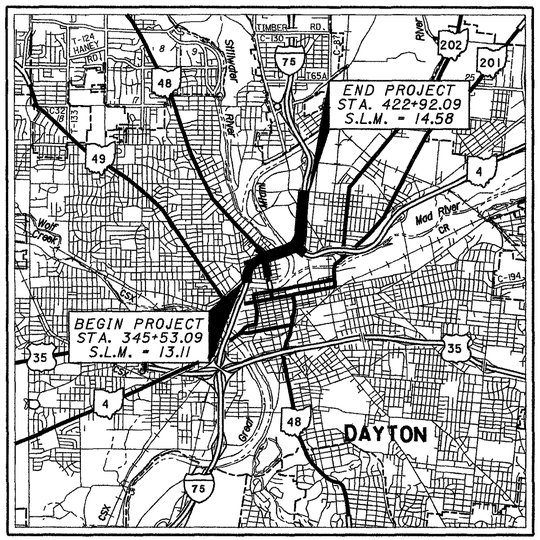

LOCATION MAP

LATITUDE: N 39° 46′ 15″ LONGITUDE: W 84° 11′ 30″

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

EARTH DISTURBED AREAS

PROJECT EARTH DISTURBED AREA	= 75.56 ACRES
ESTIMATED CONTRACTOR EARTH DISTURBED AREA	= 34.33 ACRES
NOTICE OF INTENT EARTH DISTURBED AREA	= 109.89 ACRES

DESIGN DESIGNATION
(SEE SHEET 2)

DESIGN EXCEPTIONS
(SEE SHEET 2)

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

PLAN PREPARED BY:
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OHIO 45402-1828
TEL: 937.228.4285
FAX: 937.228.7572

ENGINEERS SEAL:

STATE OF OHIO
DANIEL Y. BAAH
59881
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Daniel Baah
DATE: 3/22/07

STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-75-13.11
CITY OF DAYTON
MONTGOMERY COUNTY

INDEX OF SHEETS:

STANDARD CONSTRUCTION DRAWINGS
(SEE SHEET 2)

PROJECT DESCRIPTION

THE FIRST PHASE (PHASE IA) OF A 3-PHASE RECONSTRUCTION OF THE I-75 DAYTON SUBCORRIDOR TO PROVIDE THREE CONTINUOUS THROUGH LANES; INCREASE SPACING BETWEEN RAMPS; AND REMOVE LEFT-HAND ENTRANCE AND EXIT RAMPS, WHILE MAINTAINING LOCAL ACCESS. THIS IMPROVEMENT INVOLVES UPGRADING OF APPROXIMATELY 1.52 MILES OF URBAN INTERSTATE INCLUDING RECONSTRUCTION OF I-75/SR-48 (MAIN STREET) AND I-75/SR-4 INTERCHANGES; CONSTRUCTION OF ELEVEN HIGHWAY BRIDGES; AND RECONSTRUCTION OF APPROXIMATELY 0.53 MILES OF SIDE ROADS.

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.

2005 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 AS SHOWN ON SHEETS NO. 109-113, AND THAT THE PROVISIONS FOR 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 REVISED CODE OF OHIO, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

APPROVED Thomas R. Schommer
DATE 3/26/07 CITY OF DAYTON, DEPARTMENT OF WATER, SANITARY, & CITY OWNED AND OPERATED STORM

APPROVED Rex Dickey, P.E., P.S. / PRN
DATE 3-27-07 DISTRICT DEPUTY DIRECTOR

APPROVED James E. Bailey
DATE 6-8-07 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO. E040(793)

PID NO. 75927

CONSTRUCTION PROJECT NO. MOT-75-13.11

RAILROAD INVOLVEMENT NONE

MOT-75-13.11
070387 PID 75927
DIST 07 9/19/07

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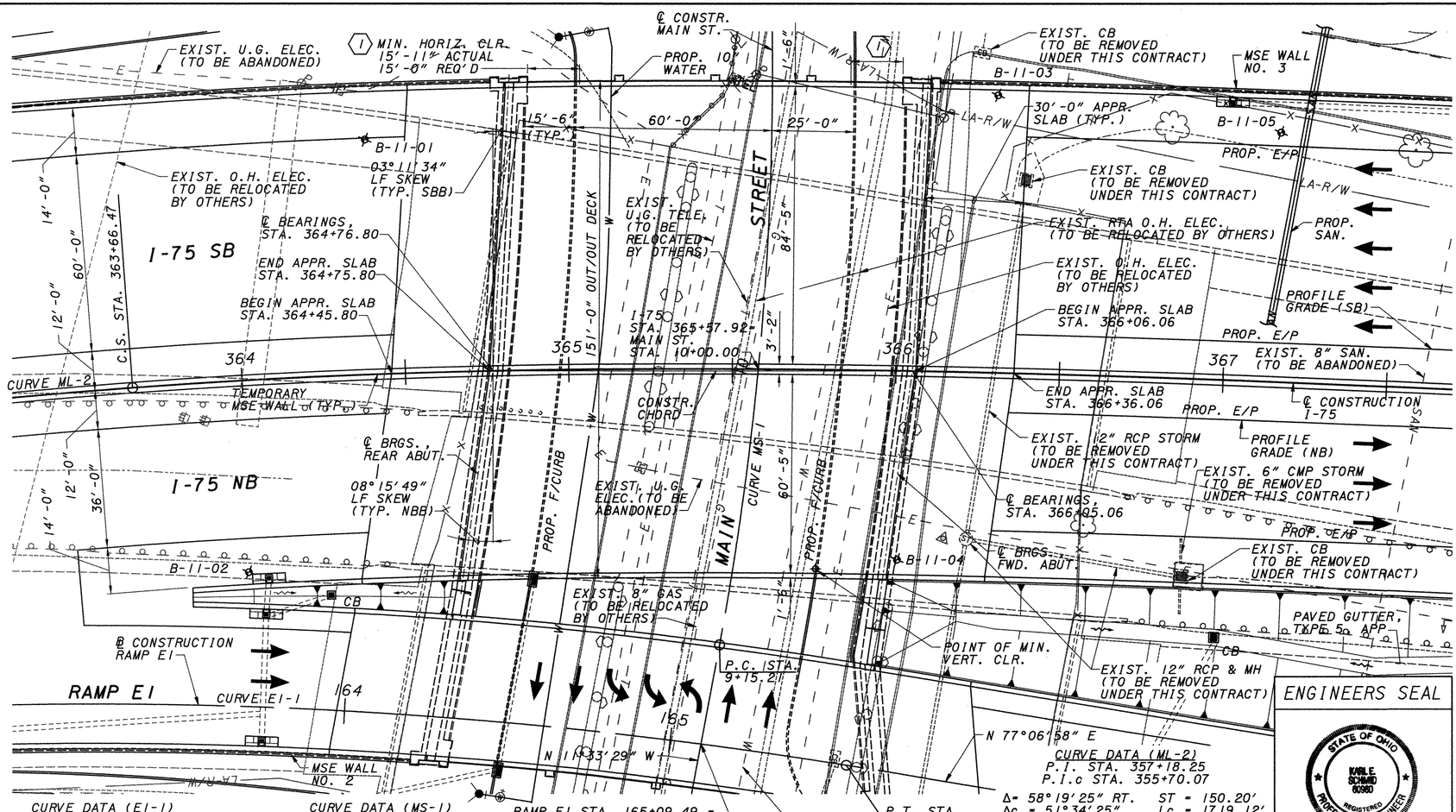
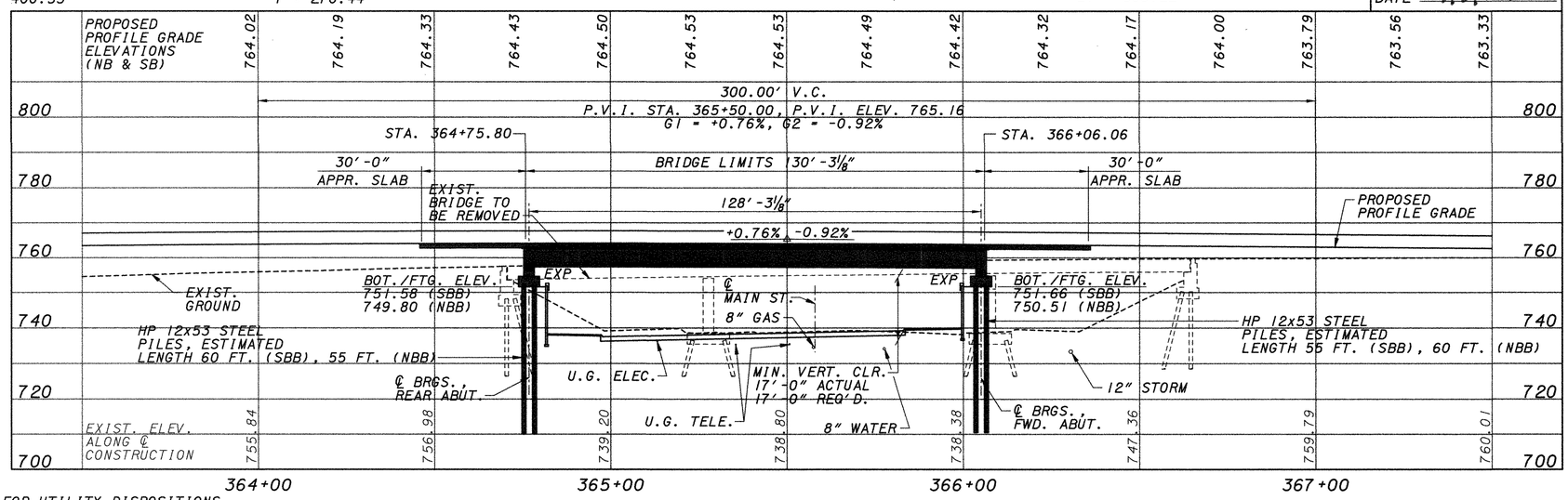




NOTE: FOR UTILITY DISPOSITIONS, SEE SITE PLAN THIS SHEET AND GENERAL PLAN (SHEET 2).

PROFILE ALONG PROFILE GRADE LINE, SOUTHBOUND I-75

BENCHMARKS

BM-13:
CHISELED SQUARE - BACK WALK ON SHAW AVE. AT BACK LINE OF METRO DOOR BLDG. EXTENDED.
STA 363+78.82, 259.10' LT., ELEV. 738.84
N 649506.14, E 1491954.06

BM-15:
CHISELED SQUARE - S.W. CORNER 1ST STEP AT N.W. CORNER OF CHRIST CATHEDRAL AT BEST ST.
STA. 367+40.34, 293.25' RT., ELEV. 740.38
N 649133.44, E 1492501.41

TRAFFIC DATA

CURRENT ADT (2005):	127,200
DESIGN ADT (2025):	148,500
CURRENT ADTT:	33,200

LEGEND:

◈ INDICATES BORING LOCATION
NBB = NORTHBOUND BRIDGE
SBB = SOUTHBOUND BRIDGE

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
2. SEE SHEET 5 FOR CURVED BRIDGE LAYOUT.
3. FOR LOCATIONS OF TEMPORARY MSE WALLS, SEE SHEET 2.

EXISTING STRUCTURE

TYPE: 3-SPAN CONTINUOUS ROLLED BEAMS WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURES

LENGTH OF SPAN: 55'-6" (±), 79'-0" (±), 55'-6" (±) C/C BEARINGS (SBB) 57'-10¾" (±), 82'-6¼" (±), 57'-9⅛" (±) C/C BEARINGS (NBB)

ROADWAY: VARIES 76'-4¾" (±) MIN. TO 84'-5" (±) MAX. TOE/TOE PARAPETS (SBB) VARIES 66'-11½" (±) MIN. TO 72'-0¾" (±) MAX. TOE/TOE PARAPETS (NBB)

DESIGN LOADING: CF 2000

SKEW ANGLE: NONE

WEARING SURFACE: 2" MICROSILICA MODIFIED CONCRETE OVERLAY

APPROACH SLABS: AS-1-54 (25'-0" (±) LONG)

ALIGNMENT: HORIZONTALLY CURVED

STRUCTURE FILE NUMBER: 5708257 (SBB) 5708281 (NBB)

DATE BUILT: 1965

DATE REHABILITATED: 1999

PROPOSED STRUCTURE

TYPE: SINGLE SPAN COMPOSITE PRESTRESSED CONCRETE I-BEAMS WITH REINFORCED CONCRETE DECK AND SEMI-INTEGRAL ABUTMENTS ON MSE WALLS

LENGTH OF SPAN: 128'-3⅛" C/C BEARINGS MEASURED ALONG ℄ CONSTRUCTION

ROADWAY: 84'-5" TOE/TOE PARAPETS (SBB) 60'-5" TOE/TOE PARAPETS (NBB)

SIDEWALK: NONE

DESIGN LOADING: HS25 AND THE ALTERNATE MILITARY LOADING, FWS = 60 PSF

SKEW ANGLE: 03°11'34" LF (REAR ABUT. - SBB), 08°15'49" LF (REAR ABUT. - NBB), 03°11'34" LF (FWD. ABUT. - SBB), 08°15'49" LF (FWD. ABUT. - NBB) MEASURED FROM THE CONSTRUCTION CHORD

WEARING SURFACE: 1" MONOLITHIC CONCRETE

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

ALIGNMENT: SPIRAL

SUPERELEVATION: VARIES, 0.043 FT/FT MAX.

LATITUDE: N 39°46'14"

LONGITUDE: W 84°11'41"

ENGINEERS SEAL

STATE OF OHIO · KARLE SCHMID · 60960 · REGISTERED PROFESSIONAL ENGINEER

SIGNED Karl S. Schmid
DATE 3/5/2007

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

MONTGOMERY COUNTY
STA. 364+75.80 TO STA. 366+06.06

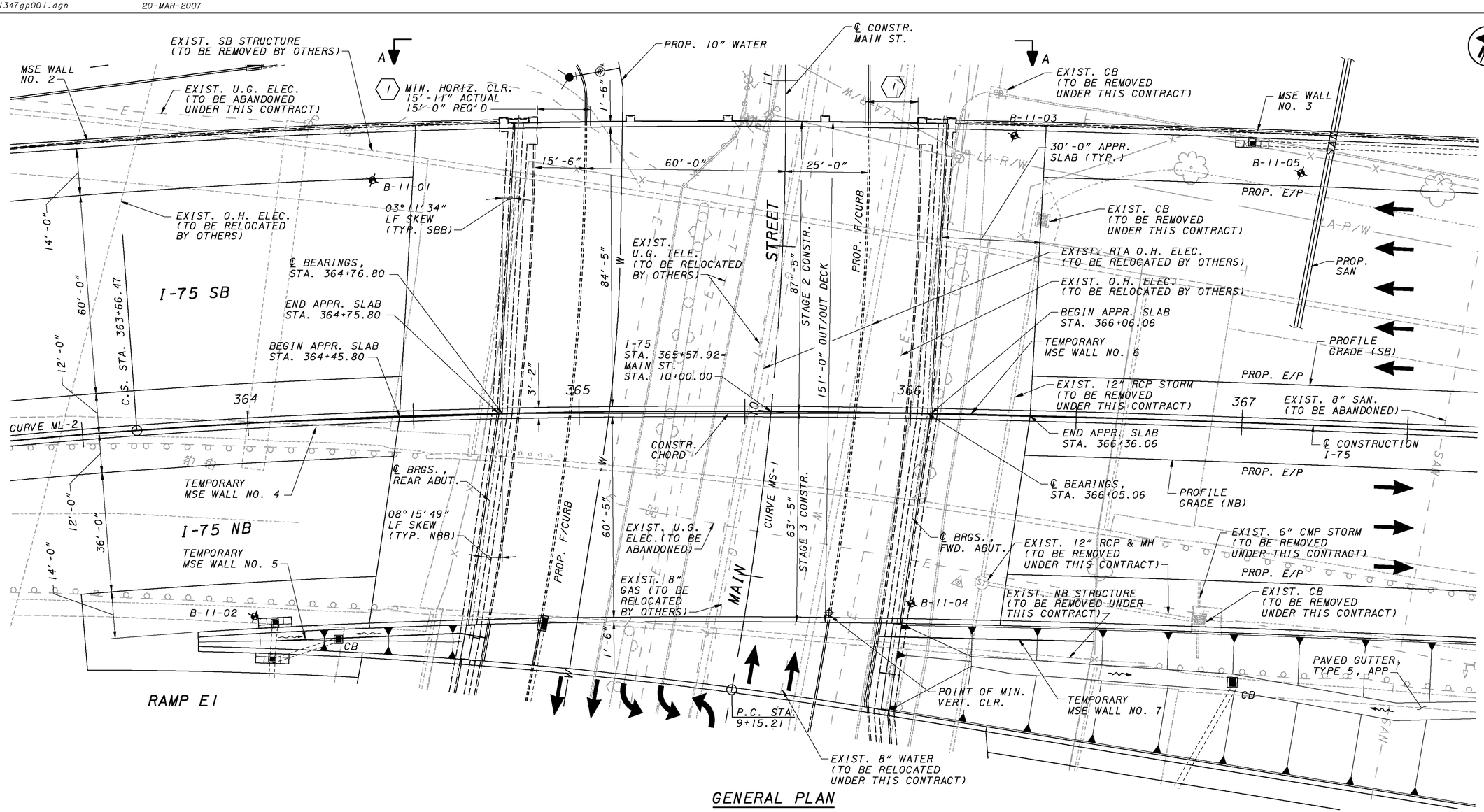
SITE PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

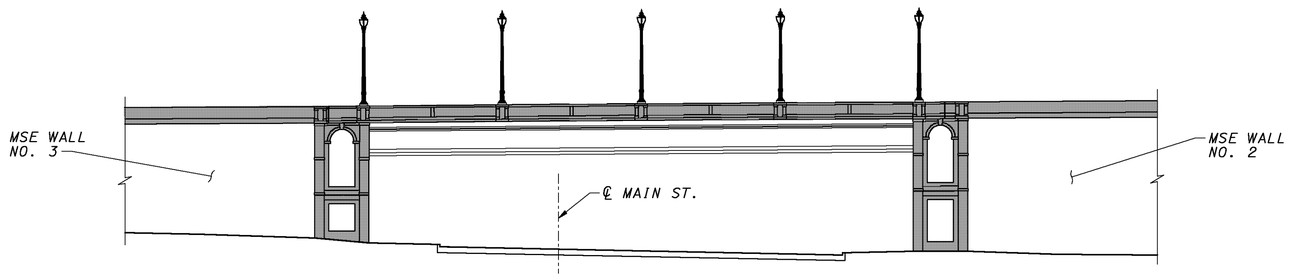
1 / 54

1263
1811

075_1347gp001.dgn 20-MAR-2007



GENERAL PLAN



GENERAL ELEVATION A-A

(LOOKING SOUTH)

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

GENERAL PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

2 / 54

1264
1811

GENERAL NOTES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81	REVISED	07-19-02
PCB-91	REVISED	07-19-02
PSID-1-99	REVISED	07-18-03
SBR-1-99	REVISED	07-19-02
SICD-1-96	REVISED	07-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

898	REVISED	07-16-04

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

DESIGN LOADING: HS25 AND THE ALTERNATE MILITARY LOADING.
FUTURE WEARING SURFACE (FWS) OF 60 PSF.

DESIGN DATA:
CONCRETE CLASS QC/QA QSC2, FOR SUPERSTRUCTURE - COMPRESSIVE STRENGTH 4500 PSI (DECK, DIAPHRAGMS AND PARAPETS)
CONCRETE CLASS QC/QA QSC1, FOR SUBSTRUCTURE - COMPRESSIVE STRENGTH 4000 PSI (SEMI-INTEGRAL ABUTMENTS AND WINGWALLS)
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
PRESTRESSING STRAND -
AREA = 0.167 SQ. IN.
ULTIMATE STRENGTH = 270.0 KSI
INITIAL STRESS = 202.5 KSI (LOW RELAXATION STRANDS)

DECK PROTECTION METHOD: EPOXY COATED REINFORCING STEEL AND 2½" CONCRETE COVER.

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

UTILITY LINES: THE UTILITIES SHALL BEAR ALL EXPENSE INVOLVED IN RELOCATING AFFECTED UTILITY LINES. THE CONTRACTOR AND UTILITIES 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 AND 105.02.

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.

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

ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN:
REMOVAL OF EXISTING STRUCTURE: WHEN NO LONGER NEEDED TO MAINTAIN TRAFFIC, THE EXISTING STRUCTURE SHALL BE REMOVED. THE WORK SHALL BE IN ACCORDANCE WITH ITEM 202 REQUIREMENTS, EXCEPT THAT THE EXISTING PIERS INCLUDING THE PIER FOOTINGS AND EXISTING CONCRETE SLOPE PROTECTION SHALL BE REMOVED IN THEIR ENTIRETY. THE EXISTING ABUTMENTS SHALL BE REMOVED ACCORDING TO CMS SECTION 202.03.

THE EXISTING I-75 BRIDGES OVER MAIN STREET SUPPORT ACTIVE GREATER DAYTON RTA OVERHEAD ELECTRIC TROLLEY LINES OVER THE NORTHBOUND AND SOUTHBOUND LANES. THE EXISTING ELECTRIC TROLLEY LINES ARE TO REMAIN IN SERVICE WEEKDAYS DURING DEMOLITION OF THE EXISTING BRIDGES.

DEMOLITION OF THE EXISTING BRIDGE SPANS OVER THE RTA LINES SHALL OCCUR ONLY WHILE THE RTA LINES ARE DE-ENERGIZED, WHICH IS RESTRICTED TO THE FOLLOWING DAYS AND TIMES:
MONDAY THROUGH FRIDAY 12:00 A.M. TO 5:00 A.M.
SATURDAY AND SUNDAY ALL DAY

ALL OTHER WORK RESTRICTIONS AND REQUIREMENTS LISTED IN THE MOT AND PROJECT PLANS REMAIN IN EFFECT. THE DAYS AND TIMES ALLOWED FOR RTA ELECTRIC TROLLEY SHUTDOWN ARE IN ADDITION TO ALL OTHER PROJECT REQUIREMENTS.

FOR THE SEQUENCE OF RELOCATION OF THE RTA ELECTRIC TROLLEY LINES, SEE THE UTILITY GENERAL NOTES ON SHEET 1046 OF 1811.

THE GREATER DAYTON RTA SHALL BE NOTIFIED 60 DAYS PRIOR TO COMMENCING EACH STAGE OF DEMOLITION ON THE EXISTING BRIDGES. THE GREATER DAYTON RTA SHALL BE NOTIFIED A MINIMUM OF 24 HOURS PRIOR TO EACH REQUEST FOR SHUTDOWN OF POWER TO THE ELECTRIC TROLLEY LINES.

RTA CONTACT: RANDY FOGLE
GREATER DAYTON REGIONAL TRANSIT AUTHORITY
ELECTRICAL DISTRIBUTION MANAGER
OFFICE: 937-425-8531
CELL: 937-478-6303

ITEM 202, REMOVAL MISC.: PILE REMOVED:
A QUANTITY OF PILE REMOVAL HAS BEEN INCLUDED UNDER THE "GENERAL" HEADING FOR USE AS DIRECTED BY THE ENGINEER TO REMOVE PILES THAT CONFLICT WITH UNDERGROUND OBSTRUCTIONS (EXISTING BRIDGE PILES). REMOVE PILES AND REUSE AS DIRECTED BY THE ENGINEER. CUT OFF AND DISCARD DAMAGED PORTIONS OF THE PILE PRIOR TO REUSE.

PILE DESIGN LOADS (ULTIMATE BEARING VALUE):
THE ULTIMATE BEARING VALUE IS 140 TONS PER PILE FOR THE REAR AND FORWARD ABUTMENT PILES.

SOUTHBOUND BRIDGE REAR ABUTMENT PILES:
33 HP 12x53 PILES, 65 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEM
SOUTHBOUND BRIDGE FORWARD ABUTMENT PILES:
35 HP 12x53 PILES, 60 FEET LONG, ORDER LENGTH
NORTHBOUND BRIDGE REAR ABUTMENT PILES:
26 HP 12x53 PILES, 60 FEET LONG, ORDER LENGTH
NORTHBOUND FORWARD ABUTMENT PILES:
27 HP 12x53 PILES, 65 FEET LONG, ORDER LENGTH

ITEM 503, COFFERDAMS, CRIBS, AND SHEETING, AS PER PLAN: THIS WORK SHALL CONSIST OF TEMPORARY SHEET PILING AT THE REAR ABUTMENT OF THE EXISTING I-75 NORTHBOUND BRIDGE REQUIRED TO REMOVE THE EXISTING BRIDGE IN STAGES. THE WORK SHALL BE IN ACCORDANCE WITH ITEM 503, EXCEPT THAT STEEL SHEET PILING SATISFYING THE MINIMUM SECTION AND MATERIAL PROPERTIES LISTED BELOW SHALL BE USED.

MINIMUM SECTION MODULUS: 22 IN^3/FT
MINIMUM MOMENT OF INERTIA: 132 IN^4/FT
STRUCTURAL STEEL: ASTM A709
MINIMUM YIELD STRENGTH: 50,000 PSI
MINIMUM EMBEDMENT LENGTH: 11'-0"
MAXIMUM RETAINED HEIGHT: 11'-0"

ITEM 507, STEEL PILES HP 12x53, FURNISHED, AS PER PLAN:
FURNISH PILES CONFORMING TO ASTM A709, GRADE 50 (A572) OR 50W (A588). AN ADDITIONAL QUANTITY OF PILE MATERIAL HAS BEEN INCLUDED UNDER THE "GENERAL" HEADING FOR USE AS DIRECTED BY THE ENGINEER TO REPLACE PILES THAT CONFLICT WITH UNDERGROUND OBSTRUCTIONS (EXISTING BRIDGE PILES) AND ARE ABANDONED. PILES THAT ARE PREVENTED FROM REACHING THE MINIMUM PILE TIP ELEVATIONS SPECIFIED ON THE PLANS MAY BE ACCEPTED, ABANDONED, OR REMOVED AND RE-DRIVEN, AT THE DIRECTION OF THE ENGINEER. THE QUANTITY OF PILE MATERIAL FURNISHED UNDER THE "GENERAL" HEADING SHALL BE DETERMINED BY THE ENGINEER BASED ON ACTUAL DRIVING CONDITIONS.

ITEM 507, STEEL PILES, HP 12 x 53, DRIVEN, AS PER PLAN:
THE CONTRACTOR SHALL DRIVE THE ABUTMENT PILES BEFORE THE MSE ABUTMENT RETAINING WALLS ARE CONSTRUCTED. COMPLETE EXISTING STRUCTURE REMOVAL AND PREPARE MSE WALL SUBGRADE PRIOR TO DRIVING PILES. RELOCATE PILES AS NECESSARY TO AVOID CONFLICTS WITH EXISTING PILES TO REMAIN, BUT MAINTAIN EDGE DISTANCE TO FOOTING SHOWN ON PLANS. DRIVE PILES TO REQUIRED ULTIMATE BEARING VALUES. ALL PILE SPLICES MUST BE INSPECTED AFTER BEING DRIVEN A MINIMUM OF 150 BLOWS, AS SPECIFIED IN CMS 507.09. DO NOT SPLICE ADDITIONAL PILE LENGTH AFTER DRIVING HAS BEEN COMPLETED. INSTALL SLEEVES CENTERED ON DRIVEN PILES AND THEN CONSTRUCT MSE WALLS.

AFTER MSE WALLS HAVE BEEN CONSTRUCTED TO BOTTOM OF ABUTMENT FOOTING ELEVATION AND MONITORED SETTLEMENT RATES SATISFY THE REQUIREMENTS GIVEN IN THE MSE WALL PLANS ON SHEET 793 OF 1811, RESTRIKE ALL PILES WITH 20 BLOWS OF THE HAMMER OR UNTIL THE PILE IS DRIVEN TWO INCHES, WHICHEVER OCCURS FIRST. USE THE SAME PILE HAMMER AND FUEL SETTING (IF APPLICABLE) AS UTILIZED FOR INITIAL DRIVING. RESTRIKES REQUIRED BY THIS NOTE SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 507, STEEL PILES, HP 12 X 53, DRIVEN, AS PER PLAN.

AN ADDITIONAL QUANTITY OF PILE DRIVING HAS BEEN INCLUDED UNDER THE "GENERAL" HEADING FOR USE AS DIRECTED BY THE ENGINEER TO REPLACE PILES THAT CONFLICT WITH UNDERGROUND OBSTRUCTIONS (EXISTING BRIDGE PILES) AND ARE EITHER REMOVED OR ABANDONED.

ALL ABUTMENT PILES SHALL BE DRIVEN TO A MINIMUM PILE TIP ELEVATION OF ELEV. 715.00, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

ITEM 507, PILING, MISC.: PILE SPLICES FOR HP 12 X 53 STEEL PILES: AN ALLOWANCE FOR PILE SPLICES HAS BEEN INCLUDED IN THE ESTIMATED QUANTITIES TO LENGTHEN PILES BEYOND THE ORDER LENGTH SHOWN ON THE PLANS, FOR USE WHERE NECESSARY AND AS DIRECTED BY THE ENGINEER. CONSTRUCT PILE SPLICES ACCORDING TO CMS 507.09. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE PER EACH PILE SPLICE. THE DEPARTMENT WILL NOT PAY FOR PILES SPLICES MADE WITHIN THE PILE ORDER LENGTHS SHOWN ON THE PLANS.

ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE):
USE THE FOLLOWING FINISH COAT COLORS:
FASCIA BEAMS: BROWNISH RED, FS-595B-12160
ABUTMENTS AND PARAPETS: TAN, FS-595B-33690
MEDIAN BARRIERS: LIGHT NEUTRAL, FS-595B-17778

ITEM 515, DRAPED STRAND CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN: FOR PRESTRESSED CONCRETE I-BEAM REQUIREMENTS, SEE SHEETS 28-29.

THE EXISTING I-75 BRIDGES OVER MAIN STREET SUPPORT ACTIVE GREATER DAYTON RTA OVERHEAD ELECTRIC TROLLEY LINES OVER THE NORTHBOUND AND SOUTHBOUND LANES. THE EXISTING ELECTRIC TROLLEY LINES ARE TO REMAIN IN SERVICE WEEKDAYS DURING CONSTRUCTION OF THE PROPOSED REPLACEMENT BRIDGE.

ERECTION OF BRIDGE BEAMS OVER THE RTA LINES SHALL OCCUR ONLY WHILE THE RTA LINES ARE DE-ENERGIZED, WHICH IS RESTRICTED TO THE FOLLOWING DAYS AND TIMES:
MONDAY THROUGH FRIDAY 12:00 A.M. TO 5:00 A.M.
SATURDAY AND SUNDAY ALL DAY

ALL OTHER WORK RESTRICTIONS AND REQUIREMENTS LISTED IN THE MOT AND PROJECT PLANS REMAIN IN EFFECT. THE DAYS AND TIMES ALLOWED FOR RTA ELECTRIC TROLLEY SHUTDOWN ARE IN ADDITION TO ALL OTHER PROJECT REQUIREMENTS.

FOR THE SEQUENCE OF RELOCATION OF THE RTA ELECTRIC TROLLEY LINES, SEE THE UTILITY GENERAL NOTES ON SHEET 1046 OF 1811.

THE GREATER DAYTON RTA SHALL BE NOTIFIED 60 DAYS PRIOR TO COMMENCING EACH STAGE OF BEAM ERECTION ON THE PROPOSED BRIDGE. THE GREATER DAYTON RTA SHALL BE NOTIFIED A MINIMUM OF 24 HOURS PRIOR TO EACH REQUEST FOR SHUTDOWN OF POWER TO THE ELECTRIC TROLLEY LINES.

RTA CONTACT: RANDY FOGLE
GREATER DAYTON REGIONAL TRANSIT AUTHORITY
ELECTRICAL DISTRIBUTION MANAGER
OFFICE: 937-425-8531
CELL: 937-478-6303
FAX: 937-425-8681

ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN: FOR INTERMEDIATE DIAPHRAGM REQUIREMENTS, SEE SHEETS 28-29.

ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN: FOR BEARING REQUIREMENTS, SEE SHEET 32.

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 1¼" x #10 GAGE (LENGTH x SHANK DIAMETER) GALVANIZED BUTTON HEAD SPIKES THROUGH A 1" OUTSIDE DIAMETER, #10 GAGE GALVANIZED WASHER. MAXIMUM FASTENER SPACING IS 9". 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", (±), 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", (±), FROM THE VERTICAL EDGE OF THE NEOPRENE STRIP NEAREST TO THE CENTERLINE OF THE ROADWAY. FOR VERTICAL JOINTS, INSTALL 2 ADDITIONAL FASTENERS AT 6", 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'-0" IN LENGTH, OR 6" 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 GOODYEAR TIRE AND RUBBER COMPANY, OR AN APPROVED ALTERNATE. THE NEOPRENE SHEETING SHALL CONFORM TO THE FOLLOWING:

DESCRIPTION OF TEST	ASTM METHOD	REQUIREMENT
THICKNESS, INCHES	D 751	0.094 ± 0.01
BREAKING STRENGTH, GRAB, LBS, MINIMUM (LONG. x TRANS.)	D 751	700 x 700
ADHESIVE STRIP, 1" WIDE x 2" LONG, LBS MINIMUM	D 751	9
BURST STRENGTH, PSI MINIMUM	D 751	1400
HEAT AGING, 70 HRS., 212°F, 180° BEND W/O CRACKING	D 2136	NO CRACKING OF COATING
LOW TEMP. BRITTLENESS, 1 HR., -40°F, BEND AROUND ¼" MANDREL	D 2136	NO CRACKING OF COATING

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

(GENERAL NOTES CONTINUED ON SHEET 4)

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5706338	

GENERAL NOTES
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

GENERAL NOTES - CONTINUED

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRIE FOR ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN.

ITEM 898, OC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN: THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED 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 (APPROACH SLAB) 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, PARAPETS, REINFORCING STEEL, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, WATERPROOFING, AND SEALING OF APPROACH SLAB PARAPET AND MEDIAN BARRIER CONCRETE SURFACES. 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 FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS. PARAPETS AND MEDIAN BARRIERS ON THE APPROACH SLABS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEETS 48 AND 49 AND INCLUDED WITH ITEM 898 FOR PAYMENT.

ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE, AS PER PLAN: PLACE THE ABUTMENT DIAPHRAGM CONCRETE CONCURRENTLY WITH THE DECK CONCRETE. USE A RETARDER, 705.12, TO ENSURE THAT THE DECK CONCRETE IS PLACED BEFORE THE FIRST DIAPHRAGM HAS REACHED ITS INITIAL SET.

ITEM 898 - QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN: THE UNREINFORCED CONCRETE SLAB BETWEEN THE ABUTMENT FOOTING AND THE MSE RETAINING WALL, INCLUDING THE 705.04 JOINT SEALER, SHALL BE INCLUDED IN ITEM 898, QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE, AS PER PLAN FOR PAYMENT. JOINTS IN THE UNREINFORCED CONCRETE SLAB SHALL BE IN ACCORDANCE WITH CMS SECTION 601.10.

ITEM SPECIAL - STRUCTURE, MISC.: DECORATIVE LIGHT BLISTER: CUSTOM FORM LINERS IN ACCORDANCE WITH 508.03 SHALL BE FABRICATED TO PRODUCE THE DECORATIVE LIGHT BLISTERS ON THE RIGHT PARAPET AND APPROACH SLABS.

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE STRUCTURE, MISC., DECORATIVE LIGHT BLISTERS BY THE NUMBER OF EACH CONSTRUCTED. THE DEPARTMENT WILL NOT MEASURE INTERMEDIATE AESTHETIC BLOCKS, PARAPET CAP, OR OTHER PARAPET ARCHITECTURAL DETAILS FOR PAYMENT.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR FALSEWORK, STRUCTURAL FORMWORK, AND FURNISHING, PLACING, CONSOLIDATING, FINISHING, AND CURING PORTLAND CEMENT CONCRETE SEPARATELY. PAYMENT FOR ITEM SPECIAL, STRUCTURE, MISC.: DECORATIVE LIGHT BLISTERS INCLUDES ALL FORMWORK AND LABOR REQUIRED TO PRODUCE THE DECORATIVE LIGHT BLISTERS SHOWN ON THE PLANS. PAYMENT FOR INTERMEDIATE AESTHETIC BLOCKS, PARAPET CAP, AND OTHER PARAPET ARCHITECTURAL DETAILS IS CONSIDERED INCIDENTAL TO AND INCLUDED WITH ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET) FOR PAYMENT.

ESTIMATED QUANTITIES

BRIDGE MOT-75-1347 — CALCULATED BY: EKM DATED: 06/06 — CHECKED BY: JTC DATED: 10/06

FUNDING TE	FUNDING IM	ITEM	ITEM EXT.	GRAND TOTAL	UNIT	DESCRIPTION	SUPER.	ABUT.	GEN.	AS PER PLAN SHEET REF.
	LUMP	202	11003	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN			LUMP	3
	831	202	22900	831	SQ YD	APPROACH SLAB REMOVED			831	
	8	202	98100	8	EACH	REMOVAL MISC.: PILE REMOVED			8	
	LUMP	503	11101	LUMP		COFFERDAMS, CRIBS, AND SHEETING, AS PER PLAN			LUMP	3
	LUMP	505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION			LUMP	
	7938	507	00201	7938	FT	STEEL PILES, HP 12 x 53, FURNISHED, AS PER PLAN		7560	378	3
	7303	507	00251	7303	FT	STEEL PILES, HP 12 x 53, DRIVEN, AS PER PLAN		6955	348	3
	12	507	98010	12	EACH	PILING, MISC.: PILE SPLICES FOR HP 12 X 53 STEEL PILES		12		3
	161544	509	10000	161544	POUND	EPOXY COATED REINFORCING STEEL	135604	25940		
	1436	512	10100	1436	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	867	569		
	145	512	33000	145	SQ YD	TYPE 2 WATERPROOFING		145		
	24	515	15051	24	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3,	24			3
						TYPE 4 MOD. (72"), AS PER PLAN				
	66	515	20001	66	EACH	INTERMEDIATE DIAPHRAMS, AS PER PLAN	66			3
	82	516	13200	82	SQ FT	½" PREFORMED EXPANSION JOINT FILLER		82		
	312	516	13400	312	SQ FT	¾" PREFORMED EXPANSION JOINT FILLER		312		
	96	516	13600	96	SQ FT	1" PREFORMED EXPANSION JOINT FILLER		96		
	86	516	13900	86	SQ FT	2" PREFORMED EXPANSION JOINT FILLER		86		
	362	516	14021	362	FT	SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN		362		3
	48	516	44201	48	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE)		48		3
						(1'-0" x 3¼" x 1'-7" PAD WITH 1'-1" x 2" x 1'-8" STEEL LOAD PLATE), AS PER PLAN				
	221	518	21200	221	CU YD	POROUS BACKFILL WITH FILTER FABRIC		221		
	321	518	40000	321	FT	6" PERFORATED CORRUGATED PLASTIC PIPE		321		
	5	518	40010	5	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS		5		
	1	523	20000	1	EACH	DYNAMIC LOAD TESTING		1		
7		SPECIAL	53000400	7	EACH	STRUCTURE, MISC.: DECORATIVE LIGHT BLISTER	7			4
	618	898	10201	618	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN	618			4
	1007	898	10709	1007	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), 17", AS PER PLAN			1007	4
	92	898	11000	92	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)	92			
	190	898	11101	190	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE, AS PER PLAN	190			4
	368	898	20161	368	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN		368		4

ABBREVIATIONS

THE FOLLOWING ABBREVIATIONS HAVE BEEN USED THROUGHOUT THESE PLANS:

& = AND
@ = AT
AASHTO = AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
ABUT. = ABUTMENT
ADT = AVERAGE DAILY TRAFFIC
ADTT = AVERAGE DAILY TRUCK TRAFFIC
A.P.P. = AS PER PLAN
APPR. = APPROACH
A.S. = APPROACH SLAB
ASTM = AMERICAN SOCIETY OF TESTING AND MATERIALS

BOT. = BOTTOM
BOT./FTG. = BOTTOM OF FOOTING
BRGS. = BEARINGS
B/W /BTWN. = BETWEEN

℄ = CENTERLINE
CB = CATCH BASIN
C/C = CENTER TO CENTER
CIP = CAST-IN-PLACE
CJ = CONSTRUCTION JOINT
CLR. = CLEAR
CMP = CORRUGATED METAL PIPE
CMS = CONSTRUCTION AND MATERIAL SPECIFICATIONS
CONC. = CONCRETE
CONN. = CONNECTION
CONSTR. = CONSTRUCTION
CPP = CORRUGATED PLASTIC PIPE
C.S. = CURVE TO SPIRAL POINT
CU = CUBIC

DEFL. = DEFLECTION
ø/DIA. = DIAMETER
DL = DEAD LOAD
DWG. = DRAWING

E = EAST
EB = EASTBOUND
EF = EACH FACE
EL./ELEV. = ELEVATION
E/P = EDGE OF PAVEMENT
EQ. = EQUAL
EXIST. = EXISTING
EXP. = EXPANSION
F = FARENHEIT
F/CURB = FACE OF CURB
FF = FAR FACE
F/F = FACE TO FACE
ELEC. = ELECTRIC
FT. = FEET
FTG. = FOOTING
FWD. = FORWARD
FWS = FUTURE WEARING SURFACE

GEN. = GENERAL
GR = GUARDRAIL

HORIZ. = HORIZONTAL
HPC = HIGH PERFORMANCE CONCRETE
HR = HOUR

' = FEET
" = INCHES
INC. = INCREMENT

KSI = KIPS PER SQUARE INCH
LBS = POUNDS
LF = LEFT FORWARD
LL = LIVE LOAD
LONG. = LONGITUDINAL
LT. = LEFT

MAX. = MAXIMUM
M.C. = MECHANICAL CONNECTOR
MH = MANHOLE
MIN. = MINIMUM
MISC. = MISCELLANEOUS
M.O.T. = MAINTENANCE OF TRAFFIC
MSE = MECHANICALLY STABILIZED EMBANKMENT

N = NORTH
NB = NORTHBOUND
NBB = NORTHBOUND BRIDGE
#/NO. = NUMBER
NF = NEAR FACE

O.H. = OVERHEAD
O/O = OUT TO OUT
PL = PLATE
PEJF = PREFORMED EXPANSION JOINT FILLER
P.G. = PROFILE GRADE
PROJ. = PROJECTION
PROP. = PROPOSED
PSF = POUNDS PER SQUARE FOOT
PSI = POUND PER SQUARE INCH
PT. = POINT
P.V.I. = POINT OF VERTICAL INTERSECTION

R = RADIUS
RDWY. = ROADWAY
RF = RIGHT FORWARD
REQ'D = REQUIRED
RM = REFERENCE MONUMENT
RNDG. = ROUNDING
RT. = RIGHT
R/W = RIGHT OF WAY

S = SOUTH
SB = SOUTHBOUND
SBB = SOUTHBOUND BRIDGE
SHLDR = SHOULDER
SPA. = SPACING
SQ = SQUARE
ST. = STREET
STA. = STATION
STD. = STANDARD
STR. = STRAIGHT
SUPER. = SUPERSTRUCTURE

T = THICKNESS
TELE. = TELECOMMUNICATIONS
TRANS. = TRANSVERSE
T/S = TOP OF SLOPE
TYP. = TYPICAL

U.G. = UNDERGROUND

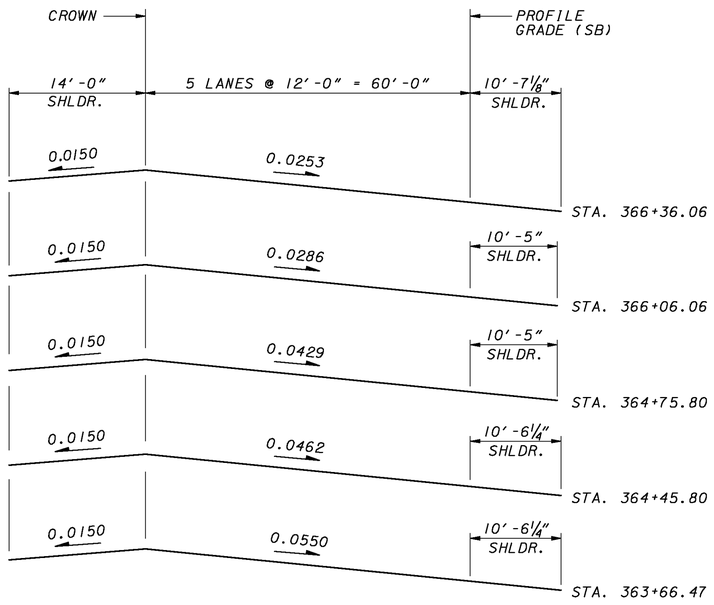
VAR. = VARIES
V.C. = VERTICAL CURVE
VERT. = VERTICAL

W = WEST
W/O = WITHOUT
W.P. = WORK POINT
WT. = WEIGHT

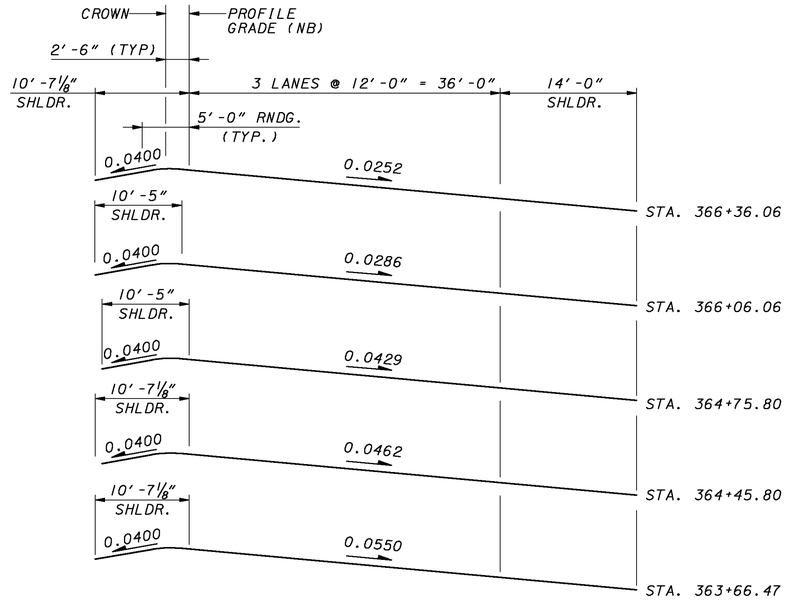
DESIGN AGENCY: CH2MHILL, ONE DAYTON CENTRE, SUITE 1100, ONE SOUTH MAIN STREET, DAYTON, OH 45402-1928
DATE: 06/06
REVIEWED: GAS
STRUCTURE FILE NUMBER: 5708338
DRAWN: GLM
REVISED:
DESIGNED: WRT
CHECKED: KES

ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

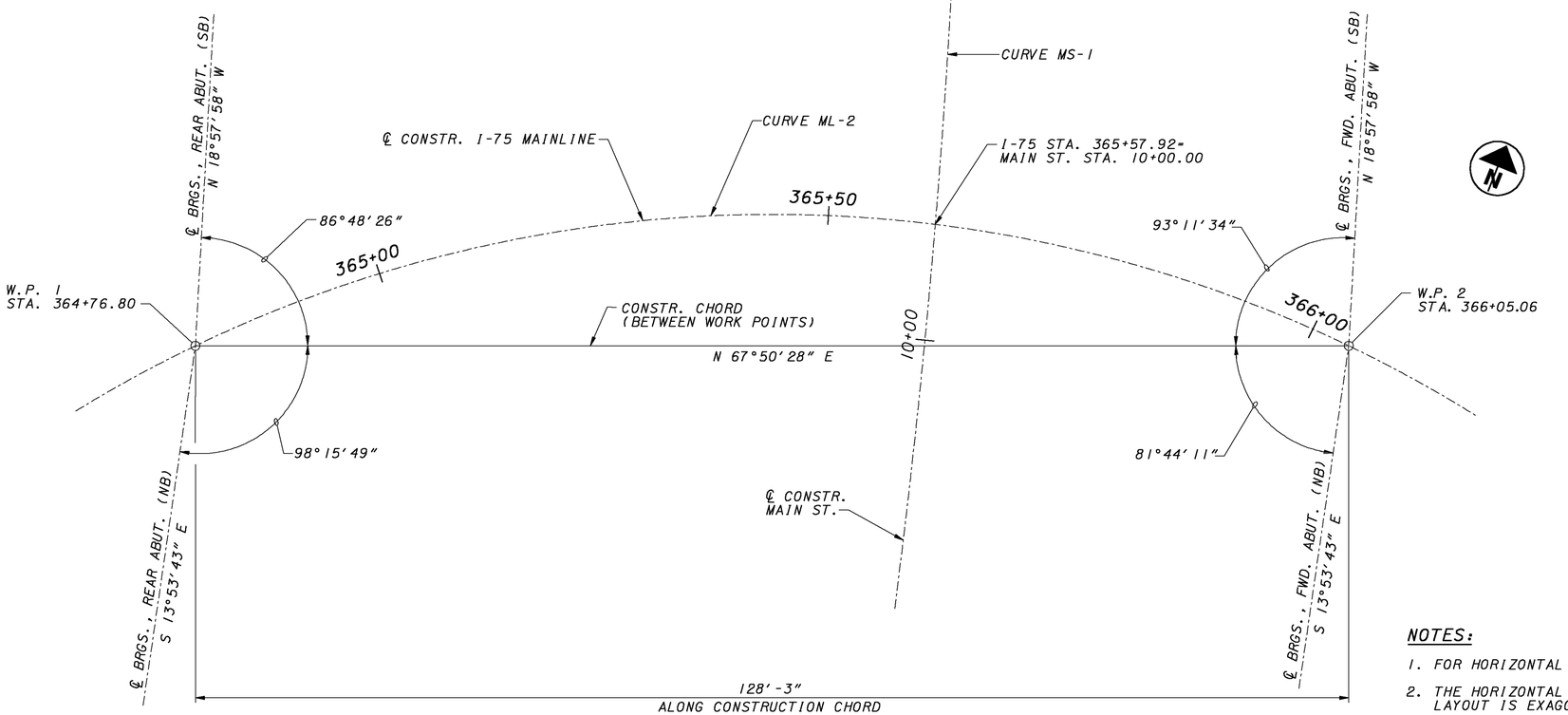
MOT-75-13.11
PID 75927



SUPERELEVATION DIAGRAMS (SB)



SUPERELEVATION DIAGRAMS (NB)



CURVED BRIDGE LAYOUT

NOTES:

1. FOR HORIZONTAL CURVE DATA, SEE SHEET 1.
2. THE HORIZONTAL ℄ RADIUS SHOWN ON THE CURVED BRIDGE LAYOUT IS EXAGGERATED FOR PRESENTATION PURPOSES.
3. ALL SUPERELEVATION TRANSITIONS ARE LINEAR BETWEEN POINTS GIVEN.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

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KES		5708338	

CURVED BRIDGE LAYOUT
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
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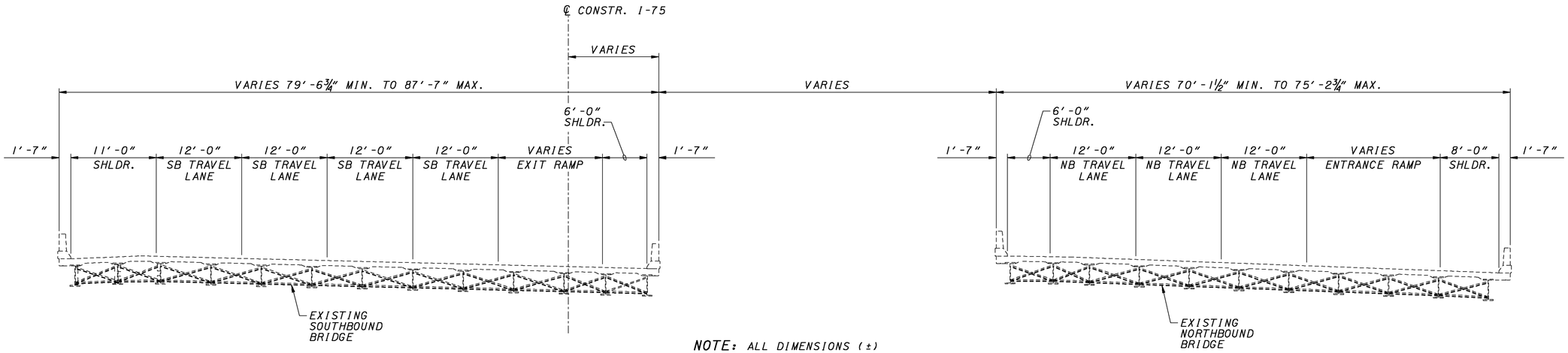


NOTE: ALL DIMENSIONS (±)

EXISTING CONDITION

PROPOSED WORK:

IN GENERAL, THE PROPOSED WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING I-75 TWIN BRIDGES OVER MAIN STREET AND THE CONSTRUCTION OF THE REPLACEMENT BRIDGES IN STAGES. REMOVAL AND CONSTRUCTION OPERATIONS ARE TO BE PERFORMED WHILE MAINTAINING TWO-WAY TRAFFIC ON I-75, WITH A MINIMUM OF THREE LANES MAINTAINED IN EACH DIRECTION. THE MAJOR ITEMS OF WORK REQUIRING STAGED CONSTRUCTION ARE DESCRIBED BELOW. SOME PROJECT WORK, SUCH AS SEALING OF CONCRETE SURFACES, MAY BE PERFORMED AT THE CONTRACTOR'S DISCRETION DURING THE CONTRACT SCHEDULE PERIOD; HOWEVER, THE PERFORMANCE OF ALL WORK MUST BE COORDINATED TO SATISFY MAINTENANCE OF TRAFFIC AND SAFETY REQUIREMENTS. SEE M.O.T. PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC REQUIREMENTS.

