDS OF CENTER BEAMS AND JOINT ARMOR, SHALL BE COMPLETE PENETRATION WELDS, GROUND TO PROVIDE SMOOTH TRANSITIONS AND BE 100 % ULTRASONICALLY TESTED PER AASHTO/ AWS BRIDGE WELDING CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT.

6. THE SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS TO SUPPORT BAR CONNECTIONS SHALL BE COMPLETE PENETRATION WELDS, GROUND TO PROVIDE SMOOTH TRANSITIONS AND BE 100% ULTRASONICALLY TESTED PER AASHTO/AWS BRIDGE WELDING CODE, WITH TENSION ACCEPTANCE CRITERIA, WITNESSED BY THE DEPARTMENT.

7. TEMPORARY SUPPORTS: FABRICATOR DESIGNED AND INSTALLED SUPPORTS ARE REQUIRED TO SUPPORT SHIPPING, ERECTION AND CONSTRUCTION FORCES WITHOUT DAMAGE TO THE STEEL ARMOR OR COATINGS. THESE SUPPORTS SHALL BE ADJUSTABLE FOR FIELD TEMPERATURE SETTING.

E. COATING

1. GALVANIZE OR METALIZE ALL STEEL SURFACES AND COMPONENTS, EXCEPT AT STAINLESS STEEL AND PTFE SLIDING SURFACES. THESE COATING MAY BE MIXED ON ONE ASSEMBLY, IF ALL SIMILAR COMPONENTS OF THE ASSEMBLY HAVE THE SAME COATING TYPE.

2. PROVIDE A GALVANIZED COATING PER ASTM A123, WITH A MINIMUM THICKNESS OF 4 MILS. CLEAN EXCESSIVE GALVANIZING AS NECESSARY TO ACHIEVE MECHANICAL MOVEMENT AND SEAL INSTALLATION.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	WJH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		57079947/5708001	

GENERAL NOTES (2 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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STRUCTURE GENERAL NOTES

3. PROVIDE A METALIZED COATING PER SOCIETY FOR PROTECTIVE COATINGS (SSPC) SPECIFICATION SSPC-CS23.00 (MARCH 17, 2003) FOR THERMAL SPRAY METALLIC COATINGS. THE COATING SHALL BE A MINIMUM OF 8 MILS THICK. THE METALIZING WIRE SHALL BE 100% ZINC. AREAS OF STRUCTURAL STEEL THAT ARE IN CONTACT WITH CAST-IN-PLACE CONCRETE SHALL HAVE AN ADDITIONAL COATING. THE COATING SHALL BE THE EPOXY INTERMEDIATE COAT SPECIFIED IN C&MS 514. THE COATING THICKNESS WILL COVER ALL PEAKS, VALLEYS AND SURFACE ROUGHNESS ATTRIBUTED TO METALIZING.

4. COATING REPAIRS: DAMAGED COATINGS SHALL BE REPAIRED BY ASTM A780, ANNEX "A1. REPAIR USING ZINC BASED ALLOYS". THE PROCEDURE SHALL BE AS FOLLOWS: REMOVE SURFACE CONTAMINATES, PREHEAT TO 600 DEGREES F, AND APPLY ZINC COATING BY RUBBING WITH A PURE ZINC STICK OR SPRINKLING ZINC POWDER ON THE PREHEATED SURFACE, TO ACHIEVE A MINIMUM COATING THICKNESS OF 6 MILS.

5. THE GALVANIZED OR METALIZED COATINGS SHOULD NOT BE FIELD PAINTED, EXCEPT FOR AREAS DAMAGED BY CONNECTION TO PAINTED SUPERSTRUCTURE STEEL MEMBERS. THESE AREAS SHALL BE PAINTED USING THE SAME SYSTEM SPECIFIED FOR THE SUPERSTRUCTURE.

6. PRIOR TO SHIPPING RETAINER GROOVES SHALL BE PROTECTED FROM CONSTRUCTION DEBRIS BY THE INSTALLATION OF BACKER RODS OR OTHER EFFECTIVE MASKING TECHNIQUES.

F. INSTALLATION

1. PROVIDE A JOINT MANUFACTURER'S TECHNICAL REPRESENTATIVE TO PHYSICALLY OVERSEE THE FABRICATION, INSTALLATION, ADJUSTMENT AND TESTING DURING ALL OPERATIONS. WHERE SPECIAL INSTRUCTIONS ARE NOT CONTAINED HEREIN OR ELSEWHERE IN THESE NOTES, DIRECTION FOR THE INSTALLATION SHALL BE ACCORDING TO THE RECOMMENDATIONS OF THE TECHNICAL REPRESENTATIVE.

2. COORDINATE AND SCHEDULE THE TECHNICAL REPRESENTATIVE.

3. INSTALL THE SUPERSTRUCTURE SUPPORTING UNITS BEFORE INSTALLING THE MODULAR JOINT. POSITION THE JOINT TO MATCH ROADWAY GEOMETRY, SUPERSTRUCTURE CONNECTIONS AND TEMPERATURE OPENING. TAKE CARE TO MAINTAIN EXACT ALIGNMENT OF ADJACENT ENDS OF THE ARMOR AND SEPARATION BEAMS/ TRANSVERSE DIVIDERS/CENTER BEAMS FOR FIELD WELDED UNITS. PROVIDE TEMPORARY SUPPORTS AS DIRECTED BY THE MANUFACTURER TO MAINTAIN THE PROPER POSITIONING. FOR PHASED CONSTRUCTION, THE CONTRACTOR'S METHODS FOR INSTALLATION AND TEMPORARY SUPPORTS SHALL ACHIEVE SEPARATION OF THE PHASES AND UNRESTRICTED TEMPERATURE MOVEMENT.

4. PERFORM CONCRETE PLACEMENT USING VIBRATION AND HAND WORK AS NECESSARY TO ACHIEVE CONSOLIDATION AND ELIMINATE AIR VOIDS.

5. PLACE THE DECK CONCRETE FIRST. CHECK THE ABUTMENT OR ADJACENT SPAN SIDE OF THE MODULAR JOINT FOR ALIGNMENT AND TEMPERATURE ADJUSTMENT. TEMPERATURE SHALL BE MEASURED AT THE UNDERSIDE OF THE CONCRETE DECK AT EACH END AND MID-SPAN TO ACHIEVE THE AVERAGE SUPER STRUCTURE TEMPERATURE. PLACE THE BACKWALL OR ADJACENT SPAN CONCRETE SECOND. THE MANUFACTURER'S REPRESENTATIVE SHALL CHECK THAT TEMPERATURE MOVEMENT HAS NOT CAUSED ANY DAMAGE TO THE BOND BETWEEN THE JOINT AND THE CONCRETE.

6. EXAMINE SEAL RETAINERS FOR SOIL OR DEFECTS THAT CAN DAMAGE THE SEAL. REPAIR ANY DEFECTS AS DIRECTED BY THE MANUFACTURER'S REPRESENTATIVE.

7. SOLVENT CLEAN THE NEOPRENE SEAL ELEMENTS AND THE RETAINER GROOVES TO REMOVE OIL, GREASE OR OTHER SOIL IMMEDIATELY PRIOR TO INSTALLING THE SEALS. INSTALL SEALS USING PROCEDURES AND ADHESIVE SPECIFIED BY THE JOINT MANUFACTURER. KEEP THE BONDING SURFACES CLEAN, DRY AND WARMER THAN 45°F.

8. TEST THE INSTALLED MODULAR JOINT FOR LEAKS. FLOOD THE TOTAL EXPANSION JOINT LENGTH WITH WATER FOR A PERIOD OF NOT LESS THAN ONE HOUR. COVER THE ENTIRE JOINT SYSTEM BY EITHER PONDING OR FLOWING WATER. LOCATE ANY POINTS OF LEAKAGE AND TAKE ANY AND ALL MEASURES NECESSARY TO STOP THE LEAKAGE. PERFORM THIS WORK AT THE CONTRACTOR'S EXPENSE. PERFORM A SECOND WATER TEST AFTER ALL REPAIRS HAVE BEEN MADE.

G. METHOD OF MEASUREMENT

INCLUDE THE COST OF ALL LABOR, MATERIALS AND EQUIPMENT NECESSARY TO DESIGN, SUPPLY, INSTALL AND TEST A MODULAR EXPANSION JOINT ACCORDING TO THE PLANS AND THESE NOTES.

H. BASIS OF PAYMENT

PAYMENT WILL BE MADE AT CONTRACT PRICES FOR:

ITEM	UNIT	DESCRIPTION
513E17001	FT	ITEM 513 STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN

ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN:

INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STRUCTURAL STEEL AS SHOWN IN STANDARD DRAWING PSID-1-99. THE SQUARE PLATE WASHERS, HIGH STRENGTH BOLTS, ROUND WASHERS, AND NUTS ON THE EXTERIOR SIDE OF THE FASCIA BEAMS SHALL BE PAINTED WITH A FINISH COAT TO MATCH THE COLOR OF THE CONCRETE SEALER USED ON THE PRESTRESSED BEAMS. PREPARATION OF GALVANIZED STEEL FOR PAINTING SHALL BE IN ACCORDANCE WITH ASTM D6386. FIELD PAINTING SHALL BE PER ITEM 514.

BASIS OF PAYMENT: ALL COST ASSOCIATED WITH THE WORK DESCRIBED IN THE ABOVE ITEMS, INCLUDING DIAPHRAGM CONNECTION PAINTING, SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN.

ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3, AS PER PLAN:

ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72"), AS PER PLAN:

TO REDUCE THE POTENTIAL FOR CAMBER DIFFERENCES BETWEEN CONCRETE BEAMS DUE TO CREEP, BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.

TEMPORARY STABILITY FOR DECK PLACEMENT: THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF SUFFICIENT ADDITIONAL DIAPHRAGMS, SUPPORTS, AND BRACING TO ASSURE THAT THE I-BEAMS WILL STABLE AND IN CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DURING AND AFTER PLACEMENT OF THE DECK CONCRETE. THE ADDITIONAL SUPPORT DESIGN SHALL CONSIDER THE WEIGHT OF THE WET CONCRETE IN THE DECK OVERHANGS, THE DECK FINISHING MACHINE, AND ALL OTHER CONSTRUCTION LOADS PRESENT DURING PLACEMENT OF THE DECK CONCRETE. THE CONTRACTOR IS RESPONSIBLE FOR CORRECTING ANY DEFICIENCIES RESULTING FROM INSTABILITY OF THE I-BEAMS DUE TO INADEQUATE TEMPORARY CONSTRUCTION SUPPORT, TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

BASIS OF PAYMENT: IN ADDITION TO THE ITEMS LISTED IN 515.19, ALL COSTS ASSOCIATED WITH THE REQUIRED THREADED RODS, EMBEDDED SOLE PLATES, AND TEMPORARY BRACING SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN, OR ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3, AS PER PLAN.

ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN:

FOR BEARING REQUIREMENTS SEE SHEETS 81 / 229 THRU 86 / 229.

ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN:

INSTALL A 3 FOOT WIDE NEOPRENE SHEET AT LOCATIONS SHOWN IN THE PLANS. SECURE THE NEOPRENE SHEETING TO THE CONCRETE WITH 1 1/4"x#10 GAGE (LENGTH x SHANK DIAMETER) GALVANIZED BUTTON HEAD SPIKES THROUGH A 1 INCH OUTSIDE DIAMETER, #10 GAGE GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 9 INCHES. USE OF OTHER SIMILAR GALVANIZED DEVICES, WHICH WILL NOT DAMAGE EITHER THE NEOPRENE OR THE CONCRETE, WILL BE 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 THE SINGLE VERTICAL ROW OF FASTENERS IS LOCATED.

THE VERTICAL NEOPRENE STRIPS SHALL COMPLETELY OVERLAP THE HORIZONTAL STRIPS. LAP LENGTHS OF THE HORIZONTAL STRIPS THAT ARE NOT VULCANIZED OR ADHESIVE BONDED, SHALL BE AT LEAST 1 FOOT IN LENGTH, 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" 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	REQUIREMENT
THICKNESS, INCHES	D751	0.094 ± 0.01
BREAKING STRENGTH, GRAB, LBS, MINIMUM	D751	700 X 700 (LONG. x TRANS.)
ADHESIVE STRIP, 1" WIDE x 2" LONG, LBS, MINIMUM	D751	9
BURST STRENGTH, PSI, MINIMUM	D751	1400
HEAT AGING, 70 HR, 212°F, 180° BEND WITHOUT CRACKING	D2136	NO CRACKING OF COATING
LOW TEMP. BRITTLENESS, 1 HR, 40°F, BEND AROUND 1/4" MANDREL	D2136	NO CRACKING OF COATING

METHOD OF MEASUREMENT:

THE DEPARTMENT WILL MEASURE THE TOTAL LENGTH OF JOINT TO BE SEALED BY THE NUMBER OF FEET.

BASIS OF PAYMENT:

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE FOR ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN.

ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN:

½" JOINT SEALER IS USED FOR TREATMENT ADJACENT TO THE CONCRETE SLOPE PROTECTION AT THE REAR AND FORWARD ABUTMENTS. PAYMENT FOR THIS SEALER IS INCLUDED WITH THE CONCRETE SLOPE PROTECTION.

ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLABS), 17", AS PER PLAN:

FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, QC/QA CONCRETE, CLASS QSC2. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, MEDIAN BARRIERS, PARAPETS, REINFORCING STEEL IN APPROACH SLABS AND BARRIERS/PARAPETS, JOINT FILLERS, JOINT SEALERS, JOINT SEALS AND WATERPROOFING. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER OF SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETING THE WORK. THE DEPARTMENT WILL CALCULATE THE FINALADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN:

THE END DIAPHRAGMS AT THE REAR ABUTMENT, PIER 12, THE FORWARD ABUTMENT, AND ALL PIER DIAPHRAGMS SHALL BE INCLUDED WITH ITEM 898, QA/QC CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN.

THE CONTRACTOR IS RESPONSIBILE TO PERFORM A DRY RUN AT A MINIMUM OF 24 HOURS BEFORE THE ACTUAL DECK PLACEMENT. THE DEPARTMENT WILL NOT CONSIDER PERFORMING THE DRY RUN UNTIL ALL REINFORCING STEEL HAS BEEN ACCEPTED AT THE PROJECT LEVEL AS TO BEING INSTALLED COMPLETELY ACCORDING TO THE PLANS.

THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE THE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE THE FINAL PAY FACTORS.

DECK PLACEMENT DESIGN ASSUMPTIONS:

THE FOLLOWING ASSUMPTIONS OF CONSTRUCTION MEANS AND METHODS WERE MADE FOR THE ANALYSIS AND DESIGN OF THE SUPERSTRUCTURE. THE CONTRACTOR IS RESPONSIBLE FOR THE DESIGN OF THE FALSEWORK SUPPORT SYSTEM WITHIN THESE PARAMETERS AND WILL ASSUME RESPONSIBILITY FOR SUPERSTRUCTURE ANALYSIS FOR DEVIATION FROM THESE DESIGN ASSUMPTIONS.

AN EIGHT WHEEL FINISHING MACHINE WITH A MAXIMUM WHEEL LOAD OF 1.51 KIPS FOR A TOTAL MAHCINE LOAD OF 12.1 KIPS.

A MINIMUM OUT-TO-OUT WHEEL SPACING AT EACH END OF THE MACHINE OF 103".

A MAXIMUM SPACING OF OVERHANG FALSEWORK BRACKETS OF 48 IN.

A MAXIMUM DISTANCE FROM THE CENTERLINE OF THE FASCIA GIRDER TO THE FACE OF THE SAFETY HANDRAIL OF 65".

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DESIGN AGENCY
TranSystems
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CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN WJH | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57079947/57080001

GENERAL NOTES (3 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

STRUCTURE GENERAL NOTES

ITEM SPECIAL - STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT:

THIS ITEM OF WORK SHALL CONSIST OF PROVIDING AESTHETIC TREATMENTS TO THE CONCRETE SURFACES AS SHOWN IN THE PLANS. IT SHALL INCLUDE BUT IS NOT LIMITED TO FORMLINERS, RUSTICATION GROOVES, SIMULATED STONE BUMP OUTS AND TEXTURED SURFACES.

THE PATTERNED FORMLINER SHALL HAVE A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 8"x18" (CENTER TO CENTER GROUT JOINTS). THE GROUT JOINTS SHALL MIMIC A RAKED JOINT AND HAVE A ½" MAXIMUM WIDTH. THE MAXIMUM FORMLINER RELIEF DEPTH SHALL BE 1". RE-TOOLING OF STANDARD FORMLINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

ACCEPTABLE PATTERNED FORMLINERS ARE:

#17986 AGED BENICIA BLOCK AS MANUFACTURED BY:
FITZGERALD FORMLINERS,
1500 EAST CHESTNUT AVENUE, SANTA ANA, CA 92701
(714) 547-6710

#166D CHISELED LIMESTONE W/ JOINTS AS MANUFACTURED BY:
SCOTT SYSTEM INC.,
10777 EAST 45TH AVENUE, DENVER, CO 80239
(303) 373-2500

#1425 CANON BOND BLOCK AS MANUFACTURED BY:
SPEC FORMLINERS, INC.,
530 EAST DYER ROAD, SANTA ANA, CA 92707
(714) 429-9500

THE CONTRACTOR SHALL SUBMIT PRODUCT INFORMATION FOR THE PROPOSED PATTERNED FORMLINER TO THE ENGINEER FOR APPROVAL.

ALL OTHER FORMLINERS NEEDED TO PRODUCE THE DESIRED FINISH PRODUCT SHOWN IN THE PLANS SHALL BE CUSTOM DESIGNED. THE CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR APPROVAL TO THE ENGINEER FOR ALL CUSTOM DESIGNED FORMLINERS.

THE SURFACE TEXTURES SHALL BE AS FOLLOWS:

BUSH HAMMERED - THE TEXTURE SHALL PRODUCE A COURSE NONDIRECTIONAL PATTERN THAT MIMICS THE LOOK OF MANUALLY STRIKING STONE WITH A HAMMER.

HAND RUBBED - THE TEXTURE SHALL PRODUCE A SMOOTH SURFACE THAT MIMICS THE LOOK OF HAND RUBBED STONE.

TOOLED - THE TEXTURE SHALL PRODUCE A COARSE SURFACE WITH LINEAR STRIATIONS THAT ARE CONTINUOUS ACROSS THE FACE OF THE CONCRETE.

ALL PRODUCT INFORMATION AND SHOP DRAWINGS SHALL BE SUBMITTED PRIOR TO BEGINNING ANY WORK.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE AESTHETIC TREATMENT BASED ON THE SURFACE AREA OF THE PIERS FROM THE TOP OF THE FOOTING UP TO THE BEAM SEAT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTICATIONS, RELIEF DEPTHS, OR OTHER FORMLINER ARCHITECTURAL AND CONSTRUCTION DETAILS.

PAYMENT FOR ALL MATERIALS, LABOR, EQUIPMENT AND INCIDENTALS NECESSARY TO PRODUCE THE AESTHETIC TREATMENT AS SHOWN IN THE PLANS SHALL BE INCLUDED WITH ITEM 530 - STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT. PAYMENT FOR ALL CONCRETE SHALL BE INCLUDED IN ITEM 898.

ITEM SPECIAL- STRUCTURE MISC.: VIBRATION MONITORING:

MONITOR GROUND VIBRATIONS CAUSED BY PILE DRIVING SO THAT THE PILE DRIVING WORK CAN BE CONTROLLED IN ORDER TO MINIMIZE THE POTENTIAL DAMAGE TO EXISTING STRUCTURES.

RETAIN AN EXPERIENCED VIBRATION SPECIALIST TO ESTABLISH THE ACCEPTABLE VIBRATION LIMITS AND TO PERFORM THE VIBRATION MONITORING. USE A VIBRATION SPECIALIST THAT IS AN EXPERT IN THE INTERPRETATION OF VIBRATION DATA AND WHO MEETS ONE OF THE FOLLOWING CRITERIA: 1) IS A REGISTERED ENGINEER WITH AT LEAST TWO YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS, OR 2) HAS AT LEAST FIVE YEARS OF PROVEN EXPERIENCE IN MONITORING VIBRATIONS ON SIMILAR CONSTRUCTION PROJECTS. DO NOT USE A VIBRATION SPECIALIST THAT IS AN EMPLOYEE OF THE CONTRACTOR.

SUBMIT A RESUME OF THE CREDENTIALS OF THE PROPOSED VIBRATION SPECIALIST AT OR BEFORE THE PRECONSTRUCTION CONFERENCE. INCLUDE IN THE RESUME A LIST OF CONSTRUCTION PROJECTS ON WHICH THE VIBRATION SPECIALIST WAS RESPONSIBLY IN CHARGE OF MONITORING THE VIBRATIONS. LIST A DESCRIPTION OF THE PROJECTS, WITH DETAILS OF THE VIBRATION INTERPRETATIONS MADE ON THE PROJECT. LIST THE NAMES AND TELEPHONE NUMBERS OF PROJECT OWNERS WITH SUFFICIENT KNOWLEDGE OF THE PROJECTS TO VERIFY THE SUBMITTED INFORMATION. OBTAIN APPROVAL OF THE VIBRATION SPECIALIST BEFORE BEGINNING ANY PILE DRIVING WORK. ALLOW 30 DAYS FOR THE REVIEW OF THIS DOCUMENTATION.

USE SEISMOGRAPHS CAPABLE OF CONTINUOUSLY RECORDING THE PEAK PARTICLE VELOCITY FOR THREE MUTUALLY PERPENDICULAR COMPONENTS OF VIBRATION, AND PROVIDING A PERMANENT RECORD OF THE ENTIRE VIBRATION EVENT. USE A SUFFICIENT NUMBER OF SEISMOGRAPHS TO PROVIDE REDUNDANCY IN CASE ONE DEVICE SHOULD FAIL. SUBMIT A PLAN OF THE PROPOSED SEISMOGRAPH LOCATIONS TO THE ENGINEER FOR REVIEW.

THE VIBRATION SPECIALIST SHALL PERFORM THE FOLLOWING:

1. MEASURE THE AMBIENT GROUND VIBRATIONS NEAR EXISTING STRUCTURES BEFORE PILE DRIVING BEGINS.
2. ESTABLISH VIBRATION LIMITS TO MINIMIZE POTENTIAL DAMAGE TO EXISTING STRUCTURES AND EXPLAIN WHY THEY ARE BEING USED TO THE ENGINEER BEFORE DRIVING PILES NEAR EXISTING STRUCTURES.
3. MONITOR GROUND VIBRATIONS DURING PILE DRIVING.
4. IMMEDIATELY INFORM THE CONTRACTOR AND ENGINEER IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED.
5. FURNISH THE DATA RECORDED AND INCLUDE THE FOLLOWING:
   - A. IDENTIFICATION OF SEISMOGRAPH.
   - B. DISTANCE AND DIRECTION OF SEISMOGRAPH FROM PILE DRIVING.
   - C. START TIME AND DURATION OF PILE DRIVING.
   - D. LIST OF PILES DRIVEN DURING EACH MONITORING INTERVAL.

THE CONTRACTOR SHALL IMMEDIATELY SUSPEND ALL PILE DRIVING IF THE VIBRATION LIMITS ARE REACHED OR EXCEEDED. EVALUATE ALTERNATIVE CONSTRUCTION PROCEDURES, SUCH AS PREBORED HOLES, TO REDUCE THE VIBRATIONS.

SUBMIT A FINAL REPORT WHICH CONTAINS ALL MEASUREMENTS, INTERPRETATIONS, AND RECOMMENDATIONS TO THE ENGINEER. SUBMIT THREE COPIES OF THE REPORT.

VIBRATION MONITORING SHALL BE PERFORMED DURING PILE DRIVING AT PIER 10 FOR THE PURPOSE OF PROTECTING THE EXISTING 7'-9" x 6'-3" SANITARY SEWER. THE DEPARTMENT WILL PAY FOR THIS ITEM AT THE CONTRACT LUMP SUM PRICE FOR ITEMSPECIAL- STRUCTURE MISC.: VIBRATION MONITORING. THE DEPARTMENT WILL PAY THE FINALTWENTY PERCENT AFTER THE ENGINEER RECEIVES THE FINAL REPORT.

THE DEPARTMENT WILL PAY ACCORDING TO CMS 109.05 FOR ALTERNATIVE CONSTRUCTION PROCEDURES THAT THE ENGINEER DETERMINES ARE NECESSARY TO REDUCE VIBRATIONS.

ABBREVIATIONS:

ABUT	= ABUTMENT	FWD.	= FORWARD
APPX	= APPROXIMATE	FWS	= FUTURE WEARING SURFACE
B	= BOTTOM	HMWM	= HIGH MOLECULAR WEIGHT METHACRYLATE
BRG.	= BEARING	HKHWM	= HIGHEST KNOWN HIGH WATER MARK
C.I.P.	= CAST IN PLACE	MAX.	= MAXIMUM
C.B.	= CATCH BASIN	MIN.	= MINIMUM
C.J.	= CONSTRUCTION JOINT	NB	= NORTHBOUND
CLR.	= CLEARANCE	N.F.	= NEAR FACE
CONC.	= CONCRETE	OPT.	= OPTIONAL
CONSTR.	= CONSTRUCTION	P.E.J.F.	= PREFORMED EXPANSION JOINT FILLER
C.P.P.	= CORRUGATED PLASTIC PIPE	PROP.	= PROPOSED
E.F.	= EACH FACE	R	= REAR
EX.	= EXISTING	REINF.	= REINFORCEMENT
F	= FORWARD	SB	= SOUTHBOUND
F.F.	= FAR FACE	U.N.O.	= UNLESS NOTED OTHERWISE
FT	= FEET/FOOT	T	= TOP
		W.P.	= WORK POINT

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DESIGN AGENCY
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DESIGNED	DRAWN	REVIEWED	DATE
JDH	JAH	MSL	03/01/12

CHECKED: DMP
REVISED
STRUCTURE FILE NUMBER 5707994/5708001

GENERAL NOTES (4 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1258
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MADE BY: JWF DATE: 06/23/2011
CHECKED BY: DMP DATE: 06/23/2011

ESTIMATED QUANTITIES

STRUCTURE FILE NUMBER: 5707994/5708001

ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE SHEET NUMBER
202	11003	70%	30%		LUMP	STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LUMP	
202	22900	474	203	677	SQ YD	APPROACH SLAB REMOVED					677	9 / 229
202	98100	207	89	296	EACH	REMOVAL MISC: EXISTING PILE REMOVAL					296	
202	98100	3	2	5	EACH	REMOVAL MISC: PILE REMOVED, EXTRACTION OF NEW PILE					5	
502	11101	70%	30%		LUMP	STRUCTURE FOR MAINTAINING TRAFFIC, AS PER PLAN					LUMP	9 / 229
503	11101	70%	30%		LUMP	COFFERDAMS AND EXCAVATION BRACING, AS PER PLAN					LUMP	9 / 229
503	21300	70%	30%		LUMP	UNCLASSIFIED EXCAVATION					LUMP	
505	11100	70%	30%		LUMP	PILE DRIVING EQUIPMENT MOBILIZATION					LUMP	
506	11101	70%	30%		LUMP	STATIC LOAD TEST, AS PER PLAN					LUMP	8 / 229
507	00600	49,672	21,288	70,960	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, DRIVEN	3,105	2,250	65,605			
507	00651	55,111	23,619	78,730	FT	14" CAST-IN-PLACE REINFORCED CONCRETE PILES, FURNISHED, AS PER PLAN	3,450	2,475	72,805			9 / 229
507	93301	828	355	1,183	EACH	STEEL POINTS OR SHOES, AS PER PLAN	69	45	1,069			9 / 229
509	10000	3,002,304	1,286,702	4,289,006	POUND	EPOXY COATED REINFORCING STEEL	39,686	11,840	1,789,990	2,447,490		
512	10101	18,693	8,011	26,704	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE), AS PER PLAN	297	91	17,172	8,863	282	11 / 229
512	10401	19,991	8,567	28,558	SQ YD	TREATING OF CONCRETE BRIDGE DECK WITH SRS, AS PER PLAN				28,558		9 / 229
512	33000	15	7	22	SQ YD	TYPE 2 WATERPROOFING	15	7				
513	17001	169	72	241	FT	STRUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN				241		9 / 229
515	15011	17	8	25	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 3, AS PER PLAN				25		10 / 229
515	15051	190	81	271	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN				271		10 / 229
515	20001	512	220	732	EACH	INTERMEDIATE DIAPHRAGMS, AS PER PLAN				732		10 / 229
516	11210	135	58	193	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL				193		
516	13600	35	15	50	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	28	22				
516	13900	1,657	711	2368	SQ FT	2" PREFORMED EXPANSION JOINT FILLER	833	1,090			445	
516	14021	136	58	194	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN		194				10 / 229
516	43501	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), AS PER PLAN (17" x 20" x 5.37")				11		84 / 229
516	43501	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES ONLY (NEOPRENE), AS PER PLAN (20" x 20" x 6.52")				11		84 / 229
516	44101	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 2.5")				11		84 / 229
516	44101	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (12" x 18" x 2.5")				12		84 / 229
516	44201	119	51	170	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 3.65")				170		84 / 229
516	44201	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 18" x 3.65")				11		84 / 229
516	44201	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 17" x 3.65")				12		84 / 229
516	44201	9	4	13	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 18" x 3.65")				13		84 / 229
516	44201	92	40	132	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 3.07")				132		84 / 229
516	44201	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 18" x 3.07")				12		84 / 229
516	44301	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 20" x 4.80")				11		84 / 229
516	44301	4	2	6	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 20" x 4.22")				6		84 / 229
516	44301	23	10	33	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (16" x 20" x 4.22")				33		84 / 229
516	44301	3	2	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 18" x 4.22")				5		84 / 229
516	44301	9	4	13	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (14" x 16" x 4.22")				13		84 / 229
516	44401	17	7	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (22" x 22" x 7.30")				24		84 / 229
516	44401	25	11	36	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (21" x 22" x 6.85")				36		84 / 229
516	44401	8	4	12	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (21" x 21" x 6.85")				12		84 / 229
516	44401	17	7	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 6.31")				24		84 / 229
516	44401	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 5.85")				11		84 / 229
516	44401	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (19" x 20" x 5.50")				11		84 / 229
516	44401	8	3	11	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (17" x 20" x 5.37")				11		84 / 229

DESIGN AGENCY
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DESIGNED JDH | DRAWN MGO | REVIEWED MSL | DATE 03/01/12
CHECKED JAK | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

ESTIMATED QUANTITIES (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

12 / 229

1259
1565

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MADE BY: JWF DATE: 06/23/2011
CHECKED BY: DMP DATE: 06/23/2011

ESTIMATED QUANTITIES

STRUCTURE FILE NUMBER: 5707994/5708001

ITEM	EXTENSION	IM BRIDGE	NHS BRIDGE	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	REFERENCE SHEET NUMBER
518	12301	3	1	4	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN				4		167 / 229
518	21200	232	99	331	CU YD	POROUS BACKFILL WITH FILTER FABRIC	207	124				
518	40000	303	130	433	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	240	193				
518	40010	39	17	56	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	38	18				
523	20000	9	4	13	EACH	DYNAMIC LOAD TESTING	1	1	11			
523	20500	4	2	6	EACH	RESTRIKE			6			
SPECIAL	53000200	70%	30%		LUMP	STRUCTURE MISC.: VIBRATION MONITORING					LUMP	
SPECIAL	53000600	93,271	39,973	133,244	SQ FT	STRUCTURE MISC.: AESTHETIC SURFACE TREATMENT			133,244			
601	20010	821	352	1,173	CU YD	CRUSHED AGGREGATE SLOPE PROTECTION					1,173	
601	21001	1,266	542	1,808	SQ YD	CONCRETE SLOPE PROTECTION, AS PER PLAN	88	134			1,586	10 / 229
601	32110	5,204	2,230	7,434	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH AGGREGATE FILTER			2,712		4,722	
898	10211	7,176	3,076	10,252	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN	27			10,225		
898	10709	915	392	1,308	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), (T=17"), AS PER PLAN					1,308	10 / 229
898	11000	713	306	1,019	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)				1,019		
898	20100	7,599	3,256	10,855	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)			10,855			
898	20150	275	118	393	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT)	312	81				
898	20300	2,999	1,285	4,284	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)	226	146	3,912			

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN MGO | REVIEWED MSL | DATE 03/01/12
CHECKED JAK | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

ESTIMATED QUANTITIES (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1260
1565

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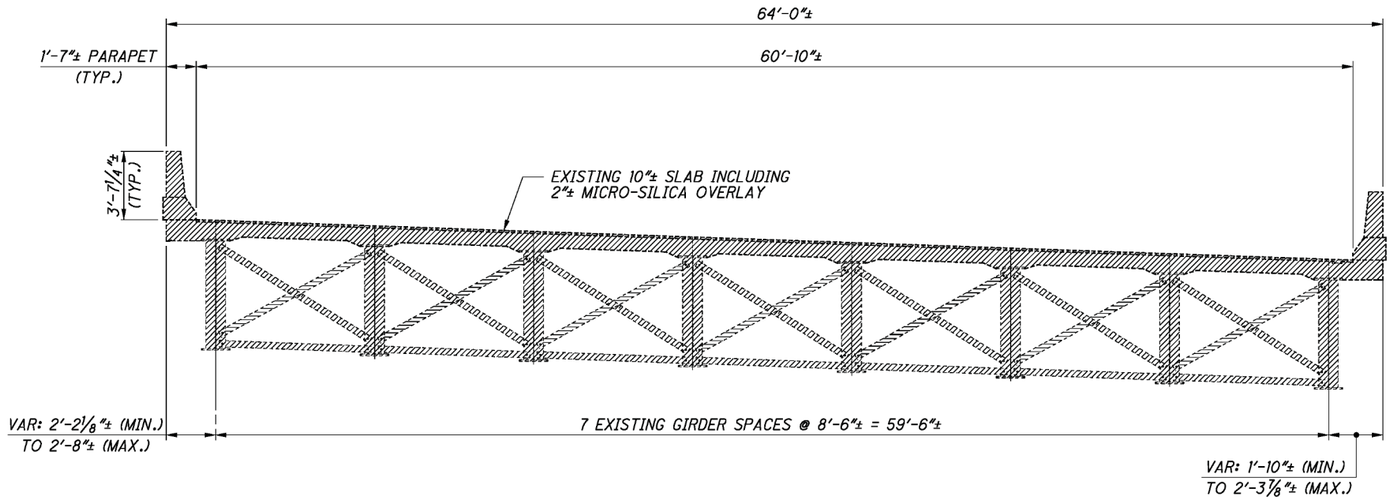
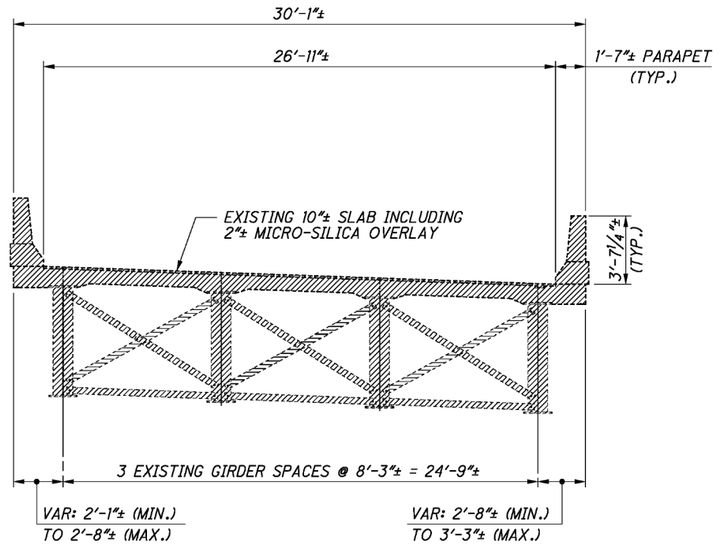


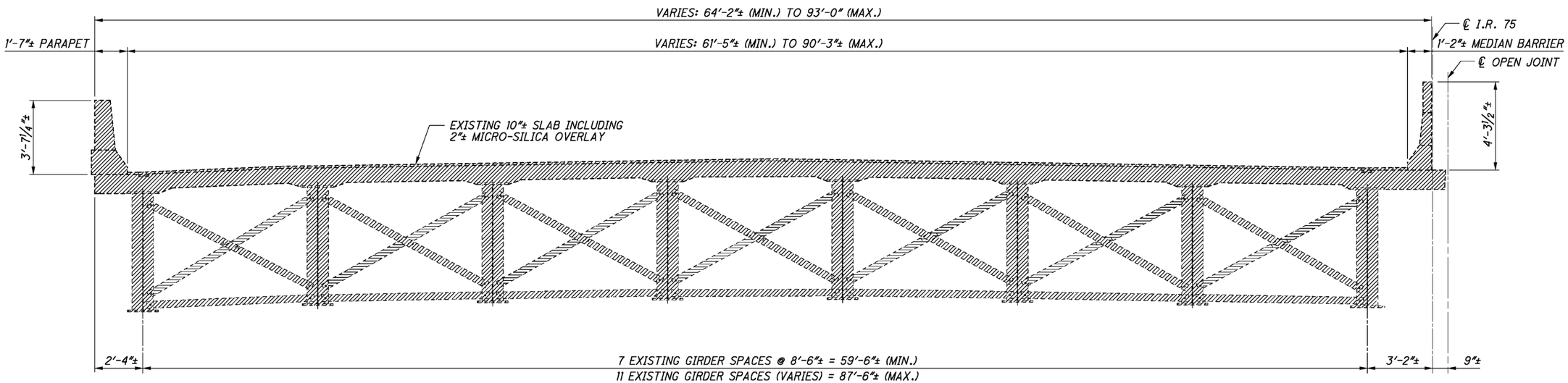
EXISTING SOUTHBOUND BRIDGE (UNIT 1) - PHASE 2 REMOVAL

(BRIDGE NO. MOT-75-1281L)



EXISTING SOUTHBOUND RAMP T - PHASE 2 REMOVAL

(BRIDGE NO. MOT-75-1281C)



EXISTING SOUTHBOUND BRIDGE (UNITS 2 THRU 4) - PHASE 2 REMOVAL

(BRIDGE NO. MOT-75-1281L)

LEGEND:

INDICATES AREAS OF REMOVAL PER ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN

NOTES:

1. SEE MAINTENANCE OF TRAFFIC PLANS FOR PHASED CONSTRUCTION.
2. FOR UNIT DESIGNATIONS, SEE EXISTING PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PHASE CONSTRUCTION DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

14 / 229

1261
1565

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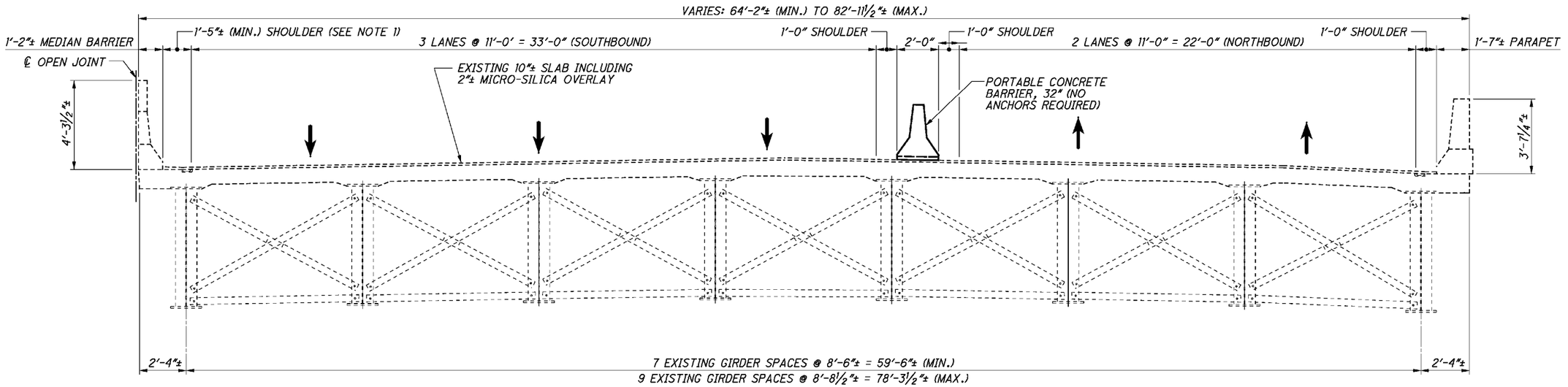
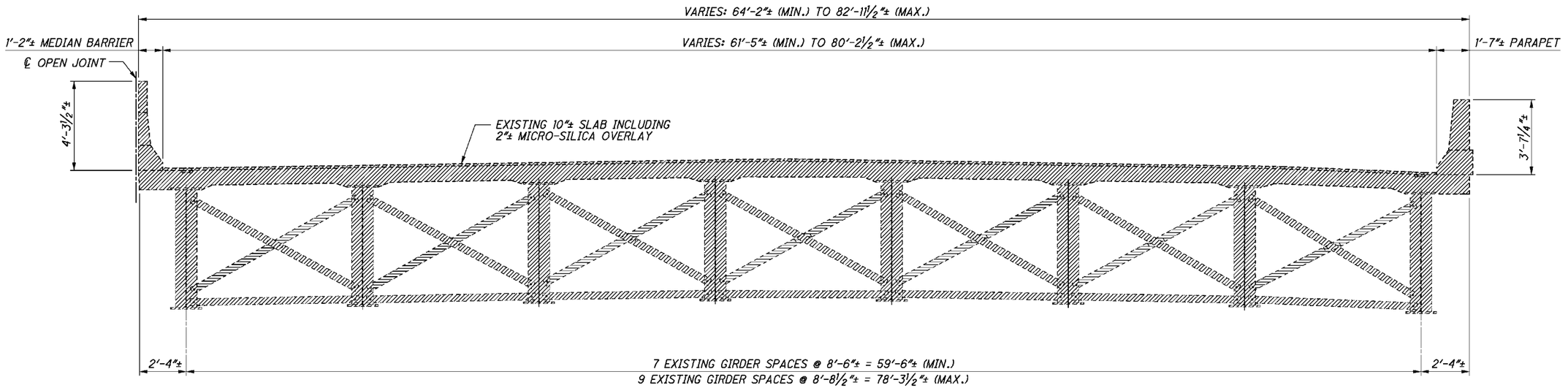


EXISTING NORTHBOUND BRIDGE - PHASE 2 MAINTENANCE OF TRAFFIC

(BRIDGE NO. MOT-75-1281R)



EXISTING NORTHBOUND BRIDGE - PHASE 5 REMOVAL

(BRIDGE NO. MOT-75-1281R)

LEGEND:

INDICATES AREAS OF REMOVAL PER ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN AS PER PLAN

NOTES:

1. SEE MAINTENANCE OF TRAFFIC PLANS FOR PHASED CONSTRUCTION.
2. PORTABLE CONCRETE BARRIER SHALL BE INCLUDED WITH ITEM 622 FOR PAYMENT.
3. PORTABLE CONCRETE BARRIER SHALL CONFORM TO STD. DWG PCB-91.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PHASE CONSTRUCTION DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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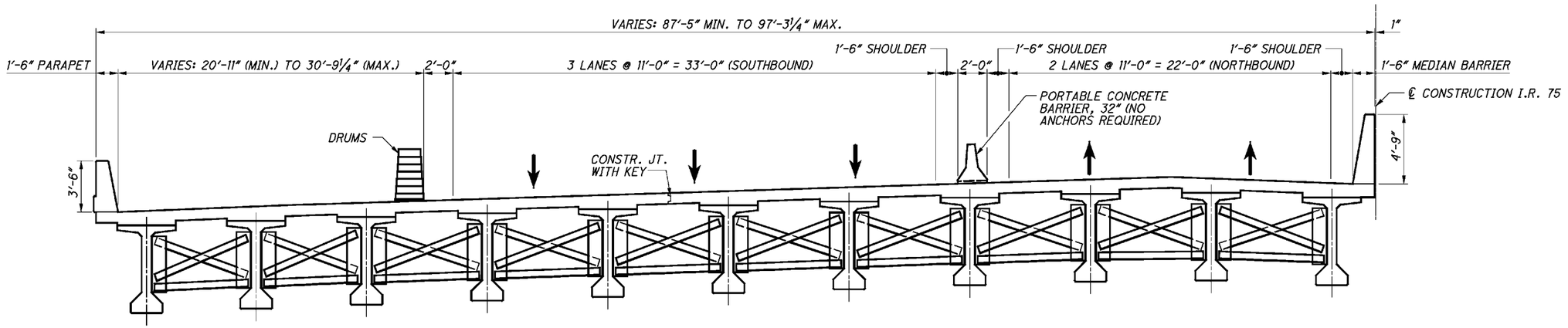
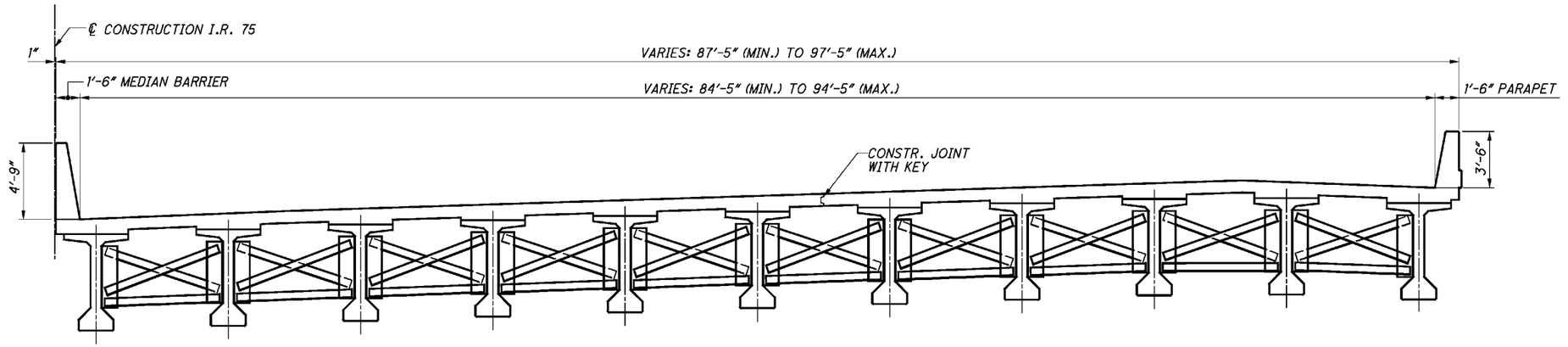


PROPOSED SOUTHBOUND BRIDGE - PHASE 3 CONSTRUCTION AND PHASE 5 AND 6 MAINTENANCE OF TRAFFIC

(LOOKING NORTH)



PROPOSED NORTHBOUND BRIDGE - PHASE 6A CONSTRUCTION

(LOOKING NORTH)

PHASE 2 SEQUENCE OF CONSTRUCTION:

1. INSTALL TEMPORARY CONCRETE BARRIER AND MAINTAIN TRAFFIC ON THE EXISTING NORTHBOUND BRIDGE AS SHOWN.
2. REMOVE DECK AND SUPERSTRUCTURE FROM THE EXISTING SOUTHBOUND BRIDGE.
3. REMOVE ABUTMENTS AND PIERS FROM THE EXISTING SOUTHBOUND BRIDGE PER ITEM 202.

PHASE 3 SEQUENCE OF CONSTRUCTION:

1. CONSTRUCT NEW ABUTMENTS AND PIERS FOR THE PROPOSED SOUTHBOUND BRIDGE
2. CONSTRUCT DECK AND SUPERSTRUCTURE FOR THE PROPOSED SOUTHBOUND BRIDGE.

PHASE 5 SEQUENCE OF CONSTRUCTION:

1. INSTALL TEMPORARY CONCRETE BARRIER AND BARRELS AND MOVE TRAFFIC ONTO THE NEW SOUTHBOUND BRIDGE AS SHOWN.
2. REMOVE DECK AND SUPERSTRUCTURE FROM THE EXISTING NORTHBOUND BRIDGE.
3. REMOVE ABUTMENTS AND PIERS FROM THE EXISTING NORTHBOUND BRIDGE PER ITEM 202.

PHASE 6A SEQUENCE OF CONSTRUCTION:

1. CONSTRUCT NEW ABUTMENTS AND PIERS FOR THE PROPOSED NORTHBOUND BRIDGE
2. CONSTRUCT DECK AND SUPERSTRUCTURE FOR THE PROPOSED NORTHBOUND BRIDGE.

PHASE 7 SEQUENCE OF CONSTRUCTION:

1. OPEN BOTH NORTHBOUND AND SOUTHBOUND BRIDGES FOR NORMAL TRAFFIC PATTERNS.

NOTES:

1. FOR TRANSVERSE SECTIONS, SEE SHEETS 164/229 AND 165/229.
2. SEE MAINTENANCE OF TRAFFIC PLANS FOR PHASED CONSTRUCTION.
3. PORTABLE CONCRETE BARRIER SHALL BE INCLUDED WITH ITEM 622 FOR PAYMENT.
4. PORTABLE CONCRETE BARRIER SHALL CONFORM TO STD. DWG PCB-91.
5. DRUMS SHALL BE INCLUDED WITH ITEM 614 FOR PAYMENT
6. DRUMS SHALL BE INSTALLED AS PER ROADWAY DRAWINGS AND APPLICABLE ODOT STANDARD MAINTENANCE OF TRAFFIC DRAWINGS

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PHASE CONSTRUCTION DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

16/229

1263
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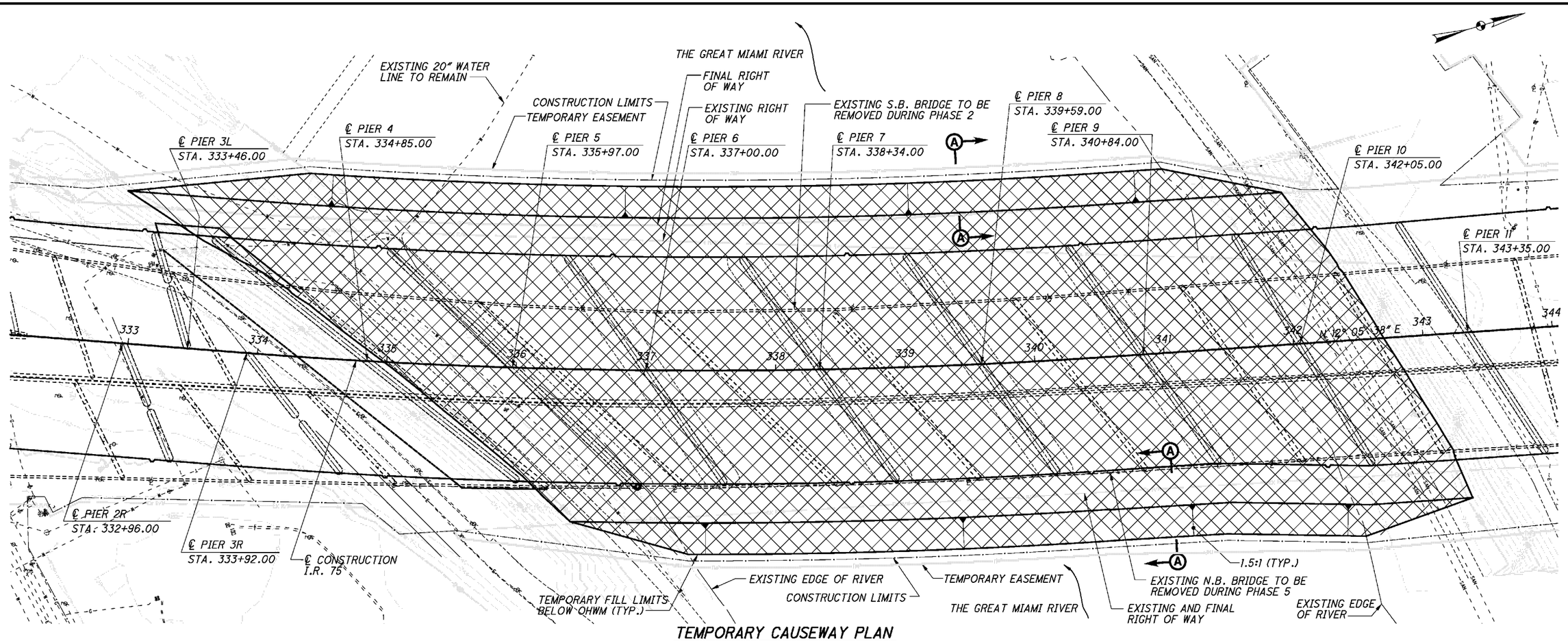
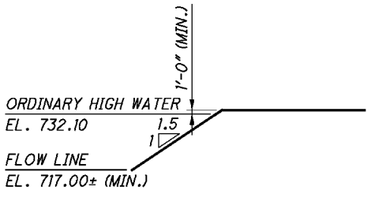


TEMPORARY CAUSEWAY PLAN



SECTION A-A

NOTES:

TEMPORARY CAUSEWAYS WILL BE REQUIRED TO CONSTRUCT THE PROPOSED BRIDGE ACROSS THE GREAT MIAMI RIVER. THE CAUSEWAYS SHALL BE CONSTRUCTED IN ACCORDANCE WITH PROJECT ENVIRONMENTAL RESTRICTIONS, 401/404 PERMITS, AND SUPPLEMENTAL SPECIFICATION 832, EXCEPT AS MODIFIED HEREIN.

FOR THIS PROJECT, PERMITS FOR SECTIONS 401 AND 404 OF THE CLEAN WATER ACT ARE BASED ON THE LIMITS OF TEMPORARY CONSTRUCTION FILL PLACED IN "WATERS OF THE UNITED STATES" AS SHOWN BELOW. IF EITHER OF THE LIMITS PROVIDED ARE EXCEEDED, THEN A 404/401 PERMIT MODIFICATION WILL BE REQUIRED. IF A PERMIT MODIFICATION IS REQUIRED, REFER TO SUPPLEMENTAL SPECIFICATION 832.06 FOR THE APPLICATION REQUIREMENTS.

THE AREA (VOLUME) OF TEMPORARY PLAN AREA FILL MATERIAL BELOW THE OHWM IS 5.00 ACRES (112,700 CY). 50% OF THE AMOUNT BELOW THE OHWM IS THE MAXIMUM THAT CAN BE PLACED BELOW THE OHWM AT ANY TIME, AND EQUALS 2.50 ACRES (56,350 CY).

THE TEMPORARY CAUSEWAY PLAN AND DETAILS SHOWN ON THIS SHEET IS INTENDED ONLY FOR THE PURPOSE OF ESTIMATING SURFACE AREA AND VOLUME OF TEMPORARY FILL, AND FOR SUBMITTING USACE 404 AND OEPA 401 PERMIT APPLICATIONS.

THE USE OF CULVERT PIPES TO MAINTAIN RIVER FLOW AS DESCRIBED IN SS 832.07 WILL NOT BE ALLOWED. MAINTENANCE OF RIVER FLOW AND PASSAGE OF AQUATIC SPECIES SHALL BE ACHIEVED THROUGH THE USE OF PHASED CONSTRUCTION OF CAUSEWAYS. AT NO TIME SHALL CAUSEWAYS OR TEMPORARY BRIDGES EXTEND FROM THE INTERSECTION OF THE O.H.W.M. AND THE RIVER BANK MORE THAN 50 PERCENT OF THE WIDTH OF THE RIVER. THIS WIDTH IS MEASURED AT THE O.H.W. ELEVATION.

NO WORK SHALL BE PERFORMED IN THE WATERWAY FROM APRIL 15 THROUGH JUNE 30. HOWEVER WORK ON A COMPLETED CAUSEWAY WILL BE ALLOWED.

MODIFICATIONS TO CAUSEWAY DETAILS RESULTING IN PERMITTED LIMITS BEING EXCEEDED SHALL BE DIRECTED TO THE ODOT OFFICE OF ENVIRONMENTAL SERVICES FOR REVIEW. NO DELAYS WILL BE GRANTED WITH RESPECT TO CONTRACTOR MODIFICATIONS TO CAUSEWAYS RESULTING IN PERMITTED LIMITS BEING EXCEEDED.

THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING THE ACTUAL CAUSEWAY AND PIER WORK PAD GEOMETRY, LAYOUT, STAGING AND CONSTRUCTION DETAILS SUBJECT TO ALL CONSTRAINTS AND REQUIREMENTS LISTED IN, OR INCORPORATED BY, THE CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL COORDINATE ALL CAUSEWAY AND BRIDGE CONSTRUCTION WITH THE MAINTENANCE OF TRAFFIC PLAN REQUIREMENTS.

SUGGESTED CAUSEWAY AND BRIDGE CONSTRUCTION PROCEDURE:

PERFORM WORK TO REMOVE/CONSTRUCT PORTIONS OF THE STRUCTURE THAT ARE TO BE REMOVED/CONSTRUCTED DURING MOT PHASES 2 AND 3 WHICH ARE LOCATED WITHIN THE LEVEE IN 2 SEPERATE PHASES. THE FIRST PHASE (PHASE A) WILL INCLUDE PART-WIDTH CONSTRUCTION OF PIER 4 THROUGH PIER 7. THE SECOND PHASE (PHASE B) WILL INCLUDE PART-WIDTH CONSTRUCTION OF PIER 8 THROUGH PIER 10.

1. CONSTRUCT CAUSEWAYS AND PIER WORK PADS IN PHASES AND IN ACCORDANCE WITH SS832, 401/404 PERMITS AND ALL OTHER CONTRACT DOCUMENTS TO SUPPORT THE CONTRACTOR'S OPERATIONS AND EQUIPMENT.

2. REMOVE EXISTING SUPERSTRUCTURE AND PIERS PER ITEM 202 AND PER LIMITS SHOWN IN THE STRUCTURAL REMOVAL PLANS WHICH IS ACCESSIBLE IN EACH PHASE.

3. DRIVE SHEET PILING FOR COFFERDAMS (IF APPLICABLE) IN EACH PHASE.

4. DRIVE BRIDGE PILING ACCESSIBLE IN EACH PHASE.

5. CONSTRUCT FOOTINGS, STEMS AND CAPS AVAILABLE IN EACH PHASE.

6. SET STRUCTURAL BEAMS AVAILABLE IN EACH PHASE.

7. COMPLETE SUPERSTRUCTURE TO BE CONSTRUCTED DURING MOT PHASE 3 ONCE ITEMS 1-6 ABOVE HAVE BEEN COMPLETED FOR BOTH PHASE A AND PHASE B.

8. WHEN NO LONGER REQUIRED IN EACH PHASE REMOVE CAUSEWAYS AND PIER WORK PADS IN ACCORDANCE WITH SS832, 401/404 PERMITS AND ALL CONTRACT DOCUMENTS.

NOTE IT MAY BE NECESSARY TO REINSTALL A PORTION OF THE PHASE A CAUSEWAY TO REMOVE TEMPORARY DECK FALSEWORK.

THE ABOVE PROCEDURE SHOULD BE REPEATED FOR THE PORTIONS OF STRUCTURE TO BE REMOVED/COMPLETED DURING MOT PHASES 5 AND 6A.

ALL COSTS ASSOCIATED WITH CONSTRUCTING THE TEMPORARY CONSTRUCTION ACCESS FILLS SHALL BE PAID FOR BY THE CONTRACTOR IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 832.14.

LEGEND:

APPROXIMATE LIMITS OF TEMPORARY CAUSEWAY.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
ECM	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

TEMPORARY CAUSEWAY PLAN
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

17 / 229

1264
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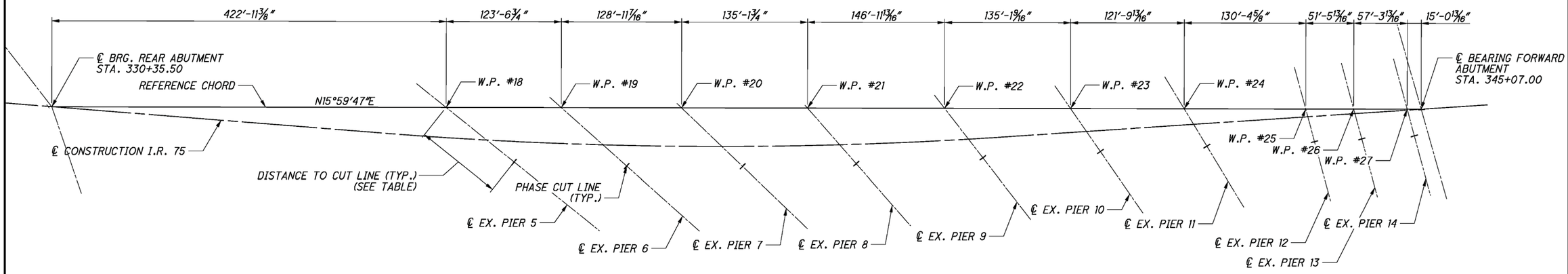
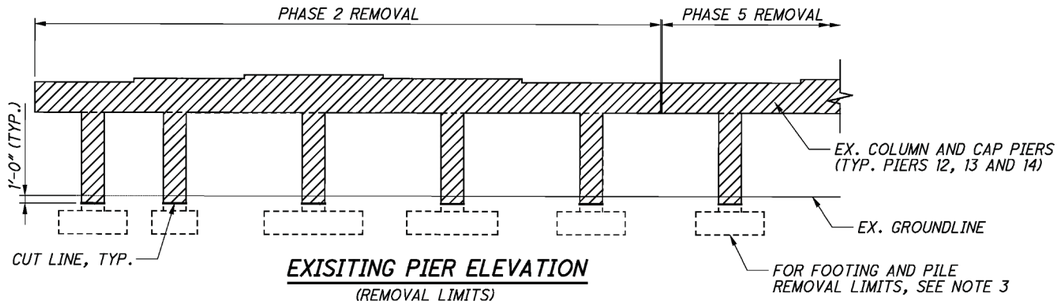
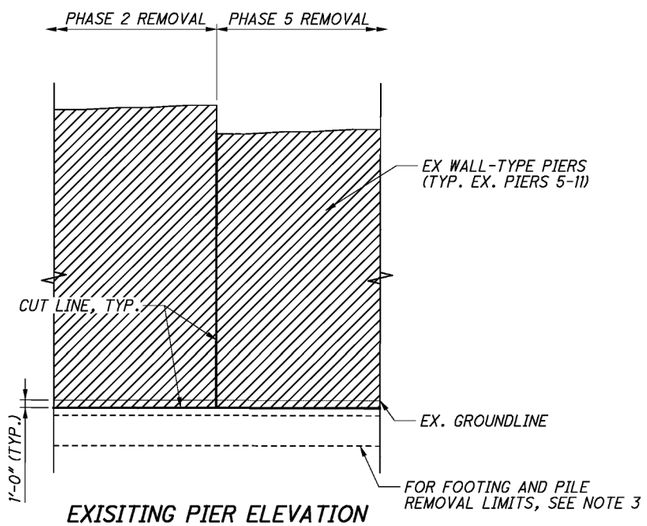


EXISTING PIER LAYOUT



EXISITING PIER ELEVATION

(REMOVAL LIMITS)



EXISITING PIER ELEVATION

(REMOVAL LIMITS)

PIER PHASED REMOVAL: CUT LINE LOCATION

	LOCATION	STATION	DISTANCE TO CUT LINE*
W.P. #18	℄ EX. PIER 5	334+57.66	93'-6"
W.P. #19	℄ EX. PIER 6	335+82.03	93'-12"
W.P. #20	℄ EX. PIER 7	337+12.09	90'-8"
W.P. #21	℄ EX. PIER 8	338+48.44	79'-2"
W.P. #22	℄ EX. PIER 9	339+96.53	66'-11"
W.P. #23	℄ EX. PIER 10	341+31.80	55'-12"
W.P. #24	℄ EX. PIER 11	342+53.34	46'-10"
W.P. #25	℄ EX. PIER 12	343+83.42	36'-3"
W.P. #26	℄ EX. PIER 13	344+34.79	33'-1"
W.P. #27	℄ EX. PIER 14	344+91.97	29'-7"

* DISTANCE MEASURED ALONG EXISTING PIER ℄

LEGEND:

INDICATES AREAS OF REMOVAL PER ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN.

NOTES:

1. FOR GENERAL NOTES INCLUDING STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN, SEE SHEET 9 / 229.
2. FOR PHASE CONSTRUCTION DETAILS, SEE SHEETS 14 / 229 AND 15 / 229.
3. FOR PILE LAYOUT PLAN AND REMOVAL LIMITS, SEE SHEETS 19 / 229 THRU 29 / 229.
4. FOR REMOVAL OF EX. PIERS 1,2,3 AND 4, SEE FOUNDATION PLAN, SHEETS 19 / 229 THRU 22 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JWF | DRAWN JWF | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER REMOVAL DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

18 / 229

1265 / 1565

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PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
REAR ABUTMENT	AR1-AR21,AR58-AR69	45	ALL PILES
PIER 1L-LEFT	1P1-1P48	45	ALL PILES
PIER 1L-RIGHT	1P49-1P84	45	ALL PILES

NOTE A:

THE UTILITY OWNER WILL LOCATE AND INSTALL THE TRENCH BOX ABOUT THE UTILITY LINE.

LEGEND:

ARXXX OR 1PXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
◎	PROPOSED 14" ϕ CIP PILE WITH SLEEVE
⊘	PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
○	PROPOSED 14" ϕ CIP VERTICAL PILE
⊖→	EXISTING 12" ϕ CIP BATTERED PILE
◌	EXISTING 12" ϕ CIP VERTICAL PILE
▨	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. SEE EXISTING PILE REMOVAL NOTES.
▩	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND REMOVAL OF PILES TO 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION. SEE EXISTING PILE REMOVAL NOTES.

EXISTING PILE REMOVAL NOTES:

THE NUMBER AND LOCATION OF EXISTING PILES TO BE COMPLETELY REMOVED ARE AS FOLLOWS:
EXISTING REAR ABUTMENT (MOT-75-1281L) = 15 TOTAL
EXISTING PIER 2T (MOT-75-1281C) = 18 TOTAL
EXISTING PIER 2E (MOT-75-1281R) = 16 TOTAL
EXISTING PIER 4W (MOT-75-1281L) = 24 TOTAL
EXISTING PIER 5 (MOT-75-1281L/R) = 116 TOTAL
EXISTING PIER 6 (MOT-75-1281L/R) = 44 TOTAL
EXISTING PIER 12 (MOT-75-1281L/R) = 6 TOTAL
EXISTING PIER 13 (MOT-75-1281L/R) = 57 TOTAL

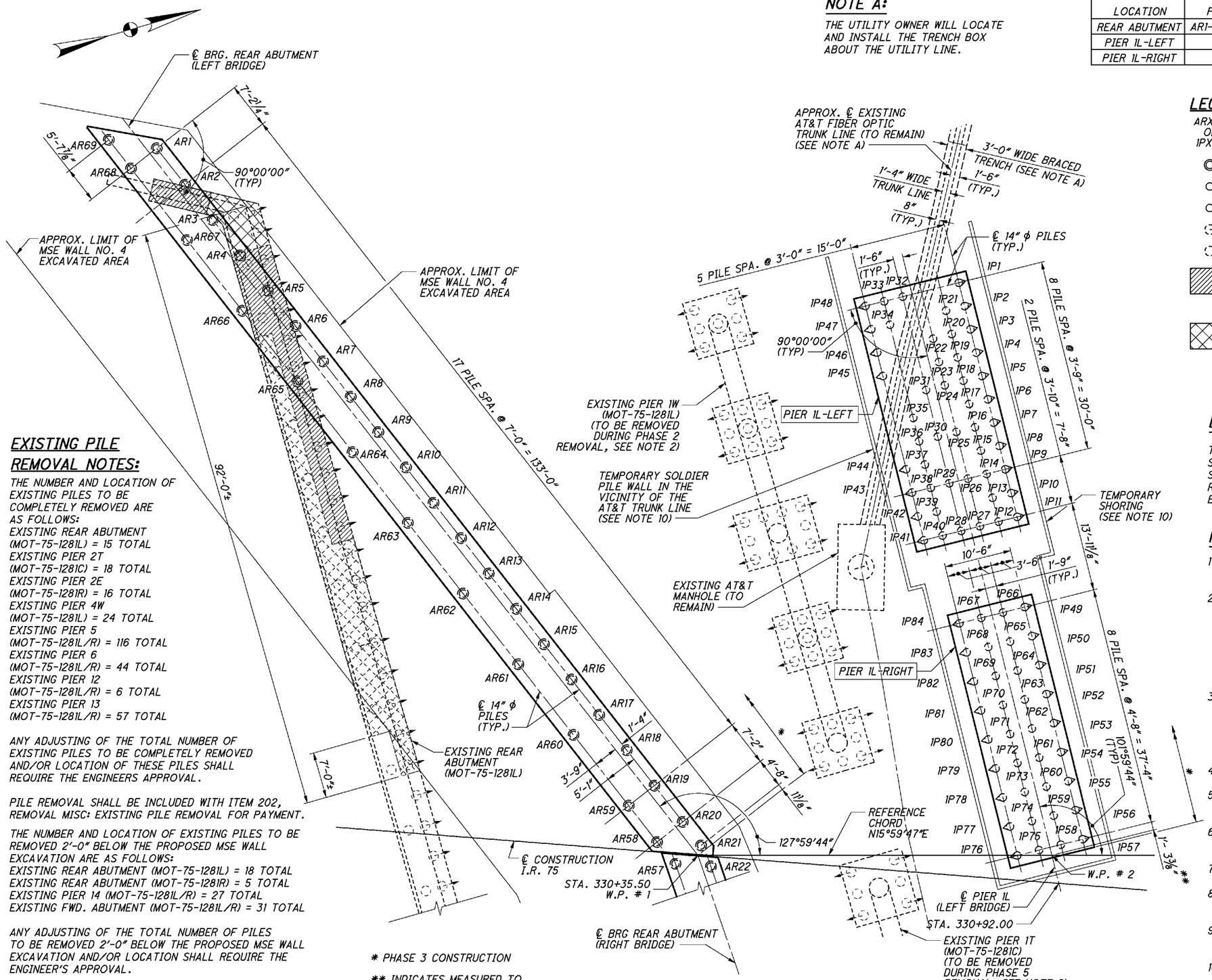
ANY ADJUSTING OF THE TOTAL NUMBER OF EXISTING PILES TO BE COMPLETELY REMOVED AND/OR LOCATION OF THESE PILES SHALL REQUIRE THE ENGINEERS APPROVAL.

PILE REMOVAL SHALL BE INCLUDED WITH ITEM 202, REMOVAL MISC: EXISTING PILE REMOVAL FOR PAYMENT.

THE NUMBER AND LOCATION OF EXISTING PILES TO BE REMOVED 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION ARE AS FOLLOWS:
EXISTING REAR ABUTMENT (MOT-75-1281L) = 18 TOTAL
EXISTING REAR ABUTMENT (MOT-75-1281R) = 5 TOTAL
EXISTING PIER 14 (MOT-75-1281L/R) = 27 TOTAL
EXISTING FWD. ABUTMENT (MOT-75-1281L/R) = 31 TOTAL

ANY ADJUSTING OF THE TOTAL NUMBER OF PILES TO BE REMOVED 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION AND/OR LOCATION SHALL REQUIRE THE ENGINEER'S APPROVAL.

REMOVAL OF PILES 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION SHALL BE INCLUDED WITH ITEM 202, STRUCTURES REMOVED OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT.



* PHASE 3 CONSTRUCTION

** INDICATES MEASURED TO REFERENCE CHORD

PARTIAL PILE LAYOUT PLAN

DEMOLITION NOTE:

THE CONTRACTOR SHALL DEVELOP A PLAN AND SCHEDULE FOR THE DEMOLITION OF THE EXISTING SUBSTRUCTURE UNITS (INCLUDING PHASE 2 AND 5 REMOVAL LIMITS). THIS PLAN AND SCHEDULE SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

NOTES:

1. PILE LAYOUT PLAN DIMENSIONS ARE MEASURED ALONG BOTTOM OF FOOTING.
2. ALL EXISTING SUBSTRUCTURE UNITS SHALL BE REMOVED. PER CMS 202.03 UNLESS NOTED OTHERWISE IN THE LEGEND. ALL EXISTING STRUCTURE REMOVAL SHALL BE INCLUDED WITH ITEM 202 STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN FOR PAYMENT. SEE SHEET 9 /229 FOR GENERAL NOTES INCLUDING STRUCTURE REMOVED OVER 20 FT. SPAN AS PER PLAN.
3. PILE SLEEVES SHALL BE PROVIDED AT THE REAR AND FWD ABUTMENTS AND SHALL EXTEND FROM THE BOTTOM OF THE ABUTMENT FOOTING. PAYMENT FOR PILE SLEEVES SHALL BE INCLUDED WITH THE MSE WALLS. SEE PILE DRIVING CONSTRAINTS ON SHEETS 8 /229 AND 29 /229.
4. FOR PIER DETAILS, SEE SHEET 36 /229 AND 80 /229.
5. FOR REAR ABUTMENT DETAILS, SEE SHEET 30 /229 THRU 32 /229.
6. FOR PILE DATA AND FOR ITEM 507, STEEL PILE POINTS, AS PER PLAN, SEE SHEET 8 /229.
7. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7 /229.
8. SEE RETAINING WALL PLANS FOR EXCAVATION LIMITS FOR MSE WALL NO. 4
9. THE TEMPORARY SHORING SHALL NOT INTERFERE WITH THE DRIVING OF PILES FOR PIER 1L.
10. FOR TEMPORARY SHORING NOTES, SEE SHEETS 6 /229 AND 9 /229.
11. SEE EXISTING PLANS FOR ADDITIONAL EXISTING PIER AND ABUTMENT DETAILS.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57OT994/5708001	

PILE LAYOUT PLAN (1 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

19 /229

1266
1565

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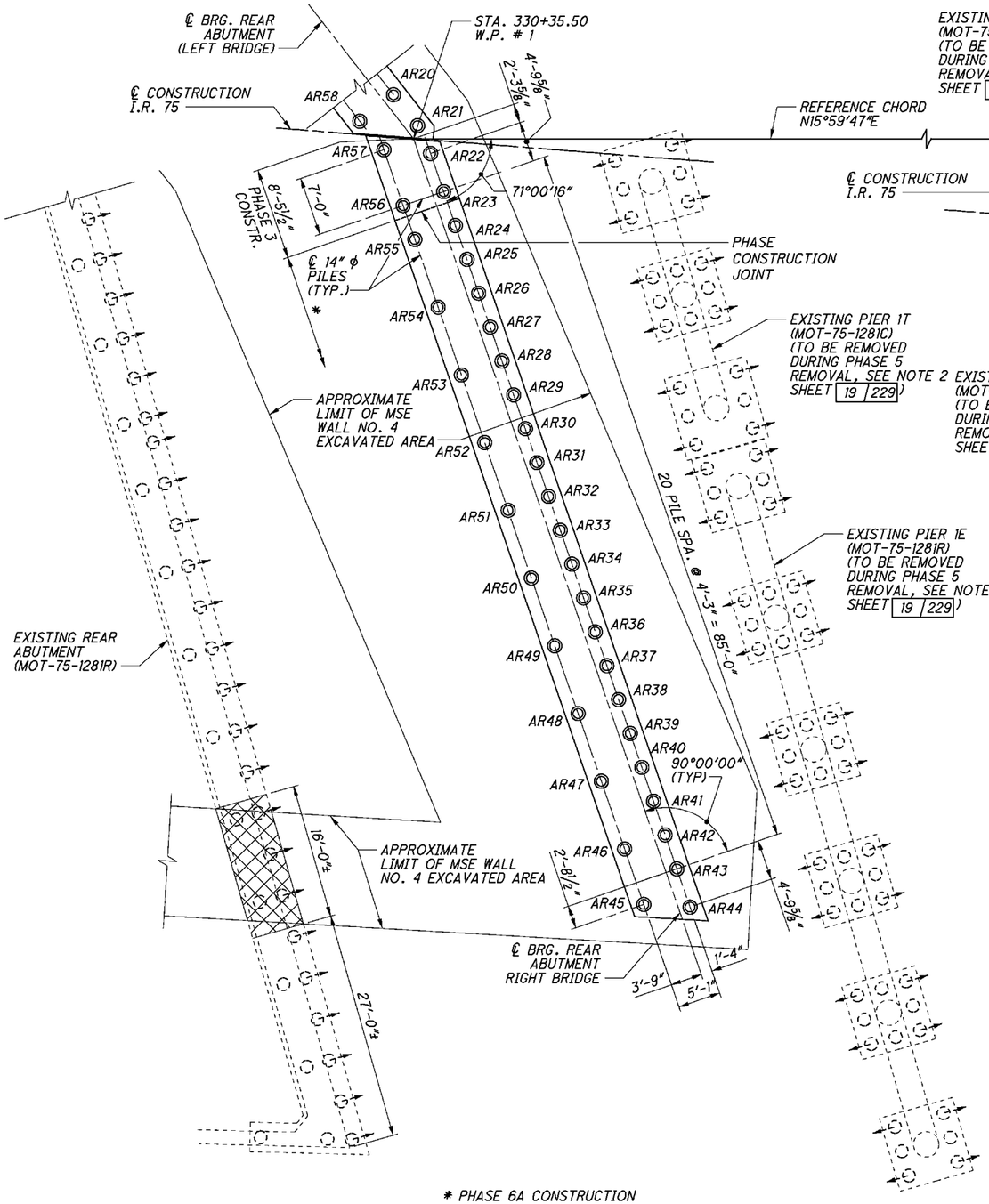
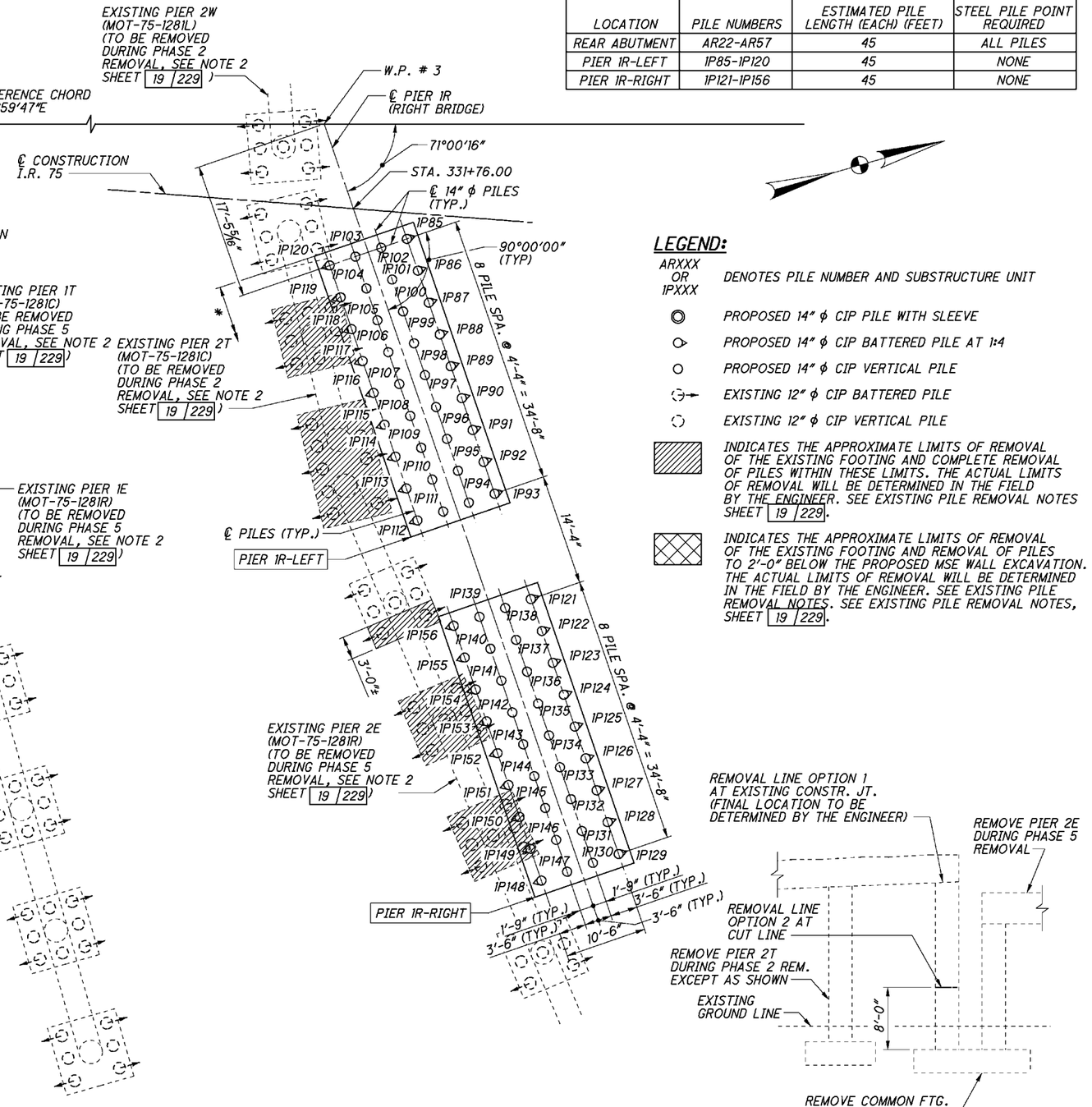
PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
REAR ABUTMENT	AR22-AR57	45	ALL PILES
PIER 1R-LEFT	1P85-1P120	45	NONE
PIER 1R-RIGHT	1P121-1P156	45	NONE



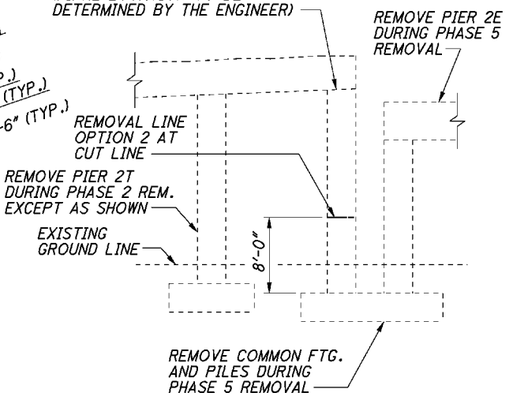
* PHASE 6A CONSTRUCTION

PARTIAL PILE LAYOUT PLAN



LEGEND:

ARXXX OR 1PXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
◎	PROPOSED 14" ϕ CIP PILE WITH SLEEVE
◇	PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
○	PROPOSED 14" ϕ CIP VERTICAL PILE
⊖→	EXISTING 12" ϕ CIP BATTERED PILE
◌	EXISTING 12" ϕ CIP VERTICAL PILE
▨	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES SHEET 19 229.
▨	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND REMOVAL OF PILES TO 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 229.



PIER 2T AND 2E REMOVAL DETAIL

(LOOKING NORTH)
(EXISTING PILES NOT SHOWN)
(TO BE PAID FOR WITH ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN)

NOTES:

1. FOR NOTES SEE SHEET 19 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PILE LAYOUT PLAN (2 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

20 229

1267
1565

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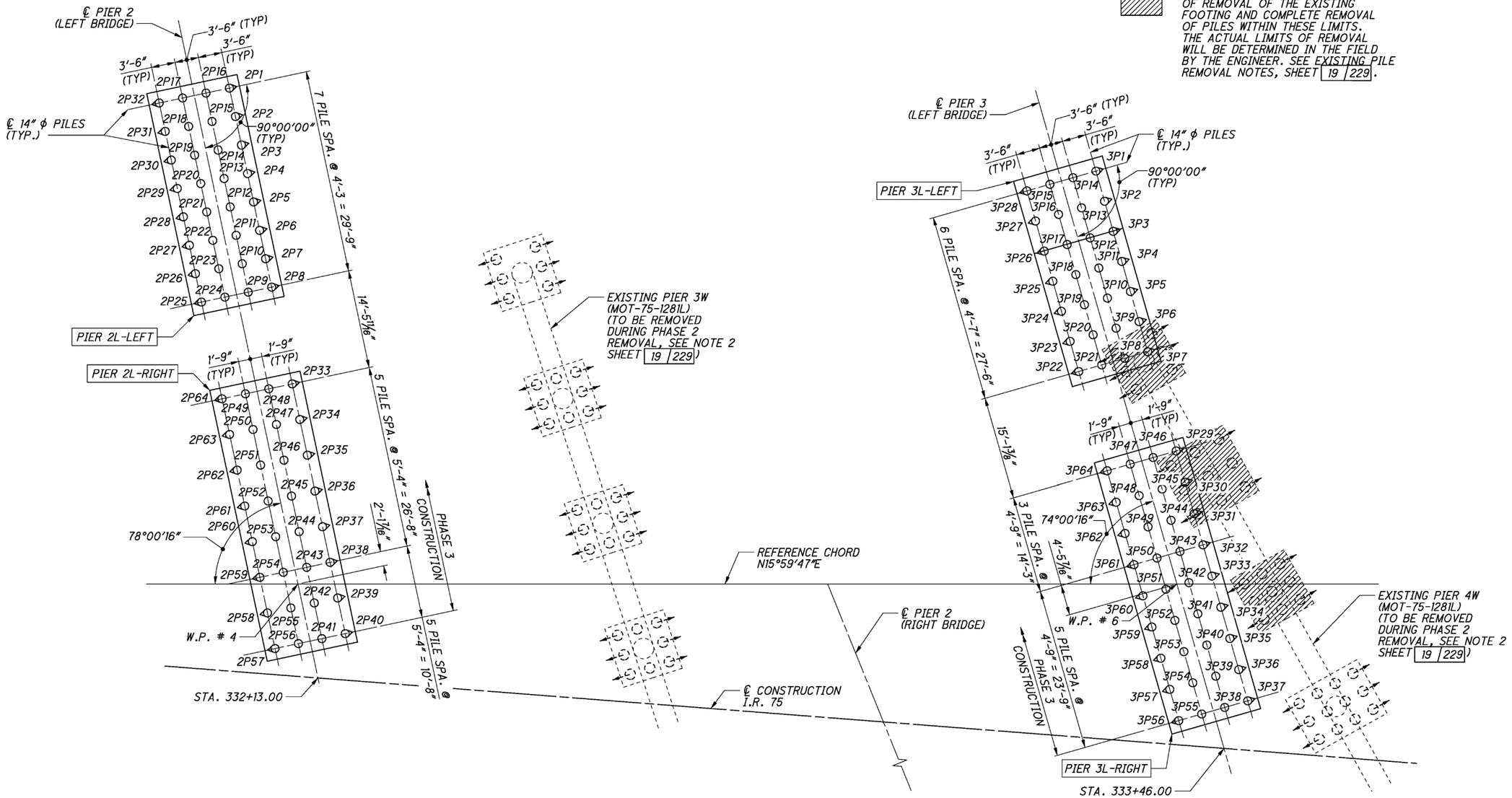
PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
PIER 2L-LEFT	2P1-2P32	40	ALL PILES
PIER 2L-RIGHT	2P33-2P64	40	ALL PILES
PIER 3L-LEFT	3P1-3P28	40	ALL PILES
PIER 3L-RIGHT	3P29-3P64	40	ALL PILES

LEGEND:

- XPXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12" ϕ CIP BATTERED PILE
- EXISTING 12" ϕ CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PILE LAYOUT PLAN (3 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

21 229

1268
1565

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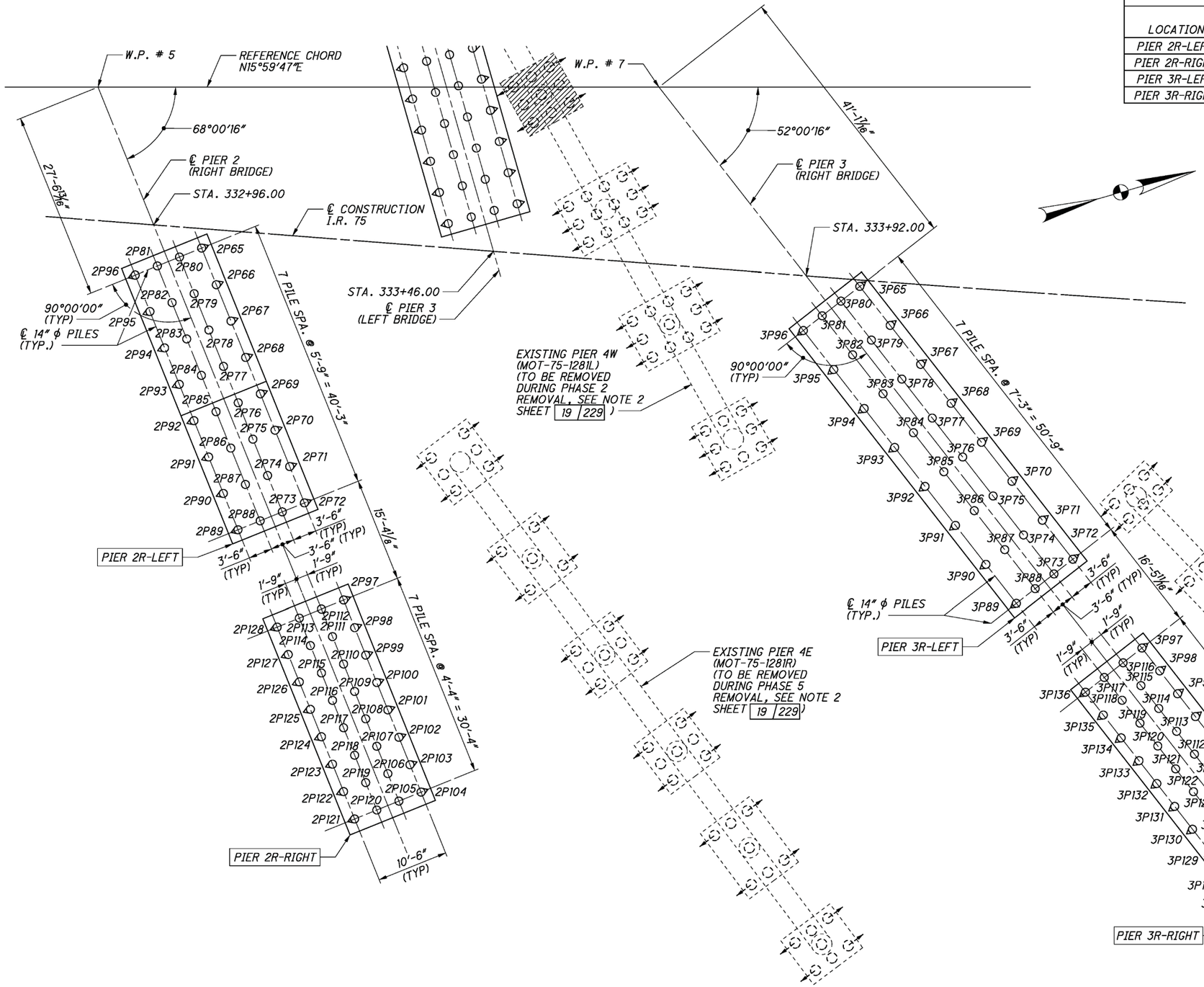
PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
PIER 2R-LEFT	2P65-2P96	65	2P72 AND 2P93-2P95
PIER 2R-RIGHT	2P97-2P128	65	2P97-2P99
PIER 3R-LEFT	3P65-3P96	75	3P71 AND 3P72
PIER 3R-RIGHT	3P97-3P136	75	3P97-3P106

LEGEND:

- XPXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12" ϕ CIP BATTERED PILE
- EXISTING 12" ϕ CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 / 229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57079947/5708001	

PILE LAYOUT PLAN (4 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1269 / 1565

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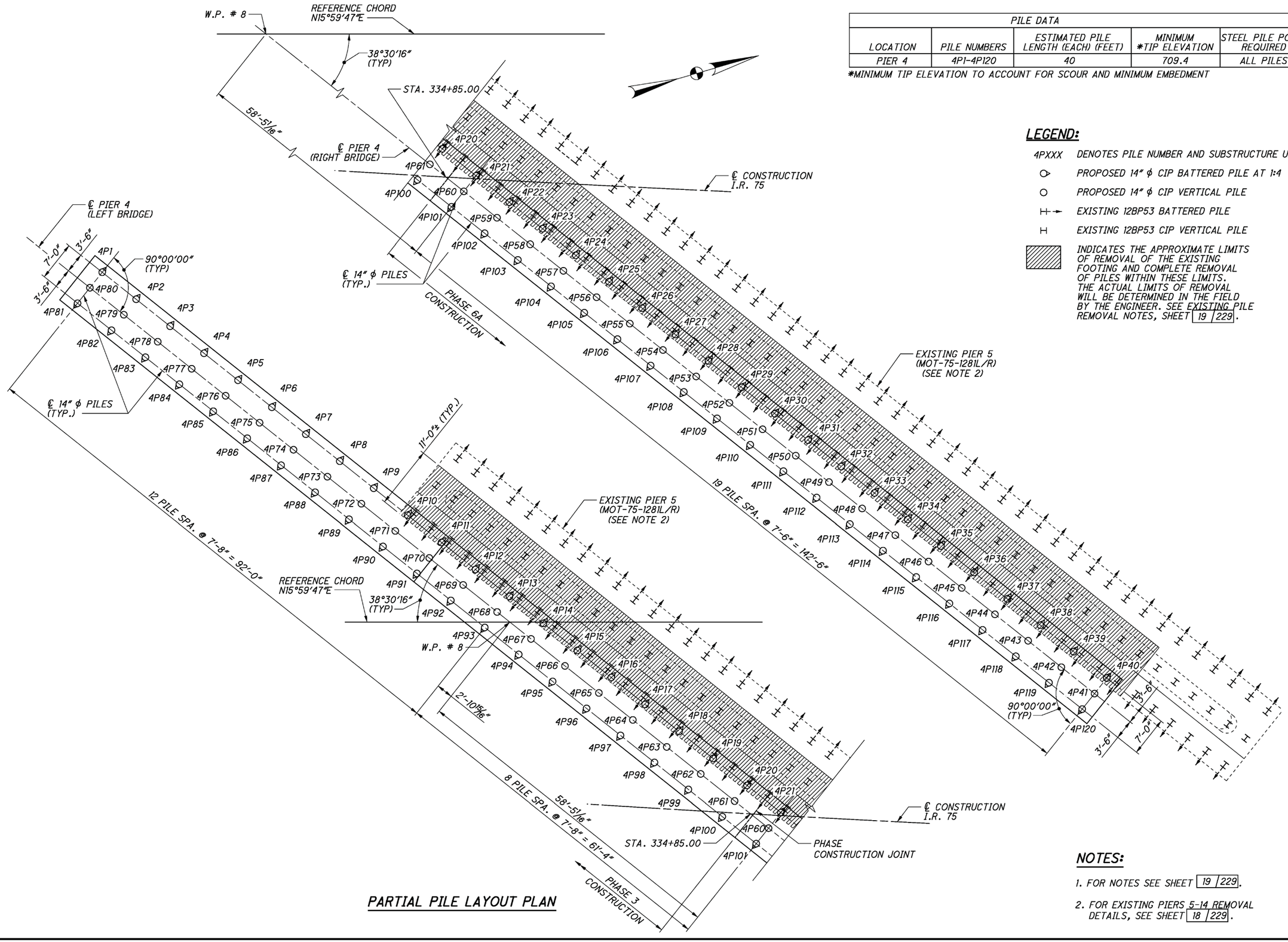
PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 4	4P1-4P120	40	709.4	ALL PILES

*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

- 4PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12BP53 BATTERED PILE
- EXISTING 12BP53 CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 / 229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JAK | DRAWN JAK | CHECKED JDH | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PILE LAYOUT PLAN (5 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

23 / 229

1270 / 1565

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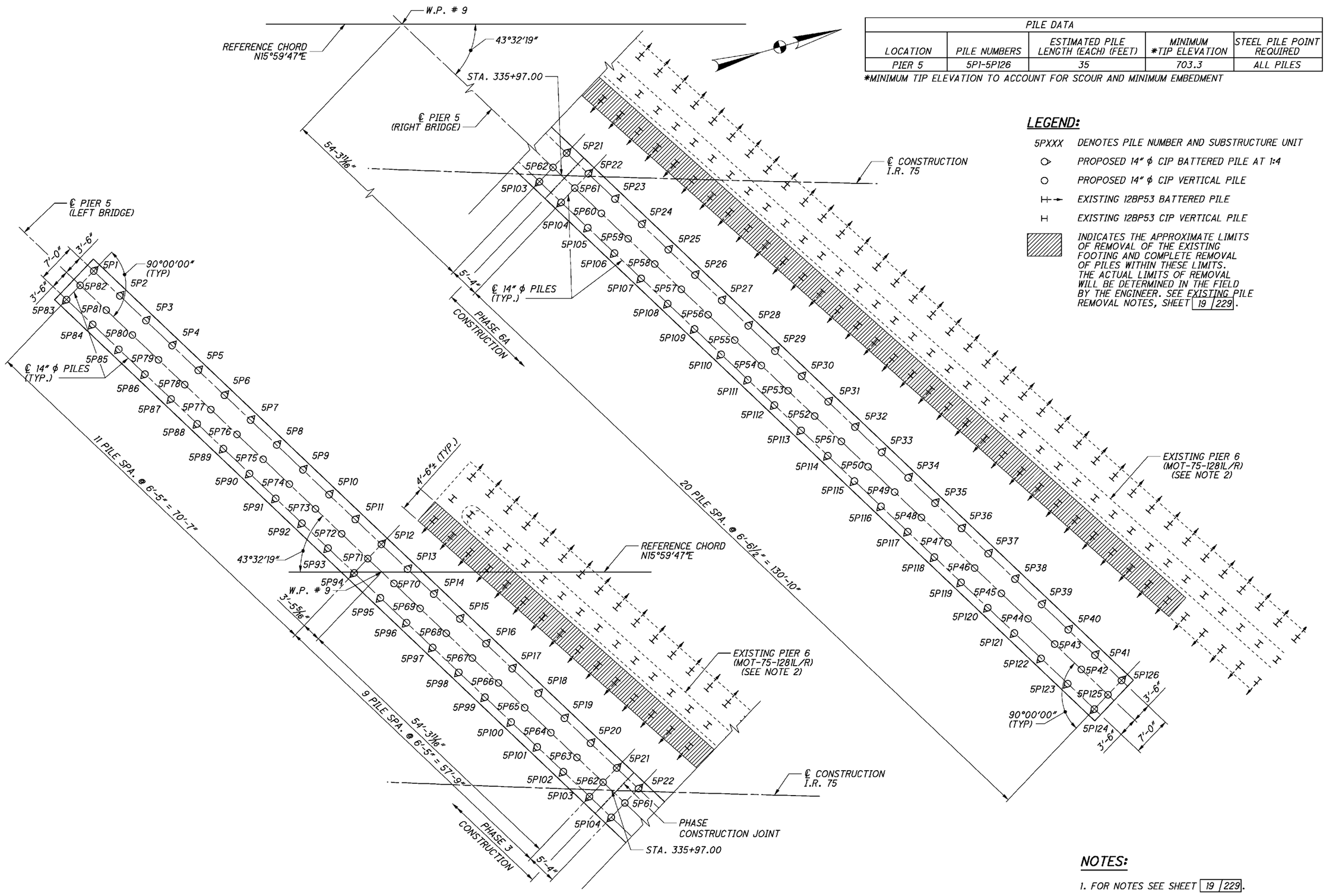
PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 5	5P1-5P126	35	703.3	ALL PILES

*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

- 5PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12BP53 BATTERED PILE
- EXISTING 12BP53 CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 / 229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JAK | DRAWN JAK | CHECKED JDH | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PILE LAYOUT PLAN (6 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

24 / 229

1271 / 1565

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PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 6	6P1-6P120	35	699.6	ALL PILES
PIER 7	7P1-7P120	35	693.6	ALL PILES

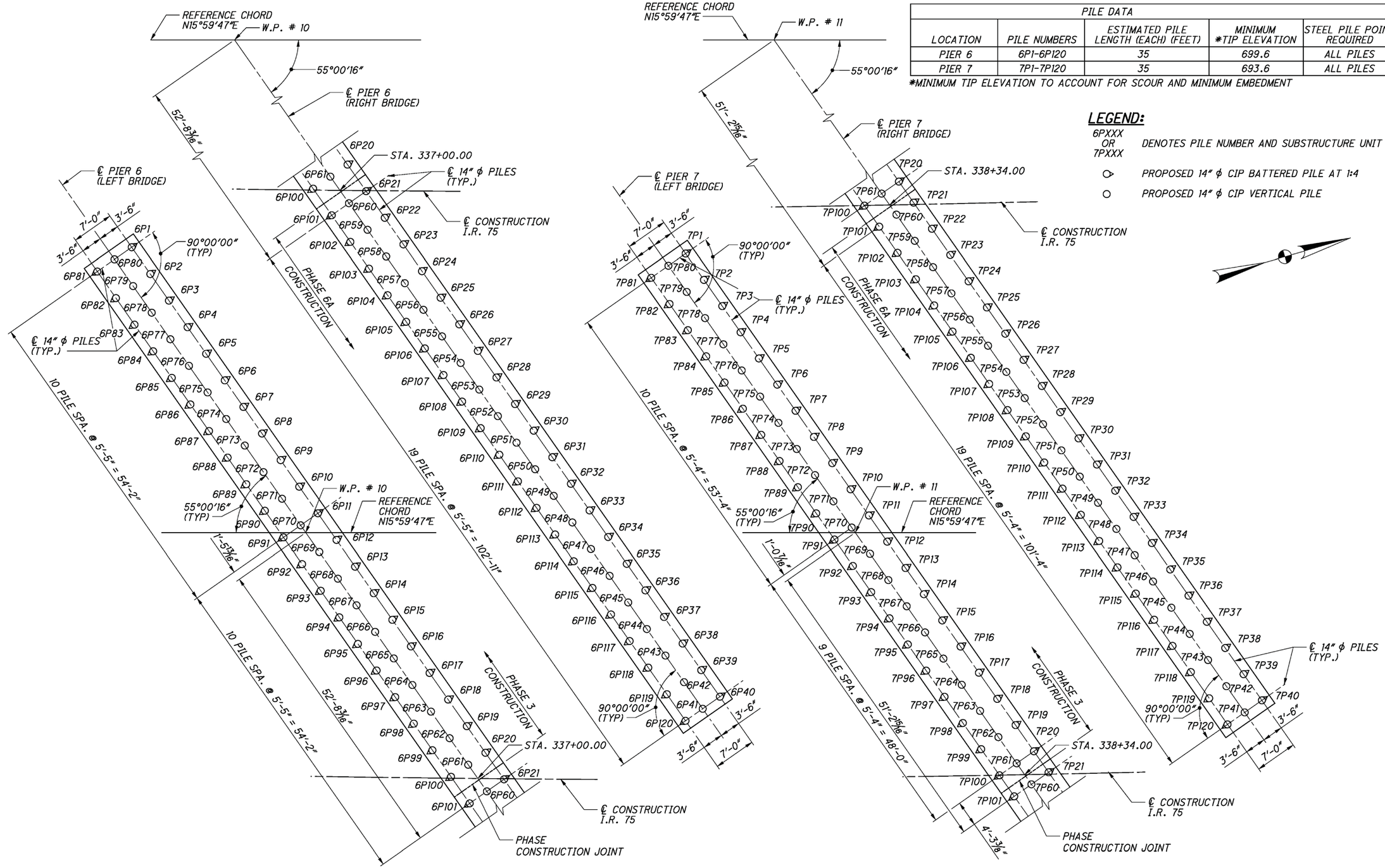
*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

6PXXX OR 7PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT

PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4

PROPOSED 14" ϕ CIP VERTICAL PILE



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57079947/5708001	

PILE LAYOUT PLAN (7 OF 11)

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

25 / 229

1272 / 1565

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PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 8	8P1-8P114	50	692.6	ALL PILES
PIER 9	9P1-9P114	50	694.6	ALL PILES

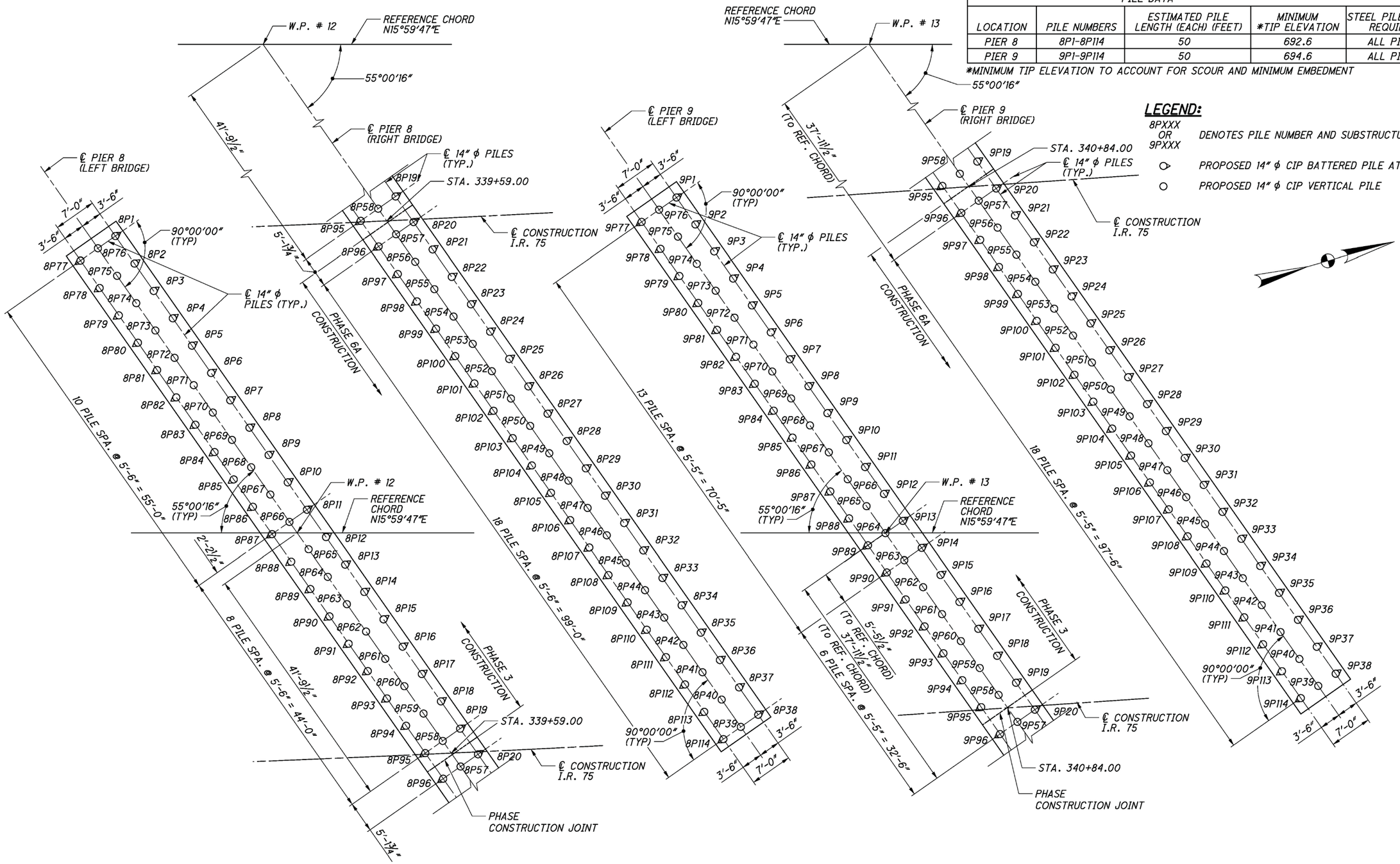
*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

8PXXX OR 9PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT

PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4

PROPOSED 14" ϕ CIP VERTICAL PILE



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57077994/57080001	

PILE LAYOUT PLAN (8 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

26 / 229

1273 / 1565

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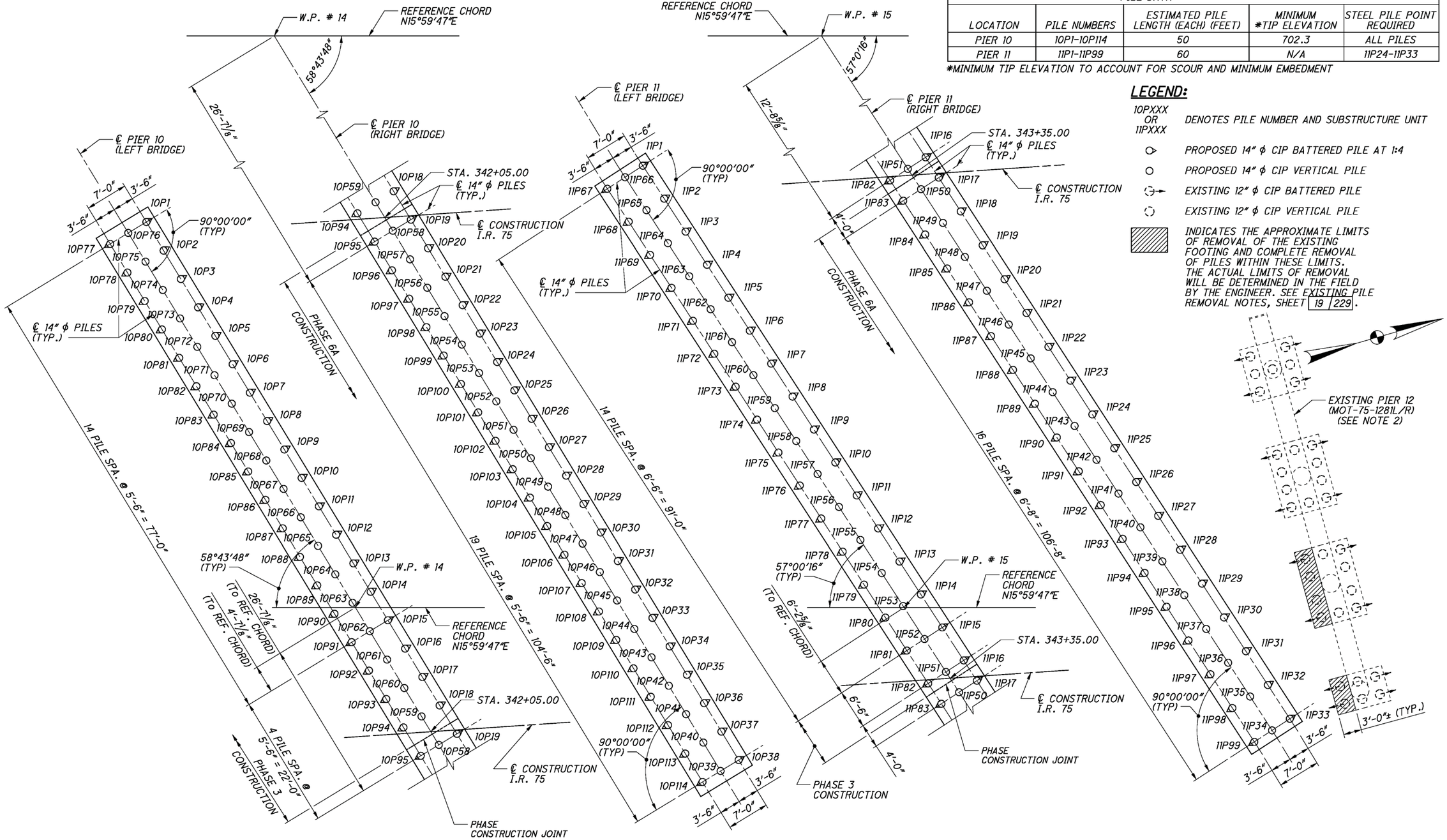
PILE DATA				
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	MINIMUM *TIP ELEVATION	STEEL PILE POINT REQUIRED
PIER 10	10P1-10P114	50	702.3	ALL PILES
PIER 11	11P1-11P99	60	N/A	11P24-11P33

*MINIMUM TIP ELEVATION TO ACCOUNT FOR SCOUR AND MINIMUM EMBEDMENT

LEGEND:

- 10PXXX OR 11PXXX — DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
- PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
- PROPOSED 14" ϕ CIP VERTICAL PILE
- EXISTING 12" ϕ CIP BATTERED PILE
- EXISTING 12" ϕ CIP VERTICAL PILE
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 | 229.



PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 | 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 | 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57007994/57008001	

PILE LAYOUT PLAN (9 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

27 | 229

1274 | 1565

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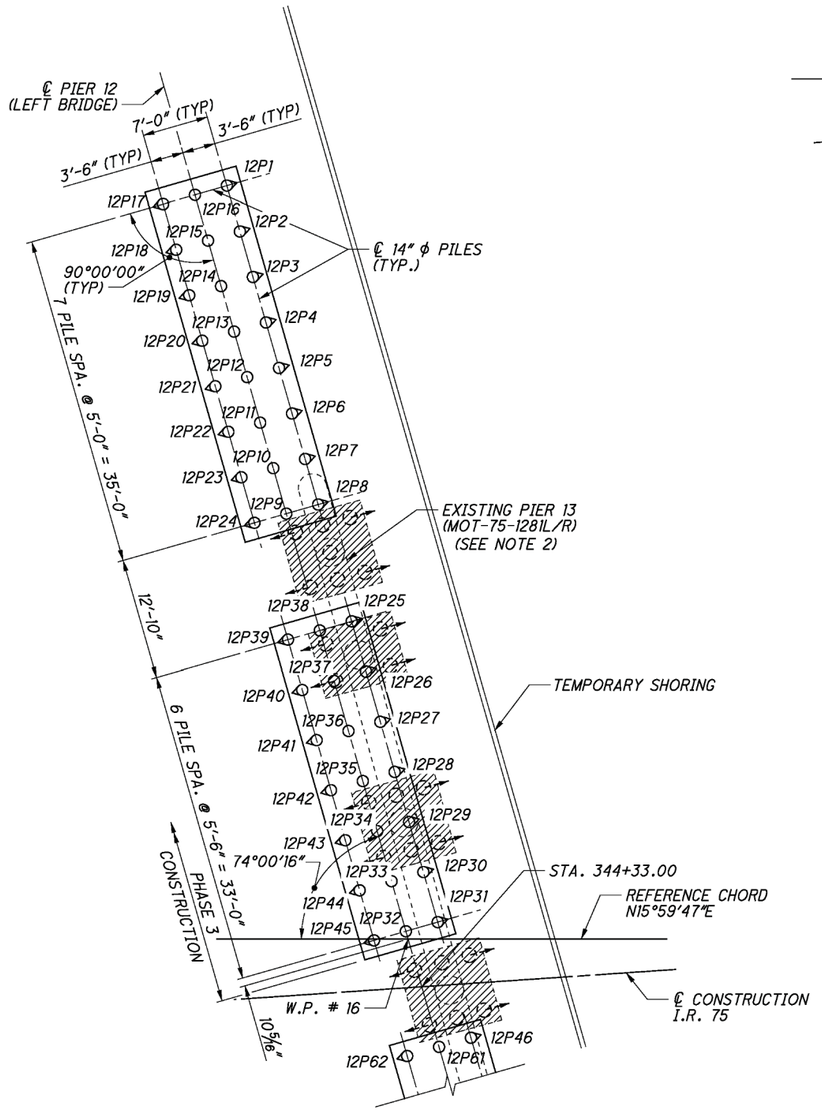
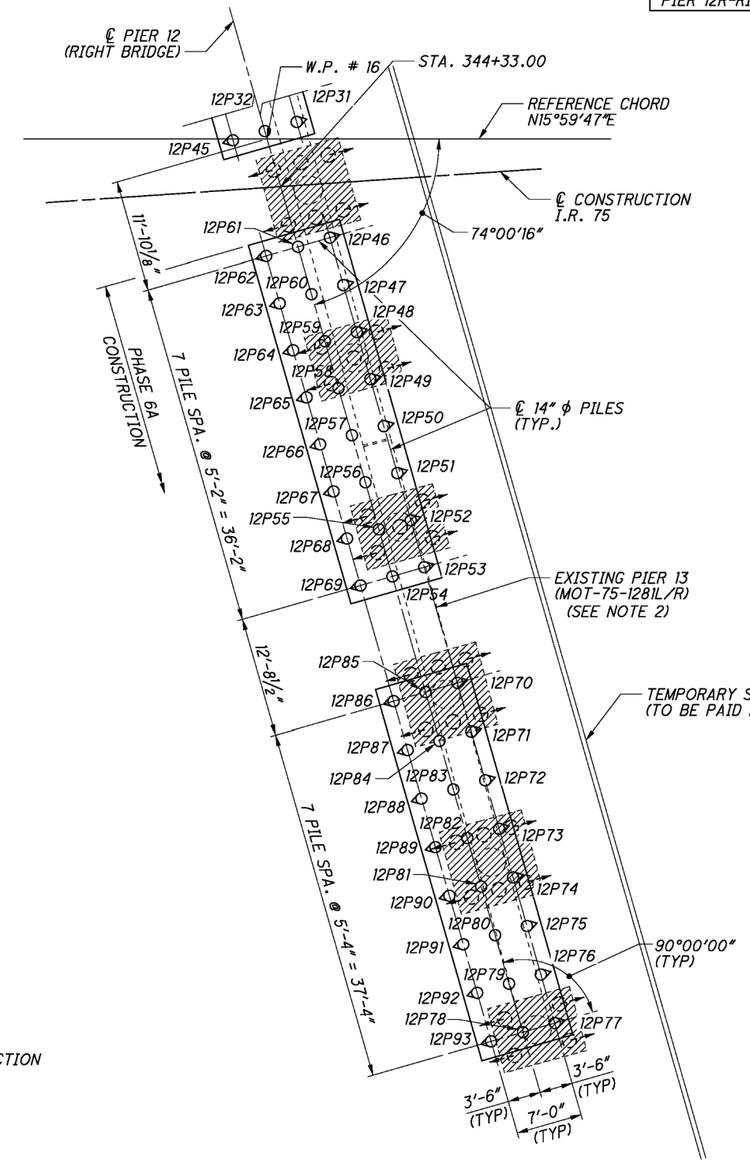
PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
PIER 12L-LEFT	12P1-12P24	35	NONE
PIER 12L-RIGHT	12P25-12P45	35	NONE
PIER 12R-LEFT	12P46-12P69	35	NONE
PIER 12R-RIGHT	12P70-P93	35	NONE





PARTIAL PILE LAYOUT PLAN

LEGEND:

12PXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
	PROPOSED 14" ϕ CIP BATTERED PILE AT 1:4
	PROPOSED 14" ϕ CIP VERTICAL PILE
	EXISTING 12" ϕ CIP BATTERED PILE
	EXISTING 12" ϕ CIP VERTICAL PILE
	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 / 229.

NOTES:

1. FOR NOTES SEE SHEET 19 / 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57079945708001	

PILE LAYOUT PLAN (10 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

28 / 229

1275 / 1565

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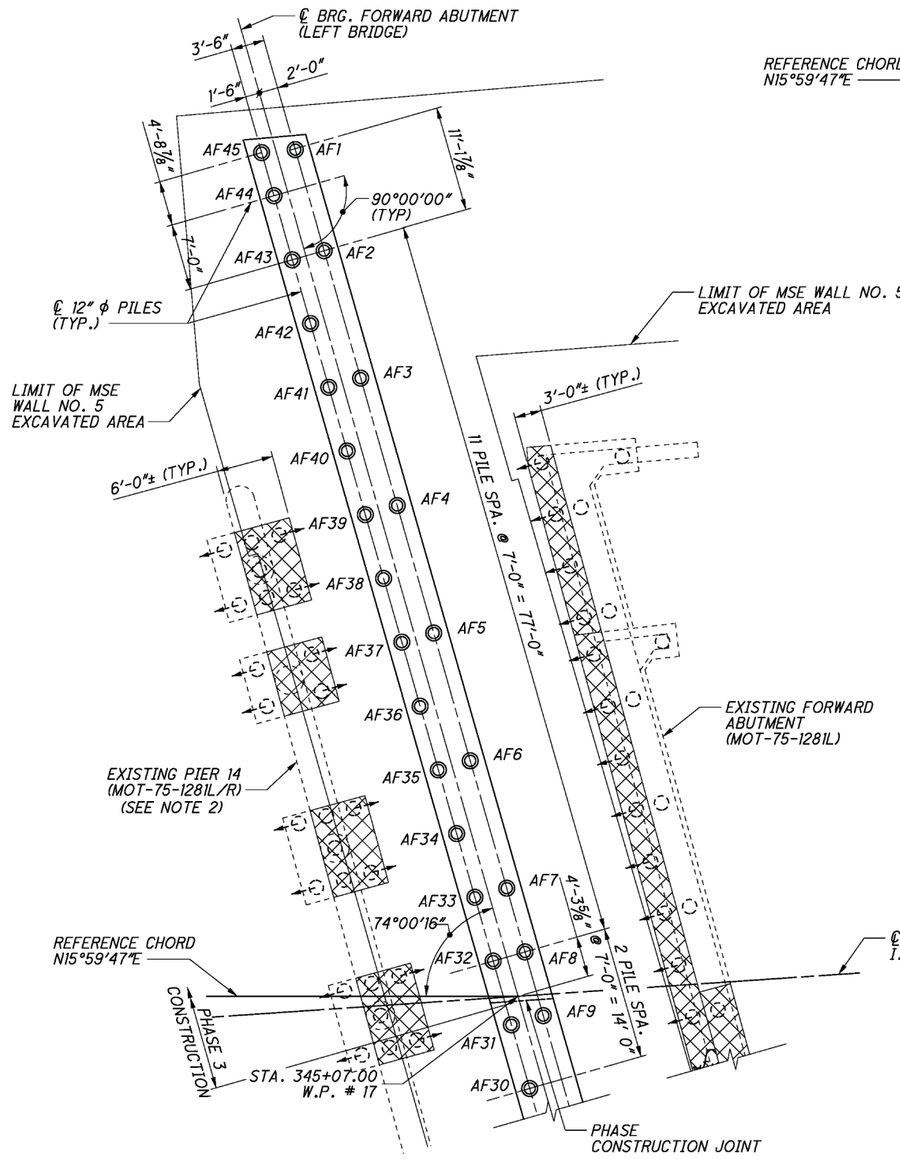
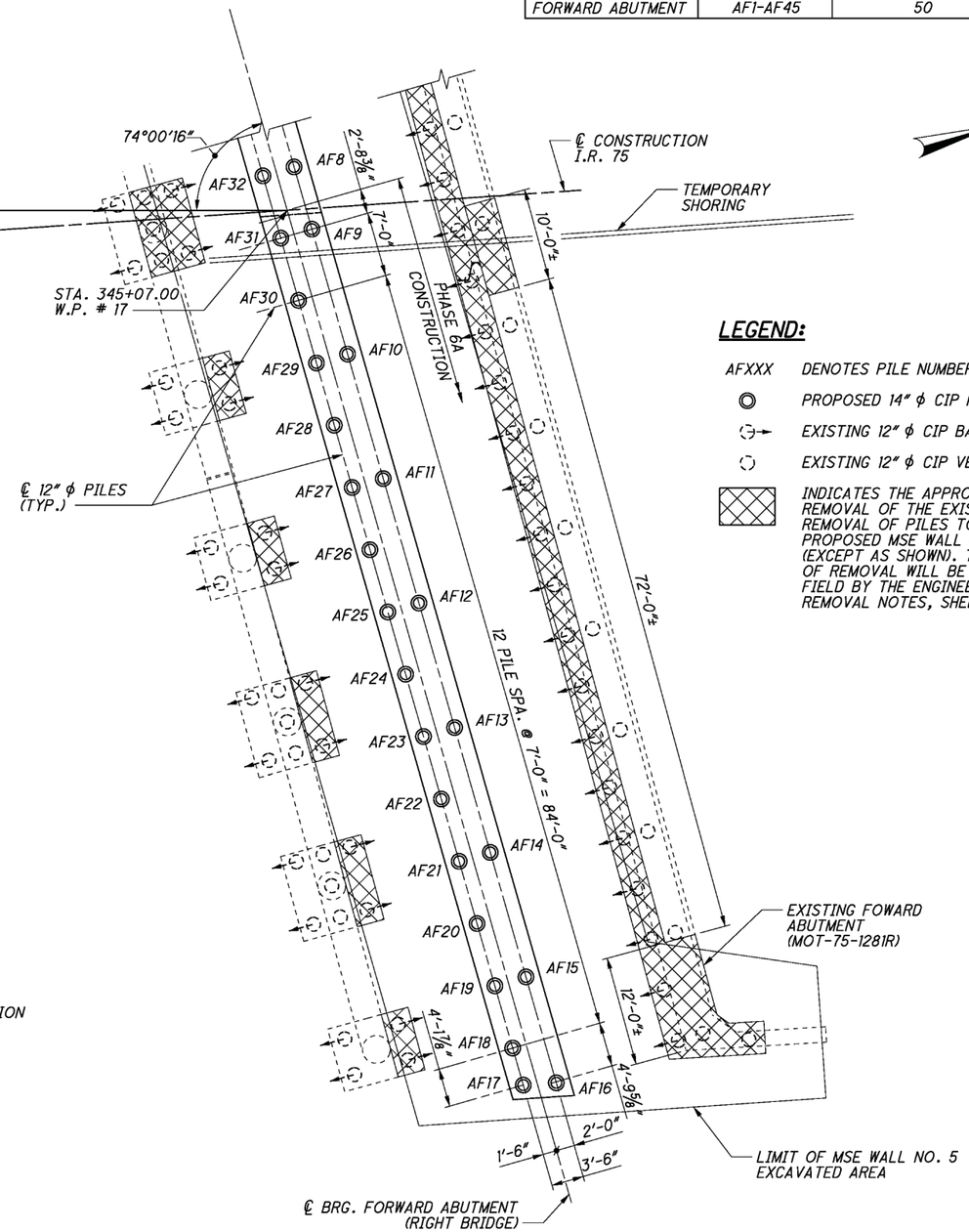
PILE DATA			
LOCATION	PILE NUMBERS	ESTIMATED PILE LENGTH (EACH) (FEET)	STEEL PILE POINT REQUIRED
FORWARD ABUTMENT	AF1-AF45	50	ALL PILES





LEGEND:

AFXXX	DENOTES PILE NUMBER AND SUBSTRUCTURE UNIT
◎	PROPOSED 14" ϕ CIP PILE WITH SLEEVE
◎→	EXISTING 12" ϕ CIP BATTERED PILE
○	EXISTING 12" ϕ CIP VERTICAL PILE
▨	INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING FOOTING AND REMOVAL OF PILES TO 2'-0" BELOW THE PROPOSED MSE WALL EXCAVATION (EXCEPT AS SHOWN). THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER. SEE EXISTING PILE REMOVAL NOTES, SHEET 19 229.

PARTIAL PILE LAYOUT PLAN

NOTES:

1. FOR NOTES SEE SHEET 19 229.
2. FOR EXISTING PIERS 5-14 REMOVAL DETAILS, SEE SHEET 18 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JAK	JAK	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

PILE LAYOUT PLAN (11 OF 11)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

29 229

1276
1565

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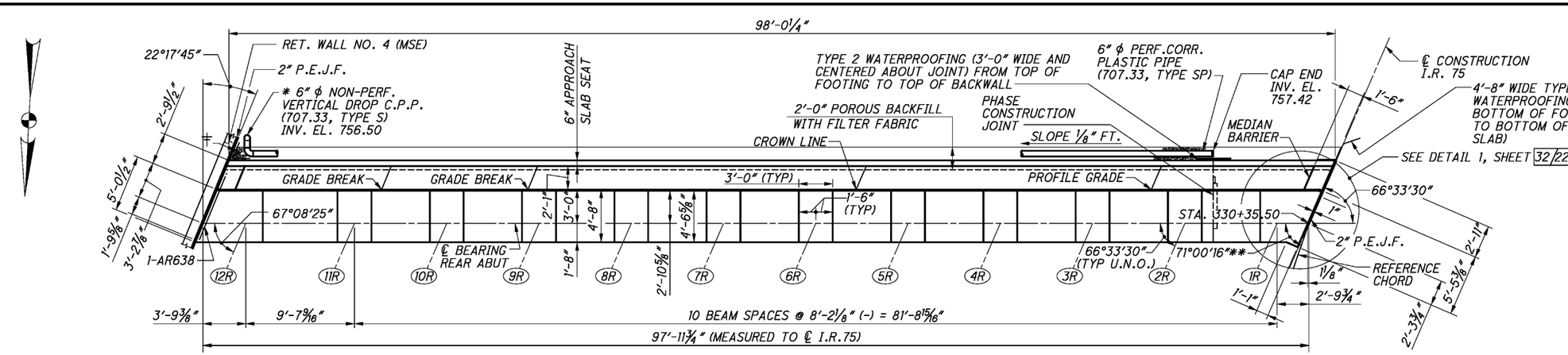
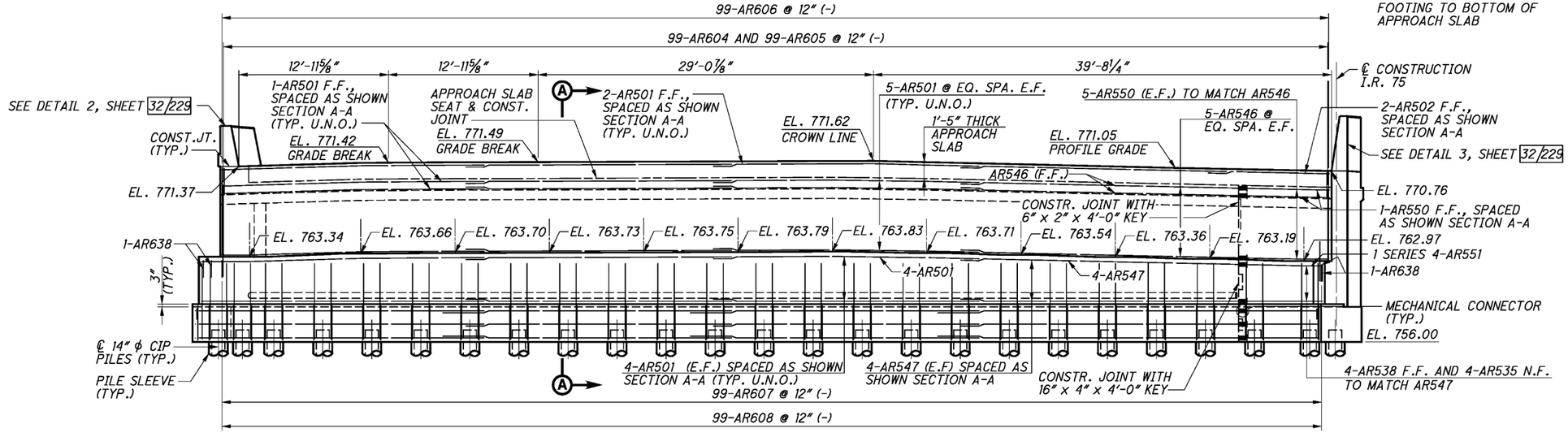


PLAN

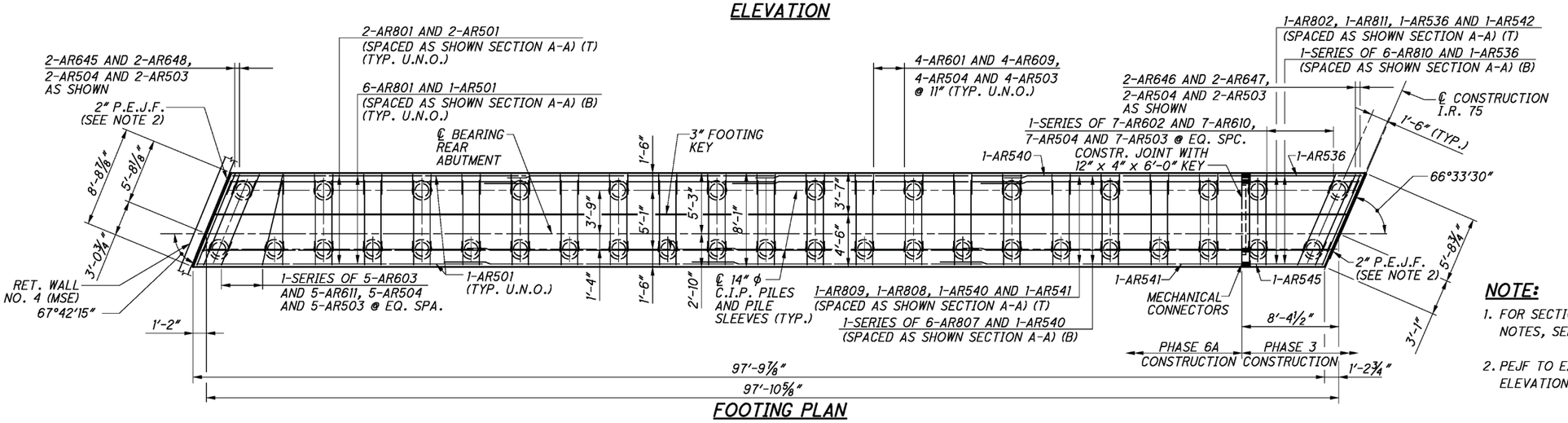
** MEASURED TO REFERENCE CHORD

‡ TYPE 2 WATERPROOFING 3'-0" WIDE FROM TOP OF FOOTING TO BOTTOM OF APPROACH SLAB

* CONNECT TO MSE WALL NO. 4 DRAINAGE SYSTEM



ELEVATION



FOOTING PLAN

NOTE:

1. FOR SECTION A-A, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 32/229.
2. PEJF TO EXTEND TO BOTTOM OF FOOTING ELEVATION

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN BFG | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REAR ABUTMENT - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

30 / 229

1277
1565

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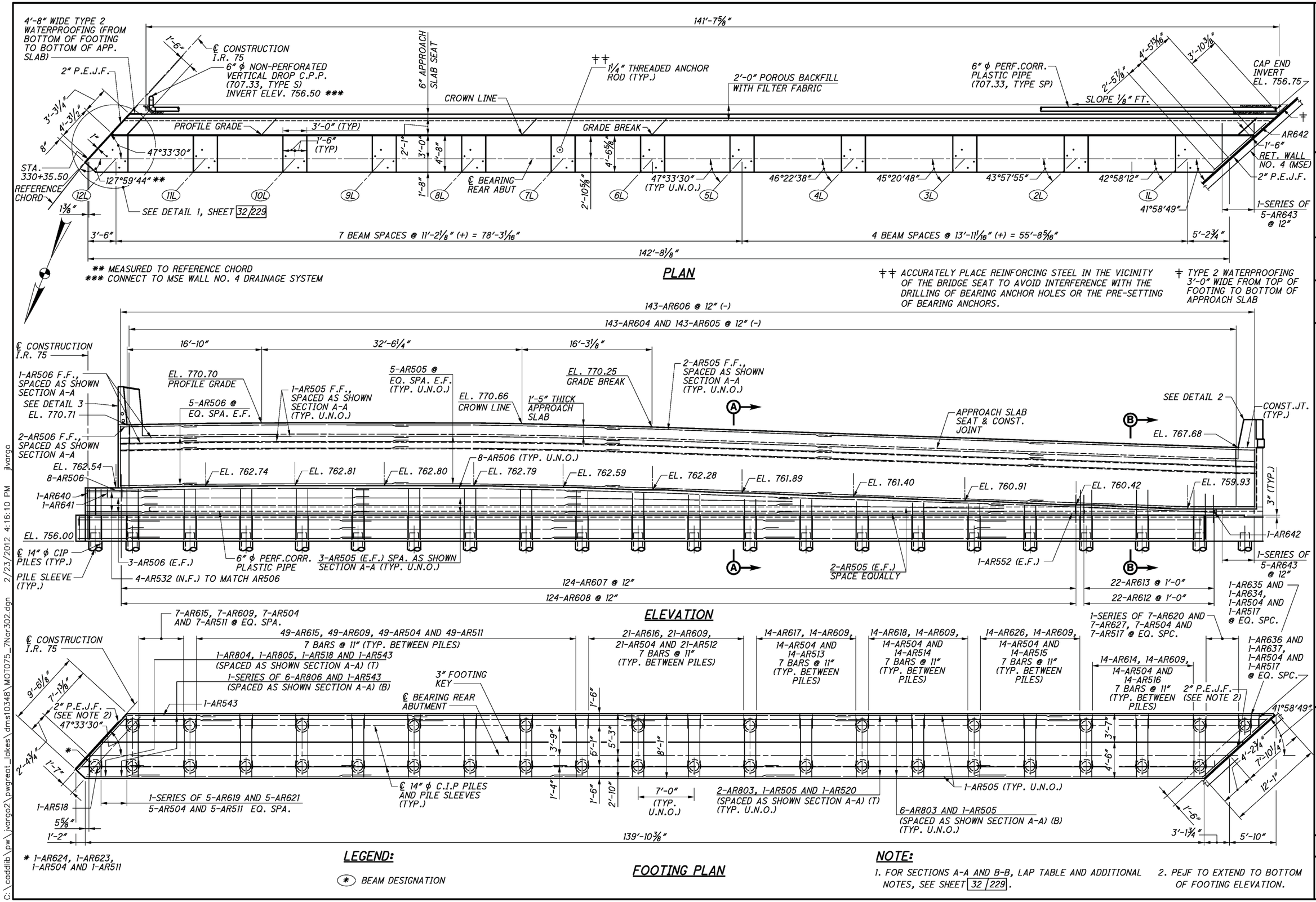

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113
DESIGNED JDH
DRAWN BFG
CHECKED GHD
REVIEWED MSL
DATE 03/01/12
STRUCTURE FILE NUMBER 5707994/5708001
REVISED
REAR ABUTMENT - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER
MOT-75-12.00
PID No. 77247
31/229
1278
1565
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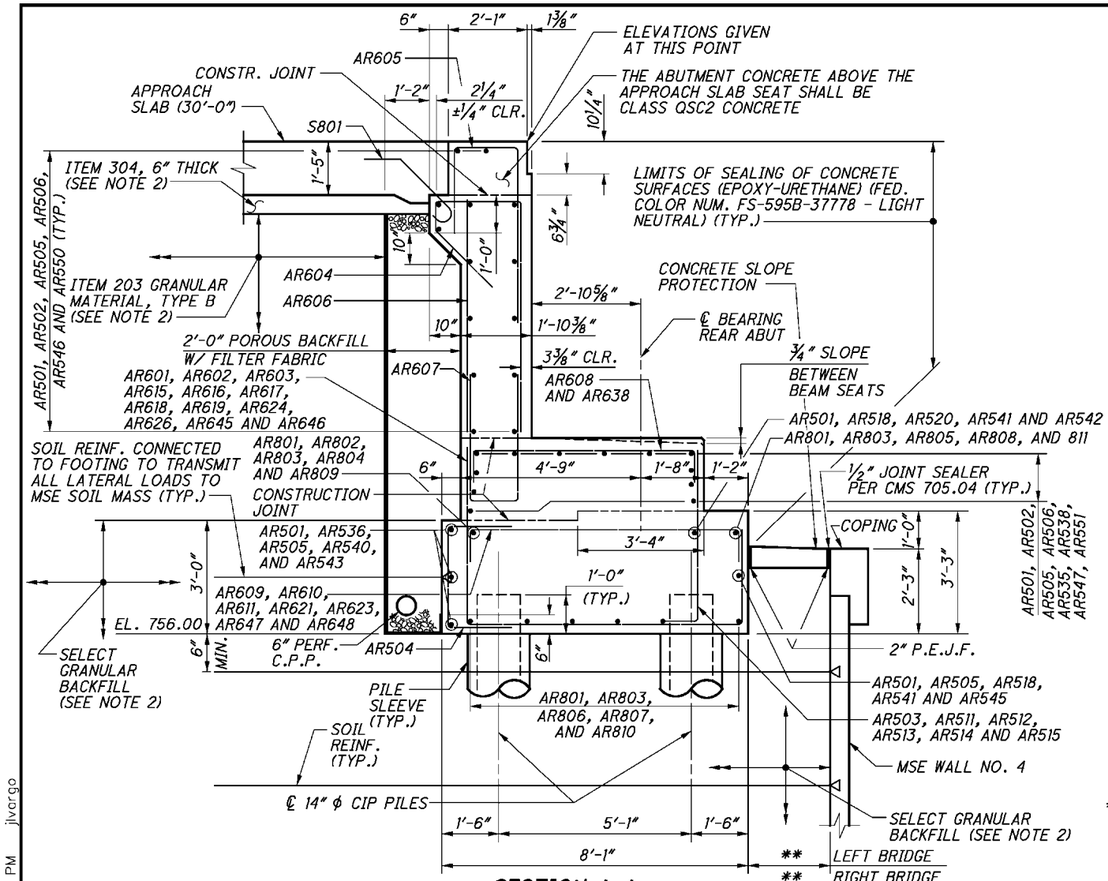
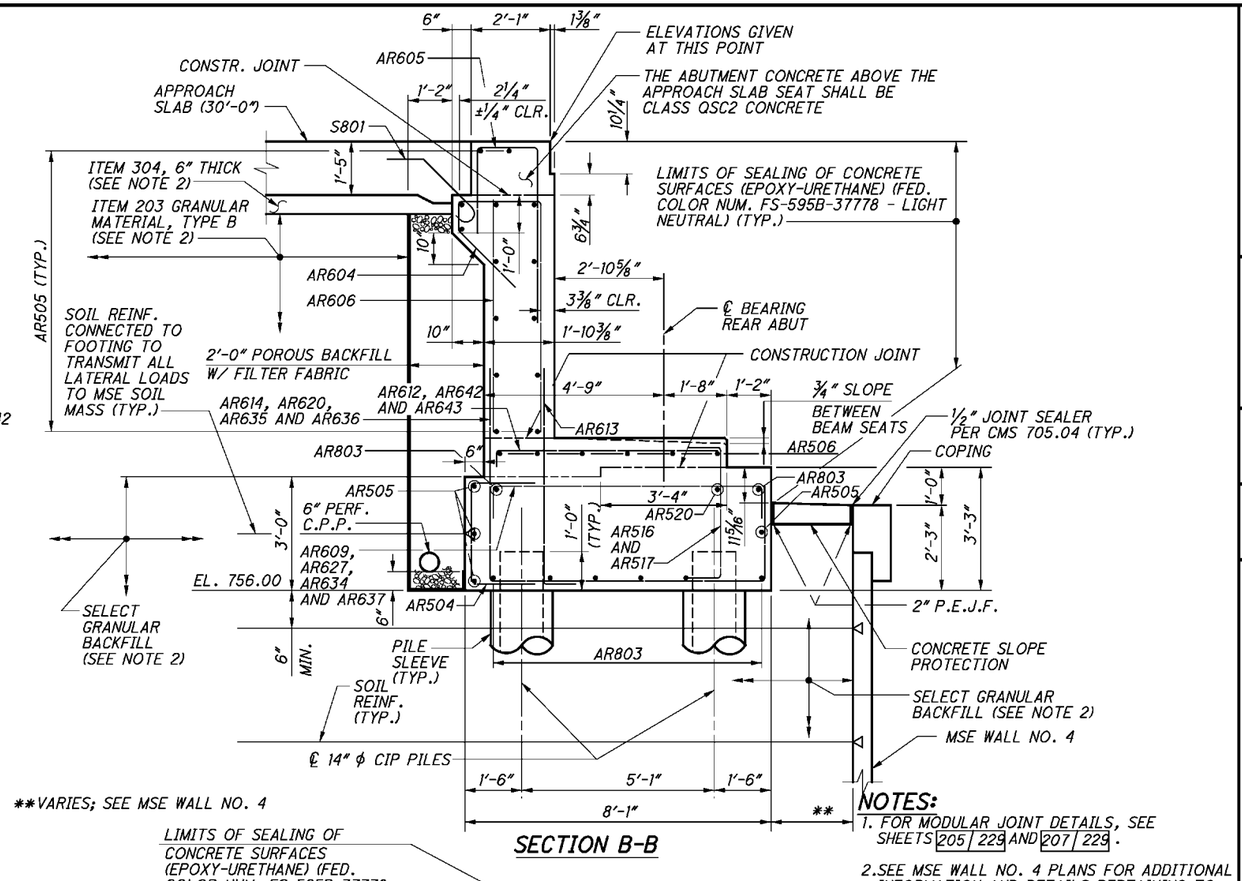
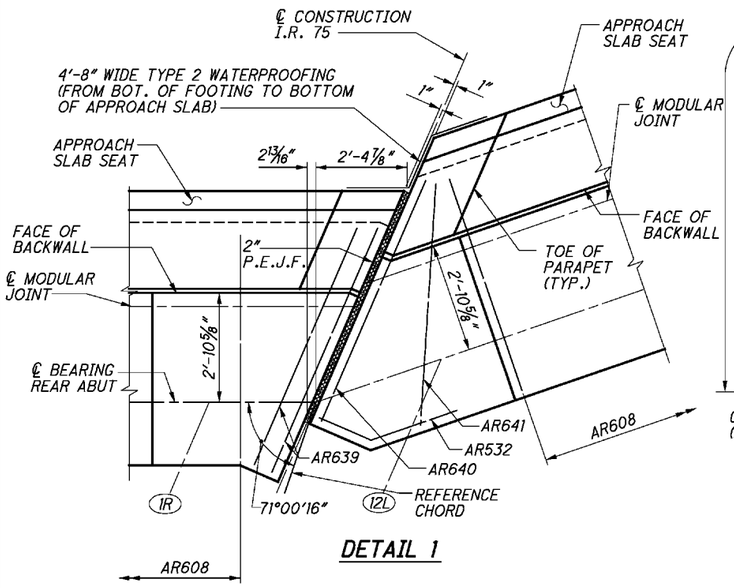


SECTION A-A

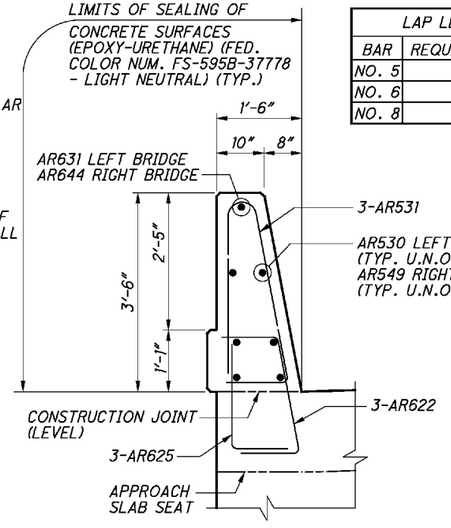


SECTION B-B

**VARIES; SEE MSE WALL NO. 4

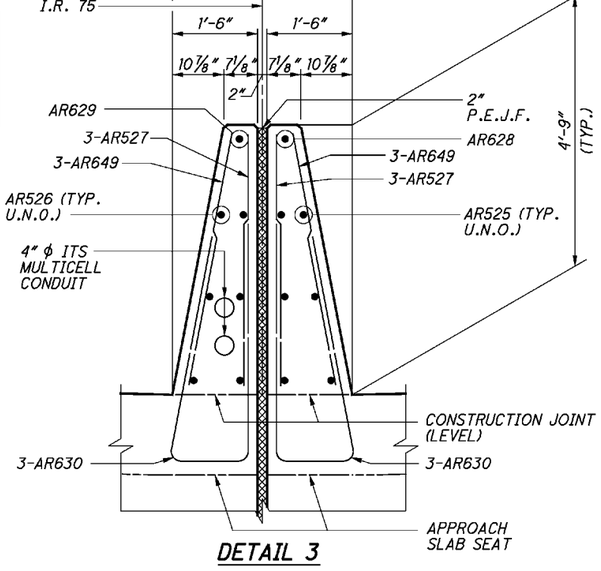


DETAIL 1



DETAIL 2

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5	2'-0" MIN.
NO. 6	2'-4" MIN.
NO. 8	4'-0" MIN.



DETAIL 3

NOTE:

1. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

NOTES:

1. FOR MODULAR JOINT DETAILS, SEE SHEETS 205 / 229 AND 207 / 229.
2. SEE MSE WALL NO. 4 PLANS FOR ADDITIONAL INFORMATION AND DETAILS PERTAINING TO ITEM 304 AGGREGATE BASE, ITEM 203 TYPE B GRANULAR MATERIAL AND SELECT GRANULAR BACKFILL.
3. FOR LOCATION OF SECTIONS A-A AND B-B SEE SHEET 31 / 229.
4. FOR LOCATION OF DETAILS 1, 2, AND 3 SEE SHEET 31 / 229.
5. MECHANICAL CONNECTORS SHALL BE PER ITEM 509.07. THE COST OF THE CONNECTORS AND THE TEMPORARY CAPS (OR PLUGS) SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING, FOR PAYMENT.
6. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
7. THE ½" JOINT SEALER SHALL BE INCLUDED WITH ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN
8. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE BASE OF ITEM 304, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
9. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57077994/5708001	

REAR ABUTMENT DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

32 / 229

1279
1565

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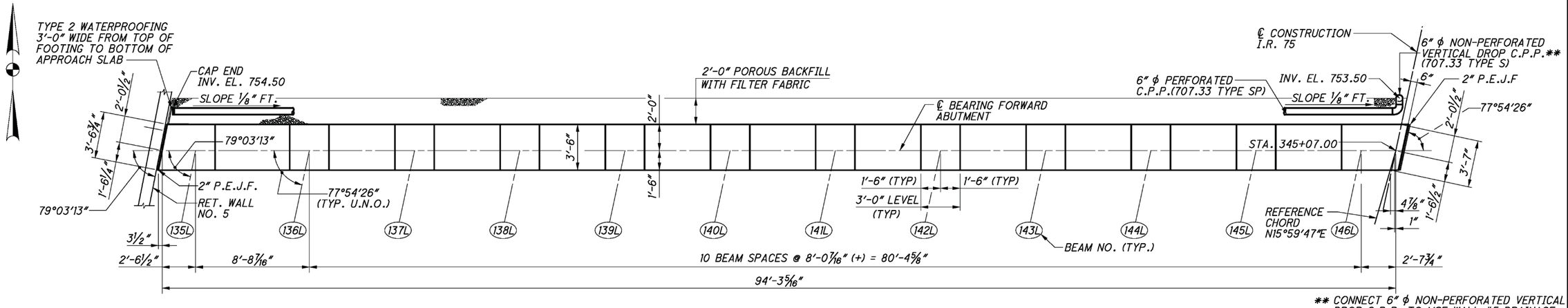
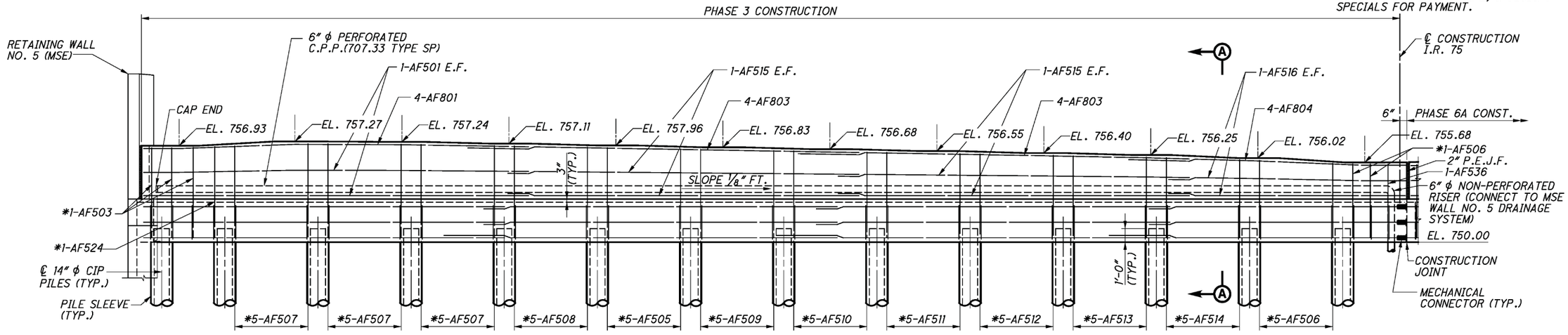
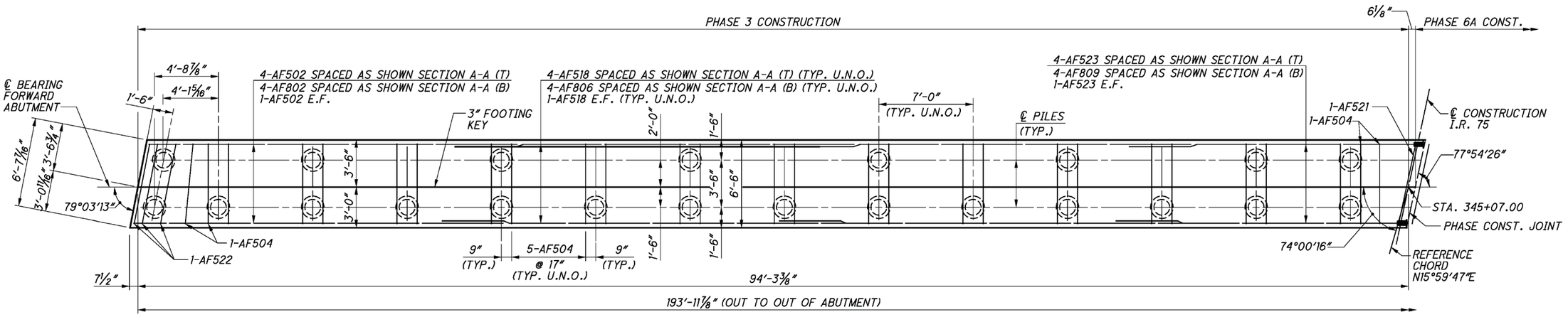


PLAN



ELEVATION



FOOTING PLAN

LEGEND:

(BXX) BEAM DESIGNATION

NOTE:

1. FOR SECTION A-A, LAP TABLE AND NOTES, SEE SHEET 35 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

FORWARD ABUTMENT - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

33 / 229

1280 / 1565

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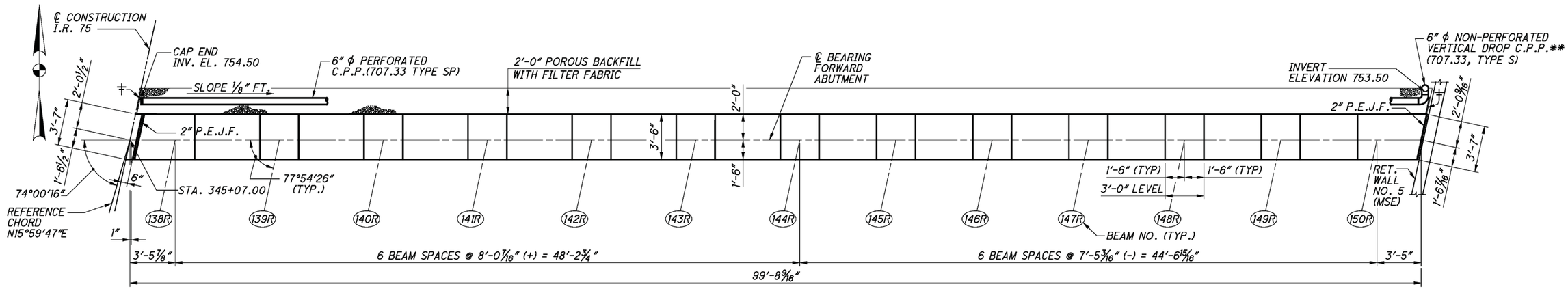
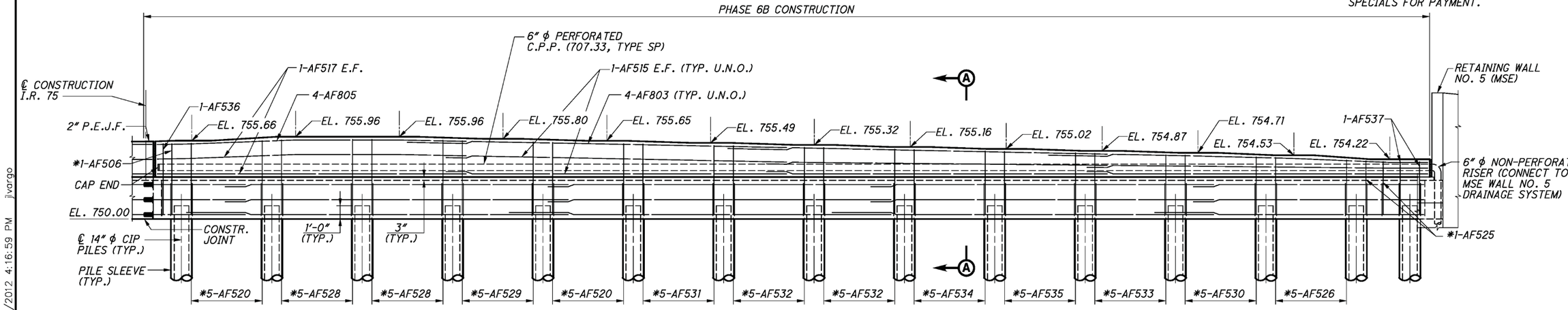


PLAN

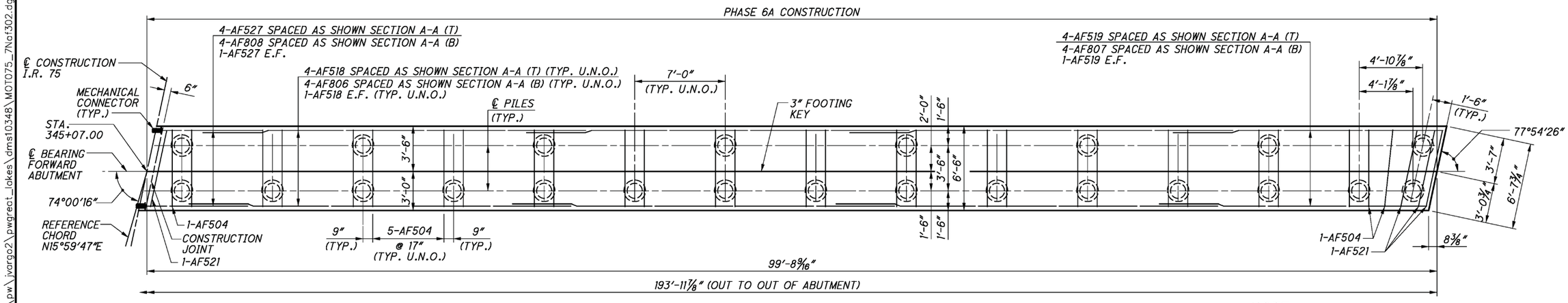
† TYPE 2 WATERPROOFING 3'-0" WIDE FROM TOP OF FOOTING TO BOTTOM OF APPROACH SLAB

** CONNECT 6" ϕ NON-PERFORATED VERTICAL DROP C.P.P. TO MSE WALL #5 DRAINAGE. ALL FITTINGS SHALL BE INCLUDED WITH ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS FOR PAYMENT.



* TO MATCH AF504 BARS

ELEVATION



FOOTING PLAN

LEGEND:

(BXX) BEAM DESIGNATION

NOTE:

1. FOR SECTION A-A, LAP TABLE AND NOTES, SEE SHEET 35 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

FORWARD ABUTMENT - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

34 / 229

1281
1565

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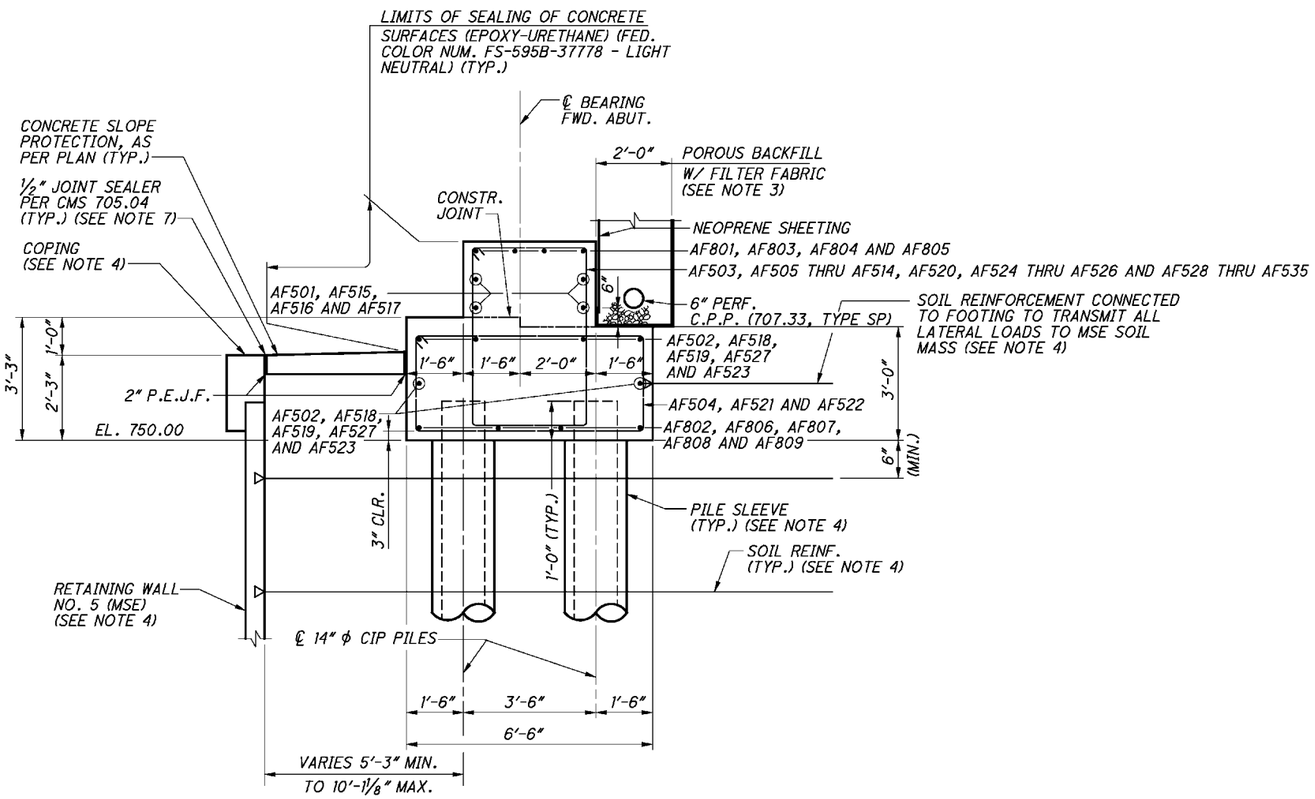

SECTION A-A

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5	2'-0" MIN.
NO. 8	4'-0" MIN.

NOTES:

1. FOR PILE LAYOUT SEE FOOTING PLANS, SHEETS 33/229 AND 34/229.
2. FOR FORWARD ABUTMENT PLAN AND ELEVATION, AND FOR LOCATION OF SECTION A-A, SEE SHEETS 33/229 AND 34/229.
3. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE BASE OF ITEM 304, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE MSE WALLS.
4. SEE RETAINING WALL NO. 5 PLANS FOR PAYMENT AND NOTES.
5. FOR REINFORCING SCHEDULE, SEE SHEET 224/229.
6. FOR FORWARD ABUTMENT DIAPHRAGM DETAILS, SEE SHEET 134/229 .
7. THE ½" JOINT SEALER SHALL BE INCLUDED WITH ITEM 601, CONCRETE SLOPE PROTECTION, AS PER PLAN.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

FORWARD ABUTMENT DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

35/229

1282
1565

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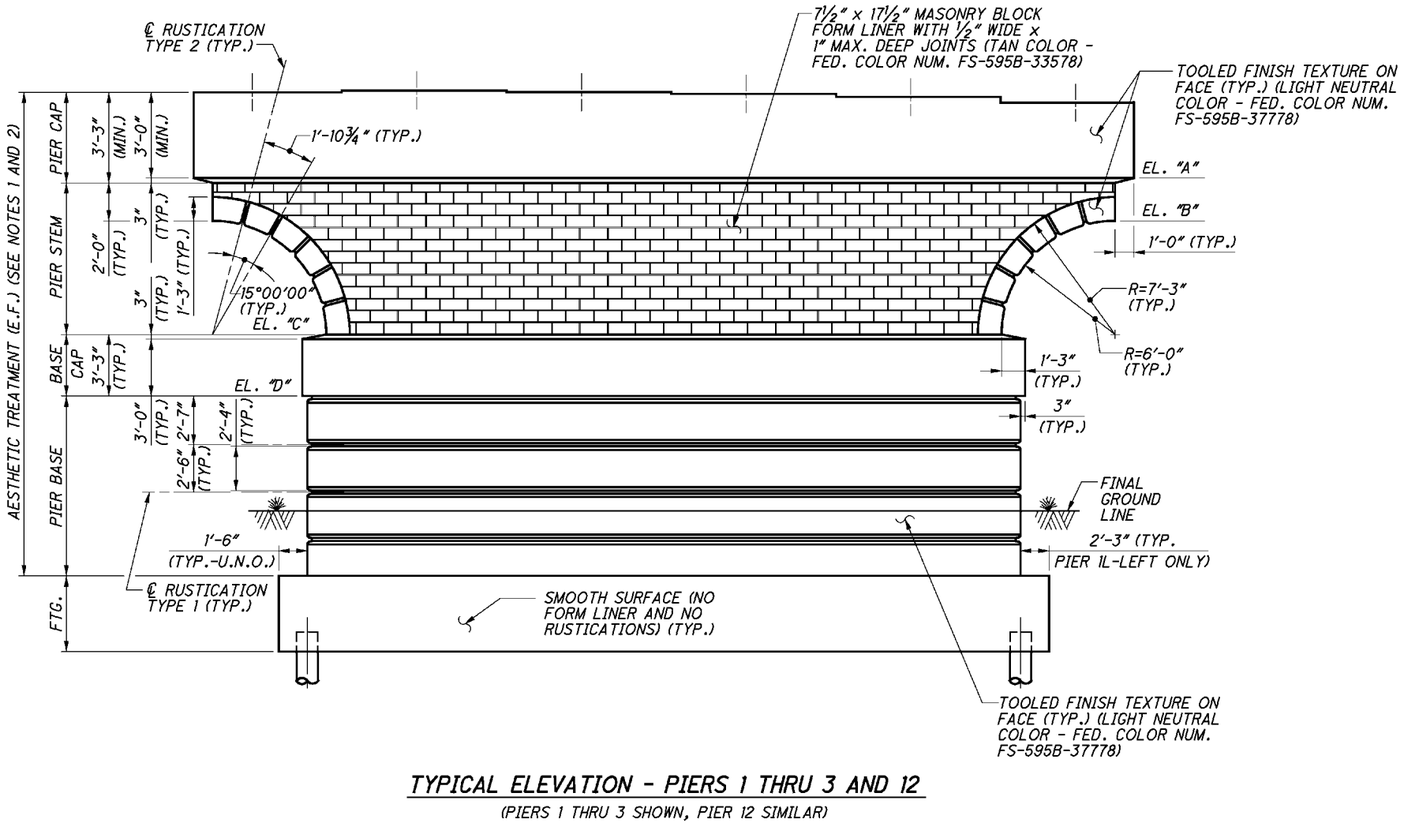
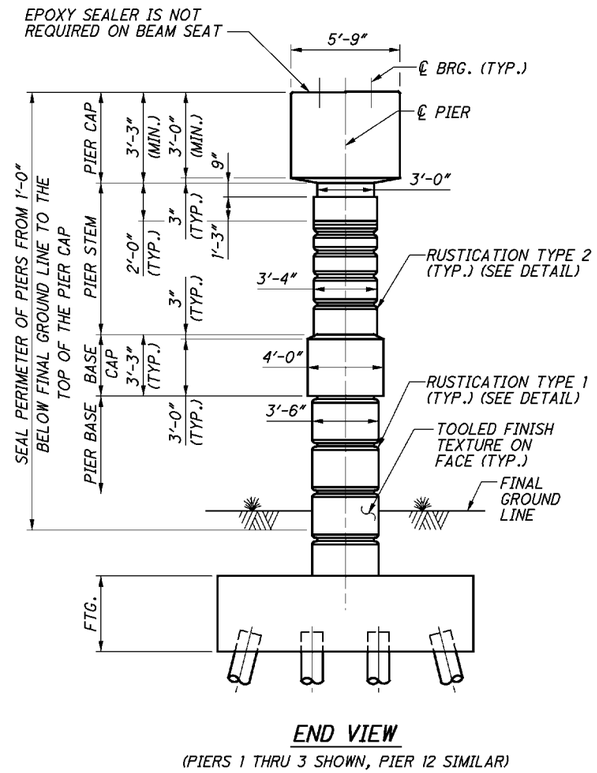


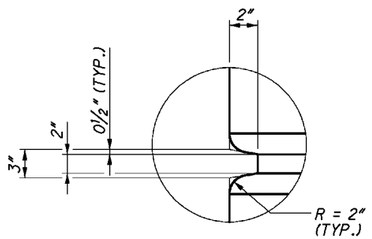
TYPICAL ELEVATION - PIERS 1 THRU 3 AND 12

(PIERS 1 THRU 3 SHOWN, PIER 12 SIMILAR)

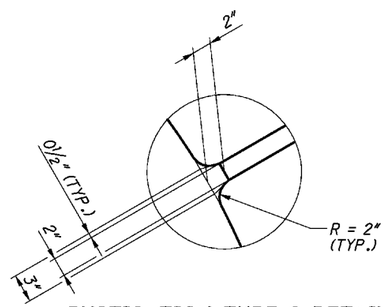


END VIEW

(PIERS 1 THRU 3 SHOWN, PIER 12 SIMILAR)



RUSTICATION TYPE 1 DETAIL



RUSTICATION TYPE 2 DETAIL

TABLE OF ELEVATIONS				
PIER	EL. 'A"	EL. 'B"	EL. 'C"	EL. 'D"
PIER 1L (LEFT AND RIGHT)	EL. 759.67	EL. 757.42	EL. 751.42	EL. 748.17
PIER 1R (LEFT AND RIGHT)	EL. 761.97	EL. 759.72	EL. 753.72	EL. 750.47
PIER 2L (LEFT AND RIGHT)	EL. 761.42	EL. 759.17	EL. 753.17	EL. 749.92
PIER 2R (LEFT AND RIGHT)	EL. 762.64	EL. 760.39	EL. 754.39	EL. 751.14
PIER 3L (LEFT AND RIGHT)	EL. 761.54	EL. 759.29	EL. 753.29	EL. 750.04
PIER 3R (LEFT AND RIGHT)	EL. 762.43	EL. 760.18	EL. 754.18	EL. 750.93
PIER 12L (LEFT AND RIGHT)	EL. 751.75	EL. 749.50	EL. 743.50	EL. 739.00
PIER 12R (LEFT AND RIGHT)	EL. 750.74	EL. 748.49	EL. 742.49	EL. 738.00

NOTES:

1. FOR ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) REQUIREMENTS, SEE GENERAL NOTES, SHEET 9 /229.
2. FOR ITEM 530-FORMLINER NOTES AND PATTERN OPTIONS SEE GENERAL NOTES, SHEET 11 /229.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JLV	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MSL		5707994/5708001	

PIERS 1 THRU 3 AND 12 ARCHITECTURAL DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

36 /229

1283
1565

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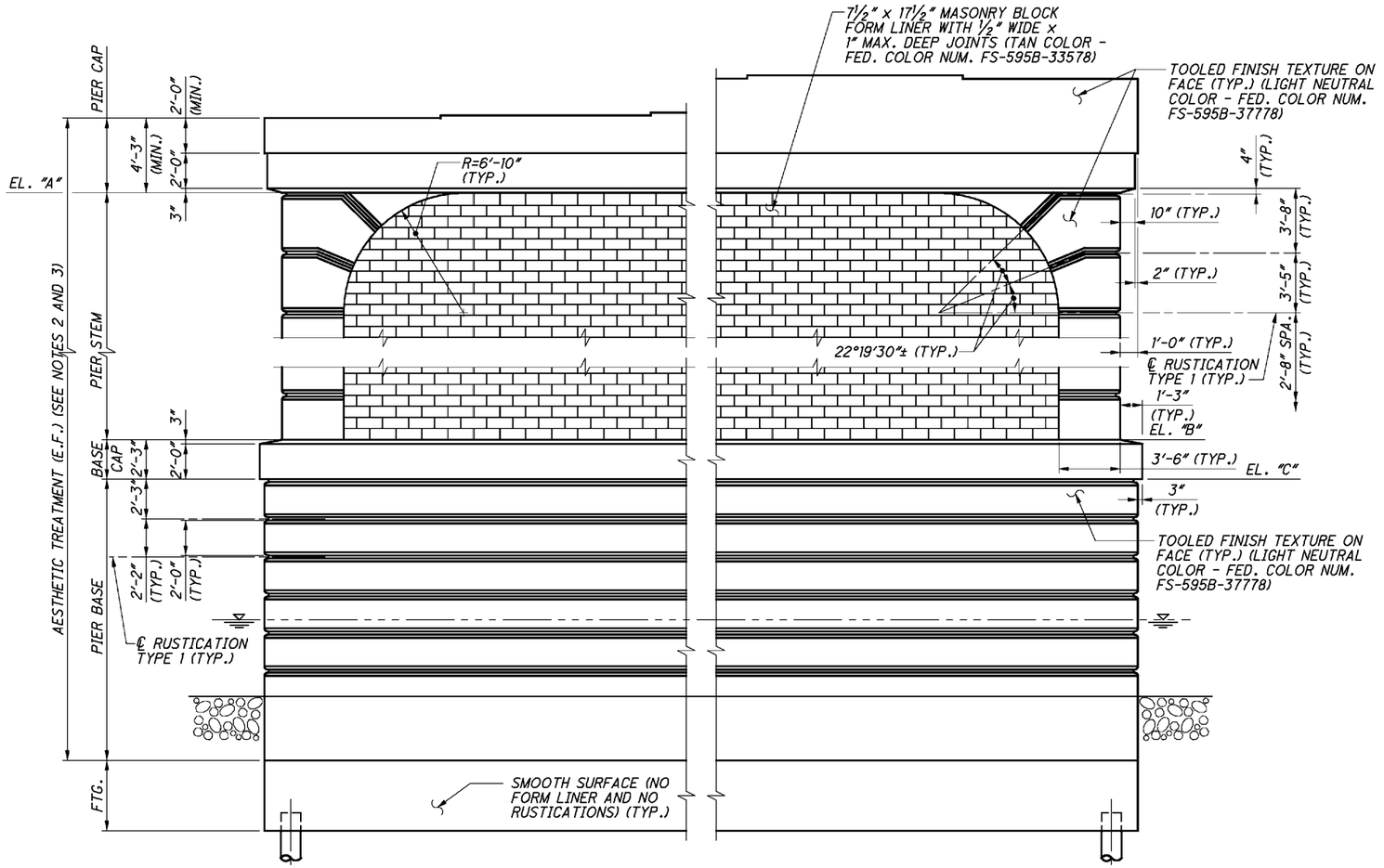
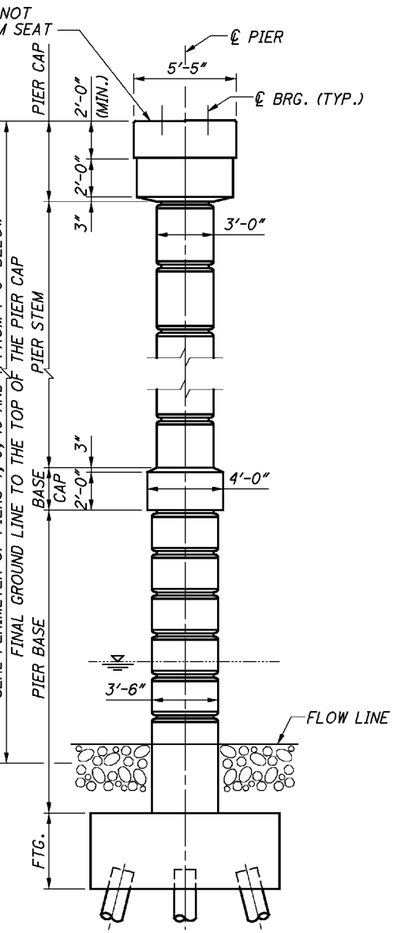


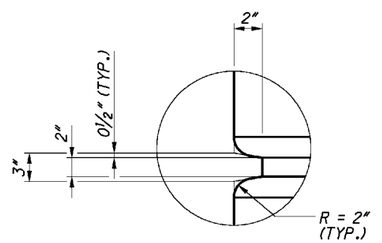
TYPICAL ELEVATION - PIERS 4 THRU 11

(PIERS 4 THRU 10 SHOWN, PIER 11 SIMILAR)



END VIEW

(PIERS 4 THRU 10 SHOWN, PIER 11 SIMILAR)



RUSTICATION TYPE 1 DETAIL

TABLE OF ELEVATIONS			
PIER	EL. 'A"	EL. 'B"	EL. 'C"
PIER 4	EL. 760.06	EL. 745.25	EL. 743.00
PIER 5	EL. 758.25	EL. 734.75	EL. 732.50
PIER 6	EL. 756.84	EL. 734.75	EL. 732.50
PIER 7	EL. 755.37	EL. 734.75	EL. 732.50
PIER 8	EL. 754.20	EL. 734.75	EL. 732.50
PIER 9	EL. 753.42	EL. 734.75	EL. 732.50
PIER 10	EL. 752.15	EL. 734.75	EL. 732.50
PIER 11	EL. 750.49	———	———

NOTES:

1. THE FACES OF PIERS 6 THRU 9 SHALL BE SEALED PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE TEMPORARY CAUSEWAY DETAILS.
2. FOR ITEM 512-SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) REQUIREMENTS, SEE GENERAL NOTES, SHEET 9 /229.
3. FOR ITEM 530-FORMLINER NOTES AND PATTERN OPTIONS SEE GENERAL NOTES, SHEET 11 /229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JLV	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MSL		5707994/5708001	

PIERS 4 THRU 11 ARCHITECTURAL DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

37 /229

1284
1565

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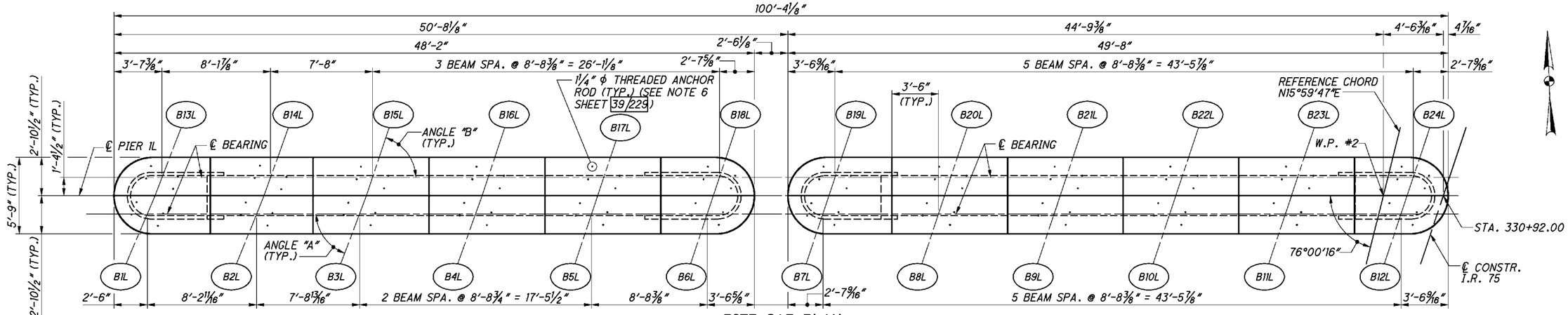
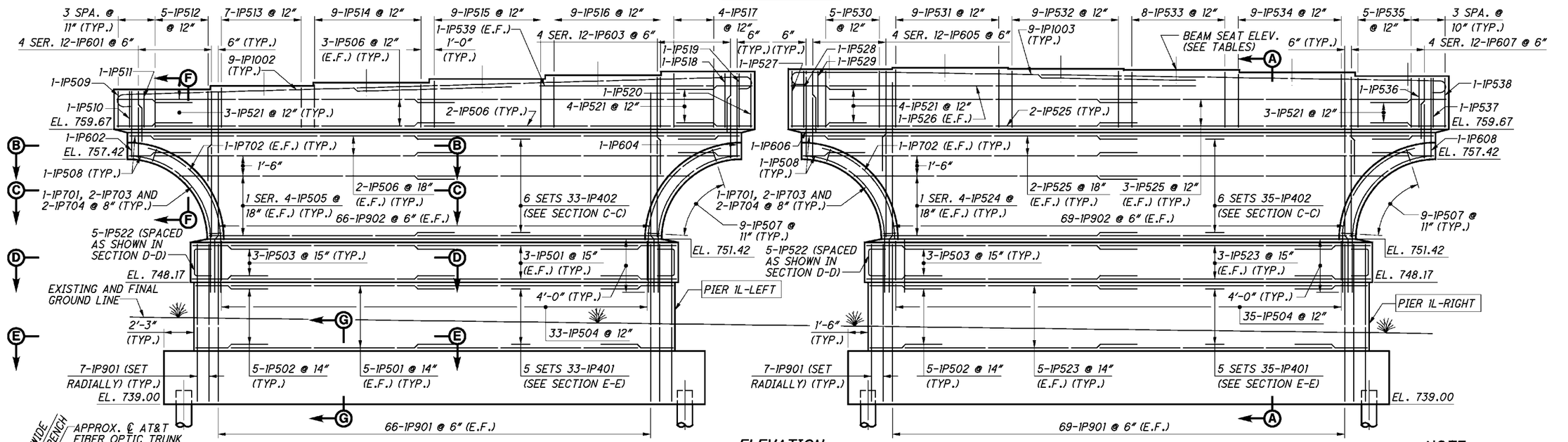
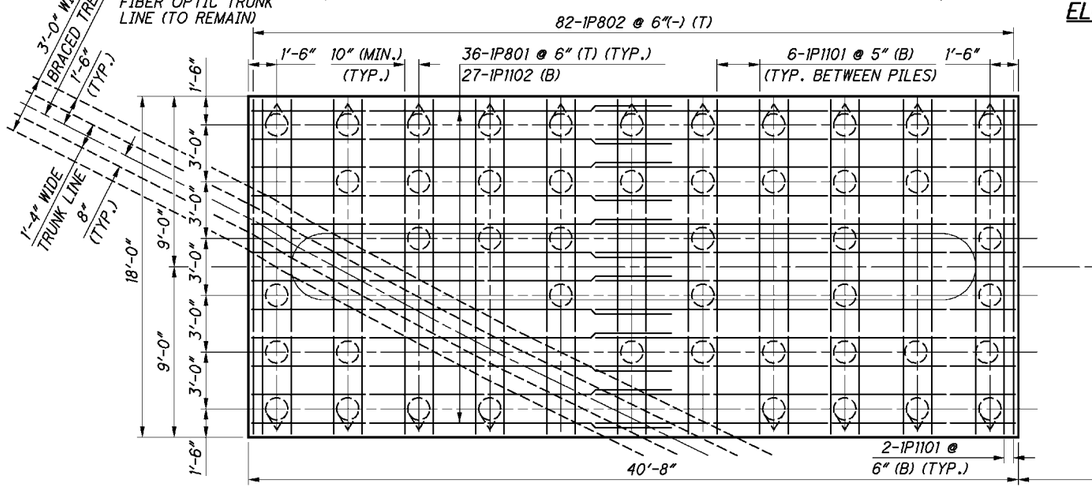


PIER CAP PLAN

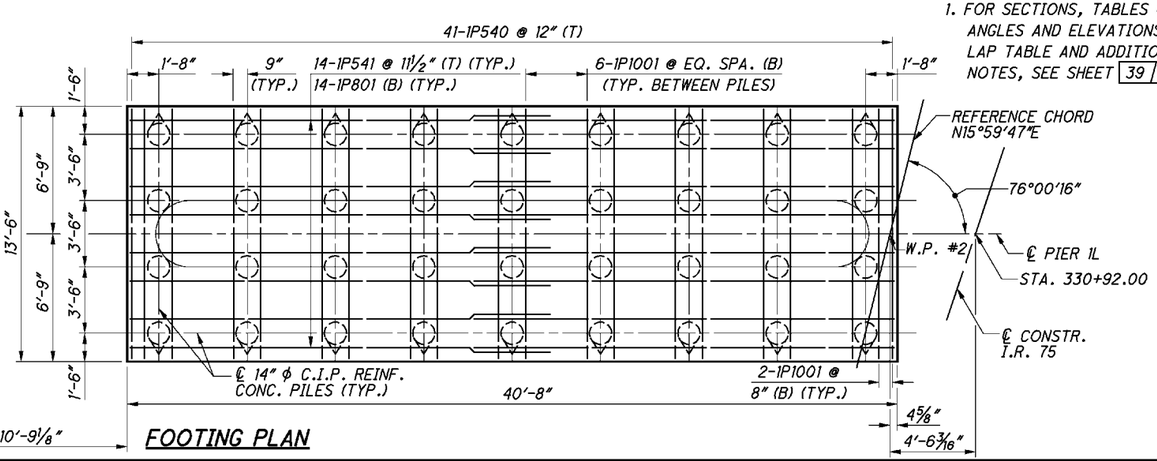


ELEVATION



NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 39/229.



