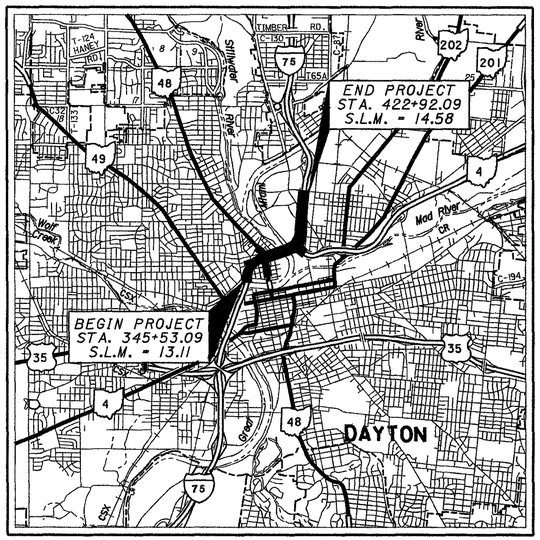


LOCATION MAP

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

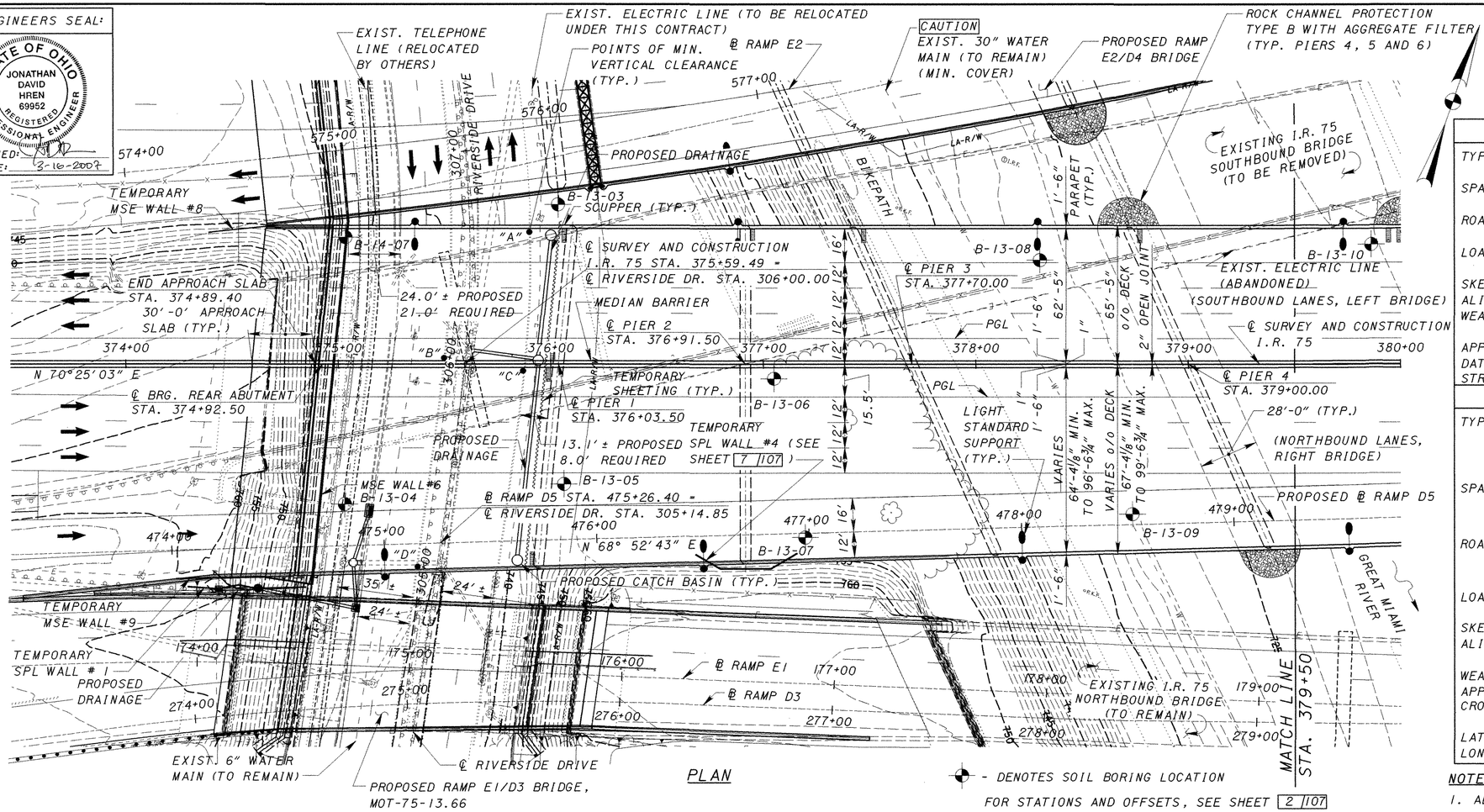
RAILROAD INVOLVEMENT NONE

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

ENGINEERS SEAL:

STATE OF OHIO
JONATHAN DAVID HREN
69952
REGISTERED PROFESSIONAL ENGINEER

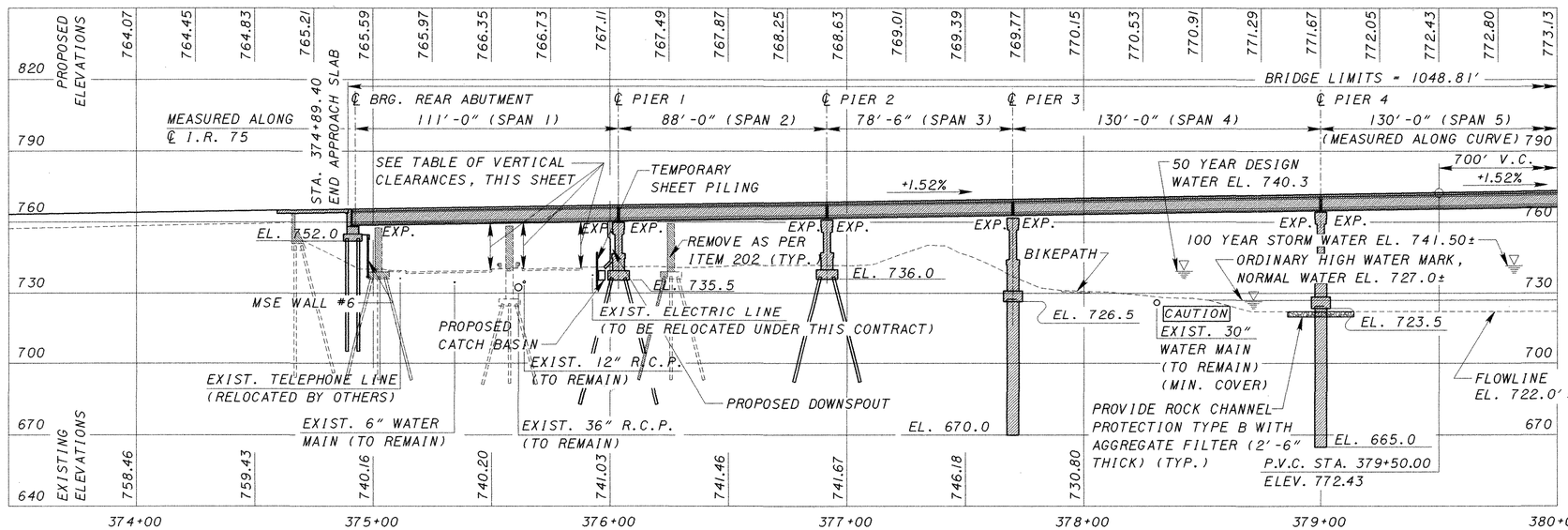
SIGNED:
DATE: 3-16-2007



PLAN

- DENOTES SOIL BORING LOCATION

FOR STATIONS AND OFFSETS, SEE SHEET 2 107



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

(LIGHT POLES NOT SHOWN)

* - EPL MEASURED ASSUMING MSE WALLS CONSTRUCTED AFTER PILING

TRAFFIC DATA I.R. 75

CURRENT YEAR ADT (2005) = 127,200
DESIGN YEAR ADT (2025) = 148,500
CURRENT YEAD ADTT (2005) = 33,200
DESIGN YEAR ADTT (2025) = 38,760

EXISTING STRUCTURE

TYPE: 12 SPAN CONTINUOUS STEEL BEAM WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE ON PILES
SPANS: 35'-0", 58'-0", 64'-9", 65'-0", 67'-0", 125'-4", 125'-0", 117'-0", 117'-0", 95'-0"
ROADWAY: VARIES 53'-2" MIN. TO 78'-2" MAX., FACE/FACE OF PARAPETS
LOADING: HS20 (CASE I) AND ALTERNATE MILITARY LOADING
SKEW: VARIES
ALIGNMENT: TANGENT AND 6°00'00" CURVE
WEARING SURFACE: 2" MICROSILICA CONCRETE OVERLAY

APPROACH SLABS: AS-1-72 (20'-0" LONG)
DATE BUILT: 1958 (REHABILITATED: 1999)
STRUCTURE FILE No.: 5708370 (L)

PROPOSED STRUCTURE

TYPE: 9 SPAN CONTINUOUS PRESTRESSED CONCRETE I-BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED BY REINFORCED CONCRETE SUBSTRUCTURE ON PILES AND DRILLED SHAFTS (RIVER ONLY)
SPANS: 111'-0", 88'-0", 78'-6", 130'-0", 130'-0", 130'-0", 130'-0", 130'-0", 115'-0" c/c BEARINGS (MEASURED ALONG CURVE)
ROADWAY: SOUTHBOUND = 62'-5" F/F OF PARAPET
NORTHBOUND = VARIES, 64'-4⅛" MIN. TO 96'-6¾" MAX. F/F OF PARAPET
LOADING: HS-25 AND ALTERNATE MILITARY LOADING, FWS = 60 LBS/FT²
SKEW: VARIABLE (SEE GENERAL PLAN SHEET 3 107)
ALIGNMENT: TANGENT, 3°30'00" SPIRAL AND 3°30'00" CURVE (LEFT)
WEARING SURFACE: 1" MONOLITHIC CONCRETE
APPROACH SLABS: AS-1-81 (30'-0" LONG)
CROWN: VARIABLE (SEE SUPERELEVATION TRANSITION DIAGRAM, SHEET 64 107)
LATITUDE: 39°46'19" N
LONGITUDE: 84°11'24" W

NOTES:

1. ALL PLAN DIMENSIONS ARE SHOWN HORIZONTAL.
2. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
3. THE PROPOSED PROFILE GRADE IS WITHIN BRIDGE LIMITS. SEE ROADWAY PLANS FOR PAVEMENT ELEVATIONS BEYOND BRIDGE LIMITS.
4. FOR APPROACH ROADWAY WIDTHS, ALIGNMENT, GEOMETRY AND SUBSTRUCTURE SKEW ANGLES, SEE GENERAL PLAN, SHEET 3 107.
5. FOR BENCHMARK INFORMATION, SEE SHEET 2 107.
6. ABBREVIATIONS:
   TYP. - TYPICAL; STA. - STATION; EXIST. - EXISTING
   BRG. - BEARING; FIX. - FIXED; FWD. - FORWARD
   ABUT. - ABUTMENT; PT. - POINT; EXP. - EXPANSION
   EL. - ELEVATION; V.C. - VERTICAL CURVE
7. SEE TEMPORARY MSE WALL SHEETS FOR LAYOUT OF TEMPORARY MSE WALLS

FOUNDATION DATA:

1. ALL PILES SHALL BE HP 14x73 STEEL FRICTION PILES. ESTIMATED PAY LENGTHS:
   REAR ABUTMENT = 70 FEET*
   PIER 1 = 55 FEET, PIER 2 = 45 FEET, PIER 8 = 45 FEET
   FORWARD ABUTMENT = 50 FEET
2. ALL DRILLED SHAFTS SHALL BE 5'-0" Ø FRICTION AND END BEARING SHAFTS

TABLE OF VERTICAL CLEARANCES

LOCATION	"A"	"B"	"C"	"D"
PROPOSED	18.28'	19.01'	18.93'	18.73'
REQUIRED	17.00'	17.00'	17.00'	17.00'

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
NFF	CAG	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

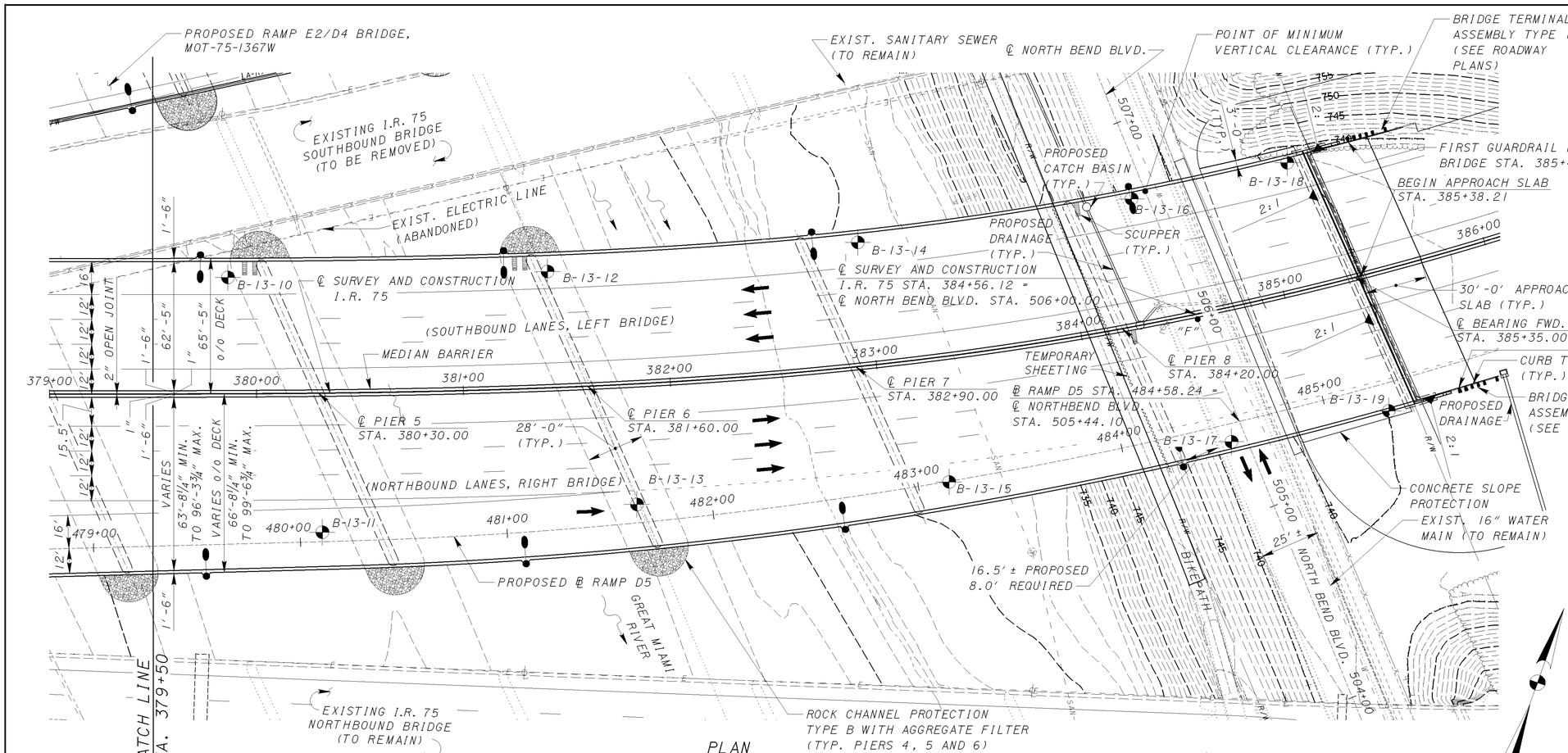
MONTGOMERY COUNTY
STA. 374+89.40
STA. 385+38.21

SITE PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

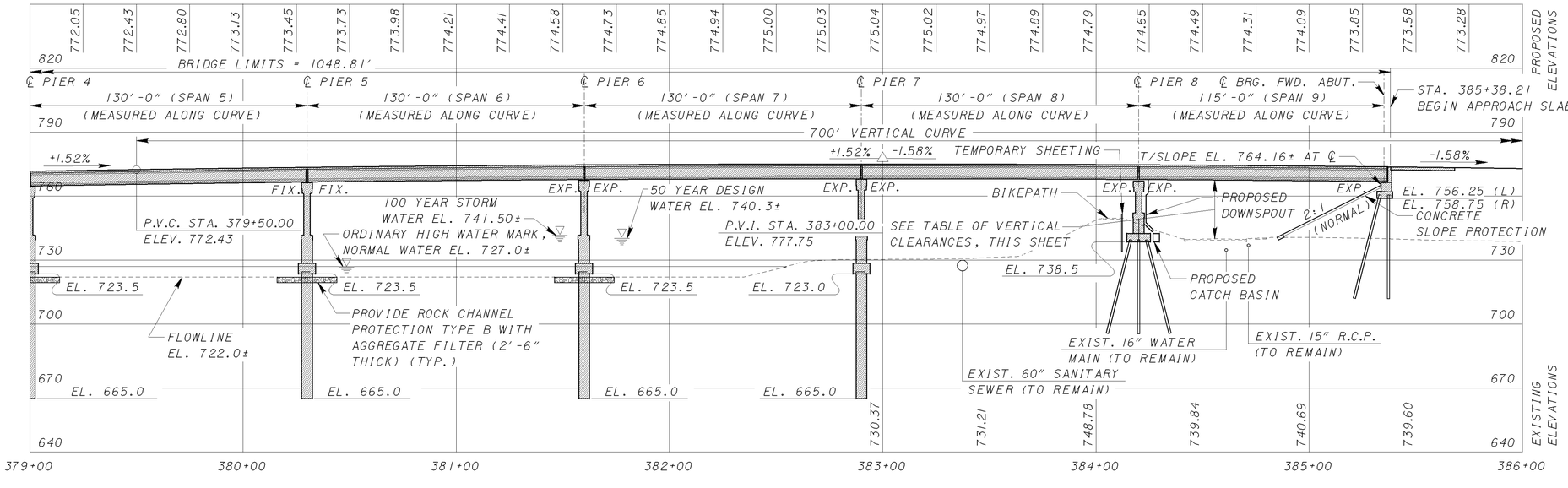
1 107

1410
1811



PLAN

- DENOTES SOIL BORING LOCATION



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

BENCHMARK 17
CHISELED SQUARE - TOP BACK CONC. CURB N. SIDE RIVERSIDE AT E. BLDG. LINE # 229 EXTENDED N.
LOCATION (I.R. 75): STA. 374+93.38, 677.24' RT, EL. 738.93

BENCHMARK 23
CHISELED SQUARE - CONC. DITCH SOUTH SIDE SB I-75 RAMP TO WEBSTER ST.
LOCATION (I.R. 75): STA. 387+04.83, 794.30' RT, EL. 742.98

BORING LOCATIONS

BORING No.	STATION *	OFFSET *
B-14-07	375+03.31	59.91' LT.
B-13-03	376+03.35	75.09' LT.
B-13-04	375+02.93	66.02' RT.
B-13-05	376+06.08	56.63' RT.
B-13-06	377+04.97	6.89' RT.
B-13-07	377+19.59	81.77' RT.
B-13-08	378+30.01	49.15' LT.
B-13-09	378+73.58	70.63' RT.
B-13-10	379+86.33	56.57' LT.
B-13-11	380+31.31	67.28' RT.
B-13-12	381+42.65	56.45' LT.
B-13-13	381+80.95	58.30' RT.
B-13-14	382+97.28	59.67' LT.
B-13-15	383+27.74	60.45' RT.
B-13-16	384+36.35	60.78' LT.
B-13-17	384+60.44	63.84' RT.
B-13-18	385+16.59	61.69' LT.
B-13-19	385+34.89	66.57' RT.

* - STATION AND OFFSETS ARE FROM ℄ SURVEY & CONSTRUCTION I.R. 75

HYDRAULIC DATA	
Q_{50} = 53000 cfs	Q_{100} = 60000 cfs
V_{50} = 7.10 f/s	V_{100} = 7.40 f/s
EL.$_{50}$ = 740.3	EL.$_{100}$ = 741.5
MIN. BOTTOM OF BEAM EL. 762.15 AT STA 377+27.96	
MIN. CLEARANCE = 20.65' FOR 100 YEAR STORM	
DRAINAGE AREA = 1853 sq. miles	

NOTES:

1. FOR NOTES AND ABBREVIATIONS, SEE SHEET 1 /107.

TABLE OF VERTICAL CLEARANCES		
LOCATION	"E"	"F"
PROPOSED	24.30'	26.81'
REQUIRED	17.00'	17.00'

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	CHECKED	REVISED	REVIEWED	DATE
NFF	CAG	JDH		RER	02/16/06

STRUCTURE FILE NUMBER 5708389

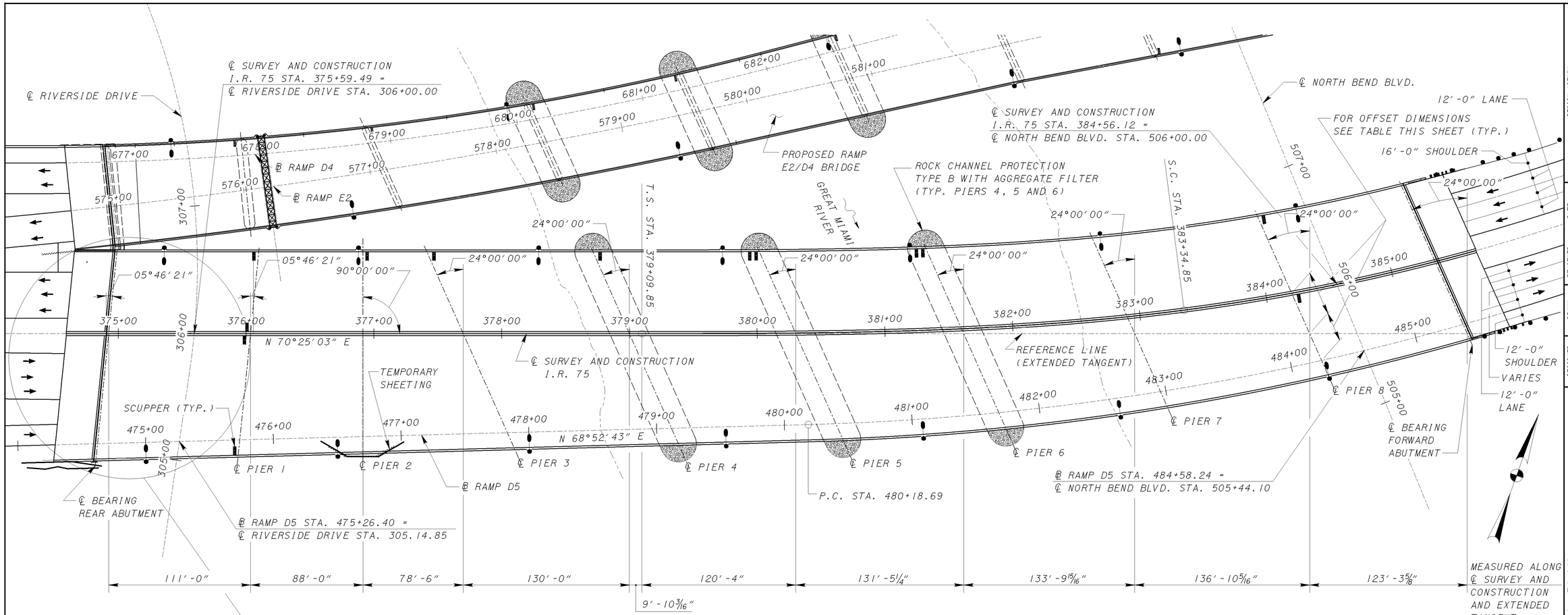
SITE PLAN
BRIDGE NO. MOT-75-13.67
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MONTGOMERY COUNTY
STA. 374+89.40
STA. 385+38.21

MOT-75-13.11
PID 75927

2 /107

1411
1811



GENERAL PLAN

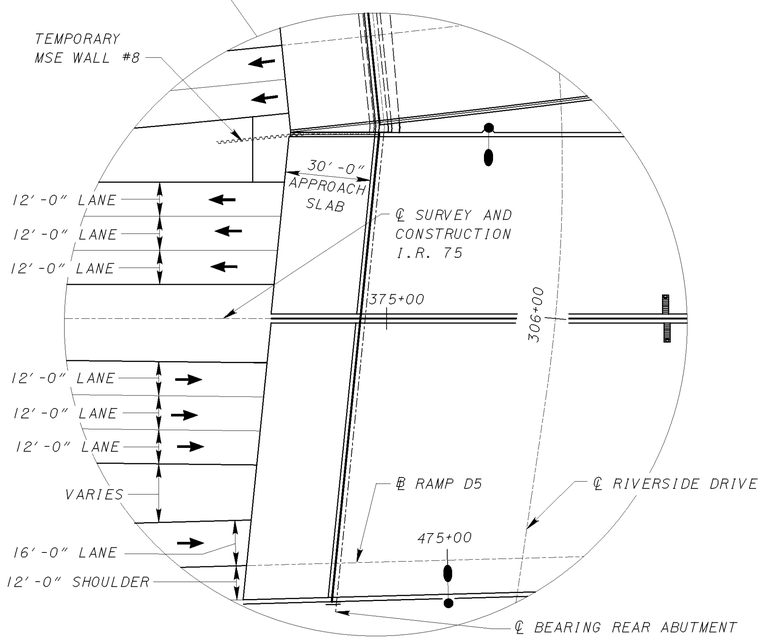


TABLE OF SUBSTRUCTURE ℄ STATION INTERSECTIONS										
ALIGNMENT/ LOCATION	℄ BRG. REAR. ABUT.	℄ PIER 1	℄ PIER 2	℄ PIER 3	℄ PIER 4	℄ PIER 5	℄ PIER 6	℄ PIER 7	℄ PIER 8	℄ BRG. FWD. ABUT.
℄ I.R. 75	374+92.50	376+03.50	376+91.50	377+70.00	379+00.00	380+30.00	381+60.00	382+90.00	384+20.00	385+35.00
℄ RAMP D5	474+62.32	475+73.66	476+70.09	477+83.12	479+11.63	480+40.28	481+68.16	482+95.75	484+24.13	485+38.43

TABLE OF EXTENDED TANGENT OFFSETS										
ALIGNMENT/ LOCATION	℄ BRG. REAR. ABUT.	℄ PIER 1	℄ PIER 2	℄ PIER 3	℄ PIER 4	℄ PIER 5	℄ PIER 6	℄ PIER 7	℄ PIER 8	℄ BRG. FWD. ABUT.
℄ I.R. 75	-	-	-	-	-	0.46′	4.12′	14.41′	34.57′	61.66′
℄ RAMP D5	86.51′	83.51′	80.49′	84.78′	81.01′	77.10′	67.60′	49.61′	22.98′	7.83′

CURVE DATA (I.R. 75)

P.I. STA. = 391+59.51
P.I.c STA. = 390+92.99
Δ = 64°34'30" LEFT
Δc = 49°42'00"
Dc = 3°30'00"
R = 1637.02′
Ls = 425.00′
θs = 7°26'15"
LT = 283.58′
ST = 141.89′
Lc = 1419.99′
Tc = 758.14′
Ts = 1249.66′
Es = 304.85′
e_{max} = 0.058

CURVE DATA (RAMP D5)

P.I. STA. = 483+66.32
Δ = 18°56'43" LEFT
Dc = 2°45'00"
R = 2083.48′
T = 347.63′
L = 688.92′
E = 28.80′
e_{max} = 0.027

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

GENERAL PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

3/107

1412
1811

DATE: 3/13/2007 FILE: gs\CL04\0003\Bridge\Mainline\R75\main_mot75gp01.dgn

STRUCTURE GENERAL NOTES

STANDARD DRAWINGS AND SUPPLEMENTAL SPECIFICATIONS

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS:

AS-1-81	REVISED	07-19-02
EXJ-6-06	REVISED	01-20-06
PSID-1-99	REVISED	07-18-03
SBR-1-99	REVISED	07-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS:

832	DATED	04-17-04
833	DATED	02-12-03
898	DATED	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, 2002, AND THE ODOT BRIDGE DESIGN MANUAL (BDM).

DESIGN LOADING:

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

DESIGN DATA:

CONCRETE CLASS QSC2 - COMPRESSIVE STRENGTH 4500 PSI (SUPERSTRUCTURE)
CONCRETE CLASS QSC1 - COMPRESSIVE STRENGTH 4000 PSI (SUBSTRUCTURE)
CONCRETE CLASS S MODIFIED - COMPRESSIVE STRENGTH 4000 PSI (DRILLED SHAFT)

REINFORCING STEEL - ASTM A615 OR A996 GRADE 60
MINIMUM YIELD STRENGTH 60,000 PSI
SPIRAL REINFORCEMENT MAY BE PLAIN BARS, ASTM A82 OR A615

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

DIAPHRAGM CONCRETE - COMPRESSIVE STRENGTH 4500 PSI

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

STRUCTURAL STEEL (INCLUDING PILES) - ASTM A709 GR 50 - YIELD STRENGTH 50 KSI

DECK PROTECTION METHOD:

EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

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

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

PRIOR TO DEMOLITION OF ANY PORTION OF THE EXISTING STRUCTURE OR REMOVAL OF ANY PILES, SUBMIT PLANS FOR THE PROTECTION OF TRAFFIC (VEHICULAR, PEDESTRIAN, BOAT, ETC.) ADJACENT TO AND/OR UNDER THE STRUCTURE TO THE DIRECTOR AT LEAST 30 DAYS BEFORE CONSTRUCTION BEGINS. THESE PLANS SHALL INCLUDE PROVISIONS FOR ANY DEVICES AND STRUCTURES THAT MAY BE NECESSARY TO ENSURE SUCH PROTECTION. MAINTAIN THE TEMPORARY VERTICAL CLEARANCES SPECIFIED ON THE PLANS OR IN THE PROPOSAL AT ALL TIMES EXCEPT AS OTHERWISE APPROVED BY THE DIRECTOR. ALL COSTS ASSOCIATED WITH THIS TRAFFIC PROTECTION WILL BE INCLUDED WITH ITEM 202 FOR PAYMENT.

THIS ITEM SHALL INCLUDE THE ELEMENTS INDICATED IN THE PLANS AND GENERAL NOTES, INCLUDING PILE REMOVAL AS INDICATED IN THE FOUNDATION PLANS, AND THAT ARE NOT SEPARATELY LISTED FOR PAYMENT. THE CONTRACTOR SHALL REMOVE THE EXISTING PIERS IN THE RIVERSIDE DRIVE MEDIAN WITHOUT DISTURBING THE EXISTING CURBS OR PAVEMENT, AND ANY DAMAGE TO THESE ITEMS SHALL BE REPAIRED AT THE CONTRACTOR'S EXPENSE. SUBMIT CONSTRUCTION PLANS FOR ALL WORK ACCORDING TO CMS 501.05.

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.

ITEM 503, UNCLASSIFIED EXCAVATION, AS PER PLAN:

GRADE BACKFILL BETWEEEN PIERS AND LEVEES TO DRAIN TOWARDS THE ENDS OF THE PIERS

ITEM 507, STEEL PILES, HP 14 X 73, FURNISHED, AS PER PLAN:

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 IN THE PLANS MAY BE ACCEPTED, ABANDONED, OR REMOVED AND RE-DRIVEN, AT THE DIRECTION OF THE ENGINEER. THE ACTUAL 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 14 X 73, 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. PILES AT THE FOLLOWING LOCATIONS SHALL BE DRIVEN TO THE MINIMUM PILE TIP ELEVATIONS SPECIFIED, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

REAR ABUTMENT:	ELEV. 686.0
PIER 1:	ELEV. 684.0
PIER 2:	ELEV. 693.0

THE CONTRACTOR SHALL DRIVE THE REAR ABUTMENT PILES BEFORE THE MSE ABUTMENT RETAINING WALL IS 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 14X73, DRIVEN, AS PER PLAN.

ITEM 507, PILING, MISC.: PILE SPLICES FOR HP 14 X 73 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.

FRICTION TYPE PILES:

THE PILES ORDER LENGTHS, ULTIMATE BEARING VALUES, AND NUMBER OF DYNAMIC LOAD TESTING ITEMS ARE AS FOLLOWS:

REAR ABUTMENT PILES:
50 HP14x73 PILES 75 FEET LONG ORDER LENGTH*
ULTIMATE BEARING VALUE = 190 TONS PER PILE
1 DYNAMIC LOAD TESTING ITEMS
1 STATIC LOAD TESTING ITEMS, 3 RESTRIKES

PIER 1 PILES:
54 HP14x73 PILES 60 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 190 TONS PER PILE

PIER 2 PILES:
48 HP14x73 PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 190 TONS PER PILE

PIER 8 PILES:
63 HP14x73 PILES 50 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 190 TONS PER PILE

FORWARD ABUTMENT PILES:
44 HP14x73 PILES 55 FEET LONG ORDER LENGTH
ULTIMATE BEARING VALUE = 222 TONS PER PILE
1 DYNAMIC LOAD TESTING ITEMS
THE ADDITION OF 32 TONS OF ULTIMATE BEARING VALUE PER FORWARD ABUTMENT PILE IS DUE TO THE POSSIBILITY OF DOWN DRAG FORCES INDUCED BY THE EMBANKMENT SETTLEMENT.

* - ORDERED PILE LENGTH ASSUMING MSE WALLS CONSTRUCTED AFTER PILING.

BATTERED PILES:

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

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

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

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

STATIC LOAD TEST FOR PILES:

PERFORM DYNAMIC TESTING ON THE FIRST TWO PRODUCTION PILES TO DETERMINE THE REQUIRED BLOW COUNT FOR THE SPECIFIED ULTIMATE BEARING VALUE. PERFORM THE STATIC LOAD TEST ON EITHER PILE. DO NOT OVER-DRIVE THE SELECTED PILE. DRIVE THE THIRD AND FOURTH PRODUCTION PILES TO 75% AND 85% OF THE DETERMINED BLOW COUNT, RESPECTIVELY. THE TEST PILES AND THE REDUCED CAPACITY PILES SHALL NOT BE BATTERED. AFTER INSTALLATION OF THE FIRST FOUR PRODUCTION PILES, CEASE ALL DRIVING OPERATIONS ON PILING REPRESENTED BY THE STATIC LOAD TESTING FOR A MINIMUM OF 7 DAYS. AFTER THE WAITING PERIOD, PERFORM PILE RESTRIKES ON THE STATIC LOAD TEST PILE AND EACH REDUCED CAPACITY PILE. THE ENGINEER WILL REVIEW THE RESULTS OF THE PILE RESTRIKES AND ESTABLISH THE DRIVING CRITERIA FOR THE REMAINING PILING REPRESENTED BY THE TESTING.

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

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

DRILLED SHAFTS:

THE DESIGN LOAD TO BE SUPPORTED BY THE PIER 3 DRILLED SHAFT IS 544 TONS AND THE DESIGN LOAD TO BE SUPPORTED BY THE PIER 4 TO 7 DRILLED SHAFTS IS 570 TONS. THE DESIGN LOADS ARE RESISTED BY SHAFT FRICTION AND SHAFT END BEARING. THE ALLOWABLE SKIN FRICTION IS 0.56 TONS PER SQUARE FOOT AND THE ALLOWABLE END BEARING PRESSURE IS 9.0 TONS PER SQUARE FOOT. THE REINFORCING STEEL SHALL BE EPOXY COATED ACCORDING TO 709.00.

MAINTENANCE OF TRAFFIC:

I.R. 75 TRAFFIC WILL BE MAINTAINED AT ALL TIMES. FOR MAINTENANCE OF TRAFFIC NOTES, PERMITTED LANE CLOSURE AND DETAILS REFER TO ROADWAY PLANS AND STRUCTURE STAGE CONSTRUCTION DETAILS, SHEET 8/78 OF THE RAMPS E2 AND D4 BRIDGE PLANS.

UTILITY LINES:

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

DATE: 3/3/2007 FILE: gs\GL04\0003\Bridge\Mainline875\main_mo175gn01.dgn

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	02/16/06

CHECKED MLR | REVISED | STRUCTURE FILE NUMBER 5708389

GENERAL NOTES
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

4/107

1413/1811

STRUCTURE GENERAL NOTES

PROTECTION OF EXISTING UTILITIES:

THE EXISTING 30 INCH WATER MAIN AND 60 INCH SANITARY SEWER ALONG THE GREAT MIAMI RIVER ARE TO REMAIN. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ALL PROPOSED RIVER BRIDGE CONSTRUCTION AND EXISTING BRIDGE REMOVAL WITHOUT DAMAGE TO THE EXISTING UTILITIES THAT ARE TO REMAIN. FOR EXISTING UTILITY PROTECTION REQUIREMENTS, SEE SHEETS 1047/181 AND 1048/181.

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 THE 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 THAT HAVE BEEN VERIFIED IN THE FIELD.

EXISTING STRUCTURE PLANS:

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

ITEM 509, EPOXY-COATED REINFORCING STEEL, AS PER PLAN:

IN ADDITION TO THE PROVISIONS OF ITEM 509, FIELD BEND AND/OR FIELD CUT THE REINFORCING STEEL DESIGNATED IN THE PLANS, AS NECESSARY, IN ORDER TO MAINTAIN THE REQUIRED CLEARANCES AND BAR SPACINGS. REPAIR ALL DAMAGE TO THE EPOXY COATING, AS A RESULT OF THIS WORK, ACCORDING TO 709.00. SEE SHEET 64/107 FOR TEMPORARY CROSSOVER PLATE AND CONNECTORS WHICH ARE INCLUDED WITH ITEM 509 FOR PAYMENT.

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

THE CONCRETE SEALING FINISH COAT COLORS SHALL MEET THE FOLLOWING STANDARD FEDERAL COLOR NUMBERS:

ABUTMENTS:

FS-595B-33690	TAN	CIP ABUTMENTS

PIERS:

FS-595B-33690	TAN	PIER CAPS, BASE CAPS, AND FOOTINGS
FS-595B-30480	TAUPE	PIER WALLS (SMOOTH, ASHLAR AND SPLIT-FACED SURFACES)

SUPERSTRUCTURE (SEE SHEET 64/107):

FS-595B-12160	BROWNISH RED	FASCIA BEAMS
FS-595B-33690	TAN	PARAPETS
FS-595B-17778	LIGHT NEUTRAL	MEDIAN BARRIERS

ITEM 515, INTERMEDIATE DIAPHRAGMS, AS PER PLAN:

INTERMEDIATE DIAPHRAGMS WILL BE GALVANIZED STRUCTURAL STEEL AS SHOWN ON STANDARD DRAWING PSID-1-99 FOR TYPICAL LOCATIONS, AND AS MODIFIED ON SHEET 96/107 FOR LOCATIONS WITH HORIZONTAL DRAINAGE PIPES. SEE THE FRAMING PLAN SHEETS 39/107 THRU 43/107 FOR LOCATIONS OF DRAINAGE PIPES. THE SQUARE PLATE WASHERS, HIGH STRENGTH BOLTS, ROUND WASHERS, AND NUTS ON THE EXTERIOR SIDE OF THE FASCIA BEAMS SHALL BE PAINTED WITH A FINISH COAT TO MATCH THE COLOR OF THE CONCRETE SEALER USED ON THE PRESTRESSED BEAMS. PREPARATION OF GALVANIZED STEEL FOR PAINTING SHALL BE IN ACCORDANCE WITH ASTM D6386. FIELD PAINTING SHALL BE PER ITEM 514.

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

ITEM 515, DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 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 STABLE AND IN CORRECT HORIZONTAL AND VERTICAL ALIGNMENT DURING AND AFTER PLACEMENT OF THE DECK CONCRETE. THE ADDITIONAL SUPPORT DESIGN SHALL CONSIDER THE WEIGHT OF THE WET CONCRETE IN THE DECK OVERHANGS, THE DECK FINISHING MACHINE, AND ALL OTHER CONSTRUCTION LOADS PRESENT DURING PLACEMENT OF THE DECK CONCRETE. THE CONTRACTOR IS RESPONSIBLE FOR CORRECTING ANY DEFICIENCIES RESULTING FROM INSTABILITY OF THE I-BEAMS DUE TO INADEQUATE TEMPORARY CONSTRUCTION SUPPORT, TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST TO THE DEPARTMENT.

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

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

FOR BEARING REQUIREMENTS, SEE SHEETS 90/107 AND 91/107.

ITEM 898, QC/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.

BRIDGE DECK GROOVING WILL BE PERFORMED AFTER TEMPORARY ASPHALT OVERLAY HAS BEEN REMOVED. REFER TO SHEET 64/107 FOR CROSSOVER DETAILS.

END DIAPHRAGMS SHALL BE INCLUDED WITH ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN.

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

FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, QC/QA CONCRETE, CLASS QSC2. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, 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.

ITEM SPECIAL - FORM LINER

FOR THE ARCHITECTURALLY TREATED PIER WALLS, FORM LINERS IN ACCORDANCE WITH 508.03 SHALL BE USED. FORM LINERS SHALL BE USED TO PRODUCE THE TEXTURED SURFACES ACCORDING TO THE LIMITS SHOWN ON THE PLANS. THE FORM LINERS USED TO PRODUCE THE ARCHITECTURAL SURFACE TEXTURES SHALL BE AS FOLLOWS, OR EQUAL FORMLINER MATERIALS APPROVED BY THE DIRECTOR.

PIER BASE:

PATTERN	DESCRIPTION	MANUFACTURER
16993	PHILADELPHIA ASHLAR	FITZGERALD FORMLINERS
166 B	CHISELED LIMESTONE	SCOTT SYSTEM

PROJECT-SPECIFIC REQUIREMENTS:
A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 2'-6" X 10'-0" (CENTER-TO-CENTER GROUT JOINTS) SHALL BE USED. CUTTING OR RE-TOOLING OF STANDARD FORM LINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE.

PIER STEM:

PATTERN	DESCRIPTION	MANUFACTURER
17986	AGED BENICIA BLOCK	FITZGERALD FORMLINERS
166 D	CHISELED LIMESTONE W/JOINTS	SCOTT SYSTEM
1425	CANNON BOND BLOCK (LARGE BLOCK ONLY)	SPEC FORMLINERS

PROJECT-SPECIFIC REQUIREMENTS:
A RUNNING BOND PATTERN WITH A NOMINAL BLOCK SIZE OF 2'-6" X 5'-0" (CENTER-TO-CENTER GROUT JOINTS) SHALL BE USED. RE-TOOLING OF STANDARD FORM LINER PATTERNS WILL BE REQUIRED AS NECESSARY TO ADJUST BLOCK SIZE. THE MINIMUM FORMLINER RELIEF DEPTH SHALL BE ¾".

FORMLINER MANUFACTURER INFORMATION:

FITZGERALD FORMLINERS	1341 EAST POMONA STREET, SANTA ANA, CA 92705, (714) 547-6710
SCOTT SYSTEM	10777 EAST 45TH AVENUE, DENVER, CO 80239, (303) 373-2500
SPEC FORMLINERS	530 EAST DYER ROAD, SANTA ANA, CA 92707, (714) 429-9500

METHOD OF MEASUREMENT: THE DEPARTMENT WILL MEASURE FORM LINERS BY THE NUMBER OF SQUARE FEET. THE DEPARTMENT WILL DETERMINE THE AREA OF THE FORM LINER FROM NOMINAL PLAN DIMENSIONS USING A HEIGHT FROM THE TOP OF THE FOOTING TO THE BOTTOM OF THE BASE CAP (PIER BASE) AND FROM THE TOP OF THE BASE CAP TO THE BOTTOM OF THE PIER CAP (PIER STEM), AND USING A LENGTH OF THE FLAT SURFACE BETWEEN CURVED NOSES. THE SEMI-CIRCULAR ENDS OF THE PIERS WILL NOT BE MEASURED FOR PAYMENT. THE DEPARTMENT WILL NOT ADJUST PAY QUANTITIES FOR JOINT RUSTIFICATIONS OR OTHER FORM LINER CONSTRUCTION DETAILS.

BASIS OF PAYMENT: THE DEPARTMENT WILL PAY FOR FALSEWORK, STRUCTURAL FORMWORK, FURNISHING, PLACING, CONSOLIDATING, FINISHING, AND CURING PORTLAND CEMENT CONCRETE SEPARATELY. PAYMENT FOR ITEM SPECIAL, FORM LINERS INCLUDES ALL MATERIALS AND LABOR REQUIRED TO PRODUCE THE TEXTURED CONCRETE SURFACES SHOWN ON THE PLANS AND DESCRIBED HEREIN.

ITEM 898, QC/QA CONCRETE, CLASS QSC1, FOOTING, AS PER PLAN:

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

TEMPORARY CAUSEWAY:

FOR TEMPORARY CAUSEWAY NOTES, SEE SHEET 5/78 OF THE RAMPS E2 AND D4 BRIDGE PLANS. FOR TEMPORARY CAUSEWAY DETAILS, SEE SHEET 7/78 AND 7A/78 OF THE RAMPS E2 AND D4 BRIDGE PLANS.

STAGE CONSTRUCTION DETAILS:

FOR STAGE CONSTRUCTION DETAILS, SEE SHEET 8/78 OF THE RAMPS E2 AND D4 BRIDGE PLANS.

INDEX OF SHEETS:

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	02/16/16
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MLR		5708389	

GENERAL NOTES
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

5/107

1414
1811

DATE: 3/13/2007 FILE: gr\CL04\0003\Bridge\MainlineRT5\main_mot75gn02.dgn

MADE BY: JDH DATE: 02/04/2006
CHECKED BY: MLR DATE: 02/06/2006

ESTIMATED QUANTITIES

STRUCTURE FILE NUMBER: 5708389

FUNDING TE	FUNDING IM	ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REFERENCE SHEET NUMBER
	LUMP	202	11003	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN, AS PER PLAN					LUMP	4, 7 AND 8/107
	350	202	22900	350	SQ YD	APPROACH SLAB REMOVED					350	
	13	202	98100	13	EACH	REMOVAL MISC.: PILE REMOVAL	5		8			
	LUMP	503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING					LUMP	
	LUMP	503	21301	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN					LUMP	4/107
	LUMP	505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION					LUMP	
	LUMP	506	11100	LUMP		STATIC LOAD TEST					LUMP	
	15470	507	00300	15470	FT	STEEL PILES HP 14x73, FURNISHED	3750	2420	8990		310	
	14130	507	00351	14130	FT	STEEL PILES HP 14x73, DRIVEN, AS PER PLAN	3500	2200	8145		285	4/107
	29	507	98010	29	EACH	PILING MISC.: PILE SPLICES FOR HP14X73 STEEL PILES	5	5	19			
	2578517	509	10001	2578517	POUND	EPOXY COATED REINFORCING STEEL, AS PER PLAN	28,985	28,298	815,779	1,705,455		5, 64 & 97/107
	18220	512	10100	18220	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	355	196	11,013	6656		
	11	512	33000	11	SQ YD	TYPE 2 WATERPROOFING	6	5				
	166	515	15051	166	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72") AS PER PLAN				166		5/107
	430	515	20001	430	EACH	INTERMEDIATE DIAPHRAGMS, AS PER PLAN				430		5/107
	295	516	11210	295	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	166	129				
	629	516	13600	629	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	392	237				
	19	516	44401	19	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (16" x 20" x 5.53"), AS PER PLAN	19					5/107
	38	516	44301	38	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (15" x 21" x 4.40"), AS PER PLAN			38			5/107
	24	516	44201	24	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (15" x 18" x 3.63"), AS PER PLAN			24			5/107
	201	516	44301	201	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (15" x 21" x 4.16"), AS PER PLAN			201			5/107
	17	516	44401	17	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (16" x 18" x 5.21"), AS PER PLAN		17				5/107
	33	516	44301	33	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE) (15" x 20" x 4.20"), AS PER PLAN			33			5/107
	13	518	12301	13	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN				13		96/107
	312	518	21200	312	CU YD	POROUS BACKFILL WITH FILTER FABRIC	143	169				
	323	518	40000	323	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	169	154				
	244	518	40011	244	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS, AS PER PLAN	56	188				16 AND 17/107
	169	518	51201	169	FT	PIPE DOWNSPOUT INCLUDING SPECIALS, AS PER PLAN			169			96/107
	524	518	60031	524	FT	PIPE HORIZONTAL CONDUCTOR, AS PER PLAN				524		96/107
	2	523	20000	2	EACH	DYNAMIC LOAD TESTING	1	1				
	3	523	20500	3	EACH	RESTRIKING					3	
	3364	524	94915	3364	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN			3364			10A & 10B/107
	5	524	95100	5	EACH	DRILLED SHAFTS, MISC.: DYNAMIC LOAD TEST #			5			
	57	524	95100	57	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 60" DIA. SHAFT #			57			
48578		SPECIAL	53013000	48578	SQ FT	FORM LINER			48578			7/107
	851	601	21000	851	SQ YD	CONCRETE SLOPE PROTECTION		851				
	1364	601	32110	1364	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH AGGREGATE FILTER			1364			
	5473	898	10201	5473	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN				5473		5 AND 65/107
	988	898	10709	988	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), 17",, AS PER PLAN					988	5 & 97/107
	716	898	11000	716	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET AND MEDIAN BARRIER)				716		
	5743	898	20100	5743	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)			5743			
	413	898	20150	413	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT)	184	229				
	2090	898	20301	2090	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING), AS PER PLAN	146	109	1835			5/107

- SEE SPECIAL PROVISIONS

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN MLR | REVIEWED RER | DATE 02/16/06
CHECKED MLR | REVISED | STRUCTURE FILE NUMBER 5708389

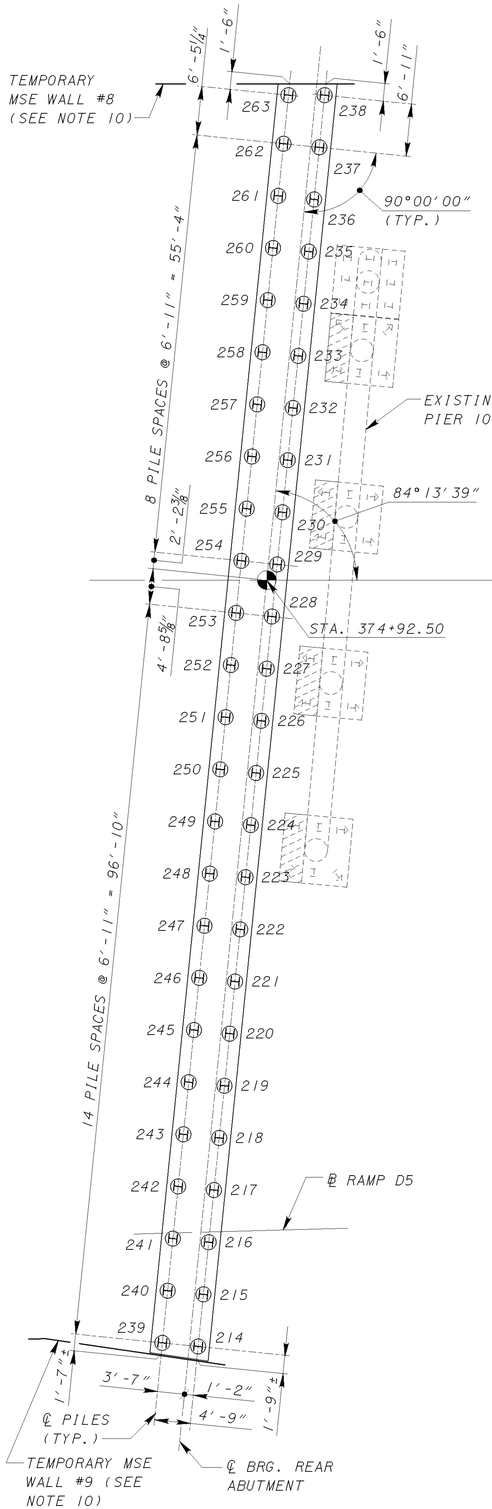
ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

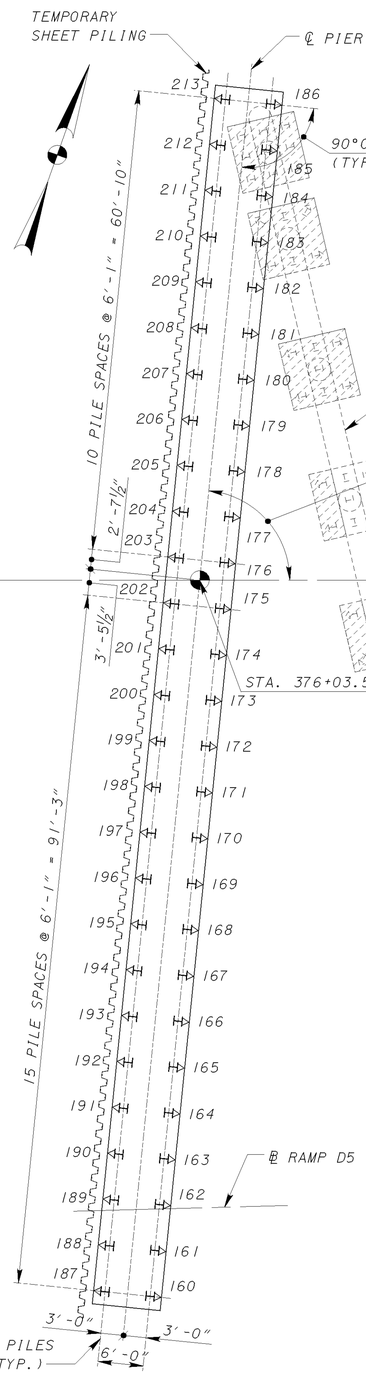
MOT-75-13.11
PID 75927

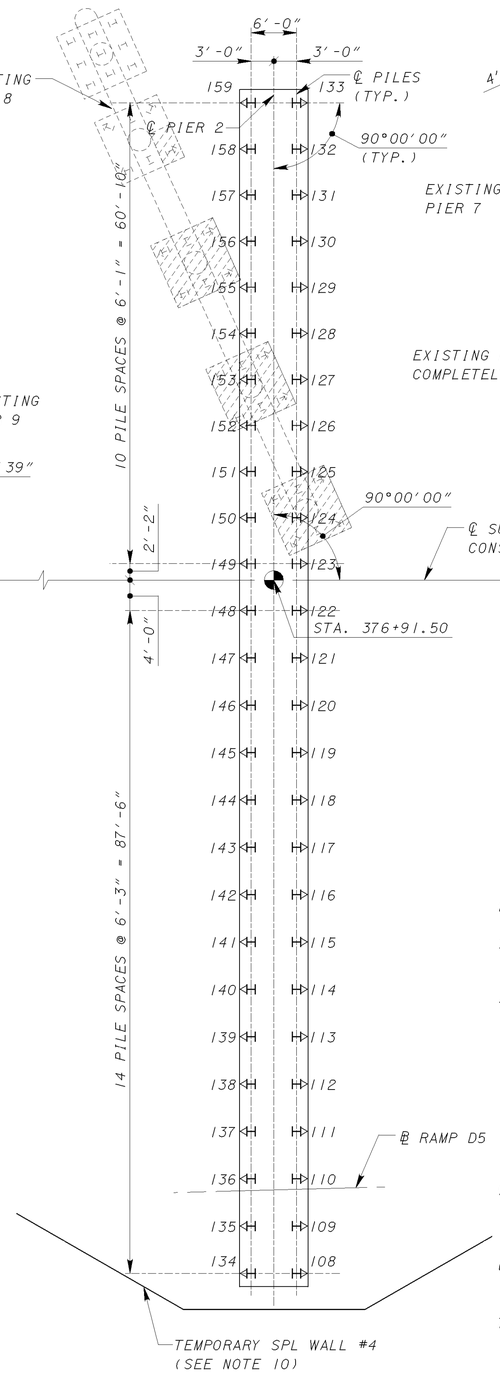
6/107

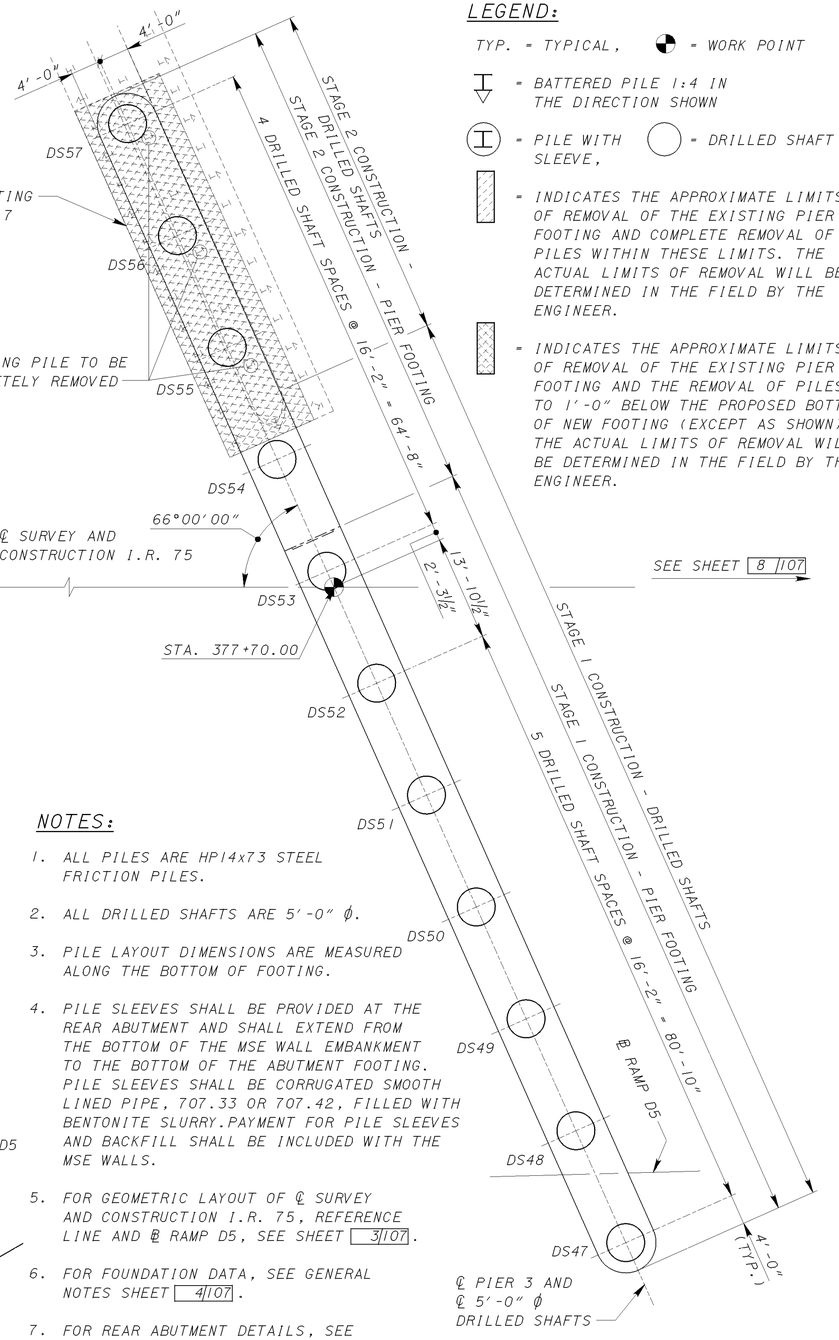
14/5
18/11

DATE: 3/13/2007 FILE: g:\LD4\0003_Bridge Mainline\RTS\main_mot75eq0b.dgn









SEE SHEET 8 107

LEGEND:

TYP. - TYPICAL, ◓ - WORK POINT

- BATTERED PILE 1:4 IN THE DIRECTION SHOWN
- PILE WITH SLEEVE, ◯ - DRILLED SHAFT
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING PIER FOOTING AND COMPLETE REMOVAL OF PILES WITHIN THESE LIMITS. THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING PIER 7 FOOTING AND THE REMOVAL OF PILES TO 1'-0" BELOW THE PROPOSED BOTTOM OF NEW FOOTING (EXCEPT AS SHOWN) THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.

NOTES:

1. ALL PILES ARE HP14x73 STEEL FRICTION PILES.
2. ALL DRILLED SHAFTS ARE 5'-0" ϕ.
3. PILE LAYOUT DIMENSIONS ARE MEASURED ALONG THE BOTTOM OF FOOTING.
4. PILE SLEEVES SHALL BE PROVIDED AT THE REAR ABUTMENT AND SHALL EXTEND FROM THE BOTTOM OF THE MSE WALL EMBANKMENT TO THE BOTTOM OF THE ABUTMENT FOOTING. PILE SLEEVES SHALL BE CORRUGATED SMOOTH LINED PIPE, 707.33 OR 707.42, FILLED WITH BENTONITE SLURRY. PAYMENT FOR PILE SLEEVES AND BACKFILL SHALL BE INCLUDED WITH THE MSE WALLS.
5. FOR GEOMETRIC LAYOUT OF ℄ SURVEY AND CONSTRUCTION I.R. 75, REFERENCE LINE AND ℄ RAMP D5, SEE SHEET 3|107.
6. FOR FOUNDATION DATA, SEE GENERAL NOTES SHEET 4|107.
7. FOR REAR ABUTMENT DETAILS, SEE SHEETS 11|107 THRU 13|107.
8. FOR FORWARD ABUTMENT DETAILS, SEE SHEETS 14|107 THRU 18|107.
9. FOR PIER DETAILS, SEE SHEETS 19|107 THRU 37|107.
10. FOR DETAILS AND PAY ITEMS FOR TEMPORARY SPL WALL #4 AT PIER 2 AND TEMPORARY MSE WALL #8 AND #9, SEE TEMPORARY WALL AND SHORING PLANS.
11. THE REMOVAL OF THE EXISTING PIER FOOTINGS AND PILES SHALL BE INCLUDED WITH ITEM 202 FOR PAYMENT.

PARTIAL FOUNDATION PLAN

(ALL CONSTRUCTION SHOWN ON THIS SHEET SHALL TAKE PLACE DURING STAGE 2 UNLESS NOTED OTHERWISE)

DATE: 3/13/2007 FILE: gx\CL04\0003\Bridge\Mainline\R75\main_mot75fp0x.dgn

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

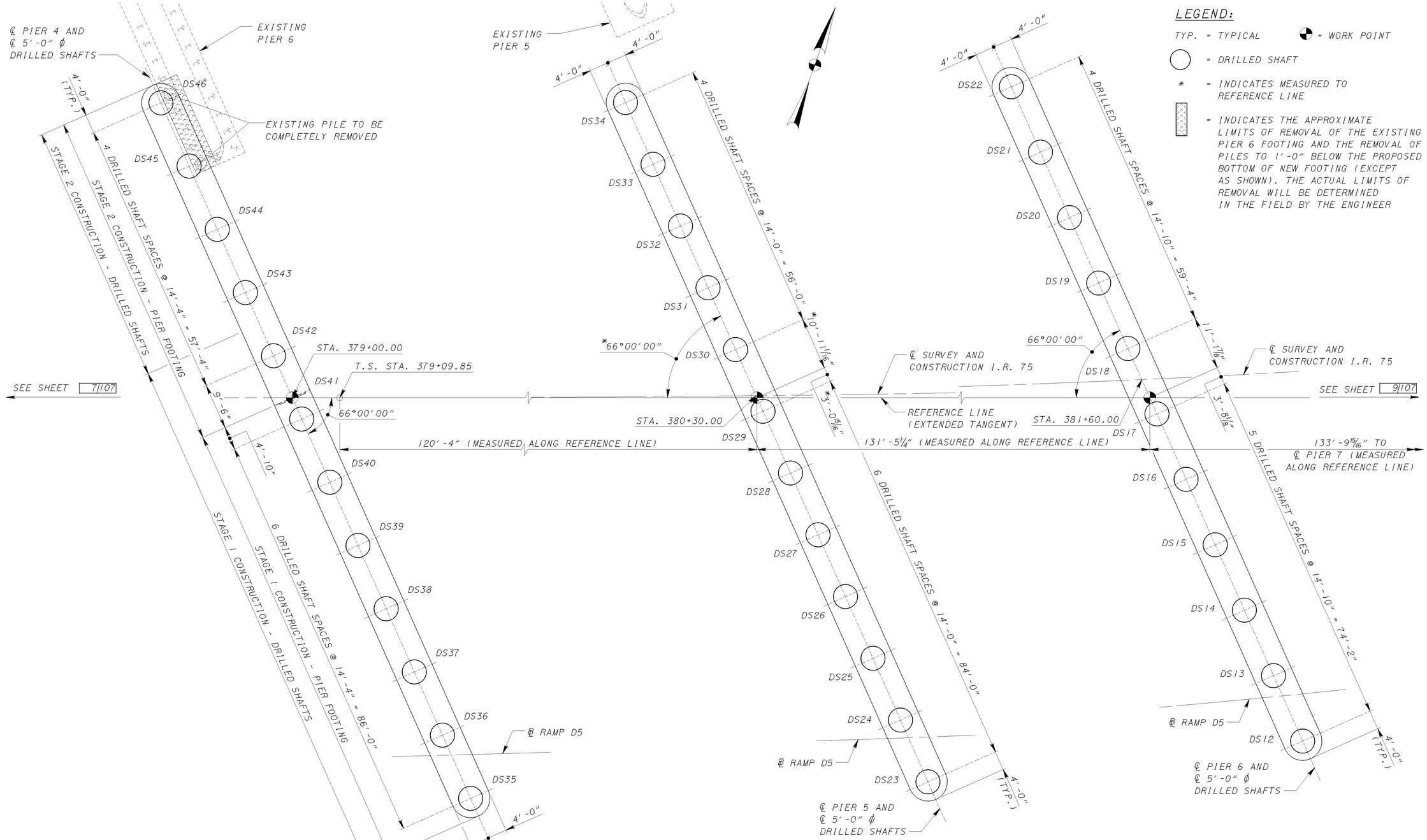
DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

FOUNDATION PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

7|107

1416
1811



PARTIAL FOUNDATION PLAN

(ALL CONSTRUCTION SHOWN ON THIS SHEET SHALL TAKE PLACE DURING STAGE 1 UNLESS NOTED OTHERWISE)

LEGEND:

TYP. = TYPICAL

● = WORK POINT

◯ = DRILLED SHAFT

* = INDICATES MEASURED TO REFERENCE LINE

▨ = INDICATES THE APPROXIMATE LIMITS OF REMOVAL OF THE EXISTING PIER 6 FOOTING AND THE REMOVAL OF PILES TO 1′-0″ BELOW THE PROPOSED BOTTOM OF NEW FOOTING (EXCEPT AS SHOWN). THE ACTUAL LIMITS OF REMOVAL WILL BE DETERMINED IN THE FIELD BY THE ENGINEER

NOTES:

1. ALL DRILLED SHAFTS ARE 5′-0″ ϕ.
2. FOR ADDITIONAL NOTES, SEE SHEET 7|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

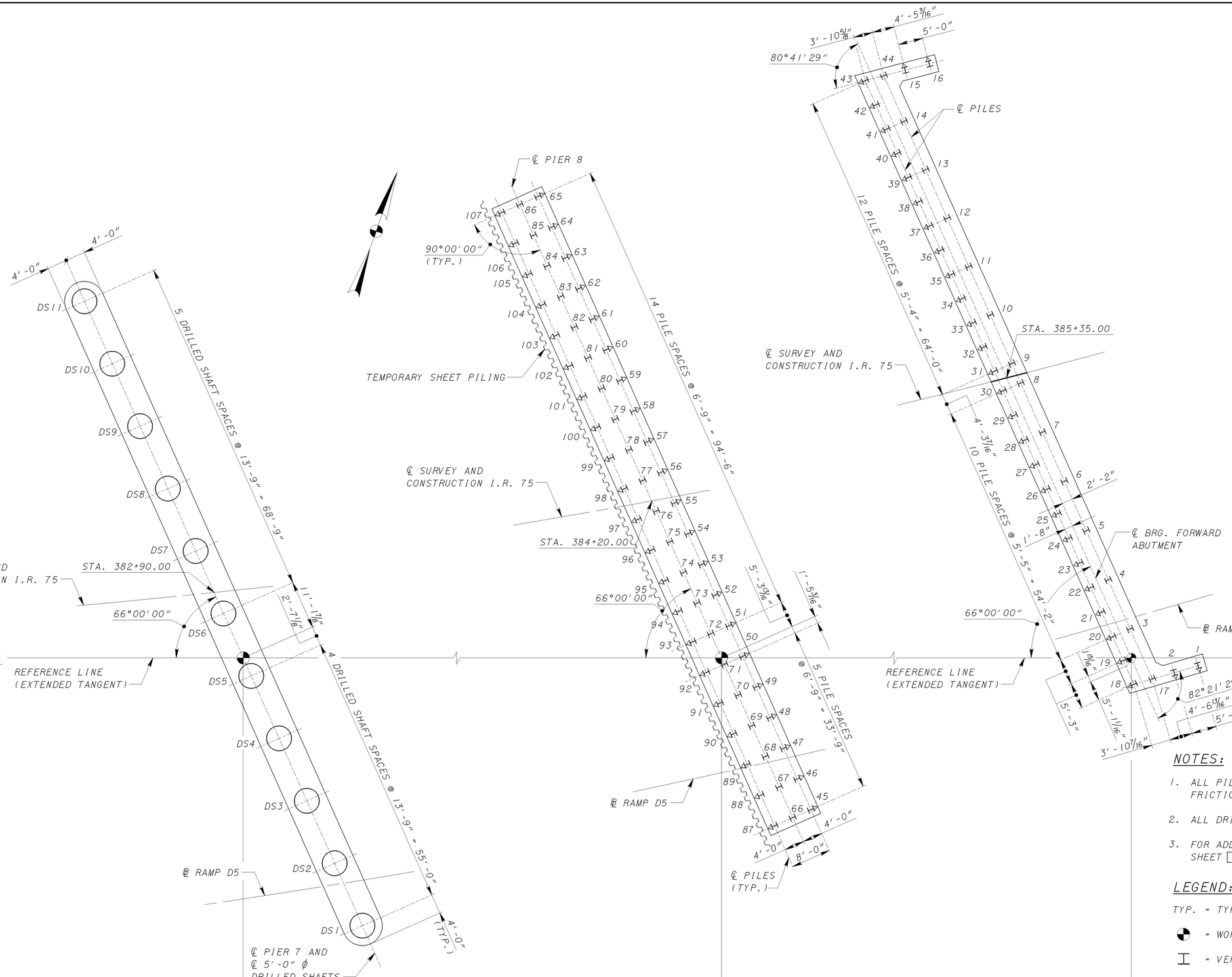
FOUNDATION PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

8|107

1417
1811

DATE: 3/13/2007 FILE: gr\CL04\0003_Bridge\Mainline\R75\main_mnr75fp02.dgn



NOTES:

1. ALL PILES ARE HP14x73 STEEL FRICTION PILES.
2. ALL DRILLED SHAFTS ARE 5'-0" ϕ.
3. FOR ADDITIONAL NOTES, SEE SHEET 7|107.

LEGEND:

TYP. = TYPICAL

⊕ = WORK POINT

I = VERTICAL PILE

I = BATTERED PILE 1:4 IN THE DIRECTION SHOWN

◯ = DRILLED SHAFT

PARTIAL FOUNDATION PLAN

(ALL CONSTRUCTION SHOWN ON THIS SHEET SHALL TAKE PLACE DURING STAGE 1)

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

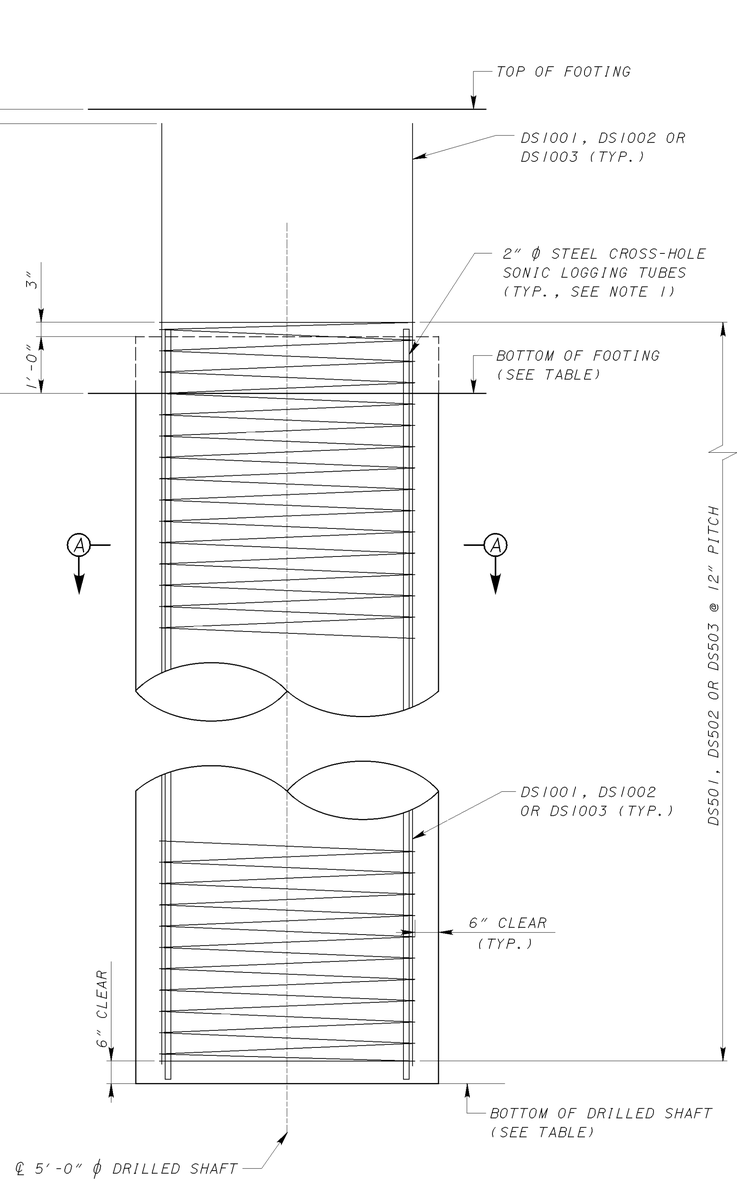
FOUNDATION PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

9|107

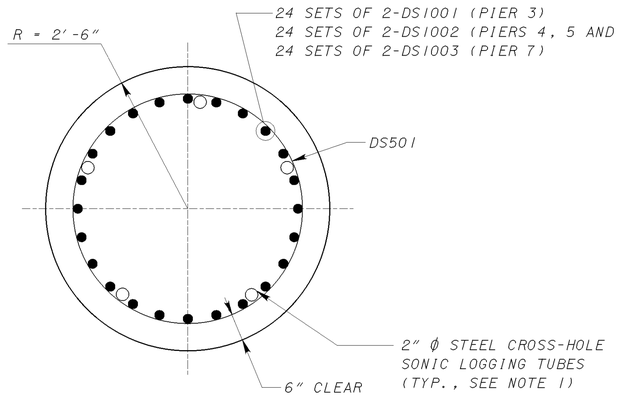
1418
1811

DATE: 3/13/2007 FILE: g:\VL04\0003\Bridge\Mainline\R75\main_mo175fp03.dgn



DRILLED SHAFT DETAILS

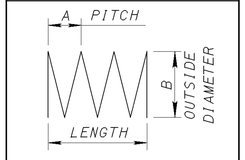
DRILLED SHAFT ELEVATIONS			
PIER	DRILLED SHAFT NUMBERS	BOTTOM OF FOOTING	BOTTOM OF DRILLED SHAFT
3	DS47-DS57	726.5	670.0
4	DS35-DS46	723.5	665.0
5	DS23-DS34	723.5	665.0
6	DS12-DS22	723.5	665.0
7	DS1-DS11	723.0	665.0



SECTION A-A

BAR SCHEDULE							
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C
PIER 3							
DS501	22	28'-9"	9064	27	1'-0"	4'-0"	
DS1001	528	34'-5"	78194	STR			
PIER 4							
DS502	24	29'-9"	10200	27	1'-0"	4'-0"	
DS1002	576	35'-5"	87781	STR			
PIER 5							
DS502	24	29'-9"	10200	27	1'-0"	4'-0"	
DS1002	576	35'-5"	87781	STR			
PIER 6							
DS502	22	29'-9"	9350	27	1'-0"	4'-0"	
DS1002	528	35'-5"	80466	STR			
PIER 7							
DS503	22	29'-6"	9284	27	1'-0"	4'-0"	
DS1003	528	35'-2"	79899	STR			

BAR BENDING DIAGRAM



TYPE-27

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#10	8'-0"

NOTES:

1. FIVE (5) EQUALLY SPACED SCHEDULE 40 STEEL CROSS-HOLE SONIC LOGGING (CSL) TUBES SHALL BE TIED TO THE INSIDE OF THE REBAR CAGE, FROM 2" ABOVE THE TOP OF DRILLED SHAFT TO THE BOTTOM OF THE DRILLED SHAFT.
2. SEE CONTRACT DOCUMENTS FOR SPECIAL PROVISIONS.
3. FOR ADDITIONAL NOTES, SEE GENERAL NOTES, SHEET 4|107 AND 5|107.
4. FOR LOCATIONS AND SPACING OF DRILLED SHAFTS, SEE FOUNDATION PLAN SHEETS 7|107 THRU 9|107.
5. FOR PIER DETAILS, SEE SHEETS 19|107 THRU 37|107.
6. FOR REINFORCING STEEL NOTES, SEE SHEET 99|107.

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

DESIGNED	DRAWN	REVIEWED	DATE
KY	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JC		5708389	

DRILLED SHAFT DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

10|107

1419
1811

DATE: 3/13/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75fp04.dgn

DRILLED SHAFT GENERAL NOTES

ITEM 524 - DRILLED SHAFTS, 60" DIAMETER, AS PER PLAN

524.01 DESCRIPTION

THIS WORK CONSISTS OF FURNISHING AND INSTALLING DRILLED SHAFTS. DRILLED SHAFT CONSTRUCTION SHALL BE IN ACCORDANCE WITH ODOT CONSTRUCTION AND MATERIAL SPECIFICATIONS (CMS) ITEM 524, DRILLED SHAFTS, EXCEPT AS MODIFIED HEREIN.

A. QUALITY ASSURANCE

THE CONTRACTOR SHALL BE EXPERIENCED IN THE INSTALLATION OF DRILLED SHAFTS OF THE SIZES SPECIFIED ON THE DRAWINGS, USING THE SAME CONSTRUCTION METHODS, AND IN SIMILAR SUBSURFACE CONDITIONS AS ENCOUNTERED AT THIS SITE. DURING THE PAST 5 YEARS THE CONTRACTOR SHALL HAVE SATISFACTORILY COMPLETED AT LEAST THREE PROJECTS REQUIRING THE INSTALLATION OF DRILLED SHAFTS HAVING SIMILAR DIAMETERS, LENGTHS, AND USING SIMILAR CONSTRUCTION METHODS REQUIRED UNDER THIS CONTRACT. ALL SHAFTS SHALL BE INSTALLED UNDER THE DIRECT SUPERVISION OF A SUPERINTENDENT, FOREMEN AND DRILL OPERATORS WHO SATISFY THIS MINIMUM EXPERIENCE.

SUBMIT STAFF EXPERIENCE RECORDS OF THE SUPERINTENDENT, CREW, FOREMEN, AND DRILL OPERATORS WHO WILL BE ASSIGNED TO THE PROJECT. THE STAFF RECORDS MUST CONTAIN A SUMMARY OF EACH INDIVIDUAL'S EXPERIENCE AND MUST BE COMPLETE ENOUGH FOR THE ENGINEER TO DETERMINE WHETHER EACH INDIVIDUAL HAS SATISFIED THE MINIMUM QUALIFICATION REQUIREMENTS.

B. ACCEPTANCE OF CONSTRUCTED DRILLED SHAFTS

DEFECTIVE DRILLED SHAFTS ARE AS DEFINED IN CMS ITEM 524, AND IN ADDITION AS FOLLOWS: SHAFTS INSTALLED OUT OF POSITION, ALIGNMENT, OR TOP OR BOTTOM ELEVATION TOLERANCE; DAMAGED SHAFTS; AND SHAFTS INDICATED TO BE DEFECTIVE BY TESTING OR EXAMINATION BY THE DEPARTMENT. IF DETERMINED THAT DRILLED SHAFT WORK OR A CONSTRUCTED DRILLED SHAFT IS DEFECTIVE, CORRECT THE WORK TO THE SATISFACTION OF THE DEPARTMENT OR DESIGN AND PROVIDE REPLACEMENT SHAFTS AT NO COST TO THE DEPARTMENT. DRILLED SHAFTS MAY BE CONSIDERED DEFFECTIVE FOR ANY OF THE FOLLOWING REASONS:

1. DRILLED SHAFT EXCAVATIONS CONSTRUCTED OUT OF TOLERANCE. WHEN REPAIR TO AN OUT-OF-TOLERANCE EXCAVATION IS POSSIBLE AS DETERMINED BY THE DEPARTMENT, FIX THE SHAFT EXCAVATION TO MEET TOLERANCES BEFORE PROCEEDING FURTHER WITH ANY DRILLED SHAFT CONSTRUCTION. ALL REPAIRS MUST BE ACCEPTED BY THE DEPARTMENT PRIOR TO RESUMING ANY DRILLED SHAFT WORK.
2. DRILLED SHAFTS WITH EVIDENCE OF CUTTINGS AT THE EXCAVATION BOTTOM; SHOWING SOFT, INCOMPLETE OR UNCLEAN BOTTOMS; OR PRESENTING SIDE SLOUGHING OR SEDIMENTATION AT THE BOTTOM.
3. SHAFTS WITH COLD JOINTS, SEGREGATED OR CONTAMINATED CONCRETE, HONEYCOMB INTRUSIONS, TRAPPING OF MUD, HORIZONTAL DISCONTINUITY, OR SEVERE NECKING OF THE DRILLED SHAFT CONCRETE.
4. IN EXCAVATIONS USING SLURRY, THE PRESENCE OF SAND LENSES WITHIN THE CONCRETE CAUSED BY TREMIE OR PUMP LINES PULLED COMPLETELY OUT OF THE CONCRETE DURING PLACEMENT, ALLOWING SEDIMENTED SAND LENSES OVER THE CONCRETE SURFACE.
5. QUARTER-MOON-SHAPED SOIL INTRUSIONS ON THE SIDES OF DRILLED SHAFTS CAUSED BY INTERRUPTION OF CONCRETE FLOW FROM A TREMIE OR PUMP LINE.
6. FOLDED-IN DEBRIS WITHIN THE DRILLED SHAFT FROM INSUFFICIENT EXCAVATION CLEANING.
7. STUCK CASINGS.
8. DYNAMIC LOAD TEST OR CSL TEST FAILURE: REJECTION OF DRILLED SHAFTS BASED ON INITIAL TEST RESULTS SHALL BE PRELIMINARY FOLLOWING INDICATION OF APPARENT DEFECTS THAT COULD RESULT IN UNSAFE OR UNACCEPTABLE PERFORMANCE OF THE SHAFT IN SERVICE. IN THESE CASES, PROVIDE CORING, INTEGRITY TESTING, AND ADDITIONAL INFORMATION ABOUT THE DRILLED SHAFT INSTALLATION AT NO COST TO THE DEPARTMENT. FINAL ACCEPTANCE OF DRILLED SHAFTS SHALL BE SOLELY THE DECISION OF THE DEPARTMENT BASED ON THE RESULTS OF INTEGRITY TESTS, CSL REPORTS, AND CORING RESULTS.

IF A DRILLED SHAFT IS DETERMINED TO BE DEFECTIVE, SUBMIT A PLAN FOR FURTHER INVESTIGATION OR REMEDIAL ACTION TO THE DEPARTMENT FOR APPROVAL. ANY MODIFICATIONS TO THE DRILLED SHAFT FOUNDATIONS, LOAD TRANSFER MECHANISMS, OR SUPPORTED ELEMENTS AFFECTED BY THE REMEDIAL ACTIONS WILL REQUIRE CALCULATIONS AND WORKING DRAWINGS PREPARED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO. PROVIDE ALL LABOR AND MATERIALS REQUIRED TO PERFORM THE REMEDIAL ACTIONS AT NO ADDITIONAL COST TO THE DEPARTMENT AND WITH NO EXTENSION OF CONTRACT TIME GRANTED.

C. PROJECT-SPECIFIC REQUIREMENTS FOR GREAT MIAMI RIVER BRIDGES

THE DRILLED SHAFTS WILL BE CONSTRUCTED WITHIN A CAUSEWAY PROTECTED BY EXTERIOR SHEET PILING. THE INTERIOR OF THE CAUSEWAY SHALL BE BACKFILLED TO ELEVATION 728.50 PRIOR TO DRILLED SHAFT CONSTRUCTION. USE PERMANENT CORRUGATED GALVANIZED METAL SLEEVES TO SUPPORT THE ROCK CHANNEL PROTECTION AT THE DRILLED SHAFT LOCATIONS. EXTEND THE DRILLED SHAFT EXCAVATIONS THROUGH THE PERMANENT METAL SLEEVES. CONSTRUCT THE DRILLED SHAFTS USING TEMPORARY SURFACE CASINGS. EXTEND THE TOP OF THE TEMPORARY SURFACE CASINGS ABOVE THE CURRENT OR ORDINARY HIGH WATER ELEVATION OF THE GREAT MIAMI RIVER, WHICHEVER IS HIGHER. WHEN USING SLURRY, PROVIDE A SLURRY ELEVATION WITHIN THE TEMPORARY CASING TO PRODUCE THE PRESSURE HEAD NECESSARY TO MAINTAIN THE STABILITY OF THE EXCAVATION.

USE ADDITIVES TO INCREASE THE DENSITY OF THE DRILLING FLUID AS NECESSARY TO PREVENT DIFFERENTIAL WATER PRESSURE FROM CAUSING GROUND LOSS, SOFTENING OF EXCAVATION SIDE WALLS, OR OTHERWISE REDUCING DRILLED SHAFT CAPACITY. RECLAIM ALL SLURRY AND ENSURE THAT NO DRILLING FLUID IS DISCHARGED INTO THE GREAT MIAMI RIVER OR AT THE PROJECT SITE.

524.02 MATERIALS

THE MAXIMUM COARSE AGGREGATE SIZE SHALL BE ⅜ INCHES.

524.03 CONTRACTOR'S INSTALLATION PLAN

THE CONTRACTOR SHALL SUBMIT A DRILLED SHAFT INSTALLATION PLAN TO THE DEPARTMENT FOR REVIEW AND ACCEPTANCE IN ACCORDANCE WITH THESE SPECIFICATIONS, AND SHALL NOT BEGIN ANY DEMONSTRATION SHAFT CONSTRUCTION UNTIL THE DEPARTMENT ACCEPTS THE DRILLED SHAFT INSTALLATION PLAN. ACCEPTANCE OF THE INSTALLATION PLAN PRIOR TO CONSTRUCTION OF THE DEMONSTRATION SHAFT SHALL BE CONSIDERED PRELIMINARY, AND WILL ONLY BE CONSIDERED FINAL IF THE DEMONSTRATION SHAFT IS CONSTRUCTED AND LOAD TESTED SUCCESSFULLY. INSTALLATION PLAN ACCEPTANCE DOES NOT RELIEVE THE CONTRACTOR OF HIS RESPONSIBILITY FOR THE RESULTS OBTAINED USING HIS INSTALLATION PROCEDURE, OR OF ANY OTHER RESPONSIBILITIES UNDER THE CONTRACT.

DRILLED SHAFT INSTALLATION PLAN REQUIREMENTS, IN ADDITION TO CMS 524.03:

1. ALL SUBMITTALS, INCLUDING DRAWINGS AND DESIGN CALCULATIONS, SHALL BE SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO AND EXPERIENCED IN THE DESIGN AND CONSTRUCTION OF DRILLED SHAFTS.
2. EVIDENCE OF COMPANY AND STAFF EXPERIENCE TO SATISFY QUALITY ASSURANCE REQUIREMENTS, INCLUDING TELEPHONE NUMBERS OF REFERENCES AND RESUMES OF PERSONNEL WHO WILL PERFORM THE WORK.
3. NAMES AND QUALIFICATIONS OF PROPOSED LOAD TESTING ORGANIZATION AND INDEPENDENT TESTING LABORATORY.
4. DETAILS OF ENVIRONMENTAL CONTROL PROCEDURES INCLUDING PLAN TO CONTAIN AND PREVENT LOSS OF SLURRY.
5. CONTRACTOR ACKNOWLEDGEMENT THAT HE HAS VISITED THE PROJECT SITE TO VERIFY CONDITIONS WITH REGARD TO ENTRANCE, ACCESS, OVERHEAD LINES, SUBSURFACE FEATURES, CLEARING AND GRUBBING, PERMITTING, AND COLLECTION OF ALL INFORMATION NECESSARY TO PLAN AND EXECUTE THE DRILLED SHAFT INSTALLATIONS.
6. PROPOSED LOCATION, SCHEDULE AND SEQUENCE FOR INSTALLATION AND LOAD TESTING OF THE DEMONSTRATION SHAFT.
7. DETAILS OF PROPOSED CONCRETE MIX DESIGN, INCLUDING ADMIXTURES.
8. COMPLETE DESCRIPTION OF PROPOSED EQUIPMENT FOR DRILLED SHAFT EXCAVATION AND CONSTRUCTION, INCLUDING MANUFACTURER'S SPECIFICATIONS AND CATALOG DATA FOR CRANES, DRILL RIGS, DRILLING TOOLS, CLEANING EQUIPMENT, CONCRETE PUMPS, DE-SANDING EQUIPMENT, TREMIE PIPES, CASINGS, AND OTHER NECESSARY TOOLS.
9. DETAILED DESCRIPTION OF METHOD OF DRILLED SHAFT EXCAVATION AND CLEANING, INCLUDING PROPOSED METHODS FOR HANDLING DIFFERENTIAL WATER PRESSURES WITH DEPTH, OBSTRUCTION REMOVAL, AND TEMPORARY CASING INSTALLATION AND REMOVAL.
10. DETAILED PROCEDURES FOR SLURRY DISPLACEMENT METHOD, INCLUDING DESIGN OF SLURRY MIX AND PROPOSED METHOD AND EQUIPMENT TO MIX, CIRCULATE, DE-SAND, AND DISPOSE OF THE SLURRY.
11. SHOP DRAWINGS SHOWING DETAILS OF BRACING AND PLACEMENT OF STEEL REINFORCING CAGES AND DESIGN OF SPACING DEVICES.
12. DETAILS OF EQUIPMENT AND METHODS FOR TREMIE PLACEMENT OF CONCRETE INTO DRILLED SHAFT EXCAVATION.
13. SHOP DRAWINGS SHOWING THE PROPOSED TYPES OF VIBRATING WIRE STRAIN GAUGES TO BE USED IN THE STATIC LOAD TEST AND PROPOSED METHODS FOR ATTACHING AND PROTECTING STRAIN GAUGES DURING DEMONSTRATION SHAFT ASSEMBLY AND CONSTRUCTION.
14. DESIGN AND DETAILS OF OSTERBERG CELL LOAD TEST SETUP, INCLUDING DETAILS OF OSTERBERG CELL INSTALLATION, LOAD TEST APPARATUS AND MONITORING REFERENCE SYSTEM DESIGN AND CONSTRUCTION, AND LOAD TEST PROCEDURE; ALL PREPARED BY THE LOAD TESTING ORGANIZATION AND SIGNED AND SEALED BY A PROFESSIONAL ENGINEER REGISTERED IN THE STATE OF OHIO.
15. DESIGN AND DETAILS OF DYNAMIC LOAD TEST SETUP, INCLUDING DETAILS OF CONCRETE REINFORCING AT THE TOP OF THE SHAFTS TO BE TESTED, TEST APPARATUS AND MONITORING REFERENCE SYSTEM, AND LOAD TEST PROCEDURES.
16. METHODS OF DISPOSAL OF EXCAVATION SPOIL, SLURRY, WASTE CONCRETE, AND DRILLED SHAFT CUTOFFS, INCLUDING SUFFICIENT DETAILS FOR THE DEPARTMENT TO EVALUATE THE ADEQUACY AND COMPLIANCE WITH THE DEPARTMENT'S SPECIFICATIONS AND ALL RELATED ENVIRONMENTAL PERMITS AND AGENCY REGULATIONS.

ONCE ASSESSMENT OR REASSESSMENT OF THE DRILLED SHAFT INSTALLATION PLAN HAS BEEN MADE AND THE DEPARTMENT HAS GRANTED APPROVAL, NO CHANGES TO THE PLAN SHALL BE MADE WITHOUT WRITTEN CONSENT OF THE DEPARTMENT.

524.04 HOLE EXCAVATION

DO NOT USE THE DRY METHOD OR THE PERMANENT CASING METHOD FOR HOLE EXCAVATION. USE ONLY POLYMER SLURRY DRILLING FLUID FOR THE WET CONSTRUCTION METHOD. THE USE OF MINERAL SLURRY IS NOT ACCEPTABLE. USE THE TEMPORARY CASING CONSTRUCTION METHOD ONLY WHEN CASINGS CAN BE RELIABLY REMOVED. DO NOT LEAVE TEMPORARY CASINGS IN THE GROUND MORE THAN 24 HOURS PRIOR TO CONCRETE PLACEMENT AND TEMPORARY CASING REMOVAL.

USE EQUIPMENT CAPABLE OF EXCAVATING THROUGH THE TYPE OF MATERIALS EXPECTED TO BE ENCOUNTERED, INCLUDING BOULDERS, RUBBLE OR OTHER OBSTRUCTIONS, IF PRESENT. SIGNIFICANT NESTED COBBLES, BOULDERS, OR OTHER OBSTRUCTIONS MAY BE LOCALLY CONCENTRATED IN THE SANDS AND GRAVELS. EMPLOY EXCAVATION METHODS CAPABLE OF PENETRATING OR REMOVING SUCH OBSTRUCTIONS AND EXTENDING TEMPORARY CASINGS AS NECESSARY. ANY OBSTRUCTIONS SUCH AS NESTED COBBLES OR BOULDERS SHALL BE REMOVED AT NO ADDITIONAL COST TO THE DEPARTMENT.

USE DRILLING TOOLS AND EXCAVATION PROCEDURES THAT MINIMIZE NEGATIVE DIFFERENTIAL PRESSURE IN THE EXCAVATION THAT COULD INDUCE SOIL HEAVE AT THE BOTTOM OF THE EXCAVATION. IF USED, WITHDRAW AUGERS SLOWLY.

UPON COMPLETION OF THE EXCAVATION, CLEAN THE BOTTOM OF THE DRILLED SHAFT WITH A CLEANOUT BUCKET OR OTHER CLEANING TOOLS EQUIPPED WITH A ONE-WAY FLAP GATE THAT PREVENTS SPOIL IN THE BUCKET FROM RE-ENTERING THE EXCAVATION. NO MORE THAN ½ INCH OF LOOSE MATERIAL SHALL BE PRESENT AT THE BOTTOM OF THE EXCAVATION PRIOR TO CONCRETE PLACEMENT. MEASURE BOTTOM OF SHAFT ELEVATION AFTER FINAL CLEANING.

524.05 FRICTION TYPE DRILLED SHAFTS

THE DRILLED SHAFTS ON THIS PROJECT ARE FRICTION TYPE SHAFTS.

THE DESIGN OF THE DRILLED SHAFTS IS BASED ON GROUND RESISTANCE TO LATERAL AND VERTICAL LOADING. ADVANCE EXCAVATIONS FOR DRILLED SHAFTS BY ROTARY DRILLING METHODS WHICH PREVENT LOSS OF GROUND SUPPORT AND WILL NOT ADVERSELY AFFECT EXISTING UTILITIES OR ADJACENT STRUCTURES.

USE RAPID EXCAVATION METHODS AND ENSURE TIMELY CONCRETING IN ORDER TO MITIGATE STRESS RELIEF IN THE SOILS DURING DRILLED SHAFT CONSTRUCTION. EXTENDED DELAYS IN CONCRETE PLACEMENT CAN REDUCE THE SIDE SHEAR RESISTANCE OF THE DRILLED SHAFTS.

524.06 CASINGS

COMPLETELY REMOVE ALL TEMPORARY CASINGS.

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

DESIGNED	DRAWN	REVIEWED	DATE
RGS	DMK	EF	06/06
CHECKED	REVISED		STRUCTURE FILE NUMBER
KY			

DRILLED SHAFT GENERAL NOTES
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

10A 107

1419A
1811

DRILLED SHAFT GENERAL NOTES - CONTINUED

524.07 SLURRY

SLURRY USED IN THE DRILLING PROCESS SHALL BE POLYMER SLURRY; DO NOT USE MINERAL SLURRY. PROVIDE POLYMER SLURRY CONFORMING TO THE PROPERTIES SHOWN IN TABLE 1. PROVIDE ALL EQUIPMENT REQUIRED FOR SLURRY TESTING. USE ADMIXTURES TO INCREASE SLURRY DENSITY AND BALANCE DIFFERENTIAL WATER PRESSURES DURING DRILLING, SUBJECT TO APPROVAL OF THE DEPARTMENT. DEMONSTRATE THE ABILITY OF THE POLYMER SLURRY TO MAINTAIN STABILITY OF THE HOLE PERIMETER BY CONSTRUCTING THE DEMONSTRATION SHAFT AS SHOWN ON THE BRIDGE MOT-75-1367 W PLANS, SHEET 120 78.

TABLE 1
POLYMER SLURRY SPECIFICATIONS
RANGE OF VALUES AT 68° F

PROPERTY	TEST METHOD	TIME OF SLURRY INTRODUCTION	TIME OF CONCRETING IN HOLE
DENSITY, LB/FT^3	DENSITY BALANCE	GREATER THAN 63.0	GREATER THAN 63.0
VISCOSITY, SECONDS PER QUART EMULSIFIED POLYMNER DRY POLYMER	MARSH CONE	 33 TO 43 50 TO 80	 33 TO 43 50 TO 80
PH EMULSIFIED POLYMER DRY POLYMER	PH PAPER OR METER	 8 TO 11 7 TO 11	 8 TO 11 7 TO 11
SAND CONTENT, % BY VOLUME	API SAND CONTENT TEST	LESS THAN 1.0	LESS THAN 1.0

524.08 EXCAVATION INSPECTION SHALL BE IN ACCORDANCE WITH CSM 524.08.

524.09 REINFORCING STEEL FOR DRILLED SHAFTS SHALL BE IN ACCORDANCE WITH CSM 524.09.

524.10 CONCRETE FOR DRILLED SHAFTS

THE MAXIMUM COURSE AGGREGATE SIZE SHALL BE ⅜ INCHES.

524.11 FREE FALL CONCRETE PLACEMENT

DO NOT USE FREE FALL CONCRETE PLACEMENT.

524.12 TREMIE SHALL BE IN ACCORDANCE WITH CSM 524.12.

524.13 PUMPED CONCRETE SHALL BE IN ACCORDANCE WITH CMS 524.13.

524.14 CONSTRUCTION TOLERANCES

MAKE FREQUENT CHECKS ON THE PLUMBNESS, ALIGNMENT AND DIMENSIONS OF THE DRILLED SHAFTS DURING CONSTRUCTION AND IMMEDIATELY CORRECT DEVIATIONS EXCEEDING ALLOWABLE TOLERANCES.

524.15 INSPECTION RECORDS

PROVIDE ALL EQUIPMENT AND LABOR NEEDED TO OBTAIN MEASUREMENTS FOR COMPLETION OF FORM CA-S-1, INSPECTION RECORD FOR DRILLED SHAFTS, CONTAINED IN THE ODOT OFFICE OF CONSTRUCTION ADMINISTRATION DOCUMENTATION MANUAL.