STAGE 1 CONSTRUCTION:

1. INSTALL PORTABLE CONCRETE BARRIER ON EXISTING NORTHBOUND AND SOUTHBOUND BRIDGES AND APPROACHES. ROUTE TRAFFIC ACROSS THE BRIDGES ACCORDING TO MAINTENANCE OF TRAFFIC PLANS.
2. REMOVE EXISTING NORTHBOUND RIGHT PARAPET AND BRIDGE DECK OVERHANG.
3. CONSTRUCT WIDENED ABUTMENTS AND PIERS ACCORDING TO TEMPORARY BRIDGE WIDENING PLANS.
4. ERECT RIGHT EXTERIOR STRUCTURAL STEEL BEAM AND CONSTRUCT RIGHT REINFORCED CONCRETE DECK, PARAPET, AND APPROACH SLAB SECTIONS FOR TEMPORARY WIDENING OF THE NORTHBOUND BRIDGE.

STAGE 2 CONSTRUCTION:

1. INSTALL PORTABLE CONCRETE BARRIER ON EXISTING NORTHBOUND BRIDGE AS SHOWN ON BRIDGE AND MAINTENANCE OF TRAFFIC PLANS. ROUTE TRAFFIC ONTO THE WIDENED EXISTING NORTHBOUND BRIDGE.
2. REMOVE EXISTING SOUTHBOUND BRIDGE IN ACCORDANCE WITH 202.03 AND PLAN REQUIREMENTS.
3. PREDRILL HOLES AT SPECIFIED PILE LOCATIONS.
4. CONSTRUCT SOUTHBOUND MSE ABUTMENT BREASTWALLS, WINGWALLS, AND TEMPORARY MSE WALLS ALONG THE CENTERLINE OF I-75 TO SUPPORT THE SOUTHBOUND MSE EMBANKMENT.
5. CONSTRUCT ABUTMENT PILE SLEEVES IN MSE EMBANKMENT.
6. DRIVE ABUTMENT PILES AND BACKFILL PILE SLEEVES. CONSTRUCT SOUTHBOUND BRIDGE SEMI-INTEGRAL ABUTMENTS TO THE BEAM SEAT ELEVATIONS.
7. ERECT 14 PRESTRESSED CONCRETE I-BEAMS AND CONSTRUCT SOUTHBOUND BRIDGE REINFORCED CONCRETE SEMI-INTEGRAL BACKWALLS, DECK, PARAPETS, AND APPROACH SLAB SECTIONS TO I-75 CENTERLINE.

STAGE 3 CONSTRUCTION:

1. INSTALL PORTABLE CONCRETE BARRIER ON STAGE 2 CONSTRUCTION AS SHOWN ON BRIDGE AND MAINTENANCE OF TRAFFIC PLANS. ROUTE SOUTHBOUND TRAFFIC ONTO COMPLETED STAGE 2 PORTION OF THE BRIDGE.
2. DRIVE TEMPORARY SHEET PILING AT REAR ABUTMENT AND REMOVE PORTION OF EXISTING NORTHBOUND BRIDGE IN ACCORDANCE WITH 202.03 AND PLAN REQUIREMENTS.
3. PREDRILL HOLES AT SPECIFIED PILE LOCATIONS.
4. CONSTRUCT NORTHBOUND MSE ABUTMENT BREASTWALLS AND TEMPORARY MSE WALLS ALONG THE RIGHT SHOULDER OF I-75 TO SUPPORT THE NORTHBOUND MSE EMBANKMENT.
5. CONSTRUCT ABUTMENT PILE SLEEVES IN MSE EMBANKMENT.
6. DRIVE ABUTMENT PILES AND BACKFILL PILE SLEEVES. CONSTRUCT NORTHBOUND BRIDGE SEMI-INTEGRAL ABUTMENTS TO THE BEAM SEAT ELEVATIONS.
7. ERECT 10 PRESTRESSED CONCRETE I-BEAMS AND CONSTRUCT NORTHBOUND BRIDGE REINFORCED CONCRETE SEMI-INTEGRAL BACKWALLS, DECK, PARAPETS, AND APPROACH SLAB SECTIONS TO I-75 RIGHT SHOULDER.
8. ROUTE NORTHBOUND TRAFFIC ONTO COMPLETED STAGE 2 PORTION OF THE BRIDGE.
9. REMOVE REMAINING EXISTING NORTHBOUND BRIDGE IN ACCORDANCE WITH 202.03 AND PLAN REQUIREMENTS.
10. COMPLETE MSE RETAINING WALLS AND CONSTRUCT RAMP E1 BRIDGE OVER MAIN STREET.
11. REMOVE PORTABLE CONCRETE BARRIER ACCORDING TO M.O.T. PLANS AND ROUTE I-75 TRAFFIC ONTO COMPLETED MAINLINE BRIDGE.
12. COMPLETE REMAINING WORK, SUCH AS SEALING AND PAINTING, AS APPLICABLE.

NOTES:

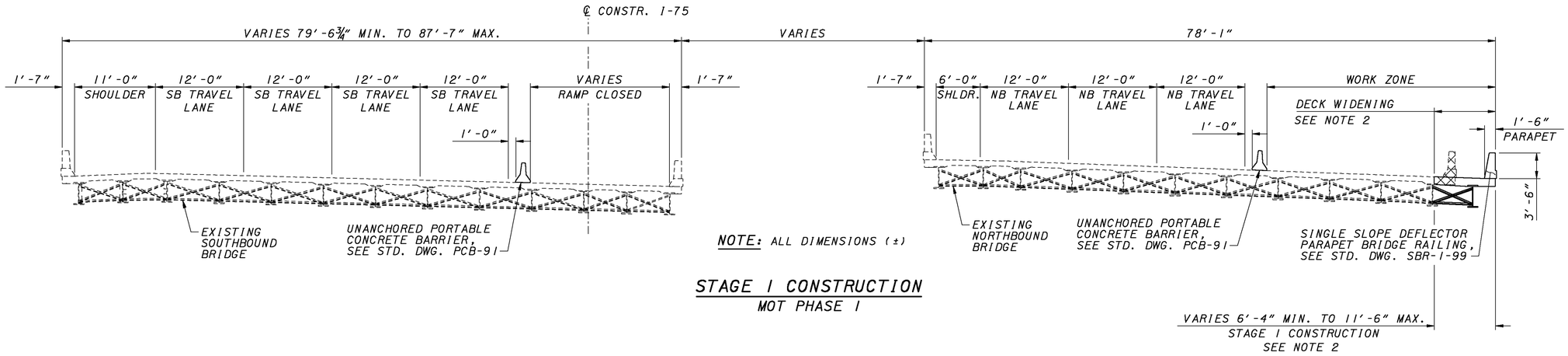
1. FOR STAGED CONSTRUCTION DETAILS, SEE SHEETS 7, 8, AND 8A.
2. FOR NORTHBOUND I-75 BRIDGE TEMPORARY WIDENING PLANS, SEE SHEETS 1243-1262 OF 1811.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

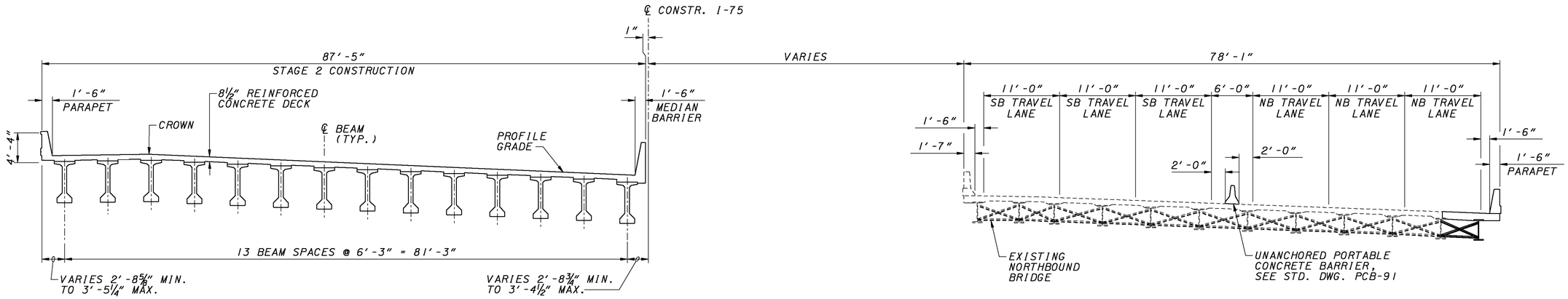
STAGED CONSTRUCTION DETAILS I
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



NOTE: ALL DIMENSIONS (±)

STAGE 1 CONSTRUCTION
MOT PHASE 1



STAGE 2 CONSTRUCTION
MOT PHASES 2 & 3

NOTE: ALL NORTHBOUND DIMENSIONS (±)

NOTES:

1. FOR STAGED CONSTRUCTION NOTES, SEE SHEET 6.
2. FOR NORTHBOUND I-75 BRIDGE TEMPORARY WIDENING PLANS, SEE SHEETS 1243-1262 OF 1811.
3. FOR PORTABLE CONCRETE BARRIER PAYMENT, SEE ROADWAY PLANS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

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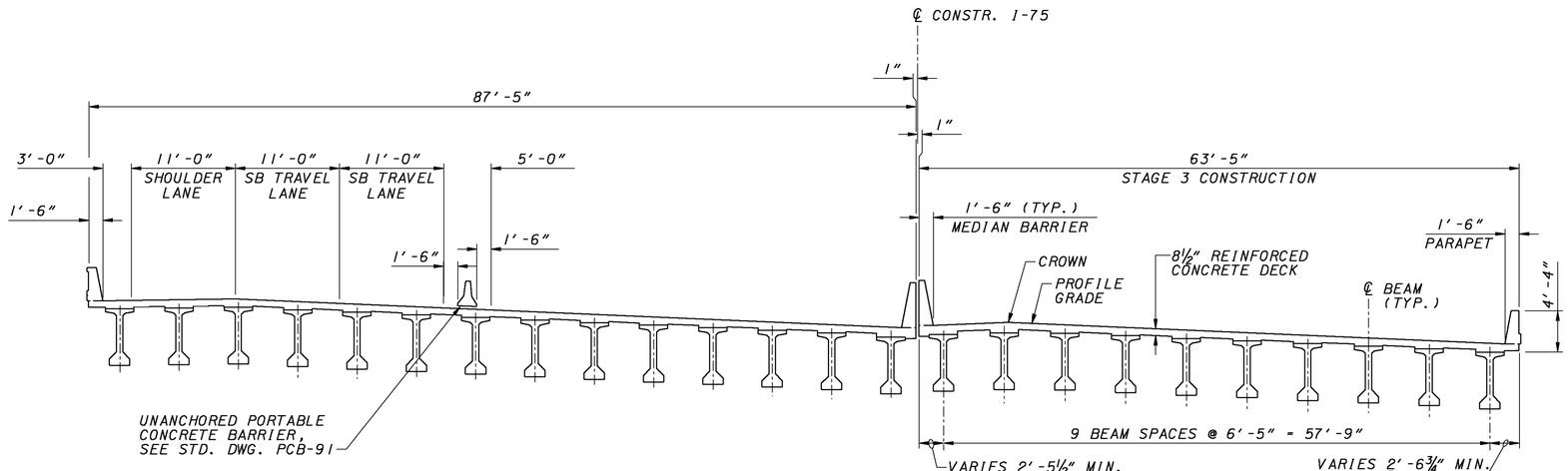
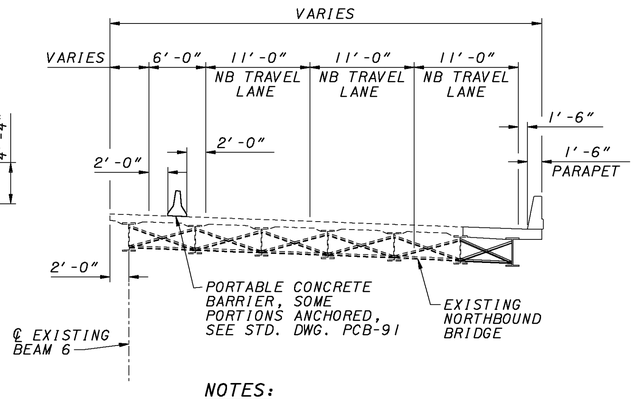
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

STAGED CONSTRUCTION DETAILS II
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

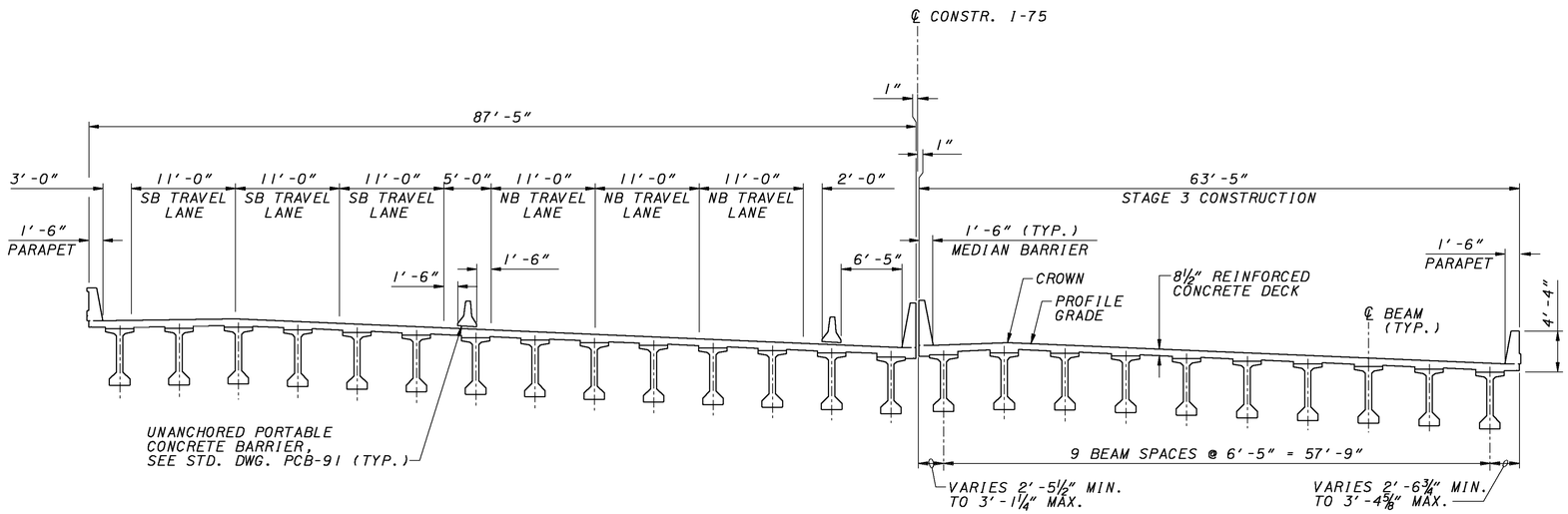


STAGE 3 CONSTRUCTION
MOT PHASES 4, 5, & 6



NOTES:

1. ALL DIMENSIONS (±).
2. FOR STAGE 3 CONSTRUCTION PLAN AND ANCHORED BARRIER LIMITS, SEE SHEET 8A.



STAGE 3 CONSTRUCTION
MOT PHASE 7

NOTES:

1. FOR STAGED CONSTRUCTION NOTES, SEE SHEET 6.
2. FOR PORTABLE CONCRETE BARRIER PAYMENT, SEE ROADWAY PLANS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
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CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

STAGED CONSTRUCTION DETAILS III
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1270
1811

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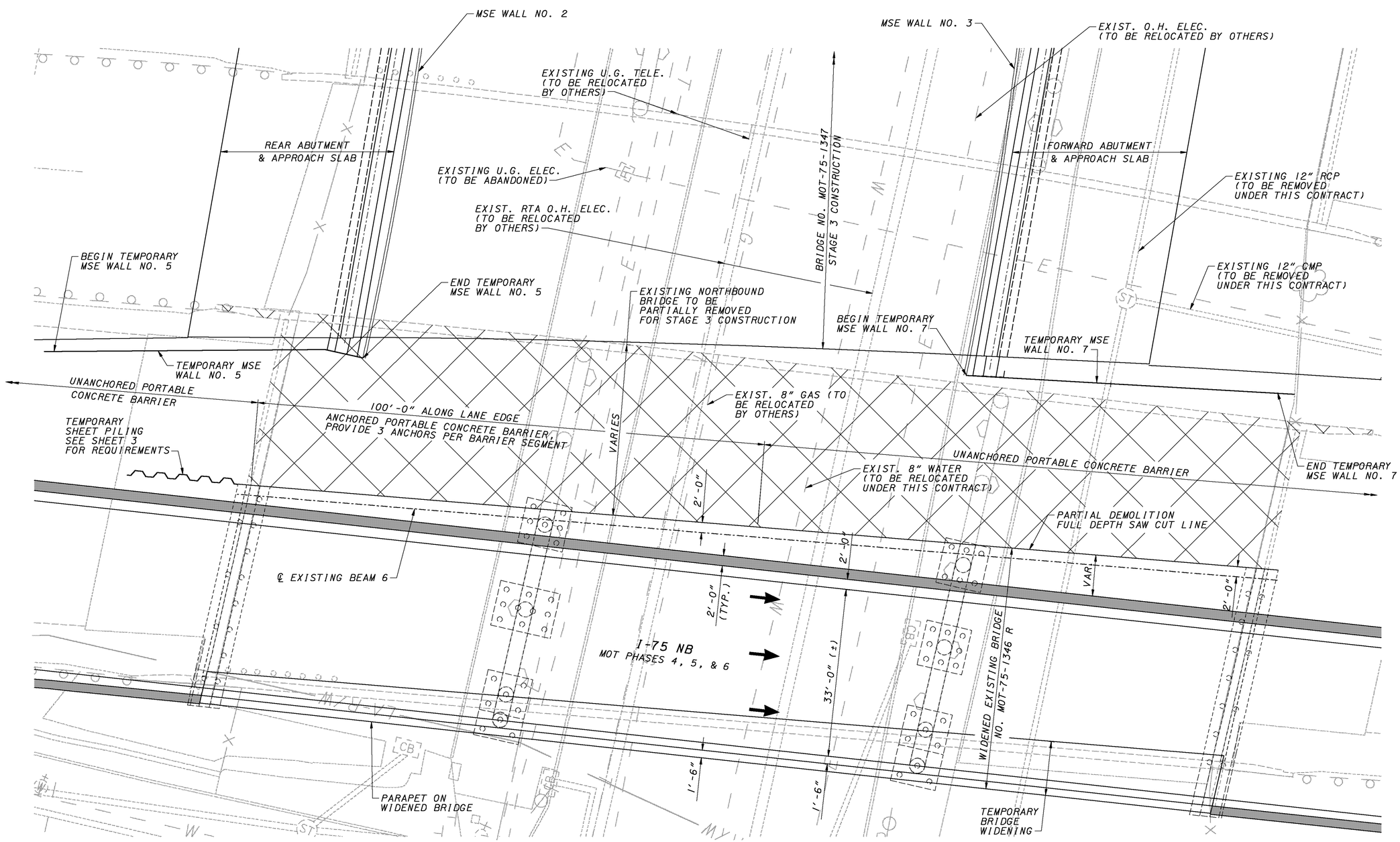


PLAN - STAGE 3 CONSTRUCTION

MOT PHASES 4, 5, & 6

LEGEND:

PORTION OF STRUCTURE REMOVED

NOTES:

1. FOR NORTHBOUND I-75 BRIDGE TEMPORARY WIDENING PLANS, SEE SHEETS 1243-1262 OF 1811.
2. FOR PERMANENT MSE RETAINING WALL PLANS, SEE SHEETS 791-966 OF 1811.
3. FOR TEMPORARY MSE WALL PLANS, SEE SHEETS 967-1026 OF 1811.
4. FOR RAMP EI OVER MAIN STREET BRIDGE PLANS, SEE SHEETS 1318-1347 OF 1811.
5. FOR STAGED CONSTRUCTION NOTES, SEE SHEET 6.
6. FOR STAGE 3 CONSTRUCTION SECTIONS, SEE SHEET 8.
7. FOR PORTABLE CONCRETE BARRIER DETAILS, INCLUDING ANCHORING METHODS, SEE STANDARD CONSTRUCTION DRAWING PCB-91.

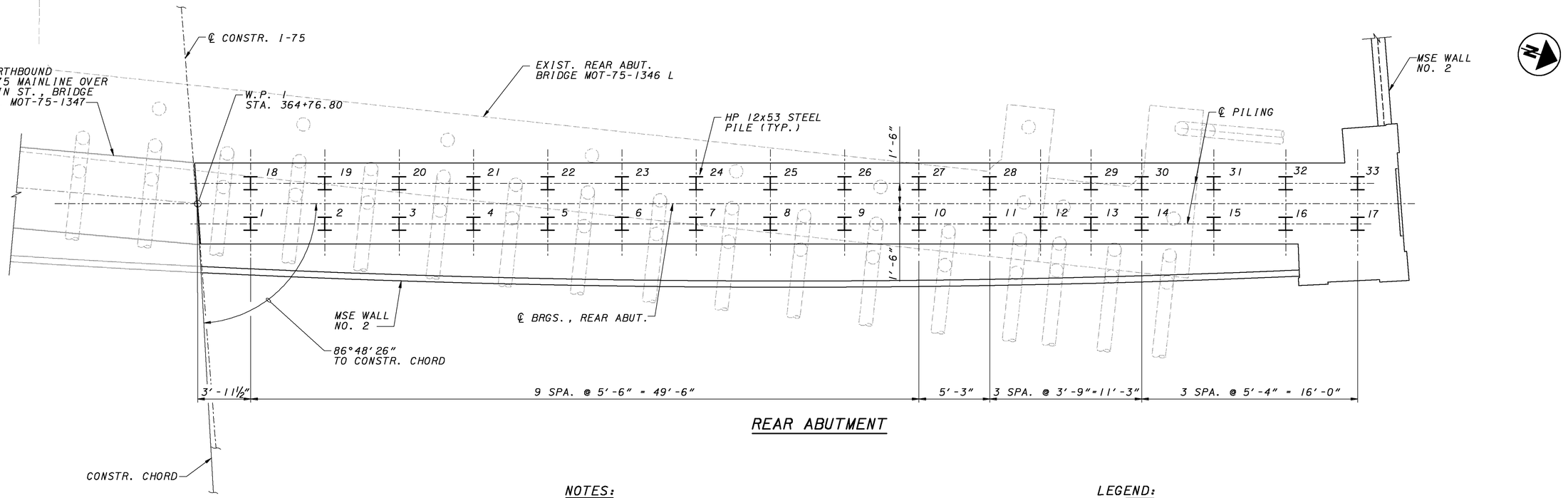
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
JTC	JBA	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
RGS			

STAGED CONSTRUCTION DETAILS IV
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

075_1347fp001.dgn 20-MAR-2007



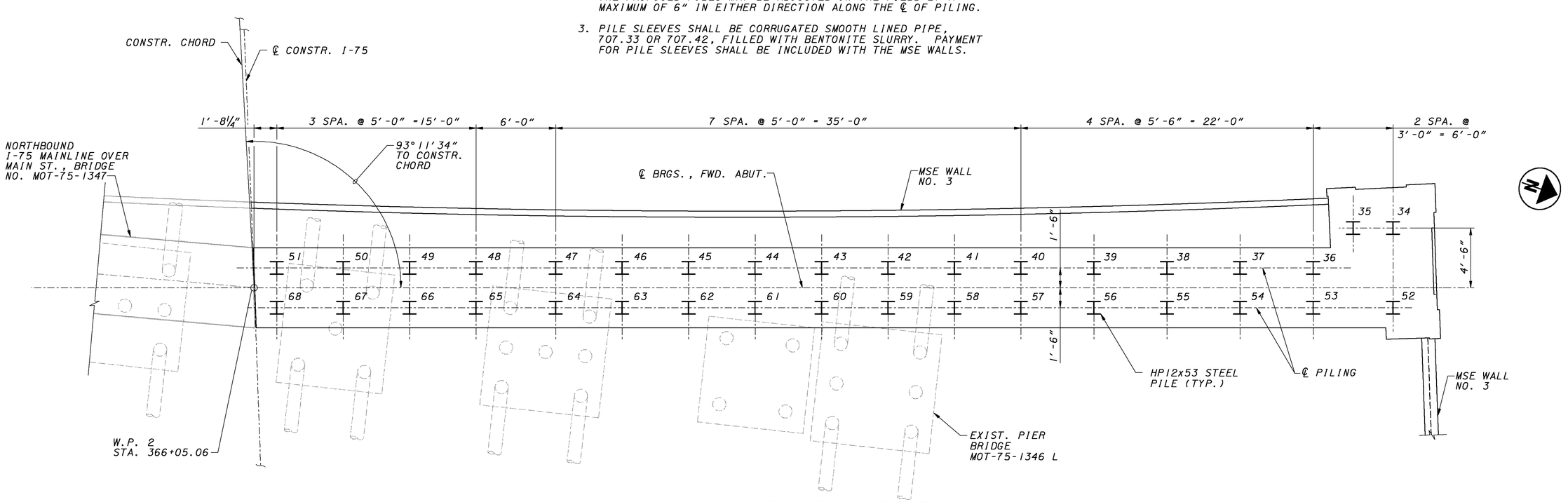
REAR ABUTMENT

NOTES:

1. FOR ABUTMENT PLANS AND DETAILS, SEE SHEETS 11-27.
2. IF AN INTERFERENCE OCCURS WITH THE EXISTING PILING, THE PROPOSED PILES MAY BE ADJUSTED IN THE FIELD BY A MAXIMUM OF 6" IN EITHER DIRECTION ALONG THE ℄ OF PILING.
3. PILE SLEEVES SHALL BE CORRUGATED SMOOTH LINED PIPE, 707.33 OR 707.42, FILLED WITH BENTONITE SLURRY. PAYMENT FOR PILE SLEEVES SHALL BE INCLUDED WITH THE MSE WALLS.

LEGEND:

I# - DENOTES VERTICAL HP 12 X 53 STEEL PILE WITH PILE SLEEVE



FORWARD ABUTMENT

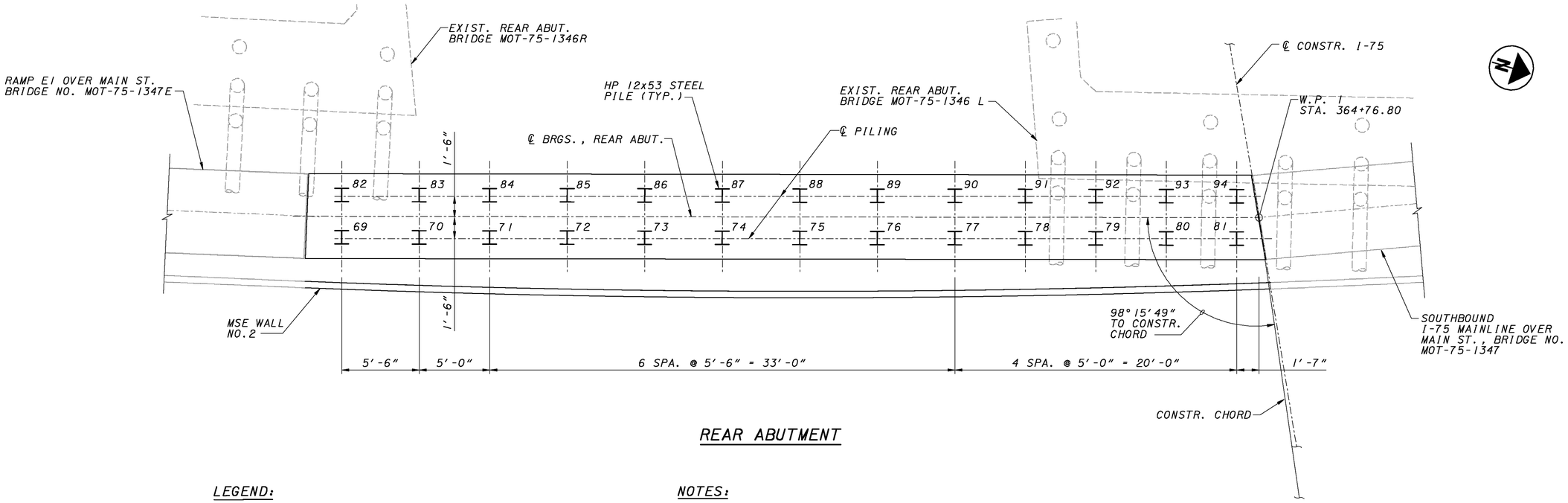
CH2MHILL
DESIGN AGENCY
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

SB BRIDGE, PILE LAYOUT PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1272
1811



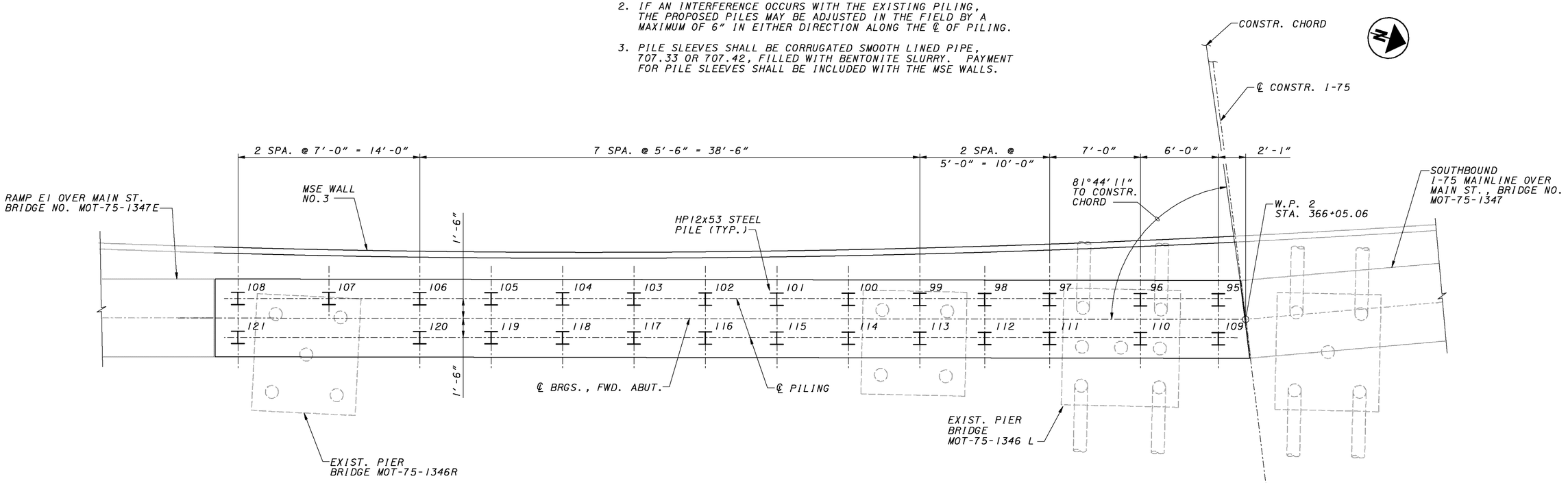
REAR ABUTMENT

LEGEND:

I# - DENOTES VERTICAL HP 12 X 53 STEEL PILE WITH PILE SLEEVE

NOTES:

1. FOR ABUTMENT PLANS AND DETAILS, SEE SHEETS 11-27.
2. IF AN INTERFERENCE OCCURS WITH THE EXISTING PILING, THE PROPOSED PILES MAY BE ADJUSTED IN THE FIELD BY A MAXIMUM OF 6" IN EITHER DIRECTION ALONG THE ℄ OF PILING.
3. PILE SLEEVES SHALL BE CORRUGATED SMOOTH LINED PIPE, 707.33 OR 707.42, FILLED WITH BENTONITE SLURRY. PAYMENT FOR PILE SLEEVES SHALL BE INCLUDED WITH THE MSE WALLS.



FORWARD ABUTMENT

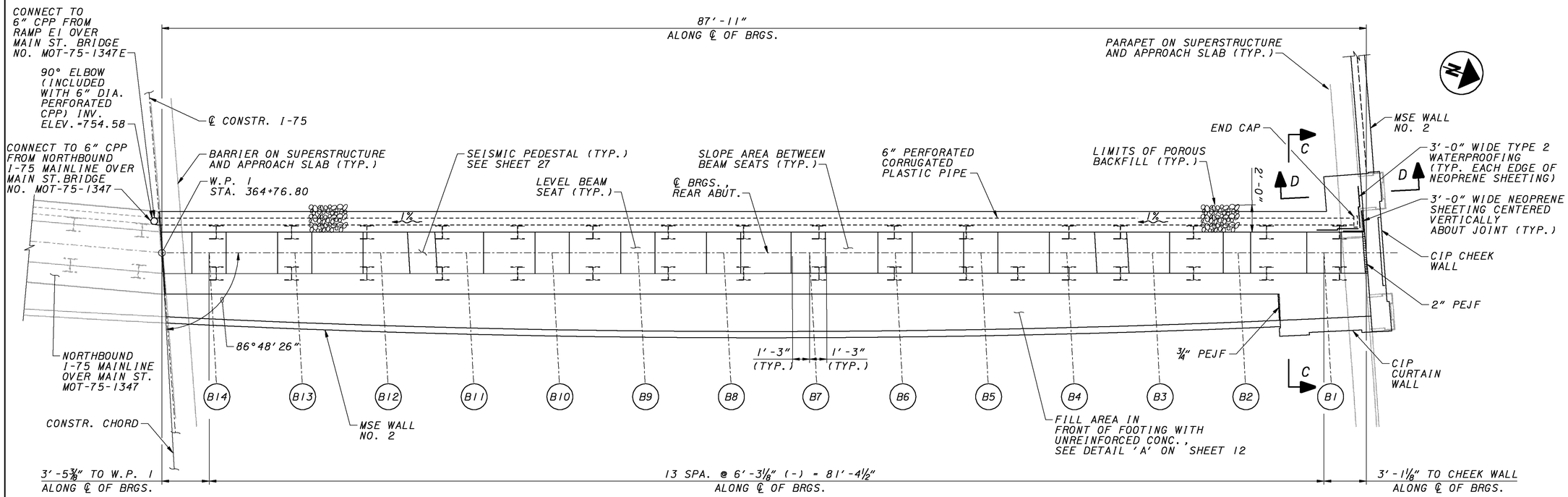
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

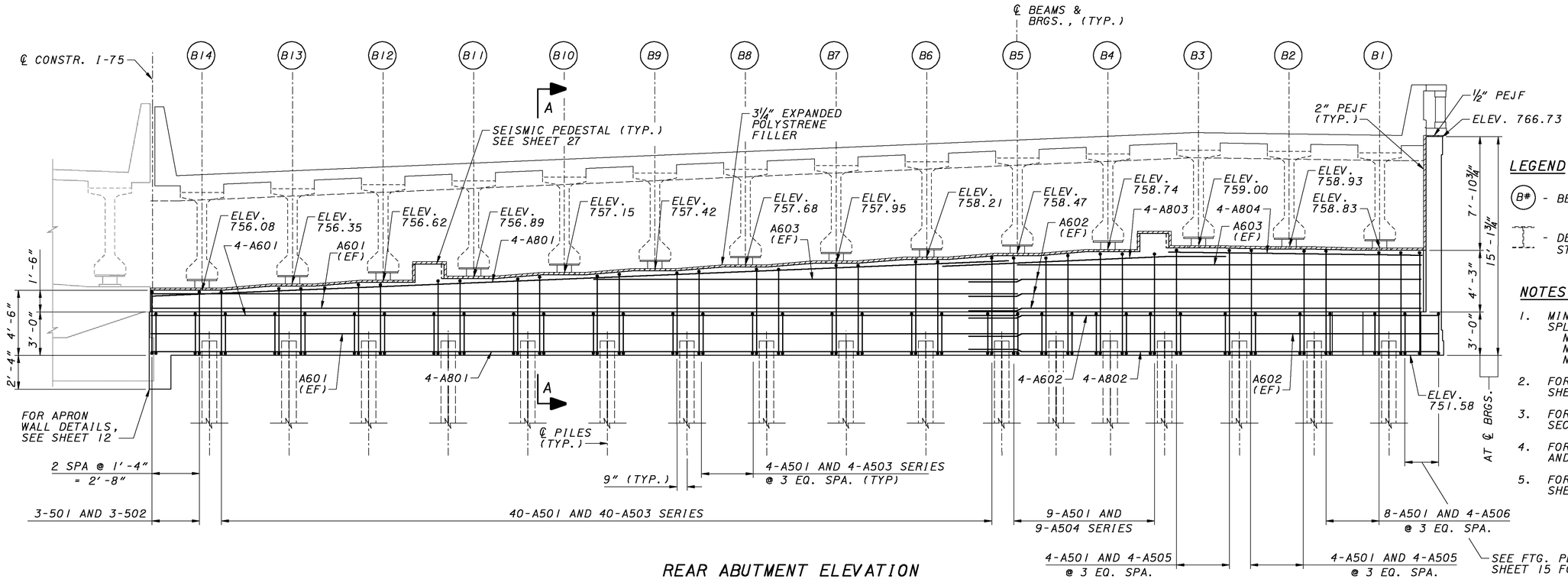
NB BRIDGE, PILE LAYOUT PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

075_1347ar001.dgn 20-MAR-2007



REAR ABUTMENT PLAN



REAR ABUTMENT ELEVATION

(FRONT CURTAIN WALL AND MSE WALLS NOT SHOWN)

LEGEND

(B#) - BEAM DESIGNATION

- DENOTES VERTICAL HP 12x53 STEEL PILE

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
2. FOR FOOTING PLAN, SEE SHEET 13.
3. FOR FOOTING DETAILS AND SECTION D-D, SEE SHEET 15.
4. FOR ABUTMENT SECTIONS A-A AND C-C, SEE SHEET 12.
5. FOR PILE LAYOUT PLAN, SEE SHEET 9.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

REVIEWED	DATE
GAS	06/06

STRUCTURE FILE NUMBER 5708338

DRAWN	REVISED
GLM	

DESIGNED	CHECKED
TK	KES

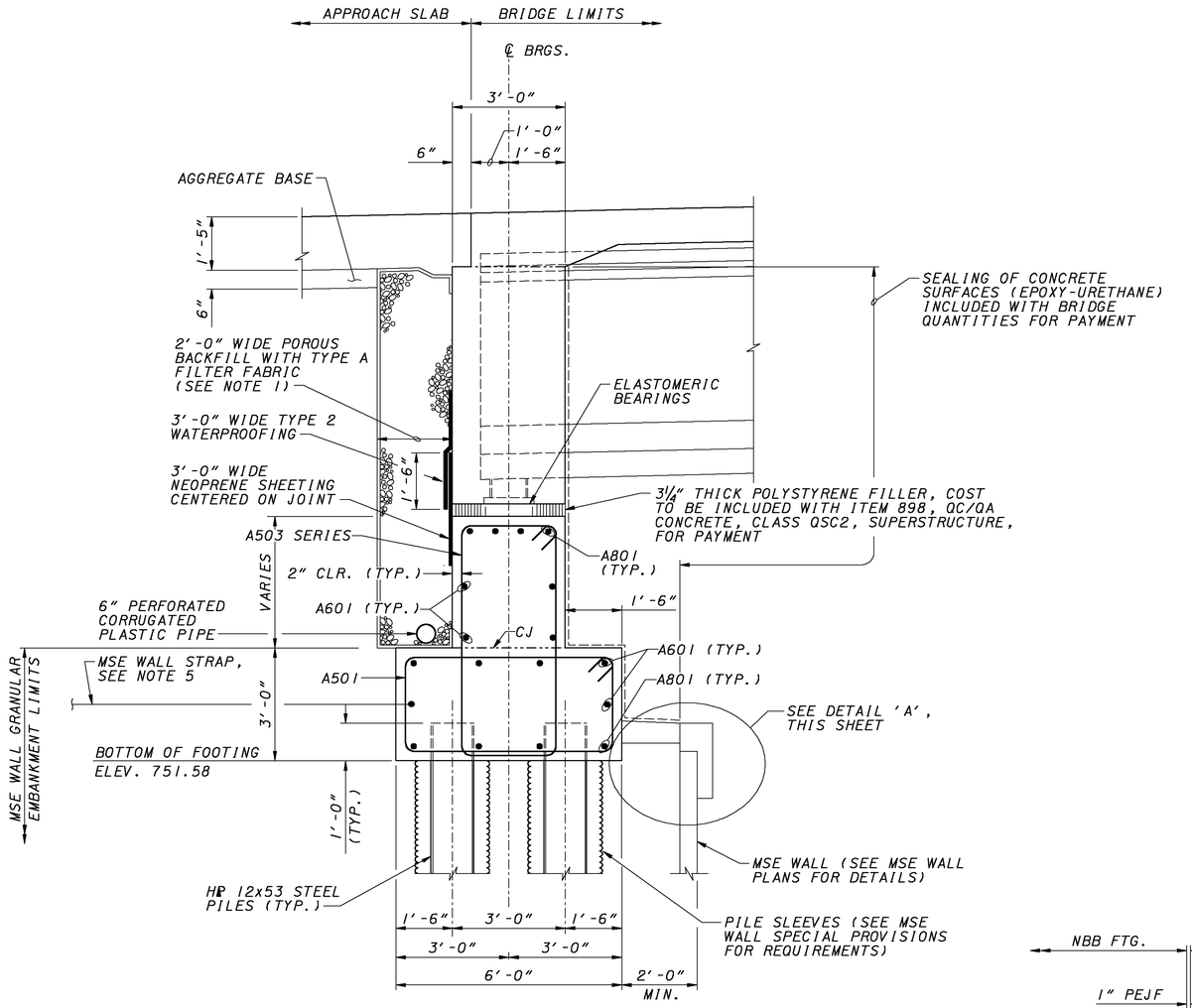
SB BRIDGE, REAR ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

