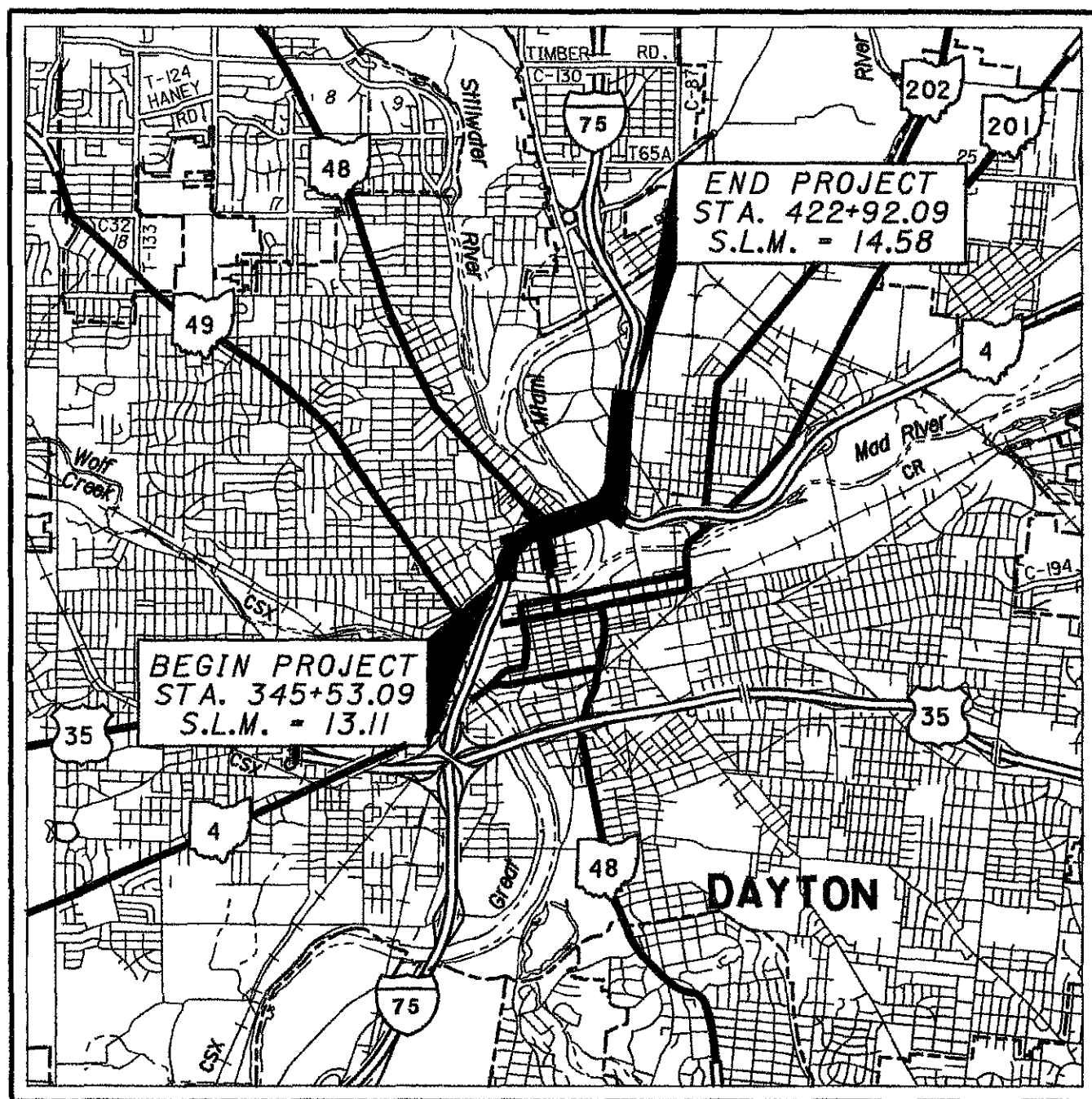


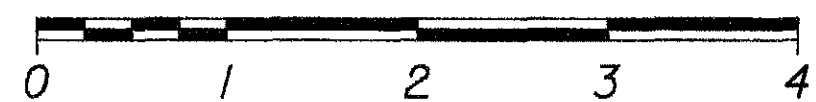
STATE OF OHIO
DEPARTMENT OF TRANSPORTATION
MOT-75-13.11
CITY OF DAYTON
MONTGOMERY COUNTY



LOCATION MAP

LATITUDE: N 39° 46' 15" LONGITUDE: W 84° 11' 30"

SCALE IN MILES



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

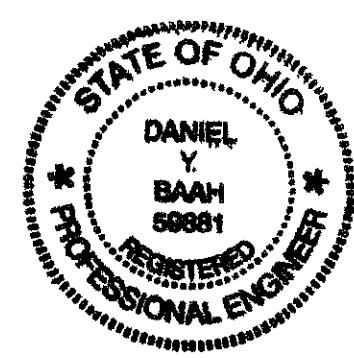
DESIGN DESIGNATION
(SEE SHEET 2)

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:



SIGNED: *Daniel Y. Baah*
DATE: 3/22/07

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STANDARD CONSTRUCTION DRAWINGS
(SEE SHEET 2)

PROJECT DESCRIPTION

THE FIRST PHASE (PHASE 1A) 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. Achom*
DATE 3/26/07 CITY OF DAYTON, DEPARTMENT OF WATER, SANITARY, & CITY OWNED AND OPERATED STORM

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

APPROVED: *James A. Bandy, M.E.*
DATE 6-8-07 DIRECTOR, DEPARTMENT OF TRANSPORTATION

FEDERAL PROJECT NO.
E040793

PID NO.
75927

CONSTRUCTION PROJECT NO.

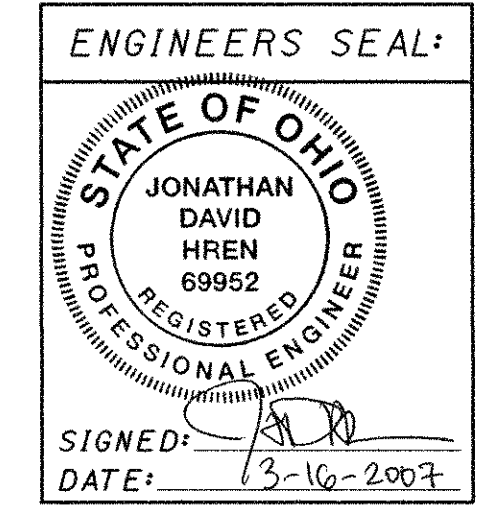
RAILROAD INVOLVEMENT
NONE

MOT-75-13.11

1811

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

TABLE OF VERTICAL CLEARANCES				
LOCATION	"A"	"B"	"C"	"D"
PROPOSED	17.75'	17.75'	17.24'	17.91'
REQUIRED	17.00'	17.00'	17.00'	17.00'



TRAFFIC DATA RAMP E2/D4	
CURRENT YEAR ADT (2005)	= 33,530
DESIGN YEAR ADT (2025)	= 38,740
CURRENT YEAR ADTT (2005)	= 1890
DESIGN YEAR ADTT (2025)	= 2170

PROPOSED STRUCTURE - RAMP E2/D4

TYPE: 8 SPAN CONTINUOUS PRESTRESSED CONCRETE I-BEAMS WITH COMPOSITE REINFORCED CONCRETE DECK SUPPORTED BY REINFORCED CONCRETE SUBSTRUCTURES ON PILES AND DRILLED SHAFTS.

SPANS: 105'-0", 108'-6", 127'-0", 122'-0", 122'-6", 125'-0", 106'-0", 137'-0" c/c BEARINGS (MEASURED ALONG CURVE, @ RAMP E2)

ROADWAY: VARIES, 60'-10 7/8" MIN. TO 89'-4 1/8" MAX., F/F OF PARAPETS

LOADING: HS-25 AND ALTERNATE MILITARY LOADING, FWS = 60 LBS/FT²

SKEW: VARIABLE (SEE GENERAL PLAN, SHEET 3/78)

CROWN: VARIABLE (SEE SUPERELEVATION TRANSITION PLAN, SHEET 5/178)

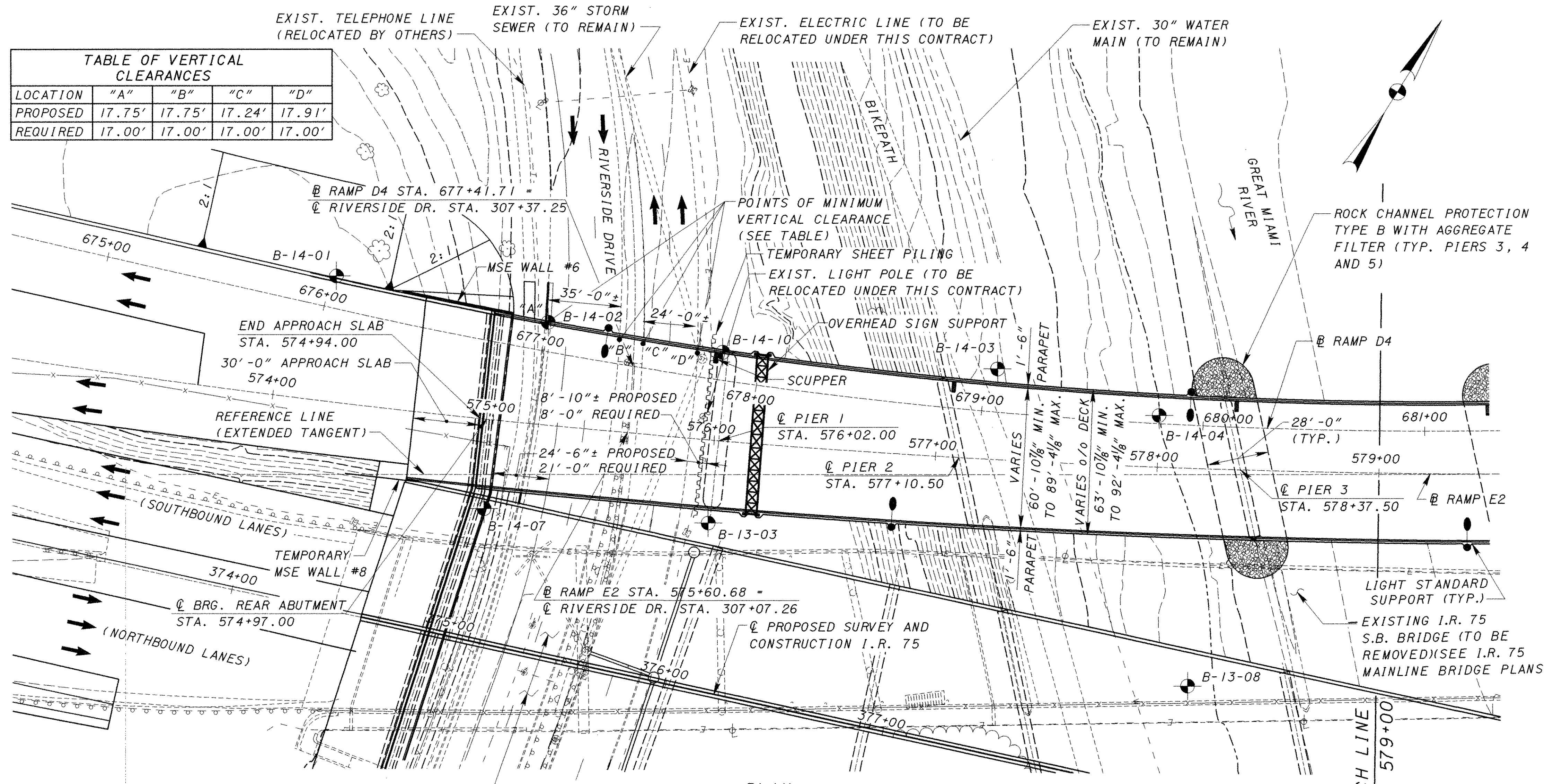
ALIGNMENT: 1°15'00" CURVE RIGHT, TANGENT AND 8°45'00" CURVE LEFT (RAMP E2)

WEARING SURFACE: 1" MONOLITHIC CONCRETE

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

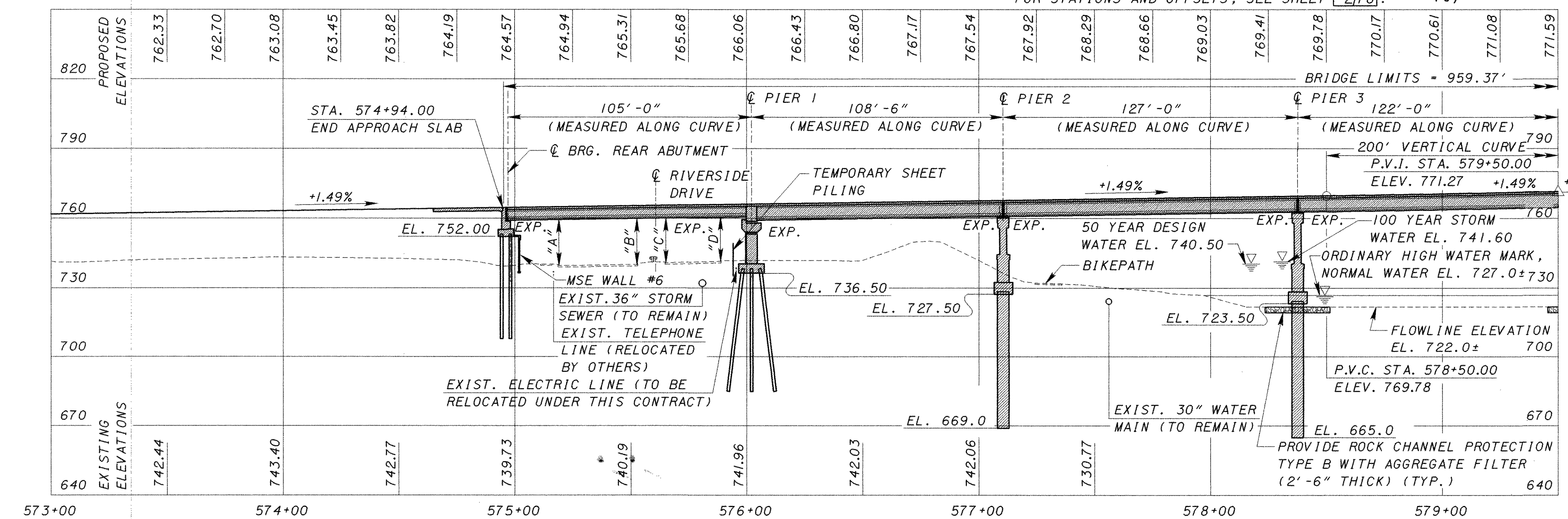
LATITUDE: 39°46'20" N

LONGITUDE: 84°11'24" W



PLAN

• DENOTES SOIL BORING LOCATION FOR STATIONS AND OFFSETS, SEE SHEET 2/78.



PROFILE ALONG BASELINE RAMP E2 (OVERHEAD SIGN SUPPORT AND LIGHT POLES NOT SHOWN)

* - ESTIMATED PAY LENGTHS MEASURED ASSUMING MSE WALLS CONSTRUCTED AFTER PILING

NOTES:

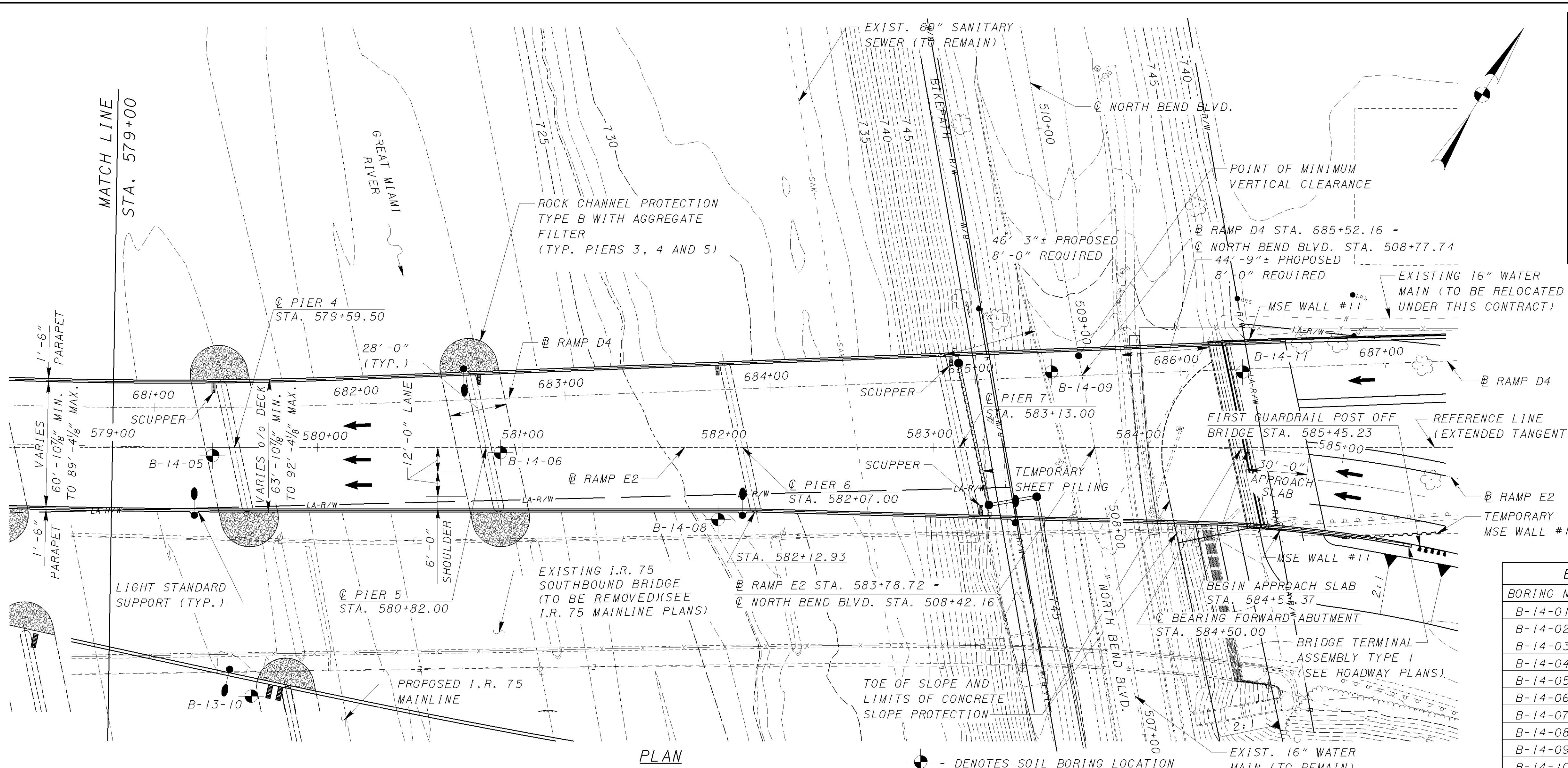
- ALL PLAN DIMENSIONS ARE SHOWN HORIZONTAL.
- EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO PLAN CROSS SECTIONS.
- THE PROPOSED PROFILE GRADE IS WITHIN BRIDGE LIMITS. SEE ROADWAY PLANS FOR PAVEMENT ELEVATIONS BEYOND BRIDGE LIMITS.
- FOR APPROACH ROADWAY WIDTHS, ALIGNMENT, GEOMETRY AND SUBSTRUCTURE SKEW ANGLES, SEE GENERAL PLAN, SHEET 3/78.
- ABBREVIATIONS:
TYP. - TYPICAL STA. - STATION
BRG. - BEARING FIX. - FIXED FWD. - FORWARD
ABUT. - ABUTMENT PT. - POINT EXP. - EXPANSION
EL. - ELEVATION
- FOR BENCHMARK INFORMATION SEE SHEET 2/78.
- SEE TEMPORARY MSE WALLS SHEETS FOR LAYOUT OF TEMPORARY MSE WALL #8 AND #12A.

FOUNDATION DATA:

- ALL PILES SHALL BE HP 14X73 STEEL FRICTION PILES. ESTIMATED PAY LENGTHS:
REAR ABUTMENT = 65 FEET *
PIER 1 = 55 FEET
FORWARD ABUTMENT = 85 FEET *
- ALL DRILLED SHAFTS SHALL BE 60" Ø FRICTION AND END BEARING SHAFTS.

DESIGN AGENCY: TRANSYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1800, CLEVELAND, OHIO 44115-1800
 DATE: 12/16/05
 REVIEWED: RER
 STRUCTURE FILE NUMBER: 5708997
 DRAWN: RCK
 CHECKED: NFF
 MONTGOMERY COUNTY
 STA. 574+94.00
 STA. 584+53.37
 SITE PLAN
 BRIDGE NO. MOT-75-1367
 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD
 MOT-75-13.11
 PID 75927
 1/78
 1517
 1811

DATE: 3/14/2007 FILE: g:\CL\04\0003\B1196a.RampE2D4\ymcE2D4sp02.dgn



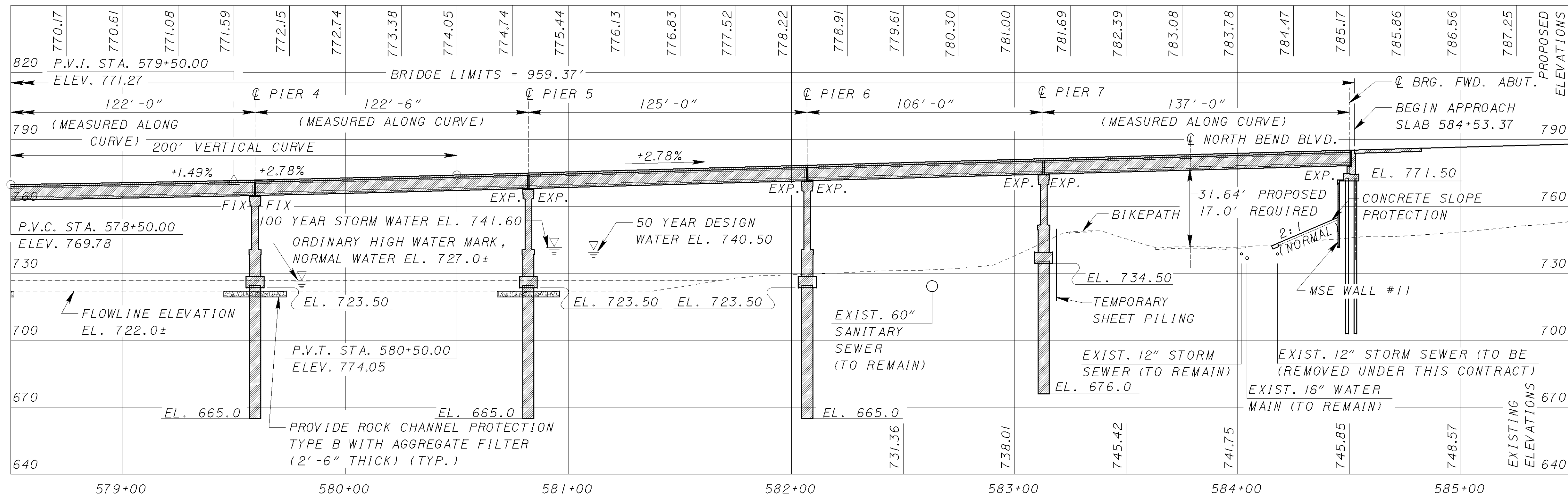
BENCHMARK 17	
CHISELED SQUARE-TOP BACK CONC. CURB N. SIDE RIVERSIDE AT E. BLDG. LINE #229 EXTENDED N.	
LOCATION (I.R. 75): STA. 374+93.38, 677.24' RT, EL. 738.93	
BENCHMARK 23	
CHISELED SQUARE-CONC. DITCH SOUTH SIDE SB 1-75 RAMP TO WEBSTER ST.	
LOCATION (I.R. 75): STA. 387+04.83, 794.30' RT, EL. 742.98	

BORING No.	STATION *	OFFSET *
B-14-01	574+22.18	56.24' LT.
B-14-02	575+20.43	45.98' LT.
B-14-03	577+25.89	40.86' LT.
B-14-04	578+00.02	23.37' LT.
B-14-05	579+48.76	4.09' RT.
B-14-06	580+89.10	2.54' RT.
B-14-07	574+99.90	40.32' RT.
B-14-08	581+95.10	35.20' RT.
B-14-09	583+57.61	36.75' LT.
B-14-10	576+01.11	39.97' LT.
B-14-11	584+48.88	37.59' LT.
B-13-03	576+00.20	37.36' RT.
B-13-08	578+16.87	98.25' RT.
B-13-10	579+67.82	121.30' RT.

* - STATIONS AND OFFSETS ARE MEASURED ALONG @ RAMP E2.

$Q_{50} = 53,000$ cfs	$Q_{100} = 60,000$ cfs
$V_{50} = 6.80$ f/s	$V_{100} = 7.10$ f/s
EL. 50 = 740.50	EL. 100 = 741.60
MIN. BOTTOM OF BEAM EL. 759.30 AT STA 576+88.83	
MIN. CLEARANCE = 17.70' FOR 100 YEAR STORM	
DRAINAGE AREA = 1853 sq. miles	

NOTES:
 1. FOR NOTES AND ABBREVIATIONS, SEE SHEET 178.



PROFILE ALONG BASELINE RAMP E2
(LIGHT POLES NOT SHOWN)

DESIGN AGENCY
TRANSYSTEMS CORPORATION
 55 PUBLIC SQUARE, SUITE 1900
 CLEVELAND, OHIO 44115-9601

DATE	12/16/05
DESIGNED	JDH
CHECKED	NFF
DRAWN	RCK
REVISED	
STRUCTURE FILE NUMBER	5708397

MONTGOMERY COUNTY
 STA. 574+94.00
 STA. 584+53.37

S I T E P L A N
 BRIDGE NO. MOT-75-1367 W
 RAMP E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
 RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

2/78
 1518
 1811

CURVE DATA (RAMP D4-1)

P.I. STA. = 678+96.25
 $\Delta = 15^{\circ}11'16''$ LEFT
 $D_c = 2^{\circ}30'00''$
 $R = 2291.83'$
 $L = 305.55'$
 $T = 607.51'$
 $E = 20.28'$
 $e_{max} = 0.035$

CURVE DATA (RAMP E2-1)

P.I. STA. = 574+86.22
 $\Delta = 12^{\circ}16'47''$ LEFT
 $D_c = 1^{\circ}15'00''$
 $R = 4583.66'$
 $L = 493.08'$
 $T = 982.38'$
 $E = 26.44'$
 $e_{max} = 0.035$

CURVE DATA (RAMP E2-2)

P.I. STA. = 590+04.37
 $\Delta = 83^{\circ}56'27''$ RIGHT
 $D_c = 8^{\circ}45'00''$
 $R = 654.81'$
 $L = 588.98'$
 $T = 959.32'$
 $E = 225.91'$
 $e_{max} = 0.060$

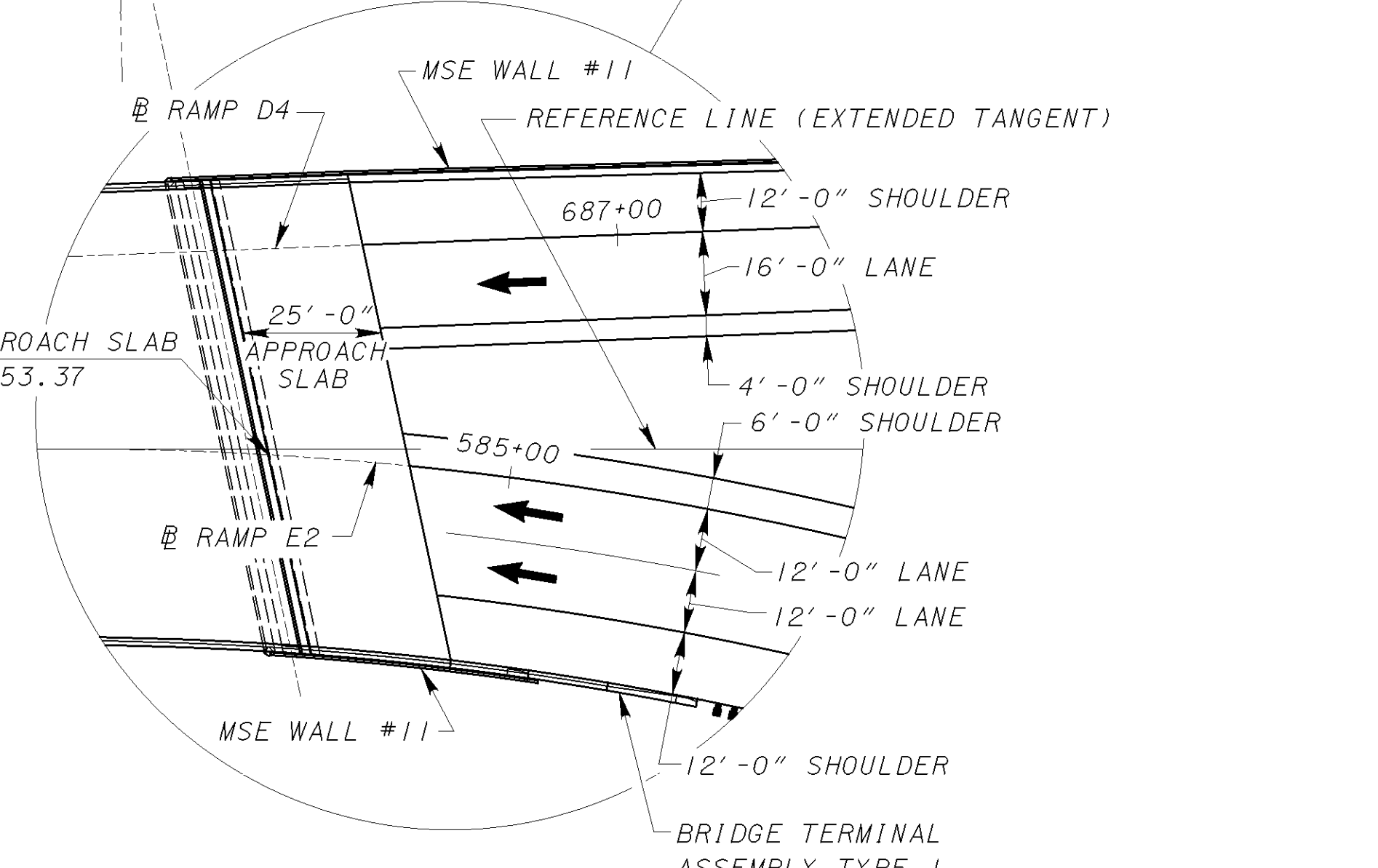
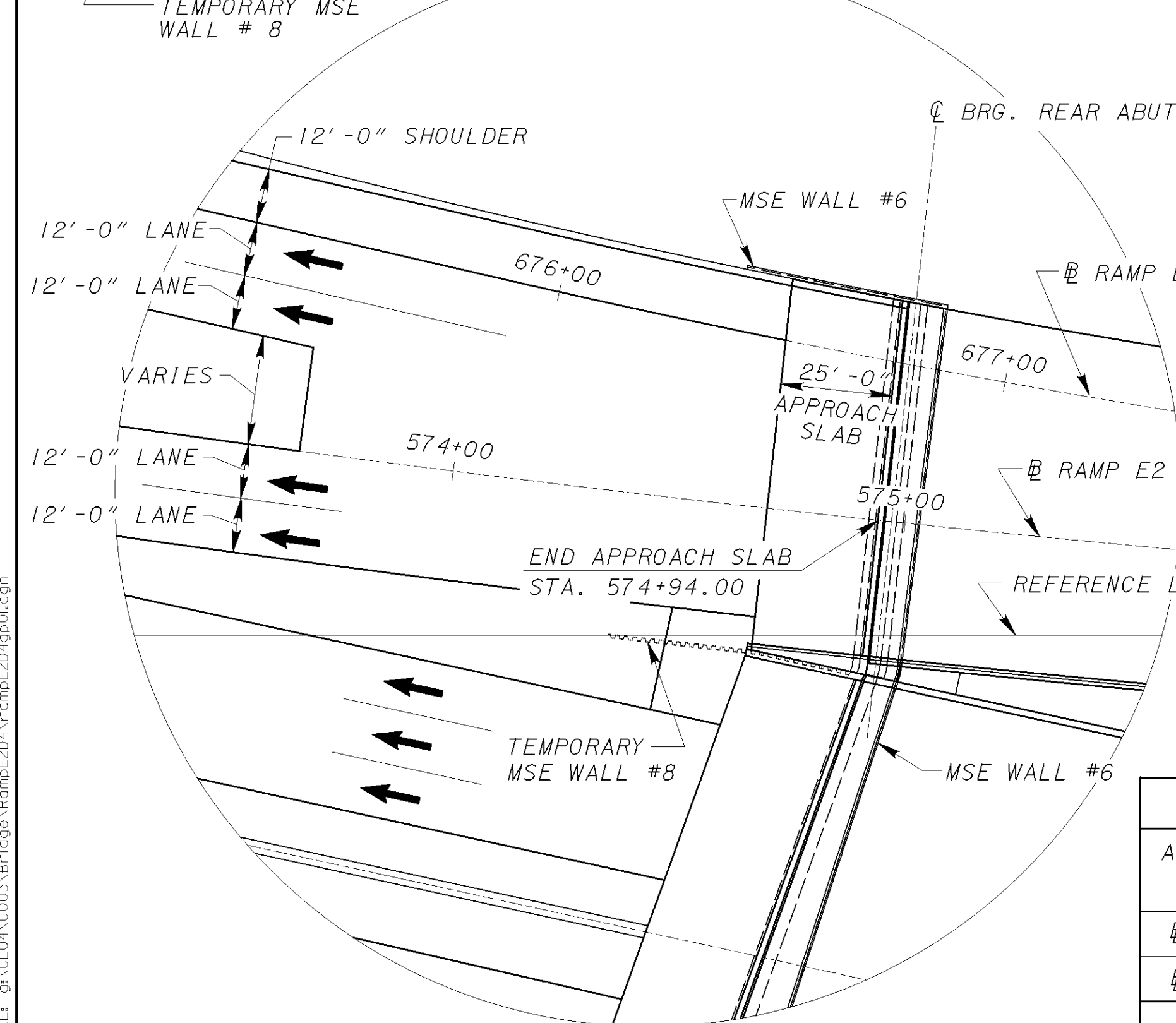
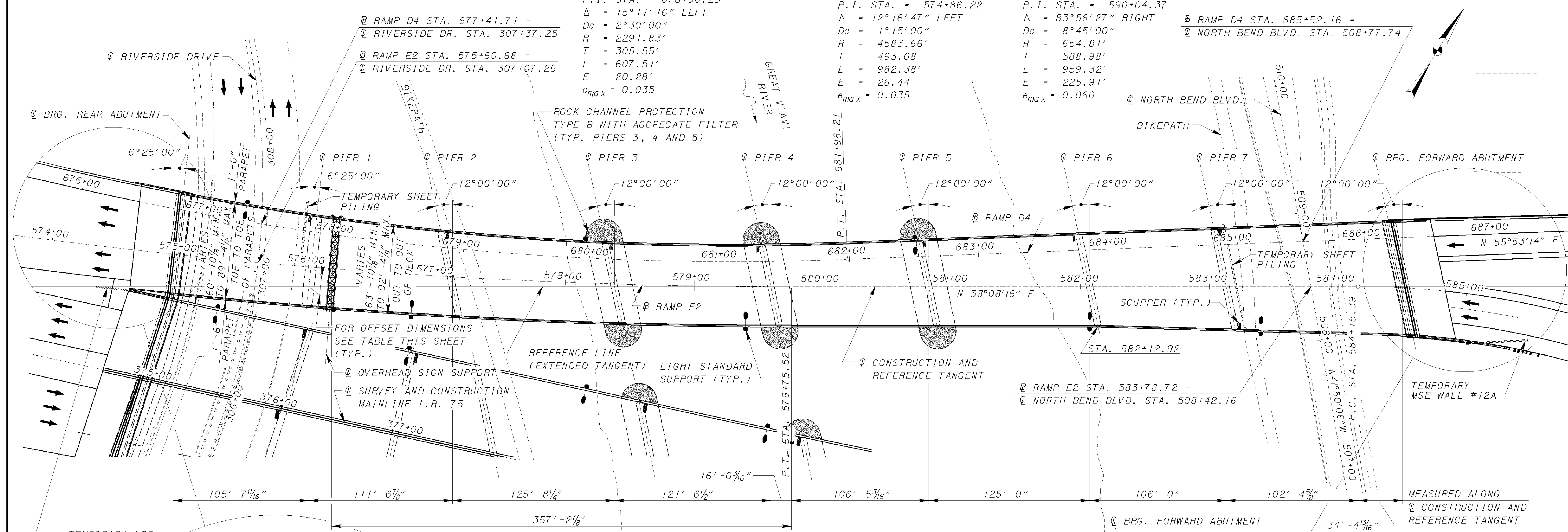


TABLE OF SUBSTRUCTURE @ STATION INTERSECTIONS

ALIGNMENT/ LOCATION	@ BRG. REAR ABUT.	@ PIER 1	@ PIER 2	@ PIER 3	@ PIER 4	@ PIER 5	@ PIER 6	@ PIER 7	@ BRG. FWD. ABUT.
@ RAMP E2	574+97.00	576+02.00	577+10.50	578+37.50	579+59.50	580+82.00	582+07.00	583+13.00	584+50.00
@ RAMP D4	676+78.55	677+83.69	678+84.80	680+12.70	681+34.67	682+56.40	683+80.46	684+85.66	686+21.42

TABLE OF REFERENCE LINE OFFSETS

ALIGNMENT/ LOCATION	@ BRG. REAR ABUT.	@ PIER 1	@ PIER 2	@ PIER 3	@ PIER 4	@ PIER 5	@ PIER 6	@ PIER 7	@ BRG. FWD. ABUT.
@ RAMP E2	25.11'	15.31'	7.83'	2.12'	0.03'	-	-	-	0.94'

NOTES:

- FOR LIGHT STANDARD SUPPORT DETAILS, SEE SHEET [48/78].
- FOR OVERHEAD SIGN SUPPORT DETAILS, SEE SHEET [49/78].
- SEE TEMPORARY MSE WALL SHEETS FOR LAYOUT OF TEMPORARY WALL #8 AND #12A.

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE2D4\ymcE2D4gp01.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.

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 AND BEARING BLOCK 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
 2 1/2" CONCRETE COVER

MONOLITHIC WEARING SURFACE:

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

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

SEE I.R. 75 MAINLINE OVER THE GREAT MIAMI RIVER BRIDGE PLANS.

ITEM 503 UNCLASSIFIED EXCAVATION, AS PER PLAN:

GRADE BACKFILL BETWEEN PIERS AND LEVEES TO DRAIN TOWARDS THE ENDS OF THE PIERS.

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

THE CONTRACTOR HAS THE OPTION OF DRIVING ABUTMENT PILES BEFORE OR AFTER THE MSE ABUTMENT RETAINING WALLS ARE CONSTRUCTED.

IF PILES ARE DRIVEN BEFORE MSE WALLS ARE CONSTRUCTED, PREPARE MSE WALL SUBGRADE PRIOR TO DRIVING PILES. 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 [793/181], 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.

IF PILES ARE DRIVEN AFTER MSE WALLS ARE CONSTRUCTED, MONITORED SETTLEMENT RATES MUST SATISFY THE REQUIREMENTS GIVEN IN THE MSE WALL PLANS ON SHEET [793/181] PRIOR TO DRIVING PILES.

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: 24 HP14x73 PILES 70 FEET LONG ORDER LENGTH *
 ULTIMATE BEARING VALUE = 183 TONS PER PILE
 1 DYNAMIC LOAD TESTING ITEMS

PIER 1 PILES: 33 HP14x73 PILES 60 FEET LONG ORDER LENGTH
 ULTIMATE BEARING VALUE = 175 TONS PER PILE
 1 DYNAMIC LOAD TESTING ITEMS

FORWARD ABUTMENT PILES: 32 HP14x73 PILES 90 FEET LONG ORDER LENGTH *
 ULTIMATE BEARING VALUE = 246 TONS PER PILE
 1 DYNAMIC LOAD TESTING ITEMS
 THE ADDITION OF 28 TONS OF ULTIMATE BEARING VALUE PER 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.)

DRILLED SHAFTS:

THE DESIGN LOAD TO BE SUPPORTED BY THE PIER 2 TO 7 DRILLED SHAFTS IS 582 TONS. THE DESIGN LOAD IS RESISTED BY SHAFT SKIN FRICTION AND SHAFT END BEARING. THE ALLOWABLE SKIN FRICTION IS 0.56 TONS PER SQUARE FOOT AND THE ALLOWABLE END BEARING PRESSURE IS 9.4 TONS PER SQUARE FOOT. THE REINFORCING STEEL SHALL BE EPOXY COATED ACCORDING TO 709.00.

MAINTENANCE OF TRAFFIC:

IR-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].

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 BEHELD TO MINIMUM.

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 [7047/181] AND [7048/181].

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.

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

PIER 1:

FS-595B-33690 TAN BEARING BLOCK
 FS-595B-30480 TAUPE PIER WALLS (SMOOTH AND ASHLAR SURFACES)

PIERS 2-7:

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

SUPERSTRUCTURE:

FS-595B-12160 BROWNISH RED FASICA BEAMS
 FS-595B-33690 TAN PARAPETS

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 [69/78] FOR LOCATIONS WITH HORIZONTAL DRAINAGE PIPES. SEE THE FRAMING PLAN SHEETS [29/78] AND [30/78] 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, 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 BE 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, SLEEVES, ANCHORS, 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, 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: SEE DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4, AS PER PLAN.

BASIS OF PAYMENT: IN ADDITION TO THE ITEMS LISTED IN 515.19, ALL COSTS ASSOCIATED WITH THE REQUIRED THREADED RODS, BEARING SOLE PLATES, SLEEVES, ANCHORS, 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.

STRUCTURE GENERAL NOTES

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

FOR BEARING REQUIREMENTS, SEE SHEETS [63/78] & [64/78].

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.

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 SLAB), 17", AS PER PLAN:

FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, QC/QA CONCRETE, CLASS QSC2. THE ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, REINFORCING STEEL, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, AND WATERPROOFING, AND SEALING OF APPROACH SLAB PARAPET 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 3/4 INCHES.

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:

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

THE USE OF CULVERT PIPES TO MAINTAIN RIVER FLOW AS DESCRIBED IN SS 832.10 WILL NOT BE ALLOWED. MAINTENANCE OF RIVER FLOW SHALL BE ACHIEVED THROUGH THE USE OF TEMPORARY BRIDGE CONSTRUCTION, PHASED CONSTRUCTION OF CAUSEWAYS PROTECTED BY SHEET PILING, OR A COMBINATION THEREOF.

THE TEMPORARY CAUSEWAY PLAN SHOWN ON SHEETS [7/78] AND [7A/78] IS INTENDED ONLY FOR THE PURPOSE OF ESTIMATING SURFACE AREA AND VOLUME OF TEMPORARY FILL AND SUBMITTING USACE 404 AND OEPA 401 PERMIT APPLICATIONS. SIMILARLY, THE SUGGESTED CAUSEWAY, PIER WORKPAD, AND TEMPORARY BRIDGE DETAILS SHOWN ON THESE SHEETS REPRESENT POSSIBLE CAUSEWAY CONSTRUCTION CONCEPTS ONLY. ACTUAL LOCATION, SIZE, AND CONSTRUCTION OF THE CAUSEWAYS AND WORK PADS MAY DIFFER, PROVIDED THAT SS 832 AND PLAN REQUIREMENTS ARE SATISFIED. MODIFICATIONS TO CAUSEWAY DETAILS RESULTING IN PERMITTED LIMITS BEING EXCEEDED SHALL BE DIRECTED TO THE ODOT OFFICE OF ENVIRONMENTAL SERVICES FOR REVIEW. NO DELAYS WILL BE GRANTED WITH RESPECT TO CONTRACTOR MODIFICATIONS TO CAUSEWAYS RESULTING IN PERMITTED LIMITS BEING EXCEEDED.

MINIMUM CAUSEWAY REQUIREMENTS:

- AT ANY TIME, THE MAXIMUM PLAN AREA OF FILL MATERIAL CONTACTING THE CHANNEL BOTTOM BETWEEN ORDINARY HIGH WATER (O.H.W.) LIMITS ON EACH BANK SHALL NOT EXCEED 1.19 ACRES. TEMPORARY BRIDGES SUPPORTED BY STEEL BENTS WITH BOTTOM OF STRINGERS ABOVE THE O.H.W. ELEVATION ARE NOT INCLUDED IN THE DETERMINATION OF FILL AREA.
- AT ANY TIME, THE MAXIMUM VOLUME OF FILL MATERIAL PLACED BELOW THE O.H.W. ELEVATION SHALL NOT EXCEED 7,714 CUBIC YARDS. TEMPORARY BRIDGES SUPPORTED BY STEEL BENTS WITH BOTTOM OF STRINGERS ABOVE THE O.H.W. ELEVATION ARE NOT INCLUDED IN THE DETERMINATION OF FILL VOLUME.
- TO MAINTAIN RIVER FLOW AND ALLOW PASSAGE OF AQUATIC SPECIES, AT NO TIME SHALL CAUSEWAYS OR TEMPORARY BRIDGES BLOCK MORE THAN 50 PERCENT OF THE WIDTH OF THE RIVER, MEASURED AT THE O.H.W. ELEVATION. THE AREA OF TEMPORARY BRIDGE BENTS MEASURED NORMAL TO RIVER FLOW SHALL BE INCLUDED IN THE DETERMINATION OF RIVER BLOCKAGE.
- NO WORK SHALL BE PERFORMED IN THE WATERWAY FROM APRIL 15 THROUGH JUNE 30. CAUSEWAYS ENCLOSED BY STEEL SHEET PILING OR TEMPORARY BRIDGES BUILT PRIOR TO APRIL 15 MAY BE ACCESSED DURING THIS TIME.
- CAUSEWAYS, TEMPORARY BRIDGES, AND PIER WORK PADS SHALL BE CONSTRUCTED TO AN ELEVATION AT LEAST 5 FEET ABOVE THE O.H.W. ELEVATION.
- THE EXTERIOR OF CAUSEWAYS AND PIER WORK PADS SHALL BE PROTECTED BY STEEL SHEET PILING.
- THE BOTTOM OF TEMPORARY BRIDGE STRINGERS SHALL BE LOCATED ABOVE THE O.H.W. ELEVATION.
- THE CONTRACTOR IS RESPONSIBLE FOR DETERMINING ALL CAUSEWAY, TEMPORARY BRIDGE, AND PIER WORK PAD GEOMETRY, LAYOUT, STAGING, AND CONSTRUCTION DETAILS, SUBJECT TO CONSTRUCTION REQUIREMENTS, AND RIVER FILL, FLOW AREA, AND SEASONAL RESTRICTIONS.
- THE CONTRACTOR SHALL COORDINATE ALL CAUSEWAY AND BRIDGE CONSTRUCTION WITH MAINTENANCE OF TRAFFIC PLAN REQUIREMENTS.

SUGGESTED CAUSEWAY AND BRIDGE CONSTRUCTION PROCEDURE:

- CONSTRUCT CAUSEWAYS AND PIER WORK PADS IN ACCORDANCE WITH SS 832 AND 404/401 PERMITS TO SUPPORT EQUIPMENT FOR SHEET PILE DRIVING.

- DRIVE SHEET PILING ALONG PERIMETER OF CAUSEWAYS (IF APPLICABLE) AND PIER WORK PADS.
- CONSTRUCT TEMPORARY BRIDGES (IF APPLICABLE).
- EXCAVATE CHANNEL BOTTOM, PLACE PERMANENT SLEEVES AT DRILLED SHAFT LOCATIONS, AND CONSTRUCT ROCK CHANNEL SCOUR PROTECTION AT PIERS. EXCAVATION OF CHANNEL BOTTOM WILL NOT BE ALLOWED AT ANY TIME WITHOUT A COFFERDAM.
- INSTALL TEMPORARY CASINGS AT DRILLED SHAFT LOCATIONS. BACKFILL WITHIN COFFERDAMS USING SS 832.10 MATERIAL TO TOP OF FOOTING ELEVATION 728.50. REMOVABLE FORMS MAY BE USED BETWEEN BOTTOM OF FOOTING AND FLOW LINE. EXTEND FABRIC FILTER OVER FULL HEIGHT OF SHEET PILE.
- CONSTRUCT PIER DRILLED SHAFTS.
- CONSTRUCT PIER FOOTINGS.
- BACKFILL WITHIN COFFERDAMS USING SS 832.10 MATERIAL TO TOP OF COFFERDAM ELEVATION 732.00.
- CONSTRUCT PIER WALLS AND CAPS.
- COMPLETE BRIDGE SUPERSTRUCTURE CONSTRUCTION.
- WHEN NO LONGER REQUIRED, REMOVE CAUSEWAYS, TEMPORARY FORMS, TEMPORARY BRIDGES, AND PIER WORK PADS IN ACCORDANCE WITH SS 832 AND PLAN SHEET [7/78] REQUIREMENTS.

ONCE PERIMETER SHEET PILE IS CONSTRUCTED COMPLETELY ENCLOSING THE CAUSEWAYS AND PIER WORK PADS TO ELEVATION 732.00, WORK WITHIN THE SHEET PILE COFFERDAMS IS NOT CONSIDERED WORK WITHIN THE RIVER.

TEMPORARY BRIDGES, CAUSEWAYS, AND PIER WORK PADS, INCLUDING PERIMETER SHEET PILING, WILL NOT BE PAID FOR AS SEPARATE ITEMS BUT WILL BE INCLUDED BY THE CONTRACTOR AS PART OF THE TOTAL PROJECT COST. IF CAUSEWAY, TEMPORARY BRIDGE, OR PIER WORK PAD RECONSTRUCTION IS REQUIRED, SUBMIT ANY REQUEST CITING A CHANGED CONDITION TO THE ENGINEER WITH INFORMATION SUBSTANTIATING THAT THE WATER ELEVATION WAS 5 FEET ABOVE THE NORMAL WATER ELEVATION SHOWN ON THE PLANS. DO NOT SUBMIT A CLAIM FOR A CHANGED CONDITION UNLESS THE WATER IS OVER 5 FEET ABOVE THE NORMAL WATER ELEVATION SHOWN ON THE PLANS.

INDEX OF SHEETS:

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TEMPORARY CAUSEWAY DETAILS [7/78] AND [7A/78]
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FOUNDATION PLAN [9/78] THRU [11/78]
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DRILLED SHAFT NOTES [12A/78] THRU [12C/78]
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PARAPET DETAILS [47/78]
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REINFORCING STEEL LIST [72/78] THRU [78/78]

MADE BY: JDH DATE: 12/05/05
 CHECKED BY: MLR DATE: 12/05/05

ESTIMATED QUANTITIES

STRUCTURE FILE NUMBER: 5708397

FUNDING		ITEM	EXTENSION	TOTAL	UNIT	DESCRIPTION	REAR ABUTMENT	FORWARD ABUTMENT	PIERS	SUPERSTRUCTURE	GENERAL	AS PER PLAN REFERENCE SHEET NUMBER
TE	IM											
	LUMP	503	11100	LUMP		COFFERDAMS, CRIBS AND SHEETING					LUMP	
	LUMP	503	21301	LUMP		UNCLASSIFIED EXCAVATION, AS PER PLAN					LUMP	4/78
	LUMP	505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION					LUMP	
	6540	507	00300	6540	FT	STEEL PILES HP 14x73, FURNISHED	1680	2880	1980			
	6095	507	00351	6095	FT	STEEL PILES HP 14x73, DRIVEN, AS PER PLAN	1560	2720	1815			4/78
	11	507	98010	11	EACH	PILING, MISC.: PILE SPLICES FOR HPI4X73 STEEL PILES	3	4	4			4/78
	1202894	509	10001	1202894	POUND	EPOXY COATED REINFORCING STEEL, AS PER PLAN	13467	17000	364286	808141		4/78
	9743	512	10100	9743	SQ YD	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	140	170	4559	4874		
	10	515	15021	10	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4, AS PER PLAN				10		4/78
	71	515	15051	71	EACH	DRAPED STRAND PRESTRESSED CONCRETE BRIDGE I-BEAM MEMBERS, LEVEL 3, TYPE 4 MOD. (72"), AS PER PLAN				71		4/78
	219	515	20001	219	EACH	INTERMEDIATE DIAPHRAGMS, AS PER PLAN				219		4/78
	170	516	11210	170	FT	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL	80	90				
	104	516	13000	104	SQ FT	1/4" PREFORMED EXPANSION JOINT FILLER				104		
	20	516	13600	20	SQ FT	1" PREFORMED EXPANSION JOINT FILLER	11	9				
	116	516	44201	116	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15" x 22" x 3.57")			116			5/78
	22	516	44301	22	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15" x 22" x 4.92")			22			5/78
	44	516	44301	44	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (15" x 22" x 4.25")			44			5/78
	8	518	12301	8	EACH	SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN				8		69/78
	110	518	21200	110	CU YD	POROUS BACKFILL WITH FILTER FABRIC	49	61				
	176	518	40000	176	FT	6" PERFORATED CORRUGATED PLASTIC PIPE	83	93				
	57	518	40010	57	FT	6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS	13	44				
	311	518	51201	311	FT	PIPE DOWNSPOUT, INCLUDING SPECIALS, AS PER PLAN			311			69/78
	595	518	60031	595	FT	PIPE HORIZONTAL CONDUCTOR, AS PER PLAN				595		69/78
	3	523	20000	3	EACH	DYNAMIC LOAD TESTING	1	1	1			
	1776	524	94915	1776	FT	DRILLED SHAFTS, 60" DIAMETER, ABOVE BEDROCK, AS PER PLAN				1776		12A & 12B/78
	7	524	95100	7	EACH	DRILLED SHAFTS, MISC.: DYNAMIC LOAD TEST #				7		
	32	524	95100	32	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 60" DIA. SHAFT #				32		
	LUMP	524	95200	LUMP		DRILLED SHAFTS, MISC.: OSTERBERG CELL LOAD TEST #				LUMP		
	24368	SPECIAL	53013000	24368	SQ FT	FORM LINER				24368		5/78
	601	601	21000	601	SQ YD	CONCRETE SLOPE PROTECTION		217				
	661	601	32110	661	CU YD	ROCK CHANNEL PROTECTION, TYPE B WITH AGGREGATE FILTER				661		
	2523	898	10201	2523	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN				2523		5/78
	577	898	10709	577	SQ YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), 17", AS PER PLAN					577	5/78 & 70/78
	302	898	11000	302	CU YD	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET AND MEDIAN BARRIER)				302		
	2306	898	20100	2306	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (PIER ABOVE FOOTING)			2306			
	165	898	20150	165	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT)	77	88				
	897	898	20300	897	CU YD	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (FOOTING)	70	85	742			

- SEE SPECIAL PROVISIONS



DESIGN AGENCY
 TRANS SYSTEMS CORPORATION
 55 PUBLIC SQUARE, SUITE 1900
 CLEVELAND, OHIO 44115-9901

DATE 12/16/05
 REVIEWED RER
 STRUCTURE FILE NUMBER 5708397

DESIGNED JDH
 CHECKED MLR

ESTIMATED QUANTITIES
 BRIDGE NO. MOT-75-1367 W
 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
 RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
 PID 75927

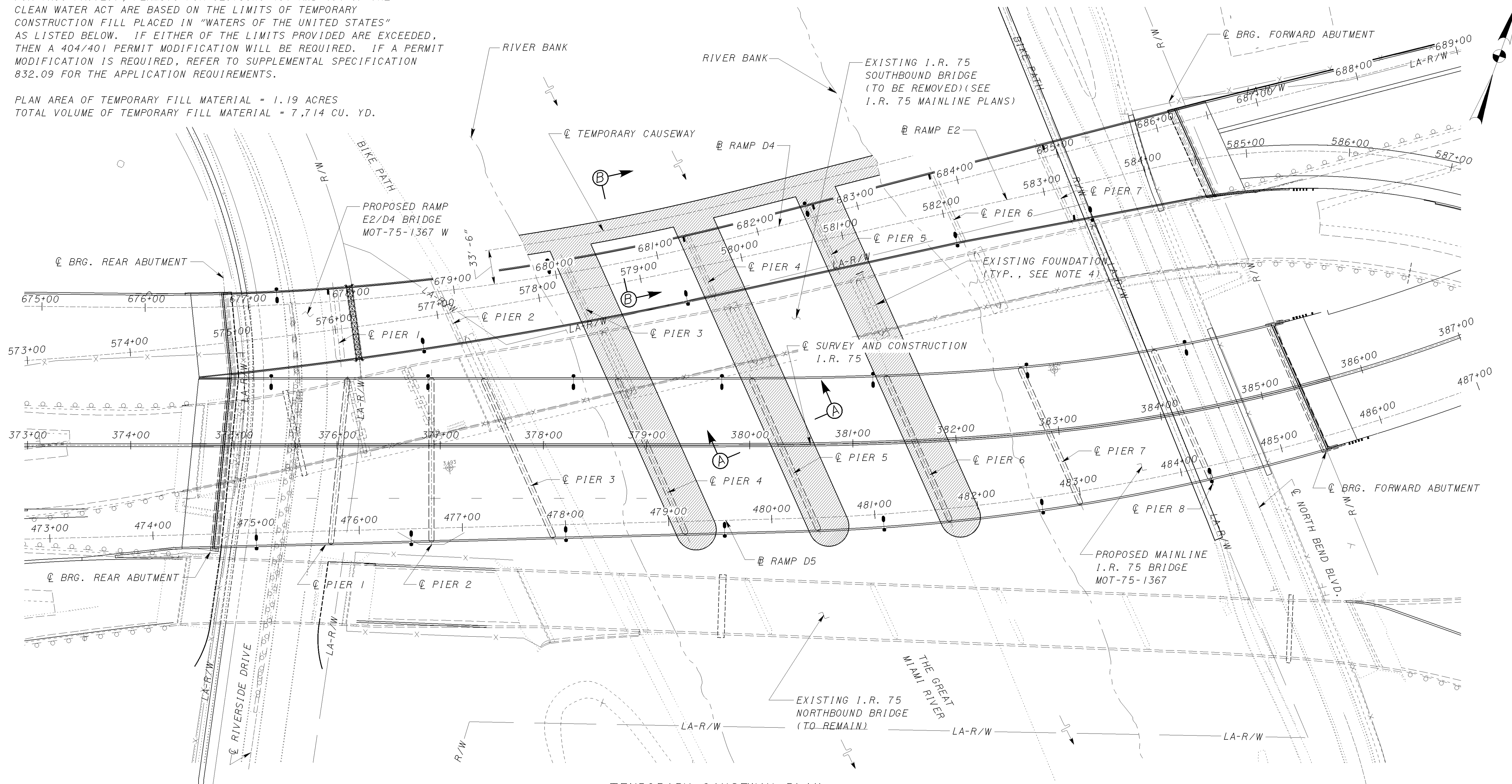
6/78

1522
 811

DATE: 5/24/2007 FILE: g:\c04\0003\bridge\cmpe264\cmpe264e01.dgn

FOR THIS PROJECT, PERMITS FOR SECTIONS 401 AND 404 OF THE CLEAN WATER ACT ARE BASED ON THE LIMITS OF TEMPORARY CONSTRUCTION FILL PLACED IN "WATERS OF THE UNITED STATES" AS LISTED BELOW. IF EITHER OF THE LIMITS PROVIDED ARE EXCEEDED, THEN A 404/401 PERMIT MODIFICATION WILL BE REQUIRED. IF A PERMIT MODIFICATION IS REQUIRED, REFER TO SUPPLEMENTAL SPECIFICATION 832.09 FOR THE APPLICATION REQUIREMENTS.

PLAN AREA OF TEMPORARY FILL MATERIAL = 1.19 ACRES
TOTAL VOLUME OF TEMPORARY FILL MATERIAL = 7,714 CU. YD.



TEMPORARY CAUSEWAY PLAN

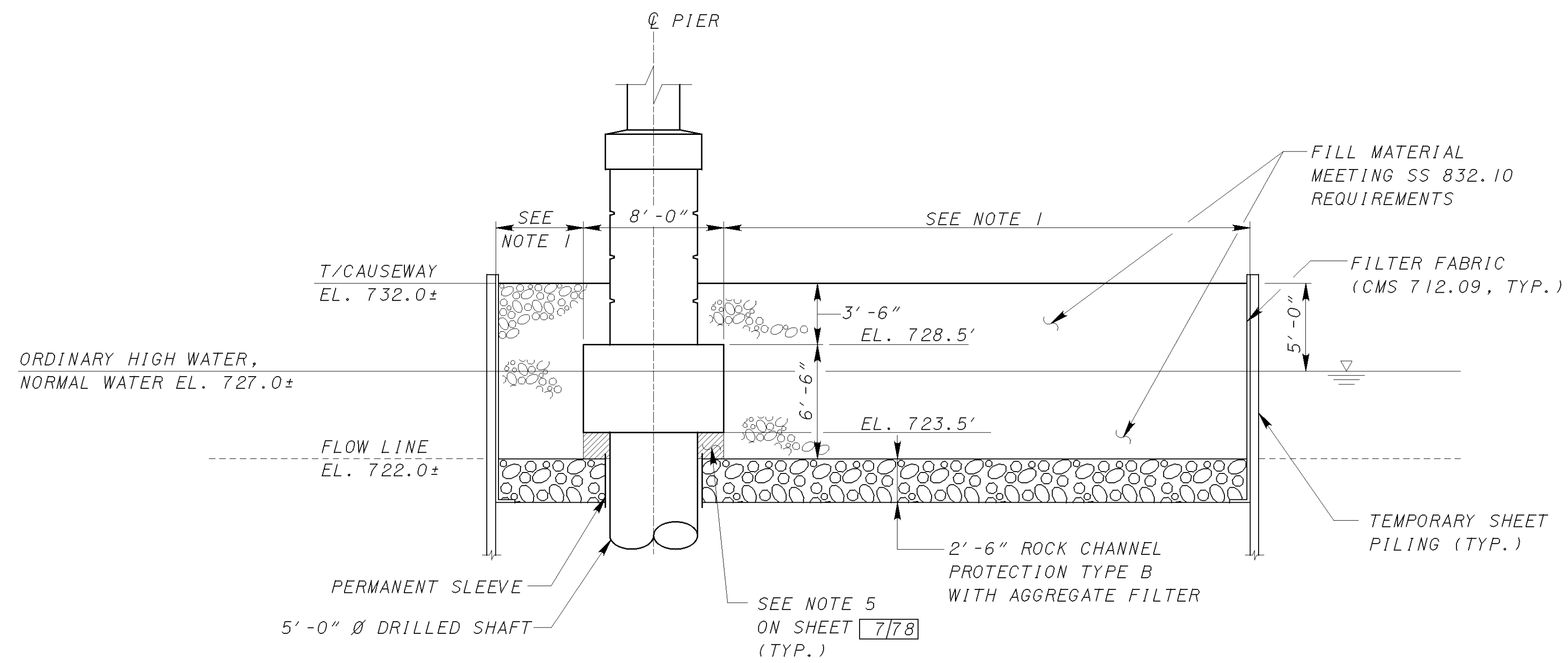
LEGEND:

- APPROXIMATE LIMITS OF TEMPORARY CAUSEWAY, TEMPORARY BRIDGE, AND PIER WORKPADS.

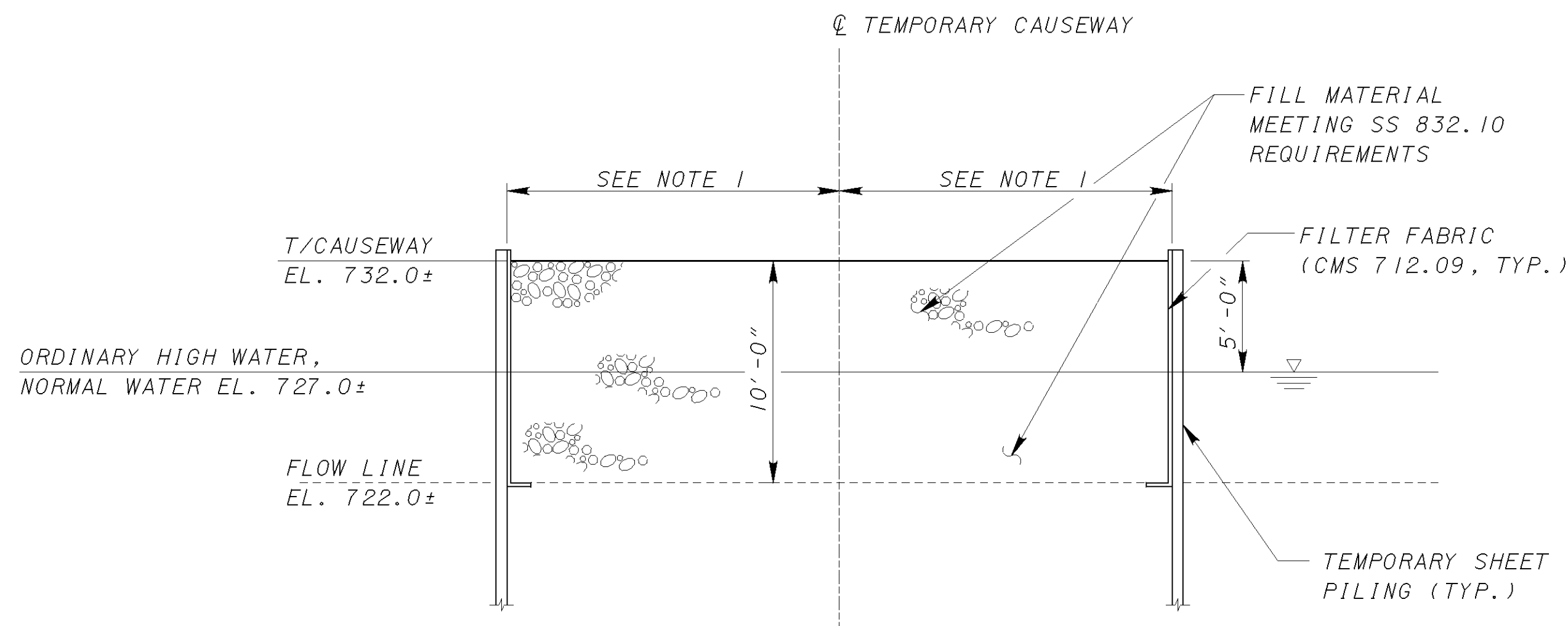
NOTES:

1. FOR SECTION A-A AND B-B, SEE SHEET **7A78**.
2. FOR SEQUENCE OF CONSTRUCTION, SEE STAGE CONSTRUCTION DETAILS, SHEET **878**.
3. FOR ADDITIONAL NOTES, SEE THE STRUCTURE GENERAL NOTES, SHEETS **478** AND **578**.
4. CONTRACTOR TO FIELD VERIFY LOCATION OF EXISTING FOUNDATIONS BEFORE INSTALLATION OF TEMPORARY CAUSEWAY. MODIFICATION TO LOCATION OF TEMPORARY SHEETING MAY BE REQUIRED PROVIDED CAUSEWAY AREA AND VOLUME LIMITS SHOWN ON PLANS ARE NOT EXCEEDED.
5. AFTER CONSTRUCTION IS COMPLETE, REMOVAL OF THE TEMPORARY CAUSEWAY SHALL INCLUDE REMOVAL OF ANY FORMS OR CAUSEWAY FILL MATERIAL PLACED BETWEEN THE BOTTOM OF THE PIER FOOTINGS AND THE CHANNEL BOTTOM.

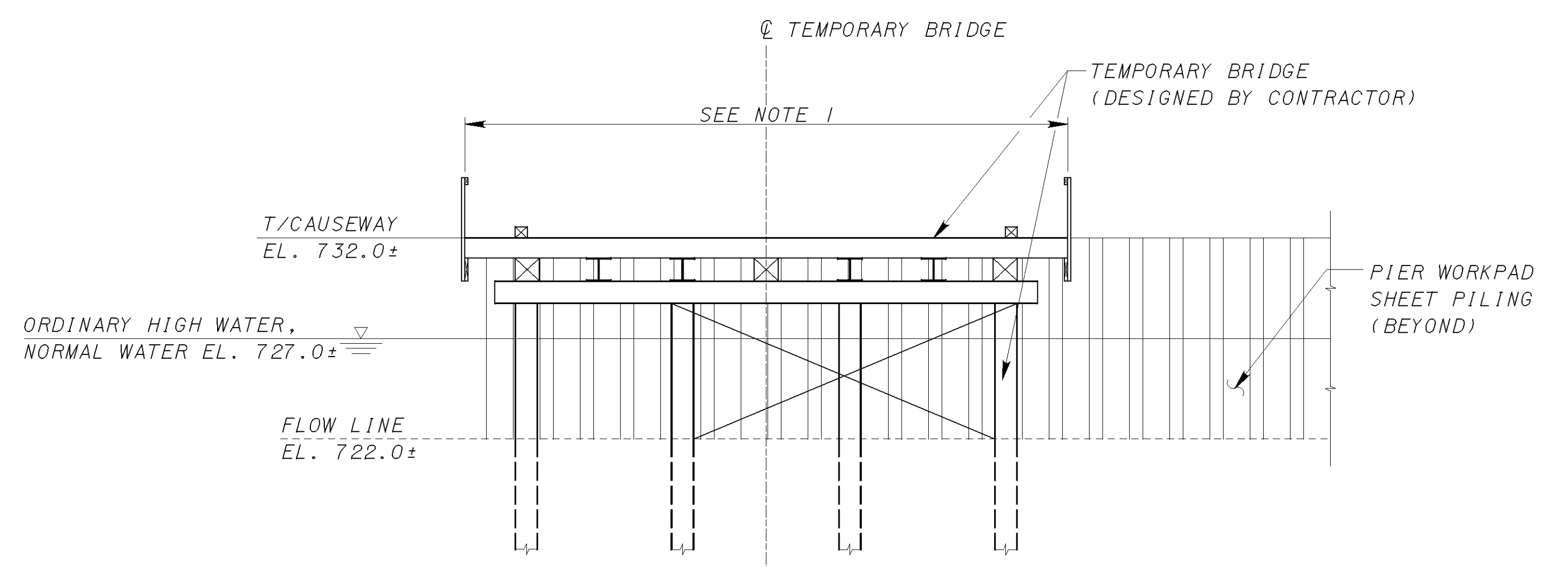
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SECTION A-A
(PIER WORKPADS)



SECTION B-B
(TEMPORARY CAUSEWAY OPTION)



SECTION B-B
(TEMPORARY BRIDGE OPTION)

NOTES:

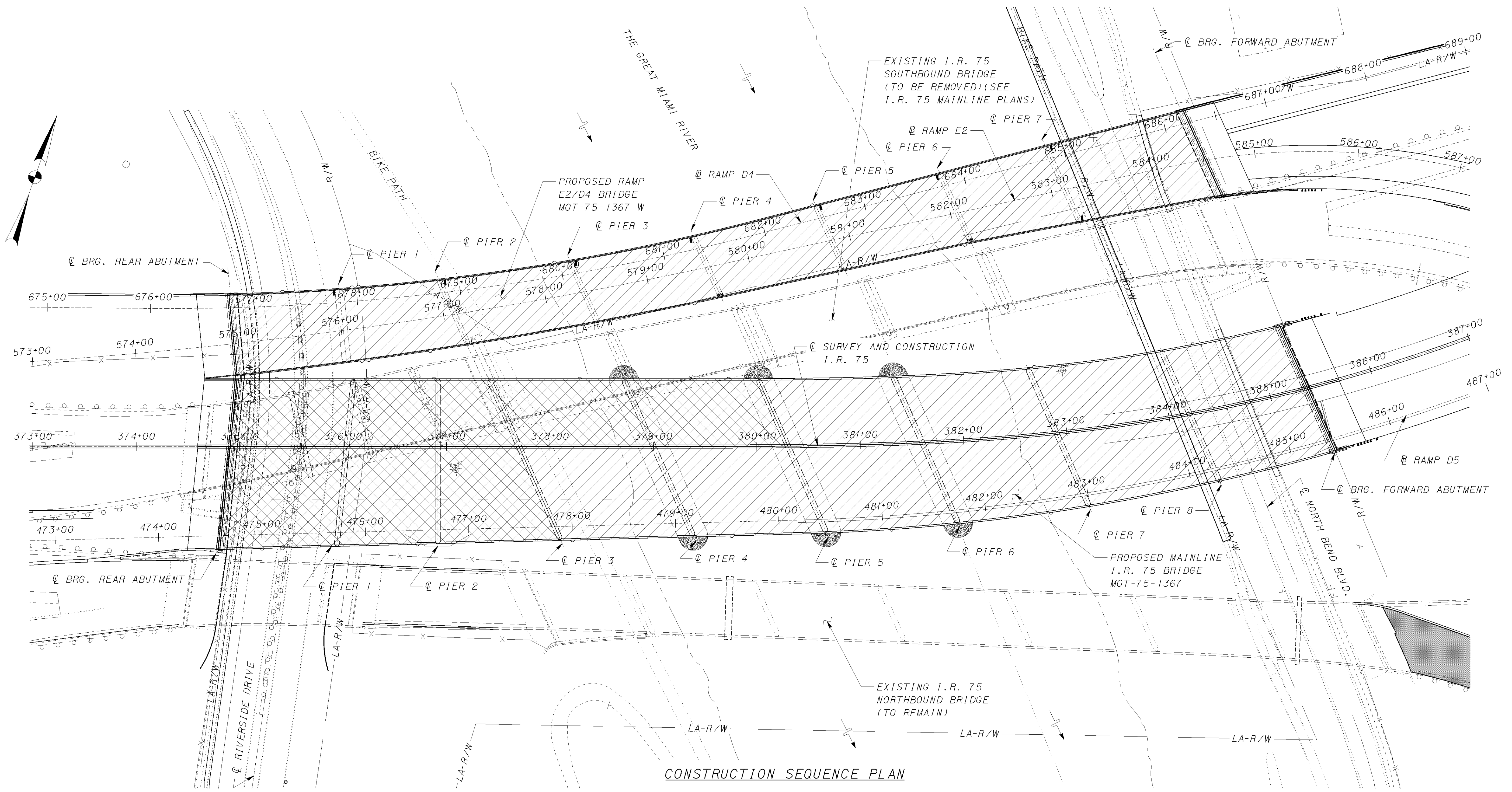
1. FINAL DIMENSIONS TO BE DETERMINED BY THE CONTRACTOR (SEE TEMPORARY CAUSEWAY NOTES ON SHEET [578]).
2. FOR LOCATION OF SECTIONS, SEE SHEET [778].

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DESIGNED	JDH	CHECKED	ECM
DRAWN	ECM	REVISED	
REVIEWED	RER	STRUCTURE FILE NUMBER	5708397
DATE	12/16/05		

TEMPORARY CAUSEWAY DETAILS
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927



CONSTRUCTION SEQUENCE PLAN

SUGGESTED CONSTRUCTION SEQUENCE

IN GENERAL, THE PROPOSED WORK SHALL CONSIST OF THE REMOVAL OF THE EXISTING I.R. 75 SOUTHBOUND BRIDGE OVER THE GREAT MIAMI RIVER AND THE CONSTRUCTION OF THE REPLACEMENT BRIDGES IN STAGES. REMOVAL AND CONSTRUCTION OPERATIONS ARE TO BE PERFORMED WHILE MAINTAINING TRAFFIC AND WATER FLOW. THE PERFORMANCE OF ALL STAGES OF WORK MUST BE COORDINATED TO SATISFY THE PROJECT MAINTENANCE OF TRAFFIC AND SAFETY REQUIREMENTS. SEE THE PROJECT MAINTENANCE OF TRAFFIC PLANS FOR ADDITIONAL MAINTENANCE OF TRAFFIC REQUIREMENTS.

STAGE 1 CONSTRUCTION:

BUILD THE TEMPORARY CAUSEWAY AS SHOWN ON PLAN SHEET TITLED "TEMPORARY CAUSEWAY DETAILS" IN STAGES AS NECESSARY TO MAINTAIN WATER FLOW THROUGH THE GREAT MIAMI RIVER. AT NO TIME SHALL THE TEMPORARY CAUSEWAY BE BUILT TO BLOCK RIVER FLOW MORE THAN 50% OF WATERWAY.

RAMP BRIDGE (MOT-75-1367 W):

1. CONSTRUCT THE FULL SUBSTRUCTURE UNITS FROM FORWARD ABUTMENT TO THE REAR ABUTMENT.
2. SET THE SUPERSTRUCTURE FOR THE RAMP BRIDGE FROM THE FORWARD ABUTMENT TO THE REAR ABUTMENT.
3. CONSTRUCT THE RAMP DECK FULL WIDTH FROM THE FORWARD ABUTMENT TO THE REAR ABUTMENT.
4. MOVE TRAFFIC FROM THE EXISTING I.R. 75 SOUTHBOUND BRIDGE TO THE NEWLY FINISHED RAMP BRIDGE.
5. DEMOLISH THE EXISTING I.R. 75 SOUTHBOUND BRIDGE.

MAINLINE BRIDGE (MOT-75-1367):

1. CONSTRUCT THE FULL SUBSTRUCTURE UNITS FROM FORWARD ABUTMENT TO PIER 5. CONSTRUCT PORTIONS OF PIERS 4 AND 3.
2. SET THE SUPERSTRUCTURE FOR THE SOUTHBOUND BRIDGE FROM THE FORWARD ABUTMENT TO PIER 5. SET THE SUPERSTRUCTURE FOR THE NORTHBOUND BRIDGE FROM THE FORWARD ABUTMENT TO PIER 3.
3. CONSTRUCT THE SOUTHBOUND BRIDGE DECK FULL WIDTH FROM THE FORWARD ABUTMENT TO PIER 5. CONSTRUCT THE NORTHBOUND BRIDGE DECK FULL WIDTH FROM THE FORWARD ABUTMENT TO PIER 3.

STAGE 2 CONSTRUCTION:

1. CONSTRUCT THE REMAINING SUBSTRUCTURE UNITS FROM PIER 5 SOUTHBOUND AND PIER 3 NORTHBOUND TO THE REAR ABUTMENT FOR MAINLINE STRUCTURE.
2. SET THE REMAINING SUPERSTRUCTURE FOR THE SOUTHBOUND AND NORTHBOUND BRIDGES.
3. CONSTRUCT REMAINING DECK FOR MAINLINE STRUCTURE.
4. REMOVE TEMPORARY CAUSEWAY.
5. OPEN NEW STRUCTURE TO TRAFFIC.

LEGEND:

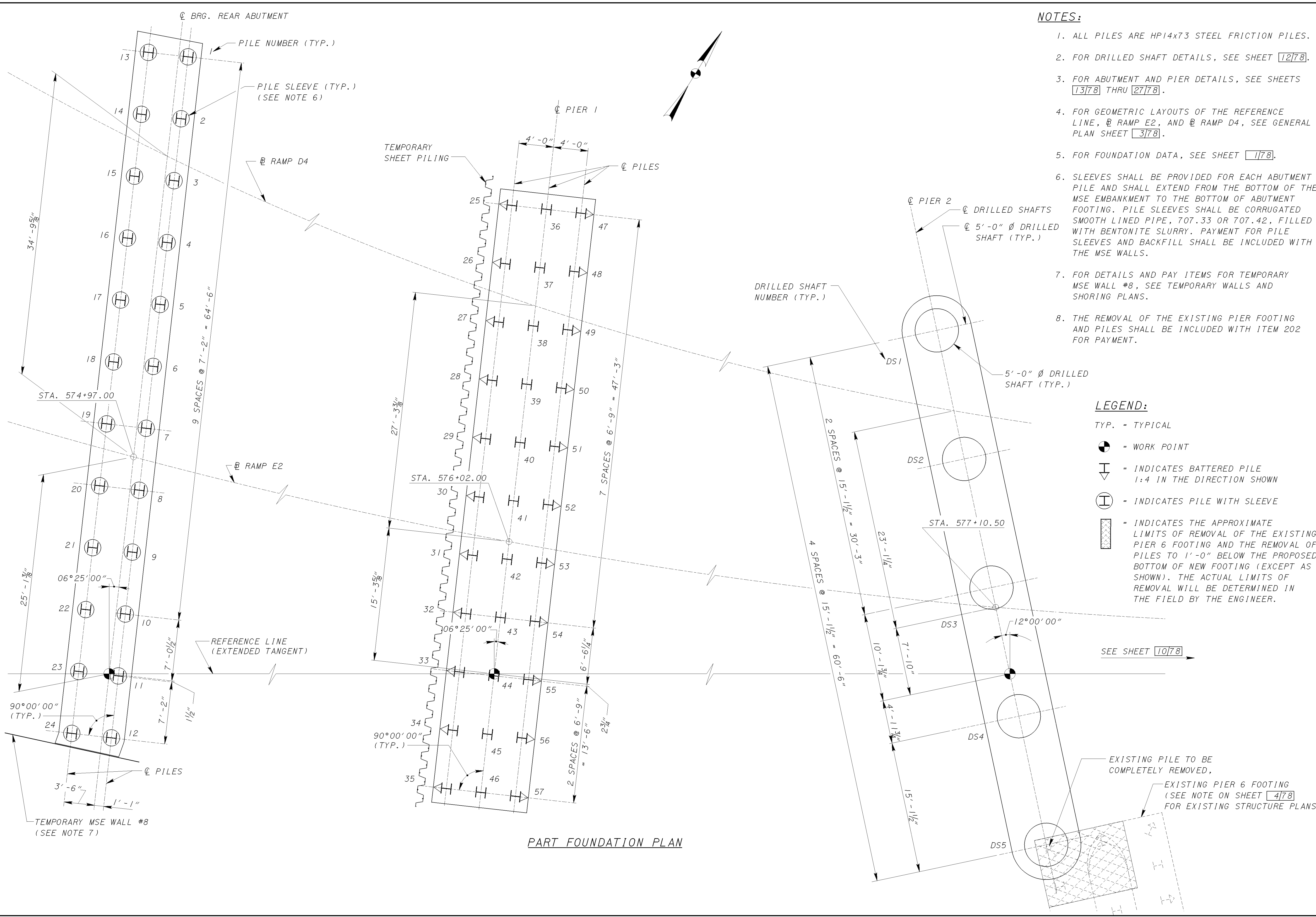


NOTES:

1. FOR ADDITIONAL MAINTENANCE OF TRAFFIC STAGING DETAILS, SEE MAINTENANCE OF TRAFFIC SHEETS IN THE ROADWAY PLANS.

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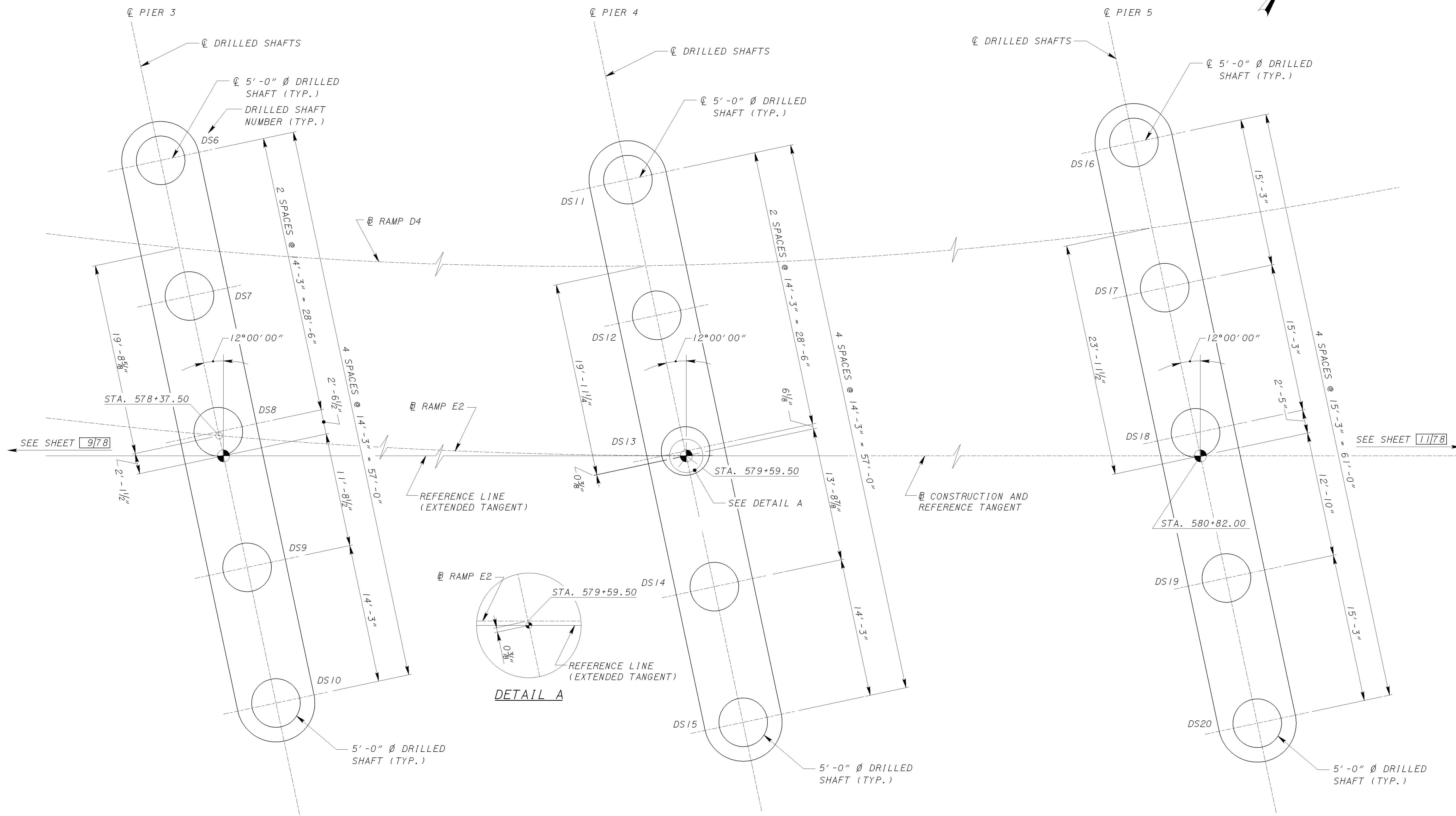
- NOTES:**
1. ALL PILES ARE HPI4x73 STEEL FRICTION PILES.
 2. FOR DRILLED SHAFT DETAILS, SEE SHEET [1278].
 3. FOR ABUTMENT AND PIER DETAILS, SEE SHEETS [1378] THRU [2778].
 4. FOR GEOMETRIC LAYOUTS OF THE REFERENCE LINE, @ RAMP E2, AND @ RAMP D4, SEE GENERAL PLAN SHEET [378].
 5. FOR FOUNDATION DATA, SEE SHEET [178].
 6. SLEEVES SHALL BE PROVIDED FOR EACH ABUTMENT PILE AND SHALL EXTEND FROM THE BOTTOM OF THE MSE EMBANKMENT TO THE BOTTOM OF 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.
 7. FOR DETAILS AND PAY ITEMS FOR TEMPORARY MSE WALL #8, SEE TEMPORARY WALLS AND SHORING PLANS.
 8. THE REMOVAL OF THE EXISTING PIER FOOTING AND PILES SHALL BE INCLUDED WITH ITEM 202 FOR PAYMENT.

- LEGEND:**
- TYP. - TYPICAL
 - - WORK POINT
 - ⊥ - INDICATES BATTERED PILE 1:4 IN THE DIRECTION SHOWN
 - ⊕ - INDICATES PILE WITH SLEEVE
 - ▨ - 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.

PART FOUNDATION PLAN

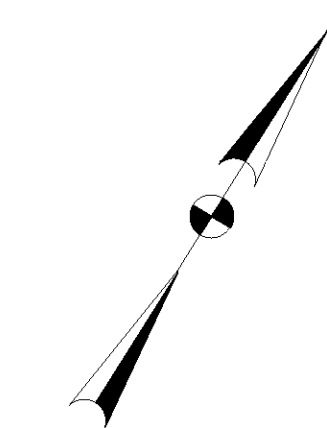
DESIGNED	GHD
CHECKED	MLR
DRAWN	CAG
REVIEWED	RER
DATE	12/16/05
STRUCTURE FILE NUMBER	5708397
<p>FOUNDATION PLAN BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD</p>	
<p>MOT-75-13.11 PID 75927</p>	
<p>9/78</p>	
<p>1525 1811</p>	

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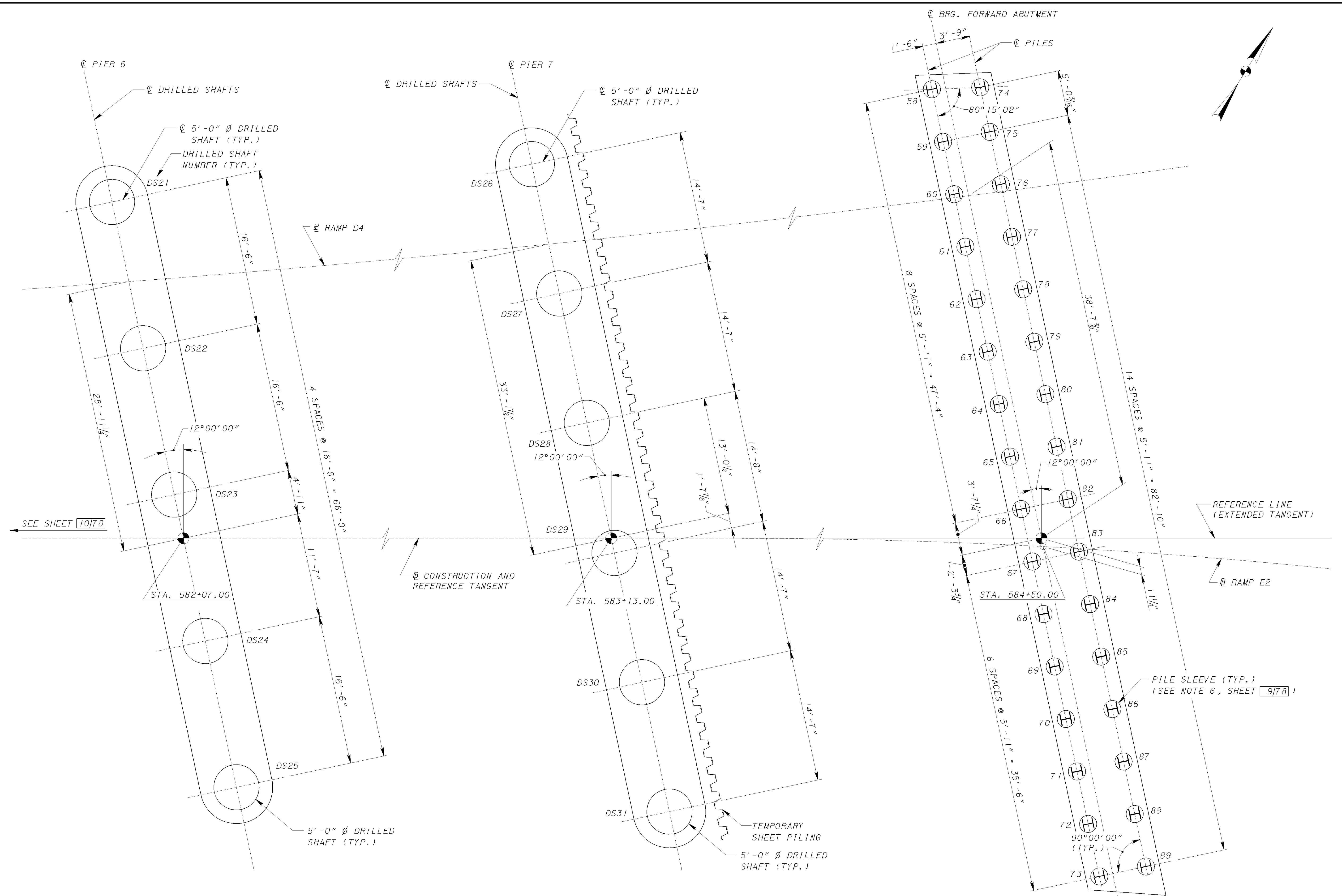
PART FOUNDATION PLAN

NOTES:
1. FOR NOTES AND LEGEND, SEE SHEET 978.



 <small>DESIGN AGENCY</small> <small>55 PUBLIC SQUARE, SUITE 1800</small> <small>CLEVELAND, OHIO 44115-9601</small>	
DATE	12/16/05
REVIEWED	RER
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FOUNDATION PLAN BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD	
MOT-75-13.11 PID 75927	
10/78	
1526 1811	

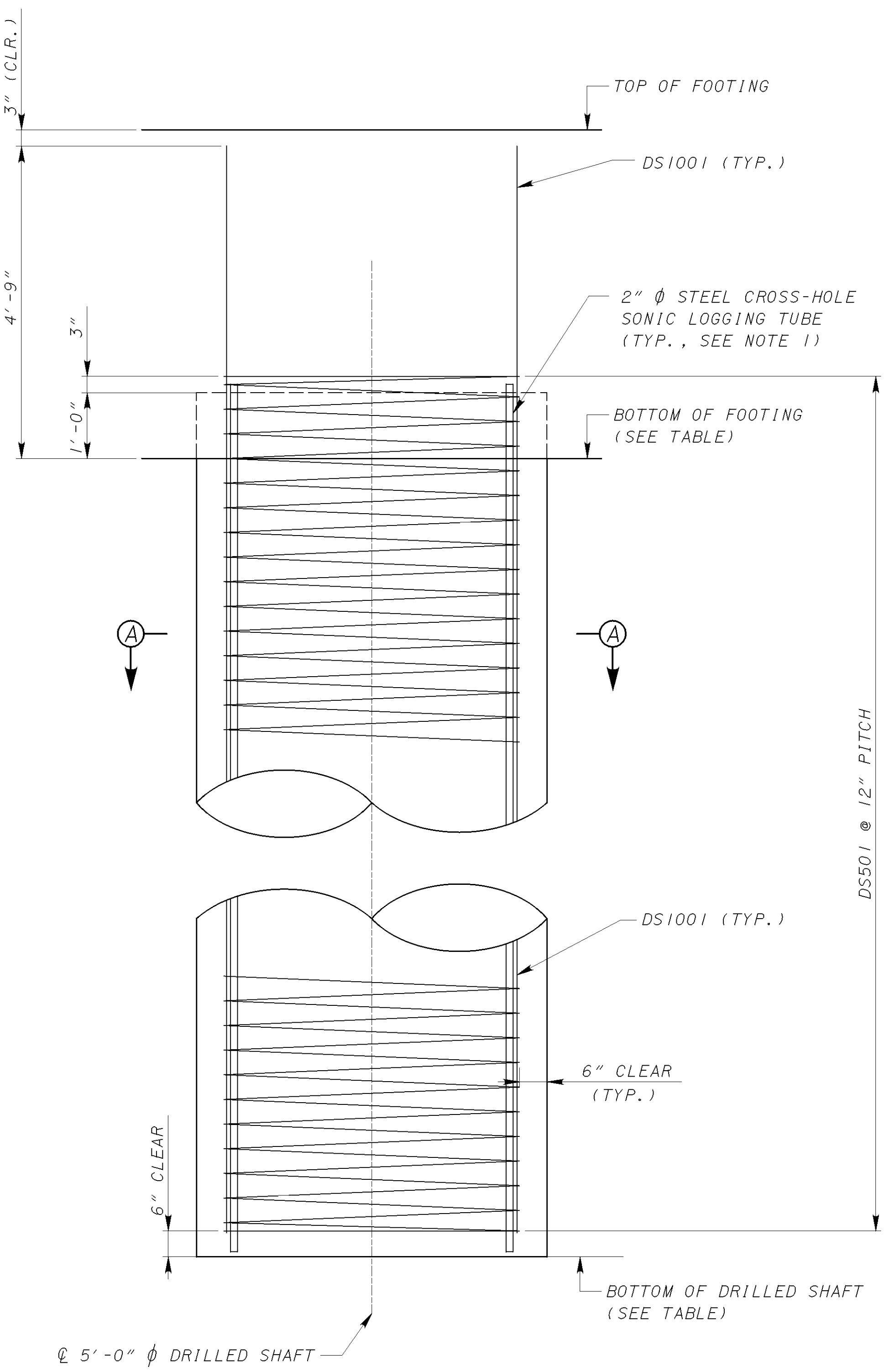
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PART FOUNDATION PLAN

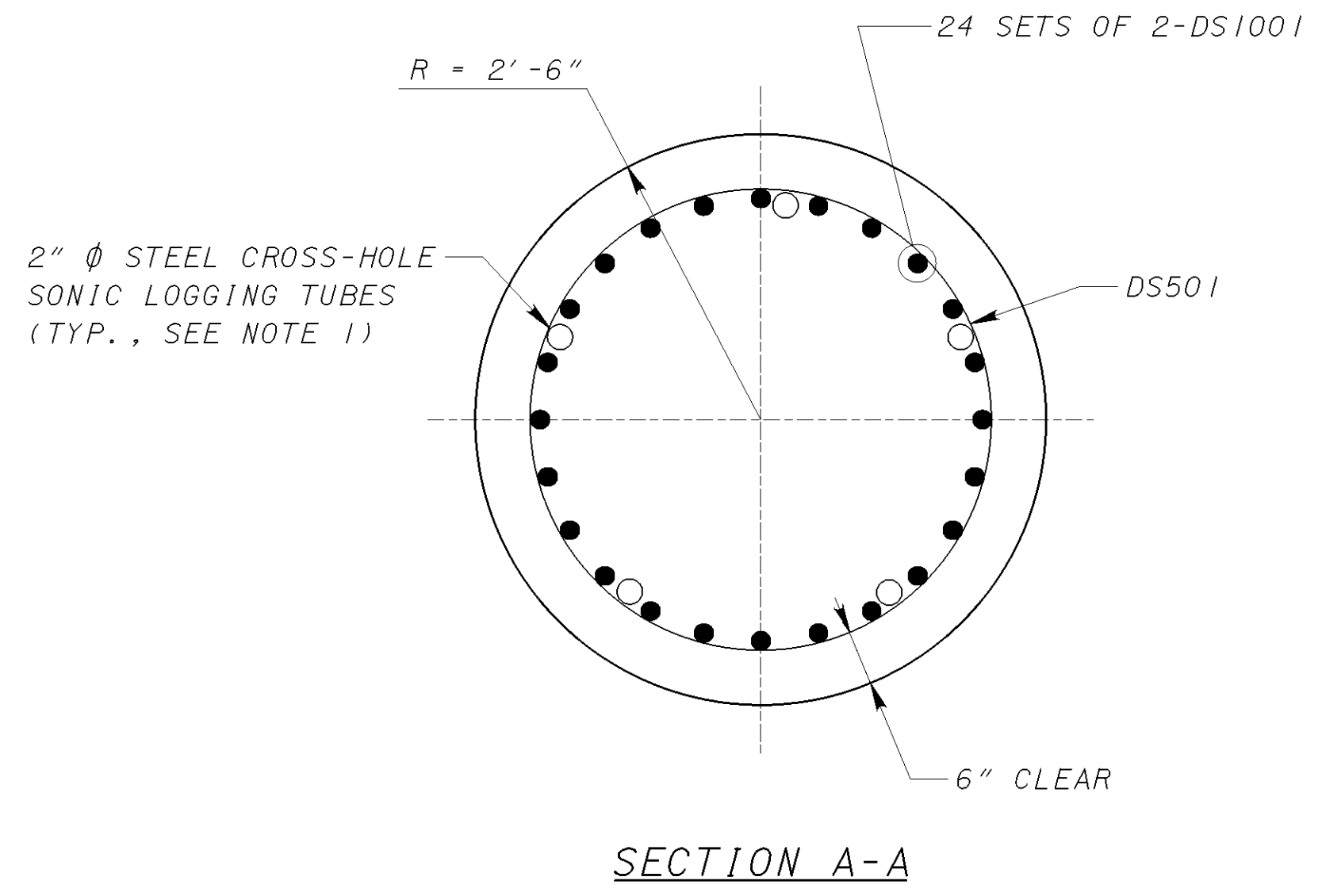
NOTES:
1. FOR NOTES AND LEGEND, SEE SHEET 978.

<p>DESIGN AGENCY TRANSYSTEMS CORPORATION 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44115-9601</p>	
DATE	12/16/05
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<p>FOUNDATION PLAN BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD</p>	
<p>MOT-75-13.11 PID 75927</p>	
<p>11/78</p>	
<p>1527 1811</p>	



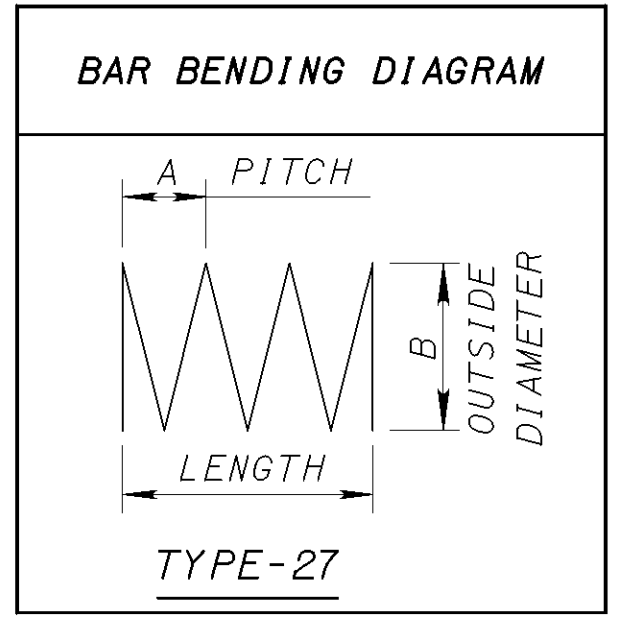
DRILLED SHAFT DETAILS

DRILLED SHAFT ELEVATIONS			
PIER	DRILLED SHAFT NUMBERS	BOTTOM OF FOOTING	BOTTOM OF DRILLED SHAFT
2	DS1-DS5	727.5	669.0
3	DS6-DS10	723.5	665.0
4	DS11-DS15	723.5	665.0
5	DS16-DS20	723.5	665.0
6	DS21-DS25	723.5	665.0
7	DS26-DS31	734.5	676.0



SECTION A-A

BAR SCHEDULE							
MARK	NUMBER	LENGTH	WEIGHT	TYPE	D I M E N S I O N S		
					A	B	C
PIER 2							
DS501	10	30'-0"	4280	27	1'-0"	4'-0"	
DS1001	240	35'-8"	36834	STR			
PIER 3							
DS501	10	30'-0"	4280	27	1'-0"	4'-0"	
DS1001	240	35'-8"	36834	STR			
PIER 4							
DS501	10	30'-0"	4280	27	1'-0"	4'-0"	
DS1001	240	35'-8"	36834	STR			
PIER 5							
DS501	10	30'-0"	4280	27	1'-0"	4'-0"	
DS1001	240	35'-8"	36834	STR			
PIER 6							
DS501	10	30'-0"	4280	27	1'-0"	4'-0"	
DS1001	240	35'-8"	36834	STR			
PIER 7							
DS501	12	30'-0"	5136	27	1'-0"	4'-0"	
DS1001	288	35'-8"	44201	STR			



NOTES:

- 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.
- SEE CONTRACT DOCUMENTS FOR SPECIAL PROVISIONS.
- FOR ADDITIONAL NOTES, SEE GENERAL NOTES, SHEET [4/78].
- FOR LOCATIONS AND SPACING OF DRILLED SHAFTS, SEE FOUNDATION PLAN SHEETS [9/78] THRU [11/78].
- FOR PIER DETAILS, SEE SHEETS [18/78] THRU [27/78].
- FOR DRILLED SHAFT NOTES AND DESIGN CRITERIA, SEE SHEETS [12/78] THRU [12C/78].

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

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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 DEFECTIVE 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 DRILLING FLUID IS DISCHARGED INTO THE GREAT MIAMI RIVER OR AT THE PROJECT SITE.

524.02 MATERIALS

THE MAXIMUM COARSE AGGREGATE SIZE SHALL BE 3/8 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 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 CASING 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 1/2 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.

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

DATE	06/06
REVIEWED	EF
STRUCTURE FILE NUMBER	5708397
DRAWN	DMK
DESIGNED	RG5
CHECKED	KY

DRILLED SHAFT GENERAL NOTES
BRIDGE NO. MOT-75-1367 W
I. R. 75 RAMP E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.1/1
PID 75927

12A/78

1528A
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 PLANS.