PREPARE AND SUBMIT INDEPENDENT REPORTS OF THE DRILLED SHAFT CONSTRUCTION IN ACCORDANCE WITH "INSPECTION AND REPORTING FORMS," DRILLED SHAFTS: PUBLICATION NO. FHWA-IF-99-025, APPENDIX F, PAGES F-1 THROUGH F-8.

524.16 METHOD MEASUREMENT

THE METHOD OF MEASUREMENT SHALL BE IN ACCORDANCE WITH CMS 524.16, EXCEPT AS MODIFIED BELOW.

THE DEPARTMENT WILL MEASURE DYNAMIC LOAD TESTS BY THE NUMBER OF TESTS PERFORMED AND ACCEPTED.

THE DEPARTMENT WILL MEASURE CROSSHOLE SONIC LOGGING TESTS BY THE NUMBER OF DRILLED SHAFTS ON WHICH TESTING IS PERFORMED AND ACCEPTED.

524.17 BASIS OF PAYMENT

THE BASIS OF PAYMENT SHALL BE IN ACCORDANCE WITH CMS 524.17, EXCEPT AS MODIFIED BELOW.

THE DEPARTMENT WILL PAY FOR ACCEPTED DYNAMIC LOAD TESTS SEPARATELY.

THE DEPARTMENT WILL PAY FOR ACCEPTED CROSSHOLE SONIC LOGGING TESTS SEPARATELY.

THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICES AS FOLLOWS:

ITEM	UNIT	DESCRIPTION
524	FOOT	DRILLED SHAFT, 60" DIAMETER, AS PER PLAN
524	EACH	DRILLED SHAFTS, MISC.: DYNAMIC LOAD TEST
524	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 60" DIAMETER SHAFT

NOTES:

1. FOR OSTERBERG CELL LOAD TEST QUANTITY AND DETAILS, SEE MOT-75-1367 W BRIDGE PLANS, SHEET 120 78. A SEPERATE OSTERBERG CELL LOAD DEMONSTRATION SHAFT AND ASSOCIATED TESTING IS NOT REQUIRED FOR THIS STRUCTURE, HOWEVER, ALL INFORMATION OBTAINED FROM THE CONSTRUCTION OF THE MOT-75-1367 W DEMONSTRATION SHAFT SHALL BE UTILIZED FOR THE CONSTRUCTION OF THE DRILLED SHAFTS ON THIS STRUCTURE. ALL REFERENCES TO OSTERBERG CELL LOAD TESTS AND DEMONSTRATION SHAFTS IN THE PRECEDING DRILLED SHAFT NOTES SHALL REFER TO RESULTS OBTAINED FROM TESTING PERFORMED ON THE MOT-75-1367 W BRIDGE.

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

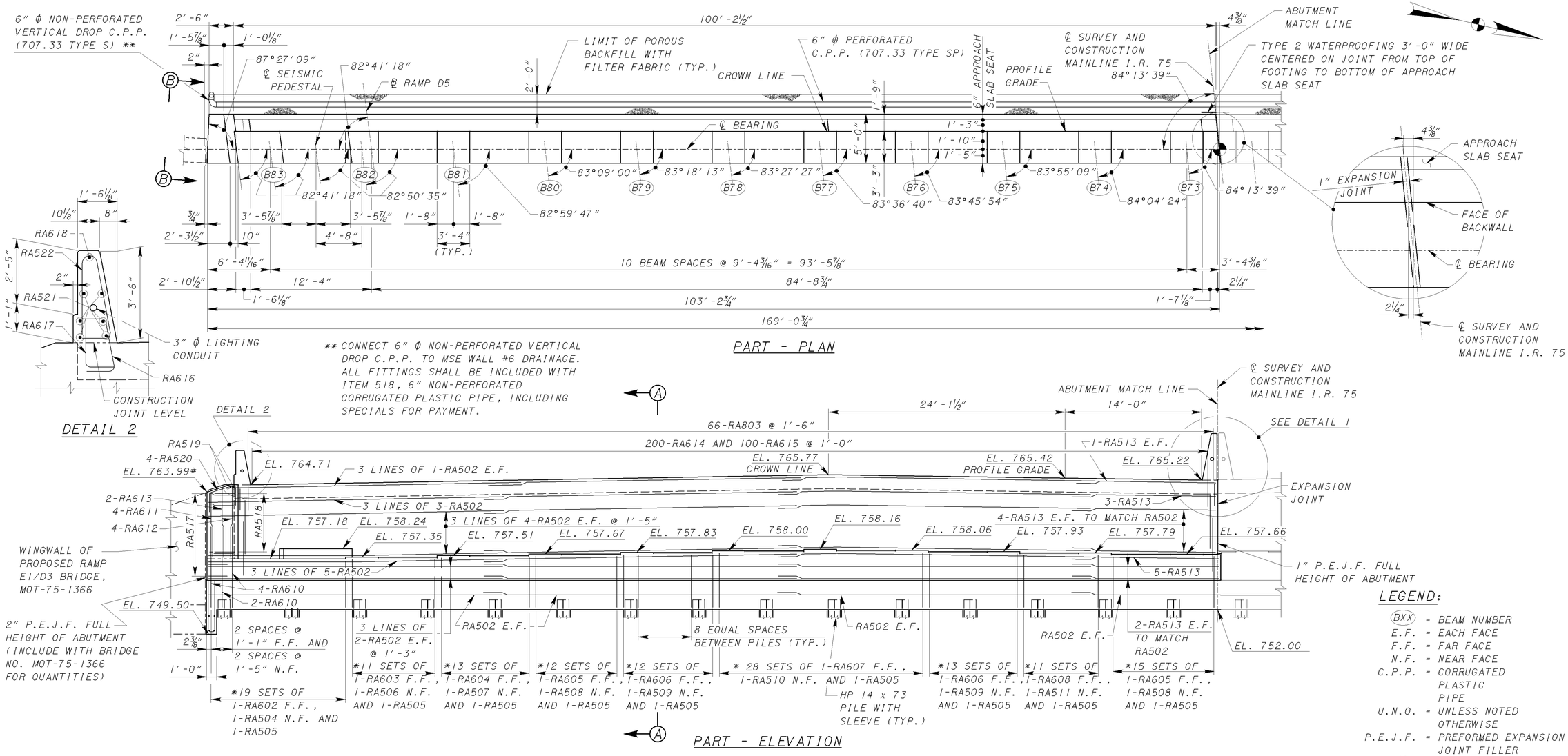
DESIGNED RGS | DRAWN DMK | REVIEWED EF | DATE 06/06
CHECKED KY | REVISED | STRUCTURE FILE NUMBER

DRILLED SHAFT GENERAL NOTES
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

108/107

1419B
1811

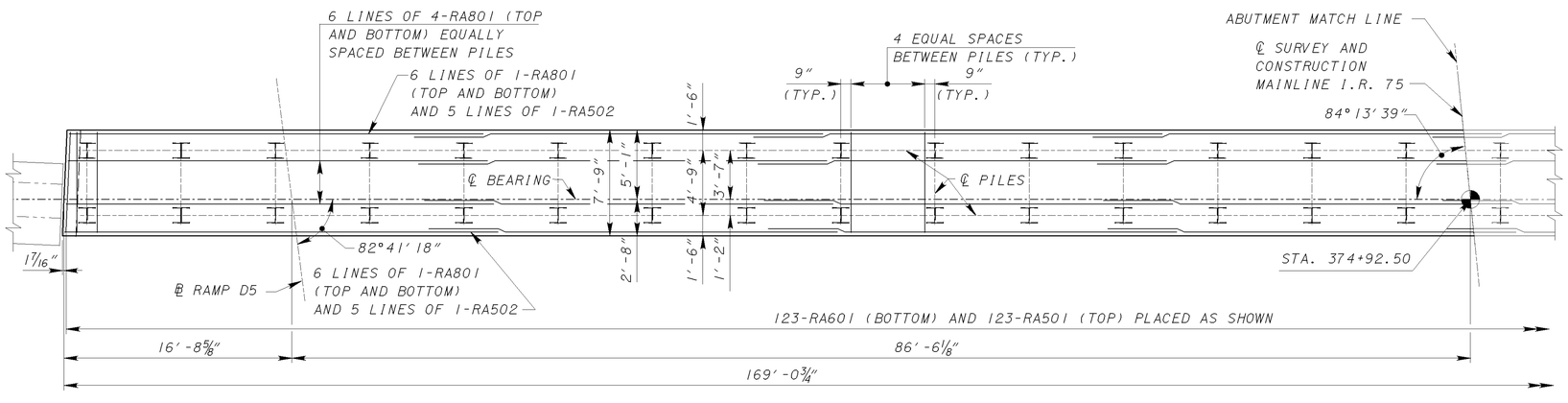


DETAIL 2

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

PART - PLAN

PART - ELEVATION



PART - FOOTING PLAN

LEGEND:

- (BXX) = BEAM NUMBER
- E.F. = EACH FACE
- F.F. = FAR FACE
- N.F. = NEAR FACE
- C.P.P. = CORRUGATED PLASTIC PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
- ◒ = INDICATES WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE 2 CONSTRUCTION.
2. FOR CONTINUATION OF ABUTMENT, SEE SHEET 12/107.
3. FOR VIEW B-B AND SEISMIC PEDESTAL DETAILS, SEE SHEET 13/107.
4. FOR DETAIL 1, SEE SHEET 12/107.
5. FOR LAP LENGTH TABLE, SEE SHEET 12/107.
6. FOR ADDITIONAL NOTES, SEE SHEET 12/107.

* SPACED AS SHOWN

\# THIS ELEVATION GIVEN AT FRONT CORNER OF WING WALL

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REAR ABUTMENT PLANS AND ELEVATION

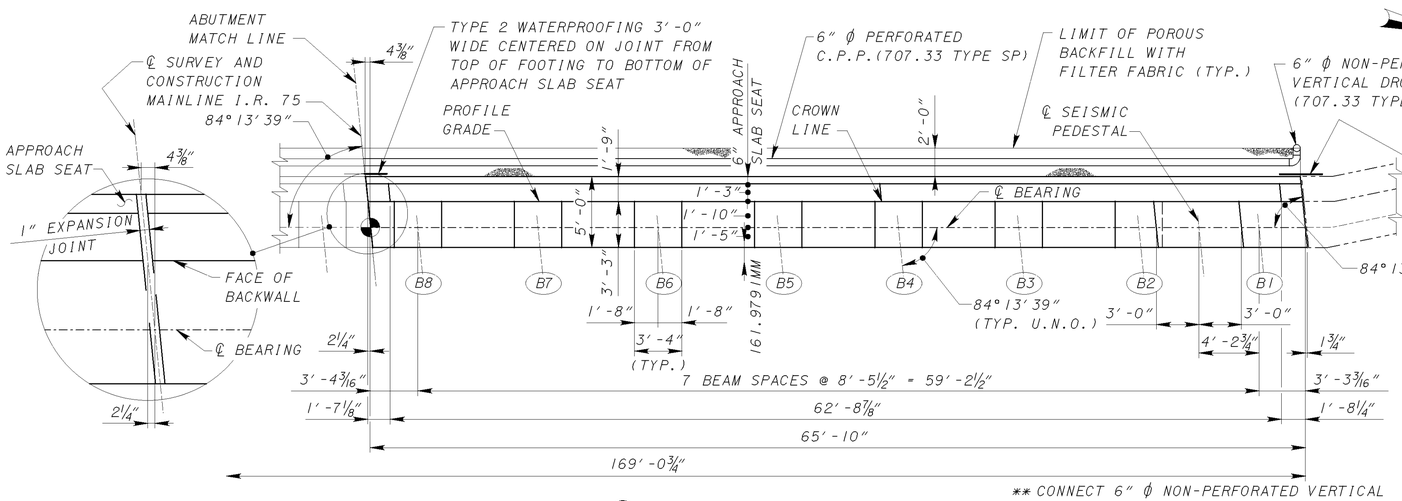
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

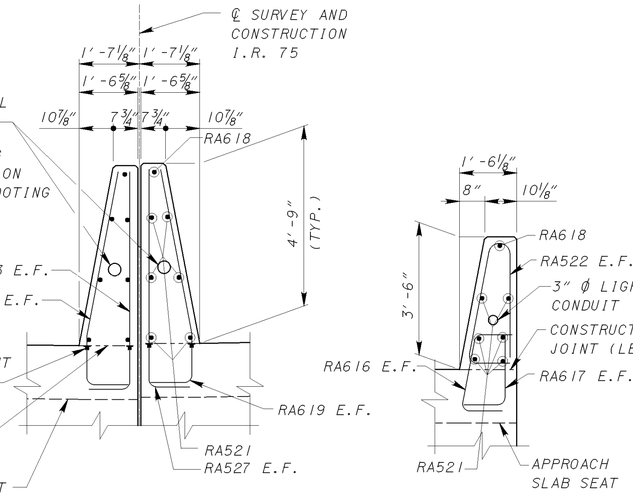
MOT-75-13.11
PID 57083

11/107

1420
1811

DATE: 3/13/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mot75r-abutdgn





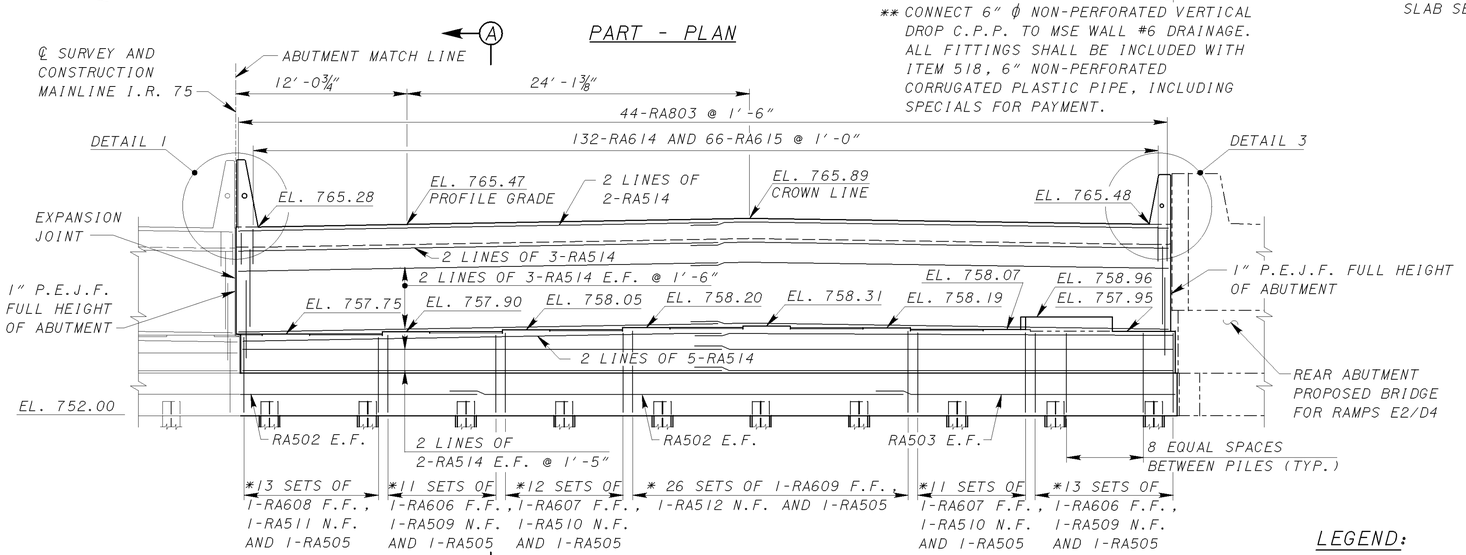
DETAIL 1

DIMENSIONS MEASURED ALONG FACE OF BACKWALL. LEFT AND RIGHT SIDE REINFORCING BARS ARE SIMILAR.

DETAIL 3

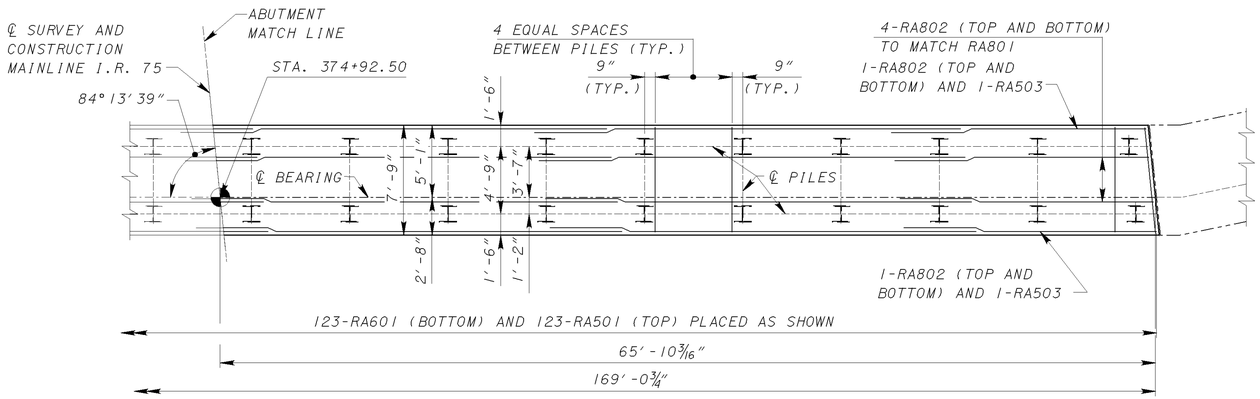
DIMENSIONS MEASURED ALONG FACE OF BACKWALL

PART - PLAN



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

PART - ELEVATION



PART - FOOTING PLAN

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	1'-11"
#6	3'-1"
#8	5'-1"

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE 2 CONSTRUCTION.
2. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
3. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
4. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. FOR CONTINUATION OF ABUTMENT, SEE SHEET 11|107.
6. FOR SECTION A-A AND SEISMIC PEDESTAL DETAILS, SEE SHEET 13|107.
7. FOR BEARING DETAILS, SEE SHEETS 90|107 AND 91|107.
8. FOR APPROACH SLAB DETAILS, SEE SHEETS 97|107 AND 98|107.
9. FOR PILE LOCATIONS, SEE SHEET 7|107.
10. FOR REINFORCING STEEL LIST, SEE SHEET 99|107.
11. THE COST OF THE TEMPORARY CAPS (OR PLUGS) SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING, AS PER PLAN FOR PAYMENT.

LEGEND:

- (BXX) = BEAM NUMBER
- E.F. = EACH FACE
- F.F. = FAR FACE
- N.F. = NEAR FACE
- C.P.P. = CORRUGATED PLASTIC PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
- ◔ = INDICATES WORK POINT
- * = SPACED AS SHOWN

DESIGN AGENCY: TRANSYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113-1901

DESIGNED MLR | DRAWN RCK | CHECKED GHD | REVISED | REVIEWED RER | DATE 2/16/06 | STRUCTURE FILE NUMBER 5708389

REAR ABUTMENT PLANS AND ELEVATION

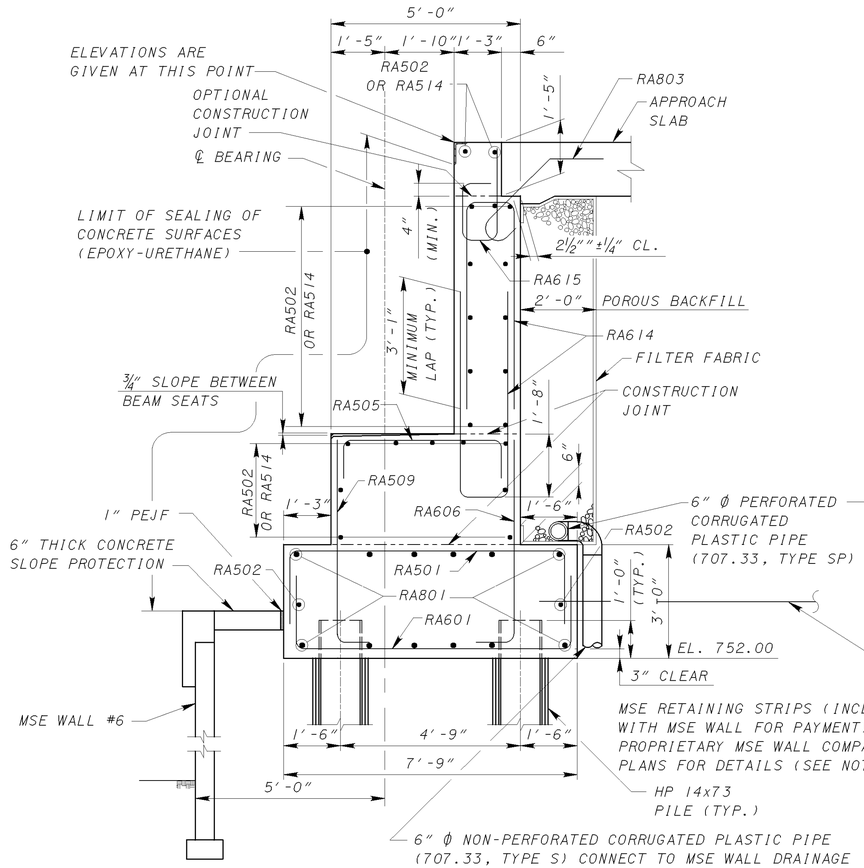
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER, I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 57083

12|107

1421
1811

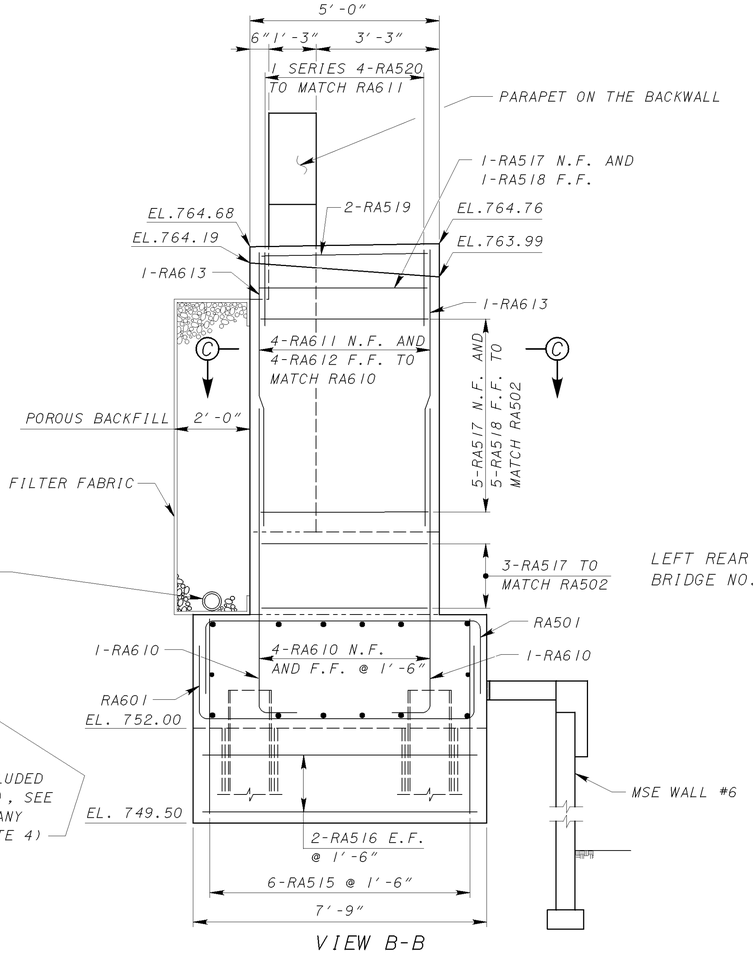
DATE: 3/13/2007 FILE: gs\CL04\0003\Bridge\Mainline\R75\main_mot75-a02.dgn



SECTION A-A

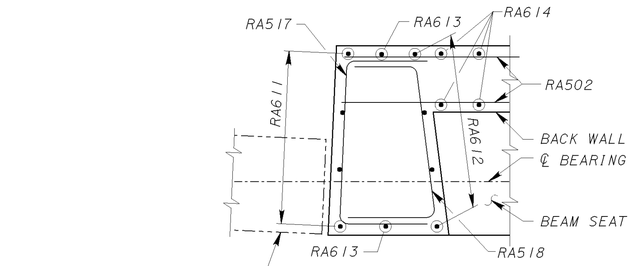
FRONT VIEW OF SEISMIC PEDESTAL

THE WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE ℄ BEARING. THE RA804, RA524 AND RE526 BARS SHALL BE PLACED PARALLEL TO THE ℄ BEARING. THE RA805 AND RA525 BARS SHALL BE PLACED PARALLEL TO THE ℄ SEISMIC PEDESTAL.

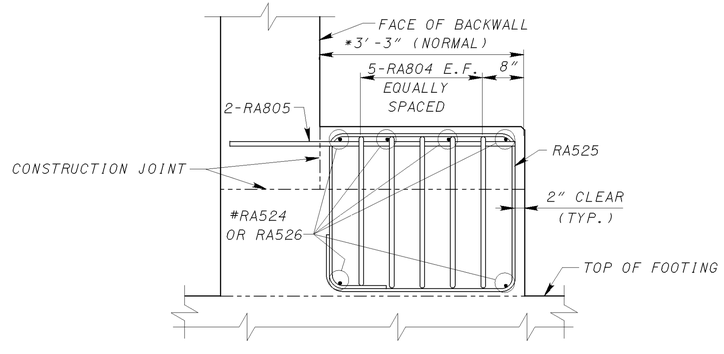


VIEW B-B

(FOR DETAILS NOT SHOWN, SEE SECTION A-A)



SECTION C-C



SECTION J-J

THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1″ TO ACCOMMODATE THE RA804 BARS.

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

\# - RA524 FOR LEFT BRIDGE, RA526 FOR RIGHT BRIDGE SEISMIC PEDESTALS

NOTES:

1. FOR ABUTMENT PLAN, ELEVATION AND FOOTING PLAN, SEE SHEETS 11|107 AND 12|107.
2. FOR ADDITIONAL NOTES AND LEGEND, SEE SHEET 12|107.
3. FOR LOCATION OF SEISMIC PEDESTALS, SEE SHEETS 11|107 AND 12|107.
4. ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRIP ATTACHMENTS HAVE BEEN INSTALLED. THE STRIPS SHAL BE DESIGNED TO RESIST A SERVICE FORCE OF 3.8 KIP/FT.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REAR ABUTMENT DETAILS

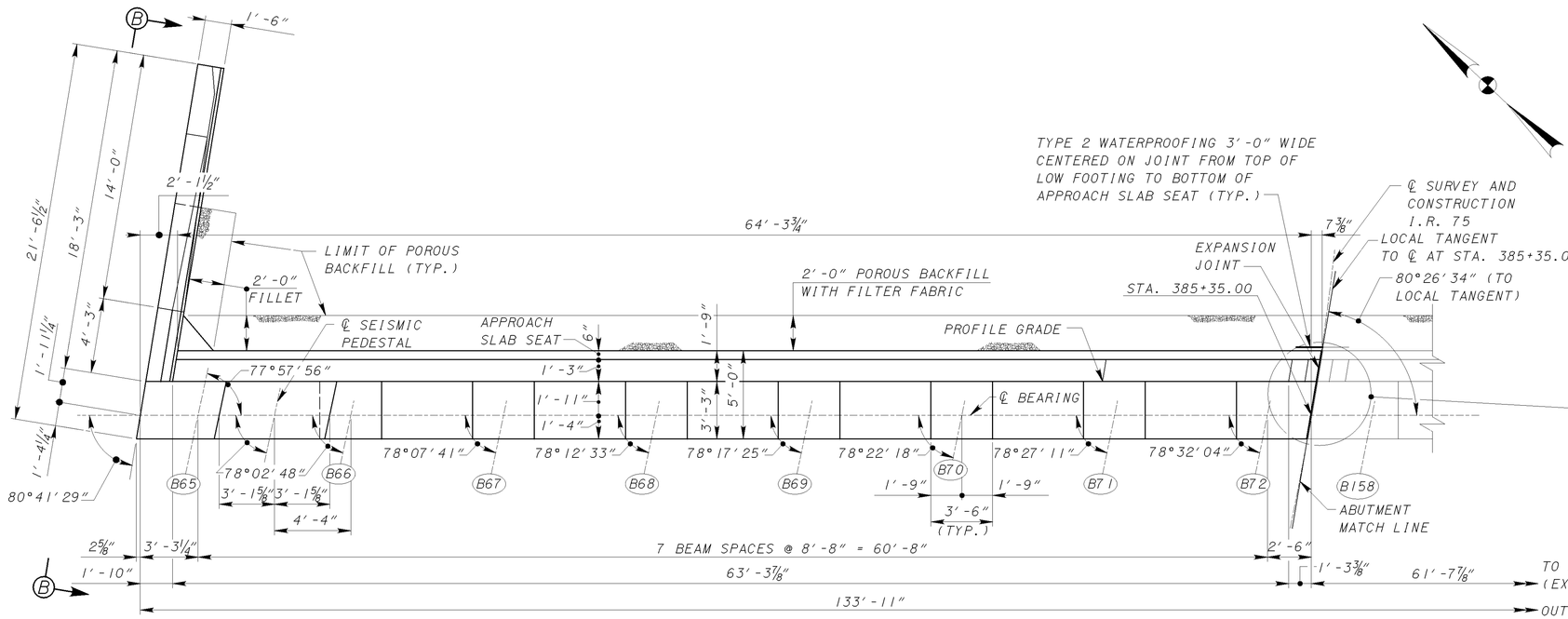
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75083

13|107

1422
1811

DATE: 3/13/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mo1TFsr03.dgn



PART - PLAN

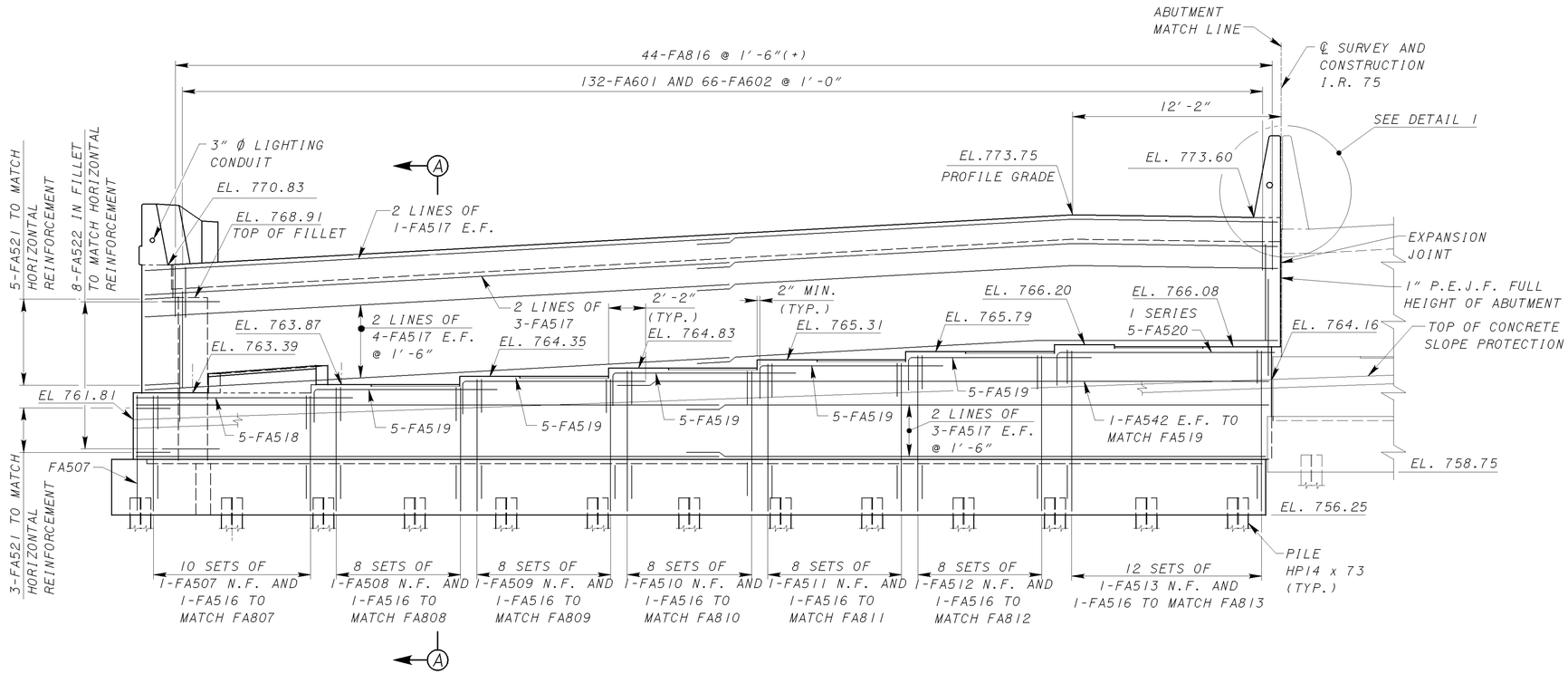
LEGEND:

- (BXX) = BEAM NUMBER
- E.F. = EACH FACE
- F.F. = FAR FACE
- N.F. = NEAR FACE
- TYP. = TYPICAL
- C.P.P. = CORRUGATED PLASTIC PIPE
- U.N.O. = UNLESS NOTED OTHERWISE
- P.E.J.F. = PREFORMED EXPANSION JOINT FILLER
- ◒ = WORK POINT

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	1'-11"
#6	3'-1"
#8	5'-1"

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. BRIDGE SEAT ELEVATIONS HAVE BEEN ADJUSTED UPWARD ⅛ INCH AT FORWARD ABUTMENT TO COMPENSATE FOR THE VERTICAL DEFORMATION OF THE BEARINGS.
3. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, AND LATERALLY TO THE LIMITS SHOWN IN THE ABUTMENT PLAN.
4. BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.
5. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
6. FOR CONTINUATION OF ABUTMENT, SEE SHEET 15/107.
7. FOR FOOTING PLAN AND SECTION A-A, SEE SHEET 16/107.
8. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 17/107.
9. FOR DETAIL 1, SEE SHEET 15/107.
10. FOR VIEW B-B, SEE SHEET 18/107.
11. FOR BEARING DETAILS, SEE SHEETS 90/107 AND 91/107.
12. FOR APPROACH SLAB DETAILS, SEE SHEETS 97/107 AND 98/107.
13. FOR REINFORCING STEEL LIST, SEE SHEET 99/107 AND 100/107.



PART - ELEVATION

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

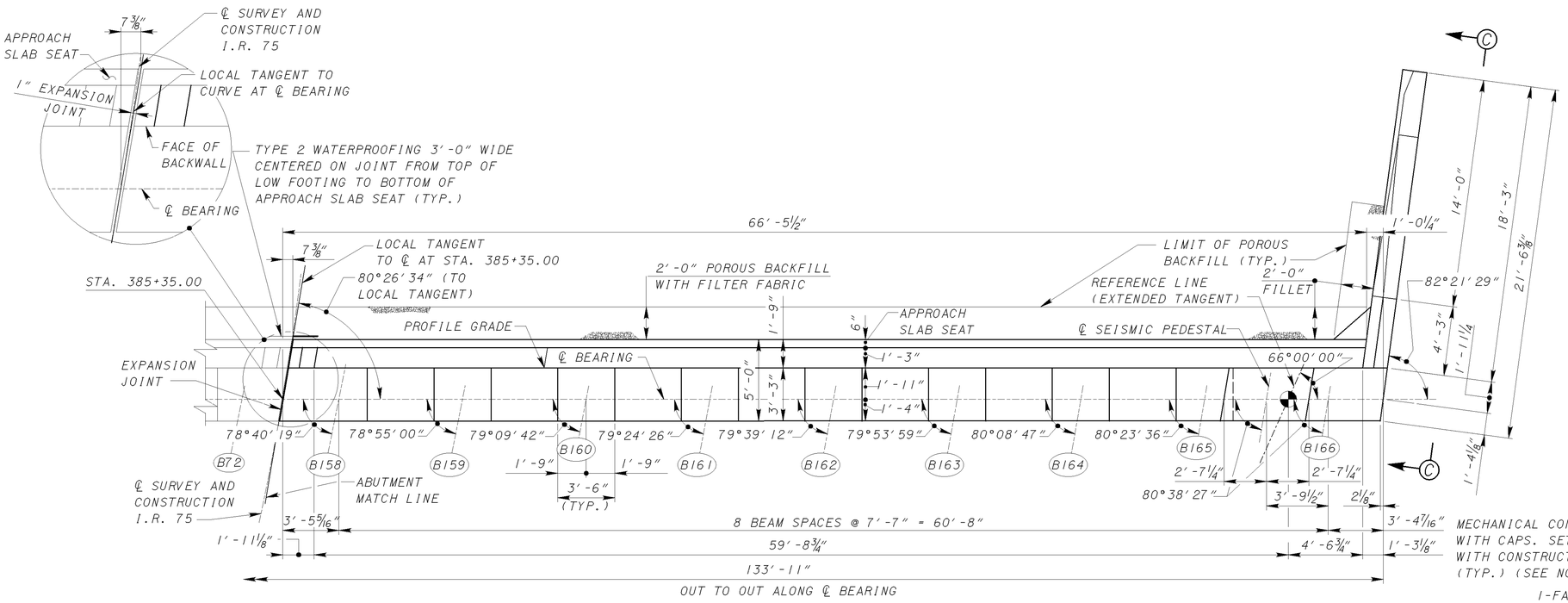
FORWARD ABUTMENT PLAN AND ELEVATION
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

14/107

1423
1811

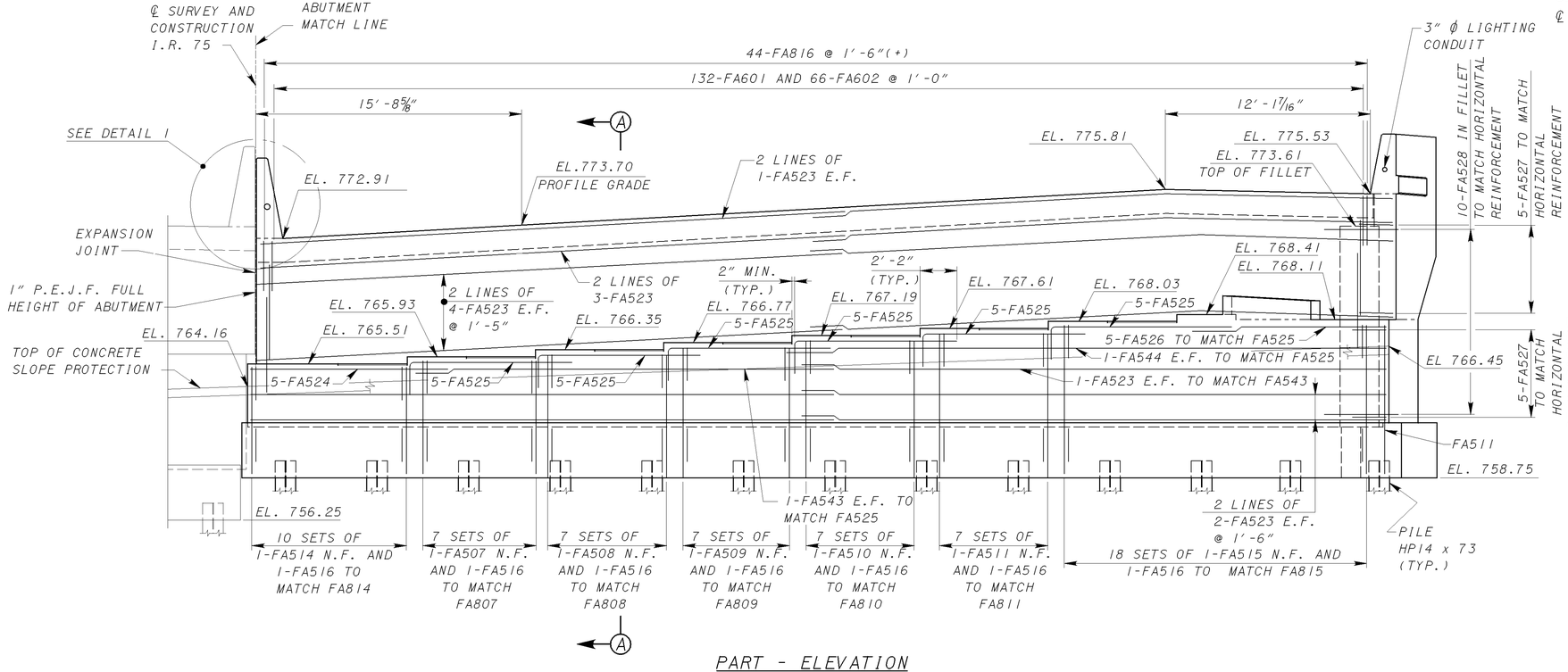
DATE: 3/13/2007 FILE: ga:\CL04\0003\Bridge\MainlineIR75\main_mot75fab.dgn



PART - PLAN

DETAIL I

(DIMENSIONS MEASURED ALONG FACE OF BACKWALL. LEFT AND RIGHT SIDE REINFORCING BARS ARE SIMILAR)



PART - ELEVATION

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR CONTINUATION OF ABUTMENT, SEE SHEET 14/107.
3. FOR TABLE OF LAP LENGTHS AND LEGEND, SEE SHEET 14/107.
4. FOR VIEW C-C, SEE SHEET 18/107.
5. FOR ADDITIONAL NOTES, SEE SHEET 14/107.
6. THE COST OF THE TEMPORARY CAPS (OR PLUGS) SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING, AS PER PLAN FOR PAYMENT.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

FORWARD ABUTMENT PLAN AND ELEVATION

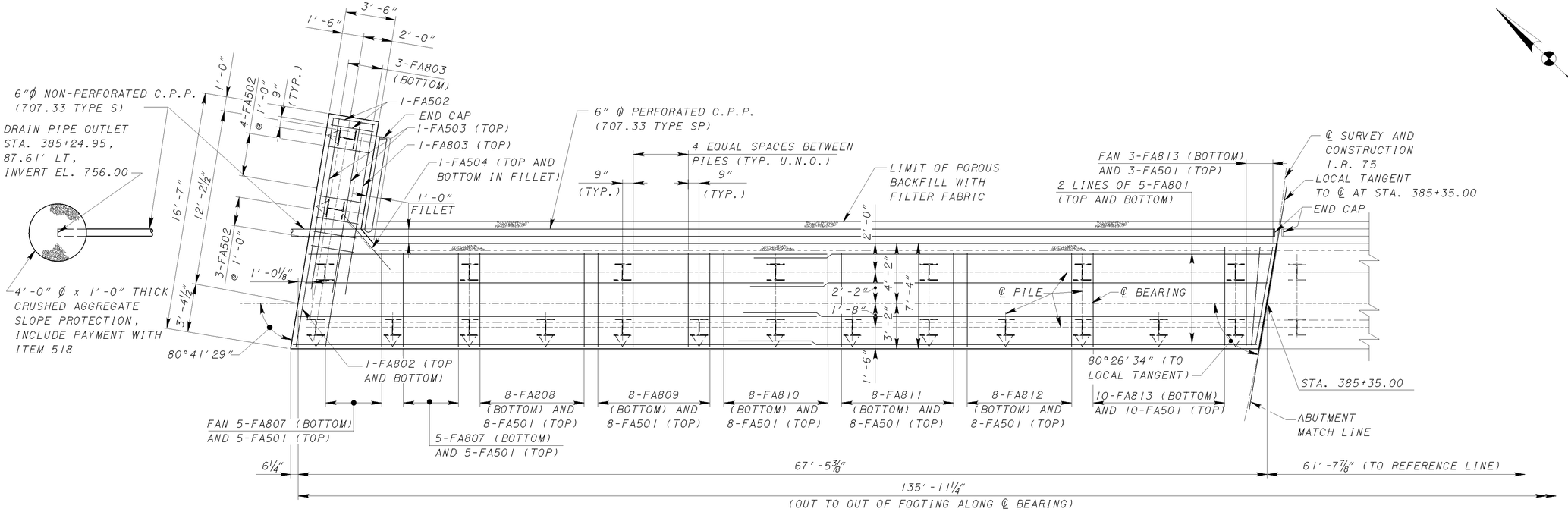
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

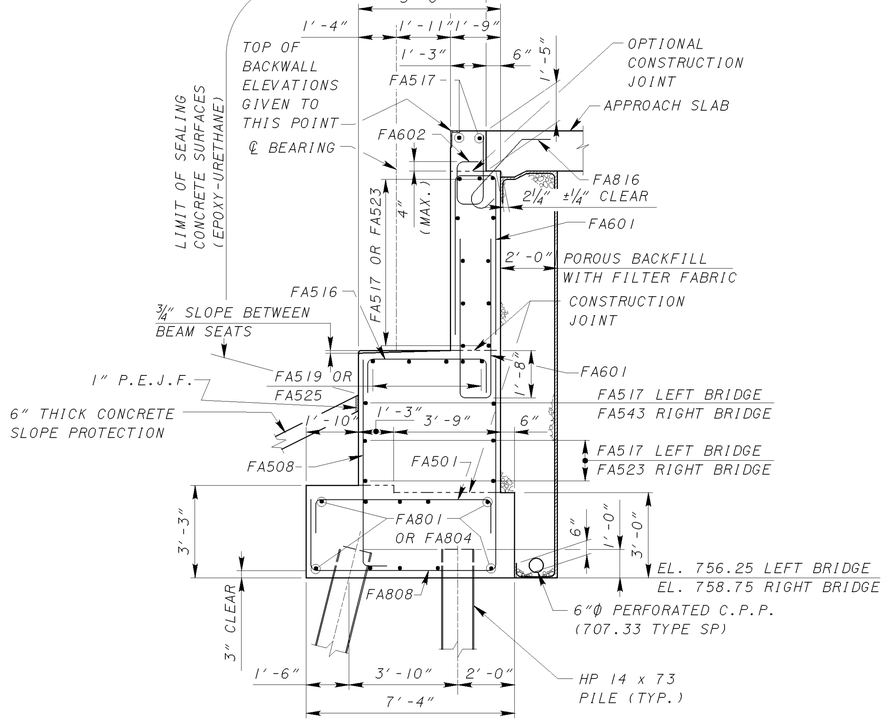
15/107

1424
1811

DATE: 3/13/2007 FILE: gn\CL04\0003\Bridge\MainlineIR75\main_mot175fa02.dgn



PART - FOOTING PLAN



SECTION A-A

NOTE:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE 1 CONSTRUCTION.
2. FOR NOTES SEE SHEET 14|107.
3. FOR CONTINUATION OF FOOTING, SEE SHEET 17|107.

LEGEND:

C.P.P. = CORRUGATED PLASTIC PIPE
U.N.O. = UNLESS NOTED OTHERWISE

INDICATES VERTICAL PILE

INDICATES BATTERED PILE

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

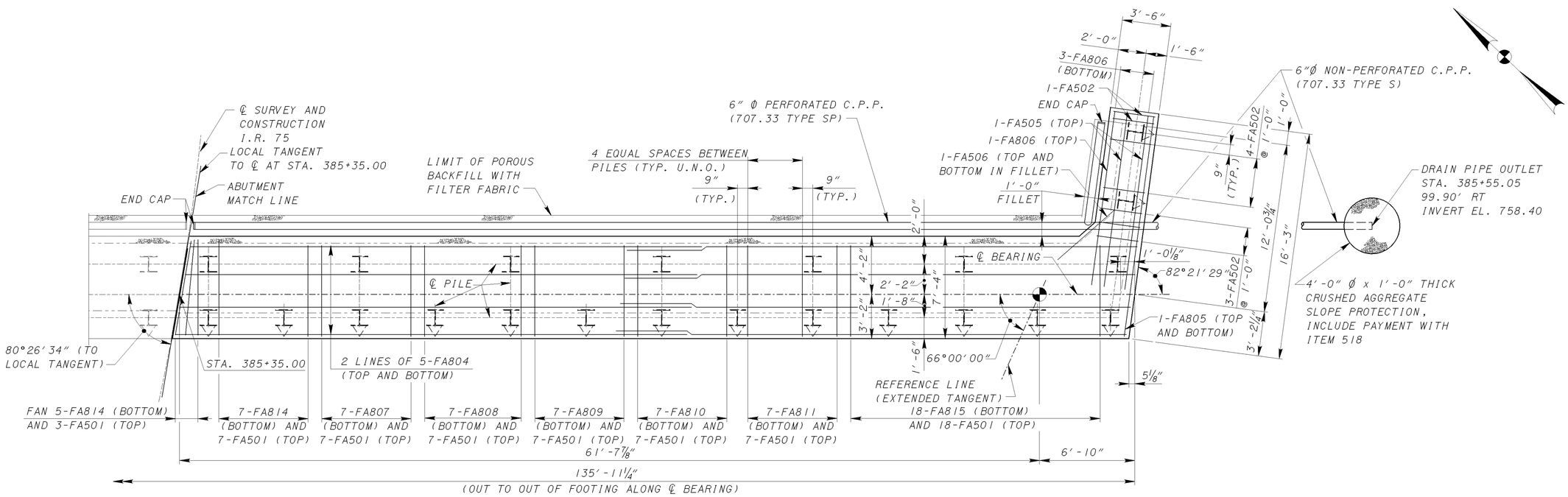
FORWARD ABUTMENT FOOTING PLAN AND SECTION A-A
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

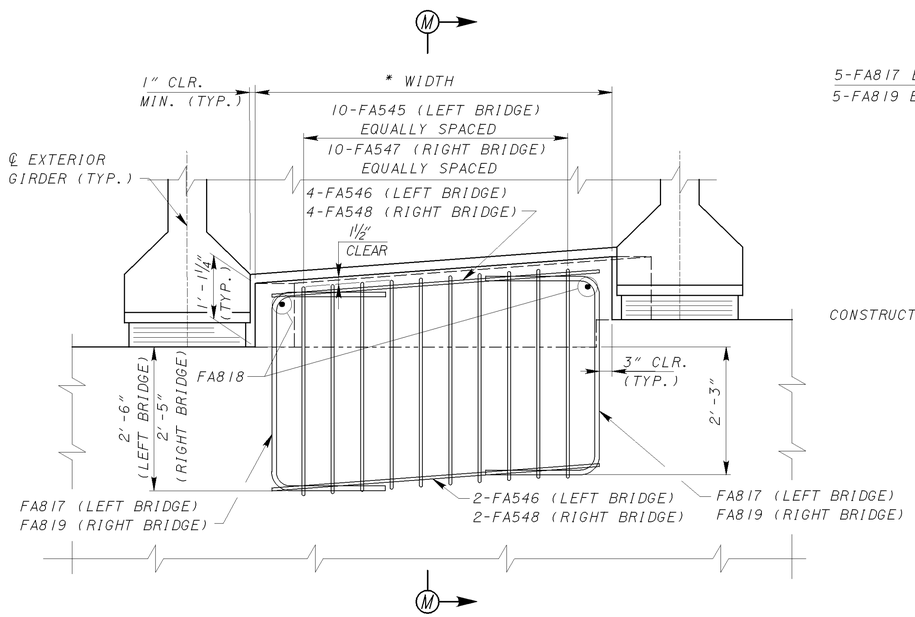
16|107

1425
1811

DATE: 3/13/2007 FILE: gr\CL04\0003\Bridge\Mainline\RTS\main_mot75fo03.dgn

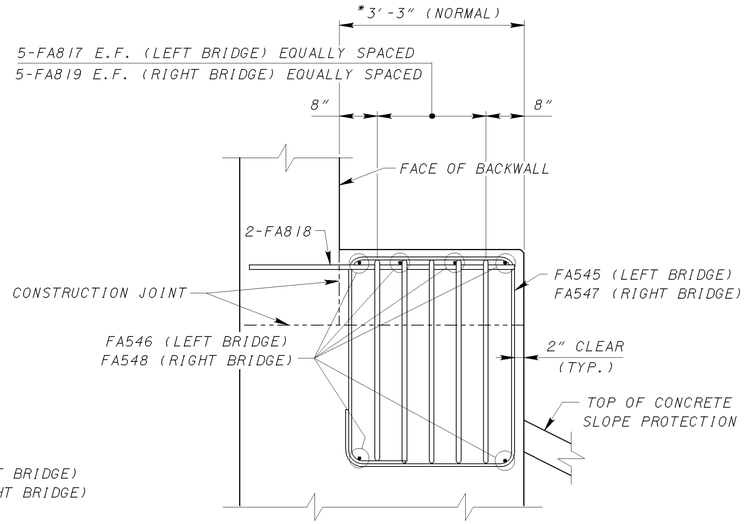


PART - FOOTING PLAN



FRONT VIEW OF SEISMIC PEDESTAL

THE WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE CENTERLINE OF BEARING. THE FA817 ,FA819, FA546 AND FA548 BARS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING. THE FA818 FA545 AND FA547 BARS SHALL BE PLACED PARALLEL TO THE BEAMS OR GIRDERS.



SECTION M-M

THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE FA817 OR FA819 BARS.

* - THE SURFACE OF THE BEAM SEAT IN THIS AREA SHALL BE FINISHED WITH A SERRATED TROWEL. THE SERRATIONS SHALL BE 1/4" DEEP MINIMUM.

NOTE:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR CONTINUATION OF FOOTING, SEE SHEET 16|107.
3. FOR NOTES SEE SHEET 14|107.
4. FOR TABLE OF LAP LENGTHS, SEE SHEET 14|107.

LEGEND:

TYP. = TYPICAL
E.F. = EACH FACE
C.P.P. = CORRUGATED PLASTIC PIPE
U.N.O. = UNLESS NOTED OTHERWISE

INDICATES VERTICAL PILE

INDICATES BATTERED PILE

INDICATES WORK POINT

DATE: 3/13/2007 FILE: gx\CL04\0003-Bridge\Mainline\R75\main_mor175fa04.dgn

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

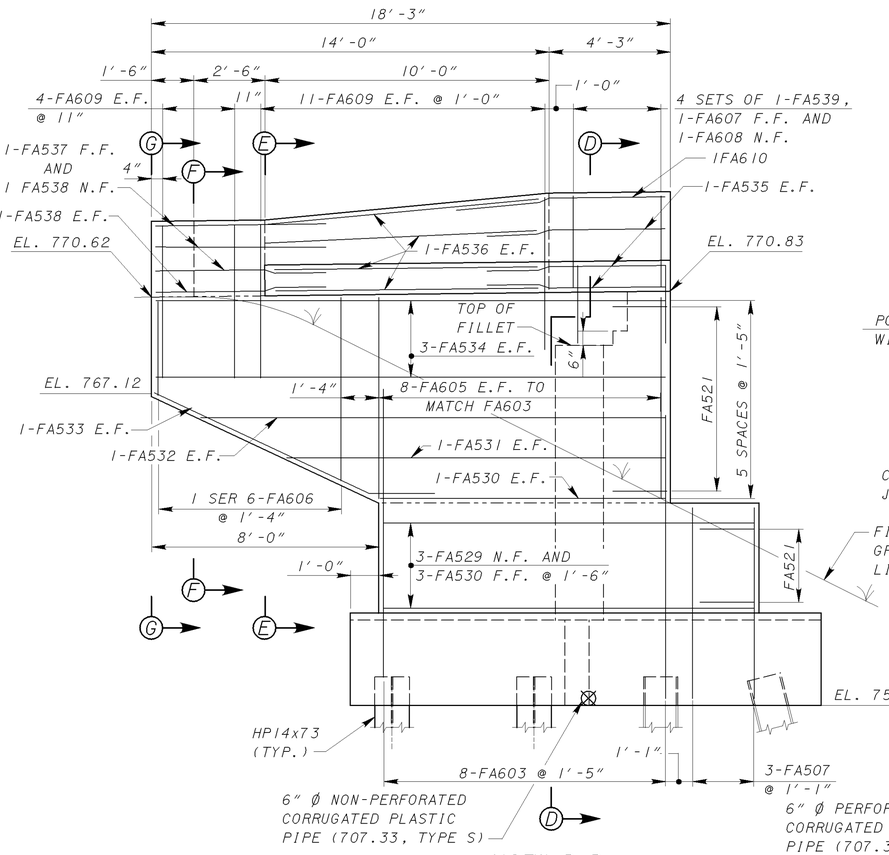
DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

FORWARD ABUTMENT FOOTING PLAN AND SEISMIC PEDESTAL
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

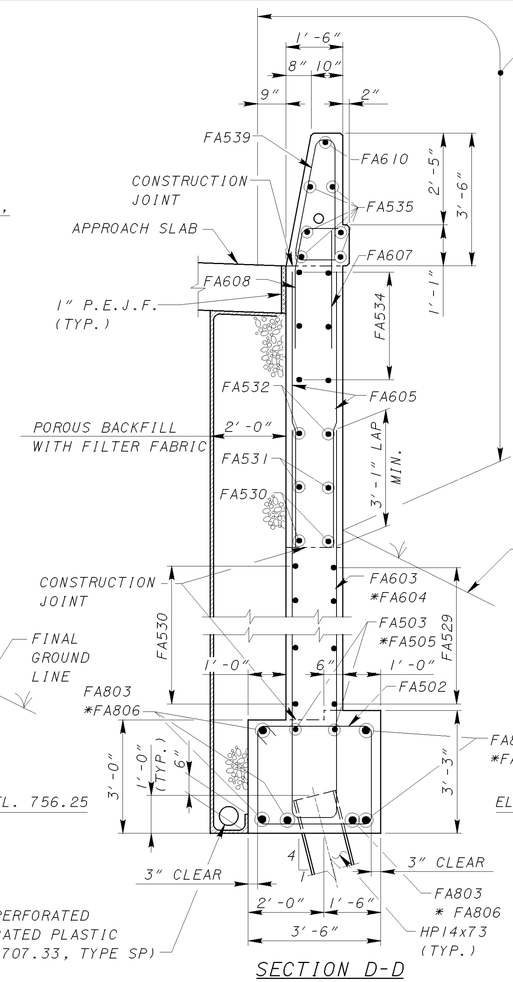
MOT-75-13.11
PID 75927

17|107

1426
1811



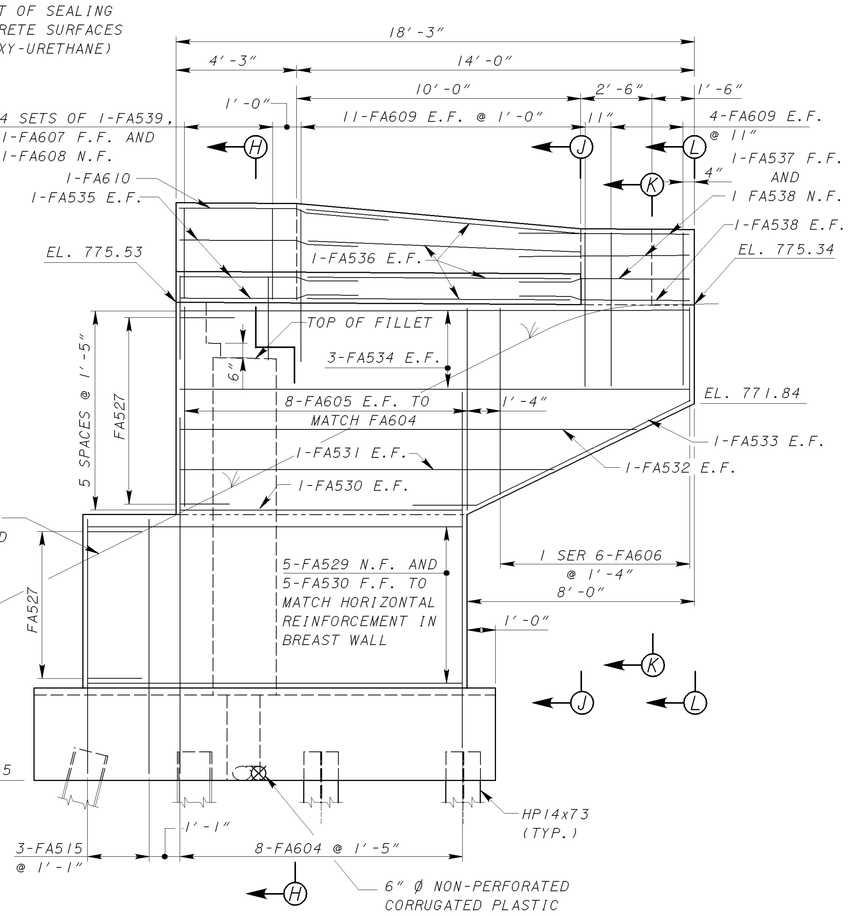
VIEW B-B



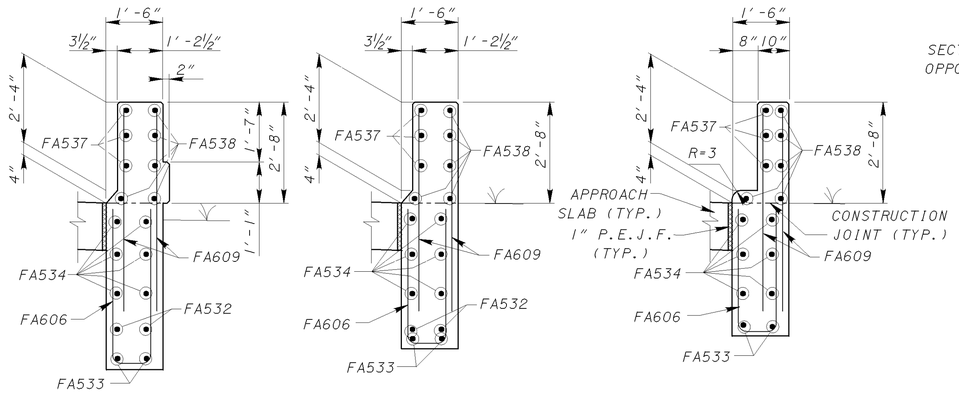
SECTION D-D

SECTION H-H

SECTION D-D SHOWN
SECTION H-H SIMILAR EXCEPT OPPOSITE HAND AND AS NOTED.
* SECTION H-H



VIEW C-C



SECTION E-E

SECTION J-J

SECTION E-E SHOWN
SECTION J-J SIMILAR EXCEPT OPPOSITE HAND

SECTION F-F

SECTION K-K

SECTION F-F SHOWN
SECTION K-K SIMILAR EXCEPT OPPOSITE HAND

SECTION G-G

SECTION L-L

SECTION G-G SHOWN
SECTION L-L SIMILAR EXCEPT OPPOSITE HAND

NOTES:

1. FOR ABUTMENT DETAILS SEE SHEETS 14|107 AND 15|107.
2. FOR ADDITIONAL NOTES, SEE SHEET 14|107.
3. FOR TABLE OF LAP LENGTHS, SEE SHEET 14|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

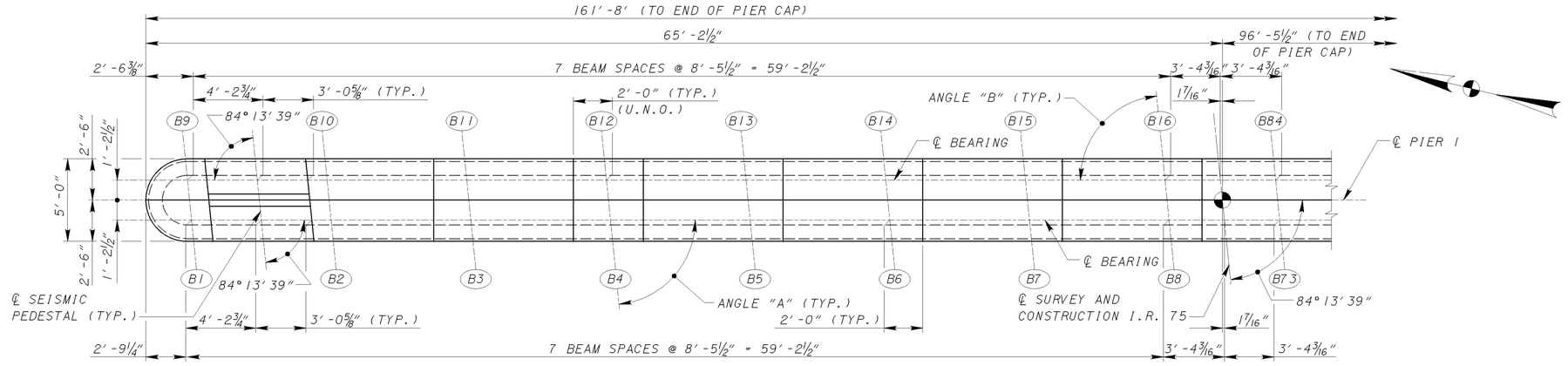
FORWARD ABUTMENT WINGWALL DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

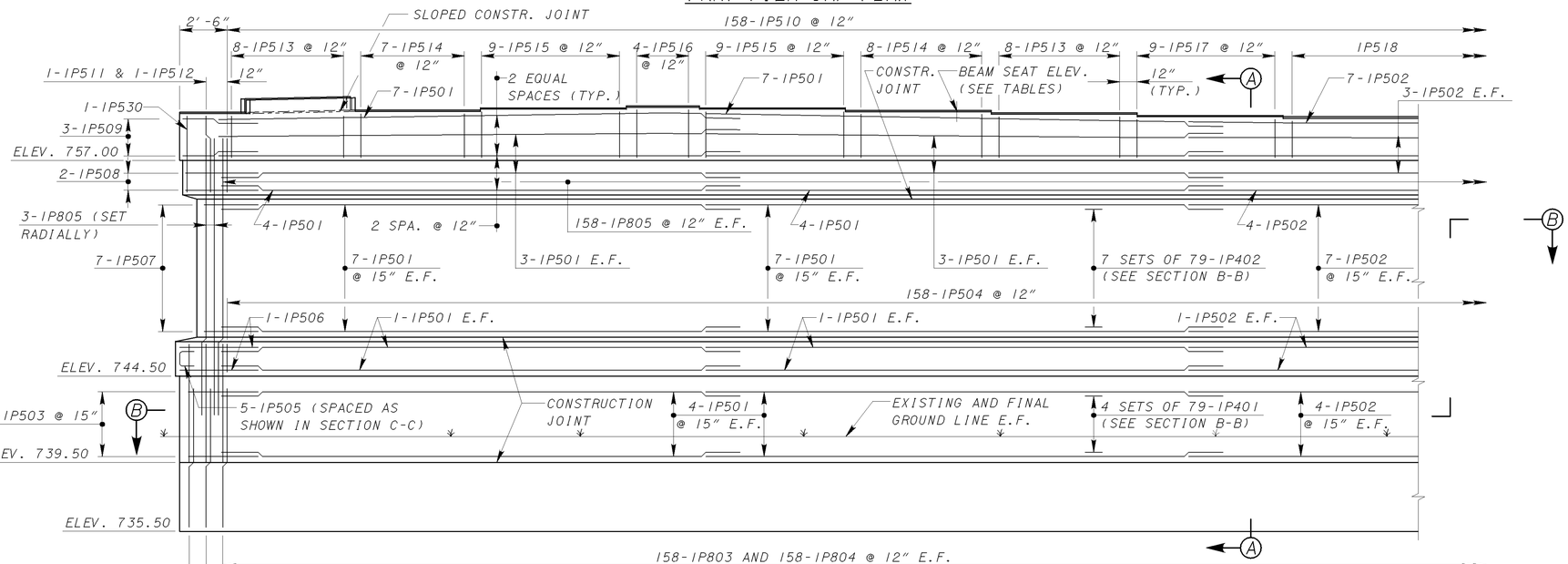
18|107

1427
1811

DATE: 3/13/2007 FILE: ga\VL04\0003\Bridge\Mainline\R75\main_mot75fa05.dgn

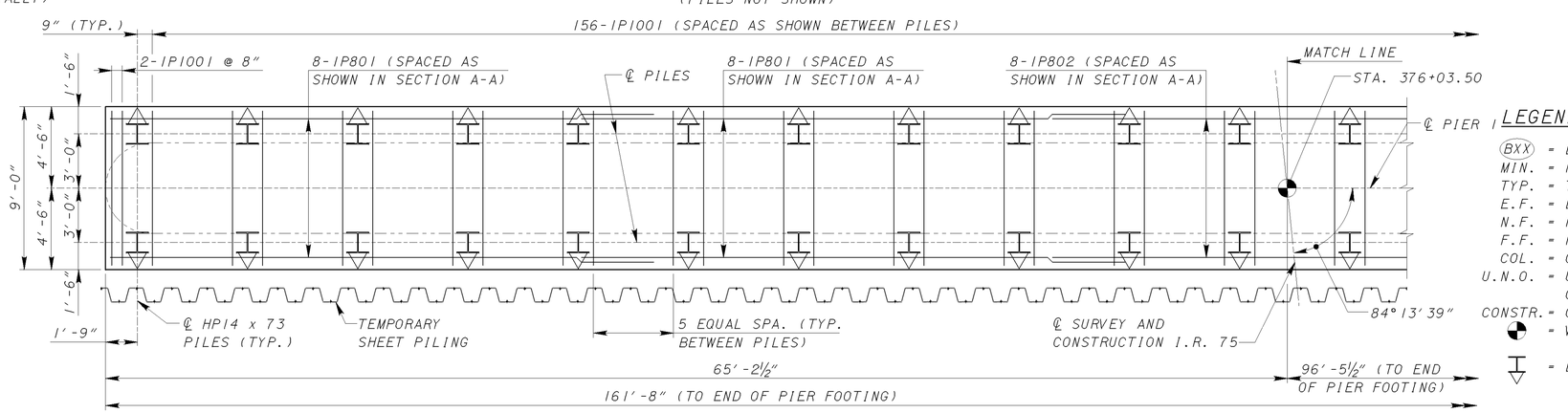


PART PIER CAP PLAN



PART ELEVATION

(PILES NOT SHOWN)



PART FOOTING PLAN

(IP803 BARS NOT SHOWN)

ANGLE "A"	
BEAM	ANGLE
B1	84°13'39"
B2	84°13'39"
B3	84°13'39"
B4	84°13'39"
B5	84°13'39"
B6	84°13'39"
B7	84°13'39"
B8	84°13'39"
B73	84°13'39"
B74	84°04'24"
B75	83°55'09"
B76	83°45'54"
B77	83°36'40"
B78	83°27'27"
B79	83°18'13"
B80	83°09'00"
B81	82°59'47"
B82	82°50'35"
B83	82°41'18"

ANGLE "B"	
BEAM	ANGLE
B9	84°13'39"
B10	84°13'39"
B11	84°13'39"
B12	84°13'39"
B13	84°13'39"
B14	84°13'39"
B15	84°13'39"
B16	84°13'39"
B84	84°13'39"
B85	84°03'33"
B86	83°53'39"
B87	83°43'58"
B88	83°34'28"
B89	83°25'09"
B90	83°16'01"
B91	83°07'04"
B92	82°58'17"
B93	82°49'40"
B94	82°41'18"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B1	759.71
B2	759.84
B3	759.96
B4	760.08
B5	759.96
B6	759.82
B7	759.67
B8	759.52
B73	759.42
B74	759.56
B75	759.69
B76	759.82
B77	759.95
B78	759.79
B79	759.63
B80	759.48
B81	759.32
B82	759.16
B83	759.00

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B9	759.78
B10	759.90
B11	760.02
B12	760.15
B13	760.03
B14	759.88
B15	759.74
B16	759.59
B84	759.52
B85	759.65
B86	759.78
B87	759.91
B88	760.04
B89	759.89
B90	759.73
B91	759.57
B92	759.42
B93	759.26
B94	759.10

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"

LEGEND:

- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- TYP. = TYPICAL
- E.F. = EACH FACE
- N.F. = NEAR FACE
- F.F. = FAR FACE
- COL. = COLUMN
- U.N.O. = UNLESS NOTED OTHERWISE
- CONSTR. = CONSTRUCTION
- = WORK POINT
- = BATTERED PILE

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE 2 CONSTRUCTION.
2. FOR RIGHT SIDE OF PIER 1, SEE SHEET 20/107.
3. FOR SPACING OF PILES, SEE SHEET 7/107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
5. FOR SECTION A-A THROUGH SECTION C-C, SEE SHEET 35/107.
6. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37/107.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEET 100/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06

CHECKED	REVISED	STRUCTURE FILE NUMBER
GHD		5708389

PIER I DETAILS

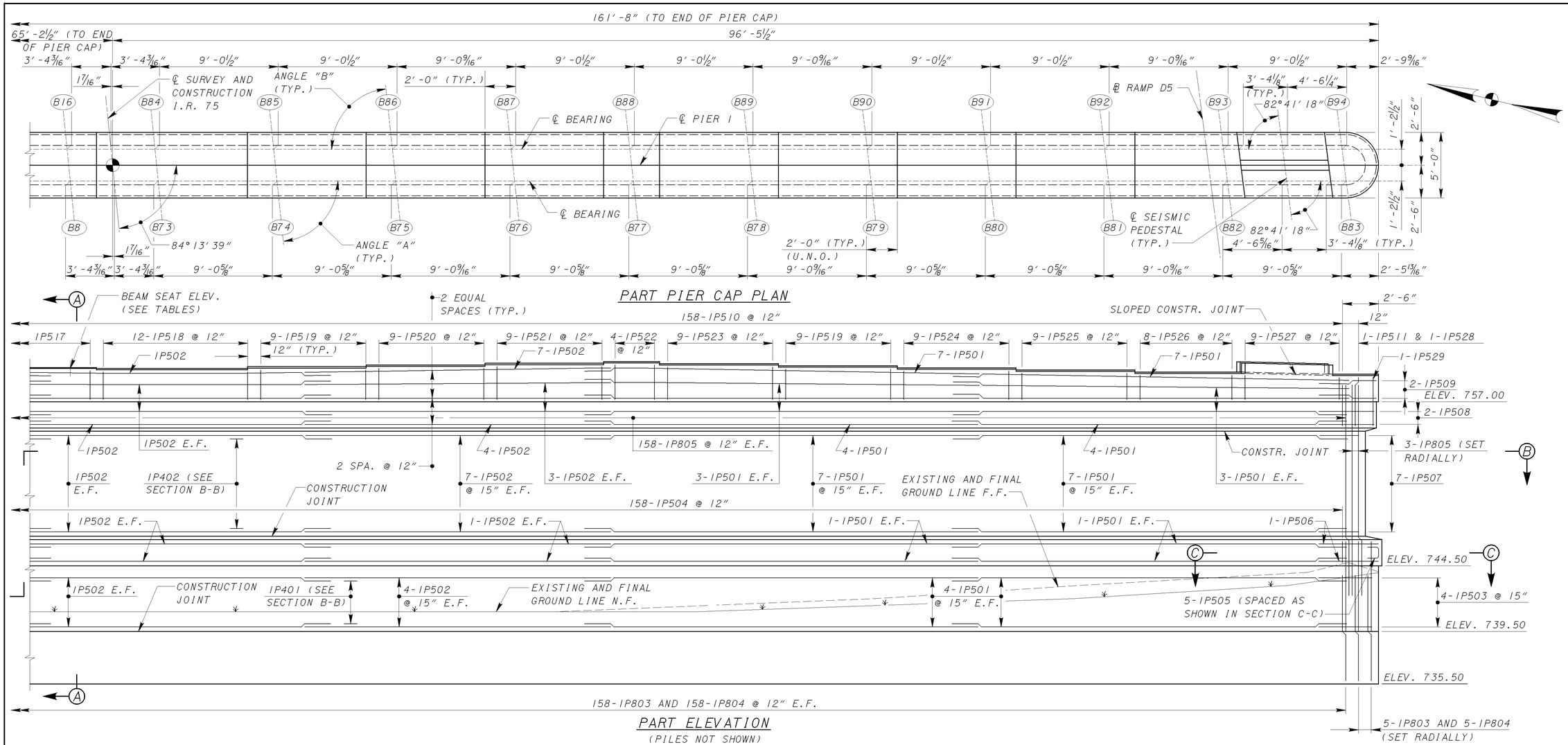
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

19/107

1428/1811

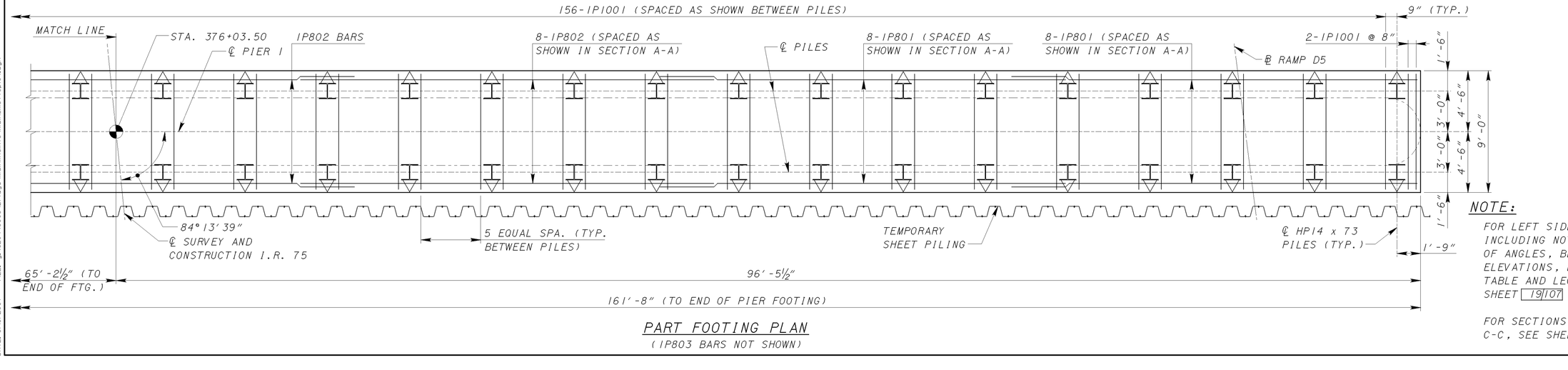
DATE: 3/13/2007 FILE: gr:\CL04\0003-Bridge\Mainline\R75\main_mor175p103.dgn



PART PIER CAP PLAN

PART ELEVATION

(PILES NOT SHOWN)



PART FOOTING PLAN

(IP803 BARS NOT SHOWN)

NOTE:

FOR LEFT SIDE OF PIER I INCLUDING NOTES, TABLES OF ANGLES, BEAM SEAT ELEVATIONS, LAP LENGTH TABLE AND LEGEND, SEE SHEET 19|107 .

FOR SECTIONS A-A THRU C-C, SEE SHEET 35|107 .

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

PIER I DETAILS

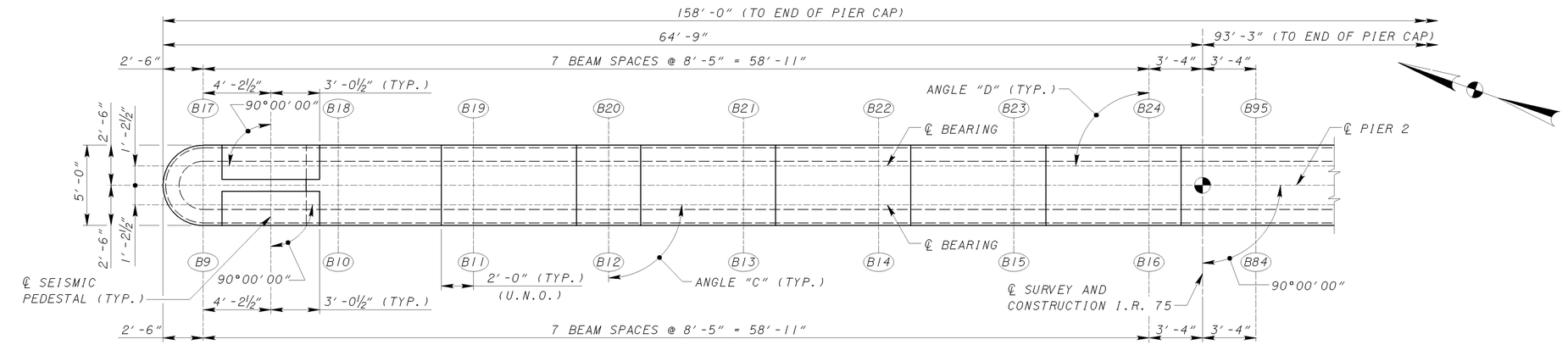
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

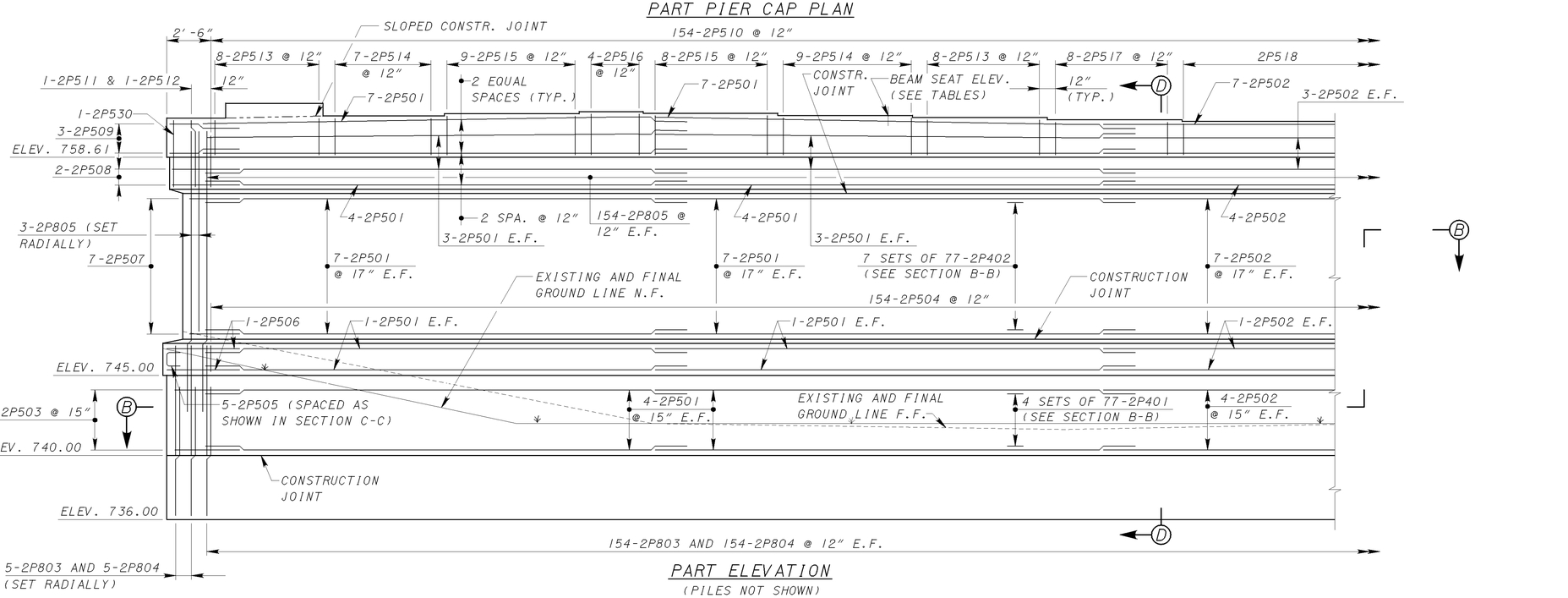
20|107

1429
1811

DATE: 3/13/2007 FILE: gs:\CL04\0003\Bridge\MainlineRF75\main_mot+75pi104.dgn

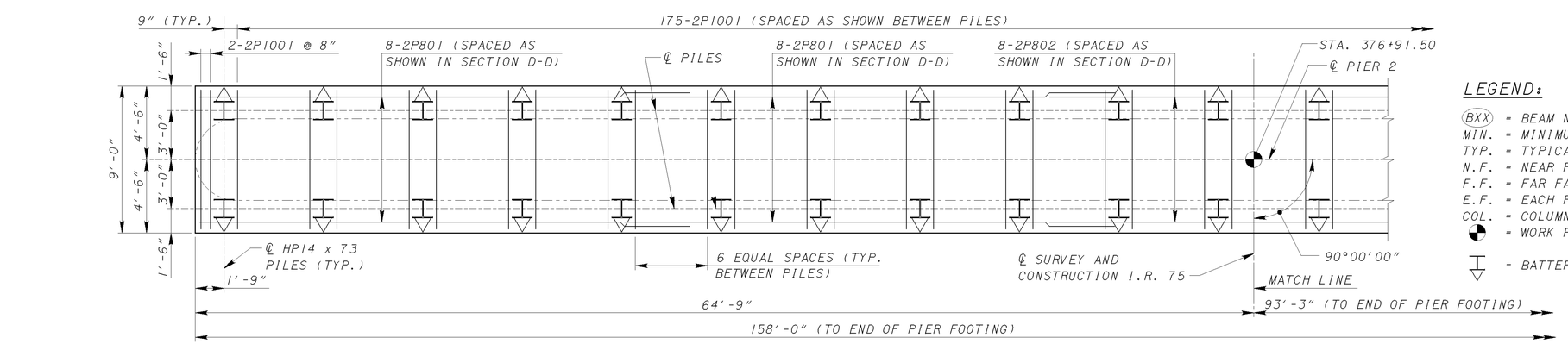


PART PIER CAP PLAN



PART ELEVATION

(PILES NOT SHOWN)



PART FOOTING PLAN

(2P803 BARS NOT SHOWN)

ANGLE "C"	
BEAM	ANGLE
B9	90°00'00"
B10	90°00'00"
B11	90°00'00"
B12	90°00'00"
B13	90°00'00"
B14	90°00'00"
B15	90°00'00"
B16	90°00'00"
B84	90°00'00"
B85	89°49'54"
B86	89°40'01"
B87	89°30'19"
B88	89°20'49"
B89	89°11'30"
B90	89°02'23"
B91	88°53'25"
B92	88°44'38"
B93	88°36'01"
B94	88°27'40"

ANGLE "D"	
BEAM	ANGLE
B17	90°00'00"
B18	90°00'00"
B19	90°00'00"
B20	90°00'00"
B21	90°00'00"
B22	90°00'00"
B23	90°00'00"
B24	90°00'00"
B95	90°00'00"
B96	89°47'02"
B97	89°35'11"
B98	89°24'19"
B99	89°14'18"
B100	89°05'03"
B101	88°56'29"
B102	88°48'31"
B103	88°41'05"
B104	88°34'09"
B105	88°27'40"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B9	761.06
B10	761.19
B11	761.33
B12	761.46
B13	761.36
B14	761.22
B15	761.09
B16	760.95
B84	760.85
B85	760.99
B86	761.13
B87	761.27
B88	761.41
B89	761.31
B90	761.17
B91	761.03
B92	760.89
B93	760.75
B94	760.61

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B17	761.06
B18	761.19
B19	761.33
B20	761.46
B21	761.36
B22	761.22
B23	761.09
B24	760.95
B95	760.85
B96	760.99
B97	761.13
B98	761.27
B99	761.41
B100	761.31
B101	761.17
B102	761.03
B103	760.89
B104	760.75
B105	760.61

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"

LEGEND:

- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- TYP. = TYPICAL
- N.F. = NEAR FACE
- F.F. = FAR FACE
- E.F. = EACH FACE
- COL. = COLUMN
- = WORK POINT
- = BATTERED PILE

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE 2 CONSTRUCTION.
2. FOR RIGHT SIDE OF PIER 2, SEE SHEET 22/107.
3. FOR SPACING OF PILES AND TEMPORARY SHEET PILING, SEE SHEET 7/107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
5. FOR SECTION B-B, SECTION C-C AND SECTION D-D SEE SHEET 35/107.
6. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37/107.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEET 101/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06

CHECKED GHD
REVISED
STRUCTURE FILE NUMBER 5708389

PIER 2 DETAILS

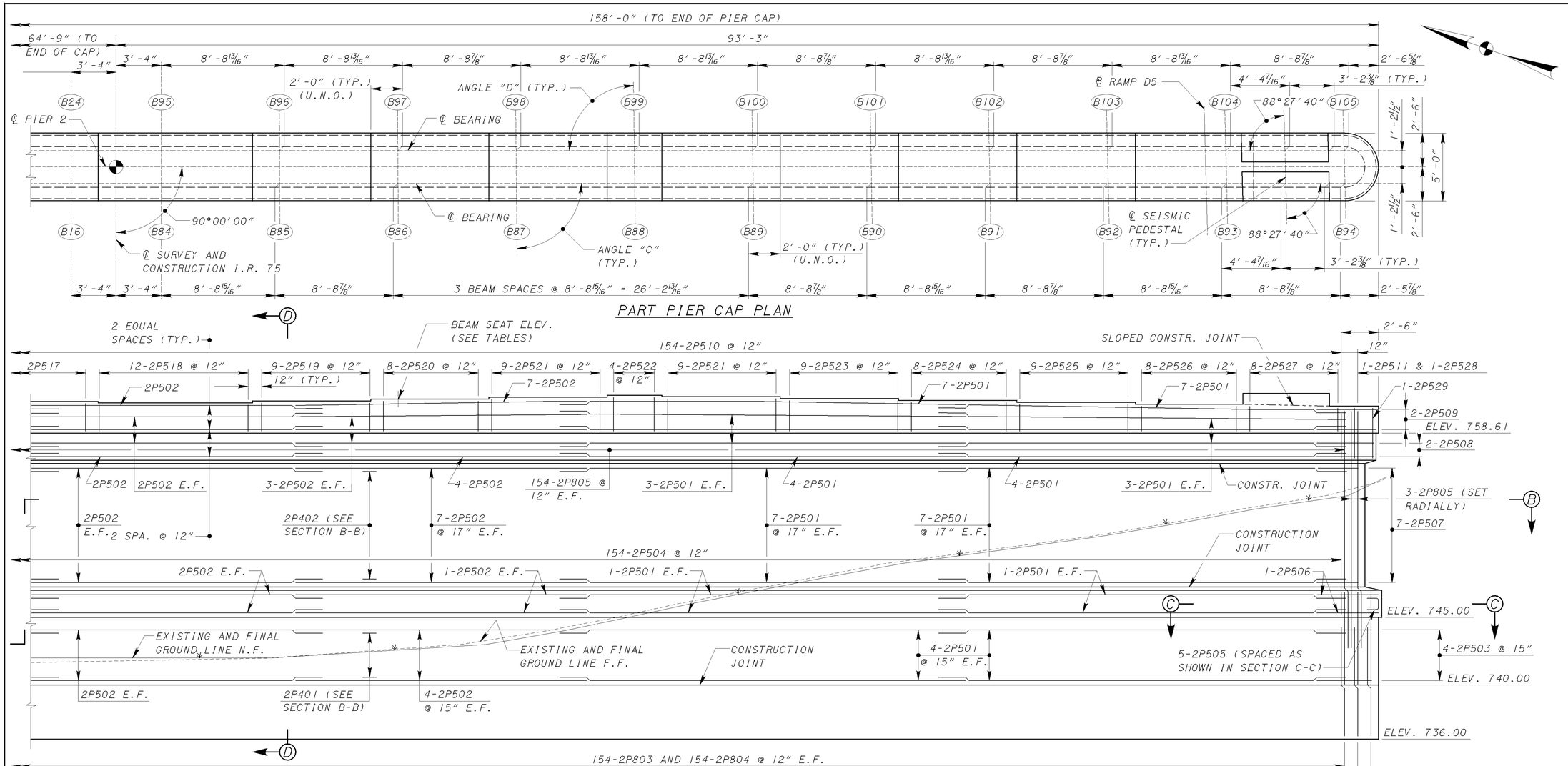
BRIDGE NO. MOT-75-1367
I-R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

21/107

1430
1811

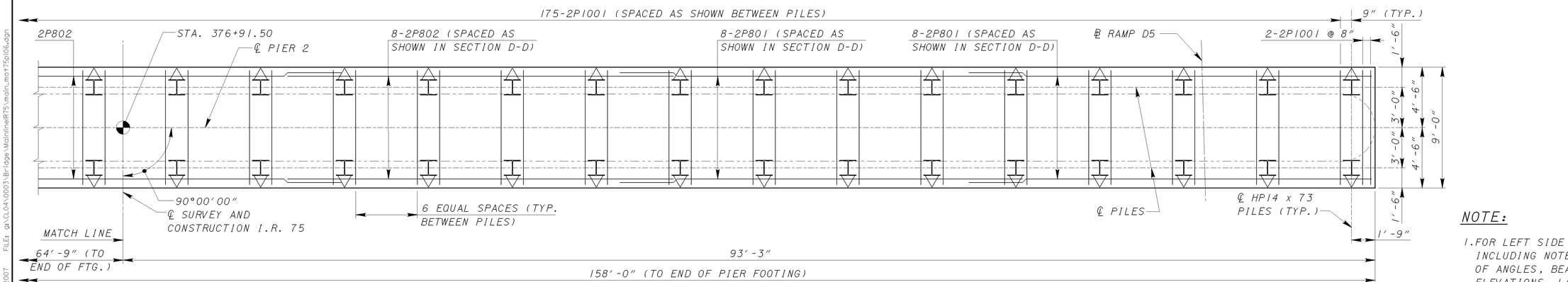
DATE: 3/13/2007 FILE: gr\CL04\0003\Bridge\Mainline\R75\main_mor175p105.dgn



PART PIER CAP PLAN

PART ELEVATION

(PILES NOT SHOWN)



PART FOOTING PLAN

(2P803 BARS NOT SHOWN)

NOTE:

1. FOR LEFT SIDE OF PIER 2 INCLUDING NOTES, TABLES OF ANGLES, BEAM SEAT ELEVATIONS, LAP LENGTH TABLE AND LEGEND, SEE SHEET 21/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

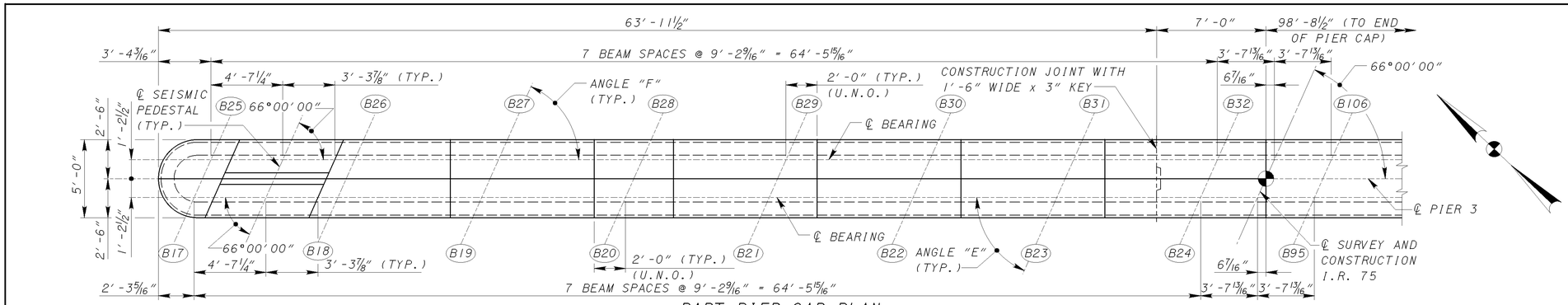
PIER 2 DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

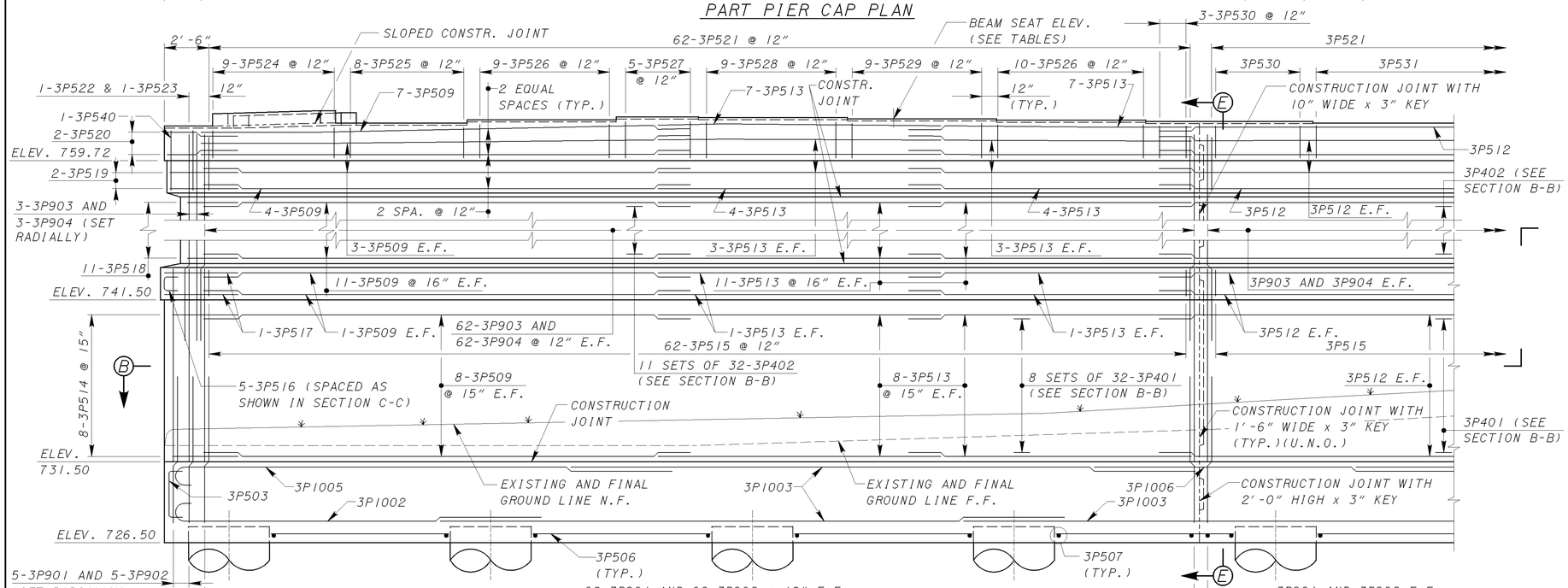
22/107

1431
1811

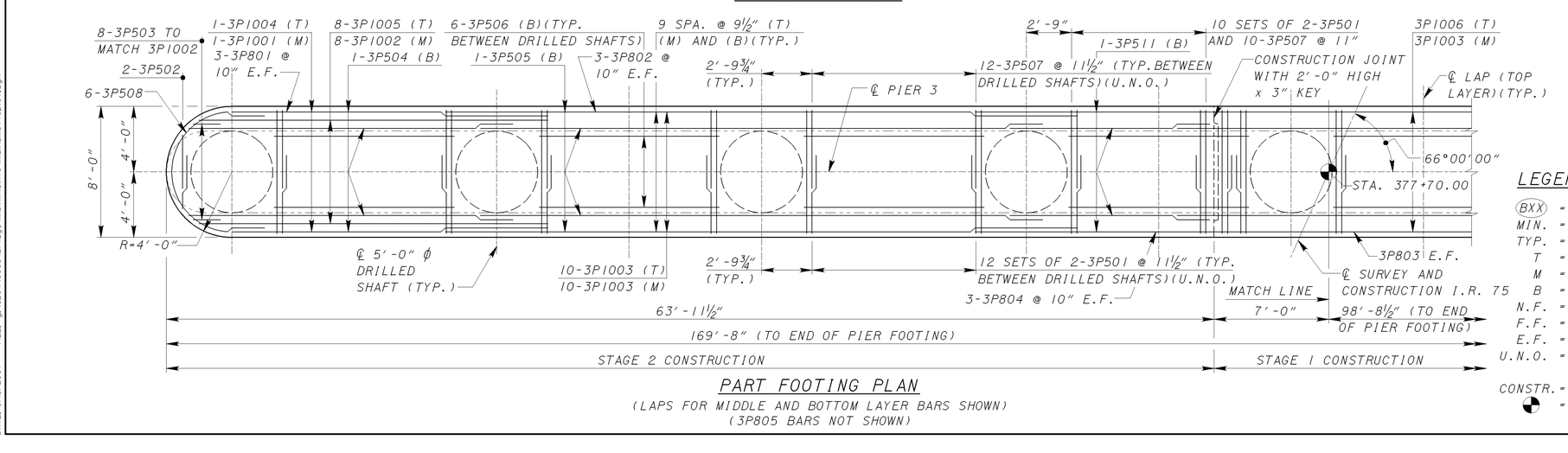
DATE: 3/15/2007 FILE: gr\CL04.0003.Bridge\Mainline\R75\main_mot75p106.dgn



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

(LAPS FOR MIDDLE AND BOTTOM LAYER BARS SHOWN)
(3P805 BARS NOT SHOWN)

ANGLE "E"	
BEAM	ANGLE
B17	66°00'00"
B18	66°00'00"
B19	66°00'00"
B20	66°00'00"
B21	66°00'00"
B22	66°00'00"
B23	66°00'00"
B24	66°00'00"
B95	66°00'00"
B96	66°12'58"
B97	66°24'49"
B98	66°35'41"
B99	66°45'42"
B100	66°54'57"
B101	67°03'31"
B102	67°11'29"
B103	67°18'55"
B104	67°25'51"
B105	67°32'20"

ANGLE "F"	
BEAM	ANGLE
B25	66°00'00"
B26	66°00'00"
B27	66°00'00"
B28	66°00'00"
B29	66°00'00"
B30	66°00'00"
B31	66°00'00"
B32	66°00'00"
B106	66°00'00"
B107	66°09'08"
B108	66°18'18"
B109	66°27'29"
B110	66°36'41"
B111	66°45'54"
B112	66°55'09"
B113	67°04'25"
B114	67°13'42"
B115	67°23'00"
B116	67°32'20"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B17	761.85
B18	762.04
B19	762.23
B20	762.42
B21	762.38
B22	762.30
B23	762.22
B24	762.14
B95	762.04
B96	762.23
B97	762.43
B98	762.62
B99	762.81
B100	762.81
B101	762.73
B102	762.66
B103	762.58
B104	762.50
B105	762.42

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25	761.72
B26	761.91
B27	762.10
B28	762.29
B29	762.25
B30	762.17
B31	762.09
B32	762.01
B106	762.04
B107	762.23
B108	762.43
B109	762.62
B110	762.81
B111	762.81
B112	762.73
B113	762.66
B114	762.58
B115	762.50
B116	762.42

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#9	5'-0"
#10	6'-3"

NOTES:

1. ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
2. FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET 10/107.
3. FOR RIGHT SIDE OF PIER 3, SEE SHEET 24/107.
4. FOR SPACING OF DRILLED SHAFTS, SEE SHEET 7/107.
5. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
6. FOR SECTION B-B, C-C AND E-E, SEE SHEET 35/107.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37/107.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 101/107 AND 102/107.