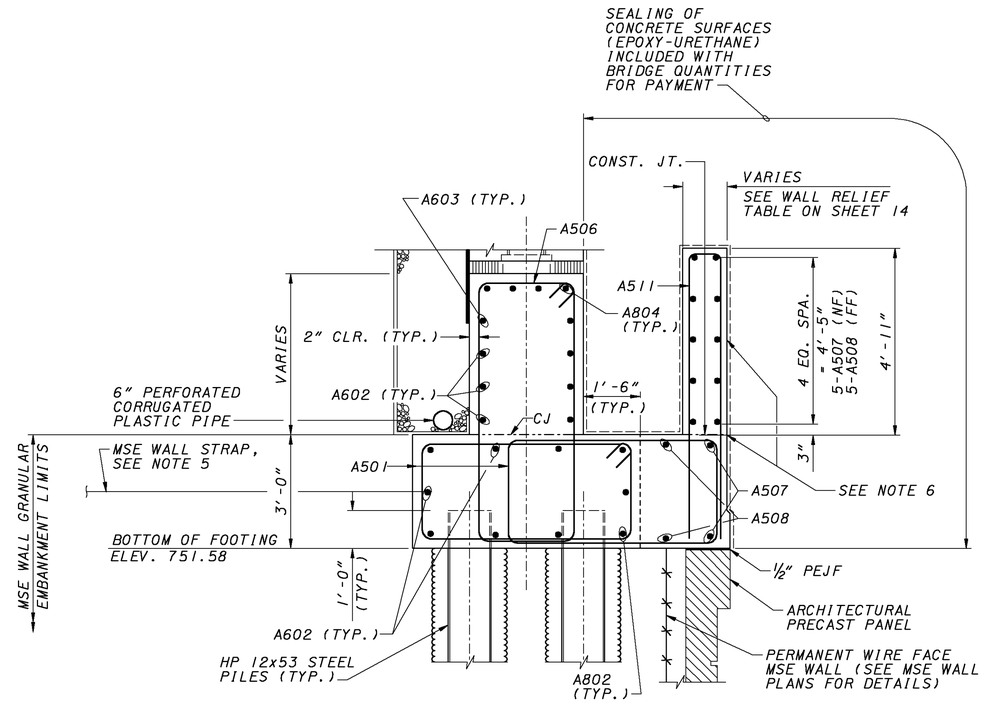
SHEET 11 / 54

1274
1811

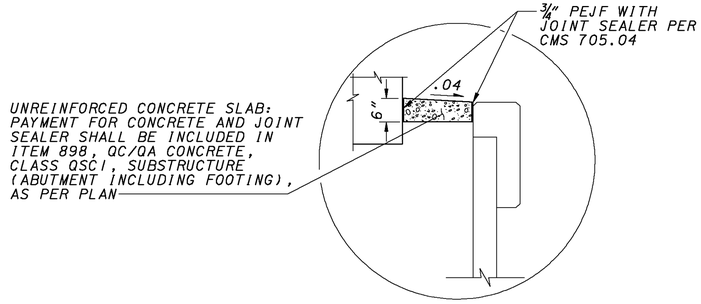
075_1347ar005.dgn 20-MAR-2007



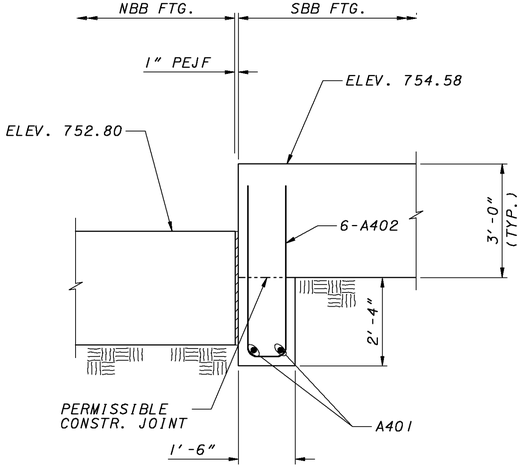
SECTION A-A



SECTION C-C



DETAIL 'A'



FOOTING APRON WALL DETAIL

(LOOKING WEST AT REAR ABUTMENT)

NOTES:

1. POROUS BACKFILL WITH TYPE A FILTER FABRIC, 2'-0" THICK, SHALL EXTEND UP TO THE BOTTOM SURFACE OF THE APPROACH SLAB OR PAVED GUTTER AND LATERALLY TO THE ENDS OF THE WINGWALL. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC FOR PAYMENT.
2. FOR ABUTMENT PLAN, ELEVATION, AND LOCATION OF SECTIONS, SEE SHEET 11.
3. REINFORCING STEEL LAP LENGTHS:
   UNLESS OTHERWISE NOTED, LAPS SHALL BE AS FOLLOWS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
   FOR REINFORCING STEEL LIST, SEE SHEET 51.
4. 3'-0" WIDE NEOPRENE SHEETING INCLUDED WITH ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN FOR PAYMENT.
5. MSE REINFORCING STRAPS (INCLUDED WITH MSE WALL FOR PAYMENT): SEE PROPRIETARY MSE WALL COMPANY PLANS FOR DETAILS. THE ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRAP ATTACHMENTS HAVE BEEN INSTALLED. REINFORCING STRAP DESIGN LOAD (TOTAL SERVICE LOAD) = 4.7 KIPS PER FOOT OF ABUTMENT. FOR BREAKDOWN OF LOAD COMPONENTS, SEE SHEET 791 OF 1811.
6. RUBBED FINISH REQUIRED FOR ENTIRE EXPOSED SURFACE OF CURTAIN WALL PER CMS SECTION 511.18 (B). CONSTRUCTION JOINT SHOULD NOT BE VISIBLE PRIOR TO PLACING CONCRETE SEALER.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

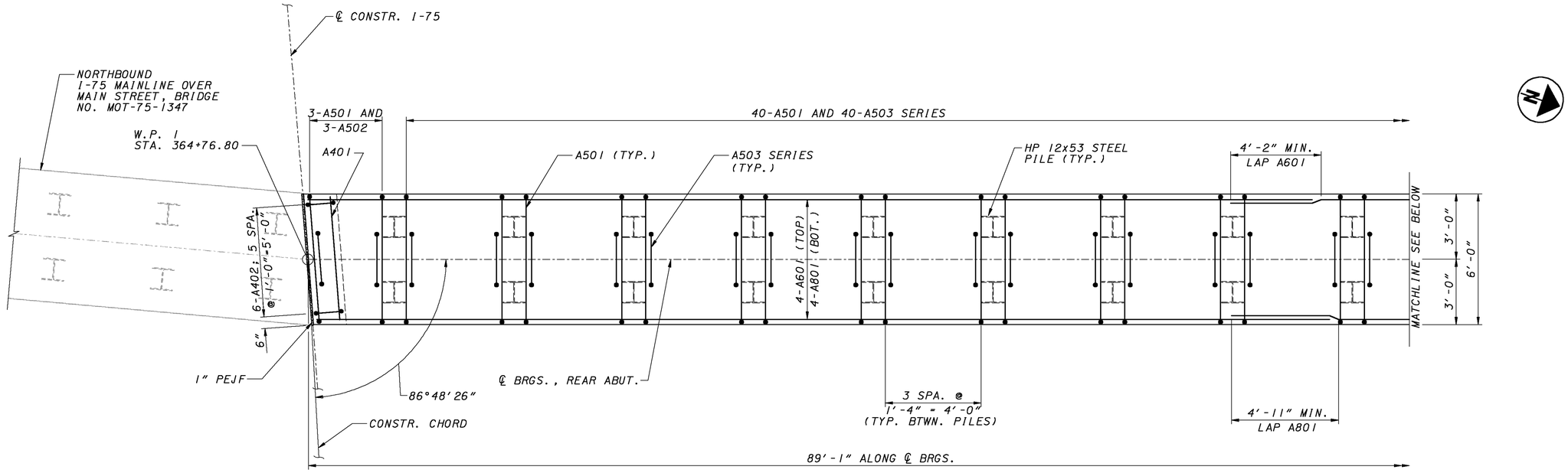
SB BRIDGE, REAR ABUTMENT SECTIONS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

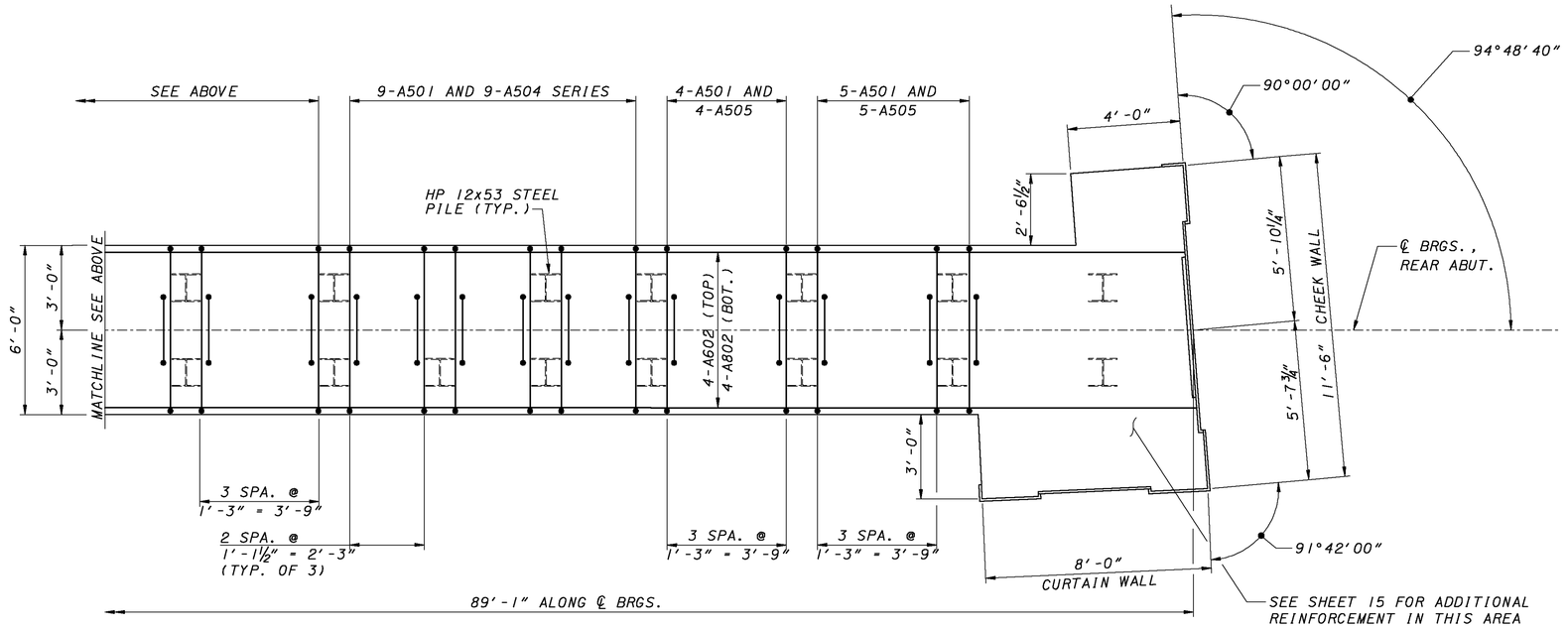
MOT-75-13.11
PID 75927

12/54

1275
1811

075_1347ar003.dgn 20-MAR-2007





REAR ABUTMENT FOOTING PLAN

NOTE:

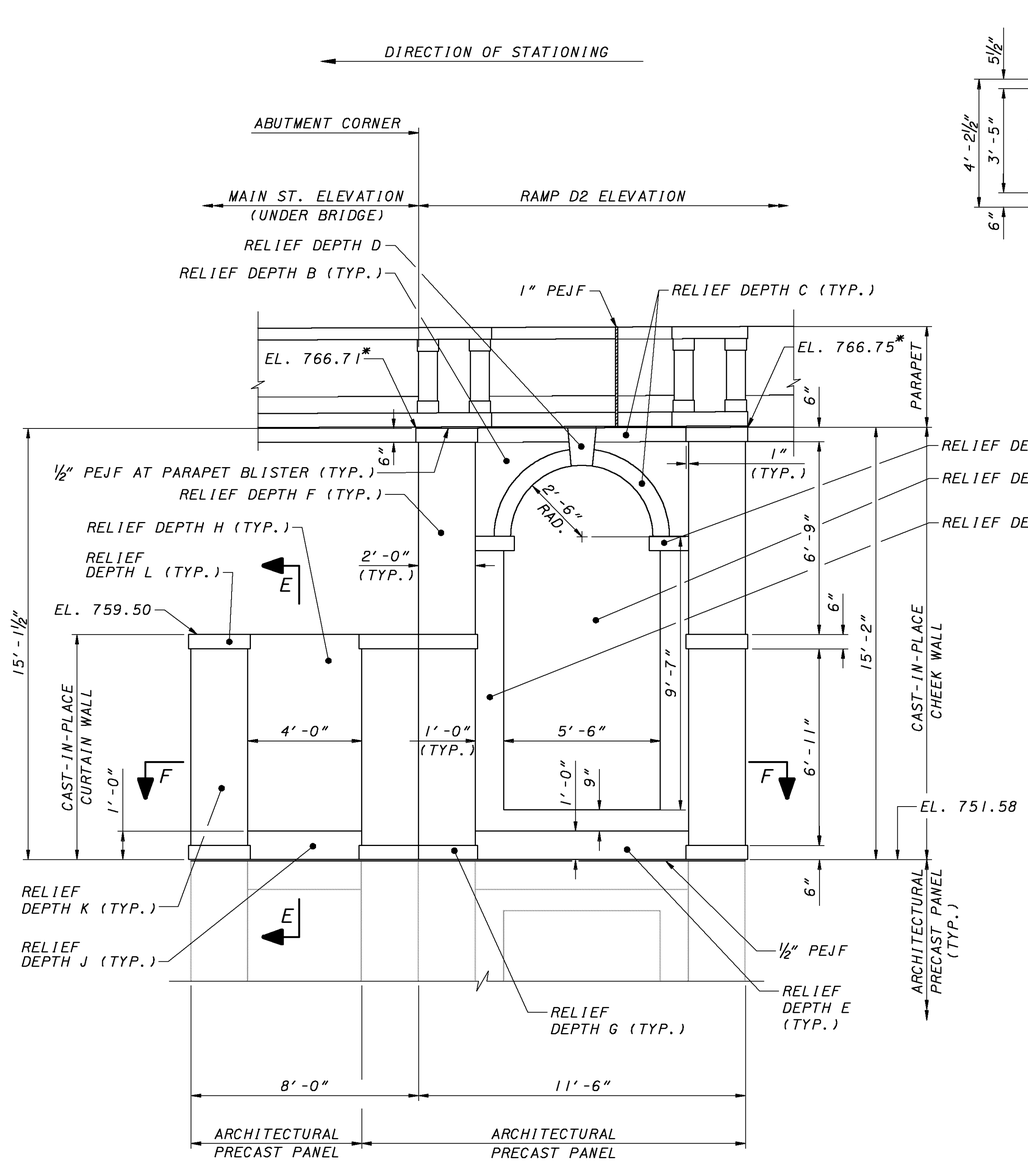
1. SEE SHEET 14 FOR ABUTMENT CHEEK WALL AND CURTAIN WALL AESTHETIC DETAILS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

SB BRIDGE, REAR ABUTMENT FOOTING
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



LEFT REAR ABUTMENT CORNER ELEVATION

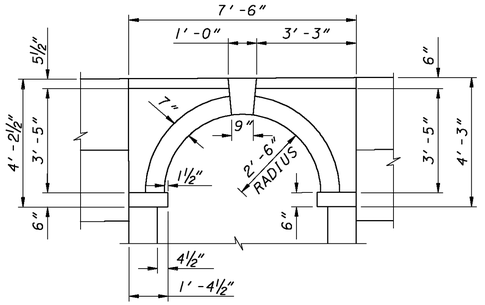
DEVELOPED (UNFOLDED) VIEW

* ELEVATIONS GIVEN AT THE TOP OF CHEEK WALL

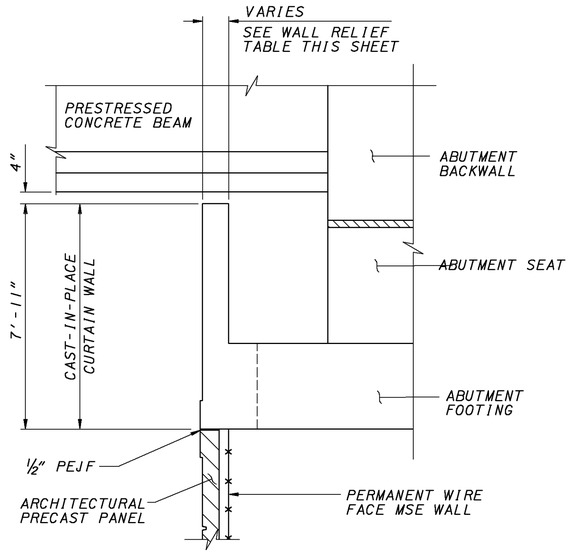
WALL RELIEF TABLE		
WALL AREA	RELIEF	WALL THICKNESS
A	+0"	1'-0 1/2"
B	+1"	1'-1 1/2"
C	+1 1/2"	1'-2"
D	+2"	1'-2 1/2"
E	+2 1/2"	1'-3"
F	+3 1/2"	1'-4"
G	+4 1/2"	1'-5"
H	+0"	1'-2"
J	+1"	1'-3"
K	+2"	1'-4"
L	+3"	1'-5"

NOTE:

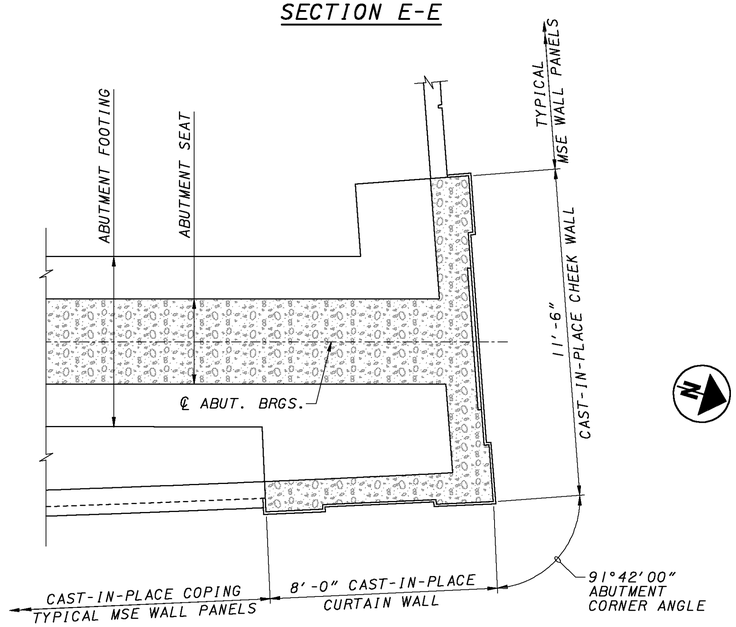
1. SEE MSE WALL PLANS FOR DETAILS OF ARCHITECTURAL PRECAST PANELS AND PERMANENT WIRE FACE MSE WALLS.



ARCH RECESS DETAIL



SECTION E-E



SECTION F-F

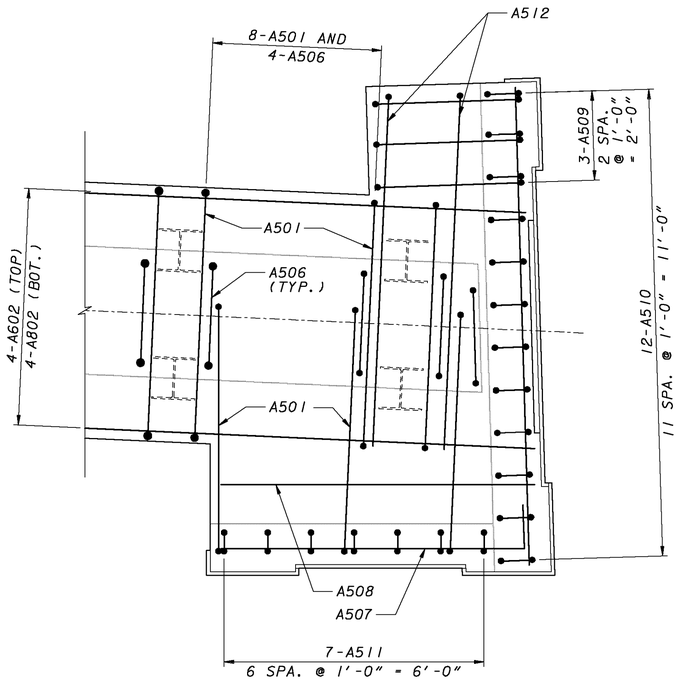
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	EKM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

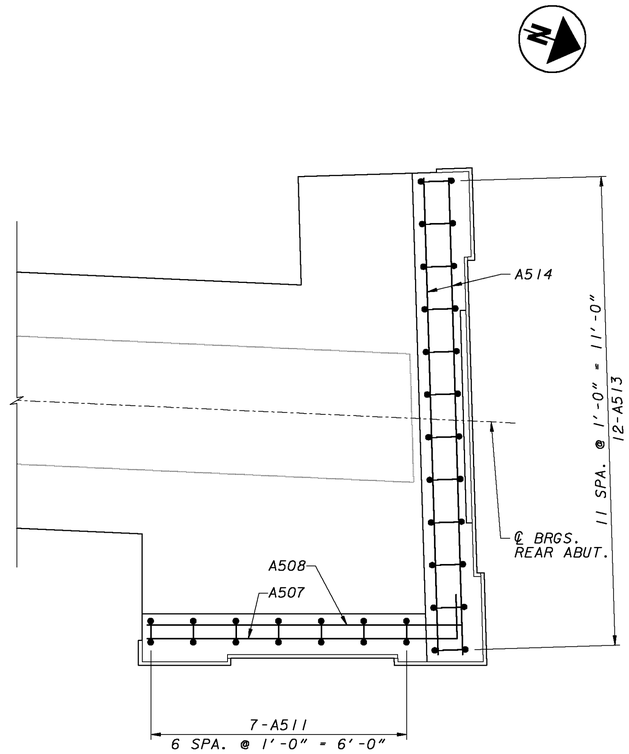
SB BRIDGE, REAR ABUTMENT AESTHETIC DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

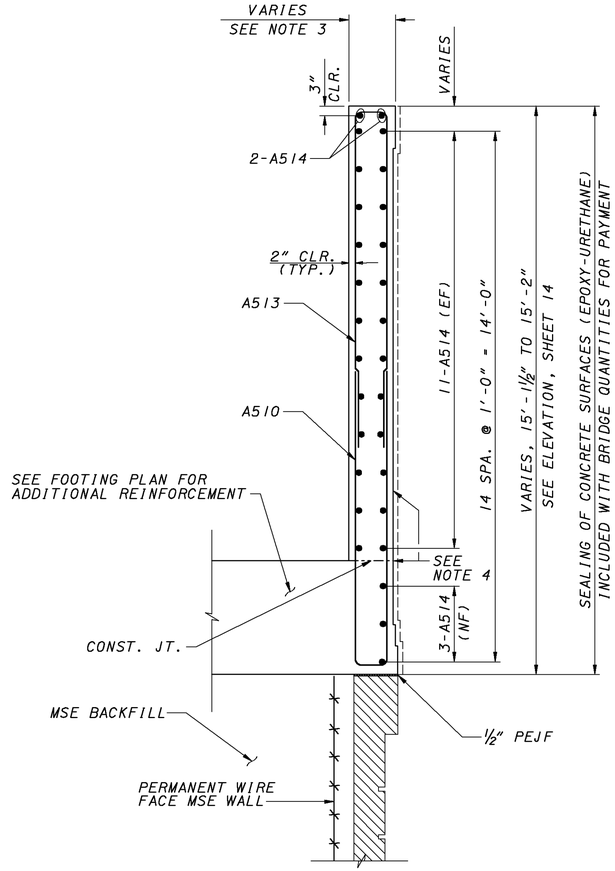
1277
1811



PART FOOTING PLAN @ LEFT REAR ABUTMENT



CHEEK WALL AND CURTAIN WALL REINFORCEMENT



SECTION D-D

NOTES:

1. FOR FOOTING PLAN, SEE SHEET 13.
2. FOR LOCATION OF SECTION D-D, SEE SHEET 11.
3. FOR ABUTMENT CHEEK WALL AND CURTAIN WALL AESTHETIC DETAILS, SEE SHEET 14.
4. RUBBED FINISH REQUIRED FOR ENTIRE EXPOSED SURFACE OF CURTAIN WALL PER CMS SECTION 511.18 (B). CONSTRUCTION JOINT SHOULD NOT BE VISIBLE PRIOR TO PLACING CONCRETE SEALER.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

SB BRIDGE, REAR ABUTMENT FOOTING DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

15 / 54

1278
1811

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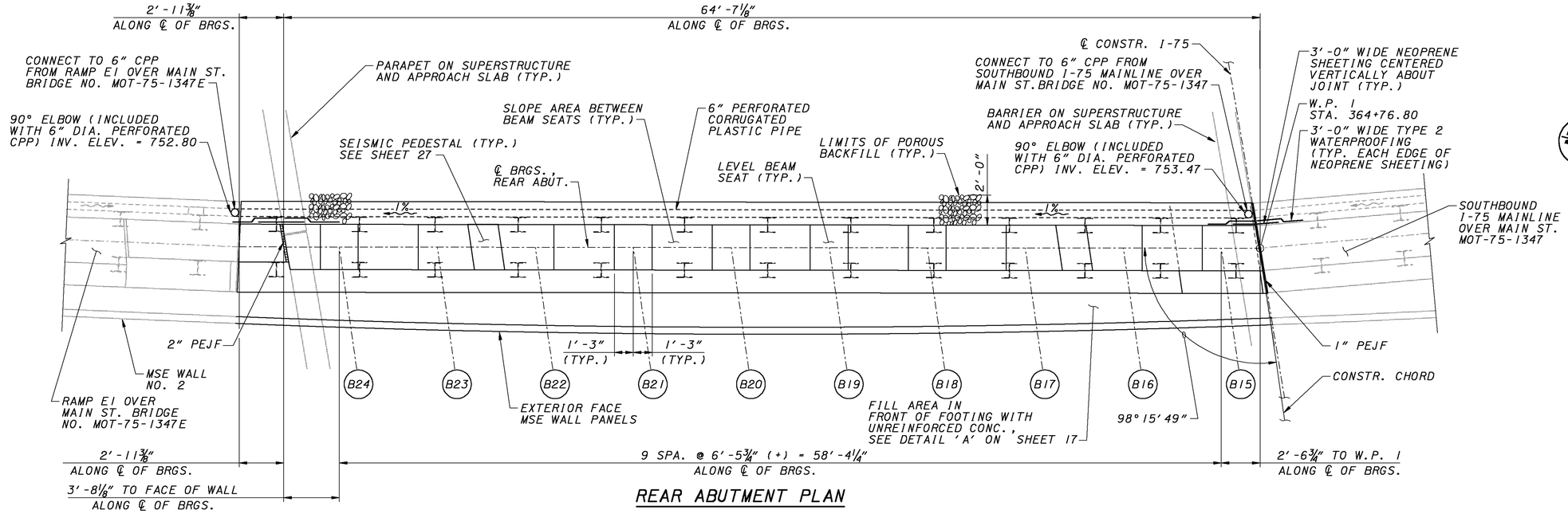
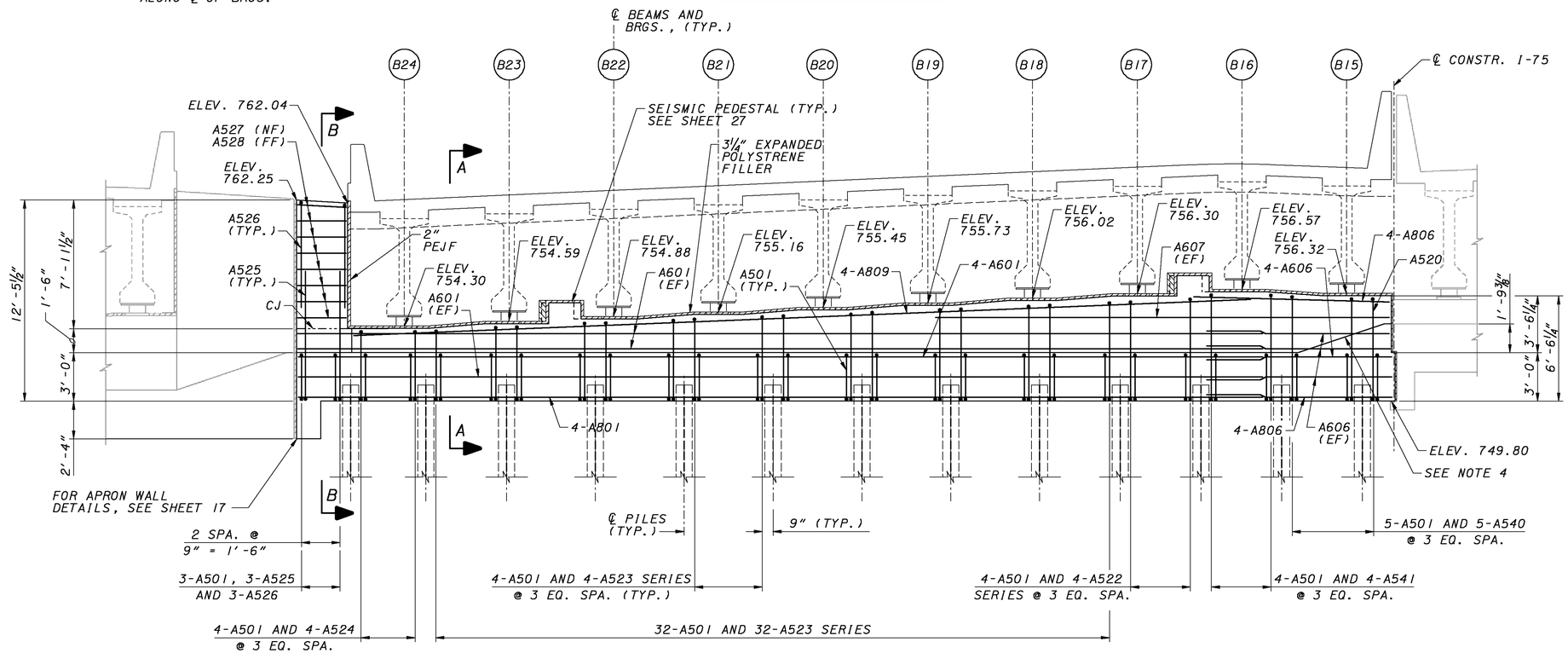


REAR ABUTMENT PLAN



REAR ABUTMENT ELEVATION

(MSE WALLS NOT SHOWN)

LEGEND

(B#) - BEAM DESIGNATION

I - DENOTES VERTICAL HP 12x53 STEEL PILE

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
2. FOR ABUTMENT SECTIONS A-A AND B-B, SEE SHEET 17.
3. FOR PILE LAYOUT PLAN, SEE SHEET 10.
4. SLOPE TOP OF FOOTING. SEE DETAIL 'B' ON SHEET 17.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
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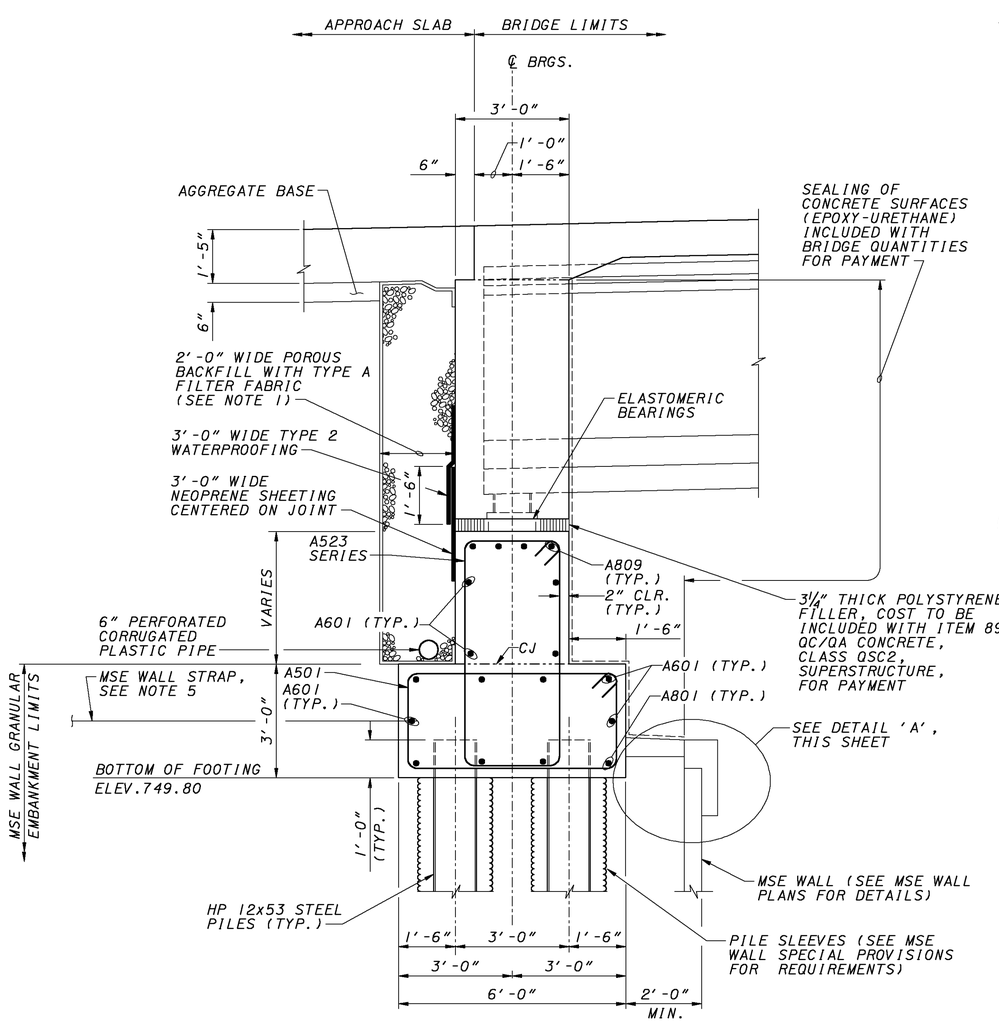
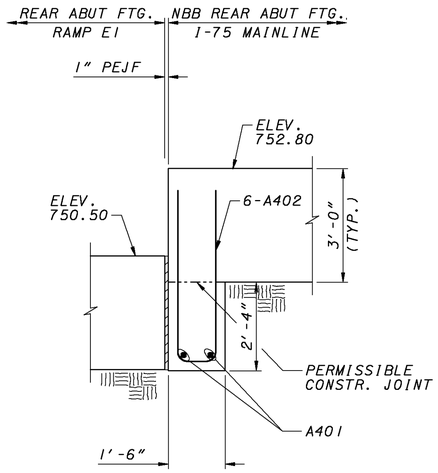
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

NB BRIDGE, REAR ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

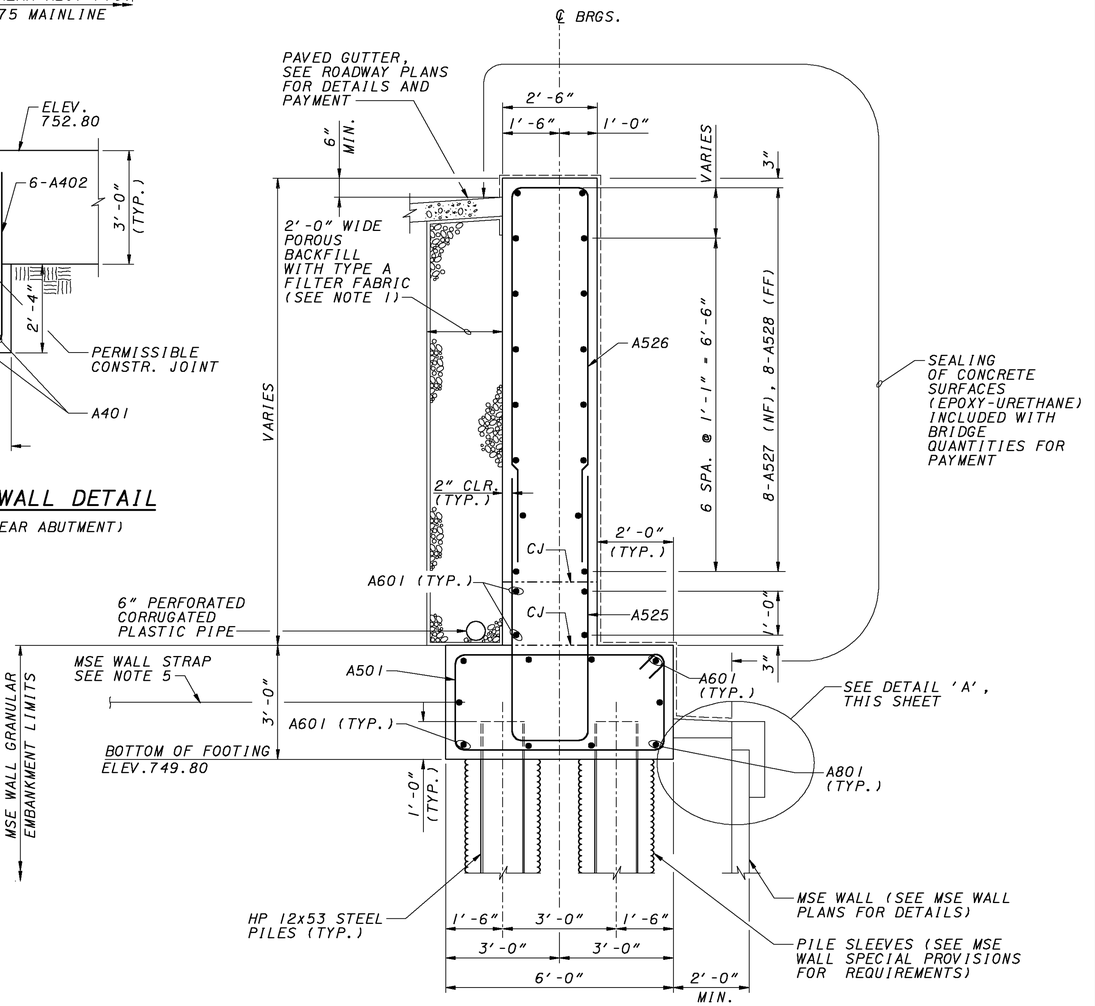


SECTION A-A

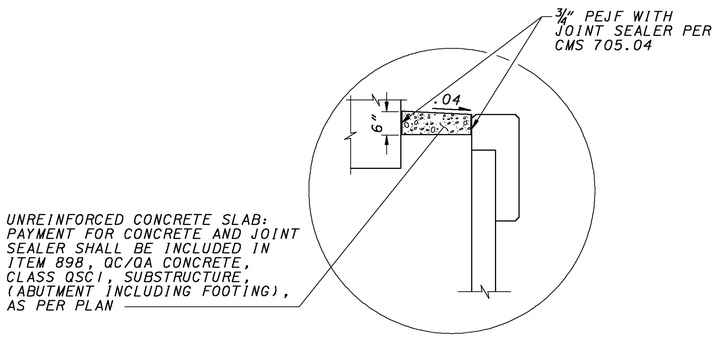


FOOTING APRON WALL DETAIL

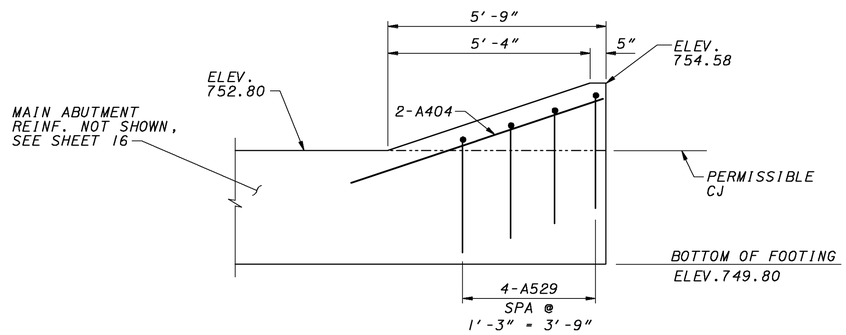
(LOOKING WEST AT REAR ABUTMENT)



SECTION B-B



DETAIL 'A'



DETAIL 'B'

NOTES:

1. POROUS BACKFILL WITH TYPE A FILTER FABRIC, 2'-0" THICK, SHALL EXTEND UP TO THE BOTTOM SURFACE OF THE APPROACH SLAB OR PAVED GUTTER AND LATERALLY TO THE ENDS OF THE WINGWALL. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC FOR PAYMENT.
2. FOR ABUTMENT PLAN, ELEVATION, AND LOCATION OF SECTIONS, SEE SHEET 16.
3. REINFORCING STEEL LAP LENGTHS:
   UNLESS OTHERWISE NOTED, LAPS SHALL BE AS FOLLOWS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
   FOR REINFORCING STEEL LIST, SEE SHEET 53.
4. 3'-0" WIDE NEOPRENE SHEETING INCLUDED WITH ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN FOR PAYMENT.
5. MSE REINFORCING STRAPS (INCLUDED WITH MSE WALL FOR PAYMENT): SEE PROPRIETARY MSE WALL COMPANY PLANS FOR DETAILS. THE ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRAP ATTACHMENTS HAVE BEEN INSTALLED. REINFORCING STRAP DESIGN LOAD (TOTAL SERVICE LOAD) = 4.4 KIPS PER FOOT OF ABUTMENT. FOR BREAKDOWN OF LOAD COMPONENTS, SEE SHEET 791 OF 1811.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

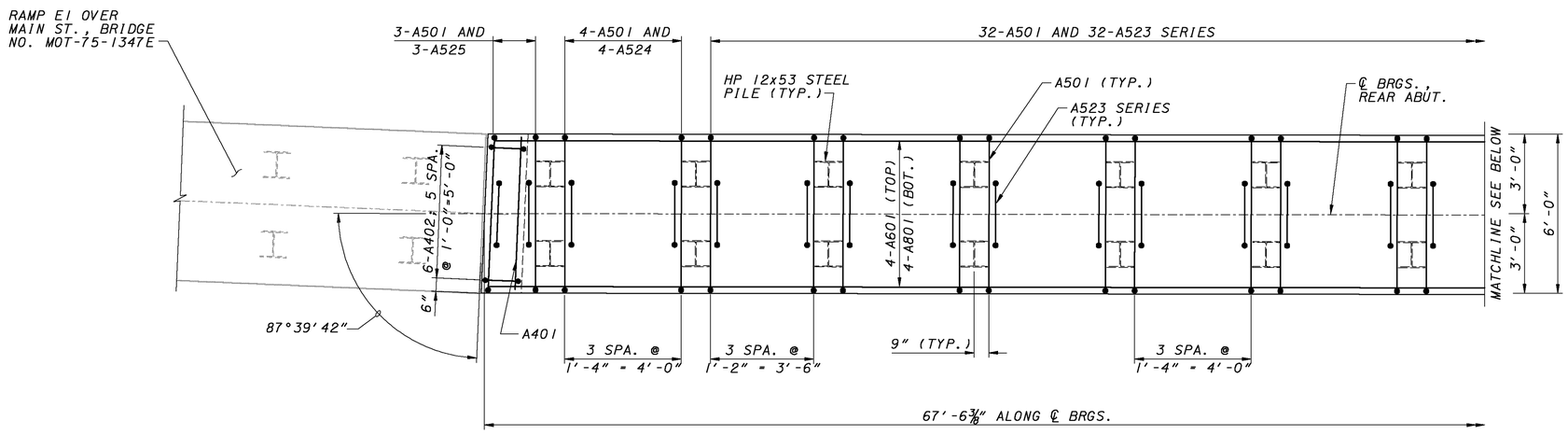
DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

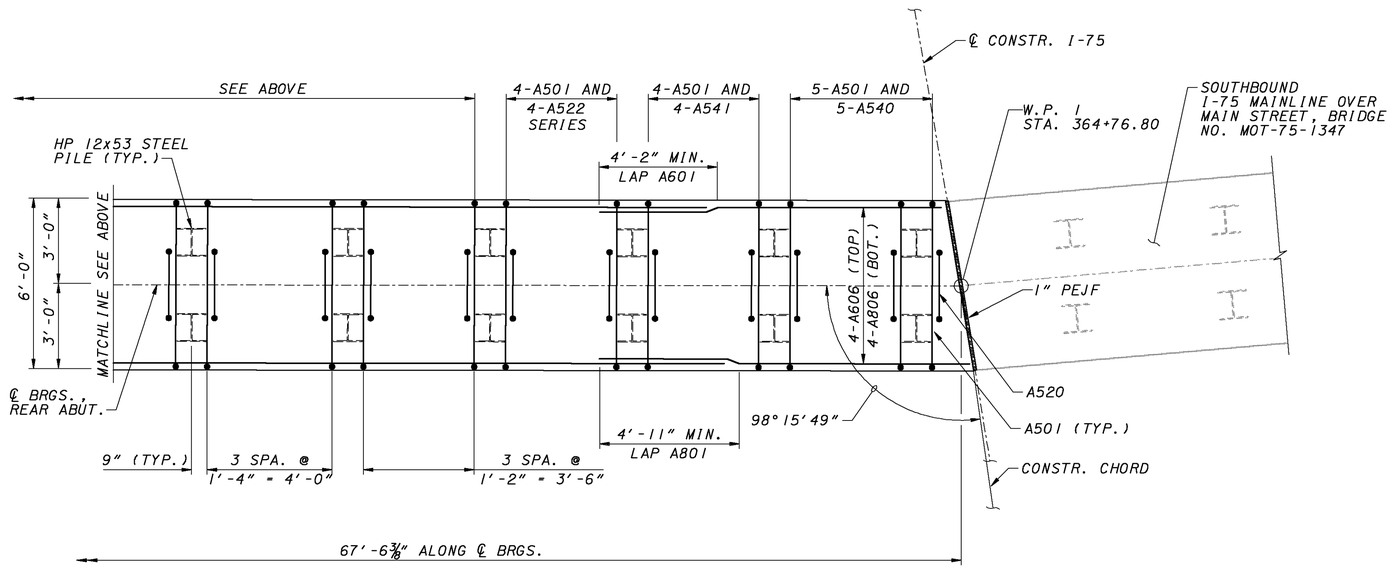
NB BRIDGE, REAR ABUTMENT SECTIONS

BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

075_1347ar004.dgn 20-MAR-2007





REAR ABUTMENT FOOTING PLAN

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN ST.
DAYTON, OH 45402-1828

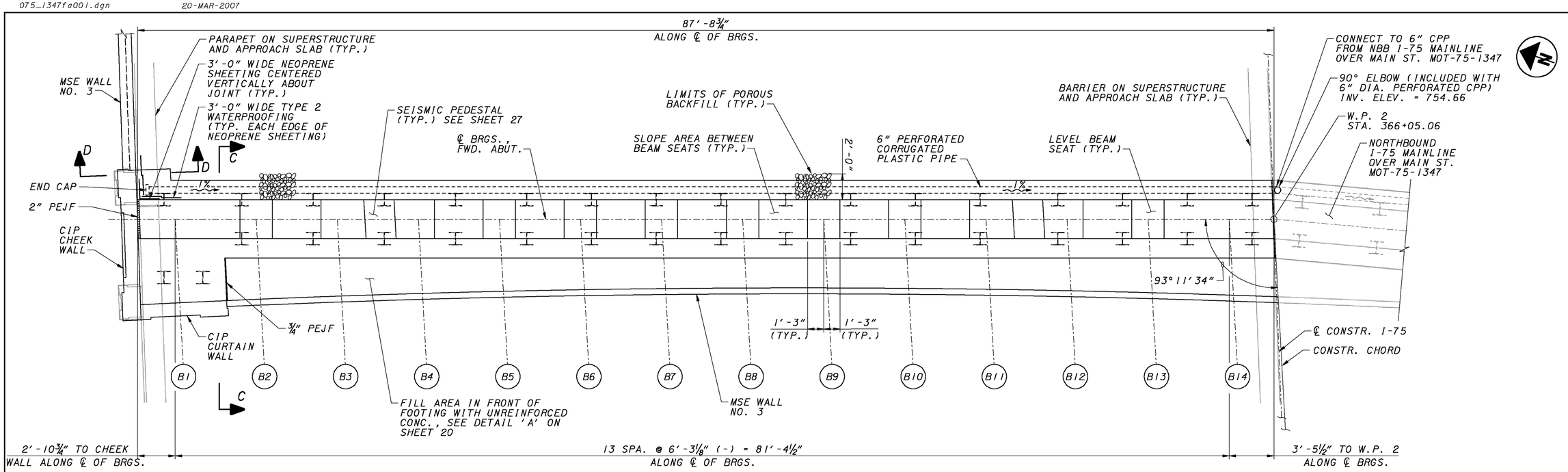
DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