FOOTING PLAN

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12

CHECKED: DMP

REVISED

STRUCTURE FILE NUMBER 5707994/5708001

PIER 1L PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

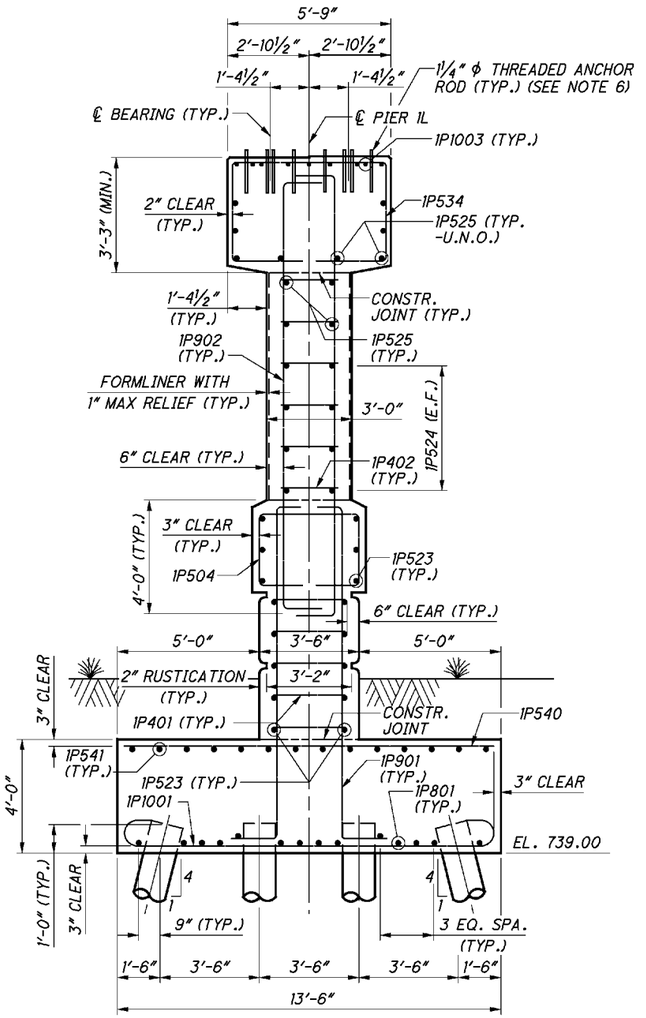
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

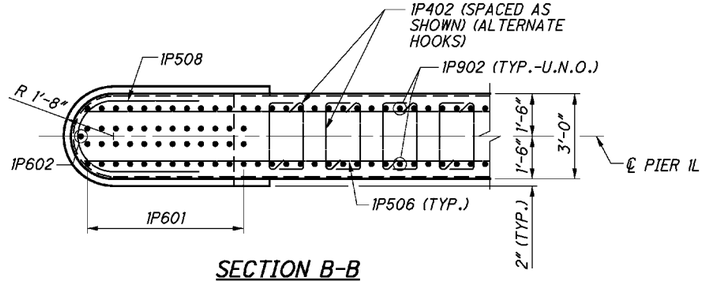
PID No. 77247

1285/1565

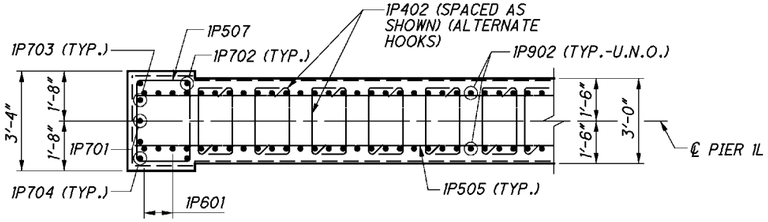
c:\cadlib\pw\jvargo2\pwgreat_lakes\dms10348\MOT075_7Np1362.dgn 3/28/2012 8:46:02 AM jvargo



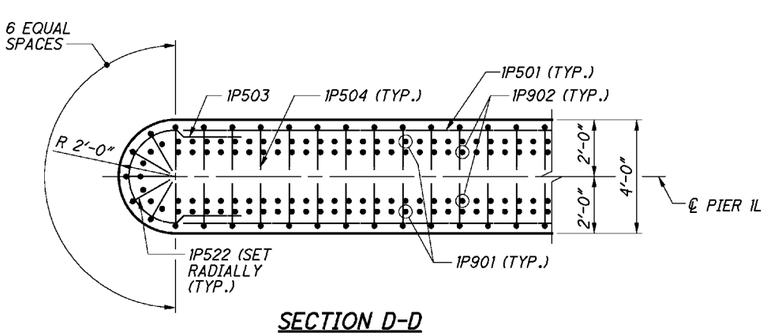
SECTION A-A



SECTION B-B



SECTION C-C



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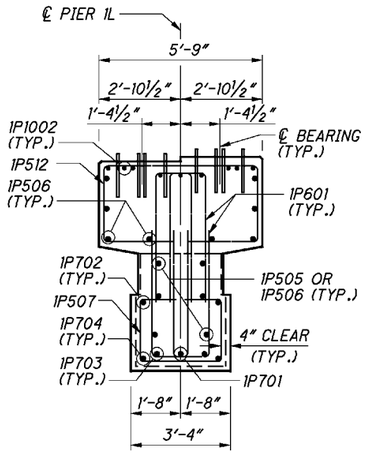
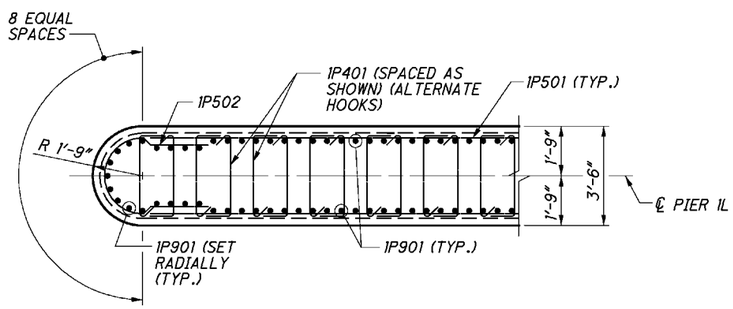
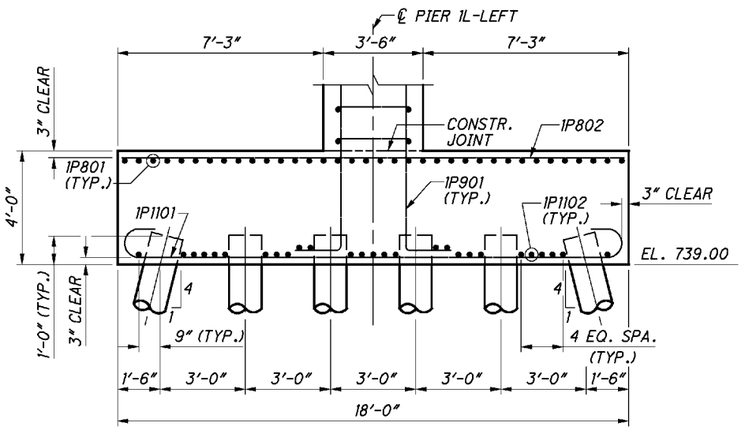


SECTION F-F

(FOR ADDITIONAL DETAILS, SEE SECTION A-A)



SECTION E-E



SECTION G-G

(FOR ADDITIONAL DETAILS, SEE SECTION A-A)

ANGLE "A"	
BEAM	ANGLE
B1L	66°58'12"
B2L	67°57'55"
B3L	69°20'48"
B4L	70°22'38"
B5L	71°33'30"
B6L	71°33'30"
B7L	71°33'30"
B8L	71°33'30"
B9L	71°33'30"
B10L	71°33'30"
B11L	71°33'30"
B12L	71°33'30"

ANGLE "B"	
BEAM	ANGLE
B13L	69°02'29"
B14L	70°23'45"
B15L	71°33'30"
B16L	71°33'30"
B17L	71°33'30"
B18L	71°33'30"
B19L	71°33'30"
B20L	71°33'30"
B21L	71°33'30"
B22L	71°33'30"
B23L	71°33'30"
B24L	71°33'30"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B1L	762.67
B2L	762.93
B3L	763.18
B4L	763.45
B5L	763.73
B6L	764.01
B7L	764.20
B8L	764.30
B9L	764.21
B10L	764.12
B11L	763.95
B12L	763.66

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13L	762.72
B14L	762.97
B15L	763.20
B16L	763.50
B17L	763.77
B18L	764.04
B19L	764.24
B20L	764.34
B21L	764.24
B22L	764.15
B23L	763.98
B24L	763.69

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 1L DETAILS AND LOCATION OF SECTIONS, SEE SHEET 38 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 19 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.
6. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
7. FOR ADDITIONAL ANCHOR ROD DETAILS AND NOTES, SEE SHEET 81 / 229 AND 84 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JPD | DRAWN JLV | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 1L DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

39 / 229

1286
1565

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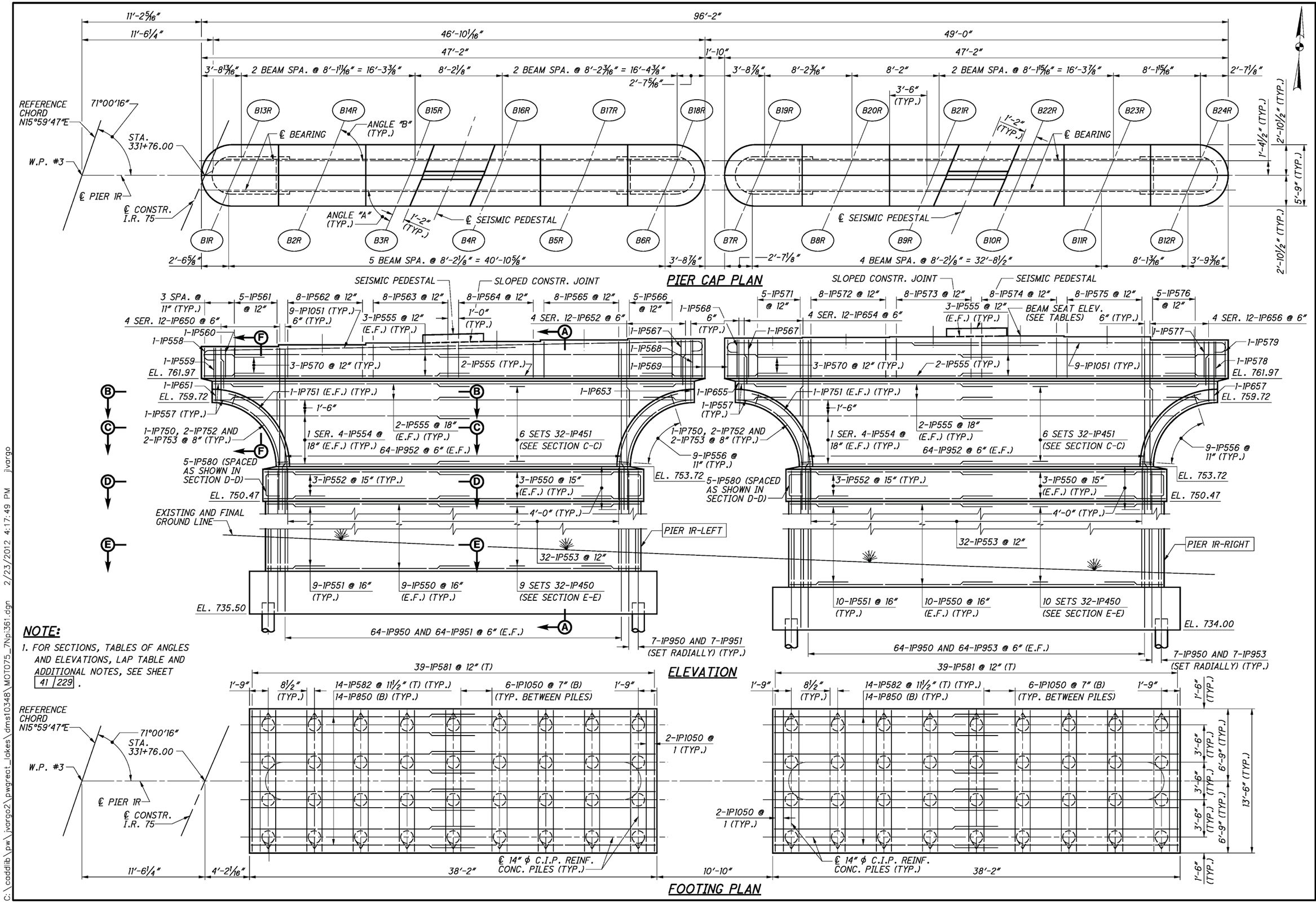

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 41 | 229 .

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

PIER 1R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

40 | 229

1287
1565

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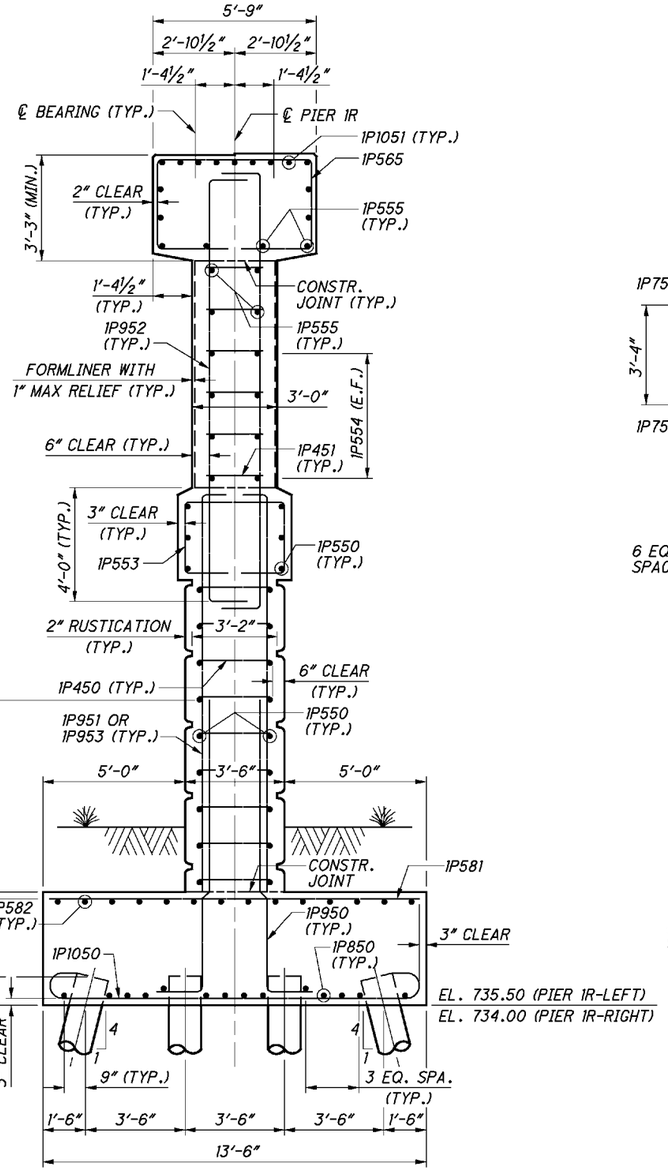
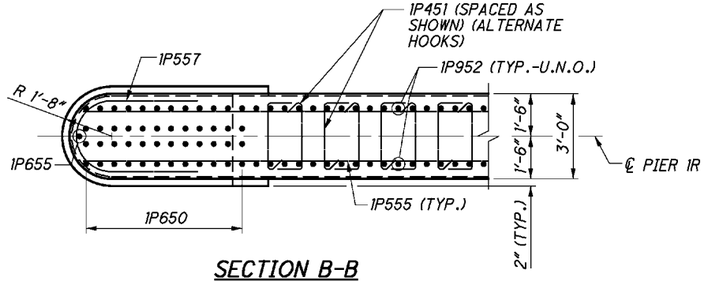
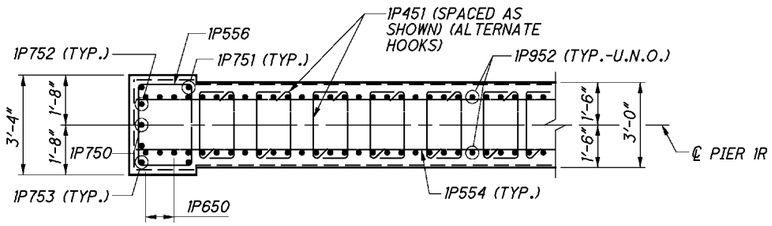


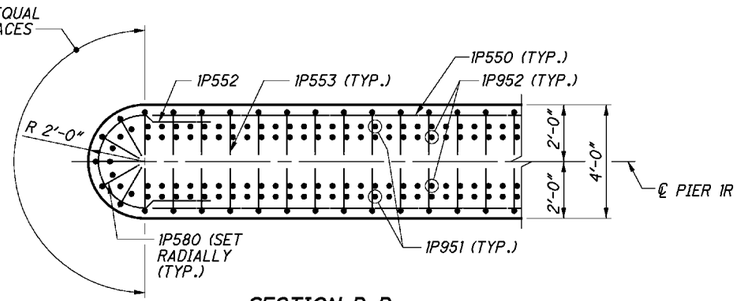
SECTION A-A



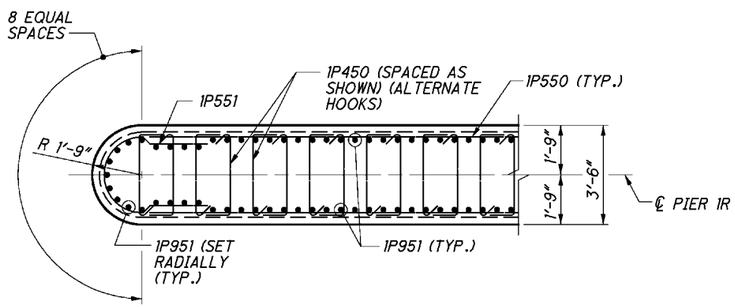
SECTION B-B



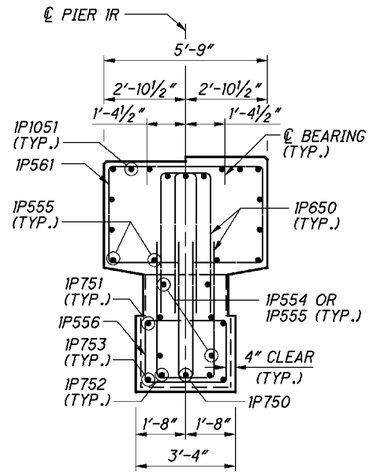
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B1R	66°33'30"
B2R	66°33'30"
B3R	66°33'30"
B4R	66°33'30"
B5R	66°33'30"
B6R	66°33'30"
B7R	66°33'30"
B8R	66°33'30"
B9R	66°33'30"
B10R	66°33'30"
B11R	66°33'30"
B12R	67°08'25"

ANGLE "B"	
BEAM	ANGLE
B13R	66°33'30"
B14R	68°00'43"
B15R	69°29'19"
B16R	67°27'15"
B17R	69°04'29"
B18R	68°42'01"
B19R	68°19'52"
B20R	67°58'00"
B21R	67°36'01"
B22R	67°14'07"
B23R	66°52'31"
B24R	66°33'30"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B1R	764.97
B2R	765.15
B3R	765.30
B4R	765.44
B5R	765.59
B6R	765.71
B7R	765.77
B8R	765.83
B9R	765.89
B10R	765.96
B11R	765.89
B12R	765.58

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13R	765.09
B14R	765.24
B15R	765.39
B16R	765.53
B17R	765.69
B18R	765.81
B19R	765.86
B20R	765.93
B21R	766.00
B22R	766.07
B23R	765.99
B24R	765.72

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 1R DETAILS AND LOCATION OF SECTIONS, SEE SHEET 40 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 21 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JPD | DRAWN JLV | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 1R DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

41 / 229

1288 / 1565

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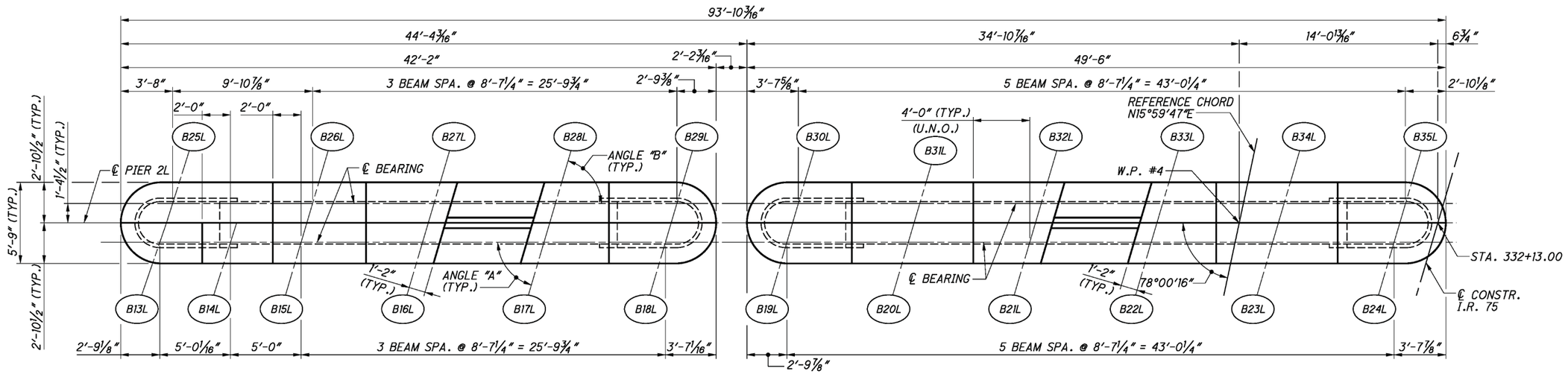
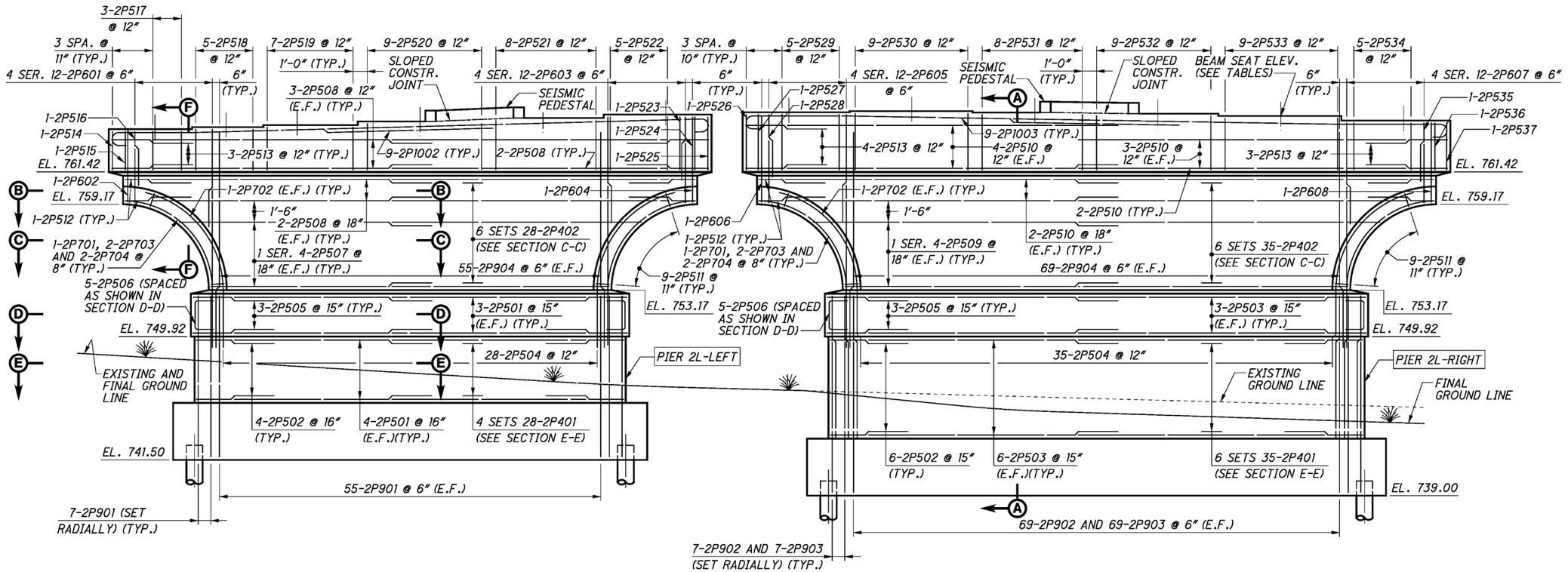


PIER CAP PLAN



ELEVATION

NOTE:

1. FOR FOOTING PLAN, SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 43 / 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 2L PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

42 / 229

1289
1565

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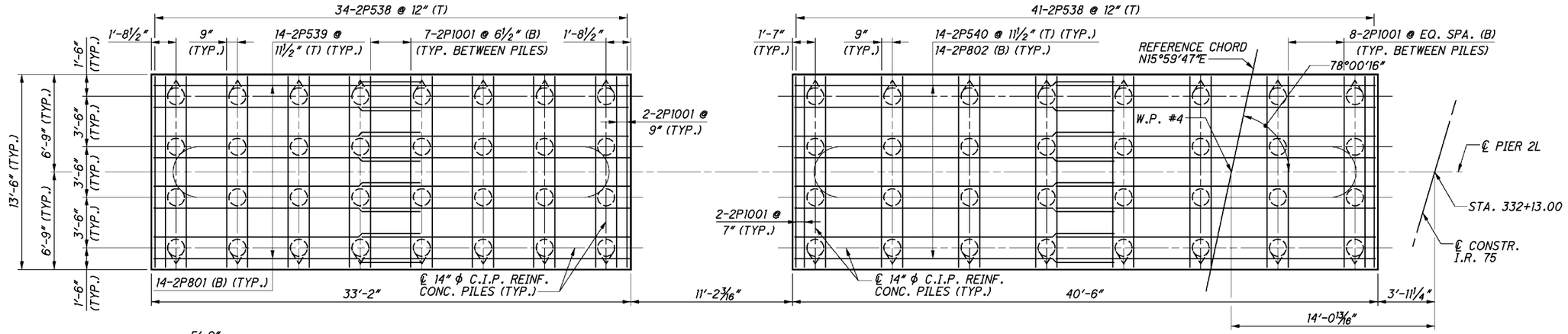
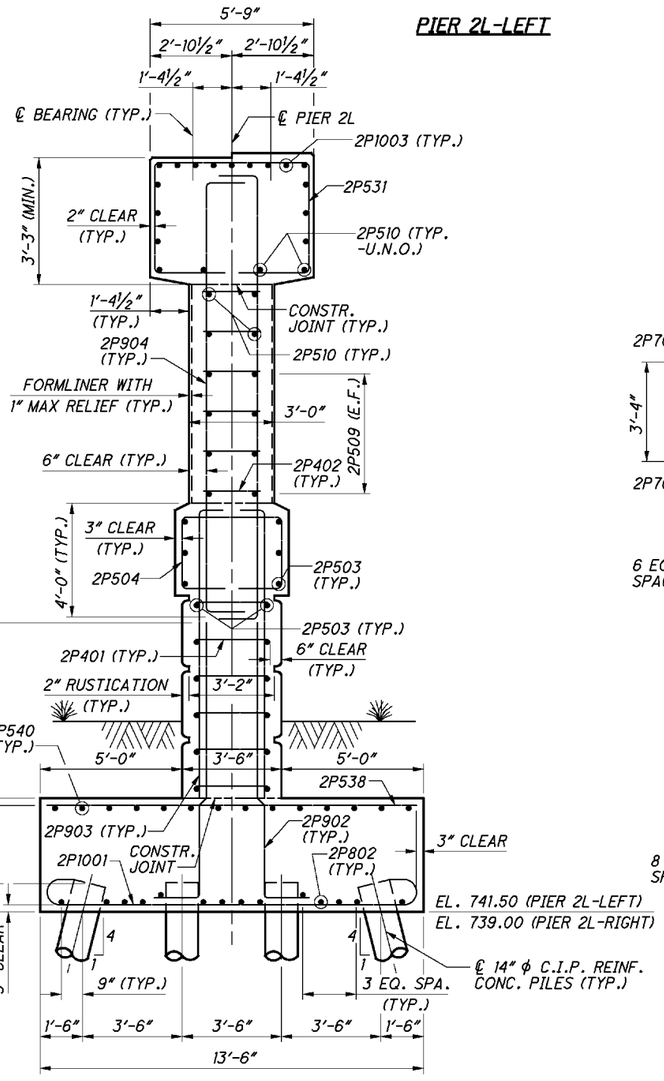
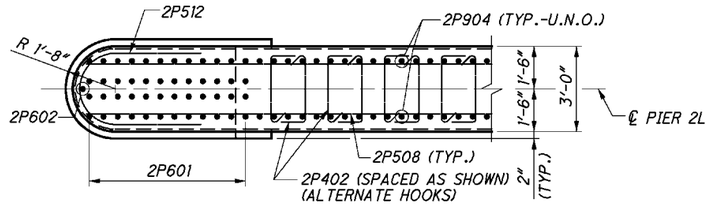


PIER 2L-LEFT

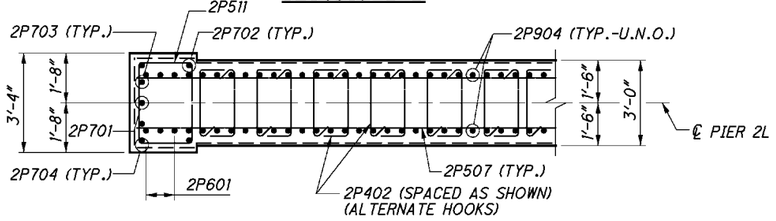


SECTION A-A

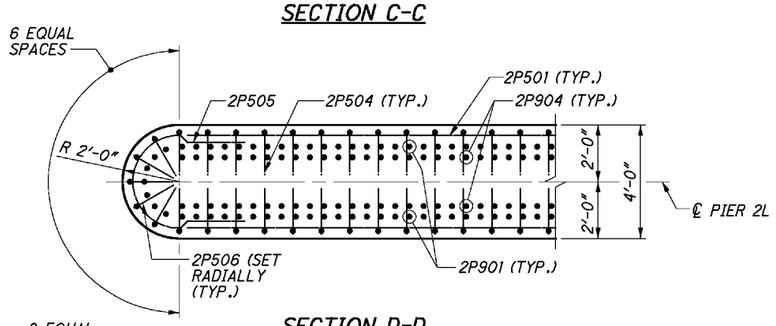
FOOTING PLAN



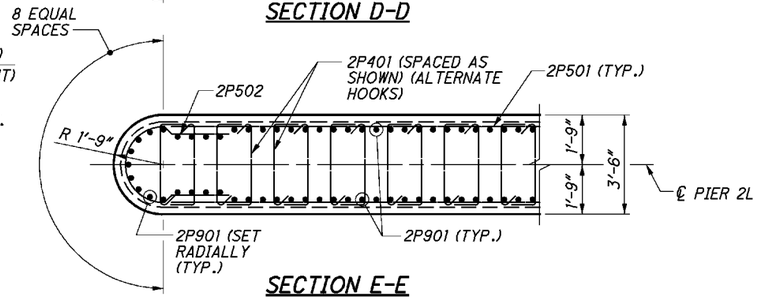
SECTION B-B



SECTION C-C

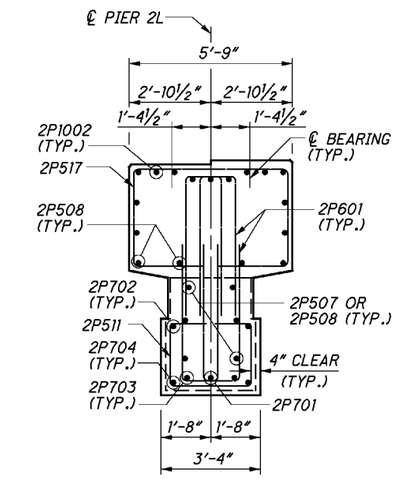


SECTION D-D



SECTION E-E

PIER 2L-RIGHT



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B13L	71°02'29"
B14L	72°23'45"
B15L	73°33'30"
B16L	73°33'30"
B17L	73°33'30"
B18L	73°33'30"
B19L	73°33'30"
B20L	73°33'30"
B21L	73°33'30"
B22L	73°33'30"
B23L	73°33'30"
B24L	73°33'30"

ANGLE "B"	
BEAM	ANGLE
B25L	72°29'31"
B26L	73°33'30"
B27L	73°33'30"
B28L	73°33'30"
B29L	73°33'30"
B30L	73°33'30"
B31L	73°33'30"
B32L	73°33'30"
B33L	73°33'30"
B34L	73°33'30"
B35L	73°33'30"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13L	764.42
B14L	764.56
B15L	764.70
B16L	764.96
B17L	765.19
B18L	765.43
B19L	765.60
B20L	765.67
B21L	765.58
B22L	765.50
B23L	765.34
B24L	765.02

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25L	764.64
B26L	764.92
B27L	765.14
B28L	765.38
B29L	765.63
B30L	765.79
B31L	765.86
B32L	765.79
B33L	765.71
B34L	765.55
B35L	765.19

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

1. FOR PIER 2L PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 42 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 21 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDP | DRAWN JLV | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 2L FOOTING AND DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

43 / 229

1290 / 1565

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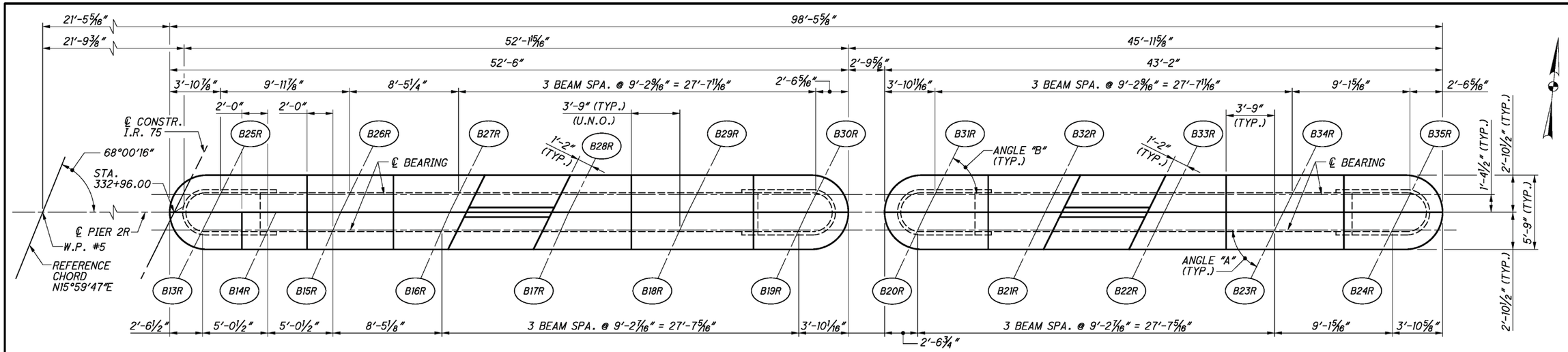
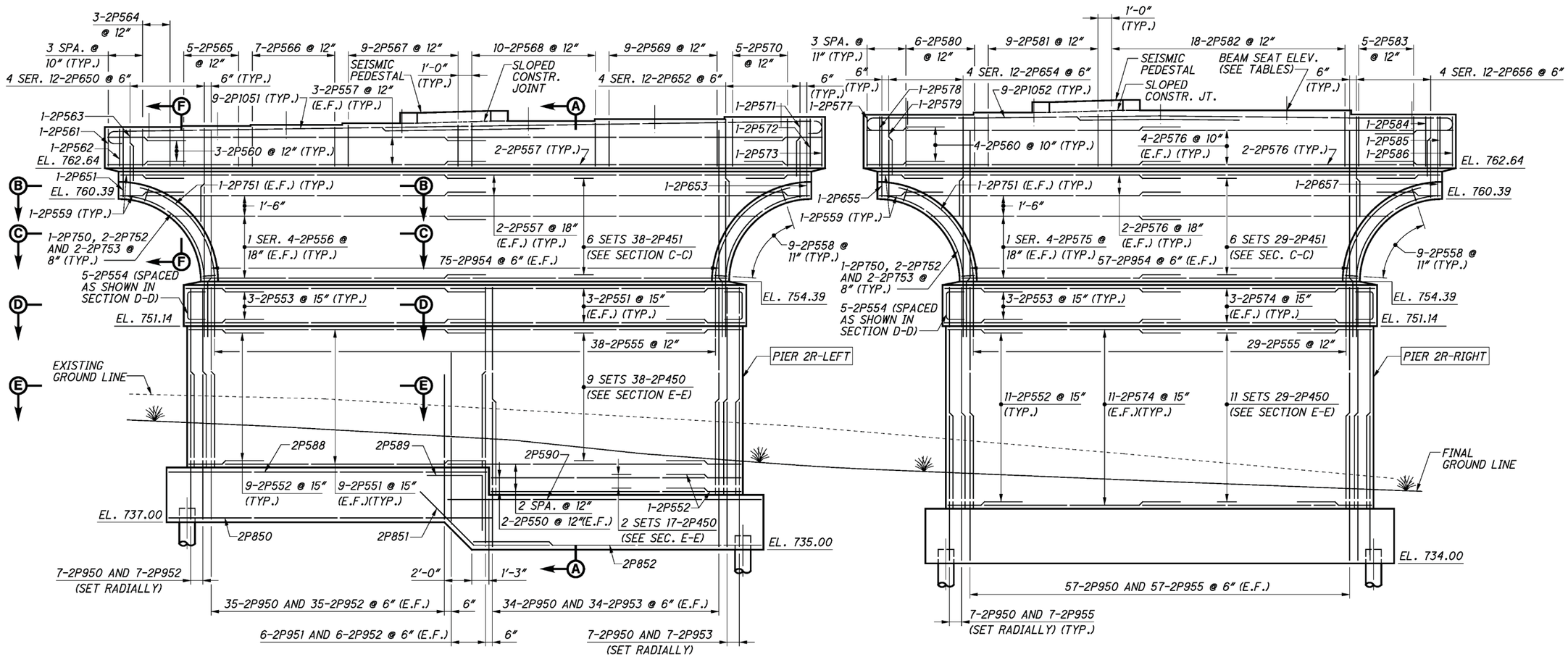


PIER CAP PLAN



ELEVATION

NOTE:

1. FOR FOOTING PLAN, SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 45 / 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 2R PLAN AND ELEVATION - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1291
1565

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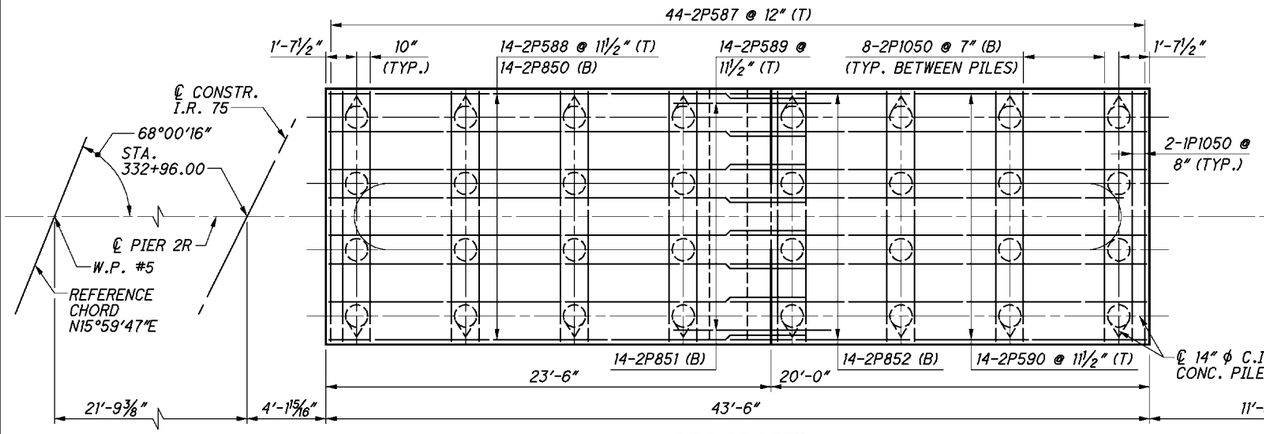
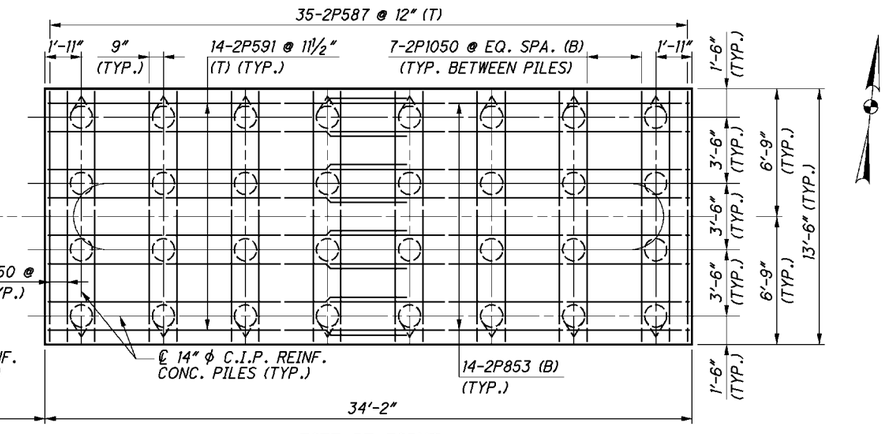
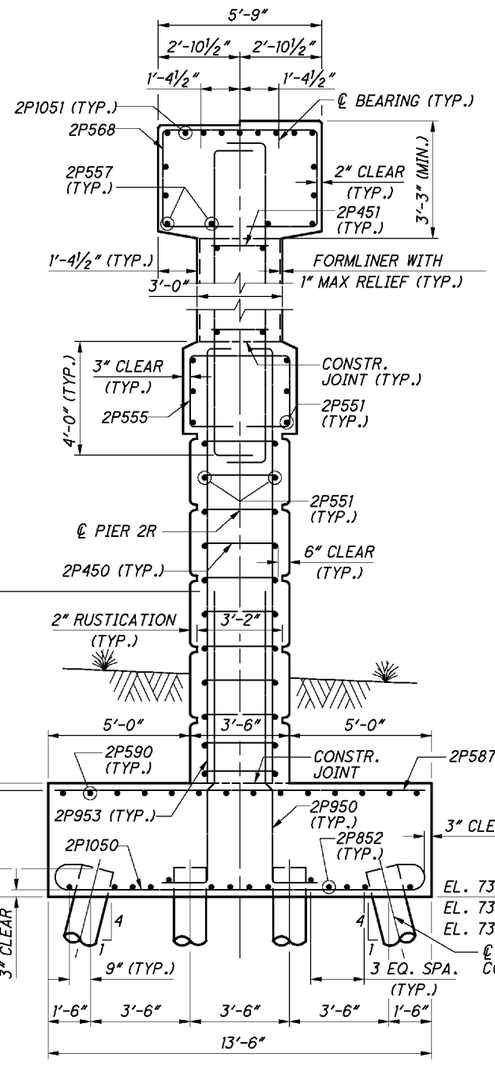


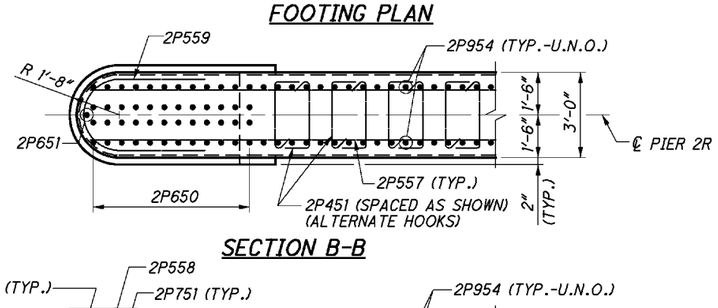
PIER 2R-LEFT



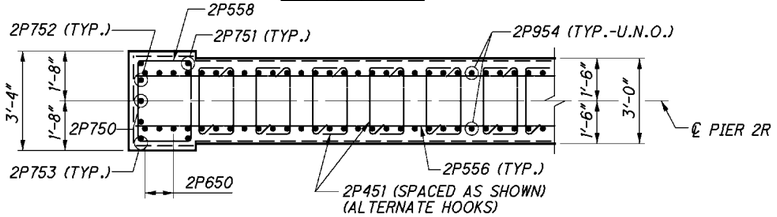
PIER 2R-RIGHT



SECTION A-A

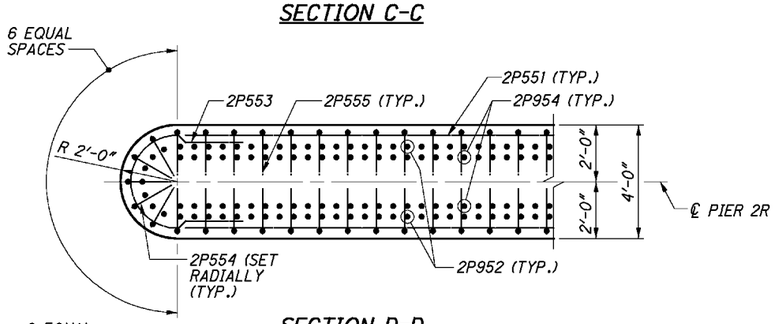


FOOTING PLAN

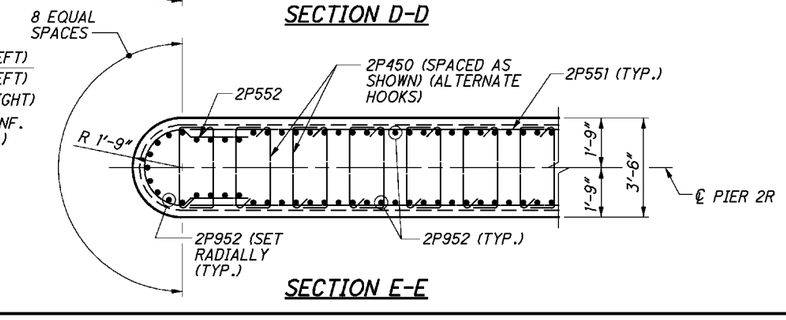


SECTION B-B

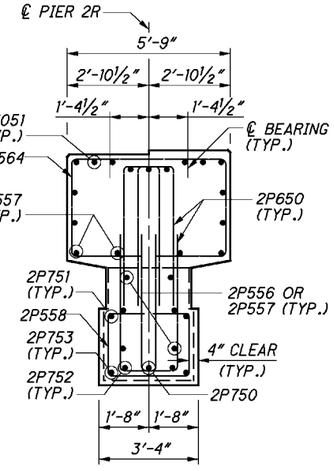
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B13R	63°33'30"
B14R	65°00'43"
B15R	66°29'19"
B16R	66°27'15"
B17R	66°04'29"
B18R	65°42'01"
B19R	65°19'52"
B20R	64°58'00"
B21R	64°36'01"
B22R	64°14'07"
B23R	63°52'31"
B24R	63°33'30"

ANGLE "B"	
BEAM	ANGLE
B25R	63°33'30"
B26R	63°57'39
B27R	63°33'30"
B28R	63°33'30"
B29R	63°33'30"
B30R	63°33'30"
B31R	63°33'30"
B32R	63°33'30"
B33R	63°33'30"
B34R	63°33'30"
B35R	63°51'22"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B13R	765.64
B14R	765.71
B15R	765.79
B16R	765.92
B17R	766.07
B18R	766.23
B19R	766.39
B20R	766.54
B21R	766.70
B22R	766.87
B23R	766.87
B24R	766.56

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25R	765.69
B26R	765.84
B27R	765.97
B28R	766.12
B29R	766.27
B30R	766.43
B31R	766.49
B32R	766.66
B33R	766.85
B34R	766.88
B35R	766.55

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

1. FOR PIER 2R PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 44 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 22 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DRAWN JLV | REVIEWED MSL | DATE 03/01/12
DESIGNED JPD | CHECKED GHD
REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 2R FOOTING PLAN AND DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

45 / 229

1292
1565

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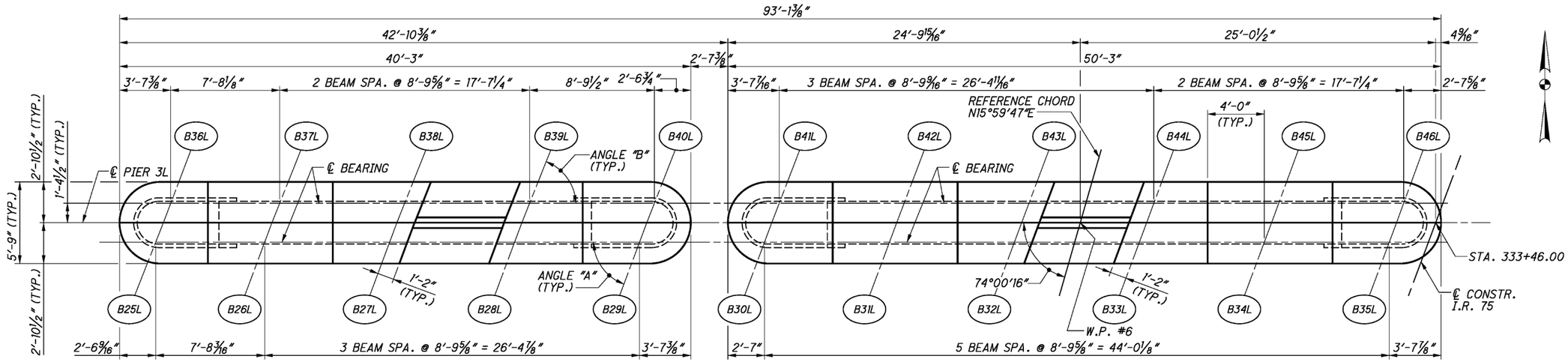
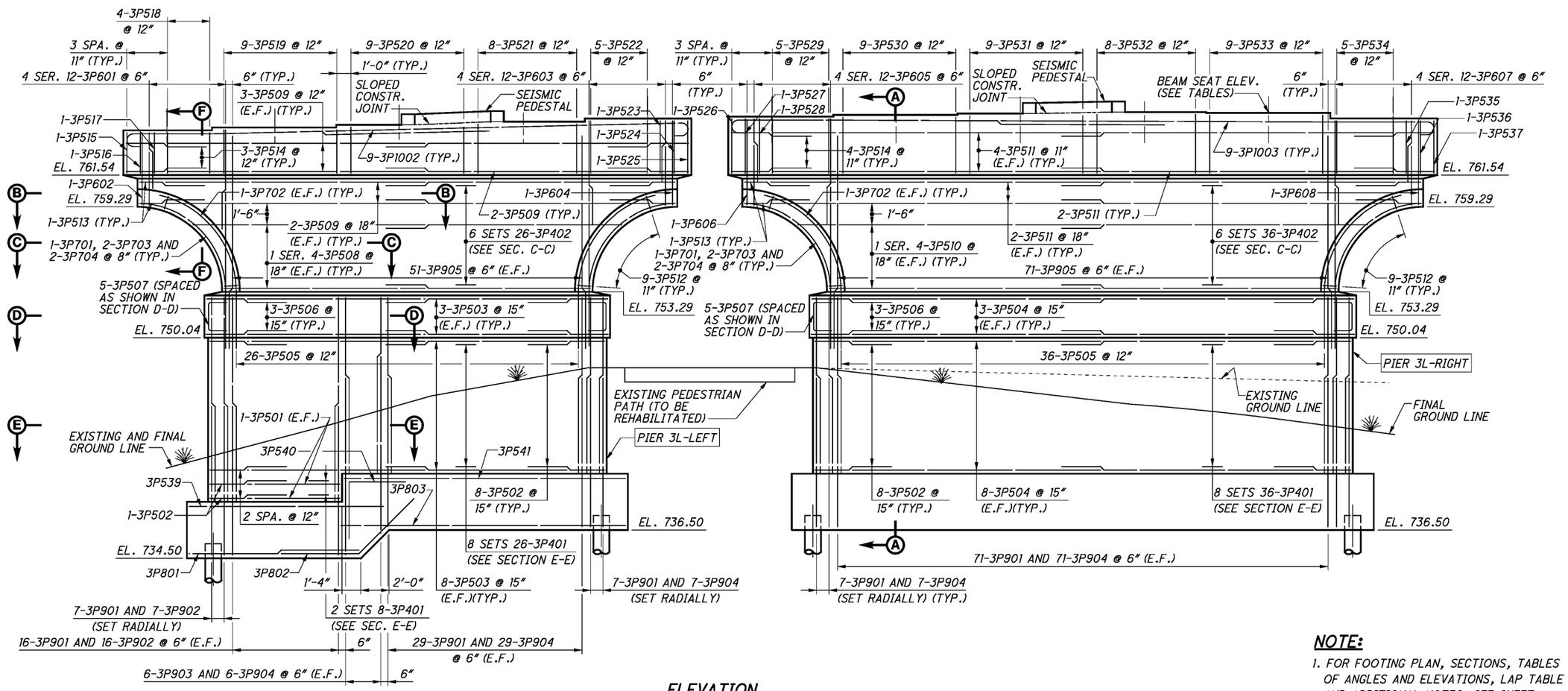


PIER CAP PLAN



ELEVATION

NOTE:

1. FOR FOOTING PLAN, SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 47 / 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57007994/5708001	

PIER 3L PLAN AND ELEVATION - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

46 / 229

1293
1565

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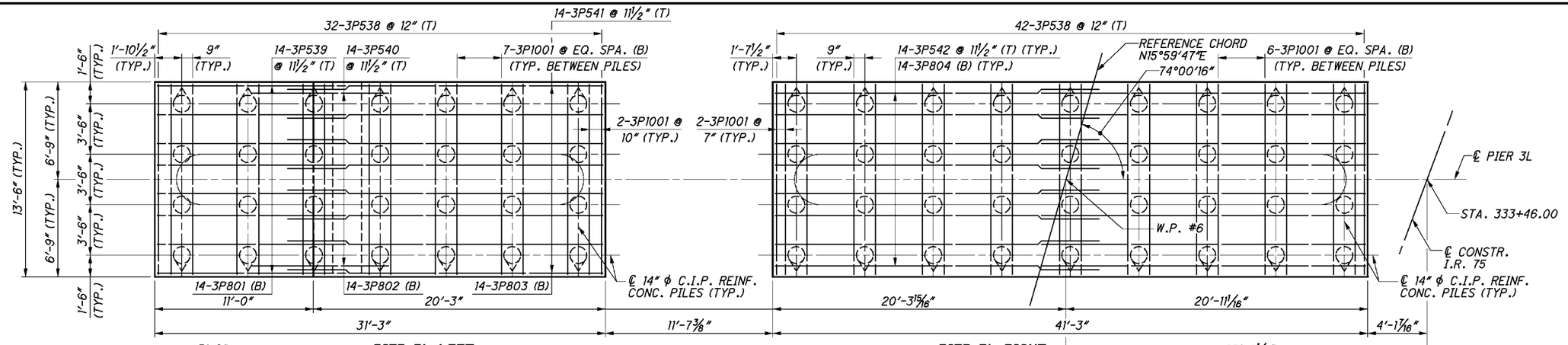
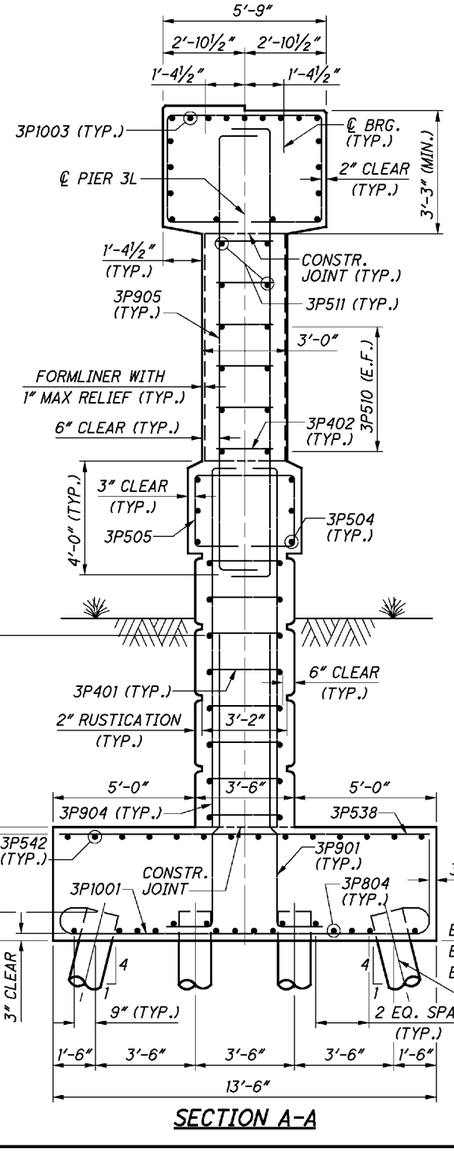
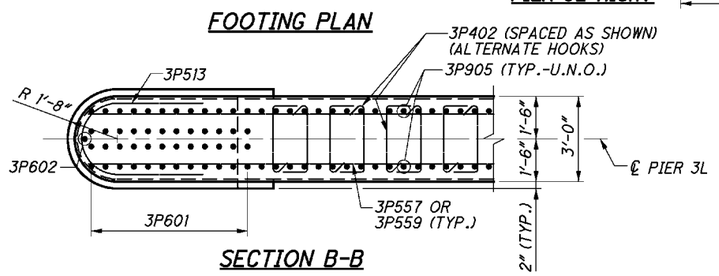
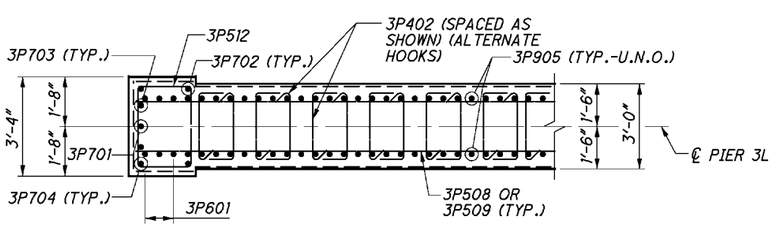




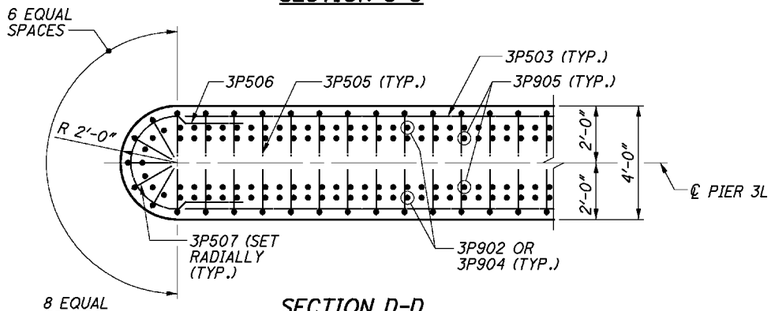
SECTION A-A



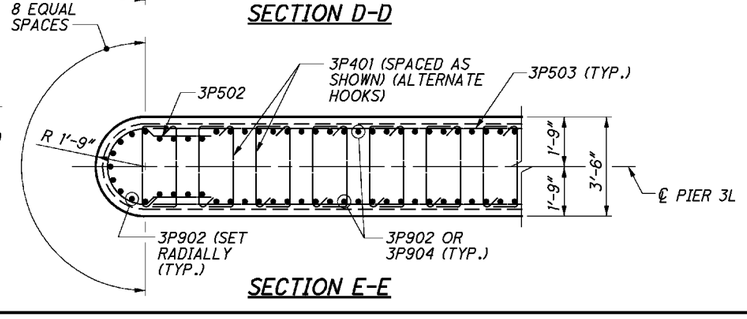
FOOTING PLAN



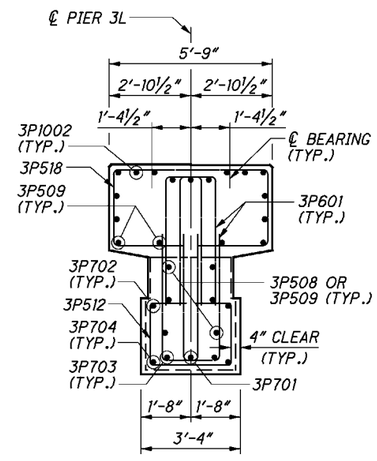
SECTION C-C



SECTION D-D



SECTION E-E



SECTION F-F

ANGLE "A"	
BEAM	ANGLE
B25L	68°29'31"
B26L	69°33'30"
B27L	69°33'30"
B28L	69°33'30"
B29L	69°33'30"
B30L	69°33'30"
B31L	69°33'30"
B32L	69°33'30"
B33L	69°33'30"
B34L	69°33'30"
B35L	69°33'30"

ANGLE "B"	
BEAM	ANGLE
B36L	69°13'59"
B37L	68°16'28"
B38L	68°16'58"
B39L	68°17'20"
B40L	68°40'09"
B41L	68°58'46"
B42L	69°14'16"
B43L	69°27'21"
B44L	69°38'33"
B45L	69°48'15"
B46L	69°56'44"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25L	764.71
B26L	764.91
B27L	765.10
B28L	765.32
B29L	765.54
B30L	765.68
B31L	765.80
B32L	765.90
B33L	766.00
B34L	765.94
B35L	765.55

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B36L	764.54
B37L	764.73
B38L	764.95
B39L	765.16
B40L	765.37
B41L	765.52
B42L	765.62
B43L	765.72
B44L	765.81
B45L	765.76
B46L	765.35

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

1. FOR PIER 3L PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 46 / 229
2. FOR PILE LAYOUT PLAN , SEE SHEET 20 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDP | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 3L FOOTING PLAN AND DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

47 / 229

1294
1565

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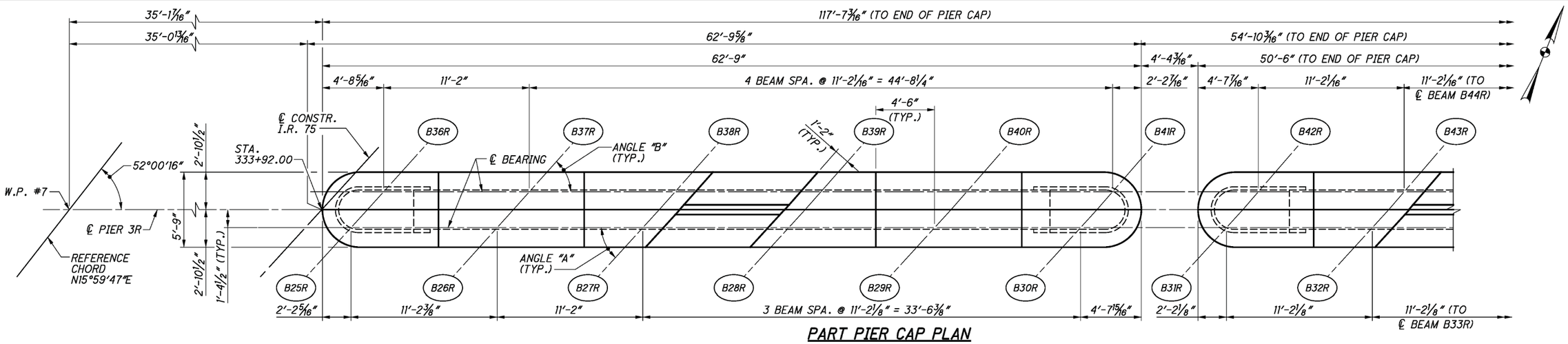
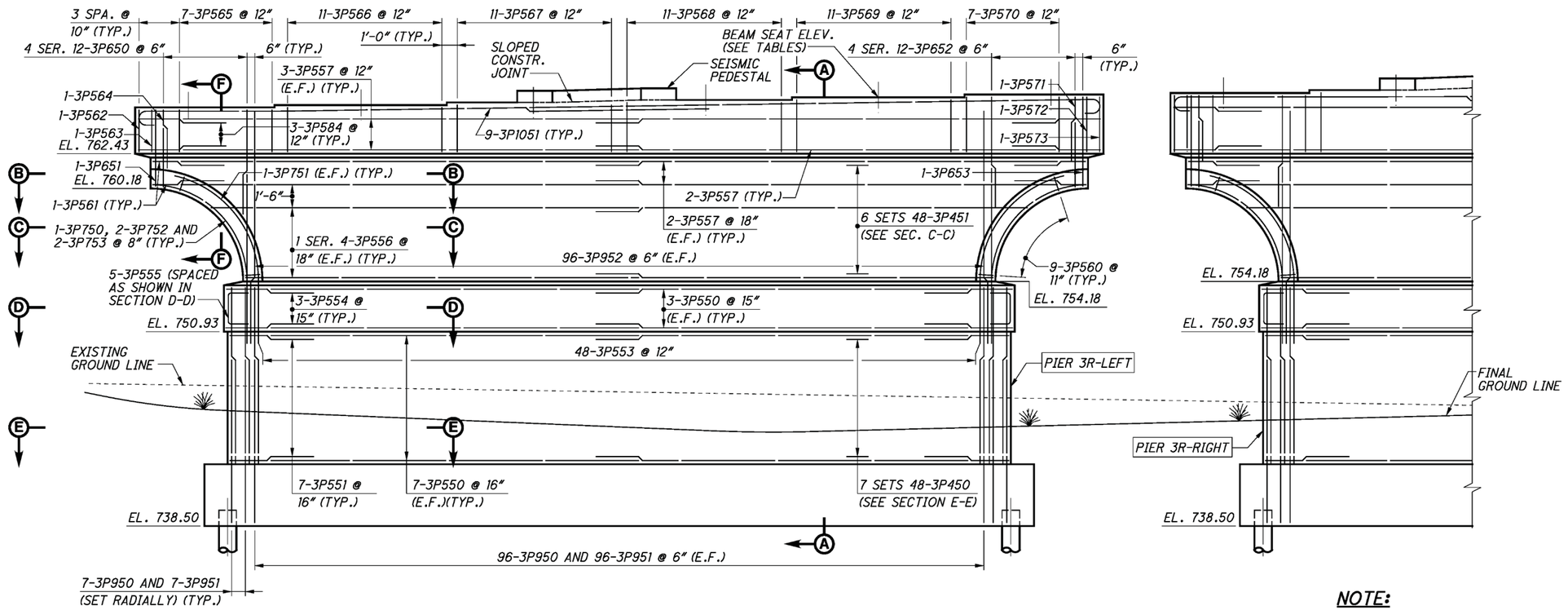


PART PIER CAP PLAN



PART ELEVATION

NOTE:

1. FOR REMAINDER OF PIER 3R, SEE SHEET 49 / 229.
2. FOR FOOTING PLAN, SEE SHEET 50 / 229 AND 51 / 229.
2. FOR SECTIONS, TABLES OF ANGLES AND TABLES OF ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 50 / 229 AND 51 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57078994/57080001	

PIER 3R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

48 / 229

1295 / 1565

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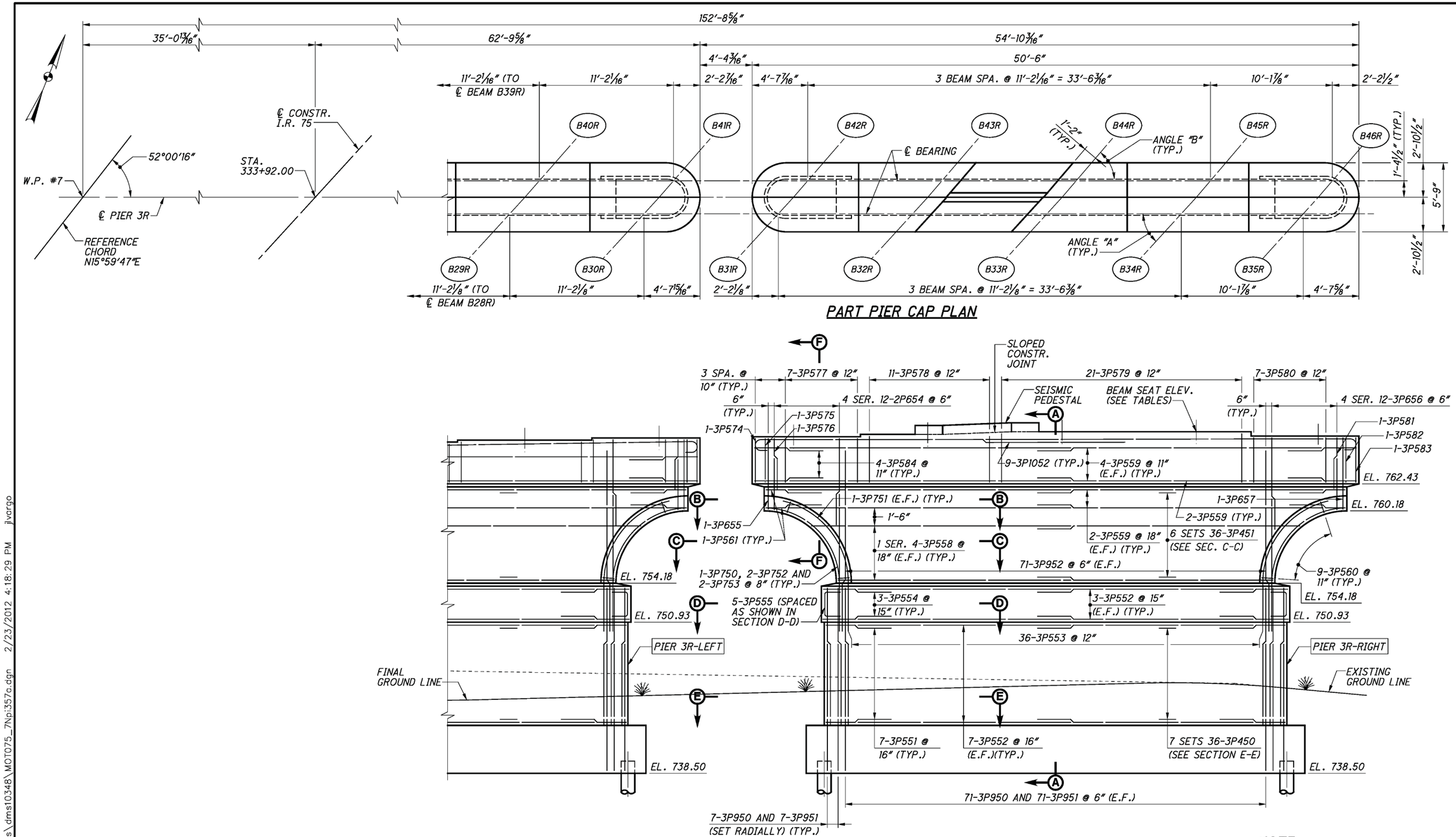

PART PIER CAP PLAN

PART ELEVATION

NOTE:

1. FOR REMAINDER OF PIER 3R, SEE SHEET 48 / 229.
2. FOR FOOTING PLAN, SEE SHEET 50 / 229 AND 51 / 229.
2. FOR SECTIONS, TABLES OF ANGLES AND TABLES OF ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 50 / 229 AND 51 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

PIER 3R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

49 / 229

1296 / 1565

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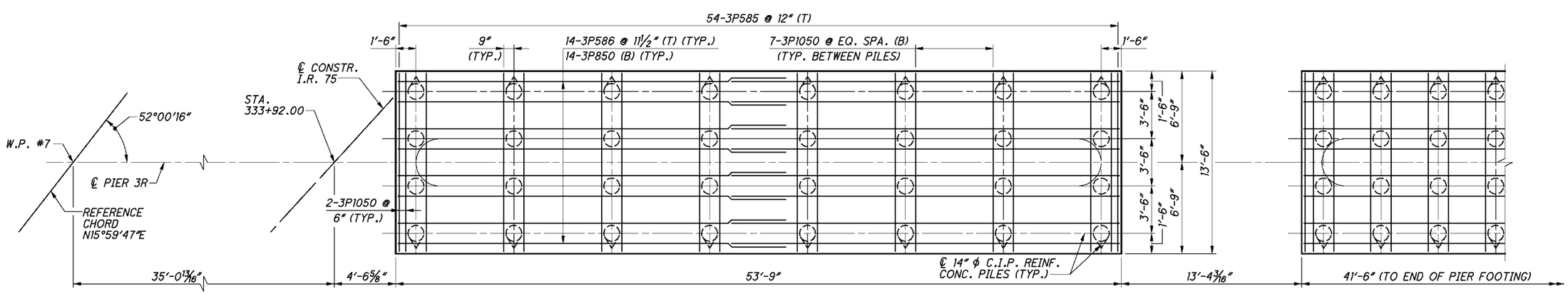
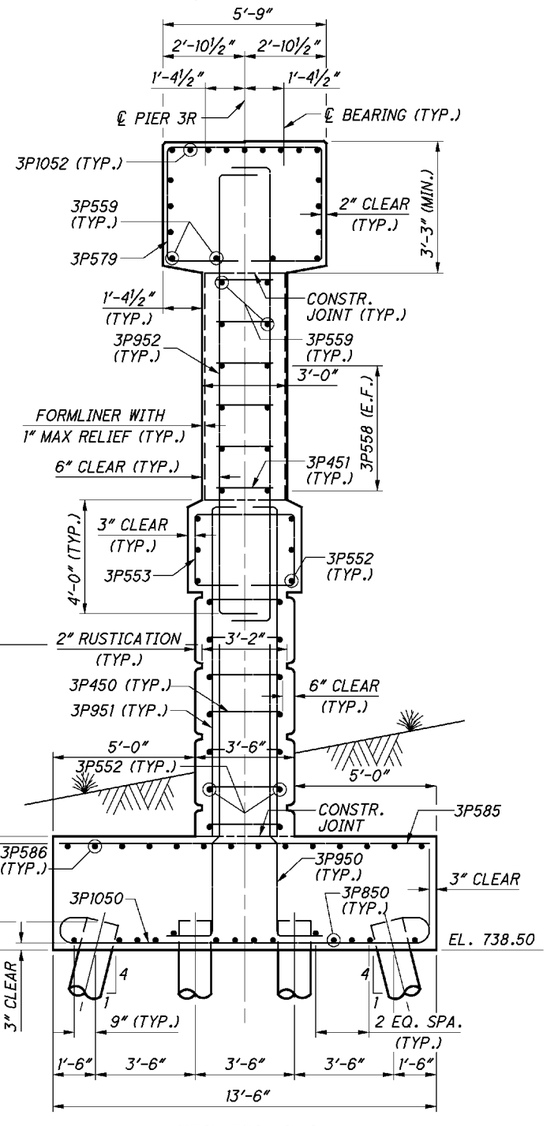


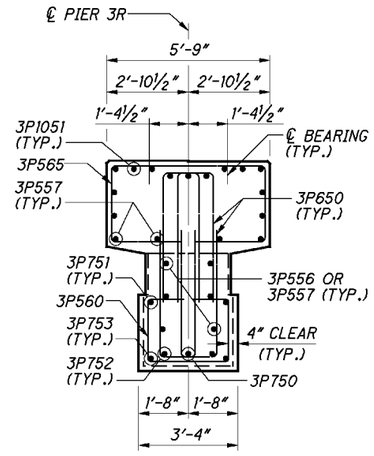
PIER 3R-LEFT **PIER 3R-RIGHT**



SECTION A-A

(PIER 3R-RIGHT SHOWN, PIER 3R-LEFT SIMILAR)

PART FOOTING PLAN



SECTION F-F

(PIER 3R-LEFT SHOWN, PIER 3R-RIGHT SIMILAR)

ANGLE "A"	
BEAM	ANGLE
B25R	47°33'30"
B26R	47°57'39"
B27R	47°33'30"
B28R	47°33'30"
B29R	47°33'30"
B30R	47°33'30"
B31R	47°33'30"
B32R	47°33'30"
B33R	47°33'30"
B34R	47°33'30"
B35R	47°51'22"

ANGLE "B"	
BEAM	ANGLE
B36R	47°54'50"
B37R	48°09'28"
B38R	48°22'58"
B39R	48°35'27"
B40R	48°47'03"
B41R	48°57'49"
B42R	49°07'53"
B43R	49°17'17"
B44R	49°26'05"
B45R	49°34'21"
B46R	49°22'10"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25R	765.43
B26R	765.58
B27R	765.75
B28R	765.91
B29R	766.08
B30R	766.26
B31R	766.36
B32R	766.55
B33R	766.77
B34R	766.77
B35R	766.42

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B36R	765.44
B37R	765.61
B38R	765.76
B39R	765.94
B40R	766.09
B41R	766.29
B42R	766.39
B43R	766.60
B44R	766.74
B45R	766.84
B46R	766.45

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

NOTES:

1. FOR PIER 3R PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 48 / 229 AND 49 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 20 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229 .

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDP | DRAWN JLV | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 57077994/57080001

PIER 3R DETAILS

BRIDGE NO. MOT-75-1282 L/R

I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

50 / 229

1297 / 1565

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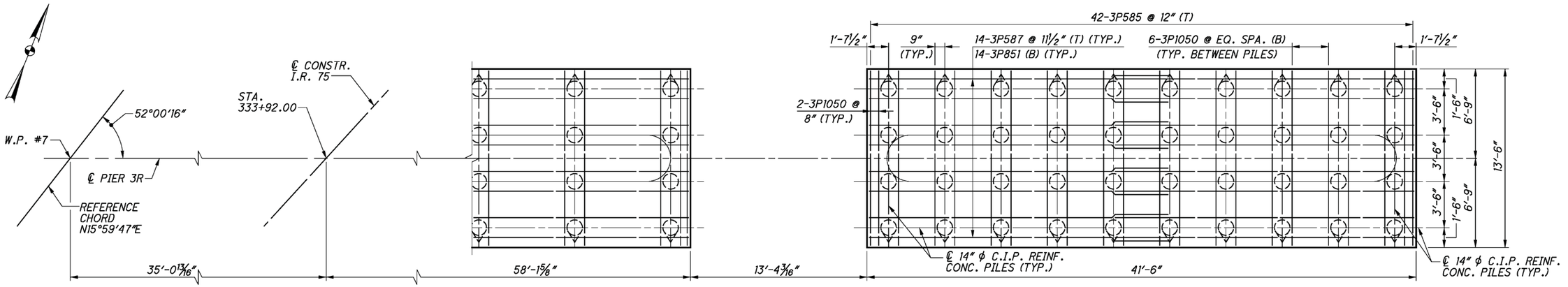
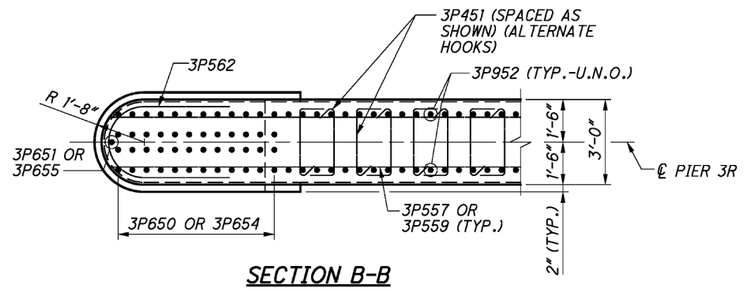


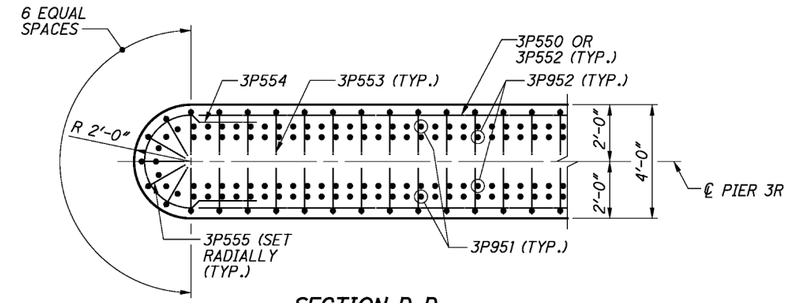
PIER 3R-LEFT

PIER 3R-RIGHT

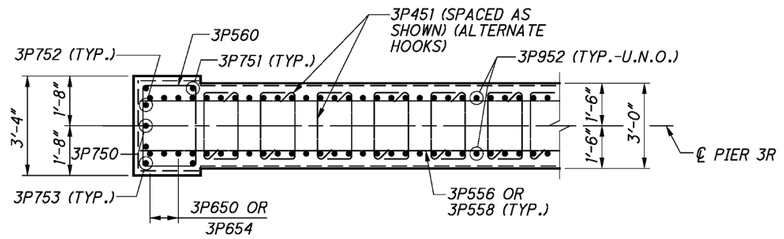
PART FOOTING PLAN



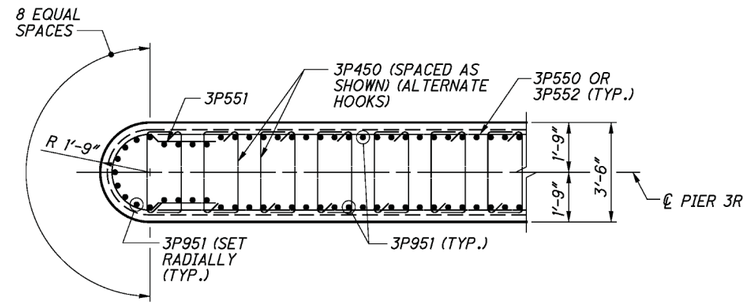
SECTION B-B



SECTION D-D



SECTION C-C



SECTION E-E

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	4'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 10 HORZ.	11'-7" MIN.

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 3R PLAN AND ELEVATION AND LOCATION OF SECTIONS, SEE SHEET 48 /229 AND 49 /229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 20 /229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 /229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 /229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 /229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDP	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 3R DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

51 /229

1298
1565

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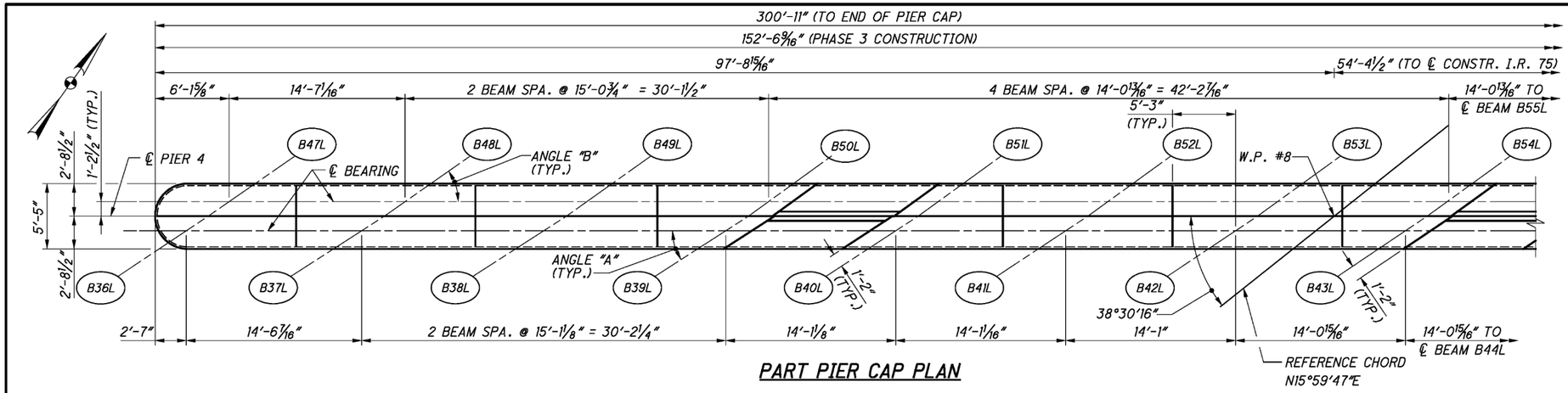


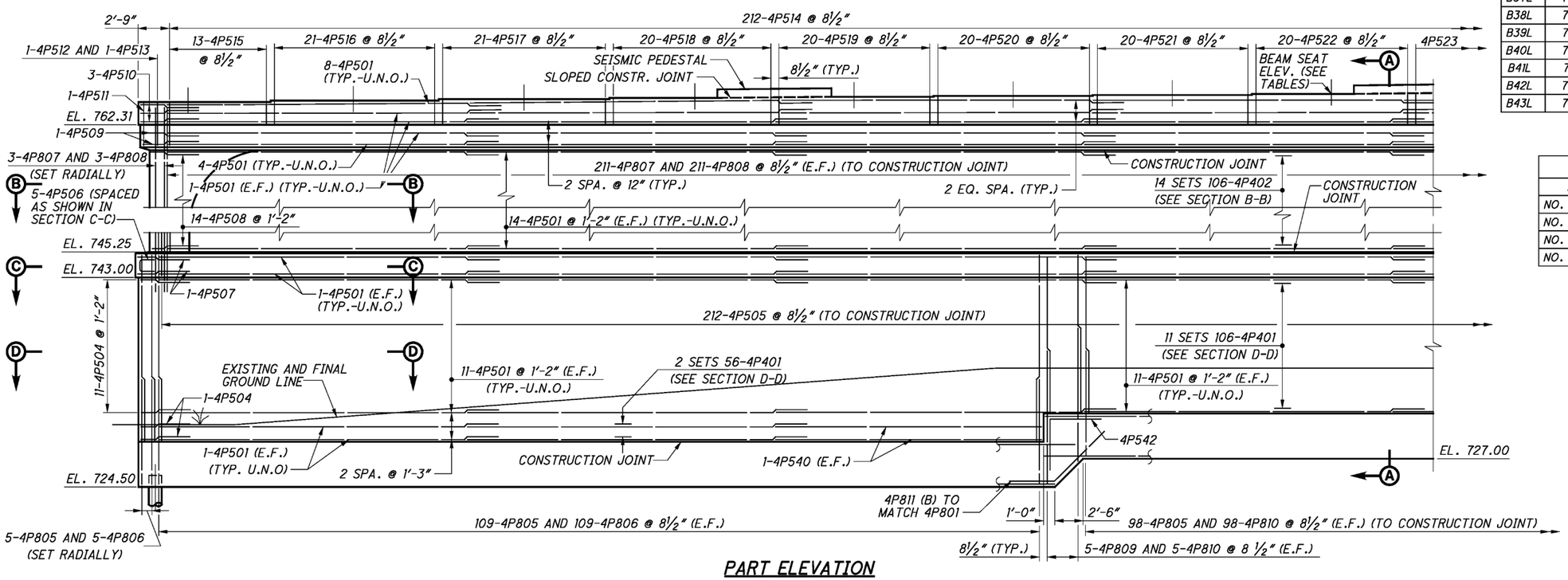
PART PIER CAP PLAN

ANGLE "A"	
BEAM	ANGLE
B36L	33°43'59"
B37L	32°46'28"
B38L	32°46'58"
B39L	32°47'20"
B40L	33°10'09"
B41L	33°28'46"
B42L	33°44'16"
B43L	33°57'21"

ANGLE "B"	
BEAM	ANGLE
B47L	34°43'30"
B48L	35°1'17"
B49L	35°27'20"
B50L	35°54'43"
B51L	35°54'43"
B52L	35°54'43"
B53L	35°54'43"
B54L	35°54'43"

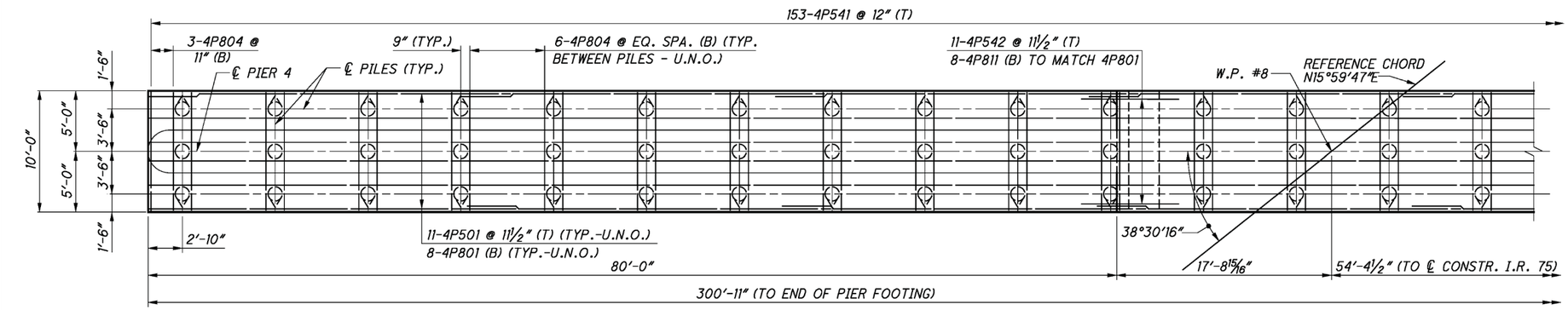
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B36L	764.36
B37L	764.50
B38L	764.62
B39L	764.74
B40L	764.84
B41L	764.91
B42L	765.00
B43L	765.09

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B47L	764.31
B48L	764.42
B49L	764.47
B50L	764.55
B51L	764.61
B52L	764.71
B53L	764.81
B54L	764.94



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.



PART FOOTING PLAN

LEGEND:

(BXXX) = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR MIDDLE SECTION OF PIER 4, SEE SHEET 53 / 229.
2. FOR RIGHT SIDE OF PIER 4, SEE SHEET 54 / 229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 55 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | REVIEWED MSL | DATE 03/01/12
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 4 PLAN AND ELEVATION (1 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

52 / 229

1299
1565

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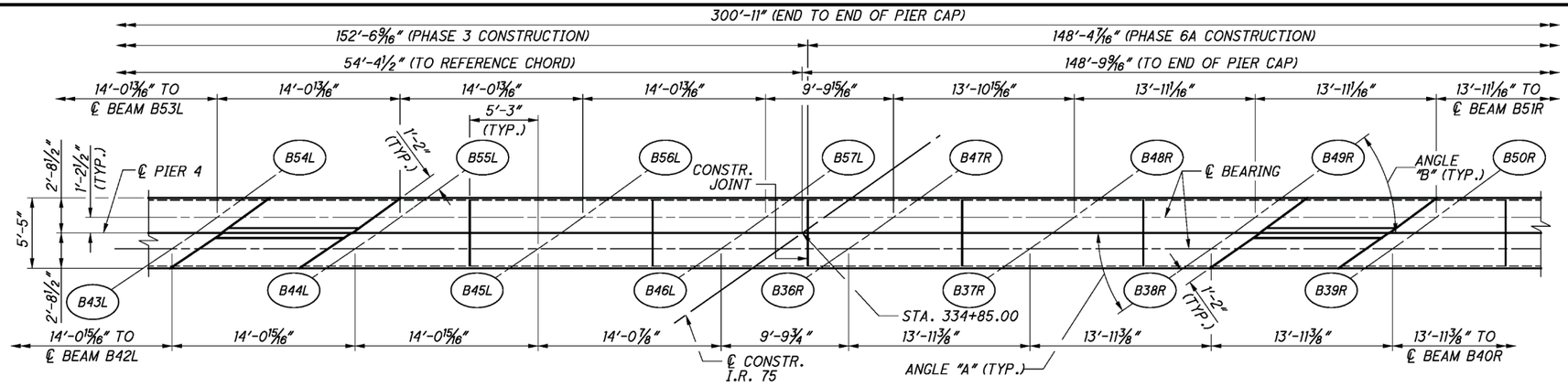
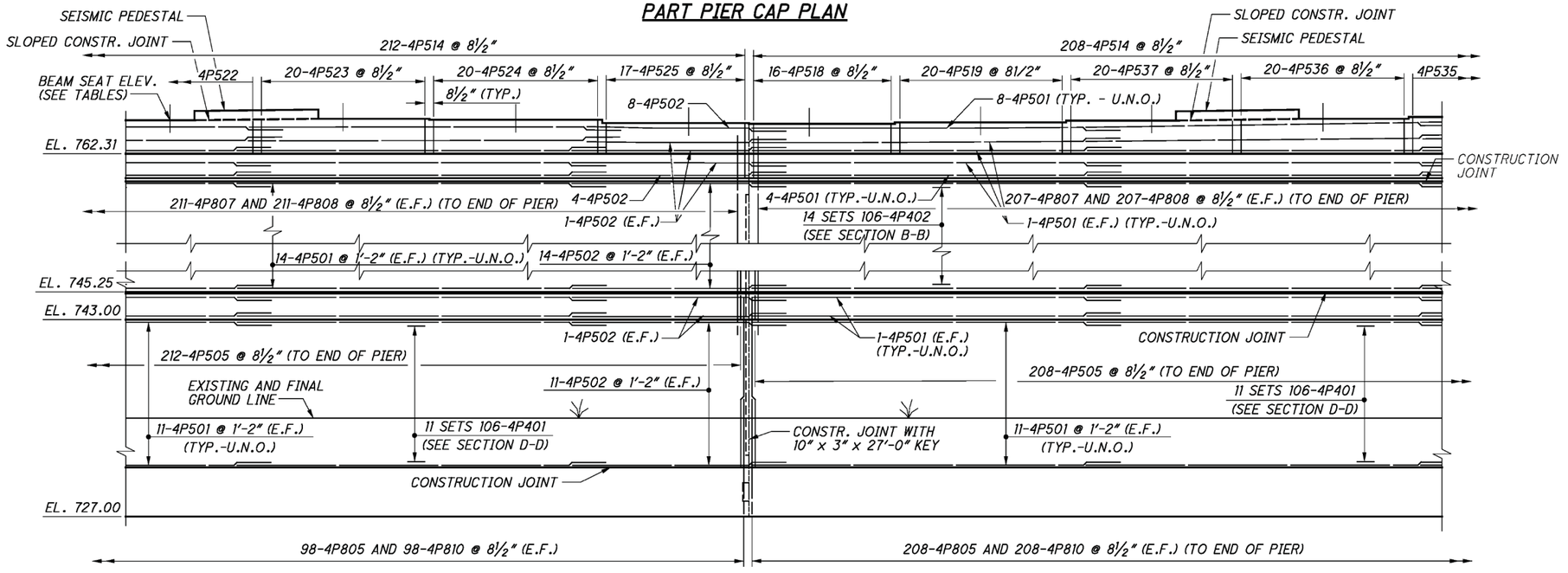
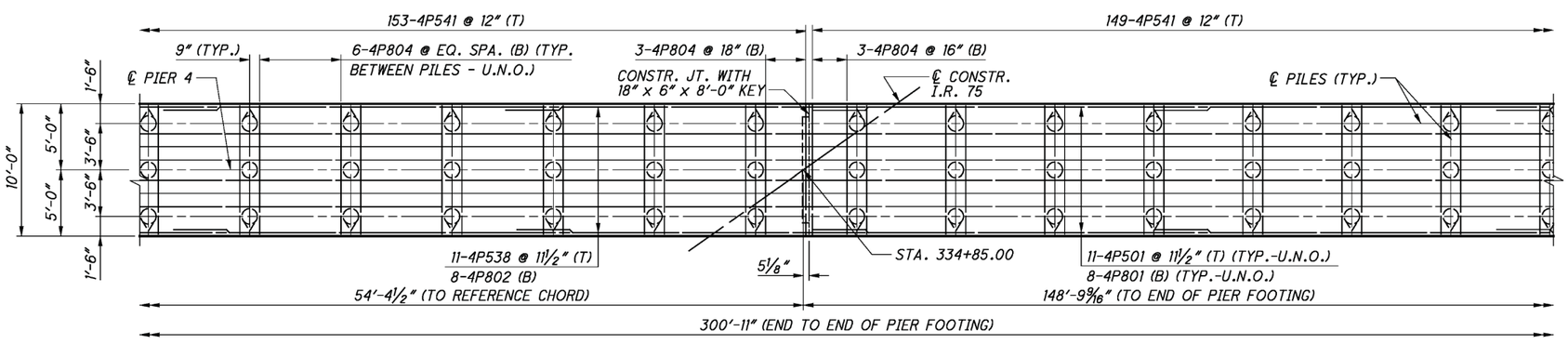


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B44L	34°8'33"
B45L	34°18'15"
B46L	34°26'44"
B36R	34°24'50"
B37R	34°39'28"
B38R	34°52'58"
B39R	35°5'27"

ANGLE "B"	
BEAM	ANGLE
B55L	35°54'43"
B56L	35°54'43"
B57L	35°54'43"
B47R	35°44'56"
B48R	36°6'59"
B49R	36°16'24"
B50R	36°26'12"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B44L	765.19
B45L	765.10
B46L	764.68
B36R	764.67
B37R	764.81
B38R	764.95
B39R	765.11

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B55L	765.06
B56L	765.08
B57L	764.70
B47R	764.55
B48R	764.69
B49R	764.83
B50R	764.97

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 4, SEE SHEET 52 / 229.
2. FOR RIGHT SIDE OF PIER 4, SEE SHEET 54 / 229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 55 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

REVISED

PIER 4 PLAN AND ELEVATION (2 OF 3)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

53 / 229

1300
1565

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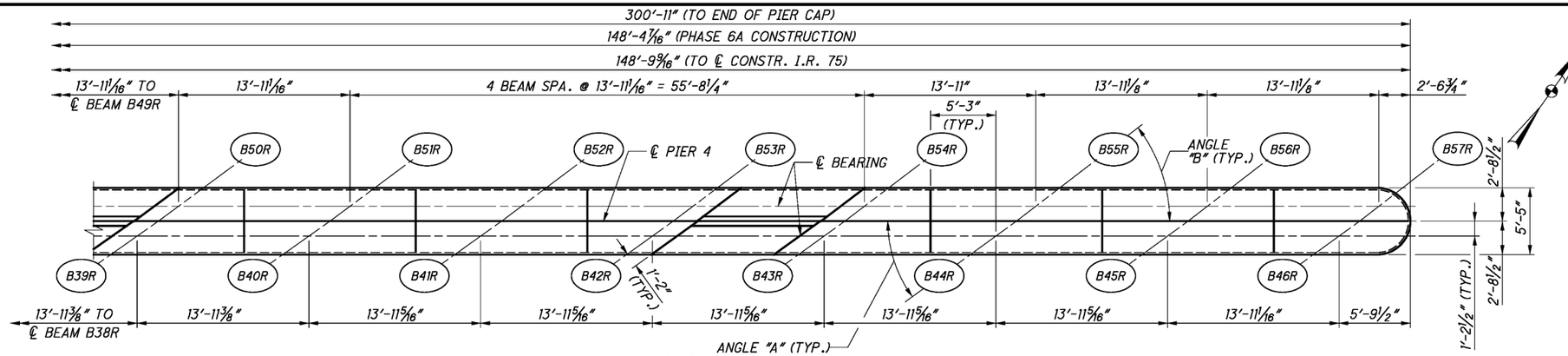


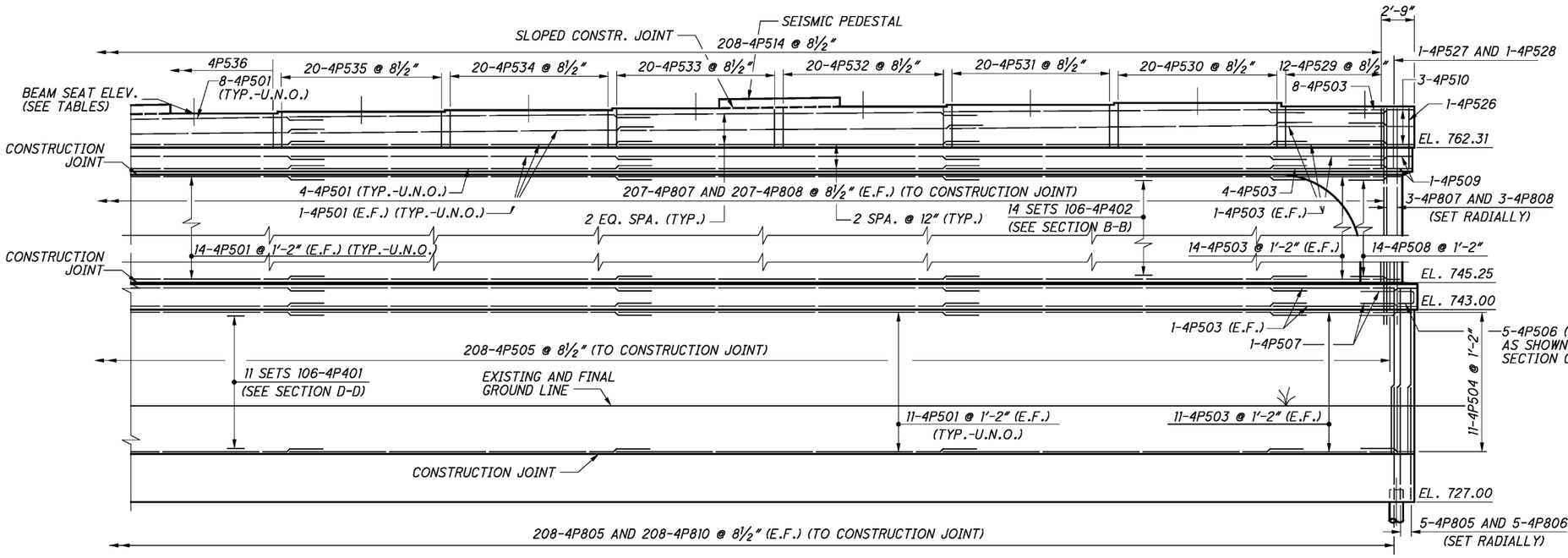
PART PIER CAP PLAN

ANGLE "A"	
BEAM	ANGLE
B40R	35°17'03"
B41R	35°27'49"
B42R	35°37'53"
B43R	35°47'17"
B44R	35°56'05"
B45R	36°4'21"
B46R	35°52'10"

ANGLE "B"	
BEAM	ANGLE
B51R	36°36'26"
B52R	36°47'07"
B53R	36°58'16"
B54R	37°9'56"
B55R	37°30'24"
B56R	37°37'40"
B57R	37°45'14"

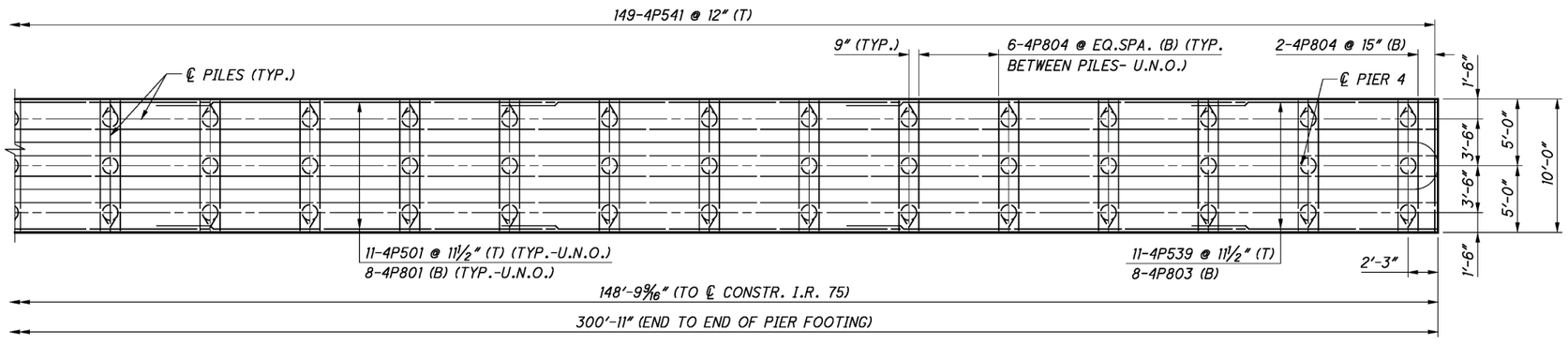
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B40R	765.23
B41R	765.39
B42R	765.45
B43R	765.62
B44R	765.71
B45R	765.97
B46R	765.48

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B51R	765.11
B52R	765.25
B53R	765.40
B54R	765.58
B55R	765.72
B56R	765.86
B57R	765.42



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.



PART FOOTING PLAN

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 4, SEE SHEET 52 / 229.
2. FOR MIDDLE SECTION OF PIER 4, SEE SHEET 53 / 229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 55 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 4 PLAN AND ELEVATION (3 OF 3)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

54 / 229

1301
1565

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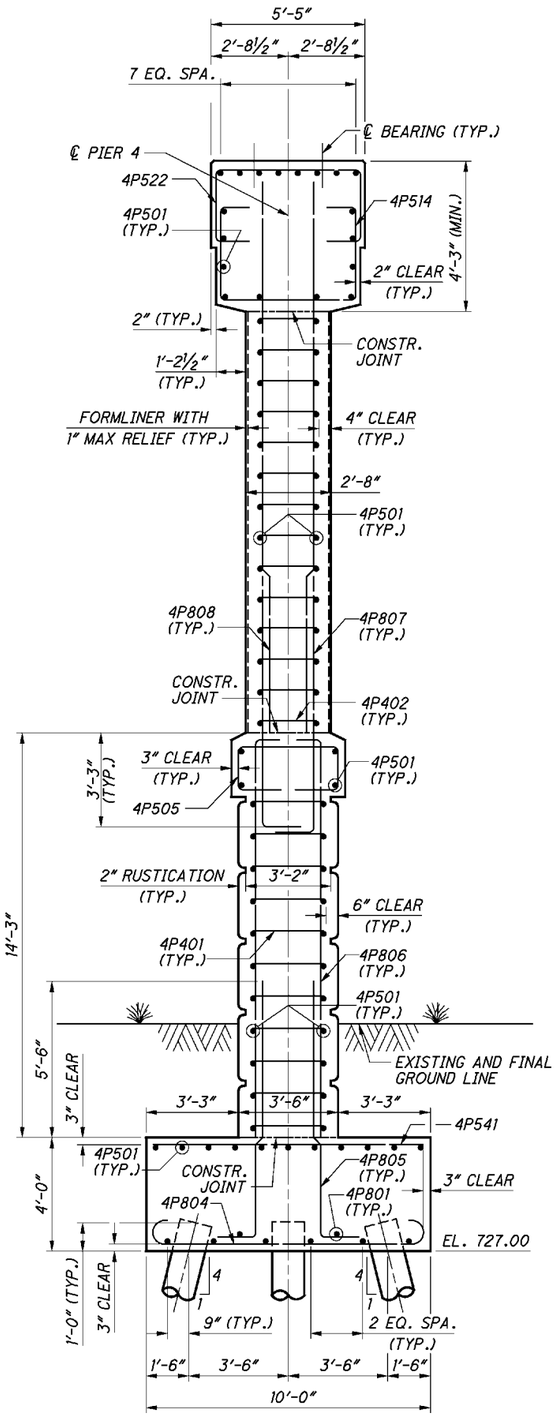
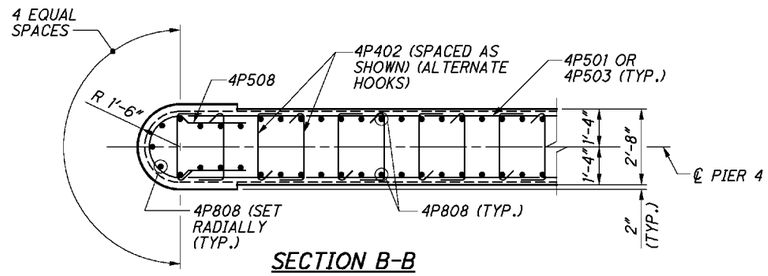
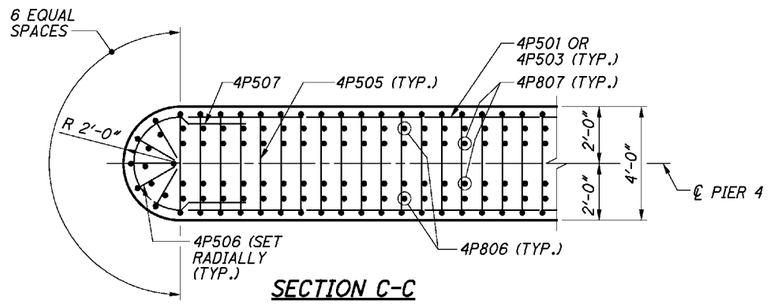


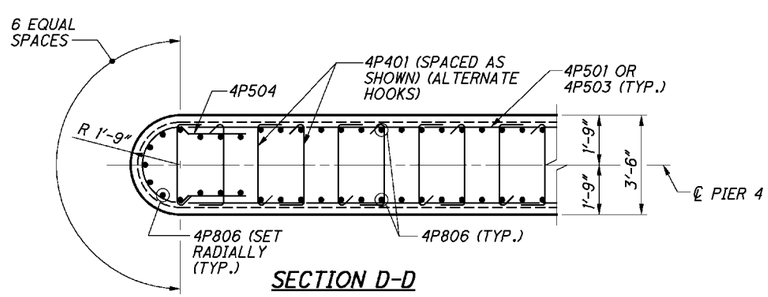
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR PIER 4 DETAILS AND LOCATION OF SECTIONS, SEE SHEETS 52 / 229 THRU 54 / 229 .
2. FOR PILE LAYOUT PLAN , SEE SHEET 23 / 229 .
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229 .
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 4 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

55 / 229

1302
1565

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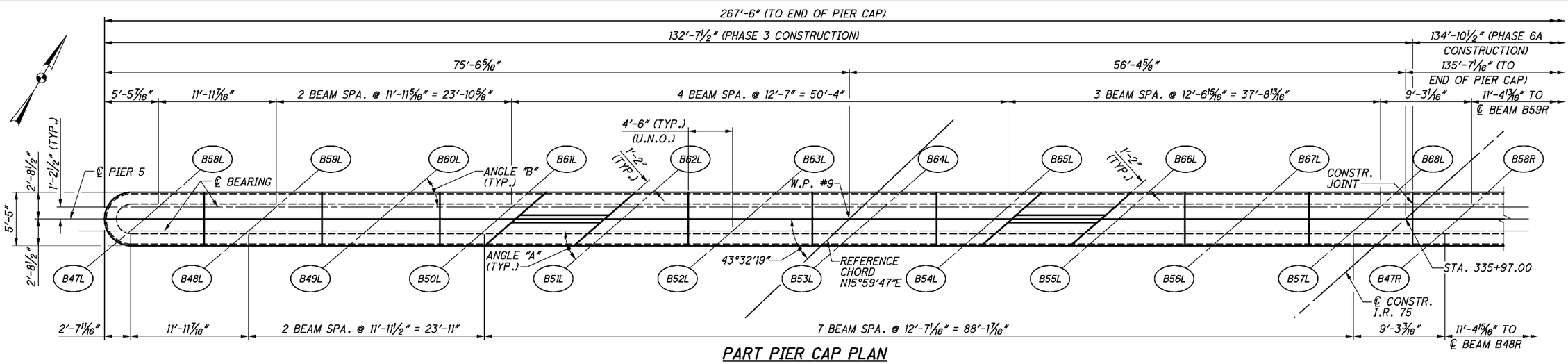
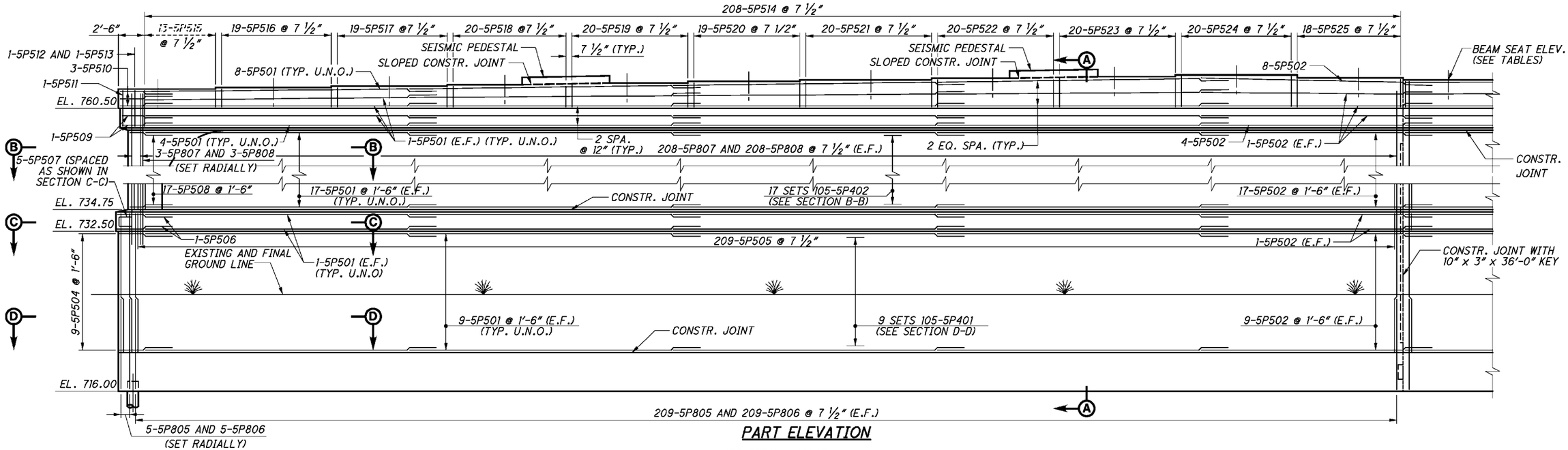
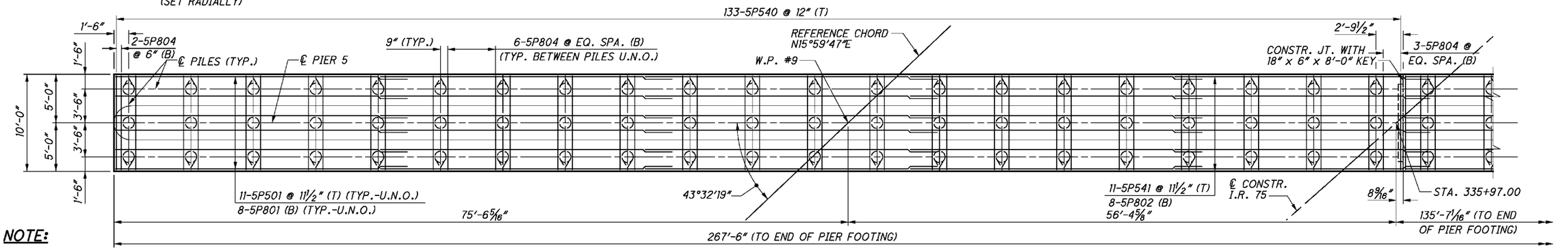


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 58 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	JLV/JAH	MSL	03/01/12

CHECKED: GHD

REVISED

STRUCTURE FILE NUMBER: 5707994/5708001

PIER 5 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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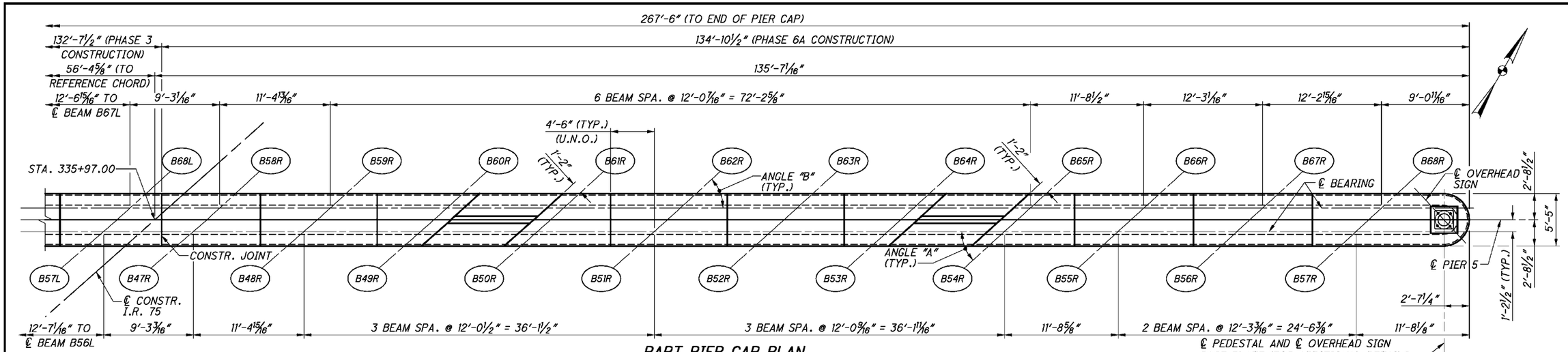
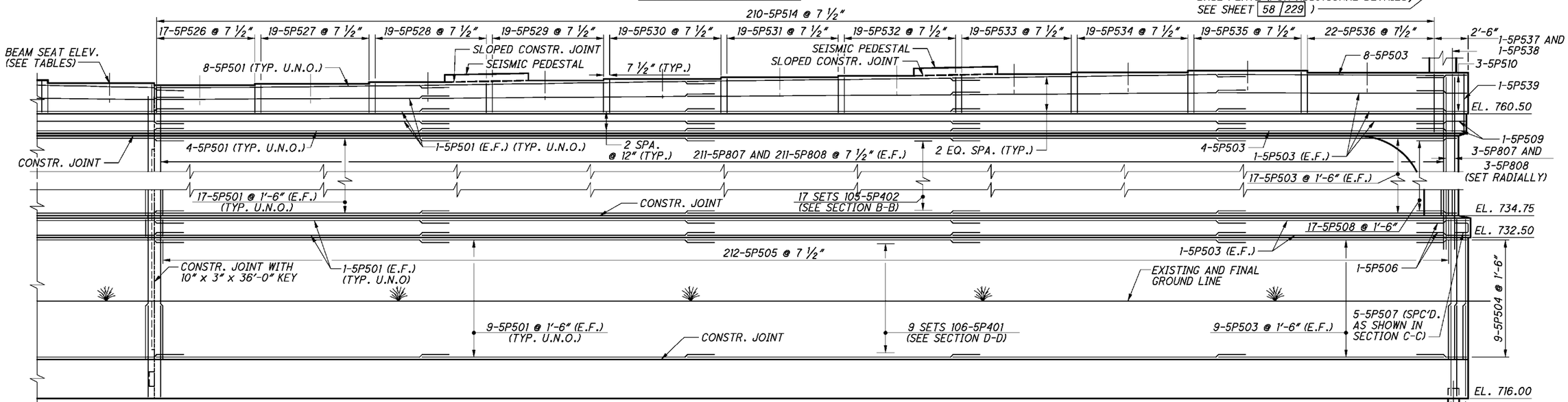


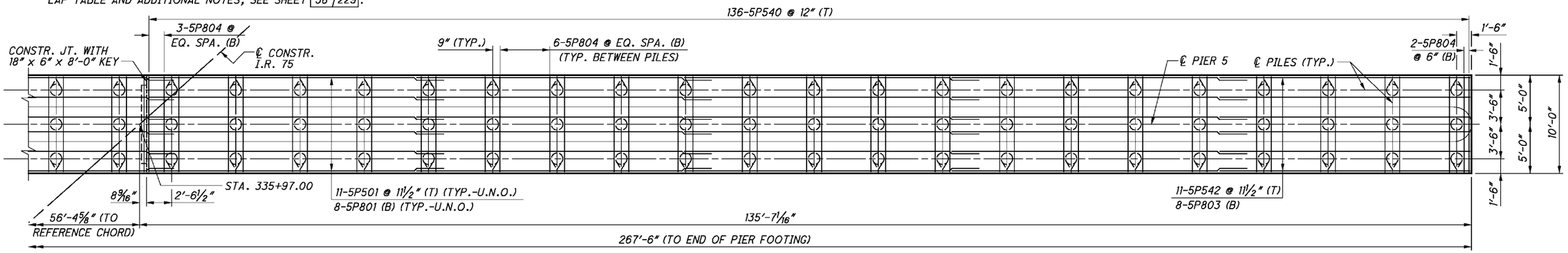
PART PIER CAP PLAN



NOTE:

1. FOR SECTIONS, DETAILS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 58 / 229.

PART ELEVATION



PART FOOTING PLAN

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	JLV/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

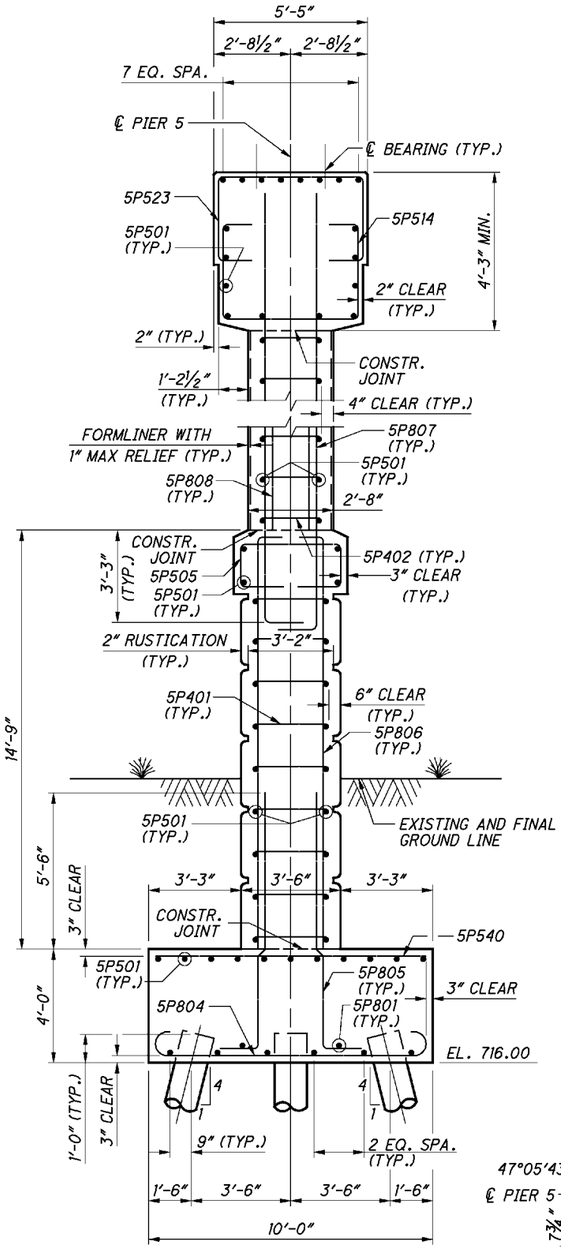
PIER 5 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

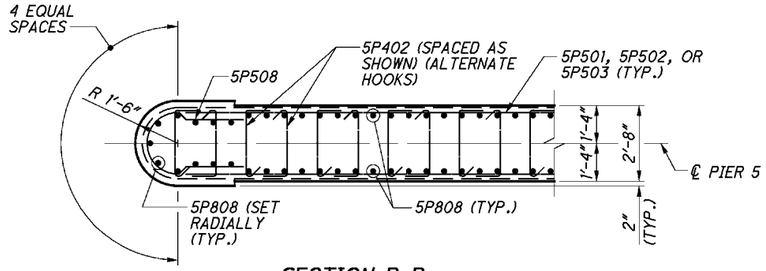
MOT-75-12.00
PID No. 77247

57 / 229

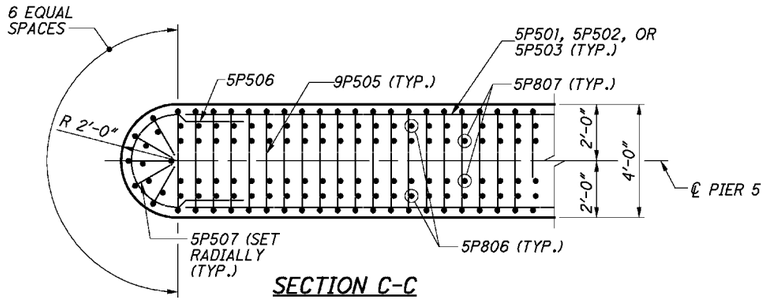
1304
1565



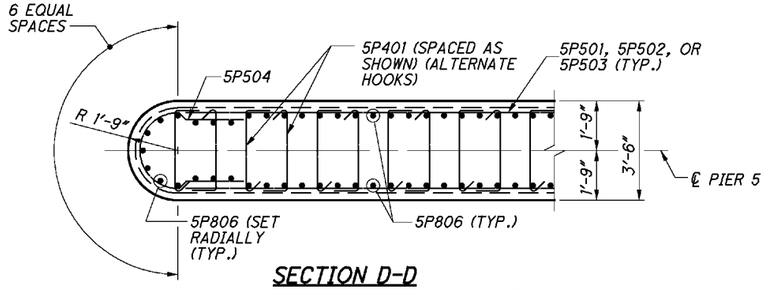
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

ANGLE "A"	
BEAM	ANGLE
B47L	39°45'33"
B48L	40°03'20"
B49L	40°29'23"
B50L	40°56'46"
B51L	40°56'46"
B52L	40°56'46"
B53L	40°56'46"
B54L	40°56'46"
B55L	40°56'46"
B56L	40°56'46"
B57L	40°56'46"

ANGLE "B"	
BEAM	ANGLE
B58L	41°30'59"
B59L	41°13'54"
B60L	41°10'48"
B61L	41°07'34"
B62L	41°16'00"
B63L	41°24'53"
B64L	41°34'18"
B65L	41°44'16"
B66L	41°54'51"
B67L	42°06'05"
B68L	42°18'04"

ANGLE "A"	
BEAM	ANGLE
B47R	40°46'59"
B48R	41°09'02"
B49R	41°18'27"
B50R	41°28'15"
B51R	41°38'29"
B52R	41°49'10"
B53R	42°00'19"
B54R	42°11'59"
B55R	42°32'27"
B56R	42°39'43"
B57R	42°47'18"

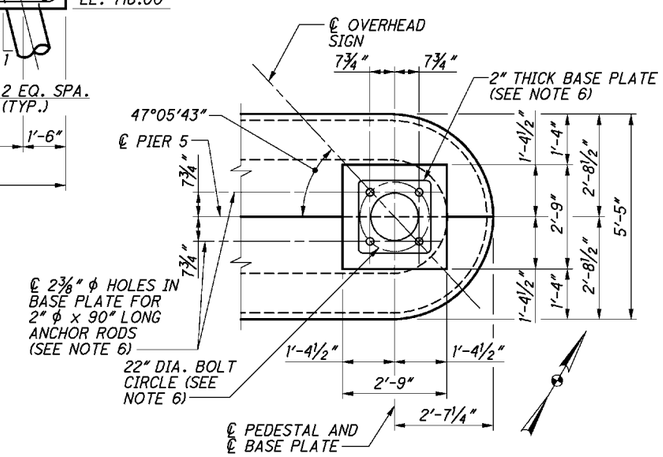
ANGLE "B"	
BEAM	ANGLE
B58R	42°40'11"
B59R	42°25'47"
B60R	42°26'11"
B61R	42°26'36"
B62R	42°27'03"
B63R	42°27'31"
B64R	42°28'02"
B65R	42°28'35"
B66R	42°19'16"
B67R	42°26'29"
B68R	42°39'03"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B47L	762.69
B48L	762.83
B49L	762.91
B50L	763.04
B51L	763.17
B52L	763.37
B53L	763.54
B54L	763.73
B55L	763.91
B56L	764.14
B57L	763.68

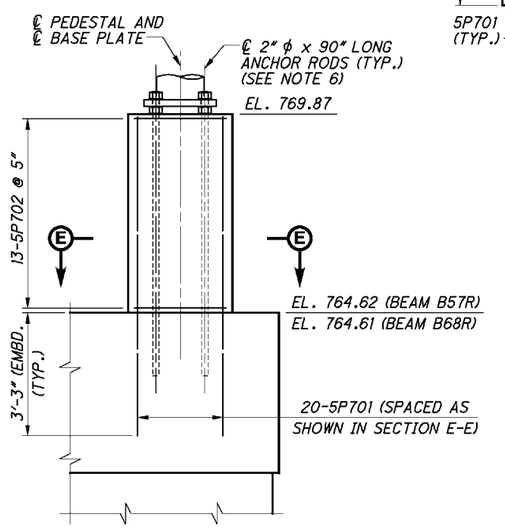
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58L	762.50
B59L	762.65
B60L	762.83
B61L	763.01
B62L	763.15
B63L	763.37
B64L	763.54
B65L	763.71
B66L	763.90
B67L	764.04
B68L	763.64

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B47R	763.48
B48R	763.64
B49R	763.80
B50R	763.97
B51R	764.14
B52R	764.29
B53R	764.46
B54R	764.66
B55R	764.82
B56R	764.99
B57R	764.62

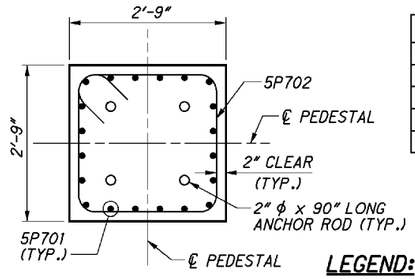
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58R	763.47
B59R	763.63
B60R	763.79
B61R	763.95
B62R	764.12
B63R	764.30
B64R	764.46
B65R	764.63
B66R	764.80
B67R	764.98
B68R	764.61



PART PLAN AT SIGN POST PEDESTAL



PART ELEVATION AT SIGN POST PEDESTAL



SECTION E-E

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 5 DETAILS AND LOCATION OF SECTION A-A, SEE SHEET 56 / 229 AND 57 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 23 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.
6. REFER TO SIGNING PLANS FOR MORE INFORMATION AND PAYMENT FOR SIGN, SUPPORT AND ANCHOR BOLTS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN JLV/JAH | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 5 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

58 / 229

1305
1565

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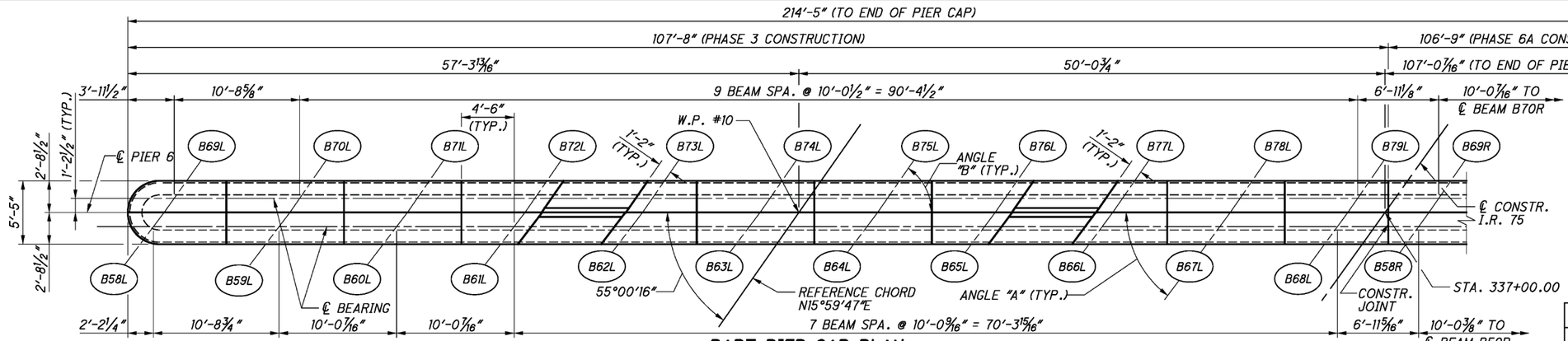
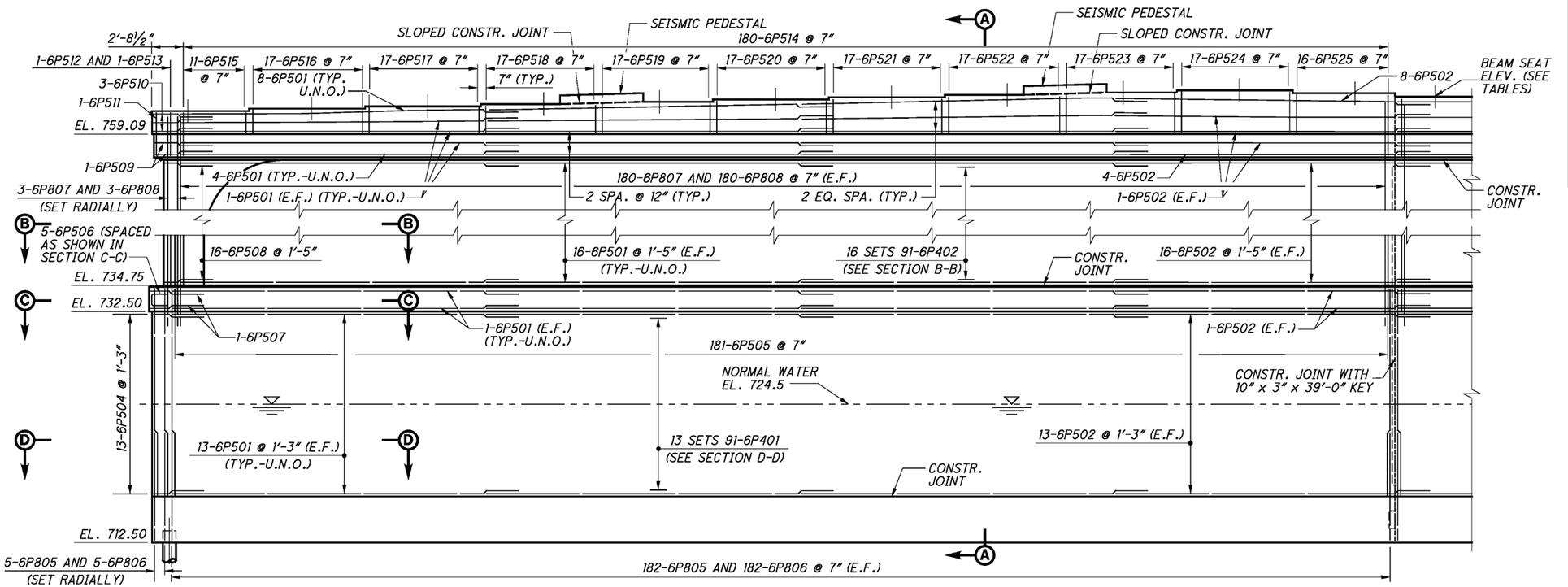
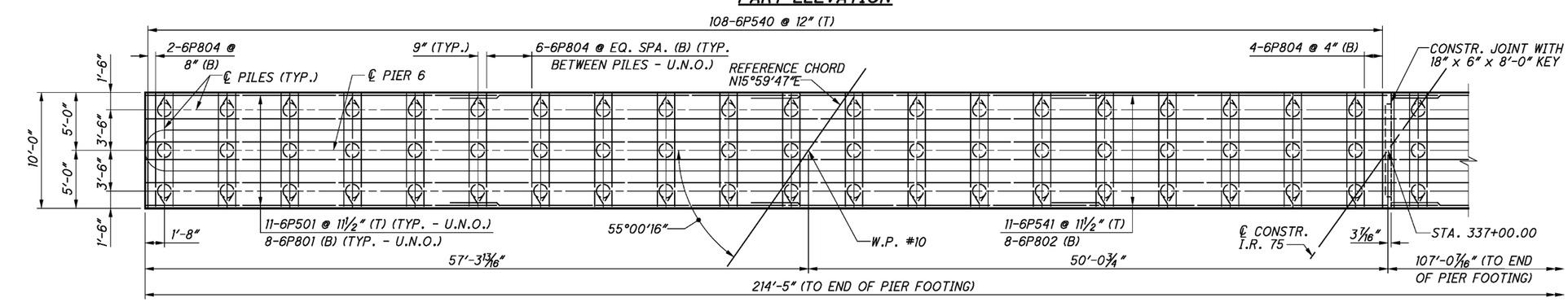


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B58L	52°58'56"
B59L	52°41'51"
B60L	52°38'45"
B61L	52°35'31"
B62L	52°43'56"
B63L	52°52'50"
B64L	53°02'15"
B65L	53°12'13"
B66L	53°22'48"
B67L	53°34'02"
B68L	53°46'01"

ANGLE "B"	
BEAM	ANGLE
B69L	54°33'48"
B70L	55°15'20"
B71L	55°15'20"
B72L	55°15'20"
B73L	55°15'20"
B74L	55°15'20"
B75L	55°15'20"
B76L	55°15'20"
B77L	55°15'20"
B78L	55°15'20"
B79L	55°15'20"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58L	761.12
B59L	761.34
B60L	761.56
B61L	761.79
B62L	761.96
B63L	762.21
B64L	762.42
B65L	762.61
B66L	762.84
B67L	763.00
B68L	762.64

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69L	761.09
B70L	761.31
B71L	761.52
B72L	761.71
B73L	761.91
B74L	762.12
B75L	762.31
B76L	762.50
B77L	762.70
B78L	762.88
B79L	762.47

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR RIGHT SIDE OF PIER 6, SEE SHEET 60 / 229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 61 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 6 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

59 / 229

1306
1565

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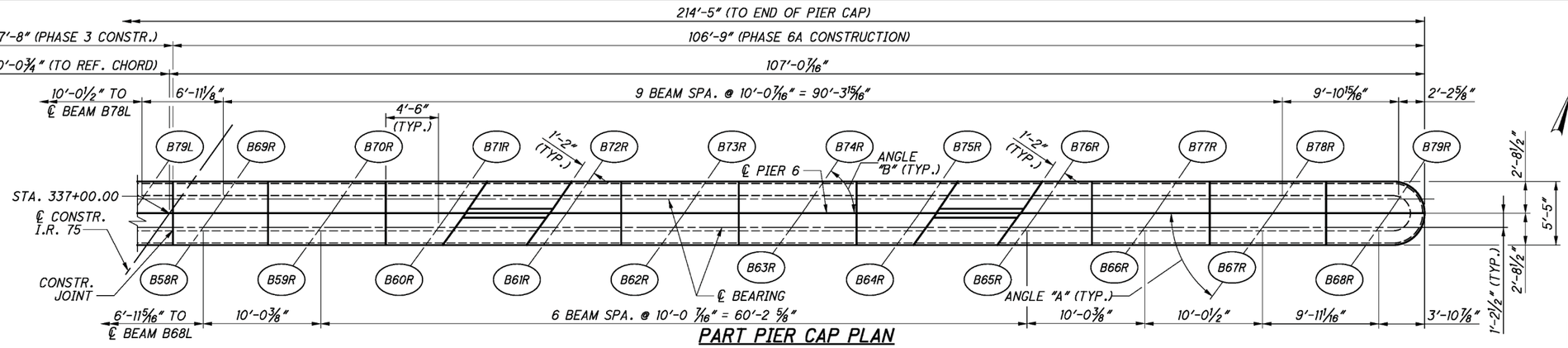
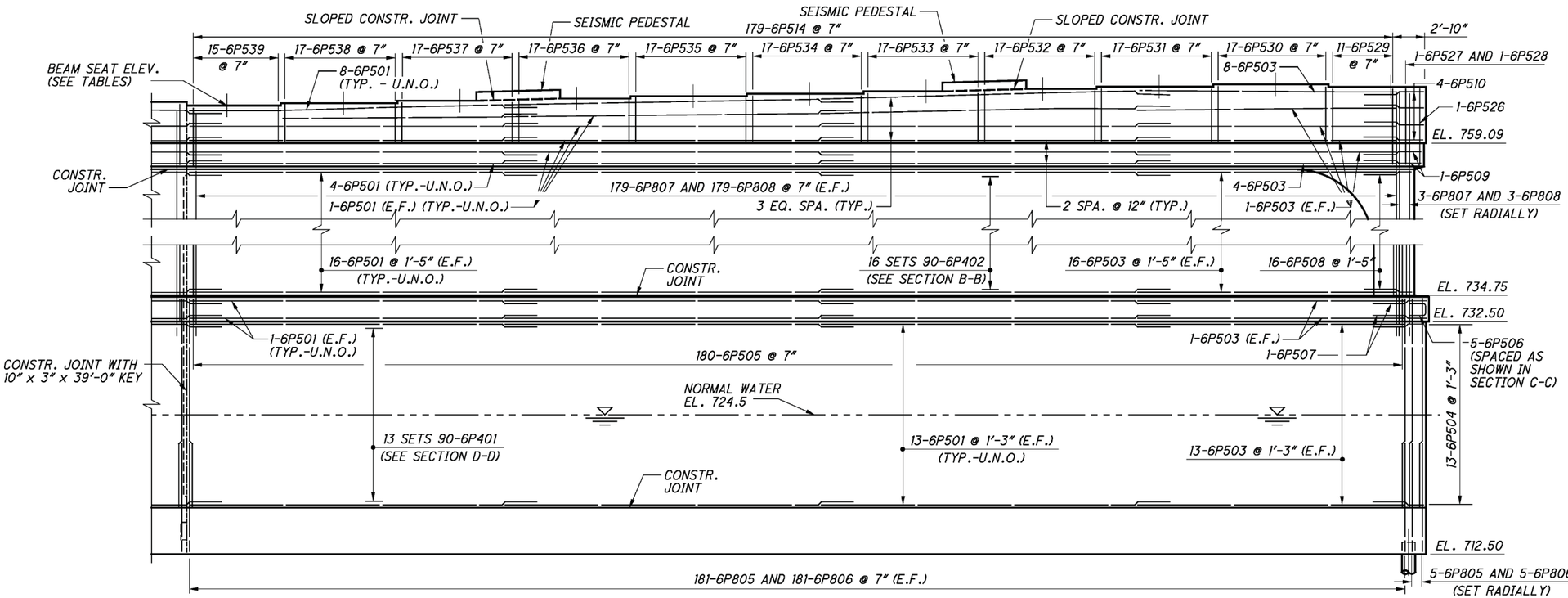
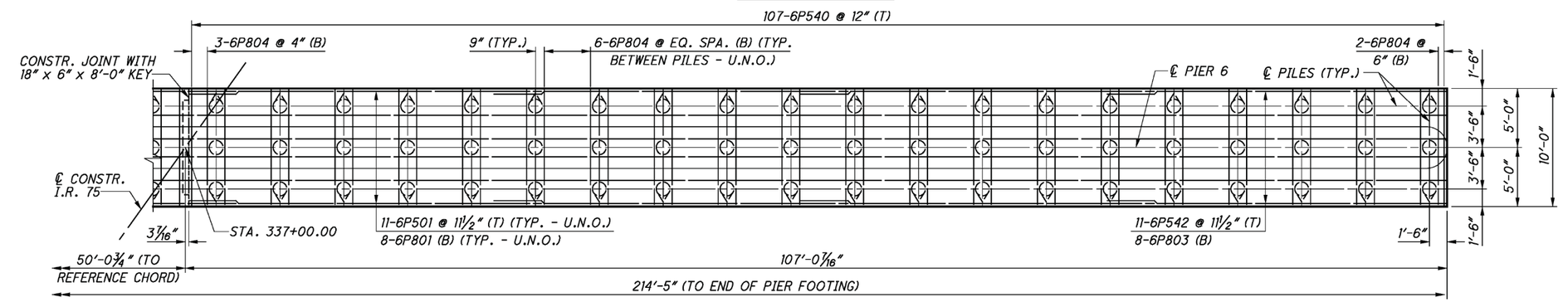


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

8-6P803 (B)

ANGLE "A"	
BEAM	ANGLE
B58R	54°08'07"
B59R	53°53'44"
B60R	53°54'08"
B61R	53°54'33"
B62R	53°54'59"
B63R	53°55'28"
B64R	53°55'59"
B65R	53°56'32"
B66R	53°47'13"
B67R	53°54'26"
B68R	54°07'00"

ANGLE "B"	
BEAM	ANGLE
B69R	55°17'36"
B70R	55°21'38"
B71R	55°25'41"
B72R	55°29'44"
B73R	55°33'47"
B74R	55°37'51"
B75R	55°41'55"
B76R	55°45'59"
B77R	55°50'04"
B78R	55°54'09"
B79R	55°59'52"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B58R	762.44
B59R	762.64
B60R	762.85
B61R	763.04
B62R	763.25
B63R	763.45
B64R	763.65
B65R	763.85
B66R	764.06
B67R	764.26
B68R	763.88

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69R	762.30
B70R	762.52
B71R	762.73
B72R	762.93
B73R	763.13
B74R	763.35
B75R	763.55
B76R	763.77
B77R	763.99
B78R	764.30
B79R	763.91

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 6, SEE SHEET 59 / 229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 61 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | REVIEWED MSL | DATE 03/01/12
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 6 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

60 / 229

1307
1565

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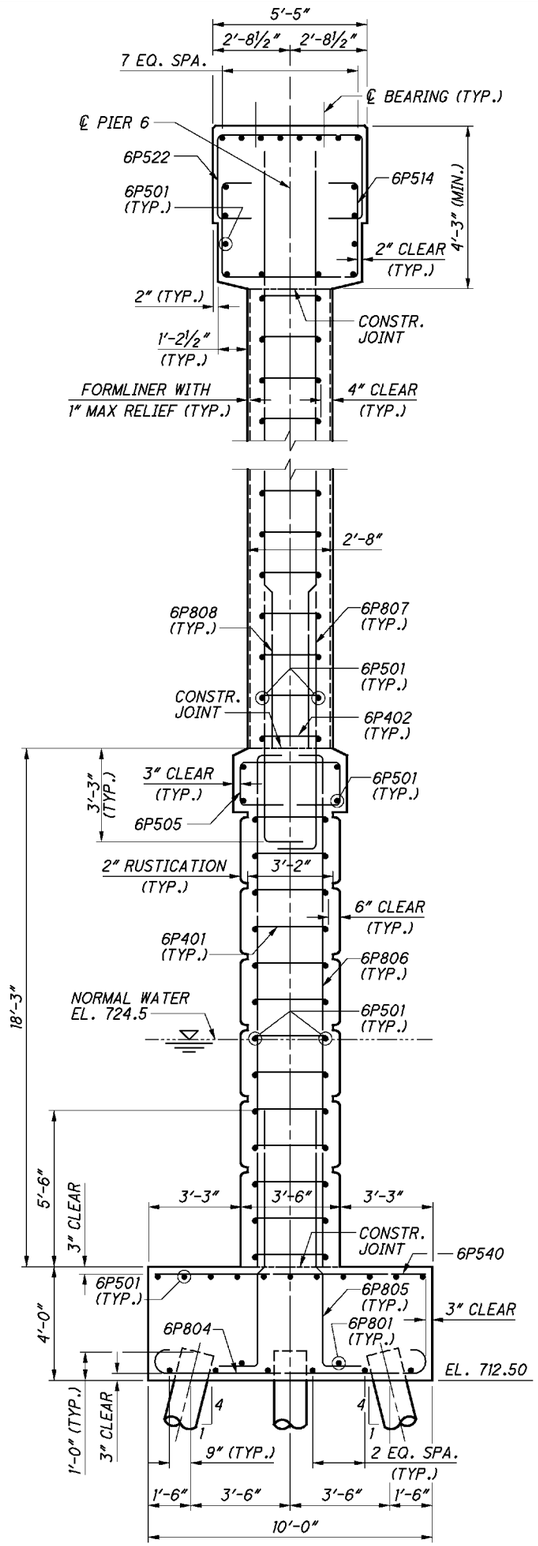
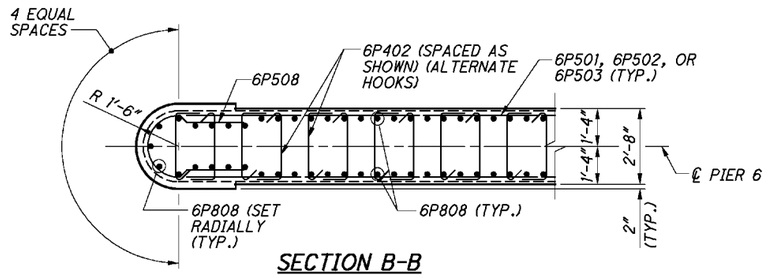
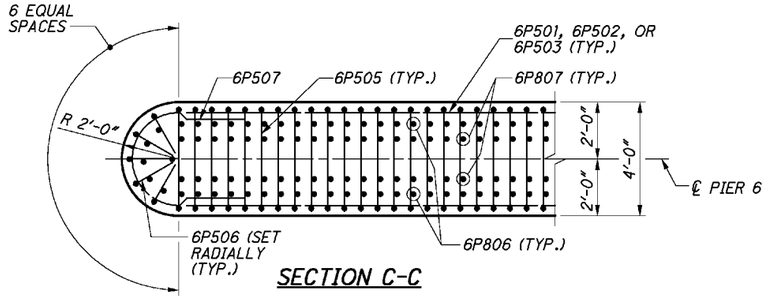


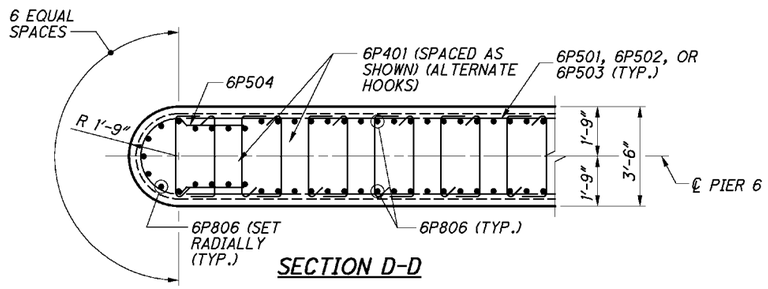
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR PIER 6 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 59 / 229 AND 60 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 24 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079941/5708001	

PIER 6 DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

61 / 229

1308
1565

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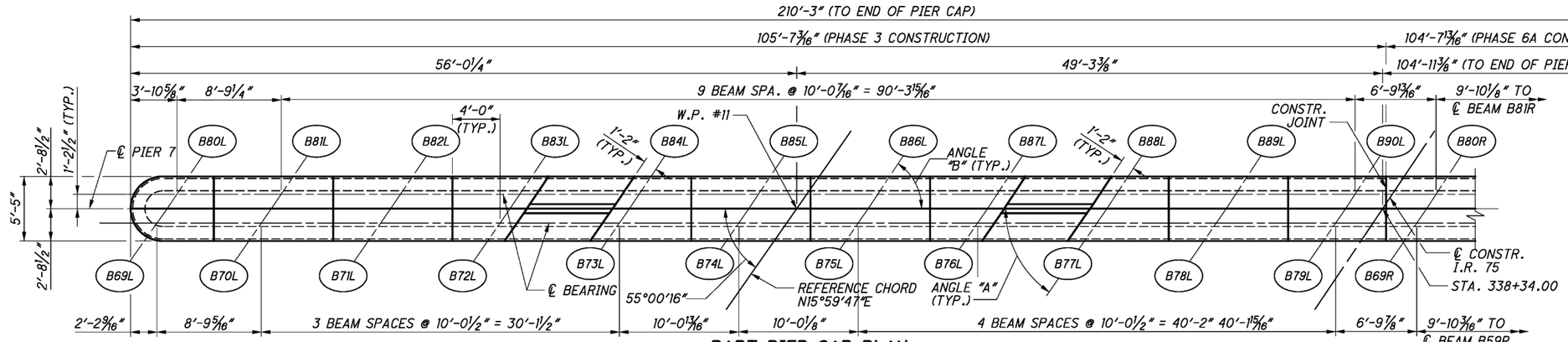
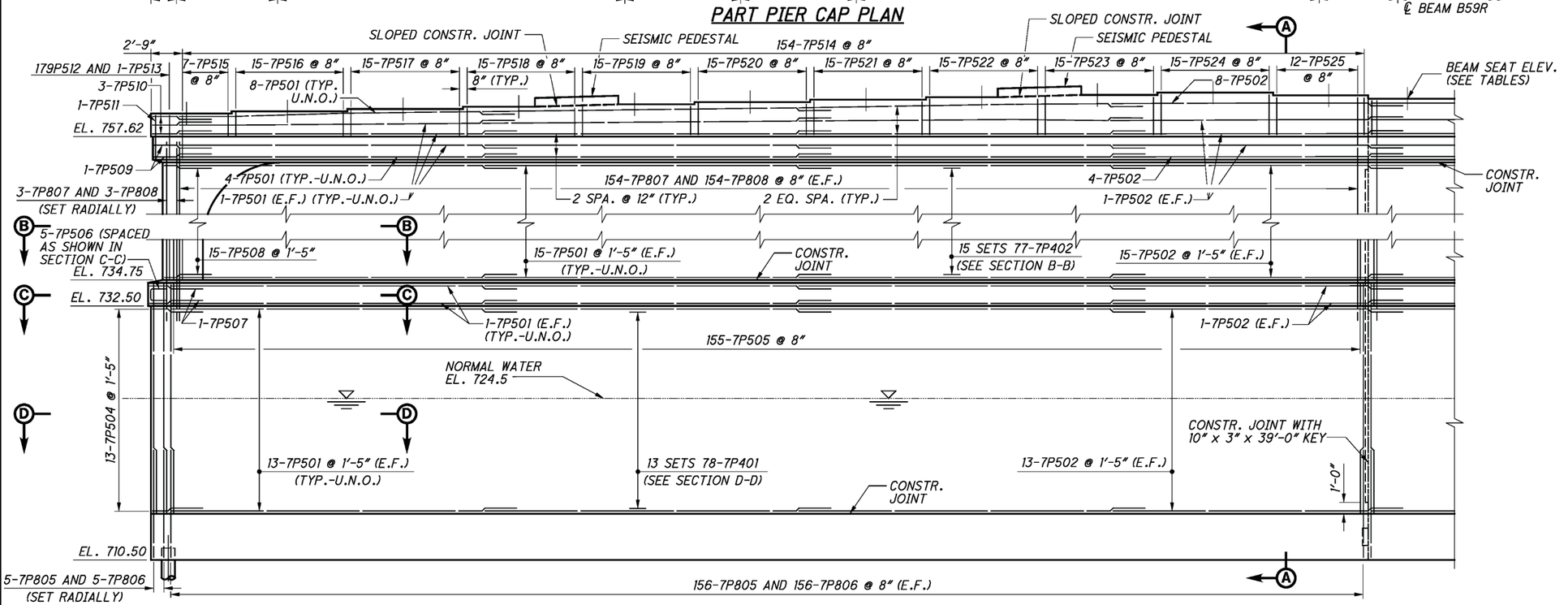
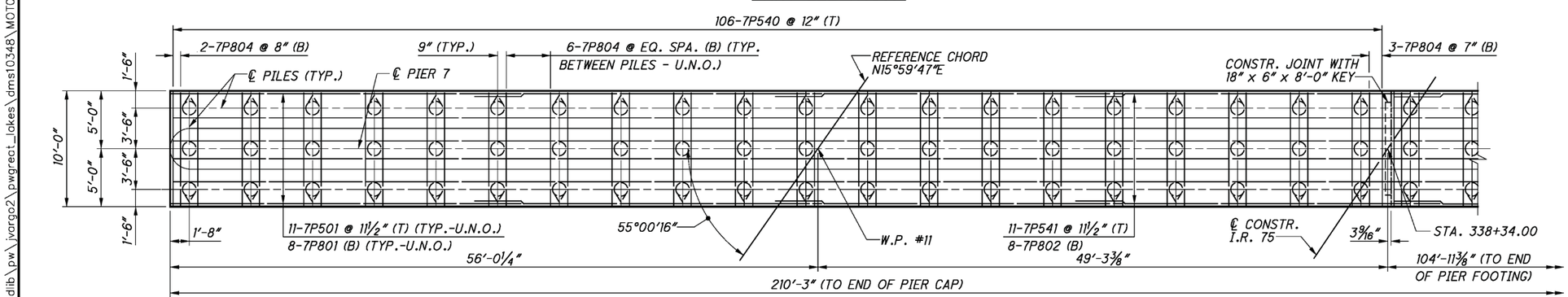


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B69L	54°33'48"
B70L	55°15'20"
B71L	55°15'20"
B72L	55°15'20"
B73L	55°15'20"
B74L	55°15'20"
B75L	55°15'20"
B76L	55°15'20"
B77L	55°15'20"
B78L	55°15'20"
B79L	55°15'20"

ANGLE "B"	
BEAM	ANGLE
B80L	56°11'16"
B81L	55°40'02"
B82L	55°47'59"
B83L	55°55'58"
B84L	56°3'58"
B85L	56°12'00"
B86L	56°20'03"
B87L	56°28'08"
B88L	56°36'15"
B89L	56°44'22"
B90L	56°52'32"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69L	759.74
B70L	759.93
B71L	760.15
B72L	760.34
B73L	760.54
B74L	760.75
B75L	760.96
B76L	761.17
B77L	761.37
B78L	761.57
B79L	761.16

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80L	759.62
B81L	759.78
B82L	759.97
B83L	760.20
B84L	760.43
B85L	760.65
B86L	760.88
B87L	761.10
B88L	761.33
B89L	761.44
B90L	761.03

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR RIGHT SIDE OF PIER 7, SEE SHEET 63 / 229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 64 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 7 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

62 / 229

1309
1565

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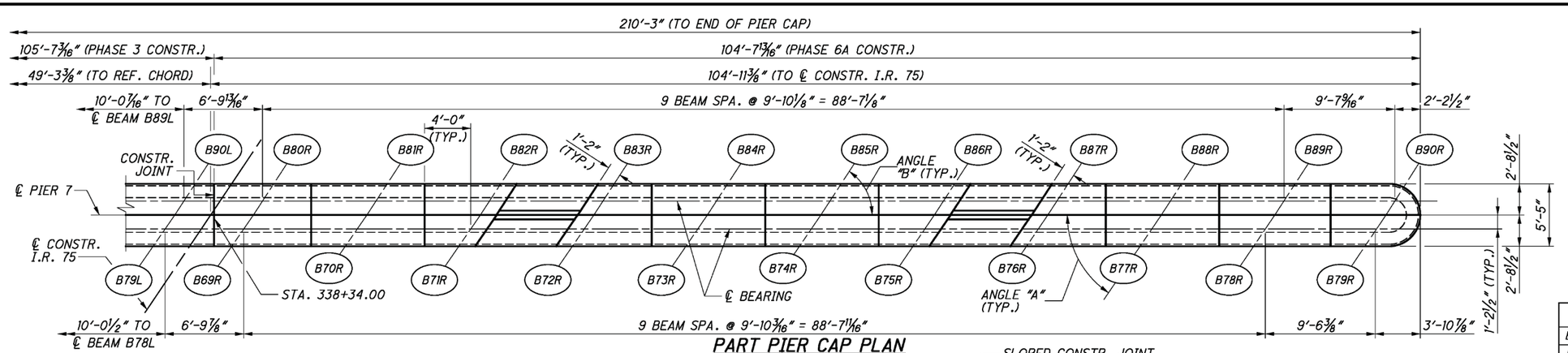
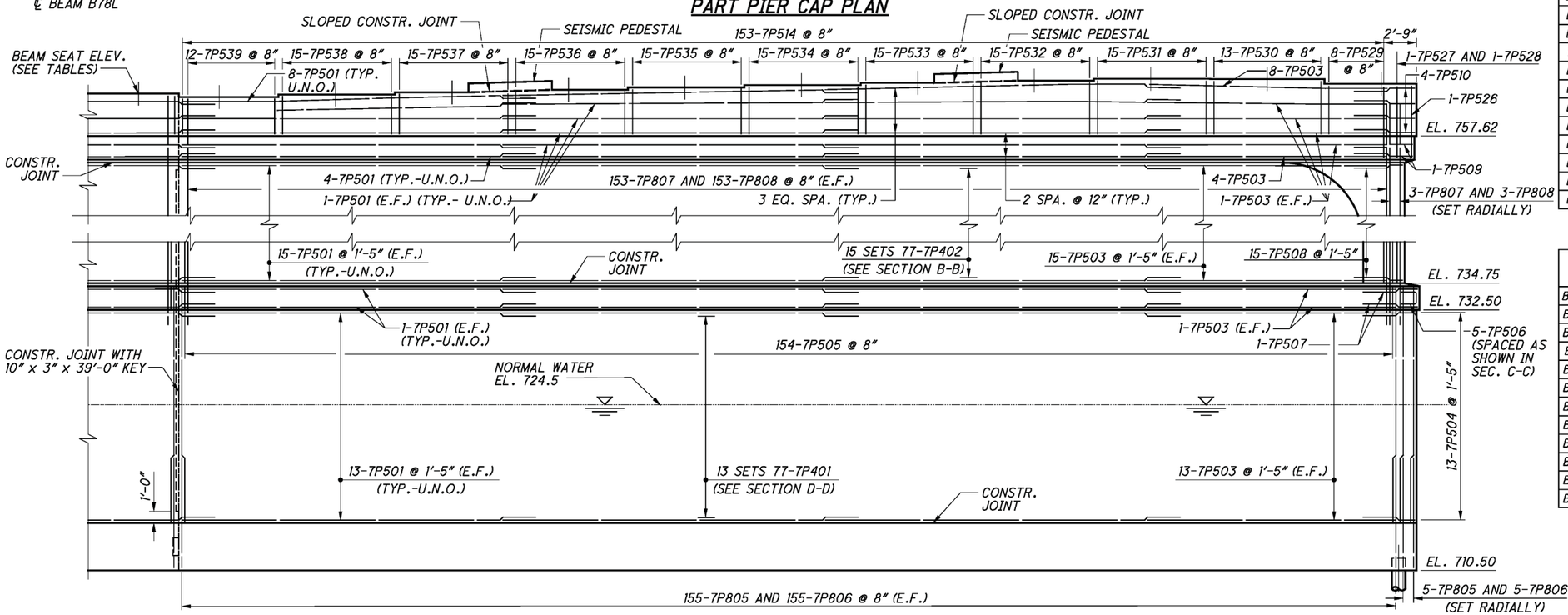
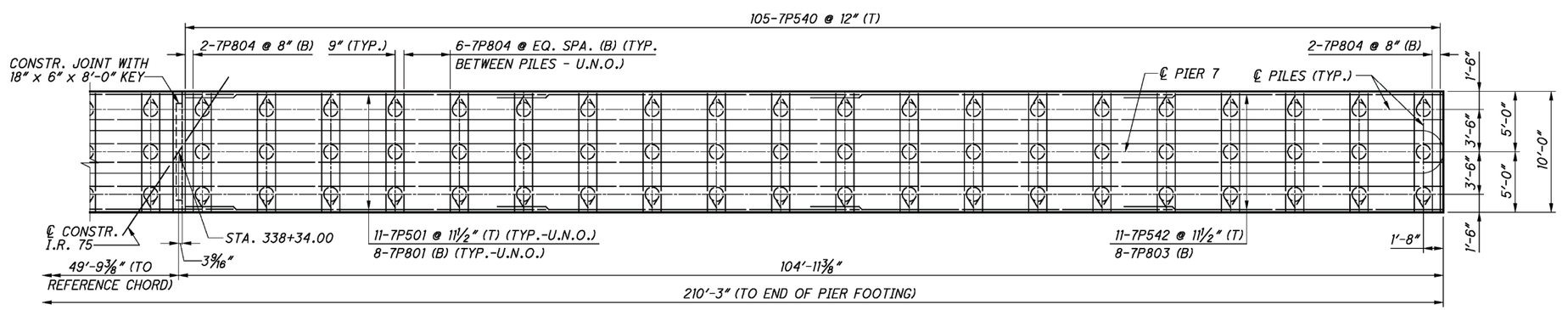


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B69R	55°17'36"
B70R	55°21'38"
B71R	55°25'41"
B72R	55°29'44"
B73R	55°33'47"
B74R	55°37'51"
B75R	55°41'55"
B76R	55°45'59"
B77R	55°50'04"
B78R	55°54'09"
B79R	55°59'52"

ANGLE "B"	
BEAM	ANGLE
B80R	56°55'03"
B81R	56°55'03"
B82R	56°55'03"
B83R	56°55'03"
B84R	56°55'03"
B85R	56°55'03"
B86R	56°55'03"
B87R	56°55'03"
B88R	56°55'03"
B89R	56°55'03"
B90R	57°34'27"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B69R	760.94
B70R	761.16
B71R	761.37
B72R	761.58
B73R	761.78
B74R	761.98
B75R	762.17
B76R	762.37
B77R	762.57
B78R	762.66
B79R	762.25

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80R	760.93
B81R	761.18
B82R	761.40
B83R	761.61
B84R	761.81
B85R	762.00
B86R	762.18
B87R	762.36
B88R	762.54
B89R	762.51
B90R	762.09

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = BEAM NUMBER

▽ = BATTERED PILE

◯ = VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 7, SEE SHEET 62 | 229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 64 | 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

PIER 7 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

63 | 229

1310 / 1565

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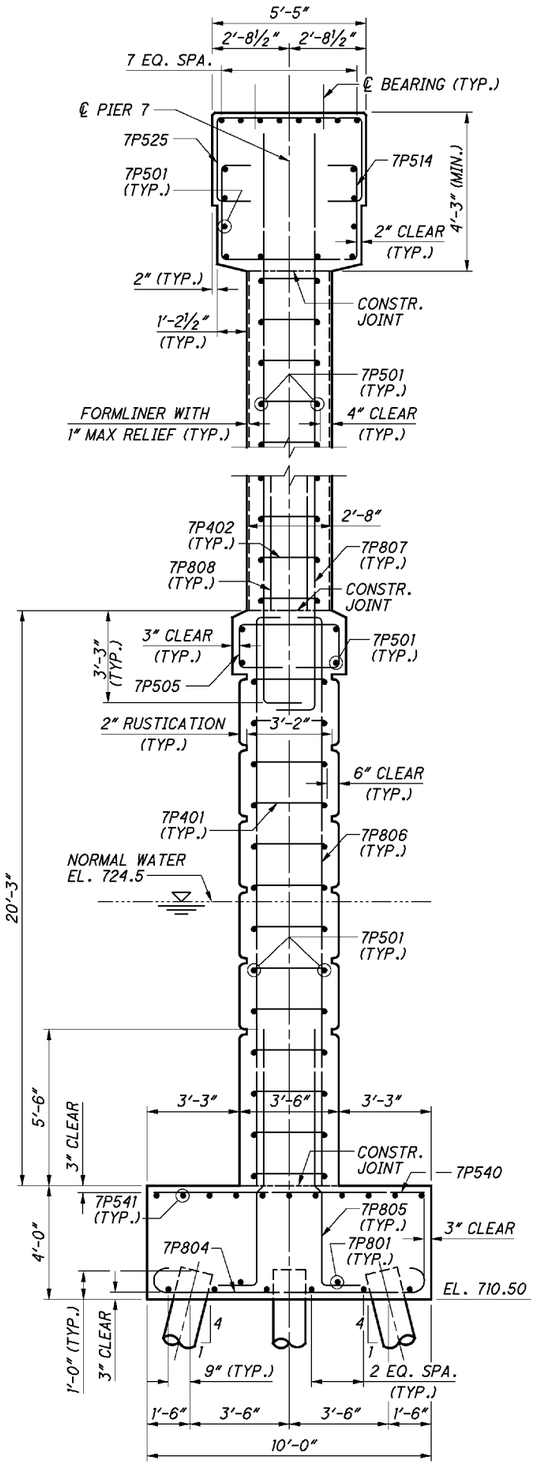
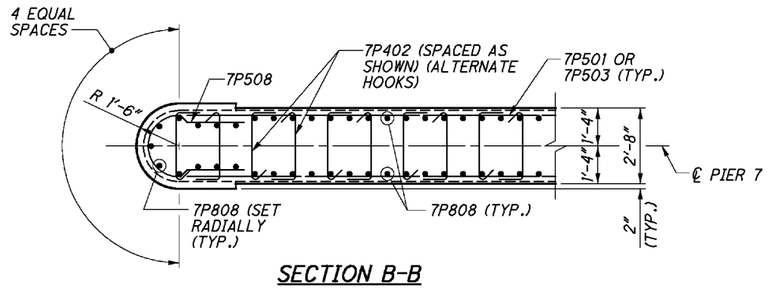
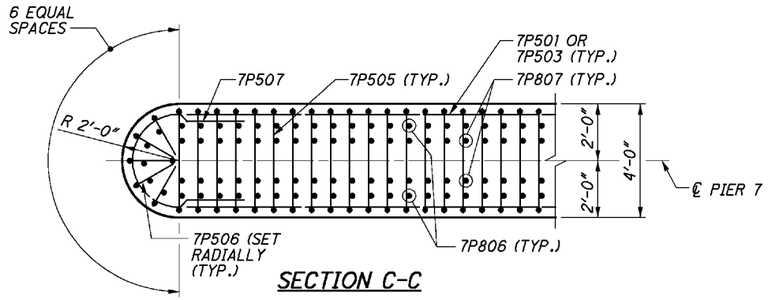


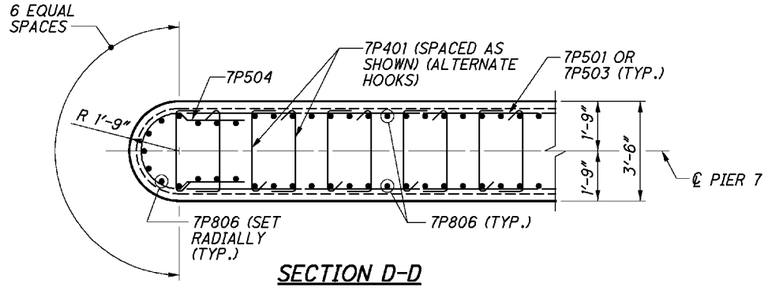
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR PIER 7 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 62/229 AND 63/229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 24/229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7/229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37/229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/SNL	MSL	03/01/12

CHECKED: GHD

REVISED

STRUCTURE FILE NUMBER: 5707994/5708001

PIER 7 DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

64/229

1311/1565

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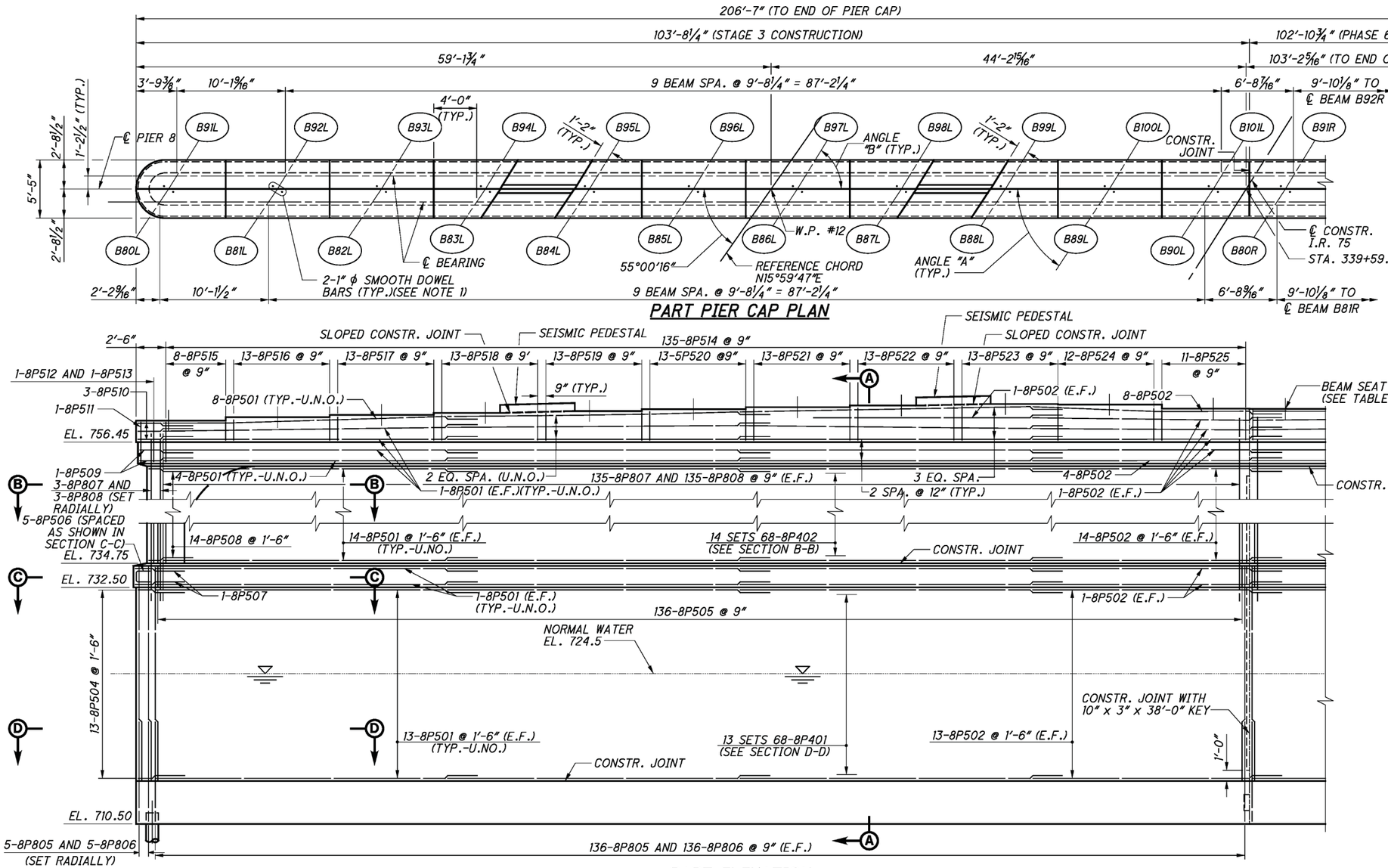

ANGLE "A"	
BEAM	ANGLE
B80L	56°11'16"
B81L	55°40'02"
B82L	55°47'59"
B83L	55°55'58"
B84L	56°03'58"
B85L	56°12'00"
B86L	56°20'03"
B87L	56°28'08"
B88L	56°36'15"
B89L	56°44'22"
B90L	56°52'32"

ANGLE "B"	
BEAM	ANGLE
B91L	57°59'58"
B92L	58°24'28"
B93L	58°24'28"
B94L	58°24'28"
B95L	58°24'28"
B96L	58°24'28"
B97L	58°24'28"
B98L	58°24'28"
B99L	58°24'28"
B100L	58°24'28"
B101L	58°24'28"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80L	758.45
B81L	758.73
B82L	758.93
B83L	759.15
B84L	759.36
B85L	759.55
B86L	759.74
B87L	759.91
B88L	760.09
B89L	759.98
B90L	759.57

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91L	758.50
B92L	758.82
B93L	759.04
B94L	759.22
B95L	759.40
B96L	759.57
B97L	759.75
B98L	759.91
B99L	760.06
B100L	760.03
B101L	759.64

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR RIGHT SIDE OF PIER 8, SEE SHEET 66 / 229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 67 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/JAH | CHECKED GHD | REVIEWED MSL | DATE 03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

REVISED

PIER 8 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

65 / 229

1312
1565

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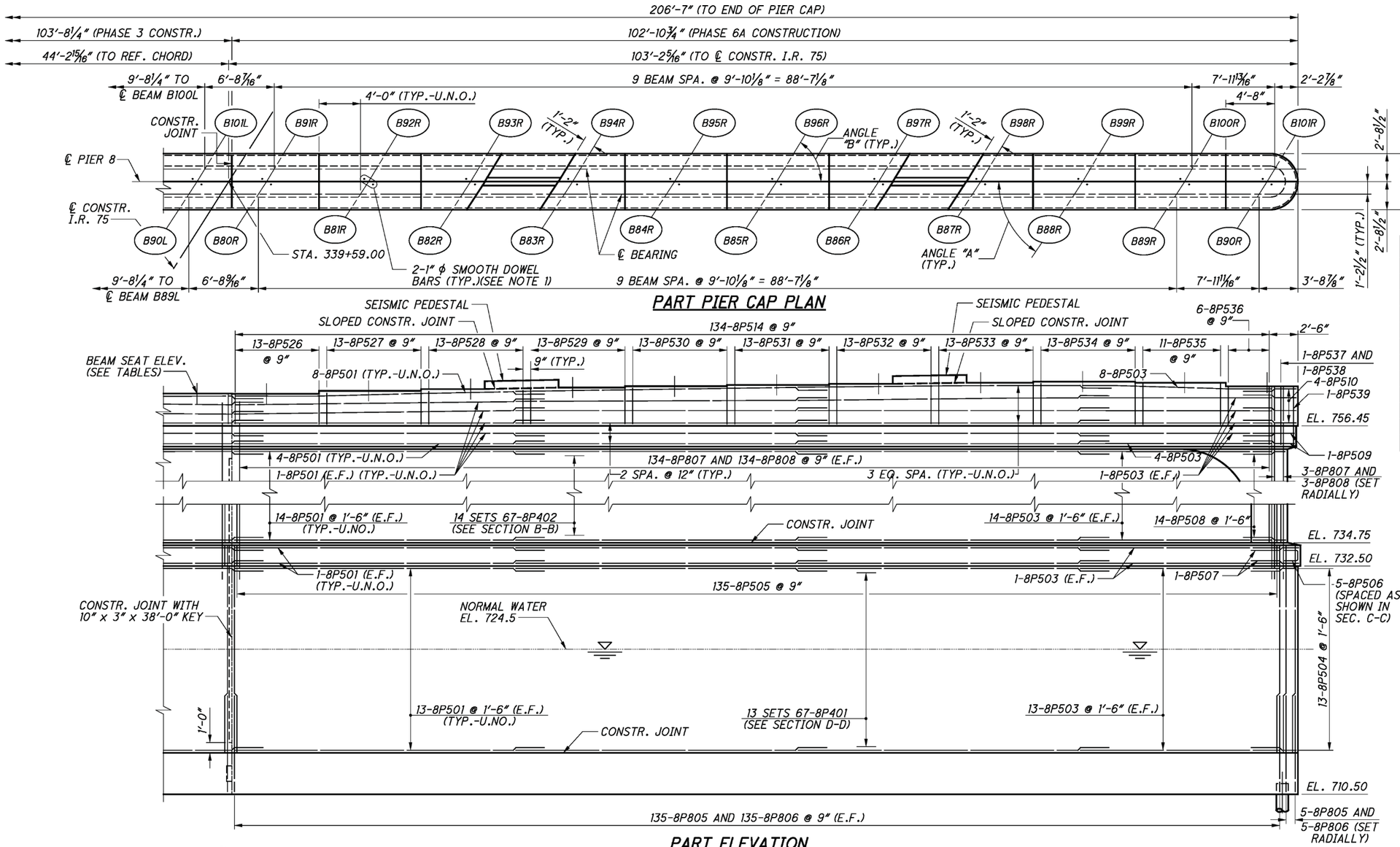
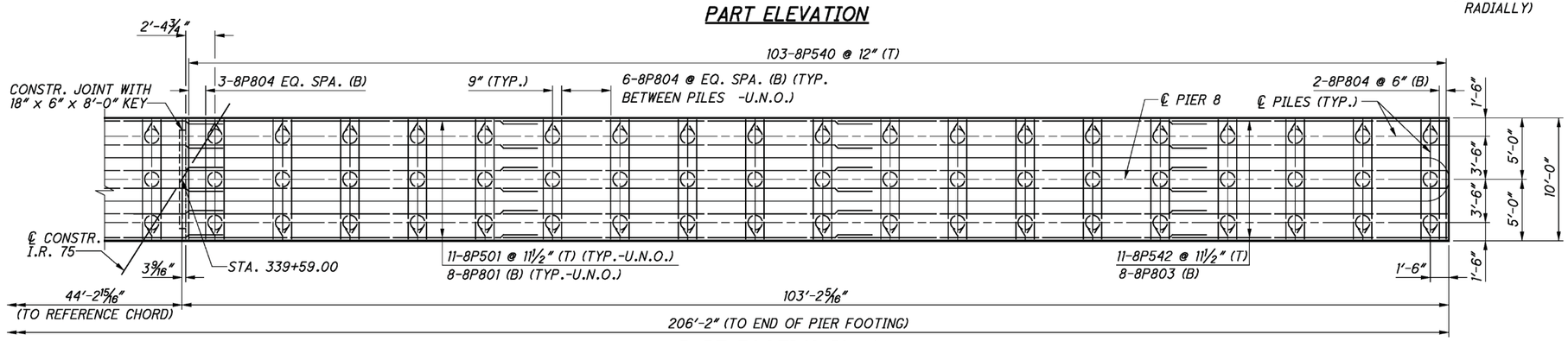


PART PIER CAP PLAN

PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B80R	56°55'03"
B81R	56°55'03"
B82R	56°55'03"
B83R	56°55'03"
B84R	56°55'03"
B85R	56°55'03"
B86R	56°55'03"
B87R	56°55'03"
B88R	56°55'03"
B89R	56°55'03"
B90R	57°34'27"

ANGLE "B"	
BEAM	ANGLE
B91R	58°43'53"
B92R	58°43'53"
B93R	58°43'53"
B94R	58°43'53"
B95R	58°43'53"
B96R	58°43'53"
B97R	58°43'53"
B98R	58°43'53"
B99R	59°20'37"
B100R	59°56'41"
B101R	58°43'53"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B80R	759.57
B81R	759.89
B82R	760.09
B83R	760.22
B84R	760.36
B85R	760.47
B86R	760.59
B87R	760.71
B88R	760.81
B89R	760.67
B90R	760.32

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91R	759.59
B92R	759.88
B93R	760.07
B94R	760.20
B95R	760.33
B96R	760.46
B97R	760.57
B98R	760.68
B99R	760.77
B100R	760.62
B101R	760.29

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR LEFT SIDE OF PIER 8, SEE SHEET 65 / 229.
3. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 67 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/JAH | CHECKED GHD | REVIEWED MSL | DATE 03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

REVISED

PIER 8 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

66 / 229

1313
1565

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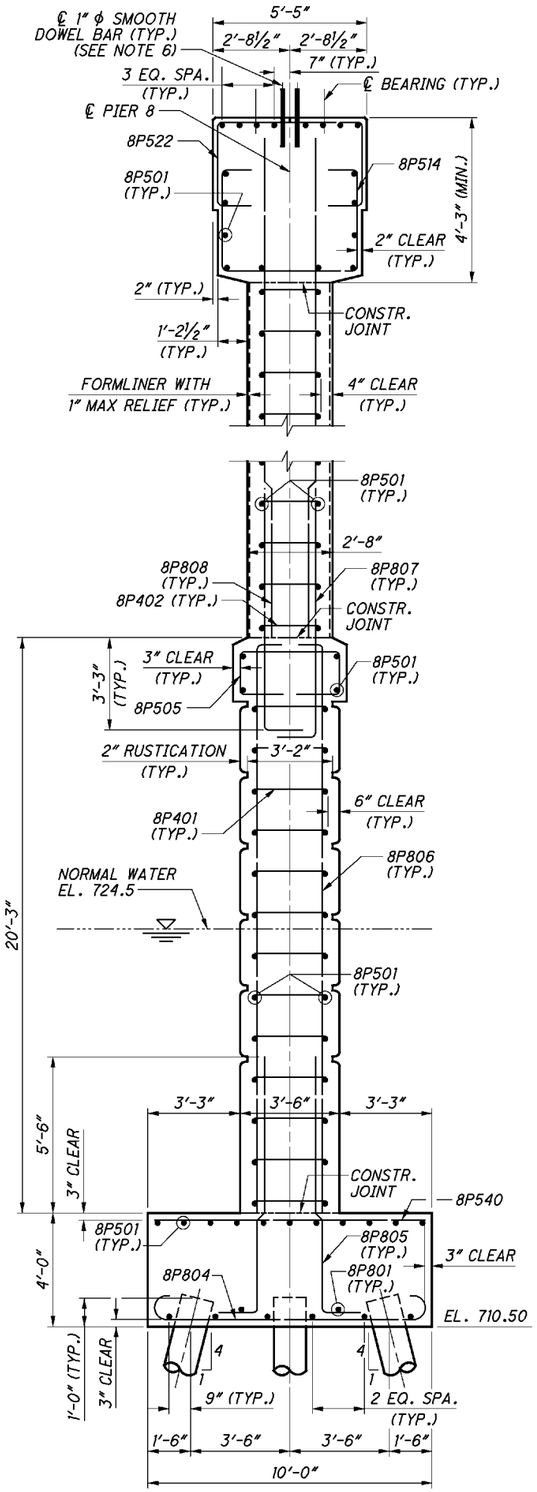
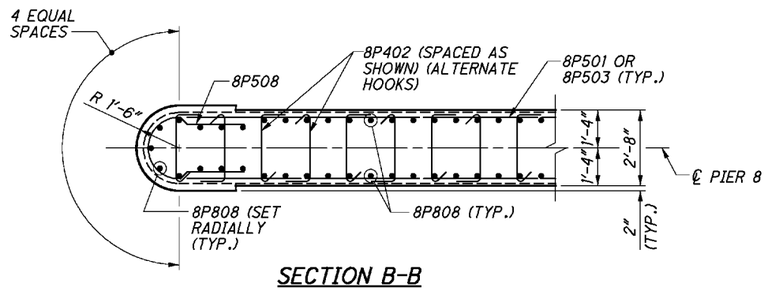
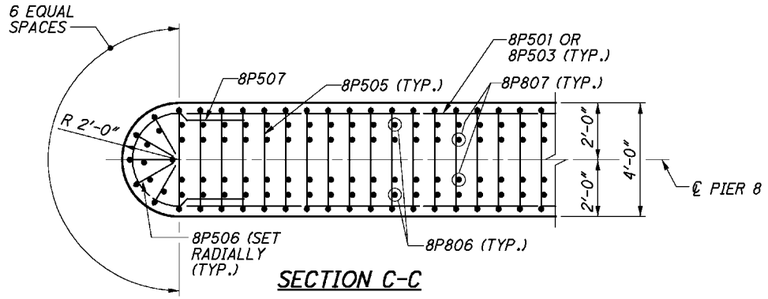


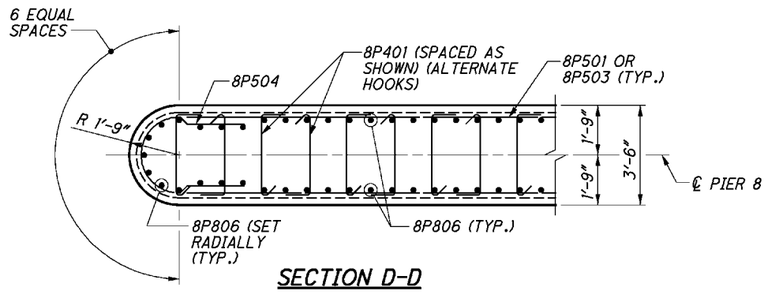
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR PIER 8 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 65 / 229 AND 66 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 25 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.
6. BRIDGE SEAT REINFORCING, DIAPHRAGM DOWEL BARS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF DOWEL BAR HOLES OR THE PRE-SETTING OF DOWEL BARS.
7. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 8 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

67 / 229

1314
1565

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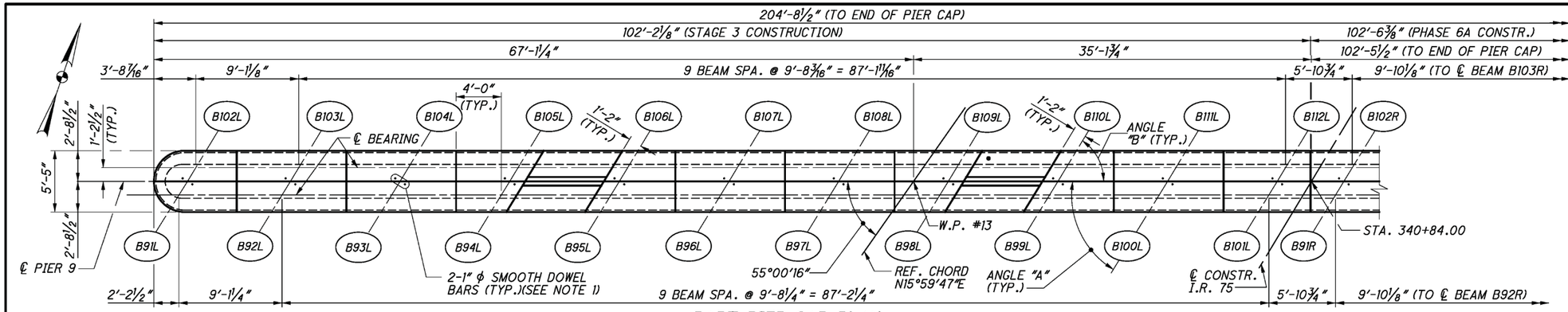
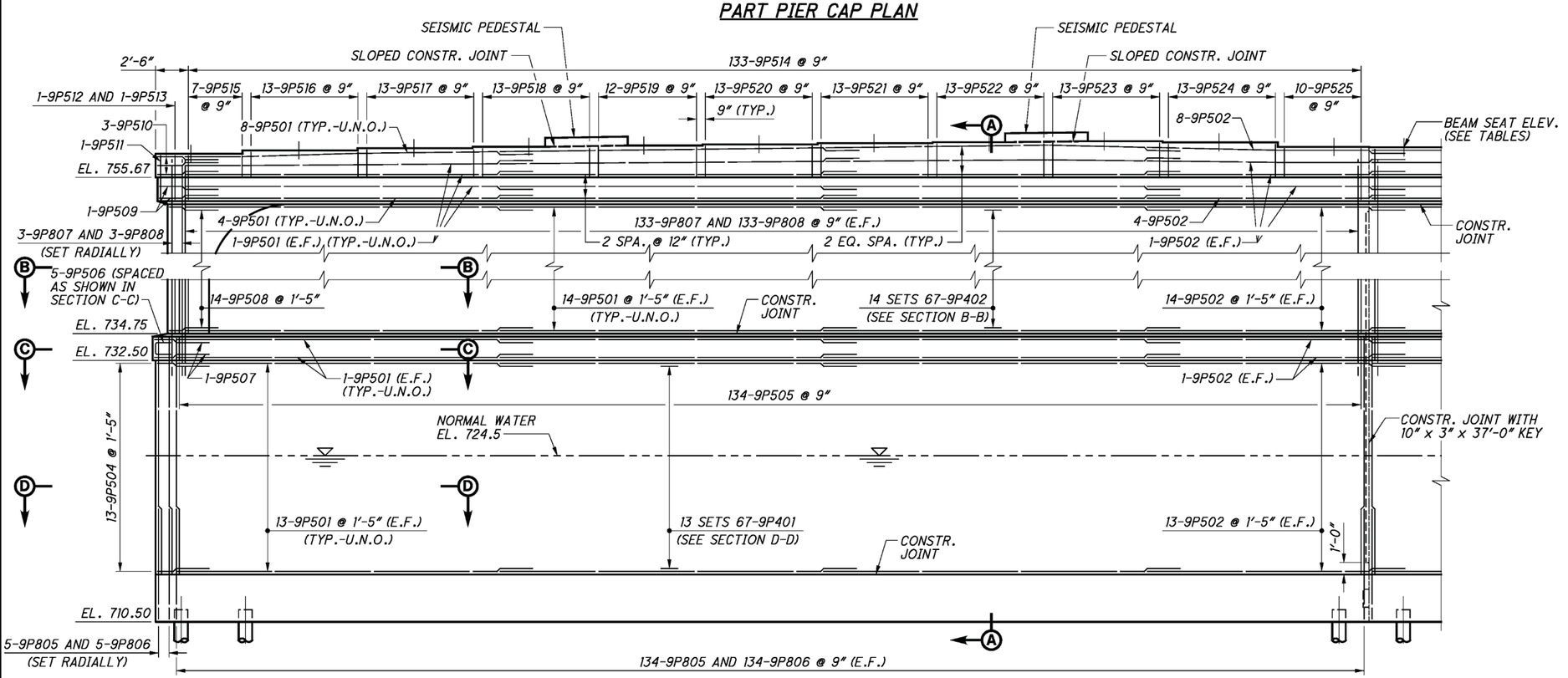
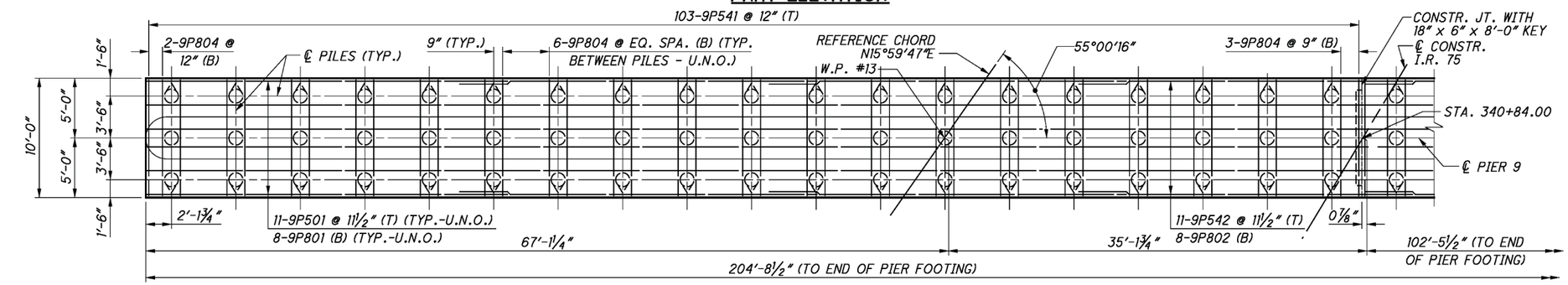


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B91L	57°59'58"
B92L	58°24'28"
B93L	58°24'28"
B94L	58°24'28"
B95L	58°24'28"
B96L	58°24'28"
B97L	58°24'28"
B98L	58°24'28"
B99L	58°24'28"
B100L	58°24'28"
B101L	58°24'28"

ANGLE "B"	
BEAM	ANGLE
B102L	58°49'37"
B103L	58°43'48"
B104L	58°44'56"
B105L	58°46'04"
B106L	58°47'13"
B107L	58°48'23"
B108L	58°49'34"
B109L	58°50'46"
B110L	58°51'58"
B111L	58°53'12"
B112L	58°54'26"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91L	757.74
B92L	758.04
B93L	758.23
B94L	758.35
B95L	758.45
B96L	758.56
B97L	758.66
B98L	758.75
B99L	758.83
B100L	758.77
B101L	758.37

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102L	757.67
B103L	757.97
B104L	758.19
B105L	758.30
B106L	758.41
B107L	758.50
B108L	758.59
B109L	758.68
B110L	758.80
B111L	758.72
B112L	758.31

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR RIGHT SIDE OF PIER 9, SEE SHEET 69 / 229 .
3. FOR SECTIONS, SEE SHEET 70 / 229.
4. FOR PILE LAYOUT PLAN , SEE SHEET 25 / 229.
5. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
6. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229 .
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DATE 03/01/12 | REVIEWED MSL | STRUCTURE FILE NUMBER 5707994/5708001

DRAWN MEP/JLV | REVISED | DESIGNED DMP | CHECKED GHD

PIER 9 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R

I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

68 / 229

1315 / 1565

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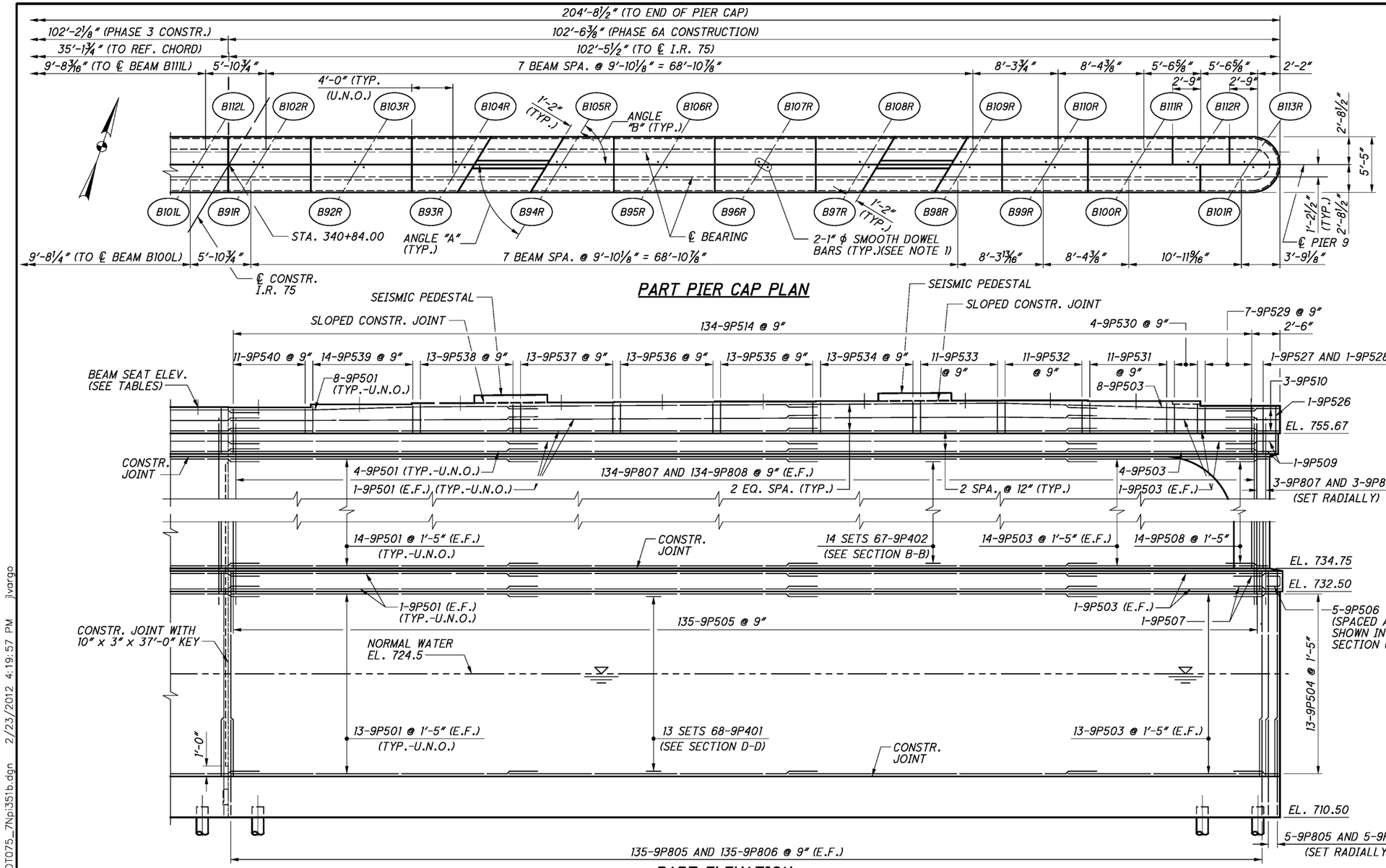
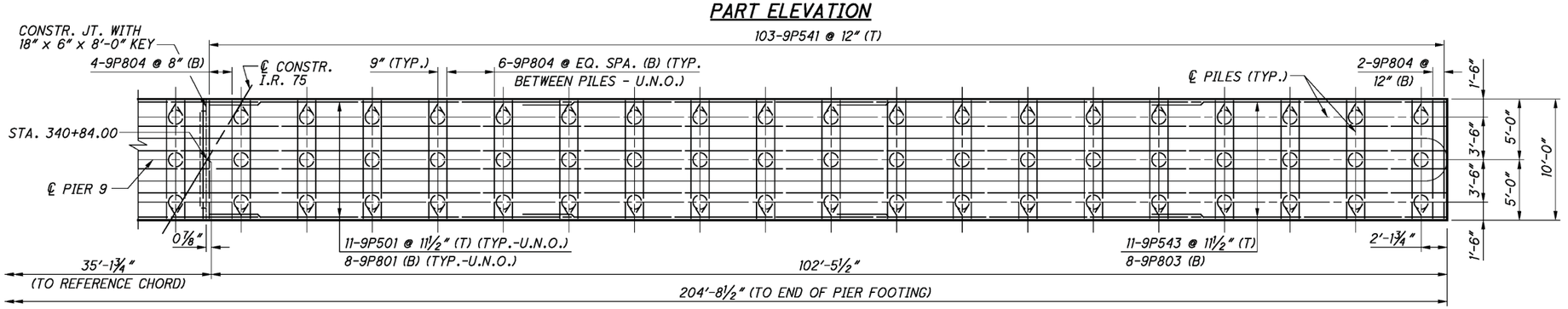


PART PIER CAP PLAN

PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B91R	58°43'53"
B92R	58°43'53"
B93R	58°43'53"
B94R	58°43'53"
B95R	58°43'53"
B96R	58°43'53"
B97R	58°43'53"
B98R	58°43'53"
B99R	59°20'37"
B100R	59°56'41"
B101R	58°43'53"

ANGLE "B"	
BEAM	ANGLE
B102R	58°27'11"
B103R	58°32'11"
B104R	58°37'15"
B105R	58°42'24"
B106R	58°47'36"
B107R	58°52'53"
B108R	58°58'14"
B109R	59°3'40"
B110R	58°29'39"
B111R	57°56'49"
B112R	56°13'35"
B113R	54°33'07"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B91R	758.28
B92R	758.59
B93R	758.75
B94R	758.81
B95R	758.86
B96R	758.92
B97R	758.96
B98R	758.99
B99R	759.00
B100R	758.95
B101R	758.48

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102R	758.22
B103R	758.51
B104R	758.66
B105R	758.72
B106R	758.77
B107R	758.81
B108R	758.85
B109R	758.88
B110R	758.89
B111R	758.75
B112R	758.47
B113R	758.26

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
2. FOR LEFT SIDE OF PIER 9, SEE SHEET 68 / 229 .
3. FOR SECTIONS, SEE SHEET 70 / 229 .
4. FOR PILE LAYOUT PLAN , SEE SHEET 25 / 229 .
5. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229 .
6. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229 .
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229 .

