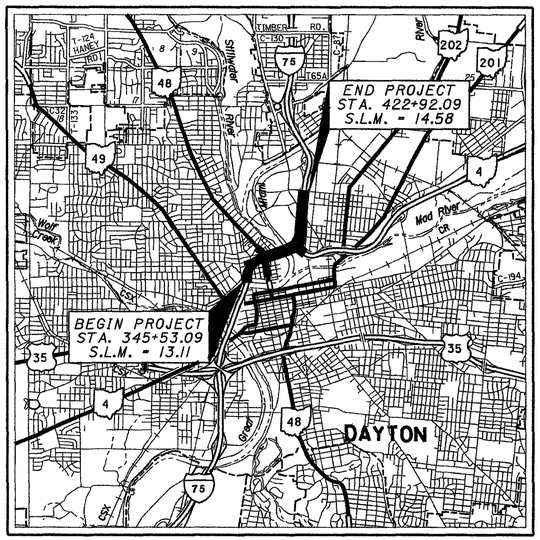


LOCATION MAP

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

SCALE IN MILES

0 1 2 3 4

N

PORTION TO BE IMPROVED

INTERSTATE & DIVIDED HIGHWAY

UNDIVIDED STATE & FEDERAL ROUTES

OTHER ROADS

EARTH DISTURBED AREAS

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

DESIGN DESIGNATION
(SEE SHEET 2)

DESIGN EXCEPTIONS
(SEE SHEET 2)

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

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

ENGINEERS SEAL:

STATE OF OHIO
DANIEL Y. BAAH
59881
REGISTERED
PROFESSIONAL ENGINEER

SIGNED: Daniel Baah
DATE: 3/22/07

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

INDEX OF SHEETS:

STANDARD CONSTRUCTION DRAWINGS
(SEE SHEET 2)

PROJECT DESCRIPTION

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

LIMITED ACCESS

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

2005 SPECIFICATIONS

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

I HEREBY APPROVE THESE PLANS AND DECLARE THAT THE MAKING OF THIS IMPROVEMENT WILL NOT REQUIRE THE CLOSING TO TRAFFIC OF THE HIGHWAY EXCEPT AS SHOWN ON SHEETS NO. 109-113, AND THAT THE PROVISIONS FOR MAINTENANCE AND SAFETY OF TRAFFIC WILL BE AS SET FORTH ON THE PLANS AND ESTIMATES.

UNDER AUTHORITY OF SECTION 4511.21, DIVISION (H) OF THE REVISED CODE OF OHIO, THE REVISED PRIMA FACIE SPEED LIMITS AS INDICATED HEREIN ARE DETERMINED TO BE REASONABLE AND SAFE, AND ARE HEREBY ESTABLISHED FOR THE DURATION OF THIS PROJECT. THE PRIMA FACIE SPEED LIMIT OR LIMITS HEREBY ESTABLISHED SHALL BECOME EFFECTIVE WHEN APPROPRIATE SIGNS GIVING NOTICE THEREOF ARE ERECTED.