NB BRIDGE, REAR ABUTMENT FOOTING PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

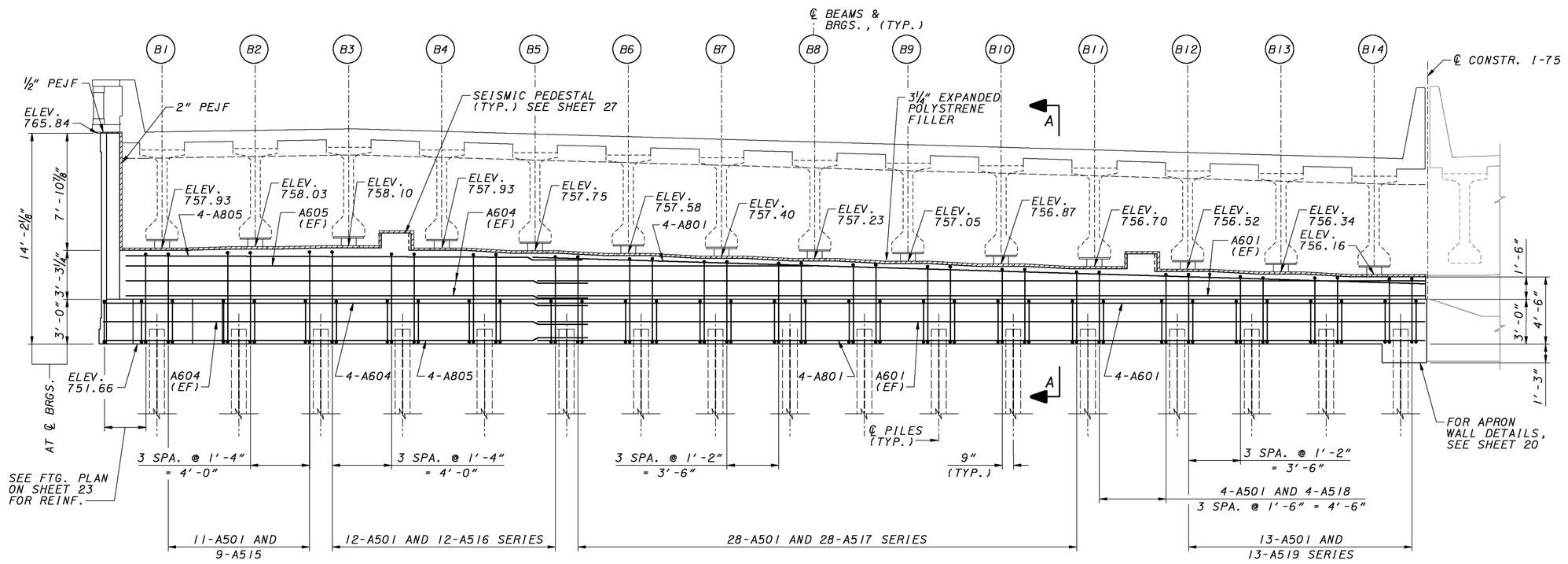
MOT-75-13.11
PID 75927

1281
1811

075_1347fa001.dgn 20-MAR-2007



FORWARD ABUTMENT PLAN



FORWARD ABUTMENT ELEVATION

(FRONT CURTAIN WALL AND MSE WALLS NOT SHOWN)

LEGEND

(B#) - BEAM DESIGNATION

- DENOTES VERTICAL HP 12x53 STEEL PILE

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
2. FOR FOOTING PLAN, SEE SHEET 21.
3. FOR FOOTING DETAILS AND SECTION D-D, SEE SHEET 23.
4. FOR ABUTMENT SECTIONS A-A, AND C-C, SEE SHEET 20.
5. FOR PILE LAYOUT PLAN, SEE SHEET 9.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

REVIEWED	DATE
GAS	06/06

STRUCTURE FILE NUMBER 5708338

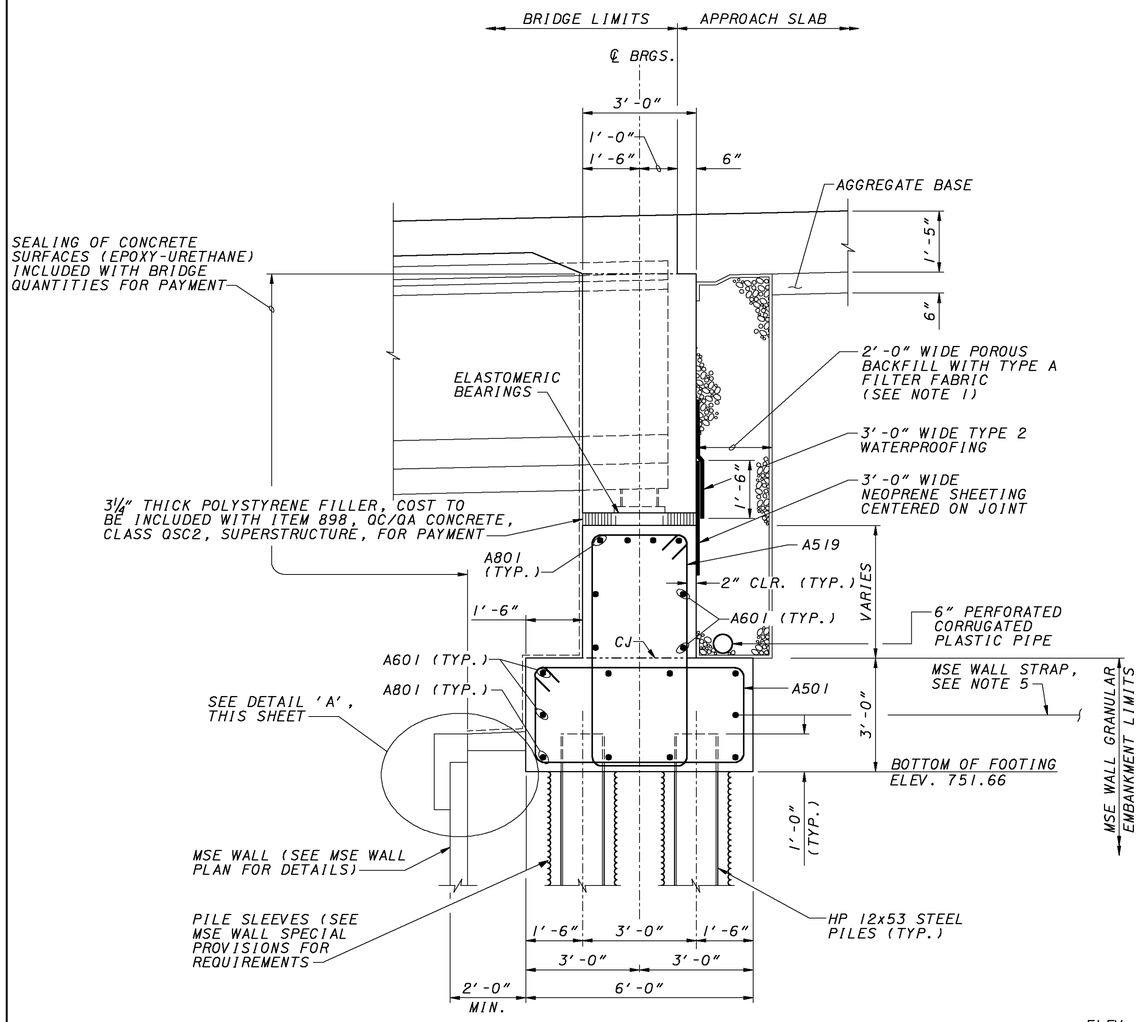
DRAWN	REVISED
GLM	

DESIGNED	CHECKED
TK	KES

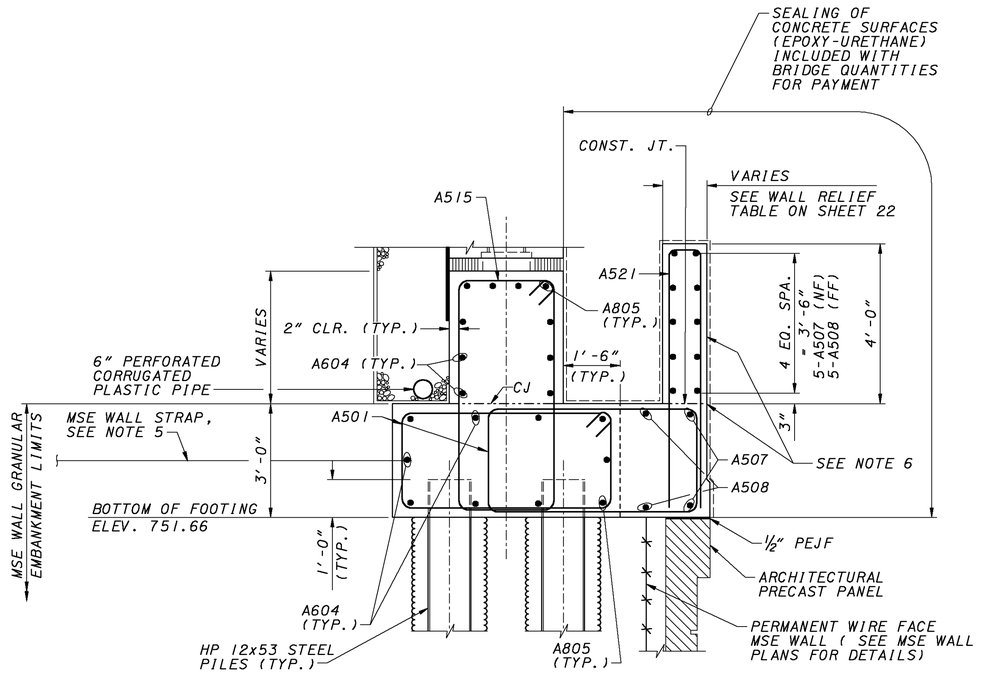
SB BRIDGE, FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

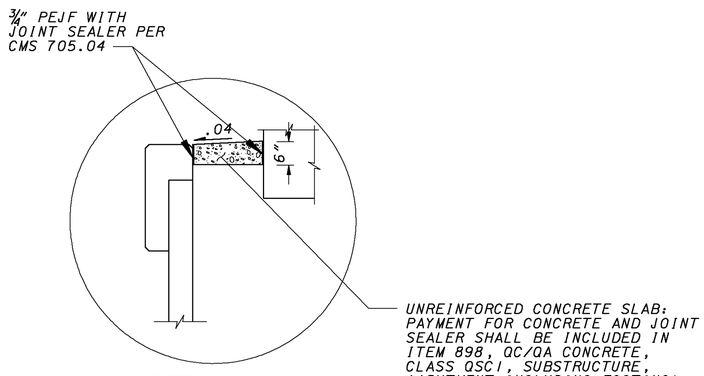
1282
1811



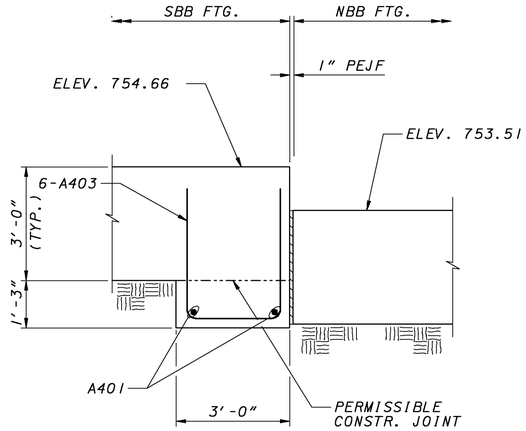
SECTION A-A



SECTION C-C



DETAIL 'A'



FOOTING APRON WALL DETAIL

(LOOKING EAST AT FORWARD ABUTMENT)

NOTES:

1. POROUS BACKFILL WITH TYPE A FILTER FABRIC, 2'-0" THICK, SHALL EXTEND UP TO THE BOTTOM SURFACE OF THE APPROACH SLAB OR PAVED GUTTER AND LATERALLY TO THE ENDS OF THE WINGWALL. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC FOR PAYMENT.
2. FOR ABUTMENT PLAN, ELEVATION, AND LOCATION OF SECTIONS, SEE SHEET 19.
3. REINFORCING STEEL LAP LENGTHS:
   UNLESS OTHERWISE NOTED, LAPS SHALL BE AS FOLLOWS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
   FOR REINFORCING STEEL LIST, SEE SHEET 51.
4. 3'-0" WIDE NEOPRENE SHEETING INCLUDED WITH ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN FOR PAYMENT.
5. MSE REINFORCING STRAPS (INCLUDED WITH MSE WALL FOR PAYMENT): SEE PROPRIETARY MSE WALL COMPANY PLANS FOR DETAILS. THE ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRAP ATTACHMENTS HAVE BEEN INSTALLED. REINFORCING STRAP DESIGN LOAD (TOTAL SERVICE LOAD) = 4.2 KIPS PER FOOT OF ABUTMENT. FOR BREAKDOWN OF LOAD COMPONENTS, SEE SHEET 791 OF 1811.
6. RUBBED FINISH REQUIRED FOR ENTIRE EXPOSED SURFACE OF CHEEK WALL PER CMS SECTION 511.18 (B). CONSTRUCTION JOINT SHOULD NOT BE VISIBLE PRIOR TO PLACING CONCRETE SEALER.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

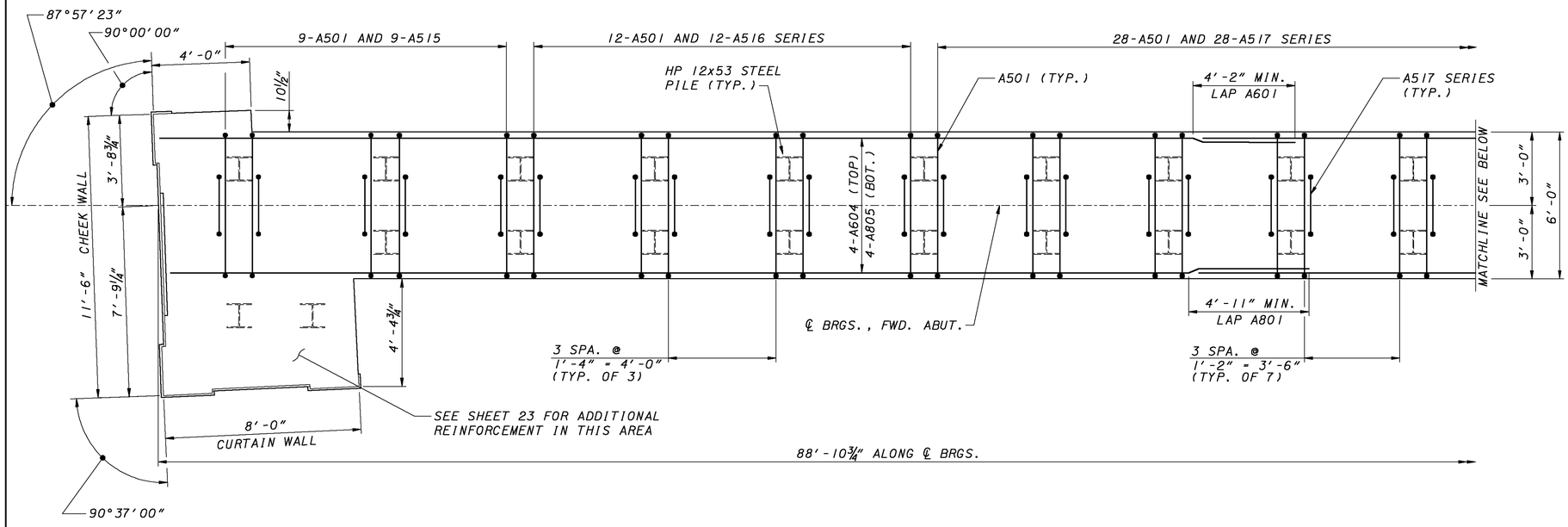
DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

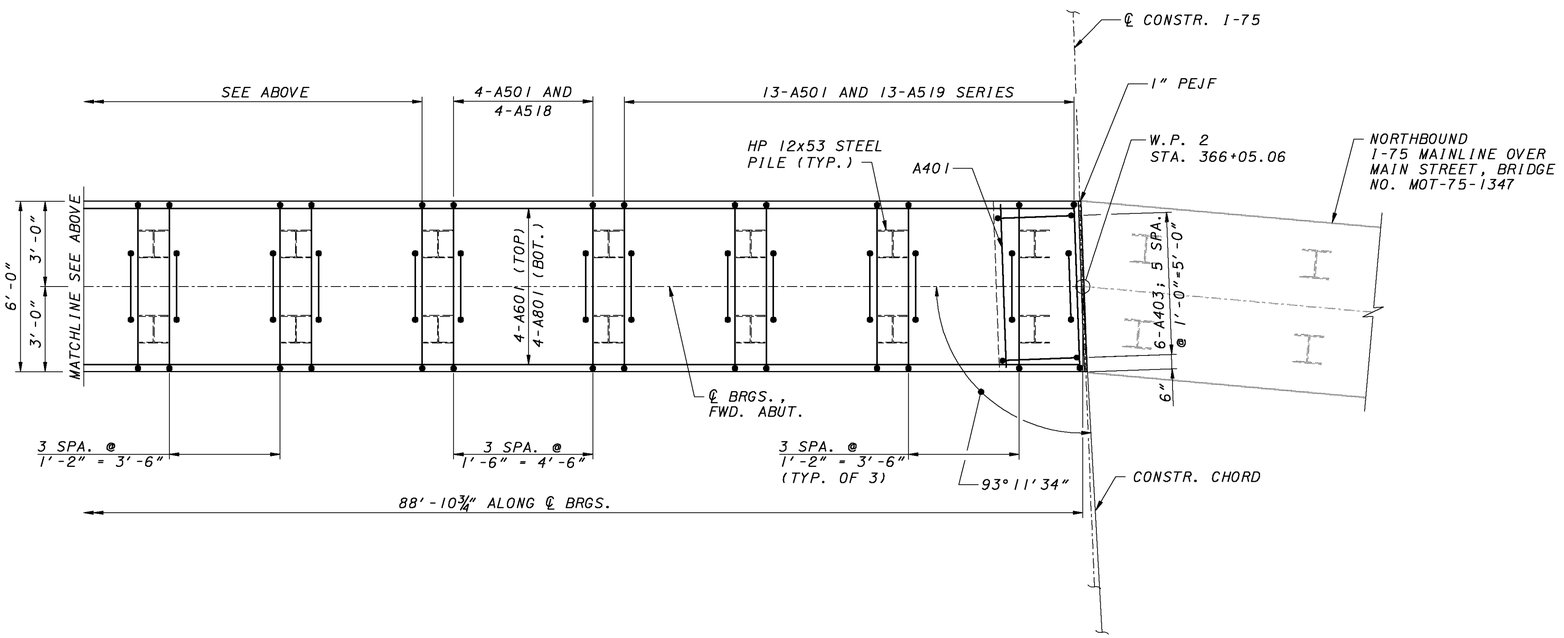
SB BRIDGE, FORWARD ABUTMENT SECTIONS

BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

075_1347fa003.dgn 20-MAR-2007





FORWARD ABUTMENT FOOTING PLAN

NOTE:

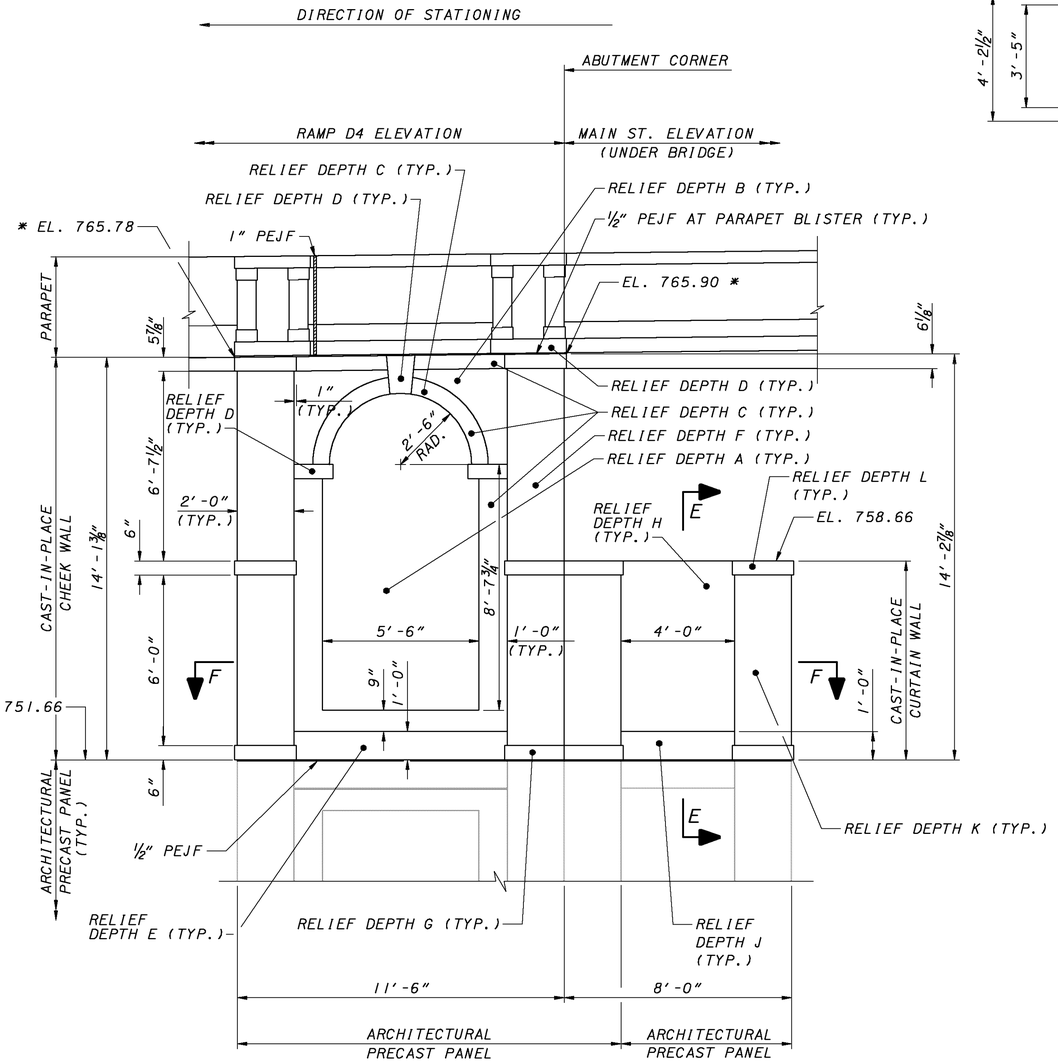
1. SEE SHEET 22 FOR ABUTMENT CHEEK WALL AND CURTAIN WALL AESTHETIC DETAILS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

SB BRIDGE, FORWARD ABUTMENT FOOTING
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



LEFT FORWARD ABUTMENT CORNER ELEVATION

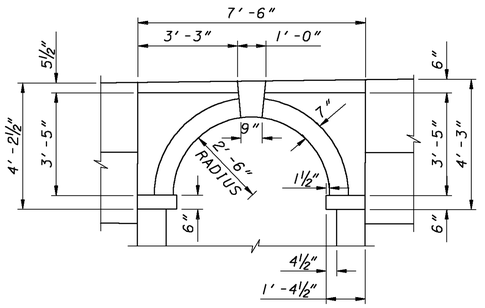
DEVELOPED (UNFOLDED) VIEW

* ELEVATIONS GIVEN AT THE TOP OF CHEEK WALL

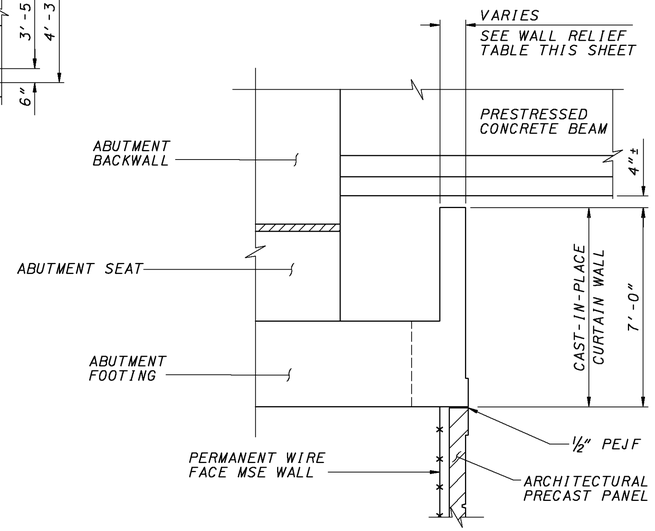
WALL RELIEF TABLE		
WALL AREA	RELIEF	WALL THICKNESS
A	+0"	1'-0½"
B	+1"	1'-1½"
C	+1½"	1'-2"
D	+2"	1'-2½"
E	+2½"	1'-3'
F	+3½"	1'-4"
G	+4½"	1'-5"
H	+0"	1'-2"
J	+1"	1'-3"
K	+2"	1'-4"
L	+3"	1'-5"

NOTE:

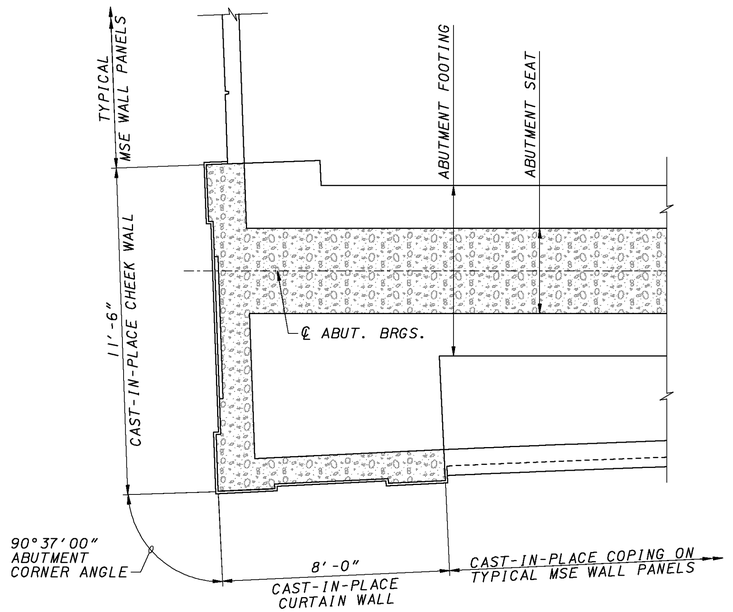
1. SEE MSE WALL PLANS FOR DETAILS OF ARCHITECTURAL PRECAST PANELS AND PERMANENT WIRE FACE MSE WALLS.



ARCH RECESS DETAIL



SECTION E-E



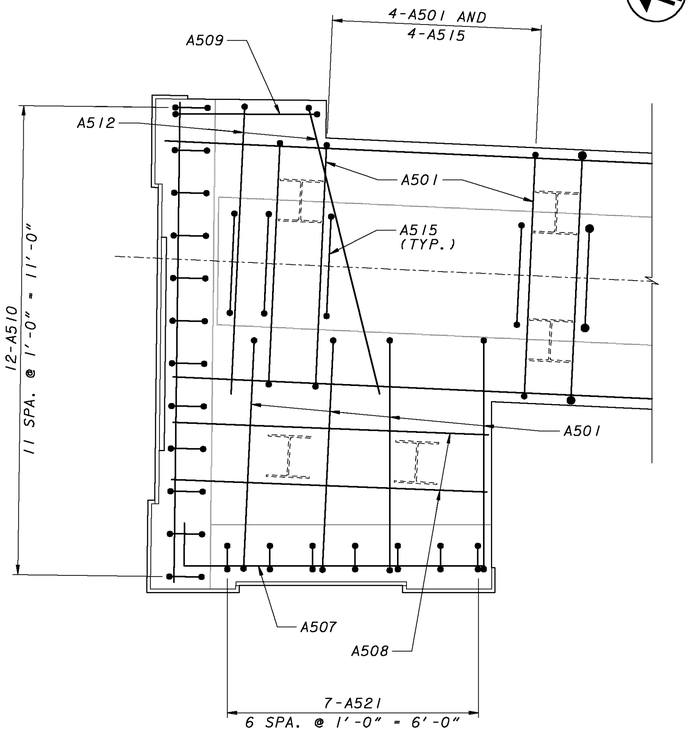
SECTION F-F

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

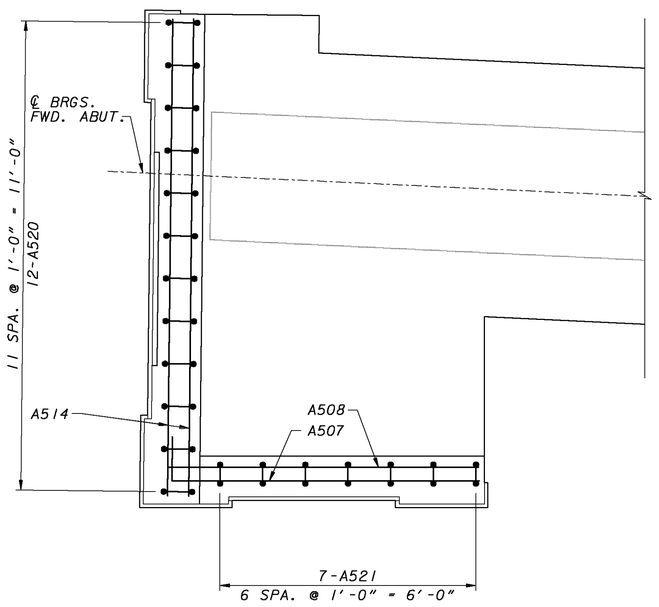
DESIGNED	DRAWN	REVIEWED	DATE
WRT	EKM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

SB BRIDGE, FORWARD ABUTMENT AESTHETIC DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

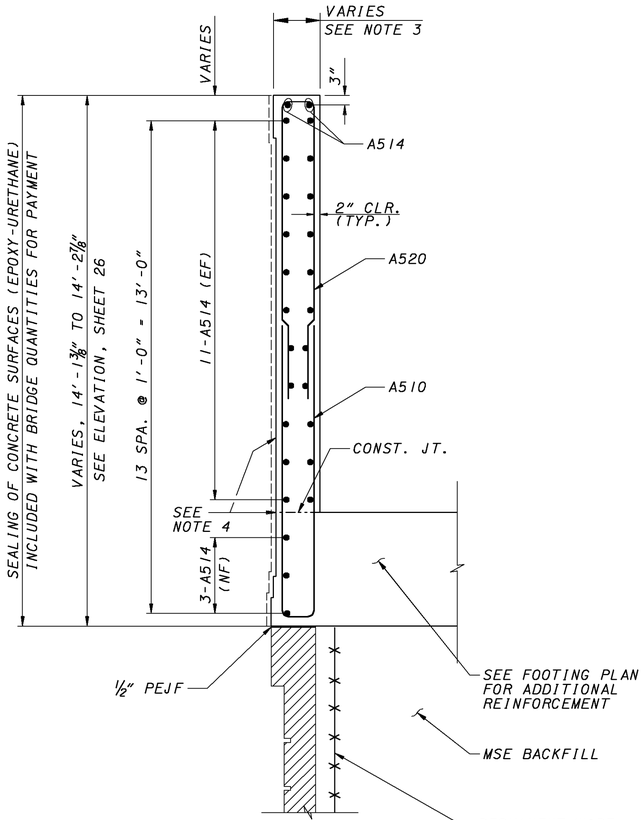
MOT-75-13.11
PID 75927



PART FOOTING PLAN @ LEFT FORWARD ABUTMENT



CHEEK WALL AND CURTAIN WALL REINFORCEMENT



SECTION D-D

NOTES:

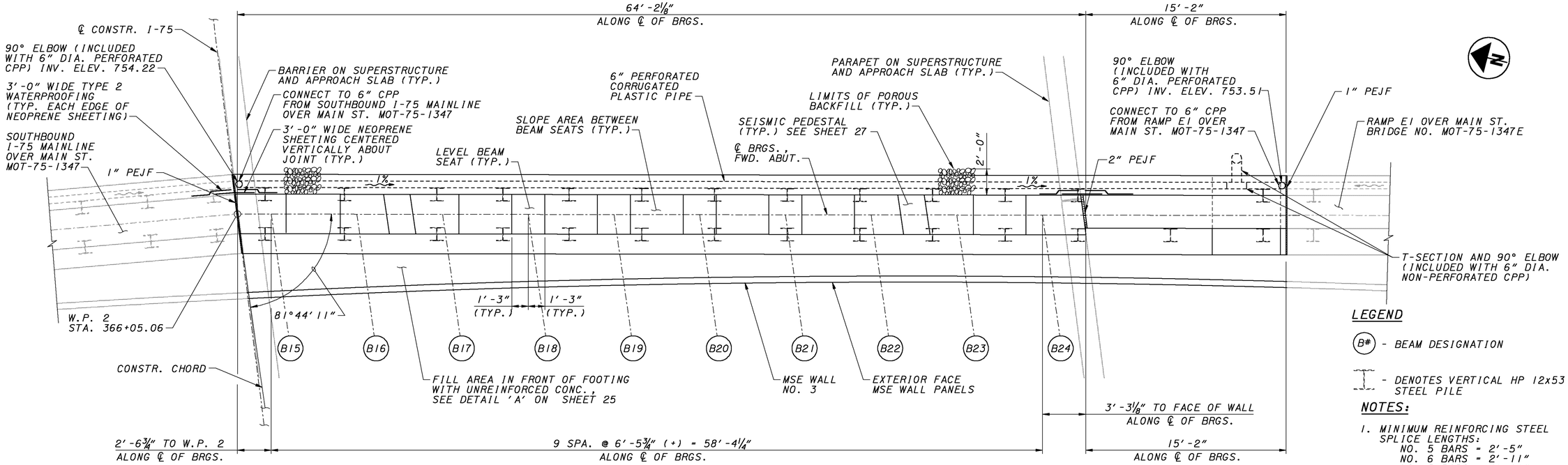
1. FOR FOOTING PLAN, SEE SHEET 21.
2. FOR LOCATION OF SECTION D-D, SEE SHEET 19.
3. FOR ABUTMENT CHEEK WALL AND CURTAIN WALL AESTHETIC DETAILS, SEE SHEET 22.
4. RUBBED FINISH REQUIRED FOR ENTIRE EXPOSED SURFACE OF CURTAIN WALL PER CMS SECTION 511.18 (B). CONSTRUCTION JOINT SHOULD NOT BE VISIBLE PRIOR TO PLACING CONCRETE SEALER.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

SB BRIDGE, FORWARD ABUTMENT FOOTING DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



FORWARD ABUTMENT PLAN

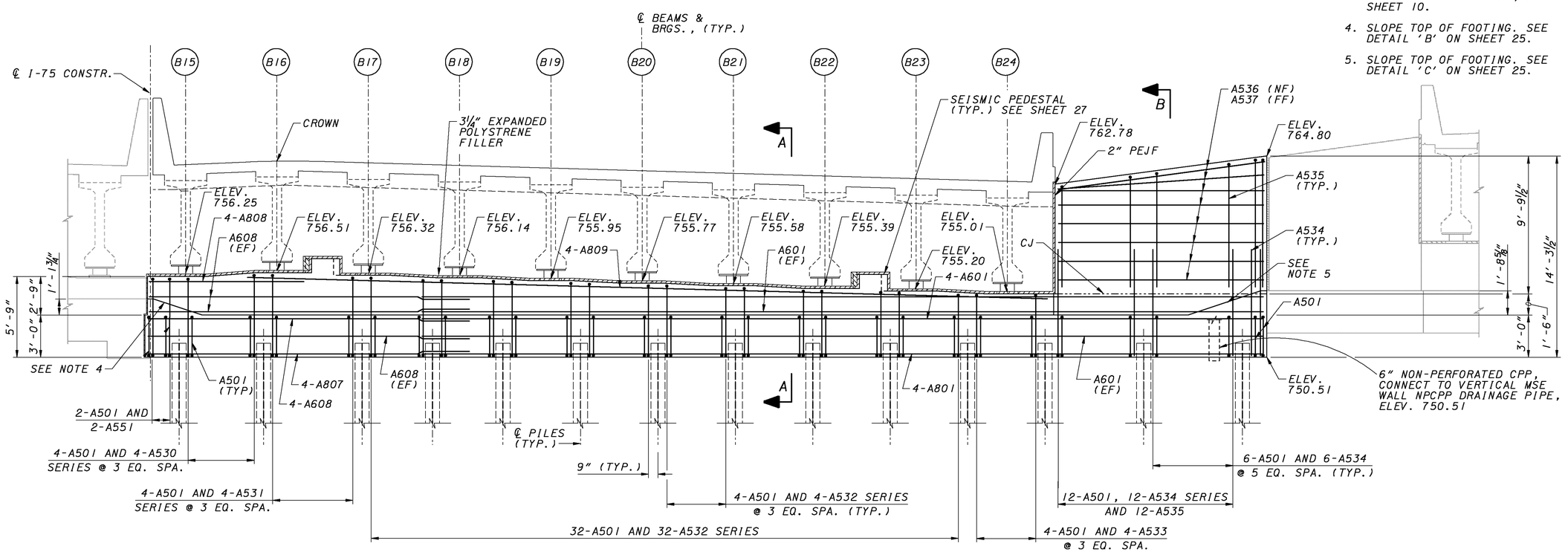
LEGEND

B# - BEAM DESIGNATION

I - DENOTES VERTICAL HP 12x53 STEEL PILE

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
2. FOR ABUTMENT SECTIONS A-A AND B-B, SEE SHEET 25.
3. FOR PILE LAYOUT PLAN, SEE SHEET 10.
4. SLOPE TOP OF FOOTING. SEE DETAIL 'B' ON SHEET 25.
5. SLOPE TOP OF FOOTING. SEE DETAIL 'C' ON SHEET 25.



FORWARD ABUTMENT ELEVATION

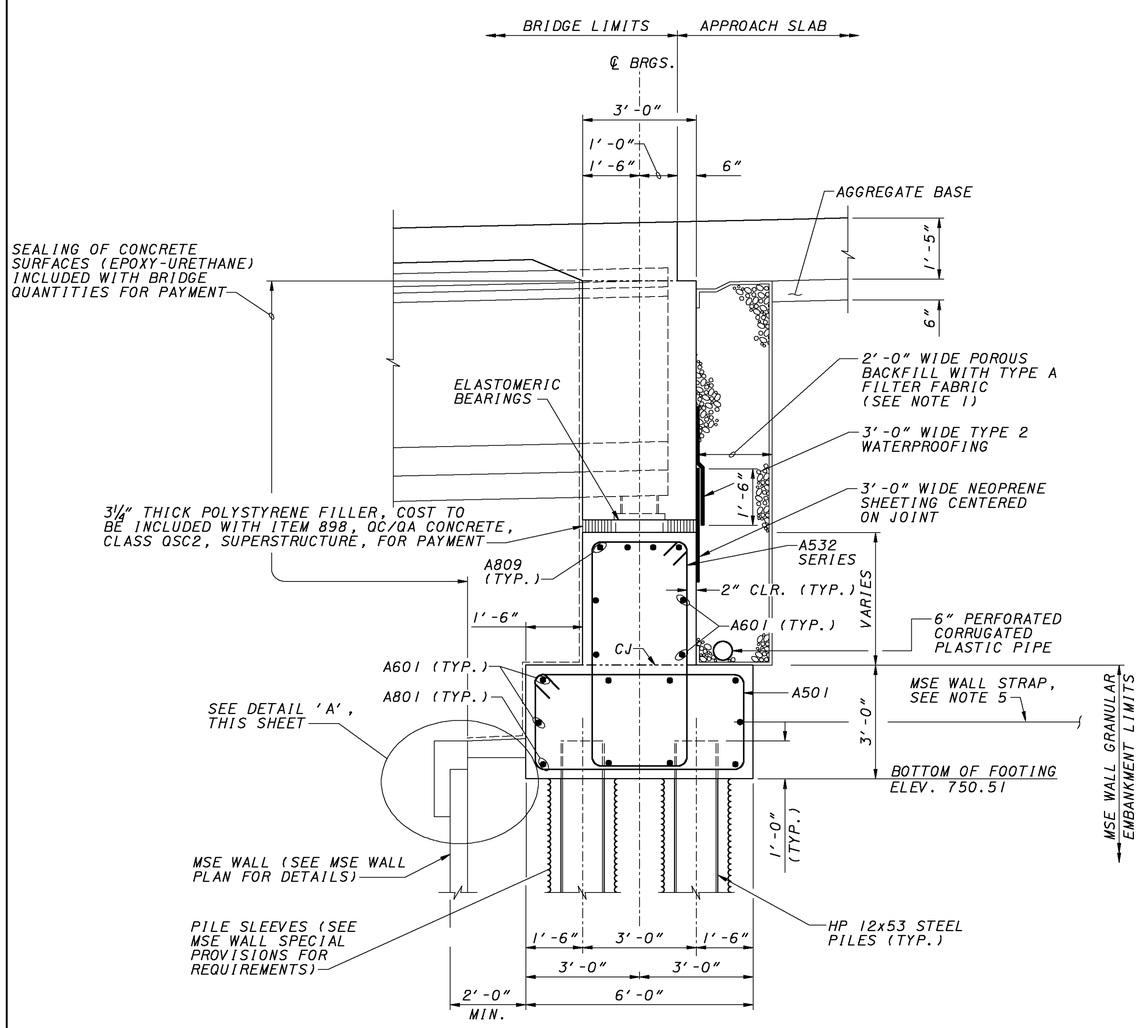
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

REVIEWED	DATE
GAS	06/06
DRAWN	STRUCTURE FILE NUMBER
GLM	5708338
DESIGNED	REVISED
TK	
CHECKED	
KES	

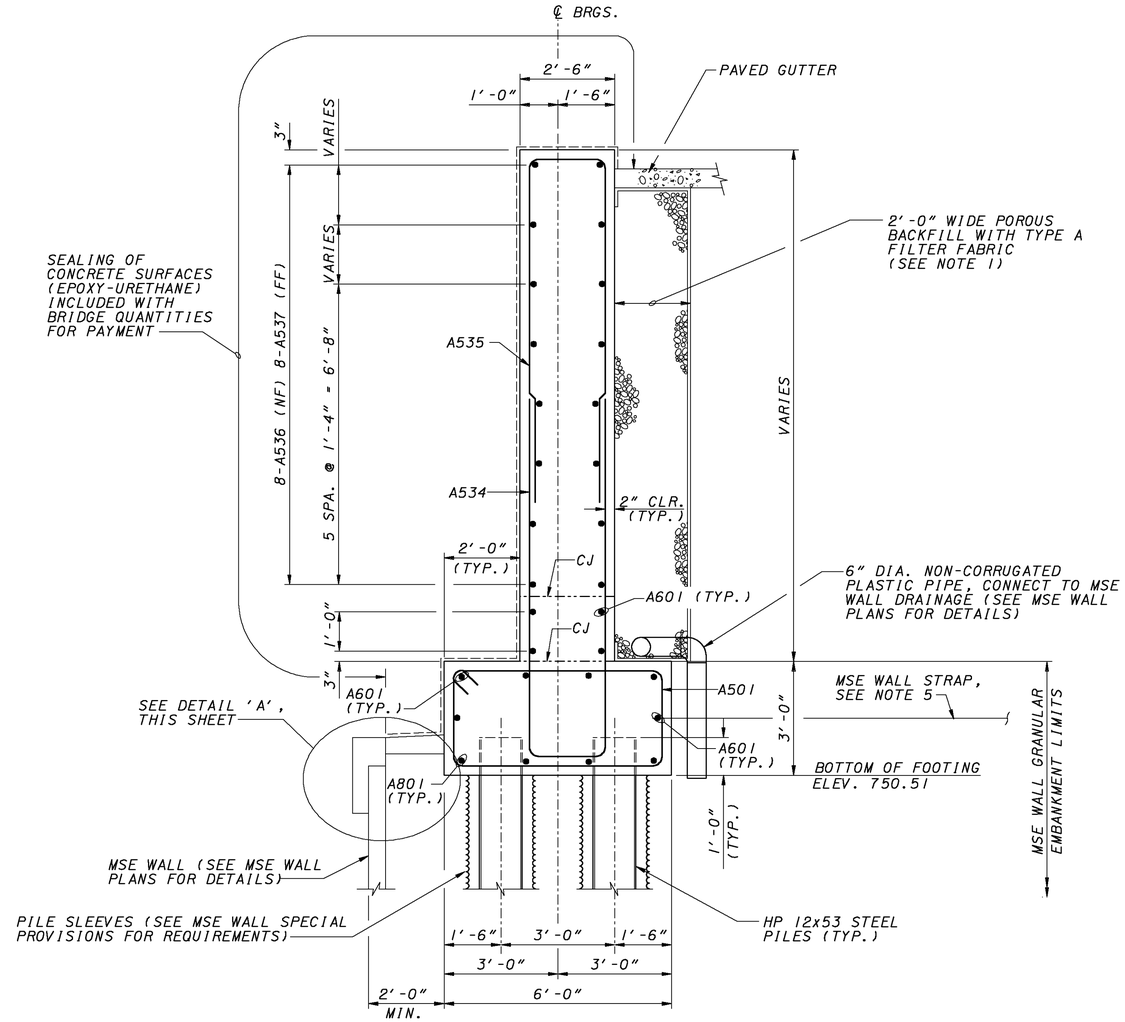
NB BRIDGE, FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

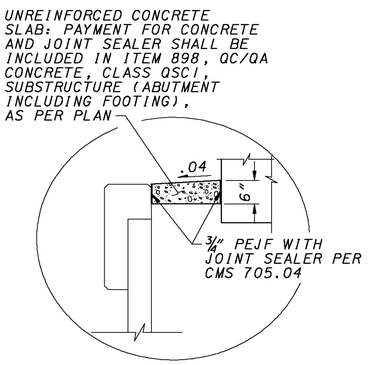
1287
1811



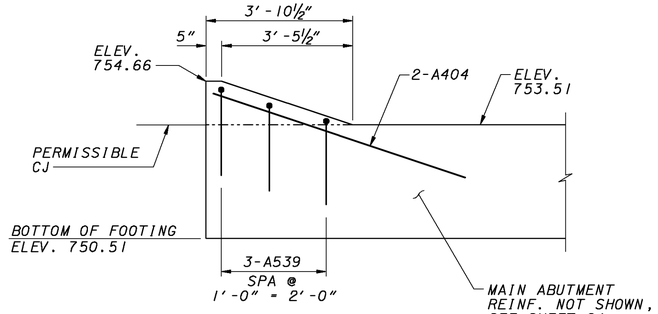
SECTION A-A



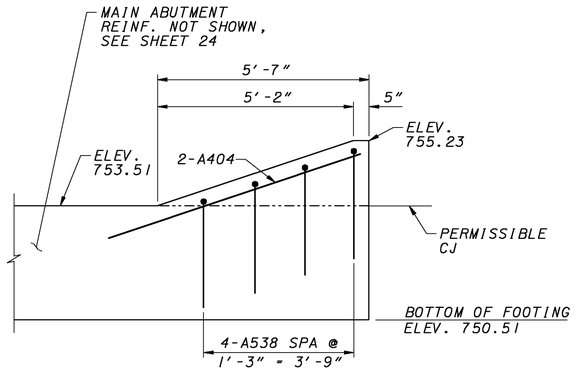
SECTION B-B



DETAIL 'A'



DETAIL 'B'



DETAIL 'C'

NOTES:

1. POROUS BACKFILL WITH TYPE A FILTER FABRIC, 2'-0" THICK, SHALL EXTEND UP TO THE BOTTOM SURFACE OF THE APPROACH SLAB OR PAVED GUTTER AND LATERALLY TO THE ENDS OF THE WINGWALL. COST TO BE INCLUDED WITH ITEM 518, POROUS BACKFILL WITH FILTER FABRIC FOR PAYMENT.
2. FOR ABUTMENT PLAN, ELEVATION, AND LOCATION OF SECTIONS, SEE SHEET 24.
3. REINFORCING STEEL LAP LENGTHS:
   UNLESS OTHERWISE NOTED, LAPS SHALL BE AS FOLLOWS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
   NO. 8 BARS = 4'-11"
   FOR REINFORCING STEEL LIST, SEE SHEET 53.
4. 3'-0" WIDE NEOPRENE SHEETING INCLUDED WITH ITEM 516, SEMI-INTEGRAL ABUTMENT EXPANSION JOINT SEAL, AS PER PLAN FOR PAYMENT.
5. MSE REINFORCING STRAPS (INCLUDED WITH MSE WALL FOR PAYMENT): SEE PROPRIETARY MSE WALL COMPANY PLANS FOR DETAILS. THE ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRAP ATTACHMENTS HAVE BEEN INSTALLED. REINFORCING STRAP DESIGN LOAD (TOTAL SERVICE LOAD) = 5.1 KIPS PER FOOT OF ABUTMENT. FOR BREAKDOWN OF LOAD COMPONENTS, SEE SHEET 791 OF 1811.