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DATE 03/01/12 | REVIEWED MSL | STRUCTURE FILE NUMBER 5707994/5708001

DRAWN MEP/JLV | REVISED | DESIGNED DMP | CHECKED GHD

PIER 9 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

69 / 229

1316 / 1565

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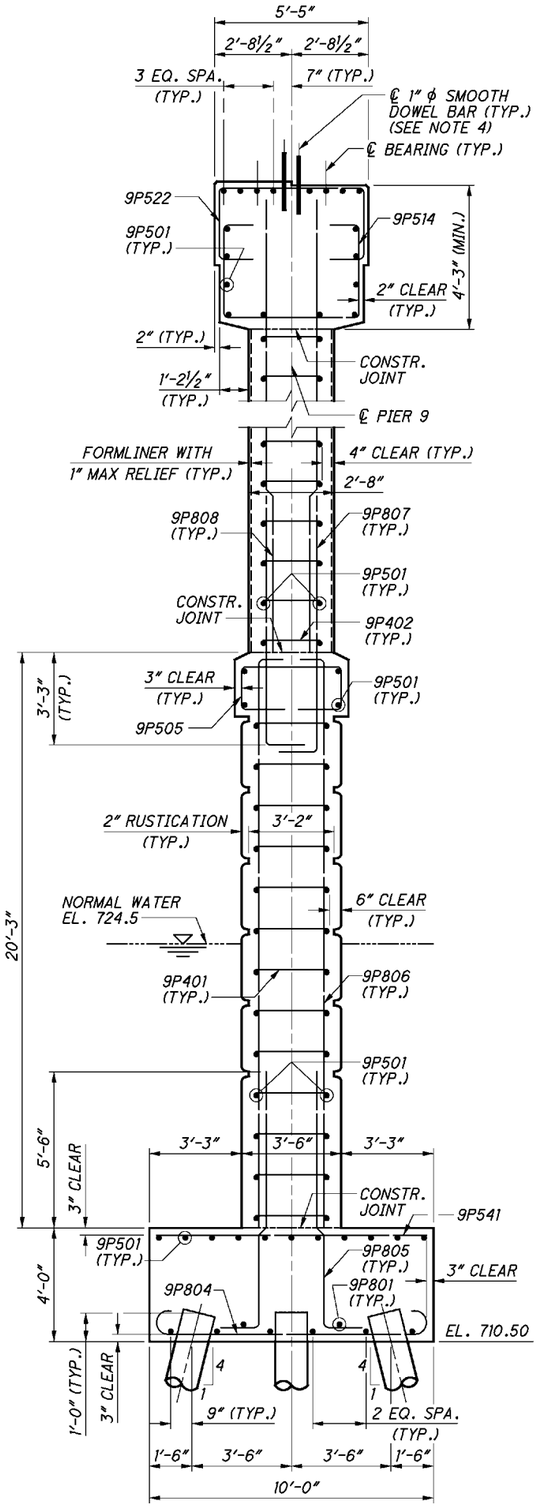
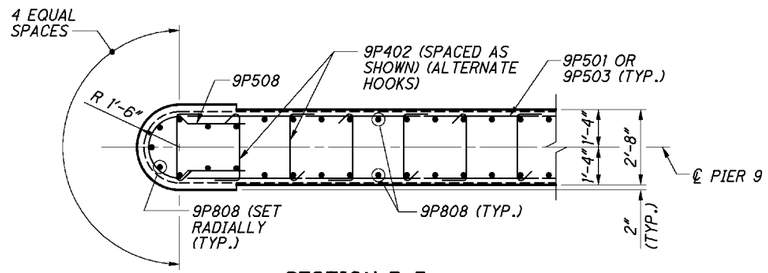
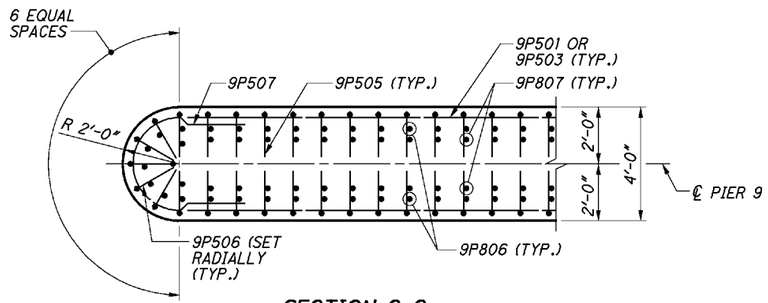


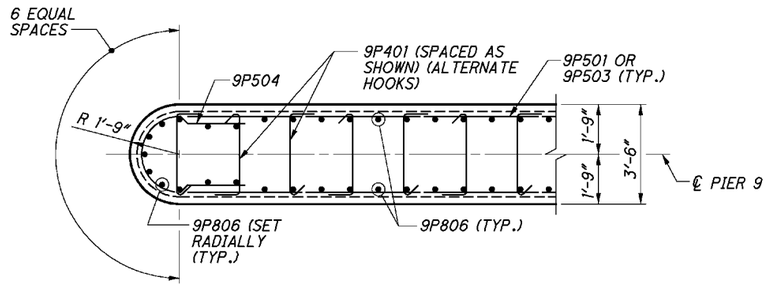
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

NOTES:

1. FOR PIER 9 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 68 / 229 AND 69 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 25 / 229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. BRIDGE SEAT REINFORCING, SETTING DIAPHRAGM RODS: ACCURATELY PLACE REINFORCING STEEL IN THE VICNITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF DOWEL ROD HOLES OR THE PRE-SETTING OF DOWEL RODS.
5. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUNDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 9 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

70 / 229

1317
1565

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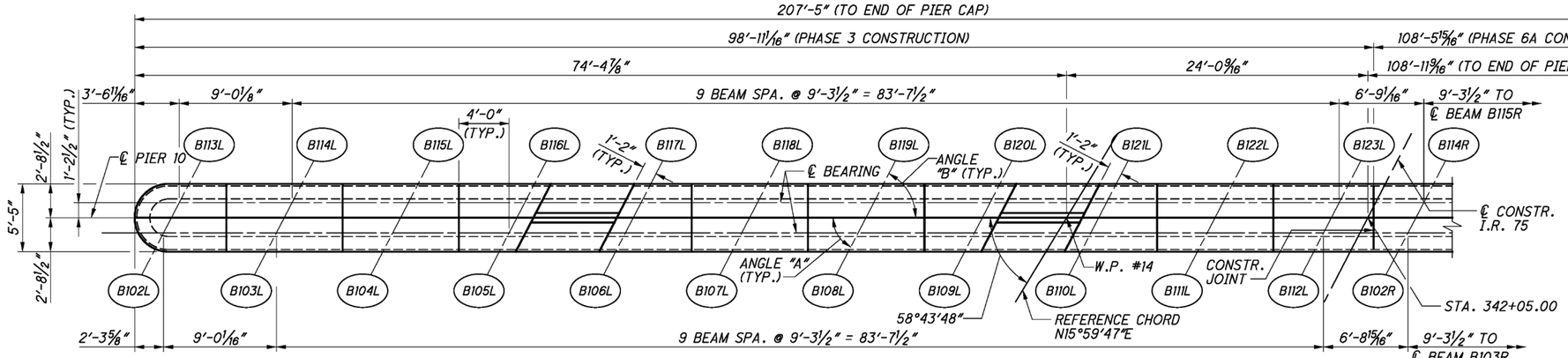
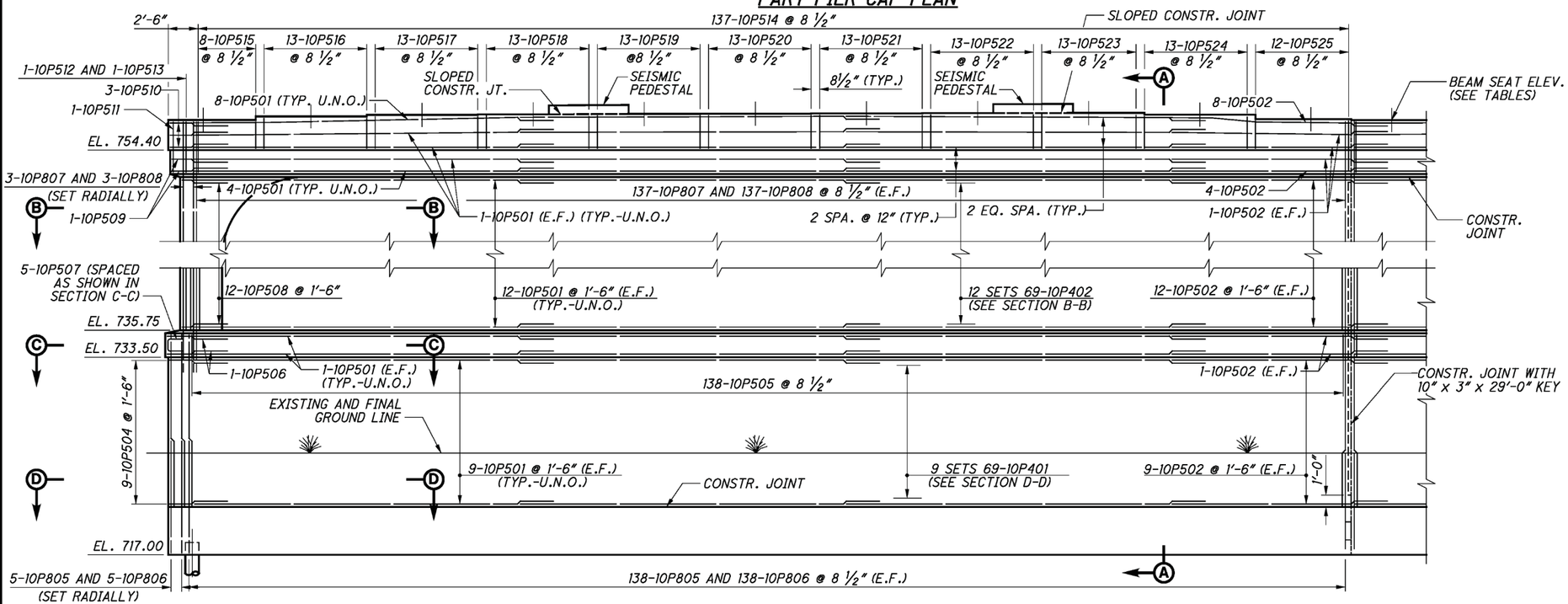
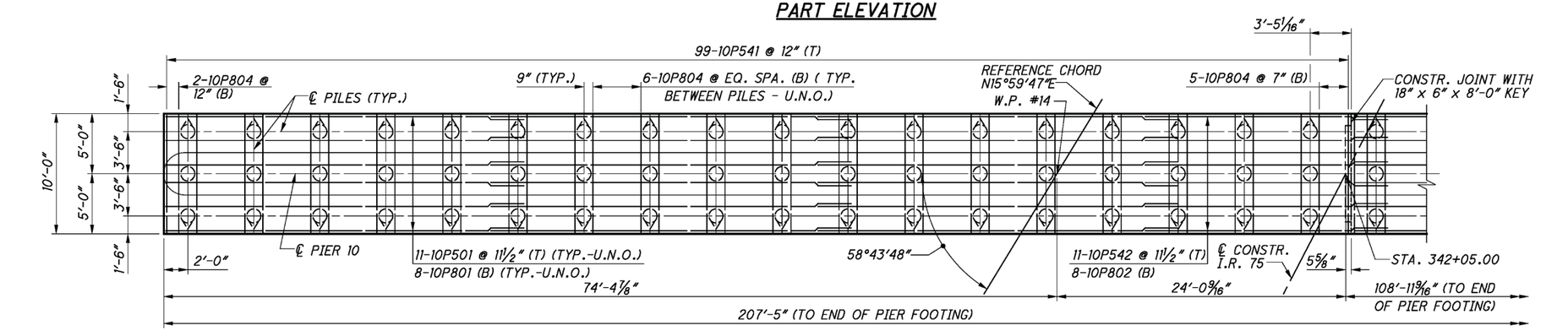


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B102L	62°33'09"
B103L	62°27'20"
B104L	62°28'28"
B105L	62°29'36"
B106L	62°30'45"
B107L	62°31'55"
B108L	62°33'06"
B109L	62°34'18"
B110L	62°35'30"
B111L	62°36'44"
B112L	62°37'58"

ANGLE "B"	
BEAM	ANGLE
B113L	62°37'58"
B114L	62°37'58"
B115L	62°37'58"
B116L	62°37'58"
B117L	62°37'58"
B118L	62°37'58"
B119L	62°37'58"
B120L	62°37'58"
B121L	62°37'58"
B122L	62°37'58"
B123L	62°37'58"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102L	756.93
B103L	757.25
B104L	757.41
B105L	757.45
B106L	757.48
B107L	757.51
B108L	757.52
B109L	757.55
B110L	757.61
B111L	757.47
B112L	757.09

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B113L	756.93
B114L	757.24
B115L	757.40
B116L	757.43
B117L	757.45
B118L	757.47
B119L	757.50
B120L	757.51
B121L	757.52
B122L	757.39
B123L	756.99

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR RIGHT SIDE OF PIER 10, SEE SHEET 72 / 229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 73 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN MEP/JAH | CHECKED GHD | REVIEWED MSL | DATE 03/01/12

STRUCTURE FILE NUMBER 5707994/5708001

PIER 10 PLAN AND ELEVATION (1 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

71 / 229

1318
1565

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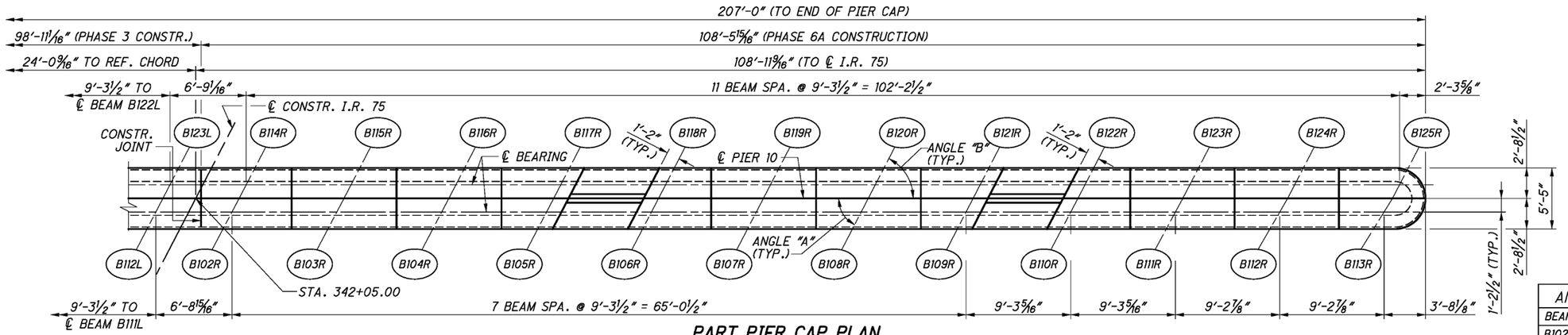
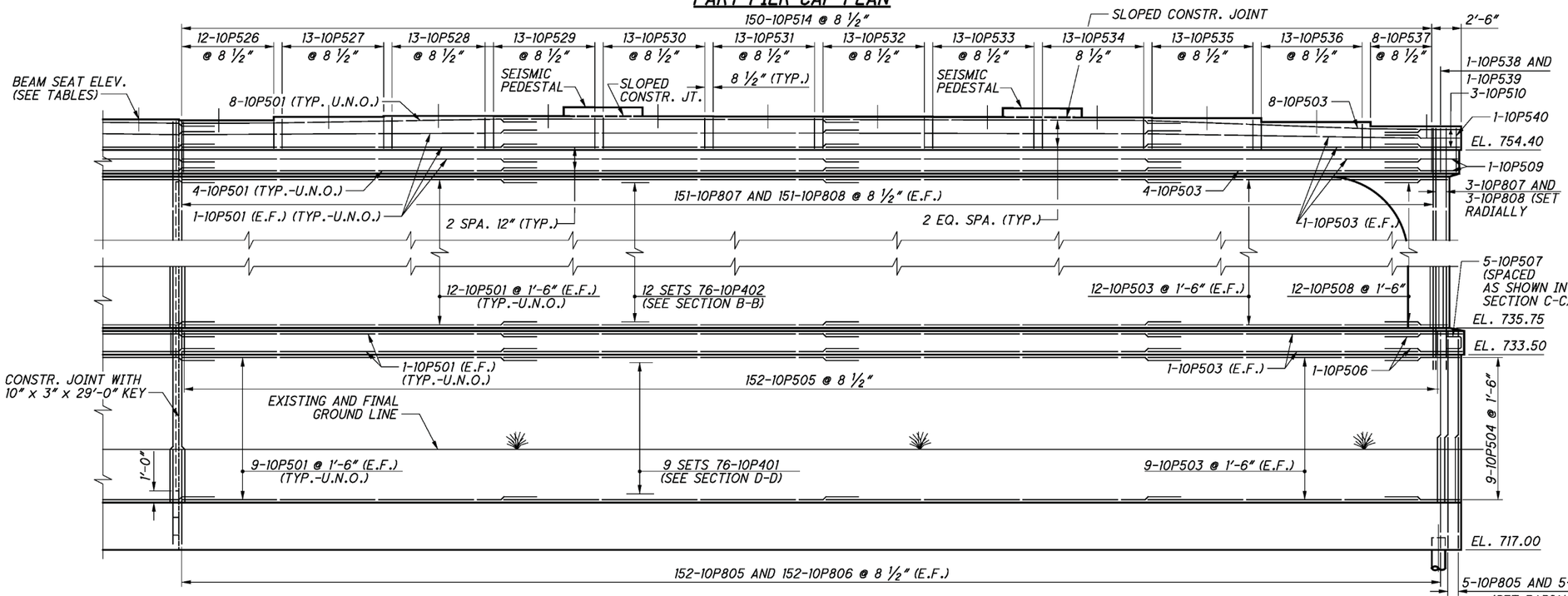
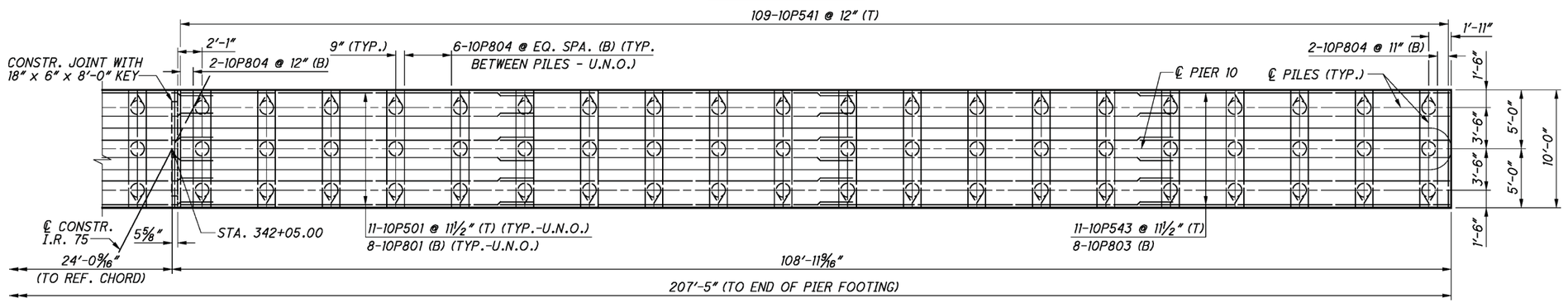


PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

ANGLE "A"	
BEAM	ANGLE
B102R	62°10'43"
B103R	62°15'43"
B104R	62°20'47"
B105R	62°25'56"
B106R	62°31'08"
B107R	62°36'25"
B108R	62°41'46"
B109R	62°47'12"
B110R	62°13'11"
B111R	61°40'21"
B112R	59°57'07"
B113R	58°16'39"

ANGLE "B"	
BEAM	ANGLE
B114R	62°37'58"
B115R	62°37'58"
B116R	62°37'58"
B117R	62°37'58"
B118R	62°37'58"
B119R	62°37'58"
B120R	62°37'58"
B121R	62°37'58"
B122R	62°37'58"
B123R	62°37'58"
B124R	62°37'58"
B125R	62°37'58"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B102R	757.02
B103R	757.31
B104R	757.40
B105R	757.40
B106R	757.38
B107R	757.36
B108R	757.34
B109R	757.30
B110R	757.25
B111R	757.13
B112R	756.76
B113R	756.40

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B114R	756.94
B115R	757.25
B116R	757.32
B117R	757.31
B118R	757.31
B119R	757.28
B120R	757.26
B121R	757.23
B122R	757.20
B123R	757.15
B124R	756.98
B125R	756.58

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

BXXX = BEAM NUMBER

= BATTERED PILE

= VERTICAL PILE

NOTES:

1. FOR LEFT SIDE OF PIER 10, SEE SHEET 71 / 229.
2. FOR SECTIONS AND ADDITIONAL NOTES, SEE SHEET 73 / 229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED: DMP | DRAWN: MEP/JAH | REVIEWED: MSL | DATE: 03/01/12

CHECKED: GHD | REVISED: | STRUCTURE FILE NUMBER: 5707994/5708001

PIER 10 PLAN AND ELEVATION (2 OF 2)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

72 / 229

1319 / 1565

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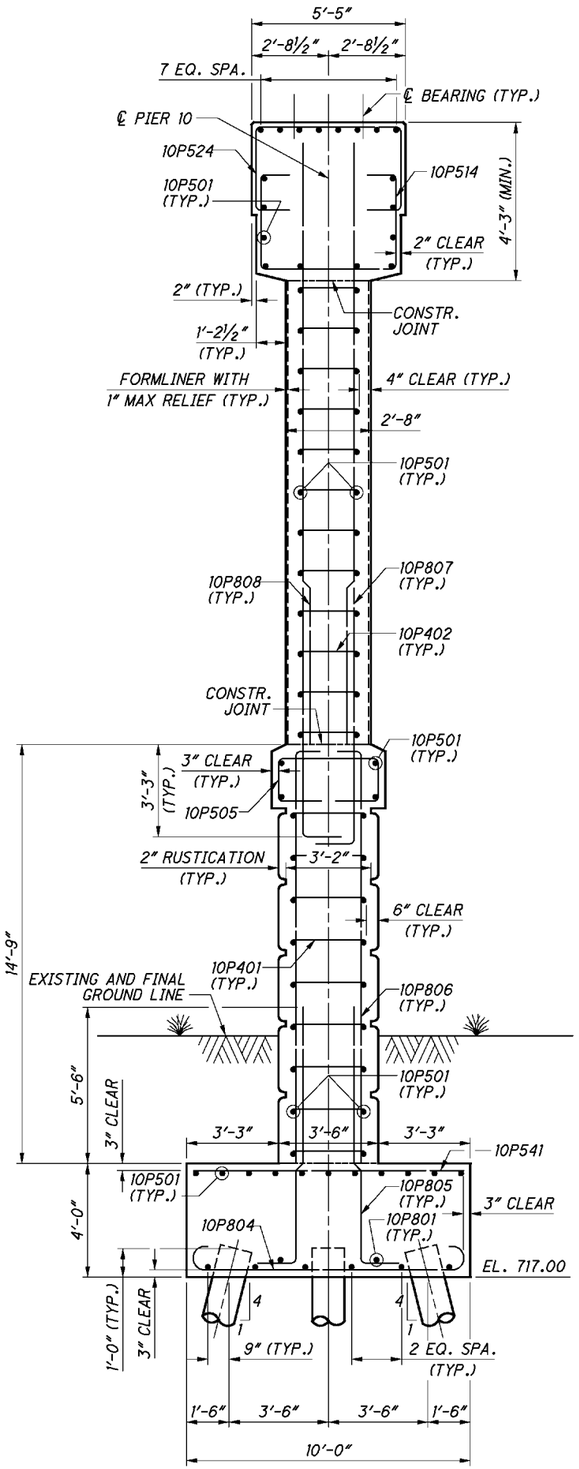
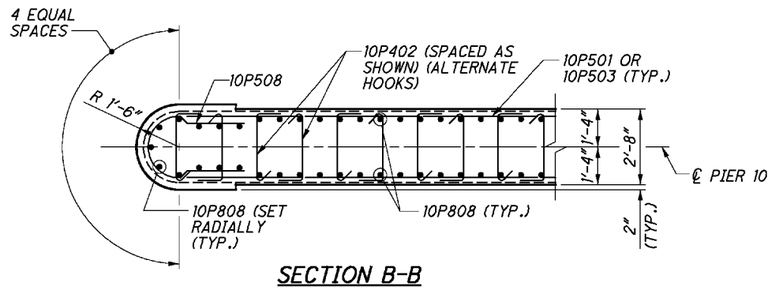
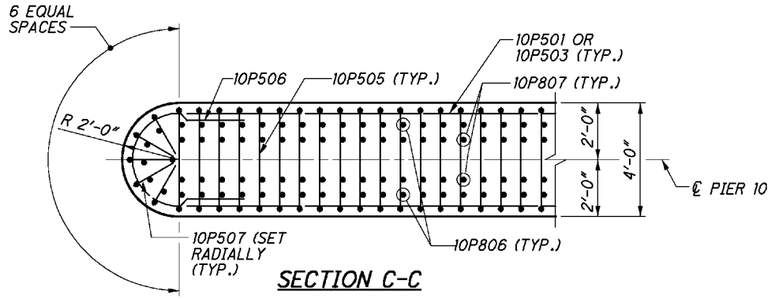


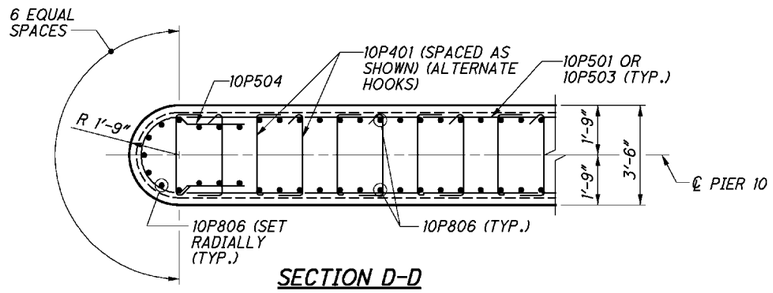
SECTION A-A



SECTION B-B



SECTION C-C



SECTION D-D

NOTES:

1. FOR PIER 10 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 71 /229 AND 72 /229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 26 /229.
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 /229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 /229 .
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 /229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	MEP/JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 10 DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

73 /229

1320
1565

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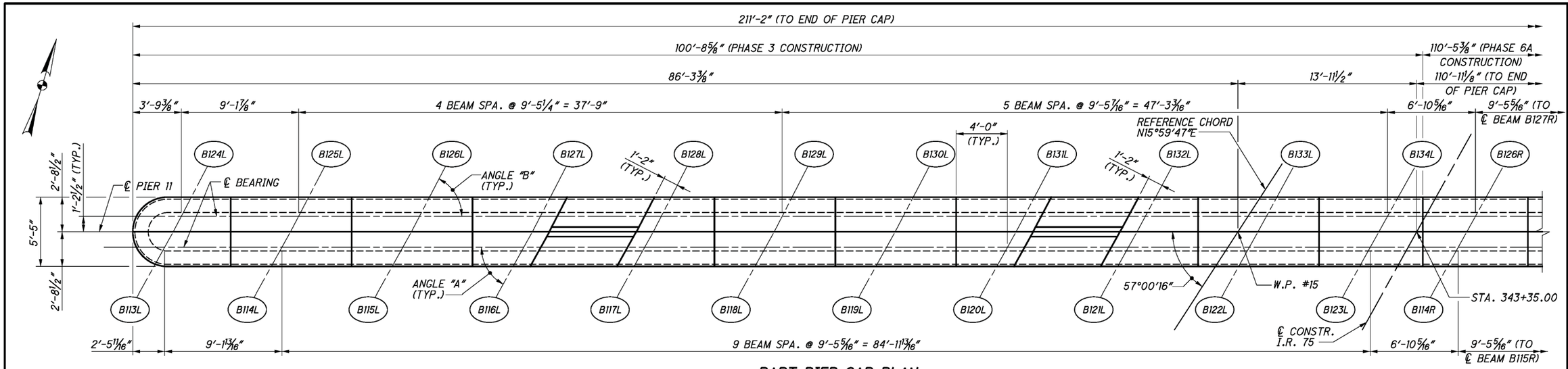
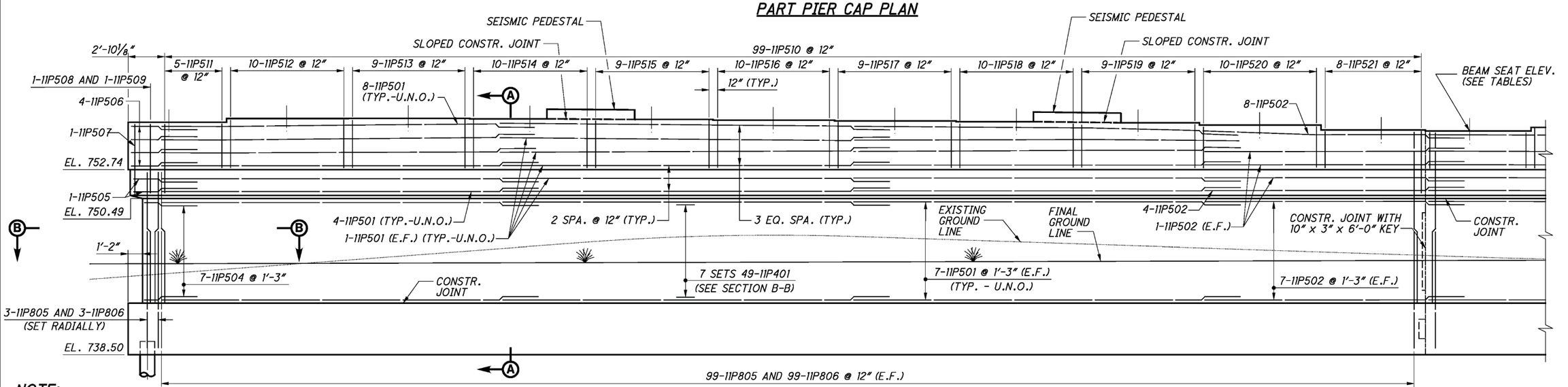


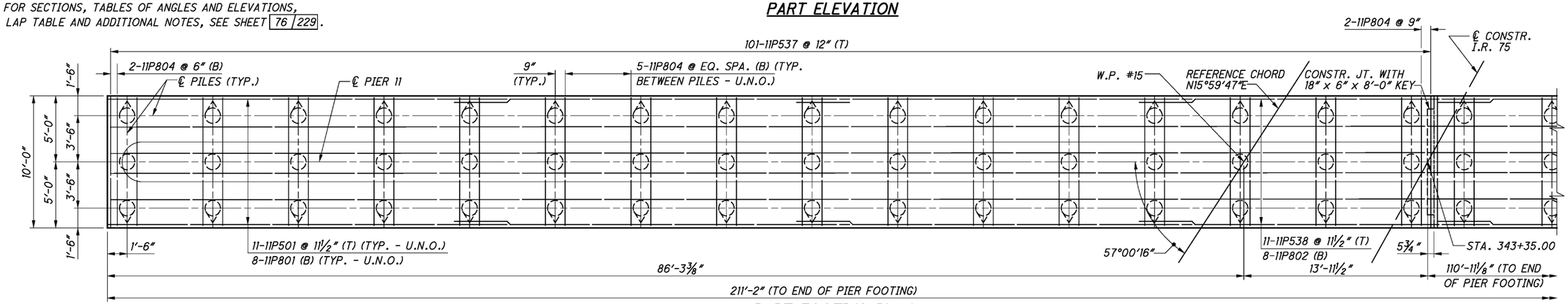
PART PIER CAP PLAN



PART ELEVATION

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 76 / 229.



PART FOOTING PLAN

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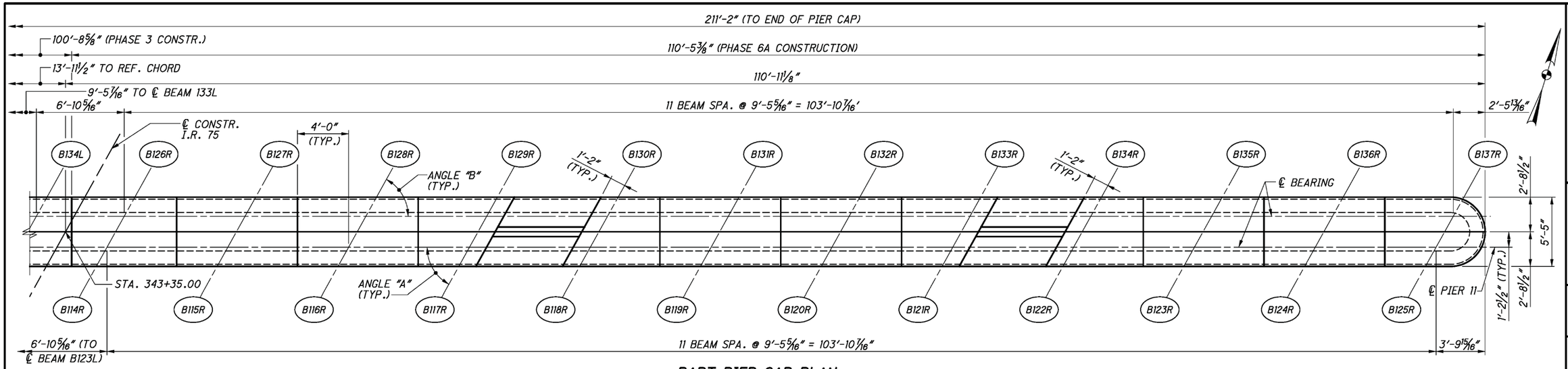
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

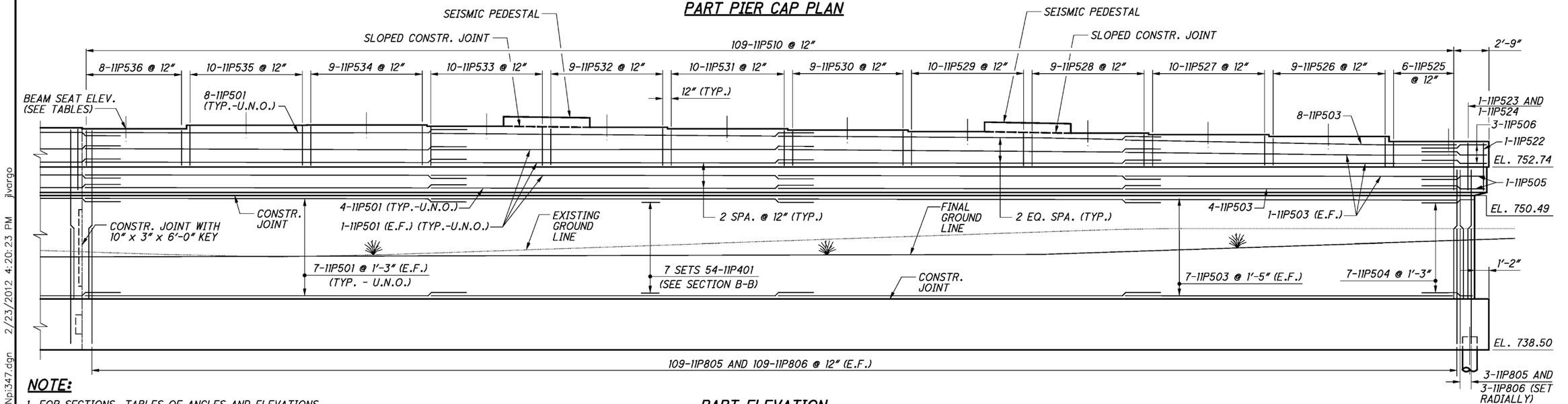
DESIGNED	DRAWN	REVIEWED	DATE
DMP	JLV/SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 11 PLAN AND ELEVATION (1 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



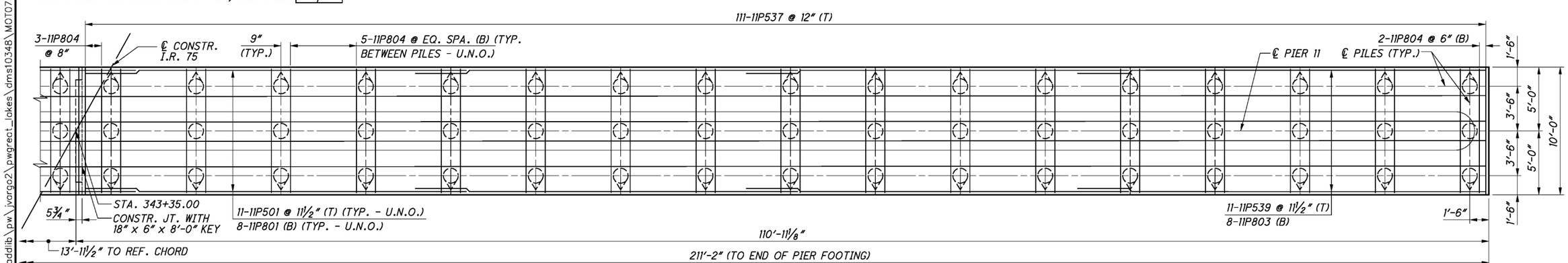
PART PIER CAP PLAN



PART ELEVATION

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 76 | 229.



PART FOOTING PLAN

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
DMP	JLV/SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PIER 11 PLAN AND ELEVATION (2 OF 2)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

75 | 229

1322
1565

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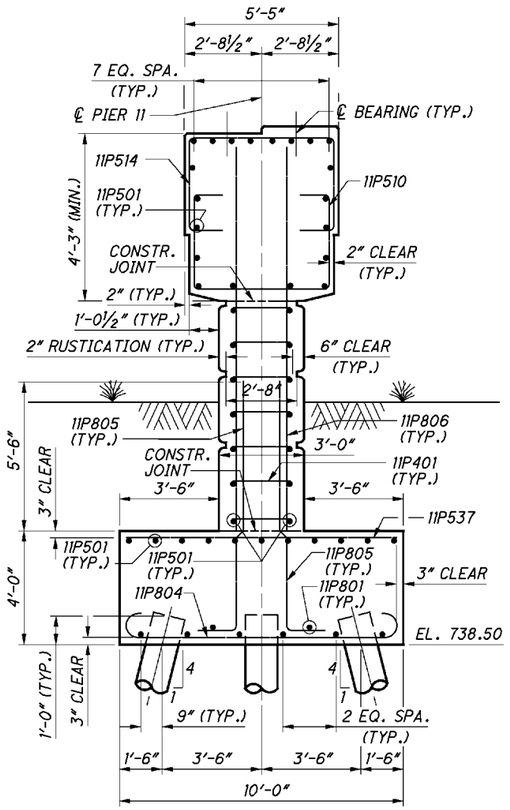
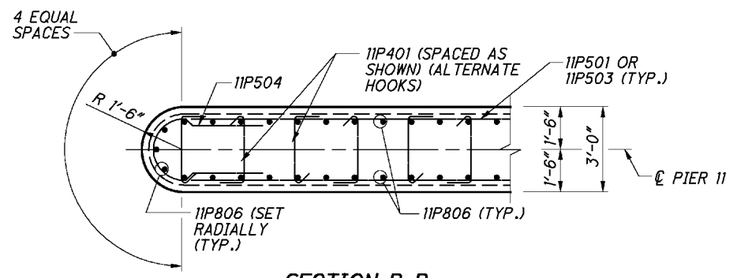


SECTION A-A



SECTION B-B

ANGLE "A"	
BEAM	ANGLE
B113L	60°54'26"
B114L	60°54'26"
B115L	60°54'26"
B116L	60°54'26"
B117L	60°54'26"
B118L	60°54'26"
B119L	60°54'26"
B120L	60°54'26"
B121L	60°54'26"
B122L	60°54'26"
B123L	60°54'26"

ANGLE "B"	
BEAM	ANGLE
B124L	62°26'34"
B125L	62°25'03"
B126L	62°30'41"
B127L	62°36'35"
B128L	62°42'47"
B129L	62°49'17"
B130L	62°28'42"
B131L	62°07'04"
B132L	61°44'19"
B133L	61°20'23"
B134L	60°54'26"

ANGLE "A"	
BEAM	ANGLE
B114R	60°54'26"
B115R	60°54'26"
B116R	60°54'26"
B117R	60°54'26"
B118R	60°54'26"
B119R	60°54'26"
B120R	60°54'26"
B121R	60°54'26"
B122R	60°54'26"
B123R	60°54'26"
B124R	60°54'26"
B125R	60°54'26"

ANGLE "B"	
BEAM	ANGLE
B126R	60°54'26"
B127R	60°54'26"
B128R	60°54'26"
B129R	60°54'26"
B130R	60°54'26"
B131R	60°54'26"
B132R	60°54'26"
B133R	60°54'26"
B134R	60°54'26"
B135R	60°54'26"
B136R	60°54'26"
B137R	60°54'26"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B113L	756.25
B114L	756.57
B115L	756.61
B116L	756.57
B117L	756.50
B118L	756.45
B119L	756.40
B120L	756.32
B121L	756.26
B122L	756.07
B123L	755.67

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B124L	756.25
B125L	756.55
B126L	756.61
B127L	756.56
B128L	756.53
B129L	756.50
B130L	756.44
B131L	756.37
B132L	756.34
B133L	756.14
B134L	755.75

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B114R	755.62
B115R	755.93
B116R	755.93
B117R	755.84
B118R	755.76
B119R	755.64
B120R	755.54
B121R	755.42
B122R	755.31
B123R	755.19
B124R	755.20
B125R	754.78

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B126R	755.75
B127R	756.03
B128R	756.04
B129R	755.95
B130R	755.84
B131R	755.73
B132R	755.65
B133R	755.53
B134R	755.40
B135R	755.28
B136R	755.14
B137R	754.74

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 8 VERT.	5'-3" MIN.
NO. 8 HORZ.	4'-0" MIN.

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 11 DETAILS AND LOCATION OF SECTIONS, SEE SHEET 74 / 229 AND 75 / 229.
2. FOR PILE LAYOUT PLAN , SEE SHEET 26 / 229 .
3. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
4. FOR ARCHITECTURAL DETAILS, SEE SHEET 37 / 229.
5. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN JLV/SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 11 DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

76 / 229

1323
1565

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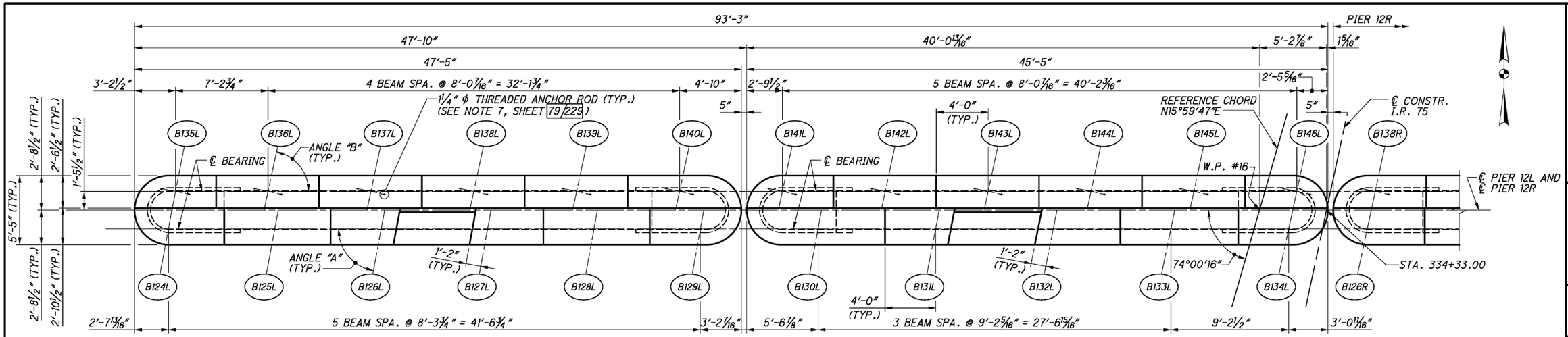
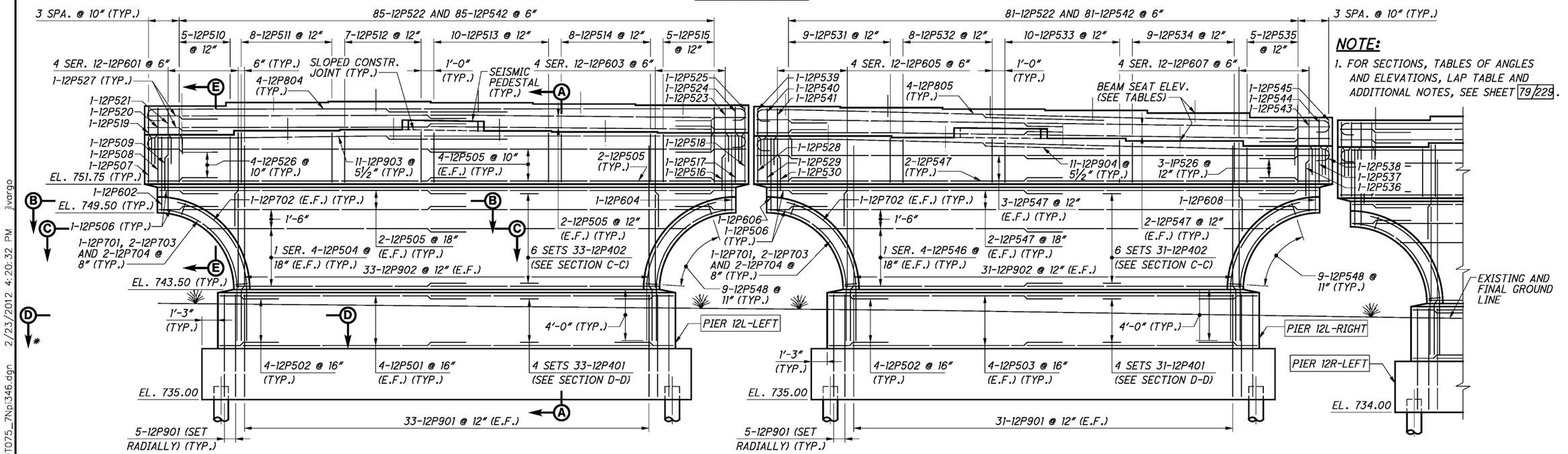
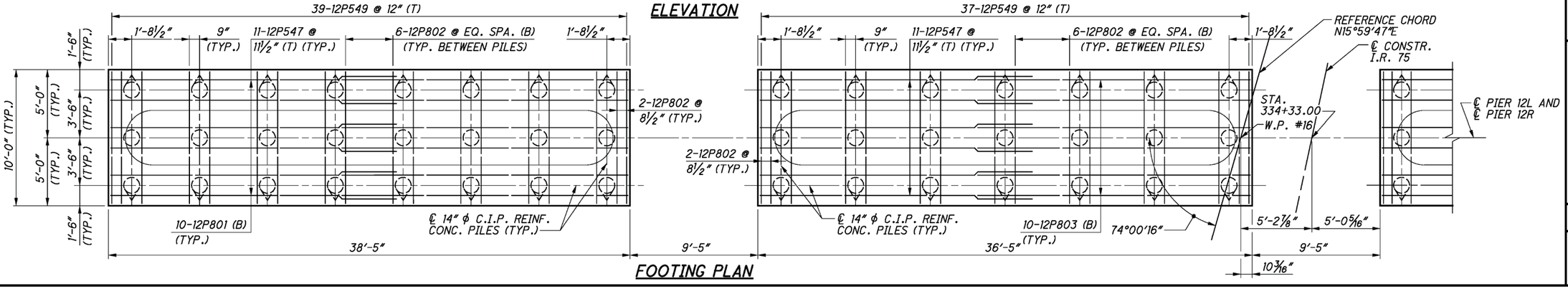


PIER CAP PLAN



ELEVATION



FOOTING PLAN

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES AND ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 79/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

PIER 12L PLAN AND ELEVATION - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

77 / 229

1324
1565

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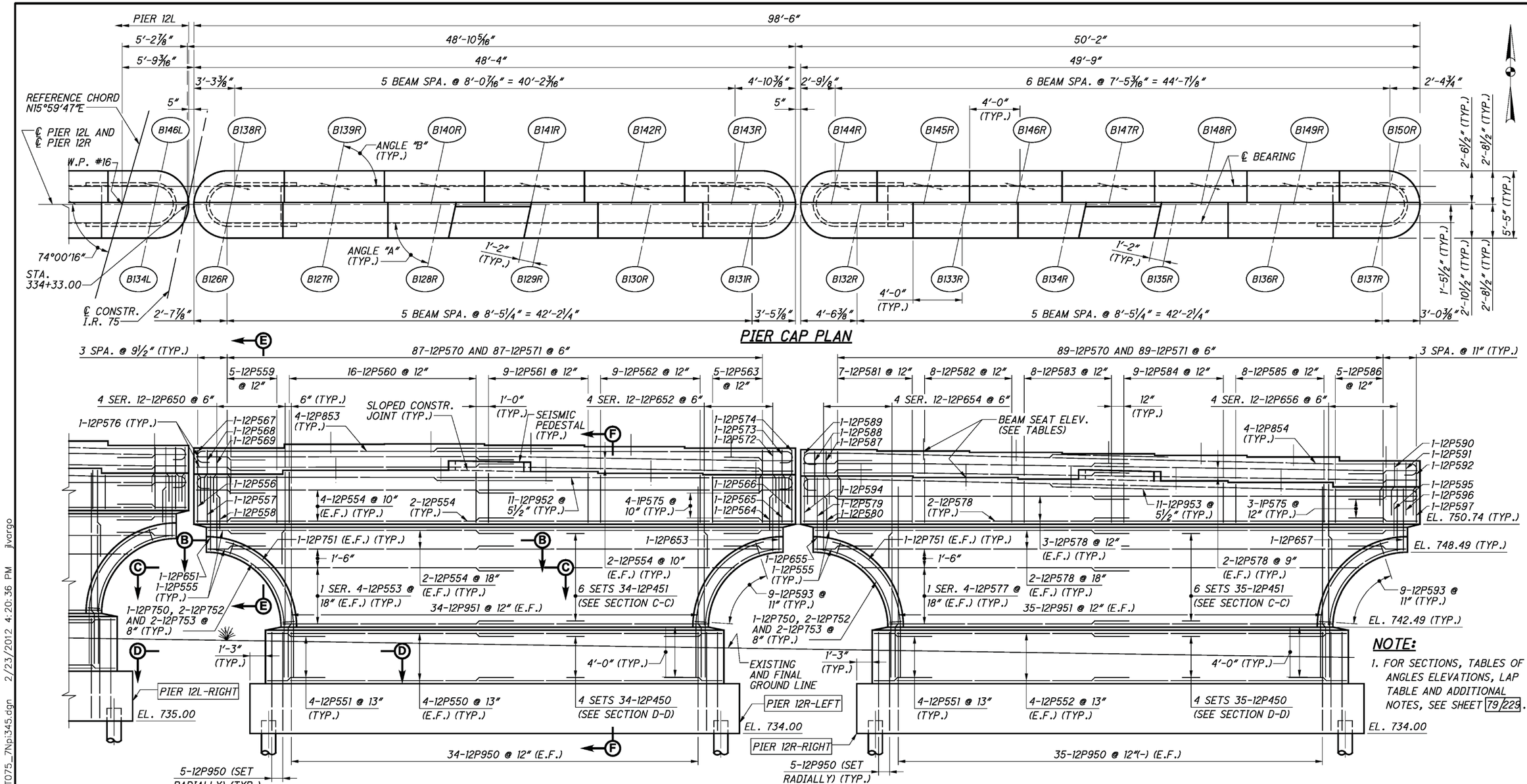
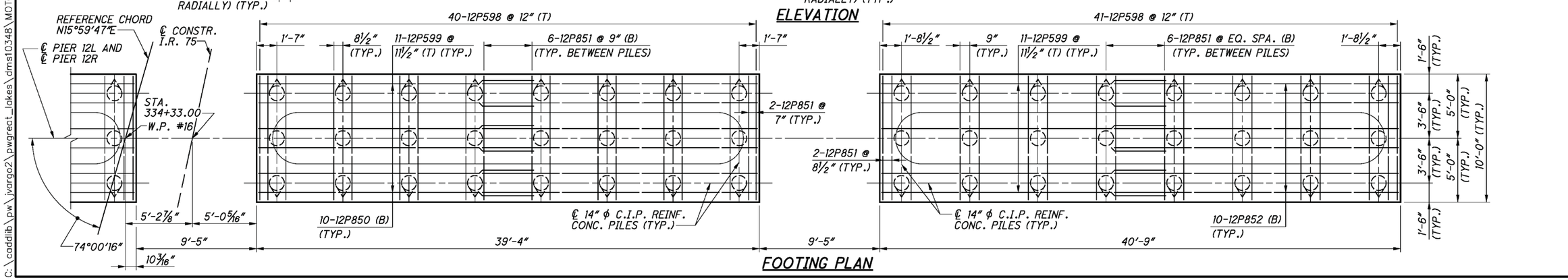


PIER CAP PLAN

ELEVATION

NOTE:

1. FOR SECTIONS, TABLES OF ANGLES ELEVATIONS, LAP TABLE AND ADDITIONAL NOTES, SEE SHEET 79/229.



FOOTING PLAN

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JPD	JLV	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		5707994/5708001	

PIER 12R PLAN AND ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

ANGLE "A"	
BEAM	ANGLE
B124L	79°26'34"
B125L	79°25'03"
B126L	79°30'41"
B127L	79°36'35"
B128L	79°42'47"
B129L	79°49'17"
B130L	79°28'42"
B131L	79°07'04"
B132L	78°44'19"
B133L	78°20'23"
B134L	77°54'26"

ANGLE "B"	
BEAM	ANGLE
B135L	79°03'13"
B136L	77°54'26"
B137L	77°54'26"
B138L	77°54'26"
B139L	77°54'26"
B140L	77°54'26"
B141L	77°54'26"
B142L	77°54'26"
B143L	77°54'26"
B144L	77°54'26"
B145L	77°54'26"
B146L	77°54'26"

ANGLE "A"	
BEAM	ANGLE
B126R	77°54'26"
B127R	77°54'26"
B128R	77°54'26"
B129R	77°54'26"
B130R	77°54'26"
B131R	77°54'26"
B132R	77°54'26"
B133R	77°54'26"
B134R	77°54'26"
B135R	77°54'26"
B136R	77°54'26"
B137R	77°54'26"

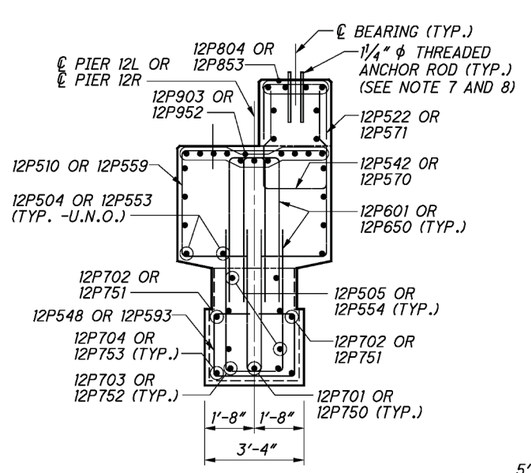
ANGLE "B"	
BEAM	ANGLE
B138R	77°54'26"
B139R	77°54'26"
B140R	77°54'26"
B141R	77°54'26"
B142R	77°54'26"
B143R	77°54'26"
B144R	77°54'26"
B145R	77°54'26"
B146R	77°54'26"
B147R	77°54'26"
B148R	77°54'26"
B149R	77°54'26"
B150R	77°54'26"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B124L	755.52
B125L	755.84
B126L	755.90
B127L	755.80
B128L	755.72
B129L	755.65
B130L	755.53
B131L	755.41
B132L	755.34
B133L	755.14
B134L	754.75

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B135L	757.87
B136L	758.15
B137L	758.22
B138L	758.13
B139L	758.03
B140L	757.94
B141L	757.84
B142L	757.75
B143L	757.64
B144L	757.54
B145L	757.33
B146L	756.98

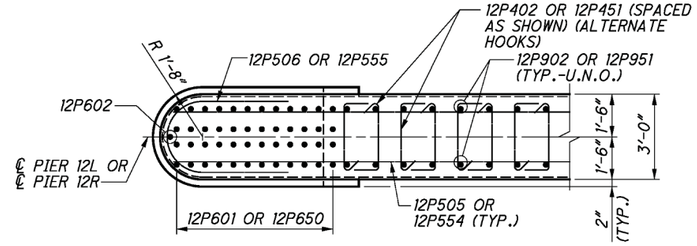
BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B126R	754.76
B127R	755.07
B128R	755.08
B129R	754.97
B130R	754.83
B131R	754.72
B132R	754.61
B133R	754.49
B134R	754.36
B135R	754.22
B136R	754.10
B137R	753.74

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B138R	756.86
B139R	757.16
B140R	757.19
B141R	757.08
B142R	756.97
B143R	756.85
B144R	756.73
B145R	756.62
B146R	756.51
B147R	756.40
B148R	756.27
B149R	756.14
B150R	755.83



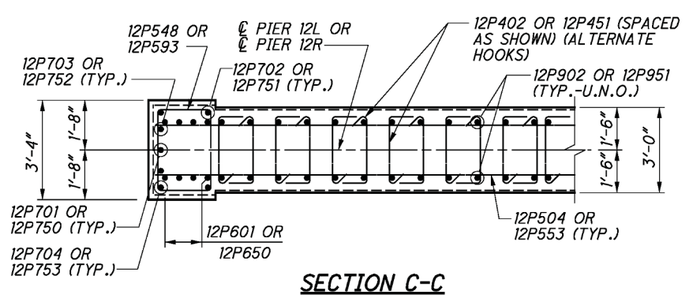
SECTION E-E

(FOR ADDITIONAL DETAILS, SEE SECTION A-A AND F-F)

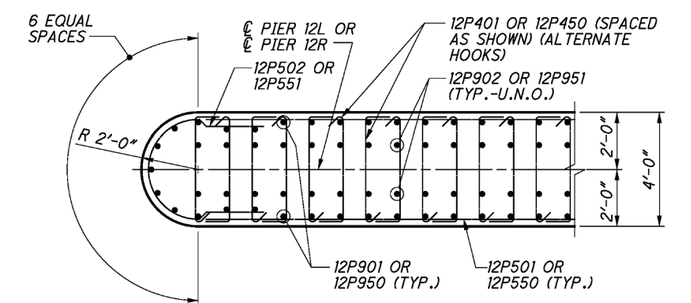


SECTION B-B

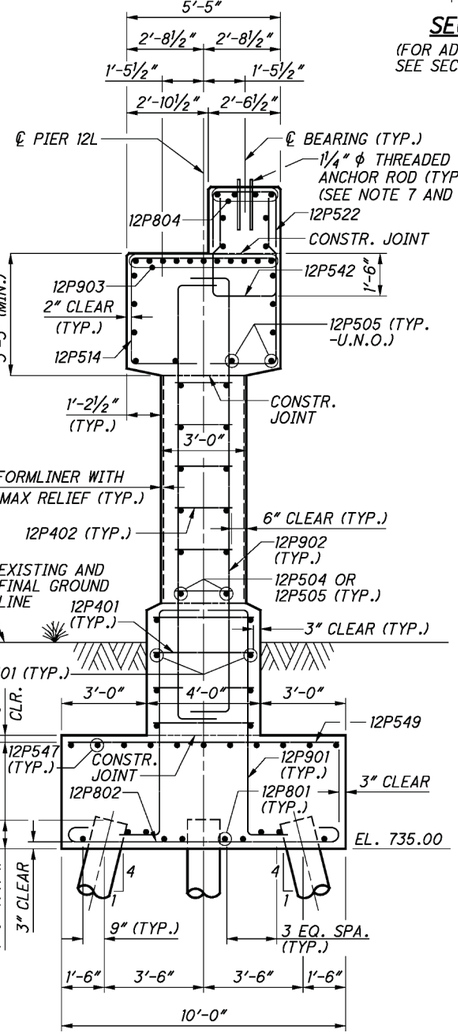
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5 VERT.	2'-0" MIN.
NO. 5 HORZ.	2'-9" MIN.
NO. 6 VERT.	2'-6" MIN.
NO. 8 HORZ.	6'-0" MIN.
NO. 9 VERT.	6'-6" MIN.
NO. 9 HORZ.	9'-3" MIN.



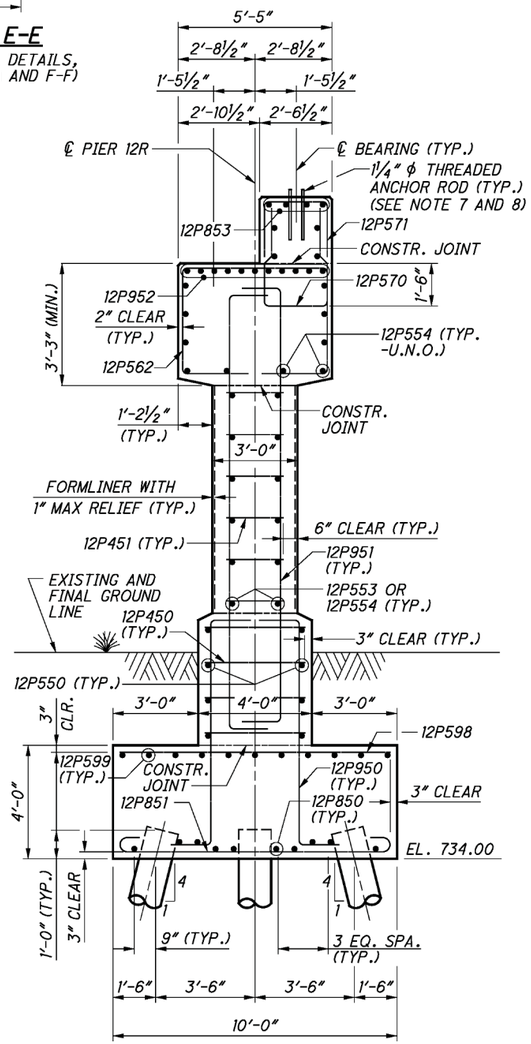
SECTION C-C



SECTION D-D



SECTION A-A



SECTION F-F

LEGEND:

(BXXX) = DENOTES BEAM NUMBER

= DENOTES BATTERED PILE

= DENOTES VERTICAL PILE

NOTES:

1. FOR PIER 12L DETAILS AND LOCATION OF SECTIONS, SEE SHEET 77 / 229.
2. FOR PIER 12R DETAILS AND LOCATION OF SECTIONS, SEE SHEET 78 / 229.
3. FOR PILE LAYOUT PLAN , SEE SHEET 28 / 229.
4. FOR REFERENCE LINE DIAGRAM, SEE SHEET 7 / 229.
5. FOR ARCHITECTURAL DETAILS, SEE SHEET 36 / 229.
6. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 80 / 229.
7. BRIDGE SEAT REINFORCING, SETTING ANCHORS: ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHORS OR THE PRE-SETTING OF BEARING ANCHORS.
8. FOR ADDITIONAL ANCHOR ROD DETAILS AND NOTES, SEE SHEET 83 / 229.
9. FIELD CUTTING OF REINFORCING STEEL AND REPAIR OF EPOXY COATING SHALL BE INCIDENTAL TO ITEM 509 EPOXY COATED REINFORCING STEEL.
10. EMBED STRUCTURE GROUNDING SYSTEMS IN THE PIER NEAR THE LEFT AND RIGHT FASCIA BEAMS OF EACH BRIDGE. BOND THE GROUDING SYSTEMS TO THE PILES. REFER TO STANDARD DRAWING HL-50.21 FOR DETAILS. SEE LIGHTING PLANS FOR PAYMENT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED JPD | DRAWN JLV | CHECKED DMP | REVIEWED MSL | DATE 03/01/12

REVISED

STRUCTURE FILE NUMBER 5707994/5708001

PIER 12L AND 12R DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

79 / 229

1326
1565

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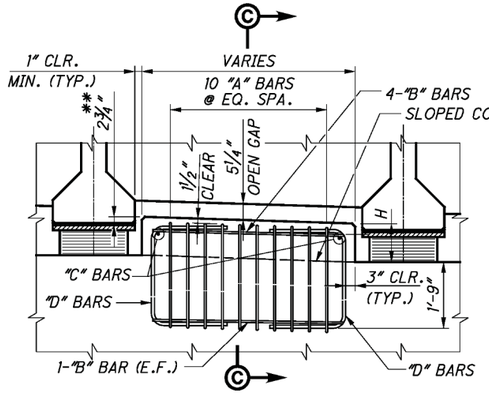
SEISMIC PEDESTAL DATA

LEFT BRIDGE

PIER	BETWEEN BEAMS	HEIGHT (H), IN.	"A" BARS	"B" BARS	"C" BARS	"D" BARS
NO SEISMIC PEDESTALS AT PIER 1L						
2L	B16L-B17L	11.72	SP501	SP502	SP801	SP802
	B21L-B22L	11.72	SP501	SP502	SP801	SP802
	B27L-B28L	9.27	SP503	SP502	SP801	SP803
	B32L-B33L	9.27	SP503	SP502	SP801	SP803
3L	B27L-B28L	8.12	SP504	SP505	SP804	SP805
	B32L-B33L	8.12	SP504	SP505	SP804	SP805
	B38L-B39L	10.17	SP506	SP505	SP804	SP806
	B43L-B44L	10.17	SP506	SP505	SP804	SP806
4	B39L-B40L	9.03	SP507	SP508	SP807	SP803
	B43L-B44L	9.04	SP509	SP510	SP808	SP803
	B50L-B51L	9.06	SP511	SP512	SP809	SP803
	B54L-B55L	9.06	SP511	SP512	SP809	SP803
5	B50L-B51L	8.49	SP513	SP514	SP810	SP811
	B54L-B55L	8.49	SP513	SP514	SP810	SP811
	B61L-B62L	8.49	SP513	SP514	SP810	SP811
	B65L-B66L	8.49	SP513	SP514	SP810	SP811
6	B61L-B62L	7.91	SP515	SP516	SP812	SP811
	B65L-B66L	7.91	SP515	SP516	SP812	SP811
	B72L-B73L	7.91	SP515	SP516	SP812	SP811
	B76L-B77L	7.91	SP515	SP516	SP812	SP811
7	B72L-B73L	7.34	SP517	SP516	SP812	SP813
	B76L-B77L	7.34	SP517	SP516	SP812	SP813
	B83L-B84L	7.91	SP518	SP519	SP814	SP811
	B87L-B88L	7.91	SP518	SP519	SP814	SP811
8	B83L-B84L	7.91	SP518	SP519	SP814	SP811
	B87L-B88L	7.91	SP518	SP519	SP814	SP811
	B94L-B95L	7.88	SP520	SP521	SP804	SP811
	B98L-B99L	7.88	SP520	SP521	SP804	SP811
9	B94L-B95L	7.90	SP520	SP521	SP804	SP811
	B98L-B99L	7.90	SP520	SP521	SP804	SP811
	B105L-B106L	8.47	SP520	SP521	SP804	SP811
	B109L-B110L	8.47	SP520	SP521	SP804	SP811
10	B105L-B106L	8.46	SP522	SP523	SP801	SP811
	B109L-B110L	8.46	SP522	SP523	SP801	SP811
	B116L-B117L	8.47	SP522	SP523	SP801	SP811
	B120L-B121L	8.47	SP522	SP523	SP801	SP811
11	B116L-B117L	8.47	SP522	SP519	SP801	SP811
	B120L-B121L	8.47	SP522	SP519	SP801	SP811
	B127L-B128L	8.47	SP522	SP519	SP801	SP811
	B131L-B132L	8.47	SP522	SP519	SP801	SP811
12L	B126L-B127L	8.47	SP524	SP525	SP815	SP811
	B131L-B132L	8.47	SP524	SP521	SP815	SP811

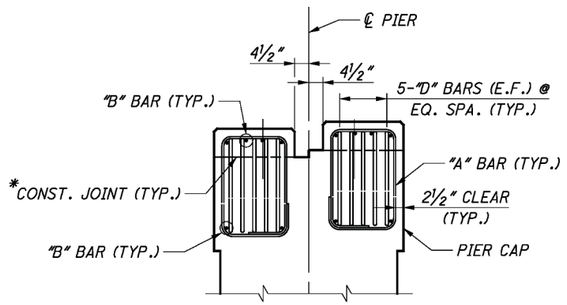
RIGHT BRIDGE

PIER	BETWEEN BEAMS	HEIGHT (H), IN.	"A" BARS	"B" BARS	"C" BARS	"D" BARS
1R	B3R-B4R	11.72	SP526	SP527	SP804	SP802
	B9R-B10R	11.72	SP526	SP527	SP804	SP802
	B15R-B16R	11.09	SP528	SP527	SP804	SP816
	B21R-B22R	11.09	SP528	SP527	SP804	SP816
2R	B16R-B17R	11.11	SP528	SP523	SP804	SP816
	B21R-B22R	11.11	SP529	SP523	SP814	SP816
	B27R-B28R	10.63	SP530	SP531	SP814	SP806
	B32R-B33R	10.63	SP530	SP531	SP814	SP806
3R	B27R-B28R	10.27	SP532	SP533	SP817	SP806
	B32R-B33R	10.27	SP532	SP533	SP817	SP806
	B38R-B39R	9.59	SP534	SP533	SP818	SP803
	B43R-B44R	9.59	SP534	SP533	SP818	SP803
4	B38R-B39R	9.04	SP535	SP510	SP819	SP803
	B42R-B43R	9.04	SP511	SP536	SP809	SP803
	B49R-B50R	9.02	SP511	SP536	SP809	SP803
	B53R-B54R	9.02	SP537	SP512	SP820	SP803
5	B49R-B50R	8.49	SP513	SP538	SP810	SP811
	B53R-B54R	8.49	SP513	SP538	SP810	SP811
	B60R-B61R	8.46	SP539	SP540	SP817	SP811
	B64R-B65R	8.46	SP539	SP540	SP817	SP811
6	B60R-B61R	8.43	SP518	SP516	SP814	SP811
	B64R-B65R	8.43	SP518	SP516	SP814	SP811
	B71R-B72R	7.92	SP518	SP541	SP814	SP811
	B75R-B76R	7.92	SP518	SP541	SP814	SP811
7	B71R-B72R	7.93	SP518	SP542	SP814	SP811
	B75R-B76R	7.93	SP518	SP542	SP814	SP811
	B82R-B83R	7.93	SP518	SP542	SP814	SP811
	B86R-B87R	7.93	SP518	SP542	SP814	SP811
8	B82R-B83R	7.95	SP518	SP542	SP814	SP811
	B86R-B87R	7.95	SP518	SP542	SP814	SP811
	B93R-B94R	7.91	SP520	SP516	SP804	SP811
	B97R-B98R	7.91	SP520	SP516	SP804	SP811
9	B93R-B94R	7.95	SP520	SP516	SP804	SP811
	B97R-B98R	7.95	SP520	SP516	SP804	SP811
	B104R-B105R	8.49	SP520	SP516	SP804	SP811
	B108R-B109R	8.49	SP520	SP516	SP804	SP811
10	B105R-B106R	8.52	SP522	SP523	SP801	SP811
	B109R-B110R	8.52	SP522	SP523	SP801	SP811
	B117R-B118R	8.49	SP522	SP523	SP801	SP811
	B121R-B122R	8.49	SP522	SP523	SP801	SP811
11	B117R-B118R	8.50	SP522	SP519	SP801	SP811
	B121R-B122R	8.50	SP522	SP519	SP801	SP811
	B129R-B130R	8.50	SP522	SP519	SP801	SP811
	B133R-B134R	8.50	SP522	SP519	SP801	SP811
12R	B128R-B129R	8.53	SP524	SP543	SP815	SP811
	B134R-B135R	8.53	SP524	SP543	SP815	SP811



FRONT VIEW OF SEISMIC PEDESTAL

THE "A" AND "C" BARS SHALL BE PLACED PARALLEL TO THE ℄ BEAMS. THE "B" AND "D" BARS SHALL BE PLACED PARALLEL TO THE ℄ BEARING.



SECTION C-C

(PIER CAP REINFORCEMENT AND "C" BARS NOT SHOWN FOR CLARITY)

SEISMIC PEDESTAL DETAILS

THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMODATE THE PLACEMENT OF THE "A" AND "D" BARS.

* THE SURFACE OF THE BEAM SEAT IN THIS AREA SHALL BE FINISHED WITH A SERRATED TROWEL. THE SERRATIONS SHALL BE ¼" DEEP MINIMUM.

** THE 2¾" DIMENSION IS MEASURED FROM THE BOTTOM OF THE BEAM TO THE TOP OF THE SEISMIC PEDESTAL.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN SNL | CHECKED GHD | REVIEWED AFN | DATE 12/1/10

STRUCTURE FILE NUMBER 5707994/5708001

REVISED

PIER SEISMIC PEDESTAL DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

1327
1565

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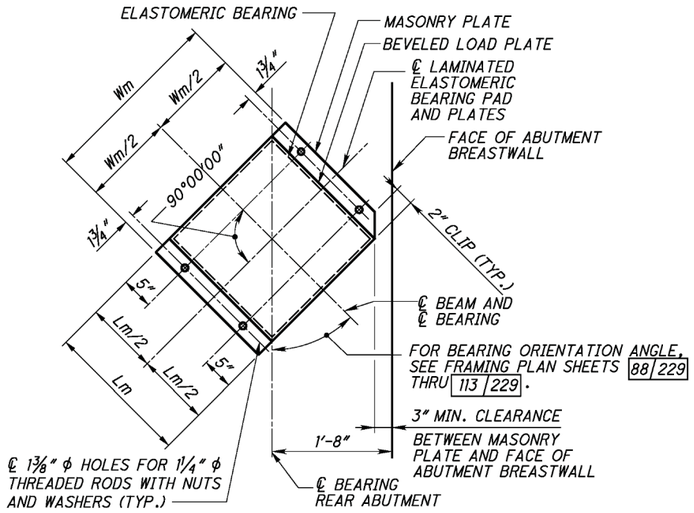
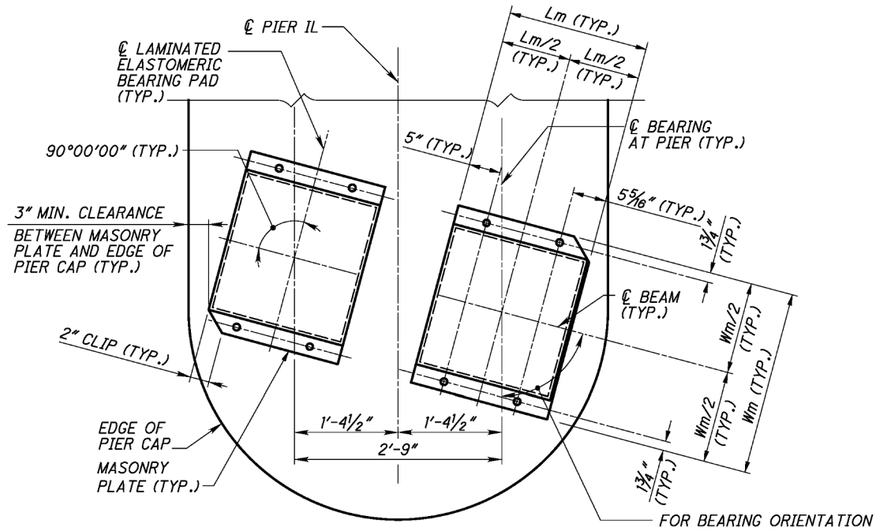


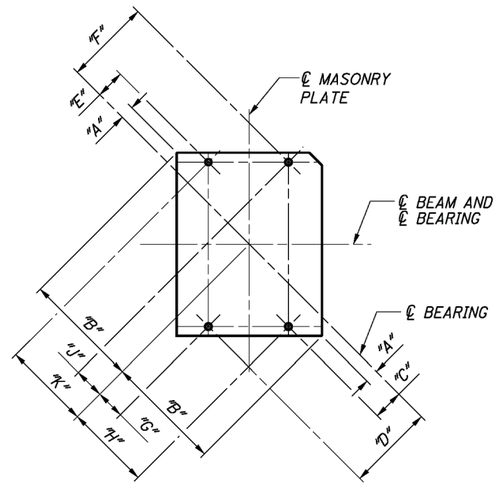
LEFT BRIDGE-REAR ABUTMENT BEARING ORIENTATION PLAN

(RIGHT BRIDGE-REAR ABUT. SIMILAR, EXCEPT NO MASONRY PLATE REQUIRED)

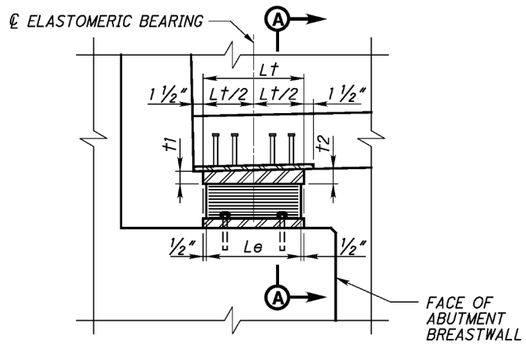


PIER 1L BEARING ORIENTATION PLAN

(BEAMS NOT SHOWN)

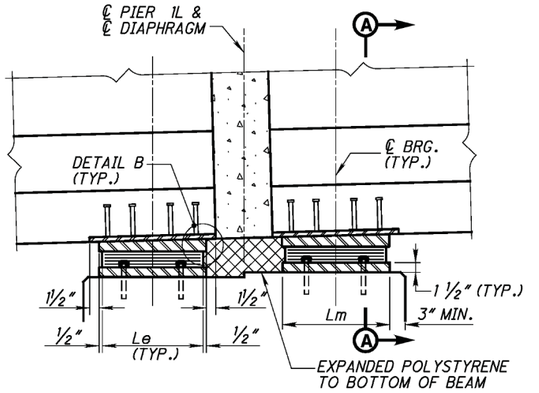


MASONRY PLATE DETAIL



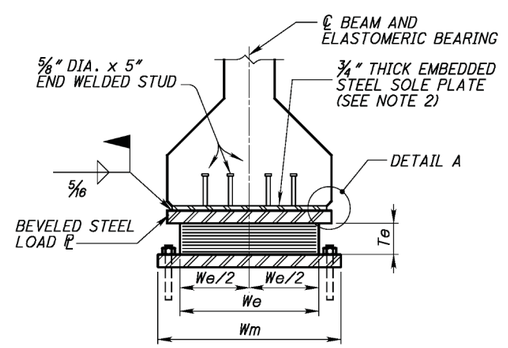
LEFT BRIDGE-REAR ABUTMENT DETAIL (EXPANSION)

(RIGHT BRIDGE REAR ABUT. SIMILAR, EXCEPT NO MASONRY PLATE REQUIRED)

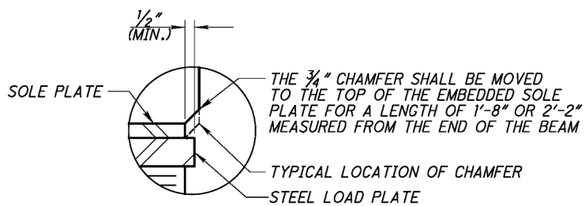


PIER 1L DETAIL (EXPANSION)

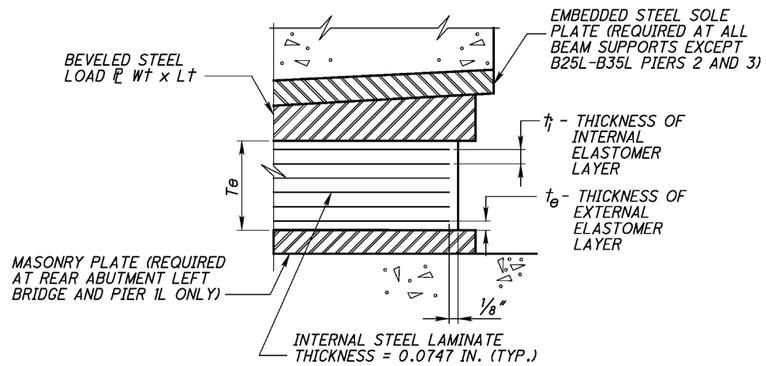
(DIAPHRAGM REINFORCING NOT SHOWN)



SECTION A-A



DETAIL A



DETAIL B

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 84/229.
2. FOR SOLE PLATE DETAIL, SEE SHEET 82/229.
3. FOR TABULAR DIMENSIONS, SEE TABLES, SHEETS 84/229 AND 86/229.
4. ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH THE DRILLING OF BEARING ANCHOR HOLES OR THE PRE-SETTING OF BEARING ANCHORS.
5. FOR BEARING SPACING AND ORIENTATION ANGLES, SEE PIER SHEETS 38/229 THRU 80/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113
DESIGNED JDH | DRAWN SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 57077994/57080001

ELASTOMERIC BEARING DETAILS (SPANS 1-12)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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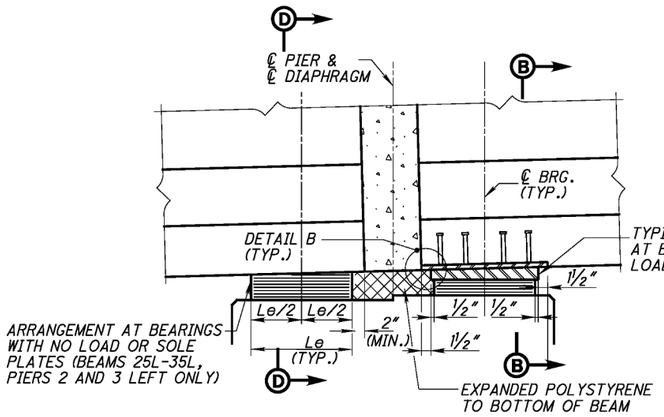
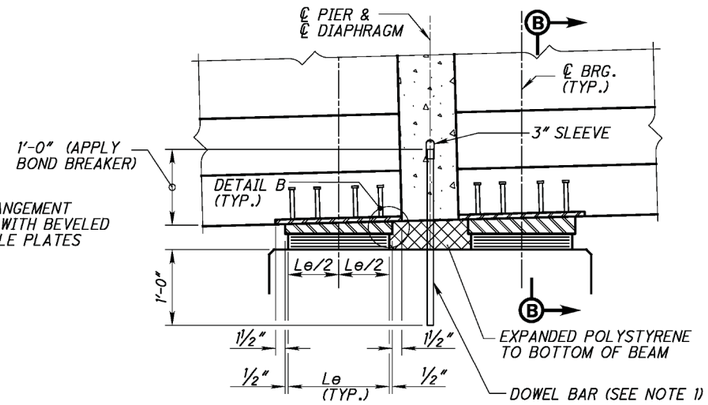


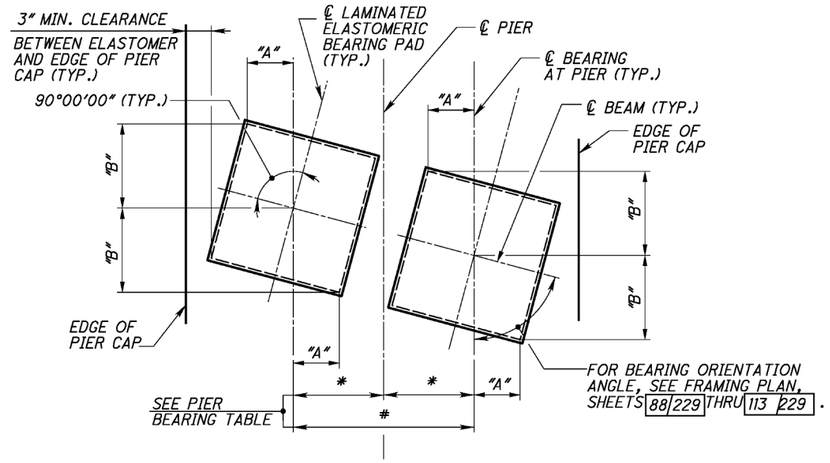
EXPANSION PIER DETAIL

(DIAPHRAGM REINFORCING NOT SHOWN)



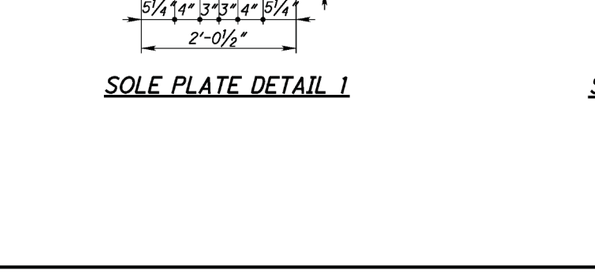
FIXED PIER DETAIL

(DIAPHRAGM REINFORCING NOT SHOWN)



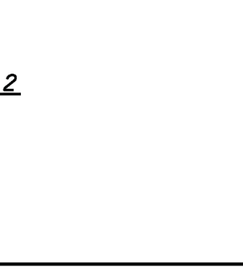
PIER BEARING ORIENTATION PLAN

(BEAMS NOT SHOWN)



SECTION B-B

(WITH EMBEDDED SOLE PLATE
AND BEVELED LOAD PLATE)

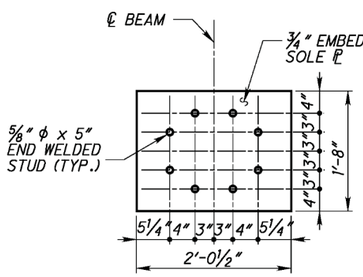


SECTION D-D

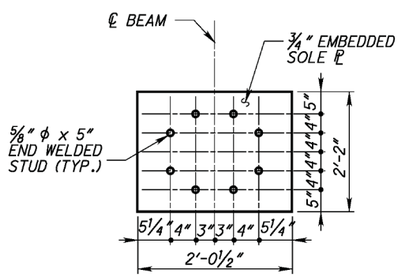
(NO LOAD OR SOLE PLATES)
(AT BEAMS 25L-35L PIERS 2 AND 3 ONLY)

LAMINATED ELASTOMERIC BEARING

(MASONRY PLATE NOT SHOWN)
(TYPICAL AT ALL BEAM SUPPORTS
EXCEPT B25L-B35L PIERS 2 AND 3)



SOLE PLATE DETAIL 1



SOLE PLATE DETAIL 2

PIER BEARING TABLE		
PIERS	*	#
1-3	1'-4½"	2'-9"
4-11	1'-2½"	2'-5"
12	1'-5½"	2'-11"

NOTES:

1. 2 - 1" DIA. SMOOTH GALVANIZED DOWEL BARS, ASTM A311 CLASS A, GRADE 1018, WITH SLEEVE SPA. @ 1'-0" C/C. INSTALL DOWEL BARS ACCORDING TO ITEM 510 DOWEL HOLES WITH NONSHRINK, NON-METALLIC GROUT, 705.20. PAYMENT SHALL BE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72"), AS PER PLAN.
2. FOR ADDITIONAL NOTES, SEE SHEET 84 229 .
3. FOR TABULAR DIMENSIONS, SEE TABLES, SHEETS 84 229 AND 86 229 .
4. FOR DETAILS A AND B, SEE SHEET 81 229 .
5. FOR LOCATION OF SOLE PLATE DETAIL 1 OR 2, SEE SHEETS 84 229 AND 86 229 .
6. FOR PIER 12 BEARING ORIENTATION PLAN, SEE SHEET 83 229 .
7. FOR BEARING SPACING AND ORIENTATION ANGLES, SEE PIER SHEETS 38 229 THRU 80 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/57080001	

ELASTOMERIC BEARING DETAILS (SPANS 1-12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1329
1565

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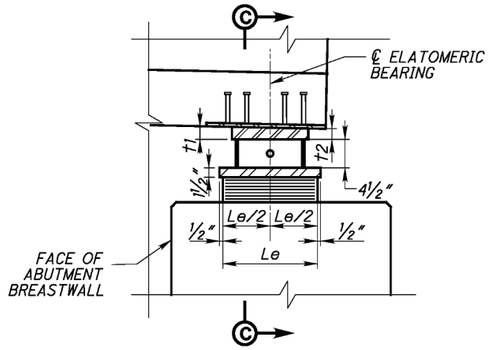
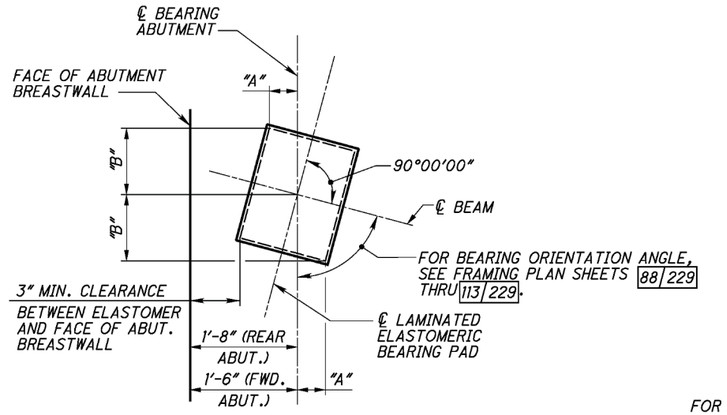


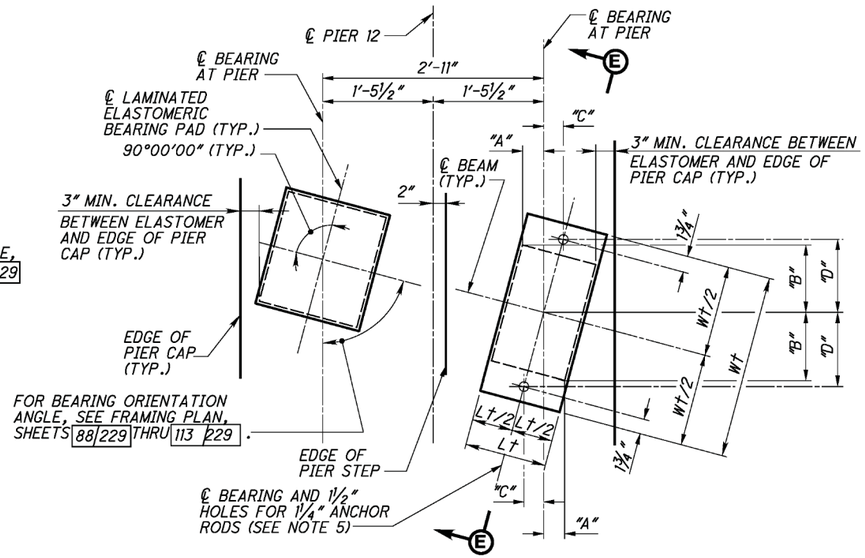
FORWARD ABUTMENT DETAIL (EXPANSION)

(DIAPHRAGM NOT SHOWN)

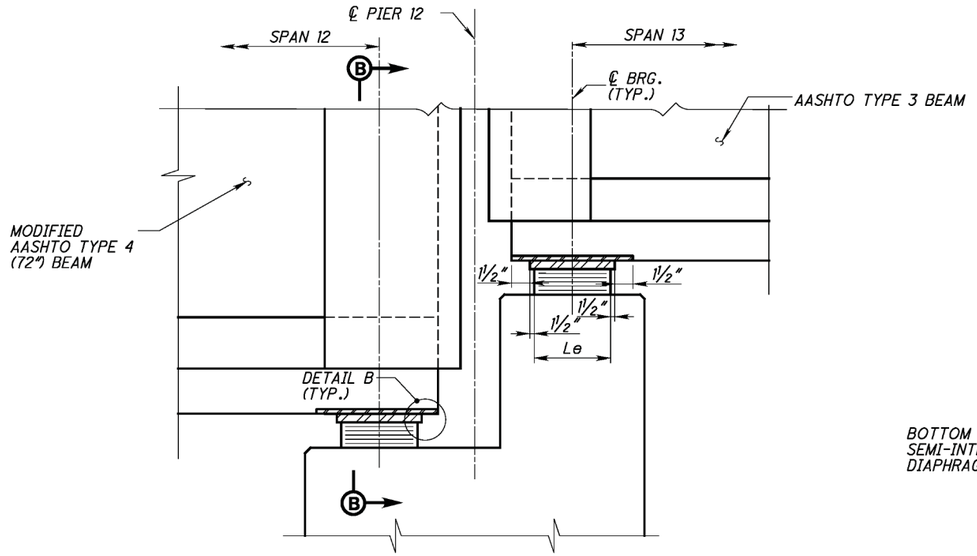


FORWARD ABUTMENT BEARING ORIENTATION PLAN

RIGHT BRIDGE-REAR ABUTMENT BEARING ORIENTATION PLAN

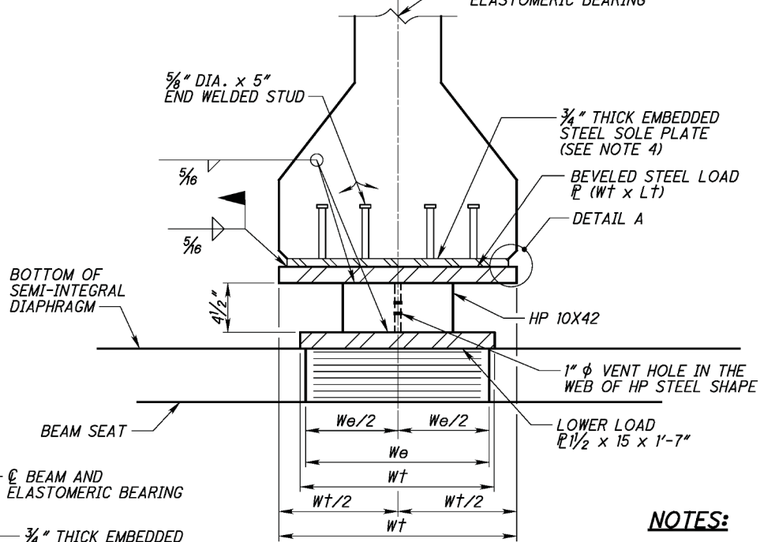


PIER 12 BEARING ORIENTATION PLAN

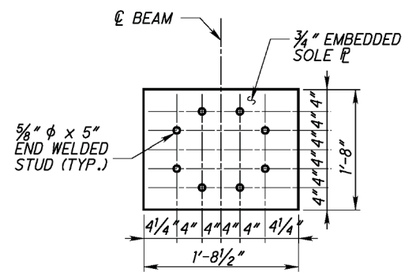


PIER 12 DETAIL

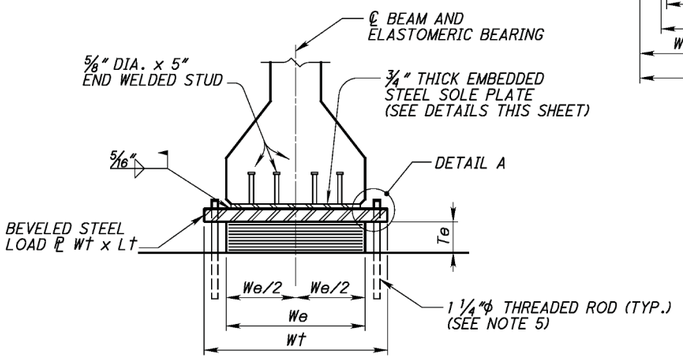
(ANCHOR BOLTS NOT SHOWN FOR SPAN 13 BEARINGS)



SECTION C-C



SOLE PLATE DETAIL 3



SECTION E-E

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 84/229.
2. FOR SECTION B-B, DETAIL A, AND DETAIL B, SEE SHEET 81/229.
3. FOR TABULAR DIMENSIONS, SEE TABLES, SHEETS 84/229 AND 86/229.
4. FOR SOLE PLATE DETAIL 3, SEE SHEET 82/229.
5. 1¼" ϕ THREADED RODS FOR BEARINGS AT PIER 12, SPAN 13 SHALL BE ASTM F1554 GRADE 55 AND BE C.I.P. AND EMBEDDED 1'-6" INTO CONCRETE. THE RODS SHALL PROJECT 1½" ABOVE THE TOP OF THE LOAD PLATE. RODS SHALL BE GALVANIZED PER CMS 711.02.
6. FOR BEARING SPACING AND ORIENTATION ANGLES, SEE PIER SHEETS 38/229 THRU 80/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

ELASTOMERIC BEARING DETAILS (SPAN 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

83/229

1330
1565

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ELASTOMERIC BEARING DATA - LEFT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	TYPE	DL (K.)	LL (K.)	TOTAL LOAD (DL + LL) (K.)	Le (IN.)	We (IN.)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF te's	NO. INTERNAL LAMINATES	Te (IN.)
R ABUT.	1L-5L	5	EXP	150	63	213	22.00	22.00	0.65	0.35	9	2	10	7.30
	6L-12L	7	EXP	130	59	189	22.00	22.00	0.65	0.35	9	2	10	7.30
PIER 1L	1L-5L	5	EXP	152	68	220	21.00	22.00	0.60	0.35	9	2	10	6.85
	6L-12L	7	EXP	126	61	187	21.00	22.00	0.60	0.35	9	2	10	6.85
	13L-24L	12	EXP	157	69	226	21.00	22.00	0.60	0.35	9	2	10	6.85
PIER 2L	13L-24L	12	EXP	158	59	217	21.00	21.00	0.60	0.35	9	2	10	6.85
	25L-35L	11	EXP	183	68	252	20.00	20.00	0.50	0.35	10	2	11	6.52
PIER 3L	25L-35L	11	EXP	186	68	254	17.00	20.00	0.50	0.35	8	2	9	5.37
	36L-40L	5	EXP	57	61	118	17.00	20.00	0.50	0.35	8	2	9	5.37
	41L-46L	6	EXP	112	61	173	17.00	20.00	0.50	0.35	8	2	9	5.37
PIER 4	36L-40L	5	EXP	65	63	127	14.00	18.00	0.50	0.35	6	2	7	4.22
	41L-46L	6	EXP	124	60	184	17.00	20.00	0.50	0.35	6	2	7	4.22
	47L-57L	11	EXP	178	67	245	16.00	20.00	0.50	0.35	6	2	7	4.22
PIER 5	47L-57L	11	EXP	167	68	235	16.00	20.00	0.50	0.35	5	2	6	3.65
	58L-68L	11	EXP	180	70	250	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 6	58L-68L	11	EXP	182	69	251	16.00	20.00	0.50	0.35	4	2	5	3.07
	69L-79L	11	EXP	190	70	260	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 7	69L-79L	11	EXP	189	70	258	16.00	20.00	0.50	0.35	3	2	4	2.50
	80L-90L	11	EXP	178	69	247	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 8	80L-90L	11	FIX	178	68	246	16.00	20.00	0.50	0.35	4	2	5	3.07
	91L-101L	11	FIX	179	67	246	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 9	91L-101L	11	FIX	176	67	244	16.00	20.00	0.50	0.35	4	2	5	3.07
	102L-112L	11	FIX	177	69	245	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 10	102L-112L	11	EXP	178	68	246	16.00	20.00	0.50	0.35	5	2	6	3.65
	113L-123L	11	EXP	179	67	246	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 11	113L-123L	11	EXP	180	68	248	16.00	20.00	0.50	0.35	5	2	6	3.65
	124L-134L	11	EXP	173	69	242	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 12	124L-134L	11	EXP	148	61	209	16.00	18.00	0.50	0.35	5	2	6	3.65
	135L-136L	12	FIX	81	56	137	12.00	18.00	0.50	0.35	3	2	4	2.50
F ABUT.	135L-146L	12	EXP	101	56	157	14.00	18.00	0.50	0.35	4	2	5	3.07

LOAD PLATE DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	Lt (IN.)	Wt (IN.)	*t1 (IN.)	*t2 (IN.)	SOLE PLATE DETAIL NO.
R ABUT.	1L-5L	5	23.00	26.00	2.00	2.46	2
	6L-12L	7	23.00	26.00	2.00	2.39	2
PIER 1	1L-5L	5	22.00	26.00	2.00	2.44	2
	6L-12L	7	22.00	26.00	2.00	2.33	2
	13L-24L	12	22.00	26.00	2.00	2.29	2
PIER 2	13L-24L	12	22.00	26.00	2.00	2.24	2
	25L-35L	LOAD PLATE NOT REQUIRED					
PIER 3	25L-35L	LOAD PLATE NOT REQUIRED					
	36L-40L	5	18.00	26.00	2.09	2.00	2
	41L-46L	6	18.00	26.00	2.09	2.00	2
PIER 4	36L-40L	5	15.00	26.00	2.12	2.00	1
	41L-46L	6	18.00	26.00	2.14	2.00	2
	47L-57L	11	17.00	26.00	2.17	2.00	1
PIER 5	47L-57L	11	17.00	26.00	2.17	2.00	1
	58L-68L	11	17.00	26.00	2.17	2.00	1
PIER 6	58L-68L	11	17.00	26.00	2.17	2.00	1
	69L-79L	11	17.00	26.00	2.19	2.00	1
PIER 7	69L-79L	11	17.00	26.00	2.19	2.00	1
	80L-90L	11	17.00	26.00	2.18	2.00	1
PIER 8	80L-90L	11	17.00	26.00	2.18	2.00	1
	91L-101L	11	17.00	26.00	2.12	2.00	1
PIER 9	91L-101L	11	17.00	26.00	2.15	2.00	1
	102L-112L	11	17.00	26.00	2.14	2.00	1
PIER 10	102L-112L	11	17.00	26.00	2.12	2.00	1
	113L-123L	11	17.00	26.00	2.14	2.00	1
PIER 11	113L-123L	11	17.00	26.00	2.14	2.00	1
	124L-134L	11	17.00	26.00	2.14	2.00	1
PIER 12	124L-134L	11	17.00	26.00	2.14	2.00	1
	135L-136L	12	13.00	29.00	2.07	2.00	3
F ABUT.	135L-146L	12	15.00	22.00	2.17	2.00	3

* - t_1 IS ALWAYS DOWNSTATION OF t_2

MASONRY PLATE DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	Lm (IN.)	Wm (IN.)	t (IN.)
R ABUT.	1L-5L	5	23.00	29.00	1.50
	6L-12L	7	23.00	29.00	1.50
PIER 1L	1L-5L	5	22.00	29.00	1.50
	6L-12L	7	22.00	29.00	1.50
	13L-24L	12	22.00	29.00	1.50

NOTES:

1. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.6 (METHOD A) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.

2. BEARING REPOSITIONING: IF THE BEAMS ARE ERECTED AT AN AMBIENT TEMPERATURE HIGHER THAN 80°F OR LOWER THAN 40°F AND THE BEARING SHEAR DEFLECTION EXCEEDS 1/6 OF THE BEARING HEIGHT AT 60°F ± 10°F, RAISE THE BEAMS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F ± 10°F.

3. BASIS OF PAYMENT - THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, TESTING, GALVANIZING, PAINTING AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS AND STEEL LOAD PLATES. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARINGS WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN.

   PAYMENT FOR EMBEDDED STEEL SOLE PLATES SHALL BE INCLUDED IN ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72") OR ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE I-BEAM MEMBERS, LEVEL 3, TYPE 3.

4. CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300 DEGREES FAHRENHEIT AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.

5. STEEL FOR SOLE PLATES, LOAD PLATES, AND MASONRY PLATES SHALL BE ASTM A572 AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. THE SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED ACCORDING TO CMS ITEM 514 WITH THE FOLLOWING FEDERAL COLOR NUMBER: LIGHT NEUTRAL (FS-595B-37778), TO MATCH THE SUBSTRUCTURE UNITS.

6. THE BEVELED STEEL LOAD PLATES AND MASONRY PLATES SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS.

7. LOAD PLATES SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION: FORWARD STATION DIRECTION, BEAM NUMBER, SUBSTRUCTURE UNIT AND DOWNSTATION OR UPSTATION DESIGNATION.

8. 1¼" ϕ THREADED RODS FOR MASONRY PLATES AT THE REAR ABUTMENT LEFT BRIDGE AND PIER 1L SHALL BE ASTM F1554 GRADE 55 AND BE C.I.P. AND EMBEDDED 1'-6" INTO CONCRETE. THE RODS SHALL PROJECT 1½" ABOVE THE TOP OF THE MASONRY PLATE, AND SHALL INCLUDE NUTS AND WASHERS SNUG TIGHT. RODS, NUTS AND WASHERS SHALL BE GALVANIZED PER CMS 711.02.

9. FOR ADDITIONAL DETAILS, SEE SHEETS 81/229 THRU 83/229.

10. FOR SOLE PLATE DETAILS, SEE SHEET 82/229 & 83/229.

11. SEALING OF BEAM SEATS: IF THE BEAM SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	SNL	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

ELASTOMERIC BEARING DATA - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

84/229

1331
1565

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MASONRY PLATE AND ANCHOR ROD OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS									
		A	B	C	D	E	F	G	H	J	K
REAR ABUT.	1L	2 3/4"	1'-6 5/16"	4 7/8"	1'-1 3/4"	4 7/8"	1'-1 3/4"	3 15/16"	1'-1 7/16"	3 15/16"	1'-1 7/16"
	2L	2 7/16"	1'-6 5/8"	4 1/16"	1'-1 11/16"	4 1/16"	1'-1 11/16"	4 3/16"	1'-1 1/2"	4 3/16"	1'-1 1/2"
	3L	2"	1'-6 3/8"	4 5/16"	1'-1 9/16"	4 5/16"	1'-1 9/16"	4 1/2"	1'-1 5/8"	4 1/2"	1'-1 5/8"
	4L	1 11/16"	1'-6 1/16"	4 1/16"	1'-1 1/2"	4 1/16"	1'-1 1/2"	4 3/4"	1'-1 11/16"	4 3/4"	1'-1 11/16"
	5L-12L	1 5/16"	1'-6 7/16"	3 13/16"	1'-1 1/2"	3 13/16"	1'-1 1/2"	5"	1'-1 13/16"	5"	1'-1 13/16"
PIER 1L	1L	4 7/16"	1'-5 1/8"	0 1/4"	10 1/2"	0 9/16"	10 1/4"	9 3/8"	1'-1 15/16"	9 1/2"	1'-2 1/16"
	2L	4 3/4"	1'-5 9/16"	0 1/2"	10 3/8"	0 3/4"	10 1/16"	9 1/2"	1'-1 15/16"	9 11/16"	1'-2 1/16"
	3L	5 3/16"	1'-5 7/16"	0 13/16"	10 1/8"	1 1/8"	9 13/16"	9 13/16"	1'-1 15/16"	9 15/16"	1'-2 1/16"
	4L	5 1/2"	1'-5 3/8"	1 1/16"	9 15/16"	1 3/8"	9 5/8"	10"	1'-1 15/16"	10 1/8"	1'-2"
	5L-12L	5 7/8"	1'-5 1/4"	1 3/8"	9 3/4"	1 1/16"	9 7/16"	10 3/16"	1'-1 1/8"	10 5/16"	1'-1 15/16"
	13L	5 1/16"	1'-5 1/2"	0 3/4"	10 3/16"	1 1/16"	9 7/8"	9 3/4"	1'-1 15/16"	9 7/8"	1'-2 1/16"
	14L	5 1/2"	1'-5 3/8"	1 1/16"	9 15/16"	1 3/8"	9 5/8"	10"	1'-1 15/16"	10 1/8"	1'-2"
	15L-24L	5 7/8"	1'-5 1/4"	1 3/8"	9 3/4"	1 1/16"	9 7/16"	10 3/16"	1'-1 1/8"	10 5/16"	1'-1 15/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS	
		A	B
PIER 2L	13L	6 1/2"	1'-1 5/16"
	14L	6 13/16"	1'-1 3/16"
	15L-24L	7 1/8"	1'-1 1/16"
	25L	6 1/2"	1'-0 9/16"
	26L-35L	6 3/4"	1'-0 7/16"
PIER 3L	25L	4 1/4"	1'-0 7/16"
	26L-35L	4 1/2"	1'-0 5/16"
	36L	4 3/8"	1'-0 3/8"
	37L	4 3/16"	1'-0 7/16"
	38L	4 3/16"	1'-0 7/16"
	39L	4 3/16"	1'-0 7/16"
	40L	4 1/4"	1'-0 7/16"
	41L	4 3/8"	1'-0 3/8"
	42L	4 3/8"	1'-0 3/8"
	43L	4 1/16"	1'-0 3/8"
	44L	4 1/2"	1'-0 5/16"
	45L	4 1/2"	1'-0 5/16"
	46L	4 3/8"	1'-0 5/16"
PIER 4	36L	(3 5/8")	10 13/16"
	37L	(3 3/4")	10 3/4"
	38L	(3 3/4")	10 3/4"
	39L	(3 3/4")	10 3/4"
	40L	(3 11/16")	10 13/16"
	41L	(3 5/8")	1'-0 5/8"
	42L	(3 5/8")	1'-0 5/8"
	43L	(3 9/16")	1'-0 5/8"
	44L	(3 1/2")	1'-0 5/8"
	45L	(3 1/2")	1'-0 11/16"
	46L	(3 7/16")	1'-0 11/16"
	47L	(3 11/16")	1'-0 1/4"
	48L	(3 5/8")	1'-0 5/16"
	49L	(3 1/2")	1'-0 5/16"
	50L-57L	(3 7/16")	1'-0 3/8"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS	
		A	B
PIER 5	47L	(2 9/16")	1'-0 9/16"
	48L	(2 1/2")	1'-0 9/16"
	49L	(2 7/16")	1'-0 9/16"
	50L-57L	(2 5/16")	1'-0 5/8"
	58L	(2 3/16")	1'-0 5/8"
	59L	(2 1/4")	1'-0 5/8"
	60L	(2 1/4")	1'-0 5/8"
	61L	(2 1/4")	1'-0 5/8"
	62L	(2 1/4")	1'-0 5/8"
	63L	(2 3/16")	1'-0 5/8"
	64L	(2 3/16")	1'-0 5/8"
	65L	(2 1/8")	1'-0 5/8"
	66L	(2 1/8")	1'-0 5/8"
	67L	(2 1/16")	1'-0 5/8"
	68L	(2")	1'-0 5/8"
PIER 6	58L	0 3/8"	1'-0 13/16"
	59L	0 5/16"	1'-0 13/16"
	60L	0 5/16"	1'-0 13/16"
	61L	0 1/4"	1'-0 13/16"
	62L	0 5/16"	1'-0 13/16"
	63L	0 3/8"	1'-0 13/16"
	64L	0 3/8"	1'-0 13/16"
	65L	0 7/16"	1'-0 13/16"
	66L	0 7/16"	1'-0 13/16"
	67L	0 1/2"	1'-0 13/16"
	68L	0 9/16"	1'-0 13/16"
	69L	0 3/4"	1'-0 13/16"
	70L-79L	0 7/8"	1'-0 3/4"
PIER 7	69L	0 3/4"	1'-0 13/16"
	70L-79L	0 7/8"	1'-0 3/4"
	80L	1 1/16"	1'-0 3/4"
	81L	0 15/16"	1'-0 3/4"
	82L	1"	1'-0 3/4"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS	
		A	B
PIER 7 (CON'T.)	83L	1"	1'-0 3/4"
	84L	1 1/16"	1'-0 3/4"
	85L	1 1/16"	1'-0 3/4"
	86L	1 1/8"	1'-0 3/4"
	87L	1 1/8"	1'-0 3/4"
	88L	1 3/16"	1'-0 3/4"
	89L	1 3/16"	1'-0 3/4"
	90L	1 1/4"	1'-0 3/4"
PIER 8	80L	1 1/16"	1'-0 3/4"
	81L	0 15/16"	1'-0 3/4"
	82L	1"	1'-0 3/4"
	83L	1 1/16"	1'-0 3/4"
	84L	1 1/16"	1'-0 3/4"
	85L	1 1/16"	1'-0 3/4"
	86L	1 1/8"	1'-0 3/4"
	87L	1 1/8"	1'-0 3/4"
	88L	1 3/16"	1'-0 3/4"
	89L	1 3/16"	1'-0 3/4"
	90L	1 1/4"	1'-0 3/4"
	91L	1 1/2"	1'-0 3/4"
	92L-101L	1 9/16"	1'-0 11/16"
PIER 9	91L	1 1/2"	1'-0 3/4"
	92L-101L	1 9/16"	1'-0 11/16"
	102L	1 9/16"	1'-0 11/16"
	103L	1 5/8"	1'-0 11/16"
	104L	1 5/8"	1'-0 11/16"
	105L	1 11/16"	1'-0 11/16"
	106L	1 11/16"	1'-0 11/16"
	107L	1 11/16"	1'-0 11/16"
	108L	1 11/16"	1'-0 11/16"
	109L	1 11/16"	1'-0 11/16"
	110L	1 11/16"	1'-0 11/16"
	111L	1 11/16"	1'-0 11/16"
	112L	1 11/16"	1'-0 11/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS	
		A	B
PIER 10	102L	2 1/2"	1'-0 9/16"
	103L	2 1/2"	1'-0 9/16"
	104L	2 1/2"	1'-0 9/16"
	105L	2 1/2"	1'-0 9/16"
	106L	2 1/2"	1'-0 9/16"
	107L	2 1/2"	1'-0 9/16"
	108L	2 1/2"	1'-0 9/16"
	109L	2 1/2"	1'-0 9/16"
	110L	2 1/2"	1'-0 9/16"
	111L	2 1/2"	1'-0 9/16"
	112L	2 1/2"	1'-0 9/16"
	113L-123L	2 1/2"	1'-0 9/16"
PIER 11	113L-123L	2 1/8"	1'-0 5/8"
	124L	2 7/16"	1'-0 9/16"
	125L	2 7/16"	1'-0 9/16"
	126L	2 1/2"	1'-0 9/16"
	127L	2 1/2"	1'-0 9/16"
	128L	2 1/2"	1'-0 9/16"
	129L	2 9/16"	1'-0 9/16"
	130L	2 1/2"	1'-0 9/16"
	131L	2 3/8"	1'-0 9/16"
	132L	2 5/16"	1'-0 5/8"
	133L	2 1/4"	1'-0 5/8"
	134L	2 1/8"	1'-0 5/8"
PIER 12 (DOWNSTA.)	124L	6 3/16"	10 5/16"
	125L	6 3/16"	10 5/16"
	126L	6 1/4"	10 5/16"
	127L	6 1/4"	10 5/16"
	128L	6 1/4"	10 5/16"
	129L	6 1/4"	10 1/8"
	130L	6 1/4"	10 5/16"
	131L	6 3/16"	10 3/8"
	132L	6 3/16"	10 3/8"
	133L	6"	10 7/16"
	134L	5 15/16"	10 1/2"

ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS			
		A	B	C	D
PIER 12 (UPSTATION)	135L	4 13/16"	10"	2 7/16"	1'-0 1/2"
	136L-146L	4"	10 1/16"	2 11/16"	1'-0 1/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS	
		A	B
FORWARD ABUTMENT	135L	5 3/16"	10 3/16"
	136L-146L	4 15/16"	10 1/4"

NOTES:

1. MASONRY PLATE AND ANCHOR ROD OFFSET DIMENSIONS - LEFT BRIDGE CORRESPOND TO THE MASONRY PLATE DETAIL ON SHEET 81 229.
2. ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE CORRESPOND TO THE PIER BEARING ORIENTATION PLAN ON SHEET 82 229 AND THE ABUTMENT BEARING ORIENTATION PLAN ON SHEET 83 229.
3. ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS CORRESPOND TO THE PIER 12 BEARING ORIENTATION PLAN ON SHEET 83 229.
4. THE DIMENSION "A" VALUES ENCLOSED IN PARENTHESIS IN THE ELASTOMERIC BEARING OFFSET DIMENSIONS - LEFT BRIDGE TABLE (PIER 4 AND 5) INDICATES THAT THE "A" DIMENSION IS ON THE OPPOSITE SIDE OF THE ℄ BEARING AT PIER LINES AS IS SHOWN IN THE PIER BEARING ORIENTATION PLAN ON SHEET 83 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN JLV | CHECKED XXX | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 57079941/5708001 | REVISED

ELASTOMERIC BEARING DATA - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1332
1565

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ELASTOMERIC BEARING DATA - RIGHT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	TYPE	DL (K.)	LL (K.)	TOTAL LOAD (DL + LL) (K.)	Le (IN.)	We (IN.)	ti (IN.)	te (IN.)	NO. OF ti's	NO. OF te's	NO. INTERNAL LAMINATES	Te (IN.)
R ABUT	1R-12R	12	EXP	193	56	249	22.00	22.00	0.65	0.35	9	2	10	7.30
PIER 1R	1R-12R	12	EXP	195	68	263	21.00	22.00	0.60	0.35	9	2	10	6.85
	13R-24R	12	EXP	160	65	225	19.00	20.00	0.54	0.35	9	2	10	6.31
PIER 2R	13R-24R	12	EXP	152	67	219	19.00	20.00	0.54	0.35	9	2	10	6.31
	25R-35R	11	EXP	142	61	203	19.00	20.00	0.56	0.35	8	2	9	5.85
PIER 3R	25R-35R	11	EXP	143	61	205	19.00	20.00	0.60	0.35	7	2	8	5.50
	36R-46R	11	EXP	137	60	197	17.00	20.00	0.50	0.35	7	2	8	4.80
PIER 4	36R-46R	11	EXP	150	56	206	16.00	20.00	0.50	0.35	6	2	7	4.22
	47R-57R	11	EXP	163	66	229	16.00	20.00	0.50	0.35	6	2	7	4.22
PIER 5	47R-57R	11	EXP	158	64	222	16.00	20.00	0.50	0.35	5	2	6	3.65
	58R-68R	11	EXP	146	63	209	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 6	58R-68R	11	EXP	146	65	211	16.00	20.00	0.50	0.35	5	2	6	3.65
	69R-79R	11	EXP	189	70	259	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 7	69R-79R	11	EXP	191	71	262	16.00	20.00	0.50	0.35	4	2	5	3.07
	80R-90R	11	EXP	179	68	247	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 8	80R-90R	11	FIX	178	61	238	16.00	20.00	0.50	0.35	4	2	5	3.07
	91R-101R	11	FIX	179	68	248	16.00	20.00	0.50	0.35	4	2	5	3.07
PIER 9	91R-101R	11	FIX	178	69	247	16.00	20.00	0.50	0.35	4	2	5	3.07
	102R-113R	12	FIX	170	68	238	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 10	102R-113R	12	EXP	170	67	238	16.00	20.00	0.50	0.35	5	2	6	3.65
	114R-125R	12	EXP	184	68	252	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 11	114R-125R	12	EXP	184	68	252	16.00	20.00	0.50	0.35	5	2	6	3.65
	126R-137R	12	EXP	148	62	210	16.00	20.00	0.50	0.35	5	2	6	3.65
PIER 12	126R-137R	12	EXP	130	62	192	16.00	17.00	0.50	0.35	5	2	6	3.65
	138R-150R	13	FIX	80	56	136	14.00	16.00	0.50	0.35	6	2	7	4.22
F ABUT	138R-150R	13	EXP	100	56	156	14.00	18.00	0.50	0.35	5	2	6	3.65

LOAD PLATE DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	NO. REQ'D	Lt (IN.)	Wt (IN.)	*t1 (IN.)	*t2 (IN.)	SOLE PLATE DETAIL NO.
R ABUT	1R-12R	12	23.00	26.00	2.00	2.24	2
PIER 1R	1R-12R	12	22.00	26.00	2.00	2.25	2
	13R-24R	12	20.00	26.00	2.00	2.06	2
PIER 2R	13R-24R	12	20.00	26.00	2.00	2.10	2
	25R-35R	11	20.00	26.00	2.05	2.00	2
PIER 3R	25R-35R	11	20.00	26.00	2.05	2.00	2
	36R-46R	11	18.00	26.00	2.08	2.00	2
PIER 4	36R-46R	11	17.00	26.00	2.14	2.00	1
	47R-57R	11	17.00	26.00	2.09	2.00	1
PIER 5	47R-57R	11	17.00	26.00	2.19	2.00	1
	58R-68R	11	17.00	26.00	2.12	2.00	1
PIER 6	58R-68R	11	17.00	26.00	2.07	2.00	1
	69R-79R	11	17.00	26.00	2.19	2.00	1
PIER 7	69R-79R	11	17.00	26.00	2.20	2.00	1
	80R-90R	11	17.00	26.00	2.20	2.00	1
PIER 8	80R-90R	11	17.00	26.00	2.26	2.00	1
	91R-101R	11	17.00	26.00	2.18	2.00	1
PIER 9	91R-101R	11	17.00	26.00	2.25	2.00	1
	102R-113R	12	17.00	26.00	2.18	2.00	1
PIER 10	102R-113R	12	17.00	26.00	2.25	2.00	1
	114R-125R	12	17.00	26.00	2.18	2.00	1
PIER 11	114R-125R	12	17.00	26.00	2.20	2.00	1
	126R-137R	12	17.00	26.00	2.20	2.00	1
PIER 12	126R-137R	12	17.00	26.00	2.26	2.00	1
	138R-150R	13	15.00	29.00	2.19	2.00	3
F ABUT	138R-150R	13	15.00	22.00	2.19	2.00	3

* - t_1 IS ALWAYS DOWNSTATION OF t_2

NOTES:

1. FOR NOTES, SEE SHEET 84/229.

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN SNL | CHECKED GHD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

ELASTOMERIC BEARING DATA - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1333
1565

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ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
REAR ABUTMENT	1R-11R	5 11/16"	1'-2 1/2"
	12R	5 1/8"	1'-2 1/16"
PIER 1R	1R-11R	5 1/4"	1'-2 1/4"
	12R	5 3/8"	1'-2 3/16"
	13R	4 3/4"	1'-0 15/16"
	14R	5 1/16"	1'-0 13/16"
	15R	5 3/8"	1'-0 11/16"
	16R	5 3/8"	1'-0 11/16"
	17R	5 15/16"	1'-0 3/4"
	18R	5 1/4"	1'-0 3/4"
	19R	5 1/8"	1'-0 13/16"
	20R	5 1/16"	1'-0 13/16"
	21R	5"	1'-0 7/8"
	22R	4 7/8"	1'-0 7/8"
	23R	4 13/16"	1'-0 15/16"
	24R	4 3/4"	1'-0 15/16"
PIER 2R	13R	4 1/16"	1'-1 3/16"
	14R	4 3/8"	1'-1 1/16"
	15R	4 3/4"	1'-0 15/16"
	16R	4 11/16"	1'-0 15/16"
	17R	4 5/8"	1'-1"
	18R	4 9/16"	1'-1"
	19R	4 7/16"	1'-1 1/16"
	20R	4 3/8"	1'-1 1/16"
	21R	4 5/16"	1'-1 1/8"
	22R	4 1/4"	1'-1 1/8"
	23R	4 1/8"	1'-1 3/16"
	24R	4 1/16"	1'-1 3/16"
	25R	4 1/16"	1'-1 3/16"
	26R	4 1/8"	1'-1 1/8"
	27R-34R	4 1/16"	1'-1 3/16"
	35R	4 1/8"	1'-1 3/16"
PIER 3R	25R	0 1/4"	1'-1 3/16"
	26R	0 3/8"	1'-1 3/16"
	27R-34R	0 1/4"	1'-1 3/16"
	35R	0 5/16"	1'-1 3/16"
	36R	(0 3/8")	1'-1 1/8"
	37R	(0 5/16")	1'-1 1/8"
	38R	(0 5/16")	1'-1 1/8"
	39R	(0 1/4")	1'-1 1/8"
	40R	(0 3/16")	1'-1 1/8"
	41R	(0 1/8")	1'-1 1/8"
	42R	(0 1/16")	1'-1 1/8"
	43R	(0 1/16")	1'-1 1/8"
	44R	(0 1/16")	1'-1 1/8"
	45R	(0 1/16")	1'-1 1/8"
	46R	(0 1/16")	1'-1 1/8"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
PIER 4	36R	(3 3/4")	1'-0 1/4"
	37R	(3 11/16")	1'-0 1/4"
	38R	(3 5/8")	1'-0 5/16"
	39R	(3 9/16")	1'-0 5/16"
	40R	(3 9/16")	1'-0 5/16"
	41R	(3 1/2")	1'-0 5/16"
	42R	(3 7/16")	1'-0 5/16"
	43R	(3 7/16")	1'-0 5/16"
	44R	(3 3/8")	1'-0 3/8"
	45R	(3 3/8")	1'-0 3/8"
	46R	(3 7/16")	1'-0 5/16"
	47R	(3 7/16")	1'-0 5/16"
	48R	(3 7/16")	1'-0 3/8"
	49R	(3 5/16")	1'-0 3/8"
	50R	(3 5/16")	1'-0 3/8"
	51R	(3 1/4")	1'-0 3/8"
	52R	(3 1/4")	1'-0 3/8"
	53R	(3 3/16")	1'-0 3/8"
	54R	(3 1/8")	1'-0 7/16"
	55R	(3 1/16")	1'-0 7/16"
	56R	(3 1/16")	1'-0 7/16"
	57R	(3")	1'-0 7/16"
PIER 5	47R	(2 3/8")	1'-0 9/16"
	48R	(2 1/4")	1'-0 5/8"
	49R	(2 1/4")	1'-0 5/8"
	50R	(2 3/16")	1'-0 5/8"
	51R	(2 3/16")	1'-0 5/8"
	52R	(2 1/8")	1'-0 5/8"
	53R	(2 1/16")	1'-0 5/8"
	54R	(2 1/16")	1'-0 5/8"
	55R	(1 15/16")	1'-0 5/8"
	56R	(1 15/16")	1'-0 11/16"
	57R	(1 7/8")	1'-0 11/16"
	58R	(1 15/16")	1'-0 11/16"
	59R	(2")	1'-0 5/8"
	60R	(2")	1'-0 5/8"
	61R	(2")	1'-0 5/8"
	62R	(2")	1'-0 5/8"
	63R	(2")	1'-0 5/8"
	64R	(2")	1'-0 5/8"
	65R	(2")	1'-0 5/8"
	66R	(2")	1'-0 5/8"
	67R	(2")	1'-0 5/8"
	68R	(1 15/16")	1'-0 11/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
PIER 6	58R	0 5/8"	1'-0 13/16"
	59R	0 9/16"	1'-0 13/16"
	60R	0 9/16"	1'-0 13/16"
	61R	0 9/16"	1'-0 13/16"
	62R	0 9/16"	1'-0 13/16"
	63R	0 9/16"	1'-0 13/16"
	64R	0 9/16"	1'-0 13/16"
	65R	0 9/16"	1'-0 13/16"
	66R	0 9/16"	1'-0 13/16"
	67R	0 9/16"	1'-0 13/16"
	68R	0 5/8"	1'-0 13/16"
	69R	0 7/8"	1'-0 3/4"
	70R	0 7/8"	1'-0 3/4"
	71R	0 15/16"	1'-0 3/4"
	72R	0 15/16"	1'-0 3/4"
	73R	0 15/16"	1'-0 3/4"
	74R	0 15/16"	1'-0 3/4"
	75R	1"	1'-0 3/4"
	76R	1"	1'-0 3/4"
	77R	1"	1'-0 3/4"
	78R	1"	1'-0 3/4"
	79R	1 1/16"	1'-0 3/4"
	80R-89R	1 1/4"	1'-0 3/4"
	90R	1 3/8"	1'-0 3/4"
PIER 7	69R	0 7/8"	1'-0 3/4"
	70R	0 7/8"	1'-0 3/4"
	71R	0 15/16"	1'-0 3/4"
	72R	0 15/16"	1'-0 3/4"
	73R	0 15/16"	1'-0 3/4"
	74R	0 15/16"	1'-0 3/4"
	75R	1"	1'-0 3/4"
	76R	1"	1'-0 3/4"
	77R	1"	1'-0 3/4"
	78R	1"	1'-0 3/4"
	79R	1 1/16"	1'-0 3/4"
	80R-89R	1 1/4"	1'-0 3/4"
	90R	1 3/8"	1'-0 3/4"
PIER 8	80R-89R	1 1/4"	1'-0 3/4"
	90R	1 3/8"	1'-0 3/4"
	91R-98R	1 5/8"	1'-0 11/16"
	99R	1 3/4"	1'-0 11/16"
	100R	1 15/16"	1'-0 11/16"
	101R	1 5/8"	1'-0 11/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
PIER 9	91R-98R	1 5/8"	1'-0 11/16"
	99R	1 3/4"	1'-0 11/16"
	100R	1 15/16"	1'-0 11/16"
	101R	1 5/8"	1'-0 11/16"
	102R	1 9/16"	1'-0 11/16"
	103R	1 5/8"	1'-0 11/16"
	104R	1 5/8"	1'-0 11/16"
	105R	1 5/8"	1'-0 11/16"
	106R	1 11/16"	1'-0 11/16"
	107R	1 11/16"	1'-0 11/16"
	108R	1 11/16"	1'-0 11/16"
	109R	1 3/4"	1'-0 11/16"
	110R	1 5/8"	1'-0 11/16"
	111R	1 1/2"	1'-0 3/4"
	112R	1 1/16"	1'-0 3/4"
	113R	0 11/16"	1'-0 13/16"
PIER 10	102R	2 7/16"	1'-0 9/16"
	103R	2 7/16"	1'-0 9/16"
	104R	2 7/16"	1'-0 9/16"
	105R	2 7/16"	1'-0 9/16"
	106R	2 1/2"	1'-0 9/16"
	107R	2 1/2"	1'-0 9/16"
	108R	2 1/2"	1'-0 9/16"
	109R	2 9/16"	1'-0 9/16"
	110R	2 7/16"	1'-0 9/16"
	111R	2 5/16"	1'-0 5/8"
	112R	1 15/16"	1'-0 11/16"
	113R	1 9/16"	1'-0 11/16"
	114R-125R	2 1/2"	1'-0 9/16"
PIER 11	114R-137R	2 1/8"	1'-0 5/8"
PIER 12 (DOWNSTA.)	126R-137R	6 1/16"	10"

ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B	DIMENSIONS C	DIMENSIONS D
PIER 12 (UPSTATION)	138R-150R	5 3/16"	9 5/16"	2 11/16"	1'-0 7/16"

ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE

LOCATION	BEAM NO.	DIMENSIONS A	DIMENSIONS B
FORWARD ABUTMENT	138R-150R	5"	1'-0 5/16"

NOTES:

1. ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE CORRESPOND TO THE PIER BEARING ORIENTATION PLAN ON SHEET 82/229 AND THE ABUTMENT BEARING ORIENTATION PLAN ON SHEET 83/229.
2. ELASTOMERIC BEARING AND ANCHOR ROD OFFSET DIMENSIONS CORRESPOND TO THE PIER 12 BEARING ORIENTATION PLAN ON SHEET 83/229.
3. THE DIMENSION "A" VALUES ENCLOSED IN PARENTHESIS IN THE ELASTOMERIC BEARING OFFSET DIMENSIONS - RIGHT BRIDGE TABLE (PIER 3 THRU 5) INDICATES THAT THE "A" DIMENSION IS ON THE OPPOSITE SIDE OF THE ℄ BEARING AT PIER LINES AS IS SHOWN IN THE PIER BEARING ORIENTATION PLAN ON SHEET 83/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DATE 03/01/12 | REVIEWED MSL | STRUCTURE FILE NUMBER 5707994/5708001

DRAWN JLV | REVISED

DESIGNED JDH | CHECKED XXX

ELASTOMERIC BEARING DATA - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

87/229

1334/1565

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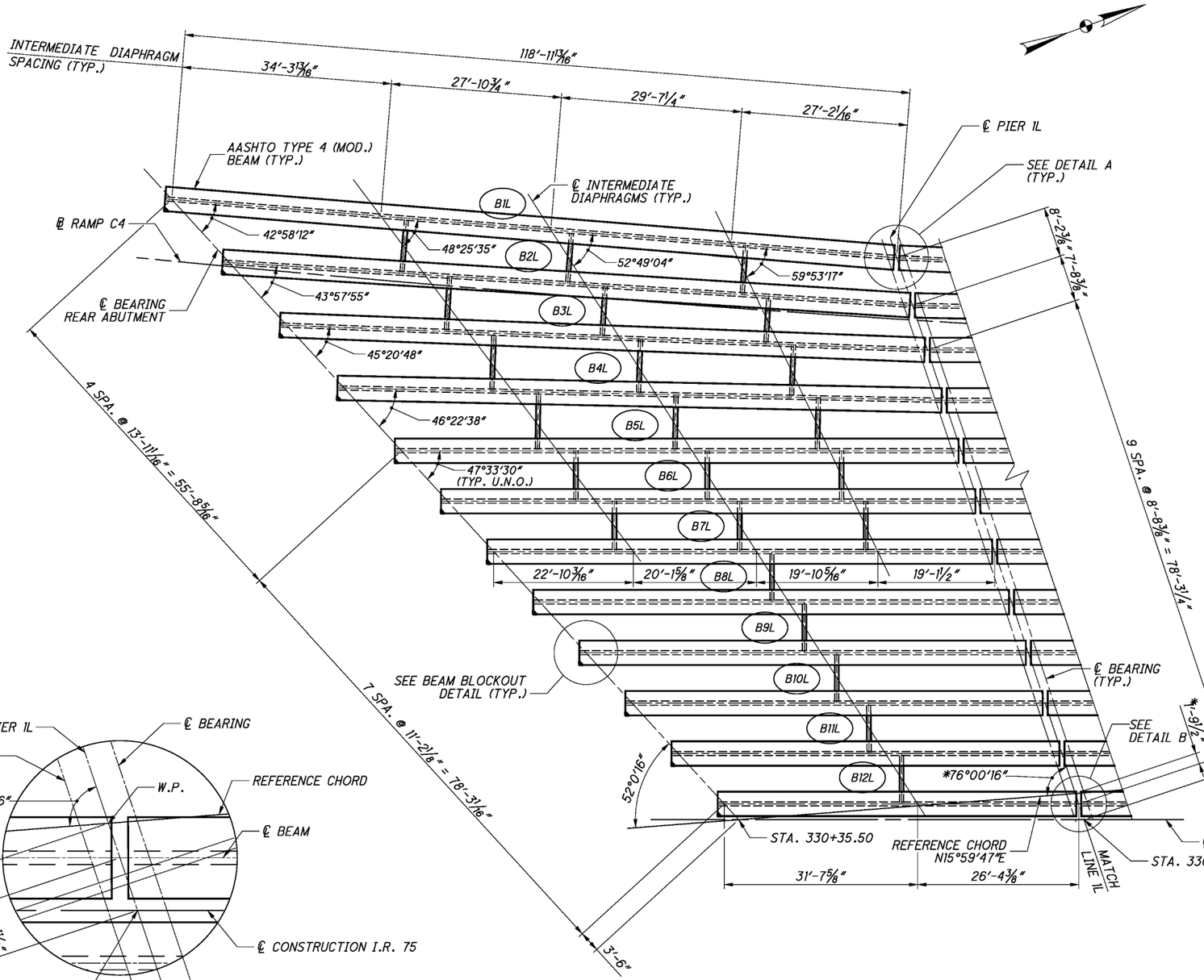
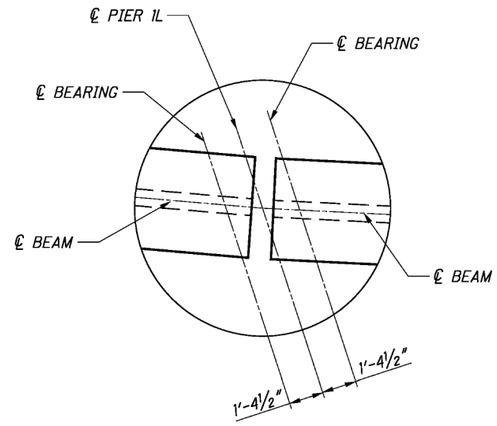
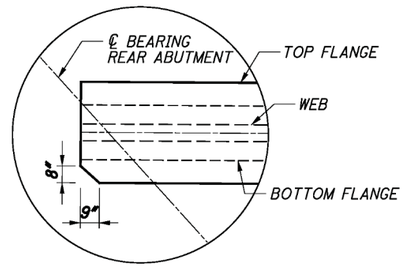


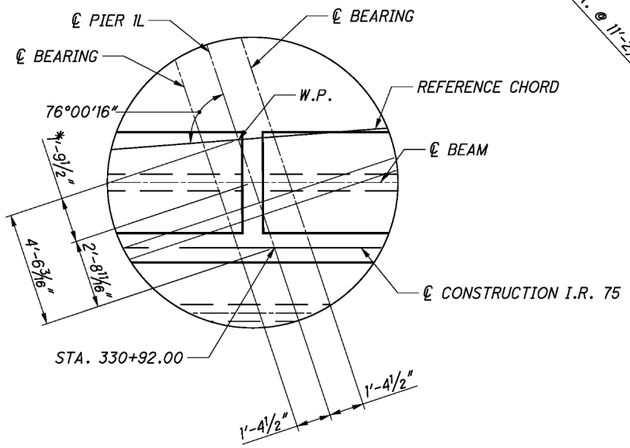
FRAMING PLAN - LEFT BRIDGE (SPAN 1)



DETAIL A



BEAM BLOCKOUT DETAIL



DETAIL B

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 136/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES MEASURED ALONG THE ℄ BEARING, SEE PIER DETAIL SHEETS 38/229 THRU 79/229.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 133/229.
5. FOR FRAMING PLAN - LEFT BRIDGE (SPAN 2), SEE SHEET 89/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
7. PROVIDE A BLOCKOUT OF THE TOP FLANGE AT EACH END OF BEAMS B1L THRU B12L AND B1R THRU B12R. CUT BARS FS404, FS501 AND FS502 AS NECESSARY TO CLEAR BLOCKOUT. DO NOT ALTER BAR SPACINGS.

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57007994/57008001	

FRAMING PLAN - LEFT BRIDGE (SPAN 1)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

88/229

1335
1565

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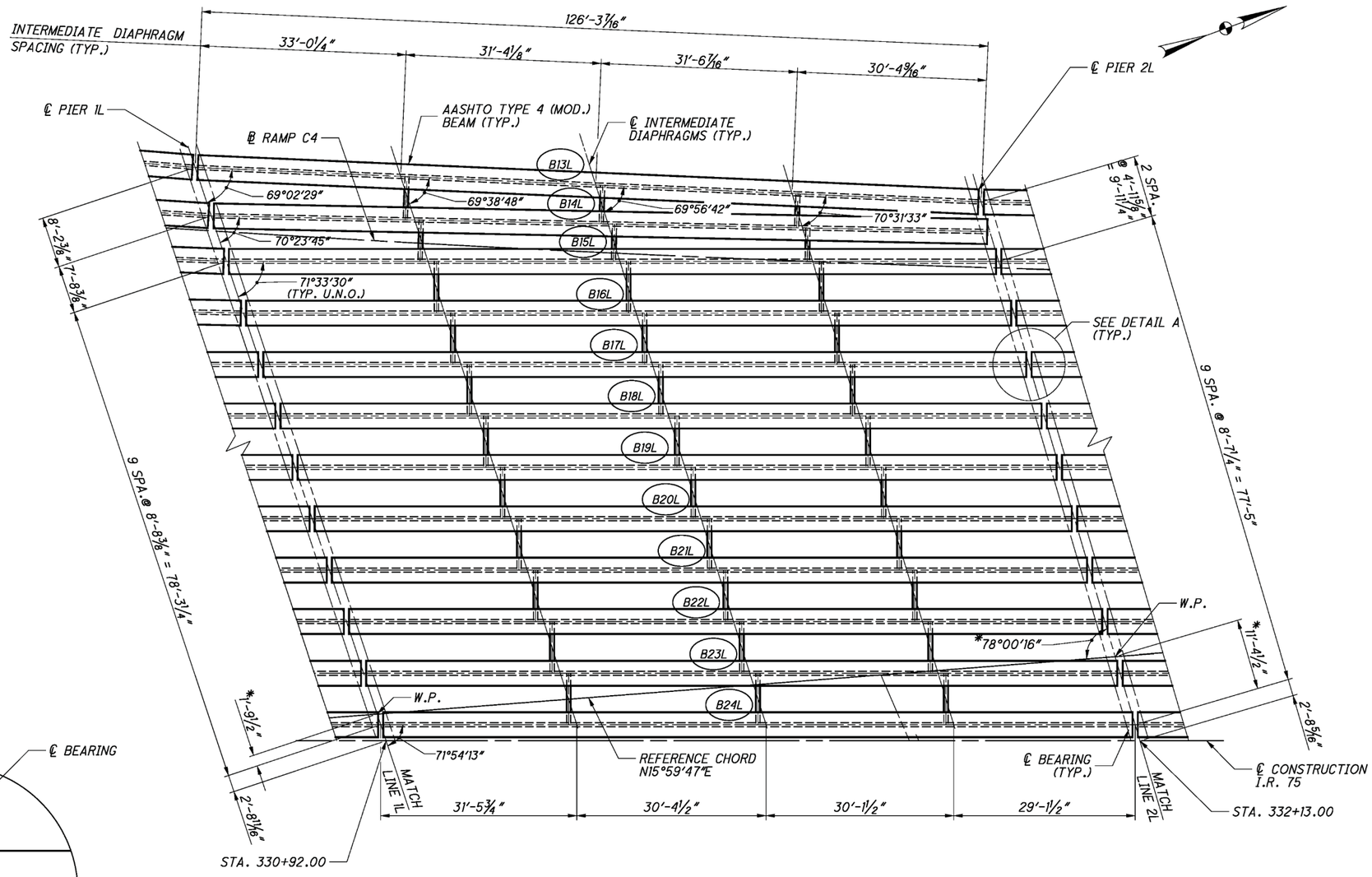

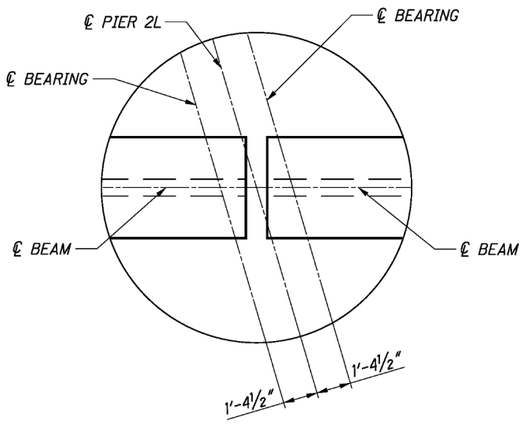

DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 2)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 136/229 AND 137/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 1 AND 3), SEE SHEETS 88/229 AND 90/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57077994/57080001	

FRAMING PLAN - LEFT BRIDGE (SPAN 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

89/229

1336
1565

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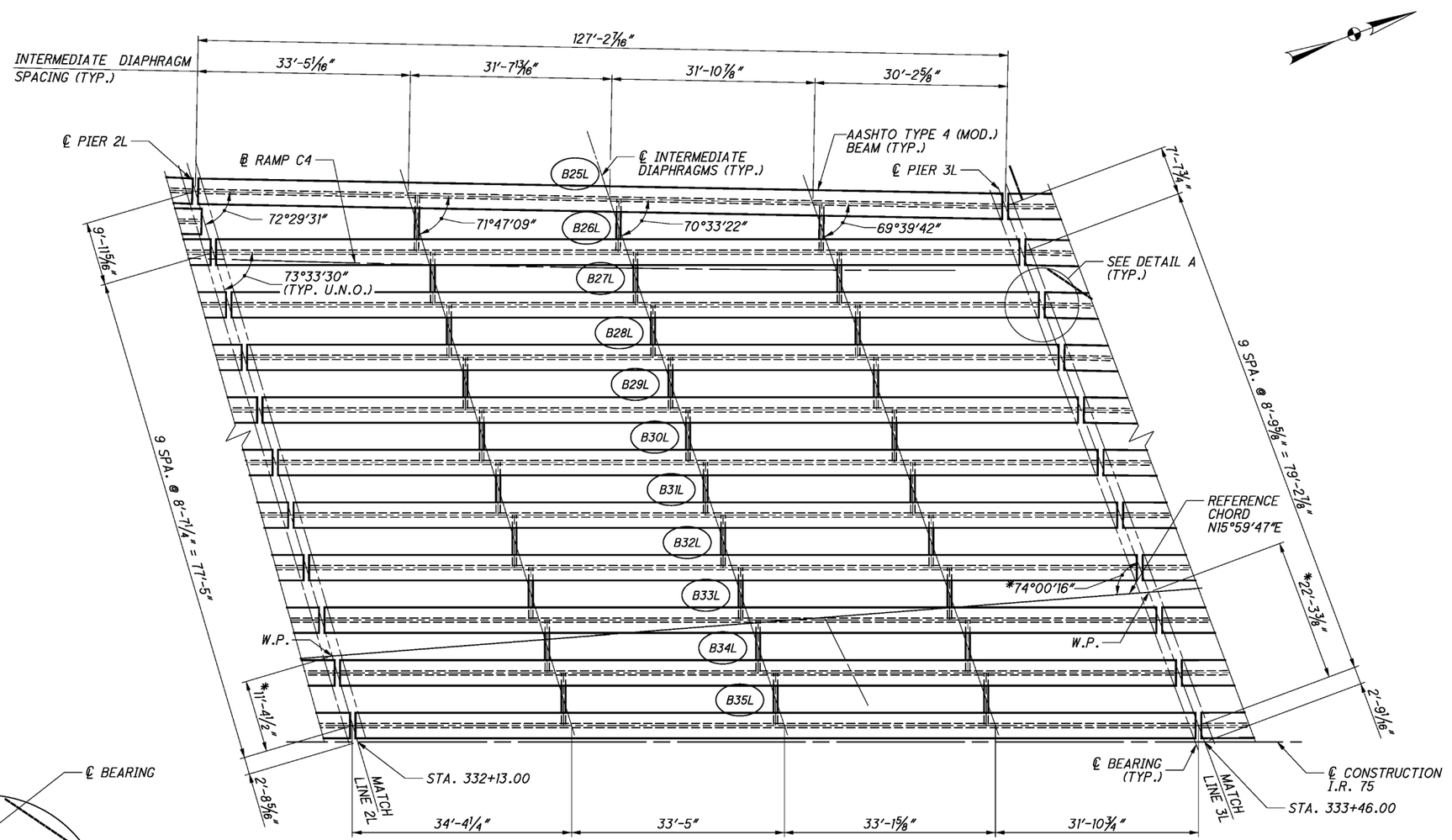

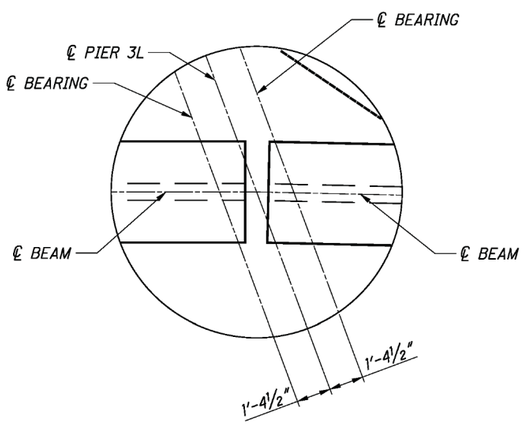

DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 3)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 137 / 229 AND 138 / 229 .
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 2 AND 4), SEE SHEETS 89 / 229 AND 91 / 229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7 / 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57007994/57008001	

FRAMING PLAN - LEFT BRIDGE (SPAN 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

90 / 229

1337
1565

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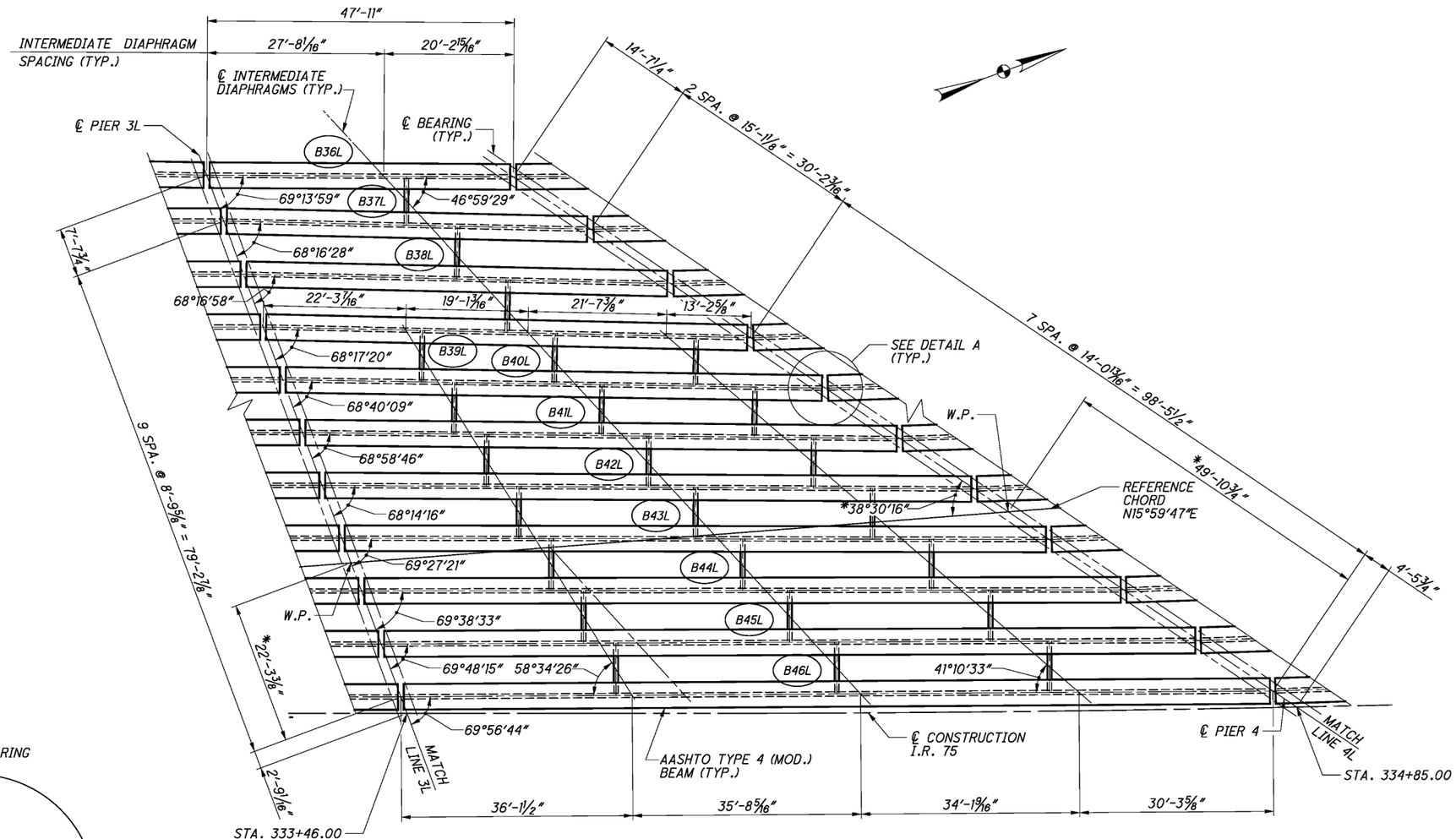
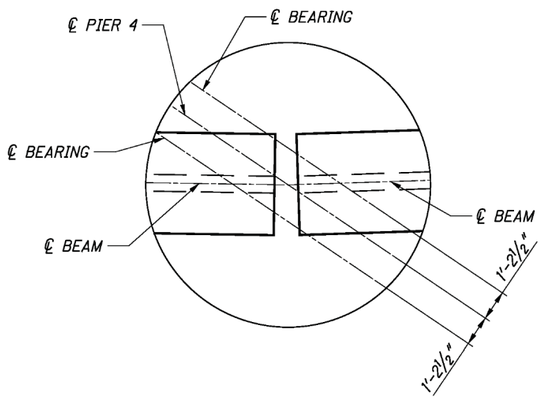


FRAMING PLAN - LEFT BRIDGE (SPAN 4)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 138/229 AND 139/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 3 AND 5), SEE SHEETS 90/229 AND 92/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57078994/57080001	

FRAMING PLAN - LEFT BRIDGE (SPAN 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

91/229

1338
1565

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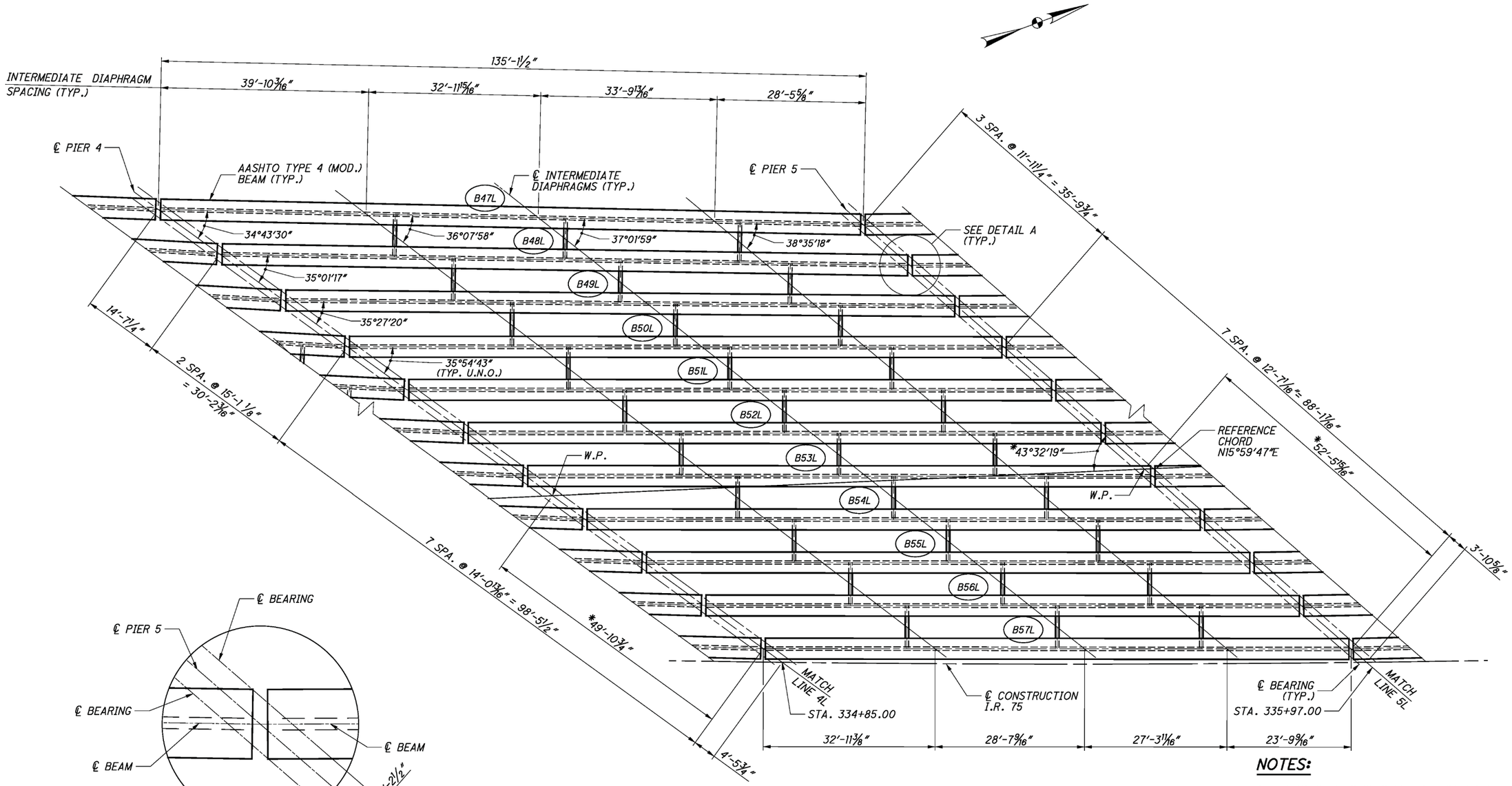
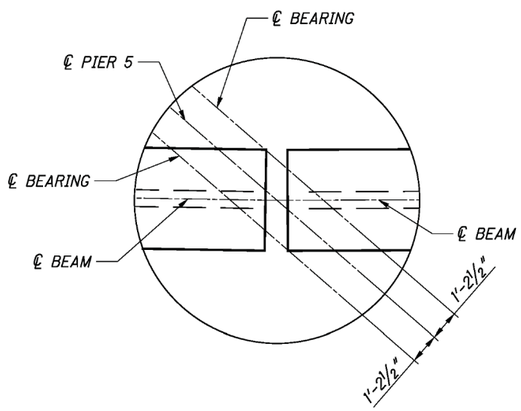


FRAMING PLAN - LEFT BRIDGE (SPAN 5)



DETAIL A

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 139/229 AND 140/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 4 AND 6), SEE SHEETS 91/229 AND 93/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 5)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

92/229

1339/1565

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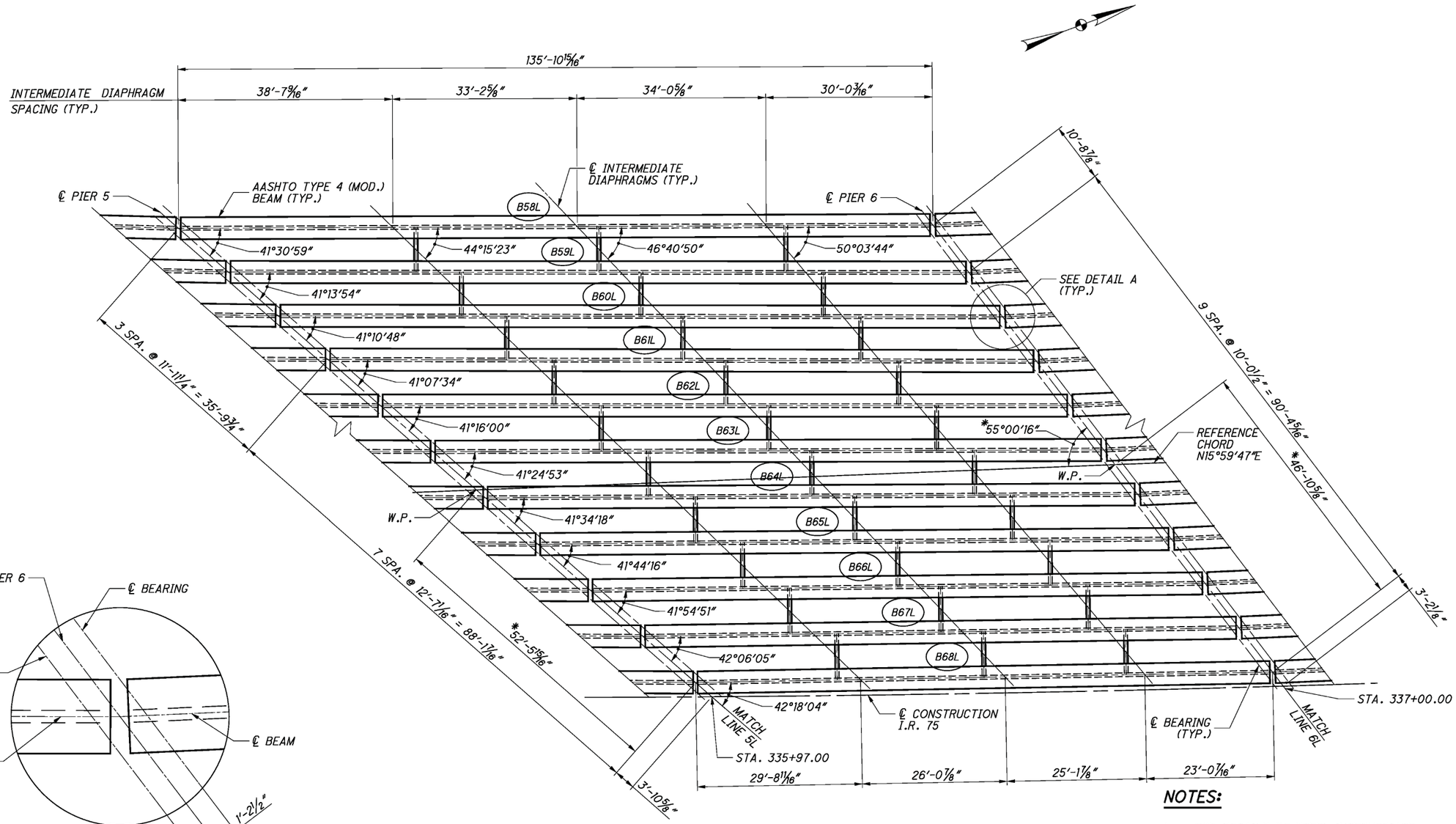
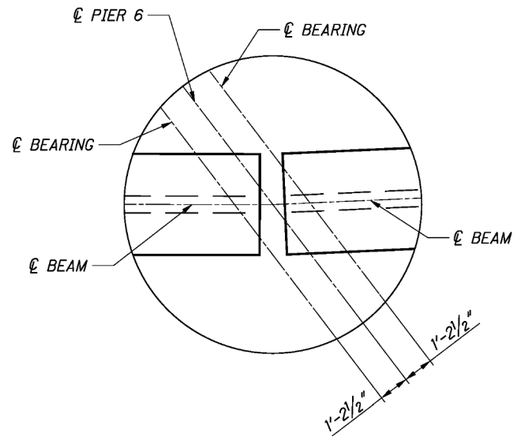


FRAMING PLAN - LEFT BRIDGE (SPAN 6)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 140/229 AND 141/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 5 AND 7), SEE SHEETS 92/229 AND 94/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 6)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

93/229

1340
1565

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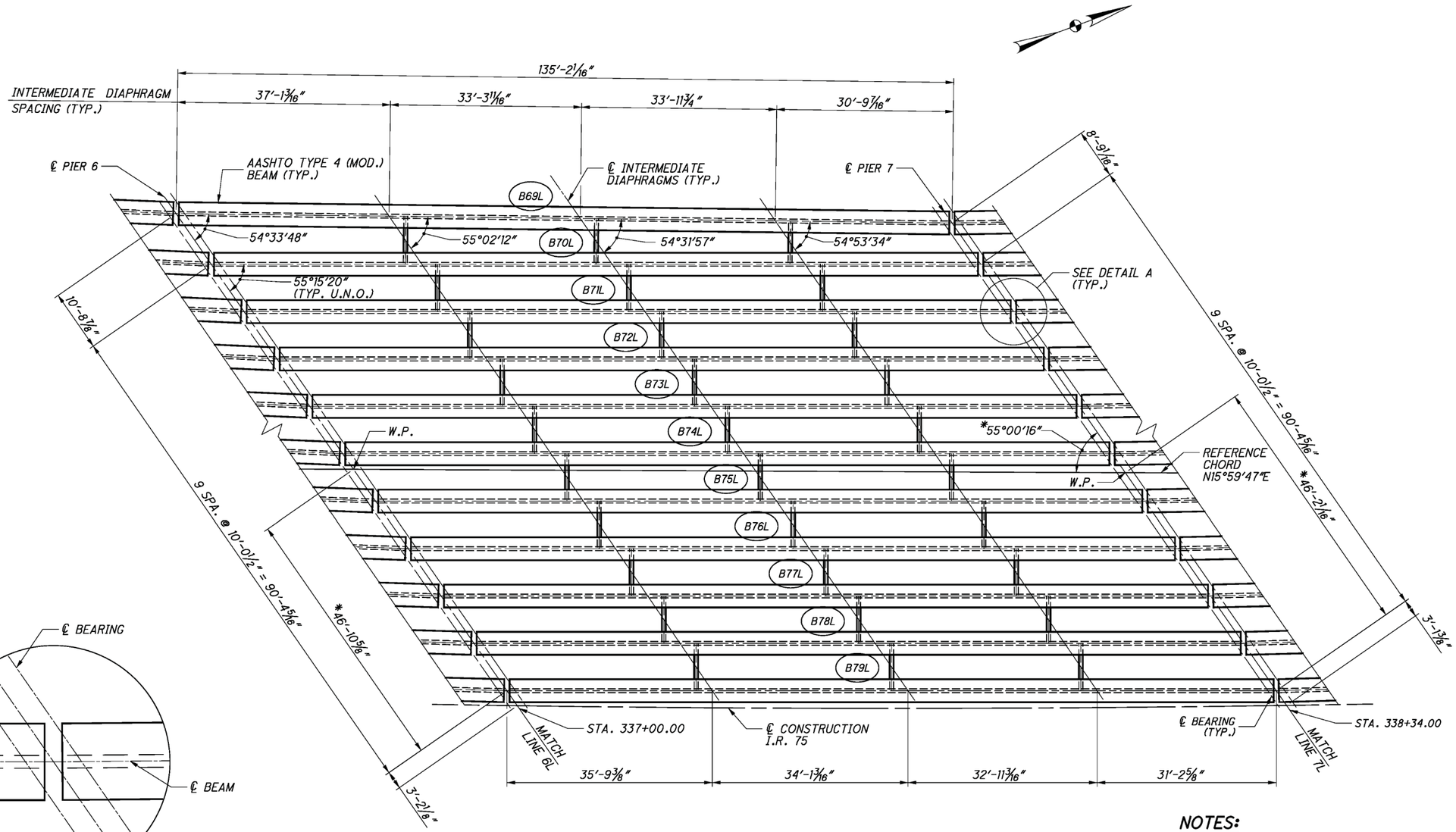
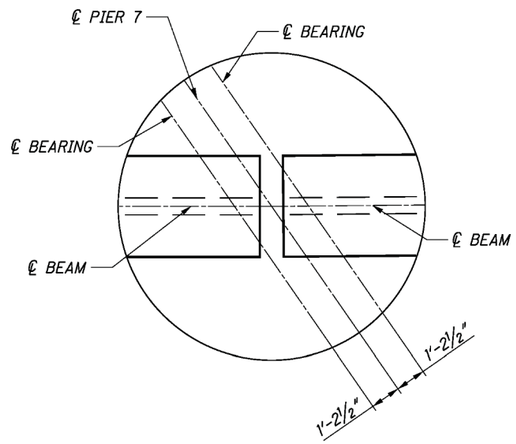


FRAMING PLAN - LEFT BRIDGE (SPAN 7)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 141 / 229 AND 142 / 229 .
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 6 AND 8), SEE SHEETS 93 / 229 AND 95 / 229 .
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7 / 229 .