LEGEND:

(BXX)	= BEAM NUMBER
MIN.	= MINIMUM
TYP.	= TYPICAL
T	= TOP LAYER
M	= MIDDLE LAYER
B	= BOTTOM LAYER
N.F.	= NEAR FACE
F.F.	= FAR FACE
E.F.	= EACH FACE
U.N.O.	= UNLESS NOTED OTHERWISE
CONSTR.	= CONSTRUCTION
	= WORK POINT

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN JLV | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

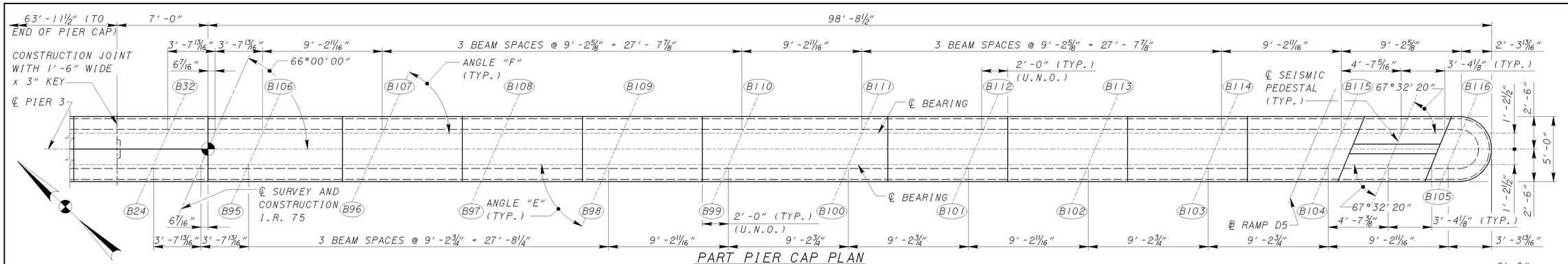
PIER 3 DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

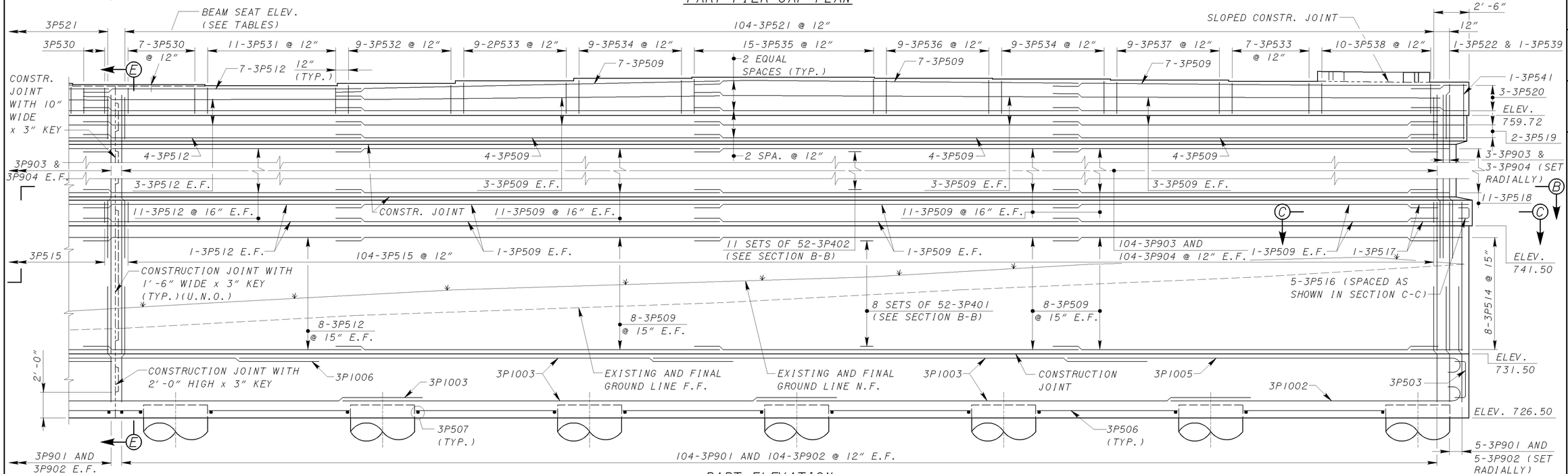
23/107

1432
1811

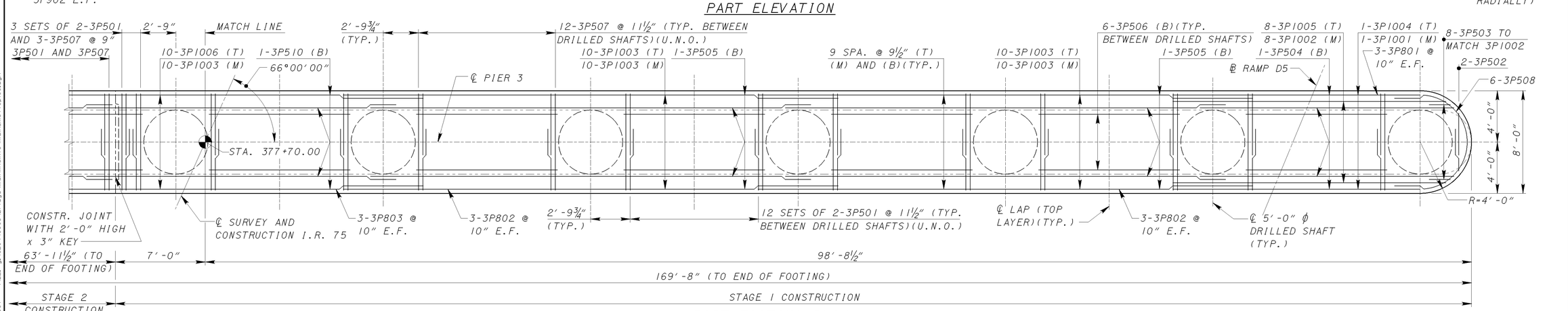
DATE: 3/13/2007 FILE: gs\CL04\0003\Bridge\MainlineRFS\main_mot75p107.dgn



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

(LAPS FOR MIDDLE AND BOTTOM LAYER BARS SHOWN)
(3P805 BARS NOT SHOWN)

NOTE: 1. FOR LEFT SIDE OF PIER 3 INCLUDING NOTES, TABLES OF ANGLES BEAM SEAT ELEVATIONS, LAP LENGTH TABLE AND LEGEND, SEE SHEET 23|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

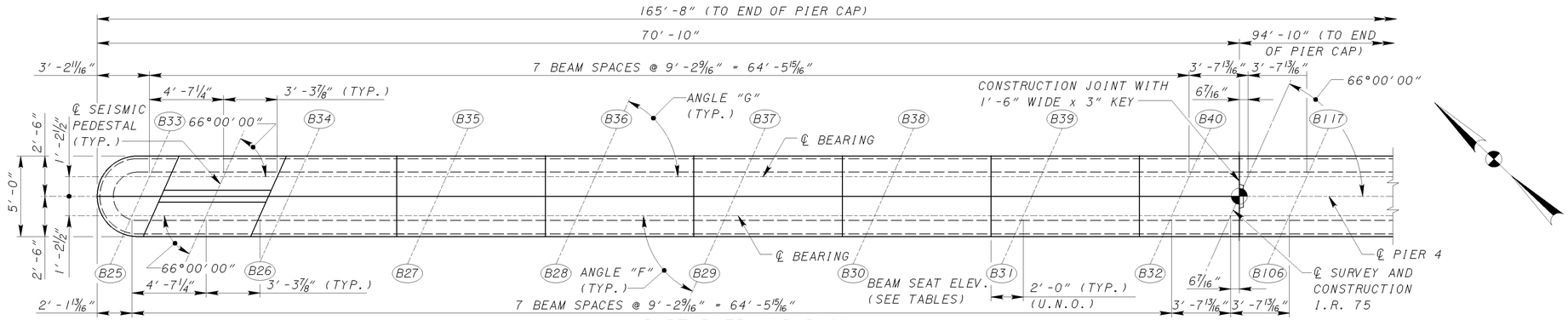
PIER 3 DETAILS
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

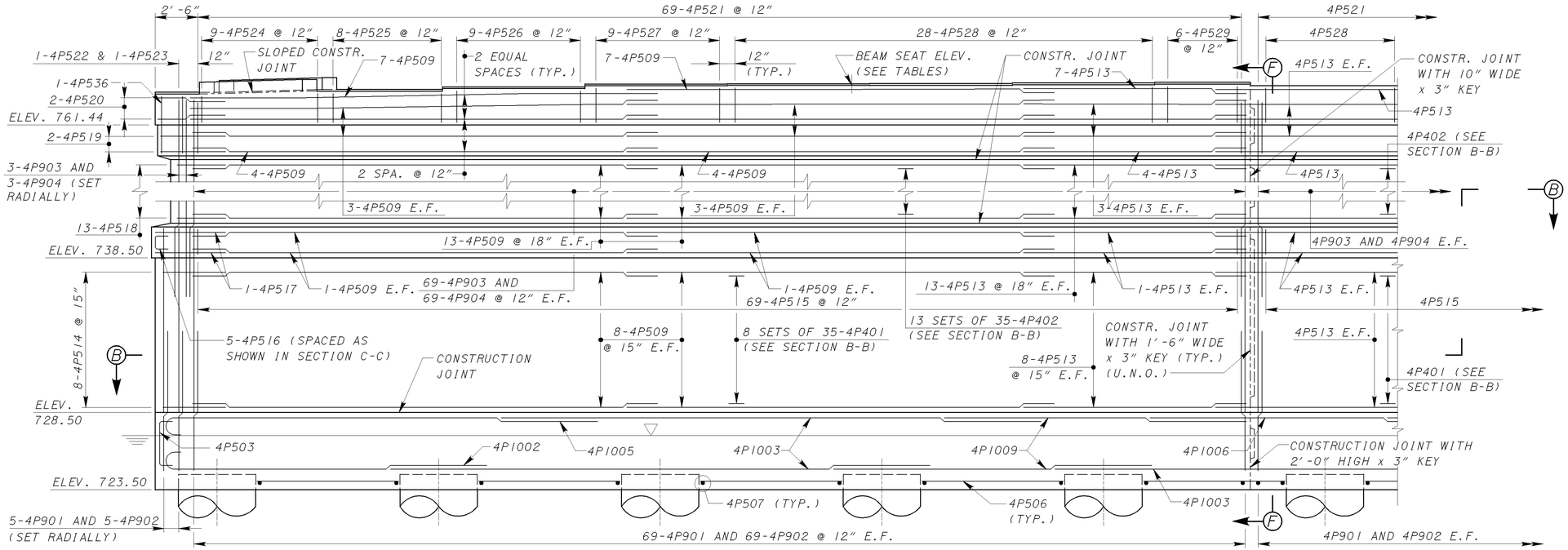
24|107

1433
1811

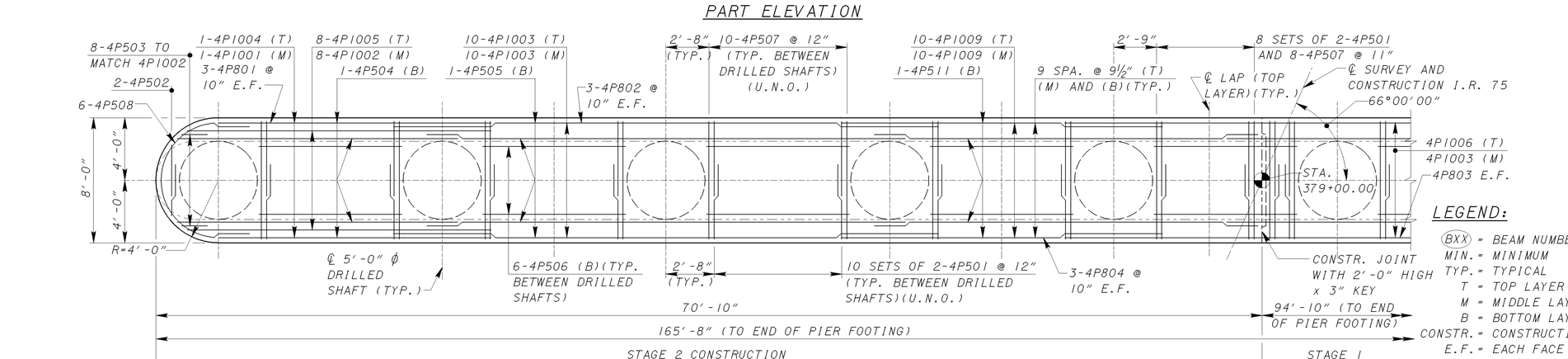
DATE: 3/13/2007 FILE: gs\CL04\0003\Bridge\MainlineIR75\main_mot175p108.dgn



PART PIER CAP PLAN



PART ELEVATION



PART FOOTING PLAN

(LAPS FOR MIDDLE AND BOTTOM LAYER BARS SHOWN)(4P805 BARS NOT SHOWN)

ANGLE "F"	
BEAM	ANGLE
B25	66°00'00"
B26	66°00'00"
B27	66°00'00"
B28	66°00'00"
B29	66°00'00"
B30	66°00'00"
B31	66°00'00"
B32	66°00'00"
B106	66°00'00"
B107	66°09'08"
B108	66°18'18"
B109	66°27'29"
B110	66°36'41"
B111	66°45'54"
B112	66°55'09"
B113	67°04'25"
B114	67°13'42"
B115	67°23'00"
B116	67°32'20"

ANGLE "G"	
BEAM	ANGLE
B33	66°00'00"
B34	66°00'00"
B35	66°00'00"
B36	66°00'00"
B37	66°00'00"
B38	66°00'00"
B39	66°00'00"
B40	66°00'00"
B117	66°02'02"
B118	67°43'09"
B119	69°26'46"
B120	69°12'18"
B121	68°57'53"
B122	68°43'30"
B123	68°29'11"
B124	68°14'54"
B125	68°00'40"
B126	67°46'29"
B127	67°32'20"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B25	763.44
B26	763.62
B27	763.79
B28	763.97
B29	763.99
B30	764.00
B31	764.03
B32	764.07
B106	763.98
B107	764.16
B108	764.35
B109	764.53
B110	764.71
B111	764.78
B112	764.74
B113	764.74
B114	764.74
B115	764.77
B116	764.82

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B33	763.55
B34	763.73
B35	763.90
B36	764.08
B37	764.10
B38	764.12
B39	764.15
B40	764.19
B117	763.98
B118	764.16
B119	764.35
B120	764.53
B121	764.71
B122	764.78
B123	764.74
B124	764.74
B125	764.77
B126	764.81
B127	764.87

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#9	5'-0"
#10	6'-3"

NOTES:

1. ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
2. FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET 10/107.
3. FOR RIGHT SIDE OF PIER 4, SEE SHEET 26/107.
4. FOR SPACING OF DRILLED SHAFTS, INCLUDING STAGE CONSTRUCTION REQUIREMENTS, SEE SHEET 8/107.
5. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
6. FOR SECTION B-B AND C-C, SEE SHEET 35/107.
7. FOR SECTION F-F, SEE SHEET 36/107.
8. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37/107.
9. FOR REINFORCEMENT SCHEDULE, SEE SHEET 102/107.

LEGEND:

(BXX) = BEAM NUMBER
MIN. = MINIMUM
TYP. = TYPICAL
T = TOP LAYER
M = MIDDLE LAYER
B = BOTTOM LAYER
CONSTR. = CONSTRUCTION
E.F. = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
= WORK POINT

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

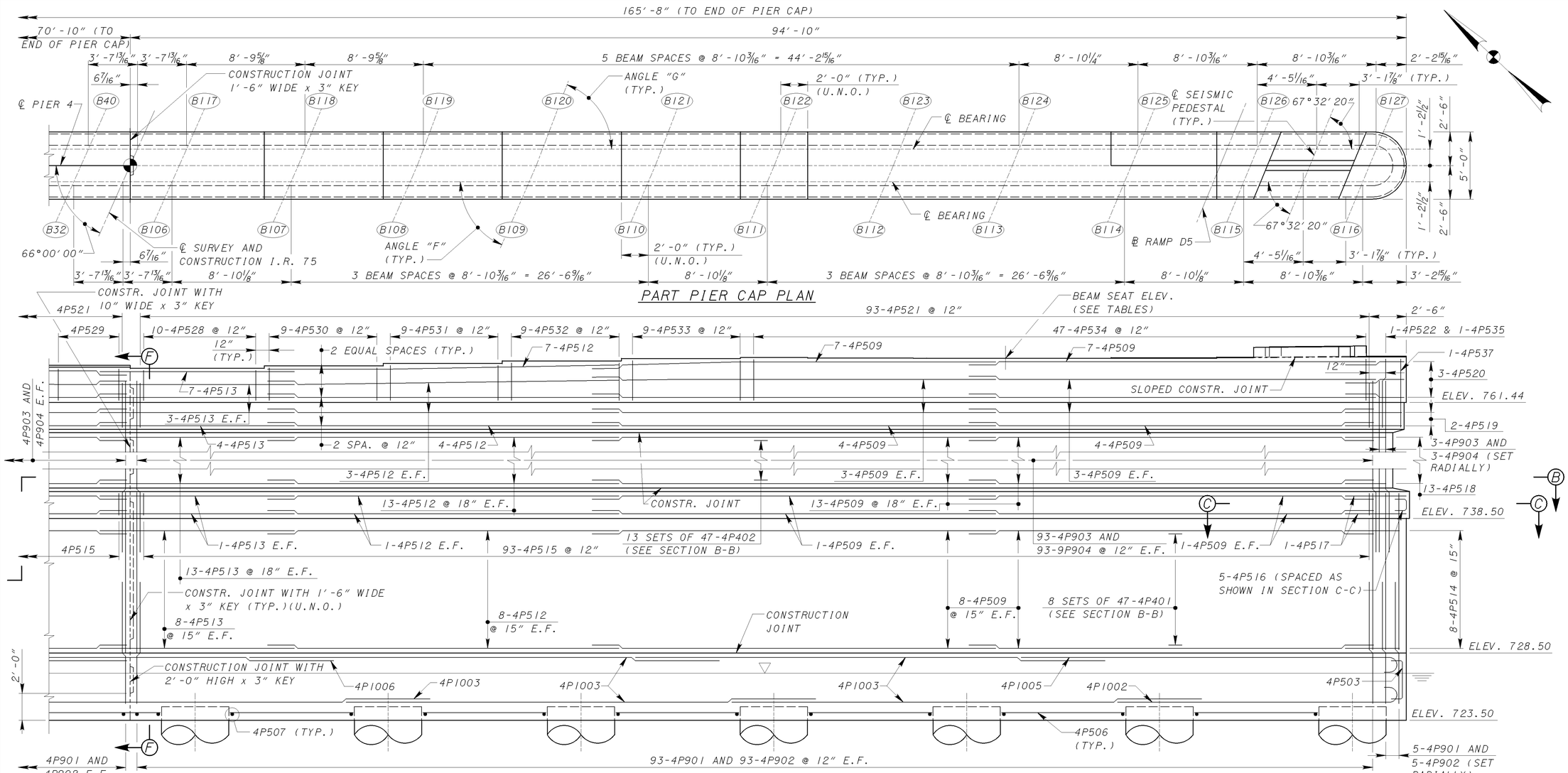
PIER 4 DETAILS
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER, I.R. 75 MAINLINE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

25/107

1434
1811

DATE: 3/4/2007 FILE: g:\CLO4\0003\Bridge\Mainline\R75\main_mor175p109.dgn



NOTE:

1. FOR LEFT SIDE OF PIER 4 INCLUDING NOTES, TABLES OF ANGLES, BEAM SEAT ELEVATIONS, LAP LENGTH TABLE AND LEGEND, SEE SHEET 25/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

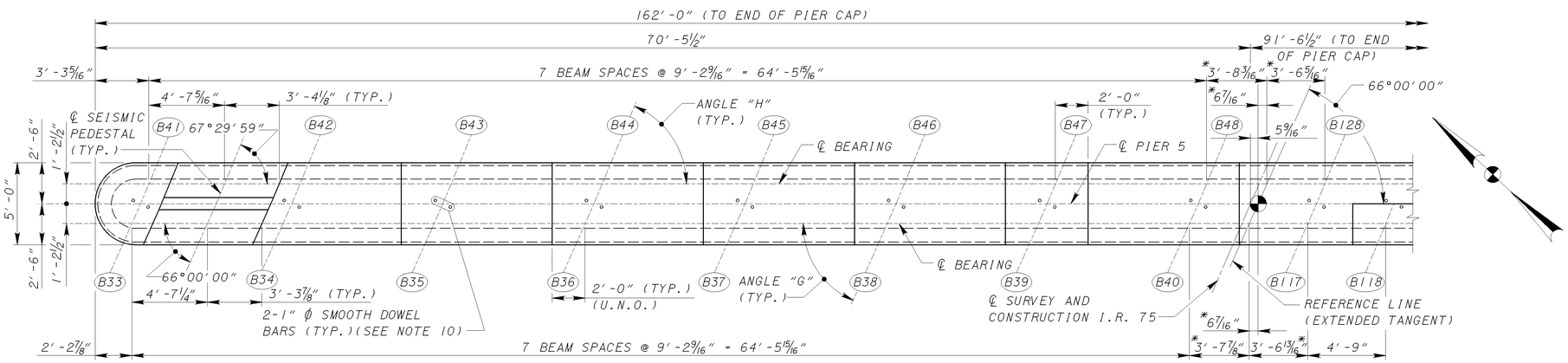
PIER 4 DETAILS
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

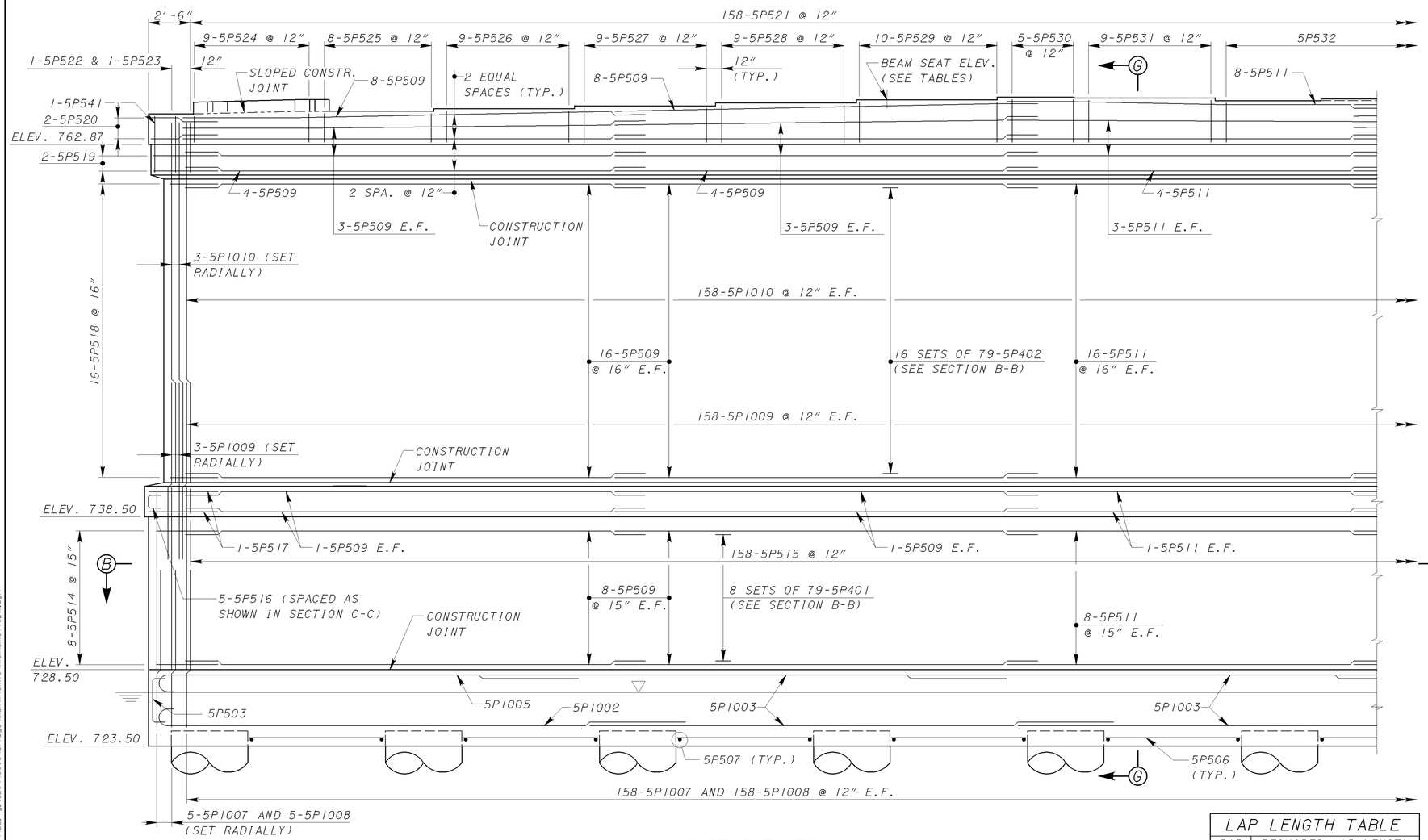
26/107

1435
1811

FILE: gx\LO4\0003\Bridge\Mainline\PTS\main_mot75pt10.dgn
DATE: 3/14/2007



PART PIER CAP PLAN



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

ANGLE "G"	
BEAM	ANGLE
B33	66°00'00"
B34	66°00'00"
B35	66°00'00"
B36	66°00'00"
B37	66°00'00"
B38	66°00'00"
B39	66°00'00"
B40	66°00'00"
B117	66°02'02"
B118	67°43'09"
B119	69°26'46"
B120	69°12'18"
B121	68°57'53"
B122	68°43'30"
B123	68°29'11"
B124	68°14'54"
B125	68°00'40"
B126	67°46'29"
B127	67°32'20"

ANGLE "H"	
BEAM	ANGLE
B41	67°29'59"
B42	67°29'02"
B43	67°28'08"
B44	67°27'14"
B45	67°26'20"
B46	67°25'26"
B47	67°24'32"
B48	67°23'38"
B128	67°33'06"
B129	67°47'23"
B130	68°01'44"
B131	68°16'07"
B132	68°30'33"
B133	68°45'02"
B134	68°59'34"
B135	69°14'09"
B136	69°28'46"
B137	69°43'27"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B33	764.87
B34	765.04
B35	765.21
B36	765.40
B37	765.59
B38	765.79
B39	765.97
B40	765.92
B117	765.74
B118	765.85
B119	765.96
B120	766.18
B121	766.41
B122	766.65
B123	766.90
B124	767.15
B125	767.41
B126	767.68
B127	767.44

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B41	764.87
B42	765.04
B43	765.21
B44	765.40
B45	765.59
B46	765.79
B47	765.97
B48	765.92
B128	765.74
B129	765.96
B130	766.18
B131	766.41
B132	766.65
B133	766.90
B134	767.15
B135	767.41
B136	767.68
B137	767.44

LEGEND:

(BXX) = BEAM NUMBER
MIN. = MINIMUM
TYP. = TYPICAL
T = TOP LAYER
M = MIDDLE LAYER
B = BOTTOM LAYER
E.F. = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
℄ = WORK POINT
* = INDICATES MEASURED TO REFERENCE LINE

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR FOOTING PLAN AND ADDITIONAL NOTES, SEE SHEET 28A|107.
3. FOR RIGHT SIDE OF PIER 5, SEE SHEET 28|107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38|107.
5. FOR SECTION B-B AND C-C, SEE SHEET 35|107.
6. FOR SECTION G-G, SEE SHEET 36|107.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37|107.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 102|107 AND 103|107.
9. FOR PLACEMENT OF 1" ϕ SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.

TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901
DESIGN AGENCY

DATE 2/16/06
REVIEWED RER
STRUCTURE FILE NUMBER 5708389
DRAWN JLV
REVISED
DESIGNED JDH
CHECKED GHD

PIER 5 DETAILS

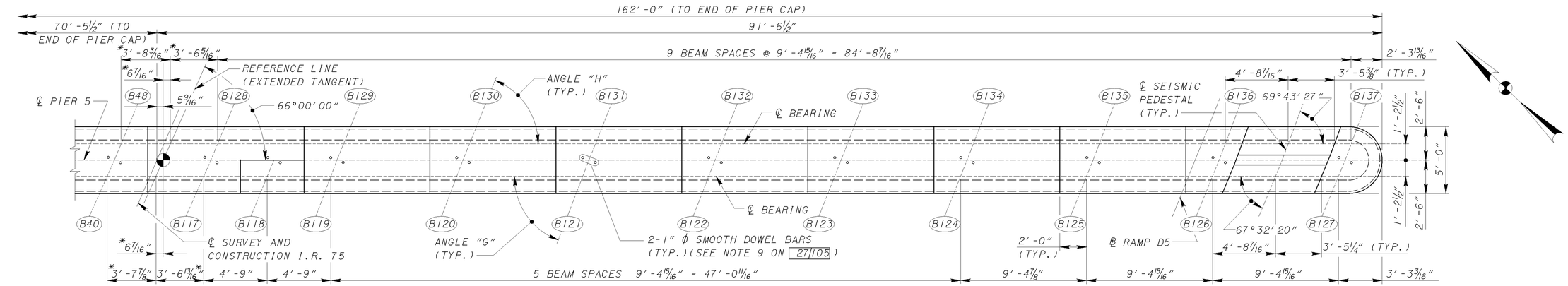
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

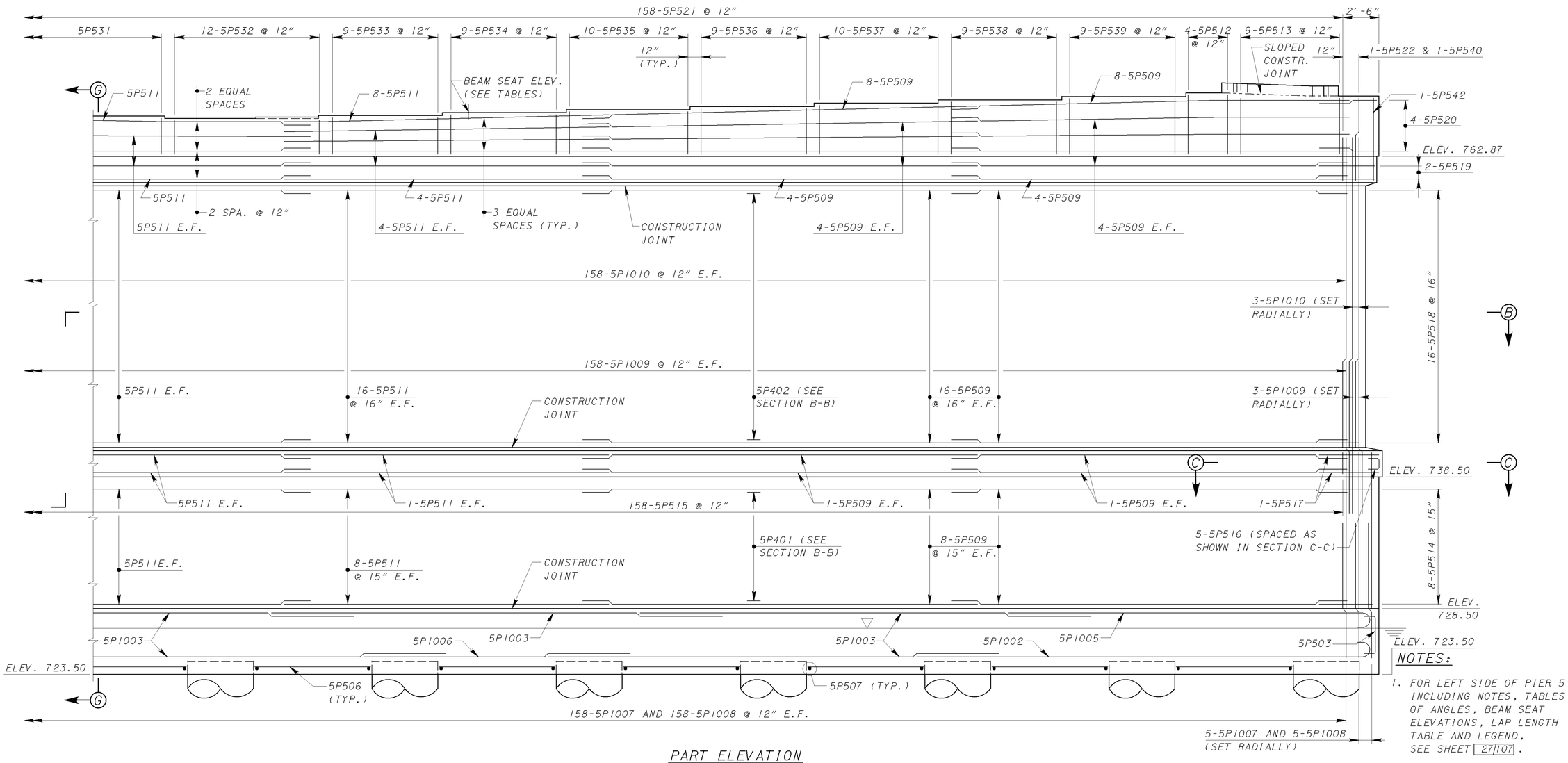
27|107

1436
1811

DATE: 3/14/2007 FILE: g:\VL04\0003\Bridge\MainlineIR75\main_mo175plk.dgn



PART PIER CAP PLAN



PART ELEVATION

NOTES:

1. FOR LEFT SIDE OF PIER 5 INCLUDING NOTES, TABLES OF ANGLES, BEAM SEAT ELEVATIONS, LAP LENGTH TABLE AND LEGEND, SEE SHEET 27/107.
2. FOR FOOTING PLAN, SEE SHEET 28A/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

PIER 5 DETAILS

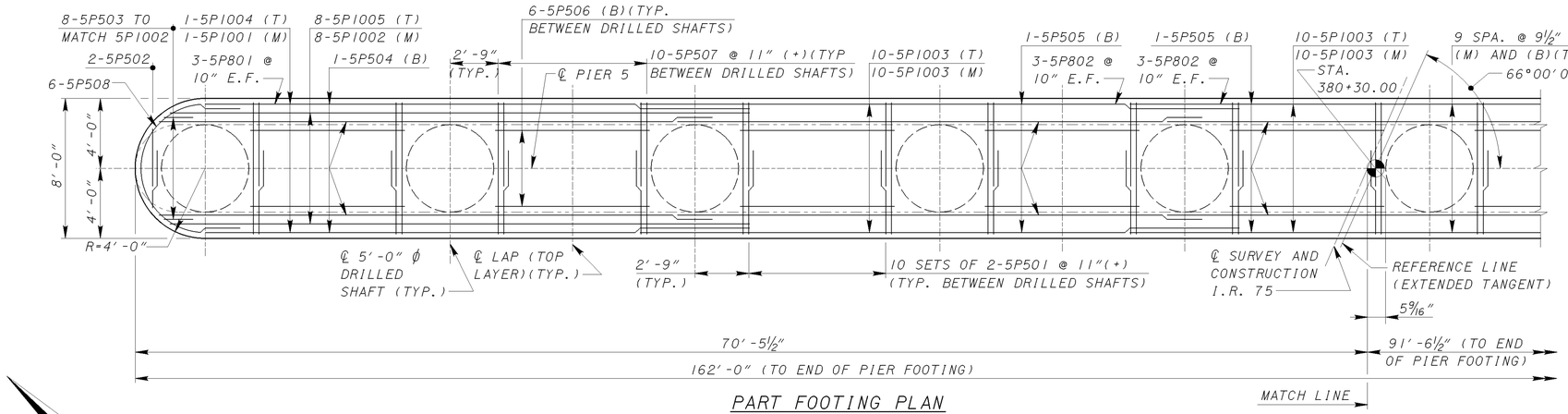
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

28/107

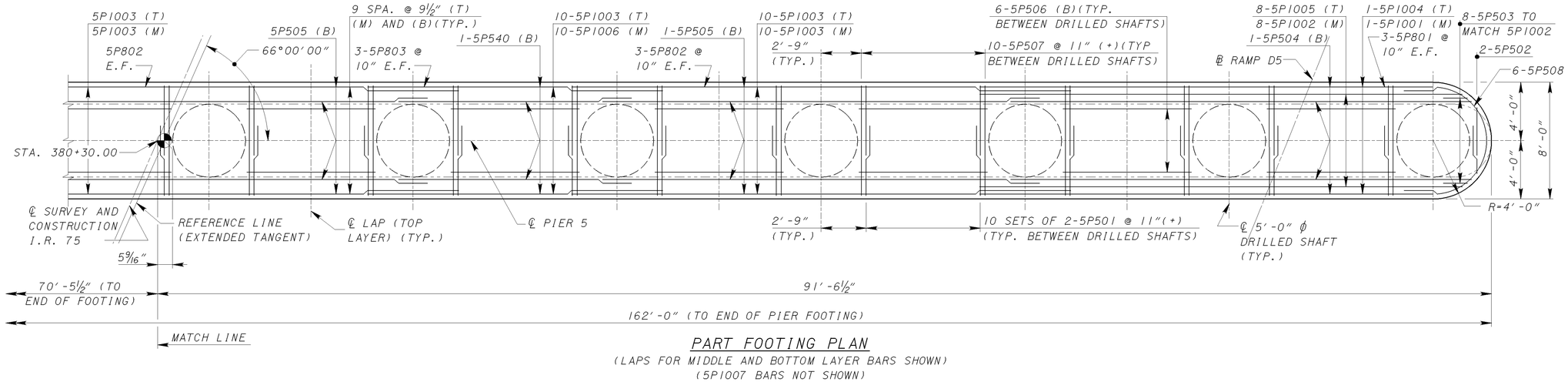
1437/1811

DATE: 3/14/2007 FILE: ga:\CL04\0003\Bridge\Mainline\R75\main_mor175pi10.dgn



PART FOOTING PLAN

(LAPS FOR MIDDLE AND BOTTOM LAYER BARS SHOWN)
(5P1007 BARS NOT SHOWN)



PART FOOTING PLAN

(LAPS FOR MIDDLE AND BOTTOM LAYER BARS SHOWN)
(5P1007 BARS NOT SHOWN)

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
T = TOP LAYER
M = MIDDLE LAYER
B = BOTTOM LAYER
E.F. = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
= WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
3. FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET 10|107.
4. FOR PIER 5 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 27|107.
5. FOR PIER 5 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 28|107.
6. FOR SPACING OF DRILLED SHAFTS, SEE SHEET 8|107.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEET 102|107 AND 103|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN JLV | CHECKED GHD | REVIEWED RER | DATE 02/16/06 | REVISED | STRUCTURE FILE NUMBER 5708389

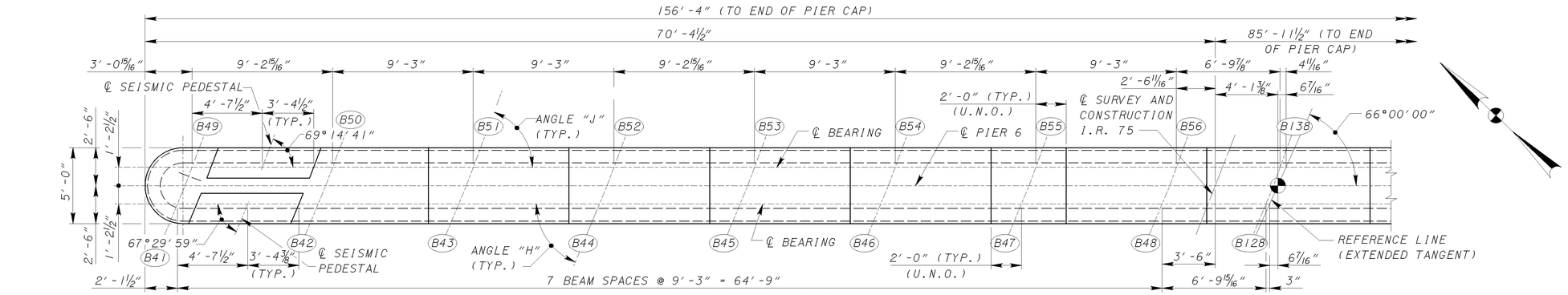
PIER 5 FOOTING PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

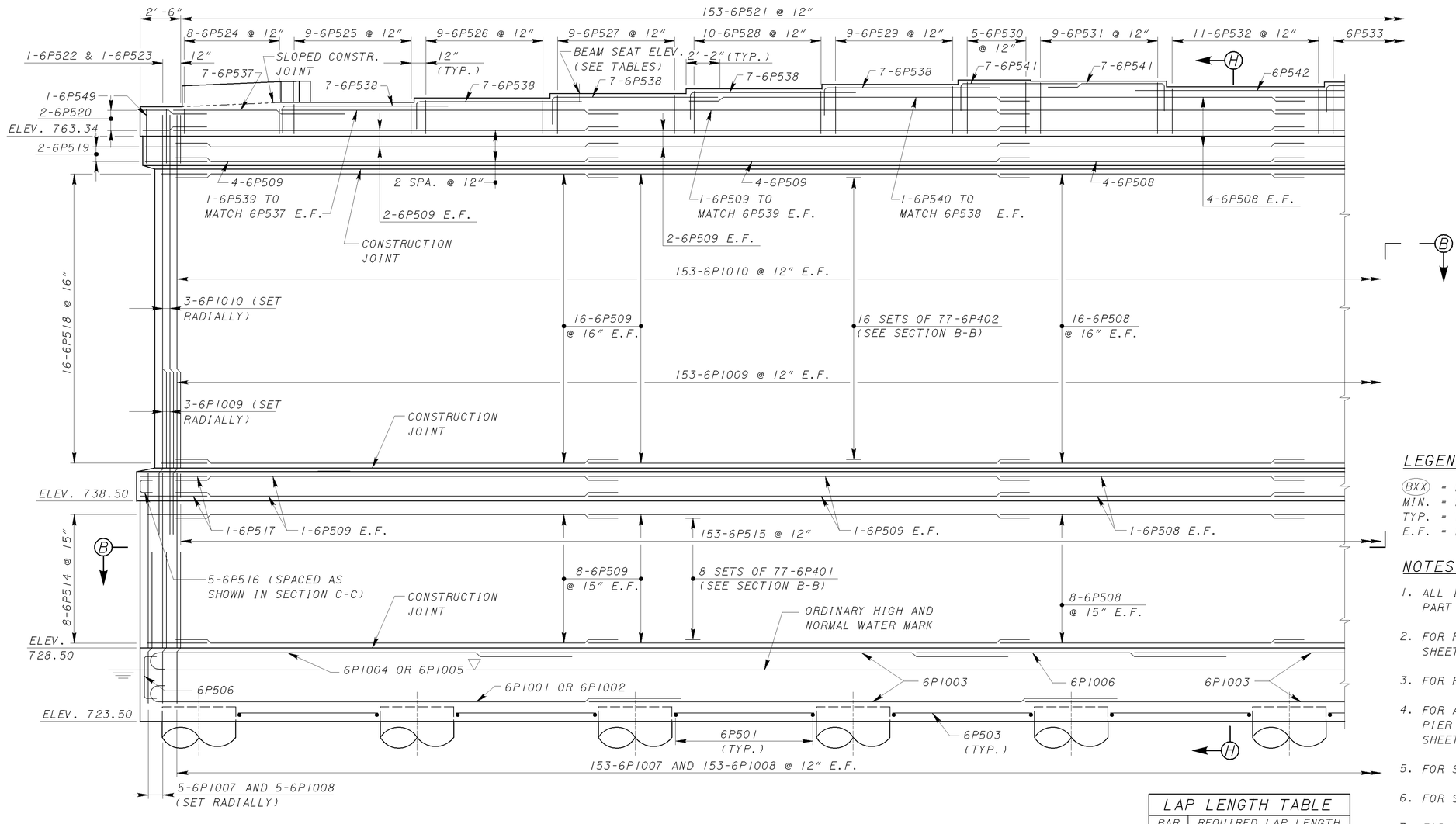
28A|107

1437A
1811

DATE: 3/14/2007 FILE: g:\CL04\0003-Bridge\Mainline\R75\main_mor175pl28.dgn



PART PIER CAP PLAN



ANGLE "H"	
BEAM	ANGLE
B41	67°29'59"
B42	67°29'02"
B43	67°28'08"
B44	67°27'14"
B45	67°26'20"
B46	67°25'26"
B47	67°24'32"
B48	67°23'38"
B128	67°33'06"
B129	67°47'23"
B130	68°01'44"
B131	68°16'07"
B132	68°30'33"
B133	68°45'02"
B134	68°59'34"
B135	69°14'09"
B136	69°28'46"
B137	69°43'27"

ANGLE "J"	
BEAM	ANGLE
B49	69°14'41"
B50	69°20'54"
B51	69°27'03"
B52	69°33'14"
B53	69°39'24"
B54	69°45'35"
B55	69°51'47"
B56	69°57'59"
B138	70°17'04"
B139	70°39'58"
B140	71°02'58"
B141	71°26'04"
B142	71°49'17"
B143	72°12'37"
B144	72°36'02"
B145	72°59'33"
B146	73°23'10"
B147	73°46'53"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B41	765.34
B42	765.63
B43	765.92
B44	766.23
B45	766.54
B46	766.86
B47	767.15
B48	767.07
B128	766.68
B129	767.00
B130	767.32
B131	767.65
B132	767.98
B133	768.32
B134	768.67
B135	769.02
B136	769.38
B137	769.07

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B49	765.34
B50	765.63
B51	765.92
B52	766.23
B53	766.54
B54	766.86
B55	767.15
B56	767.07
B138	766.68
B139	767.00
B140	767.32
B141	767.65
B142	767.98
B143	768.32
B144	768.67
B145	769.02
B146	769.38
B147	769.07

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

LEGEND:

(BXX) = BEAM NUMBER
MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
= WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR FOOTING PLAN AND ADDITIONAL NOTES, SEE SHEET 30A/107.
3. FOR RIGHT SIDE OF PIER 6, SEE SHEET 30/107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
5. FOR SECTION B-B AND C-C, SEE SHEET 35/107.
6. FOR SECTION H-H, SEE SHEET 36/107.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37/107.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 103/107 AND 104/107.

TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGN AGENCY
DATE 2/16/06
REVIEWED RER
STRUCTURE FILE NUMBER 5708389
DRAWN RCK/JLV
REVISED
DESIGNED JDH
CHECKED GHD

PIER 6 DETAILS

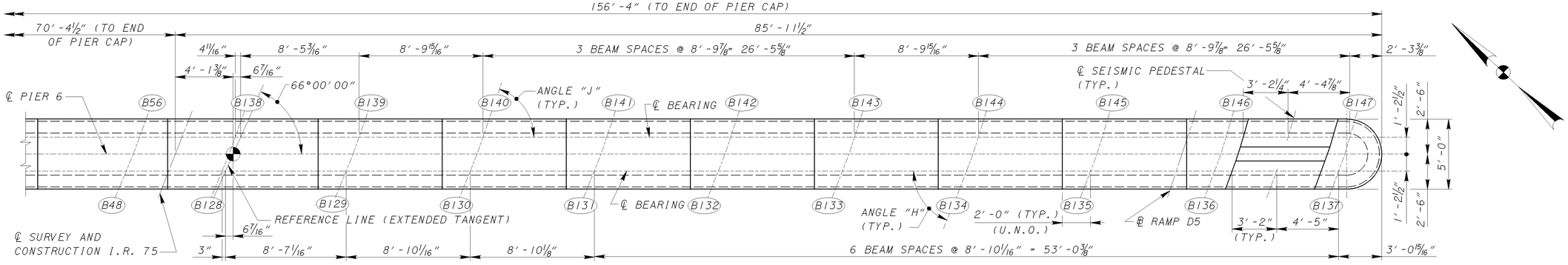
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

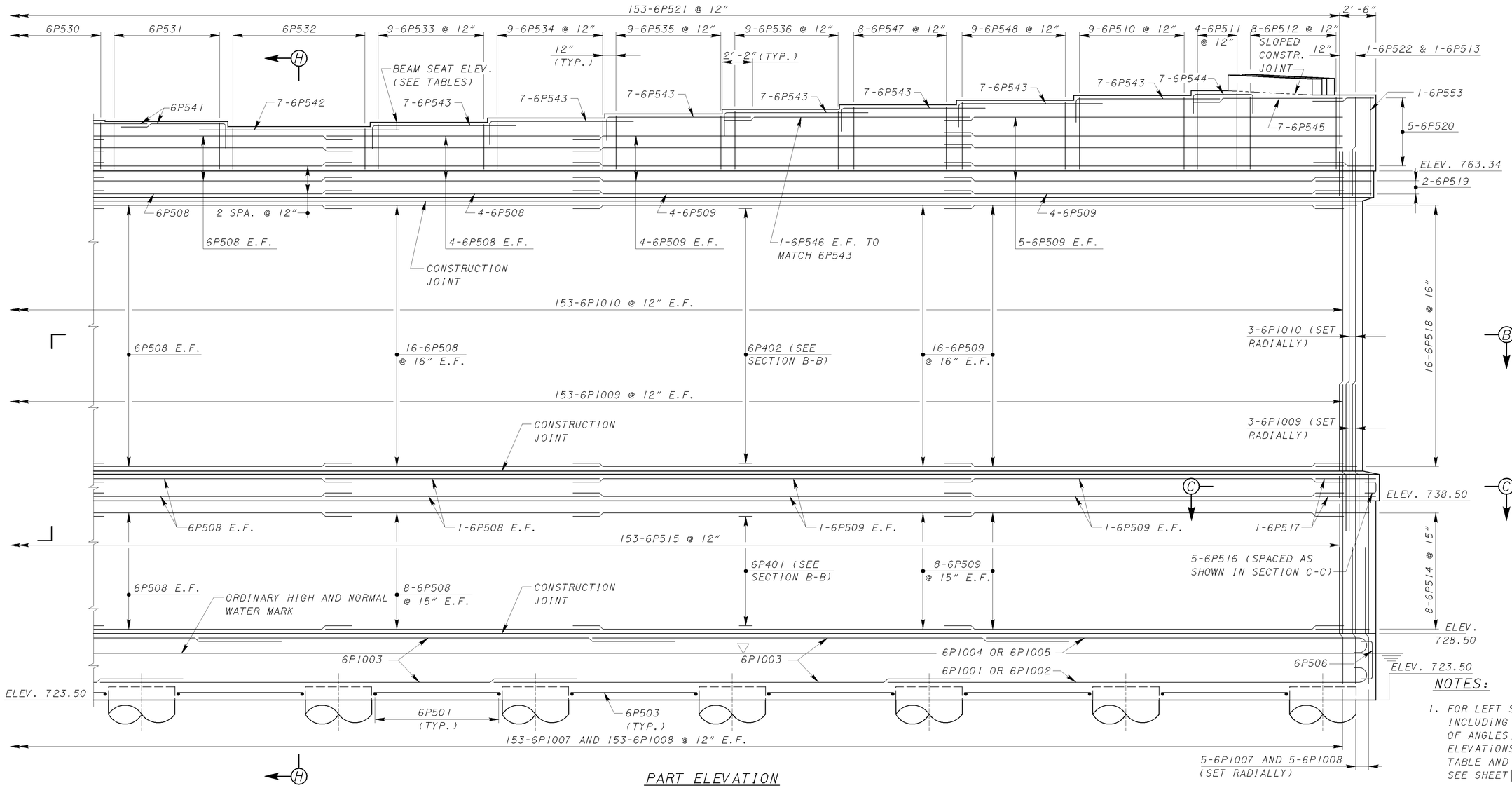
29/107

1438/1811

FILE: g:\CL04\0003-Bridge Mainline\RTS\main_mot75pl13.dgn
DATE: 3/14/2007



PART PIER CAP PLAN



PART ELEVATION

NOTES:

1. FOR LEFT SIDE OF PIER 6 INCLUDING NOTES, TABLES OF ANGLES, BEAM SEAT ELEVATIONS, LAP LENGTH TABLE AND LEGEND, SEE SHEET 29/107.
2. FOR FOOTING PLAN, SEE SHEET 30A/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	RCK/JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

PIER 6 DETAILS

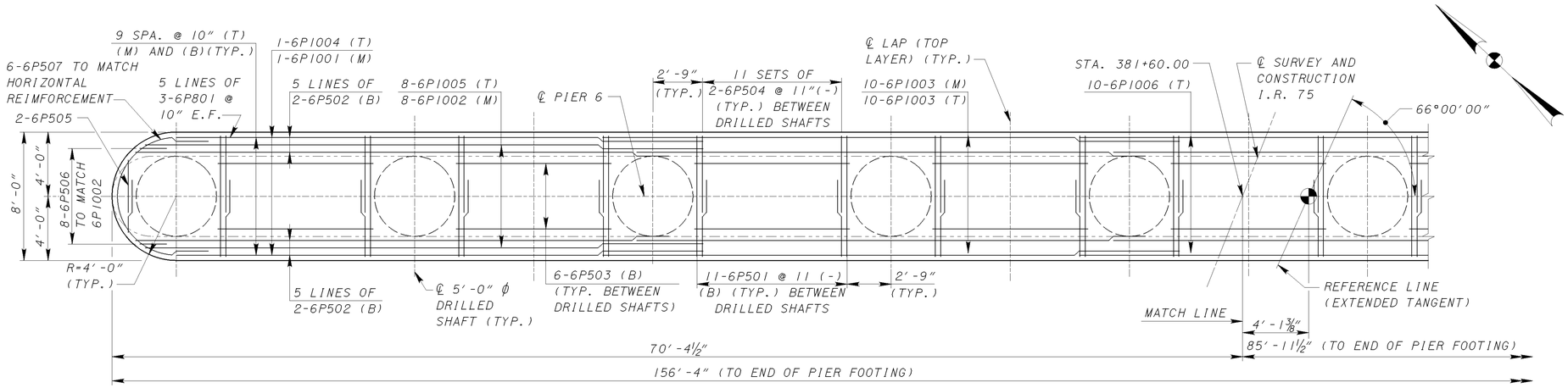
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

30/107

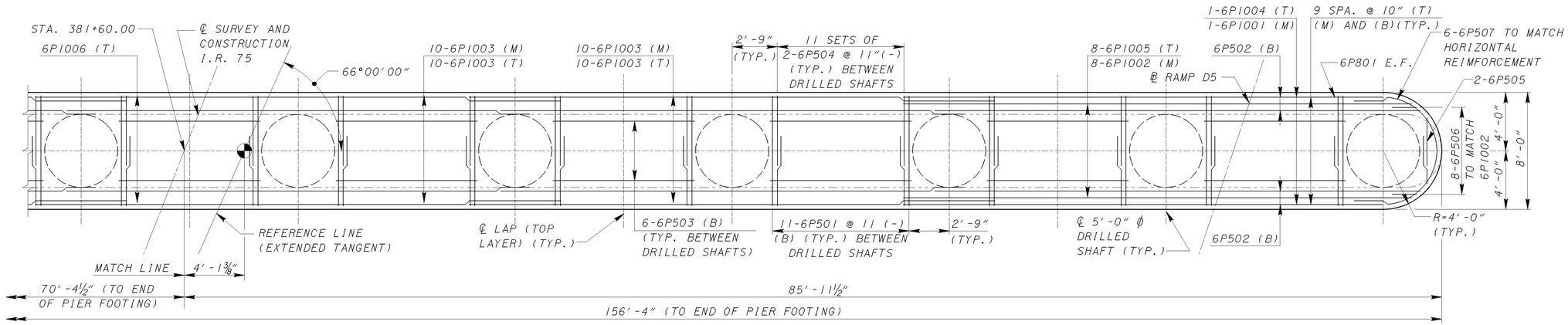
1439/1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mor175pl14.dgn



PART FOOTING PLAN

(LAPS FOR MIDDLE LAYER BARS SHOWN)
(6P1007 BARS NOT SHOWN)



PART FOOTING PLAN

(LAPS FOR MIDDLE LAYER BARS SHOWN)
(6P1007 BARS NOT SHOWN)

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
T = TOP LAYER
M = MIDDLE LAYER
B = BOTTOM LAYER
E.F. = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
= WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
3. FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET 10|107.
4. FOR PIER 6 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 29|107.
5. FOR PIER 6 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 30|107.
6. FOR SPACING OF DRILLED SHAFTS, SEE SHEET 8|107.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEET 102|107 AND 103|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | CHECKED GHD
DRAWN JLV | REVISED
REVIEWED RER | DATE 02/16/06
STRUCTURE FILE NUMBER 5708389

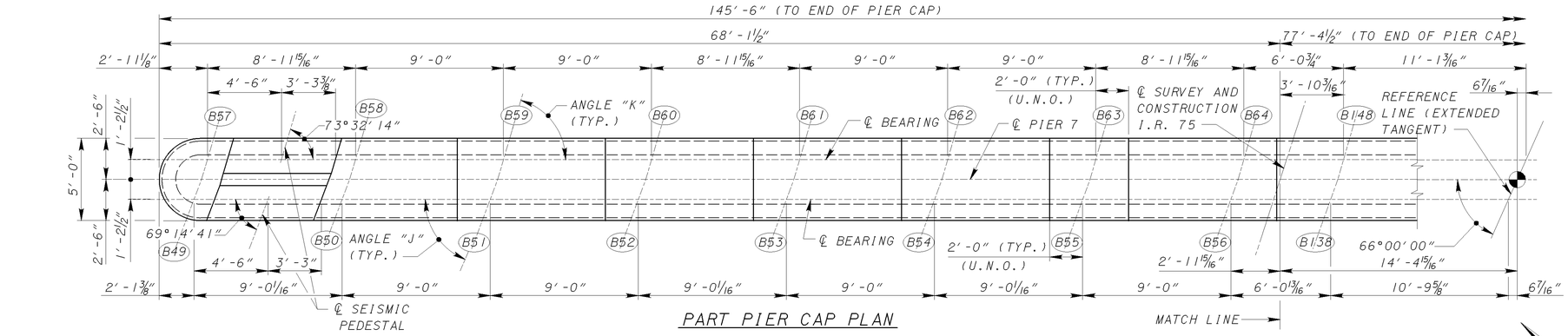
PIER 6 FOOTING PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

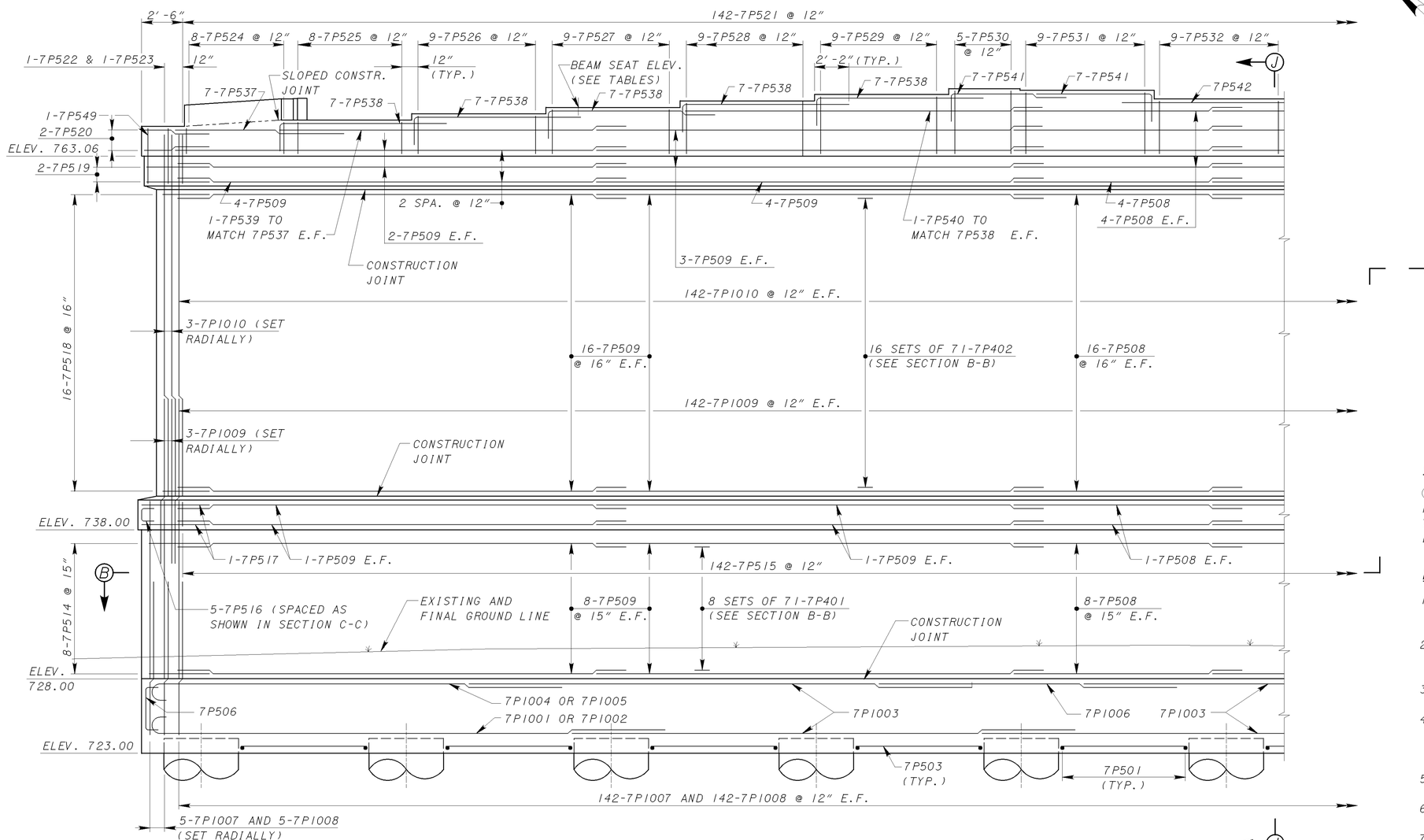
30A|107

1439A
1811

DATE: 3/14/2007 FILE: gr\CL04\0003 Bridge\Mainline\RTS\main_mor175\pl24.dgn



PART PIER CAP PLAN



PART ELEVATION

ANGLE "J"	
BEAM	ANGLE
B49	69°14'41"
B50	69°20'54"
B51	69°27'03"
B52	69°33'14"
B53	69°39'24"
B54	69°45'35"
B55	69°51'47"
B56	69°57'59"
B138	70°17'04"

ANGLE "K"	
BEAM	ANGLE
B57	73°32'14"
B58	73°36'27"
B59	73°40'40"
B60	73°44'53"
B61	73°49'07"
B62	73°53'20"
B63	73°57'34"
B64	74°01'48"
B148	73°57'45"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B49	765.06
B50	765.48
B51	765.90
B52	766.32
B53	766.76
B54	767.19
B55	767.58
B56	767.47
B138	766.89

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B57	765.06
B58	765.48
B59	765.90
B60	766.32
B61	766.76
B62	767.19
B63	767.58
B64	767.47
B148	766.89

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

LEGEND:

(BXX) - BEAM NUMBER
MIN. - MINIMUM
TYP. - TYPICAL
E.F. - EACH FACE
U.N.O. - UNLESS NOTED OTHERWISE
CONSTR. - CONSTRUCTION
℄ - WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR FOOTING PLAN AND ADDITIONAL NOTES, SEE SHEET 32A|107.
3. FOR RIGHT SIDE OF PIER 7, SEE SHEET 32|107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38|107.
5. FOR SECTION B-B AND C-C, SEE SHEET 35|107.
6. FOR SECTION J-J, SEE SHEET 37|107.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37|107.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 104|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN RCK/JLV | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

PIER 7 DETAILS

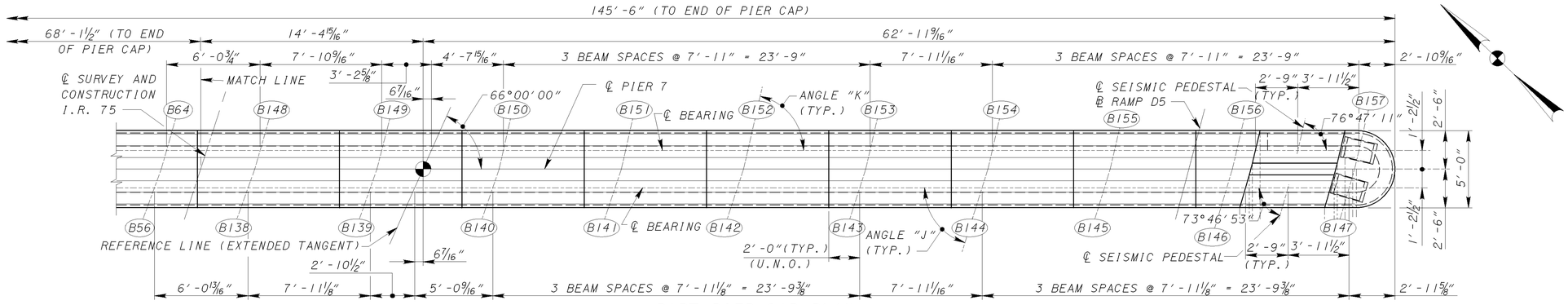
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

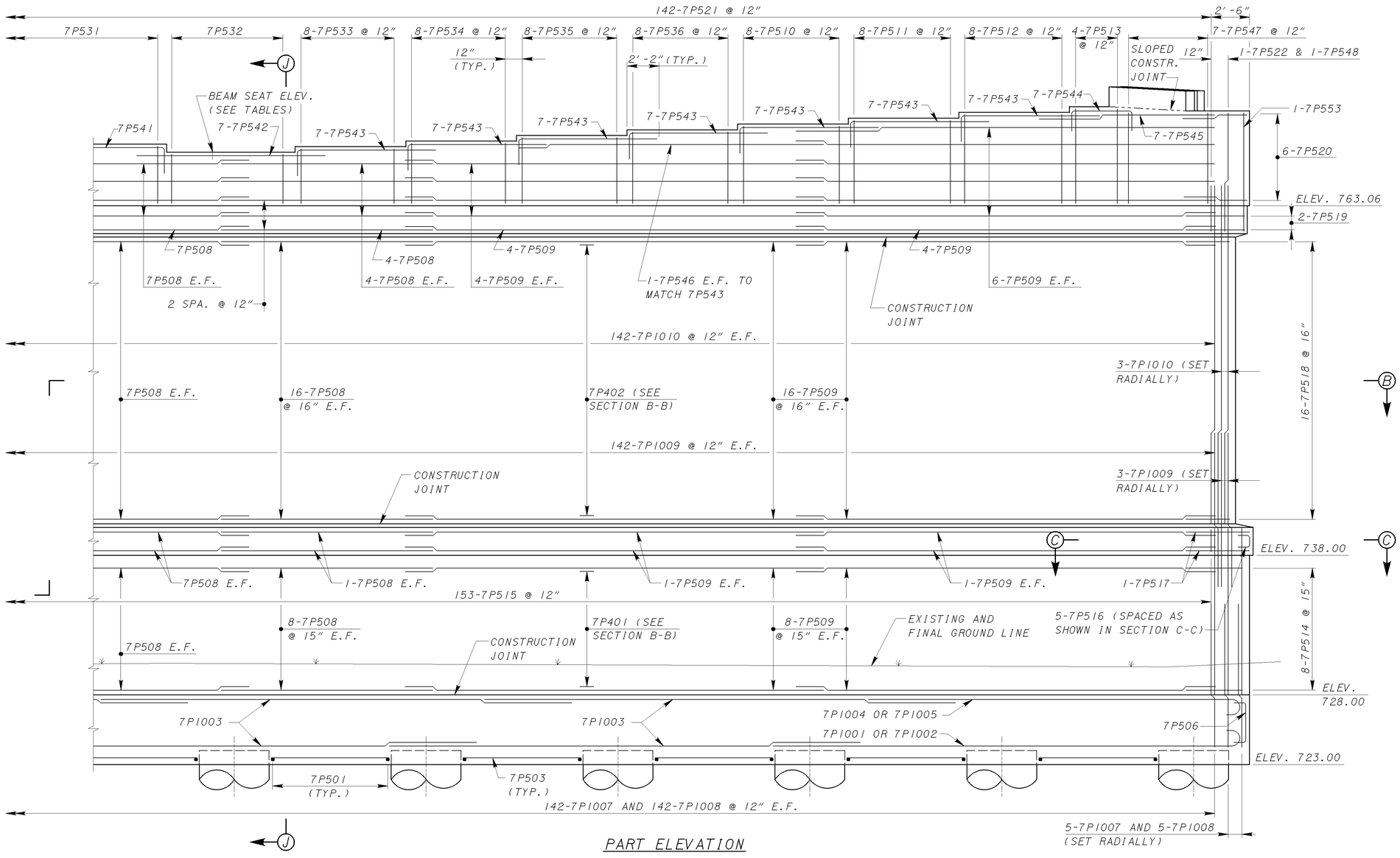
31|107

1440
1811

DATE: 3/14/2007 FILE: gs\CL04\0003\Bridge\MainlineIR75\main_mor175pier7.dgn



PART PIER CAP PLAN



PART ELEVATION

ANGLE "J"	
BEAM	ANGLE
B56	69°57'59"
B138	70°17'04"
B139	70°39'58"
B140	71°02'58"
B141	71°26'04"
B142	71°49'17"
B143	72°12'37"
B144	72°36'02"
B145	72°59'33"
B146	73°23'10"
B147	73°46'53"

ANGLE "K"	
BEAM	ANGLE
B64	74°01'48"
B148	73°57'45"
B149	75°36'57"
B150	77°17'39"
B151	77°13'17"
B152	77°08'56"
B153	77°04'34"
B154	77°00'13"
B155	76°55'52"
B156	76°51'31"
B157	76°47'11"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B56	767.47
B138	766.89
B139	767.29
B140	767.69
B141	768.09
B142	768.50
B143	768.91
B144	769.33
B145	769.75
B146	770.16
B147	769.86

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B64	767.47
B148	766.89
B149	767.29
B150	767.69
B151	768.09
B152	768.50
B153	768.91
B154	769.33
B155	769.75
B156	770.16
B157	769.86

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

LEGEND:

- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- TYP. = TYPICAL
- E.F. = EACH FACE
- U.N.O. = UNLESS NOTED OTHERWISE
- ◒ = WORK POINT

NOTES:

1. FOR LEFT SIDE OF PIER 7 SEE SHEET 31/107.
2. FOR FOOTING PLAN, SEE SHEET 32A/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	RCK/JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

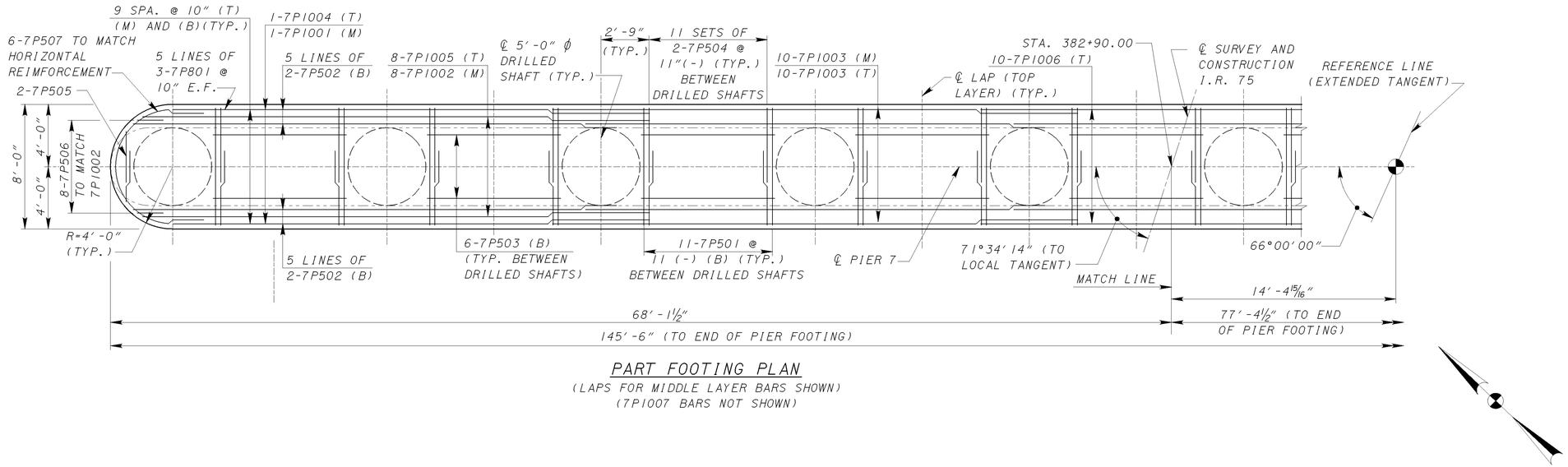
PIER 7 DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

32/107

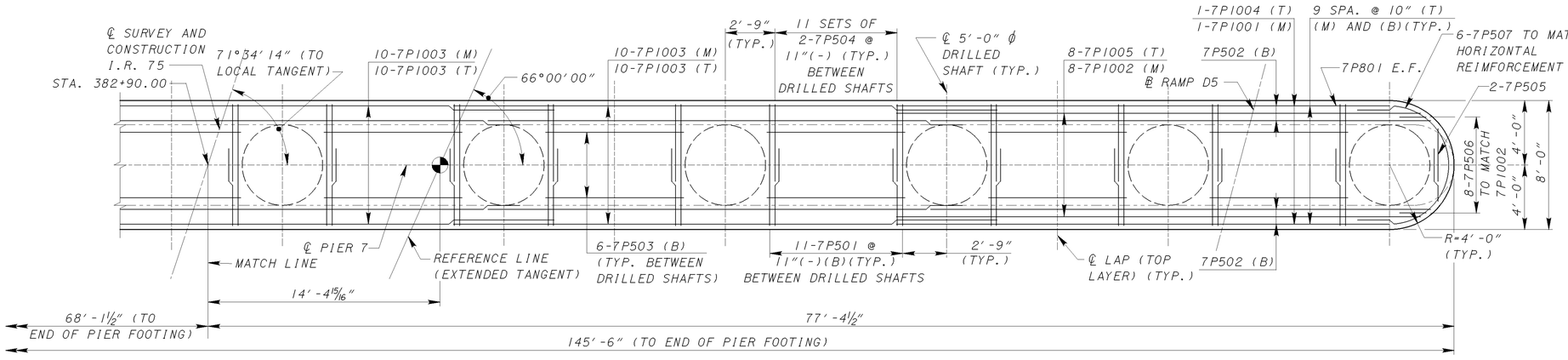
144/181

DATE: 3/14/2007 FILE: q:\CLC04\0003-Bridge\MainlineRTS\main_mo1T5pl16.dgn



PART FOOTING PLAN

(LAPS FOR MIDDLE LAYER BARS SHOWN)
(7P1007 BARS NOT SHOWN)



PART FOOTING PLAN

(LAPS FOR MIDDLE LAYER BARS SHOWN)
(7P1007 BARS NOT SHOWN)

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
T = TOP LAYER
M = MIDDLE LAYER
B = BOTTOM LAYER
E.F. = EACH FACE
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
= WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
3. FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET 10|107.
4. FOR PIER 7 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 31|107.
5. FOR PIER 7 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 32|107.
6. FOR SPACING OF DRILLED SHAFTS, SEE SHEET 9|107.
7. FOR REINFORCEMENT SCHEDULE, SEE SHEET 104|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

PIER 7 FOOTING PLAN

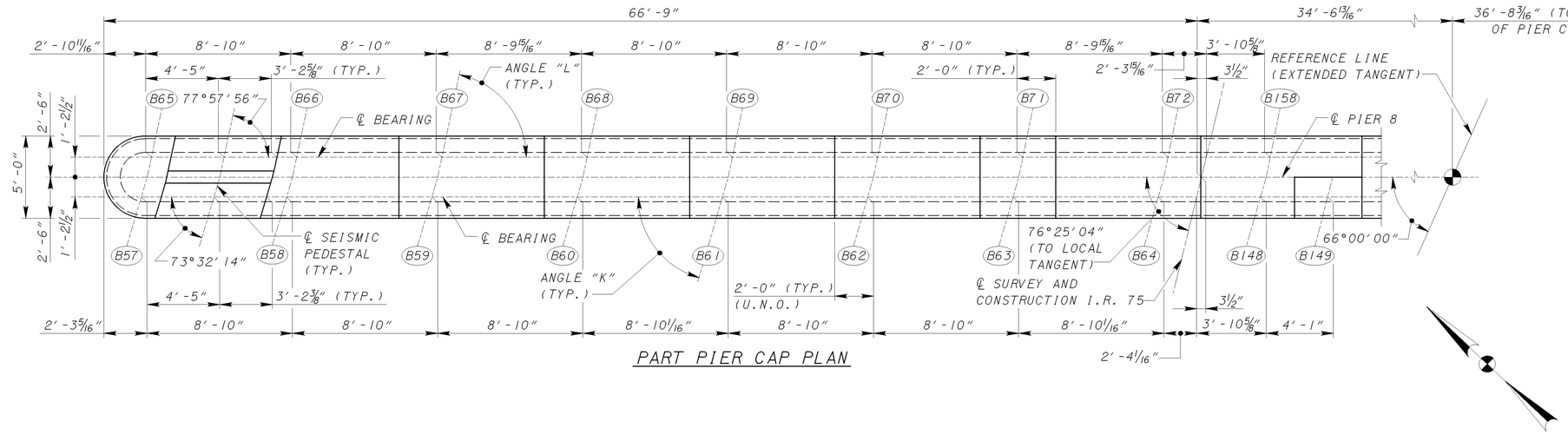
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

32A|107

1441A
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mot175p125.dgn



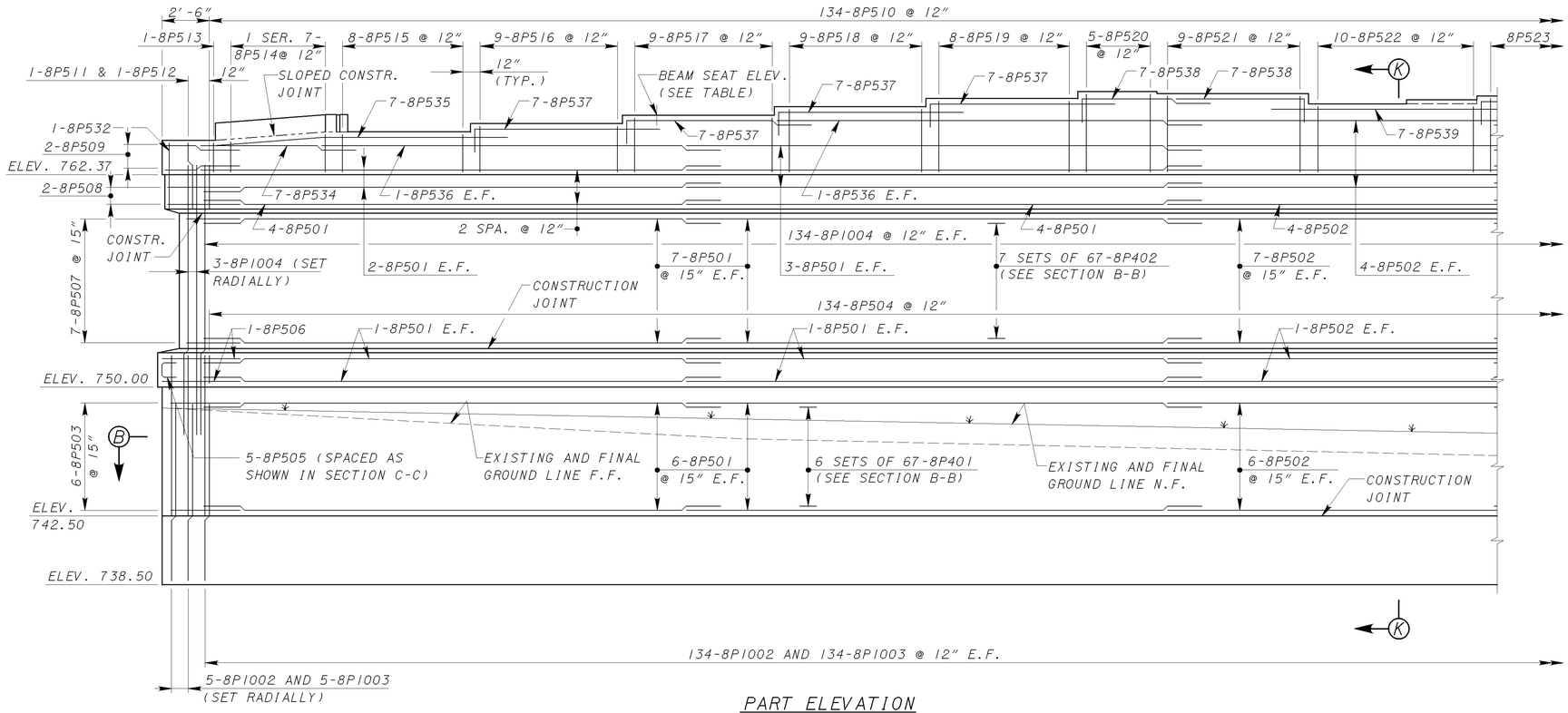
PART PIER CAP PLAN

ANGLE "K"	
BEAM	ANGLE
B57	73°32′14″
B58	73°36′27″
B59	73°40′40″
B60	73°44′53″
B61	73°49′07″
B62	73°53′20″
B63	73°57′34″
B64	74°01′48″
B148	73°57′45″
B149	75°36′57″

ANGLE "L"	
BEAM	ANGLE
B65	77°57′56″
B66	78°02′48″
B67	78°07′41″
B68	78°12′33″
B69	78°17′25″
B70	78°22′18″
B71	78°27′11″
B72	78°32′04″
B158	78°40′19″

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B57	764.37
B58	764.86
B59	765.34
B60	765.83
B61	766.32
B62	766.80
B63	767.21
B64	767.09
B148	766.50
B149	766.73

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B65	764.37
B66	764.86
B67	765.34
B68	765.83
B69	766.32
B70	766.80
B71	767.21
B72	767.09
B158	766.50



PART ELEVATION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2′-0″
#8	4′-0″
#10	6′-3″

LEGEND:

- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- TYP. = TYPICAL
- E.F. = EACH FACE
- N.F. = NEAR FACE
- F.F. = FAR FACE
- U.N.O. = UNLESS NOTED OTHERWISE
- CONSTR. = CONSTRUCTION
- ℄ = WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR FOOTING PLAN AND ADDITIONAL NOTES, SEE SHEET 34A|107.
3. FOR RIGHT SIDE OF PIER 8, SEE SHEET 32|107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38|107.
5. FOR SECTION B-B AND C-C, SEE SHEET 35|107.
6. FOR SECTION K-K, SEE SHEET 37|107.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37|107.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 104|107 AND 105|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN JLV | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

PIER 8 DETAILS

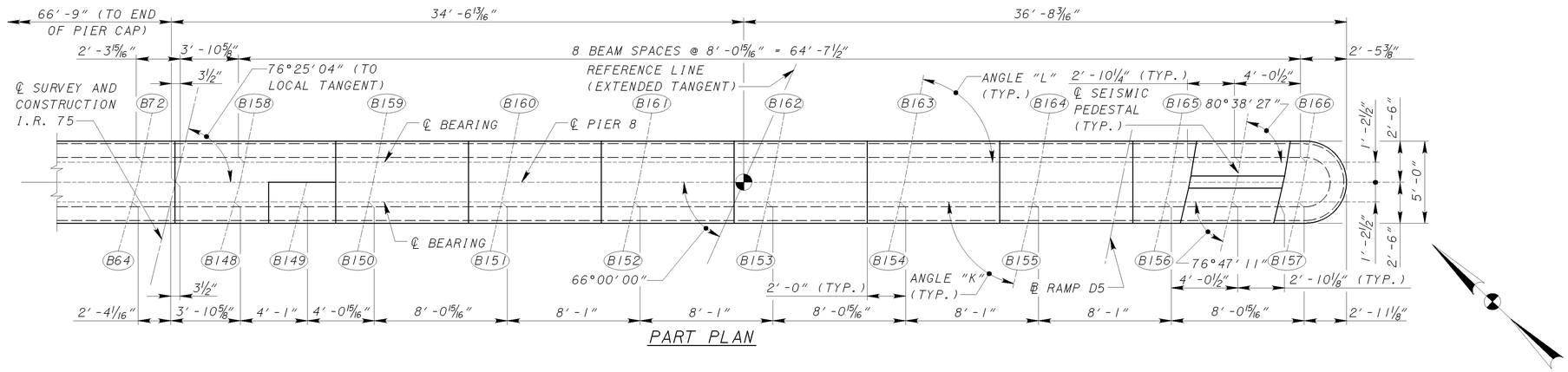
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

33|107

1442
1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mor175pi1f.dgn



PART PLAN

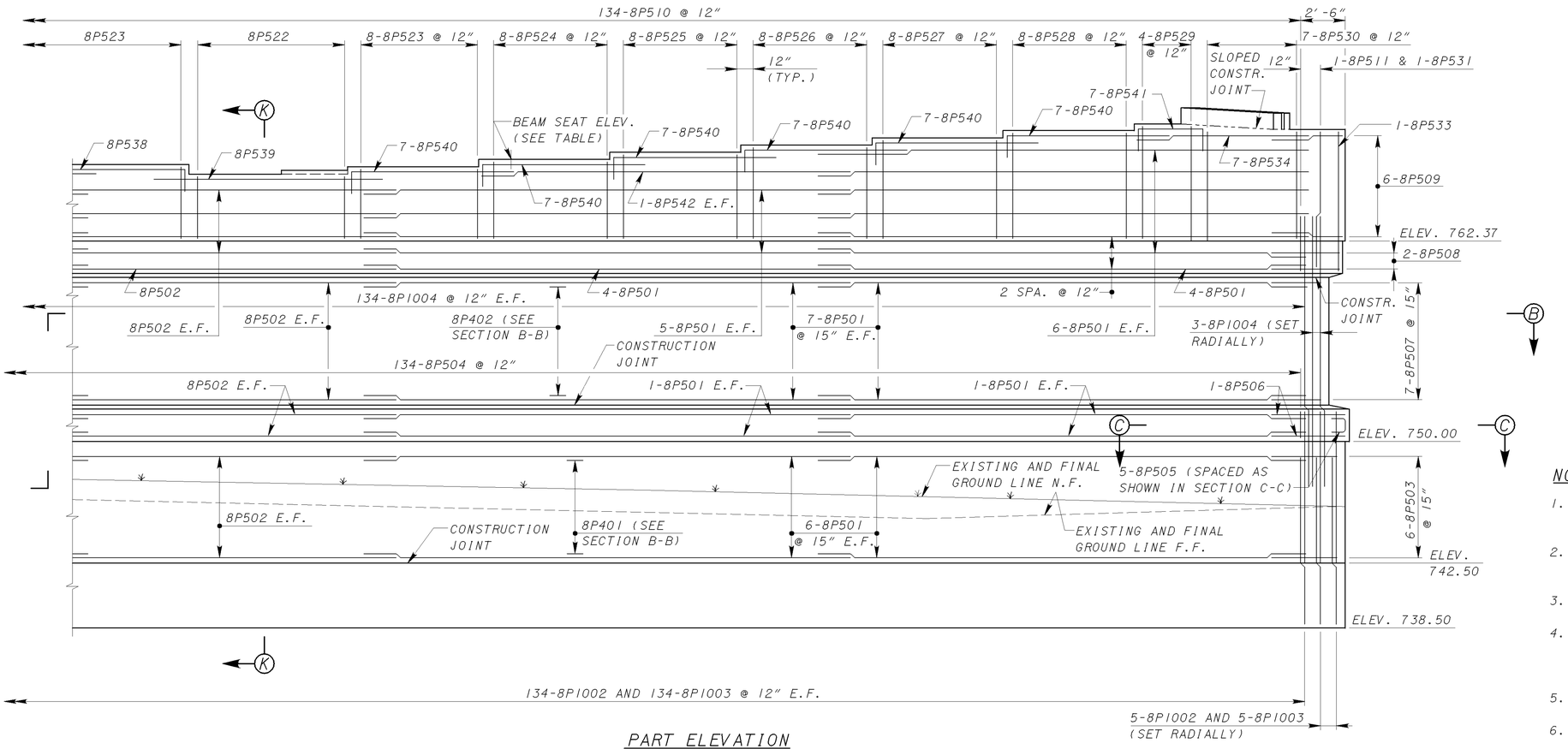
ANGLE "K"	
BEAM	ANGLE
B64	74°01'48"
B148	73°57'45"
B149	75°36'57"
B150	77°17'39"
B151	77°13'17"
B152	77°08'56"
B153	77°04'34"
B154	77°00'13"
B155	76°55'52"
B156	76°51'31"
B157	76°47'11"

ANGLE "L"	
BEAM	ANGLE
B72	78°32'04"
B158	78°40'19"
B159	78°55'00"
B160	79°09'42"
B161	79°24'26"
B162	79°39'12"
B163	79°53'59"
B164	80°08'47"
B165	80°23'36"
B166	80°38'27"

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B64	767.09
B148	766.50
B149	766.73
B150	766.95
B151	767.40
B152	767.84
B153	768.29
B154	768.73
B155	769.18
B156	769.59
B157	769.26

BEAM SEAT ELEVATIONS	
BEAM	ELEVATION
B72	767.09
B158	766.50
B159	766.95
B160	767.40
B161	767.84
B162	768.29
B163	768.73
B164	769.18
B165	769.59
B166	769.26

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#10	6'-3"



PART ELEVATION

LEGEND:

(BXX) = BEAM NUMBER
MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
N.F. = NEAR FACE
F.F. = FAR FACE
U.N.O. = UNLESS NOTED OTHERWISE
CONSTR. = CONSTRUCTION
℄ = WORK POINT

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR FOOTING PLAN AND ADDITIONAL NOTES, SEE SHEET 34A/107.
3. FOR LEFT SIDE OF PIER 8, SEE SHEET 32/107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
5. FOR SECTION B-B AND C-C, SEE SHEET 35/107.
6. FOR SECTION K-K, SEE SHEET 37/107.
7. FOR SEISMIC PEDESTAL DETAILS, SEE SHEET 37/107.
8. FOR REINFORCEMENT SCHEDULE, SEE SHEET 104/107 AND 105/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN JLV | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

PIER 8 DETAILS

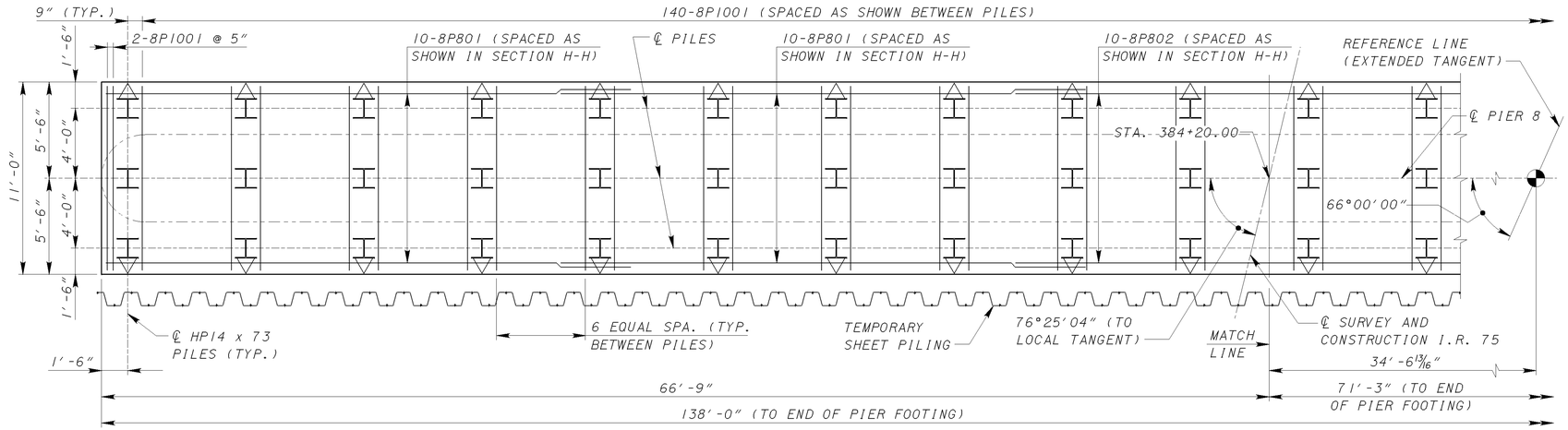
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

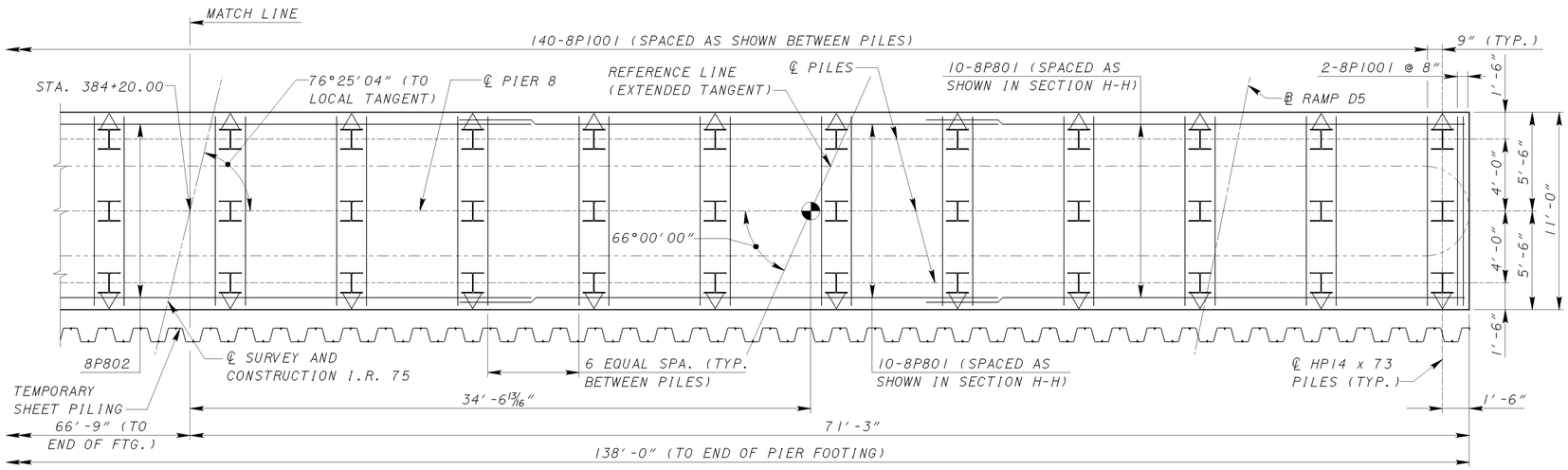
34/107

1443
1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mor175pl16.dgn



PART FOOTING PLAN



PART FOOTING PLAN

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2′-0″
#8	4′-0″
#10	6′-3″

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
CONSTR. = CONSTRUCTION
= WORK POINT
= BATTERED PILE

NOTES:

1. ALL ITEMS SHOWN ON THIS SHEET SHALL BE PART OF STAGE I CONSTRUCTION.
2. FOR PIER 8 - LEFT SIDE PLAN AND ELEVATION, SEE SHEET 33/107.
3. FOR PIER 8 - RIGHT SIDE PLAN AND ELEVATION, SEE SHEET 34/107.
4. FOR SPACING OF PILES, SEE SHEET 9/107.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 104/107 AND 105/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

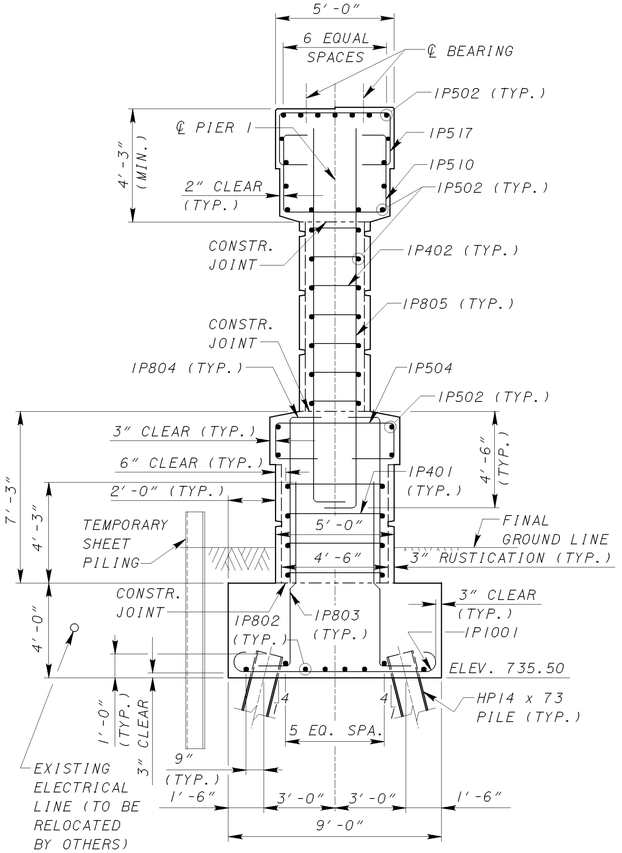
PIER 8 FOOTING PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

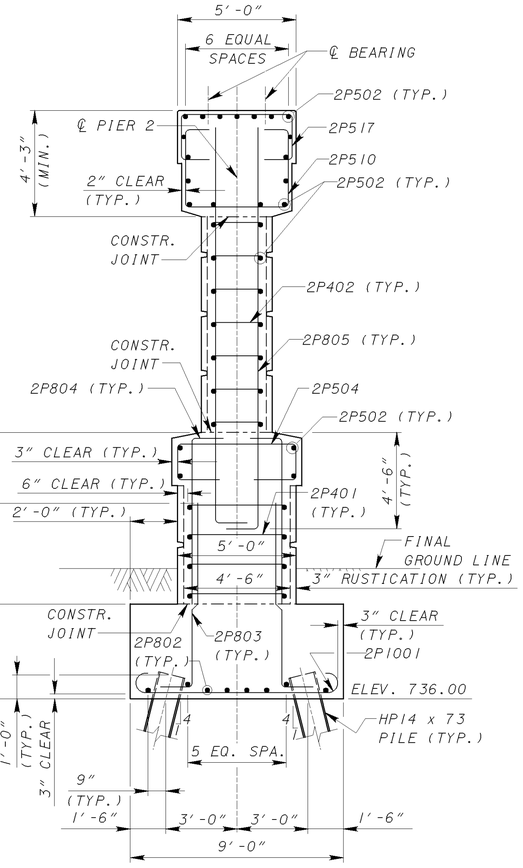
34A/107

1443A
1811

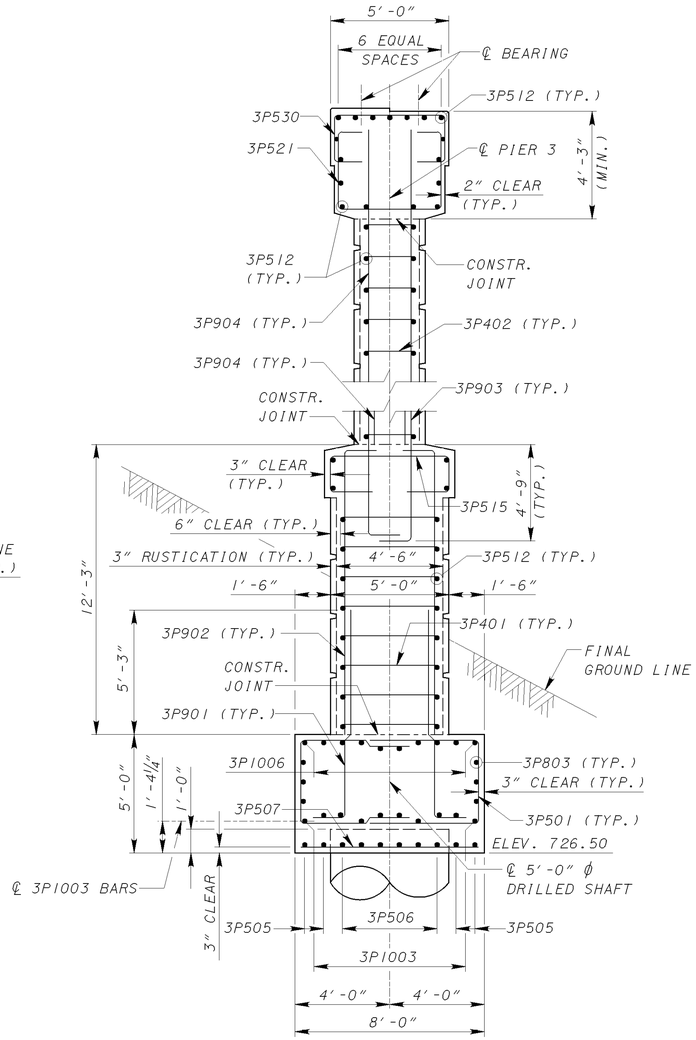
DATE: 3/14/2007 FILE: gs\CL04\0003\Bridge\MainlineIR75\main_mot175p126.dgn



SECTION A-A
(PIER 1)



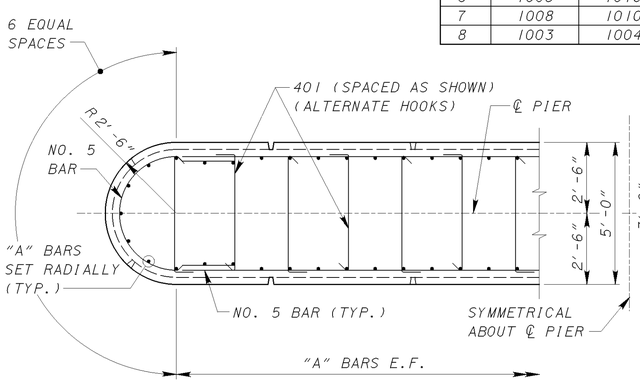
SECTION D-D
(PIER 2)



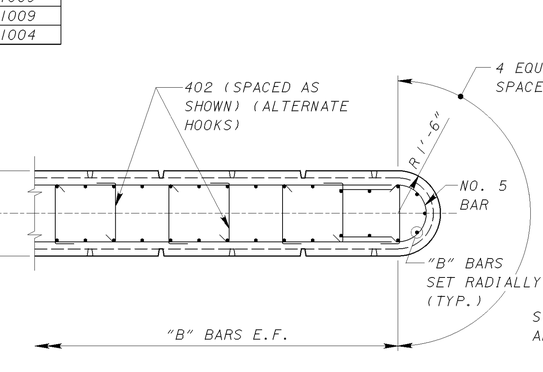
SECTION E-E
(PIER 3)

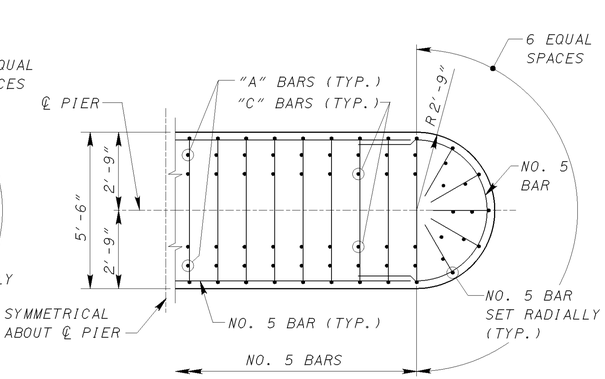
REINF. BAR MARK PREFIX			
PIER	BAR PREFIX	PIER	BAR PREFIX
1	1P	5	5P
2	2P	6	6P
3	3P	7	7P
4	4P	8	8P

REINFORCING BARS			
PIER	"A" BARS	"B" BARS	"C" BARS
1	804	805	805
2	804	805	805
3	902	903	903
4	902	903	903
5	1008	1010	1009
6	1008	1010	1009
7	1008	1010	1009
8	1003	1004	1004



SECTION B-B





SECTION C-C

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
EQ. SPA. = EQUAL SPACES

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2′-0″
#8	4′-0″
#9	5′-0″
#10	6′-3″

NOTES:

1. FOR LOCATION OF SECTION A-A, SEE SHEET 19|107 AND 20|107 .
2. FOR LOCATION OF SECTION B-B AND SECTION C-C, SEE SHEET 19|107 THRU 34|107 .
3. FOR LOCATION OF SECTION D-D, SEE SHEET 21|107 AND 22|107 .
4. FOR LOCATION OF SECTION E-E, SEE SHEET 23|107 AND 24|107 .
5. FOR ADDITIONAL PIER DIMENSIONS AND PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38|107 .
6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 100|107 THRU 105|107 .