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 POLYMER 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 3/8 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 OSTERBERG CELL LOAD TESTS ON A LUMP SUM BASIS.

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 OSTERBERG CELL LOAD TESTS SEPARATELY, WHICH SHALL INCLUDE CONSTRUCTION OF THE DEMONSTRATION DRILLED SHAFT.

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	LUMP	DRILLED SHAFTS, MISC.: OSTERBERG CELL LOAD TEST
524	EACH	DRILLED SHAFTS, MISC.: DYNAMIC LOAD TEST
524	EACH	DRILLED SHAFTS, MISC.: CSL TESTING, 60" DIAMETER SHAFT

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

DATE
 06/06
 REVIEWED
 EF
 STRUCTURE FILE NUMBER
 5708397

DRAWN
 DIMK
 REVISIONS
 DESIGNED
 RGS
 CHECKED
 KY

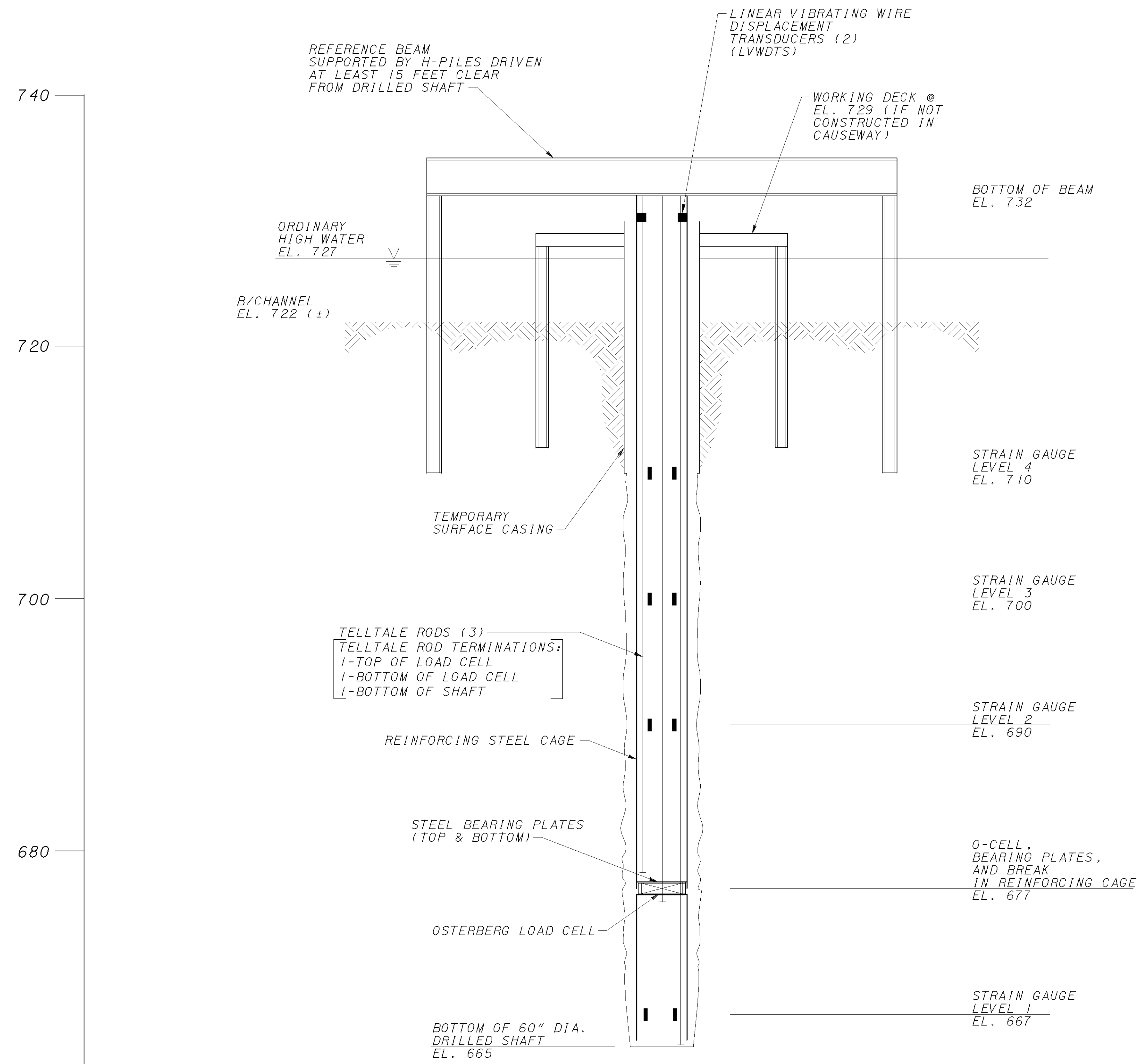
DRILLED SHAFT GENERAL NOTES
 BRIDGE NO. MOT-75-1367 W
 I.R. 75 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
 RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
 PID 75927

12B/78

1528B
1811

DRILLED SHAFT GENERAL NOTES - CONTINUED



DEMONSTRATION SHAFT
WITH OSTERBERG LOAD CELL

ITEM 524, DRILLED SHAFTS, MISC.: OSTERBERG CELL LOAD TEST

CONSTRUCT THE DEMONSTRATION SHAFT CONTAINING THE OSTERBERG LOAD CELL WITHIN THE BOUNDARIES OF THE ORDINARY HIGH WATER CHANNEL AS SHOWN ON THE RIVER BRIDGE SITE PLANS. IN ADDITION, LOCATE THE DEMONSTRATION SHAFT WITHIN 30 FEET OF ONE OF THE FOLLOWING EXISTING PROJECT BORINGS: B-13-08, B-13-09, B-13-10, B-13-11, B-13-12, B-13-13; B-14-04, B-14-05, OR B-14-06. IF THE DEMONSTRATION SHAFT IS NOT CONSTRUCTED WITHIN 30 FEET OF A SPECIFIED BORING, PROVIDE AN ADDITIONAL BORING TO ELEVATION 660 OR LOWER WITHIN 30 FEET OF THE DEMONSTRATION SHAFT, IN ACCORDANCE WITH THE REQUIREMENTS FOR BRIDGE BORINGS CONTAINED IN THE ODOT SPECIFICATIONS FOR SUBSURFACE INVESTIGATIONS, CURRENT EDITION. THE COST OF THE ADDITIONAL BORING, IF REQUIRED, IS INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH THE DRILLED SHAFTS, MISC.: OSTERBERG CELL LOAD TEST ITEM.

PREFERABLY LOCATE THE DEMONSTRATION SHAFT WITHIN THE TEMPORARY CAUSEWAY. IF THE DEMONSTRATION SHAFT IS NOT LOCATED WITHIN THE TEMPORARY CAUSEWAY, CONSTRUCT A TEMPORARY WORK PLATFORM AT THE DEMONSTRATION SHAFT LOCATION AT LEAST 20 FEET BY 20 FEET AND AT LEAST 2 FEET ABOVE THE ORDINARY HIGH WATER ELEVATION. THE COST OF THE TEMPORARY WORK PLATFORM, IF REQUIRED, IS INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH THE DRILLED SHAFTS, MISC.: OSTERBERG CELL LOAD TEST ITEM.

FOR COMPLETE OSTERBERG LOAD CELL AND DEMONSTRATION SHAFT REQUIREMENTS, SEE THE OSTERBERG CELL LOAD TEST SPECIAL PROVISIONS.

DATE	06/06
REVIEWED	EF
STRUCTURE FILE NUMBER	5708397
DRAWN	DMK
REVISION	
DESIGNED	RGS
CHECKED	KY

DRILLED SHAFT GENERAL NOTES
BRIDGE NO. MOT-75-1367 W
I.R. 75 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

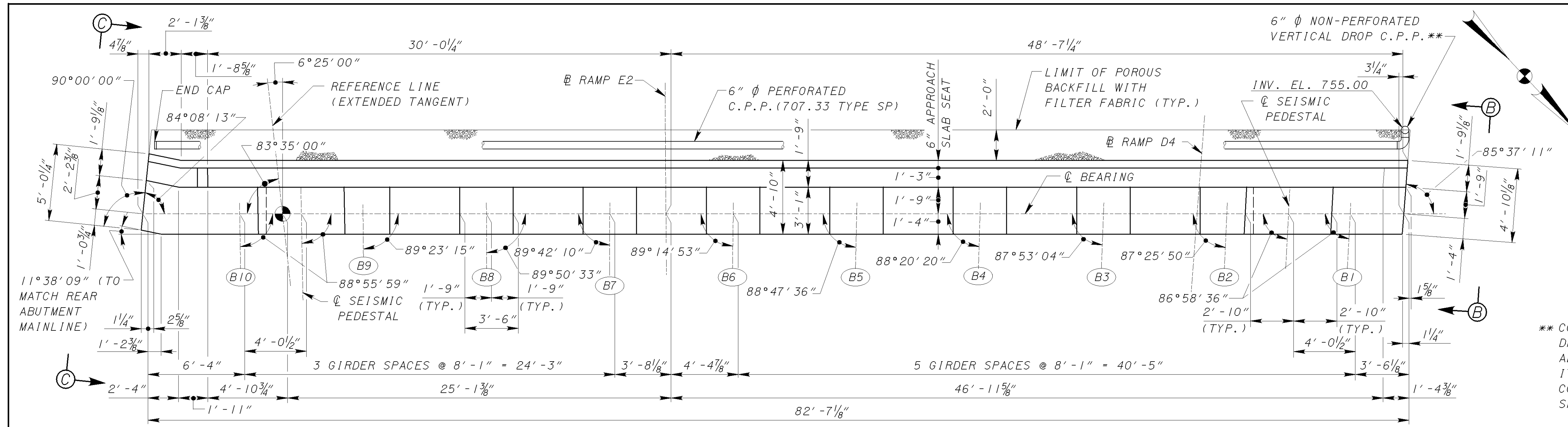
MOT-75-13.11
PID 75927

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

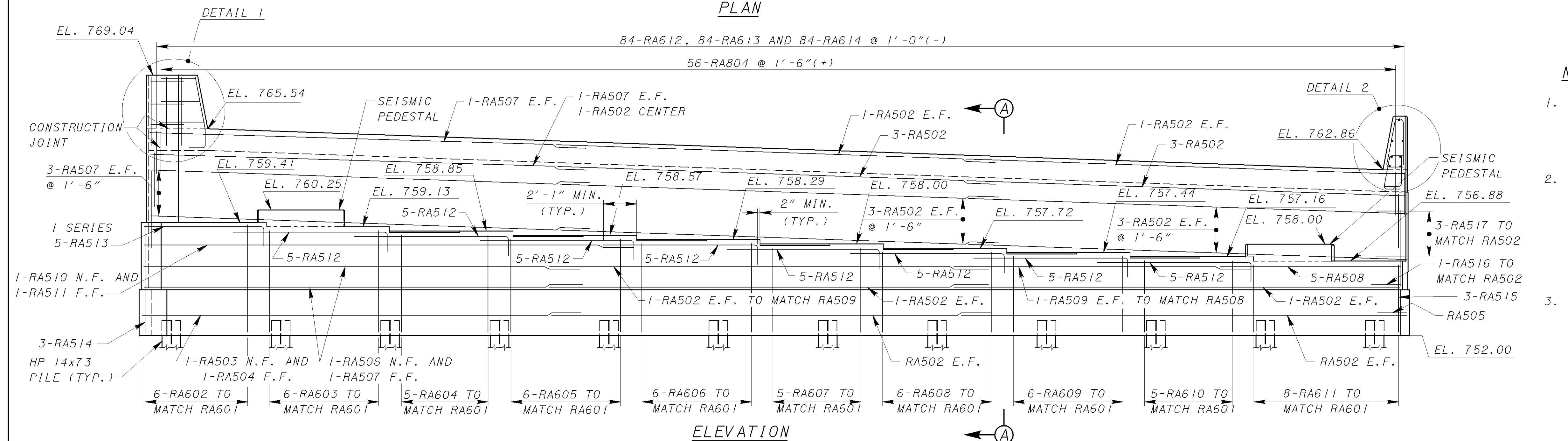
LEGEND:

- (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
- = WORK POINT

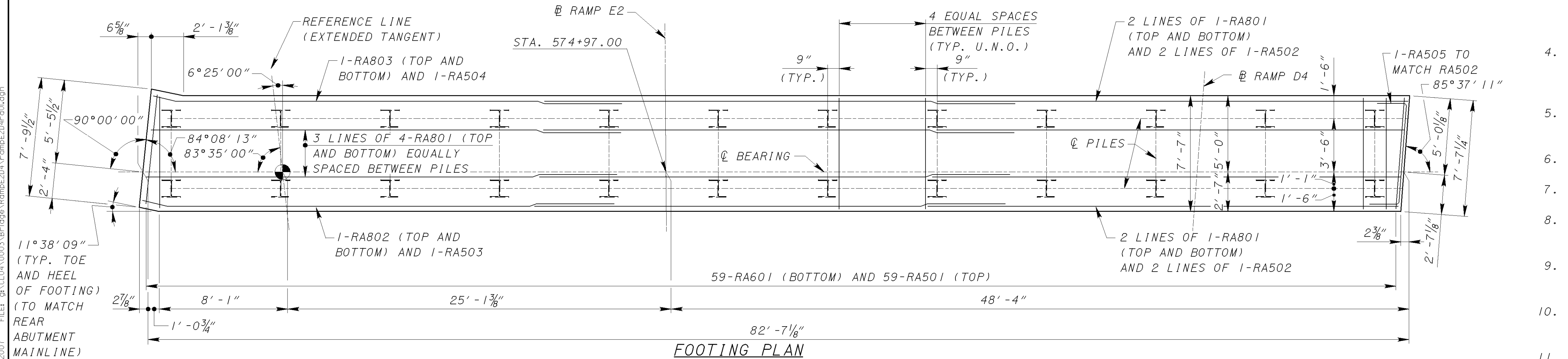
*** CONNECT 6" Ø NON-PERFORATED VERTICAL DROP C.P.P. TO MSE WALL #6 DRAINAGE. ALL FITTINGS SHALL BE INCLUDED WITH ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS FOR PAYMENT.



PLAN



ELEVATION

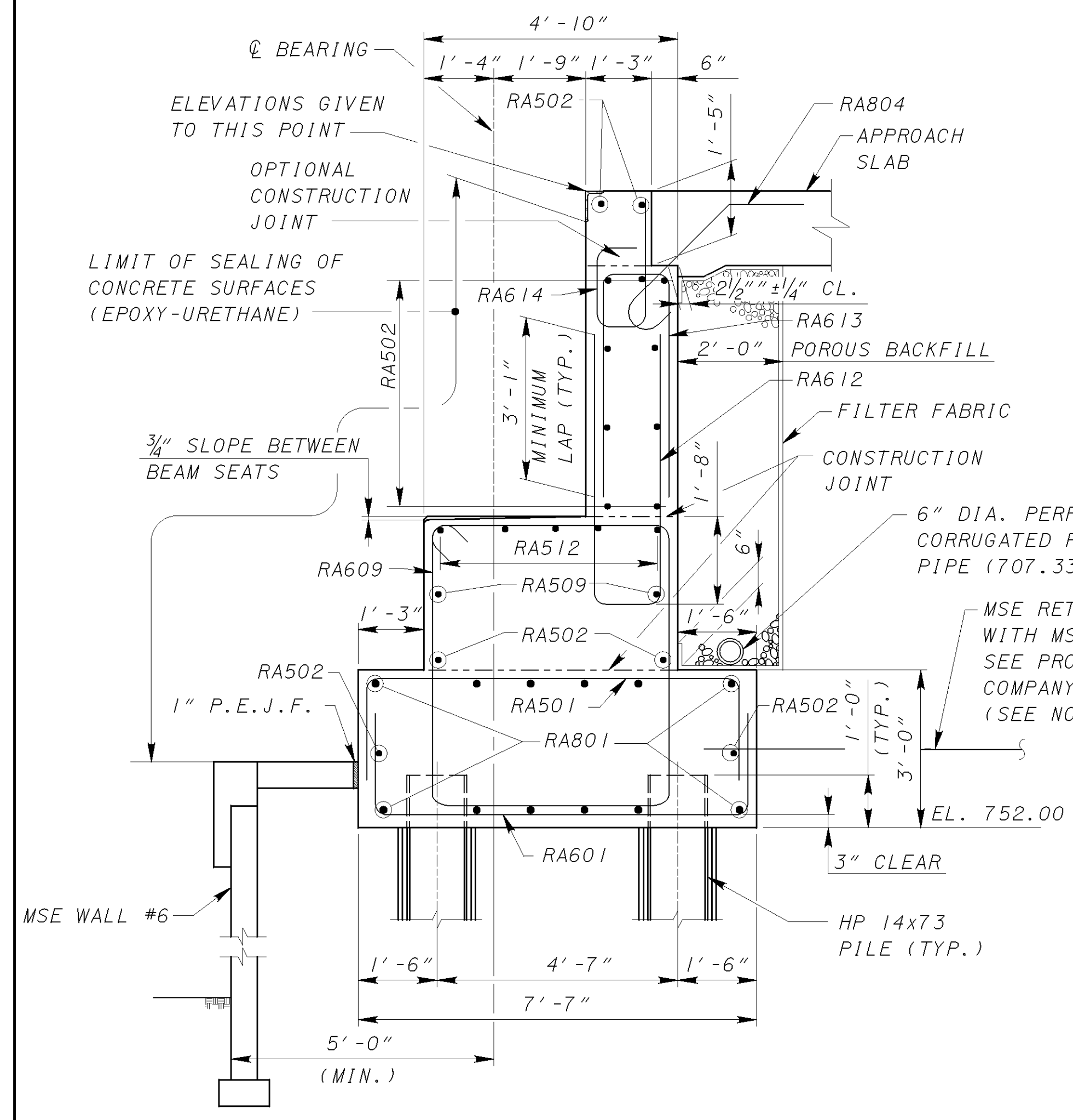


FOOTING PLAN

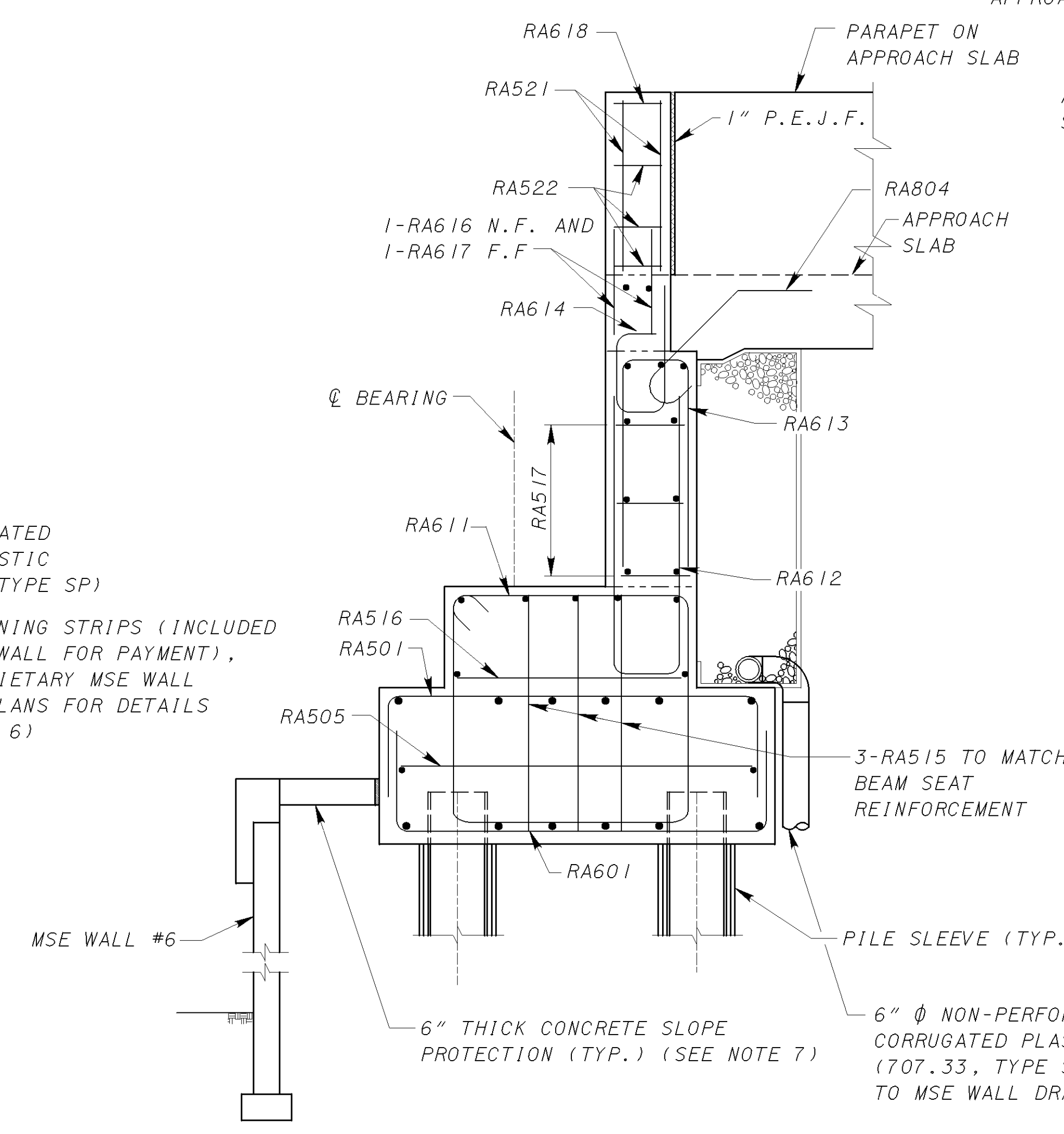
NOTES:

1. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, AND Laterally TO THE MSE WALLS.
2. 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.
3. 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 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.
4. FOR SECTION A-A, VIEWS B-B AND C-C AND SEISMIC PEDESTAL DETAILS, SEE SHEET [14]78.
5. FOR DETAIL 1 AND DETAIL 2, SEE SHEET [15]78.
6. FOR BEARING DEVICES, SEE SHEET [63]78.
7. FOR PILE LOCATIONS, SEE SHEET [9]78.
8. FOR DETAIL OF MSE WALL AT ABUTMENT, REFER TO MSE WALL PLAN SHEETS.
9. FOR APPROACH SLAB DETAILS, SEE SHEET [70]78 AND [71]78.
10. FOR REINFORCING STEEL LIST, SEE SHEET [72]78.
11. FOR LOCATION OF ABUTMENT ALONG REFERENCE LINE, SEE SHEET [3]78.

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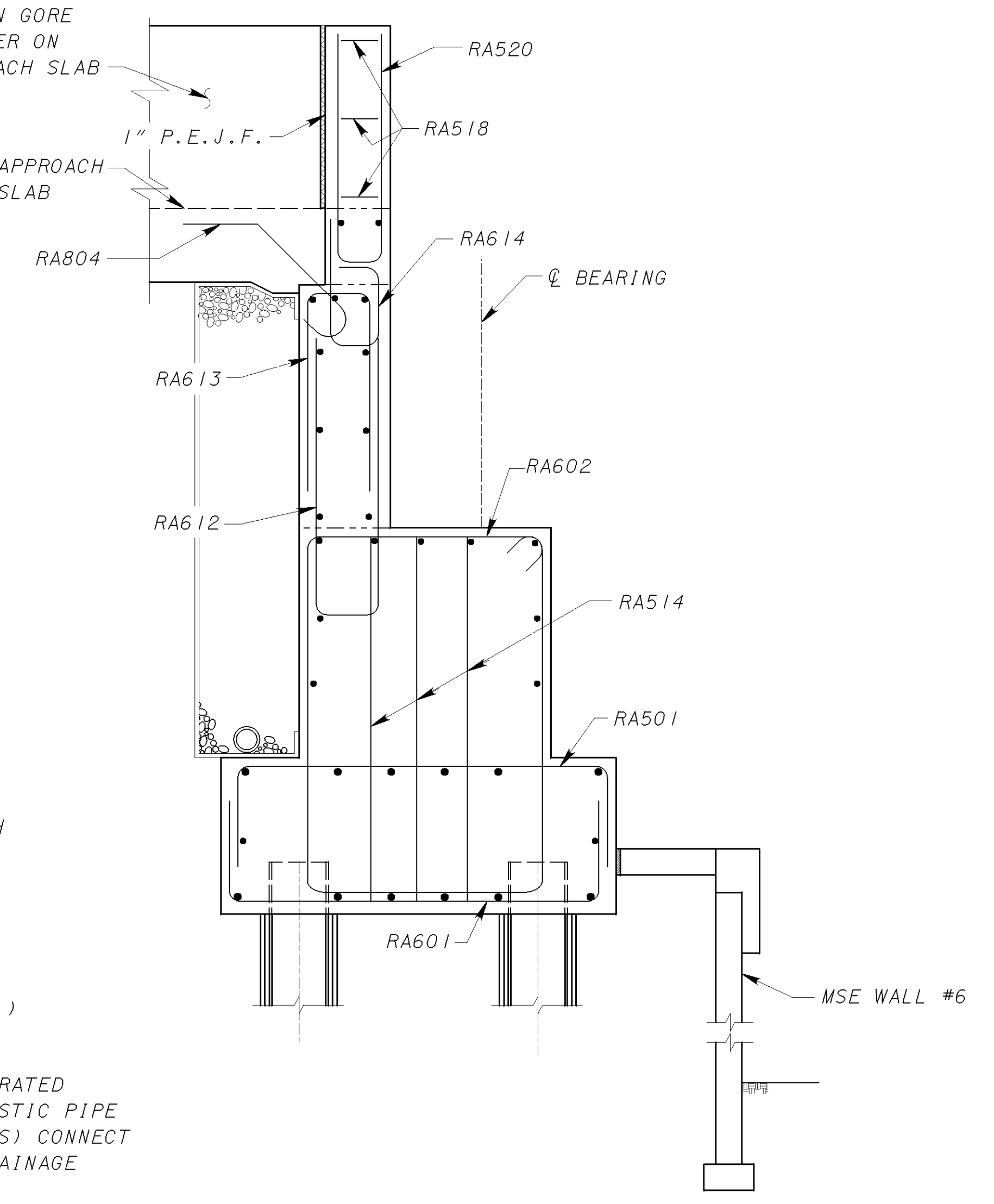


SECTION A-A



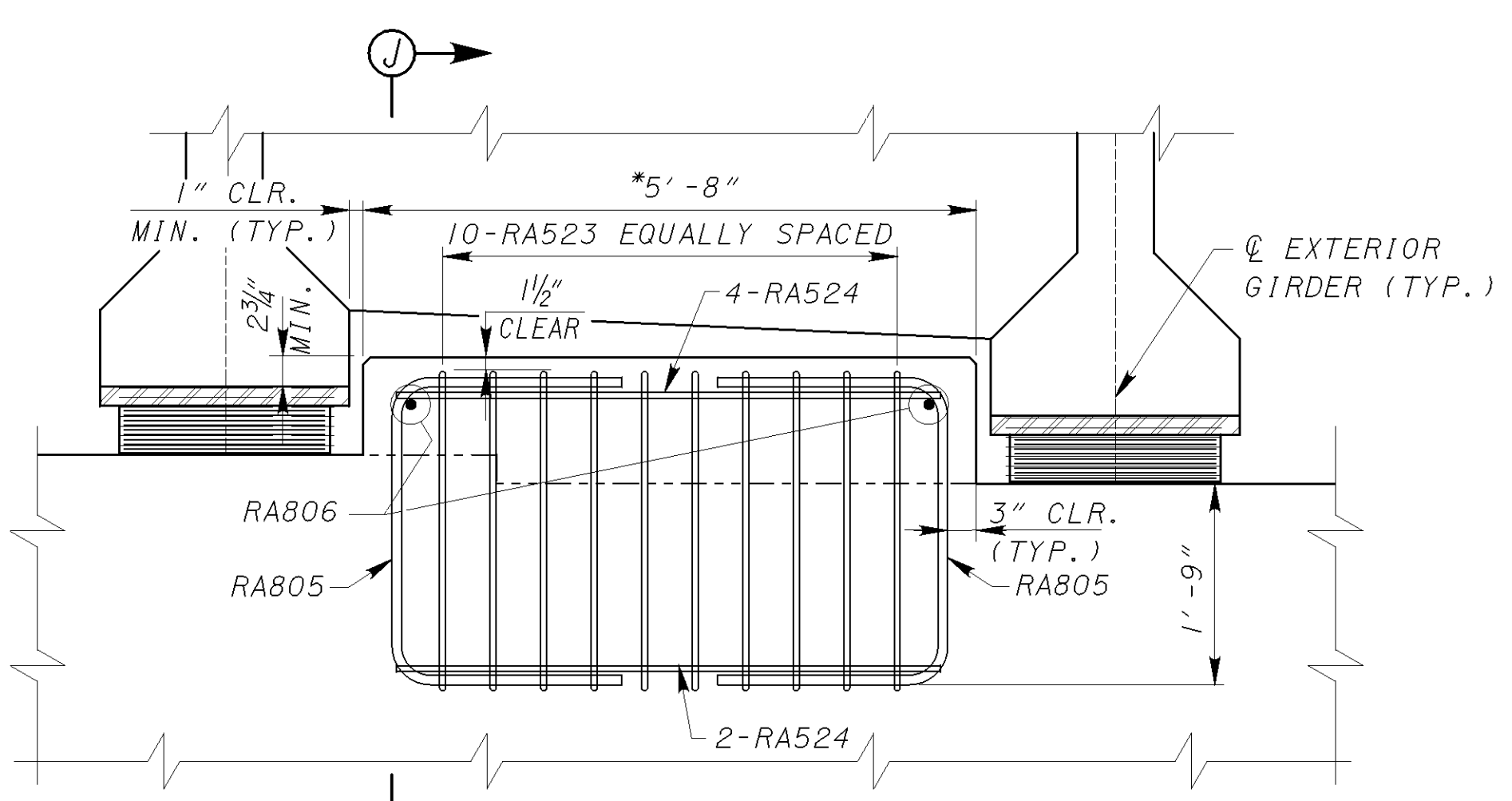
VIEW B-B

FOR DETAILS NOT SHOWN SEE SECTION A-A
 (FACE OF MSE WALL AT END OF ABUTMENT
 NOT SHOWN FOR CLARITY)



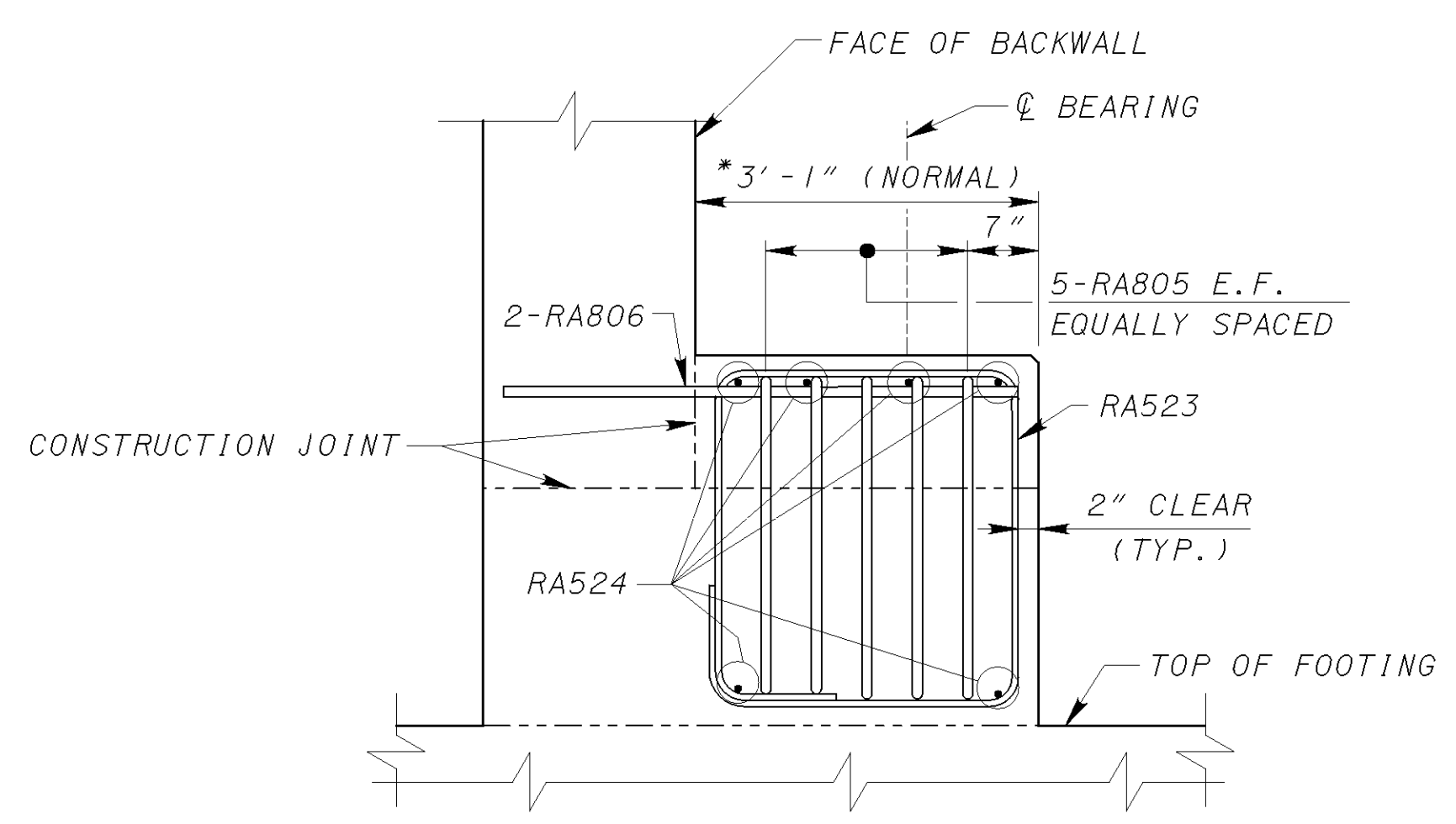
VIEW C-C

FOR DETAILS NOT SHOWN SEE SECTION A-A



FRONT VIEW OF SEISMIC PEDESTAL

THE 5'-8" WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE CENTERLINE OF BEARING. THE RA805 AND RA524 BARS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING. THE RA806 AND RA523 BARS SHALL BE PLACED PARALLEL TO THE BEAMS OR GIRDERS.



SECTION J-J

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

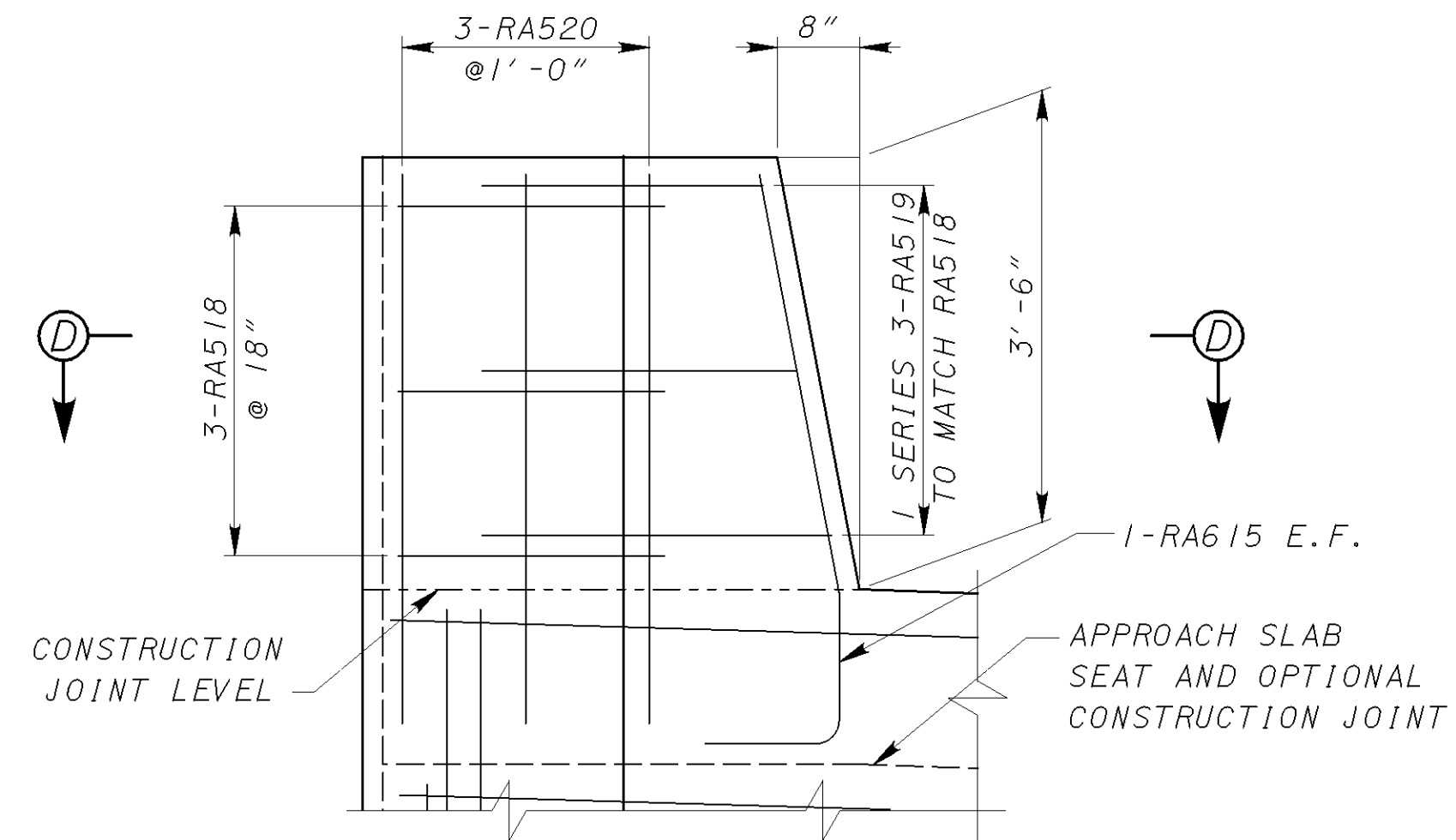
* - THE SURFACE OF THE BEAM SEAT IN THIS AREA SHALL BE FINISHED WITH A SERRATED TROWEL. THE SERRATIONS SHALL BE 1/4" DEEP MINIMUM.

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

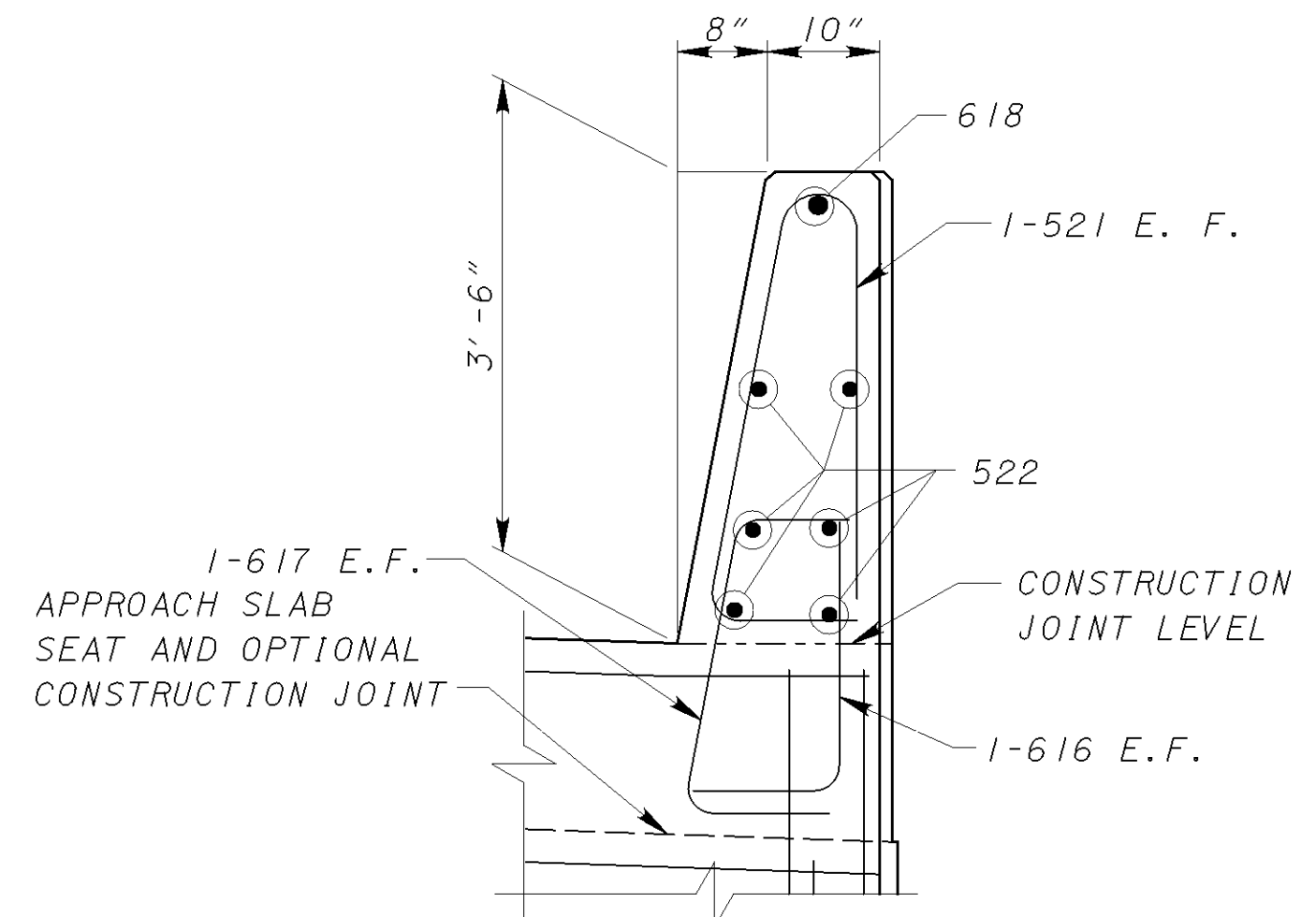
NOTES:

- FOR APPROACH SLAB DETAILS, SEE SHEETS 7078 AND 7178.
- FOR ABUTMENT PLAN ELEVATION AND FOOTING PLAN, SEE SHEET 1378.
- FOR ADDITIONAL NOTES AND LEGEND, SEE SHEET 1378.
- FOR PILE LOCATIONS, SEE SHEET 978.
- FOR REINFORCING STEEL LIST, SEE SHEET 7278.
- ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRIP ATTACHMENTS HAVE BEEN INSTALLED. THE STRIPS SHALL BE DESIGNED TO RESIST A SERVICE FORCE OF 3.7 KIP/FT.
- CONCRETE SLOPE PROTECTION TO BE INCLUDED WITH ITEM 898, OC/OA CONCRETE, CLASS QSC1 SUBSTRUCTURE (ABUTMENTS) FOR PAYMENT.

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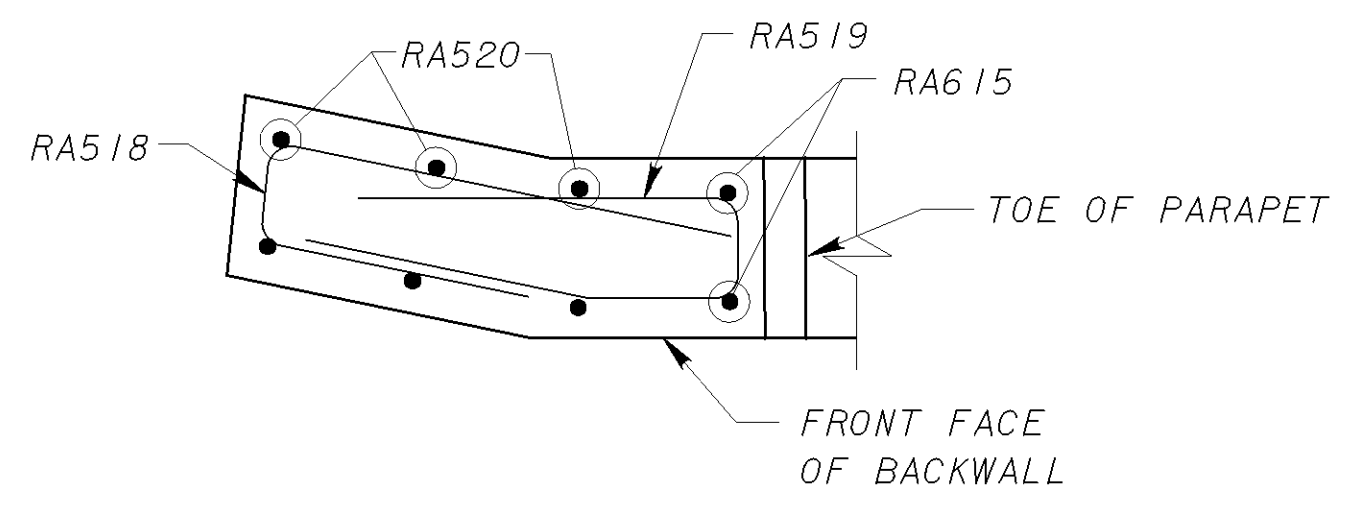


DETAIL 1



DETAIL 2

PREFIX BAR MARKS RA FOR REAR ABUTMENT OR FA FOR FORWARD ABUTMENT.



SECTION D-D

NOTES:

1. FOR ABUTMENT PLAN, ELEVATION AND FOOTING PLAN, SEE SHEET [13]78.
2. FOR ADDITIONAL NOTES AND LEGEND, SEE SHEET [13]78.

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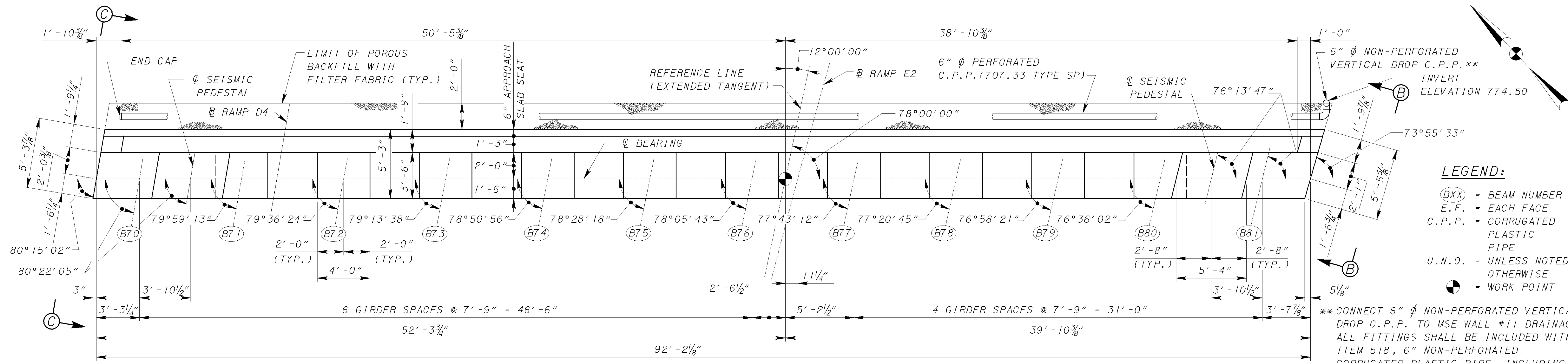
DESIGNED	DATE
MLR	12/16/05
CHECKED	REVIEWED
JRC	RER
	STRUCTURE FILE NUMBER
	5708397

REAR ABUTMENT DETAILS
 BRIDGE NO. MOT-75-1367 W
 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
 RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
 PID 75927

15/78

153
 1811



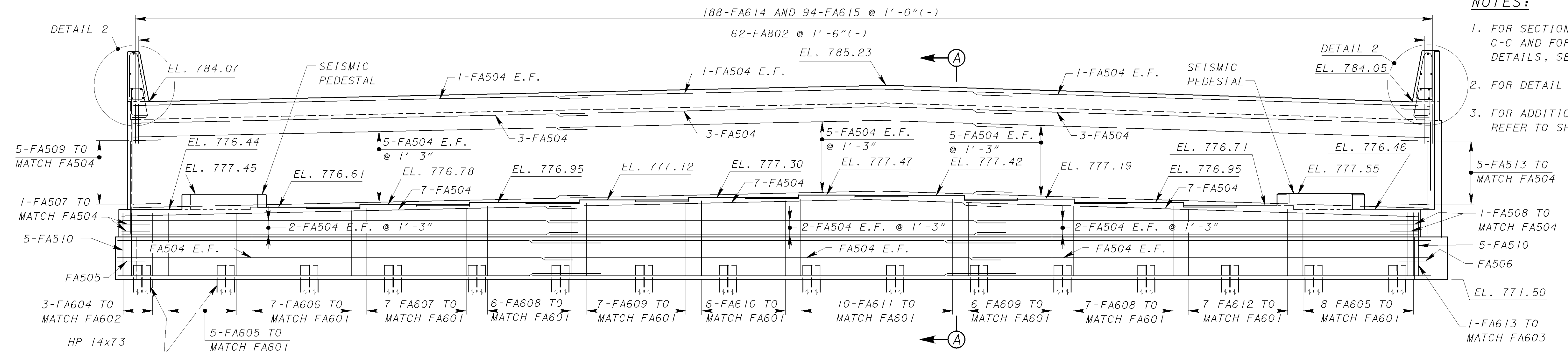
PLAN

LEGEND:
 (BXX) = BEAM NUMBER
 E.F. = EACH FACE
 C.P.P. = CORRUGATED PLASTIC PIPE
 U.N.O. = UNLESS NOTED OTHERWISE
 ● = WORK POINT

**CONNECT 6" ϕ NON-PERFORATED VERTICAL DROP C.P.P. TO MSE WALL #11 DRAINAGE. ALL FITTINGS SHALL BE INCLUDED WITH ITEM 518, 6" NON-PERFORATED CORRUGATED PLASTIC PIPE, INCLUDING SPECIALS FOR PAYMENT.

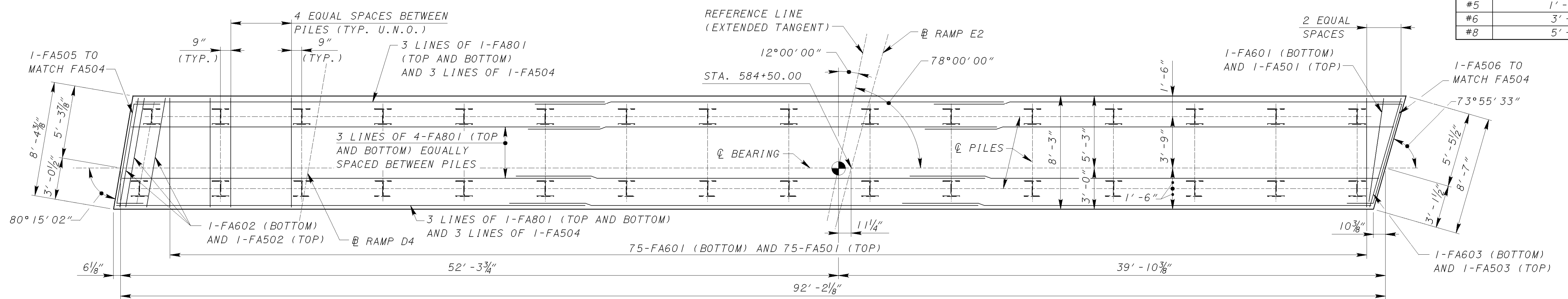
NOTES:

1. FOR SECTION A-A, VIEWS B-B AND C-C AND FOR SEISMIC PEDESTAL DETAILS, SEE SHEET [17/78].
2. FOR DETAIL 2, SEE SHEET [15/78].
3. FOR ADDITIONAL DETAIL NOTES, REFER TO SHEETS [14/78] AND [15/78].



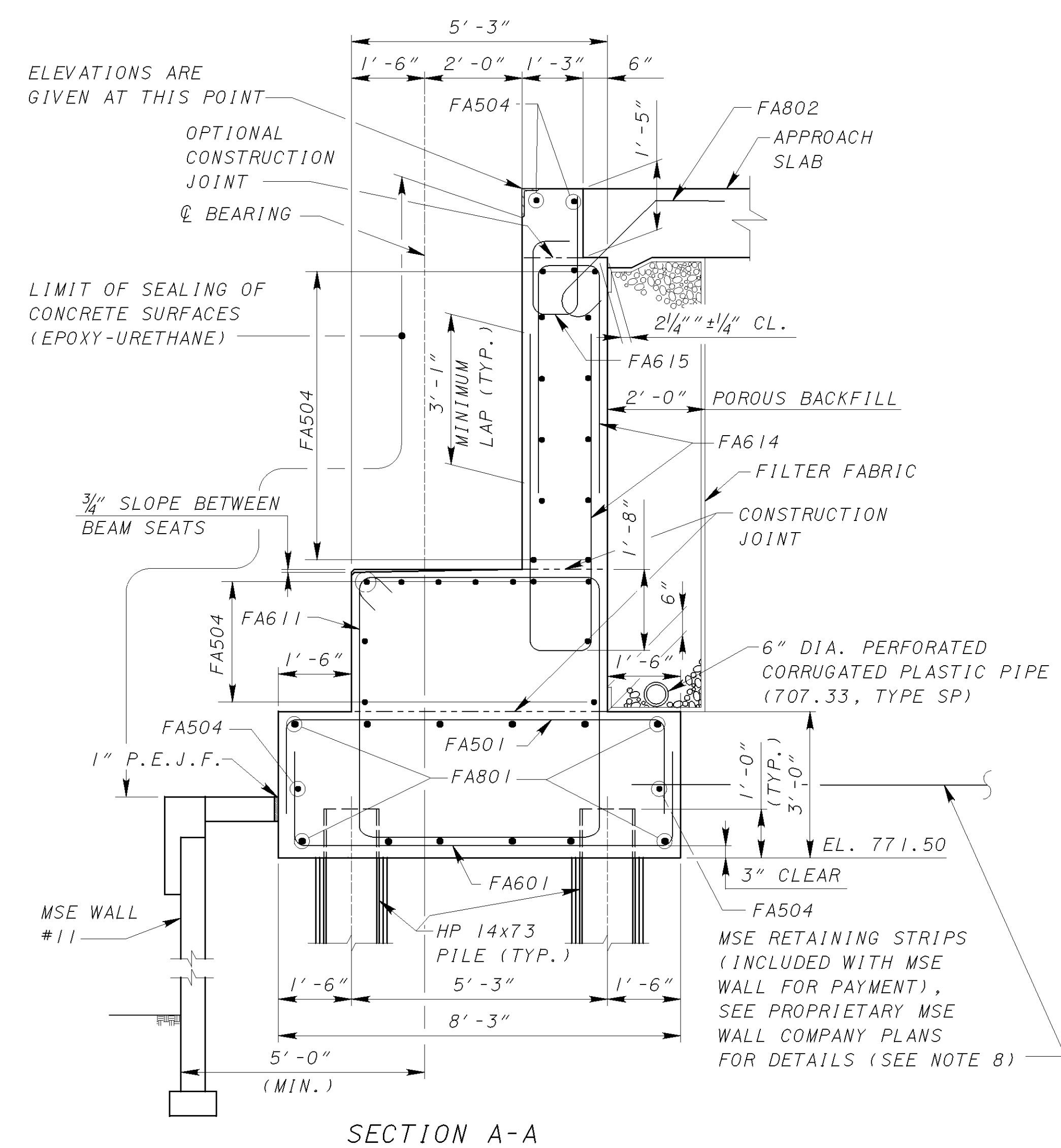
ELEVATION

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

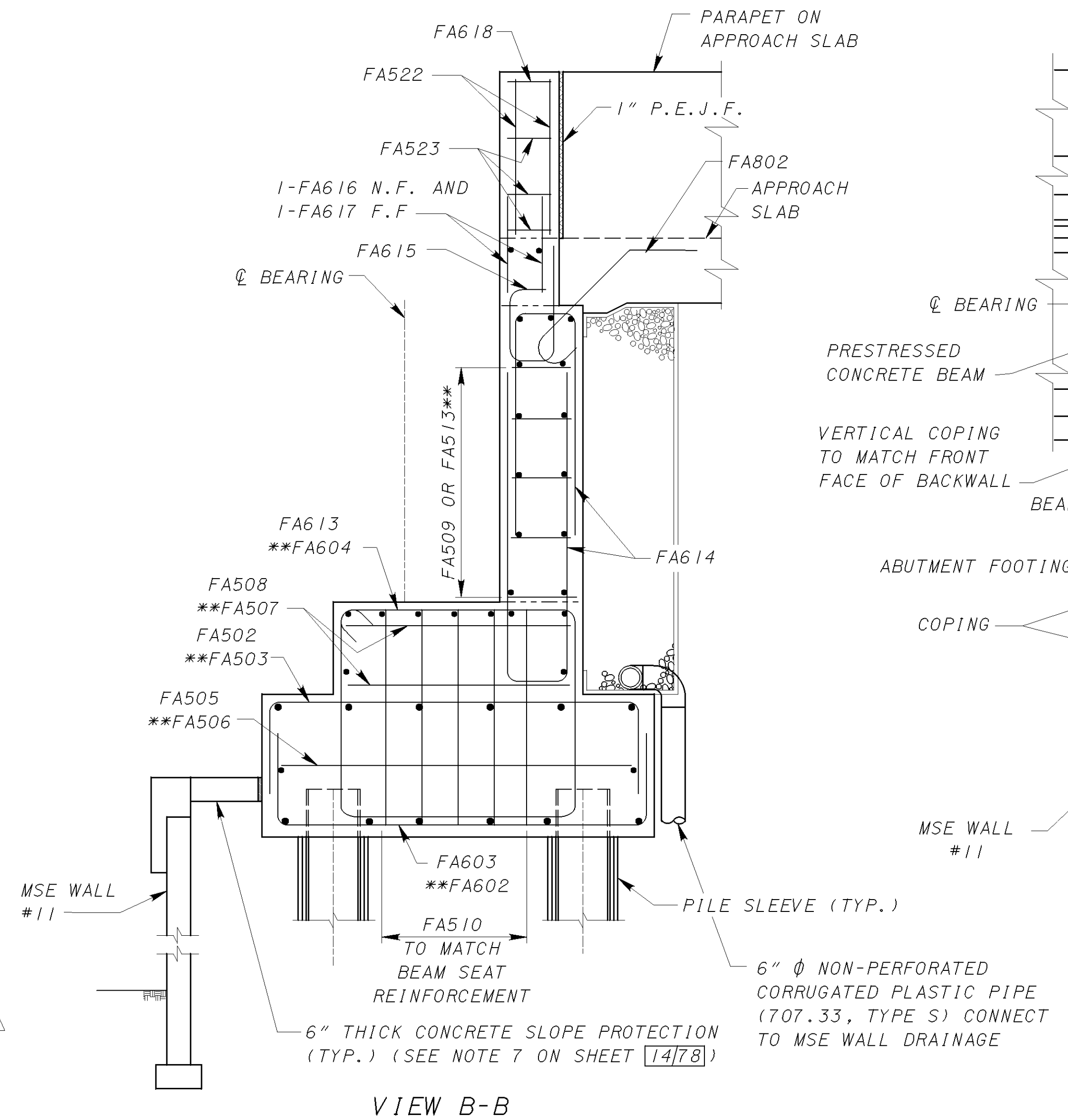


FOOTING PLAN

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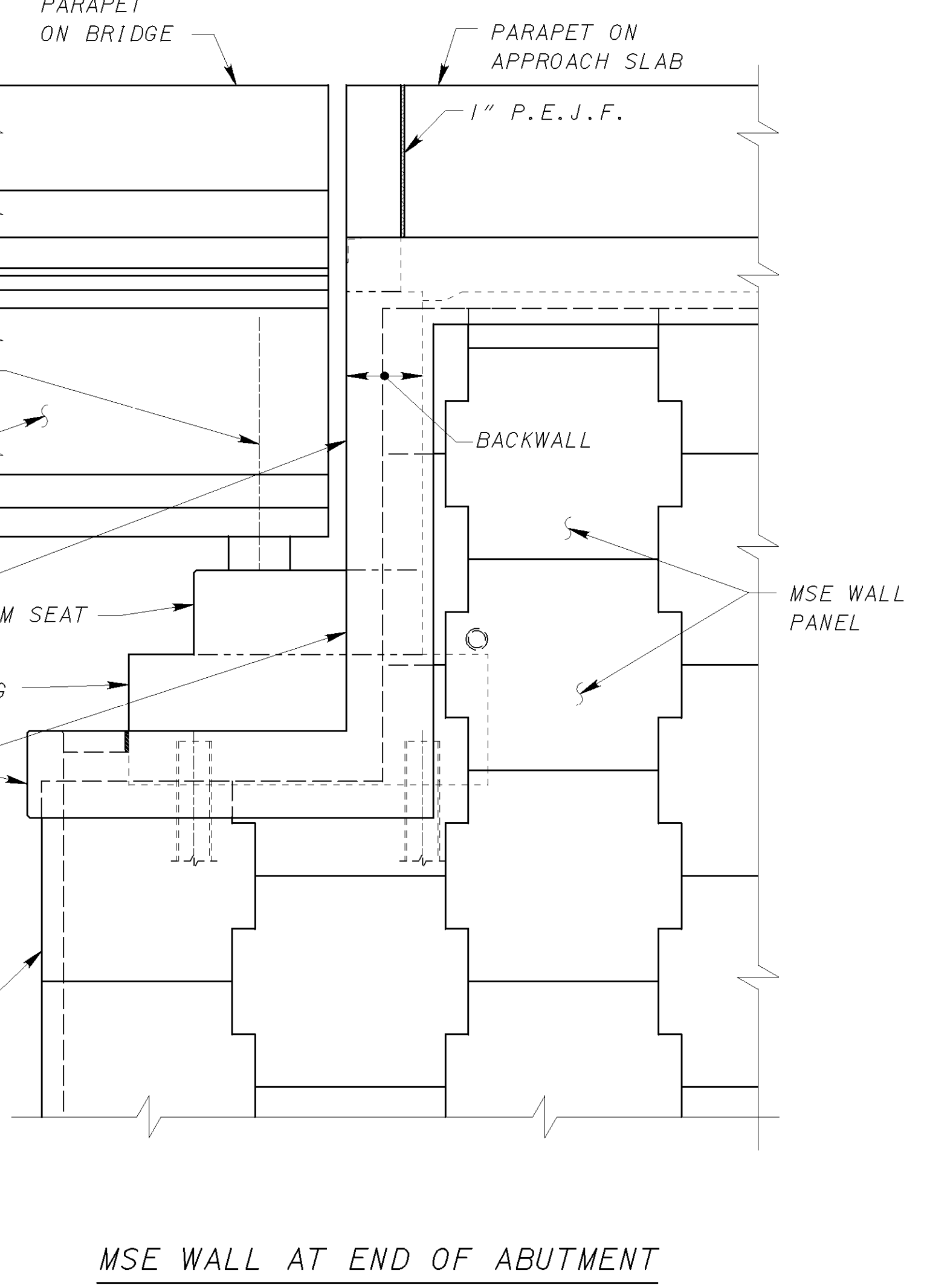


SECTION A-A



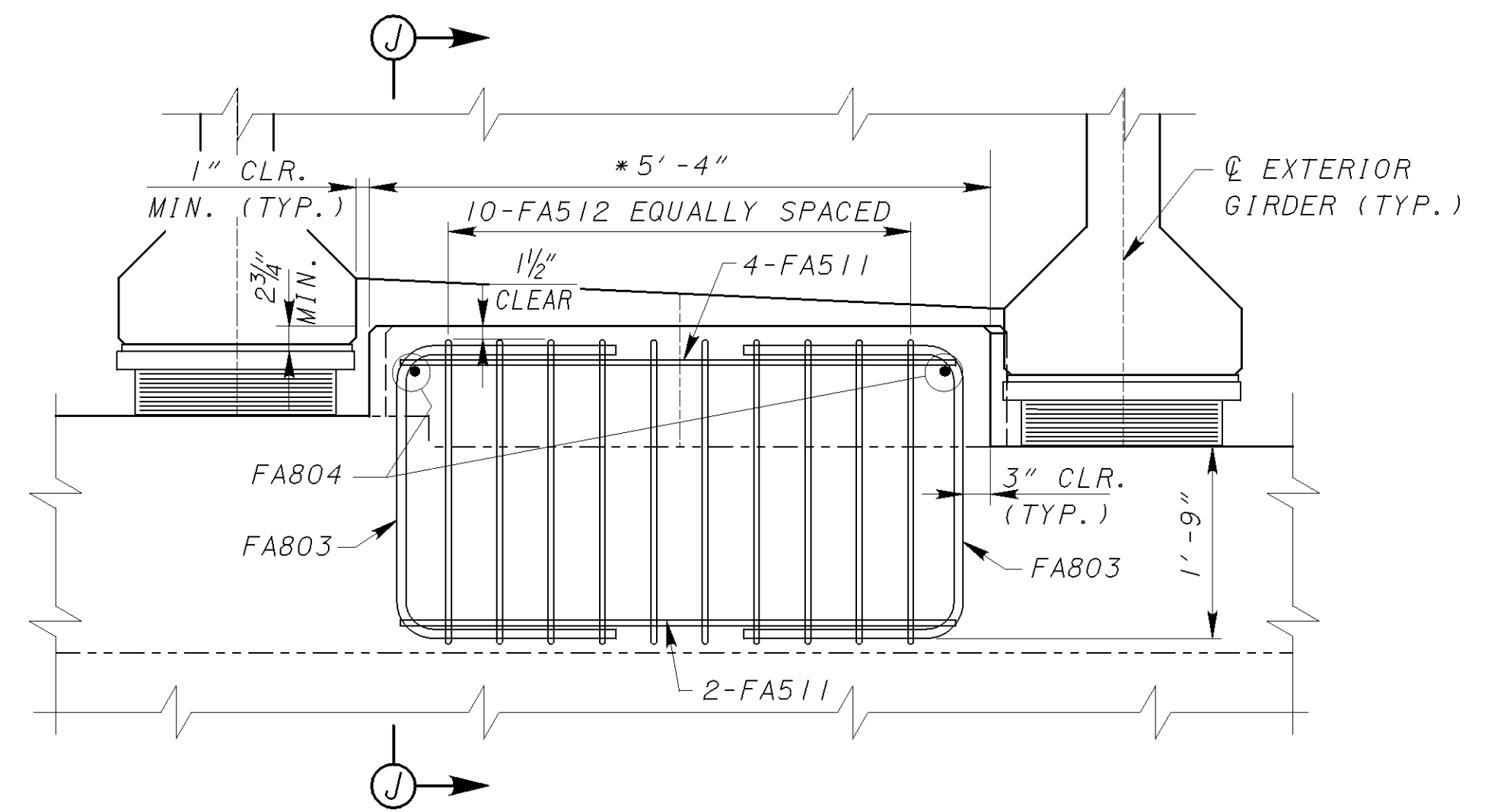
VIEW B-B

SECTION B-B SHOWN, SECTION C-C OPPOSITE HAND AND NOTED AS **. FOR DETAILS NOT SHOWN SEE SECTION A-A (FACE OF MSE WALL AT END OF ABUTMENT NOT SHOWN FOR CLARITY)



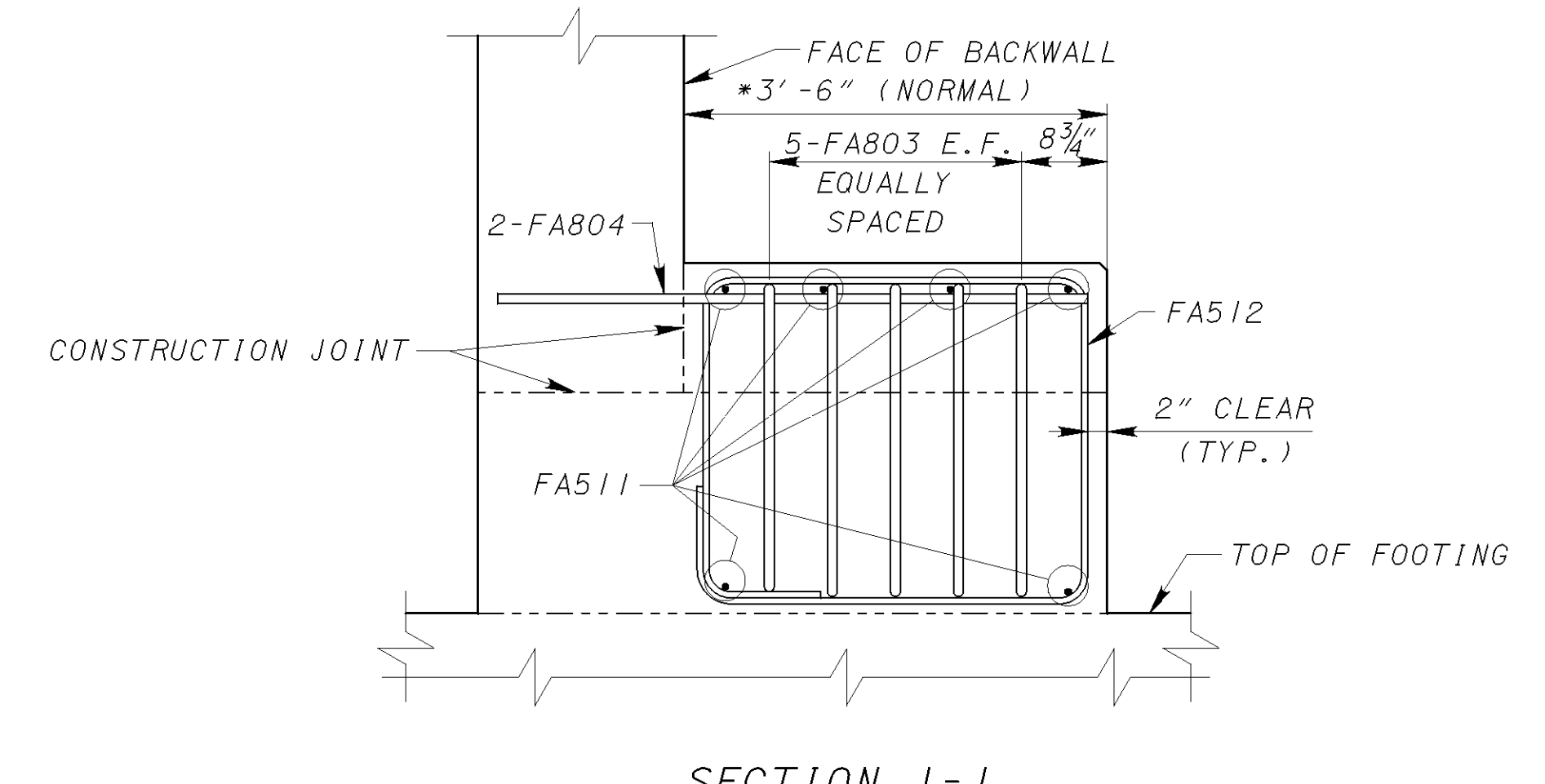
MSE WALL AT END OF ABUTMENT

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



FRONT VIEW OF SEISMIC PEDESTAL

THE 5'-4" WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE CENTERLINE OF BEARING. THE FA803 AND FA511 BARS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING. THE FA804 AND FA512 BARS SHALL BE PLACED PARALLEL TO THE BEAMS OR GIRDERS.



SECTION J-J

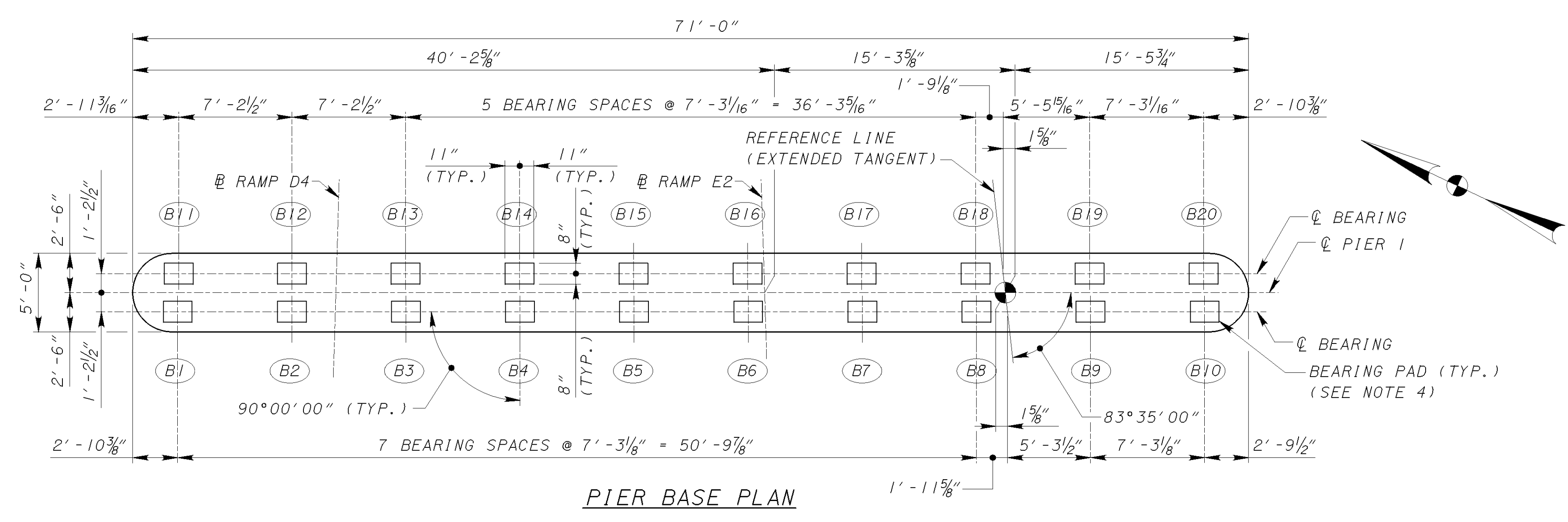
THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE FA804 BARS.

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

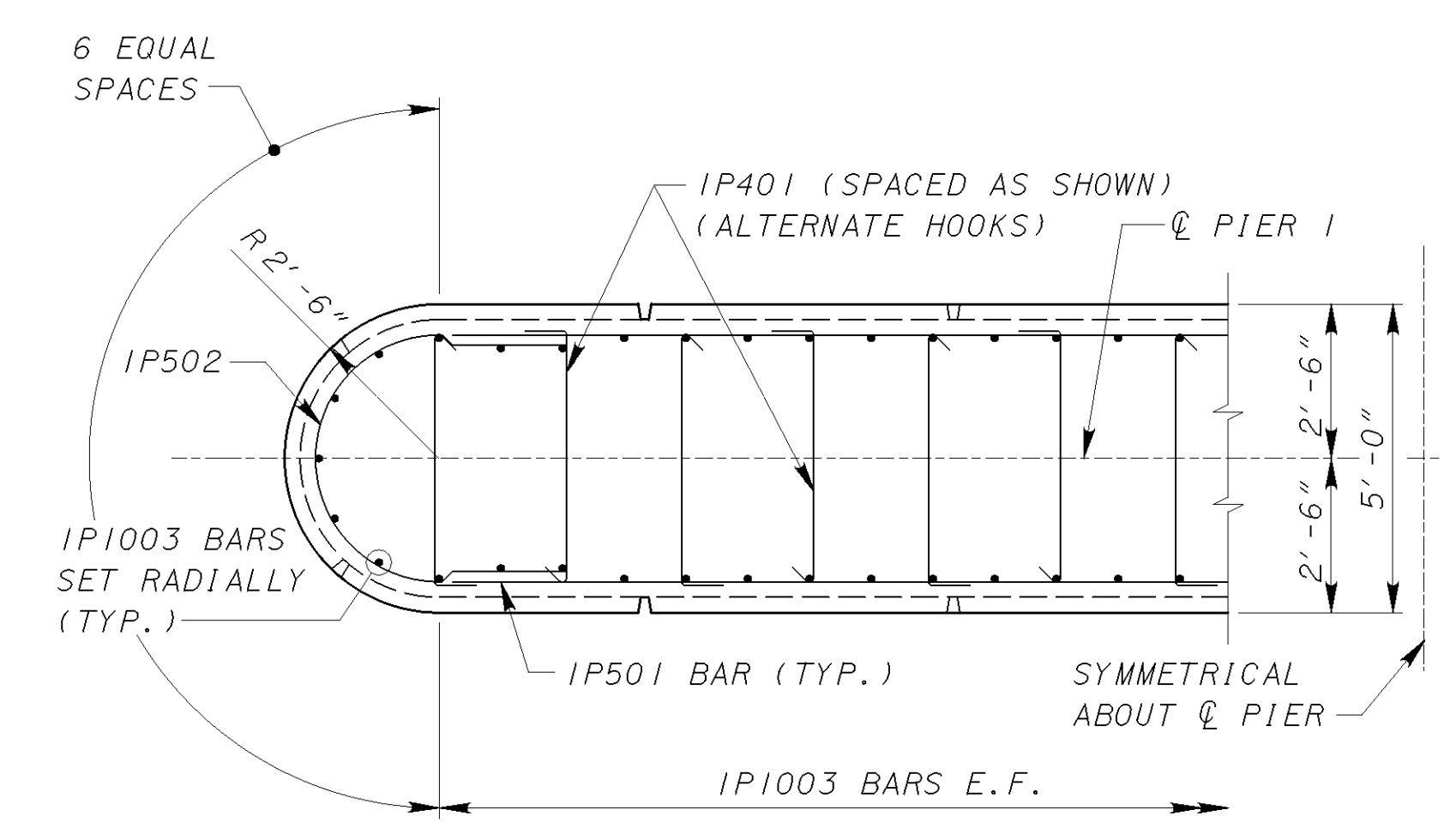
NOTES:

- FOR BEARING DEVICES, SEE SHEET 63/78.
- FOR APPROACH SLAB DETAILS, SEE SHEET 70/78 AND 71/78.
- FOR ABUTMENT PLAN ELEVATION AND FOOTING PLAN, SEE SHEET 16/78.
- FOR ADDITIONAL NOTES AND LEGEND, SEE SHEET 16/78.
- FOR PILE LOCATIONS, SEE SHEET 11/78.
- FOR LOCATION OF SEISMIC PEDESTALS, SEE SHEET 16/78.
- FOR REINFORCING STEEL LIST, SEE SHEET 72/78.
- ABUTMENT FOOTING SHALL NOT BE PLACED UNTIL THE MSE WALL REINFORCING STRIP ATTACHMENTS HAVE BEEN INSTALLED. THE STRIPS SHALL BE DESIGNED TO RESIST A SERVICE FORCE OF 4.5 KIP/FT.

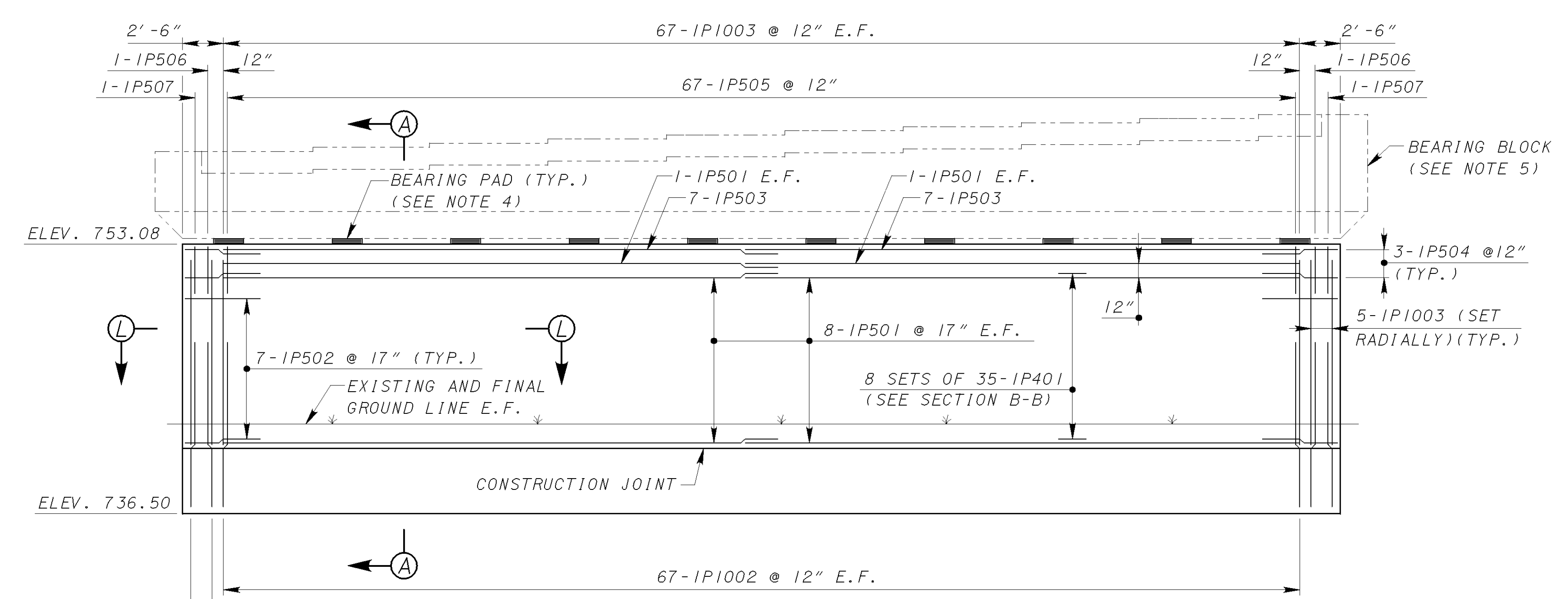
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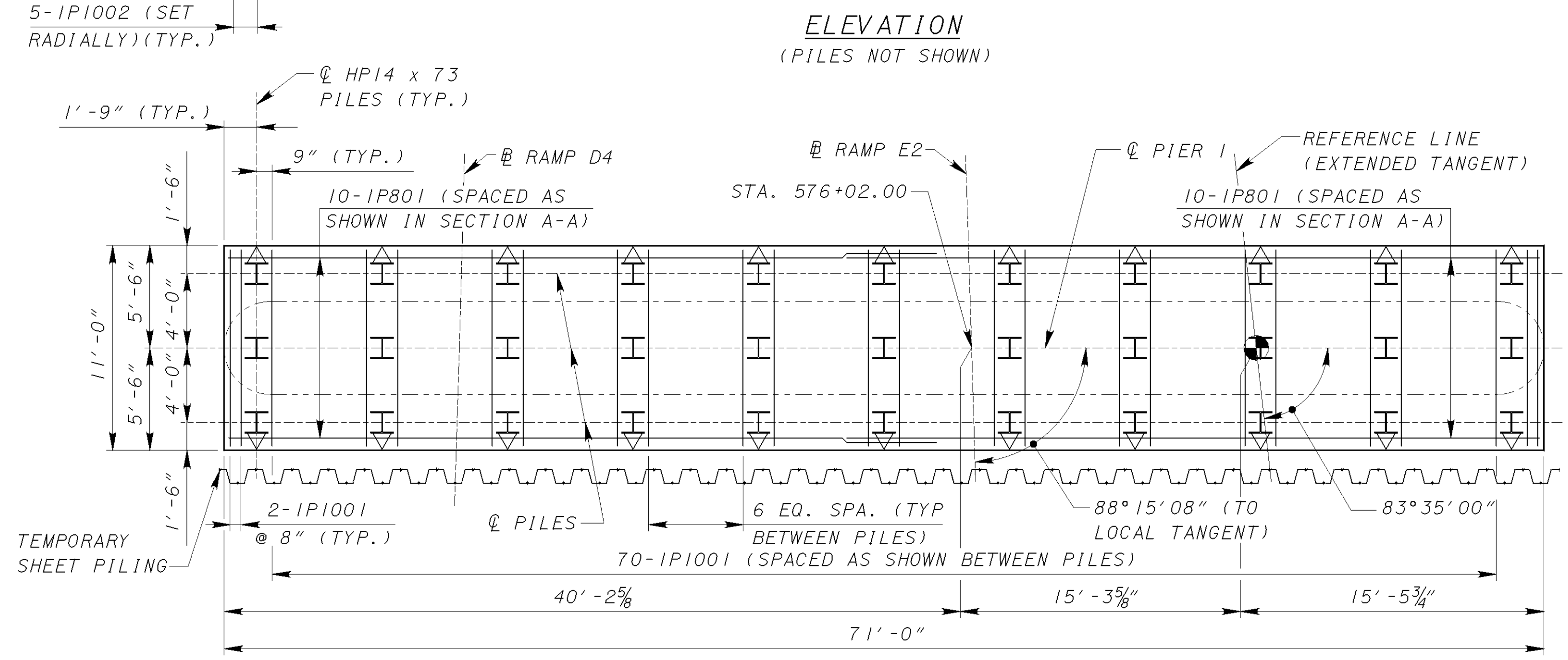
PIER BASE PLAN



SECTION L-L



ELEVATION
 (PILES NOT SHOWN)



FOOTING PLAN
 (IP1002 BARS NOT SHOWN)

LEGEND:

- MIN. - MINIMUM
- TYP. - TYPICAL
- E.F. - EACH FACE
- U.N.O. - UNLESS NOTED OTHERWISE
- ⊙ - WORK POINT
- ▽ - BATTERED PILE

NOTES:

1. FOR SPACING OF PILES, SEE SHEET [9/78].
2. FOR SECTION A-A, SEE SHEET [25/78].
3. FOR PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28/78].
4. FOR ELASTOMERIC BEARING PAD DETAILS AT BEARING BLOCK, SEE SHEET [63/78] AND [64/78].
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET [73/78].
6. FOR BEARING BLOCK DETAILS, SEE SHEETS [37/78] THRU [39/78].

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

DATE: 3/14/2007 FILE: g:\CL04\0003\B1\1966\TempE2D4\ymcE2D4p101.dgn

ANGLE "A" TABLE	
BEAM	ANGLE
B11	71°06'28"
B12	73°09'39"
B13	75°09'14"
B14	74°58'01"
B15	74°47'19"
B16	74°37'07"
B17	74°27'22"
B18	74°18'02"
B19	74°09'06"
B20	74°00'33"

ANGLE "B" TABLE	
BEAM	ANGLE
B21	73°56'32"
B22	74°07'18"
B23	74°18'05"
B24	74°28'53"
B25	74°39'43"
B26	74°50'34"
B27	75°01'25"
B28	75°12'18"
B29	75°23'12"

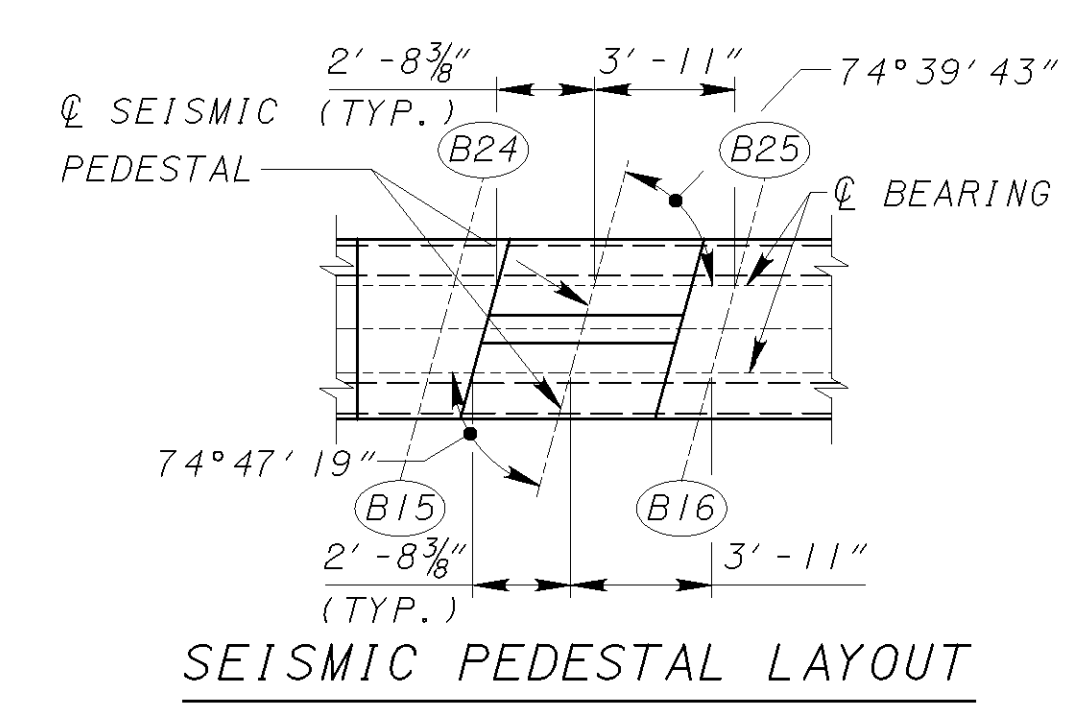
BEAM SEAT ELEVATIONS			
BEAM	ELEVATION	BEAM	ELEVATION
B11	759.00	B21	759.00
B12	759.15	B22	759.30
B13	759.30	B23	759.60
B14	759.60	B24	759.89
B15	759.89	B25	760.19
B16	760.19	B26	760.48
B17	760.48	B27	760.78
B18	760.78	B28	761.07
B19	761.07	B29	761.37
B20	761.37		

LEGEND:

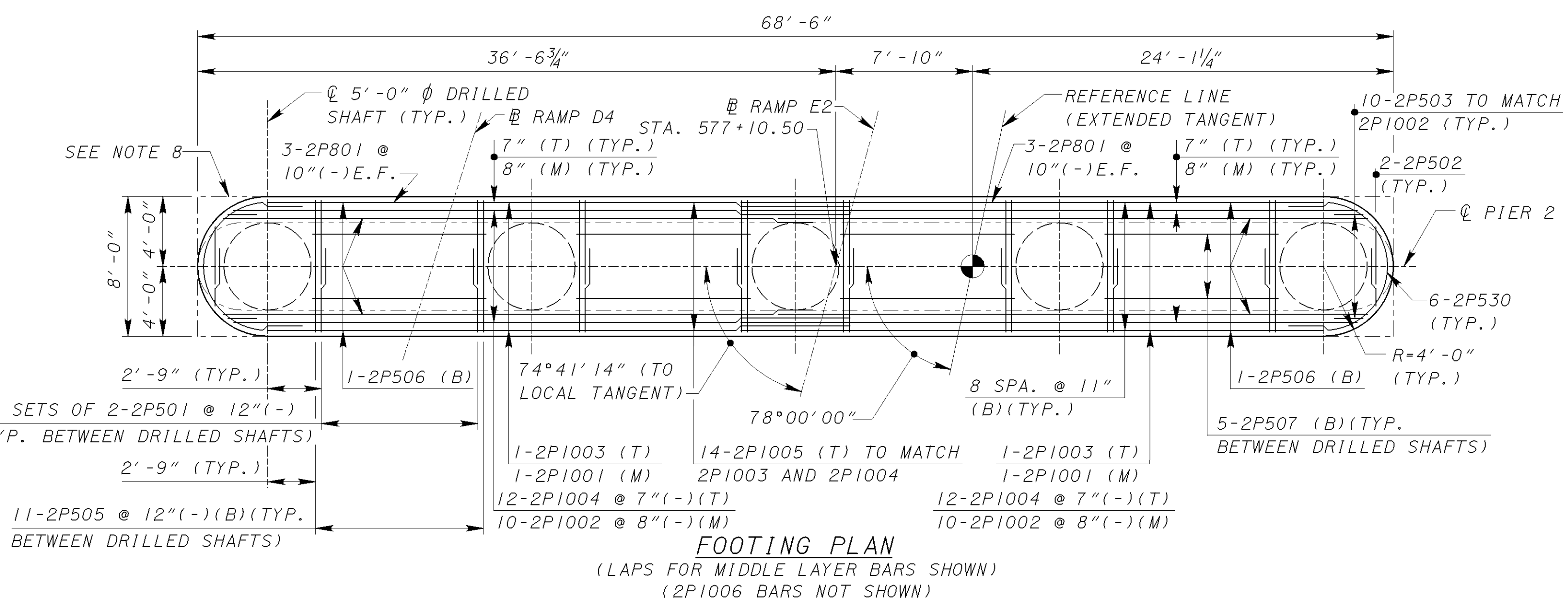
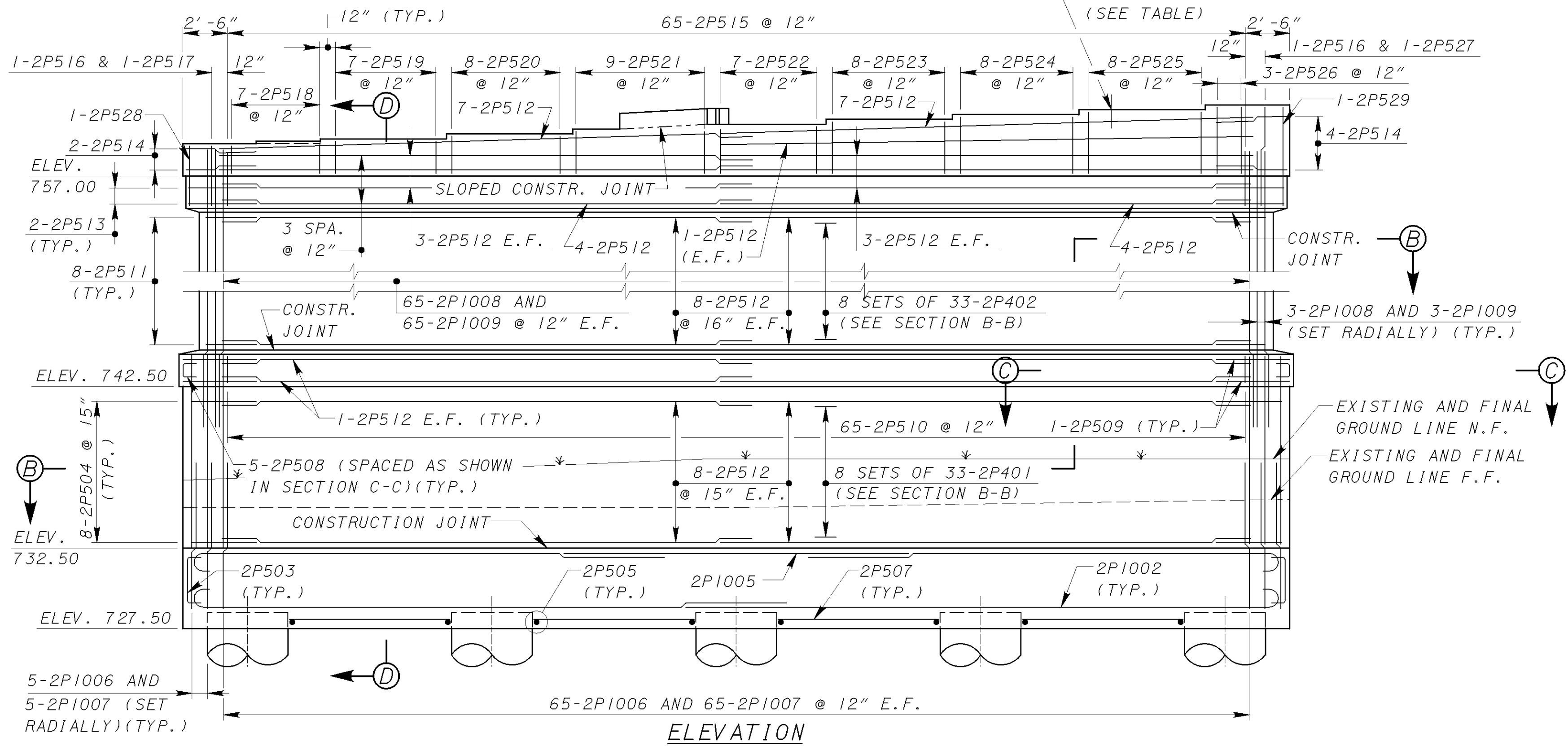
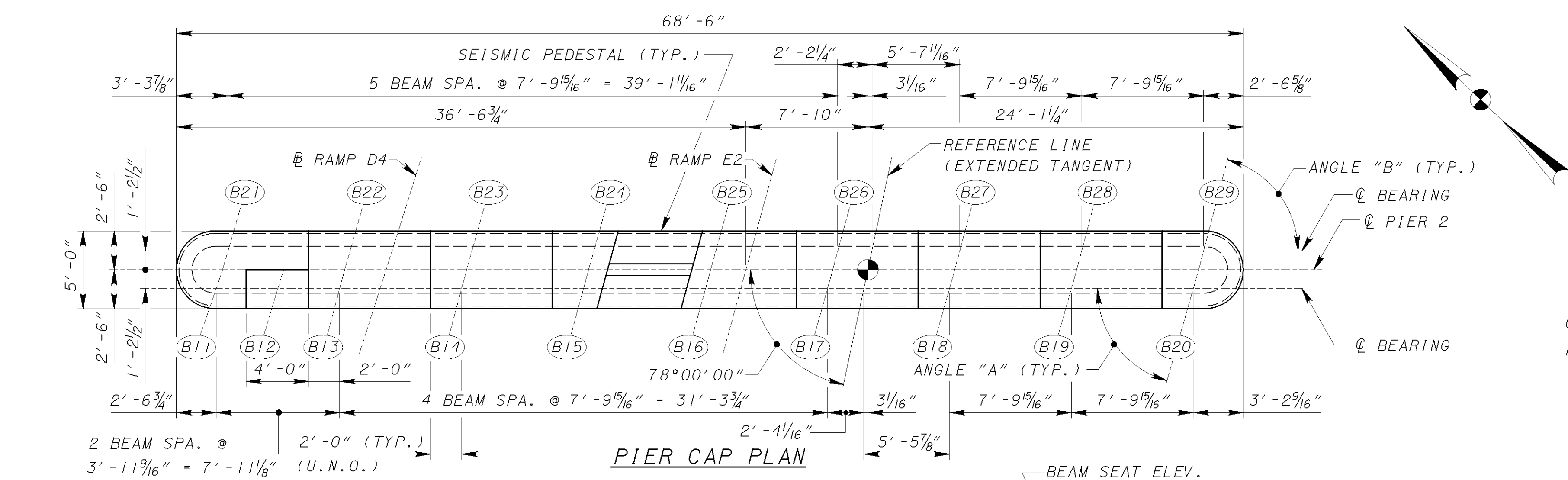
(BXX) = BEAM NUMBER, MIN. = MINIMUM
 TYP. = TYPICAL, T = TOP LAYER
 M = MIDDLE LAYER, B = BOTTOM LAYER
 N.F. = NEAR FACE, F.F. = FAR FACE
 E.F. = EACH FACE, ● = WORK POINT
 U.N.O. = UNLESS NOTED OTHERWISE
 CONSTR. = CONSTRUCTION

NOTES:

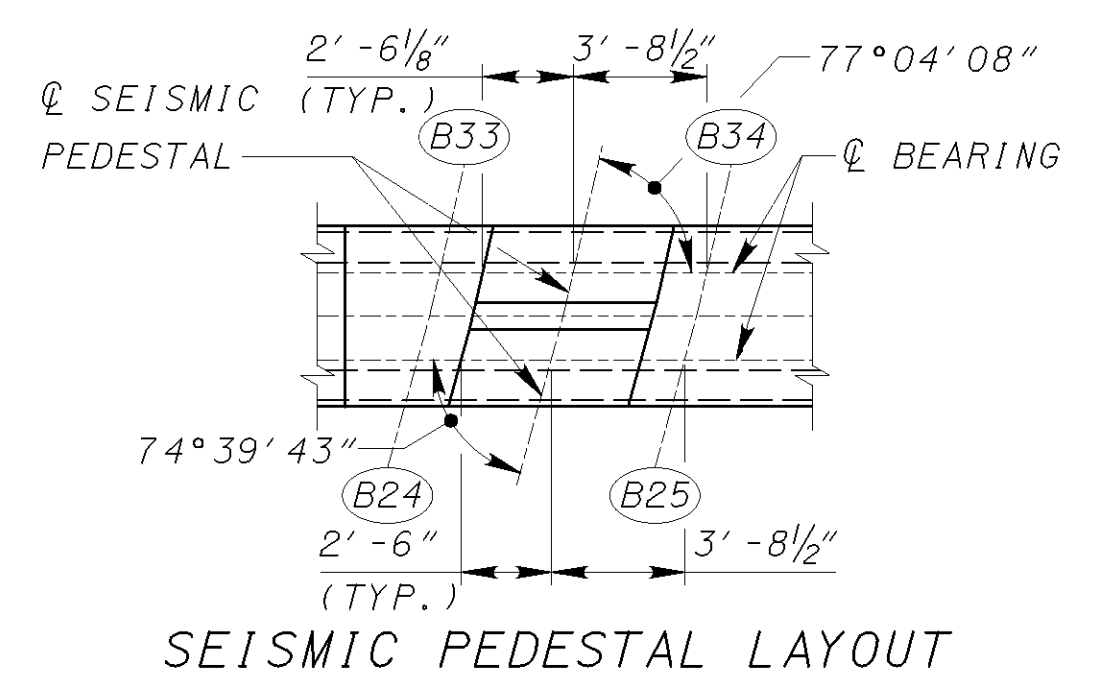
- ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
- FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET [12/78].
- FOR SPACING OF DRILLED SHAFTS, SEE SHEET [9/78].
- FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28/78].
- FOR SECTIONS B-B THRU D-D, SEE SHEET [25/78].
- FOR ADDITIONAL SEISMIC PEDESTAL DETAILS, SEE SHEET [27/78].
- FOR REINFORCEMENT SCHEDULE, SEE SHEET [73/78].
- THE CONTRACTOR HAS THE OPTION TO SQUARE THE ENDS OF THE PIER FOOTING. ALL COSTS ASSOCIATED WITH THIS OPTION INCLUDING ANY ADDITIONAL MODIFICATIONS DEEMED NECESSARY BY THE ENGINEER WILL BE AT THE CONTRACTOR'S EXPENSE.