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 7)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

94 / 229

1341
1565

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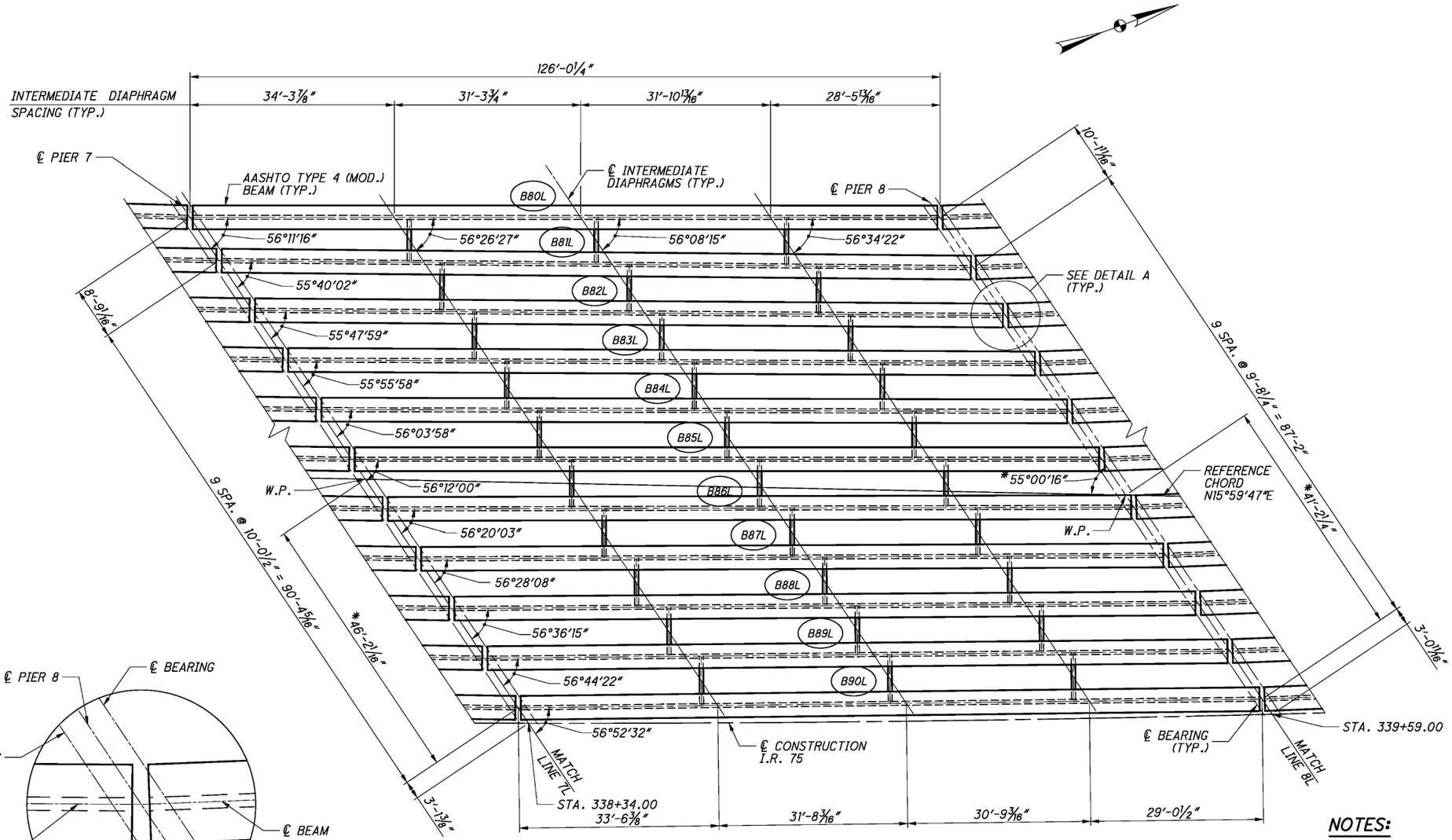
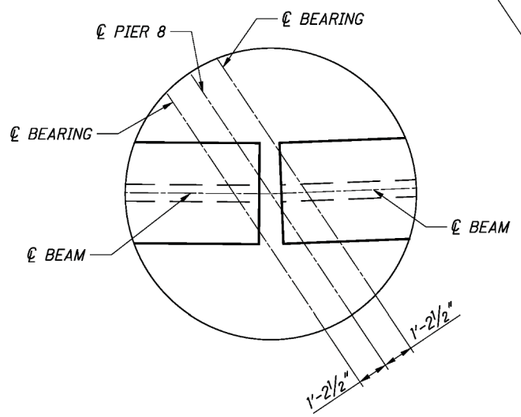


FRAMING PLAN - LEFT BRIDGE (SPAN 8)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 142/229 AND 143/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 7 AND 9), SEE SHEETS 94/229 AND 96/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 8)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

95/229

1342
1565

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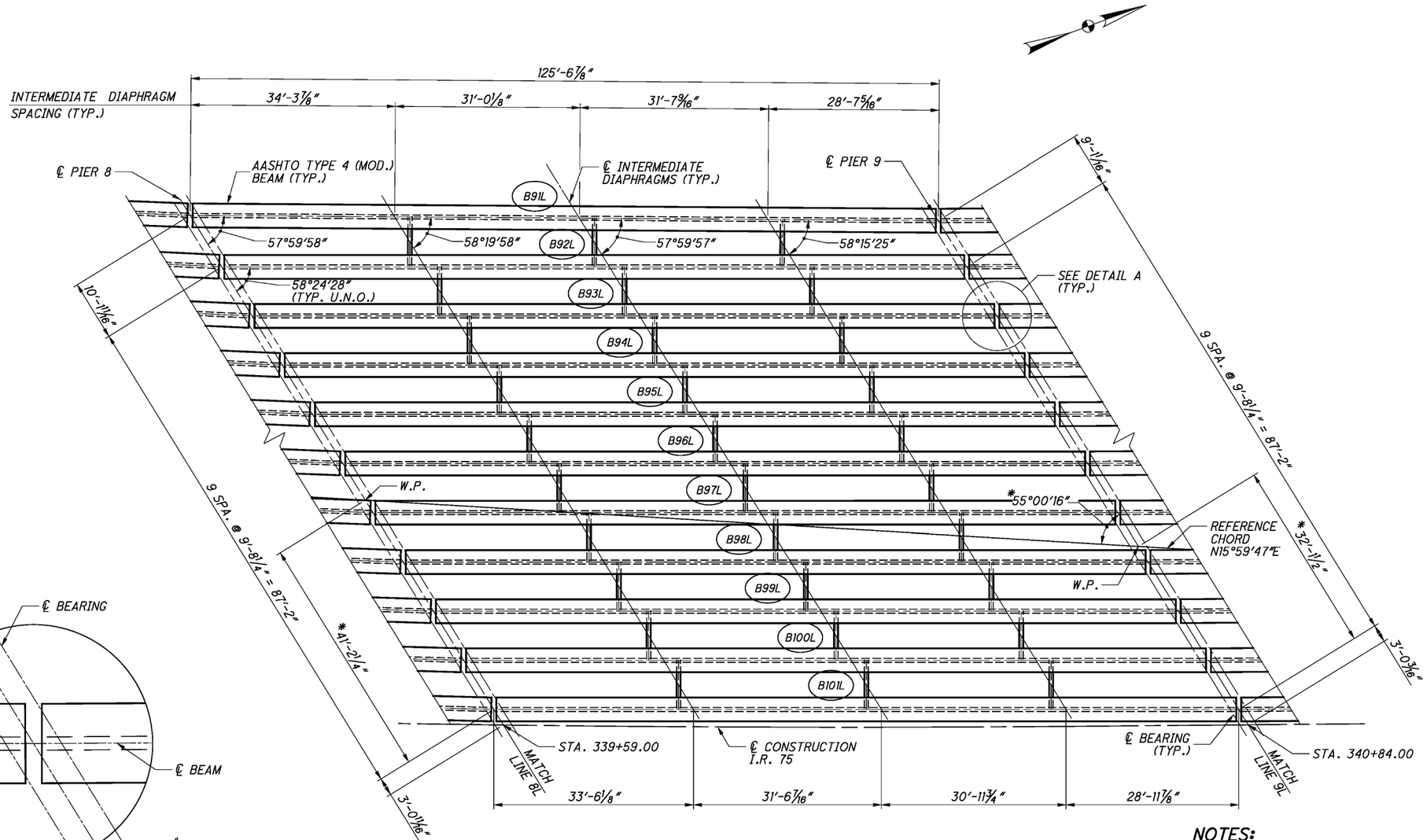

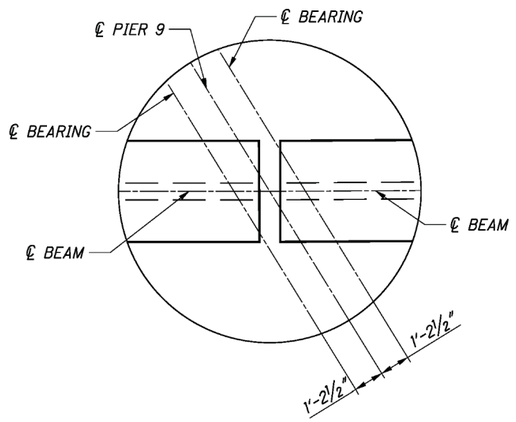

DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 9)

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 143/229 AND 144/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 8 AND 10), SEE SHEETS 95/229 AND 97/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 9)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

96/229

1343
1565

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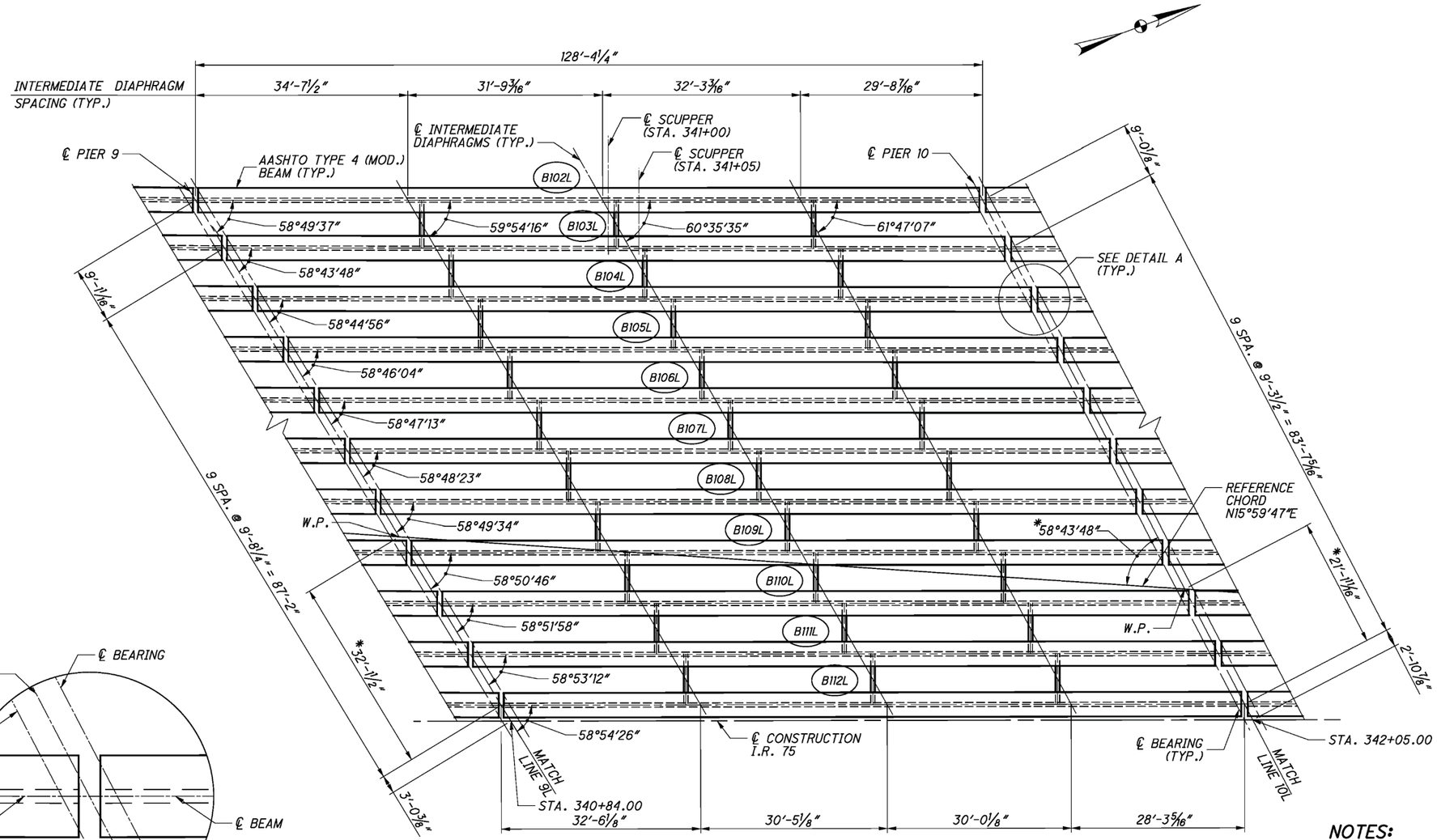

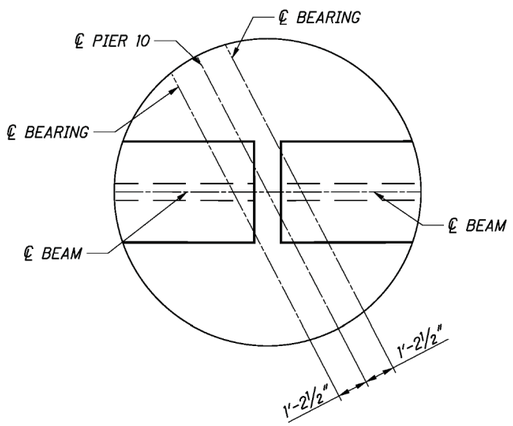

DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 10)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 144/229 AND 145/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 9 AND 11), SEE SHEETS 96/229 AND 98/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
6. FOR SCUPPER DETAILS, SEE SHEET 167/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 10)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

97/229

1344
1565

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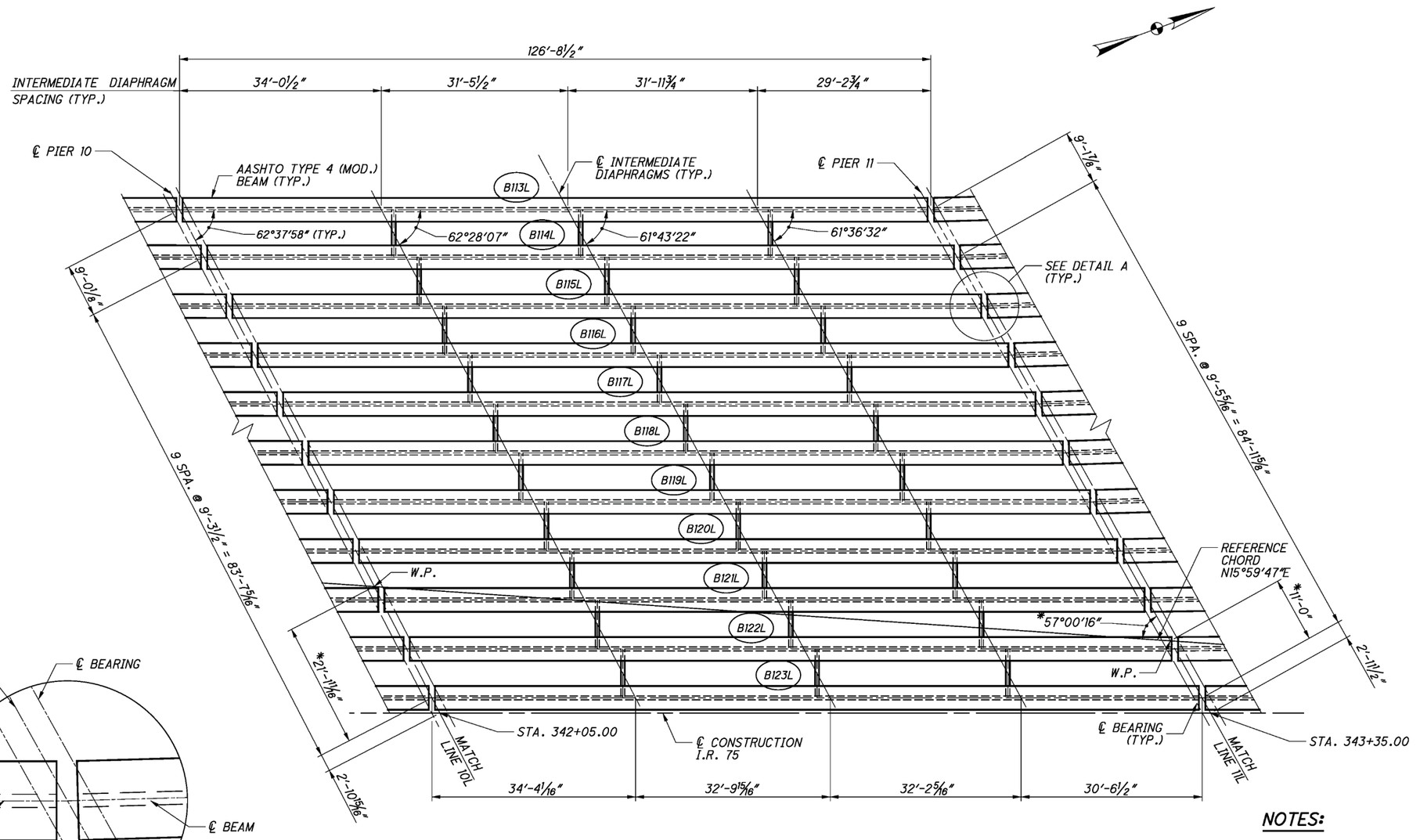
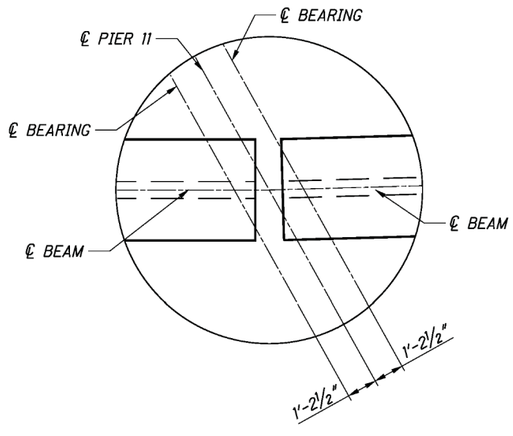


FRAMING PLAN - LEFT BRIDGE (SPAN 11)



DETAIL A

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 145 / 229 AND 146 / 229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 10 AND 12), SEE SHEETS 97 / 229 AND 99 / 229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7 / 229.

DESIGN AGENCY
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CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 11)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

98 / 229

1345
1565

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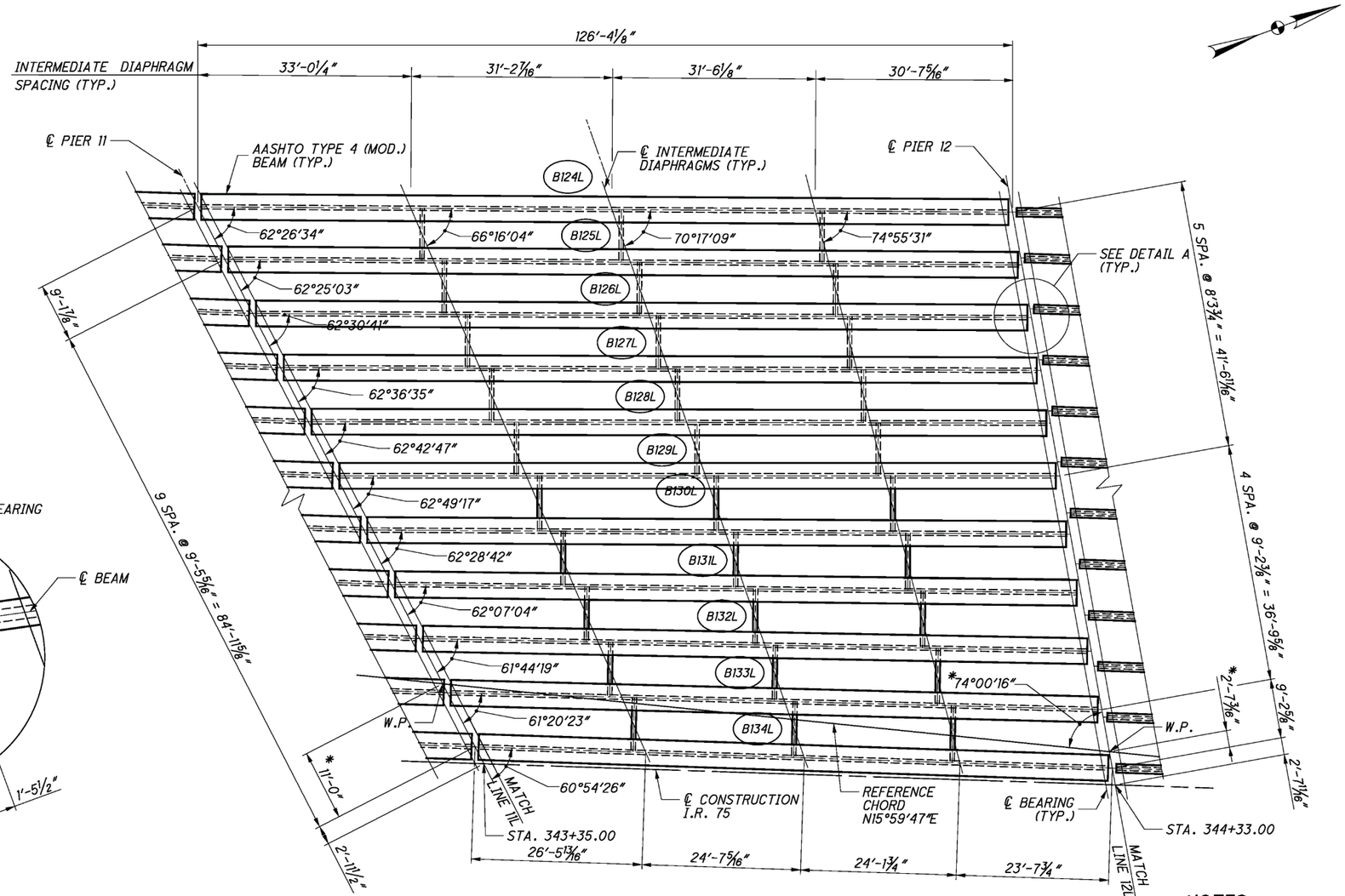

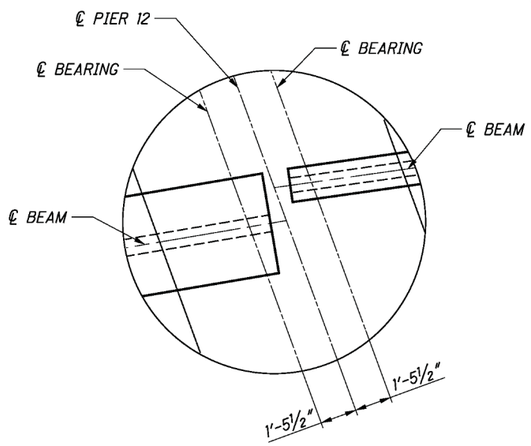

DETAIL A

FRAMING PLAN - LEFT BRIDGE (SPAN 12)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 146/229 AND 147/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - LEFT BRIDGE (SPANS 11 AND 13), SEE SHEETS 98/229 AND 100/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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CLEVELAND, OHIO 44113

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JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

99/229

1346
1565

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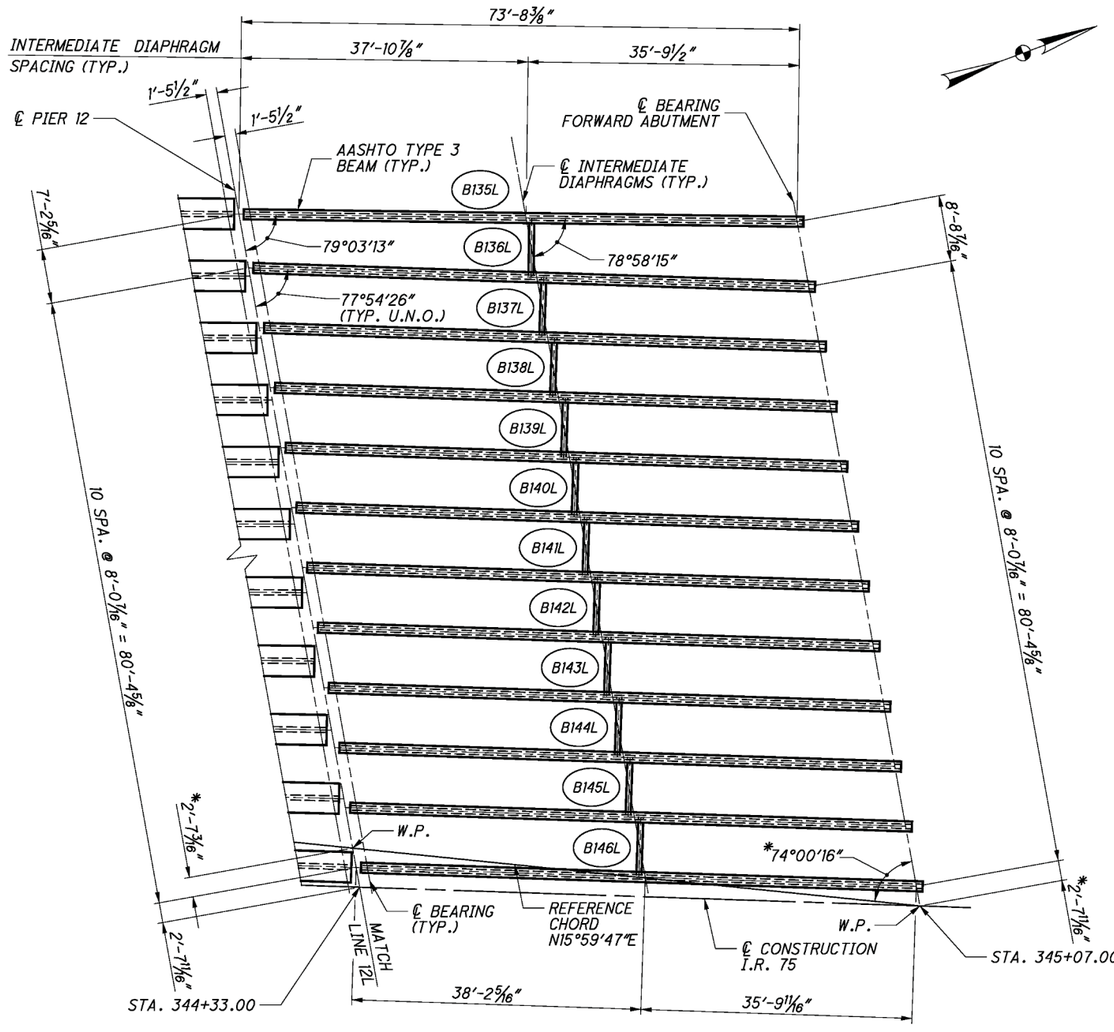

FRAMING PLAN - LEFT BRIDGE (SPAN 13)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 147/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 134/229.
5. FOR FRAMING PLAN - LEFT BRIDGE (SPAN 12), SEE SHEET 99/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - LEFT BRIDGE (SPAN 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

100/229

1347
1565

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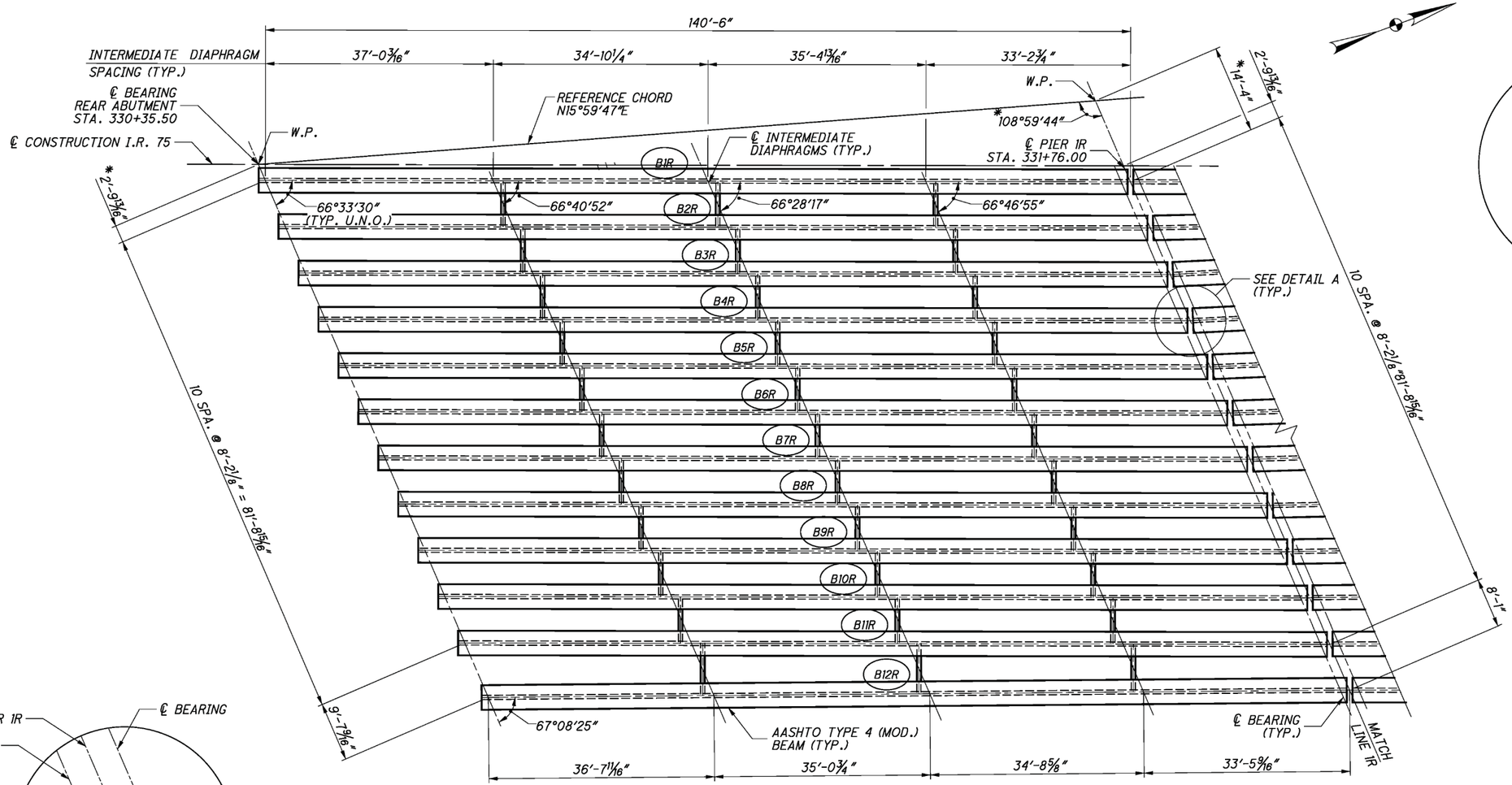

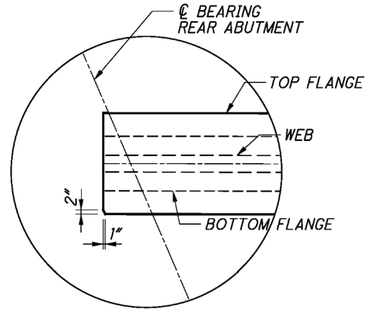

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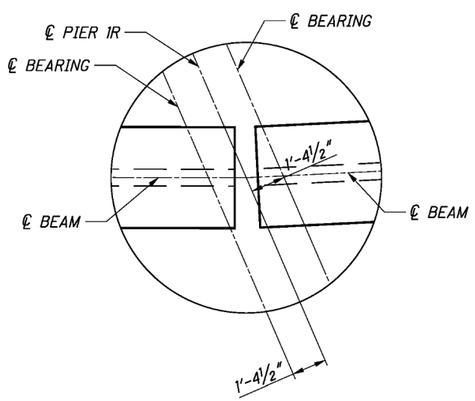

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 1)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-1-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 136/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 133/229.
5. FOR FRAMING PLAN - RIGHT BRIDGE (SPAN 2), SEE SHEET 102/229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 1)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

101/229

1348
1565

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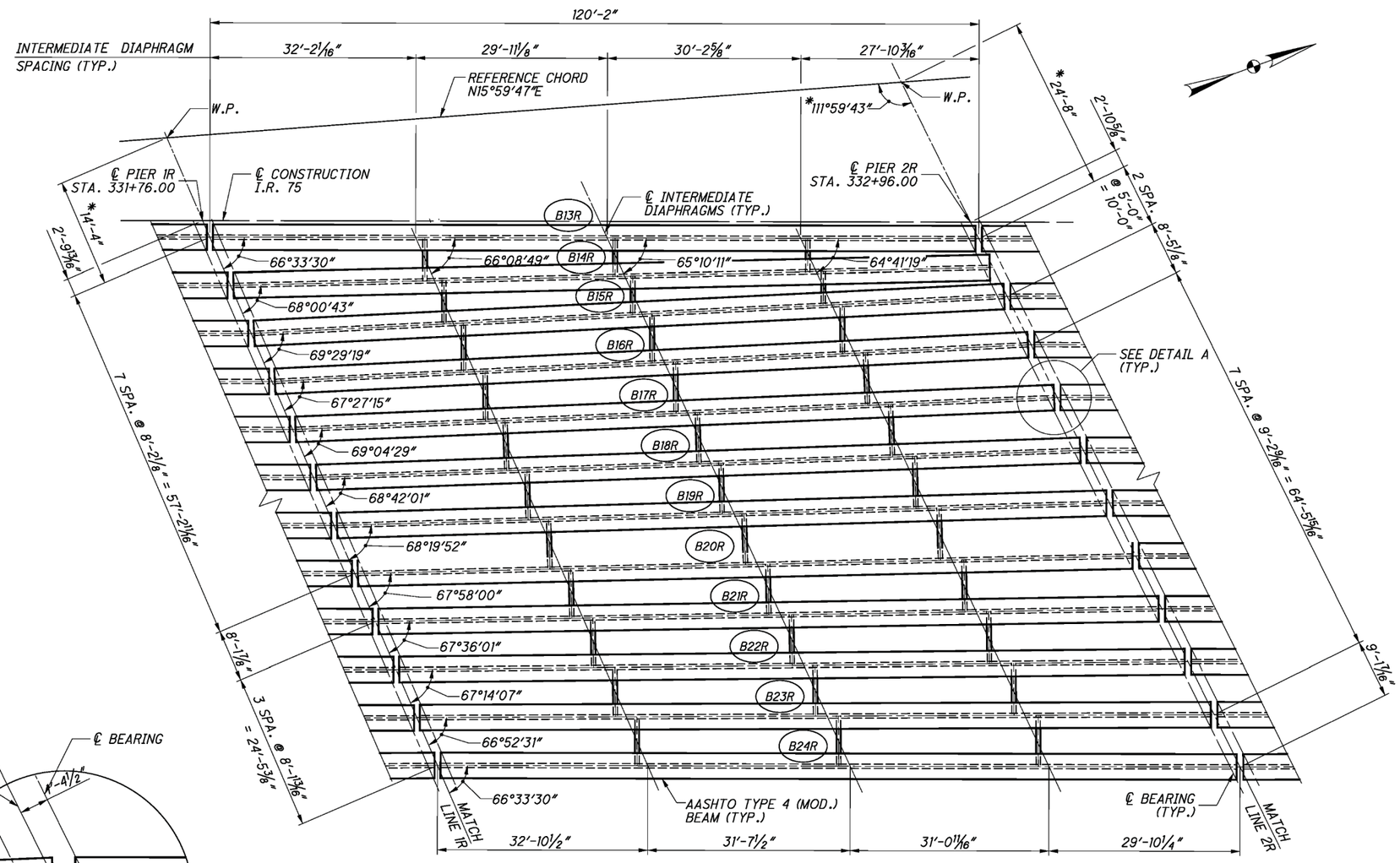

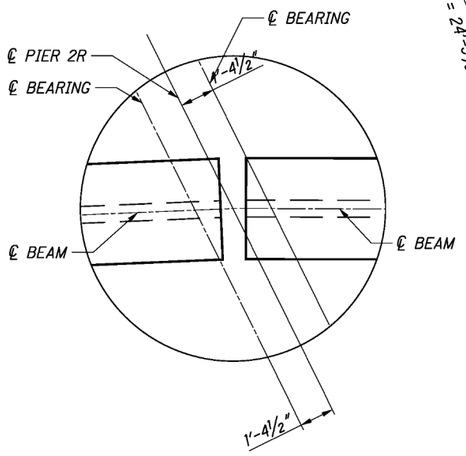

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 2)

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 136/229 AND 137/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 1 AND 3), SEE SHEETS 101/229 AND 103/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 2)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

102/229

1349
1565

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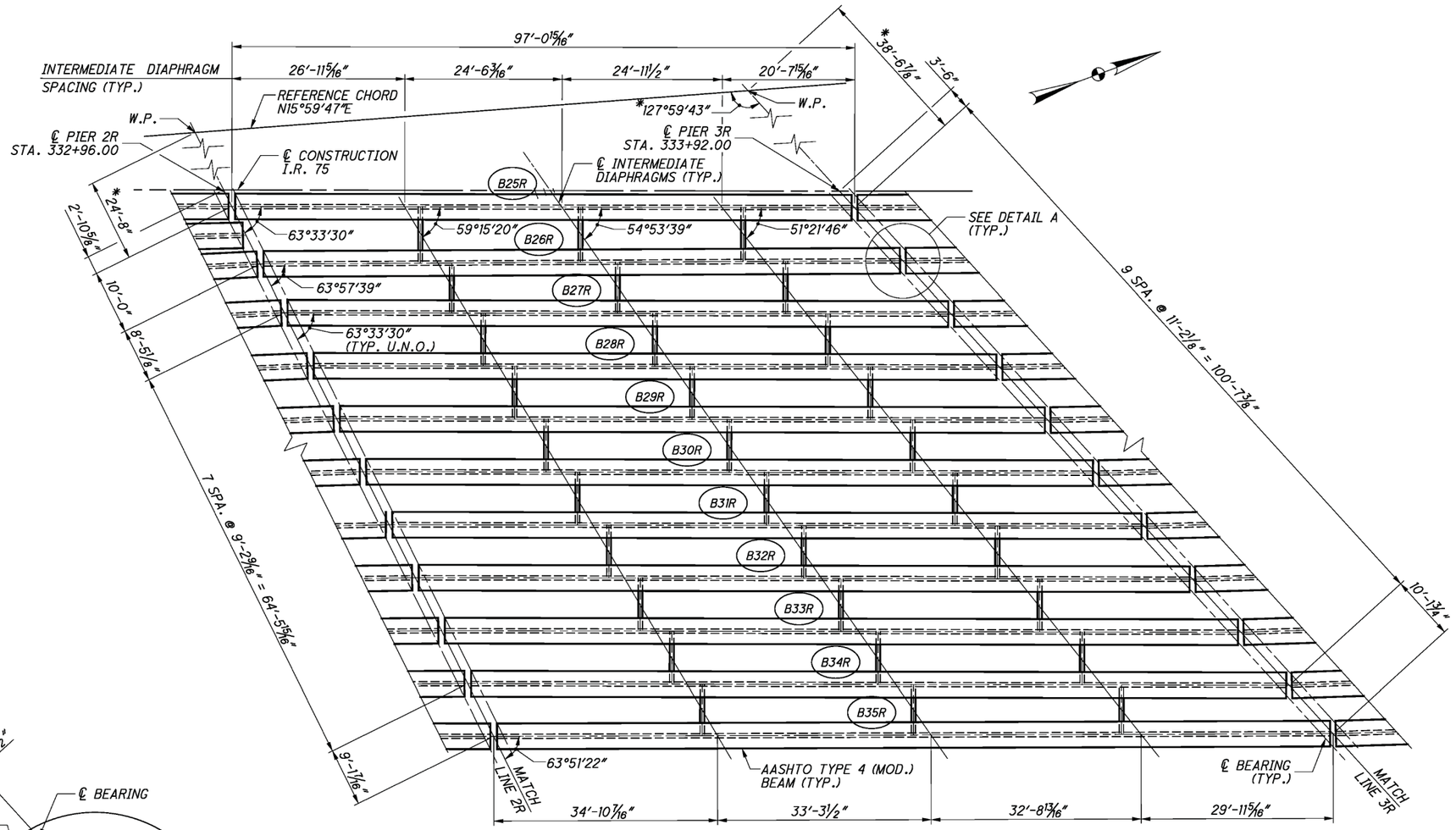

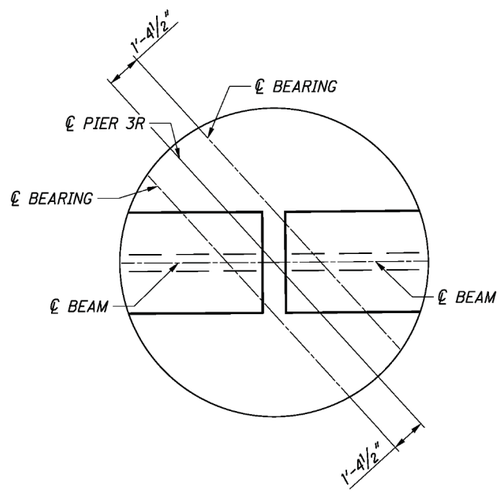

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 3)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 137/229 AND 138/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 2 AND 4), SEE SHEETS 102/229 AND 104/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
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CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1350
1565

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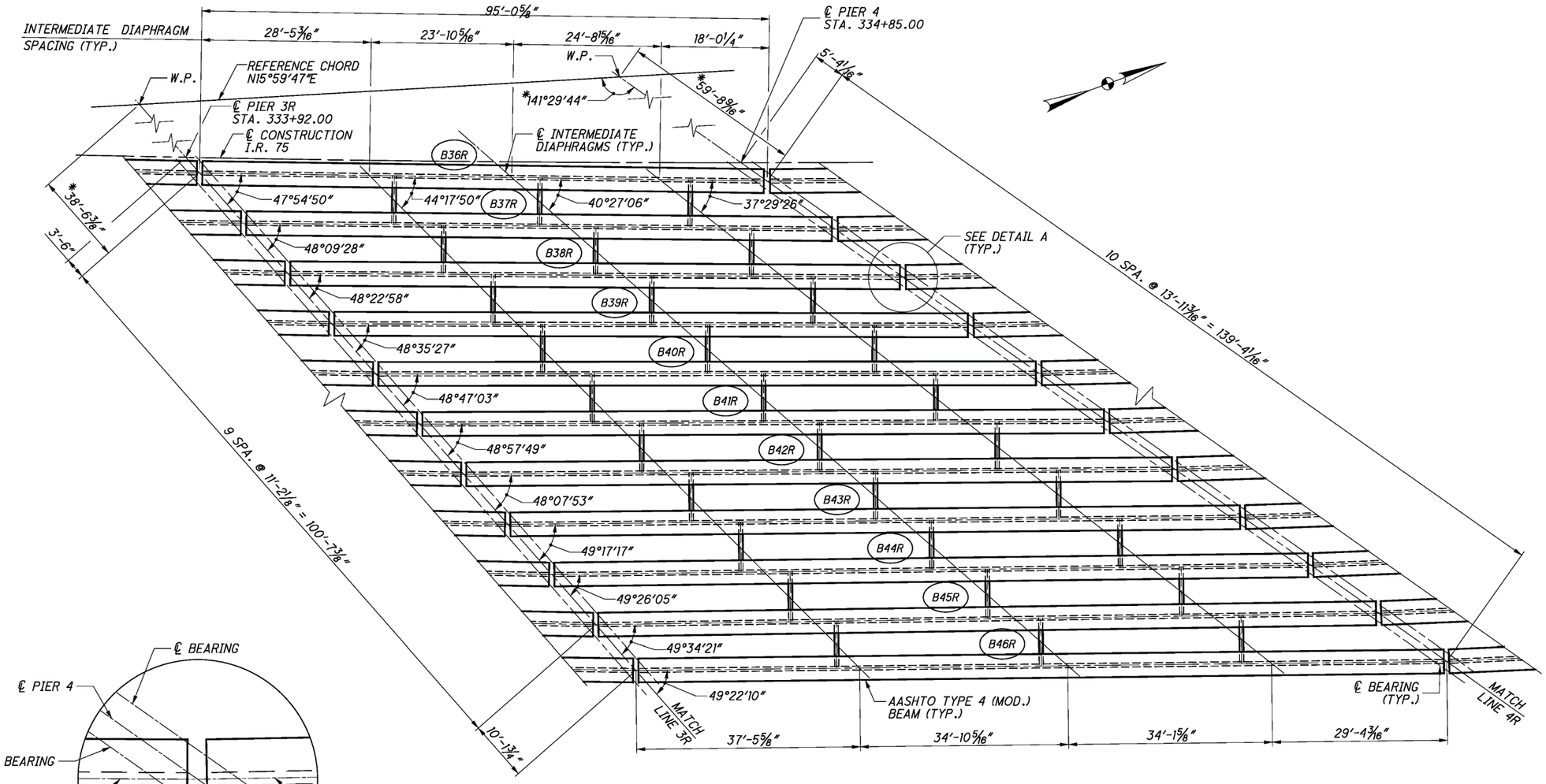

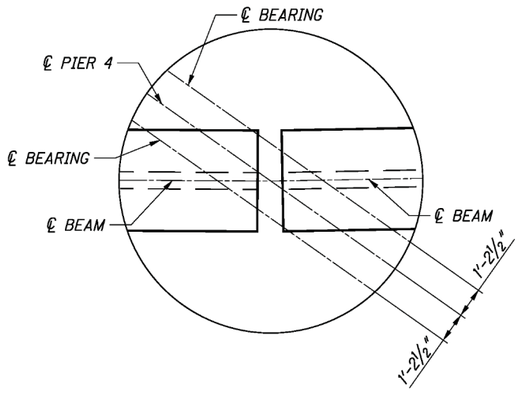

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 4)

LEGEND:

(BXXX)	DENOTES BEAM NUMBER
W.P.	WORKING POINT
*	INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 138/229 AND 139/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 3 AND 5), SEE SHEETS 103/229 AND 105/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

104/229

1351
1565

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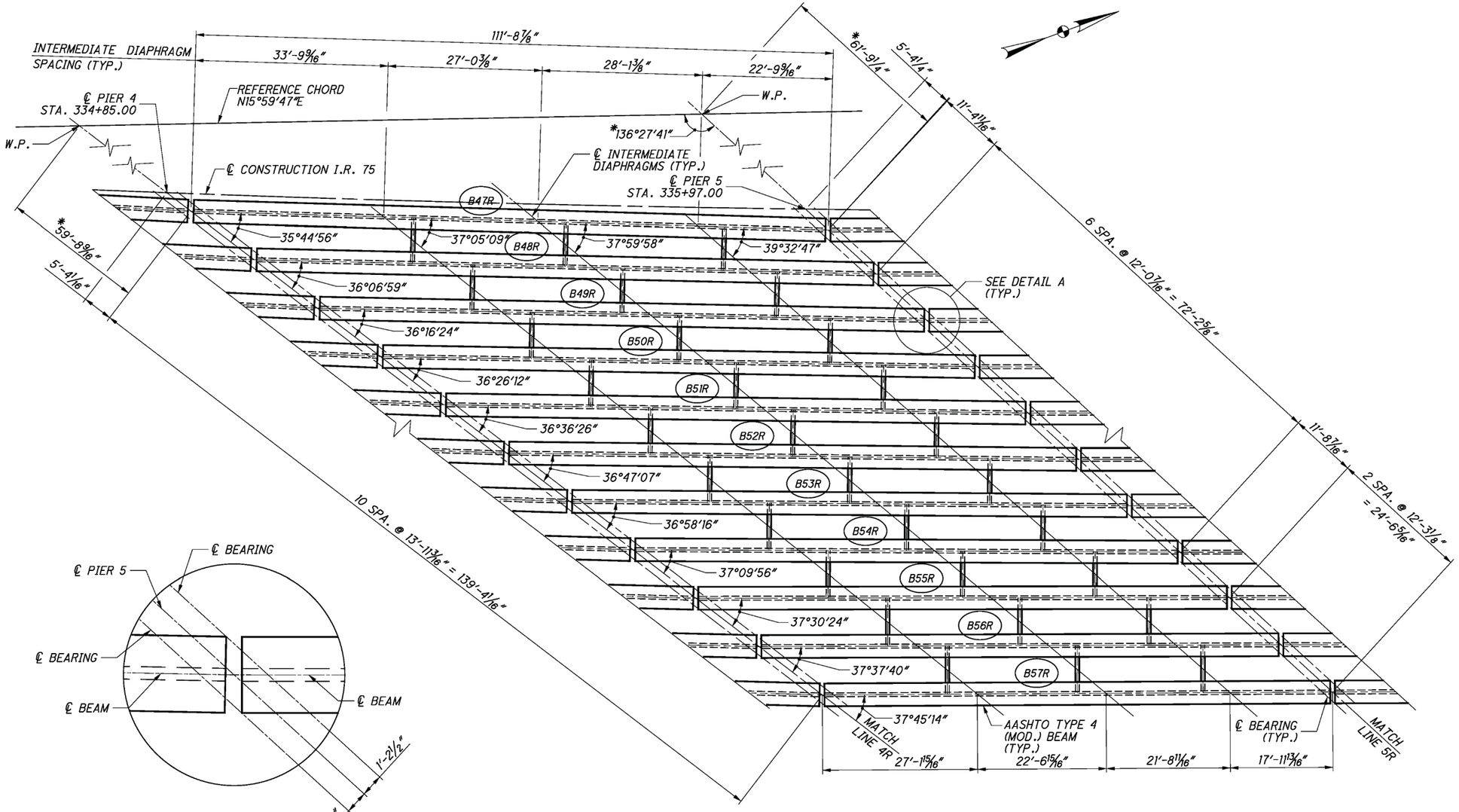

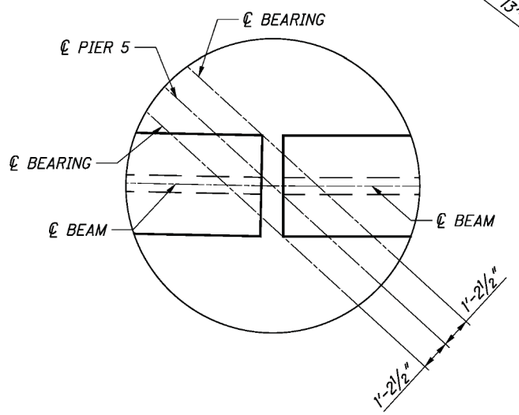

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 5)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 139/229 AND 140/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 4 AND 6), SEE SHEETS 104/229 AND 106/229 .
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57078994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 5)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

105/229

1352
1565

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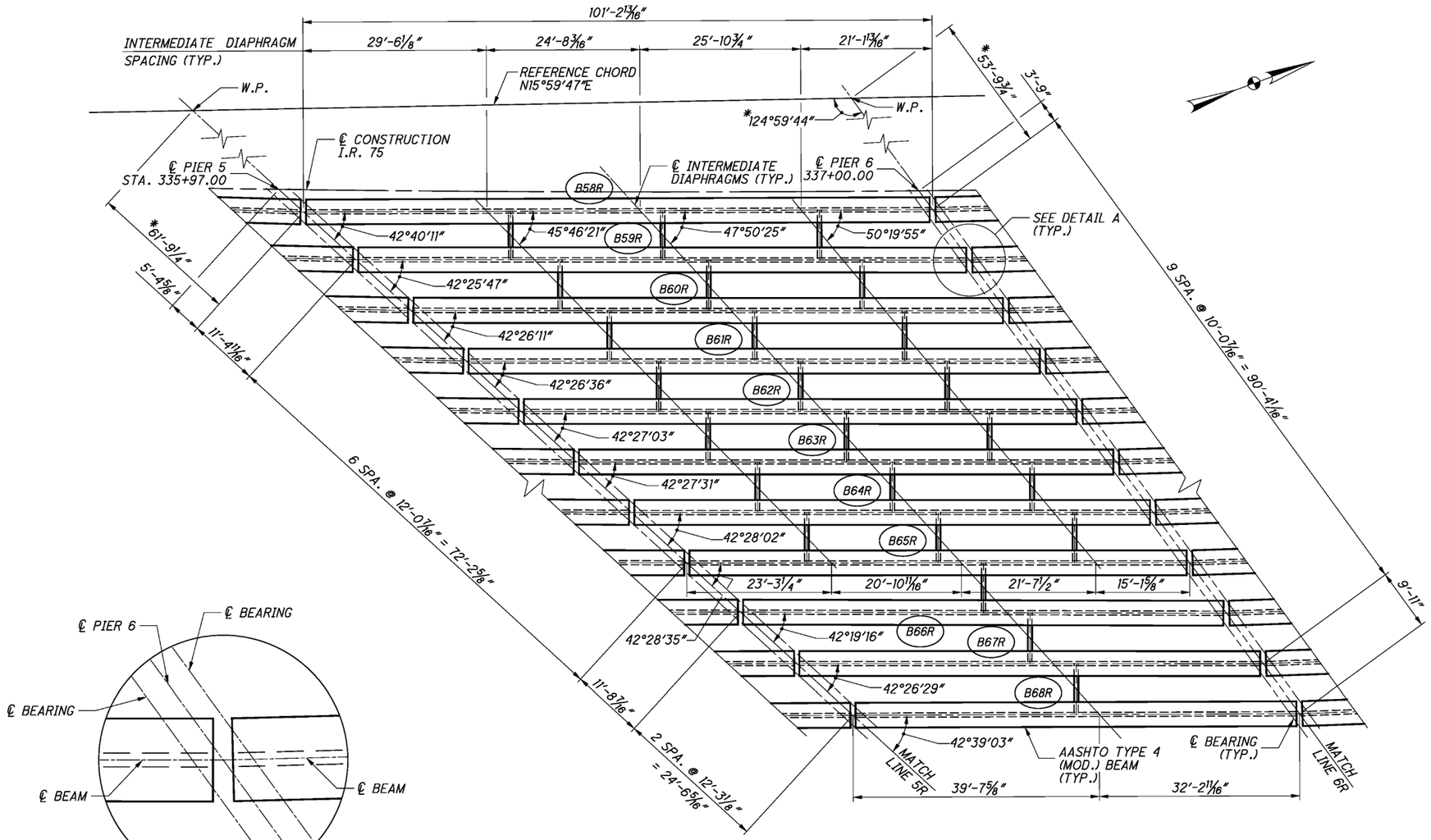

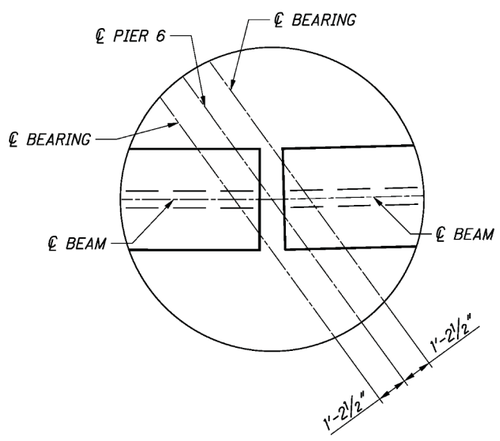

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 6)

LEGEND:

(BXXX)	DENOTES BEAM NUMBER
W.P.	WORKING POINT
*	INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 140/229 AND 141/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 5 AND 7), SEE SHEETS 105/229 AND 107/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

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CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 6)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

106/229

1353
1565

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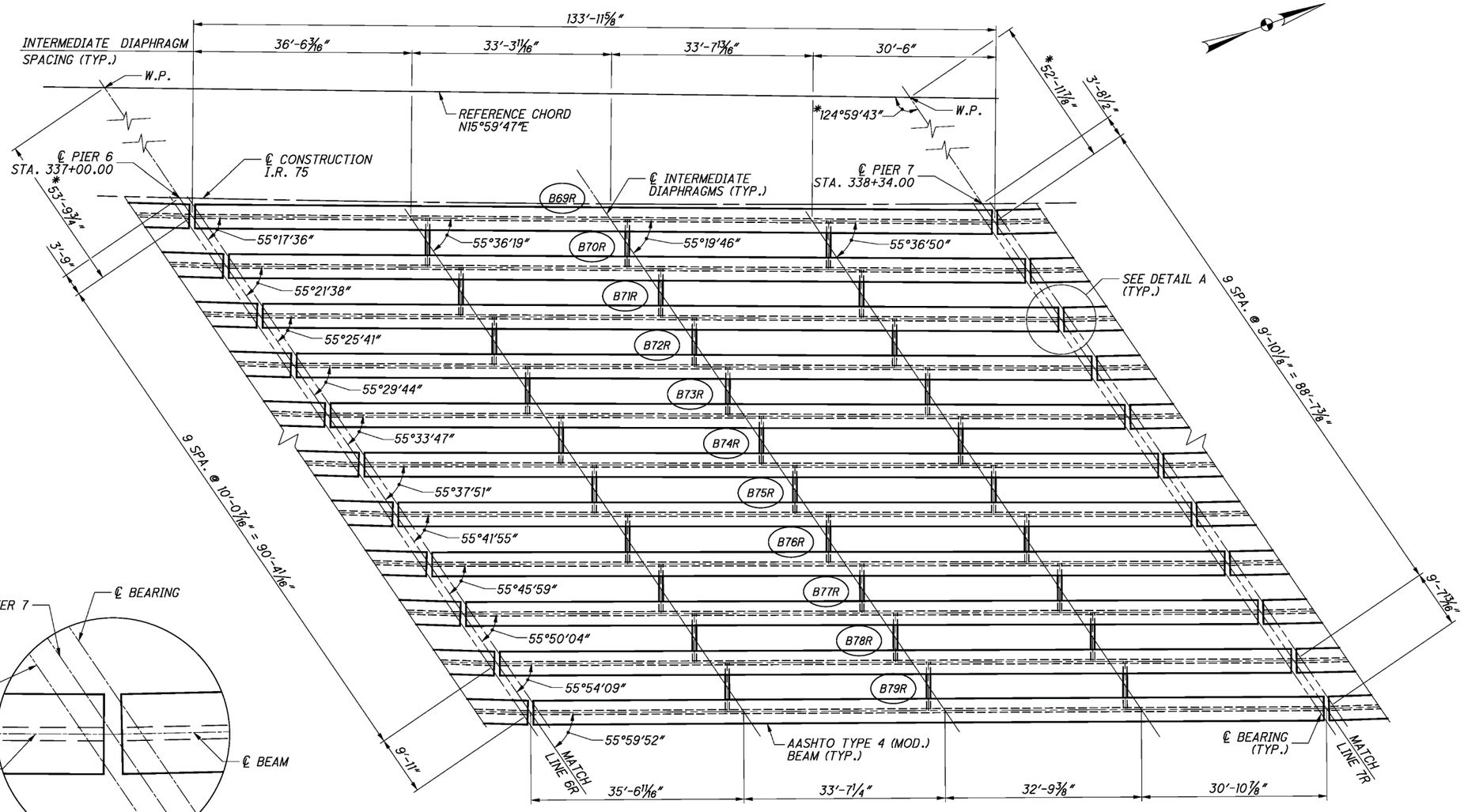

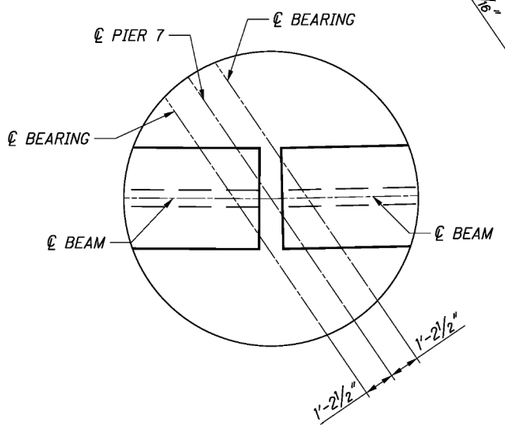

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 7)

LEGEND:

(BXXX)	DENOTES BEAM NUMBER
W.P.	WORKING POINT
*	INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 141/229 AND 142/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 6 AND 8), SEE SHEETS 106/229 AND 108/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 7)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

107/229

1354
1565

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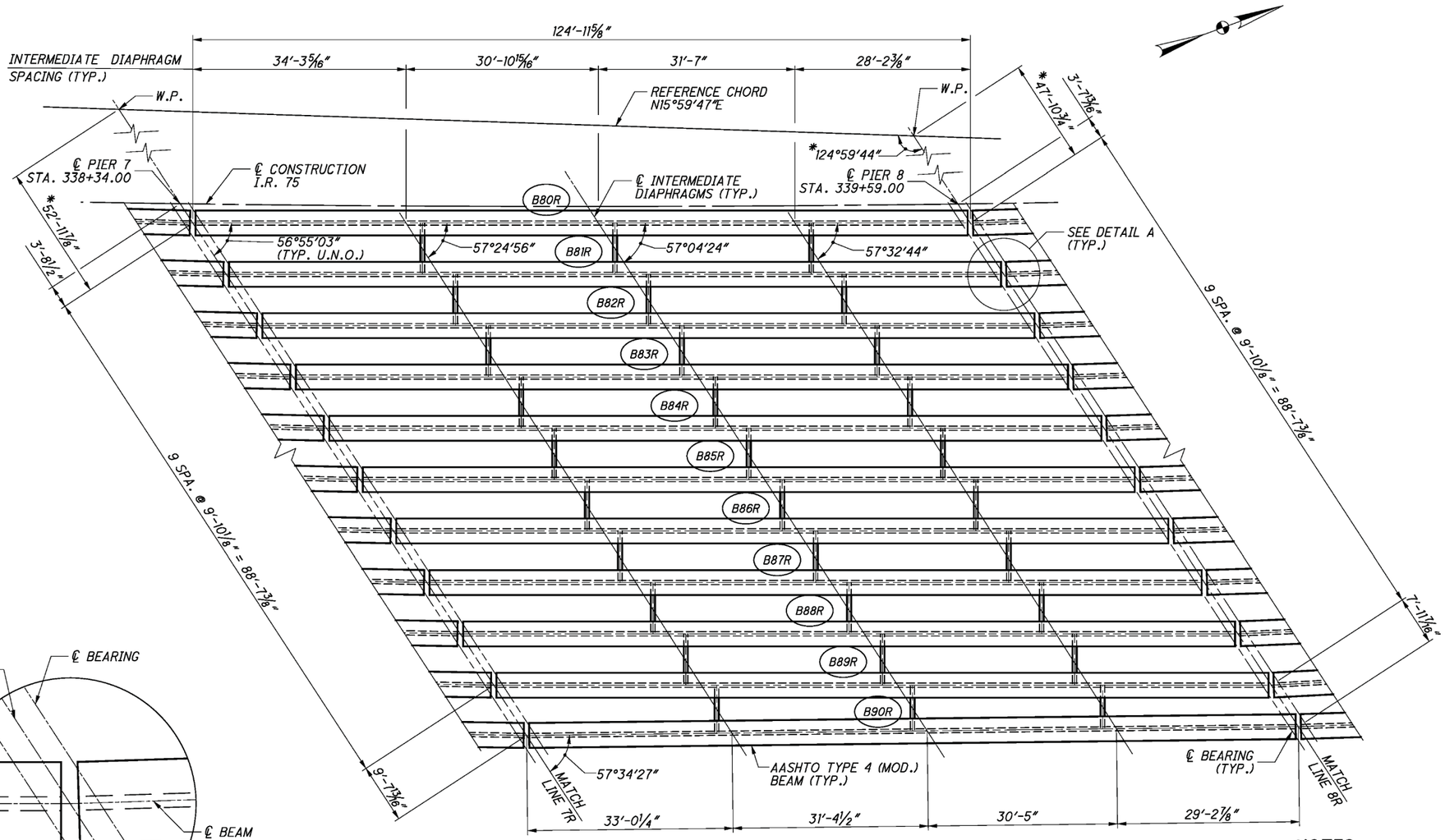

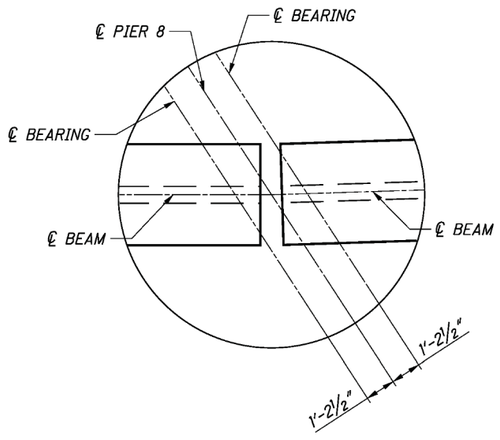

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 8)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 142/229 AND 143/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 7 AND 9), SEE SHEETS 107/229 AND 109/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 8)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

108/229

1355
1565

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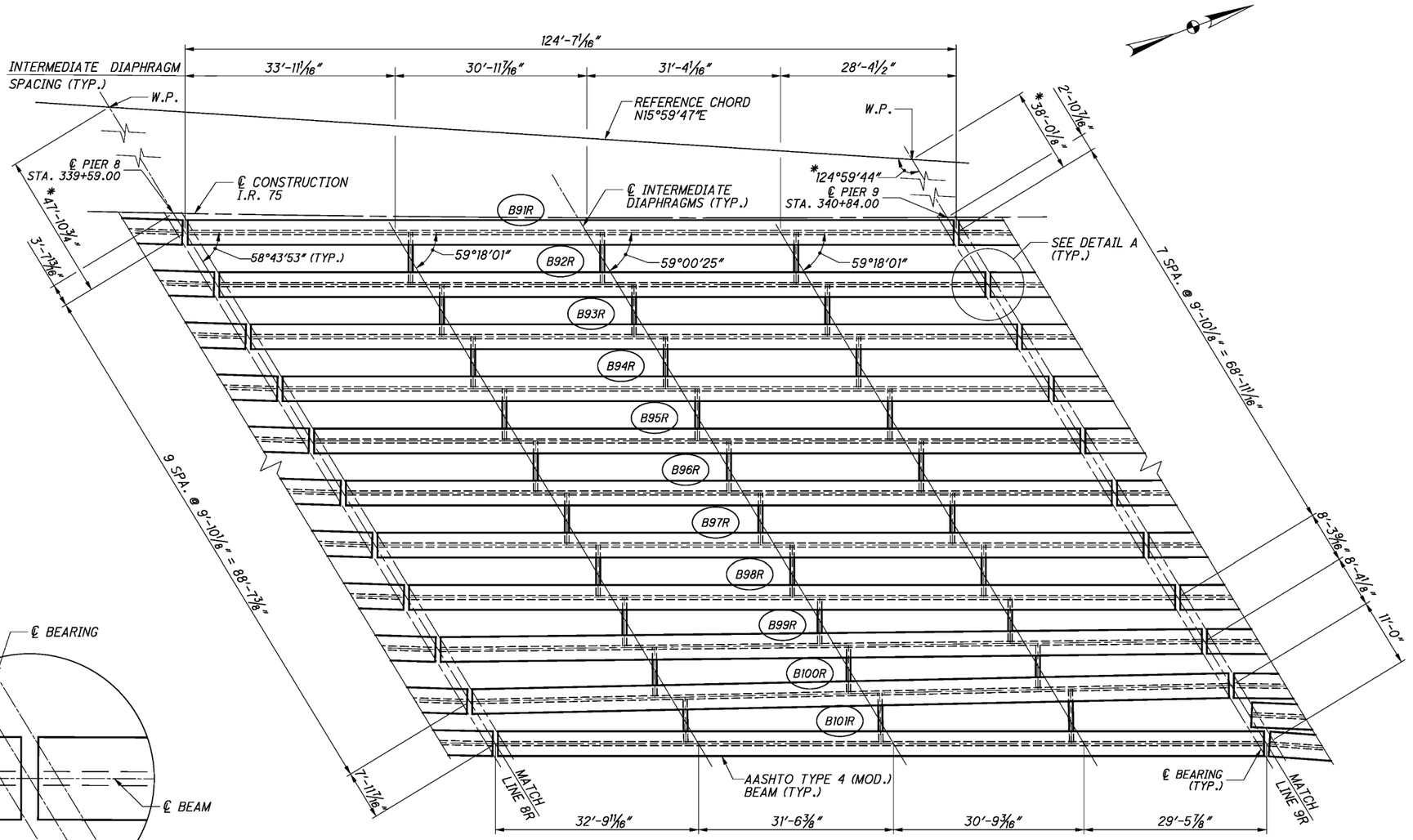
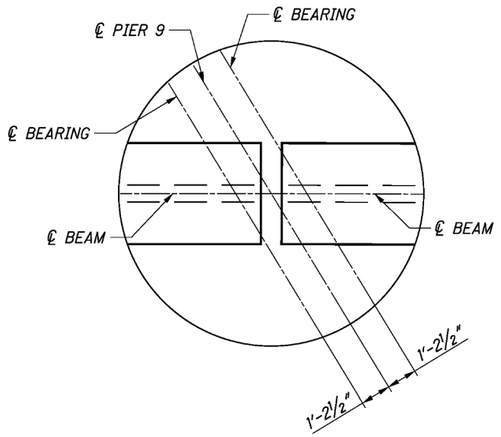


FRAMING PLAN - RIGHT BRIDGE (SPAN 9)



DETAIL A

LEGEND:

(BXXX)	DENOTES BEAM NUMBER
W.P.	WORKING POINT
*	INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-1-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 143/229 AND 144/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 8 AND 10), SEE SHEETS 108/229 AND 110/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 9)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

109/229

1356
1565

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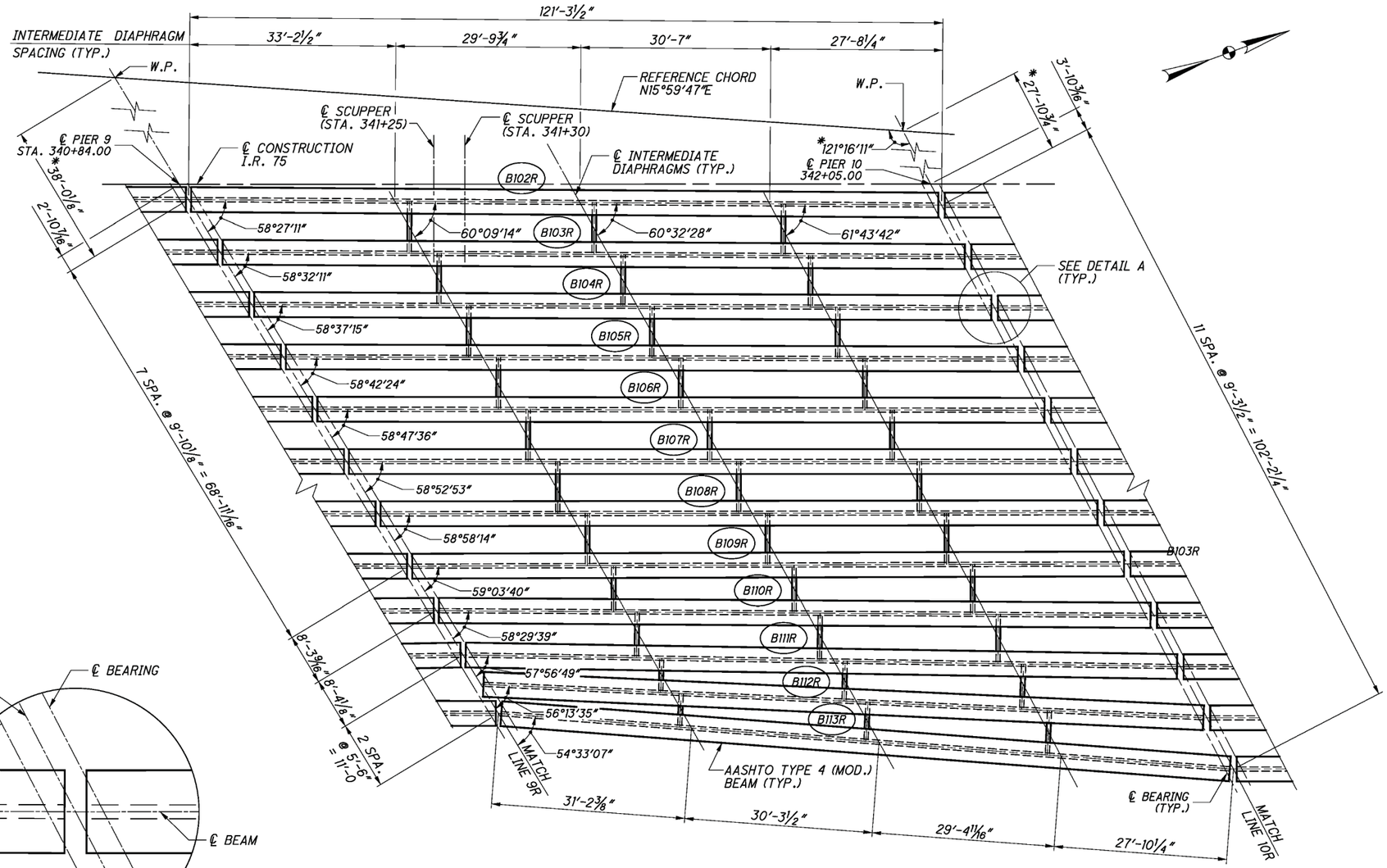

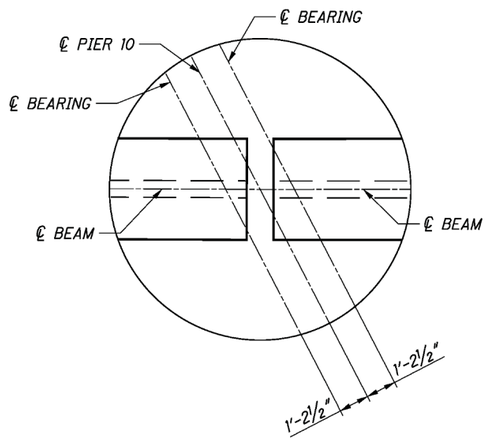

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 10)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 144/229 AND 145/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 9 AND 11), SEE SHEETS 109/229 AND 111/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.
6. FOR SCUPPER DETAILS, SEE SHEET 167/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57078994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 10)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

110/229

1357
1565

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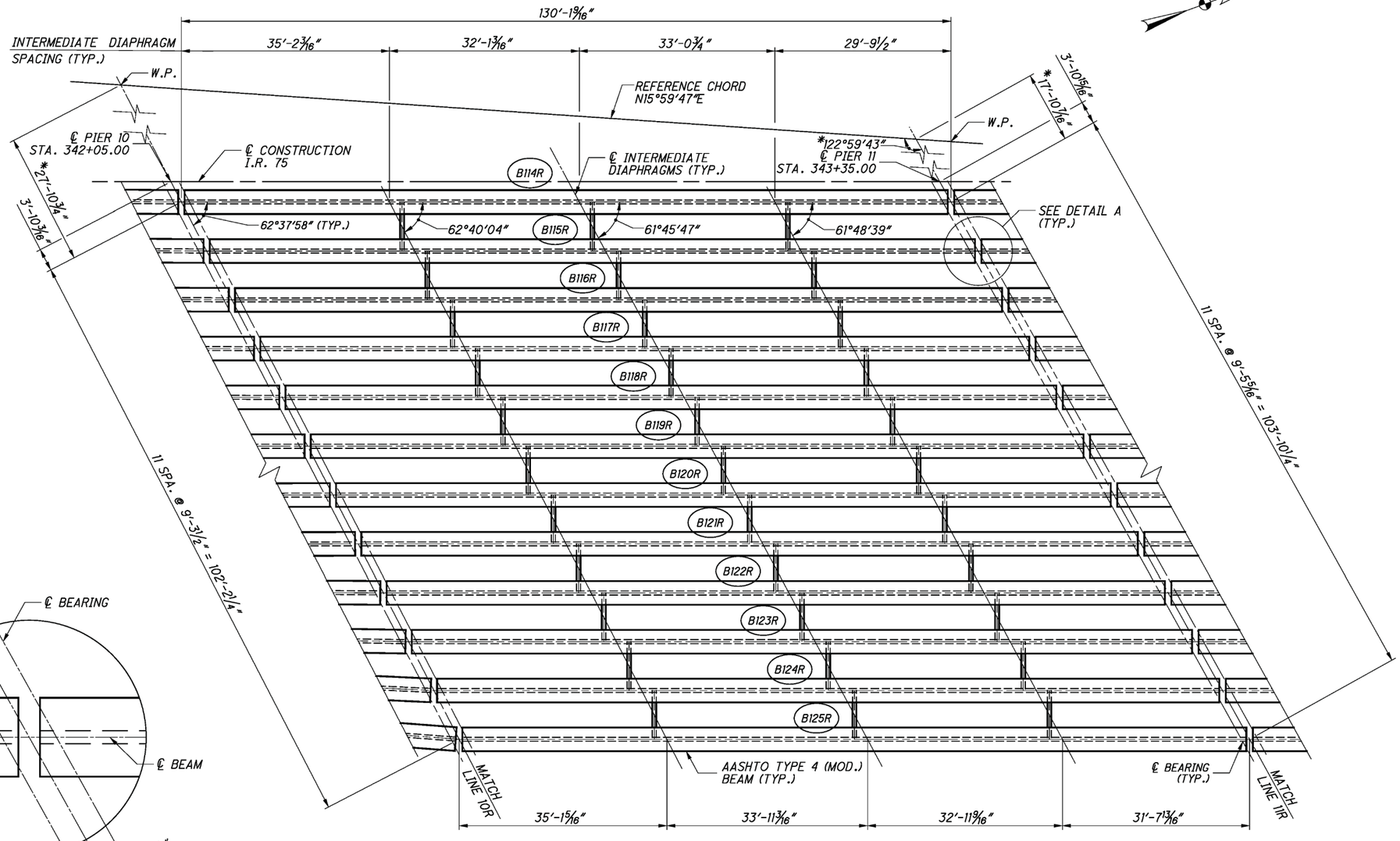

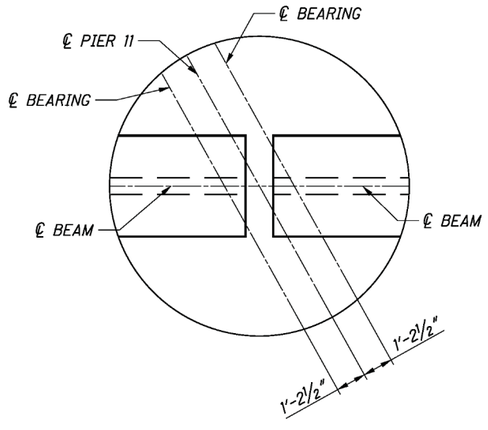

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 11)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 145/229 AND 146/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 10 AND 12), SEE SHEETS 110/229 AND 112/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57077994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 11)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

111/229

1358
1565

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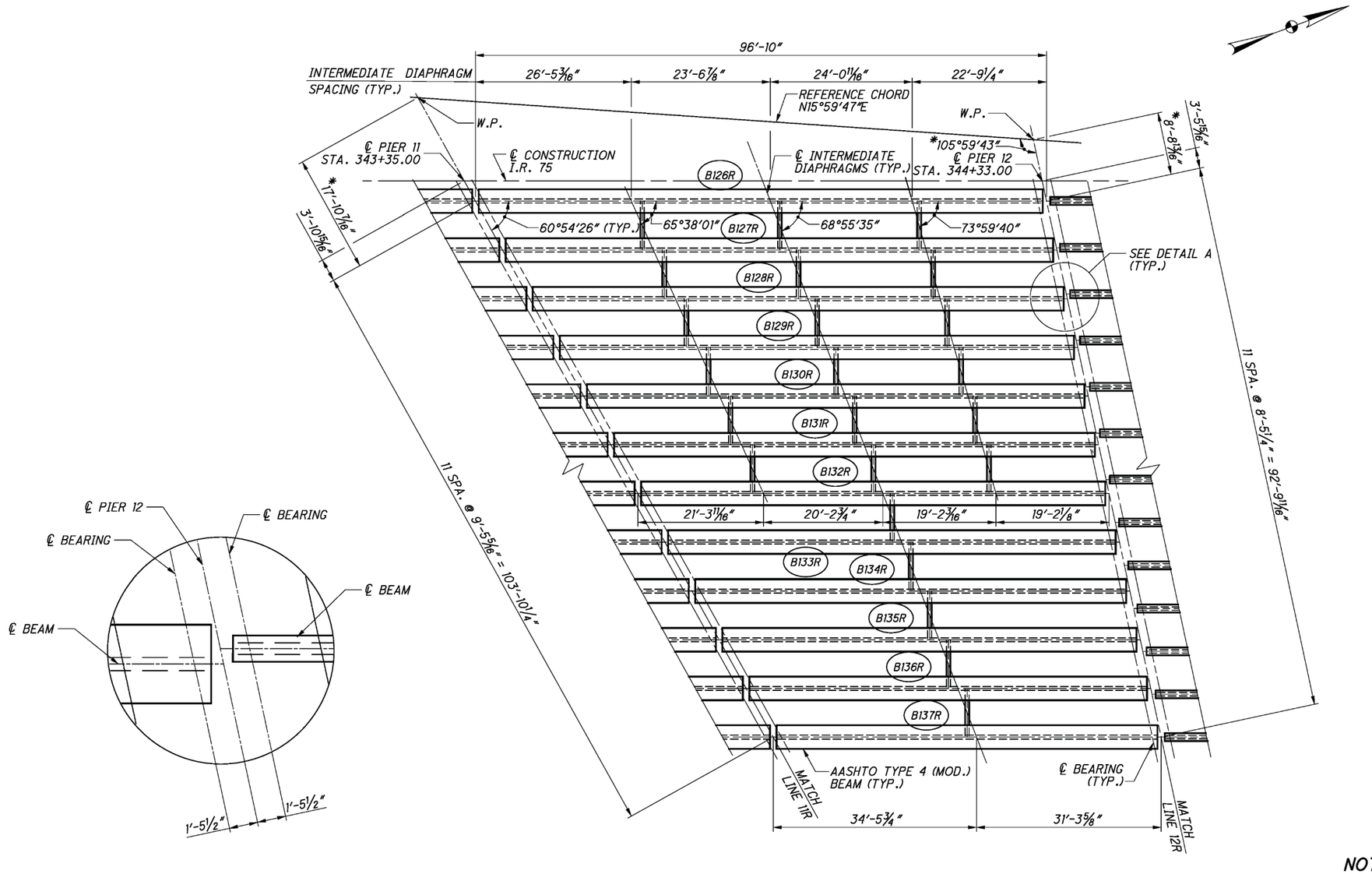

DETAIL A

FRAMING PLAN - RIGHT BRIDGE (SPAN 12)

LEGEND:

- (BXXX) DENOTES BEAM NUMBER
- W.P. WORKING POINT
- * INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 146/229 AND 147/229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR FRAMING PLAN - RIGHT BRIDGE (SPANS 11 AND 13), SEE SHEETS 111/229 AND 113/229.
5. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 12)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

112/229

1359
1565

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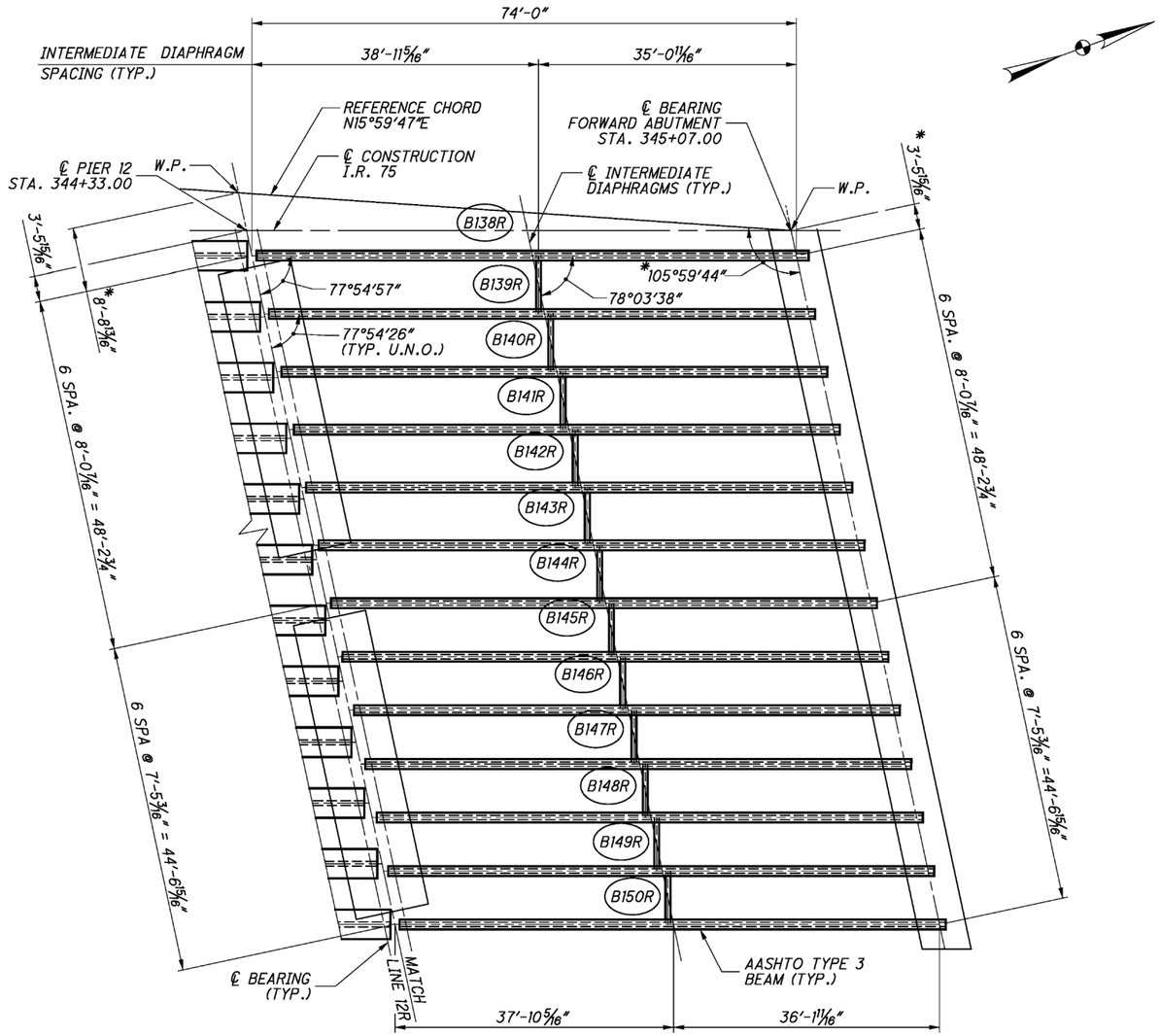

FRAMING PLAN - RIGHT BRIDGE (SPAN 13)

LEGEND:

(BXXX) DENOTES BEAM NUMBER

W.P. WORKING POINT

* INDICATES MEASURED TO THE REFERENCE CHORD

NOTES:

1. FOR DETAILS OF STEEL INTERMEDIATE DIAPHRAGMS, SEE ODOT STANDARD DRAWING PSID-I-99, SHEET 6 OF 8.
2. FOR PIER DIAPHRAGM DETAILS, SEE SHEET 147 / 229.
3. BEAM SPACES ARE MEASURED ALONG THE ℄ PIER.
4. FOR END DIAPHRAGM DETAILS, SEE SHEET 135 / 229.
5. FOR FRAMING PLAN - RIGHT BRIDGE (SPAN 12), SEE SHEET 112 / 229.
6. FOR REFERENCE CHORD DIAGRAM, SEE SHEET 7 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57079947/5708001	

FRAMING PLAN - RIGHT BRIDGE (SPAN 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

113 / 229

1360
1565

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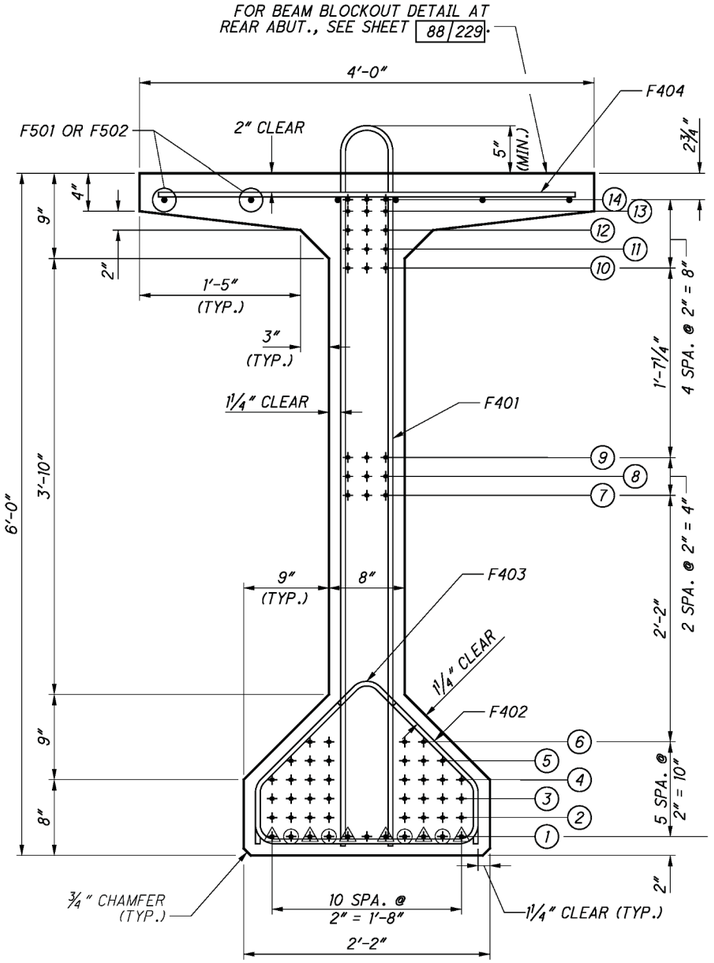
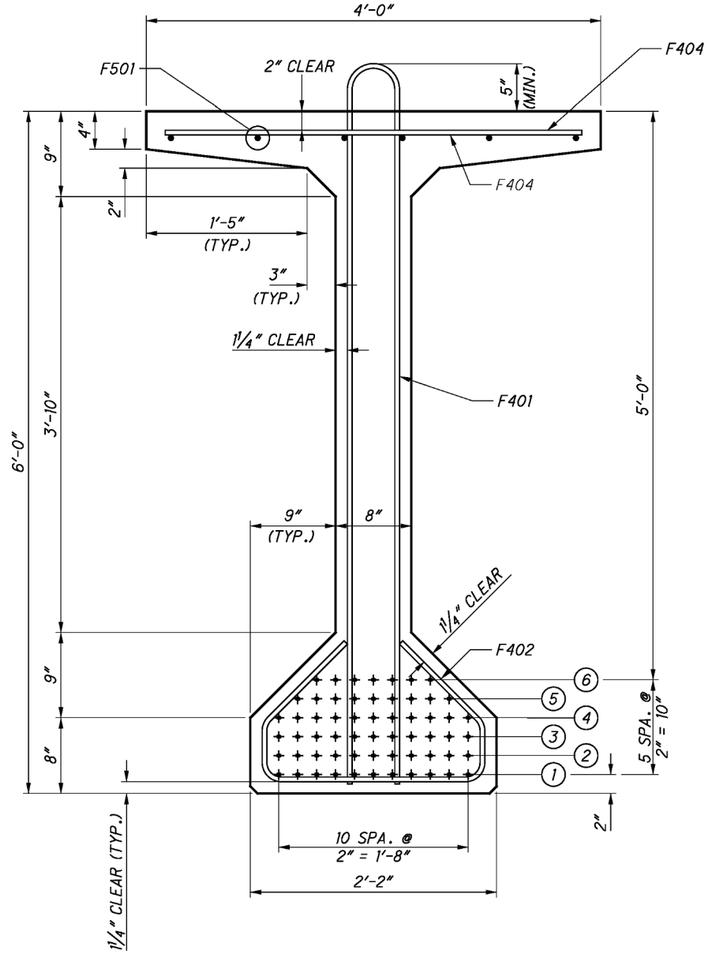


MODIFIED AASHTO TYPE 4 (72")

(AT BEAM ENDS)

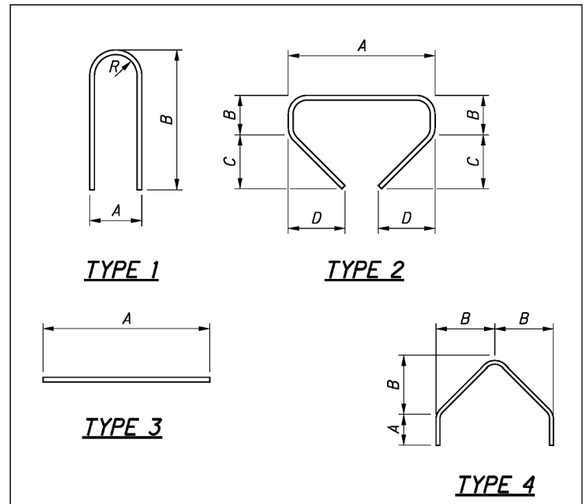


MODIFIED AASHTO TYPE 4 (72")

(AT MID-SPAN)

⊕ - DEBOND STRANDS AS SHOWN IN TABLES

⚠ - EXTEND STRANDS AT PIERS (SEE SHEET 119/229)



BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

MARK	TYPE	DIMENSIONS				
		A	B	C	D	R
F401	1	5½"	6'-4"			2¼"
F402	2	1'-11½"	6¼"	8½"	8½"	
F403	4	6¼"	11¾"			
F404	3	3'-8"				
F501	3	30'-0"				
F502	3	*				

* - SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SHEETS 119/229 THRU 122/229.

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION, THE NEXT DIGIT INDICATES THE INCH-POUND BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE EPOXY-COATED.

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLES ON SHEET 115/229 AND 116/229.
2. FOR BEAM ELEVATIONS AND BEAM DIMENSIONS, SEE SHEETS 119/229 THRU 122/229.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.
5. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-1-99, SHEET 1 OF 8. THE SHIPPING STRANDS SHALL BE DEBONDED FOR THE ENTIRE LENGTH OF THE BEAM EXCEPT FOR THE LAST 10'-0" AT EACH END. THE FABRICATOR SHALL PROVIDE A DE-TENSIONING PROCEDURE FOR THE SHIPPING STRANDS, AND THE CONTRACTOR SHALL HAVE A PROFESSIONAL ENGINEER REVIEW AND APPROVE THE PROCEDURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE BEAMS CAUSED BY THE SHIPPING STRAND DE-TENSIONING. DAMAGED BEAMS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE BEAMS WILL BE REJECTED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED GHD | DRAWN JPD | CHECKED JH | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - STRAND PATTERN (LEFT BRIDGE SPANS 1-12)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

114/229

1361
1565

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NUMBER OF STRANDS PER ROW - LEFT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM ROW NUMBER														TOTAL NUMBER OF STRANDS	DEBONDING		MIDSPAN ROW NUMBER						TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI)	
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)		LENGTH	NUMBER	(1)	(2)	(3)	(4)	(5)	(6)		f'ci	f'c
1	B1L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B2L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B3L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B4L AND B5L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000
	B6L AND B7L	11	6	-	-	-	-	-	3	3	-	-	-	-	-	23	-	-	11	9	3	-	-	-	23	5000	7000
	B8L AND B9L	11	2	-	-	-	-	-	3	3	-	-	-	-	-	19	-	-	11	5	3	-	-	-	19	5000	7000
	B10L AND B11L	11	-	-	-	-	-	-	3	2	-	-	-	-	-	16	-	-	11	3	2	-	-	-	16	5000	7000
	B12L	10	-	-	-	-	-	1	1	1	-	-	-	-	-	13	-	-	11	1	1	-	-	-	13	5000	7000
2	B13L THRU B18L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B19L THRU B24L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
3	B25L THRU B27L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B28L THRU B35L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
4	B36L	8	-	-	-	-	-	1	1	1	-	-	-	-	-	11	-	-	9	1	1	-	-	-	11	5000	7000
	B37L	10	-	-	-	-	-	1	1	1	-	-	-	-	-	13	-	-	11	1	1	-	-	-	13	5000	7000
	B38L	11	-	-	-	-	-	-	3	2	-	-	-	-	-	16	-	-	11	3	2	-	-	-	16	5000	7000
	B39L	11	2	-	-	-	-	-	3	3	-	-	-	-	-	19	-	-	11	5	3	-	-	-	19	5000	7000
	B40L	11	6	-	-	-	-	-	3	3	-	-	-	-	-	23	-	-	11	9	3	-	-	-	23	5000	7000
	B41L	11	8	-	-	-	-	-	-	-	-	3	3	-	-	25	-	-	11	11	3	-	-	-	25	5000	7000
	B42L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000
	B43L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B44L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B45L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B46L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
5	B47L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
	B48L AND B49L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
	B50L AND B51L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B52L AND B53L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B54L THRU B56L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B57L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
6	B58L AND B59L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
	B60L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
	B61L AND B62L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B63L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B64L AND B65L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B66L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B67L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B68L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000

NOTES:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 114/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED GHD | CHECKED JH | DRAWN JPD | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - STRAND TABLES (LEFT BRIDGE SPANS 1-12)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

1362/1565

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NUMBER OF STRANDS PER ROW - LEFT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM ROW NUMBER (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	TOTAL NUMBER OF STRANDS	DEBONDING LENGTH	DEBONDING NUMBER	MIDSPAN ROW NUMBER (1)	(2)	(3)	(4)	(5)	(6)	TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI) f'ci	f'c
7	B69L THRU B79L	11	8	8	8	6	4	-	-	-	3	3	3	3	3	60	12'-0"	4	11	11	11	11	9	7	60	5000	7000
8	B80L THRU B90L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
9	B91L THRU B101L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
10	B102L AND B103L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
	B104L THRU B109L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B110L THRU B112L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
11	B113L THRU B116L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B117L THRU B123L	11	8	8	8	6	-	-	-	-	3	3	3	3	3	56	-	-	11	11	11	11	9	3	56	5000	7000
12	B124L AND B125L	11	8	8	8	4	-	-	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	51	5000	7000
	B126L AND B127L	11	8	8	6	-	-	-	-	-	-	3	3	3	3	45	-	-	11	11	11	9	3	-	45	5000	7000
	B128L	11	8	8	4	-	-	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	40	5000	7000
	B129L THRU B131L	11	8	8	-	-	-	-	-	-	-	-	3	3	3	36	-	-	11	11	11	3	-	-	36	5000	7000
	B132L THRU B134L	11	8	2	-	-	-	-	-	-	3	3	3	-	-	30	-	-	11	11	5	3	-	-	30	5000	7000
13	B135L THRU B146L	AASHTO TYPE 3 GIRDER. SEE SHEET 125/229																									

NOTES:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 114/229 .

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED GHD | DRAWN JPD | REVIEWED MSL | DATE 03/01/12

CHECKED JH | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - STRAND TABLES (LEFT BRIDGE SPANS 1-12)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

116/229

1363/1565

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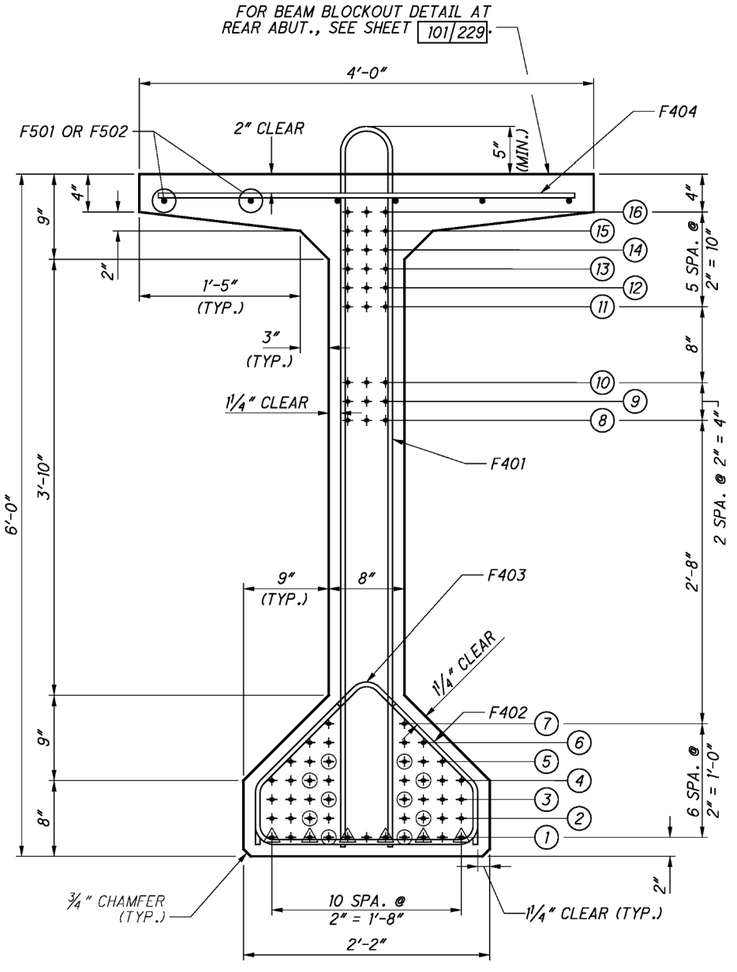
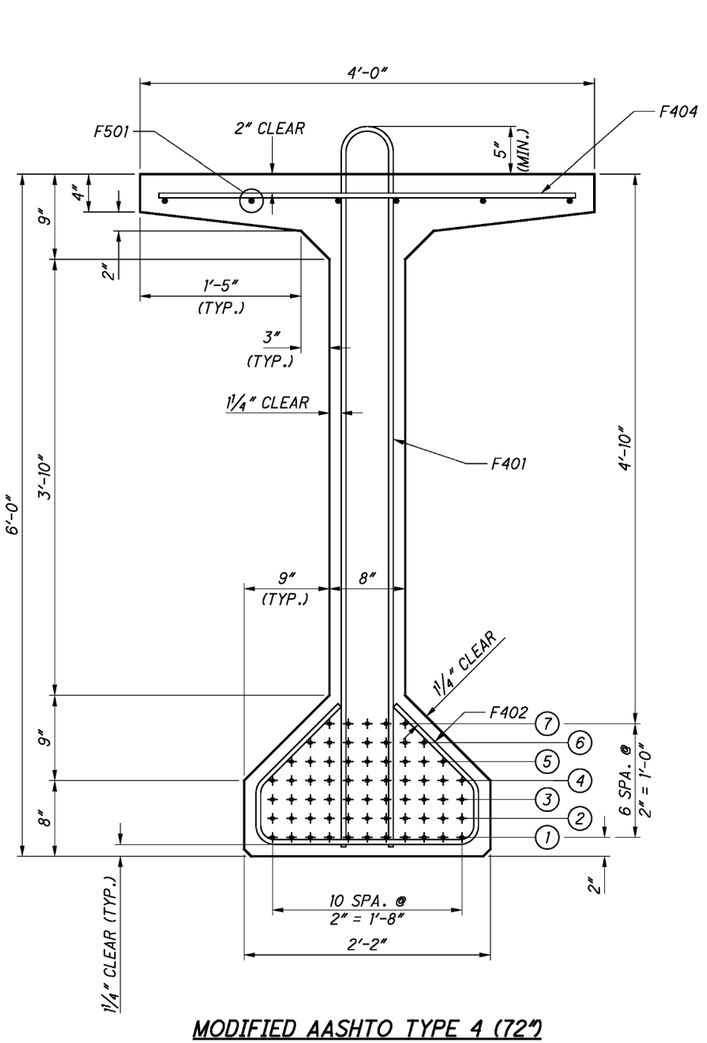


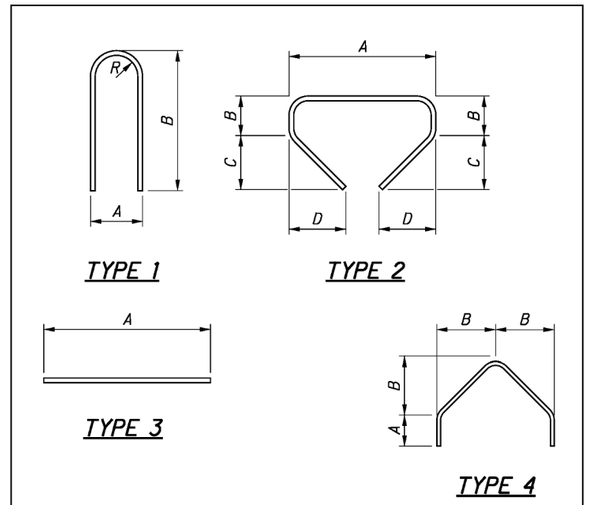
MODIFIED AASHTO TYPE 4 (72")

(AT BEAM ENDS)



MODIFIED AASHTO TYPE 4 (72")

(AT MID-SPAN)



BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

MARK	TYPE	DIMENSIONS				
		A	B	C	D	R
F401	1	5½"	6'-4"			2¼"
F402	2	1'-11½"	6¼"	8½"	8½"	
F403	4	6¼"	11¾"			
F404	3	3'-8"				
F501	3	30'-0"				
F502	3	*				

* - SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SHEETS 122/229 THRU 124/229.

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION, THE NEXT DIGIT INDICATES THE INCH-POUND BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE EPOXY-COATED.

⊕ - DEBOND STRANDS AS SHOWN IN TABLES

⚠ - EXTEND STRANDS AT PIERS (SEE SHEET 119/229)

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLE ON SHEET 118/229.
2. FOR BEAM ELEVATIONS AND BEAM DIMENSIONS, SEE SHEETS 119/229 THRU 124/229.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.
5. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-1-99, SHEET 1 OF 8. THE SHIPPING STRANDS SHALL BE DEBONDED FOR THE ENTIRE LENGTH OF THE BEAM EXCEPT FOR THE LAST 10'-0" AT EACH END. THE FABRICATOR SHALL PROVIDE A DE-TENSIONING PROCEDURE FOR THE SHIPPING STRANDS, AND THE CONTRACTOR SHALL HAVE A PROFESSIONAL ENGINEER REVIEW AND APPROVE THE PROCEDURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE BEAMS CAUSED BY THE SHIPPING STRAND DE-TENSIONING. DAMAGED BEAMS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE BEAMS WILL BE REJECTED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JH | DRAWN JPD | REVIEWED MSL | DATE 03/01/12

CHECKED AFN | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - STRAND PATTERN (RIGHT BRIDGE)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

1364
1565

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NUMBER OF STRANDS PER ROW - RIGHT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM																TOTAL NUMBER OF STRANDS	DEBONDING		MIDSPAN							TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI)	
		ROW NUMBER																	LENGTH	NUMBER	ROW NUMBER								f'ci	f'c
		(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	(16)				(1)	(2)	(3)	(4)	(5)	(6)	(7)			
1	B1R THRU B12R	11	8	8	8	6	4	2	-	-	-	3	3	3	3	3	3	65	8'-0"	10	11	11	11	11	9	7	5	65	5000	7000
2	B13R THRU B24R	9	6	6	6	2	2	-	-	-	-	-	3	3	3	3	3	46	-	-	9	9	9	9	5	5	-	46	5000	7000
3	B25R THRU B27R	11	8	2	-	-	-	-	3	3	2	-	-	-	-	-	-	29	-	-	11	11	5	2	-	-	-	29	5000	7000
	B28R THRU B30R	11	8	6	-	-	-	-	3	3	3	-	-	-	-	-	-	34	-	-	11	11	9	3	-	-	-	34	5000	7000
	B31R THRU B35R	11	8	8	8	4	-	-	-	-	-	-	3	3	3	3	3	54	-	-	11	11	11	11	7	3	-	54	5000	7000
4	B36R THRU B39R	11	8	4	-	-	-	-	3	3	2	-	-	-	-	-	-	31	-	-	11	11	7	2	-	-	-	31	5000	7000
	B40R AND B41R	11	8	6	-	-	-	-	3	3	3	-	-	-	-	-	-	34	-	-	11	11	9	3	-	-	-	34	5000	7000
	B42R AND B43R	11	8	8	8	4	-	-	-	-	-	-	3	3	3	3	3	54	-	-	11	11	11	11	7	3	-	54	5000	7000
	B44R THRU B46R	11	8	8	8	6	4	-	-	-	-	-	3	3	3	3	3	60	8'-0"	4	11	11	11	11	9	7	-	60	5000	7000
5	B47R THRU B53R	11	8	6	-	-	-	-	3	3	3	-	-	-	-	-	-	34	-	-	11	11	9	3	-	-	-	34	5000	7000
	B54R THRU B57R	11	8	2	-	-	-	-	3	3	2	-	-	-	-	-	-	29	-	-	11	11	5	2	-	-	-	29	5000	7000
6	B58R THRU B62R	9	6	4	2	-	-	-	3	3	2	-	-	-	-	-	-	29	-	-	9	9	7	4	-	-	-	29	5000	7000
	B63R THRU B68R	9	6	4	-	-	-	-	3	3	2	-	-	-	-	-	-	27	-	-	9	9	7	2	-	-	-	27	5000	7000
7	B69R THRU B79R	11	8	8	8	6	4	-	-	-	-	-	3	3	3	3	3	60	8'-0"	4	11	11	11	11	9	7	-	60	5000	7000
8	B80R THRU B90R	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
9	B91R THRU B101R	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
10	B102R THRU B113R	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
11	B114R THRU B125R	11	8	8	8	6	4	-	-	-	-	-	3	3	3	3	3	60	8'-0"	4	11	11	11	11	9	7	-	60	5000	7000
12	B126R THRU B131R	11	8	2	-	-	-	-	3	3	-	-	-	-	-	-	-	27	-	-	11	11	5	-	-	-	-	27	5000	7000
	B132R THRU B137R	9	6	4	-	-	-	-	3	2	-	-	-	-	-	-	-	24	-	-	9	9	6	-	-	-	-	24	5000	7000
13	B138L THRU B150L	AASHTO TYPE 3 GIRDER. SEE SHEET 125/229																											

NOTE:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 117/229 .

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JH | DRAWN JPD | CHECKED AFN | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - STRAND TABLES

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1365/1565

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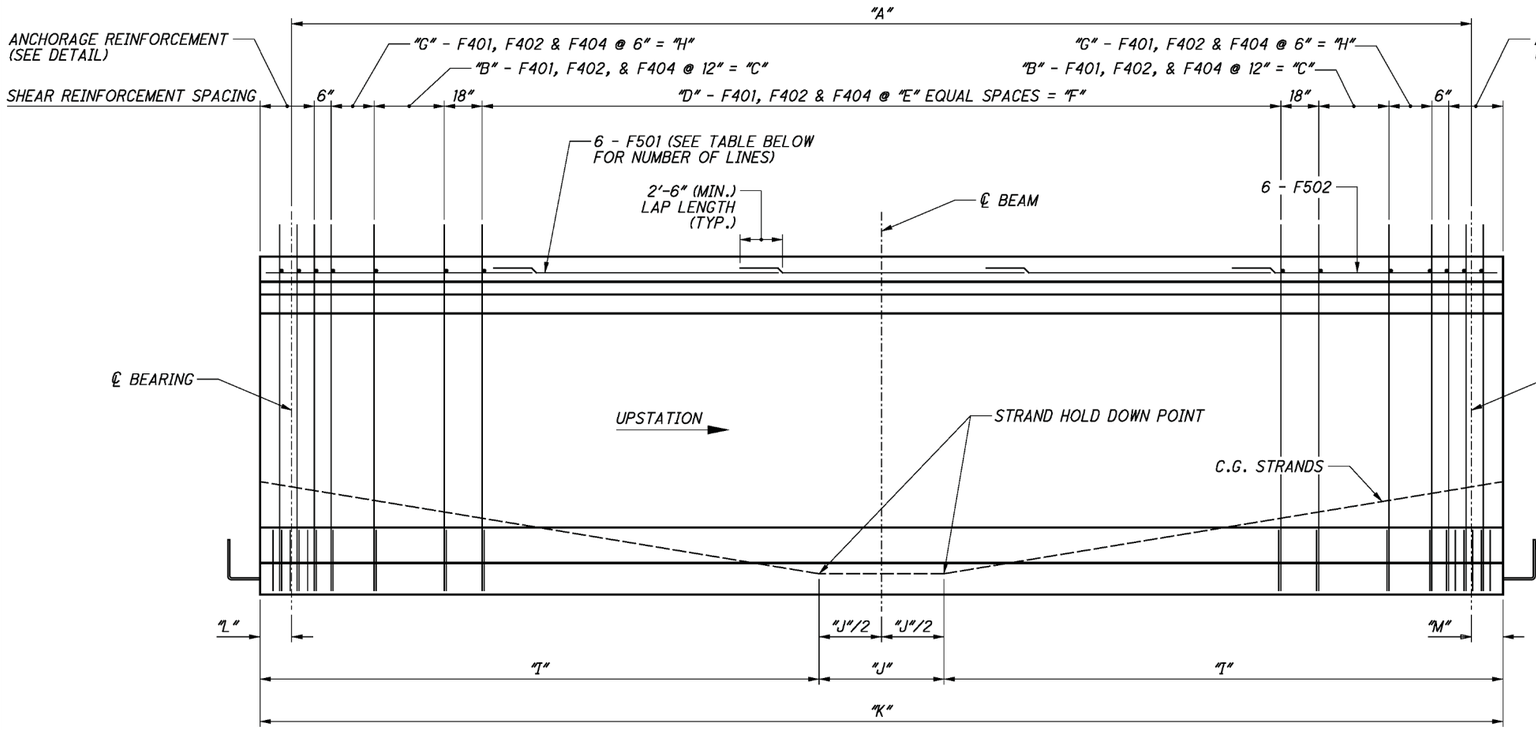
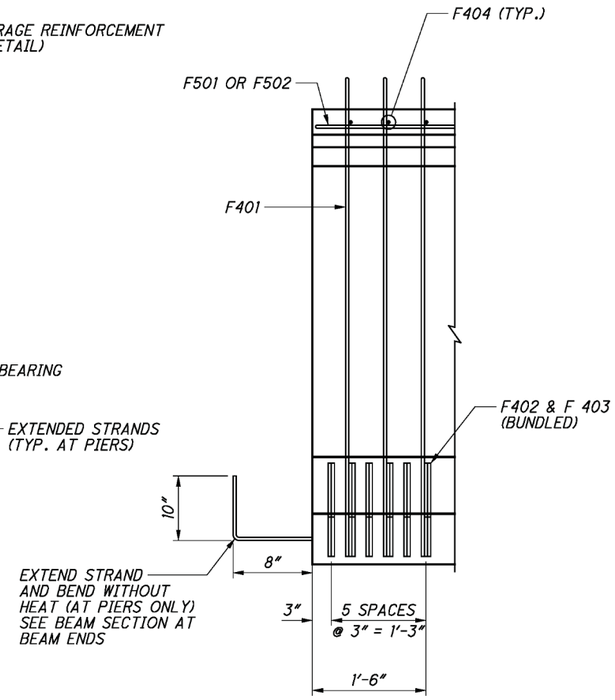


TYPICAL MODIFIED AASHTO TYPE 4 (72") BEAM ELEVATION

(THREADED INSERTS AND 1¼" DIA. SLEEVES FOR DIAPHRAGMS NOT SHOWN FOR CLARITY, REFER TO DIAPHRAGM DETAIL SHEETS 136/229 THRU 147/229 FOR LOCATIONS AND DETAILS)



ANCHORAGE REINFORCEMENT DETAIL

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS													APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"									
B1L	1	117'-5 15/16"	41	40'-0"	14	13	20'-7 5/8"	16	8'-0"	53'-9 13/16"	12'-0"	119'-7 5/8"	13"	12.7"	126,575	134	140	12	134	4	24	6	9'-0"
B2L	1	110'-6 1/2"	41	40'-0"	10	9	13'-7 13/16"	16	8'-0"	50'-9 15/16"	11'-0"	112'-7 13/16"	13"	12.4"	119,187	130	136	12	130	3	18	6	29'-7"
B3L	1	103'-5 7/16"	36	35'-0"	14	13	20'-6 9/16"	12	6'-0"	47'-3 5/16"	11'-0"	105'-6 9/16"	13"	12.1"	111,669	116	122	12	116	3	18	6	22'-6"
B4L	1	96'-9 1/8"	31	30'-0"	19	18	27'-10 9/16"	8	4'-0"	44'-5 1/4"	10'-0"	98'-10 9/16"	13"	12.4"	104,613	103	109	12	103	3	18	6	15'-10"
B5L	1	90'-1 1/4"	31	30'-0"	15	14	21'-2 3/4"	8	4'-0"	41'-1 3/8"	10'-0"	92'-2 3/4"	13"	12.5"	97,578	99	105	12	99	3	18	6	9'-2"
B6L	1	85'-3 3/4"	21	20'-0"	30	29	44'-5 1/4"	-	-	38'-8 5/8"	10'-0"	87'-5 1/4"	13"	12.5"	92,507	78	84	12	78	2	12	6	32'-0"
B7L	1	80'-6 3/16"	21	20'-0"	27	26	39'-7 5/8"	-	-	36'-3 13/16"	10'-0"	82'-7 5/8"	13"	12.4"	87,430	75	81	12	75	2	12	6	27'-2"
B8L	1	75'-8 11/16"	21	20'-0"	24	23	34'-10 1/8"	-	-	33'-11 1/16"	10'-0"	77'-10 1/8"	13"	12.4"	82,359	72	78	12	72	2	12	6	22'-5"
B9L	1	70'-11 3/16"	21	20'-0"	21	20	30'-0 5/8"	-	-	31'-6 5/16"	10'-0"	73'-0 5/8"	13"	12.4"	77,287	69	75	12	69	2	12	6	17'-7"
B10L	1	66'-1 5/8"	21	20'-0"	17	16	25'-3 1/16"	-	-	29'-1 9/16"	10'-0"	68'-3 1/16"	13"	12.4"	72,216	65	71	12	65	2	12	6	12'-10"
B11L	1	61'-4 1/8"	21	20'-0"	14	13	20'-5 9/16"	-	-	26'-8 13/16"	10'-0"	63'-5 9/16"	13"	12.4"	67,145	62	68	12	62	2	12	6	8'-0"
B12L	1	56'-6 5/8"	21	20'-0"	11	10	15'-8 1/16"	-	-	24'-4"	10'-0"	58'-8 1/16"	13"	12.4"	62,074	59	65	12	59	1	6	6	30'-10"
B13L	1	123'-4 5/16"	41	40'-0"	18	17	26'-2 1/4"	16	8'-0"	56'-1 1/8"	13'-0"	125'-2 1/4"	12"	10"	132,450	138	144	12	138	4	24	6	14'-7"
B14L	1	122'-1 13/16"	41	40'-0"	17	16	24'-11 1/4"	16	8'-0"	55'-11 5/8"	12'-0"	123'-11 1/4"	12.1"	10"	131,128	137	143	12	137	4	24	6	13'-4"

FOR B15L THRU B58L SEE SHEET 120/229

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLES ON SHEETS 115/229 THRU 118/229.
2. FOR NUMBER OF STRANDS PER ROW, SEE SHEETS 115/229 THRU 118/229.
3. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
4. THREADED INSERT LOCATIONS FOR SCUPPERS IN SPAN 10 WILL BE ON THE TOP FLANGE OF BEAMS 102L AND 102R. CONTRACTOR TO DETERMINE LOCATIONS PRIOR TO BEAM FABRICATION. SEE SHEET 167/229 FOR SCUPPER DETAIL.
5. BEAMS SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION AT EACH END: BEAM NUMBER AND CORRESPONDING SUBSTRUCTURE UNIT.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

119/229

1366
1565

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TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS													APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"									
B15L	1	121'-0 3/4"	41	40'-0"	16	15	23'-10 7/8"	16	8'-0"	55'-5 7/16"	12'-0"	122'-10 7/8"	12.1"	10"	130,033	136	142	12	136	4	24	6	12'-3"
B16L	1	120'-9"	41	40'-0"	16	15	23'-7 1/16"	16	8'-0"	55'-3 1/2"	12'-0"	122'-7 1/16"	12.1"	10"	129,698	136	142	12	136	4	24	6	12'-0"
B17L	1	120'-5 3/16"	41	40'-0"	16	15	23'-3 1/4"	16	8'-0"	55'-1 5/8"	12'-0"	122'-3 1/4"	12.1"	10"	129,363	136	142	12	136	4	24	6	11'-8"
B18L	1	120'-1 3/8"	41	40'-0"	16	15	22'-11 11/16"	16	8'-0"	54'-11 3/4"	12'-0"	121'-11 11/16"	12.1"	10"	129,029	136	142	12	136	4	24	6	11'-4"
B19L	1	119'-9 9/16"	41	40'-0"	16	15	22'-7 11/16"	16	8'-0"	54'-9 13/16"	12'-0"	121'-7 11/16"	12.1"	10"	128,694	136	142	12	136	4	24	6	11'-0"
B20L	1	119'-5 13/16"	41	40'-0"	15	14	22'-3 7/8"	16	8'-0"	54'-7 15/16"	12'-0"	121'-3 7/8"	12.1"	10"	128,359	135	141	12	135	4	24	6	10'-8"
B21L	1	119'-2"	41	40'-0"	15	14	22'-0 1/16"	16	8'-0"	54'-6 1/16"	12'-0"	121'-0 1/16"	12.1"	10"	128,024	135	141	12	135	4	24	6	10'-5"
B22L	1	118'-10 3/16"	41	40'-0"	15	14	21'-8 1/4"	16	8'-0"	54'-4 1/8"	12'-0"	120'-8 1/4"	12.1"	10"	127,689	135	141	12	135	4	24	6	10'-1"
B23L	1	118'-6 3/8"	41	40'-0"	15	14	21'-4 1/2"	16	8'-0"	54'-2 1/4"	12'-0"	120'-4 1/2"	12.1"	10"	127,355	135	141	12	135	4	24	6	9'-9"
B24L	1	118'-2 9/16"	41	40'-0"	15	14	21'-0 11/16"	16	8'-0"	54'-0 5/16"	12'-0"	120'-0 11/16"	12.1"	10"	127,020	135	141	12	135	4	24	6	9'-5"
B25L	1	124'-3 3/8"	41	40'-0"	19	18	27'-3 1/2"	16	8'-0"	56'-7 3/4"	13'-0"	126'-3 1/2"	12"	12.2"	133,616	139	145	12	139	4	24	6	15'-8"
B26L	1	124'-1 5/8"	41	40'-0"	19	18	27'-1 13/16"	16	8'-0"	56'-6 15/16"	13'-0"	126'-1 13/16"	12.1"	12.1"	133,471	139	145	12	139	4	24	6	15'-6"
B27L	1	124'-9 5/16"	41	40'-0"	19	18	27'-9 1/2"	16	8'-0"	56'-10 3/4"	13'-0"	126'-9 1/2"	12.1"	12.1"	134,148	139	145	12	139	4	24	6	16'-2"
B28L	1	125'-5"	41	40'-0"	19	18	28'-5 3/16"	16	8'-0"	57'-2 5/8"	13'-0"	127'-5 3/16"	12.1"	12.1"	134,825	139	145	12	139	4	24	6	16'-10"
B29L	1	126'-0 11/16"	41	40'-0"	20	19	29'-0 7/8"	16	8'-0"	57'-6 7/16"	13'-0"	128'-0 7/8"	12.1"	12.1"	135,503	140	146	12	140	4	24	6	17'-5"
B30L	1	126'-8 3/8"	41	40'-0"	20	19	29'-8 9/16"	16	8'-0"	57'-10 5/16"	13'-0"	128'-8 9/16"	12.1"	12.1"	136,180	140	146	12	140	4	24	6	18'-1"
B31L	1	127'-4 1/16"	41	40'-0"	21	20	30'-4 1/4"	16	8'-0"	58'-2 1/8"	13'-0"	129'-4 1/4"	12.1"	12.1"	136,858	141	147	12	141	4	24	6	18'-9"
B32L	1	127'-11 3/4"	41	40'-0"	21	20	30'-11 15/16"	16	8'-0"	58'-6"	13'-0"	129'-11 15/16"	12.1"	12.1"	137,535	141	147	12	141	4	24	6	19'-4"
B33L	1	128'-7 7/16"	41	40'-0"	22	21	31'-7 5/8"	16	8'-0"	58'-9 13/16"	13'-0"	130'-7 5/8"	12.1"	12.1"	138,213	142	148	12	142	4	24	6	20'-0"
B34L	1	129'-3 1/8"	41	40'-0"	22	21	32'-3 5/16"	16	8'-0"	59'-1 11/16"	13'-0"	131'-3 5/16"	12.1"	12.1"	138,890	142	148	12	142	4	24	6	20'-8"
B35L	1	129'-10 13/16"	41	40'-0"	22	21	32'-11"	16	8'-0"	59'-5 1/2"	13'-0"	131'-11"	12.1"	12.1"	139,568	142	148	12	142	4	24	6	21'-4"
B36L	1	44'-3 1/4"	16	15'-0"	10	9	13'-11 3/8"	-	-	18'-5 11/16"	10'-0"	46'-11 3/8"	12.1"	20"	49,671	48	54	12	48	1	6	6	19'-1"
B37L	1	53'-7 3/4"	21	20'-0"	9	8	13'-3 15/16"	-	-	23'-1 15/16"	10'-0"	56'-3 15/16"	12.2"	20"	59,593	57	63	12	57	1	6	6	28'-5"
B38L	1	63'-0 15/16"	21	20'-0"	16	15	22'-9 1/16"	-	-	27'-10 9/16"	10'-0"	65'-9 1/16"	12.2"	20"	69,571	64	70	12	64	2	12	6	10'-4"
B39L	1	72'-6 1/8"	21	20'-0"	22	21	32'-2 1/4"	-	-	32'-7 1/8"	10'-0"	75'-2 1/4"	12.2"	20"	79,548	70	76	12	70	2	12	6	19'-9"
B40L	1	81'-1 1/4"	21	20'-0"	28	27	40'-9 3/8"	-	-	36'-10 11/16"	10'-0"	83'-9 3/8"	12.1"	20"	88,642	76	82	12	76	2	12	6	28'-4"
B41L	1	89'-8 3/8"	21	20'-0"	33	32	49'-4 1/2"	-	-	41'-2 1/4"	10'-0"	92'-4 1/2"	12.1"	20"	97,734	81	87	12	81	3	18	6	9'-4"
B42L	1	98'-3 1/2"	31	30'-0"	20	19	29'-11 5/8"	8	4'-0"	45'-5 13/16"	10'-0"	100'-11 5/8"	12.1"	20"	106,824	104	110	12	104	3	18	6	17'-11"
B43L	1	106'-10 9/16"	36	35'-0"	17	16	24'-6 11/16"	12	6'-0"	49'-3 3/8"	11'-0"	109'-6 11/16"	12.1"	20"	115,913	119	125	12	119	3	18	6	26'-6"
B44L	1	115'-5 5/8"	41	40'-0"	13	12	19'-1 13/16"	16	8'-0"	53'-0 7/8"	12'-0"	118'-1 13/16"	12.1"	20"	125,002	133	139	12	133	4	24	6	7'-6"
B45L	1	124'-0 3/4"	41	40'-0"	19	18	27'-8 1/8"	16	8'-0"	56'-10 7/16"	13'-0"	126'-8 1/8"	12.2"	20"	134,091	139	145	12	139	4	24	6	16'-1"
B46L	1	132'-7 13/16"	41	40'-0"	25	24	36'-3 15/16"	16	8'-0"	60'-7 15/16"	14'-0"	135'-3 15/16"	12.1"	20"	143,175	145	151	12	145	4	24	6	24'-8"
B47L	1	131'-1 3/8"	41	40'-0"	24	23	35'-2 3/8"	16	8'-0"	60'-7 3/16"	13'-0"	134'-2 3/8"	20"	17"	141,981	144	150	12	144	4	24	6	23'-7"
B48L	1	128'-3 13/16"	41	40'-0"	22	21	32'-4 13/16"	16	8'-0"	59'-2 3/8"	13'-0"	131'-4 13/16"	20"	17"	139,021	142	148	12	142	4	24	6	20'-9"
B49L	1	125'-1 11/16"	41	40'-0"	20	19	29'-2 11/16"	16	8'-0"	57'-7 5/16"	13'-0"	128'-2 11/16"	20"	17"	135,659	140	146	12	140	4	24	6	17'-7"
B50L	1	121'-11 5/8"	41	40'-0"	18	17	26'-0 5/8"	16	8'-0"	56'-0 5/16"	13'-0"	125'-0 5/8"	20"	17"	132,305	138	144	12	138	4	24	6	14'-5"
B51L	1	120'-1"	41	40'-0"	17	16	24'-2"	16	8'-0"	55'-7"	12'-0"	123'-2"	20"	17"	130,313	137	143	12	137	4	24	6	12'-7"
B52L	1	118'-2 7/16"	41	40'-0"	15	14	22'-3 1/16"	16	8'-0"	54'-7 11/16"	12'-0"	121'-3 1/16"	20"	17"	128,320	135	141	12	135	4	24	6	10'-8"
B53L	1	116'-3 13/16"	41	40'-0"	14	13	20'-4 13/16"	16	8'-0"	53'-8 7/16"	12'-0"	119'-4 13/16"	20"	17"	126,327	134	140	12	134	4	24	6	8'-9"
B54L	1	114'-5 1/4"	41	40'-0"	13	12	18'-6 1/4"	16	8'-0"	52'-9 1/8"	12'-0"	117'-6 1/4"	20"	17"	124,335	133	139	12	133	4	24	6	6'-11"
B55L	1	112'-6 5/8"	41	40'-0"	12	11	16'-7 5/8"	16	8'-0"	51'-9 13/16"	12'-0"	115'-7 5/8"	20"	17"	122,342	132	138	12	132	4	24	6	5'-0"
B56L	1	110'-8"	41	40'-0"	10	9	14'-9"	16	8'-0"	51'-4 1/2"	11'-0"	113'-9"	20"	17"	120,350	130	136	12	130	3	18	6	30'-9"
B57L	1	108'-9 1/16"	36	35'-0"	18	17	26'-10 7/16"	12	6'-0"	50'-5 3/16"	11'-0"	111'-10 7/16"	20"	17"	118,357	120	126	12	120	3	18	6	28'-10"
B58L	1	132'-6 15/16"	41	40'-0"	24	23	35'-11 15/16"	16	8'-0"	60'-11 15/16"	13'-0"	134'-11 15/16"	17"	12"	142,824	144	150	12	144	4	24	6	24'-4"

FOR B59L THRU B120L SEE SHEET 121/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED GHD | DRAWN JPD | CHECKED JH | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS													APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"									
B59L	1	130'-1 1/16"	41	40'-0"	23	22	33'-6 1/16"	16	8'-0"	59'-9 1/16"	13'-0"	132'-6 1/16"	17"	12"	140,193	143	149	12	143	4	24	6	21'-11"
B60L	1	127'-2 5/16"	41	40'-0"	21	20	30'-7 5/16"	16	8'-0"	58'-3 1/16"	13'-0"	129'-7 5/16"	17"	12"	137,129	141	147	12	141	4	24	6	19'-0"
B61L	1	124'-3 3/16"	41	40'-0"	19	18	27'-8 3/16"	16	8'-0"	56'-10 5/16"	13'-0"	126'-8 3/16"	17"	12"	134,064	139	145	12	139	4	24	6	16'-1"
B62L	1	120'-11 1/16"	41	40'-0"	17	16	24'-4 1/16"	16	8'-0"	55'-8 1/16"	12'-0"	123'-4 1/16"	17"	12"	130,493	137	143	12	137	4	24	6	12'-9"
B63L	1	117'-6 3/16"	41	40'-0"	14	13	20'-11 3/16"	16	8'-0"	53'-11 13/16"	12'-0"	119'-11 3/16"	17"	12"	126,924	134	140	12	134	4	24	6	9'-4"
B64L	1	114'-2 1/8"	41	40'-0"	12	11	17'-7 1/8"	16	8'-0"	52'-3 3/16"	12'-0"	116'-7 1/8"	17"	12"	123,356	132	138	12	132	4	24	6	6'-0"
B65L	1	110'-9 1/16"	41	40'-0"	10	9	14'-2 1/16"	16	8'-0"	51'-1 5/16"	11'-0"	113'-2 1/16"	17"	12"	119,789	130	136	12	130	3	18	6	30'-2"
B66L	1	107'-5 1/4"	36	35'-0"	17	16	24'-10 1/4"	12	6'-0"	49'-5 1/8"	11'-0"	109'-10 1/4"	17"	12"	116,224	119	125	12	119	3	18	6	26'-10"
B67L	1	104'-0 13/16"	36	35'-0"	15	14	21'-5 13/16"	12	6'-0"	47'-8 7/8"	11'-0"	106'-5 13/16"	17"	12"	112,660	117	123	12	117	3	18	6	23'-5"
B68L	1	100'-8 7/16"	31	30'-0"	22	21	32'-1 7/16"	8	4'-0"	46'-6 11/16"	10'-0"	103'-1 7/16"	17"	12"	109,099	106	112	12	106	3	18	6	20'-1"
B69L	1	132'-2 1/2"	41	40'-0"	24	23	35'-2 1/2"	16	8'-0"	60'-7 1/4"	13'-0"	134'-2 1/2"	12"	12"	141,992	144	150	12	144	4	24	6	23'-7"
B70L THRU B79L	10	131'-1 1/16"	41	40'-0"	23	22	34'-1 1/16"	16	8'-0"	60'-0 9/16"	13'-0"	133'-1 1/16"	12"	12"	140,810	143	149	12	143	4	24	6	22'-6"
B80L	1	123'-1 3/8"	41	40'-0"	18	17	26'-1 3/8"	16	8'-0"	56'-0 11/16"	13'-0"	125'-1 3/8"	12"	12"	132,370	138	144	12	138	4	24	6	14'-6"
B81L	1	123'-10 1/2"	41	40'-0"	18	17	26'-10 1/2"	16	8'-0"	56'-5 1/4"	13'-0"	125'-10 1/2"	12"	12"	133,173	138	144	12	138	4	24	6	15'-3"
B82L	1	123'-8 1/8"	41	40'-0"	18	17	26'-8 1/8"	16	8'-0"	56'-4 1/16"	13'-0"	125'-8 1/8"	12"	12"	132,967	138	144	12	138	4	24	6	15'-1"
B83L	1	123'-5 13/16"	41	40'-0"	18	17	26'-5 13/16"	16	8'-0"	56'-2 7/8"	13'-0"	125'-5 13/16"	12"	12"	132,761	138	144	12	138	4	24	6	14'-10"
B84L	1	123'-3 1/2"	41	40'-0"	18	17	26'-3 1/2"	16	8'-0"	56'-1 3/4"	13'-0"	125'-3 1/2"	12"	12"	132,556	138	144	12	138	4	24	6	14'-8"
B85L	1	123'-1 1/8"	41	40'-0"	18	17	26'-1 1/8"	16	8'-0"	56'-0 9/16"	13'-0"	125'-1 1/8"	12"	12"	132,352	138	144	12	138	4	24	6	14'-6"
B86L	1	122'-10 13/16"	41	40'-0"	18	17	25'-10 13/16"	16	8'-0"	56'-5 7/16"	12'-0"	124'-10 13/16"	12"	12"	132,148	138	144	12	138	4	24	6	14'-3"
B87L	1	122'-8 9/16"	41	40'-0"	18	17	25'-8 9/16"	16	8'-0"	56'-4 1/4"	12'-0"	124'-8 9/16"	12"	12"	131,945	138	144	12	138	4	24	6	14'-1"
B88L	1	122'-6 1/4"	41	40'-0"	18	17	25'-6 1/4"	16	8'-0"	56'-3 1/8"	12'-0"	124'-6 1/4"	12"	12"	131,743	138	144	12	138	4	24	6	13'-11"
B89L	1	122'-3 15/16"	41	40'-0"	17	16	25'-3 15/16"	16	8'-0"	56'-2"	12'-0"	124'-3 15/16"	12"	12"	131,541	137	143	12	137	4	24	6	13'-8"
B90L	1	122'-1 11/16"	41	40'-0"	17	16	25'-1 11/16"	16	8'-0"	56'-0 13/16"	12'-0"	124'-1 11/16"	12"	12"	131,341	137	143	12	137	4	24	6	13'-6"
B91L	1	122'-8 11/16"	41	40'-0"	18	17	25'-8 11/16"	16	8'-0"	56'-4 5/16"	12'-0"	124'-8 11/16"	12"	12"	131,956	138	144	12	138	4	24	6	14'-1"
B92L THRU B101L	10	122'-2 3/16"	41	40'-0"	17	16	25'-2 3/16"	16	8'-0"	56'-1 1/16"	12'-0"	124'-2 3/16"	12"	12"	131,384	137	143	12	137	4	24	6	13'-7"
B102L	1	125'-7"	41	40'-0"	19	18	28'-5"	16	8'-0"	57'-2 1/2"	13'-0"	127'-5"	12"	10"	134,806	139	145	12	139	4	24	6	16'-10"
B103L	1	125'-0 5/16"	41	40'-0"	19	18	27'-10 5/16"	16	8'-0"	56'-11 3/16"	13'-0"	126'-10 5/16"	12"	10"	134,219	139	145	12	139	4	24	6	16'-3"
B104L	1	124'-3 3/16"	41	40'-0"	19	18	27'-1 3/16"	16	8'-0"	56'-6 3/4"	13'-0"	126'-1 3/16"	12"	10"	133,445	139	145	12	139	4	24	6	15'-6"
B105L	1	123'-6 13/16"	41	40'-0"	18	17	26'-4 13/16"	16	8'-0"	56'-2 3/8"	13'-0"	125'-4 13/16"	12"	10"	132,672	138	144	12	138	4	24	6	14'-9"
B106L	1	122'-10"	41	40'-0"	18	17	25'-8"	16	8'-0"	56'-4"	12'-0"	124'-8"	12"	10"	131,898	138	144	12	138	4	24	6	14'-1"
B107L	1	122'-1 1/4"	41	40'-0"	17	16	24'-11 1/4"	16	8'-0"	55'-11 5/8"	12'-0"	123'-11 1/4"	12"	10"	131,125	137	143	12	137	4	24	6	13'-4"
B108L	1	121'-4 1/2"	41	40'-0"	17	16	24'-2 1/2"	16	8'-0"	55'-7 1/4"	12'-0"	123'-2 1/2"	12"	10"	130,352	137	143	12	137	4	24	6	12'-7"
B109L	1	120'-7 1/16"	41	40'-0"	16	15	23'-5 1/16"	16	8'-0"	55'-2 7/8"	12'-0"	122'-5 1/16"	12"	10"	129,578	136	142	12	136	4	24	6	11'-10"
B110L	1	119'-10 15/16"	41	40'-0"	16	15	22'-8 15/16"	16	8'-0"	54'-10 7/16"	12'-0"	121'-8 15/16"	12"	10"	128,805	136	142	12	136	4	24	6	11'-1"
B111L	1	119'-2 3/16"	41	40'-0"	15	14	22'-0 3/16"	16	8'-0"	54'-6 1/16"	12'-0"	121'-0 3/16"	12"	10"	128,032	135	141	12	135	4	24	6	10'-5"
B112L	1	118'-5 3/8"	41	40'-0"	15	14	21'-3 3/8"	16	8'-0"	54'-1 11/16"	12'-0"	120'-3 3/8"	12"	10"	127,259	135	141	12	135	4	24	6	9'-8"
B113L	1	123'-11 9/16"	41	40'-0"	18	17	26'-7 9/16"	16	8'-0"	56'-3 13/16"	13'-0"	125'-7 9/16"	10"	10"	132,918	138	144	12	138	4	24	6	15'-0"
B114L	1	124'-3 5/16"	41	40'-0"	18	17	26'-11 5/16"	16	8'-0"	56'-5 5/8"	13'-0"	125'-11 5/16"	10"	10"	133,246	138	144	12	138	4	24	6	15'-4"
B115L	1	124'-7 1/8"	41	40'-0"	19	18	27'-3 1/8"	16	8'-0"	56'-7 9/16"	13'-0"	126'-3 1/8"	10"	10"	133,585	139	145	12	139	4	24	6	15'-8"
B116L	1	124'-11"	41	40'-0"	19	18	27'-7"	16	8'-0"	56'-9 1/2"	13'-0"	126'-7"	10"	10"	133,924	139	145	12	139	4	24	6	15'-11"
B117L	1	125'-2 13/16"	41	40'-0"	19	18	27'-10 13/16"	16	8'-0"	56'-11 7/16"	13'-0"	126'-10 13/16"	10"	10"	134,263	139	145	12	139	4	24	6	16'-3"
B118L	1	125'-6 1/16"	41	40'-0"	19	18	28'-2 1/16"	16	8'-0"	57'-1 5/16"	13'-0"	127'-2 1/16"	10"	10"	134,601	139	145	12	139	4	24	6	16'-7"
B119L	1	125'-10 1/2"	41	40'-0"	20	19	28'-6 1/2"	16	8'-0"	57'-3 1/4"	13'-0"	127'-6 1/2"	10"	10"	134,940	140	146	12	140	4	24	6	16'-11"
B120L	1	126'-2 3/8"	41	40'-0"	20	19	28'-10 3/8"	16	8'-0"	57'-5 3/16"	13'-0"	127'-10 3/8"	10"	10"	135,279	140	146	12	140	4	24	6	17'-3"

FOR B121L THRU B134L SEE SHEET 122/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED GHD | DRAWN JPD | CHECKED JH | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B12L	1	126'-6 3/16"	41	40'-0"	20	19	29'-2 3/16"	16	8'-0"	57'-7 1/8"	13'-0"	128'-2 3/16"	10"	10"	135,617	140	146	12	140	4	24	6	17'-7"
B22L	1	126'-10 1/16"	41	40'-0"	20	19	29'-6 1/16"	16	8'-0"	57'-9"	13'-0"	128'-6 1/16"	10"	10"	135,956	140	146	12	140	4	24	6	17'-11"
B23L	1	127'-1 1/8"	41	40'-0"	20	19	29'-9 7/8"	16	8'-0"	57'-10 15/16"	13'-0"	128'-9 7/8"	10"	10"	136,295	140	146	12	140	4	24	6	18'-2"
B24L	1	123'-6"	41	40'-0"	18	17	26'-2"	16	8'-0"	56'-1"	13'-0"	125'-2"	10"	10"	132,428	138	144	12	138	4	24	6	14'-7"
B25L	1	120'-9 1/16"	41	40'-0"	16	15	23'-5 7/16"	16	8'-0"	55'-2 3/4"	12'-0"	122'-5 7/16"	10"	10"	129,558	136	142	12	136	4	24	6	11'-10"
B26L	1	117'-11 3/8"	41	40'-0"	14	13	20'-7 3/8"	16	8'-0"	53'-9 11/16"	12'-0"	119'-7 3/8"	10"	10"	126,550	134	140	12	134	4	24	6	9'-0"
B27L	1	115'-11 1/4"	41	40'-0"	12	11	17'-9 1/4"	16	8'-0"	52'-4 5/8"	12'-0"	116'-9 1/4"	10"	10"	123,542	132	138	12	133	4	24	6	6'-2"
B28L	1	112'-3 1/8"	41	40'-0"	10	9	14'-11 1/8"	16	8'-0"	51'-5 9/16"	11'-0"	113'-11 1/8"	10"	10"	120,535	130	136	12	131	3	18	6	30'-11"
B29L	1	109'-5"	36	35'-0"	18	17	26'-1"	12	6'-0"	50'-0 1/2"	11'-0"	111'-1"	10"	10"	117,528	120	126	12	120	3	18	6	28'-1"
B30L	1	106'-8 3/4"	36	35'-0"	16	15	23'-4 3/4"	12	6'-0"	48'-8 3/8"	11'-0"	108'-4 3/4"	10"	10"	114,681	118	124	12	118	3	18	6	25'-4"
B31L	1	104'-0 1/2"	36	35'-0"	14	13	20'-8 1/2"	12	6'-0"	47'-4 1/4"	11'-0"	105'-8 1/2"	10"	10"	111,838	116	122	12	116	3	18	6	22'-8"
B32L	1	101'-4 5/16"	31	30'-0"	22	21	32'-0 5/16"	8	4'-0"	46'-6 1/8"	10'-0"	103'-0 5/16"	10"	10"	109,000	106	112	12	106	3	18	6	20'-0"
B33L	1	98'-8 1/8"	31	30'-0"	20	19	29'-4 1/8"	8	4'-0"	45'-2 1/16"	10'-0"	100'-4 1/8"	10"	10"	106,166	104	110	12	104	3	18	6	17'-4"
B34L	1	96'-0 1/8"	31	30'-0"	18	17	26'-8 1/8"	8	4'-0"	43'-10 1/16"	10'-0"	97'-8 1/8"	10"	10"	103,342	102	108	12	102	3	18	6	14'-8"

FOR B35L THRU B46L SEE SHEET 125/229

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS "A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"	APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
B1R THRU B9R	9	139'-0"	39	38'-0"	27	26	38'-1 1/2"	20	10'-0"	56'-6 3/4"	28'-0"	141'-1 1/2"	13"	12.5"	149,312	151	157	12	151	4	24	6	30'-11"
B10R	1	139'-0"	39	38'-0"	27	26	38'-1 11/16"	20	10'-0"	56'-6 7/8"	28'-0"	141'-1 11/16"	13"	12.7"	149,329	151	157	12	151	4	24	6	30'-11"
B11R	1	139'-0"	39	38'-0"	27	26	38'-1 1/2"	20	10'-0"	56'-6 3/4"	28'-0"	141'-1 1/2"	13"	12.5"	149,312	151	157	12	151	4	24	6	30'-11"
B12R	1	138'-4 13/16"	39	38'-0"	27	26	37'-6 1/4"	20	10'-0"	56'-3 1/8"	28'-0"	140'-6 1/4"	12.9"	12.5"	148,668	151	157	12	151	4	24	6	30'-3"
B13R	1	117'-1 9/16"	34	33'-0"	19	18	26'-2"	20	10'-0"	47'-7"	24'-0"	119'-2"	12.2"	12.2"	126,076	133	139	12	133	3	18	6	36'-5"
B14R	1	116'-2 1/8"	34	33'-0"	18	17	25'-2 1/2"	20	10'-0"	47'-1 1/4"	24'-0"	118'-2 1/2"	12.2"	12.2"	125,064	132	138	12	132	3	18	6	35'-5"
B15R	1	115'-3 5/8"	34	33'-0"	18	17	24'-3 15/16"	20	10'-0"	47'-1 15/16"	23'-0"	117'-3 15/16"	12.1"	12.2"	124,132	132	138	12	132	3	18	6	34'-7"
B16R	1	115'-9 9/16"	34	33'-0"	18	17	24'-9 7/8"	20	10'-0"	46'-10 15/16"	24'-0"	117'-9 7/8"	12.1"	12.2"	124,658	132	138	12	132	3	18	6	35'-1"
B17R	1	116'-7 1/4"	34	33'-0"	19	18	25'-7 9/16"	20	10'-0"	47'-3 13/16"	24'-0"	118'-7 9/16"	12.1"	12.2"	125,512	133	139	12	133	3	18	6	35'-11"
B18R	1	117'-5"	34	33'-0"	19	18	26'-5 5/16"	20	10'-0"	47'-8 11/16"	24'-0"	119'-5 5/16"	12.1"	12.2"	126,372	133	139	12	133	3	18	6	36'-8"
B19R	1	118'-2 13/16"	34	33'-0"	20	19	27'-3 1/8"	20	10'-0"	48'-1 9/16"	24'-0"	120'-3 1/8"	12.2"	12.2"	127,237	134	140	12	134	4	24	6	10'-0"
B20R	1	119'-0 5/8"	34	33'-0"	20	19	28'-1"	20	10'-0"	48'-6 1/2"	24'-0"	121'-1"	12.2"	12.2"	128,107	134	140	12	134	4	24	6	10'-10"
B21R	1	119'-10 5/8"	34	33'-0"	21	20	28'-11"	20	10'-0"	48'-11 1/2"	24'-0"	121'-11"	12.2"	12.2"	128,988	135	141	12	135	4	24	6	11'-8"
B22R	1	120'-8 11/16"	34	33'-0"	21	20	29'-9 1/8"	20	10'-0"	48'-10 9/16"	25'-0"	122'-9 1/8"	12.2"	12.2"	129,878	135	141	12	135	4	24	6	12'-6"
B23R	1	121'-6 7/8"	34	33'-0"	22	21	30'-7 1/4"	20	10'-0"	49'-3 5/8"	25'-0"	123'-7 1/4"	12.2"	12.2"	130,774	136	142	12	136	4	24	6	13'-4"
B24R	1	122'-4 9/16"	34	33'-0"	22	21	31'-5"	20	10'-0"	49'-8 1/2"	25'-0"	124'-5"	12.2"	12.2"	131,631	136	142	12	136	4	24	6	14'-2"
B25R	1	93'-8 1/8"	34	33'-0"	10	9	13'-1 1/8"	10	5'-0"	38'-6 9/16"	19'-0"	96'-1 1/8"	12.2"	16.7"	101,665	104	110	12	104	3	18	6	13'-4"

FOR B26R THRU B73R SEE SHEET 123/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED GHD/JH | DRAWN JPD | CHECKED AFN | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

122/229

1369/1565

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TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS													APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"									
B26R	1	96′-9 1/2″	34	33′-0″	12	11	16′-2 3/8″	10	5′-0″	39′-7 3/16″	20′-0″	99′-2 3/8″	12.2″	16.7″	104,954	106	112	12	106	3	18	6	16′-5″
B27R	1	100′-6 3/4″	34	33′-0″	15	14	19′-11 11/16″	10	5′-0″	40′-11 7/8″	21′-0″	102′-11 11/16″	12.2″	16.7″	108,947	109	115	12	109	3	18	6	20′-3″
B28R	1	104′-0 1/16″	34	33′-0″	17	16	23′-5″	10	5′-0″	42′-8 1/2″	21′-0″	106′-5″	12.2″	16.7″	112,588	111	117	12	111	3	18	6	23′-8″
B29R	1	107′-5 5/16″	34	33′-0″	19	18	26′-10 5/16″	10	5′-0″	43′-11 1/8″	22′-0″	109′-10 5/16″	12.2″	16.7″	116,229	113	119	12	113	3	18	6	27′-1″
B30R	1	110′-10 5/8″	34	33′-0″	22	21	30′-3 9/16″	10	5′-0″	45′-1 13/16″	23′-0″	113′-3 9/16″	12.2″	16.7″	119,870	116	122	12	116	3	18	6	30′-7″
B31R	1	114′-3 15/16″	34	33′-0″	17	16	23′-8 7/8″	20	10′-0″	52′-4 7/16″	12′-0″	116′-8 7/8″	12.2″	16.7″	123,511	131	137	12	131	3	18	6	34′-0″
B32R	1	117′-9 1/4″	34	33′-0″	20	19	27′-2 3/16″	20	10′-0″	54′-1 1/16″	12′-0″	120′-2 3/16″	12.2″	16.7″	127,152	134	140	12	134	4	24	6	9′-11″
B33R	1	121′-2 9/16″	34	33′-0″	22	21	30′-7 1/2″	20	10′-0″	55′-9 3/4″	12′-0″	123′-7 1/2″	12.2″	16.7″	130,793	136	142	12	136	4	24	6	13′-4″
B34R	1	124′-7 13/16″	34	33′-0″	24	23	34′-0 3/4″	20	10′-0″	57′-0 3/8″	13′-0″	127′-0 3/4″	12.2″	16.7″	134,434	138	144	12	138	4	24	6	16′-10″
B35R	1	127′-5 1/16″	34	33′-0″	26	25	36′-10 3/8″	20	10′-0″	58′-5 3/16″	13′-0″	129′-10 3/8″	12.2″	16.7″	137,395	140	146	12	140	4	24	6	19′-7″
B36R	1	91′-0 3/4″	34	33′-0″	9	8	11′-0 1/16″	10	5′-0″	37′-6 1/4″	19′-0″	94′-0 1/16″	16.7″	19″	99,493	103	109	12	103	3	18	6	11′-3″
B37R	1	95′-1 1/16″	34	33′-0″	12	11	15′-0 3/4″	10	5′-0″	39′-0 3/8″	20′-0″	98′-0 3/4″	16.7″	19″	103,748	106	112	12	106	3	18	6	15′-4″
B38R	1	99′-1 5/16″	34	33′-0″	14	13	19′-1″	10	5′-0″	41′-0 1/2″	20′-0″	102′-1″	16.7″	19″	108,004	108	114	12	108	3	18	6	19′-4″
B39R	1	103′-1 5/8″	34	33′-0″	17	16	23′-1 1/4″	10	5′-0″	42′-6 5/8″	21′-0″	106′-1 1/4″	16.7″	19″	112,260	111	117	12	111	3	18	6	23′-4″
B40R	1	107′-1 7/8″	34	33′-0″	20	19	27′-1 1/2″	10	5′-0″	44′-0 3/4″	22′-0″	110′-1 1/2″	16.7″	19″	116,515	114	120	12	114	3	18	6	27′-5″
B41R	1	111′-2 1/8″	34	33′-0″	22	21	31′-1 13/16″	10	5′-0″	45′-6 7/8″	23′-0″	114′-1 13/16″	16.7″	19″	120,770	116	122	12	116	3	18	6	31′-5″
B42R	1	115′-2 7/16″	39	38′-0″	12	11	15′-2 1/16″	20	10′-0″	53′-1″	12′-0″	118′-2 1/16″	16.6″	19″	125,026	136	142	12	136	3	18	6	35′-5″
B43R	1	119′-2 11/16″	39	38′-0″	14	13	19′-2 5/16″	20	10′-0″	55′-1 3/16″	12′-0″	122′-2 5/16″	16.6″	19″	129,281	138	144	12	138	4	24	6	11′-11″
B44R	1	123′-2 15/16″	39	38′-0″	17	16	23′-2 5/8″	20	10′-0″	50′-7 5/16″	25′-0″	126′-2 5/8″	16.6″	19″	133,537	141	147	12	141	4	24	6	16′-0″
B45R	1	127′-3 1/4″	39	38′-0″	20	19	27′-2 1/8″	20	10′-0″	52′-1 7/16″	26′-0″	130′-2 1/8″	16.6″	19″	137,793	144	150	12	144	4	24	6	20′-0″
B46R	1	131′-11 1/4″	39	38′-0″	23	22	31′-10 1/8″	20	10′-0″	53′-11 7/16″	27′-0″	134′-10 1/8″	16.6″	19″	142,732	147	153	12	147	4	24	6	24′-8″
B47R	1	107′-9 1/8″	33	32′-0″	20	19	27′-9 3/8″	12	6′-0″	44′-4 11/16″	22′-0″	110′-9 3/8″	19″	16.5″	117,207	116	122	12	116	3	18	6	28′-0″
B48R	1	105′-2 1/8″	33	32′-0″	18	17	25′-1 5/8″	12	6′-0″	43′-0 13/16″	22′-0″	108′-1 5/8″	19″	16.5″	114,405	114	120	12	114	3	18	6	25′-5″
B49R	1	102′-11 5/16″	33	32′-0″	17	16	22′-11 7/16″	12	6′-0″	42′-5 3/4″	21′-0″	105′-11 7/16″	19″	16.5″	112,100	113	119	12	113	3	18	6	23′-2″
B50R	1	100′-9 3/16″	33	32′-0″	15	14	20′-9 5/16″	12	6′-0″	41′-4 11/16″	21′-0″	103′-9 5/16″	19″	16.5″	109,795	111	117	12	111	3	18	6	21′-0″
B51R	1	98′-7 1/16″	33	32′-0″	14	13	18′-7 3/16″	12	6′-0″	40′-3 5/8″	20′-0″	101′-7 3/16″	19″	16.5″	107,492	110	116	12	110	3	18	6	18′-10″
B52R	1	96′-5 5/16″	33	32′-0″	12	11	16′-5 1/16″	12	6′-0″	39′-8 5/16″	20′-0″	99′-5 1/16″	19″	16.5″	105,191	108	114	12	108	3	18	6	16′-8″
B53R	1	94′-3 1/2″	33	32′-0″	11	10	14′-3″	12	6′-0″	39′-1 1/2″	19′-0″	97′-3″	19″	16.5″	102,891	107	113	12	107	3	18	6	14′-6″
B54R	1	92′-1 7/16″	17	16′-0″	34	33	48′-0 15/16″	8	4′-0″	38′-0 1/2″	19′-0″	95′-0 15/16″	19″	16.5″	100,593	90	96	12	90	3	18	6	12′-4″
B55R	1	89′-8 9/16″	17	16′-0″	32	31	45′-8 1/16″	8	4′-0″	36′-10 1/16″	19′-0″	92′-8 1/16″	19″	16.5″	98,048	88	94	12	88	3	18	6	9′-11″
B56R	1	87′-8 1/16″	17	16′-0″	31	30	43′-7 15/16″	8	4′-0″	36′-4″	18′-0″	90′-7 15/16″	19″	16.5″	95,922	87	93	12	87	3	18	6	7′-11″
B57R	1	85′-8 3/8″	17	16′-0″	29	28	41′-7 7/8″	8	4′-0″	35′-3 15/16″	18′-0″	88′-7 7/8″	19″	16.5″	93,798	85	91	12	85	2	12	6	33′-5″
B58R	1	97′-11 9/16″	30	29′-0″	20	19	27′-4 1/16″	8	4′-0″	40′-2″	20′-0″	100′-4 1/16″	16.5″	12″	106,155	102	108	12	102	3	18	6	17′-7″
B59R	1	95′-5 7/16″	30	29′-0″	18	17	24′-9 15/16″	8	4′-0″	38′-11″	20′-0″	97′-9 15/16″	16.5″	12″	103,503	100	106	12	100	3	18	6	15′-1″
B60R	1	92′-5 13/16″	30	29′-0″	16	15	21′-10 5/16″	8	4′-0″	37′-11 3/16″	19′-0″	94′-10 5/16″	16.5″	12″	100,362	98	104	12	98	3	18	6	12′-1″
B61R	1	89′-6 3/16″	30	29′-0″	14	13	18′-10 1/16″	8	4′-0″	36′-11 3/8″	18′-0″	91′-10 1/16″	16.5″	12″	97,221	96	102	12	96	3	18	6	9′-2″
B62R	1	86′-6 9/16″	30	29′-0″	12	11	15′-11 1/16″	8	4′-0″	35′-5 9/16″	18′-0″	88′-11 1/16″	16.5″	12″	94,079	94	100	12	94	2	12	6	33′-8″
B63R	1	83′-6 15/16″	15	14′-0″	30	29	42′-11 1/16″	8	4′-0″	37′-11 1/16″	10′-0″	85′-11 1/16″	16.5″	12″	90,938	82	88	12	82	2	12	6	30′-8″
B64R	1	80′-7 5/16″	15	14′-0″	28	27	39′-11 13/16″	8	4′-0″	36′-5 7/8″	10′-0″	82′-11 13/16″	16.5″	12″	87,797	80	86	12	80	2	12	6	27′-9″
B65R	1	77′-7 11/16″	15	14′-0″	26	25	37′-0 3/16″	8	4′-0″	35′-0 1/16″	10′-0″	80′-0 3/16″	16.5″	12″	84,656	78	84	12	78	2	12	6	24′-9″
B66R	1	74′-10 15/16″	15	14′-0″	24	23	34′-3 1/16″	8	4′-0″	33′-7 11/16″	10′-0″	77′-3 1/16″	16.5″	12″	81,766	76	82	12	76	2	12	6	22′-0″
B67R	1	71′-9 3/8″	15	14′-0″	22	21	31′-1 7/8″	8	4′-0″	32′-0 15/16″	10′-0″	74′-1 7/8″	16.5″	12″	78,455	74	80	12	74	2	12	6	18′-11″
B68R	1	68′-7″	15	14′-0″	20	19	27′-11 1/2″	8	4′-0″	30′-5 3/4″	10′-0″	70′-11 1/2″	16.5″	12″	75,074	72	78	12	72	2	12	6	15′-8″
B69R	1	131′-0 3/8″	39	38′-0″	22	21	30′-0 3/8″	20	10′-0″	53′-0 3/16″	27′-0″	133′-0 3/8″	12″	12″	140,746	146	152	12	146	4	24	6	22′-9″
B70R	1	130′-11 1/16″	39	38′-0″	21	20	29′-11 1/16″	20	10′-0″	52′-11 9/16″	27′-0″	132′-11 1/16″	12″	12″	140,634	145	151	12	145	4	24	6	22′-8″
B71R	1	130′-9 13/16″	39	38′-0″	21	20	29′-9 13/16″	20	10′-0″	52′-10 15/16″	27′-0″	132′-9 13/16″	12″	12″	140,521	145	151	12	145	4	24	6	22′-7″
B72R	1	130′-8 9/16″	39	38′-0″	21	20	29′-8 9/16″	20	10′-0″	52′-10 1/4″	27′-0″	132′-8 9/16″	12″	12″	140,409	145	151	12	145	4	24	6	22′-6″
B73R	1	130′-7 1/4″	39	38′-0″	21	20	29′-7 1/4″	20	10′-0″	52′-9 5/8″	27′-0″	132′-7 1/4″	12″	12″	140,297	145	151	12	145	4	24	6	22′-4″

FOR B74R THRU B137R SEE SHEET 124/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JH | DRAWN JPD | REVIEWED MSL | DATE 03/01/12

CHECKED AFN | REVISED | STRUCTURE FILE NUMBER 57007994/57008001

BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

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TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE SPANS 1-12

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS													APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"	"L"	"M"									
B74R	1	130'-6"	39	38'-0"	21	20	29'-6"	20	10'-0"	52'-9"	27'-0"	132'-6"	12"	12"	140,185	145	151	12	145	4	24	6	22'-3"
B75R	1	130'-4 3/4"	39	38'-0"	21	20	29'-4 3/4"	20	10'-0"	53'-2 3/8"	26'-0"	132'-4 3/4"	12"	12"	140,074	145	151	12	145	4	24	6	22'-2"
B76R	1	130'-3 1/2"	39	38'-0"	21	20	29'-3 1/2"	20	10'-0"	53'-1 3/4"	26'-0"	132'-3 1/2"	12"	12"	139,963	145	151	12	145	4	24	6	22'-0"
B77R	1	130'-2 1/4"	39	38'-0"	21	20	29'-2 1/4"	20	10'-0"	53'-1 1/8"	26'-0"	132'-2 1/4"	12"	12"	139,852	145	151	12	145	4	24	6	21'-11"
B78R	1	130'-0 15/16"	39	38'-0"	21	20	29'-0 15/16"	20	10'-0"	53'-0 1/2"	26'-0"	132'-0 15/16"	12"	12"	139,741	145	151	12	145	4	24	6	21'-10"
B79R	1	129'-11 3/16"	39	38'-0"	21	20	28'-11 3/16"	20	10'-0"	52'-11 5/8"	26'-0"	131'-11 3/16"	12"	12"	139,586	145	151	12	145	4	24	6	21'-8"
B80R THRU B89R	10	122'-1"	37	36'-0"	18	17	25'-1"	20	10'-0"	49'-6 1/2"	25'-0"	124'-1"	12"	12"	131,279	138	144	12	138	4	24	6	13'-10"
B90R	1	121'-2 1/4"	37	36'-0"	18	17	24'-2 1/4"	20	10'-0"	49'-1 1/8"	25'-0"	123'-2 1/4"	12"	12"	130,330	138	144	12	138	4	24	6	12'-11"
B91R THRU B98R	8	121'-9 1/8"	34	33'-0"	22	21	30'-9 1/8"	20	10'-0"	49'-4 9/16"	25'-0"	123'-9 1/8"	12"	12"	130,938	136	142	12	136	4	24	6	13'-6"
B99R	1	120'-11 3/16"	34	33'-0"	21	20	29'-11 13/16"	20	10'-0"	48'-11 7/8"	25'-0"	122'-11 13/16"	12"	12"	130,115	135	141	12	135	4	24	6	12'-9"
B100R	1	120'-2 7/8"	34	33'-0"	21	20	29'-2 7/8"	20	10'-0"	49'-1 7/16"	24'-0"	122'-2 7/8"	12"	12"	129,331	135	141	12	135	4	24	6	12'-0"
B101R	1	121'-9 1/8"	34	33'-0"	22	21	30'-9 1/8"	20	10'-0"	49'-4 9/16"	25'-0"	123'-9 1/8"	12"	12"	130,938	136	142	12	136	4	24	6	13'-6"
B102R	1	118'-6 1/16"	34	33'-0"	20	19	27'-4 1/16"	20	10'-0"	48'-2 1/16"	24'-0"	120'-4 1/16"	12"	10"	127,320	134	140	12	134	4	24	6	10'-1"
B103R	1	117'-8 5/16"	34	33'-0"	19	18	26'-6 5/16"	20	10'-0"	47'-9 3/16"	24'-0"	119'-6 5/16"	12"	10"	126,460	133	139	12	133	3	18	6	36'-9"
B104R	1	116'-10 9/16"	34	33'-0"	19	18	25'-8 9/16"	20	10'-0"	47'-4 5/16"	24'-0"	118'-8 9/16"	12"	10"	125,600	133	139	12	133	3	18	6	36'-0"
B105R	1	116'-0 13/16"	34	33'-0"	18	17	24'-10 13/16"	20	10'-0"	46'-11 7/16"	24'-0"	117'-10 13/16"	12"	10"	124,740	132	138	12	132	3	18	6	35'-2"
B106R	1	115'-3 1/16"	34	33'-0"	18	17	24'-1 1/16"	20	10'-0"	47'-0 1/2"	23'-0"	117'-1 1/16"	12"	10"	123,879	132	138	12	132	3	18	6	34'-4"
B107R	1	114'-5 5/16"	34	33'-0"	17	16	23'-3 5/16"	20	10'-0"	46'-7 11/16"	23'-0"	116'-3 5/16"	12"	10"	123,020	131	137	12	131	3	18	6	33'-6"
B108R	1	113'-7 9/16"	34	33'-0"	16	15	22'-5 9/16"	20	10'-0"	46'-2 13/16"	23'-0"	115'-5 9/16"	12"	10"	122,161	130	136	12	130	3	18	6	32'-9"
B109R	1	112'-9 13/16"	34	33'-0"	16	15	21'-7 13/16"	20	10'-0"	45'-9 15/16"	23'-0"	114'-7 13/16"	12"	10"	121,303	130	136	12	130	3	18	6	31'-11"
B110R	1	112'-9 1/2"	34	33'-0"	16	15	21'-7 1/2"	20	10'-0"	45'-9 3/4"	23'-0"	114'-7 1/2"	12"	10"	121,274	130	136	12	130	3	18	6	31'-11"
B111R	1	112'-9"	34	33'-0"	16	15	21'-7"	20	10'-0"	45'-9 1/2"	23'-0"	114'-7"	12"	10"	121,229	130	136	12	130	3	18	6	31'-10"
B112R	1	114'-2 7/8"	34	33'-0"	17	16	23'-0 7/8"	20	10'-0"	46'-6 7/16"	23'-0"	116'-0 7/8"	12"	10"	122,807	131	137	12	131	3	18	6	33'-4"
B113R	1	115'-10"	34	33'-0"	18	17	24'-8"	20	10'-0"	47'-4"	24'-0"	117'-8"	12"	10"	124,489	132	138	12	132	3	18	6	34'-11"
B114R	1	127'-4 11/16"	39	38'-0"	19	18	26'-0 11/16"	20	10'-0"	51'-6 5/16"	26'-0"	129'-0 11/16"	10"	10"	136,541	143	149	12	143	4	24	6	18'-10"
B115R	1	127'-8 1/2"	39	38'-0"	19	18	26'-4 1/2"	20	10'-0"	51'-8 1/4"	26'-0"	129'-4 1/2"	10"	10"	136,879	143	149	12	143	4	24	6	19'-2"
B116R	1	128'-0 3/8"	39	38'-0"	19	18	26'-8 3/8"	20	10'-0"	51'-10 3/16"	26'-0"	129'-8 3/8"	10"	10"	137,218	143	149	12	143	4	24	6	19'-5"
B117R	1	128'-4 3/16"	39	38'-0"	20	19	27'-0 3/16"	20	10'-0"	52'-0 1/8"	26'-0"	130'-0 3/16"	10"	10"	137,558	144	150	12	144	4	24	6	19'-9"
B118R	1	128'-8 1/16"	39	38'-0"	20	19	27'-4 1/16"	20	10'-0"	52'-2"	26'-0"	130'-4 1/16"	10"	10"	137,896	144	150	12	144	4	24	6	20'-1"
B119R	1	128'-11 7/8"	39	38'-0"	20	19	27'-7 7/8"	20	10'-0"	52'-3 15/16"	26'-0"	130'-7 7/8"	10"	10"	138,235	144	150	12	144	4	24	6	20'-5"
B120R	1	129'-3 3/4"	39	38'-0"	20	19	27'-11 3/4"	20	10'-0"	52'-5 7/8"	26'-0"	130'-11 3/4"	10"	10"	138,573	144	150	12	144	4	24	6	20'-9"
B121R	1	129'-7 9/16"	39	38'-0"	20	19	28'-3 9/16"	20	10'-0"	52'-7 3/4"	26'-0"	131'-3 9/16"	10"	10"	138,912	144	150	12	144	4	24	6	21'-1"
B122R	1	129'-11 3/8"	39	38'-0"	21	20	28'-7 3/8"	20	10'-0"	52'-9 11/16"	26'-0"	131'-7 3/8"	10"	10"	139,250	145	151	12	145	4	24	6	21'-4"
B123R	1	130'-3 1/4"	39	38'-0"	21	20	28'-11 1/4"	20	10'-0"	52'-11 5/8"	26'-0"	131'-11 1/4"	10"	10"	139,589	145	151	12	145	4	24	6	21'-8"
B124R	1	130'-7 1/16"	39	38'-0"	21	20	29'-3 1/16"	20	10'-0"	53'-1 9/16"	26'-0"	132'-3 1/16"	10"	10"	139,928	145	151	12	145	4	24	6	22'-0"
B125R	1	130'-10 15/16"	39	38'-0"	21	20	29'-6 15/16"	20	10'-0"	52'-9 7/16"	27'-0"	132'-6 15/16"	10"	10"	140,267	145	151	12	145	4	24	6	22'-4"
B126R	1	93'-11 1/2"	8	7'-0"	43	42	62'-7 1/2"	12	6'-0"	38'-3 3/4"	19'-0"	95'-7 1/2"	10"	10"	101,170	89	95	12	89	3	18	6	12'-10"
B127R	1	91'-1 5/8"	8	7'-0"	41	40	59'-9 5/8"	12	6'-0"	36'-10 13/16"	19'-0"	92'-9 5/8"	10"	10"	98,183	87	93	12	87	3	18	6	10'-1"
B128R	1	88'-3 3/4"	8	7'-0"	39	38	56'-11 3/4"	12	6'-0"	35'-11 7/8"	18'-0"	89'-11 3/4"	10"	10"	95,196	85	91	12	85	2	12	6	34'-9"
B129R	1	85'-5 7/8"	8	7'-0"	38	37	54'-1 7/8"	12	6'-0"	35'-0 15/16"	17'-0"	87'-1 7/8"	10"	10"	92,209	84	90	12	84	2	12	6	31'-11"
B130R	1	82'-8"	8	7'-0"	36	35	51'-4"	12	6'-0"	33'-8"	17'-0"	84'-4"	10"	10"	89,223	82	88	12	82	2	12	6	29'-1"
B131R	1	79'-10 1/8"	8	7'-0"	34	33	48'-6 1/8"	12	6'-0"	32'-9 1/16"	16'-0"	81'-6 1/8"	10"	10"	86,236	80	86	12	80	2	12	6	26'-3"
B132R	1	77'-0 1/4"	10	9'-0"	32	31	45'-8 1/4"	8	4'-0"	34'-4 1/8"	10'-0"	78'-8 1/4"	10"	10"	83,249	74	80	12	74	2	12	6	23'-5"
B133R	1	74'-2 3/8"	10	9'-0"	30	29	42'-10 3/8"	8	4'-0"	32'-11 3/16"	10'-0"	75'-10 3/8"	10"	10"	80,263	72	78	12	72	2	12	6	20'-7"
B134R	1	71'-4 1/2"	10	9'-0"	28	27	40'-0 1/2"	8	4'-0"	31'-6 1/4"	10'-0"	73'-0 1/2"	10"	10"	77,276	70	76	12	70	2	12	6	17'-9"
B135R	1	68'-6 5/8"	10	9'-0"	26	25	37'-2 5/8"	8	4'-0"	30'-1 5/16"	10'-0"	70'-2 5/8"	10"	10"	74,289	68	74	12	68	2	12	6	15'-0"
B136R	1	65'-8 3/4"	10	9'-0"	24	24	34'-4 3/4"	8	4'-0"	28'-8 3/8"	10'-0"	67'-4 3/4"	10"	10"	71,302	66	72	12	66	2	12	6	12'-2"
B137R	1	62'-10 7/8"	10	9'-0"	23	22	31'-6 7/8"	8	4'-0"	27'-3 7/16"	10'-0"	64'-6 7/8"	10"	10"	68,316	65	71	12	65	2	12	6	9'-4"

FOR B138R THRU B150R SEE SHEET 125/229

NOTE:

1. FOR REINFORCEMENT DIAGRAM, SEE SHEET 119/229.

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DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DRAWN JPD | DESIGNED JH | CHECKED AFN | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

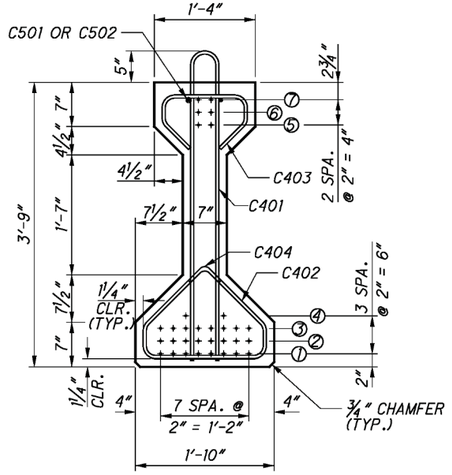
BEAM DETAILS - BEAM DIMENSIONS AND REINFORCEMENT

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

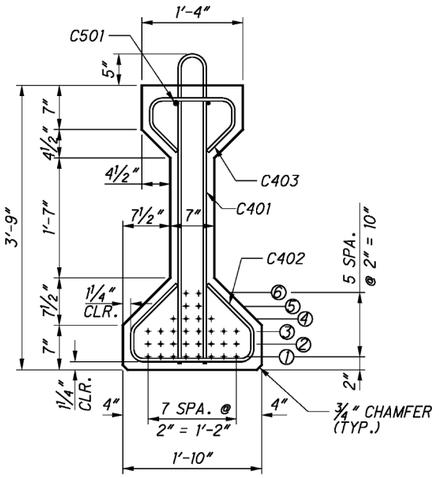
MOT-75-12.00

PID No. 77247



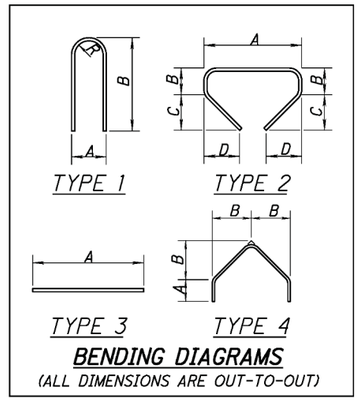
AASHTO TYPE 3

(AT BEAM ENDS)
(TOTAL NUMBER OF STRANDS = 32)



AASHTO TYPE 3

(AT MID SPAN)
(TOTAL NUMBER OF STRANDS = 32)

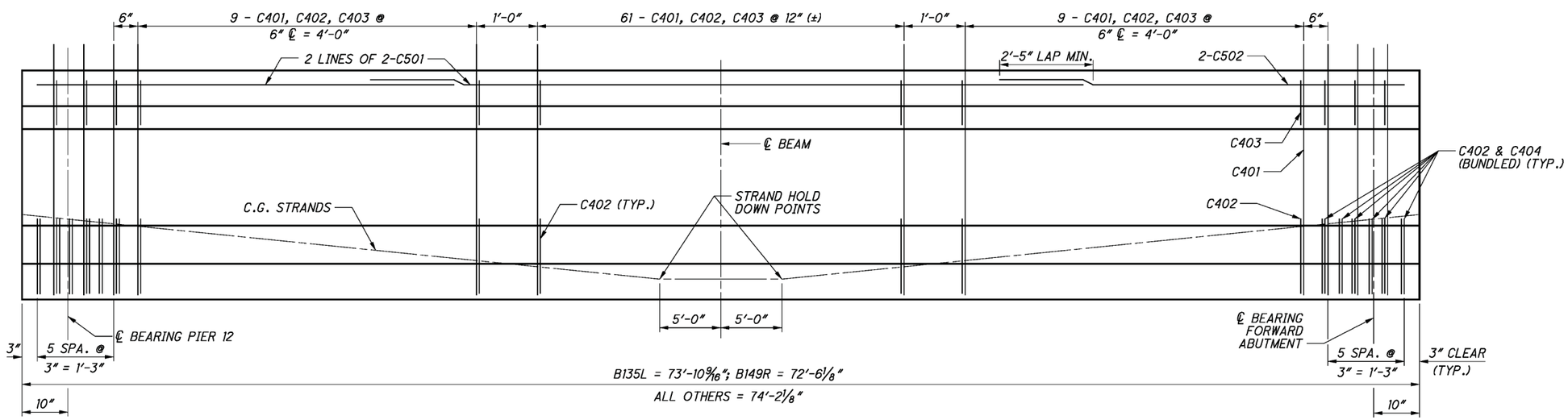


BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

MARK	TYPE	DIMENSIONS				
		A	B	C	D	R
C401	1	4½"	4'-1"			1¾"
C402	2	1'-7½"	5¼"	7"	7"	
C403	2	1'-1½"	4½"	4"	4"	
C404	4	5¼"	9¾"			
C501	3	30'-0"				
C502	3	19'-0"				

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION, THE NEXT DIGIT INDICATES THE INCH-POUND BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE EPOXY-COATED.