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

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

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

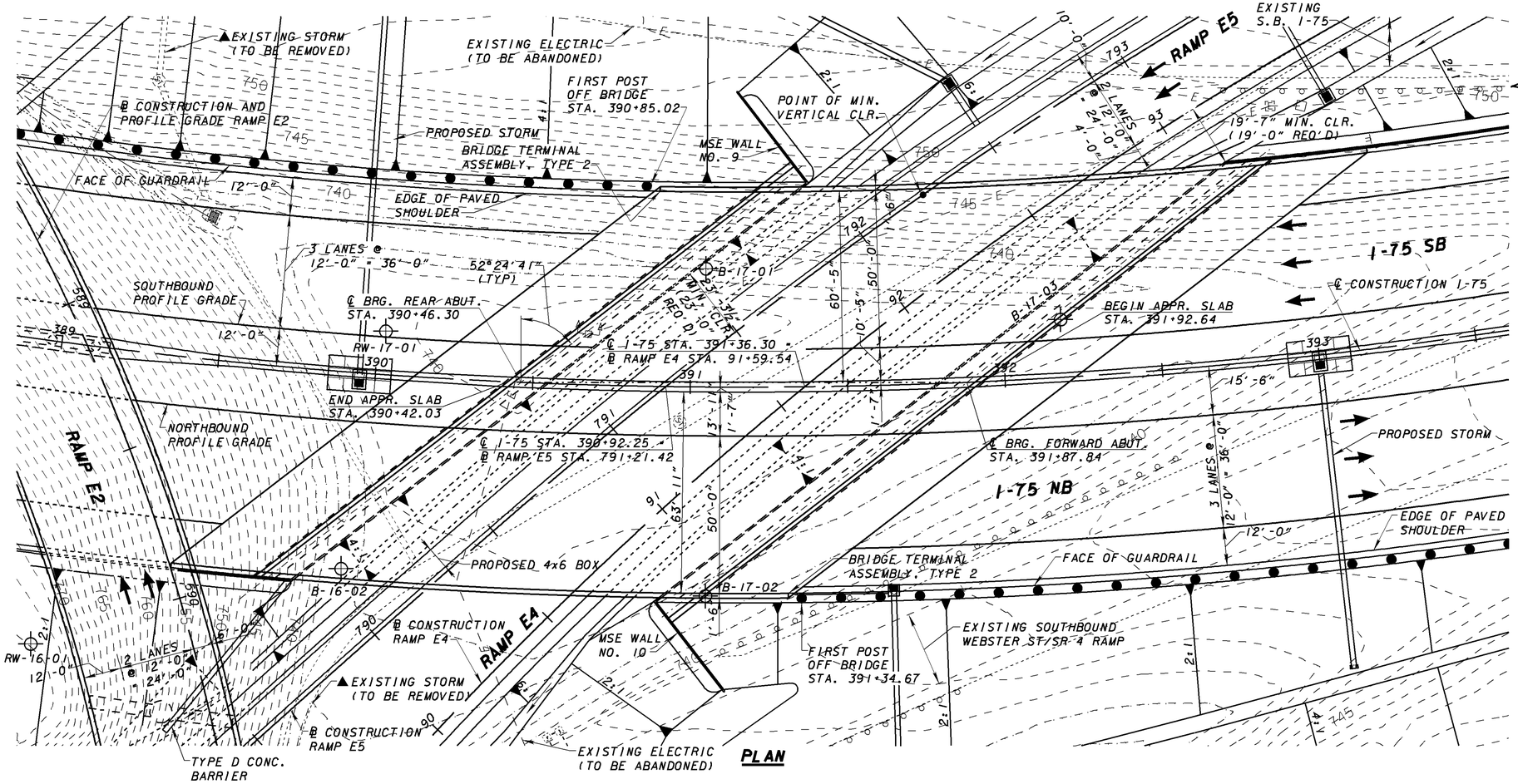
FEDERAL PROJECT NO. E040(793)

PID NO. 75927

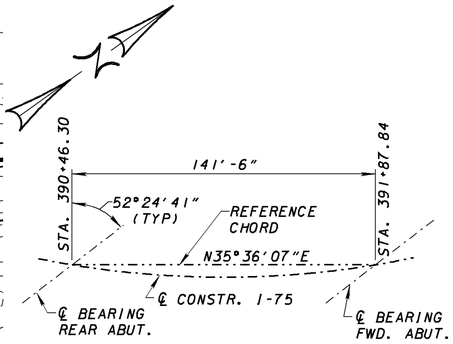
CONSTRUCTION PROJECT NO. MOT-75-13.11

RAILROAD INVOLVEMENT NONE

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



PLAN



REFERENCE CHORD LAYOUT

BENCHMARKS

BM-23 CHISELED SQUARE

CONCRETE DITCH SOUTH SIDE SB I-75 RAMP TO WEBSTER ST., I-75 STA. 386+28.70, 763.87' RIGHT, N 649555.97, E 1494715.74, ELEV. 742.98

BM-27 CHISELED SQUARE

AT CORNER WALK AT N.E. CORNER AT KETTERING FIELD SHELTER, I-75 STA. 395+47.13, 520.18' LEFT, N 651073.77, E 1494306.40, ELEV. 739.06