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



DATE: 3/14/2007 FILE: g:\c\04\0033\B11\pge\pmp\204\ymc\204p102.dgn



ANGLE "A" TABLE

BEAM	ANGLE
B21	73°56'32"
B22	74°07'18"
B23	74°18'05"
B24	74°28'53"
B25	74°39'43"
B26	74°50'34"
B27	75°01'25"
B28	75°12'18"
B29	75°23'12"

BEAM SEAT ELEVATIONS

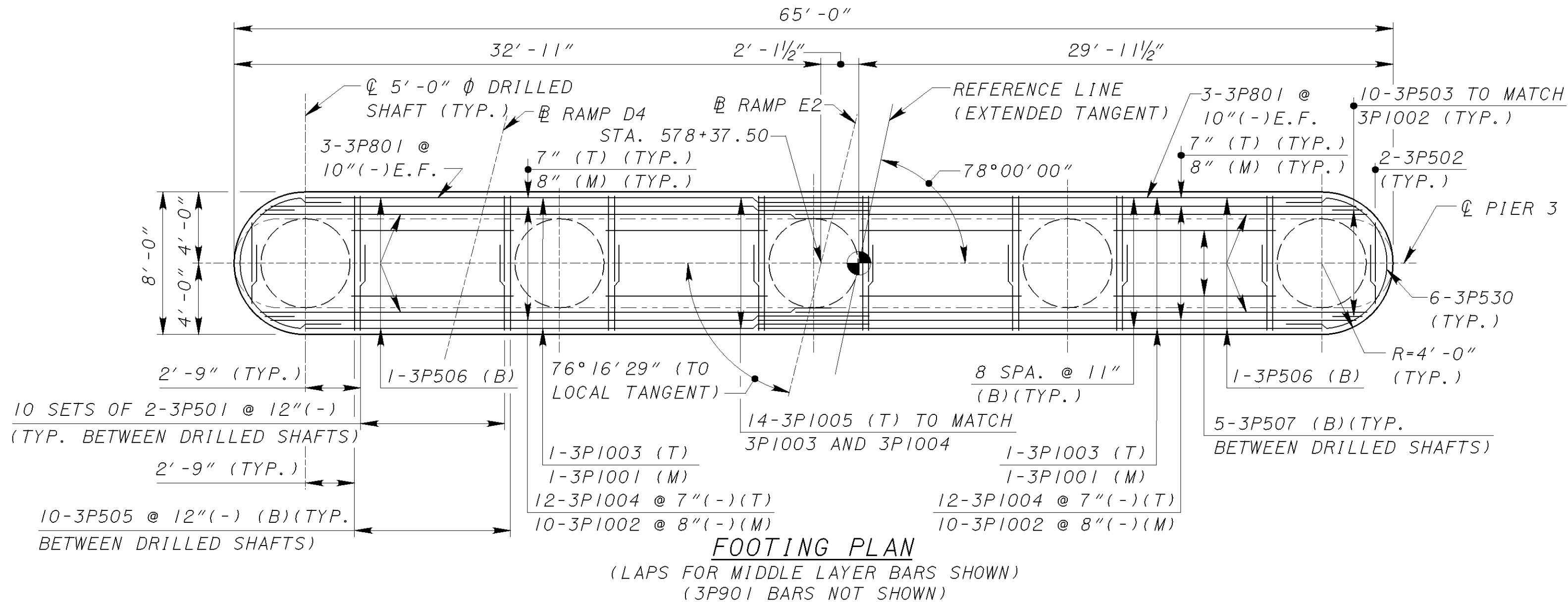
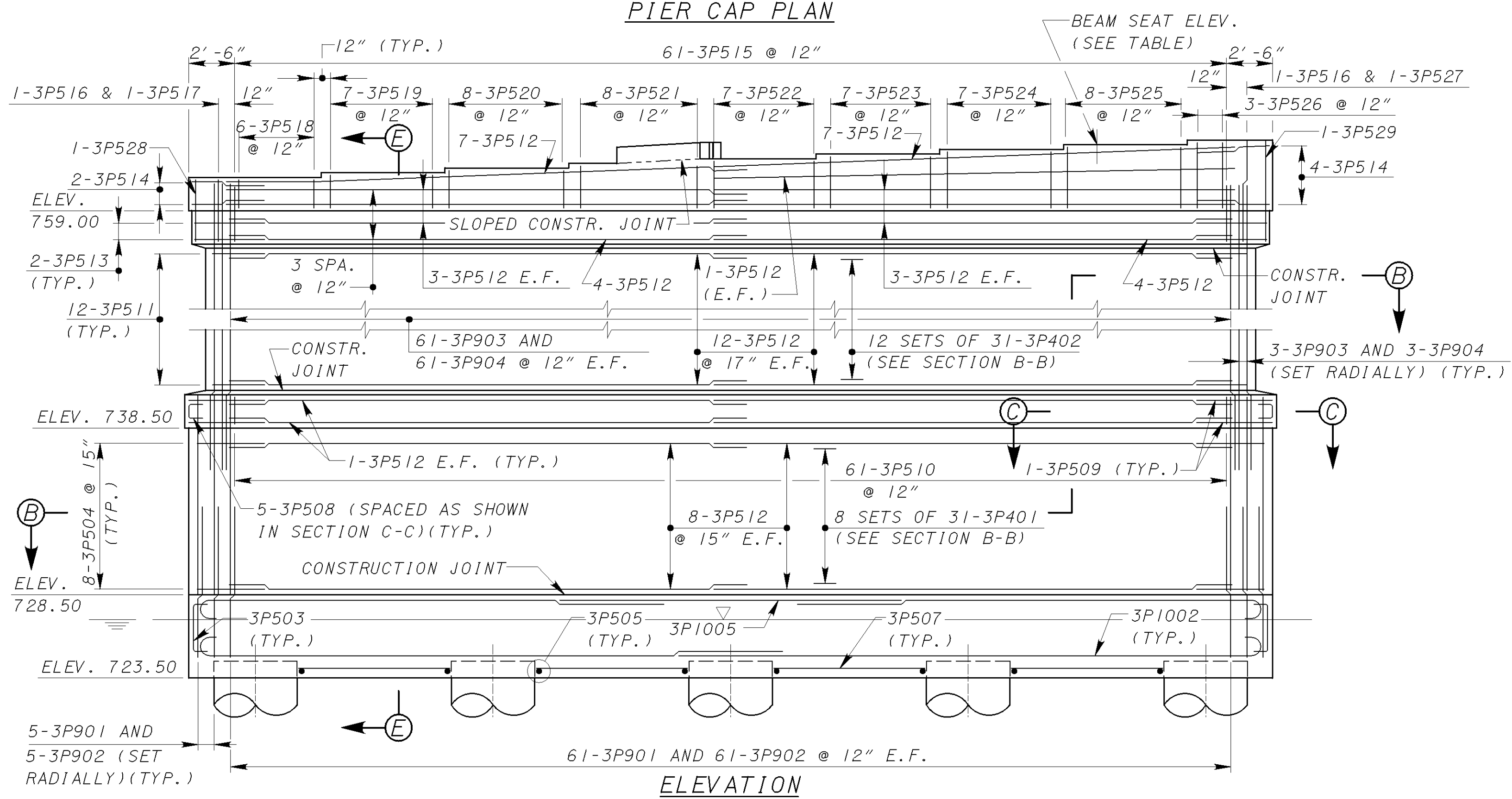
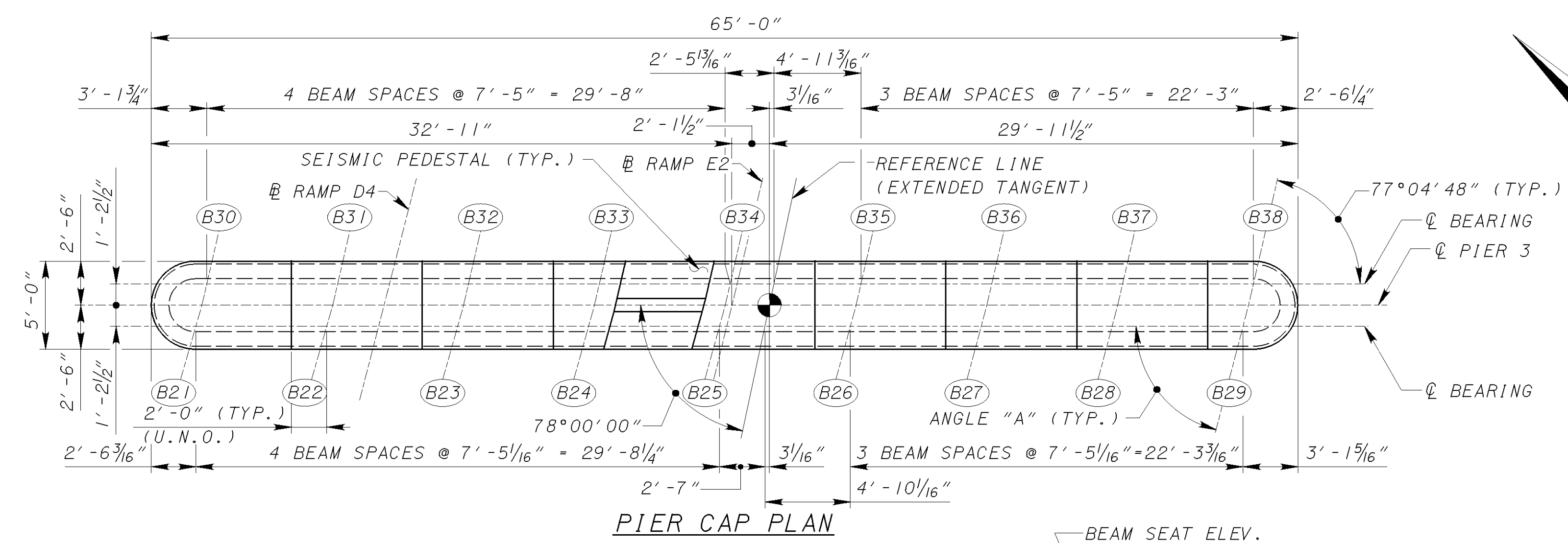
BEAM	ELEVATION	BEAM	ELEVATION
B21	761.00	B30	761.00
B22	761.28	B31	761.28
B23	761.56	B32	761.56
B24	761.84	B33	761.84
B25	762.12	B34	762.12
B26	762.40	B35	762.40
B27	762.68	B36	762.68
B28	762.95	B37	762.95
B29	763.23	B38	763.23

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

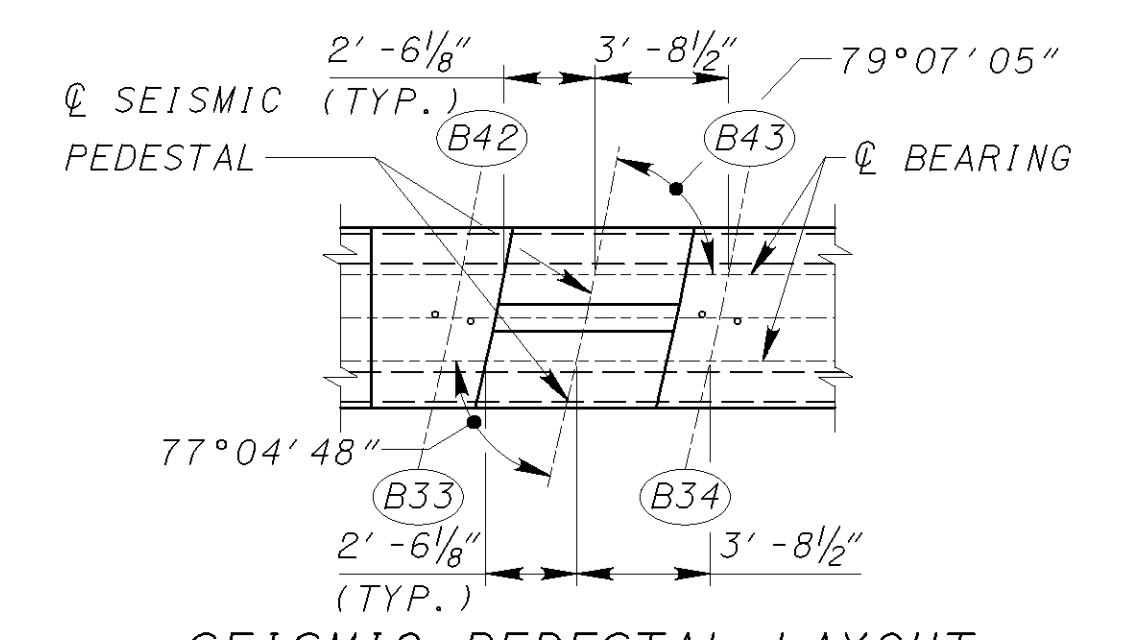
- NOTES:**
- ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
 - FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET [12]78.
 - FOR SPACING OF DRILLED SHAFTS, SEE SHEET [10]78.
 - FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28]78.
 - FOR SECTIONS B-B AND C-C, SEE SHEET [25]78.
 - FOR SECTION E-E, SEE SHEET [26]78.
 - FOR ADDITIONAL SEISMIC PEDESTAL DETAILS, SEE SHEET [27]78.
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [74]78.
 - THE FACES OF THE FOOTING SHALL BE SEALED TO ELEVATION 723.50 PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE SHEET [7]78 FOR LOCATION OF SHEET PILING.

LAP LENGTH TABLE

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



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SEISMIC PEDESTAL LAYOUT

ANGLE "B" TABLE

BEAM	ANGLE
B39	79°48'40"
B40	79°34'47"
B41	79°20'55"
B42	79°07'05"
B43	78°53'15"
B44	78°39'27"
B45	78°25'40"
B46	78°11'55"
B47	77°58'11"

BEAM SEAT ELEVATIONS

BEAM	ELEVATION	BEAM	ELEVATION
B30	763.17	B39	763.17
B31	763.46	B40	763.46
B32	763.74	B41	763.74
B33	764.02	B42	764.02
B34	764.29	B43	764.29
B35	764.56	B44	764.56
B36	764.82	B45	764.82
B37	765.08	B46	765.08
B38	765.34	B47	765.34

NOTES:

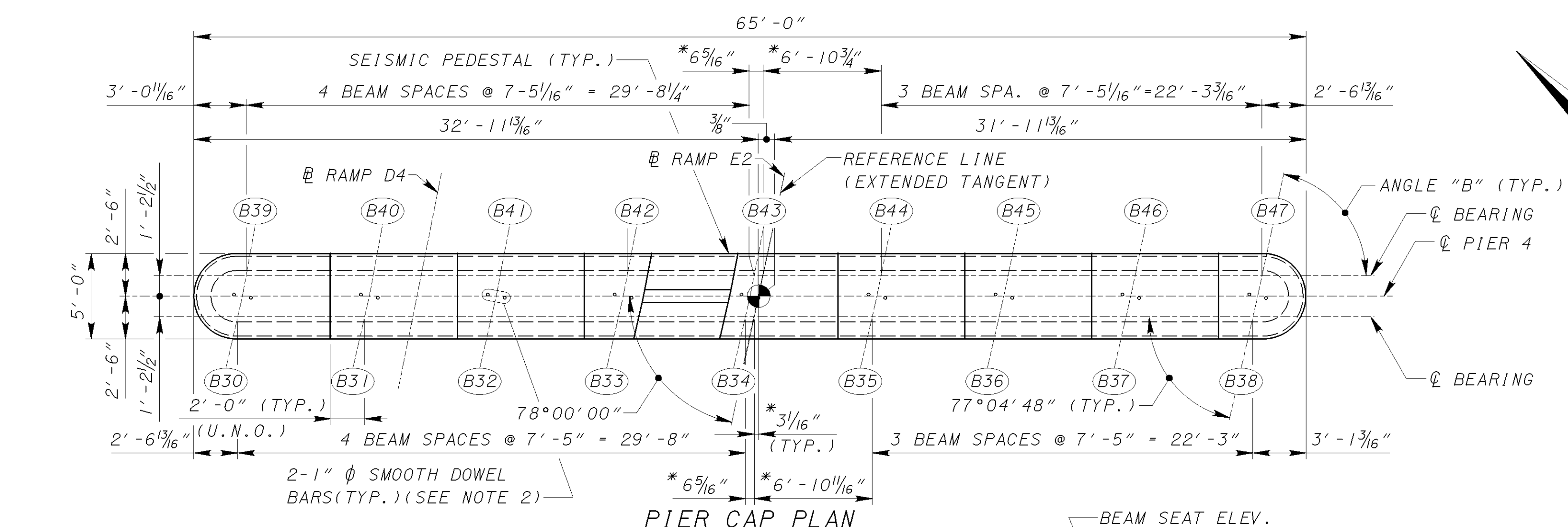
- ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
- FOR PLACEMENT OF 1" Ø SMOOTH DOWEL BARS, SEE ODOT STD. DRAWING PSID-1-99, SHEET 4 OF 8.
- ACCURATELY PLACE REINFORCING STEEL IN THE VICINITY OF THE BRIDGE SEAT TO AVOID INTERFERENCE WITH EITHER THE DRILLING OF HOLES FOR THE DOWEL BARS OR THE PRE-SETTING OF THE DOWEL BARS.
- FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET [2]78.
- FOR SPACING OF DRILLED SHAFTS, SEE SHEET [10]78.
- FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28]78.
- FOR SECTIONS B-B AND C-C, SEE SHEET [25]78.
- FOR SECTION F-F, SEE SHEET [26]78.
- FOR ADDITIONAL SEISMIC PEDESTAL DETAILS, SEE SHEET [27]78.
- FOR REINFORCEMENT SCHEDULE, SEE SHEET [74]78.
- THE FACES OF THE FOOTING SHALL BE SEALED TO ELEVATION 723.50 PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE SHEET [7]78 FOR LOCATION OF SHEET PILING.

LEGEND:

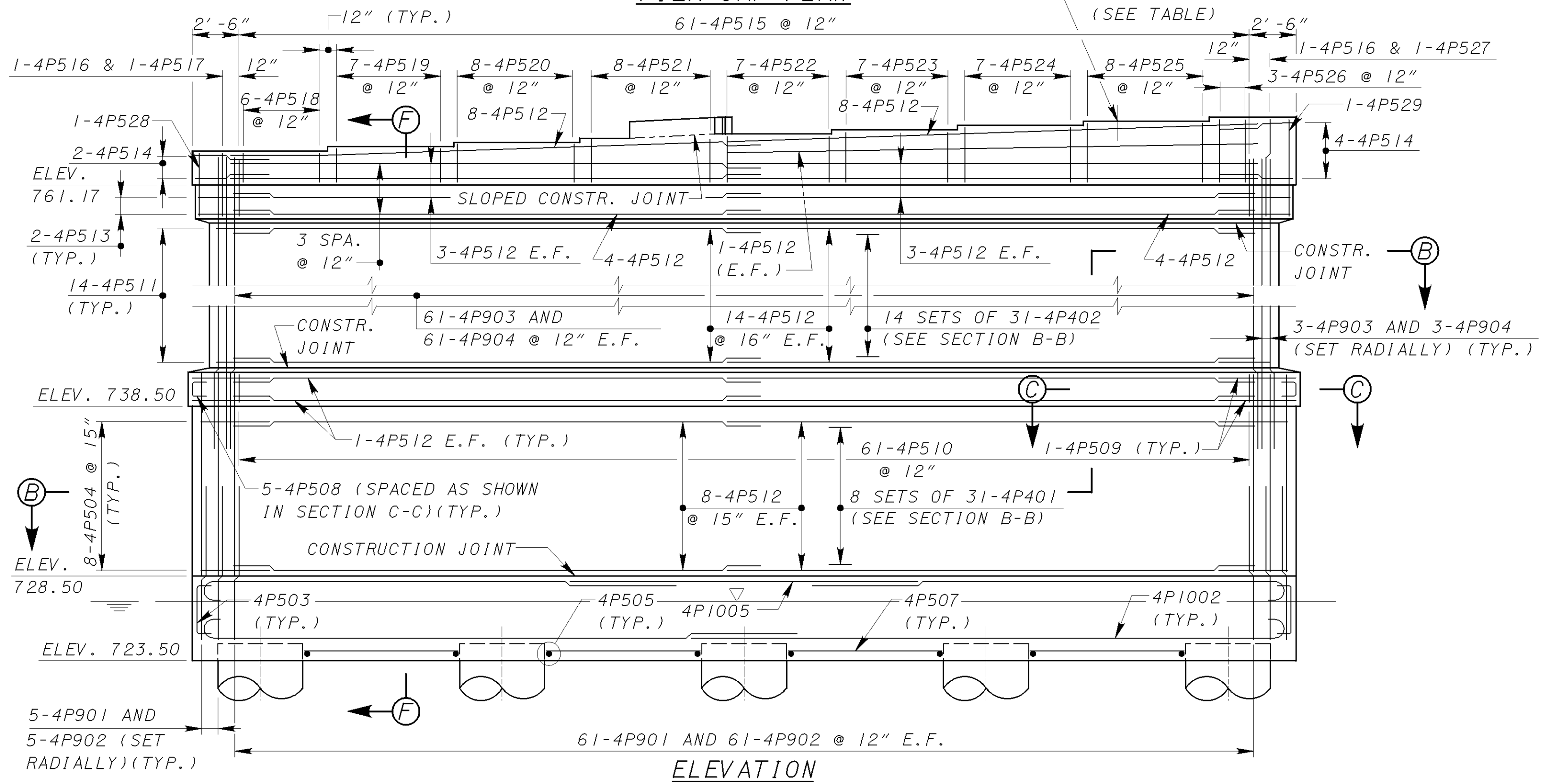
- (BXX) = BEAM NUMBER
- MIN. = MINIMUM
- TYP. = TYPICAL
- T = TOP LAYER
- M = MIDDLE LAYER
- B = BOTTOM LAYER
- E.F. = EACH FACE
- U.N.O. = UNLESS NOTED OTHERWISE
- CONSTR. = CONSTRUCTION
- * = INDICATES DIMENSION MEASURED TO REFERENCE LINE
- ⊙ = WORK POINT

LAP LENGTH TABLE

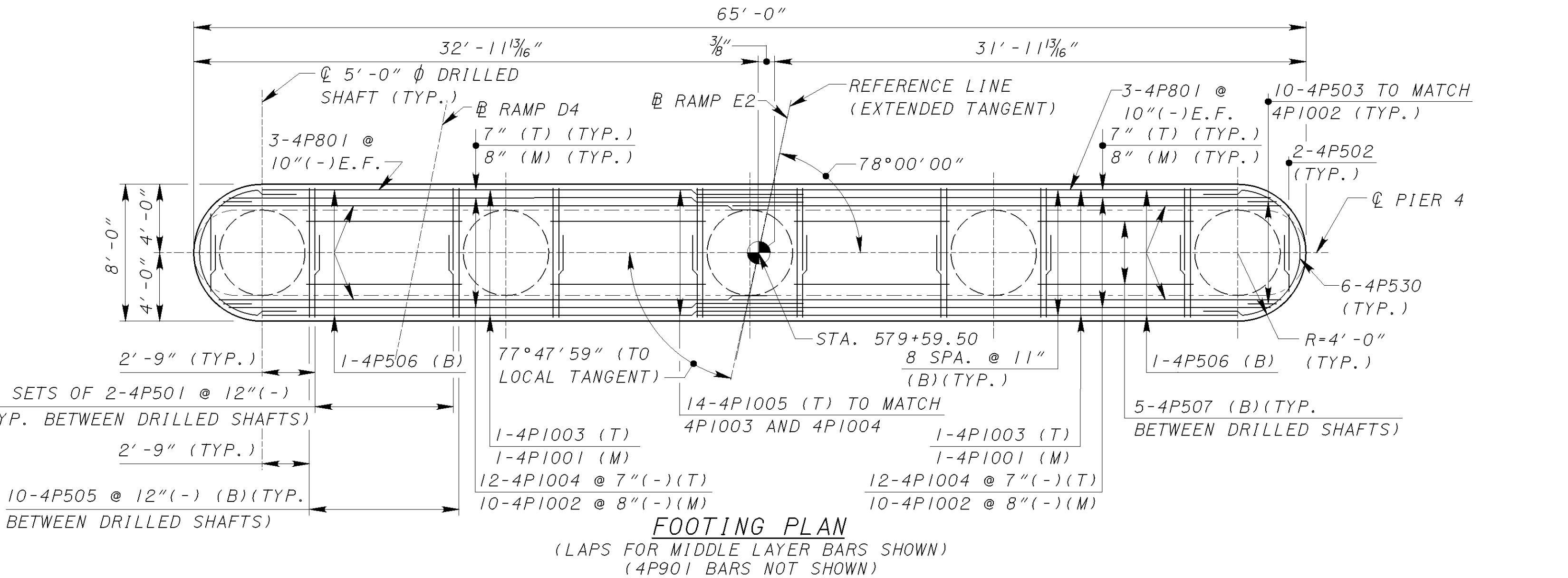
BAR	REQUIRED LAP LENGTH
#5	2'-0"
#8	4'-0"
#9	5'-0"
#10	6'-3"



PIER CAP PLAN



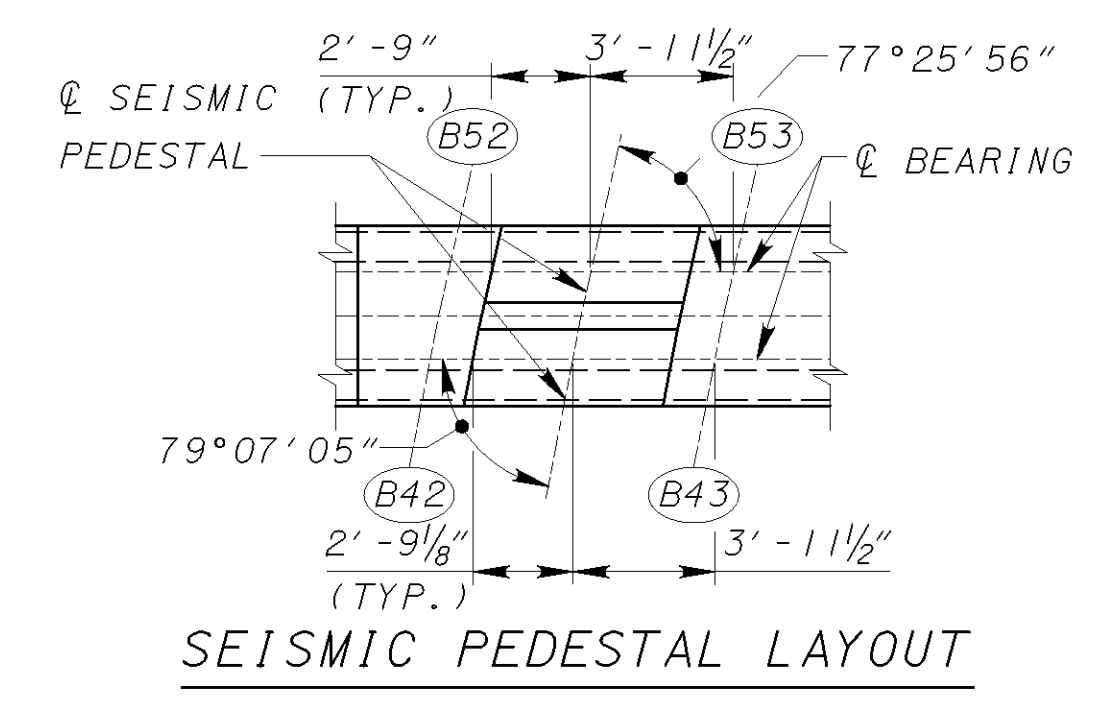
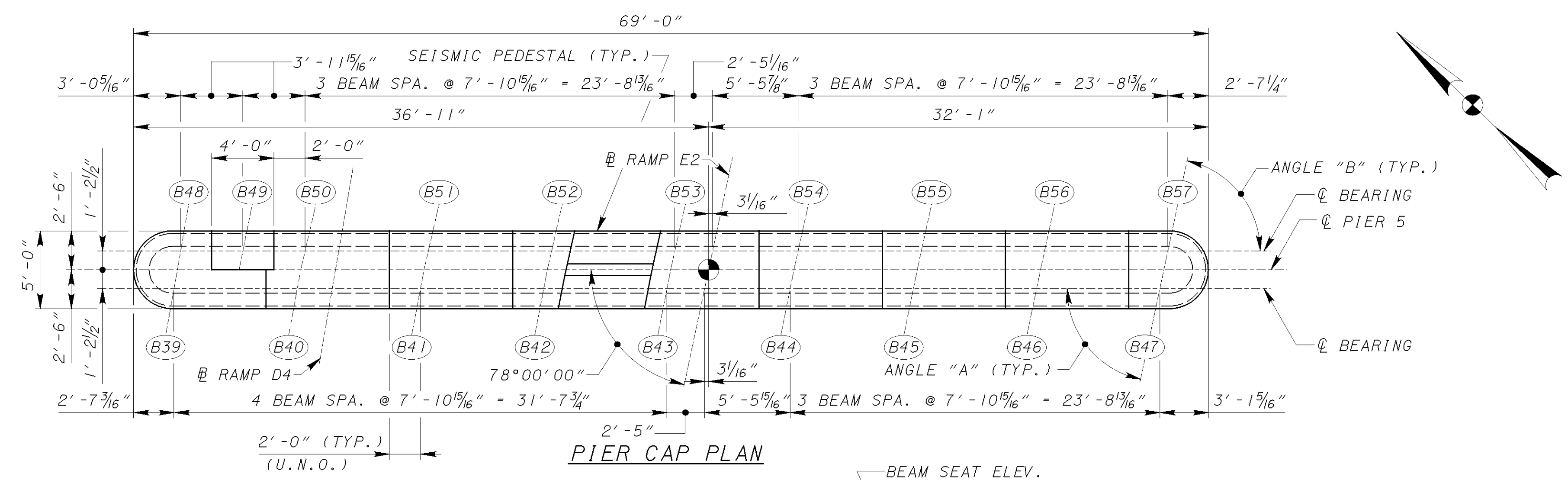
ELEVATION



FOOTING PLAN

(LAPS FOR MIDDLE LAYER BARS SHOWN)
 (4P901 BARS NOT SHOWN)

DATE: 3/14/2007 FILE: g:\CL04\0003\B1\1gga\RampE2D4\ymcE22d4p104.dgn

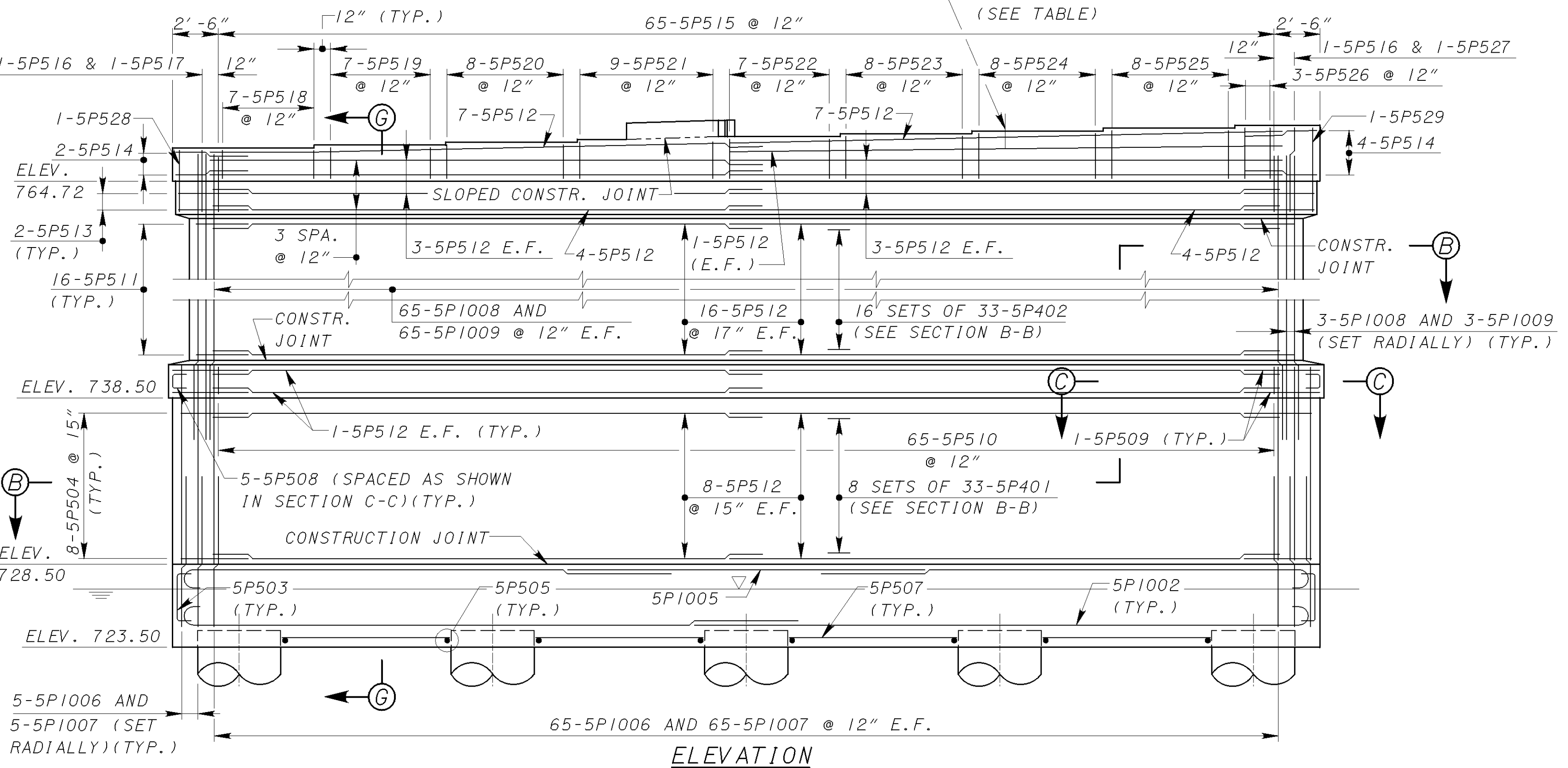


ANGLE "A" TABLE

BEAM	ANGLE
B39	79°48'40"
B40	79°34'47"
B41	79°20'55"
B42	79°07'05"
B43	78°53'15"
B44	78°39'27"
B45	78°25'40"
B46	78°11'55"
B47	77°58'11"

ANGLE "B" TABLE

BEAM	ANGLE
B48	80°15'02"
B49	78°36'32"
B50	76°59'11"
B51	77°08'05"
B52	77°17'00"
B53	77°25'56"
B54	77°34'52"
B55	77°43'48"
B56	77°52'45"
B57	78°01'43"



BEAM SEAT ELEVATIONS

BEAM	ELEVATION	BEAM	ELEVATION
B39	766.72	B48	766.72
B40	766.88	B49	766.85
B41	767.05	B50	766.88
B42	767.22	B51	767.05
B43	767.39	B52	767.22
B44	767.56	B53	767.39
B45	767.73	B54	767.56
B46	767.90	B55	767.73
B47	768.07	B56	767.90
		B57	768.07

- NOTES:**
- ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT
 - FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET [12]78.
 - FOR SPACING OF DRILLED SHAFTS, SEE SHEET [10]78.
 - FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28]78.
 - FOR SECTIONS B-B AND C-C, SEE SHEET [25]78.
 - FOR SECTION G-G, SEE SHEET [26]78.
 - FOR ADDITIONAL SEISMIC PEDESTAL DETAILS, SEE SHEET [27]78.
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [75]78.
 - THE FACES OF THE FOOTING SHALL BE SEALED TO ELEVATION 723.50 PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE SHEET [7]78 FOR LOCATION OF SHEET PILING.

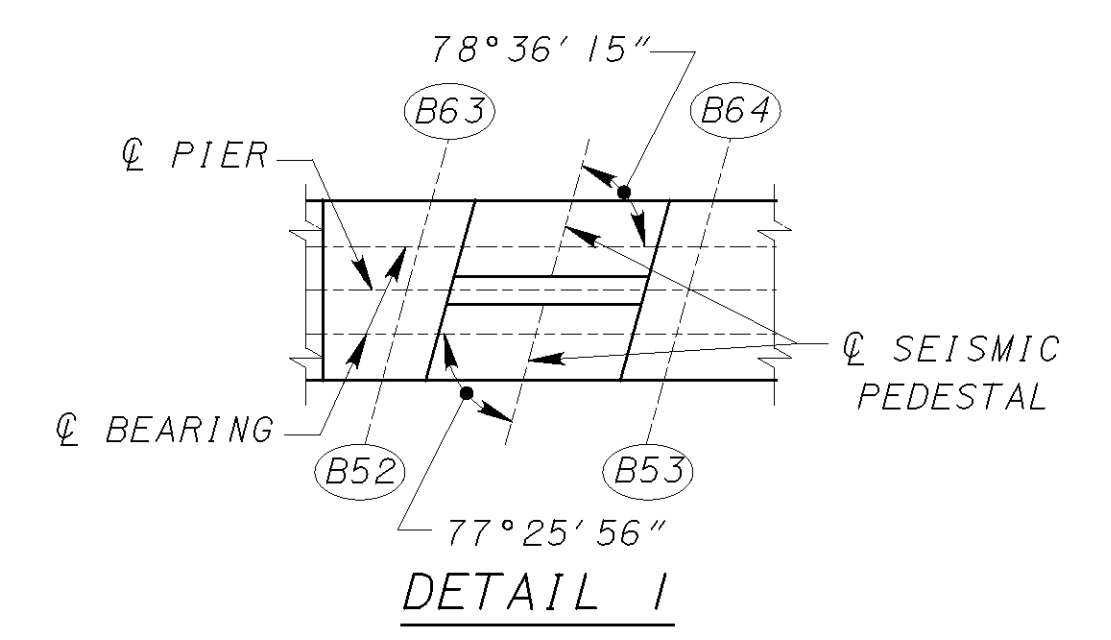
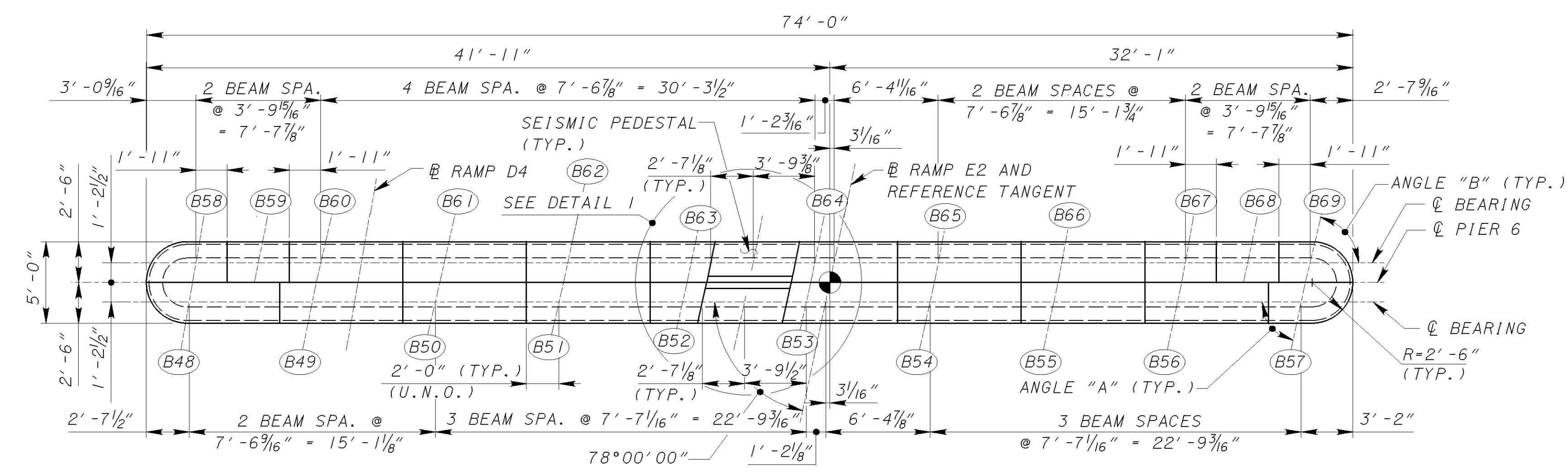
LEGEND:

(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

LAP LENGTH TABLE

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

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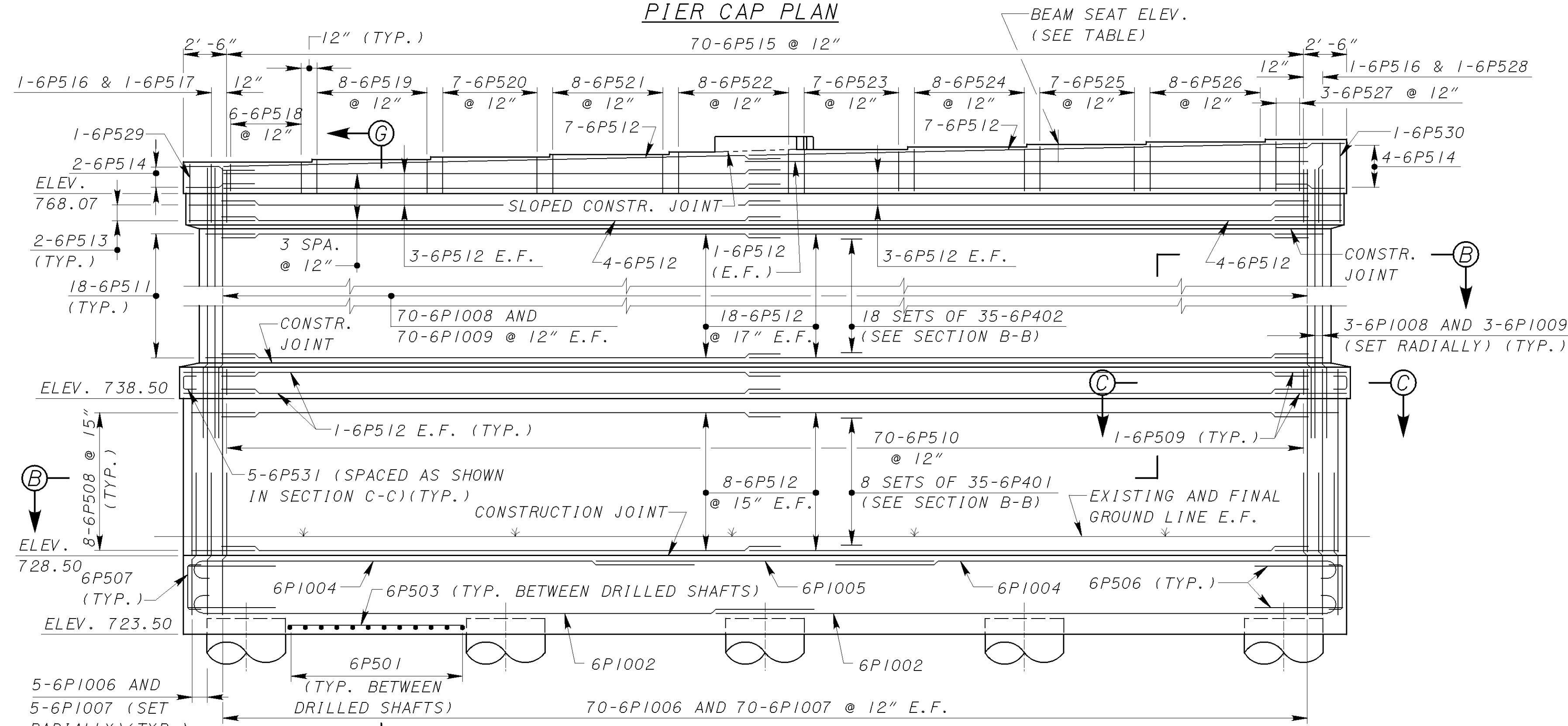


ANGLE "A" TABLE

BEAM	ANGLE
B48	80°15'02"
B49	78°36'32"
B50	76°59'11"
B51	77°08'05"
B52	77°17'00"
B53	77°25'56"
B54	77°34'52"
B55	77°43'48"
B56	77°52'45"
B57	78°01'43"

ANGLE "B" TABLE

BEAM	ANGLE
B58	80°15'02"
B59	78°37'35"
B60	77°01'13"
B61	77°24'52"
B62	77°48'36"
B63	78°12'23"
B64	78°36'15"
B65	79°00'11"
B66	79°24'11"
B67	79°48'14"
B68	78°11'05"
B69	76°35'02"



BEAM SEAT ELEVATIONS

BEAM	ELEVATION	BEAM	ELEVATION
B48	770.07	B58	770.23
		B59	770.31
B49	770.24	B60	770.39
B50	770.40	B61	770.56
B51	770.56	B62	770.72
B52	770.72	B63	770.88
B53	770.88	B64	771.04
B54	771.05	B65	771.21
B55	771.21	B66	771.37
B56	771.37	B67	771.52
		B68	771.60
B57	771.53	B69	771.67

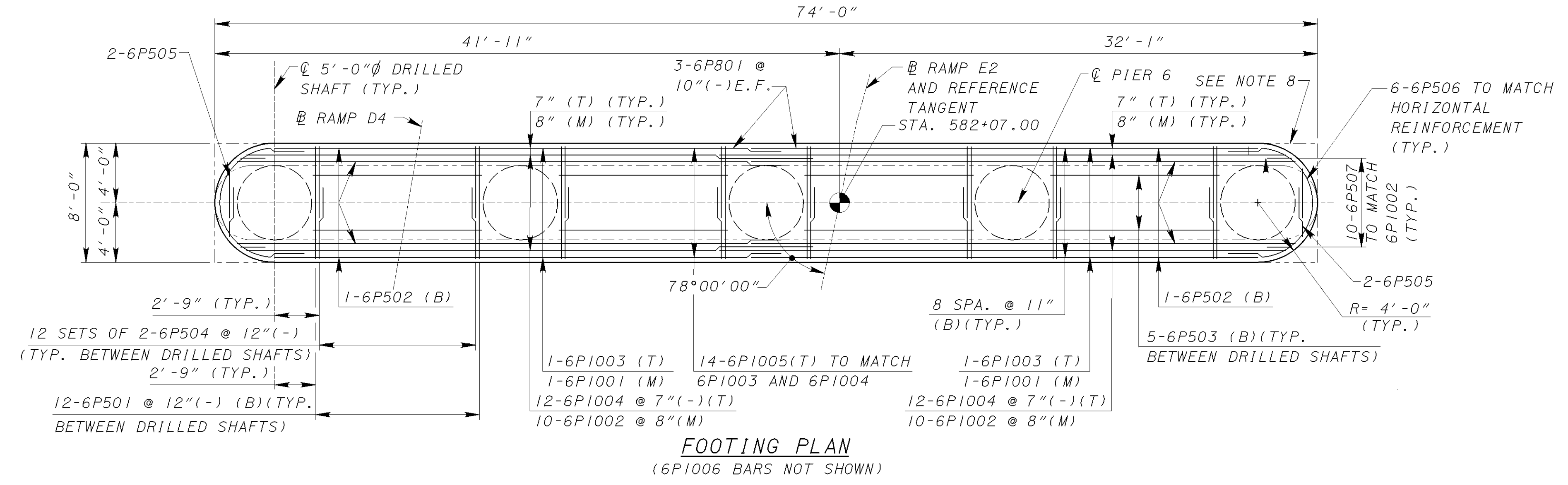
LAP LENGTH TABLE

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

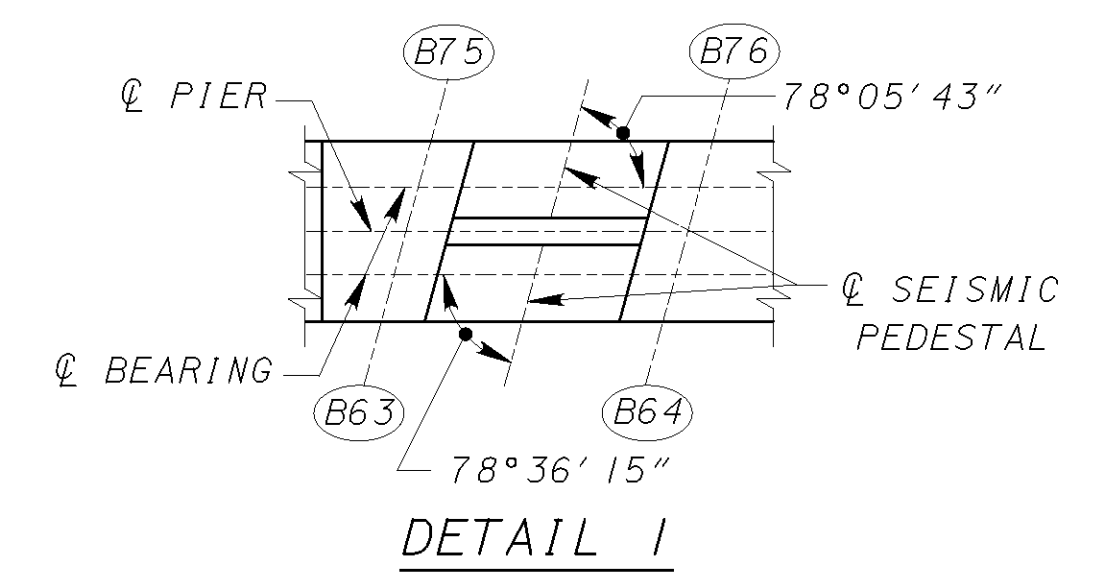
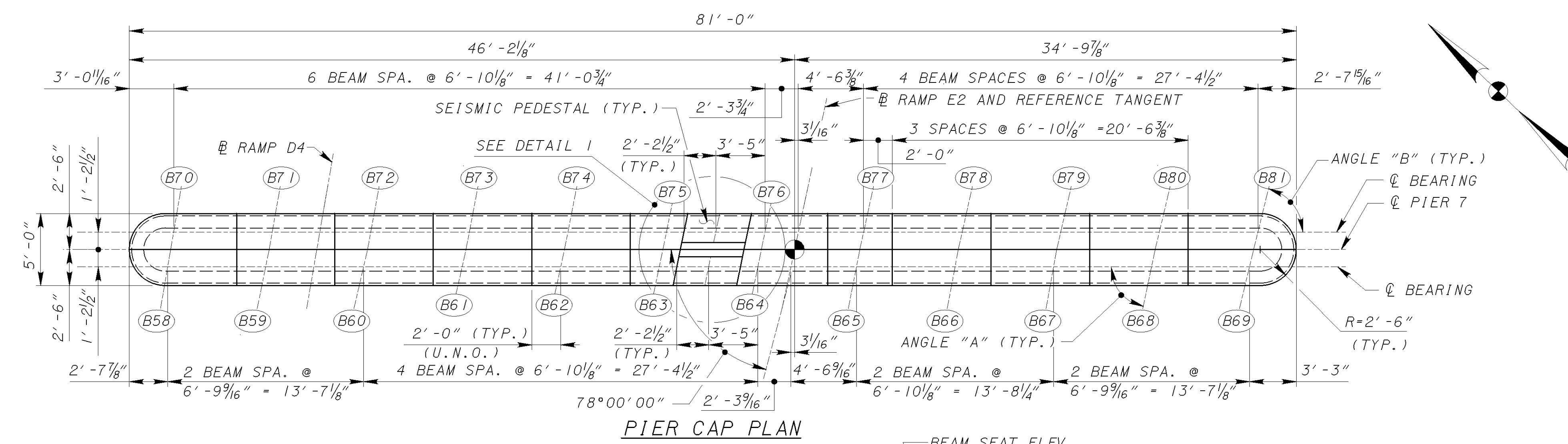
LEGEND:

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

- NOTES:
- FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET [12]78.
 - FOR SPACING OF DRILLED SHAFTS, SEE SHEET [11]78.
 - ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
 - FOR SECTIONS B-B AND C-C, SEE SHEET [25]78.
 - FOR SECTION H-H, SEE SHEET [27]78.
 - FOR ADDITIONAL SEISMIC PEDESTAL DETAILS, SEE SHEET [27]78.
 - FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28]78.
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [75]78.
 - THE CONTRACTOR HAS THE OPTION TO SQUARE THE ENDS OF THE PIER FOOTING. ALL COSTS ASSOCIATED WITH THIS OPTION INCLUDING ANY ADDITIONAL MODIFICATIONS DEEMED NECESSARY BY THE ENGINEER WILL BE AT THE CONTRACTOR'S EXPENSE.



DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE204\ymcE204p06.dgn



ANGLE "A" TABLE

BEAM	ANGLE
B58	80°15'02"
B59	78°37'35"
B60	77°01'13"
B61	77°24'52"
B62	77°48'36"
B63	78°12'23"
B64	78°36'15"
B65	79°00'11"
B66	79°24'11"
B67	79°48'14"
B68	78°11'05"
B69	76°35'02"

ANGLE "B" TABLE

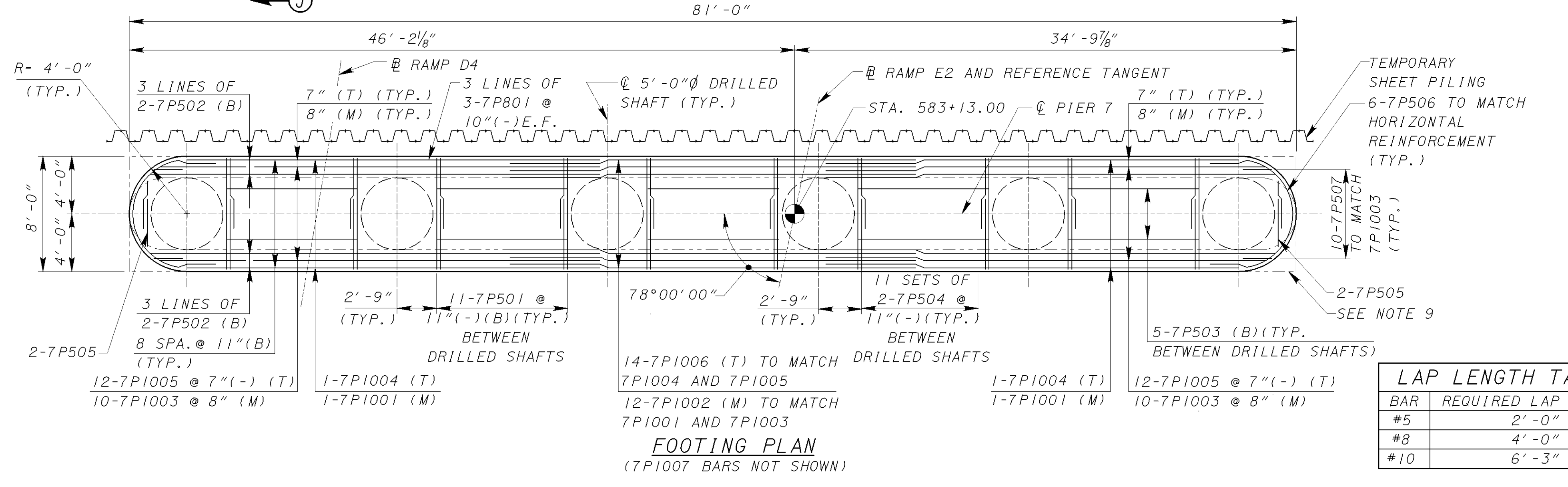
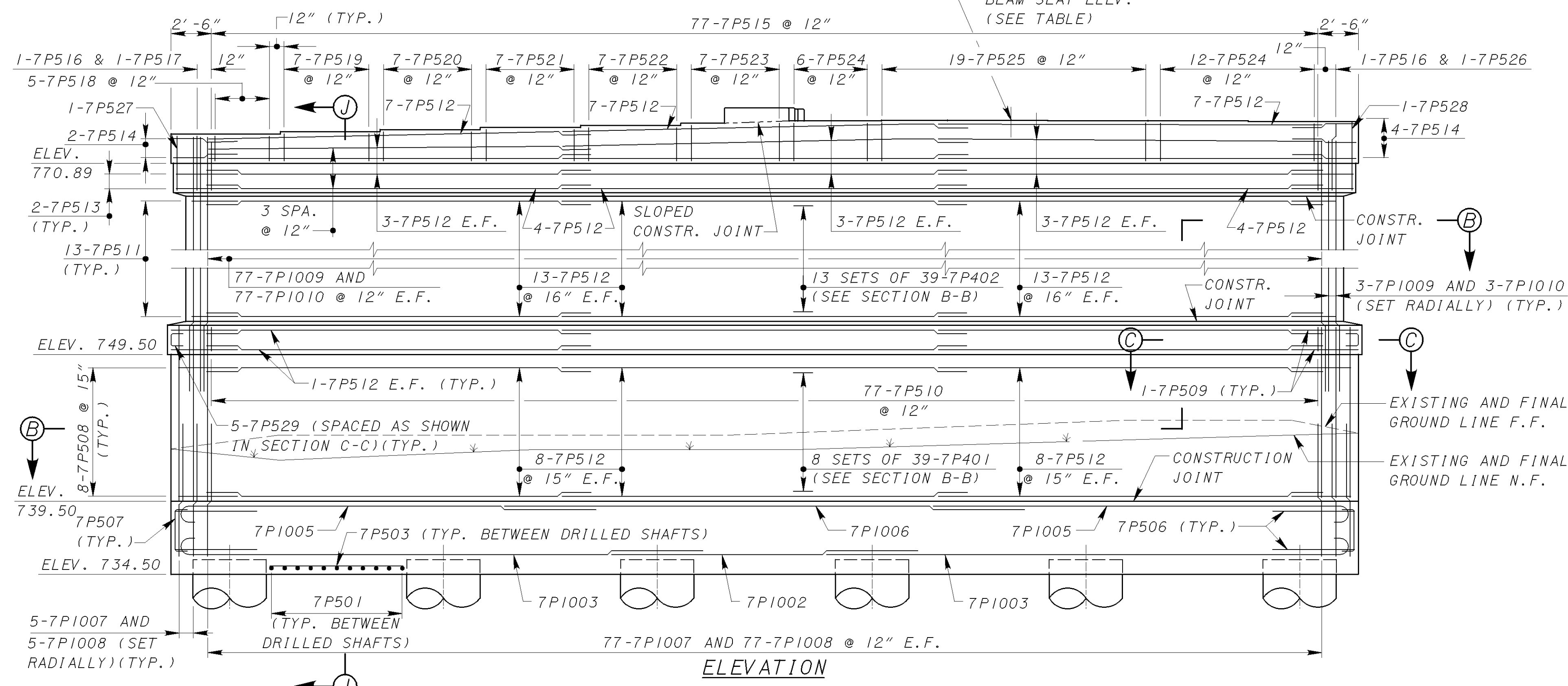
BEAM	ANGLE
B70	80°22'05"
B71	79°59'13"
B72	79°36'24"
B73	79°13'38"
B74	78°50'56"
B75	78°28'18"
B76	78°05'43"
B77	77°43'12"
B78	77°20'45"
B79	76°58'21"
B80	76°36'02"
B81	79°13'47"

BEAM SEAT ELEVATIONS

BEAM	ELEVATION	BEAM	ELEVATION
B58	772.89	B70	772.89
B59	773.03	B71	773.03
B60	773.18	B72	773.18
B61	773.33	B73	773.33
B62	773.47	B74	773.47
B63	773.62	B75	773.62
B64	773.77	B76	773.77
B65	773.81	B77	773.81
B66	773.79	B78	773.79
B67	773.78	B79	773.78
B68	773.75	B80	773.75
B69	773.73	B81	773.73

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

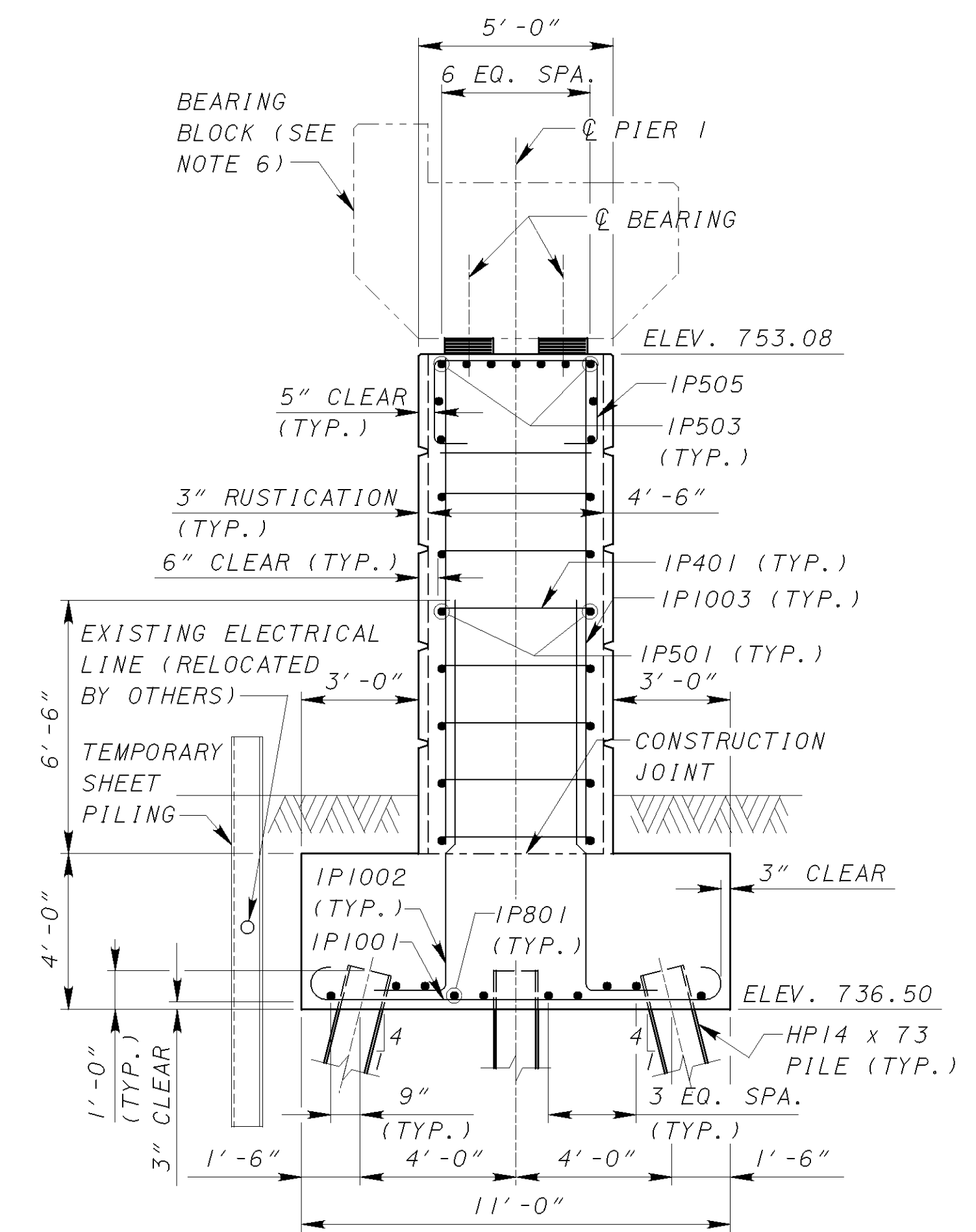
- NOTES:
- FOR DRILLED SHAFT REINFORCEMENT, SEE SHEET [12/78].
 - FOR SPACING OF DRILLED SHAFTS, SEE SHEET [11/78].
 - ADJUST FOOTING REINFORCEMENT AS REQUIRED TO AVOID CONFLICT WITH DRILLED SHAFT REINFORCEMENT.
 - FOR SECTIONS B-B AND C-C, SEE SHEET [25/78].
 - FOR SECTION J-J, SEE SHEET [27/78].
 - FOR ADDITIONAL SEISMIC PEDESTAL DETAILS, SEE SHEET [27/78].
 - FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28/78].
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [76/78].
 - THE CONTRACTOR HAS THE OPTION TO SQUARE THE ENDS OF THE PIER FOOTING. ALL COSTS ASSOCIATED WITH THIS OPTION INCLUDING ANY ADDITIONAL MODIFICATIONS DEEMED NECESSARY BY THE ENGINEER WILL BE AT THE CONTRACTOR'S EXPENSE.



LAP LENGTH TABLE

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

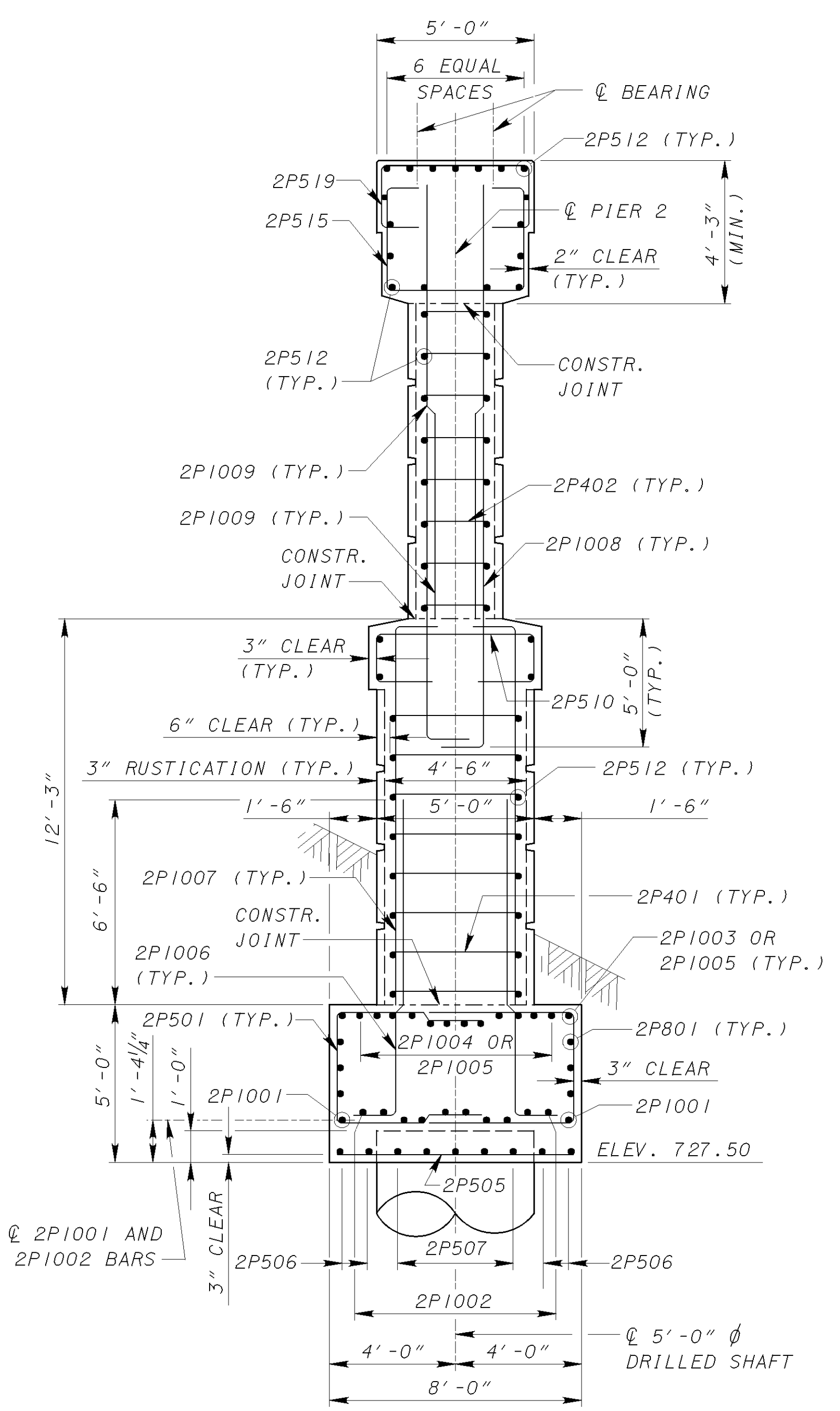
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SECTION A-A
(PIER 1)

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

REINFORCING BARS			
PIER	"A" BARS	"B" BARS	"C" BARS
2	1007	1009	1008
3	902	904	903
4	902	904	903
5	1007	1009	1008
6	1007	1009	1008
7	1008	1010	1009

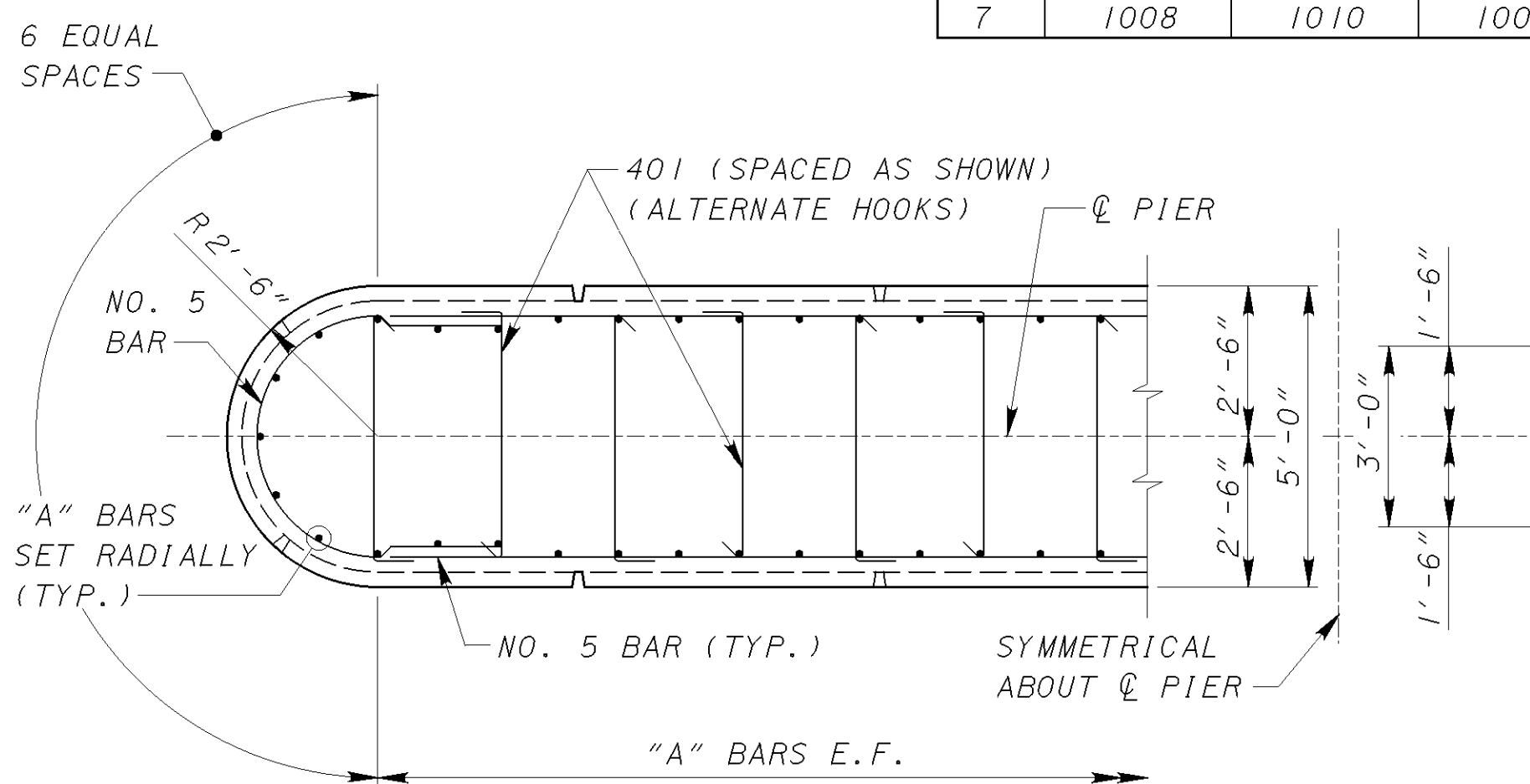


SECTION D-D
(PIER 2)

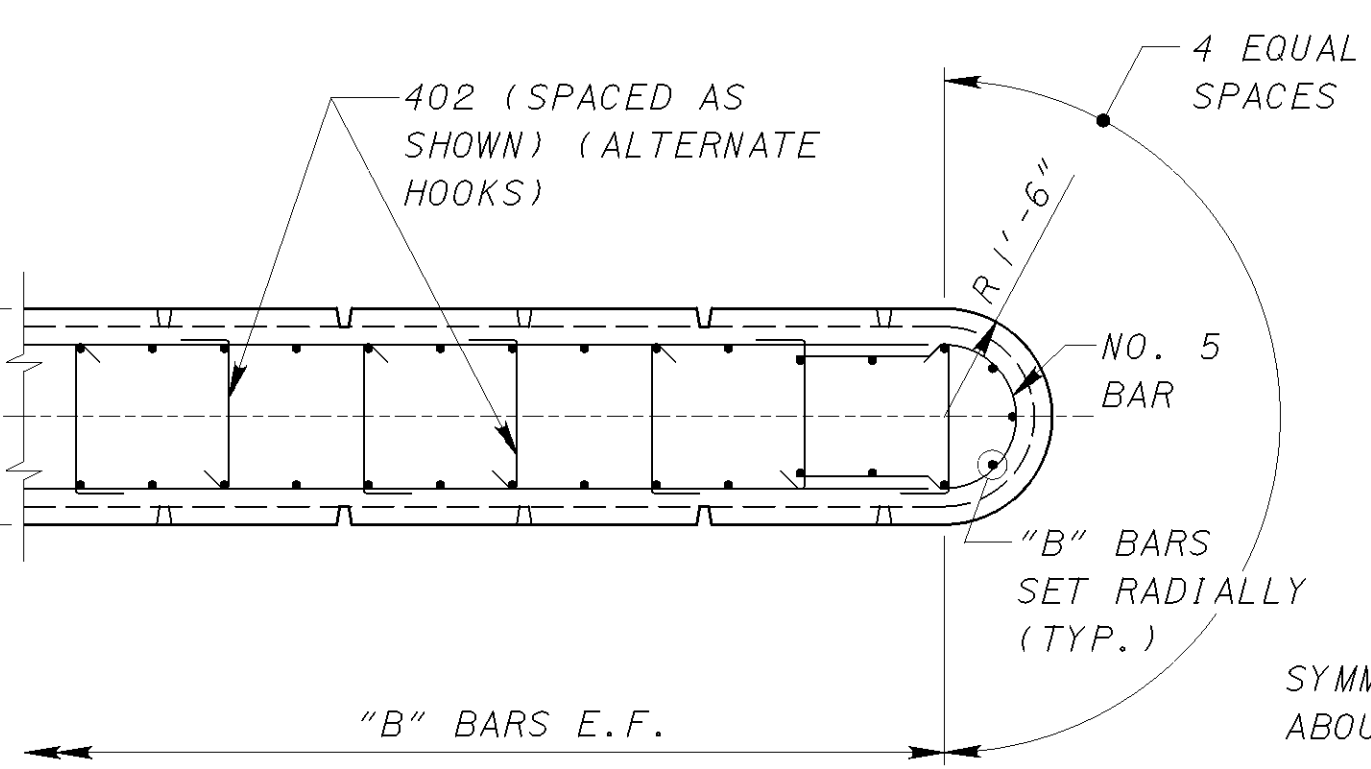
LEGEND:

- 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"



SECTION B-B

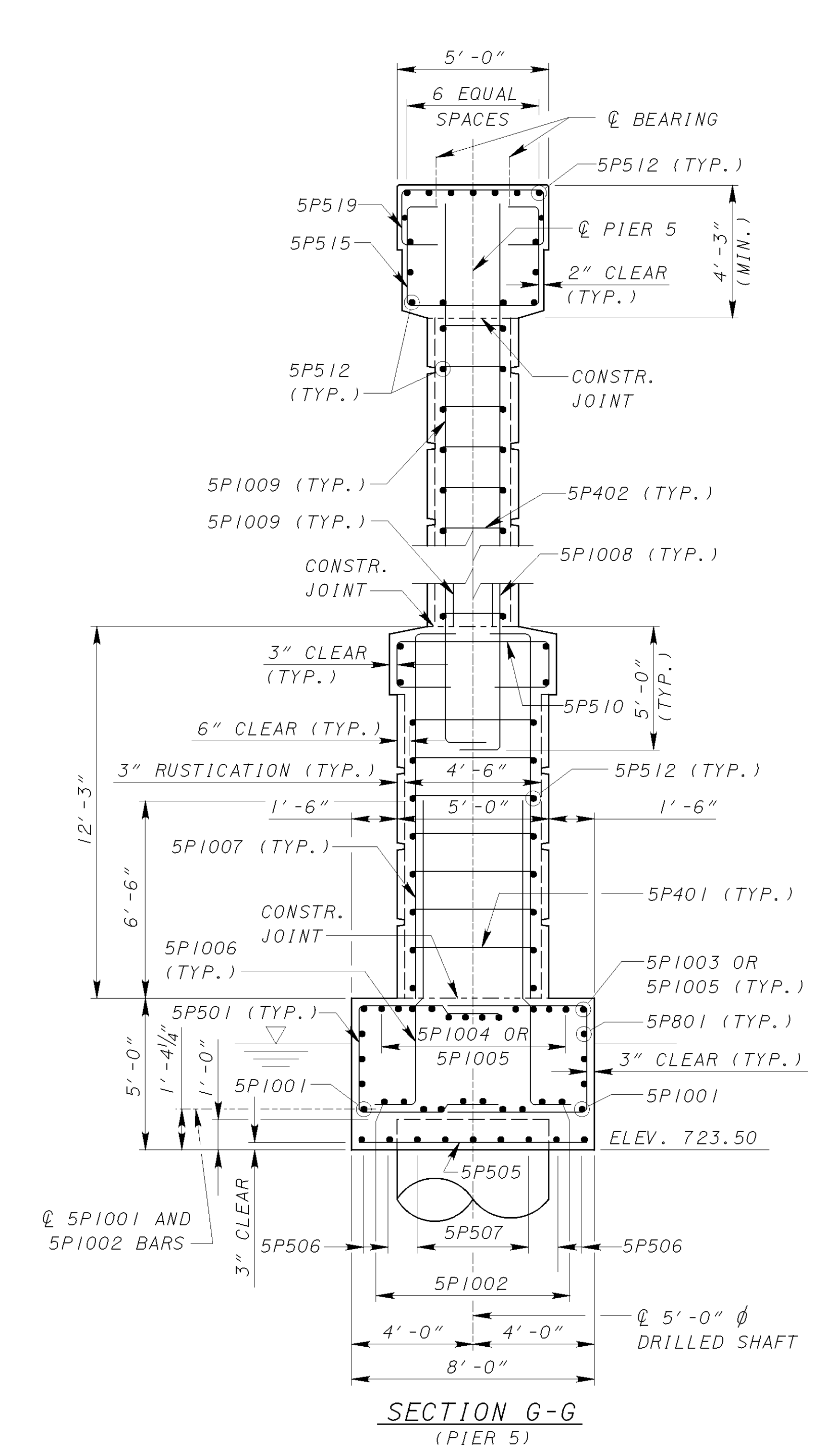
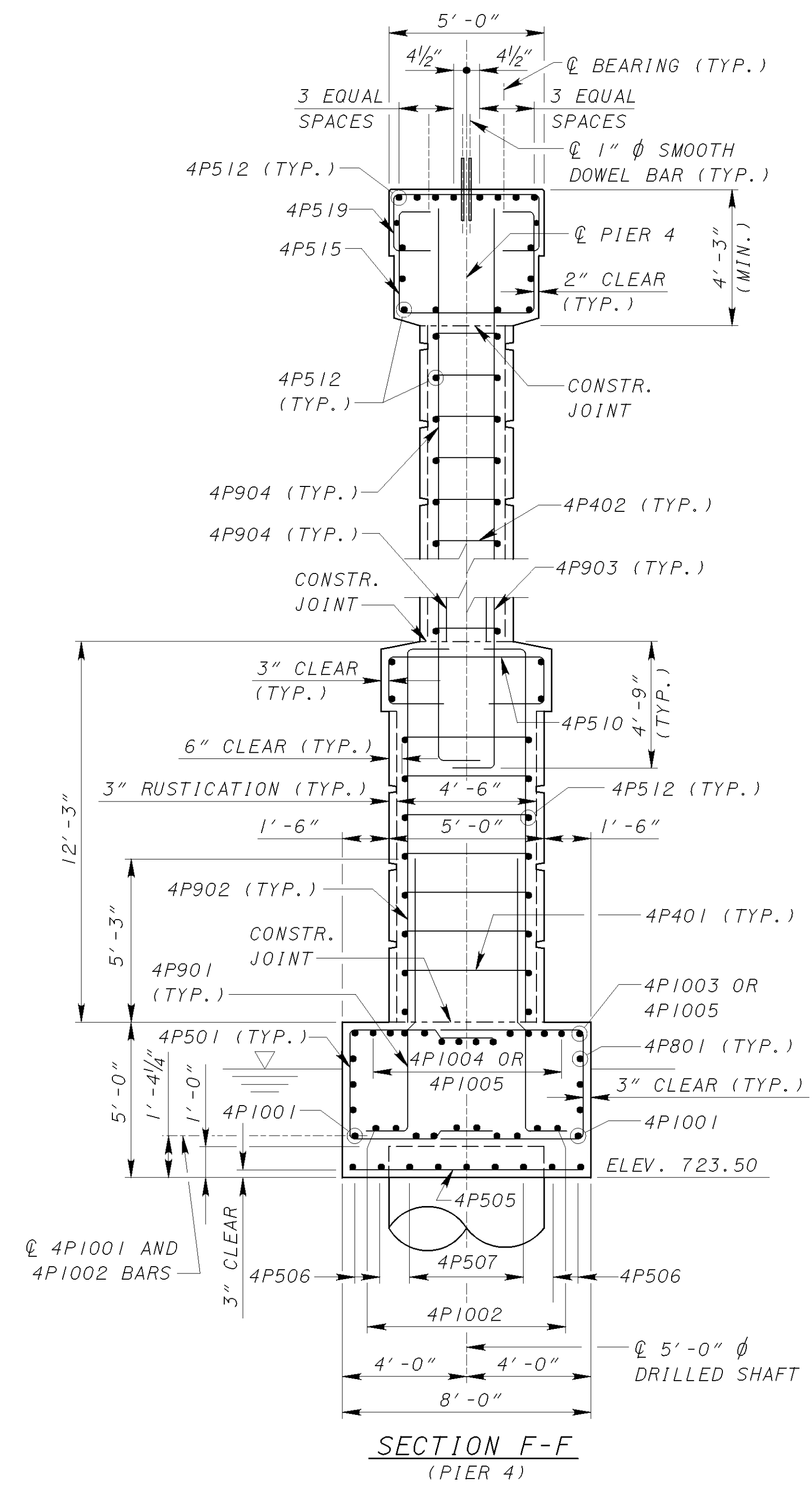
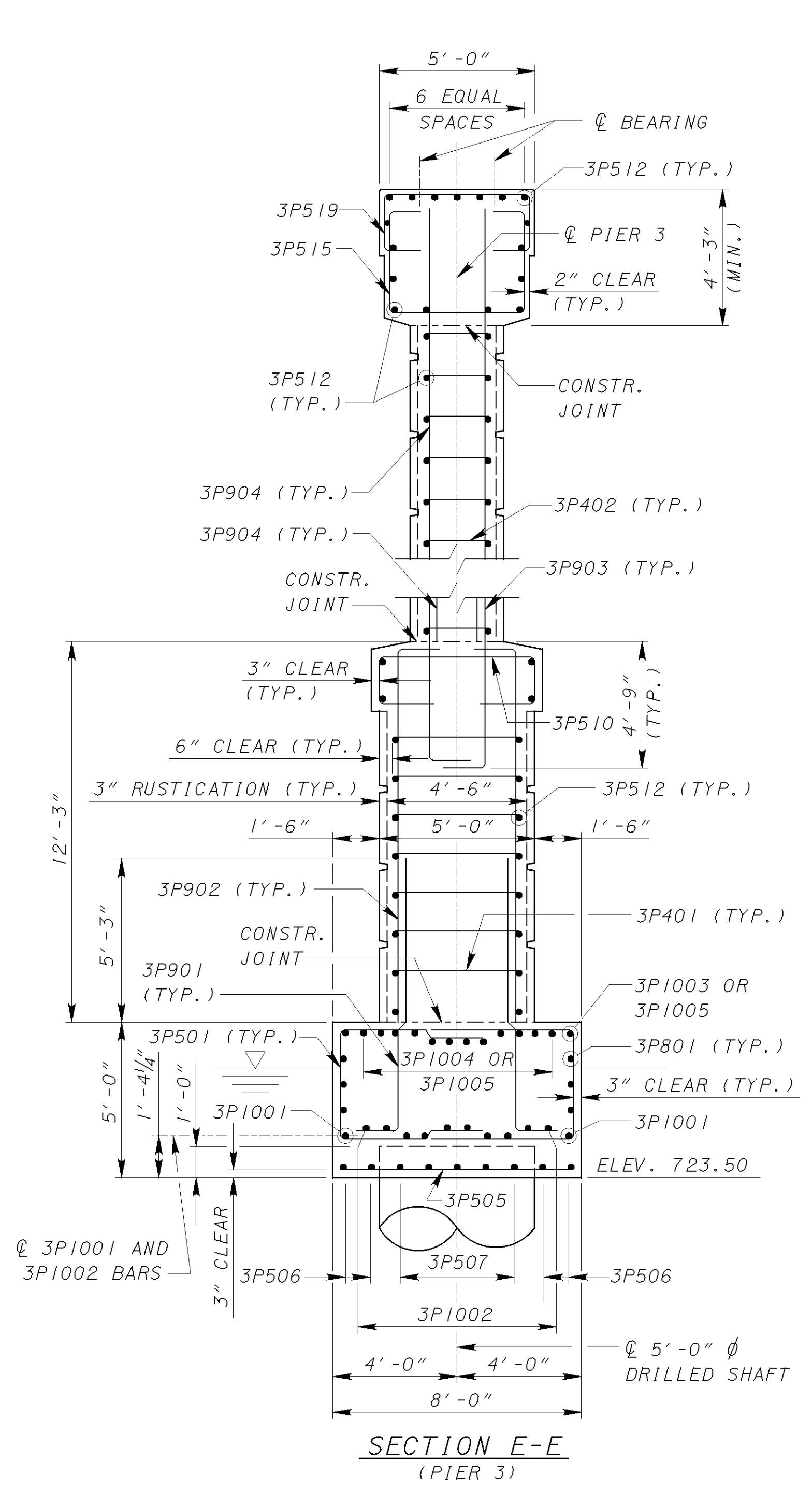


SECTION C-C

NOTES:

1. FOR LOCATION OF SECTION A-A, SEE SHEET [18/78].
2. FOR LOCATION OF SECTION B-B AND SECTION C-C, SEE SHEET [18/78] THRU [24/78].
3. FOR LOCATION OF SECTION D-D, SEE SHEET [19/78].
4. FOR ADDITIONAL PIER DIMENSIONS AND PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28/78].
5. FOR REINFORCEMENT SCHEDULE, SEE SHEET [73/78] THRU [76/78].
6. FOR BEARING BLOCK DETAILS, SEE SHEETS [37/78] THRU [39/78].

DATE: 3/14/2007 FILE: g:\CL04\0003\B1\lga\lmp\204\ympe224p08.dgn

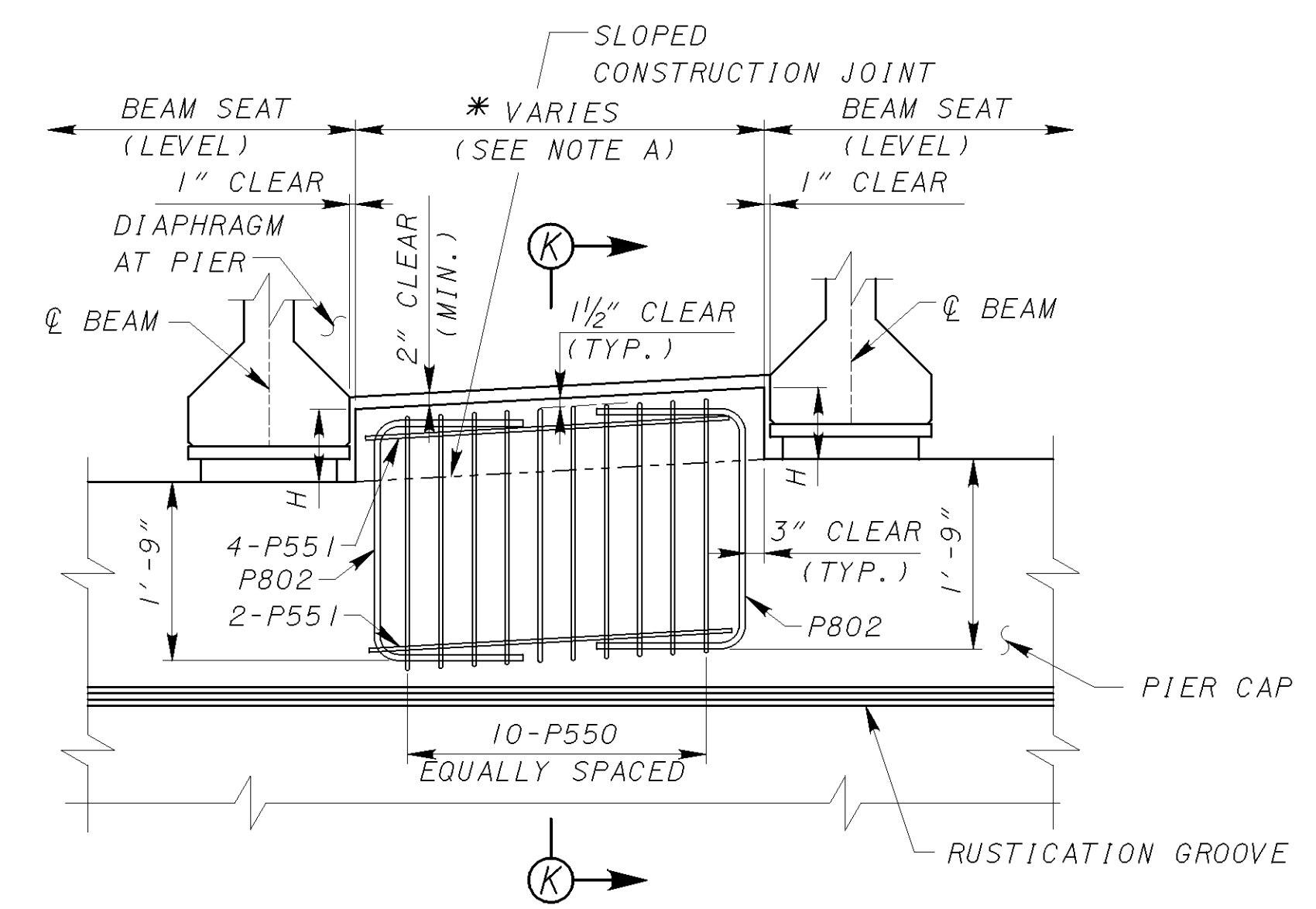
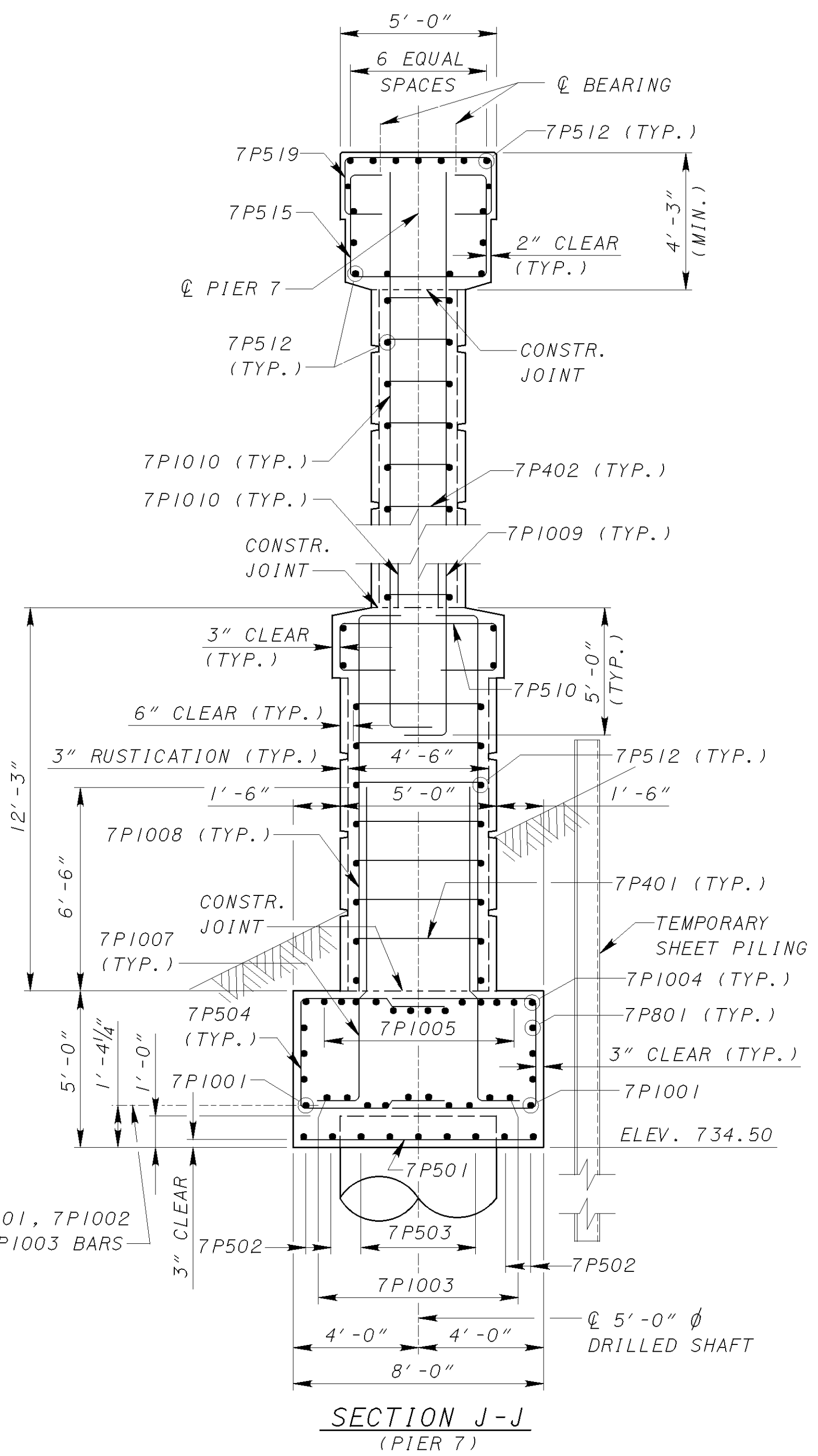
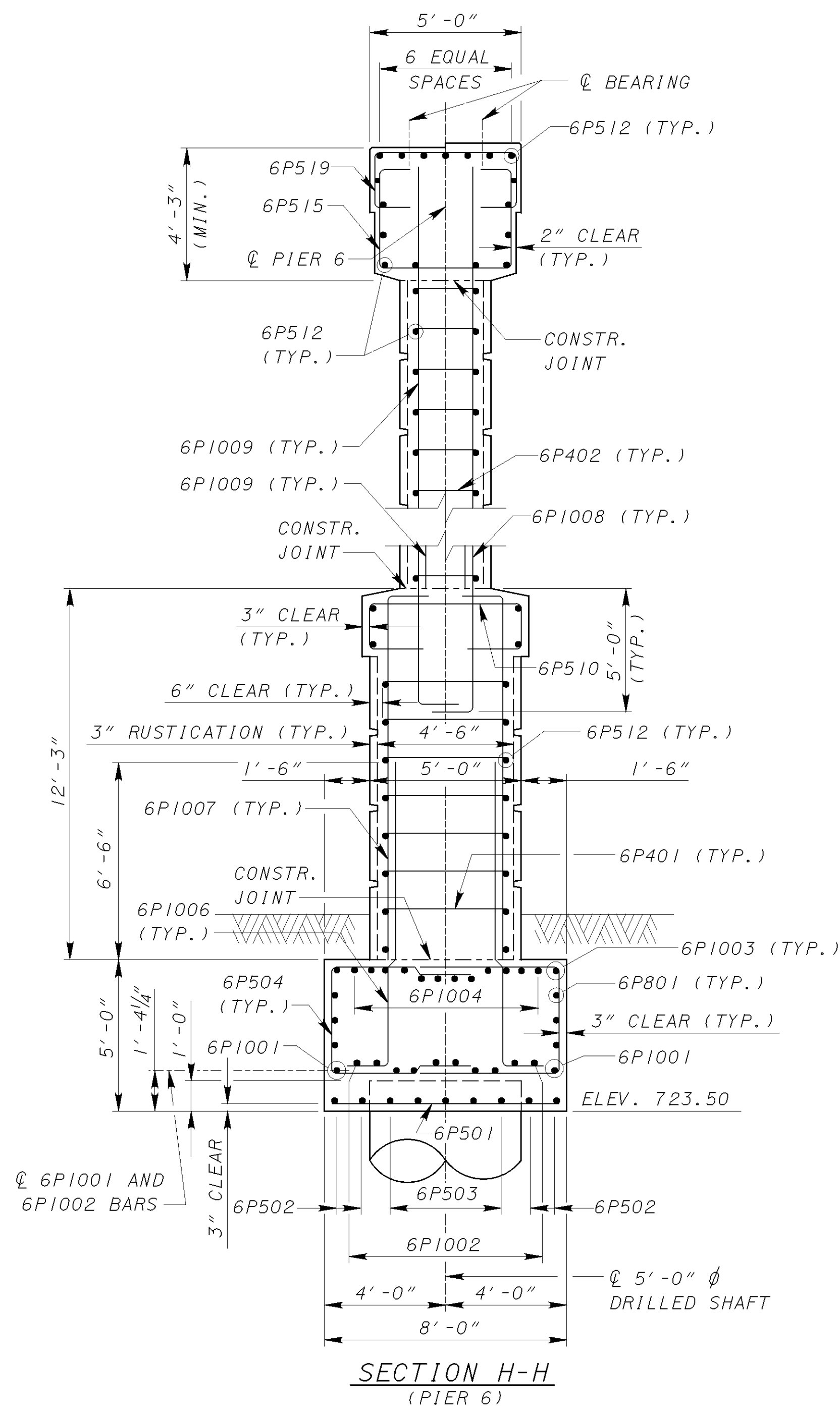


LEGEND:
 MIN. = MINIMUM
 TYP. = TYPICAL
 E.F. = EACH FACE
 EQ. SPA. = EQUAL SPACES

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

- NOTES:**
- FOR LOCATION OF SECTION E-E, SEE SHEET [20/78].
 - FOR LOCATION OF SECTION F-F, SEE SHEET [21/78].
 - FOR LOCATION OF SECTION G-G, SEE SHEET [22/78].
 - FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28/78].
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [74/78] AND [75/78].

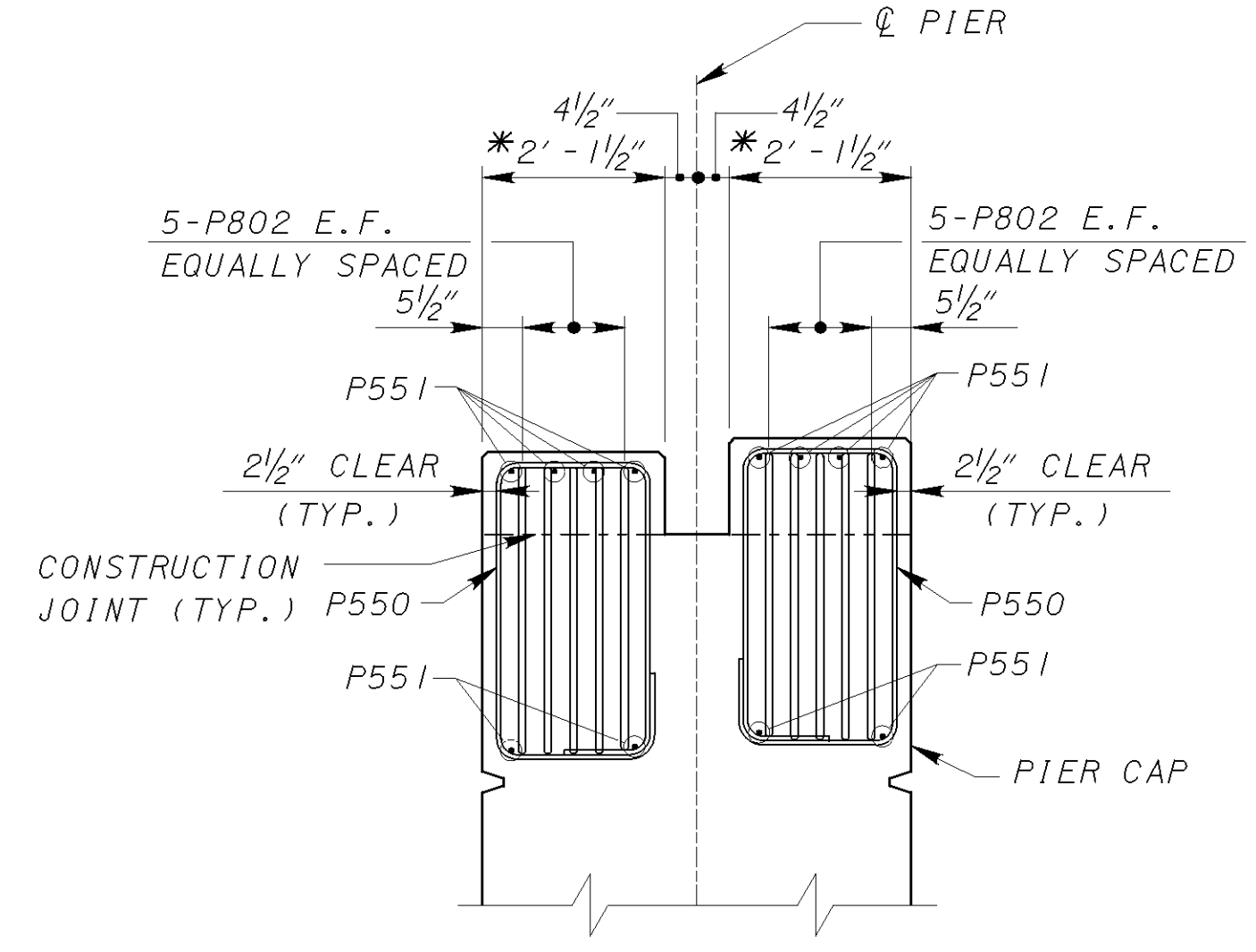
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FRONT VIEW OF SEISMIC PEDESTAL

NOTE A:
 THE WIDTH OF THE PEDESTAL SHALL BE MEASURED PARALLEL TO THE CENTERLINE OF BEARING. THE P802 AND P551 BARS SHALL BE PLACED PARALLEL TO THE CENTERLINE OF BEARING. THE P550 BARS SHALL BE PLACED PARALLEL TO THE BEAMS.

PEDESTAL HEIGHT (H)	
LOCATION	H (INCHES)
PIERS 2, 3 AND 4	115/8
PIERS 5 AND 6	113/4
PIER 7	121/2



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

*-THE LOCATION OF THE MAIN REINFORCEMENT IN THE BEAM SEAT MAY BE ADJUSTED HORIZONTALLY ±1" TO ACCOMMODATE THE P802 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.