AASHTO TYPE 3 BEAM ELEVATION

(BEAMS 135L THRU 146L AND 138R THRU 150R)
(THREADED INSERTS AND 1 ¼" SLEEVES FOR INTERMEDIATE DIAPHRAGMS SUPPORTS NOT SHOWN FOR CLARITY)

NOTES:

1. FOR END DIAPHRAGM INSERT LOCATIONS SEE SHEET 135/229.
2. FOR INTERMEDIATE DIAPHRAGM SLEEVE LOCATIONS SEE STD. PSID-1-99.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED DMP | DRAWN DMP | REVIEWED MSL | DATE 03/01/12
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 57007994/57008001

BEAM DIMENSIONS AND DETAILS (LEFT AND RIGHT BRIDGE SPAN 13)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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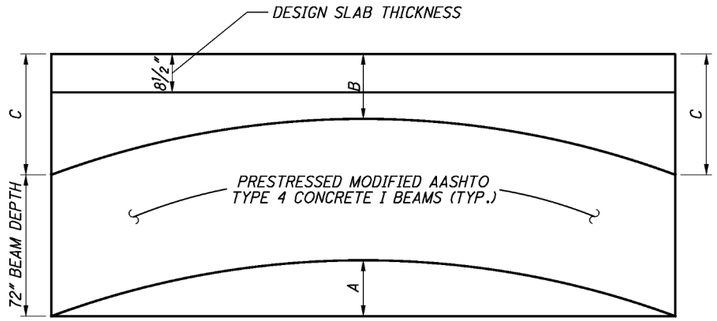
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - LEFT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
1	B1L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 11/16"	10 1/2"
	B2L	2 1/2"	1 5/16"	1 3/16"	2 1/8"	3"	10 9/16"	10 1/2"
	B3L	2"	1"	1"	1 3/4"	2 7/16"	10 5/8"	10 1/2"
	B4L	1 7/16"	3/4"	11/16"	1 3/16"	1 11/16"	10 7/8"	10 1/2"
	B5L	1 1/4"	9/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	10 5/8"
	B6L	1"	1/2"	1/2"	7/8"	1 1/4"	10 9/16"	10 1/2"
	B7L	7/8"	3/8"	1/2"	7/8"	1 1/4"	10 1/2"	10 1/2"
	B8L	5/8"	5/16"	5/16"	9/16"	13/16"	10 5/8"	10 1/2"
	B9L	9/16"	1/4"	5/16"	9/16"	13/16"	10 9/16"	10 1/2"
	B10L	7/16"	3/16"	1/4"	7/16"	5/8"	10 11/16"	10 1/2"
	B11L	3/8"	1/8"	1/4"	3/8"	9/16"	10 11/16"	10 1/2"
	B12L	1/4"	1/8"	3/16"	5/16"	7/16"	10 11/16"	10 1/2"
2	B13L	3 3/4"	2"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	10 11/16"
	B14L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	10 11/16"
	B15L	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	10 11/16"
	B16L	3 5/8"	1 13/16"	1 3/4"	3 1/16"	4 1/16"	10 9/16"	10 1/2"
	B17L	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 1/16"	10 11/16"	10 1/2"
	B19L	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 3/8"	10 5/8"	10 1/2"
	B20L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	11 1/4"	10 1/2"
	B21L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	11 3/16"	10 1/2"
	B22L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	11"	10 1/2"
	B23L	3 1/8"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 11/16"	10 1/2"
	B24L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 5/8"	10 1/2"
3	B25L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	10 11/16"
	B26L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	10 9/16"
	B27L	4 1/16"	2 1/16"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	10 7/8"
	B28L	4 1/8"	2 1/8"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	10 13/16"
	B29L	4 1/8"	2 3/16"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	10 11/16"
	B30L	4 3/16"	2 1/4"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	10 11/16"
	B31L	4 1/4"	2 1/4"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	10 5/8"
	B32L	4 1/4"	2 5/16"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	10 1/2"
	B33L	4 5/16"	2 3/8"	1 15/16"	3 3/8"	4 15/16"	10 1/2"	10 1/2"
	B34L	4 3/8"	2 3/8"	1 15/16"	3 3/8"	4 15/16"	10 9/16"	10 1/2"
	B35L	4 11/16"	2 7/16"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	11 1/8"
4	B36L	1/8"	1/16"	1/8"	3/16"	1/4"	10 1/2"	10 9/16"
	B37L	1/4"	1/16"	3/16"	1/4"	3/8"	10 1/2"	10 9/16"
	B38L	3/8"	1/8"	1/4"	7/16"	9/16"	10 11/16"	10 1/2"
	B39L	9/16"	1/4"	5/16"	9/16"	13/16"	10 5/8"	10 1/2"
	B40L	7/8"	3/8"	1/2"	7/8"	1 1/4"	10 1/2"	10 5/8"
	B41L	1 1/8"	9/16"	9/16"	15/16"	1 5/16"	10 11/16"	10 1/2"
	B42L	1 1/2"	13/16"	11/16"	1 3/16"	1 11/16"	10 5/8"	10 1/2"
	B43L	2 1/8"	1 1/8"	1"	1 11/16"	2 7/16"	10 9/16"	10 1/2"
	B44L	2 15/16"	1 9/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	10 11/16"
	B45L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	10 5/8"
	B46L	4 7/8"	2 11/16"	2 3/16"	3 13/16"	5 9/16"	10 1/2"	11 3/8"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEETS 129/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 114/229 AND 115/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

126/229

1373
1565

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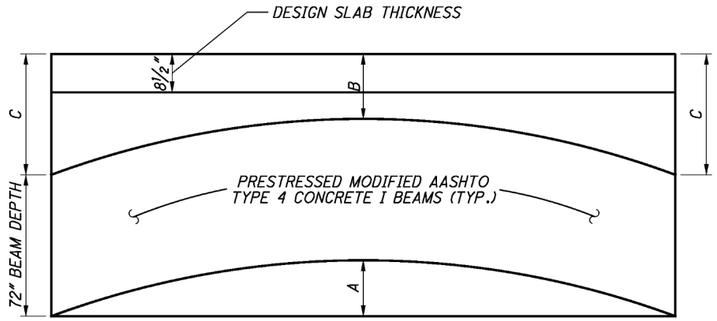
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - LEFT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
5	B47L	4 13/16"	2 5/8"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	10 7/8"
	B48L	4 5/16"	2 3/8"	1 15/16"	3 3/8"	4 15/16"	10 1/2"	11 1/8"
	B49L	4 1/8"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	11 15/16"
	B50L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B51L	3 5/8"	1 13/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 11/16"
	B52L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	10 1/2"	12 3/8"
	B53L	3"	1 5/8"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	12 3/16"
	B54L	2 11/16"	1 1/2"	1 3/16"	2 1/16"	3"	10 1/2"	11 7/8"
	B55L	2 5/8"	1 7/16"	1 3/16"	2 1/16"	3"	10 1/2"	11 3/4"
	B56L	2 9/16"	1 5/16"	1 3/16"	2 1/8"	3"	10 1/2"	10 9/16"
	B57L	2 1/4"	1 1/4"	1"	1 11/16"	2 7/16"	10 1/2"	10 13/16"
6	B58L	4 1/8"	2 1/16"	2 3/16"	3 13/16"	5 9/16"	10 1/2"	12 13/16"
	B59L	4 1/16"	2 1/2"	2 3/16"	3 1/8"	5 9/16"	10 1/2"	12 13/16"
	B60L	4 1/4"	2 1/4"	1 15/16"	3 1/8"	4 15/16"	10 1/2"	12 7/16"
	B61L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B62L	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/2"
	B63L	3 1/16"	1 11/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	11 15/16"
	B64L	2 11/16"	1 1/2"	1 3/16"	2 1/16"	3"	10 1/2"	11 11/16"
	B65L	2 1/2"	1 5/16"	1 3/16"	2 1/8"	3"	10 1/2"	11 3/4"
	B66L	2 1/8"	1 3/16"	1"	1 11/16"	2 7/16"	10 1/2"	11 7/16"
	B67L	2"	1"	1"	1 11/16"	2 7/16"	10 1/2"	11 5/16"
	B68L	1 9/16"	7/8"	1 1/16"	1 3/16"	1 11/16"	10 1/2"	10 15/16"
7	B69L	4 13/16"	2 5/8"	2 3/16"	3 13/16"	5 9/16"	10 1/2"	12 13/16"
	B70L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 11/16"
	B71L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 9/16"
	B72L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 11/16"
	B73L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 3/4"
	B74L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 5/8"
	B75L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 5/8"
	B76L AND B77L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 11/16"
	B78L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 3/8"
	B79L	4 3/4"	2 1/2"	2 3/16"	3 7/8"	5 9/16"	10 1/2"	12 9/16"
8	B80L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 3/8"
	B81L	3 13/16"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 5/8"
	B82L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 3/4"
	B83L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 1/2"
	B84L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 1/8"
	B85L	3 3/4"	2"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 15/16"
	B86L	3 3/4"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/4"
	B87L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 9/16"
	B88L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B89L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13"
	B90L	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	13 3/16"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEETS 129/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 114/229 AND 116/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		57079947/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1374
1565

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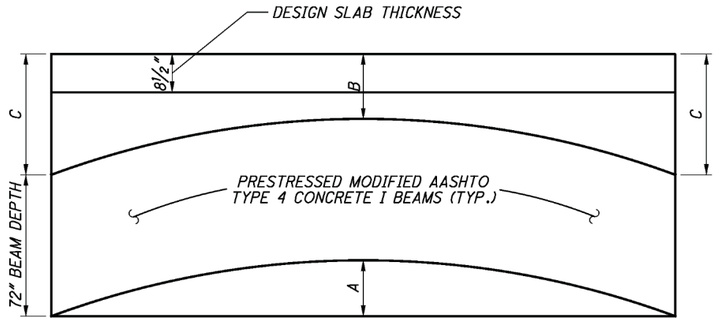
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - LEFT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
9	B91L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/2"
	B92L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 3/8"
	B93L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 5/16"
	B94L THRU B96L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 5/16"
	B97L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 3/16"
	B98L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/4"
	B99L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 3/16"
	B100L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	11 15/16"
	B101L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12"
10	B102L	4 1/16"	2 1/8"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	12 9/16"
	B103L	4 1/16"	2 1/16"	1 15/16"	3 1/16"	4 15/16"	10 1/2"	12 3/8"
	B104L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12"
	B105L	3 3/4"	2"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12"
	B106L	3 1/16"	1 5/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/16"
	B107L	3 1/16"	1 1/8"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 3/16"
	B108L	3 5/8"	1 1/8"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/4"
	B109L	3 9/16"	1 3/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 3/16"
	B110L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	10 1/2"	11 5/8"
	B111L	3 1/8"	1 3/4"	1 3/8"	2 3/8"	3 1/2"	10 1/2"	11 9/16"
	B112L	3 1/16"	1 1/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	11 7/8"
11	B113L	3 3/4"	2"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/2"
	B114L	3 13/16"	2"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/4"
	B115L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12 1/16"
	B116L	3 13/16"	2 1/16"	1 3/4"	3 1/16"	4 1/16"	10 1/2"	12"
	B117L	4 1/16"	2 1/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 5/16"
	B118L	4 1/16"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 5/16"
	B119L	4 1/8"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 5/16"
	B120L	4 1/8"	2 1/8"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 3/8"
	B121L	4 1/8"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 1/4"
	B122L	4 3/16"	2 3/16"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 1/4"
	B123L	4 3/16"	2 1/4"	1 15/16"	3 7/16"	4 15/16"	10 1/2"	12 1/2"
12	B124L	3 1/2"	1 1/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B125L	3 5/16"	1 9/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/8"
	B126L	2 13/16"	1 7/16"	1 3/8"	2 7/16"	3 1/2"	10 1/2"	11 13/16"
	B127L	2 11/16"	1 5/16"	1 3/8"	2 7/16"	3 7/16"	10 1/2"	11 15/16"
	B128L	2 7/16"	1 3/16"	1 3/16"	2 1/8"	3"	10 1/2"	11 11/16"
	B129L	2 1/16"	1 1/8"	1"	1 11/16"	2 7/16"	10 1/2"	11 3/8"
	B130L	2"	1"	1"	1 3/4"	2 7/16"	10 1/2"	11 7/16"
	B131L	1 7/8"	15/16"	1"	1 11/16"	2 7/16"	10 1/2"	11 7/16"
	B132L	1 1/2"	1 3/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	11"
	B133L	1 7/16"	3/4"	11/16"	1 3/16"	1 11/16"	10 1/2"	11 1/16"
	B134L	1 3/8"	11/16"	11/16"	1 3/16"	1 11/16"	10 1/2"	11 3/16"
B135L THRU B146L, SEE SHEET 132/229								



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEETS 129/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 114/229 AND 116/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

128/229

1375
1565

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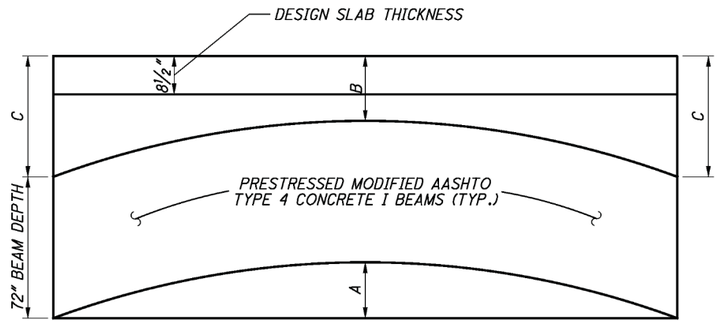
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - RIGHT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
1	B1R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	11 3/16"
	B2R THRU B4R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10 13/16"
	B5R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10⅞"
	B6R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10 13/16"
	B7R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10¾"
	B8R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10⅞"
	B9R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10 13/16"
	B10R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10 15/16"
	B11R	5¾"	3⅛"	2⅝"	4½"	6½"	10½"	10¾"
	B12R	5 1/16"	3 1/16"	2⅝"	4½"	6½"	10½"	11 3/16"
2	B13R	3"	1⅝"	1⅜"	2⅜"	3 1/16"	10½"	10⅝"
	B14R	3"	1 9/16"	1⅜"	2 1/16"	3 1/16"	10½"	10⅝"
	B15R	2 15/16"	1 9/16"	1⅜"	2 1/16"	3 1/16"	10½"	10⅝"
	B16R	2 15/16"	1 9/16"	1⅜"	2 1/16"	3 1/16"	10½"	10⅝"
	B17R	3"	1⅝"	1⅜"	2 1/16"	3 1/16"	10½"	10½"
	B18R	3 1/16"	1 1/16"	1⅜"	2⅜"	3 1/16"	10½"	10½"
	B19R	3 1/16"	1 1/16"	1⅜"	2⅜"	3 1/16"	10⅝"	10½"
	B20R	3⅛"	1¾"	1⅜"	2⅜"	3 1/16"	10⅝"	10½"
	B21R	3 3/16"	1 3/16"	1⅜"	2⅜"	3 1/16"	10¾"	10½"
	B22R	3 3/16"	1⅛"	1⅜"	2⅜"	3 1/16"	10 15/16"	10½"
	B23R	3¼"	1⅛"	1⅜"	2⅜"	3 1/16"	10 15/16"	10½"
	B24R	3 5/16"	1 5/16"	1⅜"	2 5/16"	3 1/16"	10⅞"	10½"
3	B25R	1 1/16"	1 1/16"	¾"	1 5/16"	1⅛"	10½"	10½"
	B26R	1½"	¾"	¾"	1 5/16"	1⅛"	10⅝"	10½"
	B27R	1⅝"	⅞"	¾"	1 5/16"	1⅛"	10⅞"	10½"
	B28R	2 1/16"	1"	1"	1¾"	2½"	10 9/16"	10½"
	B29R	2 3/16"	1 3/16"	1"	1¾"	2 9/16"	10 13/16"	10½"
	B30R	2 5/16"	1 5/16"	1"	1¾"	2½"	10 13/16"	10½"
	B31R	3 1/16"	1½"	1 15/16"	3⅜"	4 13/16"	10½"	11⅝"
	B32R	3⅝"	1 1/16"	1 15/16"	3 1/16"	4⅞"	10½"	11½"
	B33R	3 13/16"	1⅛"	2"	3 1/16"	4 15/16"	10½"	11⅝"
	B34R	4 1/16"	2 1/16"	2"	3½"	5"	10½"	10⅞"
	B35R	4¼"	2¼"	2"	3 1/16"	5"	10½"	11 1/16"
4	B36R	1½"	⅝"	13/16"	1½"	2 1/16"	10½"	11"
	B37R	1⅝"	¾"	⅛"	1½"	2⅛"	10½"	10⅞"
	B38R	1¾"	⅞"	⅛"	1½"	2 3/16"	10½"	10 15/16"
	B39R	1⅛"	1"	⅛"	1½"	2 3/16"	10½"	10 11/16"
	B40R	2 3/16"	1 3/16"	1"	1¾"	2 9/16"	10½"	10 15/16"
	B41R	2⅜"	1⅜"	1"	1¾"	2½"	10½"	10⅝"
	B42R	3⅜"	1 9/16"	1 13/16"	3¼"	4 9/16"	10½"	11 1/16"
	B43R	3⅝"	1 3/16"	1⅛"	3¼"	4⅝"	10½"	11⅜"
	B44R	4⅜"	2 1/16"	2 5/16"	4⅛"	5 13/16"	10½"	12⅛"
	B45R	4 11/16"	2 5/16"	2⅜"	4⅛"	5⅞"	10½"	10 9/16"
	B46R	5 1/16"	2 11/16"	2⅜"	4⅛"	5 15/16"	10½"	11 3/16"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY:
   THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEETS 126/229 THRU 128/229 AND SHEET 132/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 117/229 AND 118/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JH | DRAWN JPD | REVIEWED MSL | DATE 03/01/12
CHECKED AFN | REVISED | STRUCTURE FILE NUMBER 57079941/5708001

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

129/229

1376
1565

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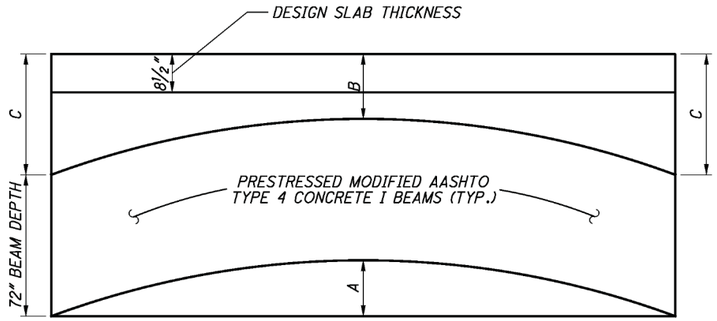
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - RIGHT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
5	B47R	2 3/16"	1 3/16"	1"	1 3/4"	2 1/2"	10 1/2"	11 13/16"
	B48R	2 1/8"	1 1/8"	1"	1 3/4"	2 9/16"	10 1/2"	11 5/8"
	B49R	2"	1"	1"	1 3/4"	2 1/2"	10 1/2"	11 3/4"
	B50R	1 15/16"	15/16"	1"	1 3/4"	2 1/2"	10 1/2"	11 11/16"
	B51R	1 7/8"	7/8"	1"	1 3/4"	2 1/2"	10 1/2"	11 11/16"
	B52R	1 3/4"	13/16"	1"	1 3/4"	2 7/16"	10 1/2"	11 11/16"
	B53R	1 11/16"	11/16"	1"	1 3/4"	2 7/16"	10 1/2"	11 13/16"
	B54R	1 7/16"	5/8"	3/4"	1 5/16"	1 7/8"	10 1/2"	11 3/8"
	B55R	1 5/16"	9/16"	3/4"	1 5/16"	1 7/8"	10 1/2"	11 1/2"
	B56R	1 1/4"	9/16"	3/4"	1 5/16"	1 13/16"	10 1/2"	11 1/2"
	B57R	1 1/4"	1/2"	3/4"	1 5/16"	1 13/16"	10 1/2"	11 7/16"
6	B58R	1 9/16"	13/16"	3/4"	1 1/4"	1 13/16"	10 1/2"	11 1/2"
	B59R	1 1/2"	3/4"	3/4"	1 5/16"	1 13/16"	10 1/2"	11 7/16"
	B60R	1 3/8"	5/8"	3/4"	1 1/4"	1 13/16"	10 1/2"	11 5/16"
	B61R	1 5/16"	9/16"	3/4"	1 1/4"	1 13/16"	10 1/2"	11 7/16"
	B62R	1 3/16"	1/2"	11/16"	1 1/4"	1 3/4"	10 1/2"	11 3/8"
	B63R	1 1/16"	7/16"	5/8"	1 1/8"	1 9/16"	10 1/2"	11 3/8"
	B64R	1"	3/8"	5/8"	1 1/16"	1 1/2"	10 1/2"	11 1/2"
	B65R	15/16"	5/16"	9/16"	1 1/16"	1 7/16"	10 1/2"	11 7/16"
	B66R	7/8"	5/16"	9/16"	1"	1 3/8"	10 1/2"	11 5/16"
	B67R	13/16"	1/4"	9/16"	15/16"	1 5/16"	10 1/2"	11 3/16"
	B68R	1 1/16"	3/16"	1/2"	15/16"	1 1/4"	10 1/2"	11 1/8"
7	B69R	4 15/16"	2 9/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	13 3/16"
	B70R	4 15/16"	2 9/16"	2 3/8"	4 3/16"	5 15/16"	10 1/2"	13"
	B71R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	13"
	B72R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 15/16"
	B73R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 15/16"
	B74R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 13/16"
	B75R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 3/4"
	B76R	4 7/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 9/16"
	B77R	4 13/16"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 5/16"
	B78R	4 13/16"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	10 7/8"
	B79R	4 13/16"	2 1/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	10 7/8"
8	B80R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	13"
	B81R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/2"
	B82R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B83R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B84R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/16"
	B85R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B86R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B87R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/16"
	B88R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 3/16"
	B89R	3 11/16"	1 15/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/16"
	B90R	3 5/8"	1 1/8"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEETS 126/229 THRU 128/229 AND SHEET 132/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 117/229 AND 118/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JH	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AFN		57079941/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

130/229

1377
1565

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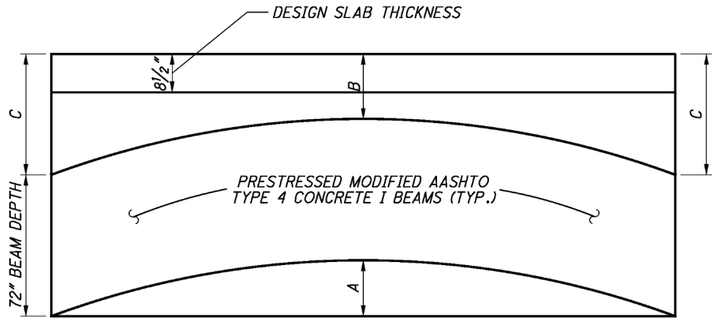
BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - RIGHT BRIDGE

SPAN	BEAM NUMBER	A					B	C
		CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
9	B91R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/2"
	B92R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 5/16"
	B93R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
	B94R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B95R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B96R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/8"
	B97R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/16"
	B98R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 3/16"
	B99R	3 5/8"	1 7/8"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B100R	3 9/16"	1 13/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/16"
	B101R	3 11/16"	1 7/8"	1 3/4"	3 1/16"	4 7/16"	10 1/2"	12 1/4"
10	B102R	3 7/16"	1 11/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/2"
	B103R	3 7/16"	1 11/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 7/16"
	B104R	3 3/8"	1 5/8"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B105R	3 5/16"	1 9/16"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 1/4"
	B106R	3 1/4"	1 1/2"	1 3/4"	3 1/16"	4 3/8"	10 1/2"	12 5/16"
	B107R	3 1/4"	1 1/2"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 3/8"
	B108R	3 3/16"	1 7/16"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 3/8"
	B109R	3 1/8"	1 3/8"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 1/2"
	B110R	3 1/8"	1 3/8"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	12 9/16"
	B111R	3 1/8"	1 3/8"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	13 7/16"
	B112R	3 3/16"	1 7/16"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	13 15/16"
	B113R	3 1/4"	1 1/2"	1 3/4"	3 1/16"	4 5/16"	10 1/2"	13 11/16"
11	B114R	4 5/8"	2 1/4"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	13 1/16"
	B115R	4 5/8"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 7/8"
	B116R	4 11/16"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 15/16"
	B117R	4 11/16"	2 5/16"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 15/16"
	B118R	4 11/16"	2 3/8"	2 3/8"	4 1/8"	5 7/8"	10 1/2"	12 13/16"
	B119R	4 3/4"	2 3/8"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 15/16"
	B120R	4 3/4"	2 3/8"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 13/16"
	B121R	4 13/16"	2 7/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 7/8"
	B122R	4 13/16"	2 7/16"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 11/16"
	B123R	4 13/16"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	12 3/4"
	B124R	4 1/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	10 15/16"
	B125R	4 1/8"	2 1/2"	2 3/8"	4 1/8"	5 15/16"	10 1/2"	11 3/16"
12	B126R	1 3/8"	1 1/16"	1 1/16"	1 1/4"	1 3/4"	10 1/2"	11 1/4"
	B127R	1 5/16"	5/8"	1 1/16"	1 3/16"	1 3/4"	10 1/2"	11 1/4"
	B128R	1 1/4"	9/16"	1 1/16"	1 3/16"	1 1/16"	10 1/2"	11 1/4"
	B129R	1 3/16"	1/2"	1 1/16"	1 3/16"	1 1/16"	10 1/2"	11 3/16"
	B130R	1 1/16"	7/16"	1 1/16"	1 3/16"	1 5/8"	10 1/2"	11 3/8"
	B131R	1"	3/8"	5/8"	1 1/8"	1 9/16"	10 1/2"	11 3/8"
	B132R	13/16"	5/16"	1/2"	7/8"	1 1/4"	10 1/2"	11 1/16"
	B133R	3/4"	1/4"	1/2"	7/8"	1 3/16"	10 1/2"	11 1/16"
	B134R	1 1/16"	1/4"	1/2"	13/16"	1 3/16"	10 1/2"	11 1/8"
	B135R	1 1/16"	3/16"	7/16"	13/16"	1 1/8"	10 1/2"	11 3/16"
	B136R	5/8"	3/16"	7/16"	3/4"	1 1/16"	10 1/2"	11 1/8"
	B137R	9/16"	1/8"	7/16"	3/4"	1"	10 1/2"	11 1/8"

B138R THRU B150R, SEE SHEET 132/229



TYPICAL SPAN

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEETS 126/229 THRU 128/229 AND SHEET 132/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEETS 117/229 AND 118/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JH | DRAWN JPD | CHECKED AFN | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 57OT994/5708001

CAMBER AT MIDSPAN AND TOPPING THICKNESS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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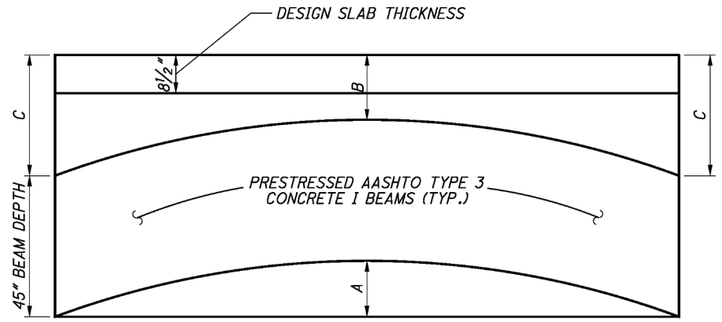

TYPICAL SPAN

BEAM CAMBER AT MIDSPAN AND TOPPING THICKNESS - SPAN 13

BEAM NUMBER	A					B	C
	CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	DEFLECTION DUE TO SELF WEIGHT	CAMBER AT TIME OF RELEASE (NET)	CAMBER AT TIME OF ERECTION	LONG TERM CAMBER	TOTAL TOPPING THICKNESS AT MIDSPAN	TOTAL TOPPING THICKNESS AT BEAM BEARINGS
B135L AND B138R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12 5/16"
B136L AND B139R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12¼"
B137L AND B140R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B138L AND B141R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B139L AND B142R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12 3/16"
B140L AND B143R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B141L AND B144R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B142L AND B145R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B143L AND B146R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B144L AND B147R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B145L AND B148R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12⅛"
B146L AND B149R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12¼"
B150R	2¼"	¾"	1½"	2⅝"	3⅝"	10½"	12¼"

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY:
   THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF SPANS 1-12, SEE SHEETS 126/229 THRU 131/229.
3. FOR SCREED ELEVATIONS, SEE SHEETS 179/229 THRU 204/229.
4. FOR BEAM DETAILS, SEE SHEET 125/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
GHD/AFN	JPD	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JH		5707994/5708001	

CAMBER AT MIDSPAN AND TOPPING THICKNESS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

132/229

1379
1565

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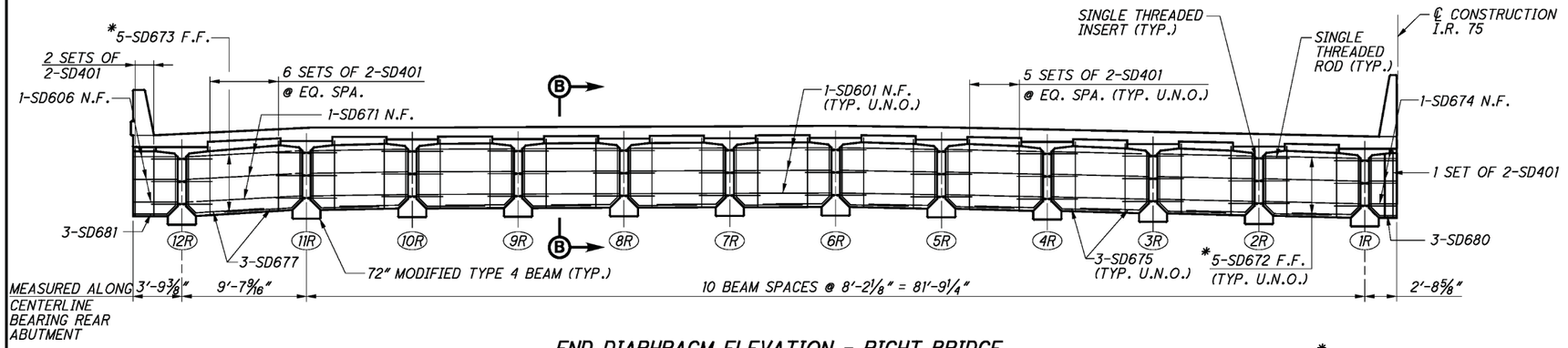


END DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING DOWNSTATION)

* SPACED AS SHOWN IN SECTION B-B

** SPACED AS SHOWN IN SECTION A-A

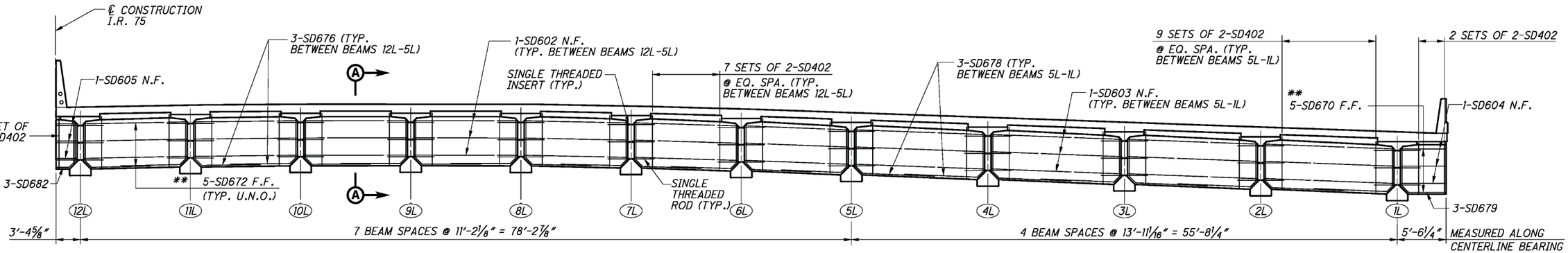
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.

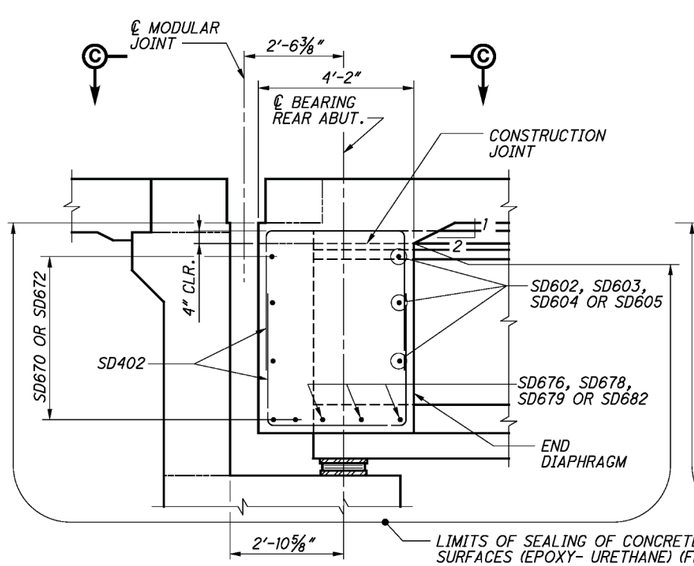
NOTES:

1. FOR DETAILS NOT SHOWN, REFER TO STANDARD DRAWING PSID-1-99.
2. FOR SKEW ANGLES, SEE FRAMING PLAN, SHEETS 88 E29 THRU 113 E29.

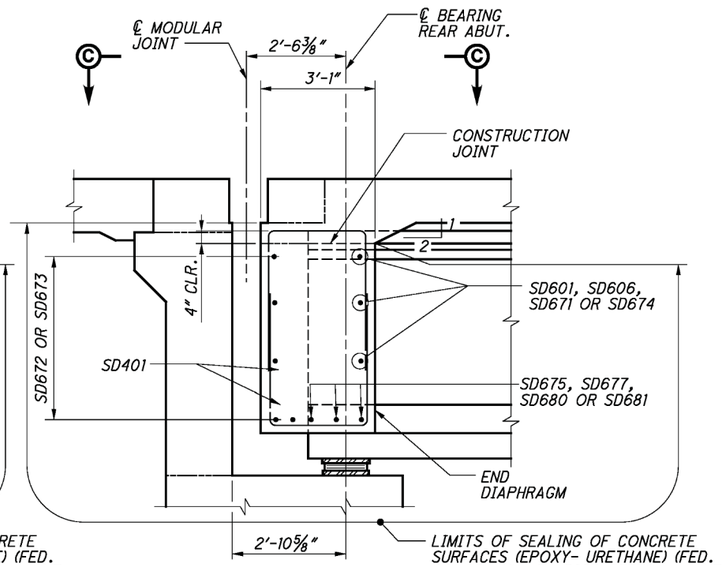


END DIAPHRAGM ELEVATION - LEFT BRIDGE

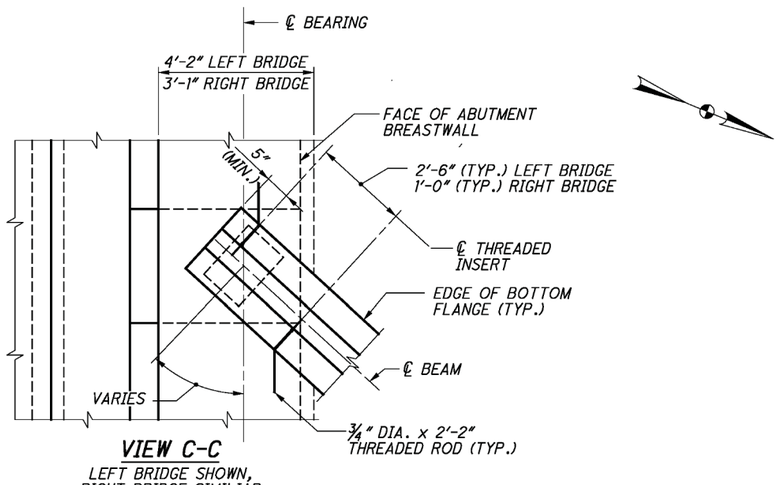
(LOOKING DOWNSTATION)



SECTION A-A



SECTION B-B



VIEW C-C

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN BFG | CHECKED SNL | REVISED

DATE 03/01/12 | REVIEWED MSL | STRUCTURE FILE NUMBER 57079947/5708001

REAR ABUTMENT - END DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

133 / 229

1380 / 1565

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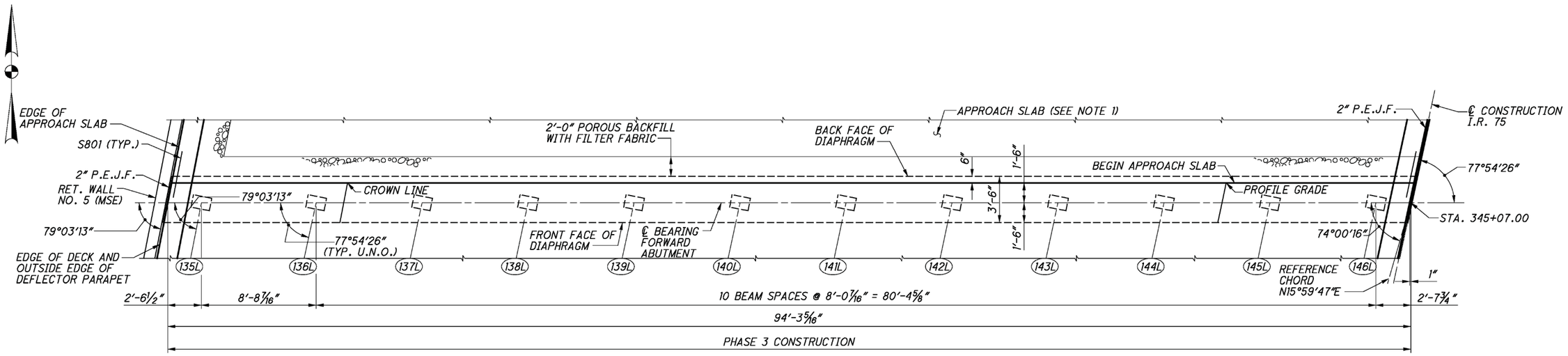
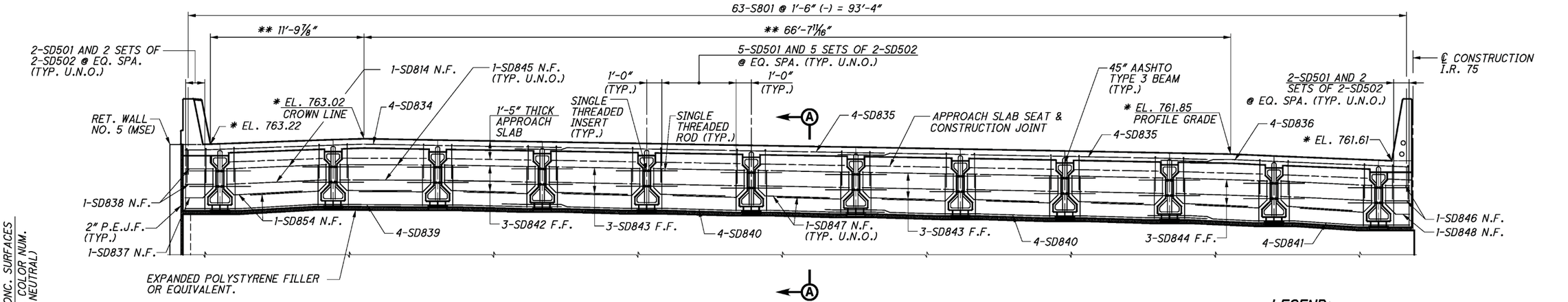
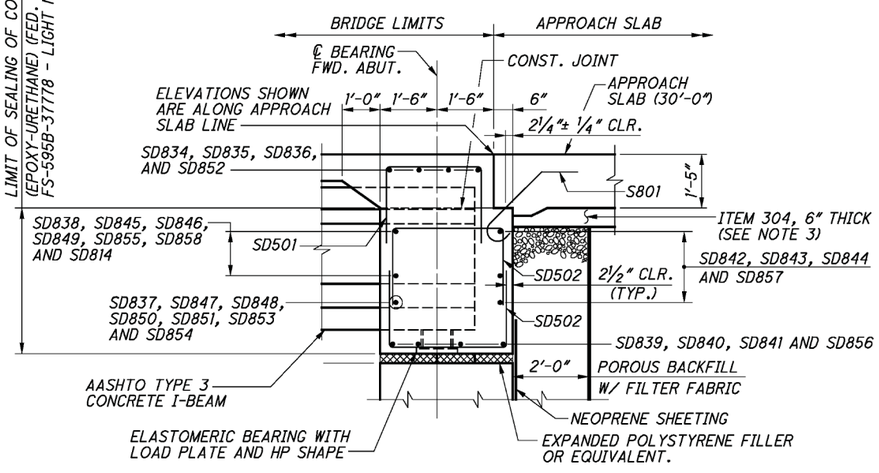


PLAN - LEFT BRIDGE

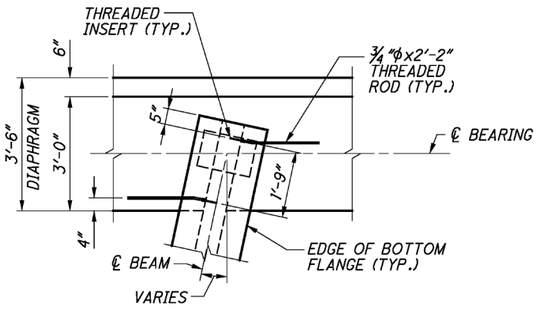


ELEVATION - LEFT BRIDGE



SECTION A-A

LIMIT OF SEALING OF CONC. SURFACES (EPOXY-URETHANE) (FED. COLOR NUM. FS-595B-37778 - LIGHT NEUTRAL)



VIEW B-B

SOUTHBOUND (LEFT) SHOWN, NORTHBOUND (RIGHT) SIMILIAR

LEGEND:

(BXX) BEAM DESIGNATION

* ELEVATIONS SHOWN ARE ALONG APPROACH SLAB LINE

** DIMENSIONS SHOWN ARE ALONG APPROACH SLAB LINE

NOTE:

1. FOR LAP TABLE AND NOTES, SEE SHEET 135 / 229.
2. THE ENGINEER SHALL CAREFULLY VISUALLY INSPECT THE PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) PRIOR TO CONSTRUCTION OF THE CONCRETE DIAPHRAGMS. PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) MAY BE DIRECTED BY THE ENGINEER AND MUST BE APPROVED BY THE ENGINEER PRIOR TO POURING OF THE CONCRETE DIAPHRAGMS.
3. SEE MSE WALL NO. 5 PLANS FOR ADDITIONAL INFORMATION AND DETAILS PERTAINING TO ITEM 304 AGGREGATE BASE.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57077994/57080001	

FORWARD ABUTMENT DIAPHRAGM - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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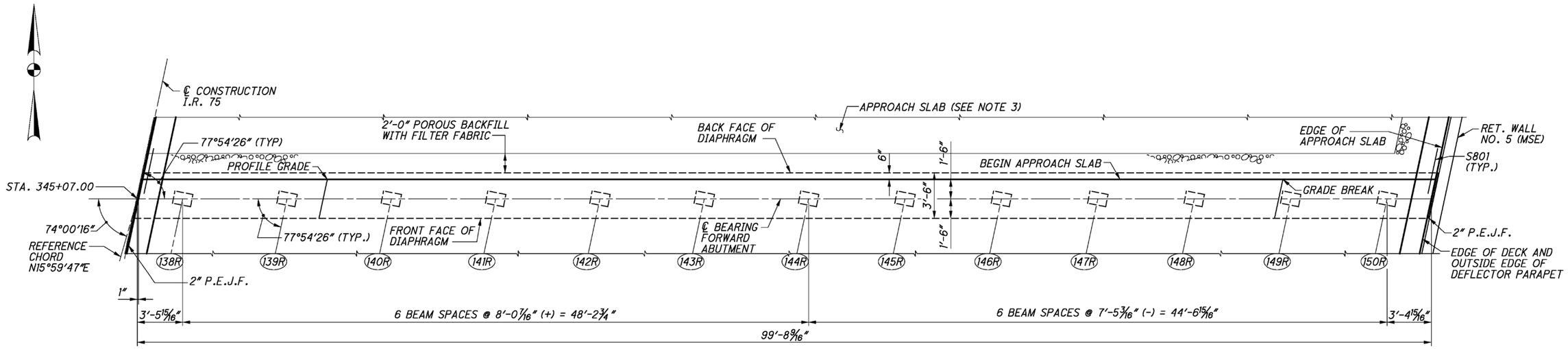
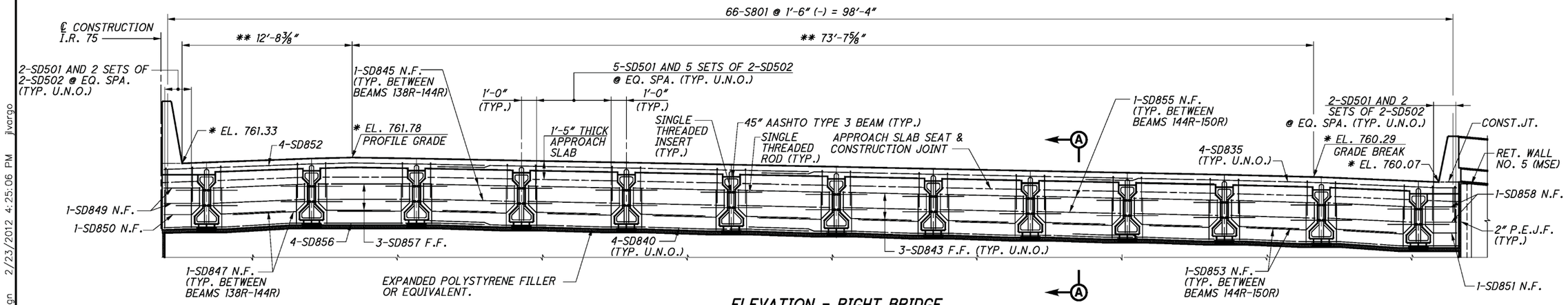


PLAN - RIGHT BRIDGE



ELEVATION - RIGHT BRIDGE

LEGEND:

(BXX) BEAM DESIGNATION

* ELEVATIONS SHOWN ARE ALONG APPROACH SLAB LINE

** DIMENSIONS SHOWN ARE ALONG APPROACH SLAB LINE

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 5	2'-0" MIN.
NO. 8	4'-0" MIN.

NOTES:

1. FOR DECK REINFORCING PLAN, SEE SHEETS 148/229 THRU 161/229.
2. FOR FORWARD ABUTMENT PLAN AND ELEVATION, SEE SHEETS 33/229 AND 35/229.
3. FOR FORWARD APPROACH SLAB PLAN, SEE SHEET 210/229.
4. FOR ADDITIONAL DIAPHRAGM DETAILS, SEE ODOT STANDARD DRAWINGS SICD-1-96, SHEETS 1 THRU 7 OF 7.
5. FOR SECTION A-A AND VIEW B-B, SEE SHEET 134/229.
6. ABUTMENT DIAPHRAGM CONCRETE: PLACE THE DIAPHRAGM CONCRETE ENCASING THE STRUCTURAL MEMBER ENDS AFTER THE DECK PLACEMENT IN THE ADJACENT SPAN IS COMPLETE. PROCEDURES THAT PLACE THE ABUTMENT DIAPHRAGM WITH THE DECK CONCRETE MAY BE APPROVED BY THE ENGINEER IF THE PLACEMENT SUBMITTAL CAN ASSURE THAT THE DECK CONCRETE IN THE ADJACENT SPAN WILL BE PLACED BEFORE CONCRETE IN THE DIAPHRAGM HAS REACHED ITS INITIAL SET.
7. SD501, SD502, SD503 AND S801 BARS SHALL BE SET PARALLEL TO THE BEAMS.
8. FOR BEAM SPACING SEE FRAMING PLAN, SHEETS 88/229 THRU 113/229.
9. ALL DIMENSION GIVEN ALONG CENTERLINE OF BEARING, U.N.O.
10. THE ENGINEER SHALL CAREFULLY VISUALLY INSPECT THE PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) PRIOR TO CONSTRUCTION OF THE CONCRETE DIAPHRAGMS. PLACEMENT OF THE EXPANDED POLYSTYRENE FILLER (OR EQUIVALENT) MAY BE DIRECTED BY THE ENGINEER AND MUST BE APPROVED BY THE ENGINEER PRIOR TO POURING OF THE CONCRETE DIAPHRAGMS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

FORWARD ABUTMENT DIAPHRAGM - RIGHT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

135/229

1382
1565

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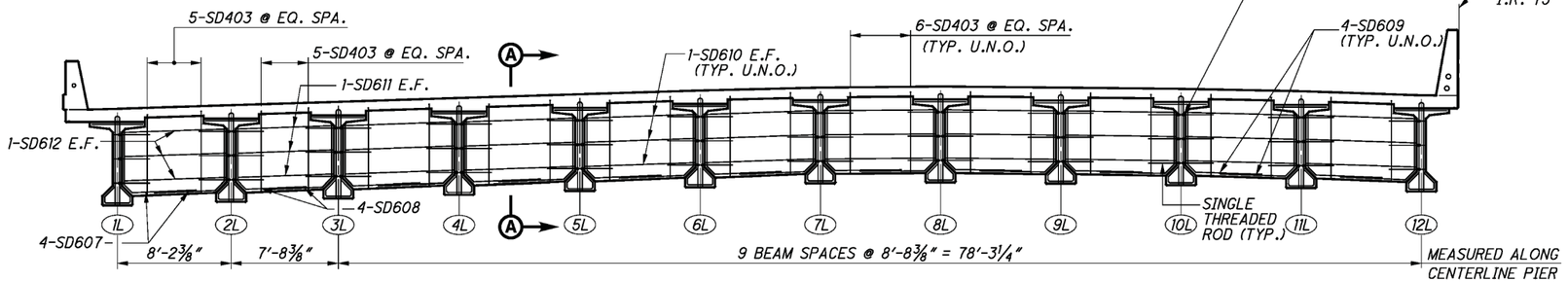
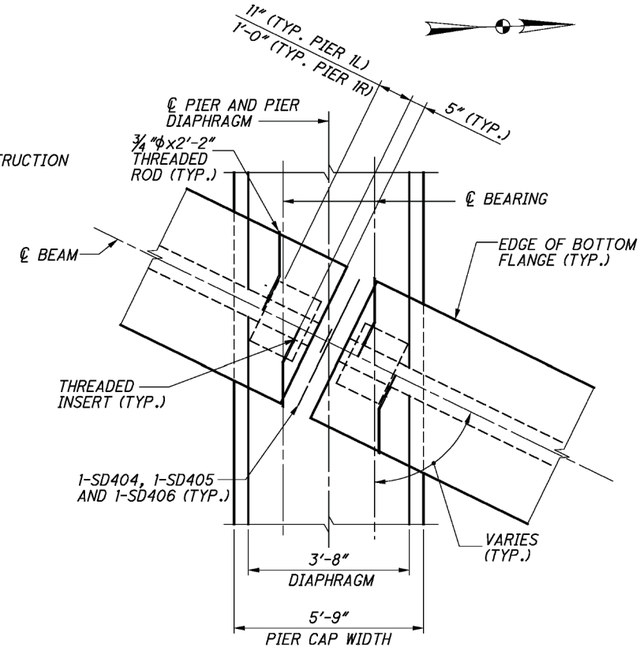


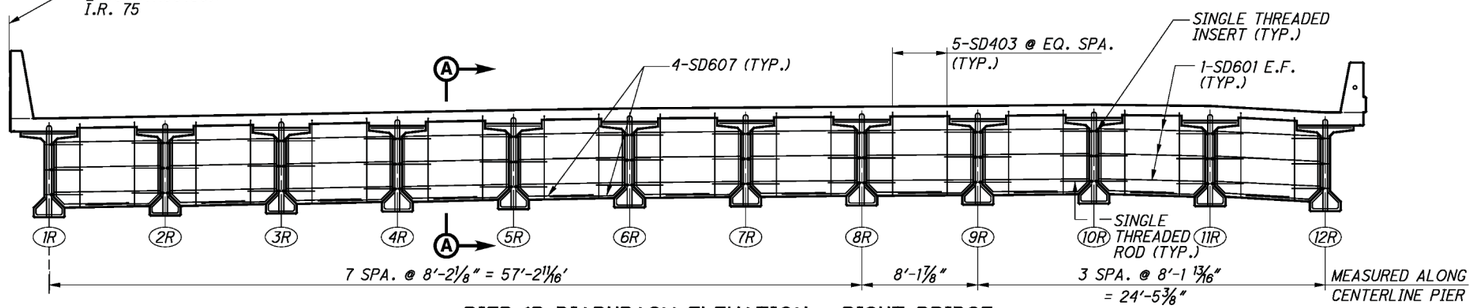
PIER 1L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



PIER 1R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

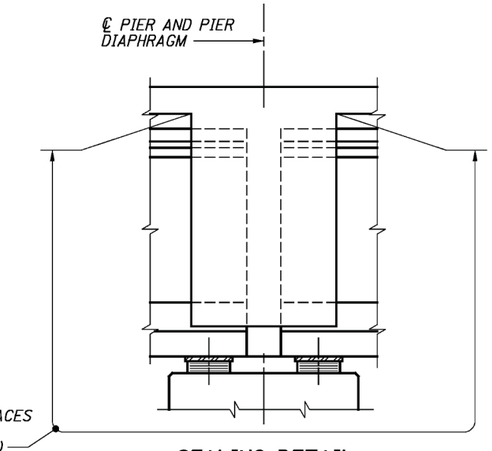
LEGEND:

(#) BEAM DESIGNATION

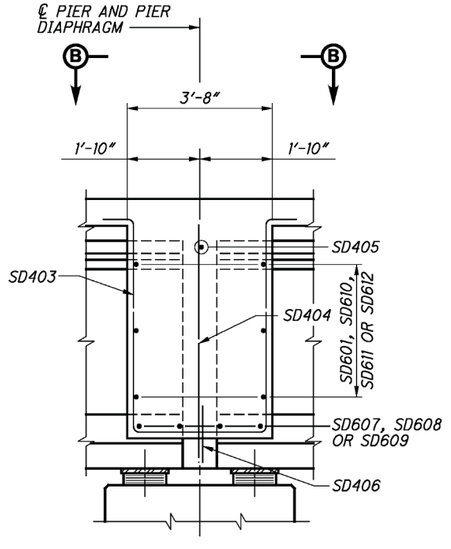
LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.

NOTES:

1. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



SEALING DETAIL



SECTION A-A

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 1L AND PIER 1R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

136/229

1383
1565

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* FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLANS

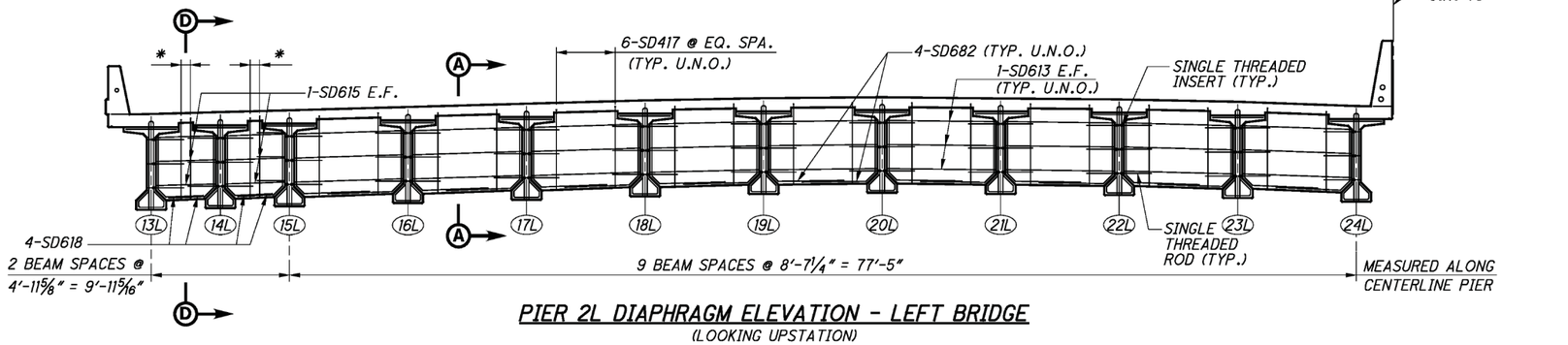
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

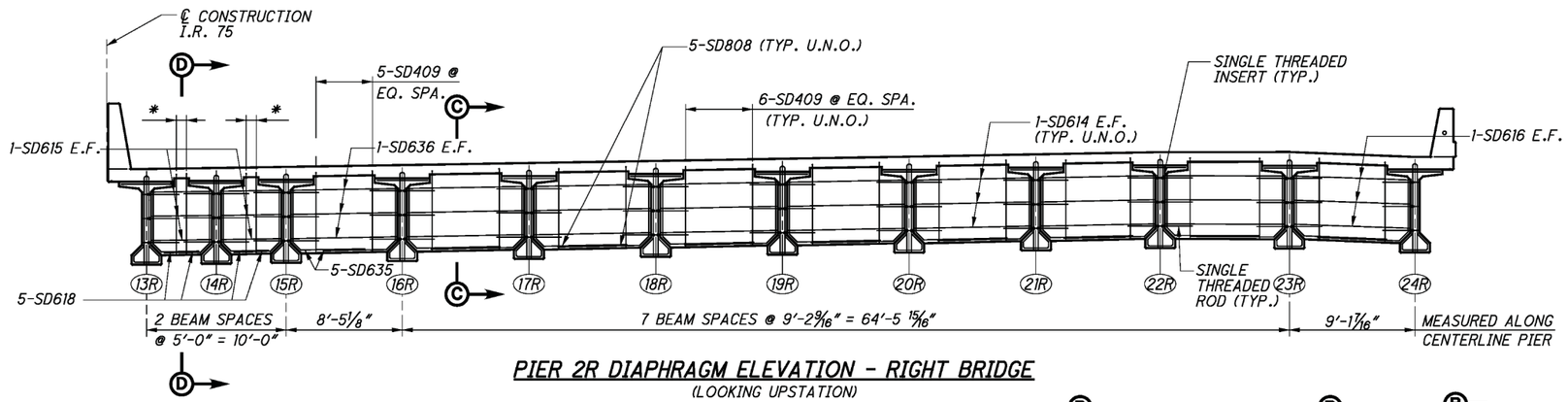
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



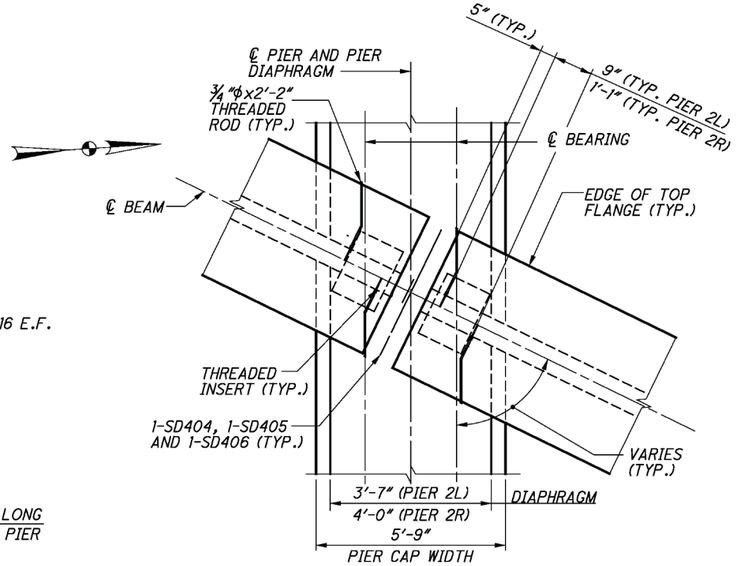
PIER 2L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



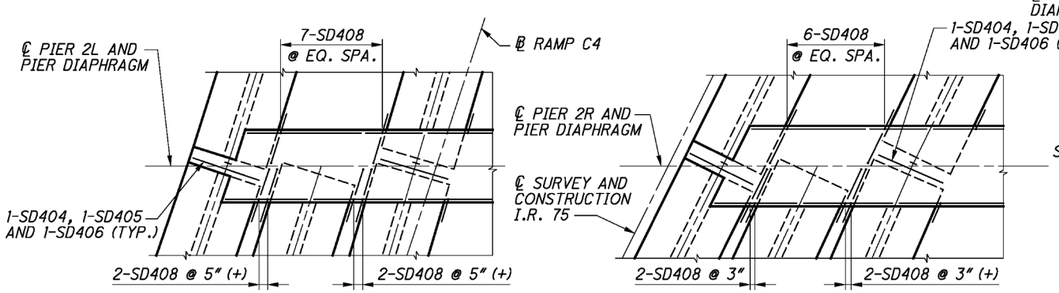
PIER 2R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



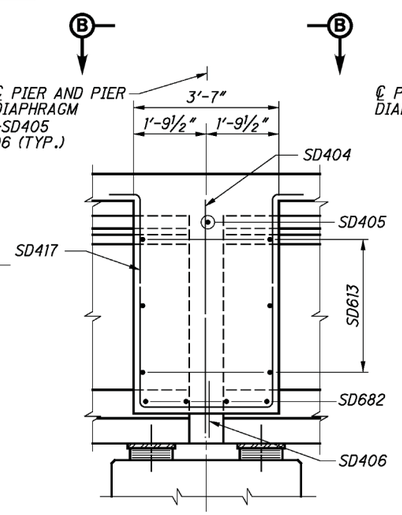
VIEW B-B

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

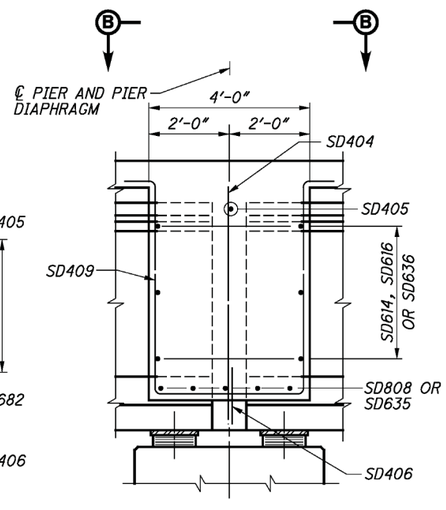


PARTIAL PLAN - PIER 2L

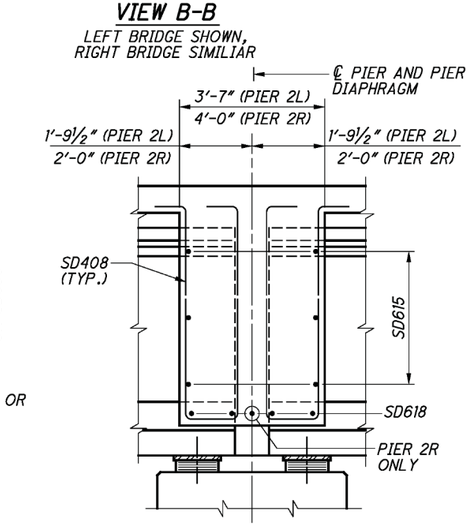
PARTIAL PLAN - PIER 2R



SECTION A-A



SECTION C-C



SECTION D-D

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN BFG | CHECKED SNL | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 2L AND PIER 2R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

137/229

1384/1565

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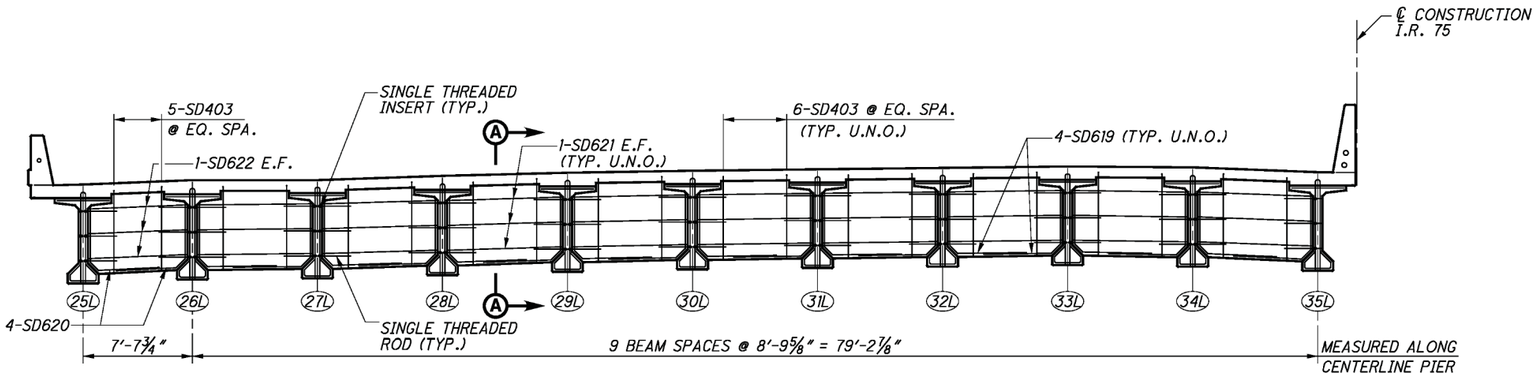
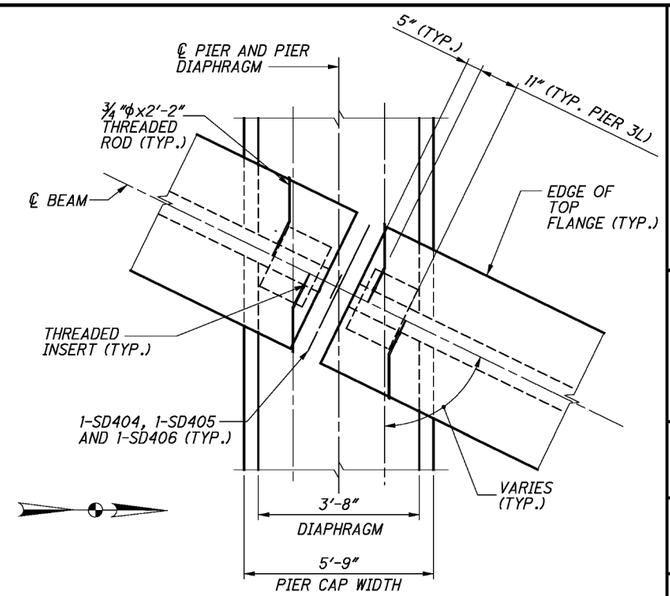
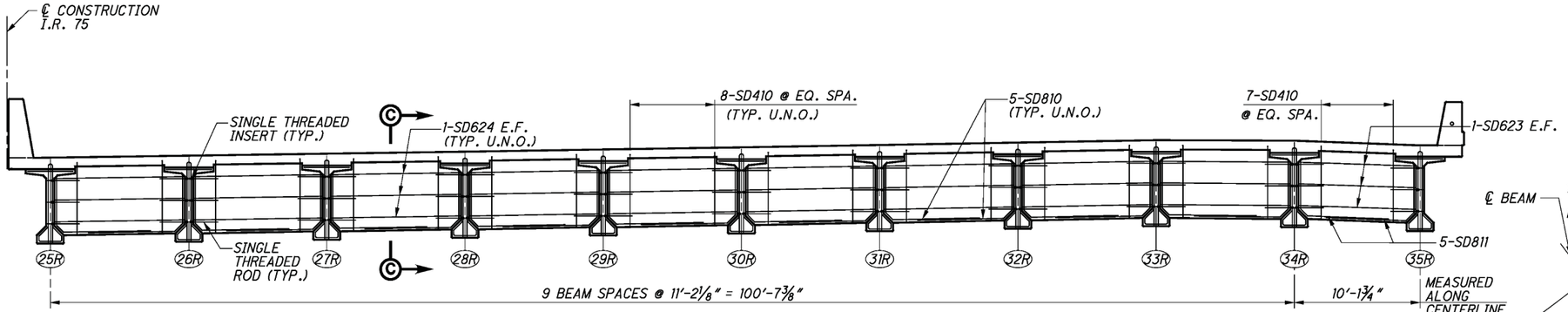


PIER 3L DIAPHRAGM ELEVATION -LEFT BRIDGE

(LOOKING UPSTATION)



VIEW B-B



PIER 3R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

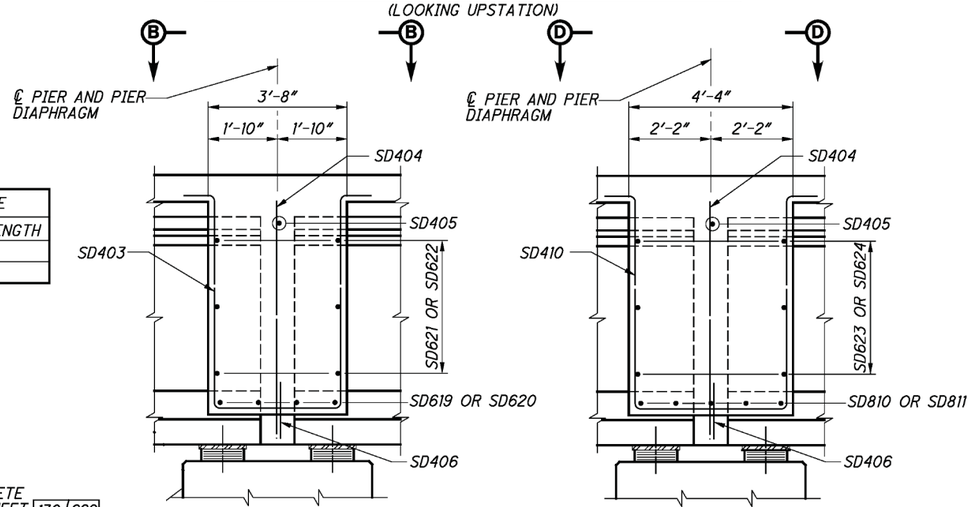
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

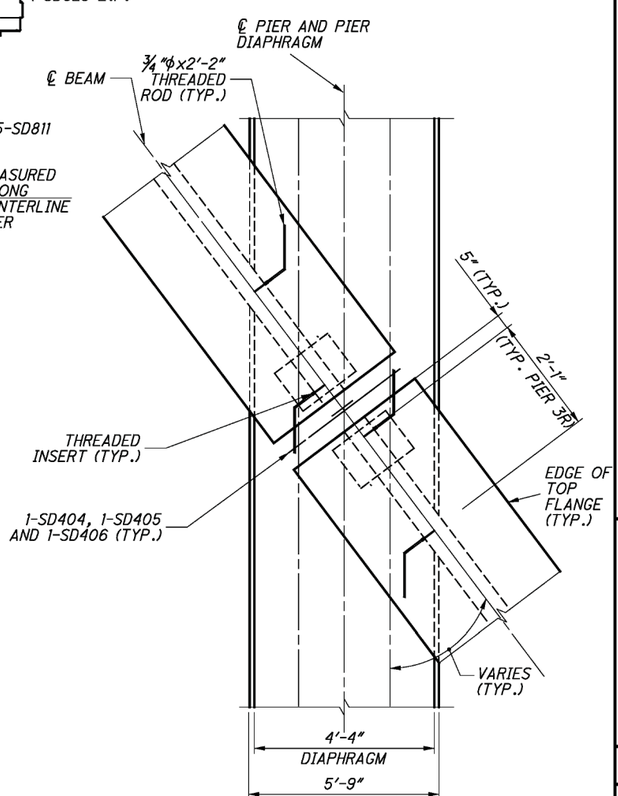
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



SECTION A-A

SECTION C-C



VIEW D-D

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		57079947/5708001	

PIER 3L AND PIER 3R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

138/229

1385/1565

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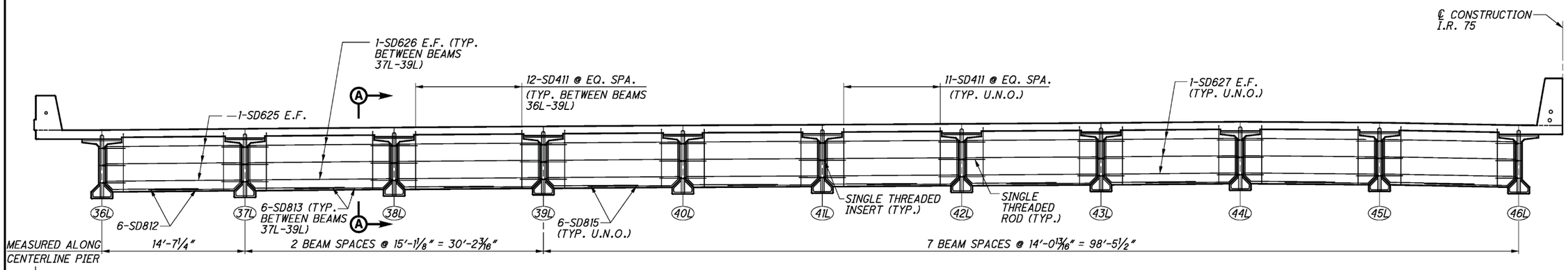
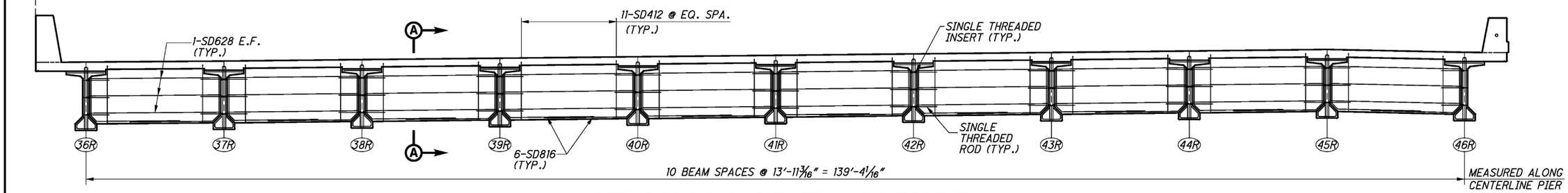


PIER 4L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



PIER 4R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

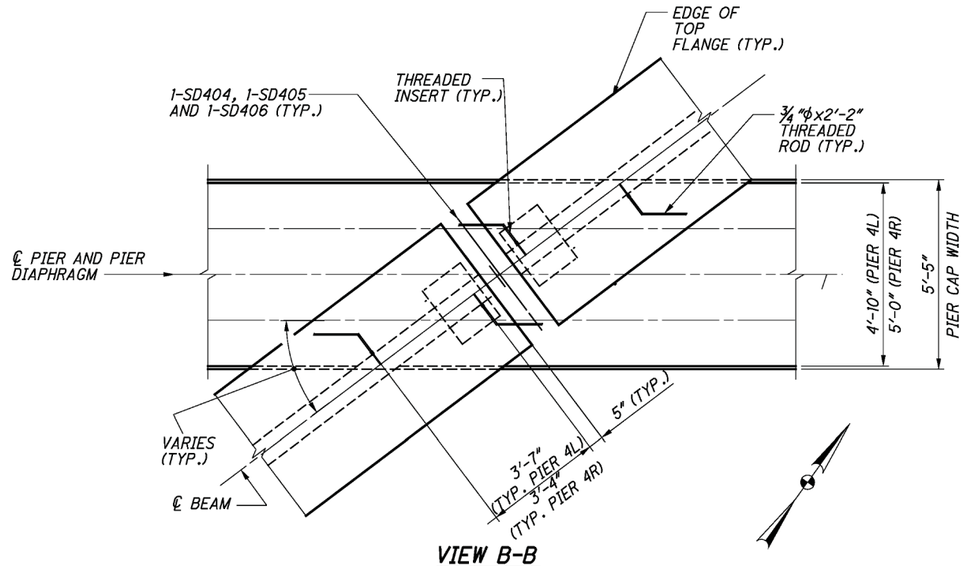
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

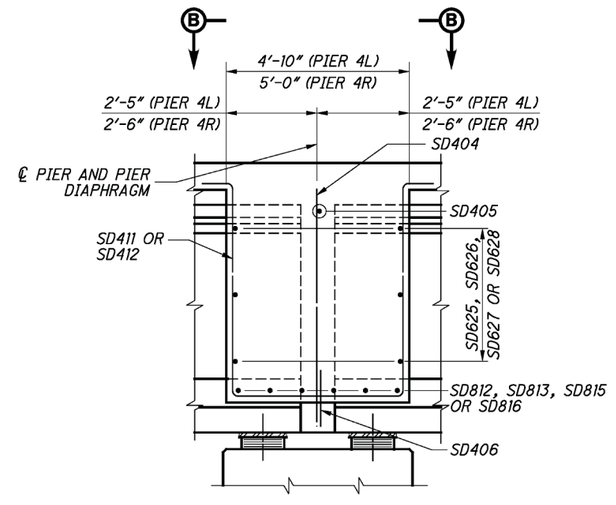
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



VIEW B-B

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		57079947/5708001	

PIER 4L AND PIER 4R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

139/229
1386/1565

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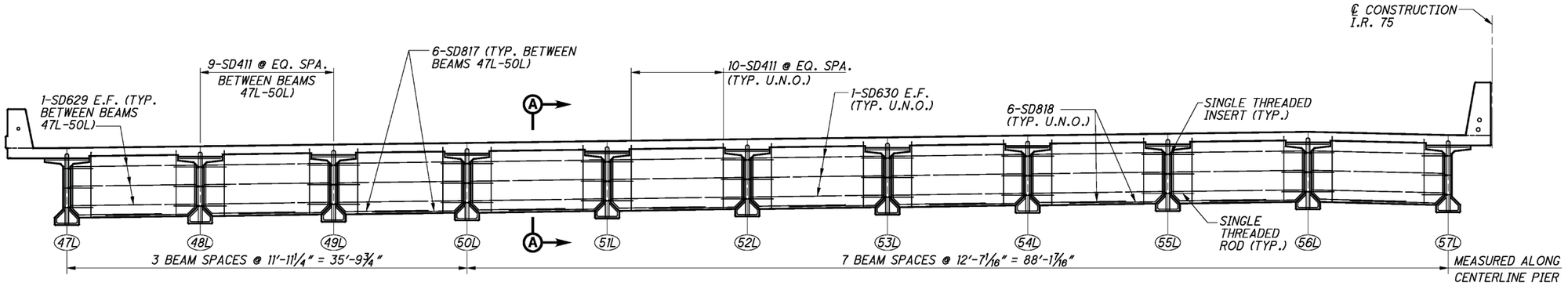
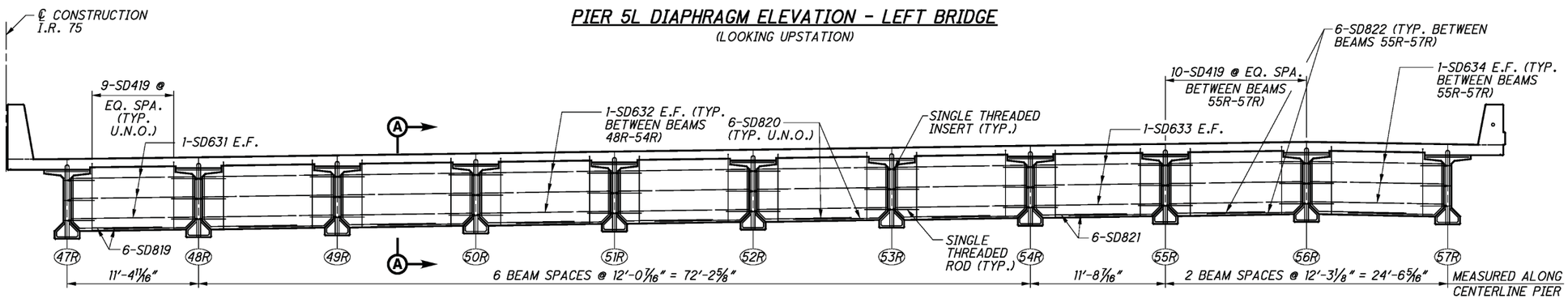


PIER 5L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



PIER 5R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

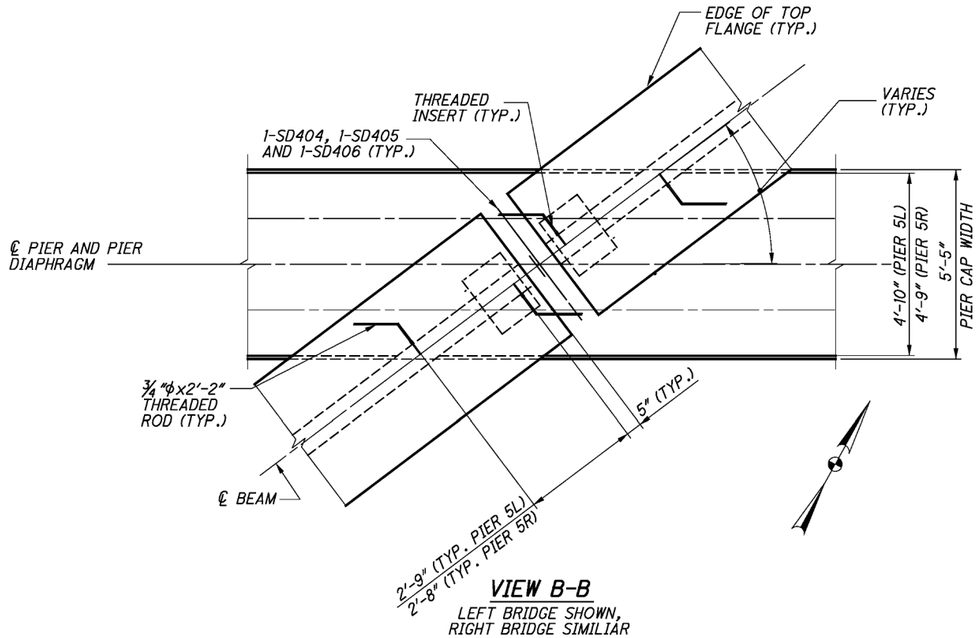
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

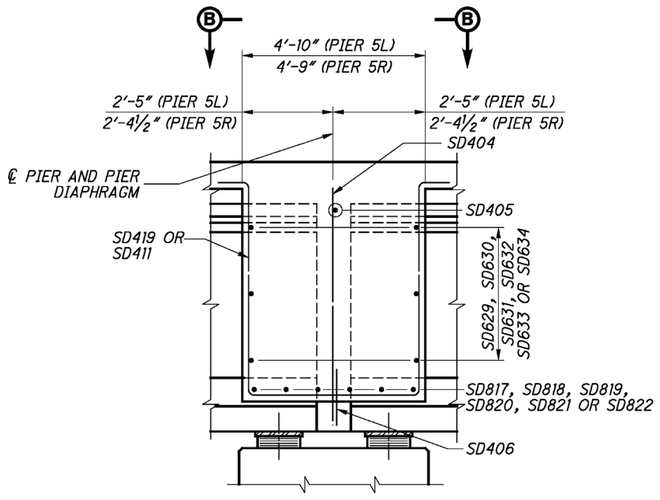
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



VIEW B-B

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 5L AND PIER 5R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

140/229

1387
1565

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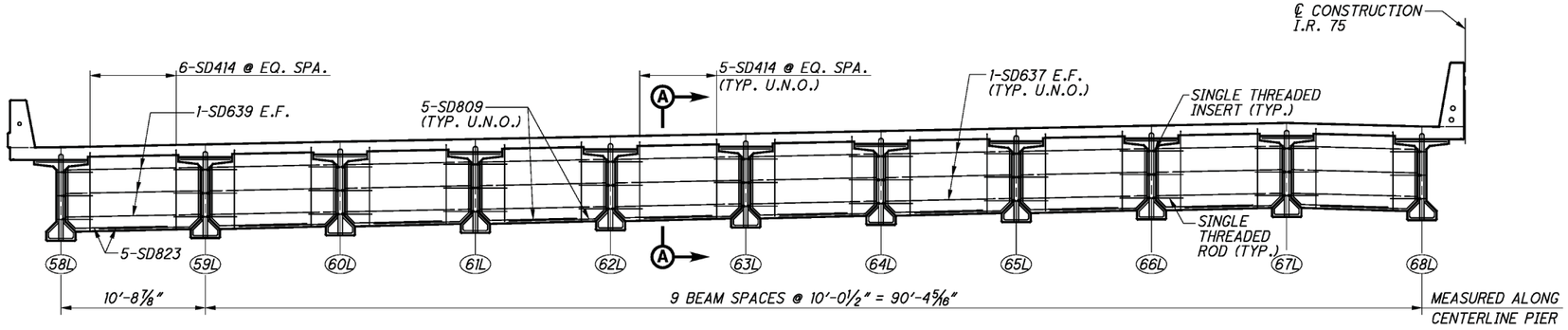
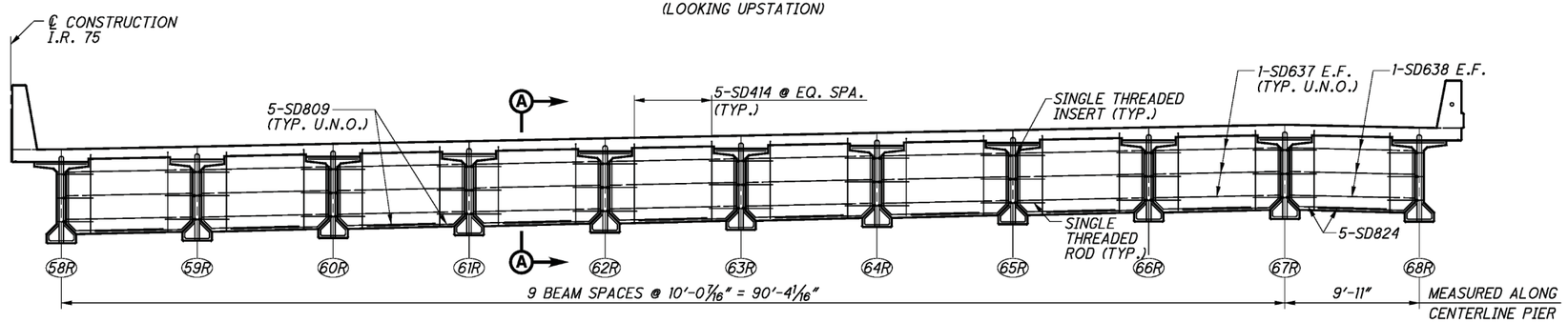


PIER 6L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



PIER 6R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

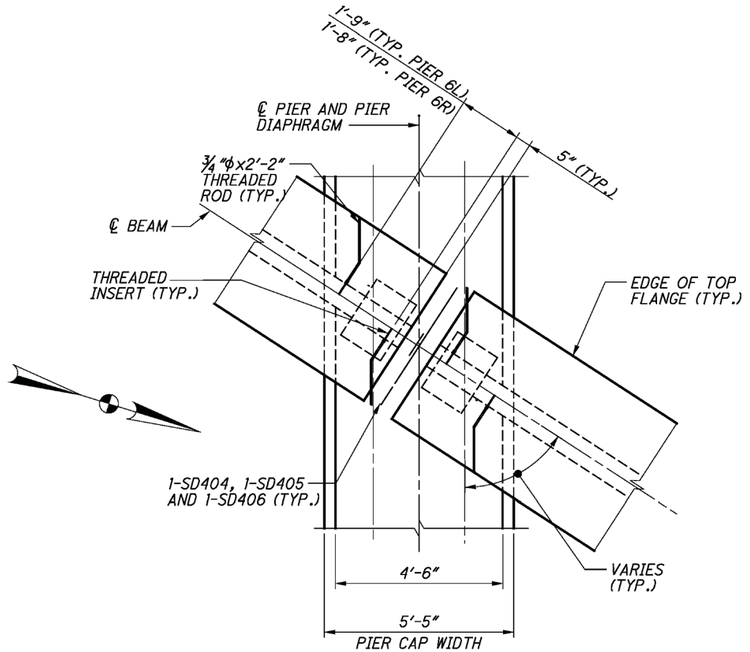
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3′-0″ MIN.
NO. 8	5′-0″ MIN.

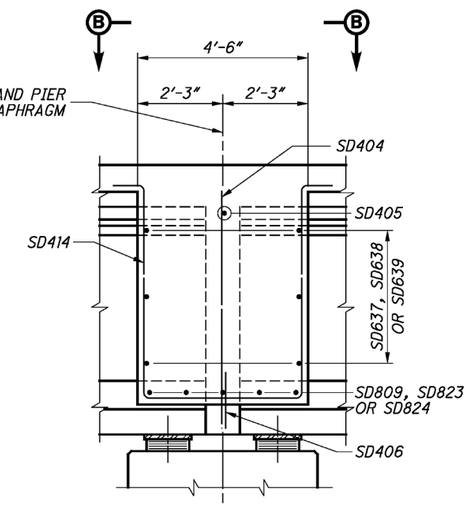
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



VIEW B-B

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		57079947/5708001	

PIER 6L AND PIER 6R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

141/229

1388
1565

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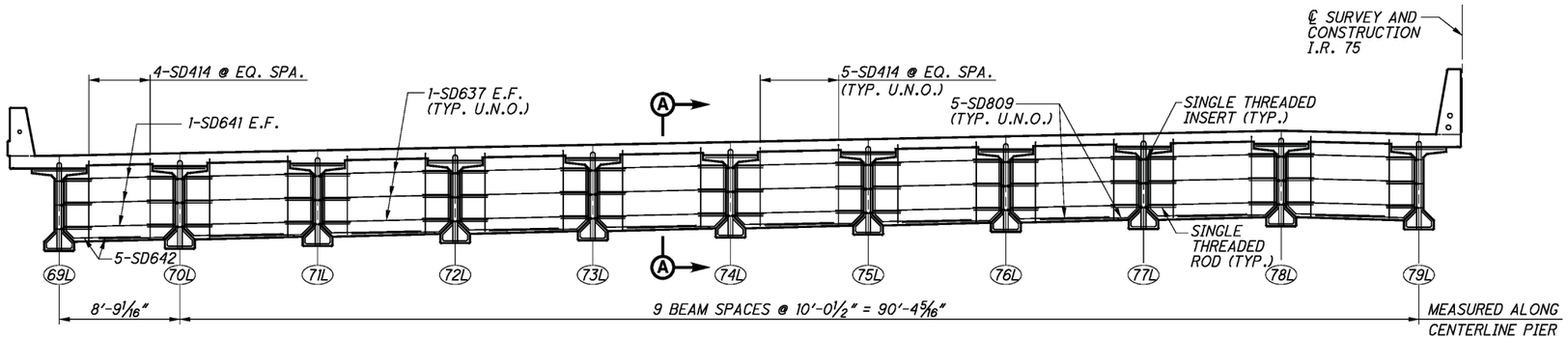
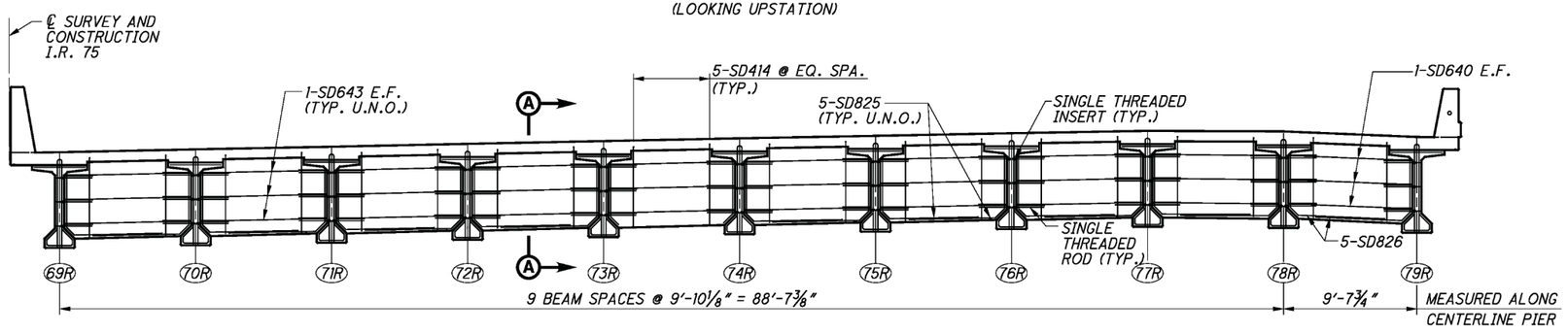


PIER 7L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



PIER 7R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

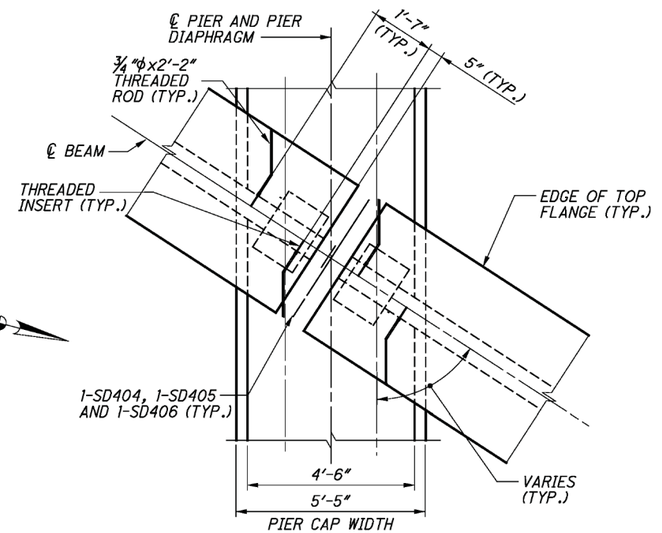
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

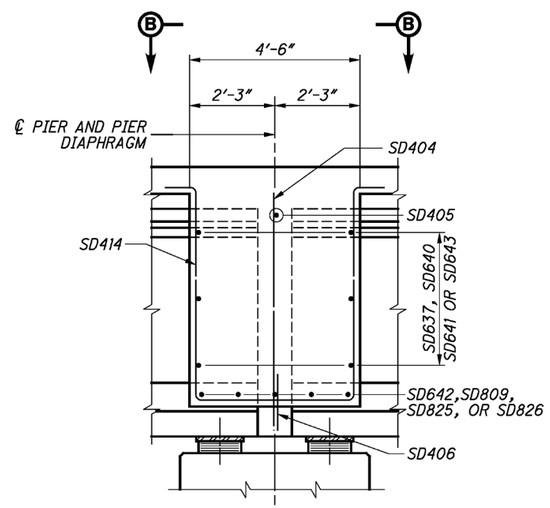
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



VIEW B-B

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN, RIGHT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 7L AND PIER 7R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

142/229

1389/1565

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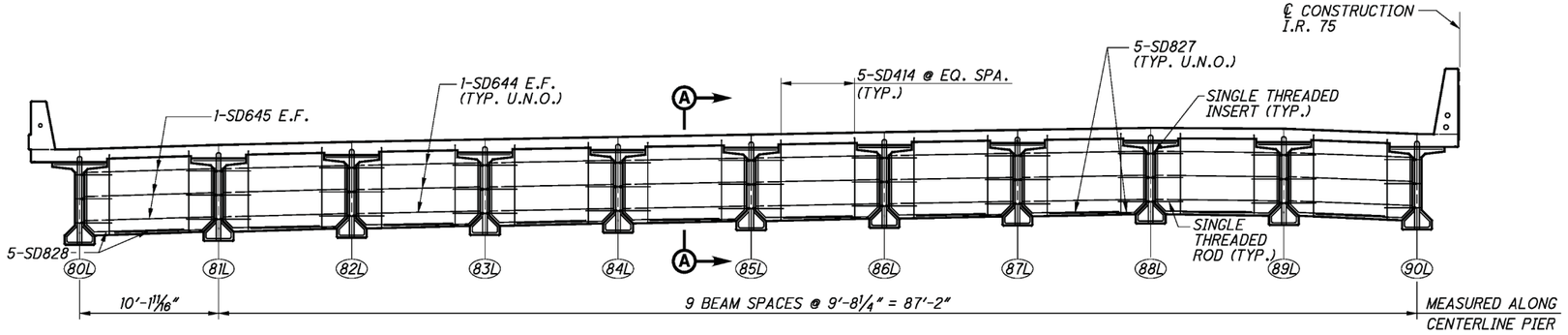
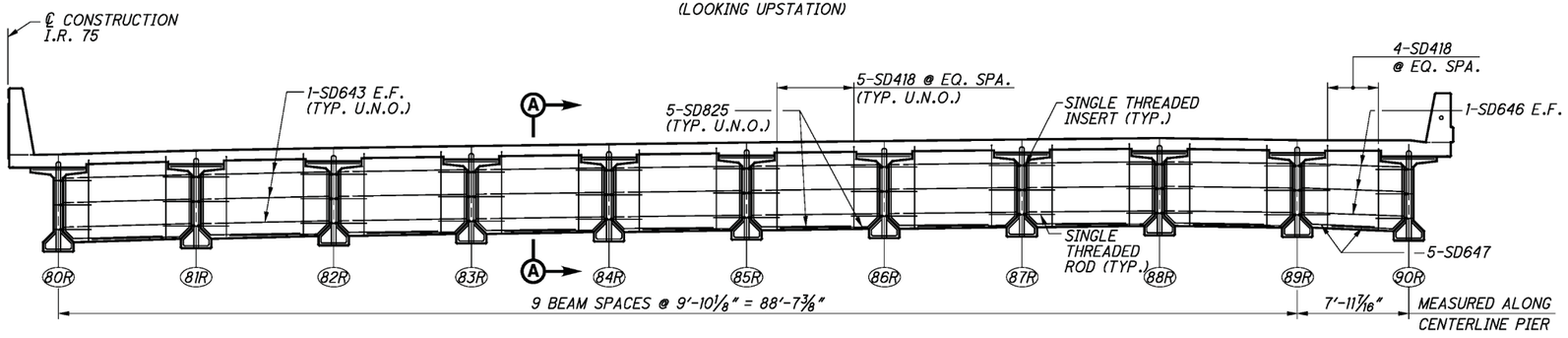


PIER 8L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



PIER 8R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

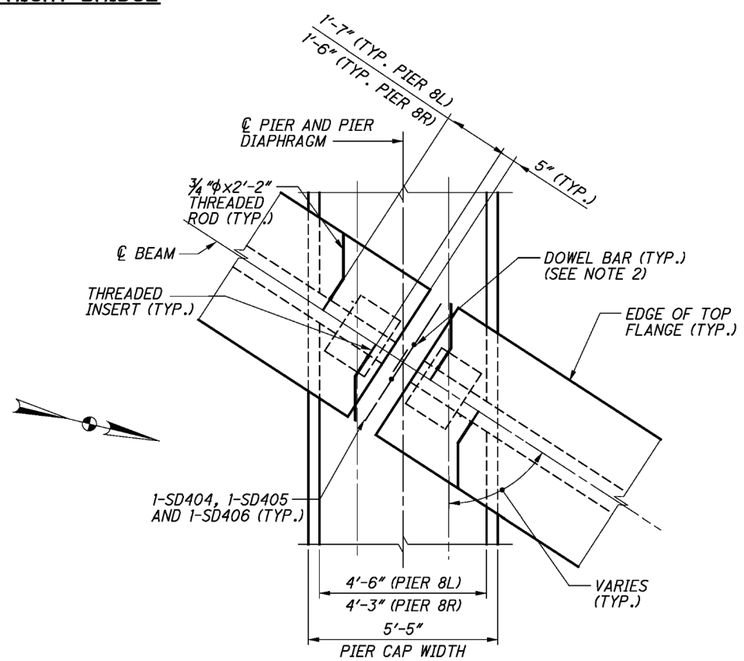
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

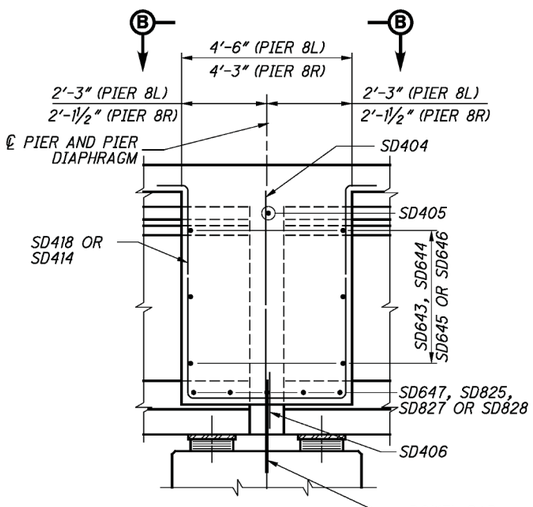
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR DOWEL BAR DETAIL, SEE SHEET 81/229.
3. FOR ADDITIONAL NOTES, SEE SHEET 133/229.



VIEW B-B

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		5707994/5708001	

PIER 8L AND PIER 8R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

143/229

1390
1565

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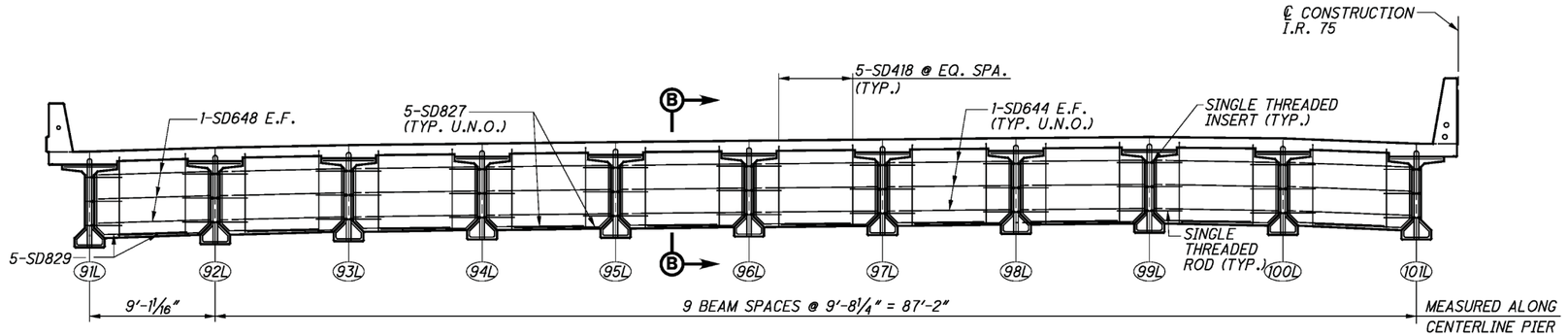
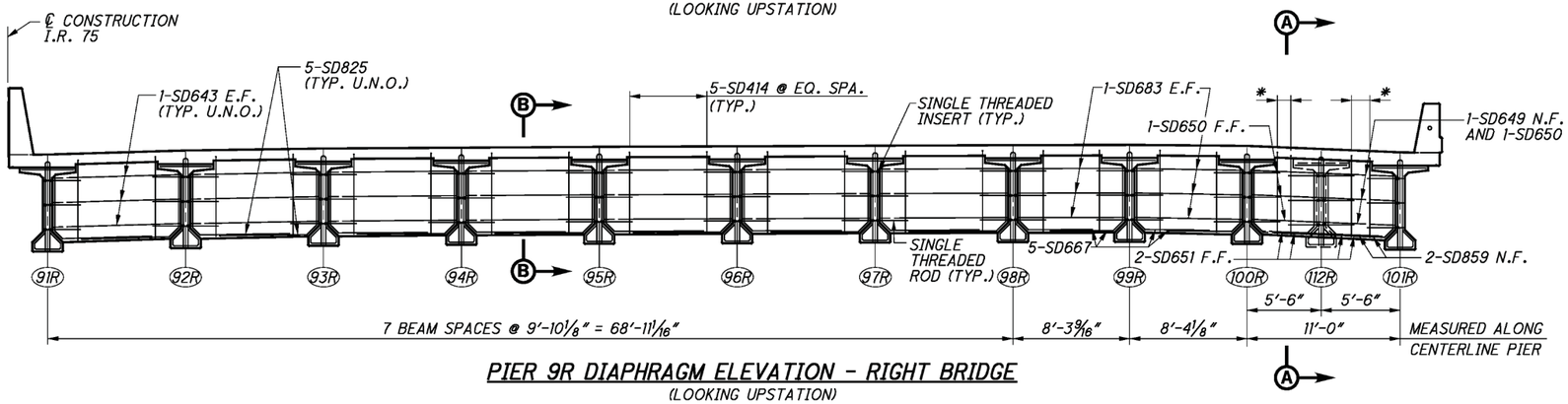


PIER 9L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



PIER 9R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)

* FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLAN - PIER 9R

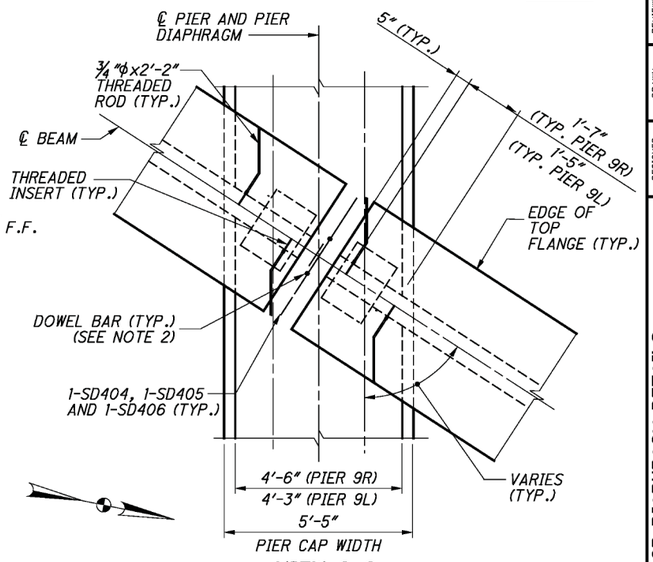
LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.
NO. 8	5'-0" MIN.

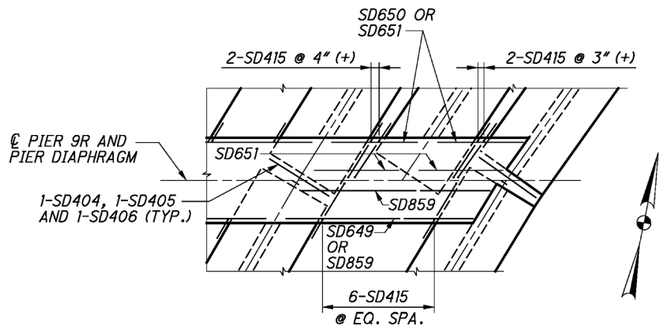
NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR DOWEL BAR DETAIL, SEE SHEET 81/229.
3. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

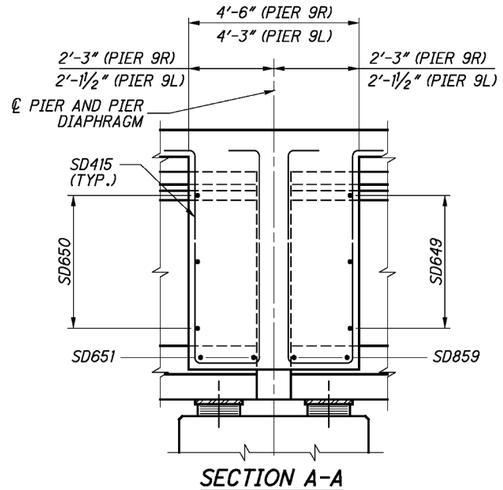


VIEW C-C

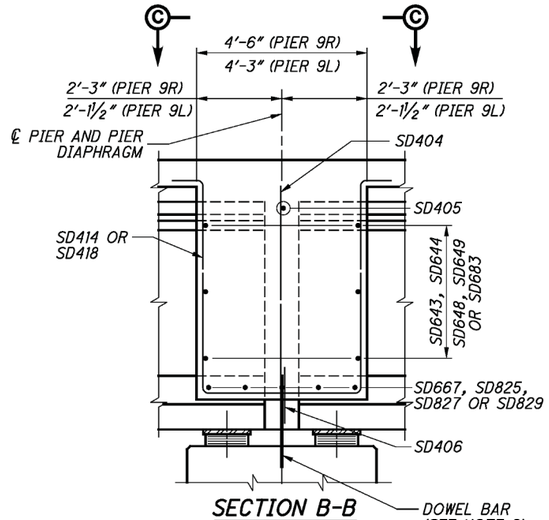
RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR



PARTIAL PLAN - PIER 9R



SECTION A-A



SECTION B-B

RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN BFG | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 5707994/5708001 | CHECKED SNL | REVISED

PIER 9L AND PIER 9R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

144/229

1391
1565

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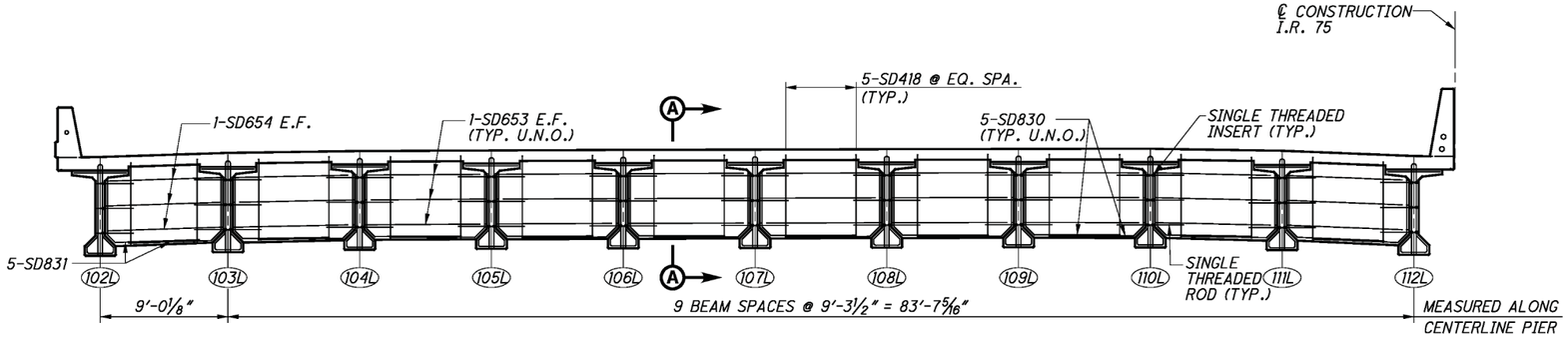
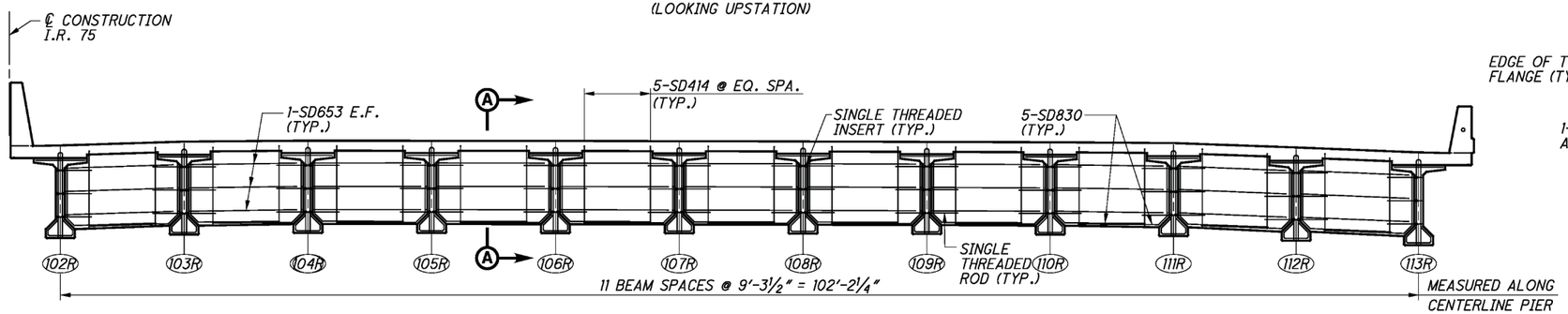


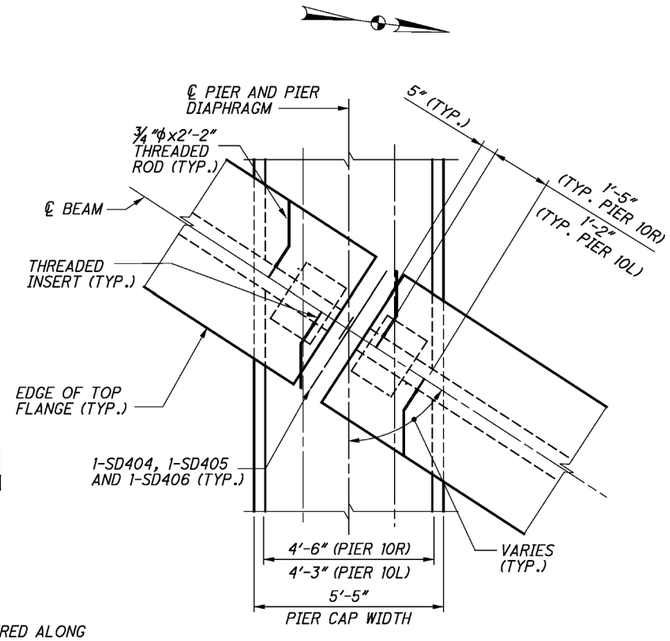
PIER 10L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



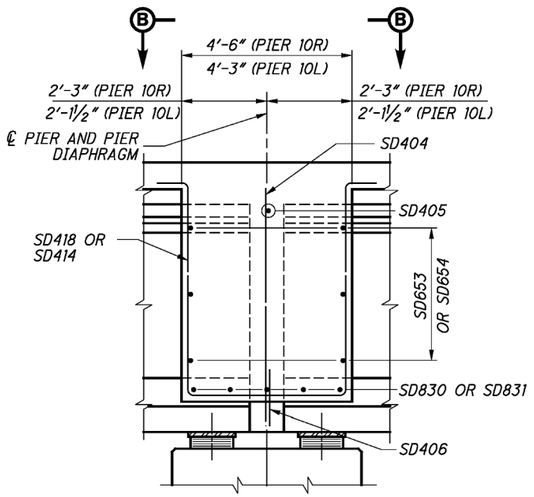
PIER 10R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR



SECTION A-A

RIGHT BRIDGE SHOWN
LEFT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 8	5'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JDH | DRAWN BFG | REVIEWED MSL | DATE 03/01/12
CHECKED SNL | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

PIER 10L AND PIER 10R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

145/229

1392
1565

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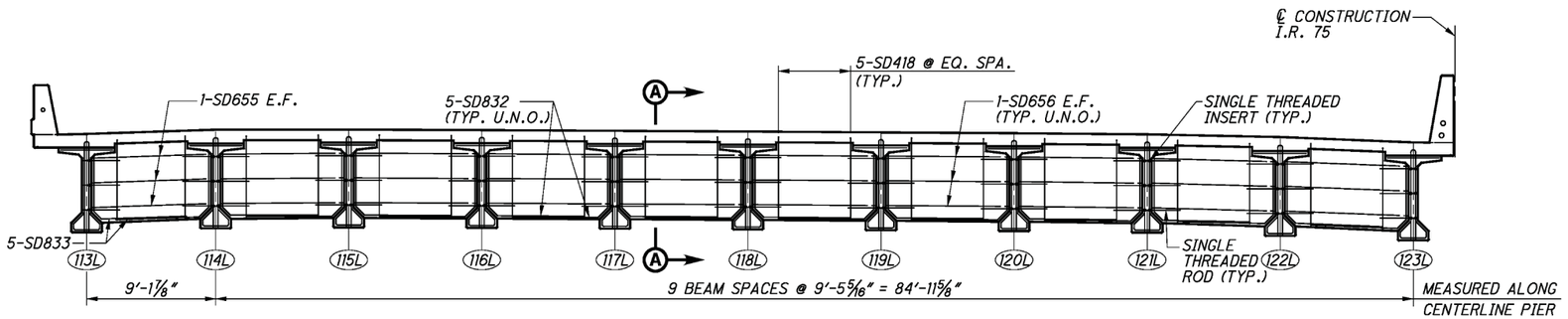
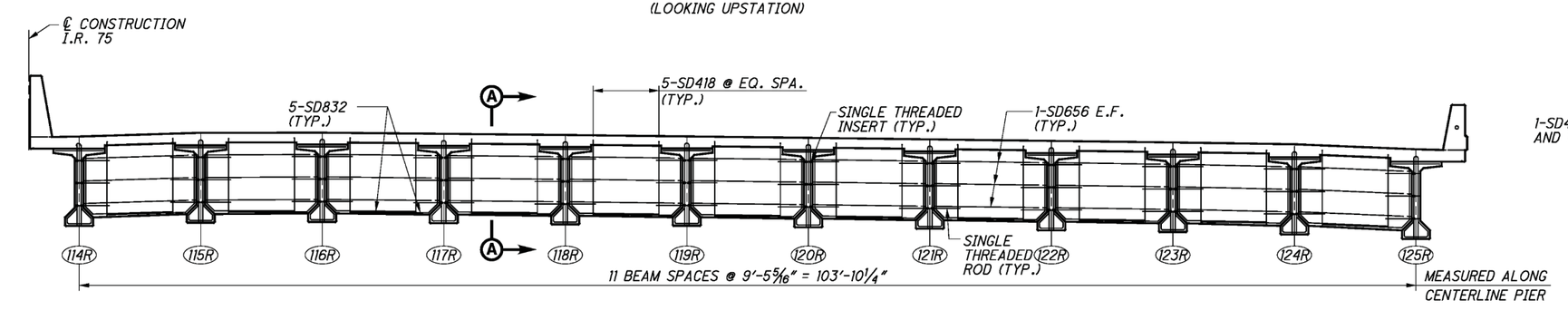


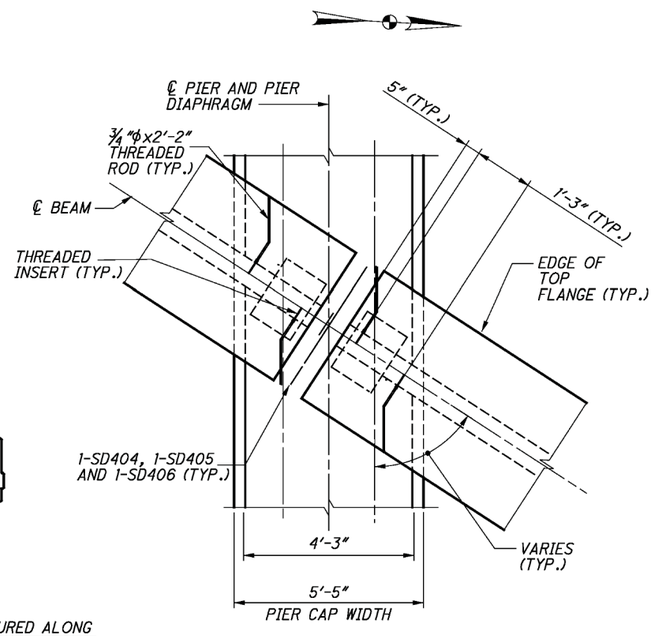
PIER 11L DIAPHRAGM ELEVATION - LEFT BRIDGE

(LOOKING UPSTATION)



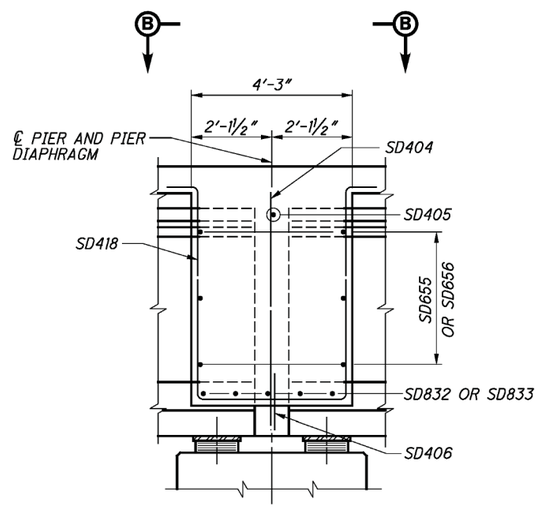
PIER 11R DIAPHRAGM ELEVATION - RIGHT BRIDGE

(LOOKING UPSTATION)



VIEW B-B

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR



SECTION A-A

LEFT BRIDGE SHOWN,
RIGHT BRIDGE SIMILIAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 8	5'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
SNL		57079947/5708001	

PIER 11L AND PIER 11R DIAPHRAGM DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

146/229

1393
1565

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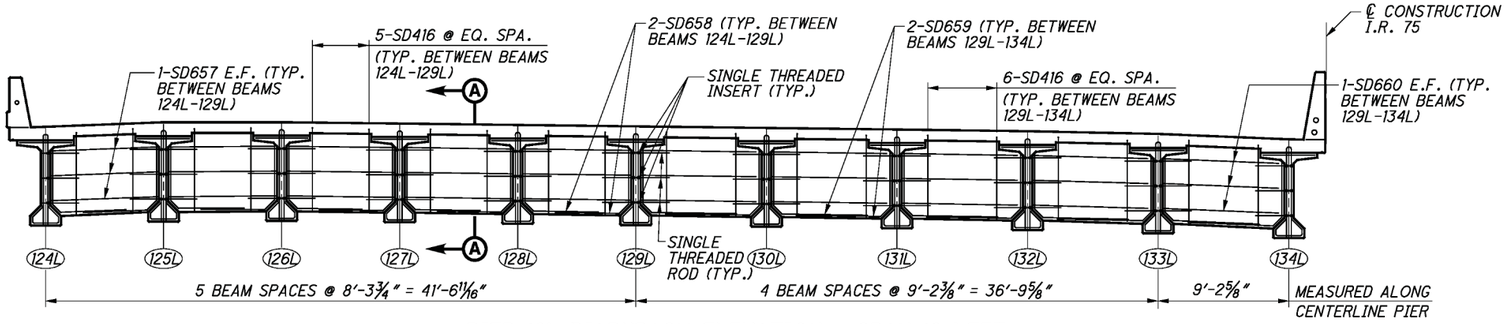
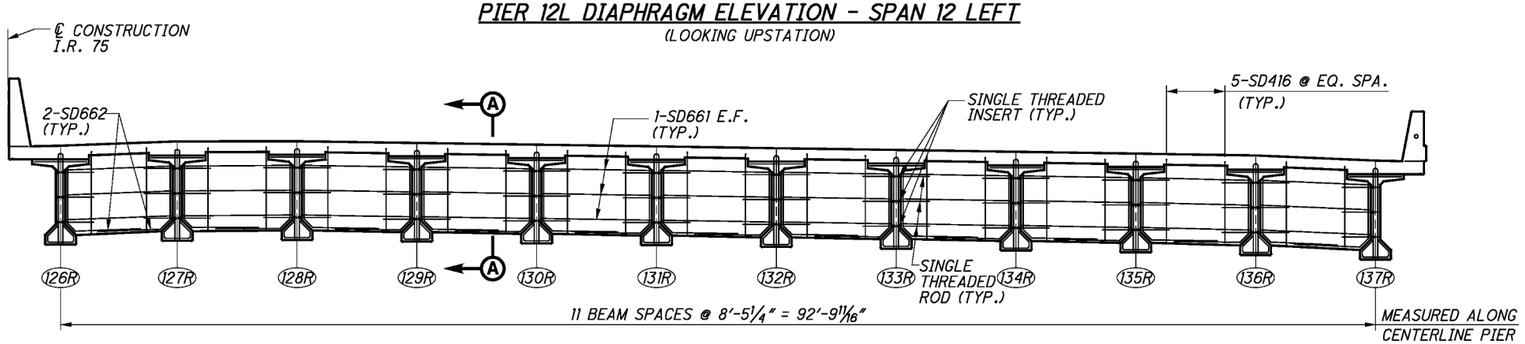


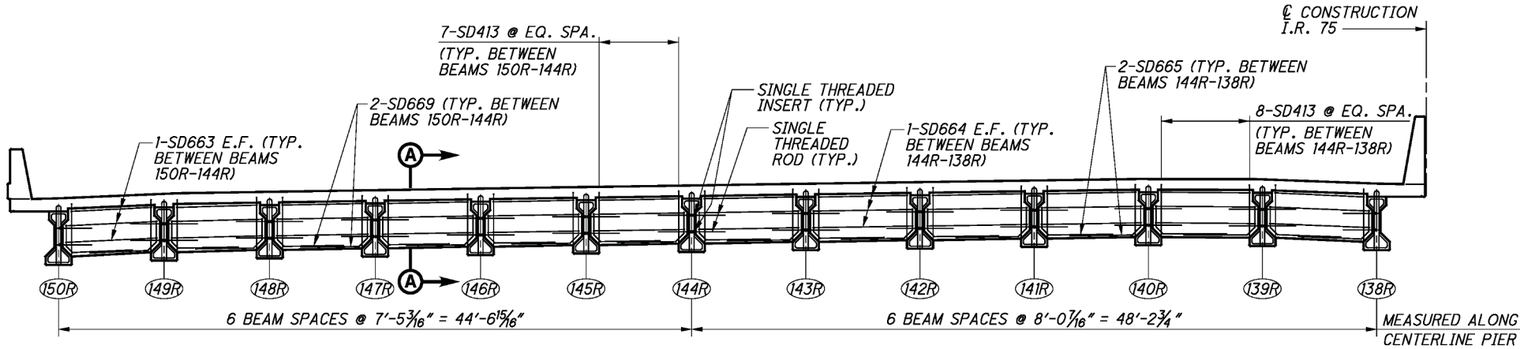
PIER 12L DIAPHRAGM ELEVATION - SPAN 12 LEFT

(LOOKING UPSTATION)



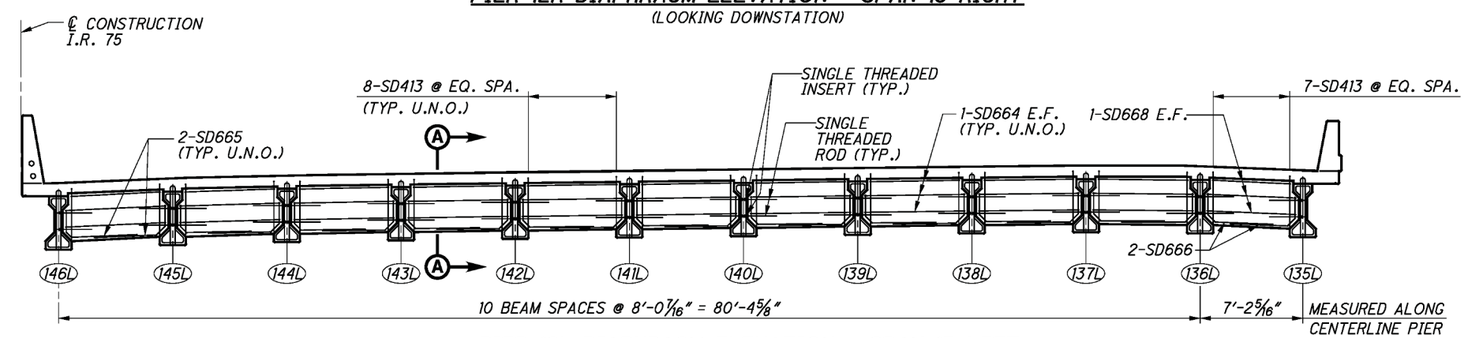
PIER 12R DIAPHRAGM ELEVATION - SPAN 12 RIGHT

(LOOKING UPSTATION)



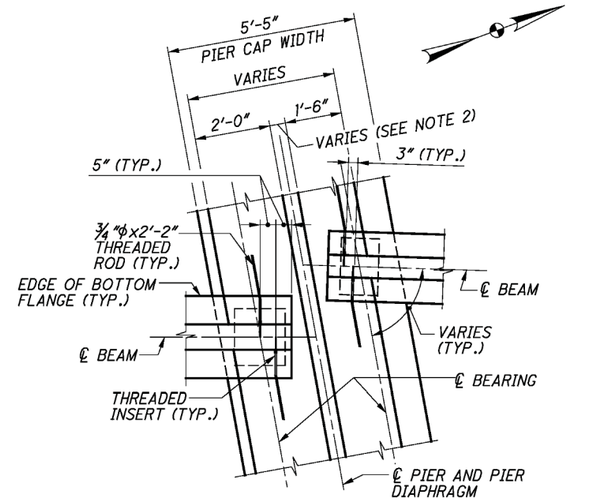
PIER 12R DIAPHRAGM ELEVATION - SPAN 13 RIGHT

(LOOKING DOWNSTATION)



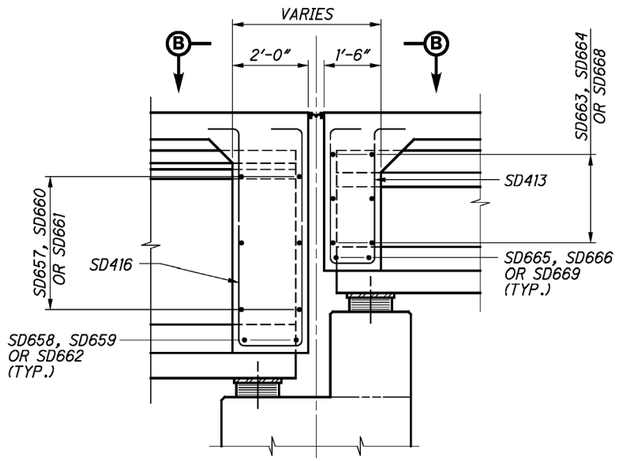
PIER 12L DIAPHRAGM ELEVATION - SPAN 13 LEFT

(LOOKING DOWNSTATION)



VIEW B-B

LEFT BRIDGE SHOWN
RIGHT BRIDGE SIMILAR



SECTION A-A

LEFT BRIDGE SHOWN
RIGHT BRIDGE SIMILAR

LEGEND:

(#) BEAM DESIGNATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
NO. 6	3'-0" MIN.

NOTE:

1. FOR LIMITS OF SEALING OF CONCRETE SURFACES, SEE SEALING DETAIL, SHEET 136/229.
2. SEE SECTION A-A, SHEET 209/229.
3. FOR ADDITIONAL NOTES, SEE SHEET 133/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
SNL	BFG	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

DETAILS

PIER 12L AND PIER 12R DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

147/229

1394
1565

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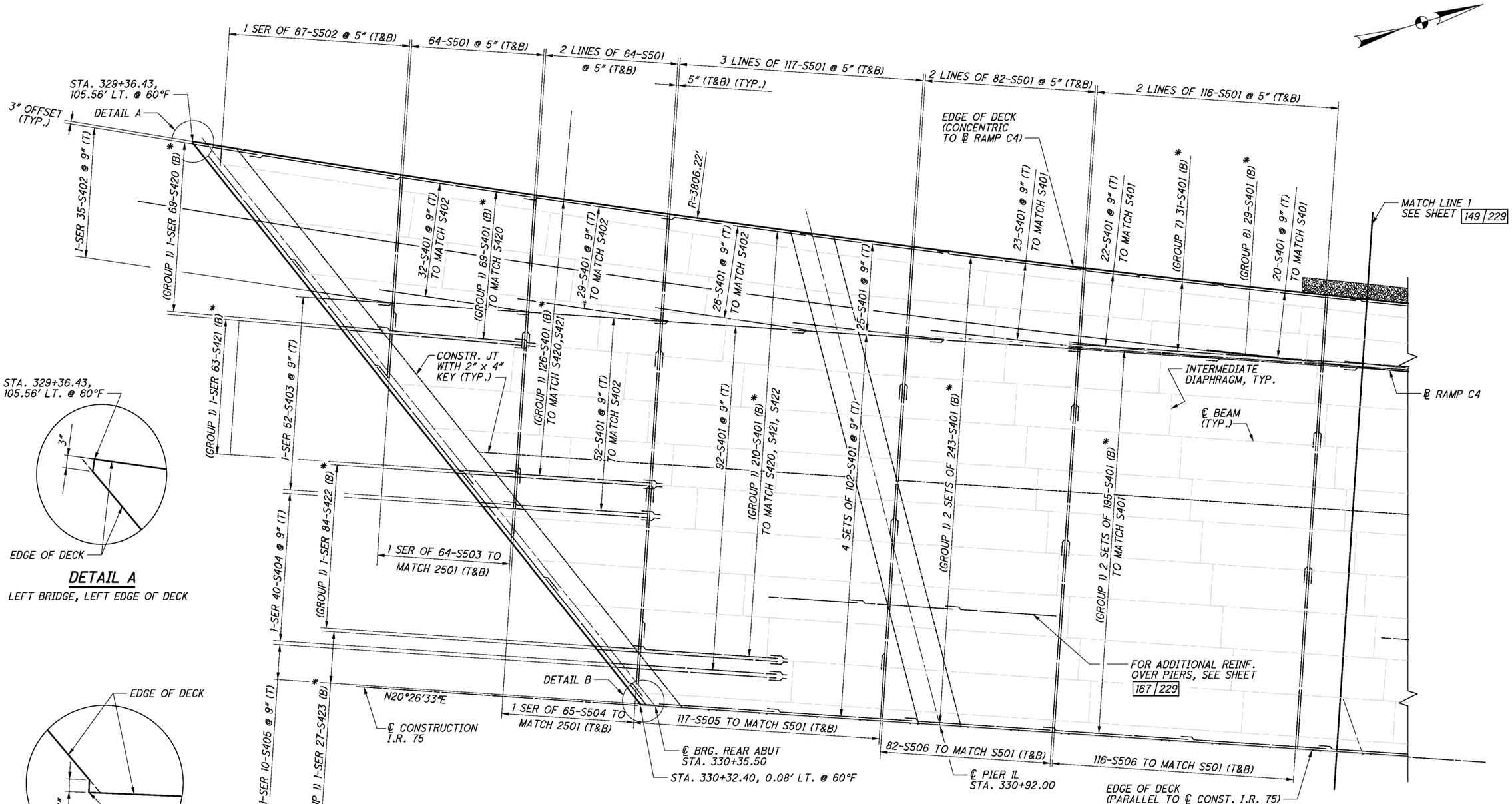
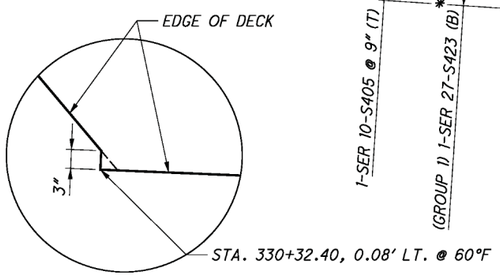


DETAIL A

LEFT BRIDGE, LEFT EDGE OF DECK



DETAIL B

LEFT BRIDGE, RIGHT EDGE OF DECK

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#4	2'-7"
#5	3'-2"

PARTIAL PLAN - DECK REINFORCING

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. LONGITUDINAL STEEL SHALL BE CONTINUOUS OVER ℄ PIER.
4. FOR TRANSVERSE SECTION, SEE SHEET 164 229.
5. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 162 229.
6. FOR REINFORCING LIST, SEE SHEET 227 229.
7. FOR ADDITIONAL REINFORCING OVER PIERS, SEE SHEET 167 229.
8. FOR BEAM LOCATIONS, SEE FRAMING PLAN, SHEETS 88 229 THRU 113 229.
9. REINFORCING SHALL BE FIELD CUT AS REQUIRED TO CLEAR THE SCUPPERS. FOR SCUPPER DETAILS AND ADDITIONAL REINFORCING AROUND SCUPPERS, SEE SHEET 167 229.
10. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75
11. FOR MODULAR EXPANSION JOINT DETAILS, SEE SHEETS 205 229 THRU 208 229.
12. FOR PIER 12 EXPANSION JOINT DETAILS, SEE SHEET 209 229.
13. FOR DECK POURING SEQUENCE, SEE SHEET 169 229.
14. FOR DECK OVERHANG DETAIL, SEE SHEET 170 229.
15. FOR DIAPHRAGM DETAILS, SEE SHEETS 133 229, 134 229, AND 136 229 THRU 147 229.
16. FOR LIGHT POLE PILASTER DETAILS, SEE SHEET 168 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - LEFT BRIDGE (1 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

148 229

1395
1565

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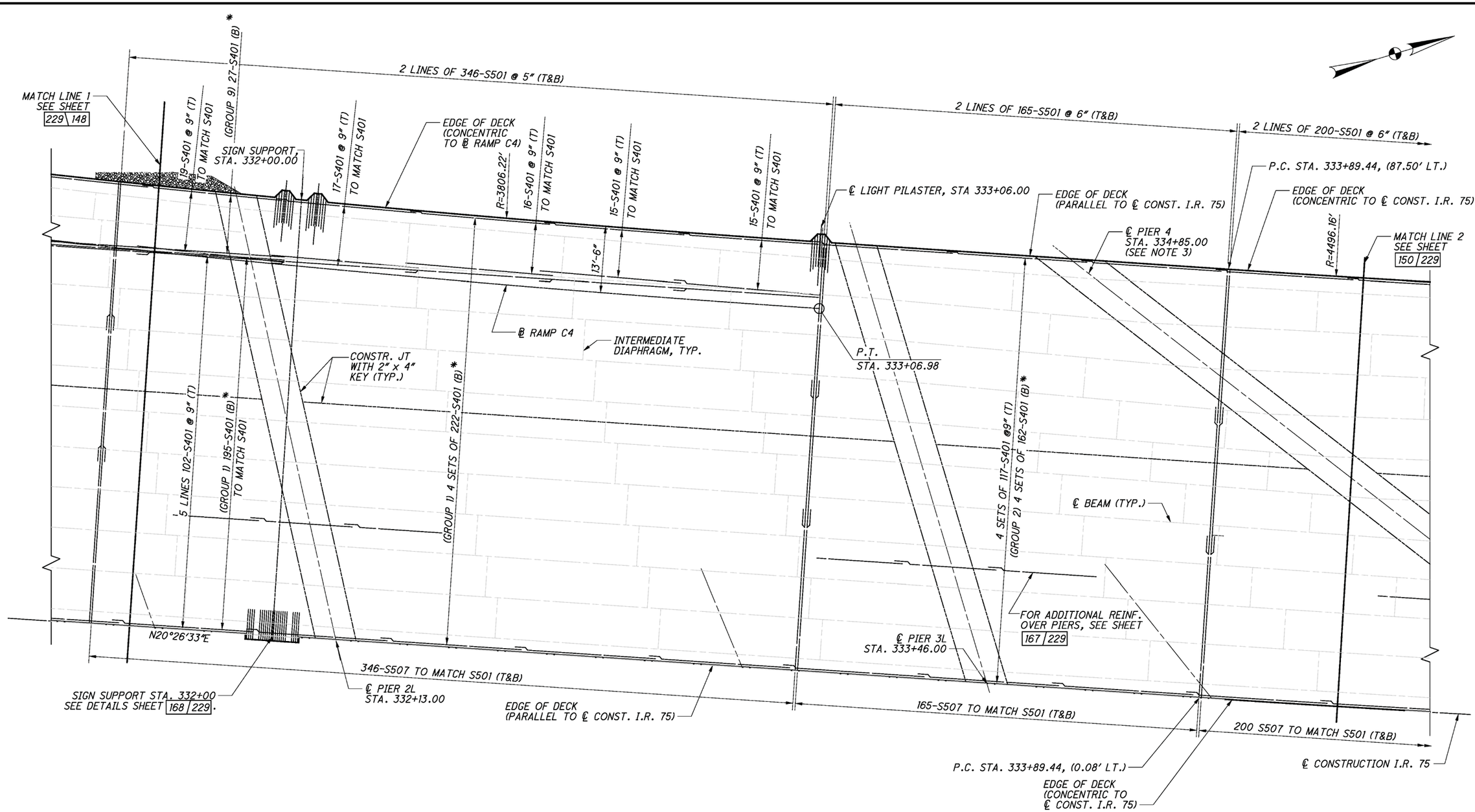

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - LEFT BRIDGE (2 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

149 229

1396
1565

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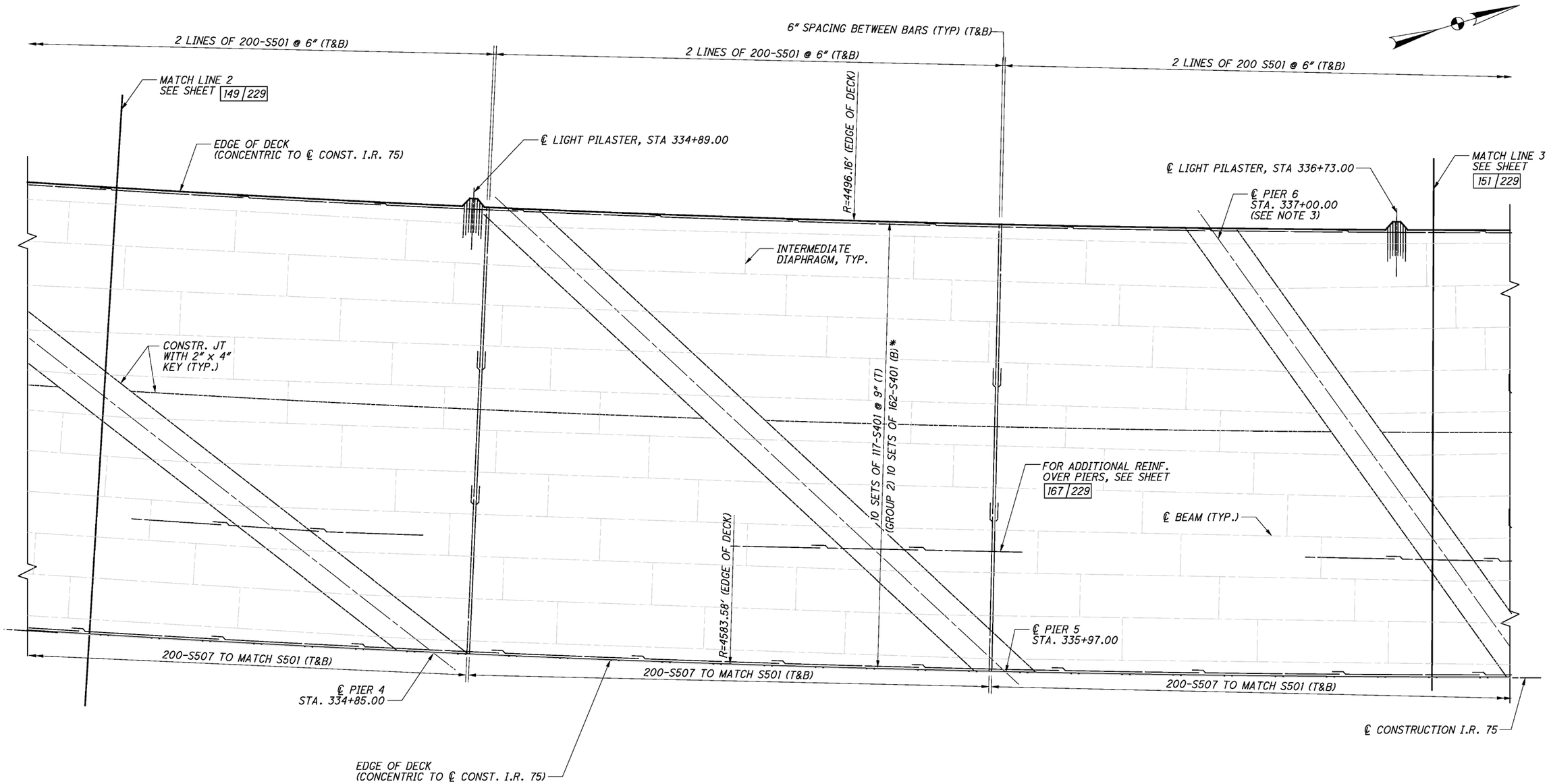

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - LEFT BRIDGE (3 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

150 229

1397
1565

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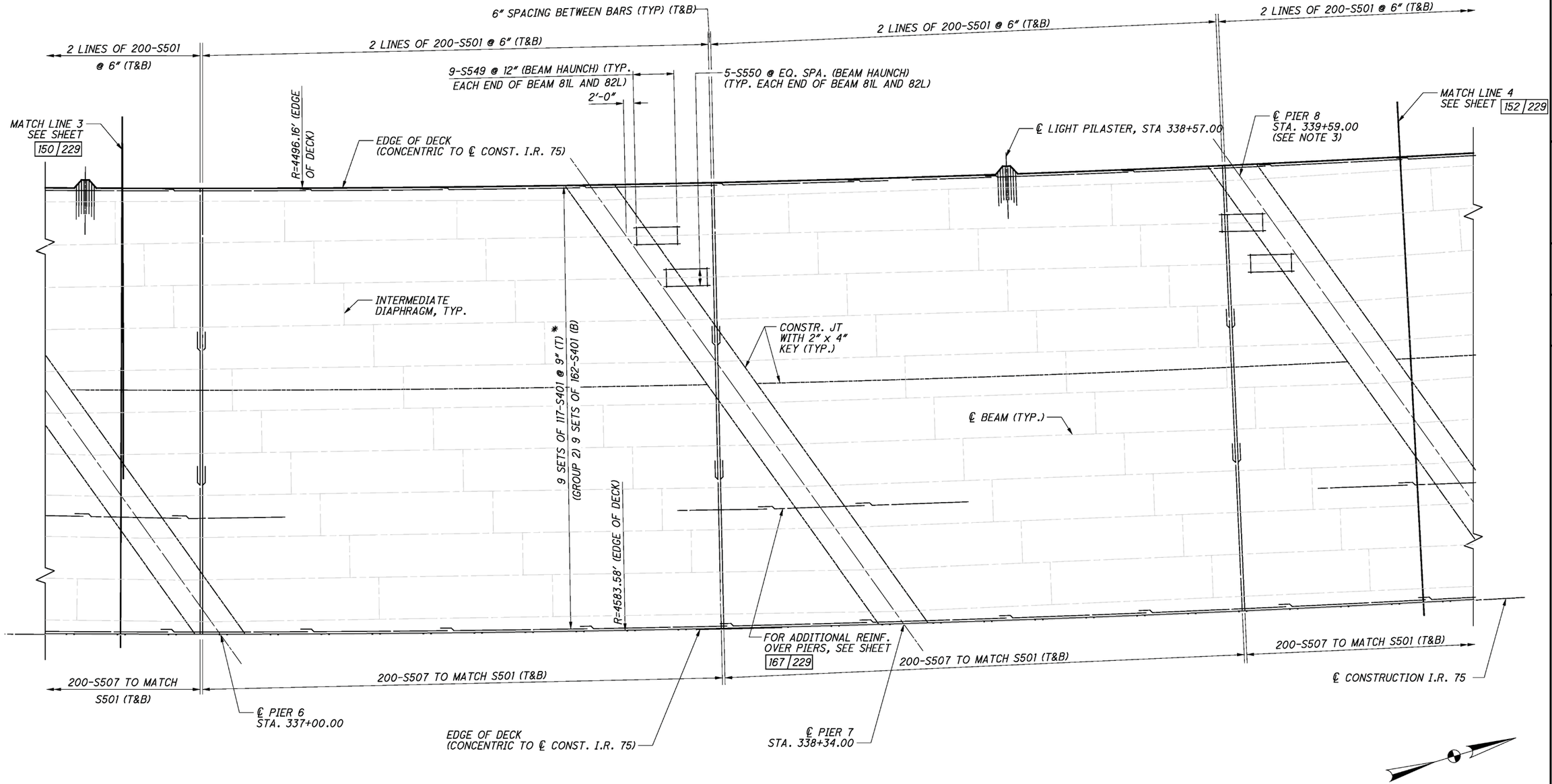

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
Train Systems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - LEFT BRIDGE (4 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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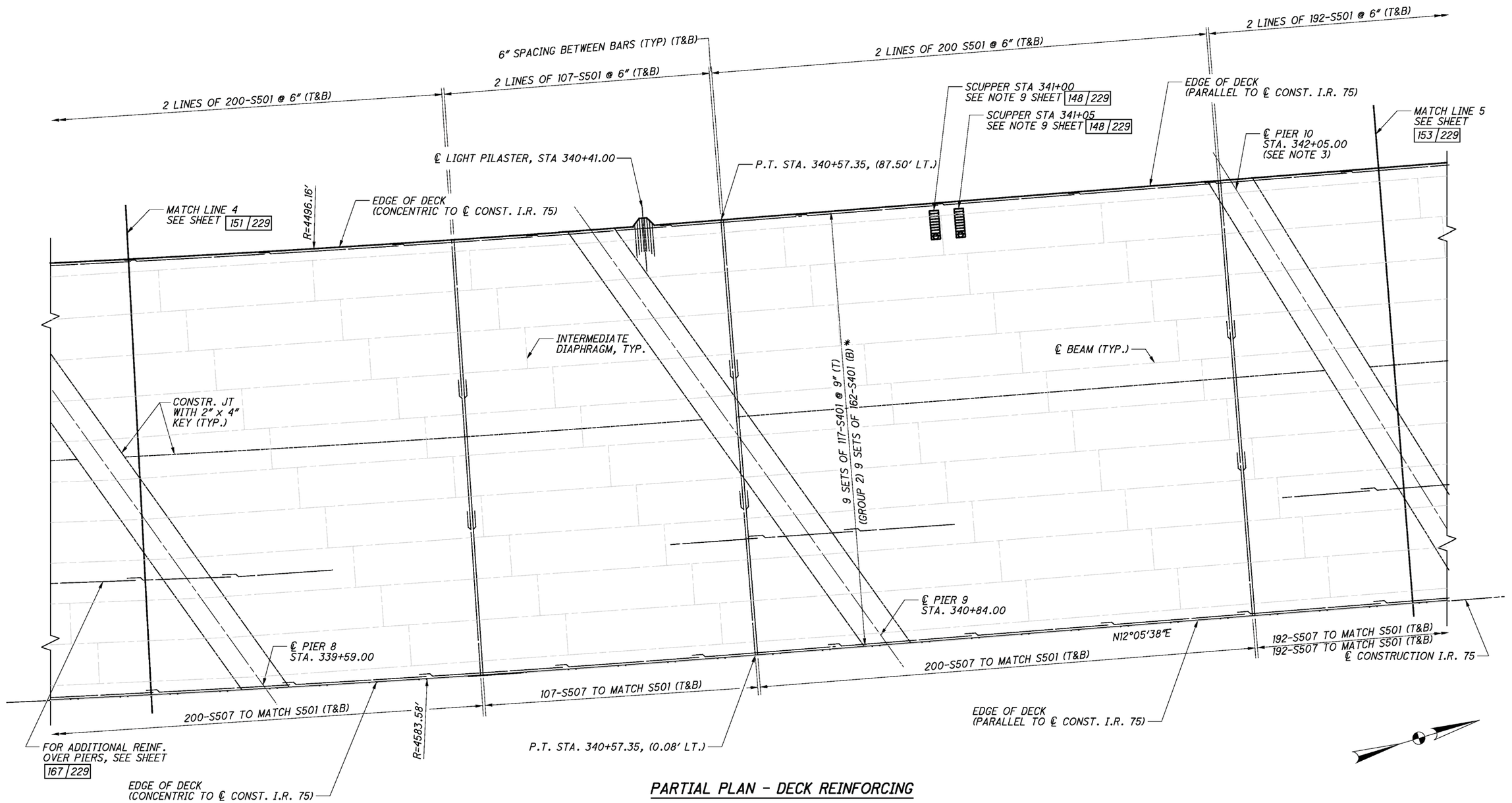

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - LEFT BRIDGE (5 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

152 229

1399
1565

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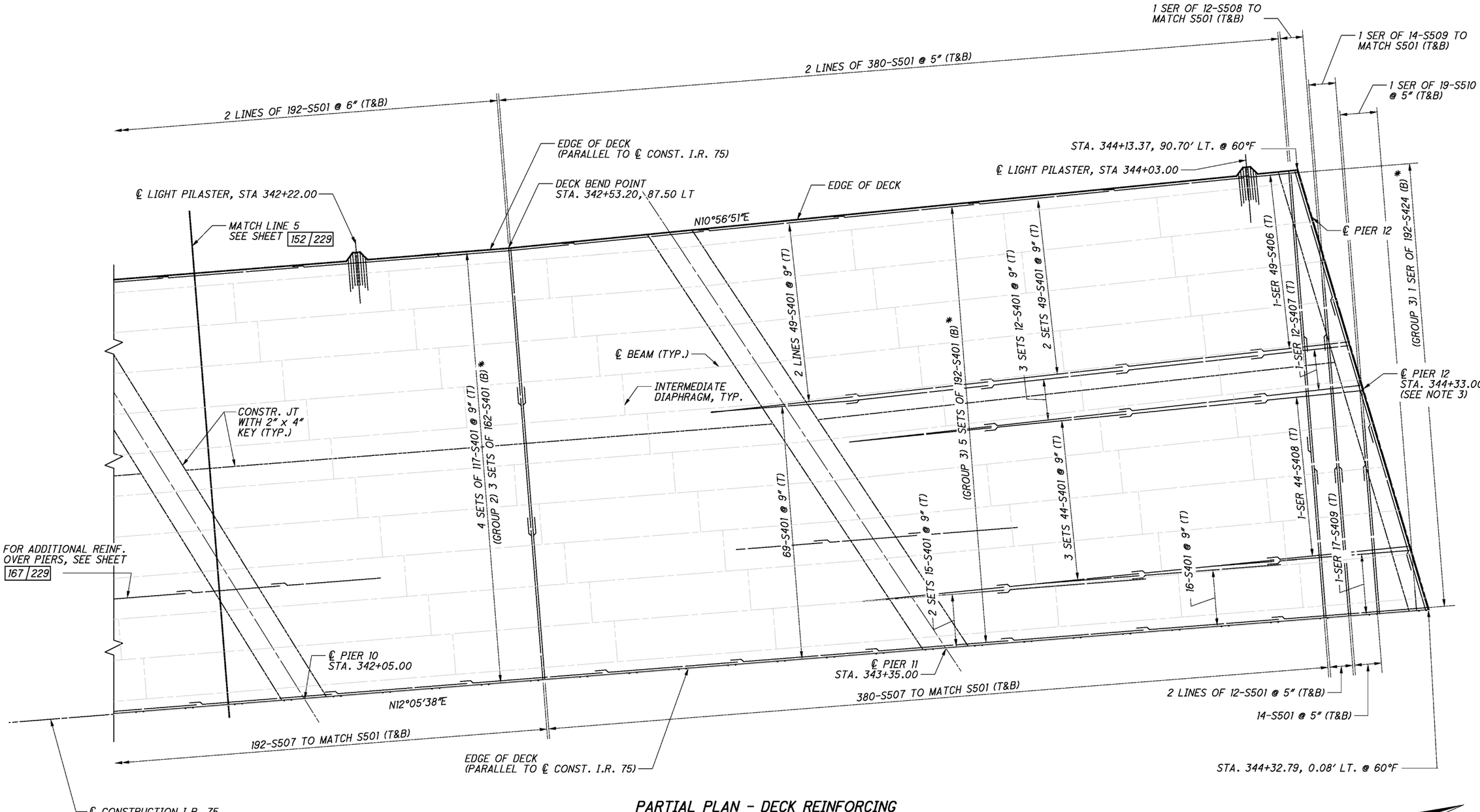

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - LEFT BRIDGE (6 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

153/229

1400/1565

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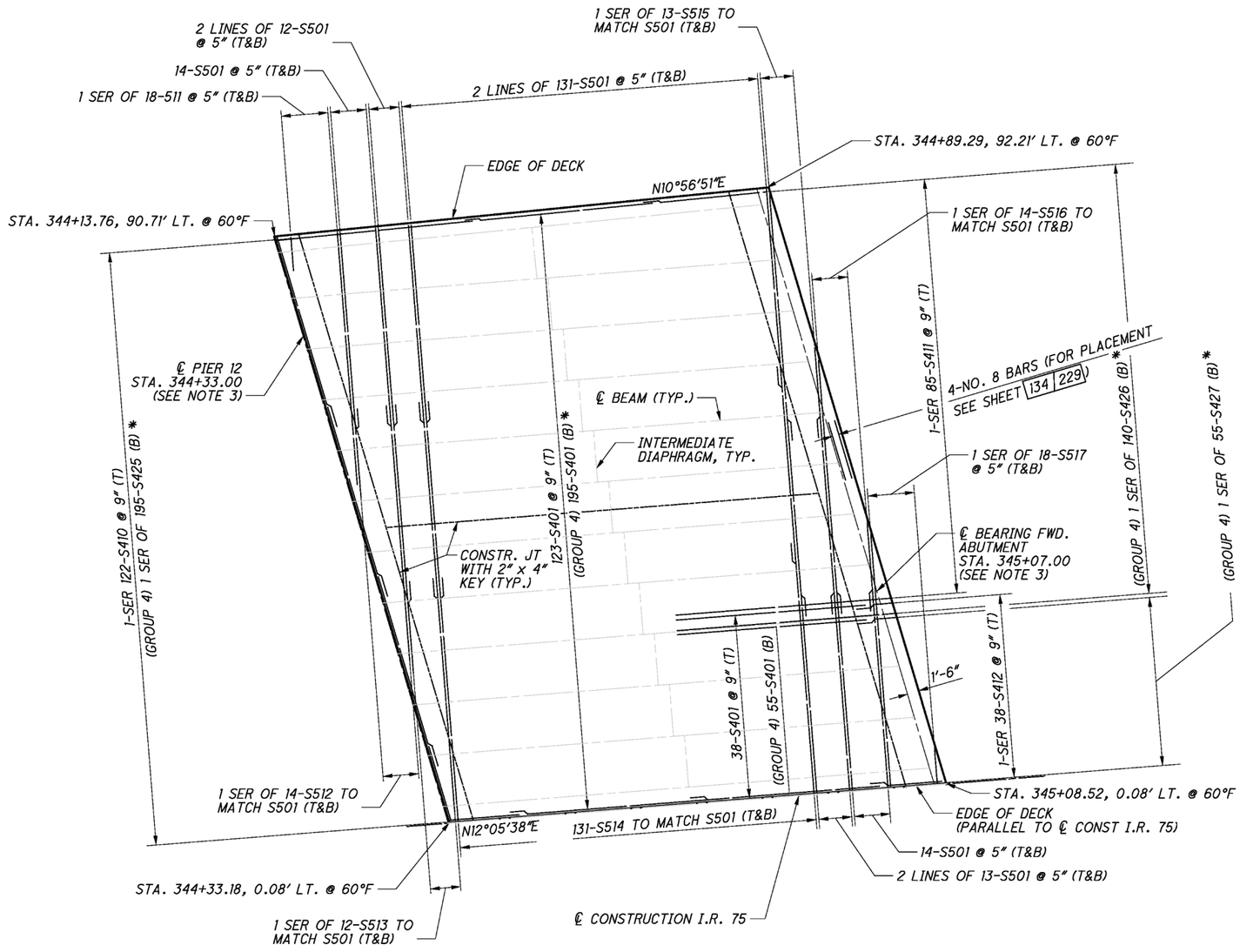

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 | 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 | 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57077994/708001	

DECK PLAN - LEFT BRIDGE (7 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

154 | 229

1401
1565

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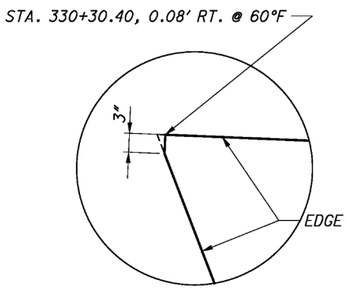
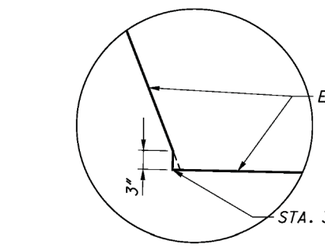


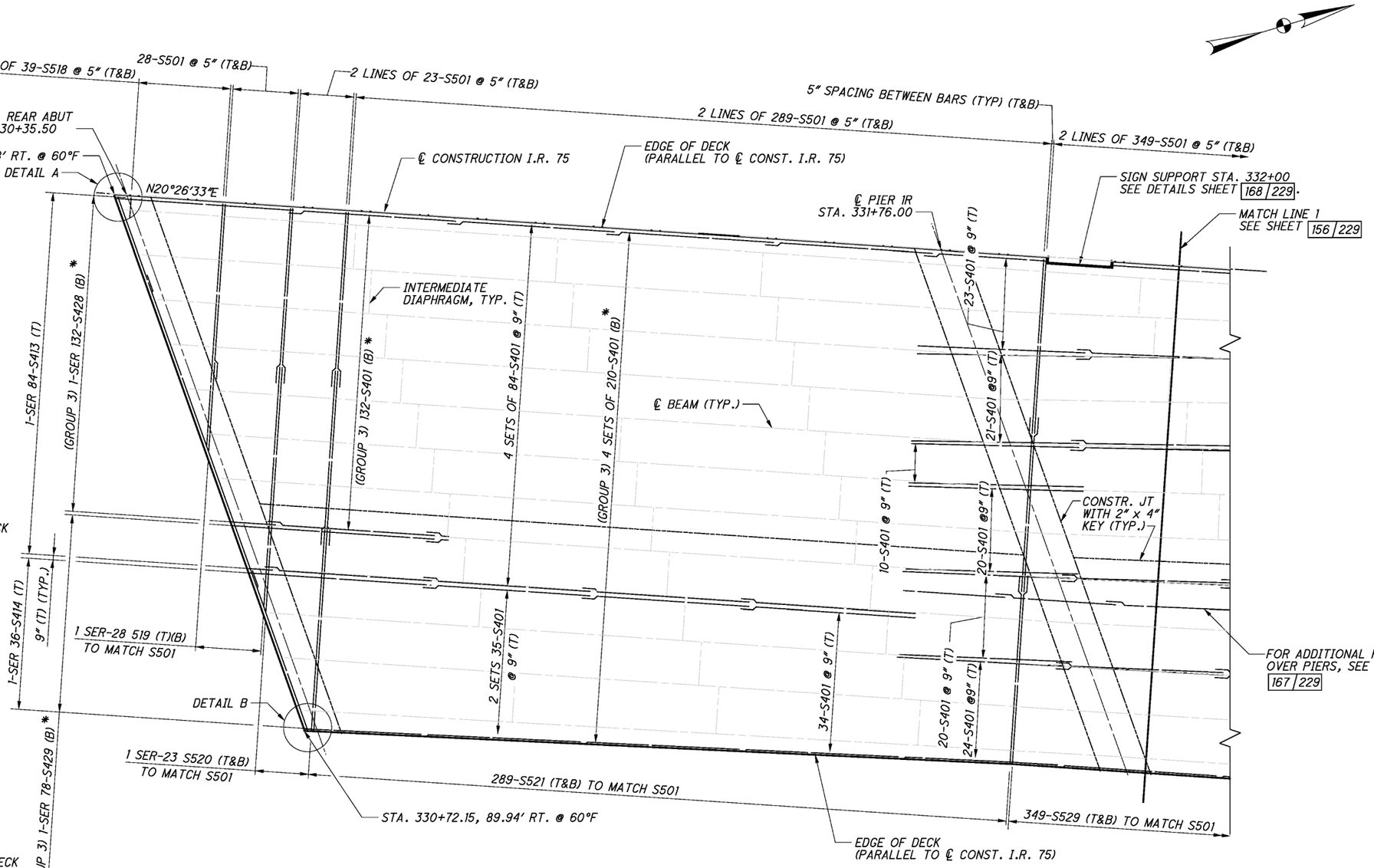
DETAIL A

RIGHT BRIDGE, LEFT EDGE OF DECK



DETAIL B

RIGHT BRIDGE, RIGHT EDGE OF DECK



PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (1 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

155 229

1402
1565

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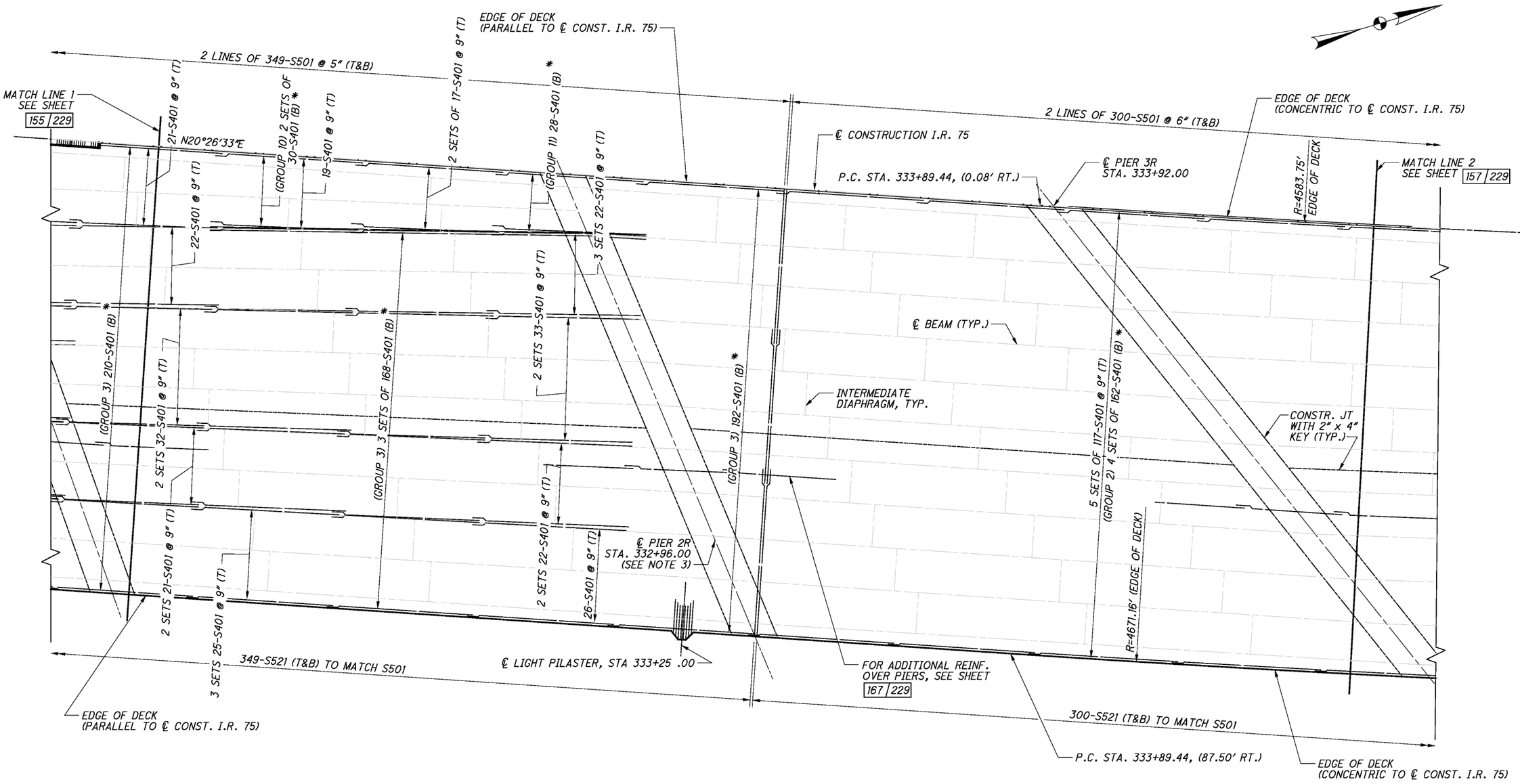

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | DRAWN JWF | REVIEWED MSL | DATE 03/01/12
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5707994/708001

DECK PLAN - RIGHT BRIDGE (2 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

156 229

1403
1565

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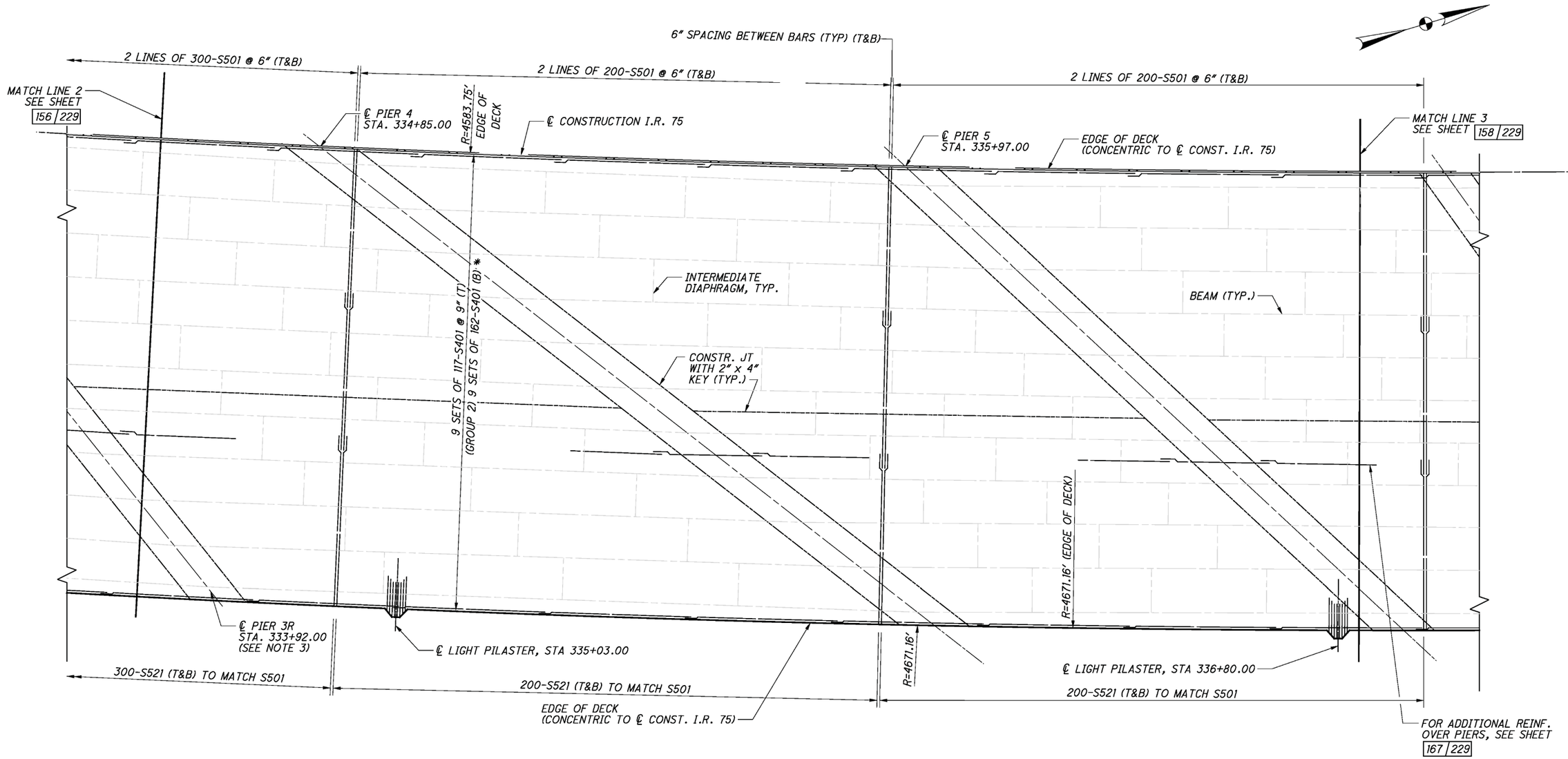

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 / 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (3 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

157 / 229

1404
1565

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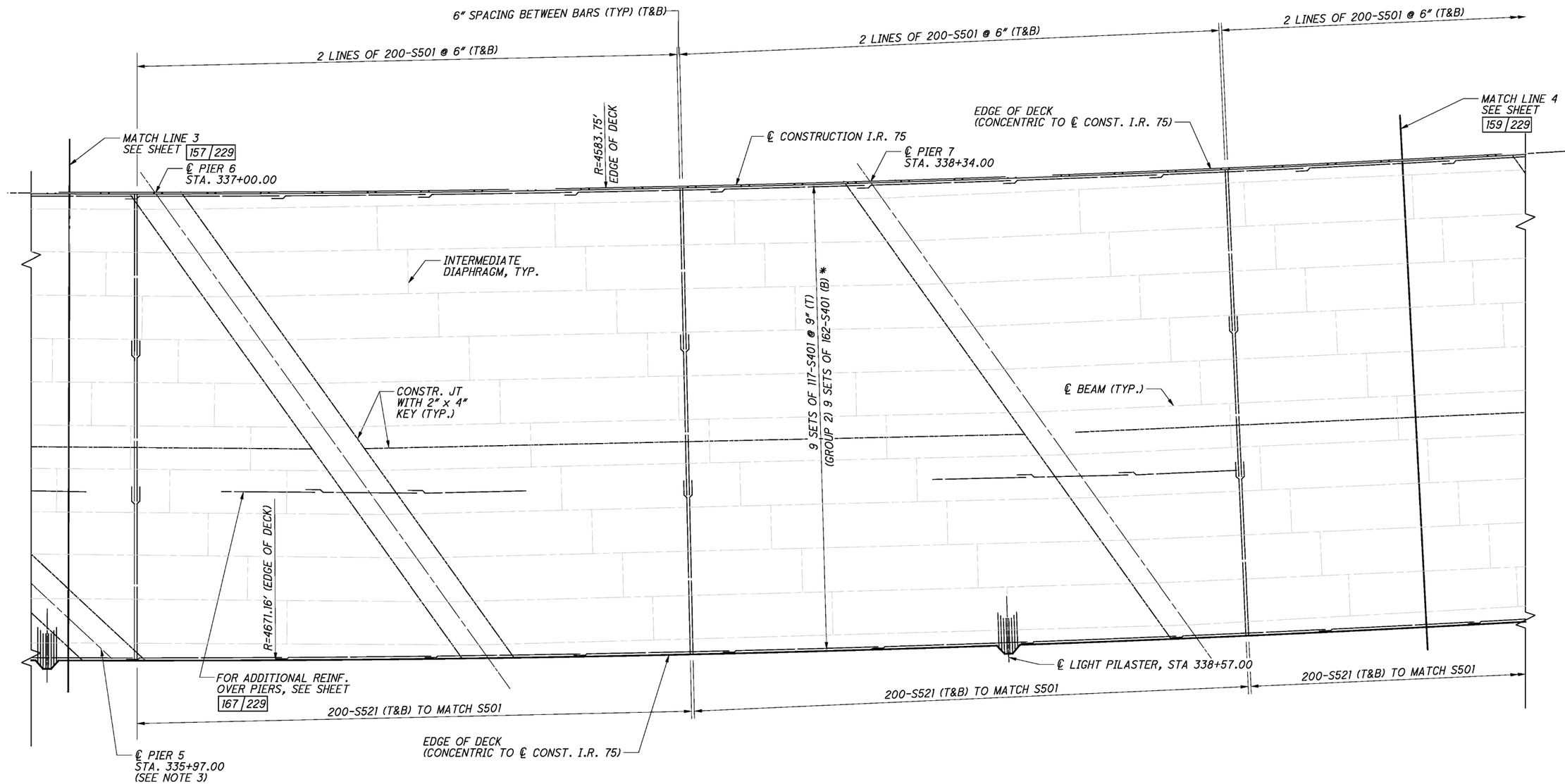

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (4 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

158/229

1405
1565

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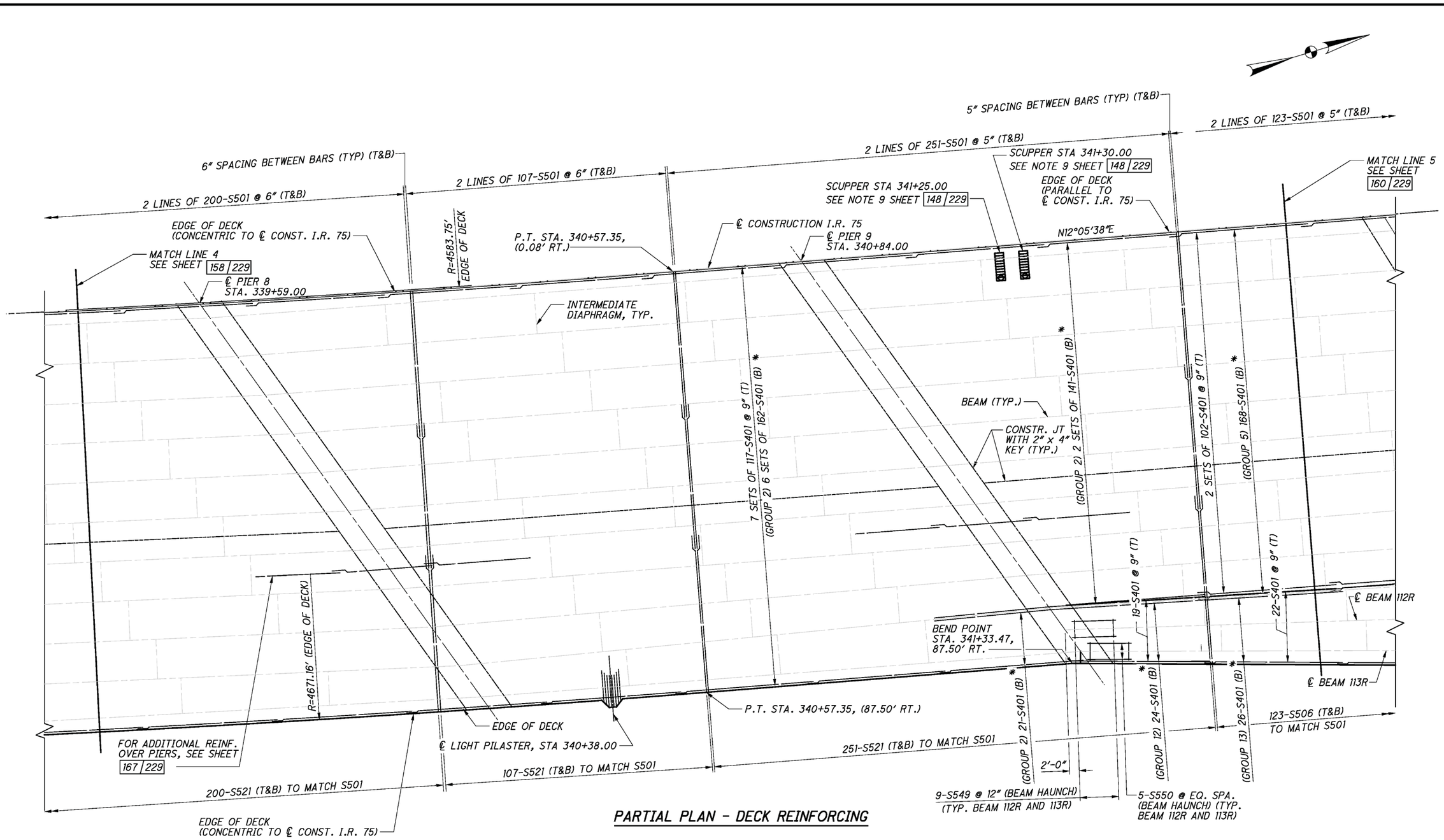

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (5 OF 7)

BRIDGE NO. MOT-75-1282 L/R
I.R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

159/229

1406/1565

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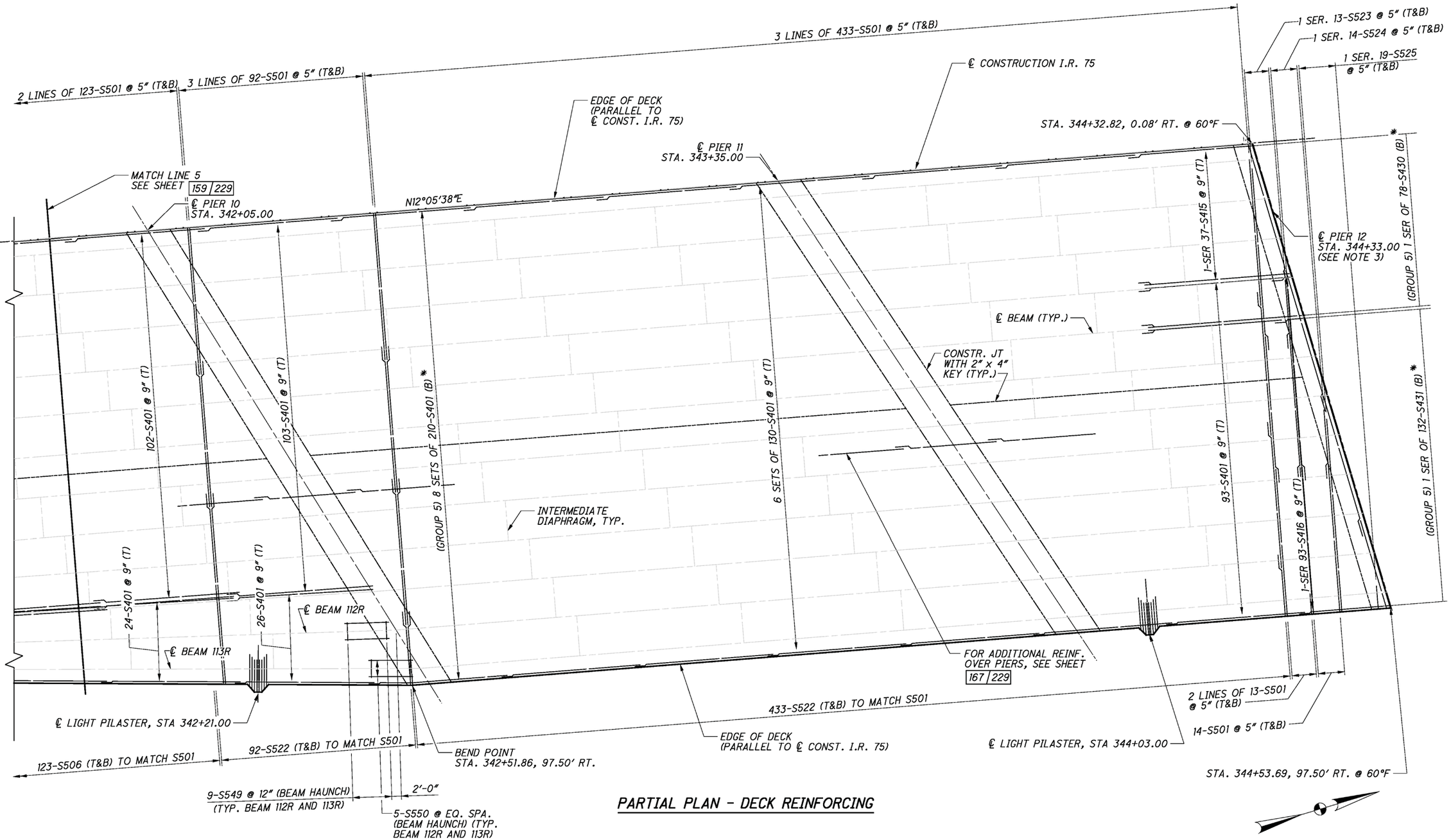

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166/229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148/229.