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

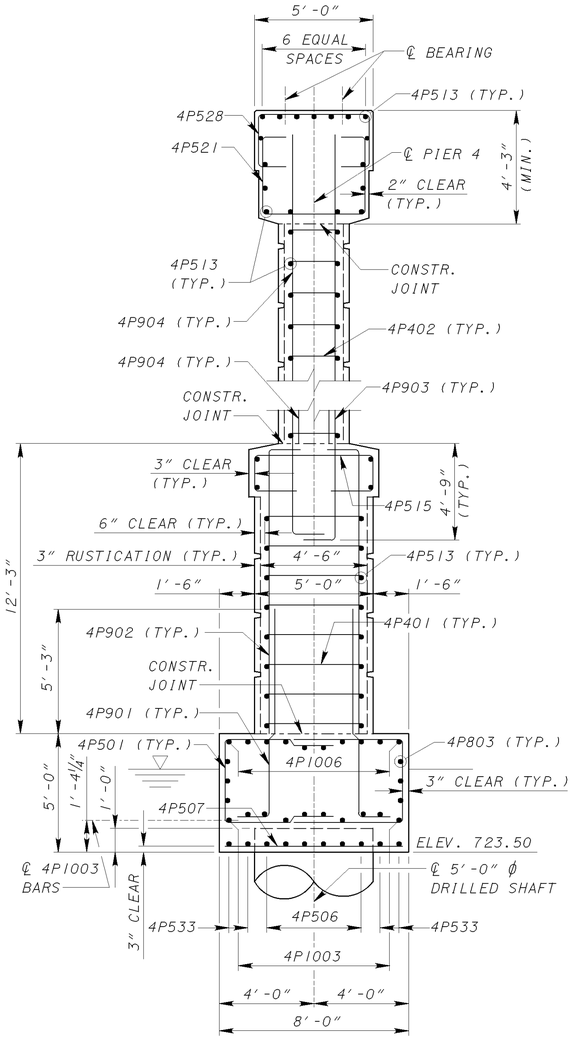
PIER DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

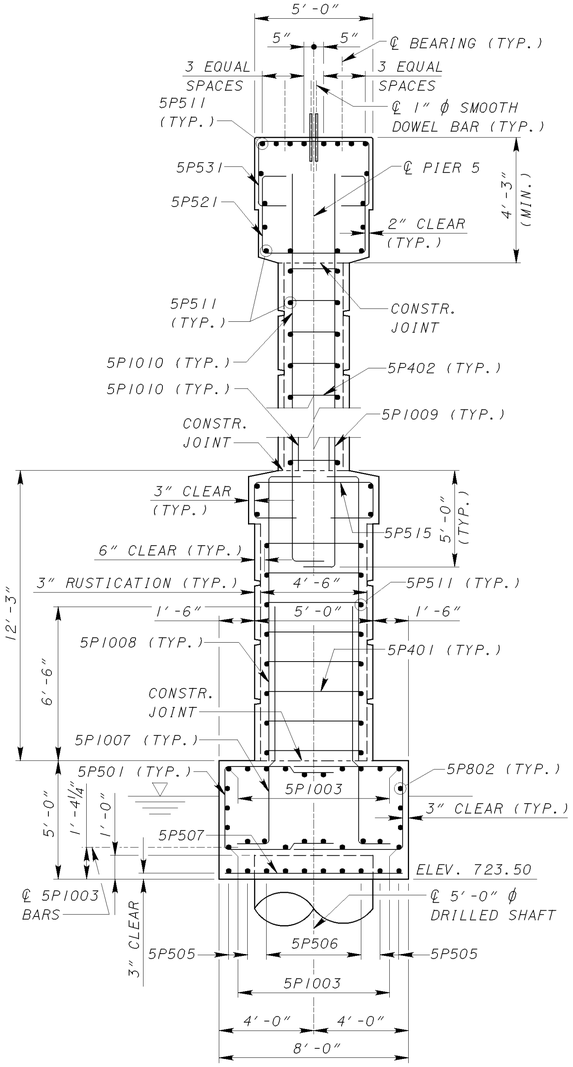
35|107

1444
1811

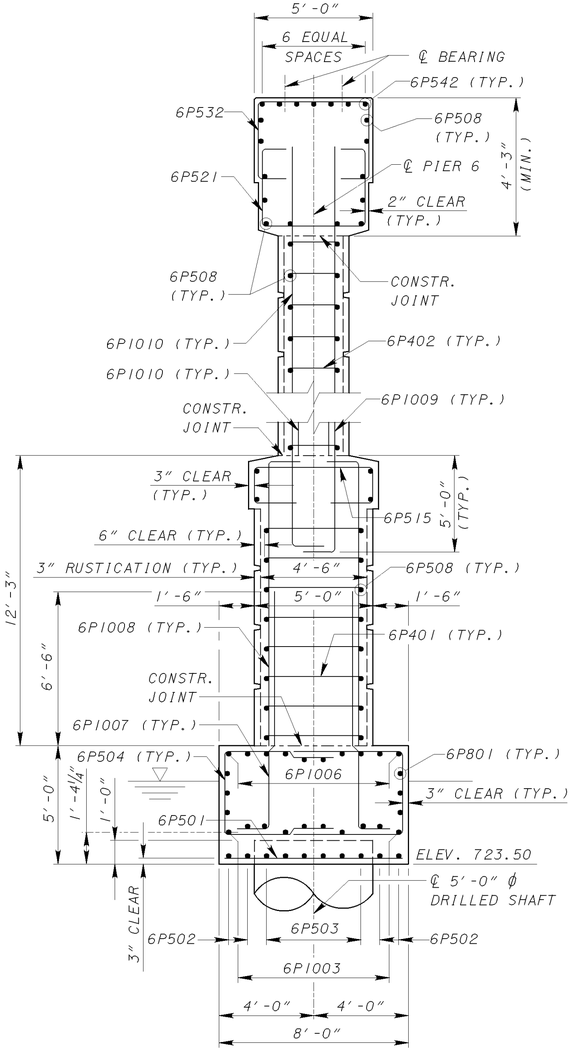
DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline@R75\main_mot-75pier10.dgn



SECTION F-F
(PIER 4)



SECTION G-G
(PIER 5)



SECTION H-H
(PIER 6)

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
EQ. SPA. = EQUAL SPACES

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#9	5'-0"
#10	6'-3"

NOTES:

1. FOR LOCATION OF SECTION F-F, SEE SHEET 25/107 AND 26/107.
2. FOR LOCATION OF SECTION G-G, SEE SHEET 27/107 AND 28/107.
3. FOR LOCATION OF SECTION H-H, SEE SHEET 29/107 AND 30/107.
4. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET 100/107 THRU 105/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

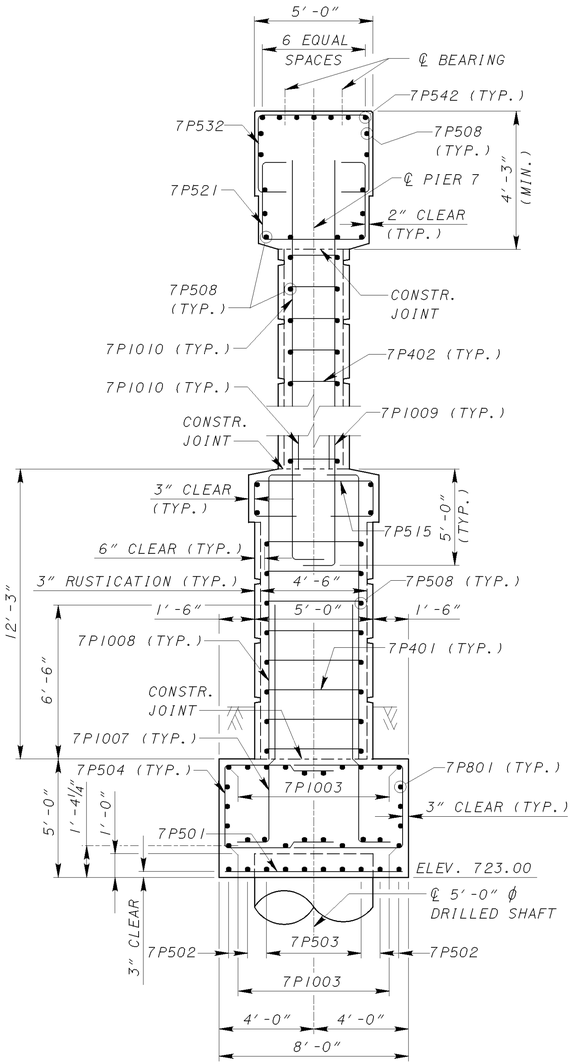
PIER DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

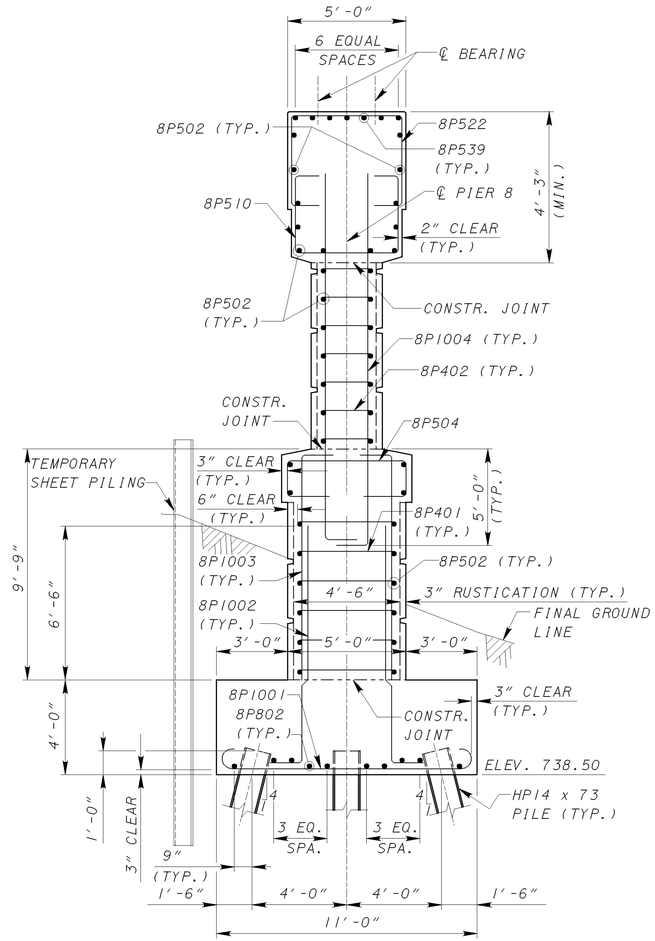
36/107

1445/1811

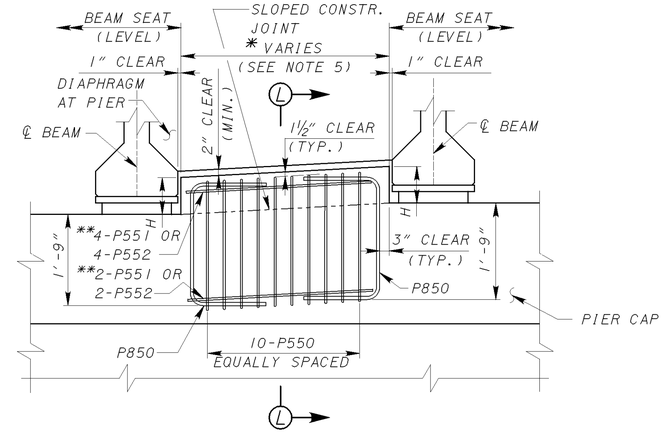
DATE: 3/4/2007 FILE: ga:\CL04\0003\Bridge\MainlineRT5\main_mot+75p120.dgn



SECTION J-J
(PIER 7)



SECTION K-K
(PIER 8)

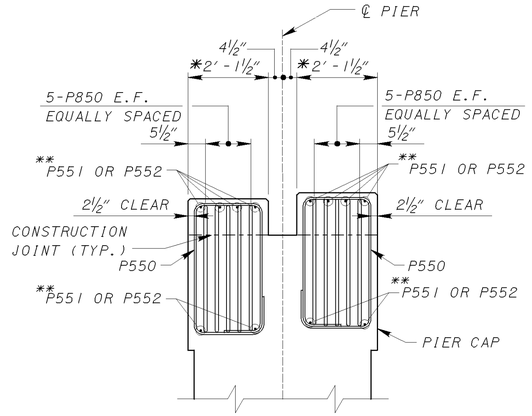


FRONT VIEW OF SEISMIC PEDESTAL

THE WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE CENTERLINE OF BEARING. THE P850, P551 AND P552 BARS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING. THE P550 BARS SHALL BE PLACED PARALLEL TO THE BEAMS.

PEDESTAL HEIGHT (H) LEFT BRIDGE	
LOCATION	H (INCHES)
PIER 1	9 3/8
PIER 2	8 5/8
PIERS 3 THRU 7	9 1/8
PIER 8	9

PEDESTAL HEIGHT (H) RIGHT BRIDGE	
LOCATION	H (INCHES)
PIER 1	9 3/8
PIER 2	9 1/8
PIERS 3 THRU 7	9 1/8
PIER 8	9



SECTION L-L
(PIER CAP REINFORCEMENT NOT SHOWN FOR CLARITY)

NOTES:

1. FOR LOCATION OF SECTION J-J, SEE SHEET 31/107 AND 32/107.
2. FOR LOCATION OF SECTION K-K, SEE SHEET 33/107 AND 34/107.
3. FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET 38/107.
4. FOR REINFORCEMENT SCHEDULE, SEE SHEET 100/107 THRU 105/107.
5. FOR PEDESTAL WIDTHS AND ADDITIONAL DETAILS, SEE SHEETS 19/107 THRU 34/107.
6. PREFIX SEISMIC PEDESTAL REINFORCING BAR MARKS AS FOLLOWS:

1P	FOR PIER 1	2P	FOR PIER 2
3P	FOR PIER 3	4P	FOR PIER 4
5P	FOR PIER 5	6P	FOR PIER 6
7P	FOR PIER 7	8P	FOR PIER 8

LEGEND:

MIN. = MINIMUM
TYP. = TYPICAL
E.F. = EACH FACE
EQ. SPA. = EQUAL SPACES
CONSTR. = CONSTRUCTION

LAP LENGTH TABLE	
BAR	REQUIRED LAP LENGTH
#5	2′-0″
#8	4′-0″
#9	5′-0″
#10	6′-3″

*—THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1″ TO ACCOMMODATE THE P850 BARS.

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

**—P551 BARS TYPICAL AT LEFT BRIDGE SEISMIC PEDESTALS AND P552 BARS TYPICAL AT RIGHT BRIDGE SEISMIC PEDESTALS.

SEISMIC PEDESTAL DETAILS

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

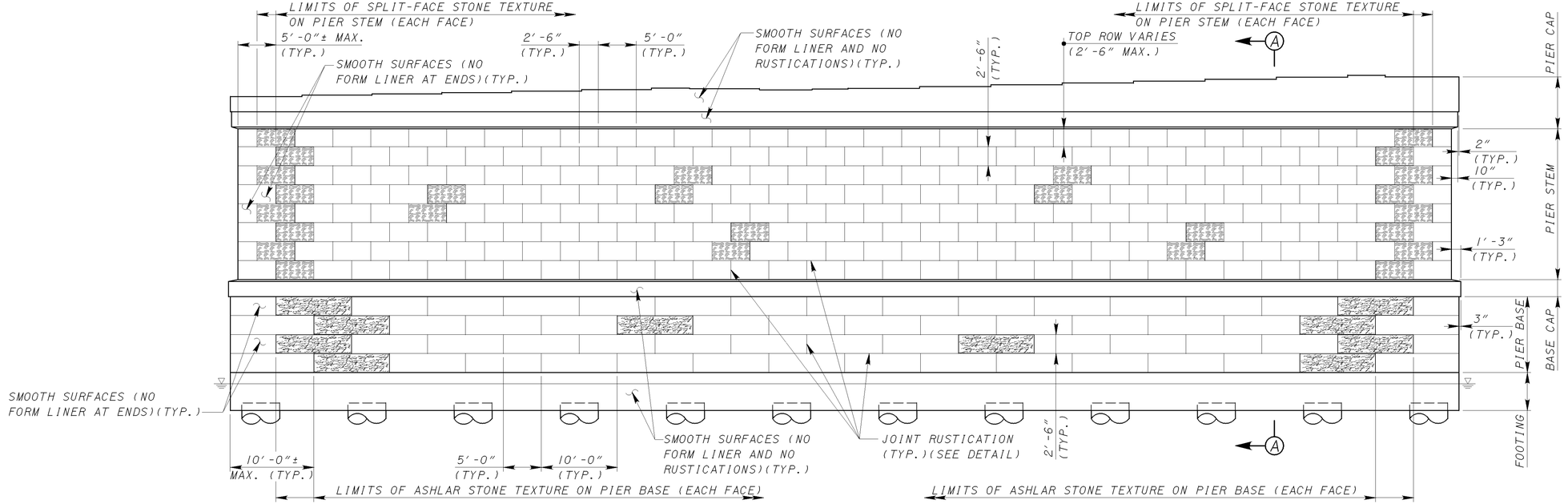
PIER DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

37/107

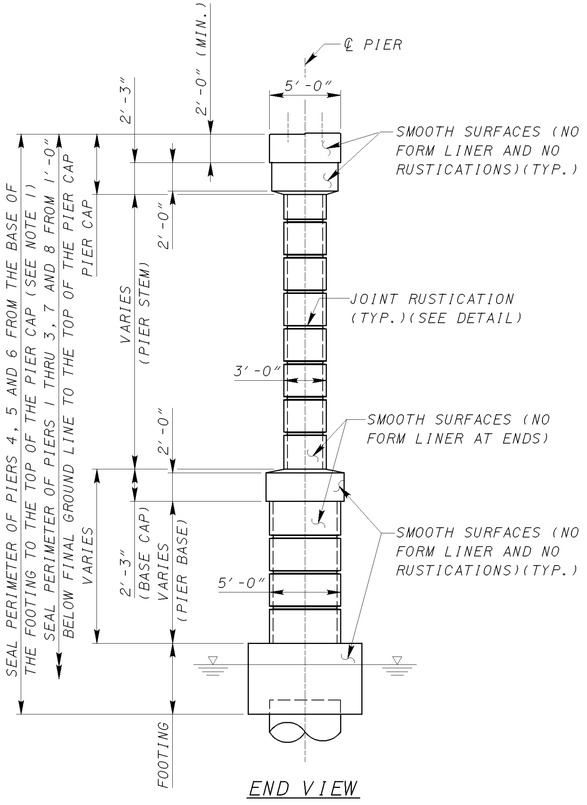
1446/1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mot75bl2.dgn

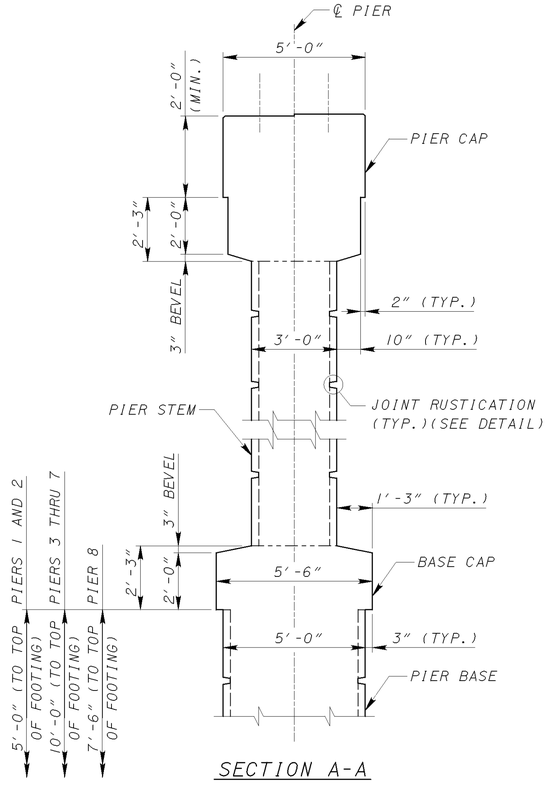


PIER ELEVATION

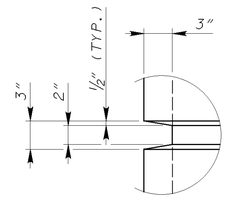
(PIERS 4 THRU 6 SHOWN, PIERS 1 THRU 3 AND 7 AND 8 SIMILAR)



END VIEW



SECTION A-A



JOINT RUSTICATION DETAIL

(HORIZONTAL AND VERTICAL RUSTICATIONS)

NOTES:

1. THE FACES OF THE FOOTING FOR PIERS 4, 5 AND 6 SHALL BE SEALED PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE TEMPORARY CAUSEWAY DETAILS.
2. SEE GENERAL NOTES, ITEM 512 FOR SEALING OF CONCRETE SURFACES (EPOXY URETHANE) REQUIREMENTS.
3. SEE GENERAL NOTES, ITEM SPECIAL - FORMLINER, FOR FORMLINER REQUIREMENTS AND PAYMENT.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 2000
CLEVELAND, OHIO 44113-1901

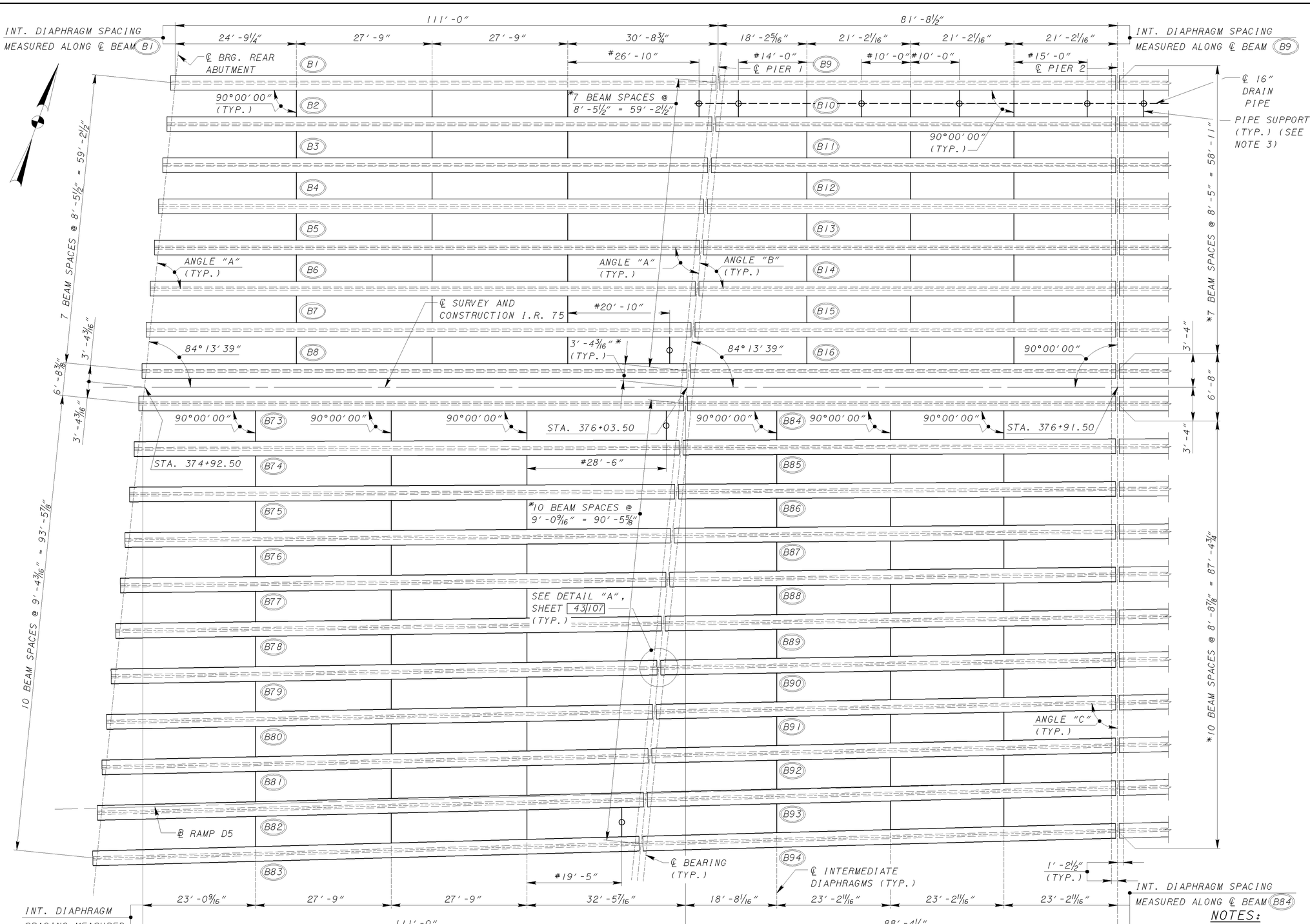
DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

PIER ARCHITECTURAL DETAILS

BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

DATE: 3/14/2007 FILE: ga:\CL04\0003\Bridge\Mainline175\main_mot75p122.dgn



ANGLE "A"	
BEAM	ANGLE
B1	84°13'39"
B2	84°13'39"
B3	84°13'39"
B4	84°13'39"
B5	84°13'39"
B6	84°13'39"
B7	84°13'39"
B8	84°13'39"
B73	84°13'39"
B74	84°04'24"
B75	83°55'09"
B76	83°45'54"
B77	83°36'40"
B78	83°27'27"
B79	83°18'13"
B80	83°09'00"
B81	82°59'47"
B82	82°50'35"
B83	82°41'18"

ANGLE "B"	
BEAM	ANGLE
B9	84°13'39"
B10	84°13'39"
B11	84°13'39"
B12	84°13'39"
B13	84°13'39"
B14	84°13'39"
B15	84°13'39"
B16	84°13'39"
B84	84°13'39"
B85	84°03'33"
B86	83°53'39"
B87	83°43'58"
B88	83°34'28"
B89	83°25'09"
B90	83°16'01"
B91	83°07'04"
B92	82°58'17"
B93	82°49'40"
B94	82°41'18"

ANGLE "C"	
BEAM	ANGLE
B9	90°00'00"
B10	90°00'00"
B11	90°00'00"
B12	90°00'00"
B13	90°00'00"
B14	90°00'00"
B15	90°00'00"
B16	90°00'00"
B84	90°00'00"
B85	89°49'54"
B86	89°40'01"
B87	89°30'19"
B88	89°20'49"
B89	89°11'30"
B90	89°02'23"
B91	88°53'25"
B92	88°44'38"
B93	88°36'01"
B94	88°27'40"

*BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 19|107 THRU 22|107.
MEASURED ALONG THE SAME BEAM AS THE INTERMEDIATE DIAPHRAGMS.

PART FRAMING PLAN - SPANS 1 AND 2

LEGEND:

(BXX) = BEAM NUMBER (STAGE 2)
INT. = INTERMEDIATE
TYP. = TYPICAL

NOTES:

1. FOR PART FRAMING PLAN - SPANS 3 AND 4, SEE SHEET 40|107.
2. FOR ADDITIONAL NOTES, SEE SHEET 43|107.
3. FOR DRAINAGE DETAILS, SEE SHEETS 93|107 THRU 96|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN JLV | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

FRAMING PLAN (SPANS 1 AND 2)

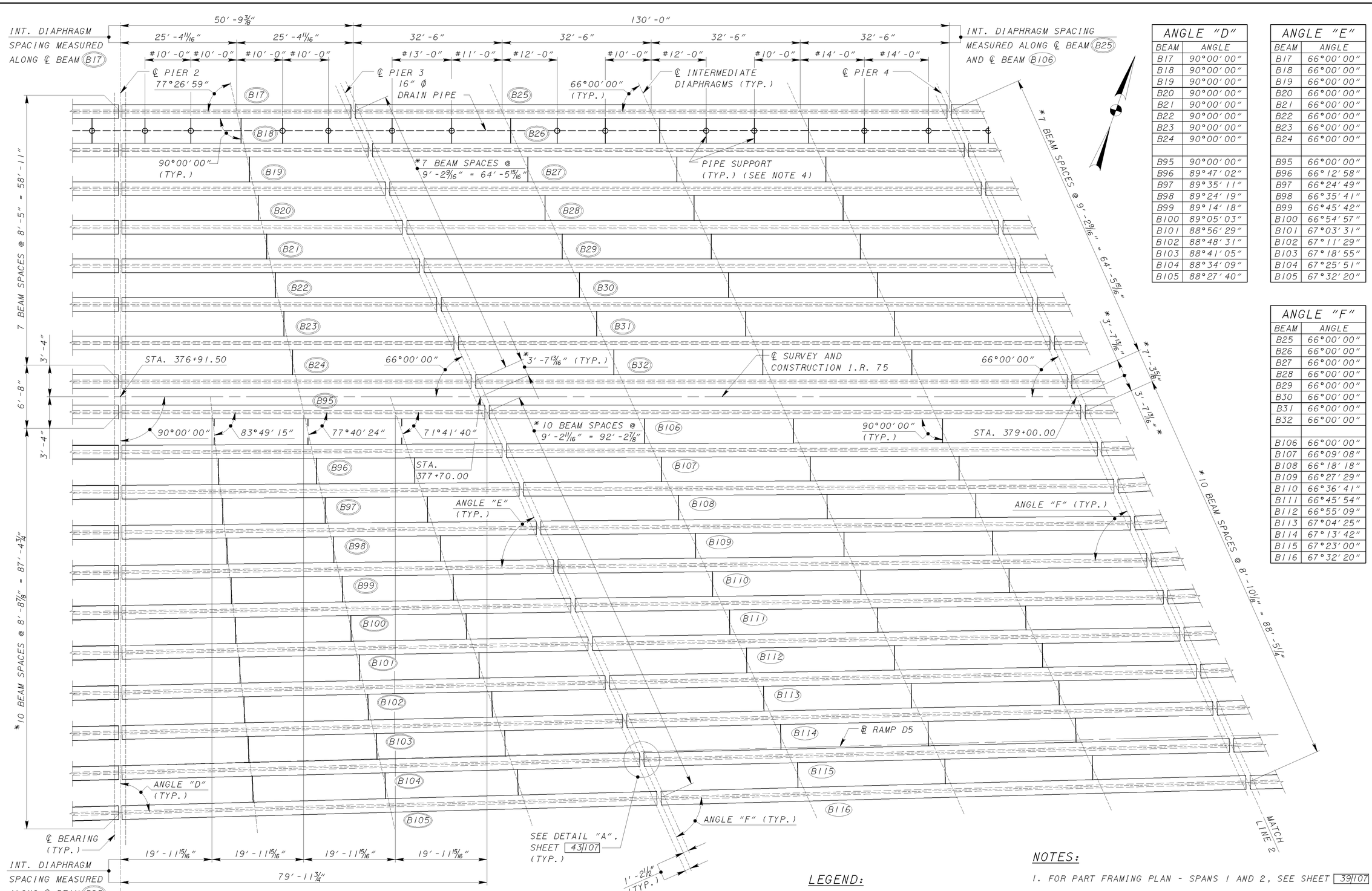
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

39|107

1448
1811

DATE: 3/6/2007 FILE: gs:\CL04\0003\Bridge\MainlineRF5\main_mot75s003.dgn



*BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 21|107 THRU 26|107.
MEASURED ALONG THE SAME BEAM AS THE INTERMEDIATE DIAPHRAGMS.

PART FRAMING PLAN - SPANS 3 AND 4

ANGLE "D"	
BEAM	ANGLE
B17	90°00′00″
B18	90°00′00″
B19	90°00′00″
B20	90°00′00″
B21	90°00′00″
B22	90°00′00″
B23	90°00′00″
B24	90°00′00″
B95	90°00′00″
B96	89°47′02″
B97	89°35′11″
B98	89°24′19″
B99	89°14′18″
B100	89°05′03″
B101	88°56′29″
B102	88°48′31″
B103	88°41′05″
B104	88°34′09″
B105	88°27′40″

ANGLE "E"	
BEAM	ANGLE
B17	66°00′00″
B18	66°00′00″
B19	66°00′00″
B20	66°00′00″
B21	66°00′00″
B22	66°00′00″
B23	66°00′00″
B24	66°00′00″
B95	66°00′00″
B96	66°12′58″
B97	66°24′49″
B98	66°35′41″
B99	66°45′42″
B100	66°54′57″
B101	67°03′31″
B102	67°11′29″
B103	67°18′55″
B104	67°25′51″
B105	67°32′20″

ANGLE "F"	
BEAM	ANGLE
B25	66°00′00″
B26	66°00′00″
B27	66°00′00″
B28	66°00′00″
B29	66°00′00″
B30	66°00′00″
B31	66°00′00″
B32	66°00′00″
B106	66°00′00″
B107	66°09′08″
B108	66°18′18″
B109	66°27′29″
B110	66°36′41″
B111	66°45′54″
B112	66°55′09″
B113	67°04′25″
B114	67°13′42″
B115	67°23′00″
B116	67°32′20″

LEGEND:

(BXX) = BEAM NUMBER (STAGE 1)
(BXX) = BEAM NUMBER (STAGE 2)
INT. = INTERMEDIATE
TYP. = TYPICAL

NOTES:

1. FOR PART FRAMING PLAN - SPANS 1 AND 2, SEE SHEET 39|107.
2. FOR PART FRAMING PLAN - SPANS 5 AND 6, SEE SHEET 41|107.
3. FOR ADDITIONAL NOTES, SEE SHEET 43|107.
4. FOR DRAINAGE DETAILS, SEE SHEETS 93|107 THRU 96|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN JLV | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

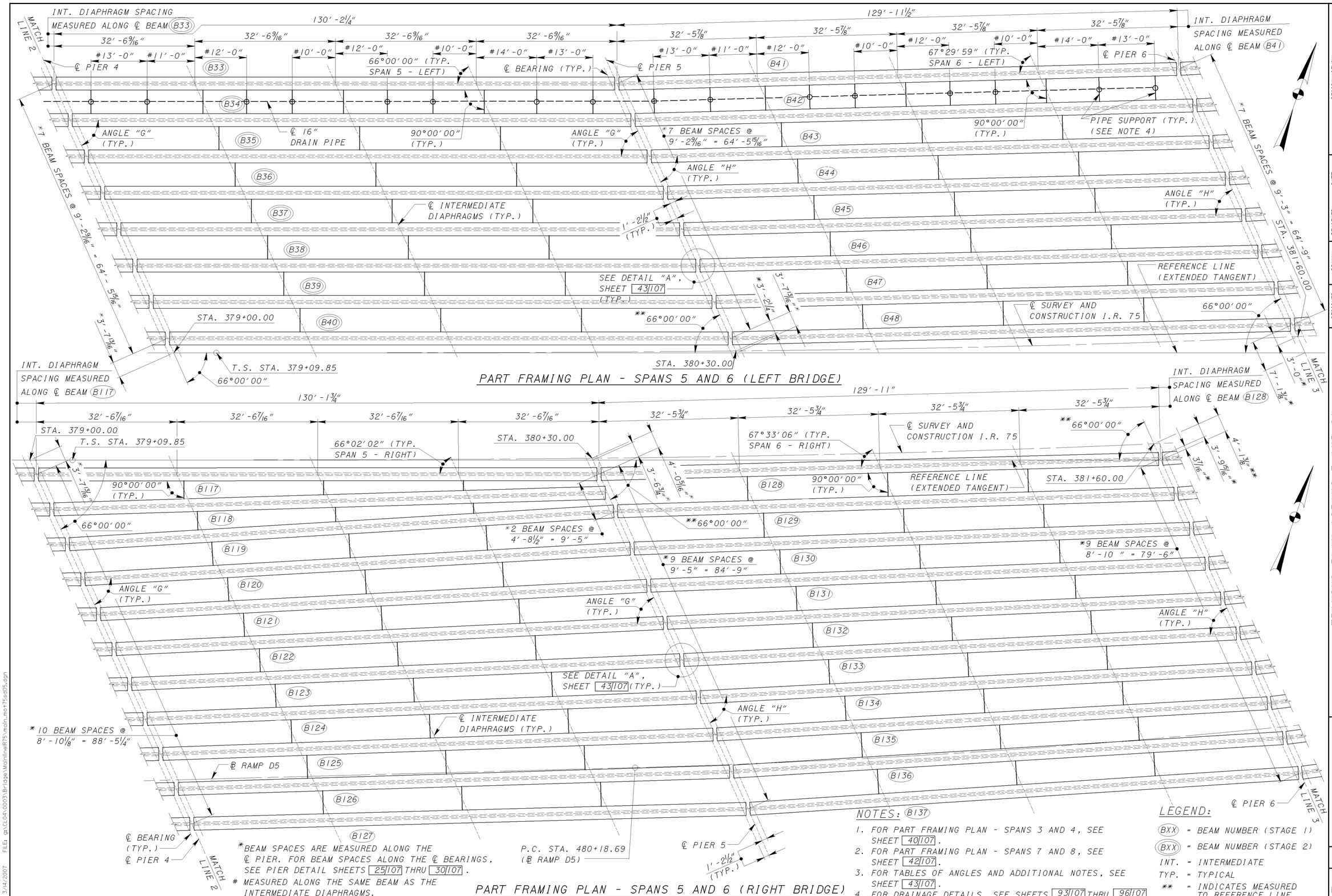
FRAMING PLAN (SPANS 3 AND 4)
BRIDGE NO. MOT-75-1367
I-R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

40|107

1449
1811

DATE: 3/14/2007 FILE: gs\CL04\0003\Bridge\MainlineRT5\main_mot175sd04.dgn



PART FRAMING PLAN - SPANS 5 AND 6 (LEFT BRIDGE)

PART FRAMING PLAN - SPANS 5 AND 6 (RIGHT BRIDGE)

*BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 25|107 THRU 30|107.

MEASURED ALONG THE SAME BEAM AS THE INTERMEDIATE DIAPHRAGMS.

NOTES: (B137)

1. FOR PART FRAMING PLAN - SPANS 3 AND 4, SEE SHEET 40|107.
2. FOR PART FRAMING PLAN - SPANS 7 AND 8, SEE SHEET 42|107.
3. FOR TABLES OF ANGLES AND ADDITIONAL NOTES, SEE SHEET 43|107.
4. FOR DRAINAGE DETAILS, SEE SHEETS 93|107 THRU 96|107.

LEGEND:

(BXX) = BEAM NUMBER (STAGE 1)
(BXX) = BEAM NUMBER (STAGE 2)
INT. = INTERMEDIATE
TYP. = TYPICAL
** = INDICATES MEASURED TO REFERENCE LINE

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 2000
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

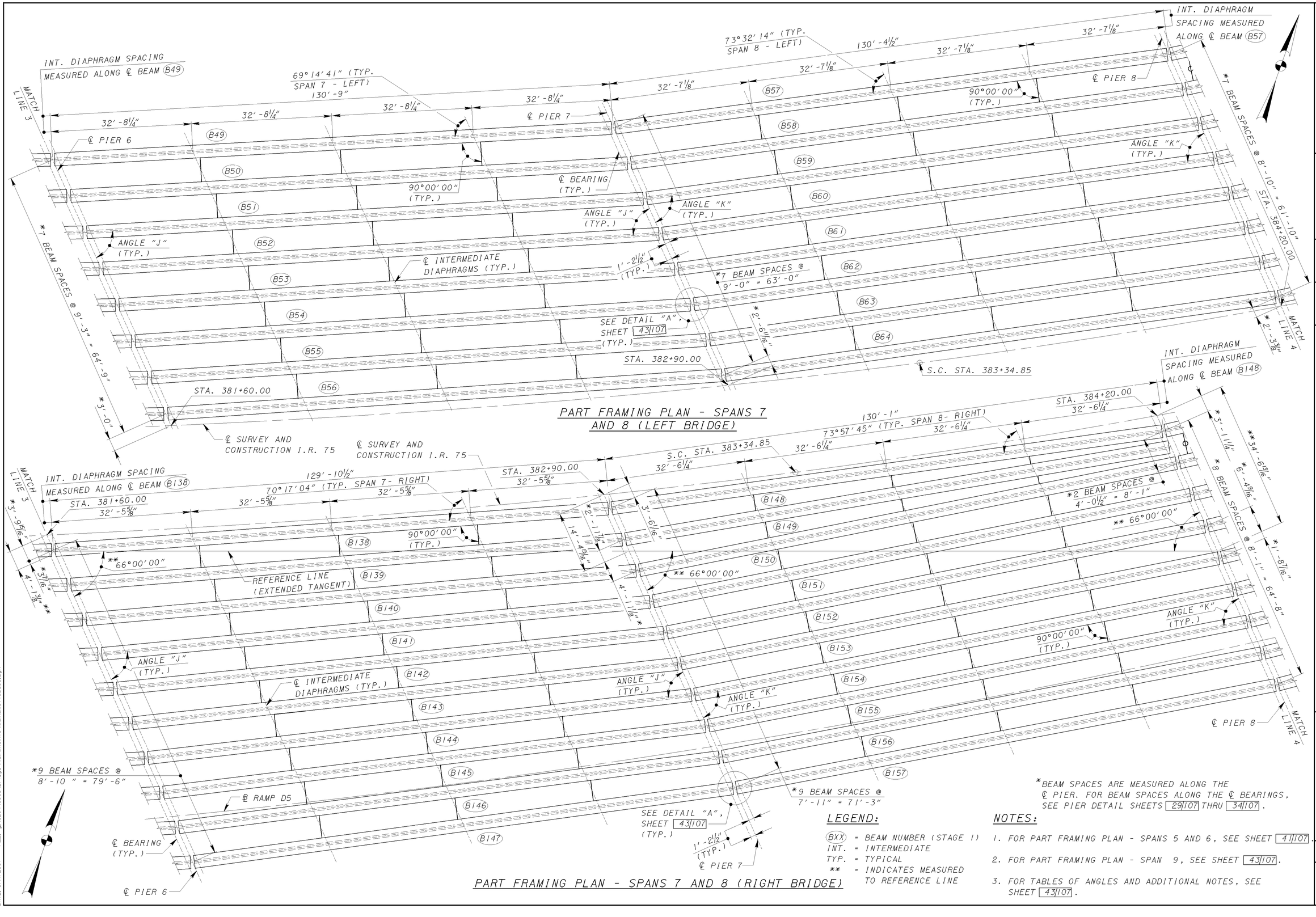
FRAMING PLAN (SPANS 5 AND 6)
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

41|107

1450
1811

DATE: 3/14/2007 FILE: gr\LO4\0003_Bridge Mainline\PFS\main_mor175sd05.dgn



PART FRAMING PLAN - SPANS 7 AND 8 (LEFT BRIDGE)

PART FRAMING PLAN - SPANS 7 AND 8 (RIGHT BRIDGE)

*BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 29107 THRU 34107.

LEGEND:

(BXX) = BEAM NUMBER (STAGE 1)
INT. = INTERMEDIATE
TYP. = TYPICAL
** = INDICATES MEASURED TO REFERENCE LINE

NOTES:

1. FOR PART FRAMING PLAN - SPANS 5 AND 6, SEE SHEET 41107.
2. FOR PART FRAMING PLAN - SPAN 9, SEE SHEET 43107.
3. FOR TABLES OF ANGLES AND ADDITIONAL NOTES, SEE SHEET 43107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

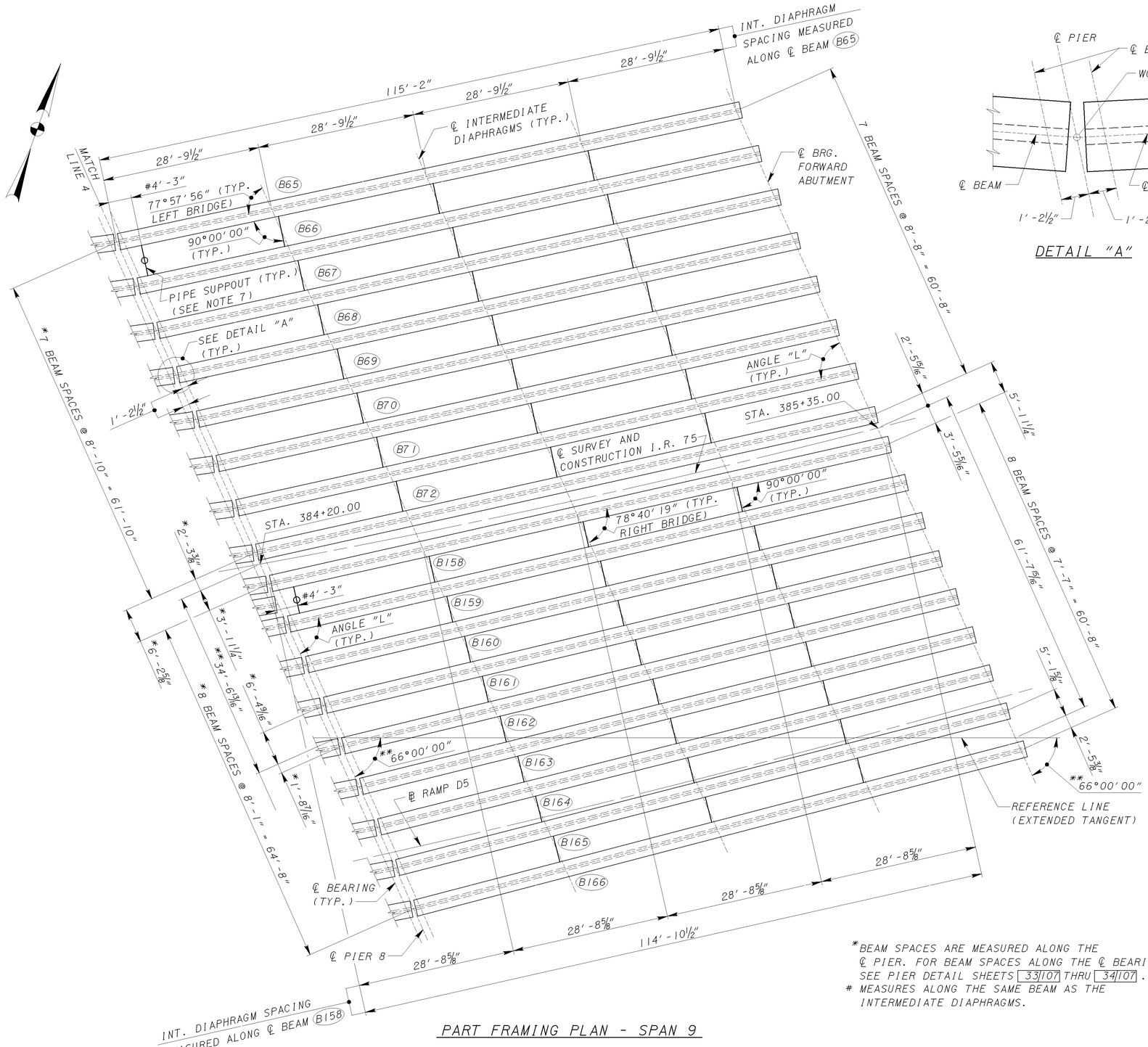
FRAMING PLAN (SPANS 7 AND 8)
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

42/107

1451/1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\Mainline\PT5\main_mot75sd06.dgn



PART FRAMING PLAN - SPAN 9

DETAIL "A"

ANGLE "G"	
BEAM	ANGLE
B33	66°00'00"
B34	66°00'00"
B35	66°00'00"
B36	66°00'00"
B37	66°00'00"
B38	66°00'00"
B39	66°00'00"
B40	66°00'00"
B117	66°02'02"
B118	67°43'09"
B119	69°26'46"
B120	69°12'18"
B121	68°57'53"
B122	68°43'30"
B123	68°29'11"
B124	68°14'54"
B125	68°00'40"
B126	67°46'29"
B127	67°32'20"

ANGLE "H"	
BEAM	ANGLE
B41	67°29'59"
B42	67°29'02"
B43	67°28'08"
B44	67°27'14"
B45	67°26'20"
B46	67°25'26"
B47	67°24'32"
B48	67°23'38"
B128	67°33'06"
B129	67°47'23"
B130	68°01'44"
B131	68°16'07"
B132	68°30'33"
B133	68°45'02"
B134	68°59'34"
B135	69°14'09"
B136	69°28'46"
B137	69°43'27"

ANGLE "J"	
BEAM	ANGLE
B49	69°14'41"
B50	69°20'54"
B51	69°27'03"
B52	69°33'14"
B53	69°39'24"
B54	69°45'35"
B55	69°51'47"
B56	69°57'59"
B138	70°17'04"
B139	70°39'58"
B140	71°02'58"
B141	71°26'04"
B142	71°49'17"
B143	72°12'37"
B144	72°36'02"
B145	72°59'33"
B146	73°23'10"
B147	73°46'53"

ANGLE "K"	
BEAM	ANGLE
B57	73°32'14"
B58	73°36'27"
B59	73°40'40"
B60	73°44'53"
B61	73°49'07"
B62	73°53'20"
B63	73°57'34"
B64	74°01'48"
B148	73°57'45"
B149	75°36'57"
B150	77°17'39"
B151	77°13'17"
B152	77°08'56"
B153	77°04'34"
B154	77°00'13"
B155	76°55'52"
B156	76°51'31"
B157	76°47'11"

ANGLE "L"	
BEAM	ANGLE
B65	77°57'56"
B66	78°02'48"
B67	78°07'41"
B68	78°12'33"
B69	78°17'25"
B70	78°22'18"
B71	78°27'11"
B72	78°32'04"
B158	78°40'19"
B159	78°55'00"
B160	79°09'42"
B161	79°24'26"
B162	79°39'12"
B163	79°53'59"
B164	80°08'47"
B165	80°23'36"
B166	80°38'27"

*BEAM SPACES ARE MEASURED ALONG THE ℄ PIER. FOR BEAM SPACES ALONG THE ℄ BEARINGS, SEE PIER DETAIL SHEETS 33/107 THRU 34/107.
MEASURES ALONG THE SAME BEAM AS THE INTERMEDIATE DIAPHRAGMS.

LEGEND:

(BXX) = BEAM NUMBER (STAGE 1)
INT. = INTERMEDIATE
TYP. = TYPICAL
** = INDICATES MEASURED TO REFERENCE LINE

NOTES:

1. FOR PART FRAMING PLAN - SPANS 7 AND 8, SEE SHEET 42/107.
2. FOR LOCATION OF ANGLES G AND H, SEE SHEET 41/107.
3. FOR LOCATION OF ANGLES J AND K, SEE SHEET 42/107.
4. FOR STAGE CONSTRUCTION DETAILS, SEE SHEET 8/78 OF THE RAMPS E2 AND D4 BRIDGE PLANS.
5. FOR END DIAPHRAGM DETAILS, SEE SHEET 52/107.
6. FOR PIER DIAPHRAGM DETAILS, SEE SHEETS 53/107 THRU 56/107.
7. FOR SCUPPER AND SUPPORT DETAILS AND SUPPORT SPACING REQUIREMENTS, SEE SHEETS 93/107 THRU 96/107.
8. FOR INTERMEDIATE DIAPHRAGM DETAILS, SEE ODOT STD. DRAWING PSID-1-99.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	JLV	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

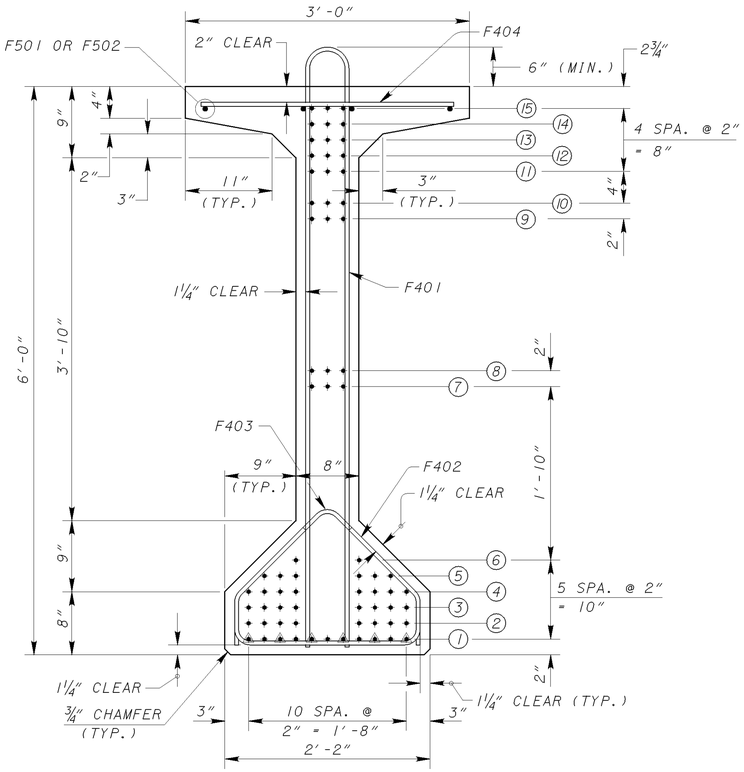
FRAMING PLAN (SPAN 9)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

43/107

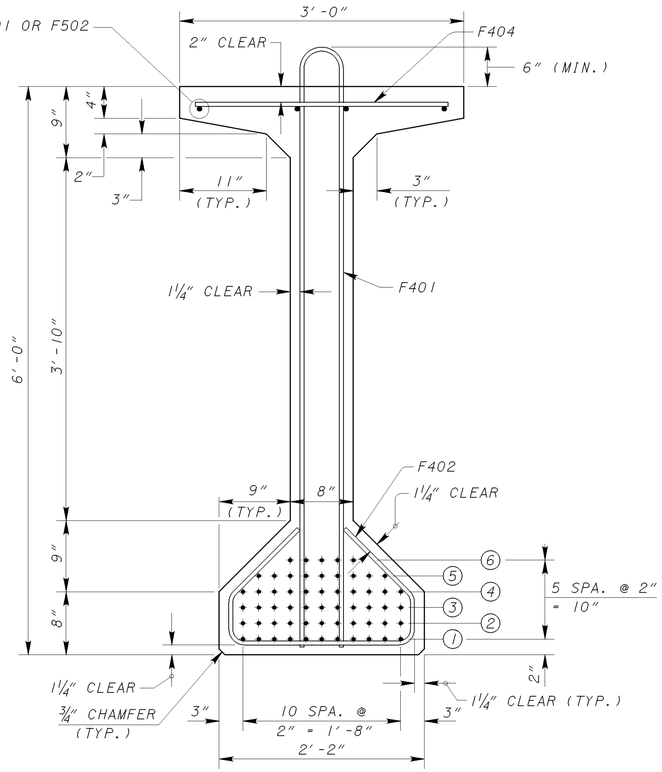
1452
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\Mainline\R75\main_mo175sd07.dgn



MODIFIED AASHTO TYPE 4 (72″)

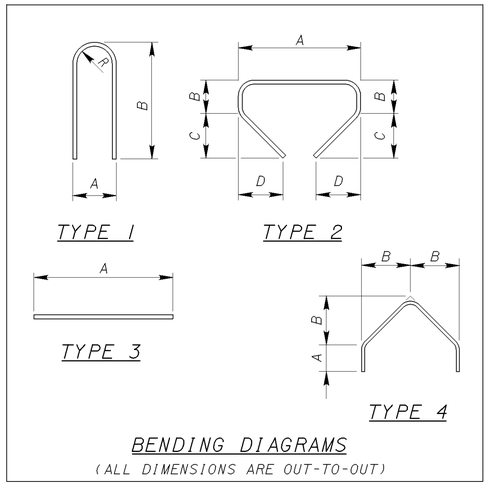
(AT BEAM ENDS)



MODIFIED AASHTO TYPE 4 (72″)

(AT MID-SPAN)

▲ - EXTEND STRANDS AT PIERS
(SEE SHEET 46/107)



BENDING DIAGRAMS

(ALL DIMENSIONS ARE OUT-TO-OUT)

MARK	TYPE	DIMENSIONS				
		A	B	C	D	R
F401	1	5½″	6′-5″			2¼″
F402	2	1′-11½″	6¼″	8½″	8½″	
F403	4	6¼″	11¾″			
F404	3	2′-8″				
F501	3	30′-0″				
F502	3	*				

* - SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SHEETS 46/107 THRU 49/107.

BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION, THE NEXT DIGIT INDICATES THE INCH-POUND BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE EPOXY-COATED.

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLE ON SHEET 45/107.
2. FOR BEAM ELEVATIONS AND BEAM DIMENSIONS, SEE SHEETS 46/107 THRU 49/107.
3. BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
4. INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.
5. SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PSID-1-99, SHEET 1 OF 8. THE SHIPPING STRANDS SHALL BE DEBONDED FOR THE ENTIRE LENGTH OF THE BEAM EXCEPT FOR THE LAST 10′-0″ AT EACH END. THE FABRICATOR SHALL PROVIDE A DE-TENSIONING PROCEDURE FOR THE SHIPPING STRANDS, AND THE CONTRACTOR SHALL HAVE A PROFESSIONAL ENGINEER REVIEW AND APPROVE THE PROCEDURE. THE CONTRACTOR IS RESPONSIBLE FOR ANY DAMAGE TO THE BEAMS CAUSED BY THE SHIPPING STRAND DE-TENSIONING. DAMAGED BEAMS SHALL BE REPAIRED TO THE SATISFACTION OF THE ENGINEER OR THE BEAMS WILL BE REJECTED.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN MLR | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

BEAM DETAILS
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

44/107

1453
1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mo+75sd08.dgn

NUMBER OF STRANDS PER ROW - LEFT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM ROW NUMBER (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	TOTAL NUMBER OF STRANDS	MIDSPAN ROW NUMBER (1)	(2)	(3)	(4)	(5)	(6)	TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI) f'ci	f'c
1	1 THRU 8	11	11	8	2	-	-	-	-	-	-	-	-	-	3	3	38	11	11	11	5	-	-	38	5000	7000
2	9 THRU 12	11	6	-	-	-	-	-	-	3	2	-	-	-	-	-	22	11	9	2	-	-	-	22	5000	7000
	13 AND 14	11	8	-	-	-	-	-	-	3	1	-	-	-	-	-	23	11	11	1	-	-	-	23	5000	7000
	15 AND 16	11	8	-	-	-	-	-	-	3	2	-	-	-	-	-	24	11	11	2	-	-	-	24	5000	7000
3	17 THRU 21	11	-	-	-	-	-	2	2	-	-	-	-	-	-	-	15	11	2	2	-	-	-	15	5000	7000
	22	11	-	-	-	-	-	3	2	-	-	-	-	-	-	-	16	11	3	2	-	-	-	16	5000	7000
	23	11	2	-	-	-	-	3	2	-	-	-	-	-	-	-	18	11	5	2	-	-	-	18	5000	7000
	24	11	2	-	-	-	-	3	3	-	-	-	-	-	-	-	19	11	5	3	-	-	-	19	5000	7000
4	25 THRU 32	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
5	33 THRU 40	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
6	41 THRU 48	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
7	49 THRU 56	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
8	57 THRU 64	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
9	65 THRU 72	11	8	8	4	-	-	-	-	-	-	-	3	3	3	3	43	11	11	11	7	3	-	43	5000	7000

NUMBER OF STRANDS PER ROW - RIGHT BRIDGE

SPAN	BEAM NUMBER	END OF BEAM ROW NUMBER (1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)	(15)	TOTAL NUMBER OF STRANDS	MIDSPAN ROW NUMBER (1)	(2)	(3)	(4)	(5)	(6)	TOTAL NUMBER OF STRANDS	CONCRETE STRENGTH (PSI) f'ci	f'c
1	73 THRU 83	11	11	8	6	-	-	-	-	-	-	-	-	-	3	3	42	11	11	11	9	-	-	42	5000	7000
2	84 AND 85	11	8	-	-	-	-	-	-	3	2	-	-	-	-	-	24	11	11	2	-	-	-	24	5000	7000
	86	11	8	-	-	-	-	-	-	3	3	-	-	-	-	-	25	11	11	3	-	-	-	25	5000	7000
	87 AND 88	11	8	-	-	-	-	-	-	-	-	3	3	1	-	-	26	11	11	3	1	-	-	26	5000	7000
	89 THRU 91	11	8	2	-	-	-	-	-	-	-	3	3	-	-	-	27	11	11	5	-	-	-	27	5000	7000
	92 THRU 94	11	8	4	-	-	-	-	-	-	-	3	3	-	-	-	29	11	11	7	-	-	-	29	5000	7000
3	95 AND 96	11	6	-	-	-	-	3	-	2	-	-	-	-	-	-	22	11	9	2	-	-	-	22	5000	7000
	97	11	8	-	-	-	-	-	-	3	2	-	-	-	-	-	24	11	11	2	-	-	-	24	5000	7000
	98	11	8	-	-	-	-	-	-	-	-	3	3	-	-	-	25	11	11	3	-	-	-	25	5000	7000
	99	11	8	2	-	-	-	-	-	-	-	3	3	-	-	-	27	11	11	5	-	-	-	27	5000	7000
	100	11	8	4	-	-	-	-	-	-	-	-	-	-	3	3	29	11	11	7	-	-	-	29	5000	7000
	101	11	8	6	-	-	-	-	-	-	-	-	-	3	3	1	32	11	11	9	1	-	-	32	5000	7000
	102	11	8	8	-	-	-	-	-	-	-	-	-	3	3	2	35	11	11	11	2	-	-	35	5000	7000
	103	11	8	8	2	-	-	-	-	-	-	-	-	3	3	3	38	11	11	11	5	-	-	38	5000	7000
	104	11	11	8	2	-	-	-	-	-	-	-	-	3	3	3	41	11	11	11	5	3	-	41	5000	7000
	105	11	11	8	6	-	-	-	-	-	-	-	-	3	3	3	45	11	11	11	9	3	-	45	5000	7000
4	106 THRU 116	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
5	117 AND 118	11	8	8	8	-	-	-	-	-	-	-	-	3	3	3	44	11	11	11	11	-	-	44	5000	7000
	119	11	8	8	8	4	-	-	-	-	-	-	3	3	3	3	51	11	11	11	11	7	-	51	5000	7000
	120 THRU 127	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
6	128 THRU 137	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
7	138 THRU 147	11	8	8	8	6	2	-	-	-	-	3	3	3	3	3	58	11	11	11	11	9	5	58	5000	7000
8	148	11	8	8	6	-	-	-	-	-	-	-	-	3	3	3	42	11	11	11	9	-	-	42	5000	7000
	149	11	11	8	6	-	-	-	-	-	-	-	-	3	3	1	43	11	11	11	9	1	-	43	5000	7000
	150	11	8	8	8	2	-	-	-	-	-	-	-	3	3	3	46	11	11	11	11	2	-	46	5000	7000
	151 THRU 157	11	11	8	8	4	-	-	-	-	-	-	3	3	3	1	52	11	11	11	11	7	1	52	5000	7000
9	158 THRU 166	11	8	8	4	-	-	-	-	-	-	-	-	3	3	3	40	11	11	11	7	-	-	40	5000	7000

NOTES:

1. FOR DIAGRAM OF STRAND LOCATION IN BEAM, SEE SHEET 44/107.

DESIGN AGENCY: TRANSYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN MLR | REVIEWED RER | DATE 2/16/06 | CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

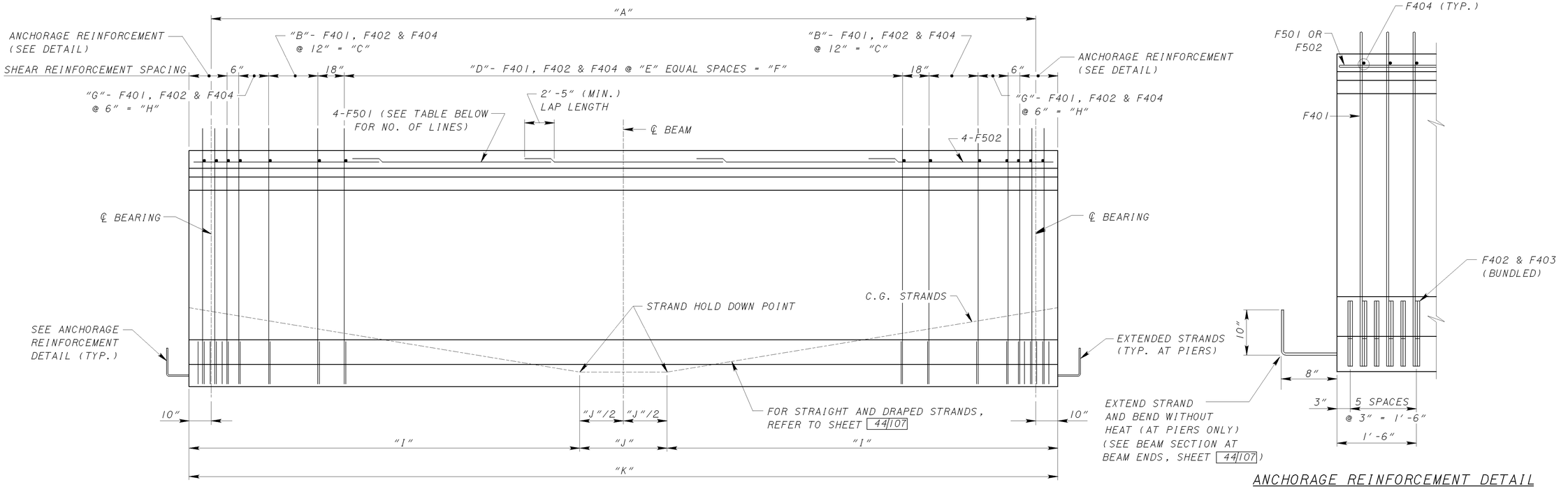
BEAM DETAILS
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

45/107

1454
1811

DATE: 3/14/2007 FILE: g:\LO4\0003-Bridge\Mainline#75\main_mo175sd09.dgn



TYPICAL MODIFIED AASHTO TYPE 4 (72") BEAM ELEVATION

(THREADED INSERTS AND 1¼" Ø SLEEVES FOR DIAPHRAGMS NOT SHOWN FOR CLARITY, REFER TO DIAPHRAGM DETAIL SHEETS 52/107 THRU 56/107 FOR LOCATIONS AND DETAILS)

ANCHORAGE REINFORCEMENT DETAIL

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS											APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"									
B1 THRU B8	8	109'-9 7/16"	40	39'-0"	19	18	26'-5 7/16"	-	-	50'-2 11/16"	11'-0"	111'-5 7/16"	111,007	105	111	12	105	3	12	4	27'-2 7/16"
B9	1	79'-3 7/16"	17	16'-0"	29	28	41'-11 7/16"	-	-	35'-5 11/16"	10'-0"	80'-11 7/16"	80,627	69	75	12	69	2	8	4	24'-8 7/16"
B10	1	80'-1 5/8"	17	16'-0"	30	29	42'-9 5/8"	-	-	35'-10 13/16"	10'-0"	81'-9 5/8"	81,474	70	76	12	70	2	8	4	25'-6 5/8"
B11	1	80'-11 13/16"	17	16'-0"	31	30	43'-7 13/16"	-	-	36'-3 15/16"	10'-0"	82'-7 13/16"	82,322	71	77	12	71	2	8	4	26'-4 13/16"
B12	1	81'-10 1/16"	17	16'-0"	31	30	44'-6 1/16"	-	-	36'-9"	10'-0"	83'-6 1/16"	83,170	71	77	12	71	2	8	4	27'-3 1/16"
B13	1	82'-8 1/4"	17	16'-0"	32	31	45'-4 1/4"	-	-	37'-2 1/8"	10'-0"	84'-4 1/4"	84,017	72	78	12	72	2	8	4	28'-1 1/4"
B14	1	83'-6 7/16"	17	16'-0"	32	31	46'-2 7/16"	-	-	37'-7 1/4"	10'-0"	85'-2 7/16"	84,864	72	78	12	72	2	8	4	28'-11 7/16"
B15	1	84'-4 11/16"	17	16'-0"	33	32	47'-0 11/16"	-	-	38'-0 5/16"	10'-0"	86'-0 11/16"	85,711	73	79	12	73	2	8	4	29'-9 11/16"
B16	1	85'-2 7/8"	17	16'-0"	33	32	47'-10 7/8"	-	-	38'-5 7/16"	10'-0"	86'-10 7/8"	86,559	73	79	12	73	2	8	4	30'-7 7/8"
B17	1	48'-3 1/16"	11	10'-0"	17	16	22'-11 1/16"	-	-	19'-11 1/2"	10'-0"	49'-11 1/16"	49,720	45	51	12	45	1	4	4	21'-8 1/16"
B18	1	52'-0"	11	10'-0"	19	18	26'-8"	-	-	21'-4"	11'-0"	53'-8"	53,453	47	53	12	47	1	4	4	25'-5"
B19	1	55'-9"	11	10'-0"	22	21	30'-5"	-	-	23'-2 1/2"	11'-0"	57'-5"	57,185	50	56	12	50	1	4	4	29'-2"
B20	1	59'-5 15/16"	11	10'-0"	24	23	34'-1 15/16"	-	-	24'-7"	12'-0"	61'-1 15/16"	60,918	52	58	12	52	2	8	4	4'-10 15/16"
B21	1	63'-2 15/16"	11	10'-0"	27	26	37'-10 15/16"	-	-	25'-11 7/16"	13'-0"	64'-10 15/16"	64,650	55	61	12	55	2	8	4	8'-7 15/16"
B22	1	66'-1 7/8"	11	10'-0"	29	28	41'-7 7/8"	-	-	27'-3 15/16"	14'-0"	68'-7 7/8"	68,382	57	63	12	57	2	8	4	12'-4 7/8"
B23 THRU B72, SEE SHEET 47/107																					

NOTES:

1. FOR NUMBER OF STRANDS PER BEAM, SEE TABLE ON SHEET 45/107.
2. FOR NUMBER OF STRANDS PER ROW, SEE SHEETS 45/107.
3. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
4. THREADED INSERT LOCATIONS FOR DRAINAGE SUPPORT TO BE DETERMINED BY CONTRACTOR. SEE DRAINAGE DETAILS, SHEETS 93/107 THRU 96/107, AND FRAMING PLAN, SHEETS 39/107 THRU 43/107, FOR MORE INFORMATION.
5. BEAMS SHALL BE SHOP MARKED WITH THE FOLLOWING INFORMATION AT EACH END: BEAM NUMBER AND CORRESPONDING SUBSTRUCTURE UNIT.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 2000 CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN MLR | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

BEAM DETAILS
BRIDGE NO. MOT-75-1367 OVER GREAT MIAMI RIVER,
I.R. 75 MAINLINE BRIDGE RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

46/107

1455
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\Mainline\R75\main_mor175sd10.dgn

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - LEFT BRIDGE

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS											APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"									
B23	1	70'-8 7/8"	11	10'-0"	32	31	45'-4 7/8"	-	-	29'-2 7/16"	14'-0"	72'-4 7/8"	72,115	60	66	12	60	2	8	4	16'-1 7/8"
B24	1	74'-5 13/16"	11	10'-0"	34	33	49'-1 3/16"	-	-	30'-6 15/16"	15'-0"	76'-1 3/16"	75,847	62	68	12	62	2	8	4	19'-10 3/16"
B25 THRU B32	8	127'-4 1/4"	6	5'-0"	71	70	104'-0 1/4"	8	4'-0"	58'-0 1/8"	13'-0"	129'-0 1/4"	128,506	105	111	12	105	4	16	4	16'-9 1/4"
B33 THRU B40	8	127'-6 7/16"	6	5'-0"	71	70	104'-2 7/16"	8	4'-0"	58'-1 1/4"	13'-0"	129'-2 7/16"	128,688	105	111	12	105	4	16	4	16'-11 7/16"
B41	1	127'-4 3/16"	6	5'-0"	71	70	104'-0 3/16"	8	4'-0"	58'-0 1/8"	13'-0"	129'-0 3/16"	128,500	105	111	12	105	4	16	4	16'-9 3/16"
B42	1	127'-4 3/8"	6	5'-0"	71	70	104'-0 3/8"	8	4'-0"	58'-0 3/16"	13'-0"	129'-0 3/8"	128,515	105	111	12	105	4	16	4	16'-9 3/8"
B43	1	127'-4 9/16"	6	5'-0"	71	70	104'-0 9/16"	8	4'-0"	58'-0 1/4"	13'-0"	129'-0 9/16"	128,528	105	111	12	105	4	16	4	16'-9 9/16"
B44	1	127'-4 11/16"	6	5'-0"	71	70	104'-0 11/16"	8	4'-0"	58'-0 3/8"	13'-0"	129'-0 11/16"	128,542	105	111	12	105	4	16	4	16'-9 11/16"
B45	1	127'-4 7/8"	6	5'-0"	71	70	104'-0 7/8"	8	4'-0"	58'-0 7/16"	13'-0"	129'-0 7/8"	128,556	105	111	12	105	4	16	4	16'-9 7/8"
B46	1	127'-5"	6	5'-0"	71	70	104'-1"	8	4'-0"	58'-0 1/2"	13'-0"	129'-1"	128,569	105	111	12	105	4	16	4	16'-10"
B47	1	127'-5 3/16"	6	5'-0"	71	70	104'-1 3/16"	8	4'-0"	58'-0 5/8"	13'-0"	129'-1 3/16"	128,583	105	111	12	105	4	16	4	16'-10 3/16"
B48	1	127'-5 3/8"	6	5'-0"	71	70	104'-1 3/8"	8	4'-0"	58'-0 11/16"	13'-0"	129'-1 3/8"	128,597	105	111	12	105	4	16	4	16'-10 3/8"
B49	1	128'-1 7/8"	6	5'-0"	71	70	104'-9 7/8"	8	4'-0"	58'-4 15/16"	13'-0"	129'-9 7/8"	129,304	105	111	12	105	4	16	4	17'-6 7/8"
B50	1	128'-0 13/16"	6	5'-0"	71	70	104'-8 13/16"	8	4'-0"	58'-4 7/16"	13'-0"	129'-8 13/16"	129,217	105	111	12	105	4	16	4	17'-5 13/16"
B51	1	127'-11 13/16"	6	5'-0"	71	70	104'-7 13/16"	8	4'-0"	58'-3 7/8"	13'-0"	129'-7 13/16"	129,131	105	111	12	105	4	16	4	17'-4 13/16"
B52	1	127'-10 3/4"	6	5'-0"	71	70	104'-6 3/4"	8	4'-0"	58'-3 3/8"	13'-0"	129'-6 3/4"	129,045	105	111	12	105	4	16	4	17'-3 3/4"
B53	1	127'-9 3/4"	6	5'-0"	71	70	104'-5 3/4"	8	4'-0"	58'-2 7/8"	13'-0"	129'-5 3/4"	128,961	105	111	12	105	4	16	4	17'-2 3/4"
B54	1	127'-8 3/4"	6	5'-0"	71	70	104'-4 3/4"	8	4'-0"	58'-2 3/8"	13'-0"	129'-4 3/4"	128,876	105	111	12	105	4	16	4	17'-1 3/4"
B55	1	127'-7 11/16"	6	5'-0"	71	70	104'-3 11/16"	8	4'-0"	58'-1 7/8"	13'-0"	129'-3 11/16"	128,791	105	111	12	105	4	16	4	17'-0 11/16"
B56	1	127'-6 11/16"	6	5'-0"	71	70	104'-2 11/16"	8	4'-0"	58'-1 3/8"	13'-0"	129'-2 11/16"	128,708	105	111	12	105	4	16	4	16'-11 11/16"
B57	1	127'-10 3/16"	6	5'-0"	71	70	104'-6 3/16"	8	4'-0"	58'-3 1/8"	13'-0"	129'-6 3/16"	129,000	105	111	12	105	4	16	4	17'-3 3/16"
B58	1	127'-9 11/16"	6	5'-0"	71	70	104'-5 11/16"	8	4'-0"	58'-2 13/16"	13'-0"	129'-5 11/16"	128,954	105	111	12	105	4	16	4	17'-2 11/16"
B59	1	127'-9 1/8"	6	5'-0"	71	70	104'-5 1/8"	8	4'-0"	58'-2 9/16"	13'-0"	129'-5 1/8"	128,908	105	111	12	105	4	16	4	17'-2 1/8"
B60	1	127'-8 9/16"	6	5'-0"	71	70	104'-4 9/16"	8	4'-0"	58'-2 1/4"	13'-0"	129'-4 9/16"	128,862	105	111	12	105	4	16	4	17'-1 9/16"
B61	1	127'-8"	6	5'-0"	71	70	104'-4"	8	4'-0"	58'-2"	13'-0"	129'-4"	128,817	105	111	12	105	4	16	4	17'-1"
B62	1	127'-7 7/16"	6	5'-0"	71	70	104'-3 7/16"	8	4'-0"	58'-1 3/4"	13'-0"	129'-3 7/16"	128,772	105	111	12	105	4	16	4	17'-0 7/16"
B63	1	127'-6 15/16"	6	5'-0"	71	70	104'-2 15/16"	8	4'-0"	58'-1 7/16"	13'-0"	129'-2 15/16"	128,727	105	111	12	105	4	16	4	16'-11 15/16"
B64	1	127'-6 3/8"	6	5'-0"	71	70	104'-2 3/8"	8	4'-0"	58'-1 3/16"	13'-0"	129'-2 3/4"	128,682	105	111	12	105	4	16	4	16'-11 3/8"
B65	1	113'-11 1/4"	41	40'-0"	15	14	20'-7 1/4"	8	4'-0"	51'-9 5/8"	12'-0"	115'-7 1/4"	115,140	119	125	12	119	3	12	4	31'-4 1/4"
B66	1	113'-10 13/16"	41	40'-0"	15	14	20'-6 13/16"	8	4'-0"	51'-9 7/16"	12'-0"	115'-6 13/16"	115,106	119	125	12	119	3	12	4	31'-3 13/16"
B67	1	113'-8 1/4"	41	40'-0"	15	14	20'-4 1/4"	8	4'-0"	51'-8 1/8"	12'-0"	115'-4 1/4"	114,891	119	125	12	119	3	12	4	31'-1 1/4"
B68	1	113'-10"	41	40'-0"	15	14	20'-6"	8	4'-0"	51'-9"	12'-0"	115'-6"	115,039	119	125	12	119	3	12	4	31'-3"
B69	1	113'-9 5/8"	41	40'-0"	15	14	20'-5 5/8"	8	4'-0"	51'-8 13/16"	12'-0"	115'-5 5/8"	115,005	119	125	12	119	3	12	4	31'-2 5/8"
B70	1	113'-9 3/16"	41	40'-0"	15	14	20'-5 3/16"	8	4'-0"	51'-8 5/8"	12'-0"	115'-5 3/16"	114,972	119	125	12	119	3	12	4	31'-2 3/16"
B71	1	113'-8 13/16"	41	40'-0"	15	14	20'-4 13/16"	8	4'-0"	51'-8 3/8"	12'-0"	115'-4 13/16"	114,939	119	125	12	119	3	12	4	31'-1 13/16"
B72	1	113'-8 7/16"	41	40'-0"	15	14	20'-4 7/16"	8	4'-0"	51'-8 3/16"	12'-0"	115'-4 7/16"	114,906	119	125	12	119	3	12	4	31'-1 7/16"

B73 THRU B119, SEE SHEET 48/107

NOTES:

1. FOR DIAGRAM OF BEAM AND NOTES, SEE SHEET 46/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN MLR | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

BEAM DETAILS
I-R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
BRIDGE NO. MOT-75-1367
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

1456
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineRT75\main_mot75sdtl.dgn

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS											APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"									
B73	1	109'-9 7/16"	8	7'-0"	59	58	86'-5 7/16"	4	2'-0"	50'-2 11/16"	11'-0"	111'-5 7/16"	111,007	89	95	12	89	3	12	4	27'-2 7/16"
B74	1	109'-9 13/16"	8	7'-0"	59	58	86'-5 13/16"	4	2'-0"	50'-2 7/8"	11'-0"	111'-5 13/16"	111,037	89	95	12	89	3	12	4	27'-2 13/16"
B75	1	109'-10 3/16"	8	7'-0"	59	58	86'-6 3/16"	4	2'-0"	50'-3 1/16"	11'-0"	111'-6 3/16"	111,068	89	95	12	89	3	12	4	27'-3 3/16"
B76	1	109'-10 9/16"	8	7'-0"	59	58	86'-6 9/16"	4	2'-0"	50'-3 1/4"	11'-0"	111'-6 9/16"	111,099	89	95	12	89	3	12	4	27'-3 9/16"
B77	1	109'-10 15/16"	8	7'-0"	59	58	86'-6 15/16"	4	2'-0"	50'-3 7/16"	11'-0"	111'-6 15/16"	111,131	89	95	12	89	3	12	4	27'-3 15/16"
B78	1	109'-11 5/16"	8	7'-0"	59	58	86'-7 5/16"	4	2'-0"	50'-3 11/16"	11'-0"	111'-7 5/16"	111,165	89	95	12	89	3	12	4	27'-4 5/16"
B79	1	109'-11 3/4"	8	7'-0"	59	58	86'-7 3/4"	4	2'-0"	50'-3 7/8"	11'-0"	111'-7 3/4"	111,199	89	95	12	89	3	12	4	27'-4 3/4"
B80	1	110'-0 3/16"	8	7'-0"	59	58	86'-8 3/16"	4	2'-0"	50'-4 1/16"	11'-0"	111'-8 3/16"	111,234	89	95	12	89	3	12	4	27'-5 3/16"
B81	1	110'-0 5/8"	8	7'-0"	59	58	86'-8 5/8"	4	2'-0"	50'-4 5/16"	11'-0"	111'-8 5/8"	111,270	89	95	12	89	3	12	4	27'-5 5/8"
B82	1	110'-1 1/16"	8	7'-0"	59	58	86'-9 1/16"	4	2'-0"	50'-4 1/2"	11'-0"	111'-9 1/16"	111,307	89	95	12	89	3	12	4	27'-6 1/16"
B83	1	110'-1 1/2"	8	7'-0"	59	58	86'-9 1/2"	4	2'-0"	50'-4 3/4"	11'-0"	111'-9 1/2"	111,344	89	95	12	89	3	12	4	27'-6 1/2"
B84	1	85'-10 15/16"	19	18'-0"	31	30	44'-6 15/16"	-	-	38'-9 1/2"	10'-0"	87'-6 15/16"	87,230	75	81	12	75	2	8	4	31'-3 15/16"
B85	1	86'-9 7/8"	19	18'-0"	32	31	45'-5 7/8"	-	-	39'-2 15/16"	10'-0"	88'-5 7/8"	88,137	76	82	12	76	2	8	4	32'-2 7/8"
B86	1	87'-8 13/16"	19	18'-0"	32	31	46'-4 13/16"	-	-	39'-8 7/16"	10'-0"	89'-4 13/16"	89,044	76	82	12	76	2	8	4	33'-1 13/16"
B87	1	88'-7 3/4"	19	18'-0"	33	32	47'-3 3/4"	-	-	40'-1 7/8"	10'-0"	90'-3 3/4"	89,952	77	83	12	77	3	12	4	6'-0 3/4"
B88	1	89'-6 11/16"	19	18'-0"	34	33	48'-2 11/16"	-	-	40'-7 3/8"	10'-0"	91'-2 11/16"	90,861	78	84	12	78	3	12	4	6'-11 11/16"
B89	1	90'-5 11/16"	19	18'-0"	34	33	49'-1 11/16"	-	-	41'-0 13/16"	10'-0"	92'-1 11/16"	91,770	78	84	12	78	3	12	4	7'-10 11/16"
B90	1	91'-4 5/8"	19	18'-0"	35	34	50'-0 5/8"	-	-	41'-6 5/16"	10'-0"	93'-0 5/8"	92,680	79	85	12	79	3	12	4	8'-9 5/8"
B91	1	92'-3 5/8"	19	18'-0"	35	34	50'-11 5/8"	-	-	41'-11 13/16"	10'-0"	93'-11 5/8"	93,591	79	85	12	79	3	12	4	9'-8 5/8"
B92	1	93'-2 9/16"	19	18'-0"	36	35	51'-10 9/16"	-	-	42'-5 5/16"	10'-0"	94'-10 9/16"	94,502	80	86	12	80	3	12	4	10'-7 9/16"
B93	1	94'-1 9/16"	19	18'-0"	37	36	52'-9 9/16"	-	-	42'-10 13/16"	10'-0"	95'-9 9/16"	95,414	81	87	12	81	3	12	4	11'-6 9/16"
B94	1	95'-0 9/16"	19	18'-0"	37	36	53'-8 9/16"	-	-	43'-4 1/4"	10'-0"	96'-8 9/16"	96,326	81	87	12	81	3	12	4	12'-5 9/16"
B95	1	77'-5 7/16"	6	5'-0"	39	38	56'-1 7/16"	6	3'-0"	34'-6 11/16"	10'-0"	79'-1 7/16"	78,803	69	75	12	69	2	8	4	22'-10 7/16"
B96	1	81'-2 1/2"	6	5'-0"	41	40	59'-10 1/2"	6	3'-0"	36'-5 1/4"	10'-0"	82'-10 1/2"	82,542	71	77	12	71	2	8	4	26'-7 1/2"
B97	1	84'-11 9/16"	6	5'-0"	44	43	63'-7 9/16"	6	3'-0"	38'-3 3/4"	10'-0"	86'-7 9/16"	86,282	74	80	12	74	2	8	4	30'-4 9/16"
B98	1	88'-8 5/8"	6	5'-0"	46	45	67'-4 5/8"	6	3'-0"	40'-2 5/16"	10'-0"	90'-4 5/8"	90,023	76	82	12	76	3	12	4	6'-1 5/8"
B99	1	92'-5 11/16"	6	5'-0"	49	48	71'-1 11/16"	6	3'-0"	42'-0 7/8"	10'-0"	94'-1 11/16"	93,764	79	85	12	79	3	12	4	9'-10 11/16"
B100	1	96'-2 3/4"	6	5'-0"	51	50	74'-10 3/4"	6	3'-0"	43'-11 3/8"	10'-0"	97'-10 3/4"	97,506	81	87	12	81	3	12	4	13'-7 3/4"
B101	1	99'-11 7/8"	6	5'-0"	54	53	78'-7 7/8"	6	3'-0"	45'-9 15/16"	10'-0"	101'-7 7/8"	101,248	84	90	12	84	3	12	4	17'-4 7/8"
B102	1	103'-8 15/16"	6	5'-0"	56	55	82'-4 15/16"	6	3'-0"	47'-2 1/2"	11'-0"	105'-4 15/16"	104,991	86	92	12	86	3	12	4	21'-1 15/16"
B103	1	107'-6 1/16"	6	5'-0"	59	58	86'-2 1/16"	6	3'-0"	49'-1"	11'-0"	109'-2 1/16"	108,735	89	95	12	89	3	12	4	24'-11 1/16"
B104	1	111'-3 1/8"	6	5'-0"	61	60	89'-11 1/8"	6	3'-0"	50'-11 9/16"	11'-0"	112'-11 1/8"	112,478	91	97	12	91	3	12	4	28'-8 1/8"
B105	1	115'-0 1/4"	6	5'-0"	64	63	93'-8 1/4"	6	3'-0"	52'-4 1/8"	12'-0"	116'-8 1/4"	116,222	94	100	12	94	3	12	4	32'-5 1/4"
B106	1	127'-4 1/4"	12	11'-0"	63	62	92'-0 1/4"	8	4'-0"	58'-0 1/8"	13'-0"	129'-0 1/4"	128,506	109	115	12	109	4	16	4	16'-9 1/4"
B107	1	127'-2 7/16"	12	11'-0"	63	62	91'-10 7/16"	8	4'-0"	57'-11 1/4"	13'-0"	128'-10 7/16"	128,356	109	115	12	109	4	16	4	16'-7 7/16"
B108	1	127'-0 11/16"	12	11'-0"	63	62	91'-8 11/16"	8	4'-0"	57'-10 5/16"	13'-0"	128'-8 11/16"	128,207	109	115	12	109	4	16	4	16'-5 11/16"
B109	1	126'-10 7/8"	12	11'-0"	63	62	91'-6 7/8"	8	4'-0"	57'-9 7/16"	13'-0"	128'-6 7/8"	128,059	109	115	12	109	4	16	4	16'-3 7/8"
B110	1	126'-9 1/8"	12	11'-0"	62	61	91'-5 1/8"	8	4'-0"	57'-8 9/16"	13'-0"	128'-5 1/8"	127,913	108	114	12	108	4	16	4	16'-2 1/8"
B111	1	126'-7 3/8"	12	11'-0"	62	61	91'-3 3/8"	8	4'-0"	57'-7 11/16"	13'-0"	128'-3 3/8"	127,767	108	114	12	108	4	16	4	16'-0 3/8"
B112	1	126'-5 5/8"	12	11'-0"	62	61	91'-1 5/8"	8	4'-0"	57'-6 13/16"	13'-0"	128'-1 5/8"	127,622	108	114	12	108	4	16	4	15'-10 5/8"
B113	1	126'-3 7/8"	12	11'-0"	62	61	90'-11 7/8"	8	4'-0"	57'-5 15/16"	13'-0"	127'-11 7/8"	127,478	108	114	12	108	4	16	4	15'-8 7/8"
B114	1	126'-2 1/8"	12	11'-0"	62	61	90'-10 1/8"	8	4'-0"	57'-5 1/16"	13'-0"	127'-10 1/8"	127,334	108	114	12	108	4	16	4	15'-7 1/8"
B115	1	126'-0 7/16"	12	11'-0"	62	61	90'-8 7/16"	8	4'-0"	57'-4 1/4"	13'-0"	127'-8 7/16"	127,193	108	114	12	108	4	16	4	15'-5 7/16"
B116	1	125'-10 3/4"	12	11'-0"	62	61	90'-6 3/4"	8	4'-0"	57'-3 3/8"	13'-0"	127'-6 3/4"	127,051	108	114	12	108	4	16	4	15'-3 3/4"
B117	1	127'-6 1/16"	12	11'-0"	63	62	92'-2 1/16"	8	4'-0"	58'-1"	13'-0"	129'-2 1/16"	128,655	109	115	12	109	4	16	4	16'-11 1/16"
B118	1	125'-10 15/16"	12	11'-0"	62	61	90'-6 15/16"	8	4'-0"	57'-3 1/2"	13'-0"	127'-6 15/16"	127,069	108	114	12	108	4	16	4	15'-3 15/16"
B119	1	124'-5 3/16"	12	11'-0"	61	60	89'-1 3/16"	8	4'-0"	56'-6 5/8"	13'-0"	126'-1 3/16"	125,595	107	113	12	107	4	16	4	13'-10 3/16"

B120 THRU B166, SEE SHEET 49/107

NOTES:

1. FOR DIAGRAM OF BEAM AND NOTES, SEE SHEET 46/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED JDH | DRAWN MLR | REVIEWED RER | DATE 2/16/06
CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

BEAM DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

48/107

1457
1811

DATE: 3/14/2007 FILE: gs\CL04\0003\Bridge\MainlineIR75\main_mot75sal2.dgn

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT - RIGHT BRIDGE

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS											APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BAR LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"									
B120	1	124'-7 9/16"	12	11'-0"	61	60	89'-3 9/16"	8	4'-0"	56'-7 13/16"	13'-0"	126'-3 9/16"	125,792	107	113	12	107	4	16	4	14'-0 9/16"
B121	1	124'-10"	12	11'-0"	61	60	89'-6"	8	4'-0"	56'-9"	13'-0"	126'-6"	125,992	107	113	12	107	4	16	4	14'-3"
B122	1	125'-0 3/8"	12	11'-0"	61	60	89'-8 3/8"	8	4'-0"	56'-10 3/16"	13'-0"	126'-8 3/8"	126,193	107	113	12	107	4	16	4	14'-5 3/8"
B123	1	125'-2 7/8"	12	11'-0"	61	60	89'-10 7/8"	8	4'-0"	56'-11 7/16"	13'-0"	126'-10 7/8"	126,396	107	113	12	107	4	16	4	14'-7 7/8"
B124	1	125'-5 5/16"	12	11'-0"	62	61	90'-1 5/16"	8	4'-0"	57'-0 11/16"	13'-0"	127'-1 5/16"	126,602	108	114	12	108	4	16	4	14'-10 5/16"
B125	1	125'-7 13/16"	12	11'-0"	62	61	90'-3 13/16"	8	4'-0"	57'-1 5/16"	13'-0"	127'-3 13/16"	126,809	108	114	12	108	4	16	4	15'-0 13/16"
B126	1	125'-10 3/8"	12	11'-0"	62	61	90'-6 3/8"	8	4'-0"	57'-3 3/16"	13'-0"	127'-6 3/8"	127,020	108	114	12	108	4	16	4	15'-3 3/8"
B127	1	126'-0 15/16"	12	11'-0"	62	61	90'-8 15/16"	8	4'-0"	57'-4 7/16"	13'-0"	127'-8 15/16"	127,232	108	114	12	108	4	16	4	15'-5 15/16"
B128	1	127'-3 5/8"	12	11'-0"	63	62	91'-11 5/8"	8	4'-0"	57'-11 3/16"	13'-0"	128'-11 5/8"	128,453	109	115	12	109	4	16	4	16'-8 5/8"
B129	1	127'-1"	12	11'-0"	63	62	91'-9"	8	4'-0"	57'-10 1/2"	13'-0"	128'-9"	128,236	109	115	12	109	4	16	4	16'-6"
B130	1	126'-10 7/16"	12	11'-0"	63	62	91'-6 7/16"	8	4'-0"	57'-9 1/4"	13'-0"	128'-6 7/16"	128,023	109	115	12	109	4	16	4	16'-3 7/16"
B131	1	126'-7 7/8"	12	11'-0"	62	61	91'-3 7/8"	8	4'-0"	57'-7 15/16"	13'-0"	128'-3 7/8"	127,810	108	114	12	108	4	16	4	16'-0 7/8"
B132	1	126'-5 7/8"	12	11'-0"	62	61	91'-1 3/8"	8	4'-0"	57'-6 11/16"	13'-0"	128'-1 3/8"	127,600	108	114	12	108	4	16	4	15'-10 3/8"
B133	1	126'-2 7/8"	12	11'-0"	62	61	90'-10 7/8"	8	4'-0"	57'-5 7/16"	13'-0"	127'-10 7/8"	127,393	108	114	12	108	4	16	4	15'-7 7/8"
B134	1	126'-0 3/8"	12	11'-0"	62	61	90'-8 3/8"	8	4'-0"	57'-4 3/16"	13'-0"	127'-8 3/8"	127,188	108	114	12	108	4	16	4	15'-5 3/8"
B135	1	125'-9 15/16"	12	11'-0"	62	61	90'-5 15/16"	8	4'-0"	57'-2 15/16"	13'-0"	127'-5 15/16"	126,985	108	114	12	108	4	16	4	15'-2 15/16"
B136	1	125'-7 1/2"	12	11'-0"	62	61	90'-3 1/2"	8	4'-0"	57'-1 3/4"	13'-0"	127'-3 1/2"	126,784	108	114	12	108	4	16	4	15'-0 1/2"
B137	1	125'-5 1/8"	12	11'-0"	62	61	90'-1 1/8"	8	4'-0"	57'-0 9/16"	13'-0"	127'-1 1/8"	126,585	108	114	12	108	4	16	4	14'-10 1/8"
B138	1	127'-3 5/8"	12	11'-0"	63	62	91'-11 5/8"	8	4'-0"	57'-11 3/16"	13'-0"	128'-11 5/8"	128,453	109	115	12	109	4	16	4	16'-8 5/8"
B139	1	127'-0"	12	11'-0"	63	62	91'-8"	8	4'-0"	57'-10"	13'-0"	128'-8"	128,154	109	115	12	109	4	16	4	16'-5"
B140	1	126'-8 1/2"	12	11'-0"	62	61	91'-4 1/2"	8	4'-0"	57'-8 1/4"	13'-0"	128'-4 1/2"	127,861	108	114	12	108	4	16	4	16'-1 1/2"
B141	1	126'-5"	12	11'-0"	62	61	91'-1"	8	4'-0"	57'-6 1/2"	13'-0"	128'-1"	127,573	108	114	12	108	4	16	4	15'-10"
B142	1	126'-1 5/8"	12	11'-0"	62	61	90'-9 5/8"	8	4'-0"	57'-4 13/16"	13'-0"	127'-9 5/8"	127,290	108	114	12	108	4	16	4	15'-6 5/8"
B143	1	125'-10 5/16"	12	11'-0"	62	61	90'-6 5/16"	8	4'-0"	57'-3 1/8"	13'-0"	127'-6 5/16"	127,015	108	114	12	108	4	16	4	15'-3 5/16"
B144	1	125'-7 1/16"	12	11'-0"	62	61	90'-3 1/16"	8	4'-0"	57'-1 1/2"	13'-0"	127'-3 1/16"	126,744	108	114	12	108	4	16	4	15'-0 1/16"
B145	1	125'-3 7/8"	12	11'-0"	61	60	89'-11 7/8"	8	4'-0"	56'-11 15/16"	13'-0"	126'-11 7/8"	126,480	107	113	12	107	4	16	4	14'-8 7/8"
B146	1	125'-0 3/4"	12	11'-0"	61	60	89'-8 3/4"	8	4'-0"	56'-10 3/8"	13'-0"	126'-8 3/4"	126,221	107	113	12	107	4	16	4	14'-5 3/4"
B147	1	124'-9 11/16"	12	11'-0"	61	60	89'-5 11/16"	8	4'-0"	56'-8 13/16"	13'-0"	126'-5 11/16"	125,968	107	113	12	107	4	16	4	14'-2 11/16"
B148	1	127'-6 7/8"	5	4'-0"	74	73	108'-2 7/8"	6	3'-0"	58'-1 7/16"	13'-0"	129'-2 7/8"	128,725	102	108	12	102	4	16	4	16'-11 7/8"
B149	1	126'-6 5/16"	5	4'-0"	73	72	107'-2 15/16"	6	3'-0"	57'-7 7/16"	13'-0"	128'-2 15/16"	127,732	101	107	12	101	4	16	4	15'-11 5/16"
B150	1	125'-8 1/4"	5	4'-0"	72	71	106'-4 1/4"	6	3'-0"	57'-2 1/8"	13'-0"	127'-4 1/4"	126,845	100	106	12	100	4	16	4	15'-1 1/4"
B151	1	125'-8 11/16"	5	4'-0"	72	71	106'-4 11/16"	6	3'-0"	57'-2 3/8"	13'-0"	127'-4 11/16"	126,881	100	106	12	100	4	16	4	15'-1 11/16"
B152	1	125'-9 1/8"	5	4'-0"	72	71	106'-5 1/8"	6	3'-0"	57'-2 9/16"	13'-0"	127'-5 1/8"	126,917	100	106	12	100	4	16	4	15'-2 1/8"
B153	1	125'-9 9/16"	5	4'-0"	72	71	106'-5 9/16"	6	3'-0"	57'-2 13/16"	13'-0"	127'-5 9/16"	126,954	100	106	12	100	4	16	4	15'-2 9/16"
B154	1	125'-10"	5	4'-0"	72	71	106'-6"	6	3'-0"	57'-3"	13'-0"	127'-6"	126,990	100	106	12	100	4	16	4	15'-3"
B155	1	125'-10 7/16"	5	4'-0"	73	72	106'-6 7/16"	6	3'-0"	57'-3 1/4"	13'-0"	127'-6 7/16"	127,027	101	107	12	101	4	16	4	15'-3 7/16"
B156	1	125'-10 7/8"	5	4'-0"	73	72	106'-6 7/8"	6	3'-0"	57'-3 7/16"	13'-0"	127'-6 7/8"	127,063	101	107	12	101	4	16	4	15'-3 7/8"
B157	1	125'-11 5/16"	5	4'-0"	73	72	106'-7 5/16"	6	3'-0"	57'-3 11/16"	13'-0"	127'-7 5/16"	127,100	101	107	12	101	4	16	4	15'-4 5/16"
B158	1	113'-7 3/4"	7	6'-0"	60	59	88'-3 3/4"	8	4'-0"	51'-7 7/8"	12'-0"	115'-3 3/4"	114,851	96	102	12	96	3	12	4	31'-0 3/4"
B159	1	113'-6 5/8"	7	6'-0"	60	59	88'-2 5/8"	8	4'-0"	51'-7 5/16"	12'-0"	115'-2 5/8"	114,756	96	102	12	96	3	12	4	30'-11 5/8"
B160	1	113'-5 1/2"	7	6'-0"	60	59	88'-1 1/2"	8	4'-0"	51'-6 3/4"	12'-0"	115'-1 1/2"	114,662	96	102	12	96	3	12	4	30'-10 1/2"
B161	1	113'-4 3/8"	7	6'-0"	60	59	88'-0 3/8"	8	4'-0"	51'-6 3/16"	12'-0"	115'-0 3/8"	114,571	96	102	12	96	3	12	4	30'-9 3/8"
B162	1	113'-3 5/16"	7	6'-0"	60	59	87'-11 5/16"	8	4'-0"	51'-11 5/8"	11'-0"	114'-11 5/16"	114,481	96	102	12	96	3	12	4	30'-8 5/16"
B163	1	113'-2 1/4"	7	6'-0"	60	59	87'-10 1/4"	8	4'-0"	51'-11 1/8"	11'-0"	114'-10 1/4"	114,393	96	102	12	96	3	12	4	30'-7 1/4"
B164	1	113'-1 3/16"	7	6'-0"	60	59	87'-9 3/16"	8	4'-0"	51'-10 5/8"	11'-0"	114'-9 3/16"	114,308	96	102	12	96	3	12	4	30'-6 3/16"
B165	1	113'-0 3/16"	7	6'-0"	60	59	87'-8 3/16"	8	4'-0"	51'-10 1/8"	11'-0"	114'-8 3/16"	114,225	96	102	12	96	3	12	4	30'-5 3/16"
B166	1	112'-11 1/4"	7	6'-0"	60	59	87'-7 1/4"	8	4'-0"	51'-9 5/8"	11'-0"	114'-7 1/4"	114,143	96	102	12	96	3	12	4	30'-4 1/4"

NOTES:

1. FOR DIAGRAM OF BEAM AND NOTES, SEE SHEET 46/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

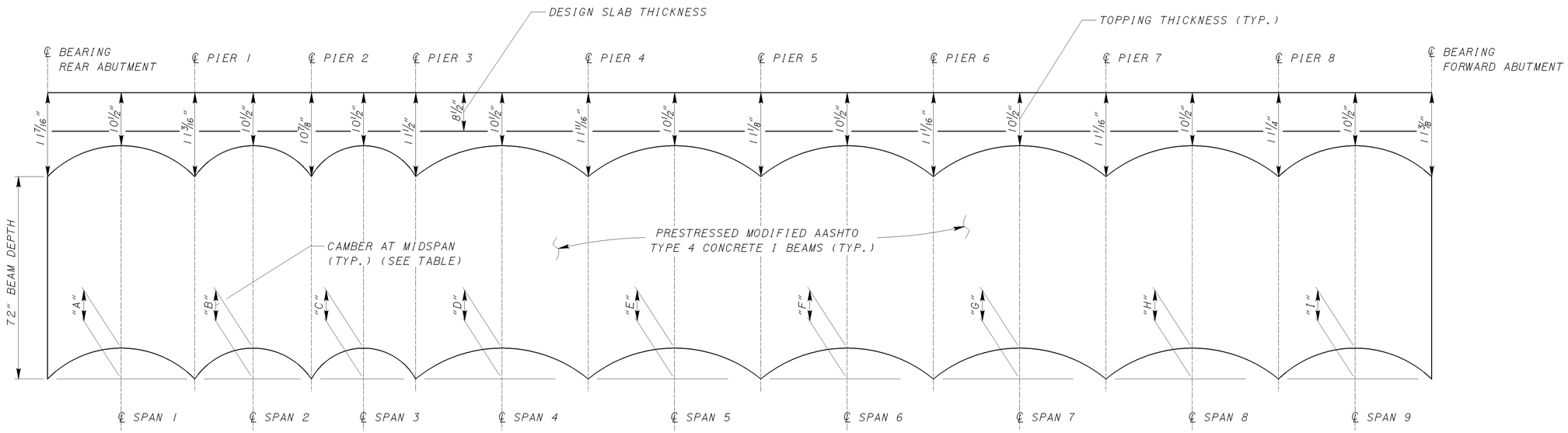
BEAM DETAILS
BRIDGE NO. MOT-75-1367
I-R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

49/107

1458
1811

DATE: 3/14/2007 FILE: ga:\CL04\0003\Bridge\MainlineR75\main_mot75sd3.dgn



BEAM CAMBER AND DECK THICKNESS DIAGRAM (LEFT BRIDGE)

BEAM CAMBERS AT MIDSPAN

	SPAN 1 "A"	SPAN 2 "B"	SPAN 3 "C"								SPAN 4 "D"	SPAN 5 "E"	SPAN 6 "F"	SPAN 7 "G"	SPAN 8 "H"	SPAN 9 "I"
	(B1) THRU (B8)	(B9) THRU (B16)	(B17)	(B18)	(B19)	(B20)	(B21)	(B22)	(B23)	(B24)	(B25) THRU (B32)	(B33) THRU (B40)	(B41) THRU (B48)	(B49) THRU (B56)	(B57) THRU (B64)	(B65) THRU (B72)
CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	2 1/2"	7/8"	1/4"	1/4"	5/16"	5/16"	3/8"	7/16"	9/16"	5/8"	4 9/16"	4"	3 15/16"	3 15/16"	4"	2 11/16"
DEFLECTION DUE TO SELF WEIGHT	1 5/16"	7/16"	1/16"	1/16"	1/16"	1/8"	1/8"	3/16"	1/4"	5/16"	2 3/8"	2 3/8"	2 3/8"	2 3/8"	2 3/8"	1 7/16"
CAMBER AT TIME OF RELEASE (NET)	1 3/16"	7/16"	3/16"	3/16"	1/4"	3/16"	1/4"	1/4"	5/16"	5/16"	2 3/16"	1 5/8"	1 9/16"	1 9/16"	1 5/8"	1 1/4"
CAMBER AT TIME OF ERECTION	2 1/8"	1 3/16"	5/16"	5/16"	3/8"	3/8"	3/8"	7/16"	9/16"	5/8"	3 13/16"	2 3/4"	2 3/4"	2 11/16"	2 3/4"	2 3/16"
LONG TERM CAMBER	3 1/16"	1 1/8"	7/16"	7/16"	1/2"	9/16"	9/16"	5/8"	13/16"	7/8"	5 1/2"	4"	4"	3 15/16"	4"	3 1/8"

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEROETICAL DIMESION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF RIGHT BRIDGE, SEE SHEET 51/107.
3. FOR SCREED ELEVATIONS, SEE SHEETS 68/107 THRU 89/107.
4. FOR BEAM DETAILS, SEE SHEETS 44/107 AND 49/107.