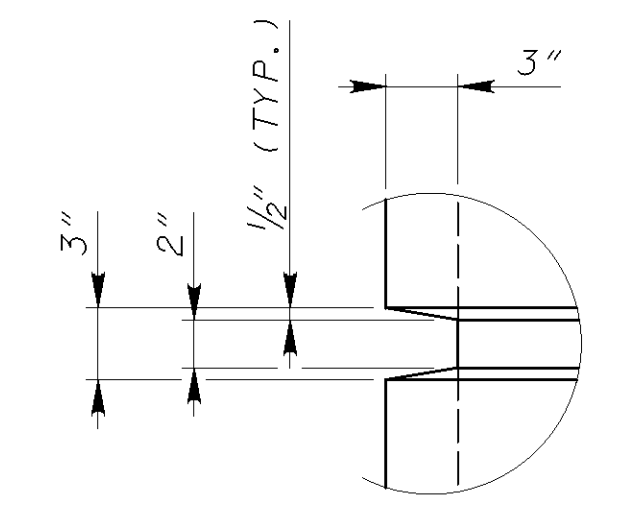
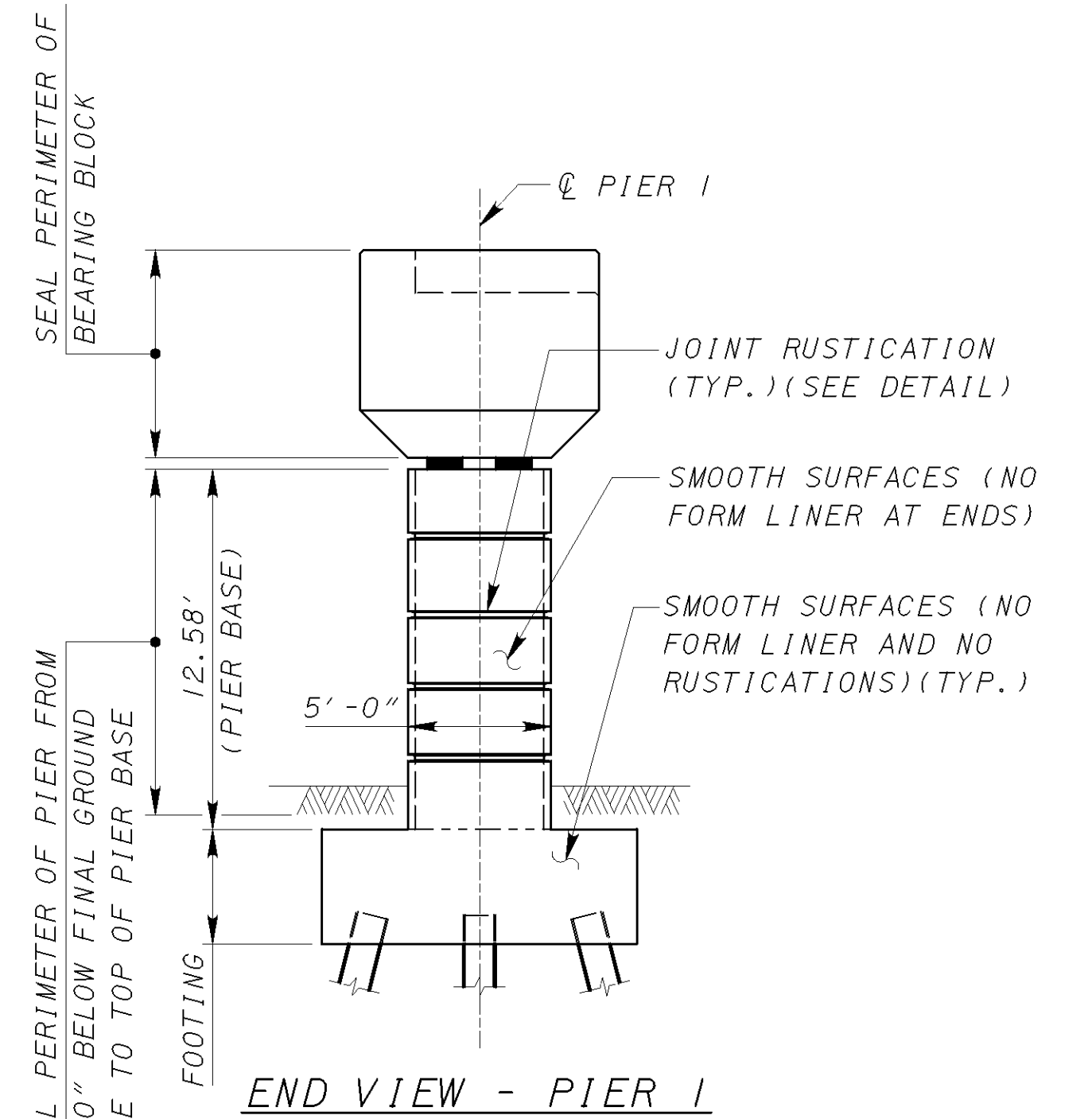
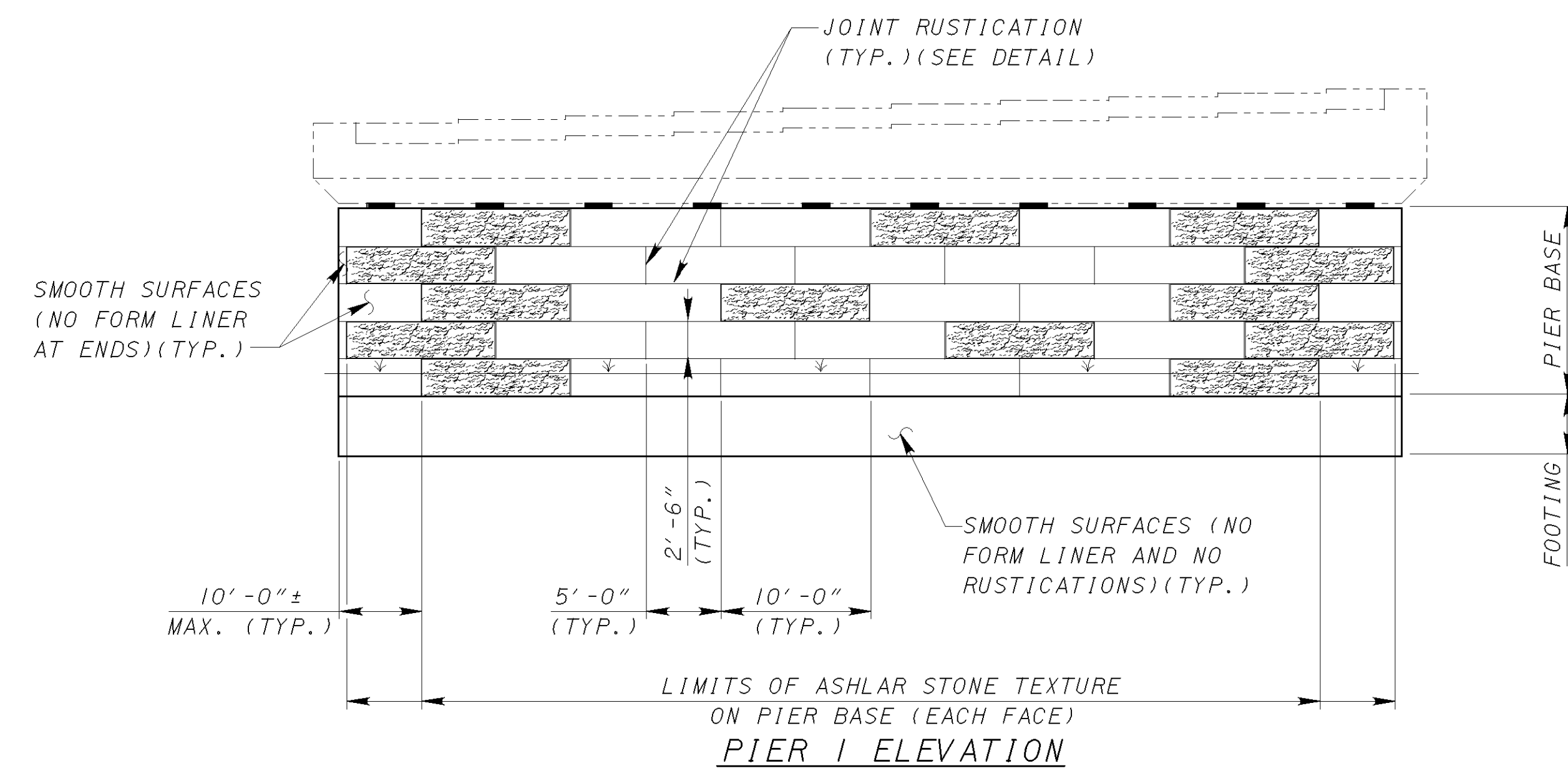
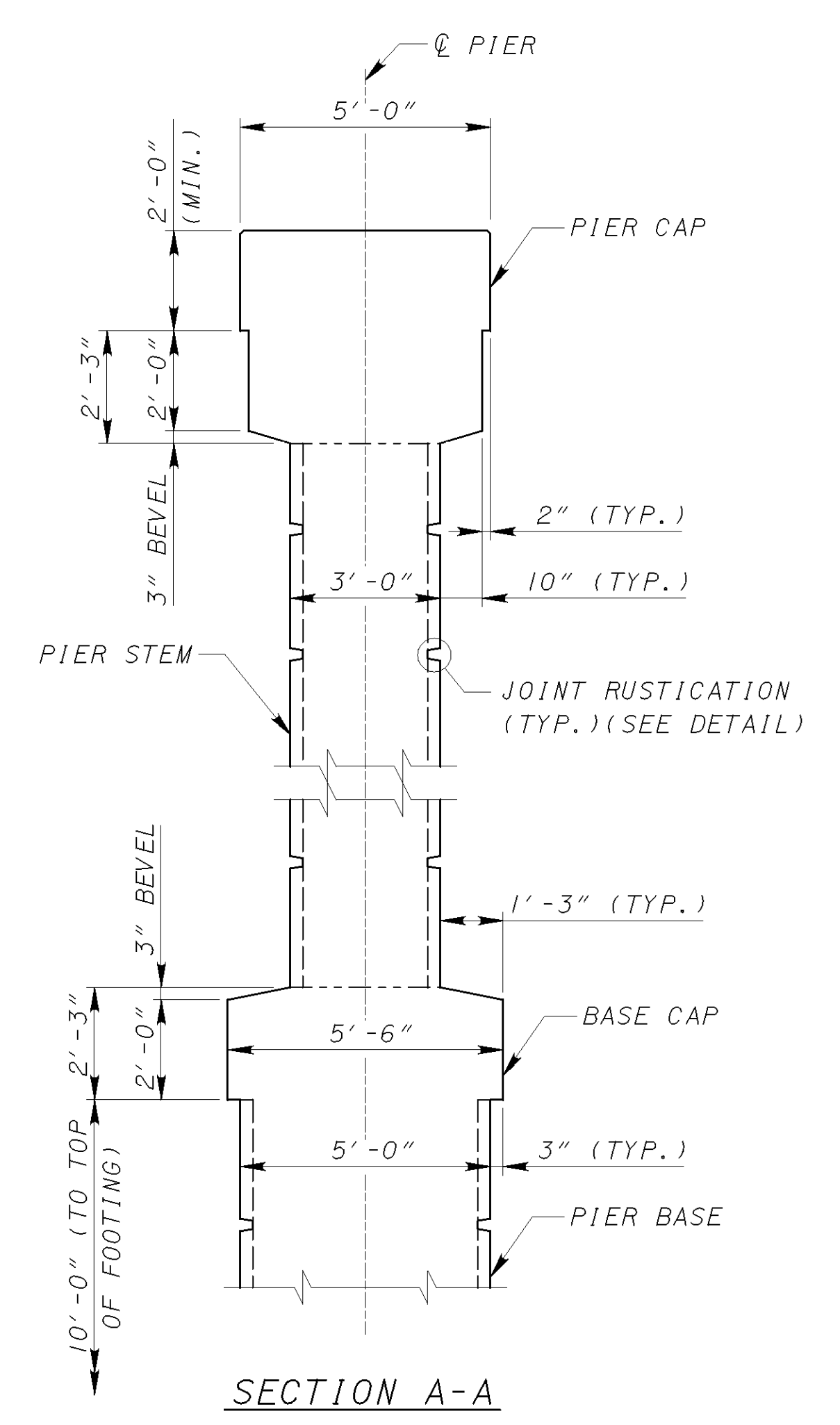
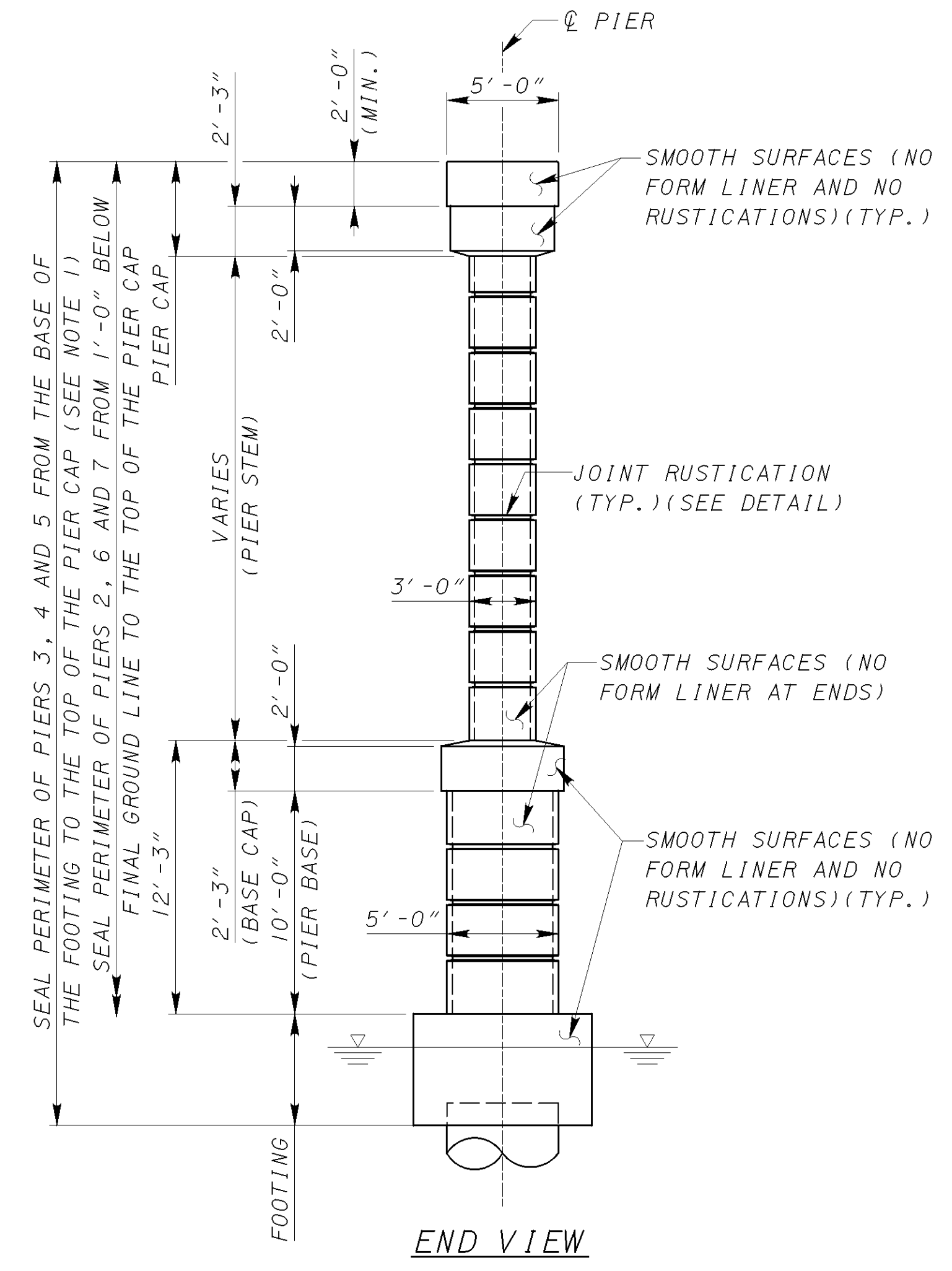
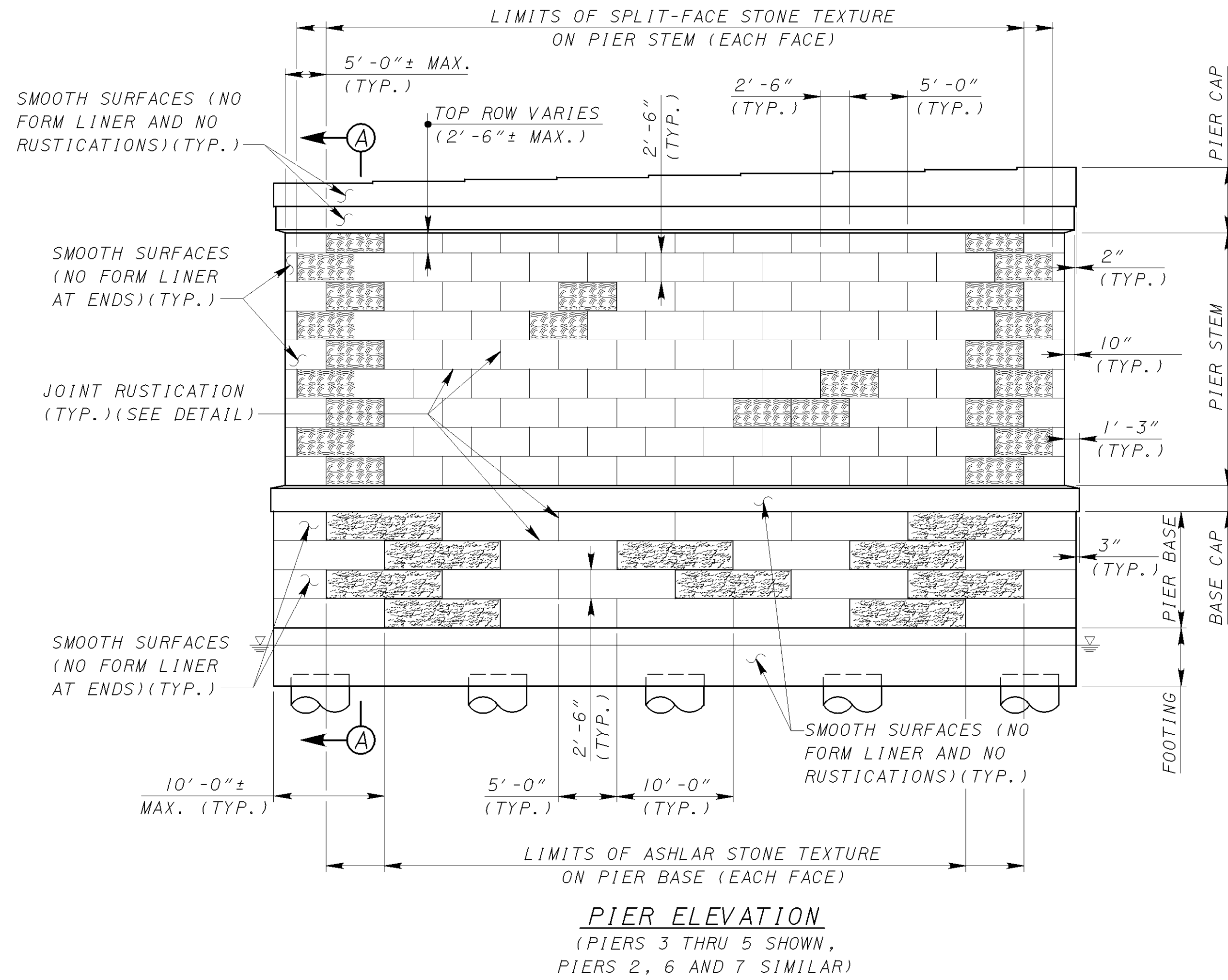
- NOTES:**
- FOR LOCATION OF SECTION H-H, SEE SHEET [23/78].
 - FOR LOCATION OF SECTION J-J, SEE SHEET [24/78].
 - FOR ADDITIONAL PIER DIMENSIONS AND TYPICAL PIER ARCHITECTURAL TREATMENT DETAILS, SEE SHEET [28/78].
 - FOR REINFORCEMENT SCHEDULE, SEE SHEET [75/78] AND [76/78].
 - FOR PEDESTAL WIDTHS AND ADDITIONAL DETAILS, SEE SHEETS [18/78] THRU [26/78].
 - 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"

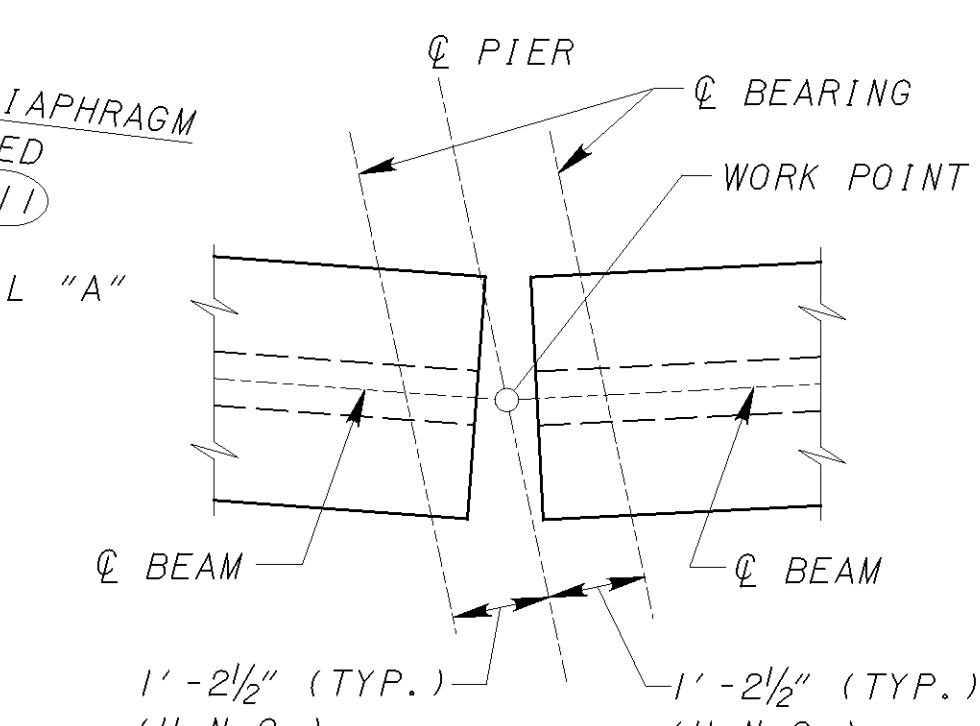
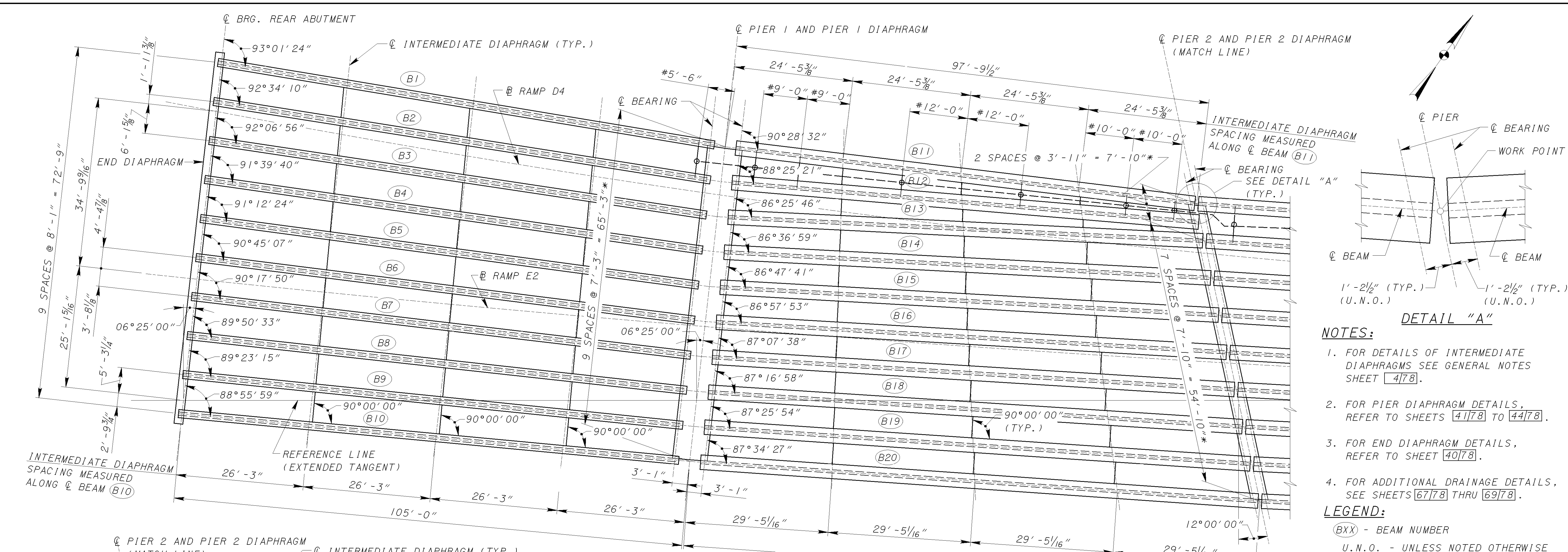
DATE: 3/16/2007 FILE: g:\CL04\0003\Bridges\TempE2D4\TempE2D4p10.dgn



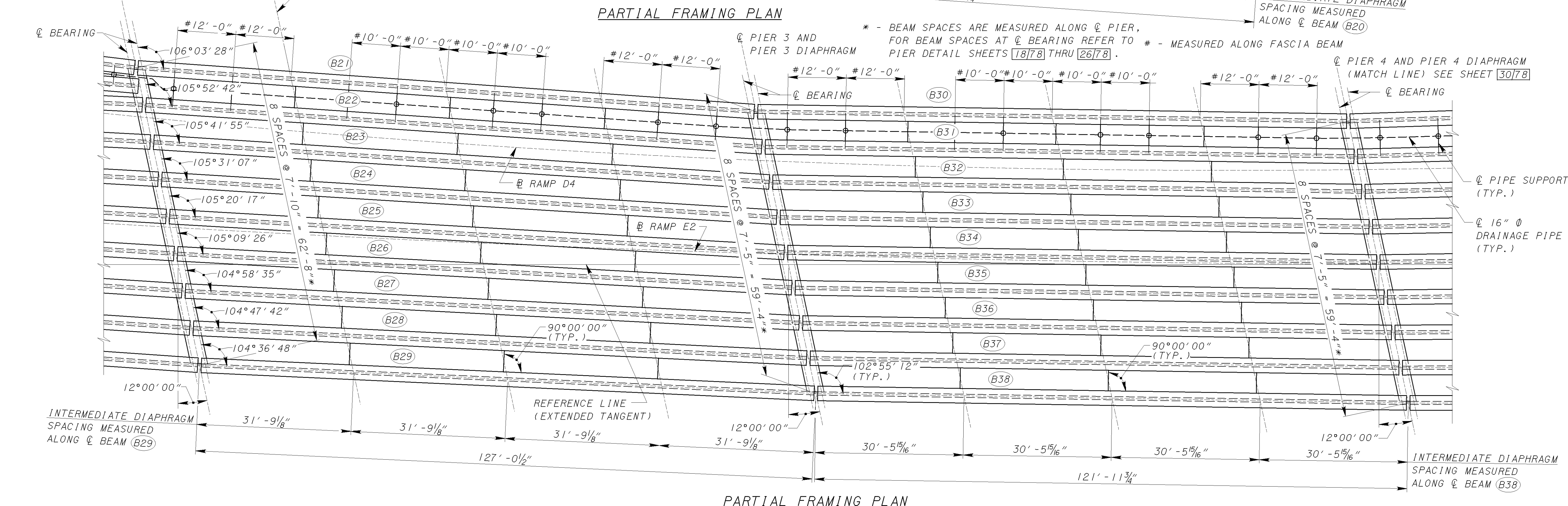
- NOTES:**
1. THE FACES OF THE FOOTING FOR PIERS 3, 4 AND 5 SHALL BE SEALED PRIOR TO THE REMOVAL OF THE TEMPORARY SHEET PILING. SEE TEMPORARY CAUSEWAY DETAILS.
 2. SEE GENERAL NOTES, ITEM 512 FOR SEALING OF CONCRETE SURFACES (EPOXY URETHANE) REQUIREMENTS.
 3. SEE GENERAL NOTES, ITEM SPECIAL - FORMLINER,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

DATE: 3/14/2007 FILE: g:\CL\04\0003\B1\1gga\RompeE204\ympeE204p1.dgn

DATE: 3/14/2007 FILE: g:\C04\0003\B11\gga\BmpE2D4Y\cmE2D4e.dwg



- NOTES:**
1. FOR DETAILS OF INTERMEDIATE DIAPHRAGMS SEE GENERAL NOTES SHEET 478.
 2. FOR PIER DIAPHRAGM DETAILS, REFER TO SHEETS 4178 TO 4478.
 3. FOR END DIAPHRAGM DETAILS, REFER TO SHEET 4078.
 4. FOR ADDITIONAL DRAINAGE DETAILS, SEE SHEETS 6778 THRU 6978.
- LEGEND:**
- (BXX) - BEAM NUMBER
 - U.N.O. - UNLESS NOTED OTHERWISE



* - BEAM SPACES ARE MEASURED ALONG ϕ PIER, FOR BEAM SPACES AT ϕ BEARING REFER TO # - MEASURED ALONG FASCIA BEAM PIER DETAIL SHEETS 1878 THRU 2678.

DESIGN AGENCY: TRANS SYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1800, CLEVELAND, OHIO 44115-9601

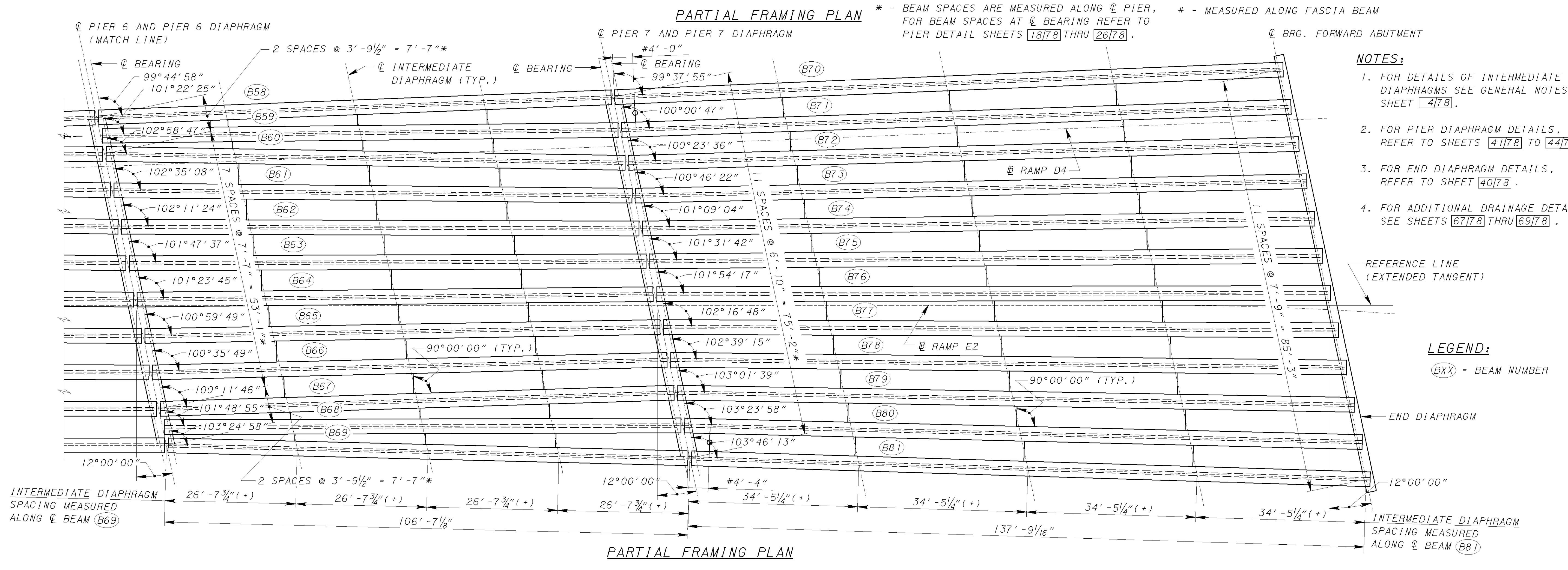
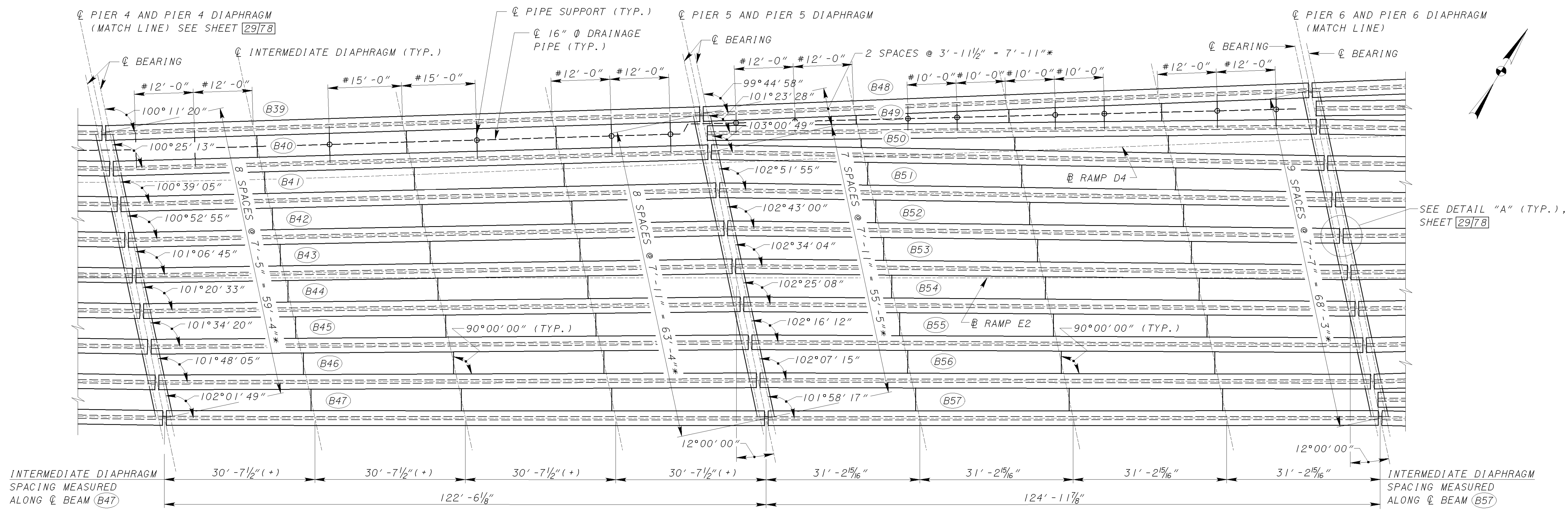
DESIGNED	GHD	CHECKED	JDH
DRAWN	CAG	REVISED	
REVIEWED	RER	STRUCTURE FILE NUMBER	5708397
DATE	12/16/05		

FRAMING PLAN
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

29/78

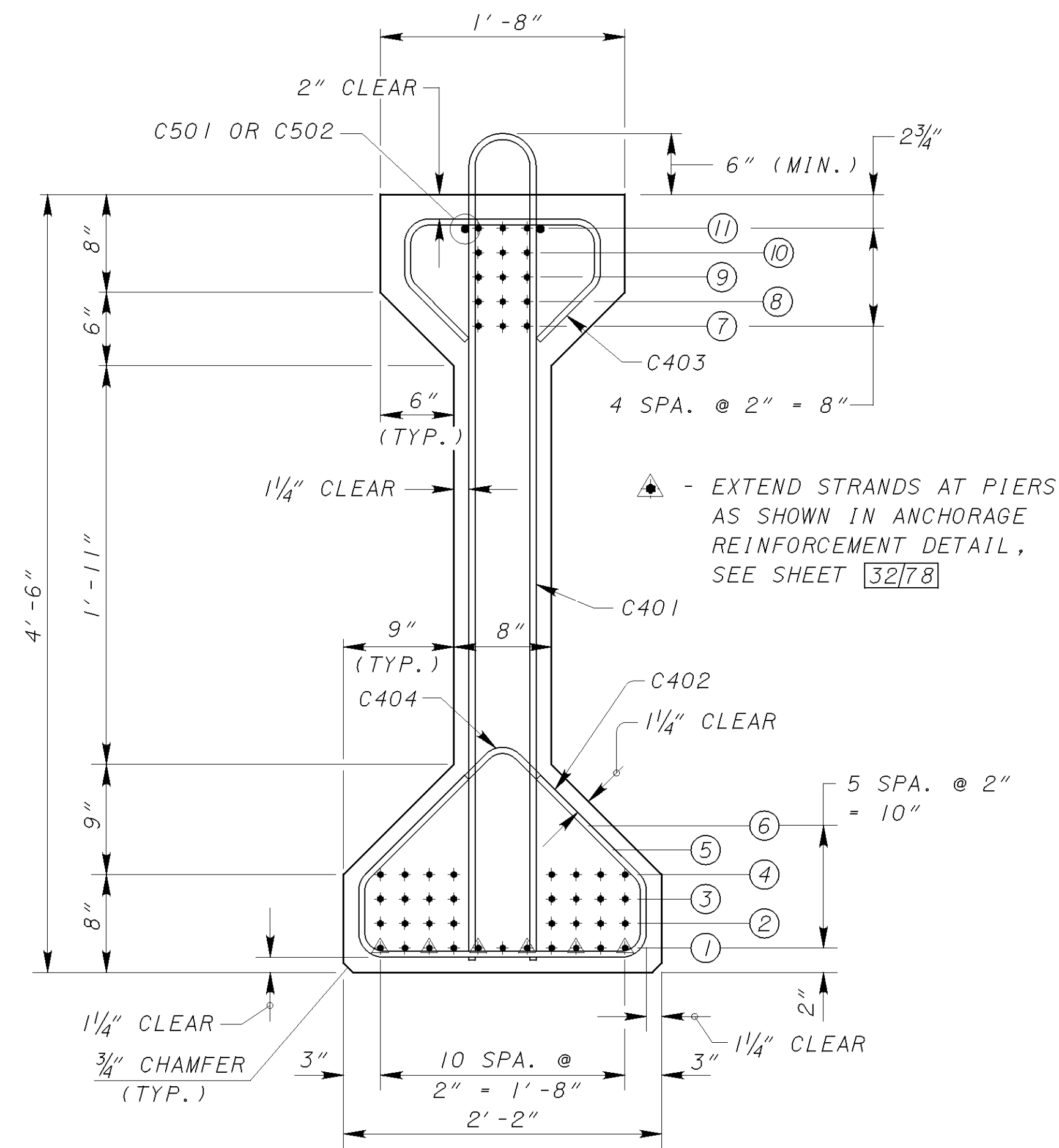
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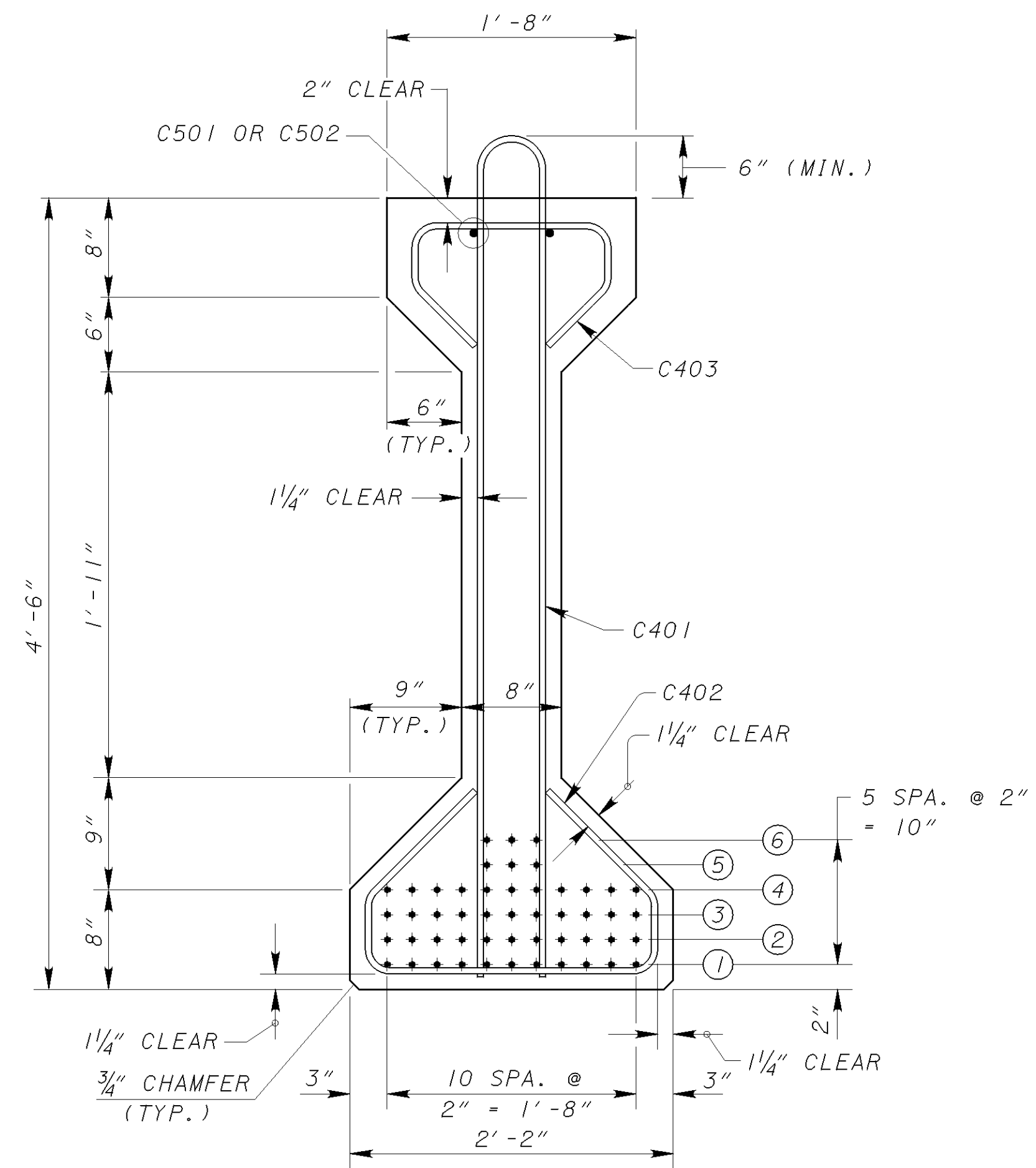
- NOTES:**
1. FOR DETAILS OF INTERMEDIATE DIAPHRAGMS SEE GENERAL NOTES SHEET 478.
 2. FOR PIER DIAPHRAGM DETAILS, REFER TO SHEETS 4178 TO 4478.
 3. FOR END DIAPHRAGM DETAILS, REFER TO SHEET 4078.
 4. FOR ADDITIONAL DRAINAGE DETAILS, SEE SHEETS 6778 THRU 6978.

LEGEND:
 (BXX) = BEAM NUMBER

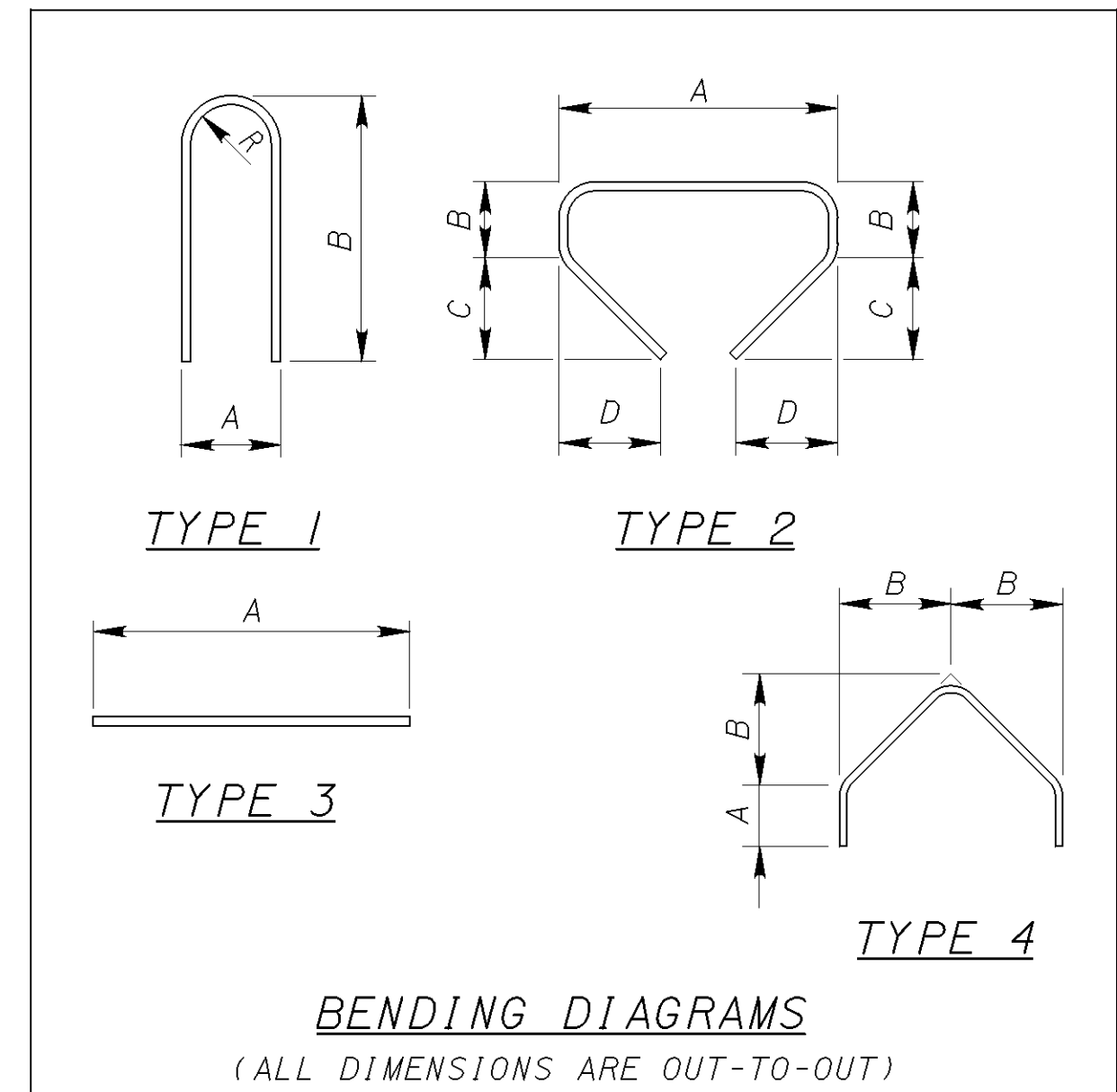
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AASHTO TYPE 4
 (AT BEAM ENDS (B1) THRU (B10))
 (TOTAL NUMBER OF STRANDS = 50)



AASHTO TYPE 4
 (AT MID SPAN BEAMS (B1) THRU (B10))
 (TOTAL NUMBER OF STRANDS = 50)



MARK	TYPE	DIMENSIONS				
		A	B	C	D	R
C401	1	5 1/2"	4' - 11"			2 1/4"
C402	2	1' - 1 1/2"	6 1/4"	8 1/2"	8 1/2"	
C403	2	1' - 5 1/2"	5 1/2"	5 1/2"	5 1/2"	
C404	4	6 1/4"	11 3/4"			
C501	3	30' - 0"				
C502	3	20' - 8"				

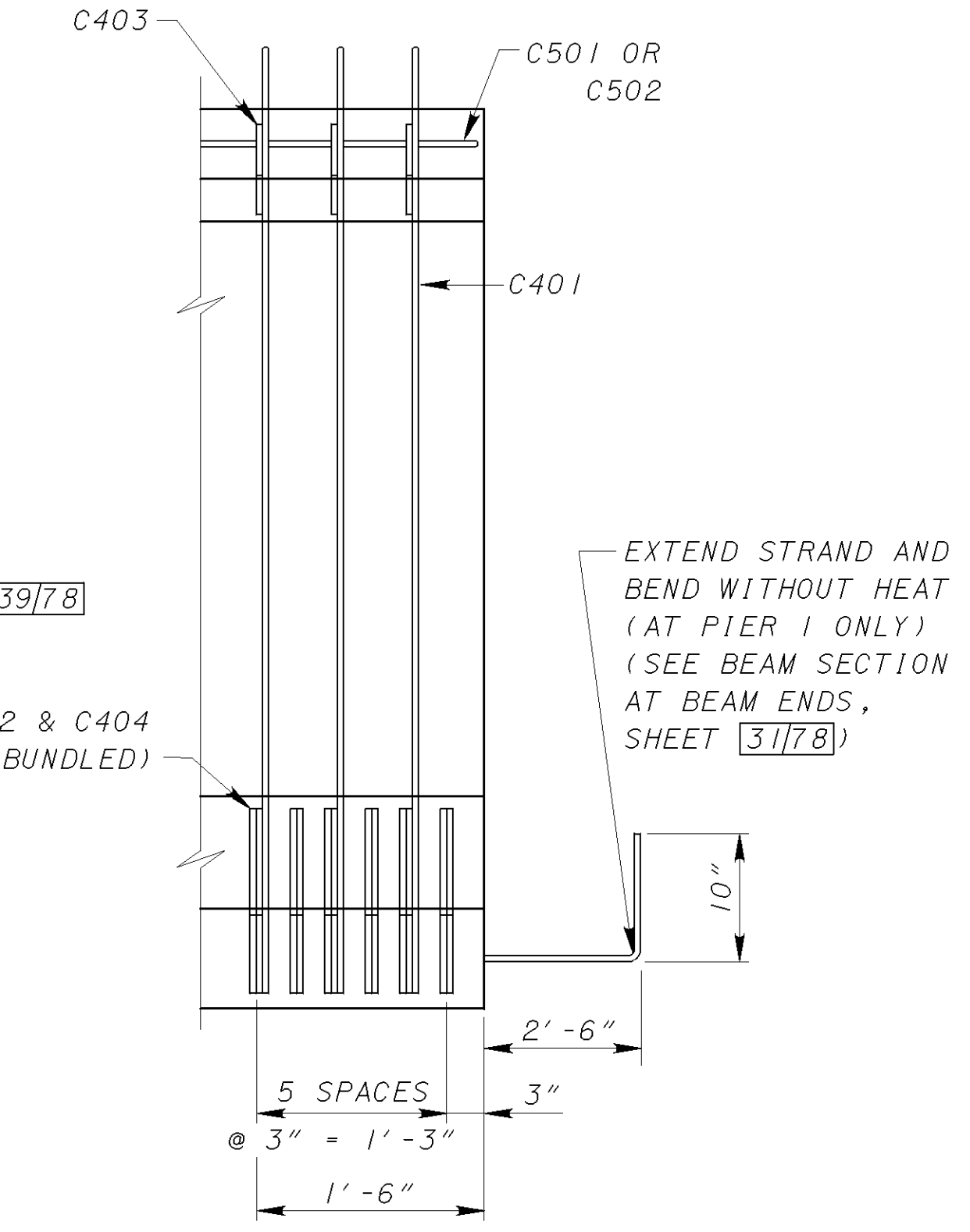
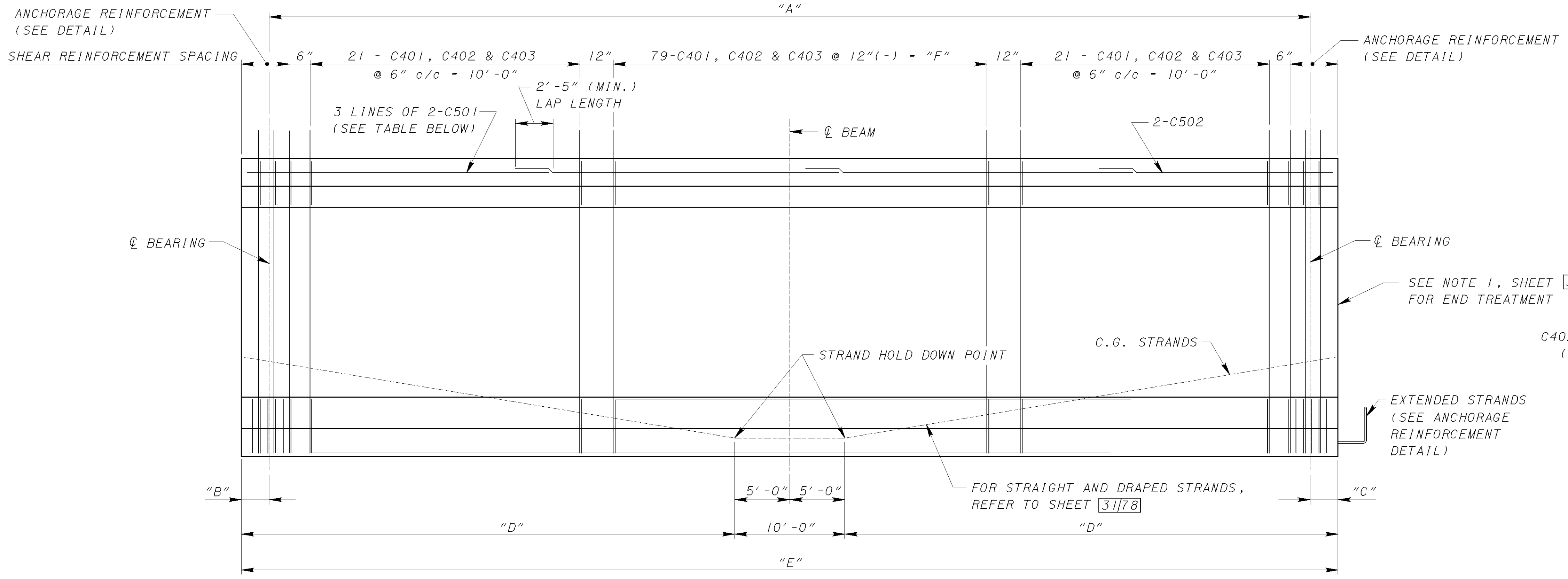
SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR NUMBER OF BARS REQUIRED, SHEET 3278

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:

- FOR BEAM ELEVATION AND BEAM DIMENSIONS, SEE SHEET 3278.
- BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
- INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS.

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TYPICAL AASHTO TYPE 4 BEAM ELEVATION
 (THREADED INSERTS AND 1/4" Ø SLEEVES FOR DIAPHRAGMS AND INSERTS FOR HORIZONTAL DRAINAGE SUPPORTS NOT SHOWN FOR CLARITY, REFER TO DIAPHRAGM DETAIL SHEETS 40/78 THRU 44/78 AND TO DRAINAGE SHEET 69/78 FOR LOCATIONS AND DETAILS)

ANCHORAGE REINFORCEMENT DETAIL

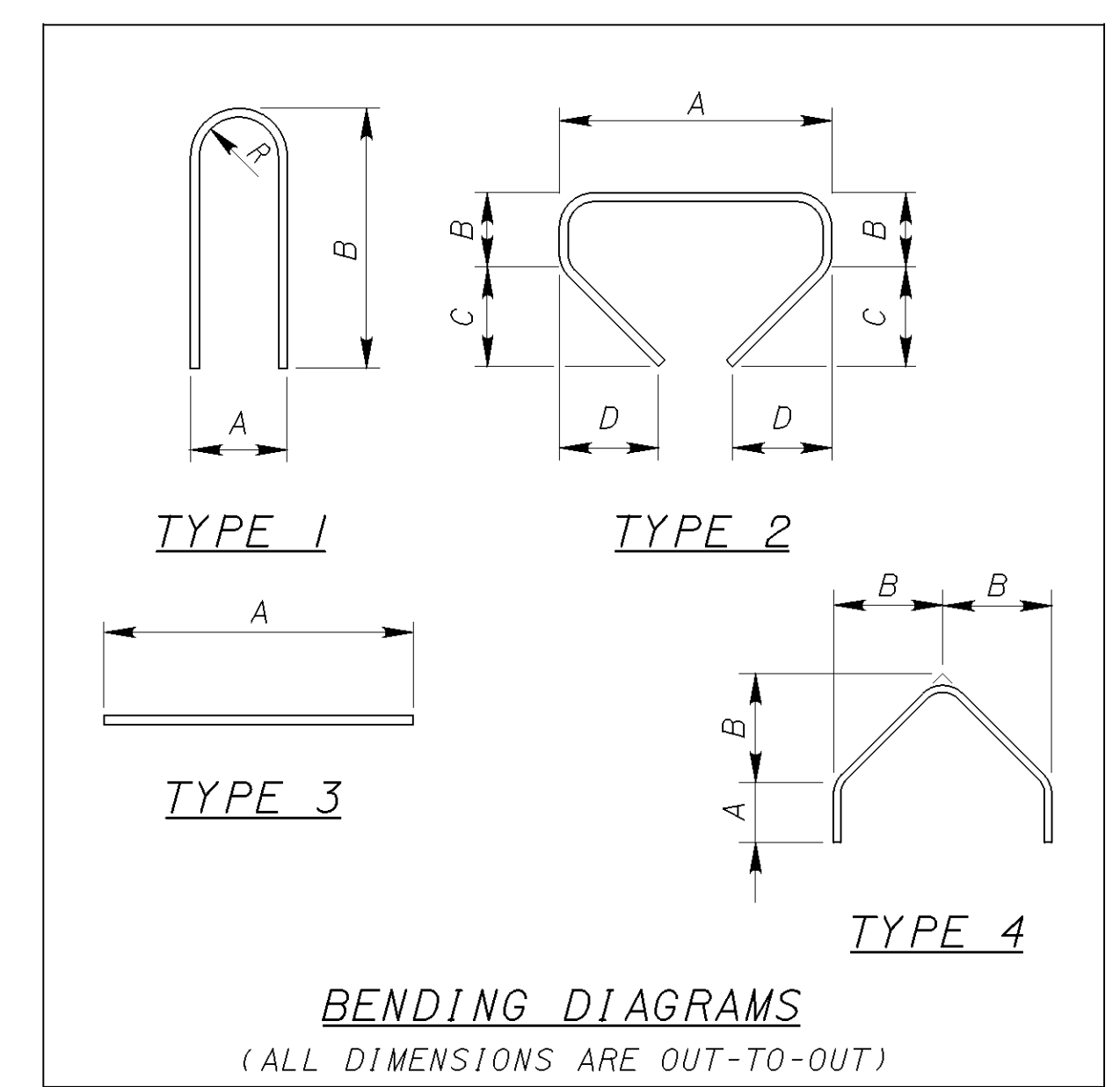
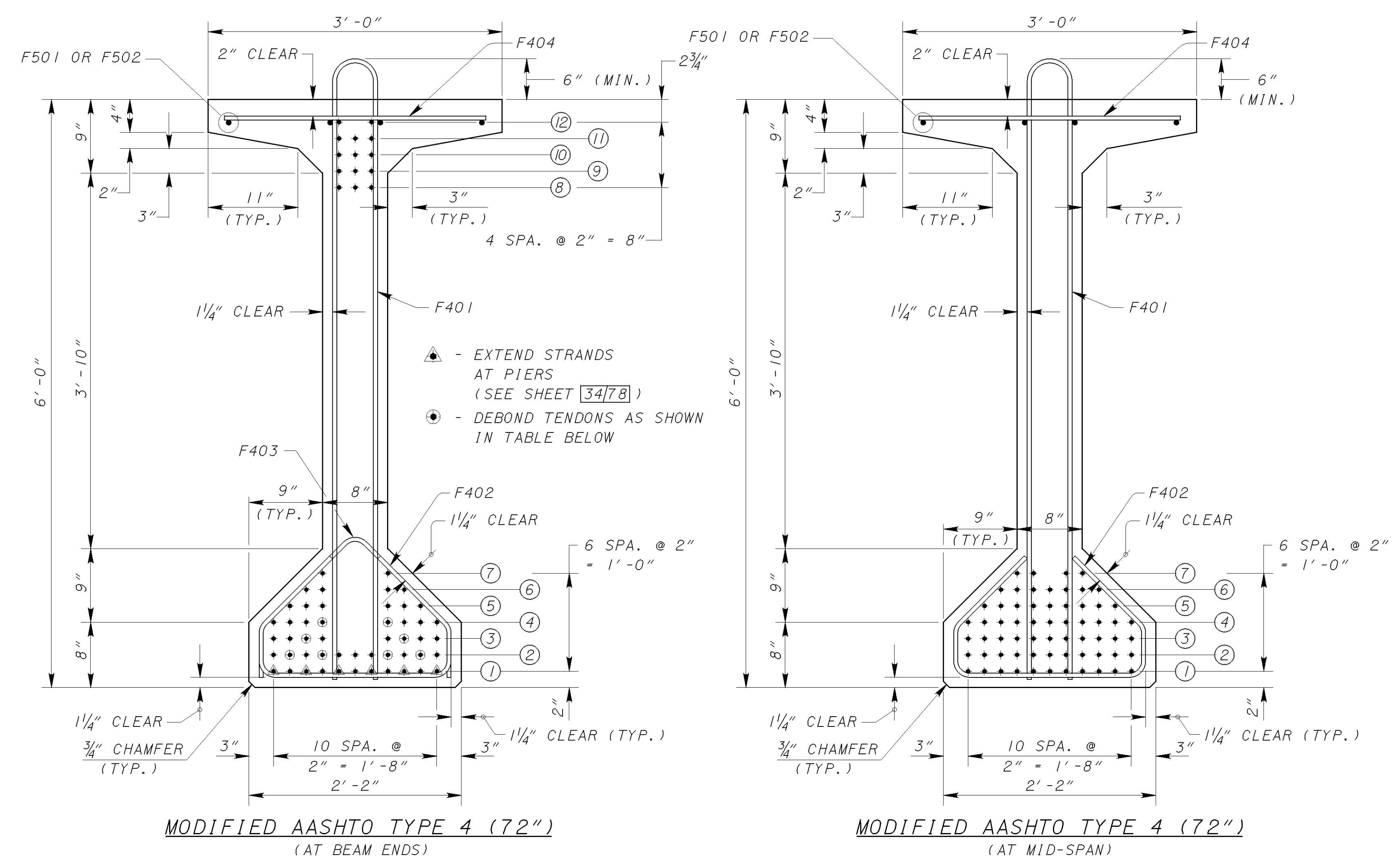
TABLE OF BEAM DIMENSIONS AND REINFORCEMENT

BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS						APPROXIMATE WEIGHT (LBS.)	C401 BARS REQ'D	C402 BARS REQ'D	C403 BARS REQ'D	C404 BARS REQ'D	NO. C501 LINES REQ'D	C501 BARS REQ'D	C502 BARS REQ'D
		"A"	"B"	"C"	"D"	"E"	"F"								
B1	1	102' - 0 1/2"	10"	10"	46' - 10 1/4"	103' - 8 1/2"	77' - 8 1/2"	85,248	127	133	127	12	3	6	2
B2	1	102' - 0"	10"	10"	46' - 10"	103' - 8"	77' - 8"	85,214	127	133	127	12	3	6	2
B3	1	101' - 11 5/8"	10"	10"	46' - 9 13/16"	103' - 7 5/8"	77' - 7 5/8"	85,188	127	133	127	12	3	6	2
B4	1	101' - 11 1/4"	10"	10"	46' - 9 5/8"	103' - 7 1/4"	77' - 7 1/4"	85,163	127	133	127	12	3	6	2
B5	1	101' - 11"	10"	10"	46' - 9 1/2"	103' - 7"	77' - 7"	85,146	127	133	127	12	3	6	2
B6	1	101' - 10 7/8"	10"	10"	46' - 9 7/16"	103' - 6 7/8"	77' - 6 7/8"	85,137	127	133	127	12	3	6	2
B7	1	101' - 10 3/4"	10"	10"	46' - 9 3/8"	103' - 6 3/4"	77' - 6 3/4"	85,128	127	133	127	12	3	6	2
B8	1	101' - 10 3/4"	10"	10"	46' - 9 3/8"	103' - 6 3/4"	77' - 6 3/4"	85,128	127	133	127	12	3	6	2
B9	1	101' - 10 7/8"	10"	10"	46' - 9 1/16"	103' - 6 7/8"	77' - 6 7/8"	85,137	127	133	127	12	3	6	2
B10	1	101' - 11"	10"	10"	46' - 9 1/2"	103' - 7"	77' - 7"	85,146	127	133	127	12	3	6	2

NOTES:

- FOR SECTION AT BEAM ENDS AND AT MIDSPAN, SEE SHEET 31/78.
- FOR NUMBER OF STRANDS PER ROW, SEE SHEET 31/78.
- FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
- BEAMS SHALL BE SHOP MARKED AT EACH END WITH THE FOLLOWING INFORMATION: BEAM NUMBER, AND CORRESPONDING SUBSTRUCTURE UNIT AT EACH END OF BEAM.

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\TempE204\TempE204.dwg



MARK	TYPE	DIMENSIONS				
		A	B	C	D	R
F401	1	5 1/2"	6'-5"			2 1/4"
F402	2	1'-11 1/2"	6 1/4"	8 1/2"	8 1/2"	
F403	4	6 1/4"	11 3/4"			
F404	3	2'-8"				
F501	3	30'-0"				
F502	3	*				

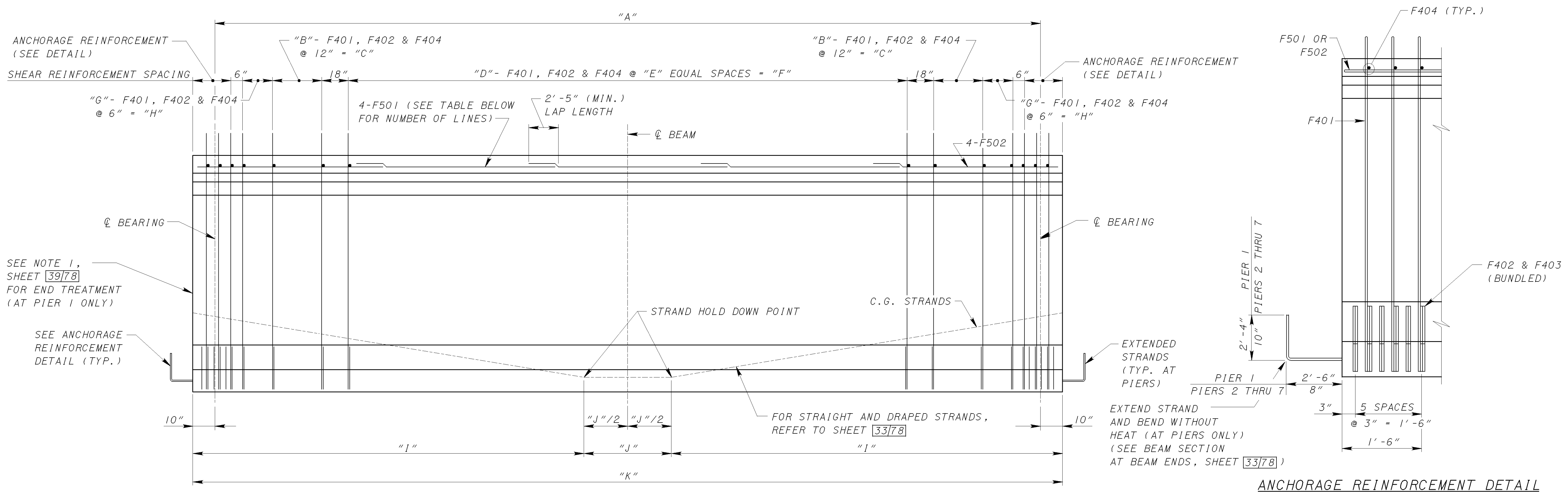
* - SEE TABLE OF BEAM DIMENSIONS AND REINFORCEMENT FOR BAR LENGTH, SHEET 34/78 AND 35/78.
 BAR SIZE IS INDICATED IN THE BAR MARK. THE FIRST LETTER IDENTIFIES THE BAR LOCATION, THE NEXT DIGIT INDICATES THE INCH-POUND BAR SIZE AND THE REMAINING DIGITS ITS SEQUENCE NUMBER. ALL STEEL SHALL BE EPOXY COATED.

SPAN	BEAM NUMBER	NUMBER OF STRANDS PER ROW												CONCRETE STRENGTH (PSI)												
		END OF BEAM						MIDSPAN																		
		ROW NUMBER												** DEBONDING		ROW NUMBER							TOTAL NUMBER OF STRANDS			
2	(B11) THRU (B20)	11	8	8	4	-	-	-	-	-	3	3	3	40	-	-	11	11	11	7	-	-	-	40	5000	7000
3	(B21) THRU (B29)	11	8	8	8	4	-	-	-	3	3	3	3	51	-	-	11	11	11	11	7	-	-	51	5000	7000
4	(B30) THRU (B38)	11	11	8	8	-	-	-	-	-	3	3	2	46	-	-	11	11	11	11	2	-	-	46	5000	7000
5	(B39) THRU (B47)	11	11	8	8	-	-	-	-	-	3	3	2	46	-	-	11	11	11	11	2	-	-	46	5000	7000
6	(B48) THRU (B57)	11	11	8	8	2	-	-	-	-	3	3	3	49	-	-	11	11	11	11	5	-	-	49	5000	7000
7	(B58) THRU (B69)	11	8	2	-	-	-	-	-	-	3	3	3	30	-	-	11	11	5	3	-	-	-	30	5000	7000
8	(B70) THRU (B81)	11	11	8	8	6	4	2	3	3	3	3	2	64	18'-0"	8	11	11	11	11	9	7	4	64	5000	7000

** - ONE HALF OF THE STRANDS REQUIRED FOR DEBONDING SHALL BE ONE HALF OF THE LENGTH INDICATED.

NOTES:

- FOR BEAM ELEVATION AND BEAM DIMENSIONS, SEE SHEETS 34/78 AND 35/78.
- BEAM AGE AT PLACEMENT OF PIER DIAPHRAGMS SHALL BE A MINIMUM OF 90 DAYS FROM THE DATE OF CASTING.
- INITIAL PRESTRESSING LOAD PER STRAND = 31,000 LBS
- SHIPPING STRANDS: THE FABRICATOR MAY ADD SHIPPING STRANDS AT THE LOCATIONS SHOWN ON STANDARD DRAWING PS1D-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.



TYPICAL MODIFIED AASHTO TYPE 4 (72") BEAM ELEVATION

(THREADED INSERTS AND 1/4" Ø SLEEVES FOR DIAPHRAGMS AND INSERTS FOR HORIZONTAL DRAINAGE SUPPORTS NOT SHOWN FOR CLARITY, REFER TO DIAPHRAGM DETAIL SHEETS [40/78] THRU [44/78] AND TO DRAINAGE SHEET [69/78] FOR LOCATIONS AND DETAILS)

TABLE OF BEAM DIMENSIONS AND REINFORCEMENT

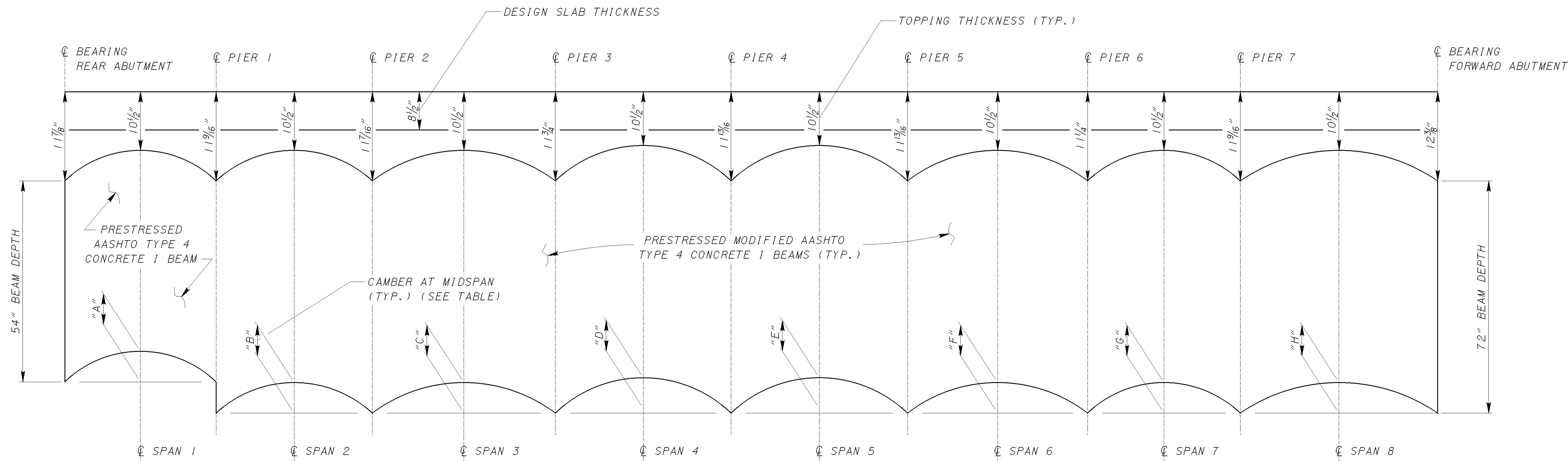
BEAM NUMBER	NUMBER REQUIRED	DIMENSIONS											APPROXIMATE WEIGHT (LBS.)	F401 BARS REQ'D	F402 BARS REQ'D	F403 BARS REQ'D	F404 BARS REQ'D	NO. F501 LINES REQ'D	F501 BARS REQ'D	F502 BARS REQ'D	F502 BARS LENGTH
		"A"	"B"	"C"	"D"	"E"	"F"	"G"	"H"	"I"	"J"	"K"									
(B11)	1	93' - 5 1/8"	7	6' - 0"	52	51	76' - 1 1/8"	-	-	42' - 6 9/16"	10' - 0"	95' - 1 1/8"	94,713	72	78	12	72	3	12	4	12' - 0"
(B12)	1	94' - 8 1/2"	7	6' - 0"	53	52	77' - 4 1/2"	-	-	43' - 2 1/4"	10' - 0"	96' - 4 1/2"	95,990	73	79	12	73	3	12	4	13' - 4"
(B13)	1	96' - 1 3/8"	7	6' - 0"	54	53	78' - 9 3/8"	-	-	43' - 10 1/16"	10' - 0"	97' - 9 3/8"	97,390	74	80	12	74	3	12	4	14' - 9"
(B14)	1	98' - 6 7/8"	7	6' - 0"	56	55	81' - 2 7/8"	-	-	45' - 1 7/16"	10' - 0"	100' - 2 7/8"	99,839	76	82	12	76	3	12	4	17' - 2"
(B15)	1	101' - 0 3/8"	7	6' - 0"	57	56	83' - 8 3/8"	-	-	46' - 4 3/16"	10' - 0"	102' - 8 3/8"	102,287	77	83	12	77	3	12	4	19' - 8"
(B16)	1	103' - 6"	7	6' - 0"	59	58	86' - 2"	-	-	47' - 7"	10' - 0"	105' - 2"	104,746	79	85	12	79	3	12	4	22' - 1"
(B17)	1	105' - 11 1/2"	7	6' - 0"	61	60	88' - 7 1/2"	-	-	48' - 9 3/4"	10' - 0"	107' - 7 1/2"	107,195	81	87	12	81	3	12	4	24' - 7"
(B18)	1	108' - 5"	7	6' - 0"	62	61	91' - 1"	-	-	49' - 6 1/2"	11' - 0"	110' - 1"	109,643	82	88	12	82	3	12	4	27' - 0"
(B19)	1	110' - 10 3/8"	7	6' - 0"	64	63	93' - 6 3/8"	-	-	50' - 9 5/16"	11' - 0"	112' - 6 3/8"	112,102	84	90	12	84	3	12	4	29' - 6"
(B20)	1	113' - 4 1/8"	7	6' - 0"	65	64	96' - 0 1/8"	-	-	52' - 0 1/16"	11' - 0"	115' - 0 1/8"	114,550	85	91	12	85	3	12	4	32' - 0"
(B21)	1	125' - 5"	11	10' - 0"	68	67	100' - 1"	-	-	57' - 6 1/2"	12' - 0"	127' - 1"	126,575	96	102	12	96	4	16	4	16' - 5"
(B22)	1	125' - 3 5/8"	11	10' - 0"	68	67	99' - 11 5/8"	-	-	57' - 5 13/16"	12' - 0"	126' - 11 5/8"	126,461	96	102	12	96	4	16	4	16' - 4"
(B23)	1	125' - 2 3/8"	11	10' - 0"	68	67	99' - 10 3/8"	-	-	57' - 5 3/16"	12' - 0"	126' - 10 3/8"	126,357	96	102	12	96	4	16	4	16' - 3"
(B24)	1	125' - 1"	11	10' - 0"	68	67	99' - 9"	-	-	57' - 4 1/2"	12' - 0"	126' - 9"	126,243	96	102	12	96	4	16	4	16' - 1"
(B25)	1	124' - 11 3/4"	11	10' - 0"	68	67	99' - 7 3/4"	-	-	57' - 3 7/8"	12' - 0"	126' - 7 3/4"	126,139	96	102	12	96	4	16	4	16' - 0"
(B26) THRU (B81)	SEE SHEET [33/78]																				

NOTES:

- FOR SECTION AT BEAM ENDS AND AT MIDSPAN, SEE SHEET [33/78].
- FOR NUMBER OF STRANDS PER ROW, SEE SHEET [33/78].
- FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
- BEAMS SHALL BE SHOP MARKED AT EACH END WITH THE FOLLOWING INFORMATION: BEAM NUMBER AND CORRESPONDING SUBSTRUCTURE UNIT.
- NOTE TO FABRICATOR: THE DIMENSIONS MEASURED ALONG THE LENGTH OF THE BEAM, MARKED WITH AN *, DO NOT CONTAIN AN ALLOWANCE FOR THE EFFECT OF THE LONGITUDINAL GRADE. INCLUDE THE PROPER ALLOWANCE FOR THESE DIMENSIONS IN THE SHOP DRAWINGS.
- FOR SCUPPER LOCATIONS AND THREADED INSERTS NECESSARY FOR ASSEMBLY, SEE SHEET [69/78].

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\Temp\B20.dwg

DESIGN AGENCY: TRANS SYSTEMS CORPORATION, 55 PUBLIC SQUARE, SUITE 1900, CLEVELAND, OHIO 44139-9801
 DATE: 12/16/05
 REVIEWED: RER
 STRUCTURE FILE NUMBER: 5708397
 DRAWN: CAG
 REVISED:
 DESIGNED: GHD
 CHECKED: JDH
 BEAM DETAILS - SPANS 2 THROUGH 8
 BRIDGE NO. MOT-75-1367 W
 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
 RIVERSIDE DRIVE AND NORTH BEND BOULEVARD
 MOT-75-13.1.1
 PID 75927
 34/78
 1550
 1811



BEAM CAMBER AND DECK THICKNESS DIAGRAM

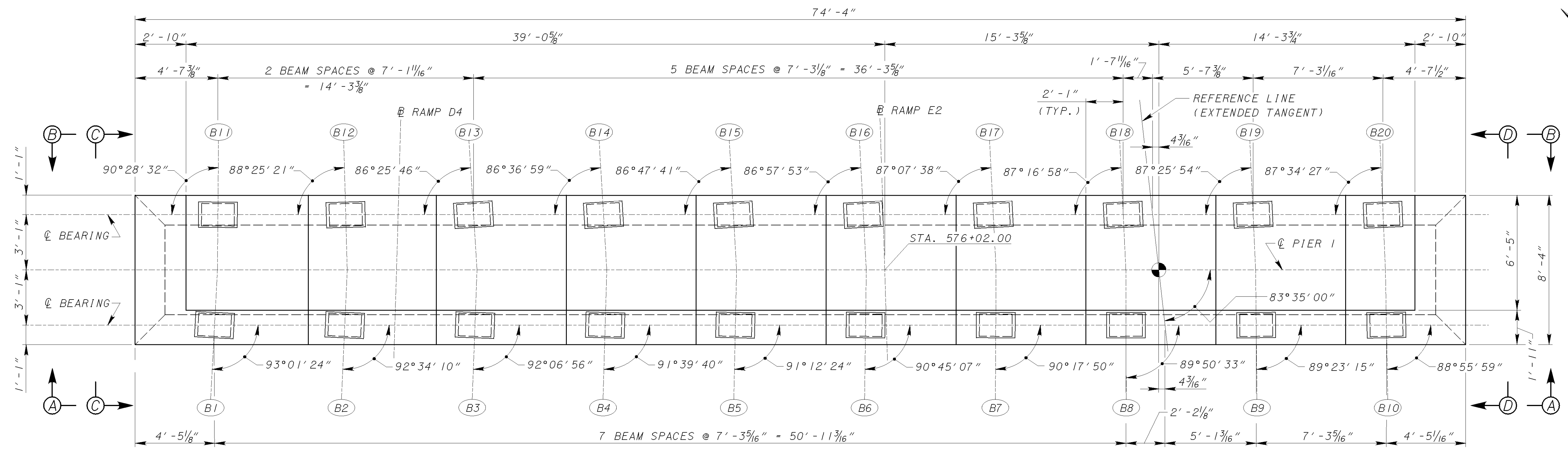
BEAM CAMBERS AT MIDSPAN								
	SPAN 1 "A"	SPAN 2 "B"	SPAN 3 "C"	SPAN 4 "D"	SPAN 5 "E"	SPAN 6 "F"	SPAN 7 "G"	SPAN 8 "H"
	(B1) THRU (B10)	(B1) THRU (B20)	(B2) THRU (B29)	(B30) THRU (B38)	(B39) THRU (B47)	(B48) THRU (B57)	(B58) THRU (B69)	(B70) THRU (B81)
CAMBER AT TIME OF RELEASE DUE TO PRESTRESSING	3 15/16"	2 13/16"	4"	3 1/2"	3 1/2"	3 13/16"	1 11/16"	5 11/16"
DEFLECTION DUE TO SELF WEIGHT	2 1/16"	1 9/16"	2 1/4"	1 13/16"	1 7/8"	2 1/16"	1 1/16"	3 1/16"
CAMBER AT TIME OF RELEASE (NET)	1 7/8"	1 3/16"	1 3/4"	1 5/8"	1 5/8"	1 3/4"	5/8"	2 5/8"
CAMBER AT TIME OF ERECTION	3 5/16"	2 1/16"	3 1/16"	2 7/8"	2 7/8"	3 1/8"	1 1/8"	4 1/2"
LONG TERM CAMBER	4 3/4"	3"	4 3/8"	4 1/8"	4 1/8"	4 7/16"	1 5/8"	6 1/2"

NOTES:

1. DECK SLAB THICKNESS FOR CONCRETE QUANTITY: THE TOPPING THICKNESSES SHOWN FROM THE TOP OF THE DECK SLAB TO THE TOP OF THE TOP FLANGE ALONG THE CENTERLINE OF THE I-BEAM ARE THEORETICAL DIMENSIONS. THE HAUNCH DEPTH IS THE TOPPING THICKNESS MINUS THE DESIGN SLAB THICKNESS. THE DEPARTMENT WILL PAY FOR SUPERSTRUCTURE CONCRETE BASED ON THE DESIGN SLAB THICKNESS AND THE AVERAGE OF THE THEORETICAL HAUNCH DEPTHS AT MID-SPAN AND AT EACH BEAM BEARING EVEN THOUGH THE DEVIATION FROM THE DIMENSIONS SHOWN MAY BE NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. ONCE ALL THE BEAMS ARE SET IN THEIR FINAL POSITION, THE ACTUAL CAMBER FOR EACH MEMBER WILL BE THE TOP OF THE BEAM ELEVATION AT MID-SPAN MINUS THE AVERAGE TOP OF BEAM ELEVATION AT EACH BEARING. THE ACTUAL TOPPING THICKNESS AT MID-SPAN WILL BE THE THEORETICAL DIMENSION PLUS OR MINUS THE DIFFERENCE BETWEEN THE ACTUAL AND ANTICIPATED CAMBER.

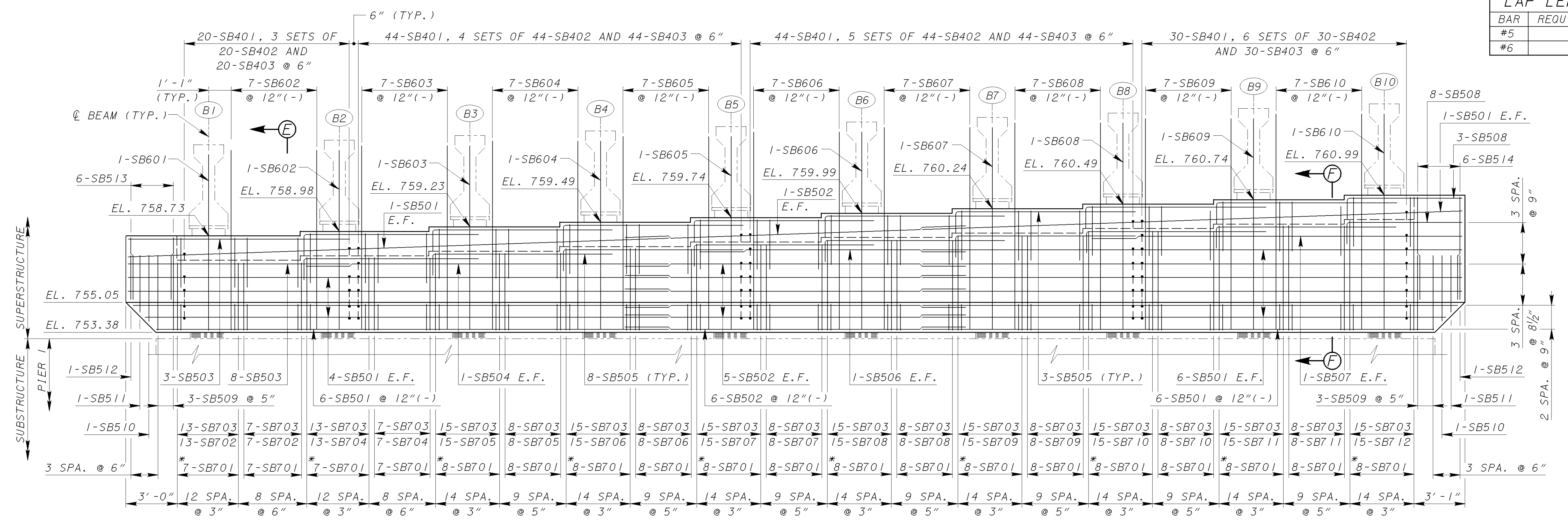
2. FOR SCREED ELEVATIONS, SEE SHEETS [52/78] THRU [62/78].
3. FOR BEAM DETAILS, SEE SHEETS [31/78] THRU [35/78].

DATE: 3/14/2007 FILE: g:\CL\04\0003\B1\1966\TompE204\TompE204.dwg



PLAN

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



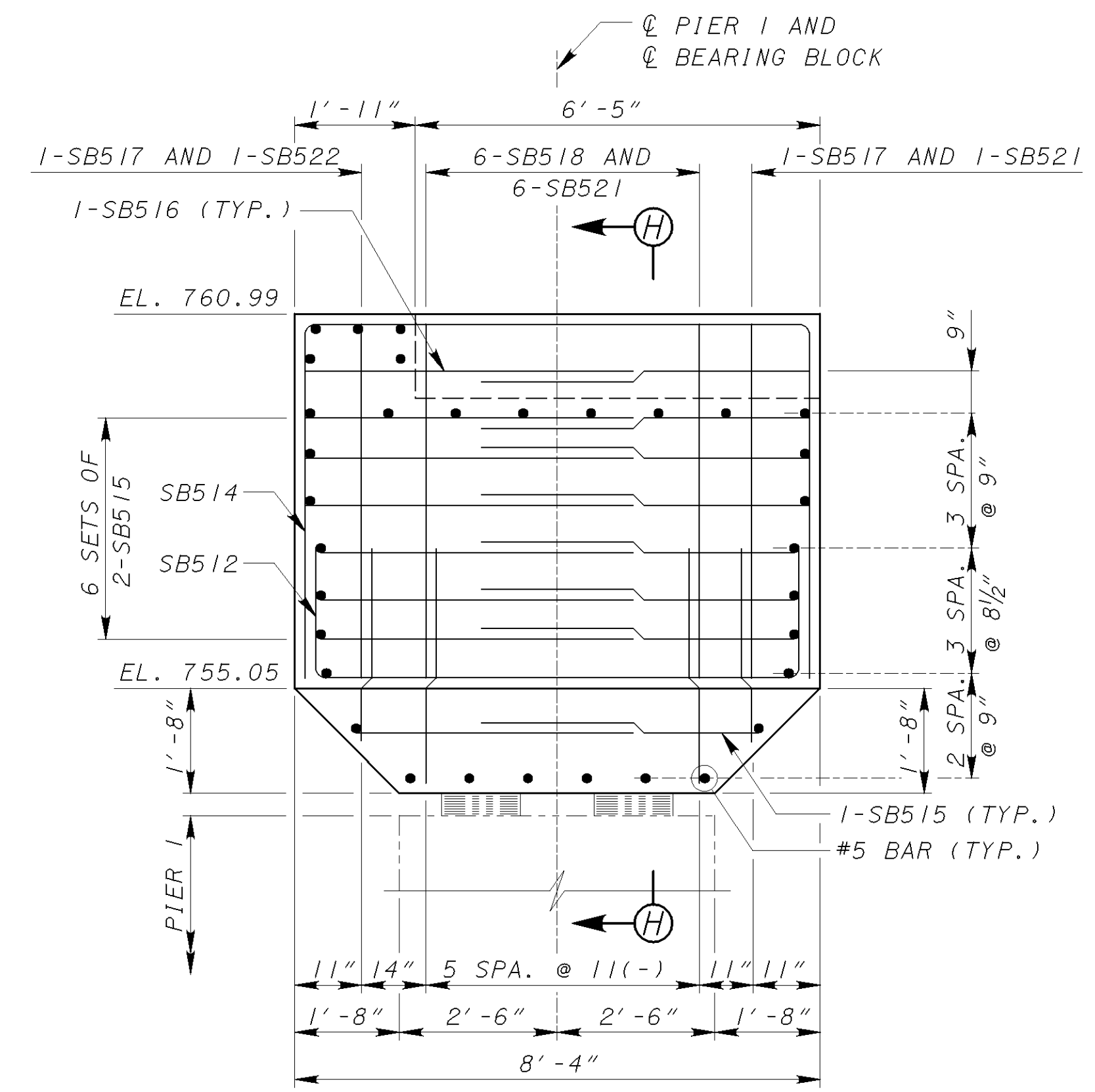
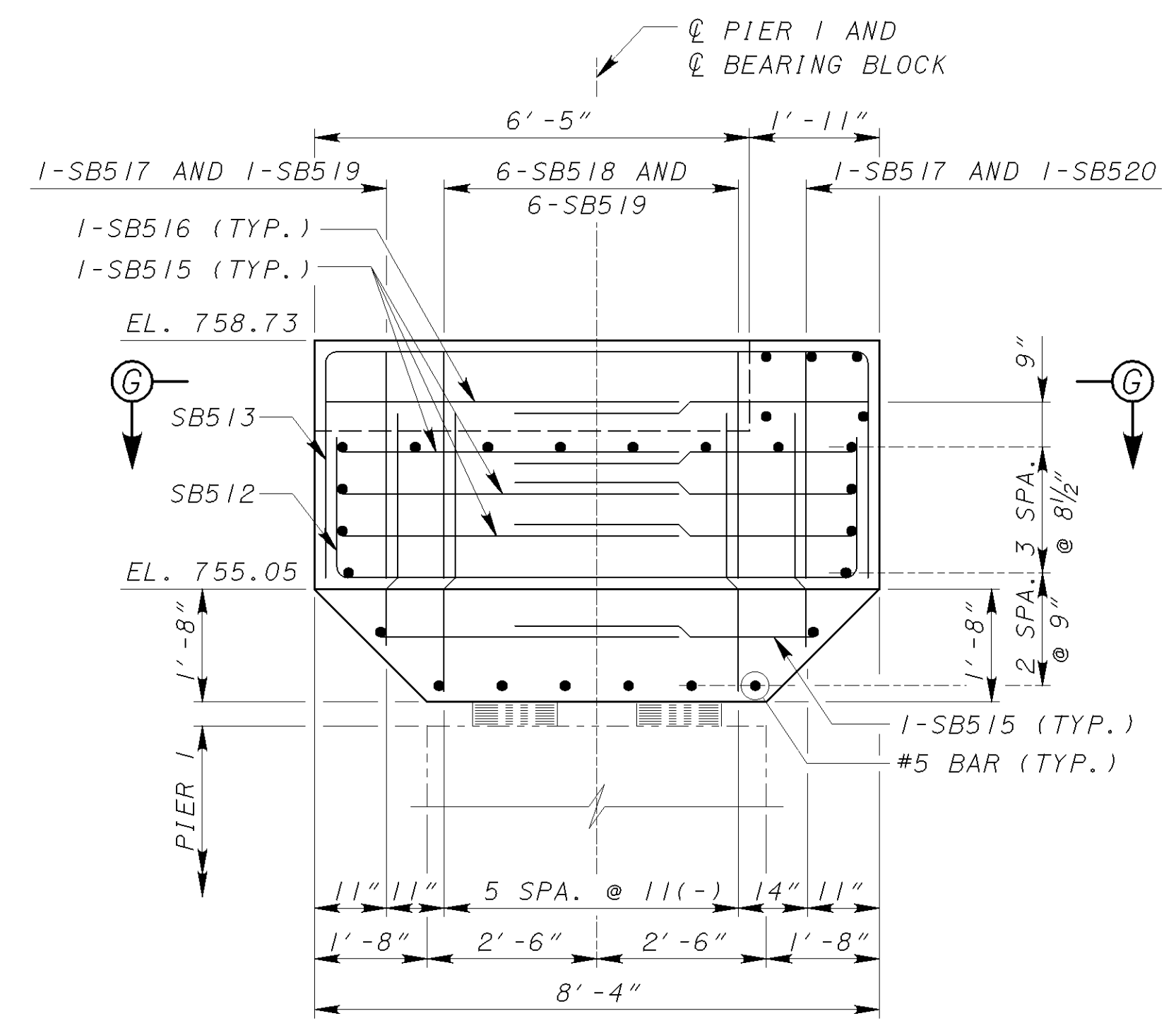
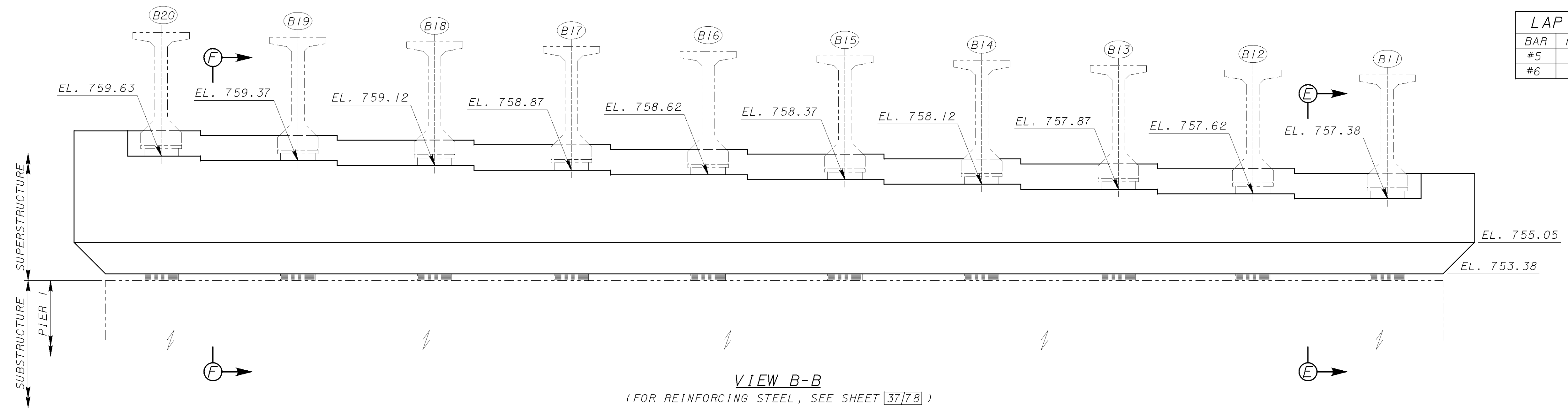
VIEW A-A

- LEGEND:**
- (BXX) = BEAM NUMBER
 - MIN. = MINIMUM
 - TYP. = TYPICAL
 - E.F. = EACH FACE
 - U.N.O. = UNLESS NOTED OTHERWISE
 - SPA. = SPACES
 - ⊙ = WORK POINT

- NOTES:**
- *1. THE SPACING OF SB701 BARS IN THESE AREAS SHALL BE 6".
 2. FOR VIEW B-B THRU VIEW D-D, SEE SHEET [38]78.
 3. FOR SECTIONS E-E AND F-F AND ADDITIONAL NOTES, SEE SHEET [39]78.
 4. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET [63]78 AND [64]78.
 5. FOR PIER 1 DETAILS INCLUDING LOCATION OF BEARINGS ON PIER, SEE SHEET [18]78.
 6. FOR REINFORCEMENT SCHEDULE, SEE SHEET [76]78.

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE2D4\compE2D4\4.dgn

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

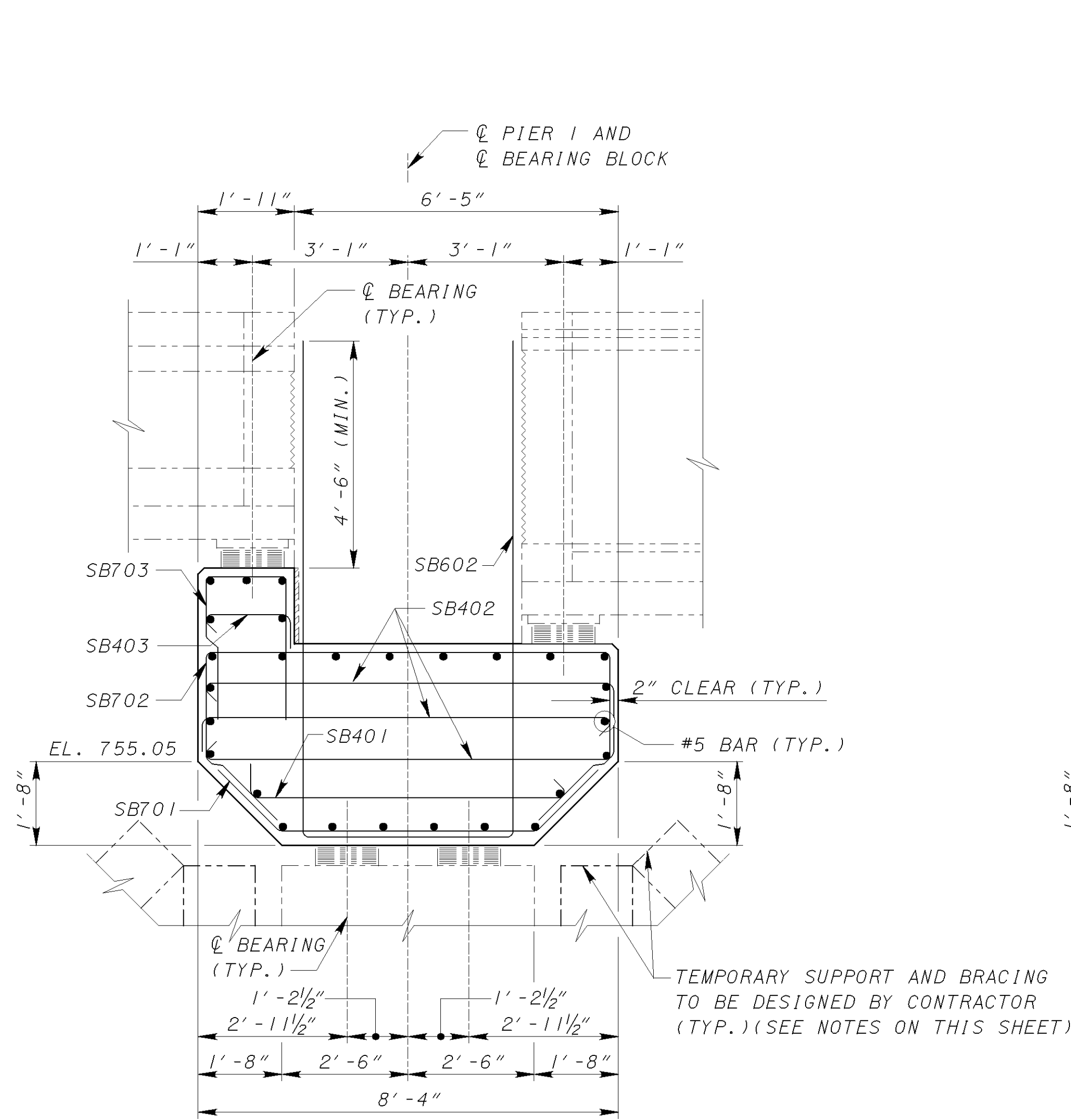


LEGEND:
 (BX) = BEAM NUMBER
 MIN. = MINIMUM
 TYP. = TYPICAL
 E.F. = EACH FACE
 U.N.O. = UNLESS NOTED OTHERWISE
 SPA. = SPACES

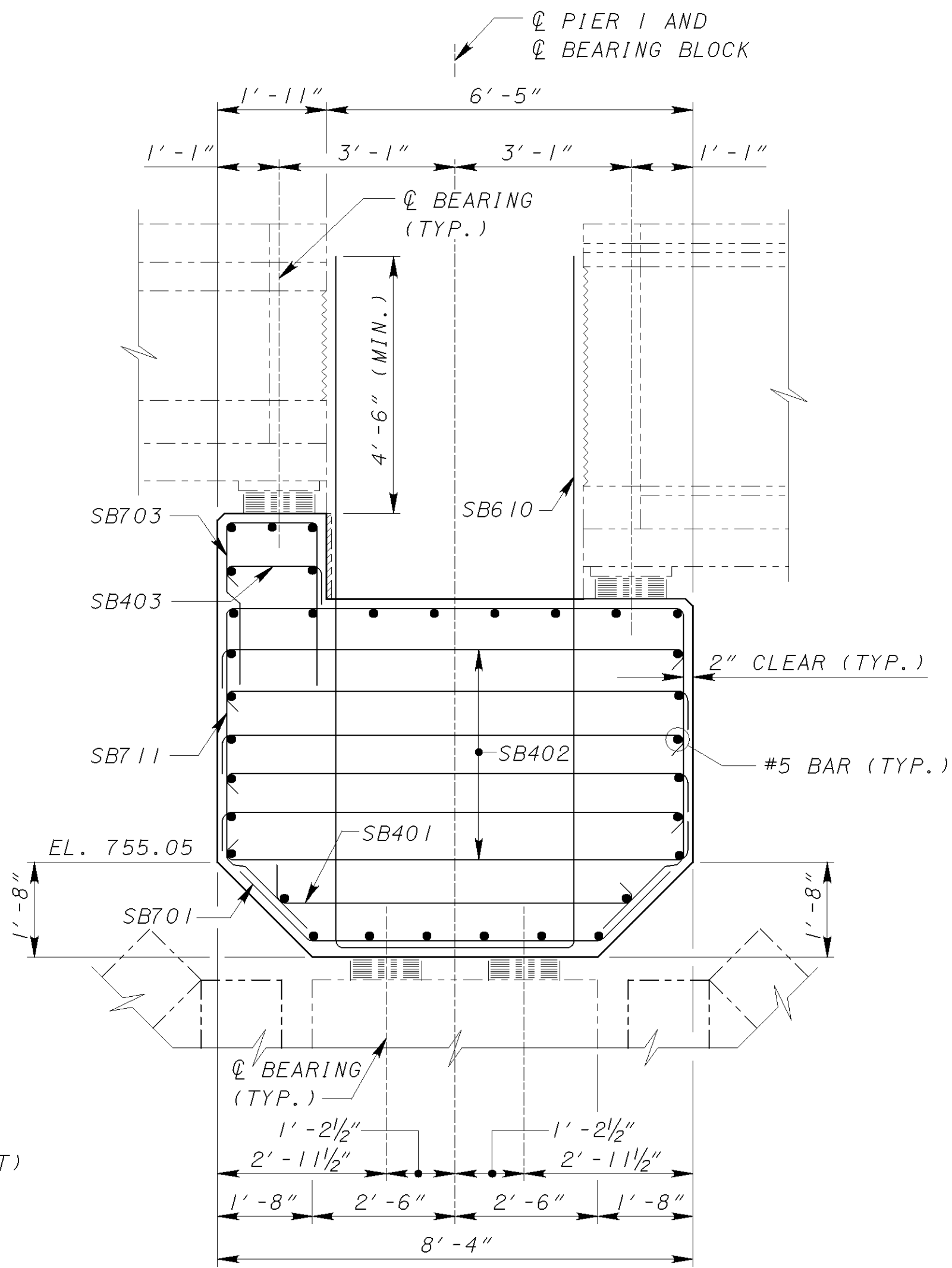
- NOTES:**
1. FOR PLAN AND VIEW A-A, SEE SHEET 3778.
 2. FOR LOCATION OF VIEW B-B THRU VIEW D-D, SEE SHEET 3778.
 3. FOR SECTIONS E-E THRU H-H AND ADDITIONAL NOTES, SEE SHEET 3978.
 4. FOR ELASTOMERIC BEARING DETAILS, SEE SHEET 6378 AND 6478.
 5. FOR PIER 1 DETAILS AND LOCATION OF BEARINGS ON PIER, SEE SHEET 1878.
 6. FOR REINFORCEMENT SCHEDULE, SEE SHEET 7678.