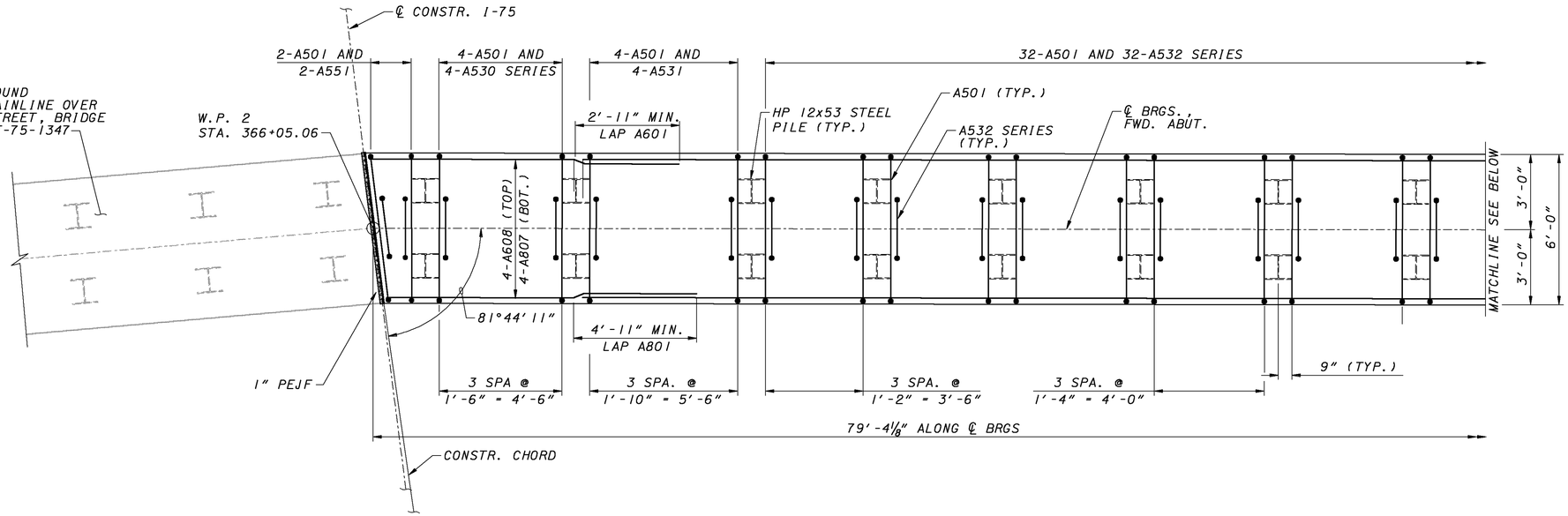
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

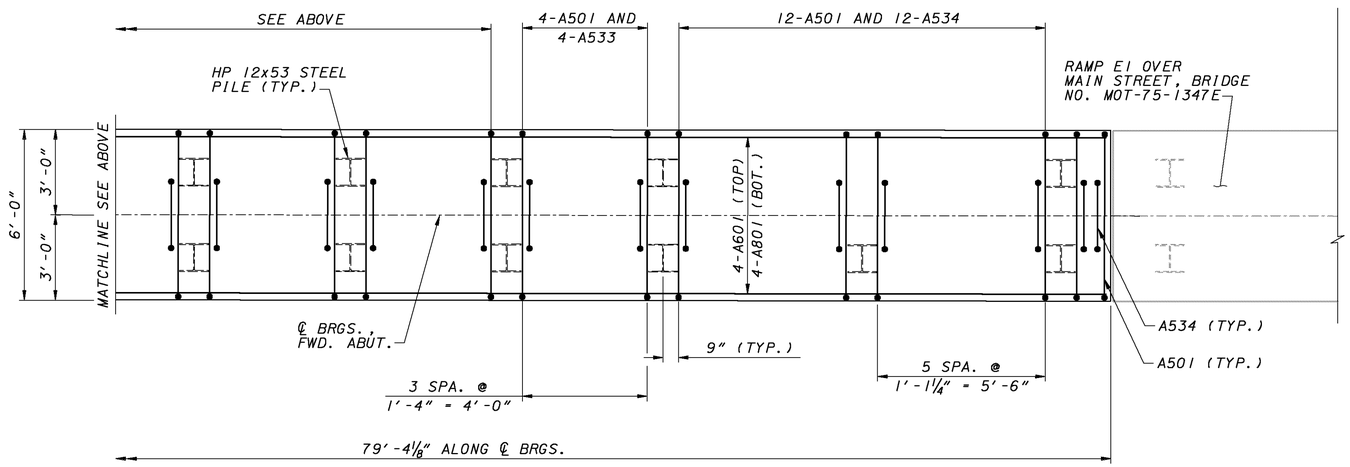
DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

NB BRIDGE, FORWARD ABUTMENT SECTIONS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

075_1347fa004.dgn 20-MAR-2007





FORWARD ABUTMENT FOOTING PLAN

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
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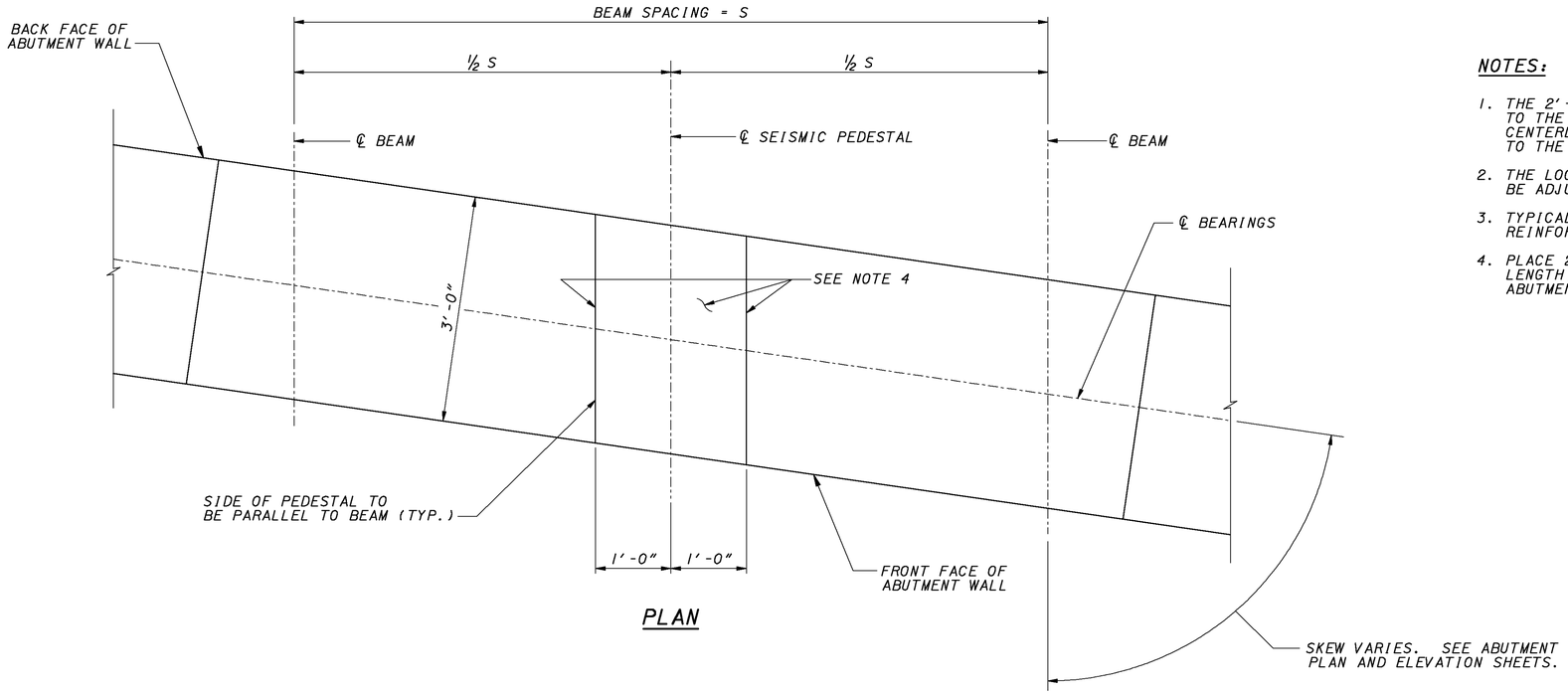
NB BRIDGE, FORWARD ABUTMENT FOOTING PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

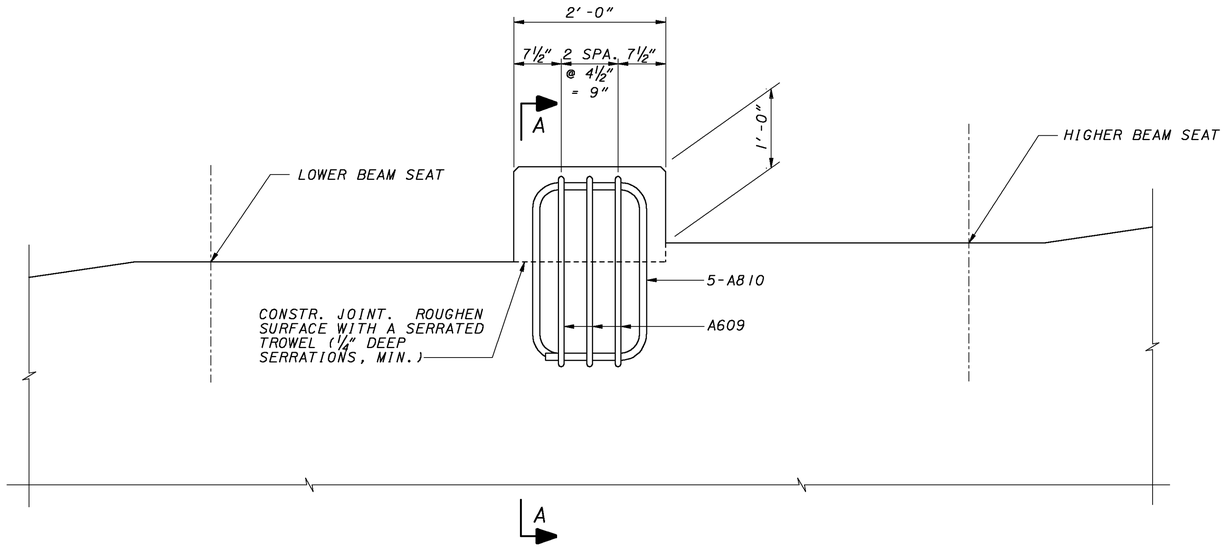
1289
1811



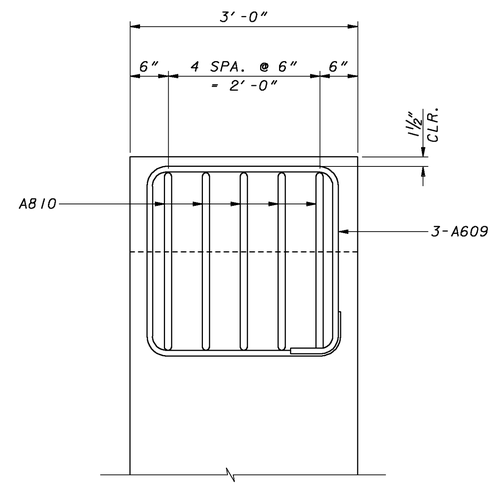
PLAN

NOTES:

1. THE 2'-0" WIDTH OF THE PEDESTAL SHALL BE MEASURED NORMAL TO THE BEAMS. THE A810 BARS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARINGS. THE A609 BARS SHALL BE PLACED PARALLEL TO THE BEAMS.
2. THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE A609 BARS.
3. TYPICAL ABUTMENT REINFORCING NOT SHOWN. FOR ADDITIONAL REINFORCING, SEE SHEETS 11, 12, 16, 17 AND 19, 20, 24, 25.
4. PLACE 2" PEJF ON PEDESTAL TOP AND 1" PEJF ON SIDES, FULL LENGTH, PRIOR TO CASTING ABUTMENT DIAPHRAGM. FOR ABUTMENT DIAPHRAGM DETAILS, SEE SHEETS 41-44.



ELEVATION



SECTION A-A

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
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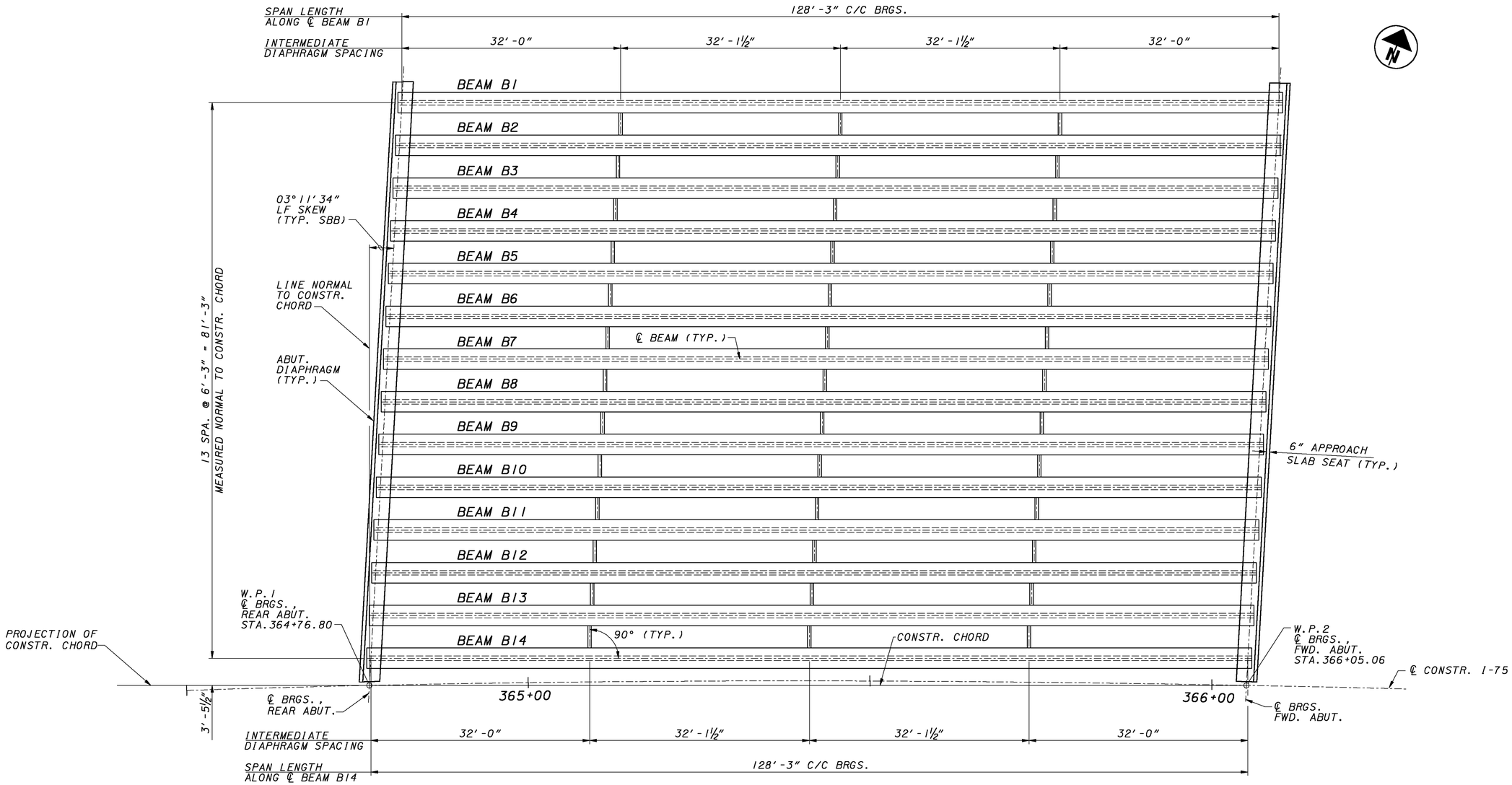
KES		5708338	

SEISMIC PEDESTAL DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1290
1811



FRAMING PLAN

NOTES:

1. ALL FABRICATION, CONSTRUCTION AND MATERIAL REQUIREMENTS, AND PRESTRESSED CONCRETE I-BEAM, DIAPHRAGM, AND BEARING PLATE DETAILS SHALL BE IN ACCORDANCE WITH CMS 515 AND STANDARD CONSTRUCTION DRAWING PSID-I-99, EXCEPT AS NOTED BELOW.

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

   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 REMAIN STABLE AND IN CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DURING AND AFTER PLACEMENT OF THE CONCRETE DECK. 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 CONCRETE DECK. 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, BEARING SOLE PLATES, HP BEARING PEDESTALS, 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.

3. ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN:

   A. INTERMEDIATE DIAPHRAGMS MAY BE CAST-IN-PLACE CONCRETE OR GALVANIZED STRUCTURAL STEEL, AS SHOWN ON STANDARD CONSTRUCTION DRAWING PSID-I-99. ONLY ONE TYPE OF INTERMEDIATE DIAPHRAGM MAY BE USED ON THE BRIDGE. IF CAST-IN-PLACE CONCRETE INTERMEDIATE DIAPHRAGMS ARE SELECTED, THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ALL INTERMEDIATE DIAPHRAGM DIMENSIONS AND REINFORCING DETAILS IN ACCORDANCE WITH STD. DWG. PSID-I-99.

   B. IF GALVANIZED STRUCTURAL STEEL INTERMEDIATE DIAPHRAGMS ARE SELECTED BY THE CONTRACTOR, 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. PAINT, SURFACE PREPARATION, AND APPLICATION SHALL BE IN ACCORDANCE WITH 514.

   BASIS OF PAYMENT: ALL COSTS ASSOCIATED WITH THE WORK DESCRIBED IN ITEMS (3.A) AND (3.B) ABOVE, INCLUDING DIAPHRAGM CONNECTION PAINTING, SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN.

4. ALL PRESTRESSED CONCRETE I-BEAMS SHALL BE TANGENT AND PARALLEL TO THE CONSTRUCTION CHORD.

5. FOR BEARING DETAILS, SEE SHEET 32.

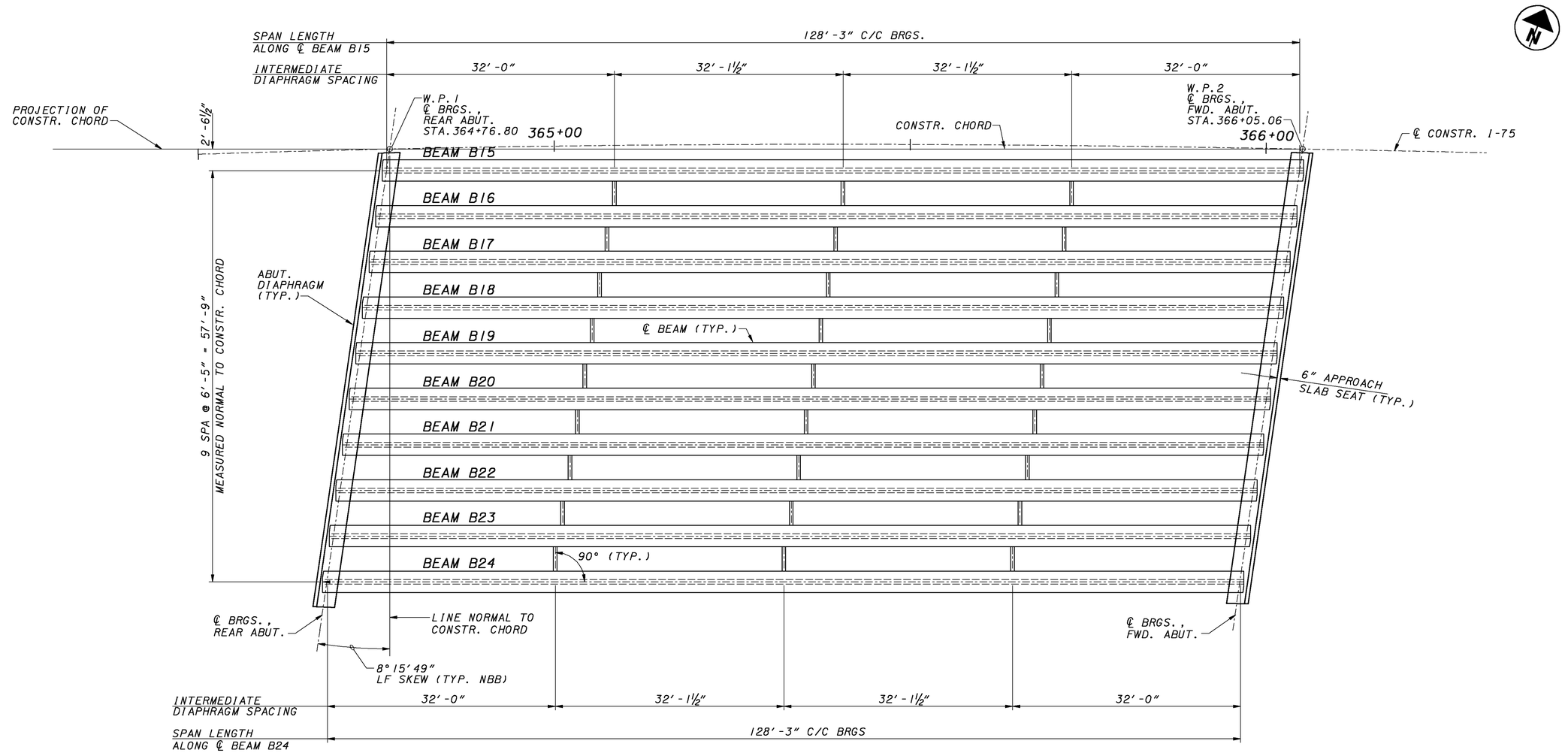
6. FOR BRIDGE CONSTRUCTION SEQUENCE, SEE SHEETS 6-8.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

SB BRIDGE, FRAMING PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



FRAMING PLAN

NOTES:

1. ALL FABRICATION, CONSTRUCTION AND MATERIAL REQUIREMENTS, AND PRESTRESSED CONCRETE I-BEAM, DIAPHRAGM, AND BEARING PLATE DETAILS SHALL BE IN ACCORDANCE WITH CMS 515 AND STANDARD CONSTRUCTION DRAWING PSID-1-99, EXCEPT AS NOTED BELOW.

2. ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72″), AS PER PLAN:

   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 REMAIN STABLE AND IN CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DURING AND AFTER PLACEMENT OF THE CONCRETE DECK. 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 CONCRETE DECK. 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, BEARING SOLE PLATES, HP BEARING PEDESTALS, 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.

3. ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN:

   A. INTERMEDIATE DIAPHRAGMS MAY BE CAST-IN-PLACE CONCRETE OR GALVANIZED STRUCTURAL STEEL, AS SHOWN ON STANDARD CONSTRUCTION DRAWING PSID-1-99. ONLY ONE TYPE OF INTERMEDIATE DIAPHRAGM MAY BE USED ON THE BRIDGE. IF CAST-IN-PLACE CONCRETE INTERMEDIATE DIAPHRAGMS ARE SELECTED, THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ALL INTERMEDIATE DIAPHRAGM DIMENSIONS AND REINFORCING DETAILS IN ACCORDANCE WITH STD. DWG. PSID-1-99.

   B. IF GALVANIZED STRUCTURAL STEEL INTERMEDIATE DIAPHRAGMS ARE SELECTED BY THE CONTRACTOR, 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. PAINT, SURFACE PREPARATION, AND APPLICATION SHALL BE IN ACCORDANCE WITH 514.

   BASIS OF PAYMENT: ALL COSTS ASSOCIATED WITH THE WORK DESCRIBED IN ITEMS (3.A) AND (3.B) ABOVE, INCLUDING DIAPHRAGM CONNECTION PAINTING, SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN.

4. ALL PRESTRESSED CONCRETE I-BEAMS SHALL BE TANGENT AND PARALLEL TO THE CONSTRUCTION CHORD.

5. FOR BEARING DETAILS, SEE SHEET 32.

6. FOR BRIDGE CONSTRUCTION SEQUENCE, SEE SHEET 6-8.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

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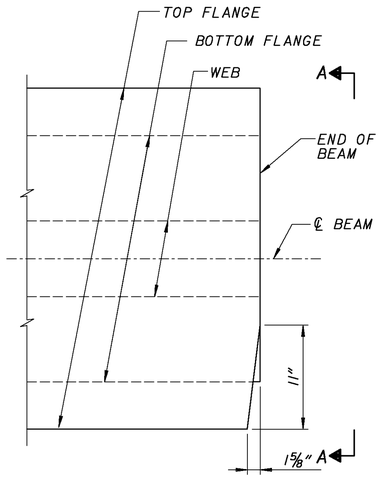
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

NB BRIDGE, FRAMING PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

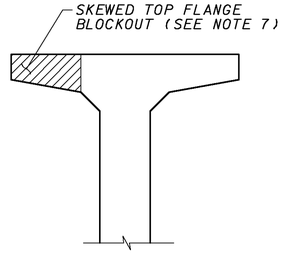
MOT-75-13.11
PID 75927

1292
1811



PLAN - TOP FLANGE BLOCKOUT

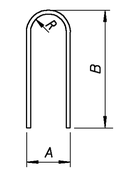
(BEAMS B15 THRU B24 ONLY)



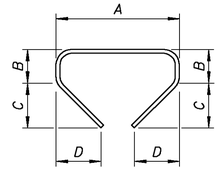
VIEW A-A

BEAM PRESTRESSING STRANDS, MATERIALS, AND REINFORCEMENT

BEAM MARK	NUMBER OF STRANDS PER ROW: END SECTION ①	②	③	④	⑤	⑨	⑩	⑪	⑫	⑬	MID SECTION ①	②	③	④	⑤	TOTAL STRANDS	CONCRETE STRENGTHS f'ci	f'c	F401 BARS REQ'D	F402 BARS REQ'D	F404 BARS REQ'D	F405 BARS REQ'D
B1-B24	8	8	8	8	6	3	3	3	3	3	11	11	11	11	9	53	5000 psi	7000 psi	123	129	120	12



TYPE 1



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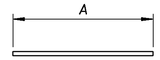

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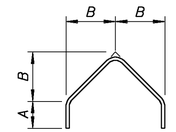


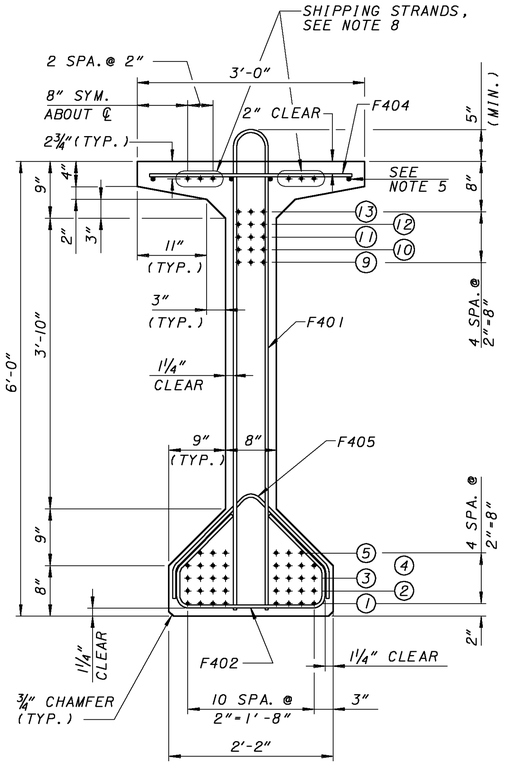
TYPE 4

BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

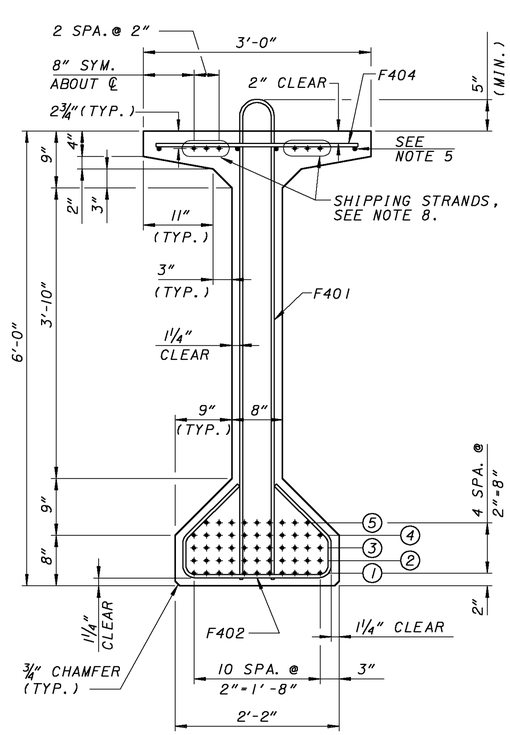
BAR BENDING DIMENSIONS

MARK	TYPE	DIMENSIONS (IN) A	B	C	D	R
F401	1	5½"	6'-4"			2¼"
F402	2	1'-11½"	6¼"	8½"	8½"	
F404	3	2'-8"				
F405	4	6¼"	11¾"			



BEAMS B1-B24

(END SECTION)



BEAMS B1-B24

(MID SECTION)

NOTES:

1. FOR FABRICATION, CONSTRUCTION, AND MATERIAL REQUIREMENTS, PRESTRESSED CONCRETE I-BEAM DETAILS, DIAPHRAGM DETAILS, AND BEARING PLATE DETAILS, SEE STANDARD CONSTRUCTION DRAWING PSID-I-99.
2. ALL PRESTRESSED CONCRETE MEMBERS SHALL BE MODIFIED AASHTO TYPE 4 (72") BEAMS.
3. ALL PRESTRESSING STRANDS SHALL BE GRADE 270 SEVEN WIRE, UNCOATED, LOW RELAXATION STRAND, WITH A NOMINAL AREA OF 0.167 SQUARE INCHES.
4. NO DEBONDING OF STRANDS IS REQUIRED.
5. FOUR CONTINUOUS #4 BARS SHALL BE PROVIDED IN THE TOP FLANGE AS SHOWN FOR THE FULL LENGTH OF THE BEAMS. LAP LENGTHS FOR THE #4 LONGITUDINAL BARS SHALL BE 2'-0" MINIMUM. LONGITUDINAL BAR LENGTHS AND LAP LOCATIONS SHALL BE DETERMINED BY THE CONTRACTOR.
6. ALL MILD REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60.
7. PROVIDE A BLOCKOUT OF THE TOP FLANGE AT EACH END OF BEAMS B15 THRU B24. CUT BARS F404 AND TOP LONGITUDINAL BARS AS NECESSARY TO CLEAR BLOCKOUT. DO NOT ALTER BAR SPACINGS.
8. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-I-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
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ONE DAYTON CENTRE, SUITE 1100
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DAYTON, OH 45402-1828

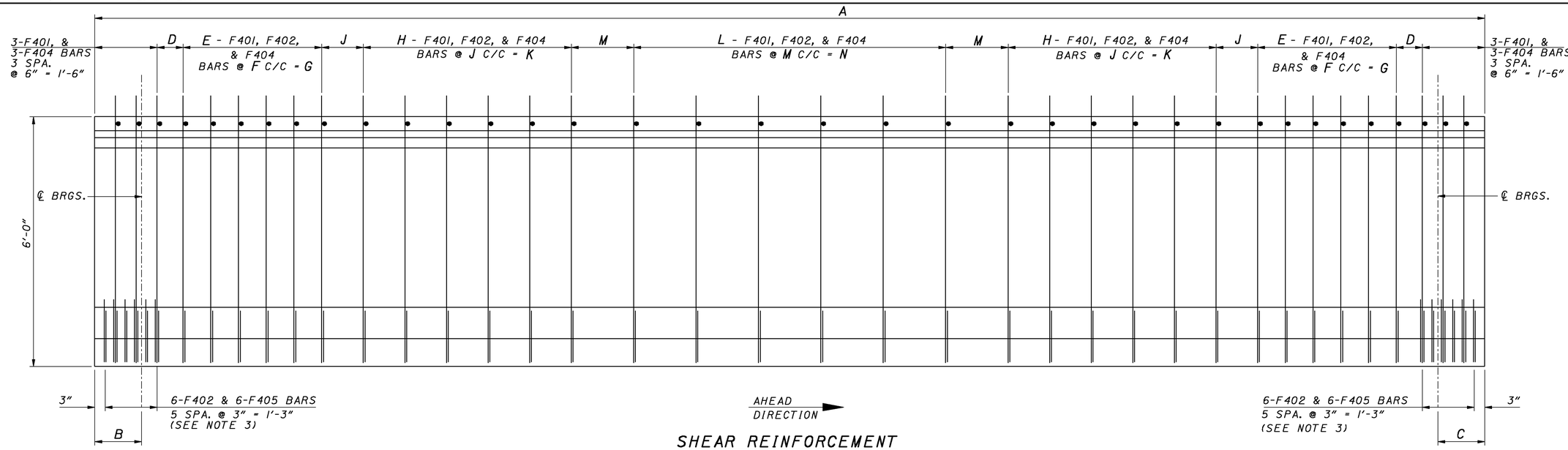
DESIGNED WRT | DRAWN GLM | REVIEWED GAS | DATE 06/06
CHECKED TK | REVISED | STRUCTURE FILE NUMBER 5708338

PRESTRESSED I-BEAM SECTIONS AND DETAILS

BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

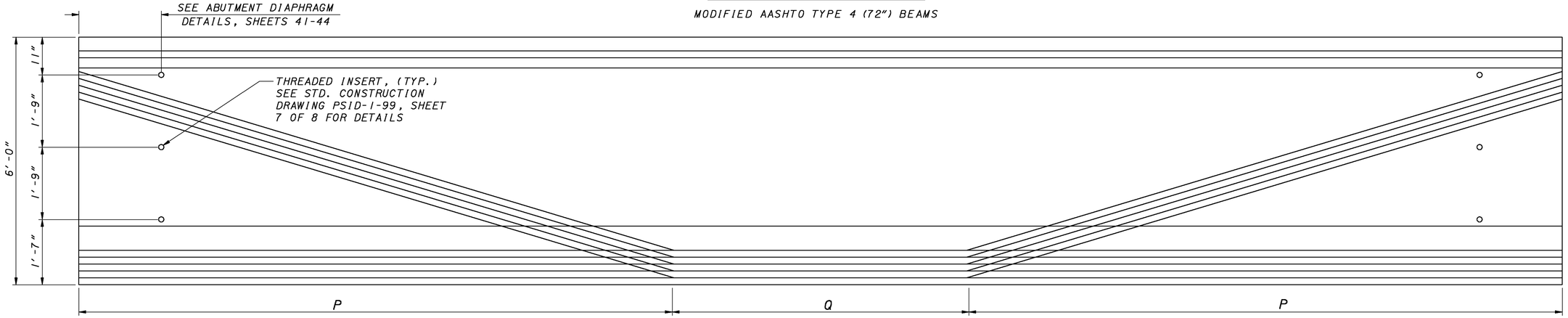
MOT-75-13.11
PID 75927

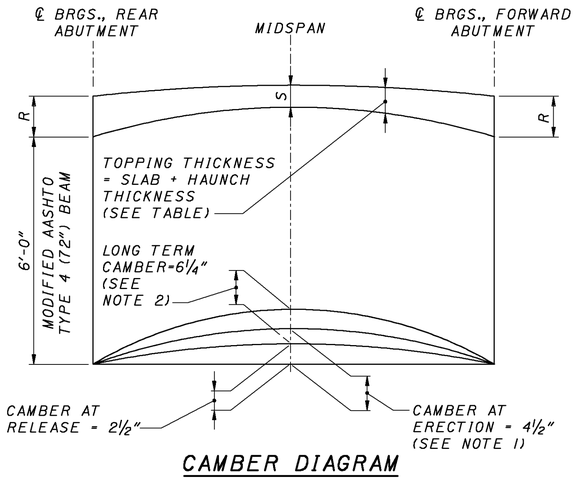
075_1347fd004.dgn 20-MAR-2007



SHEAR REINFORCEMENT

MODIFIED AASHTO TYPE 4 (72") BEAMS





CAMBER DIAGRAM

DRAPED TENDON LAYOUT

MODIFIED AASHTO TYPE 4 (72") BEAMS

BEAM DIMENSIONS AND SHEAR REINFORCEMENT

BEAM MARK	A	B	C	D	E	F	G	H	J	K	L	M	N	P	Q	WEIGHT (LBS)
B1-B24	129'-7"	8"	8"	3½"	25	8"	16'-0"	13	12"	13'-0"	41	1'-6"	63'-0"	54'-9½"	20'-0"	129100

TOPPING THICKNESS TABLE

BEAM MARK	R	S
B1-B2	11½"	10½"
B3	11¾"	10½"
B4-B14	11⅞"	10½"
B15	11¼"	10½"
B16	11⅜"	10½"
B17-B24	11⅞"	10½"

NOTES:

1. CAMBER VALUE AT ERECTION CORRESPONDS TO A TIME 60 DAYS AFTER RELEASE OF PRESTRESS.
2. LONG TERM CAMBER = (2.45) x (PRESTRESS CAMBER AT RELEASE) + (2.40) x (BEAM SELF-WEIGHT DEFLECTION)
3. FOR ANCHORAGE REINFORCEMENT, SEE STANDARD CONSTRUCTION DRAWING PSID-1-99, SHEET 2 OF 8.

DESIGN AGENCY
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ONE DAYTON CENTRE, SUITE 1100
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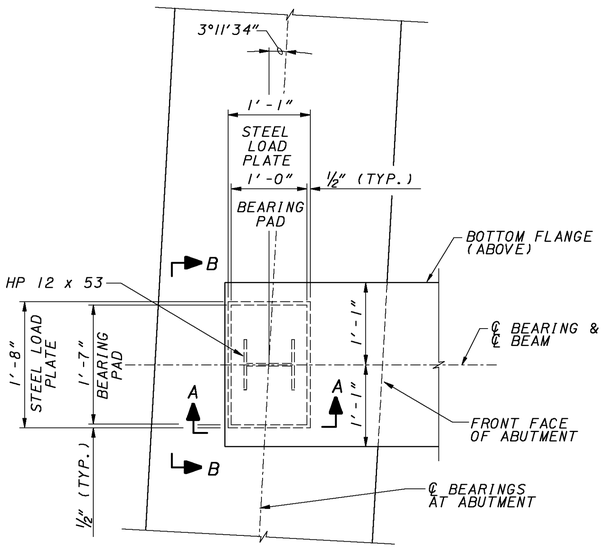
TK		5708338	

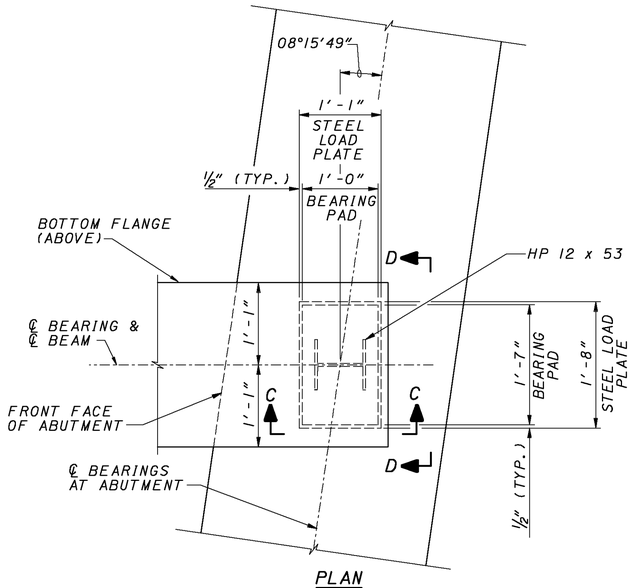
PRESTRESSED I-BEAM ELEVATIONS

BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

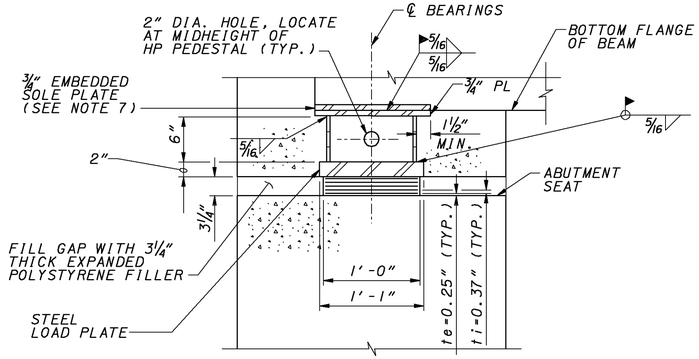
MOT-75-13.11
PID 75927



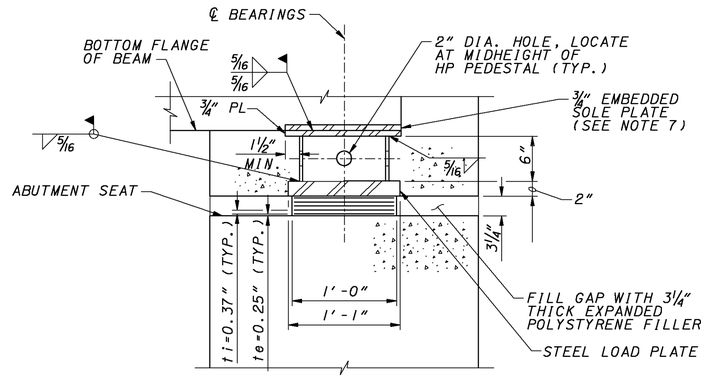
PLAN



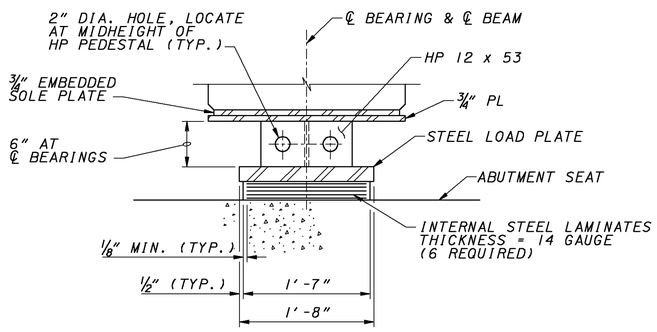
PLAN



ELEVATION A-A

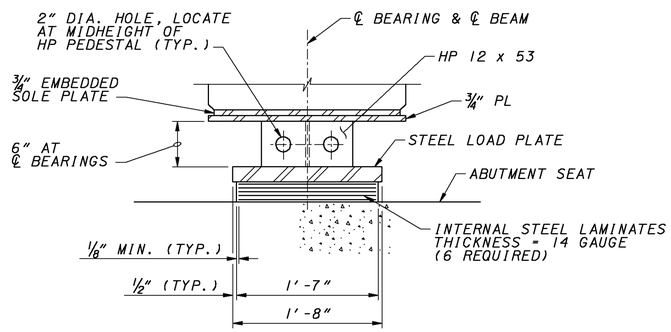


ELEVATION C-C



ELEVATION B-B

LAMINATED ELASTOMERIC EXPANSION BEARING DETAILS (SOUTHBOUND BRIDGE REAR AND FORWARD ABUTMENT)



ELEVATION D-D

LAMINATED ELASTOMERIC EXPANSION BEARING DETAILS (NORTHBOUND BRIDGE REAR AND FORWARD ABUTMENT)

BEARING NOTES:

1. ELASTOMERIC BEARINGS SHALL COMPLY WITH ITEM 516 AND AASHTO STANDARD SPECIFICATION FOR HIGHWAY BRIDGES, SECTION 18, BEARING DEVICES, DIVISION II, CONSTRUCTION, ARTICLES 18.4.5.1 AND 18.5.6.2. BEARINGS SHALL BE GRADE 3, 50 DUROMETER ELASTOMER, AND SHALL BE SUBJECTED TO THE LOAD TESTING REQUIREMENTS DEFINED IN ARTICLE 18.7.4.5 OF THE AASHTO DOCUMENT LISTED ABOVE. BEARINGS WERE DESIGNED UNDER SECTION 14.6.6 (METHOD A) OF SECTION 14, BEARINGS, DIVISION I, DESIGN. TESTING SHALL BE INCLUDED IN THE UNIT PRICE BID FOR THE BEARINGS, EACH.
2. LOAD PLATES: THE STEEL LOAD PLATE SHALL MEET THE REQUIREMENTS OF STRUCTURAL STEEL ASTM A709 GRADE 50.
3. THE STEEL LOAD PLATE SHALL BE BONDED BY VULCANIZATION TO THE ELASTOMER DURING THE MOLDING PROCESS. WELDING OF THE LOAD PLATE TO THE SUPERSTRUCTURE SHALL BE CONTROLLED SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300° F AS DETERMINED BY THE USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
4. 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 OR GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60° F (±) 10° F.
5. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL LAMINATED ELASTOMERIC BEARINGS AS DETAILED. PAYMENT WILL BE MADE AT THE CONTRACT PRICE FOR ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATES (NEOPRENE), AS PER PLAN.
6. THE HP 12 x 53 BEARING PEDESTALS SHALL MEET THE REQUIREMENTS OF STRUCTURAL STEEL ASTM A709 GRADE 50. PAYMENT FOR THE HP 12 x 53 BEARING PEDESTAL SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4, AS PER PLAN.
7. FOR ADDITIONAL BEARING NOTES AND DETAILS, SEE STD. DWG. PSID-1-99, SHEET 4 OF 8.
8. ALL STRUCTURAL STEEL SHALL BE GALVANIZED ACCORDING TO 711.02.
9. BEARINGS SHALL BE DESIGNED FOR THE FOLLOWING SERVICE LOADS:

	REAR ABUTMENT	FORWARD ABUTMENT
MAX. DEAD LOAD -	166 KIPS	166 KIPS
MAX. LIVE LOAD -	49 KIPS	49 KIPS
TOTAL DESIGN LOAD -	215 KIPS	215 KIPS

LEGEND:

te - THICKNESS OF EXTERNAL ELASTOMER LAYER

ti - THICKNESS OF INTERNAL ELASTOMER LAYER

NOTES:

1. FOR ABUTMENT SEAT ELEVATIONS AT THE CENTERLINE OF BEARINGS, SEE SHEETS 11, 13, 19 AND 21.
2. FOR ABUTMENT DIAPHRAGM DETAILS, SEE SHEETS 41 THRU 44.