DESIGN AGENCY
Trans Systems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (6 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

160/229

1407
1565

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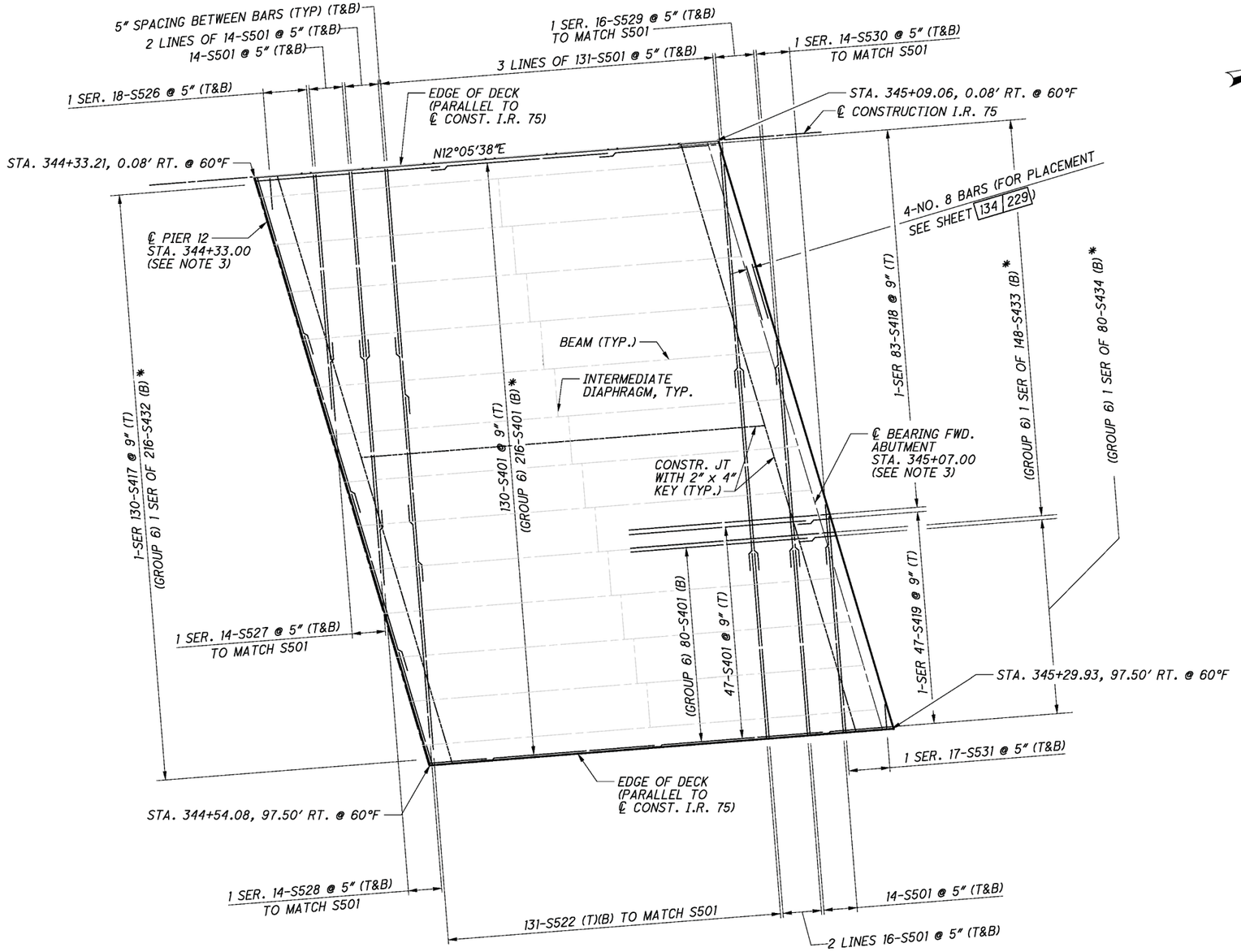

PARTIAL PLAN - DECK REINFORCING

*SPACE BOTTOM LONGITUDINAL STEEL AS SHOWN ON SUPERSTRUCTURE DETAILS SHEET 166 / 229.

NOTES:

1. PLACE ALL TRANSVERSE REINFORCING PERPENDICULAR TO ℄ CONST. I.R. 75.
2. PLACE ALL LONGITUDINAL STEEL PARALLEL TO BEAM ℄ U.N.O.
3. STATIONS SHOWN ARE AT ℄ CONSTRUCTION I.R. 75.
4. FOR LAP LENGTHS AND ADDITIONAL NOTES, SEE SHEET 148 / 229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/708001	

DECK PLAN - RIGHT BRIDGE (7 OF 7)
BRIDGE NO. MOT-75-1282 L/R
I-R 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

161 / 229

1408
1565

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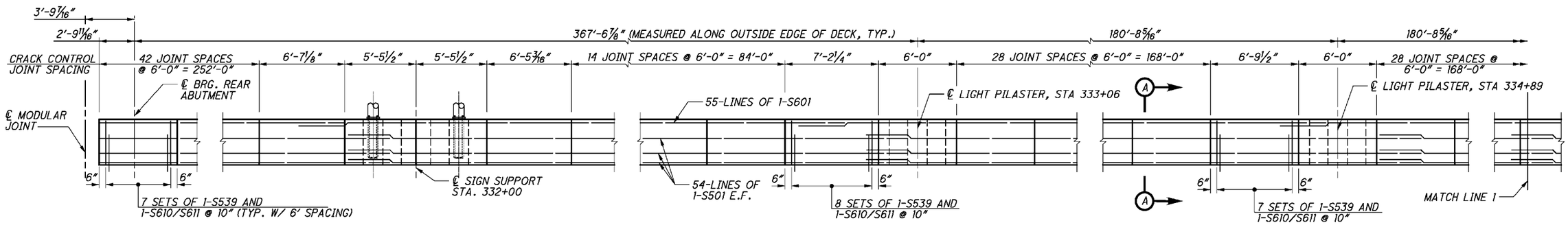
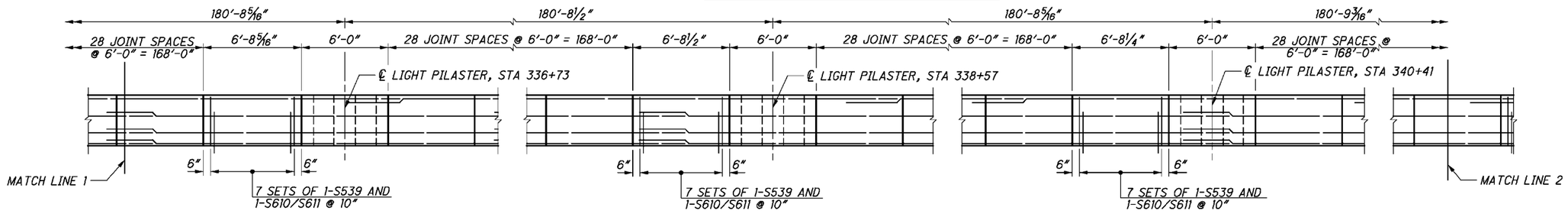
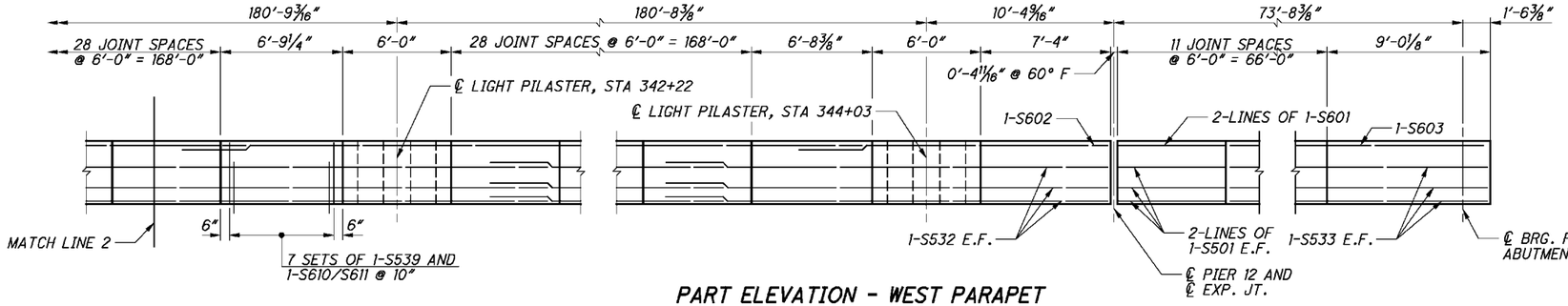


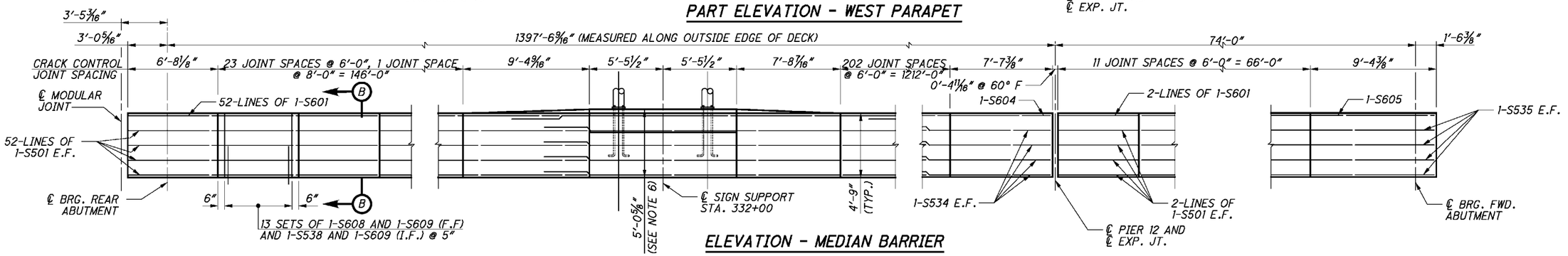
PART ELEVATION - WEST PARAPET



PART ELEVATION - WEST PARAPET



PART ELEVATION - WEST PARAPET



ELEVATION - MEDIAN BARRIER

BAR	REQUIRED LAP LENGTH
#5	3'-2"
#6	3'-6"

NOTES:

1. FOR SLAB PLAN, SEE SHEETS 148/229 THRU 161/229.
2. FOR SECTIONS A-A AND B-B AND DETAILS, SEE SHEET 166/229.
3. FOR REINFORCING STEEL LIST, SEE SHEETS 212/229 THRU 229/229.
4. FOR LIGHT POLE PILASTER PLAN SEE SHEET 168/229.
4. FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT STANDARD DRAWING SBR-1-99.
5. FOR CONTROL JOINTS FOR MEDIAN BARRIERS, REFER TO DETAIL AND NOTES ON ODOT DRAWING SBR-1-99.
6. FOR SIGN SUPPORT DETAILS, SEE SHEET 168/229.
7. FOR MODULAR EXP. JT. DETAILS, SEE SHEET 205/229 THRU 208/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

PARAPET AND MEDIAN BARRIER ELEVATION - LEFT BRIDGE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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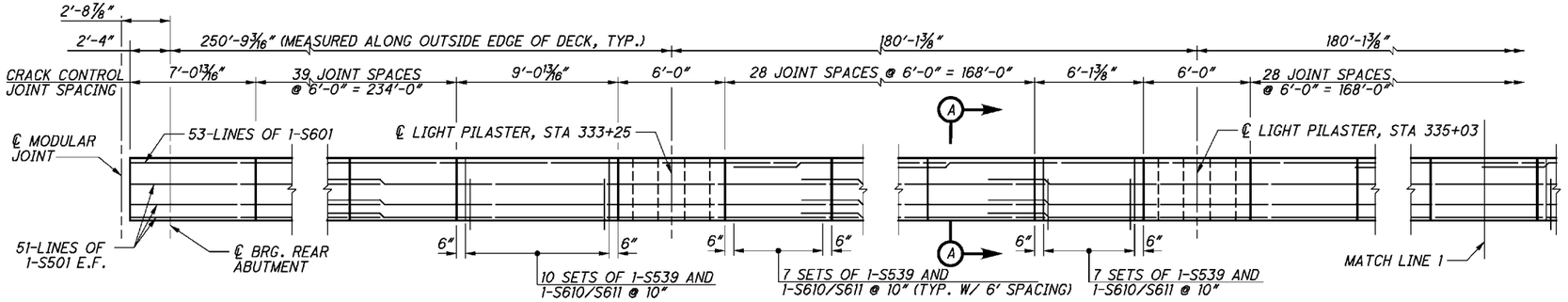
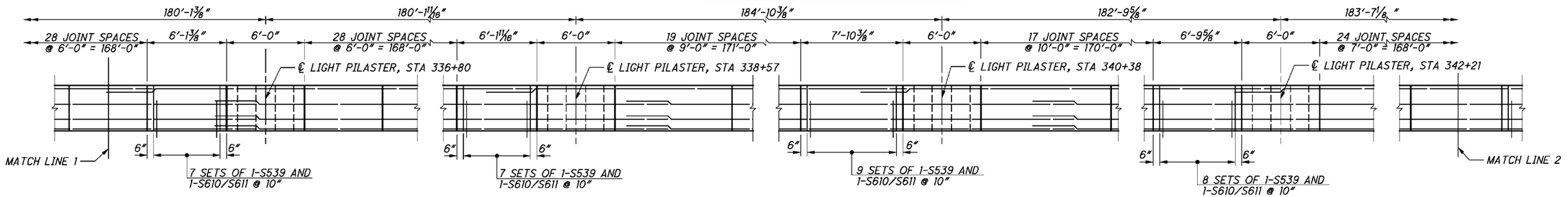
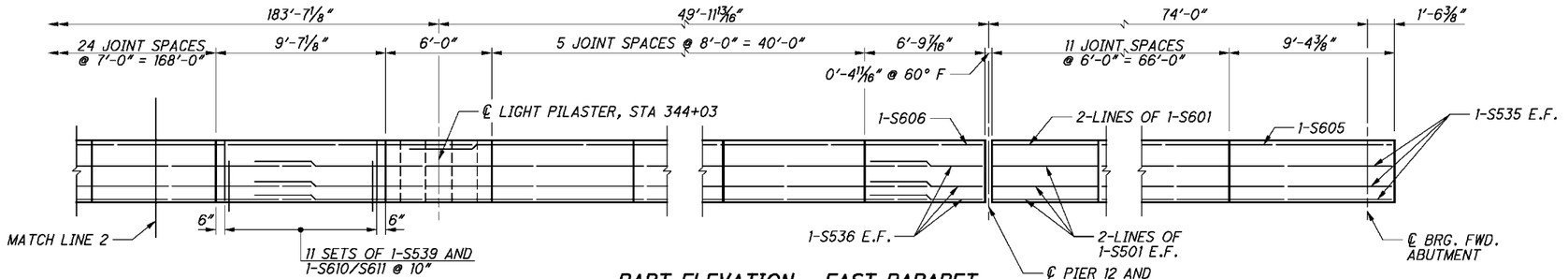


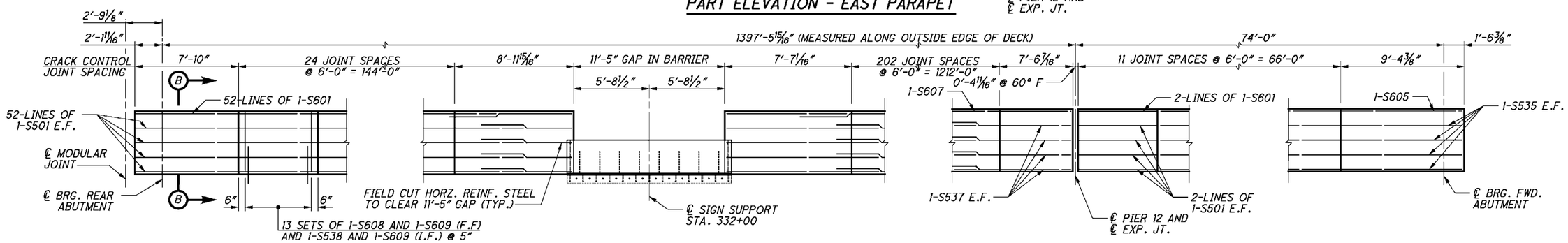
PART ELEVATION - EAST PARAPET



PART ELEVATION - EAST PARAPET



PART ELEVATION - EAST PARAPET



ELEVATION - MEDIAN BARRIER

BAR	REQUIRED LAP LENGTH
#5	3'-2"
#6	3'-6"

NOTES:

1. FOR SLAB PLAN, SEE SHEETS 148/229 THRU 161/229.
2. FOR SECTIONS A-A AND B-B AND DETAILS, SEE SHEET 166/229.
3. FOR REINFORCING STEEL LIST, SEE SHEETS 212/229 THRU 229/229.
4. FOR LIGHT POLE PILASTER PLAN SEE SHEET 168/229.
4. FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT STANDARD DRAWING SBR-1-99.
5. FOR CONTROL JOINTS FOR MEDIAN BARRIERS, REFER TO DETAIL AND NOTES ON ODOT DRAWING SBR-1-99.
6. FOR SIGN SUPPORT DETAILS, SEE SHEET 168/229.
7. FOR MODULAR EXP. JT. DETAILS, SEE SHEET 205/229 THRU 208/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF
DRAWN JWF
REVIEWED MSL
DATE 03/01/12
CHECKED GHD
REVISED
STRUCTURE FILE NUMBER 5707994/5708001

PARAPET AND MEDIAN BARRIER ELEVATION - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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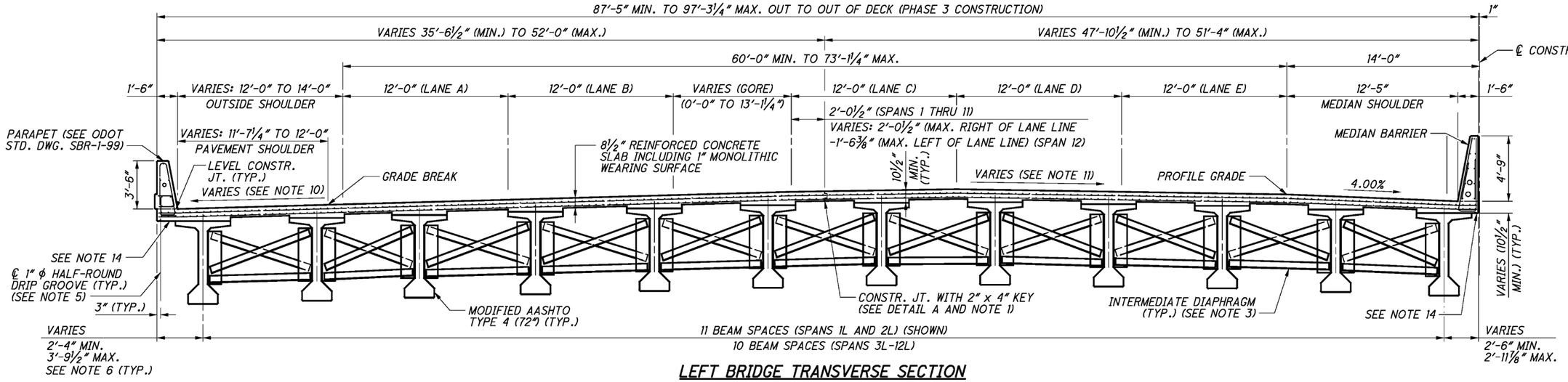
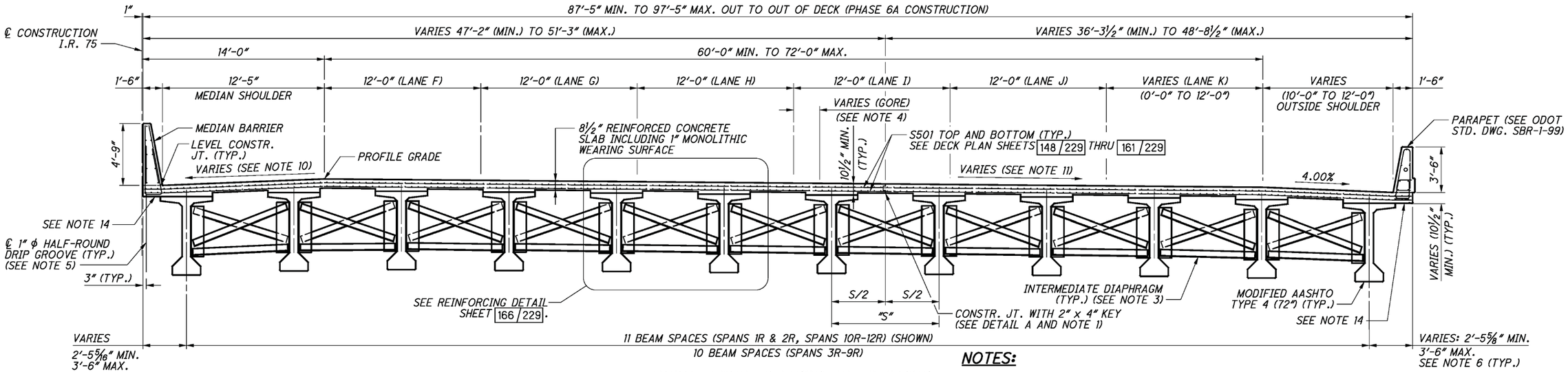


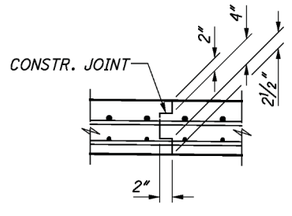
LEFT BRIDGE TRANSVERSE SECTION

(LOOKING UPSTATION)



RIGHT BRIDGE TRANSVERSE SECTION

(LOOKING UPSTATION)



DETAIL A

NOTES:

1. FOR LOCATION OF THE CONSTRUCTION JOINT RELATIVE TO THE BEAM LINES, SEE DECK PLAN SHEETS
2. FOR FRAMING PLAN SEE SHEETS 88/229 THRU 113/229.
3. INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL. SEE ODOT STANDARD DRAWING PSID-1-99. SEE GENERAL NOTES, SHEET 8/229.
4. THE GORE BETWEEN LANE H AND LANE I VARIES FROM 3-5⅝" AT STA. 330+20.29 TO 0'-0" AT STA. 331+94.39.
5. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACE OF THE ABUTMENT DIAPHRAGMS.
6. FOR OVERHANG DETAILS, SEE SHEET 170/229
7. FOR REINFORCING DETAILS, SEE SHEET 166/229 .
8. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 162/229 AND 163/229 .
9. FOR SEALING OF CONCRETE SURFACES AND COLOR, SEE GENERAL NOTES, SHEET 9/229 .
10. FOR SUPERELEVATION TABLES, SEE SHEETS 171/229 THRU 173/229 .
11. FOR ROUNDING DETAIL AND LOCATIONS SEE SHEETS 166/229 AND 172/229 .
12. FOR LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE AND SRS CONCRETE TREATMENT, SEE SHEET 166/229.
13. FOR SRS CONCRETE TREATMENT REQUIREMENTS, SEE GENERAL NOTES.
14. THE BOTTOM OF OVERHANG IS HORIZONTAL AND IS AT THE SAME ELEVATION AS THE TOP OF THE FASCIA BEAM.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
NRF	DWC	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SPANS 1-12 TRANSVERSE SECTION
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

164/229

1411
1565

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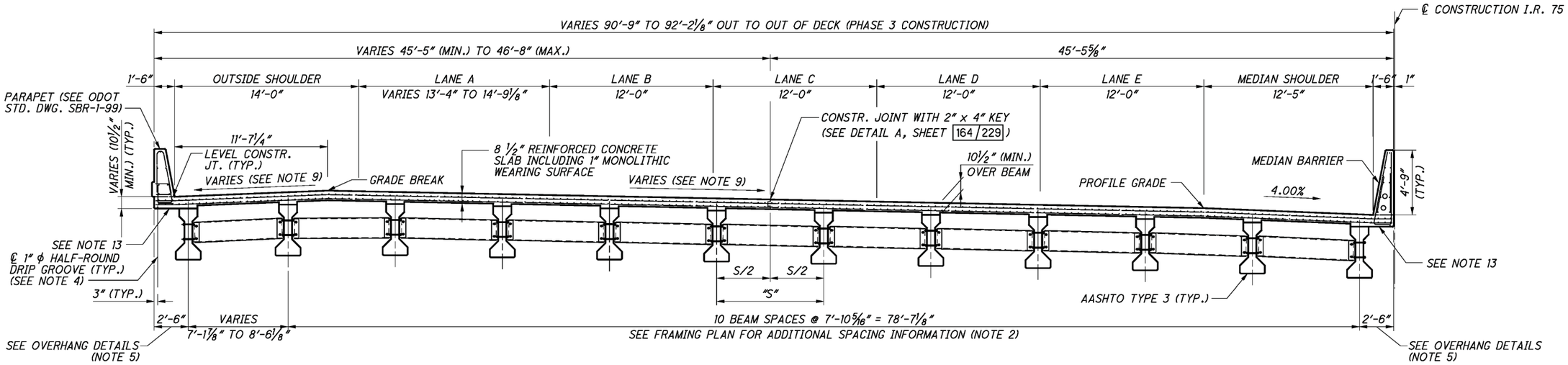
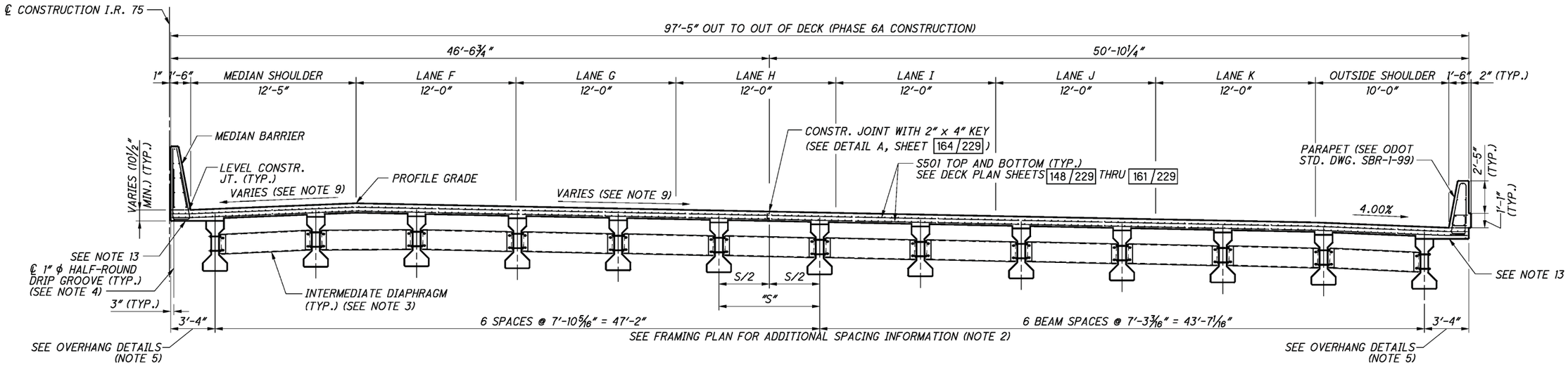


LEFT BRIDGE TRANSVERSE SECTION - SPAN 13

(LOOKING UPSTATION)



RIGHT BRIDGE TRANSVERSE SECTION - SPAN 13

(LOOKING UPSTATION)

NOTES:

1. FOR DECK SLAB PLANS, SEE SHEET 154/229 AND 161/229.
2. FOR FRAMING PLAN SEE SHEETS 88/229 THRU 113/229.
3. INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL. SEE ODOT STANDARD DRAWING PSID-1-99. SEE GENERAL NOTES, SHEET 8/229.
4. DRIP GROOVES SHALL TERMINATE 2'-0" FROM THE FACE OF THE ABUTMENT DIAPHRAGMS.
5. FOR OVERHANG DETAILS, SEE SHEET 170/229.
6. FOR REINFORCING DETAILS, SEE SHEET 166/229.
7. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 162/229 AND 163/229.
8. FOR SEALING OF CONCRETE SURFACES AND COLOR, SEE GENERAL NOTES, SHEET 9/229.
9. FOR SUPERELEVATION TABLES, SEE SHEETS 171/229 THRU 173/229.
10. FOR ROUNDING DETAIL AND LOCATIONS SEE SHEETS 166/229 AND 166/229.
11. FOR LIMITS OF SEALING OF CONCRETE SURFACES (EPOXY-URETHANE) AND SRS CONCRETE TREATMENT, SEE SHEET 166/229.
12. FOR SRS CONCRETE TREATMENT REQUIREMENTS, SEE GENERAL NOTES.
13. THE BOTTOM OF OVERHANG IS HORIZONTAL AND IS AT THE SAME ELEVATION AS THE TOP OF THE FASCIA BEAM.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
NRF	DWC	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57077994/57080001	

SPAN 13 TRANSVERSE SECTION
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

165/229

1412
1565

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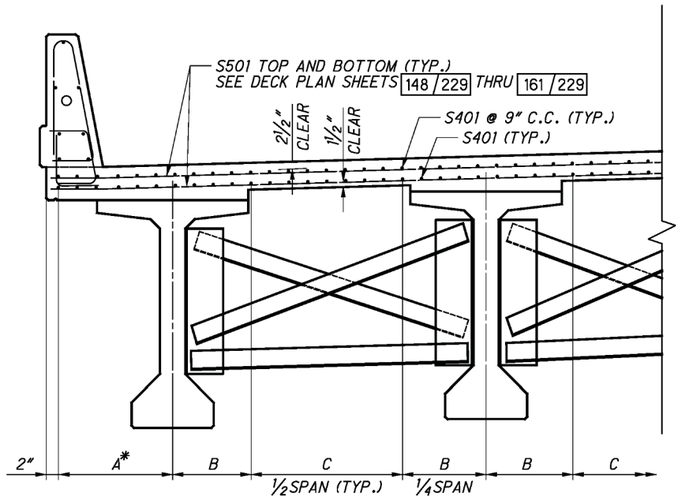
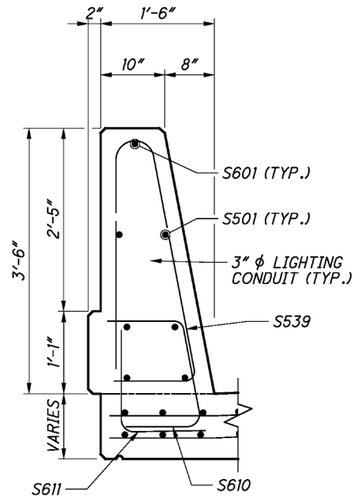


REINFORCING DETAIL

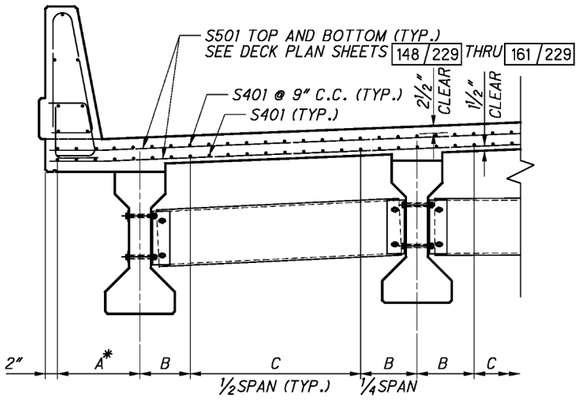
(TYPICAL SPANS 1-12)

* EXTERIOR OVERHANG SHOWN; MEDIAN OVERHANG SIMILAR

BOTTOM DECK REINFORCING SPACING				
	A	B	C	D
(GROUP 1)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	13 BARS @ 5" MAX	-
(GROUP 2)	6 BARS @ 6" MAX	3 BARS @ 8.5" MAX	9 BARS @ 5.75" MAX	-
(GROUP 3)	6 BARS @ 6" MAX	3 BARS @ 9" MAX	12 BARS @ 4.5" MAX	-
(GROUP 4)	4 BARS @ 6" MAX	3 BARS @ 8.5" MAX	11 BARS @ 4.75" MAX	-
(GROUP 5)	6 BARS @ 6" MAX	3 BARS @ 9.5" MAX	12 BARS @ 4.5" MAX	-
(GROUP 6)	6 BARS @ 6" MAX	3 BARS @ 7.75" MAX	11 BARS @ 4.25" MAX	-
(GROUP 7)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	-	17 BARS @ 5.5" MAX
(GROUP 8)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	-	15 BARS @ 5.25" MAX
(GROUP 9)	6 BARS @ 6" MAX	4 BARS @ 7.5" MAX	-	13 BARS @ 5" MAX
(GROUP 10)	6 BARS @ 6" MAX	4 BARS @ 9" MAX	-	16 BARS @ 6.25" MAX
(GROUP 11)	6 BARS @ 6" MAX	4 BARS @ 9" MAX	-	14 BARS @ 4.75" MAX
(GROUP 12)	6 BARS @ 6" MAX	3 BARS @ 8.5" MAX	-	12 BARS @ 6.75" MAX
(GROUP 13)	6 BARS @ 6" MAX	3 BARS @ 9.5" MAX	-	14 BARS @ 6.75" MAX

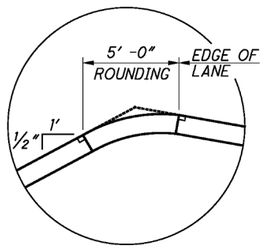


SECTION A-A
EXTERIOR PARAPET DETAIL

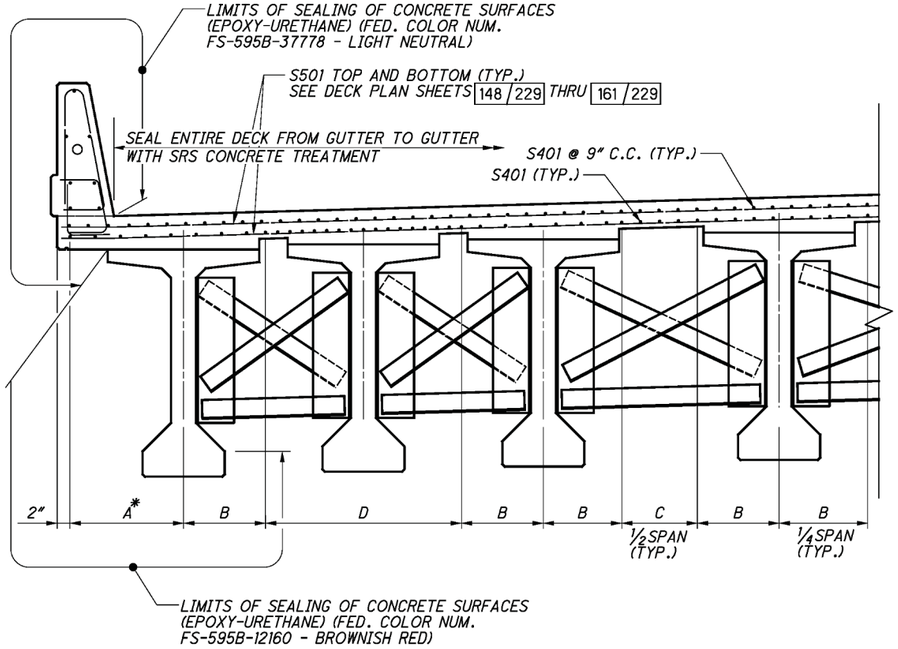


REINFORCING DETAIL

(TYPICAL SPAN 13)

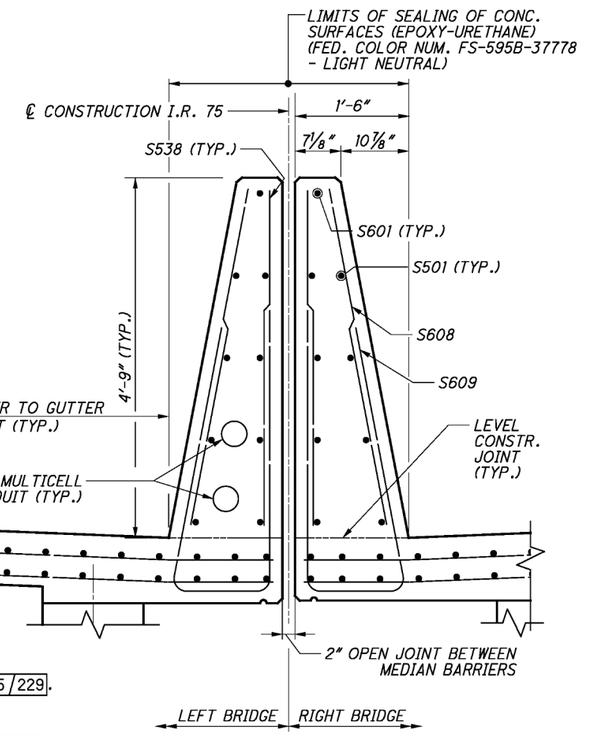


ROUNDING DETAIL



REINFORCING AND SEALING DETAIL

(TYPICAL REINFORCING WHERE BEAM IS TO BE ADDED OR DROPPED)



SECTION B-B
MEDIAN BARRIER DETAIL

(LOOKING UPSTATION)

NOTES:

1. FOR DECK, PLAN SEE SHEETS 148/229 THRU 161/229 .
2. FOR TRANSVERSE SECTIONS, SEE SHEETS 164/229 AND 165/229.
3. FOR FRAMING PLAN SEE SHEETS 88/229 THRU 113/229.
4. FOR PARAPET AND BARRIER ELEVATIONS, SEE SHEETS 162/229 AND 163/229.
5. FOR SRS CONCRETE TREATMENT REQUIREMENTS, SEE GENERAL NOTES.
6. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.
7. FOR 3" LIGHTING CONDUIT DETAILS AND PAYMENT, SEE LIGHTING PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | DRAWN JWF | REVIEWED MSL | DATE 03/01/12
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

SUPERSTRUCTURE DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

166/229

1413
1565

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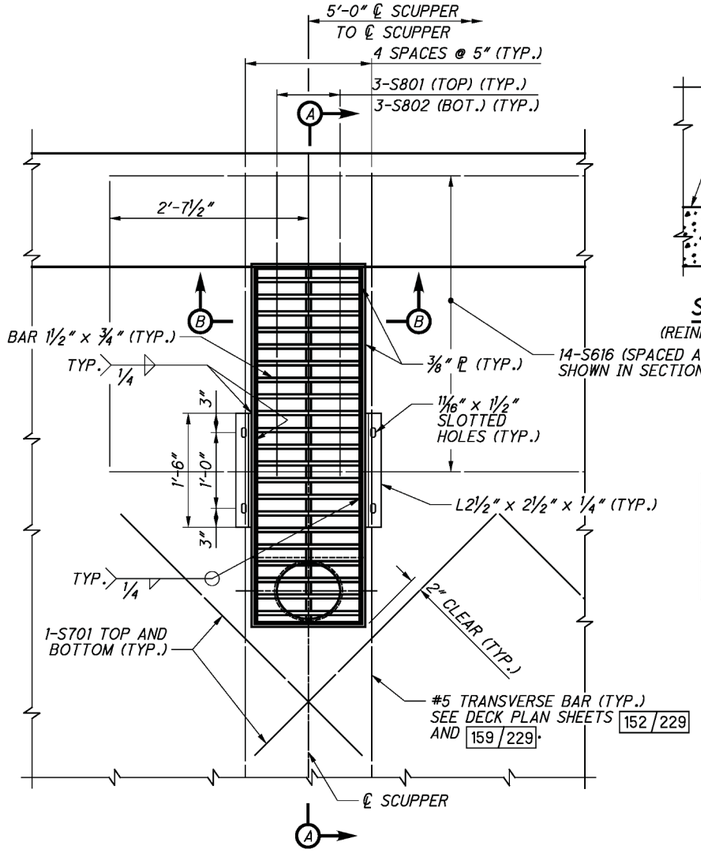
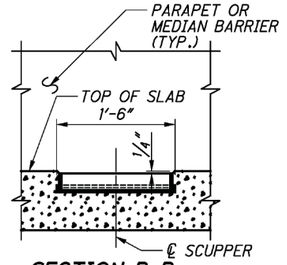


PLAN



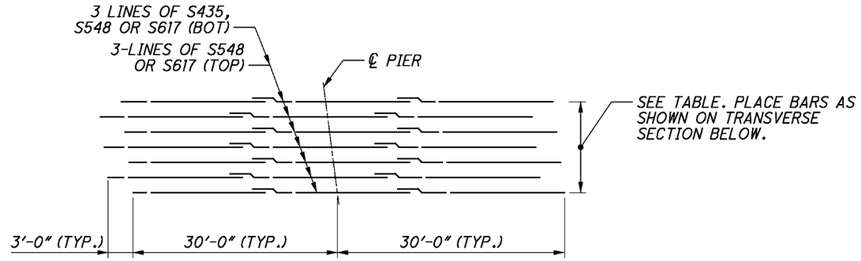
SECTION B-B
(REINF. STEEL NOT SHOWN)

SCUPPER LOCATION*	
STATION	OFFSET
341+00	86.00' LT.
341+05	86.00' LT.
341+25	1.58' RT.
341+30	1.58' RT.

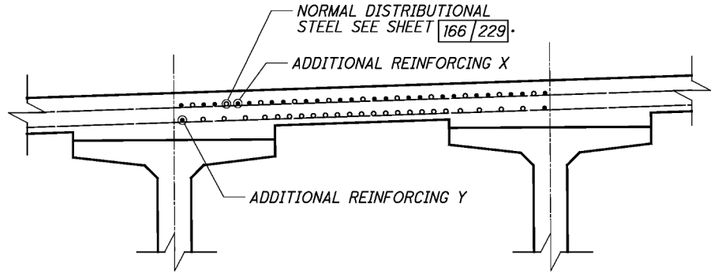
* - STATIONS AND OFFSETS ARE BASED ON ℄ I.R. 75 AND GIVEN AT TOE OF PARAPET OR MEDIAN BARRIER AND ℄ OF SCUPPER.

ADDITIONAL REINFORCING OVER PIERS			
PIER	BRIDGE	X	Y
1	L	22-S617	2-S435
	R	20-S617	8-S548
2	L	22-S548	5-S548
	R	21-S548	
3	L	18-S617	7-S617
	R	11-S617	
4	L	20-S617	4-S435
	R	21-S548	2-S435
5	L	20-S617	5-S617
	R	20-S548	2-S548
6	L	21-S617	4-S617
	R	21-S548	5-S617
7	L	20-S617	4-S617
	R	21-S617	4-S548
8	L	21-S617	
	R	22-S617	
9	L	21-S617	2-S548
	R	18-S617	4-S548
10	L	21-S617	
	R	21-S617	
11	L	21-S617	4-S617
	R	22-S548	3-S617
12	L		
	R		

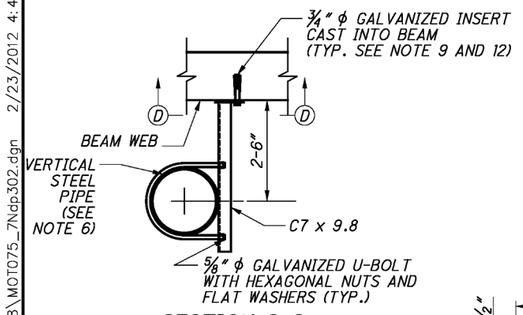
*SEE ADDITIONAL REINFORCING OVER PIERS DETAIL FOR LOCATION OF BARS.



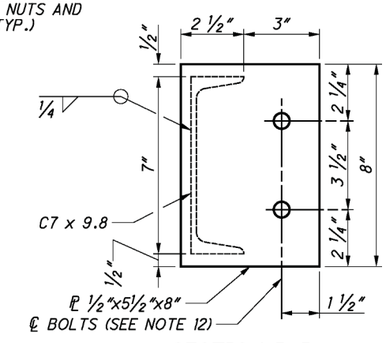
PIER LAP SPLICE LOCATIONS



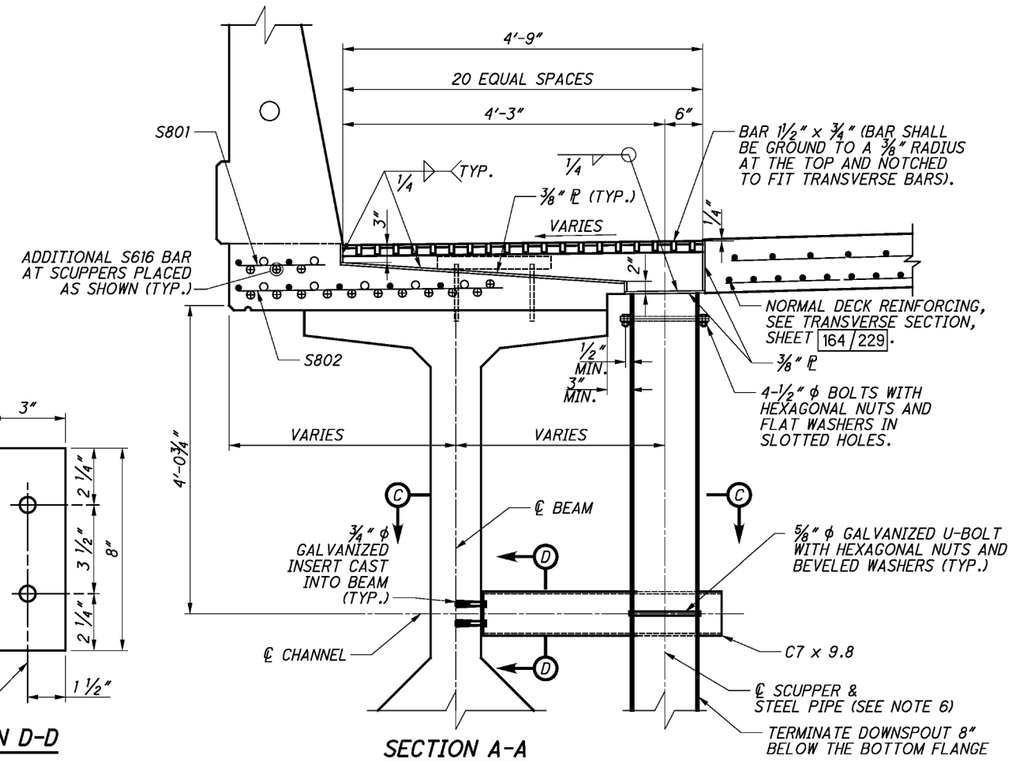
ADDITIONAL REINFORCING OVER PIERS



SECTION C-C



SECTION D-D



SECTION A-A

NOTES:

1. FOR SCUPPER LOCATIONS, SEE DECK PLAN, SHEETS 152/229 AND 159/229.
2. FOR NORMAL DECK REINFORCING SEE DECK PLAN SHEETS 148/229 THRU 161/229.
3. FOR TRANSVERSE SECTIONS SEE SHEETS 164/229 AND 165/229.
4. SCUPPERS, VERTICAL STEEL PIPES, AND SUPPORT SYSTEMS SHALL BE LOW OR MILD CARBON STEEL CONFORMING TO ITEM 513, AVAILABLE COMMERCIALLY, AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. ALL SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED ACCORDING TO CMS ITEM 514. THE PAINTING SHALL MATCH THE ADJACENT SUPERSTRUCTURE ELEMENT WITH THE FOLLOWING FEDERAL COLOR NUMBER: BROWNISH RED (FS-595B-12160). THE PAINTING OF THE SCUPPERS, VERTICAL PIPES AND SUPPORT SYSTEMS SHALL BE CONSIDERED INCIDENTAL TO ITEM 518, SCUPPERS INCLUDING SUPPORTS, AS PER PLAN.
5. THE SCUPPERS AND SUPPORTS SHALL BE INCLUDED WITH ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
6. THE VERTICAL STEEL PIPES SHALL BE INCLUDED WITH ITEM 518, SCUPPERS INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
7. STRUCTURAL STEEL FOR PIPE SUPPORTS, INCLUDING CHANNELS AND CONNECTION PLATES SHALL BE ASTM A36 GRADE 36, GALVANIZED AND PAINTED ACCORDING TO NOTE 4 ABOVE.
8. PIPE JOINTS FOR VERTICAL STEEL PIPE SHALL BE MADE BY WELDING OR BY USE OF CLAMP-TYPE COUPLINGS HAVING A RING GASKET. ALL WELDING SHALL BE DONE BEFORE GALVANIZING.
9. THREADED INSERTS IN PRESTRESSED BEAM WEBS AND TOP FLANGES ARE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS (72", LEVEL 3) FOR PAYMENT. CONTRACTOR TO DETERMINE LOCATION OF THREADED INSERTS FOR BEAM WEBS BEFORE CASTING, FROM DETAILS PROVIDED IN THESE PLANS.
10. ALL BOLTS SHALL BE GALVANIZED ACCORDING TO CMS 711.02 AND PAINTED ACCORDING TO NOTE 4 ABOVE.
11. FOR PRESTRESSED BEAM DETAILS, SEE SHEETS 114/229 THRU 125/229.
12. BOLTS SHALL BE CAPABLE OF DEVELOPING A PULLOUT RESISTANCE OF NOT LESS THAN 12,000 LBS. FOR CONNECTING TO PRESTRESSED GIRDERS, BOLTS SHALL BE ¾" DIAMETER GALVANIZED WITH THREADED GALVANIZED INSERT CAST INTO THE GIRDERS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | DRAWN JWF | REVIEWED MSL | DATE 03/01/12
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SUPERSTRUCTURE DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

167/229

1414
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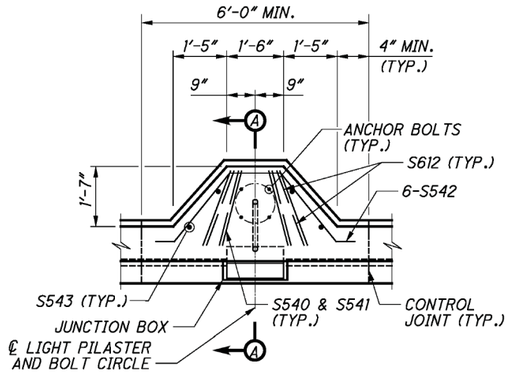
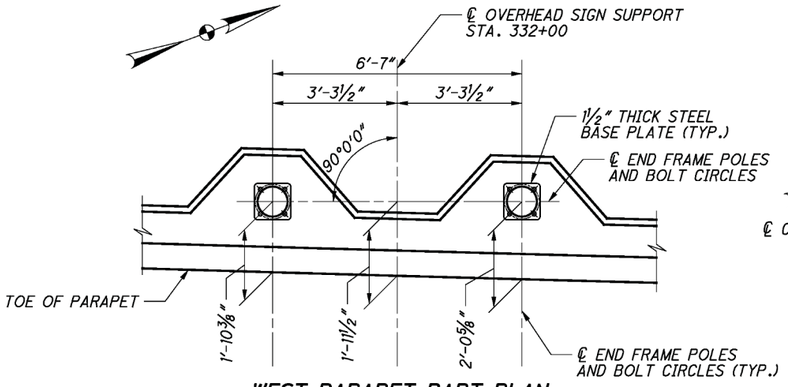
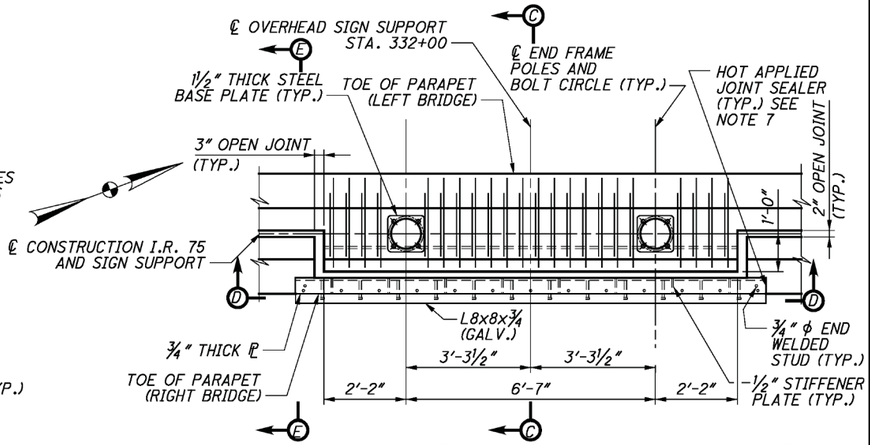


LIGHT POLE PILASTER PLAN

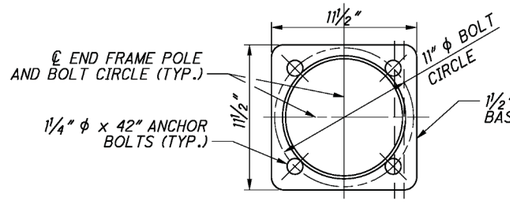
(SEE NOTE 9)



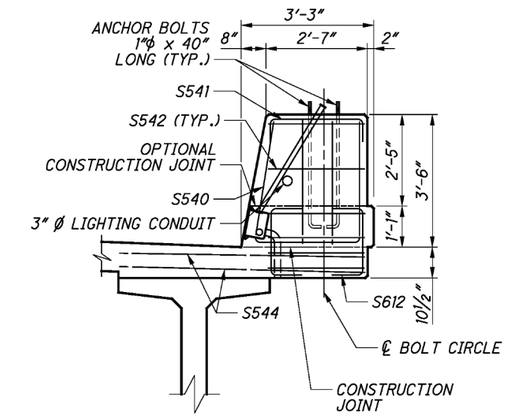
WEST PARAPET PART PLAN AT SIGN SUPPORT



MEDIAN BARRIER PART PLAN AT SIGN SUPPORT

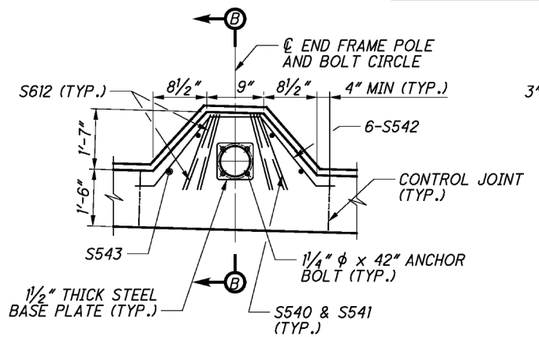


BASE PLATE DETAIL FOR SIGN POST

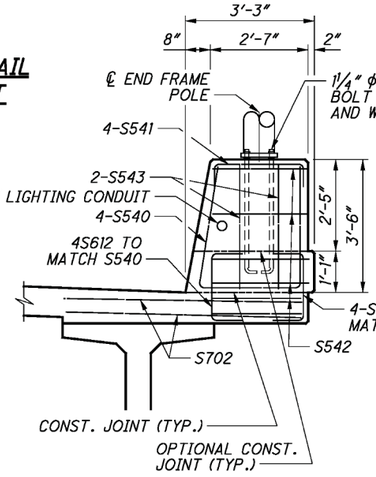


SECTION A-A

(SLAB REINFORCING NOT SHOWN FOR CLARITY)

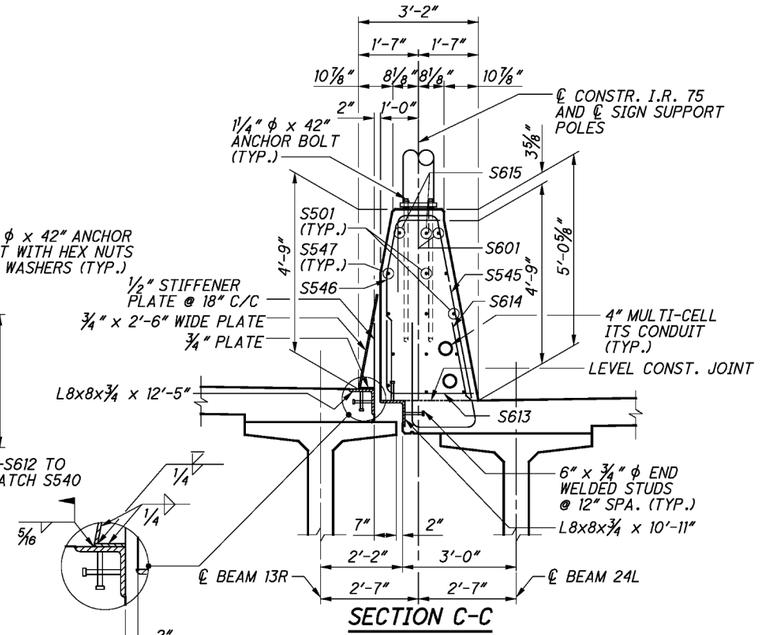


SIGN POST PILASTER PLAN

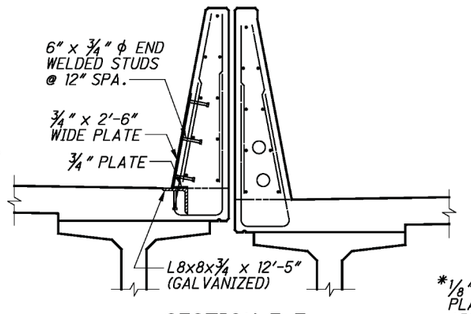


SECTION B-B

(NORMAL SLAB REINFORCING NOT SHOWN FOR CLARITY)

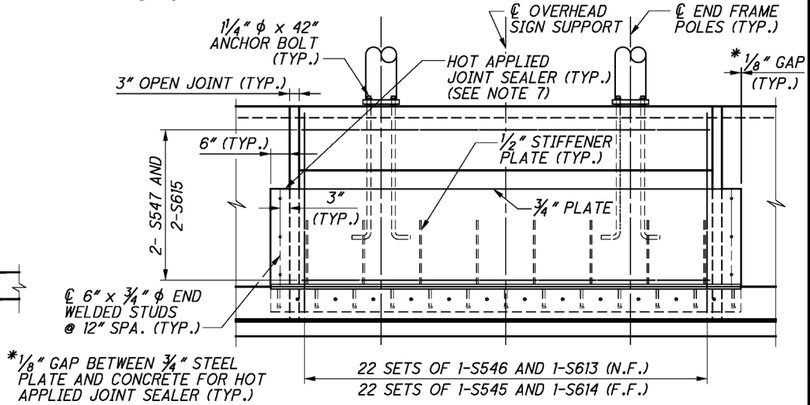


SECTION C-C



SECTION E-E

(FOR ADDITIONAL DETAILS, SEE SECTION C-C)



VIEW D-D

(DECK REINFORCEMENT AND 4" CONDUIT NOT SHOWN)

NOTES:

1. FOR PARAPET DETAILS, SEE SHEET 166/229.
2. FOR SLAB PLAN, SEE SHEETS 148/229 THRU 161/229.
3. FOR REINFORCING STEEL LIST, SEE SHEET 212/229 THRU 229/229.
4. THE 1¼" ϕ ANCHOR BOLTS, NUTS, AND BASE PLATE SHALL BE INCLUDED WITH ITEM 630 FOR PAYMENT. (SEE SIGNING PLAN)
5. ALL STRUCTURAL STEEL SHALL BE GALVANIZED ACCORDING TO 711.02. GALVANIZING OF STEEL, BASE PLATE AND 1¼" ϕ ANCHOR BOLTS SHALL BE INCLUDED WITH ITEM 630 FOR PAYMENT.
6. DECK SLAB CONCRETE REQUIRED AT THE SIGN POLE SUPPORT SHALL BE INCLUDED WITH ITEM 898, CLASS QSC2 CONCRETE, SUPERSTRUCTURE, AS PER PLAN, FOR PAYMENT.
7. HOT APPLIED JOINT SEALER SHALL CONFORM TO 705.04 AND SHALL BE INCLUDED WITH ITEM 898, CLASS QSC2 CONCRETE, SUPERSTURCTURE, AS PER PLAN, FOR PAYMENT.
8. FOR ADDITIONAL OVERHEAD SIGN SUPPORT DETAILS, SEE ODOT STANDARD DRAWING TC-7.65.
9. FOR LIGHT POLE PILASTER LOCATIONS, SEE SHEETS 162/229 AND 163/229.
10. FOR PARAPET AND MEDIAN BARRIER ELEVATIONS, SEE SHEETS 162/229 AND 163/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12

CHECKED	REVISED	STRUCTURE FILE NUMBER
GHD		5707994/5708001

LIGHT POLE AND SIGN TRUSS SUPPORT DETAILS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

168/229

1415
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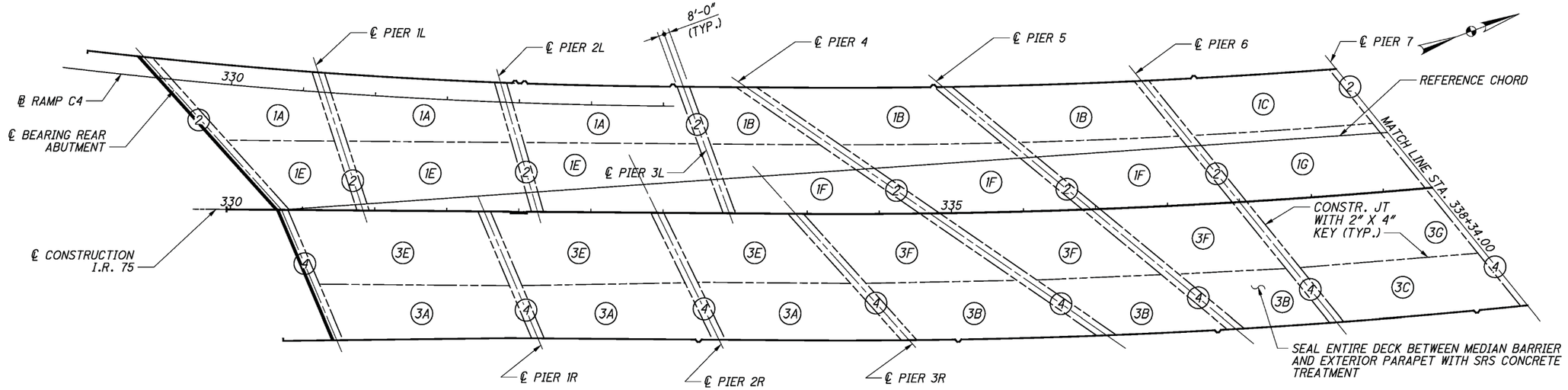
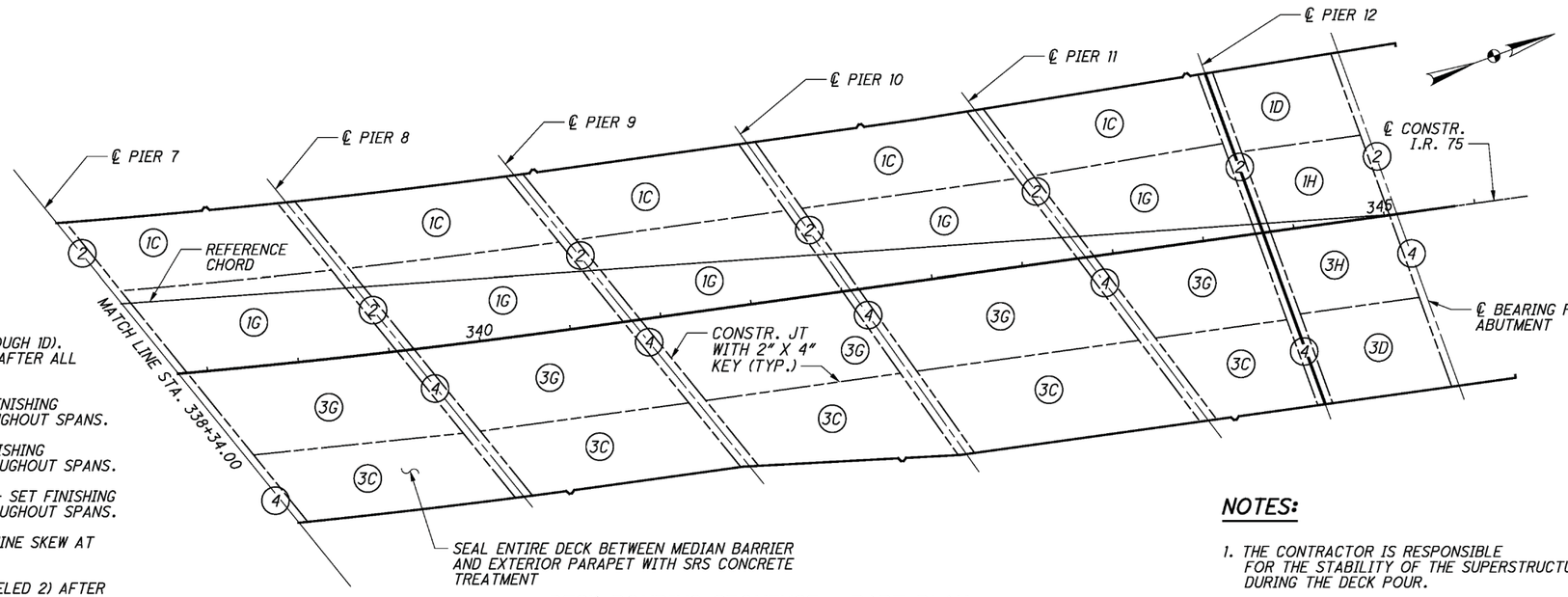


DECK POURING SEQUENCE - PART PLAN



DECK POURING SEQUENCE - PART PLAN

DECK POURING SEQUENCE DIRECTIONS

ALL SKEW ANGLES LISTED ARE WITH RESPECT TO THE REFERENCE CHORD AND ARE ORIENTED RIGHT FORWARD.

LEFT BRIDGE POURING DIRECTIONS (PHASE 3 CONSTRUCTION)

POUR OUTSIDE PORTIONS OF DECK SPANS FIRST (POURS LABELED 1A THROUGH 1D). POUR INSIDE PORTIONS OF DECK SPANS (POURS LABELED 1E THROUGH 1H) AFTER ALL OUTSIDE POURS HAVE BEEN COMPLETED.

FOR SPANS 1L, 2L AND 3L (OUTSIDE POURS 1A, INSIDE POURS 1E) - SET FINISHING MACHINE SKEW AT 14 DEGREES AND POUR CONCRETE AT 14 DEGREES THROUGHOUT SPANS.

FOR SPANS 4L, 5 AND 6 (OUTSIDE POURS 1B, INSIDE POURS 1F) - SET FINISHING MACHINE SKEW AT 45 DEGREES AND POUR CONCRETE AT 45 DEGREES THROUGHOUT SPANS.

FOR SPANS 7, 8, 9, 10, 11 AND 12 (OUTSIDE POURS 1C, INSIDE POURS 1G) - SET FINISHING MACHINE SKEW AT 35 DEGREES AND POUR CONCRETE AT 35 DEGREES THROUGHOUT SPANS.

FOR SPAN 13 - (OUTSIDE POUR 1D, INSIDE POUR 1H) - SET FINISHING MACHINE SKEW AT 16 DEGREES AND POUR CONCRETE AT 16 DEGREES THROUGHOUT SPAN.

POUR PORTIONS OF DECK POSITIONED OVER SUBSTRUCTURES (POURS LABELED 2) AFTER ALL INSIDE POURS (1E THROUGH 1H) HAVE BEEN COMPLETED.

RIGHT BRIDGE POURING DIRECTIONS (PHASE 6A CONSTRUCTION)

POUR OUTSIDE PORTIONS OF DECK SPANS FIRST (POURS LABELED 3A THROUGH 3D). POUR INSIDE PORTIONS OF DECK SPANS (POURS LABELED 3E THROUGH 3H) AFTER ALL OUTSIDE POURS HAVE BEEN COMPLETED.

FOR SPANS 1R, 2R AND 3R (OUTSIDE POURS 3A, INSIDE POURS 3E) - SET FINISHING MACHINE SKEW AT 22 DEGREES AND POUR CONCRETE AT 22 DEGREES THROUGHOUT SPANS.

FOR SPANS 4R, 5 AND 6 (OUTSIDE POURS 3B, INSIDE POURS 3F) - SET FINISHING MACHINE SKEW AT 45 DEGREES AND POUR CONCRETE AT 45 DEGREES THROUGHOUT SPANS.

FOR SPANS 7, 8, 9, 10, 11 AND 12 (OUTSIDE POURS 3C, INSIDE POURS 3G) - SET FINISHING MACHINE SKEW AT 35 DEGREES AND POUR CONCRETE AT 35 DEGREES THROUGHOUT SPANS.

FOR SPAN 13 (OUTSIDE POUR 3D, INSIDE POUR 3H) - SET FINISHING MACHINE SKEW AT 16 DEGREES AND POUR CONCRETE AT 16 DEGREES THROUGHOUT SPAN.

POUR PORTIONS OF DECK POSITIONED OVER SUBSTRUCTURES (POURS LABELED 4) AFTER ALL INSIDE POURS (3E THROUGH 3H) HAVE BEEN COMPLETED.

NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE SUPERSTRUCTURE DURING THE DECK POUR.
2. FOR ADDITIONAL DECK POUR NOTES, SEE ODOT STANDARD DRAWING PSID-I-99.

LEGEND:

(1A) = POUR 1A	(3A) = POUR 3A	(2) = POUR 2
(1B) = POUR 1B	(3B) = POUR 3B	(4) = POUR 4
(1C) = POUR 1C	(3C) = POUR 3C	
(1D) = POUR 1D	(3D) = POUR 3D	
(1E) = POUR 1E	(3E) = POUR 3E	
(1F) = POUR 1F	(3F) = POUR 3F	
(1G) = POUR 1G	(3G) = POUR 3G	
(1H) = POUR 1H	(3H) = POUR 3H	

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

DECK POURING SEQUENCE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

169 / 229

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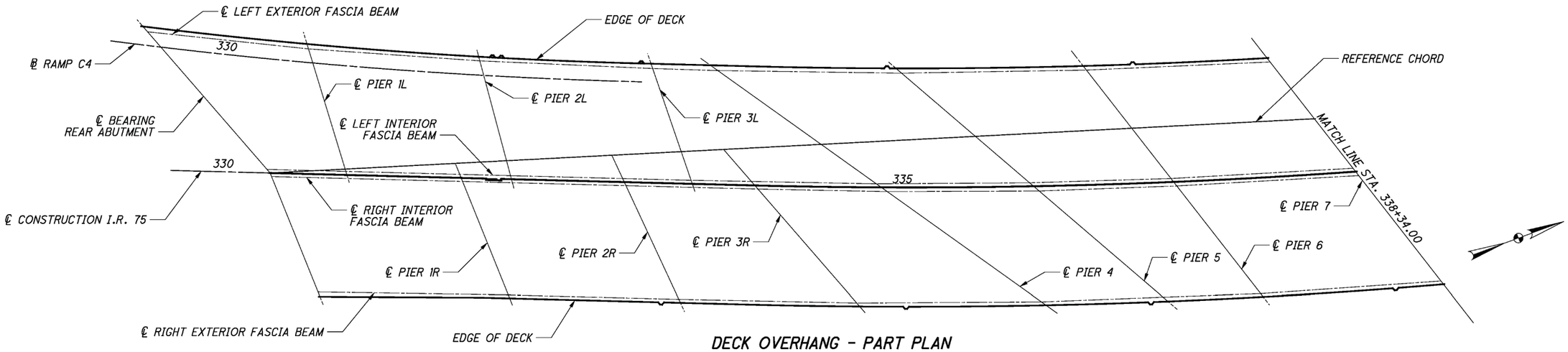
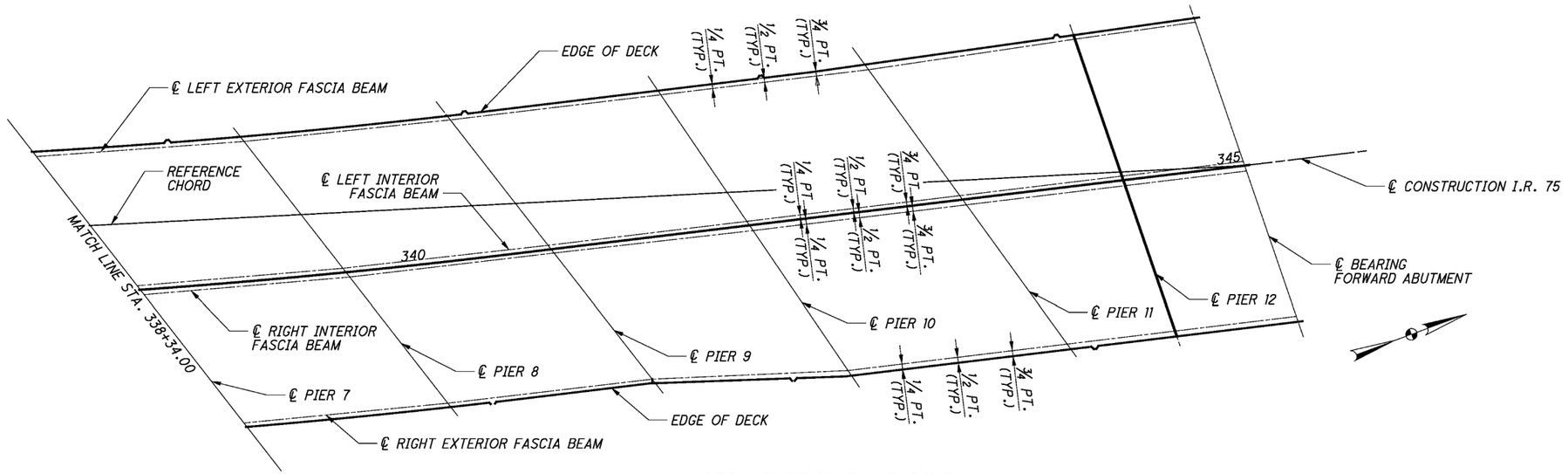


DECK OVERHANG - PART PLAN



DECK OVERHANG - PART PLAN

NOTES:

1. ALL DECK OVERHANG DIMENSIONS ARE MEASURED FROM ℄ BEAM TO EDGE OF DECK AND ARE NORMAL TO THE FASCIA BEAM.

TABLE OF DECK OVERHANG DIMENSIONS

BEAM	℄ BRG. REAR ABUTMENT	¼ PT.	½ PT.	¾ PT.	℄ PIER 1L/1R	¼ PT.	½ PT.	¾ PT.	℄ PIER 2L/2R	¼ PT.	½ PT.	¾ PT.	℄ PIER 3L/3R	¼ PT.	½ PT.	¾ PT.	℄ PIER 4	¼ PT.	½ PT.	¾ PT.	℄ PIER 5	¼ PT.	½ PT.	¾ PT.	℄ PIER 6	¼ PT.	½ PT.	¾ PT.	℄ PIER 7
LEFT, EXT.	3′-6″	3′-1 7/8″	3′-7/16″	3′-1 7/8″	3′-6″	2′-11 13/16″	2′-8 3/4″	2′-8 3/4″	3′-0″	2′-8 3/4″	2′-8 3/4″	2′-11 3/4″	3′-6″	3′-6 13/16″	3′-7 5/8″	3′-8 1/2″	3′-9 1/4″	3′-4 5/8″	3′-2″	3′-2 1/2″	3′-6″	3′-0 1/8″	2′-9 5/16″	2′-9 5/8″	3′-0 7/8″	2′-8 1/8″	2′-6 5/16″	2′-7 5/8″	3′-0″
LEFT, INT.	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-8 3/4″	2′-10 3/4″	2′-9 1/8″	2′-6″	2′-9 1/8″	2′-10 1/8″	2′-9 1/8″	2′-6″	2′-8 5/8″	2′-9 1/2″	2′-8 5/8″	2′-6″	2′-10 3/8″	2′-11 1/8″	2′-10 3/8″	2′-6″
RIGHT, EXT.	3′-6″	3′-1 7/8″	2′-9 3/4″	2′-5 5/8″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-8″	2′-9 7/8″	2′-9 1/4″	2′-6″	2′-10 1/2″	3′-0″	2′-10 1/2″	2′-6″	2′-10 1/4″	3′-1 1/4″	3′-3″	3′-3 3/8″	3′-2 1/4″	3′-0 3/8″	2′-9 5/8″	2′-6″	2′-10 1/4″	2′-11 5/8″	2′-10 1/4″	2′-6″
RIGHT, INT.	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-5 5/16″	2′-6″	2′-8 1/4″	3′-0″	2′-10 1/2″	2′-10 7/8″	3′-1 1/2″	3′-6″	3′-1 7/8″	2′-11 1/2″	2′-10 3/4″	2′-11 5/8″	2′-7 5/16″	2′-5 7/8″	2′-7 1/2″	3′-0″

BEAM	℄ PIER 7	¼ PT.	½ PT.	¾ PT.	℄ PIER 8	¼ PT.	½ PT.	¾ PT.	℄ PIER 9	¼ PT.	½ PT.	¾ PT.	℄ PIER 10	¼ PT.	½ PT.	¾ PT.	℄ PIER 11	¼ PT.	½ PT.	¾ PT.	℄ PIER 12	¼ PT.	½ PT.	¾ PT.	℄ BRG. FWD. ABUTMENT
LEFT, EXT.	3′-0″	2′-8″	2′-6 3/4″	2′-8″	3′-0″	2′-6 3/4″	2′-4 1/8″	2′-4″	2′-6 5/8″	2′-6 3/8″	2′-7″	2′-7 1/2″	2′-8″	2′-8″	2′-8″	2′-8 3/4″	3′-4 5/16″	3′-1 3/4″	2′-11 1/8″	2′-8 5/8″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″
LEFT, INT.	2′-6″	2′-9 1/8″	2′-11 1/8″	2′-9 1/8″	2′-6″	2′-9 5/8″	2′-10 3/4″	2′-9 1/4″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″	2′-6″
RIGHT, EXT.	2′-6″	2′-9 3/4″	2′-11″	2′-9 3/4″	2′-6″	2′-7 3/8″	2′-6 1/2″	2′-5 3/8″	2′-6″	2′-9″	2′-11 7/8″	3′-2 7/8″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″
RIGHT, INT.	3′-0″	2′-3/16″	2′-6 7/8″	2′-3/16″	3′-0″	2′-6 5/8″	2′-3 3/4″	2′-3 3/8″	2′-4 1/2″	2′-7 3/8″	2′-10 1/4″	3′-1 1/8″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″	3′-4″

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		5707994/5708001	

DECK OVERHANG DIMENSIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

170 / 229

1417
1565

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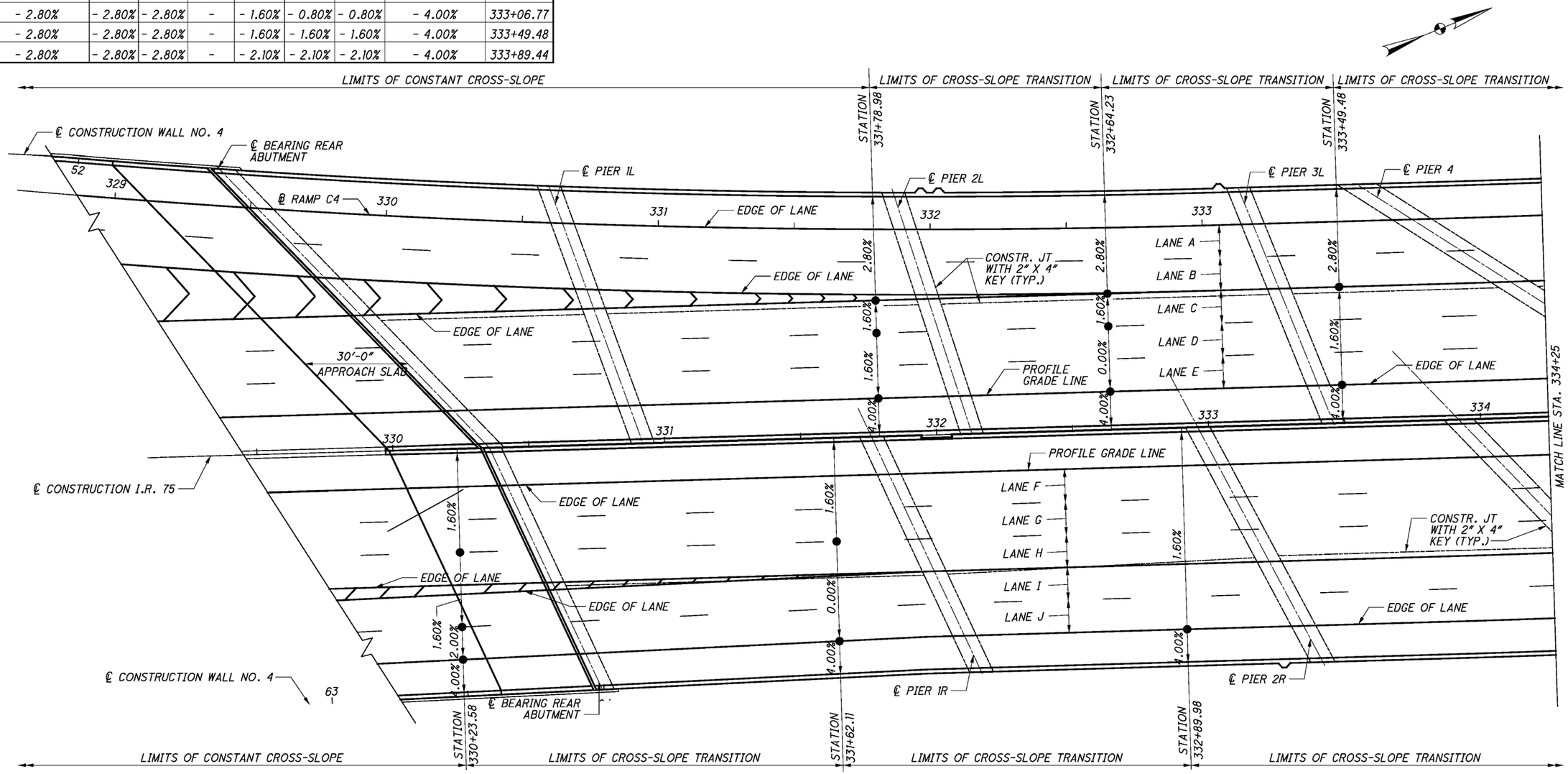
SUPERELEVATION TABLE - LEFT BRIDGE								
OUTSIDE SHLDR.	LANE A	LANE B	GORE	LANE C	LANE D	LANE E	MEDIAN SHLDR.	STATION
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	+ 1.60%	+ 1.60%	- 4.00%	330+00.00
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	+ 1.60%	+ 1.60%	- 4.00%	331+78.98
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	+ 0.74%	+ 0.74%	- 4.00%	332+25.00
- 2.80%	- 2.80%	- 2.80%	- 2.80%	- 1.60%	0.00%	0.00%	- 4.00%	332+64.23
- 2.80%	- 2.80%	- 2.80%	-	- 1.60%	- 0.80%	- 0.80%	- 4.00%	333+06.77
- 2.80%	- 2.80%	- 2.80%	-	- 1.60%	- 1.60%	- 1.60%	- 4.00%	333+49.48
- 2.80%	- 2.80%	- 2.80%	-	- 2.10%	- 2.10%	- 2.10%	- 4.00%	333+89.44



SUPERELEVATION TABLE - RIGHT BRIDGE									
STATION	MEDIAN SHLDR	LANE F	LANE G	LANE H	GORE	LANE I	LANE J	LANE K	OUTSIDE SHLDR
329+99.30	- 1.60%	+ 1.60%	+ 1.60%	- 1.60%	- 1.60%	- 1.60%	- 2.00%	-	- 4.00%
330+23.58	- 1.60%	+ 1.60%	+ 1.60%	- 1.60%	- 1.60%	- 1.60%	- 2.00%	-	- 4.00%
331+00.00	- 1.60%	+ 1.60%	+ 1.60%	- 0.72%	- 0.72%	- 0.72%	- 0.90%	-	- 4.00%
331+62.11	- 1.60%	+ 1.60%	+ 1.60%	0.00%	0.00%	0.00%	0.00%	-	- 4.00%
332+25.00	- 1.60%	+ 1.60%	+ 1.60%	+ 0.79%	-	+ 0.79%	+ 0.79%	-	- 4.00%
332+89.98	- 1.60%	+ 1.60%	+ 1.60%	+ 1.60%	-	+ 1.60%	+ 1.60%	-	- 4.00%
333+25.00	- 1.86%	+ 1.86%	+ 1.86%	+ 1.86%	-	+ 1.86%	+ 1.86%	-	- 4.00%

PARTIAL SUPERELEVATION TRANSITION PLAN

NOTES:

1. ALL SLOPES SHOWN ARE NORMAL TO ℄ CONSTRUCTION I.R. 75.
2. CROSS-SLOPE GIVEN RELATIVE TO PROFILE GRADE LINE
3. FOR ROUNDING DETAIL, SEE SHEET 166/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JWF | DRAWN JWF | REVIEWED MSL | DATE 03/01/12
CHECKED NRF | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

SUPERELEVATION TRANSITION PLAN (1 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

171/229
1418/1565

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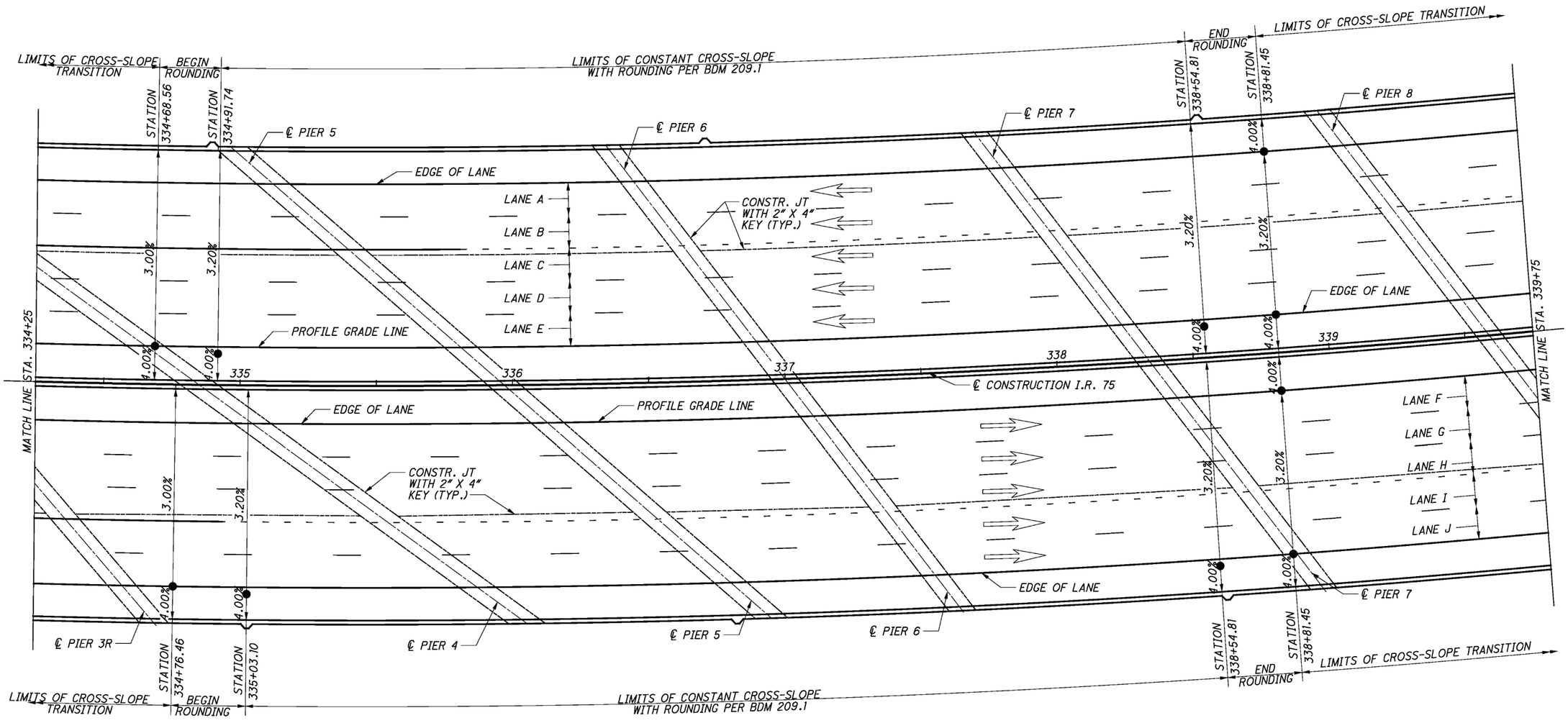
SUPERELEVATION TABLE - LEFT BRIDGE								
OUTSIDE SHLDR.	LANE A	LANE B	GORE	LANE C	LANE D	LANE E	MEDIAN SHLDR.	STATION
- 2.80%	- 2.80%	- 2.80%	-	- 2.80%	- 2.80%	- 2.80%	- 4.00%	334+45.38
- 3.00%	- 3.00%	- 3.00%	-	- 3.00%	- 3.00%	- 3.00%	- 4.00%*	334+68.56
- 3.20%	- 3.20%	- 3.20%	-	- 3.20%	- 3.20%	- 3.20%	- 4.00%*	334+91.74
- 3.20%	- 3.20%	- 3.20%	-	- 3.20%	- 3.20%	- 3.20%	- 4.00%*	338+54.81
- 4.00%	- 3.00%	- 3.00%	-	- 3.00%	- 3.00%	- 3.00%	- 4.00%*	338+81.45
- 4.00%	- 2.86%	- 2.86%	-	- 2.86%	- 2.86%	- 2.86%	- 4.00%	339+00.00

* INDICATES AREAS WHERE ROUNDING IS REQUIRED PER BDM 209.1



PARTIAL SUPERELEVATION TRANSITION PLAN

SUPERELEVATION TABLE - RIGHT BRIDGE									
STATION	MEDIAN SHLDR	LANE F	LANE G	LANE H	GORE	LANE I	LANE J	LANE K	OUTSIDE SHLDR
334+76.46	- 3.00%	+ 3.00%	+ 3.00%	+ 3.00%	-	+ 3.00%	+ 3.00%	-	- 4.00%*
335+03.10	- 3.20%	+ 3.20%	+ 3.20%	+ 3.20%	-	+ 3.20%	+ 3.20%	-	- 4.00%*
338+54.81	- 3.20%	+ 3.20%	+ 3.20%	+ 3.20%	-	+ 3.20%	+ 3.20%	-	- 4.00%*
338+81.45	- 4.00%	+ 3.00%	+ 3.00%	+ 3.00%	-	+ 3.00%	+ 3.00%	-	- 4.00%*
339+00.00	- 4.00%	+ 2.86%	+ 2.86%	+ 2.86%	-	+ 2.86%	+ 2.86%	-	- 4.00%

* INDICATES AREAS WHERE ROUNDING IS REQUIRED PER BDM 209.1

NOTES:

1. ALL SLOPES SHOWN ARE NORMAL TO ℄ CONSTRUCTION I.R. 75.
2. CROSS-SLOPE GIVEN RELATIVE TO PROFILE GRADE LINE

. FOR ROUNDING DETAIL, SEE SHEET 166/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NRF		5707994/5708001	

SUPERELEVATION TRANSITION PLAN (2 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

172/229

1419
1565

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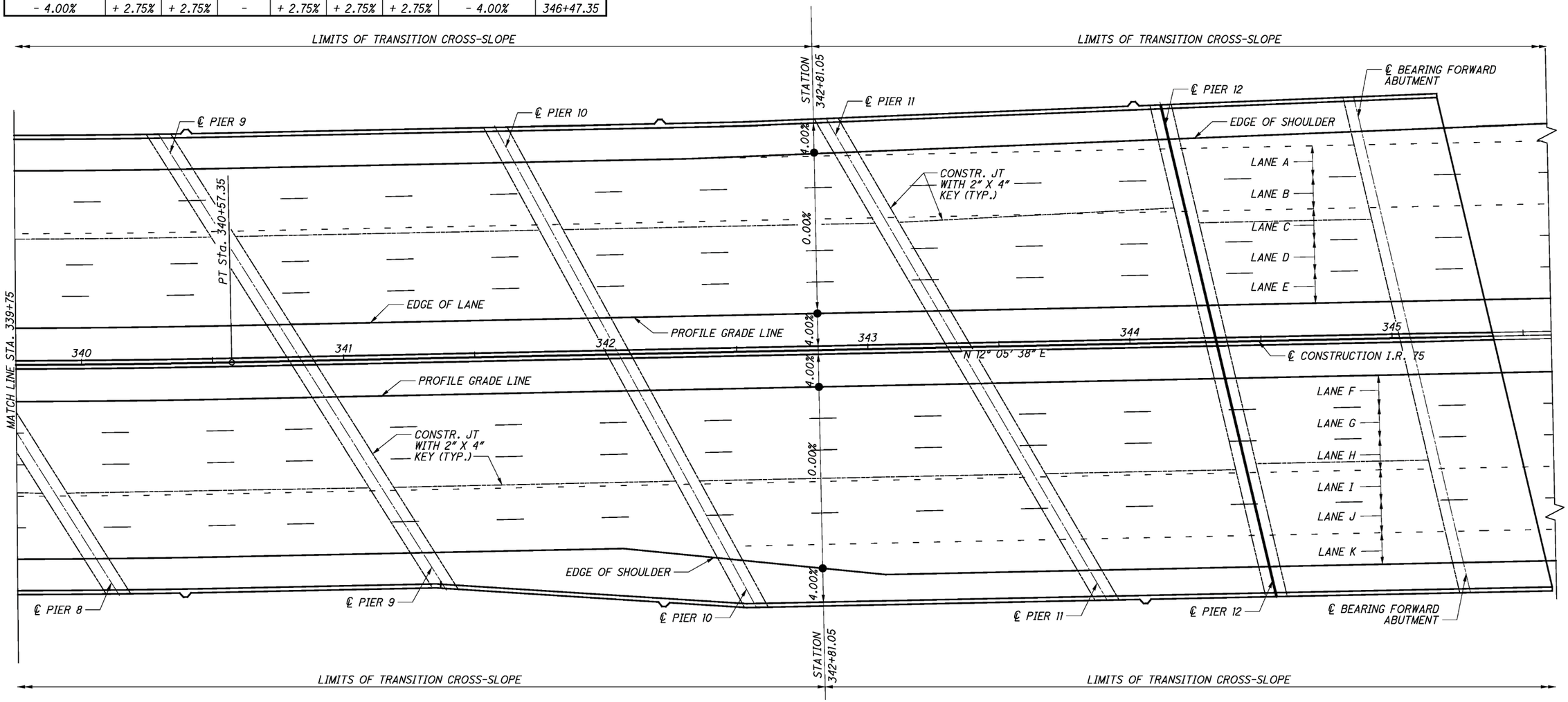
SUPERELEVATION TABLE - LEFT BRIDGE								
OUTSIDE SHLDR.	LANE A	LANE B	GORE	LANE C	LANE D	LANE E	MEDIAN SHLDR.	STATION
- 4.00%	- 1.92%	- 1.92%	-	- 1.92%	- 1.92%	- 1.92%	- 4.00%	340+25.00
- 4.00%	- 0.98%	- 0.98%	-	- 0.98%	- 0.98%	- 0.98%	- 4.00%	341+50.00
- 4.00%	- 0.23%	- 0.23%	-	- 0.23%	- 0.23%	- 0.23%	- 4.00%	342+49.88
- 4.00%	0.00%	0.00%	-	0.00%	0.00%	0.00%	- 4.00%	342+81.05
- 4.00%	+ 0.89%	+ 0.89%	-	+ 0.89%	+ 0.89%	+ 0.89%	- 4.00%	344+00.00
- 4.00%	+ 1.46%	+ 1.46%	-	+ 1.46%	+ 1.46%	+ 1.46%	- 4.00%	344+75.00
- 4.00%	+ 2.75%	+ 2.75%	-	+ 2.75%	+ 2.75%	+ 2.75%	- 4.00%	346+47.35



SUPERELEVATION TABLE - RIGHT BRIDGE									
STATION	MEDIAN SHLDR	LANE F	LANE G	LANE H	GORE	LANE I	LANE J	LANE K	OUTSIDE SHLDR
340+25.00	- 4.00%	+ 1.92%	+ 1.92%	+ 1.92%	-	+ 1.92%	+ 1.92%	-	- 4.00%
341+50.00	- 4.00%	+ 0.98%	+ 0.98%	+ 0.98%	-	+ 0.98%	+ 0.98%	-	- 4.00%
342+49.88	- 4.00%	+ 0.23%	+ 0.23%	+ 0.23%	-	+ 0.23%	+ 0.23%	+ 0.23%	- 4.00%
342+81.05	- 4.00%	0.00%	0.00%	0.00%	-	0.00%	0.00%	0.00%	- 4.00%
344+00.00	- 4.00%	- 0.89%	- 0.89%	- 0.89%	-	- 0.89%	- 0.89%	- 0.89%	- 4.00%
344+75.00	- 4.00%	- 1.46%	- 1.46%	- 1.46%	-	- 1.46%	- 1.46%	- 1.46%	- 4.00%
346+47.35	- 4.00%	- 2.75%	- 2.75%	- 2.75%	-	- 2.75%	- 2.75%	- 2.75%	- 4.00%

PARTIAL SUPERELEVATION TRANSITION PLAN

NOTES:

1. ALL SLOPES SHOWN ARE NORMAL TO ℄ CONSTRUCTION I.R. 75.
2. CROSS-SLOPE GIVEN RELATIVE TO PROFILE GRADE LINE
3. FOR ROUNDING DETAIL, SEE SHEET 166/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
NRF		5707994/5708001	

SUPERELEVATION TRANSITION PLAN (3 OF 3)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

173/229

1420
1565

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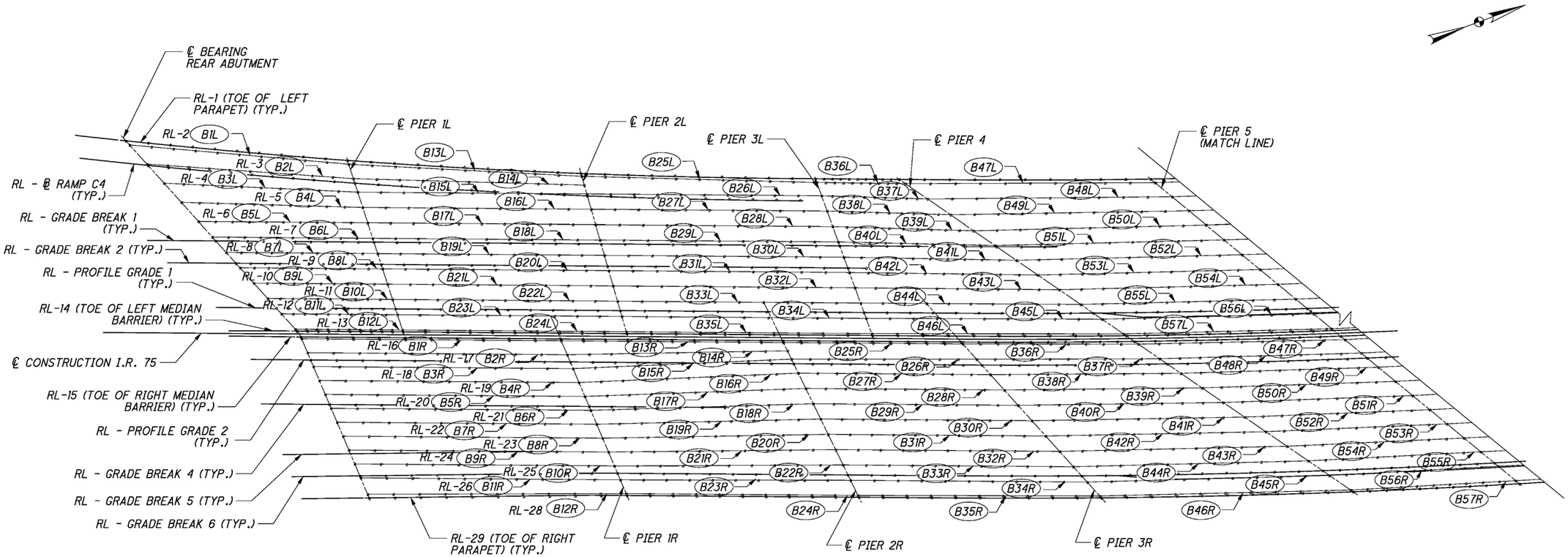

PARTIAL REFERENCE LINE LAYOUT

(SPAN 1 THRU 5)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS 6 THRU 9, SEE SHEET 175/229.
2. FOR REFERENCE LINE LAYOUT PLANS 10 THRU 13, SEE SHEET 176/229.
3. FOR SCREED, TOP OF HAUNCH AND TOP OF DECK ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.
4. FOR TYPICAL REFERENCE LINE LOCATION SECTIONS SEE SHEETS 177/229 AND 178/229.
5. FOR ROUNDING DETAIL AND LOCATIONS, SEE SHEETS 166/229 AND 171/229.

LEGEND:

(BXXX) = BEAM NUMBER

—o— = 10TH POINT REFERENCE LOCATION

RL-X = REFERENCE LINE

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57079947/5708001	

REFERENCE LINE LAYOUT (SPANS 1 - 5)

BRIDGE NO. MOT-75-1282 L/R

I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00

PID No. 77247

174/229

1421/1565

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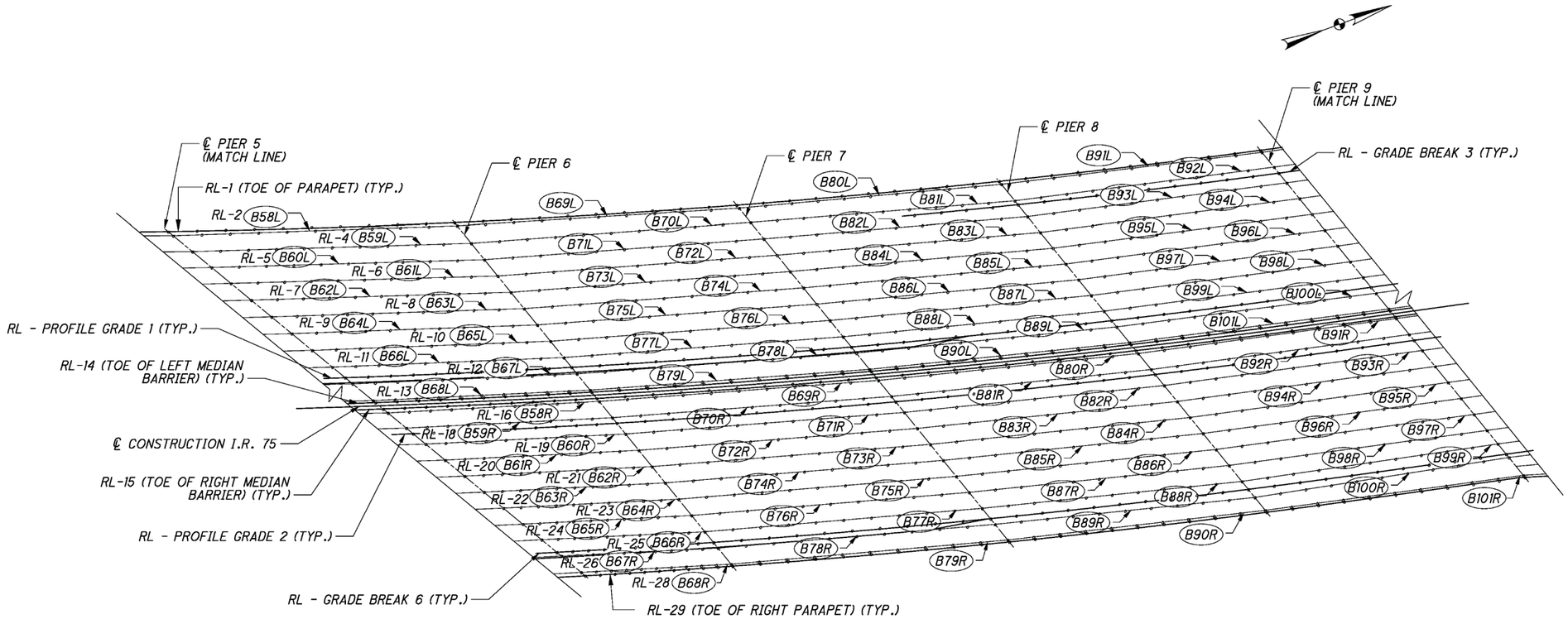

PARTIAL REFERENCE LINE LAYOUT

(SPAN 6 THRU 9)

NOTES:

1. *FOR REFERENCE LINE LAYOUT PLANS 1 THRU 5, SEE SHEET* 174/229.
2. *FOR REFERENCE LINE LAYOUT PLANS 10 THRU 13, SEE SHEET* 176/229.
3. *FOR SCREED, TOP OF HAUNCH AND TOP OF DECK ELEVATIONS, REFER TO SHEETS* 179/229 *THRU* 204/229.
4. *FOR TYPICAL REFERENCE LINE LOCATION SECTIONS SEE SHEETS* 177/229 *AND* 178/229.
5. *FOR ROUNDING DETAIL AND LOCATIONS, SEE SHEETS* 166/229 *AND* 171/229.

LEGEND:

(BXXX) = BEAM NUMBER

—o— = 10TH POINT REFERENCE LOCATION

RL-X = REFERENCE LINE

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57007994/57008001	

REFERENCE LINE LAYOUT (SPANS 6 - 9)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

175/229

1422
1565

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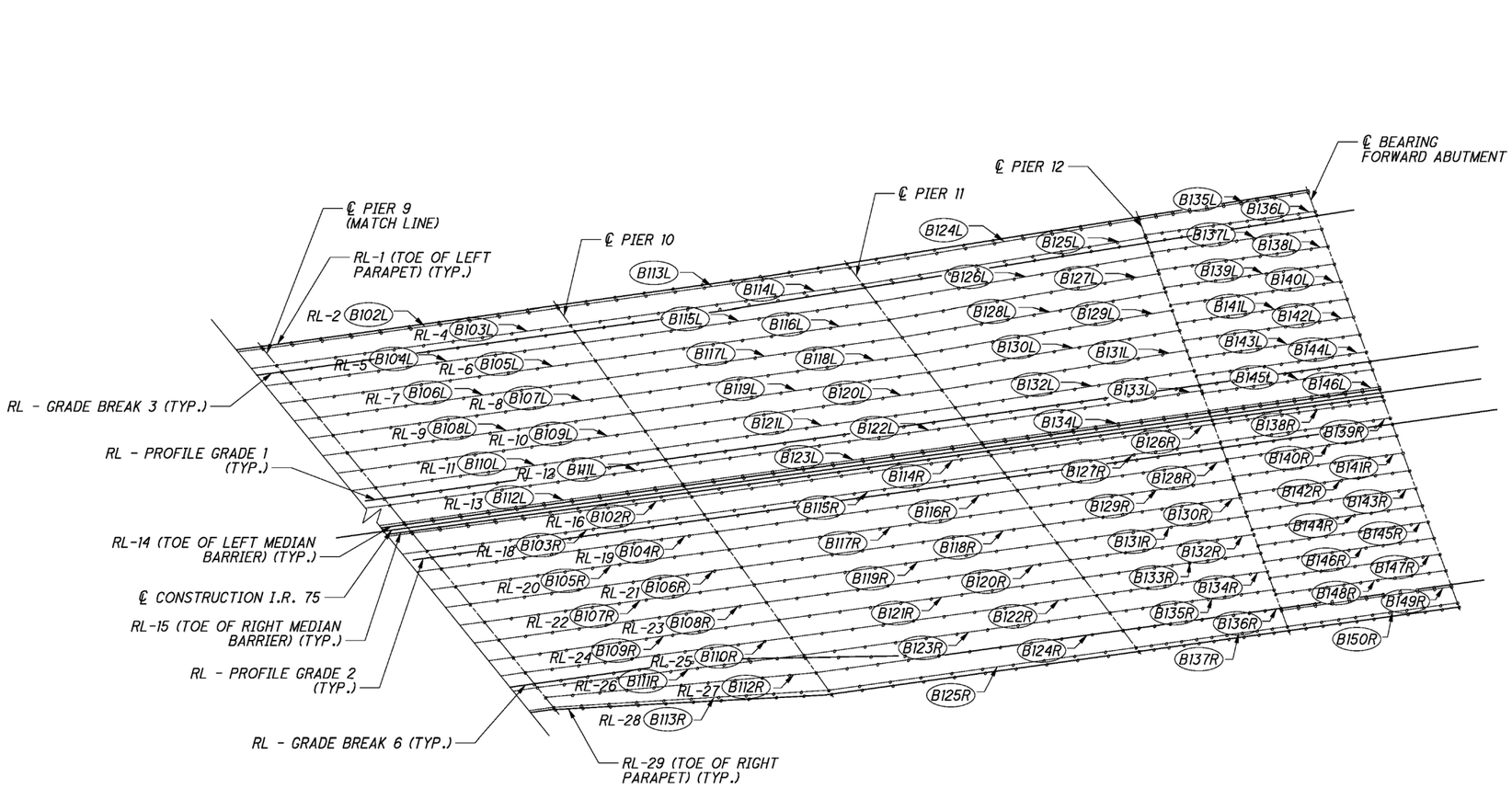

PARTIAL REFERENCE LINE LAYOUT

(SPAN 10 THRU 13)

NOTES:

1. *FOR REFERENCE LINE LAYOUT PLANS 1 THRU 5, SEE SHEET 174/229.*
2. *FOR REFERENCE LINE LAYOUT PLANS 6 THRU 9, SEE SHEET 175/229.*
3. *FOR SCREED, TOP OF HAUNCH AND TOP OF DECK ELEVATIONS, REFER TO SHEETS 179/229 THRU 204/229.*
4. *FOR TYPICAL REFERENCE LINE LOCATION SECTIONS SEE SHEETS 177/229 AND 178/229.*
5. *FOR ROUNDING DETAIL AND LOCATIONS, SEE SHEETS 166/229 AND 171/229.*

LEGEND:

(BXXX) = BEAM NUMBER

—O— = 10TH POINT REFERENCE LOCATION

RL-X = REFERENCE LINE

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JWF		57078994/57080001	

REFERENCE LINE LAYOUT (SPANS 10 - 13)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

176/229

1423
1565

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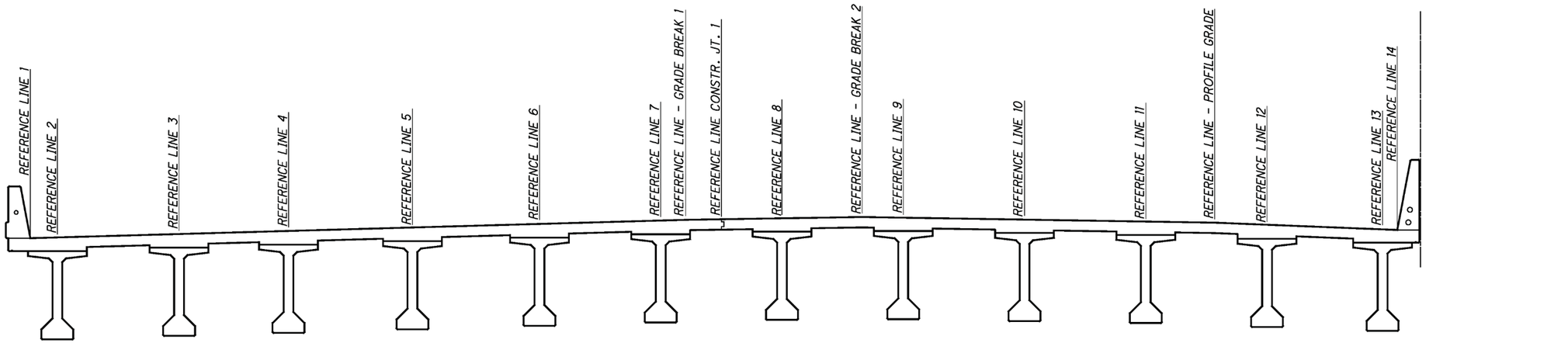
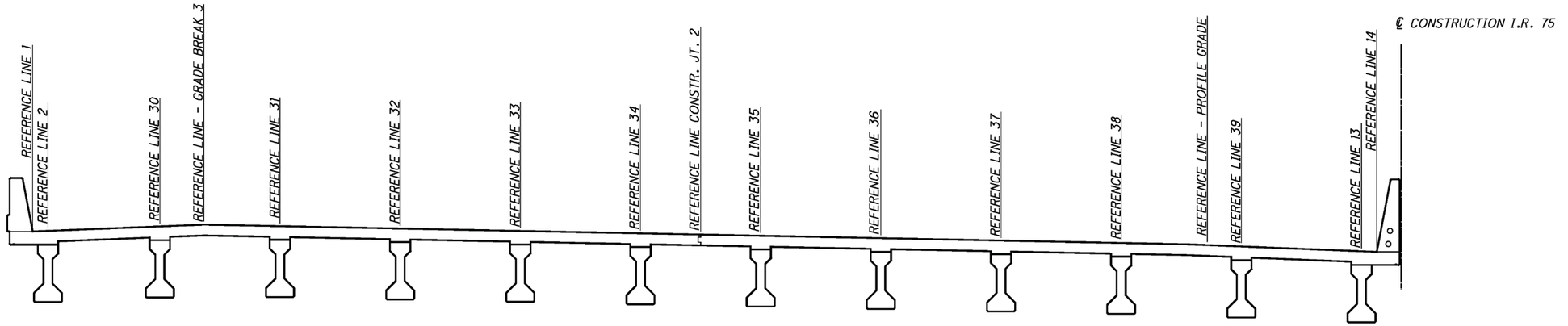


REFERENCE LINE LOCATIONS (LEFT BRIDGE SPANS 1 THRU 12)

(LOOKING UPSTATION)



REFERENCE LINE LOCATIONS (LEFT BRIDGE SPAN 13)

(LOOKING UPSTATION)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS, SEE SHEETS 174 / 229 THRU 176 / 229.
2. FOR REFERENCE ELEVATIONS, REFER TO SHEETS 179 / 229 THRU 204 / 229.
3. FOR ADDITIONAL REFERENCE LINE - GRADE BREAK LOCATIONS, SEE REFERENCE LINE LAYOUT PLANS.
4. SOME REFERENCE LINES NOT PRESENT ALONG ENTIRE SUPERSTRUCTURE, SEE REFERENCE LINE LAYOUT PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57007994/5708001	

REFERENCE LINE SECTIONS - LEFT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

177 / 229

1424
1565

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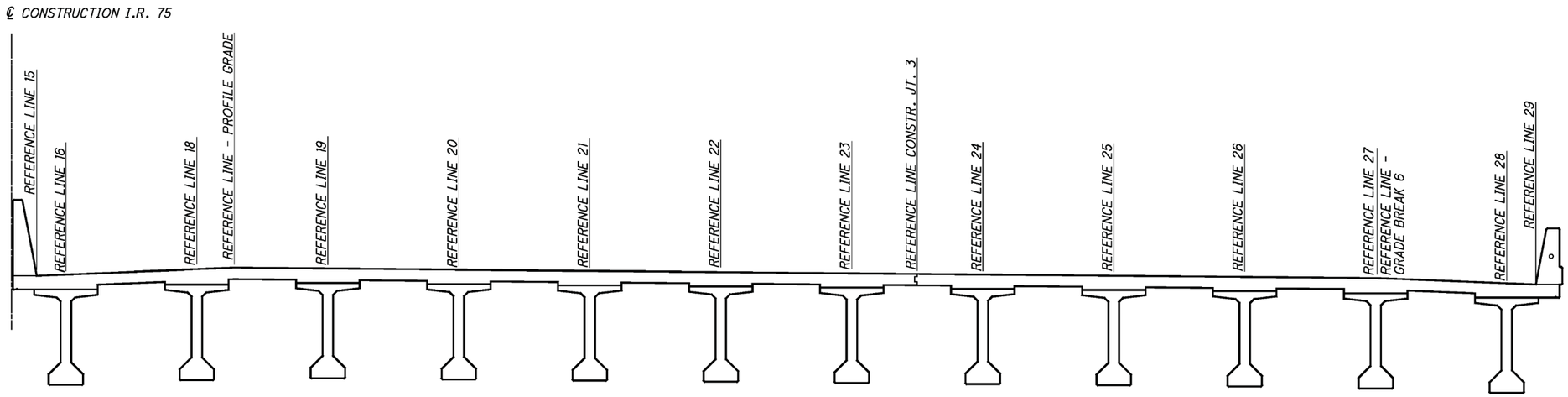
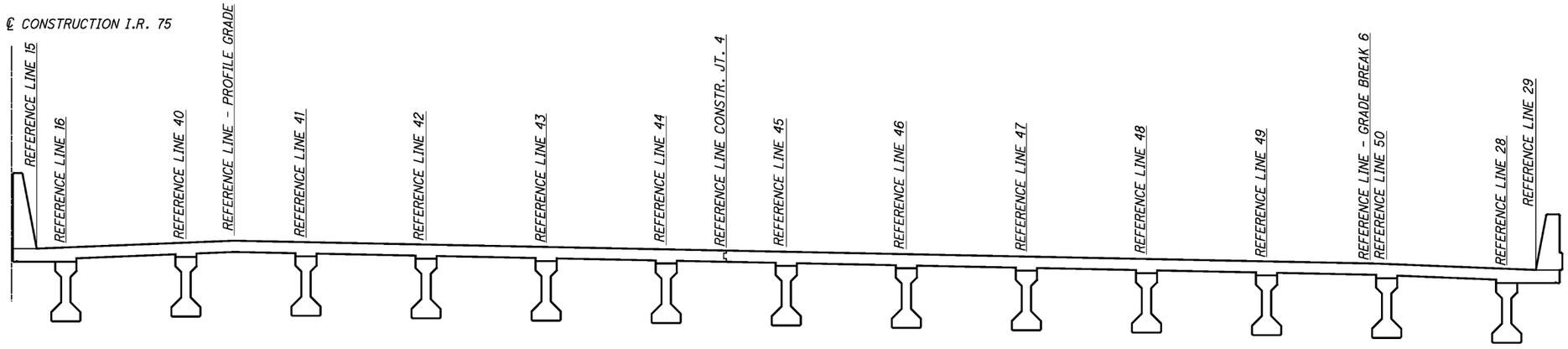


REFERENCE LINE LOCATIONS (RIGHT BRIDGE SPANS 1 THRU 12)

(LOOKING UPSTATION)



REFERENCE LINE LOCATIONS (RIGHT BRIDGE SPAN 13)

(LOOKING UPSTATION)

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS, SEE SHEETS 174 / 229 THRU 176 / 229.
2. FOR REFERENCE ELEVATIONS, REFER TO SHEETS 179 / 229 THRU 204 / 229.
3. FOR ADDITIONAL REFERENCE LINE - GRADE BREAK LOCATIONS, SEE REFERENCE LINE LAYOUT PLANS.
4. SOME REFERENCE LINES NOT PRESENT ALONG ENTIRE SUPERSTRUCTURE, SEE REFERENCE LINE LAYOUT PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

REFERENCE LINE SECTIONS - RIGHT BRIDGE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

178 / 229

1425
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 1

LOCATION		℄ BEARING REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1L
REF. LINE 1 TOE OF LEFT PARAPET	STATION	329+40.73	329+52.88	329+64.98	329+77.03	329+89.03	330+01.01	330+12.96	330+24.89	330+36.82	330+48.74	330+60.67
	FINAL TOP OF DECK ELEVATION	767.79	768.08	768.36	768.66	768.94	769.20	769.46	769.71	769.95	770.17	770.38
	SCREED ELEVATION	767.79	768.11	768.42	768.74	769.04	769.30	769.56	769.79	770.01	770.20	770.38
REF. LINE 2 BEAM B1L	STATION	329+42.74	329+54.61	329+66.47	329+78.33	329+90.19	330+02.05	330+13.91	330+25.77	330+37.63	330+49.49	330+61.35
	FINAL TOP OF DECK ELEVATION	767.89	768.17	768.45	768.73	769.01	769.27	769.52	769.77	770.01	770.24	770.45
	TOP OF HAUNCH ELEVATION	767.18	767.49	767.80	768.10	768.40	768.66	768.91	769.14	769.36	769.56	769.74
REF. LINE 3 BEAM B2L	STATION	329+52.14	329+63.24	329+74.35	329+85.48	329+96.63	330+07.80	330+18.99	330+30.20	330+41.43	330+52.67	330+63.94
	FINAL TOP OF DECK ELEVATION	768.38	768.64	768.89	769.15	769.39	769.63	769.86	770.09	770.30	770.52	770.71
	TOP OF HAUNCH ELEVATION	767.67	767.96	768.23	768.51	768.76	769.00	769.23	769.45	769.64	769.84	770.00
BASE LINE RAMP C4	STATION	329+52.80	329+64.15	329+75.45	329+86.71	329+97.93	330+09.11	330+20.27	330+31.40	330+42.53	330+53.65	330+64.76
	FINAL TOP OF DECK ELEVATION	768.41	768.68	768.96	769.22	769.47	769.71	769.95	770.18	770.39	770.60	770.80
	SCREED ELEVATION	768.41	768.70	769.01	769.29	769.55	769.79	770.03	770.25	770.44	770.62	770.80
REF. LINE 4 BEAM B3L	STATION	329+61.54	329+71.83	329+82.16	329+92.54	330+02.95	330+13.41	330+23.91	330+34.46	330+45.05	330+55.69	330+66.38
	FINAL TOP OF DECK ELEVATION	768.87	769.10	769.33	769.55	769.77	769.99	770.20	770.40	770.59	770.78	770.95
	TOP OF HAUNCH ELEVATION	768.16	768.41	768.66	768.89	769.12	769.35	769.55	769.74	769.92	770.09	770.24
REF. LINE 5 BEAM B4L	STATION	329+70.93	329+80.51	329+90.14	329+99.81	330+09.55	330+19.33	330+29.17	330+39.07	330+49.03	330+59.05	330+69.13
	FINAL TOP OF DECK ELEVATION	769.36	769.57	769.77	769.97	770.17	770.36	770.54	770.72	770.90	771.07	771.23
	TOP OF HAUNCH ELEVATION	768.65	768.88	769.09	769.30	769.51	769.70	769.88	770.05	770.22	770.38	770.52
REF. LINE 6 BEAM B5L	STATION	329+80.33	329+89.19	329+98.11	330+07.09	330+16.14	330+25.26	330+34.44	330+43.69	330+53.01	330+62.41	330+71.88
	FINAL TOP OF DECK ELEVATION	769.85	770.03	770.21	770.39	770.56	770.72	770.89	771.05	771.21	771.36	771.50
	TOP OF HAUNCH ELEVATION	769.14	769.33	769.52	769.71	769.89	770.05	770.22	770.37	770.52	770.66	770.79
REF. LINE 7 BEAM B6L	STATION	329+87.87	329+96.30	330+04.77	330+13.30	330+21.88	330+30.52	330+39.22	330+47.98	330+56.80	330+65.68	330+74.63
	FINAL TOP OF DECK ELEVATION	770.24	770.41	770.57	770.74	770.90	771.05	771.21	771.35	771.50	771.64	771.77
	TOP OF HAUNCH ELEVATION	769.53	769.71	769.88	770.05	770.22	770.37	770.53	770.66	770.81	770.94	771.06
REF. LINE GRADE BREAK 1	STATION	329+89.78	329+98.09	330+06.45	330+14.87	330+23.33	330+31.86	330+40.43	330+49.06	330+57.76	330+66.51	330+75.33
	FINAL TOP OF DECK ELEVATION	770.34	770.50	770.66	770.83	770.98	771.14	771.28	771.43	771.57	771.71	771.84
	SCREED ELEVATION	770.34	770.51	770.68	770.85	771.01	771.17	771.31	771.45	771.59	771.72	771.84
REF. LINE XX CONSTR. JOINT	STATION	329+91.64	330+00.08	330+08.52	330+16.96	330+25.40	330+33.84	330+42.26	330+50.70	330+59.14	330+67.57	330+76.01
	FINAL TOP OF DECK ELEVATION	770.40	770.57	770.74	770.90	771.05	771.20	771.35	771.49	771.63	771.76	771.89
	SCREED ELEVATION	770.40	770.58	770.76	770.92	771.08	771.23	771.38	771.51	771.65	771.77	771.89
REF. LINE 8 BEAM B7L	STATION	329+95.42	330+03.40	330+11.43	330+19.51	330+27.63	330+35.79	330+44.01	330+52.27	330+60.59	330+68.96	330+77.38
	FINAL TOP OF DECK ELEVATION	770.55	770.71	770.86	771.01	771.16	771.30	771.44	771.58	771.71	771.85	771.98
	TOP OF HAUNCH ELEVATION	769.84	770.01	770.16	770.32	770.47	770.61	770.75	770.89	771.01	771.15	771.27
REF. LINE GRADE BREAK 2	STATION	330+00.75	330+08.43	330+16.14	330+23.90	330+31.69	330+39.52	330+47.39	330+55.31	330+63.27	330+71.28	330+79.33
	FINAL TOP OF DECK ELEVATION	770.74	770.89	771.04	771.18	771.32	771.46	771.59	771.72	771.85	771.98	772.09
	SCREED ELEVATION	770.74	770.89	771.05	771.19	771.34	771.48	771.61	771.73	771.86	771.98	772.09
REF. LINE 9 BEAM B8L	STATION	330+02.96	330+10.51	330+18.09	330+25.71	330+33.37	330+41.06	330+48.79	330+56.57	330+64.38	330+72.23	330+80.13
	FINAL TOP OF DECK ELEVATION	770.75	770.89	771.03	771.18	771.32	771.44	771.58	771.70	771.83	771.95	772.06
	TOP OF HAUNCH ELEVATION	770.04	770.19	770.33	770.49	770.63	770.75	770.89	771.01	771.13	771.25	771.35
REF. LINE 10 BEAM B9L	STATION	330+10.50	330+17.62	330+24.75	330+31.92	330+39.11	330+46.33	330+53.58	330+60.86	330+68.17	330+75.51	330+82.89
	FINAL TOP OF DECK ELEVATION	770.76	770.89	771.03	771.15	771.28	771.40	771.53	771.64	771.75	771.87	771.98
	TOP OF HAUNCH ELEVATION	770.05	770.19	770.33	770.45	770.58	770.71	770.83	770.94	771.05	771.17	771.27
REF. LINE 11 BEAM B10L	STATION	330+18.05	330+24.72	330+31.42	330+38.13	330+44.85	330+51.60	330+58.37	330+65.15	330+71.96	330+78.79	330+85.64
	FINAL TOP OF DECK ELEVATION	770.77	770.89	771.01	771.13	771.25	771.36	771.47	771.57	771.68	771.79	771.89
	TOP OF HAUNCH ELEVATION	770.06	770.18	770.31	770.43	770.55	770.66	770.77	770.87	770.98	771.08	771.18
REF. LINE LEFT PROFILE GRADE	STATION	330+22.70	330+29.10	330+35.52	330+41.95	330+48.39	330+54.85	330+61.32	330+67.80	330+74.29	330+80.81	330+87.33
	FINAL TOP OF DECK ELEVATION	770.77	770.89	771.01	771.12	771.23	771.33	771.44	771.54	771.64	771.74	771.83
	SCREED ELEVATION	770.77	770.89	771.01	771.13	771.24	771.34	771.45	771.55	771.64	771.74	771.83
REF. LINE 12 BEAM B11L	STATION	330+25.59	330+31.83	330+38.08	330+44.33	330+50.60	330+56.87	330+63.15	330+69.45	330+75.75	330+82.06	330+88.39
	FINAL TOP OF DECK ELEVATION	770.70	770.81	770.92	771.03	771.13	771.24	771.34	771.44	771.53	771.62	771.72
	TOP OF HAUNCH ELEVATION	769.99	770.10	770.22	770.33	770.43	770.54	770.64	770.74	770.83	770.91	771.01
REF. LINE 13 BEAM B12L	STATION	330+33.14	330+38.94	330+44.74	330+50.54	330+56.34	330+62.14	330+67.94	330+73.74	330+79.54	330+85.34	330+91.14
	FINAL TOP OF DECK ELEVATION	770.50	770.61	770.71	770.80	770.90	770.99	771.08	771.17	771.26	771.34	771.42
	TOP OF HAUNCH ELEVATION	769.79	769.90	770.00	770.10	770.20	770.29	770.38	770.47	770.55	770.63	770.71
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	330+34.05	330+39.80	330+45.55	330+51.29	330+57.03	330+62.78	330+68.52	330+74.26	330+80.00	330+85.74	330+91.47
	FINAL TOP OF DECK ELEVATION	770.48	770.59	770.68	770.78	770.87	770.97	771.05	771.14	771.22	771.31	771.39
	SCREED ELEVATION	770.48	770.59	770.68	770.78	770.87	770.97	771.05	771.14	771.22	771.31	771.39

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

179/229

1426
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 2

LOCATION		℄ PIER 1L	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2L
REF. LINE 1 TOE OF LEFT PARAPET	STATION	330+60.67	330+73.37	330+86.06	330+98.74	331+11.39	331+24.04	331+36.67	331+49.29	331+61.89	331+74.48	331+87.07
	FINAL TOP OF DECK ELEVATION	770.38	770.61	770.81	771.01	771.19	771.37	771.53	771.68	771.82	771.94	772.02
	SCREED ELEVATION	770.38	770.64	770.87	771.09	771.29	771.47	771.63	771.76	771.88	771.97	772.02
REF. LINE 2 BEAM B13L	STATION	330+61.35	330+73.97	330+86.58	330+99.20	331+11.82	331+24.43	331+37.05	331+49.66	331+62.28	331+74.90	331+87.51
	FINAL TOP OF DECK ELEVATION	770.45	770.67	770.87	771.05	771.23	771.41	771.56	771.72	771.86	771.99	772.07
	TOP OF HAUNCH ELEVATION	769.74	769.99	770.22	770.42	770.62	770.80	770.95	771.09	771.21	771.31	771.36
REF. LINE 3 BEAM B14L	STATION	330+63.94	330+76.43	330+88.92	331+01.42	331+13.91	331+26.41	331+38.90	331+51.41	331+63.91	331+76.41	331+88.92
	FINAL TOP OF DECK ELEVATION	770.71	770.91	771.10	771.28	771.45	771.61	771.75	771.89	772.02	772.14	772.21
	TOP OF HAUNCH ELEVATION	770.00	770.23	770.45	770.65	770.83	771.00	771.13	771.26	771.37	771.46	771.50
BASE LINE RAMP C4	STATION	330+64.76	330+77.42	330+90.06	331+02.68	331+15.29	331+27.88	331+40.46	331+53.02	331+65.57	331+78.11	331+90.64
	FINAL TOP OF DECK ELEVATION	770.80	771.01	771.21	771.40	771.58	771.75	771.91	772.06	772.19	772.31	772.37
	SCREED ELEVATION	770.80	771.04	771.27	771.48	771.68	771.85	772.01	772.14	772.25	772.34	772.37
REF. LINE 4 BEAM B15L	STATION	330+66.38	330+78.76	330+91.14	331+03.53	331+15.91	331+28.31	331+40.70	331+53.10	331+65.51	331+77.91	331+90.33
	FINAL TOP OF DECK ELEVATION	770.95	771.15	771.32	771.49	771.64	771.79	771.94	772.07	772.18	772.29	772.34
	TOP OF HAUNCH ELEVATION	770.24	770.47	770.67	770.86	771.03	771.18	771.33	771.44	771.53	771.61	771.63
REF. LINE 5 BEAM B16L	STATION	330+69.13	330+81.48	330+93.83	331+06.19	331+18.54	331+30.90	331+43.27	331+55.64	331+68.01	331+80.38	331+92.76
	FINAL TOP OF DECK ELEVATION	771.23	771.41	771.59	771.76	771.91	772.06	772.19	772.32	772.43	772.54	772.58
	TOP OF HAUNCH ELEVATION	770.52	770.74	770.95	771.14	771.31	771.47	771.59	771.70	771.79	771.87	771.87
REF. LINE 6 BEAM B17L	STATION	330+71.88	330+84.20	330+96.52	331+08.85	331+21.17	331+33.50	331+45.84	331+58.17	331+70.51	331+82.85	331+95.20
	FINAL TOP OF DECK ELEVATION	771.50	771.68	771.86	772.02	772.17	772.32	772.45	772.57	772.69	772.78	772.82
	TOP OF HAUNCH ELEVATION	770.79	771.01	771.22	771.40	771.57	771.73	771.85	771.95	772.05	772.11	772.11
REF. LINE 7 BEAM B18L	STATION	330+74.63	330+86.92	330+99.21	331+11.51	331+23.80	331+36.10	331+48.40	331+60.70	331+73.01	331+85.32	331+97.63
	FINAL TOP OF DECK ELEVATION	771.77	771.95	772.12	772.29	772.43	772.58	772.71	772.83	772.95	773.02	773.06
	TOP OF HAUNCH ELEVATION	771.06	771.27	771.48	771.67	771.83	771.98	772.11	772.21	772.31	772.34	772.35
REF. LINE GRADE BREAK 1	STATION	330+75.33	330+87.61	330+99.89	331+12.18	331+24.47	331+36.76	331+49.05	331+61.34	331+73.64	331+85.94	331+98.24
	FINAL TOP OF DECK ELEVATION	771.84	772.02	772.19	772.35	772.50	772.65	772.77	772.89	773.01	773.08	773.12
	SCREED ELEVATION	771.84	772.05	772.26	772.44	772.61	772.76	772.88	772.98	773.08	773.11	773.12
REF. LINE XX CONSTR. JOINT	STATION	330+76.01	330+88.29	331+00.58	331+12.86	331+25.14	331+37.43	331+49.71	331+62.00	331+74.28	331+86.56	331+98.85
	FINAL TOP OF DECK ELEVATION	771.89	722.07	722.23	722.39	722.54	772.68	772.81	772.94	773.05	773.11	773.15
	SCREED ELEVATION	771.89	722.10	722.30	722.48	722.65	772.79	772.92	773.03	773.12	773.14	773.15
REF. LINE 8 BEAM B19L	STATION	330+77.38	330+89.64	331+01.90	331+14.17	331+26.43	331+38.70	331+50.97	331+63.24	331+75.51	331+87.79	332+00.06
	FINAL TOP OF DECK ELEVATION	771.98	772.15	772.32	772.47	772.62	772.76	772.89	773.01	773.12	773.19	773.22
	TOP OF HAUNCH ELEVATION	771.27	771.47	771.68	771.85	772.02	772.16	772.29	772.39	772.48	772.51	772.51
REF. LINE GRADE BREAK 2	STATION	330+79.33	330+91.57	331+03.81	331+16.05	331+28.29	331+40.54	331+52.78	331+65.03	331+77.28	331+89.53	332+01.79
	FINAL TOP OF DECK ELEVATION	772.09	772.27	772.44	772.59	772.74	772.88	773.01	773.12	773.23	773.28	773.32
	SCREED ELEVATION	772.09	772.30	772.50	772.68	772.84	772.99	773.11	773.21	773.29	773.31	773.32
REF. LINE 9 BEAM B20L	STATION	330+80.13	330+92.36	331+04.59	331+16.83	331+29.06	331+41.30	331+53.53	331+65.77	331+78.01	331+90.26	332+02.50
	FINAL TOP OF DECK ELEVATION	772.06	772.24	772.41	772.56	772.71	772.84	772.98	773.09	773.20	773.25	773.29
	TOP OF HAUNCH ELEVATION	771.35	771.56	771.77	771.94	772.11	772.24	772.38	772.47	772.56	772.57	772.58
REF. LINE 10 BEAM B21L	STATION	330+82.89	330+95.08	331+07.29	331+19.49	331+31.69	331+43.89	331+56.10	331+68.31	331+80.51	331+92.72	332+04.93
	FINAL TOP OF DECK ELEVATION	771.98	772.15	772.31	772.46	772.61	772.74	772.87	772.98	773.09	773.15	773.20
	TOP OF HAUNCH ELEVATION	771.27	771.47	771.67	771.84	772.01	772.14	772.27	772.36	772.44	772.47	772.49
REF. LINE 11 BEAM B22L	STATION	330+85.64	330+97.81	331+09.98	331+22.15	331+34.32	331+46.49	331+58.67	331+70.84	331+83.02	331+95.19	332+07.37
	FINAL TOP OF DECK ELEVATION	771.89	772.05	772.21	772.36	772.50	772.64	772.76	772.87	772.97	773.06	773.13
	TOP OF HAUNCH ELEVATION	771.18	771.37	771.56	771.74	771.89	772.04	772.15	772.25	772.32	772.38	772.42
REF. LINE LEFT PROFILE GRADE	STATION	330+87.33	330+99.48	331+11.63	331+23.79	331+35.94	331+48.09	331+60.25	331+72.40	331+84.56	331+96.71	332+08.87
	FINAL TOP OF DECK ELEVATION	771.83	771.99	772.15	772.30	772.44	772.57	772.69	772.80	772.91	773.00	773.08
	SCREED ELEVATION	771.83	772.02	772.21	772.39	772.54	772.68	772.79	772.89	772.97	773.03	773.08
REF. LINE 12 BEAM B23L	STATION	330+88.39	331+00.53	331+12.67	331+24.81	331+36.95	331+49.09	331+61.23	331+73.37	331+85.52	331+97.66	332+09.80
	FINAL TOP OF DECK ELEVATION	771.72	771.88	772.04	772.19	772.32	772.45	772.57	772.69	772.79	772.88	772.96
	TOP OF HAUNCH ELEVATION	771.01	771.20	771.39	771.57	771.71	771.85	771.96	772.07	772.14	772.20	772.25
REF. LINE 13 BEAM B24L	STATION	330+91.14	331+03.25	331+15.36	331+27.47	331+39.58	331+51.69	331+63.80	331+75.91	331+88.02	332+00.13	332+12.24
	FINAL TOP OF DECK ELEVATION	771.42	771.59	771.74	771.88	772.03	772.16	772.27	772.38	772.48	772.57	772.65
	TOP OF HAUNCH ELEVATION	770.71	770.91	771.08	771.24	771.41	771.54	771.65	771.74	771.82	771.89	771.94
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	330+91.47	331+03.58	331+15.68	331+27.79	331+39.90	331+52.00	331+64.11	331+76.22	331+88.32	332+00.43	332+12.53
	FINAL TOP OF DECK ELEVATION	771.39	771.55	771.71	771.85	771.99	772.12	772.23	772.34	772.44	772.53	772.61
	SCREED ELEVATION	771.39	771.58	771.76	771.92	772.08	772.21	772.32	772.41	772.49	772.56	772.61

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

180/229

1427
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 3

LOCATION		℄ PIER 2L	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3L
REF. LINE 1 TOE OF LEFT PARAPET	STATION	331+87.07	331+99.82	332+12.55	332+25.28	332+37.99	332+50.69	332+63.38	332+76.04	332+88.70	333+01.33	333+13.95
	FINAL TOP OF DECK ELEVATION	772.02	772.07	772.11	772.13	772.15	772.15	772.14	772.12	772.09	772.04	771.99
	SCREED ELEVATION	772.02	772.11	772.18	772.23	772.26	772.27	772.25	772.22	772.16	772.07	771.99
REF. LINE 2 BEAM B25L	STATION	331+87.51	332+00.23	332+12.95	332+25.67	332+38.38	332+51.10	332+63.82	332+76.54	332+89.26	333+01.97	333+14.69
	FINAL TOP OF DECK ELEVATION	772.07	772.11	772.14	772.16	772.18	772.18	772.18	772.16	772.13	772.09	772.05
	TOP OF HAUNCH ELEVATION	771.36	771.44	771.50	771.55	771.59	771.59	771.59	771.55	771.49	771.42	771.34
REF. LINE 4 BEAM B26L	STATION	331+90.33	332+03.04	332+15.76	332+28.47	332+41.18	332+53.89	332+66.59	332+79.29	332+91.98	333+04.67	333+17.36
	FINAL TOP OF DECK ELEVATION	772.34	772.38	772.40	772.41	772.42	772.41	772.40	772.37	772.33	772.29	772.23
	TOP OF HAUNCH ELEVATION	771.63	771.71	771.77	771.81	771.83	771.83	771.81	771.77	771.70	771.62	771.52
BASE LINE RAMP C4	STATION	331+90.64	332+03.48	332+16.31	332+29.12	332+41.92	332+54.71	332+67.49	332+80.24	332+92.98	333+05.71	333+06.77
	FINAL TOP OF DECK ELEVATION	772.37	772.42	772.45	772.47	772.48	772.48	772.47	772.45	772.41	772.36	772.36
	SCREED ELEVATION	772.37	772.46	772.53	772.57	772.60	772.61	772.59	772.55	772.48	772.40	772.36
REF. LINE 5 BEAM B27L	STATION	331+92.76	332+05.54	332+18.32	332+31.09	332+43.87	332+56.64	332+69.40	332+82.17	332+94.93	333+07.68	333+20.44
	FINAL TOP OF DECK ELEVATION	772.58	772.61	772.64	772.65	772.65	772.64	772.63	772.60	772.55	772.50	772.45
	TOP OF HAUNCH ELEVATION	771.87	771.94	772.01	772.05	772.07	772.06	772.05	772.00	771.92	771.83	771.74
REF. LINE 6 BEAM B28L	STATION	331+95.20	332+08.04	332+20.88	332+33.72	332+46.55	332+59.39	332+72.22	332+85.04	332+97.87	333+10.69	333+23.51
	FINAL TOP OF DECK ELEVATION	772.82	772.85	772.87	772.88	772.88	772.87	772.85	772.82	772.78	772.72	772.66
	TOP OF HAUNCH ELEVATION	772.11	772.18	772.24	772.28	772.30	772.30	772.27	772.22	772.15	772.05	771.95
REF. LINE 7 BEAM B29L	STATION	331+97.63	332+10.54	332+23.44	332+36.44	332+49.24	332+62.14	332+75.03	332+87.92	333+00.81	333+13.70	333+26.59
	FINAL TOP OF DECK ELEVATION	773.06	773.09	773.10	773.11	773.11	773.10	773.07	773.04	772.99	772.94	772.88
	TOP OF HAUNCH ELEVATION	772.35	772.42	772.47	772.51	772.53	772.53	772.49	772.44	772.36	772.27	772.17
REF. LINE GRADE BREAK 1	STATION	331+98.24	332+11.17	332+24.09	332+37.00	332+49.92	332+62.83	332+75.74	332+88.65	333+01.56	333+14.46	333+27.36
	FINAL TOP OF DECK ELEVATION	773.12	773.15	773.16	773.17	773.17	773.16	773.13	773.10	773.05	773.00	772.93
	SCREED ELEVATION	773.12	773.19	773.24	773.28	773.30	773.30	773.26	773.21	773.13	773.04	772.93
REF. LINE XX CONSTR. JOINT	STATION	331+98.85	332+11.78	332+24.70	332+37.63	332+50.56	332+63.49	332+76.42	332+89.34	333+02.27	333+15.20	333+28.12
	FINAL TOP OF DECK ELEVATION	773.15	773.18	773.20	773.20	733.20	773.19	773.16	773.13	773.08	773.03	772.96
	SCREED ELEVATION	773.15	773.22	773.28	773.31	733.33	773.33	773.29	773.24	773.16	773.07	772.96
REF. LINE 8 BEAM B30L	STATION	332+00.06	332+13.03	332+26.00	332+38.96	332+51.93	332+64.89	332+77.85	332+90.80	333+03.76	333+16.71	333+29.66
	FINAL TOP OF DECK ELEVATION	773.22	773.25	773.27	773.27	773.27	773.25	773.23	773.19	773.14	773.09	773.02
	TOP OF HAUNCH ELEVATION	772.51	772.58	772.64	772.67	772.69	772.68	772.65	772.59	772.51	772.42	772.31
REF. LINE GRADE BREAK 2	STATION	332+01.79	332+14.80	332+27.81	332+40.82	332+53.83	332+66.83	332+79.84	332+92.84	333+05.84	333+18.84	333+31.84
	FINAL TOP OF DECK ELEVATION	773.32	773.34	773.36	773.36	773.36	773.34	773.31	773.28	773.23	773.17	773.10
	SCREED ELEVATION	773.32	773.38	773.44	773.47	773.49	773.48	773.44	773.39	773.31	773.21	773.10
REF. LINE 9 BEAM B31L	STATION	332+02.50	332+15.53	332+28.56	332+41.59	332+54.61	332+67.64	332+80.66	332+93.68	333+06.70	333+19.72	333+32.74
	FINAL TOP OF DECK ELEVATION	773.29	773.32	773.34	773.35	773.36	773.34	773.32	773.29	773.24	773.19	773.12
	TOP OF HAUNCH ELEVATION	772.58	772.65	772.71	772.76	772.79	772.77	772.75	772.70	772.61	772.52	772.41
REF. LINE 10 BEAM B32L	STATION	332+04.93	332+18.03	332+31.12	332+44.21	332+57.30	332+70.39	332+83.47	332+96.56	333+09.65	333+22.73	333+35.81
	FINAL TOP OF DECK ELEVATION	773.20	773.26	773.29	773.32	773.34	773.35	773.34	773.33	773.30	773.27	773.22
	TOP OF HAUNCH ELEVATION	772.49	772.59	772.67	772.73	772.77	772.79	772.77	772.74	772.68	772.60	772.51
REF. LINE 11 BEAM B33L	STATION	332+07.37	332+20.52	332+33.68	332+46.83	332+59.98	332+73.14	332+86.29	332+99.44	333+12.59	333+25.74	333+38.89
	FINAL TOP OF DECK ELEVATION	773.13	773.20	773.25	773.30	773.33	773.36	773.38	773.38	773.37	773.35	773.32
	TOP OF HAUNCH ELEVATION	772.42	772.54	772.63	772.71	772.76	772.80	772.81	772.79	772.75	772.69	772.61
REF. LINE LEFT PROFILE GRADE	STATION	332+08.87	332+22.06	332+35.26	332+48.45	332+61.64	332+74.83	332+88.02	333+01.21	333+14.40	333+27.59	333+40.78
	FINAL TOP OF DECK ELEVATION	773.08	773.16	773.23	773.29	773.34	773.37	773.40	773.41	773.41	773.41	773.39
	SCREED ELEVATION	773.08	773.20	773.32	773.41	773.48	773.52	773.54	773.53	773.50	773.45	773.39
REF. LINE 12 BEAM B34L	STATION	332+09.80	332+23.02	332+36.24	332+49.45	332+62.67	332+75.89	332+89.10	333+02.32	333+15.53	333+28.75	333+41.96
	FINAL TOP OF DECK ELEVATION	772.96	773.04	773.11	773.17	773.21	773.25	773.27	773.29	773.29	773.28	773.26
	TOP OF HAUNCH ELEVATION	772.25	772.38	772.49	772.58	772.64	772.69	772.70	772.70	772.67	772.62	772.55
REF. LINE 13 BEAM B35L	STATION	332+12.24	332+25.52	332+38.80	332+52.08	332+65.36	332+78.64	332+91.92	333+05.20	333+18.48	333+31.76	333+45.04
	FINAL TOP OF DECK ELEVATION	772.65	772.73	772.79	772.85	772.89	772.93	772.95	772.96	772.96	772.94	772.92
	TOP OF HAUNCH ELEVATION	771.94	772.06	772.16	772.25	772.31	772.35	772.37	772.36	772.33	772.27	772.21
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	332+12.53	332+25.82	332+39.11	332+52.40	332+65.68	332+78.97	332+92.26	333+05.55	333+18.83	333+32.12	333+45.41
	FINAL TOP OF DECK ELEVATION	772.61	772.69	772.75	772.81	772.85	772.89	772.91	772.92	772.92	772.90	772.88
	SCREED ELEVATION	772.61	772.73	772.83	772.91	772.97	773.02	773.03	773.02	773.00	772.94	772.88

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

181/229

1428
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 4

LOCATION		℄ PIER 3L	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
REF. LINE 1 TOE OF LEFT PARAPET	STATION	333+13.95	333+18.51	333+23.06	333+27.61	333+32.15	333+36.68	333+41.21	333+45.73	333+50.24	333+54.75	333+59.25
	FINAL TOP OF DECK ELEVATION	771.99	771.97	771.95	771.92	771.90	771.87	771.84	771.81	771.78	771.75	771.72
	SCREED ELEVATION	771.99	771.97	771.95	771.92	771.90	771.88	771.84	771.81	771.78	771.75	771.72
REF. LINE 2 BEAM B36L	STATION	333+14.69	333+19.48	333+24.27	333+29.07	333+33.86	333+38.65	333+43.44	333+48.23	333+53.02	333+57.82	333+62.61
	FINAL TOP OF DECK ELEVATION	772.05	772.02	772.00	771.97	771.94	771.91	771.89	771.85	771.82	771.79	771.75
	TOP OF HAUNCH ELEVATION	771.34	771.31	771.29	771.27	771.24	771.21	771.19	771.15	771.11	771.08	771.04
REF. LINE 4 BEAM B37L	STATION	333+17.36	333+22.98	333+28.63	333+34.30	333+40.00	333+45.72	333+51.46	333+57.23	333+63.03	333+68.86	333+74.71
	FINAL TOP OF DECK ELEVATION	772.23	772.21	772.18	772.15	772.12	772.08	772.05	772.01	771.97	771.92	771.88
	TOP OF HAUNCH ELEVATION	771.52	771.50	771.48	771.45	771.42	771.38	771.35	771.31	771.27	771.21	771.17
REF. LINE 5 BEAM B38L	STATION	333+20.44	333+26.97	333+33.53	333+40.13	333+46.75	333+53.41	333+60.11	333+66.83	333+73.59	333+80.38	333+87.21
	FINAL TOP OF DECK ELEVATION	772.45	772.42	772.38	772.34	772.31	772.27	772.22	772.17	772.12	772.06	772.01
	TOP OF HAUNCH ELEVATION	771.74	771.71	771.68	771.64	771.61	771.57	771.52	771.47	771.42	771.35	771.30
REF. LINE 6 BEAM B39L	STATION	333+23.51	333+30.95	333+38.44	333+45.95	333+53.51	333+61.11	333+68.75	333+76.43	333+84.15	333+91.94	333+99.85
	FINAL TOP OF DECK ELEVATION	772.66	772.63	772.59	772.54	772.49	772.44	772.38	772.33	772.26	772.19	772.12
	TOP OF HAUNCH ELEVATION	771.95	771.93	771.89	771.84	771.80	771.74	771.69	771.63	771.56	771.49	771.41
REF. LINE 7 BEAM B40L	STATION	333+26.59	333+34.91	333+43.27	333+51.66	333+60.09	333+68.55	333+77.04	333+85.57	333+94.19	334+02.88	334+11.61
	FINAL TOP OF DECK ELEVATION	772.88	772.83	772.79	772.73	772.67	772.60	772.54	772.47	772.39	772.31	772.22
	TOP OF HAUNCH ELEVATION	772.17	772.13	772.09	772.04	771.98	771.92	771.85	771.78	771.69	771.61	771.51
REF. LINE GRADE BREAK 1	STATION	333+27.36	333+35.85	333+44.35	333+52.85	333+61.36	333+69.87	333+78.39	333+86.91	333+95.45	334+04.00	334+12.55
	FINAL TOP OF DECK ELEVATION	772.93	772.88	772.83	772.77	772.71	772.64	772.57	772.49	772.40	772.32	772.22
	SCREED ELEVATION	772.93	772.89	772.84	772.79	772.73	772.66	772.59	772.51	772.41	772.33	772.22
REF. LINE XX CONSTR. JOINT	STATION	333+28.12	333+36.86	333+45.60	333+54.34	333+63.08	333+71.82	333+80.56	333+89.30	333+98.04	334+06.78	334+15.52
	FINAL TOP OF DECK ELEVATION	772.96	772.91	772.85	772.79	772.73	772.66	772.59	772.51	772.42	772.34	772.26
	SCREED ELEVATION	772.96	772.92	772.86	772.81	772.75	772.68	772.61	772.53	772.43	772.35	772.26
REF. LINE 8 BEAM B41L	STATION	333+29.66	333+38.87	333+48.11	333+57.37	333+66.67	333+75.99	333+85.24	333+94.76	334+04.26	334+13.78	334+23.34
	FINAL TOP OF DECK ELEVATION	773.02	772.96	772.90	772.84	772.78	772.72	772.64	772.56	772.47	772.38	772.29
	TOP OF HAUNCH ELEVATION	772.31	772.26	772.21	772.16	772.10	772.05	771.96	771.88	771.78	771.68	771.58
REF. LINE GRADE BREAK 2	STATION	333+31.84	333+49.48	-	-	-	-	-	-	-	-	-
	FINAL TOP OF DECK ELEVATION	773.10	772.99	-	-	-	-	-	-	-	-	-
	SCREED ELEVATION	773.10	773.00	-	-	-	-	-	-	-	-	-
REF. LINE 9 BEAM B42L	STATION	333+32.74	333+42.83	333+52.94	333+63.08	333+73.24	333+83.42	333+93.66	334+03.96	334+14.29	334+24.64	334+35.02
	FINAL TOP OF DECK ELEVATION	773.12	773.07	773.00	772.95	772.89	772.82	772.74	772.66	772.57	772.47	772.38
	TOP OF HAUNCH ELEVATION	772.41	772.37	772.32	772.28	772.23	772.16	772.08	771.99	771.89	771.77	771.67
REF. LINE 10 BEAM B43L	STATION	333+35.81	333+46.79	333+57.78	333+68.79	333+79.81	333+90.87	334+01.99	334+13.13	334+24.29	334+35.47	334+46.66
	FINAL TOP OF DECK ELEVATION	773.22	773.17	773.12	773.07	773.00	772.93	772.85	772.77	772.68	772.58	772.47
	TOP OF HAUNCH ELEVATION	772.51	772.48	772.45	772.41	772.35	772.29	772.20	772.11	772.01	771.89	771.76
REF. LINE 11 BEAM B44L	STATION	333+38.89	333+50.75	333+62.62	333+74.50	333+86.39	333+98.33	334+10.29	334+22.27	334+34.26	334+46.25	334+58.26
	FINAL TOP OF DECK ELEVATION	773.32	773.28	773.24	773.19	773.13	773.06	772.98	772.90	772.80	772.70	772.59
	TOP OF HAUNCH ELEVATION	772.61	772.60	772.58	772.55	772.51	772.44	772.36	772.26	772.14	772.02	771.88
REF. LINE LEFT PROFILE GRADE	STATION	333+40.78	333+53.20	333+65.64	333+78.10	333+90.57	334+03.08	334+15.57	334+28.02	334+40.43	334+52.78	334+65.07
	FINAL TOP OF DECK ELEVATION	773.39	773.36	773.32	773.27	773.21	773.15	773.07	772.98	772.89	772.78	772.66
	SCREED ELEVATION	773.39	773.39	773.38	773.36	773.31	773.26	773.17	773.07	772.95	772.81	772.66
REF. LINE 12 BEAM B45L	STATION	333+41.96	333+54.70	333+67.45	333+80.20	333+92.97	334+05.77	334+18.57	334+31.37	334+44.18	334+57.00	334+69.82
	FINAL TOP OF DECK ELEVATION	773.26	773.23	773.19	773.14	773.08	773.01	772.93	772.84	772.73	772.61	772.50
	TOP OF HAUNCH ELEVATION	772.55	772.55	772.55	772.53	772.49	772.42	772.34	772.23	772.09	771.93	771.79
REF. LINE 13 BEAM B46L	STATION	333+45.04	333+58.66	333+72.29	333+85.91	333+99.54	334+13.18	334+26.81	334+40.44	334+54.08	334+67.71	334+81.34
	FINAL TOP OF DECK ELEVATION	772.92	772.89	772.85	772.79	772.72	772.64	772.55	772.44	772.32	772.19	772.14
	TOP OF HAUNCH ELEVATION	772.21	772.22	772.22	772.19	772.14	772.07	771.97	771.84	771.69	771.52	771.43
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	333+45.41	333+59.19	333+72.99	333+86.81	334+00.64	334+14.45	334+28.23	334+41.97	334+55.64	334+69.24	334+82.76
	FINAL TOP OF DECK ELEVATION	772.88	772.85	772.80	772.74	772.66	772.58	772.49	772.37	772.25	772.13	772.10
	SCREED ELEVATION	772.88	772.89	772.88	772.85	772.79	772.72	772.62	772.48	772.33	772.17	772.10

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079941/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

182/229

1429
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 5

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
REF. LINE 1 TOE OF LEFT PARAPET	STATION	333+59.25	333+73.04	333+86.83	334+00.80	334+14.76	334+28.66	334+42.50	334+56.29	334+70.02	334+83.71	334+97.36
	FINAL TOP OF DECK ELEVATION	771.72	771.60	771.48	771.34	771.19	771.03	770.87	770.66	770.45	770.22	770.03
	SCREED ELEVATION	771.72	771.64	771.56	771.45	771.32	771.16	771.00	770.76	770.53	770.26	770.03
REF. LINE 2 BEAM B47L	STATION	333+62.61	333+76.12	333+89.63	334+03.40	334+17.16	334+30.93	334+44.69	334+58.46	334+72.23	334+85.99	334+99.75
	FINAL TOP OF DECK ELEVATION	771.75	771.64	771.51	771.37	771.22	771.06	770.88	770.68	770.46	770.24	770.07
	TOP OF HAUNCH ELEVATION	771.04	770.97	770.88	770.77	770.64	770.49	770.30	770.07	769.83	769.57	769.36
REF. LINE 4 BEAM B48L	STATION	333+74.71	333+87.93	334+01.34	334+14.79	334+28.24	334+41.69	334+55.15	334+68.61	334+82.07	334+95.53	335+08.99
	FINAL TOP OF DECK ELEVATION	771.88	771.76	771.62	771.47	771.31	771.15	770.96	770.75	770.54	770.35	770.22
	TOP OF HAUNCH ELEVATION	771.17	771.09	770.98	770.87	770.73	770.57	770.38	770.15	769.90	769.68	769.51
REF. LINE 5 BEAM B49L	STATION	333+87.21	334+00.25	334+13.33	334+26.41	334+39.51	334+52.60	334+65.71	334+78.82	334+91.94	335+05.06	335+18.19
	FINAL TOP OF DECK ELEVATION	772.01	771.87	771.72	771.57	771.40	771.23	771.04	770.84	770.65	770.51	770.38
	TOP OF HAUNCH ELEVATION	771.30	771.19	771.08	770.96	770.81	770.64	770.45	770.23	770.01	769.83	769.67
REF. LINE 6 BEAM B50L	STATION	333+99.85	334+12.55	334+25.27	334+37.99	334+50.73	334+63.48	334+76.24	334+89.00	335+01.78	335+14.57	335+27.37
	FINAL TOP OF DECK ELEVATION	772.12	771.97	771.83	771.66	771.49	771.32	771.13	770.94	770.79	770.66	770.52
	TOP OF HAUNCH ELEVATION	771.41	771.29	771.18	771.04	770.88	770.72	770.52	770.32	770.14	769.98	769.81
REF. LINE 7 BEAM B51L	STATION	334+11.61	334+24.11	334+36.62	334+49.14	334+61.66	334+74.20	334+86.74	334+99.30	335+11.86	335+24.43	335+37.00
	FINAL TOP OF DECK ELEVATION	772.22	772.07	771.91	771.74	771.58	771.42	771.24	771.08	770.95	770.82	770.69
	TOP OF HAUNCH ELEVATION	771.51	771.39	771.26	771.11	770.97	770.81	770.63	770.45	770.30	770.14	769.98
REF. LINE GRADE BREAK 1	STATION	334+12.55	334+25.50	334+38.45	334+45.38	-	-	-	-	-	-	-
	FINAL TOP OF DECK ELEVATION	772.22	772.08	771.92	771.84	-	-	-	-	-	-	-
	SCREED ELEVATION	772.22	772.11	771.98	771.92	-	-	-	-	-	-	-
REF. LINE XX CONSTR. JOINT	STATION	334+15.69	334+28.34	334+41.00	334+53.65	334+66.31	334+78.97	334+91.62	335+04.28	335+16.93	335+29.59	335+42.21
	FINAL TOP OF DECK ELEVATION	772.26	772.13	771.96	771.83	771.66	771.49	771.30	771.17	771.04	770.91	770.78
	SCREED ELEVATION	772.26	772.16	772.02	771.91	771.75	771.59	771.39	771.25	771.09	770.93	770.78
REF. LINE 8 BEAM B52L	STATION	334+23.34	334+35.63	334+47.93	334+60.24	334+72.56	334+84.88	334+97.21	335+09.55	335+21.90	335+34.25	335+46.81
	FINAL TOP OF DECK ELEVATION	772.29	772.14	771.99	771.85	771.69	771.52	771.37	771.24	771.11	770.98	770.86
	TOP OF HAUNCH ELEVATION	771.58	771.46	771.33	771.22	771.07	770.91	770.75	770.61	770.45	770.30	770.15
REF. LINE 9 BEAM B53L	STATION	334+35.02	334+47.11	334+59.20	334+71.30	334+83.41	334+95.52	335+07.64	335+19.77	335+31.90	335+44.03	335+56.17
	FINAL TOP OF DECK ELEVATION	772.38	772.23	772.10	771.95	771.80	771.66	771.52	771.40	771.27	771.15	771.02
	TOP OF HAUNCH ELEVATION	771.67	771.54	771.44	771.31	771.18	771.04	770.90	770.76	770.61	770.46	770.31
REF. LINE 10 BEAM B54L	STATION	334+46.66	334+58.54	334+70.43	334+82.33	334+94.23	335+06.13	335+18.04	335+29.95	335+41.86	335+53.78	335+65.71
	FINAL TOP OF DECK ELEVATION	772.47	772.35	772.21	772.07	771.93	771.80	771.68	771.55	771.43	771.31	771.19
	TOP OF HAUNCH ELEVATION	771.76	771.66	771.55	771.43	771.30	771.18	771.05	770.91	770.77	770.62	770.48
REF. LINE 11 BEAM B55L	STATION	334+58.26	334+69.94	334+81.63	334+93.31	335+05.00	335+16.70	335+28.39	335+40.09	335+51.79	335+63.50	335+75.20
	FINAL TOP OF DECK ELEVATION	772.59	772.46	772.33	772.21	772.08	771.96	771.83	771.71	771.59	771.47	771.35
	TOP OF HAUNCH ELEVATION	771.88	771.77	771.66	771.56	771.45	771.33	771.20	771.06	770.93	770.78	770.64
REF. LINE LEFT PROFILE GRADE	STATION	334+65.07	334+76.87	334+88.62	335+00.32	335+11.98	335+23.60	335+35.19	335+46.74	335+58.25	335+69.74	335+81.20
	FINAL TOP OF DECK ELEVATION	772.66	772.54	772.42	772.30	772.18	772.05	771.94	771.81	771.70	771.58	771.46
	SCREED ELEVATION	772.66	772.56	772.46	772.36	772.25	772.12	772.01	771.87	771.74	771.60	771.46
REF. LINE 12 BEAM B56L	STATION	334+69.82	334+81.30	334+92.78	335+04.26	335+15.74	335+27.23	335+38.71	335+50.20	335+61.69	335+73.18	335+84.67
	FINAL TOP OF DECK ELEVATION	772.50	772.47	772.44	772.33	772.20	772.09	771.97	771.85	771.72	771.61	771.48
	TOP OF HAUNCH ELEVATION	771.79	771.78	771.77	771.68	771.56	771.45	771.33	771.20	771.05	770.92	770.77
REF. LINE 13 BEAM B57L	STATION	334+81.34	334+92.62	335+03.89	335+15.17	335+26.44	335+37.72	335+48.99	335+60.27	335+71.55	335+82.82	335+94.10
	FINAL TOP OF DECK ELEVATION	772.14	772.10	772.00	771.88	771.76	771.65	771.53	771.41	771.29	771.17	771.04
	TOP OF HAUNCH ELEVATION	771.43	771.41	771.32	771.22	771.11	771.00	770.88	770.75	770.61	770.48	770.33
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	334+82.76	334+94.18	335+05.55	335+16.88	335+28.17	335+39.43	335+50.65	335+61.83	335+72.99	335+84.12	335+95.22
	FINAL TOP OF DECK ELEVATION	772.10	772.03	771.93	771.81	771.69	771.58	771.46	771.35	771.23	771.11	771.00
	SCREED ELEVATION	772.10	772.05	771.96	771.86	771.75	771.64	771.52	771.40	771.26	771.13	771.00

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947570800 1	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

183/229

1430
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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 6