DATE: 3/14/2007 FILE: g:\C:\04\0003\B11\gpa\Temp\E204\CompE204\ed5.dgn

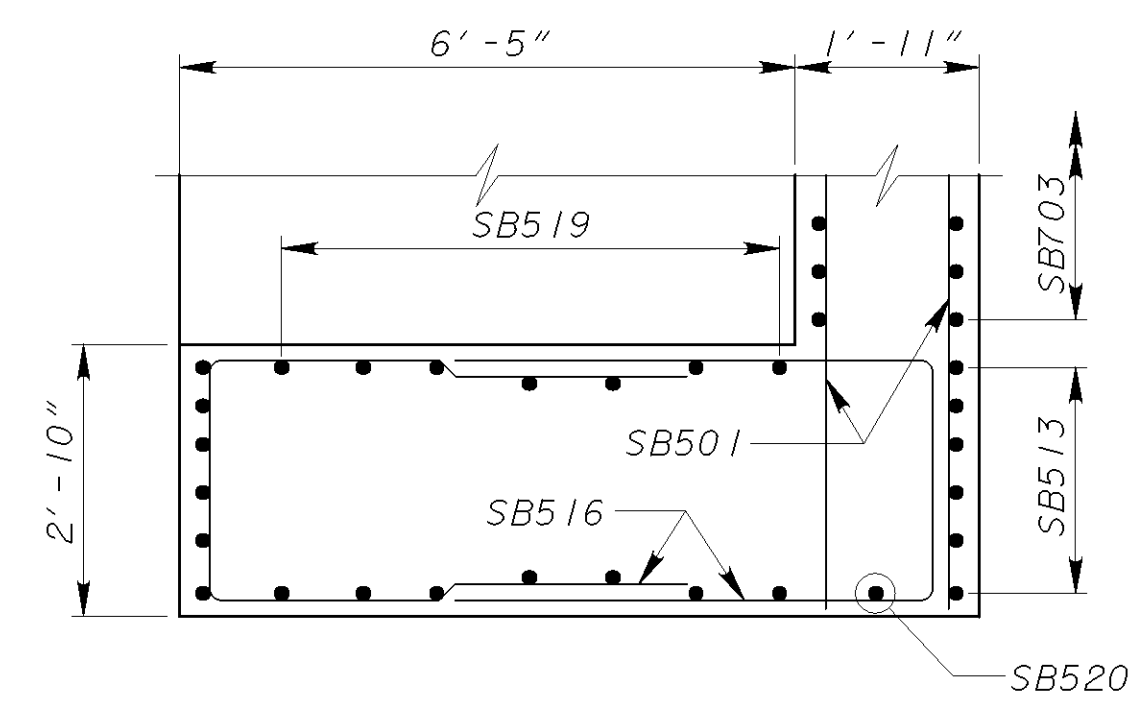
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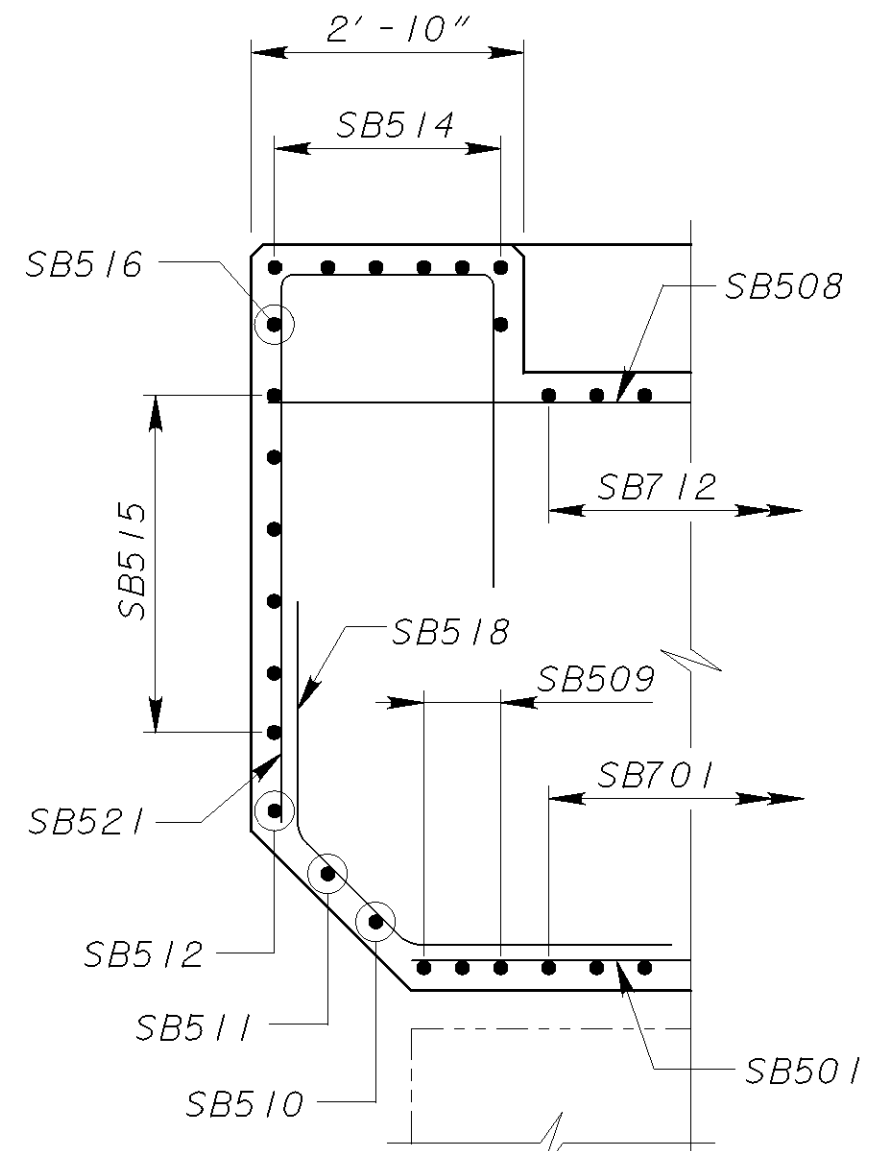
SECTION E-E



SECTION F-F
(FOR ADDITIONAL DETAILS, SEE SECTION E-E)



SECTION G-G



SECTION H-H

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

LEGEND:
 TYP. = TYPICAL
 MIN. = MINIMUM
 MAX. = MAXIMUM

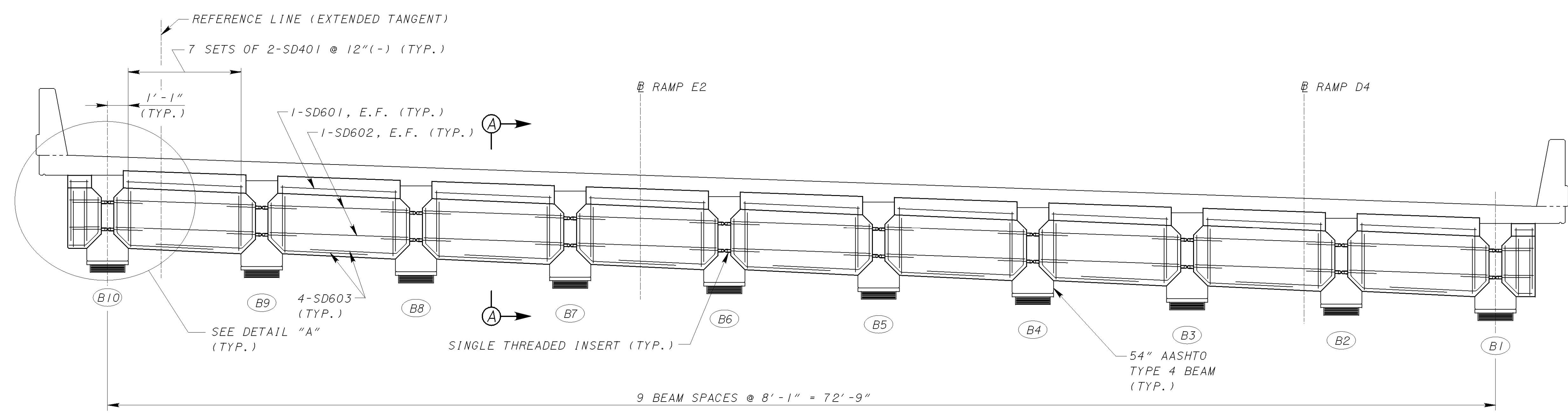
NOTES:

- THE FABRICATOR SHALL INTENTIONALLY ROUGHEN THE SURFACE OF THE I-BEAM WEBS AT THE PIER 1 DIAPHRAGM TO A DEPTH OF APPROXIMATELY 1/4 INCH. THESE ROUGHENED WEBS SHALL BE ON THE SAME ENDS OF THE BEAMS AS THE LONGER EXTENDED STRANDS AS SHOWN ON SHEETS [32]78 AND [34]78.
- THE CONTRACTOR SHALL ENSURE THAT THE ROUGHENED ENDS OF THE BEAMS WITH THE LONGER EXTENDED STRANDS SHALL BE LOCATED AT PIER 1.
- THE SUGGESTED CONSTRUCTION SEQUENCE FOR THE PIER 1 BEARING BLOCK IS:
 - LOCATE THE BEARINGS ON TOP OF THE PIER CAP. FILL IN WITH EXPANDED POLYSTYRENE BETWEEN THE BEARINGS. USE REMOVABLE FORMS OR EXPANDED POLYSTYRENE FILLER TO FORM THE REMAINDER OF THE GAP BETWEEN THE TOP OF THE PIER AND THE BOTTOM OF THE BEARING BLOCK. ALL FORMING MATERIAL, EXCEPT BETWEEN THE BEARINGS, SHALL BE REMOVED COMPLETELY ONCE CONCRETE IS CURED.
 - INSTALL FORMWORK AND CAST THE BEARING BLOCK.
 - INSTALL 1/4 INCH P.E.J.F. ON VERTICAL FACE OF RISER.
 - INSTALL TEMPORARY STRUCTURAL SUPPORTS AT PIER TO COUNTERACT OVERTURNING FORCES. SEE TEMPORARY SUPPORT NOTES THIS SHEET.
 - LOCATE THE BEARINGS ON THE TOP SIDE OF THE BEARING BLOCK.
 - SET THE 72 INCH MODIFIED TYPE 4 PRESTRESSED BEAMS ON THE NORTH SIDE OF THE PIER.
 - SET THE 54 INCH TYPE 4 PRESTRESSED BEAMS ON THE SOUTH SIDE OF THE PIER.
 - CAST THE DECK SLAB (DECK POUR 1) IN SPAN 2 FIRST, AND THEN IN SPAN 1 SECOND, AS SHOWN ON THE POURING SEQUENCE, SHEET [50]78.
 - CAST THE DIAPHRAGM AND THE REMAINING DECK SLAB (DECK POUR 2).
 - REMOVE THE TEMPORARY SUPPORTS AFTER THE DECK POUR 2 HAS CURED.
- FOR LOCATION OF SECTION E-E AND SECTION F-F, SEE SHEET [38]78.
- FOR LOCATION OF SECTION G-G AND SECTION H-H, SEE SHEET [38]78.

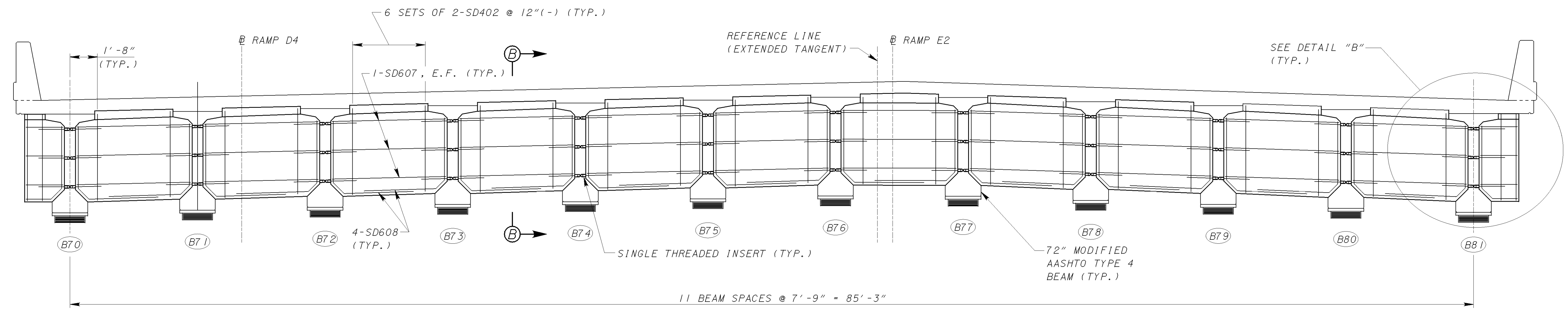
PIER 1 TEMPORARY SUPPORT NOTES:

- THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND INSTALLATION OF AN ADEQUATE TEMPORARY SUPPORT AND BRACING SYSTEM TO ERECT THE PRESTRESSED I-BEAMS AND TO CONSTRUCT THE PIER 1 DIAPHRAGM. THIS SYSTEM SHALL BE CAPABLE OF RESISTING THE VERTICAL, LATERAL AND OVERTURNING FORCES DUE TO THE OUT-OF-BALANCE DEAD LOADS. THESE LOADS RESULT FROM THE STAGED CONSTRUCTION OF THE BEAM ERECTION, DIAPHRAGM AND DECK CONSTRUCTION.
- PER CMS 501.05 ITEM B, THE CONTRACTOR SHALL SUBMIT PLANS OF THE PROPOSED TEMPORARY SUPPORT TO THE ENGINEER FOR APPROVAL PRIOR TO BEGINNING ANY WORK. THE SUBMITTAL SHALL INDICATE MATERIALS, MEMBER SIZES, SPACINGS, SUPPORT LOCATIONS AND BRACINGS AND REACTIONS. THESE PLANS SHALL BE PREPARED, SIGNED, SEALED AND DATED BY AN OHIO REGISTERED ENGINEER. A SECOND DIFFERENT OHIO REGISTERED ENGINEER SHALL CHECK, SIGN, SEAL AND DATE EACH PLAN. PLANS SHALL BE SUBMITTED TO THE ENGINEER AT LEAST 7 DAYS BEFORE CONSTRUCTION BEGINS.
- PAYMENT FOR ALL LABOR, MATERIALS AND EQUIPMENT REQUIRED FOR TEMPORARY SUPPORTS TO ERECT PIER 1 BEARING BLOCK, PRESTRESSED BEAMS, DIAPHRAGM AND DECK SLAB, SHALL BE INCLUDED IN ITEM 898 - QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN.
- TEMPORARY SUPPORTS TO COUNTERACT OUT OF BALANCE FORCES SHALL NOT COMPROMISE THE INTEGRITY OF THE BEARING BLOCK, AND SHALL ONLY BE INSTALLED AFTER CURING OF THE BEARING BLOCK AS DETAILED IS COMPLETE.
- THE SERVICE DEAD LOAD REACTIONS TO THE BEARINGS ON THE BEARING BLOCK ARE, IN ORDER OF SUGGESTED CONSTRUCTION SEQUENCE:

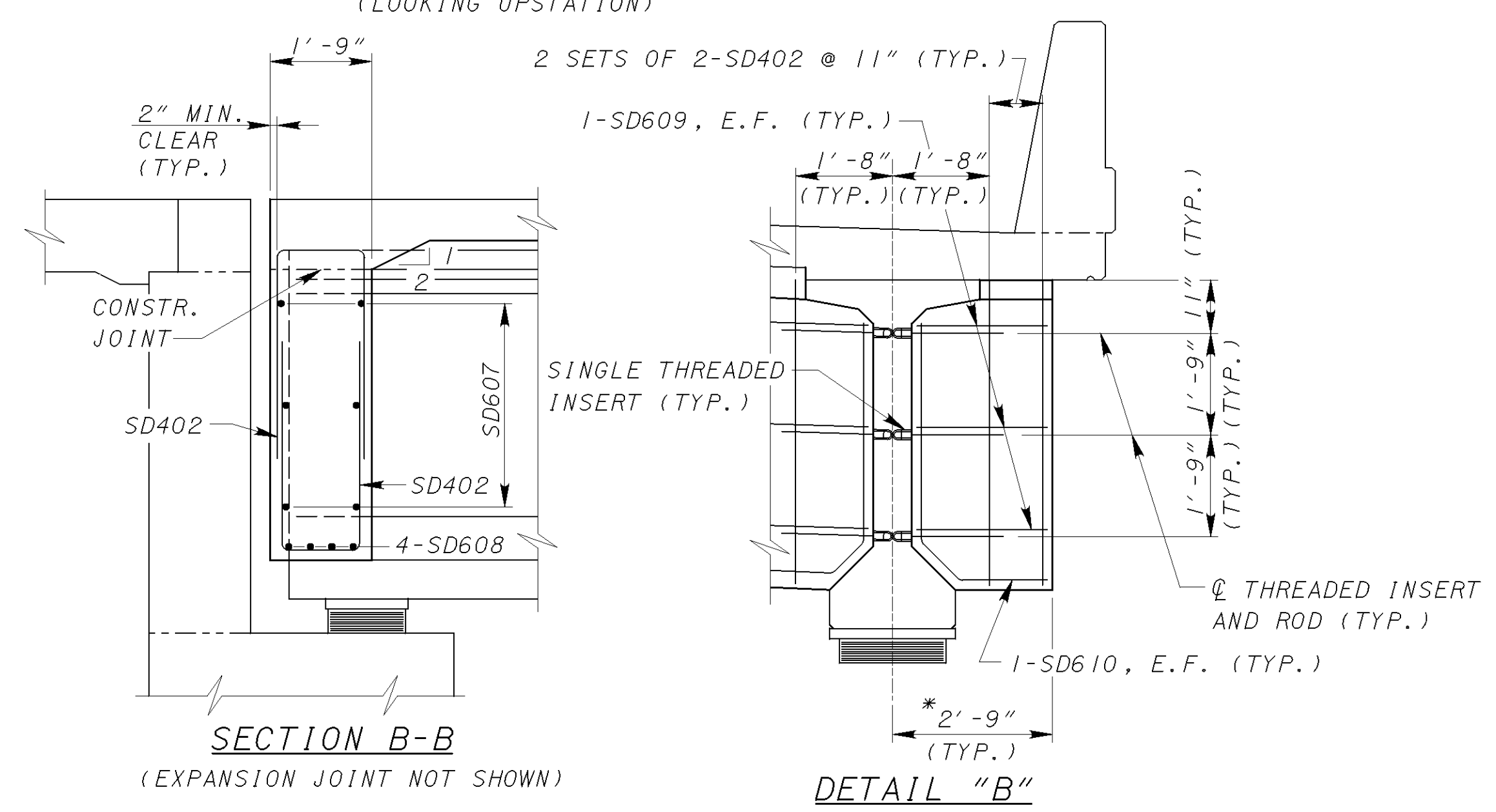
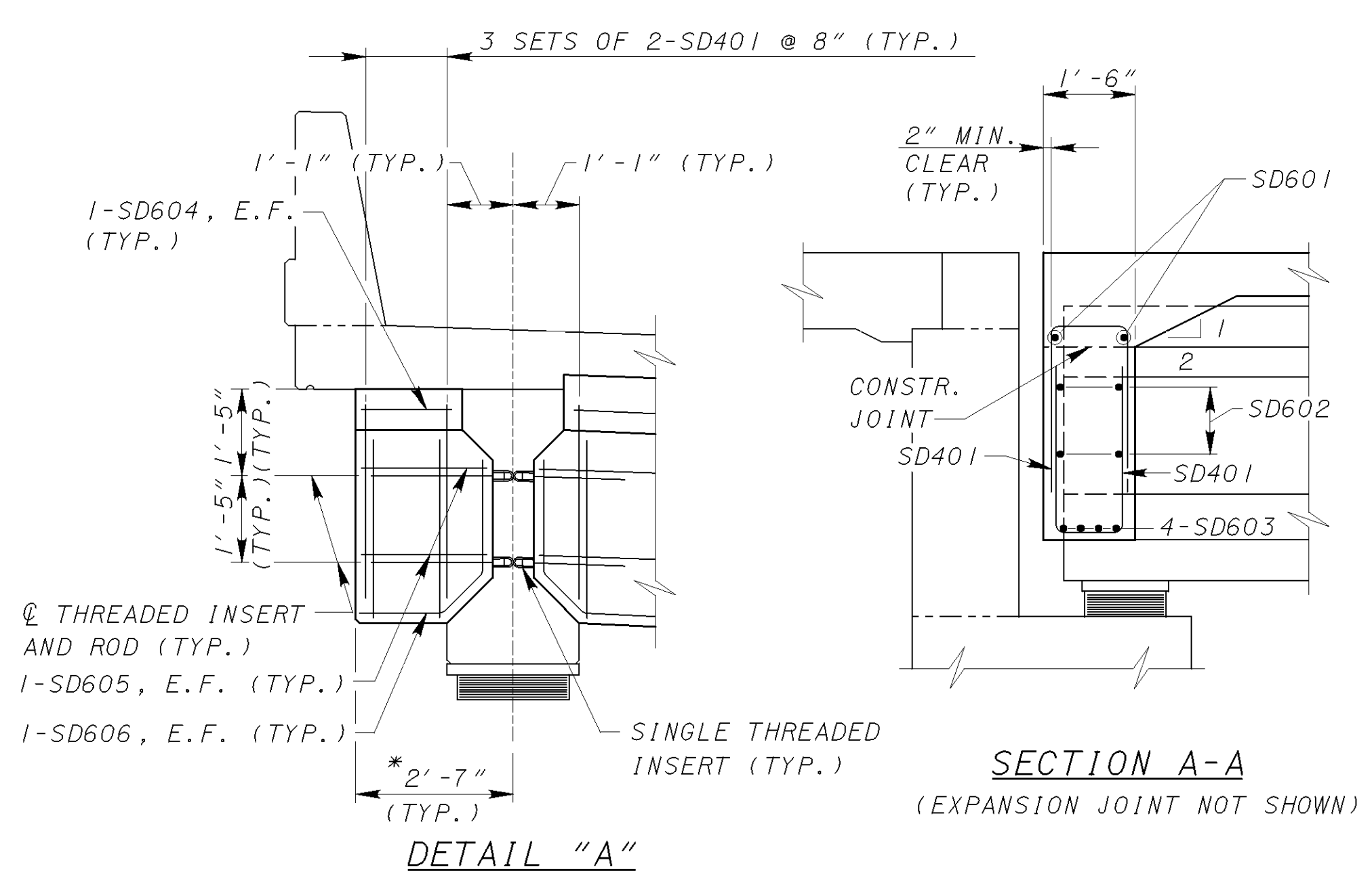
72 INCH MOD. TYPE 4 BEAM SELF WT.	VARIABLE (FROM 58 KIPS MAX. FOR BEAM B20 TO 48 KIPS MIN. FOR BEAM B11)
54 INCH TYPE 4 BEAM SELF WT.	43 KIPS FOR BEAMS B1 - B10
DECK POUR 1, SPAN 2	VARIABLE (FROM 45 KIPS MAX. FOR BEAM B20 TO 37 KIPS MIN. FOR BEAM B11)
DECK POUR 1, SPAN 1	38 KIPS FOR BEAMS B1 - B10
DECK POUR 2, SPAN 2	7 KIPS FOR BEAMS B11 - B20
DECK POUR 2, SPAN 1	7 KIPS FOR BEAMS B1 - B10



ELEVATION - REAR ABUTMENT
 (LOOKING DOWNSTATION)



ELEVATION - FORWARD ABUTMENT
 (LOOKING UPSTATION)

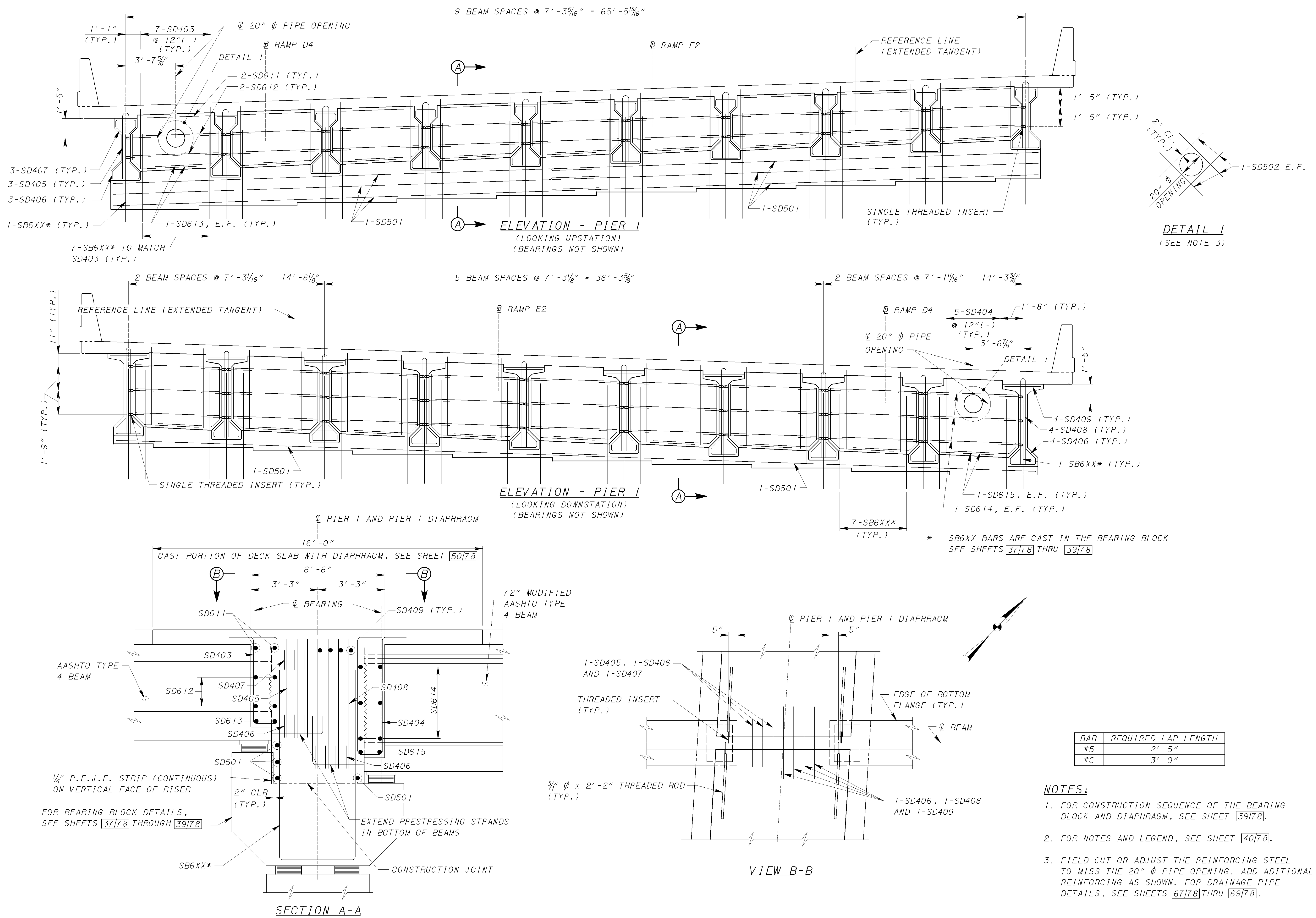


BAR	REQUIRED LAP LENGTH
#4	2'-0"
#6	3'-0"

LEGEND:
 (BX) - BEAM NUMBER
 MIN. - MINIMUM
 TYP. - TYPICAL
 N.F. - NEAR FACE
 F.F. - FAR FACE
 E.F. - EACH FACE
 * - INDICATES DIMENSION MEASURED PERPENDICULAR TO ϕ BEAM

NOTES:
 1. FOR BEAM SPACING SEE FRAMING PLAN, SHEETS 29/78 AND 30/78.
 2. FOR REINFORCING STEEL LIST, SEE SHEET 78/78.
 3. FOR DETAILS NOT SHOWN, REFER TO ODOT STANDARD DRAWING PSID-1-99.
 4. ALL DIMENSIONS GIVEN ALONG CENTERLINE OF BEARING, UNLESS NOTED OTHERWISE.

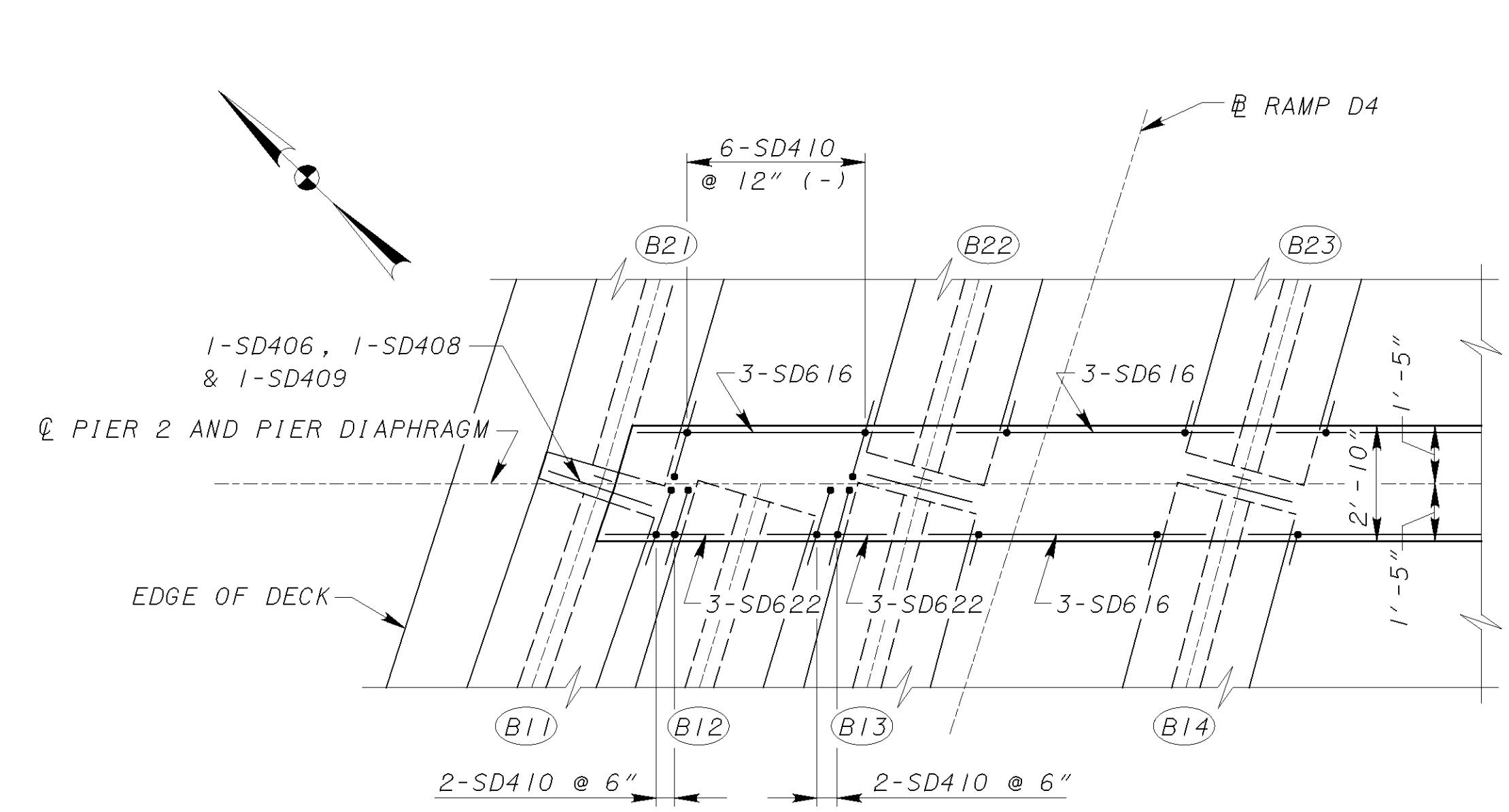
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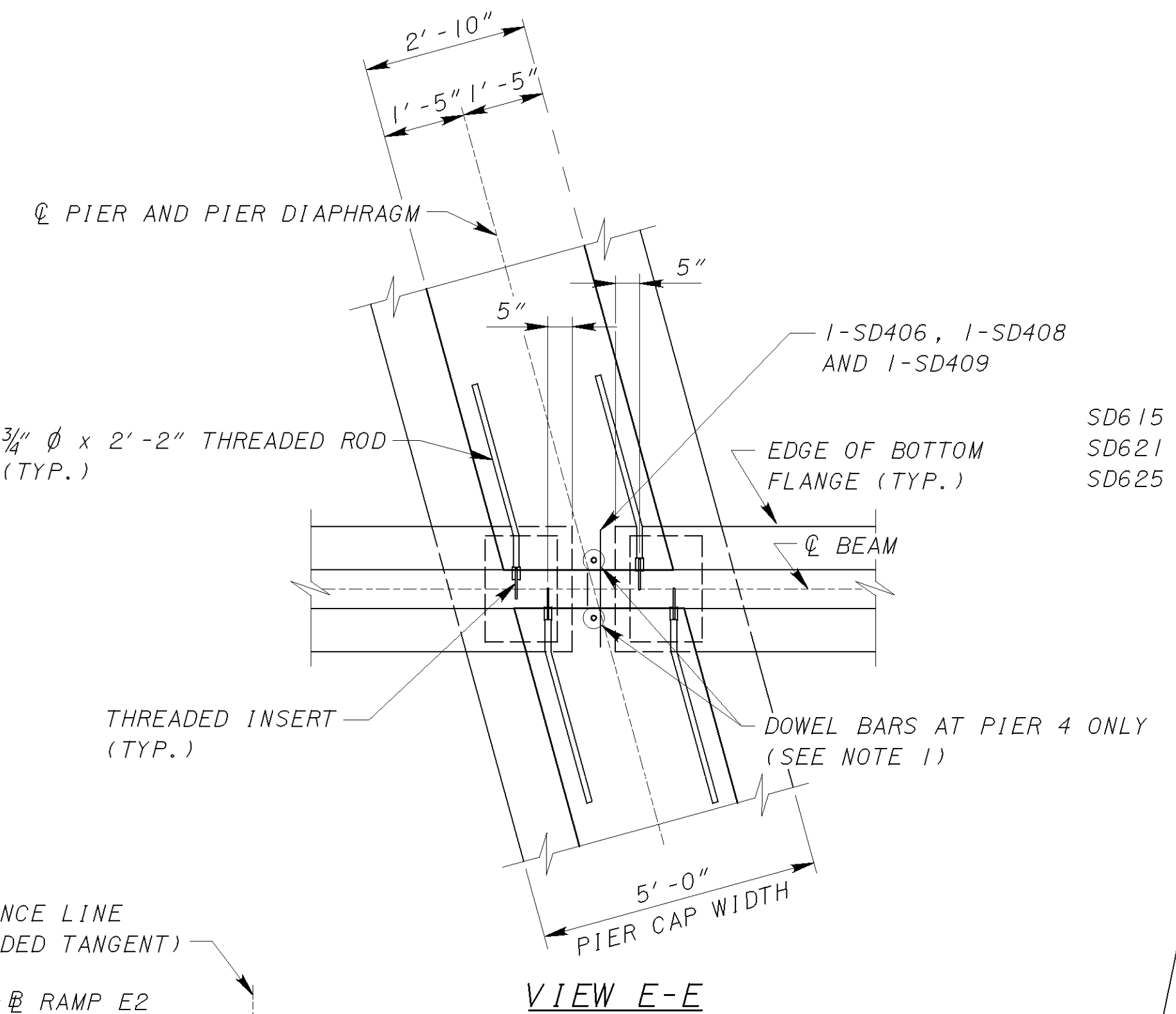
BAR	REQUIRED LAP LENGTH
#5	2'-5"
#6	3'-0"

- NOTES:**
- FOR CONSTRUCTION SEQUENCE OF THE BEARING BLOCK AND DIAPHRAGM, SEE SHEET 4078.
 - FOR NOTES AND LEGEND, SEE SHEET 4078.
 - FIELD CUT OR ADJUST THE REINFORCING STEEL TO MISS THE 20" Ø PIPE OPENING. ADD ADDITIONAL REINFORCING AS SHOWN. FOR DRAINAGE PIPE DETAILS, SEE SHEETS 6778 THRU 6978.

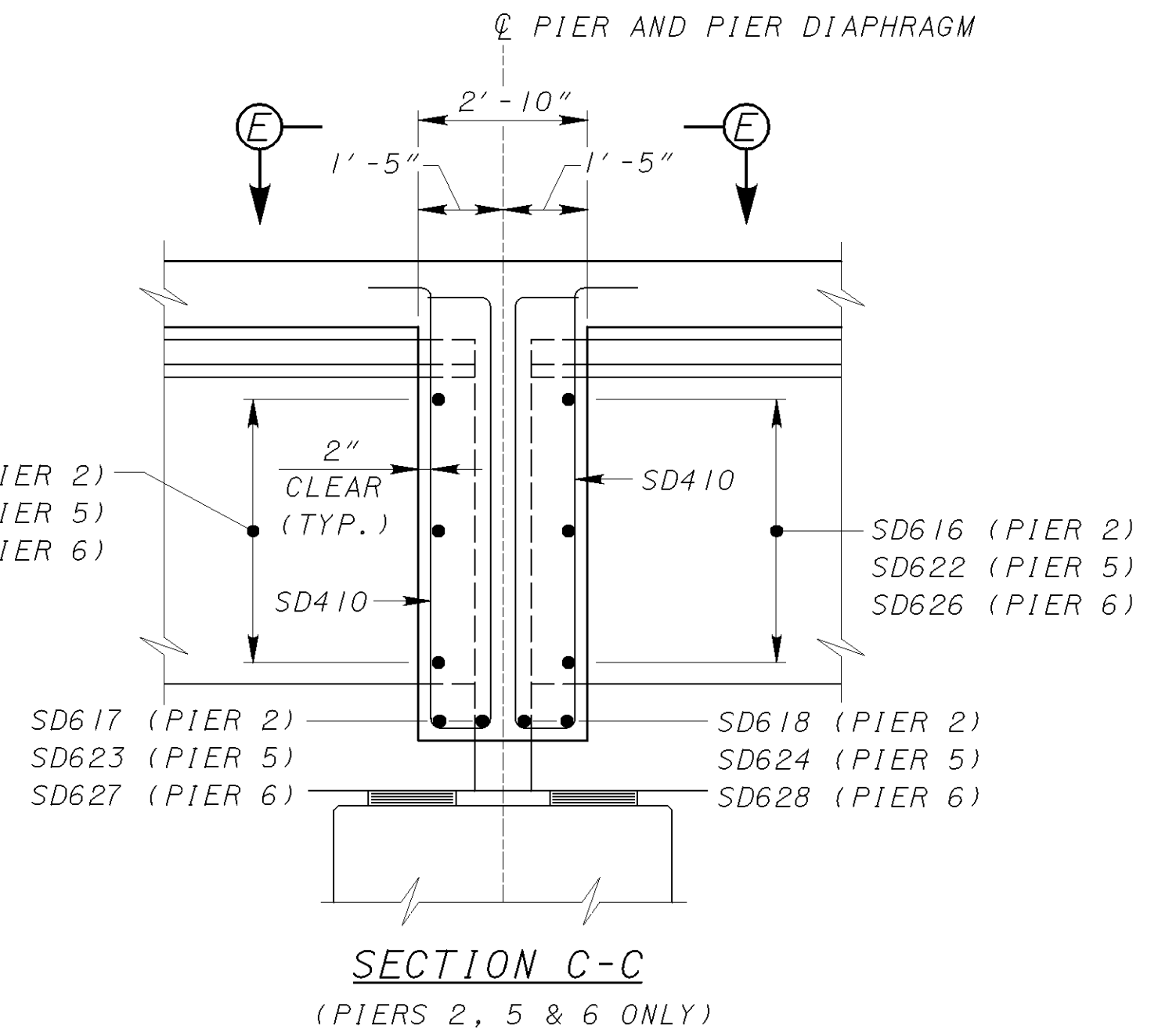
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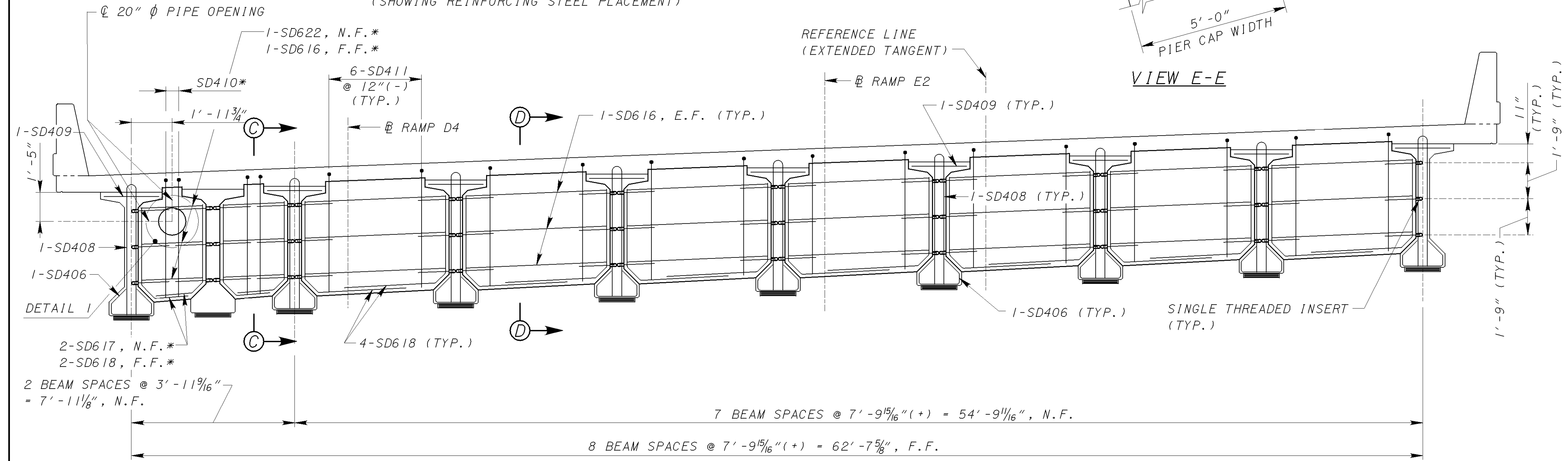
PARTIAL PLAN - PIER 2
 (SHOWING REINFORCING STEEL PLACEMENT)



VIEW E-E

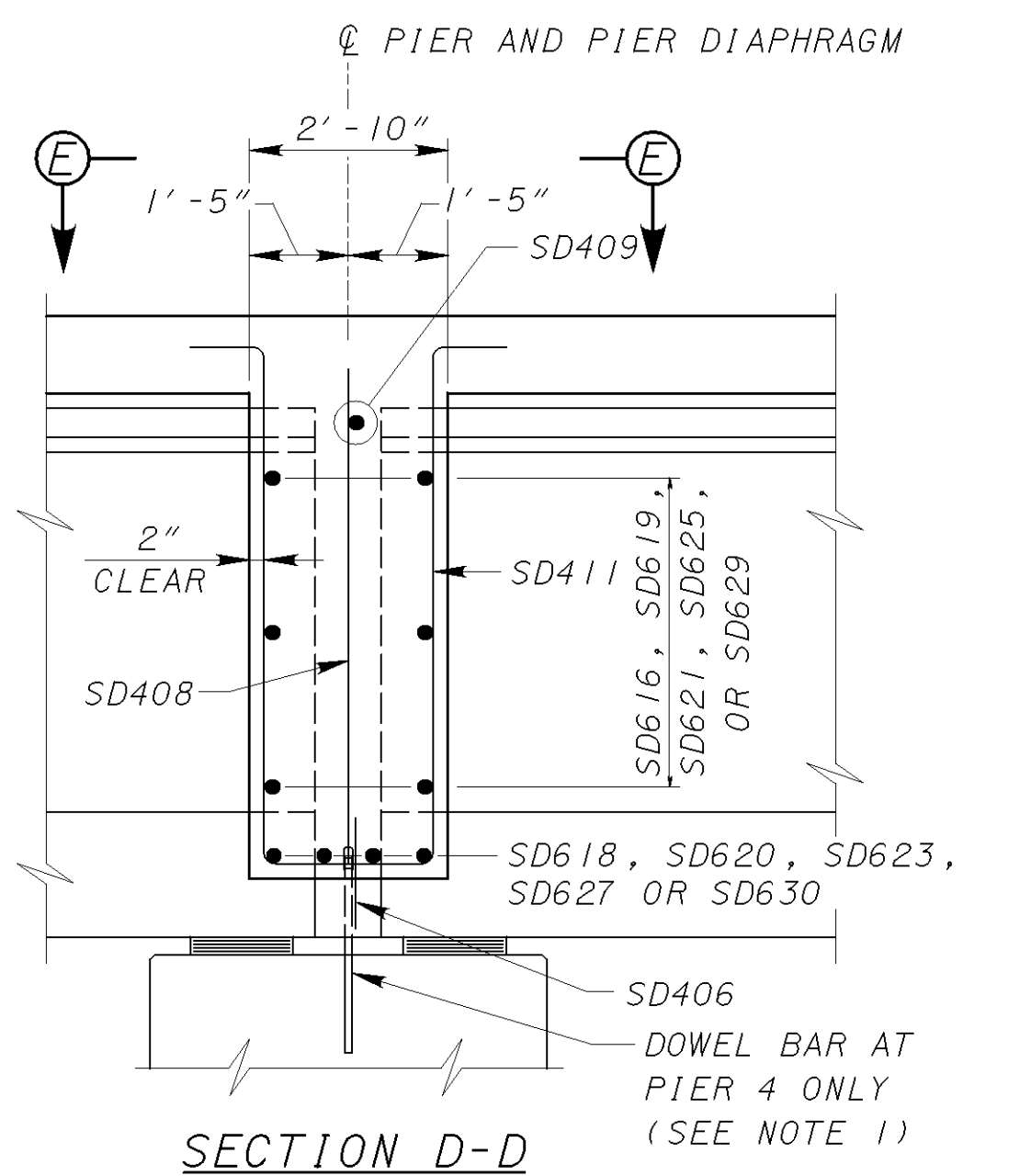


SECTION C-C
 (PIERS 2, 5 & 6 ONLY)

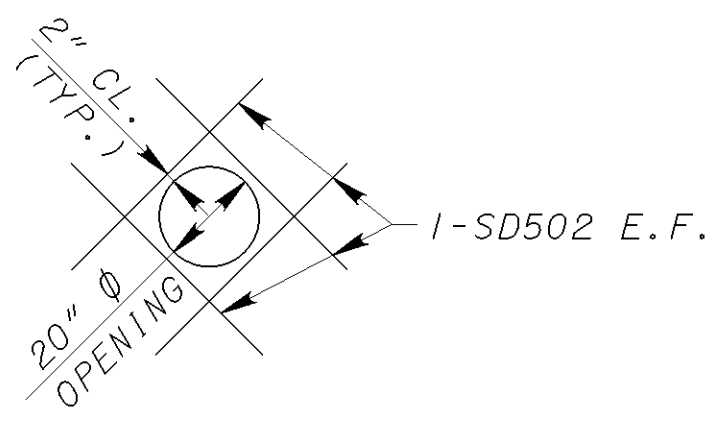


ELEVATION - PIER 2
 (LOOKING UPSTATION)

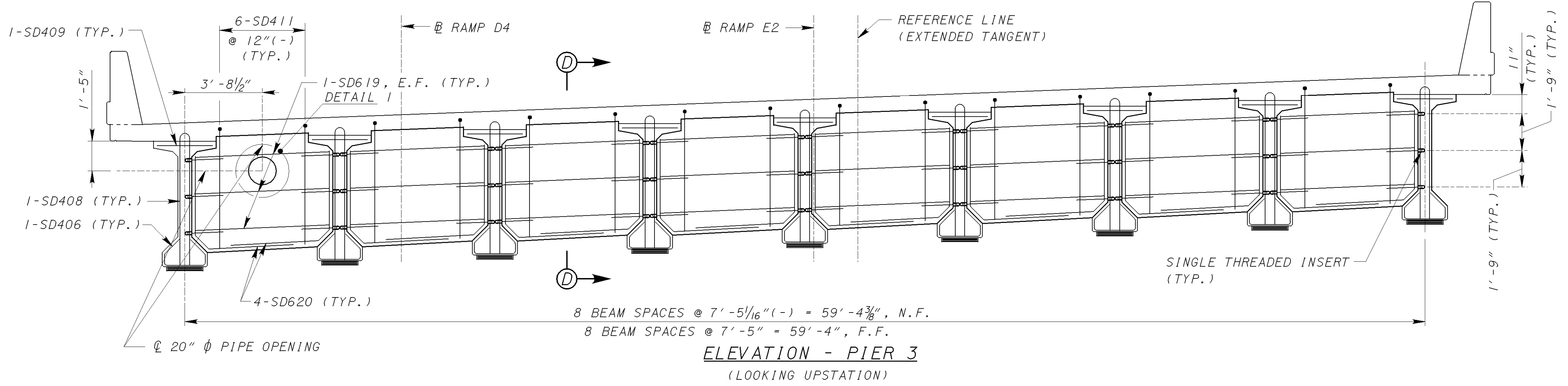
* - FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLAN - PIER 2



SECTION D-D



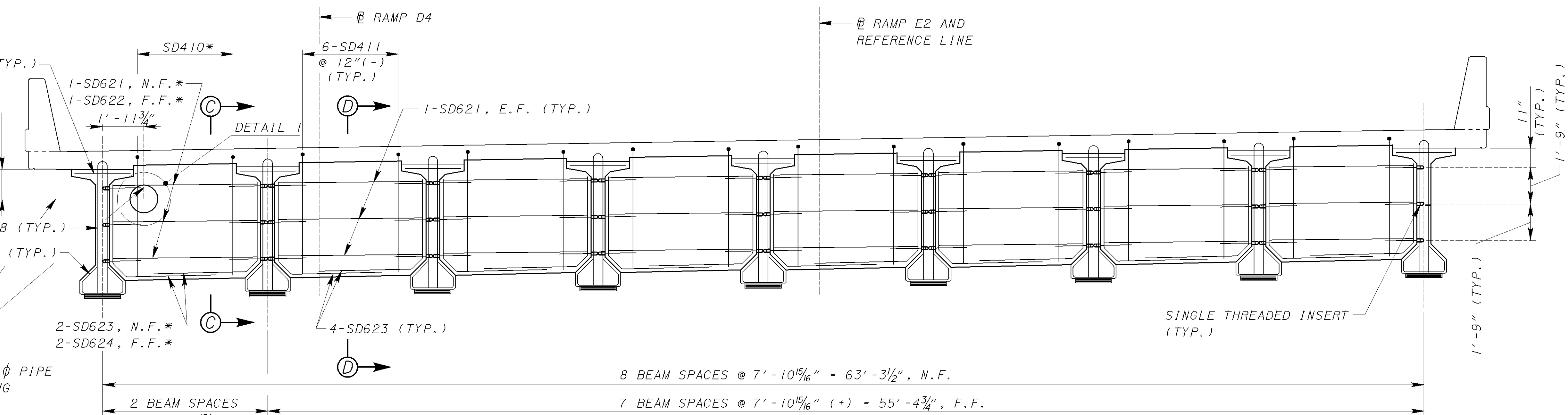
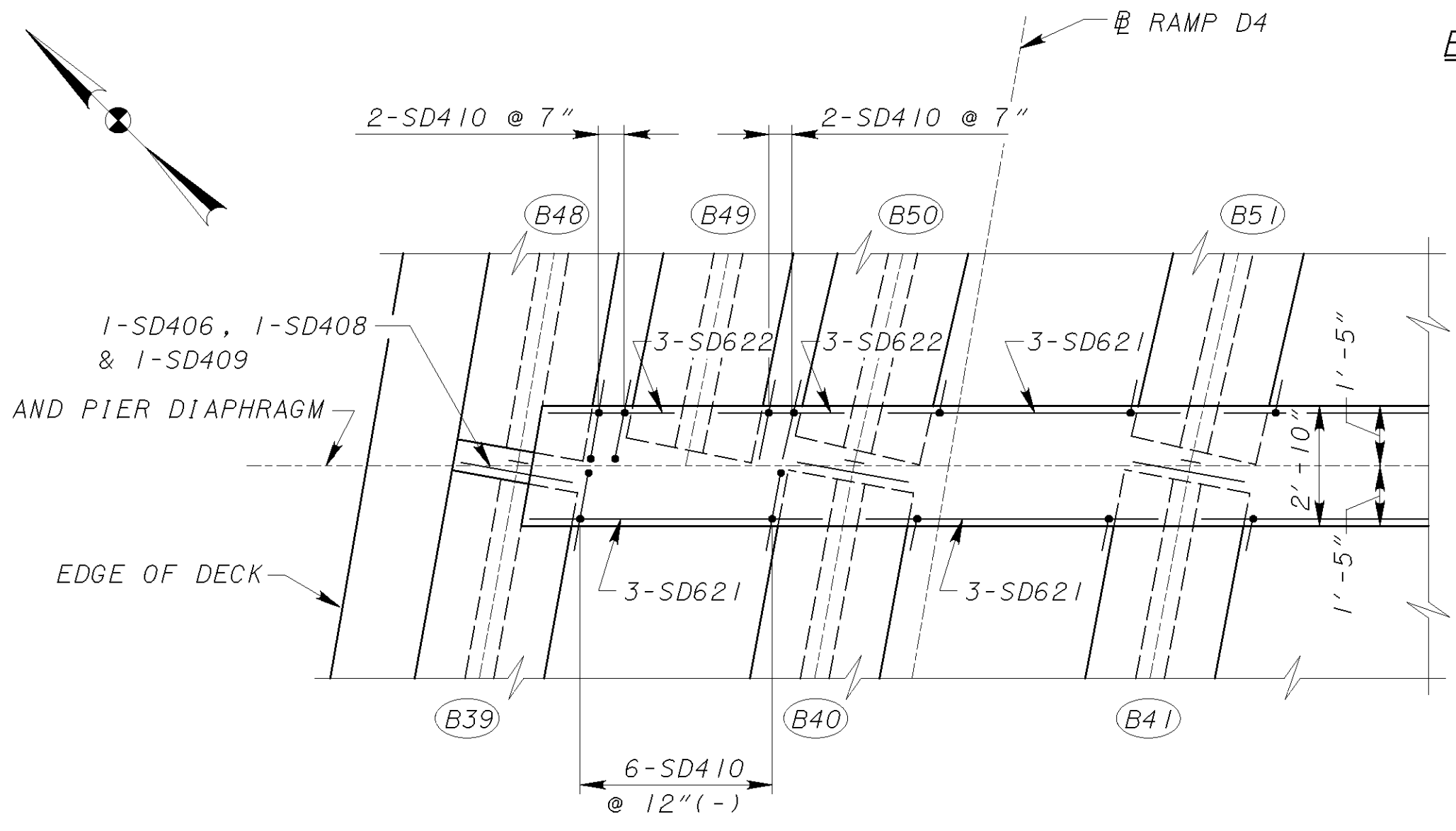
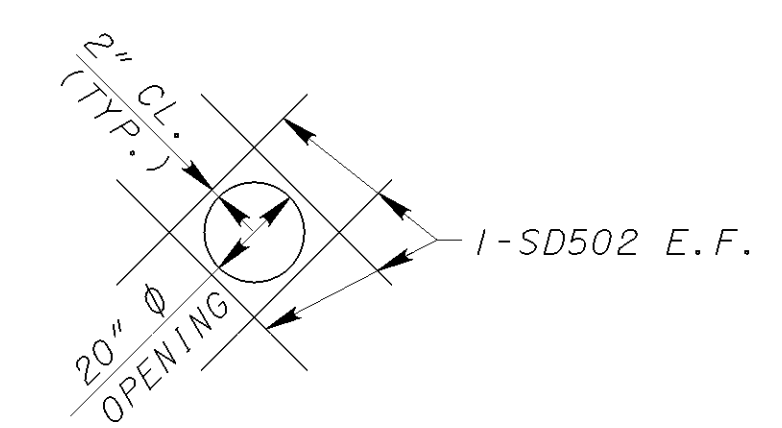
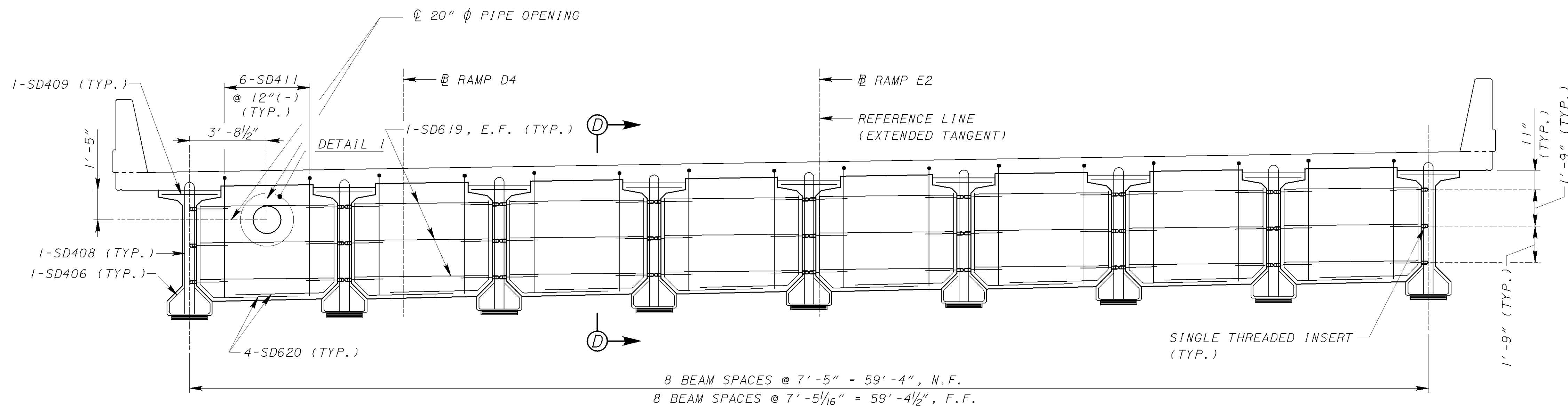
DETAIL I
 (SEE NOTE 4)



ELEVATION - PIER 3
 (LOOKING UPSTATION)

- NOTES:**
1. FOR DOWEL BAR DETAILS, SEE BEARING DETAILS SHEET [64/78].
 2. FOR NOTES AND LEGEND, SEE SHEET [40/78].
 3. FOR LAP LENGTH TABLE, SEE SHEET [40/78].
 4. FIELD CUT OR ADJUST THE REINFORCING STEEL TO MISS THE 20" Ø PIPE OPENING. ADD ADDITIONAL REINFORCING AS SHOWN. FOR DRAINAGE PIPE DETAILS, SEE SHEETS [67/78] THRU [69/78].

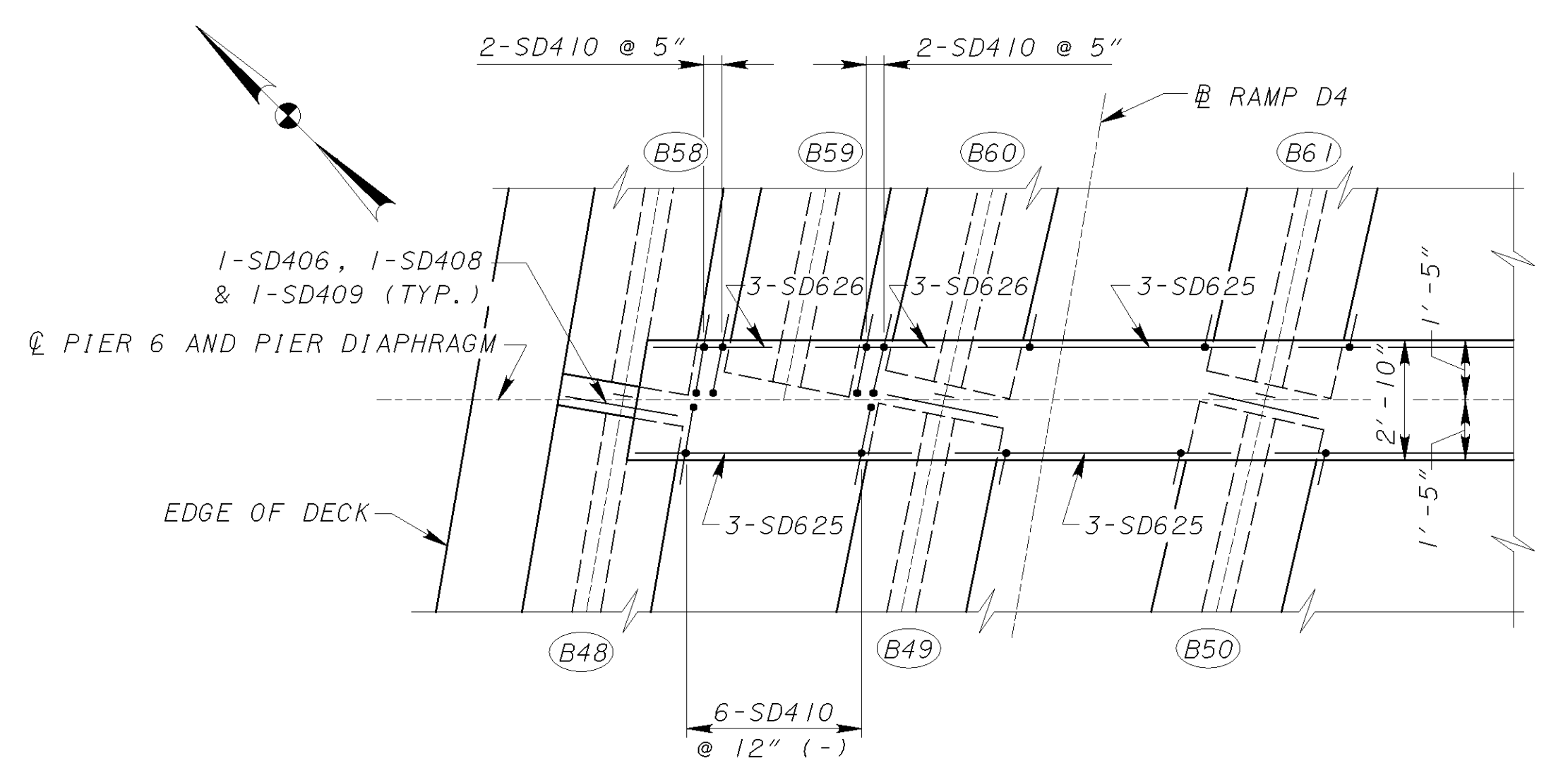
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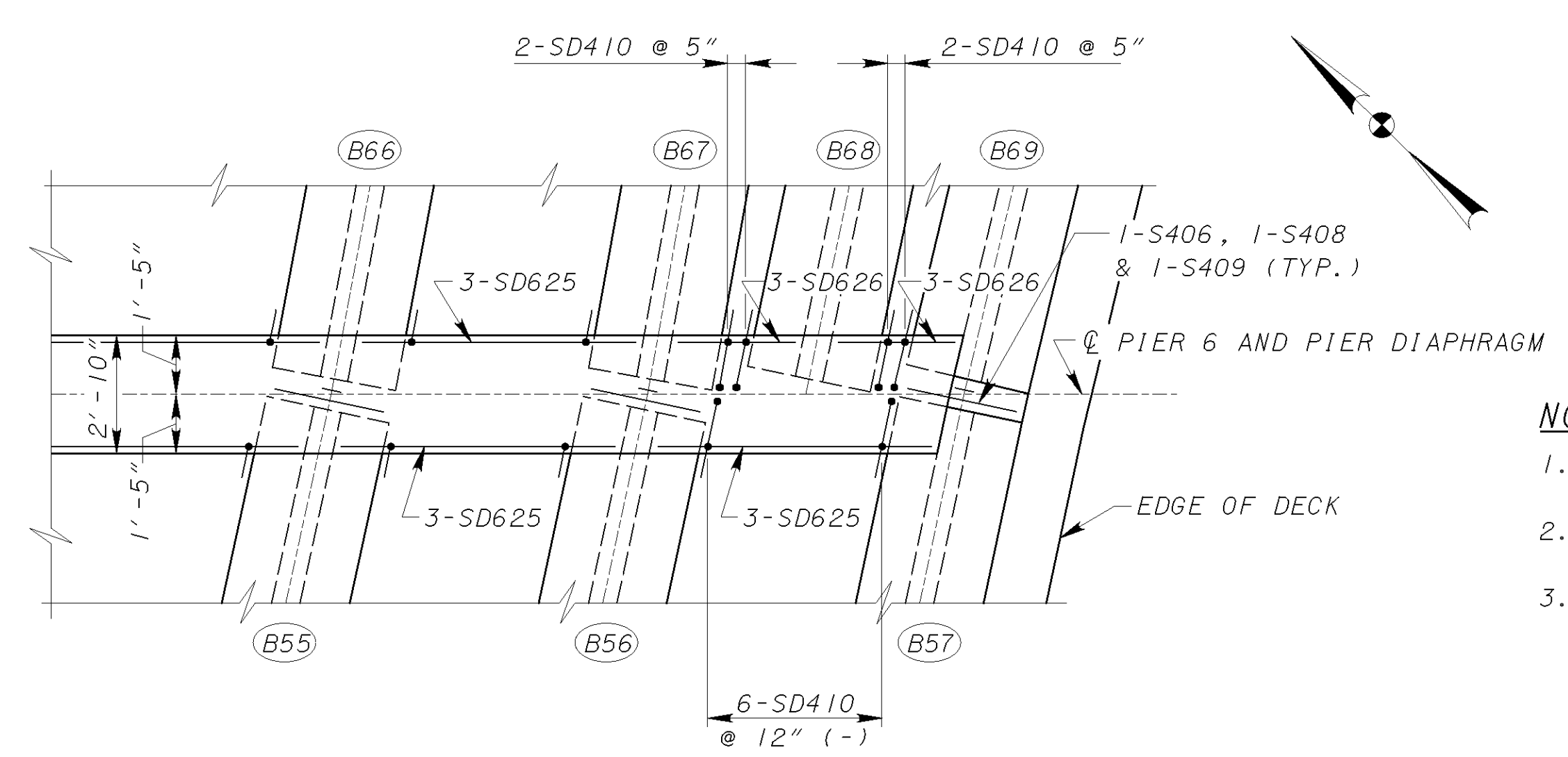
- NOTES:**
1. SECTIONS C-C AND D-D, SEE SHEET 42/78.
 2. FOR NOTES AND LEGEND, SEE SHEET 40/78.
 3. FOR LAP LENGTH TABLE, SEE SHEET 40/78.
 4. FIELD CUT OR ADJUST THE REINFORCING STEEL TO MISS THE 20" Ø PIPE OPENING. ADD ADDITIONAL REINFORCING AS SHOWN. FOR DRAINAGE PIPE DETAILS, SEE SHEETS 67/78 THRU 69/78.

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

DATE: 3/14/2007 FILE: g:\C:\04\0003\Bridges\RampeE2D4\compE2D4\detail0.dgn

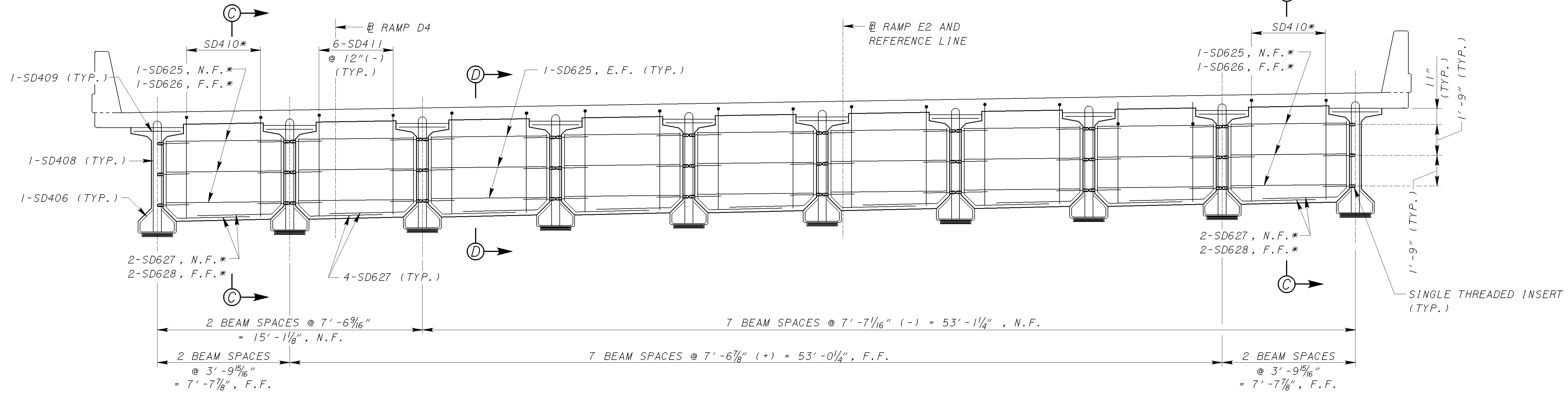


PARTIAL PLAN - PIER 6
 (SHOWING REINFORCING STEEL PLACEMENT)



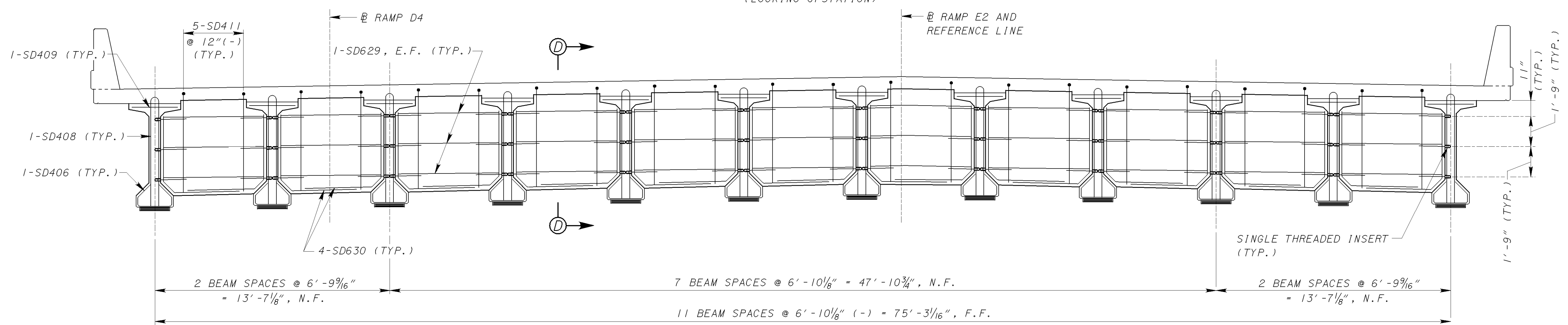
PARTIAL PLAN - PIER 6
 (SHOWING REINFORCING STEEL PLACEMENT)

- NOTES:**
1. SECTIONS C-C AND D-D, SEE SHEET 42/78.
 2. FOR NOTES AND LEGEND, SEE SHEET 40/78.
 3. FOR LAP LENGTH TABLE, SEE SHEET 40/78.



ELEVATION - PIER 6
 (LOOKING UPSTATION)

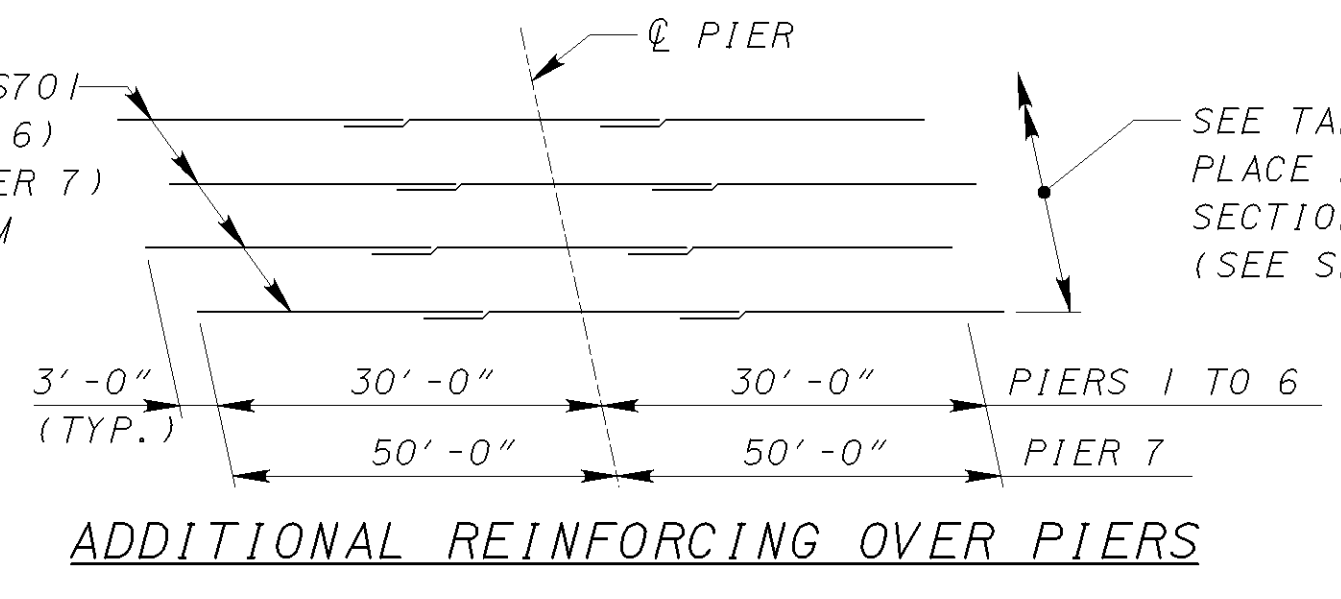
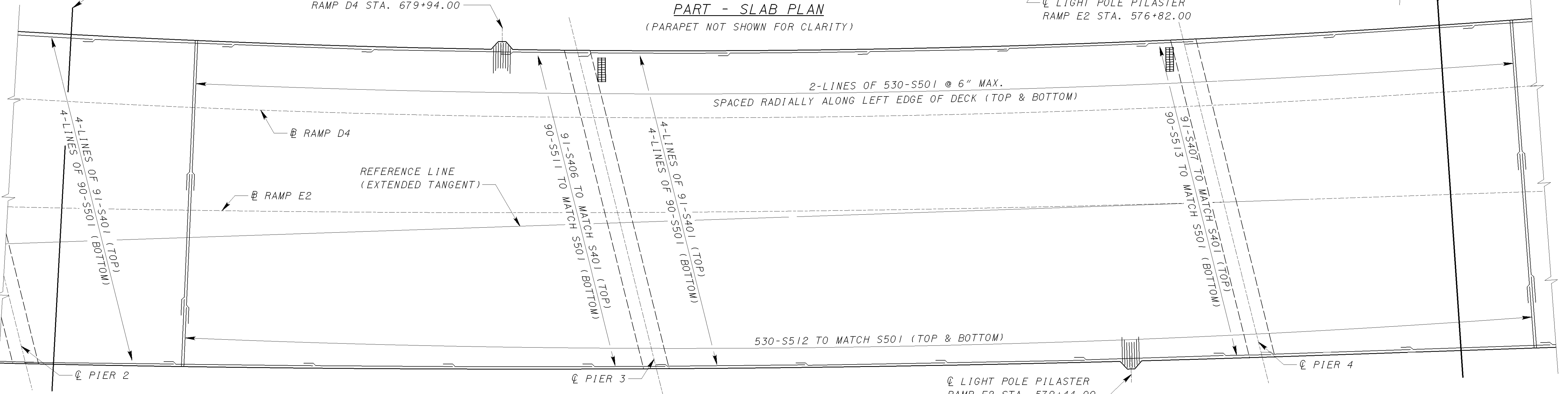
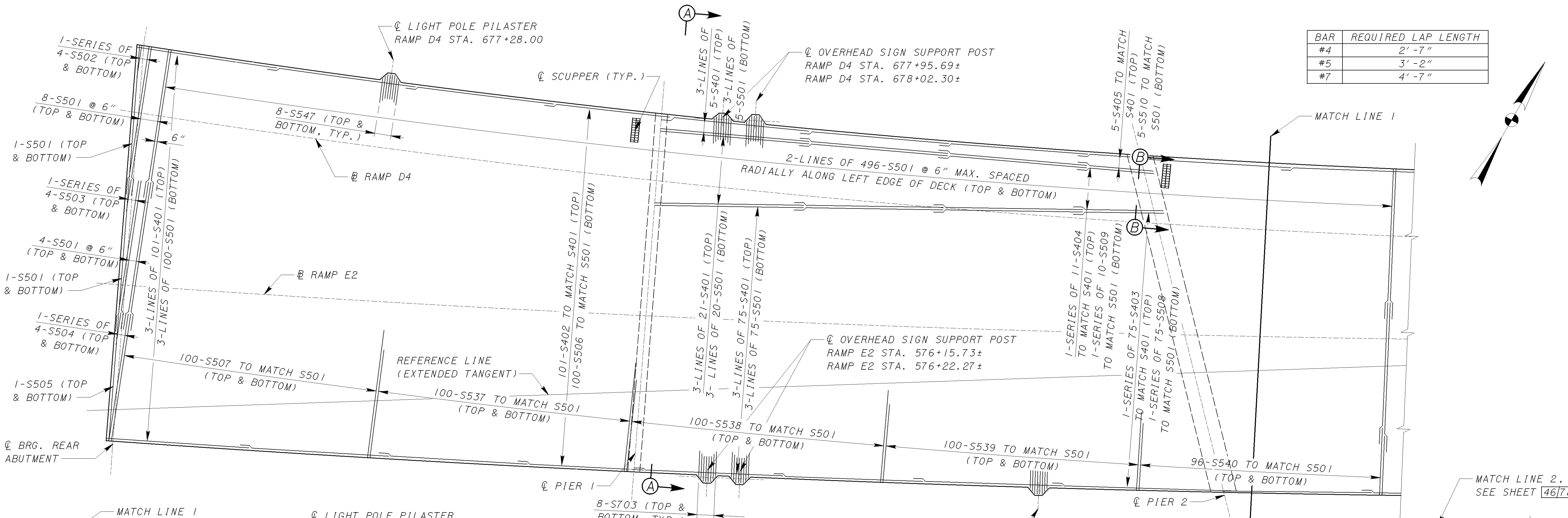
* - FOR PLACEMENT OF REINFORCING STEEL WITHIN VARIABLE SPACED DIAPHRAGMS, SEE PARTIAL PLAN - PIER 6



ELEVATION - PIER 7
 (LOOKING UPSTATION)

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE2D4\compE2D4\rdld.dgn

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



SEE TABLE AT RIGHT.
 PLACE AS SHOWN IN
 SECTIONS A-A AND B-B
 (SEE SHEET 48/78)

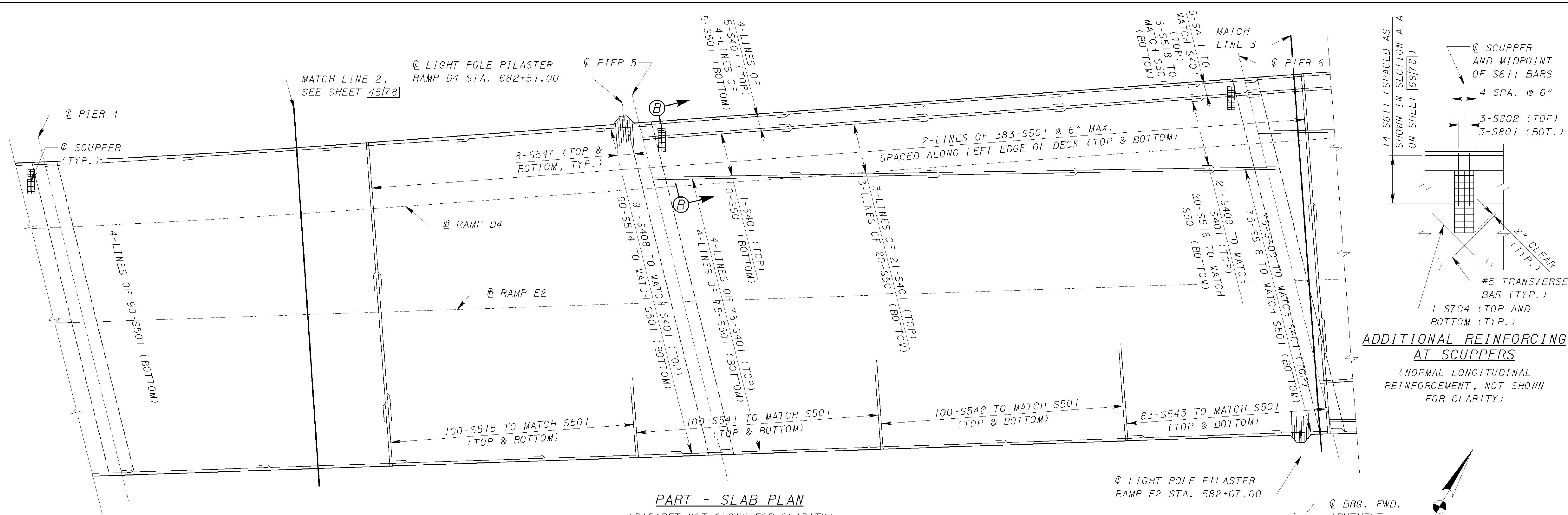
PIER	NO. OF LINES OF ADDITIONAL REINFORCING	
	TOP LAYER	BOTTOM LAYER
1	100	91
2	90	82
3	90	82
4	90	82
5	90	82
6	100	91
7	120	109

NOTES:

- FOR SECTION A-A, B-B AND LIGHT POLE PILASTER DETAILS, SEE SHEET 48/78.
- FOR PARAPET DETAILS, SEE SHEET 47/78.
- FOR REINFORCING STEEL LIST, SEE SHEET 77/78.
- FOR DECK POUR SEQUENCE, SEE SHEET 50/78.
- FOR OVERHEAD SIGN SUPPORT DETAILS, SEE SHEET 49/78.
- FOR DECK OVERHANG DETAIL, SEE SHEET 50/78.
- FOR DIAPHRAGM DETAILS, SEE SHEETS 40/78 THRU 44/78.
- REINFORCEMENT SHALL BE FIELD CUT AS REQUIRED TO CLEAR THE SCUPPERS. FOR SCUPPER DETAILS, SEE SHEET 46/78 AND 69/78.

DATE: 3/14/2007 FILE: g:\CL\04\0003\B1196\RampE2D4\YcmeE2D4dop01.dgn

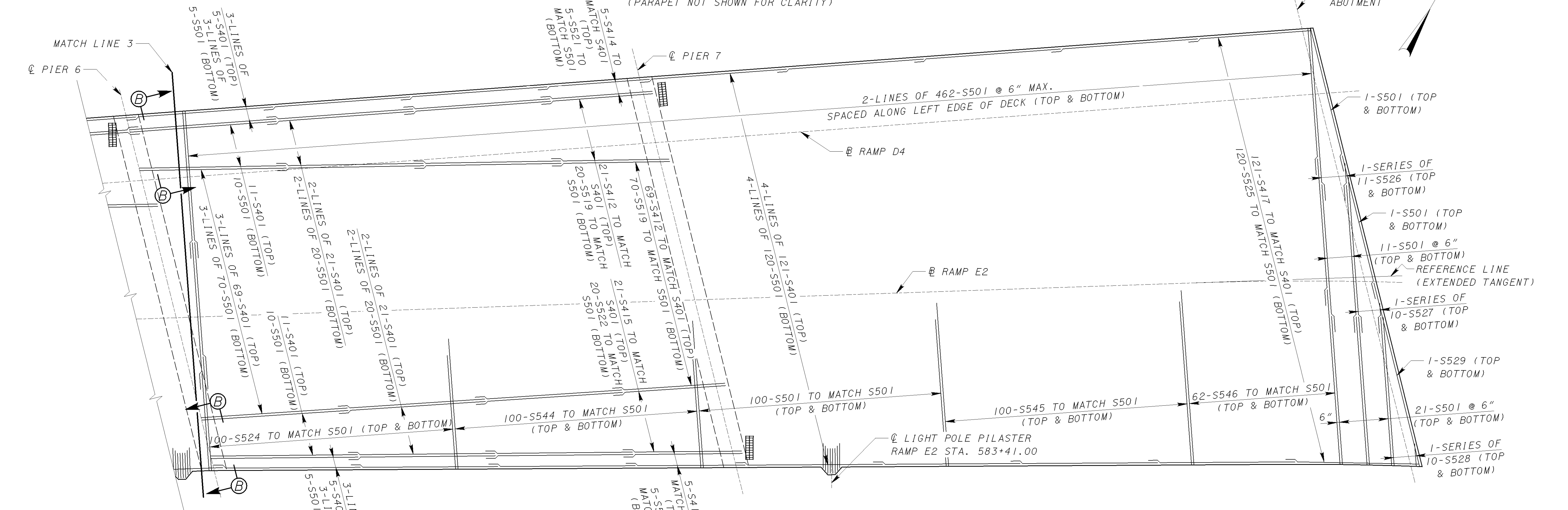
DATE: 3/15/2007 FILE: g:\CL\04\0003\B1\1966\RampE2D4\ymcE2D4p02.dgn



PART - SLAB PLAN

(PARAPET NOT SHOWN FOR CLARITY)

Q LIGHT POLE PILASTER
RAMP E2 STA. 582+07.00



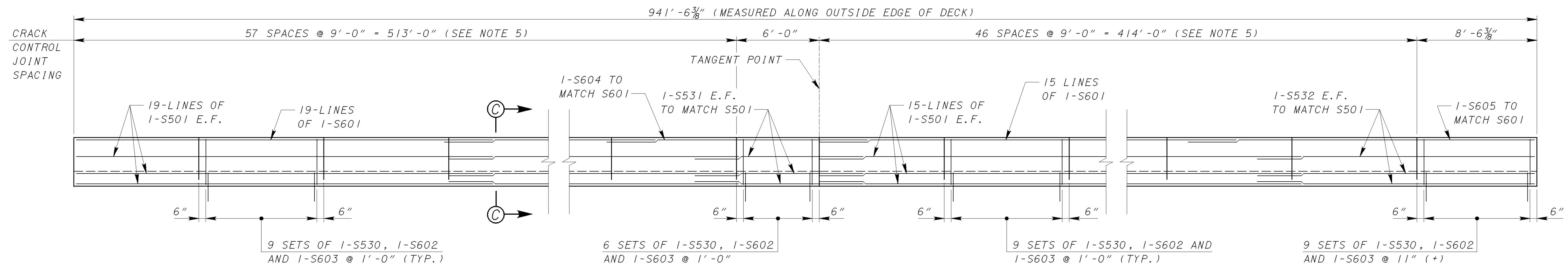
PART - SLAB PLAN

(PARAPET NOT SHOWN FOR CLARITY)

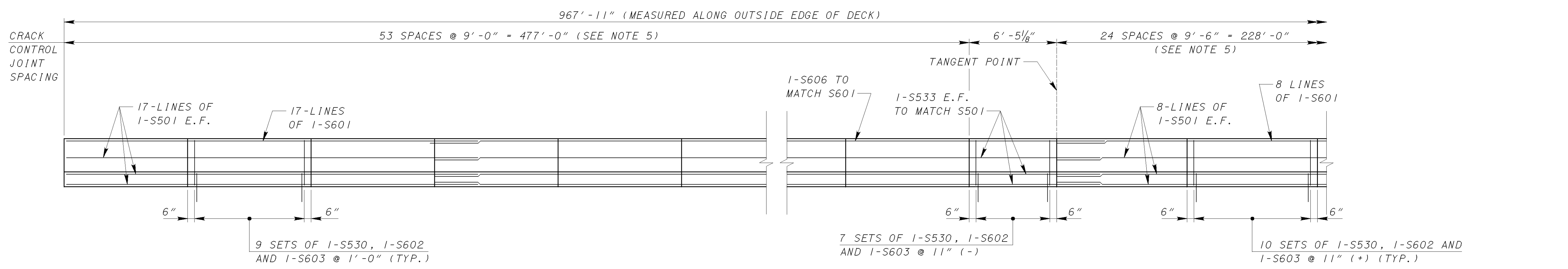
BAR	REQUIRED LAP LENGTH
#4	2' - 7"
#5	3' - 2"
#7	4' - 7"

NOTES:

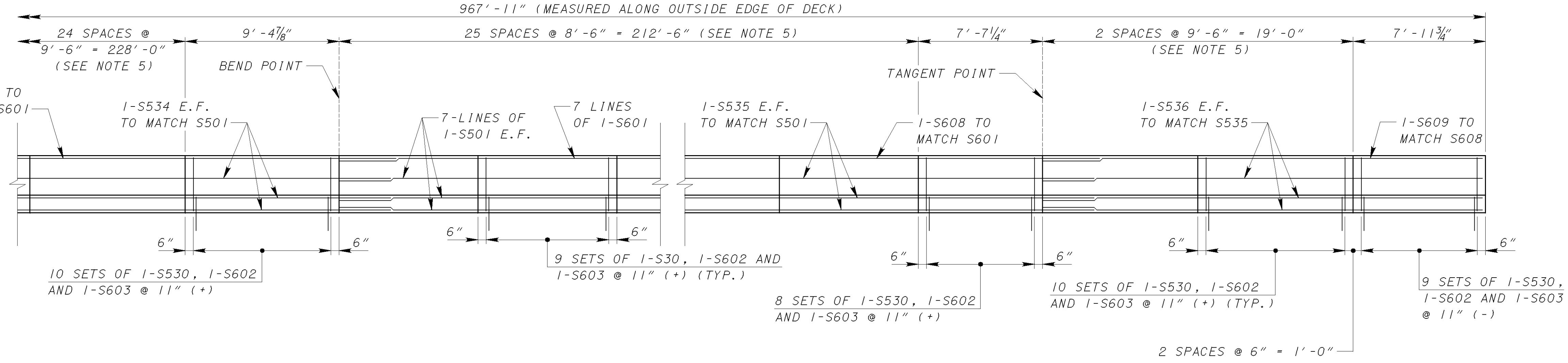
- FOR SECTION B-B, SEE SHEET 48/78.
- FOR NOTES, SEE SHEET 45/78.



LEFT PARAPET ELEVATION
 (LOOKING NORTH)



RIGHT PARAPET ELEVATION
 (LOOKING NORTH)

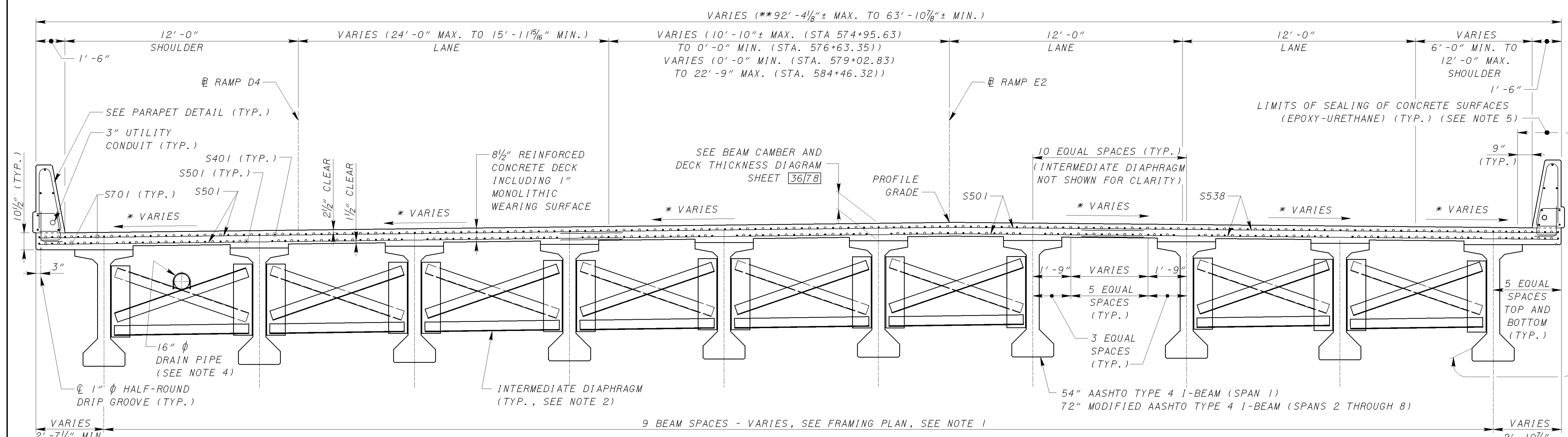


NOTES:

- FOR SLAB PLAN, SEE SHEET 45/78 AND SHEET 46/78.
- FOR SECTION C-C, SEE SHEET 48/78.
- FOR REINFORCING STEEL LIST, SEE SHEET 77/78.
- FOR ADDITIONAL PARAPET DETAILS AND NOTES, SEE ODOT DRAWING SBR-1-99.
- ADJUST CONTROL JOINT SPACING AT LOCATIONS OF LIGHT POLE PILASTERS TO ALLOW FOR ADEQUATE CLEARANCE BETWEEN PILASTER AND CONTROL JOINT. SEE SHEET 48/78 FOR LIGHT POLE PILASTER DETAILS. CONTROL JOINT SPACING SHOULD NOT EXCEED 10'-0".

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

DATE: 3/14/2007 FILE: g:\CL\04\0003\B1\lga\lmp\204\ymc\204\p03.dgn



SHOULDER

RAMP D4

RAMP E2

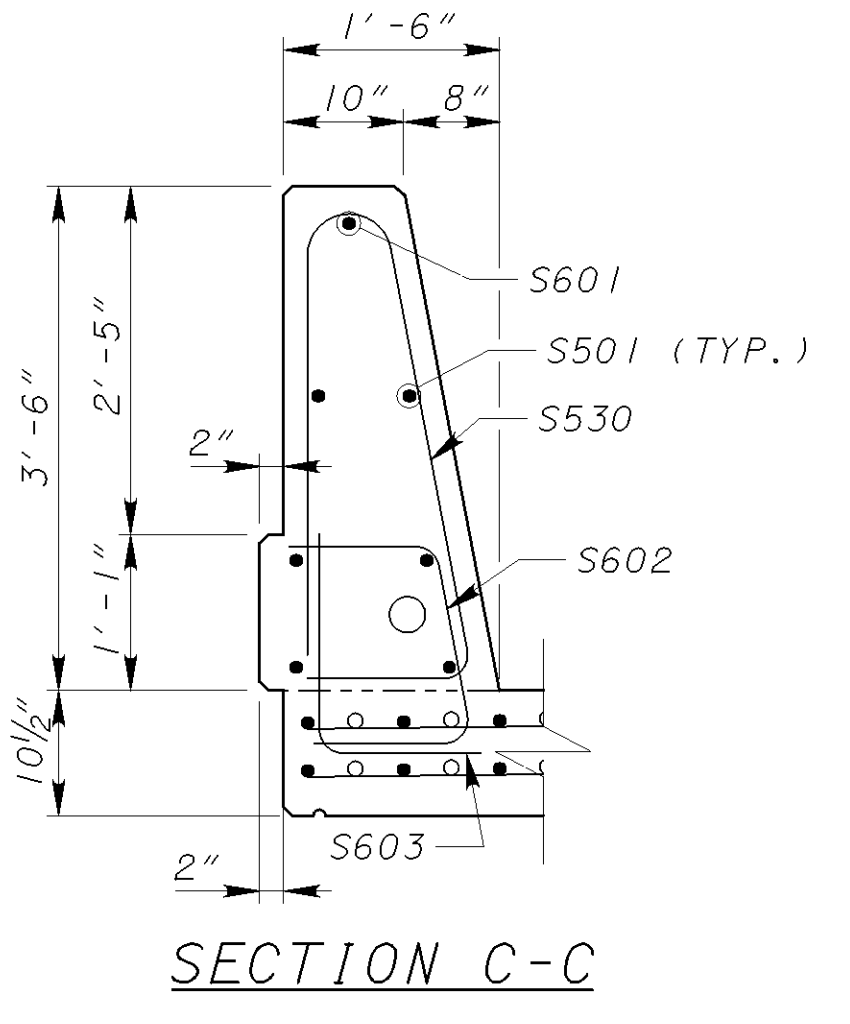
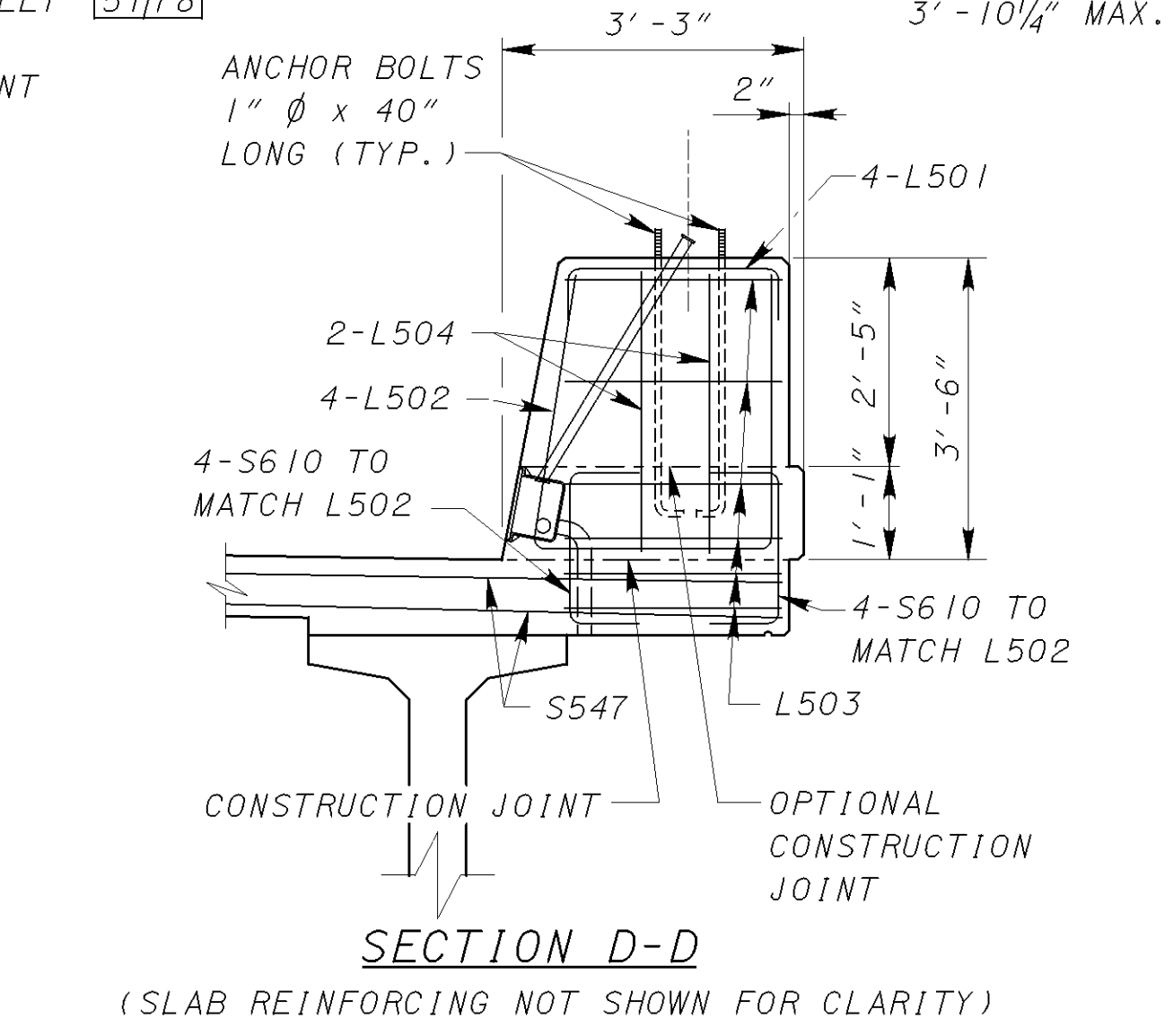
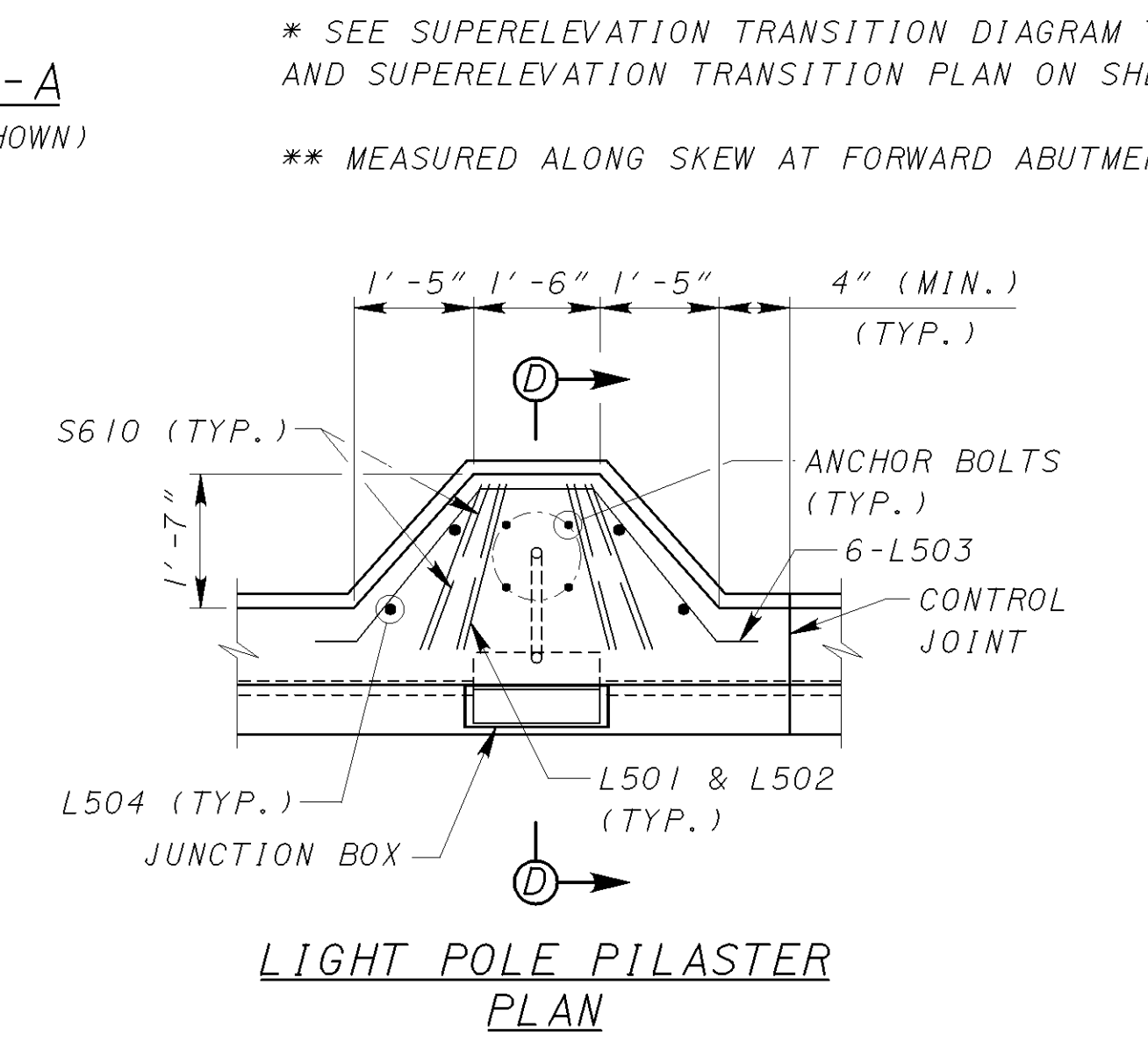
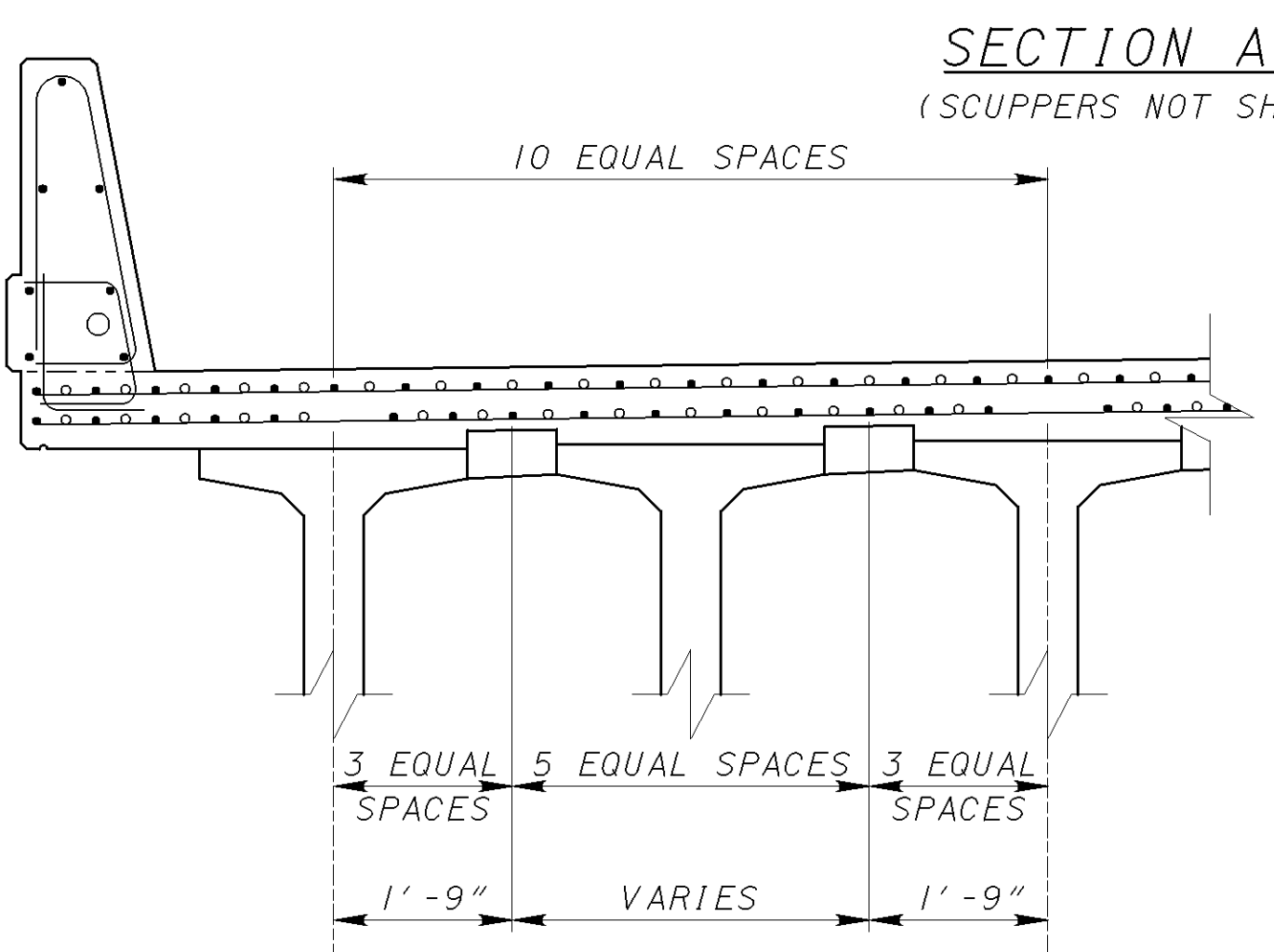
PROFILE GRADE

SHOULDER

LEFT FACE OF PARAPET

RIGHT FACE OF PARAPET

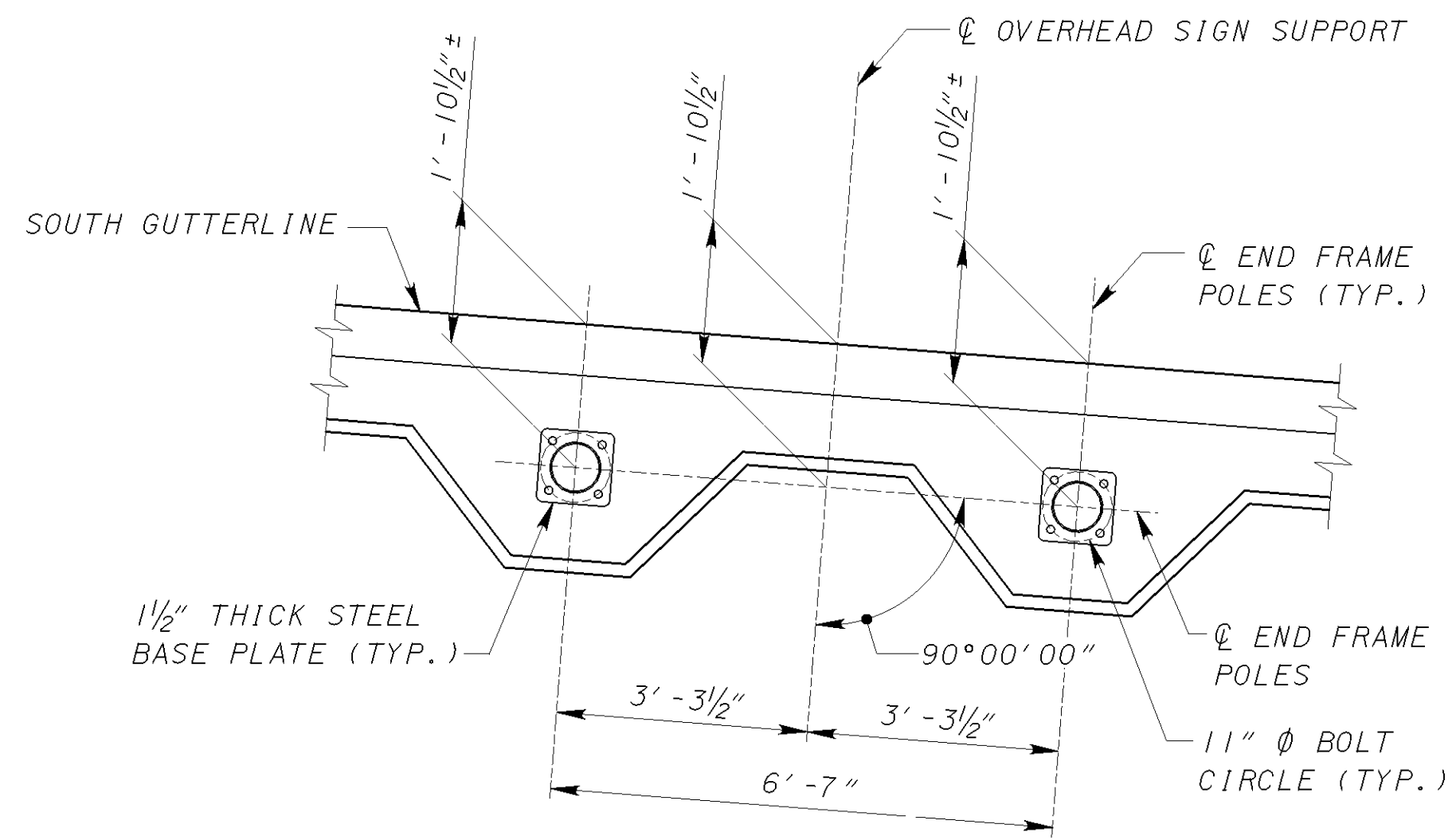
12'-0"	LANE	GORE	LANE	LANE	VARIES
VARIES	VARIES	VARIES	12'-0"	12'-0"	6'-0" MIN. TO 12'-0" MAX.
16'-0" TO 24'-0"	0'-0" TO 22'-9"				
0.016	0.016	0.016	*** VARIES	*** VARIES	*** VARIES
STA. 584+15.39 TO STA. 584+75.00					
0.016	0.016	0.016	0.030	0.030	0.030
STA. 584+15.39					
0.016	0.016	0.016	LEVEL	LEVEL	LEVEL
STA. 582+82.19					
0.016	0.016	0.016	0.016	0.016	0.016
STA. 580+31.76 TO 582+11.15					
0.035	0.035	0.035	0.035	0.035	0.035
STA. 574+75.00 TO STA. 579+47.40					



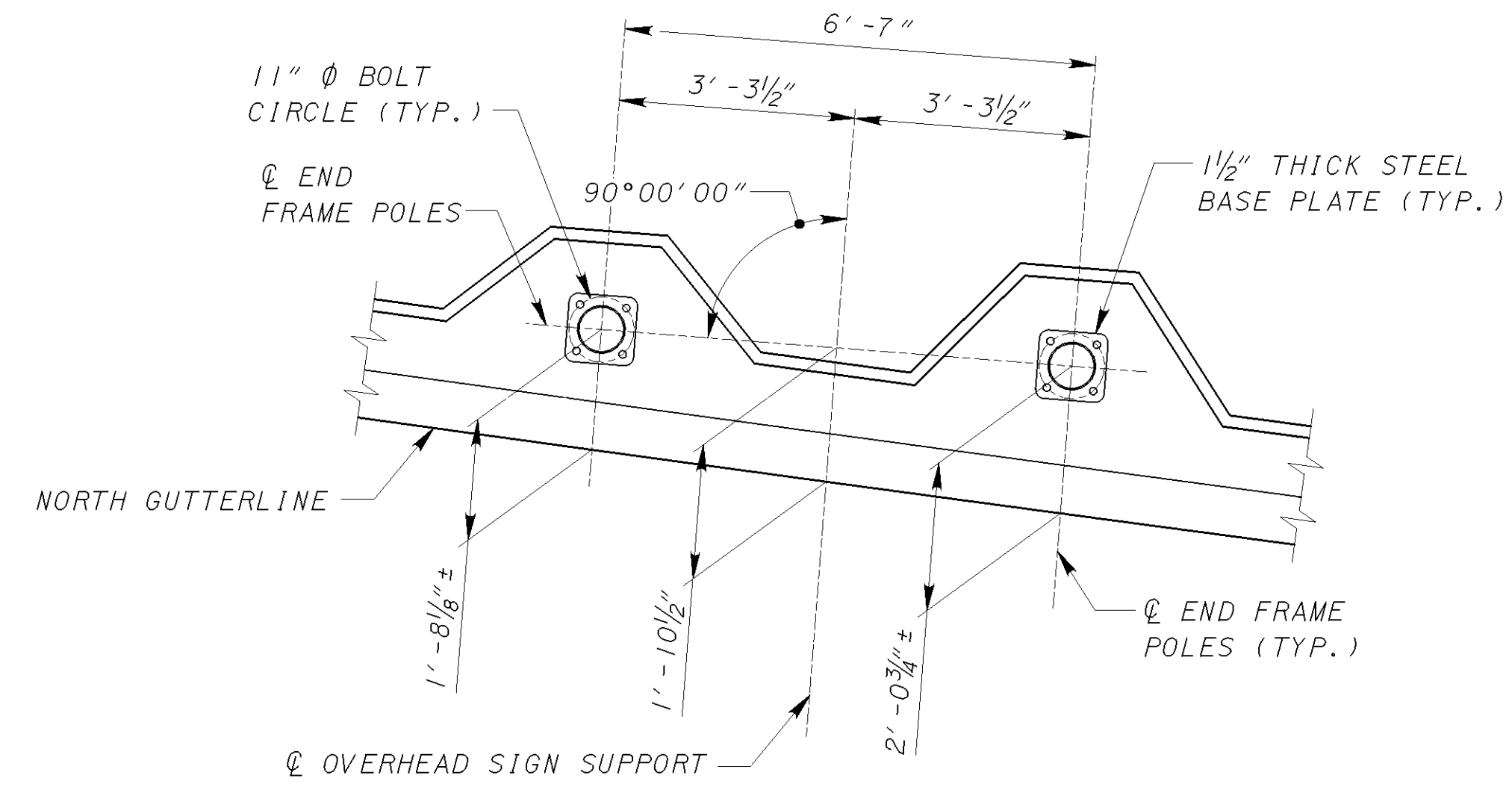
- NOTES:**
- FOR FRAMING PLAN SEE SHEET [29/78] AND [30/78].
 - INTERMEDIATE DIAPHRAGMS SHALL BE GALVANIZED STEEL. FOR DETAILS, SEE GENERAL NOTES [4/78] AND ODOT STANDARD DRAWING PSID-1-99.
 - FOR ADDITIONAL NOTES, SEE SHEET [45/78].
 - FOR HORIZONTAL DRAIN PIPE LAYOUT, SEE FRAMING PLAN, SHEETS [29/78] AND [30/78]. FOR DRAINAGE DETAILS, SEE SHEET [67/78] THRU [69/78].