DESIGN AGENCY
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ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
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DESIGNED TK | DRAWN GLM | REVIEWED GAS | DATE 06/06

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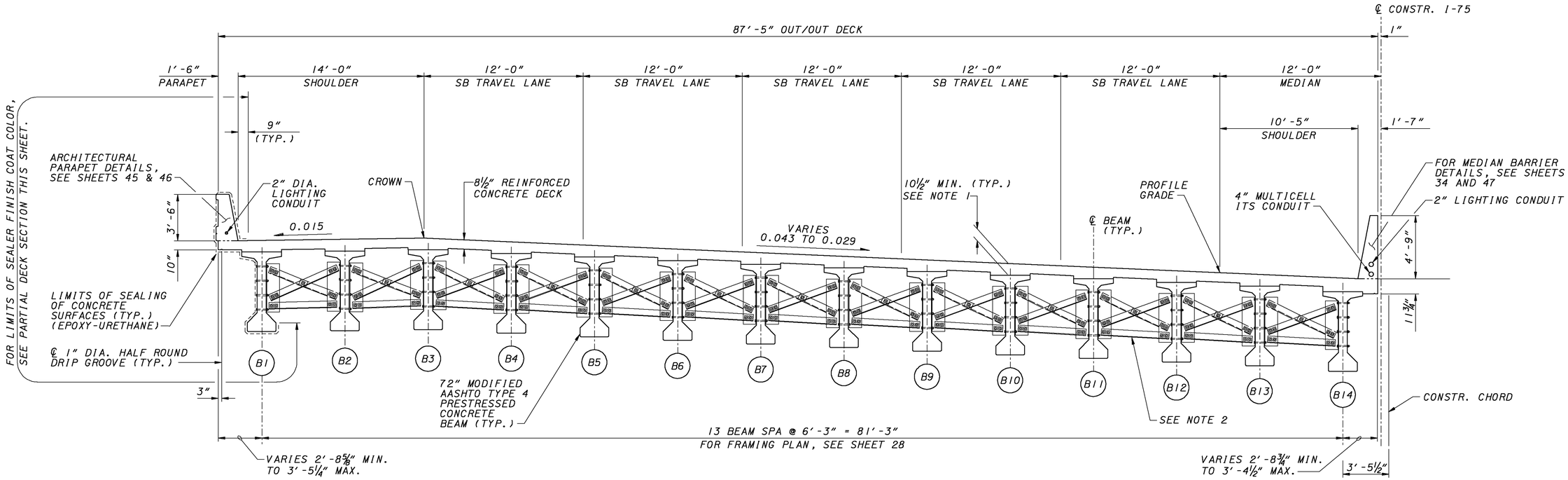
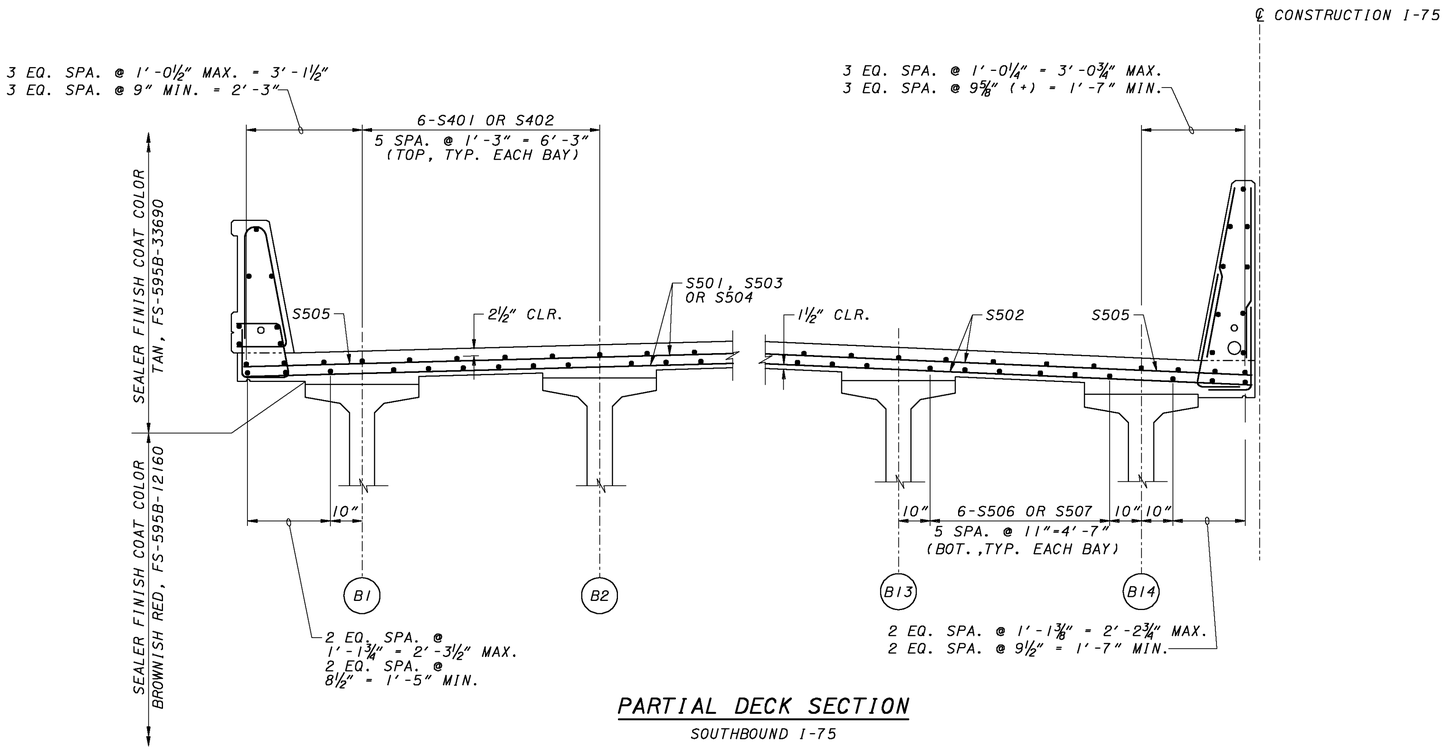
BEARING DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



TYPICAL TRANSVERSE SECTION

SOUTHBOUND I-75



PARTIAL DECK SECTION

SOUTHBOUND I-75

LEGEND:

(B#) BEAM DESIGNATION

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: 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. PAYMENT FOR SUPERSTRUCTURE CONCRETE IS BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF 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 MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER. FOR CAMBER DIAGRAM, SEE SHEET 31.
2. INTERMEDIATE DIAPHRAGMS MAY BE CAST-IN-PLACE CONCRETE OR GALVANIZED STEEL. FOR DETAILS OF BOTH DIAPHRAGM TYPES, SEE STANDARD CONSTRUCTION DRAWING PSID-1-99. FOR ADDITIONAL INTERMEDIATE DIAPHRAGM REQUIREMENTS, SEE NOTE 3 ON SHEET 28.
3. FOR NORTHBOUND I-75 TYPICAL TRANSVERSE SECTION, SEE SHEET 34.
4. FOR STAGED CONSTRUCTION DETAILS, SEE SHEETS 6-8.
5. FOR SLAB PLAN, SEE SHEET 35.
6. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 45-47.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
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DESIGNED	DRAWN	REVIEWED	DATE
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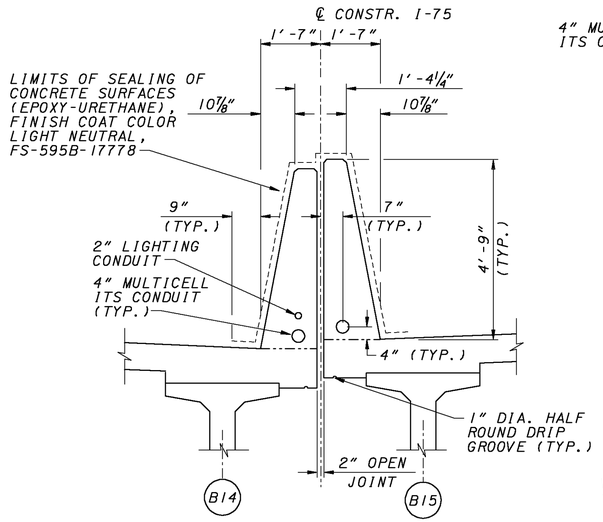
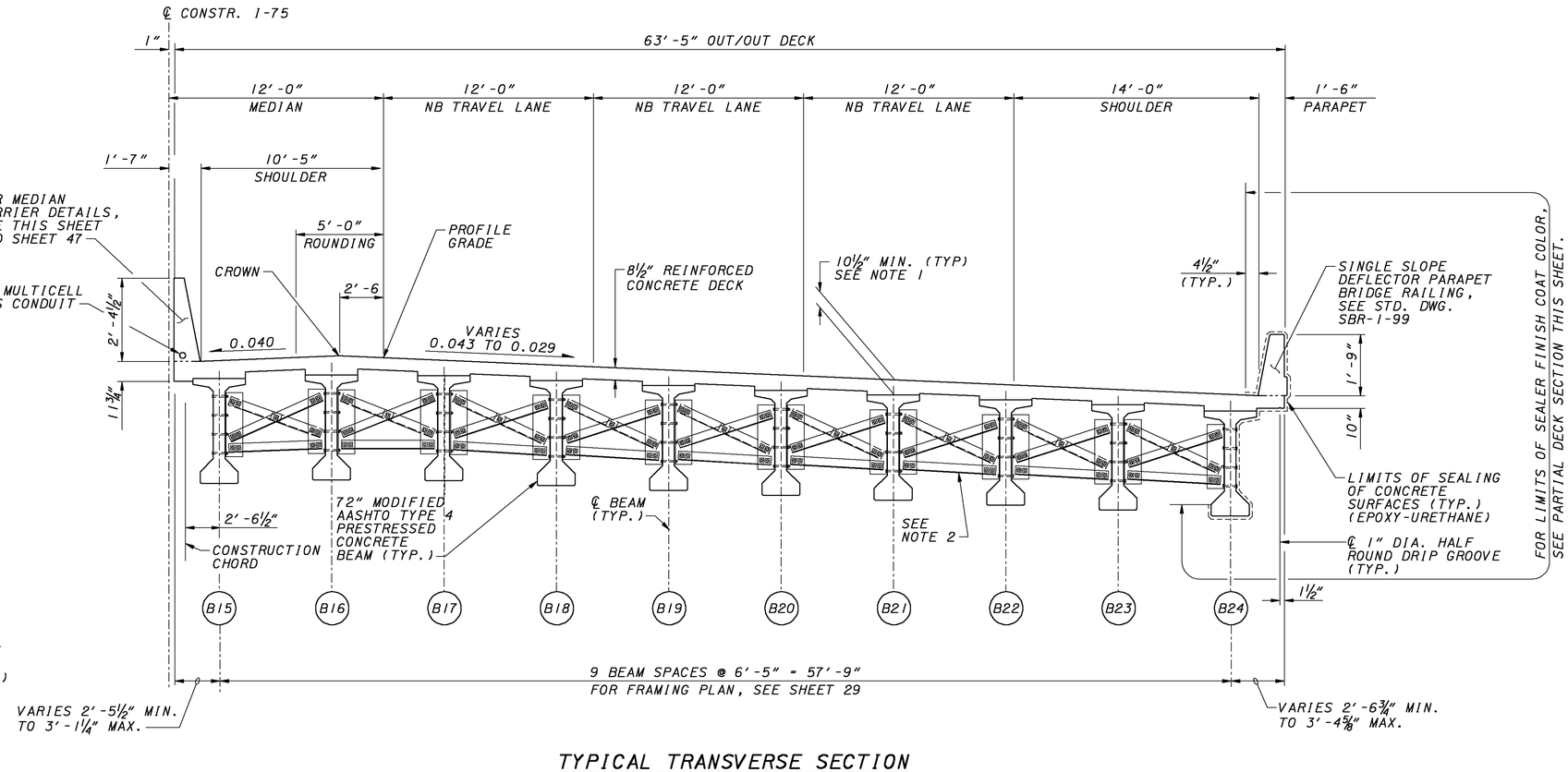
SB BRIDGE, TYPICAL TRANSVERSE SECTION
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1296
1811

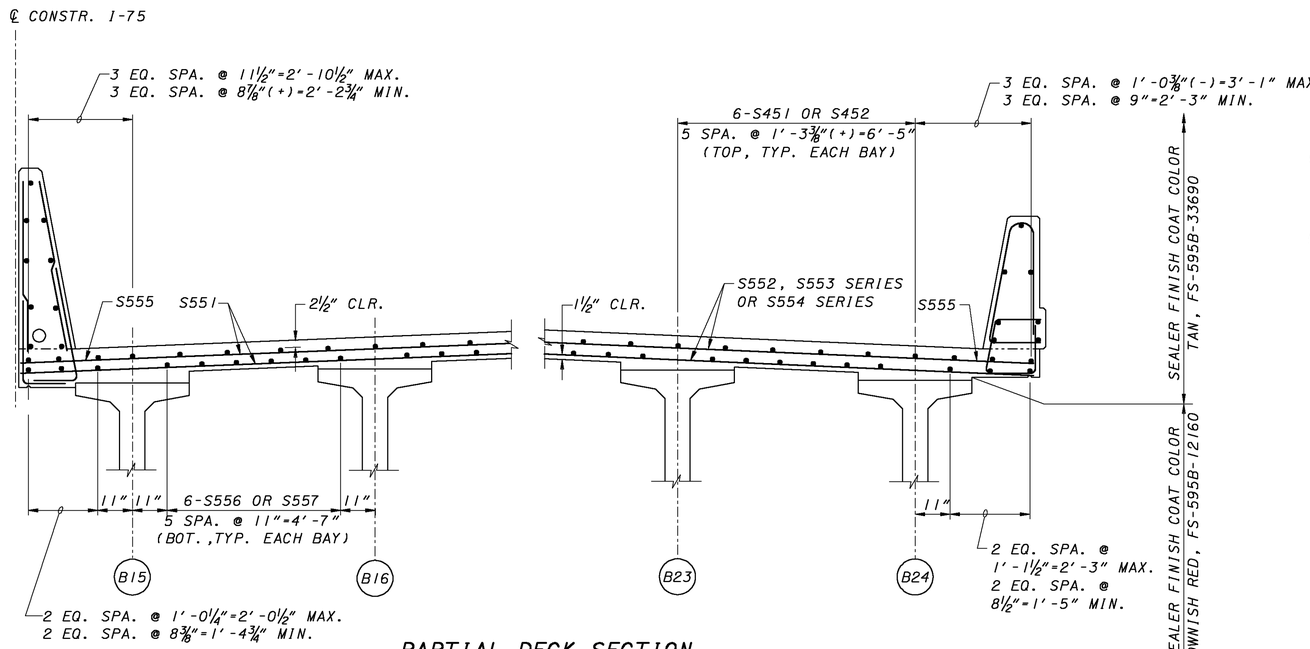


MEDIAN BARRIER DETAIL



TYPICAL TRANSVERSE SECTION

NORTHBOUND I-75



PARTIAL DECK SECTION

NORTHBOUND I-75

LEGEND:

(B#) BEAM DESIGNATION

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: 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. PAYMENT FOR SUPERSTRUCTURE CONCRETE IS BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF 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 MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER. FOR CAMBER DIAGRAM, SEE SHEET 31.
2. INTERMEDIATE DIAPHRAGMS MAY BE CAST-IN-PLACE CONCRETE OR GALVANIZED STEEL. FOR DETAILS OF BOTH DIAPHRAGM TYPES, SEE STANDARD CONSTRUCTION DRAWING PSID-1-99. FOR ADDITIONAL INTERMEDIATE DIAPHRAM REQUIREMENTS, SEE NOTE 3 ON SHEET 29.
3. FOR SOUTHBOUND I-75 TYPICAL TRANSVERSE SECTION, SEE SHEET 33.
4. FOR STAGED CONSTRUCTION DETAILS, SEE SHEETS 6-8.
5. FOR SLAB PLAN, SEE SHEET 36.
6. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 45-47.

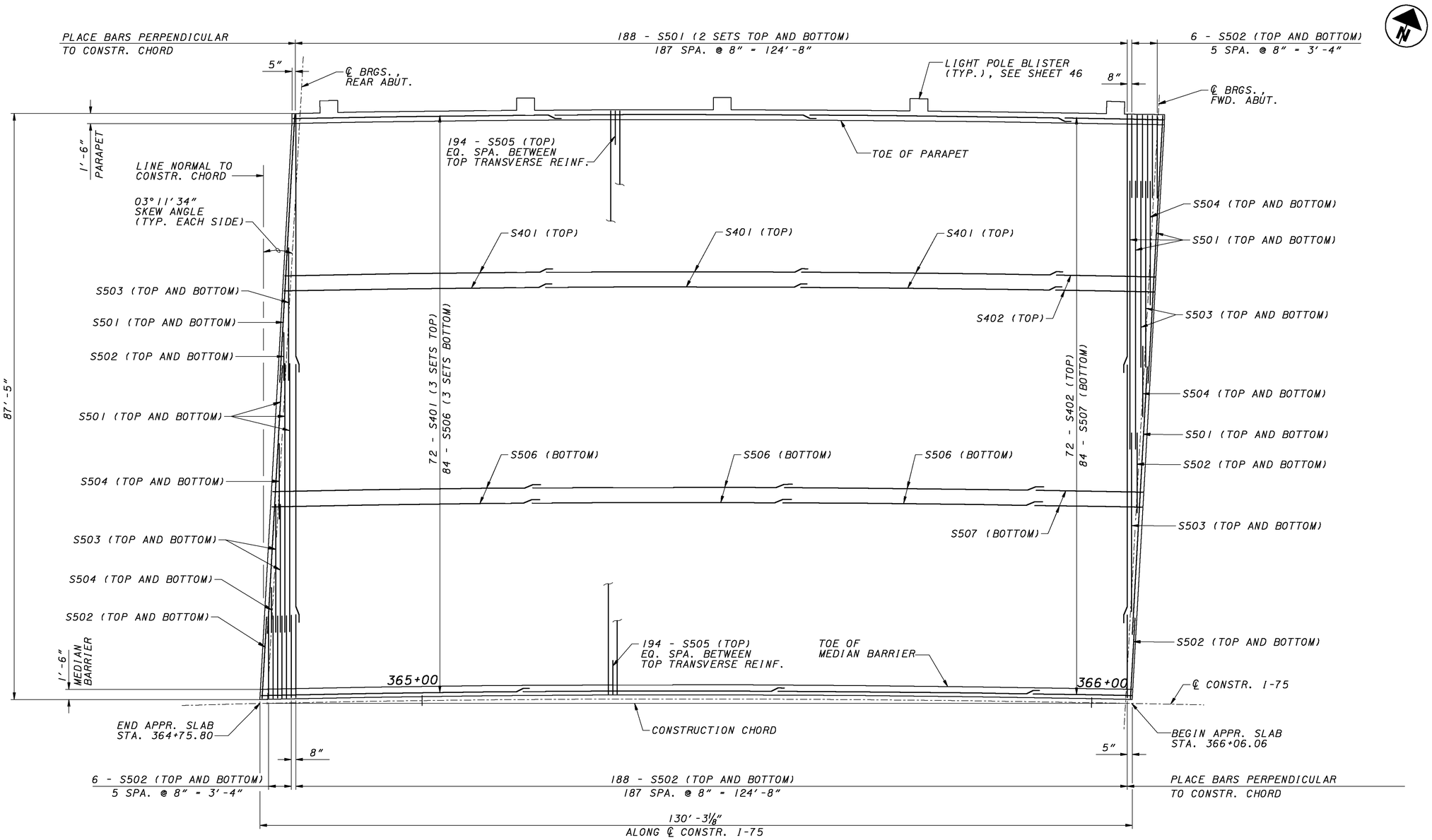
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

NB BRIDGE, TYPICAL TRANSVERSE SECTION
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1297
1811



SLAB PLAN

SOUTHBOUND I-75

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 4 BARS = 1'-11"
   NO. 5 BARS = 2'-5"
2. FOR PARAPET ELEVATION, SEE SHEET 45.
3. FOR MEDIAN BARRIER ELEVATION, SEE SHEET 47.
4. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 33.
5. ALL REINFORCING STEEL SHALL BE EPOXY COATED CONFORMING TO ITEM 509. BENT OR CUT STEEL SHALL BE COATED OR PATCHED AND TREATED WITH EPOXY MATERIAL AS SPECIFIED IN CMS SECTION 709.00. PAYMENT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 509, EPOXY COATED REINFORCING STEEL.

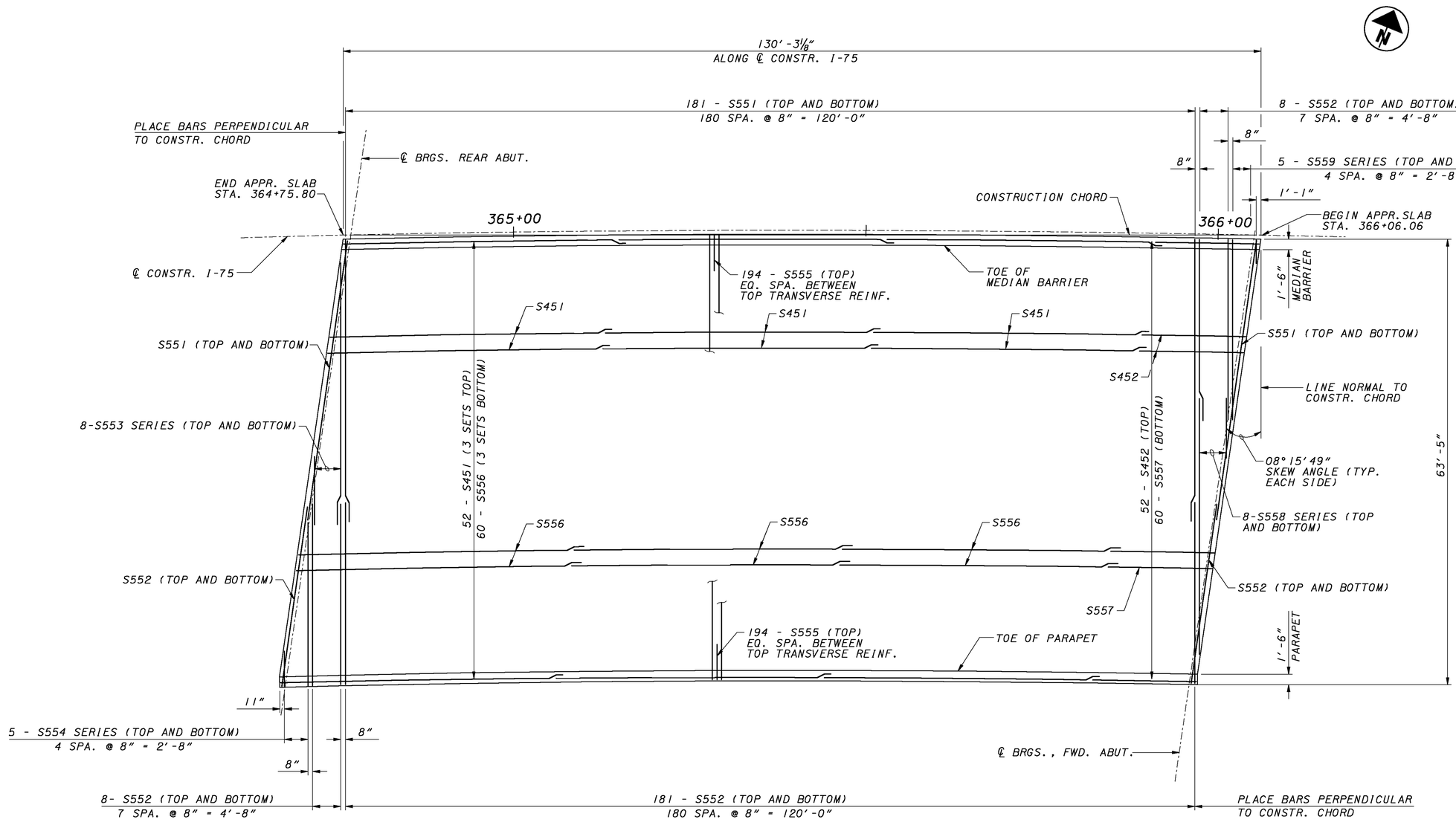
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

SB BRIDGE, SLAB PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1298
1811



SLAB PLAN

NORTHBOUND I-75

NOTES:

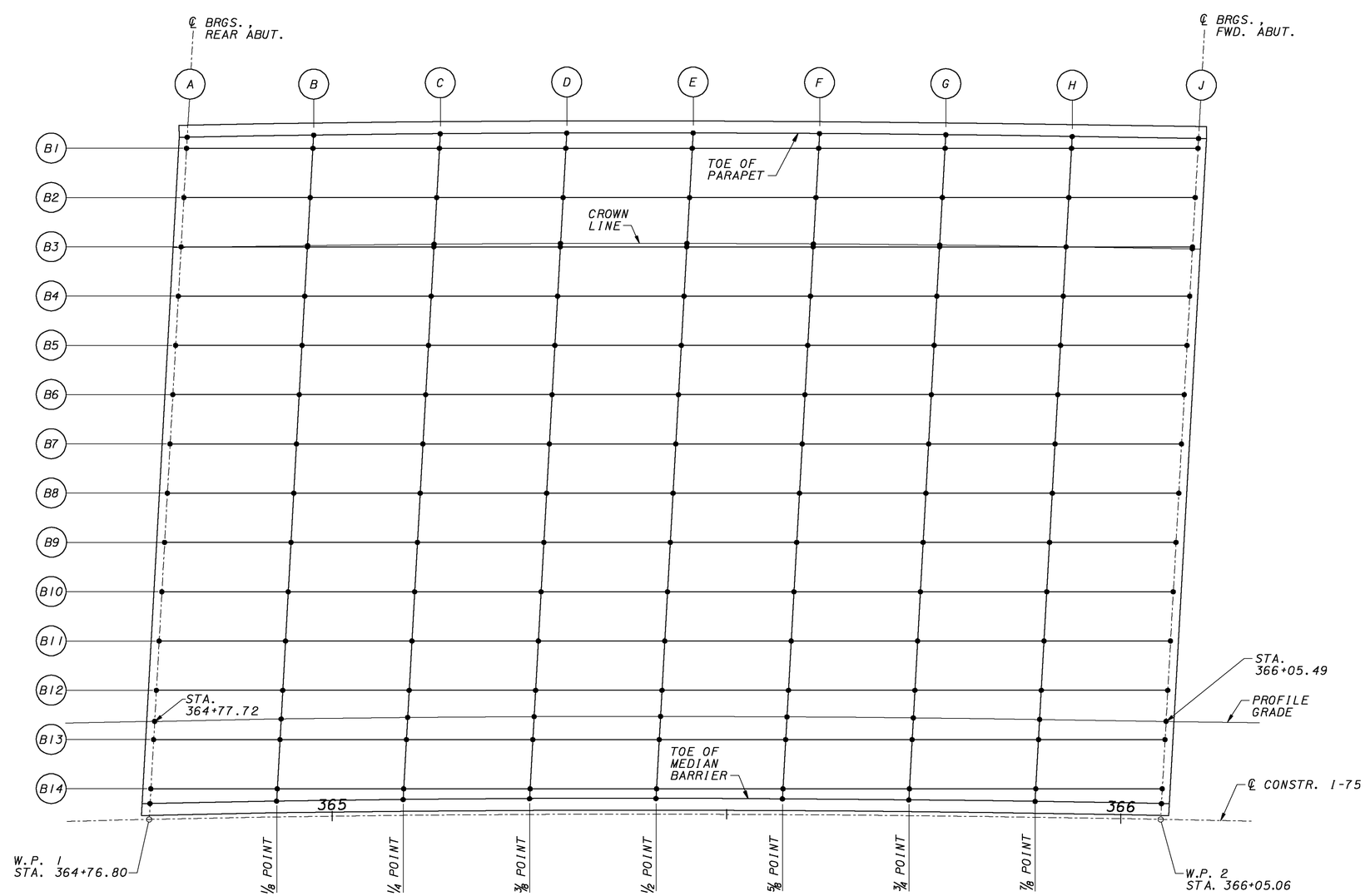
1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 4 BARS = 1'-11"
   NO. 5 BARS = 2'-5"
2. FOR PARAPET ELEVATION, SEE SHEET 45.
3. FOR MEDIAN BARRIER ELEVATION, SEE SHEET 47.
4. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 34.
5. ALL REINFORCING STEEL SHALL BE EPOXY COATED CONFORMING TO ITEM 509. BENT OR CUT STEEL SHALL BE COATED OR PATCHED AND TREATED WITH EPOXY MATERIAL AS SPECIFIED IN CMS SECTION 709.00. PAYMENT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 509, EPOXY COATED REINFORCING STEEL.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

NB BRIDGE, SLAB PLAN
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



DECK OVERHANG TABLE

LOCATION	BEAM B1	BEAM B14
A	2'-11"	3'-4 3/8"
B	3'-2 1/4"	3'-0 5/8"
C	3'-4 3/8"	2'-10 1/8"
D	3'-5 1/2"	2'-8 7/8"
E	3'-5 1/2"	2'-8 1/2"
F	3'-4 1/2"	2'-9 1/8"
G	3'-2 3/4"	2'-10 3/4"
H	3'-0 1/8"	3'-1 1/8"
J	2'-9 1/8"	3'-4 1/8"

DECK OVERHANGS ARE GIVEN NORMAL FROM THE ℄ OF BEAM TO THE EDGE OF DECK @ THE 1/8TH POINTS OF THE BEAM.

SCREED ELEVATION LAYOUT

SOUTHBOUND I-75

NOTE:

1. FOR SCREED ELEVATIONS, SEE SHEET 38.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

SB BRIDGE, SCREED ELEVATION LAYOUT
BRIDGE NO. MOT-75-1.347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

SOUTHBOUND BRIDGE SCREED ELEVATIONS

LOCATION		A	B	C	D	E	F	G	H	J
TOE OF PARAPET	STA.	364+83.29	364+98.83	365+14.39	365+29.97	365+45.57	365+61.18	365+76.82	365+92.48	366+08.16
	OFFSET	-86.00	-86.00	-86.00	-86.00	-86.00	-86.00	-86.00	-86.00	-86.00
	ELEV.	766.77	766.77	766.75	766.70	766.61	766.47	766.30	766.10	765.88
BEAM B1	STA.	364+83.18	364+98.72	365+14.27	365+29.86	365+45.46	365+61.09	365+76.74	365+92.41	366+08.11
	OFFSET	-84.60	-84.33	-84.16	-84.07	-84.07	-84.14	-84.29	-84.51	-84.79
	ELEV.	766.80	766.80	766.78	766.73	766.63	766.50	766.33	766.12	765.89
BEAM B2	STA.	364+82.73	364+98.29	365+13.88	365+29.50	365+45.13	365+60.79	365+76.47	365+92.17	366+07.89
	OFFSET	-78.36	-78.09	-77.91	-77.82	-77.82	-77.89	-78.04	-78.25	-78.54
	ELEV.	766.89	766.90	766.88	766.82	766.73	766.60	766.43	766.22	765.99
CROWN	STA.	364+82.26	364+97.89	365+13.52	365+29.17	365+44.84	365+60.52	365+76.21	365+91.93	366+07.66
	OFFSET	-72.00	-72.00	-72.00	-72.00	-72.00	-72.00	-72.00	-72.00	-72.00
	ELEV.	766.99	766.99	766.97	766.91	766.82	766.69	766.52	766.32	766.09
BEAM B3	STA.	364+82.27	364+97.87	365+13.49	365+29.14	365+44.81	365+60.49	365+76.20	365+91.92	366+07.67
	OFFSET	-72.12	-71.85	-71.66	-71.57	-71.57	-71.64	-71.78	-72.00	-72.28
	ELEV.	766.99	766.98	766.95	766.90	766.81	766.68	766.51	766.32	766.09
BEAM B4	STA.	364+81.81	364+97.44	365+13.10	365+28.78	365+44.48	365+60.19	365+75.93	365+91.68	366+07.44
	OFFSET	-65.88	-65.60	-65.42	-65.32	-65.31	-65.38	-65.53	-65.75	-66.03
	ELEV.	766.73	766.73	766.71	766.67	766.59	766.47	766.32	766.13	765.92
BEAM B5	STA.	364+81.34	364+97.02	365+12.71	365+28.42	365+44.15	365+59.89	365+75.65	365+91.43	366+07.22
	OFFSET	-59.63	-59.36	-59.17	-59.08	-59.06	-59.13	-59.28	-59.49	-59.77
	ELEV.	766.47	766.48	766.47	766.44	766.37	766.26	766.12	765.94	765.75
BEAM B6	STA.	364+80.88	364+96.59	365+12.31	365+28.06	365+43.82	365+59.59	365+75.38	365+91.18	366+07.00
	OFFSET	-53.39	-53.11	-52.92	-52.83	-52.81	-52.88	-53.02	-53.24	-53.52
	ELEV.	766.20	766.23	766.23	766.21	766.15	766.05	765.92	765.76	765.57
BEAM B7	STA.	364+80.41	364+96.15	365+11.92	365+27.69	365+43.49	365+59.29	365+75.11	365+90.93	366+06.77
	OFFSET	-47.15	-46.87	-46.68	-46.58	-46.56	-46.63	-46.77	-46.98	-47.26
	ELEV.	765.94	765.97	765.99	765.98	765.93	765.84	765.72	765.57	765.40
BEAM B8	STA.	364+79.94	364+95.72	365+11.52	365+27.33	365+43.15	365+58.99	365+74.83	365+90.69	366+06.55
	OFFSET	-40.91	-40.62	-40.43	-40.33	-40.31	-40.38	-40.52	-40.73	-41.00
	ELEV.	765.68	765.72	765.75	765.75	765.71	765.63	765.52	765.38	765.22
BEAM B9	STA.	364+79.47	364+95.29	365+11.12	365+26.96	365+42.82	365+58.68	365+74.55	365+90.43	366+06.32
	OFFSET	-34.67	-34.38	-34.18	-34.08	-34.06	-34.12	-34.26	-34.47	-34.75
	ELEV.	765.41	765.47	765.50	765.51	765.49	765.42	765.33	765.20	765.04
BEAM B10	STA.	364+78.99	364+94.85	365+10.72	365+26.59	365+42.48	365+58.37	365+74.28	365+90.18	366+06.10
	OFFSET	-28.43	-28.14	-27.94	-27.83	-27.81	-27.87	-28.01	-28.22	-28.49
	ELEV.	765.14	765.21	765.26	765.28	765.27	765.21	765.13	765.01	764.87
BEAM B11	STA.	364+78.51	364+94.41	365+10.31	365+26.22	365+42.14	365+58.07	365+74.00	365+89.93	366+05.87
	OFFSET	-22.19	-21.89	-21.69	-21.58	-21.56	-21.62	-21.76	-21.96	-22.24
	ELEV.	764.88	764.96	765.02	765.05	765.04	765.00	764.93	764.82	764.69
BEAM B12	STA.	364+78.04	364+93.97	365+09.91	365+25.85	365+41.80	365+57.76	365+73.72	365+89.68	366+05.64
	OFFSET	-15.95	-15.65	-15.45	-15.33	-15.31	-15.37	-15.50	-15.71	-15.98
	ELEV.	764.61	764.70	764.77	764.81	764.82	764.79	764.73	764.63	764.51
PROFILE GRADE	STA.	364+77.73	364+93.71	365+09.68	365+25.65	365+41.62	365+57.59	365+73.56	365+89.53	366+05.50
	OFFSET	-12.00	-12.00	-12.00	-12.00	-12.00	-12.00	-12.00	-12.00	-12.00
	ELEV.	764.44	764.55	764.64	764.69	764.70	764.68	764.62	764.52	764.40
BEAM B13	STA.	364+77.55	364+93.52	365+09.50	365+25.48	365+41.46	365+57.45	365+73.44	365+89.43	366+05.42
	OFFSET	-9.70	-9.40	-9.20	-9.09	-9.06	-9.12	-9.25	-9.45	-9.73
	ELEV.	764.34	764.44	764.53	764.58	764.60	764.58	764.53	764.44	764.33
BEAM B14	STA.	364+77.07	364+93.08	365+09.09	365+25.10	365+41.12	365+57.14	365+73.16	365+89.17	366+05.19
	OFFSET	-3.46	-3.16	-2.95	-2.84	-2.81	-2.86	-3.00	-3.20	-3.47
	ELEV.	764.07	764.19	764.28	764.35	764.38	764.37	764.33	764.25	764.16
TOE OF MEDIAN BARRIER	STA.	364+76.91	364+92.95	365+08.99	365+25.02	365+41.04	365+57.07	365+73.08	365+89.10	366+05.11
	OFFSET	-1.42	-1.42	-1.42	-1.42	-1.42	-1.42	-1.42	-1.42	-1.42
	ELEV.	763.99	764.12	764.22	764.29	764.33	764.32	764.28	764.20	764.10

NOTES:

1. ELEVATIONS SHOWN ARE THE TOP OF CONCRETE SLAB ELEVATIONS REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED LOCATIONS 'B1' THROUGH 'B14' ARE LOCATED DIRECTLY ABOVE CORRESPONDING BEAM CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. FOR SCREED POINT LOCATIONS, SEE SHEET 37.
3. NEGATIVE OFFSETS INDICATE POINTS LEFT OF ℄ CONSTRUCTION I-75.

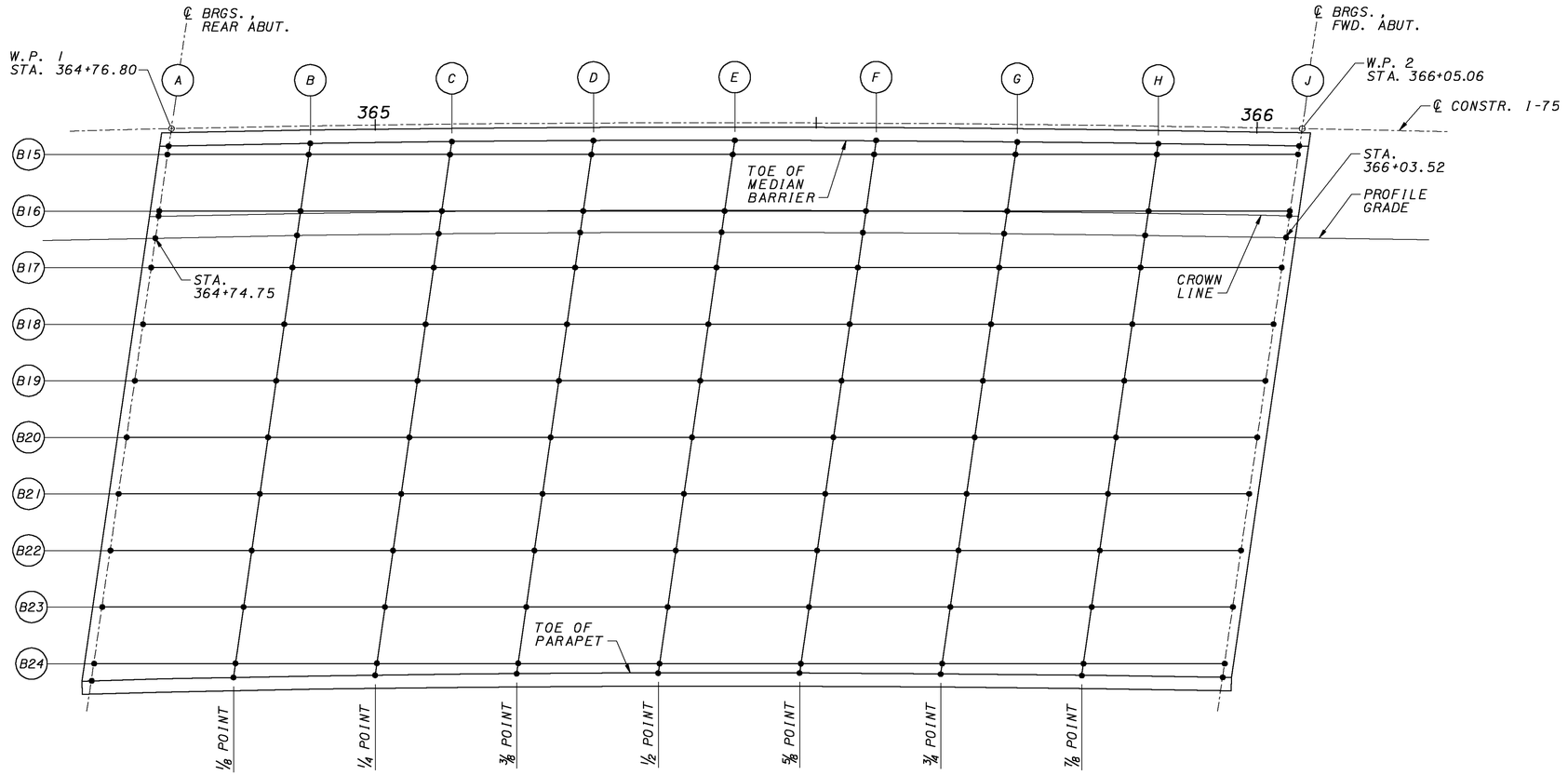
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

SB BRIDGE, SCREED ELEVATIONS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1301
1811



SCREED ELEVATION LAYOUT

NORTHBOUND I-75

DECK OVERHANG TABLE		
LOCATION	BEAM B15	BEAM B24
A	2'-5 1/2"	3'-5 5/8"
B	2'-9 1/4"	3'-1 1/8"
C	2'-11 3/4"	2'-9 1/8"
D	3'-1"	2'-7 3/4"
E	3'-1 1/4"	2'-6 3/4"
F	3'-0 5/8"	2'-6 1/8"
G	2'-11 1/8"	2'-7 1/8"
H	2'-8 5/8"	2'-9 1/8"
J	2'-5 5/8"	3'-0 3/4"

DECK OVERHANGS ARE GIVEN NORMAL FROM THE ℄ OF BEAM TO THE EDGE OF DECK @ THE 1/8TH POINTS OF THE BEAM.