DESIGN AGENCY: TRANSYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	GHD	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

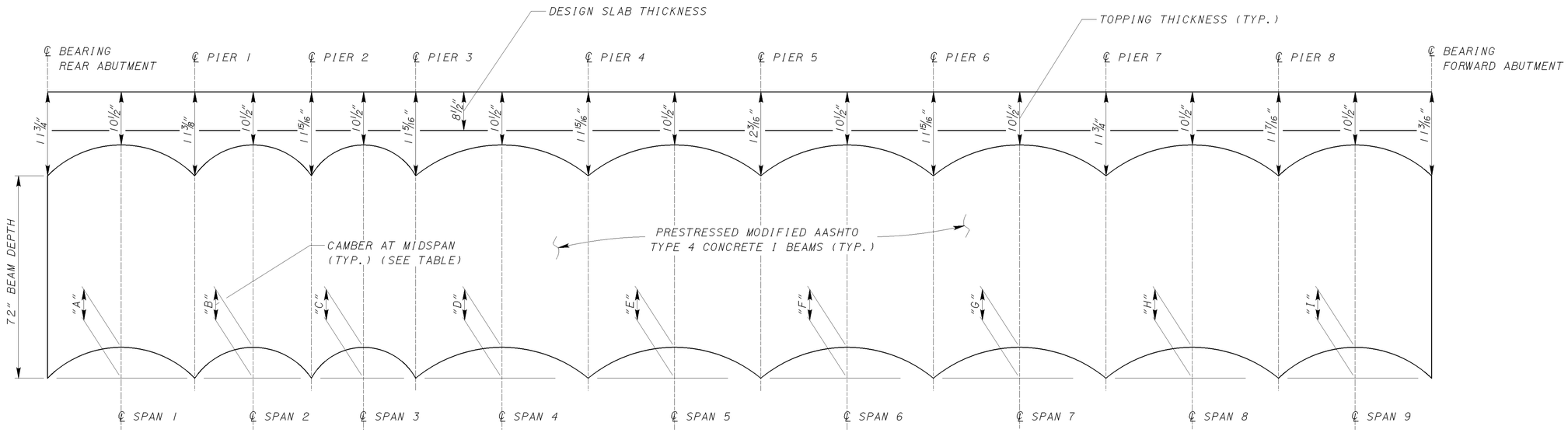
BEAM CAMBER AND DECK THICKNESS - LEFT BRIDGE
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

50/107

1459/1811

DATE: 3/14/2007 FILE: g:\CL04\0003-Bridge\Mainline\R75\main_mor175sd18.dgn



BEAM CAMBER AND DECK THICKNESS DIAGRAM (RIGHT BRIDGE)

BEAM CAMBERS AT MIDSPAN

	SPAN 1 "A"	SPAN 2 "B"	SPAN 3 "C"											SPAN 4 "D"	SPAN 5 "E"	SPAN 6 "F"	SPAN 7 "G"	SPAN 8 "H"	SPAN 9 "I"
	B73 THRU B83	B84 THRU B94	B95	B96	B97	B98	B99	B100	B101	B102	B103	B104	B105	B106 THRU B116	B117 THRU B127	B128 THRU B137	B138 THRU B147	B148 THRU B157	B158 THRU B166
CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	2 3/4"	1 1/4"	3/4"	7/8"	1"	1 1/8"	1 3/16"	1 3/8"	1 5/8"	1 7/8"	2 3/16"	2 1/2"	2 3/4"	4 7/16"	4 9/16"	4 9/16"	4 7/16"	4"	2 1/2"
DEFLECTION DUE TO SELF WEIGHT	1 5/16"	5/8"	5/16"	3/8"	1/2"	9/16"	11/16"	13/16"	15/16"	1 1/16"	1 3/16"	1 3/8"	1 9/16"	2 3/8"	2 3/8"	2 3/8"	2 3/8"	2 3/16"	1 7/16"
CAMBER AT TIME OF RELEASE (NET)	1 7/16"	5/8"	3/8"	1/2"	1/2"	9/16"	1/2"	9/16"	3/4"	13/16"	15/16"	1 1/8"	1 3/16"	2 1/16"	2 3/16"	2 3/16"	2 1/16"	1 13/16"	1 1/16"
CAMBER AT TIME OF ERECTION	2 9/16"	1 1/16"	11/16"	7/8"	15/16"	15/16"	7/8"	1"	1 1/4"	1 7/16"	1 11/16"	1 15/16"	2 1/16"	3 5/8"	3 13/16"	3 13/16"	3 5/8"	3 3/16"	1 7/8"
LONG TERM CAMBER	3 5/8"	1 9/16"	1"	1 3/16"	1 5/16"	1 5/16"	1 5/16"	1 1/2"	1 13/16"	2 1/16"	2 7/16"	2 13/16"	3"	5 3/16"	5 1/2"	5 1/2"	5 3/16"	4 9/16"	2 3/4"

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITIY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEROETICAL DIMESION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.
2. FOR BEAM CAMBER AND DECK THICKNESS OF LEFT BRIDGE, SEE SHEET 50/107.
3. FOR SCREED ELEVATIONS, SEE SHEETS 68/107 THRU 89/107.
4. FOR BEAM DETAILS, SEE SHEETS 44/107 AND 49/107.

DESIGN AGENCY: TRANSYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	GHD	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

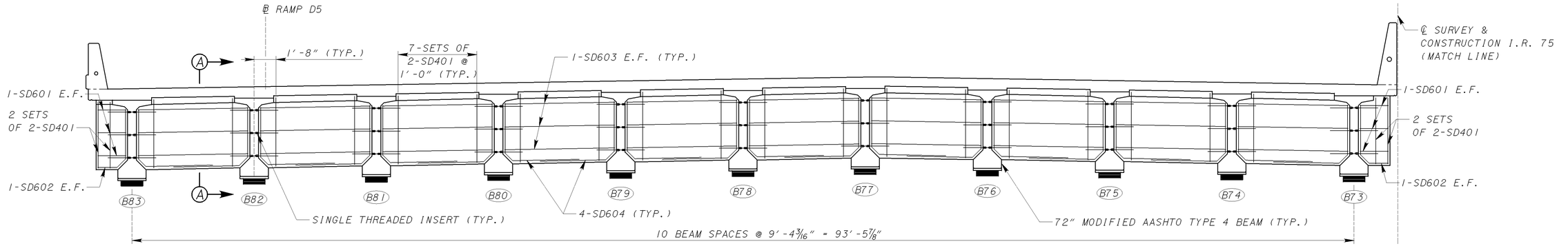
BEAM CAMBER AND DECK THICKNESS - RIGHT BRIDGE
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

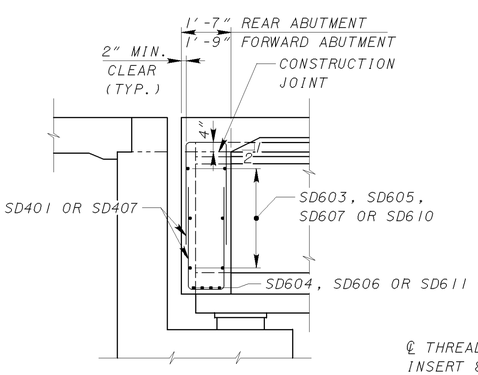
MOT-75-13.11
PID 75927

51/107

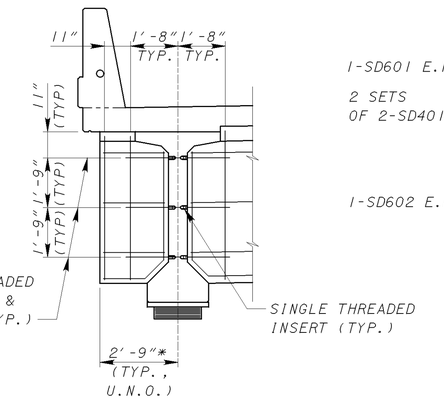
1460
1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mo175sd20.dgn

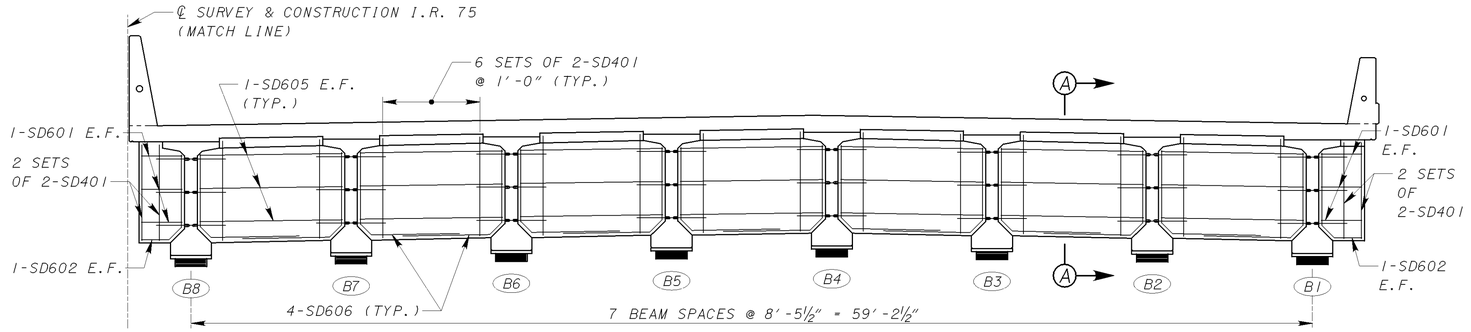




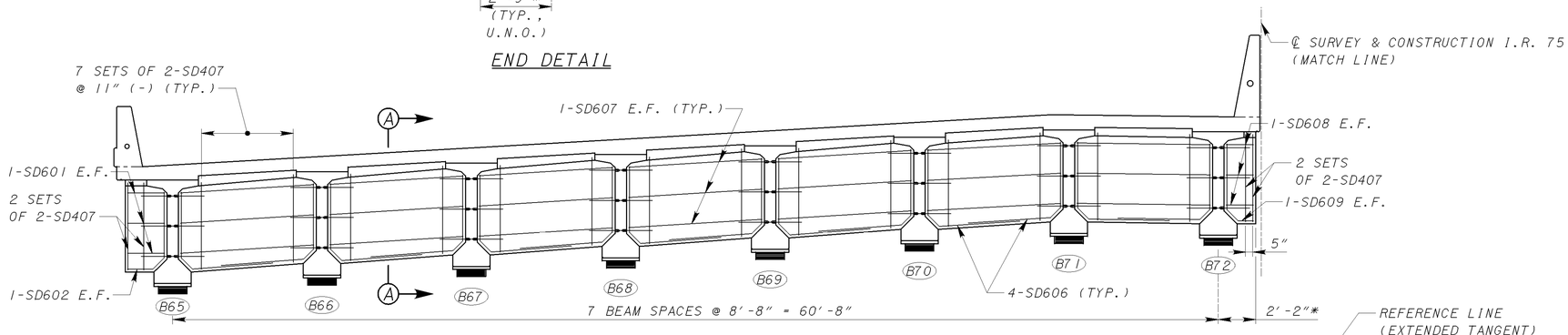
SECTION A-A
(EXPANSION JOINT NOT SHOWN)

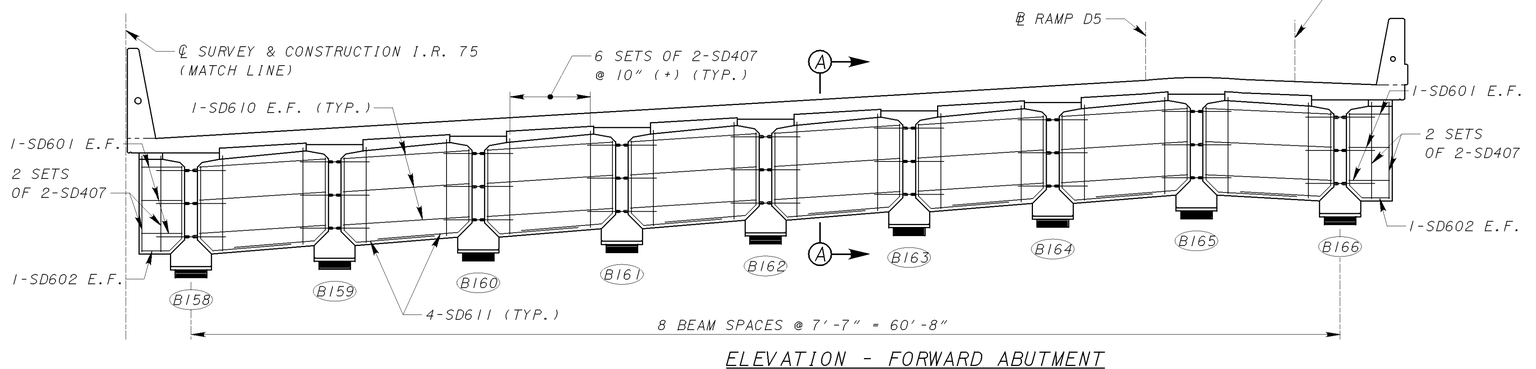


END DETAIL



ELEVATION - REAR ABUTMENT
(LOOKING DOWNSTATION)





ELEVATION - FORWARD ABUTMENT
(LOOKING UPSTATION)

BAR	REQUIRED LAP LENGTH
#4	2'-0"
#6	3'-0"

LEGEND:

(BXX) - BEAM NUMBER
E.F. - EACH FACE
MIN. - MINIMUM
TYP. - TYPICAL
U.N.O. - UNLESS NOTED OTHERWISE
* - DIMENSION GIVEN PERPENDICULAR TO ℄ BEAM

NOTES:

1. FOR BEAM SPACING SEE FRAMING PLAN, SHEETS 39|107 THRU 43|107.
2. FOR REINFORCING STEEL LIST, SEE SHEET 107|107.
3. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
4. ALL DIMENSIONS GIVEN ALONG CENTERLINE OF BEARING, UNLESS NOTED OTHERWISE.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED GHD | DRAWN MLR | REVIEWED RER | DATE 2/16/06
CHECKED JDH | REVISED | STRUCTURE FILE NUMBER 5708389

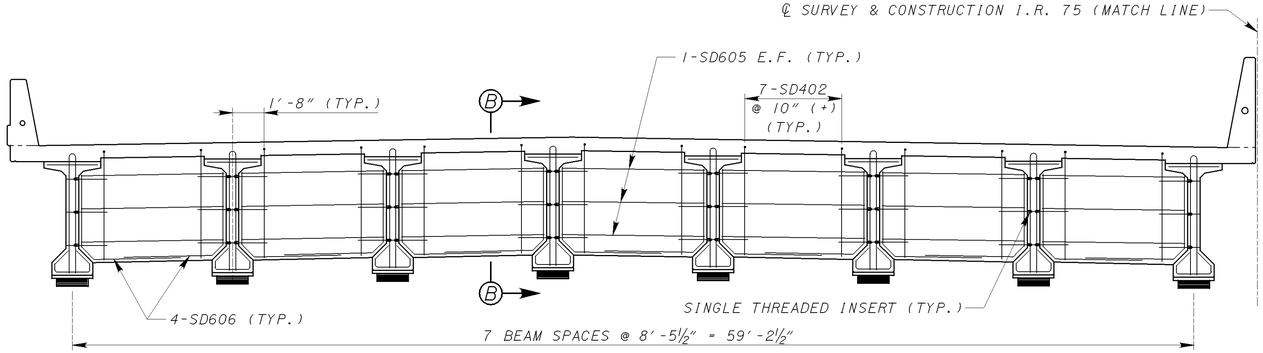
END DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

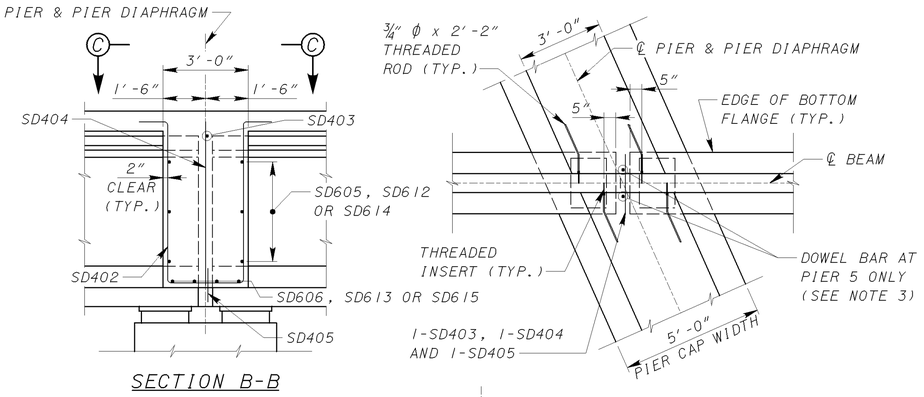
MOT-75-13.11
PID 75927

52|107

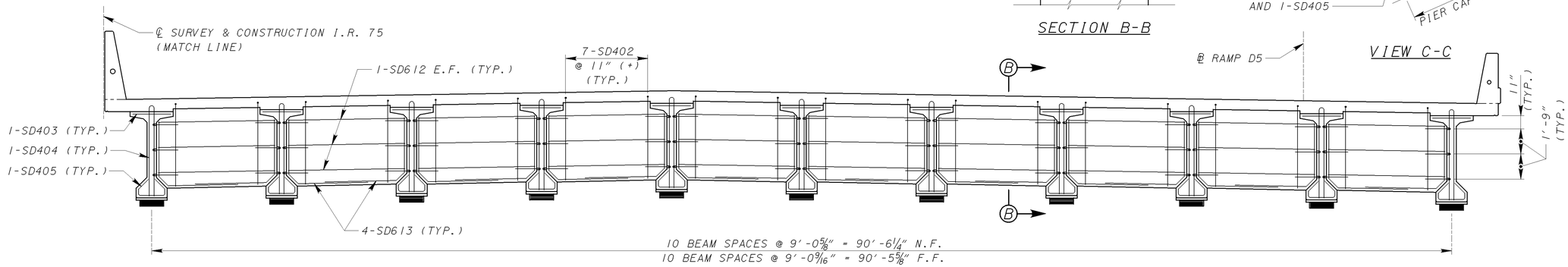
146|181

DATE: 3/14/2007 FILE: ga:\CL04\0003\Bridge\MainlineIR75\main_mot175ds45.dgn



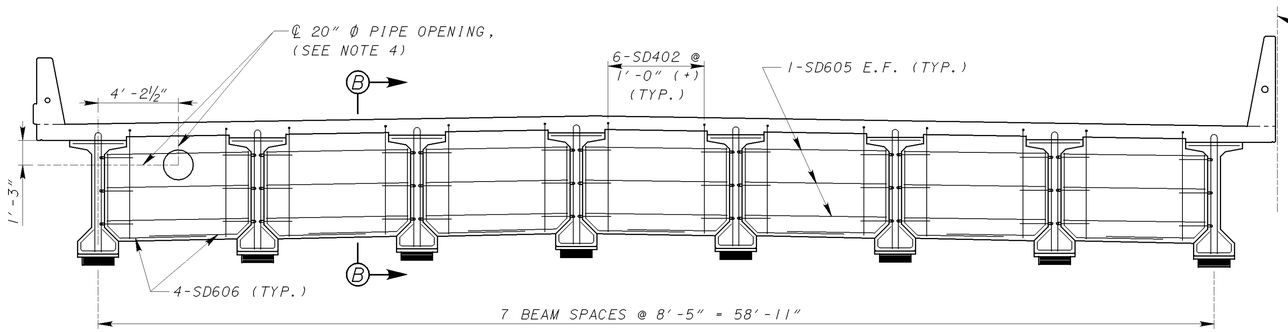


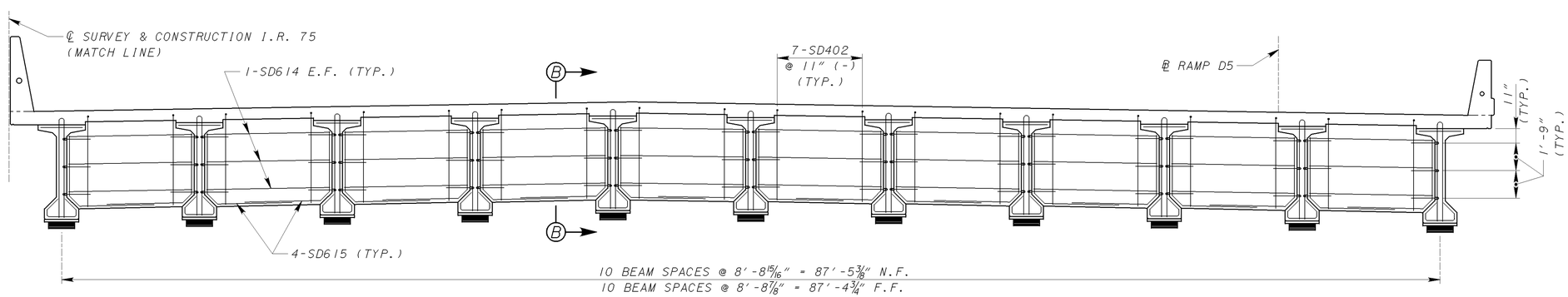
SECTION B-B



VIEW C-C

ELEVATION - PIER 1
(LOOKING UPSTATION)





ELEVATION - PIER 2
(LOOKING UPSTATION)

NOTES:

1. FOR NOTES AND LEGEND, SEE SHEET 52/107.
2. FOR LAP LENGTH TABLE, SEE SHEET 52/107.
3. FOR DOWEL BAR DETAILS, SEE BEARING DETAILS 91/107.
4. FIELD CUT OR ADJUST THE REINFORCING STEEL TO MISS THE 20" ϕ PIPE OPENING. FOR DRAINAGE PIPE DETAILS, SEE SHEETS 93/107 THRU 96/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

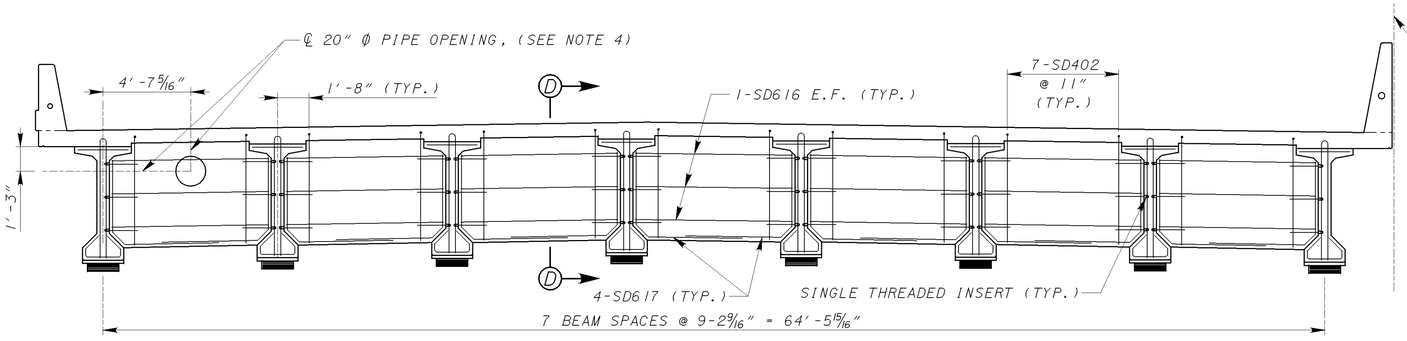
PIERS 1 AND 2 DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

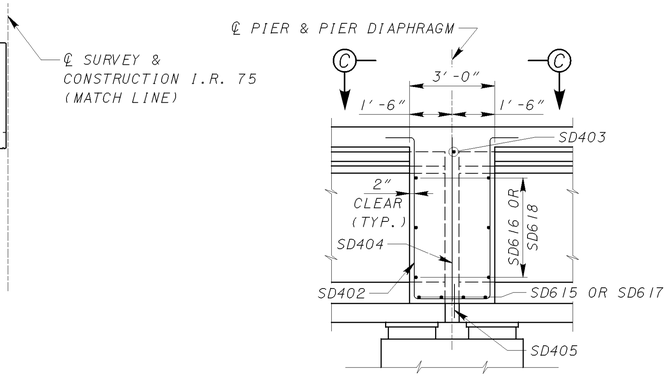
MOT-75-13.11
PID 75927

53/107

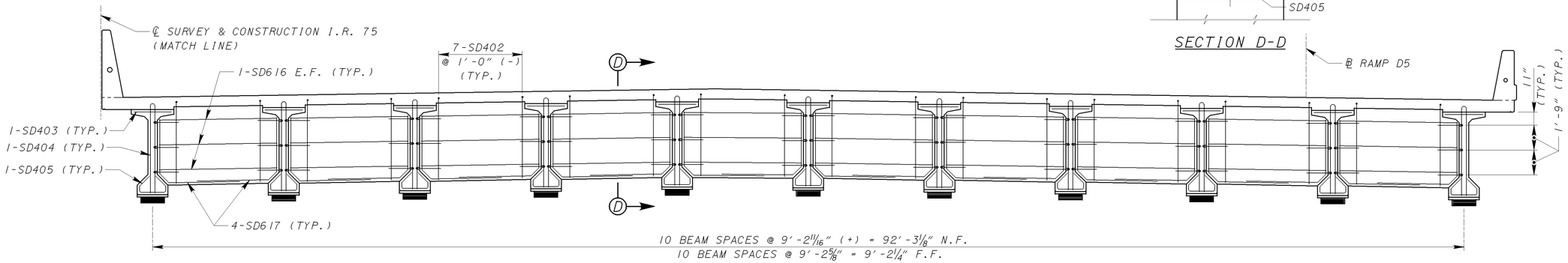
1462
1811

DATE: 3/4/2007 FILE: ga\CL04\0003\Bridge\Mainline\R75\main_mor75sd46.dgn

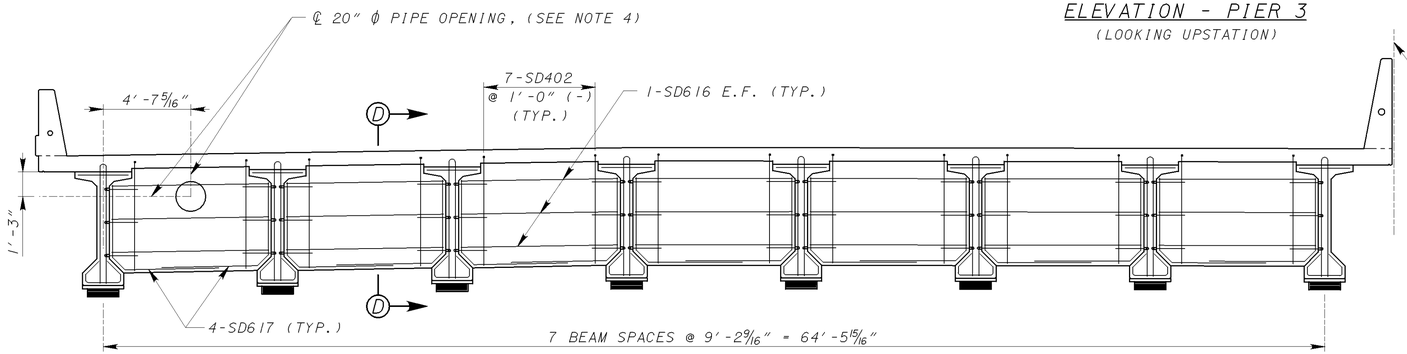




SECTION D-D

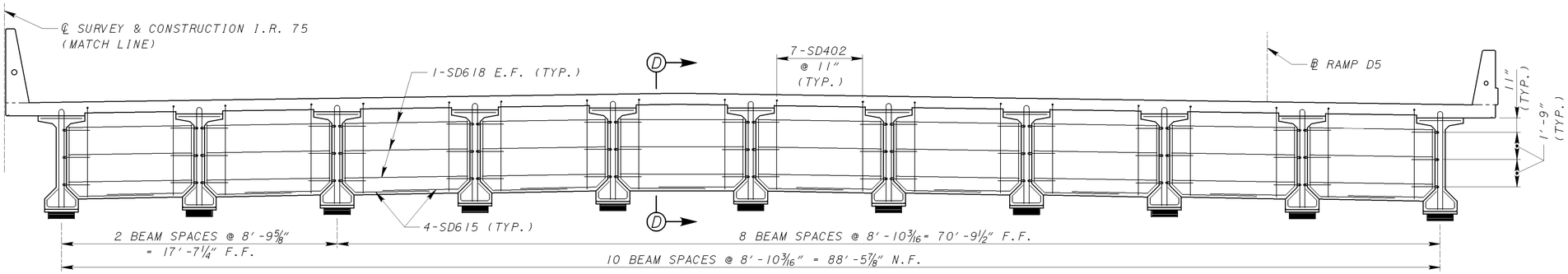


ELEVATION - PIER 3
(LOOKING UPSTATION)



NOTES:

1. FOR VIEW C-C, SEE SHEET 53/107.
2. FOR NOTES AND LEGEND, SEE SHEET 52/107.
3. FOR LAP LENGTH TABLE, SEE SHEET 52/107.
4. FIELD CUT OR ADJUST THE REINFORCING STEEL TO MISS THE 20" ϕ PIPE OPENING. FOR DRAINAGE DETAILS, SEE SHEETS 93/107 THRU 96/107.



ELEVATION - PIER 4
(LOOKING UPSTATION)

PIERS 3 AND 4 DIAPHRAGM DETAILS
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, BRIDGE NO. MOT-75-1367
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

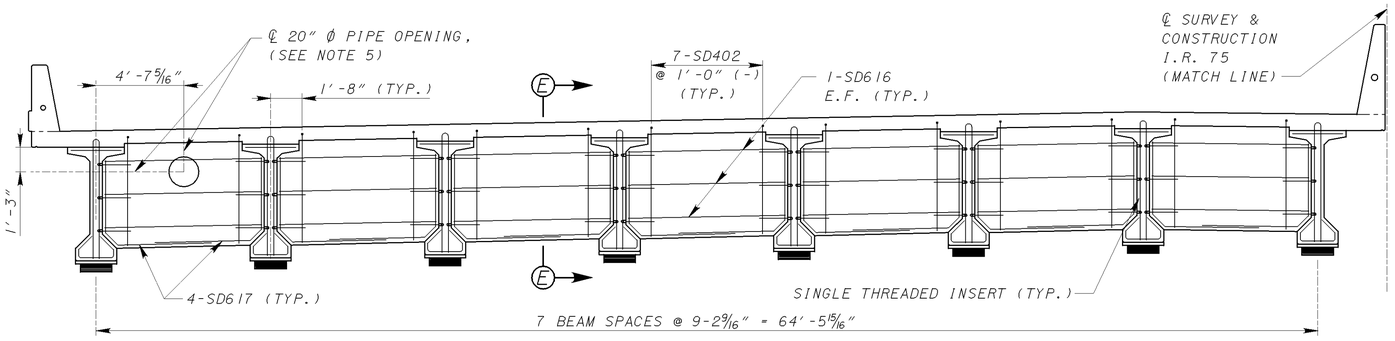
54/107

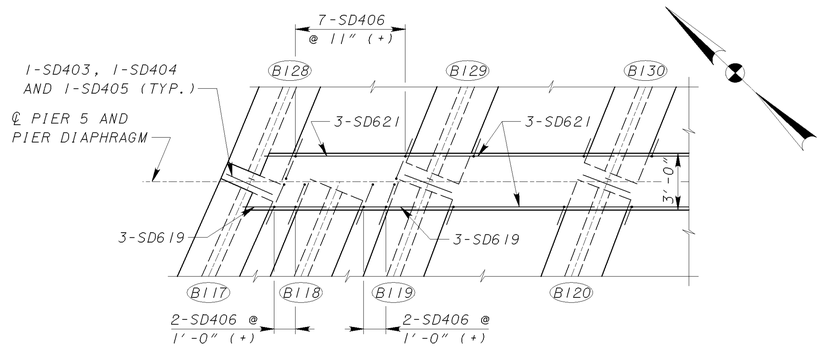
1463
1811

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

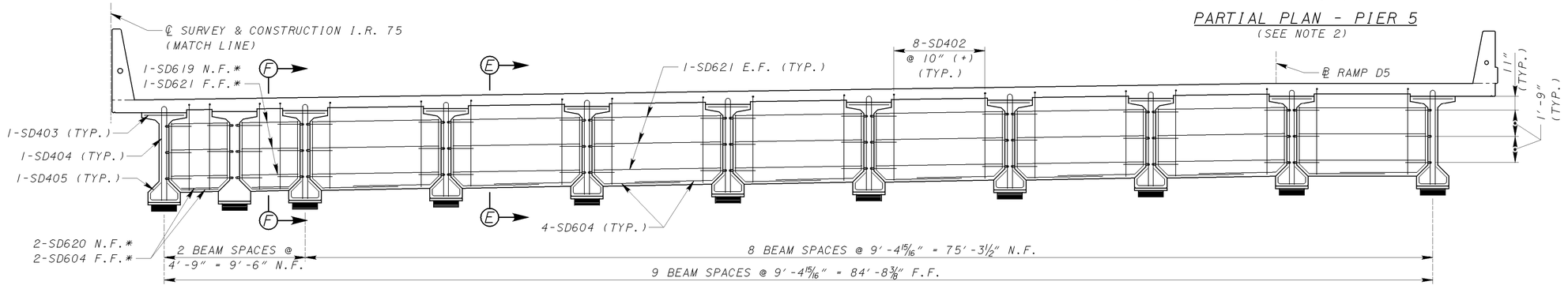
DATE: 3/14/2007 FILE: g:\CL04\0003-Bridge\Mainline\R75\main_mor75sd47.dgn





PARTIAL PLAN - PIER 5

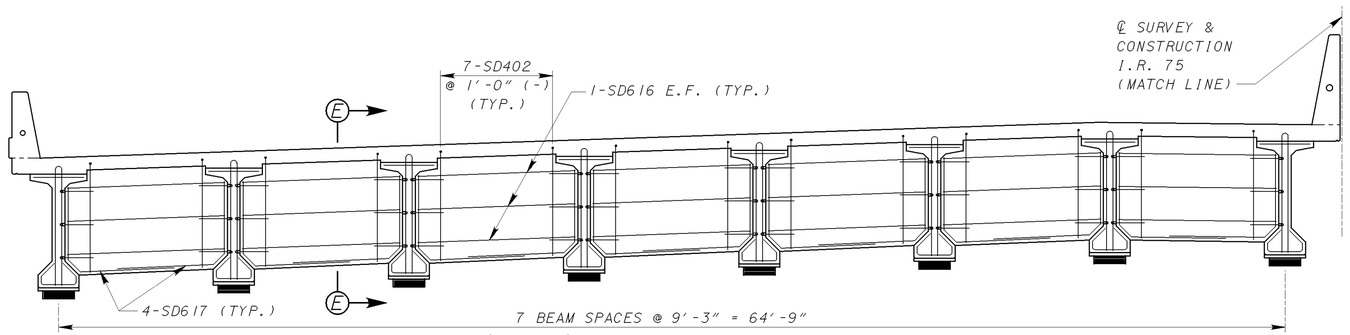
(SEE NOTE 2)

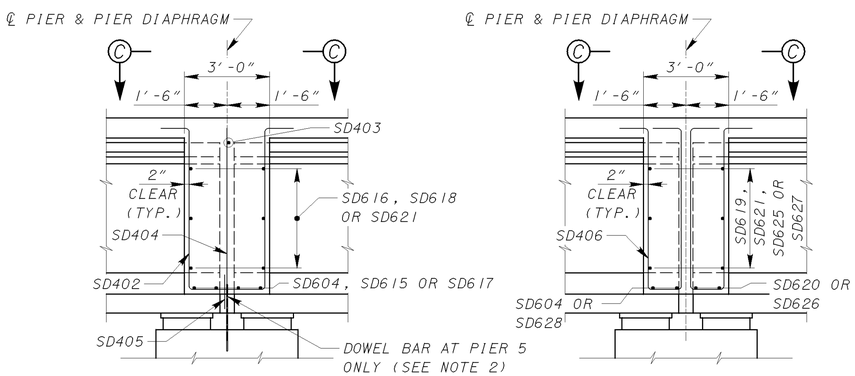


* FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLAN - PIER 5

ELEVATION - PIER 5

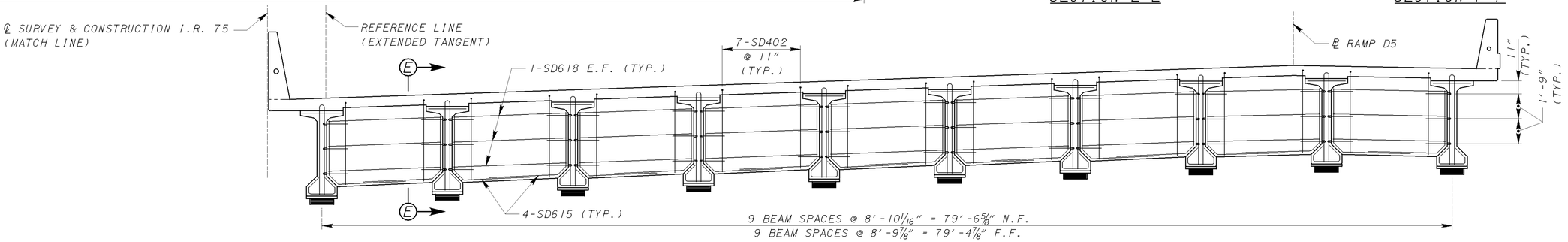
(LOOKING UPSTATION)





SECTION E-E

SECTION F-F



ELEVATION - PIER 6

(LOOKING UPSTATION)

NOTES:

1. FOR VIEW C-C, SEE SHEET 53/107.
2. FOR DOWEL BAR DETAILS, SEE BEARING DETAILS, SHEET 90/107.
3. FOR NOTES AND LEGEND, SEE SHEET 52/107.
4. FOR LAP LENGTH TABLE, SEE SHEET 52/107.
5. FIELD CUT OR ADJUST THE REINFORCING STEEL TO MISS THE 20" Ø PIPE OPENING. FOR DRAINAGE PIPE DETAILS, SEE SHEETS 93/107 THRU 96/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 2000
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

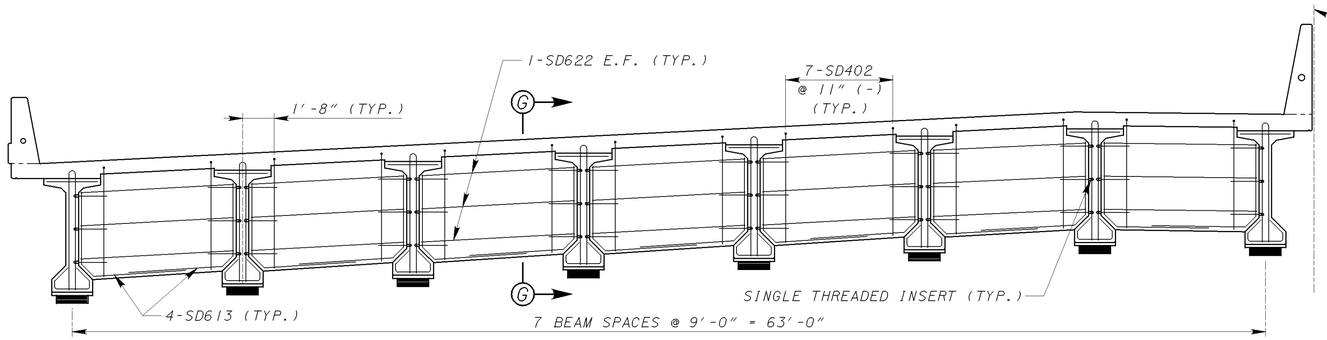
PIERS 5 AND 6 DIAPHRAGM DETAILS
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, BRIDGE NO. MOT-75-1367
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

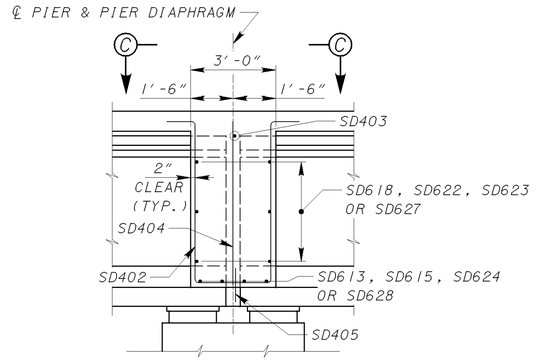
MOT-75-13.11
PID 75927

55/107

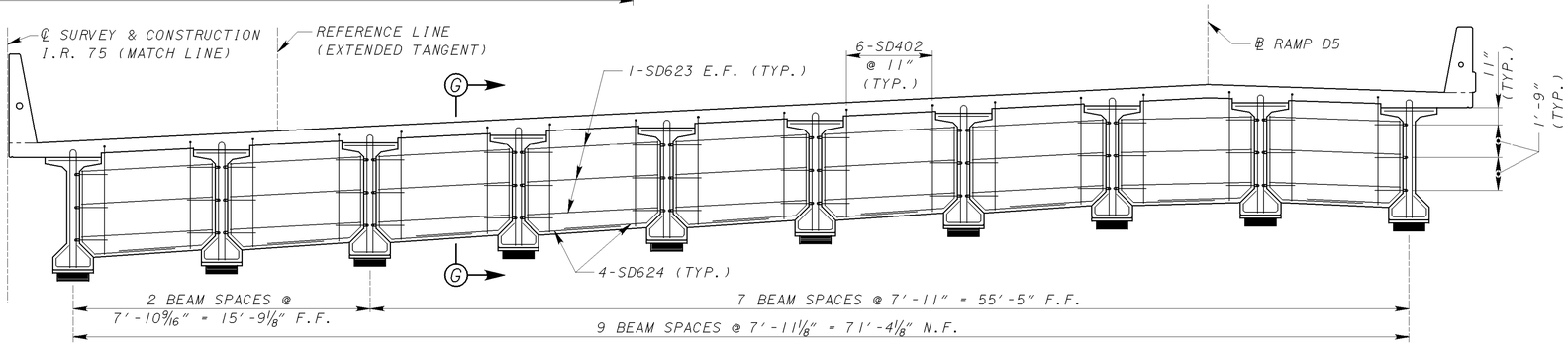
1464
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mot75sd48.dgn

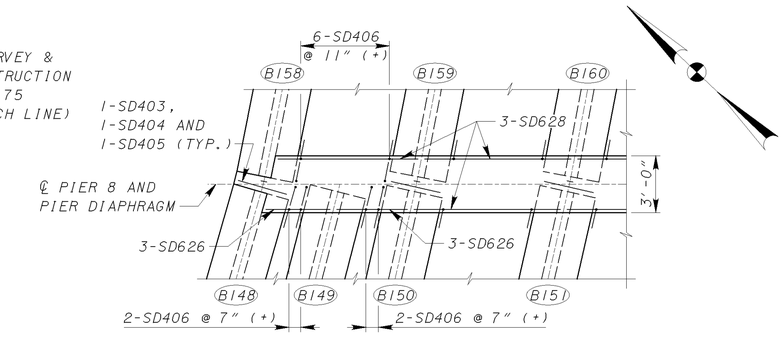




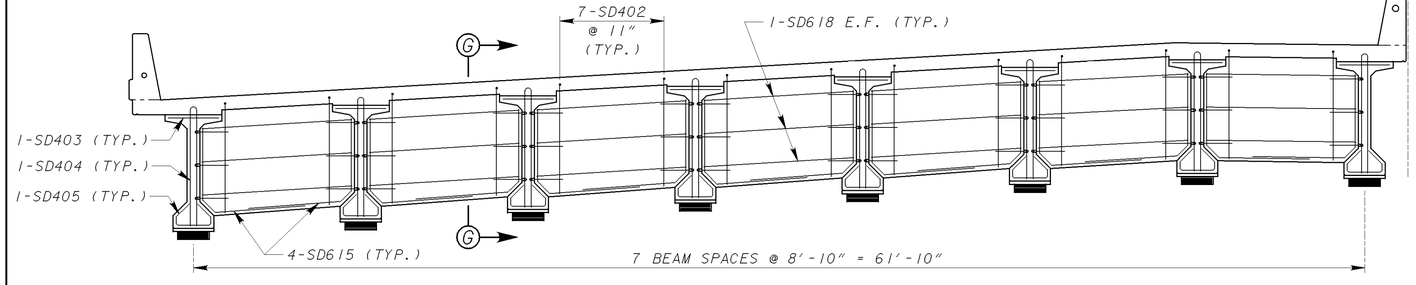
SECTION G-G

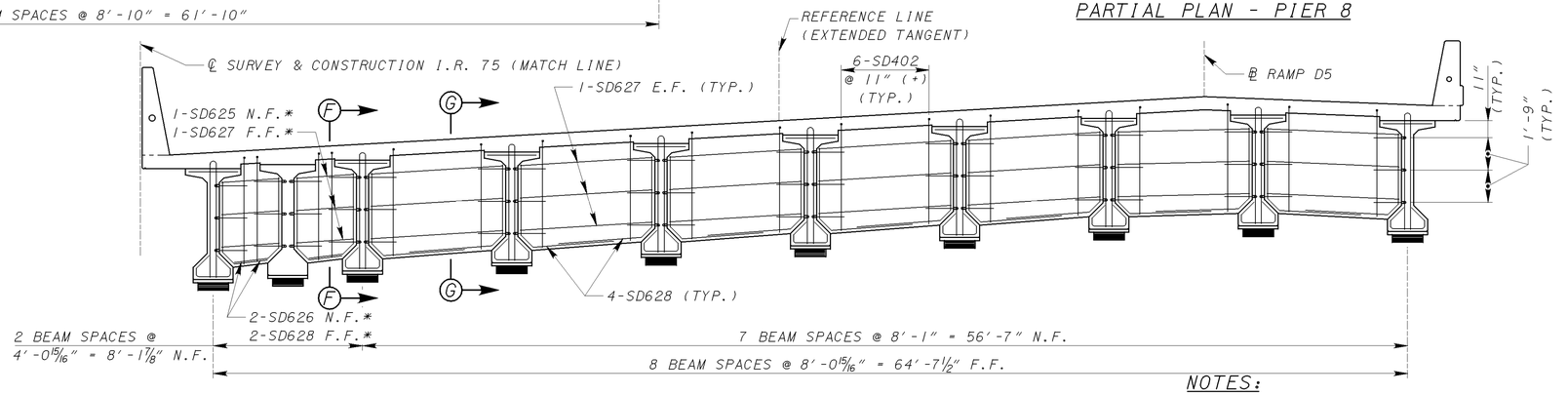


ELEVATION - PIER 7
(LOOKING UPSTATION)



PARTIAL PLAN - PIER 8





ELEVATION - PIER 8
(LOOKING UPSTATION)

* FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLAN - PIER 8

NOTES:

1. FOR VIEW C-C, SEE SHEET 53/107.
2. FOR SECTION F-F, SEE SHEET 55/107.
3. FOR NOTES AND LEGEND, SEE SHEET 52/107.
4. FOR LAP LENGTH TABLE, SEE SHEET 52/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

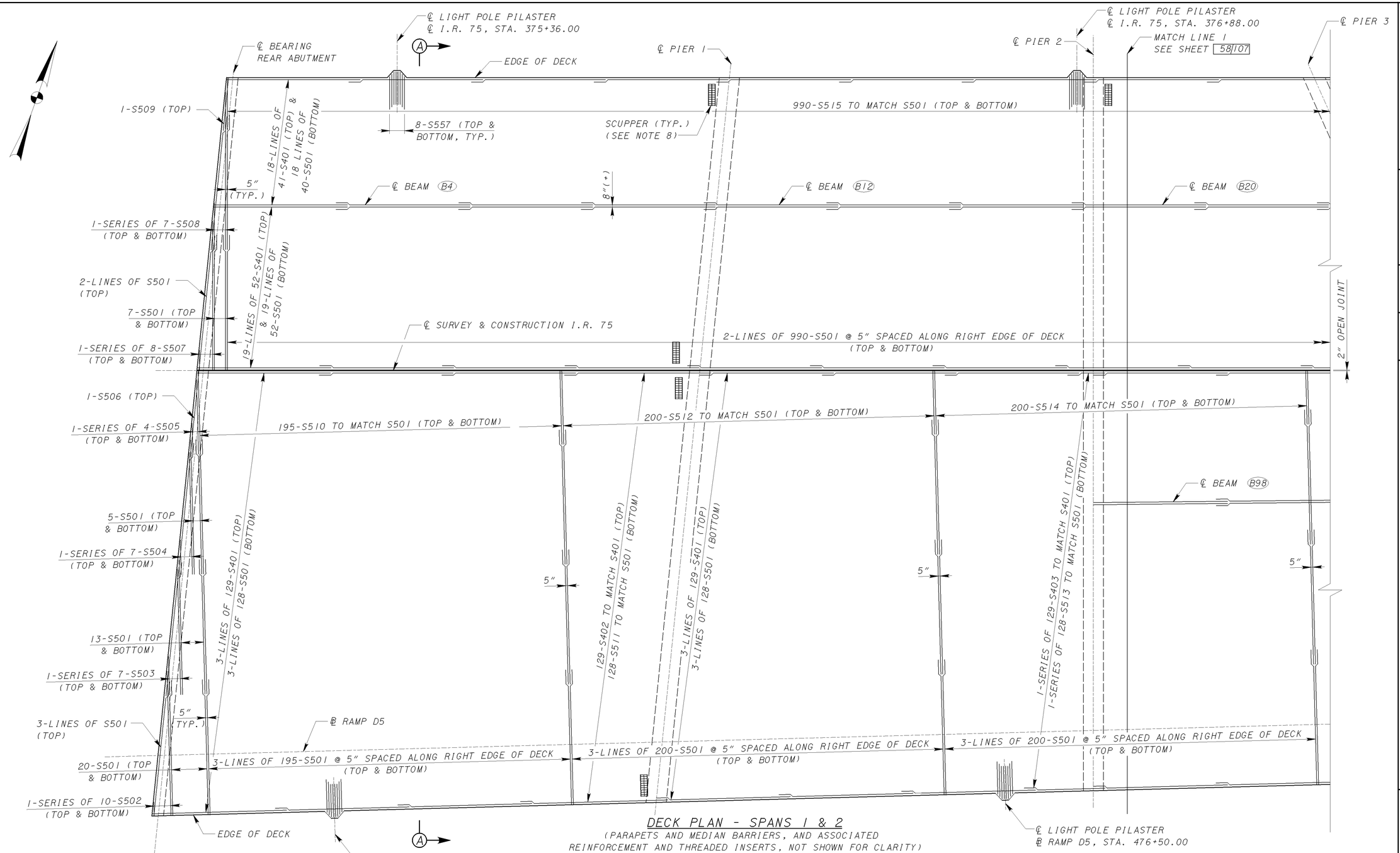
PIERS 7 AND 8 DIAPHRAGM DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

56/107

1465
1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mor175sd49.dgn



DECK PLAN - SPANS 1 & 2

(PARAPETS AND MEDIAN BARRIERS, AND ASSOCIATED REINFORCEMENT AND THREADED INSERTS, NOT SHOWN FOR CLARITY)

BAR	REQUIRED LAP LENGTH
#4	2'-7"
#5	3'-2"

NOTES:

1. FOR SECTION A-A, SEE TRANSVERSE SECTION, SHEET 63|107.
2. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEETS 62|107 AND 64|107. FOR LIGHT POLE PILASTER DETAILS, SEE SHEET 64|107.
3. FOR REINFORCING STEEL LIST, SEE SHEETS 106|107 AND 107|107.
4. FOR ADDITIONAL REINFORCING OVER PIERS, SEE SHEET 61|107.
5. FOR DECK POUR SEQUENCE, SEE SHEET 65|107.
6. FOR DECK OVERHANG DETAIL, SEE SHEET 65|107.
7. FOR DIAPHRAGM DETAILS, SEE SHEETS 52|107 THRU 56|107.
8. REINFORCEMENT SHALL BE FIELD CUT AS REQUIRED TO CLEAR THE SCUPPERS. FOR SCUPPER DETAILS AND ADDITIONAL REINFORCEMENT AROUND SCUPPERS, SEE SHEET 61|107 AND 96|107.
9. FOR BEAM LOCATIONS, SEE FRAMING PLAN, SHEETS 39|107 THRU 43|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

SLAB PLAN (SPANS 1 & 2)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

57|107

1466
1811

℄ LIGHT POLE PILASTER
℄ I.R. 75, STA. 376+88.00

℄ PIER 2

MATCH LINE 1
SEE SHEET 57/107

℄ PIER 3

EDGE OF DECK

℄ LIGHT POLE PILASTER
℄ I.R. 75, STA. 378+29.00

℄ PIER 4

T.S. STA. 379+09.85

MATCH LINE 2
SEE SHEET 59/107

SCUPPER (TYP.)

990-S515 TO MATCH S501 (TOP & BOTTOM)

8-S557 (TOP & BOTTOM, TYP.)

5″

℄ BEAM B20

8″(+)

℄ BEAM B28

℄ BEAM B36

2-LINES OF 990-S501 @ 5″ SPACED ALONG RIGHT EDGE OF DECK
(TOP & BOTTOM)

2″ OPEN JOINT

℄ SURVEY & CONSTRUCTION I.R. 75

2-LINES OF 41-S401 (TOP)
2-LINES OF 40-S501 (BOTTOM)

1-SERIES OF 41-S405 TO MATCH S401 (TOP)
1-SERIES OF 40-S517 TO MATCH S501 (BOTTOM)

200-S519 TO MATCH S501 (TOP & BOTTOM)

200-S520 TO MATCH S501 (TOP & BOTTOM)

℄ BEAM B119

℄ BEAM B98

8″(+)

4-LINES OF 129-S401 (TOP)
4-LINES OF 128-S501 (BOTTOM)

129-S406 TO MATCH S401 (TOP)
128-S518 TO MATCH S501 (BOTTOM)

3-LINES OF 88-S401 (TOP)
3-LINES OF 88-S501 (BOTTOM)

1-SERIES OF 88-S404 TO MATCH S401 (TOP)
1-SERIES OF 88-S516 TO MATCH S501 (BOTTOM)

5″

5″

5″

℄ RAMP D5

3-LINES OF 200-S501 @ 5″ SPACED ALONG RIGHT EDGE OF DECK
(TOP & BOTTOM)

2-LINES OF 200-S501 @ 5″ SPACED ALONG RIGHT EDGE OF DECK
(TOP & BOTTOM)

EDGE OF DECK

℄ LIGHT POLE PILASTER
℄ RAMP D5, STA. 478+00.00

DECK PLAN - SPANS 3 & 4

(PARAPETS AND MEDIAN BARRIERS, AND ASSOCIATED REINFORCEMENT AND THREADED INSERTS, NOT SHOWN FOR CLARITY)

NOTES:

1. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 57/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

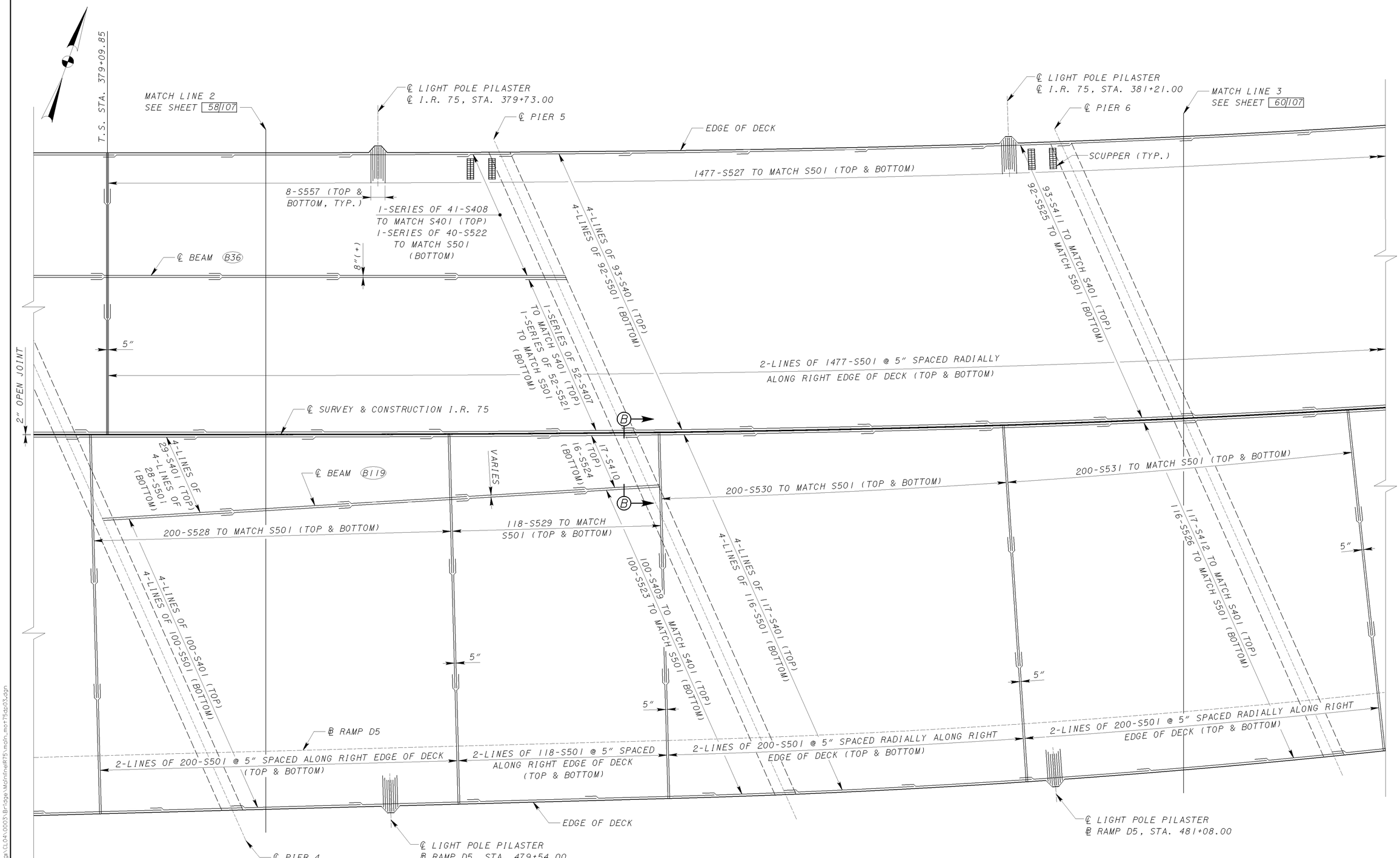
SLAB PLAN (SPANS 3 & 4)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

58/107

1467
1811

DATE: 3/14/2007 FILE: q:\CLC04\0003\Bridge\MainlineRTS\main_mot75do02.dgn



DECK PLAN - SPANS 5 & 6

(PARAPETS AND MEDIAN BARRIERS, AND ASSOCIATED REINFORCEMENT AND THREADED INSERTS, NOT SHOWN FOR CLARITY)

NOTES:

1. FOR SECTION B-B, SEE SHEET 63/107.
2. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 57/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

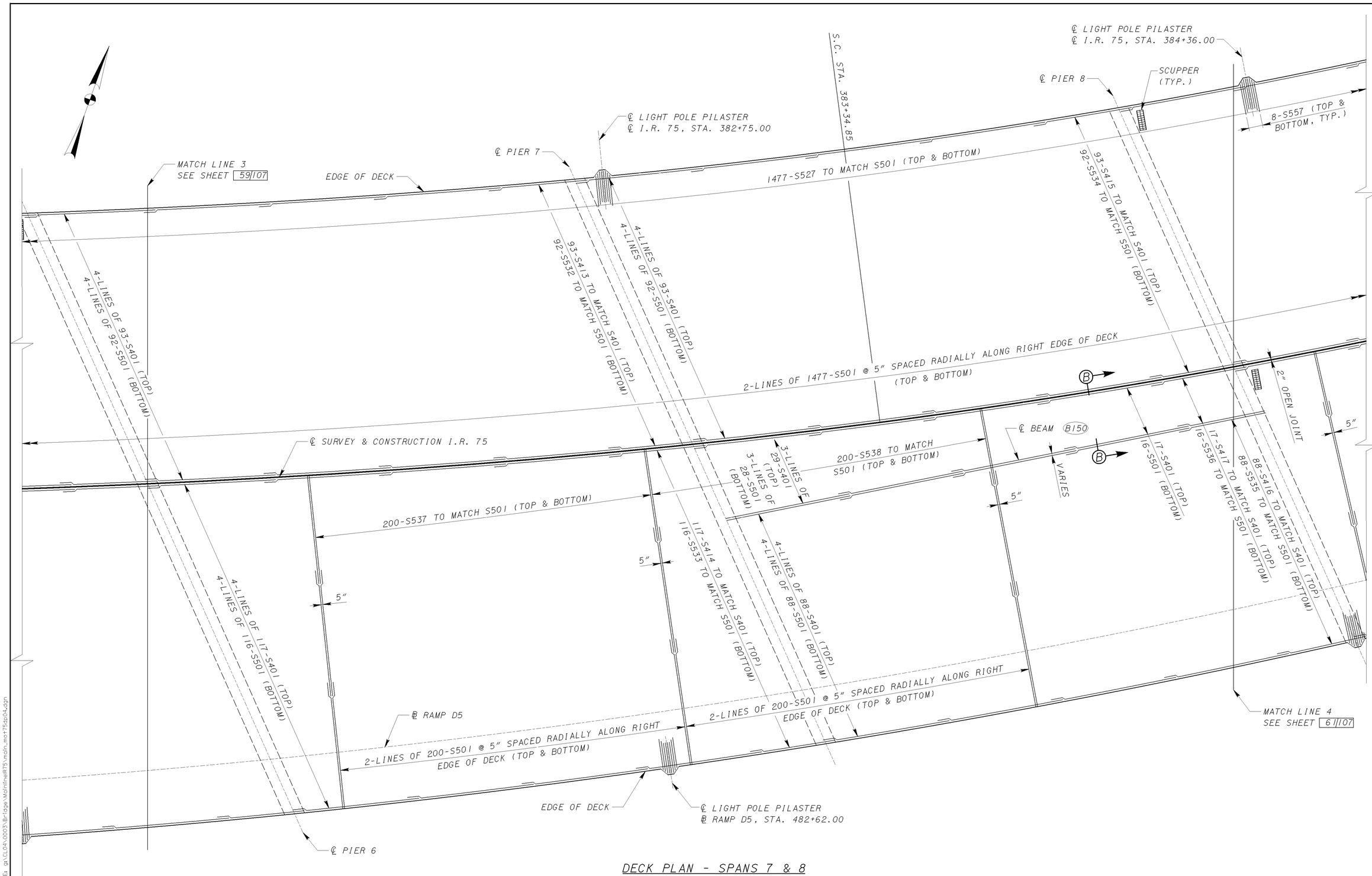
SLAB PLAN (SPANS 5 & 6)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

59/107

1468
1811

DATE: 3/14/2007 FILE: gs\CL04\0003_Bridge\Mainline\RF5\main_mot-75dp03.dgn



DECK PLAN - SPANS 7 & 8

(PARAPETS AND MEDIAN BARRIERS, AND ASSOCIATED REINFORCEMENT AND THREADED INSERTS, NOT SHOWN FOR CLARITY)

NOTES:

1. FOR SECTION B-B, SEE SHEET 63/107.
2. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 57/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

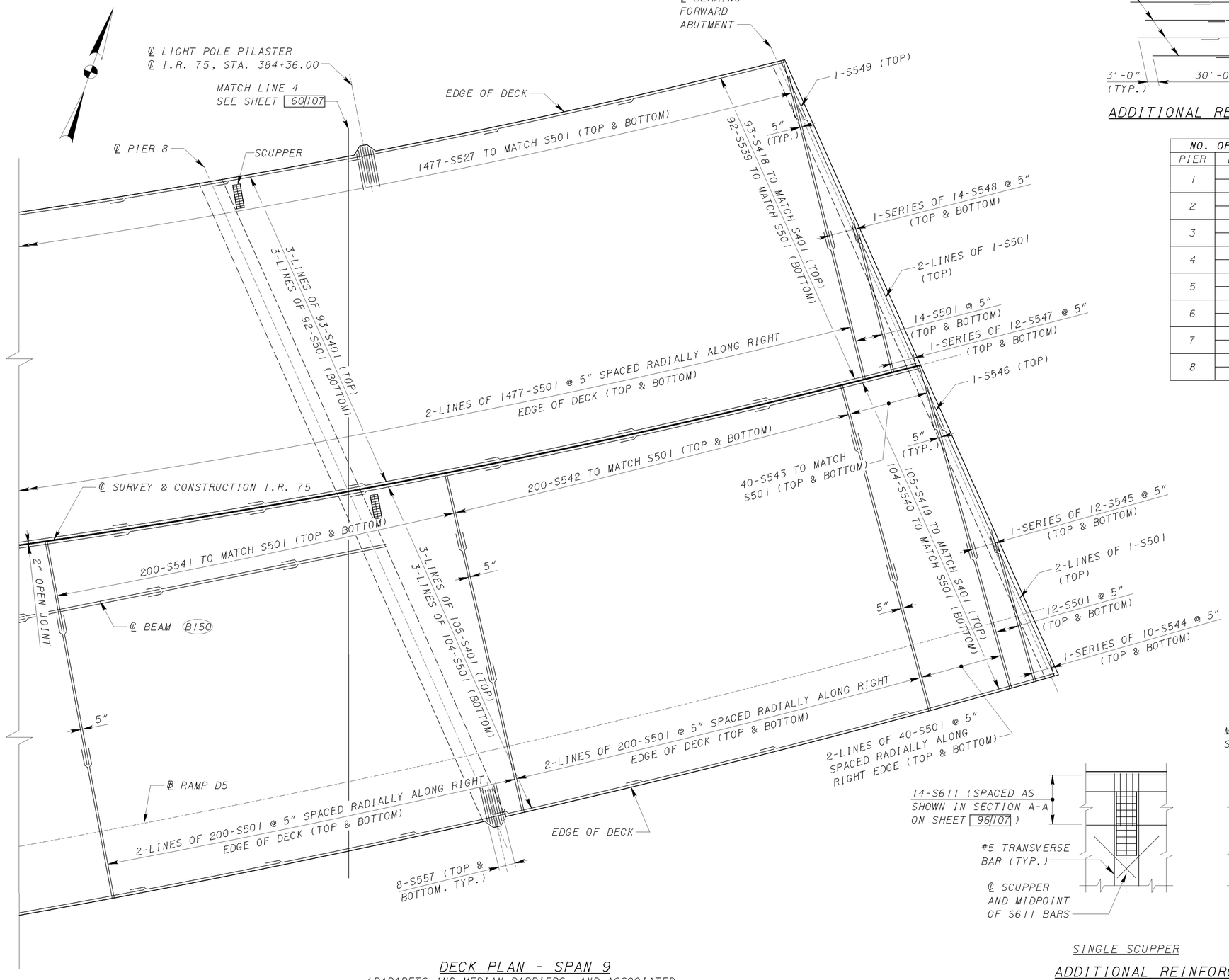
SLAB PLAN (SPANS 7 & 8)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

60/107

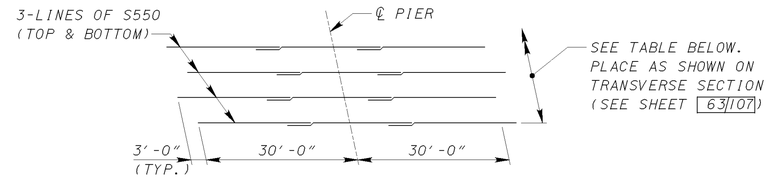
1469
1811

DATE: 3/14/2007 FILE: gs:\CL04\0003-Bridge\MainlineRTS\main_mor175dp104.dgn



DECK PLAN - SPAN 9

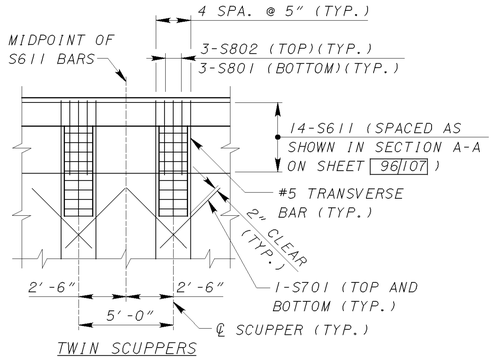
(PARAPETS AND MEDIAN BARRIERS, AND ASSOCIATED REINFORCEMENT AND THREADED INSERTS, NOT SHOWN FOR CLARITY)



ADDITIONAL REINFORCING OVER PIERS

NO. OF LINES OF ADDITIONAL REINFORCING			
PIER	BRIDGE	TOP LAYER	BOTTOM LAYER
1	LEFT	92	85
	RIGHT	128	118
2	LEFT	92	85
	RIGHT	128	118
3	LEFT	92	85
	RIGHT	128	118
4	LEFT	92	85
	RIGHT	128	118
5	LEFT	92	85
	RIGHT	116	107
6	LEFT	92	85
	RIGHT	116	107
7	LEFT	92	85
	RIGHT	116	107
8	LEFT	92	85
	RIGHT	104	96

SINGLE SCUPPER



TWIN SCUPPERS

ADDITIONAL REINFORCING AT SCUPPERS

(NORMAL LONGITUDINAL REINFORCEMENT, NOT SHOWN FOR CLARITY)

NOTES:

1. FOR ADDITIONAL NOTES AND REQUIRED LAP LENGTHS, SEE SHEET 57/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

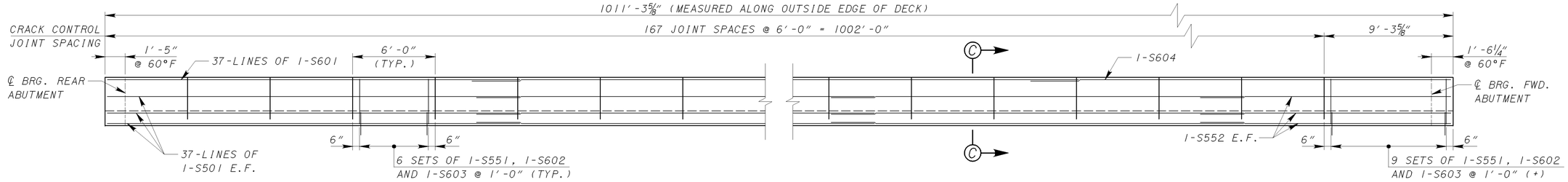
SLAB PLAN (SPAN 9)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

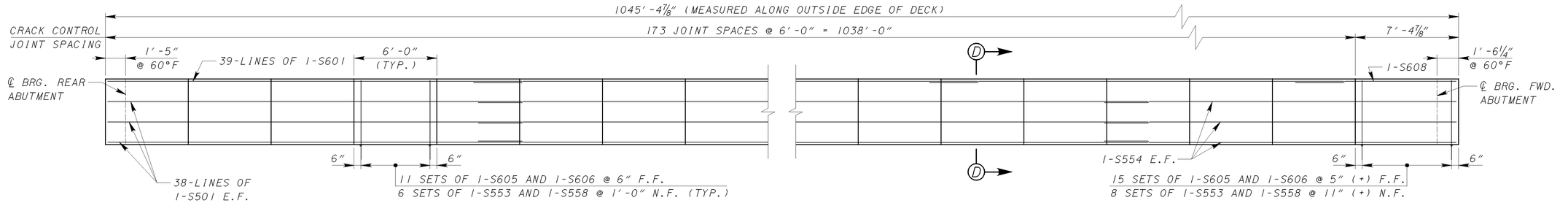
61/107

1470
1811

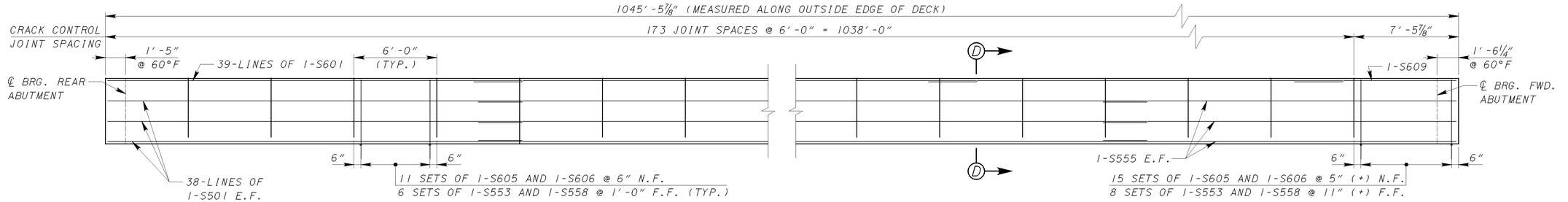
DATE: 3/14/2007 FILE: q:\CL04\0003\Bridge\MainlineRT5\main_mot75sp05.dgn



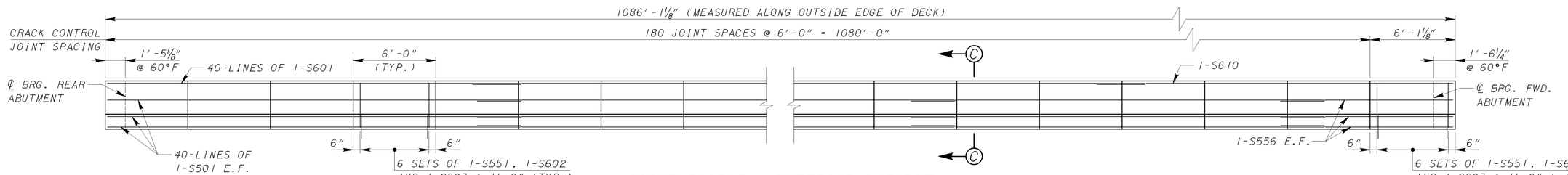
LEFT BRIDGE - EXTERIOR PARAPET
(LOOKING NORTH)



LEFT BRIDGE - INTERIOR MEDIAN BARRIER
(LOOKING NORTH)



RIGHT BRIDGE - INTERIOR MEDIAN BARRIER
(LOOKING NORTH)



RIGHT BRIDGE - EXTERIOR PARAPET
(LOOKING NORTH)

BAR	REQUIRED LAP LENGTH
#5	3'-2"
#6	3'-6"

NOTES:

1. FOR SLAB PLAN, SEE SHEETS 57/107 THRU 61/107.
2. FOR SECTIONS C-C & D-D AND DETAILS, SEE SHEET 64/107.
3. FOR REINFORCING STEEL LIST, SEE SHEETS 106/107 AND 107/107.
4. FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT DRAWING SBR-1-99.
5. FOR CONTROL JOINTS FOR MEDIAN BARRIERS, REFER TO DETAIL AND NOTES ON ODOT DRAWING SBR-1-99.
6. THREADED INSERTS TO BE PLACED ALONG ENTIRE LENGTH OF MEDIAN BARRIERS.
7. MEDIAN BARRIER TO BE CONSTRUCTED DURING MOT PHASE 10, AFTER DIVERSION 13 HAS BEEN REMOVED.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

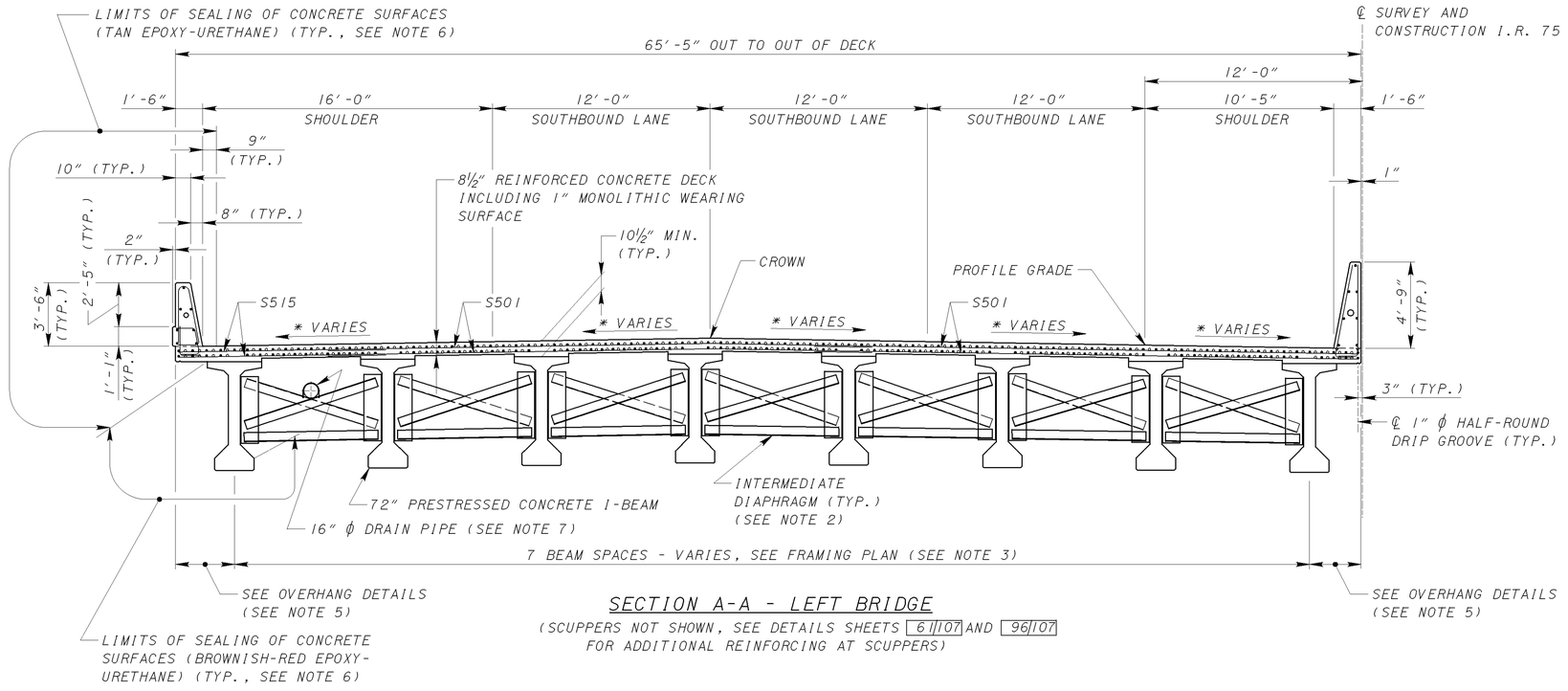
DESIGNED	DRAWN	REVIEWED	DATE
MLR	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

PARAPET AND MEDIAN BARRIER DETAILS
BRIDGE NO. MOT-75-1367
I-R. 75 MAINLINE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

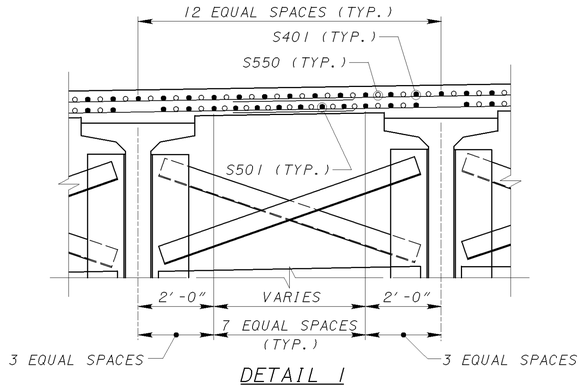
62/107

147/181

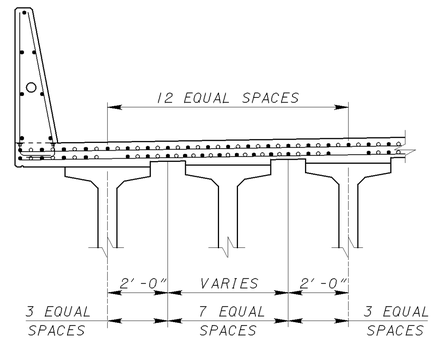


SECTION A-A - LEFT BRIDGE

(SCUPPERS NOT SHOWN, SEE DETAILS SHEETS 61|107 AND 96|107 FOR ADDITIONAL REINFORCING AT SCUPPERS)

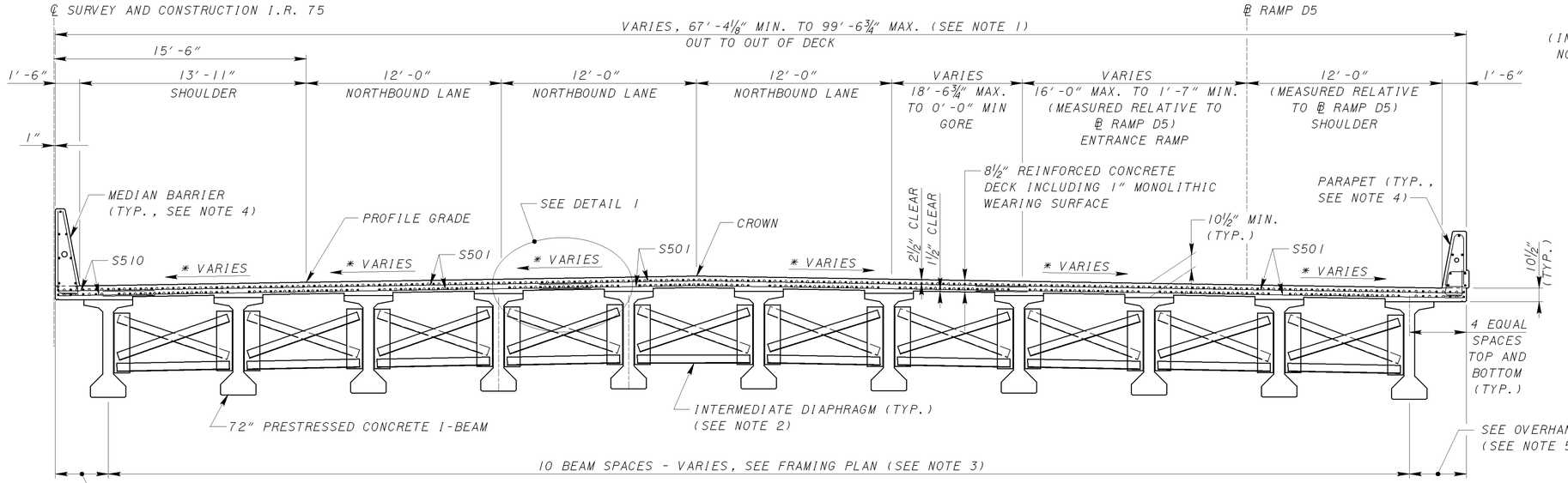


DETAIL 1



SECTION B-B

(INTERMEDIATE DIAPHRAGMS NOT SHOWN FOR CLARITY, SEE NOTE 2)



SECTION A-A - RIGHT BRIDGE

(SCUPPERS NOT SHOWN, SEE DETAIL SHEET 61|107 AND 96|107 FOR ADDITIONAL REINFORCING AT SCUPPERS)

* SEE SUPERELEVATION TRANSITION DIAGRAM, SHEET 66|107

NOTES:

1. ALL DIMENSIONS MEASURED RELATIVE TO CENTER LINE I.R. 75, U.N.O.
2. INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL. SEE GENERAL NOTES, SHEET 4|107, AND ODOT STANDARD DRAWING PSID-1-99.
3. FOR FRAMING PLAN, SEE SHEETS 39|107 THRU 43|107.
4. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 62|107 AND 64|107.
5. FOR OVERHANG DETAILS, SEE SHEET 65|107.
6. FOR SEALING OF CONCRETE SURFACES AND COLOR, SEE GENERAL NOTES, SHEET 4|107.
7. FOR HORIZONTAL DRAIN PIPE LAYOUT, SEE FRAMING PLAN, SHEETS 39|107 THRU 43|107. FOR DRAINAGE DETAILS, SEE SHEETS 93|107 THRU 96|107.
8. MEDIAN BARRIER TO BE CONSTRUCTED DURING MOT PHASE 10, AFTER DIVERSION 13 HAS BEEN REMOVED.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DATE 02/16/06
REVIEWED RER
STRUCTURE FILE NUMBER 5708389
DRAWN CAG
REVISED
DESIGNED NIFF
CHECKED MLR

TRANSVERSE SECTION

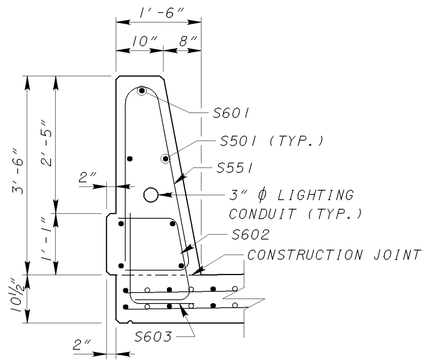
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

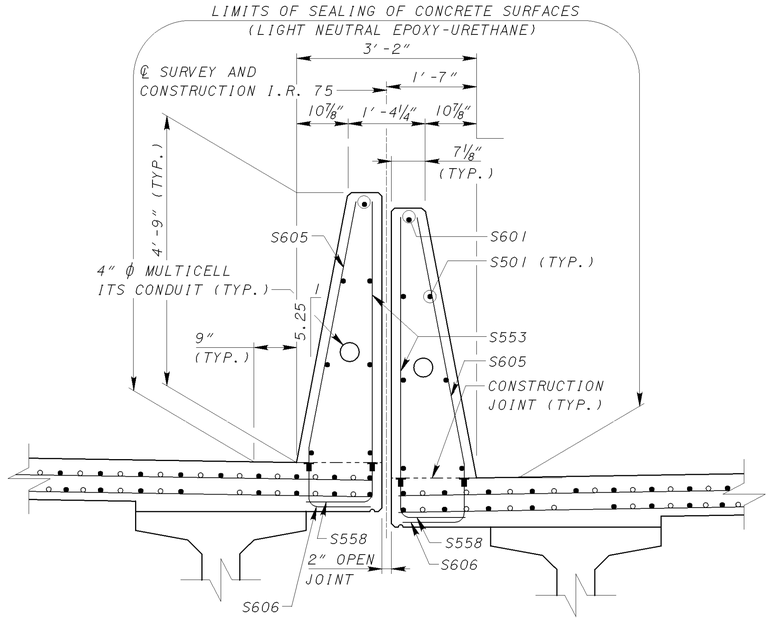
63|107

1472
1811

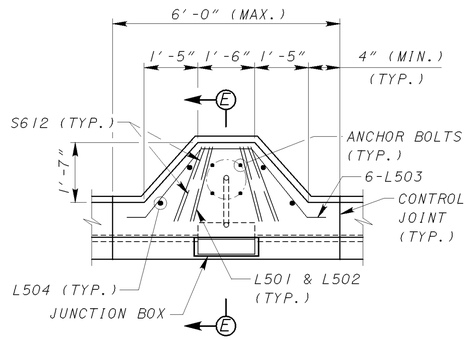
DATE: 3/14/2007 FILE: gs\LO4\0003 Bridge\Mainline\RTS\main_mot75ts10.dgn



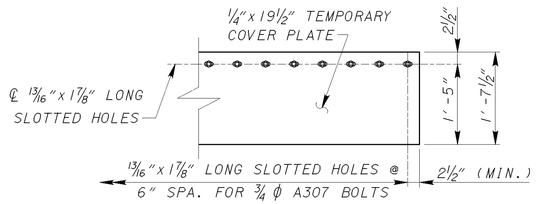
SECTION C-C
PARAPET DETAILS



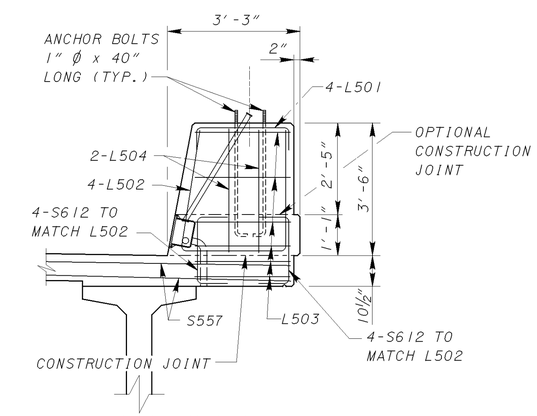
SECTION D-D
MEDIAN BARRIER DETAIL
(FOR ADDITIONAL INFORMATION, SEE TEMPORARY CROSSOVER DETAIL)



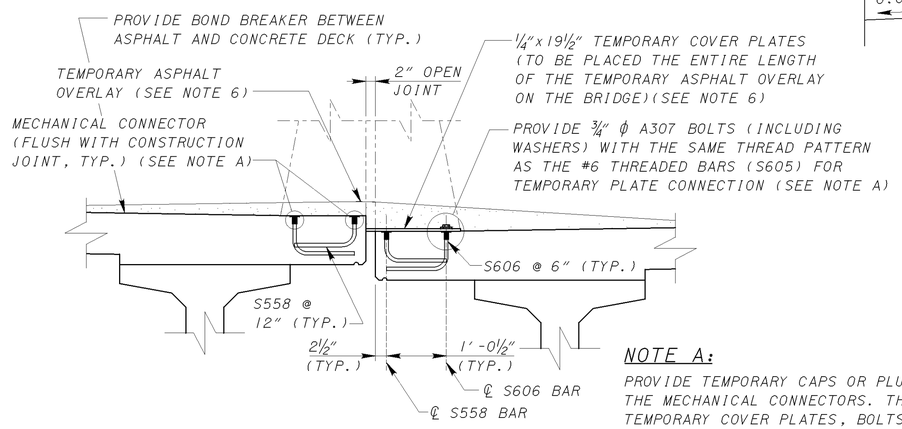
LIGHT POLE PILASTER
PLAN



TEMPORARY COVER PLATE DETAIL



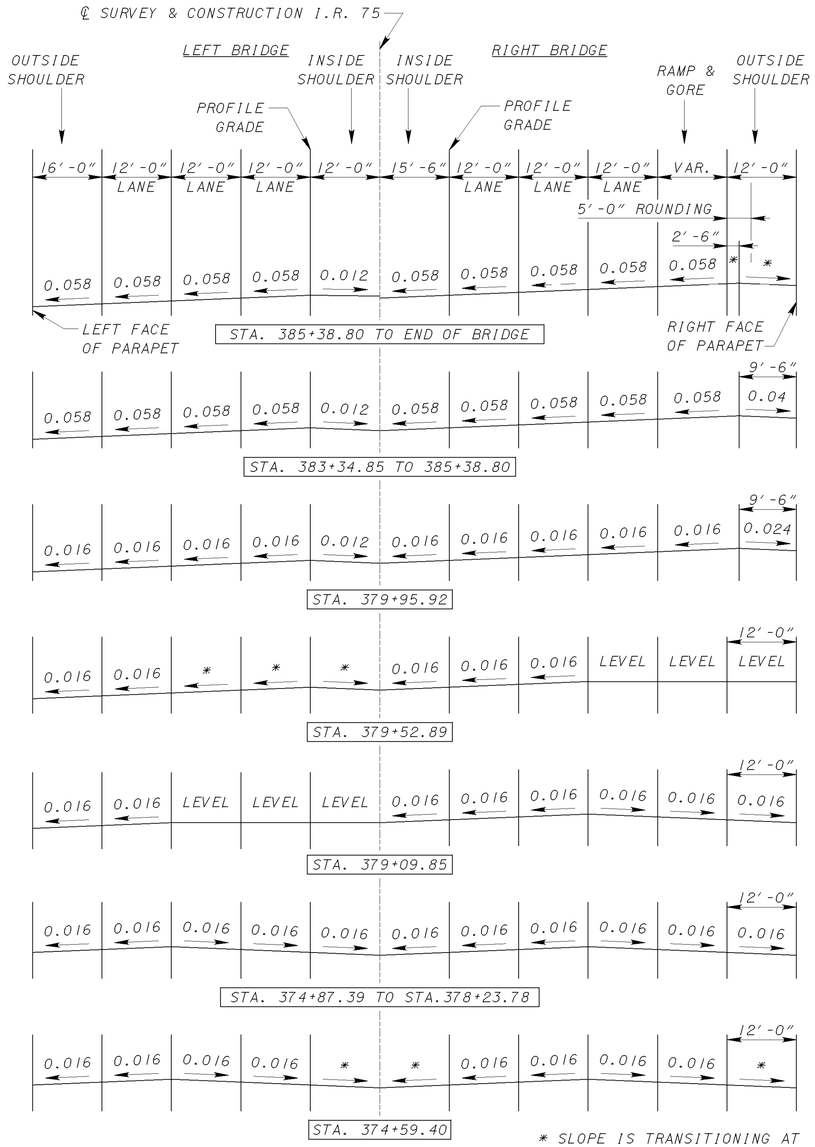
SECTION E-E
(SLAB REINFORCING NOT SHOWN FOR CLARITY)



TEMPORARY CROSSOVER DETAIL
(LOOKING UPSTATION)

NOTE A:

PROVIDE TEMPORARY CAPS OR PLUGS TO PROTECT THE MECHANICAL CONNECTORS. THE COST OF THE TEMPORARY COVER PLATES, BOLTS, WASHERS AND CAPS (OR PLUGS) SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING, AS PER PLAN FOR PAYMENT.