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
REF. LINE 1 TOE OF LEFT PARAPET	STATION	334+97.36	335+11.56	335+25.69	335+39.76	335+53.78	335+67.75	335+81.67	335+95.56	336+09.41	336+23.23	336+37.03
	FINAL TOP OF DECK ELEVATION	770.03	769.87	769.73	769.58	769.44	769.29	769.15	769.00	768.86	768.72	768.57
	SCREED ELEVATION	770.03	769.91	769.81	769.69	769.57	769.43	769.28	769.11	768.94	768.76	768.57
REF. LINE 2 BEAM B58L	STATION	334+99.75	335+13.60	335+27.44	335+41.29	335+55.14	335+68.98	335+82.83	335+96.68	336+10.52	336+24.37	336+38.22
	FINAL TOP OF DECK ELEVATION	770.07	769.91	769.77	769.61	769.47	769.32	769.18	769.03	768.89	768.75	768.61
	TOP OF HAUNCH ELEVATION	769.36	769.24	769.14	769.01	768.89	768.75	768.60	768.43	768.26	768.08	767.90
REF. LINE 4 BEAM B59L	STATION	335+08.99	335+22.59	335+36.18	335+49.77	335+63.35	335+76.92	335+90.49	336+04.05	336+17.60	336+31.15	336+44.69
	FINAL TOP OF DECK ELEVATION	770.22	770.07	769.93	769.78	769.64	769.50	769.37	769.23	769.09	768.96	768.82
	TOP OF HAUNCH ELEVATION	769.51	769.40	769.30	769.19	769.07	768.93	768.80	768.64	768.46	768.29	768.11
REF. LINE 5 BEAM B60L	STATION	335+18.19	335+31.35	335+44.76	335+58.04	335+71.30	335+84.56	335+97.81	336+11.05	336+24.28	336+37.50	336+50.71
	FINAL TOP OF DECK ELEVATION	770.38	770.23	770.09	769.95	769.81	769.68	769.54	769.41	769.28	769.15	769.02
	TOP OF HAUNCH ELEVATION	769.67	769.56	769.45	769.34	769.22	769.10	768.95	768.80	768.64	768.48	768.31
REF. LINE 6 BEAM B61L	STATION	335+27.37	335+40.35	335+53.32	335+66.28	335+79.23	335+92.17	336+05.10	336+18.02	336+30.93	336+43.83	336+56.72
	FINAL TOP OF DECK ELEVATION	770.52	770.39	770.25	770.12	769.98	769.86	769.72	769.60	769.47	769.34	769.21
	TOP OF HAUNCH ELEVATION	769.81	769.71	769.61	769.51	769.38	769.27	769.12	768.99	768.83	768.66	768.50
REF. LINE 7 BEAM B62L	STATION	335+37.00	335+49.61	335+62.21	335+74.81	335+87.39	335+99.96	336+12.53	336+25.09	336+37.64	336+50.17	336+62.70
	FINAL TOP OF DECK ELEVATION	770.69	770.55	770.42	770.29	770.16	770.03	769.91	769.78	769.66	769.53	769.41
	TOP OF HAUNCH ELEVATION	769.98	769.87	769.77	769.67	769.55	769.43	769.30	769.16	769.01	768.85	768.70
REF. LINE XX CONSTR. JOINT	STATION	335+42.21	335+54.51	335+66.82	335+79.12	335+91.43	336+03.73	336+16.03	336+28.34	336+40.64	336+52.95	336+65.26
	FINAL TOP OF DECK ELEVATION	770.78	770.65	770.52	770.39	770.27	770.14	770.01	769.88	769.75	769.63	767.50
	SCREED ELEVATION	770.78	770.68	770.58	770.48	770.37	770.25	770.11	769.97	769.81	769.66	767.50
REF. LINE 8 BEAM B63L	STATION	335+46.81	335+58.84	335+71.08	335+83.30	335+95.52	336+07.73	336+19.93	336+32.13	336+44.31	336+56.49	336+68.66
	FINAL TOP OF DECK ELEVATION	770.86	770.72	770.60	770.47	770.34	770.22	770.10	769.97	769.85	769.73	769.61
	TOP OF HAUNCH ELEVATION	770.15	770.04	769.95	769.82	769.72	769.61	769.48	769.34	769.20	769.05	768.90
REF. LINE 9 BEAM B64L	STATION	335+56.17	335+68.04	335+79.91	335+91.76	336+03.62	336+15.46	336+27.30	336+39.14	336+50.97	336+62.79	336+74.60
	FINAL TOP OF DECK ELEVATION	771.02	770.89	770.77	770.65	770.52	770.40	770.28	770.16	770.04	769.93	769.81
	TOP OF HAUNCH ELEVATION	770.31	770.21	770.11	770.01	769.89	769.78	769.65	769.52	769.38	769.25	769.10
REF. LINE 10 BEAM B65L	STATION	335+65.71	335+77.21	335+88.70	336+00.20	336+11.68	336+23.17	336+34.65	336+46.12	336+57.60	336+69.06	336+80.52
	FINAL TOP OF DECK ELEVATION	771.19	771.06	770.94	770.82	770.70	770.59	770.47	770.35	770.24	770.12	770.01
	TOP OF HAUNCH ELEVATION	770.48	770.37	770.27	770.17	770.06	769.96	769.83	769.70	769.57	769.43	769.30
REF. LINE 11 BEAM B66L	STATION	335+75.20	335+86.34	335+97.47	336+08.60	336+19.73	336+30.85	336+41.97	336+53.09	336+64.20	336+75.31	336+86.42
	FINAL TOP OF DECK ELEVATION	771.35	771.23	771.11	771.00	770.88	770.77	770.66	770.54	770.43	770.31	770.21
	TOP OF HAUNCH ELEVATION	770.64	770.54	770.44	770.35	770.24	770.13	770.02	769.89	769.76	769.62	769.50
REF. LINE LEFT PROFILE GRADE	STATION	335+81.20	335+92.20	336+03.17	336+14.10	336+25.00	336+35.87	336+46.72	336+57.56	336+68.37	336+79.17	336+89.95
	FINAL TOP OF DECK ELEVATION	771.46	771.35	771.23	771.12	771.00	770.89	770.77	770.66	770.56	770.44	770.33
	SCREED ELEVATION	771.46	771.37	771.27	771.17	771.06	770.95	770.83	770.71	770.59	770.46	770.33
REF. LINE 12 BEAM B67L	STATION	335+84.67	335+95.44	336+06.20	336+16.97	336+27.74	336+38.50	336+49.26	336+60.02	336+70.78	336+81.54	336+92.30
	FINAL TOP OF DECK ELEVATION	771.48	771.37	771.26	771.15	771.04	770.93	770.82	770.70	770.59	770.47	770.35
	TOP OF HAUNCH ELEVATION	770.77	770.68	770.59	770.49	770.39	770.28	770.17	770.04	769.91	769.78	769.64
REF. LINE 13 BEAM B68L	STATION	335+94.10	336+04.50	336+14.91	336+25.31	336+35.72	336+46.12	336+56.53	336+66.94	336+77.34	336+87.75	336+98.15
	FINAL TOP OF DECK ELEVATION	771.04	770.95	770.83	770.73	770.63	770.52	770.41	770.30	770.19	770.08	769.96
	TOP OF HAUNCH ELEVATION	770.33	770.25	770.15	770.06	769.96	769.86	769.74	769.63	769.51	769.38	769.25
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	335+95.22	336+05.70	336+16.14	336+26.56	336+36.95	336+47.31	336+57.66	336+67.98	336+78.29	336+88.58	336+98.87
	FINAL TOP OF DECK ELEVATION	771.00	770.89	770.77	770.67	770.56	770.45	770.35	770.24	770.13	770.03	769.92
	SCREED ELEVATION	771.00	770.90	770.80	770.71	770.60	770.50	770.39	770.28	770.16	770.04	769.92

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

184/229

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1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 7

LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
REF. LINE 1 TOE OF LEFT PARAPET	STATION	336+37.03	336+50.95	336+64.84	336+78.70	336+92.53	337+06.33	337+20.10	337+33.84	337+47.55	337+61.23	337+74.88
	FINAL TOP OF DECK ELEVATION	768.57	768.43	768.28	768.14	767.99	767.86	767.71	767.57	767.42	767.28	767.14
	SCREED ELEVATION	768.57	768.47	768.36	768.25	768.12	768.00	767.84	767.68	767.50	767.32	767.14
REF. LINE 2 BEAM B69L	STATION	336+38.22	336+51.99	336+65.76	336+79.53	336+93.30	337+07.07	337+20.85	337+34.62	337+48.39	337+62.16	337+75.93
	FINAL TOP OF DECK ELEVATION	768.61	768.46	768.31	768.17	768.02	767.88	767.73	767.59	767.45	767.31	767.18
	TOP OF HAUNCH ELEVATION	767.90	767.79	767.68	767.57	767.44	767.31	767.15	766.99	766.82	766.64	766.47
REF. LINE 4 BEAM B70L	STATION	336+44.69	336+58.31	336+71.94	336+85.57	336+99.20	337+12.83	337+26.46	337+40.09	337+53.73	337+67.36	337+80.99
	FINAL TOP OF DECK ELEVATION	768.82	768.67	768.52	768.37	768.22	768.07	767.93	767.78	767.64	767.50	767.36
	TOP OF HAUNCH ELEVATION	768.11	768.01	767.90	767.79	767.66	767.52	767.37	767.20	767.02	766.84	766.65
REF. LINE 5 BEAM B71L	STATION	336+50.71	336+64.31	336+77.92	336+91.52	337+05.13	337+18.73	337+32.34	337+45.95	337+59.56	337+73.16	337+86.77
	FINAL TOP OF DECK ELEVATION	769.02	768.87	768.71	768.57	768.42	768.28	768.13	767.98	767.84	767.70	767.56
	TOP OF HAUNCH ELEVATION	768.31	768.21	768.09	767.99	767.86	767.73	767.57	767.40	767.22	767.04	766.85
REF. LINE 6 BEAM B72L	STATION	336+56.72	336+70.29	336+83.87	336+97.45	337+11.03	337+24.62	337+38.20	337+51.78	337+65.36	337+78.95	337+92.53
	FINAL TOP OF DECK ELEVATION	769.21	769.06	768.92	768.77	768.62	768.47	768.33	768.18	768.05	767.90	767.77
	TOP OF HAUNCH ELEVATION	768.50	768.40	768.30	768.19	768.06	767.92	767.77	767.60	767.43	767.24	767.06
REF. LINE 7 BEAM B73L	STATION	336+62.70	336+76.25	336+89.81	337+03.36	337+16.92	337+30.48	337+44.04	337+57.59	337+71.15	337+84.71	337+98.27
	FINAL TOP OF DECK ELEVATION	769.41	769.26	769.12	768.96	768.82	768.67	768.54	768.39	768.25	768.11	767.97
	TOP OF HAUNCH ELEVATION	768.70	768.60	768.50	768.38	768.26	768.12	767.98	767.81	767.63	767.45	767.26
REF LINE XX CONSTR. JOINT	STATION	336+65.26	336+78.87	336+92.48	337+06.08	337+19.69	337+33.30	337+46.91	337+60.52	337+74.12	337+87.73	338+01.37
	FINAL TOP OF DECK ELEVATION	769.50	769.36	769.22	769.07	768.93	768.79	768.65	768.51	768.37	768.22	768.08
	SCREED ELEVATION	769.50	769.41	769.31	769.20	769.08	768.95	768.80	768.64	768.46	768.26	768.08
REF. LINE 8 BEAM B74L	STATION	336+68.66	336+82.19	336+95.72	337+09.25	337+22.79	337+36.32	337+49.85	337+63.39	337+76.92	337+90.45	338+03.99
	FINAL TOP OF DECK ELEVATION	769.61	769.46	769.32	769.17	769.02	768.88	768.73	768.59	768.45	768.32	768.17
	TOP OF HAUNCH ELEVATION	768.90	768.80	768.70	768.59	768.46	768.33	768.17	768.01	767.83	767.66	767.46
REF. LINE 9 BEAM B75L	STATION	336+74.60	336+88.11	337+01.61	337+15.12	337+28.63	337+42.14	337+55.65	337+69.16	337+82.67	337+96.18	338+09.68
	FINAL TOP OF DECK ELEVATION	769.81	769.66	769.51	769.37	769.22	769.08	768.94	768.80	768.66	768.52	768.38
	TOP OF HAUNCH ELEVATION	769.10	769.00	768.89	768.79	768.66	768.53	768.35	768.22	768.04	767.86	767.67
REF. LINE 10 BEAM B76L	STATION	336+80.52	336+94.00	337+07.48	337+20.97	337+34.45	337+47.94	337+61.42	337+74.91	337+88.39	338+01.88	338+15.36
	FINAL TOP OF DECK ELEVATION	770.01	769.87	769.71	769.57	769.43	769.28	769.14	769.00	768.86	768.72	768.59
	TOP OF HAUNCH ELEVATION	769.30	769.21	769.09	768.99	768.87	768.73	768.58	768.42	768.24	768.06	767.88
REF. LINE 11 BEAM B77L	STATION	336+86.42	336+99.88	337+13.33	337+26.79	337+40.25	337+53.71	337+67.18	337+80.64	337+94.10	338+07.56	338+21.02
	FINAL TOP OF DECK ELEVATION	770.21	770.06	769.92	769.77	769.63	769.48	769.35	769.21	769.07	768.93	768.79
	TOP OF HAUNCH ELEVATION	769.50	769.40	769.30	769.19	769.07	768.93	768.79	768.63	768.45	768.27	768.08
REF. LINE LEFT PROFILE GRADE	STATION	336+89.95	337+03.54	337+17.10	337+30.63	337+44.13	337+57.60	337+71.05	337+84.47	337+97.86	338+11.22	338+24.56
	FINAL TOP OF DECK ELEVATION	770.33	770.18	770.05	769.90	769.77	769.62	769.48	769.35	769.20	769.07	768.92
	SCREED ELEVATION	770.33	770.23	770.14	770.03	769.92	769.78	769.63	769.48	769.29	769.11	768.92
REF. LINE 12 BEAM B78L	STATION	336+92.30	337+05.73	337+19.16	337+32.60	337+46.04	337+59.47	337+72.91	337+86.34	337+99.78	338+13.22	338+26.65
	FINAL TOP OF DECK ELEVATION	770.35	770.22	770.09	769.95	769.82	769.67	769.54	769.39	769.26	769.11	768.97
	TOP OF HAUNCH ELEVATION	769.64	769.47	769.29	769.12	768.96	768.81	768.68	768.56	768.46	768.36	768.26
REF. LINE 13 BEAM B79L	STATION	336+98.15	337+11.56	337+24.97	337+38.38	337+51.80	337+65.21	337+78.62	337+92.03	338+05.44	338+18.85	338+32.26
	FINAL TOP OF DECK ELEVATION	769.96	769.84	769.70	769.57	769.43	769.28	769.15	769.00	768.86	768.71	768.57
	TOP OF HAUNCH ELEVATION	769.25	769.17	769.07	768.97	768.85	768.71	768.57	768.40	768.23	768.04	767.86
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	336+98.87	337+12.40	337+25.90	337+39.38	337+52.82	337+66.24	337+79.63	337+93.00	338+06.34	338+19.65	338+32.94
	FINAL TOP OF DECK ELEVATION	769.92	769.78	769.64	769.49	769.36	769.22	769.08	768.94	768.80	768.66	768.53
	SCREED ELEVATION	769.92	769.82	769.72	769.60	769.49	769.36	769.21	769.05	768.88	768.70	768.53

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

185/229

1432
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 8

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 8
REF. LINE 1 TOE OF LEFT PARAPET	STATION	337+74.88	337+87.84	338+00.27	338+13.67	338+26.55	338+39.41	338+52.24	338+65.05	338+77.83	338+90.59	339+03.33
	FINAL TOP OF DECK ELEVATION	767.14	767.00	766.87	766.73	766.60	766.47	766.34	766.21	766.09	766.00	765.93
	SCREED ELEVATION	767.14	767.03	766.93	766.81	766.70	766.57	766.44	766.29	766.15	766.03	765.93
REF. LINE 2 BEAM B80L	STATION	337+75.93	337+88.77	338+01.61	338+14.45	338+27.29	338+40.13	338+52.97	338+65.81	338+78.65	338+91.49	339+04.33
	FINAL TOP OF DECK ELEVATION	767.18	767.04	766.90	766.76	766.63	766.49	766.36	766.24	766.13	766.05	765.98
	TOP OF HAUNCH ELEVATION	766.47	766.36	766.25	766.13	766.02	765.88	765.75	765.61	765.48	765.37	765.27
REF. LINE 4 BEAM B81L	STATION	337+80.99	337+93.89	338+06.79	338+19.68	338+32.58	338+45.48	338+58.37	338+71.27	338+84.16	338+97.05	339+09.94
	FINAL TOP OF DECK ELEVATION	767.36	767.22	767.09	766.95	766.82	766.69	766.57	766.50	766.42	766.35	766.29
	TOP OF HAUNCH ELEVATION	766.65	766.55	766.45	766.34	766.23	766.10	765.98	765.89	765.78	765.68	765.58
REF. LINE GRADE BREAK 3	STATION	-	-	-	-	-	338+54.81	338+60.36	338+73.11	338+85.85	338+98.56	339+11.25
	FINAL TOP OF DECK ELEVATION	-	-	-	-	-	766.69	766.66	766.59	766.51	766.43	766.36
	SCREED ELEVATION	-	-	-	-	-	766.81	766.77	766.69	766.58	766.46	766.36
REF. LINE 5 BEAM B82L	STATION	337+86.77	337+99.63	338+12.48	338+25.33	338+38.19	338+51.04	338+63.89	338+76.74	338+89.59	339+02.44	339+15.29
	FINAL TOP OF DECK ELEVATION	767.56	767.42	767.29	767.15	767.03	766.89	766.80	766.73	766.65	766.58	766.51
	TOP OF HAUNCH ELEVATION	766.85	766.75	766.65	766.54	766.44	766.30	766.21	766.12	766.01	765.91	765.80
REF. LINE 6 BEAM B83L	STATION	337+92.53	338+05.34	338+18.15	338+30.96	338+43.77	338+56.58	338+69.39	338+82.20	338+95.00	339+07.81	339+20.61
	FINAL TOP OF DECK ELEVATION	767.77	767.63	767.50	767.36	767.24	767.11	767.02	766.94	766.86	766.78	766.69
	TOP OF HAUNCH ELEVATION	767.06	766.96	766.86	766.75	766.65	766.52	766.43	766.33	766.22	766.11	765.98
REF. LINE 7 BEAM B84L	STATION	337+98.27	338+11.04	338+23.80	338+36.57	338+49.34	338+62.10	338+74.87	338+87.63	339+00.40	339+13.16	339+25.92
	FINAL TOP OF DECK ELEVATION	767.97	767.84	767.70	767.57	767.44	767.33	767.23	767.15	767.05	766.96	766.87
	TOP OF HAUNCH ELEVATION	767.26	767.17	767.06	766.96	766.85	766.74	766.64	766.54	766.41	766.29	766.16
REF LINE XX CONSTR. JOINT	STATION	338+01.37	338+14.06	338+26.75	338+39.44	338+52.13	338+64.81	338+77.50	338+90.19	339+02.88	339+15.57	339+28.27
	FINAL TOP OF DECK ELEVATION	768.08	767.95	767.82	767.69	767.55	767.45	767.35	767.25	767.15	767.05	766.95
	SCREED ELEVATION	768.08	767.98	767.89	767.79	767.66	767.57	767.46	767.35	767.22	767.08	766.95
REF. LINE 8 BEAM B85L	STATION	338+03.99	338+16.71	338+29.43	338+42.16	338+54.88	338+67.60	338+80.33	338+93.05	339+05.77	339+18.49	339+31.21
	FINAL TOP OF DECK ELEVATION	768.17	768.04	767.90	767.78	767.64	767.54	767.44	767.34	767.24	767.14	767.04
	TOP OF HAUNCH ELEVATION	767.46	767.37	767.26	767.17	767.05	766.95	766.85	766.73	766.60	766.47	766.33
REF. LINE 9 BEAM B86L	STATION	338+09.68	338+22.36	338+35.04	338+47.72	338+60.40	338+73.08	338+85.76	338+98.44	339+11.12	339+23.80	339+36.48
	FINAL TOP OF DECK ELEVATION	768.38	768.25	768.11	767.98	767.86	767.75	767.64	767.53	767.42	767.32	767.22
	TOP OF HAUNCH ELEVATION	767.67	767.58	767.47	767.37	767.26	767.16	767.04	766.92	766.78	766.65	766.51
REF. LINE 10 BEAM B87L	STATION	338+15.36	338+28.00	338+40.63	338+53.27	338+65.91	338+78.55	338+91.18	339+03.82	339+16.46	339+29.09	339+41.73
	FINAL TOP OF DECK ELEVATION	768.59	768.45	768.32	768.19	768.07	767.95	767.83	767.72	767.60	767.49	767.38
	TOP OF HAUNCH ELEVATION	767.88	767.78	767.68	767.58	767.47	767.36	767.23	767.11	766.96	766.82	766.67
REF. LINE 11 BEAM B88L	STATION	338+21.02	338+33.61	338+46.20	338+58.80	338+71.39	338+83.99	338+96.58	339+09.18	339+21.77	339+34.37	339+46.96
	FINAL TOP OF DECK ELEVATION	768.79	768.66	768.53	768.40	768.27	768.15	768.02	767.90	767.77	767.65	767.53
	TOP OF HAUNCH ELEVATION	768.08	767.99	767.89	767.79	767.67	767.56	767.42	767.29	767.13	766.98	766.82
REF. LINE LEFT PROFILE GRADE	STATION	338+24.56	338+37.22	338+49.85	338+62.46	338+75.05	338+87.62	339+00.16	339+12.68	339+25.18	339+37.65	339+50.11
	FINAL TOP OF DECK ELEVATION	768.92	768.80	768.66	768.54	768.40	768.27	768.14	768.01	767.88	767.75	767.62
	SCREED ELEVATION	768.92	768.83	768.73	768.63	768.51	768.39	768.25	768.10	767.95	767.78	767.62
REF. LINE 12 BEAM B89L	STATION	338+26.65	338+39.20	338+51.75	338+64.31	338+76.86	338+89.41	339+01.96	339+14.52	339+27.07	339+39.62	339+52.17
	FINAL TOP OF DECK ELEVATION	768.97	768.84	768.71	768.52	768.30	768.15	768.01	767.88	767.74	767.61	767.47
	TOP OF HAUNCH ELEVATION	768.26	768.17	768.07	767.91	767.70	767.56	767.41	767.26	767.10	766.94	766.76
REF. LINE 13 BEAM B90L	STATION	338+32.26	338+44.77	338+57.28	338+69.79	338+82.30	338+94.81	339+07.32	339+19.84	339+32.35	339+44.86	339+57.36
	FINAL TOP OF DECK ELEVATION	768.57	768.44	768.31	768.09	767.90	767.76	767.62	767.50	767.36	767.23	767.09
	TOP OF HAUNCH ELEVATION	767.86	767.76	767.66	767.46	767.29	767.15	767.01	766.87	766.71	766.55	766.38
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	338+32.94	338+45.54	338+58.13	338+70.69	338+83.23	338+95.75	339+08.24	339+20.71	339+33.16	339+45.59	339+58.00
	FINAL TOP OF DECK ELEVATION	768.53	768.39	768.24	768.03	767.83	767.69	767.56	767.43	767.30	767.17	767.04
	SCREED ELEVATION	768.53	768.42	768.30	768.11	767.93	767.79	767.66	767.51	767.36	767.20	767.04

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

186/229

1433
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 9

LOCATION		℄ PIER 8	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 9
REF. LINE 1 TOE OF LEFT PARAPET	STATION	339+03.33	339+16.26	339+29.17	339+42.05	339+54.91	339+67.75	339+80.57	339+93.36	340+06.13	340+18.88	340+31.61
	FINAL TOP OF DECK ELEVATION	765.93	765.85	765.77	765.70	765.62	765.55	765.47	765.39	765.32	765.24	765.17
	SCREED ELEVATION	765.93	765.88	765.83	765.78	765.72	765.65	765.57	765.47	765.38	765.27	765.17
REF. LINE 2 BEAM B91L	STATION	339+04.33	339+17.12	339+29.91	339+42.70	339+55.50	339+68.29	339+81.09	339+93.88	340+06.68	340+19.47	340+32.27
	FINAL TOP OF DECK ELEVATION	765.98	765.90	765.82	765.73	765.66	765.58	765.50	765.42	765.35	765.28	765.21
	TOP OF HAUNCH ELEVATION	765.27	765.22	765.17	765.10	765.05	764.97	764.89	764.79	764.70	764.60	764.50
REF. LINE 4 BEAM B92L	STATION	339+09.94	339+22.65	339+35.37	339+48.08	339+60.79	339+73.51	339+86.22	339+98.94	340+11.65	340+24.37	340+37.08
	FINAL TOP OF DECK ELEVATION	766.29	766.20	766.12	766.03	765.95	765.87	765.79	765.71	765.64	765.57	765.49
	TOP OF HAUNCH ELEVATION	765.58	765.53	765.48	765.42	765.35	765.28	765.19	765.10	765.00	764.90	764.78
REF. LINE GRADE BREAK 3	STATION	339+11.25	339+24.13	339+36.99	339+49.83	339+62.64	339+75.43	339+88.20	340+00.95	340+13.67	340+26.38	340+39.06
	FINAL TOP OF DECK ELEVATION	766.43	766.36	766.29	766.21	766.13	766.06	765.98	765.91	765.83	765.75	765.68
	SCREED ELEVATION	766.43	766.39	766.36	766.30	766.24	766.18	766.09	766.00	765.90	765.78	765.68
REF. LINE 5 BEAM B93L	STATION	339+15.29	339+27.98	339+40.66	339+53.35	339+66.05	339+78.74	339+91.43	340+04.12	340+16.81	340+29.51	340+42.20
	FINAL TOP OF DECK ELEVATION	766.51	766.42	766.33	766.24	766.16	766.08	766.00	765.92	765.84	765.76	765.68
	TOP OF HAUNCH ELEVATION	765.80	765.75	765.69	765.63	765.56	765.49	765.40	765.31	765.20	765.09	764.97
REF. LINE 6 BEAM B94L	STATION	339+20.61	339+33.28	339+45.95	339+58.61	339+71.28	339+83.95	339+96.62	340+09.29	340+21.96	340+34.63	340+47.30
	FINAL TOP OF DECK ELEVATION	766.69	766.60	766.51	766.41	766.32	766.23	766.14	766.05	765.97	765.88	765.79
	TOP OF HAUNCH ELEVATION	765.98	765.93	765.87	765.80	765.72	765.64	765.54	765.44	765.33	765.21	765.08
REF. LINE 7 BEAM B95L	STATION	339+25.92	339+38.56	339+51.21	339+63.85	339+76.50	339+89.14	340+01.79	340+14.44	340+27.08	340+39.73	340+52.37
	FINAL TOP OF DECK ELEVATION	766.87	766.77	766.67	766.57	766.47	766.37	766.28	766.19	766.09	765.99	765.90
	TOP OF HAUNCH ELEVATION	766.16	766.10	766.03	765.96	765.87	765.78	765.68	765.58	765.45	765.32	765.19
REF. LINE XX CONSTR. JOINT	STATION	339+28.27	339+40.96	339+53.63	339+66.30	339+78.98	339+91.66	340+04.34	340+17.02	340+29.70	340+42.38	340+55.05
	FINAL TOP OF DECK ELEVATION	766.95	766.85	766.75	766.65	766.55	766.45	766.35	766.25	766.15	766.05	765.95
	SCREED ELEVATION	766.95	766.88	766.82	766.74	766.66	766.57	766.46	766.34	766.22	766.08	765.95
REF. LINE 8 BEAM B96L	STATION	339+31.21	339+43.83	339+56.45	339+69.07	339+81.69	339+94.32	340+06.94	340+19.56	340+32.19	340+44.81	340+57.43
	FINAL TOP OF DECK ELEVATION	767.04	766.94	766.83	766.72	766.62	766.51	766.41	766.30	766.20	766.10	766.00
	TOP OF HAUNCH ELEVATION	766.33	766.27	766.19	766.11	766.02	765.92	765.81	765.69	765.56	765.43	765.29
REF. LINE 9 BEAM B97L	STATION	339+36.48	339+49.07	339+61.67	339+74.27	339+86.87	339+99.47	340+12.07	340+24.67	340+37.27	340+49.88	340+62.43
	FINAL TOP OF DECK ELEVATION	767.22	767.10	766.98	766.87	766.76	766.65	766.53	766.42	766.32	766.21	766.09
	TOP OF HAUNCH ELEVATION	766.51	766.43	766.34	766.26	766.16	766.06	765.93	765.81	765.68	765.54	765.38
REF. LINE 10 BEAM B98L	STATION	339+41.73	339+54.30	339+66.88	339+79.46	339+92.03	340+04.61	340+17.19	340+29.77	340+42.34	340+54.92	340+67.44
	FINAL TOP OF DECK ELEVATION	767.38	767.25	767.13	767.01	766.89	766.77	766.65	766.54	766.42	766.30	766.19
	TOP OF HAUNCH ELEVATION	766.67	766.58	766.49	766.40	766.29	766.18	766.05	765.93	765.78	765.63	765.48
REF. LINE 11 BEAM B99L	STATION	339+46.96	339+59.51	339+72.06	339+84.62	339+97.17	340+09.73	340+22.28	340+34.84	340+47.39	340+59.94	340+72.44
	FINAL TOP OF DECK ELEVATION	767.53	767.40	767.27	767.15	767.01	766.89	766.76	766.64	766.51	766.39	766.27
	TOP OF HAUNCH ELEVATION	766.82	766.73	766.63	766.54	766.41	766.30	766.16	766.03	765.87	765.72	765.56
REF. LINE LEFT PROFILE GRADE	STATION	339+50.11	339+62.75	339+75.38	339+87.98	340+00.56	340+13.11	340+25.65	340+38.17	340+50.66	340+63.12	340+75.56
	FINAL TOP OF DECK ELEVATION	767.62	767.49	767.36	767.23	767.09	766.97	766.83	766.71	766.57	766.45	766.31
	SCREED ELEVATION	767.62	767.52	767.43	767.32	767.20	767.09	766.94	766.80	766.64	766.48	766.31
REF. LINE 12 BEAM B100L	STATION	339+52.17	339+64.70	339+77.23	339+89.76	340+02.30	340+14.83	340+27.36	340+39.89	340+52.43	340+64.94	340+77.44
	FINAL TOP OF DECK ELEVATION	767.47	767.35	767.22	767.10	766.97	766.84	766.71	766.58	766.44	766.31	766.17
	TOP OF HAUNCH ELEVATION	766.76	766.68	766.58	766.49	766.37	766.25	766.11	765.97	765.80	765.64	765.46
REF. LINE 13 BEAM B101L	STATION	339+57.36	339+69.87	339+82.38	339+94.89	340+07.40	340+19.91	340+32.42	340+44.93	340+57.44	340+69.94	340+82.44
	FINAL TOP OF DECK ELEVATION	767.09	766.97	766.84	766.71	766.58	766.46	766.32	766.19	766.05	765.92	765.79
	TOP OF HAUNCH ELEVATION	766.38	766.29	766.19	766.08	765.97	765.86	765.71	765.56	765.40	765.24	765.08
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	339+58.00	339+70.59	339+83.17	339+95.72	340+08.26	340+20.77	340+33.26	340+45.73	340+58.17	340+70.61	340+83.05
	FINAL TOP OF DECK ELEVATION	767.04	766.91	766.78	766.65	766.52	766.39	766.26	766.13	766.00	765.87	765.74
	SCREED ELEVATION	767.04	766.94	766.84	766.73	766.62	766.49	766.36	766.21	766.06	765.90	765.74

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

187/229

1434
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 10

LOCATION		℄ PIER 9	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 10
REF. LINE 1 TOE OF LEFT PARAPET	STATION	340+31.61	340+44.72	340+57.80	340+70.64	340+83.47	340+96.31	341+09.14	341+21.98	341+34.81	341+47.65	341+60.48
	FINAL TOP OF DECK ELEVATION	765.17	765.09	765.02	764.94	764.86	764.79	764.71	764.64	764.56	764.49	764.41
	SCREED ELEVATION	765.17	765.12	765.08	765.03	764.96	764.90	764.81	764.73	764.62	764.52	764.41
REF. LINE 2 BEAM B102L	STATION	340+32.27	340+45.34	340+58.40	340+71.24	340+84.07	340+96.91	341+09.75	341+22.58	341+35.42	341+48.25	341+61.09
	FINAL TOP OF DECK ELEVATION	765.21	765.13	765.06	764.98	764.90	764.83	764.75	764.68	764.61	764.53	764.46
	TOP OF HAUNCH ELEVATION	764.50	764.45	764.41	764.36	764.30	764.23	764.15	764.06	763.96	763.85	763.75
REF. LINE 4 BEAM B103L	STATION	340+37.08	340+50.09	340+62.99	340+75.77	340+88.55	341+01.33	341+14.11	341+26.89	341+39.67	341+52.45	341+65.23
	FINAL TOP OF DECK ELEVATION	765.49	765.41	765.34	765.27	765.19	765.12	765.04	764.97	764.90	764.82	764.75
	TOP OF HAUNCH ELEVATION	764.78	764.74	764.70	764.66	764.60	764.54	764.45	764.36	764.26	764.15	764.04
REF. LINE GRADE BREAK 3	STATION	340+39.06	340+52.02	340+64.84	340+77.57	340+90.30	341+03.03	341+15.76	341+28.50	341+41.23	341+53.96	341+66.70
	FINAL TOP OF DECK ELEVATION	765.61	765.53	765.45	765.38	765.31	765.23	765.15	765.08	765.01	764.93	764.85
	SCREED ELEVATION	765.61	765.57	765.52	765.48	765.43	765.36	765.27	765.18	765.08	764.97	764.85
REF. LINE 5 BEAM B104L	STATION	340+42.20	340+55.10	340+67.84	340+80.55	340+93.26	341+05.97	341+18.68	341+31.38	341+44.09	341+56.79	341+69.50
	FINAL TOP OF DECK ELEVATION	765.68	765.60	765.52	765.44	765.36	765.28	765.20	765.12	765.04	764.96	764.88
	TOP OF HAUNCH ELEVATION	764.97	764.93	764.88	764.83	764.77	764.70	764.61	764.51	764.40	764.29	764.17
REF. LINE 6 BEAM B105L	STATION	340+47.30	340+60.06	340+72.70	340+85.33	340+97.97	341+10.60	341+23.24	341+35.87	341+48.50	341+61.14	341+73.77
	FINAL TOP OF DECK ELEVATION	765.79	765.70	765.62	765.53	765.44	765.36	765.27	765.19	765.10	765.01	764.92
	TOP OF HAUNCH ELEVATION	765.08	765.03	764.98	764.92	764.85	764.77	764.68	764.58	764.46	764.34	764.21
REF. LINE 7 BEAM B106L	STATION	340+52.37	340+64.99	340+77.56	340+90.12	341+02.68	341+15.24	341+27.80	341+40.36	341+52.92	341+65.48	341+78.04
	FINAL TOP OF DECK ELEVATION	765.90	765.81	765.71	765.62	765.52	765.43	765.33	765.24	765.14	765.05	764.96
	TOP OF HAUNCH ELEVATION	765.19	765.14	765.07	765.01	764.93	764.84	764.74	764.63	764.50	764.38	764.25
REF. LINE XX CONSTR. JOINT	STATION	340+55.05	340+67.59	340+80.10	340+92.61	341+05.12	341+17.63	341+30.14	341+42.65	341+55.16	341+67.67	341+80.18
	FINAL TOP OF DECK ELEVATION	765.95	765.86	765.76	765.66	765.56	765.46	765.37	765.27	765.17	765.07	764.97
	SCREED ELEVATION	765.95	765.89	765.83	765.76	765.67	765.58	765.48	765.37	765.24	765.10	764.97
REF. LINE 8 BEAM B107L	STATION	340+57.43	340+69.92	340+82.41	340+94.90	341+07.39	341+19.87	341+32.36	341+44.85	341+57.34	341+69.82	341+82.31
	FINAL TOP OF DECK ELEVATION	766.00	765.90	765.80	765.70	765.60	765.49	765.39	765.29	765.19	765.08	764.98
	TOP OF HAUNCH ELEVATION	765.29	765.23	765.16	765.09	765.00	764.90	764.79	764.68	764.55	764.41	764.27
REF. LINE 9 BEAM B108L	STATION	340+62.43	340+74.85	340+87.27	340+99.68	341+12.10	341+24.51	341+36.92	341+49.34	341+61.75	341+74.17	341+86.58
	FINAL TOP OF DECK ELEVATION	766.09	765.99	765.88	765.77	765.66	765.55	765.45	765.34	765.22	765.12	765.01
	TOP OF HAUNCH ELEVATION	765.38	765.31	765.24	765.15	765.06	764.96	764.85	764.72	764.58	764.44	764.30
REF. LINE 10 BEAM B109L	STATION	340+67.44	340+79.78	340+92.12	341+04.46	341+16.80	341+29.15	341+41.49	341+53.83	341+66.17	341+78.51	341+90.85
	FINAL TOP OF DECK ELEVATION	766.19	766.07	765.96	765.84	765.72	765.61	765.50	765.37	765.26	765.14	765.03
	TOP OF HAUNCH ELEVATION	765.48	765.39	765.32	765.22	765.12	765.01	764.90	764.75	764.62	764.46	764.32
REF. LINE 11 BEAM B110L	STATION	340+72.44	340+84.71	340+96.98	341+09.24	341+21.51	341+33.78	341+46.05	341+58.32	341+70.59	341+82.85	341+95.12
	FINAL TOP OF DECK ELEVATION	766.27	766.15	766.02	765.90	765.77	765.65	765.53	765.41	765.28	765.16	765.04
	TOP OF HAUNCH ELEVATION	765.56	765.47	765.37	765.28	765.17	765.05	764.93	764.79	764.63	764.48	764.33
REF. LINE LEFT PROFILE GRADE	STATION	340+75.56	340+87.78	341+00.00	341+12.22	341+24.44	341+36.65	341+48.87	341+61.09	341+73.31	341+85.53	341+97.75
	FINAL TOP OF DECK ELEVATION	766.31	766.19	766.06	765.94	765.81	765.68	765.55	765.43	765.30	765.17	765.04
	SCREED ELEVATION	766.31	766.22	766.12	766.03	765.91	765.79	765.65	765.52	765.36	765.20	765.04
REF. LINE 12 BEAM B111L	STATION	340+77.44	340+89.64	341+01.83	341+14.03	341+26.22	341+38.42	341+50.61	341+62.81	341+75.00	341+87.20	341+99.39
	FINAL TOP OF DECK ELEVATION	766.17	766.05	765.92	765.79	765.66	765.54	765.41	765.28	765.16	765.03	764.90
	TOP OF HAUNCH ELEVATION	765.46	765.37	765.27	765.17	765.05	764.94	764.80	764.66	764.51	764.35	764.19
REF. LINE 13 BEAM B112L	STATION	340+82.44	340+94.56	341+06.69	341+18.81	341+30.93	341+43.05	341+55.17	341+67.30	341+79.42	341+91.54	342+03.66
	FINAL TOP OF DECK ELEVATION	765.79	765.66	765.53	765.41	765.28	765.16	765.03	764.91	764.78	764.65	764.53
	TOP OF HAUNCH ELEVATION	765.08	764.98	764.87	764.77	764.66	764.54	764.41	764.27	764.12	763.97	763.82
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	340+83.05	340+95.16	341+07.27	341+19.39	341+31.50	341+43.61	341+55.73	341+67.84	341+79.95	341+92.07	342+04.18
	FINAL TOP OF DECK ELEVATION	765.74	765.62	765.49	765.37	765.24	765.11	764.98	764.86	764.73	764.61	764.48
	SCREED ELEVATION	765.74	765.65	765.54	765.44	765.32	765.20	765.06	764.93	764.78	764.64	764.48

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 11

LOCATION		℄ PIER 10	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 11
REF. LINE 1 TOE OF LEFT PARAPET	STATION	341+60.48	341+73.15	341+85.82	341+98.48	342+11.15	342+23.82	342+36.48	342+49.15	342+61.72	342+74.25	342+86.77
	FINAL TOP OF DECK ELEVATION	764.41	764.34	764.26	764.19	764.11	764.04	763.98	763.92	763.84	763.76	763.68
	SCREED ELEVATION	764.41	764.37	764.32	764.28	764.22	764.15	764.09	764.01	763.90	763.79	763.68
REF. LINE 2 BEAM B113L	STATION	341+61.09	341+73.76	341+86.43	341+99.10	342+11.77	342+24.44	342+37.11	342+49.78	342+62.45	342+75.13	342+87.80
	FINAL TOP OF DECK ELEVATION	764.46	764.38	764.30	764.23	764.16	764.09	764.03	763.96	763.89	763.83	763.77
	TOP OF HAUNCH ELEVATION	763.75	763.70	763.66	763.61	763.56	763.49	763.43	763.34	763.25	763.15	763.06
REF. LINE 4 BEAM B114L	STATION	341+65.23	341+77.93	341+90.63	342+03.33	342+16.04	342+28.74	342+41.44	342+54.14	342+66.84	342+79.55	342+92.25
	FINAL TOP OF DECK ELEVATION	764.75	764.68	764.60	764.52	764.45	764.39	764.32	764.26	764.19	764.13	764.07
	TOP OF HAUNCH ELEVATION	764.04	764.01	763.96	763.91	763.86	763.81	763.73	763.65	763.55	763.46	763.36
REF. LINE GRADE BREAK 3	STATION	341+66.70	341+79.41	341+92.12	342+04.83	342+17.55	342+30.26	342+42.87	342+55.45	342+68.02	342+80.59	342+93.16
	FINAL TOP OF DECK ELEVATION	764.85	764.78	764.71	764.63	764.56	764.48	764.40	764.33	764.26	764.18	764.11
	SCREED ELEVATION	764.85	764.82	764.78	764.73	764.68	764.60	764.52	764.43	764.33	764.22	764.11
REF. LINE 5 BEAM B115L	STATION	341+69.50	341+82.23	341+94.97	342+07.70	342+20.43	342+33.17	342+45.90	342+58.64	342+71.37	342+84.10	342+96.84
	FINAL TOP OF DECK ELEVATION	764.88	764.80	764.73	764.64	764.56	764.48	764.40	764.32	764.24	764.16	764.08
	TOP OF HAUNCH ELEVATION	764.17	764.13	764.10	764.03	763.97	763.90	763.81	763.71	763.61	763.49	763.37
REF. LINE 6 BEAM B116L	STATION	341+73.77	341+86.54	341+99.30	342+12.07	342+24.83	342+37.60	342+50.37	342+63.13	342+75.90	342+86.66	343+01.43
	FINAL TOP OF DECK ELEVATION	764.92	764.83	764.75	764.66	764.57	764.48	764.39	764.31	764.21	764.13	764.04
	TOP OF HAUNCH ELEVATION	764.21	764.16	764.12	764.06	763.98	763.90	763.80	763.71	763.58	763.46	763.33
REF. LINE 7 BEAM B117L	STATION	341+78.04	341+90.84	342+03.64	342+16.43	342+29.23	342+42.03	342+54.83	342+67.63	342+80.42	342+93.22	343+06.02
	FINAL TOP OF DECK ELEVATION	764.96	764.86	764.76	764.67	764.57	764.48	764.37	764.28	764.19	764.09	763.99
	TOP OF HAUNCH ELEVATION	764.25	764.19	764.13	764.07	763.99	763.90	763.79	763.68	763.56	763.42	763.28
REF. LINE XX CONSTR. JOINT	STATION	341+80.18	341+92.99	342+05.80	342+18.62	342+31.43	342+44.25	342+57.06	342+69.87	342+82.69	342+95.50	343+08.31
	FINAL TOP OF DECK ELEVATION	764.97	764.87	764.77	764.67	764.57	764.47	764.37	764.27	764.17	764.07	763.97
	SCREED ELEVATION	764.97	764.91	764.85	764.78	764.69	764.60	764.49	764.38	764.25	764.11	763.97
REF. LINE 8 BEAM B118L	STATION	341+82.31	341+95.14	342+07.97	342+20.80	342+33.63	342+46.46	342+59.29	342+72.12	342+84.95	342+97.78	343+10.61
	FINAL TOP OF DECK ELEVATION	764.98	764.88	764.78	764.67	764.56	764.46	764.36	764.26	764.15	764.04	763.94
	TOP OF HAUNCH ELEVATION	764.27	764.21	764.15	764.07	763.98	763.88	763.78	763.66	763.52	763.37	763.23
REF. LINE 9 BEAM B119L	STATION	341+86.58	341+99.44	342+12.30	342+25.17	342+38.03	342+50.89	342+63.75	342+76.61	342+89.48	343+02.34	343+15.20
	FINAL TOP OF DECK ELEVATION	765.01	764.90	764.78	764.67	764.56	764.45	764.34	764.21	764.10	763.99	763.88
	TOP OF HAUNCH ELEVATION	764.30	764.23	764.15	764.07	763.98	763.87	763.76	763.61	763.47	763.32	763.17
REF. LINE 10 BEAM B120L	STATION	341+90.85	342+03.75	342+16.64	342+29.53	342+42.43	342+55.32	342+68.22	342+81.11	342+94.00	343+06.90	343+19.79
	FINAL TOP OF DECK ELEVATION	765.03	764.90	764.79	764.66	764.55	764.42	764.30	764.18	764.06	763.94	763.82
	TOP OF HAUNCH ELEVATION	764.32	764.23	764.16	764.06	763.97	763.85	763.72	763.58	763.43	763.27	763.11
REF. LINE 11 BEAM B121L	STATION	341+95.12	342+08.05	342+20.97	342+33.90	342+46.83	342+59.75	342+72.68	342+85.60	342+98.53	343+11.46	343+24.38
	FINAL TOP OF DECK ELEVATION	765.04	764.91	764.78	764.65	764.52	764.39	764.26	764.14	764.00	763.88	763.74
	TOP OF HAUNCH ELEVATION	764.33	764.24	764.15	764.05	763.94	763.82	763.68	763.54	763.37	763.21	763.03
REF. LINE LEFT PROFILE GRADE	STATION	341+97.75	342+10.70	342+23.64	342+36.59	342+49.54	342+62.48	342+75.43	342+88.37	343+01.32	343+14.26	343+27.21
	FINAL TOP OF DECK ELEVATION	765.04	764.91	764.77	764.64	764.50	764.38	764.24	764.11	763.97	763.84	763.70
	SCREED ELEVATION	765.04	764.95	764.85	764.75	764.63	764.52	764.37	764.22	764.05	763.88	763.70
REF. LINE 12 BEAM B122L	STATION	341+99.39	342+12.35	342+25.31	342+38.27	342+51.22	342+64.18	342+77.14	342+90.10	343+03.06	343+16.01	343+28.97
	FINAL TOP OF DECK ELEVATION	764.90	764.77	764.63	764.50	764.36	764.23	764.09	763.96	763.82	763.69	763.55
	TOP OF HAUNCH ELEVATION	764.19	764.10	764.00	763.90	763.78	763.66	763.51	763.36	763.19	763.02	762.84
REF. LINE 13 BEAM B123L	STATION	342+03.66	342+16.65	342+29.64	342+42.63	342+55.62	342+68.61	342+81.60	342+94.59	343+07.58	343+20.57	343+33.56
	FINAL TOP OF DECK ELEVATION	764.53	764.39	764.25	764.12	763.98	763.85	763.71	763.58	763.44	763.31	763.17
	TOP OF HAUNCH ELEVATION	763.82	763.72	763.61	763.51	763.38	763.26	763.11	762.97	762.80	762.64	762.46
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	342+04.18	342+17.17	342+30.17	342+43.16	342+56.16	342+69.15	342+82.14	342+95.14	343+08.13	343+21.13	343+34.12
	FINAL TOP OF DECK ELEVATION	764.48	764.35	764.21	764.08	763.94	763.81	763.67	763.54	763.40	763.27	763.13
	SCREED ELEVATION	764.48	764.38	764.28	764.17	764.05	763.93	763.78	763.63	763.47	763.30	763.13

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

189/229

1436
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 12

LOCATION		℄ PIER 11	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 12
REF. LINE 1 TOE OF LEFT PARAPET	STATION	342+86.77	342+99.51	343+12.25	343+24.97	343+37.69	343+50.41	343+63.11	343+75.82	343+88.51	344+01.20	344+13.89
	FINAL TOP OF DECK ELEVATION	763.68	763.63	763.55	763.48	763.41	763.34	763.27	763.19	763.13	763.06	762.99
	SCREED ELEVATION	763.68	763.66	763.61	763.56	763.51	763.44	763.37	763.27	763.19	763.09	762.99
REF. LINE 2 BEAM B124L	STATION	342+87.80	343+00.43	343+13.06	343+25.69	343+38.32	343+50.95	343+63.58	343+76.21	343+88.84	344+01.47	344+14.10
	FINAL TOP OF DECK ELEVATION	763.77	763.69	763.62	763.54	763.47	763.39	763.32	763.24	763.17	763.10	763.03
	TOP OF HAUNCH ELEVATION	763.06	763.01	762.97	762.92	762.86	762.79	762.71	762.62	762.52	762.42	762.32
REF. LINE 4 BEAM B125L	STATION	342+92.25	343+04.60	343+16.96	343+29.31	343+41.67	343+54.03	343+66.39	343+78.75	343+91.11	344+03.48	344+15.84
	FINAL TOP OF DECK ELEVATION	764.07	763.99	763.91	763.85	763.77	763.70	763.63	763.56	763.48	763.42	763.35
	TOP OF HAUNCH ELEVATION	763.36	763.31	763.26	763.22	763.16	763.09	763.02	762.94	762.83	762.74	762.64
REF. LINE GRADE BREAK 3	STATION	342+93.16	343+05.50	343+17.83	343+30.16	343+42.48	343+54.80	343+67.12	343+79.44	343+91.75	344+04.06	344+16.36
	FINAL TOP OF DECK ELEVATION	764.11	764.04	763.97	763.90	763.83	763.76	763.69	763.62	763.56	763.49	763.42
	SCREED ELEVATION	764.11	764.07	764.03	763.98	763.93	763.86	763.79	763.70	763.62	763.52	763.42
REF. LINE 5 BEAM B126L	STATION	342+96.84	343+08.89	343+20.95	343+33.01	343+45.08	343+57.15	343+69.23	343+81.31	343+93.40	344+05.49	344+17.58
	FINAL TOP OF DECK ELEVATION	764.08	764.01	763.93	763.85	763.78	763.71	763.64	763.56	763.49	763.42	763.35
	TOP OF HAUNCH ELEVATION	763.37	763.33	763.28	763.22	763.16	763.10	763.02	762.93	762.84	762.74	762.64
REF. LINE 6 BEAM B127L	STATION	343+01.43	343+13.18	343+24.95	343+36.72	343+48.50	343+60.28	343+72.08	343+83.88	343+95.68	344+07.50	344+19.32
	FINAL TOP OF DECK ELEVATION	764.04	763.96	763.88	763.80	763.72	763.64	763.56	763.48	763.41	763.34	763.26
	TOP OF HAUNCH ELEVATION	763.33	763.28	763.22	763.16	763.09	763.02	762.93	762.84	762.75	762.66	762.55
REF. LINE 7 BEAM B128L	STATION	343+06.02	343+17.48	343+28.94	343+40.42	343+51.91	343+63.41	343+74.92	343+86.44	343+97.97	344+09.51	344+21.06
	FINAL TOP OF DECK ELEVATION	763.99	763.91	763.82	763.73	763.65	763.57	763.49	763.41	763.32	763.24	763.16
	TOP OF HAUNCH ELEVATION	763.28	763.23	763.16	763.09	763.02	762.94	762.86	762.77	762.66	762.56	762.45
REF. LINE XX CONSTR. JOINT	STATION	343+08.31	343+19.68	343+31.04	343+42.41	343+53.77	343+65.14	343+76.50	343+87.87	343+99.23	344+10.59	344+21.96
	FINAL TOP OF DECK ELEVATION	763.97	763.88	763.79	763.70	763.62	763.53	763.45	763.36	763.28	763.19	763.11
	SCREED ELEVATION	763.97	763.90	763.83	763.76	763.69	763.60	763.52	763.42	763.32	763.21	763.11
REF. LINE 8 BEAM B129L	STATION	343+10.61	343+21.77	343+32.94	343+44.12	343+55.32	343+66.54	343+77.76	343+89.00	344+00.26	344+11.53	344+22.81
	FINAL TOP OF DECK ELEVATION	763.94	763.85	763.76	763.67	763.58	763.49	763.41	763.32	763.24	763.14	763.06
	TOP OF HAUNCH ELEVATION	763.23	763.16	763.10	763.02	762.94	762.86	762.77	762.67	762.58	762.45	762.35
REF. LINE 9 BEAM B130L	STATION	343+15.20	343+26.10	343+37.02	343+47.94	343+58.88	343+69.83	343+80.79	343+91.76	344+02.74	344+13.73	344+24.73
	FINAL TOP OF DECK ELEVATION	763.88	763.78	763.69	763.59	763.50	763.41	763.32	763.23	763.13	763.05	762.95
	TOP OF HAUNCH ELEVATION	763.17	763.09	763.02	762.94	762.86	762.77	762.68	762.58	762.46	762.36	762.24
REF. LINE 10 BEAM B131L	STATION	343+19.79	343+30.44	343+41.10	343+51.76	343+62.44	343+73.12	343+83.81	343+94.51	344+05.22	344+15.94	344+26.66
	FINAL TOP OF DECK ELEVATION	763.82	763.72	763.62	763.52	763.42	763.32	763.22	763.13	763.03	762.93	762.84
	TOP OF HAUNCH ELEVATION	763.11	763.03	762.95	762.86	762.77	762.67	762.57	762.47	762.36	762.24	762.13
REF. LINE 11 BEAM B132L	STATION	343+24.38	343+34.78	343+45.18	343+55.58	343+66.00	343+76.41	343+86.84	343+97.27	344+07.70	344+18.14	344+28.59
	FINAL TOP OF DECK ELEVATION	763.74	763.64	763.54	763.43	763.34	763.23	763.13	763.02	762.92	762.82	762.72
	TOP OF HAUNCH ELEVATION	763.03	762.95	762.87	762.77	762.69	762.58	762.48	762.36	762.25	762.13	762.01
REF. LINE LEFT PROFILE GRADE	STATION	343+27.21	343+37.50	343+47.79	343+58.08	343+68.36	343+78.64	343+88.92	343+99.20	344+09.47	344+19.74	344+30.00
	FINAL TOP OF DECK ELEVATION	763.70	763.59	763.48	763.38	763.28	763.16	763.06	762.95	762.85	762.74	762.63
	SCREED ELEVATION	763.70	763.61	763.51	763.42	763.33	763.21	763.11	762.99	762.88	762.76	762.63
REF. LINE 12 BEAM B133L	STATION	343+28.97	343+39.11	343+49.26	343+59.40	343+69.55	343+79.71	343+89.86	344+00.02	344+10.18	344+20.35	344+30.51
	FINAL TOP OF DECK ELEVATION	763.55	763.45	763.35	763.25	763.14	763.04	762.94	762.84	762.74	762.63	762.53
	TOP OF HAUNCH ELEVATION	762.84	762.76	762.67	762.58	762.48	762.38	762.27	762.17	762.06	761.94	761.82
REF. LINE 13 BEAM B134L	STATION	343+33.56	343+43.45	343+53.34	343+63.23	343+73.12	343+83.00	343+92.89	344+02.78	344+12.67	344+22.56	344+32.45
	FINAL TOP OF DECK ELEVATION	763.17	763.08	762.97	762.87	762.77	762.66	762.56	762.46	762.35	762.25	762.15
	TOP OF HAUNCH ELEVATION	762.46	762.38	762.28	762.19	762.10	761.99	761.89	761.78	761.67	761.55	761.44
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	343+34.12	343+43.97	343+53.83	343+63.68	343+73.53	343+83.39	343+93.24	344+03.10	344+12.95	344+22.81	344+32.66
	FINAL TOP OF DECK ELEVATION	763.13	763.03	762.92	762.82	762.72	762.62	762.52	762.42	762.31	762.21	762.10
	SCREED ELEVATION	763.13	763.04	762.94	762.85	762.76	762.66	762.56	762.45	762.33	762.22	762.10

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - LEFT BRIDGE SPAN 13

LOCATION		℄ PIER 12	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BEARING FWD. ABUT.
REF. LINE 1 TOE OF LEFT PARAPET	STATION	344+13.89	344+21.25	344+28.62	344+35.99	344+43.36	344+50.73	344+58.10	344+65.46	344+72.83	344+80.20	344+87.57
	FINAL TOP OF DECK ELEVATION	762.99	762.93	762.89	762.85	762.81	762.77	762.73	762.69	762.65	762.62	762.58
	SCREED ELEVATION	762.99	762.95	762.93	762.90	762.87	762.84	762.79	762.74	762.69	762.64	762.58
REF. LINE 2 BEAM B135L	STATION	344+14.10	344+21.47	344+28.84	344+36.20	344+43.57	344+50.94	344+58.31	344+65.68	344+73.05	344+80.41	344+87.78
	FINAL TOP OF DECK ELEVATION	763.03	762.99	762.95	762.91	762.87	762.83	762.79	762.75	762.71	762.68	762.64
	TOP OF HAUNCH ELEVATION	762.32	762.30	762.28	762.25	762.22	762.19	762.14	762.09	762.04	761.99	761.93
REF. LINE 30 BEAM B136L	STATION	344+15.61	344+23.01	344+30.41	344+37.81	344+45.21	344+52.61	344+60.01	344+67.41	344+74.81	344+82.21	344+89.61
	FINAL TOP OF DECK ELEVATION	763.30	763.27	763.23	763.20	763.17	763.13	763.10	763.07	763.03	763.01	762.97
	TOP OF HAUNCH ELEVATION	762.59	762.58	762.56	762.55	762.53	762.50	762.46	762.42	762.36	762.32	762.26
REF. LINE GRADE BREAK 3	STATION	344+16.36	344+23.73	344+31.10	344+38.47	344+45.84	344+53.20	344+60.57	344+67.94	344+75.31	344+82.68	344+90.05
	FINAL TOP OF DECK ELEVATION	763.42	763.38	763.34	763.30	763.26	763.22	763.18	763.14	763.10	763.07	763.02
	SCREED ELEVATION	763.42	763.40	763.38	763.36	763.33	763.30	763.25	763.20	763.14	763.09	763.02
REF. LINE 31 BEAM B137L	STATION	344+17.29	344+24.69	344+32.09	344+39.49	344+46.89	344+54.29	344+61.69	344+69.09	344+76.49	344+83.89	344+91.29
	FINAL TOP OF DECK ELEVATION	763.37	763.33	763.28	763.24	763.19	763.15	763.10	763.06	763.02	762.97	762.93
	TOP OF HAUNCH ELEVATION	762.66	762.64	762.61	762.59	762.55	762.52	762.46	762.41	762.35	762.28	762.22
REF. LINE 32 BEAM B138L	STATION	344+18.97	344+26.37	344+33.77	344+41.17	344+48.57	344+55.97	344+63.37	344+70.77	344+78.17	344+85.57	344+92.97
	FINAL TOP OF DECK ELEVATION	763.28	763.23	763.18	763.13	763.09	763.04	762.99	762.94	762.89	762.84	762.80
	TOP OF HAUNCH ELEVATION	762.57	762.54	762.51	762.48	762.45	762.41	762.35	762.29	762.22	762.15	762.09
REF. LINE 33 BEAM B139L	STATION	344+20.66	344+28.06	344+35.46	344+42.86	344+50.26	344+57.66	344+65.06	344+72.46	344+79.86	344+87.26	344+94.66
	FINAL TOP OF DECK ELEVATION	763.18	763.13	763.08	763.03	762.98	762.92	762.87	762.82	762.77	762.71	762.66
	TOP OF HAUNCH ELEVATION	762.47	762.44	762.41	762.38	762.34	762.29	762.23	762.17	762.10	762.02	761.95
REF. LINE 34 BEAM B140L	STATION	344+22.34	344+29.74	344+37.14	344+44.54	344+51.94	344+59.34	344+66.74	344+74.14	344+81.54	344+88.94	344+96.34
	FINAL TOP OF DECK ELEVATION	763.09	763.03	762.98	762.92	762.86	762.81	762.75	762.69	762.63	762.57	762.52
	TOP OF HAUNCH ELEVATION	762.38	762.34	762.31	762.27	762.22	762.18	762.11	762.04	761.96	761.88	761.81
REF LINE XX CONSTR. LINE	STATION	344+23.24	344+30.64	344+38.04	344+45.44	344+52.84	344+60.24	344+67.64	344+75.04	344+82.44	344+89.84	344+97.24
	FINAL TOP OF DECK ELEVATION	763.04	762.98	762.92	762.86	762.80	762.74	762.68	762.62	762.56	762.50	762.44
	SCREED ELEVATION	763.04	763.00	762.96	762.92	762.87	762.82	762.75	762.68	762.60	762.52	762.44
REF. LINE 35 BEAM B141L	STATION	344+24.03	344+31.43	344+38.83	344+46.23	344+53.63	344+61.03	344+68.43	344+75.83	344+83.23	344+90.63	344+98.03
	FINAL TOP OF DECK ELEVATION	762.99	762.93	762.87	762.81	762.74	762.68	762.62	762.56	762.50	762.44	762.37
	TOP OF HAUNCH ELEVATION	762.28	762.24	762.20	762.16	762.10	762.05	761.98	761.91	761.83	761.75	761.66
REF. LINE 36 BEAM B142L	STATION	344+25.71	344+33.11	344+40.51	344+47.91	344+55.31	344+62.71	344+70.11	344+77.51	344+84.91	344+92.31	344+99.71
	FINAL TOP OF DECK ELEVATION	762.89	762.82	762.76	762.69	762.63	762.57	762.50	762.44	762.37	762.30	762.24
	TOP OF HAUNCH ELEVATION	762.18	762.13	762.09	762.04	761.99	761.94	761.86	761.79	761.70	761.61	761.53
REF. LINE 37 BEAM B143L	STATION	344+27.39	344+34.79	344+42.19	344+49.59	344+56.99	344+64.39	344+71.79	344+79.19	344+86.59	344+93.99	345+01.39
	FINAL TOP OF DECK ELEVATION	762.79	762.72	762.65	762.58	762.51	762.44	762.37	762.30	762.23	762.16	762.09
	TOP OF HAUNCH ELEVATION	762.08	762.03	761.98	761.93	761.87	761.81	761.73	761.65	761.56	761.47	761.38
REF. LINE LEFT PROFILE GRADE	STATION	344+30.00	344+37.40	344+44.80	344+52.20	344+59.60	344+67.00	344+74.40	344+81.80	344+89.20	344+96.60	345+04.00
	FINAL TOP OF DECK ELEVATION	762.63	762.56	762.47	762.40	762.32	762.25	762.17	762.09	762.02	761.93	761.86
	SCREED ELEVATION	762.63	762.58	762.51	762.46	762.39	762.33	762.24	762.15	762.06	761.95	761.86
REF. LINE 38 BEAM B144L	STATION	344+29.08	344+36.48	344+43.88	344+51.28	344+58.68	344+66.08	344+73.48	344+80.88	344+88.28	344+95.68	345+03.08
	FINAL TOP OF DECK ELEVATION	762.69	762.62	762.54	762.46	762.39	762.32	762.24	762.17	762.09	762.01	761.94
	TOP OF HAUNCH ELEVATION	761.98	761.93	761.87	761.81	761.75	761.69	761.60	761.52	761.42	761.32	761.23
REF. LINE 39 BEAM B145L	STATION	344+30.76	344+38.16	344+45.56	344+52.96	344+60.36	344+67.76	344+75.16	344+82.56	344+89.96	344+97.36	345+04.76
	FINAL TOP OF DECK ELEVATION	762.48	762.41	762.32	762.25	762.17	762.10	762.02	761.94	761.87	761.79	761.71
	TOP OF HAUNCH ELEVATION	761.77	761.72	761.65	761.60	761.53	761.47	761.38	761.29	761.20	761.10	761.00
REF. LINE 13 BEAM B146L	STATION	344+32.45	344+39.85	344+47.25	344+54.65	344+62.05	344+69.45	344+76.85	344+84.25	344+91.65	344+99.05	345+06.45
	FINAL TOP OF DECK ELEVATION	762.15	762.07	762.00	761.91	761.84	761.76	761.69	761.61	761.53	761.46	761.38
	TOP OF HAUNCH ELEVATION	761.44	761.38	761.33	761.26	761.19	761.12	761.04	760.96	760.86	760.77	760.67
REF. LINE 14 TOE OF LEFT MEDIAN BARRIER	STATION	344+32.66	344+40.06	344+47.46	344+54.86	344+62.26	344+69.66	344+77.06	344+84.46	344+91.86	344+99.26	345+06.66
	FINAL TOP OF DECK ELEVATION	762.10	762.03	761.96	761.87	761.80	761.72	761.65	761.57	761.49	761.42	761.33
	SCREED ELEVATION	762.10	762.05	762.00	761.92	761.86	761.79	761.71	761.62	761.53	761.44	761.33

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

191/229

1438
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 1

LOCATION		℄ BEARING REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1R
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	330+36.19	330+50.24	330+64.29	330+78.34	330+92.39	331+06.44	331+20.49	331+34.54	331+48.59	331+62.64	331+76.69
	FINAL TOP OF DECK ELEVATION	770.82	771.05	771.28	771.50	771.70	771.88	772.06	772.23	772.38	772.52	772.65
	SCREED ELEVATION	770.82	771.11	771.39	771.66	771.88	772.07	772.24	772.38	772.49	772.57	772.65
REF. LINE 16 BEAM B1R	STATION	330+36.62	330+50.67	330+64.72	330+78.77	330+92.82	331+06.87	331+20.92	331+34.97	331+49.02	331+63.07	331+77.12
	FINAL TOP OF DECK ELEVATION	770.84	771.08	771.30	771.52	771.72	771.90	772.09	772.25	772.40	772.54	772.67
	TOP OF HAUNCH ELEVATION	770.13	770.43	770.71	770.97	771.19	771.38	771.56	771.69	771.80	771.89	771.96
REF. LINE 17 BEAM B2R	STATION	330+39.87	330+53.92	330+67.97	330+82.02	330+96.07	331+10.12	331+24.17	331+38.22	331+52.27	331+66.32	331+80.37
	FINAL TOP OF DECK ELEVATION	771.02	771.26	771.48	771.69	771.89	772.07	772.24	772.40	772.55	772.69	772.81
	TOP OF HAUNCH ELEVATION	770.31	770.62	770.90	771.16	771.39	771.58	771.73	771.86	771.96	772.04	772.10
REF. LINE RIGHT PROFILE GRADE	STATION	330+41.57	330+55.62	330+69.67	330+83.72	330+97.77	331+11.82	331+25.87	331+39.92	331+53.97	331+68.02	331+82.07
	FINAL TOP OF DECK ELEVATION	771.11	771.34	771.57	771.77	771.97	772.16	772.33	772.49	772.63	772.77	772.89
	SCREED ELEVATION	771.11	771.41	771.70	771.95	772.18	772.37	772.53	772.66	772.75	772.83	772.89
REF. LINE 18 BEAM B3R	STATION	330+43.12	330+57.17	330+71.22	330+85.27	330+99.32	331+13.37	331+27.42	331+41.47	331+55.52	331+69.57	331+83.62
	FINAL TOP OF DECK ELEVATION	771.19	771.43	771.65	771.85	772.05	772.23	772.40	772.56	772.70	772.83	772.95
	TOP OF HAUNCH ELEVATION	770.48	770.79	771.07	771.32	771.55	771.74	771.89	772.02	772.11	772.18	772.24
REF. LINE 19 BEAM B4R	STATION	330+46.38	330+60.43	330+74.48	330+88.53	331+02.58	331+16.63	331+30.68	331+44.73	331+58.78	331+72.83	331+86.88
	FINAL TOP OF DECK ELEVATION	771.37	771.60	771.82	772.02	772.22	772.39	772.56	772.71	772.86	772.99	773.10
	TOP OF HAUNCH ELEVATION	770.66	770.96	771.24	771.49	771.72	771.90	772.05	772.17	772.27	772.34	772.39
REF. LINE 20 BEAM B5R	STATION	330+49.63	330+63.68	330+77.73	330+91.78	331+05.83	331+19.88	331+33.93	331+47.98	331+62.03	331+76.08	331+90.13
	FINAL TOP OF DECK ELEVATION	771.55	771.77	771.99	772.19	772.37	772.55	772.71	772.87	773.00	773.14	773.25
	TOP OF HAUNCH ELEVATION	770.84	771.13	771.41	771.66	771.87	772.06	772.20	772.33	772.41	772.49	772.54
REF. LINE GRADE BREAK 4	STATION	330+51.98	330+66.03	330+80.08	330+94.13	331+08.18	331+22.23	331+36.28	331+50.33	331+64.38	331+78.43	331+92.48
	FINAL TOP OF DECK ELEVATION	771.67	771.89	772.10	772.30	772.49	772.66	772.83	772.98	773.11	773.24	773.35
	SCREED ELEVATION	771.67	771.96	772.23	772.48	772.70	772.87	773.03	773.15	773.23	773.30	773.35
REF. LINE 21 BEAM B6R	STATION	330+52.88	330+66.93	330+80.98	330+95.03	331+09.08	331+23.13	331+37.18	331+51.23	331+65.28	331+79.33	331+93.38
	FINAL TOP OF DECK ELEVATION	771.66	771.89	772.10	772.30	772.49	772.67	772.83	772.99	773.12	773.26	773.37
	TOP OF HAUNCH ELEVATION	770.95	771.25	771.52	771.77	771.99	772.18	772.32	772.45	772.53	772.61	772.66
REF. LINE 22 BEAM B7R	STATION	330+56.13	330+70.18	330+84.23	330+98.28	331+12.33	331+23.38	331+40.43	331+54.48	331+68.53	331+82.58	331+96.63
	FINAL TOP OF DECK ELEVATION	771.62	771.86	772.08	772.29	772.49	772.68	772.85	773.01	773.16	773.30	773.43
	TOP OF HAUNCH ELEVATION	770.91	771.22	771.50	771.76	771.99	772.19	772.34	772.47	772.57	772.65	772.72
REF. LINE XX CONSTR. JOINT	STATION	330+57.76	330+71.81	330+85.86	330+99.91	331+13.96	331+28.01	331+42.06	331+56.11	331+70.16	331+84.21	331+98.25
	FINAL TOP OF DECK ELEVATION	771.60	771.84	772.07	772.29	772.49	772.68	772.86	773.03	773.18	773.33	773.46
	SCREED ELEVATION	771.60	771.91	772.20	772.47	772.70	772.89	773.06	773.20	773.30	773.39	773.46
REF. LINE 23 BEAM B8R	STATION	330+59.38	330+73.43	330+87.48	331+01.53	331+15.58	331+29.63	331+43.68	331+57.73	331+71.78	331+85.83	331+99.88
	FINAL TOP OF DECK ELEVATION	771.59	771.83	772.06	772.29	772.50	772.69	772.88	773.05	773.21	773.35	773.49
	TOP OF HAUNCH ELEVATION	770.88	771.19	771.48	771.76	772.00	772.20	772.37	772.51	772.62	772.70	772.78
REF. LINE 24 BEAM B9R	STATION	330+62.64	330+76.69	330+90.74	331+04.79	331+18.84	331+32.89	331+46.94	331+60.99	331+75.04	331+89.09	332+03.14
	FINAL TOP OF DECK ELEVATION	771.56	771.81	772.06	772.29	772.50	772.71	772.90	773.08	773.26	773.41	773.55
	TOP OF HAUNCH ELEVATION	770.85	771.17	771.48	771.76	772.00	772.22	772.39	772.54	772.67	772.76	772.84
REF. LINE GRADE BREAK 5	STATION	330+63.51	330+77.44	330+91.37	331+05.30	331+19.23	331+33.16	331+47.09	331+61.02	-	-	-
	FINAL TOP OF DECK ELEVATION	771.55	771.81	772.06	772.29	772.50	772.71	772.90	773.08	-	-	-
	DEAD LOAD DEFLECTION	0.00	-0.07	-0.13	-0.18	-0.21	-0.21	-0.20	-0.17			
	SCREED ELEVATION	771.55	771.88	772.19	772.47	772.71	772.92	773.10	773.25	-	-	-
REF. LINE 25 BEAM B10R	STATION	330+65.89	330+79.94	330+93.98	331+08.03	331+22.08	331+36.13	331+50.18	331+64.23	331+78.28	331+92.32	332+06.37
	FINAL TOP OF DECK ELEVATION	771.54	771.80	772.05	772.29	772.52	772.73	772.93	773.13	773.31	773.47	773.63
	TOP OF HAUNCH ELEVATION	770.83	771.16	771.47	771.76	772.02	772.24	772.42	772.59	772.72	772.82	772.92
REF. LINE GRADE BREAK 6	STATION	330+68.67	330+82.60	330+96.53	331+10.46	331+24.39	331+38.32	331+52.25	331+66.18	331+80.11	331+94.04	332+08.09
	FINAL TOP OF DECK ELEVATION	771.52	771.79	772.05	772.30	772.53	772.75	772.95	773.15	773.34	773.51	773.67
	SCREED ELEVATION	771.52	771.86	772.18	772.48	772.74	772.97	773.16	773.33	773.47	773.57	773.67
REF. LINE 26 BEAM B11L	STATION	330+69.14	330+83.19	330+97.24	331+11.29	331+25.34	331+39.39	331+53.44	331+67.49	331+81.54	331+95.59	332+09.64
	FINAL TOP OF DECK ELEVATION	771.49	771.75	772.00	772.24	772.46	772.67	772.86	773.05	773.22	773.38	773.54
	TOP OF HAUNCH ELEVATION	770.78	771.11	771.43	771.71	771.96	772.18	772.36	772.52	772.64	772.74	772.83
REF. LINE 28 BEAM B12R	STATION	330+72.97	330+86.96	331+00.95	331+14.94	331+28.93	331+42.91	331+56.90	331+70.89	331+84.88	331+98.87	332+12.86
	FINAL TOP OF DECK ELEVATION	771.21	771.46	771.72	771.95	772.18	772.39	772.59	772.78	772.95	773.12	773.28
	TOP OF HAUNCH ELEVATION	770.50	770.81	771.13	771.40	771.66	771.87	772.06	772.22	772.35	772.47	772.57
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	330+73.83	330+87.76	331+01.69	331+15.62	331+29.55	331+43.48	331+57.41	331+71.34	331+85.27	331+99.24	332+13.29
	FINAL TOP OF DECK ELEVATION	771.14	771.41	771.66	771.90	772.13	772.35	772.55	772.74	772.92	773.09	773.25
	SCREED ELEVATION	771.14	771.47	771.78	772.06	772.31	772.54	772.73	772.89	773.03	773.14	773.25

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

192/229

1439
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 2

LOCATION		℄ PIER 1R	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2R
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	331+76.69	331+88.70	332+00.71	332+12.72	332+24.73	332+36.74	332+48.75	332+60.76	332+72.77	332+84.78	332+96.79
	FINAL TOP OF DECK ELEVATION	772.65	772.74	772.83	772.91	772.98	773.04	773.09	773.14	773.17	773.19	773.20
	SCREED ELEVATION	772.65	772.76	772.87	772.97	773.05	773.11	773.16	773.20	773.21	773.21	773.20
REF. LINE 16 BEAM B13R	STATION	331+77.12	331+89.14	332+01.15	332+13.17	332+25.19	332+37.20	332+49.22	332+61.24	332+73.25	332+85.27	332+97.28
	FINAL TOP OF DECK ELEVATION	772.67	772.76	772.85	772.93	773.00	773.06	773.11	773.16	773.19	773.21	773.22
	TOP OF HAUNCH ELEVATION	771.96	772.07	772.18	772.28	772.36	772.43	772.47	772.51	772.52	772.52	772.51
REF. LINE 17 BEAM B14R	STATION	331+80.37	331+92.30	332+04.23	332+16.15	332+28.07	332+39.99	332+51.90	332+63.81	332+75.71	332+87.61	332+99.51
	FINAL TOP OF DECK ELEVATION	772.81	772.90	772.98	773.05	773.12	773.17	773.21	773.25	773.28	773.29	773.29
	TOP OF HAUNCH ELEVATION	772.10	772.21	772.31	772.40	772.48	772.54	772.58	772.60	772.62	772.60	772.58
REF. LINE RIGHT PROFILE GRADE	STATION	331+82.07	331+94.16	332+06.25	332+18.34	332+30.43	332+42.52	332+54.61	332+66.69	332+78.78	332+90.87	333+02.96
	FINAL TOP OF DECK ELEVATION	772.89	772.98	773.06	773.14	773.21	773.27	773.32	773.35	773.38	773.40	773.41
	SCREED ELEVATION	772.89	773.00	773.11	773.21	773.29	773.35	773.40	773.42	773.43	773.42	773.41
REF. LINE 18 BEAM B15R	STATION	331+83.62	331+95.47	332+07.31	332+19.14	332+30.96	332+42.77	332+54.58	332+66.38	332+78.18	332+89.96	333+01.74
	FINAL TOP OF DECK ELEVATION	772.95	773.04	773.11	773.18	773.23	773.28	773.32	773.34	773.36	773.37	773.37
	TOP OF HAUNCH ELEVATION	772.24	772.35	772.45	772.54	772.60	772.65	772.69	772.70	772.70	772.69	772.66
REF. LINE 19 BEAM B16R	STATION	331+86.88	331+98.77	332+10.66	332+22.54	332+34.41	332+46.28	332+58.13	332+69.98	332+81.83	332+93.66	333+05.49
	FINAL TOP OF DECK ELEVATION	773.10	773.18	773.25	773.32	773.37	773.41	773.45	773.47	773.49	773.50	773.50
	TOP OF HAUNCH ELEVATION	772.39	772.49	772.59	772.68	772.74	772.79	772.82	772.83	772.83	772.82	772.79
REF. LINE 20 BEAM B17R	STATION	331+90.13	332+02.10	332+14.07	332+26.04	332+37.99	332+49.94	332+61.89	332+73.82	332+85.75	332+97.68	333+09.59
	FINAL TOP OF DECK ELEVATION	773.25	773.33	773.40	773.46	773.51	773.55	773.58	773.61	773.63	773.64	773.65
	TOP OF HAUNCH ELEVATION	772.54	772.65	772.75	772.83	772.89	772.94	772.97	772.98	772.98	772.96	772.94
REF. LINE GRADE BREAK 4	STATION	331+92.48	332+04.72	332+16.96	332+29.20	332+41.45	332+53.69	332+65.93	332+78.17	-	-	-
	FINAL TOP OF DECK ELEVATION	773.35	773.44	773.52	773.59	773.64	773.70	773.73	773.76	-	-	-
	SCREED ELEVATION	773.35	773.47	773.58	773.67	773.73	773.80	773.83	773.84	-	-	-
REF. LINE 21 BEAM B18R	STATION	331+93.38	332+05.44	332+17.49	332+29.53	332+41.57	332+53.61	332+65.64	332+77.66	332+89.68	333+01.69	333+13.70
	FINAL TOP OF DECK ELEVATION	773.37	773.45	773.53	773.60	773.65	773.69	773.72	773.74	773.76	773.79	773.80
	TOP OF HAUNCH ELEVATION	772.66	772.77	772.88	772.97	773.04	773.08	773.11	773.11	773.11	773.11	773.09
REF. LINE 22 BEAM B19R	STATION	331+96.63	332+08.77	332+20.90	332+33.03	332+45.16	332+57.27	332+69.39	332+81.50	332+93.60	333+05.70	333+17.80
	FINAL TOP OF DECK ELEVATION	773.43	773.52	773.61	773.69	773.74	773.80	773.84	773.87	773.90	773.94	773.96
	TOP OF HAUNCH ELEVATION	772.72	772.84	772.96	773.06	773.13	773.20	773.23	773.25	773.25	773.26	773.25
REF. LINE XX CONSTR. JOINT	STATION	331+98.25	332+10.43	332+22.61	332+34.79	332+46.96	332+59.14	332+71.32	332+83.50	332+95.68	333+07.85	333+20.03
	FINAL TOP OF DECK ELEVATION	773.46	773.56	773.65	773.73	773.80	773.86	773.91	773.95	773.98	774.02	774.04
	SCREED ELEVATION	773.46	773.59	773.71	773.81	773.90	773.96	774.01	774.03	774.04	774.05	774.04
REF. LINE 23 BEAM B20R	STATION	331+99.88	332+12.10	332+24.32	332+36.53	332+48.74	332+60.94	332+73.14	332+85.34	332+97.53	333+09.72	333+21.90
	FINAL TOP OF DECK ELEVATION	773.49	773.59	773.69	773.77	773.85	773.91	773.96	774.01	774.05	774.09	774.11
	TOP OF HAUNCH ELEVATION	772.78	772.91	773.04	773.14	773.24	773.31	773.35	773.39	773.40	773.41	773.40
REF. LINE 24 BEAM B21R	STATION	332+03.14	332+15.44	332+27.73	332+40.03	332+52.32	332+64.61	332+76.89	332+89.17	333+01.45	333+13.73	333+26.00
	FINAL TOP OF DECK ELEVATION	773.55	773.67	773.78	773.87	773.95	774.03	774.10	774.15	774.20	774.24	774.28
	TOP OF HAUNCH ELEVATION	772.84	772.99	773.13	773.25	773.34	773.43	773.50	773.53	773.56	773.56	773.57
REF. LINE 25 BEAM B22R	STATION	332+06.37	332+18.77	332+31.15	332+43.52	332+55.90	332+68.27	332+80.64	332+93.01	333+05.38	333+17.74	333+30.11
	FINAL TOP OF DECK ELEVATION	773.63	773.76	773.87	773.98	774.08	774.16	774.24	774.30	774.36	774.40	774.44
	TOP OF HAUNCH ELEVATION	772.92	773.08	773.22	773.36	773.48	773.56	773.64	773.68	773.72	773.72	773.73
REF. LINE GRADE BREAK 6	STATION	332+08.09	332+20.56	332+33.03	332+45.50	332+70.44	332+82.92	332+95.39	333+07.86	333+20.33	333+32.80	333+45.47
	FINAL TOP OF DECK ELEVATION	773.67	773.81	773.93	774.03	774.23	774.32	774.39	774.46	774.51	774.55	774.59
	SCREED ELEVATION	773.67	773.84	773.99	774.12	774.34	774.43	774.50	774.55	774.58	774.58	774.59
REF. LINE 26 BEAM B23R	STATION	332+09.64	332+22.10	332+34.56	332+47.02	332+59.48	332+71.94	332+84.39	332+96.85	333+09.30	333+21.76	333+34.21
	FINAL TOP OF DECK ELEVATION	773.54	773.68	773.80	773.92	774.02	774.12	774.20	774.28	774.34	774.40	774.45
	TOP OF HAUNCH ELEVATION	772.83	773.00	773.15	773.30	773.42	773.53	773.60	773.66	773.70	773.73	773.74
REF. LINE 28 BEAM B24R	STATION	332+12.86	332+25.40	332+37.94	332+50.48	332+63.02	332+75.56	332+88.11	333+00.65	333+13.19	333+25.73	333+38.27
	FINAL TOP OF DECK ELEVATION	773.28	773.41	773.53	773.64	773.74	773.83	773.91	773.98	774.04	774.09	774.13
	TOP OF HAUNCH ELEVATION	772.57	772.73	772.88	773.01	773.13	773.23	773.30	773.36	773.39	773.41	773.42
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	332+13.29	332+25.84	332+38.39	332+50.93	332+63.48	332+76.03	332+88.58	333+01.13	333+13.67	333+26.22	333+38.77
	FINAL TOP OF DECK ELEVATION	773.25	773.38	773.50	773.61	773.70	773.79	773.88	773.94	774.00	774.05	774.09
	SCREED ELEVATION	773.25	773.41	773.56	773.69	773.80	773.90	773.98	774.03	774.06	774.08	774.09

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

193/229

1440
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 3

LOCATION		℄ PIER 2R	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3R
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	332+96.79	333+06.45	333+16.12	333+25.79	333+35.45	333+45.12	333+54.78	333+64.45	333+74.12	333+83.78	333+93.45
	FINAL TOP OF DECK ELEVATION	773.20	773.20	773.19	773.18	773.16	773.13	773.09	773.06	773.01	772.96	772.91
	SCREED ELEVATION	773.20	773.21	773.21	773.21	773.20	773.17	773.13	773.09	773.03	772.97	772.91
REF. LINE 16 BEAM B25R	STATION	332+97.28	333+06.99	333+16.70	333+26.41	333+36.12	333+45.82	333+55.53	333+65.24	333+74.95	333+84.66	333+94.36
	FINAL TOP OF DECK ELEVATION	773.22	773.22	773.21	773.19	773.17	773.15	773.11	773.07	773.03	772.98	772.92
	TOP OF HAUNCH ELEVATION	772.51	772.52	772.52	772.51	772.50	772.48	772.44	772.39	772.34	772.28	772.21
REF. LINE 18 BEAM B26R	STATION	333+01.74	333+11.78	333+21.81	333+31.84	333+41.87	333+51.89	333+61.90	333+71.91	333+81.92	333+91.91	334+01.88
	FINAL TOP OF DECK ELEVATION	773.37	773.38	773.36	773.35	773.33	773.30	773.27	773.23	773.19	773.14	773.08
	TOP OF HAUNCH ELEVATION	772.66	772.68	772.68	772.68	772.67	772.64	772.61	772.56	772.51	772.45	772.37
REF. LINE RIGHT PROFILE GRADE	STATION	333+02.96	333+13.14	333+23.32	333+33.51	333+43.69	333+53.87	333+64.06	333+74.24	333+84.43	333+94.60	334+04.73
	FINAL TOP OF DECK ELEVATION	773.41	773.42	773.41	773.40	773.38	773.36	773.33	773.29	773.25	773.19	773.14
	SCREED ELEVATION	773.41	773.43	773.44	773.44	773.43	773.41	773.38	773.33	773.28	773.20	773.14
REF. LINE 19 BEAM B27R	STATION	333+05.49	333+15.88	333+26.27	333+36.67	333+47.06	333+57.46	333+67.85	333+78.25	333+88.65	333+99.01	334+09.37
	FINAL TOP OF DECK ELEVATION	773.50	773.50	773.51	773.49	773.47	773.46	773.42	773.38	773.34	773.29	773.24
	TOP OF HAUNCH ELEVATION	772.79	772.81	772.83	772.83	772.81	772.81	772.76	772.72	772.66	772.60	772.53
REF. LINE 20 BEAM B28R	STATION	333+09.59	333+20.33	333+31.06	333+41.80	333+52.53	333+63.27	333+74.01	333+84.76	333+95.47	334+06.15	334+16.83
	FINAL TOP OF DECK ELEVATION	773.65	773.65	773.66	773.65	773.64	773.62	773.59	773.55	773.51	773.46	773.40
	TOP OF HAUNCH ELEVATION	772.94	772.96	772.99	772.99	772.99	772.98	772.94	772.89	772.84	772.77	772.69
REF. LINE 21 BEAM B29R	STATION	333+13.70	333+24.77	333+35.85	333+46.93	333+58.01	333+69.09	333+80.18	333+91.25	334+02.25	334+13.26	334+24.27
	FINAL TOP OF DECK ELEVATION	773.80	773.81	773.81	773.81	773.80	773.79	773.75	773.72	773.68	773.63	773.58
	TOP OF HAUNCH ELEVATION	773.09	773.12	773.14	773.16	773.16	773.15	773.11	773.07	773.01	772.94	772.87
REF. LINE 22 BEAM B30R	STATION	333+17.80	333+29.21	333+40.63	333+52.05	333+63.48	333+74.91	333+86.34	333+97.69	334+09.02	334+20.35	334+31.68
	FINAL TOP OF DECK ELEVATION	773.96	773.97	773.98	773.98	773.97	773.95	773.93	773.89	773.86	773.81	773.75
	TOP OF HAUNCH ELEVATION	773.25	773.28	773.32	773.34	773.34	773.32	773.30	773.25	773.20	773.12	773.04
REF. LINE XX CONSTR. JOINT	STATION	333+19.85	333+31.45	333+43.05	333+54.65	333+66.25	333+77.85	333+89.44	334+00.93	334+12.41	334+23.89	334+35.37
	FINAL TOP OF DECK ELEVATION	774.03	774.05	774.06	774.06	774.06	774.04	774.02	773.99	773.95	773.90	773.85
	SCREED ELEVATION	774.03	774.07	774.11	774.13	774.14	774.12	774.10	774.06	774.00	773.92	773.85
REF. LINE 23 BEAM B31R	STATION	333+21.90	333+33.66	333+45.42	333+57.18	333+68.95	333+80.82	333+92.46	334+04.11	334+15.76	334+27.41	334+39.06
	FINAL TOP OF DECK ELEVATION	774.11	774.13	774.15	774.15	774.15	774.13	774.11	774.08	774.04	773.99	773.94
	TOP OF HAUNCH ELEVATION	773.40	773.45	773.49	773.52	773.53	773.51	773.49	773.45	773.38	773.31	773.23
REF. LINE 24 BEAM B32R	STATION	333+26.00	333+38.10	333+50.21	333+62.31	333+74.42	333+86.54	333+98.54	334+10.50	334+22.47	334+34.44	334+46.42
	FINAL TOP OF DECK ELEVATION	774.28	774.30	774.32	774.33	774.33	774.31	774.29	774.26	774.23	774.18	774.13
	TOP OF HAUNCH ELEVATION	773.57	773.62	773.67	773.70	773.72	773.70	773.68	773.63	773.58	773.50	773.42
REF. LINE 25 BEAM B33R	STATION	333+30.11	333+42.55	333+54.99	333+67.44	333+79.90	333+92.31	334+04.59	334+16.88	334+29.16	334+41.46	334+53.75
	FINAL TOP OF DECK ELEVATION	774.44	774.47	774.50	774.50	774.51	774.50	774.48	774.45	774.42	774.38	774.33
	TOP OF HAUNCH ELEVATION	773.73	773.79	773.86	773.88	773.91	773.91	773.88	773.83	773.78	773.70	773.62
REF. LINE GRADE BREAK 6	STATION	333+45.47	333+58.14	333+70.81	333+83.49	333+96.06	334+08.53	334+20.96	334+33.37	334+45.75	334+58.09	334+71.07
	FINAL TOP OF DECK ELEVATION	774.59	774.61	774.63	774.63	774.62	774.61	774.58	774.55	774.50	774.45	774.38
	SCREED ELEVATION	774.59	774.65	774.70	774.73	774.74	774.74	774.70	774.65	774.57	774.49	774.38
REF. LINE 26 BEAM B34R	STATION	333+34.21	333+46.99	333+59.78	333+72.57	333+85.37	333+98.03	334+10.62	334+23.23	334+35.83	334+48.44	334+61.06
	FINAL TOP OF DECK ELEVATION	774.45	774.48	774.50	774.52	774.52	774.51	774.49	774.46	774.42	774.36	774.29
	TOP OF HAUNCH ELEVATION	773.74	773.81	773.86	773.91	773.93	773.93	773.90	773.85	773.78	773.69	773.58
REF. LINE 28 BEAM B35R	STATION	333+38.27	333+51.36	333+64.44	333+77.52	333+90.58	334+03.43	334+16.28	334+29.12	334+41.97	334+54.82	334+67.66
	FINAL TOP OF DECK ELEVATION	774.13	774.16	774.19	774.20	774.20	774.19	774.16	774.13	774.09	774.03	773.96
	TOP OF HAUNCH ELEVATION	773.42	773.48	773.54	773.57	773.59	773.58	773.55	773.50	773.44	773.35	773.25
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	333+38.77	333+51.93	333+65.10	333+78.27	333+91.41	334+04.34	334+17.24	334+30.11	334+42.96	334+55.76	334+68.53
	FINAL TOP OF DECK ELEVATION	774.09	774.12	774.14	774.15	774.15	774.14	774.11	774.08	774.03	773.98	773.91
	SCREED ELEVATION	774.09	774.15	774.20	774.23	774.25	774.24	774.21	774.16	774.09	774.01	773.91

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

194/229

1441
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 4

LOCATION		℄ PIER 3R	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	333+93.45	334+02.93	334+12.40	334+21.86	334+31.29	334+40.69	334+50.07	334+59.42	334+68.73	334+78.00	334+87.24
	FINAL TOP OF DECK ELEVATION	772.91	772.84	772.78	772.70	772.63	772.54	772.46	772.36	772.26	772.16	772.06
	SCREED ELEVATION	772.91	772.85	772.80	772.72	772.66	772.57	772.49	772.38	772.28	772.17	772.06
REF. LINE 16 BEAM B36R	STATION	333+94.36	334+03.86	334+13.36	334+22.86	334+32.36	334+41.86	334+51.36	334+60.86	334+70.36	334+79.86	334+89.36
	FINAL TOP OF DECK ELEVATION	772.92	772.86	772.79	772.73	772.64	772.56	772.48	772.37	772.28	772.18	772.08
	TOP OF HAUNCH ELEVATION	772.21	772.16	772.10	772.04	771.96	771.88	771.80	771.68	771.59	771.48	771.37
REF. LINE 18 BEAM B37R	STATION	334+01.88	334+11.76	334+21.65	334+31.53	334+41.42	334+51.30	334+61.18	334+71.06	334+80.94	334+90.82	335+00.70
	FINAL TOP OF DECK ELEVATION	773.08	773.01	772.94	772.87	772.79	772.70	772.60	772.51	772.41	772.31	772.20
	TOP OF HAUNCH ELEVATION	772.37	772.31	772.25	772.19	772.12	772.03	771.93	771.83	771.72	771.61	771.49
REF. LINE RIGHT PROFILE GRADE	STATION	334+04.73	334+14.84	334+24.93	334+35.00	334+45.05	334+55.07	334+65.07	334+75.03	334+84.95	334+94.84	335+04.69
	FINAL TOP OF DECK ELEVATION	773.14	773.07	773.00	772.93	772.85	772.76	772.66	772.56	772.46	772.35	772.25
	SCREED ELEVATION	773.14	773.08	773.02	772.96	772.89	772.80	772.70	772.59	772.48	772.36	772.25
REF. LINE 19 BEAM B38R	STATION	334+09.37	334+19.64	334+29.91	334+40.18	334+50.44	334+60.71	334+70.97	334+81.23	334+91.49	335+01.75	335+12.00
	FINAL TOP OF DECK ELEVATION	773.24	773.17	773.10	773.02	772.93	772.84	772.75	772.65	772.55	772.45	772.35
	TOP OF HAUNCH ELEVATION	772.53	772.47	772.42	772.35	772.27	772.18	772.09	771.98	771.87	771.75	771.64
REF. LINE 20 BEAM B39R	STATION	334+16.83	334+27.49	334+38.14	334+48.79	334+59.43	334+70.08	334+80.72	334+91.36	335+02.00	335+12.64	335+23.27
	FINAL TOP OF DECK ELEVATION	773.40	773.33	773.26	773.18	773.09	773.00	772.90	772.80	772.70	772.60	772.49
	TOP OF HAUNCH ELEVATION	772.69	772.64	772.58	772.52	772.44	772.35	772.25	772.14	772.02	771.91	771.78
REF. LINE 21 BEAM B40R	STATION	334+24.27	334+35.30	334+46.34	334+57.37	334+68.40	334+79.42	334+90.44	335+01.46	335+12.47	335+23.48	335+34.49
	FINAL TOP OF DECK ELEVATION	773.58	773.50	773.43	773.34	773.26	773.16	773.06	772.97	772.86	772.74	772.64
	TOP OF HAUNCH ELEVATION	772.87	772.81	772.76	772.68	772.61	772.52	772.41	772.31	772.19	772.05	771.93
REF. LINE 22 BEAM B41R	STATION	334+31.68	334+43.10	334+54.51	334+65.92	334+77.32	334+88.73	335+00.12	335+11.52	335+22.91	335+34.29	335+45.68
	FINAL TOP OF DECK ELEVATION	773.75	773.68	773.61	773.52	773.42	773.33	773.24	773.13	773.01	772.90	772.78
	TOP OF HAUNCH ELEVATION	773.04	772.99	772.95	772.87	772.79	772.70	772.60	772.48	772.34	772.21	772.07
REF. LINE XX CONSTR. LINE	STATION	334+35.38	334+46.95	334+58.51	334+70.08	334+81.64	334+93.21	335+04.77	335+16.34	335+27.90	335+39.47	335+51.04
	FINAL TOP OF DECK ELEVATION	773.85	773.78	773.68	773.60	773.50	773.41	773.33	773.21	773.09	772.97	772.85
	SCREED ELEVATION	773.85	773.80	773.72	773.66	773.57	773.49	773.40	773.27	773.13	772.99	772.85
REF. LINE 23 BEAM B42R	STATION	334+39.06	334+50.86	334+62.65	334+74.44	334+86.22	334+98.00	335+09.77	335+21.54	335+33.31	335+45.07	335+56.82
	FINAL TOP OF DECK ELEVATION	773.94	773.87	773.79	773.70	773.61	773.52	773.41	773.28	773.17	773.04	772.93
	TOP OF HAUNCH ELEVATION	773.23	773.19	773.13	773.06	772.99	772.90	772.79	772.64	772.51	772.35	772.22
REF. LINE 24 BEAM B43R	STATION	334+46.42	334+58.59	334+70.76	334+82.93	334+95.09	335+07.24	335+19.39	335+31.53	335+43.67	335+55.80	335+67.93
	FINAL TOP OF DECK ELEVATION	774.13	774.06	773.98	773.89	773.80	773.70	773.57	773.45	773.32	773.20	773.07
	TOP OF HAUNCH ELEVATION	773.42	773.38	773.33	773.26	773.19	773.09	772.96	772.82	772.67	772.52	772.36
REF. LINE 25 BEAM B44R	STATION	334+53.75	334+66.30	334+78.85	334+91.38	335+03.92	335+16.45	335+28.97	335+41.48	335+53.99	335+66.50	335+78.99
	FINAL TOP OF DECK ELEVATION	774.33	774.25	774.17	774.09	774.00	773.87	773.74	773.61	773.48	773.35	773.22
	TOP OF HAUNCH ELEVATION	773.62	773.57	773.53	773.48	773.40	773.28	773.14	773.00	772.84	772.67	772.51
REF. LINE GRADE BREAK 6	STATION	334+71.07	334+84.04	334+96.98	335+09.89	335+22.77	335+35.61	335+48.40	335+61.14	335+73.83	335+86.45	335+95.72
	FINAL TOP OF DECK ELEVATION	774.38	774.30	774.23	774.12	773.98	773.85	773.72	773.59	773.45	773.33	773.22
	SCREED ELEVATION	774.38	774.34	774.30	774.23	774.10	773.98	773.84	773.69	773.52	773.37	773.22
REF. LINE 26 BEAM B45L	STATION	334+61.06	334+73.98	334+86.90	334+99.81	335+12.72	335+25.62	335+38.52	335+51.40	335+64.28	335+77.15	335+90.02
	FINAL TOP OF DECK ELEVATION	774.29	774.24	774.24	774.26	774.16	774.04	773.90	773.77	773.63	773.50	773.36
	TOP OF HAUNCH ELEVATION	773.58	773.57	773.61	773.66	773.58	773.46	773.32	773.17	773.00	772.83	772.65
REF. LINE 28 BEAM B46R	STATION	334+67.66	334+80.99	334+94.33	335+07.66	335+21.00	335+34.33	335+47.67	335+61.00	335+74.34	335+87.67	336+01.01
	FINAL TOP OF DECK ELEVATION	773.96	773.92	773.93	773.90	773.76	773.62	773.49	773.34	773.20	773.06	772.92
	TOP OF HAUNCH ELEVATION	773.25	773.24	773.28	773.28	773.16	773.02	772.89	772.72	772.55	772.38	772.21
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	334+68.53	334+82.07	334+95.59	335+09.09	335+22.55	335+35.97	335+49.35	335+62.68	335+75.96	335+89.17	336+02.32
	FINAL TOP OF DECK ELEVATION	773.91	773.88	773.87	773.76	773.69	773.55	773.41	773.20	773.14	772.99	772.86
	SCREED ELEVATION	773.91	773.91	773.93	773.84	773.79	773.66	773.51	773.29	773.20	773.02	772.86

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57078994/57080001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

195/229

1442
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 5

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	334+87.24	334+98.55	335+09.82	335+21.05	335+32.25	335+43.41	335+54.54	335+65.64	335+76.71	335+87.75	335+98.78
	FINAL TOP OF DECK ELEVATION	772.06	771.92	771.80	771.69	771.57	771.46	771.33	771.22	771.11	770.99	770.88
	SCREED ELEVATION	772.06	771.94	771.83	771.74	771.63	771.52	771.39	771.27	771.15	771.01	770.88
REF. LINE 16 BEAM B47R	STATION	334+89.36	335+00.52	335+11.69	335+22.86	335+34.02	335+45.19	335+56.36	335+67.52	335+78.69	335+89.85	336+01.02
	FINAL TOP OF DECK ELEVATION	772.08	771.95	771.83	771.71	771.59	771.48	771.36	771.26	771.14	771.03	770.92
	DEAD LOAD DEFLECTION	0.00	-0.02	-0.03	-0.05	-0.06	-0.06	-0.06	-0.05	-0.04	-0.02	0.00
	SCREED ELEVATION	772.08	771.97	771.86	771.76	771.65	771.54	771.42	771.31	771.18	771.05	770.92
	TOP OF HAUNCH ELEVATION	771.37	771.26	771.16	771.05	770.94	770.84	770.71	770.60	770.47	770.34	770.21
REF. LINE 18 BEAM B48R	STATION	335+00.70	335+11.57	335+22.44	335+33.32	335+44.20	335+55.08	335+65.96	335+76.84	335+87.83	335+98.61	336+09.50
	FINAL TOP OF DECK ELEVATION	772.20	772.09	771.97	771.86	771.75	771.63	771.52	771.40	771.29	771.18	771.07
	DEAD LOAD DEFLECTION	0.00	-0.02	-0.04	-0.05	-0.06	-0.07	-0.06	-0.05	-0.04	-0.02	0.00
	SCREED ELEVATION	772.20	772.11	772.01	771.91	771.81	771.70	771.58	771.45	771.33	771.20	771.07
	TOP OF HAUNCH ELEVATION	771.49	771.40	771.30	771.20	771.10	770.99	770.87	770.74	770.62	770.49	770.36
REF. LINE RIGHT PROFILE GRADE	STATION	335+04.69	335+15.63	335+26.54	335+37.41	335+48.24	335+59.04	335+69.81	335+80.56	335+91.28	336+01.97	336+12.64
	FINAL TOP OF DECK ELEVATION	772.25	772.14	772.02	771.92	771.80	771.69	771.57	771.46	771.36	771.24	771.13
	SCREED ELEVATION	772.25	772.16	772.06	771.97	771.86	771.76	771.63	771.51	771.40	771.26	771.13
REF. LINE 19 BEAM B49R	STATION	335+12.00	335+22.64	335+33.27	335+43.91	335+54.55	335+65.19	335+75.84	335+86.48	335+97.13	336+07.78	336+18.43
	FINAL TOP OF DECK ELEVATION	772.35	772.23	772.12	772.01	771.89	771.78	771.67	771.56	771.45	771.35	771.24
	TOP OF HAUNCH ELEVATION	771.64	771.54	771.45	771.35	771.24	771.13	771.02	770.90	770.78	770.66	770.53
REF. LINE 20 BEAM B50R	STATION	335+23.27	335+33.67	335+44.07	335+54.47	335+64.87	335+75.28	335+85.68	335+96.09	336+06.50	336+16.91	336+27.33
	FINAL TOP OF DECK ELEVATION	772.49	772.38	772.27	772.16	772.04	771.94	771.83	771.72	771.62	771.51	771.40
	TOP OF HAUNCH ELEVATION	771.78	771.69	771.59	771.50	771.39	771.29	771.18	771.06	770.94	770.82	770.69
REF. LINE 21 BEAM B51R	STATION	335+34.49	335+44.65	335+54.82	335+64.99	335+75.15	335+85.32	335+95.50	336+05.67	336+15.84	336+26.02	336+36.19
	FINAL TOP OF DECK ELEVATION	772.64	772.52	772.42	772.30	772.20	772.10	771.98	771.88	771.77	771.67	771.57
	TOP OF HAUNCH ELEVATION	771.93	771.82	771.74	771.63	771.54	771.44	771.32	771.21	771.09	770.97	770.86
REF. LINE 22 BEAM B52R	STATION	335+45.68	335+55.60	335+65.54	335+75.47	335+85.40	335+95.34	336+05.27	336+15.21	336+25.15	336+35.09	336+45.03
	FINAL TOP OF DECK ELEVATION	772.78	772.67	772.56	772.46	772.36	772.25	772.15	772.04	771.94	771.84	771.73
	TOP OF HAUNCH ELEVATION	772.07	771.97	771.88	771.79	771.70	771.59	771.49	771.37	771.26	771.14	771.02
REF LINE XX CONSTR. JOINT	STATION	335+51.27	335+61.07	335+70.87	335+80.67	335+90.47	336+00.27	336+10.07	336+19.87	336+29.67	336+39.47	336+49.27
	FINAL TOP OF DECK ELEVATION	772.85	772.75	772.64	772.53	772.43	772.33	772.22	772.12	772.02	771.92	771.82
	SCREED ELEVATION	772.85	772.76	772.67	772.57	772.47	772.38	772.26	772.16	772.04	771.93	771.82
REF. LINE 23 BEAM B53R	STATION	335+56.82	335+66.52	335+76.21	335+85.91	335+95.61	336+05.31	336+15.01	336+24.72	336+34.42	336+44.13	336+53.83
	FINAL TOP OF DECK ELEVATION	772.93	772.82	772.71	772.61	772.51	772.41	772.30	772.20	772.11	772.00	771.90
	TOP OF HAUNCH ELEVATION	772.22	772.12	772.03	771.94	771.84	771.75	771.63	771.53	771.43	771.30	771.19
REF. LINE 24 BEAM B54R	STATION	335+67.93	335+77.39	335+86.85	335+96.32	336+05.79	336+15.25	336+24.72	336+34.19	336+43.66	336+53.14	336+62.61
	FINAL TOP OF DECK ELEVATION	773.07	772.97	772.87	772.76	772.67	772.57	772.46	772.37	772.27	772.17	772.08
	TOP OF HAUNCH ELEVATION	772.36	772.27	772.18	772.08	772.00	771.90	771.79	771.69	771.58	771.47	771.37
REF. LINE 25 BEAM B55R	STATION	335+78.99	335+88.19	335+97.40	336+06.61	336+15.82	336+25.03	336+34.24	336+43.45	336+52.67	336+61.89	336+71.11
	FINAL TOP OF DECK ELEVATION	773.22	773.12	773.02	772.92	772.82	772.72	772.63	772.53	772.43	772.34	772.23
	TOP OF HAUNCH ELEVATION	772.51	772.42	772.33	772.24	772.15	772.05	771.96	771.85	771.74	771.64	771.52
REF. LINE GRADE BREAK 6	STATION	335+95.72	336+04.97	336+14.18	336+23.36	336+32.52	336+41.66	336+50.77	336+59.86	336+68.93	336+77.97	336+85.40
	FINAL TOP OF DECK ELEVATION	773.22	773.13	773.04	772.94	772.84	772.75	772.65	772.56	772.47	772.37	772.30
	SCREED ELEVATION	773.22	773.14	773.06	772.97	772.87	772.79	772.68	772.59	772.49	772.38	772.30
REF. LINE 26 BEAM B56L	STATION	335+90.02	335+99.01	336+08.00	336+17.00	336+25.99	336+34.99	336+43.99	336+52.98	336+61.98	336+70.99	336+79.99
	FINAL TOP OF DECK ELEVATION	773.36	773.27	773.17	773.08	772.98	772.88	772.79	772.70	772.60	772.51	772.42
	TOP OF HAUNCH ELEVATION	772.65	772.57	772.48	772.40	772.31	772.21	772.12	772.02	771.91	771.81	771.71
REF. LINE 28 BEAM B57R	STATION	336+01.01	336+09.79	336+18.57	336+27.35	336+36.13	336+44.92	336+53.70	336+62.48	336+71.26	336+80.05	336+88.83
	FINAL TOP OF DECK ELEVATION	772.92	772.82	772.74	772.66	772.57	772.48	772.40	772.30	772.21	772.13	772.03
	TOP OF HAUNCH ELEVATION	772.21	772.12	772.05	771.97	771.89	771.80	771.72	771.61	771.52	771.43	771.32
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	336+02.32	336+11.28	336+20.20	336+29.10	336+37.98	336+46.82	336+55.64	336+64.44	336+73.22	336+81.98	336+90.72
	FINAL TOP OF DECK ELEVATION	772.86	772.76	772.67	772.58	772.49	772.40	772.31	772.21	772.12	772.03	771.94
	SCREED ELEVATION	772.86	772.77	772.69	772.60	772.52	772.43	772.34	772.23	772.14	772.04	771.94

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947570800 1	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

196/229

1443
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 6

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	335+98.78	336+09.14	336+19.47	336+29.77	336+40.03	336+50.27	336+60.48	336+70.67	336+80.84	336+90.99	337+01.13
	FINAL TOP OF DECK ELEVATION	770.88	770.77	770.67	770.55	770.45	770.35	770.24	770.13	770.02	769.92	769.82
	SCREED ELEVATION	770.88	770.78	770.69	770.58	770.49	770.39	770.28	770.16	770.04	769.93	769.82
REF. LINE 16 BEAM B58R	STATION	336+01.02	336+11.13	336+21.25	336+31.36	336+41.48	336+51.60	336+61.71	336+71.83	336+81.95	336+92.06	337+02.18
	FINAL TOP OF DECK ELEVATION	770.92	770.81	770.70	770.59	770.48	770.37	770.27	770.17	770.06	769.96	769.85
	TOP OF HAUNCH ELEVATION	770.21	770.11	770.01	769.91	769.81	769.70	769.60	769.49	769.37	769.26	769.14
REF. LINE 18 BEAM B59R	STATION	336+09.50	336+19.36	336+29.22	336+39.08	336+48.93	336+58.79	336+68.64	336+78.48	336+88.32	336+98.16	337+08.00
	FINAL TOP OF DECK ELEVATION	771.07	770.97	770.86	770.76	770.65	770.55	770.46	770.35	770.25	770.15	770.05
	TOP OF HAUNCH ELEVATION	770.36	770.27	770.17	770.08	769.98	769.88	769.79	769.67	769.56	769.45	769.34
REF. LINE RIGHT PROFILE GRADE	STATION	336+12.64	336+22.48	336+32.30	336+42.08	336+51.83	336+61.57	336+71.28	336+80.98	336+90.65	337+00.32	337+09.97
	FINAL TOP OF DECK ELEVATION	771.13	771.03	770.93	770.83	770.72	770.62	770.52	770.42	770.32	770.22	770.12
	SCREED ELEVATION	771.13	771.04	770.95	770.86	770.76	770.66	770.56	770.45	770.34	770.23	770.12
REF. LINE 19 BEAM B60R	STATION	336+18.43	336+27.98	336+37.52	336+47.07	336+56.61	336+66.15	336+75.68	336+85.22	336+94.75	337+04.27	337+13.80
	FINAL TOP OF DECK ELEVATION	771.24	771.14	771.04	770.93	770.84	770.74	770.64	770.54	770.44	770.35	770.26
	TOP OF HAUNCH ELEVATION	770.53	770.44	770.35	770.25	770.17	770.07	769.97	769.86	769.75	769.65	769.55
REF. LINE 20 BEAM B61R	STATION	336+27.33	336+36.56	336+45.80	336+55.03	336+64.26	336+73.48	336+82.71	336+91.93	337+01.15	337+10.36	337+19.58
	FINAL TOP OF DECK ELEVATION	771.40	771.31	771.21	771.11	771.02	770.92	770.83	770.73	770.64	770.55	770.45
	TOP OF HAUNCH ELEVATION	770.69	770.61	770.52	770.43	770.34	770.24	770.15	770.05	769.95	769.85	769.74
REF. LINE 21 BEAM B62R	STATION	336+36.19	336+45.12	336+54.04	336+62.96	336+71.88	336+80.80	336+89.71	336+98.62	337+07.53	337+16.43	337+25.33
	FINAL TOP OF DECK ELEVATION	771.57	771.47	771.38	771.29	771.20	771.11	771.01	770.92	770.84	770.74	770.66
	TOP OF HAUNCH ELEVATION	770.86	770.77	770.69	770.60	770.52	770.43	770.33	770.23	770.15	770.04	769.95
REF. LINE 22 BEAM B63R	STATION	336+45.03	336+53.64	336+62.26	336+70.87	336+79.47	336+88.08	336+96.68	337+05.28	337+13.88	337+22.48	337+31.07
	FINAL TOP OF DECK ELEVATION	771.73	771.65	771.56	771.46	771.38	771.29	771.20	771.12	771.03	770.94	770.86
	TOP OF HAUNCH ELEVATION	771.02	770.95	770.87	770.77	770.70	770.61	770.51	770.43	770.33	770.24	770.15
REF. LINE XX CONSTR. JOINT	STATION	336+49.44	336+57.89	336+66.33	336+74.78	336+83.23	336+91.68	337+00.13	337+08.58	337+17.03	337+25.48	337+33.93
	FINAL TOP OF DECK ELEVATION	771.82	771.73	771.64	771.56	771.47	771.38	771.30	771.21	771.13	771.04	770.96
	SCREED ELEVATION	771.82	771.74	771.65	771.58	771.49	771.40	771.32	771.23	771.14	771.05	770.96
REF. LINE 23 BEAM B64R	STATION	336+53.83	336+62.14	336+70.44	336+78.74	336+87.04	336+95.34	337+03.63	337+11.93	337+20.21	337+28.50	337+36.79
	FINAL TOP OF DECK ELEVATION	771.90	771.82	771.73	771.65	771.56	771.47	771.39	771.31	771.22	771.14	771.07
	TOP OF HAUNCH ELEVATION	771.19	771.12	771.03	770.96	770.87	770.78	770.70	770.62	770.52	770.44	770.36
REF. LINE 24 BEAM B65R	STATION	336+62.61	336+70.60	336+78.60	336+86.59	336+94.58	337+02.57	337+10.56	337+18.54	337+26.53	337+34.51	337+42.48
	FINAL TOP OF DECK ELEVATION	772.08	771.99	771.91	771.83	771.74	771.66	771.59	771.50	771.42	771.35	771.27
	TOP OF HAUNCH ELEVATION	771.37	771.29	771.21	771.14	771.05	770.97	770.90	770.81	770.72	770.65	770.56
REF. LINE 25 BEAM B66R	STATION	336+71.11	336+78.83	336+86.55	336+94.26	337+01.97	337+09.68	337+17.38	337+25.08	337+32.78	337+40.47	337+48.16
	FINAL TOP OF DECK ELEVATION	772.23	772.16	772.08	772.01	771.92	771.85	771.77	771.69	771.62	771.55	771.47
	TOP OF HAUNCH ELEVATION	771.52	771.46	771.38	771.31	771.23	771.16	771.08	770.99	770.92	770.84	770.76
REF. LINE GRADE BREAK 6	STATION	336+85.40	336+92.81	337+00.21	337+07.60	337+14.99	337+22.37	337+29.74	337+37.11	337+44.48	337+51.85	337+65.05
	FINAL TOP OF DECK ELEVATION	772.30	772.22	772.14	772.06	771.99	771.91	771.83	771.76	771.68	771.60	771.47
	SCREED ELEVATION	772.30	772.22	772.15	772.07	772.00	771.92	771.84	771.77	771.69	771.60	771.47
REF. LINE 26 BEAM B67L	STATION	336+79.99	336+87.38	336+94.77	337+02.16	337+09.55	337+16.93	337+24.31	337+31.69	337+39.07	337+46.44	337+53.82
	FINAL TOP OF DECK ELEVATION	772.42	772.33	772.26	772.19	772.11	772.04	771.97	771.89	771.81	771.73	771.65
	TOP OF HAUNCH ELEVATION	771.71	771.62	771.56	771.49	771.41	771.35	771.27	771.19	771.11	771.02	770.94
REF. LINE 28 BEAM B68R	STATION	336+88.83	336+95.89	337+02.94	337+10.00	337+17.06	337+24.11	337+31.17	337+38.22	337+45.28	337+52.33	337+59.38
	FINAL TOP OF DECK ELEVATION	772.03	771.96	771.88	771.80	771.73	771.66	771.58	771.50	771.42	771.35	771.26
	TOP OF HAUNCH ELEVATION	771.32	771.25	771.18	771.10	771.03	770.96	770.88	770.80	770.72	770.64	770.55
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	336+90.72	336+97.68	337+04.63	337+11.57	337+18.51	337+25.44	337+32.37	337+39.29	337+46.22	337+53.14	337+60.07
	FINAL TOP OF DECK ELEVATION	771.94	771.87	771.80	771.72	771.65	771.58	771.50	771.43	771.36	771.29	771.21
	SCREED ELEVATION	771.94	771.87	771.81	771.73	771.66	771.59	771.51	771.44	771.36	771.29	771.21

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
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JWF	MEH	MSL	03/01/12
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GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

197/229

1444
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 7

LOCATION		℄ PIER 6	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 7
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	337+01.13	337+14.65	337+28.14	337+41.60	337+55.03	337+68.44	337+81.81	337+95.17	338+08.49	338+21.79	338+35.06
	FINAL TOP OF DECK ELEVATION	769.82	769.67	769.53	769.39	769.25	769.12	768.97	768.84	768.70	768.56	768.42
	SCREED ELEVATION	769.82	769.71	769.61	769.50	769.39	769.26	769.10	768.95	768.78	768.60	768.42
REF. LINE 16 BEAM B69R	STATION	337+02.18	337+15.57	337+28.96	337+42.34	337+55.73	337+69.12	337+82.51	337+95.90	338+09.29	338+22.68	338+36.07
	FINAL TOP OF DECK ELEVATION	769.85	769.71	769.56	769.42	769.28	769.14	769.00	768.86	768.73	768.59	768.46
	TOP OF HAUNCH ELEVATION	769.14	769.04	768.93	768.83	768.71	768.57	768.43	768.27	768.10	767.92	767.75
REF. LINE 18 BEAM B70R	STATION	337+08.00	337+21.35	337+34.71	337+48.06	337+61.41	337+74.77	337+88.12	338+01.48	338+14.83	338+28.19	338+41.54
	FINAL TOP OF DECK ELEVATION	770.05	769.90	769.76	769.62	769.48	769.34	769.21	769.06	768.93	768.79	768.67
	TOP OF HAUNCH ELEVATION	769.34	769.24	769.15	769.05	768.93	768.80	768.66	768.48	768.32	768.13	767.96
REF. LINE RIGHT PROFILE GRADE	STATION	337+09.97	337+23.43	337+36.87	337+50.27	337+63.65	337+77.00	337+90.33	338+03.63	338+16.90	338+30.15	338+43.37
	FINAL TOP OF DECK ELEVATION	770.12	769.98	769.84	769.70	769.56	769.42	769.29	769.14	769.01	768.87	768.74
	SCREED ELEVATION	770.12	770.03	769.94	769.83	769.72	769.59	769.45	769.27	769.10	768.92	768.74
REF. LINE 19 BEAM B71R	STATION	337+13.80	337+27.12	337+40.44	337+53.75	337+67.07	337+80.40	337+93.72	338+07.04	338+20.35	338+33.67	338+46.99
	FINAL TOP OF DECK ELEVATION	770.26	770.11	769.97	769.82	769.69	769.54	769.41	769.27	769.13	769.00	768.86
	TOP OF HAUNCH ELEVATION	769.55	769.45	769.36	769.25	769.14	769.00	768.86	768.69	768.52	768.34	768.15
REF. LINE 20 BEAM B72R	STATION	337+19.58	337+32.86	337+46.14	337+59.43	337+72.72	337+86.00	337+99.29	338+12.57	338+25.86	338+39.14	338+52.42
	FINAL TOP OF DECK ELEVATION	770.45	770.31	770.16	770.03	769.88	769.75	769.61	769.48	769.34	769.21	769.07
	TOP OF HAUNCH ELEVATION	769.74	769.65	769.55	769.46	769.33	769.21	769.06	768.90	768.73	768.55	768.36
REF. LINE 21 BEAM B73R	STATION	337+25.33	337+38.58	337+51.83	337+65.08	337+78.34	337+91.59	338+04.84	338+18.09	338+31.34	338+44.59	338+57.84
	FINAL TOP OF DECK ELEVATION	770.66	770.52	770.37	770.23	770.09	769.95	769.82	769.68	769.55	769.41	769.27
	TOP OF HAUNCH ELEVATION	769.95	769.86	769.76	769.65	769.54	769.41	769.27	769.10	768.94	768.75	768.56
REF. LINE 22 BEAM B74R	STATION	337+31.07	337+44.29	337+57.50	337+70.72	337+83.94	337+97.15	338+10.37	338+23.59	338+36.80	338+50.02	338+63.23
	FINAL TOP OF DECK ELEVATION	770.86	770.71	770.58	770.43	770.30	770.16	770.02	769.88	769.75	769.62	769.47
	TOP OF HAUNCH ELEVATION	770.15	770.05	769.97	769.85	769.75	769.62	769.47	769.30	769.14	768.96	768.76
REF. LINE XX CONSTR. JOINT	STATION	337+33.93	337+47.13	337+60.34	337+73.54	337+86.75	337+99.95	338+13.16	338+26.36	338+39.57	338+52.77	338+65.98
	FINAL TOP OF DECK ELEVATION	770.96	770.82	770.68	770.54	770.40	770.26	770.13	769.99	769.86	769.72	769.56
	SCREED ELEVATION	770.96	770.87	770.77	770.67	770.56	770.43	770.29	770.12	769.95	769.77	769.56
REF. LINE 23 BEAM B75R	STATION	337+36.79	337+49.97	337+63.15	337+76.33	337+89.52	338+02.70	338+15.88	338+29.07	338+42.25	338+55.43	338+68.61
	FINAL TOP OF DECK ELEVATION	771.07	770.92	770.78	770.64	770.50	770.36	770.22	770.09	769.96	769.83	769.65
	TOP OF HAUNCH ELEVATION	770.36	770.26	770.17	770.06	769.95	769.82	769.67	769.51	769.35	769.17	768.94
REF. LINE 24 BEAM B76R	STATION	337+42.48	337+55.63	337+68.78	337+81.93	337+95.08	338+08.23	338+21.37	338+34.52	338+47.67	338+60.82	338+73.97
	FINAL TOP OF DECK ELEVATION	771.27	771.12	770.98	770.84	770.70	770.57	770.43	770.30	770.16	770.01	769.84
	TOP OF HAUNCH ELEVATION	770.56	770.46	770.37	770.26	770.15	770.03	769.88	769.72	769.55	769.35	769.13
REF. LINE 25 BEAM B77R	STATION	337+48.16	337+61.27	337+74.39	337+87.50	338+00.62	338+13.73	338+26.85	338+39.96	338+53.08	338+66.19	338+79.31
	FINAL TOP OF DECK ELEVATION	771.47	771.33	771.19	771.05	770.91	770.78	770.64	770.51	770.37	770.19	770.01
	TOP OF HAUNCH ELEVATION	770.76	770.67	770.58	770.47	770.36	770.24	770.09	769.93	769.75	769.53	769.30
REF. LINE GRADE BREAK 6	STATION	337+65.05	337+78.23	337+91.38	338+04.51	338+17.61	338+30.68	338+43.73	338+56.76	338+69.76	338+82.73	338+95.05
	FINAL TOP OF DECK ELEVATION	771.47	771.33	771.20	771.05	770.92	770.78	770.65	770.50	770.31	770.12	769.93
	SCREED ELEVATION	771.47	771.38	771.29	771.18	771.07	770.94	770.80	770.63	770.40	770.17	769.93
REF. LINE 26 BEAM B78L	STATION	337+53.82	337+66.90	337+79.98	337+93.06	338+06.14	338+19.22	338+32.30	338+45.38	338+58.46	338+71.54	338+84.62
	FINAL TOP OF DECK ELEVATION	771.65	771.52	771.39	771.25	771.12	770.98	770.84	770.71	770.53	770.24	769.97
	TOP OF HAUNCH ELEVATION	770.94	770.86	770.78	770.67	770.57	770.43	770.29	770.13	769.91	769.58	769.26
REF. LINE 28 BEAM B79R	STATION	337+59.38	337+72.43	337+85.47	337+98.51	338+11.56	338+24.60	338+37.65	338+50.69	338+63.73	338+76.78	338+89.82
	FINAL TOP OF DECK ELEVATION	771.26	771.14	771.00	770.88	770.74	770.61	770.47	770.33	770.09	769.80	769.57
	TOP OF HAUNCH ELEVATION	770.55	770.47	770.37	770.28	770.16	770.04	769.89	769.73	769.46	769.13	768.86
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	337+60.07	337+73.22	337+86.35	337+99.45	338+12.53	338+25.58	338+38.60	338+51.60	338+64.58	338+77.53	338+90.46
	FINAL TOP OF DECK ELEVATION	771.21	771.08	770.94	770.81	770.67	770.54	770.40	770.27	770.02	769.74	769.52
	SCREED ELEVATION	771.21	771.12	771.02	770.92	770.80	770.68	770.53	770.38	770.10	769.78	769.52

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/57080001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

198/229

1445/1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 8

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 8
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	338+35.06	338+47.66	338+60.23	338+72.78	338+85.31	338+97.81	339+10.29	339+22.75	339+35.19	339+47.61	339+60.00
	FINAL TOP OF DECK ELEVATION	768.42	768.29	768.14	767.96	767.80	767.67	767.54	767.41	767.28	767.15	767.02
	SCREED ELEVATION	768.42	768.32	768.20	768.04	767.90	767.77	767.64	767.49	767.34	767.18	767.02
REF. LINE 16 BEAM B80R	STATION	338+36.07	338+48.55	338+61.04	338+73.53	338+86.02	338+98.51	339+11.00	339+23.49	339+35.98	339+48.46	339+60.95
	FINAL TOP OF DECK ELEVATION	768.46	768.33	768.17	767.99	767.83	767.71	767.57	767.45	767.32	767.20	767.07
	TOP OF HAUNCH ELEVATION	767.75	767.65	767.52	767.36	767.22	767.11	766.96	766.82	766.67	766.52	766.36
REF. LINE 18 BEAM B81R	STATION	338+41.54	338+54.00	338+66.47	338+78.94	338+91.40	339+03.87	339+16.34	339+28.80	339+41.27	339+53.74	339+66.20
	FINAL TOP OF DECK ELEVATION	768.67	768.53	768.39	768.24	768.11	767.98	767.85	767.72	767.60	767.47	767.35
	TOP OF HAUNCH ELEVATION	767.96	767.86	767.75	767.63	767.52	767.39	767.26	767.11	766.96	766.80	766.64
REF. LINE RIGHT PROFILE GRADE	STATION	338+43.37	338+55.91	338+68.44	338+80.94	338+93.04	339+05.87	339+18.30	339+30.72	339+43.11	339+55.48	339+67.83
	FINAL TOP OF DECK ELEVATION	768.74	768.60	768.48	768.34	768.22	768.08	767.96	767.82	767.70	767.57	767.44
	SCREED ELEVATION	768.74	768.63	768.55	768.44	768.34	768.20	768.08	767.92	767.77	767.60	767.44
REF. LINE 19 BEAM B82R	STATION	338+46.99	338+59.43	338+71.88	338+84.32	338+96.77	339+09.21	339+21.66	339+34.10	339+46.54	339+58.99	339+71.43
	FINAL TOP OF DECK ELEVATION	768.86	768.73	768.59	768.46	768.32	768.19	768.05	767.93	767.79	767.66	767.53
	TOP OF HAUNCH ELEVATION	768.15	768.06	767.95	767.85	767.73	767.60	767.46	767.32	767.15	766.99	766.82
REF. LINE 20 BEAM B83R	STATION	338+52.42	338+64.85	338+77.27	338+89.69	339+02.11	339+14.53	339+26.96	339+39.38	339+51.80	339+64.22	339+76.64
	FINAL TOP OF DECK ELEVATION	769.07	768.93	768.79	768.64	768.50	768.36	768.22	768.08	767.95	767.81	767.67
	TOP OF HAUNCH ELEVATION	768.36	768.26	768.15	768.03	767.91	767.77	767.63	767.47	767.31	767.14	766.96
REF. LINE 21 BEAM B84R	STATION	338+57.84	338+70.24	338+82.64	338+95.04	339+07.44	339+19.84	339+32.24	339+44.64	339+57.04	339+69.43	339+81.83
	FINAL TOP OF DECK ELEVATION	769.27	769.12	768.97	768.82	768.67	768.53	768.38	768.23	768.08	767.94	767.80
	TOP OF HAUNCH ELEVATION	768.56	768.45	768.33	768.21	768.08	767.94	767.79	767.62	767.44	767.27	767.09
REF. LINE 22 BEAM B85R	STATION	338+63.23	338+75.61	338+87.99	339+00.37	339+12.75	339+25.12	339+37.50	339+49.88	339+62.25	339+74.63	339+87.00
	FINAL TOP OF DECK ELEVATION	769.47	769.31	769.15	768.99	768.84	768.68	768.53	768.38	768.22	768.07	767.92
	TOP OF HAUNCH ELEVATION	768.76	768.64	768.51	768.38	768.25	768.09	767.94	767.77	767.58	767.40	767.21
REF. LINE XX CONSTR. JOINT	STATION	338+65.92	338+78.29	338+90.66	339+03.02	339+15.39	339+27.76	339+40.12	339+52.49	339+64.86	339+77.22	339+89.58
	FINAL TOP OF DECK ELEVATION	769.56	769.40	769.24	769.08	768.92	768.76	768.60	768.45	768.29	768.13	767.98
	SCREED ELEVATION	769.56	769.43	769.31	769.18	769.04	768.88	768.72	768.55	768.36	768.16	767.98
REF. LINE 23 BEAM B86R	STATION	338+68.61	338+80.97	338+93.32	339+05.68	339+18.03	339+30.39	339+42.74	339+55.10	339+67.45	339+79.81	339+92.16
	FINAL TOP OF DECK ELEVATION	769.65	769.49	769.32	769.16	769.00	768.83	768.67	768.51	768.35	768.19	768.03
	TOP OF HAUNCH ELEVATION	768.94	768.82	768.68	768.55	768.41	768.24	768.08	767.90	767.71	767.52	767.32
REF. LINE 24 BEAM B87R	STATION	338+73.97	338+86.30	338+98.63	339+10.97	339+23.30	339+35.64	339+47.97	339+60.30	339+72.63	339+84.96	339+97.29
	FINAL TOP OF DECK ELEVATION	769.84	769.66	769.49	769.32	769.15	768.98	768.81	768.65	768.47	768.31	768.14
	TOP OF HAUNCH ELEVATION	769.13	768.99	768.85	768.71	768.56	768.39	768.22	768.04	767.83	767.64	767.43
REF. LINE 25 BEAM B88R	STATION	338+79.31	338+91.62	339+03.93	339+16.24	339+28.55	339+40.86	339+53.18	339+65.49	339+77.79	339+90.10	340+02.41
	FINAL TOP OF DECK ELEVATION	770.01	769.83	769.65	769.47	769.30	769.12	768.94	768.77	768.60	768.42	768.24
	TOP OF HAUNCH ELEVATION	769.30	769.16	769.01	768.86	768.71	768.53	768.35	768.16	767.96	767.75	767.53
REF. LINE GRADE BREAK 6	STATION	338+95.05	339+07.34	339+19.61	339+31.86	339+44.09	339+56.30	339+68.49	339+80.66	339+92.80	340+04.93	340+17.25
	FINAL TOP OF DECK ELEVATION	769.93	769.75	769.57	769.38	769.20	769.02	768.84	768.66	768.47	768.29	768.12
	SCREED ELEVATION	769.93	769.78	769.64	769.47	769.31	769.14	768.95	768.75	768.54	768.32	768.12
REF. LINE 26 BEAM B89L	STATION	338+84.62	338+96.91	339+09.20	339+21.50	339+33.79	339+46.07	339+58.36	339+70.65	339+82.94	339+95.22	340+07.51
	FINAL TOP OF DECK ELEVATION	769.97	769.79	769.61	769.42	769.23	769.04	768.85	768.67	768.47	768.28	768.09
	TOP OF HAUNCH ELEVATION	769.26	769.11	768.97	768.80	768.63	768.45	768.25	768.06	767.83	767.60	767.38
REF. LINE 28 BEAM B90R	STATION	338+89.82	339+02.00	339+14.18	339+26.36	339+38.54	339+50.72	339+62.90	339+75.07	339+87.25	339+99.43	340+11.61
	FINAL TOP OF DECK ELEVATION	769.57	769.40	769.22	769.04	768.86	768.68	768.50	768.31	768.13	767.94	767.76
	TOP OF HAUNCH ELEVATION	768.86	768.72	768.56	768.41	768.24	768.07	767.88	767.68	767.48	767.26	767.05
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	338+90.46	339+02.73	339+14.98	339+27.20	339+39.41	339+51.60	339+63.76	339+75.90	339+88.03	340+00.13	340+12.22
	FINAL TOP OF DECK ELEVATION	769.52	769.34	769.16	768.98	768.79	768.61	768.43	768.25	768.07	767.89	767.71
	SCREED ELEVATION	769.52	769.37	769.21	769.06	768.88	768.70	768.52	768.33	768.12	767.92	767.71

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

199/229

1446
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 9

LOCATION		℄ PIER 8	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 9
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	339+60.00	339+72.59	339+85.15	339+97.69	340+10.21	340+22.71	340+35.19	340+47.65	340+60.08	340+72.52	340+84.95
	FINAL TOP OF DECK ELEVATION	767.02	766.89	766.76	766.63	766.50	766.37	766.24	766.11	765.98	765.85	765.72
	SCREED ELEVATION	767.02	766.92	766.82	766.71	766.60	766.47	766.34	766.19	766.04	765.88	765.72
REF. LINE 16 BEAM B91R	STATION	339+60.95	339+73.40	339+85.85	339+98.30	340+10.75	340+23.21	340+35.66	340+48.11	340+60.56	340+73.02	340+85.48
	FINAL TOP OF DECK ELEVATION	767.07	766.94	766.80	766.67	766.53	766.40	766.26	766.14	766.01	765.88	765.75
	TOP OF HAUNCH ELEVATION	766.36	766.26	766.15	766.04	765.92	765.80	765.65	765.51	765.36	765.20	765.04
REF. LINE 18 BEAM B92R	STATION	339+66.20	339+78.63	339+91.05	340+03.48	340+15.91	340+28.34	340+40.77	340+53.20	340+65.65	340+78.11	340+90.57
	FINAL TOP OF DECK ELEVATION	767.35	767.21	767.08	766.94	766.81	766.68	766.55	766.42	766.29	766.16	766.04
	TOP OF HAUNCH ELEVATION	766.64	766.54	766.44	766.33	766.22	766.10	765.96	765.81	765.65	765.49	765.33
REF. LINE RIGHT PROFILE GRADE	STATION	339+67.83	339+80.36	339+92.88	340+05.37	340+17.85	340+30.30	340+42.73	340+55.14	340+67.57	340+80.01	340+92.44
	FINAL TOP OF DECK ELEVATION	767.44	767.31	767.18	767.05	766.92	766.79	766.66	766.53	766.40	766.27	766.15
	SCREED ELEVATION	767.44	767.35	767.25	767.15	767.04	766.92	766.78	766.63	766.47	766.31	766.15
REF. LINE 19 BEAM B93R	STATION	339+71.43	339+83.83	339+96.24	340+08.64	340+21.05	340+33.46	340+45.86	340+58.27	340+70.73	340+83.19	340+95.65
	FINAL TOP OF DECK ELEVATION	767.53	767.39	767.26	767.12	766.98	766.85	766.71	766.58	766.45	766.32	766.18
	TOP OF HAUNCH ELEVATION	766.82	766.72	766.62	766.51	766.39	766.27	766.12	765.97	765.81	765.65	765.47
REF. LINE 20 BEAM B94R	STATION	339+76.64	339+89.02	340+01.40	340+13.79	340+26.17	340+38.56	340+50.94	340+63.36	340+75.82	340+88.28	341+00.74
	FINAL TOP OF DECK ELEVATION	767.67	767.52	767.37	767.24	767.09	766.95	766.81	766.67	766.52	766.38	766.24
	TOP OF HAUNCH ELEVATION	766.96	766.85	766.73	766.63	766.50	766.37	766.22	766.06	765.88	765.71	765.53
REF. LINE 21 BEAM B95R	STATION	339+81.83	339+94.19	340+06.55	340+18.91	340+31.27	340+43.63	340+56.00	340+68.44	340+80.90	340+93.36	341+05.82
	FINAL TOP OF DECK ELEVATION	767.80	767.64	767.49	767.34	767.19	767.04	766.90	766.75	766.59	766.44	766.30
	TOP OF HAUNCH ELEVATION	767.09	766.97	766.85	766.73	766.60	766.46	766.31	766.14	765.95	765.77	765.59
REF. LINE 22 BEAM B96R	STATION	339+87.00	339+99.34	340+11.68	340+24.02	340+36.36	340+48.70	340+61.07	340+73.53	340+85.99	340+98.45	341+10.91
	FINAL TOP OF DECK ELEVATION	767.92	767.76	767.60	767.44	767.28	767.13	766.97	766.82	766.66	766.50	766.34
	TOP OF HAUNCH ELEVATION	767.21	767.09	766.96	766.83	766.69	766.55	766.38	766.21	766.02	765.83	765.63
REF. LINE XX CONSTR. JOINT	STATION	399+89.58	340+01.91	340+14.24	340+26.56	340+38.89	340+51.22	340+63.61	340+76.07	340+88.53	341+00.99	341+13.45
	FINAL TOP OF DECK ELEVATION	767.98	767.81	767.65	767.49	767.33	767.17	767.01	766.85	766.69	766.52	766.36
	SCREED ELEVATION	767.98	767.85	767.72	767.59	767.45	767.30	767.13	766.95	766.76	766.56	766.36
REF. LINE 23 BEAM B97R	STATION	339+92.16	340+04.47	340+16.79	340+29.10	340+41.42	340+53.74	340+66.16	340+78.61	340+91.07	341+03.53	341+15.99
	FINAL TOP OF DECK ELEVATION	768.03	767.87	767.70	767.54	767.37	767.21	767.04	766.88	766.71	766.54	766.38
	TOP OF HAUNCH ELEVATION	767.32	767.20	767.06	766.93	766.78	766.63	766.45	766.27	766.07	765.87	765.67
REF. LINE 24 BEAM B98R	STATION	339+97.29	340+09.59	340+21.88	340+34.17	340+46.47	340+58.78	340+71.24	340+83.70	340+96.16	341+08.62	341+21.07
	FINAL TOP OF DECK ELEVATION	768.14	767.97	767.79	767.62	767.45	767.28	767.11	766.93	766.76	766.59	766.42
	TOP OF HAUNCH ELEVATION	767.43	767.30	767.15	767.01	766.86	766.69	766.52	766.32	766.12	765.92	765.71
REF. LINE 25 BEAM B99R	STATION	340+02.41	340+14.60	340+26.79	340+38.99	340+51.18	340+63.47	340+75.85	340+88.22	341+00.60	341+12.98	341+25.36
	FINAL TOP OF DECK ELEVATION	768.24	768.07	767.88	767.70	767.52	767.34	767.16	766.98	766.80	766.61	766.44
	TOP OF HAUNCH ELEVATION	767.53	767.39	767.24	767.08	766.92	766.75	766.56	766.36	766.16	765.93	765.73
REF. LINE GRADE BREAK 6	STATION	340+17.25	340+29.54	340+41.81	340+54.07	340+66.45	340+78.88	340+91.32	341+03.76	341+16.19	341+28.63	341+40.03
	FINAL TOP OF DECK ELEVATION	768.12	767.93	767.74	767.56	767.38	767.19	767.01	766.82	766.64	766.45	766.28
	SCREED ELEVATION	768.12	767.96	767.81	767.65	767.49	767.31	767.12	766.91	766.71	766.48	766.28
REF. LINE 26 BEAM B100L	STATION	340+07.51	340+19.60	340+31.69	340+43.79	340+55.89	340+68.16	340+80.47	340+92.77	341+05.07	341+17.37	341+29.67
	FINAL TOP OF DECK ELEVATION	768.09	767.92	767.75	767.58	767.41	767.24	767.07	766.89	766.71	766.54	766.37
	TOP OF HAUNCH ELEVATION	767.38	767.24	767.11	766.96	766.81	766.65	766.47	766.27	766.07	765.86	765.66
REF. LINE 28 BEAM B101R	STATION	340+11.61	340+23.84	340+36.08	340+48.31	340+60.60	340+73.06	340+85.52	340+97.98	341+10.43	341+22.89	341+35.35
	FINAL TOP OF DECK ELEVATION	767.76	767.58	767.39	767.21	767.03	766.84	766.65	766.47	766.28	766.10	765.91
	TOP OF HAUNCH ELEVATION	767.05	766.90	766.74	766.59	766.43	766.24	766.05	765.85	765.64	765.42	765.20
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	340+12.22	340+24.49	340+36.74	340+48.97	340+61.25	340+73.69	340+86.12	340+98.56	341+10.99	341+23.43	341+35.99
	FINAL TOP OF DECK ELEVATION	767.71	767.53	767.34	767.16	766.98	766.79	766.61	766.42	766.23	766.05	765.85
	SCREED ELEVATION	767.71	767.56	767.40	767.25	767.09	766.90	766.72	766.51	766.29	766.08	765.85

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 10

LOCATION		℄ PIER 9	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 10
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	340+84.95	340+97.03	341+09.12	341+21.20	341+33.28	341+45.37	341+57.46	341+69.55	341+81.64	341+93.73	342+05.82
	FINAL TOP OF DECK ELEVATION	765.72	765.60	765.47	765.35	765.22	765.10	764.97	764.84	764.71	764.59	764.46
	SCREED ELEVATION	765.72	765.63	765.52	765.43	765.31	765.19	765.06	764.92	764.76	764.62	764.46
REF. LINE 16 BEAM B102R	STATION	340+85.48	340+97.61	341+09.74	341+21.87	341+34.00	341+46.12	341+58.25	341+70.38	341+82.51	341+94.64	342+06.77
	FINAL TOP OF DECK ELEVATION	765.75	765.63	765.51	765.39	765.26	765.14	765.02	764.90	764.77	764.65	764.53
	TOP OF HAUNCH ELEVATION	765.04	764.95	764.86	764.76	764.64	764.53	764.40	764.27	764.11	763.97	763.82
REF. LINE 18 BEAM B103R	STATION	340+90.57	341+02.61	341+14.65	341+26.69	341+38.74	341+50.78	341+62.83	341+74.88	341+86.93	341+98.98	342+11.04
	FINAL TOP OF DECK ELEVATION	766.04	765.91	765.79	765.67	765.55	765.42	765.31	765.18	765.06	764.93	764.82
	TOP OF HAUNCH ELEVATION	765.33	765.23	765.14	765.05	764.94	764.82	764.70	764.56	764.41	764.25	764.11
REF. LINE RIGHT PROFILE GRADE	STATION	340+92.44	341+04.41	341+16.38	341+28.35	341+40.32	341+52.30	341+64.28	341+76.27	341+88.26	342+00.25	342+12.25
	FINAL TOP OF DECK ELEVATION	766.15	766.02	765.90	765.77	765.65	765.52	765.40	765.27	765.15	765.02	764.90
	SCREED ELEVATION	766.15	766.05	765.96	765.86	765.75	765.63	765.50	765.35	765.21	765.05	764.90
REF. LINE 19 BEAM B104R	STATION	340+95.65	341+07.60	341+19.56	341+31.51	341+43.47	341+55.44	341+67.41	341+79.38	341+91.35	342+03.33	342+15.31
	FINAL TOP OF DECK ELEVATION	766.18	766.05	765.93	765.80	765.67	765.54	765.41	765.28	765.16	765.02	764.89
	TOP OF HAUNCH ELEVATION	765.47	765.37	765.28	765.17	765.06	764.94	764.80	764.65	764.51	764.34	764.18
REF. LINE 20 BEAM B105R	STATION	341+00.74	341+12.60	341+24.46	341+36.34	341+48.21	341+60.10	341+71.98	341+83.88	341+95.77	342+07.67	342+19.58
	FINAL TOP OF DECK ELEVATION	766.24	766.11	765.97	765.84	765.70	765.57	765.43	765.29	765.16	765.02	764.88
	TOP OF HAUNCH ELEVATION	765.53	765.43	765.32	765.21	765.09	764.96	764.82	764.66	764.51	764.34	764.17
REF. LINE 21 BEAM B106R	STATION	341+05.82	341+17.59	341+29.37	341+41.16	341+52.95	341+64.75	341+76.56	341+88.37	342+00.19	342+12.02	342+23.85
	FINAL TOP OF DECK ELEVATION	766.30	766.15	766.01	765.87	765.72	765.59	765.44	765.30	765.16	765.01	764.87
	TOP OF HAUNCH ELEVATION	765.59	765.47	765.36	765.24	765.11	764.98	764.82	764.67	764.51	764.33	764.16
REF. LINE 22 BEAM B107R	STATION	341+10.91	341+22.59	341+34.28	341+45.98	341+57.69	341+69.41	341+81.14	341+92.87	342+04.61	342+16.36	342+28.12
	FINAL TOP OF DECK ELEVATION	766.34	766.19	766.04	765.90	765.75	765.60	765.45	765.30	765.15	765.00	764.85
	TOP OF HAUNCH ELEVATION	765.63	765.51	765.39	765.27	765.13	764.99	764.83	764.67	764.50	764.32	764.14
REF. LINE XX CONSTR. JOINT	STATION	341+13.45	341+25.13	341+36.80	341+48.48	341+60.15	341+71.83	341+83.51	341+95.18	342+06.86	342+18.54	342+30.21
	FINAL TOP OF DECK ELEVATION	766.36	766.21	766.06	765.91	765.75	765.60	765.45	765.30	765.15	764.99	764.84
	SCREED ELEVATION	766.36	766.24	766.11	765.98	765.84	765.69	765.54	765.37	765.20	765.02	764.84
REF. LINE 23 BEAM B108R	STATION	341+15.99	341+27.58	341+39.19	341+50.81	341+62.43	341+74.07	341+85.71	341+97.37	342+09.03	342+20.71	342+32.39
	FINAL TOP OF DECK ELEVATION	766.38	766.23	766.07	765.92	765.76	765.61	765.45	765.29	765.14	764.98	764.83
	TOP OF HAUNCH ELEVATION	765.67	765.55	765.41	765.29	765.14	765.00	764.83	764.66	764.48	764.30	764.12
REF. LINE 24 BEAM B109R	STATION	341+21.07	341+32.58	341+44.10	341+55.63	341+67.17	341+78.73	341+90.29	342+01.87	342+13.46	342+25.05	342+36.66
	FINAL TOP OF DECK ELEVATION	766.42	766.25	766.09	765.93	765.77	765.61	765.45	765.28	765.12	764.96	764.80
	TOP OF HAUNCH ELEVATION	765.71	765.57	765.43	765.29	765.14	764.99	764.82	764.64	764.46	764.28	764.09
REF. LINE 25 BEAM B110R	STATION	341+25.36	341+36.87	341+48.39	341+59.92	341+71.46	341+83.01	341+94.58	342+06.15	342+17.73	342+29.33	342+40.93
	FINAL TOP OF DECK ELEVATION	766.44	766.27	766.10	765.94	765.77	765.60	765.44	765.27	765.10	764.94	764.77
	TOP OF HAUNCH ELEVATION	765.73	765.59	765.44	765.30	765.14	764.98	764.81	764.63	764.44	764.25	764.06
REF. LINE GRADE BREAK 6	STATION	341+40.03	341+51.46	341+62.89	341+74.34	341+85.80	341+97.28	342+09.02	342+21.30	342+33.57	342+45.83	342+60.03
	FINAL TOP OF DECK ELEVATION	766.28	766.11	765.94	765.77	765.60	765.43	765.25	765.07	764.88	764.69	764.48
	SCREED ELEVATION	766.28	766.09	765.90	765.71	765.52	765.35	765.17	765.01	764.84	764.67	764.48
REF. LINE 26 BEAM B111L	STATION	341+29.67	341+41.18	341+52.69	341+64.22	341+75.76	341+87.31	341+98.87	342+10.44	342+22.02	342+33.61	342+45.20
	FINAL TOP OF DECK ELEVATION	766.37	766.19	766.01	765.83	765.65	765.47	765.29	765.13	765.01	764.88	764.71
	TOP OF HAUNCH ELEVATION	765.66	765.50	765.35	765.19	765.02	764.84	764.66	764.49	764.35	764.19	764.00
REF. LINE 27 BEAM B112R	STATION	341+32.51	341+44.18	341+55.86	341+67.54	341+79.23	341+90.93	342+02.63	342+14.33	342+26.04	342+37.75	342+49.47
	FINAL TOP OF DECK ELEVATION	766.14	765.94	765.74	765.55	765.35	765.15	764.96	764.80	764.66	764.52	764.38
	TOP OF HAUNCH ELEVATION	765.43	765.25	765.08	764.90	764.72	764.52	764.33	764.15	764.00	763.83	763.67
REF. LINE 28 BEAM B113R	STATION	341+35.35	341+47.19	341+59.03	341+70.87	341+82.71	341+94.55	342+06.39	342+18.23	342+30.06	342+41.90	342+53.74
	FINAL TOP OF DECK ELEVATION	765.91	765.69	765.48	765.27	765.05	764.84	764.63	764.48	764.32	764.16	764.01
	TOP OF HAUNCH ELEVATION	765.20	765.01	764.83	764.64	764.44	764.23	764.02	763.85	763.67	763.48	763.30
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	341+35.99	341+47.88	341+59.77	341+71.65	341+83.54	341+95.42	342+07.31	342+19.19	342+31.06	342+42.94	342+54.69
	FINAL TOP OF DECK ELEVATION	765.85	765.64	765.41	765.20	764.98	764.76	764.56	764.40	764.24	764.07	763.92
	SCREED ELEVATION	765.85	765.67	765.47	765.28	765.08	764.86	764.66	764.48	764.30	764.10	763.92

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY: TranSystems, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57077994/57080001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

201/229

1448
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 11

LOCATION		℄ PIER 10	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 11
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	342+05.82	342+18.83	342+31.83	342+44.84	342+57.84	342+70.85	342+83.86	342+96.86	343+09.87	343+22.87	343+35.88
	FINAL TOP OF DECK ELEVATION	764.46	764.33	764.19	764.06	763.92	763.79	763.65	763.52	763.38	763.25	763.11
	SCREED ELEVATION	764.46	764.37	764.27	764.17	764.05	763.93	763.78	763.63	763.46	763.29	763.11
REF. LINE 16 BEAM B114R	STATION	342+06.77	342+19.78	342+32.80	342+45.81	342+58.82	342+71.83	342+84.85	342+97.86	343+10.87	343+23.89	343+36.90
	FINAL TOP OF DECK ELEVATION	764.53	764.40	764.26	764.12	763.99	763.85	763.72	763.58	763.44	763.31	763.17
	TOP OF HAUNCH ELEVATION	763.82	763.73	763.63	763.52	763.41	763.28	763.14	762.98	762.81	762.64	762.46
REF. LINE 18 BEAM B115R	STATION	342+11.04	342+24.08	342+37.13	342+50.17	342+63.22	342+76.27	342+89.31	343+02.36	343+15.40	343+28.45	343+41.49
	FINAL TOP OF DECK ELEVATION	764.82	764.68	764.54	764.41	764.27	764.14	764.00	763.86	763.73	763.59	763.46
	TOP OF HAUNCH ELEVATION	764.11	764.02	763.92	763.82	763.71	763.58	763.44	763.27	763.11	762.93	762.75
REF. LINE RIGHT PROFILE GRADE	STATION	342+12.25	342+25.30	342+38.36	342+51.41	342+64.46	342+77.52	342+90.57	343+03.63	343+16.68	343+29.74	343+42.79
	FINAL TOP OF DECK ELEVATION	764.90	764.76	764.63	764.49	764.36	764.21	764.08	763.94	763.81	763.67	763.54
	SCREED ELEVATION	764.90	764.80	764.72	764.61	764.50	764.36	764.22	764.06	763.90	763.71	763.54
REF. LINE 19 BEAM B116R	STATION	342+15.31	342+28.39	342+41.46	342+54.54	342+67.62	342+80.70	342+93.77	343+06.85	343+19.93	343+33.00	343+46.08
	FINAL TOP OF DECK ELEVATION	764.89	764.75	764.61	764.47	764.33	764.18	764.04	763.90	763.75	763.62	763.47
	TOP OF HAUNCH ELEVATION	764.18	764.09	763.99	763.89	763.77	763.63	763.48	763.32	763.13	762.96	762.76
REF. LINE 20 BEAM B117R	STATION	342+19.58	342+32.69	342+45.80	342+58.91	342+72.02	342+85.13	342+98.24	343+11.34	343+24.45	343+37.56	343+50.67
	FINAL TOP OF DECK ELEVATION	764.88	764.74	764.58	764.43	764.28	764.13	763.98	763.83	763.68	763.54	763.38
	TOP OF HAUNCH ELEVATION	764.17	764.08	763.96	763.85	763.72	763.58	763.42	763.25	763.06	762.88	762.67
REF. LINE 21 BEAM B118R	STATION	342+23.85	342+36.99	342+50.13	342+63.27	342+76.42	342+89.56	343+02.70	343+15.84	343+28.98	343+42.12	343+55.26
	FINAL TOP OF DECK ELEVATION	764.87	764.71	764.55	764.40	764.24	764.08	763.92	763.76	763.60	763.44	763.29
	TOP OF HAUNCH ELEVATION	764.16	764.05	763.93	763.82	763.68	763.53	763.36	763.18	762.98	762.78	762.58
REF. LINE 22 BEAM B119R	STATION	342+28.12	342+41.29	342+54.47	342+67.64	342+80.81	342+93.99	343+07.16	343+20.33	343+33.51	343+46.68	343+59.85
	FINAL TOP OF DECK ELEVATION	764.85	764.69	764.52	764.35	764.18	764.01	763.85	763.68	763.51	763.35	763.18
	TOP OF HAUNCH ELEVATION	764.14	764.03	763.90	763.77	763.62	763.46	763.29	763.10	762.89	762.69	762.47
REF. LINE XX CONSTR. JOINT	STATION	342+30.21	342+43.45	342+56.63	342+69.82	342+83.01	342+96.20	343+09.39	343+22.58	343+35.77	343+48.96	343+62.15
	FINAL TOP OF DECK ELEVATION	764.84	764.67	764.50	764.33	764.16	763.98	763.81	763.64	763.47	763.30	763.13
	SCREED ELEVATION	764.84	764.72	764.59	764.46	764.31	764.14	763.96	763.77	763.56	763.35	763.13
REF. LINE 23 BEAM B120R	STATION	342+32.39	342+45.60	342+58.80	342+72.01	342+85.21	342+98.42	343+11.62	343+24.83	343+38.03	343+51.24	343+64.44
	FINAL TOP OF DECK ELEVATION	764.83	764.66	764.48	764.30	764.12	763.95	763.77	763.60	763.42	763.25	763.07
	TOP OF HAUNCH ELEVATION	764.12	764.00	763.86	763.72	763.56	763.40	763.21	763.02	762.80	762.59	762.36
REF. LINE 24 BEAM B121R	STATION	342+36.66	342+49.90	342+63.14	342+76.37	342+89.61	343+02.85	343+16.09	343+29.32	343+42.56	343+55.80	343+69.03
	FINAL TOP OF DECK ELEVATION	764.80	764.61	764.43	764.25	764.06	763.87	763.69	763.51	763.32	763.14	762.95
	TOP OF HAUNCH ELEVATION	764.09	763.95	763.81	763.67	763.50	763.32	763.13	762.93	762.70	762.48	762.24
REF. LINE 25 BEAM B122R	STATION	342+40.93	342+54.20	342+67.47	342+80.74	342+94.01	343+07.28	343+20.55	343+33.82	343+47.09	343+60.36	343+73.63
	FINAL TOP OF DECK ELEVATION	764.77	764.57	764.38	764.19	763.99	763.80	763.60	763.41	763.22	763.02	762.83
	TOP OF HAUNCH ELEVATION	764.06	763.91	763.77	763.61	763.44	763.25	763.05	762.83	762.60	762.36	762.12
REF. LINE 26 BEAM B123L	STATION	342+45.20	342+58.50	342+71.81	342+85.11	342+98.41	343+11.71	343+25.01	343+38.31	343+51.61	343+64.91	343+78.22
	FINAL TOP OF DECK ELEVATION	764.71	764.51	764.31	764.11	763.92	763.71	763.52	763.31	763.11	762.91	762.71
	TOP OF HAUNCH ELEVATION	764.00	763.85	763.70	763.53	763.37	763.17	762.97	762.73	762.50	762.25	762.00
REF. LINE GRADE BREAK 6	STATION	342+60.03	342+74.24	342+88.46	343+02.70	343+16.18	343+29.52	343+42.85	343+56.19	343+69.52	343+82.85	343+89.71
	FINAL TOP OF DECK ELEVATION	764.48	764.27	764.05	763.84	763.63	763.41	763.20	763.00	762.78	762.57	762.46
	SCREED ELEVATION	764.48	764.32	764.15	763.97	763.79	763.58	763.36	763.13	762.87	762.62	762.46
REF. LINE 27 BEAM B124R	STATION	342+49.47	342+62.81	342+76.14	342+89.47	343+02.81	343+16.14	343+29.47	343+42.81	343+56.14	343+69.47	343+82.81
	FINAL TOP OF DECK ELEVATION	764.38	764.24	764.10	763.96	763.83	763.63	763.42	763.20	763.00	762.78	762.57
	TOP OF HAUNCH ELEVATION	763.67	763.58	763.49	763.38	763.28	763.09	762.87	762.62	762.39	762.12	761.86
REF. LINE 28 BEAM B125R	STATION	342+53.74	342+67.11	342+80.47	342+93.84	343+07.20	343+20.57	343+33.94	343+47.30	343+60.67	343+74.03	343+87.40
	FINAL TOP OF DECK ELEVATION	764.01	763.86	763.73	763.59	763.44	763.23	763.01	762.81	762.60	762.38	762.18
	TOP OF HAUNCH ELEVATION	763.30	763.20	763.11	763.01	762.88	762.68	762.45	762.22	761.98	761.72	761.47
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	342+54.69	342+68.06	342+81.44	342+94.81	343+08.18	343+21.55	343+34.93	343+48.30	343+61.67	343+75.04	343+88.42
	FINAL TOP OF DECK ELEVATION	763.92	763.78	763.65	763.50	763.35	763.14	762.93	762.72	762.51	762.30	762.08
	SCREED ELEVATION	763.92	763.82	763.74	763.62	763.50	763.29	763.08	762.84	762.60	762.34	762.08

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57007994/57008001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 12

LOCATION		℄ PIER 11	0.10	0.20	0.30	0.40	0.50	0.60	0.70	0.80	0.90	℄ PIER 12
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	343+35.88	343+45.63	343+55.37	343+65.12	343+74.86	343+84.61	343+94.36	344+04.10	344+13.85	344+23.59	344+33.34
	FINAL TOP OF DECK ELEVATION	763.11	763.01	762.91	762.81	762.71	762.60	762.51	762.40	762.30	762.20	762.10
	SCREED ELEVATION	763.11	763.02	762.93	762.85	762.75	762.65	762.55	762.44	762.33	762.21	762.10
REF. LINE 16 BEAM B126R	STATION	343+36.90	343+46.58	343+56.27	343+65.95	343+75.63	343+85.32	343+95.00	344+04.68	344+14.37	344+24.05	344+33.73
	FINAL TOP OF DECK ELEVATION	763.17	763.08	762.97	762.87	762.78	762.67	762.57	762.47	762.37	762.27	762.17
	TOP OF HAUNCH ELEVATION	762.46	762.38	762.29	762.20	762.11	762.01	761.91	761.80	761.69	761.58	761.46
REF. LINE 18 BEAM B127R	STATION	343+41.49	343+50.89	343+60.29	343+69.69	343+79.09	343+88.50	343+97.90	344+07.30	344+16.70	344+26.10	344+35.50
	FINAL TOP OF DECK ELEVATION	763.46	763.36	763.26	763.16	763.07	762.97	762.87	762.77	762.68	762.58	762.48
	TOP OF HAUNCH ELEVATION	762.75	762.66	762.58	762.49	762.40	762.31	762.20	762.10	762.00	761.89	761.77
REF. LINE RIGHT PROFILE GRADE	STATION	343+42.79	343+52.11	343+61.43	343+70.75	343+80.07	343+89.39	343+98.72	344+08.04	344+17.36	344+26.68	344+36.00
	FINAL TOP OF DECK ELEVATION	763.54	763.44	763.35	763.24	763.15	763.06	762.95	762.86	762.77	762.66	762.57
	SCREED ELEVATION	763.54	763.45	763.37	763.27	763.19	763.10	762.99	762.90	762.80	762.67	762.57
REF. LINE 19 BEAM B128R	STATION	343+46.08	343+55.20	343+64.32	343+73.44	343+82.56	343+91.67	344+00.79	344+09.91	344+19.03	344+28.15	344+37.27
	FINAL TOP OF DECK ELEVATION	763.47	763.38	763.28	763.18	763.08	762.98	762.88	762.78	762.69	762.58	762.49
	TOP OF HAUNCH ELEVATION	762.76	762.68	762.59	762.50	762.41	762.31	762.21	762.10	762.01	761.88	761.78
REF. LINE 20 BEAM B129R	STATION	343+50.67	343+59.51	343+68.35	343+77.18	343+86.02	343+94.85	344+03.69	344+12.53	344+21.36	344+30.20	344+39.03
	FINAL TOP OF DECK ELEVATION	763.38	763.28	763.18	763.08	762.98	762.88	762.77	762.67	762.57	762.47	762.37
	TOP OF HAUNCH ELEVATION	762.67	762.58	762.49	762.40	762.30	762.21	762.10	761.99	761.88	761.77	761.66
REF. LINE 21 BEAM B130R	STATION	343+55.26	343+63.82	343+72.37	343+80.93	343+89.48	343+98.03	344+06.59	344+15.14	344+23.69	344+32.25	344+40.80
	FINAL TOP OF DECK ELEVATION	763.29	763.18	763.08	762.97	762.87	762.76	762.66	762.56	762.46	762.36	762.25
	TOP OF HAUNCH ELEVATION	762.58	762.48	762.39	762.29	762.19	762.08	761.98	761.88	761.77	761.66	761.54
REF. LINE 22 BEAM B131R	STATION	343+59.85	343+68.13	343+76.40	343+84.67	343+92.94	344+01.21	344+09.48	344+17.76	344+26.03	344+34.30	344+42.57
	FINAL TOP OF DECK ELEVATION	763.18	763.07	762.97	762.86	762.76	762.65	762.55	762.44	762.34	762.23	762.13
	TOP OF HAUNCH ELEVATION	762.47	762.37	762.28	762.17	762.08	761.97	761.87	761.76	761.65	761.53	761.42
REF. LINE XX CONSTR. JOINT	STATION	343+62.15	343+70.28	343+78.41	343+86.54	343+94.67	344+02.80	344+10.93	344+19.06	344+27.19	344+35.32	344+43.45
	FINAL TOP OF DECK ELEVATION	763.13	763.02	762.91	762.81	762.70	762.60	762.49	762.38	762.28	762.17	762.07
	SCREED ELEVATION	763.13	763.03	762.92	762.83	762.72	762.63	762.51	762.40	762.30	762.18	762.07
REF. LINE 23 BEAM B132R	STATION	343+64.44	343+72.43	343+80.42	343+88.41	343+96.40	344+04.39	344+12.38	344+20.37	344+28.36	344+36.35	344+44.34
	FINAL TOP OF DECK ELEVATION	763.07	762.96	762.86	762.75	762.65	762.54	762.43	762.32	762.22	762.11	762.00
	TOP OF HAUNCH ELEVATION	762.36	762.26	762.16	762.06	761.97	761.86	761.75	761.63	761.53	761.41	761.29
REF. LINE 24 BEAM B133R	STATION	343+69.03	343+76.74	343+84.45	343+92.16	343+99.86	344+07.57	344+15.28	344+22.98	344+30.69	344+38.40	344+46.10
	FINAL TOP OF DECK ELEVATION	762.95	762.85	762.74	762.63	762.53	762.42	762.31	762.20	762.10	761.99	761.88
	TOP OF HAUNCH ELEVATION	762.24	762.15	762.04	761.94	761.84	761.73	761.62	761.51	761.41	761.29	761.17
REF. LINE 25 BEAM B134R	STATION	343+73.63	343+81.05	343+88.47	343+95.90	344+03.32	344+10.75	344+18.17	344+25.60	344+33.02	344+40.45	344+47.87
	FINAL TOP OF DECK ELEVATION	762.83	762.72	762.62	762.51	762.40	762.29	762.18	762.07	761.97	761.86	761.75
	TOP OF HAUNCH ELEVATION	762.12	762.02	761.92	761.82	761.71	761.60	761.49	761.38	761.27	761.16	761.04
REF. LINE 26 BEAM B135L	STATION	343+78.22	343+85.36	343+92.50	343+99.64	344+06.79	344+13.93	344+21.07	344+28.21	344+35.36	344+42.50	344+49.64
	FINAL TOP OF DECK ELEVATION	762.71	762.60	762.49	762.38	762.27	762.16	762.05	761.95	761.84	761.73	761.62
	TOP OF HAUNCH ELEVATION	762.00	761.90	761.79	761.68	761.58	761.47	761.36	761.26	761.14	761.03	760.91
REF. LINE GRADE BREAK 6	STATION	343+89.71	343+96.57	344+03.42	344+10.28	344+17.14	344+24.00	344+30.85	344+37.71	344+44.57	344+51.43	344+58.83
	FINAL TOP OF DECK ELEVATION	762.46	762.35	762.25	762.14	762.03	761.92	761.81	761.71	761.59	761.49	761.37
	SCREED ELEVATION	762.46	762.35	762.26	762.15	762.04	761.94	761.83	761.72	761.60	761.50	761.37
REF. LINE 27 BEAM B136R	STATION	343+82.81	343+89.67	343+96.53	344+03.39	344+10.25	344+17.11	344+23.97	344+30.83	344+37.69	344+44.55	344+51.41
	FINAL TOP OF DECK ELEVATION	762.57	762.46	762.36	762.25	762.14	762.03	761.92	761.81	761.71	761.60	761.49
	TOP OF HAUNCH ELEVATION	761.86	761.75	761.66	761.55	761.45	761.34	761.23	761.12	761.01	760.90	760.78
REF. LINE 28 BEAM B137R	STATION	343+87.40	343+93.97	344+00.55	344+07.13	344+13.71	344+20.29	344+26.86	344+33.44	344+40.02	344+46.60	344+53.18
	FINAL TOP OF DECK ELEVATION	762.18	762.06	761.96	761.86	761.76	761.65	761.55	761.44	761.34	761.24	761.13
	TOP OF HAUNCH ELEVATION	761.47	761.35	761.26	761.16	761.06	760.96	760.86	760.74	760.64	760.54	760.42
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	343+88.42	343+94.93	344+01.45	344+07.96	344+14.48	344+20.99	344+27.51	344+34.02	344+40.54	344+47.05	344+53.57
	FINAL TOP OF DECK ELEVATION	762.08	761.98	761.88	761.77	761.67	761.57	761.46	761.36	761.26	761.16	761.05
	SCREED ELEVATION	762.08	761.98	761.89	761.78	761.68	761.58	761.47	761.37	761.27	761.16	761.05

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

203/229

1450
1565

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SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS - RIGHT BRIDGE SPAN 13

LOCATION		℄ PIER 12	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BEARING FWD. ABUT.
REF. LINE 15 TOE OF RIGHT MEDIAN BARRIER	STATION	344+33.34	344+40.74	344+48.14	344+55.54	344+62.94	344+70.34	344+77.74	344+85.14	344+92.54	344+99.94	345+07.34
	FINAL TOP OF DECK ELEVATION	762.10	762.02	761.95	761.86	761.79	761.72	761.64	761.56	761.48	761.41	761.33
	SCREED ELEVATION	762.10	762.04	761.99	761.92	761.86	761.80	761.71	761.62	761.52	761.43	761.33
REF. LINE 16 BEAM B138R	STATION	344+33.73	344+41.13	344+48.53	344+55.93	344+63.33	344+70.73	344+78.13	344+85.53	344+92.93	345+00.33	345+07.73
	FINAL TOP OF DECK ELEVATION	762.17	762.09	762.02	761.93	761.86	761.78	761.71	761.63	761.55	761.48	761.40
	TOP OF HAUNCH ELEVATION	761.46	761.40	761.36	761.28	761.22	761.15	761.07	760.98	760.89	760.79	760.69
REF. LINE 40 BEAM B139R	STATION	344+35.41	344+42.82	344+50.22	344+57.61	344+65.02	344+72.41	344+79.82	344+87.22	344+94.62	345+02.02	345+09.42
	FINAL TOP OF DECK ELEVATION	762.47	762.39	762.31	762.23	762.16	762.08	762.00	761.93	761.85	761.77	761.70
	TOP OF HAUNCH ELEVATION	761.76	761.70	761.64	761.58	761.52	761.45	761.36	761.28	761.18	761.08	760.99
REF. LINE RIGHT PROFILE GRADE	STATION	344+36.00	344+43.40	344+50.80	344+58.20	344+65.60	344+73.00	344+80.40	344+87.80	344+95.20	345+02.60	345+10.00
	FINAL TOP OF DECK ELEVATION	762.57	762.50	762.41	762.34	762.26	762.18	762.11	762.03	761.95	761.87	761.80
	SCREED ELEVATION	762.57	762.52	762.45	762.40	762.33	762.25	762.18	762.09	761.99	761.89	761.80
REF. LINE 41 BEAM B140R	STATION	344+37.10	344+44.50	344+51.90	344+59.30	344+66.70	344+74.10	344+81.50	344+88.90	344+96.30	345+03.70	345+11.10
	FINAL TOP OF DECK ELEVATION	762.50	762.42	762.33	762.26	762.18	762.10	762.02	761.94	761.86	761.78	761.70
	TOP OF HAUNCH ELEVATION	761.79	761.73	761.66	761.61	761.54	761.47	761.38	761.29	761.19	761.09	760.99
REF. LINE 42 BEAM B141R	STATION	344+38.78	344+46.18	344+53.58	344+60.98	344+68.38	344+75.78	344+83.18	344+90.58	344+97.98	345+05.38	345+12.78
	FINAL TOP OF DECK ELEVATION	762.39	762.30	762.22	762.13	762.05	761.96	761.88	761.80	761.71	761.63	761.54
	TOP OF HAUNCH ELEVATION	761.68	761.61	761.55	761.48	761.41	761.33	761.24	761.15	761.04	760.94	760.83
REF. LINE 43 BEAM B142R	STATION	344+40.46	344+47.87	344+55.27	344+62.67	344+70.07	344+77.46	344+84.87	344+92.26	344+99.67	345+07.07	345+14.47
	FINAL TOP OF DECK ELEVATION	762.27	762.18	762.10	762.01	761.91	761.83	761.74	761.65	761.56	761.47	761.39
	TOP OF HAUNCH ELEVATION	761.56	761.49	761.43	761.36	761.27	761.20	761.10	761.00	760.89	760.78	760.68
REF. LINE 44 BEAM B143R	STATION	344+42.15	344+49.55	344+56.96	344+64.35	344+71.75	344+79.15	344+86.55	344+93.35	345+01.35	345+08.75	345+16.15
	FINAL TOP OF DECK ELEVATION	762.16	762.07	761.97	761.88	761.79	761.69	761.60	761.51	761.41	761.32	761.23
	TOP OF HAUNCH ELEVATION	761.45	761.38	761.30	761.23	761.15	761.06	760.96	760.86	760.74	760.63	760.52
REF. LINE XX CONSTR. JOINT	STATION	344+42.99	344+50.39	344+57.79	344+65.19	344+72.59	344+79.99	344+87.39	344+94.79	345+02.19	345+09.59	345+16.99
	FINAL TOP OF DECK ELEVATION	762.10	762.00	761.91	761.81	761.72	761.62	761.53	761.43	761.34	761.24	761.15
	SCREED ELEVATION	762.10	762.02	761.95	761.87	761.79	761.69	761.60	761.49	761.38	761.26	761.15
REF. LINE 45 BEAM B144R	STATION	344+43.84	344+51.24	344+58.64	344+66.03	344+73.44	344+80.83	344+88.24	344+95.63	345+03.04	345+10.44	345+17.83
	FINAL TOP OF DECK ELEVATION	762.04	761.94	761.85	761.75	761.65	761.55	761.46	761.36	761.26	761.16	761.07
	TOP OF HAUNCH ELEVATION	761.33	761.25	761.18	761.10	761.01	760.91	760.82	760.71	760.59	760.47	760.36
REF. LINE 46 BEAM B145R	STATION	344+45.39	344+52.79	344+60.19	344+67.59	344+74.99	344+82.39	344+89.79	344+97.19	345+04.59	345+11.99	345+19.39
	FINAL TOP OF DECK ELEVATION	761.93	761.83	761.73	761.63	761.52	761.42	761.32	761.22	761.12	761.02	760.91
	TOP OF HAUNCH ELEVATION	761.22	761.14	761.06	760.98	760.88	760.78	760.68	760.57	760.45	760.33	760.20
REF. LINE 47 BEAM B146R	STATION	344+46.95	344+54.35	344+61.75	344+69.15	344+76.55	344+83.95	344+91.35	344+98.74	345+06.15	345+13.55	345+20.95
	FINAL TOP OF DECK ELEVATION	761.82	761.71	761.61	761.50	761.40	761.29	761.19	761.08	760.98	760.87	760.76
	TOP OF HAUNCH ELEVATION	761.11	761.02	760.94	760.85	760.76	760.65	760.55	760.43	760.31	760.18	760.05
REF. LINE 48 BEAM B147L	STATION	344+48.50	344+55.91	344+63.31	344+70.70	344+78.11	344+85.50	344+92.91	345+00.31	345+07.71	345+15.11	345+22.50
	FINAL TOP OF DECK ELEVATION	761.71	761.59	761.49	761.38	761.26	761.16	761.05	760.94	760.83	760.72	760.61
	TOP OF HAUNCH ELEVATION	761.00	760.90	760.82	760.73	760.62	760.52	760.41	760.29	760.16	760.03	759.90
REF. LINE 49 BEAM B148R	STATION	344+50.06	344+57.46	344+64.86	344+72.26	344+79.66	344+87.06	344+94.46	345+01.86	345+09.26	345+16.66	345+24.06
	FINAL TOP OF DECK ELEVATION	761.59	761.48	761.36	761.25	761.13	761.02	760.91	760.80	760.68	760.57	760.46
	TOP OF HAUNCH ELEVATION	760.88	760.79	760.69	760.60	760.49	760.38	760.27	760.15	760.01	759.88	759.75
REF. LINE GRADE BREAK 6	STATION	344+58.83	344+66.23	344+66.23	344+73.63	344+81.03	344+88.43	344+95.83	345+03.23	345+10.63	345+18.03	345+25.43
	FINAL TOP OF DECK ELEVATION	761.37	761.26	761.26	761.14	761.02	760.90	760.78	760.67	760.55	760.43	760.31
	SCREED ELEVATION	761.37	761.28	761.30	761.20	761.09	760.97	760.85	760.73	760.59	760.45	760.31
REF. LINE 50 BEAM B149R	STATION	344+51.62	344+59.02	344+66.42	344+73.82	344+81.22	344+88.62	344+96.02	345+03.42	345+10.82	345+18.22	345+25.62
	FINAL TOP OF DECK ELEVATION	761.45	761.33	761.22	761.10	760.98	760.86	760.74	760.63	760.52	760.39	760.27
	TOP OF HAUNCH ELEVATION	760.74	760.64	760.55	760.45	760.34	760.22	760.10	759.98	759.85	759.70	759.56
REF. LINE 28 BEAM B150R	STATION	344+53.18	344+60.58	344+67.98	344+75.38	344+82.78	344+90.18	344+97.58	345+04.98	345+12.38	345+19.78	345+27.18
	FINAL TOP OF DECK ELEVATION	761.13	761.02	760.90	760.78	760.67	760.55	760.43	760.31	760.20	760.08	759.96
	TOP OF HAUNCH ELEVATION	760.42	760.33	760.23	760.13	760.03	759.91	759.79	759.66	759.53	759.39	759.25
REF. LINE 29 TOE OF RIGHT PARAPET	STATION	344+53.57	344+60.97	344+68.37	344+75.77	344+83.17	344+90.57	344+97.97	345+05.37	345+12.77	345+20.17	345+27.57
	FINAL TOP OF DECK ELEVATION	761.05	760.94	760.82	760.70	760.58	760.47	760.35	760.23	760.11	760.00	759.88
	SCREED ELEVATION	761.05	760.96	760.86	760.76	760.65	760.54	760.42	760.29	760.15	760.02	759.88

NOTES:

1. FOR REFERENCE LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 174/229 THRU 178/229.
2. SCREED ELEVATIONS SHOWN REPRESENT THE THEORETICAL DECK SURFACE LOCATION PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
3. TOP OF HAUNCH ELEVATIONS SHOWN REPRESENT THE THEORETICAL LOCATION OF THE BOTTOM OF THE DECK ABOVE THE BEAM/GIRDER HAUNCH PRIOR TO DEFLECTIONS CAUSED BY DECK PLACEMENT AND OTHER ANTICIPATED DEAD LOADS.
4. FINAL DECK SURFACE ELEVATIONS SHOWN REPRESENT THE DECK SURFACE LOCATION AFTER ALL ANTICIPATED DEAD LOAD DEFLECTIONS HAVE OCCURRED.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

SCREED, TOP OF HAUNCH AND FINAL TOP OF DECK ELEVATIONS
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

204/229

1451
1565

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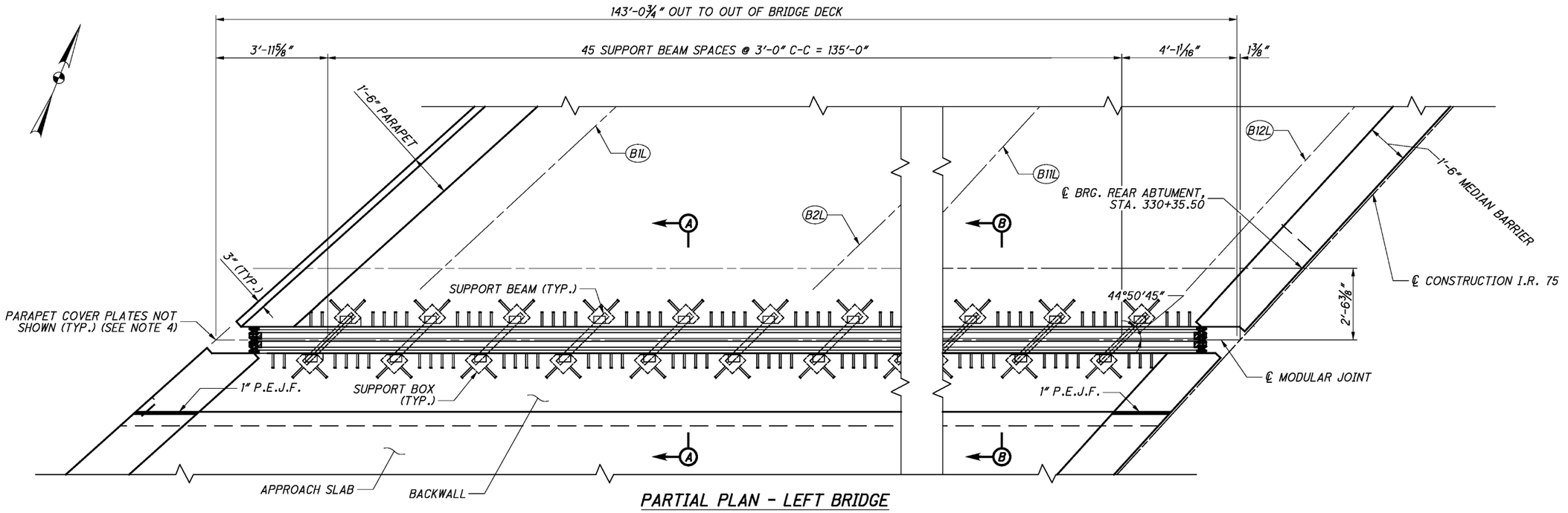
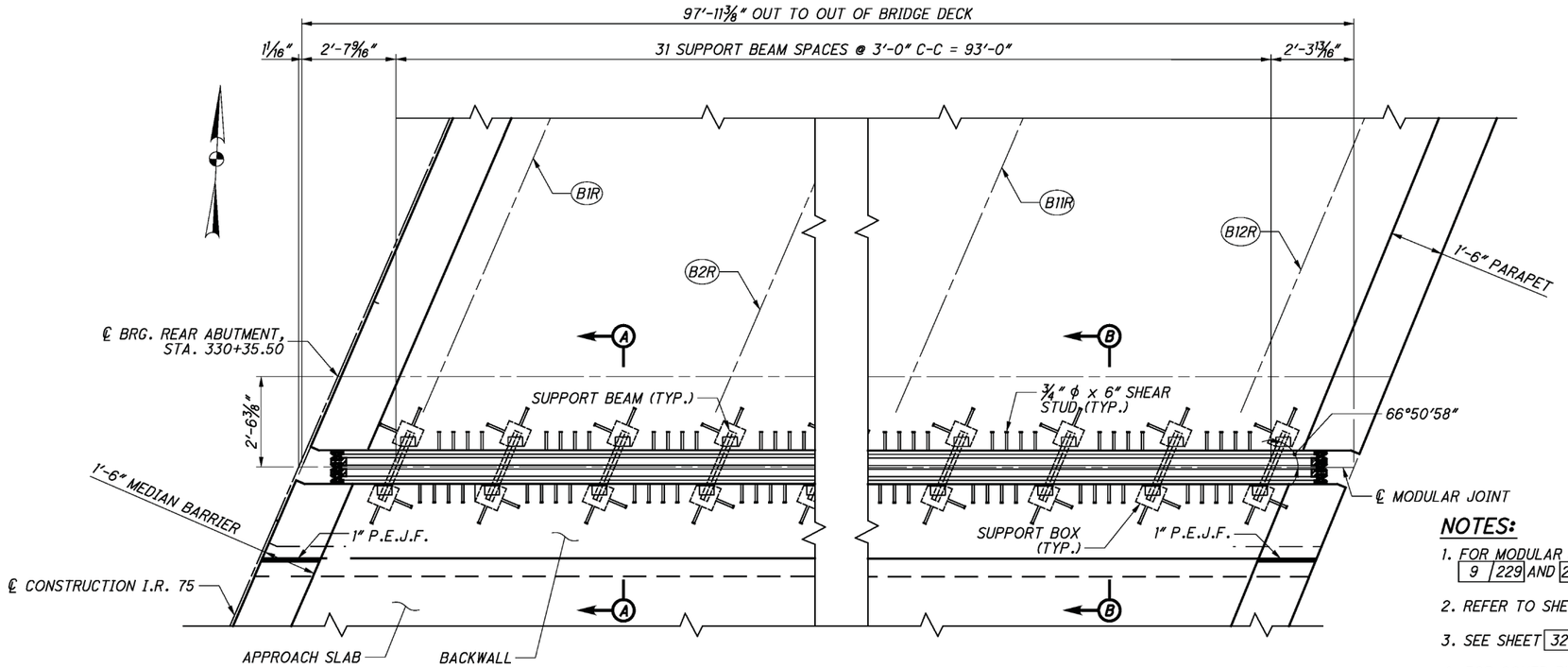


PARTIAL PLAN - LEFT BRIDGE



PARTIAL PLAN - RIGHT BRIDGE

LEGEND:

(BXX) BEAM NUMBER

NOTES:

1. FOR MODULAR EXPANSION JOINT NOTES, SEE SHEETS 9 / 229 AND 206 / 229.
2. REFER TO SHEET 206 / 229 FOR SECTIONS A-A AND B-B.
3. SEE SHEET 32 / 229 FOR REAR ABUTMENT SECTION.
4. FOR COVER PLATE DETAILS, SEE SHEET 207 / 229.
5. FOR REAR ABUTMENT TOP OF BACKWALL ELEVATIONS AT PROFILE GRADE LINES, GUTTER LINES, GRADE BREAK LINES, ETC. SEE SHEET 30 / 229 AND 31 / 229.