LEGEND

▲ - UNDER THIS CONTRACT

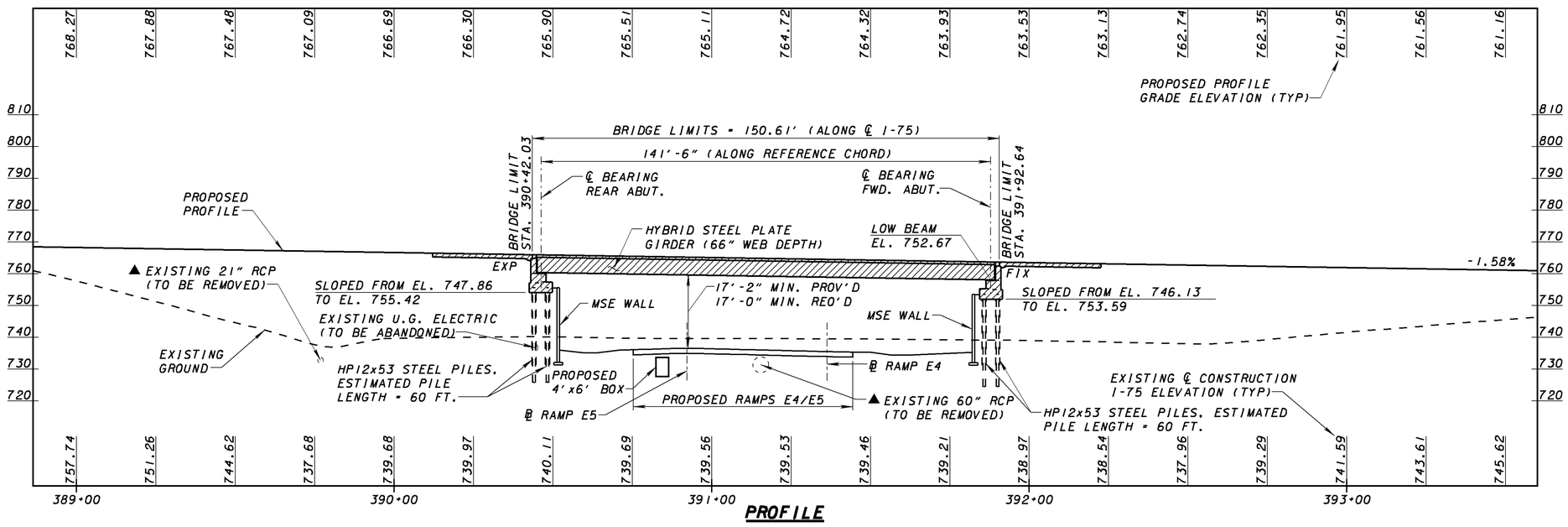
⌖ - DENOTES BORING LOCATIONS.

NOTES:

1. EARTHWORK LIMITS SHOWN ARE APPROXIMATE. ACTUAL SLOPES SHALL CONFORM TO ROADWAY PLAN CROSS SECTIONS.
2. FOR HORIZONTAL CURVE DATA AND EXISTING STRUCTURE BLOCK, SEE GENERAL PLAN SHEET 2 / 36.

TRAFFIC DATA

CURRENT A.D.T. (2005) = 127200
DESIGN YEAR A.D.T. (2025) = 148500
DESIGN YEAR A.D.T.T. (2025) = 38610



PROFILE

PROPOSED STRUCTURE

TYPE: SINGLE SPAN COMPOSITE WELDED HYBRID STEEL PLATE GIRDER (66" WEB DEPTH) ON STUB ABUTMENTS BEHIND MSE WALLS

SPAN: 141'-6" C/C BEARINGS ALONG REF. CHORD

ROADWAY: LEFT BRIDGE = 60'-5"
RIGHT BRIDGE = 63'-11"

LOADING: HS25, CASE I, THE ALTERNATE MILITARY LOADING, 60 psf FUTURE WEARING SURFACE

ALIGNMENT: CURVE

CROWN: SUPERELEVATION

SKEW: 52°24'41" LEFT FORWARD

WEARING SURFACE: MONOLITHIC CONCRETE

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

LATITUDE: 39°46'25"N

LONGITUDE: 84°11'10"W

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Dayton, OH 45420-0246
(937) 259-5000 tel · (937) 259-5100 fax · ljbinc.com