NOTE:

1. FOR SCREED ELEVATIONS, SEE SHEET 40.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KGW		5708338	

NB BRIDGE, SCREED ELEVATION LAYOUT
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1302
1811

NORTHBOUND BRIDGE SCREED ELEVATIONS

LOCATION		A	B	C	D	E	F	G	H	J
TOE OF MEDIAN BARRIER	STA.	364+76.56	364+92.65	365+08.72	365+24.78	365+40.82	365+56.85	365+72.87	365+88.88	366+04.88
	OFFSET	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42
	ELEV.	764.22	764.33	764.41	764.46	764.47	764.44	764.37	764.27	764.15
BEAM B15	STA.	364+76.38	364+92.42	365+08.47	365+24.52	365+40.57	365+56.61	365+72.66	365+88.70	366+04.74
	OFFSET	2.52	2.83	3.04	3.16	3.19	3.14	3.01	2.81	2.54
	ELEV.	764.27	764.38	764.48	764.53	764.54	764.51	764.44	764.33	764.20
BEAM B16	STA.	364+75.30	364+91.38	365+07.47	365+23.55	365+39.64	365+55.71	365+71.79	365+87.86	366+03.93
	OFFSET	8.92	9.23	9.45	9.57	9.61	9.56	9.44	9.24	8.97
	ELEV.	764.52	764.64	764.73	764.78	764.79	764.76	764.70	764.59	764.46
CROWN	STA.	364+75.20	364+91.34	365+07.46	365+23.56	365+39.65	365+55.72	365+71.78	365+87.83	366+03.86
	OFFSET	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50	9.50
	ELEV.	764.54	764.65	764.73	764.78	764.80	764.77	764.70	764.60	764.48
PROFILE GRADE	STA.	364+74.78	364+90.93	365+07.07	365+23.19	365+39.29	365+55.37	365+71.44	365+87.50	366+03.54
	OFFSET	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
	ELEV.	764.43	764.54	764.63	764.69	764.71	764.68	764.62	764.53	764.41
BEAM B17	STA.	364+74.21	364+90.34	365+06.46	365+22.58	365+38.70	365+54.81	365+70.92	365+87.02	366+03.11
	OFFSET	15.31	15.63	15.85	15.98	16.02	15.98	15.86	15.67	15.40
	ELEV.	764.29	764.39	764.48	764.54	764.56	764.55	764.50	764.41	764.31
BEAM B18	STA.	364+73.12	364+89.29	365+05.45	365+21.61	365+37.76	365+53.91	365+70.05	365+86.18	366+02.30
	OFFSET	21.70	22.03	22.26	22.40	22.44	22.40	22.29	22.10	21.84
	ELEV.	764.01	764.12	764.22	764.29	764.33	764.33	764.29	764.22	764.13
BEAM B19	STA.	364+72.03	364+88.24	365+04.44	365+20.63	365+36.82	365+53.00	365+69.17	365+85.33	366+01.48
	OFFSET	28.10	28.43	28.67	28.81	28.86	28.82	28.71	28.53	28.27
	ELEV.	763.72	763.85	763.97	764.05	764.09	764.11	764.08	764.02	763.94
BEAM B20	STA.	364+70.93	364+87.18	365+03.42	365+19.65	365+35.88	365+52.09	365+68.29	365+84.48	366+00.65
	OFFSET	34.49	34.83	35.07	35.22	35.27	35.25	35.14	34.95	34.70
	ELEV.	763.44	763.58	763.71	763.80	763.86	763.88	763.87	763.82	763.75
BEAM B21	STA.	364+69.82	364+86.11	365+02.40	365+18.67	365+34.93	365+51.17	365+67.41	365+83.63	365+99.83
	OFFSET	40.88	41.23	41.48	41.63	41.69	41.67	41.56	41.38	41.13
	ELEV.	763.15	763.31	763.44	763.55	763.62	763.66	763.66	763.62	763.57
BEAM B22	STA.	364+68.71	364+85.04	365+01.37	365+17.68	365+33.97	365+50.25	365+66.52	365+82.77	365+99.00
	OFFSET	47.27	47.63	47.88	48.04	48.10	48.09	47.99	47.81	47.57
	ELEV.	762.87	763.03	763.18	763.30	763.39	763.43	763.44	763.42	763.38
BEAM B23	STA.	364+67.59	364+83.97	365+00.33	365+16.68	365+33.01	365+49.33	365+65.63	365+81.91	365+98.17
	OFFSET	53.66	54.02	54.28	54.45	54.52	54.51	54.41	54.24	54.00
	ELEV.	762.58	762.76	762.92	763.05	763.15	763.21	763.23	763.22	763.19
BEAM B24	STA.	364+66.47	364+82.89	364+99.29	365+15.68	365+32.05	365+48.40	365+64.74	365+81.05	365+97.34
	OFFSET	60.05	60.42	60.69	60.86	60.93	60.93	60.84	60.67	60.43
	ELEV.	762.29	762.48	762.65	762.80	762.91	762.98	763.01	763.02	763.00
TOE OF PARAPET	STA.	364+66.12	364+82.62	364+99.07	365+15.50	365+31.89	365+48.24	365+64.57	365+80.86	365+97.13
	OFFSET	62.00	62.00	62.00	62.00	62.00	62.00	62.00	62.00	62.00
	ELEV.	762.20	762.41	762.60	762.75	762.87	762.94	762.97	762.97	762.95

NOTES:

1. ELEVATIONS SHOWN ARE THE TOP OF CONCRETE SLAB ELEVATIONS REQUIRED BEFORE THE CONCRETE IS PLACED. SCREED LOCATIONS 'B15' THROUGH 'B24' ARE LOCATED DIRECTLY ABOVE CORRESPONDING BEAM CENTERLINES. PROPER ALLOWANCE HAS BEEN MADE FOR DEAD LOAD DEFLECTIONS CAUSED BY THE WEIGHT OF THE CONCRETE.
2. FOR SCREED POINT LOCATIONS, SEE SHEET 39.
3. POSITIVE OFFSETS INDICATE POINTS RIGHT OF ℄ CONSTRUCTION I-75.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED WRT | DRAWN GLM | CHECKED KGW | REVISED | REVIEWED GAS | DATE 06/06

STRUCTURE FILE NUMBER 5708338

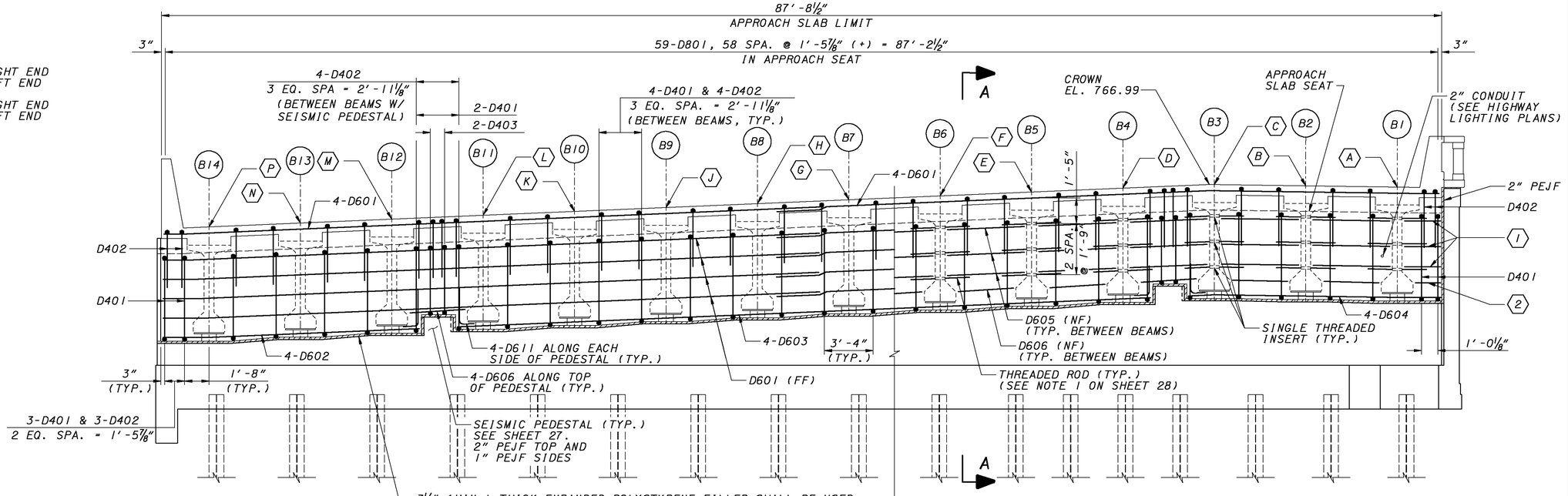
NB BRIDGE, SCREED ELEVATIONS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1303
1811

LEGEND:

1	D607 (NF), RIGHT END D608 (NF), LEFT END
2	D609 (NF), RIGHT END D610 (NF), LEFT END
A	EL. 766.80
B	EL. 766.89
C	EL. 766.99
D	EL. 766.73
E	EL. 766.47
F	EL. 766.20
G	EL. 765.94
H	EL. 765.68
J	EL. 765.41
K	EL. 765.14
L	EL. 764.88
M	EL. 764.61
N	EL. 764.34
P	EL. 764.07

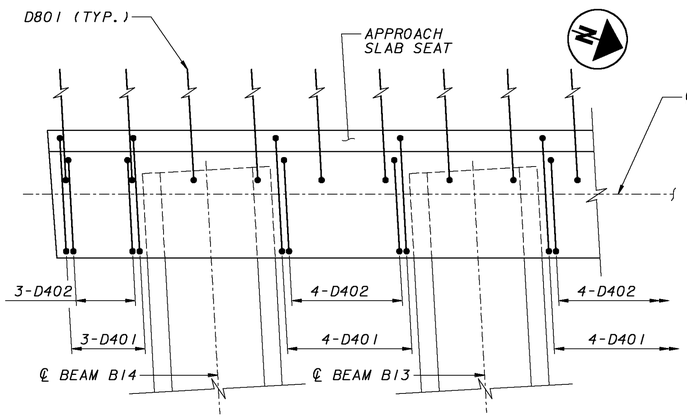


ELEVATION

DIMENSIONS AND ELEVATIONS GIVEN ALONG ℄ BEARINGS

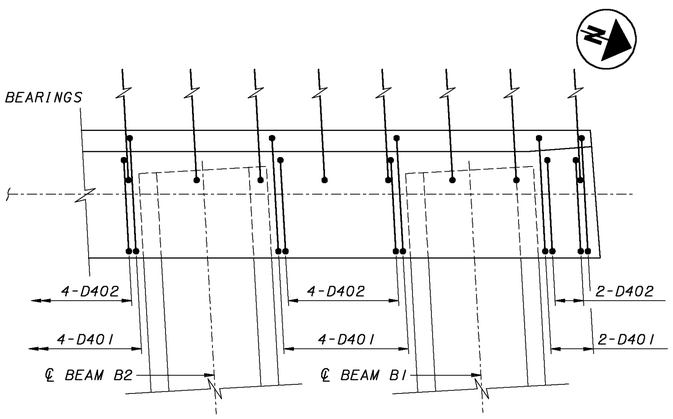
NOTES:

1. FOR REAR ABUTMENT PLAN AND DETAILS, INCLUDING BRIDGE SEAT ELEVATIONS, SEE SHEETS 11-14.
2. FOR BEARING DETAILS, SEE SHEET 32.
3. ABUTMENT DIAPHRAGM, PRESTRESSED I-BEAM SUPERSTRUCTURE: PLACE THE CONCRETE ENCASING THE PRESTRESSED I-BEAM STRUCTURAL MEMBERS AS PART OF THE DECK POUR. USE A RETARDER, 705.12, TO ENSURE THAT THE DECK CONCRETE IS PLACED BEFORE THE FIRST DIAPHRAGM HAS REACHED ITS INITIAL SET.
4. 1" PEJF LOCATED ON VERTICAL END FACE OF APPROACH SLAB SEAT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR THE APPROACH SLAB.
5. MINIMUM REINFORCING STEEL SPLICE LENGTHS: NO. 6 BARS = 2'-11".



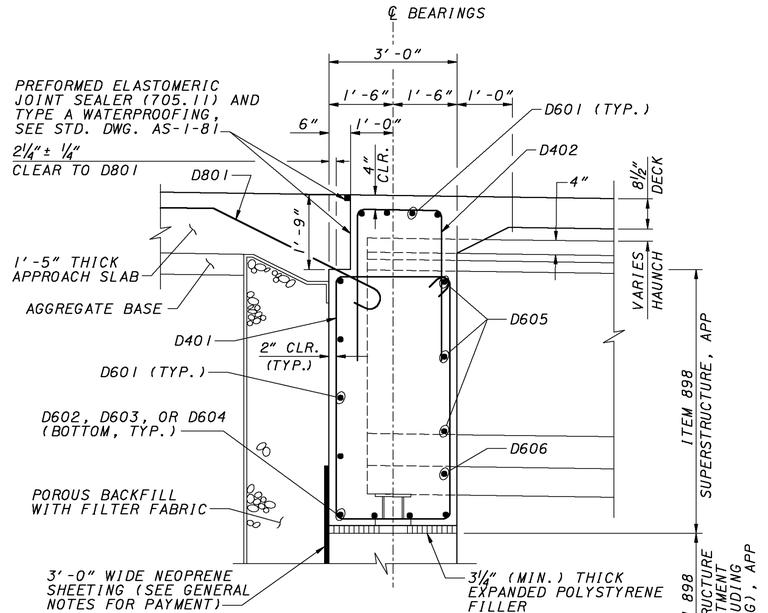
PARTIAL DIAPHRAGM PLAN

RIGHT END



PARTIAL DIAPHRAGM PLAN

LEFT END



SECTION A-A

BARRIER NOT SHOWN FOR CLARITY

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

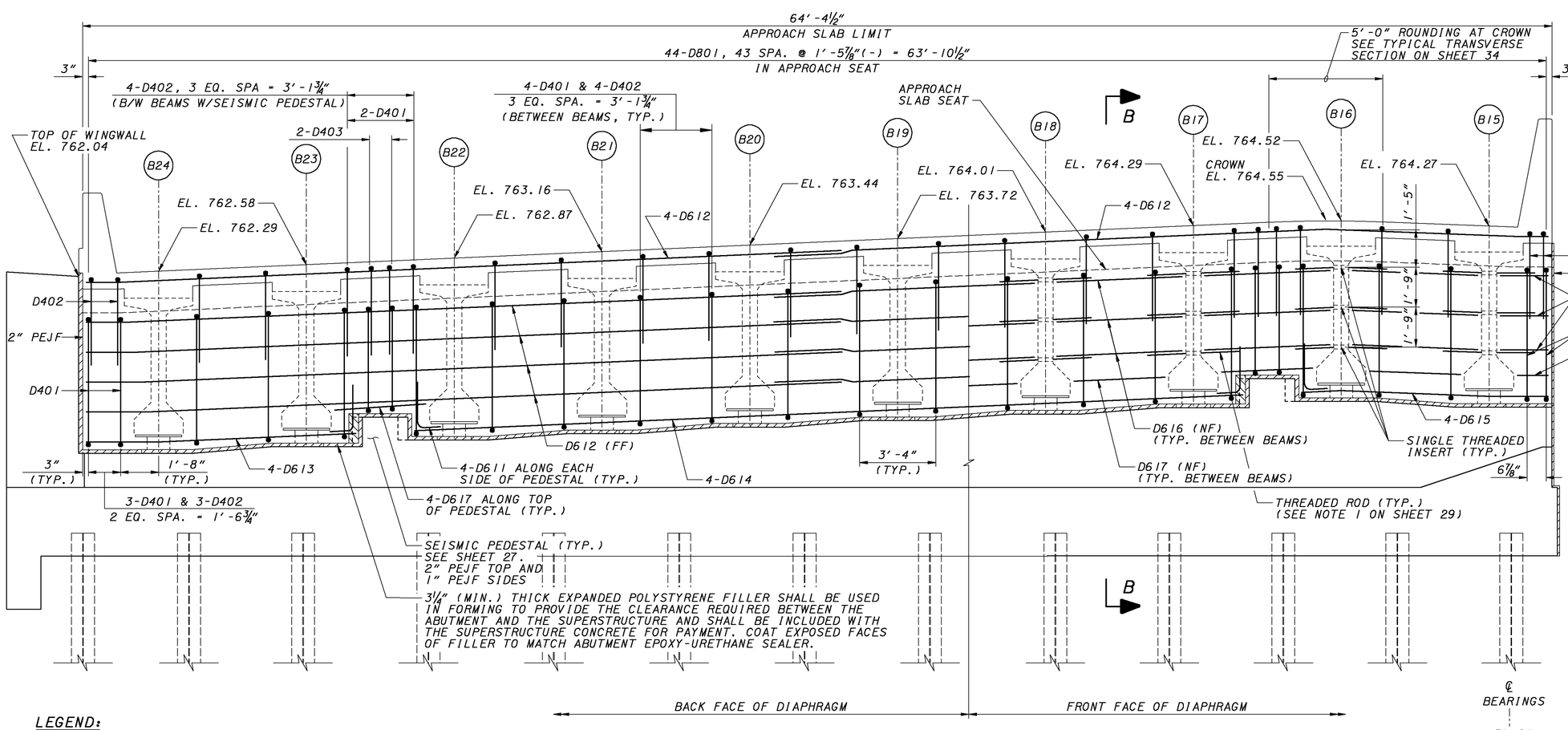
DATE 06/06
REVIEWED GAS
STRUCTURE FILE NUMBER 5706338
DRAWN EKM
REVISED
DESIGNED EKM
CHECKED WRT

SB BRIDGE, REAR ABUTMENT DIAPHRAGM
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

41 / 54

1304
1811



ELEVATION

DIMENSIONS AND ELEVATIONS GIVEN ALONG ℄ BEARINGS

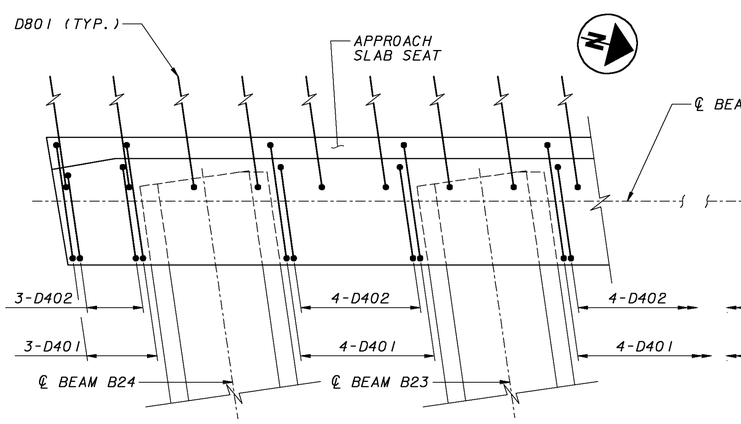
NOTES:

1. FOR REAR ABUTMENT PLAN AND DETAILS, INCLUDING BRIDGE SEAT ELEVATIONS, SEE SHEETS 16-18.
2. FOR BEARING DETAILS, SEE SHEET 32.
3. ABUTMENT DIAPHRAGM, PRESTRESSED I-BEAM SUPERSTRUCTURE: PLACE THE CONCRETE ENCASING THE PRESTRESSED I-BEAM STRUCTURAL MEMBERS AS PART OF THE DECK POUR. USE A RETARDER, 705.12, TO ENSURE THAT THE DECK CONCRETE IS PLACED BEFORE THE FIRST DIAPHRAGM HAS REACHED ITS INITIAL SET.
4. 1" PEJF LOCATED ON VERTICAL END FACE OF APPROACH SLAB SEAT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR THE APPROACH SLAB.
5. MINIMUM REINFORCING STEEL SPLICE LENGTHS: NO. 6 BARS - 2'-11"

LEGEND:

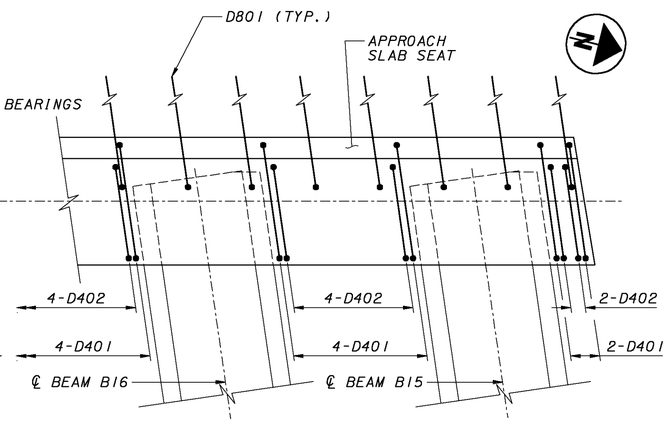
(1) D618 (NF), RIGHT END
D619 (NF), LEFT END

(2) D620 (NF), RIGHT END
D621 (NF), LEFT END



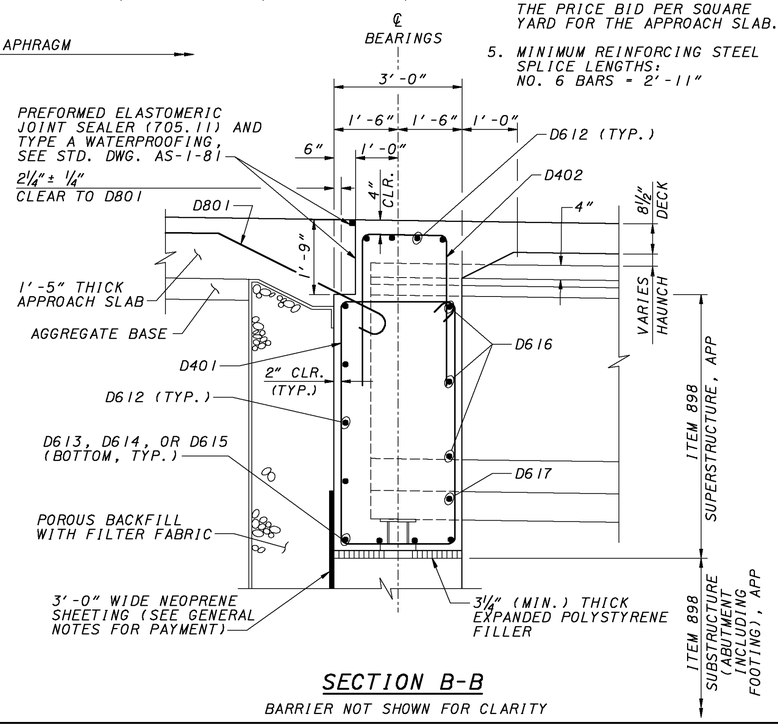
PARTIAL DIAPHRAGM PLAN

RIGHT END



PARTIAL DIAPHRAGM PLAN

LEFT END



SECTION B-B

BARRIER NOT SHOWN FOR CLARITY

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

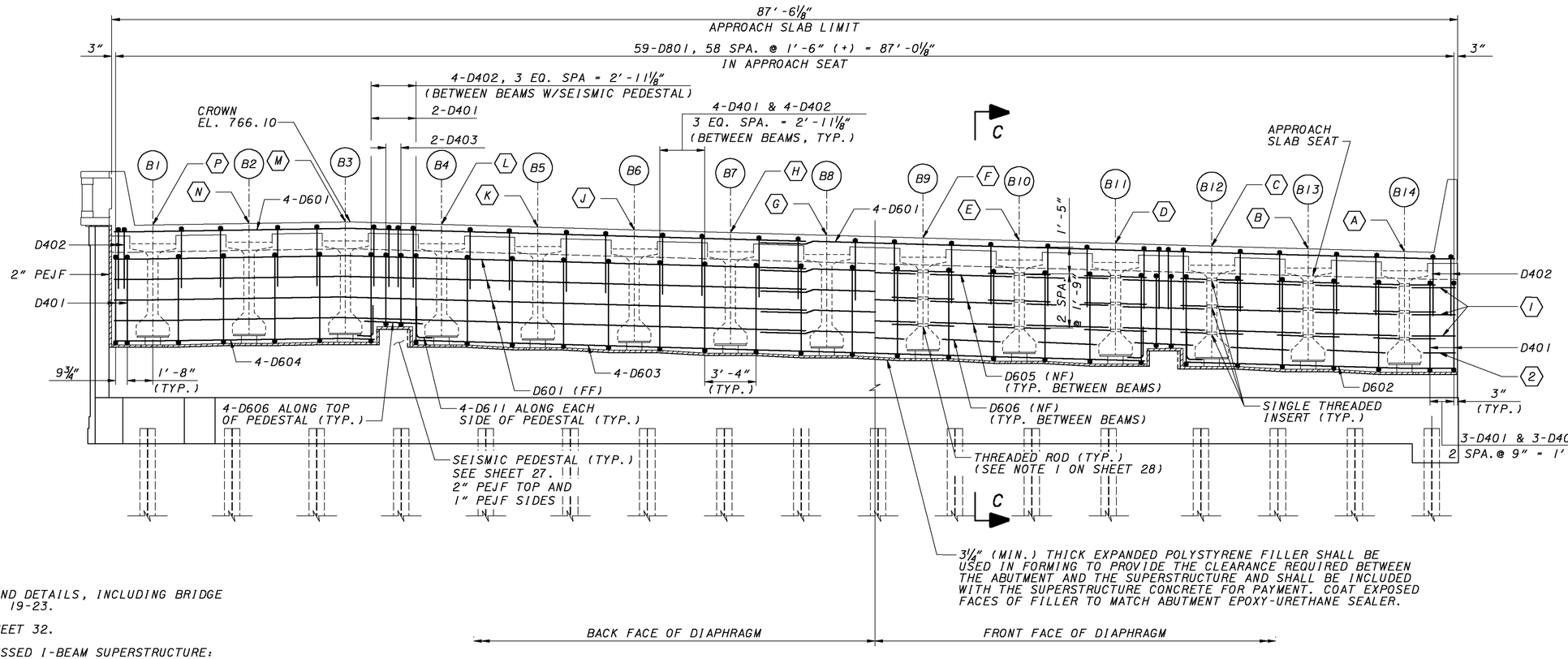
DESIGNED	DRAWN	REVIEWED	DATE
EKM	EKM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

NB BRIDGE, REAR ABUTMENT DIAPHRAGM
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

LEGEND:

- (1) D608 (NF), RIGHT END; D607 (NF), LEFT END
- (2) D610 (NF), RIGHT END; D609 (NF), LEFT END
- (A) EL. 764.16
- (B) EL. 764.33
- (C) EL. 764.51
- (D) EL. 764.69
- (E) EL. 764.87
- (F) EL. 765.04
- (G) EL. 765.22
- (H) EL. 765.40
- (J) EL. 765.57
- (K) EL. 765.75
- (L) EL. 765.92
- (M) EL. 766.09
- (N) EL. 765.99
- (P) EL. 765.89



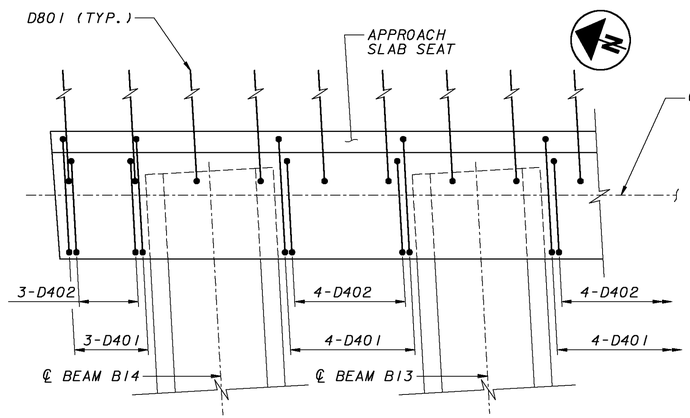
3 1/4" (MIN.) THICK EXPANDED POLYSTYRENE FILLER SHALL BE USED IN FORMING TO PROVIDE THE CLEARANCE REQUIRED BETWEEN THE ABUTMENT AND THE SUPERSTRUCTURE AND SHALL BE INCLUDED WITH THE SUPERSTRUCTURE CONCRETE FOR PAYMENT. COAT EXPOSED FACES OF FILLER TO MATCH ABUTMENT EPOXY-URETHANE SEALER.

NOTES:

1. FOR FORWARD ABUTMENT PLAN AND DETAILS, INCLUDING BRIDGE SEAT ELEVATIONS, SEE SHEETS 19-23.
2. FOR BEARING DETAILS, SEE SHEET 32.
3. ABUTMENT DIAPHRAGM, PRESTRESSED I-BEAM SUPERSTRUCTURE: PLACE THE CONCRETE ENCASING THE PRESTRESSED I-BEAM STRUCTURAL MEMBERS AS PART OF THE DECK POUR. USE A RETARDER, 705.12, TO ENSURE THAT THE DECK CONCRETE IS PLACED BEFORE THE FIRST DIAPHRAGM HAS REACHED ITS INITIAL SET.
4. 1" PEJF LOCATED ON VERTICAL END FACE OF APPROACH SLAB SEAT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR THE APPROACH SLAB.
5. MINIMUM REINFORCING STEEL SPLICE LENGTHS: NO. 6 BARS = 2'-11".

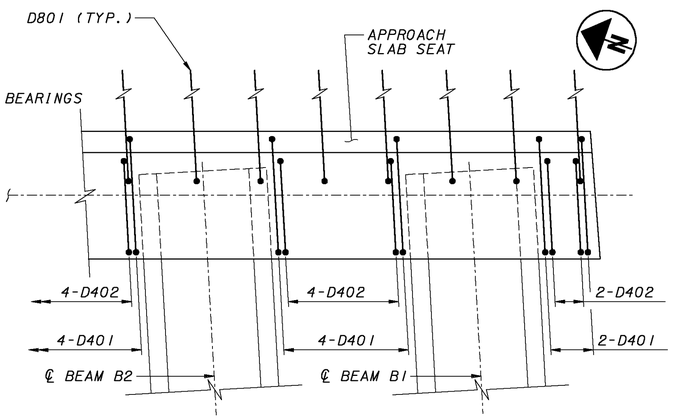
ELEVATION

DIMENSIONS AND ELEVATIONS GIVEN ALONG ℄ BEARINGS



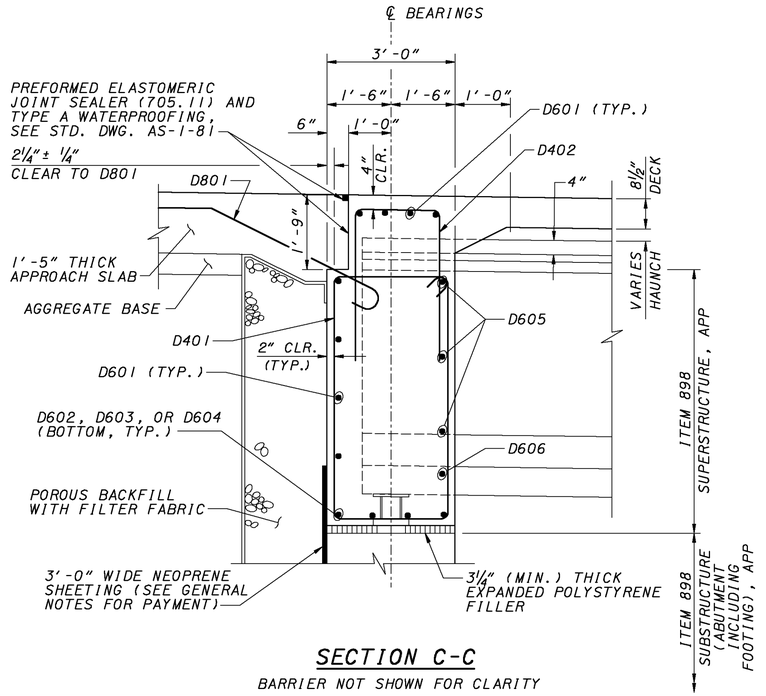
PARTIAL DIAPHRAGM PLAN

LEFT END



PARTIAL DIAPHRAGM PLAN

RIGHT END



SECTION C-C

BARRIER NOT SHOWN FOR CLARITY

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

REVIEWED	DATE
GAS	06/06

STRUCTURE FILE NUMBER 5708338

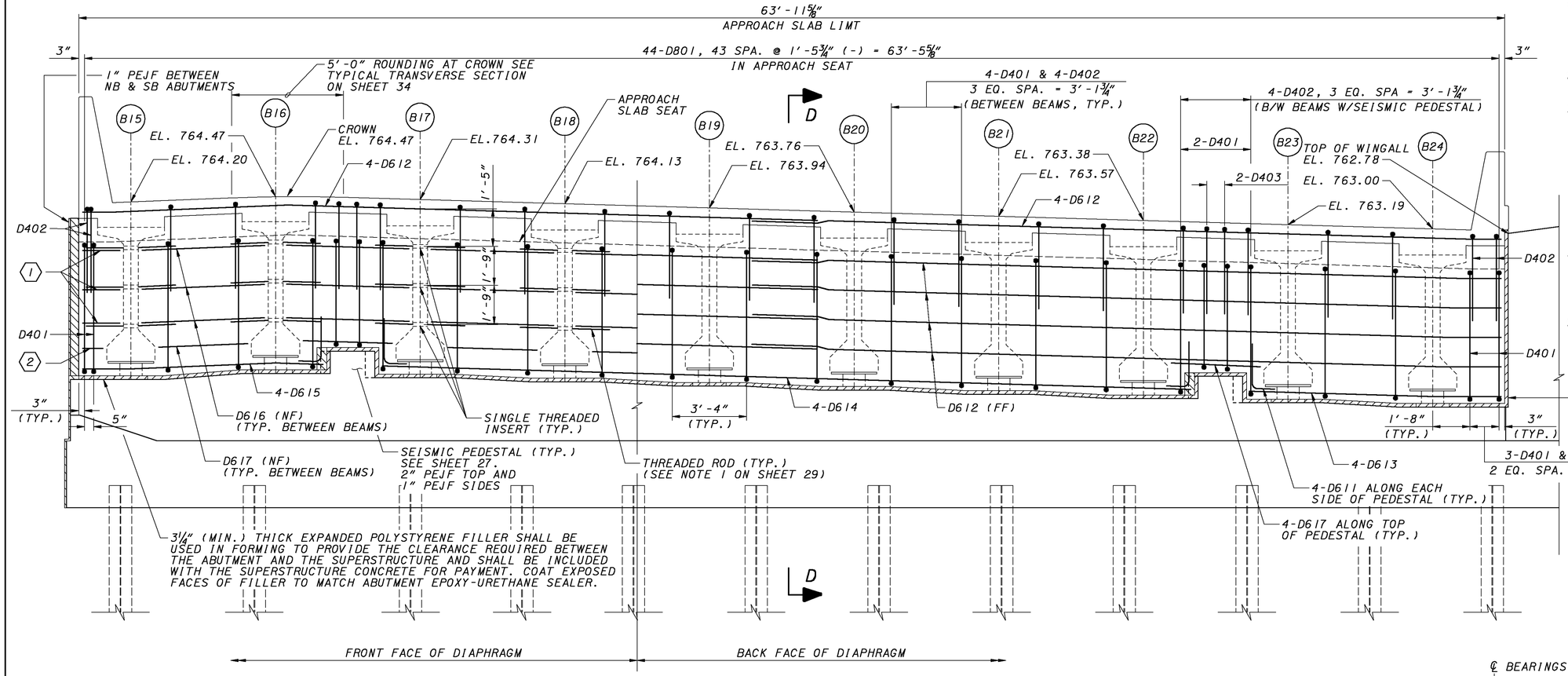
DRAWN	REVISED
EKM	

DESIGNED	CHECKED
EKM	WRT

SB BRIDGE, FORWARD ABUTMENT DIAPHRAGM
BRIDGE NO. MOT-75-13.11
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1306
1811



ELEVATION

DIMENSIONS AND ELEVATIONS GIVEN ALONG ℄ BEARINGS

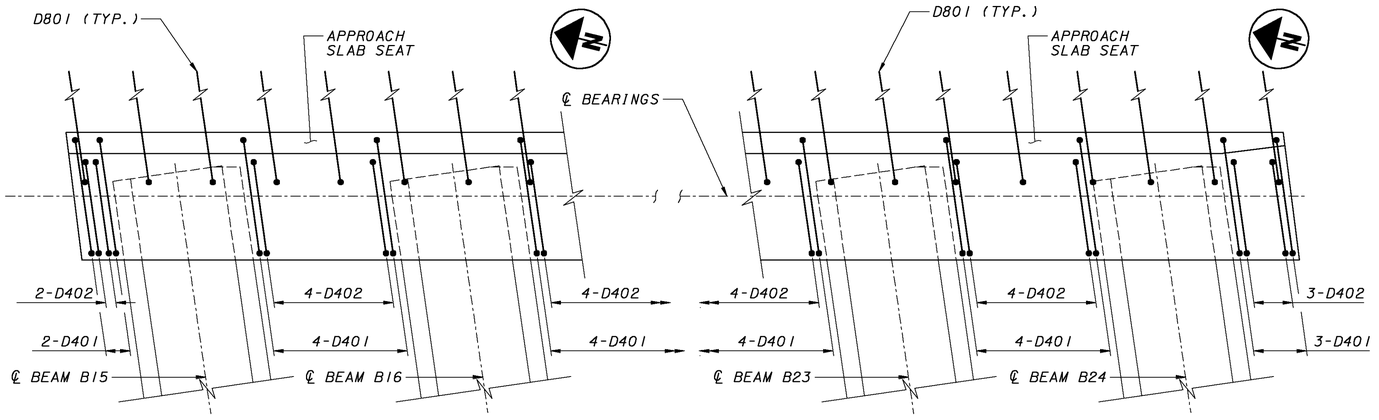
NOTES:

1. FOR FORWARD ABUTMENT PLAN AND DETAILS, INCLUDING BRIDGE SEAT ELEVATIONS, SEE SHEETS 24-26.
2. FOR BEARING DETAILS, SEE SHEET 32.
3. ABUTMENT DIAPHRAGM, PRESTRESSED I-BEAM SUPERSTRUCTURE: PLACE THE CONCRETE ENCASING THE PRESTRESSED I-BEAM STRUCTURAL MEMBERS AS PART OF THE DECK POUR. USE A RETARDER, 705.12, TO ENSURE THAT THE DECK CONCRETE IS PLACED BEFORE THE FIRST DIAPHRAGM HAS REACHED ITS INITIAL SET.
4. 1" PEJF LOCATED ON VERTICAL END FACE OF APPROACH SLAB SEAT SHALL BE INCLUDED IN THE PRICE BID PER SQUARE YARD FOR THE APPROACH SLAB.
5. MINIMUM REINFORCING STEEL SPLICE LENGTHS: NO. 6 BARS = 2'-11".

LEGEND:

(1) D619 (NF), RIGHT END
D618 (NF), LEFT END

(2) D621 (NF), RIGHT END
D620 (NF), LEFT END

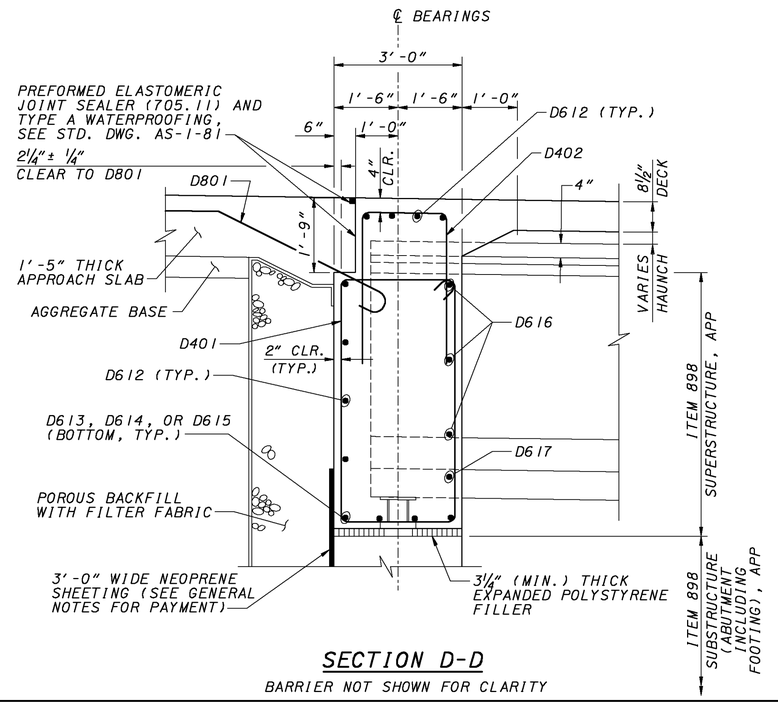


PARTIAL DIAPHRAGM PLAN

LEFT END

PARTIAL DIAPHRAGM PLAN

RIGHT END



SECTION D-D

BARRIER NOT SHOWN FOR CLARITY

CH2MHILL
DESIGN AGENCY
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

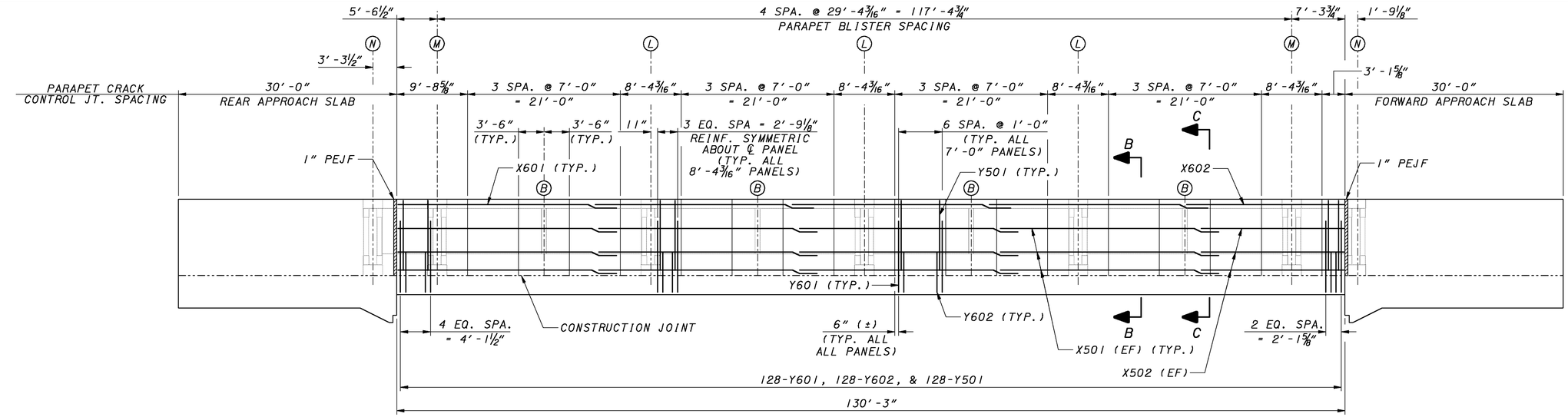
DESIGNED	DRAWN	REVIEWED	DATE
EKM	EKM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

NB BRIDGE, FORWARD ABUTMENT DIAPHRAGM

BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

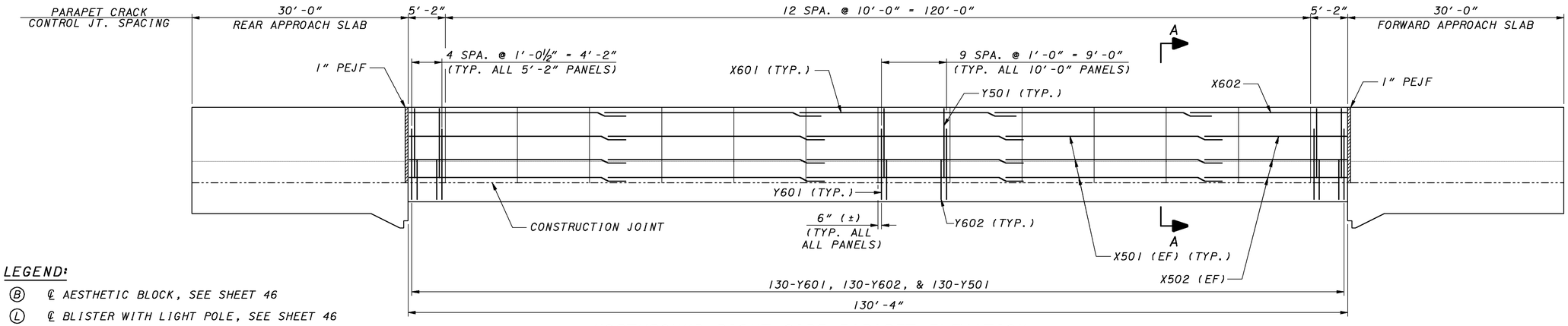
MOT-75-13.11
PID 75927

075_1347ra001.dgn 20-MAR-2007



SOUTHBOUND LEFT SIDE PARAPET ELEVATION

(INTERIOR FACE SHOWN)

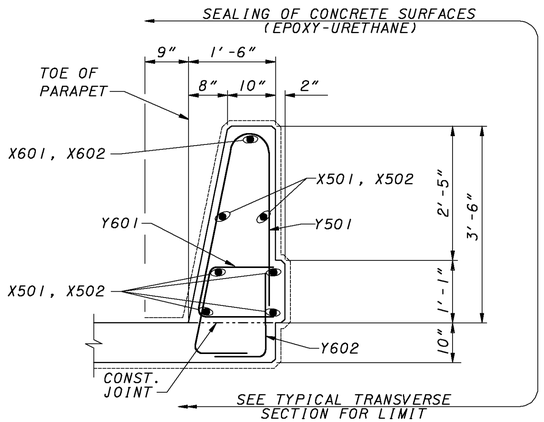


NORTHBOUND RIGHT SIDE PARAPET ELEVATION

(EXTERIOR FACE SHOWN)

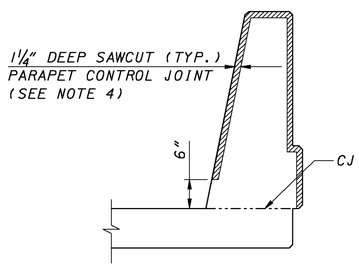
LEGEND:

- (B) ℄ AESTHETIC BLOCK, SEE SHEET 46
- (L) ℄ BLISTER WITH LIGHT POLE, SEE SHEET 46
- (M) ℄ BLISTER WITH LIGHT POLE AND STANCHION MOUNT, SEE SHEET 46
- (N) ℄ BLISTER WITH STANCHION MOUNT (NO LIGHT POLE), SEE SHEET 49



SECTION A-A

(PARAPET ON BRIDGE DECK)



TYPICAL PARAPET CONTROL JOINT DETAIL

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 5 BARS = 2'-5"
   NO. 6 BARS = 2'-11"
2. FOR ADDITIONAL PARAPET NOTES & DETAILS, SEE STANDARD DRAWING SBR-1.
3. ALL REINFORCING STEEL SHALL BE EPOXY COATED CONFORMING TO ITEM 509. BENT OR CUT STEEL SHALL BE COATED OR PATCHED AND TREATED WITH EPOXY MATERIAL AS SPECIFIED IN CMS SECTION 709.00. PAYMENT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 509, EPOXY COATED REINFORCING STEEL.
4. CONCRETE PARAPETS: AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, SAWCUT 1¼ INCH DEEP CONTROL JOINTS INTO THE PERIMETER OF THE CONCRETE PARAPET STARTING AND ENDING 6 INCHES ABOVE THE ELEVATION OF THE CONCRETE DECK FOR THE INSIDE FACE OF THE PARAPETS AND THE ELEVATION OF THE CONCRETE DECK FOR THE OUTSIDE FACE OF THE PARAPETS. USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF ¼ INCH. SEAL THE PERIMETER OF THE DEFLECTION CONTROL JOINT TO A MINIMUM DEPTH OF 1 INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM ½ INCH OF THE INSIDE AND OUTSIDE FACE UNSEALED TO ALLOW WATER TO ESCAPE. PAYMENT FOR LABOR AND MATERIALS SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET).
5. FOR SOUTHBOUND LEFT PARAPET, BLISTER DETAILS, AND SECTIONS B-B & C-C, SEE SHEET 46.