SUPERELEVATION TRANSITION DIAGRAM
 *** FINISH SUPERELEVATION TRANSITION OFF BRIDGE AT STA. 585+48.59 @ 6.00%

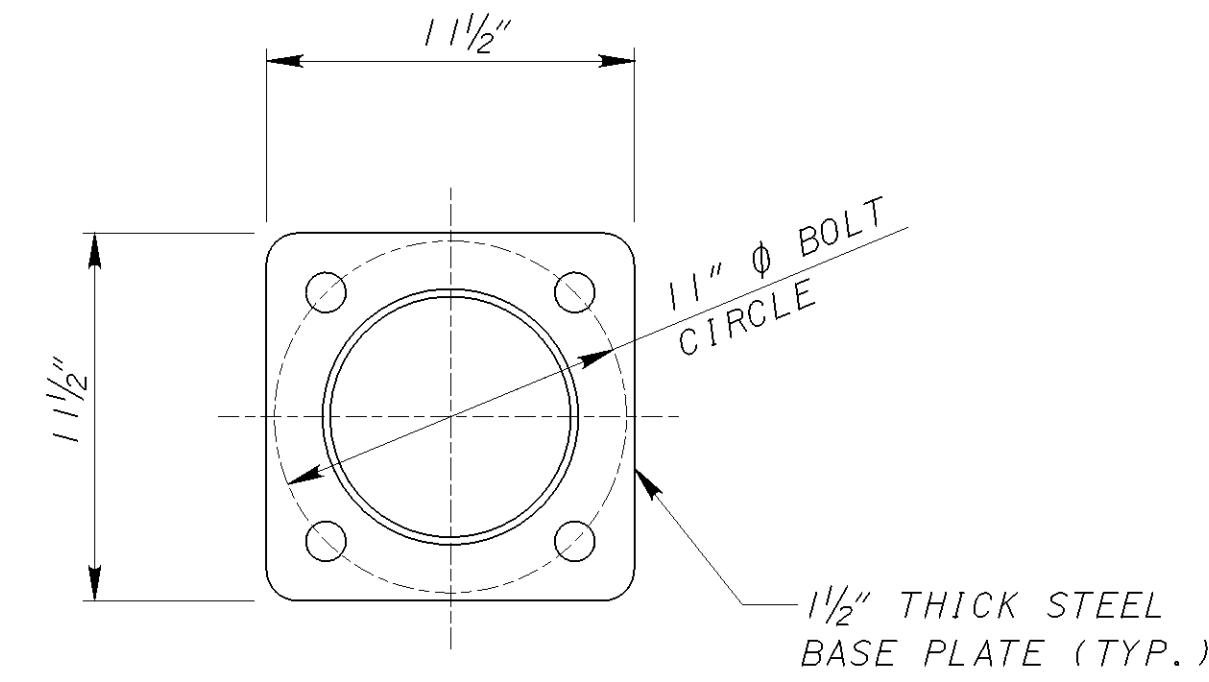
DATE: 3/14/2007 FILE: g:\CL\04\0003\B1\1966\RampE2D4\ymcE2D4+s01.dgn



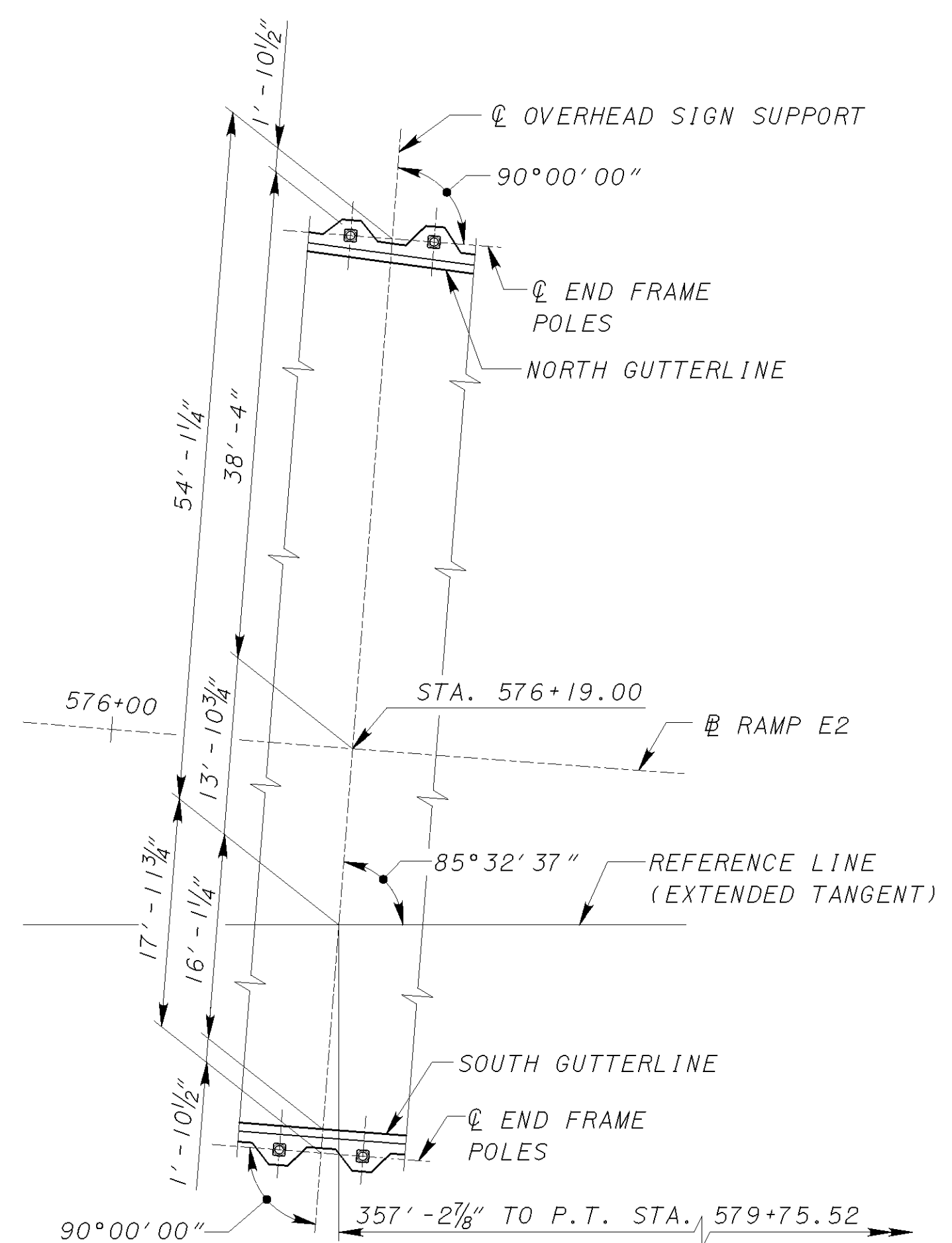
PART PLAN AT SOUTH PARAPET



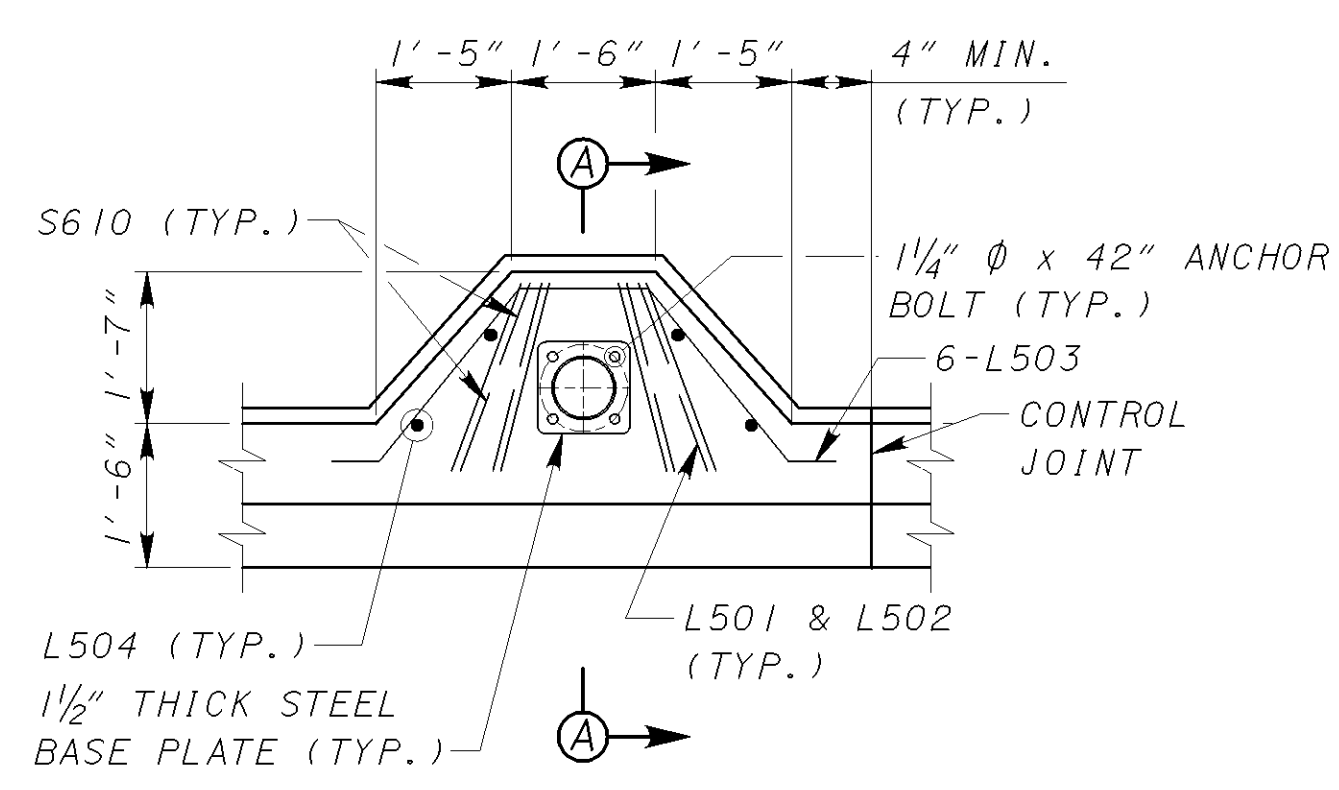
PART PLAN AT NORTH PARAPET



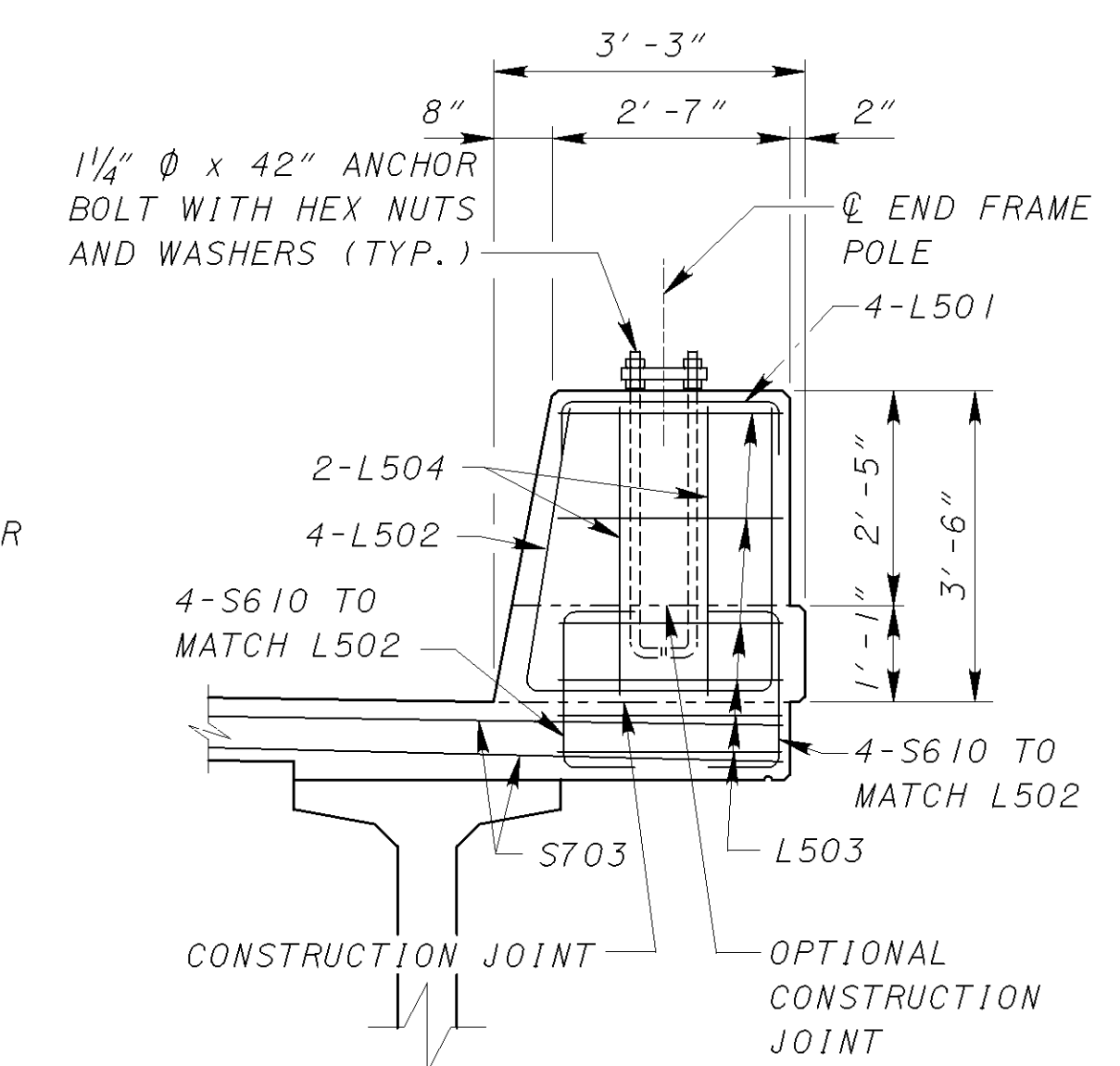
BASE PLATE DETAIL



OVERHEAD SIGN SUPPORT LAYOUT



SIGN POST PILASTER PLAN



SECTION A-A

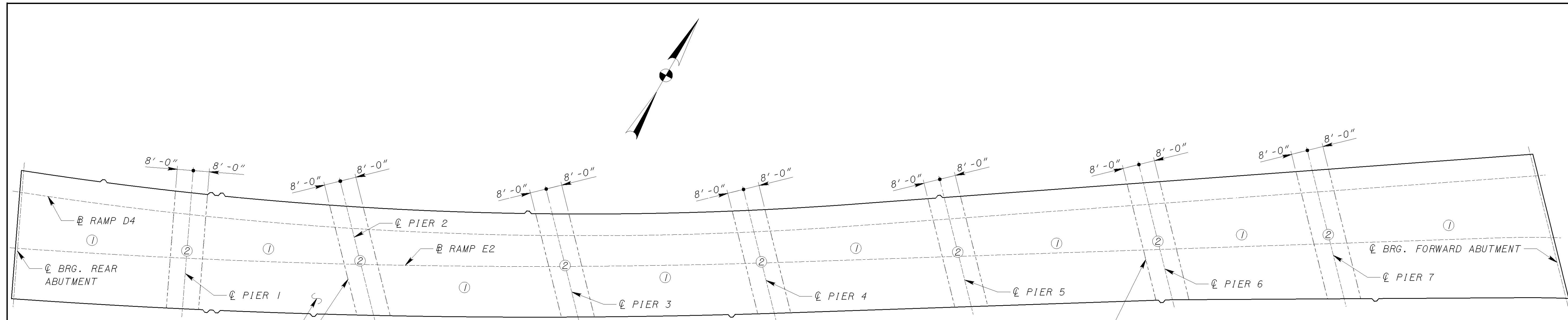
(NORMAL SLAB REINFORCING NOT SHOWN FOR CLARITY)

NOTES:

- FOR ADDITIONAL OVERHEAD SIGN SUPPORT DETAILS, SEE ODOT STANDARD DRAWING TC-7.65

DATE: 3/14/2007 FILE: g:\c\04\0003\B11966\TempE204\ymcE204dpo05.dgn

DESIGNED	MLR	CHECKED	JDH
DRAWN	JLV	REVISED	
REVIEWED	RER	STRUCTURE FILE NUMBER	5708397
DATE	12/16/05		



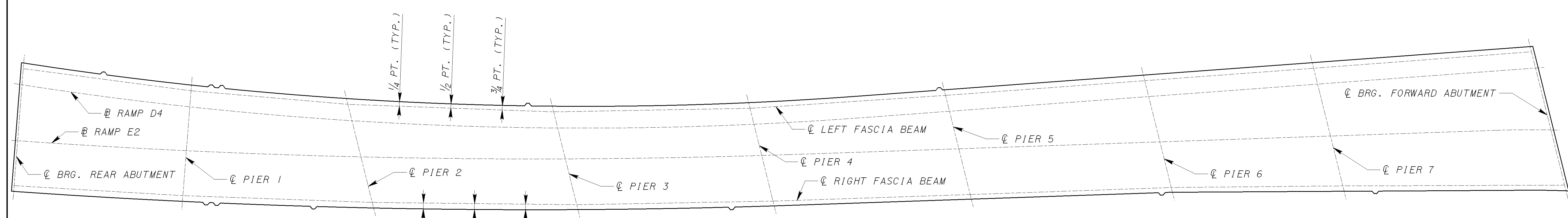
DECK POUR ① IN SPAN 2 MUST BE CAST PRIOR TO DECK POUR ① IN SPAN 1 (SEE NOTE 3h ON SHEET 39778)

SEAL WITH A 2'-0" WIDE STRIP OF HIGH MOLECULAR WEIGHT METHACRYLATE RESIN ACCORDING TO 511.22 (TYP.)

DECK POURING SEQUENCE
 (SCUPPERS NOT SHOWN)

- ① POUR 1 - DECK POUR TO BE COMPLETED FIRST.
- ② POUR 2 - DECK AND PIER DIAPHRAGM POUR TO BE PLACED MONOLITHICALLY AFTER ADJACENT DECK POURS.

DECK POUR CONSTRUCTION JOINT WITH KEYWAY (TYP.)



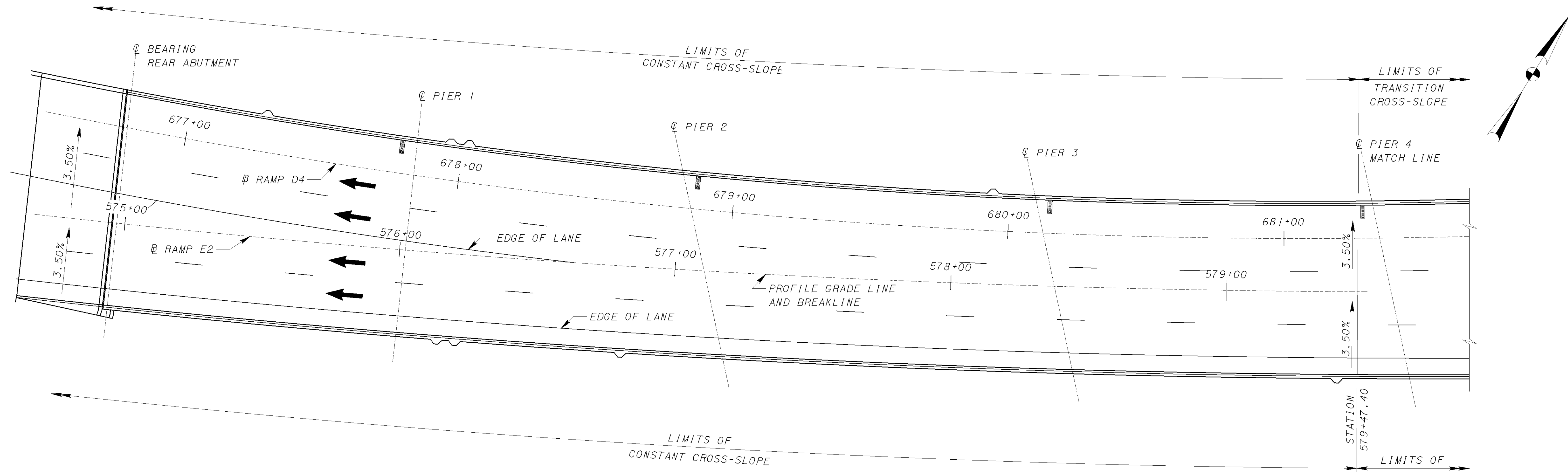
DECK OVERHANG DETAILS
 (SCUPPERS NOT SHOWN)

	CL BRG. REAR ABUTMENT	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 1	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 2	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 3	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 4
LEFT	3'-6"	3'-0 ⁹ / ₁₆ "	2'-10 ³ / ₄ "	3'-0 ⁹ / ₁₆ "	3'-6"	3'-1 ⁵ / ₁₆ "	2'-11 ¹ / ₁₆ "	3'-1 ⁵ / ₁₆ "	3'-6"	2'-9 ¹⁵ / ₁₆ "	2'-7 ¹ / ₄ "	2'-9 ¹⁵ / ₁₆ "	3'-6"	2'-10 ¹ / ₁₆ "	2'-8 ³ / ₁₆ "	2'-10 ¹ / ₁₆ "	3'-6"
RIGHT	3'-6 ¹⁵ / ₁₆ "	3'-9 ¹ / ₂ "	3'-10 ⁵ / ₁₆ "	3'-9 ⁵ / ₁₆ "	3'-6 ¹ / ₂ "	3'-9 ⁵ / ₈ "	3'-10 ¹ / ₂ "	3'-9 ¹ / ₈ "	3'-5 ¹ / ₂ "	3'-8 ³ / ₁₆ "	3'-8 ¹ / ₄ "	3'-5 ³ / ₄ "	3'-0 ⁹ / ₁₆ "	3'-3 ¹⁵ / ₁₆ "	3'-4 ⁷ / ₈ "	3'-3 ⁷ / ₁₆ "	2'-11 ⁹ / ₁₆ "

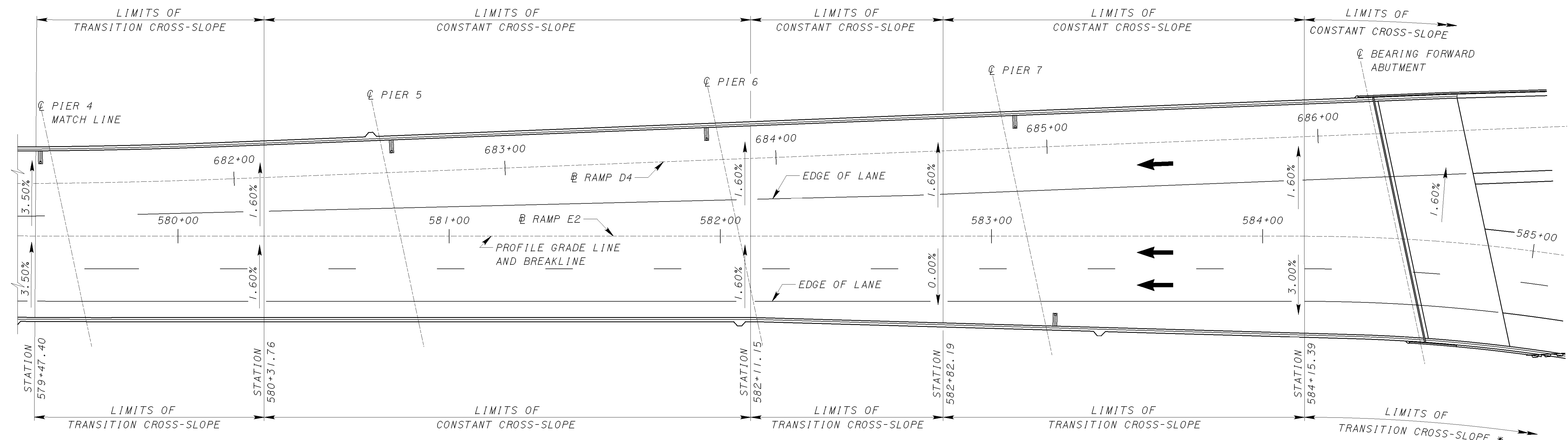
	CL PIER 4	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 5	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 6	1/4 PT.	1/2 PT.	3/4 PT.	CL PIER 7	1/4 PT.	1/2 PT.	3/4 PT.	CL BRG. FORWARD ABUTMENT
LEFT	3'-6"	3'-0 ¹³ / ₁₆ "	3'-0 ⁷ / ₁₆ "	3'-3 ³ / ₁₆ "	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-6"	3'-5 ³ / ₁₆ "	3'-4 ⁹ / ₁₆ "	3'-3 ¹ / ₂ "	3'-2 ¹ / ₁₆ "
RIGHT	2'-11 ⁹ / ₁₆ "	2'-11 ¹ / ₂ "	2'-11 ⁵ / ₁₆ "	2'-11 ¹ / ₈ "	2'-10 ¹⁵ / ₁₆ "	2'-11 ¹ / ₈ "	2'-11 ⁵ / ₁₆ "	2'-11 ¹ / ₂ "	2'-11 ¹ / ₁₆ "	3'-0 ⁷ / ₈ "	3'-2 ¹ / ₁₆ "	3'-3 ¹ / ₄ "	3'-4 ⁷ / ₁₆ "	3'-3 ³ / ₈ "	3'-2 ³ / ₈ "	3'-1 ⁵ / ₁₆ "	3'-6"

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

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE2D4\c:\p\c\204\p\04.dgn



PARTIAL SUPERELEVATION TRANSITION PLAN
(SPANS 1 THRU 4)



PARTIAL SUPERELEVATION TRANSITION PLAN
(SPANS 5 THRU 8)

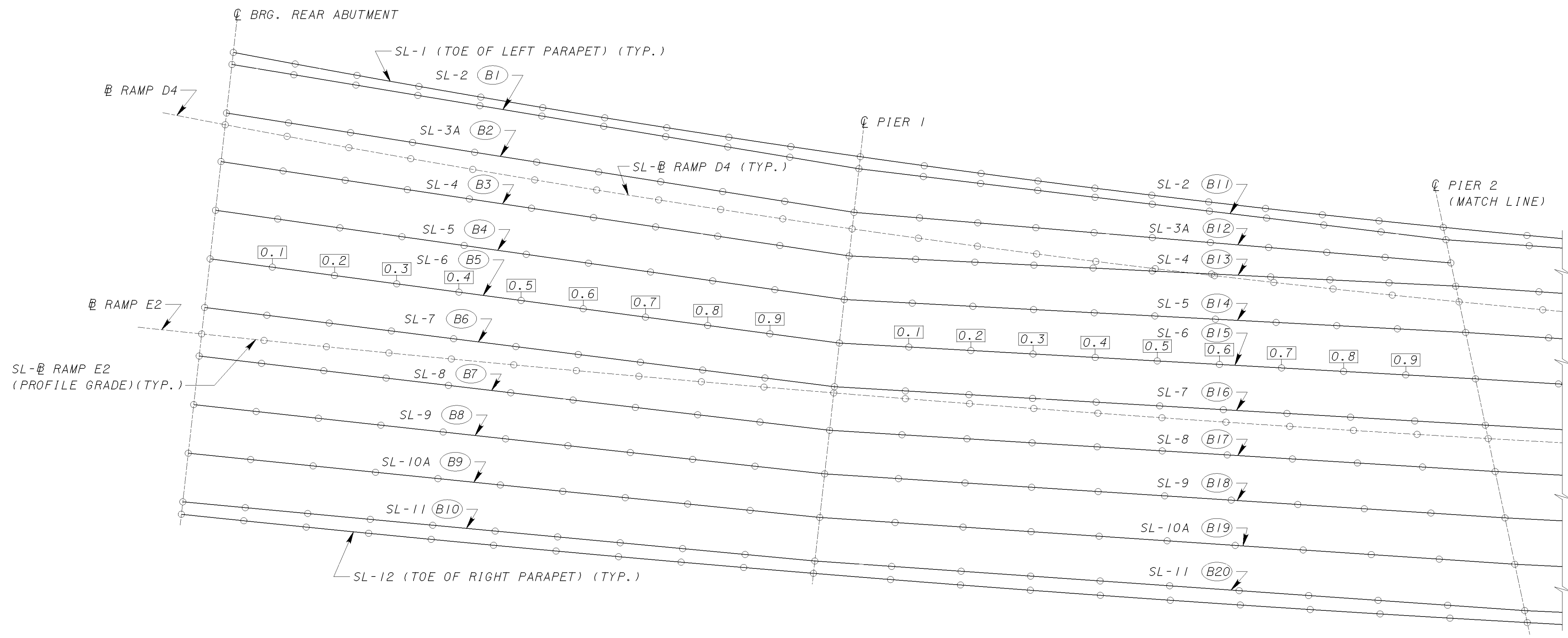
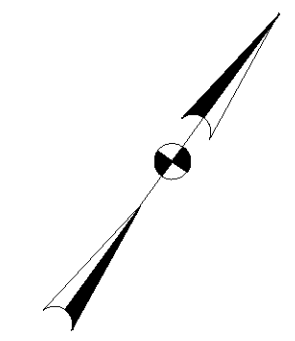
LEGEND:
X.XX% → - INDICATES SLOPE IN DIRECTION SHOWN

NOTES:
1. FOR CROSS-SLOPE TRANSITION DETAILS, SEE SHEET 48/78.
2. ALL SLOPES SHOWN ARE NORMAL TO AND TRANSITION ABOUT RAMP E2.

* - SUPERELEVATION TRANSITION OFF OF BRIDGE, STA. 585+48.59 @ 6.00%

DATE: 3/14/2007 FILE: g:\CL\04\0003\B1\eggs\RampE2D4\compE2D4.dwg

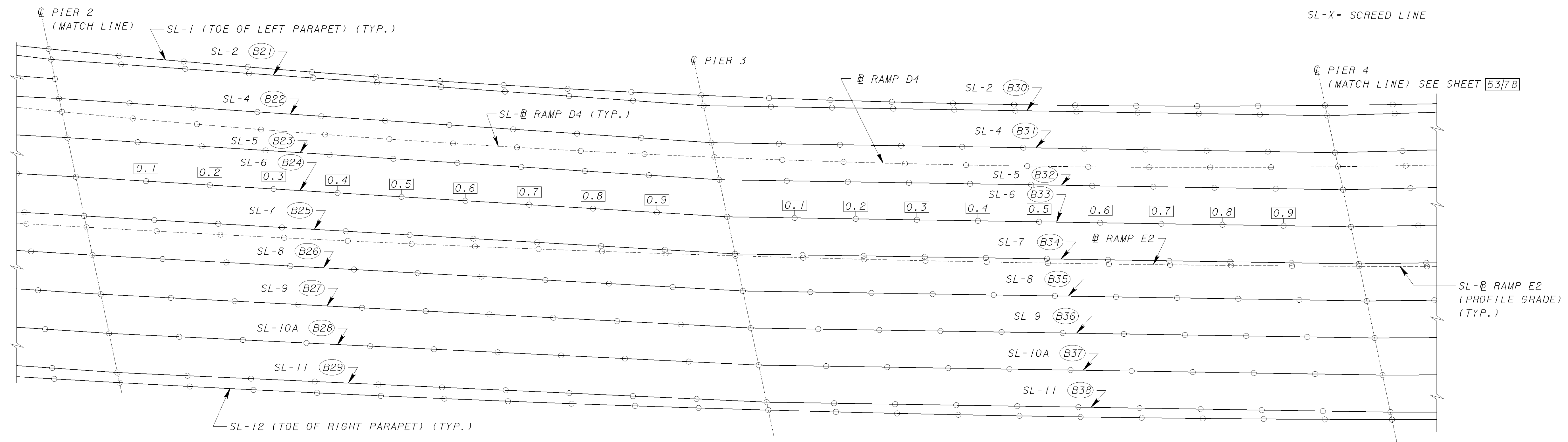
 DESIGN AGENCY 55 PUBLIC SQUARE, SUITE 1800 CLEVELAND, OHIO 44135-9601	DATE 12/16/05
	REVIEWED RER STRUCTURE FILE NUMBER 5708397
DRAWN BTA	REVISED GHD
DESIGNED BTA CHECKED GHD	
SUPERELEVATION TRANSITION PLAN BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD	
MOT-75-13.11 PID 75927	
51/78 1567 1811	



PARTIAL SCREED LINES LAYOUT
 (SPAN 1 AND SPAN 2)

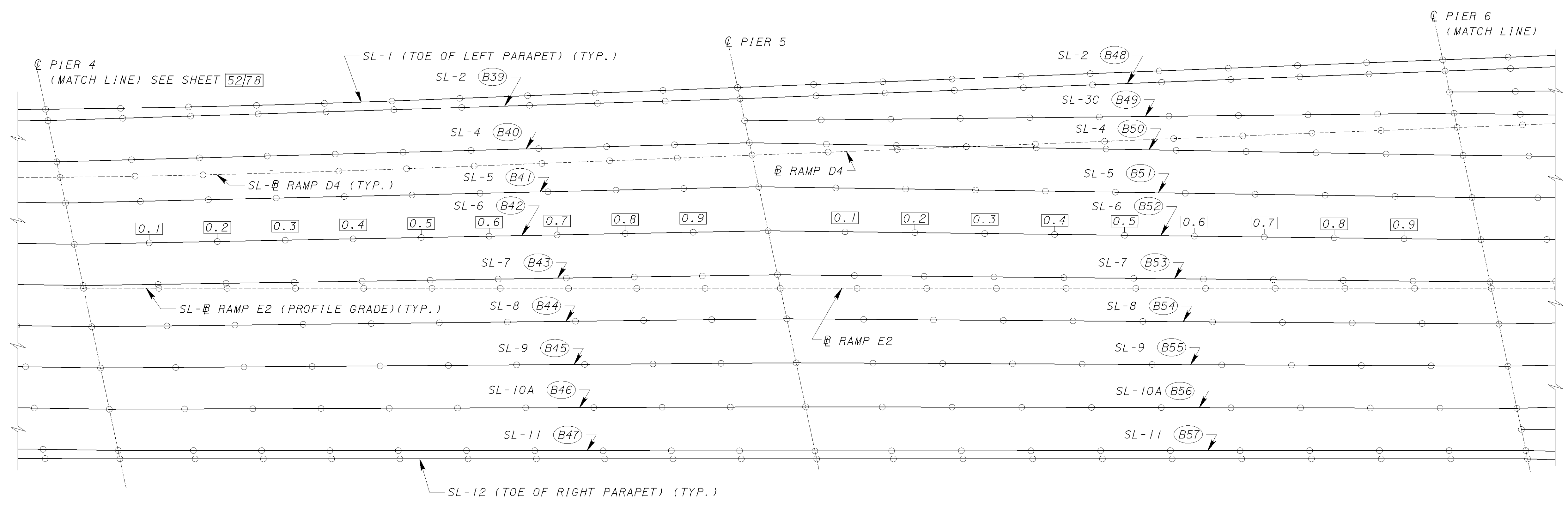
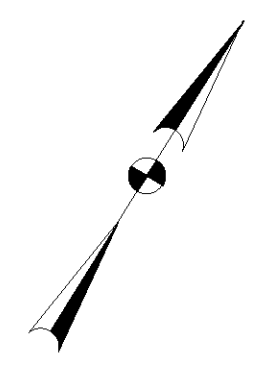
- NOTES:**
1. FOR SCREED LINE LAYOUT PLANS, SPANS 5 THRU 8, SEE SHEET 5378.
 2. FOR SCREED ELEVATIONS, REFER TO SHEETS 5578 TO 6278.
 3. FOR TYPICAL SCREED LINE LOCATION SECTIONS AND ADDITIONAL NOTES, SEE SHEET 5478.

- LEGEND:**
- (BXX) = BEAM NUMBER
 - 0.X = 10th POINT ALONG SPAN
 - = SCREED POINT LOCATION
 - SL-X = SCREED LINE

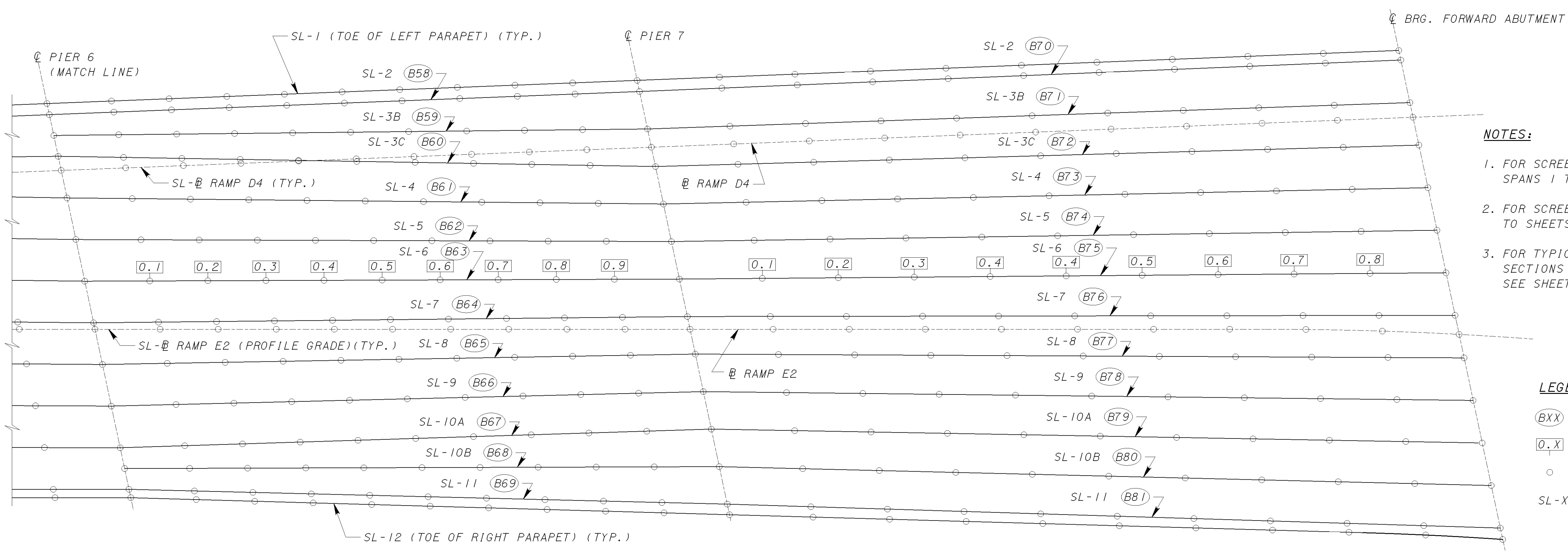


PARTIAL SCREED LINES LAYOUT
 (SPAN 3 AND SPAN 4)

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE2D4\ymcE2D4.dgn



PARTIAL SCREED LINES LAYOUT
 (SPAN 5 AND SPAN 6)



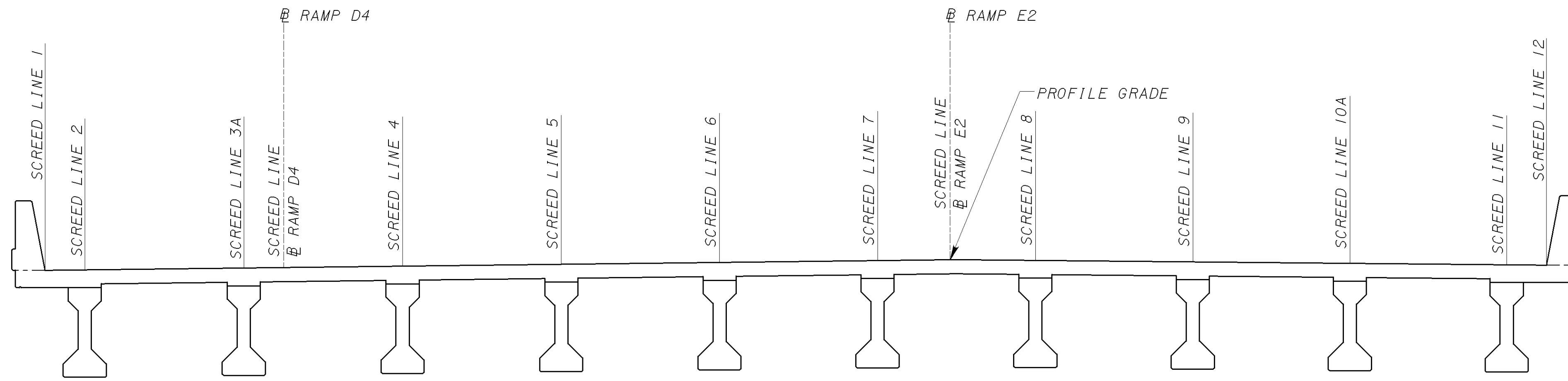
PARTIAL SCREED LINES LAYOUT
 (SPAN 7 AND SPAN 8)

- NOTES:**
1. FOR SCREED LINE LAYOUT PLANS, SPANS 1 THRU 4, SEE SHEET 52/78.
 2. FOR SCREED ELEVATIONS, REFER TO SHEETS 55/78 TO 62/78.
 3. FOR TYPICAL SCREED LINE LOCATION SECTIONS AND ADDITIONAL NOTES, SEE SHEET 54/78.

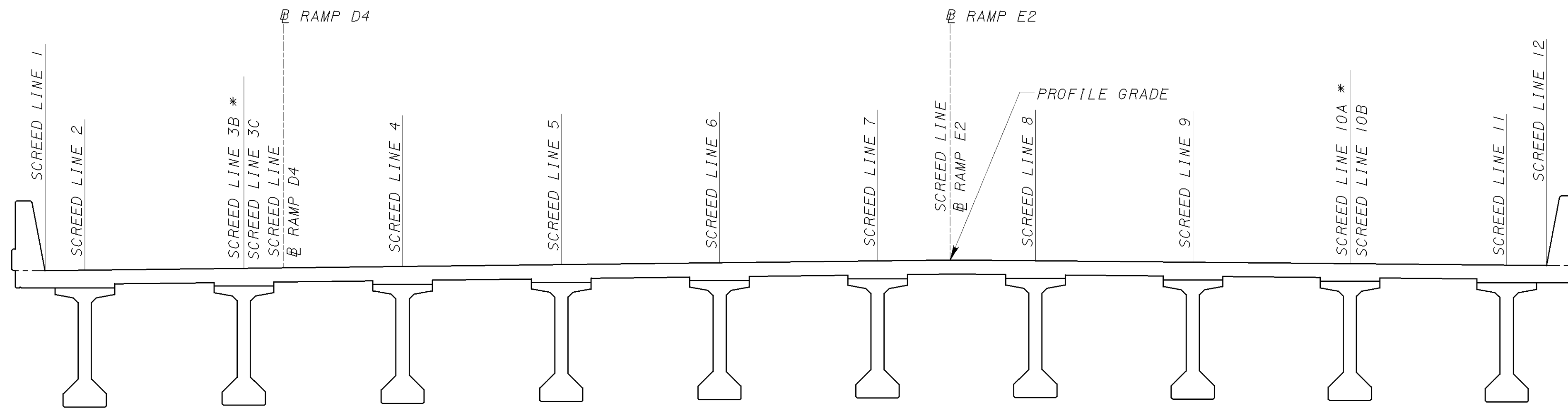
- LEGEND:**
- (BXX) = BEAM NUMBER
 - 0.X = 10th POINT ALONG SPAN
 - o = SCREED POINT LOCATION
 - SL-X = SCREED LINE

DATE: 3/14/2007 FILE: g:\CL04\0003\Bridges\RampE2D4\ymcE2D4.dwg

DATE: 3/14/2007 FILE: g:\CL\04\0003\Bridg\TempE204\YcmE204ed22.dgn



SCREED LINE LOCATIONS - SPAN 1
(LOOKING UPSTATION)



* FOR SCREED LINE LOCATIONS OVER
ADDITIONAL BEAMS IN SPANS NOT SHOWN,
SEE SCREED LINE LAYOUT [52/78] AND [53/78].

SCREED LINE LOCATIONS - SPAN 2 - 8
(LOOKING UPSTATION, SPAN 6 SHOWN)

NOTES:

1. SCREED ELEVATIONS SHOWN ARE FOR THE DECK SLAB SURFACE PRIOR TO CONCRETE PLACEMENT. ALLOWANCE HAS BEEN MADE FOR ANTICIPATED CALCULATED DEAD LOAD DEFLECTIONS.
2. FOR SCREED LINE LAYOUT PLANS, SEE SHEETS [52/78] AND [53/78].
3. FOR SCREED ELEVATIONS, REFER TO SHEETS [55/78] TO [62/78].

SCREED ELEVATIONS - 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	0.04	0.09	0.12	0.14	0.15	0.14	0.12	0.08	0.04	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	574+97.36	575+07.84	575+18.31	575+28.78	575+39.24	575+49.71	575+60.17	575+70.63	575+81.08	575+91.54	576+03.21
	FINAL DECK ELEVATION	762.89	763.07	763.26	763.44	763.63	763.81	763.99	764.17	764.35	764.53	764.73
	SCREED ELEVATION	762.89	763.11	763.35	763.56	763.77	763.96	764.13	764.29	764.43	764.57	764.73
SCREED LINE 2 BEAM B1	STATION	574+97.34	575+07.82	575+18.29	575+28.76	575+39.22	575+49.68	575+60.14	575+70.59	575+81.04	575+91.49	576+03.15
	FINAL DECK ELEVATION	762.96	763.14	763.31	763.49	763.68	763.86	764.04	764.22	764.41	764.59	764.80
	SCREED ELEVATION	762.96	763.18	763.40	763.61	763.82	764.01	764.18	764.34	764.49	764.63	764.80
SCREED LINE 3A BEAM B2	STATION	574+97.28	575+07.74	575+18.19	575+28.64	575+39.09	575+49.53	575+59.97	575+70.41	575+80.85	575+91.28	576+02.92
	FINAL DECK ELEVATION	763.24	763.41	763.59	763.77	763.94	764.12	764.30	764.48	764.66	764.84	765.05
	SCREED ELEVATION	763.24	763.45	763.68	763.89	764.08	764.27	764.44	764.60	764.74	764.88	765.05
SCREED LINE ℄ RAMP D4	STATION	574+97.27	575+07.71	575+18.16	575+28.60	575+39.04	575+49.48	575+59.91	575+70.34	575+80.77	575+91.20	576+02.84
	FINAL DECK ELEVATION	763.31	763.49	763.68	763.86	764.04	764.23	764.41	764.59	764.77	764.94	765.14
	SCREED ELEVATION	763.31	763.53	763.77	763.98	764.18	764.38	764.55	764.71	764.85	764.98	765.14
SCREED LINE 4 BEAM B3	STATION	574+97.22	575+07.66	575+18.09	575+28.53	575+38.96	575+49.39	575+59.81	575+70.23	575+80.65	575+91.07	576+02.70
	FINAL DECK ELEVATION	763.52	763.69	763.87	764.04	764.21	764.39	764.57	764.74	764.92	765.10	765.30
	SCREED ELEVATION	763.52	763.73	763.96	764.16	764.35	764.54	764.71	764.86	765.00	765.14	765.30
SCREED LINE 5 BEAM B4	STATION	574+97.16	575+07.58	575+18.00	575+28.41	575+38.83	575+49.24	575+59.65	575+70.06	575+80.46	575+90.86	576+02.48
	FINAL DECK ELEVATION	763.80	763.97	764.14	764.31	764.48	764.66	764.83	765.00	765.18	765.35	765.55
	SCREED ELEVATION	763.80	764.01	764.23	764.43	764.62	764.81	764.97	765.12	765.26	765.39	765.55
SCREED LINE 6 BEAM B5	STATION	574+97.10	575+07.50	575+17.90	575+28.30	575+38.70	575+49.09	575+59.49	575+69.88	575+80.27	575+90.66	576+02.25
	FINAL DECK ELEVATION	764.08	764.25	764.42	764.58	764.75	764.92	765.09	765.26	765.43	765.61	765.80
	SCREED ELEVATION	764.08	764.29	764.51	764.70	764.89	765.07	765.23	765.38	765.51	765.65	765.80
SCREED LINE 7 BEAM B6	STATION	574+97.03	575+07.42	575+17.80	575+28.19	575+38.57	575+48.95	575+59.33	575+69.70	575+80.08	575+90.45	576+02.03
	FINAL DECK ELEVATION	764.37	764.53	764.69	764.86	765.02	765.19	765.35	765.52	765.69	765.86	766.05
	SCREED ELEVATION	764.37	764.57	764.78	764.98	765.16	765.34	765.49	765.64	765.77	765.90	766.05
SCREED LINE ℄ RAMP E2 (PROFILE GRADE)	STATION	574+97.00	575+07.38	575+17.76	575+28.13	575+38.51	575+48.89	575+59.27	575+69.65	575+80.03	575+90.41	576+02.00
	FINAL DECK ELEVATION	764.52	764.67	764.83	764.98	765.14	765.29	765.45	765.60	765.76	765.91	766.08
	SCREED ELEVATION	764.52	764.71	764.92	765.10	765.28	765.44	765.59	765.72	765.84	765.95	766.08
SCREED LINE 8 BEAM B7	STATION	574+96.97	575+07.34	575+17.71	575+28.07	575+38.44	575+48.80	575+59.17	575+69.53	575+79.89	575+90.25	576+01.81
	FINAL DECK ELEVATION	764.65	764.81	764.97	765.13	765.29	765.45	765.62	765.78	765.95	766.11	766.30
	SCREED ELEVATION	764.65	764.85	765.06	765.25	765.43	765.60	765.76	765.90	766.03	766.15	766.30
SCREED LINE 9 BEAM B8	STATION	574+96.91	575+07.26	575+17.61	575+27.96	575+38.31	575+48.66	575+59.01	575+69.35	575+79.70	575+90.04	576+01.59
	FINAL DECK ELEVATION	764.93	765.09	765.24	765.40	765.56	765.72	765.88	766.04	766.20	766.37	766.55
	SCREED ELEVATION	764.93	765.13	765.33	765.52	765.70	765.87	766.02	766.16	766.28	766.41	766.55
SCREED LINE 10A BEAM B9	STATION	574+96.85	575+07.18	575+17.52	575+27.85	575+38.18	575+48.51	575+58.85	575+69.18	575+79.51	575+89.84	576+01.37
	FINAL DECK ELEVATION	765.21	765.37	765.52	765.67	765.83	765.99	766.14	766.30	766.46	766.62	766.80
	SCREED ELEVATION	765.21	765.41	765.61	765.79	765.97	766.14	766.28	766.42	766.54	766.66	766.80
SCREED LINE 11 BEAM B10	STATION	574+96.79	575+07.10	575+17.42	575+27.74	575+38.05	575+48.37	575+58.69	575+69.00	575+79.32	575+89.64	576+01.15
	FINAL DECK ELEVATION	765.49	765.64	765.80	765.95	766.10	766.25	766.41	766.56	766.72	766.87	767.05
	SCREED ELEVATION	765.49	765.68	765.89	766.07	766.24	766.40	766.55	766.68	766.80	766.91	767.05
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	574+96.77	575+07.08	575+17.39	575+27.70	575+38.01	575+48.33	575+58.64	575+68.95	575+79.26	575+89.58	576+01.09
	FINAL DECK ELEVATION	765.57	765.72	765.87	766.03	766.18	766.34	766.49	766.64	766.80	766.95	767.12
	SCREED ELEVATION	765.57	765.76	765.96	766.15	766.32	766.49	766.63	766.76	766.88	766.99	767.12

NOTES:

1. FOR SCREED LINE LAYOUT PLANS
AND LOCATION SECTIONS, SEE
SHEETS [52]78] TO [54]78] .

2. FOR SCREED ELEVATIONS OVER
REMAINING SPANS, REFER
TO SHEETS [55]78] TO [62]78] .



DESIGN AGENCY
TRANS SYSTEMS
CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44115-9801

DATE 12/16/05
REVIEWED RER
DRAWN BTA
DESIGNED BTA
CHECKED GHD

STRUCTURE FILE NUMBER
5708397

SCREED ELEVATIONS - SPAN 1
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

55/78

1571
1811

SCREED ELEVATIONS - 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	0.03	0.06	0.08	0.09	0.10	0.09	0.08	0.06	0.03	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	576+03.21	576+13.97	576+23.52	576+33.07	576+42.62	576+52.17	576+61.71	576+71.24	576+80.76	576+90.25	577+01.00
	FINAL DECK ELEVATION	764.73	764.91	765.07	765.23	765.39	765.55	765.71	765.87	766.02	766.18	766.36
	SCREED ELEVATION	764.73	764.94	765.13	765.31	765.48	765.65	765.80	765.95	766.08	766.21	766.36
SCREED LINE 2 BEAM B11	STATION	576+03.15	576+13.96	576+23.56	576+33.16	576+42.75	576+52.35	576+61.94	576+71.53	576+81.11	576+90.70	577+01.56
	FINAL DECK ELEVATION	764.80	764.97	765.13	765.29	765.45	765.61	765.77	765.93	766.09	766.25	766.43
	SCREED ELEVATION	764.80	765.00	765.19	765.37	765.54	765.71	765.86	766.01	766.15	766.28	766.43
SCREED LINE 3A BEAM B12	STATION	576+02.92	576+13.86	576+23.58	576+33.31	576+43.03	576+52.75	576+62.47	576+72.19	576+81.91	576+91.62	577+02.61
	FINAL DECK ELEVATION	765.05	765.21	765.36	765.51	765.66	765.81	765.96	766.11	766.26	766.41	766.58
	SCREED ELEVATION	765.05	765.24	765.42	765.59	765.75	765.91	766.05	766.19	766.32	766.44	766.58
SCREED LINE ℄ RAMP D4	STATION	576+02.84	576+13.94	576+23.84	576+33.75	576+43.67	576+53.59	576+63.51	576+73.42	576+83.33	576+93.22	577+04.37
	FINAL DECK ELEVATION	765.14	765.33	765.50	765.67	765.83	766.00	766.16	766.32	766.49	766.65	766.83
	SCREED ELEVATION	765.14	765.36	765.56	765.75	765.92	766.10	766.25	766.40	766.55	766.68	766.83
SCREED LINE 4 BEAM B13	STATION	576+02.70	576+13.76	576+23.60	576+33.45	576+43.30	576+53.15	576+63.00	576+72.85	576+82.70	576+92.55	577+03.66
	FINAL DECK ELEVATION	765.30	765.45	765.59	765.73	765.86	766.00	766.14	766.28	766.43	766.57	766.73
	SCREED ELEVATION	765.30	765.48	765.65	765.81	765.95	766.10	766.23	766.36	766.49	766.60	766.73
SCREED LINE 5 BEAM B14	STATION	576+02.48	576+13.77	576+23.84	576+33.92	576+44.00	576+54.08	576+64.16	576+74.24	576+84.33	576+94.41	577+05.75
	FINAL DECK ELEVATION	765.55	765.71	765.85	765.99	766.13	766.28	766.42	766.57	766.71	766.86	767.03
	SCREED ELEVATION	765.55	765.74	765.91	766.07	766.22	766.38	766.51	766.65	766.77	766.89	767.03
SCREED LINE 6 BEAM B15	STATION	576+02.25	576+13.77	576+24.08	576+34.39	576+44.70	576+55.01	576+65.32	576+75.64	576+85.95	576+96.26	577+07.83
	FINAL DECK ELEVATION	765.80	765.96	766.11	766.25	766.40	766.55	766.70	766.85	767.00	767.15	767.32
	SCREED ELEVATION	765.80	765.99	766.17	766.33	766.49	766.65	766.79	766.93	767.06	767.18	767.32
SCREED LINE 7 BEAM B16	STATION	576+02.03	576+13.78	576+24.32	576+34.86	576+45.40	576+55.94	576+66.48	576+77.02	576+87.56	576+98.21	577+09.90
	FINAL DECK ELEVATION	766.05	766.22	766.37	766.52	766.67	766.82	766.97	767.13	767.28	767.44	767.62
	SCREED ELEVATION	766.05	766.25	766.43	766.60	766.76	766.92	767.06	767.21	767.34	767.47	767.62
SCREED LINE ℄ RAMP E2 (PROFILE GRADE)	STATION	576+02.00	576+13.87	576+24.53	576+35.18	576+45.82	576+56.44	576+67.05	576+77.63	576+88.20	576+98.74	577+10.50
	FINAL DECK ELEVATION	766.08	766.26	766.42	766.58	766.74	766.90	767.05	767.21	767.37	767.53	767.70
	SCREED ELEVATION	766.08	766.29	766.48	766.66	766.83	767.00	767.14	767.29	767.43	767.56	767.70
SCREED LINE 8 BEAM B17	STATION	576+01.81	576+13.79	576+24.55	576+35.32	576+46.09	576+56.86	576+67.63	576+78.40	576+89.18	576+99.95	577+11.97
	FINAL DECK ELEVATION	766.30	766.47	766.62	766.78	766.94	767.09	767.25	767.41	767.57	767.73	767.91
	SCREED ELEVATION	766.30	766.50	766.68	766.86	767.03	767.19	767.34	767.49	767.63	767.76	767.91
SCREED LINE 9 BEAM B18	STATION	576+01.59	576+13.79	576+24.79	576+35.79	576+46.79	576+57.78	576+68.78	576+79.78	576+90.78	577+01.78	577+14.03
	FINAL DECK ELEVATION	766.55	766.72	766.88	767.04	767.20	767.37	767.53	767.69	767.86	768.02	768.21
	SCREED ELEVATION	766.55	766.75	766.94	767.12	767.29	767.47	767.62	767.77	767.92	768.05	768.21
SCREED LINE 10A BEAM B19	STATION	576+01.37	576+13.80	576+25.02	576+36.25	576+47.48	576+58.70	576+69.93	576+81.16	576+92.38	577+03.61	577+16.08
	FINAL DECK ELEVATION	766.80	766.98	767.14	767.31	767.47	767.64	767.80	767.97	768.14	768.31	768.50
	SCREED ELEVATION	766.80	767.01	767.20	767.39	767.56	767.74	767.89	768.05	768.20	768.34	768.50
SCREED LINE 11 BEAM B20	STATION	576+01.15	576+13.81	576+25.26	576+36.71	576+48.17	576+59.62	576+71.07	576+82.52	576+93.98	577+05.43	577+18.13
	FINAL DECK ELEVATION	767.05	767.23	767.40	767.57	767.74	767.91	768.08	768.25	768.43	768.60	768.80
	SCREED ELEVATION	767.05	767.26	767.46	767.65	767.83	768.01	768.17	768.33	768.49	768.63	768.80
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	576+01.09	576+13.80	576+25.32	576+36.84	576+48.37	576+59.89	576+71.41	576+82.93	576+94.44	577+05.93	577+18.66
	FINAL DECK ELEVATION	767.12	767.31	767.48	767.65	767.83	768.00	768.17	768.34	768.51	768.68	768.87
	SCREED ELEVATION	767.12	767.34	767.54	767.73	767.92	768.10	768.26	768.42	768.57	768.71	768.87

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS [52/78] TO [54/78].

2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS [55/78] TO [62/78].



DATE 12/16/05
REVIEWED RER
STRUCTURE FILE NUMBER 5708397

DRAWN BTA
REVISION

DESIGNED BTA
CHECKED GHD

SCREED ELEVATIONS - SPAN 2
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

56/78

1572
1811

SCREED ELEVATIONS - 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	0.04	0.08	0.11	0.13	0.14	0.13	0.11	0.08	0.04	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	577+01.00	577+15.00	577+27.70	577+40.38	577+53.04	577+65.72	577+78.29	577+90.89	578+03.47	578+16.03	578+29.83
	FINAL DECK ELEVATION	766.36	766.58	766.79	766.99	767.19	767.39	767.59	767.79	767.98	768.18	768.39
	SCREED ELEVATION	766.36	766.62	766.87	767.10	767.32	767.53	767.72	767.90	768.06	768.22	768.39
SCREED LINE 2 BEAM B21	STATION	577+01.56	577+15.46	577+28.09	577+40.72	577+53.34	577+65.97	577+78.59	577+91.21	578+03.83	578+16.45	578+30.33
	FINAL DECK ELEVATION	766.43	766.65	766.84	767.04	767.24	767.43	767.63	767.84	768.04	768.24	768.47
	SCREED ELEVATION	766.43	766.69	766.92	767.15	767.37	767.57	767.76	767.95	768.12	768.28	768.47
SCREED LINE 4 BEAM B22	STATION	577+03.66	577+17.52	577+30.12	577+42.71	577+55.31	577+67.90	577+80.49	577+93.09	578+05.67	578+18.26	578+32.11
	FINAL DECK ELEVATION	766.73	766.94	767.13	767.33	767.52	767.72	767.92	768.12	768.32	768.52	768.74
	SCREED ELEVATION	766.73	766.98	767.21	767.44	767.65	767.86	768.05	768.23	768.40	768.56	768.74
SCREED LINE ¢ RAMP D4	STATION	577+04.37	577+18.32	577+30.99	577+43.62	577+56.24	577+68.87	577+81.42	577+93.98	578+06.52	578+19.04	578+32.80
	FINAL DECK ELEVATION	766.83	767.06	767.26	767.46	767.66	767.86	768.06	768.25	768.45	768.64	768.85
	SCREED ELEVATION	766.83	767.10	767.34	767.57	767.79	768.00	768.19	768.36	768.53	768.68	768.85
SCREED LINE 5 BEAM B23	STATION	577+05.75	577+19.57	577+32.14	577+44.70	577+57.27	577+69.83	577+82.39	577+94.95	578+07.51	578+20.07	578+33.88
	FINAL DECK ELEVATION	767.03	767.23	767.43	767.62	767.81	768.01	768.21	768.40	768.60	768.80	769.02
	SCREED ELEVATION	767.03	767.27	767.51	767.73	767.94	768.15	768.34	768.51	768.68	768.84	769.02
SCREED LINE 6 BEAM B24	STATION	577+07.83	577+21.62	577+34.15	577+46.69	577+59.22	577+71.75	577+84.28	577+96.81	578+09.34	578+21.87	578+35.65
	FINAL DECK ELEVATION	767.32	767.53	767.72	767.91	768.10	768.30	768.49	768.69	768.88	769.08	769.30
	SCREED ELEVATION	767.32	767.57	767.80	768.02	768.23	768.44	768.62	768.80	768.96	769.12	769.30
SCREED LINE 7 BEAM B25	STATION	577+09.90	577+23.66	577+36.16	577+48.67	577+61.17	577+73.67	577+86.17	577+98.67	578+11.17	578+23.66	578+37.41
	FINAL DECK ELEVATION	767.62	767.82	768.01	768.20	768.39	768.58	768.78	768.97	769.17	769.36	769.58
	SCREED ELEVATION	767.62	767.86	768.09	768.31	768.52	768.72	768.91	769.08	769.25	769.40	769.58
SCREED LINE ¢ RAMP E2 (PROFILE GRADE)	STATION	577+10.50	577+24.24	577+36.73	577+49.20	577+61.66	577+74.13	577+86.56	577+99.00	578+11.43	578+23.85	578+37.50
	FINAL DECK ELEVATION	767.70	767.91	768.09	768.28	768.46	768.65	768.83	769.02	769.21	769.39	769.59
	SCREED ELEVATION	767.70	767.95	768.17	768.39	768.59	768.79	768.96	769.13	769.29	769.43	769.59
SCREED LINE 8 BEAM B26	STATION	577+11.97	577+25.69	577+38.16	577+50.64	577+63.11	577+75.58	577+88.05	578+00.52	578+12.99	578+25.45	578+39.17
	FINAL DECK ELEVATION	767.91	768.12	768.30	768.49	768.68	768.87	769.06	769.25	769.45	769.64	769.86
	SCREED ELEVATION	767.91	768.16	768.38	768.60	768.81	769.01	769.19	769.36	769.53	769.68	769.86
SCREED LINE 9 BEAM B27	STATION	577+14.03	577+27.72	577+40.16	577+52.60	577+65.04	577+77.48	577+89.92	578+02.36	578+14.80	578+27.24	578+40.92
	FINAL DECK ELEVATION	768.21	768.41	768.59	768.78	768.97	769.16	769.35	769.54	769.73	769.92	770.14
	SCREED ELEVATION	768.21	768.45	768.67	768.89	769.10	769.30	769.48	769.65	769.81	769.96	770.14
SCREED LINE 10A BEAM B28	STATION	577+16.08	577+29.74	577+42.15	577+54.56	577+66.97	577+79.38	577+91.79	578+04.20	578+16.61	578+29.02	578+42.67
	FINAL DECK ELEVATION	768.50	768.70	768.89	769.07	769.26	769.44	769.63	769.82	770.01	770.20	770.41
	SCREED ELEVATION	768.50	768.74	768.97	769.18	769.39	769.58	769.76	769.93	770.09	770.24	770.41
SCREED LINE 11 BEAM B29	STATION	577+18.13	577+31.75	577+44.13	577+56.51	577+68.89	577+81.27	577+93.65	578+06.03	578+18.41	578+30.79	578+44.41
	FINAL DECK ELEVATION	768.80	769.00	769.18	769.36	769.54	769.73	769.92	770.10	770.29	770.48	770.69
	SCREED ELEVATION	768.80	769.04	769.26	769.47	769.67	769.87	770.05	770.21	770.37	770.52	770.69
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	577+18.66	577+32.31	577+44.70	577+57.09	577+69.46	577+81.83	577+94.19	578+06.54	578+18.88	578+31.22	578+44.78
	FINAL DECK ELEVATION	768.87	769.08	769.26	769.45	769.63	769.81	770.00	770.18	770.37	770.55	770.75
	SCREED ELEVATION	768.87	769.12	769.34	769.56	769.76	769.95	770.13	770.29	770.45	770.59	770.75

DATE: 3/14/2007 FILE: g:\CL\04\0003\Bri\196\FompE2D4\YompE2D4Head25.dgn

NOTES:

1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS [52]78 TO [54]78 .
2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS [55]78 TO [62]78 .

DESIGN AGENCY
TRANS SYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44115-9601

DATE 12/16/05
REVISED BY RER
STRUCTURE FILE NUMBER 5708397

DESIGNED BY BTA
CHECKED BY GHD

SCREED ELEVATIONS - SPAN 3
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

SCREED ELEVATIONS - 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	0.03	0.06	0.09	0.11	0.11	0.11	0.09	0.06	0.03	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	578+29.83	578+43.19	578+55.27	578+67.34	578+79.39	578+91.43	579+03.46	579+15.47	579+27.46	579+39.44	579+52.66
	FINAL DECK ELEVATION	768.39	768.59	768.78	768.97	769.16	769.37	769.59	769.81	770.04	770.28	770.59
	SCREED ELEVATION	768.39	768.62	768.84	769.06	769.27	769.48	769.70	769.90	770.10	770.31	770.59
SCREED LINE 2 BEAM B30	STATION	578+30.33	578+43.60	578+55.63	578+67.65	578+79.68	578+91.71	579+03.74	579+15.76	579+27.79	579+39.82	579+53.09
	FINAL DECK ELEVATION	768.47	768.66	768.83	769.02	769.21	769.42	769.63	769.86	770.10	770.34	770.67
	SCREED ELEVATION	768.47	768.69	768.89	769.11	769.32	769.53	769.74	769.95	770.16	770.37	770.67
SCREED LINE 4 BEAM B31	STATION	578+32.11	578+45.36	578+57.36	578+69.37	578+81.38	578+93.39	579+05.40	579+17.41	579+29.42	579+41.42	579+54.68
	FINAL DECK ELEVATION	768.74	768.94	769.11	769.30	769.49	769.70	769.92	770.14	770.38	770.63	770.95
	SCREED ELEVATION	768.74	768.97	769.17	769.39	769.60	769.81	770.03	770.23	770.44	770.66	770.95
SCREED LINE ℄ RAMP D4	STATION	578+32.80	578+46.12	578+58.17	578+70.20	578+82.22	578+94.22	579+06.21	579+18.19	579+30.15	579+42.10	579+55.27
	FINAL DECK ELEVATION	768.85	769.06	769.24	769.43	769.63	769.84	770.06	770.28	770.51	770.75	771.06
	SCREED ELEVATION	768.85	769.09	769.30	769.52	769.74	769.95	770.17	770.37	770.57	770.78	771.06
SCREED LINE 5 BEAM B32	STATION	578+33.88	578+47.11	578+59.10	578+71.09	578+83.08	578+95.07	579+07.06	579+19.05	579+31.04	579+43.03	579+56.26
	FINAL DECK ELEVATION	769.02	769.21	769.39	769.58	769.77	769.98	770.20	770.43	770.67	770.92	771.23
	SCREED ELEVATION	769.02	769.24	769.45	769.67	769.88	770.09	770.31	770.52	770.73	770.95	771.23
SCREED LINE 6 BEAM B33	STATION	578+35.65	578+48.86	578+60.83	578+72.80	578+84.77	578+96.74	579+08.71	579+20.68	579+32.65	579+44.62	579+57.83
	FINAL DECK ELEVATION	769.30	769.49	769.67	769.86	770.06	770.27	770.48	770.71	770.95	771.20	771.51
	SCREED ELEVATION	769.30	769.52	769.73	769.95	770.17	770.38	770.59	770.80	771.01	771.23	771.51
SCREED LINE 7 BEAM B34	STATION	578+37.41	578+50.60	578+62.55	578+74.50	578+86.45	578+98.41	579+10.36	579+22.31	579+34.26	579+46.21	579+59.40
	FINAL DECK ELEVATION	769.58	769.77	769.95	770.14	770.34	770.55	770.77	771.00	771.24	771.49	771.78
	SCREED ELEVATION	769.58	769.80	770.01	770.23	770.45	770.66	770.88	771.09	771.30	771.52	771.78
SCREED LINE ℄ RAMP E2 (PROFILE GRADE)	STATION	578+37.50	578+50.73	578+62.71	578+74.68	578+86.64	578+98.60	579+10.54	579+22.49	579+34.42	579+46.35	579+59.50
	FINAL DECK ELEVATION	769.59	769.79	769.97	770.17	770.37	770.58	770.80	771.03	771.27	771.51	771.80
	SCREED ELEVATION	769.59	769.82	770.03	770.26	770.48	770.69	770.91	771.12	771.33	771.54	771.80
SCREED LINE 8 BEAM B35	STATION	578+39.17	578+52.34	578+64.27	578+76.20	578+88.13	579+00.07	579+12.00	579+23.93	579+35.87	579+47.80	579+60.97
	FINAL DECK ELEVATION	769.86	770.05	770.23	770.42	770.62	770.83	771.05	771.28	771.53	771.78	772.05
	SCREED ELEVATION	769.86	770.08	770.29	770.51	770.73	770.94	771.16	771.37	771.59	771.81	772.05
SCREED LINE 9 BEAM B36	STATION	578+40.92	578+54.07	578+65.98	578+77.90	578+89.81	579+01.72	579+13.64	579+25.55	579+37.47	579+49.38	579+62.53
	FINAL DECK ELEVATION	770.14	770.33	770.51	770.70	770.90	771.11	771.34	771.57	771.81	772.06	772.31
	SCREED ELEVATION	770.14	770.36	770.57	770.79	771.01	771.22	771.45	771.66	771.87	772.09	772.31
SCREED LINE 10A BEAM B37	STATION	578+42.67	578+55.79	578+67.69	578+79.58	578+91.48	579+03.38	579+15.27	579+27.17	579+39.06	579+50.96	579+64.08
	FINAL DECK ELEVATION	770.41	770.61	770.79	770.98	771.18	771.40	771.62	771.85	772.10	772.34	772.56
	SCREED ELEVATION	770.41	770.64	770.85	771.07	771.29	771.51	771.73	771.94	772.16	772.37	772.56
SCREED LINE 11 BEAM B38	STATION	578+44.41	578+57.51	578+69.39	578+81.27	578+93.14	579+05.02	579+16.90	579+28.77	579+40.65	579+52.53	579+65.63
	FINAL DECK ELEVATION	770.69	770.88	771.07	771.26	771.47	771.68	771.91	772.14	772.38	772.61	772.82
	SCREED ELEVATION	770.69	770.91	771.13	771.35	771.58	771.79	772.02	772.23	772.44	772.64	772.82
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	578+44.78	578+57.92	578+69.81	578+81.70	578+93.58	579+05.45	579+17.32	579+29.18	579+41.03	579+52.88	579+65.95
	FINAL DECK ELEVATION	770.75	770.95	771.14	771.33	771.54	771.76	771.98	772.21	772.45	772.67	772.87
	SCREED ELEVATION	770.75	770.98	771.20	771.42	771.65	771.87	772.09	772.30	772.51	772.70	772.87

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NOTES:

- FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS [52/78] TO [54/78].
- FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS [55/78] TO [62/78].

DESIGN AGENCY
TRANSYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1800
CLEVELAND, OHIO 44115-9601

DATE: 12/16/05
REVIEWED BY: RER
STRUCTURE FILE NUMBER: 5708397

DRAWN BY: BTA
DESIGNED BY: GHD

SCREED ELEVATIONS - SPAN 4
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.1.1
PID 75927

58/78
1574
1811

SCREED ELEVATIONS - 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	0.03	0.07	0.09	0.11	0.11	0.11	0.09	0.07	0.03	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	579+52.66	579+65.95	579+77.97	579+89.91	580+01.84	580+13.75	580+25.65	580+37.56	580+49.46	580+61.36	580+74.49
	FINAL DECK ELEVATION	770.59	770.96	771.32	771.68	772.05	772.42	772.81	773.17	773.49	773.81	774.17
	SCREED ELEVATION	770.59	770.99	771.39	771.77	772.16	772.53	772.92	773.26	773.56	773.84	774.17
SCREED LINE 2 BEAM B39	STATION	579+53.09	579+66.33	579+78.31	579+90.23	580+02.15	580+14.08	580+26.00	580+37.92	580+49.84	580+61.76	580+74.91
	FINAL DECK ELEVATION	770.67	771.03	771.37	771.73	772.09	772.46	772.85	773.20	773.52	773.85	774.21
	SCREED ELEVATION	770.67	771.06	771.44	771.82	772.20	772.57	772.96	773.29	773.59	773.88	774.21
SCREED LINE 4 BEAM B40	STATION	579+54.68	579+67.90	579+79.87	579+91.80	580+03.74	580+15.67	580+27.60	580+39.53	580+51.47	580+63.40	580+76.56
	FINAL DECK ELEVATION	770.95	771.30	771.62	771.96	772.31	772.66	773.03	773.37	773.69	774.02	774.38
	SCREED ELEVATION	770.95	771.33	771.69	772.05	772.42	772.77	773.14	773.46	773.76	774.05	774.38
SCREED LINE ☉ RAMP D4	STATION	579+55.27	579+68.52	579+80.51	579+92.45	580+04.37	580+16.28	580+28.19	580+40.09	580+51.99	580+63.89	580+77.02
	FINAL DECK ELEVATION	771.06	771.40	771.72	772.05	772.39	772.74	773.10	773.43	773.75	774.07	774.43
	SCREED ELEVATION	771.06	771.43	771.79	772.14	772.50	772.85	773.21	773.52	773.82	774.10	774.43
SCREED LINE 5 BEAM B41	STATION	579+56.26	579+69.47	579+81.44	579+93.38	580+05.32	580+17.26	580+29.21	580+41.15	580+53.09	580+65.03	580+78.21
	FINAL DECK ELEVATION	771.23	771.56	771.87	772.19	772.52	772.86	773.21	773.53	773.86	774.19	774.55
	SCREED ELEVATION	771.23	771.59	771.94	772.28	772.63	772.97	773.32	773.62	773.93	774.22	774.55
SCREED LINE 6 BEAM B42	STATION	579+57.83	579+71.04	579+83.00	579+94.95	580+06.90	580+18.86	580+30.81	580+42.76	580+54.72	580+66.67	580+79.85
	FINAL DECK ELEVATION	771.51	771.82	772.11	772.41	772.72	773.05	773.38	773.70	774.03	774.36	774.72
	SCREED ELEVATION	771.51	771.85	772.18	772.50	772.83	773.16	773.49	773.79	774.10	774.39	774.72
SCREED LINE 7 BEAM B43	STATION	579+59.40	579+72.60	579+84.56	579+96.53	580+08.49	580+20.45	580+32.41	580+44.38	580+56.34	580+68.30	580+81.50
	FINAL DECK ELEVATION	771.78	772.07	772.35	772.63	772.92	773.23	773.54	773.87	774.19	774.52	774.89
	SCREED ELEVATION	771.78	772.10	772.42	772.72	773.03	773.34	773.65	773.96	774.26	774.55	774.89
SCREED LINE ☉ RAMP E2 (PROFILE GRADE)	STATION	579+59.50	579+72.75	579+84.75	579+96.75	580+08.75	580+20.76	580+32.76	580+44.76	580+56.76	580+68.77	580+82.00
	FINAL DECK ELEVATION	771.80	772.09	772.37	772.66	772.96	773.26	773.58	773.91	774.24	774.57	774.94
	SCREED ELEVATION	771.80	772.12	772.44	772.75	773.07	773.37	773.69	774.00	774.31	774.60	774.94
SCREED LINE 8 BEAM B44	STATION	579+60.97	579+74.15	579+86.13	579+98.10	580+10.07	580+22.05	580+34.02	580+45.99	580+57.96	580+69.94	580+83.14
	FINAL DECK ELEVATION	772.05	772.32	772.58	772.84	773.12	773.41	773.71	774.03	774.36	774.69	775.06
	SCREED ELEVATION	772.05	772.35	772.65	772.93	773.23	773.52	773.82	774.12	774.43	774.72	775.06
SCREED LINE 9 BEAM B45	STATION	579+62.53	579+75.71	579+87.69	579+99.67	580+11.66	580+23.64	580+35.62	580+47.61	580+59.59	580+71.57	580+84.79
	FINAL DECK ELEVATION	772.31	772.56	772.80	773.05	773.31	773.58	773.87	774.20	774.53	774.86	775.23
	SCREED ELEVATION	772.31	772.59	772.87	773.14	773.42	773.69	773.98	774.29	774.60	774.89	775.23
SCREED LINE 10A BEAM B46	STATION	579+64.08	579+77.26	579+89.25	580+01.25	580+13.24	580+25.23	580+37.23	580+49.22	580+61.21	580+73.21	580+86.44
	FINAL DECK ELEVATION	772.56	772.80	773.02	773.25	773.50	773.75	774.04	774.36	774.70	775.03	775.40
	SCREED ELEVATION	772.56	772.83	773.09	773.34	773.61	773.86	774.15	774.45	774.77	775.06	775.40
SCREED LINE 11 BEAM B47	STATION	579+65.63	579+78.81	579+90.82	580+02.82	580+14.82	580+26.83	580+38.83	580+50.83	580+62.84	580+74.84	580+88.08
	FINAL DECK ELEVATION	772.82	773.03	773.24	773.45	773.68	773.91	774.20	774.53	774.86	775.20	775.57
	SCREED ELEVATION	772.82	773.06	773.31	773.54	773.79	774.02	774.31	774.62	774.93	775.23	775.57
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	579+65.95	579+79.12	579+91.13	580+03.13	580+15.13	580+27.13	580+39.14	580+51.14	580+63.14	580+75.14	580+88.38
	FINAL DECK ELEVATION	772.87	773.08	773.28	773.49	773.71	773.94	774.23	774.56	774.90	775.23	775.60
	SCREED ELEVATION	772.87	773.11	773.35	773.58	773.82	774.05	774.34	774.65	774.97	775.26	775.60



DATE 12/16/05
REVIEWED RER
STRUCTURE FILE NUMBER 5708397

DESIGNED BTA
DRAWN BTA
REVISED

SCREED ELEVATIONS - SPAN 5
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.1.1
PID 75927

59/78

1575
1811

- NOTES:
- FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 5278 TO 5478.
 - FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 5578 TO 6278.

DATE: 3/14/2007 FILE: g:\C:\04\0003\Bridg\BridgE2D4\YcompE2D4.dwg

SCREED ELEVATIONS - 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	0.04	0.07	0.10	0.12	0.13	0.12	0.10	0.07	0.04	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	580+74.49	580+87.87	581+00.02	581+12.17	581+24.32	581+36.47	581+48.63	581+60.78	581+72.93	581+85.08	581+98.46
	FINAL DECK ELEVATION	774.17	774.53	774.86	775.19	775.52	775.85	776.18	776.51	776.84	777.17	777.53
	SCREED ELEVATION	774.17	774.57	774.93	775.29	775.64	775.98	776.30	776.61	776.91	777.21	777.53
SCREED LINE 2 BEAM B48	STATION	580+74.91	580+88.29	581+00.44	581+12.59	581+24.74	581+36.90	581+49.05	581+61.20	581+73.35	581+85.50	581+98.88
	FINAL DECK ELEVATION	774.21	774.57	774.90	775.23	775.56	775.89	776.22	776.55	776.88	777.21	777.58
	SCREED ELEVATION	774.21	774.61	774.97	775.33	775.68	776.02	776.34	776.65	776.95	777.25	777.58
SCREED LINE 3C BEAM B49	STATION	580+75.74	580+89.19	581+01.42	581+13.64	581+25.87	581+38.10	581+50.32	581+62.55	581+74.77	581+87.00	582+00.45
	FINAL DECK ELEVATION	774.29	774.67	775.00	775.34	775.68	776.02	776.35	776.69	777.03	777.37	777.74
	SCREED ELEVATION	774.29	774.71	775.07	775.44	775.80	776.15	776.47	776.79	777.10	777.41	777.74
SCREED LINE 4 BEAM B50	STATION	580+76.56	580+90.10	581+02.40	581+14.70	581+27.00	581+39.30	581+51.59	581+63.89	581+76.19	581+88.49	582+02.03
	FINAL DECK ELEVATION	774.38	774.76	775.10	775.45	775.79	776.14	776.49	776.83	777.18	777.52	777.90
	SCREED ELEVATION	774.38	774.80	775.17	775.55	775.91	776.27	776.61	776.93	777.25	777.56	777.90
SCREED LINE ⊘ RAMP D4	STATION	580+77.02	580+90.40	581+02.55	581+14.70	581+26.85	581+39.00	581+51.16	581+63.31	581+75.46	581+87.61	582+00.99
	FINAL DECK ELEVATION	774.43	774.79	775.12	775.45	775.78	776.11	776.44	776.77	777.10	777.43	777.79
	SCREED ELEVATION	774.43	774.83	775.19	775.55	775.90	776.24	776.56	776.87	777.17	777.47	777.79
SCREED LINE 5 BEAM B51	STATION	580+78.21	580+91.74	581+04.03	581+16.32	581+28.61	581+40.91	581+53.20	581+65.49	581+77.78	581+90.08	582+03.61
	FINAL DECK ELEVATION	774.55	774.93	775.27	775.62	775.96	776.31	776.65	777.00	777.34	777.68	778.06
	SCREED ELEVATION	774.55	774.97	775.34	775.72	776.08	776.44	776.77	777.10	777.41	777.72	778.06
SCREED LINE 6 BEAM B52	STATION	580+79.85	580+93.38	581+05.66	581+17.95	581+30.23	581+42.52	581+54.80	581+67.09	581+79.37	581+91.66	582+05.18
	FINAL DECK ELEVATION	774.72	775.10	775.44	775.78	776.13	776.47	776.82	777.16	777.50	777.85	778.23
	SCREED ELEVATION	774.72	775.14	775.51	775.88	776.25	776.60	776.94	777.26	777.57	777.89	778.23
SCREED LINE 7 BEAM B53	STATION	580+81.50	580+95.01	581+07.29	581+19.57	581+31.85	581+44.13	581+56.41	581+68.69	581+80.97	581+93.24	582+06.76
	FINAL DECK ELEVATION	774.89	775.27	775.61	775.95	776.29	776.64	776.98	777.32	777.67	778.01	778.39
	SCREED ELEVATION	774.89	775.31	775.68	776.05	776.41	776.77	777.10	777.42	777.74	778.05	778.39
SCREED LINE ⊘ RAMP E2 (PROFILE GRADE)	STATION	580+82.00	580+95.49	581+07.75	581+20.00	581+32.25	581+44.50	581+56.76	581+69.01	581+81.26	581+93.52	582+07.00
	FINAL DECK ELEVATION	774.94	775.31	775.66	776.00	776.34	776.68	777.02	777.36	777.70	778.04	778.41
	SCREED ELEVATION	774.94	775.35	775.73	776.10	776.46	776.81	777.14	777.46	777.77	778.08	778.41
SCREED LINE 8 BEAM B54	STATION	580+83.14	580+96.65	581+08.92	581+21.20	581+33.47	581+45.74	581+58.01	581+70.28	581+82.56	581+94.83	582+08.34
	FINAL DECK ELEVATION	775.06	775.43	775.78	776.12	776.46	776.80	777.15	777.49	777.83	778.17	778.55
	SCREED ELEVATION	775.06	775.47	775.85	776.22	776.58	776.93	777.27	777.59	777.90	778.21	778.55
SCREED LINE 9 BEAM B55	STATION	580+84.79	580+98.29	581+10.56	581+22.82	581+35.09	581+47.35	581+59.62	581+71.88	581+84.15	581+96.41	582+09.91
	FINAL DECK ELEVATION	775.23	775.60	775.94	776.29	776.63	776.97	777.31	777.65	778.00	778.34	778.71
	SCREED ELEVATION	775.23	775.64	776.01	776.39	776.75	777.10	777.43	777.75	778.07	778.38	778.71
SCREED LINE 10A BEAM B56	STATION	580+86.44	580+99.93	581+12.19	581+24.45	581+36.70	581+48.96	581+61.22	581+73.48	581+85.74	581+98.00	582+11.49
	FINAL DECK ELEVATION	775.40	775.77	776.11	776.45	776.80	777.14	777.48	777.82	778.16	778.50	778.88
	SCREED ELEVATION	775.40	775.81	776.18	776.55	776.92	777.27	777.60	777.92	778.23	778.54	778.88
SCREED LINE 11 BEAM B57	STATION	580+88.08	581+01.57	581+13.82	581+26.07	581+38.32	581+50.57	581+62.83	581+75.08	581+87.33	581+99.58	582+13.07
	FINAL DECK ELEVATION	775.57	775.94	776.28	776.62	776.96	777.30	777.64	777.98	778.32	778.66	779.03
	SCREED ELEVATION	775.57	775.98	776.35	776.72	777.08	777.43	777.76	778.08	778.39	778.70	779.03
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	580+88.38	581+01.87	581+14.12	581+26.37	581+38.63	581+50.88	581+63.13	581+75.39	581+87.64	581+99.89	582+13.38
	FINAL DECK ELEVATION	775.60	775.97	776.31	776.65	776.99	777.33	777.67	778.02	778.36	778.70	779.06
	SCREED ELEVATION	775.60	776.01	776.38	776.75	777.11	777.46	777.79	778.12	778.43	778.74	779.06

- NOTES:**
- FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS [52] TO [54].
 - FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS [55] TO [62].



DESIGN AGENCY
DATE 12/16/05
RER
STRUCTURE FILE NUMBER 5708397

DRAWN BTA
REVISED
DESIGNED BTA
CHECKED GHD

SCREED ELEVATIONS - SPAN 6
BRIDGE NO. MOT-75-1367 W
RAMP E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

60/78

1576
1811

SCREED ELEVATIONS - 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	0.02	0.04	0.05	0.06	0.06	0.06	0.05	0.04	0.02	0.00
SCREED LINE 1 TOE OF PARAPET (LEFT)	STATION	581+98.46	582+09.95	582+20.22	582+30.48	582+40.75	582+51.02	582+61.28	582+71.55	582+81.82	582+92.09	583+03.58
	FINAL DECK ELEVATION	777.53	777.85	778.12	778.40	778.68	778.96	779.24	779.52	779.80	780.08	780.39
	SCREED ELEVATION	777.53	777.87	778.16	778.45	778.74	779.02	779.30	779.57	779.84	780.10	780.39
SCREED LINE 2 BEAM B58	STATION	581+98.88	582+10.37	582+20.64	582+30.90	582+41.17	582+51.44	582+61.71	582+71.97	582+82.24	582+92.51	583+04.00
	FINAL DECK ELEVATION	777.58	777.89	778.17	778.45	778.73	779.00	779.28	779.56	779.84	780.12	780.43
	SCREED ELEVATION	777.58	777.91	778.21	778.50	778.79	779.06	779.34	779.61	779.88	780.14	780.43
SCREED LINE 3B BEAM B59	STATION	581+99.67	582+11.23	582+21.56	582+31.89	582+42.21	582+52.54	582+62.87	582+73.20	582+83.53	582+93.86	583+05.42
	FINAL DECK ELEVATION	777.66	777.98	778.26	778.55	778.83	779.12	779.40	779.69	779.97	780.26	780.58
	SCREED ELEVATION	777.66	778.00	778.30	778.60	778.89	779.18	779.46	779.74	780.01	780.28	780.58
SCREED LINE 3C BEAM B60	STATION	582+00.45	582+12.08	582+22.48	582+32.87	582+43.26	582+53.65	582+64.04	582+74.43	582+84.82	582+95.21	583+06.84
	FINAL DECK ELEVATION	777.74	778.07	778.36	778.65	778.94	779.23	779.52	779.82	780.11	780.40	780.73
	SCREED ELEVATION	777.74	778.09	778.40	778.70	779.00	779.29	779.58	779.87	780.15	780.42	780.73
SCREED LINE @ RAMP D4	STATION	582+00.99	582+12.48	582+22.75	582+33.01	582+43.28	582+53.55	582+63.82	582+74.08	582+84.35	582+94.62	583+06.11
	FINAL DECK ELEVATION	777.79	778.11	778.39	778.66	778.94	779.22	779.50	779.78	780.06	780.34	780.65
	SCREED ELEVATION	777.79	778.13	778.43	778.71	779.00	779.28	779.56	779.83	780.10	780.36	780.65
SCREED LINE 4 BEAM B61	STATION	582+02.03	582+13.64	582+24.02	582+34.40	582+44.77	582+55.15	582+65.52	582+75.90	582+86.27	582+96.65	583+08.26
	FINAL DECK ELEVATION	777.90	778.23	778.52	778.81	779.10	779.39	779.68	779.97	780.26	780.55	780.87
	SCREED ELEVATION	777.90	778.25	778.56	778.86	779.16	779.45	779.74	780.02	780.30	780.57	780.87
SCREED LINE 5 BEAM B62	STATION	582+03.61	582+15.20	582+25.56	582+35.92	582+46.28	582+56.65	582+67.01	582+77.37	582+87.73	582+98.09	583+09.68
	FINAL DECK ELEVATION	778.06	778.39	778.68	778.96	779.25	779.54	779.83	780.12	780.41	780.70	781.02
	SCREED ELEVATION	778.06	778.41	778.72	779.01	779.31	779.60	779.89	780.17	780.45	780.72	781.02
SCREED LINE 6 BEAM B63	STATION	582+05.18	582+16.76	582+27.11	582+37.45	582+47.80	582+58.14	582+68.49	582+78.83	582+89.18	582+99.52	583+11.10
	FINAL DECK ELEVATION	778.23	778.55	778.83	779.12	779.41	779.70	779.98	780.27	780.56	780.84	781.16
	SCREED ELEVATION	778.23	778.57	778.87	779.17	779.47	779.76	780.04	780.32	780.60	780.86	781.16
SCREED LINE 7 BEAM B64	STATION	582+06.76	582+18.32	582+28.65	582+38.98	582+49.31	582+59.64	582+69.97	582+80.30	582+90.63	583+00.96	583+12.52
	FINAL DECK ELEVATION	778.39	778.71	778.99	779.28	779.56	779.85	780.14	780.42	780.71	780.99	781.31
	SCREED ELEVATION	778.39	778.73	779.03	779.33	779.62	779.91	780.20	780.47	780.75	781.01	781.31
SCREED LINE @ RAMP E2 (PROFILE GRADE)	STATION	582+07.00	582+18.59	582+28.95	582+39.30	582+49.65	582+60.00	582+70.36	582+80.71	582+91.06	583+01.42	583+13.00
	FINAL DECK ELEVATION	778.41	778.74	779.02	779.31	779.60	779.89	780.18	780.46	780.75	781.04	781.36
	SCREED ELEVATION	778.41	778.76	779.06	779.36	779.66	779.95	780.24	780.51	780.79	781.06	781.36
SCREED LINE 8 BEAM B65	STATION	582+08.34	582+19.88	582+30.20	582+40.51	582+50.83	582+61.14	582+71.46	582+81.77	582+92.08	583+02.40	583+13.94
	FINAL DECK ELEVATION	778.55	778.86	779.13	779.40	779.67	779.94	780.22	780.51	780.77	781.04	781.36
	SCREED ELEVATION	778.55	778.88	779.17	779.45	779.73	780.00	780.28	780.56	780.81	781.06	781.36
SCREED LINE 9 BEAM B66	STATION	582+09.91	582+21.44	582+31.74	582+42.04	582+52.34	582+62.64	582+72.94	582+83.24	582+93.54	583+03.84	583+15.37
	FINAL DECK ELEVATION	778.71	779.00	779.25	779.50	779.76	780.01	780.27	780.53	780.79	781.05	781.34
	SCREED ELEVATION	778.71	779.02	779.29	779.55	779.82	780.07	780.33	780.58	780.83	781.07	781.34
SCREED LINE 10A BEAM B67	STATION	582+11.49	582+23.00	582+33.29	582+43.57	582+53.85	582+64.14	582+74.42	582+84.71	582+94.99	583+05.27	583+16.79
	FINAL DECK ELEVATION	778.88	779.14	779.37	779.60	779.84	780.08	780.32	780.56	780.81	781.05	781.33
	SCREED ELEVATION	778.88	779.16	779.41	779.65	779.90	780.14	780.38	780.61	780.85	781.07	781.33
SCREED LINE 10B BEAM B68	STATION	582+12.28	582+23.86	582+34.21	582+44.55	582+54.90	582+65.24	582+75.59	582+85.93	582+96.28	583+06.63	583+18.21
	FINAL DECK ELEVATION	778.95	779.21	779.44	779.67	779.90	780.13	780.36	780.59	780.82	781.05	781.31
	SCREED ELEVATION	778.95	779.23	779.48	779.72	779.96	780.19	780.42	780.64	780.86	781.07	781.31
SCREED LINE 11 BEAM B69	STATION	582+13.07	582+24.72	582+35.12	582+45.53	582+55.94	582+66.35	582+76.76	582+87.16	582+97.57	583+07.98	583+19.63
	FINAL DECK ELEVATION	779.03	779.28	779.50	779.73	779.95	780.17	780.39	780.61	780.82	781.04	781.28
	SCREED ELEVATION	779.03	779.30	779.54	779.78	780.01	780.23	780.45	780.66	780.86	781.06	781.28
SCREED LINE 12 TOE OF PARAPET (RIGHT)	STATION	582+13.38	582+25.04	582+35.46	582+45.87	582+56.29	582+66.71	582+77.12	582+87.54	582+97.95	583+08.37	583+20.03
	FINAL DECK ELEVATION	779.06	779.31	779.53	779.75	779.96	780.18	780.40	780.61	780.82	781.04	781.27
	SCREED ELEVATION	779.06	779.33	779.57	779.80	780.02	780.24	780.46	780.66	780.86	781.06	781.27

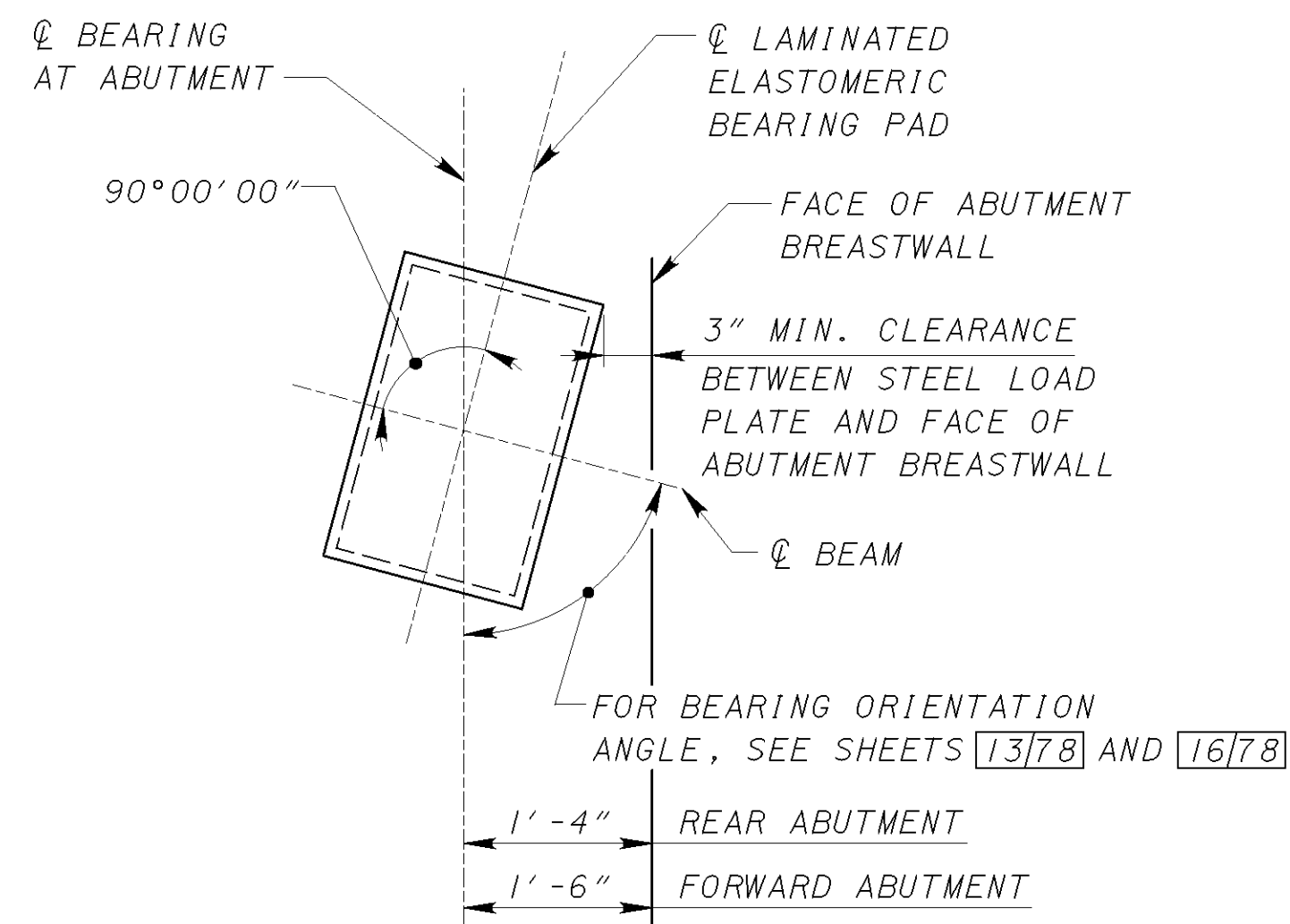
NOTES:
 1. FOR SCREED LINE LAYOUT PLANS AND LOCATION SECTIONS, SEE SHEETS 5278 TO 5478.
 2. FOR SCREED ELEVATIONS OVER REMAINING SPANS, REFER TO SHEETS 5578 TO 6278.