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

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CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5707994/5708001	

MODULAR EXPANSION JOINT AT REAR ABUTMENT (1 OF 4)

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

205 / 229

1452
1565

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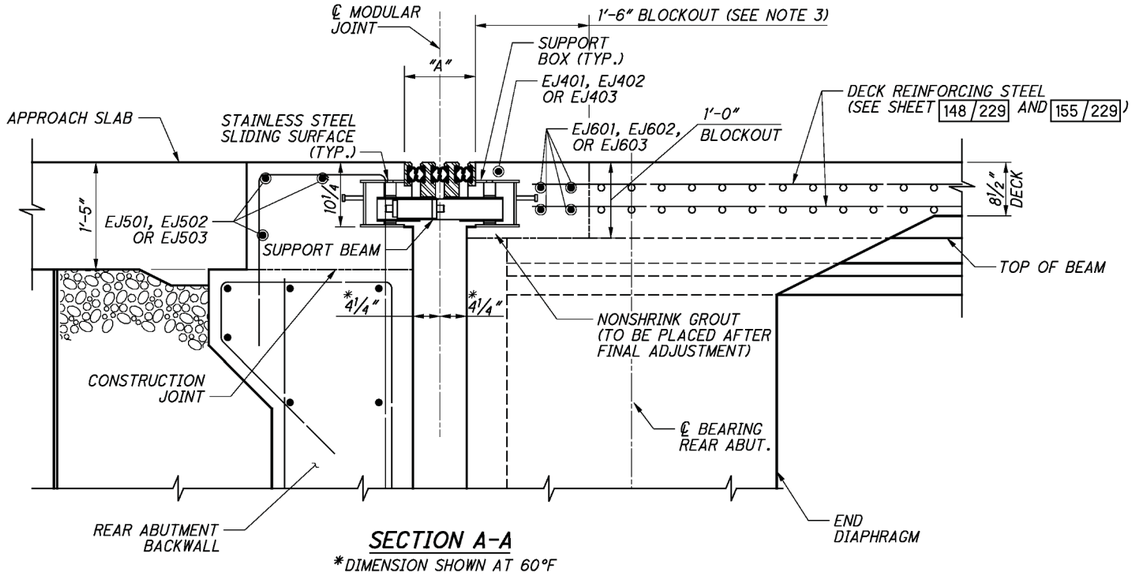
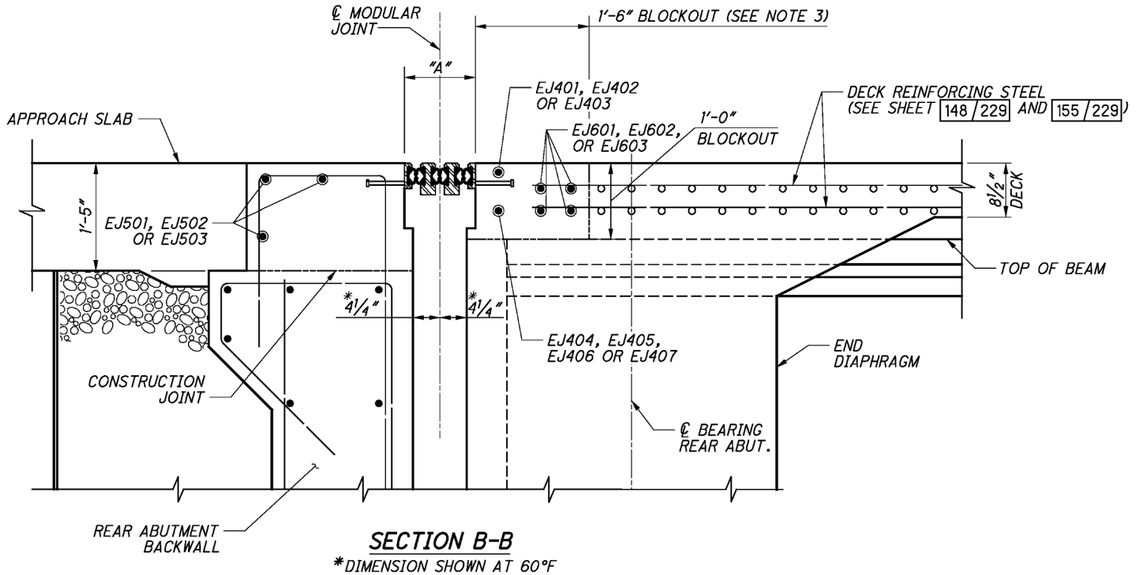


SECTION A-A

*DIMENSION SHOWN AT 60°F



SECTION B-B

*DIMENSION SHOWN AT 60°F

MODULAR EXPANSION JOINT OPENINGS		
TEMP	DIMENSION "A"	
	LEFT BRIDGE	RIGHT BRIDGE
30 °F	13 9/16"	14"
40 °F	12 13/16"	13 1/16"
50 °F	12"	12 3/16"
60 °F	11 1/4"	11 1/4"
70 °F	10 11/16"	10 9/16"
80 °F	10 1/8"	9 15/16"
90 °F	9 9/16"	9 1/4"

NOTES

1. DECK JOINT DIMENSIONS AND REINFORCEMENT ARE DETAILED IN ACCORDANCE WITH THE WABO MODULAR EXPANSION JOINT, MODEL NUMBER D900 BY WATSON BOWMAN ACME. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ADJUSTING DIMENSIONS AND REINFORCEMENT AS NECESSARY TO ACCOMMODATE A DIFFERENT JOINT.

2. FOR DECK CROSS-SLOPES AT REAR ABUTMENT, SEE SHEET 171/229.

3. BEFORE PLACING BLOCKOUT CONCRETE, AN APPROVED BONDING AGENT SHALL BE APPLIED TO HORIZONTAL & VERTICAL DECK SURFACES.

4. ALL STRUCTURAL STEEL ASSOCIATED WITH THE 9.0" MOVEMENT RATED MODULAR EXPANSION JOINT AND ALL REINFORCING BARS PREFIXED WITH "EJ" SHALL BE INCLUDED WITH THE ITEM 513, STUCTURAL STEEL MEMBERS, MODULAR EXPANSION JOINT, LEVEL UF, AS PER PLAN.

5. A MINIMUM LAP SPLICE OF 2'-7" SHALL BE USED FOR THE TRANSVERSE NO. 4 BARS.

6. FOR LOCATION OF SECTIONS A-A AND B-B SEE SHEET 205/229.

7. EXTEND DECK REINFORCING STEEL INTO BLOCKOUT AS SHOWN.

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
EXPANSION JOINTS											
EJ401	8	30'-0"	160	STR							
EJ402	1	4'-10"	3	STR							
EJ403	1	15'-10"	11	STR							
EJ404	45	1'-6"	45	STR							
EJ405	2	2'-9"	4	STR							
EJ406	32	1'-7"	34	STR							
EJ407	1	1'-9"	1	STR							
EJ501	8	30'-0"	250	STR							
EJ502	1	8'-8"	9	STR							
EJ503	1	17'-0"	18	STR							
EJ601	8	30'-0"	360	STR							
EJ602	1	9'-6"	14	STR							
EJ603	1	17'-10"	27	STR							
JS501	382	4'-8"	1859	STR							
JS502	60	30'-0"	1877	STR							
JS503	10	11'-9"	123	STR							
JS504	10	18'-7"	194	STR							
TOTAL MODULAR JOINT			4,990								

DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
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JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		57079947/5708001	

MODULAR EXPANSION JOINT AT REAR ABUTMENT (2 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

206/229

1453
1565

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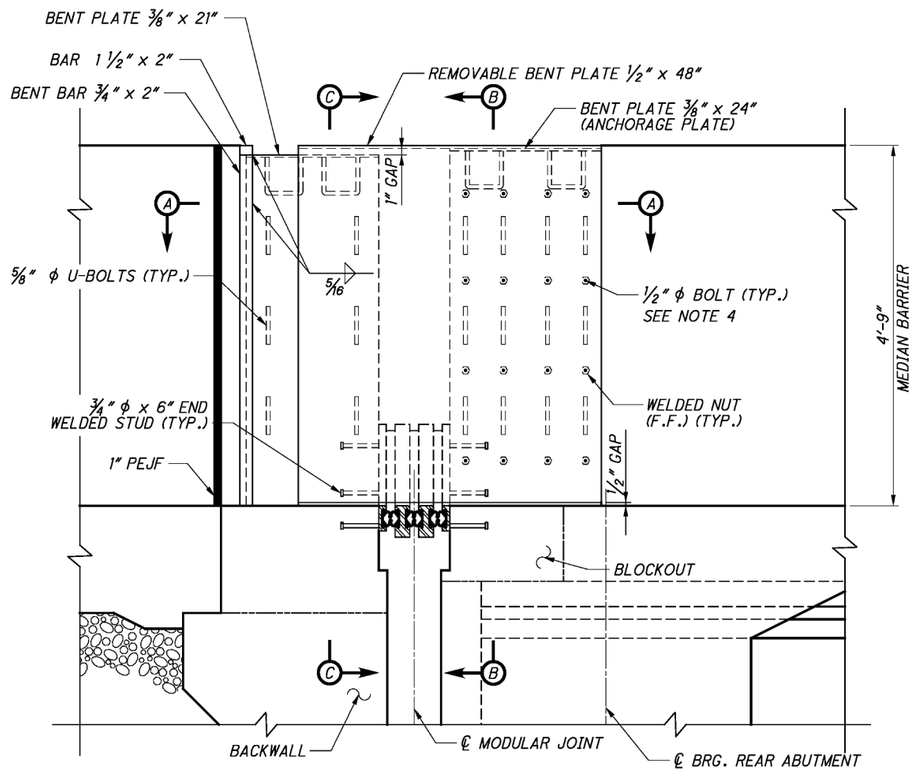
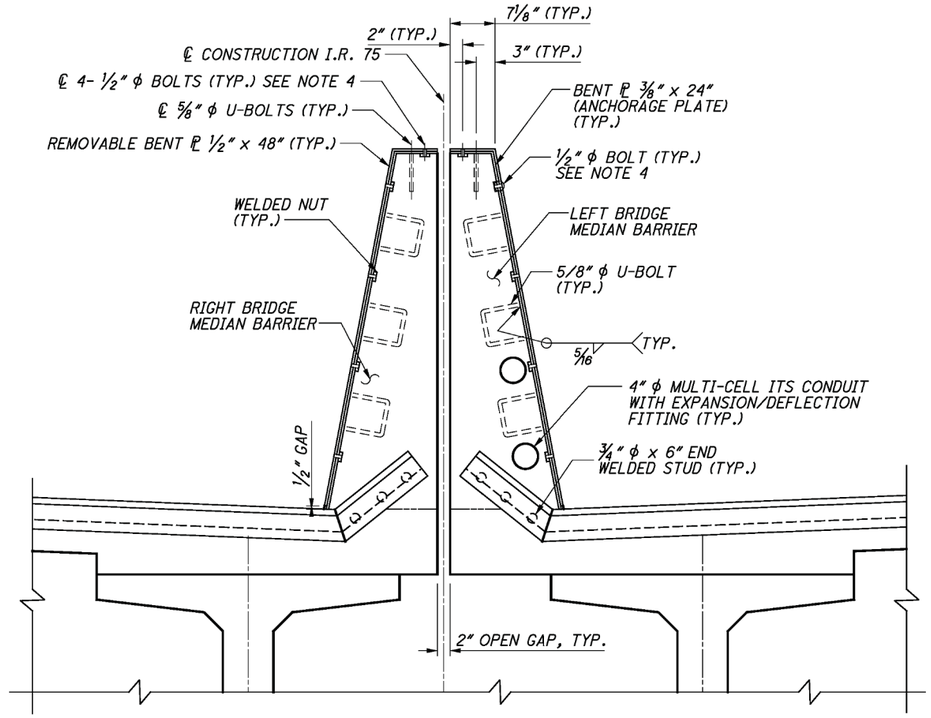


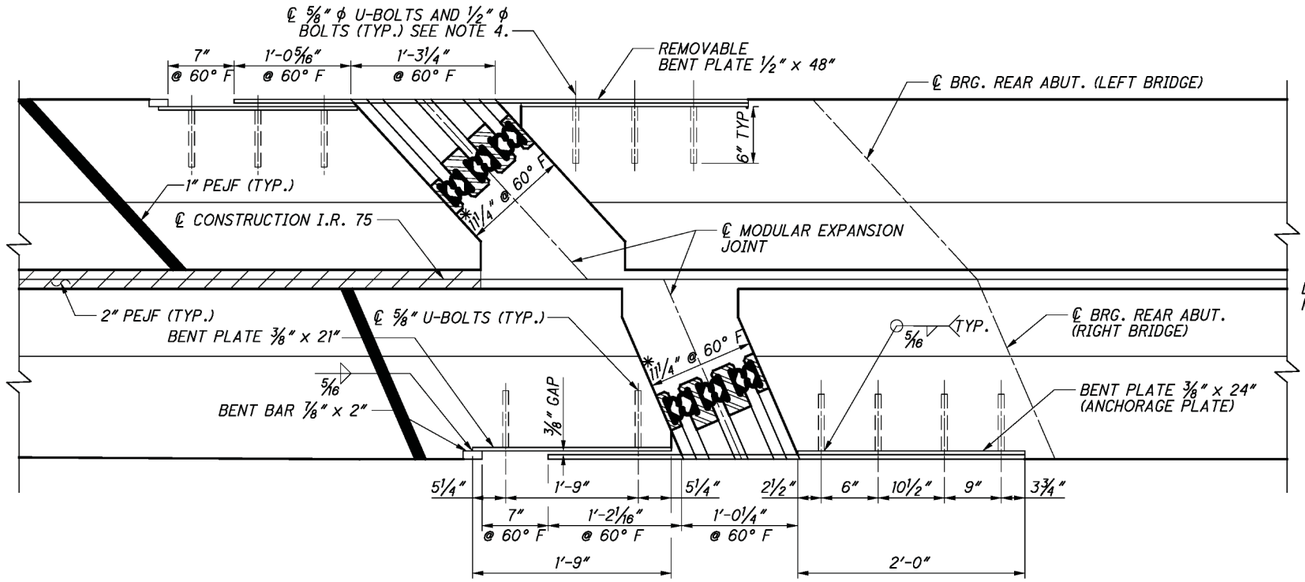
MEDIAN BARRIER COVER PLATE DETAILS

(SECTION AT MEDIAN GUTTER LINE - LOOKING WEST)

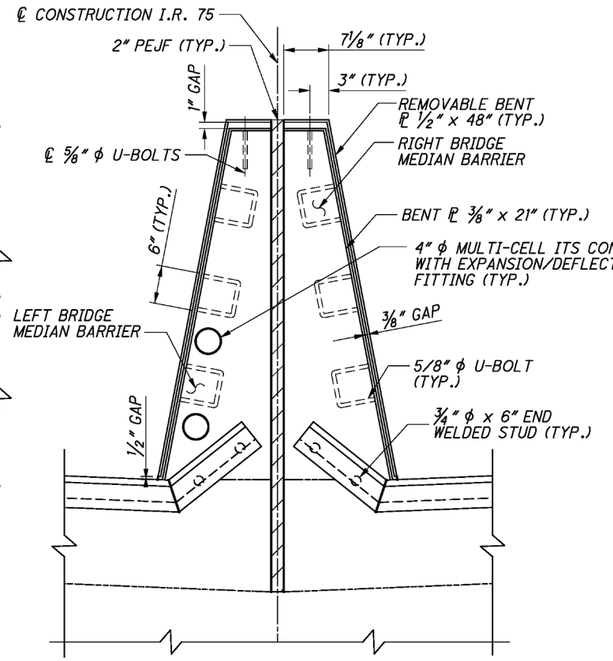


SECTION B-B

(DIAPHRAGM AND REINFORCING STEEL NOT SHOWN)



SECTION A-A



SECTION C-C

NOTES:

1. FOR MODULAR JOINT AT OUTSIDE PARAPETS, SEE SHEET 208/229.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 166/229.
3. FOR MODULAR JOINT DETAILS, SEE SHEETS 205/229 AND 206/229.
4. 1/2" ϕ BOLTS SHALL BE COUNTERSUNK SOCKET HEAD STAINLESS STEEL WITH NUTS WELDED TO THE BACK OF THE 3/8" ANCHORAGE PLATE.
5. PLATES SHALL BE ASTM A709 GRADE 50. ALL PLATES, U-BOLTS, AND BOLTS SHALL BE GALVANIZED PER CMS 711.02.
6. AN EXPANSION/DEFLECTION FITTING SHALL BE PROVIDED ACROSS THE EXPANSION OPENINGS FOR EACH OF THE 4" ϕ MULTI-CELL ITS CONDUIT.
7. FOR 4" ϕ MULTI-CELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

*MEASURED PERPENDICULAR TO MODULAR EXPANSION JOINT

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GHD		5707994/5708001	

MODULAR EXPANSION JOINT AT REAR ABUTMENT (3 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

207/229

1454
1565

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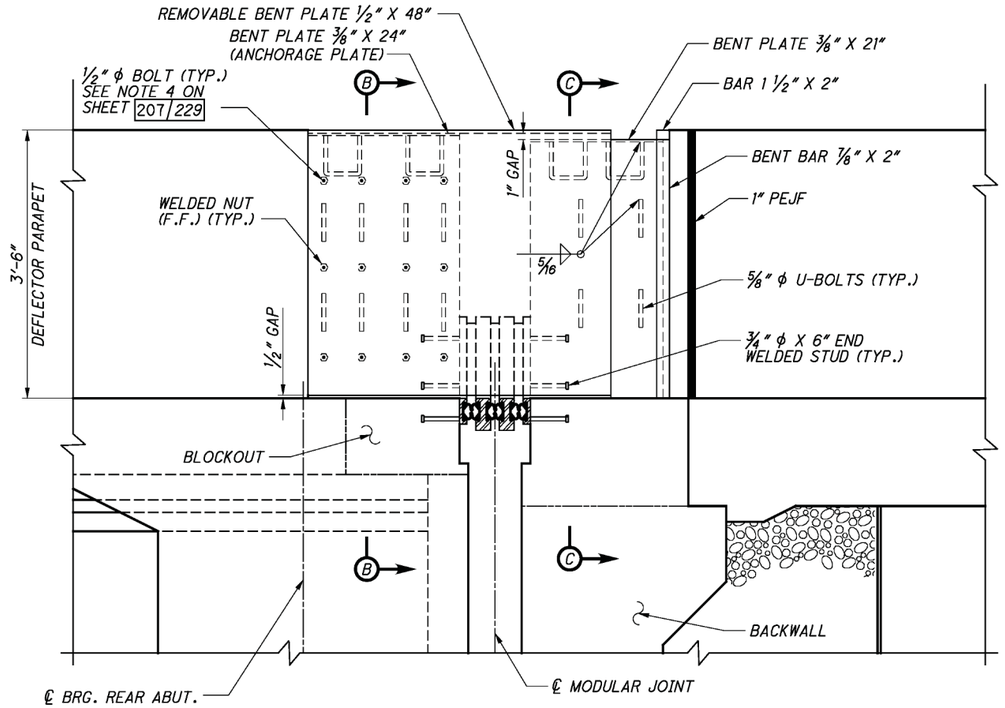
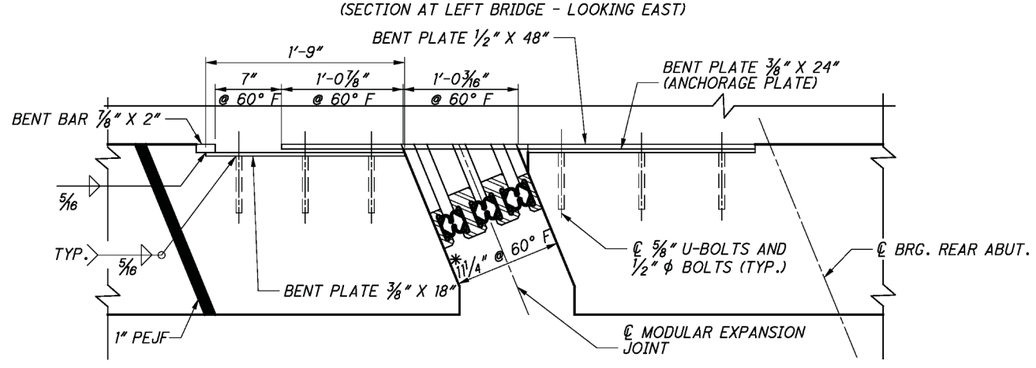


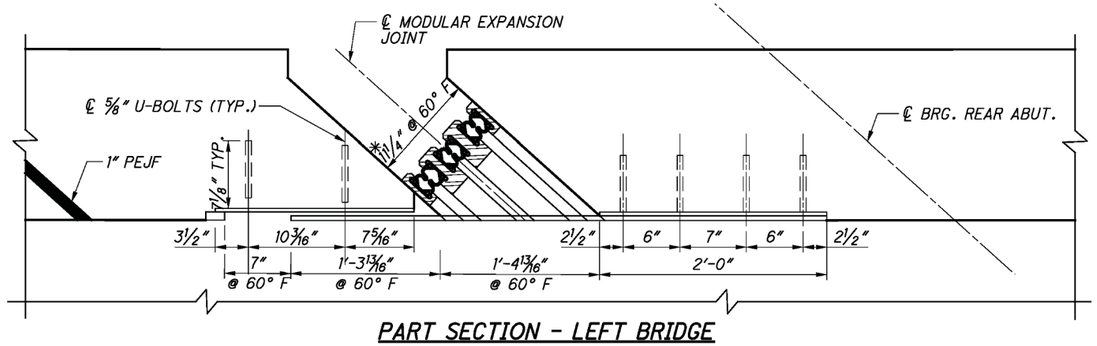
PARAPET COVER PLATE DETAILS

(SECTION AT LEFT BRIDGE - LOOKING EAST)

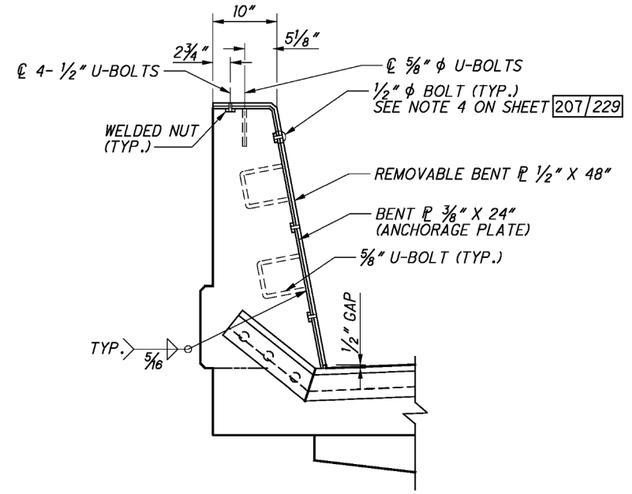


PART SECTION - RIGHT BRIDGE

*MEASURED PERPENDICULAR TO MODULAR EXPANSION JOINT

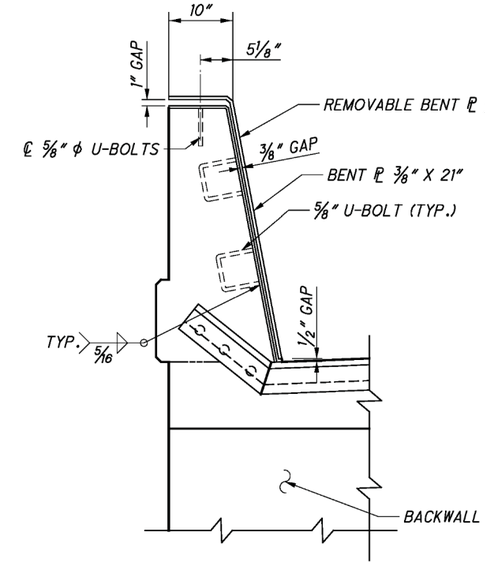


PART SECTION - LEFT BRIDGE



SECTION B-B

(REINFORCING STEEL NOT SHOWN)



SECTION C-C

NOTES:

1. FOR NOTES, SEE SHEET 207/229.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JAH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5707994/5708001	

MODULAR EXPANSION JOINT AT REAR ABUTMENT (4 OF 4)
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

208/229

1455
1565

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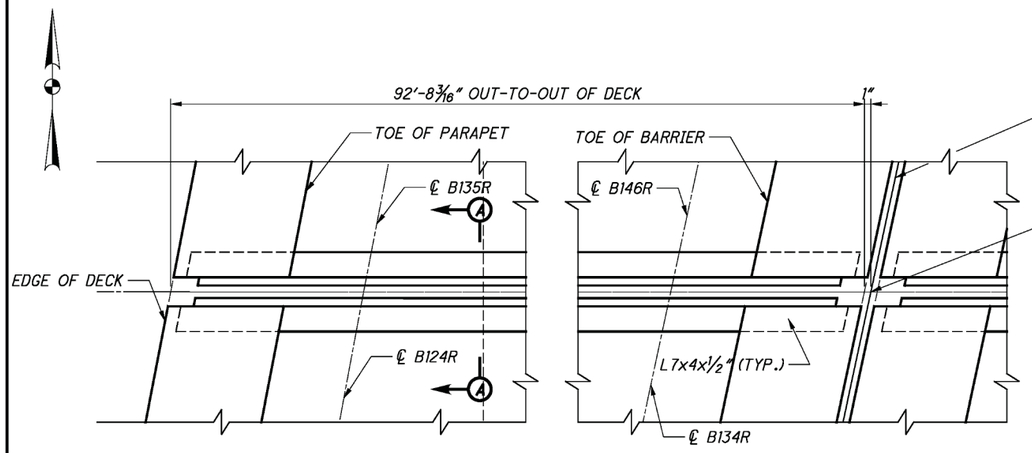
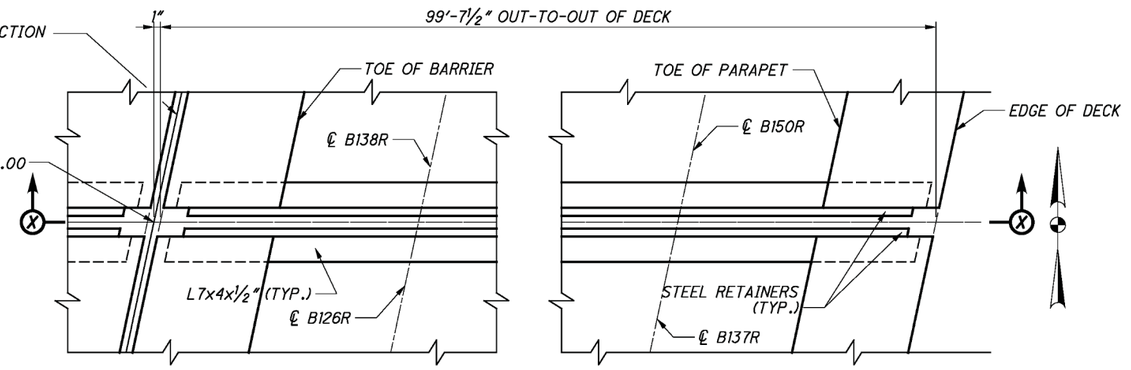
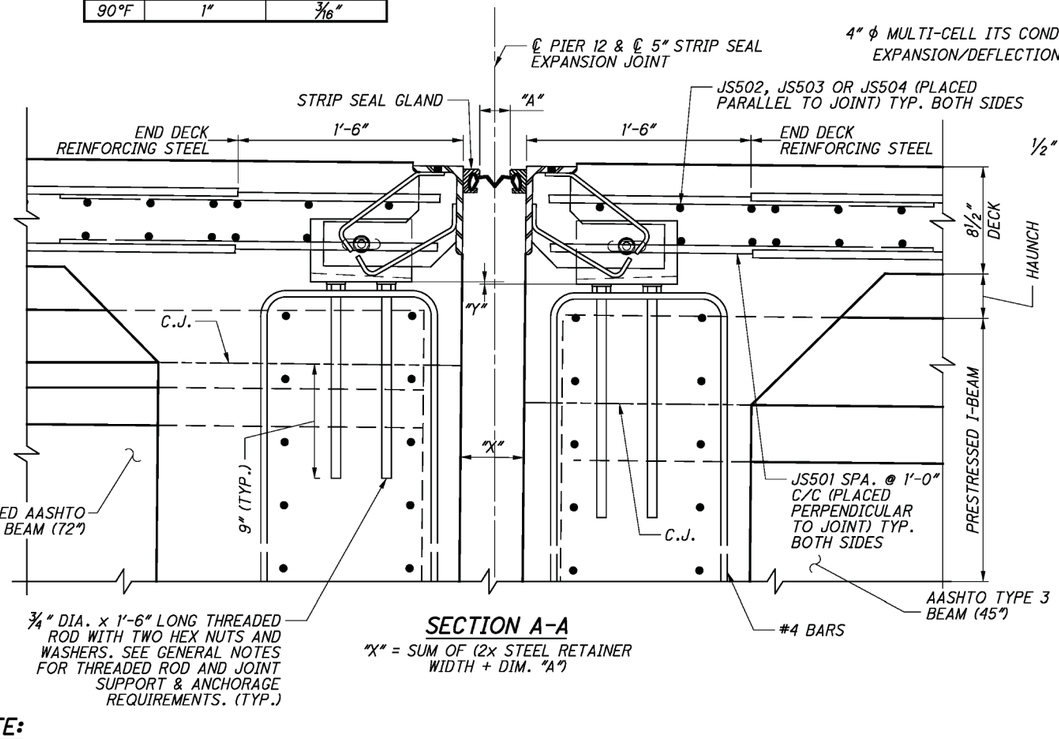


PIER 12 EXPANSION JOINT PLAN - LEFT BRIDGE



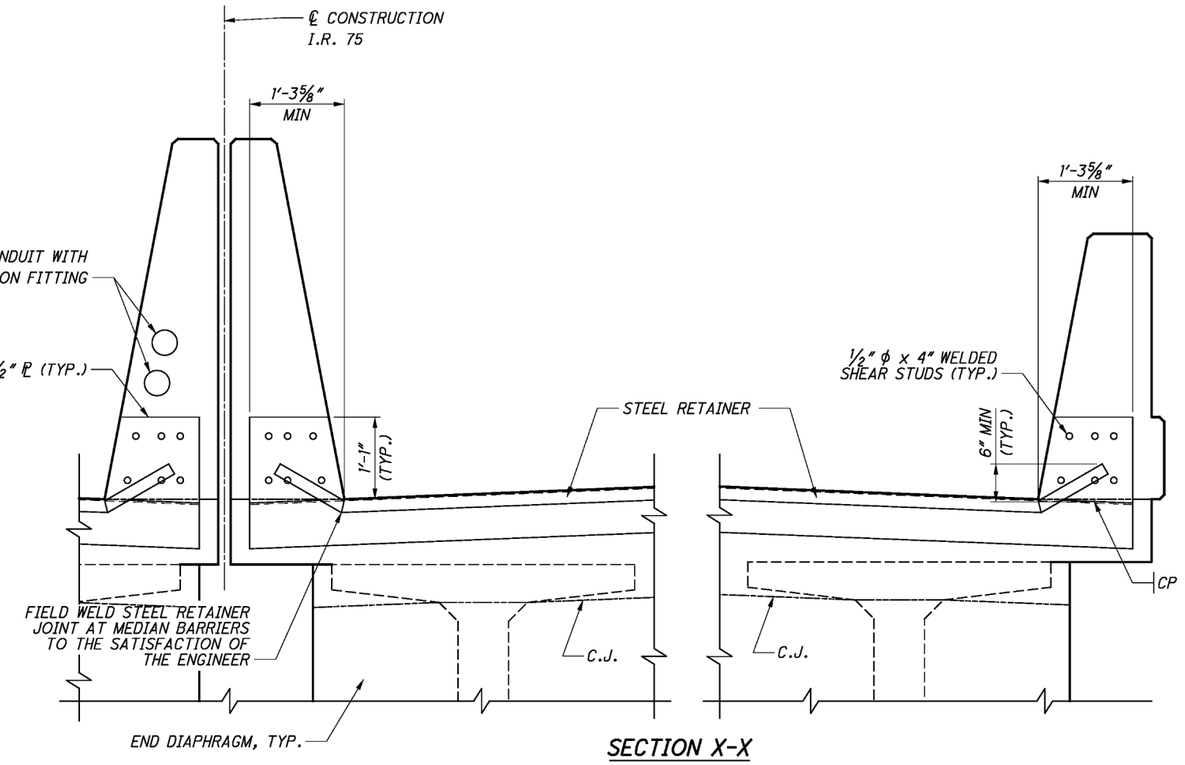
PIER 12 EXPANSION JOINT PLAN - RIGHT BRIDGE

PIER 12 JOINT OPENINGS		
TEMP.	DIMENSION "A"	DIMENSION "Y"
30°F	3 3/8"	1/4"
40°F	2 15/16"	1/4"
50°F	2 7/16"	3/16"
60°F	2"	3/16"
70°F	1 11/16"	3/16"
80°F	1 5/16"	3/16"
90°F	1"	3/16"



SECTION A-A

"X" = SUM OF (2x STEEL RETAINER WIDTH + DIM. "A")



SECTION X-X

NOTE:

FOR SKEWED SUPERSTRUCTURES, FIELD BEND THE JS501 BARS AS NECESSARY AT THE ACUTE CORNERS TO MAINTAIN CONCRETE CLEAR COVER AT THE DECK EDGE

NOTES:

1. FOR ADDITIONAL DETAILS NOT SHOWN, REFER TO ODOT STANDARD BRIDGE DRAWING EXJ-6-06.
2. THE INSTALLATION SEQUENCE OF THE EXPANSION JOINT SHALL FOLLOW THE CONSTRUCTION PRCEDURE ON ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 OF 5 AND AS MODIFIED HERIN.
3. NO JOINTS IN STRIP SEALS ARE ALLOWED UNLESS APPROVED BY THE DIRECTOR.
4. FOR JOINT TREATMENTS IN RETAINERS AND IN ARMOR STEEL, REFER TO ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 OF 5.
5. AN EXPANSION/DEFLECTION FITTING SHALL BE PROVIDED ACROSS THE EXPANSION OPENING FOR EACH OF THE 4" ϕ MULTI-CELL ITS CONDUIT.
6. FOR 4" ϕ MULTI-CELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

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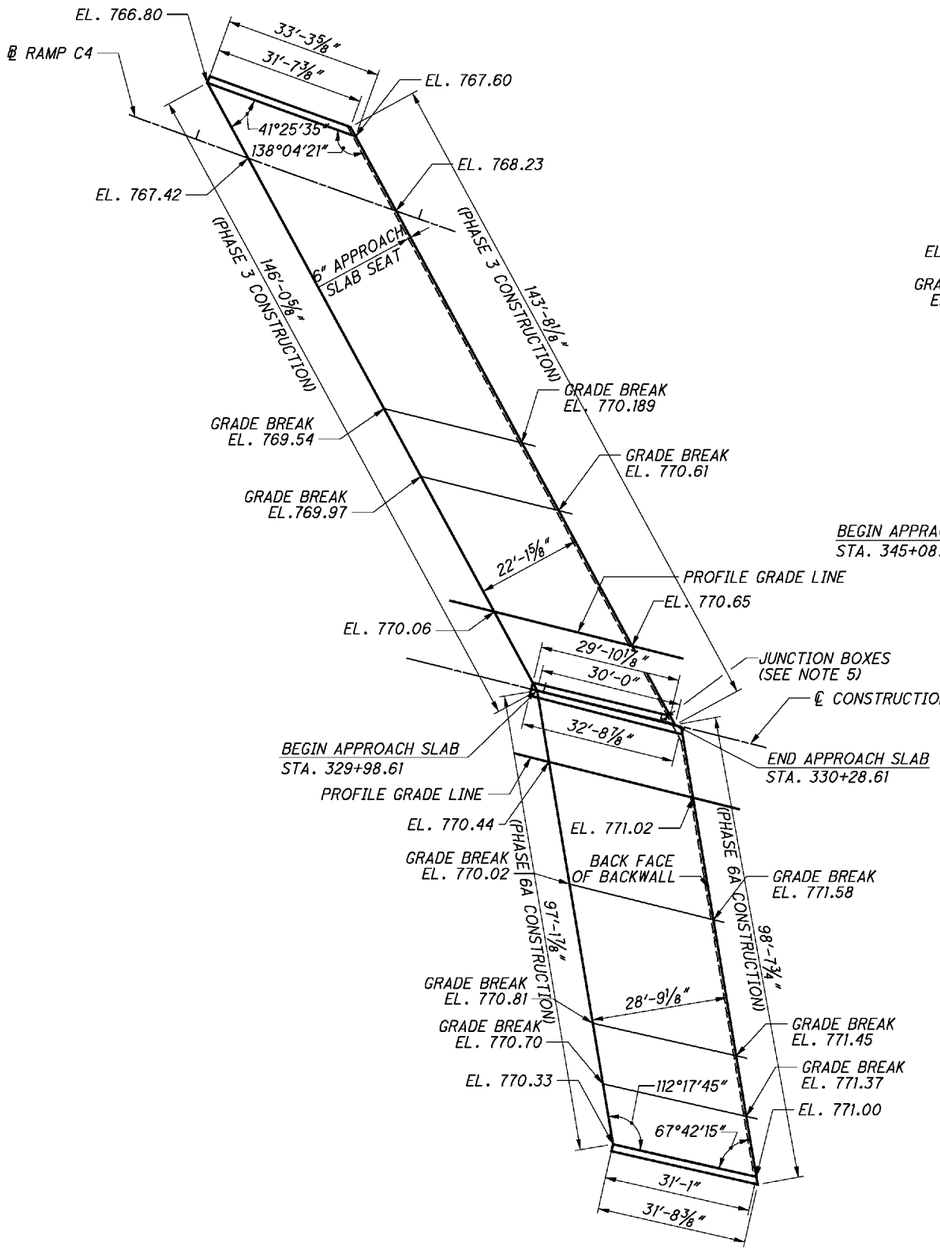
DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

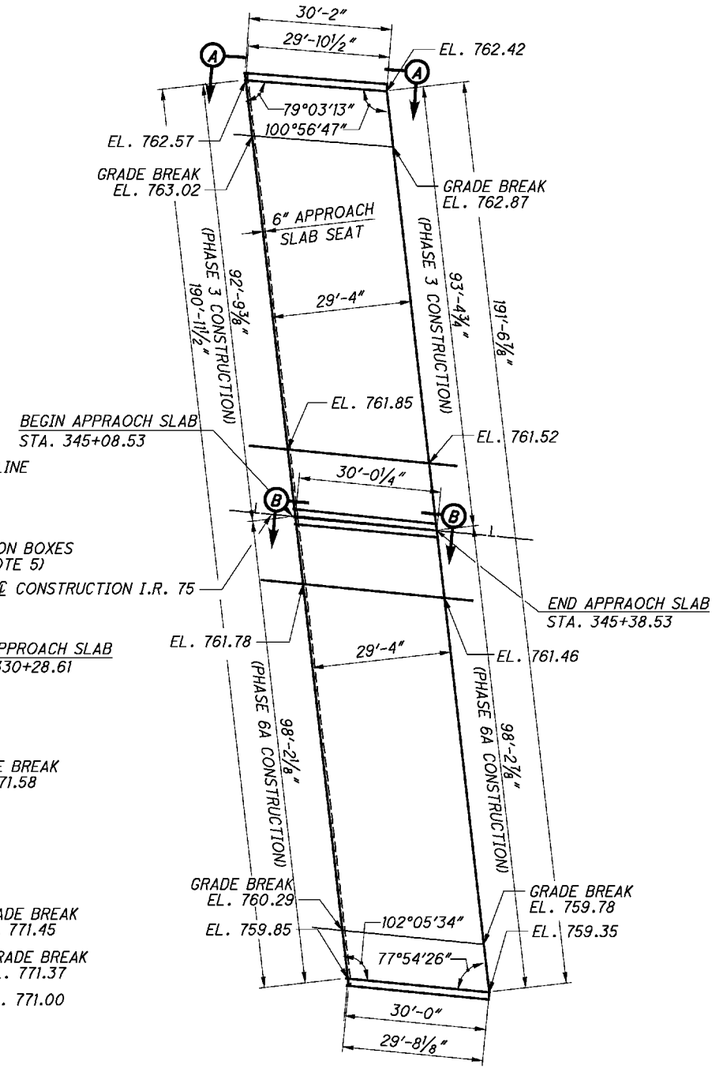
DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57079947/5708001	

PIER 12 EXPANSION JOINT
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247



REAR ABUTMENT APPROACH SLAB PLAN



FORWARD ABUTMENT APPROACH SLAB PLAN

NOTES:

1. FOR VIEWS A-A, AND B-B SEE SHEET 211/229.
2. REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.
3. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTUCTURE (APPROACH SLAB). T=17", AS PER PLAN:
   - SS 898 QC/QA CONCRETE, CLASS QSC2 IN APPROACH SLABS, OUTSIDE PARAPETS AND MEDIAN BARRIERS
   - ALL ASSOCIATED EPOXY COATED REINFORCING STEEL
   - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
4. SEALING OF CONCRETE SURFACES ON PARAPETS AND MEDIAN BARRIER IS INCLUDED WITH ITEM 512.
5. EACH LOCATION REQUIRES TWO JUNCTION BOXES TO ACCOUNT FOR THE TWO ITS CONDUITS. FOR THE EXACT LOCATION OF THE JUNCTION BOXES SEE SHEET 725/1565. FOR ADDITIONAL DETAILS, SEE THE TRAFFIC SURVEILLANCE DETAILS SHEET 728/1565 AND ODOT STANDARD DRAWING HL30.33. FIELD CUT REBAR AS REQUIRED TO CLEAR THE JUNCTION BOX.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	MEH	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		57079944/5708001	

MODIFIED APPROACH SLAB PLAN

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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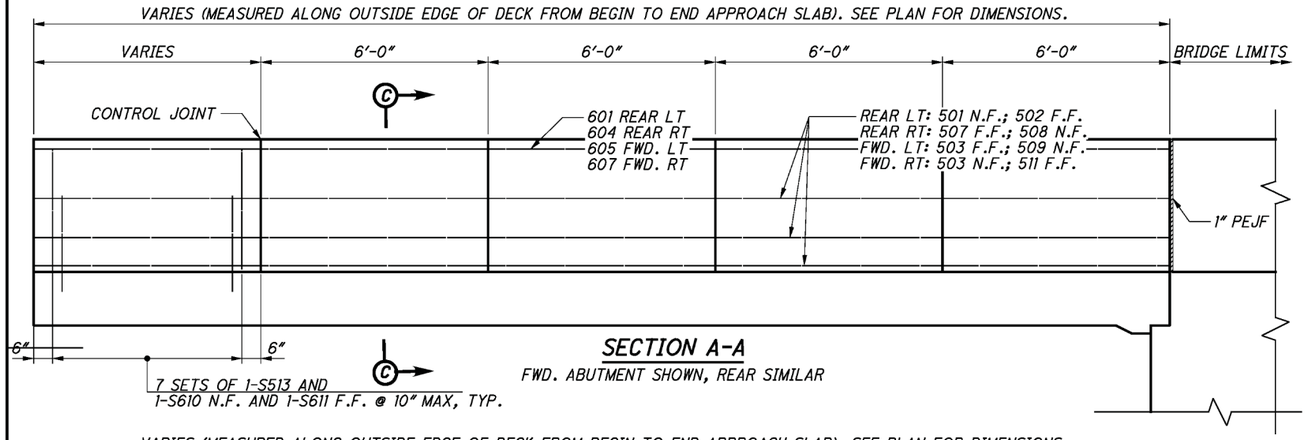
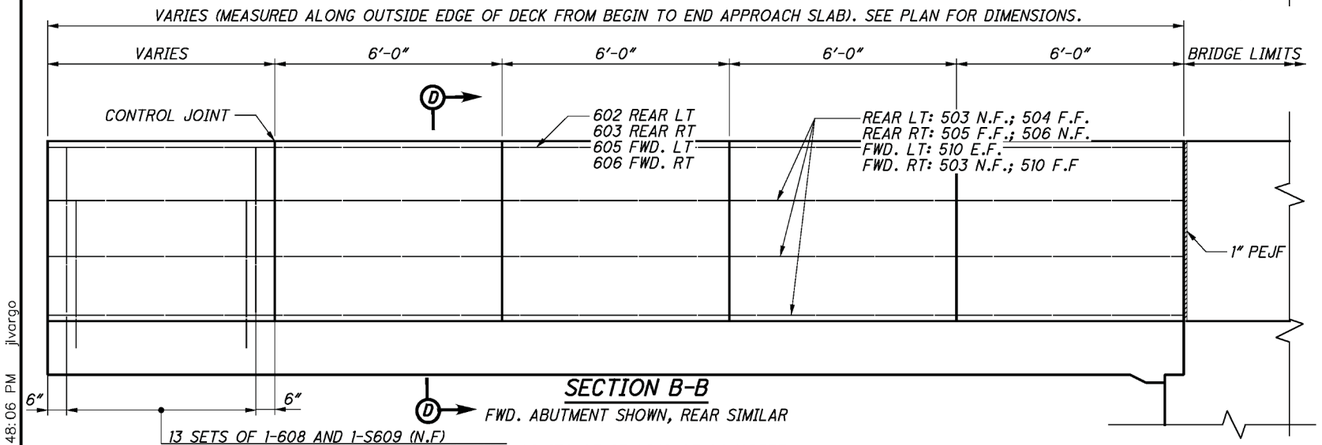
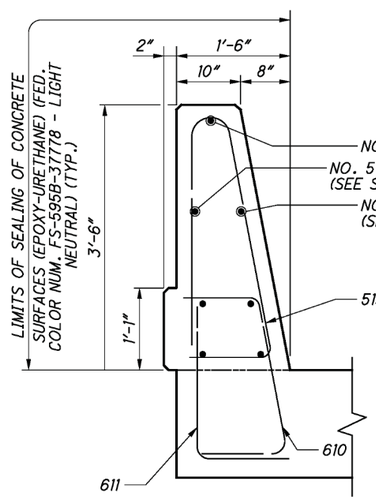
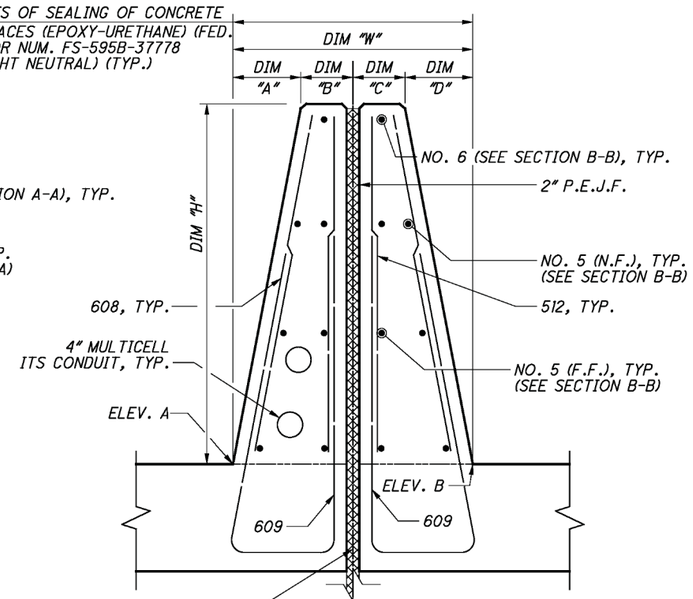






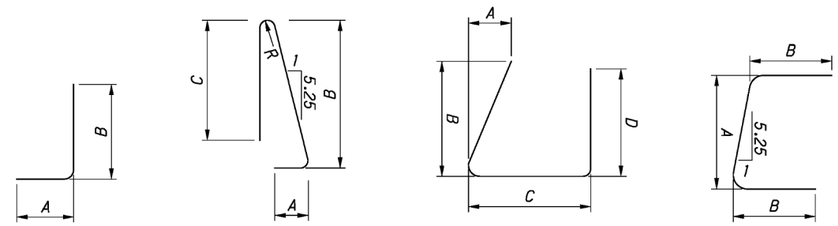
SECTION C-C
EXTERIOR PARAPET DETAIL



SECTION D-D
MEDIAN BARRIER DETAIL

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
501	1	31'-4 1/2"	33	STR							
502	1	32'-8 1/4"	34	STR							
503	4	29'-7"	123	STR							
504	1	30'-8"	32	STR							
505	1	31'-2 1/4"	33	STR							
506	1	32'-6 3/4"	34	STR							
507	1	30'-9 3/4"	32	STR							
508	1	31'-3 1/2"	33	STR							
509	1	29'-9 1/2"	31	STR							
510	3	29'-8"	93	STR							
511	1	29'-4 1/2"	41	STR							
512	266	4'-5"	1248	STR							
513	143	7'-3"	1081	23	1'-1"	3'-2"	3'-0"			0'-3"	
601	1	32'-0 1/2"	48	STR							
602	1	30'-1 1/2"	45	STR							
603	1	32'-7 3/4"	49	STR							
604	1	31'-0 1/2"	47	STR							
605	1	29'-8 1/4"	45	STR							
606	1	29'-7 1/2"	44	STR							
607	1	29'-6"	44	STR							
608	266	4'-5"	1798	STR							
609	266	9'-5 3/4"	3787	9	0'-9 1/4"	4'-0 3/4"	1'-3 1/2"	4'-3"			
610	143	3'-11"	841	28	2'-0 3/4"	1'-2 1/2"					
611	143	3'-1 1/2"	671	1	1'-2 1/2"	2'-0"					
TOTAL APPROACH SLAB			10268								

BAR BENDING DIAGRAM



APPROACH SLAB MEDIAN BARRIER GEOMETRY

APPROACH SLAB		LOCATION	℄ STATION	ELEV. A	ELEV. B	DIM. A	DIM. B	DIM. C	DIM D.	DIM W.	DIM H.
REAR	LEFT	BEGIN	329+97.32	769.79	-	11 1/2"	6"	-	-	33 3/4"	59 3/16"
		END	330+27.16	770.36	-	10 7/8"	7 1/8"	-	-	38"	57"
	RIGHT	BEGIN	329+97.32	-	769.97	-	-	6"	10 7/8"	33 3/4"	57"
		END	330+30.06	-	770.71	-	-	7 1/8"	10 7/8"	38"	57"
FORWARD	LEFT	BEGIN	345+08.20	761.32	-	10 7/8"	7 1/8"	-	-	38"	57"
		END	345+38.23	760.99	-	10 7/8"	6"	-	-	33 3/4"	57"
	RIGHT	BEGIN	345+08.87	-	761.31	-	-	7 1/8"	10 7/8"	38'	57"
		END	345+38.84	-	760.99	-	-	6"	10 7/8"	33 3/4"	57"

NOTES:

1. FOR APPROACH SLAB PLAN AND NOTES SEE SHEET 210/229.
2. VARIABLE MEDIAN BARRIER DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.
3. FOR 4" MULTICELL ITS CONDUIT DETAILS AND PAYMENT, SEE TRAFFIC CONTROL PLANS.

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED	DRAWN	REVIEWED	DATE
JWF	JWF	MSL	03/01/12
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DMP		57077994/5708001	

MODIFIED APPROACH SLAB DETAILS

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

1458
1565

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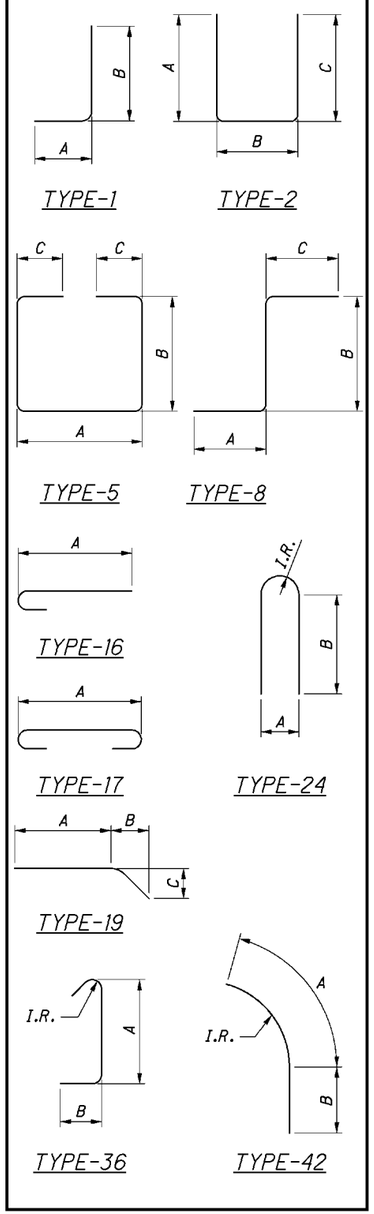
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 1L											
1P401	340	3'-5"	776	36	2'-6"	0'-8"				0'-1"	
1P402	408	2'-11"	795	36	2'-0"	0'-8"				0'-1"	
1P501	32	17'-9"	592	STR							
1P502	20	9'-11"	207	24	2'-6"	3'-0"				1'-2 3/8"	
1P503	12	11'-3"	141	24	3'-4"	3'-0"				1'-7 3/8"	
1P504	68	11'-5"	810	5	3'-6"	2'-8"	1'-7"				
	4 SER	18'-6"									
1P505	OF	TO	330	STR							0'-10"
	4	21'-0"									
1P506	24	25'-6"	638	STR							
1P507	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
1P508	8	10'-2"	85	24	2'-8"	3'-0"				1'-3 3/8"	
1P509	1	2'-8"	3	STR							
1P510	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
1P511	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
1P512	5	15'-4"	80	5	5'-5"	2'-8"	2'-7"				
1P513	7	15'-10"	116	5	5'-5"	2'-11"	2'-7"				
1P514	9	16'-4"	153	5	5'-5"	3'-2"	2'-7"				
1P515	9	16'-10"	158	5	5'-5"	3'-5"	2'-7"				
1P516	9	17'-4"	163	5	5'-5"	3'-8"	2'-7"				
1P517	4	18'-0"	75	5	5'-5"	4'-0"	2'-7"				
1P518	1	17'-9"	18	5	5'-3"	4'-0"	2'-6"				
1P519	1	16'-0"	17	5	4'-5"	4'-0"	2'-1"				
1P520	1	4'-0"	4	STR							
1P521	14	14'-3"	208	24	5'-3"	3'-0"				2'-6 7/8"	
1P522	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
1P523	16	18'-6"	309	STR							
	4 SER	19'-3"									
1P524	OF	TO	342	STR							0'-10"
	4	21'-9"									
1P525	24	26'-3"	657	STR							
1P526	2	27'-6"	57	STR							
1P527	1	4'-2"	4	STR							
1P528	1	16'-4"	17	5	4'-5"	4'-2"	2'-1"				
1P529	1	18'-0"	19	5	5'-3"	4'-2"	2'-6"				
1P530	5	18'-4"	96	5	5'-5"	4'-2"	2'-7"				
1P531	9	18'-6"	174	5	5'-5"	4'-3"	2'-7"				
1P532	9	18'-4"	172	5	5'-5"	4'-2"	2'-7"				
1P533	8	18'-2"	152	5	5'-5"	4'-1"	2'-7"				
1P534	9	17'-10"	167	5	5'-5"	3'-11"	2'-7"				
1P535	5	17'-4"	90	5	5'-5"	3'-8"	2'-7"				
1P536	1	17'-0"	18	5	5'-3"	3'-8"	2'-6"				
1P537	1	15'-4"	16	5	4'-5"	3'-8"	2'-1"				
1P538	1	3'-8"	4	STR							
1P539	2	13'-3"	28	STR							
1P540	41	13'-0"	556	STR							
1P541	28	21'-9"	635	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
1P601	OF	TO	823	2	TO	1'-3"	TO				0'-6 1/2"
	12	14'-5"			6'-9"		6'-9"				
1P602	1	4'-11"	7	STR							
	4 SER	9'-9"			4'-5"		4'-5"				
1P603	OF	TO	919	2	TO	1'-3"	TO				0'-6 1/2"
	12	15'-9"			7'-5"		7'-5"				

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 1L (CONTINUED)											
1P604	1	6'-3"	9	STR							
	4 SER	9'-11"			4'-6"		4'-6"				
1P605	OF	TO	931	2	TO	1'-3"	TO				0'-6 1/2"
	12	15'-11"			7'-6"		7'-6"				
1P606	1	6'-5"	10	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
1P607	OF	TO	895	2	TO	1'-3"	TO				0'-6 1/2"
	12	15'-5"			7'-3"		7'-3"				
1P608	1	5'-11"	9	STR							
1P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2 5/8"	
1P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11 1/2"	
1P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2 5/8"	
1P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2 5/8"	
1P801	100	22'-4"	5963	STR							
1P802	82	17'-8"	3868	STR							
1P901	298	14'-7"	14,776	8	1'-7"	12'-0"	1'-7"				
1P902	270	17'-1"	15,682	2	1'-7"	14'-6"	1'-7"				
1P1001	52	15'-10"	3543	17	13'-0"						
1P1002	18	31'-5"	2433	16	30'-0"						
1P1003	18	32'-2"	2491	16	30'-9"						
1P1101	64	20'-8"	7027	17	17'-6"						
1P1102	27	40'-2"	5762	STR							
TOTAL PIER 1L			75,764								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 1R											
1P450	608	3'-5"	1388	36	2'-6"	0'-8"				0'-1"	
1P451	384	2'-11"	748	36	2'-0"	0'-8"				0'-1"	
1P550	50	17'-3"	900	STR							
1P551	38	9'-11"	393	24	2'-6"	3'-0"				1'-2 3/8"	
1P552	12	11'-3"	141	24	3'-4"	3'-0"				1'-7 3/8"	
1P553	64	11'-5"	762	5	3'-6"	2'-8"	1'-7"				
	8 SER	18'-0"									
1P554	OF	TO	642	STR							0'-10"
	4	20'-6"									
1P555	48	25'-0"	1252	STR							
1P556	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
1P557	8	10'-2"	85	24	2'-8"	3'-0"				1'-3 3/8"	
1P558	1	2'-8"	3	STR							
1P559	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
1P560	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
1P561	5	15'-4"	80	5	5'-5"	2'-8"	2'-7"				
1P562	8	15'-8"	131	5	5'-5"	2'-10"	2'-7"				
1P563	8	16'-0"	134	5	5'-5"	3'-0"	2'-7"				
1P564	8	16'-4"	136	5	5'-5"	3'-2"	2'-7"				
1P565	8	16'-6"	138	5	5'-5"	3'-3"	2'-7"				
1P566	5	16'-10"	88	5	5'-5"	3'-5"	2'-7"				
1P567	2	16'-6"	34	5	5'-3"	3'-5"	2'-6"				
1P568	2	14'-10"	31	5	4'-5"	3'-5"	2'-1"				
1P569	2	3'-5"	7	STR							

BAR BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
   5: BAR SIZE DESIGNATION NO. 5
   01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

212 / 229

1459
1565

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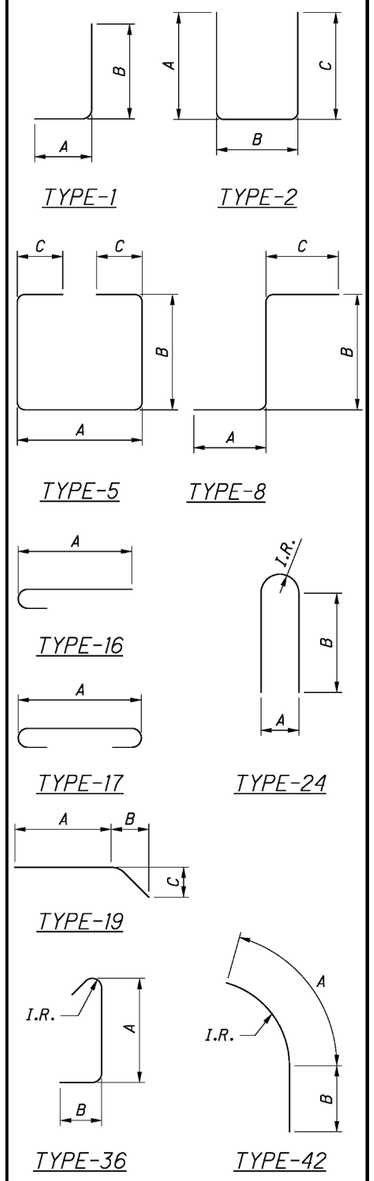
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 1R (CONTINUED)											
1P570	12	14'-3"	178	24	5'-3"	3'-0"				2'-6⅞"	
1P571	5	17'-0"	89	5	5'-5"	3'-6"	2'-7"				
1P572	8	17'-0"	142	5	5'-5"	3'-6"	2'-7"				
1P573	8	17'-2"	143	5	5'-5"	3'-7"	2'-7"				
1P574	8	17'-4"	145	5	5'-5"	3'-8"	2'-7"				
1P575	8	17'-2"	143	5	5'-5"	3'-7"	2'-7"				
1P576	5	17'-0"	89	5	5'-5"	3'-6"	2'-7"				
1P577	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
1P578	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
1P579	1	3'-6"	4	STR							
1P580	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
1P581	78	13'-0"	1058	STR							
1P582	56	20'-6"	1197	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
1P650	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
1P651	1	4'-11"	7	STR							
	4 SER	9'-1"			4'-1"		4'-1"				
1P652	OF	TO	871	2	TO	1'-3"	TO				0'-6½"
	12	15'-1"			7'-1"		7'-1"				
1P653	1	5'-8"	9	STR							
	4 SER	9'-1"			4'-1"		4'-1"				
1P654	OF	TO	871	2	TO	1'-3"	TO				0'-6½"
	12	15'-1"			7'-1"		7'-1"				
1P655	1	5'-8"	9	STR							
	4 SER	8'-11"			4'-0"		4'-0"				
1P656	OF	TO	859	2	TO	1'-3"	TO				0'-6½"
	12	14'-11"			7'-0"		7'-0"				
1P657	1	5'-6"	8	STR							
1P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
1P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
1P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
1P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
1P850	56	21'-0"	3140	STR							
1P950	284	11'-10"	11,426	1	1'-7"	10'-6"					
1P951	142	15'-4"	7403	1	1'-7"	14'-0"					
1P952	256	17'-1"	14,869	2	1'-7"	14'-6"	1'-7"				
1P953	142	16'-10"	8127	1	1'-7"	15'-6"					
1P1050	104	15'-10"	7086	17	13'-0"						
1P1051	36	30'-11"	4789	16	29'-6"						
TOTAL PIER 1R			71,732								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 2L											
2P401	322	3'-5"	735	36	2'-6"	0'-8"				0'-1"	
2P402	378	2'-11"	736	36	2'-0"	0'-8"				0'-1"	
2P501	28	14'-9"	431	STR							
2P502	20	9'-11"	207	24	2'-6"	3'-0"				1'-2⅜"	

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 2L (CONTINUED)											
2P503	36	18'-6"	695	STR							
2P504	63	11'-5"	750	5	3'-6"	2'-8"	1'-7"				
2P505	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
2P506	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
	4 SER	15'-6"									
2P507	OF	TO	280	STR							0'-10"
	4	18'-0"									
2P508	24	22'-6"	563	STR							
	4 SER	19'-2"									
2P509	OF	TO	341	STR							0'-10"
	4	21'-8"									
2P510	26	26'-3"	712	STR							
2P511	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
2P512	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
2P513	13	14'-3"	193	24	5'-3"	3'-0"				2'-6⅞"	
2P514	1	2'-8"	3	STR							
2P515	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
2P516	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
2P517	3	15'-4"	48	5	5'-5"	2'-8"	2'-7"				
2P518	5	15'-6"	81	5	5'-5"	2'-9"	2'-7"				
2P519	7	15'-10"	116	5	5'-5"	2'-11"	2'-7"				
2P520	9	16'-4"	153	5	5'-5"	3'-2"	2'-7"				
2P521	8	16'-10"	140	5	5'-5"	3'-5"	2'-7"				
2P522	5	17'-4"	90	5	5'-5"	3'-8"	2'-7"				
2P523	1	17'-0"	18	5	5'-3"	3'-8"	2'-6"				
2P524	1	15'-4"	16	5	4'-5"	3'-8"	2'-1"				
2P525	1	3'-8"	4	STR							
2P526	1	3'-10"	4	STR							
2P527	1	15'-8"	16	5	4'-5"	3'-10"	2'-1"				
2P528	1	17'-4"	18	5	5'-3"	3'-10"	2'-6"				
2P529	5	17'-8"	92	5	5'-5"	3'-10"	2'-7"				
2P530	9	17'-10"	167	5	5'-5"	3'-11"	2'-7"				
2P531	8	17'-8"	147	5	5'-5"	3'-10"	2'-7"				
2P532	9	17'-6"	164	5	5'-5"	3'-9"	2'-7"				
2P533	9	17'-2"	161	5	5'-5"	3'-7"	2'-7"				
2P534	5	16'-6"	86	5	5'-5"	3'-3"	2'-7"				
2P535	1	16'-3"	17	5	5'-3"	3'-3"	2'-6"				
2P536	1	14'-6"	15	5	4'-5"	3'-3"	2'-1"				
2P537	1	3'-3"	3	STR							
2P538	75	13'-0"	1017	STR							
2P539	28	18'-0"	526	STR							
2P540	28	21'-8"	633	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
2P601	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
2P602	1	4'-11"	7	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
2P603	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
2P604	1	5'-11"	9	STR							
	4 SER	9'-7"			4'-4"		4'-4"				
2P605	OF	TO	907	2	TO	1'-3"	TO				0'-6½"
	12	15'-7"			7'-4"		7'-4"				
2P606	1	6'-1"	9	STR							

BAR BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT) 5: BAR SIZE DESIGNATION NO. 5 01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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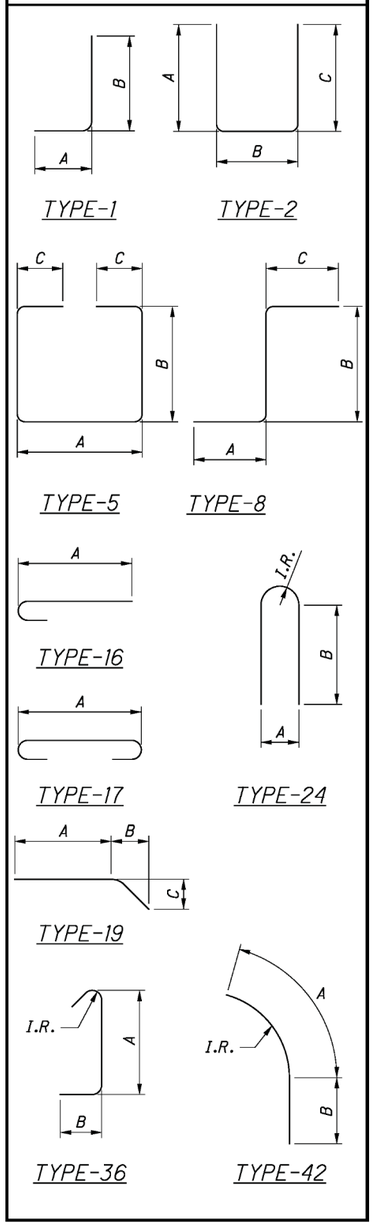
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 2L (CONTINUED)											
	4 SER	9′-3″			4′-2″		4′-2″				
2P607	OF	TO	883	2	TO	1′-3″	TO				0′-6½″
	12	15′-3″			7′-2″		7′-2″				
2P608	1	5′-10″	9	STR							
2P701	4	13′-8″	112	42	9′-8″	4′-0″				6′-2⅝″	
2P702	8	13′-5″	219	42	9′-5″	4′-0″				6′-11½″	
2P703	8	13′-6″	221	42	9′-6″	4′-0″				6′-2⅝″	
2P704	8	12′-1″	198	42	8′-1″	4′-0″				6′-2⅝″	
2P801	28	18′-6″	1383	STR							
2P802	28	22′-3″	1663	STR							
2P901	124	13′-10″	5832	8	1′-7″	11′-3″	1′-7″				
2P902	152	11′-10″	6115	1	1′-7″	10′-6″					
2P903	152	11′-3″	5814	1	1′-7″	9′-11″					
2P904	248	17′-1″	14,405	2	1′-7″	14′-6″	1′-7″				
2P1001	113	15′-10″	7699	17	13′-0″						
2P1002	18	28′-5″	2201	16	27′-0″						
2P1003	18	32′-2″	2491	16	30′-9″						
TOTAL PIER 2L			61,870								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 2R											
2P450	695	3′-5″	1586	36	2′-6″	0′-8″				0′-1″	
2P451	402	2′-11″	783	36	2′-0″	0′-8″				0′-1″	
2P550	4	16′-7″	69	STR							
2P551	48	19′-11″	997	STR							
2P552	42	9′-11″	434	24	2′-6″	3′-0″				1′-2⅜″	
2P553	12	11′-3″	141	24	3′-4″	3′-0″				1′-7⅜″	
2P554	20	5′-7″	116	2	1′-7″	2′-8″	1′-7″				
2P555	67	11′-5″	798	5	3′-6″	2′-8″	1′-7″				
	4 SER	20′-8″									
2P556	OF	TO	366	STR							0′-10″
	4	23′-2″									
2P557	24	27′-8″	693	STR							
2P558	36	6′-0″	225	5	2′-8″	0′-9″	0′-10″				
2P559	8	10′-2″	85	24	2′-8″	3′-0″				1′-3⅜″	
2P560	14	14′-3″	208	24	5′-3″	3′-0″				2′-6⅞″	
2P561	1	2′-8″	3	STR							
2P562	1	13′-4″	14	5	4′-5″	2′-8″	2′-1″				
2P563	1	15′-0″	16	5	5′-3″	2′-8″	2′-6″				
2P564	3	15′-4″	48	5	5′-5″	2′-8″	2′-7″				
2P565	5	15′-6″	81	5	5′-5″	2′-9″	2′-7″				
2P566	7	15′-8″	114	5	5′-5″	2′-10″	2′-7″				
2P567	9	15′-10″	149	5	5′-5″	2′-11″	2′-7″				
2P568	10	16′-2″	169	5	5′-5″	3′-1″	2′-7″				
2P569	9	16′-6″	155	5	5′-5″	3′-3″	2′-7″				
2P570	5	16′-10″	88	5	5′-5″	3′-5″	2′-7″				
2P571	1	16′-6″	17	5	5′-3″	3′-5″	2′-6″				
2P572	1	14′-10″	15	5	4′-5″	3′-5″	2′-1″				
2P573	1	3′-5″	4	STR							
2P574	56	15′-3″	891	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 2R (CONTINUED)											
	4 SER	16′-0″									
2P575	OF	TO	288	STR							0′-10″
	4	18′-6″									
2P576	28	23′-0″	672	STR							
2P577	1	3′-6″	4	STR							
2P578	1	15′-0″	16	5	4′-5″	3′-6″	2′-1″				
2P579	1	16′-9″	17	5	5′-3″	3′-6″	2′-6″				
2P580	6	17′-0″	106	5	5′-5″	3′-6″	2′-7″				
2P581	9	17′-4″	163	5	5′-5″	3′-8″	2′-7″				
2P582	18	17′-8″	332	5	5′-5″	3′-10″	2′-7″				
2P583	5	17′-2″	90	5	5′-5″	3′-7″	2′-7″				
2P584	1	16′-10″	18	5	5′-3″	3′-7″	2′-6″				
2P585	1	15′-2″	16	5	4′-5″	3′-7″	2′-1″				
2P586	1	3′-7″	4	STR							
2P587	79	13′-0″	1071	STR							
2P588	14	23′-0″	336	STR							
2P589	14	7′-11″	116	1	4′-0″	4′-0″					
2P590	14	22′-9″	332	STR							
2P591	28	18′-6″	540	STR							
	4 SER	8′-5″			3′-9″		3′-9″				
2P650	OF	TO	823	2	TO	1′-3″	TO				0′-6½″
	12	14′-5″			6′-9″		6′-9″				
2P651	1	5′-0″	8	STR							
	4 SER	9′-1″			4′-1″		4′-1″				
2P652	OF	TO	871	2	TO	1′-3″	TO				0′-6½″
	12	15′-1″			7′-1″		7′-1″				
2P653	1	5′-8″	9	STR							
	4 SER	9′-3″			4′-2″		4′-2″				
2P654	OF	TO	883	2	TO	1′-3″	TO				0′-6½″
	12	15′-3″			7′-2″		7′-2″				
2P655	1	5′-9″	9	STR							
	4 SER	9′-5″			4′-3″		4′-3″				
2P656	OF	TO	895	2	TO	1′-3″	TO				0′-6½″
	12	15′-5″			7′-3″		7′-3″				
2P657	1	5′-10″	9	STR							
2P750	4	13′-8″	112	42	9′-8″	4′-0″				6′-2⅝″	
2P751	8	13′-5″	219	42	9′-5″	4′-0″				6′-11½″	
2P752	8	13′-6″	221	42	9′-6″	4′-0″				6′-2⅝″	
2P753	8	12′-1″	198	42	8′-1″	4′-0″				6′-2⅝″	
2P850	14	22′-9″	850	STR							
2P851	14	10′-7″	396	19	5′-4″	3′-9¼″	3′-9¼″				
2P852	14	20′-10″	779	STR							
2P853	28	19′-0″	1420	STR							
2P950	280	11′-10″	11,265	1	1′-7″	10′-6″					
2P951	12	13′-10″	564	1	1′-7″	12′-6″					
2P952	89	14′-6″	4388	1	1′-7″	13′-2″					
2P953	75	16′-6″	4208	1	1′-7″	15′-2″					
2P954	264	17′-1″	15,334	2	1′-7″	14′-6″	1′-7″				
2P955	128	17′-6″	7616	1	1′-7″	16′-2″					
2P1050	113	15′-10″	7699	17	13′-0″						
2P1051	18	33′-8″	2608	16	32′-3″						
2P1052	18	28′-11″	2240	16	27′-6″						
TOTAL PIER 2R			76,010								

BAR BENDING DIAGRAMS



NOTES:

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2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

214 / 229

1461
1565

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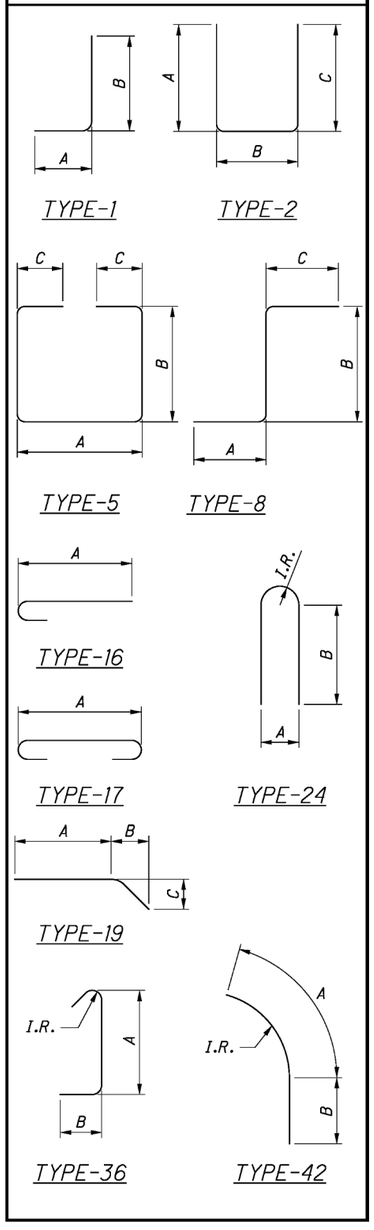
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 3L											
3P401	512	3'-5"	1169	36	2'-6"	0'-8"				0'-1"	
3P402	372	2'-11"	725	36	2'-0"	0'-8"				0'-1"	
3P501	4	7'-7"	32	STR							
3P502	34	9'-11"	352	24	2'-6"	3'-0"				1'-2⅜"	
3P503	44	13'-9"	631	STR							
3P504	44	18'-9"	860	STR							
3P505	62	11'-5"	738	5	3'-6"	2'-8"	1'-7"				
3P506	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
3P507	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
	4 SER	14'-6"									
3P508	OF	TO	263	STR							0'-10"
	4	17'-0"									
3P509	24	21'-6"	538	STR							
	4 SER	19'-6"									
3P510	OF	TO	346	STR							0'-10"
	4	22'-0"									
3P511	28	26'-6"	774	STR							
3P512	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
3P513	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
3P514	14	14'-3"	208	24	5'-3"	3'-0"				2'-6⅞"	
3P515	1	2'-8"	3	STR							
3P516	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				
3P517	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
3P518	4	15'-4"	64	5	5'-5"	2'-8"	2'-7"				
3P519	9	15'-8"	147	5	5'-5"	2'-10"	2'-7"				
3P520	9	16'-2"	152	5	5'-5"	3'-1"	2'-7"				
3P521	8	16'-6"	138	5	5'-5"	3'-3"	2'-7"				
3P522	5	17'-0"	89	5	5'-5"	3'-6"	2'-7"				
3P523	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
3P524	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
3P525	1	3'-6"	4	STR							
3P526	1	3'-7"	4	STR							
3P527	1	15'-2"	16	5	4'-5"	3'-7"	2'-1"				
3P528	1	16'-10"	18	5	5'-3"	3'-7"	2'-6"				
3P529	5	17'-2"	90	5	5'-5"	3'-7"	2'-7"				
3P530	9	17'-6"	164	5	5'-5"	3'-9"	2'-7"				
3P531	9	17'-8"	166	5	5'-5"	3'-10"	2'-7"				
3P532	8	17'-10"	149	5	5'-5"	3'-11"	2'-7"				
3P533	9	17'-8"	166	5	5'-5"	3'-10"	2'-7"				
3P534	5	16'-10"	88	5	5'-5"	3'-5"	2'-7"				
3P535	1	16'-6"	17	5	5'-3"	3'-5"	2'-6"				
3P536	1	14'-10"	15	5	4'-5"	3'-5"	2'-1"				
3P537	1	3'-5"	4	STR							
3P538	74	13'-0"	1003	STR							
3P539	14	13'-9"	201	STR							
3P540	14	7'-11"	116	1	4'-0"	4'-0"					
3P541	14	19'-9"	288	STR							
3P542	28	22'-0"	642	STR							
	4 SER	8'-7"			3'-10"		3'-10"				
3P601	OF	TO	835	2	TO	1'-3"	TO				0'-6½"
	12	14'-7"			6'-10"		6'-10"				
3P602	1	4'-11"	7	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 3L (CONTINUED)											
	4 SER	9'-3"			4'-2"		4'-2"				
3P603	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P604	1	5'-9"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
3P605	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
3P606	1	5'-11"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
3P607	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P608	1	5'-8"	9	STR							
3P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
3P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
3P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
3P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
3P801	14	12'-0"	449	STR							
3P802	14	10'-7"	396	19	5'-4"	3'-9¼"	3'-9¼"				
3P803	14	19'-6"	729	STR							
3P804	28	22'-7"	1688	STR							
3P901	260	11'-10"	10,461	1	1'-7"	10'-6"					
3P902	39	15'-10"	2100	1	1'-7"	14'-6"					
3P903	12	13'-10"	564	1	1'-7"	12'-6"					
3P904	233	13'-10"	10,959	1	1'-7"	12'-6"					
3P905	244	17'-1"	14,172	2	1'-7"	14'-6"	1'-7"				
3P1001	98	15'-10"	6677	17	13'-0"						
3P1002	18	27'-4"	2117	16	25'-11"						
3P1003	18	32'-4"	2504	16	30'-11"						
TOTAL PIER 3L			68,106								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 3R											
3P450	588	3'-5"	1342	36	2'-6"	0'-8"				0'-1"	
3P451	504	2'-11"	982	36	2'-0"	0'-8"				0'-1"	
3P550	40	25'-0"	1043	STR							
3P551	28	9'-11"	290	24	2'-6"	3'-0"				1'-2⅜"	
3P552	40	18'-10"	786	STR							
3P553	84	11'-5"	1000	5	3'-6"	2'-8"	1'-7"				
3P554	12	11'-3"	141	24	3'-4"	3'-0"				1'-7⅜"	
3P555	20	5'-7"	116	2	1'-7"	2'-8"	1'-7"				
	4 SER	25'-9"									
3P556	OF	TO	451	STR							0'-10"
	4	28'-3"									
3P557	24	32'-9"	820	STR							
	4 SER	19'-8"									
3P558	OF	TO	349	STR							0'-10"
	4	22'-2"									
3P559	28	26'-7"	776	STR							
3P560	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
3P561	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
3P562	1	2'-8"	3	STR							
3P563	1	13'-4"	14	5	4'-5"	2'-8"	2'-1"				

BAR BENDING DIAGRAMS



NOTES:

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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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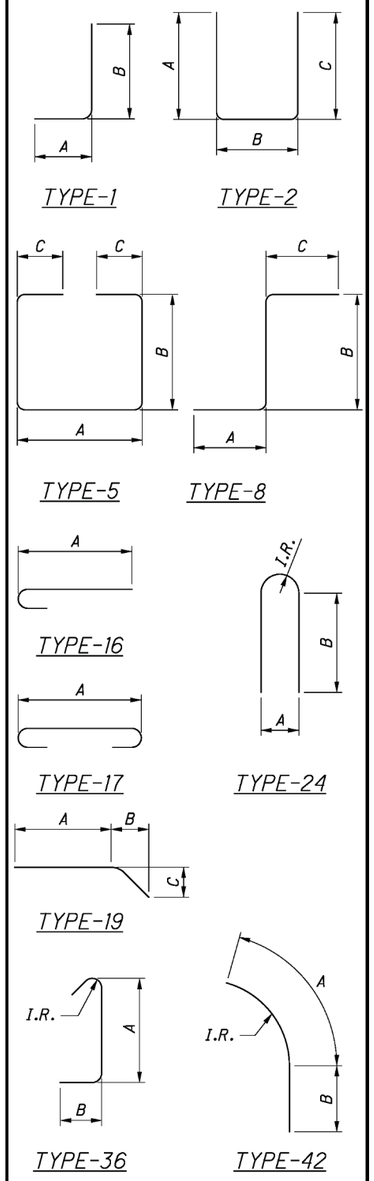
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 3R (CONTINUED)											
3P564	1	15'-0"	16	5	5'-3"	2'-8"	2'-6"				
3P565	7	15'-4"	112	5	5'-5"	2'-8"	2'-7"				
3P566	11	15'-6"	178	5	5'-5"	2'-9"	2'-7"				
3P567	11	16'-0"	184	5	5'-5"	3'-0"	2'-7"				
3P568	11	16'-2"	185	5	5'-5"	3'-1"	2'-7"				
3P569	11	16'-6"	189	5	5'-5"	3'-3"	2'-7"				
3P570	7	17'-0"	124	5	5'-5"	3'-6"	2'-7"				
3P571	1	16'-9"	17	5	5'-3"	3'-6"	2'-6"				
3P572	1	15'-0"	16	5	4'-5"	3'-6"	2'-1"				
3P573	1	3'-6"	4	STR							
3P574	1	3'-7"	4	STR							
3P575	1	15'-2"	16	5	4'-5"	3'-7"	2'-1"				
3P576	1	16'-10"	18	5	5'-3"	3'-7"	2'-6"				
3P577	7	17'-2"	125	5	5'-5"	3'-7"	2'-7"				
3P578	11	17'-6"	201	5	5'-5"	3'-9"	2'-7"				
3P579	21	17'-10"	391	5	5'-5"	3'-11"	2'-7"				
3P580	7	17'-4"	127	5	5'-5"	3'-8"	2'-7"				
3P581	1	17'-0"	18	5	5'-3"	3'-8"	2'-6"				
3P582	1	15'-4"	16	5	4'-5"	3'-8"	2'-1"				
3P583	1	3'-8"	4	STR							
3P584	14	14'-3"	208	24	5'-3"	3'-0"				2'-6⅞"	
3P585	96	13'-0"	1302	STR							
3P586	28	28'-3"	825	STR							
3P587	28	22'-3"	650	STR							
	4 SER	8'-5"			3'-9"		3'-9"				
3P650	OF	TO	823	2	TO	1'-3"	TO				0'-6½"
	12	14'-5"			6'-9"		6'-9"				
3P651	1	4'-11"	7	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
3P652	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P653	1	5'-9"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
3P654	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
3P655	1	5'-10"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
3P656	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
3P657	1	5'-11"	9	STR							
3P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
3P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
3P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
3P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
3P850	28	28'-10"	2156	STR							
3P851	28	22'-9"	1701	STR							
3P950	362	11'-10"	14,564	1	1'-7"	10'-6"					
3P951	362	12'-9"	15,693	1	1'-7"	11'-5"					
3P952	334	17'-1"	19,400	2	1'-7"	14'-6"	1'-7"				
3P1050	111	15'-10"	7563	17	13'-0"						
3P1051	18	38'-7"	2988	16	37'-2"						
3P1052	18	32'-5"	2511	16	31'-0"						
TOTAL PIER 3R			84,197								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 4											
4P401	2444	3'-5"	5578	36	2'-6"	0'-8"				0'-1"	
4P402	2968	2'-11"	5783	36	2'-0"	0'-8"				0'-1"	
4P501	838	30'-0"	26,221	STR							
4P502	72	17'-9"	1333	STR							
4P503	72	10'-9"	807	STR							
4P504	24	9'-11"	248	24	2'-6"	3'-0"				1'-2⅜"	
4P505	420	9'-5"	4125	5	3'-6"	1'-8"	1'-7"				
4P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
4P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7⅞"	
4P508	28	9'-2"	268	24	2'-0"	3'-0"				0'-11⅜"	
4P509	4	13'-4"	56	24	4'-7¾"	3'-0"				2'-3¼"	
4P510	6	13'-10"	87	24	4'-11¾"	3'-0"				2'-5 ¼"	
4P511	1	3'-8"	4	STR							
4P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
4P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
4P514	420	11'-10"	5184	5	4'-9"	3'-0"	0'-10"				
4P515	13	9'-6"	129	5	5'-1"	1'-8"	0'-10"				
4P516	21	9'-8"	212	5	5'-1"	1'-9"	0'-10"				
4P517	21	9'-10"	215	5	5'-1"	1'-10"	0'-10"				
4P518	36	10'-0"	376	5	5'-1"	1'-11"	0'-10"				
4P519	40	10'-2"	424	5	5'-1"	2'-0"	0'-10"				
4P520	20	10'-4"	216	5	5'-1"	2'-1"	0'-10"				
4P521	20	10'-6"	219	5	5'-1"	2'-2"	0'-10"				
4P522	20	10'-8"	223	5	5'-1"	2'-3"	0'-10"				
4P523	20	10'-10"	226	5	5'-1"	2'-4"	0'-10"				
4P524	20	11'-0"	229	5	5'-1"	2'-5"	0'-10"				
4P525	17	10'-2"	180	5	5'-1"	2'-0"	0'-10"				
4P526	1	4'-9"	5	STR							
4P527	1	9'-6"	10	5	4'-5"	2'-0"	0'-10"				
4P528	1	11'-4"	12	5	4'-9"	2'-9"	0'-10"				
4P529	12	11'-8"	146	5	5'-1"	2'-9"	0'-10"				
4P530	20	12'-6"	261	5	5'-1"	3'-2"	0'-10"				
4P531	20	12'-4"	257	5	5'-1"	3'-1"	0'-10"				
4P532	20	12'-0"	250	5	5'-1"	2'-11"	0'-10"				
4P533	20	11'-8"	243	5	5'-1"	2'-9"	0'-10"				
4P534	20	11'-4"	236	5	5'-1"	2'-7"	0'-10"				
4P535	20	11'-0"	229	5	5'-1"	2'-5"	0'-10"				
4P536	20	10'-10"	226	5	5'-1"	2'-4"	0'-10"				
4P537	20	10'-6"	219	5	5'-1"	2'-2"	0'-10"				
4P538	11	21'-0"	241	STR							
4P539	11	13'-0"	149	STR							
4P540	4	23'-9"	99	STR							
4P541	302	9'-6"	2992	STR							
4P542	11	8'-11"	102	1	4'-6"	4'-6"					
4P801	80	30'-0"	6408	STR							
4P802	8	25'-0"	534	STR							
4P803	8	18'-9"	400	STR							
4P804	239	11'-2"	7126	17	9'-6"						
4P805	840	10'-4"	23,176	1	1'-4"	9'-3"					
4P806	223	17'-7"	10,469	1	1'-4"	16'-6"					
4P807	842	9'-10"	22,107	1	1'-4"	8'-9"					
4P808	842	18'-6"	41,591	STR							
4P809	10	12'-10"	343	1	1'-4"	11'-9"					
4P810	627	15'-1"	25,251	1	1'-4"	14'-0"					
4P811	8	12'-1"	258	19	6'-1"	4'-3¾"	4'-3¾"				
TOTAL PIER 4			195,800								

BAR BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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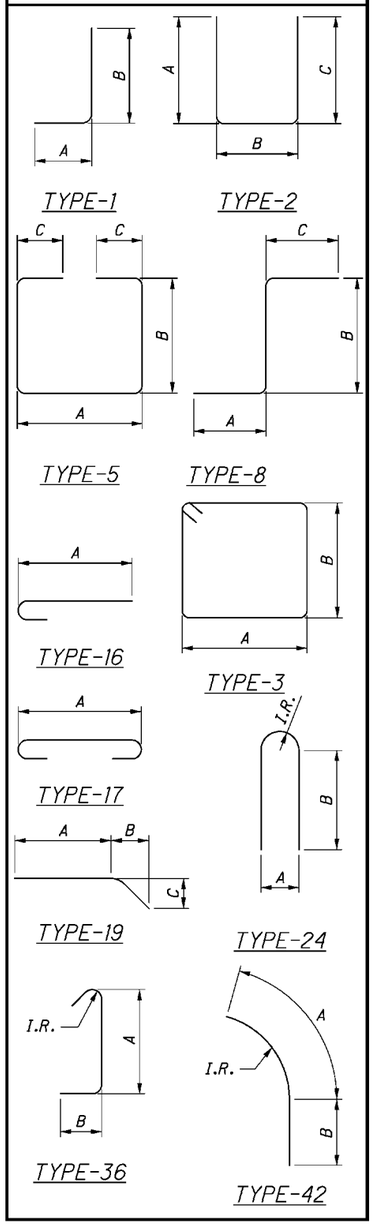
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 5											
5P401	1899	3'-5"	4334	36	2'-6"	0'-8"				0'-1"	
5P402	3570	2'-11"	6956	36	2'-0"	0'-8"				0'-1"	
5P501	680	30'-0"	21,277	STR							
5P502	74	25'-0"	1930	STR							
5P503	74	23'-3"	1794	STR							
5P504	18	9'-11"	186	24	2'-6"	3'-0"				1'-2 3/8"	
5P505	421	9'-5"	4135	5	3'-6"	1'-8"	1'-7"				
5P506	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
5P507	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
5P508	34	9'-2"	325	24	2'-0"	3'-0"				0'-11 3/8"	
5P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
5P510	6	13'-10"	87	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
5P511	1	3'-8"	4	STR							
5P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
5P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
5P514	418	11'-10"	5159	5	4'-9"	3'-0"	0'-10"				
5P515	13	9'-6"	129	5	5'-1"	1'-8"	0'-10"				
5P516	19	9'-10"	195	5	5'-1"	1'-10"	0'-10"				
5P517	19	10'-2"	201	5	5'-1"	2'-0"	0'-10"				
5P518	20	10'-6"	219	5	5'-1"	2'-2"	0'-10"				
5P519	20	10'-10"	226	5	5'-1"	2'-4"	0'-10"				
5P520	19	11'-2"	221	5	5'-1"	2'-6"	0'-10"				
5P521	20	11'-6"	240	5	5'-1"	2'-8"	0'-10"				
5P522	20	11'-10"	247	5	5'-1"	2'-10"	0'-10"				
5P523	20	12'-4"	257	5	5'-1"	3'-1"	0'-10"				
5P524	20	12'-6"	261	5	5'-1"	3'-2"	0'-10"				
5P525	18	11'-8"	219	5	5'-1"	2'-9"	0'-10"				
5P526	17	11'-4"	201	5	5'-1"	2'-7"	0'-10"				
5P527	19	11'-8"	231	5	5'-1"	2'-9"	0'-10"				
5P528	19	12'-0"	238	5	5'-1"	2'-11"	0'-10"				
5P529	19	12'-4"	244	5	5'-1"	3'-1"	0'-10"				
5P530	19	12'-8"	251	5	5'-1"	3'-3"	0'-10"				
5P531	19	13'-0"	258	5	5'-1"	3'-5"	0'-10"				
5P532	19	13'-4"	264	5	5'-1"	3'-7"	0'-10"				
5P533	19	13'-8"	271	5	5'-1"	3'-9"	0'-10"				
5P534	19	14'-0"	277	5	5'-1"	3'-11"	0'-10"				
5P535	19	14'-4"	284	5	5'-1"	4'-1"	0'-10"				
5P536	22	13'-8"	314	5	5'-1"	3'-9"	0'-10"				
5P537	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
5P538	1	9'-4"	10	5	4'-9"	1'-9"	0'-10"				
5P539	1	3'-9"	4	STR							
5P540	269	9'-6"	2665	STR							
5P541	11	26'-6"	304	STR							
5P542	11	26'-0"	298	STR							
5P701	20	8'-4"	341	STR							
5P702	13	10'-8"	283	3	2'-5"	2'-5"					
5P801	64	30'-0"	5126	STR							
5P802	8	33'-0"	705	STR							
5P803	8	30'-10"	659	STR							
5P804	260	11'-2"	7752	17	9'-6"						
5P805	852	10'-4"	23,507	1	1'-4"	9'-3"					
5P806	852	16'-8"	37,914	1	1'-4"	15'-7"					
5P807	844	9'-10"	22,159	1	1'-4"	8'-9"					
5P808	844	27'-3"	61,407	STR							
TOTAL PIER 5			214,754								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 6											
6P401	2353	3'-5"	5370		2'-6"	0'-8"				0'-1"	
6P402	2896	2'-11"	5642		2'-0"	0'-8"				0'-1"	
6P501	546	30'-0"	17,084	STR							
6P502	80	27'-2"	2267	STR							
6P503	80	23'-3"	1940	STR							
6P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
6P505	361	9'-5"	3546	5	3'-6"	1'-8"	1'-7"				
6P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
6P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
6P508	32	9'-2"	306	24	2'-0"	3'-0"				0'-11 3/8"	
6P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
6P510	7	13'-10"	101	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
6P511	1	3'-8"	4	STR							
6P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
6P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
6P514	359	11'-10"	4431	5	4'-9"	3'-0"	0'-10"				
6P515	11	9'-6"	109	5	5'-1"	1'-8"	0'-10"				
6P516	17	9'-10"	174	5	5'-1"	1'-10"	0'-10"				
6P517	17	10'-4"	183	5	5'-1"	2'-1"	0'-10"				
6P518	17	10'-8"	189	5	5'-1"	2'-3"	0'-10"				
6P519	17	11'-2"	198	5	5'-1"	2'-6"	0'-10"				
6P520	17	11'-6"	204	5	5'-1"	2'-8"	0'-10"				
6P521	17	11'-10"	210	5	5'-1"	2'-10"	0'-10"				
6P522	17	12'-4"	219	5	5'-1"	3'-1"	0'-10"				
6P523	17	12'-8"	225	5	5'-1"	3'-3"	0'-10"				
6P524	17	13'-0"	231	5	5'-1"	3'-5"	0'-10"				
6P525	16	12'-2"	203	5	5'-1"	3'-0"	0'-10"				
6P526	1	6'-6"	7	STR							
6P527	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
6P528	1	14'-8"	15	5	4'-9"	4'-5"	0'-10"				
6P529	10	15'-0"	156	5	5'-1"	4'-5"	0'-10"				
6P530	17	15'-10"	281	5	5'-1"	4'-10"	0'-10"				
6P531	17	15'-4"	272	5	5'-1"	4'-7"	0'-10"				
6P532	17	14'-10"	263	5	5'-1"	4'-4"	0'-10"				
6P533	17	14'-4"	254	5	5'-1"	4'-1"	0'-10"				
6P534	17	14'-0"	248	5	5'-1"	3'-11"	0'-10"				
6P535	17	13'-6"	239	5	5'-1"	3'-8"	0'-10"				
6P536	17	13'-2"	233	5	5'-1"	3'-6"	0'-10"				
6P537	17	12'-8"	225	5	5'-1"	3'-3"	0'-10"				
6P538	17	12'-4"	219	5	5'-1"	3'-1"	0'-10"				
6P539	14	11'-10"	173	5	5'-1"	2'-10"	0'-10"				
6P540	215	9'-6"	2130	STR							
6P541	11	28'-8"	329	STR							
6P542	11	25'-0"	287	STR							
6P801	48	30'-0"	3845	STR							
6P802	8	33'-11"	724	STR							
6P803	8	28'-9"	614	STR							
6P804	239	11'-2"	7126	17	9'-6"						
6P805	736	10'-4"	20,306	1	1'-4"	9'-3"					
6P806	736	19'-1"	37,501	1	1'-4"	18'-0"					
6P807	724	9'-10"	19,009	1	1'-4"	8'-9"					
6P808	724	25'-10"	49,938	STR							
TOTAL PIER 6			187,684								

BAR BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
65 PUBLIC SQUARE, SUITE 1500
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

217 / 229

1464
1565

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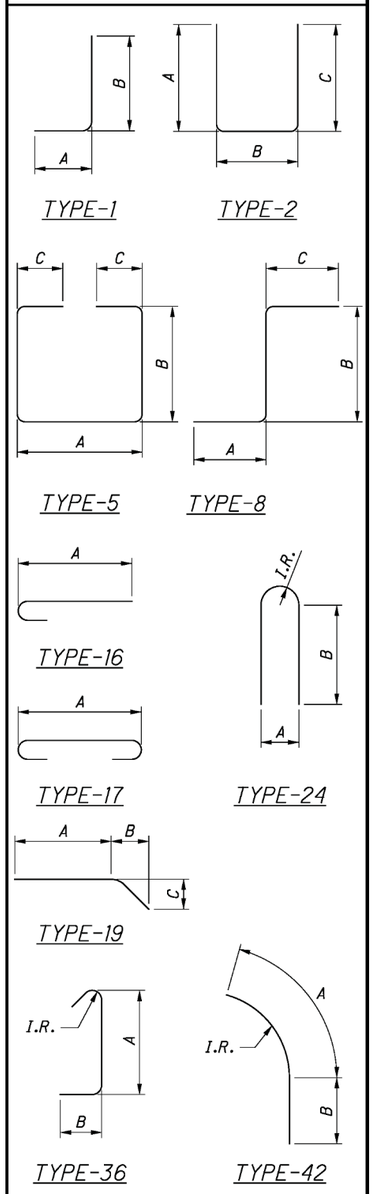
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 7											
7P401	2015	3'-5"	4599	36	2'-6"	0'-8"				0'-1"	
7P402	2310	2'-11"	4501	36	2'-0"	0'-8"				0'-1"	
7P501	534	30'-0"	16,079	STR							
7P502	78	25'-3"	2054	STR							
7P503	78	21'-3"	1729	STR							
7P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
7P505	309	9'-5"	3035	5	3'-6"	1'-8"	1'-7"				
7P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
7P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
7P508	30	9'-2"	287	24	2'-0"	3'-0"				0'-11 3/8"	
7P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
7P510	7	13'-9"	100	24	4'-11 1/4"	3'-0"				2'-6 1/4"	
7P511	1	3'-8"	4	STR							
7P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
7P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
7P514	307	11'-10"	3789	5	4'-9"	3'-0"	0'-10"				
7P515	7	9'-6"	69	5	5'-1"	1'-8"	0'-10"				
7P516	15	9'-10"	154	5	5'-1"	1'-10"	0'-10"				
7P517	15	10'-2"	159	5	5'-1"	2'-0"	0'-10"				
7P518	15	10'-8"	167	5	5'-1"	2'-3"	0'-10"				
7P519	15	11'-0"	172	5	5'-1"	2'-5"	0'-10"				
7P520	15	11'-6"	180	5	5'-1"	2'-8"	0'-10"				
7P521	15	12'-0"	188	5	5'-1"	2'-11"	0'-10"				
7P522	15	12'-4"	193	5	5'-1"	3'-1"	0'-10"				
7P523	15	12'-10"	201	5	5'-1"	3'-4"	0'-10"				
7P524	15	13'-2"	206	5	5'-1"	3'-6"	0'-10"				
7P525	12	12'-4"	154	5	5'-1"	3'-1"	0'-10"				
7P526	1	6'-2"	6	STR							
7P527	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
7P528	1	14'-0"	15	5	4'-9"	4'-1"	0'-10"				
7P529	8	14'-4"	120	5	5'-1"	4'-1"	0'-10"				
7P530	13	15'-2"	206	5	5'-1"	4'-6"	0'-10"				
7P531	15	15'-4"	240	5	5'-1"	4'-7"	0'-10"				
7P532	15	15'-0"	235	5	5'-1"	4'-5"	0'-10"				
7P533	15	14'-6"	227	5	5'-1"	4'-2"	0'-10"				
7P534	15	14'-2"	222	5	5'-1"	4'-0"	0'-10"				
7P535	15	13'-10"	216	5	5'-1"	3'-10"	0'-10"				
7P536	15	13'-4"	209	5	5'-1"	3'-7"	0'-10"				
7P537	15	13'-0"	203	5	5'-1"	3'-5"	0'-10"				
7P538	15	12'-6"	196	5	5'-1"	3'-2"	0'-10"				
7P539	12	12'-2"	152	5	5'-1"	3'-0"	0'-10"				
7P540	211	9'-6"	2091	STR							
7P541	11	26'-9"	307	STR							
7P542	11	23'-0"	264	STR							
7P801	48	30'-0"	3845	STR							
7P802	8	32'-0"	684	STR							
7P803	8	26'-9"	571	STR							
7P804	237	11'-2"	7066	17	9'-6"						
7P805	632	10'-4"	17,437	1	1'-4"	9'-3"					
7P806	632	21'-1"	35,577	1	1'-4"	20'-0"					
7P807	620	9'-10"	16,278	1	1'-4"	8'-9"					
7P808	620	24'-4"	40,281	STR							
TOTAL PIER 7			165,752								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 8											
8P401	1755	3'-5"	4005	36	2'-6"	0'-8"				0'-1"	
8P402	1890	2'-11"	3682	36	2'-0"	0'-8"				0'-1"	
8P501	528	30'-0"	16,521	STR							
8P502	80	23'-3"	1940	STR							
8P503	78	19'-6"	1586	STR							
8P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
8P505	271	9'-5"	2662	5	3'-6"	1'-8"	1'-7"				
8P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
8P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
8P508	28	9'-2"	268	24	2'-0"	3'-0"				0'-11 3/8"	
8P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
8P510	7	13'-10"	101	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
8P511	1	3'-8"	4	STR							
8P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
8P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
8P514	269	11'-10"	3320	5	4'-9"	3'-0"	0'-10"				
8P515	8	9'-6"	79	5	5'-1"	1'-8"	0'-10"				
8P516	13	10'-0"	136	5	5'-1"	1'-11"	0'-10"				
8P517	13	10'-4"	140	5	5'-1"	2'-1"	0'-10"				
8P518	13	10'-10"	147	5	5'-1"	2'-4"	0'-10"				
8P519	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
8P520	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
8P521	13	12'-0"	163	5	5'-1"	2'-11"	0'-10"				
8P522	13	12'-4"	167	5	5'-1"	3'-1"	0'-10"				
8P523	13	12'-8"	172	5	5'-1"	3'-3"	0'-10"				
8P524	13	12'-6"	169	5	5'-1"	3'-2"	0'-10"				
8P525	11	11'-8"	134	5	5'-1"	2'-9"	0'-10"				
8P526	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
8P527	13	12'-4"	167	5	5'-1"	3'-1"	0'-10"				
8P528	13	12'-8"	172	5	5'-1"	3'-3"	0'-10"				
8P529	13	13'-0"	176	5	5'-1"	3'-5"	0'-10"				
8P530	13	13'-2"	179	5	5'-1"	3'-6"	0'-10"				
8P531	13	13'-6"	183	5	5'-1"	3'-8"	0'-10"				
8P532	13	13'-8"	185	5	5'-1"	3'-9"	0'-10"				
8P533	13	14'-0"	190	5	5'-1"	3'-11"	0'-10"				
8P534	13	14'-2"	192	5	5'-1"	4'-0"	0'-10"				
8P535	11	13'-10"	159	5	5'-1"	3'-10"	0'-10"				
8P536	6	13'-2"	82	5	5'-1"	3'-6"	0'-10"				
8P537	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
8P538	1	12'-10"	13	5	4'-9"	3'-6"	0'-10"				
8P539	1	5'-6"	6	STR							
8P540	207	9'-6"	2051	STR							
8P541	11	24'-9"	284	STR							
8P542	11	21'-3"	244	STR							
8P801	48	30'-0"	3845	STR							
8P802	8	30'-0"	641	STR							
8P803	8	25'-0"	534	STR							
8P804	226	11'-2"	6738	17	9'-6"						
8P805	552	10'-4"	15,230	1	1'-4"	9'-3"					
8P806	552	21'-1"	31,073	1	1'-4"	20'-0"					
8P807	544	9'-10"	14,283	1	1'-4"	8'-9"					
8P808	544	23'-3"	33,770	STR							
TOTAL PIER 8			146,717								

BAR BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT) 5: BAR SIZE DESIGNATION NO. 5 01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

218 / 229

1465
1565

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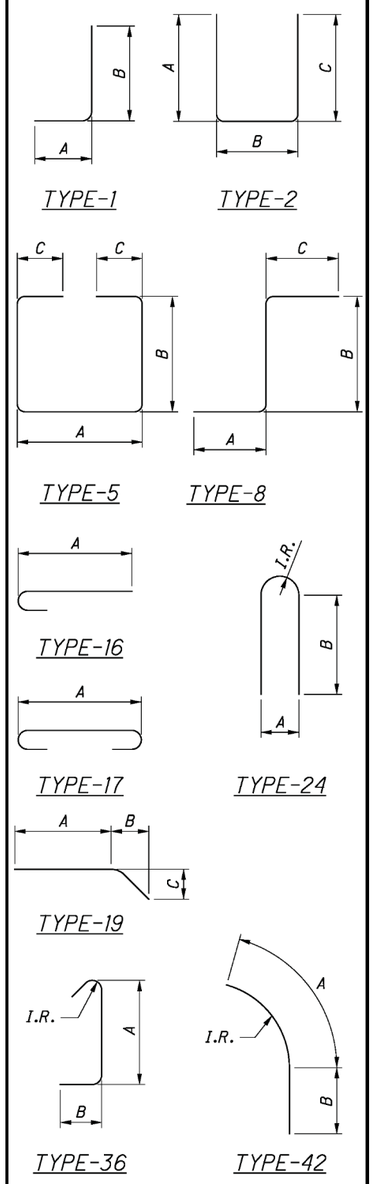
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 9											
9P401	1755	3'-5"	4005	36	2'-6"	0'-8"				0'-1"	
9P402	1876	2'-11"	3655	36	2'-0"	0'-8"				0'-1"	
9P501	522	30'-0"	16,333	STR							
9P502	76	22'-0"	1744	STR							
9P503	76	19'-3"	1526	STR							
9P504	26	9'-11"	269	24	2'-6"	3'-0"				1'-2 3/8"	
9P505	269	9'-5"	2642	5	3'-6"	1'-8"	1'-7"				
9P506	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
9P507	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 1/2"	
9P508	28	9'-2"	268	24	2'-0"	3'-0"				0'-11 1/4"	
9P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
9P510	6	13'-10"	87	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
9P511	1	3'-8"	4	STR							
9P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
9P513	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
9P514	267	11'-10"	3295	5	4'-9"	3'-0"	0'-10"				
9P515	7	9'-6"	69	5	5'-1"	1'-8"	0'-10"				
9P516	13	10'-0"	136	5	5'-1"	1'-11"	0'-10"				
9P517	13	10'-6"	142	5	5'-1"	2'-2"	0'-10"				
9P518	13	10'-8"	145	5	5'-1"	2'-3"	0'-10"				
9P519	12	11'-0"	138	5	5'-1"	2'-5"	0'-10"				
9P520	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
9P521	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
9P522	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P523	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
9P524	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P525	10	10'-8"	111	5	5'-1"	2'-3"	0'-10"				
9P526	1	4'-3"	4	STR							
9P527	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
9P528	1	10'-4"	11	5	4'-9"	2'-3"	0'-10"				
9P529	7	10'-8"	78	5	5'-1"	2'-3"	0'-10"				
9P530	4	11'-0"	46	5	5'-1"	2'-5"	0'-10"				
9P531	11	11'-8"	134	5	5'-1"	2'-9"	0'-10"				
9P532	11	12'-0"	138	5	5'-1"	2'-11"	0'-10"				
9P533	11	12'-0"	138	5	5'-1"	2'-11"	0'-10"				
9P534	13	11'-10"	160	5	5'-1"	2'-10"	0'-10"				
9P535	13	11'-10"	160	5	5'-1"	2'-10"	0'-10"				
9P536	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
9P537	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P538	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
9P539	14	11'-2"	163	5	5'-1"	2'-6"	0'-10"				
9P540	11	10'-6"	120	5	5'-1"	2'-2"	0'-10"				
9P541	206	9'-6"	2041	STR							
9P542	11	23'-6"	270	STR							
9P543	11	20'-9"	238	STR							
9P801	48	30'-0"	3845	STR							
9P802	8	24'-3"	518	STR							
9P803	8	24'-9"	529	STR							
9P804	227	11'-2"	6768	17	9'-6"						
9P805	548	10'-4"	15,119	1	1'-4"	9'-3"					
9P806	548	21'-1"	30,848	1	1'-4"	20'-0"					
9P807	540	9'-10"	14,178	1	1'-4"	8'-9"					
9P808	540	22'-5"	32,320	STR							
TOTAL PIER 9			143,825								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 10											
10P401	1305	3'-5"	2978	36	2'-6"	0'-8"				0'-1"	
10P402	1740	2'-11"	3390	36	2'-0"	0'-8"				0'-1"	
10P501	450	30'-0"	14,081	STR							
10P502	64	18'-6"	1235	STR							
10P503	64	25'-3"	1685	STR							
10P504	18	9'-11"	186	24	2'-6"	3'-0"				1'-2 3/8"	
10P505	290	9'-5"	2848	5	3'-6"	1'-8"	1'-7"				
10P506	4	11'-3"	47	24	3'-4"	3'-0"				1'-7 3/8"	
10P507	10	4'-7"	48	2	1'-7"	1'-8"	1'-7"				
10P508	24	9'-2"	229	24	2'-0"	3'-0"				0'-11 3/8"	
10P509	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-2 1/4"	
10P510	6	13'-10"	87	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
10P511	1	4'-2"	4	STR							
10P512	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
10P513	1	10'-2"	11	5	4'-9"	2'-2"	0'-10"				
10P514	287	11'-10"	3542	5	4'-9"	3'-0"	0'-10"				
10P515	8	10'-6"	88	5	5'-1"	2'-2"	0'-10"				
10P516	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P517	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P518	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P519	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P520	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P521	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P522	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P523	13	11'-8"	158	5	5'-1"	2'-9"	0'-10"				
10P524	13	11'-6"	156	5	5'-1"	2'-8"	0'-10"				
10P525	12	10'-8"	134	5	5'-1"	2'-3"	0'-10"				
10P526	12	10'-6"	131	5	5'-1"	2'-2"	0'-10"				
10P527	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P528	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
10P529	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
10P530	13	11'-4"	154	5	5'-1"	2'-7"	0'-10"				
10P531	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P532	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P533	13	11'-2"	151	5	5'-1"	2'-6"	0'-10"				
10P534	13	11'-0"	149	5	5'-1"	2'-5"	0'-10"				
10P535	13	10'-10"	147	5	5'-1"	2'-4"	0'-10"				
10P536	13	10'-2"	138	5	5'-1"	2'-0"	0'-10"				
10P537	8	9'-6"	79	5	5'-1"	1'-8"	0'-10"				
10P538	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
10P539	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
10P540	1	3'-8"	4	STR							
10P541	208	9'-6"	2061	STR							
10P542	11	20'-0"	229	STR							
10P543	11	26'-9"	307	STR							
10P801	48	30'-0"	3845	STR							
10P802	8	25'-3"	539	STR							
10P803	8	30'-6"	651	STR							
10P804	227	11'-2"	6768	17	9'-6"						
10P805	590	10'-4"	16,278	1	1'-4"	9'-3"					
10P806	590	15'-7"	24,548	1	1'-4"	14'-6"					
10P807	582	9'-10"	15,280	1	1'-4"	8'-9"					
10P808	582	20'-3"	31,467	STR							
TOTAL PIER 10			135,777								

BAR BENDING DIAGRAMS



NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT) 5: BAR SIZE DESIGNATION NO. 5 01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57077994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

219 / 229

1466
1565

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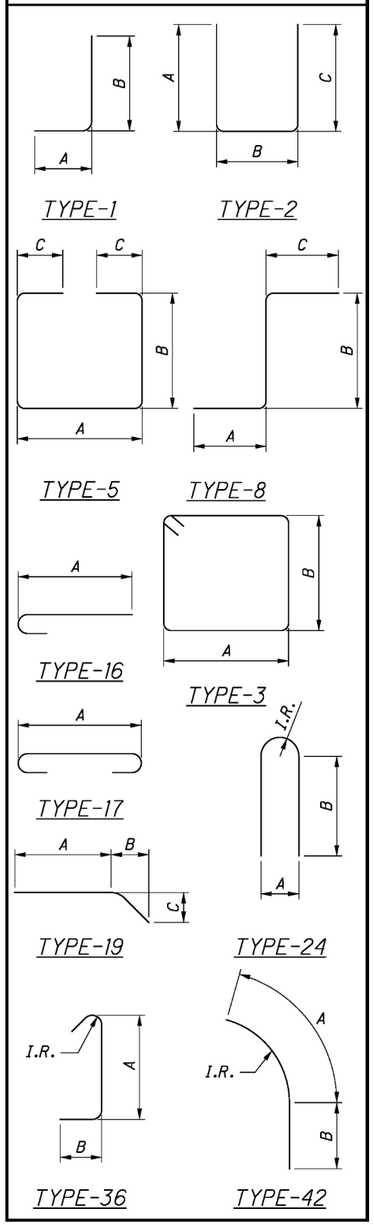
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 11											
11P401	378	2'-11"	736	36	2'-0"	3'-0"				0'-1"	
11P501	264	30'-0"	8260	STR							
11P502	32	19'-3"	642	STR							
11P503	32	26'-0"	868	STR							
11P504	14	9'-2"	134	24	2'-0"	3'-0"				0'-11 3/8"	
11P505	4	13'-4"	56	24	4'-7 3/4"	3'-0"				2'-3 1/4"	
11P506	7	13'-10"	101	24	4'-11 3/4"	3'-0"				2'-5 1/4"	
11P507	1	5'-2"	5	STR							
11P508	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
11P509	1	12'-2"	13	5	4'-9"	3'-2"	0'-10"				
11P510	208	11'-10"	2567	5	4'-9"	3'-0"	0'-10"				
11P511	5	12'-6"	65	5	5'-1"	3'-2"	0'-10"				
11P512	10	13'-0"	136	5	5'-1"	3'-5"	0'-10"				
11P513	9	13'-2"	124	5	5'-1"	3'-6"	0'-10"				
11P514	10	13'-2"	137	5	5'-1"	3'-6"	0'-10"				
11P515	9	13'-0"	122	5	5'-1"	3'-5"	0'-10"				
11P516	10	12'-10"	134	5	5'-1"	3'-4"	0'-10"				
11P517	9	12'-10"	120	5	5'-1"	3'-4"	0'-10"				
11P518	10	12'-8"	132	5	5'-1"	3'-3"	0'-10"				
11P519	9	12'-6"	117	5	5'-1"	3'-2"	0'-10"				
11P520	10	12'-2"	127	5	5'-1"	3'-0"	0'-10"				
11P521	8	11'-4"	95	5	5'-1"	2'-7"	0'-10"				
11P522	1	3'-8"	4	STR							
11P523	1	11'-6"	12	5	4'-5"	3'-0"	0'-10"				
11P524	1	9'-2"	10	5	4'-9"	1'-8"	0'-10"				
11P525	6	9'-6"	59	5	5'-1"	1'-8"	0'-10"				
11P526	9	10'-2"	95	5	5'-1"	2'-0"	0'-10"				
11P527	10	10'-4"	108	5	5'-1"	2'-1"	0'-10"				
11P528	9	10'-8"	100	5	5'-1"	2'-3"	0'-10"				
11P529	10	10'-10"	113	5	5'-1"	2'-4"	0'-10"				
11P530	9	11'-0"	103	5	5'-1"	2'-5"	0'-10"				
11P531	10	11'-4"	118	5	5'-1"	2'-7"	0'-10"				
11P532	9	11'-6"	108	5	5'-1"	2'-8"	0'-10"				
11P533	10	11'-8"	122	5	5'-1"	2'-9"	0'-10"				
11P534	9	11'-10"	111	5	5'-1"	2'-10"	0'-10"				
11P535	10	11'-10"	123	5	5'-1"	2'-10"	0'-10"				
11P536	8	11'-2"	93	5	5'-1"	2'-6"	0'-10"				
11P537	212	9'-6"	2101	STR							
11P538	11	21'-9"	250	STR							
11P539	11	28'-9"	330	STR							
11P801	48	30'-0"	3845	STR							
11P802	8	27'-0"	577	STR							
11P803	8	32'-6"	694	STR							
11P804	164	11'-2"	4890	17	9'-6"						
11P805	422	10'-4"	11,643	1	1'-4"	9'-3"					
11P806	422	11'-9"	13,239	STR							
TOTAL PIER 11			53,551								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12L											
12P401	256	4'-5"	755	36	3'-6"	0'-8"				0'-1"	
12P402	384	2'-11"	748	36	2'-0"	0'-8"				0'-1"	
12P501	16	17'-4"	289	STR							
12P502	16	11'-6"	192	24	3'-6"	3'-0"				1'-8 3/8"	
12P503	16	16'-4"	273	STR							
	4 SER	18'-1"									
12P504	OF	TO	323	STR							0'-10"
	4	20'-7"									
12P505	36	25'-0"	939	STR							
12P506	8	10'-2"	85	24	2'-8"	3'-0"				1'-3 3/8"	
12P507	1	3'-5"	4	STR							
12P508	1	14'-2"	15	5	4'-1"	3'-5"	1'-11"				
12P509	1	15'-10"	17	5	4'-11"	3'-5"	2'-4"				
12P510	5	16'-2"	84	5	5'-1"	3'-5"	2'-5"				
12P511	8	16'-10"	140	5	5'-1"	3'-9"	2'-5"				
12P512	7	17'-0"	124	5	5'-1"	3'-10"	2'-5"				
12P513	10	16'-8"	174	5	5'-1"	3'-8"	2'-5"				
12P514	8	16'-6"	138	5	5'-1"	3'-7"	2'-5"				
12P515	5	16'-6"	86	5	5'-1"	3'-7"	2'-5"				
12P516	1	16'-2"	17	5	4'-11"	3'-7"	2'-4"				
12P517	1	14'-6"	15	5	4'-1"	3'-7"	1'-11"				
12P518	1	3'-7"	4	STR							
12P519	1	3'-8"	4	STR							
12P520	1	11'-4"	12	3	1'-8"	3'-8"					
12P521	1	12'-4"	13	3	2'-2"	3'-8"					
12522	166	5'-9"	996	2	1'-11"	2'-2 1/2"	1'-11"				
12523	1	12'-2"	13	3	2'-2"	3'-7"					
12524	1	11'-2"	12	3	1'-8"	3'-7"					
12P525	1	3'-7"	4	STR							
12P526	14	13'-9"	201	24	4'-11"	3'-0"				2'-5 1/4"	
12P527	8	9'-3"	77	24	2'-1"	3'-0"				11/8"	
12P528	1	3'-5"	4	STR							
12P529	1	14'-2"	15	5	4'-1"	3'-5"	1'-11"				
12P530	1	15'-10"	17	5	4'-11"	3'-5"	2'-4"				
12P531	9	16'-2"	152	5	5'-1"	3'-5"	2'-5"				
12P532	10	16'-0"	167	5	5'-1"	3'-4"	2'-5"				
12P533	10	15'-10"	165	5	5'-1"	3'-3"	2'-5"				
12P534	9	15'-6"	145	5	5'-1"	3'-1"	2'-5"				
12P535	5	14'-8"	76	5	5'-1"	2'-8"	2'-5"				
12P536	1	14'-4"	15	5	4'-11"	2'-8"	2'-4"				
12P537	1	12'-8"	13	5	4'-1"	2'-8"	1'-11"				
12P538	1	2'-8"	3	STR							
12P539	1	3'-7"	4	STR							
12P540	1	11'-2"	12	3	1'-8"	3'-7"					
12P541	1	12'-2"	13	3	2'-2"	3'-7"					
12P542	166	8'-11"	1544	2	3'-6"	2'-2 1/2"	3'-6"				
12P543	1	12'-2"	13	3	2'-2"	3'-7"					
12P544	1	11'-2"	12	3	1'-8"	3'-7"					
12P545	1	3'-7"	4	STR							
	4 SER	17'-1"									
12P546	OF	TO	306	STR							0'-10"
	4	19'-7"									
12P547	76	24'-0"	1902	STR							
12P548	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
12P549	76	9'-6"	753	STR							

BAR BENDING DIAGRAMS



NOTES:

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2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57077994/57080001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

220 / 229

1467
1565

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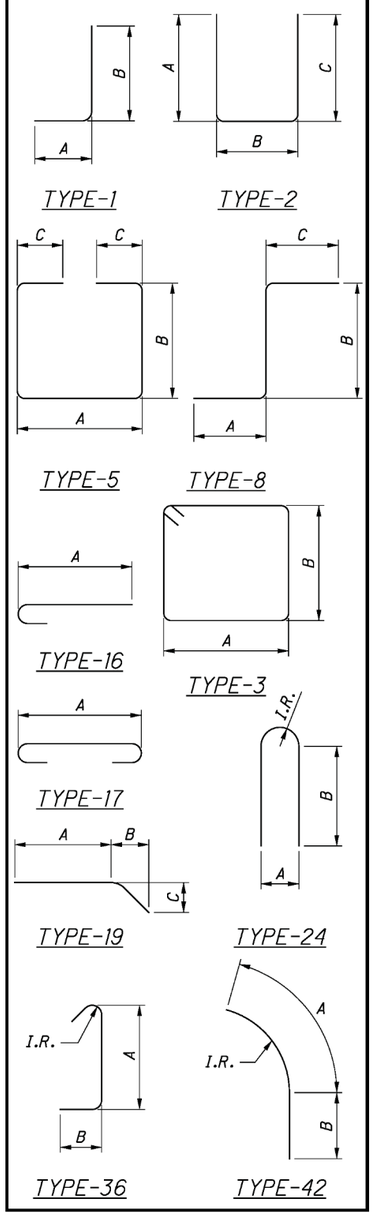
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12L (CONTINUED)											
	4 SER	9'-5"			4'-3"		4'-3"				
12P601	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
12P602	1	6'-0"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
12P603	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
12P604	1	5'-11"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
12P605	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
12P606	1	5'-8"	9	STR							
	4 SER	8'-9"			3'-11"		3'-11"				
12P607	OF	TO	847	2	TO	1'-3"	TO				0'-6½"
	12	14'-9"			6'-11"		6'-11"				
12P608	1	5'-3"	8	STR							
12P701	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
12P702	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
12P703	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
12P704	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
12P801	20	22'-2"	1184	STR							
12P802	86	11'-2"	2564	17	9'-6"						
12P803	20	21'-2"	1130	STR							
12P804	8	27'-6"	587	16	26'-8"						
12P805	8	26'-6"	566	16	25'-8"						
12P901	148	10'-8"	5367	8	1'-7"	8'-1"	1'-7"				
12P902	128	17'-7"	7652	2	1'-7"	15'-0"	1'-7"				
12P903	22	29'-7"	2213	16	28'-4"						
12P904	22	28'-7"	2138	16	27'-4"						
TOTAL PIER 12L			39,020								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12R											
12P450	276	4'-5"	814	36	3'-6"	0'-8"					
12P451	414	2'-11"	807	36	2'-0"	0'-8"					
12P550	16	17'-9"	296	STR							
12P551	16	11'-6"	192	24	3'-6"	3'-0"				1'-8⅜"	
12P552	16	18'-6"	309	STR							
	4 SER	18'-6"									
12P553	OF	TO	330	STR							0'-10"
	4	21'-0"									
12P554	36	25'-6"	957	STR							
12P555	8	10'-2"	85	24	2'-8"	3'-0"				1'-3⅜"	
12P556	1	3'-8"	4	STR							
12P557	1	14'-8"	15	5	4'-1"	3'-8"	1'-11"				
12P558	1	16'-4"	17	5	4'-11"	3'-8"	2'-4"				
12P559	5	16'-8"	87	5	5'-1"	3'-8"	2'-5"				
12P560	16	17'-4"	289	5	5'-1"	4'-0"	2'-5"				
12P561	9	17'-2"	161	5	5'-1"	3'-11"	2'-5"				

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12R (CONTINUED)											
12P562	9	16'-10"	158	5	5'-1"	3'-9"	2'-5"				
12P563	5	16'-8"	87	5	5'-1"	3'-8"	2'-5"				
12P564	1	16'-4"	17	5	4'-11"	3'-8"	2'-4"				
12P565	1	14'-8"	15	5	4'-1"	3'-8"	1'-11"				
12P566	1	3'-8"	4	STR							
12P567	1	3'-5"	4	STR							
12P568	1	10'-10"	11	3	1'-8"	3'-5"					
12P569	1	11'-10"	12	3	2'-2"	3'-5"					
12P570	176	8'-7"	1576	2	3'-4"	2'-2½"	3'-4"				
12P571	176	5'-5"	994	2	1'-9"	2'-2½"	1'-9"				
12P572	1	11'-10"	12	3	2'-2"	3'-5"					
12P573	1	10'-10"	11	3	1'-8"	3'-5"					
12P574	1	3'-5"	4	STR							
12P575	14	13'-9"	201	24	4'-11"	3'-0"				2'-5¼"	
12P576	8	9'-3"	77	24	2'-1"	3'-0"				11⅞"	
	4 SER	20'-6"									
12P577	OF	TO	363	STR							0'-10"
	4	23'-0"									
12P578	32	26'-3"	876	STR							
12P579	1	14'-4"	15	5	4'-1"	3'-6"	1'-11"				
12P580	1	16'-0"	17	5	4'-11"	3'-6"	2'-4"				
12P581	7	16'-4"	119	5	5'-1"	3'-6"	2'-5"				
12P582	8	16'-2"	135	5	5'-1"	3'-5"	2'-5"				
12P583	8	15'-10"	132	5	5'-1"	3'-3"	2'-5"				
12P584	9	15'-8"	147	5	5'-1"	3'-2"	2'-5"				
12P585	8	15'-4"	128	5	5'-1"	3'-0"	2'-5"				
12P586	5	14'-8"	76	5	5'-1"	2'-8"	2'-5"				
12P587	1	11'-10"	12	3	2'-2"	3'-5"					
12P588	1	10'-10"	11	3	1'-8"	3'-5"					
12P589	1	3'-5"	4	STR							
12P590	1	11'-10"	12	3	2'-2"	3'-5"					
12P591	1	10'-10"	11	3	1'-8"	3'-5"					
12P592	1	3'-5"	4	STR							
12P593	36	6'-0"	225	5	2'-8"	0'-9"	0'-10"				
12P594	1	3'-6"	4	STR							
12P595	1	14'-4"	15	5	4'-11"	2'-8"	2'-4"				
12P596	1	12'-8"	13	5	4'-1"	2'-8"	1'-11"				
12P597	1	2'-8"	3	STR							
12P598	81	9'-6"	803	STR							
12P599	44	21'-9"	998	STR							
	4 SER	9'-9"			4'-5"		4'-5"				
12P650	OF	TO	919	2	TO	1'-3"	TO				0'-6½"
	12	15'-9"			7'-5"		7'-5"				
12P651	1	6'-3"	9	STR							
	4 SER	9'-5"			4'-3"		4'-3"				
12P652	OF	TO	895	2	TO	1'-3"	TO				0'-6½"
	12	15'-5"			7'-3"		7'-3"				
12P653	1	5'-10"	9	STR							
	4 SER	9'-3"			4'-2"		4'-2"				
12P654	OF	TO	883	2	TO	1'-3"	TO				0'-6½"
	12	15'-3"			7'-2"		7'-2"				
12P655	1	5'-9"	9	STR							
	4 SER	8'-9"			3'-11"		3'-11"				
12P656	OF	TO	847	2	TO	1'-3"	TO				0'-6½"
	12	14'-9"			6'-11"		6'-11"				

BAR BENDING DIAGRAMS



NOTES:

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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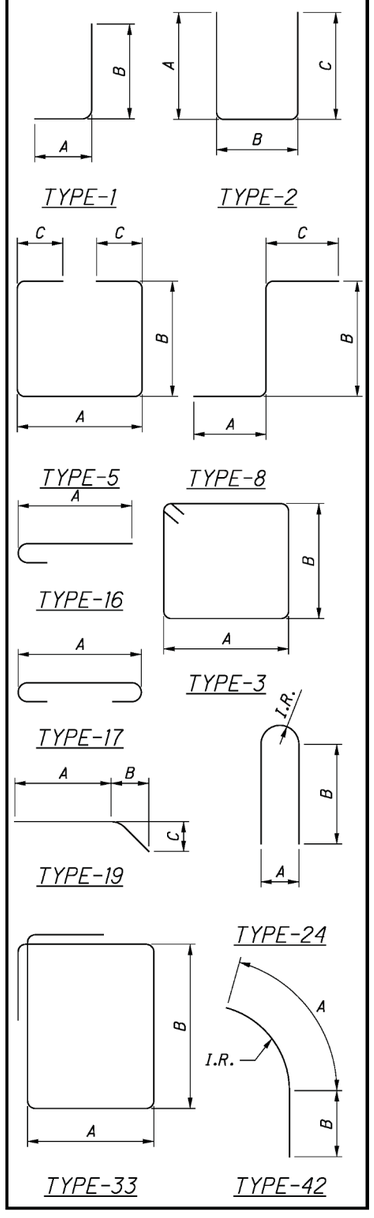
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
PIER 12R (CONTINUED)											
12P657	1	5'-3"	8	STR							
12P750	4	13'-8"	112	42	9'-8"	4'-0"				6'-2⅝"	
12P751	8	13'-5"	219	42	9'-5"	4'-0"				6'-11½"	
12P752	8	13'-6"	221	42	9'-6"	4'-0"				6'-2⅝"	
12P753	8	12'-1"	198	42	8'-1"	4'-0"				6'-2⅝"	
12P850	20	22'-8"	1210	STR							
12P851	92	11'-2"	2743	17	9'-6"						
12P852	20	23'-4"	1246	STR							
12P853	8	28'-0"	598	16	27'-2"						
12P854	8	28'-8"	612	16	27'-10"						
12P950	158	10'-8"	5730	8	1'-7"	8'-1"	1'-7"				
12P951	138	17'-7"	8250	2	1'-7"	15'-0"	1'-7"				
12P952	22	30'-0"	2244	16	28'-9"						
12P953	22	30'-9"	2300	16	29'-6"						
TOTAL PIER 12R			40,931								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
SEISMIC PEDESTALS											
SP501	20	10'-10"	226	33	2'-2"	2'-9"					
SP502	24	5'-8"	142	STR							
SP503	20	10'-4"	216	33	2'-2"	2'-6"					
SP504	20	10'-0"	209	33	2'-3"	2'-3"					
SP505	24	5'-9"	144	STR							
SP506	20	10'-8"	223	33	2'-3"	2'-7"					
SP507	10	13'-0"	136	33	3'-6"	2'-6"					
SP508	6	9'-11"	62	STR							
SP509	10	12'-10"	134	33	3'-5"	2'-6"					
SP510	12	9'-0"	113	STR							
SP511	40	12'-6"	522	33	3'-3"	2'-6"					
SP512	18	9'-3"	174	STR							
SP513	60	11'-8"	730	33	2'-11"	2'-5"					
SP514	24	8'-3"	207	STR							
SP515	40	10'-8"	445	33	2'-5"	2'-5"					
SP516	84	6'-6"	569	STR							
SP517	20	10'-6"	219	33	2'-5"	2'-4"					
SP518	140	10'-6"	1533	33	2'-4"	2'-5"					
SP519	72	6'-3"	469	STR							
SP520	120	10'-4"	1293	33	2'-3"	2'-5"					
SP521	42	6'-4"	277	STR							
SP522	160	10'-2"	1697	33	2'-2"	2'-5"					
SP523	60	6'-1"	381	STR							
SP524	40	9'-10"	410	33	2'-0"	2'-5"					
SP525	6	5'-5"	34	STR							
SP526	20	11'-0"	229	33	2'-3"	2'-9"					
SP527	24	5'-1"	127	STR							
SP528	30	10'-10"	339	33	2'-3"	2'-8"					
SP529	10	11'-0"	115	33	2'-4"	2'-8"					
SP530	20	10'-10"	226	33	2'-4"	2'-7"					
SP531	12	6'-0"	75	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	I.R.	INC
SEISMIC PEDESTALS (CONTINUED)											
SP532	20	11'-10"	247	33	2'-10"	2'-7"					
SP533	24	7'-5"	186	STR							
SP534	20	11'-6"	240	33	2'-9"	2'-6"					
SP535	10	12'-8"	132	33	3'-4"	2'-6"					
SP536	12	9'-1"	114	STR							
SP537	10	12'-4"	129	33	3'-2"	2'-6"					
SP538	12	7'-9"	97	STR							
SP539	20	11'-6"	240	33	2'-10"	2'-5"					
SP540	12	7'-10"	98	STR							
SP541	12	6'-7"	82	STR							
SP542	36	6'-5"	241	STR							
SP543	12	5'-6"	69	STR							
SP801	40	2'-2"	231	STR							
SP802	40	6'-2"	659	2	2'-0"	2'-7"	2'-0"				
SP803	120	5'-11"	1896	2	2'-0"	2'-4"	2'-0"				
SP804	42	2'-3"	252	STR							
SP805	20	5'-8"	303	2	2'-0"	2'-1"	2'-0"				
SP806	60	6'-0"	961	2	2'-0"	2'-5"	2'-0"				
SP807	2	3'-6"	19	STR							
SP808	2	3'-5"	18	STR							
SP809	8	3'-3"	69	STR							
SP810	12	2'-11"	93	STR							
SP811	580	5'-10"	9034	2	2'-0"	2'-3"	2'-0"				
SP812	12	2'-5"	77	STR							
SP813	20	5'-9"	307	2	2'-0"	2'-2"	2'-0"				
SP814	34	2'-4"	212	STR							
SP815	8	2'-0"	43	STR							
SP816	40	6'-1"	650	2	2'-0"	2'-6"	2'-0"				
SP817	8	2'-10"	61	STR							
SP818	4	2'-9"	29	STR							
SP819	2	3'-4"	18	STR							
SP820	2	3'-2"	17	STR							
TOTAL SEISMIC PEDESTALS			28,500								

BAR BENDING DIAGRAMS



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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

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DESIGN AGENCY
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55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED JLV | DRAWN JLV | REVIEWED MSL | DATE 03/01/12
CHECKED DMP | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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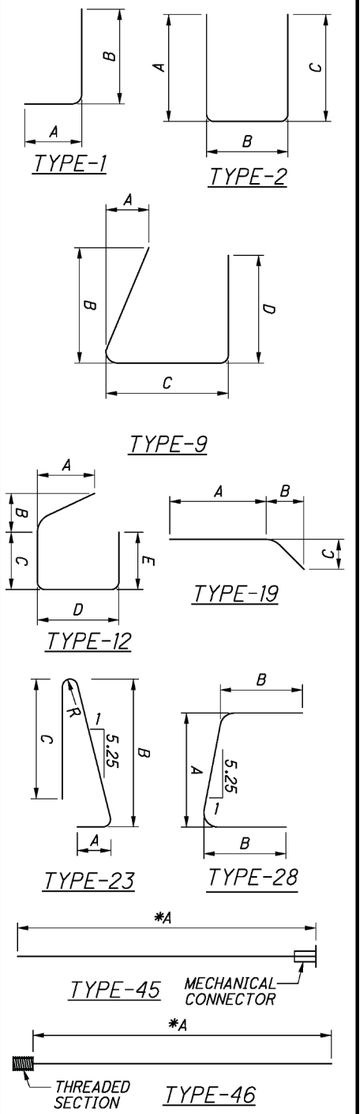
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR ABUTMENT											
AR501	95	24'-1"	2386	STR							
AR502	2	12'-2"	25	STR							
AR503	96	7'-2½"	722	1	0'-10"	6'-6"					
AR504	244	6'-5"	1633	2	2'-0"	2'-8"	2'-0"				
AR505	120	28'-5"	3557	STR							
AR506	26	9'-2"	249	STR							
AR507	NOT USED										
AR508	NOT USED										
AR509	NOT USED										
AR510	NOT USED										
AR511	62	6'-10½"	445	1	0'-10"	6'-2"					
AR512	21	6'-4½"	140	1	0'-10"	5'-8"					
AR513	14	5'-7"	82	1	0'-10"	4'-10½"					
AR514	14	5'-2½"	76	1	0'-10"	4'-6"					
AR515	14	4'-10½"	71	1	0'-10"	4'-2"					
AR516	14	4'-9"	69	2	0'-10"	3'-4"	0'-10"				
AR517	9	4'-9"	45	2	0'-10"	3'-4"	0'-10"				
AR518	2	7'-10"	16	STR							
AR519	NOT USED										
AR520	5	30'-0"	156	STR							
AR521	NOT USED										
AR522	NOT USED										
AR523	NOT USED										
AR524	NOT USED										
AR525	6	2'-4"	15	STR							
AR526	6	1'-11"	12	STR							
AR527	6	4'-4"	27	STR							
AR528	NOT USED										
AR529	NOT USED										
AR530	6	2'-7"	16	STR							
AR531	6	7'-5"	46	23	1'-1"	3'-2"	3'-0"				
AR532	1	3'-10"	4	19	2'-4¾"	1'-1"	1'-0"				
AR533	NOT USED										
AR534	NOT USED										
AR535	4	7'-7"	32	46	7'-7"						
AR536	3	9'-8"	30	46	9'-8"						
AR537	NOT USED										
AR538	4	10'-1"	42	STR							
AR539	NOT USED										
AR540	3	21'-4"	67	45	19'-3½"						
AR541	2	24'-10"	52	45	22'-9½"						
AR542	1	6'-10"	7	46	6'-10"						
AR543	3	8'-11½"	28	STR							
AR544	NOT USED										
AR545	1	6'-4"	7	46	6'-4"						
AR546	12	24'-10"	311	45	24'-10"						
AR547	12	24'-4"	305	45	24'-4"						
AR548	NOT USED										
AR549	6	1'-10"	11	STR							
AR550	12	9'-7"	120	46	9'-7"						
	1 SER	8'-1"			8'-1"						
AR551	OF	TO	37	46	TO						0'-6"
	4	9'-7"			9'-7"						
AR552	2	17'-10"	37	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC
REAR ABUTMENT (CONTINUED)											
AR601	80	16'-2"	1943	2	6'-9"	7'-3"	2'-6"				
	1 SER	15'-11"				7'-3"					
AR602	OF	TO	171	2	6'-6"	TO	2'-6"				0'-8"
	7	16'-7"				7'-11"					
	1 SER	16'-1½"				7'-5½"					
AR603	OF	TO	123	2	6'-6"	TO	2'-6"				0'-1"
	5	16'-6"				7'-10"					
AR604	242	10'-8"	3877	12	1'-6"	1'-6"	0'-9¼"	2'-2"	6'-0"		
AR605	242	8'-2"	2968	2	4'-7"	1'-8"	2'-3"				
AR606	242	6'-0"	2181	STR							
AR607	223	7'-7"	2540	2	3'-4"	1'-3"	3'-4"				
AR608	223	7'-2"	2400	2	0'-10"	5'-10"	0'-10"				
AR609	213	8'-5"	2693	2	0'-10"	7'-1"	0'-10"				
	1 SER	8'-6"				7'-2"					
AR610	OF	TO	93	2	0'-10"	TO	0'-10"				0'-1½"
	7	9'-2"				7'-10"					
	1 SER	8'-9½"				7'-5½"					
AR611	OF	TO	67	2	0'-10"	TO	0'-10"				0'-1"
	5	9'-2"				7'-10"					
AR612	22	6'-1"	201	1	0'-5"	5'-10"					
AR613	22	6'-2"	204	1	0'-10"	5'-6"					
AR614	14	15'-5"	324	2	6'-0"	7'-3"	2'-6"				
AR615	49	15'-7"	1147	2	6'-2"	7'-3"	2'-6"				
AR616	21	15'-0"	473	2	5'-7"	7'-3"	2'-6"				
AR617	14	14'-6"	305	2	5'-1"	7'-3"	2'-6"				
AR618	14	14'-1"	98	2	4'-8"	7'-3"	2'-6"				
	1 SER	12'-5"				4'-1"					
AR619	OF	TO	105	2	6'-2"	TO	2'-6"				0'-9½"
	5	15'-7"				7'-3"					
	1 SER	11'-0"				3'-3"					
AR620	OF	TO	136	2	5'-7"	TO	2'-6"				0'-7½"
	7	14'-10"				7'-1"					
	1 SER	5'-5"				4'-1"					
AR621	OF	TO	53	2	0'-10"	TO	0'-10"				0'-9½"
	5	8'-7"				7'-3"					
AR622	6	3'-11"	35	28	2'-0"	1'-1"					
AR623	1	4'-2"	6	2	0'-10"	2'-9½"	0'-10"				
AR624	1	11'-2"	17	2	6'-2"	2'-9½"	2'-6"				
AR625	6	2'-9"	25	1	1'-1"	1'-10"					
AR626	14	13'-7"	286	2	4'-2"	7'-3"	2'-6"				
	1 SER	4'-7"				3'-3"					
AR627	OF	TO	68	2	0'-10"	TO	0'-10"				0'-8"
	7	8'-5"				7'-1"					
AR628	1	2'-4"	4	STR							
AR629	1	1'-11"	3	STR							
AR630	6	9'-2"	83	9	0'-9"	3'-11"	1'-4½"	4'-2"			
AR631	1	2'-7"	4	STR							
AR634	1	3'-3"	5	2	0'-10"	1'-10½"	0'-10"				
AR635	1	10'-4"	16	2	5'-7"	1'-10½"	2'-6"				
AR636	1	8'-8"	13	2	5'-7"	0'-11"	2'-6"				
AR637	1	2'-2"	3	2	0'-10"	0'-10"	0'-10"				
AR638	4	7'-8"	46	2	0'-10"	6'-4"	0'-10"				
AR639	NOT USED										
AR640	1	8'-3"	12	2	0'-10"	6'-11"	0'-10"				
AR641	1	7'-10"	12	2	0'-10"	6'-6"	0'-10"				

BAR BENDING DIAGRAMS



*REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | STRUCTURE FILE NUMBER 57007994/5708001 | REVISED

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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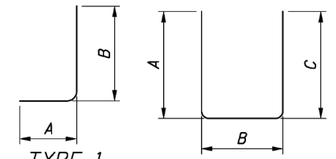
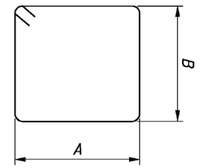
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REAR ABUTMENT (CONTINUED)											
AR642	1	9′-4″	14	1	0′-5″	9′-3″					
	1 SER	1′-7″				1′-4″					
AR643	OF	TO	25	1	0′-5″	TO					0′-10″
	5	5′-0″				4′-11″					
AR644	1	1′-10″	3	STR							
AR645	2	16′-7″	50	2	6′-6″	7′-11″	2′-6″				
AR646	2	17′-4″	52	2	6′-6″	8′-0″	2′-6″				
AR647	2	9′-2″	28	2	0′-10″	7′-10″	0′-10″				
AR648	2	9′-1″	27	2	0′-10″	7′-9″	0′-10″				
AR649	6	4′-5″	40	STR							
AR801	24	25′-4″	1623	STR							
AR802	1	10′-1″	27	STR							
AR803	40	30′-0″	3257	STR							
AR804	1	13′-11″	37	STR							
AR805	1	9′-2″	24	STR							
	1 SER	9′-2″									
AR806	OF	TO	181	STR							0′-10″
	6	13′-5″									
	1 SER	23′-6″			19′-6″						
AR807	OF	TO	403	45	TO						0′-8″
	6	26′-9½″			22′-9½″						
AR808	1	26′-10″	72	45	22′-9½″						
AR809	1	23′-3″	62	45	19′-3″						
	1 SER	6′-4″			6′-4″						
AR810	OF	TO	125	46	TO						
	6	9′-4″			9′-4″						
AR811	1	7′-6″	20	46	7′-6″						
TOTAL REAR ABUTMENT			39,686								

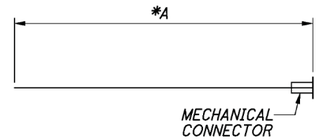
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT											
AF501	4	28′-11″	121	STR							
AF502	6	27′-5″	172	STR							
AF503	3	19′-3″	60	3	3′-1″	6′-4″					
AF504	132	17′-7″	2402	3	6′-0″	2′-6″					
AF505	5	21′-4″	111	3	3′-0″	7′-4½″					
AF506	8	16′-9″	140	3	3′-0″	5′-1″					
AF507	15	19′-11″	312	3	3′-0″	6′-8″					
AF508	5	19′-8″	103	3	3′-0″	6′-6½″					
AF509	5	19′-1″	100	3	3′-0″	6′-3″					
AF510	5	18′-9″	98	3	3′-0″	6′-1″					
AF511	5	18′-6″	96	3	3′-0″	5′-11½″					
AF512	5	18′-3″	95	3	3′-0″	5′-10″					
AF513	5	17′-11″	93	3	3′-0″	5′-8″					
AF514	5	17′-5″	91	3	3′-0″	5′-5″					
AF515	20	26′-9″	558	STR							
AF516	4	17′-9″	74	STR							
AF517	4	23′-11″	100	STR							
AF518	30	27′-0″	845	STR							
AF519	6	17′-9″	111	STR							
AF520	10	16′-9″	175	3	3′-0″	5′-1″					
AF521	5	17′-11″	56	3	6′-2″	2′-6″					
AF522	3	17′-9″	56	3	6′-1″	2′-6″					
AF523	6	18′-7″	116	45	18′-7″						

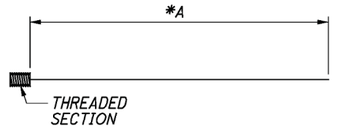
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT (CONTINUED)											
AF524	1	19′-6″	20	3	3′-0″	6′-5″					
AF525	2	13′-10″	29	3	3′-0″	3′-7½″					
AF526	5	14′-6″	76	3	3′-0″	3′-11½″					
AF527	6	8′-4″	52	45	8′-4″						
AF528	10	17′-4″	181	3	3′-0″	5′-4½″					
AF529	5	17′-0″	89	3	3′-0″	5′-2½″					
AF530	5	14′-10″	77	3	3′-0″	4′-1½″					
AF531	5	16′-5″	86	3	3′-0″	4′-11″					
AF532	10	16′-0″	167	3	3′-0″	4′-8½″					
AF533	5	15′-2″	79	3	3′-0″	4′-3½″					
AF534	5	15′-9″	82	3	3′-0″	4′-7″					
AF535	5	15′-5″	80	3	3′-0″	4′-5″					
AF536	2	17′-1″	36	3	3′-2″	5′-1″					
AF537	2	14′-2″	30	3	3′-2″	3′-7½″					
AR801	4	28′-11″	309	STR							
AR802	4	27′-5″	293	STR							
AR803	20	28′-1″	1500	STR							
AR804	4	19′-9″	211	STR							
AR805	4	23′-11″	255	STR							
AR806	20	29′-0″	1549	STR							
AR807	4	19′-9″	211	STR							
AR808	4	8′-4″	89	46	8′-4″						
AR809	4	20′-7″	220	45	20′-7″						
TOTAL FORWARD ABUTMENT			11,840								

BAR BENDING DIAGRAMS









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5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

224 | 229

1471
1565

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MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
REAR ABUTMENT - END DIAPHRAGMS											
SD401	118	12'-2"	959	2	4'-10"	2'-8"	4'-10"				
SD402	164	13'-5"	1469	2	4'-10"	3'-9"	4'-10"				
SD601	30	7'-3"	327	STR							
SD602	21	10'-3"	323	STR							
SD603	12	13'-0"	234	STR							
SD604	3	8'-11"	40	19	4'-10 1/2"	3'-0 1/4"	2'-8 3/4"				
SD605	3	4'-4"	20	1	1'-6 1/4"	2'-11"					
SD606	3	5'-2"	23	11	10 5/8"	2'-1 1/8"	3'-0"				
SD670	5	12'-0"	90	STR							
SD671	3	8'-9"	39	STR							
SD672	40	29'-6"	1772	STR							
SD673	5	19'-0"	143	STR							
SD674	3	4'-7"	21	1	1'-9"	2'-11 1/2"					
SD675	60	9'-2"	826	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-6"			
SD676	42	10'-8"	673	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	6'-0"			
SD677	6	9'-11"	89	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	5'-3"			
SD678	24	12'-0"	433	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	7'-4"			
SD679	3	8'-4"	38	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	3'-8"			
SD680	3	6'-5"	29	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	1'-9"			
SD681	3	7'-2"	32	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	2'-6"			
SD682	3	6'-3"	28	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	1'-6 1/2"			
TOT. REAR ABUT. END DIAPHRAGMS			7608								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
FORWARD ABUTMENT - DIAPHRAGMS											
SD501	123	6'-3"	802	2	2'-0"	2'-6"	2'-0"				
SD502	246	10'-1"	1294	2	3'-8"	3'-0"	3'-8"				
SD801	129	5'-5"	1866	18	4'-0"	1'-5"	1'-5"				
SD814	2	7'-10"	42	STR							
SD834	4	28'-11"	309	STR							
SD835	20	30'-3"	1615	STR							
SD836	4	19'-1"	204	STR							
SD837	1	15'-10"	42	13	1'-5 3/4"	0'-9 1/4"	0'-9 1/4"	1'-4 1/4"			
SD838	2	1'-4"	7	STR							
SD839	4	28'-11"	309	STR							
SD840	20	30'-3"	1615	STR							
SD841	4	19'-1"	204	STR							
SD842	3	28'-11"	232	STR							
SD843	15	30'-3"	1212	STR							
SD844	3	19'-1"	153	STR							
SD845	32	7'-2"	612	STR							
SD846	2	1'-4"	7	STR							
SD847	32	16'-11"	1445	13	1'-5 3/4"	0'-7 1/2"	0'-7 1/2"	4'-11"			
SD848	1	3'-7"	10	13	1'-5 3/4"	0'-9 1/4"	0'-9 1/4"	1'-1"			
SD849	2	2'-2"	12	STR							
SD850	1	4'-5"	12	13	1'-5 3/4"	0'-7 1/2"	0'-7 1/2"	2'-1"			
SD851	1	4'-4"	12	13	1'-5 3/4"	0'-6 3/4"	0'-6 3/4"	2'-1"			
SD852	4	24'-6"	262	STR							
SD853	12	6'-10"	219	13	1'-5 3/4"	0'-7 3/4"	0'-7 3/4"	4'-6 1/2"			
SD854	2	7'-6"	40	13	1'-5 3/4"	0'-7"	0'-7"	5'-3"			
SD855	12	6'-8"	214	STR							
SD856	4	24'-6"	262	STR							
SD857	3	24'-6"	196	STR							

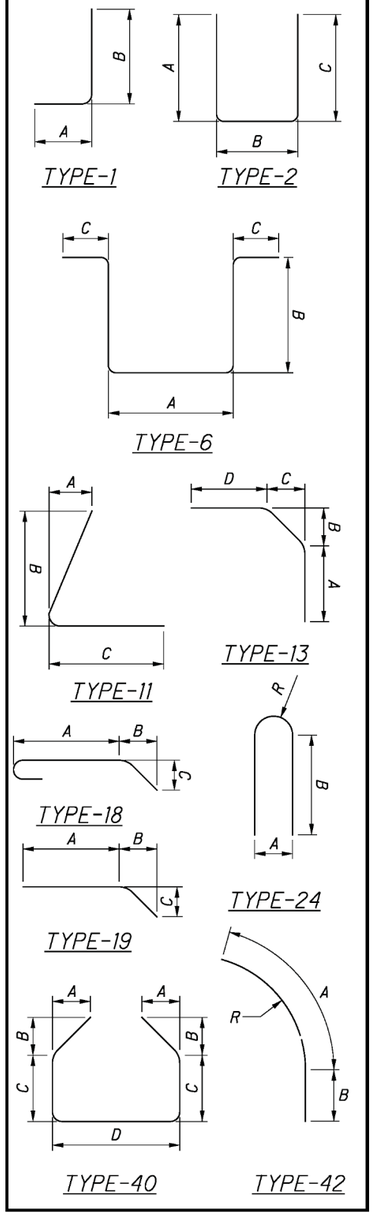
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SD858	2	1'-7"	8	STR							
TOT. FORWARD ABUT. DIAPHRAGMS			13,214								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 1L-1R DIAPHRAGMS											
SD403	119	15'-9"	1252	6	3'-3"	5'-7"	0'-10"				
SD404	24	13'-1"	210	24	0'-4"	6'-1 1/2"					
SD405	24	3'-8"	59	STR							
SD406	24	4'-5"	71	40	1'-4"	1'-4"	0'-10 1/2"	1'-10"			
SD601	66	7'-3"	719	STR							
SD607	96	9'-2"	1322	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-5 3/4"			
SD608	8	8'-11"	107	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-3"			
SD609	72	9'-5"	1018	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-9"			
SD610	54	7'-10"	635	STR							
SD611	6	6'-10"	62	STR							
SD612	6	7'-4"	66	STR							
TOTAL PIER 1L-1R DIAPHRAGMS			5520								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 2L-2R DIAPHRAGMS											
SD404	24	13'-1"	210	24	0'-4"	6'-1 1/2"					
SD405	24	3'-8"	59	STR							
SD406	24	4'-5"	71	40	1'-4"	1'-4"	0'-10 1/2"	1'-10"			
SD408	21	13'-10"	194	42	1'-4"	5'-7"	0'-10"				
SD409	53	16'-1"	569	6	3'-7"	5'-7"	0'-10"				
SD417	54	15'-8"	565	6	3'-2"	5'-7"	0'-10"				
SD613	54	7'-9"	629	STR							
SD614	42	8'-11"	562	STR							
SD615	24	4'-1"	147	STR							
SD616	6	8'-3"	74	STR							
SD618	36	7'-8"	415	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	3'-0"			
SD635	10	9'-4"	140	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-7 1/4"			
SD636	6	7'-6"	68	STR							
SD682	72	9'-5"	1018	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-8 1/4"			
SD808	80	10'-8"	2278	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	5'-11 7/8"			
TOTAL PIER 2L-2R DIAPHRAGMS			7000								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 3L-3R DIAPHRAGMS											
SD403	59	15'-9"	621	6	3'-3"	5'-7"	0'-10"				
SD404	22	13'-1"	192	24	0'-4"	6'-1 1/2"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10 1/2"	1'-10"			
SD410	79	16'-5"	866	6	3'-11"	5'-7"	0'-10"				
SD619	72	9'-6"	1027	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-9 1/2"			
SD620	8	8'-11"	107	13	3'-9 3/4"	0'-7 1/8"	0'-7 1/8"	4'-2 3/4"			
SD621	54	7'-11"	642	STR							
SD622	6	6'-9"	61	STR							
SD623	6	9'-3"	83	STR							
SD624	54	10'-3"	831	STR							

BAR BENDING DIAGRAMS



NOTES:

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2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12
REVISED
STRUCTURE FILE NUMBER 57007994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I-R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

225 / 229

1472
1565

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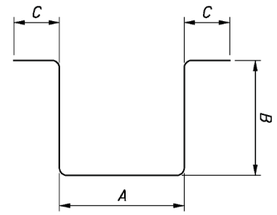
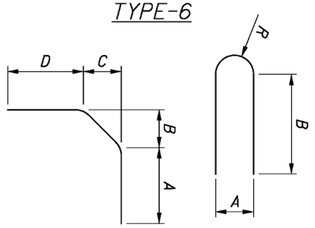
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 3L-3R DIAPHRAGMS (CONTINUED)											
SD810	90	11'-8"	2804	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-11¾"			
SD811	10	11'-2"	298	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5¾"			
TOTAL PIER 3L-3R DIAPHRAGMS			7,652								
PIER 4L-4R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD411	113	16'-11"	1277	6	4'-5"	5'-7"	0'-10"				
SD412	110	17'-1"	1255	6	4'-7"	5'-7"	0'-10"				
SD625	6	13'-8"	123	STR							
SD626	12	14'-2"	255	STR							
SD627	42	13'-2"	831	STR							
SD628	60	13'-0"	1172	STR							
SD812	12	13'-6"	433	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-8"			
SD813	24	13'-7"	870	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-11¼"			
SD815	84	13'-2"	2953	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-5½"			
SD816	120	13'-1"	4192	13	3'-9¾"	0'-7⅞"	0'-7⅞"	8'-4⅛"			
TOTAL PIER 4L-4R DIAPHRAGMS			13,672								
PIER 5L-5R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD411	97	16'-11"	1096	6	4'-5"	5'-7"	0'-10"				
SD419	92	16'-10"	1035	6	4'-4"	5'-7"	0'-10"				
SD629	18	11'-0"	297	STR							
SD630	42	11'-8"	736	STR							
SD631	6	10'-6"	95	STR							
SD632	36	11'-2"	604	STR							
SD633	6	10'-10"	98	STR							
SD634	12	11'-4"	204	STR							
SD817	36	12'-0"	1153	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-4½"			
SD818	84	12'-4"	2766	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-8"			
SD819	12	11'-9"	376	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-1¼"			
SD820	72	12'-1"	2323	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-5"			
SD821	12	11'-11"	382	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-3"			
SD822	24	12'-2"	780	13	3'-9¾"	0'-7⅞"	0'-7⅞"	7'-6¼"			
TOTAL PIER 5L-5R DIAPHRAGMS			12,256								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 6L-6R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	101	16'-7"	1119	6	4'-1"	5'-7"	0'-10"				
SD637	108	9'-1½"	1480	STR							
SD638	6	9'-0"	81	STR							
SD639	6	9'-10"	89	STR							
SD809	180	11'-1"	5327	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5"			
SD823	6	11'-5"	183	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-9"			
SD824	6	11'-0"	176	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-4¼"			
TOTAL PIER 6L-6R DIAPHRAGMS			8,766								
PIER 7L-7R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	99	16'-7"	1097	6	4'-1"	5'-7"	0'-10"				
SD637	54	9'-1½"	740	STR							
SD640	6	8'-9"	79	STR							
SD641	6	7'-10"	71	STR							
SD642	10	9'-6"	143	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-9½"			
SD643	54	8'-11"	723	STR							
SD809	90	11'-1"	2663	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5"			
SD825	90	11'-0"	2643	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-4"			
SD826	10	10'-11"	291	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3"			
TOTAL PIER 7L-7R DIAPHRAGMS			8761								
PIER 8L-8R DIAPHRAGMS											
SD404	22	13'-1"	192	24	0'-4"	6'-1½"					
SD405	22	3'-8"	54	STR							
SD406	22	4'-5"	65	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	50	16'-7"	554	6	4'-1"	5'-7"	0'-10"				
SD418	49	10'-9"	352	6	3'-10"	5'-7"	0'-10"				
SD643	54	8'-11"	723	STR							
SD644	54	8'-9"	710	STR							
SD645	6	9'-3"	83	STR							
SD646	6	7'-1"	64	STR							
SD647	10	10'-0"	150	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-4½"			
SD825	90	11'-0"	2643	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3½"			
SD827	90	10'-11"	2623	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3"			
SD828	10	11'-1"	296	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-5¼"			
TOTAL PIER 8L-8R DIAPHRAGMS			8510								

BAR BENDING DIAGRAMS



TYPE-6



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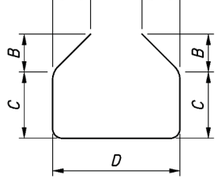

TYPE-40

NOTES:

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 57079947/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

226 / 229

1473
1565

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MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 9L-9R DIAPHRAGMS											
SD404	23	13'-1"	201	24	0'-4"	6'-1½"					
SD405	23	3'-8"	56	STR							
SD406	23	4'-5"	68	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	45	16'-7"	498	6	4'-1"	5'-7"	0'-10"				
SD415	10	13'-11"	93	30	0'-8"	1'-8½"	5'-7"	5'-7"			
SD418	50	16'-4"	546	6	3'-10"	5'-7"	0'-10"				
SD643	42	8'-11"	562	STR							
SD644	54	8'-9"	710	STR							
SD648	6	8'-2"	74	STR							
SD649	3	10'-1"	45	STR							
SD650	6	4'-7"	41	STR							
SD651	4	7'-9"	47	13	3'-9¾"	0'-7⅞"	0'-7⅞"	3'-1"			
SD667	20	9'-2"	275	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-6¼"			
SD683	12	7'-5"	134	STR							
SD825	70	11'-0"	2056	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-3¾"			
SD827	90	10'-11"	2623	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-2½"			
SD829	10	10'-7"	283	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-11¼"			
SD859	4	11'-7"	124	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-10½"			
TOTAL PIER 9L-9R DIAPHRAGMS			8,436								

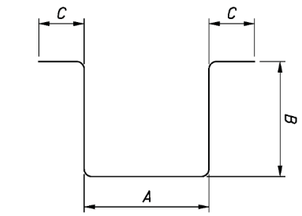
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 10L-10R DIAPHRAGMS											
SD404	23	13'-1"	201	24	0'-4"	6'-1½"					
SD405	23	3'-8"	56	STR							
SD406	23	4'-5"	68	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD414	55	16'-7"	609	6	4'-1"	5'-7"	0'-10"				
SD418	50	16'-4"	546	6	3'-10"	5'-7"	0'-10"				
SD653	120	8'-4½"	1510	STR							
SD654	6	8'-1"	73	STR							
SD830	200	10'-8"	5696	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-0"			
SD831	6	10'-6"	168	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-10½"			
TOTAL PIER 10L-10R DIAPHRAGMS			8,927								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 11L-11R DIAPHRAGMS											
SD404	23	13'-1"	201	24	0'-4"	6'-1½"					
SD405	23	3'-8"	56	STR							
SD406	23	4'-5"	68	40	1'-4"	1'-4"	0'-10½"	1'-10"			
SD418	105	16'-4"	1146	6	3'-10"	5'-7"	0'-10"				
SD655	6	8'-3"	74	STR							
SD656	120	8'-6"	1532	STR							
SD832	200	10'-9"	5741	13	3'-9¾"	0'-7⅞"	0'-7⅞"	6'-1"			
SD833	6	10'-7"	170	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-11½"			
TOTAL PIER 11L-11R DIAPHRAGMS			8,987								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
PIER 12L-12R DIAPHRAGMS											
SD413	177	9'-4"	1104	30	0'-8"	1'-2"	3'-7"	3'-7"			
SD416	110	14'-2"	1041	30	0'-8"	1'-8"	5'-9"	5'-9"			
SD657	30	7'-5"	334	STR							
SD658	20	9'-2"	275	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-6"			
SD659	20	10'-8"	320	13	3'-9¾"	0'-7⅞"	0'-7⅞"	5'-11½"			
SD660	30	8'-4"	376	STR							
SD661	66	7'-6"	743	STR							
SD662	44	9'-2"	606	13	3'-9¾"	0'-7⅞"	0'-7⅞"	4'-6"			
SD663	36	6'-5"	347	STR							
SD664	96	8'-0"	1154	STR							
SD665	64	6'-8"	641	13	1'-5¾"	0'-6⅜"	0'-6⅜"	4'-5½"			
SD666	4	6'-3"	38	13	1'-5¾"	0'-6⅜"	0'-6⅜"	4'-0½"			
SD668	6	6'-2"	56	STR							
SD669	24	6'-4"	228	13	1'-5¾"	0'-6⅜"	0'-6⅜"	4'-1¾"			
TOTAL PIER 12L-12R DIAPHRAGMS			7,262								

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE
SUPERSTRUCTURE				
S401	30568	30'-0"	612583	STR
	1 SER	12'-1"		
S402	OF	TO	580	STR
	35	37'-6"		
	1 SER	3'-7"		
S403	OF	TO	733	STR
	52	38'-7"		
	1 SER	3'-7"		
S404	OF	TO	453	STR
	40	30'-0"		
	1 SER	24'-0"		
S405	OF	TO	181	STR
	10	30'-0"		
	1 SER	10'-9"		
S406	OF	TO	476	STR
	49	18'-4"		
	1 SER	18'-6"		
S407	OF	TO	156	STR
	12	20'-3"		
	1 SER	20'-6"		
S408	OF	TO	703	STR
	44	27'-4"		
	1 SER	27'-6"		
S409	OF	TO	327	STR
	10	30'-0"		
	1 SER	10'-8"		
S410	OF	TO	1663	STR
	122	30'-0"		
	1 SER	16'-5"		
S411	OF	TO	1315	STR
	85	29'-11"		
	1 SER	2'-8"		
S412	OF	TO	143	STR
	38	8'-7"		

BAR BENDING DIAGRAMS



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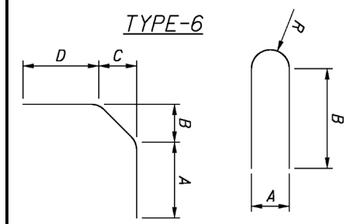

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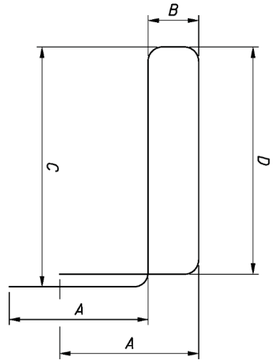

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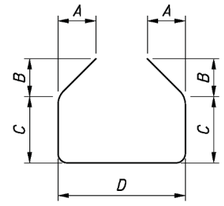

TYPE-40

NOTES:

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DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE

BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00
PID No. 77247

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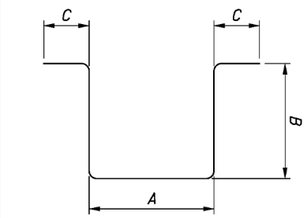
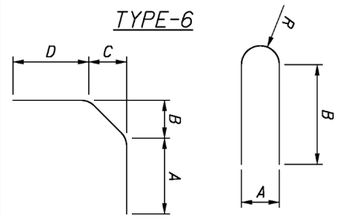
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
	1 SER	2'-10"									
S413	OF	TO	918	STR							
	84	29'-10"									
	1 SER	18'-7"									
S414	OF	TO	584	STR							
	36	29'-11"									
	1 SER	24'-1"									
S415	OF	TO	667	STR							
	37	29'-10"									
	1 SER	2'-7"									
S416	OF	TO	621	STR							
	93	17'-5"									
	1 SER	9'-3"									
S417	OF	TO	1705	STR							
	130	30'-0"									
	1 SER	16'-8"									
S418	OF	TO	1291	STR							
	83	29'-10"									
	1 SER	2'-7"									
S419	OF	TO	198	STR							
	47	10'-1"									
	1 SER	6'-3"									
S420	OF	TO	1010	STR							
	69	37'-6"									
	1 SER	9'-3"									
S421	OF	TO	891	STR							
	63	33'-1"									
	1 SER	6'-6"									
S422	OF	TO	1192	STR							
	84	36'-1"									
	1 SER	24'-0"									
S423	OF	TO	517	STR							
	27	33'-4"									
	1 SER	10'-10"									
S424	OF	TO	2619	STR							
	192	30'-1"									
	1 SER	10'-8"									
S425	OF	TO	2649	STR							
	195	30'-0"									
	1 SER	16'-5"									
S426	OF	TO	2190	STR							
	140	30'-5"									
	1 SER	3'-2"									
S427	OF	TO	214	STR							
	55	8'-7"									
	1 SER	6'-3"									
S428	OF	TO	1587	STR							
	132	29'-10"									
	1 SER	18'-7"									
S429	OF	TO	1355	STR							
	78	33'-5"									
	1 SER	24'-2"									
S430	OF	TO	1455	STR							
	78	31'-9"									

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
	1 SER	4'-6"									
S431	OF	TO	963	STR							
	132	17'-4"									
	1 SER	9'-3"									
S432	OF	TO	2838	STR							
	216	30'-0"									
	1 SER	16'-8"									
S433	OF	TO	2332	STR							
	148	30'-6"									
	1 SER	3'-3"									
S434	OF	TO	356	STR							
	80	10'-0"									
S435	24	21'-9"	349	STR							
S501	30050	30'-0"	940265	STR							
	2 SER	3'-7"									
S502	OF	TO	3929	STR							
	87	39'-9"									
	2 SER	13'-4"									
S503	OF	TO	3548	STR							
	64	39'-10"									
	2 SER	13'-5"									
S504	OF	TO	3560	STR							
	64	39'-11"									
S505	234	16'-2"	3946	STR							
S506	642	40'-0"	26784	STR							
S507	5180	36'-5"	196750	STR							
	2 SER	14'-4"									
S508	OF	TO	627	STR							
	12	35'-9"									
	2 SER	13'-11"									
S509	OF	TO	777	STR							
	14	39'-3"									
	2 SER	3'-10"									
S510	OF	TO	845	STR							
	12	38'-10"									
	2 SER	4'-11"									
S511	OF	TO	809	STR							
	18	38'-2"									
	2 SER	13'-3"									
S512	OF	TO	758	STR							
	14	38'-8"									
	2 SER	13'-9"									
S513	OF	TO	614	STR							
	12	35'-3"									
S514	262	38'-0"	10384	STR							
	2 SER	13'-7"									
S515	OF	TO	685	STR							
	13	36'-11"									
	2 SER	13'-2"									
S516	OF	TO	754	STR							
	14	38'6"									
	2 SER	5'-0"									
S517	OF	TO	808	STR							
	18	38'-1"									

BAR BENDING DIAGRAMS



TYPE-6



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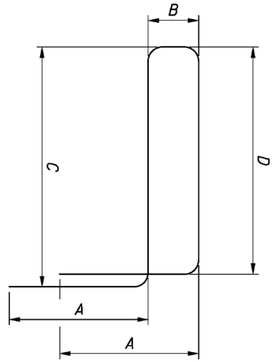
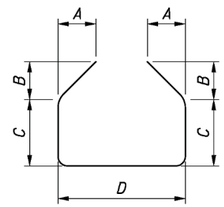


TYPE-30



TYPE-40

NOTES:

1. THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, AR501 BAR: AR: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
5: BAR SIZE DESIGNATION NO. 5
01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. R INDICATES INSIDE RADIUS, UNLESS OTHERWISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DESIGN AGENCY
TranSystems
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113

DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

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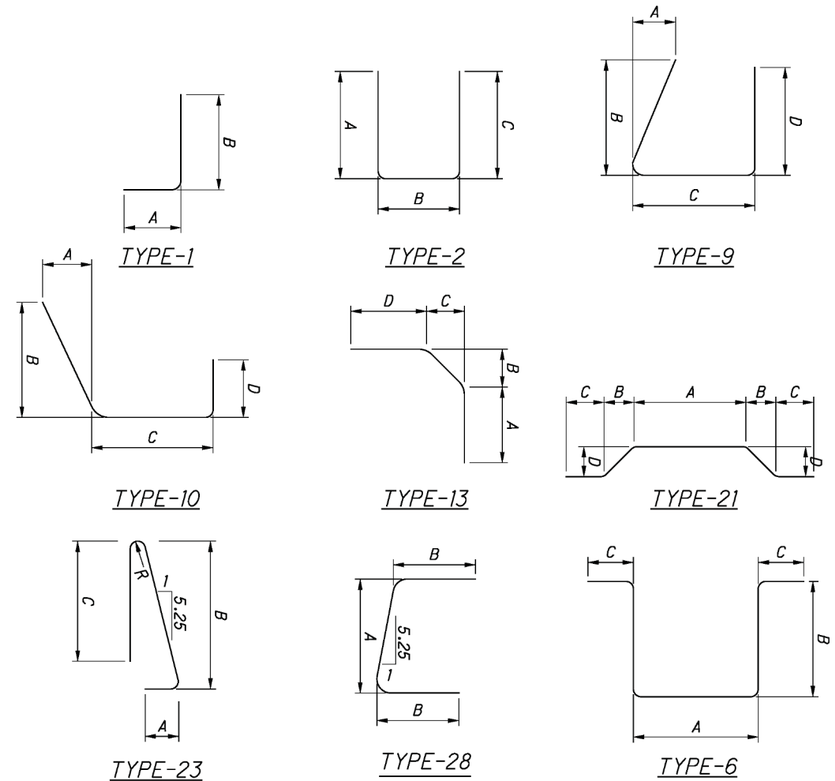
MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
	2 SER	3'-3"									
S518	OF	TO	1757	STR							
	39	39'-10"									
	2 SER	14'-0"									
S519	OF	TO	1575	STR							
	28	39'-11"									
	2 SER	14'-1"									
S520	OF	TO	1182	STR							
	23	35'-2"									
S521	4592	35'-8"	170824	STR							
S522	1312	16'-5"	22465	STR							
	2 SER	14'-11"									
S523	OF	TO	722	STR							
	13	38'-3"									
	2 SER	14'-7"									
S524	OF	TO	794	STR							
	14	39'-10"									
	2 SER	4'-6"									
S525	OF	TO	871	STR							
	19	39'-5"									
	2 SER	5'-0"									
S526	OF	TO	808	STR							
	18	38'-1"									
	2 SER	13'-2"									
S527	OF	TO	754	STR							
	14	38'-5"									
	2 SER	13'-7"									
S528	OF	TO	765	STR							
	14	38'-10"									
	2 SER	10'-6"									
S529	OF	TO	838	STR							
	16	39'-8"									
	2 SER	10'-2"									
S530	OF	TO	690	STR							
	14	35'-5"									
	2 SER	13'-7"									
S531	OF	TO	690	STR							
	17	38'-10"									
S532	6	24'-5"	153	STR							
S533	6	21'-5"	134	STR							
S534	8	12'-5"	104	STR							
S535	22	21'-9"	499	STR							
S536	6	6'-4"	40	STR							
S537	8	10'-4"	86	STR							
S538	6368	4'-6"	29888	STR							
S539	3411	7'-3"	25793	23	1'-1"	3'-2"	3'-0"			3"	
S540	64	9'-0"	602	9	0'-6"	3'-2"	2'-9 1/4"	3'-2"			
S541	64	3'-6"	234	2	0'-7"	2'-5 1/4"	0'-7"				
S542	96	7'-0"	699	21	1'-4"	1'-5 1/2"	0'-6"	1'-3"			
S543	64	3'-3"	216	STR							
S544	112	6'-6"	754	STR							
S545	22	7'-8"	176	10	0'-11"	4'-10"	1'-0"	2'-0"			
S546	22	5'-6"	126	13	2'-11"	1'-6"	0'-4"	1'-2"			
S547	4	10'-7"	44	STR							
S548	456	22'-2"	10543	STR							
S549	72	6'-6"	488	6	3'-8"	0'-8"	1'-0"				
S550	40	9'-0"	375	STR							

MARK	NUMBER TOTAL	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC
SUPERSTRUCTURE, CONT.											
S601	220	30'-0"	9913	STR							
S602	1	17'-1"	26	STR							
S603	1	22'-5"	34	STR							
S604	1	30'-10"	46	STR							
S605	3	22'-9"	103	STR							
S606	1	24'-9"	37	STR							
S607	1	28'-9"	43	STR							
S608	6368	4'-6"	43041	STR							
S609	6368	8'-7"	82097	9	8 1/4"	3'-7"	1'-3 1/2"	3'-9 1/2"			
S610	3411	3'-3"	16651	28	1'-4 3/4"	1'-0"					
S611	3411	2'-5"	12381	1	1'-1 1/4"	1'-4"					
S612	128	3'-3"	625	2	0'-9 1/2"	1'-9"	0'-9 1/2"				
S613	22	4'-4"	143	1	2'-3"	2'-3"					
S614	22	7'-5"	245	9	0'-7"	3'-0"	1'-8"	3'-0"			
S615	2	10'-7"	32	STR							
S616	28	10'-3"	431	STR							
S617	1050	22'-4"	35222	STR							
S701	16	4'-6"	147	STR							
S702	16	6'-6"	211	STR							
S801	12	1'-2"	37	STR							
S802	12	3'-6"	112	STR							
TOTAL SUPERSTRUCTURE			2320919								

BAR BENDING DIAGRAMS



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DESIGNED BFG | DRAWN BFG | CHECKED DMP | REVIEWED MSL | DATE 03/01/12 | REVISED | STRUCTURE FILE NUMBER 5707994/5708001

REINFORCING SCHEDULE
BRIDGE NO. MOT-75-1282 L/R
I.R. 75 OVER THE GREAT MIAMI RIVER

MOT-75-12.00 PID No. 77247

229/229

1476
1565

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