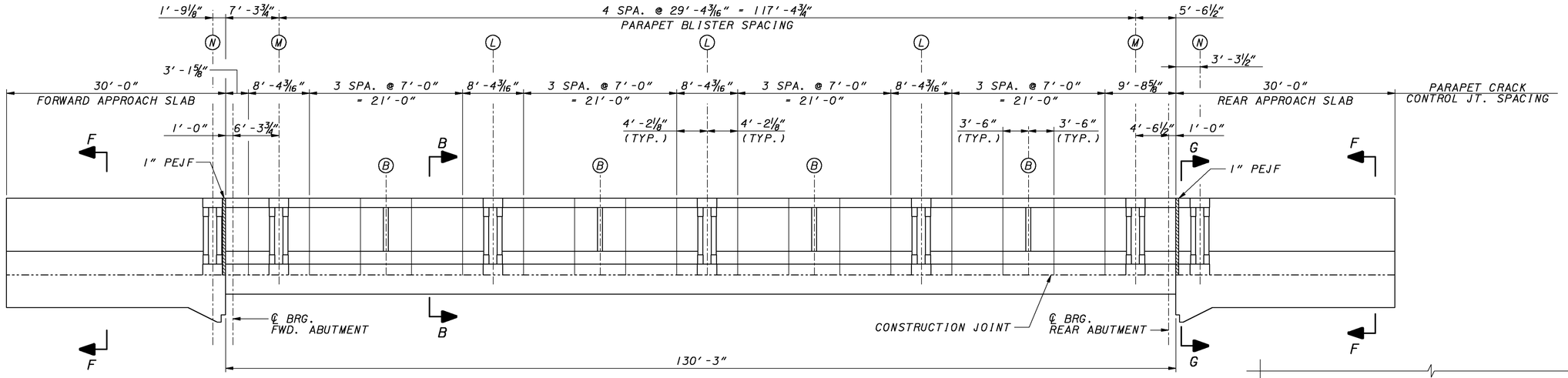
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED EKM | DRAWN EKM | REVIEWED GAS | DATE 06/06
CHECKED WRT | REVISED | STRUCTURE FILE NUMBER 5708338

PARAPET ELEVATIONS AND DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

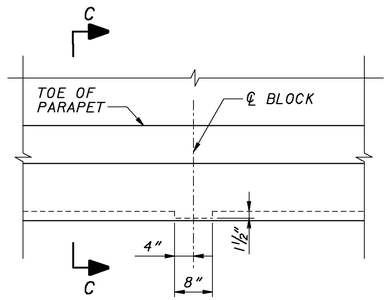
MOT-75-13.11
PID 75927

075_1347ra002.dgn 20-MAR-2007

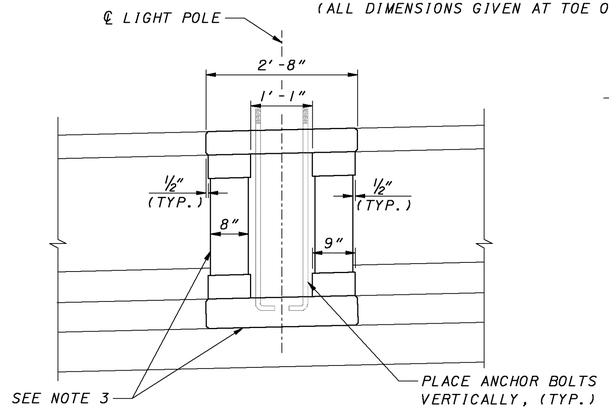


SOUTHBOUND LEFT SIDE PARAPET ELEVATION

(EXTERIOR FACE SHOWN- OPPOSITE OF VIEW ON SHEET 45)
(ALL DIMENSIONS GIVEN AT TOE OF PARAPET)

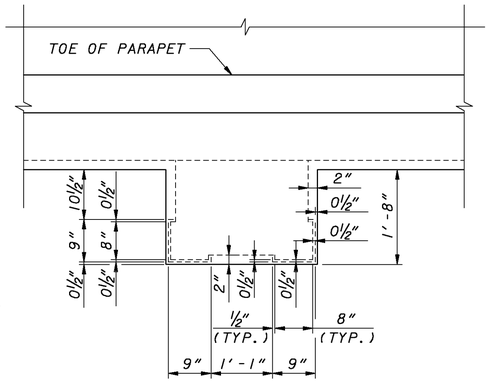


AESTHETIC BLOCK PLAN



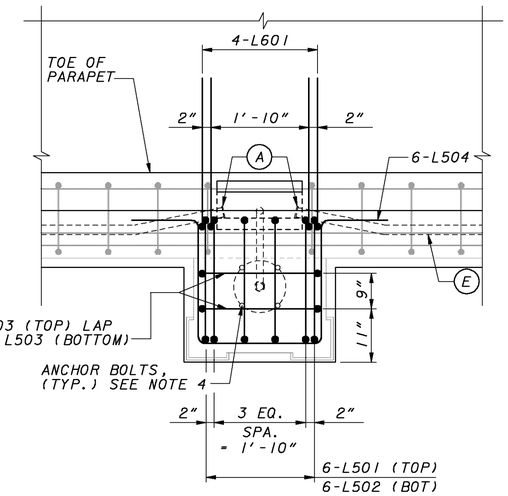
BLISTER ELEVATION

(SEE SECTION B-B FOR VERTICAL DIMENSIONS)



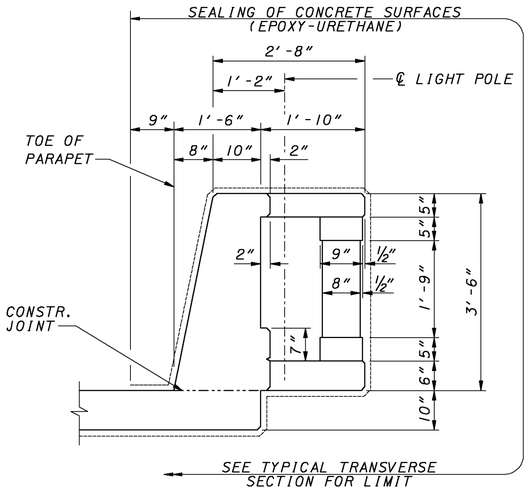
BLISTER PLAN

(SHOWING DIMENSIONS)



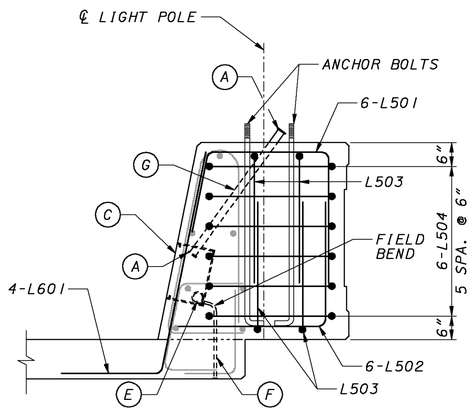
BLISTER PLAN

(SHOWING REINFORCEMENT)



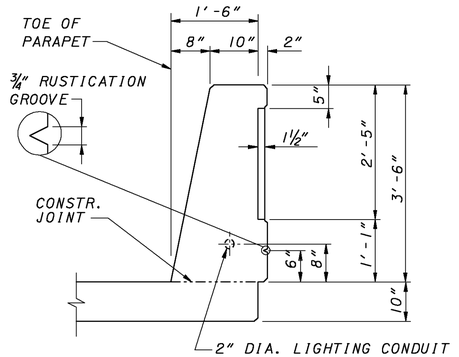
SECTION B-B

(SHOWING DIMENSIONS)



SECTION B-B

(SHOWING REINFORCEMENT)



SECTION C-C

(FOR PARAPET REINFORCEMENT AND SEALING, SEE SECTION A-A ON SHEET 45)

LEGEND:

- (A) GROUNDING BUSHING
- (B) ℄ AESTHETIC BLOCK
- (C) JUNCTION BOX
- (E) 2" DIA. CONDUIT
- (F) 1/2" DIA. CONDUIT DRAIN
- (G) 1 1/2" DIA. CONDUIT
- (L) ℄ BLISTER WITH LIGHT POLE
- (M) ℄ BLISTER WITH LIGHT POLE AND STANCHION MOUNT
- (N) ℄ BLISTER WITH STANCHION MOUNT (NO LIGHT POLE)

NOTES:

1. FOR ADDITIONAL DETAILS NOT COVERED ON THIS SHEET, SEE STANDARD CONSTRUCTION DRAWING HL-20.14
2. FOR ANCHOR BOLT DETAILS, SEE STANDARD CONSTRUCTION DRAWING HL-10.13.
3. BLISTER HORIZONTAL LINES SHALL BE PLACED PARALLEL TO THE TOP OF DECK. VERTICAL LINES SHALL BE PLACED TRUE VERTICAL, NOT NORMAL TO THE TOP OF DECK.
4. ANCHOR BOLT LAYOUT BASED ON A BOLT CIRCLE OF 1'-0" DIAMETER. ADJUST LAYOUT ACCORDINGLY FOR THE ACTUAL LIGHT POLE MANUFACTURER'S DIMENSIONS.
5. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 45.
6. FOR SECTIONS F-F AND G-G, AND STANCHION MOUNT DETAILS, SEE SHEET 49.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

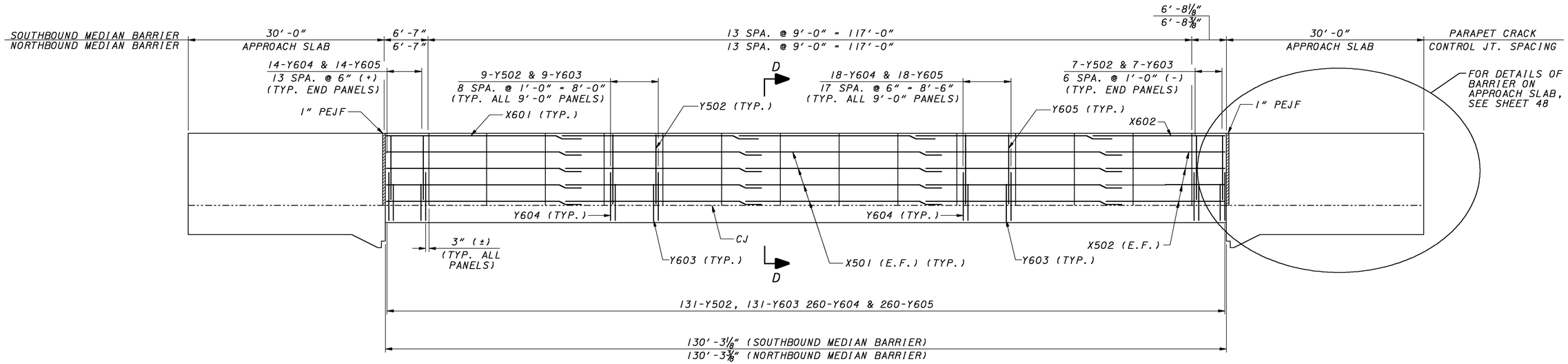
DESIGNED	DRAWN	REVIEWED	DATE
EKM	EKM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

PARAPET BLISTER DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

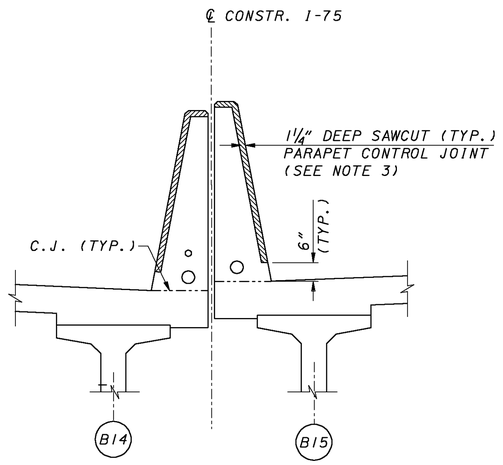
46 / 54

1309
1811

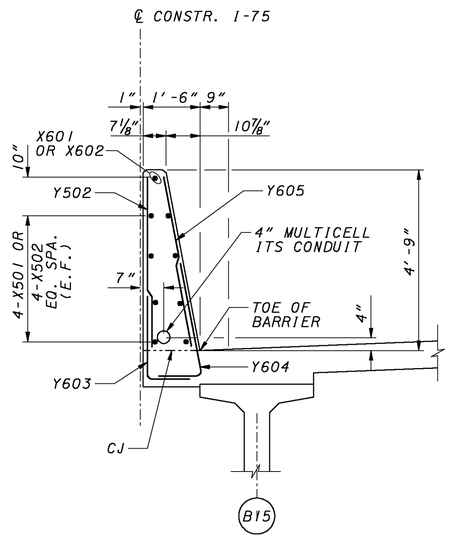


TYPICAL MEDIAN BARRIER ELEVATION

(INTERIOR FACE SHOWN)



TYPICAL BARRIER CONTROL JOINT DETAIL



SECTION D-D

(BARRIER MEDIAN ON BRIDGE DECK

NOTES:

1. MINIMUM REINFORCING STEEL SPLICE LENGTHS:
   NO. 5 BARS - 2'-5"
   NO. 6 BARS - 2'-11"
2. ALL REINFORCING STEEL SHALL BE EPOXY COATED CONFORMING TO ITEM 509. BENT OR CUT STEEL SHALL BE COATED OR PATCHED AND TREATED WITH EPOXY MATERIAL AS SPECIFIED IN CMS SECTION 709.00. PAYMENT SHALL BE INCLUDED IN THE CONTRACT BID PRICE FOR ITEM 509, EPOXY COATED REINFORCING STEEL.
3. CONCRETE PARAPETS: AS SOON AS A CONCRETE SAW CAN BE OPERATED WITHOUT DAMAGING THE FRESHLY PLACED CONCRETE, SAWCUT 1/4 INCH DEEP CONTROL JOINTS INTO THE PERIMETER OF THE CONCRETE PARAPET STARTING AND ENDING AT THE ELEVATION OF THE CONCRETE DECK. USE AN EDGE GUIDE, FENCE, OR JIG TO ENSURE THAT THE CUT JOINT IS STRAIGHT, TRUE, AND ALIGNED ON ALL FACES OF THE PARAPET. THE JOINT WIDTH SHALL BE THE WIDTH OF THE SAW BLADE, A NOMINAL WIDTH OF 1/4 INCH. SEAL THE PERIMETER OF THE DEFLECTION CONTROL JOINT TO A MINIMUM DEPTH OF 1 INCH WITH A POLYURETHANE OR POLYMERIC MATERIAL CONFORMING TO ASTM C920, TYPE S. LEAVE THE BOTTOM 1/2 INCH OF THE INSIDE AND OUTSIDE FACE UNSEALED TO ALLOW WATER TO ESCAPE. PAYMENT FOR LABOR AND MATERIALS SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET).

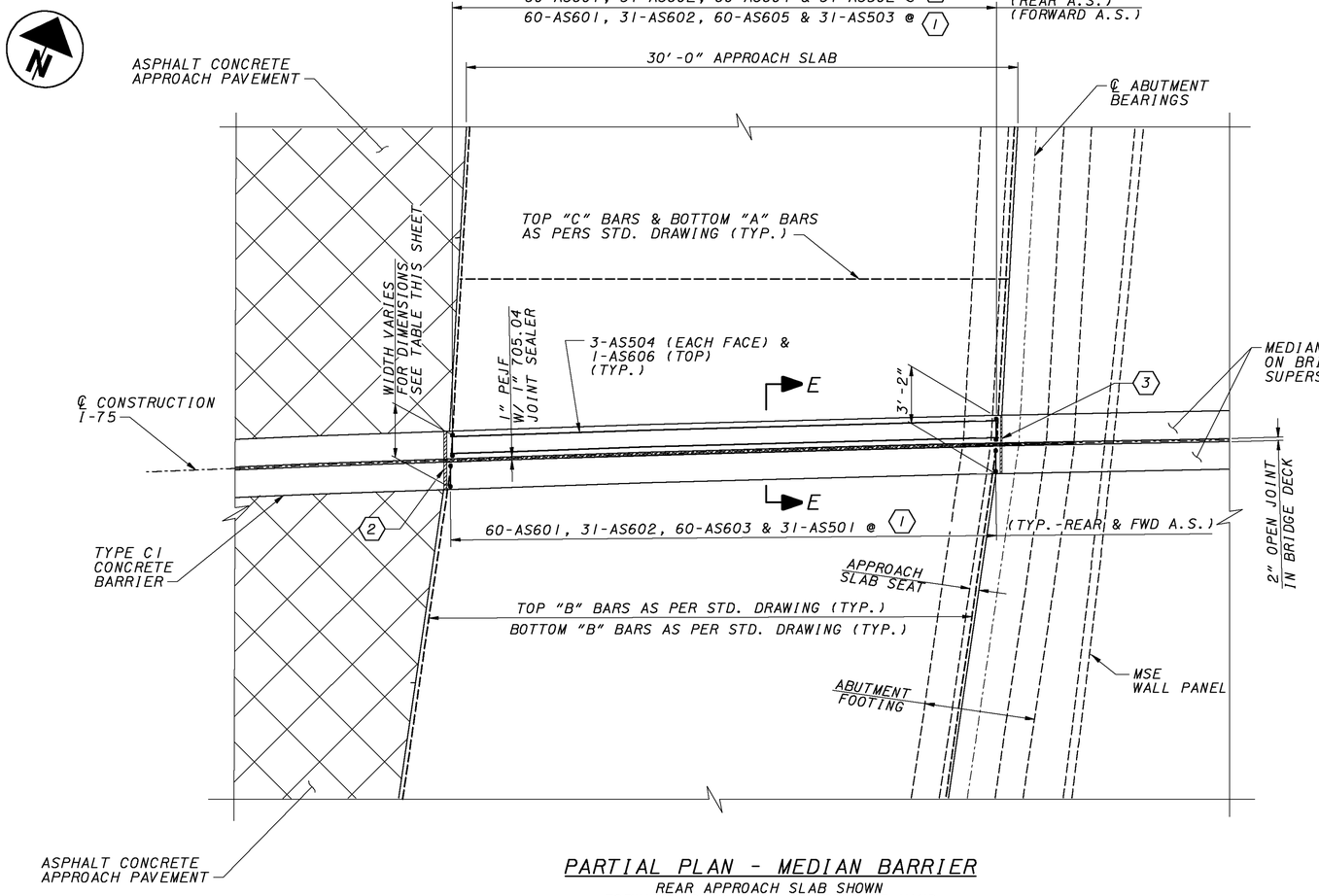
DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
TK	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

MEDIAN BARRIER ELEVATION AND DETAILS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

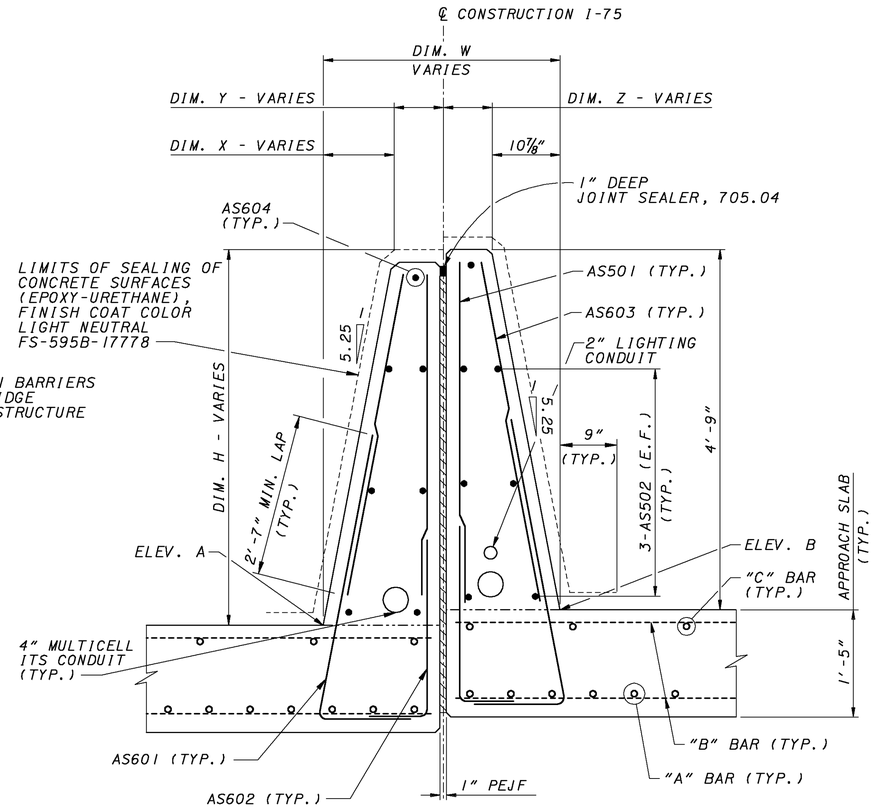
MOT-75-13.11
PID 75927

1310
1811



PARTIAL PLAN - MEDIAN BARRIER

REAR APPROACH SLAB SHOWN
FORWARD APPROACH SLAB OPPOSITE HAND



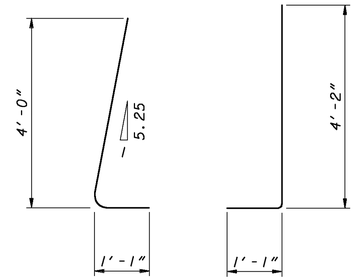
SB BRIDGE (LOW SIDE) NB BRIDGE (HIGH SIDE)

SECTION E-E

(1) 6" MAX. C/C (FRONT FACE), 1'-0" MAX. C/C (BACK FACE)

(2) 2" PEJF, FULL HEIGHT OF MEDIAN BARRIER AND APPROACH SLAB INCLUDED WITH ITEM 898 FOR PAYMENT.

(3) 1" PEJF INCLUDED WITH ITEM 898 FOR PAYMENT.



AS601 AS602

NOTES:

1. REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE STANDARD DRAWING AS-1-81.
2. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), 17", AS PER PLAN:
   - SS 898 QA/QC CONCRETE, CLASS QSC2 IN APPROACH SLABS, OUTSIDE PARAPETS, AND MEDIAN BARRIERS
   - ALL ASSOCIATED REINFORCING STEEL
   - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
   - SEALING OF CONCRETE SURFACES
3. VARIABLE MEDIAN BARRIER DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.

APPROACH SLAB MEDIAN BARRIER REINFORCING BAR LIST

MARK	QUANTITY	LENGTH	TYPE
AS501	124	4'-7"	STR.
AS502	24	29'-6"	STR.
AS601	240	4'-11"	BENT
AS602	124	5'-1"	BENT
AS603	240	4'-8"	STR.
AS604	4	29'-6"	STR.

NOTE: REINFORCING BAR QUANTITIES ARE TOTAL FOR FOUR MEDIAN BARRIER HALVES

APPROACH SLAB MEDIAN BARRIER GEOMETRY

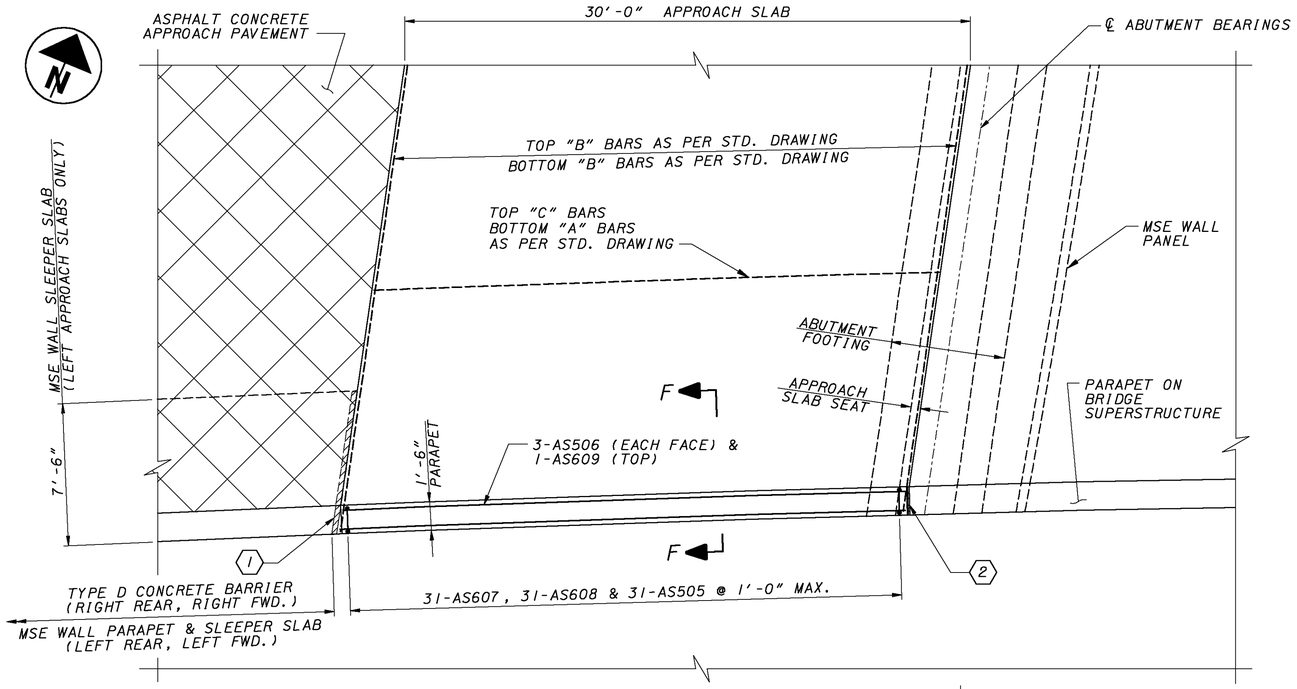
APPROACH SLAB	LOCATION	℄ STATION	ELEV. A	ELEV. B	DIM. H	DIM. W	DIM. X	DIM. Y	DIM. Z
REAR	BEGIN APPROACH SLAB	364+45.80	763.82	764.10	5'-0 3/8"	2'-10 3/8"	11 1/2"	6"	6"
	END APPROACH SLAB	364+75.80	763.99	764.23	4'-9"	3'-2"	10 7/8"	8 1/8"	8 1/8"
FORWARD	BEGIN APPROACH SLAB	366+06.06	764.10	764.15	4'-9"	3'-2"	10 7/8"	8 1/8"	8 1/8"
	END APPROACH SLAB	366+36.06	763.99	764.00	4'-9 1/8"	2'-9 3/4"	10 7/8"	6"	6"

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	DMK	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VKN		5708338	

APPROACH SLAB DETAILS I
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927



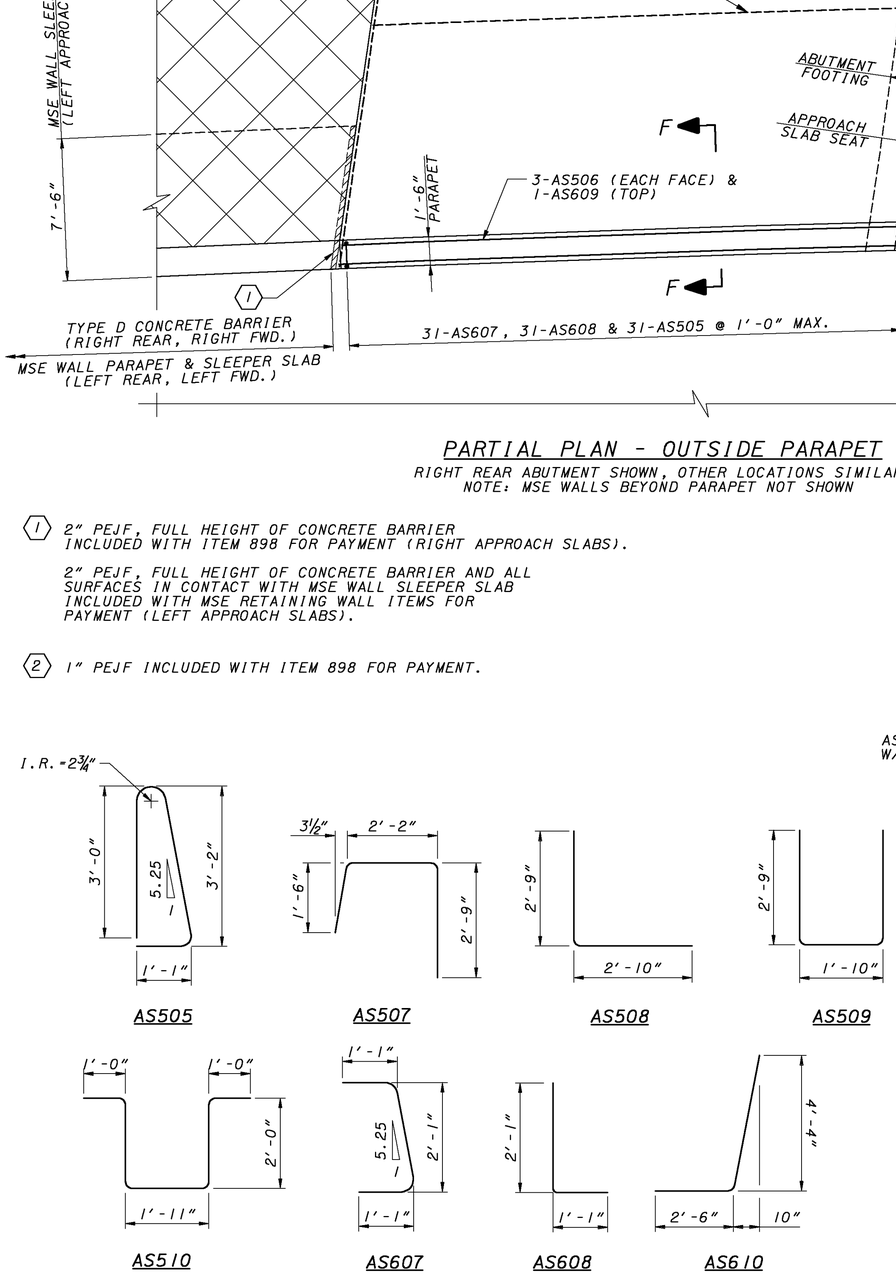
PARTIAL PLAN - OUTSIDE PARAPET

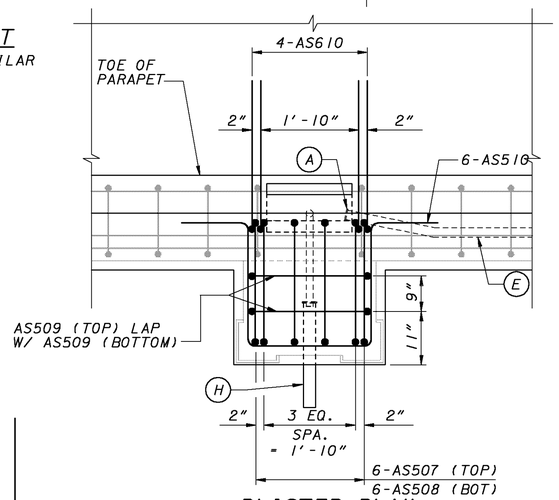
RIGHT REAR ABUTMENT SHOWN, OTHER LOCATIONS SIMILAR
NOTE: MSE WALLS BEYOND PARAPET NOT SHOWN

(1) 2" PEJF, FULL HEIGHT OF CONCRETE BARRIER INCLUDED WITH ITEM 898 FOR PAYMENT (RIGHT APPROACH SLABS).

2" PEJF, FULL HEIGHT OF CONCRETE BARRIER AND ALL SURFACES IN CONTACT WITH MSE WALL SLEEPER SLAB INCLUDED WITH MSE RETAINING WALL ITEMS FOR PAYMENT (LEFT APPROACH SLABS).

(2) 1" PEJF INCLUDED WITH ITEM 898 FOR PAYMENT.



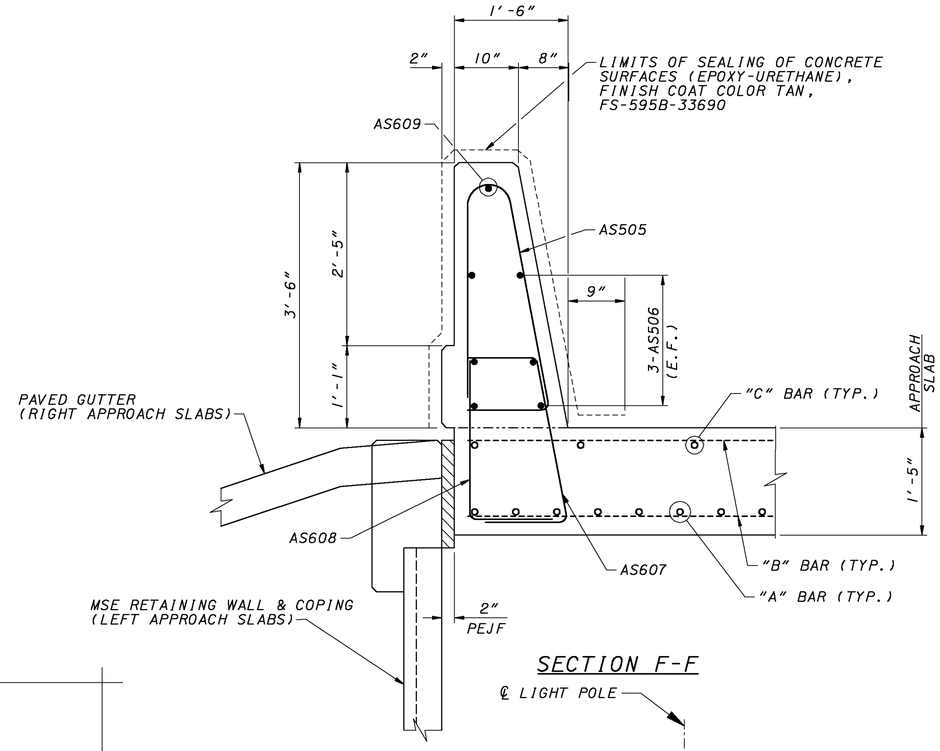


BLISTER PLAN

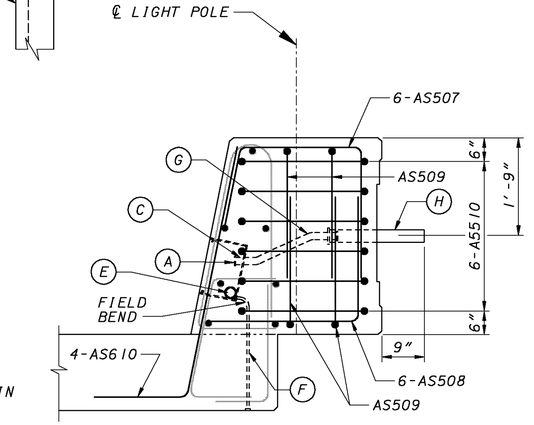
(SHOWING REINFORCEMENT)

APPROACH SLAB OUTSIDE PARAPET REINFORCING BAR LIST			
MARK	QUANTITY	LENGTH	TYPE
AS505	124	7'-6"	BENT
AS506	24	29'-6"	STR.
AS507	12	6'-2"	BENT
AS508	12	5'-6"	BENT
AS509	8	7'-1"	BENT
AS510	12	7'-8"	BENT
AS607	124	4'-1"	BENT
AS608	124	3'-0"	BENT
AS609	4	29'-6"	STR.
AS610	8	6'-10"	BENT

NOTE: REINFORCING BAR QUANTITIES ARE TOTAL FOR FOUR OUTSIDE PARAPETS



SECTION F-F



SECTION G-G

(SHOWING REINFORCEMENT)

LEGEND:

- (A) GROUNDING BUSHING
- (C) JUNCTION BOX
- (E) 2" DIA. CONDUIT
- (F) ½" DIA. CONDUIT DRAIN
- (G) 1½" DIA. CONDUIT
- (H) STANCHION MOUNT

NOTES:

1. REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE STANDARD DRAWING AS-1-81.
2. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), 17", AS PER PLAN.
   - SS 898 QA/QC CONCRETE, CLASS QSC2 IN APPROACH SLABS, OUTSIDE PARAPETS, AND MEDIAN BARRIERS
   - ALL ASSOCIATED REINFORCING STEEL
   - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
   - SEALING OF CONCRETE SURFACES
3. FOR LOCATIONS OF BLISTERS ON APPROACH SLAB OUTSIDE PARAPET, AND FOR BLISTER DIMENSIONS, SEE SHEET 46.
4. FOR LOCATION OF SECTION G-G, SEE SHEET 46.
5. FOR STANCHION MOUNT DETAILS FOR FLOOD LIGHTS, SEE UNDERPASS LIGHTING PLANS.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
RGS	DMK	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
VKN		5708338	

APPROACH SLAB DETAILS II
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

SOUTHBOUND SUPERSTRUCTURE - DECK

MARK	QUANTITY	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
S401	216	40'-0"	5772	STR							
S402	72	16'-0"	770	STR							
S501	768	40'-0"	32041	STR							
S502	408	12'-3"	5213	STR							
S503	12	26'-8"	334	STR							
S504	8	13'-4"	112	STR							
S505	388	5'-0"	2024	STR							
S506	252	40'-0"	10514	STR							
S507	84	17'-6"	1534	STR							
		TOTAL WEIGHT	58714								

SOUTHBOUND SUPERSTRUCTURE - PARAPETS

MARK	QUANTITY	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
L501	30	6'-2"	193	10	3½"	1'-6"	2'-2"	2'-9"			
L502	30	5'-6"	173	1	2'-10"	2'-9"					
L503	20	7'-1"	148	2	2'-9"	1'-10"	2'-9"				
L504	30	7'-8"	240	6	1'-11"	2'-0"	1'-0"				
X501	56	30'-0"	1753	STR							
X502	14	20'-0"	293	STR							
Y501	128	7'-6"	1002	23	1'-1"	3'-2"	3'-0"			2¾"	
Y502	131	4'-7"	627	STR							
L601	20	6'-6"	196	19	2'-6"	9"	4'-0"				
X601	8	30'-0"	361	STR							
X602	2	22'-0"	67	STR							
Y601	128	3'-6"	673	55	1'-1"	1'-7"					
Y602	128	2'-6"	481	1	1'-1"	1'-7"					
Y603	131	4'-9"	935	1	3'-10"	1'-1"					
Y604	260	4'-8"	1823	11	8⅜"	3'-8"	1'-1"				
Y605	260	4'-8"	1823	STR							
		TOTAL WEIGHT	10788								

SOUTHBOUND ABUTMENT - DIAPHRAGMS

MARK	REAR ABUTMENT QUANTITY	FORWARD ABUTMENT QUANTITY	TOTAL	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS						
							A	B	C	D	E	R	INC.
D401	53	53	106	17'-0"	1204	3	2'-8"	5'-7"					
D402	57	57	114	8'-5"	640	2	3'-3"	2'-2"	3'-3"				
D403	4	4	8	15'-0"	81	3	2'-8"	4'-7"					
D601	16	16	32	45'-10"	2203	STR							
D602	4	4	8	17'-7"	211	STR							
D603	4	4	8	47'-7"	572	STR							
D604	4	4	8	17'-2"	207	STR							
D605	39	39	78	5'-3"	616	STR							
D606	19	19	38	3'-9"	214	STR							
D607	3	3	6	2'-8"	25	STR							
D608	3	3	6	2'-3"	21	STR							
D609	1	1	2	1'-11"	6	STR							
D610	1	1	2	1'-6"	5	STR							
D611	16	16	32	3'-6"	169	1	0'-8"	3'-0"					
D801	59	59	118	5'-8"	1786	18	3'-4"	1'-0"	1'-0"				
				TOTAL WEIGHT	7960								

NOTE:

1. FOR REINFORCING BAR BENDS AND NOTES, SEE SHEET 54.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
KES	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

SB BRIDGE, REINFORCING STEEL LIST 1
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1313
1811

SOUTHBOUND SUBSTRUCTURE - ABUTMENTS

MARK	REAR ABUTMENT QUANTITY	FORWARD ABUTMENT QUANTITY	TOTAL	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
A401	2	2	4	5'-8"	16	STR							
A402	6		6	7'-6"	31	2	3'-3"	1'-2"	3'-3"				
A403		6	6	6'-10"	28	2	2'-2"	2'-8"	2'-2"				
A501	69	70	139	17'-0"	2465	3	5'-8"	2'-7"					
A502	3		3	14'-0"	44	3	2'-8"	4'-1"					
A503	1 SERIES OF 40		1 SERIES OF 40	14'-0" TO 18'-9"	684	50	40	4'-1"	6'-5½"	2'-8"			¾"
A504	1 SERIES OF 9		1 SERIES OF 9	18'-9" TO 19'-4"	179	50	9	6'-5½"	6'-9"	2'-8"			⅜"
A505	8		8	19'-10"	166	3	2'-8"	7'-0"					
A506	6		6	19'-6"	123	3	2'-8"	6'-10"					
A507	7	7	14	7'-11"	116	1	8½"	7'-4"					
A508	7	7	14	7'-4"	108	STR							
A509	3	1	4	12'-9"	52	3	3'-7"	2'-7"					
A510	12	12	24	14'-5"	361	2	7'-0"	8"	7'-0"				
A511	7		7	15'-7"	114	2	7'-6"	10"	7'-6"				
A512	2	2	4	18'-10"	79	2	8'-3"	2'-7"	8'-3"				
A513	12		12	20'-9"	260	2	10'-2"	8"	10'-2"				
A514	27	27	54	11'-2"	629	STR							
A515		9	9	17'-6"	165	3	2'-8"	5'-10"					
A516		1 SERIES OF 12	1 SERIES OF 12	17'-8" TO 17'-2"	218	50	12	6'-0"	5'-8"	2'-8"			⅜"
A517		1 SERIES OF 28	1 SERIES OF 28	17'-2" TO 15'-1"	471	50	28	5'-8"	4'-7½"	2'-8"			½"
A518		4	4	14'-8"	62	3	2'-8"	4'-5"					
A519		1 SERIES OF 13	1 SERIES OF 13	14'-8" TO 14'-0"	195	50	13	4'-5"	4'-1"	2'-8"			¼"
A520		12	12	18'-11"	237	2	9'-3"	8"	9'-3"				
A521		7	7	13'-9"	101	2	6'-7"	10"	6'-7"				
A601	10	10	20	60'-0"	1803	STR							
A602	12		12	32'-0"	577	STR							
A603	2		2	27'-8"	84	STR							
A604		10	10	31'-10"	479	STR							
A605		2	2	46'-3"	139	STR							
A609	6	6	12	11'-2"	202	32	2'-8"	2'-4"	1'-0"	1'-0"			
A801	8	8	16	60'-0"	2564	STR							
A802	4		8	34'-0"	727	STR							
A803	4		4	19'-11"	213	STR							
A804	4		4	19'-3"	206	STR							
A805		8	8	35'-0"	748	STR							
A810	10	10	20	8'-7"	459	5	1'-8"	2'-2½"	1'-8"				
				TOTAL WEIGHT	15105								

NOTE:

1. FOR REINFORCING BAR BENDS AND NOTES, SEE SHEET 54.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
KES	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
WRT		5708338	

SB BRIDGE, REINFORCING STEEL LIST II
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1314
1811

NORTHBOUND SUPERSTRUCTURE - DECK

MARK	QUANTITY	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
S451	156	40'-0"	4169	STR							
S452	52	16'-0"	556	STR							
S551	366	40'-0"	15270	STR							
S552	398	25'-9"	10690	STR							
S553	2 SERIES OF 8	6'-0" TO 38'-1"	368	29	8	6'-0"	38'-1"				4'-7"
S554	2 SERIES OF 5	6'-4" TO 24'-8"	162	29	5	6'-4"	24'-8"				4'-7"
S555	388	5'-0"	2024	STR							
S556	180	40'-0"	7510	STR							
S557	60	17'-6"	1096	STR							
S558	2 SERIES OF 8	5'-4" TO 37'-5"	357	29	8	5'-4"	37'-5"				4'-7"
S559	2 SERIES OF 5	5'-8" TO 24'-0"	155	29	5	5'-8"	24'-0"				4'-7"
		TOTAL WEIGHT	42357								

NORTHBOUND SUPERSTRUCTURE - PARAPETS

MARK	QUANTITY	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
X501	56	30'-0"	1753	STR							
X502	14	20'-0"	293	STR							
Y501	130	7'-6"	1017	23	1'-1"	3'-2"	3'-0"			2 3/4"	
Y502	131	4'-7"	627	STR							
X601	8	30'-0"	361	STR							
X602	2	22'-0"	67	STR							
Y601	130	3'-6"	684	55	1'-1"	1'-7"					
Y602	130	2'-6"	489	1	1'-1"	1'-7"					
Y603	131	4'-9"	935	1	3'-10"	1'-1"					
Y604	260	4'-8"	1823	11	8 3/8"	3'-8"	1'-1"				
Y605	260	4'-8"	1823	STR							
		TOTAL WEIGHT	9872								

NORTHBOUND ABUTMENT - DIAPHRAGMS

MARK	REAR ABUTMENT QUANTITY	FORWARD ABUTMENT QUANTITY	TOTAL	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS						
							A	B	C	D	E	R	INC.
D401	37	37	74	17'-0"	841	3	2'-8"	5'-7"					
D402	41	41	82	8'-5"	462	2	3'-3"	2'-2"	3'-3"				
D403	4	4	8	15'-0"	81	3	2'-8"	4'-7"					
D611	16	16	32	3'-6"	169	1	0'-8"	3'-0"					
D612	16	16	32	34'-2"	1643	STR							
D613	4	4	8	11'-8"	142	STR							
D614	4	4	8	36'-7"	440	STR							
D615	4	4	8	10'-9"	130	STR							
D616	27	27	54	5'-6"	447	STR							
D617	15	15	30	4'-0"	181	STR							
D618	3	3	6	2'-5"	22	STR							
D619	3	3	6	1'-9"	16	STR							
D620	1	1	2	1'-7"	4	STR							
D621	1	1	2	1'-0"	3	STR							
D801	44	44	88	5'-8"	1332	18	3'-4"	1'-0"	1'-0"				
				TOTAL WEIGHT	5913								

NOTE:

1. FOR REINFORCING BAR BENDS AND NOTES, SEE SHEET 54.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED EKM | DRAWN GLM | REVIEWED GAS | DATE 06/06
CHECKED WRT | REVISED | STRUCTURE FILE NUMBER 5708338

NB BRIDGE, REINFORCING STEEL LIST 1
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1315
1811

NORTHBOUND SUBSTRUCTURE - ABUTMENTS

MARK	REAR ABUTMENT QUANTITY	FORWARD ABUTMENT QUANTITY	TOTAL	LENGTH	WEIGHT (lb)	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
A401	2		2	5'-8"	8	STR							
A402	6		6	7'-6"	31	2	3'-3"	1'-2"	3'-3"				
A404	2	4	6	7'-8"	31	STR							
A501	52	60	112	17'-0"	1986	3	5'-8"	2'-7"					
A522	1 SERIES OF 4		4	18'-1" TO 18'-7"	77	50	4	6'-1"	6'-4"	2'-8"			3/4"
A523	1 SERIES OF 32		32	14'-1" TO 18'-1"	537	50	32	4'-1"	6'-1"	2'-8"			3/4"
A524	4		4	14'-1"	59	3	4'-1"	2'-8"					
A525	3		3	16'-3"	51	2	7'-2"	2'-2"	7'-2"				
A526	3		3	16'-7"	52	2	7'-4"	2'-2"	7'-4"				
A527	8		8	2'-9½"	24	STR							
A528	8		8	2'-5"	21	STR							
A529	4		4	10'-6"	44	2	2'-6"	5'-9"	2'-6"				
A530		1 SERIES OF 4	1 SERIES OF 4	16'-7" TO 17'-1"	71	50	4	5'-4"	5'-7"	2'-8"			3/4"
A531		4	4	16'-9"	70	3	5'-5"	2'-8"					
A532		1 SERIES OF 32	1 SERIES OF 32	14'-3" TO 16'-9"	518	50	32	4'-2"	5'-5"	2'-8"			1/2"
A533		4	4	14'-1"	59	3	4'-1"	2'-8"					
A534		12	12	16'-3"	204	2	7'-2"	2'-2"	7'-2"				
A535		1 SERIES OF 12	1 SERIES OF 12	16'-3" TO 20'-3"	229	36	12	7'-2"	9'-2"	2'-2"			2"
A536		8	8	14'-8"	123	STR							
A537		8	8	15'-0"	126	STR							
A538		4	4	10'-5"	44	2	2'-6"	5'-8"	2'-6"				
A539		3	3	10'-6"	33	2	2'-6"	5'-9"	2'-6"				
A540	5		5	18'-1"	95	3	6'-1"	2'-8"					
A541	4	2	4	18'-7"	78	3	6'-4"	2'-8"					
A551			2	16'-7"	35	3	5'-4"	2'-8"					
A601	10	10	20	60'-0"	1803	STR							
A606	10		10	10'-6"	158	STR							
A607	2		2	28'-6"	86	STR							
A608		10	10	22'-8"	341	STR							
A609	6	6	12	11'-2"	202	32	2'-8"	2'-4"	1'-0"	1'-0"			
A801	4	4	8	60'-0"	1282	STR							
A806	8		8	12'-11"	276	STR							
A807		4	4	25'-9"	276	STR							
A808		4	4	12'-5"	133	STR							
A809	4	4	8	56'-9"	1213	STR							
A810	10	10	20	8'-7"	459	5	1'-8"	2'-2½"	1'-8"				
				TOTAL WEIGHT	10835								

NOTE:

1. FOR REINFORCING BAR BENDS AND NOTES, SEE SHEET 54.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

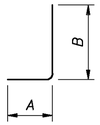
DESIGNED EKM | DRAWN GLM | REVIEWED GAS | DATE 06/06
CHECKED WRT | REVISED | STRUCTURE FILE NUMBER 5708338

NB BRIDGE, REINFORCING STEEL LIST II
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

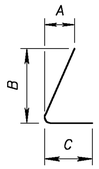
MOT-75-13.11
PID 75927

1316
1811

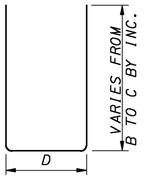
075_1347r1005.dgn 20-MAR-2007



TYPE-1

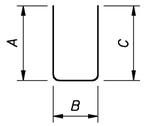


TYPE-11

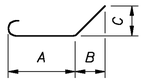


A = NO. OF BARS IN SERIES

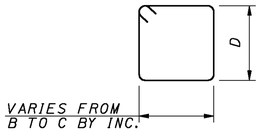
TYPE-36



TYPE-2

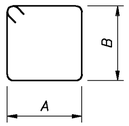


TYPE-18

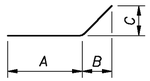


A = NO. OF BARS IN SERIES

TYPE-50



TYPE-3



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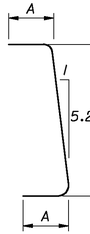

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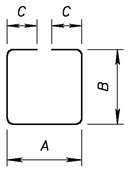
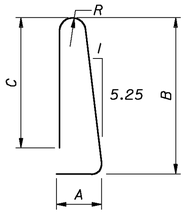
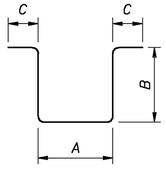


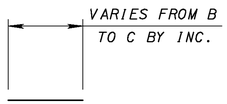
TYPE-5



TYPE-23

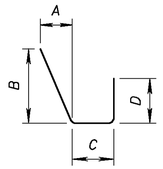


TYPE-6

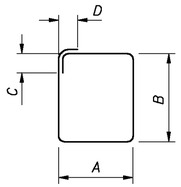


A = NO. OF BARS IN SERIES

TYPE-29



TYPE-10



TYPE-32

NOTES:

1. ALL DIMENSIONS ARE MEASURED OUT-TO-OUT OF BAR UNLESS NOTED OTHERWISE.
2. RADIUS DIMENSION 'R' IS TO OUTSIDE OF BAR. RADIUS DIMENSION 'I.R.' IS TO INSIDE OF BAR.
3. THE LENGTH OF BENT BARS IS MEASURED ALONG THE CENTERLINE.
4. FOR STANDARD HOOK DIMENSIONS, SEE SECTION 509.05 OF THE SPECIFICATIONS.
5. ALL REINFORCING STEEL SHALL BE EPOXY COATED, GRADE 60.
6. PAYMENT FOR REINFORCING STEEL SHALL BE INCLUDED IN THE CONTRACT PRICE BID FOR ITEM 509, EPOXY COATED REINFORCING STEEL UNLESS NOTED OTHERWISE.
7. REINFORCING SAMPLES: REFER TO CMS SECTIONS 106.03, 700, 709.01 THROUGH 709.05, AND 709.08. SUFFICIENT ADDITIONAL REINFORCING STEEL SHALL BE PROVIDED FOR SAMPLING. RANDOM SAMPLES SHALL BE REPLACED IN THE STRUCTURE BY THE ADDITIONAL STEEL, SPLICED IN ACCORDANCE WITH 509.08.

DESIGN AGENCY
CH2MHILL
ONE DAYTON CENTRE, SUITE 1100
ONE SOUTH MAIN STREET
DAYTON, OH 45402-1828

DESIGNED	DRAWN	REVIEWED	DATE
WRT	GLM	GAS	06/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
KES		5708338	

REINFORCING BAR BENDS
BRIDGE NO. MOT-75-1347
I-75 MAINLINE OVER MAIN STREET

MOT-75-13.11
PID 75927

1317
1811