DESIGN AGENCY
TRANS SYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
 CLEVELAND, OHIO 44115-0601

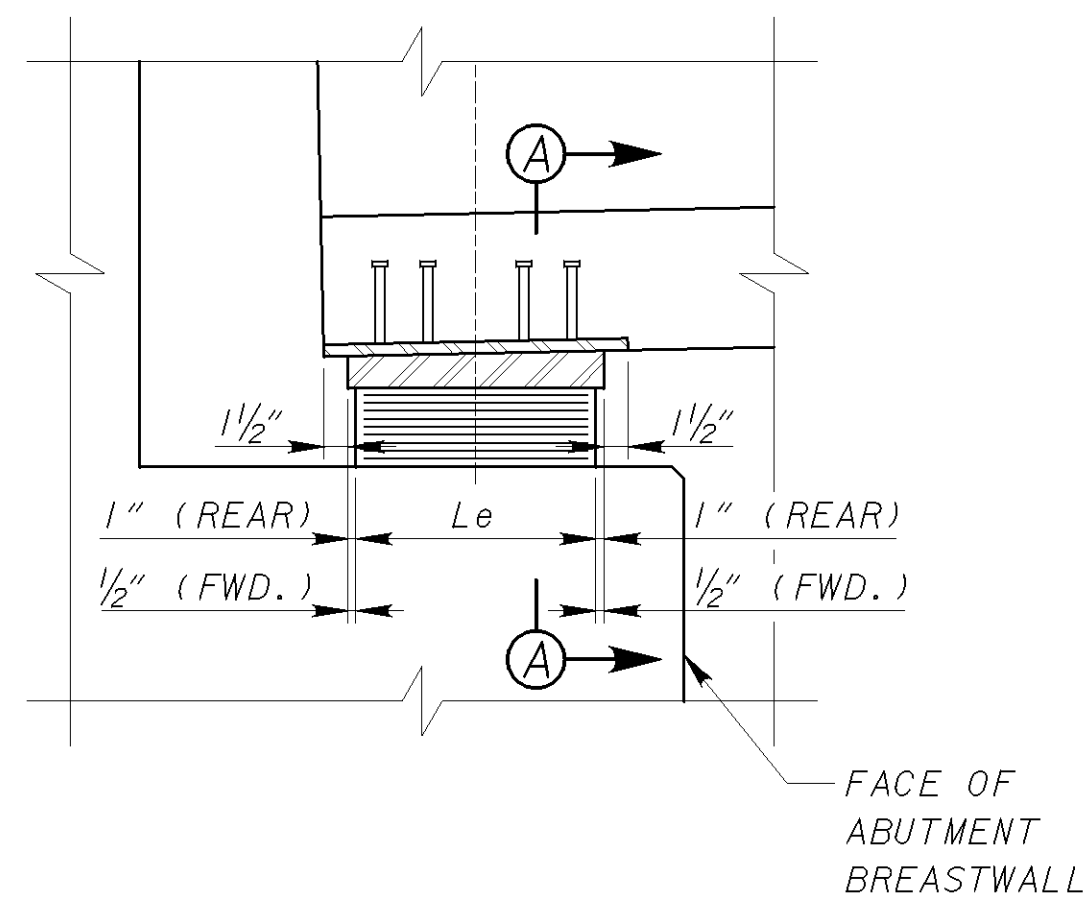
DATE	12/16/05
REVIEWED	RER
STRUCTURE FILE NUMBER	5708397
DESIGNED	GHD
BTA	BTA
REVIS	REVIS

SCREED ELEVATIONS - SPAN 7
 BRIDGE NO. MOT-75-1367 W.
 RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
 RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

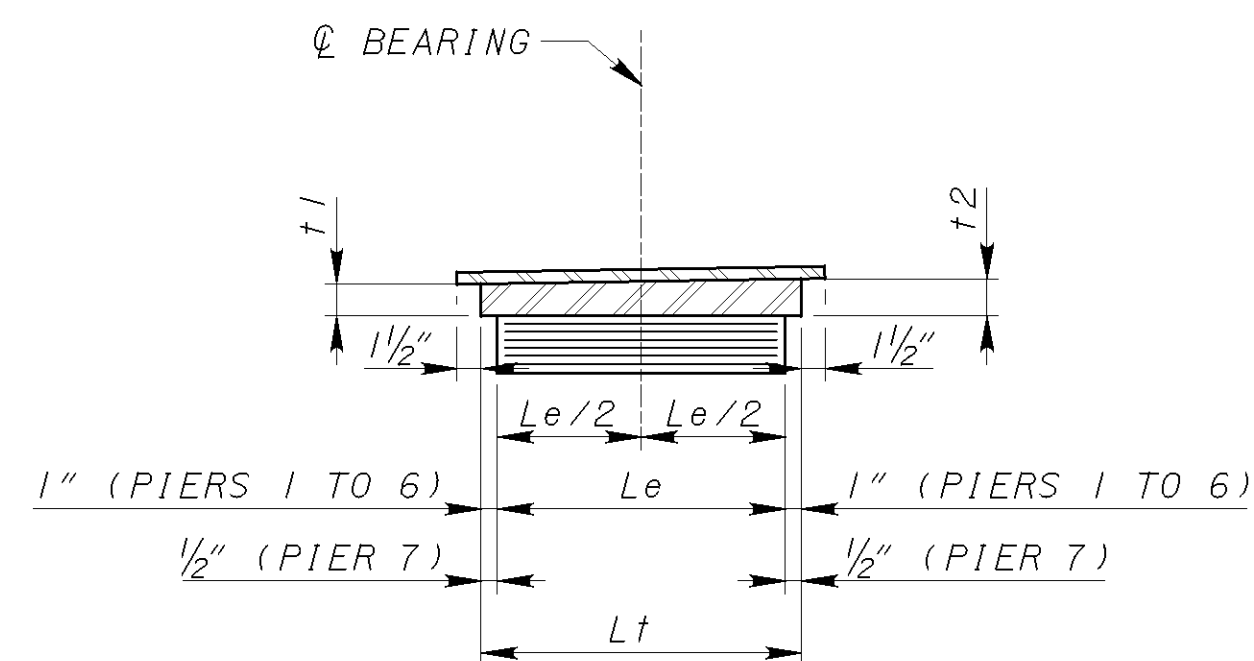
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PID 75927



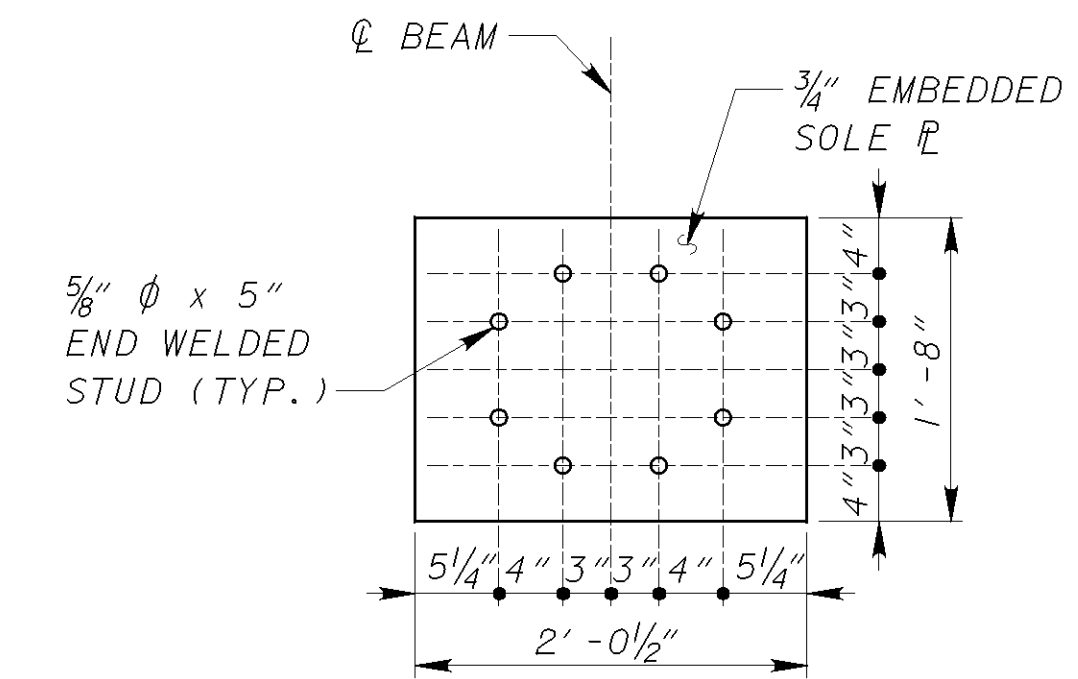
ABUTMENT BEARING ORIENTATION PLAN
(BEAM NOT SHOWN)



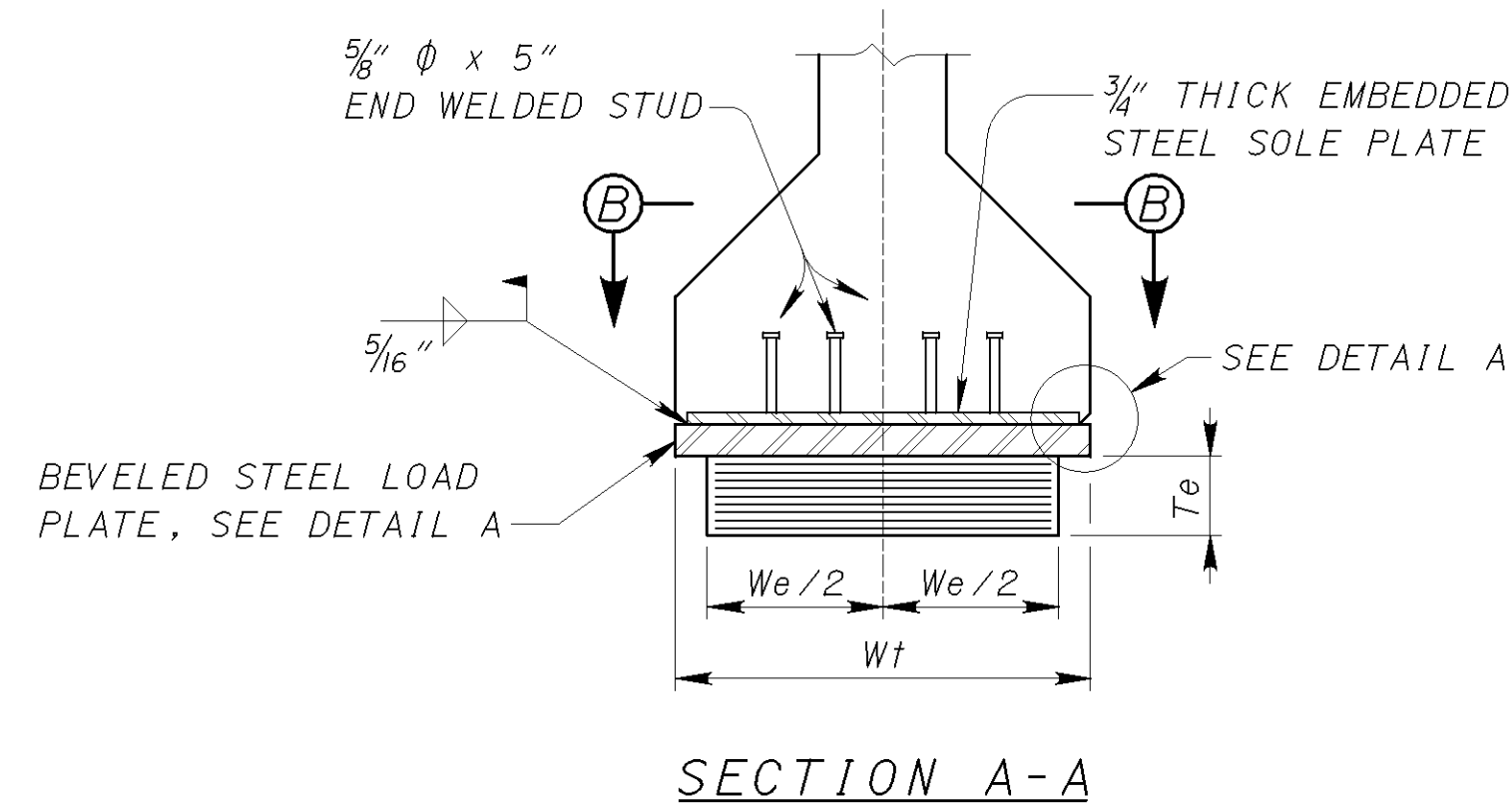
ABUTMENT DETAIL



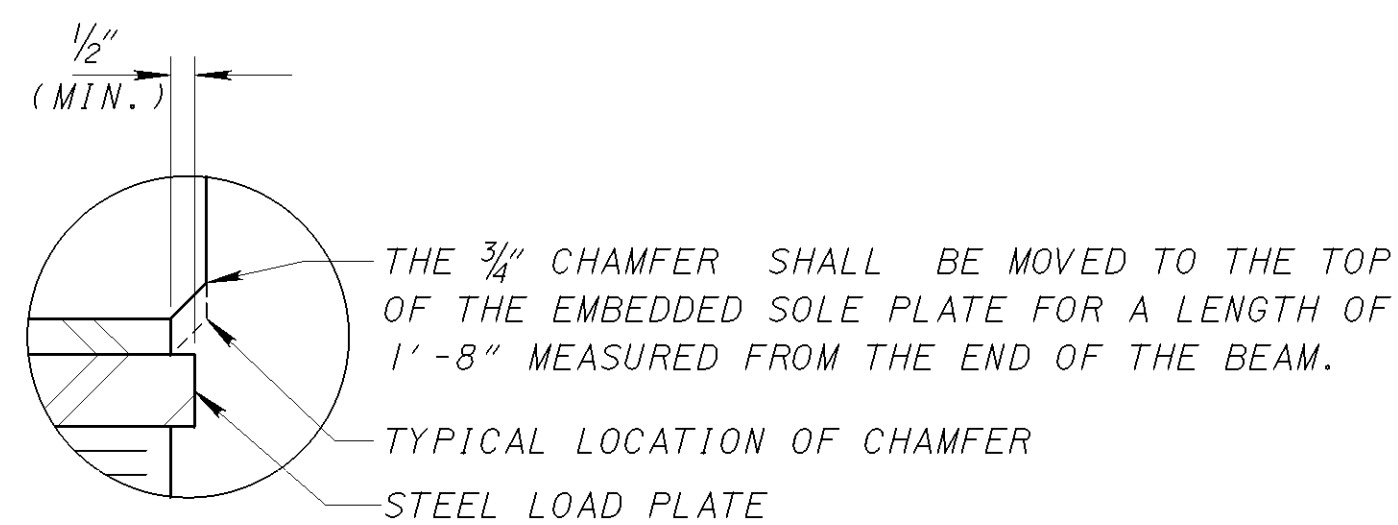
LAMINATED ELASTOMERIC EXPANSION BEARING
(TYPICAL AT ALL BEAM SUPPORTS)
(STUDS NOT SHOWN)



SECTION B-B STUD LAYOUT



SECTION A-A



DETAIL A

NOTES:

1. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 50 DUROMETER. THE BEARINGS WERE DESIGNED UNDER DIVISION 1, 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 1-BEAM MEMBERS, LEVEL 3, TYPE 4, OR 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 GRADE 50 AND SHALL BE GALVANIZED IN ACCORDANCE WITH CMS ITEM 711.02. THE SURFACES SHALL BE PREPARED FOR PAINTING IN ACCORDANCE WITH ASTM D6386 AND SHALL BE FIELD PAINTED IN ACCORDANCE WITH CMS 514. THE PAINT COLOR USED SHALL BE 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, SUBSTRUCTURE UNIT AND DOWNSTATION OR UPSTATION DESIGNATION.

8. FOR ADDITIONAL DETAILS, SEE SHEET [64/78].

LEGEND:

ABUT. - ABUTMENT FWD. - FORWARD
DS - DOWNSTATION US - UPSTATION

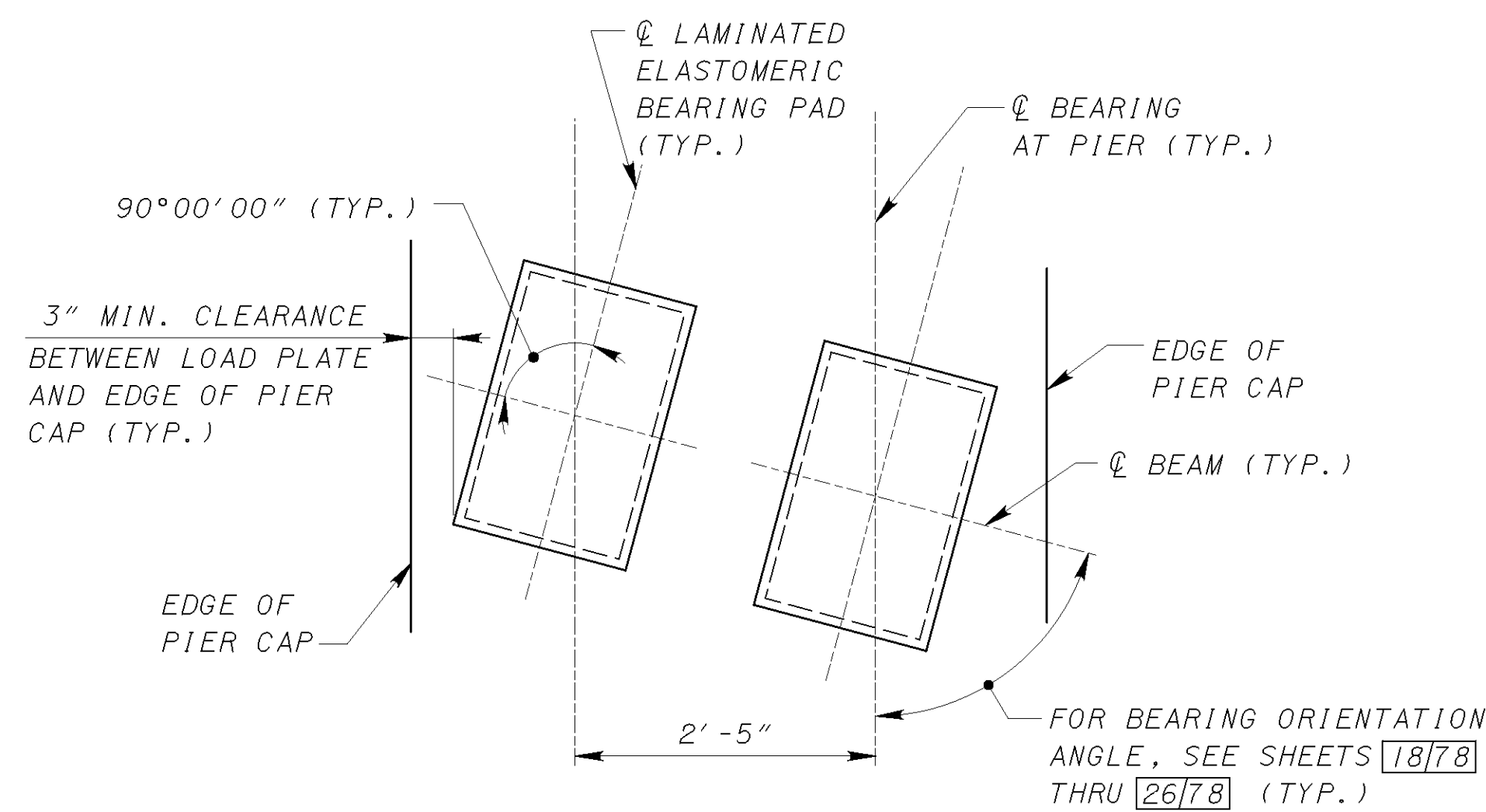
ELASTOMERIC BEARING DATA

LOCATION	TYPE	NO. REQ'D	DL (KIP)	LL (KIP) WITHOUT IMPACT	TOTAL LOAD (DL+LL)	Le	We	t ₁	t _e	NO. OF t ₁ 's	NO. OF t _e 's	NO. INTERNAL LAMINATES	Te
						(in.)	(in.)	(in.)	(in.)				(in.)
REAR ABUT.	EXP	10	115	62	177	15	22	0.60	0.40	6	2	7	4.92
PIER 1, BEAMS	EXP	20	149	60	209	15	22	0.60	0.40	5	2	6	4.25
PIER 1, BLOCK	EXP	20	194	60	248	16	22	0.60	0.40	4	2	5	3.57
PIER 2	EXP	19	161	63	224	15	22	0.60	0.40	4	2	5	3.57
PIER 3	EXP	18	162	64	226	15	22	0.60	0.40	4	2	5	3.57
PIER 4	FIXED	18	154	62	216	15	22	0.60	0.40	4	2	5	3.57
PIER 5	EXP	19	161	64	225	15	22	0.60	0.40	4	2	5	3.57
PIER 6	EXP	22	156	62	218	15	22	0.60	0.40	4	2	5	3.57
PIER 7	EXP	24	181	69	250	16	22	0.60	0.40	5	2	6	4.25
FWD. ABUT.	EXP	12	167	62	229	16	22	0.60	0.40	6	2	7	4.92

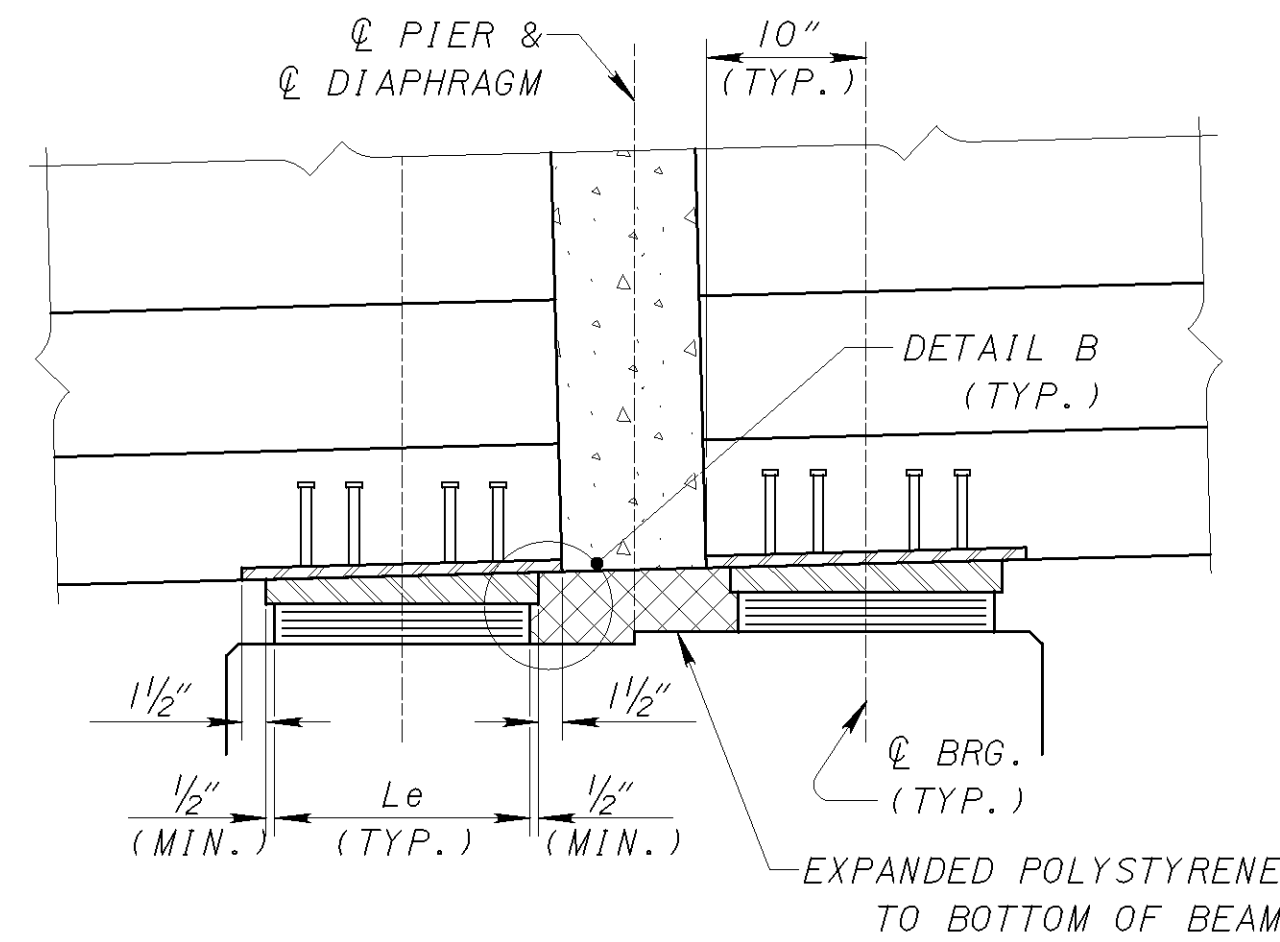
STEEL LOAD PLATE DATA

LOCATION		Wt	Lt	t ₁ *	t ₂ *
		(in.)	(in.)	(in.)	(in.)
REAR ABUTMENT		26	17	2.00	2.36
PIER 1, BEAMS	DS	26	17	2.00	2.12
	US	26	17	2.00	2.27
PIER 2	DS	26	17	2.00	2.20
	US	26	17	2.00	2.34
PIER 3	DS	26	17	2.00	2.17
	US	26	17	2.24	2.58
PIER 4	DS	26	17	2.00	2.17
	US	26	17	2.60	3.20
PIER 5	DS	26	17	2.00	2.34
	US	26	17	2.60	3.20
PIER 6	DS	26	17	2.00	2.34
	US	26	17	2.00	2.51
PIER 7	DS	26	17	3.08	3.51
	US	26	17	2.00	2.60
FORWARD ABUTMENT		26	17	2.00	2.36

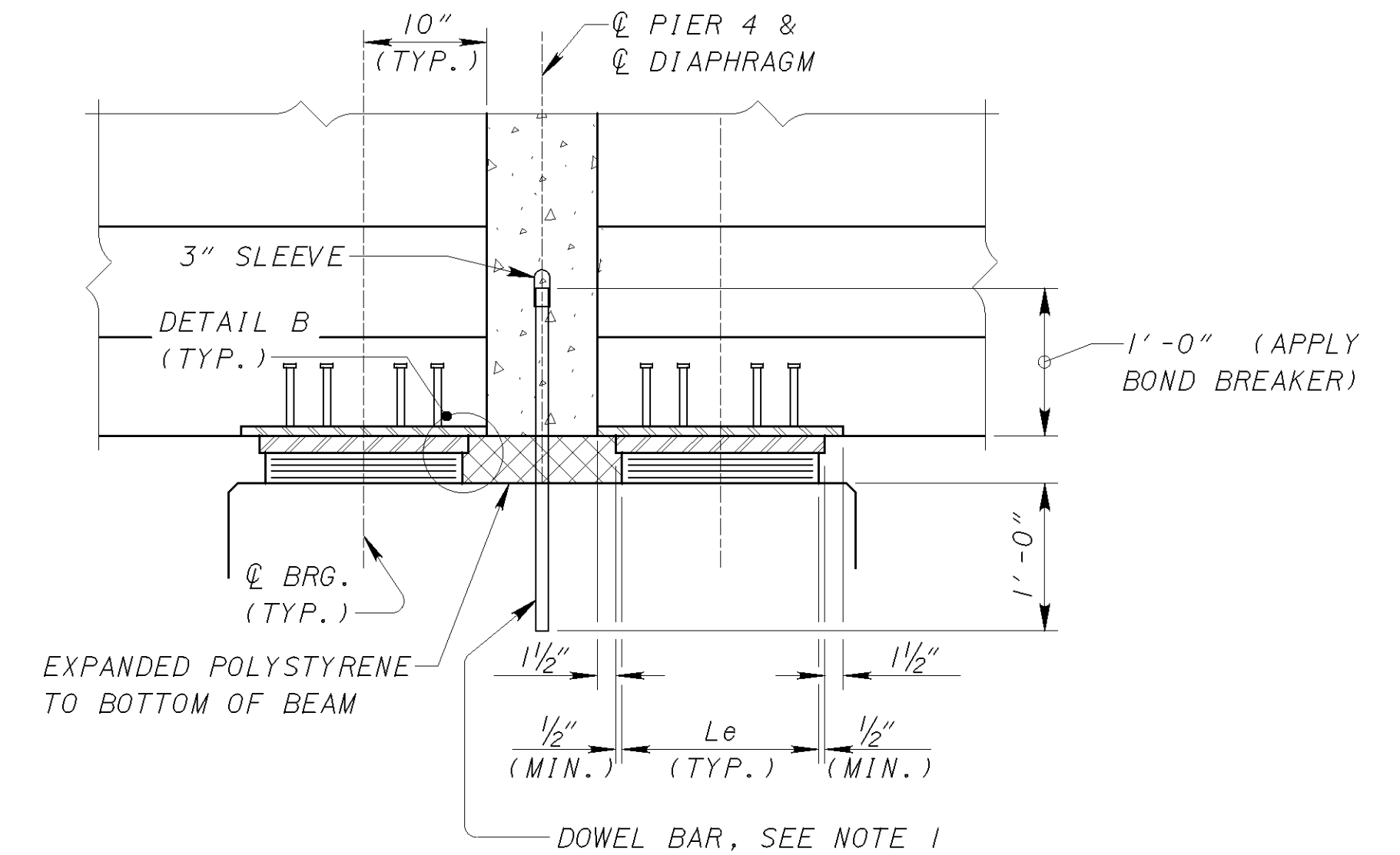
* t₁ IS ALWAYS DOWNSTATION OF t₂



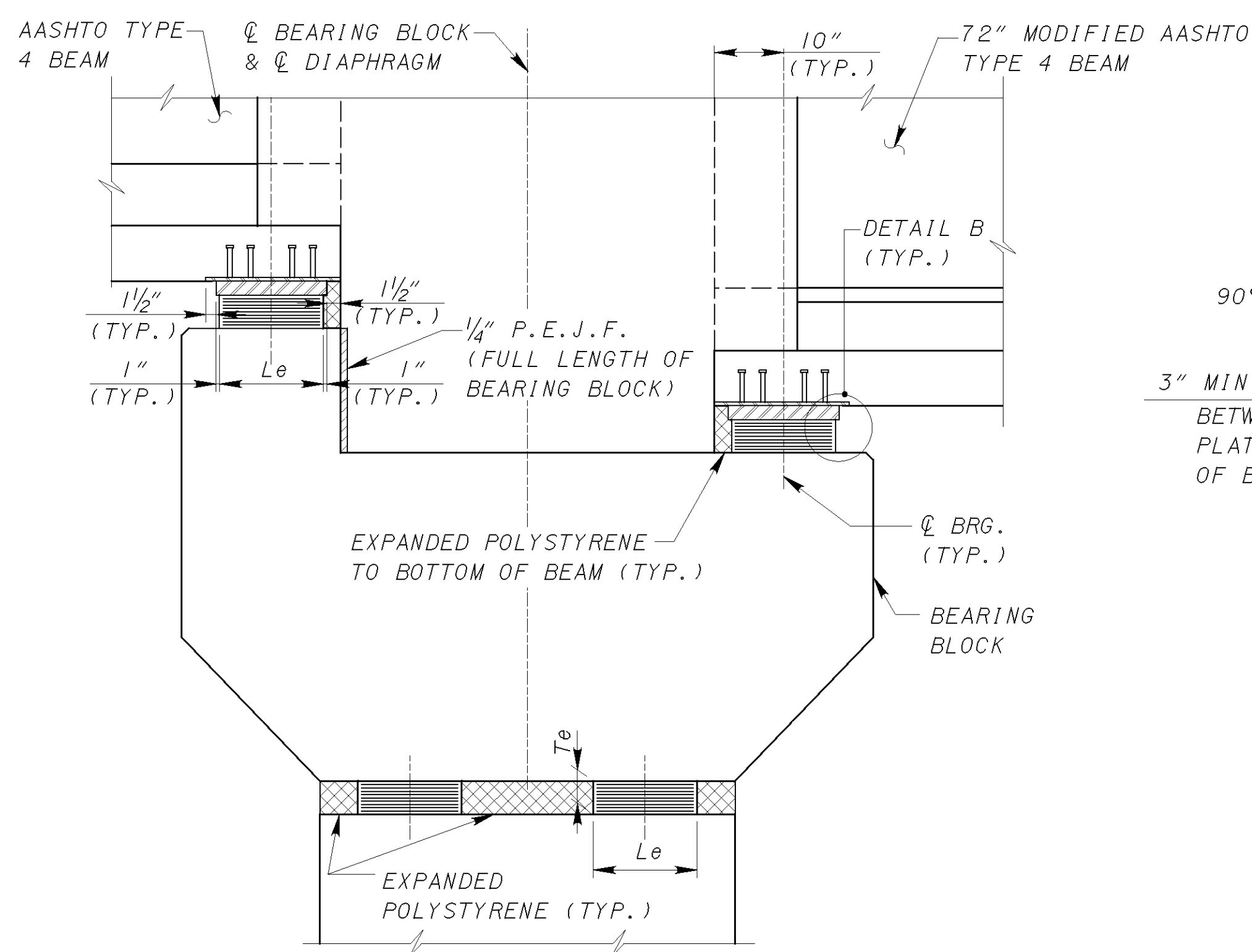
PIER BEARING ORIENTATION PLAN
(BEAM NOT SHOWN)



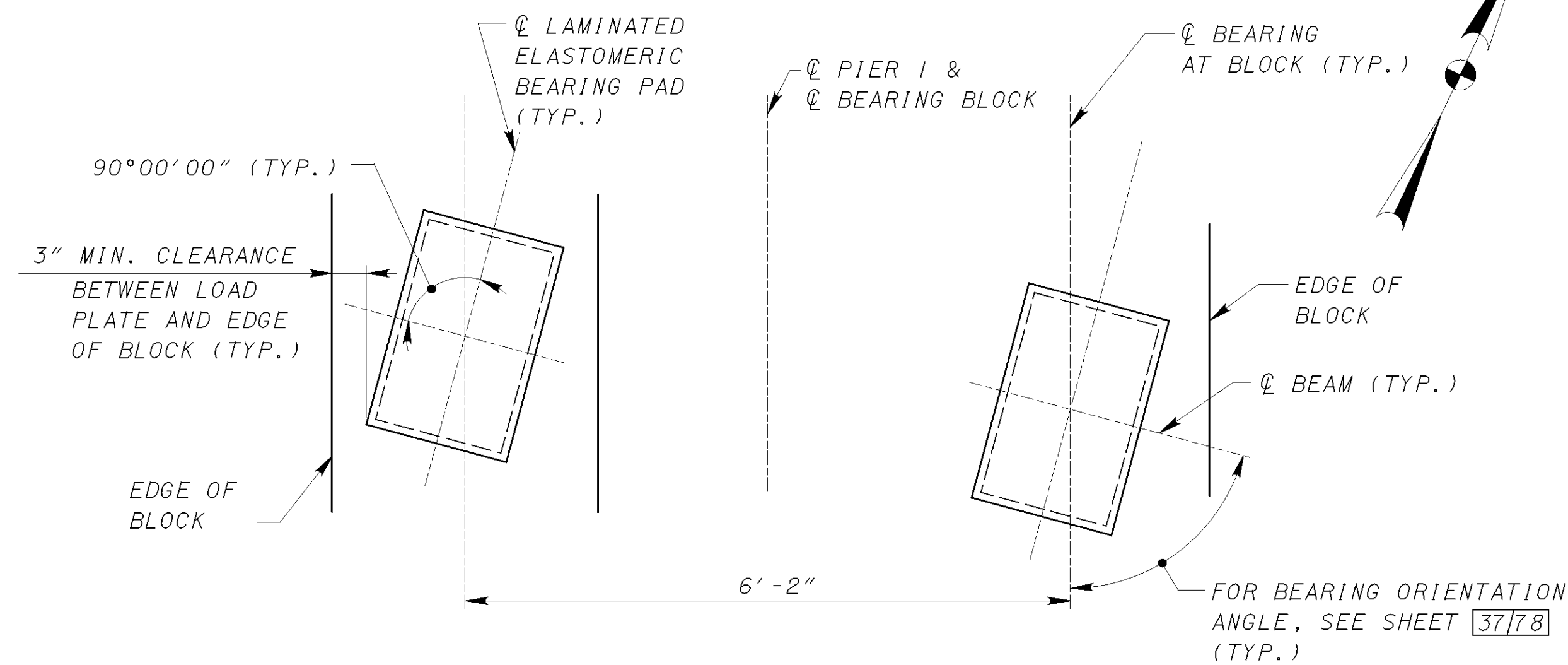
TYPICAL EXPANSION PIER DETAIL
(REINFORCEMENT IN DIAPHRAGM NOT SHOWN FOR CLARITY)



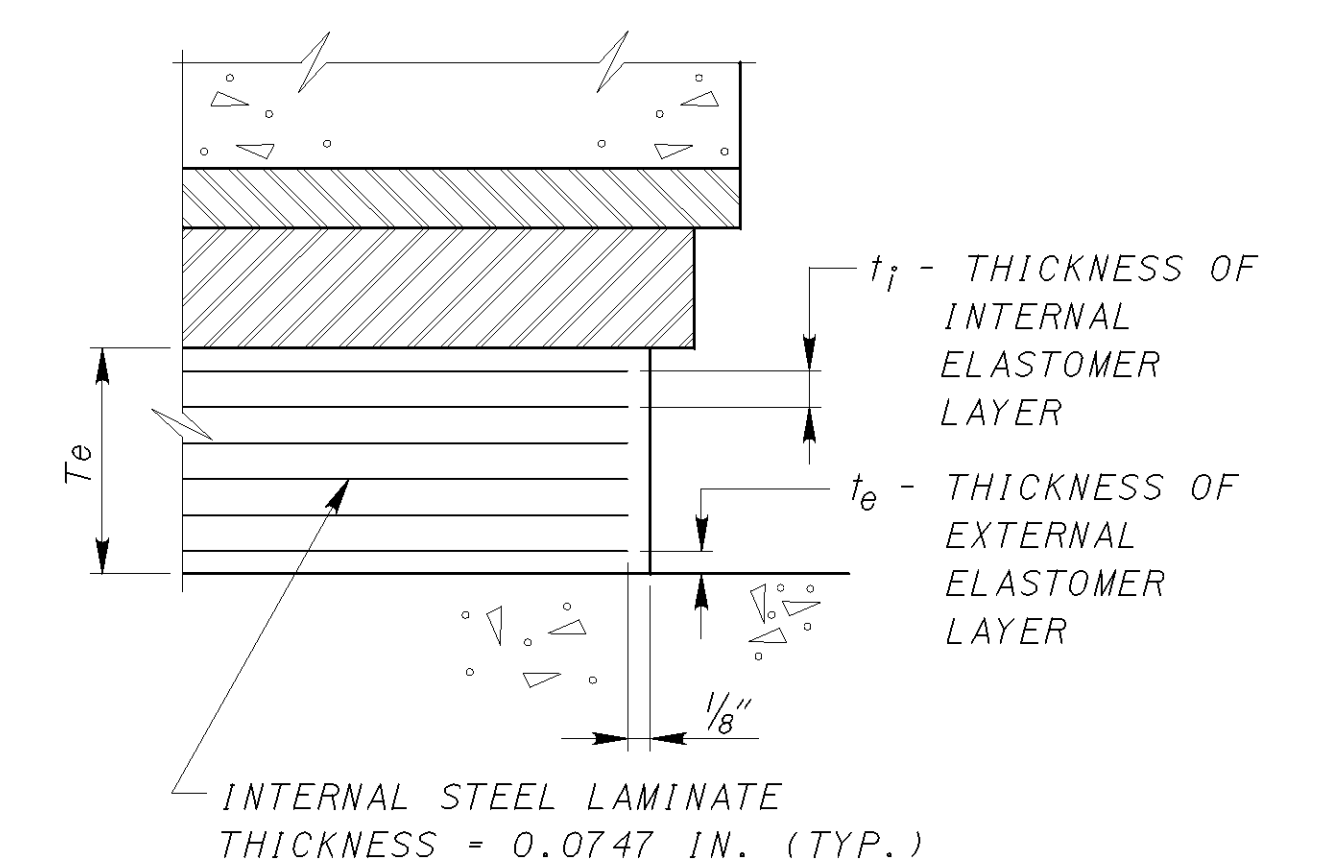
FIXED PIER DETAIL
(REINFORCEMENT IN DIAPHRAGM NOT SHOWN FOR CLARITY)



BEARING BLOCK DETAIL AT PIER 1
(REINFORCEMENT IN DIAPHRAGM AND BEARING BLOCK NOT SHOWN FOR CLARITY)



BEARING BLOCK ORIENTATION PLAN
(BEAM NOT SHOWN)

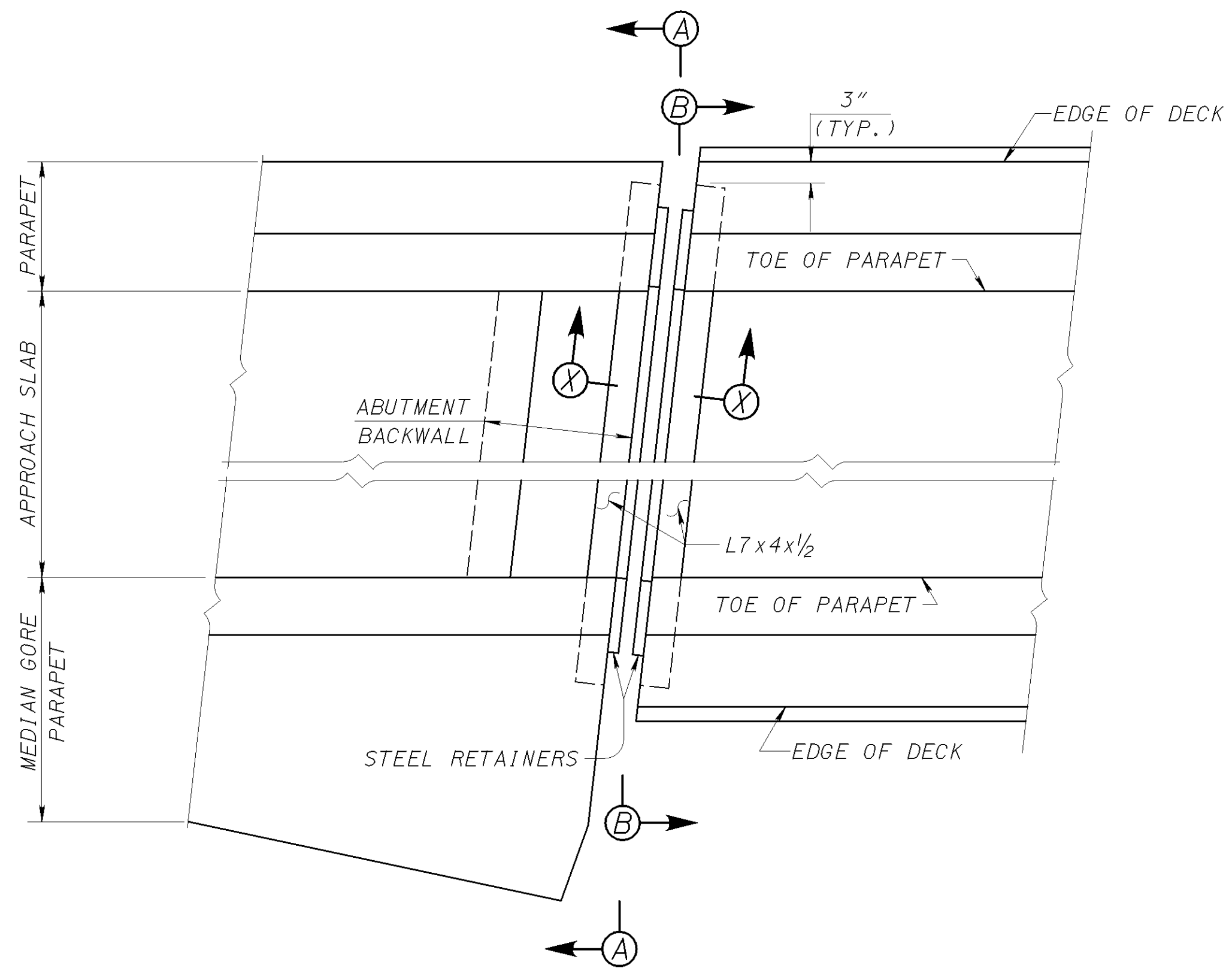
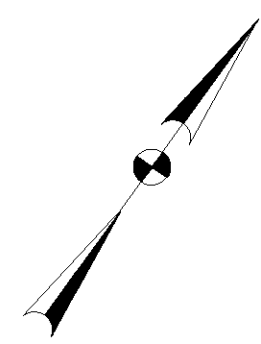


DETAIL B

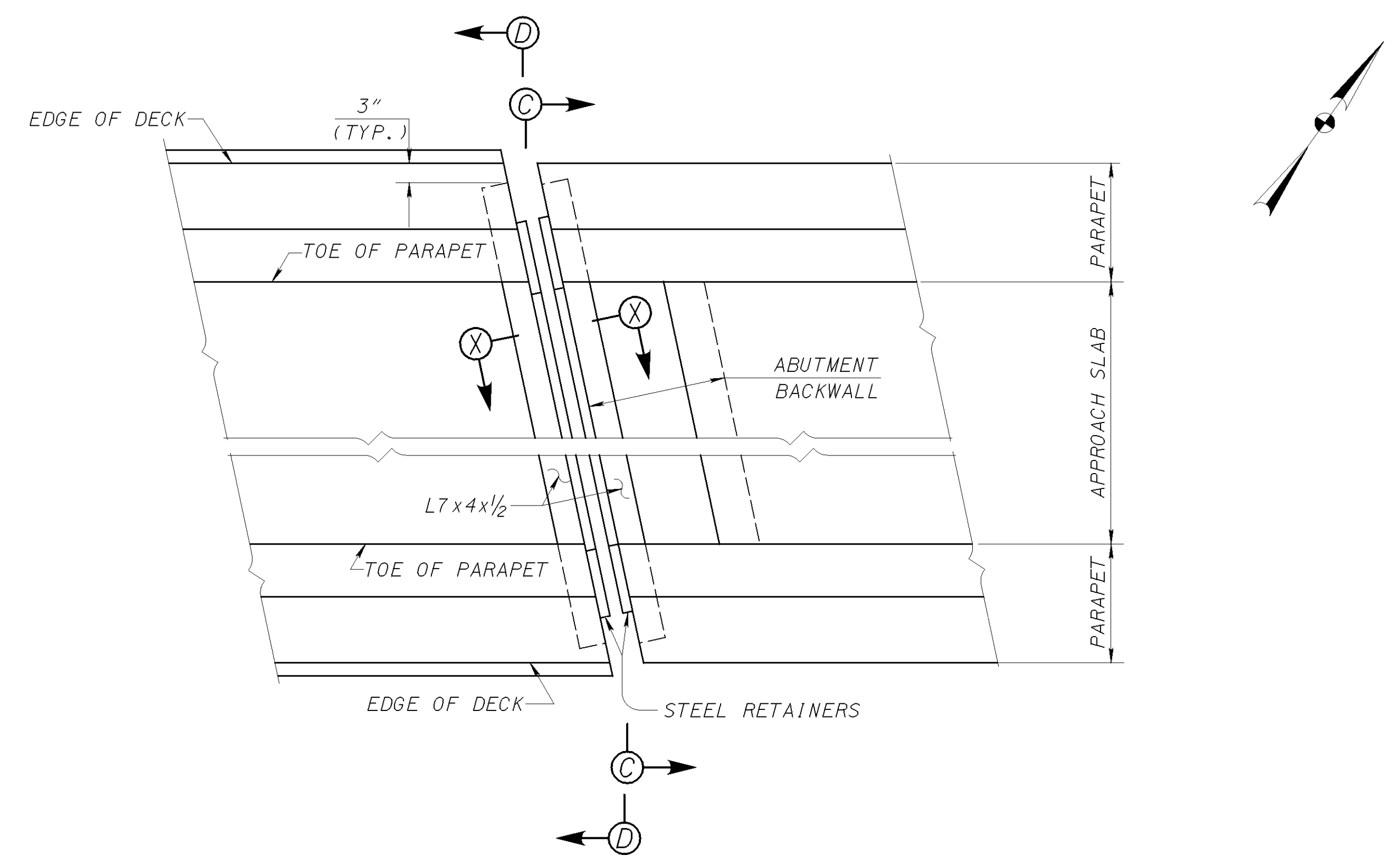
NOTES:

- 2 - 1" DIA. SMOOTH DOWEL BARS, ASTM A311 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 1-BEAM MEMBERS, LEVEL 3, TYPE 4 MODIFIED (72").
- FOR NOTES AND ADDITIONAL DETAILS, SEE SHEET 63/78.
- FOR CONSTRUCTION SEQUENCE OF THE BEARING BLOCK, SEE SHEET 39/78.

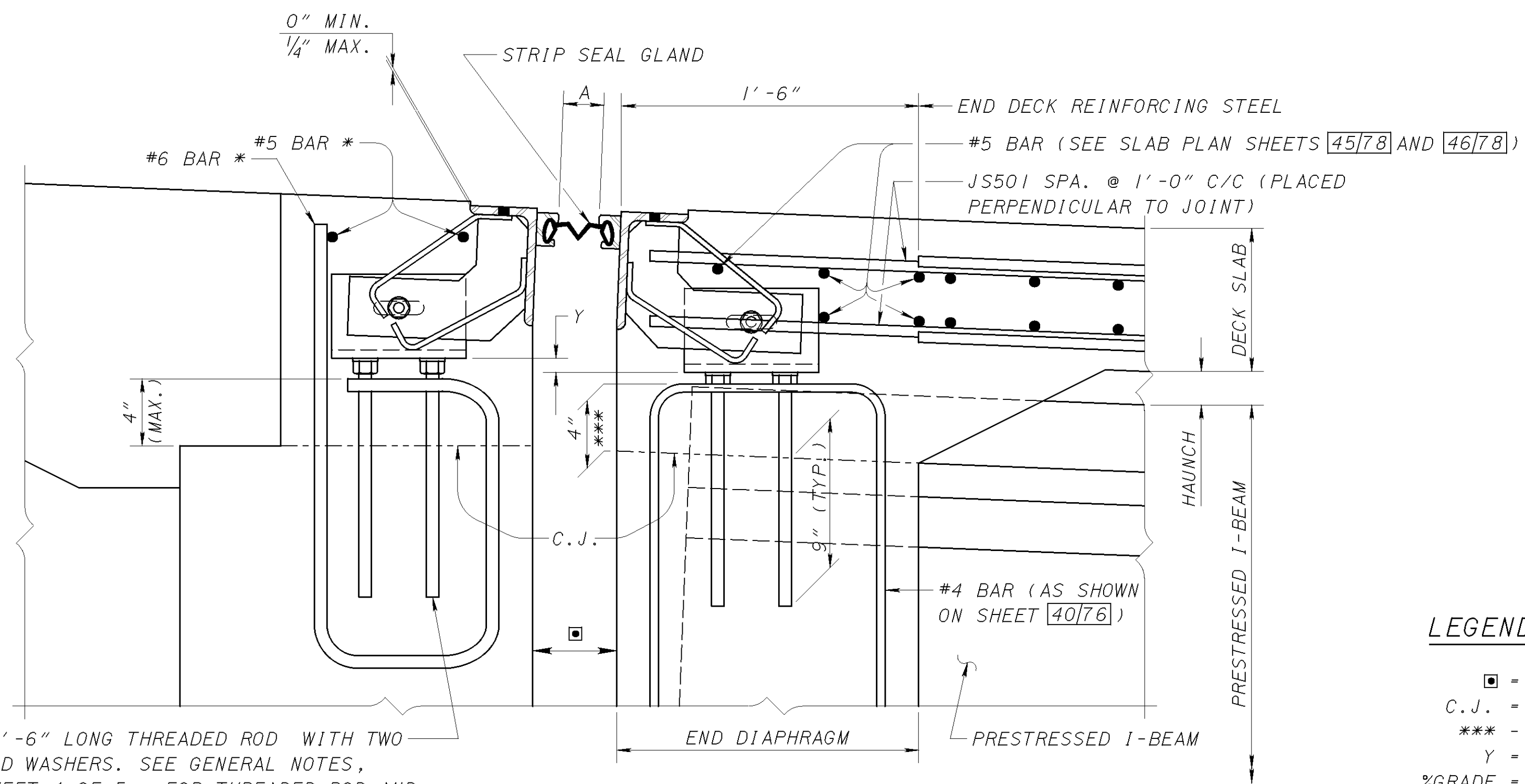
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PART PLAN AT REAR ABUTMENT



PART PLAN AT FORWARD ABUTMENT



SECTION X-X
(SECTION SHOWN AT ANCHORED SUPPORT)

3/4" DIA. x 1'-6" LONG THREADED ROD WITH TWO HEX NUTS AND WASHERS. SEE GENERAL NOTES, EXJ-6-06 SHEET 4 OF 5, FOR THREADED ROD AND JOINT SUPPORT & ANCHORAGE REQUIREMENTS. (TYP.)

5" STRIP SEAL JOINT WIDTH REAR ABUTMENT		
AMBIENT TEMPERATURE	DIMENSION "A"	DIMENSION "Y"
90° F	1"	5/16"
80° F	1 5/16"	5/16"
70° F	1 11/16"	5/16"
60° F	2"	5/16"
50° F	2 7/16"	5/16"
40° F	2 15/16"	5/16"
30° F	3 3/8"	5/16"

5" STRIP SEAL JOINT WIDTH FORWARD ABUTMENT		
AMBIENT TEMPERATURE	DIMENSION "A"	DIMENSION "Y"
90° F	1 5/16"	9/16"
80° F	1 1/4"	9/16"
70° F	1 3/8"	9/16"
60° F	2"	9/16"
50° F	2 1/2"	9/16"
40° F	3"	5/8"
30° F	3 1/2"	5/8"

NOTE:
MINIMUM JOINT OPENING (DIMENSION "A") AT TIME OF SEAL GLAND INSTALLATION SHALL NOT BE LESS THAN 1/2". IF THE JOINT OPENING IS LESS, INSTALLATION SHALL BE POSTPONED UNTIL THE TEMPERATURE DROPS A SUFFICIENT AMOUNT TO ALLOW THE MINIMUM 1/2" OPENING.

A POSITIVE VALUE FOR DIMENSION Y INDICATES A POSITIVE INSTANTANEOUS PROFILE GRADE LOOKING UPSTATION.

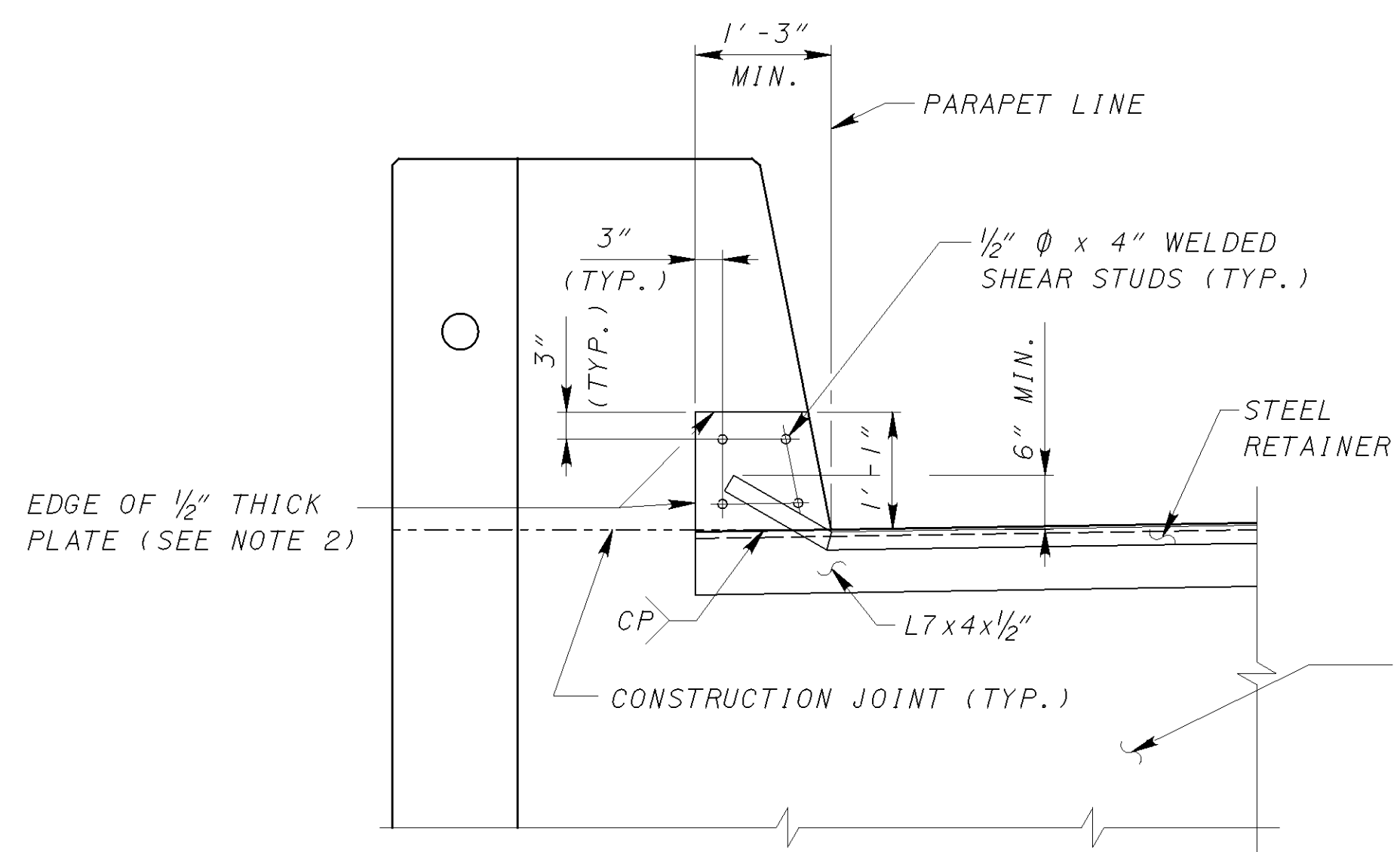
LEGEND

- = DIM. A + 2 x WIDTH OF STEEL RETAINER
- C.J. = CONSTRUCTION JOINT
- *** = MEASURED TO THE HIGHEST SIDE OF THE DIAPHRAGM.
- Y = %GRADE x (DIM. A + 18 1/2")
- %GRADE = INSTANTANEOUS PROFILE GRADE AT THE CENTERLINE OF THE JOINT
- * = SEE REAR ABUTMENT SHEET [1478] AND FORWARD ABUTMENT SHEET [1778].

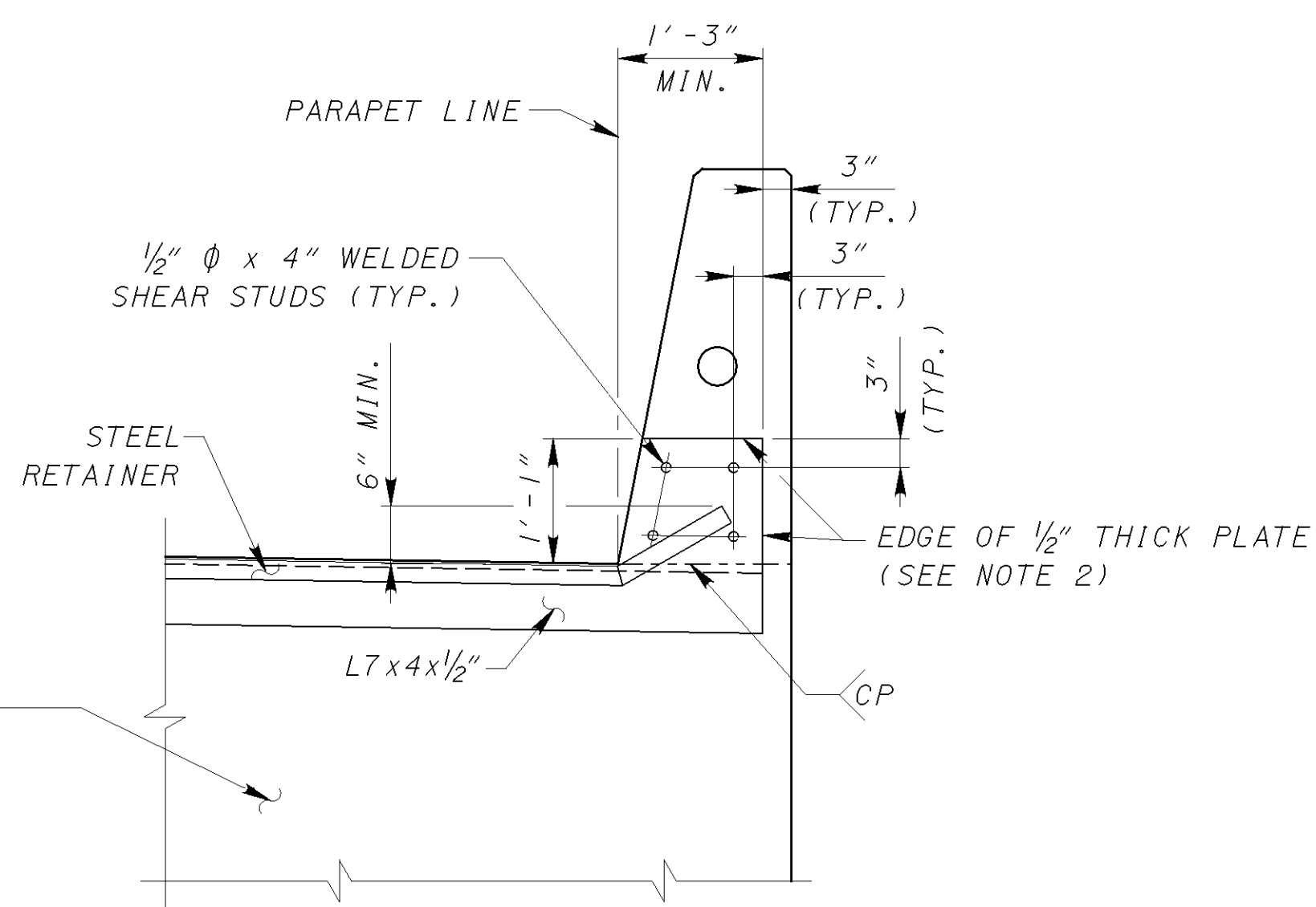
NOTES:

1. FOR SECTION A-A, B-B, C-C, AND D-D, SEE SHEET [6678].
2. FOR ADDITIONAL DETAILS NOT SHOWN, REFER TO ODOT STANDARD BRIDGE DRAWINGS EXJ-6-06.
3. THE INSTALLATION SEQUENCE OF THE EXPANSION JOINT SHALL FOLLOW THE PHASE CONSTRUCTION DETAILS SEQUENCE AND THE CONSTRUCTION PROCEDURE ON ODOT STANDARD DRAWING EXJ-6-06, SHEET 4 OF 5.
4. NO JOINTS IN STRIP SEALS ARE ALLOWED UNLESS APPROVED BY THE DIRECTOR.
5. FOR JOINT TREATMENTS IN RETAINERS AND IN ARMOR STEEL, REFER TO ODOT STANDARD BRIDGE DRAWING EXJ-6-06, SHEET 4 OF 5.

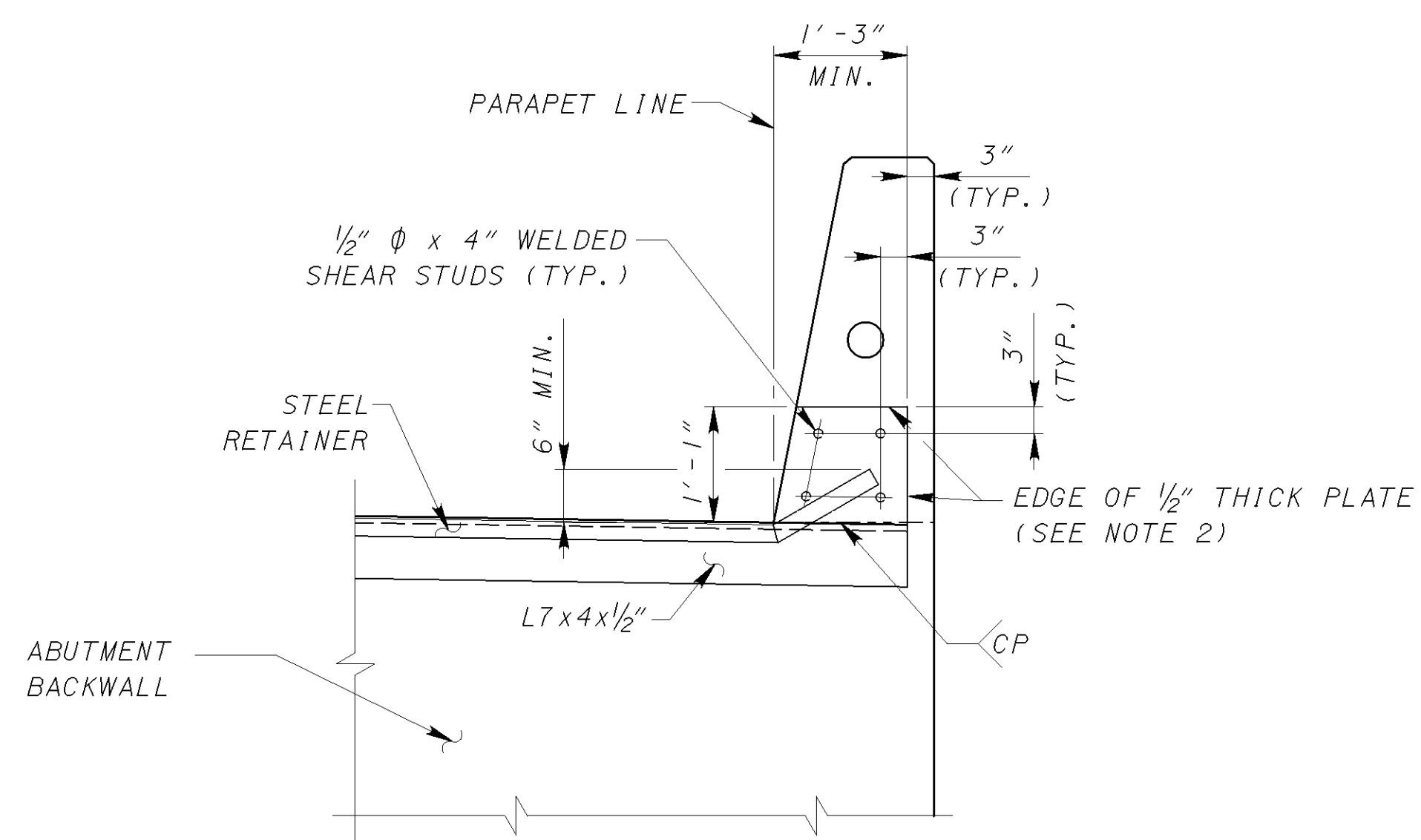
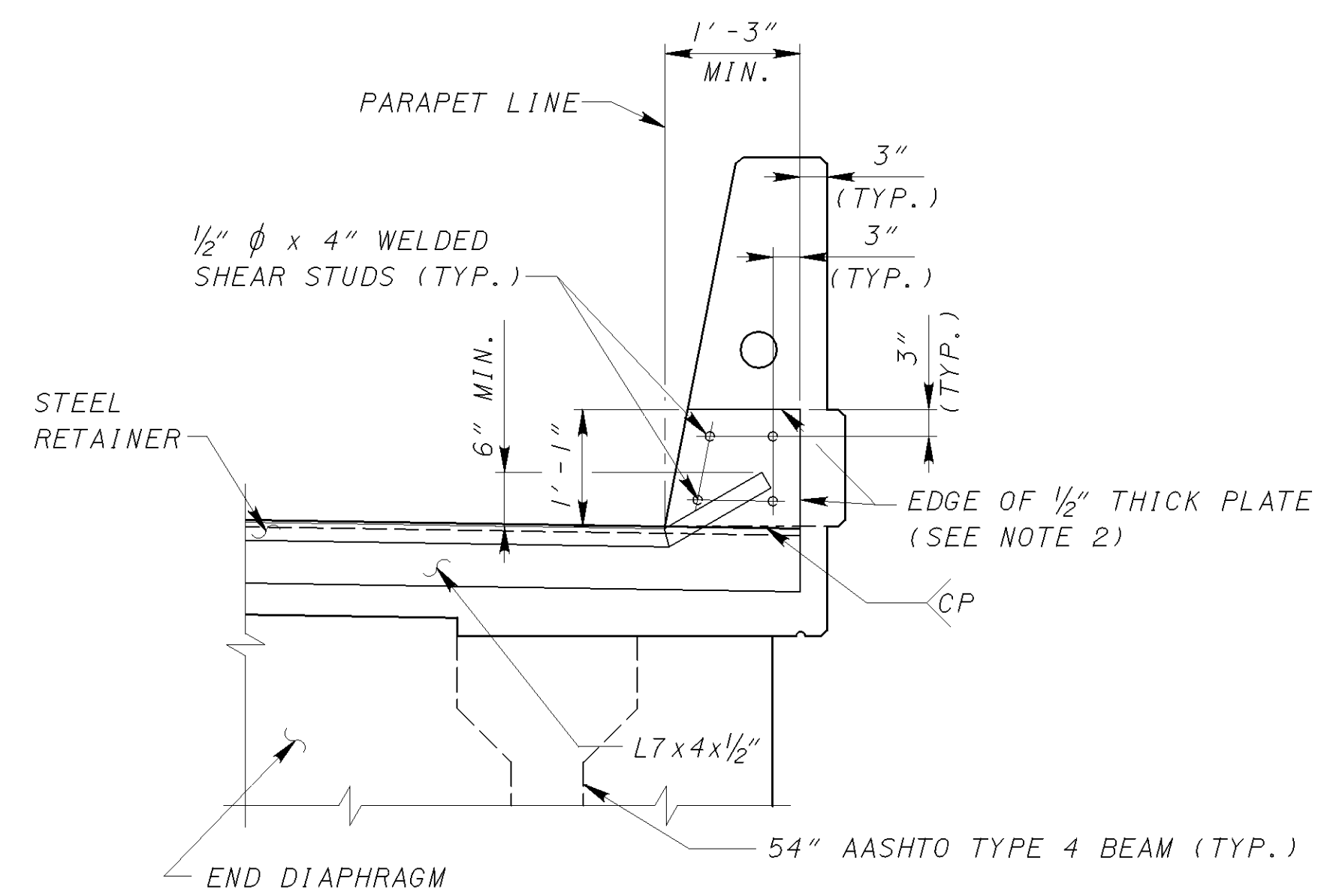
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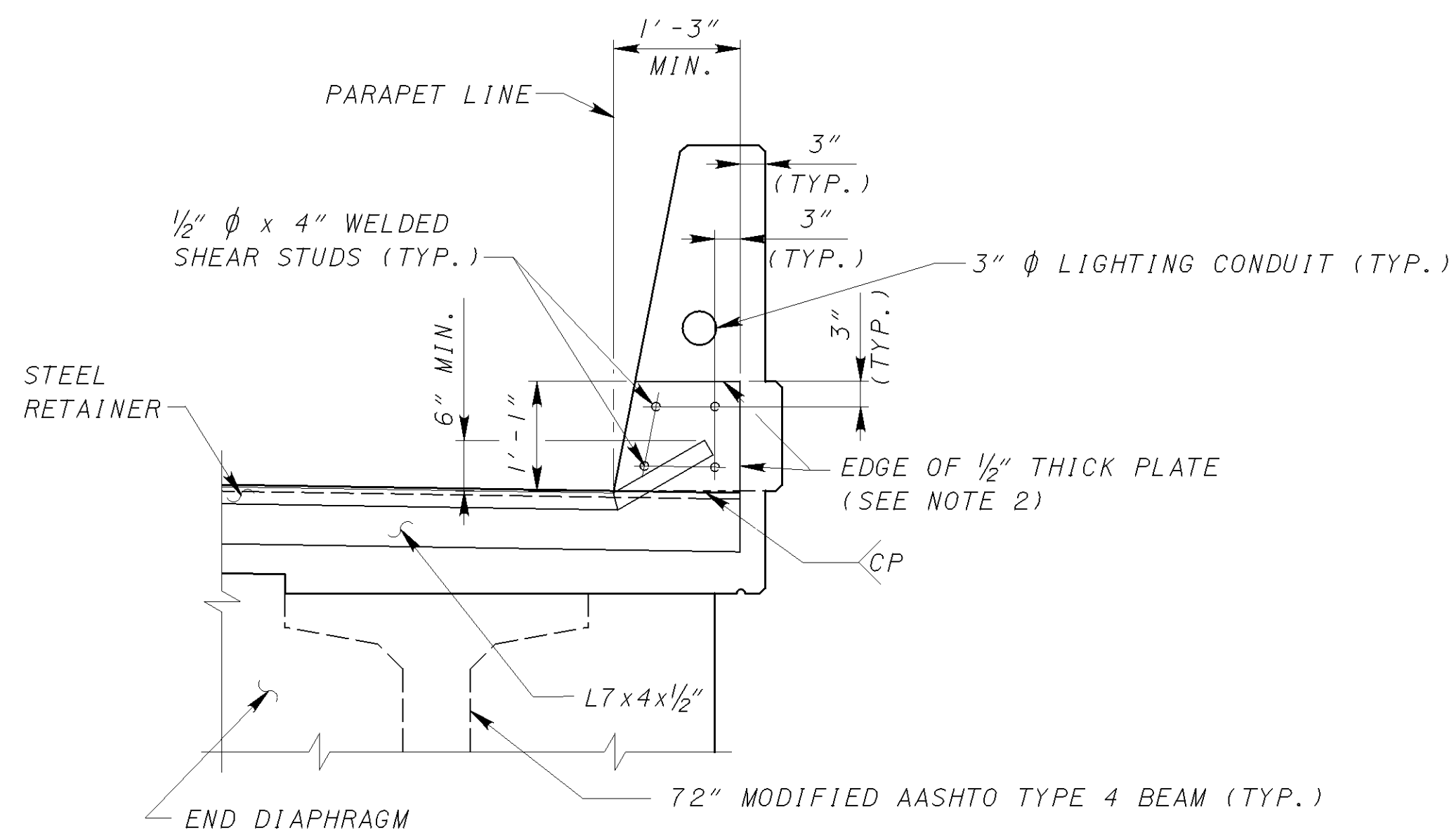
SECTION A-A



SECTION B-B
 (LEFT SIDE SIMILAR)



SECTION C-C
 (LEFT SIDE SIMILAR)

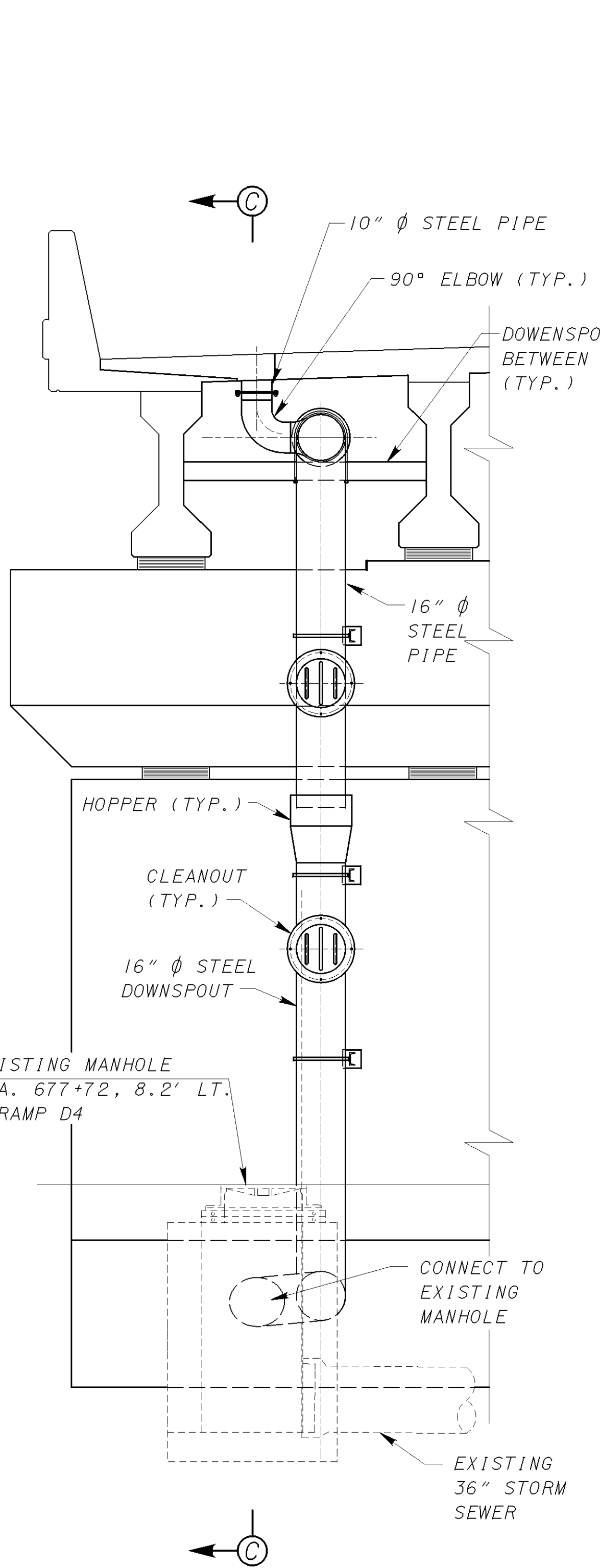


SECTION D-D
 (LEFT SIDE SIMILAR)

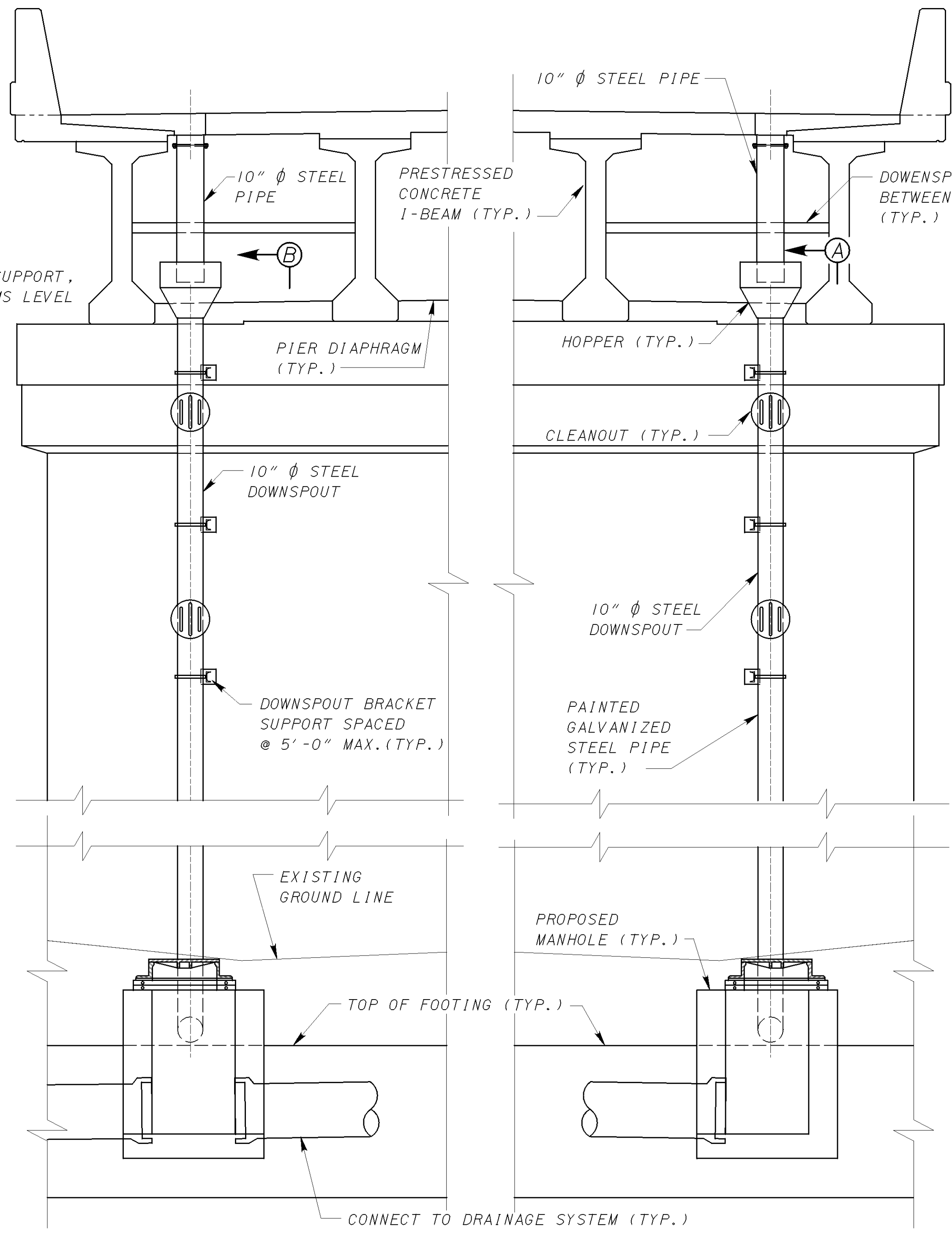
NOTES:

- FOR PART PLAN AT ABUTMENTS, LEGEND AND NOTES, SEE SHEET 64/78.
- FOR DIMENSIONS OF 1/2" THICK PLATE DUE TO SLOPE OF DECK, SEE EXJ-6-06 1 OF 5.

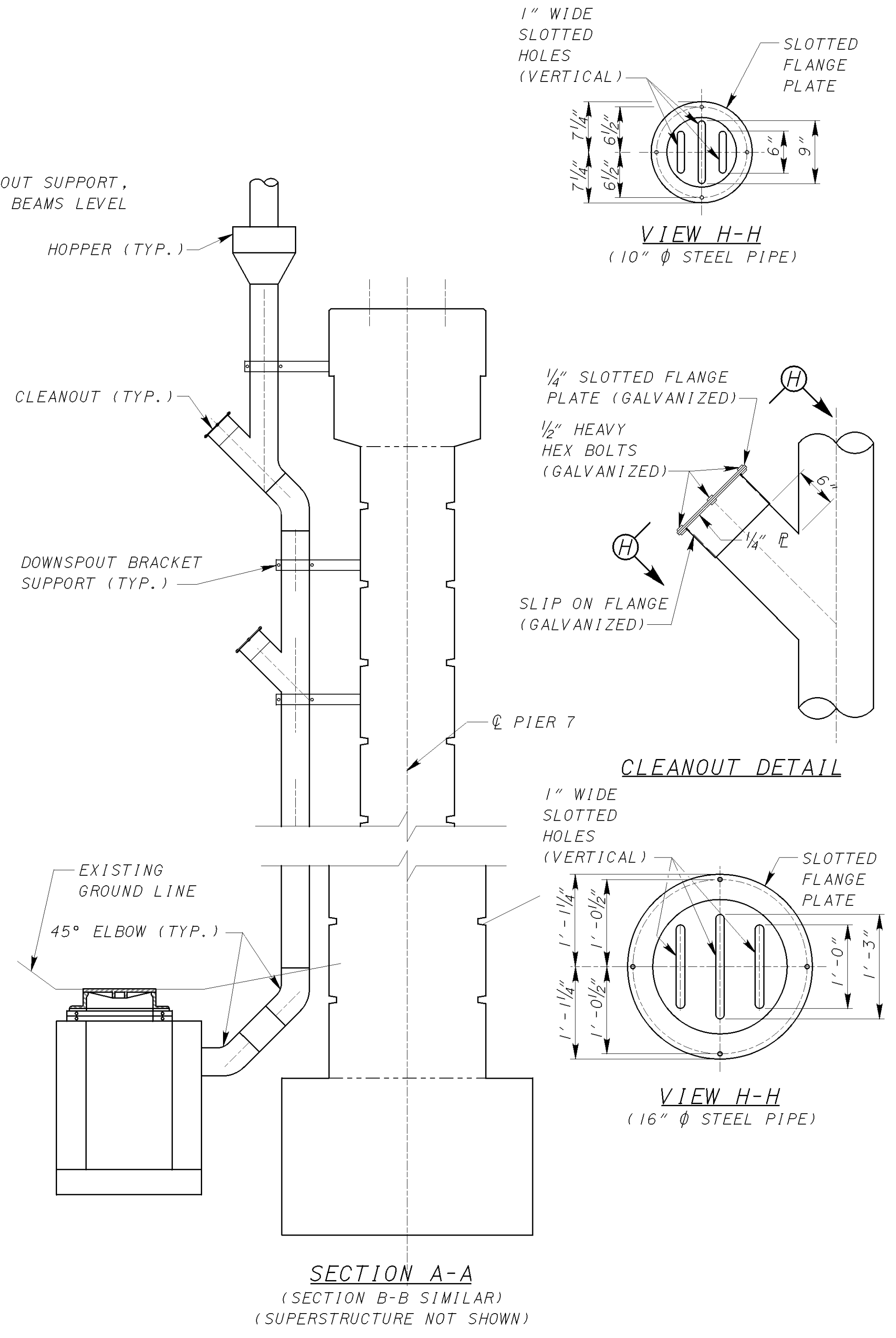
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PART ELEVATION AT PIER 1
 (PIER 1 LOOKING NORTH)



PART ELEVATION AT PIER 7
 (PIER 7 LOOKING SOUTH)

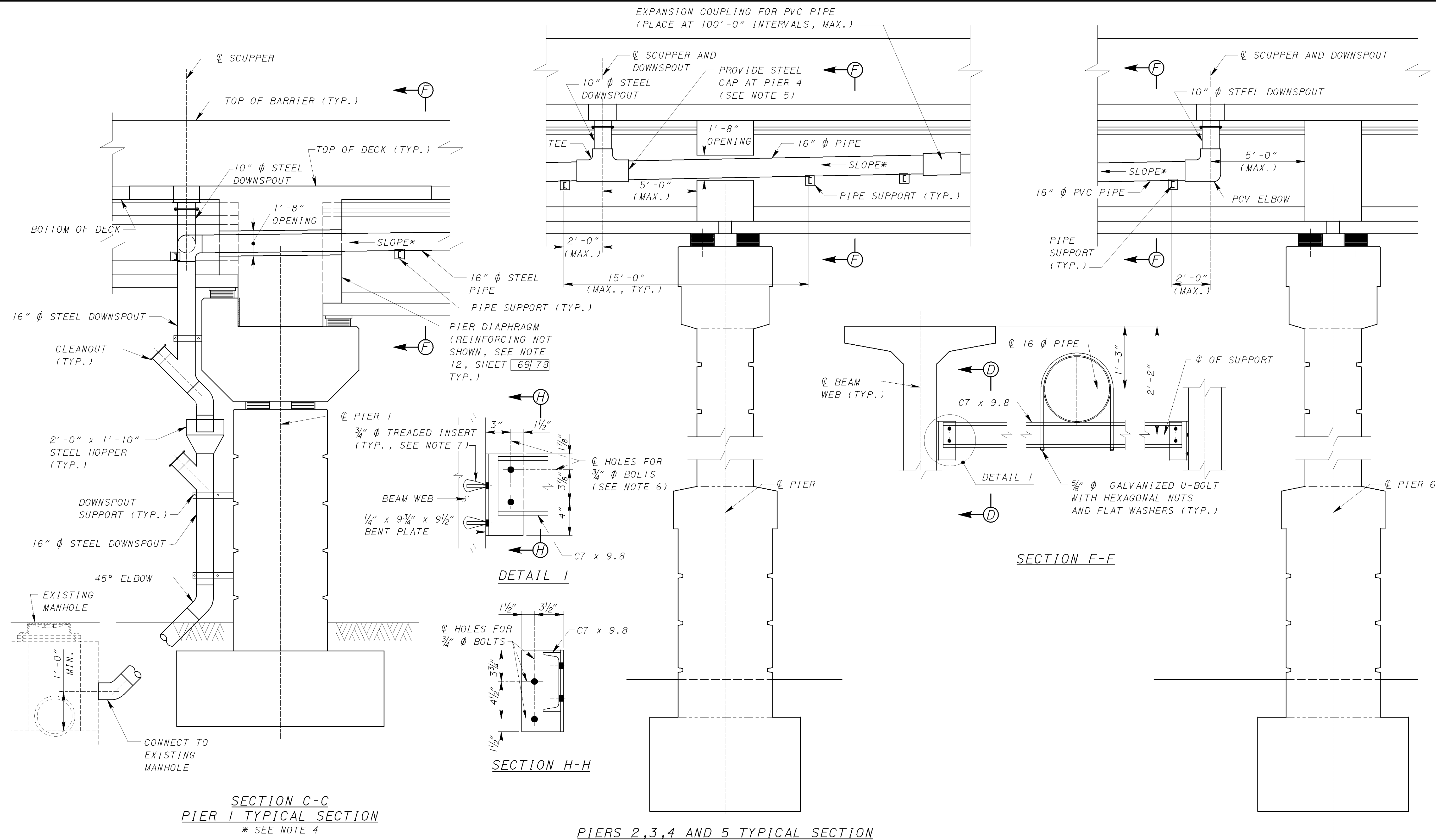


SECTION A-A
 (SECTION B-B SIMILAR)
 (SUPERSTRUCTURE NOT SHOWN)

- NOTES:**
1. FOR ADDITIONAL DRAINAGE DETAILS, SEE ROADWAY PLAN SHEETS.
 2. FOR SECTION C-C, SEE SHEET 68/78.
 3. FOR ADDITIONAL NOTES AND DETAILS, SEE SHEET 69/78.

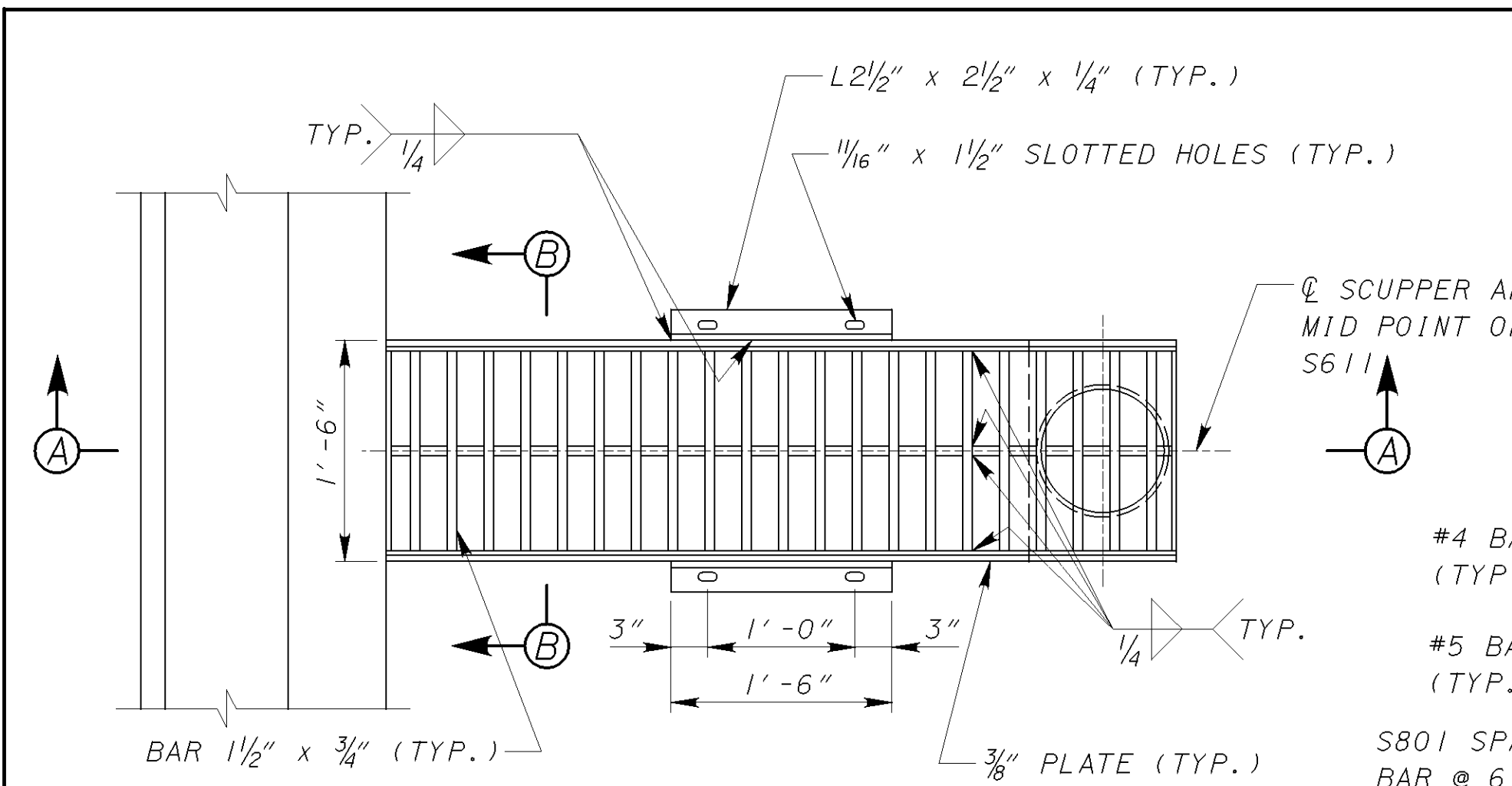
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DATE: 3/14/2007 FILE: g:\C:\04\003\B1196\RampE2D4\ymcE2D4md05.dgn

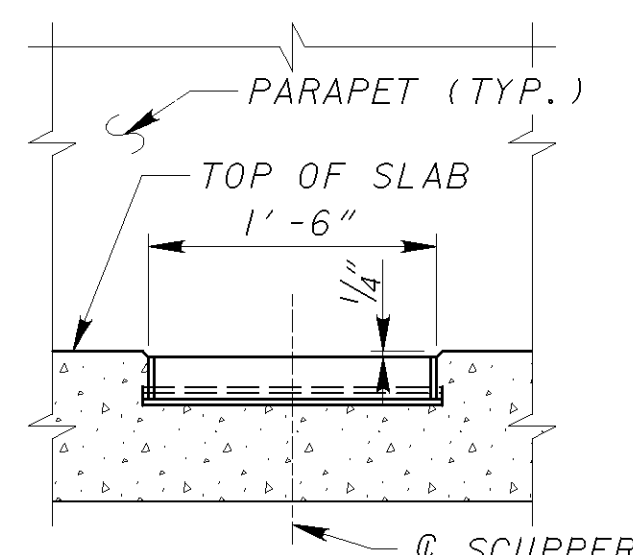


- NOTES:**
- FOR ADDITIONAL DRAINAGE NOTES AND DETAILS, SEE SHEETS [67/78] AND [69/78].
 - FOR ELEVATION VIEW OF PIER 1 AND PIER 7, SEE SHEET [67/78].
 - FOR SECTION D-D, SEE SHEET [69/78].
 - SLOPE OF 16" ϕ PIPE FROM PIER 6 TO PIER 1 TO MATCH PROFILE GRADE.
 - PROVIDE PLUG OR CAP IN STEEL TEE WHEN TEMPORARY PVC DRAINAGE IS REMOVED, SEE NOTE 14 ON SHEET [69/78].
 - PROVIDE $\frac{3}{4}$ " ϕ HEXAGONAL BOLTS WITH NUT AND WASHER TO CONNECT CHANNEL TO BENT PLATE.
 - FOR THREADED INSERT AND BOLT INFORMATION, SEE NOTES 7, 8 AND 16 ON SHEET [69/78].