* SLOPE IS TRANSITIONING AT THIS STATION (SEE NOTE 7)

SUPERELEVATION TRANSITION DIAGRAM

NOTES:

1. FOR FRAMING PLAN SEE SHEETS 39|107 THRU 43|107.
2. FOR TRANSVERSE SECTION (SECTION A-A), SEE SHEET 63|107.
3. FOR PARAPET AND MEDIAN BARRIER DETAILS, SEE SHEET 62|107.
4. FOR DRAINAGE DETAILS, SEE SHEETS 93|107 THRU 96|107.
5. FOR ADDITIONAL NOTES, SEE SHEET 63|107.
6. FOR LIMITS AND PAYMENT OF TEMPORARY ASPHALT OVERLAY FOR RAMP D5, SEE MAINTENANCE OF TRAFFIC - PHASE 8 SHEETS.
7. FOR SUPERELEVATION TRANSITION PLANS, SEE SHEETS 66|107 AND 67|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 2000
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	MLR	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

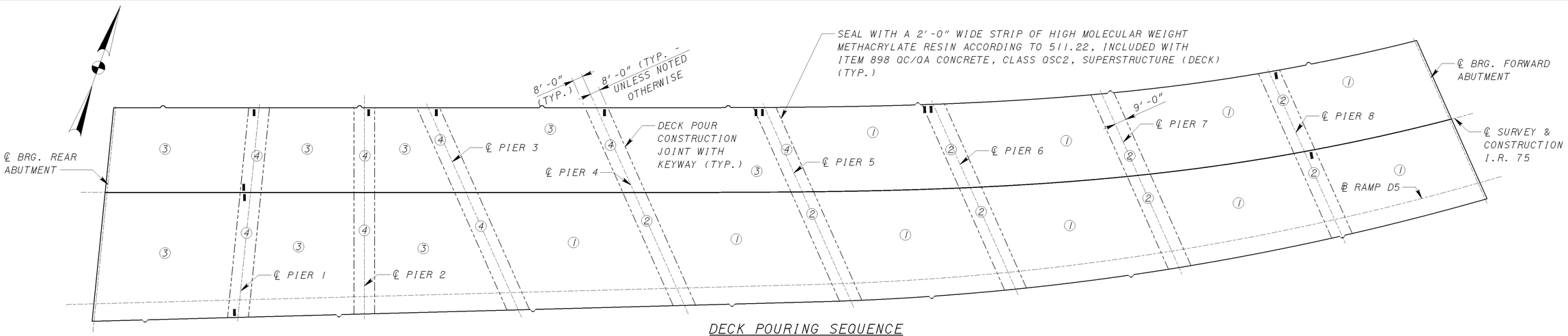
BARRIER DETAILS AND SUPERELEVATION DIAGRAM
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

64|107

1473
1811

DATE: 3/4/2007 FILE: gs\CL04\0003\Bridge\MainlineRF5\main_mot75sd02.dgn



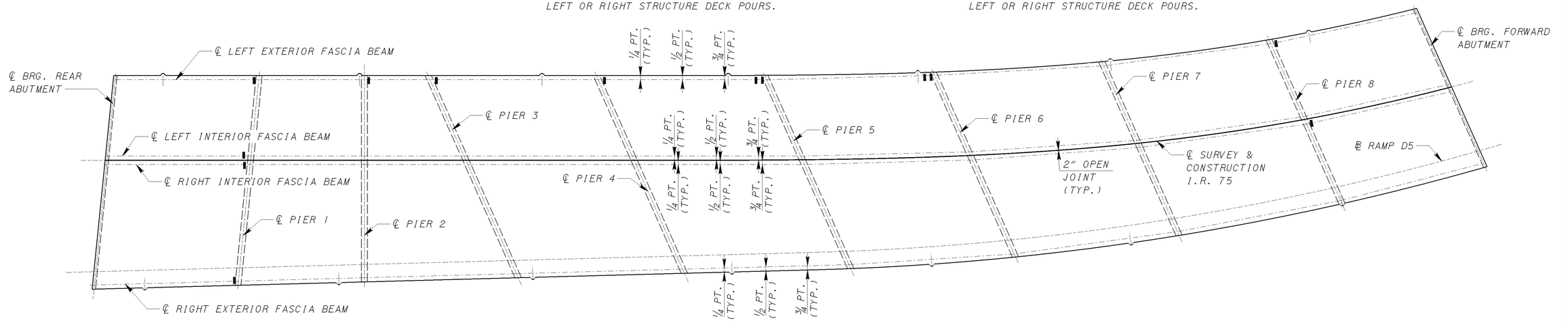
DECK POURING SEQUENCE

① = POUR 1, STAGE 1 - DECK POURS TO BE COMPLETED PRIOR TO ② ON LEFT OR RIGHT STRUCTURES.

② = POUR 2, STAGE 1 - DECK AND PIER DIAPHRAGM POURS TO BE PLACED MONOLITHICALLY AFTER ADJACENT LEFT OR RIGHT STRUCTURE DECK POURS.

③ = POUR 1, STAGE 2 - DECK POURS TO BE COMPLETED PRIOR TO ④ ON LEFT OR RIGHT STRUCTURES.

④ = POUR 2, STAGE 2 - DECK AND PIER DIAPHRAGM POURS TO BE PLACED MONOLITHICALLY AFTER ADJACENT LEFT OR RIGHT STRUCTURE DECK POURS.



DECK OVERHANG DETAILS

TABLE OF DECK OVERHANG DIMENSIONS

	℄ BRG. REAR ABUTMENT	¼ PT.	½ PT.	¾ PT.	℄ PIER 1	¼ PT.	½ PT.	¾ PT.	℄ PIER 2	¼ PT.	½ PT.	¾ PT.	℄ PIER 3	¼ PT.	½ PT.	¾ PT.	℄ PIER 4	¼ PT.	½ PT.	¾ PT.	℄ PIER 5
LEFT, EXTERIOR	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3½"	3'-5⅛"
LEFT, INTERIOR	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-2⅞"	3'-2½"	3'-1⅛"	2'-10⅛"
RIGHT, INTERIOR	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-2¾"	3'-3⅛"	3'-4⅜"	3'-7¼"
RIGHT, EXTERIOR	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-3"	3'-1"

TABLE OF DECK OVERHANG DIMENSIONS

	℄ PIER 5	¼ PT.	½ PT.	¾ PT.	℄ PIER 6	¼ PT.	½ PT.	¾ PT.	℄ PIER 7	¼ PT.	½ PT.	¾ PT.	℄ PIER 8	¼ PT.	½ PT.	¾ PT.	℄ BRG. FORWARD ABUTMENT
LEFT, EXTERIOR	3'-5⅛"	2'-10¼"	2'-5¾"	2'-4⅛"	2'-5¾"	2'-0⅜"	1'-11⅝"	2'-4⅜"	3'-3¼"	2'-3⅝"	1'-11¼"	2'-3⅛"	3'-3"	2'-5½"	2'-2⅜"	2'-5½"	3'-3"
LEFT, INTERIOR	2'-10⅛"	3'-2⅜"	3'-4"	3'-2¼"	2'-8½"	3'-3¾"	3'-5¾"	3'-2⅛"	2'-4⅛"	3'-2⅞"	3'-6⅜"	3'-1⅞"	2'-1⅝"	2'-11⅜"	3'-3⅛"	3'-0⅞"	2'-4½"
RIGHT, INTERIOR	3'-7¼"	3'-2⅛"	2'-11¾"	3'-0¾"	3'-5¾"	2'-8¾"	2'-4⅞"	2'-6¾"	3'-3"	2'-5⅛"	2'-2½"	2'-7⅞"	3'-8⅞"	2'-10⅛"	2'-6¼"	2'-8"	3'-3¾"
RIGHT, EXTERIOR	3'-1"	3'-8"	3'-9⅛"	3'-4⅜"	2'-5¾"	3'-4⅜"	3'-9⅛"	3'-8¼"	3'-1⅜"	3'-8⅞"	3'-10½"	3'-6⅛"	2'-7⅞"	3'-4⅞"	3'-9¼"	3'-8⅞"	3'-3⅞"

NOTES:

1. THE CONTRACTOR IS RESPONSIBLE FOR THE STABILITY OF THE SUPERSTRUCTURE DURING THE DECK POUR.
2. ALL DECK OVERHANG DIMENSIONS ARE MEASURED NORMAL TO THE FASCIA BEAM.
3. FOR ADDITIONAL DECK POUR NOTES, SEE ODOT STANDARD DRAWING PSID-1-99.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	MLR	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH			

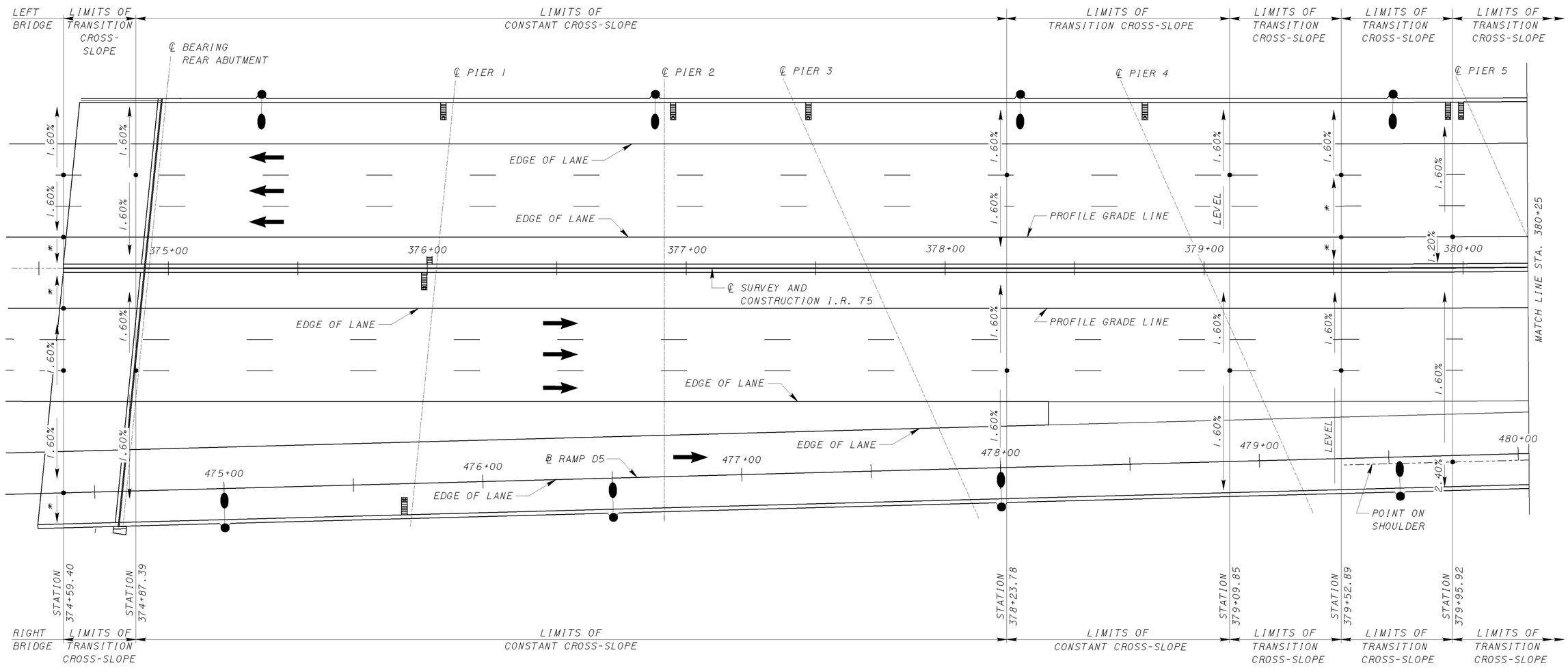
POURING SEQUENCE AND DECK OVERHANGS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

65/107

1474/1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\RT75\main_mot75dp06.dgn



PARTIAL SUPERELEVATION TRANSITION PLAN

(SPANS 1 THRU 5)

NOTES:

1. FOR SUPERELEVATION TRANSITION PLAN OF SPANS 6 THRU 9, SEE SHEET 67/107.
2. FOR CROSS-SLOPE TRANSITION DETAILS, SEE SHEET 64/107.
3. ALL SLOPES SHOWN ARE NORMAL TO ℄ SURVEY AND CONSTRUCTION I.R. 75.

* SLOPE IS TRANSITIONING AT THIS STATION.

LEGEND:

X.XX% → - INDICATES SLOPE IN DIRECTION SHOWN

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	HB	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MLR		5708389	

SUPERELEVATION TRANSITION PLAN (SPANS 1 TO 5)

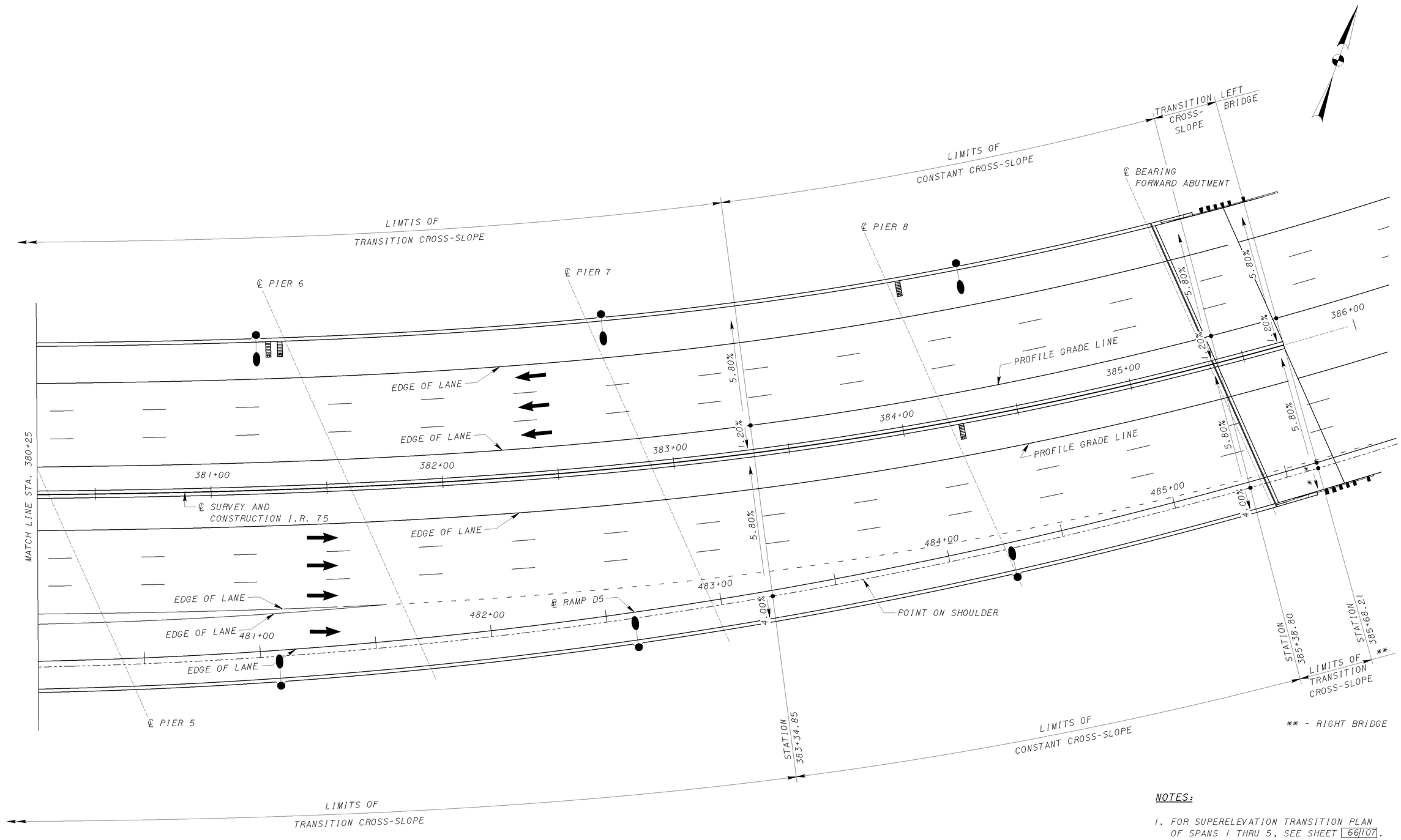
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

66/107

1475
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineRT75\main_mot75sd50.dgn



PARTIAL SUPERELEVATION TRANSITION PLAN

(SPANS 6 THRU 9)

LEGEND:

X.XX% → - INDICATES SLOPE IN DIRECTION SHOWN

NOTES:

1. FOR SUPERELEVATION TRANSITION PLAN OF SPANS 1 THRU 5, SEE SHEET 66/107.
2. FOR CROSS-SLOPE TRANSITION DETAILS, SEE SHEET 64/107.
3. ALL SLOPES SHOWN ARE NORMAL TO ℄ SURVEY AND CONSTRUCTION I.R. 75.

* SLOPE IS TRANSITIONING AT THIS STATION

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	HB	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MLR		5708389	

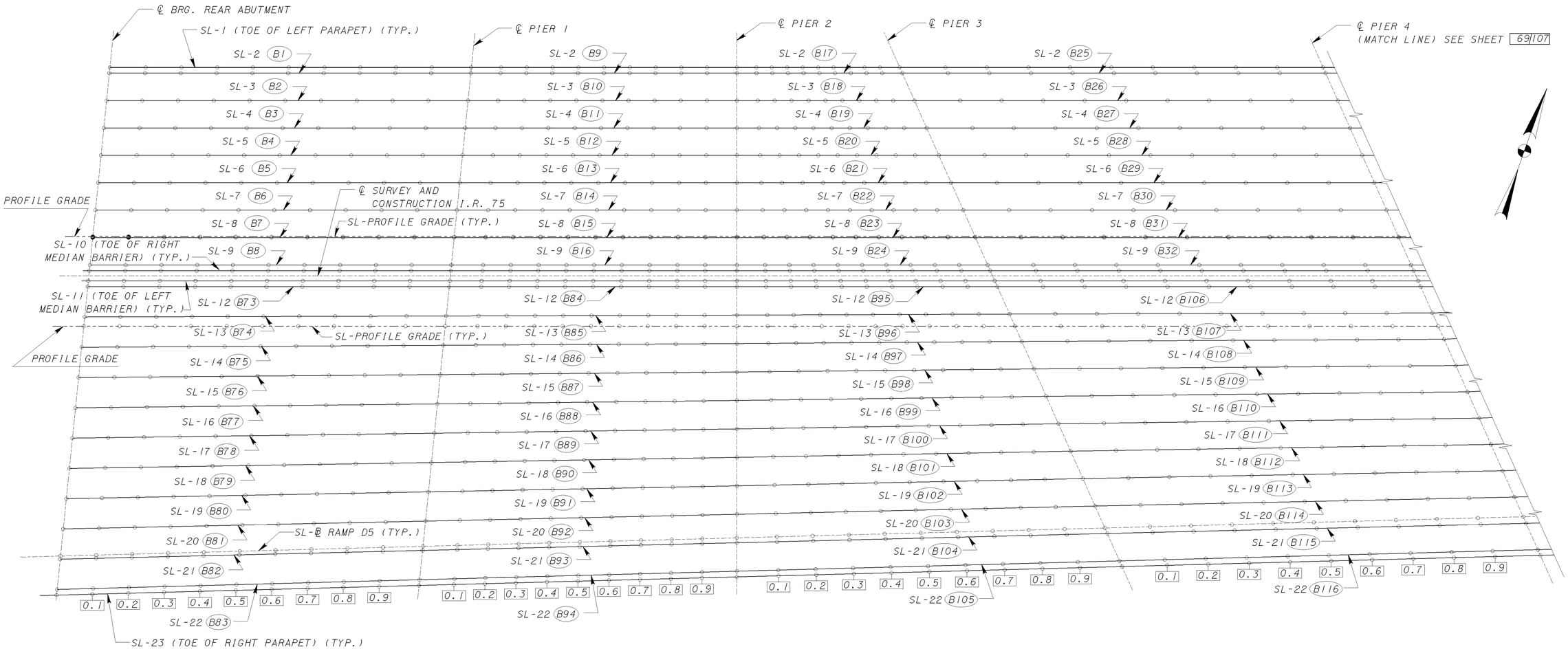
SUPERELEVATION TRANSITION PLAN (SPANS 6 TO 9)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

67/107

1476
1811

DATE: 3/14/2007 FILE: g:\VL04\0003\Bridge\MainlineR75\main_mot75sd5i.dgn



PARTIAL SCREED LINE LAYOUT

(SPAN 1 THRU 4)

NOTES:

1. FOR SCREED LINE LAYOUT PLANS, SPANS 5 THRU 7, SEE SHEET 69/107.
2. FOR SCREED LINE LAYOUT PLANS, SPANS 8 AND 9, SEE SHEET 70/107.
3. FOR SCREED ELEVATIONS, REFER TO SHEETS 72/107 THRU 89/107.
4. FOR TYPICAL SCREED LINE LOCATION SECTIONS AND ADDITIONAL NOTES, SEE SHEET 71/107.

LEGEND:

(BXX) = BEAM NUMBER

0.X = 10th POINT ALONG SPAN

○ = SCREED POINT LOCATION

SL-X = SCREED LINE

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	HB	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

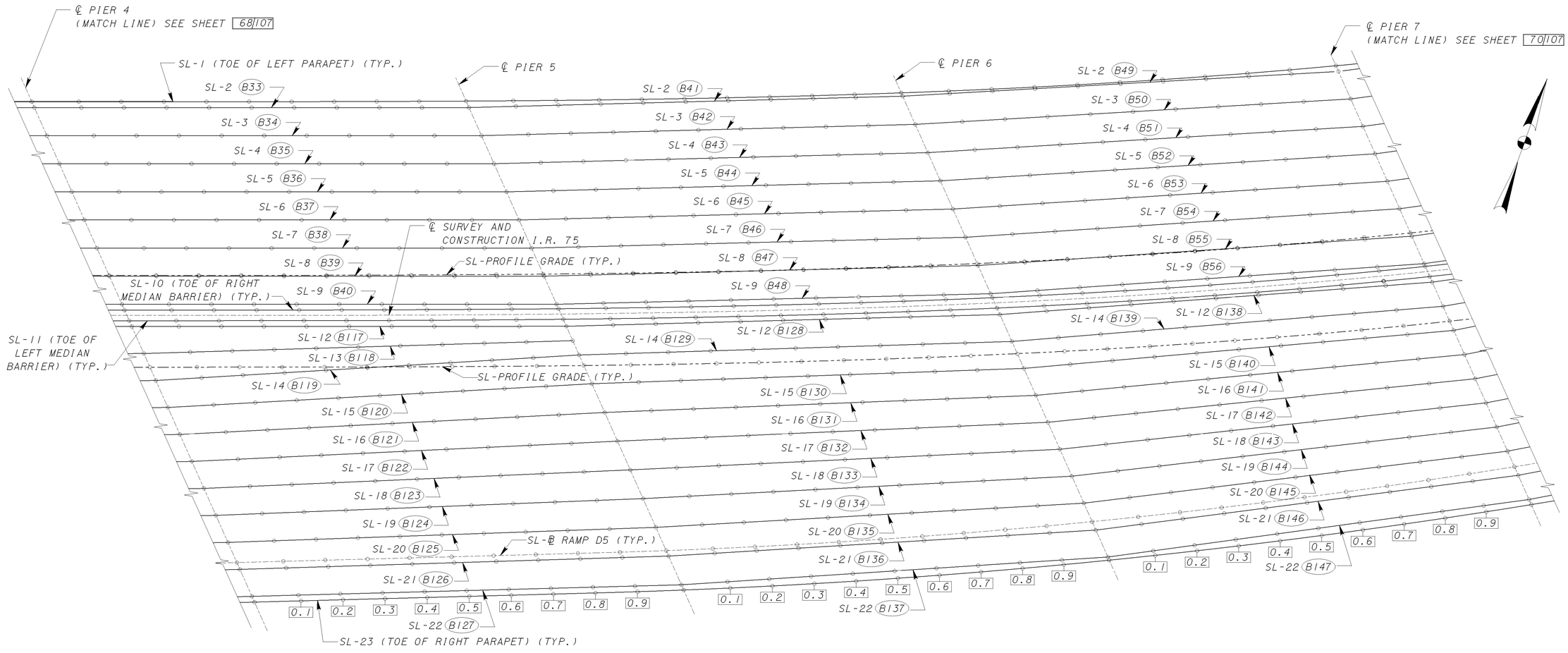
SCREED LINE LAYOUT (SPANS 1 - 4)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

68/107

1477
1811

DATE: 3/14/2007 FILE: g:\CL04\0003_Bridge\MainlineIR75\main_mor175sd40.dgn



PARTIAL SCREED LINE LAYOUT

(SPAN 5 THRU SPAN 7)

NOTES:

1. FOR SCREED LINE LAYOUT PLANS, SPANS 1 THRU 4, SEE SHEET 68|107.
2. FOR SCREED LINE LAYOUT PLANS, SPANS 8 AND 9, SEE SHEET 70|107.
3. FOR SCREED ELEVATIONS, REFER TO SHEETS 72|107 THRU 89|107.
4. FOR TYPICAL SCREED LINE LOCATION SECTIONS AND ADDITIONAL NOTES, SEE SHEET 71|107.

LEGEND:

(BXX) = BEAM NUMBER

0.X = 10th POINT ALONG SPAN

○ = SCREED POINT LOCATION

SL-X = SCREED LINE

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	HB	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

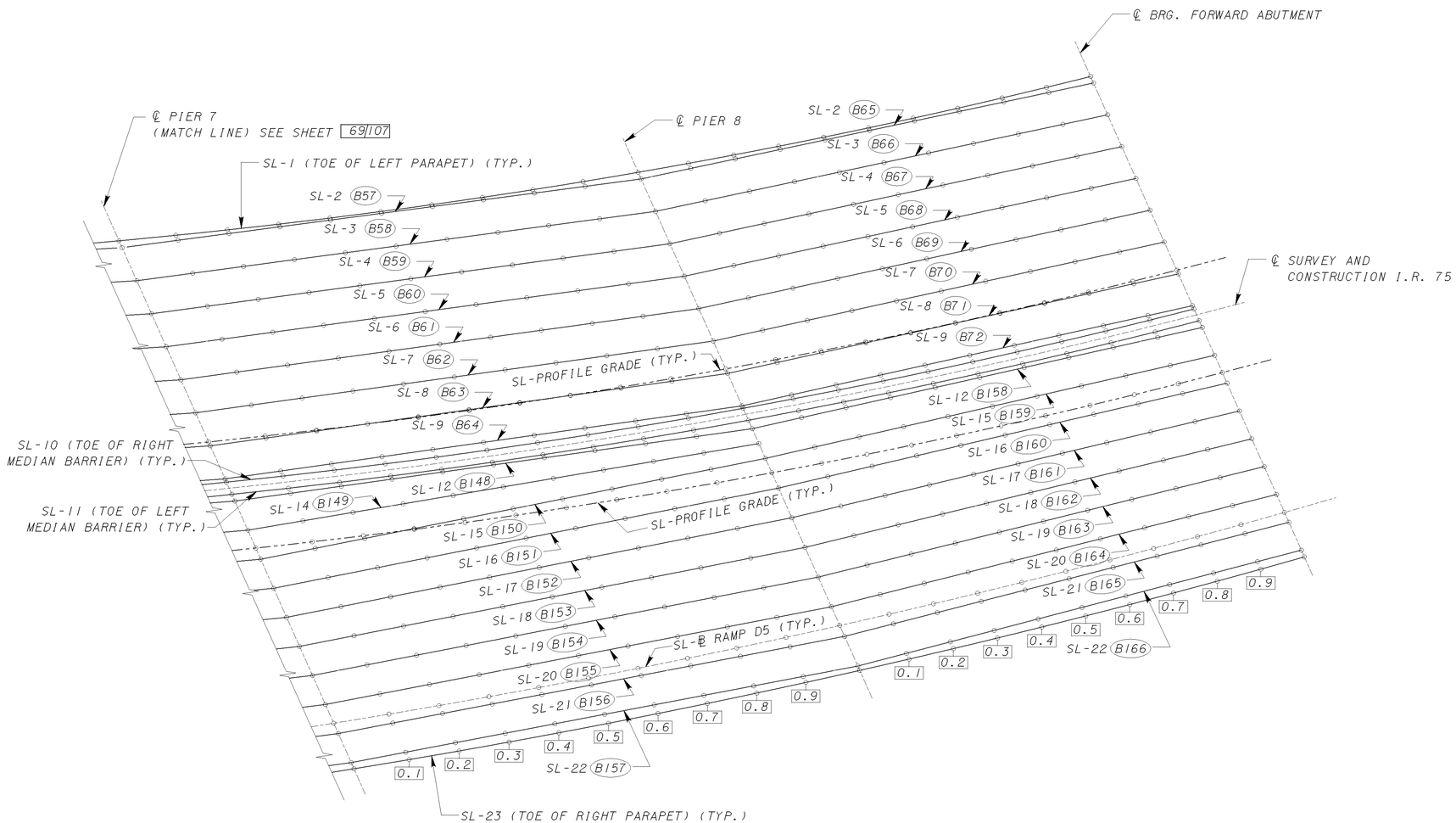
SCREED LINE LAYOUT (SPANS 5 - 7)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

69|107

1478
1811

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\R75\main_mot75sd42.dgn



PARTIAL SCREED LINE LAYOUT

(SPAN 8 AND SPAN 9)

NOTES:

1. FOR SCREED LINE LAYOUT PLANS, SPANS 1 THRU 4, SEE SHEET 68|107.
2. FOR SCREED LINE LAYOUT PLANS, SPANS 5 THRU 7, SEE SHEET 69|107.
3. FOR SCREED ELEVATIONS, REFER TO SHEETS 72|107 THRU 89|107.
4. FOR TYPICAL SCREED LINE LOCATION SECTIONS AND ADDITIONAL NOTES, SEE SHEET 71|107.

LEGEND:

(BXX) = BEAM NUMBER

0.X = 10th POINT ALONG SPAN

○ = SCREED POINT LOCATION

SL-X = SCREED LINE

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
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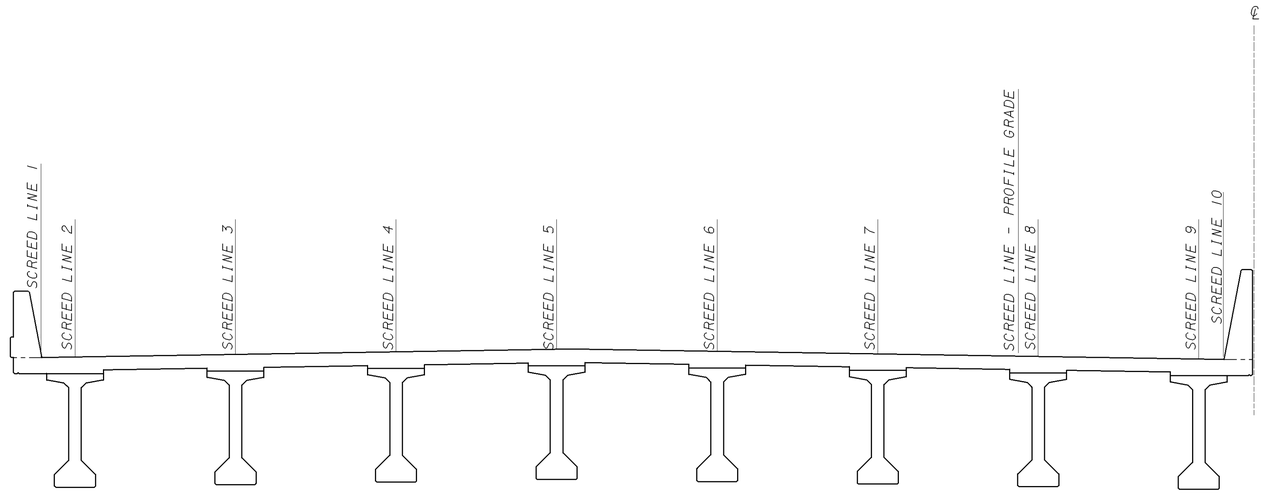
SCREED LINE LAYOUT (SPANS 8 AND 9)
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

70|107

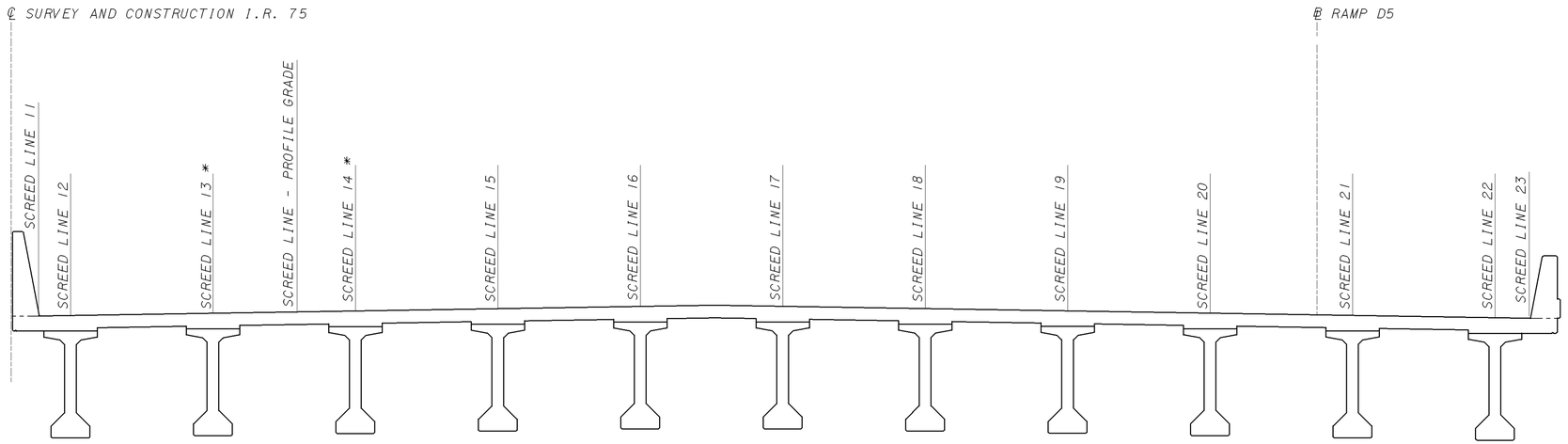
1479
1811

DATE: 3/14/2007 FILE: g:\CL04\0003 Bridge\Mainline\R75\main_mot75sd43.dgn



SCREED LINE LOCATIONS (LEFT BRIDGE)

(LOOKING UPSTATION)



* FOR SCREED LINE LOCATIONS OVER ADDITIONAL BEAMS IN SPANS NOT SHOWN, SEE SCREED LINE LAYOUT 68|107 THRU 70|107.

SCREED LINE LOCATIONS (RIGHT BRIDGE)

(LOOKING UPSTATION)

NOTES:

1. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICPATED CALCULATED DEAD LOAD DEFLECTIONS.
2. FOR SCREED LINE LAYOUT PLANS, SEE SHEETS 68|107 THRU 70|107.
3. FOR SCREED ELEVATIONS, REFER TO SHEETS 72|107 THRU 89|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	HB	RER	02/16/06
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GHD		5708389	

SCREED ELEVATIONS - SCREED LINE SE
BRIDGE NO. MOT-75-1367 MIAMI RIV
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

71|107

1480
1811

DATE: 3/14/2007 FILE: g:\LO4\0003-Bridge\Mainline\R75\main_mot75sd44.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 1												
LOCATION		℄ BEARING REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.02	0.05	0.07	0.08	0.08	0.08	0.07	0.05	0.02	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	374+98.97	375+09.95	375+20.93	375+31.91	375+42.88	375+53.86	375+64.84	375+75.82	375+86.80	375+97.78	376+09.93
	FINAL DECK ELEVATION	765.51	765.68	765.84	766.01	766.18	766.34	766.51	766.68	766.85	767.01	767.20
	SCREED ELEVATION	765.51	765.70	765.89	766.08	766.26	766.42	766.59	766.75	766.90	767.03	767.20
SCREED LINE 2 BEAM B1	STATION	374+98.79	375+09.77	375+20.75	375+31.73	375+42.71	375+53.69	375+64.66	375+75.64	375+86.62	375+97.60	376+09.79
	FINAL DECK ELEVATION	765.54	765.70	765.87	766.04	766.20	766.37	766.54	766.70	766.87	767.04	767.22
	SCREED ELEVATION	765.54	765.72	765.92	766.11	766.28	766.45	766.62	766.77	766.92	767.06	767.22
SCREED LINE 3 BEAM B2	STATION	374+97.94	375+08.92	375+19.90	375+30.88	375+41.86	375+52.83	375+63.81	375+74.79	375+85.77	375+96.75	376+08.94
	FINAL DECK ELEVATION	765.66	765.82	765.99	766.16	766.32	766.49	766.66	766.83	766.99	767.16	767.34
	SCREED ELEVATION	765.66	765.84	766.04	766.23	766.40	766.57	766.74	766.90	767.04	767.18	767.34
SCREED LINE 4 BEAM B3	STATION	374+97.09	375+08.07	375+19.05	375+30.03	375+41.01	375+51.98	375+62.96	375+73.94	375+84.92	375+95.90	376+08.09
	FINAL DECK ELEVATION	765.78	765.95	766.11	766.28	766.45	766.61	766.78	766.95	767.11	767.28	767.47
	SCREED ELEVATION	765.78	765.97	766.16	766.35	766.53	766.69	766.86	767.02	767.16	767.30	767.47
SCREED LINE 5 BEAM B4	STATION	374+96.24	375+07.22	375+18.20	375+29.18	375+40.15	375+51.13	375+62.11	375+73.09	375+84.07	375+95.05	376+07.24
	FINAL DECK ELEVATION	765.90	766.07	766.23	766.40	766.57	766.74	766.90	767.07	767.24	767.40	767.59
	SCREED ELEVATION	765.90	766.09	766.28	766.47	766.65	766.82	766.98	767.14	767.29	767.42	767.59
SCREED LINE 6 BEAM B5	STATION	374+95.39	375+06.37	375+17.35	375+28.33	375+39.30	375+50.28	375+61.26	375+72.24	375+83.22	375+94.20	376+06.39
	FINAL DECK ELEVATION	765.79	765.95	766.12	766.29	766.45	766.62	766.79	766.95	767.12	767.29	767.47
	SCREED ELEVATION	765.79	765.97	766.17	766.36	766.53	766.70	766.87	767.02	767.17	767.31	767.47
SCREED LINE 7 BEAM B6	STATION	374+94.54	375+05.52	375+16.50	375+27.47	375+38.45	375+49.43	375+60.41	375+71.39	375+82.37	375+93.35	376+05.54
	FINAL DECK ELEVATION	765.64	765.80	765.97	766.14	766.31	766.47	766.64	766.81	766.97	767.14	767.32
	SCREED ELEVATION	765.64	765.82	766.02	766.21	766.39	766.55	766.72	766.88	767.02	767.16	767.32
SCREED LINE LEFT-PGL	STATION	374+93.71	375+04.69	375+15.67	375+26.65	375+37.63	375+48.61	375+59.58	375+70.56	375+81.54	375+92.52	376+04.71
	FINAL DECK ELEVATION	765.49	765.66	765.83	766.00	766.16	766.33	766.50	766.66	766.83	767.00	767.18
	SCREED ELEVATION	765.49	765.68	765.88	766.07	766.24	766.41	766.58	766.73	766.88	767.02	767.18
SCREED LINE 8 BEAM B7	STATION	374+93.69	375+04.67	375+15.64	375+26.62	375+37.60	375+48.58	375+59.56	375+70.54	375+81.52	375+92.49	376+04.69
	FINAL DECK ELEVATION	765.49	765.66	765.82	765.99	766.16	766.32	766.49	766.66	766.83	766.99	767.18
	SCREED ELEVATION	765.49	765.68	765.87	766.06	766.24	766.40	766.57	766.73	766.88	767.01	767.18
SCREED LINE 9 BEAM B8	STATION	374+92.84	375+03.82	375+14.79	375+25.77	375+36.75	375+47.73	375+58.71	375+69.69	375+80.67	375+91.64	376+03.84
	FINAL DECK ELEVATION	765.34	765.51	765.68	765.84	766.01	766.18	766.34	766.51	766.68	766.84	767.03
	SCREED ELEVATION	765.34	765.53	765.73	765.91	766.09	766.26	766.42	766.58	766.73	766.86	767.03
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	374+92.66	375+03.64	375+14.62	375+25.60	375+36.57	375+47.55	375+58.53	375+69.51	375+80.49	375+91.47	376+03.66
	FINAL DECK ELEVATION	765.31	765.48	765.65	765.81	765.98	766.15	766.31	766.48	766.65	766.81	767.00
	SCREED ELEVATION	765.31	765.50	765.70	765.88	766.06	766.23	766.39	766.55	766.70	766.83	767.00

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 73/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 1
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

72/107

148/181

DATE: 3/14/2007 FILE: ga:\CL04\0003\Bridge\MainlineRT5\main_mot75sd23.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 2

LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.01	0.02	0.02	0.03	0.03	0.03	0.02	0.02	0.01	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	376+09.93	376+19.10	376+27.01	376+34.92	376+42.83	376+50.74	376+58.65	376+66.56	376+74.47	376+82.38	376+91.50
	FINAL DECK ELEVATION	767.20	767.34	767.46	767.58	767.70	767.82	767.94	768.06	768.18	768.30	768.44
	SCREED ELEVATION	767.20	767.35	767.48	767.60	767.73	767.85	767.97	768.08	768.20	768.31	768.44
SCREED LINE 2 BEAM B9	STATION	376+09.79	376+18.94	376+26.86	376+34.79	376+42.72	376+50.65	376+58.58	376+66.51	376+74.43	376+82.36	376+91.50
	FINAL DECK ELEVATION	767.22	767.36	767.48	767.60	767.72	767.84	767.96	768.08	768.21	768.33	768.46
	SCREED ELEVATION	767.22	767.37	767.50	767.62	767.75	767.87	767.99	768.10	768.23	768.34	768.46
SCREED LINE 3 BEAM B10	STATION	376+08.94	376+18.17	376+26.18	376+34.20	376+42.21	376+50.22	376+58.24	376+66.25	376+74.26	376+82.28	376+91.50
	FINAL DECK ELEVATION	767.34	767.48	767.61	767.73	767.85	767.97	768.09	768.22	768.34	768.46	768.60
	SCREED ELEVATION	767.34	767.49	767.63	767.75	767.88	768.00	768.12	768.24	768.36	768.47	768.60
SCREED LINE 4 BEAM B11	STATION	376+08.09	376+17.40	376+25.50	376+33.60	376+41.70	376+49.80	376+57.90	376+66.00	376+74.09	376+82.19	376+91.50
	FINAL DECK ELEVATION	767.47	767.61	767.73	767.85	767.98	768.10	768.22	768.35	768.47	768.59	768.73
	SCREED ELEVATION	767.47	767.62	767.75	767.87	768.01	768.13	768.25	768.37	768.49	768.60	768.73
SCREED LINE 5 BEAM B12	STATION	376+07.24	376+16.64	376+24.82	376+33.01	376+41.19	376+49.37	376+57.56	376+65.74	376+73.92	376+82.11	376+91.50
	FINAL DECK ELEVATION	767.59	767.73	767.86	767.98	768.10	768.23	768.35	768.48	768.60	768.73	768.87
	SCREED ELEVATION	767.59	767.74	767.88	768.00	768.13	768.26	768.38	768.50	768.62	768.74	768.87
SCREED LINE 6 BEAM B13	STATION	376+06.39	376+15.87	376+24.14	376+32.41	376+40.68	376+48.95	376+57.22	376+65.49	376+73.75	376+82.02	376+91.50
	FINAL DECK ELEVATION	767.47	767.62	767.74	767.87	767.99	768.12	768.25	768.37	768.50	768.62	768.77
	SCREED ELEVATION	767.47	767.63	767.76	767.89	768.02	768.15	768.28	768.39	768.52	768.63	768.77
SCREED LINE 7 BEAM B14	STATION	376+05.54	376+15.11	376+23.46	376+31.81	376+40.17	376+48.52	376+56.88	376+65.23	376+73.58	376+81.94	376+91.50
	FINAL DECK ELEVATION	767.32	767.47	767.60	767.72	767.85	767.98	768.11	768.23	768.36	768.49	768.63
	SCREED ELEVATION	767.32	767.48	767.62	767.74	767.88	768.01	768.14	768.25	768.38	768.50	768.63
SCREED LINE LEFT-PGL	STATION	376+04.71	376+14.36	376+22.80	376+31.23	376+39.67	376+48.11	376+56.54	376+64.98	376+73.42	376+81.85	376+91.50
	FINAL DECK ELEVATION	767.18	767.33	767.46	767.58	767.71	767.84	767.97	768.10	768.23	768.35	768.50
	SCREED ELEVATION	767.18	767.34	767.48	767.60	767.74	767.87	768.00	768.12	768.25	768.36	768.50
SCREED LINE 8 BEAM B15	STATION	376+04.69	376+14.34	376+22.78	376+31.22	376+39.66	376+48.10	376+56.54	376+64.97	376+73.41	376+81.85	376+91.50
	FINAL DECK ELEVATION	767.18	767.32	767.45	767.58	767.71	767.84	767.97	768.09	768.22	768.35	768.50
	SCREED ELEVATION	767.18	767.33	767.47	767.60	767.74	767.87	768.00	768.11	768.24	768.36	768.50
SCREED LINE 9 BEAM B16	STATION	376+03.84	376+13.58	376+22.10	376+30.62	376+39.15	376+47.67	376+56.20	376+64.72	376+73.24	376+81.77	376+91.50
	FINAL DECK ELEVATION	767.03	767.18	767.31	767.44	767.57	767.70	767.83	767.96	768.08	768.21	768.36
	SCREED ELEVATION	767.03	767.19	767.33	767.46	767.60	767.73	767.86	767.98	768.10	768.22	768.36
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	376+03.66	376+13.41	376+21.95	376+30.50	376+39.04	376+47.58	376+56.12	376+64.66	376+73.20	376+81.75	376+91.50
	FINAL DECK ELEVATION	767.00	767.15	767.28	767.41	767.54	767.67	767.80	767.93	768.06	768.19	768.33
	SCREED ELEVATION	767.00	767.16	767.30	767.43	767.57	767.70	767.83	767.95	768.08	768.20	768.33

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 74/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 2
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

73/107

1482/1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75sd24.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 3

LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.00	0.01	0.01	0.01	0.01	0.01	0.01	0.01	0.00	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	376+91.50	376+97.46	377+02.20	377+06.95	377+11.70	377+16.45	377+21.19	377+25.94	377+30.69	377+35.44	377+41.51
	FINAL DECK ELEVATION	768.44	768.53	768.60	768.67	768.74	768.82	768.89	768.96	769.03	769.10	769.20
	SCREED ELEVATION	768.44	768.53	768.61	768.68	768.75	768.83	768.90	768.97	769.04	769.10	769.20
SCREED LINE 2 BEAM B17	STATION	376+91.50	376+97.53	377+02.36	377+07.18	377+12.01	377+16.84	377+21.66	377+26.49	377+31.31	377+36.14	377+42.28
	FINAL DECK ELEVATION	768.46	768.56	768.63	768.70	768.78	768.85	768.92	769.00	769.07	769.14	769.24
	SCREED ELEVATION	768.46	768.56	768.64	768.71	768.79	768.86	768.93	769.01	769.08	769.14	769.24
SCREED LINE 3 BEAM B18	STATION	376+91.50	376+97.91	377+03.11	377+08.31	377+13.51	377+18.71	377+23.91	377+29.11	377+34.31	377+39.51	377+46.03
	FINAL DECK ELEVATION	768.60	768.70	768.78	768.85	768.93	769.01	769.09	769.17	769.25	769.33	769.43
	SCREED ELEVATION	768.60	768.70	768.79	768.86	768.94	769.02	769.10	769.18	769.26	769.33	769.43
SCREED LINE 4 BEAM B19	STATION	376+91.50	376+98.28	377+03.86	377+09.43	377+15.01	377+20.58	377+26.16	377+31.73	377+37.31	377+42.88	377+49.78
	FINAL DECK ELEVATION	768.73	768.84	768.92	769.01	769.09	769.18	769.26	769.35	769.43	769.52	769.62
	SCREED ELEVATION	768.73	768.84	768.93	769.02	769.10	769.19	769.27	769.36	769.44	769.52	769.62
SCREED LINE 5 BEAM B20	STATION	376+91.50	376+98.66	377+04.61	377+10.56	377+16.51	377+22.46	377+28.41	377+34.36	377+40.30	377+46.25	377+53.53
	FINAL DECK ELEVATION	768.87	768.98	769.07	769.16	769.25	769.34	769.43	769.52	769.61	769.70	769.81
	SCREED ELEVATION	768.87	768.98	769.08	769.17	769.26	769.35	769.44	769.53	769.62	769.70	769.81
SCREED LINE 6 BEAM B21	STATION	376+91.50	376+99.03	377+05.36	377+11.68	377+18.01	377+24.33	377+30.65	377+36.98	377+43.30	377+49.63	377+57.27
	FINAL DECK ELEVATION	768.77	768.88	768.98	769.07	769.17	769.27	769.36	769.46	769.55	769.65	769.77
	SCREED ELEVATION	768.77	768.88	768.99	769.08	769.18	769.28	769.37	769.47	769.56	769.65	769.77
SCREED LINE 7 BEAM B22	STATION	376+91.50	376+99.41	377+06.11	377+12.81	377+19.50	377+26.20	377+32.90	377+39.60	377+46.30	377+53.00	377+61.02
	FINAL DECK ELEVATION	768.63	768.75	768.85	768.96	769.06	769.16	769.26	769.36	769.46	769.57	769.69
	SCREED ELEVATION	768.63	768.75	768.86	768.97	769.07	769.17	769.27	769.37	769.47	769.57	769.69
SCREED LINE LEFT-PGL	STATION	376+91.50	376+99.77	377+06.83	377+13.90	377+20.96	377+28.02	377+35.08	377+42.15	377+49.21	377+56.27	377+64.66
	FINAL DECK ELEVATION	768.50	768.63	768.73	768.84	768.95	769.06	769.16	769.27	769.38	769.49	769.61
	SCREED ELEVATION	768.50	768.63	768.74	768.85	768.96	769.07	769.17	769.28	769.39	769.49	769.61
SCREED LINE 8 BEAM B23	STATION	376+91.50	376+99.78	377+06.86	377+13.93	377+21.00	377+28.08	377+35.15	377+42.22	377+49.30	377+56.37	377+64.77
	FINAL DECK ELEVATION	768.50	768.62	768.73	768.84	768.95	769.05	769.16	769.27	769.38	769.48	769.61
	SCREED ELEVATION	768.50	768.62	768.74	768.85	768.96	769.06	769.17	769.28	769.39	769.48	769.61
SCREED LINE 9 BEAM B24	STATION	376+91.50	377+00.16	377+07.61	377+15.05	377+22.50	377+29.95	377+37.40	377+44.85	377+52.30	377+59.74	377+68.52
	FINAL DECK ELEVATION	768.36	768.49	768.61	768.72	768.83	768.95	769.06	769.17	769.29	769.40	769.53
	SCREED ELEVATION	768.36	768.49	768.61	768.72	768.83	768.95	769.06	769.17	769.29	769.40	769.53
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	376+91.50	377+00.23	377+07.76	377+15.29	377+22.81	377+30.34	377+37.87	377+45.39	377+52.92	377+60.45	377+69.30
	FINAL DECK ELEVATION	768.33	768.47	768.58	768.70	768.81	768.92	769.04	769.15	769.27	769.38	769.52
	SCREED ELEVATION	768.33	768.47	768.59	768.71	768.82	768.93	769.05	769.16	769.28	769.38	769.52

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68|107 THRU 71|107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 75|107 THRU 89|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 3
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

74|107

1483
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineI75\main_mot75sd25.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 4

LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	377+41.51	377+55.56	377+68.30	377+81.03	377+93.77	378+06.51	378+19.24	378+31.98	378+44.71	378+57.45	378+71.51
	FINAL DECK ELEVATION	769.20	769.41	769.60	769.80	769.99	770.18	770.38	770.54	770.67	770.81	770.96
	SCREED ELEVATION	769.20	769.46	769.69	769.93	770.14	770.34	770.53	770.67	770.76	770.86	770.96
SCREED LINE 2 BEAM B25	STATION	377+42.28	377+56.34	377+69.08	377+81.81	377+94.55	378+07.28	378+20.02	378+32.76	378+45.49	378+58.23	378+72.28
	FINAL DECK ELEVATION	769.24	769.45	769.64	769.84	770.03	770.22	770.42	770.57	770.71	770.85	771.00
	SCREED ELEVATION	769.24	769.50	769.73	769.97	770.18	770.38	770.57	770.70	770.80	770.90	771.00
SCREED LINE 3 BEAM B26	STATION	377+46.03	377+60.09	377+72.83	377+85.56	377+98.30	378+11.03	378+23.77	378+36.50	378+49.24	378+61.97	378+76.03
	FINAL DECK ELEVATION	769.43	769.64	769.84	770.03	770.22	770.42	770.61	770.75	770.88	771.02	771.17
	SCREED ELEVATION	769.43	769.69	769.93	770.16	770.37	770.58	770.76	770.88	770.97	771.07	771.17
SCREED LINE 4 BEAM B27	STATION	377+49.78	377+63.84	377+76.57	377+89.31	378+02.04	378+14.78	378+27.51	378+40.25	378+52.99	378+65.72	378+79.78
	FINAL DECK ELEVATION	769.62	769.83	770.03	770.22	770.41	770.61	770.78	770.92	771.06	771.20	771.35
	SCREED ELEVATION	769.62	769.88	770.12	770.35	770.56	770.77	770.93	771.05	771.15	771.25	771.35
SCREED LINE 5 BEAM B28	STATION	377+53.53	377+67.58	377+80.32	377+93.06	378+05.79	378+18.53	378+31.26	378+44.00	378+56.73	378+69.47	378+83.53
	FINAL DECK ELEVATION	769.81	770.03	770.22	770.41	770.61	770.80	770.96	771.10	771.23	771.37	771.52
	SCREED ELEVATION	769.81	770.08	770.31	770.54	770.76	770.96	771.11	771.23	771.32	771.42	771.52
SCREED LINE 6 BEAM B29	STATION	377+57.27	377+71.33	377+84.07	377+96.80	378+09.54	378+22.27	378+35.01	378+47.74	378+60.48	378+73.22	378+87.27
	FINAL DECK ELEVATION	769.77	769.98	770.17	770.37	770.56	770.75	770.91	771.07	771.22	771.38	771.55
	SCREED ELEVATION	769.77	770.03	770.26	770.50	770.71	770.91	771.06	771.20	771.31	771.43	771.55
SCREED LINE 7 BEAM B30	STATION	377+61.02	377+75.08	377+87.81	378+00.55	378+13.29	378+26.02	378+38.76	378+51.49	378+64.23	378+76.96	378+91.02
	FINAL DECK ELEVATION	769.69	769.90	770.10	770.29	770.48	770.67	770.85	771.02	771.20	771.37	771.56
	SCREED ELEVATION	769.69	769.95	770.19	770.42	770.63	770.83	771.00	771.15	771.29	771.42	771.56
SCREED LINE LEFT-PGL	STATION	377+64.66	377+78.72	377+91.45	378+04.19	378+16.92	378+29.66	378+42.39	378+55.13	378+67.86	378+80.60	378+94.66
	FINAL DECK ELEVATION	769.61	769.83	770.02	770.21	770.41	770.60	770.79	770.99	771.18	771.38	771.59
	SCREED ELEVATION	769.61	769.88	770.11	770.34	770.56	770.76	770.94	771.12	771.27	771.43	771.59
SCREED LINE 8 BEAM B31	STATION	377+64.77	377+78.83	377+91.56	378+04.30	378+17.03	378+29.77	378+42.50	378+55.24	378+67.97	378+80.71	378+94.77
	FINAL DECK ELEVATION	769.61	769.82	770.02	770.21	770.40	770.60	770.79	770.99	771.18	771.38	771.59
	SCREED ELEVATION	769.61	769.87	770.11	770.34	770.55	770.76	770.94	771.12	771.27	771.43	771.59
SCREED LINE 9 BEAM B32	STATION	377+68.52	377+82.57	377+95.31	378+08.04	378+20.78	378+33.52	378+46.25	378+58.99	378+71.72	378+84.46	378+98.52
	FINAL DECK ELEVATION	769.53	769.75	769.94	770.13	770.33	770.53	770.75	770.96	771.18	771.39	771.63
	SCREED ELEVATION	769.53	769.80	770.03	770.26	770.48	770.69	770.90	771.09	771.27	771.44	771.63
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	377+69.30	377+83.35	377+96.09	378+08.82	378+21.56	378+34.30	378+47.03	378+59.77	378+72.50	378+85.24	378+99.30
	FINAL DECK ELEVATION	769.52	769.73	769.92	770.12	770.31	770.52	770.74	770.96	771.18	771.40	771.64
	SCREED ELEVATION	769.52	769.78	770.01	770.25	770.46	770.68	770.89	771.09	771.27	771.45	771.64

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 76/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 4
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

75/107

1484
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\Mainline\I75\main_mot75sd26.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 5

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	378+71.51	378+85.58	378+98.34	379+11.09	379+23.85	379+36.63	379+49.42	379+62.22	379+75.03	379+87.84	380+02.00
	FINAL DECK ELEVATION	770.96	771.11	771.25	771.39	771.52	771.66	771.80	771.93	772.06	772.18	772.29
	SCREED ELEVATION	770.96	771.16	771.34	771.52	771.67	771.82	771.95	772.06	772.15	772.23	772.29
SCREED LINE 2 BEAM B33	STATION	378+72.28	378+86.36	378+99.11	379+11.87	379+24.63	379+37.41	379+50.20	379+63.01	379+75.83	379+88.67	380+02.85
	FINAL DECK ELEVATION	771.00	771.15	771.28	771.42	771.56	771.70	771.83	771.97	772.09	772.21	772.33
	SCREED ELEVATION	771.00	771.20	771.37	771.55	771.71	771.86	771.98	772.10	772.18	772.26	772.33
SCREED LINE 3 BEAM B34	STATION	378+76.03	378+90.11	379+02.86	379+15.62	379+28.38	379+41.16	379+53.95	379+66.76	379+79.57	379+92.40	380+06.58
	FINAL DECK ELEVATION	771.17	771.32	771.46	771.60	771.73	771.87	772.01	772.14	772.27	772.38	772.50
	SCREED ELEVATION	771.17	771.37	771.55	771.73	771.88	772.03	772.16	772.27	772.36	772.43	772.50
SCREED LINE 4 BEAM B35	STATION	378+79.78	378+93.86	379+06.61	379+19.37	379+32.13	379+44.91	379+57.70	379+70.50	379+83.31	379+96.13	380+10.29
	FINAL DECK ELEVATION	771.35	771.50	771.63	771.77	771.91	772.05	772.18	772.31	772.43	772.55	772.68
	SCREED ELEVATION	771.35	771.55	771.72	771.90	772.06	772.21	772.33	772.44	772.52	772.60	772.68
SCREED LINE 5 BEAM B36	STATION	378+83.53	378+97.60	379+10.36	379+23.12	379+35.88	379+48.66	379+61.44	379+74.24	379+87.04	379+99.85	380+14.00
	FINAL DECK ELEVATION	771.52	771.67	771.81	771.95	772.08	772.22	772.36	772.48	772.60	772.72	772.86
	SCREED ELEVATION	771.52	771.72	771.90	772.08	772.23	772.38	772.51	772.61	772.69	772.77	772.86
SCREED LINE 6 BEAM B37	STATION	378+87.27	379+01.35	379+14.10	379+26.86	379+39.63	379+52.40	379+65.18	379+77.97	379+90.76	380+03.56	380+17.69
	FINAL DECK ELEVATION	771.55	771.72	771.87	772.03	772.18	772.34	772.49	772.63	772.77	772.90	773.05
	SCREED ELEVATION	771.55	771.77	771.96	772.16	772.33	772.50	772.64	772.76	772.86	772.95	773.05
SCREED LINE 7 BEAM B38	STATION	378+91.02	379+05.10	379+17.85	379+30.61	379+43.38	379+56.14	379+68.92	379+81.70	379+94.48	380+07.26	380+21.38
	FINAL DECK ELEVATION	771.56	771.75	771.93	772.10	772.28	772.45	772.62	772.78	772.94	773.09	773.25
	SCREED ELEVATION	771.56	771.80	772.02	772.23	772.43	772.61	772.77	772.91	773.03	773.14	773.25
SCREED LINE LEFT-PGL	STATION	378+94.66	379+08.73	379+21.49	379+34.25	379+47.00	379+59.76	379+72.51	379+85.26	379+98.00	380+10.74	380+24.79
	FINAL DECK ELEVATION	771.59	771.80	772.00	772.19	772.38	772.58	772.76	772.94	773.11	773.27	773.44
	SCREED ELEVATION	771.59	771.85	772.09	772.32	772.53	772.74	772.91	773.07	773.20	773.32	773.44
SCREED LINE 8 BEAM B39	STATION	378+94.77	379+08.85	379+21.60	379+34.36	379+47.12	379+59.88	379+72.65	379+85.42	379+98.19	380+10.96	380+25.06
	FINAL DECK ELEVATION	771.59	771.80	772.00	772.19	772.38	772.58	772.76	772.94	773.11	773.27	773.44
	SCREED ELEVATION	771.59	771.85	772.09	772.32	772.53	772.74	772.91	773.07	773.20	773.32	773.44
SCREED LINE 9 BEAM B40	STATION	378+98.52	379+12.59	379+25.35	379+38.10	379+50.86	379+63.61	379+76.37	379+89.13	380+01.89	380+14.65	380+28.73
	FINAL DECK ELEVATION	771.63	771.86	772.04	772.21	772.39	772.57	772.73	772.89	773.05	773.21	773.38
	SCREED ELEVATION	771.63	771.91	772.13	772.34	772.54	772.73	772.88	773.02	773.14	773.26	773.38
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	378+99.30	379+13.37	379+26.13	379+38.88	379+51.63	379+64.37	379+77.11	379+89.85	380+02.57	380+15.29	380+29.31
	FINAL DECK ELEVATION	771.64	771.87	772.04	772.22	772.39	772.56	772.73	772.88	773.04	773.20	773.37
	SCREED ELEVATION	771.64	771.92	772.13	772.35	772.54	772.72	772.88	773.01	773.13	773.25	773.37

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 77/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 5
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

76/107

1485/1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75sd27.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 6

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	380+02.00	380+16.29	380+29.26	380+42.22	380+55.19	380+68.15	380+81.12	380+94.09	381+07.05	381+20.01	381+34.29
	FINAL DECK ELEVATION	772.29	772.38	772.45	772.51	772.57	772.62	772.66	772.70	772.72	772.74	772.76
	SCREED ELEVATION	772.29	772.43	772.54	772.64	772.72	772.78	772.81	772.83	772.81	772.79	772.76
SCREED LINE 2 BEAM B41	STATION	380+02.85	380+17.02	380+29.89	380+42.77	380+55.66	380+68.57	380+81.50	380+94.45	381+07.41	381+20.38	381+34.71
	FINAL DECK ELEVATION	772.33	772.41	772.48	772.54	772.60	772.65	772.69	772.72	772.75	772.77	772.79
	SCREED ELEVATION	772.33	772.46	772.57	772.67	772.75	772.81	772.84	772.85	772.84	772.82	772.79
SCREED LINE 3 BEAM B42	STATION	380+06.58	380+20.73	380+33.58	380+46.45	380+59.33	380+72.22	380+85.13	380+98.05	381+10.98	381+23.93	381+38.22
	FINAL DECK ELEVATION	772.50	772.60	772.68	772.75	772.82	772.88	772.93	772.97	773.01	773.05	773.08
	SCREED ELEVATION	772.50	772.65	772.77	772.88	772.97	773.04	773.08	773.10	773.10	773.10	773.08
SCREED LINE 4 BEAM B43	STATION	380+10.29	380+24.43	380+37.27	380+50.12	380+62.98	380+75.86	380+88.74	381+01.64	381+14.54	381+27.46	381+41.72
	FINAL DECK ELEVATION	772.68	772.79	772.88	772.96	773.04	773.11	773.18	773.23	773.29	773.33	773.38
	SCREED ELEVATION	772.68	772.84	772.97	773.09	773.19	773.27	773.33	773.36	773.38	773.38	773.38
SCREED LINE 5 BEAM B44	STATION	380+14.00	380+28.13	380+40.95	380+53.78	380+66.62	380+79.48	380+92.34	381+05.21	381+18.09	381+30.97	381+45.19
	FINAL DECK ELEVATION	772.86	772.98	773.09	773.18	773.27	773.36	773.43	773.50	773.57	773.62	773.68
	SCREED ELEVATION	772.86	773.03	773.18	773.31	773.42	773.52	773.58	773.63	773.66	773.67	773.68
SCREED LINE 6 BEAM B45	STATION	380+17.69	380+31.81	380+44.62	380+57.43	380+70.25	380+83.08	380+95.92	381+08.76	381+21.61	381+34.47	381+48.65
	FINAL DECK ELEVATION	773.05	773.19	773.30	773.41	773.51	773.61	773.69	773.78	773.85	773.92	774.00
	SCREED ELEVATION	773.05	773.24	773.39	773.54	773.66	773.77	773.84	773.91	773.94	773.97	774.00
SCREED LINE 7 BEAM B46	STATION	380+21.38	380+35.48	380+48.27	380+61.07	380+73.87	380+86.67	380+99.48	381+12.30	381+25.12	381+37.94	381+52.09
	FINAL DECK ELEVATION	773.25	773.40	773.53	773.64	773.76	773.86	773.96	774.06	774.15	774.23	774.31
	SCREED ELEVATION	773.25	773.45	773.62	773.77	773.91	774.02	774.11	774.19	774.24	774.28	774.31
SCREED LINE LEFT-PGL	STATION	380+24.79	380+38.96	380+51.79	380+64.61	380+77.43	380+90.22	381+03.00	381+15.77	381+28.52	381+41.25	381+55.27
	FINAL DECK ELEVATION	773.44	773.61	773.75	773.88	774.01	774.13	774.24	774.34	774.44	774.53	774.62
	SCREED ELEVATION	773.44	773.66	773.84	774.01	774.16	774.29	774.39	774.47	774.53	774.58	774.62
SCREED LINE 8 BEAM B47	STATION	380+25.06	380+39.14	380+51.91	380+64.69	380+77.47	380+90.25	381+03.03	381+15.82	381+28.61	381+41.40	381+55.50
	FINAL DECK ELEVATION	773.44	773.60	773.75	773.88	774.01	774.13	774.24	774.34	774.44	774.52	774.61
	SCREED ELEVATION	773.44	773.65	773.84	774.01	774.16	774.29	774.39	774.47	774.53	774.57	774.61
SCREED LINE 9 BEAM B48	STATION	380+28.73	380+42.79	380+55.54	380+68.30	380+81.05	380+93.81	381+06.56	381+19.32	381+32.08	381+44.83	381+58.90
	FINAL DECK ELEVATION	773.38	773.54	773.68	773.81	773.94	774.06	774.16	774.26	774.36	774.44	774.53
	SCREED ELEVATION	773.38	773.59	773.77	773.94	774.09	774.22	774.31	774.39	774.45	774.49	774.53
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	380+29.31	380+43.45	380+56.25	380+69.04	380+81.81	380+94.57	381+07.31	381+20.03	381+32.73	381+45.41	381+59.37
	FINAL DECK ELEVATION	773.37	773.53	773.67	773.80	773.92	774.04	774.15	774.25	774.34	774.43	774.52
	SCREED ELEVATION	773.37	773.58	773.76	773.93	774.07	774.20	774.30	774.38	774.43	774.48	774.52

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 78/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 6
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

77/107

1486/1811

DATE: 3/4/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75sd26.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 7

LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	381+34.29	381+48.81	381+61.98	381+75.16	381+88.32	382+01.47	382+14.61	382+27.74	382+40.85	382+53.96	382+68.37
	FINAL DECK ELEVATION	772.76	772.76	772.76	772.74	772.72	772.70	772.66	772.62	772.57	772.51	772.44
	SCREED ELEVATION	772.76	772.81	772.85	772.87	772.87	772.86	772.81	772.75	772.66	772.56	772.44
SCREED LINE 2 BEAM B49	STATION	381+34.71	381+49.11	381+62.22	381+75.35	381+88.49	382+01.65	382+14.82	382+28.01	382+41.21	382+54.43	382+68.99
	FINAL DECK ELEVATION	772.79	772.79	772.78	772.76	772.74	772.72	772.68	772.65	772.61	772.57	772.52
	SCREED ELEVATION	772.79	772.84	772.87	772.89	772.89	772.88	772.83	772.78	772.70	772.62	772.52
SCREED LINE 3 BEAM B50	STATION	381+38.22	381+52.58	381+65.64	381+78.72	381+91.81	382+04.92	382+18.04	382+31.17	382+44.31	382+57.47	382+71.96
	FINAL DECK ELEVATION	773.08	773.09	773.09	773.09	773.08	773.07	773.05	773.02	773.00	772.97	772.93
	SCREED ELEVATION	773.08	773.14	773.18	773.22	773.23	773.23	773.20	773.15	773.09	773.02	772.93
SCREED LINE 4 BEAM B51	STATION	381+41.72	381+56.03	381+69.05	381+82.07	381+95.11	382+08.17	382+21.23	382+34.30	382+47.39	382+60.48	382+74.90
	FINAL DECK ELEVATION	773.38	773.40	773.41	773.42	773.42	773.42	773.42	773.41	773.39	773.37	773.35
	SCREED ELEVATION	773.38	773.45	773.50	773.55	773.57	773.58	773.57	773.54	773.48	773.42	773.35
SCREED LINE 5 BEAM B52	STATION	381+45.19	381+59.46	381+72.42	381+85.40	381+98.39	382+11.39	382+24.40	382+37.41	382+50.43	382+63.46	382+77.81
	FINAL DECK ELEVATION	773.68	773.72	773.74	773.76	773.78	773.79	773.79	773.79	773.79	773.79	773.78
	SCREED ELEVATION	773.68	773.77	773.83	773.89	773.93	773.95	773.94	773.92	773.88	773.84	773.78
SCREED LINE 6 BEAM B53	STATION	381+48.65	381+62.86	381+75.78	381+88.71	382+01.65	382+14.59	382+27.54	382+40.50	382+53.46	382+66.42	382+80.70
	FINAL DECK ELEVATION	774.00	774.04	774.08	774.11	774.14	774.16	774.17	774.19	774.20	774.20	774.21
	SCREED ELEVATION	774.00	774.09	774.17	774.24	774.29	774.32	774.32	774.32	774.29	774.25	774.21
SCREED LINE 7 BEAM B54	STATION	381+52.09	381+66.25	381+79.12	381+92.00	382+04.88	382+17.77	382+30.66	382+43.56	382+56.46	382+69.36	382+83.56
	FINAL DECK ELEVATION	774.31	774.37	774.42	774.46	774.50	774.53	774.56	774.59	774.61	774.63	774.65
	SCREED ELEVATION	774.31	774.42	774.51	774.59	774.65	774.69	774.71	774.72	774.70	774.68	774.65
SCREED LINE LEFT-PGL	STATION	381+55.27	381+69.50	381+82.40	381+95.28	382+08.15	382+20.98	382+33.78	382+46.57	382+59.33	382+72.07	382+86.06
	FINAL DECK ELEVATION	774.62	774.70	774.77	774.83	774.88	774.92	774.96	774.99	775.01	775.03	775.04
	SCREED ELEVATION	774.62	774.75	774.86	774.96	775.03	775.08	775.11	775.12	775.10	775.08	775.04
SCREED LINE 8 BEAM B55	STATION	381+55.50	381+69.61	381+82.43	381+95.26	382+08.09	382+20.92	382+33.75	382+46.59	382+59.43	382+72.26	382+86.39
	FINAL DECK ELEVATION	774.61	774.70	774.77	774.82	774.87	774.92	774.96	774.99	775.01	775.02	775.03
	SCREED ELEVATION	774.61	774.75	774.86	774.95	775.02	775.08	775.11	775.12	775.10	775.07	775.03
SCREED LINE 9 BEAM B56	STATION	381+58.90	381+72.95	381+85.72	381+98.50	382+11.27	382+24.05	382+36.82	382+49.60	382+62.37	382+75.15	382+89.20
	FINAL DECK ELEVATION	774.53	774.61	774.68	774.74	774.79	774.83	774.87	774.89	774.91	774.92	774.92
	SCREED ELEVATION	774.53	774.66	774.77	774.87	774.94	774.99	775.02	775.02	775.00	774.97	774.92
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	381+59.37	381+73.54	381+86.39	381+99.20	382+12.00	382+24.77	382+37.51	382+50.23	382+62.91	382+75.57	382+89.49
	FINAL DECK ELEVATION	774.52	774.60	774.66	774.72	774.77	774.81	774.84	774.87	774.89	774.91	774.91
	SCREED ELEVATION	774.52	774.65	774.75	774.85	774.92	774.97	774.99	775.00	774.98	774.96	774.91

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68|107 THRU 71|107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 79|107 THRU 89|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 7
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

78|107

1487
1811

DATE: 3/4/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75sd25.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 8

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 8
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	382+68.37	382+83.06	382+96.42	383+09.77	383+23.11	383+36.43	383+49.72	383+62.98	383+76.21	383+89.42	384+03.89
	FINAL DECK ELEVATION	772.44	772.35	772.27	772.18	772.08	771.98	771.95	771.91	771.87	771.82	771.75
	SCREED ELEVATION	772.44	772.40	772.36	772.31	772.23	772.14	772.10	772.04	771.96	771.87	771.75
SCREED LINE 2 BEAM B57	STATION	382+68.99	382+83.50	382+96.74	383+09.99	383+23.27	383+36.57	383+49.87	383+63.17	383+76.46	383+89.75	384+04.35
	FINAL DECK ELEVATION	772.52	772.42	772.32	772.21	772.11	772.01	771.98	771.95	771.92	771.89	771.85
	SCREED ELEVATION	772.52	772.47	772.41	772.34	772.26	772.17	772.13	772.08	772.01	771.94	771.85
SCREED LINE 3 BEAM B58	STATION	382+71.96	382+86.40	382+99.57	383+12.76	383+25.97	383+39.19	383+52.41	383+65.63	383+78.85	383+92.07	384+06.58
	FINAL DECK ELEVATION	772.93	772.84	772.76	772.67	772.57	772.50	772.47	772.44	772.41	772.37	772.34
	SCREED ELEVATION	772.93	772.89	772.85	772.80	772.72	772.66	772.62	772.57	772.50	772.42	772.34
SCREED LINE 4 BEAM B59	STATION	382+74.90	382+89.27	383+02.38	383+15.50	383+28.63	383+41.78	383+54.93	383+68.08	383+81.22	383+94.36	384+08.78
	FINAL DECK ELEVATION	773.35	773.28	773.20	773.12	773.04	772.99	772.96	772.93	772.90	772.86	772.82
	SCREED ELEVATION	773.35	773.33	773.29	773.25	773.19	773.15	773.11	773.06	772.99	772.91	772.82
SCREED LINE 5 BEAM B60	STATION	382+77.81	382+92.12	383+05.15	383+18.21	383+31.27	383+44.34	383+57.42	383+70.49	383+83.56	383+96.62	384+10.96
	FINAL DECK ELEVATION	773.78	773.72	773.65	773.59	773.52	773.48	773.45	773.42	773.38	773.35	773.31
	SCREED ELEVATION	773.78	773.77	773.74	773.72	773.67	773.64	773.60	773.55	773.47	773.40	773.31
SCREED LINE 6 BEAM B61	STATION	382+80.70	382+94.93	383+07.91	383+20.89	383+33.88	383+46.88	383+59.88	383+72.88	383+85.87	383+98.86	384+13.12
	FINAL DECK ELEVATION	774.21	774.16	774.11	774.06	774.00	773.97	773.94	773.91	773.87	773.84	773.79
	SCREED ELEVATION	774.21	774.21	774.20	774.19	774.15	774.13	774.09	774.04	773.96	773.89	773.79
SCREED LINE 7 BEAM B62	STATION	382+83.56	382+97.72	383+10.63	383+23.54	383+36.47	383+49.39	383+62.32	383+75.24	383+88.16	384+01.08	384+15.26
	FINAL DECK ELEVATION	774.65	774.61	774.57	774.53	774.49	774.46	774.43	774.39	774.36	774.32	774.28
	SCREED ELEVATION	774.65	774.66	774.66	774.66	774.64	774.62	774.58	774.52	774.45	774.37	774.28
SCREED LINE LEFT-PGL	STATION	382+86.06	383+00.31	383+13.26	383+26.17	383+39.07	383+51.93	383+64.76	383+77.57	383+90.35	384+03.10	384+17.08
	FINAL DECK ELEVATION	775.04	775.04	775.03	775.01	774.99	774.96	774.93	774.88	774.83	774.77	774.70
	SCREED ELEVATION	775.04	775.09	775.12	775.14	775.14	775.12	775.08	775.01	774.92	774.82	774.70
SCREED LINE 8 BEAM B63	STATION	382+86.39	383+00.49	383+13.33	383+26.17	383+39.02	383+51.88	383+64.73	383+77.58	383+90.43	384+03.27	384+17.37
	FINAL DECK ELEVATION	775.03	775.03	775.03	775.01	774.98	774.95	774.92	774.88	774.83	774.76	774.68
	SCREED ELEVATION	775.03	775.08	775.12	775.14	775.13	775.11	775.07	775.01	774.92	774.81	774.68
SCREED LINE 9 BEAM B64	STATION	382+89.20	383+03.23	383+16.00	383+28.77	383+41.55	383+54.34	383+67.12	383+79.90	383+92.67	384+05.44	384+19.46
	FINAL DECK ELEVATION	774.92	774.93	774.92	774.91	774.89	774.86	774.82	774.77	774.71	774.65	774.57
	SCREED ELEVATION	774.92	774.98	775.01	775.04	775.04	775.02	774.97	774.90	774.80	774.70	774.57
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	382+89.49	383+03.64	383+16.50	383+29.33	383+42.14	383+54.91	383+67.66	383+80.38	383+93.07	384+05.73	384+19.62
	FINAL DECK ELEVATION	774.91	774.91	774.90	774.88	774.86	774.83	774.79	774.75	774.69	774.63	774.56
	SCREED ELEVATION	774.91	774.96	774.99	775.01	775.01	774.99	774.94	774.88	774.78	774.68	774.56

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68|107 THRU 71|107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 80|107 THRU 89|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 8
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

79|107

1488
1811

DATE: 3/4/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75sd30.dgn

SCREED ELEVATIONS - LEFT BRIDGE SPAN 9

LOCATION		℄ PIER 8	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BEARING FWD. ABUT.
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.03	0.05	0.08	0.09	0.10	0.09	0.08	0.06	0.03	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	384+03.89	384+17.13	384+29.06	384+40.96	384+52.85	384+64.71	384+76.56	384+88.39	385+00.20	385+12.00	385+23.78
	FINAL DECK ELEVATION	771.75	771.68	771.61	771.54	771.46	771.37	771.28	771.18	771.07	770.96	770.85
	SCREED ELEVATION	771.75	771.71	771.66	771.62	771.55	771.47	771.37	771.26	771.13	770.99	770.85
SCREED LINE 2 BEAM B65	STATION	384+04.35	384+17.47	384+29.32	384+41.16	384+53.01	384+64.87	384+76.72	384+88.57	385+00.42	385+12.26	385+24.10
	FINAL DECK ELEVATION	771.85	771.76	771.67	771.59	771.50	771.41	771.32	771.23	771.13	771.04	770.94
	SCREED ELEVATION	771.85	771.79	771.72	771.67	771.59	771.51	771.41	771.31	771.19	771.07	770.94
SCREED LINE 3 BEAM B66	STATION	384+06.58	384+19.63	384+31.40	384+43.18	384+54.97	384+66.75	384+78.53	384+90.32	385+02.10	385+13.87	385+25.65
	FINAL DECK ELEVATION	772.34	772.24	772.16	772.07	771.98	771.89	771.80	771.71	771.61	771.52	771.42
	SCREED ELEVATION	772.34	772.27	772.21	772.15	772.07	771.99	771.89	771.79	771.67	771.55	771.42
SCREED LINE 4 BEAM B67	STATION	384+08.78	384+21.76	384+33.47	384+45.18	384+56.90	384+68.61	384+80.33	384+92.05	385+03.76	385+15.47	385+27.18
	FINAL DECK ELEVATION	772.82	772.73	772.64	772.55	772.47	772.37	772.28	772.19	772.10	772.00	771.90
	SCREED ELEVATION	772.82	772.76	772.69	772.63	772.56	772.47	772.37	772.27	772.16	772.03	771.90
SCREED LINE 5 BEAM B68	STATION	384+10.96	384+23.87	384+35.51	384+47.16	384+58.81	384+70.46	384+82.11	384+93.76	385+05.41	385+17.05	385+28.69
	FINAL DECK ELEVATION	773.31	773.21	773.13	773.04	772.95	772.86	772.76	772.67	772.58	772.48	772.38
	SCREED ELEVATION	773.31	773.24	773.18	773.12	773.04	772.96	772.85	772.75	772.64	772.51	772.38
SCREED LINE 6 BEAM B69	STATION	384+13.12	384+25.95	384+37.53	384+49.11	384+60.70	384+72.28	384+83.87	384+95.45	385+07.03	385+18.61	385+30.19
	FINAL DECK ELEVATION	773.79	773.70	773.61	773.52	773.43	773.34	773.25	773.15	773.06	772.96	772.86
	SCREED ELEVATION	773.79	773.73	773.66	773.60	773.52	773.44	773.34	773.23	773.12	772.99	772.86
SCREED LINE 7 BEAM B70	STATION	384+15.26	384+28.02	384+39.53	384+51.05	384+62.56	384+74.09	384+85.61	384+97.13	385+08.64	385+20.16	385+31.67
	FINAL DECK ELEVATION	774.28	774.18	774.10	774.01	773.91	773.82	773.73	773.63	773.54	773.44	773.34
	SCREED ELEVATION	774.28	774.21	774.15	774.09	774.00	773.92	773.82	773.71	773.60	773.47	773.34
SCREED LINE LEFT-PGL	STATION	384+17.08	384+29.87	384+41.40	384+52.90	384+64.39	384+75.85	384+87.31	384+98.74	385+10.17	385+21.57	385+32.96
	FINAL DECK ELEVATION	774.70	774.63	774.55	774.47	774.39	774.30	774.20	774.10	774.00	773.88	773.77
	SCREED ELEVATION	774.70	774.66	774.60	774.55	774.48	774.40	774.29	774.18	774.06	773.91	773.77
SCREED LINE 8 BEAM B71	STATION	384+17.37	384+30.06	384+41.51	384+52.96	384+64.41	384+75.87	384+87.33	384+98.78	385+10.24	385+21.69	385+33.13
	FINAL DECK ELEVATION	774.68	774.61	774.55	774.47	774.39	774.30	774.20	774.10	773.99	773.87	773.75
	SCREED ELEVATION	774.68	774.64	774.60	774.55	774.48	774.40	774.29	774.18	774.05	773.90	773.75
SCREED LINE 9 BEAM B72	STATION	384+19.46	384+32.08	384+43.46	384+54.85	384+66.24	384+77.64	384+89.03	385+00.42	385+11.81	385+23.20	385+34.59
	FINAL DECK ELEVATION	774.57	774.50	774.43	774.35	774.27	774.18	774.09	773.98	773.87	773.76	773.63
	SCREED ELEVATION	774.57	774.53	774.48	774.43	774.36	774.28	774.18	774.06	773.93	773.79	773.63
SCREED LINE 10 TOE OF MEDIAN BARRIER (RIGHT)	STATION	384+19.62	384+32.33	384+43.77	384+55.20	384+66.61	384+78.00	384+89.38	385+00.74	385+12.08	385+23.42	385+34.73
	FINAL DECK ELEVATION	774.56	774.49	774.41	774.33	774.25	774.16	774.06	773.96	773.85	773.74	773.62
	SCREED ELEVATION	774.56	774.52	774.46	774.41	774.34	774.26	774.15	774.04	773.91	773.77	773.62

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68|107 THRU 71|107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 81|107 THRU 89|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - LEFT BRIDGE SPAN 9
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

80|107

1489
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\Mainline175\main_mot75sd3x.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 1

LOCATION		℄ BEARING REAR ABUT.	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 1
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.03	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	374+92.34	375+03.32	375+14.30	375+25.28	375+36.25	375+47.23	375+58.21	375+69.19	375+80.17	375+91.15	376+03.34
	FINAL DECK ELEVATION	765.25	765.42	765.58	765.75	765.92	766.09	766.25	766.42	766.59	766.75	766.94
	SCREED ELEVATION	765.25	765.45	765.63	765.82	766.00	766.18	766.33	766.49	766.64	766.78	766.94
SCREED LINE 12 BEAM B73	STATION	374+92.16	375+03.14	375+14.12	375+25.10	375+36.08	375+47.06	375+58.03	375+69.01	375+79.99	375+90.97	376+03.16
	FINAL DECK ELEVATION	765.28	765.44	765.61	765.78	765.94	766.11	766.28	766.44	766.61	766.78	766.96
	SCREED ELEVATION	765.28	765.47	765.66	765.85	766.02	766.20	766.36	766.51	766.66	766.81	766.96
SCREED LINE 13 BEAM B74	STATION	374+91.22	375+02.20	375+13.19	375+24.17	375+35.15	375+46.13	375+57.11	375+68.09	375+79.07	375+90.06	376+02.25
	FINAL DECK ELEVATION	765.41	765.58	765.74	765.91	766.08	766.24	766.41	766.58	766.74	766.91	767.09
	SCREED ELEVATION	765.41	765.61	765.79	765.98	766.16	766.33	766.49	766.65	766.79	766.94	767.09
SCREED LINE RIGHT-PGL	STATION	374+90.93	375+01.91	375+12.89	375+23.87	375+34.85	375+45.83	375+56.80	375+67.78	375+78.76	375+89.74	376+01.93
	FINAL DECK ELEVATION	765.45	765.62	765.79	765.95	766.12	766.29	766.45	766.62	766.79	766.95	767.14
	SCREED ELEVATION	765.45	765.65	765.84	766.02	766.20	766.38	766.53	766.69	766.84	766.98	767.14
SCREED LINE 14 BEAM B75	STATION	374+90.28	375+01.27	375+12.25	375+23.23	375+34.22	375+45.20	375+56.19	375+67.17	375+78.16	375+89.14	376+01.34
	FINAL DECK ELEVATION	765.55	765.71	765.88	766.04	766.21	766.38	766.54	766.71	766.87	767.04	767.22
	SCREED ELEVATION	765.55	765.74	765.93	766.11	766.29	766.47	766.62	766.78	766.92	767.07	767.22
SCREED LINE 15 BEAM B76	STATION	374+89.34	375+00.33	375+11.32	375+22.30	375+33.29	375+44.28	375+55.27	375+66.25	375+77.24	375+88.23	376+00.43
	FINAL DECK ELEVATION	765.68	765.85	766.01	766.18	766.34	766.51	766.67	766.84	767.00	767.17	767.35
	SCREED ELEVATION	765.68	765.88	766.06	766.25	766.42	766.60	766.75	766.91	767.05	767.20	767.35
SCREED LINE 16 BEAM B77	STATION	374+88.40	374+99.39	375+10.38	375+21.37	375+32.36	375+43.35	375+54.34	375+65.33	375+76.32	375+87.31	375+99.52
	FINAL DECK ELEVATION	765.78	765.95	766.12	766.29	766.46	766.63	766.79	766.96	767.13	767.30	767.48
	SCREED ELEVATION	765.78	765.98	766.17	766.36	766.54	766.72	766.87	767.03	767.18	767.33	767.48
SCREED LINE 17 BEAM B78	STATION	374+87.46	374+98.45	375+09.45	375+20.44	375+31.43	375+42.43	375+53.42	375+64.41	375+75.41	375+86.40	375+98.61
	FINAL DECK ELEVATION	765.62	765.79	765.96	766.13	766.30	766.46	766.63	766.80	766.97	767.14	767.33
	SCREED ELEVATION	765.62	765.82	766.01	766.20	766.38	766.55	766.71	766.87	767.02	767.17	767.33
SCREED LINE 18 BEAM B79	STATION	374+86.52	374+97.52	375+08.51	375+19.51	375+30.51	375+41.50	375+52.50	375+63.49	375+74.49	375+85.49	375+97.70
	FINAL DECK ELEVATION	765.45	765.62	765.79	765.96	766.13	766.30	766.47	766.64	766.81	766.98	767.17
	SCREED ELEVATION	765.45	765.65	765.84	766.03	766.21	766.39	766.55	766.71	766.86	767.01	767.17
SCREED LINE 19 BEAM B80	STATION	374+85.58	374+96.58	375+07.58	375+18.58	375+29.58	375+40.58	375+51.58	375+62.58	375+73.57	375+84.57	375+96.79
	FINAL DECK ELEVATION	765.29	765.46	765.63	765.80	765.97	766.14	766.31	766.48	766.66	766.83	767.02
	SCREED ELEVATION	765.29	765.49	765.68	765.87	766.05	766.23	766.39	766.55	766.71	766.86	767.02
SCREED LINE 20 BEAM B81	STATION	374+84.64	374+95.64	375+06.64	375+17.65	375+28.65	375+39.65	375+50.65	375+61.66	375+72.66	375+83.66	375+95.88
	FINAL DECK ELEVATION	765.13	765.30	765.47	765.64	765.81	765.98	766.15	766.33	766.50	766.67	766.86
	SCREED ELEVATION	765.13	765.33	765.52	765.71	765.89	766.07	766.23	766.40	766.55	766.70	766.86
SCREED LINE ℄ RAMP D5	STATION	374+79.15	374+90.17	375+01.19	375+12.20	375+23.22	375+34.24	375+45.25	375+56.27	375+67.29	375+78.31	375+90.55
	FINAL DECK ELEVATION	764.91	765.08	765.25	765.43	765.60	765.77	765.94	766.12	766.29	766.46	766.65
	SCREED ELEVATION	764.91	765.11	765.30	765.50	765.68	765.86	766.02	766.19	766.34	766.49	766.65
SCREED LINE 21 BEAM B82	STATION	374+83.70	374+94.70	375+05.71	375+16.72	375+27.72	375+38.73	375+49.73	375+60.74	375+71.74	375+82.75	375+94.97
	FINAL DECK ELEVATION	764.97	765.14	765.31	765.48	765.65	765.82	765.99	766.17	766.34	766.51	766.70
	SCREED ELEVATION	764.97	765.17	765.36	765.55	765.73	765.91	766.07	766.24	766.39	766.54	766.70
SCREED LINE 22 BEAM B83	STATION	374+82.76	374+93.77	375+04.78	375+15.78	375+26.79	375+37.80	375+48.81	375+59.82	375+70.83	375+81.84	375+94.06
	FINAL DECK ELEVATION	764.80	764.97	765.15	765.32	765.49	765.66	765.83	766.01	766.18	766.35	766.54
	SCREED ELEVATION	764.80	765.00	765.20	765.39	765.57	765.75	765.91	766.08	766.23	766.38	766.54
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	374+82.58	374+93.59	375+04.60	375+15.61	375+26.62	375+37.62	375+48.63	375+59.64	375+70.65	375+81.66	375+93.88
	FINAL DECK ELEVATION	764.77	764.94	765.12	765.29	765.46	765.63	765.80	765.98	766.15	766.32	766.51
	SCREED ELEVATION	764.77	764.97	765.17	765.36	765.54	765.72	765.88	766.05	766.20	766.35	766.51

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 82/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED BTA | DRAWN BTA | CHECKED GHD | REVISED
REVIEWED RER | DATE 2/16/06
STRUCTURE FILE NUMBER 5708389

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 1
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

81/107

1490
1811

DATE: 3/14/2007 FILE: q:\CLC41\0003\Bridge\MainlineR75\main_mot75sd32.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 2

LOCATION		℄ PIER 1	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 2
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.01	0.03	0.04	0.05	0.05	0.05	0.04	0.03	0.01	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	376+03.34	376+13.13	376+21.70	376+30.28	376+38.85	376+47.42	376+56.00	376+64.57	376+73.15	376+81.72	376+91.50
	FINAL DECK ELEVATION	766.94	767.09	767.22	767.35	767.48	767.61	767.74	767.87	768.00	768.13	768.28
	SCREED ELEVATION	766.94	767.10	767.25	767.39	767.53	767.66	767.79	767.91	768.03	768.14	768.28
SCREED LINE 12 BEAM B84	STATION	376+03.16	376+12.97	376+21.56	376+30.15	376+38.74	376+47.33	376+55.93	376+64.52	376+73.11	376+81.70	376+91.50
	FINAL DECK ELEVATION	766.96	767.11	767.24	767.37	767.50	767.63	767.77	767.90	768.03	768.16	768.31
	SCREED ELEVATION	766.96	767.12	767.27	767.41	767.55	767.68	767.82	767.94	768.06	768.17	768.31
SCREED LINE 13 BEAM B85	STATION	376+02.25	376+12.15	376+20.83	376+29.51	376+38.20	376+46.88	376+55.56	376+64.24	376+72.93	376+81.61	376+91.50
	FINAL DECK ELEVATION	767.09	767.24	767.38	767.51	767.64	767.77	767.90	768.03	768.16	768.30	768.45
	SCREED ELEVATION	767.09	767.25	767.41	767.55	767.69	767.82	767.95	768.07	768.19	768.31	768.45
SCREED LINE RIGHT-PGL	STATION	376+01.93	376+11.86	376+20.57	376+29.28	376+38.00	376+46.71	376+55.43	376+64.14	376+72.86	376+81.57	376+91.50
	FINAL DECK ELEVATION	767.14	767.29	767.42	767.56	767.69	767.82	767.95	768.08	768.22	768.35	768.50
	SCREED ELEVATION	767.14	767.30	767.45	767.60	767.74	767.87	768.00	768.12	768.25	768.36	768.50
SCREED LINE 14 BEAM B86	STATION	376+01.34	376+11.33	376+20.10	376+28.88	376+37.65	376+46.42	376+55.20	376+63.97	376+72.74	376+81.52	376+91.50
	FINAL DECK ELEVATION	767.22	767.37	767.51	767.64	767.77	767.90	768.04	768.17	768.30	768.44	768.59
	SCREED ELEVATION	767.22	767.38	767.54	767.68	767.82	767.95	768.09	768.21	768.33	768.45	768.59
SCREED LINE 15 BEAM B87	STATION	376+00.43	376+10.51	376+19.38	376+28.24	376+37.10	376+45.97	376+54.83	376+63.70	376+72.56	376+81.43	376+91.50
	FINAL DECK ELEVATION	767.35	767.51	767.64	767.77	767.91	768.04	768.17	768.31	768.44	768.57	768.73
	SCREED ELEVATION	767.35	767.52	767.67	767.81	767.96	768.09	768.22	768.35	768.47	768.58	768.73
SCREED LINE 16 BEAM B88	STATION	375+99.52	376+09.69	376+18.65	376+27.60	376+36.56	376+45.51	376+54.47	376+63.43	376+72.38	376+81.34	376+91.50
	FINAL DECK ELEVATION	767.48	767.64	767.77	767.91	768.04	768.18	768.31	768.44	768.58	768.71	768.87
	SCREED ELEVATION	767.48	767.65	767.80	767.95	768.09	768.23	768.36	768.48	768.61	768.72	768.87
SCREED LINE 17 BEAM B89	STATION	375+98.61	376+08.87	376+17.92	376+26.97	376+36.01	376+45.06	376+54.11	376+63.15	376+72.20	376+81.25	376+91.50
	FINAL DECK ELEVATION	767.33	767.49	767.63	767.77	767.91	768.05	768.19	768.33	768.47	768.61	768.76
	SCREED ELEVATION	767.33	767.50	767.66	767.81	767.96	768.10	768.24	768.37	768.50	768.62	768.76
SCREED LINE 18 BEAM B90	STATION	375+97.70	376+08.05	376+17.19	376+26.33	376+35.47	376+44.60	376+53.74	376+62.88	376+72.02	376+81.15	376+91.50
	FINAL DECK ELEVATION	767.17	767.33	767.47	767.62	767.76	767.90	768.04	768.18	768.32	768.46	768.62
	SCREED ELEVATION	767.17	767.34	767.50	767.66	767.81	767.95	768.09	768.22	768.35	768.47	768.62
SCREED LINE 19 BEAM B91	STATION	375+96.79	376+07.24	376+16.46	376+25.69	376+34.92	376+44.15	376+53.38	376+62.61	376+71.83	376+81.06	376+91.50
	FINAL DECK ELEVATION	767.02	767.18	767.32	767.46	767.61	767.75	767.89	768.04	768.18	768.32	768.48
	SCREED ELEVATION	767.02	767.19	767.35	767.50	767.66	767.80	767.94	768.08	768.21	768.33	768.48
SCREED LINE 20 BEAM B92	STATION	375+95.88	376+06.42	376+15.74	376+25.06	376+34.38	376+43.69	376+53.01	376+62.33	376+71.65	376+80.97	376+91.50
	FINAL DECK ELEVATION	766.86	767.02	767.17	767.31	767.46	767.60	767.75	767.89	768.04	768.18	768.34
	SCREED ELEVATION	766.86	767.03	767.20	767.35	767.51	767.65	767.80	767.93	768.07	768.19	768.34
SCREED LINE ℄ RAMP D5	STATION	375+90.55	376+01.62	376+11.48	376+21.33	376+31.19	376+41.04	376+50.89	376+60.74	376+70.59	376+80.44	376+91.50
	FINAL DECK ELEVATION	766.65	766.82	766.98	767.13	767.29	767.44	767.59	767.75	767.90	768.06	768.23
	SCREED ELEVATION	766.65	766.83	767.01	767.17	767.34	767.49	767.64	767.79	767.93	768.07	768.23
SCREED LINE 21 BEAM B93	STATION	375+94.97	376+05.60	376+15.01	376+24.42	376+33.83	376+43.24	376+52.65	376+62.06	376+71.47	376+80.88	376+91.50
	FINAL DECK ELEVATION	766.70	766.87	767.01	767.16	767.31	767.45	767.60	767.75	767.89	768.04	768.20
	SCREED ELEVATION	766.70	766.88	767.04	767.20	767.36	767.50	767.65	767.79	767.92	768.05	768.20
SCREED LINE 22 BEAM B94	STATION	375+94.06	376+04.78	376+14.28	376+23.78	376+33.28	376+42.79	376+52.29	376+61.79	376+71.29	376+80.79	376+91.49
	FINAL DECK ELEVATION	766.54	766.71	766.86	767.01	767.15	767.30	767.45	767.60	767.75	767.90	768.06
	SCREED ELEVATION	766.54	766.72	766.89	767.05	767.20	767.35	767.50	767.64	767.78	767.91	768.06
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	375+93.88	376+04.62	376+14.14	376+23.66	376+33.18	376+42.70	376+52.21	376+61.73	376+71.25	376+80.77	376+91.50
	FINAL DECK ELEVATION	766.51	766.68	766.83	766.98	767.13	767.27	767.42	767.57	767.72	767.87	768.04
	SCREED ELEVATION	766.51	766.69	766.86	767.02	767.18	767.32	767.47	767.61	767.75	767.88	768.04

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 83/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 2
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

DATE: 3/14/2007 FILE: q:\CLG4\0003\Bridge\MainlineRT5\main_mot75sd33.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 3

LOCATION		℄ PIER 2	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 3
SCREED LINES 11 THROUGH 18	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.01	0.02	0.03	0.04	0.04	0.04	0.03	0.02	0.01	0.00
SCREED LINES 19 THROUGH 23	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.03	0.05	0.08	0.09	0.09	0.09	0.08	0.05	0.03	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	376+91.50	377+00.38	377+08.05	377+15.72	377+23.38	377+31.05	377+38.72	377+46.39	377+54.05	377+61.72	377+70.70
	FINAL DECK ELEVATION	768.28	768.41	768.53	768.65	768.76	768.88	769.00	769.11	769.23	769.35	769.48
	SCREED ELEVATION	768.28	768.42	768.55	768.68	768.80	768.92	769.04	769.14	769.25	769.36	769.48
SCREED LINE 12 BEAM B95	STATION	376+91.50	377+00.45	377+08.20	377+15.94	377+23.69	377+31.43	377+39.18	377+46.93	377+54.67	377+62.42	377+71.48
	FINAL DECK ELEVATION	768.31	768.44	768.56	768.68	768.80	768.91	769.03	769.15	769.27	769.38	769.52
	SCREED ELEVATION	768.31	768.45	768.58	768.71	768.84	768.95	769.07	769.18	769.29	769.39	769.52
SCREED LINE 13 BEAM B96	STATION	376+91.50	377+00.83	377+08.95	377+17.07	377+25.19	377+33.31	377+41.43	377+49.55	377+57.67	377+65.79	377+75.24
	FINAL DECK ELEVATION	768.45	768.59	768.71	768.83	768.96	769.08	769.20	769.32	769.45	769.57	769.71
	SCREED ELEVATION	768.45	768.60	768.73	768.86	769.00	769.12	769.24	769.35	769.47	769.58	769.71
SCREED LINE RIGHT-PGL	STATION	376+91.50	377+00.98	377+09.25	377+17.53	377+25.81	377+34.09	377+42.38	377+50.68	377+58.97	377+67.27	377+76.90
	FINAL DECK ELEVATION	768.50	768.64	768.77	768.90	769.02	769.15	769.27	769.40	769.53	769.65	769.80
	SCREED ELEVATION	768.50	768.65	768.79	768.93	769.06	769.19	769.31	769.43	769.55	769.66	769.80
SCREED LINE 14 BEAM B97	STATION	376+91.50	377+01.20	377+09.70	377+18.20	377+26.69	377+35.19	377+43.68	377+52.18	377+60.68	377+69.17	377+78.99
	FINAL DECK ELEVATION	768.59	768.73	768.86	768.99	769.12	769.24	769.37	769.50	769.63	769.76	769.91
	SCREED ELEVATION	768.59	768.74	768.88	769.02	769.16	769.28	769.41	769.53	769.65	769.77	769.91
SCREED LINE 15 BEAM B98	STATION	376+91.50	377+01.58	377+10.45	377+19.32	377+28.19	377+37.06	377+45.94	377+54.81	377+63.68	377+72.55	377+82.74
	FINAL DECK ELEVATION	768.73	768.88	769.01	769.14	769.28	769.41	769.54	769.68	769.81	769.94	770.10
	SCREED ELEVATION	768.73	768.89	769.03	769.17	769.32	769.45	769.58	769.71	769.83	769.95	770.10
SCREED LINE 16 BEAM B99	STATION	376+91.50	377+01.95	377+11.20	377+20.45	377+29.69	377+38.94	377+48.19	377+57.43	377+66.68	377+75.93	377+86.49
	FINAL DECK ELEVATION	768.87	769.02	769.16	769.30	769.44	769.58	769.72	769.85	769.99	770.13	770.29
	SCREED ELEVATION	768.87	769.03	769.18	769.33	769.48	769.62	769.76	769.88	770.01	770.14	770.29
SCREED LINE 17 BEAM B100	STATION	376+91.50	377+02.33	377+11.95	377+21.57	377+31.20	377+40.82	377+50.44	377+60.06	377+69.68	377+79.31	377+90.24
	FINAL DECK ELEVATION	768.76	768.93	769.08	769.23	769.38	769.53	769.68	769.82	769.97	770.12	770.29
	SCREED ELEVATION	768.76	768.94	769.10	769.26	769.42	769.57	769.72	769.85	769.99	770.13	770.29
SCREED LINE 18 BEAM B101	STATION	376+91.50	377+02.71	377+12.70	377+22.70	377+32.70	377+42.69	377+52.69	377+62.69	377+72.69	377+82.68	377+93.99
	FINAL DECK ELEVATION	768.62	768.80	768.95	769.11	769.26	769.42	769.57	769.73	769.88	770.04	770.21
	SCREED ELEVATION	768.62	768.81	768.97	769.14	769.30	769.46	769.61	769.76	769.90	770.05	770.21
SCREED LINE 19 BEAM B102	STATION	376+91.50	377+03.08	377+13.45	377+23.83	377+34.20	377+44.57	377+54.94	377+65.31	377+75.69	377+86.06	377+97.74
	FINAL DECK ELEVATION	768.48	768.66	768.83	768.99	769.15	769.31	769.47	769.63	769.79	769.95	770.13
	SCREED ELEVATION	768.48	768.69	768.88	769.07	769.24	769.40	769.56	769.71	769.84	769.98	770.13
SCREED LINE 20 BEAM B103	STATION	376+91.50	377+03.46	377+14.20	377+24.95	377+35.70	377+46.45	377+57.19	377+67.94	377+78.69	377+89.44	378+01.49
	FINAL DECK ELEVATION	768.34	768.53	768.70	768.87	769.03	769.20	769.37	769.53	769.70	769.87	770.06
	SCREED ELEVATION	768.34	768.56	768.75	768.95	769.12	769.29	769.46	769.61	769.75	769.90	770.06
SCREED LINE ℄ RAMP D5	STATION	376+91.50	377+03.76	377+14.82	377+25.87	377+36.92	377+47.97	377+59.02	377+70.06	377+81.10	377+92.14	378+04.48
	FINAL DECK ELEVATION	768.23	768.42	768.59	768.77	768.94	769.11	769.28	769.46	769.63	769.80	769.99
	SCREED ELEVATION	768.23	768.45	768.64	768.85	769.03	769.20	769.37	769.54	769.68	769.83	769.99
SCREED LINE 21 BEAM B104	STATION	376+91.50	377+03.83	377+14.95	377+26.08	377+37.20	377+48.32	377+59.45	377+70.57	377+81.69	377+92.81	378+05.25
	FINAL DECK ELEVATION	768.20	768.40	768.57	768.74	768.92	769.09	769.26	769.44	769.61	769.79	769.98
	SCREED ELEVATION	768.20	768.43	768.62	768.82	769.01	769.18	769.35	769.52	769.66	769.82	769.98
SCREED LINE 22 BEAM B105	STATION	376+91.49	377+04.21	377+15.70	377+27.20	377+38.70	377+50.20	377+61.70	377+73.19	377+84.69	377+96.19	378+09.00
	FINAL DECK ELEVATION	768.06	768.26	768.44	768.62	768.80	768.98	769.16	769.34	769.52	769.70	769.90
	SCREED ELEVATION	768.06	768.29	768.49	768.70	768.89	769.07	769.25	769.42	769.57	769.73	769.90
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	376+91.50	377+04.28	377+15.86	377+27.43	377+39.00	377+50.58	377+62.15	377+73.73	377+85.31	377+96.88	378+09.77
	FINAL DECK ELEVATION	768.04	768.24	768.42	768.60	768.78	768.96	769.14	769.32	769.50	769.68	769.89
	SCREED ELEVATION	768.04	768.27	768.47	768.68	768.87	769.05	769.23	769.40	769.55	769.71	769.89

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68|107 THRU 71|107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 84|107 THRU 89|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 3
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

1492
1811

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 4

LOCATION		℄ PIER 3	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 4
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.12	0.15	0.15	0.15	0.12	0.09	0.05	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	377+70.70	377+84.76	377+97.50	378+10.23	378+22.97	378+35.70	378+48.44	378+61.18	378+73.91	378+86.65	379+00.70
	FINAL DECK ELEVATION	769.48	769.70	769.89	770.08	770.28	770.47	770.66	770.86	771.05	771.24	771.46
	SCREED ELEVATION	769.48	769.75	769.98	770.20	770.43	770.62	770.81	770.98	771.14	771.29	771.46
SCREED LINE 12 BEAM B106	STATION	377+71.48	377+85.54	377+98.28	378+11.01	378+23.75	378+36.48	378+49.22	378+61.96	378+74.69	378+87.43	379+01.48
	FINAL DECK ELEVATION	769.52	769.74	769.93	770.12	770.32	770.51	770.70	770.90	771.09	771.28	771.50
	SCREED ELEVATION	769.52	769.79	770.02	770.24	770.47	770.66	770.85	771.02	771.18	771.33	771.50
SCREED LINE 13 BEAM B107	STATION	377+75.24	377+89.28	378+02.00	378+14.72	378+27.44	378+40.16	378+52.88	378+65.60	378+78.32	378+91.04	379+05.08
	FINAL DECK ELEVATION	769.71	769.93	770.12	770.31	770.50	770.70	770.89	771.08	771.28	771.47	771.68
	SCREED ELEVATION	769.71	769.98	770.21	770.43	770.65	770.85	771.04	771.20	771.37	771.52	771.68
SCREED LINE RIGHT-PGL	STATION	377+76.90	377+90.96	378+03.69	378+16.43	378+29.17	378+41.90	378+54.64	378+67.37	378+80.11	378+92.84	379+06.90
	FINAL DECK ELEVATION	769.80	770.01	770.21	770.40	770.59	770.79	770.98	771.17	771.37	771.56	771.77
	SCREED ELEVATION	769.80	770.06	770.30	770.52	770.74	770.94	771.13	771.29	771.46	771.61	771.77
SCREED LINE 14 BEAM B108	STATION	377+78.99	377+93.01	378+05.72	378+18.42	378+31.13	378+43.83	378+56.54	378+69.24	378+81.95	378+94.65	379+08.68
	FINAL DECK ELEVATION	769.91	770.12	770.31	770.50	770.69	770.89	771.08	771.27	771.46	771.65	771.87
	SCREED ELEVATION	769.91	770.17	770.40	770.62	770.84	771.04	771.23	771.39	771.55	771.70	771.87
SCREED LINE 15 BEAM B109	STATION	377+82.74	377+96.75	378+09.44	378+22.13	378+34.82	378+47.51	378+60.20	378+72.89	378+85.58	378+98.27	379+12.28
	FINAL DECK ELEVATION	770.10	770.31	770.50	770.69	770.88	771.07	771.26	771.46	771.65	771.84	772.05
	SCREED ELEVATION	770.10	770.36	770.59	770.81	771.03	771.22	771.41	771.58	771.74	771.89	772.05
SCREED LINE 16 BEAM B110	STATION	377+86.49	378+00.48	378+13.16	378+25.83	378+38.51	378+51.18	378+63.86	378+76.53	378+89.21	379+01.88	379+15.87
	FINAL DECK ELEVATION	770.29	770.50	770.69	770.88	771.07	771.26	771.45	771.64	771.83	772.02	772.23
	SCREED ELEVATION	770.29	770.55	770.78	771.00	771.22	771.41	771.60	771.76	771.92	772.07	772.23
SCREED LINE 17 BEAM B111	STATION	377+90.24	378+04.22	378+16.88	378+29.54	378+42.20	378+54.86	378+67.52	378+80.18	378+92.84	379+05.50	379+19.47
	FINAL DECK ELEVATION	770.29	770.51	770.70	770.90	771.09	771.29	771.48	771.68	771.87	772.07	772.30
	SCREED ELEVATION	770.29	770.56	770.79	771.02	771.24	771.44	771.63	771.80	771.96	772.12	772.30
SCREED LINE 18 BEAM B112	STATION	377+93.99	378+07.95	378+20.60	378+33.24	378+45.89	378+58.53	378+71.18	378+83.82	378+96.47	379+09.11	379+23.06
	FINAL DECK ELEVATION	770.21	770.43	770.62	770.82	771.01	771.21	771.41	771.60	771.80	771.99	772.27
	SCREED ELEVATION	770.21	770.48	770.71	770.94	771.16	771.36	771.56	771.72	771.89	772.04	772.27
SCREED LINE 19 BEAM B113	STATION	377+97.74	378+11.68	378+24.31	378+36.94	378+49.57	378+62.20	378+74.83	378+87.47	379+00.10	379+12.72	379+26.65
	FINAL DECK ELEVATION	770.13	770.35	770.55	770.74	770.94	771.13	771.33	771.53	771.72	771.94	772.26
	SCREED ELEVATION	770.13	770.40	770.64	770.86	771.09	771.28	771.48	771.65	771.81	771.99	772.26
SCREED LINE 20 BEAM B114	STATION	378+01.49	378+15.42	378+28.03	378+40.65	378+53.26	378+65.88	378+78.49	378+91.11	379+03.72	379+16.34	379+30.24
	FINAL DECK ELEVATION	770.06	770.27	770.47	770.67	770.86	771.06	771.25	771.45	771.65	771.91	772.27
	SCREED ELEVATION	770.06	770.32	770.56	770.79	771.01	771.21	771.40	771.57	771.74	771.96	772.27
SCREED LINE ℄ RAMP D5	STATION	378+04.48	378+18.38	378+30.96	378+43.55	378+56.13	378+68.72	378+81.30	378+93.89	379+06.47	379+19.05	379+32.92
	FINAL DECK ELEVATION	769.99	770.21	770.41	770.61	770.80	771.00	771.20	771.39	771.59	771.90	772.30
	SCREED ELEVATION	769.99	770.26	770.50	770.73	770.95	771.15	771.35	771.51	771.68	771.95	772.30
SCREED LINE 21 BEAM B115	STATION	378+05.25	378+19.15	378+31.75	378+44.35	378+56.95	378+69.55	378+82.15	378+94.75	379+07.35	379+19.95	379+33.83
	FINAL DECK ELEVATION	769.98	770.20	770.39	770.59	770.79	770.98	771.18	771.37	771.57	771.91	772.31
	SCREED ELEVATION	769.98	770.25	770.48	770.71	770.94	771.13	771.33	771.49	771.66	771.96	772.31
SCREED LINE 22 BEAM B116	STATION	378+09.00	378+22.89	378+35.47	378+48.06	378+60.64	378+73.23	378+85.81	378+98.40	379+10.98	379+23.56	379+37.41
	FINAL DECK ELEVATION	769.90	770.12	770.32	770.51	770.71	770.91	771.10	771.30	771.51	771.92	772.37
	SCREED ELEVATION	769.90	770.17	770.41	770.63	770.86	771.06	771.25	771.42	771.60	771.97	772.37
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	378+09.77	378+23.66	378+36.24	378+48.83	378+61.41	378+74.00	378+86.58	378+99.17	379+11.75	379+24.32	379+38.18
	FINAL DECK ELEVATION	769.89	770.10	770.30	770.50	770.69	770.89	771.09	771.28	771.51	771.93	772.38
	SCREED ELEVATION	769.89	770.15	770.39	770.62	770.84	771.04	771.24	771.40	771.60	771.98	772.38

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 85/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 4
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

84/107

1493
1811

DATE: 3/14/2007 FILE: q:\CLC04\0003\Bridge\MainlineR75\main_mot75sd35.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 5

LOCATION		℄ PIER 4	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 5
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	379+00.70	379+14.78	379+27.53	379+40.28	379+53.03	379+65.77	379+78.51	379+91.24	380+03.96	380+16.67	380+30.68
	FINAL DECK ELEVATION	771.46	771.67	771.87	772.06	772.25	772.44	772.62	772.80	772.95	773.09	773.23
	SCREED ELEVATION	771.46	771.72	771.96	772.19	772.40	772.60	772.77	772.93	773.04	773.14	773.23
SCREED LINE 12 BEAM B117	STATION	379+01.48	379+15.56	379+28.31	379+41.06	379+53.80	379+66.55	379+79.30	379+92.04	380+04.79	380+17.53	380+31.60
	FINAL DECK ELEVATION	771.50	771.71	771.91	772.10	772.29	772.48	772.66	772.84	772.99	773.13	773.28
	SCREED ELEVATION	771.50	771.76	772.00	772.23	772.44	772.64	772.81	772.97	773.08	773.18	773.28
SCREED LINE 13 BEAM B118	STATION	379+05.08	379+18.97	379+31.55	379+44.14	379+56.71	379+69.29	379+81.87	379+94.44	380+07.01	380+19.59	380+33.46
	FINAL DECK ELEVATION	771.68	771.89	772.07	772.26	772.44	772.62	772.79	772.96	773.10	773.24	773.39
	SCREED ELEVATION	771.68	771.94	772.16	772.39	772.59	772.78	772.94	773.09	773.19	773.29	773.39
SCREED LINE RIGHT-PGL	STATION	379+06.90	379+20.98	379+33.72	379+46.47	379+59.20	379+71.93	379+84.64	379+97.34	380+10.03	380+22.71	380+36.69
	FINAL DECK ELEVATION	771.77	771.99	772.18	772.38	772.57	772.75	772.93	773.10	773.26	773.42	773.58
	SCREED ELEVATION	771.77	772.04	772.27	772.51	772.72	772.91	773.08	773.23	773.35	773.47	773.58
SCREED LINE 14 BEAM B119	STATION	379+08.68	379+22.39	379+34.80	379+47.21	379+59.62	379+72.03	379+84.43	379+96.84	380+09.24	380+21.64	380+35.33
	FINAL DECK ELEVATION	771.87	772.06	772.24	772.41	772.59	772.76	772.92	773.07	773.22	773.36	773.50
	SCREED ELEVATION	771.87	772.11	772.33	772.54	772.74	772.92	773.07	773.20	773.31	773.41	773.50
SCREED LINE 15 BEAM B120	STATION	379+12.28	379+26.01	379+38.44	379+50.87	379+63.29	379+75.71	379+88.13	380+00.54	380+12.95	380+25.35	380+39.04
	FINAL DECK ELEVATION	772.05	772.25	772.42	772.60	772.78	772.94	773.10	773.26	773.42	773.57	773.72
	SCREED ELEVATION	772.05	772.30	772.51	772.73	772.93	773.10	773.25	773.39	773.51	773.62	773.72
SCREED LINE 16 BEAM B121	STATION	379+15.87	379+29.62	379+42.07	379+54.52	379+66.96	379+79.39	379+91.81	380+04.23	380+16.65	380+29.06	380+42.75
	FINAL DECK ELEVATION	772.23	772.43	772.61	772.79	772.96	773.13	773.29	773.46	773.63	773.79	773.96
	SCREED ELEVATION	772.23	772.48	772.70	772.92	773.11	773.29	773.44	773.59	773.72	773.84	773.96
SCREED LINE 17 BEAM B122	STATION	379+19.47	379+33.24	379+45.71	379+58.16	379+70.61	379+83.06	379+95.49	380+07.92	380+20.34	380+32.75	380+46.44
	FINAL DECK ELEVATION	772.30	772.53	772.74	772.94	773.13	773.31	773.47	773.66	773.84	774.01	774.20
	SCREED ELEVATION	772.30	772.58	772.83	773.07	773.28	773.47	773.62	773.79	773.93	774.06	774.20
SCREED LINE 18 BEAM B123	STATION	379+23.06	379+36.85	379+49.33	379+61.81	379+74.27	379+86.72	379+99.16	380+11.59	380+24.02	380+36.43	380+50.12
	FINAL DECK ELEVATION	772.27	772.54	772.79	773.03	773.25	773.46	773.67	773.87	774.06	774.25	774.44
	SCREED ELEVATION	772.27	772.59	772.88	773.16	773.40	773.62	773.82	774.00	774.15	774.30	774.44
SCREED LINE 19 BEAM B124	STATION	379+26.65	379+40.46	379+52.96	379+65.44	379+77.91	379+90.37	380+02.82	380+15.26	380+27.68	380+40.10	380+53.79
	FINAL DECK ELEVATION	772.26	772.58	772.86	773.13	773.39	773.64	773.87	774.09	774.29	774.49	774.70
	SCREED ELEVATION	772.26	772.63	772.95	773.26	773.54	773.80	774.02	774.22	774.38	774.54	774.70
SCREED LINE 20 BEAM B125	STATION	379+30.24	379+44.07	379+56.58	379+69.07	379+81.55	379+94.02	380+06.47	380+18.91	380+31.34	380+43.76	380+57.44
	FINAL DECK ELEVATION	772.27	772.63	772.95	773.26	773.56	773.84	774.08	774.31	774.53	774.74	774.96
	SCREED ELEVATION	772.27	772.68	773.04	773.39	773.71	774.00	774.23	774.44	774.62	774.79	774.96
SCREED LINE ℄ RAMP D5	STATION	379+32.92	379+46.79	379+59.33	379+71.86	379+84.38	379+96.88	380+09.36	380+21.83	380+34.28	380+46.72	380+60.39
	FINAL DECK ELEVATION	772.30	772.69	773.03	773.37	773.70	774.01	774.26	774.49	774.72	774.94	775.18
	SCREED ELEVATION	772.30	772.74	773.12	773.50	773.85	774.17	774.41	774.62	774.81	774.99	775.18
SCREED LINE 21 BEAM B126	STATION	379+33.83	379+47.67	379+60.19	379+72.70	379+85.18	379+97.66	380+10.11	380+22.56	380+34.99	380+47.40	380+61.08
	FINAL DECK ELEVATION	772.31	772.71	773.06	773.41	773.74	774.06	774.30	774.54	774.77	774.99	775.23
	SCREED ELEVATION	772.31	772.76	773.15	773.54	773.89	774.22	774.45	774.67	774.86	775.04	775.23
SCREED LINE 22 BEAM B127	STATION	379+37.41	379+51.27	379+63.80	379+76.31	379+88.81	380+01.29	380+13.75	380+26.19	380+38.62	380+51.03	380+64.70
	FINAL DECK ELEVATION	772.37	772.81	773.12	773.41	773.69	773.93	774.12	774.31	774.54	774.76	774.99
	SCREED ELEVATION	772.37	772.86	773.21	773.54	773.84	774.09	774.27	774.44	774.63	774.81	774.99
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	379+38.18	379+52.03	379+64.56	379+77.07	379+89.56	380+02.04	380+14.49	380+26.93	380+39.36	380+51.74	380+65.36
	FINAL DECK ELEVATION	772.38	772.83	773.13	773.40	773.67	773.90	774.07	774.26	774.49	774.71	774.94
	SCREED ELEVATION	772.38	772.88	773.22	773.53	773.82	774.06	774.22	774.39	774.58	774.76	774.94

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.

2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 86/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 5
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

DATE: 3/14/2007 FILE: q:\CLG4\0003\Bridge\MainlineRT5\main_mot75sd36.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 6

LOCATION		℄ PIER 5	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 6
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.13	0.15	0.16	0.15	0.13	0.09	0.05	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	380+30.68	380+44.81	380+57.60	380+70.38	380+83.14	380+95.89	381+08.62	381+21.33	381+34.01	381+46.67	381+60.62
	FINAL DECK ELEVATION	773.23	773.36	773.48	773.59	773.69	773.78	773.87	773.95	774.02	774.08	774.14
	SCREED ELEVATION	773.23	773.41	773.57	773.72	773.84	773.94	774.02	774.08	774.11	774.13	774.14
SCREED LINE 12 BEAM B128	STATION	380+31.60	380+45.62	380+58.34	380+71.06	380+83.78	380+96.50	381+09.22	381+21.94	381+34.66	381+47.37	381+61.39
	FINAL DECK ELEVATION	773.28	773.41	773.53	773.63	773.73	773.83	773.91	774.00	774.07	774.14	774.22
	SCREED ELEVATION	773.28	773.46	773.62	773.76	773.88	773.99	774.06	774.13	774.16	774.19	774.22
SCREED LINE 14 BEAM B129	STATION	380+35.33	380+49.30	380+61.98	380+74.65	380+87.32	380+99.99	381+12.66	381+25.33	381+37.99	381+50.65	381+64.60
	FINAL DECK ELEVATION	773.50	773.64	773.77	773.88	773.99	774.10	774.19	774.28	774.37	774.45	774.53
	SCREED ELEVATION	773.50	773.69	773.86	774.01	774.14	774.26	774.34	774.41	774.46	774.50	774.53
SCREED LINE RIGHT-PGL	STATION	380+36.69	380+50.77	380+63.52	380+76.25	380+88.96	381+01.65	381+14.32	381+26.96	381+39.59	381+52.18	381+66.07
	FINAL DECK ELEVATION	773.58	773.74	773.87	774.00	774.11	774.23	774.33	774.43	774.52	774.60	774.68
	SCREED ELEVATION	773.58	773.79	773.96	774.13	774.26	774.39	774.48	774.56	774.61	774.65	774.68
SCREED LINE 15 BEAM B130	STATION	380+39.04	380+52.97	380+65.60	380+78.23	380+90.85	381+03.47	381+16.08	381+28.69	381+41.30	381+53.90	381+67.79
	FINAL DECK ELEVATION	773.72	773.88	774.01	774.14	774.26	774.37	774.48	774.58	774.67	774.76	774.86
	SCREED ELEVATION	773.72	773.93	774.10	774.27	774.41	774.53	774.63	774.71	774.76	774.81	774.86
SCREED LINE 16 BEAM B131	STATION	380+42.75	380+56.63	380+69.21	380+81.79	380+94.36	381+06.93	381+19.49	381+32.04	381+44.59	381+57.14	381+70.96
	FINAL DECK ELEVATION	773.96	774.12	774.27	774.40	774.53	774.65	774.77	774.88	774.98	775.08	775.19
	SCREED ELEVATION	773.96	774.17	774.36	774.53	774.68	774.81	774.92	775.01	775.07	775.13	775.19
SCREED LINE 17 BEAM B132	STATION	380+46.44	380+60.27	380+72.81	380+85.33	380+97.85	381+10.37	381+22.87	381+35.37	381+47.87	381+60.35	381+74.11
	FINAL DECK ELEVATION	774.20	774.37	774.53	774.67	774.81	774.94	775.07	775.19	775.30	775.41	775.52
	SCREED ELEVATION	774.20	774.42	774.62	774.80	774.96	775.10	775.22	775.32	775.39	775.46	775.52
SCREED LINE 18 BEAM B133	STATION	380+50.12	380+63.90	380+76.39	380+88.86	381+01.33	381+13.79	381+26.24	381+38.69	381+51.12	381+63.55	381+77.24
	FINAL DECK ELEVATION	774.44	774.63	774.79	774.95	775.09	775.24	775.37	775.50	775.62	775.74	775.86
	SCREED ELEVATION	774.44	774.68	774.88	775.08	775.24	775.40	775.52	775.63	775.71	775.79	775.86
SCREED LINE 19 BEAM B134	STATION	380+53.79	380+67.51	380+79.95	380+92.38	381+04.79	381+17.20	381+29.60	381+41.98	381+54.36	381+66.73	381+80.35
	FINAL DECK ELEVATION	774.70	774.90	775.07	775.23	775.39	775.54	775.68	775.82	775.95	776.08	776.21
	SCREED ELEVATION	774.70	774.95	775.16	775.36	775.54	775.70	775.83	775.95	776.04	776.13	776.21
SCREED LINE 20 BEAM B135	STATION	380+57.44	380+71.11	380+83.50	380+95.87	381+08.24	381+20.59	381+32.93	381+45.26	381+57.58	381+69.88	381+83.44
	FINAL DECK ELEVATION	774.96	775.17	775.35	775.52	775.69	775.84	776.00	776.14	776.29	776.42	776.57
	SCREED ELEVATION	774.96	775.22	775.44	775.65	775.84	776.00	776.15	776.27	776.38	776.47	776.57
SCREED LINE ℄ RAMP D5	STATION	380+60.39	380+74.12	380+86.53	380+98.90	381+11.22	381+23.50	381+35.74	381+47.94	381+60.10	381+72.22	381+85.55
	FINAL DECK ELEVATION	775.18	775.40	775.59	775.78	775.95	776.12	776.27	776.42	776.55	776.68	776.81
	SCREED ELEVATION	775.18	775.45	775.68	775.91	776.10	776.28	776.42	776.55	776.64	776.73	776.81
SCREED LINE 21 BEAM B136	STATION	380+61.08	380+74.70	380+87.03	380+99.35	381+11.66	381+23.96	381+36.24	381+48.52	381+60.77	381+73.02	381+86.51
	FINAL DECK ELEVATION	775.23	775.44	775.63	775.82	775.99	776.16	776.32	776.48	776.63	776.77	776.91
	SCREED ELEVATION	775.23	775.49	775.72	775.95	776.14	776.32	776.47	776.61	776.72	776.82	776.91
SCREED LINE 22 BEAM B137	STATION	380+64.70	380+78.26	380+90.55	381+02.81	381+15.07	381+27.31	381+39.54	381+51.75	381+63.95	381+76.14	381+89.56
	FINAL DECK ELEVATION	774.99	775.23	775.43	775.62	775.79	775.96	776.11	776.25	776.38	776.49	776.61
	SCREED ELEVATION	774.99	775.28	775.52	775.75	775.94	776.12	776.26	776.38	776.47	776.54	776.61
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	380+65.36	380+79.04	380+91.40	381+03.71	381+15.97	381+28.19	381+40.37	381+52.51	381+64.60	381+76.66	381+89.91
	FINAL DECK ELEVATION	774.94	775.16	775.36	775.54	775.71	775.88	776.03	776.18	776.31	776.44	776.57
	SCREED ELEVATION	774.94	775.21	775.45	775.67	775.86	776.04	776.18	776.31	776.40	776.49	776.57

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 87/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 6
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

86/107

1495/1811

DATE: 3/14/2007 FILE: q:\CLC04\0003\Bridge\MainlineRT75\main_mot75sd37.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 7

LOCATION		℄ PIER 6	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 7
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.05	0.09	0.12	0.15	0.15	0.15	0.12	0.09	0.05	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	381+60.62	381+74.77	381+87.59	382+00.39	382+13.16	382+25.91	382+38.64	382+51.33	382+63.99	382+76.63	382+90.51
	FINAL DECK ELEVATION	774.14	774.20	774.24	774.27	774.30	774.32	774.33	774.34	774.33	774.32	774.31
	SCREED ELEVATION	774.14	774.25	774.33	774.39	774.45	774.47	774.48	774.46	774.42	774.37	774.31
SCREED LINE 12 BEAM B138	STATION	381+61.39	381+75.38	381+88.10	382+00.81	382+13.53	382+26.24	382+38.96	382+51.67	382+64.38	382+77.09	382+91.08
	FINAL DECK ELEVATION	774.22	774.26	774.29	774.32	774.34	774.36	774.37	774.38	774.39	774.39	774.40
	SCREED ELEVATION	774.22	774.31	774.38	774.44	774.49	774.51	774.52	774.50	774.48	774.44	774.40
SCREED LINE 14 BEAM B139	STATION	381+64.60	381+78.51	381+91.15	382+03.79	382+16.44	382+29.08	382+41.71	382+54.35	382+66.99	382+79.62	382+93.51
	FINAL DECK ELEVATION	774.53	774.59	774.63	774.66	774.69	774.72	774.74	774.76	774.77	774.78	774.79
	SCREED ELEVATION	774.53	774.64	774.72	774.78	774.84	774.87	774.89	774.88	774.86	774.83	774.79
SCREED LINE RIGHT-PGL	STATION	381+66.07	381+80.10	381+92.85	382+05.57	382+18.26	382+30.91	382+43.54	382+56.14	382+68.71	382+81.24	382+95.00
	FINAL DECK ELEVATION	774.68	774.75	774.81	774.87	774.91	774.95	774.98	775.01	775.03	775.03	775.04
	SCREED ELEVATION	774.68	774.80	774.90	774.99	775.06	775.10	775.13	775.13	775.12	775.08	775.04
SCREED LINE 15 BEAM B140	STATION	381+67.79	381+81.62	381+94.19	382+06.76	382+19.32	382+31.89	382+44.45	382+57.01	382+69.57	382+82.12	382+95.93
	FINAL DECK ELEVATION	774.86	774.92	774.97	775.01	775.05	775.08	775.11	775.13	775.15	775.17	775.19
	SCREED ELEVATION	774.86	774.97	775.06	775.13	775.20	775.23	775.26	775.25	775.24	775.22	775.19
SCREED LINE 16 BEAM B141	STATION	381+70.96	381+84.72	381+97.21	382+09.70	382+22.19	382+34.68	382+47.17	382+59.65	382+72.13	382+84.60	382+98.32
	FINAL DECK ELEVATION	775.19	775.26	775.31	775.36	775.41	775.45	775.48	775.51	775.54	775.57	775.60
	SCREED ELEVATION	775.19	775.31	775.40	775.48	775.56	775.60	775.63	775.63	775.63	775.62	775.60
SCREED LINE 17 BEAM B142	STATION	381+74.11	381+87.79	382+00.21	382+12.63	382+25.04	382+37.46	382+49.86	382+62.27	382+74.67	382+87.06	383+00.69
	FINAL DECK ELEVATION	775.52	775.60	775.66	775.72	775.77	775.82	775.86	775.90	775.94	775.97	776.00
	SCREED ELEVATION	775.52	775.65	775.75	775.84	775.92	775.97	776.01	776.02	776.03	776.02	776.00
SCREED LINE 18 BEAM B143	STATION	381+77.24	381+90.84	382+03.18	382+15.53	382+27.87	382+40.21	382+52.54	382+64.87	382+77.19	382+89.50	383+03.05
	FINAL DECK ELEVATION	775.86	775.95	776.02	776.08	776.14	776.20	776.25	776.29	776.34	776.37	776.41
	SCREED ELEVATION	775.86	776.00	776.11	776.20	776.29	776.35	776.40	776.41	776.43	776.42	776.41
SCREED LINE 19 BEAM B144	STATION	381+80.35	381+93.87	382+06.14	382+18.41	382+30.68	382+42.94	382+55.20	382+67.44	382+79.69	382+91.92	383+05.38
	FINAL DECK ELEVATION	776.21	776.31	776.38	776.45	776.52	776.58	776.64	776.69	776.74	776.78	776.83
	SCREED ELEVATION	776.21	776.36	776.47	776.57	776.67	776.73	776.79	776.81	776.83	776.83	776.83
SCREED LINE 20 BEAM B145	STATION	381+83.44	381+96.88	382+09.08	382+21.27	382+33.47	382+45.65	382+57.83	382+70.00	382+82.17	382+94.32	383+07.70
	FINAL DECK ELEVATION	776.57	776.67	776.75	776.83	776.90	776.97	777.03	777.09	777.15	777.20	777.25
	SCREED ELEVATION	776.57	776.72	776.84	776.95	777.05	777.12	777.18	777.21	777.24	777.25	777.25
SCREED LINE ℄ RAMP D5	STATION	381+85.55	381+99.05	382+11.28	382+23.48	382+35.64	382+47.77	382+59.87	382+71.94	382+83.98	382+95.99	383+09.18
	FINAL DECK ELEVATION	776.81	776.93	777.03	777.12	777.21	777.28	777.34	777.40	777.45	777.49	777.52
	SCREED ELEVATION	776.81	776.98	777.12	777.24	777.36	777.43	777.49	777.52	777.54	777.54	777.52
SCREED LINE 21 BEAM B146	STATION	381+86.51	381+99.87	382+11.99	382+24.12	382+36.23	382+48.34	382+60.44	382+72.54	382+84.63	382+96.71	383+09.99
	FINAL DECK ELEVATION	776.91	777.03	777.12	777.21	777.29	777.36	777.43	777.50	777.56	777.62	777.66
	SCREED ELEVATION	776.91	777.08	777.21	777.33	777.44	777.51	777.58	777.62	777.65	777.67	777.66
SCREED LINE 22 BEAM B147	STATION	381+89.56	382+02.83	382+14.89	382+26.94	382+38.98	382+51.01	382+63.04	382+75.06	382+87.07	382+99.07	383+12.27
	FINAL DECK ELEVATION	776.61	776.74	776.86	776.96	777.05	777.13	777.19	777.25	777.29	777.33	777.35
	SCREED ELEVATION	776.61	776.79	776.95	777.08	777.20	777.28	777.34	777.37	777.38	777.38	777.35
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	381+89.91	382+03.34	382+15.50	382+27.62	382+39.71	382+51.76	382+63.78	382+75.77	382+87.72	382+99.65	383+12.75
	FINAL DECK ELEVATION	776.57	776.69	776.79	776.88	776.97	777.04	777.11	777.16	777.21	777.25	777.29
	SCREED ELEVATION	776.57	776.74	776.88	777.00	777.12	777.19	777.26	777.28	777.30	777.30	777.29

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 88/107 THRU 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 7
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

87/107

1496
1811

DATE: 3/14/2007 FILE: q:\CLC04\0003\Bridge\MainlineR75\main_mot75sd38.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 8

LOCATION		℄ PIER 7	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ PIER 8
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.04	0.08	0.11	0.13	0.13	0.13	0.11	0.08	0.04	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	382+90.51	383+04.65	383+17.48	383+30.29	383+43.07	383+55.81	383+68.53	383+81.22	383+93.89	384+06.52	384+20.38
	FINAL DECK ELEVATION	774.31	774.28	774.25	774.21	774.18	774.14	774.11	774.06	774.01	773.95	773.87
	SCREED ELEVATION	774.31	774.32	774.33	774.32	774.31	774.27	774.24	774.17	774.09	773.99	773.87
SCREED LINE 12 BEAM B148	STATION	382+91.08	383+05.06	383+17.80	383+30.53	383+43.27	383+56.01	383+68.75	383+81.49	383+94.22	384+06.95	384+20.92
	FINAL DECK ELEVATION	774.40	774.35	774.30	774.25	774.22	774.19	774.15	774.12	774.08	774.04	774.00
	SCREED ELEVATION	774.40	774.39	774.38	774.36	774.35	774.32	774.28	774.23	774.16	774.08	774.00
SCREED LINE 14 BEAM B149	STATION	382+93.51	383+07.31	383+19.88	383+32.46	383+45.05	383+57.63	383+70.23	383+82.83	383+95.43	384+08.03	384+21.86
	FINAL DECK ELEVATION	774.79	774.74	774.68	774.62	774.57	774.51	774.46	774.40	774.35	774.29	774.22
	SCREED ELEVATION	774.79	774.78	774.76	774.73	774.70	774.64	774.59	774.51	774.43	774.33	774.22
SCREED LINE RIGHT-PGL	STATION	382+95.00	383+09.01	383+21.75	383+34.43	383+47.09	383+59.72	383+72.32	383+84.90	383+97.45	384+09.98	384+23.71
	FINAL DECK ELEVATION	775.04	775.03	775.02	775.00	774.97	774.94	774.90	774.85	774.80	774.74	774.66
	SCREED ELEVATION	775.04	775.07	775.10	775.11	775.10	775.07	775.03	774.96	774.88	774.78	774.66
SCREED LINE 15 BEAM B150	STATION	382+95.93	383+09.55	383+21.96	383+34.37	383+46.80	383+59.25	383+71.70	383+84.16	383+96.62	384+09.10	384+22.80
	FINAL DECK ELEVATION	775.19	775.13	775.06	774.99	774.92	774.84	774.77	774.69	774.61	774.53	774.45
	SCREED ELEVATION	775.19	775.17	775.14	775.10	775.05	774.97	774.90	774.80	774.69	774.57	774.45
SCREED LINE 16 BEAM B151	STATION	382+98.32	383+11.89	383+24.25	383+36.62	383+48.99	383+61.38	383+73.78	383+86.19	383+98.60	384+11.02	384+24.67
	FINAL DECK ELEVATION	775.60	775.54	775.49	775.43	775.36	775.28	775.21	775.13	775.06	774.98	774.89
	SCREED ELEVATION	775.60	775.58	775.57	775.54	775.49	775.41	775.34	775.24	775.14	775.02	774.89
SCREED LINE 17 BEAM B152	STATION	383+00.69	383+14.21	383+26.52	383+38.84	383+51.16	383+63.50	383+75.85	383+88.20	384+00.56	384+12.92	384+26.51
	FINAL DECK ELEVATION	776.00	775.96	775.92	775.87	775.80	775.72	775.65	775.58	775.50	775.42	775.34
	SCREED ELEVATION	776.00	776.00	776.00	775.98	775.93	775.85	775.78	775.69	775.58	775.46	775.34
SCREED LINE 18 BEAM B153	STATION	383+03.05	383+16.51	383+28.77	383+41.04	383+53.31	383+65.60	383+77.89	383+90.19	384+02.50	384+14.81	384+28.34
	FINAL DECK ELEVATION	776.41	776.39	776.36	776.31	776.24	776.16	776.09	776.02	775.94	775.87	775.78
	SCREED ELEVATION	776.41	776.43	776.44	776.42	776.37	776.29	776.22	776.13	776.02	775.91	775.78
SCREED LINE 19 BEAM B154	STATION	383+05.38	383+18.79	383+31.00	383+43.22	383+55.45	383+67.68	383+79.92	383+92.17	384+04.42	384+16.68	384+30.15
	FINAL DECK ELEVATION	776.83	776.82	776.80	776.75	776.68	776.61	776.53	776.46	776.39	776.31	776.23
	SCREED ELEVATION	776.83	776.86	776.88	776.86	776.81	776.74	776.66	776.57	776.47	776.35	776.23
SCREED LINE 20 BEAM B155	STATION	383+07.70	383+21.05	383+33.22	383+45.38	383+57.56	383+69.74	383+81.93	383+94.13	384+06.33	384+18.53	384+31.94
	FINAL DECK ELEVATION	777.25	777.25	777.24	777.18	777.12	777.05	776.97	776.90	776.83	776.76	776.67
	SCREED ELEVATION	777.25	777.29	777.32	777.29	777.25	777.18	777.10	777.01	776.91	776.80	776.67
SCREED LINE ℄ RAMP D5	STATION	383+09.18	383+22.61	383+34.81	383+46.99	383+59.15	383+71.30	383+83.44	383+95.57	384+07.68	384+19.79	384+33.07
	FINAL DECK ELEVATION	777.52	777.55	777.57	777.51	777.45	777.38	777.31	777.23	777.15	777.06	776.95
	SCREED ELEVATION	777.52	777.59	777.65	777.62	777.58	777.51	777.44	777.34	777.23	777.10	776.95
SCREED LINE 21 BEAM B156	STATION	383+09.99	383+23.30	383+35.41	383+47.52	383+59.65	383+71.78	383+83.92	383+96.07	384+08.22	384+20.37	384+33.72
	FINAL DECK ELEVATION	777.66	777.69	777.69	777.62	777.56	777.49	777.42	777.35	777.27	777.20	777.08
	SCREED ELEVATION	777.66	777.73	777.77	777.73	777.69	777.62	777.55	777.46	777.35	777.24	777.08
SCREED LINE 22 BEAM B157	STATION	383+12.27	383+25.52	383+37.58	383+49.65	383+61.72	383+73.80	383+85.89	383+97.99	384+10.09	384+22.19	384+35.48
	FINAL DECK ELEVATION	777.35	777.40	777.41	777.36	777.30	777.23	777.15	777.07	776.97	776.87	776.75
	SCREED ELEVATION	777.35	777.44	777.49	777.47	777.43	777.36	777.28	777.18	777.05	776.91	776.75
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	383+12.75	383+26.08	383+38.19	383+50.28	383+62.35	383+74.42	383+86.47	383+98.51	384+10.54	384+22.55	384+35.74
	FINAL DECK ELEVATION	777.29	777.32	777.32	777.26	777.20	777.13	777.06	776.98	776.89	776.80	776.70
	SCREED ELEVATION	777.29	777.36	777.40	777.37	777.33	777.26	777.19	777.09	776.97	776.84	776.70

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEET 89/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 8
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

88/107

1497/1811

DATE: 3/14/2007 FILE: q:\CLC04\0003\Bridge\MainlineRT75\main_mot75sd39.dgn

SCREED ELEVATIONS - RIGHT BRIDGE SPAN 9

LOCATION		℄ PIER 8	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9	℄ BEARING FWD. ABUT.
	ANTICIPATED DEAD LOAD DEFLECTIONS	0.00	0.02	0.05	0.07	0.08	0.09	0.08	0.07	0.05	0.03	0.00
SCREED LINE 11 TOE OF MEDIAN BARRIER (LEFT)	STATION	384+20.38	384+33.06	384+44.49	384+55.89	384+67.28	384+78.65	384+90.00	385+01.34	385+12.66	385+23.97	385+35.27
	FINAL DECK ELEVATION	773.87	773.80	773.72	773.65	773.56	773.47	773.37	773.27	773.16	773.05	772.93
	SCREED ELEVATION	773.87	773.82	773.77	773.72	773.64	773.56	773.45	773.34	773.21	773.08	772.93
SCREED LINE 12 BEAM B158	STATION	384+20.92	384+33.48	384+44.82	384+56.16	384+67.51	384+78.85	384+90.20	385+01.55	385+12.89	385+24.23	385+35.57
	FINAL DECK ELEVATION	774.00	773.90	773.81	773.72	773.62	773.53	773.43	773.33	773.24	773.14	773.04
	SCREED ELEVATION	774.00	773.92	773.86	773.79	773.70	773.62	773.51	773.40	773.29	773.17	773.04
SCREED LINE 15 BEAM B159	STATION	384+22.80	384+35.29	384+46.57	384+57.84	384+69.13	384+80.41	384+91.69	385+02.98	385+14.26	385+25.54	385+36.82
	FINAL DECK ELEVATION	774.45	774.34	774.25	774.15	774.06	773.96	773.86	773.76	773.66	773.56	773.46
	SCREED ELEVATION	774.45	774.36	774.30	774.22	774.14	774.05	773.94	773.83	773.71	773.59	773.46
SCREED LINE RIGHT-PGL	STATION	384+23.71	384+36.28	384+47.60	384+58.90	384+70.19	384+81.46	384+92.71	385+03.95	385+15.18	385+26.39	385+37.58
	FINAL DECK ELEVATION	774.66	774.59	774.51	774.43	774.35	774.25	774.16	774.06	773.95	773.83	773.72
	SCREED ELEVATION	774.66	774.61	774.56	774.50	774.43	774.34	774.24	774.13	774.00	773.86	773.72
SCREED LINE 16 BEAM B160	STATION	384+24.67	384+37.08	384+48.29	384+59.51	384+70.73	384+81.95	384+93.17	385+04.39	385+15.62	385+26.84	385+38.06
	FINAL DECK ELEVATION	774.89	774.78	774.69	774.59	774.49	774.39	774.29	774.19	774.09	773.98	773.88
	SCREED ELEVATION	774.89	774.80	774.74	774.66	774.57	774.48	774.37	774.26	774.14	774.01	773.88
SCREED LINE 17 BEAM B161	STATION	384+26.51	384+38.86	384+50.01	384+61.16	384+72.31	384+83.47	384+94.64	385+05.80	385+16.96	385+28.12	385+39.28
	FINAL DECK ELEVATION	775.34	775.23	775.13	775.03	774.93	774.82	774.72	774.62	774.51	774.40	774.30
	SCREED ELEVATION	775.34	775.25	775.18	775.10	775.01	774.91	774.80	774.69	774.56	774.43	774.30
SCREED LINE 18 BEAM B162	STATION	384+28.34	384+40.62	384+51.70	384+62.79	384+73.89	384+84.99	384+96.09	385+07.19	385+18.29	385+29.40	385+40.50
	FINAL DECK ELEVATION	775.78	775.67	775.57	775.47	775.36	775.26	775.15	775.04	774.94	774.83	774.72
	SCREED ELEVATION	775.78	775.69	775.62	775.54	775.44	775.35	775.23	775.11	774.99	774.86	774.72
SCREED LINE 19 BEAM B163	STATION	384+30.15	384+42.36	384+53.38	384+64.41	384+75.45	384+86.48	384+97.53	385+08.57	385+19.61	385+30.66	385+41.70
	FINAL DECK ELEVATION	776.23	776.11	776.01	775.90	775.80	775.69	775.58	775.47	775.36	775.25	775.14
	SCREED ELEVATION	776.23	776.13	776.06	775.97	775.88	775.78	775.66	775.54	775.41	775.28	775.14
SCREED LINE 20 BEAM B164	STATION	384+31.94	384+44.08	384+55.05	384+66.02	384+76.99	384+87.97	384+98.95	385+09.93	385+20.92	385+31.91	385+42.89
	FINAL DECK ELEVATION	776.67	776.56	776.45	776.34	776.23	776.12	776.01	775.90	775.79	775.67	775.56
	SCREED ELEVATION	776.67	776.58	776.50	776.41	776.31	776.21	776.09	775.97	775.84	775.70	775.56
SCREED LINE ℄ RAMP D5	STATION	384+33.07	384+45.24	384+56.20	384+67.16	384+78.12	384+89.06	384+99.99	385+10.92	385+21.84	385+32.75	385+43.66
	FINAL DECK ELEVATION	776.95	776.85	776.76	776.66	776.55	776.44	776.33	776.21	776.09	775.96	775.83
	SCREED ELEVATION	776.95	776.87	776.81	776.73	776.63	776.53	776.41	776.28	776.14	775.99	775.83
SCREED LINE 21 BEAM B165	STATION	384+33.72	384+45.79	384+56.70	384+67.60	384+78.52	384+89.44	385+00.36	385+11.29	385+22.22	385+33.15	385+44.08
	FINAL DECK ELEVATION	777.08	776.99	776.89	776.78	776.67	776.56	776.44	776.33	776.21	776.10	775.94
	SCREED ELEVATION	777.08	777.01	776.94	776.85	776.75	776.65	776.52	776.40	776.26	776.13	775.94
SCREED LINE 22 BEAM B166	STATION	384+35.48	384+47.49	384+58.33	384+69.18	384+80.04	384+90.90	385+01.76	385+12.63	385+23.50	385+34.37	385+45.25
	FINAL DECK ELEVATION	776.75	776.66	776.58	776.48	776.39	776.28	776.17	776.05	775.92	775.79	775.64
	SCREED ELEVATION	776.75	776.68	776.63	776.55	776.47	776.37	776.25	776.12	775.97	775.82	775.64
SCREED LINE 23 TOE OF PARAPET (RIGHT)	STATION	384+35.74	384+47.82	384+58.71	384+69.59	384+80.46	384+91.32	385+02.18	385+13.03	385+23.87	385+34.70	385+45.53
	FINAL DECK ELEVATION	776.70	776.60	776.50	776.40	776.29	776.18	776.07	775.95	775.83	775.70	775.57
	SCREED ELEVATION	776.70	776.62	776.55	776.47	776.37	776.27	776.15	776.02	775.88	775.73	775.57

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 68/107 THRU 71/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
BTA	BTA	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

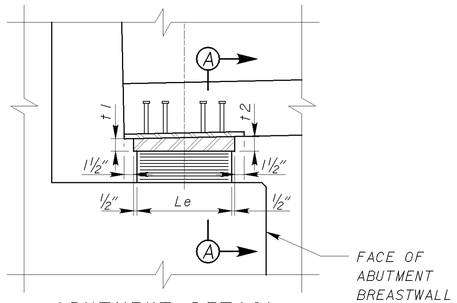
SCREED ELEVATIONS - RIGHT BRIDGE SPAN 9
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

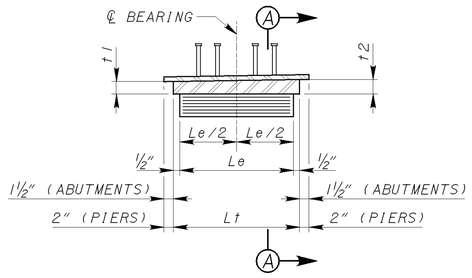
89/107

1498
1811

DATE: 3/14/2007 FILE: q:\CLC04\0003\Bridge\MainlineRT75\main_mot75sd40.dgn

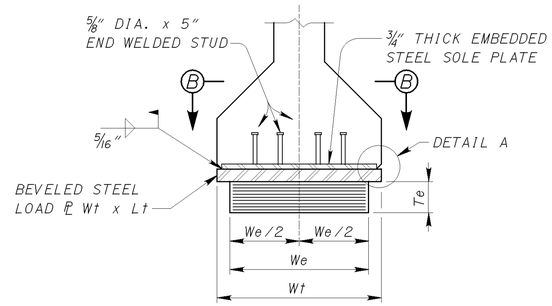


ABUTMENT DETAIL

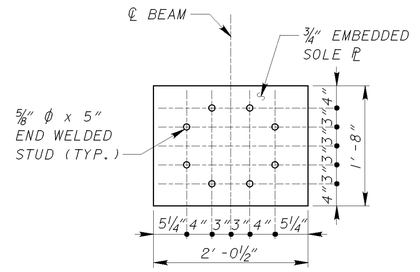


LAMINATED ELASTOMERIC EXPANSION BEARING

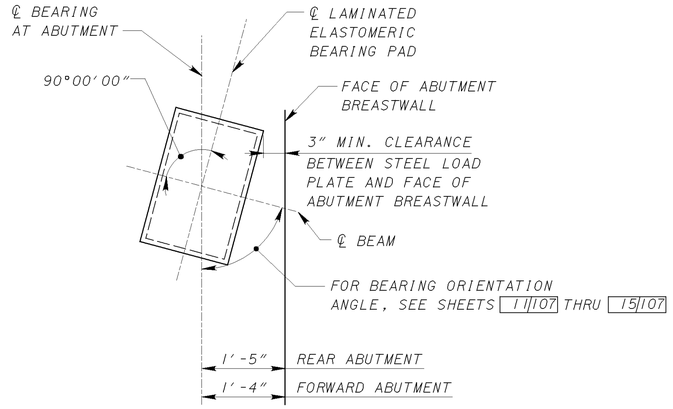
(TYPICAL AT ALL BEAM SUPPORTS)



SECTION A-A

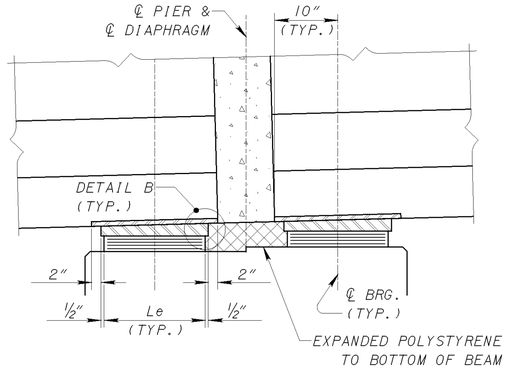


SECTION B-B
STUD LAYOUT



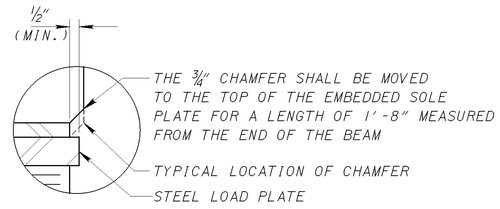
ABUTMENT BEARING ORIENTATION PLAN

(BEAM NOT SHOWN)

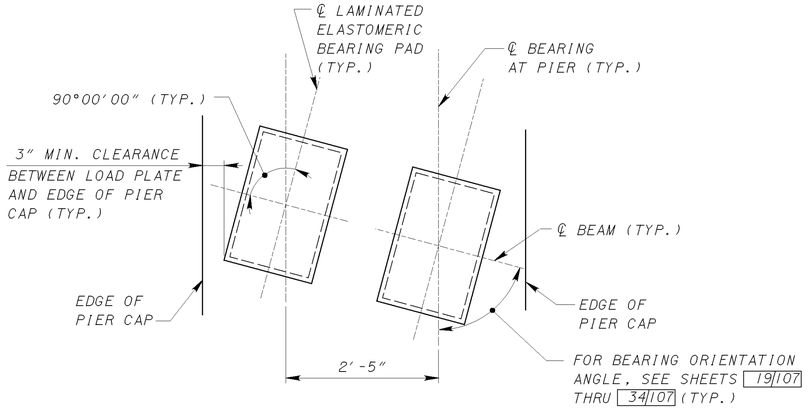


EXPANSION PIER DETAIL

(DIAPHRAGM REINFORCING NOT SHOWN FOR CLARITY)

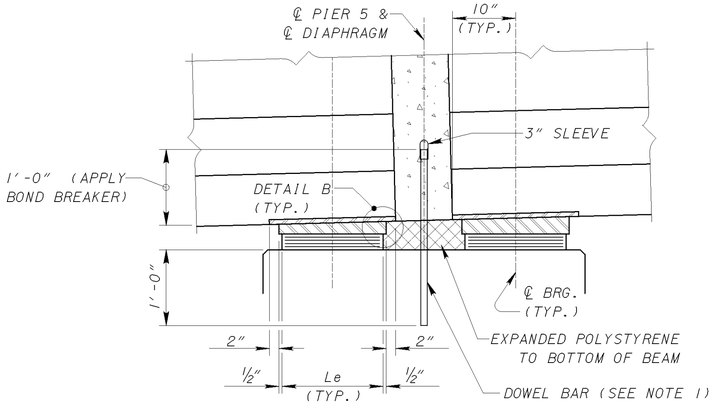


DETAIL A



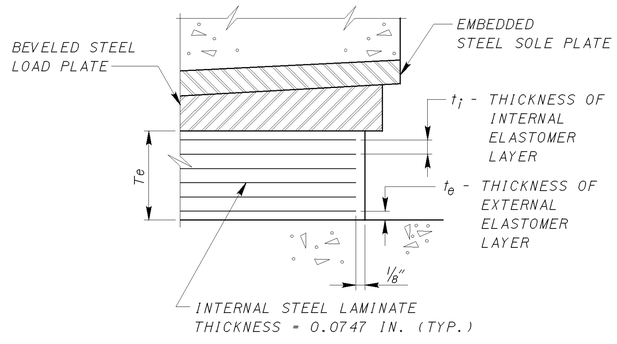
PIER BEARING ORIENTATION PLAN

(BEAMS NOT SHOWN)



FIXED PIER DETAIL

(DIAPHRAGM REINFORCING NOT SHOWN FOR CLARITY)



DETAIL B

NOTES:

1. 2 - 1" DIA. SMOOTH DOWEL BARS, ASTM A31I CLASS A, GRADE 1018, WITH SLEEVE SPA. @ 1'-0" C/C. INSTALL DOWEL ACCORDING TO ITEM 510 DOWEL HOLES WITH NONSHRINK, NON-METALLIC GROUT, 705.20. PAYMENT SHALL BE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72").
2. FOR ADDITIONAL NOTES, SEE SHEET 91|107.
3. FOR VARIABLE DIMENSIONS, SEE TABLES, SHEET 91|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	2/16/06

CHECKED GHD | REVISED | STRUCTURE FILE NUMBER 5708389

BEARING DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

90|107

1499
1811

DATE: 3/14/2007 FILE: qa\CL04\0003\Bridge\Mainline\R75\main_mo175br01.dgn

ELASTOMERIC BEARING DATA - LEFT BRIDGE

LOCATION		TYPE	NO. REQ'D	DL (KIP)	LL (KIP) WITHOUT IMPACT	TOTAL LOAD (DL+LL)	Le (in.)	We (in.)	t_i (in.)	t_e (in.)	NO. OF ti's	NO. OF te's	NO. INTERNAL LAMINATES	Te (in.)
REAR ABUT.		EXP	8	145	60	205	16	20	0.52	0.35	8	2	9	5.53
PIER 1	DS	EXP	8	161	65	226	15	21	0.53	0.35	6	2	7	4.40
	US	EXP	8	141	66	207	15	21	0.53	0.35	6	2	7	4.40
PIER 2	DS	EXP	8	113	62	175	15	18	0.50	0.34	5	2	6	3.63
	US	EXP	8	94	60	154	15	18	0.50	0.34	5	2	6	3.63
PIER 3	DS	EXP	8	105	61	166	15	18	0.50	0.34	5	2	6	3.63
	US	EXP	8	170	68	238	15	21	0.50	0.32	6	2	7	4.16
PIER 4	DS	EXP	8	174	68	242	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	8	181	70	251	15	21	0.50	0.32	6	2	7	4.16
PIER 5	DS	FIX	8	179	70	249	15	21	0.50	0.32	6	2	7	4.16
	US	FIX	8	173	71	244	15	21	0.50	0.32	6	2	7	4.16
PIER 6	DS	EXP	8	173	71	244	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	8	174	71	245	15	21	0.50	0.32	6	2	7	4.16
PIER 7	DS	EXP	8	173	71	244	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	8	172	70	242	15	21	0.50	0.32	6	2	7	4.16
PIER 8	DS	EXP	8	173	70	243	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	8	161	69	230	15	21	0.50	0.32	6	2	7	4.16
FWD. ABUT.		EXP	8	143	59	202	16	18	0.55	0.38	7	2	8	5.21

STEEL LOAD PLATE DATA LEFT BRIDGE

LOCATION		NO. REQ'D	Lt (in.)	Wt (in.)	t_1* (in.)	t_2* (in.)
REAR ABUTMENT		8	17	26	2.00	2.36
PIER 1	DS	8	16	26	2.00	2.11
	US	8	16	26	2.00	2.26
PIER 2	DS	8	16	26	2.00	2.18
	US	8	16	26	2.55	2.84
PIER 3	DS	8	16	26	2.00	2.19
	US	8	16	26	2.00	2.36
PIER 4	DS	8	16	26	2.00	2.12
	US	8	16	26	2.00	2.34
PIER 5	DS	8	16	26	2.00	2.10
	US	8	16	26	2.19	2.48
PIER 6	DS	8	16	26	2.00	2.00
	US	8	16	26	2.12	2.31
PIER 7	DS	8	16	26	2.42	2.33
	US	8	16	26	2.00	2.09
PIER 8	DS	8	16	26	2.69	2.51
	US	8	16	26	2.00	2.00
FORWARD ABUTMENT		8	17	26	2.34	2.00

LEGEND:

ABUT. - ABUTMENT
FWD. - FORWARD
DS - DOWNSTATION
US - UPSTATION

* - t_1 IS ALWAYS DOWNSTATION OF t_2

NOTES:

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

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

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

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

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

5. STEEL FOR SOLE PLATES AND LOAD PLATES SHALL BE ASTM A572 AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. THE SURFACES SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED ACCORDING TO CMS ITEM 514 WITH THE FOLLOWING FEDERAL COLOR NUMBER: TAN (FS-595B-33690), TO MATCH THE SUBSTRUCTURE UNITS.

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

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

8. FOR ADDITIONAL DETAILS, SEE SHEET 90|107.

ELASTOMERIC BEARING DATA - RIGHT BRIDGE

LOCATION		TYPE	NO. REQ'D	DL (KIP)	LL (KIP) WITHOUT IMPACT	TOTAL LOAD (DL+LL)	Le (in.)	We (in.)	t_i (in.)	t_e (in.)	NO. OF ti's	NO. OF te's	NO. INTERNAL LAMINATES	Te (in.)
REAR ABUT.		EXP	11	146	66	212	16	20	0.52	0.35	8	2	9	5.53
PIER 1	DS	EXP	11	160	70	230	15	21	0.53	0.35	6	2	7	4.40
	US	EXP	11	141	66	207	15	21	0.53	0.35	6	2	7	4.40
PIER 2	DS	EXP	11	137	65	202	15	20	0.50	0.34	6	2	7	4.20
	US	EXP	11	156	69	225	15	20	0.50	0.34	6	2	7	4.20
PIER 3	DS	EXP	11	161	70	231	15	20	0.50	0.34	6	2	7	4.20
	US	EXP	11	170	68	238	15	21	0.50	0.32	6	2	7	4.16
PIER 4	DS	EXP	11	174	68	242	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	11	181	70	251	15	21	0.50	0.32	6	2	7	4.16
PIER 5	DS	FIX	11	179	70	249	15	21	0.50	0.32	6	2	7	4.16
	US	FIX	10	173	71	244	15	21	0.50	0.32	6	2	7	4.16
PIER 6	DS	EXP	10	173	71	244	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	10	174	71	245	15	21	0.50	0.32	6	2	7	4.16
PIER 7	DS	EXP	10	173	71	244	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	10	172	70	242	15	21	0.50	0.32	6	2	7	4.16
PIER 8	DS	EXP	10	173	70	243	15	21	0.50	0.32	6	2	7	4.16
	US	EXP	9	161	69	230	15	21	0.50	0.32	6	2	7	4.16
FWD. ABUT.		EXP	9	143	59	202	16	18	0.55	0.38	7	2	8	5.21

STEEL LOAD PLATE DATA RIGHT BRIDGE

LOCATION		NO. REQ'D	Lt (in.)	Wt (in.)	t_1* (in.)	t_2* (in.)
REAR ABUTMENT		11	17	26	2.00	2.36
PIER 1	DS	11	16	26	2.00	2.11
	US	11	16	26	2.00	2.26
PIER 2	DS	11	16	26	2.00	2.18
	US	11	16	26	2.36	2.68
PIER 3	DS	11	16	26	2.35	2.51
	US	11	16	26	2.00	2.36
PIER 4	DS	11	16	26	2.00	2.13
	US	11	16	26	2.00	2.35
PIER 5	DS	11	16	26	2.00	2.08
	US	10	16	26	2.26	2.57
PIER 6	DS	10	16	26	2.03	2.00
	US	10	16	26	2.56	2.77
PIER 7	DS	10	16	26	2.22	2.11
	US	10	16	26	2.00	2.08
PIER 8	DS	10	16	26	2.16	2.00
	US	9	16	26	2.41	2.41
FORWARD ABUTMENT		9	17	26	2.34	2.00

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

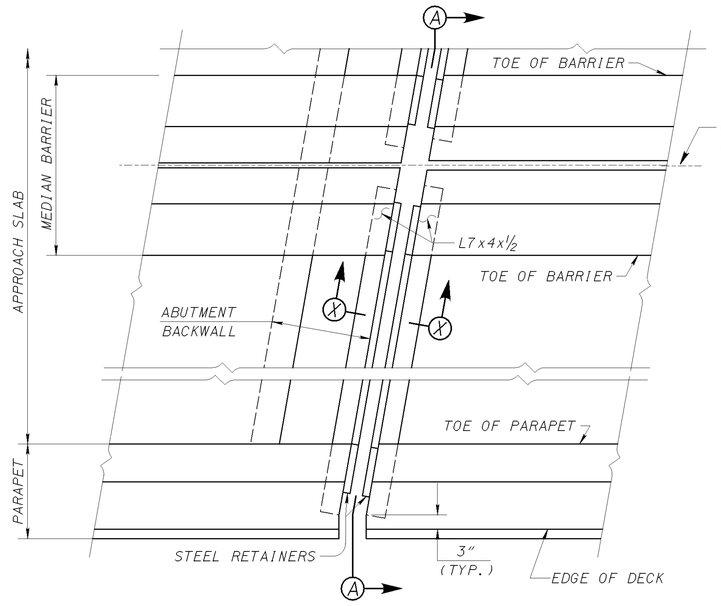
BEARING DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

91|107

1500
1811

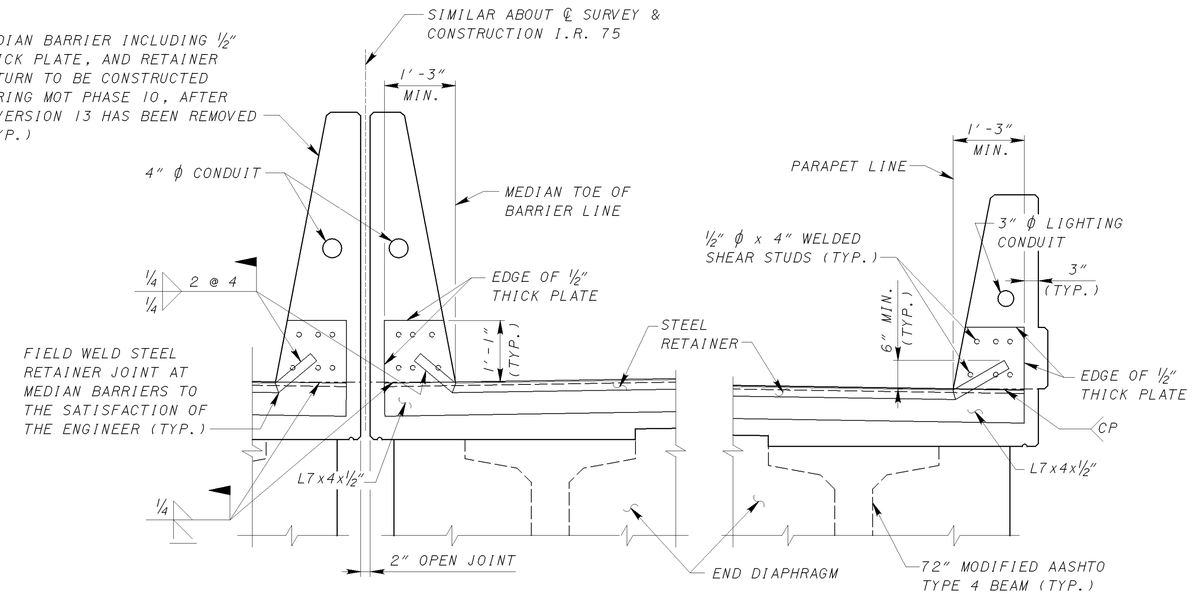
DATE: 3/4/2007 FILE: g:\CL04\0003\Bridge\MainlineRT5\main_mor175br02.dgn



PART PLAN AT ABUTMENT

(REAR ABUTMENT SHOWN, FORWARD ABUTMENT SIMILAR)

NOTE: FIELD BEND THE #5 BARS AS NECESSARY AT THE ACUTE CORNERS TO MAINTAIN CONCRETE CLEAR COVER AT THE DECK EDGE.



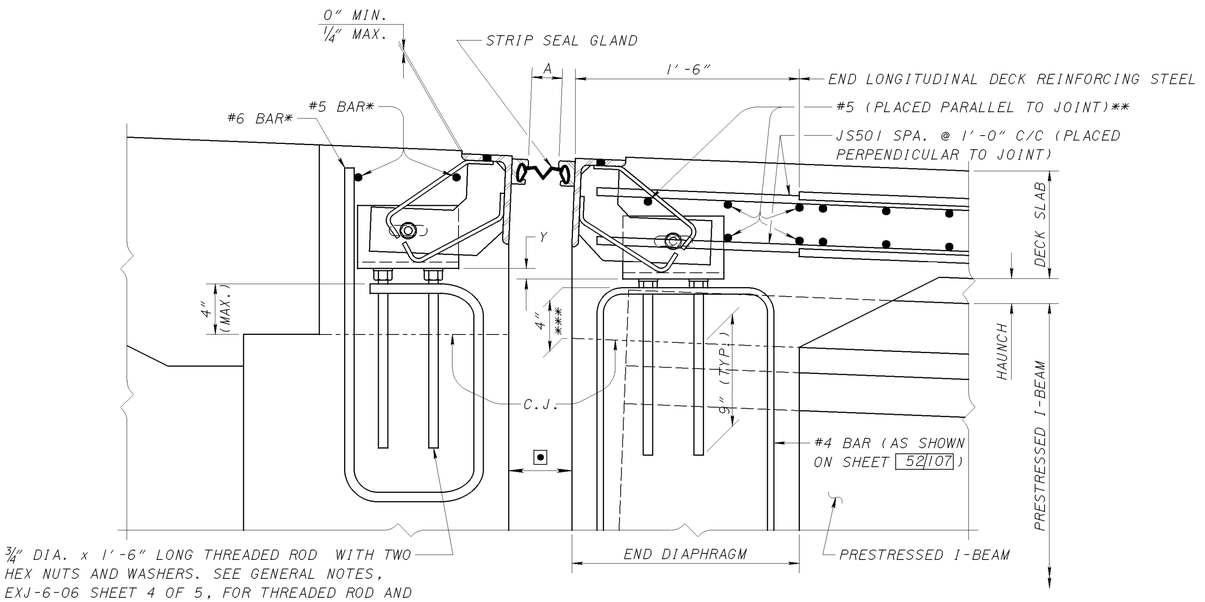
SECTION A-A

5" STRIP SEAL JOINT WIDTH REAR ABUTMENT			
AMBIENT TEMP.	DIMENSION A	DIMENSION Y (LEFT BRIDGE)	DIMENSION Y (RIGHT BRIDGE)
90° F	1 3/16"	+5/16"	+5/16"
80° F	1 1/4"	+5/16"	+5/16"
70° F	1 5/8"	+5/16"	+5/16"
60° F	2"	+5/16"	+5/16"
50° F	2 9/16"	+5/16"	+5/16"
40° F	3 1/16"	+5/16"	+5/16"
30° F	3 5/8"	+5/16"	+5/16"

5" STRIP SEAL JOINT WIDTH FORWARD ABUTMENT			
AMBIENT TEMP.	DIMENSION A	DIMENSION Y (LEFT BRIDGE)	DIMENSION Y (RIGHT BRIDGE)
90° F	7/8"	-3/16"	-3/16"
80° F	1 1/4"	-3/16"	-3/16"
70° F	1 5/8"	-3/16"	-1/4"
60° F	2"	-3/16"	-1/4"
50° F	2 1/2"	-1/4"	-1/4"
40° F	3"	-1/4"	-1/4"
30° F	3 1/2"	-1/4"	-1/4"

NOTES:
MINIMUM JOINT OPENING (DIMENSION "A") AT TIME OF SEAL GLAND INSTALLATION SHALL NOT BE LESS THAN 1½". IF THE JOINT OPENING IS LESS, INSTALLATION SHALL BE POSTPONED UNTIL THE TEMPERATURE DROPS A SUFFICIENT AMOUNT TO ALLOW THE MINIMUM 1½" OPENING.

A POSITIVE VALUE FOR DIMENSION Y INDICATES A POSITIVE INSTANTANEOUS PROFILE GRADE LOOKING UPSTATION. A NEGATIVE VALUE FOR DIMENSION Y INDICATES A NEGATIVE INSTANTANEOUS PROFILE GRADE LOOKING UPSTATION.



SECTION X-X

▣ - THIS DIMENSION IS THE SUM OF (2xSTEEL RETAINER WIDTH + DIM. A)
*** - MEASURED TO THE HIGHEST SIDE OF THE DIAPHRAGM
Y - %GRADE x (DIM. A + 18½")
%GRADE - INSTANTANEOUS PROFILE GRADE AT THE CENTERLINE OF THE JOINT

* SEE REAR ABUTMENT SHEET 13|107 AND FORWARD ABUTMENT SHEET 16|107

** SEE SLAB PLAN SHEETS 57|107 AND 61|107

NOTES:

1. FOR ADDITIONAL DETAILS NOT SHOWN, REFER TO ODOT STANDARD BRIDGE DRAWING EXJ-6-06.
2. THE INSTALLATION SEQUENCE OF THE EXPANSION JOINT SHALL FOLLOW THE CONSTRUCTION PROCEDURE ON ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 of 5 AND AS MODIFIED HEREIN.
3. NO JOINTS IN STRIP SEALS ARE ALLOWED UNLESS APPROVED BY THE DIRECTOR.
4. FOR JOINT TREATMENTS IN RETAINERS AND IN ARMOR STEEL, REFER TO ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 of 5.
5. FOR TEMPORARY CROSSOVER DETAIL, SEE SHEET 64|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
JDH	MLR	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
MLR		5708389	

STRIP SEAL EXPANSION JOINT DETAILS

BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

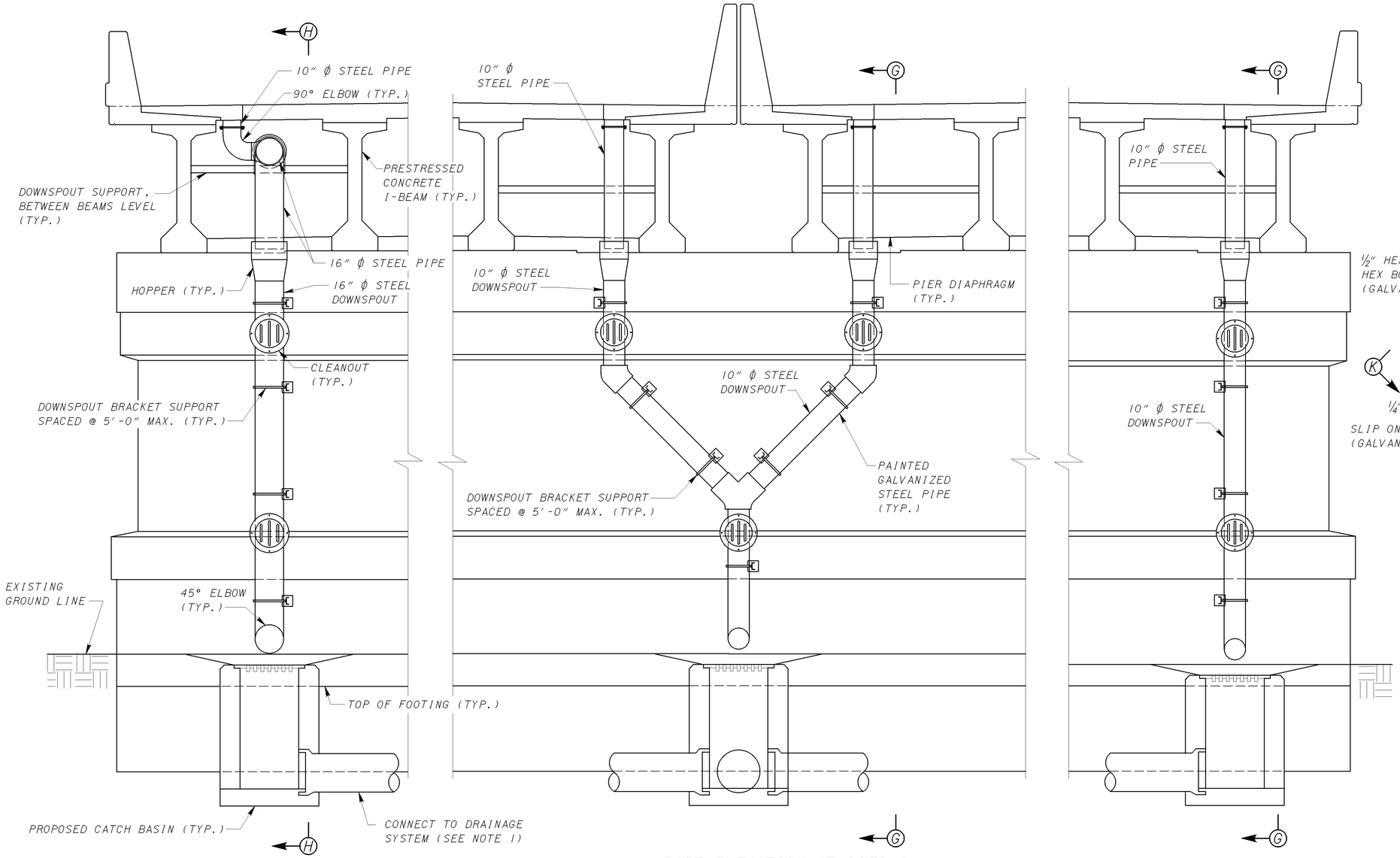
92|107

150|181

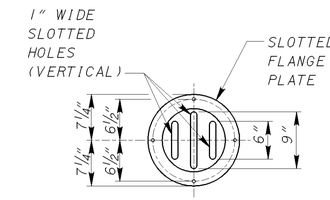
DATE: 3/4/2007 FILE: ga:\CL04\0003\Bridge Mainline\I75\main_mot75e10.dgn

LEFT BRIDGE

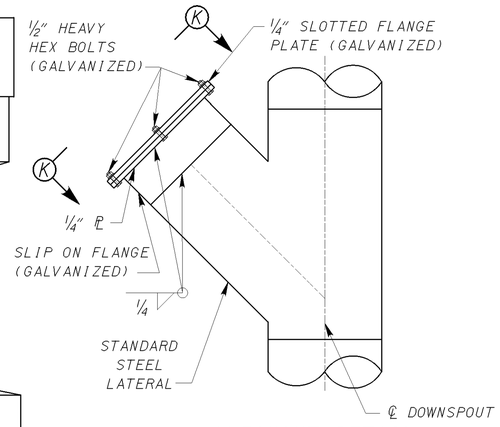
RIGHT BRIDGE



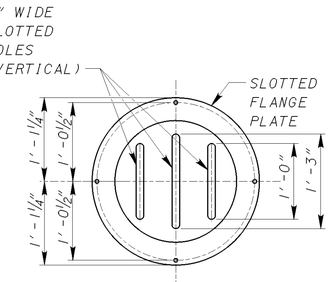
PART ELEVATION AT PIER 1



VIEW K-K
(10" ϕ STEEL PIPE)



CLEANOUT DETAIL



VIEW K-K
(16" ϕ STEEL PIPE)

NOTES:

1. FOR ADDITIONAL DRAINAGE DETAILS, SEE ROADWAY PLAN SHEETS.
2. FOR SECTION G-G, SEE SHEET 94/107.
3. FOR SECTION H-H ADDITIONAL SECTIONS, SEE SHEET 95/107.
4. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 96/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
RCK	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

DRAINAGE DETAILS - PIER 1 ELEVATION
BRIDGE NO. MOT-75-1367
I.R. MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

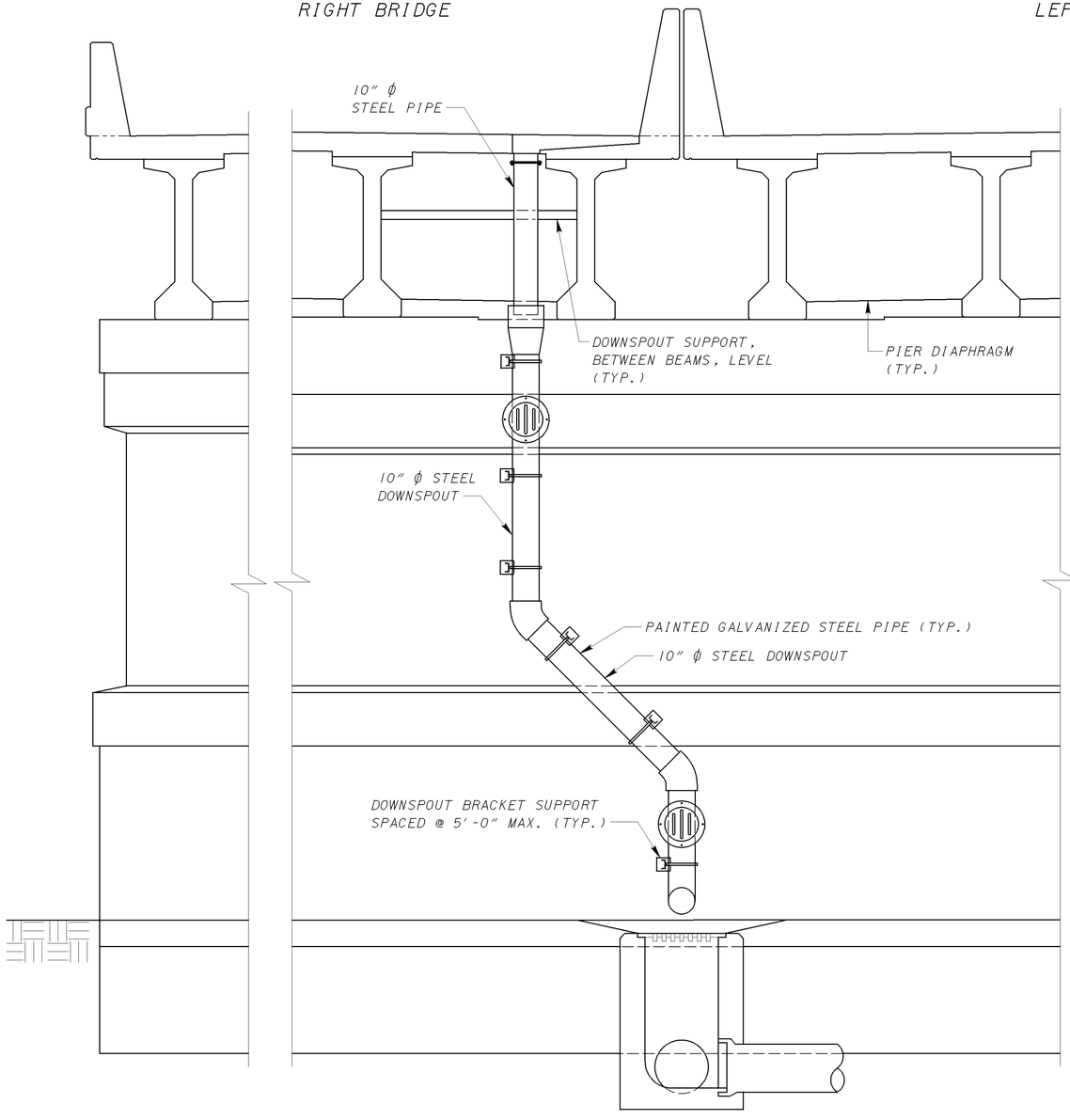
MOT-75-13.11
PID 75927

93/107

1502
1811

DATE: 3/4/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mo175md02.dgn

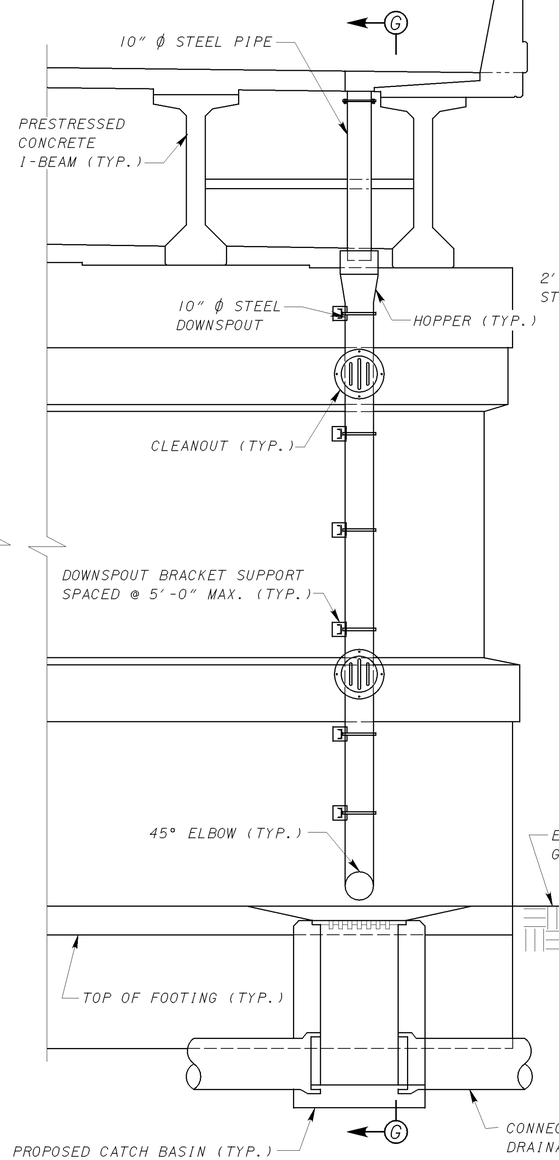
RIGHT BRIDGE

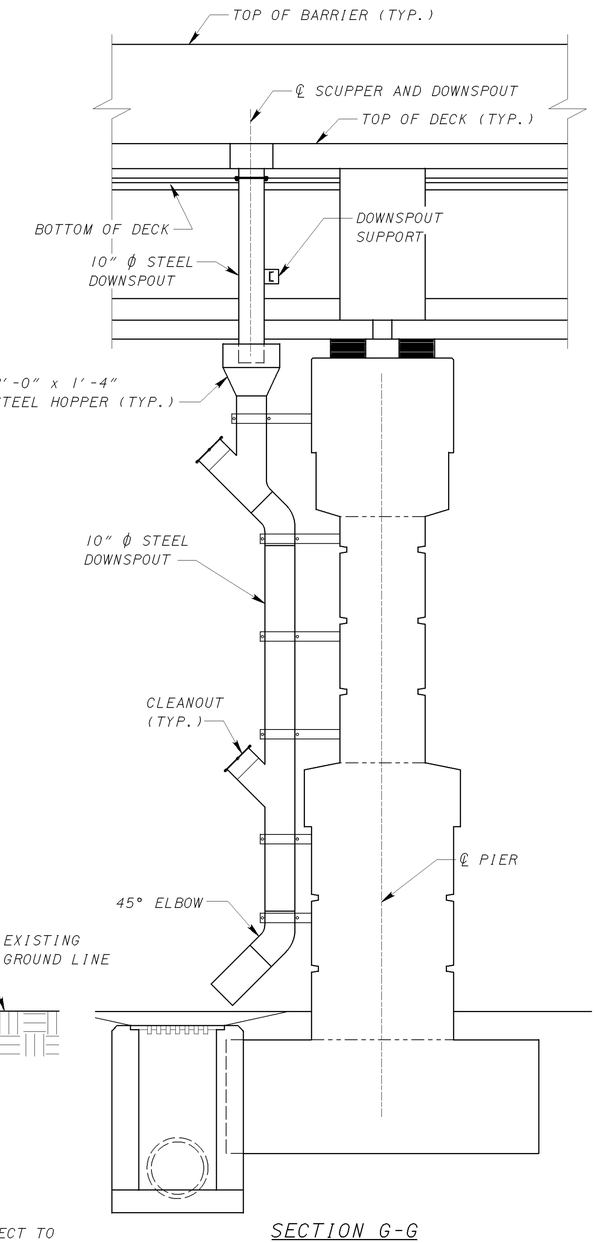


PART ELEVATION AT PIER 8

(ELEVATION LOOKING DOWNSTATION)

LEFT BRIDGE





SECTION G-G

(PIER 8 SHOWN, PIER 1 SIMILAR)

NOTES:

1. FOR ADDITIONAL DRAINAGE DETAILS, SEE ROADWAY PLAN SHEETS.
2. FOR SECTIONS, SEE SHEET 95/107.
3. FOR ADDITIONAL DRAINAGE NOTES AND DETAILS, SEE SHEETS 93/107, 95/107 AND 96/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
RCK	RCK	RER	2/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

DRAINAGE DETAILS - PIER 8 ELEVATION

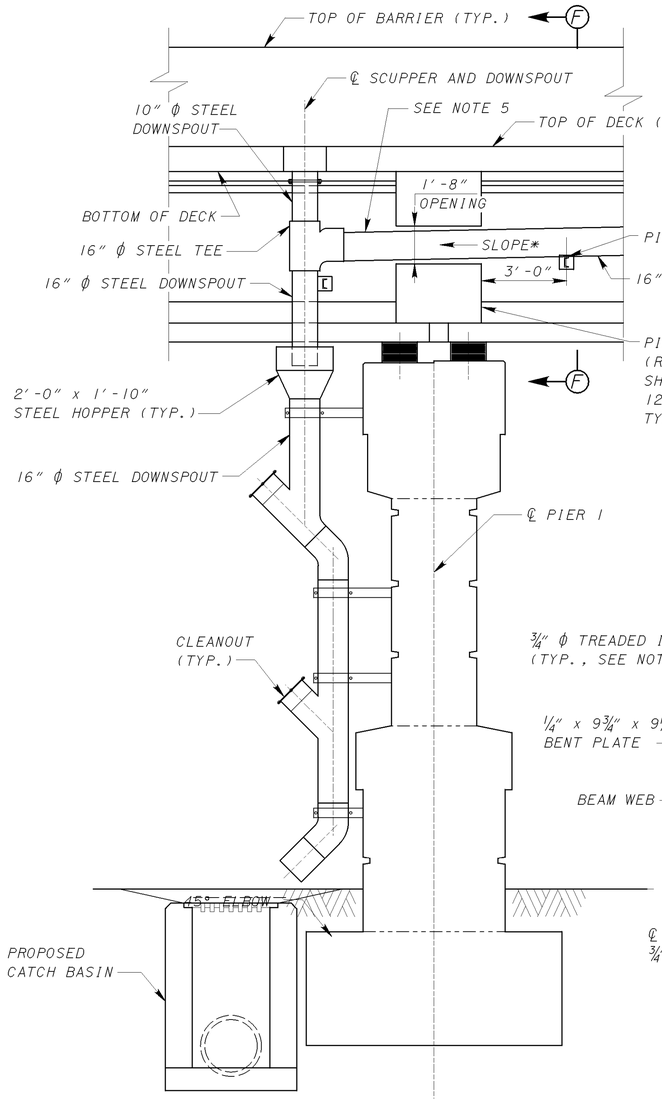
BRIDGE NO. MOT-75-1367
I.R. MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

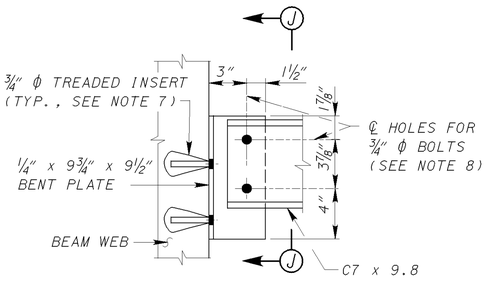
94/107

1503
1811

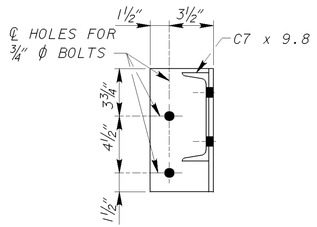
DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mot75md04.dgn



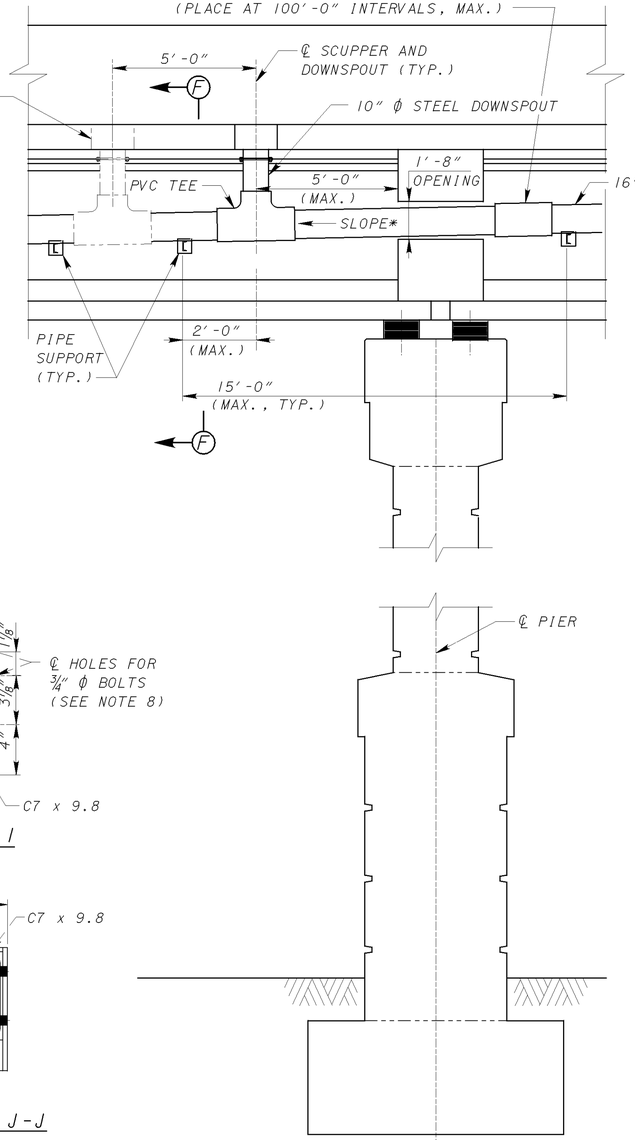
SECTION H-H



DETAIL I

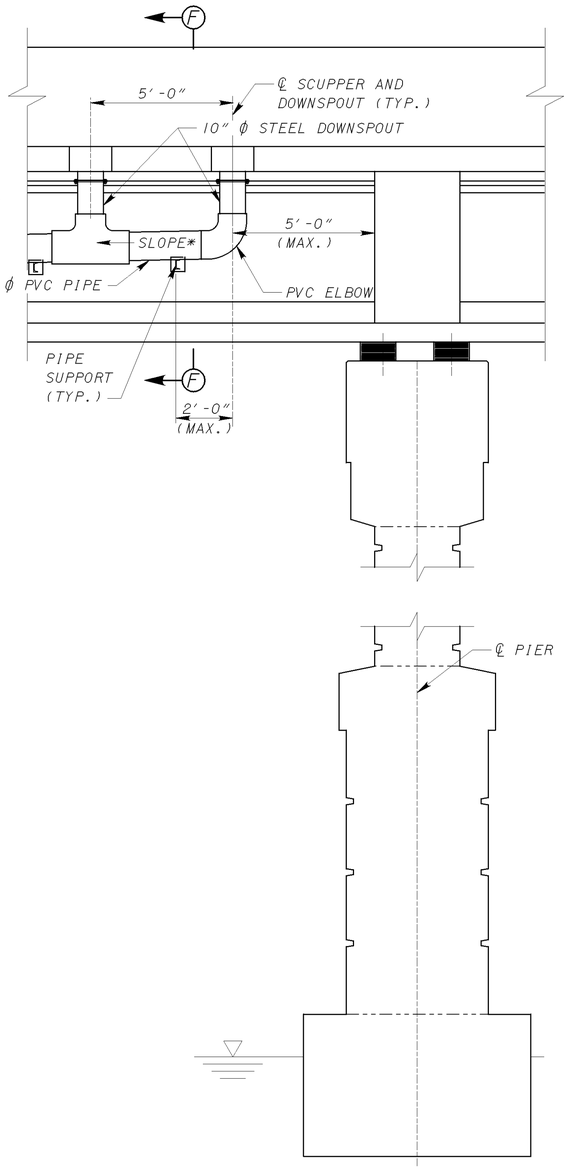


SECTION J-J

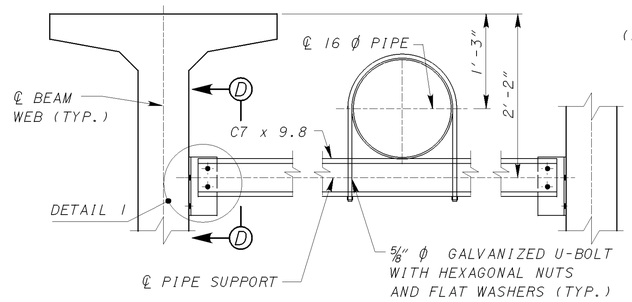


LEFT BRIDGE TYPICAL SECTION

(PIERS 2, 3 AND 4 SHOWN, PIER 5 INCLUDES 1 ADDITIONAL SCUPPER)



PIER 6 LEFT BRIDGE TYPICAL SECTION



SECTION F-F

NOTES:

1. FOR ELEVATION VIEW OF PIER 1, SEE SHEET 93|107.
2. FOR ELEVATION VIEW OF PIER 8, SEE SHEET 94|107.
3. FOR SECTION D-D, ADDITIONAL NOTES AND DETAILS, SEE SHEET 96|107.
*4. SLOPE OF 16" ϕ PVC PIPE FROM PIER 6 TO MATCH PROFILE GRADE.
5. PROVIDE PLUG OR CAP IN TEE AT PIER 1 WHEN TEMPORARY PVC DRAINAGE IS REMOVED (TYP.)
6. PROVIDE ¾" ϕ HEXAGONAL BOLTS WITH NUTS AND WASHERS TO CONNECT CHANNEL TO BENT PLATE.
7. FOR THREADED INSERTS AND BOLTS INFORMATION, SEE NOTE 7, 8 AND 16 ON SHEET 96|107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 800
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
RCK	RCK	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

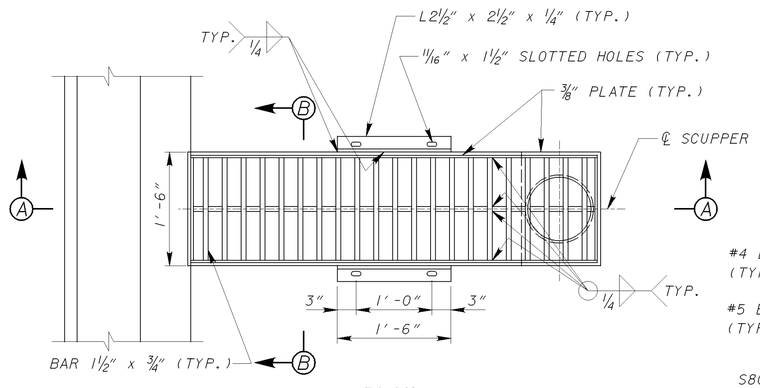
DRAINAGE DETAILS - SECTIONS
BRIDGE NO. MOT-75-1367
I.R. MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

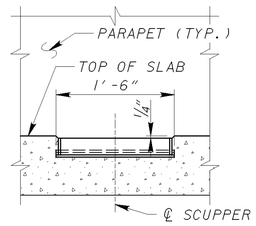
95|107

1504
1811

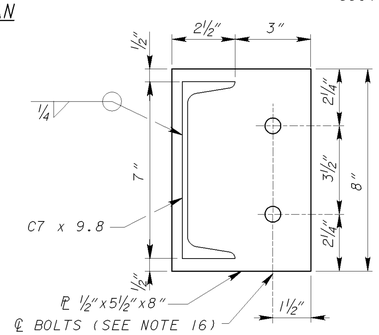
DATE: 3/14/2007 FILE: gs\CLC04\0003\Bridge\MainlineRT75\main_mot75md03.dgn



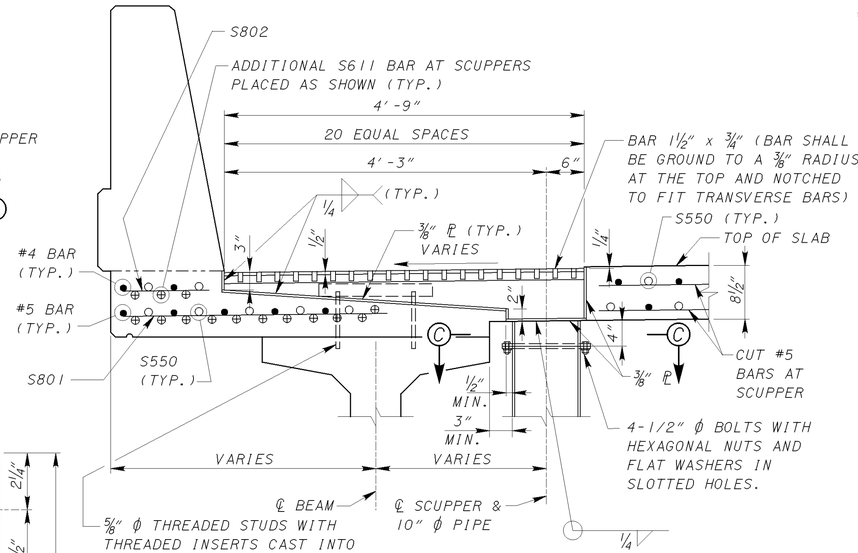
PLAN



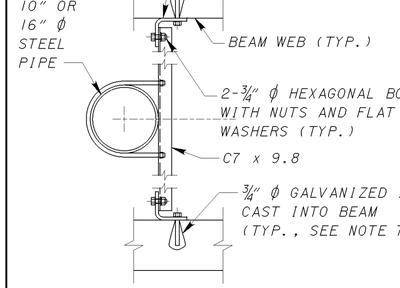
SECTION B-B



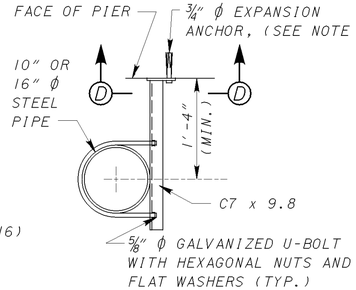
SECTION D-D



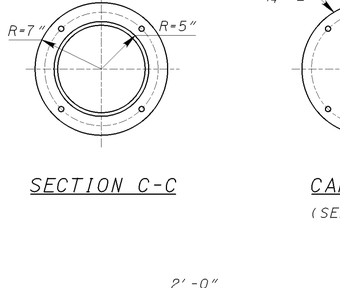
SECTION A-A
(SEE NOTE 14 AND 15)



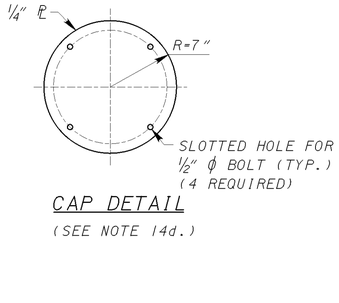
DOWNSPOUT SUPPORT BETWEEN BEAMS



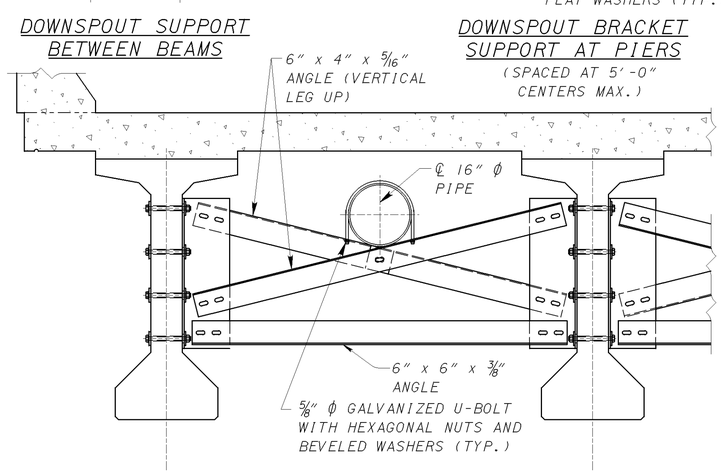
DOWNSPOUT BRACKET SUPPORT AT PIERS
(SPACED AT 5'-0" CENTERS MAX.)