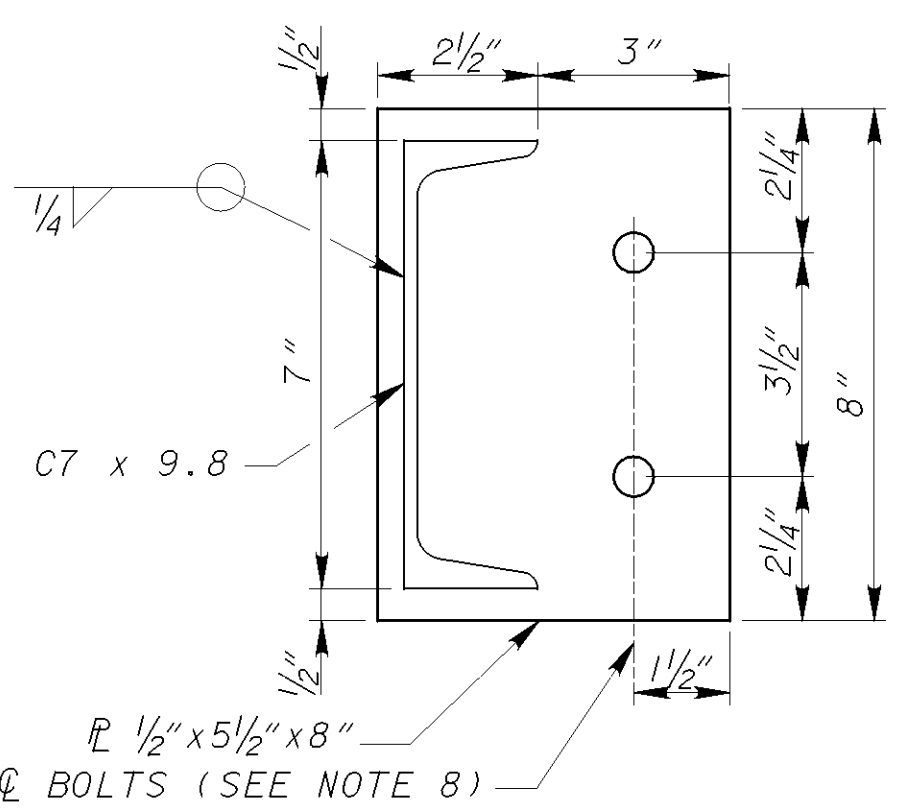
 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44115-9601	DATE: 02/24/06 RER: 5708397 STRUCTURE FILE NUMBER: 5708397
	DESIGNED: JDH CHECKED: JDH DRAWN: RCK REVISED: RCK
DRAINAGE DETAILS - SECTIONS BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD	
MOT-75-13.11 PID 75927	
68/78 1584 1811	



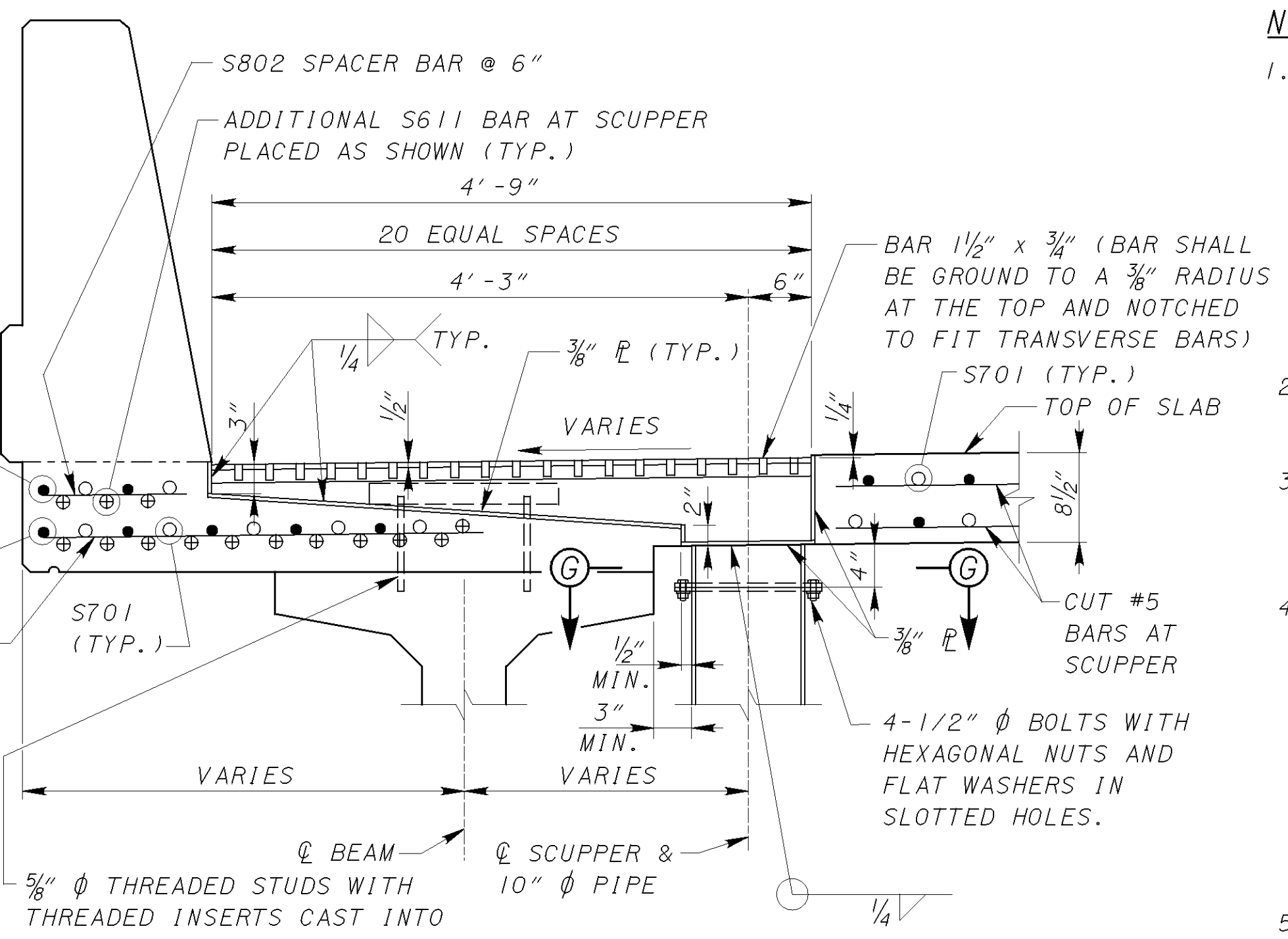
PLAN



SECTION B-B

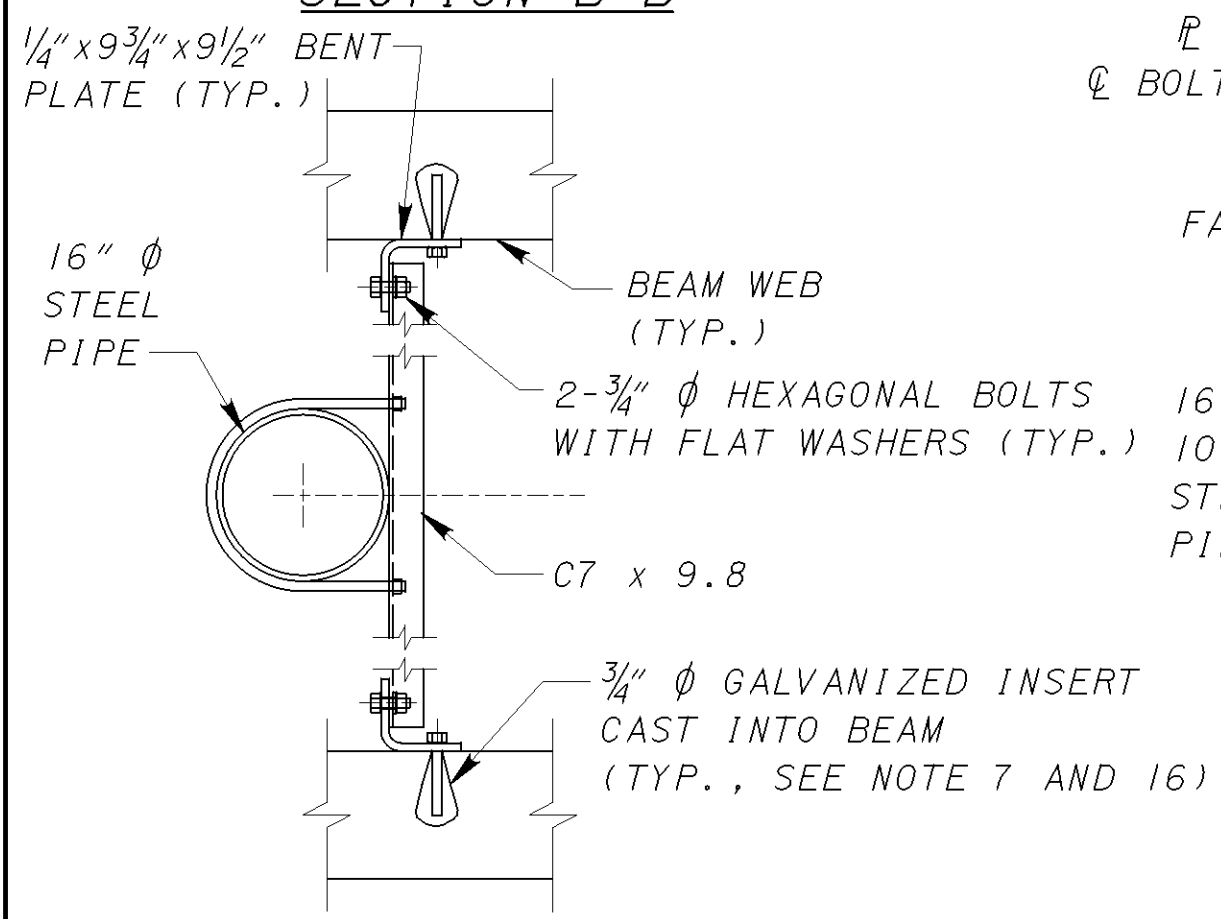


SECTION D-D

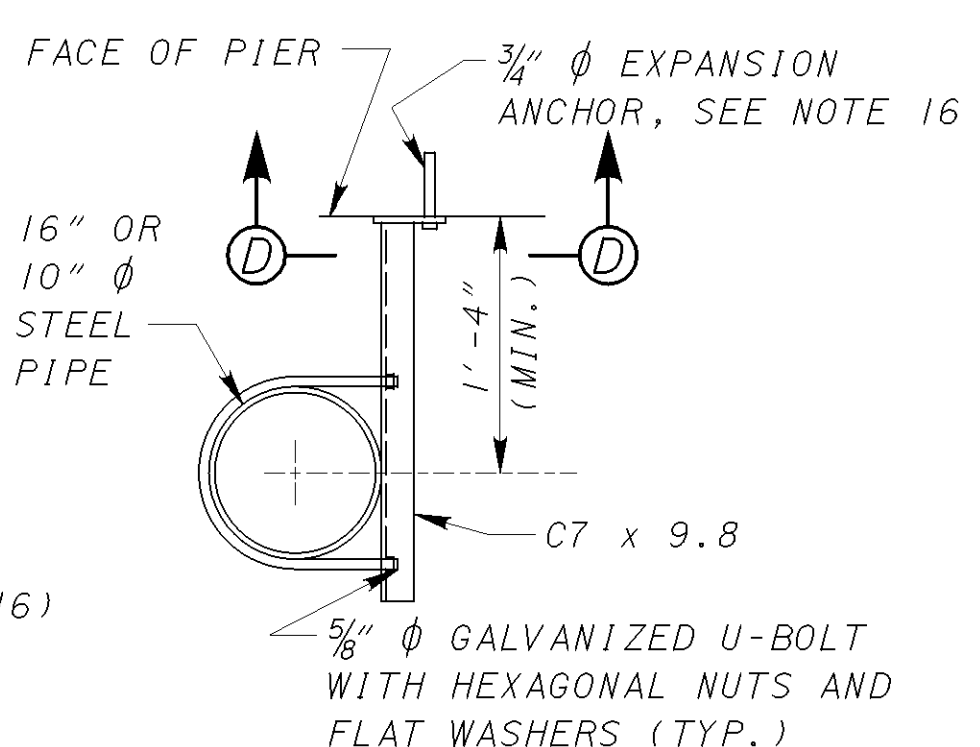


SECTION A-A

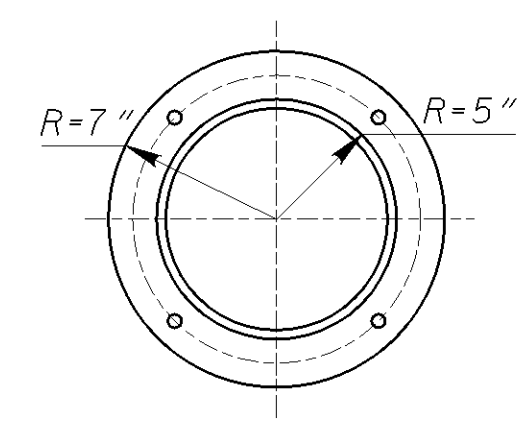
(SEE NOTE 14 AND 15)
 5/8" Ø THREADED STUDS WITH THREADED INSERTS CAST INTO PRESTRESSED CONCRETE GIRDER. PROVIDE 3/4" OF THREAD ABOVE AND BELOW LEVELING ANGLES. THREADED INSERTS SHALL BE CAREFULLY PLACED TO AVOID PRESTRESSING STRANDS (TYP.) (SEE NOTE 7)



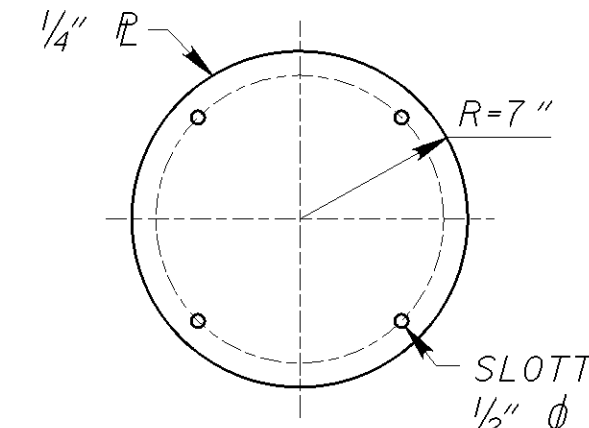
DOWNSPOUT SUPPORT BETWEEN BEAMS



DOWNSPOUT SUPPORT AT PIERS

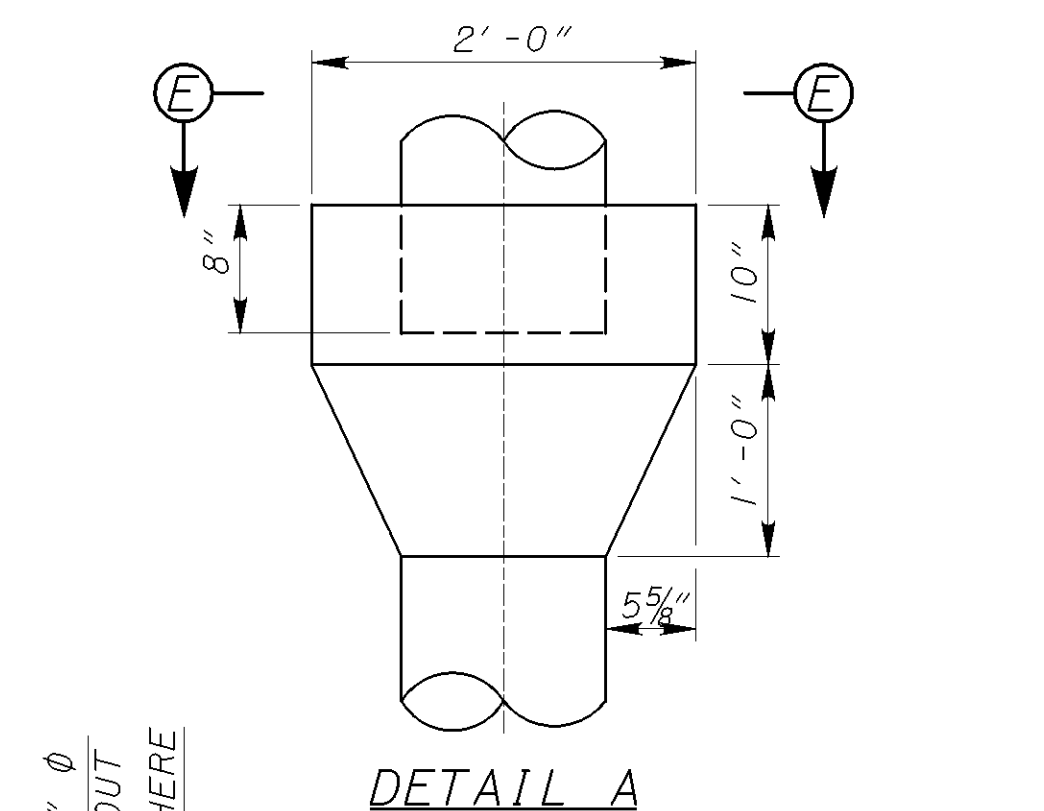


SECTION G-G



CAP

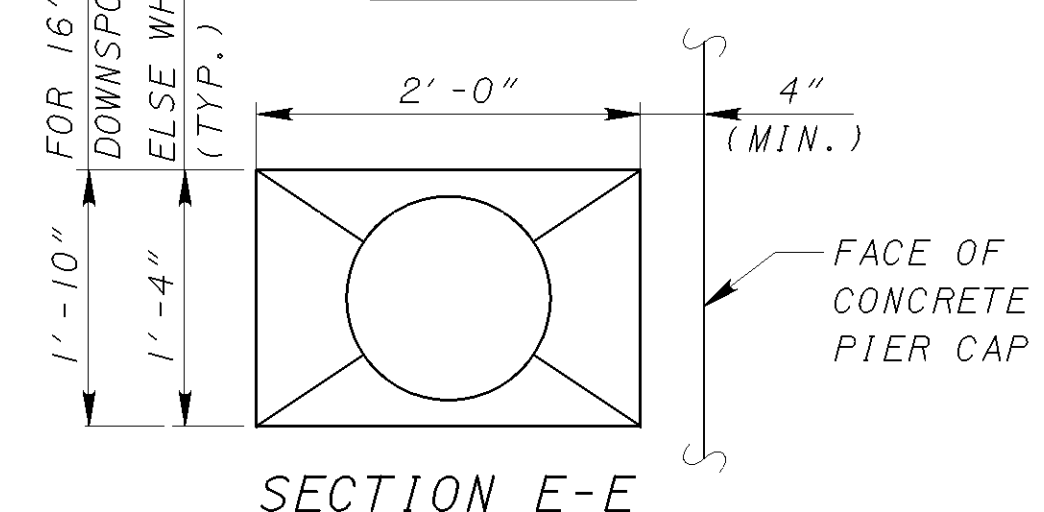
(SEE NOTE 14d.)



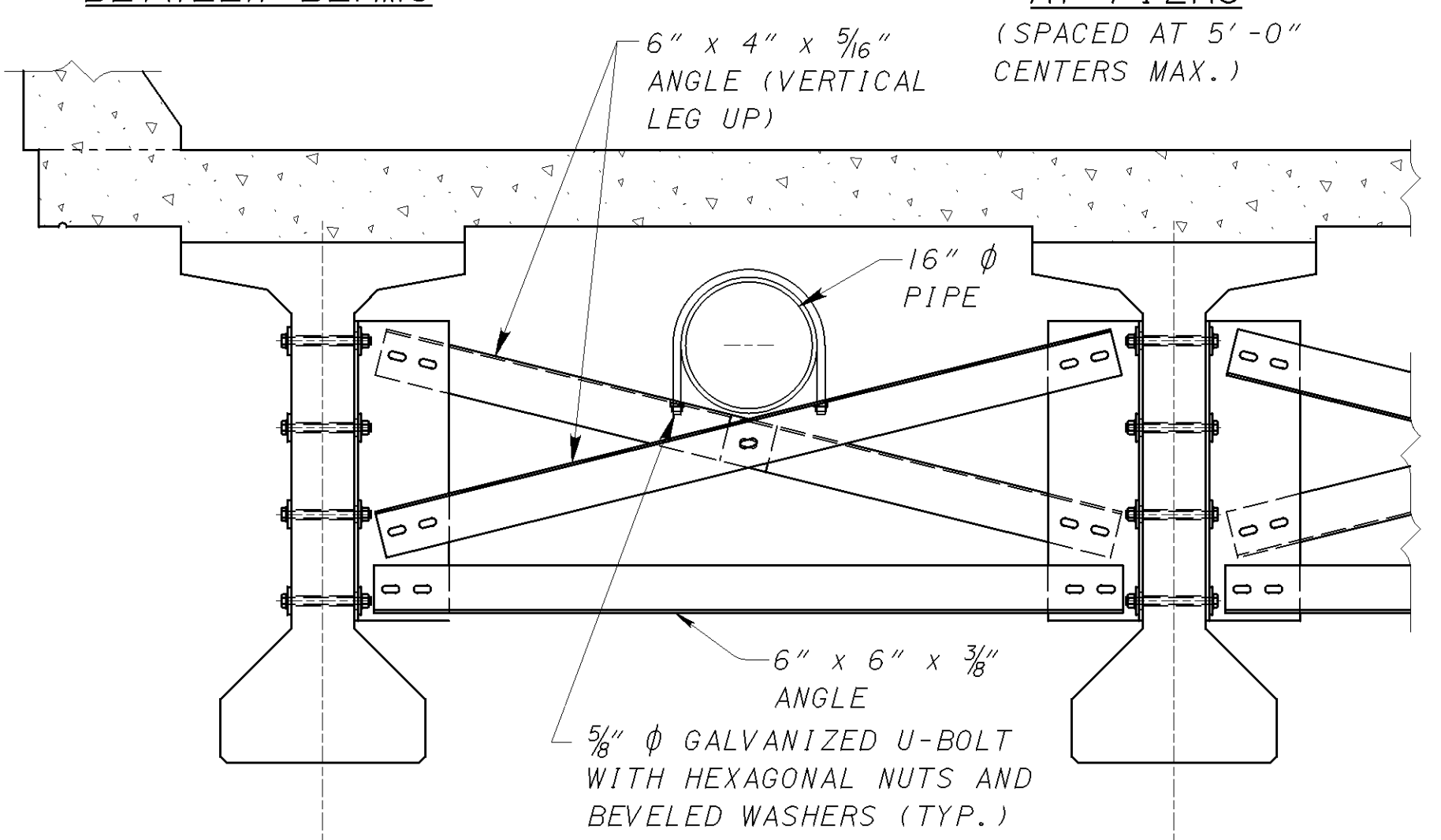
DETAIL A

SCUPPER LOCATION*		
STATION	PIER	BRIDGE
575+97.49	1	39.58' LT.
577+06.13	2	34.22' LT.
578+34.36	3	30.89' LT.
580+70.18	4	35.17' LT.
581+95.31	5	40.09' LT.
583+07.79	6	44.51' LT.
583+22.95	6	33.13' RT.

* - STATIONS AND OFFSETS ARE BASED ON RAMP E2, GIVEN AT TOE OF PARAPET AND Q OF SCUPPER



SECTION E-E



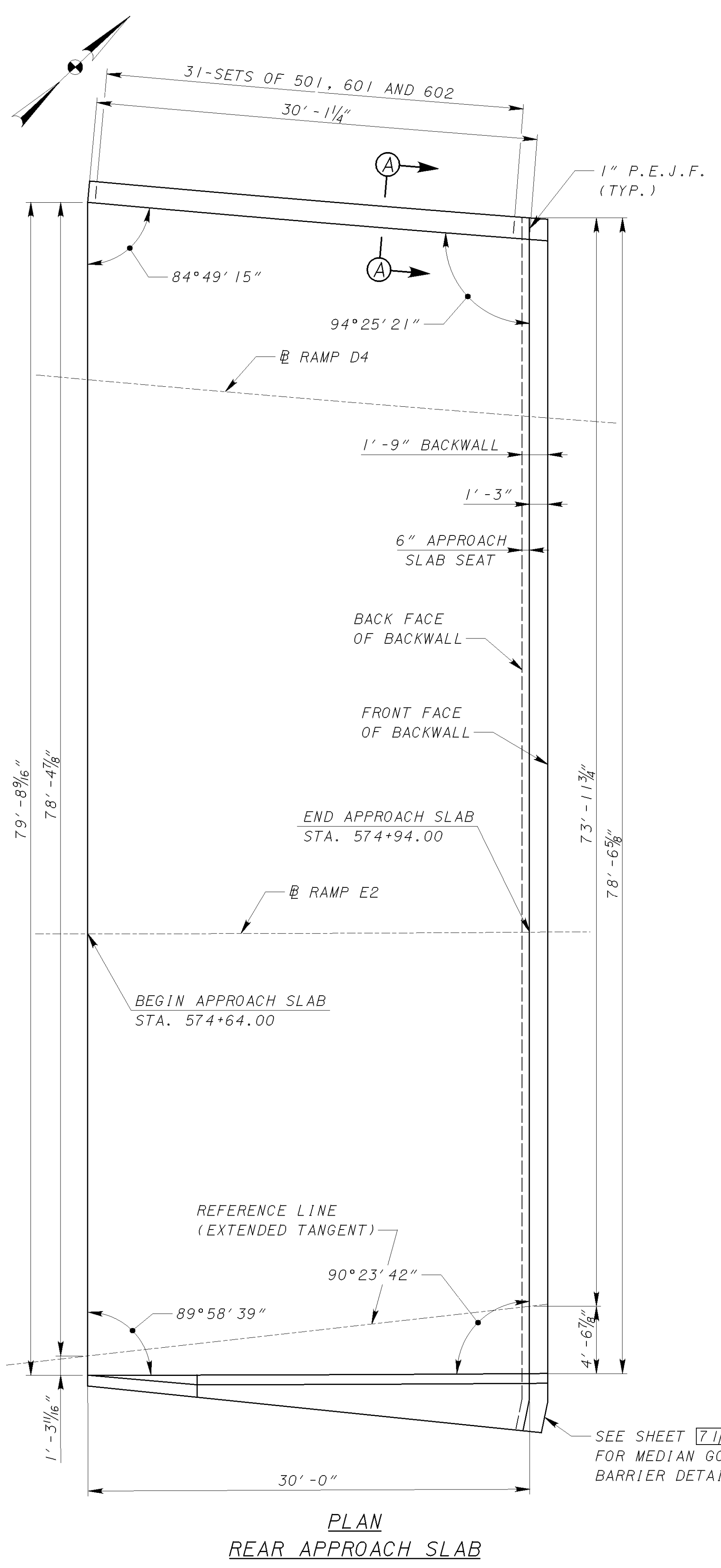
MODIFIED INTERMEDIATE DIAPHRAGM (SEE NOTE 11)

NOTES:

- SCUPPERS, 10" AND 16" DIAMETER VERTICAL PIPES AND SPECIALS, CLEANOUTS, HOPPERS AND SUPPORT SYSTEMS SHALL BE LOW OR MILD CARBON STEEL CONFORMING TO ITEM 518, AVAILABLE COMMERCIALY, AND SHALL BE GALVANIZED ACCORDING TO CMS ITEM 711.02. DOWNSPOUTS AND ALL ATTACHED ITEMS AT PIERS 1 AND 7 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.
- THE SCUPPERS AND SUPPORTS SHALL BE INCLUDED WITH ITEM 518, SCUPPERS, INCLUDING SUPPORTS, AS PER PLAN, FOR PAYMENT.
- 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.
- FROM THE DOWNSPOUT AT PIER 1 TO THE SCUPPER AT PIER 4, THE PERMANENT 16" DIAMETER HORIZONTAL CONDUCTOR PIPE AND TEES (INCLUDING THE TEE AT PIER 4) SHALL BE STEEL AND MEET THE REQUIREMENTS OF NOTE 1 ABOVE. THE TEMPORARY 16" DIAMETER HORIZONTAL CONDUCTOR PIPES FROM THE TEE AT PIER 4 TO PIER 6 SHALL BE POLYVINYL CHLORIDE (PVC) AND CONFORM TO CMS 707.45. INSTALLATION AND REMOVAL OF THE PERMANENT AND TEMPORARY 16" DIAMETER PIPES INCLUDING FITTINGS, SUPPORTS, AND ACCESSORIES, SHALL BE INCLUDED WITH ITEM 518, PIPE HORIZONTAL CONDUCTOR, AS PER PLAN, FOR PAYMENT.
- 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.
- 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.
- 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.
- ALL BOLTS SHALL BE GALVANIZED ACCORDING TO CMS 711.02 AND PAINTED ACCORDING TO NOTE 1 ABOVE.
- FOR ADDITIONAL DRAINAGE DETAILS, SEE SHEETS [67] 78 AND [68] 78.
- FOR PRESTRESSED BEAM DETAILS, SEE SHEETS [31] 78 THRU [35] 78.
- REFERENCE GENERAL NOTES, SHEET [4] 78 FOR INTERMEDIATE DIAPHRAGM NOTES.
- FOR REINFORCING DETAILS FOR 1'-8" DIAMETER BLOCKOUT AT PIER DIAPHRAGMS, SEE SHEETS [40] 78 THRU [44] 78.
- FOR TYPICAL TRANSVERSE SECTION, SEE SHEET [48] 78.
- ALL TEMPORARY DRAINAGE AND SUPPORTS ARE TO BE REMOVED AT THE END OF MOT PHASING. THIS INCLUDES THE FOLLOWING:
 - REMOVAL OF HORIZONTAL 16" Ø PVC PIPE, TEE AND ELBOW BETWEEN PIERS 4 AND 6, NOT INCLUDING THE STEEL TEE AT PIER 4, WHICH SHALL BE CAPPED ON THE UPSTATION SIDE WITH A STEEL CAP MEETING REQUIREMENTS OF NOTE 1 ABOVE.
 - REMOVAL OF FLANGED VERTICAL STEEL DOWNSPOUTS AT PIERS 5 AND 6.
 - REMOVAL OF C6 x 8.2 CHANNEL SUPPORTS IN SPANS 5 AND 6.
 - INSTALLATION OF CAP PLATE ONTO FLANGE AT UNDERSIDE OF SCUPPER AT PIERS 5 AND 6. SEE SECTION G-G FOR REQUIRED CAP PLATE DIMENSIONS.
 - UPON COMPLETION OF d. ABOVE, FILLING TEMPORARY SCUPPERS AT PIERS 5 AND 6 WITH CEMENT GROUT PER CMS 510.02, UP TO THE LEVEL OF THE TOP OF GRATE AND TO MATCH CROSS SLOPE OF DECK.
- FOR PLACEMENT OF ADDITIONAL REINFORCING AT SCUPPERS, SEE SHEET [46] 78.
- 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.

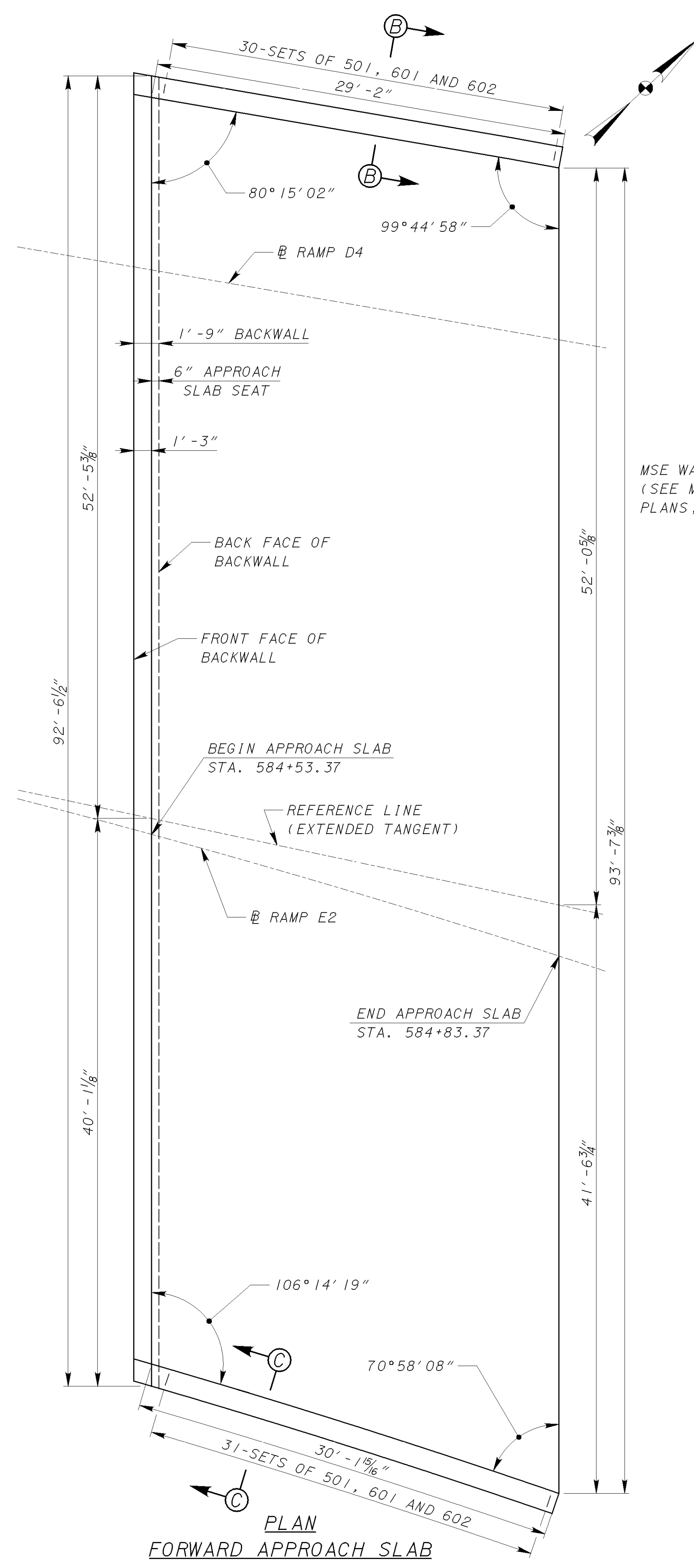
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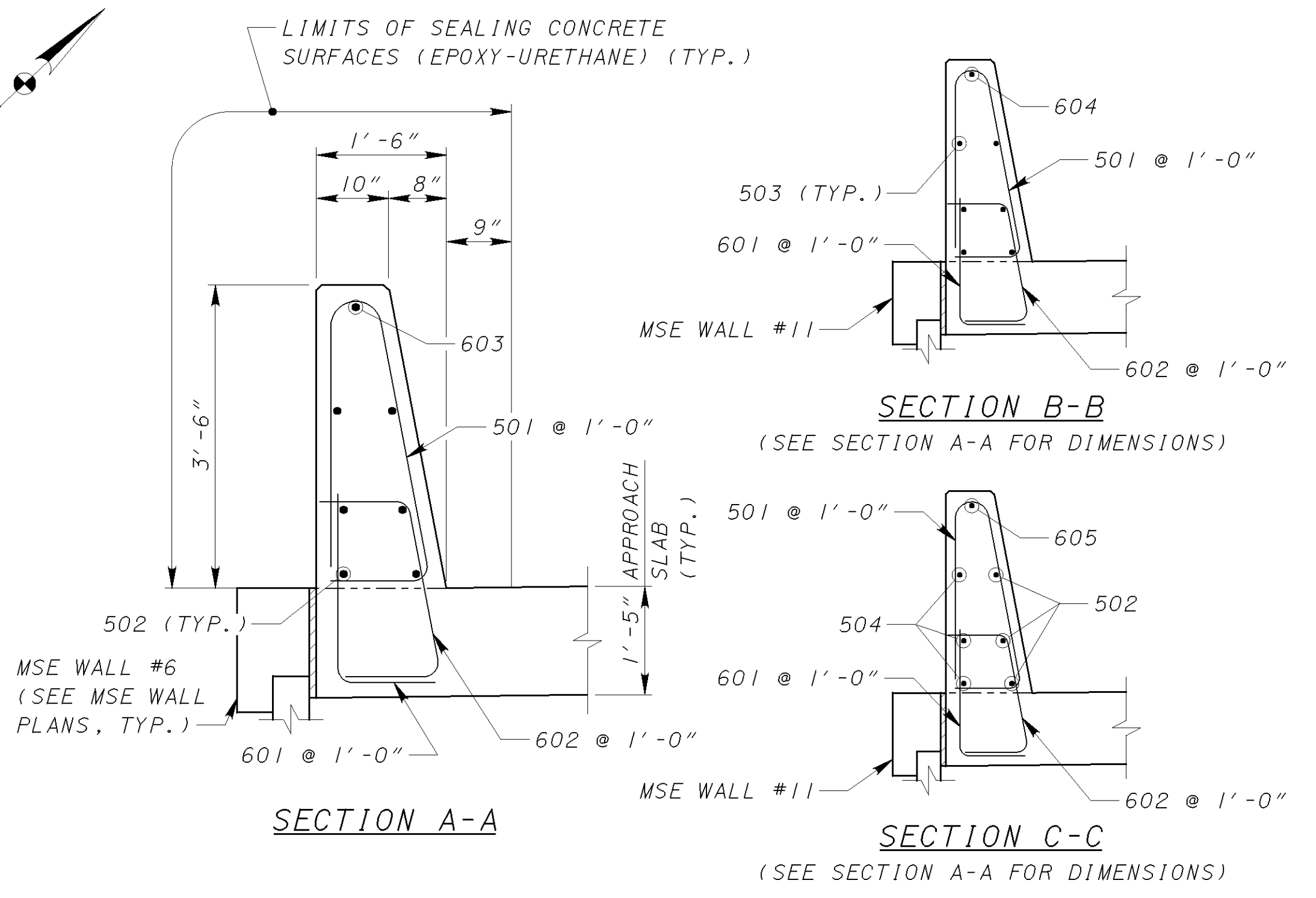


PLAN
REAR APPROACH SLAB

SEE SHEET [7178]
FOR MEDIAN GORE
BARRIER DETAIL



PLAN
FORWARD APPROACH SLAB



SECTION A-A

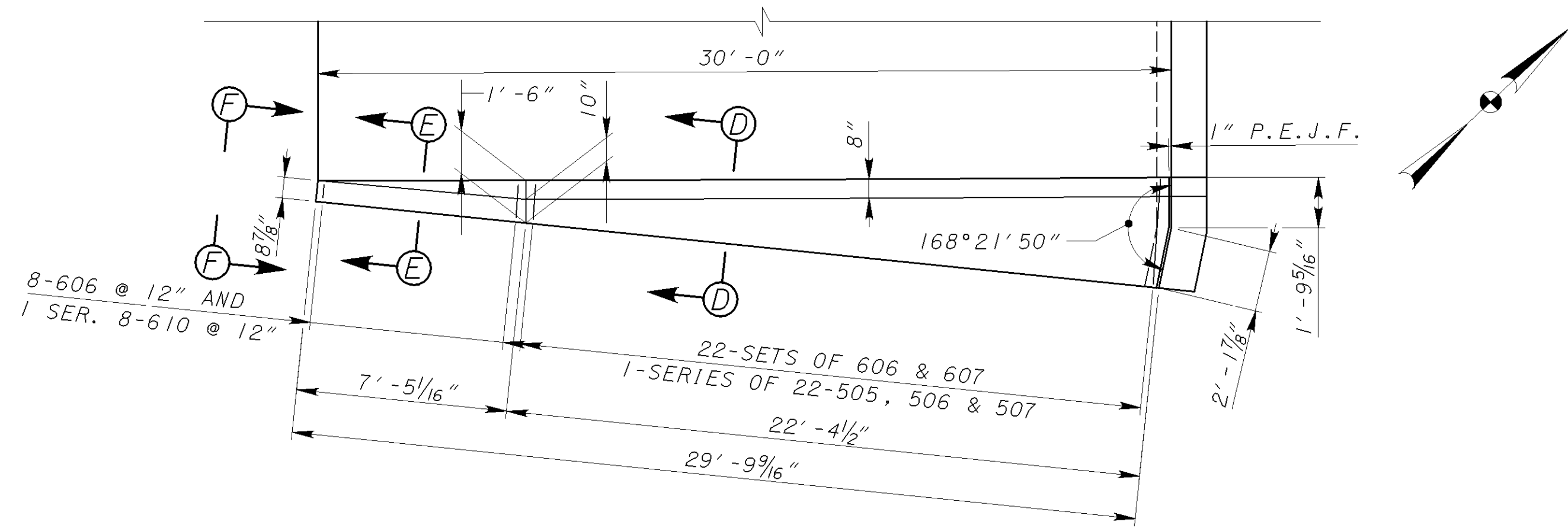
SECTION B-B
(SEE SECTION A-A FOR DIMENSIONS)

SECTION C-C
(SEE SECTION A-A FOR DIMENSIONS)

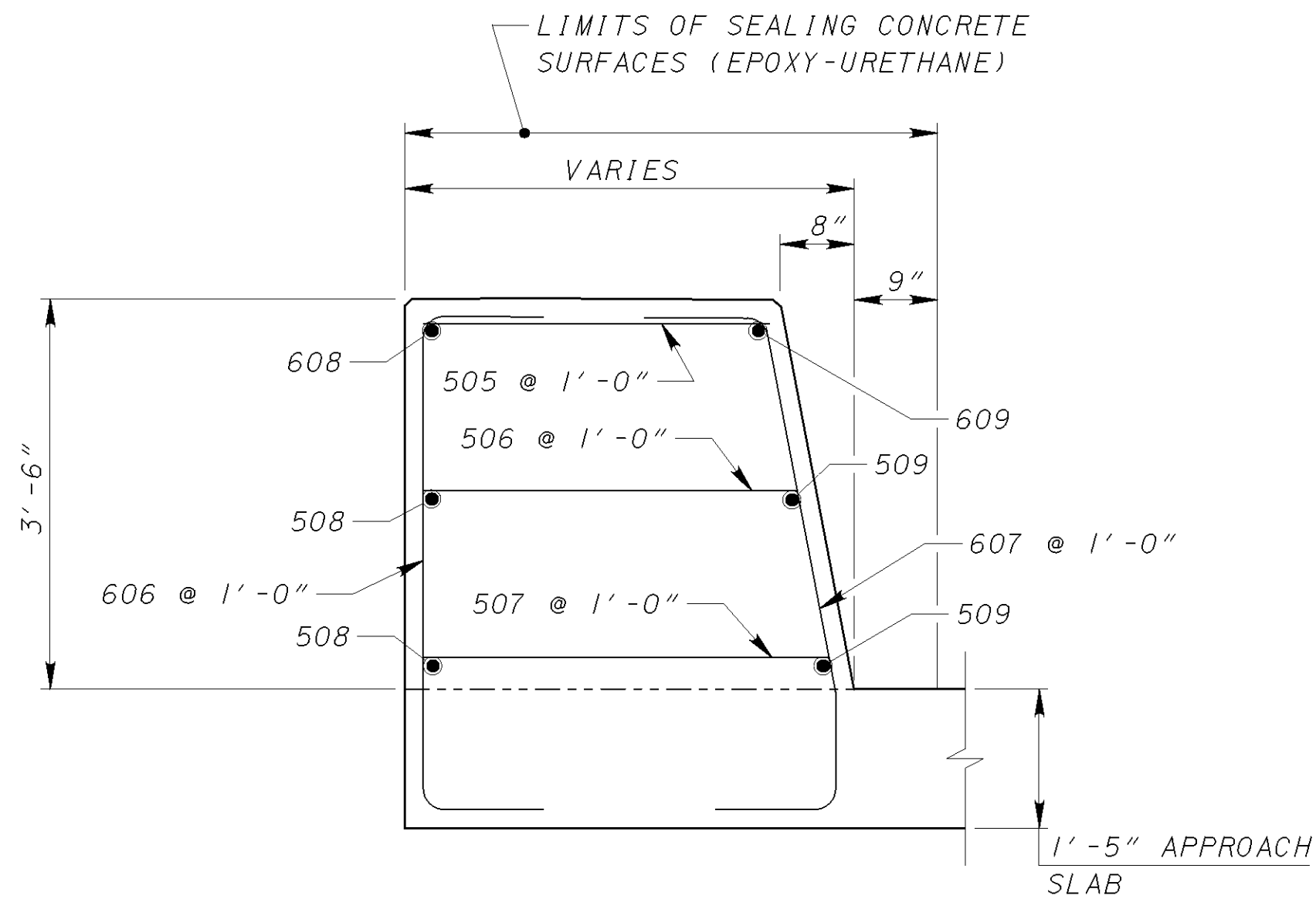
NOTES:

1. REINFORCEMENT SHOWN IS IN ADDITION TO STANDARD APPROACH SLAB REINFORCEMENT. FOR STANDARD APPROACH SLAB DETAILS, SEE ODOT STANDARD DRAWING AS-1-81.
2. THE FOLLOWING SHALL BE INCLUDED IN THE UNIT PRICE BID PER SQUARE YARD FOR ITEM 898, QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), T = 17", AS PER PLAN:
 - SS898 QC/QA CONCRETE, CLASS QSC2 IN APPROACH SLABS AND PARAPETS
 - ALL ASSOCIATED EPOXY COATED REINFORCING STEEL
 - PREFORMED JOINT FILLERS AND JOINT SEALERS AS NOTED ON PLANS
3. SEALING OF CONCRETE SURFACES ON PARAPETS IS INCLUDED WITH ITEM 512.
4. FOR ADDITIONAL REINFORCING NOT SHOWN AND CAST WITH ABUTMENTS, INCLUDING PARAPETS ON BACKWALL, SEE SHEETS [7378] THRU [7778].

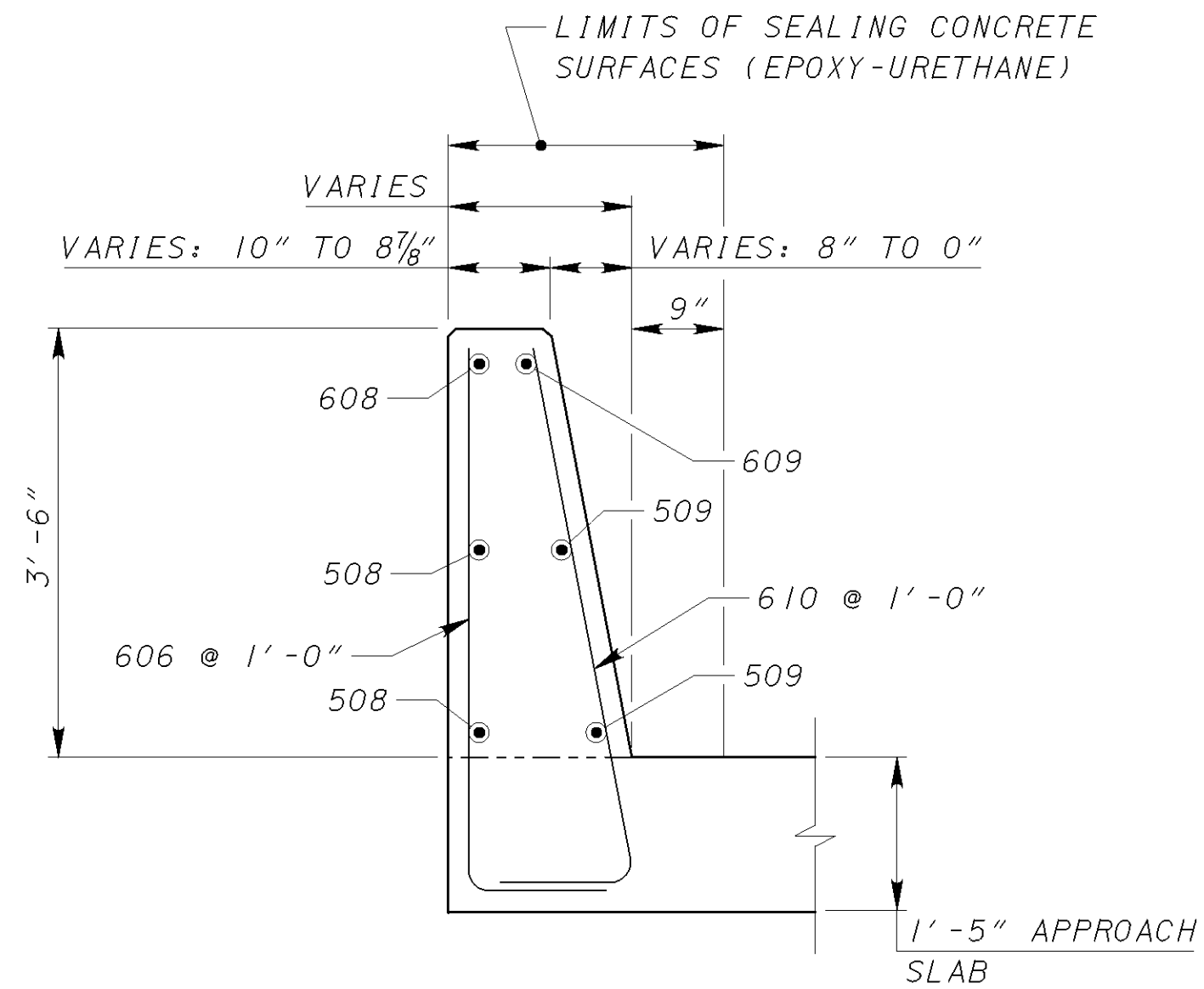
<p>DESIGN AGENCY TRANS SYSTEMS CORPORATION 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44115-9601</p>			
DESIGNED	MLR	CHECKED	BTA
DRAWN	MLR	REVISED	
REVIEWED	RER	STRUCTURE FILE NUMBER	5708397
DATE	12/16/05		
<p>APPROACH SLAB PLAN BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD</p>			
MOT-75-13.11		PID 75927	
70/78		1586 1811	



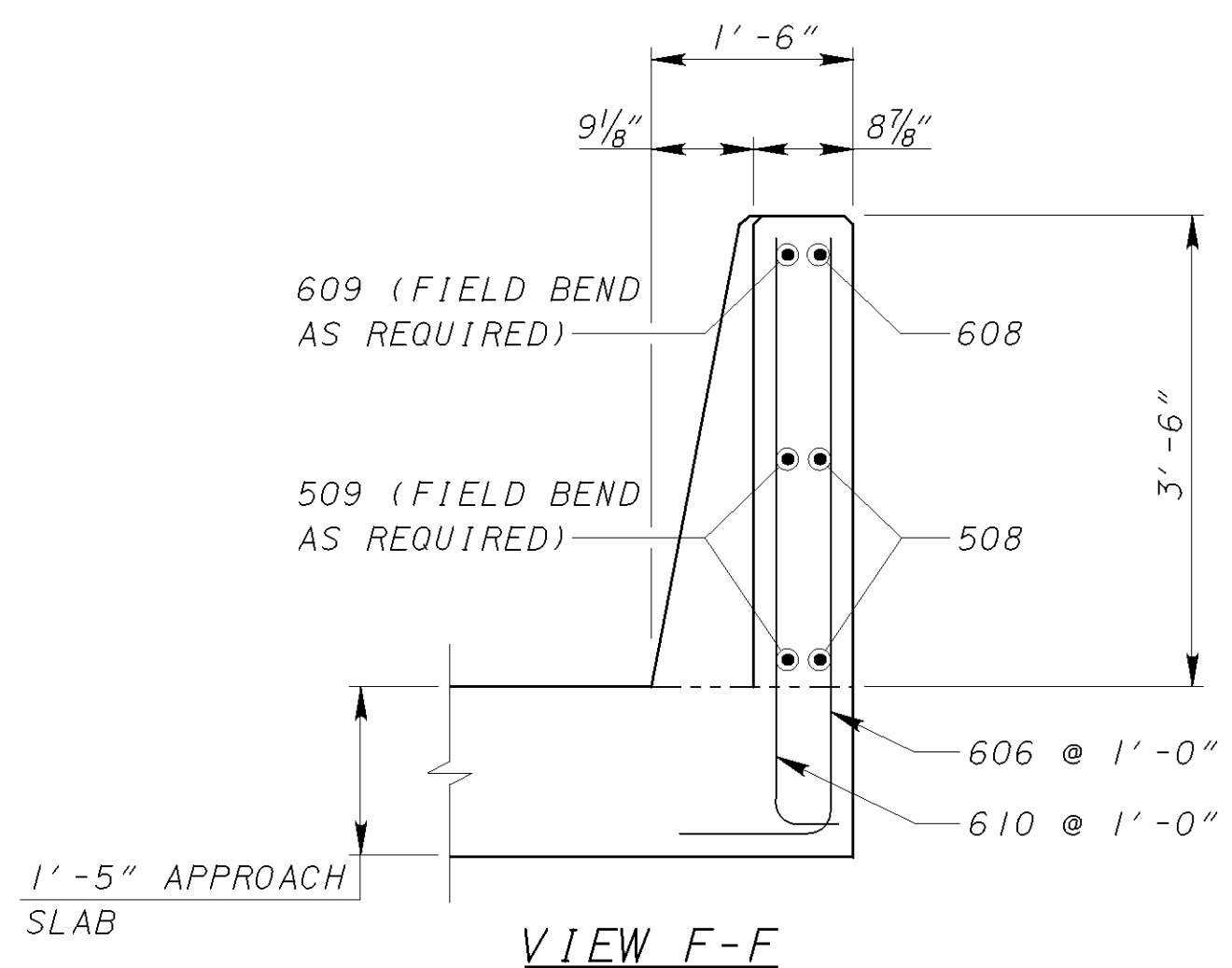
MEDIAN GORE BARRIER DETAIL



SECTION D-D

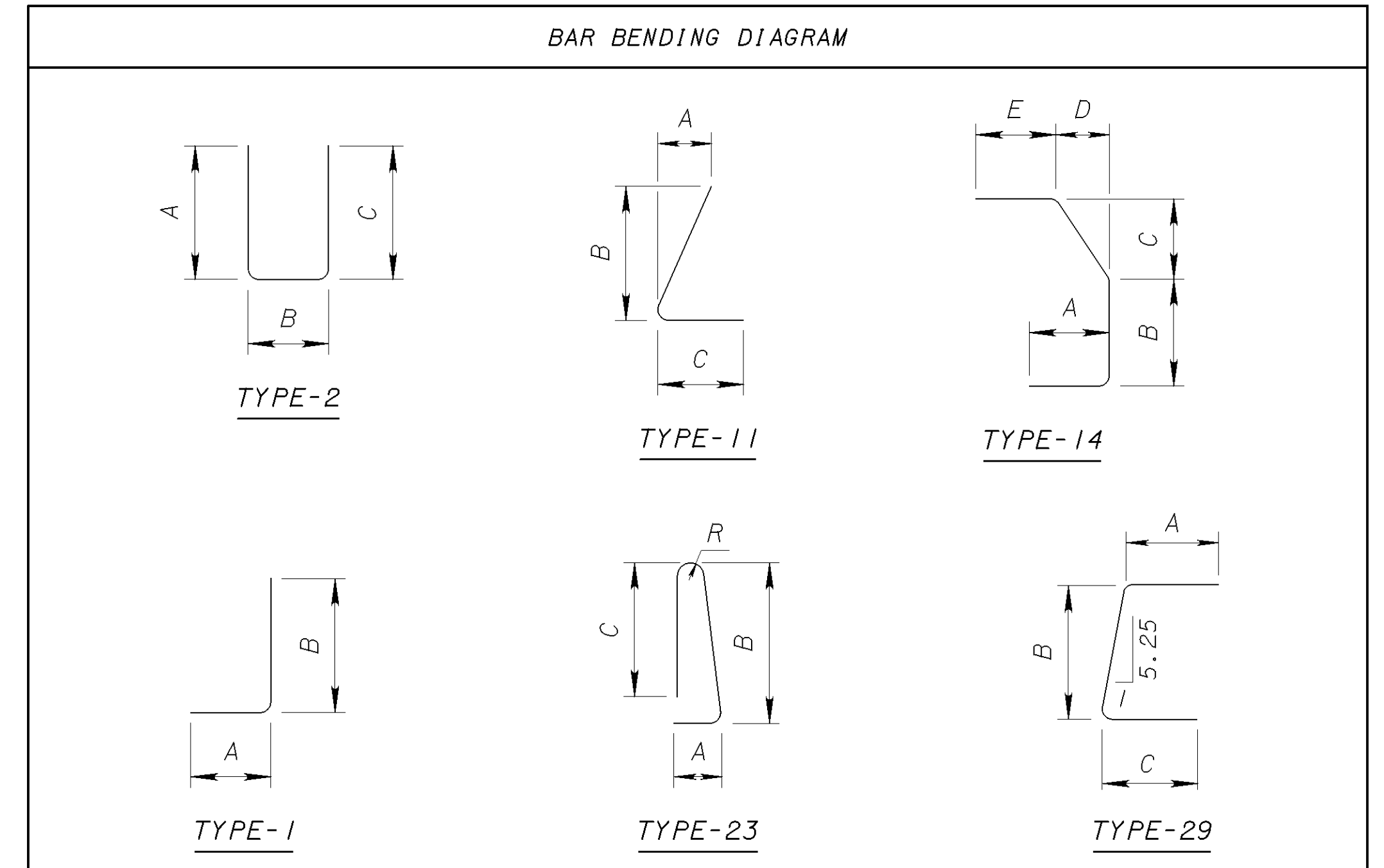


SECTION E-E



VIEW F-F

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
MEDIAN GORE BARRIER											
501	92	7'-5"	712	23	1'-1"	3'-2"	3'-0"				3"
502	9	29'-9"	279	STR							
503	6	28'-10"	180	STR							
504	3	29'-5"	92	STR							
	1-SERIES	6"									
505	OF	TO	38	STR							1 1/4"
	22 BARS	2'-10"									
	1-SERIES	10"									
506	OF	TO	46	STR							1 1/4"
	22 BARS	3'-2"									
	1-SERIES	1'-2"									
507	OF	TO	54	STR							1 1/4"
	22 BARS	3'-6"									
508	2	27'-5"	57	STR							
509	2	29'-8"	62	STR							
601	92	3'-2"	438	1	1'-1"	2'-2"					
602	92	4'-2"	576	29	1'-1"	2'-2"	1'-1"				
603	1	29'-9"	45	STR							
604	1	28'-10"	43	STR							
605	1	29'-5"	44	STR							
606	30	6'-4"	285	2	1'-1"	4'-6"	1'-1"				
607	22	6'-5"	212	14	1'-1"	1'-2"	3'-4"	8"	1'-1"		
608	1	27'-5"	41	STR							
609	1	29'-8"	45	STR							
610	1-SERIES	5'-6"			10"	4'-6"	1'-1"				
	OF	TO	62	11	TO	TO					1 1/8"
	8 BARS	4'-10"			0"		6"				
TOTAL WEIGHT OF REINFORCING = 3311 LBS											



NOTES:
1. FOR NOTES, SEE SHEET 7078.

DATE: 3/14/2007 FILE: g:\CL\04\0003\B11996\TempE204\ymcE224as02.dgn

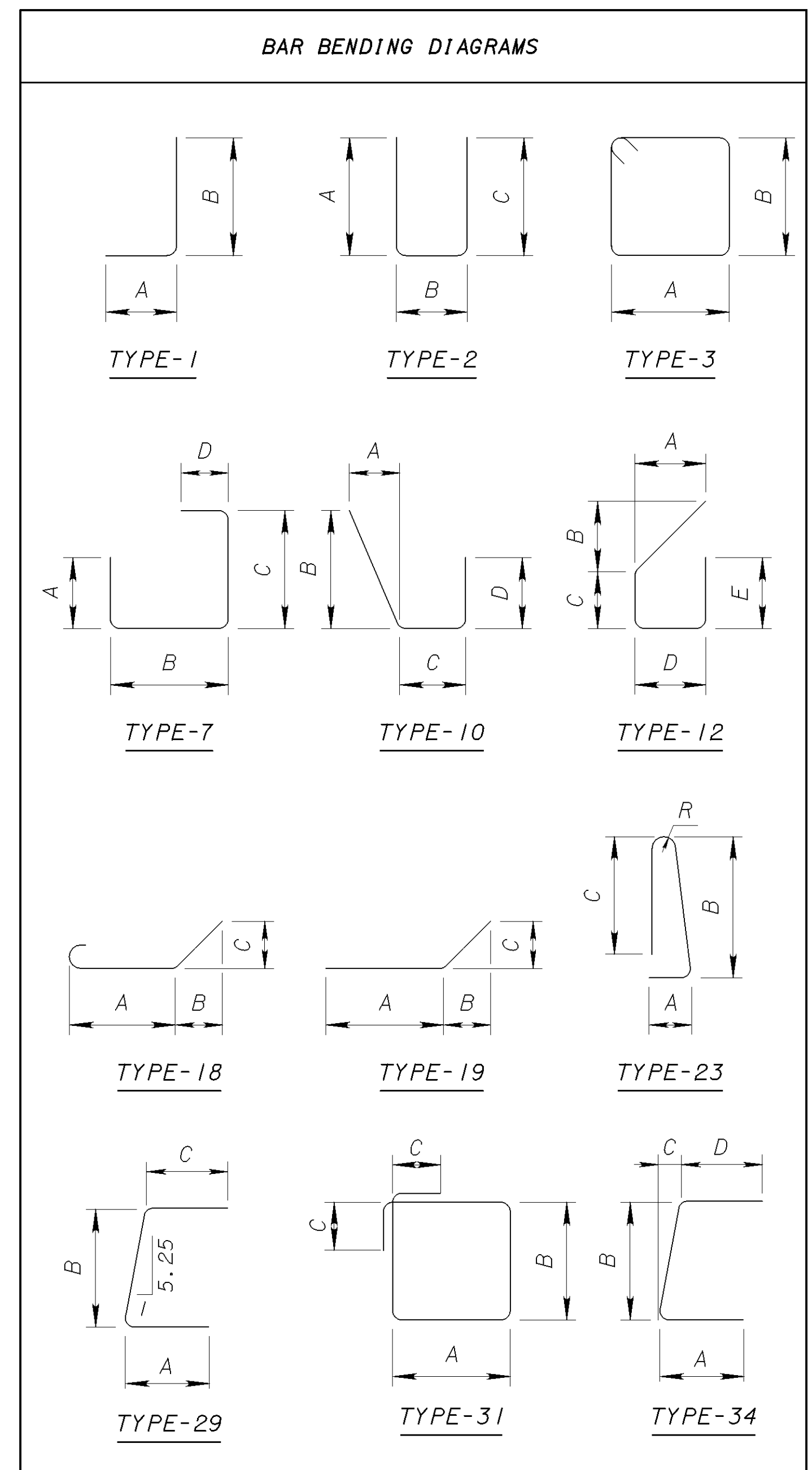
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BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
REAR ABUTMENT											
RA501	59	11'-6"	708	2	2'-3"	7'-3"	2'-3"				
RA502	32	28'-9"	960	STR.							
RA503	1	28'-6"	30	19	27'-5"	1'-1"	3"				
RA504	1	28'-7"	30	19	26'-8"	1'-11"	4"				
RA505	1	10'-8"	11	34	1'-11"	7'-1"	7"	1'-11"			
RA506	1	28'-4"	29	19	27'-3"	1'-1"	3"				
RA507	7	28'-7"	209	19	26'-8"	1'-11"	5"				
RA508	5	12'-1"	63	STR.							
RA509	2	18'-7"	39	STR.							
RA510	1	31'-5"	33	19	30'-4"	1'-1"	3"				
RA511	1	31'-8"	33	19	29'-9"	1'-11"	5"				
RA512	40	11'-7"	483	1	1'-7"	10'-1"					
	I SERIES	8'-11"				7'-5"					
RA513	0F		48	1	1'-7"						1 1/4"
	5	9'-4"				7'-10"					
RA514	3	7'-7"	24	1	6'-10	10"					
RA515	3	5'-0"	16	1	4'-3"	10"					
RA516	1	8'-0"	8	34	1'-11"	4'-5"	4"	1'-11"			
RA517	3	4'-10"	15	34	1'-11"	1'-3"	1"	1'-11"			
RA518	3	5'-2"	16	34	2'-9"	9"	1"	1'-11"			
RA519	3	5'-6"	17	12	4"	1'-10"	11"	9"	2'-3"		
RA520	3	9'-8"	30	2	4'-7"	9"	4'-7"				
RA521	2	7'-5"	15	23	1'-1"	3'-2"	3'-0"				2 3/4"
RA522	6	11"	6	STR.							
RA523	20	12'-7"	262	31	2'-9"	2'-10"	1'-0"				
RA524	12	5'-2"	65	STR.							
FA514 TO FA520 NOT USED											
FA601	59	12'-1"	1071	2	2'-7"	7'-3"	2'-7"				
FA602	6	23'-6"	212	3	4'-6"	6'-10"					
FA603	6	22'-10"	206	3	4'-6"	6'-6"					
FA604	5	22'-4"	168	3	4'-6"	6'-3"					
FA605	6	21'-8"	195	3	4'-6"	5'-11"					
FA606	6	21'-2"	191	3	4'-6"	5'-8"					
FA607	5	20'-6"	154	3	4'-6"	5'-4"					
FA608	6	20'-0"	180	3	4'-6"	5'-1"					
FA609	6	19'-6"	176	3	4'-6"	4'-10"					
FA610	5	18'-10"	141	3	4'-6"	4'-6"					
FA611	8	18'-4"	220	3	4'-6"	4'-3"					
FA612	84	11'-1"	1398	2	5'-0"	1'-5"	5'-0"				
FA613	84	9'-7"	1209	2	4'-3"	1'-5"	4'-3"				
FA614	84	5'-1"	641	7	2'-5"	11"	1'-6"	9"			
FA615	2	5'-6"	17	10	3'-4"	8"	1'-3"	1'-1"			
FA616	2	3'-1"	9	1	1'-1"	2'-2"					
FA617	2	4'-1"	12	29	1'-1"	2'-2"	1'-1"				
FA618	1	11"	1	STR.							
RA801	32	30'-10"	2634	STR.							
RA802	2	30'-7"	163	19	29'-6"	1'-1"	3"				
RA803	2	30'-8"	164	19	28'-9"	1'-11"	4"				
RA804	56	5'-2"	773	18	2'-10"	1'-0"	1'-0"				
RA805	20	6'-3"	334	2	2'-0"	2'-8"	2'-0"				
RA806	4	4'-6"	48	STR.							

TOTAL WEIGHT OF REINFORCING IN REAR ABUTMENT = 13,467 LBS

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
FORWARD ABUTMENT											
FA501	76	11'-6"	912	2	1'-11"	7'-11"	1'-11"				
FA502	3	11'-7"	36	2	1'-11"	8'-0"	1'-11"				
FA503	1	11'-10"	12	2	1'-11"	8'-3"	1'-11"				
FA504	84	32'-1"	2811	STR.							
FA505	1	11'-5"	12	34	1'-11"	7'-9"	1'-4"	1'-11"			
FA506	1	11'-10"	12	34	1'-11"	7'-11"	2'-3"	1'-11"			
FA507	2	8'-4"	17	34	1'-11"	4'-9"	10"	1'-11"			
FA508	2	8'-6"	18	34	1'-11"	4'-9"	1'-4"	1'-11"			
FA509	5	4'-11"	26	34	1'-11"	1'-4"	3"	1'-11"			
FA510	10	5'-3"	55	1	10"	4'-6"					
FA511	12	4'-10"	60	STR.							
FA512	20	13'-3"	276	31	3'-2"	2'-9"	1'-0"				
FA513	5	5'-0"	26	34	1'-11"	1'-4"	5"	1'-11"			
FA514 TO FA520 NOT USED											
FA521	4	7'-5"	30	23	1'-1"	3'-2"	3'-0"				2 3/4"
FA522	12	11"	11	STR.							
FA601 TO FA618											
FA601	76	12'-9"	1455	2	2'-7"	7'-11"	2'-7"				
FA602	3	12'-10"	58	2	2'-7"	8'-0"	2'-7"				
FA603	1	13'-1"	20	2	2'-7"	8'-3"	2'-7"				
FA604	3	19'-6"	88	3	5'-0"	4'-4"					
FA605	13	19'-4"	378	3	4'-11"	4'-4"					
FA606	7	19'-8"	207	3	4'-11"	4'-6"					
FA607	7	20'-0"	210	3	4'-11"	4'-8"					
FA608	13	20'-4"	397	3	4'-11"	4'-10"					
FA609	13	20'-8"	404	3	4'-11"	5'-0"					
FA610	6	21'-0"	189	3	4'-11"	5'-2"					
FA611	10	21'-2"	318	3	4'-11"	5'-3"					
FA612	7	19'-10"	209	3	4'-11"	4'-7"					
FA613	1	19'-8"	30	3	5'-1"	4'-4"					
FA614	188	12'-3"	3459	2	5'-7"	1'-5"	5'-7"				
FA615	94	5'-1"	718	7	2'-5"	11"	1'-6"	9"			
FA616	4	2'-11"	18	1	1'-1"	2'-0"					
FA617	4	3'-10"	23	29	1'-1"	2'-0"	1'-1"				
FA618	2	11"	3	STR.							
FA801 TO FA806											
FA801	36	34'-3"	3292	STR.							
FA802	62	5'-0"	828	18	2'-8"	1'-0"	1'-0"				
FA803	20	6'-2"	329	2	2'-0"	2'-7"	2'-0"				
FA804	4	4'-11"	53	STR.							

TOTAL WEIGHT OF REINFORCING IN FORWARD ABUTMENT = 17,000 LBS

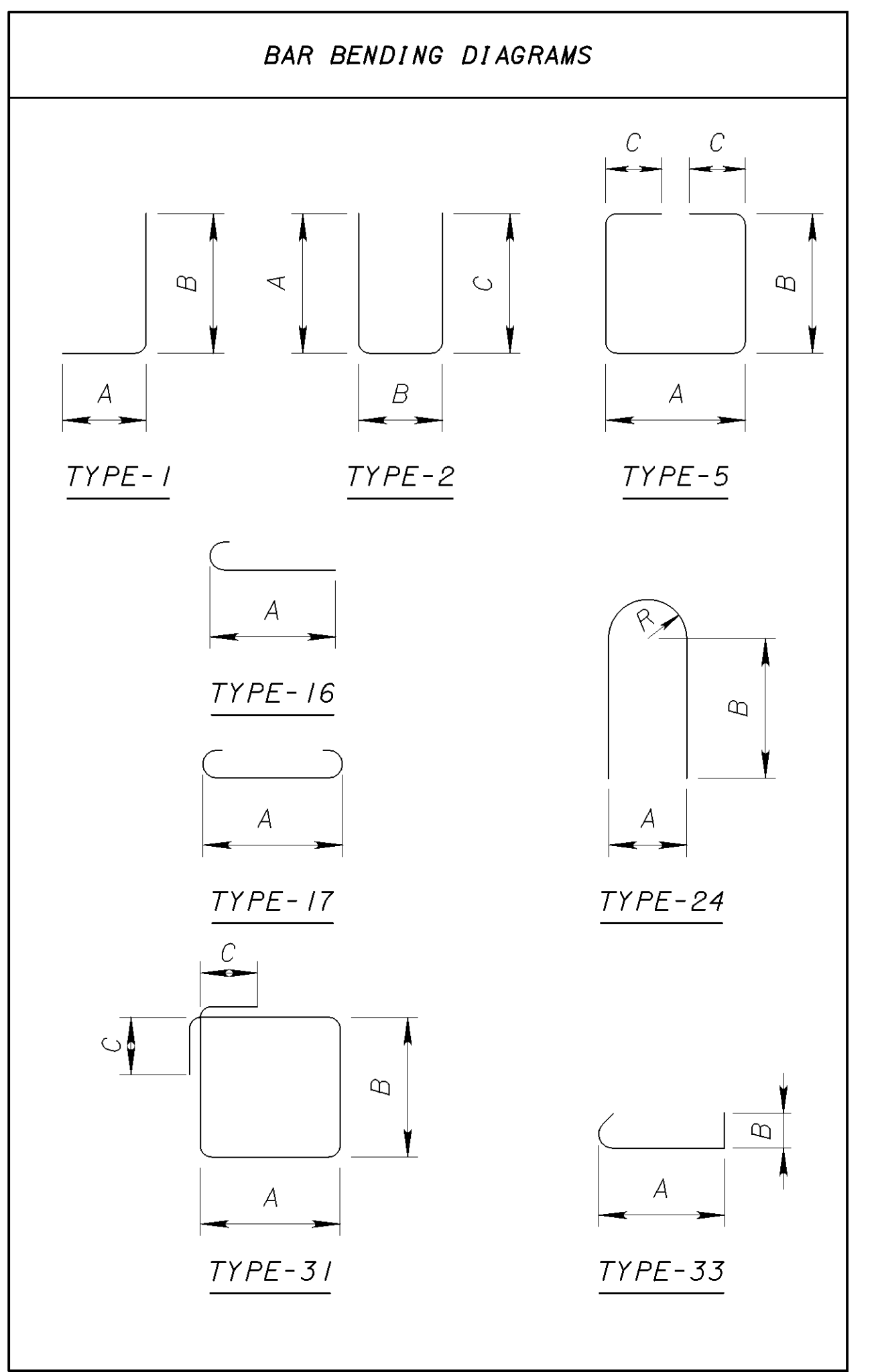


- NOTES:**
- THE BAR SIZE NUMBER IS SPECIFIED ON THE PLANS IN THE BAR MARK COLUMN. THE FIRST DIGIT WHERE THREE DIGITS ARE USED, AND THE FIRST TWO DIGITS WHERE FOUR ARE USED, INDICATES THE BAR SIZE NUMBER. FOR EXAMPLE, RA601: RA: LOCATION OF THE BAR IN THE STRUCTURE (REAR ABUTMENT) 6: BAR SIZE DESIGNATION NO. 6 01: SEQUENCE NUMBER
 - BAR DIMENSIONS SHOWN ARE OUT TO OUT UNLESS OTHERWISE NOTED. "STD." WRITTEN IN PLACE OF A DIMENSION INDICATES A STANDARD BAR BEND AT THE END OF THE BAR. ALL REINFORCING STEEL IS TO BE EPOXY COATED. STRAIGHT BARS ARE INDICATED BY "STR".

DATE: 3/14/2007 FILE: g:\C:\04\0003\B11966\TempE204\ymcE204r102.dgn

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 1											
IP401	280	5'-0"	935	33	4'-0"	0'-8"					
IP501	36	34'-6"	1277	STR							
IP502	14	10'-9"	157	24	4'-0"	2'-3"				1'-11 ³ / ₈ "	
IP503	14	36'-6"	533	STR							
IP504	6	10'-9"	67	24	4'-0"	2'-3"				1'-11 ³ / ₈ "	
IP505	67	9'-8"	676	5	4'-2"	2'-2"	0'-10"				
IP506	2	9'-2"	19	5	3'-8"	2'-2"	0'-10"				
IP507	2	4'-7"	10	STR							
IP801	20	37'-6"	2003	STR							
IP1001	74	13'-4"	4246	17	10'-6"						
IP1002	144	11'-9"	7281	1	1'-10"	10'-3"					
IP1003	144	12'-1"	7487	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 1 = 24,691 LBS											

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 2											
2P401	264	5'-0"	882	33	4'-0"	0'-8"					
2P402	264	3'-0"	529	33	2'-0"	0'-8"					
2P501	88	13'-4"	1224	2	5'-0"	3'-7"	5'-0"				
2P502	4	10'-0"	42	2	3'-4"	3'-7"	3'-4"				
2P503	20	4'-10"	101	2	0'-10"	3'-5"	0'-10"				
2P504	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 ³ / ₈ "	
2P505	44	7'-6"	344	STR							
2P506	8	35'-0"	292	STR							
2P507	20	10'-0"	209	STR							
2P508	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
2P509	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 ³ / ₈ "	
2P510	65	11'-10"	802	5	5'-0"	1'-8"	2'-0"				
2P511	16	7'-7"	127	24	2'-0"	2'-3"				0'-11 ³ / ₈ "	
2P512	108	35'-3"	3971	STR							
2P513	4	11'-0"	46	24	4'-2"	2'-3"				2'-0 ³ / ₈ "	
2P514	6	11'-6"	72	24	4'-6"	2'-3"				2'-2 ³ / ₈ "	
2P515	65	12'-0"	814	5	4'-4"	3'-3"	0'-10"				
2P516	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
2P517	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
2P518	7	9'-2"	67	5	4'-8"	1'-8"	0'-10"				
2P519	7	9'-10"	72	5	4'-8"	2'-0"	0'-10"				
2P520	8	10'-4"	86	5	4'-8"	2'-3"	0'-10"				
2P521	9	11'-0"	103	5	4'-8"	2'-7"	0'-10"				
2P522	7	11'-6"	84	5	4'-8"	2'-10"	0'-10"				
2P523	8	12'-2"	102	5	4'-8"	3'-2"	0'-10"				
2P524	8	12'-8"	106	5	4'-8"	3'-5"	0'-10"				
2P525	8	13'-4"	111	5	4'-8"	3'-9"	0'-10"				
2P526	3	13'-10"	43	5	4'-8"	4'-0"	0'-10"				
2P527	1	13'-4"	14	5	4'-2"	4'-0"	0'-10"				
2P528	1	4'-0"	4	STR							
2P529	1	6'-4"	7	STR							
2P530	12	15'-11"	199	24	7'-4"	2'-3"					
2P531 - 2P549 NOT USED											
2P550	20	10'-3"	214	31	1'-9"	2'-8"	1'-0"				
2P551	12	4'-11"	62	STR							
2P801	12	32'-3"	1033	STR							
2P802	20	6'-1"	325	2	2'-0"	2'-6"	2'-0"				
2P1001	4	33'-6"	577	STR							
2P1002	20	38'-8"	3328	16	37'-3"						
2P1003	4	26'-0"	448	STR							
2P1004	24	31'-2"	3219	16	29'-9"						
2P1005	14	21'-6"	1295	STR							
2P1006	140	11'-9"	7078	1	1'-10"	10'-3"					
2P1007	140	13'-6"	8133	1	1'-10"	12'-0"					
2P1008	136	13'-0"	7608	1	1'-10"	11'-6"					
2P1009	136	13'-9"	8047	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 2 = 52,138 LBS											



NOTES:
1. FOR NOTES SEE SHEET 7278.

REINFORCING STEEL LIST

BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

73/78

1589
1811

DESIGN AGENCY
TRANS SYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1800
CLEVELAND, OHIO 44115-9601

DATE 12/16/05
REVIEWED RER
DRAWN JLV
DESIGNED JDH
CHECKED GHD
STRUCTURE FILE NUMBER 5708397

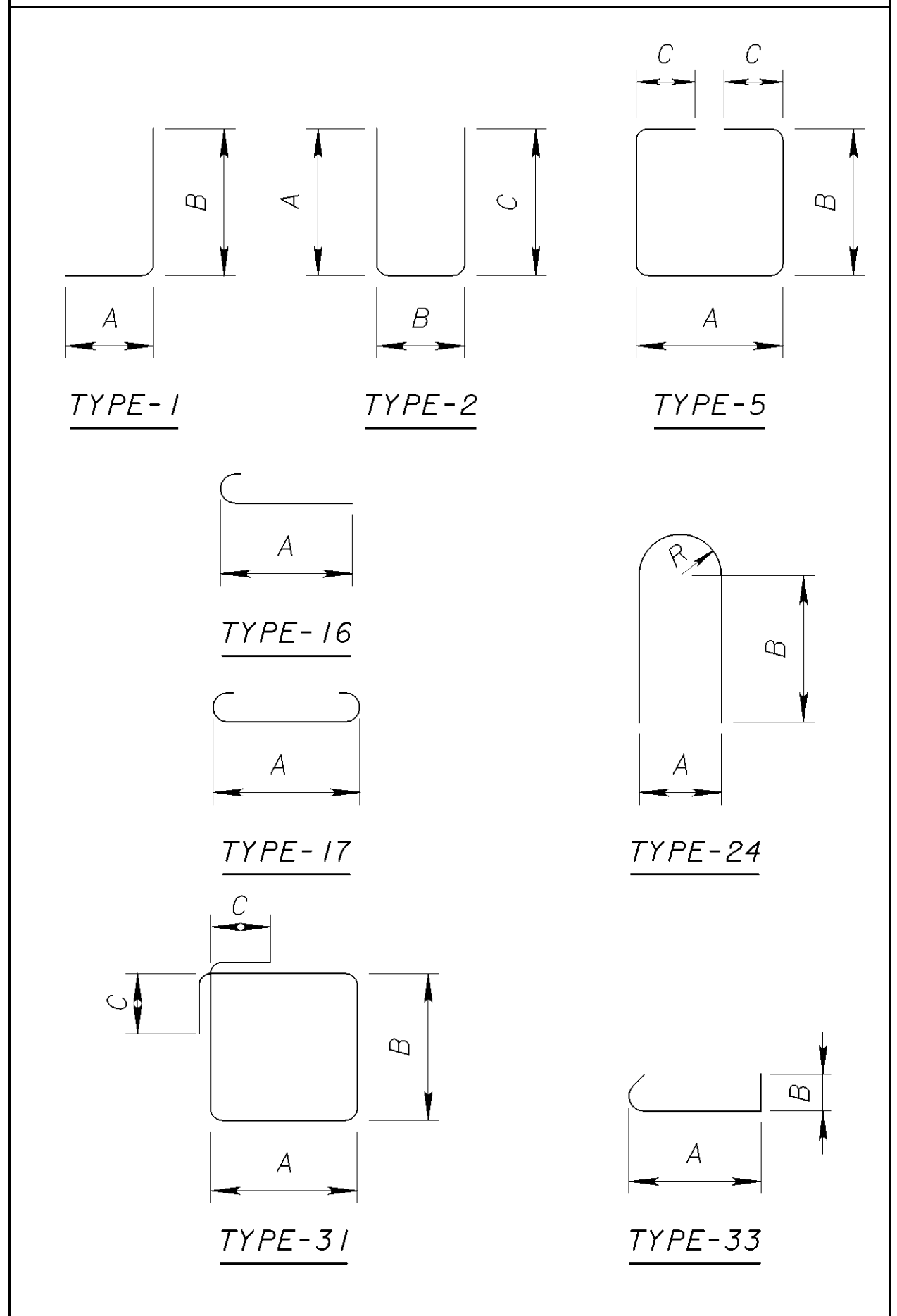
BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 3											
3P401	248	5'-0"	828	33	4'-0"	0'-8"					
3P402	372	3'-0"	745	33	2'-0"	0'-8"					
3P501	80	13'-4"	1113	2	5'-0"	3'-7"	5'-0"				
3P502	4	10'-0"	42	2	3'-4"	3'-7"	3'-4"				
3P503	20	4'-10"	101	2	0'-10"	3'-5"	0'-10"				
3P504	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 3/8"	
3P505	40	7'-6"	313	STR							
3P506	8	33'-3"	277	STR							
3P507	20	9'-0"	188	STR							
3P508	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
3P509	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
3P510	61	11'-10"	753	5	5'-0"	1'-8"	2'-0"				
3P511	24	7'-7"	190	24	2'-0"	2'-3"				0'-11 3/8"	
3P512	124	33'-6"	4333	STR							
3P513	4	11'-0"	46	24	4'-2"	2'-3"				2'-0 3/8"	
3P514	6	11'-6"	72	24	4'-6"	2'-3"				2'-2 3/8"	
3P515	61	12'-0"	763	5	4'-4"	3'-3"	0'-10"				
3P516	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
3P517	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
3P518	6	9'-2"	57	5	4'-8"	1'-8"	0'-10"				
3P519	7	9'-8"	71	5	4'-8"	1'-11"	0'-10"				
3P520	8	10'-4"	86	5	4'-8"	2'-3"	0'-10"				
3P521	8	10'-10"	90	5	4'-8"	2'-6"	0'-10"				
3P522	7	11'-4"	83	5	4'-8"	2'-9"	0'-10"				
3P523	7	12'-0"	88	5	4'-8"	3'-1"	0'-10"				
3P524	7	12'-6"	91	5	4'-8"	3'-4"	0'-10"				
3P525	8	13'-0"	108	5	4'-8"	3'-7"	0'-10"				
3P526	3	13'-8"	43	5	4'-8"	3'-11"	0'-10"				
3P527	1	13'-2"	14	5	4'-2"	3'-11"	0'-10"				
3P528	1	4'-0"	4	STR							
3P529	1	6'-3"	7	STR							
3P530	12	15'-11"	199	24	7'-4"	2'-3"				3'-7 3/8"	
3P531 - 3P549 NOT USED											
3P550	20	10'-3"	214	31	1'-9"	2'-8"	1'-0"				
3P551	12	4'-6"	56	STR							
3P801	12	30'-6"	977	STR							
3P802	20	6'-1"	325	2	2'-0"	2'-6"	2'-0"				
3P901	132	10'-4"	4638	1	1'-7"	9'-0"					
3P902	132	13'-4"	5984	1	1'-7"	12'-0"					
3P903	128	11'-4"	4932	1	1'-7"	10'-0"					
3P904	128	19'-9"	8595	STR							
3P1001	4	31'-9"	546	STR							
3P1002	20	36'-11"	3177	16	35'-6"						
3P1003	4	24'-6"	422	STR							
3P1004	24	29'-8"	3064	16	28'-3"						
3P1005	14	20'-6"	1235	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 3 = 45,188 LBS											

BAR SCHEDULE

MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 4											
4P401	248	5'-0"	828	33	4'-0"	0'-8"					
4P402	434	3'-0"	870	33	2'-0"	0'-8"					
4P501	80	13'-4"	1113	2	5'-0"	3'-7"	5'-0"				
4P502	4	10'-0"	42	2	3'-4"	3'-7"	3'-4"				
4P503	20	4'-10"	101	2	0'-10"	3'-5"	0'-10"				
4P504	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 3/8"	
4P505	40	7'-6"	313	STR							
4P506	8	33'-3"	277	STR							
4P507	20	9'-0"	188	STR							
4P508	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
4P509	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 3/8"	
4P510	61	11'-10"	753	5	5'-0"	1'-8"	2'-0"				
4P511	28	7'-7"	221	24	2'-0"	2'-3"				0'-11 3/8"	
4P512	134	33'-6"	4682	STR							
4P513	4	11'-0"	46	24	4'-2"	2'-3"				2'-0 3/8"	
4P514	6	11'-6"	72	24	4'-6"	2'-3"				2'-2 3/8"	
4P515	61	12'-0"	763	5	4'-4"	3'-3"	0'-10"				
4P516	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
4P517	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
4P518	6	9'-2"	57	5	4'-8"	1'-8"	0'-10"				
4P519	7	9'-10"	72	5	4'-8"	2'-0"	0'-10"				
4P520	8	10'-4"	86	5	4'-8"	2'-3"	0'-10"				
4P521	8	10'-10"	90	5	4'-8"	2'-6"	0'-10"				
4P522	7	11'-4"	83	5	4'-8"	2'-9"	0'-10"				
4P523	7	12'-0"	88	5	4'-8"	3'-1"	0'-10"				
4P524	7	12'-6"	91	5	4'-8"	3'-4"	0'-10"				
4P525	8	13'-0"	108	5	4'-8"	3'-7"	0'-10"				
4P526	3	13'-6"	42	5	4'-8"	3'-10"	0'-10"				
4P527	1	13'-0"	14	5	4'-2"	3'-10"	0'-10"				
4P528	1	4'-0"	4	STR							
4P529	1	6'-2"	7	STR							
4P530	12	15'-11"	199	24	7'-4"	2'-3"				3'-7 3/8"	
4P531 - 4P549 NOT USED											
4P550	20	10'-3"	214	31	1'-9"	2'-8"	1'-0"				
4P551	12	4'-6"	56	STR							
4P801	12	30'-6"	977	STR							
4P802	20	6'-1"	325	2	2'-0"	2'-6"	2'-0"				
4P901	132	10'-4"	4638	1	1'-7"	9'-0"					
4P902	132	13'-4"	5984	1	1'-7"	12'-0"					
4P903	128	11'-4"	4932	1	1'-7"	10'-0"					
4P904	128	21'-11"	9538	STR							
4P1001	4	31'-9"	546	STR							
4P1002	20	36'-11"	3177	16	35'-6"						
4P1003	4	24'-6"	422	STR							
4P1004	24	29'-8"	3064	16	28'-3"						
4P1005	14	20'-6"	1235	STR							
TOTAL WEIGHT OF REINFORCING IN PIER 4 = 46,636 LBS											

BAR BENDING DIAGRAMS



NOTES:
1. FOR NOTES SEE SHEET 7278.

DATE: 3/14/2007 FILE: g:\C:\04\0003\B\F1\1996\TempE204\YcompE204r103.dgn

DESIGN AGENCY
TRANS SYSTEMS CORPORATION
55 PUBLIC SQUARE, SUITE 1900
CLEVELAND, OHIO 44115-9601

DATE 12/16/05
REVIEWED RER
DRAWN JLV
DESIGNED JDH
CHECKED GHD
STRUCTURE FILE NUMBER 5708397

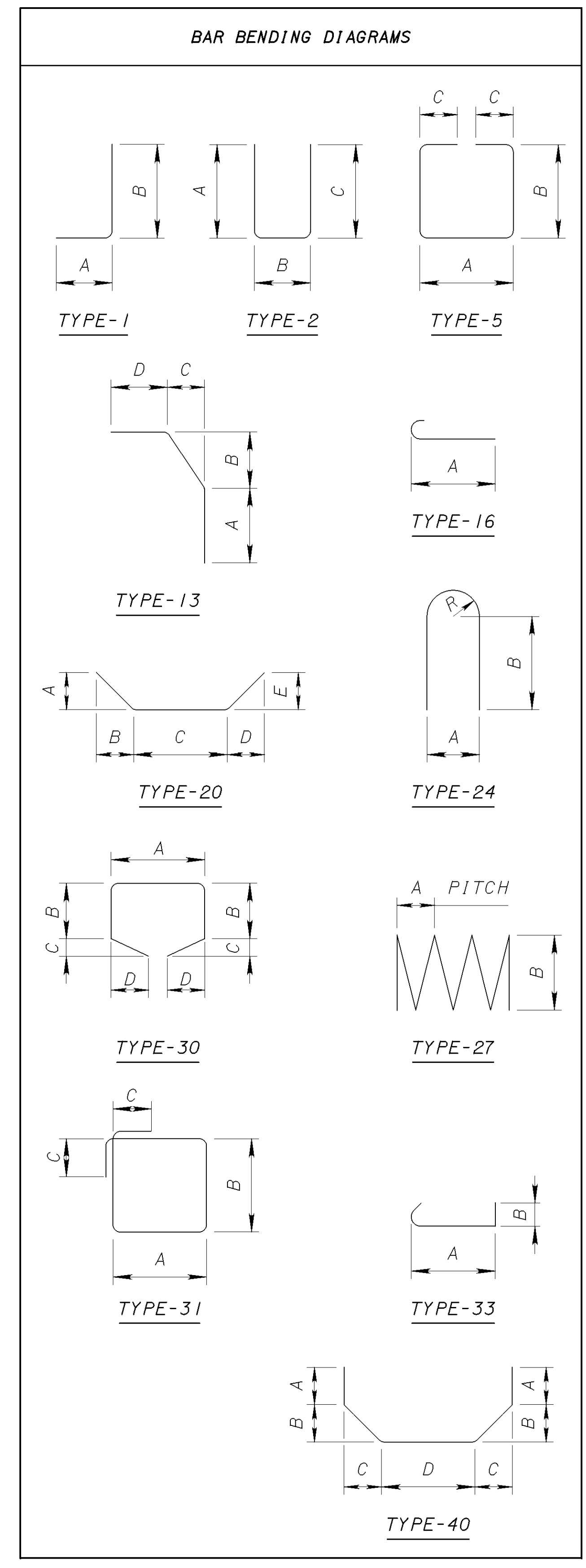
REINFORCING STEEL LIST
BRIDGE NO. MOT-75-1367 W
RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER,
RIVERSIDE DRIVE AND NORTH BEND BOULEVARD

MOT-75-13.11
PID 75927

DATE: 3/14/2007 FILE: g:\CL\04\003\B1\196\ReimpE204\CompE24r105.dgn

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 7											
7P401	312	5'-0"	1042	33	4'-0"	0'-8"					
7P402	507	3'-0"	1016	33	2'-0"	0'-8"					
7P501	55	7'-6"	430	STR.							
7P502	12	28'-2"	353	STR.							
7P503	25	9'-1"	237	STR.							
7P504	110	12'-10"	1472	2	4'-9"	3'-7"	4'-9"				
7P505	4	10'-2"	42	2	3'-5"	3'-7"	3'-5"				
7P506	12	15'-6"	194	24	7'-4"	2'-0"				3'-7 $\frac{3}{8}$ "	
7P507	20	3'-11"	82	2	0'-10"	2'-6"	0'-10"				
7P508	16	10'-9"	179	24	4'-0"	2'-3"				1'-11 $\frac{3}{8}$ "	
7P509	4	12'-0"	50	24	4'-10"	2'-3"				2'-4 $\frac{3}{8}$ "	
7P510	77	11'-10"	950	5	5'-0"	1'-8"	2'-0"				
7P511	26	7'-7"	206	24	2'-0"	2'-3"				0'-11 $\frac{3}{8}$ "	
7P512	189	28'-4"	5585	STR.							
7P513	4	11'-0"	46	24	4'-2"	2'-3"				2'-0 $\frac{3}{8}$ "	
7P514	6	11'-6"	72	24	4'-6"	2'-3"				2'-2 $\frac{3}{8}$ "	
7P515	77	12'-0"	964	5	4'-4"	3'-3"	0'-10"				
7P516	2	11'-6"	24	5	3'-10"	3'-3"	0'-10"				
7P517	1	8'-8"	9	5	4'-2"	1'-8"	0'-10"				
7P518	5	9'-2"	48	5	4'-8"	1'-8"	0'-10"				
7P519	7	9'-6"	69	5	4'-8"	1'-10"	0'-10"				
7P520	7	9'-10"	72	5	4'-8"	2'-0"	0'-10"				
7P521	7	10'-0"	73	5	4'-8"	2'-1"	0'-10"				
7P522	7	10'-4"	75	5	4'-8"	2'-3"	0'-10"				
7P523	7	10'-8"	78	5	4'-8"	2'-5"	0'-10"				
7P524	18	10'-10"	203	5	4'-8"	2'-6"	0'-10"				
7P525	19	11'-0"	218	5	4'-8"	2'-7"	0'-10"				
7P526	1	10'-4"	11	5	4'-2"	2'-6"	0'-10"				
7P527	1	4'-0"	4	STR.							
7P528	1	4'-10"	5	STR.							
7P529	10	5'-5"	56	2	2'-0"	1'-8"	2'-0"				
7P530 - 7P549 NOT USED											
7P550	20	10'-1"	210	31	1'-8"	2'-8"	1'-0"				
7P551	12	3'-11"	49	STR.							
7P801	18	27'-0"	1298	STR.							
7P802	20	6'-2"	329	2	2'-0"	2'-7"	2'-0"				
7P1001	4	32'-4"	557	STR.							
7P1002	12	20'-11"	1080	STR.							
7P1003	20	37'-6"	3227	16	36'-1"						
7P1004	4	25'-0"	430	STR.							
7P1005	24	30'-2"	3115	16	28'-9"						
7P1006	14	35'-6"	2139	STR.							
7P1007	164	11'-9"	8292	1	1'-10"	10'-3"					
7P1008	164	13'-6"	9527	1	1'-10"	12'-0"					
7P1009	160	13'-0"	8950	1	1'-10"	11'-6"					
7P1010	160	20'-8"	14,229	STR.							
TOTAL WEIGHT OF REINFORCING IN PIER 7 = 67,297 LBS											

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
PIER 1 BEARING BLOCK											
SB401	138	7'-6"	691	33	6'-6"	0'-8"					
SB402	636	9'-0"	3824	33	8'-0"	0'-8"					
SB403	138	2'-7"	238	33	1'-7"	0'-8"					
SB501	36	30'-0"	1126	STR.							
SB502	18	19'-0"	357	STR.							
SB503	11	12'-3"	141	STR.							
SB504	2	20'-6"	43	STR.							
SB505	88	10'-10"	994	1	1'-1"	9'-10"					
SB506	2	15'-3"	32	STR.							
SB507	2	21'-0"	44	STR.							
SB508	11	7'-4"	84	1	1'-1"	6'-4"					
SB509	6	14'-8"	92	40	2'-9"	1'-7"	1'-7"	4'-10"			
SB510	2	14'-3"	30	40	2'-9"	1'-1"	1'-1"	5'-10"			
SB511	2	13'-10"	29	40	2'-9"	0'-7"	0'-7"	6'-10"			
SB512	2	13'-3"	28	2	2'-9"	8'-0"	2'-9"				
SB513	6	14'-7"	91	2	3'-5"	8'-0"	3'-5"				
SB514	6	19'-1"	119	2	5'-8"	8'-0"	5'-8"				
SB515	22	7'-10"	180	1	2'-8"	5'-3"					
SB516	4	12'-9"	53	2	5'-3"	2'-6"	5'-3"				
SB517	4	6'-6"	27	13	2'-9"	0'-9"	0'-9"	2'-9"			
SB518	12	7'-7"	95	13	2'-9"	1'-6"	1'-6"	2'-9"			
SB519	7	8'-9"	64	2	3'-4"	2'-4"	3'-4"				
SB520	1	6'-0"	6	1	2'-9"	3'-4"					
SB521	7	11'-0"	80	2	5'-7"	2'-4"	3'-4"				
SB522	1	8'-3"	9	1	2'-9"	5'-7"					
SB601	1	23'-2"	35	2	9'-9"	4'-0"	9'-9"				
SB602	8	23'-8"	284	2	10'-0"	4'-0"	10'-0"				
SB603	8	24'-2"	290	2	10'-3"	4'-0"	10'-3"				
SB604	8	24'-8"	296	2	10'-6"	4'-0"	10'-6"				
SB605	8	25'-2"	302	2	10'-9"	4'-0"	10'-9"				
SB606	8	25'-8"	308	2	11'-0"	4'-0"	11'-0"				
SB607	8	26'-2"	314	2	11'-3"	4'-0"	11'-3"				
SB608	8	26'-8"	320	2	11'-6"	4'-0"	11'-6"				
SB609	8	27'-2"	326	2	11'-9"	4'-0"	11'-9"				
SB610	8	27'-8"	332	2	12'-0"	4'-0"	12'-0"				
SB701	148	9'-2"	2773	20	1'-7"	1'-7"	4'-10"	1'-7"	1'-7"		
SB702	20	16'-2"	661	30	8'-0"	2'-1"	1'-7"	1'-7"			
SB703	216	7'-7"	3348	2	3'-2"	1'-7"	3'-2"				
SB704	20	16'-8"	681	30	8'-0"	2'-4"	1'-7"	1'-7"			
SB705	23	17'-2"	807	30	8'-0"	2'-7"	1'-7"	1'-7"			
SB706	23	17'-8"	831	30	8'-0"	2'-10"	1'-7"	1'-7"			
SB707	23	18'-2"	854	30	8'-0"	3'-1"	1'-7"	1'-7"			
SB708	23	18'-8"	878	30	8'-0"	3'-4"	1'-7"	1'-7"			
SB709	23	19'-2"	901	30	8'-0"	3'-7"	1'-7"	1'-7"			
SB710	23	19'-8"	925	30	8'-0"	3'-10"	1'-7"	1'-7"			
SB711	23	20'-2"	948	30	8'-0"	4'-1"	1'-7"	1'-7"			
SB712	15	20'-8"	634	30	8'-0"	4'-4"	1'-7"	1'-7"			
TOTAL WEIGHT OF REINFORCING IN PIER 1 BEARING BLOCK = 25,525 LBS											

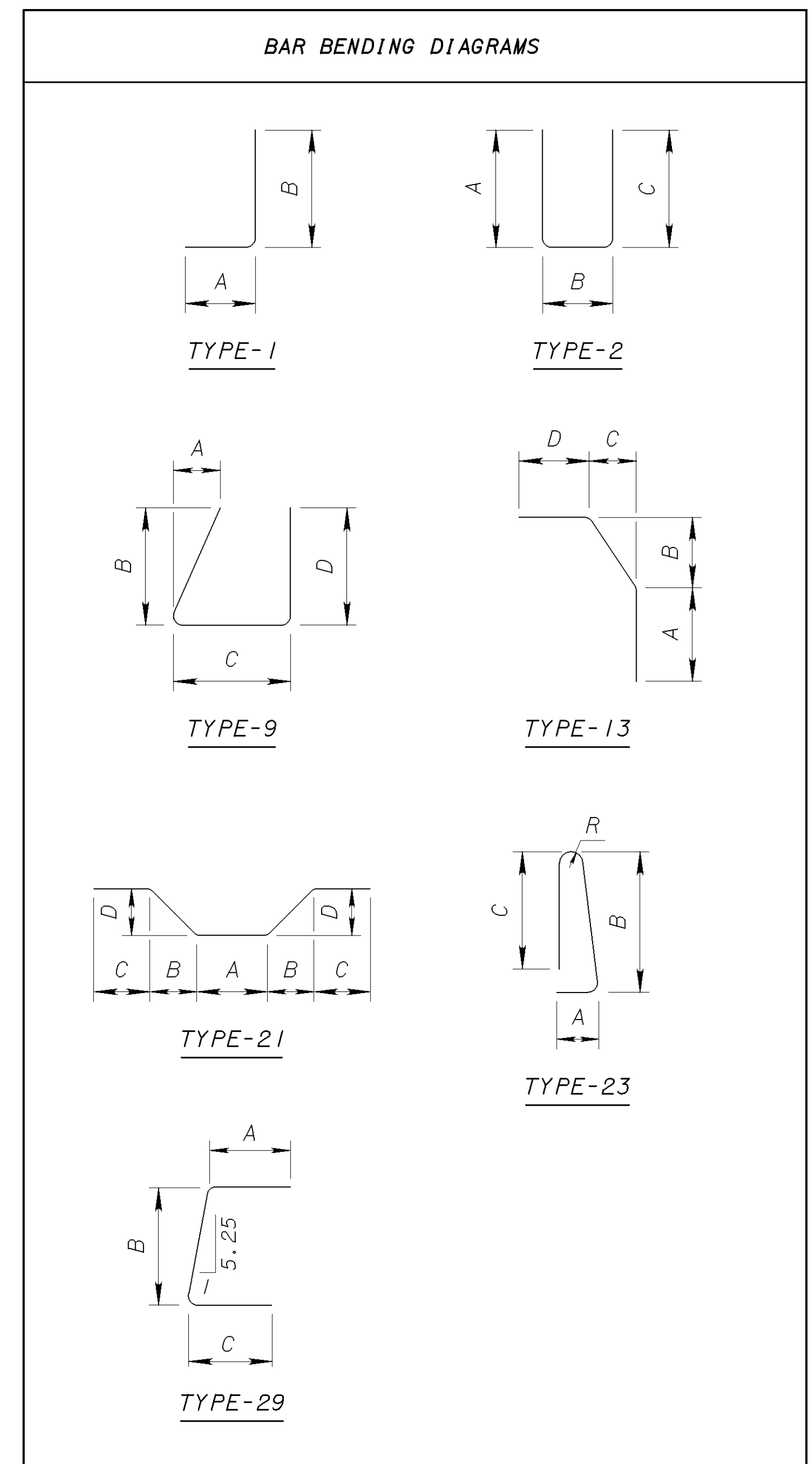


DATE: 3/14/2007 FILE: g:\CL\04\003\B\1\166\Fompe204Y\ompe204r106.dgn

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
SUPERSTRUCTURE											
S401	2919	30'-0"	58497	STR							
S402	101	28'-4"	1912	STR							
	1 SERIES	20'-11"									
S403	0F	T0	1501	STR							3"
	75	39'-0"									
	1 SERIES	18'-2"									
S404	0F	T0	143	STR							3/4"
	11	20'-10"									
S405	5	18'-0"	60	STR							
S406	91	20'-10"	1266	STR							
S407	91	14'-11"	907	STR							
S408	91	15'-5"	937	STR							
S409	96	18'-5"	1181	STR							
S410	NOT USED										
S411	5	17'-0"	57	STR							
S412	90	26'-9"	1608	STR							
S413	NOT USED										
S414	5	25'-6"	85	STR							
S415	21	26'-11"	378	STR							
S416	5	27'-0"	90	STR							
S417	121	32'-9"	2647	STR							
S501	11066	30'-0"	346255	STR							
	2 SERIES	12'-1"									
S502	0F	T0	185	STR							6'-9"
	4	32'-4"									
	2 SERIES	12'-2"									
S503	0F	T0	186	STR							6'-9"
	4	32'-5"									
	2 SERIES	12'-3"									
S504	0F	T0	158	STR							4'-5 1/2"
	4	25'-8"									
S505	2	25'-2"	52	STR							
S506	100	30'-7"	3190	STR							
S507	200	25'-8"	5354	STR							
	1 SERIES	23'-3"									
S508	0F	T0	2526	STR							3"
	75	41'-4"									
	1 SERIES	20'-6"									
S509	0F	T0	228	STR							3 1/2"
	10	23'-2"									
S510	5	20'-4"	106	STR							
S511	90	23'-9"	2229	STR							
S512	1060	12'-3"	13543	STR							
S513	90	17'-10"	1674	STR							
S514	90	18'-4"	1721	STR							
S515	200	14'-10"	3094	STR							
S516	95	21'-4"	2114	STR							
S517	NOT USED										
S518	5	19'-11"	104	STR							
S519	90	29'-1"	2730	STR							
S520	NOT USED										
S521	5	27'-11"	146	STR							
S522	20	29'-3"	610	STR							
S523	5	29'-4"	153	STR							

BAR SCHEDULE											
MARK	NUMBER	LENGTH	WEIGHT	TYPE	DIMENSIONS						
					A	B	C	D	E	R	INC.
SUPERSTRUCTURE											
S524	200	23'-2"	4833	STR							
S525	120	35'-3"	4412	STR							
	2 SERIES	6'-0"									
S526	0F	T0	472	STR							2'-11"
	11	35'-2"									
	2 SERIES	4'-0"									
S527	0F	T0	355	STR							2'-10 1/2"
	10	30'-0"									
	2 SERIES	3'-4"									
S528	0F	T0	332	STR							2'-9 1/2"
	10	28'-6"									
S529	2	38'-3"	80	STR							
S530	1938	7'-5"	14992	23	1'-1"	3'-2"	3'-0"			3"	
S531	6	12'-2"	76	STR							
S532	6	20'-6"	128	STR							
S533	6	30'-3"	189	STR							
S534	6	25'-11"	162	STR							
S535	6	35'-5"	222	STR							
S536	6	27'-5"	172	STR							
S537	200	21'-8"	4520	STR							
S538	200	18'-4"	3824	STR							
S539	200	15'-6"	3233	STR							
S540	192	13'-4"	2670	STR							
S541	200	16'-2"	3372	STR							
S542	200	18'-2"	3790	STR							
S543	166	19'-10"	3434	STR							
S544	200	26'-6"	5528	STR							
S545	200	33'-4"	6953	STR							
S546	124	35'-7"	4602	STR							
S547	112	7'-3"	847	STR							
S601	66	30'-0"	2974	STR							
S602	1938	3'-8"	10673	29	1'-1"	1'-8"	1'-1"				
S603	1938	2'-9"	8005	1	1'-1"	1'-9"					
S604	1	20'-4"	31	STR							
S605	1	27'-3"	41	STR							
S606	1	37'-8"	57	STR							
S607	1	28'-11"	43	STR							
S608	1	38'-1"	57	STR							
S609	1	29'-3"	44	STR							
S610	88	2'-11"	386	2	10"	1'-7"	10"				
S611	112	20'-0"	3364	STR							
S701	3210	24'-1"	158017	STR							
S702	687	37'-5"	52542	STR							
S703	64	8'-3"	1079	STR							
S704	32	4'-6"	294	STR							
S801	24	4'-0"	256	STR							
S802	24	1'-4"	85	STR							
L501	44	3'-3"	149	2	10"	1'-10"	10"				
L502	44	8'-9"	402	9	6"	3'-2"	2'-7"	3'-2"			
L503	66	7'-3"	499	21	1'-4"	1'-10"	6"	1'-10"			
L504	44	3'-2"	145	STR							

TOTAL WEIGHT OF REINFORCING IN SUPERSTRUCTURE = 765967 LBS



DESIGNED BY MLR CHECKED BY JLV	DATE 12/16/05	DESIGN AGENCY TRANS SYSTEMS CORPORATION 55 PUBLIC SQUARE, SUITE 1900 CLEVELAND, OHIO 44139-601
	REVIEWED RER	STRUCTURE FILE NUMBER 5708397
	DRAWN MLR	REVISION REVISED
	REINFORCING STEEL LIST BRIDGE NO. MOT-75-1367 W RAMPS E2 AND D4 BRIDGE OVER GREAT MIAMI RIVER, RIVERSIDE DRIVE AND NORTH BEND BOULEVARD	
	MOT-75-13.11 PID 75927	

77/78

NOTES:
1. FOR NOTES SEE SHEET **7278**.

(1593)
1811