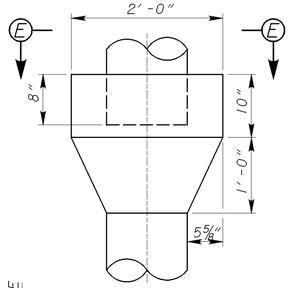
SECTION C-C



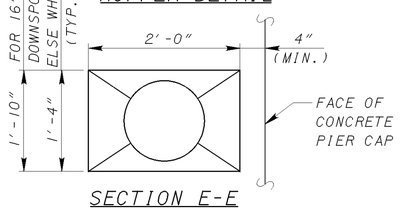
CAP DETAIL
(SEE NOTE 14d.)



MODIFIED INTERMEDIATE DIAPHRAGM
(SEE NOTE 11)



HOPPER DETAIL



SECTION E-E

SCUPPER LOCATION*		
STATION	PIER	OFFSET
375+91.06	1	95.19' RT.
375+99.17	1	1.58' RT.
376+00.84	1	1.58' LT.
376+05.79	1	64.00' LT.
376+94.85	2	64.00' LT.
377+47.14	3	64.00' LT.
377+77.14	4	64.00' LT.
379+94.58	5	64.00' LT.
379+99.61	5	64.00' LT.
381+26.81	6	64.00' LT.
381+32.07	6	64.00' LT.
384+08.64	8	64.00' LT.
#384+24.87	8	1.58' RT.

* - STATIONS AND OFFSETS ARE BASED ON ℄ I.R. 75 AND GIVEN AT TOE OF PARAPET AND ℄ OF SCUPPER

\# - PROVIDE TEMPORARY COVER PLATE ON TOP OF GRATE AT SCUPPER FOR TEMPORARY ASPHALT OVERLAY DURING MOT PHASE 8.

NOTES:

1. SCUPPERS, 10" AND 16" DIAMETER VERTICAL PIPES AND SPECIALS, CLEANOUTS, HOPPERS AND SUPPORT SYSTEMS SHALL BE LOW OR MILD CARBON STEEL CONFORMING TO ITEM 513, AVAILABLE COMMERCIALLY, AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. ALL SURFACES EXCEPT FOR TEMPORARY SCUPPERS SHALL BE PREPARED FOR PAINTING ACCORDING TO ASTM D6386, AND FIELD PAINTED TO ACCORDING TO CMS ITEM 514. THE PAINTING SHALL MATCH THE ADJACENT SUBSTRUCTURE ELEMENT WITH THE FOLLOWING FEDERAL COLOR NUMBERS: TAN (FS-595B-33690), TO MATCH THE PIER CAP, AND TAUPE (FS-595B-30480), TO MATCH THE PIER WALL.
2. THE SCUPPERS AND SUPPORTS SHALL BE INCLUDED WITH ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
3. THE 10" AND 16" VERTICAL STEEL PIPES AND SPECIALS, CLEANOUTS AND HOPPERS SHALL BE INCLUDED WITH ITEM 518, PIPE DOWNSPOUT INCLUDING SPECIALS, AS PER PLAN, FOR PAYMENT.
4. THE 16" DIAMETER HORIZONTAL CONDUCTOR PIPES SHALL BE POLYVINYL CHLORIDE (PVC) AND CONFORM TO CMS 707.45. INSTALLATION AND REMOVAL OF THE TEMPORARY 16" DIAMETER PVC PIPE INCLUDING FITTINGS, SUPPORTS, AND ACCESSORIES, SHALL BE INCLUDED WITH ITEM 518, PIPE HORIZONTAL CONDUCTOR, AS PER PLAN, FOR PAYMENT.
5. STRUCTURAL STEEL FOR PIPE SUPPORTS, INCLUDING ANGLES, CHANNELS AND CONNECTION PLATES SHALL BE ASTM A36 GRADE 36 AND GALVANIZED AND PAINTED ACCORDING TO NOTE 1 ABOVE.
6. PIPE JOINTS FOR VERTICAL STEEL PIPE SHALL BE MADE BY WELDING OR BY USE OF CLAMP-TYPE COUPLINGS HAVING A RING GASKET. ALL WELDING SHALL BE DONE BEFORE GALVANIZING.
7. THREADED INSERTS IN PRESTRESSED BEAM WEBS AND TOP FLANGES ARE INCLUDED WITH ITEM 515 - DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS (72") FOR PAYMENT. CONTRACTOR TO DETERMINE LOCATION OF THREADED INSERTS FOR BEAM WEBS BEFORE CASTING, FROM DETAILS PROVIDED IN THESE PLANS.
8. ALL BOLTS SHALL BE GALVANIZED ACCORDING TO CMS 711.02 AND PAINTED ACCORDING TO NOTE 1 ABOVE.
9. FOR ADDITIONAL DRAINAGE DETAILS, SEE SHEETS 93/107, 94/107 AND 95/107.
10. FOR PRESTRESSED BEAM DETAILS, SEE SHEETS 44/107 THRU 49/107.
11. FOR INTERMEDIATE DIAPHRAM NOTES, SEE GENERAL NOTES, SHEET 5/107.
12. FOR REINFORCING DETAILS FOR 1'-8" DIAMETER BLOCKOUT AT PIER DIAPHRAGMS, SEE SHEETS 53/107 THRU 56/107.
13. FOR TYPICAL TRANSVERSE SECTION, SEE SHEET 63/107.
14. ALL HORIZONTAL DRAINAGE AND SUPPORTS ARE TO BE REMOVED AT THE END OF MOT PHASING. THIS INCLUDES THE FOLLOWING:
    a. REMOVAL OF HORIZONTAL 16" Ø PVC PIPE, TEES AND ELBOWS.
    b. REMOVAL OF FLANGED VERTICAL STEEL DOWNSPOUTS AT PIERS 2 THRU 6.
    c. REMOVAL OF C7 x 9.8 CHANNEL SUPPORTS THAT SUPPORT THE HORIZONTAL PIPES.
    d. INSTALLATION OF PLATE ONTO FLANGE AT UNDERSIDE OF SCUPPER AT PIERS 2 THRU 6, SEE SECTION C-C AND CAP DETAIL.
    e. UPON COMPLETION OF d. ABOVE, FILLING TEMPORARY SCUPPERS AT PIERS 2 THRU 6 WITH CEMENT GROUT PER CMS 510.02 UP TO THE LEVEL OF THE TOP OF THE GRATE AND TO MATCH THE CROSSSLOPE OF THE DECK.
    f. INSTALLING CAP INTO 16" Ø STEEL TEE AT PIER 1.
15. FOR PLACEMENT OF ADDITIONAL REINFORCING AT SCUPPERS, SEE SHEET 61/107.
16. BOLTS SHALL BE CAPABLE OF DEVELOPING A PULLOUT RESISTANCE OF NOT LESS THAN 12,000 LBS. FOR CONNECTING TO PRESTRESSED GIRDERS, BOLTS SHALL BE 3/4" DIAMETER GALVANIZED WITH THREADED GALVANIZED INSERT CAST INTO THE GIRDERS. FOR CONNECTING TO PIERS, BOLTS SHALL BE 3/4" DIAMETER EXPANSION GALVANIZED BOLT ANCHORS DRILLED IN PLACE.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
RCK	RCK	RER	02/06/16
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

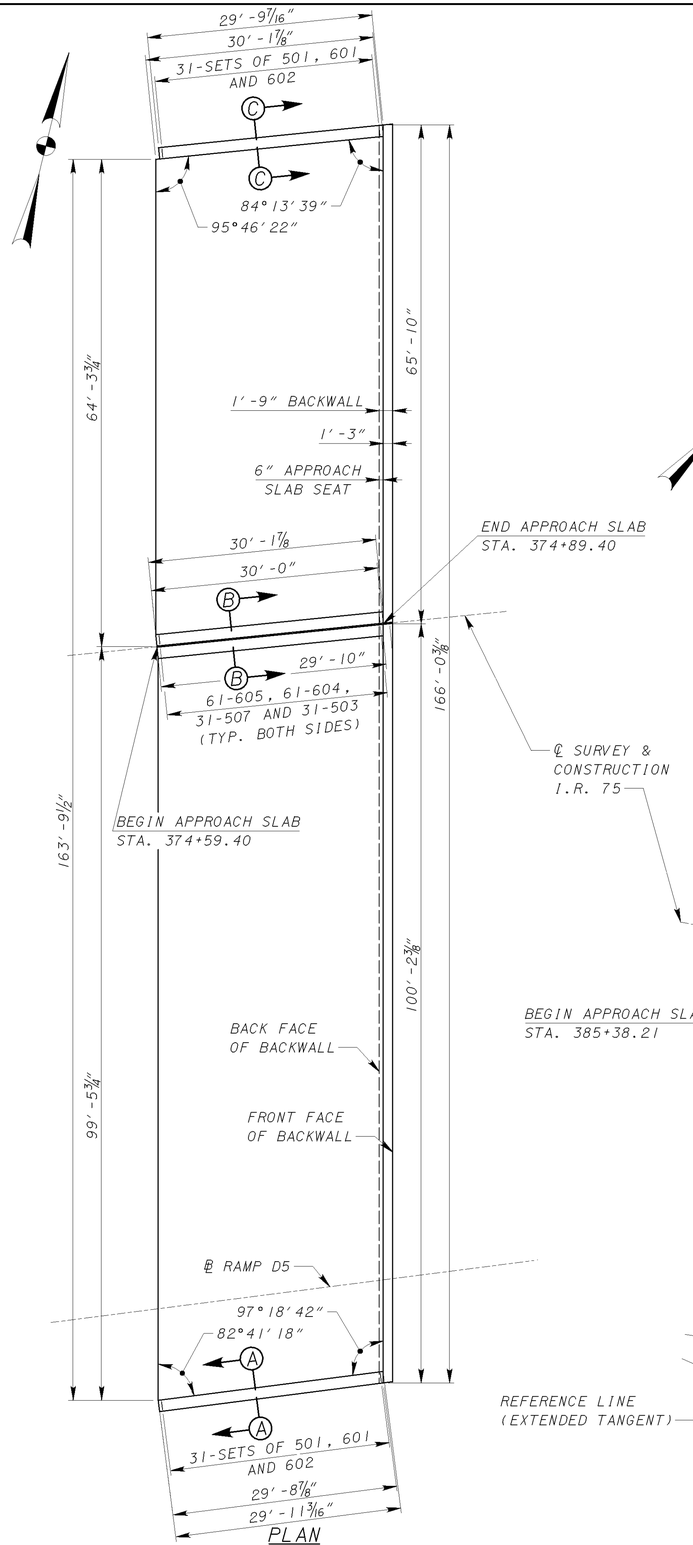
DRAINAGE DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

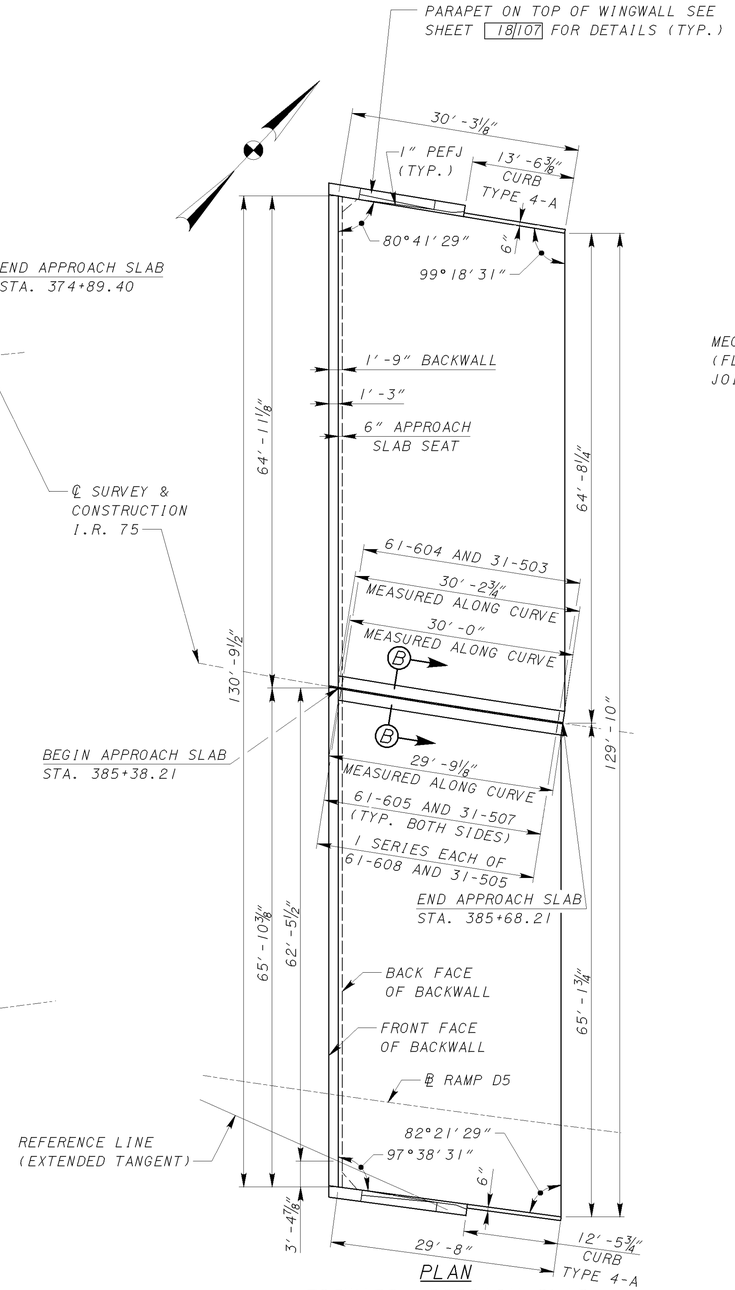
96/107

1505
1811

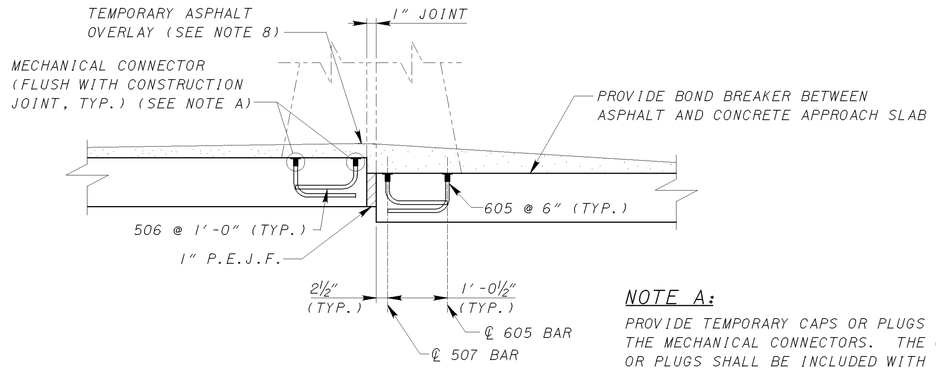
DATE: 3/14/2007 FILE: g:\CL04\0003\Bridge\Mainline\RTS\main_mot75md0.dgn



REAR APPROACH SLAB
(STAGE 2 CONSTRUCTION)



FORWARD APPROACH SLAB
(STAGE 1 CONSTRUCTION)



TEMPORARY CROSSOVER DETAIL
(LOOKING UPSTATION)

NOTE A:

PROVIDE TEMPORARY CAPS OR PLUGS TO PROTECT THE MECHANICAL CONNECTORS. THE COST OF CAPS OR PLUGS SHALL BE INCLUDED WITH ITEM 509, EPOXY COATED REINFORCING STEEL, AS PER PLAN.

NOTES:

1. FOR SECTIONS A-A AND B-B, SEE SHEET 98|107.
2. REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.
3. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), T=17", AS PER PLAN:
   - SS 898 QA/QC CONCRETE, CLASS QSC2 IN APPROACH SLABS, OUTSIDE PARAPETS AND MEDIAN BARRIERS
   - ALL ASSOCIATED EPOXY COATED REINFORCING STEEL
   - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
   - TEMPORARY CAPS OR PLUGS FOR MECHANICAL CONNECTORS
4. VARIABLE MEDIAN BARRIER DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.
5. SEALING OF CONCRETE SURFACES ON PARAPETS IS INCLUDED WITH ITEM 512.
6. FOR CURB TYPE 4-A, REFER TO ODOT STANDARD DRAWING BP-5.1.
7. FOR ADDITIONAL REINFORCING NOT SHOWN AND CAST WITH ABUTMENTS, INCLUDING MEDIAN BARRIER ON BACKWALL AND PARAPETS ON FORWARD ABUTMENT WINGWALLS, SEE SHEETS 11|107 THRU 18|107.
8. FOR LIMITS AND PAYMENT OF TEMPORARY ASPHALT OVERLAY FOR RAMP D5, SEE MAINTENANCE OF TRAFFIC - PHASE 8 SHEETS.
9. MEDIAN BARRIER TO BE CONSTRUCTED DURING MOT PHASE 10, AFTER DIVERSION 13 HAS BEEN REMOVED.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	MLR	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

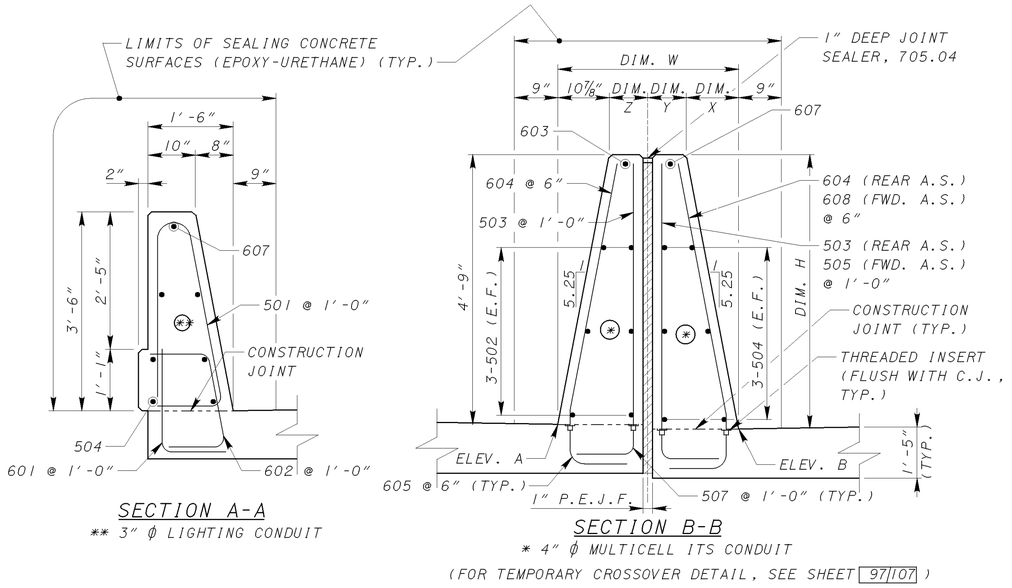
APPROACH SLAB PLAN
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE OVER GREAT MIAMI RIVER.
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

97|107

1506
1811

DATE: 3/14/2007 FILE: gr\CL04\0003_Bridge\Mainline\R75\main_mot175as10x.dgn



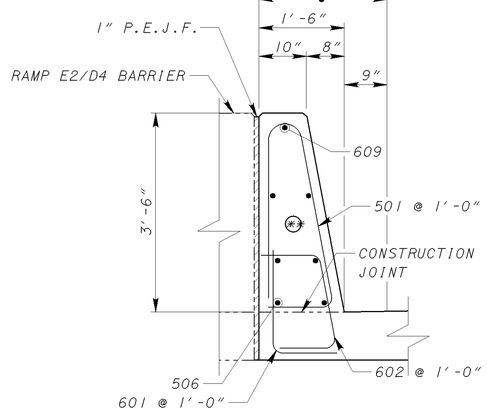
SECTION A-A

** 3" ϕ LIGHTING CONDUIT

SECTION B-B

* 4" ϕ MULTICELL ITS CONDUIT

(FOR TEMPORARY CROSSOVER DETAIL, SEE SHEET 97/107)

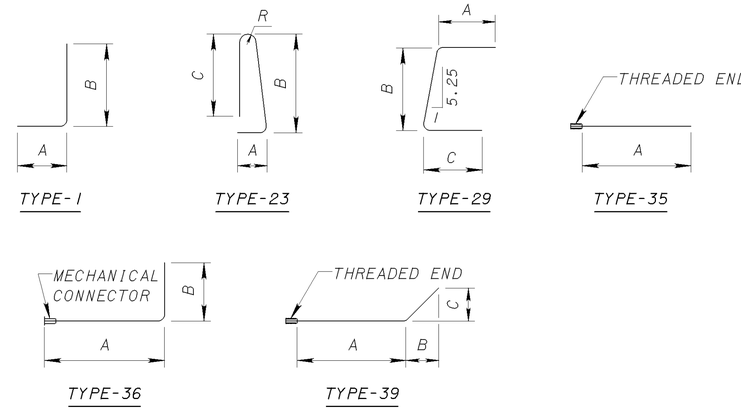


SECTION C-C

** 3" ϕ LIGHTING CONDUIT

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
PARAPETS AND MEDIAN BARRIERS											
501	62	7'-5"	480	23	1'-1"	3'-2"	3'-0"			3"	
502	12	29'-10"	373	STR							
503	93	4'-7"	445	35							
504	18	29'-7"	555	STR							
	1 SERIES	4'-7"									
505	OF	TO	159	35							3/4"
	31 BARS	5'-3"									
506	6	29'-4"	184	STR							
507	124	2'-2"	280	36	1'-3"	1'-1"					
601	62	3'-1"	287	1	1'-1"	2'-2"					
602	62	4'-0"	373	29	1'-1"	2'-0"	1'-1"				
603	2	29'-10"	90	STR							
604	183	4'-8"	1283	39	3"	4'-5"	10"				
605	244	2'-2"	794	36	1'-3"	1'-1"					
606	NOT USED										
607	3	29'-7"	133	STR							
	1 SERIES	4'-8"			3"	4'-5"	10"				
608	OF	TO	458	39							1/8"
	61 BARS	5'-4"			3"	5'-1"	1'-0"				
609	1	29'-4"	31	STR							
TOTAL WEIGHT OF REINFORCING = 5925 LBS											

BAR BENDING DIAGRAM



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	374+59.40	764.70	764.60	4'-10 1/8"	2'-10"	11 1/8"	6"	6"
	END	374+89.40	765.26	765.21	4'-9"	3'-2"	10 7/8"	8 1/8"	8 1/8"
FORWARD	BEGIN	385+38.21	773.58	772.90	4'-9"	3'-2"	10 7/8"	8 1/8"	8 1/8"
	END	385+68.21	773.24	772.56	5'-5 1/8"	2'-11 1/4"	12 3/8"	6"	6"

NOTES:

1. FOR NOTES, SEE SHEET 97/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	MLR	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
JDH		5708389	

APPROACH SLAB DETAILS
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE OVER GREAT MIAMI RIVER.
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

98/107

1507
1811

DATE: 3/14/2007 FILE: ga:\CL04\0003\Bridge\MainlineRT75\main_mo175ds02.dgn

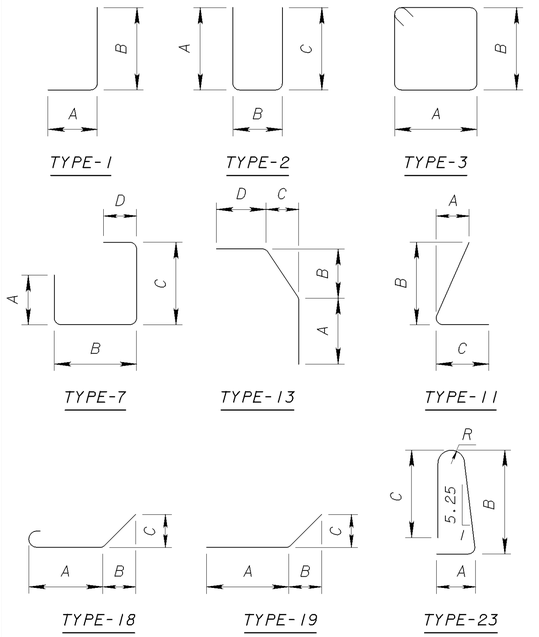
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
REAR ABUTMENT											
RA501	123	8'-10"	1133	2	10"	7'-5"	10"				
RA502	76	30'-0"	2378	STR.							
RA503	2	28'-8"	60	STR.							
RA504	19	5'-4"	106	1	10"	4'-8"					
RA505	220	6'-3"	1434	2	11"	4'-8"	11"				
RA506	11	5'-7"	64	1	10"	4'-10"					
RA507	13	5'-9"	78	1	10"	5'-0"					
RA508	27	5'-11"	167	1	10"	5'-2					
RA509	49	6'-1"	311	1	10"	5'-4"					
RA510	51	6'-3"	332	1	10"	5'-6"					
RA511	24	6'-0"	150	1	10"	5'-3"					
RA512	26	6'-5"	174	1	10"	5'-8"					
RA513	22	18'-11"	434	STR.							
RA514	40	33'-9"	1408	STR.							
RA515	6	10'-7"	66	2	5'-1"	8"	5'-1"				
RA516	4	7'-5"	31	STR.							
RA517	9	8'-1"	76	34	1'-11"	4'-6"	2"	1'-11"			
RA518	6	8'-2"	51	34	1'-11"	4'-6"	7"	1'-11"			
RA519	2	4'-8"	10	STR.							
	1 SERIES	4'-2"				5"	1'-4"				
RA520	OF		19	13	1'-11"			1'-0"			
	4	5'-1"				10"	2'-2"				
RA521	24	11"	23	STR.							
RA522	4	7'-5"	31	23	1'-1"	3'-2"	3'-0"			2¾"	
RA523	4	4'-7"	19	35							
RA524	6	5'-6"	41	STR.							
RA525	20	12'-9"	266	31	2'-11"	2'-9"	1'-0"				
RA526	6	6'-6"	41	STR.							
RA527	4	2'-2"	9	36	1'-1"	1'-3"					
RA601	123	12'-3"	2263	2	2'-7"	7'-5"	2'-7"				
RA602	19	5'-6"	157	1	1'-0"	4'-8"					
RA603	11	5'-8"	94	1	1'-0"	4'-10"					
RA604	13	5'-10"	114	1	1'-0"	5'-0"					
RA605	27	6'-0"	243	1	1'-0"	5'-2"					
RA606	49	6'-2"	454	1	1'-0"	5'-4"					
RA607	51	6'-4"	485	1	1'-0"	5'-6"					
RA608	24	6'-1"	219	1	1'-0"	5'-3"					
RA609	26	6'-6"	254	1	1'-0"	5'-8"					
RA610	10	9'-4"	140	1	1'-0"	8'-6"					
RA611	4	6'-6"	39	STR.							
RA612	4	7'-2"	43	STR.							
RA613	2	6'-10"	21	STR.							
RA614	332	11'-11"	5942	2	5'-5"	1'-5"	5'-5"				
RA615	166	4'-11"	1226	7	2'-3"	11"	1'-6"	9"			
RA616	4	4'-0"	24	29	1'-1"	2'-0"	1'-1"				
RA617	4	2'-11"	18	1	1'-1"	2'-0"					
RA618	4	11"	6	STR.							
RA619	4	2'-2"	13	36	1'-1	1'-3"					
RA620	4	4'-8"	28	39	3"	4'-4"	10"				
RA801	72	30'-0"	5767	STR.							
RA802	12	19'-7"	627	STR.							
RA803	110	5'-2"	1517	18	2'-10"	1'-0"	1'-0"				

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
REAR ABUTMENT (CONTINUED)											
RA804	20	6'-2"	329	2	2'-0"	2'-7"	2'-0"				
RA805	4	4'-8"	50	STR.							
TOTAL WEIGHT OF REINFORCING IN REAR ABUTMENT = 28,985 LBS											
FORWARD ABUTMENT											
FA501	126	10'-1"	1325	2	1'-11"	6'-6"	1'-11"				
FA502	18	10'-11"	205	3	3'-0"	2'-2"					
FA503	2	11'-1"	23	STR.							
FA504	2	5'-1"	11	STR.							
FA505	2	10'-9"	22	STR.							
FA506	2	5'-5"	11	STR.							
FA507	20	7'-5"	155	1	10"	6'-8"					
FA508	15	7'-11"	124	1	10"	7'-2"					
FA509	15	8'-5"	132	1	10"	7'-8"					
FA510	15	8'-10"	138	1	10"	8'-1"					
FA511	15	9'-3"	145	1	10"	8'-7"					
FA512	8	9'-10"	82	1	10"	9'-1"					
FA513	12	10'-1"	126	1	10"	9'-4"					
FA514	10	7'-1"	74	1	10"	6'-4"					
FA515	21	9'-7"	210	1	10"	8'-10"					
FA516	125	8'-7"	1119	2	2'-1"	4'-8"	2'-1"				
FA517	38	34'-0"	1348	STR.							
FA518	5	12'-5"	65	STR.							
FA519	25	12'-6"	326	1	1'-11"	10'-8"					
	1 SERIES	14'-3"		1		12'-5"					
FA520	OF		76		1'-11"						2¼"
	5	15'-0"				13'-2"					
FA521	8	3'-10"	32	11	4"	1'-11"	1'-11"				
FA522	8	5'-9"	48	STR.							
FA523	36	34'-5"	1292	STR.							
FA524	5	11'-9"	61	STR.							
FA525	30	11'-4"	355	1	1'-10"	9'-7"					
FA526	5	12'-9"	66	STR.							
FA527	10	3'-10"	40	19	1'-11"	3"	1'-11"				
FA528	10	6'-2"	64	STR.							
FA529	8	13'-2"	110	STR.							
FA530	12	9'-11"	124	STR.							
FA531	4	13'-2"	55	STR.							
FA532	4	16'-1"	67	STR.							
FA533	4	10'-7"	44	19	8'-6"	1'-11"	11"				
FA534	12	17'-11"	224	STR.							

BAR BENDING DIAGRAMS



NOTES:

1. BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST THE DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, RA601:
   RA: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT)
   6: BAR SIZE DESIGNATION NO. 6
   01: SEQUENCE NUMBER

2. BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHER WISE NOTED. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

*3. REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED. MECHANICAL CONNECTORS SHALL BE INCLUDED WITH ITEM 509- EPOXY COATED REINFORCING STEEL FOR PAYMENT.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	RCK	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REINFORCING STEEL LIST

BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

99/107

1508
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_mo1T5pr10.dgn

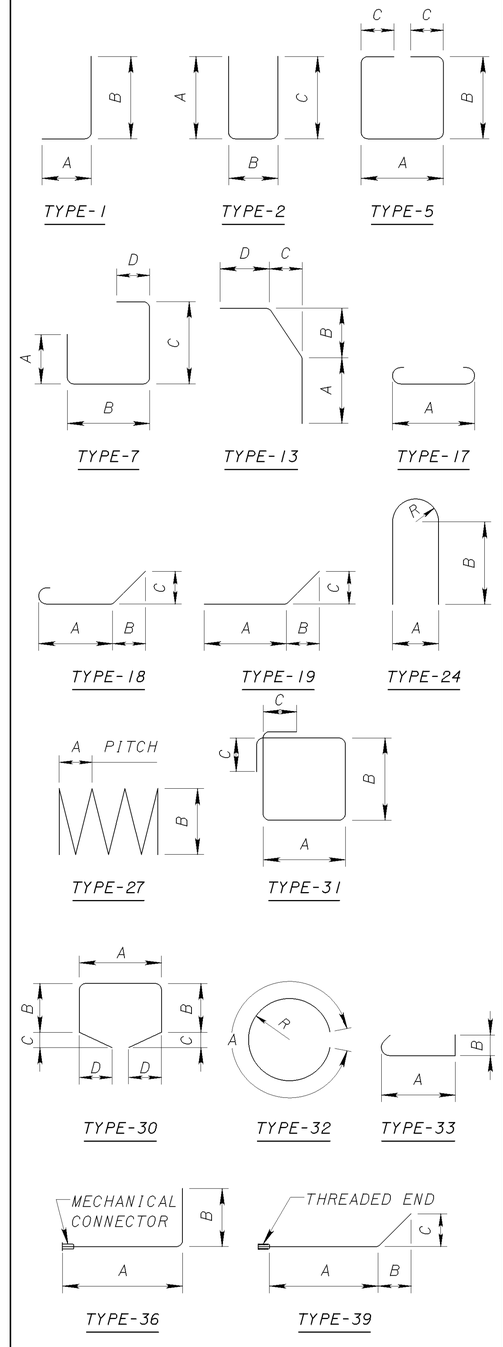
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
FORWARD ABUTMENT (CONTINUED)											
FA535	12	6'-2"	77	STR.							
FA536	16	10'-0"	167	STR.							
FA537	6	5'-6"	34	25	1'-8"	2'-5"	1'-4"				
FA538	10	5'-6"	57	STR.				1 1/2"	5"		
FA539	8	7'-5"	62	23	1'-1"	3'-2"	3'-0"				
FA540	4	4'-7"	19	STR.						2 3/4"	
FA541	12	11"	11	STR.							
FA542	2	39'-3"	82	STR.							
FA543	2	24'-10	52	STR.							
FA544	2	35'-8"	74	STR.							
FA545	10	14'-7"	152	31	2'-11"	3'-8"	1'-0"				
FA546	6	5'-9"	36	STR.							
FA547	10	14'-3"	149	31	2'-11"	3'-6"	1'-0"				
FA548	6	4'-8"	29	STR.							
FA549	4	2'-2"	9	36	1'-1"	1'-3"					
FA601	264	12'-3"	4857	2	5'-7"	1'-5"	5'-7"				
FA602	132	5'-1"	1008	7	2'-5"	11"	1'-6"	9"			
FA603	8	20'-4"	244	2	9'-9"	1'-2"	9'-9"				
FA604	8	24'-8"	296	2	11'-11"	1'-2"	11'-11"				
FA605	32	7'-0"	336	STR.							
	2 SERIES	7'-2"			3'-2"		3'-2"				
FA606	0F		188	2		1'-2"					
	6	13'-8"			6'-5"		6'-5"				1'-3 5/8"
FA607	8	4'-0"	48	13	2'-0"	11"	2"	1'-1"			
FA608	8	2'-11"	35	STR.							
FA609	60	5'-4"	481	STR.							
FA610	2	7'-4"	22	STR.							
FA611	4	2'-2"	13	36	1'-1"	1'-3"					
FA612	4	4'-8"	28	39	3"	4'-4"	10"				
FA613	2	11"	3	STR.							
FA801	20	36'-1"	1927	STR.							
FA802	2	16'-3"	87	STR.							
FA803	4	12'-1"	129	STR.							
FA804	20	33'-3"	1776	STR.							
FA805	2	15'-11"	85	STR.							
FA806	4	11'-3"	120	STR.							
FA807	17	15'-7"	707	2	2'-10"	6'-6"	6'-8"				
FA808	15	16'-1"	644	2	2'-10"	6'-6"	7'-2"				
FA809	15	16'-7"	664	2	2'-10"	6'-6"	7'-8"				
FA810	15	17'-0"	681	2	2'-10"	6'-6"	8'-1"				
FA811	15	17'-6"	701	2	2'-10"	6'-6"	8'-7"				
FA812	8	18'-0"	384	2	2'-10"	6'-6"	9'-1"				
FA813	13	18'-3"	633	2	2'-10"	6'-6"	9'-4"				
FA814	10	15'-0"	401	2	2'-10"	6'-6"	6'-1"				
FA815	18	17'-9"	853	2	2'-10"	6'-6"	8'-10"				
FA816	88	5'-2"	1214	18	2'-10"	1'-0"	1'-0"				
FA817	10	7'-1"	189	2	2'-0"	3'-6"	2'-0"				
FA818	4	4'-8"	50	STR.							
FA819	10	6'-11"	185	2	2'-0"	3'-4"	2'-0"				
TOTAL WEIGHT OF REINFORCING IN FORWARD ABUTMENT = 28,298 LBS											

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
PIER 1											
IP401	316	5'-0"	1055	33	4'-0"	0'-8"					
IP402	553	3'-0"	1108	33	2'-0"	0'-8"					
IP501	172	30'-0"	5382	STR							
IP502	86	26'-0"	2332	STR							
IP503	8	10'-9"	90	24	4'-0"	2'-3"				1'-11 3/8"	
IP504	158	11'-10"	1950	5	5'-0"	1'-8"	2'-0"				
IP505	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
IP506	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
IP507	14	7'-7"	111	24	2'-0"	2'-3"				0'-11 3/8"	
IP508	4	11'-0"	45	24	4'-2"	2'-3"				2'-0 3/8"	
IP509	5	11'-6"	60	24	4'-6"	2'-3"				2'-2 3/8"	
IP510	158	12'-0"	1978	5	4'-4"	3'-3"	0'-10"				
IP511	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
IP512	1	10'-0"	10	5	4'-2"	2'-4"	0'-10"				
IP513	16	10'-6"	175	5	4'-8"	2'-4"	0'-10"				
IP514	15	10'-10"	169	5	4'-8"	2'-6"	0'-10"				
IP515	18	11'-0"	207	5	4'-8"	2'-7"	0'-10"				
IP516	4	11'-4"	47	5	4'-8"	2'-9"	0'-10"				
IP517	9	10'-2"	95	5	4'-8"	2'-2"	0'-10"				
IP518	12	10'-0"	125	5	4'-8"	2'-1"	0'-10"				
IP519	18	10'-4"	194	5	4'-8"	2'-3"	0'-10"				
IP520	9	10'-6"	99	5	4'-8"	2'-4"	0'-10"				
IP521	9	10'-10"	102	5	4'-8"	2'-6"	0'-10"				
IP522	4	11'-0"	46	5	4'-8"	2'-7"	0'-10"				
IP523	9	10'-8"	100	5	4'-8"	2'-5"	0'-10"				
IP524	9	10'-2"	95	5	4'-8"	2'-2"	0'-10"				
IP525	9	9'-10"	92	5	4'-8"	2'-0"	0'-10"				
IP526	8	9'-6"	79	5	4'-8"	1'-10"	0'-10"				
IP527	9	9'-2"	86	5	4'-8"	1'-8"	0'-10"				
IP528	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
IP529	1	4'-0"	4	STR							
IP530	1	4'-8"	5	STR							
IP531 - IP549 NOT USED											
IP550	40	9'-11"	414	31	1'-9"	2'-6"	1'-0"				
IP551	12	5'-7"	70	STR							
IP552	12	6'-2"	77	STR							
IP801	32	30'-0"	2563	STR							
IP802	16	31'-0"	1324	STR							
IP803	326	9'-2"	7979	1	1'-4"	8'-0"					
IP804	326	8'-2"	7108	1	1'-4"	7'-0"					
IP805	322	17'-5"	14,974	1	1'-4"	16'-3"					
IP806 - IP849 NOT USED											
IP850	40	5'-11"	632	2	2'-0"	2'-4"	2'-0"				
IP1001	160	11'-4"	7797	17	8'-6"						
TOTAL WEIGHT OF REINFORCING IN PIER 1 = 58,918 LBS											

BAR BENDING DIAGRAMS



NOTE:

1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	RCK/JLV		
CHECKED	REVISED		
GHD			

STRUCTURE FILE NUMBER 5708389

REINFORCING STEEL LIST
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

100/107

1509/1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mo1T5pr02.dgn

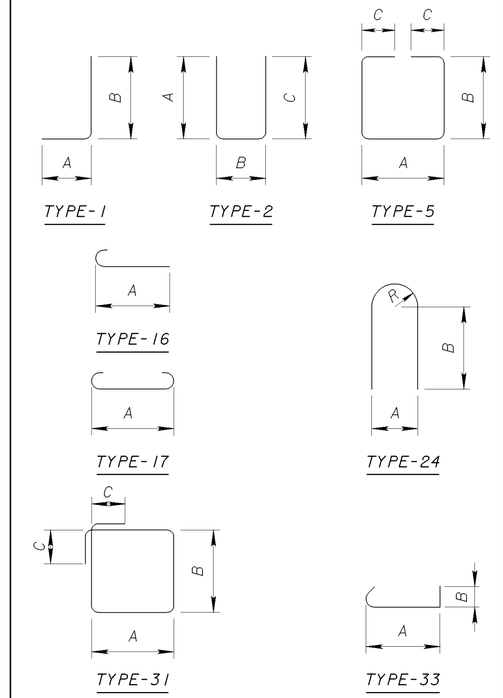
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 2											
2P401	308	5′-0″	1029	33	4′-0″	0′-8″					
2P402	539	3′-0″	1080	33	2′-0″	0′-8″					
2P501	172	30′-0″	5382	STR							
2P502	86	24′-0″	2153	STR							
2P503	8	10′-9″	90	24	4′-0″	2′-3″				1′-11 3/8″	
2P504	154	11′-10″	1901	5	5′-0″	1′-8″	2′-0″				
2P505	10	5′-5″	56	2	2′-0″	1′-8″	2′-0″				
2P506	4	12′-0″	50	24	4′-10″	2′-3″				2′-4 3/8″	
2P507	14	7′-7″	111	24	2′-0″	2′-3″				0′-11 3/8″	
2P508	4	11′-0″	45	24	4′-2″	2′-3″				2′-0 3/8″	
2P509	5	11′-6″	60	24	4′-6″	2′-3″				2′-2 3/8″	
2P510	154	12′-0″	1927	5	4′-4″	3′-3″	0′-10″				
2P511	2	11′-6″	24	5	3′-10″	3′-3″	0′-10″				
2P512	1	9′-6″	10	5	4′-2″	2′-1″	0′-10″				
2P513	16	10′-0″	167	5	4′-8″	2′-1″	0′-10″				
2P514	16	10′-4″	172	5	4′-8″	2′-3″	0′-10″				
2P515	17	10′-8″	189	5	4′-8″	2′-5″	0′-10″				
2P516	4	10′-10″	45	5	4′-8″	2′-6″	0′-10″				
2P517	8	9′-10″	82	5	4′-8″	2′-0″	0′-10″				
2P518	12	9′-8″	121	5	4′-8″	1′-11″	0′-10″				
2P519	9	9′-10″	92	5	4′-8″	2′-0″	0′-10″				
2P520	8	10′-2″	85	5	4′-8″	2′-2″	0′-10″				
2P521	18	10′-6″	197	5	4′-8″	2′-4″	0′-10″				
2P522	4	10′-10″	45	5	4′-8″	2′-6″	0′-10″				
2P523	9	10′-4″	97	5	4′-8″	2′-3″	0′-10″				
2P524	8	10′-0″	83	5	4′-8″	2′-1″	0′-10″				
2P525	9	9′-8″	91	5	4′-8″	1′-11″	0′-10″				
2P526	8	9′-6″	79	5	4′-8″	1′-10″	0′-10″				
2P527	8	9′-2″	76	5	4′-8″	1′-8″	0′-10″				
2P528	1	8′-8″	9	5	4′-2″	1′-8″	0′-10″				
2P529	1	4′-0″	4	STR							
2P530	1	4′-5″	5	STR							
2P531 - 2P549 NOT USED											
2P550	40	9′-11″	414	31	1′-10″	2′-5″	1′-0″				
2P551	12	5′-7″	70	STR							
2P552	12	5′-11″	74	STR							
2P801	32	30′-0″	2563	STR							
2P802	16	28′-9″	1228	STR							
2P803	318	9′-2″	7783	1	1′-4″	8′-0″					
2P804	318	8′-2″	6934	1	1′-4″	7′-0″					
2P805	314	18′-6″	15,510	1	1′-4″	17′-4″					
2P806 - 2P849 NOT USED											
2P850	40	5′-10″	623	2	2′-0″	2′-3″	2′-0″				
2P1001	179	11′-4″	8729	17	8′-6″						
TOTAL WEIGHT OF REINFORCING IN PIER 2 = 59,485 LBS											

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 3											
3P401	672	5′-0″	2244	33	4′-0″	0′-8″					
3P402	924	3′-0″	1852	33	2′-0″	0′-8″					
3P501	242	13′-4″	3365	2	5′-0″	3′-7″	5′-0″				
3P502	4	9′-10″	41	2	3′-3″	3′-7″	3′-3″				
3P503	16	4′-10″	81	2	0′-10″	3′-5″	0′-10″				
3P504	8	21′-3″	177	STR							
3P505	12	34′-6″	432	STR							
3P506	60	11′-0″	688	STR							
3P507	121	7′-6″	947	STR							
3P508	12	15′-11″	199	24	7′-4″	2′-3″				3′-7 3/8″	
3P509	236	30′-0″	7384	STR							
3P510	4	23′-9″	99	STR							
3P511	4	12′-3″	51	STR							
3P512	59	24′-0″	1477	STR							
3P513	118	19′-0″	2338	STR							
3P514	16	10′-9″	179	24	4′-0″	2′-3″				1′-11 3/8″	
3P515	166	11′-10″	2049	5	5′-0″	1′-8″	2′-0″				
3P516	10	5′-5″	56	2	2′-0″	1′-8″	2′-0″				
3P517	4	12′-0″	50	24	4′-10″	2′-3″				2′-4 3/8″	
3P518	22	7′-7″	174	24	2′-0″	2′-3″				0′-11 3/8″	
3P519	4	11′-0″	45	24	4′-2″	2′-3″				2′-0 3/8″	
3P520	5	11′-6″	60	24	4′-6″	2′-3″				2′-2 3/8″	
3P521	166	12′-0″	2078	5	4′-4″	3′-3″	0′-10″				
3P522	2	11′-6″	24	5	3′-10″	3′-3″	0′-10″				
3P523	1	8′-8″	9	5	4′-2″	1′-8″	0′-10″				
3P524	9	9′-2″	86	5	4′-8″	1′-8″	0′-10″				
3P525	8	9′-6″	79	5	4′-8″	1′-10″	0′-10″				
3P526	19	9′-10″	195	5	4′-8″	2′-0″	0′-10″				
3P527	5	10′-4″	54	5	4′-8″	2′-3″	0′-10″				
3P528	9	10′-2″	95	5	4′-8″	2′-2″	0′-10″				
3P529	9	10′-0″	94	5	4′-8″	2′-1″	0′-10″				
3P530	10	9′-8″	101	5	4′-8″	1′-11″	0′-10″				
3P531	11	9′-10″	113	5	4′-8″	2′-0″	0′-10″				
3P532	9	10′-2″	95	5	4′-8″	2′-2″	0′-10″				
3P533	16	10′-8″	178	5	4′-8″	2′-5″	0′-10″				
3P534	18	11′-0″	207	5	4′-8″	2′-7″	0′-10″				
3P535	15	11′-4″	177	5	4′-8″	2′-9″	0′-10″				
3P536	9	11′-2″	105	5	4′-8″	2′-8″	0′-10″				
3P537	9	10′-10″	102	5	4′-8″	2′-6″	0′-10″				
3P538	10	10′-6″	110	5	4′-8″	2′-4″	0′-10″				
3P539	1	10′-0″	10	5	4′-2″	2′-4″	0′-10″				
3P540	1	4′-0″	4	STR							
3P541	1	4′-8″	5	STR							
3P542 - 3P549 NOT USED											
3P550	40	9′-11″	414	31	1′-10″	2′-5″	1′-0″				
3P551	12	6′-2″	77	STR							
3P552	12	6′-2″	77	STR							

BAR BENDING DIAGRAMS



NOTE:

1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REINFORCING STEEL LIST
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

101/107

1510
1811

DATE: 3/14/2007 FILE: ga:\GL04\0003\Bridge\MainlineIR75\main_mo175rt05.dgn

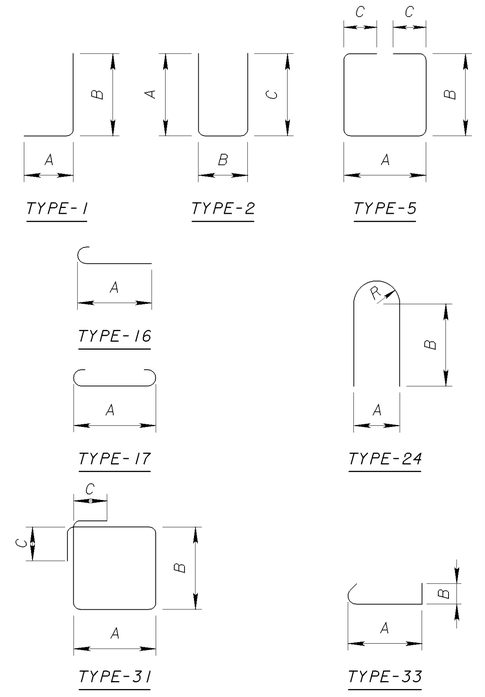
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 3 (CONTINUED)											
3P801	12	18'-3"	585	STR							
3P802	18	36'-6"	1754	STR							
3P803	6	26'-9"	429	STR							
3P804	6	13'-3"	212	STR							
3P805 - 3P849 NOT USED											
3P850	40	5'-10"	623	2	2'-0"	2'-3"	2'-0"				
3P901	342	10'-4"	12,016	1	1'-7'	9'-0"					
3P902	342	13'-4"	15,504	1	1'-7"	12'-0"					
3P903	338	11'-4"	13,024	1	1'-7"	10'-0"					
3P904	338	17'-6"	20,111	STR							
3P1001	4	19'-6"	336	STR							
3P1002	16	24'-9"	1704	16	23'-4"						
3P1003	70	38'-9"	11,672	STR							
3P1004	4	27'-6"	473	STR							
3P1005	16	32'-10"	2259	16	31'-5"						
3P1006	10	22'-6"	968	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 3 = 110,147 LBS											
PIER 4											
4P401	656	5'-0"	2191	33	4'-0"	0'-8"					
4P402	1066	3'-0"	2136	33	2'-0"	0'-8"					
4P501	222	13'-4"	3087	2	5'-0"	3'-7"	5'-0"				
4P502	4	9'-10"	41	2	3'-3"	3'-7"	3'-3"				
4P503	16	4'-10"	81	2	0'-10"	3'-5"	0'-10"				
4P504	8	19'-6"	163	STR							
4P505	12	30'-9"	385	STR							
4P506	66	9'-2"	631	STR							
4P507	111	7'-6"	868	STR							
4P508	12	15'-11"	199	24	7'-4"	2'-3"				3'-7 3/8"	
4P509	252	30'-0"	7885	STR							
4P510	4	22'-9"	95	STR							
4P511	4	25'-0"	104	STR							
4P512	63	28'-9"	1889	STR							
4P513	126	15'-0"	1971	STR							
4P514	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 3/8"	
4P515	162	11'-10"	1999	5	5'-0"	1'-8"	2'-0"				
4P516	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
4P517	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
4P518	26	7'-7"	206	24	2'-0"	2'-3"				0'-11 3/8"	
4P519	4	11'-0"	45	24	4'-2"	2'-3"				2'-0 3/8"	
4P520	5	11'-6"	60	24	4'-6"	2'-3"				2'-2 3/8"	
4P521	162	12'-0"	2028	5	4'-4"	3'-3"	0'-10"				
4P522	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
4P523	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
4P524	9	9'-2"	86	5	4'-8"	1'-8"	0'-10"				
4P525	8	9'-6"	79	5	4'-8"	1'-10"	0'-10"				
4P526	9	9'-10"	92	5	4'-8"	2'-0"	0'-10"				
4P527	9	10'-2"	95	5	4'-8"	2'-2"	0'-10"				
4P528	38	10'-4"	410	5	4'-8"	2'-3"	0'-10"				
4P529	6	10'-6"	66	5	4'-8"	2'-4"	0'-10"				
4P530	9	10'-8"	100	5	4'-8"	2'-5"	0'-10"				
4P531	9	11'-0"	103	5	4'-8"	2'-7"	0'-10"				
4P532	9	11'-4"	106	5	4'-8"	2'-9"	0'-10"				

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 4 (CONTINUED)											
4P533	9	11'-8"	110	5	4'-8"	2'-11"	0'-10"				
4P534	47	11'-10"	580	5	4'-8"	3'-0"	0'-10"				
4P535	1	11'-4"	12	5	4'-2"	3'-0"	0'-10"				
4P536	1	4'-0"	4	STR							
4P537	1	5'-4"	5	STR							
4P538 - 4P549 NOT USED											
4P550	40	9'-11"	414	31	1'-10"	2'-5"	1'-0"				
4P551	12	6'-2"	77	STR							
4P552	12	5'-10"	73	STR							
4P801	12	16'-6"	529	STR							
4P802	18	32'-9"	1586	STR							
4P803	6	25'-6"	409	STR							
4P804	6	26'-0"	417	STR							
4P805 - 4P849 NOT USED											
4P850	40	5'-10"	623	2	2'-0"	2'-3"	2'-0"				
4P901	334	10'-4"	11,735	1	1'-7'	9'-0"					
4P902	334	13'-4"	15,141	1	1'-7"	12'-0"					
4P903	330	11'-4"	12,716	1	1'-7"	10'-0"					
4P904	330	22'-3"	24,965	STR							
4P1001	4	17'-6"	301	STR							
4P1002	16	22'-11"	1578	16	21'-6"						
4P1003	70	35'-0"	10,542	STR							
4P1004	4	24'-9"	426	STR							
4P1005	16	28'-9"	2077	16	28'-9"						
4P1006	10	22'-0"	947	STR							
4P1007	20	20'-9"	1786	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 4 = 114,572 LBS											
PIER 5											
5P401	632	5'-0"	2111	33	4'-0"	0'-8"					
5P402	1264	3'-0"	2533	33	2'-0"	0'-8"					
5P501	220	13'-4"	3059	2	5'-0"	3'-7"	5'-0"				
5P502	4	9'-10"	41	2	3'-3"	3'-7"	3'-3"				
5P503	16	4'-10"	81	2	0'-10"	3'-5"	0'-10"				
5P504	8	33'-0"	275	STR							
5P505	12	30'-0"	375	STR							
5P506	66	8'-10"	608	STR							
5P507	110	7'-6"	860	STR							
5P508	12	15'-11"	199	24	7'-4"	2'-3"				3'-7 3/8"	
5P509	280	30'-0"	8761	STR							
5P510	4	16'-0"	68	STR							
5P511	140	26'-0"	3797	STR							
5P512	4	14'-10"	62	5	4'-8"	4'-6"	0'-10"				
5P513	9	14'-4"	135	5	4'-8"	4'-3"	0'-10"				
5P514	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 3/8"	
5P515	158	11'-10"	1950	5	5'-0"	1'-8"	2'-0"				
5P516	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
5P517	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
5P518	32	7'-7"	253	24	2'-0"	2'-3"				0'-11 3/8"	
5P519	4	11'-0"	45	24	4'-2"	2'-3"				2'-0 3/8"	

BAR BENDING DIAGRAMS



NOTE:

1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REINFORCING STEEL LIST
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

102/107

1511
1811

DATE: 3/14/2007 FILE: gn\VL04\0003\Bridge\MainlineIR75\main_mot75r106.dgn

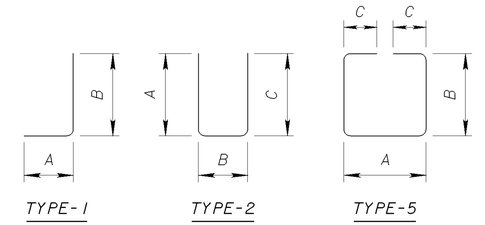
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 5 (CONTINUED)											
5P520	6	11'-6"	72	24	4'-6"	2'-3"				2'-2 3/8"	
5P521	158	12'-0"	1978	5	4'-4"	3'-3"	0'-10"				
5P522	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
5P523	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
5P524	9	9'-2"	86	5	4'-8"	1'-8"	0'-10"				
5P525	8	9'-6"	79	5	4'-8"	1'-10"	0'-10"				
5P526	9	9'-10"	92	5	4'-8"	2'-0"	0'-10"				
5P527	9	10'-2"	95	5	4'-8"	2'-2"	0'-10"				
5P528	9	10'-8"	100	5	4'-8"	2'-5"	0'-10"				
5P529	10	11'-0"	115	5	4'-8"	2'-7"	0'-10"				
5P530	5	11'-4"	59	5	4'-8"	2'-9"	0'-10"				
5P531	9	11'-2"	105	5	4'-8"	2'-8"	0'-10"				
5P532	12	10'-10"	136	5	4'-8"	2'-6"	0'-10"				
5P533	9	11'-4"	106	5	4'-8"	2'-9"	0'-10"				
5P534	9	11'-10"	111	5	4'-8"	3'-0"	0'-10"				
5P535	10	12'-2"	127	5	4'-8'	3'-2"	0'-10"				
5P536	9	12'-8"	119	5	4'-8"	3'-5"	0'-10"				
5P537	10	13'-2"	137	5	4'-8"	3'-8"	0'-10"				
5P538	9	13'-8"	128	5	4'-8"	3'-11"	0'-10"				
5P539	9	14'-2"	133	5	4'-8"	4'-2"	0'-10"				
5P540	1	13'-8"	14	5	4'-8"	4'-2"	0'-10"				
5P541	1	4'-0"	4	STR							
5P542	1	6'-7"	7	STR							
5P543 - 5P549 NOT USED											
5P550	40	9'-11"	414	31	1'-10"	2'-5"	1'-0"				
5P551	12	6'-2"	77	STR							
5P552	12	6'-5"	80	STR							
5P801	12	30'-0"	961	STR							
5P802	18	32'-0"	1538	STR							
5P803	6	18'-0"	288	STR							
5P804 - 5P849 NOT USED											
5P850	40	5'-10"	623	2	2'-0"	2'-3"	2'-0"				
5P1001	4	31'-3"	538	STR							
5P1002	16	36'-8"	2524	16	35'-3"						
5P1003	70	34'-3"	10,316	STR							
5P1004	4	24'-3"	417	STR							
5P1005	16	29'-8"	2042	16	28'-3"						
5P1006	10	20'-3"	871	STR							
5P1007	326	11'-9"	16,483	1	1'-10"	10'-3"					
5P1008	326	13'-6"	18,938	1	1'-10"	12'-0"					
5P1009	322	13'-0"	18,012	1	1'-10"	11'-6"					
5P1010	322	23'-8"	32,792	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 5 = 136,248 LBS											

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 6											
6P401	616	5'-0"	2057	33	4'-0"	0'-8"					
6P402	1232	3'-0"	2469	33	2'-0"	0'-8"					
6P501	110	7'-6"	860	STR							
6P502	20	32'-4"	674	STR							
6P503	60	9'-4"	584	STR							
6P504	220	12'-10"	2944	2	4'-9"	3'-7"	4'-9"				
6P505	4	10'-6"	44	2	3'-7"	3'-7"	3'-7"				
6P506	16	5'-0"	83	2	0'-10"	3'-7"	0'-10"				
6P507	12	15'-5"	193	24	7'-4"	2'-0"				3'-7 3/8"	
6P508	128	23'-3"	3104	STR							
6P509	252	30'-0"	7885	STR							
6P510	9	16'-6"	155	5	4'-8"	5'-4"	0'-10"				
6P511	4	17'-2"	72	5	4'-8"	5'-8"	0'-10"				
6P512	8	16'-8"	139	5	4'-8"	5'-5"	0'-10"				
6P513	1	16'-2"	17	5	4'-2"	5'-5"	0'-10"				
6P514	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 3/8"	
6P515	153	11'-10"	1888	5	5'-0"	1'-8"	2'-0"				
6P516	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
6P517	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
6P518	32	7'-7"	253	24	2'-0"	2'-3"				0'-11 3/8"	
6P519	4	11'-0"	45	24	4'-2"	2'-3"				2'-0 3/8"	
6P520	7	11'-6"	84	24	4'-6"	2'-3"				2'-2 3/8"	
6P521	153	12'-0"	1915	5	4'-4"	3'-3"	0'-10"				
6P522	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
6P523	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
6P524	8	9'-2"	76	5	4'-8"	1'-8"	0'-10"				
6P525	9	9'-10"	92	5	4'-8"	2'-0"	0'-10"				
6P526	9	10'-4"	97	5	4'-8"	2'-3"	0'-10"				
6P527	9	11'-0"	103	5	4'-8"	2'-7"	0'-10"				
6P528	10	11'-6"	120	5	4'-8"	2'-10"	0'-10"				
6P529	9	12'-2"	114	5	4'-8"	3'-2"	0'-10"				
6P530	5	12'-10"	67	5	4'-8"	3'-6"	0'-10"				
6P531	9	12'-8"	119	5	4'-8"	3'-5"	0'-10"				
6P532	11	11'-10"	136	5	4'-8"	3'-0"	0'-10"				
6P533	9	12'-6"	117	5	4'-8"	3'-4"	0'-10"				
6P534	9	13'-2"	124	5	4'-8"	3'-8"	0'-10"				
6P535	9	13'-10"	130	5	4'-8"	4'-0"	0'-10"				
6P536	9	14'-6"	136	5	4'-8"	4'-4"	0'-10"				
6P537	7	11'-5"	83	STR							
6P538	35	12'-11"	472	1	1'-9"	11'-3"					
6P539	2	21'-7"	45	STR							
6P540	2	22'-1"	46	STR							
6P541	14	9'-7"	140	1	1'-9"	7'-11"					
6P542	7	15'-1"	110	STR							
6P543	49	12'-6"	639	1	1'-9"	10'-10"					
6P544	7	7'-9"	57	2	1'-9"	4'-6"	1'-9"				
6P545	7	11'-7"	85	STR							
6P546	2	18'-9"	39	STR							
6P547	8	15'-2"	127	5	4'-8"	4'-8"	0'-10"				
6P548	9	15'-10"	149	5	4'-8"	5'-0"	0'-10"				
6P549	1	4'-0"	4	STR							
6P550	40	9'-11"	414	31	1'-10"	2'-5"	1'-0"				
6P551	12	6'-3"	78	STR							
6P552	12	5'-10"	73	STR							
6P553	1	7'-4"	8	STR							

BAR BENDING DIAGRAMS



NOTE:

1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REINFORCING STEEL LIST
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

103/107

1512
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mo1T5pr07.dgn

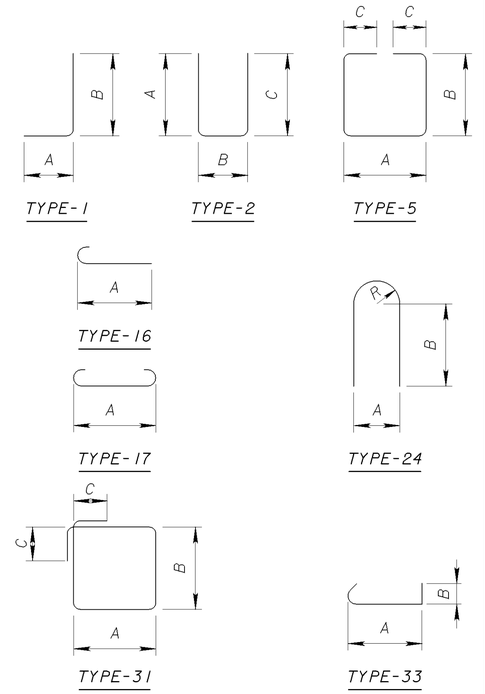
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 6 (CONTINUED)											
6P801	30	32'-10"	2630	STR							
6P802 - 6P849 NOT USED											
6P850	40	5'-10"	623	2	2'-0"	2'-3"	2'-0"				
6P1001	4	32'-10"	565	STR							
6P1002	16	38'-0"	2616	16	36'-7"						
6P1003	60	35'-11"	9273	STR							
6P1004	4	25'-5"	437	STR							
6P1005	16	30'-7"	2106	16	29'-2"						
6P1006	10	21'-0"	904	STR							
6P1007	316	11'-9"	15,977	1	1'-10"	10'-3"					
6P1008	316	13'-6"	18,357	1	1'-10"	12'-0"					
6P1009	312	13'-0"	17,453	1	1'-10"	11'-6"					
6P1010	312	24'-1"	32,333	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 6 = 133,057 LBS											
PIER 7											
7P401	568	5'-0"	1897	33	4'-0"	0'-8"					
7P402	1136	3'-0"	2277	33	2'-0"	0'-8"					
7P501	110	7'-6"	860	STR							
7P502	20	29'-9"	621	STR							
7P503	60	8'-3"	516	STR							
7P504	220	12'-10"	2945	2	4'-9"	3'-7"	4'-9"				
7P505	4	10'-6"	44	2	3'-7"	3'-7"	3'-7"				
7P506	16	5'-0"	83	2	0'-10"	3'-7"	0'-10"				
7P507	12	15'-5"	193	24	7'-4"	2'-0"				3'-7 3/8"	
7P508	128	17'-9"	2370	STR							
7P509	254	30'-0"	7948	STR							
7P510	8	16'-10"	140	5	4'-8"	5'-6"	0'-10"				
7P511	8	17'-8"	147	5	4'-8"	5'-11"	0'-10"				
7P512	8	18'-6"	154	5	4'-8"	6'-4"	0'-10"				
7P513	4	19'-4"	81	5	4'-8"	6'-9"	0'-10"				
7P514	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 3/8"	
7P515	142	11'-10"	1753	5	5'-0"	1'-8"	2'-0"				
7P516	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
7P517	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
7P518	32	7'-7"	253	24	2'-0"	2'-3"				0'-11 3/8"	
7P519	4	11'-0"	45	24	4'-2"	2'-3"				2'-0 3/8"	
7P520	8	11'-6"	96	24	4'-6"	2'-3"				2'-2 3/8"	
7P521	142	12'-0"	1777	5	4'-4"	3'-3"	0'-10"				
7P522	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
7P523	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
7P524	8	9'-2"	76	5	4'-8"	1'-8"	0'-10"				
7P525	8	10'-0"	83	5	4'-8"	2'-1"	0'-10"				
7P526	9	10'-10"	102	5	4'-8"	2'-6"	0'-10"				
7P527	9	11'-8"	110	5	4'-8"	2'-11"	0'-10"				
7P528	9	12'-6"	117	5	4'-8"	3'-4"	0'-10"				

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 7 (CONTINUED)											
7P529	9	13'-4"	125	5	4'-8"	3'-9"	0'-10"				
7P530	5	14'-2"	74	5	4'-8"	4'-2"	0'-10"				
7P531	9	14'-0"	131	5	4'-8"	4'-1"	0'-10"				
7P532	9	12'-10"	120	5	4'-8"	3'-6"	0'-10"				
7P533	8	13'-8"	114	5	4'-8"	3'-11"	0'-10"				
7P534	8	14'-6"	121	5	4'-8"	4'-4"	0'-10"				
7P535	8	15'-2"	127	5	4'-8"	4'-8"	0'-10"				
7P536	8	16'-0"	134	5	4'-8"	5'-1"	0'-10"				
7P537	7	11'-1"	81	STR							
7P538	35	12'-11"	472	1	2'-0"	11'-0"					
7P539	2	22'-11"	48	STR							
7P540	2	21'-9"	45	STR							
7P541	14	9'-8"	141	1	2'-0"	7'-9"					
7P542	7	13'-6"	99	STR							
7P543	49	12'-0"	613	1	2'-0"	10'-1"					
7P544	7	8'-1"	59	2	2'-0"	4'-4"	2'-0"				
7P545	7	12'-5"	91	STR							
7P546	2	20'-0"	42	STR							
7P547	7	18'-8"	136	5	4'-8"	6'-5"	0'-10"				
7P548	1	18'-2"	19	5	4'-2"	6'-5"	0'-10"				
7P549	1	4'-0"	4	STR							
7P550	40	9'-11"	414	31	1'-10"	2'-5"	1'-0"				
7P551	12	6'-0"	75	STR							
7P552	12	5'-0"	63	STR							
7P553	1	8'-9"	9	STR							
7P801	30	30'-8"	2456	STR							
7P850	40	5'-10"	623	2	2'-0"	2'-3"	2'-0"				
7P1001	4	30'-8"	528	STR							
7P1002	16	35'-10"	2467	16	34'-5"						
7P1003	60	33'-9"	8714	STR							
7P1004	4	23'-9"	409	STR							
7P1005	16	28'-11"	1991	16	27'-6"						
7P1006	10	20'-0"	861	STR							
7P1007	294	11'-9"	14,865	1	1'-10"	10'-3"					
7P1008	294	13'-6"	17,079	1	1'-10"	12'-0"					
7P1009	290	13'-0"	16,222	1	1'-10"	11'-6"					
7P1010	290	24'-4"	30,365	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 7 = 124,943 LBS											

BAR BENDING DIAGRAMS



NOTE:

1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	RCK/JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		57080389	

REINFORCING STEEL LIST

BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

104/107

1513
1811

DATE: 3/14/2007 FILE: ga\CL04\0003\Bridge\MainlineIR75\main_mot75pr08.dgn

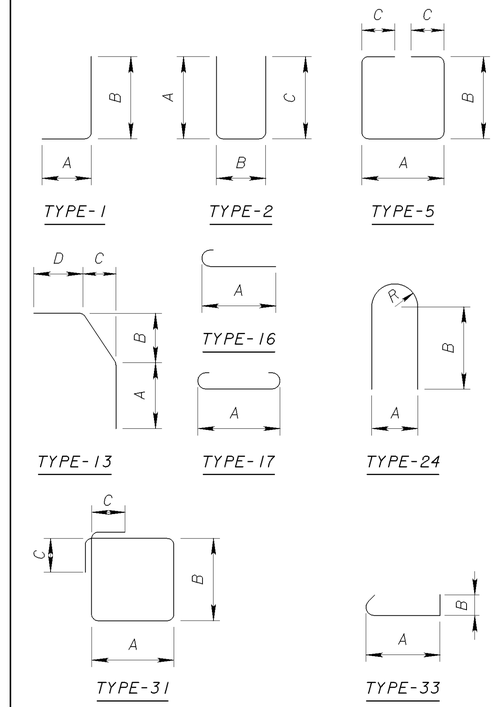
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
PIER 8											
8P401	402	5′-0″	1343	33	4′-0″	0′-8″					
8P402	469	3′-0″	940	33	2′-0″	0′-8″					
8P501	168	30′-0″	5257	STR							
8P502	42	26′-0″	1139	STR							
8P503	12	10′-9″	135	24	4′-0″	2′-3″				1′-11 3/8″	
8P504	134	11′-10″	1654	5	5′-0″	1′-8″	2′-0″				
8P505	10	5′-5″	56	2	2′-0″	1′-8″	2′-0″				
8P506	4	12′-0″	50	24	4′-10″	2′-3″				2′-4 3/8″	
8P507	14	7′-7″	111	24	2′-0″	2′-3″				0′-11 3/8″	
8P508	4	11′-0″	45	24	4′-2″	2′-3″				2′-0 3/8″	
8P509	8	11′-6″	96	24	4′-6″	2′-3″				2′-2 3/8″	
8P510	134	12′-0″	1677	5	4′-4″	3′-3″	0′-10″				
8P511	2	11′-6″	24	5	3′-10″	3′-3″	0′-10″				
8P512	1	8′-8″	9	5	4′-2″	1′-8″	0′-10″				
8P513	1	9′-2″	10	5	4′-8″	1′-8″	0′-10″				
	1 SERIES	9′-2″			4′-8″	1′-8″	0′-10″				
8P514	OF		71	5							2″
	7	10′-2″			4′-8″	2′-2″	0′-10″				
8P515	8	10′-2″	85	5	4′-8″	2′-2″	0′-10″				
8P516	9	11′-2″	105	5	4′-8″	2′-8″	0′-10″				
8P517	9	12′-2″	114	5	4′-8″	3′-2″	0′-10″				
8P518	9	13′-0″	122	5	4′-8″	3′-7″	0′-10″				
8P519	8	14′-0″	117	5	4′-8″	4′-1″	0′-10″				
8P520	5	14′-10″	77	5	4′-8″	4′-6″	0′-10″				
8P521	9	14′-8″	138	5	4′-8″	4′-5″	0′-10″				
8P522	10	13′-6″	141	5	4′-8″	3′-10″	0′-10″				
8P523	8	14′-4″	120	5	4′-8″	4′-3″	0′-10″				
8P524	8	15′-2″	127	5	4′-8″	4′-8″	0′-10″				
8P525	8	16′-2″	135	5	4′-8″	5′-2″	0′-10″				
8P526	8	17′-0″	142	5	4′-8″	5′-7″	0′-10″				
8P527	8	17′-10″	149	5	4′-8″	6′-0″	0′-10″				
8P528	8	18′-10″	157	5	4′-8″	6′-6″	0′-10″				
8P529	4	19′-8″	82	5	4′-8″	6′-11″	0′-10″				
8P530	7	19′-0″	139	5	4′-8″	6′-7″	0′-10″				
8P531	1	18′-6″	19	5	4′-2″	6′-7″	0′-10″				
8P532	1	4′-0″	4	STR							
8P533	1	9′-0″	9	STR							
8P534	14	13′-3″	193	STR							
8P535	7	17′-9″	130	13	10′-7″	6′-5″	0′-6″	0′-10″			
8P536	4	22′-6″	94	STR							
8P537	28	12′-7″	367	1	1′-8″	11′-0″					
8P538	14	9′-3″	135	1	1′-8″	7′-8″					
8P539	7	14′-2″	103	STR							
8P540	42	11′-9″	515	1	1′-8″	10′-3″					
8P541	7	7′-2″	52	2	1′-8″	4′-1″	1′-8″				
8P542	2	25′-6″	53	STR							
8P543 - 8P549 NOT USED											
8P550	40	9′-9″	407	31	1′-9″	2′-5″	1′-0″				
8P551	12	5′-11″	74	STR							
8P552	12	5′-2″	65	STR							

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS A	B	C	D	E	R	INC.
PIER 8 (CONTINUED)											
8P801	40	30′-0″	3204	STR							
8P802	10	34′-0″	908	STR							
8P803 - 8P849 NOT USED											
8P850	40	5′-9″	614	2	2′-0″	2′-2″	2′-0″				
8P1001	144	13′-4″	8262	17	10′-6″						
8P1002	278	11′-9″	14,056	1	1′-10″	10′-3″					
8P1003	278	11′-0″	13,159	1	1′-10″	9′-6″					
8P1004	274	18′-2″	21,419	1	1′-10″	16′-8″					
TOTAL WEIGHT OF REINFORCING IN PIER 8 = 78,409 LBS											

BAR BENDING DIAGRAMS



NOTE:

1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
GHD	JLV	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
GHD		5708389	

REINFORCING STEEL LIST

BRIDGE NO. MOT-75-1367
I-R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

105/107

1514
1811

DATE: 3/14/2007 FILE: ga:\GL04\0003\Bridge\MainlineIR75\main_mo-r75-r103.dgn

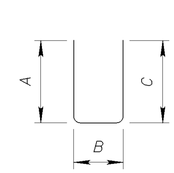
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
SUPERSTRUCTURE											
S401	6980	30'-0"	139879	STR							
S402	129	33'-0"	2844	STR							
	1 SERIES	8'-8"									
S403	0F	TO	1145	STR							
	129	17'-11"									
	1 SERIES	11'-10"									
S404	0F	TO	1462	STR							
	88	37'-11"									
	1 SERIES	27'-9"									
S405	0F	TO	914	STR							
	41	39'-0"									
S406	129	22'-11"	1975	STR							
	1 SERIES	4'-0"									
S407	0F	TO	400	STR							
	52	19'-0"									
	1 SERIES	12'-9"									
S408	0F	TO	558	STR							
	41	28'-0"									
S409	100	21'-8"	1447	STR							
S410	17	23'-1"	262	STR							
S411	93	23'-9"	1476	STR							
S412	117	22'-11"	1791	STR							
S413	93	23'-5"	1455	STR							
S414	117	23'-0"	1798	STR							
S415	93	23'-4"	1450	STR							
S416	88	21'-3"	1249	STR							
S417	17	23'-1"	262	STR							
S418	93	34'-2"	2123	STR							
S419	105	34'-0"	2385	STR							
S501	29646	30'-0"	927623	STR							
	2 SERIES	3'-0"									
S502	0F	TO	368	STR							
	10	32'-3"									
	2 SERIES	8'-6"									
S503	0F	TO	267	STR							
	7	28'-0"									
	2 SERIES	7'-8"									
S504	0F	TO	254	STR							
	7	27'-2"									
	2 SERIES	6'-8"									
S505	0F	TO	96	STR							
	4	16'-5"									
S506	1	19'-5"	20	STR							
	2 SERIES	4'-2"									
S507	0F	TO	310	STR							
	8	33'-0"									
	2 SERIES	10'-4"									
S508	0F	TO	332	STR							
	7	35'-1"									
S509	1	11'-11"	12	STR							
S510	390	18'-7"	7559	STR							
S511	128	35'-1"	4684	STR							
S512	400	16'-3"	6680	STR							

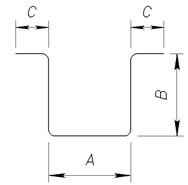
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
SUPERSTRUCTURE											
	1 SERIES	13'-1"									
S513	0F	TO	2236	STR							
	128	20'-5"									
S514	400	14'-0"	5841	STR							
S515	1980	11'-5"	23577	STR							
	1 SERIES	14'-2"									
S516	0F	TO	2494	STR							
	88	40'-2"									
	1 SERIES	29'-6"									
S517	0F	TO	1465	STR							
	40	40'-9"									
S518	128	25'-10"	3449	STR							
S519	400	11'-9"	4902	STR							
S520	400	36'-5"	15193	STR							
	1 SERIES	13'-0"									
S521	0F	TO	1225	STR							
	52	32'-2"									
	1 SERIES	25'-0"									
S522	0F	TO	1351	STR							
	40	39'-9"									
S523	100	25'-9"	2686	STR							
S524	16	26'-0"	434	STR							
S525	92	25'-11"	2487	STR							
S526	116	25'-9"	3115	STR							
S527	2954	11'-5"	35175	STR							
S528	400	34'-2"	14254	STR							
S529	236	32'-2"	7918	STR							
S530	400	31'-1"	12968	STR							
S531	400	29'-0"	12099	STR							
S532	92	26'-7"	2551	STR							
S533	116	25'-8"	3105	STR							
S534	92	26'-2"	2511	STR							
S535	88	24'-3"	2226	STR							
S536	16	25'-11"	433	STR							
S537	400	25'-8"	10708	STR							
S538	400	21'-10"	9109	STR							
S539	92	38'-11"	3734	STR							
S540	104	38'-7"	4185	STR							
S541	400	18'-2"	7579	STR							
S542	400	15'-2"	6328	STR							
S543	80	13'-0"	1085	STR							
	2 SERIES	2'-10"									
S544	0F	TO	326	STR							
	10	28'-5"									
	2 SERIES	4'-4"									
S545	0F	TO	499	STR							
	12	35'-6"									
S546	1	13'-7"	14	STR							
	2 SERIES	2'-4"									
S547	0F	TO	386	STR							
	12	28'-6"									
	2 SERIES	4'-1"									
S548	0F	TO	571	STR							
	14	35'-0"									
S549	1	12'-7"	13	STR							
S550	9807	23'-2"	236965	STR							

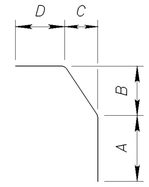
BAR BENDING DIAGRAMS



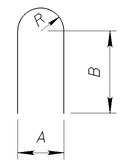
TYPE-2



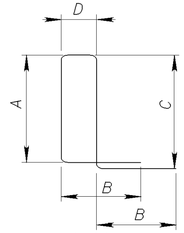
TYPE-6



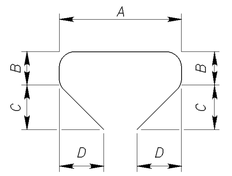
TYPE-13



TYPE-24



TYPE 28



TYPE 30

NOTE:
1. FOR NOTES, SEE SHEET 99/107.

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44113-1901

DESIGNED	DRAWN	REVIEWED	DATE
MLR	MLR	RER	02/16/06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
CTY		5708389	

REINFORCING STEEL LIST
BRIDGE NO. MOT-75-1367
I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

106/107

1515
1811

DATE: 3/14/2007 FILE: q:\CL04\0003\Bridge\MainlineRT5\main_mot175pr04.dgn

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
SUPERSTRUCTURE											
S551	2097	7'-5"	16222	23	1'-1"	3'-2"	3'-0"			3"	
S552	6	18'-5"	115	STR							
*S553	2092	4'-7"	10001	35	4'-7"						
S554	6	25'-8"	161	STR							
S555	6	25'-9"	161	STR							
S556	6	12'-8"	79	STR							
S557	224	7'-3"	1694	STR							
*S558	2092	1'-8"	3637	36	8"	1'-1"					
S601	155	30'-0"	6984	STR							
S602	2097	3'-7"	11286	29	1'-1"	1'-7"	1'-1"				
S603	2097	2'-6"	7874	1	1'-1"	1'-7"					
S604	1	30'-7"	46	STR							
*S605	3836	4'-8"	26888	39	3"	4'-4"	10"				
*S606	3836	1'-7"	9123	36	8"	1'-1"					
S607	NOT USED										
S608	1	11'-8"	18	STR							
S609	1	11'-9"	18	STR							
S610	1	25'-10"	39	STR							
S611	182	20'-0"	5467	STR							
S612	112	2'-11"	491	2	10"	1'-7"	10"				
S701	52	4'-6"	478	STR							
S801	39	4'-0"	417	STR							
S802	39	1'-4"	139	STR							
L501	56	3'-3"	190	2	10"	1'-10"	10"				
L502	56	8'-9"	511	9	6"	3'-2"	2'-7"	3'-2"			
L503	84	7'-3"	635	21	1'-4"	1'-10"	6"	1'-10"			
L504	56	3'-2"	185	STR							
TOTAL WEIGHT OF REINFORCING IN SUPERSTRUCTURE = 1,661,136 LBS											

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
SUPERSTRUCTURE (DIAPHRAGMS)											
SD401	240	8'-3"	1323	2	3'-7"	1'-3"	3'-7"				
SD402	888	15'-0"	8898	6	2'-8"	5'-8"	8"				
SD403	147	2'-8"	262	STR							
SD404	147	13'-6"	1326	24	5"	6'-5"				2½"	
SD405	147	4'-10"	475	30	2'-0"	6"	9"	9"			
SD406	21	13'-6"	189	28	5'-8"	8"	5'-8"	1'-2"			
SD407	210	8'-5"	1181	2	3'-7"	1'-5"	3'-7"				
SD601	42	2'-1"	131	STR							
SD602	14	6'-2"	130	13	3'-10"	9"	9"	1'-4"			
SD603	60	8'-4"	751	STR							
SD604	148	10'-0"	2223	13	3'-10"	9"	9"	5'-2"			
SD605	126	7'-6"	1419	STR							
SD606	224	9'-6"	3196	13	3'-10"	9"	9"	4'-8"			
SD607	42	7'-8"	484	STR							
SD608	6	1'-6"	14	STR							
SD609	2	5'-8"	17	13	3'-10"	9"	9"	10"			
SD610	48	6'-7"	475	STR							
SD611	64	9'-0"	865	13	3'-10"	9"	9"	4'-2"			
SD612	60	8'-1"	729	STR							
SD613	136	9'-9"	1992	13	3'-10"	9"	9"	4'-11"			
SD614	60	7'-9"	698	STR							
SD615	288	9'-7"	4146	13	3'-10"	9"	9"	4'-9"			
SD616	228	8'-3"	2825	STR							
SD617	304	9'-10"	4490	13	3'-10"	9"	9"	5'-0"			
SD618	156	7'-10"	1836	STR							
SD619	6	3'-9"	34	STR							
SD620	8	7'-3"	87	13	3'-10"	9"	9"	2'-5"			
SD621	51	8'-5"	645	STR							
SD622	42	8'-0"	505	STR							
SD623	54	6'-11"	561	STR							
SD624	72	9'-2"	991	13	3'-10"	9"	9"	4'-4"			
SD625	6	3'-1"	28	STR							
SD626	8	6'-8"	80	13	3'-10"	9"	9"	1'-10"			
SD627	45	7'-1"	479	STR							
SD628	60	9'-3"	834	13	3'-10"	9"	9"	4'-5"			
TOTAL WEIGHT OF REINFORCING IN SUPERSTRUCTURE (DIAPHRAGMS) = 44,319 LBS											

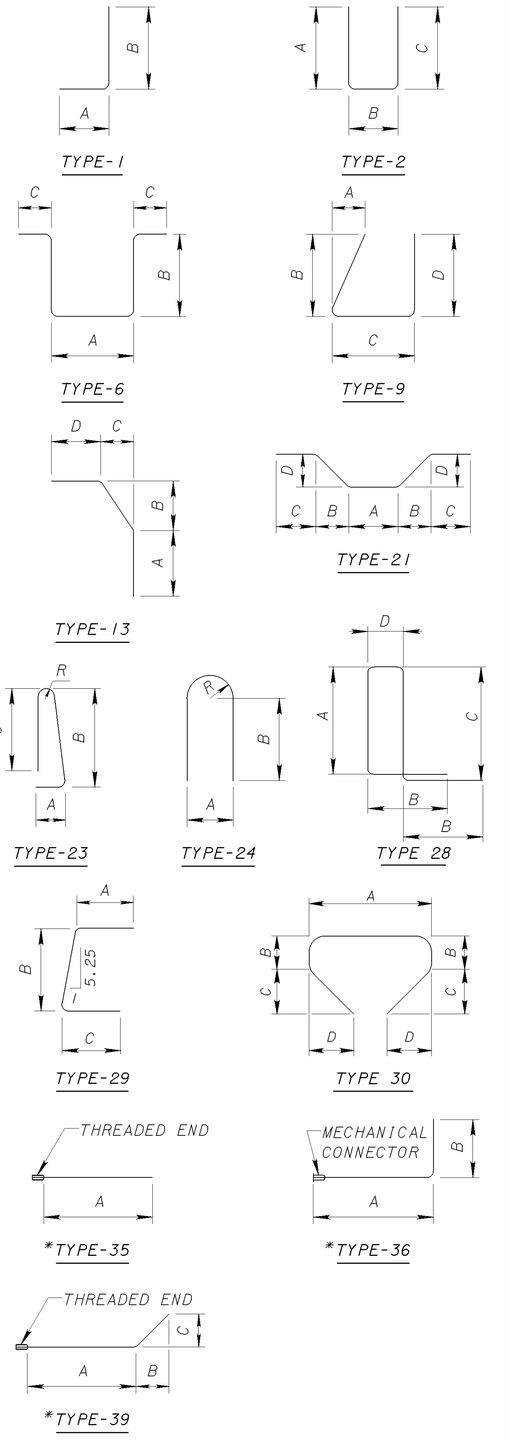
NOTES:

*1. REINFORCING BAR UTILIZES A MECHANICAL CONNECTOR. BAR LENGTH ADJUSTMENT AND/OR END PREPARATION MAY BE NECESSARY DEPENDING UPON THE TYPE OF CONNECTOR USED.

2. MECHANICAL CONNECTORS SHALL BE INCLUDED WITH ITEM 509- EPOXY COATED REINFORCING STEEL FOR PAYMENT.

3. FOR ADDITIONAL NOTES, SEE SHEET 99/107.

BAR BENDING DIAGRAMS



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I.R. 75 MAINLINE BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

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107/107

1516/1811

DATE: 3/15/2007 FILE: ga\CL04\0003\Bridge\MainlineRT5\main_motT5pr03.dgn