DESIGNED DWW | DRAWN MSD | REVIEWED MPH | DATE 5-07-
CHECKED DWS | REVISED --- | STRUCTURE FILE NUMBER 5708451

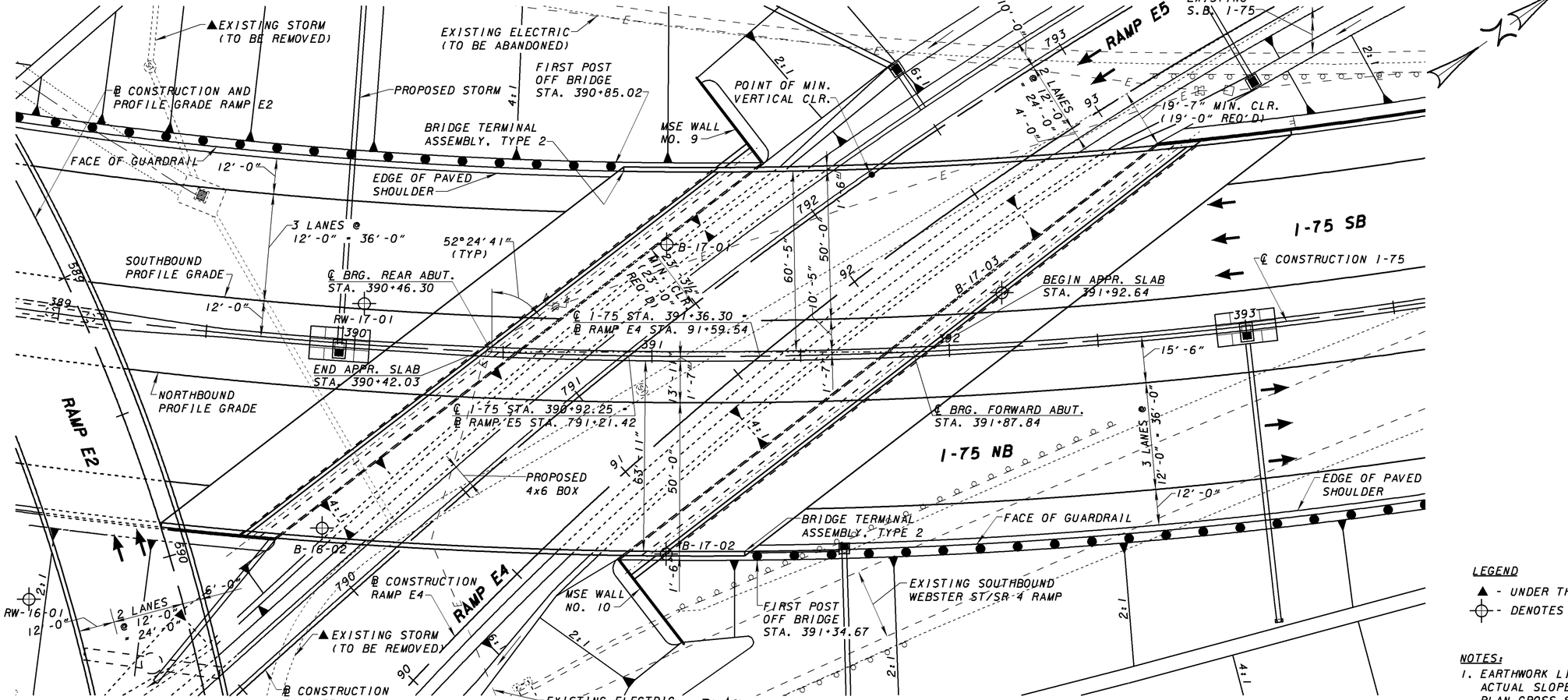
MONTGOMERY COUNTY
STA. 390+42.03 TO
STA. 391+92.64

SLIP PLAN
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1 / 36

1635
1811



PLAN

LEGEND

▲ - UNDER THIS CONTRACT

⊕ - DENOTES BORING LOCATIONS.

NOTES:

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

I-75 CURVE DATA (ML-3)

P.I. STA. 391+59.51
P.I.c STA. 390+92.99

Δ = 64°34'30" LT.	LT = 283.58'
Δc = 49°42'00"	ST = 141.89'
Dc = 03°30'00"	Lc = 1419.99'
R = 1637.02'	Tc = 758.14'
Ls = 425.00'	Ts = 1249.66'
θs = 07°26'15"	Es = 304.85'
	emax = 0.058
	Ec = 167.03'

RAMP E4 CURVE DATA (E4-2)

P.I. STA. 88+47.26
P.I.c$_2$ STA. 89+89.10

Δ = 55°07'03" RT.	Tc$_2$ = 386.45'
Δc$_2$ = 35°57'58" RT.	T$_2$ = 589.32'
Dc = 04°48'45"	Lc$_2$ = 747.35'
Rc$_2$ = 1190.56'	E = 148.21'
	emax = 0.051
	Ec$_2$ = 61.15'

RAMP E5 CURVE DATA (E5-1)

P.I. STA. 792+31.66
P.I.c$_1$ STA. 787+96.98

Δ = 26°20'15" RT.	Tc$_1$ = 266.57'
Δc$_1$ = 05°38'16"	T$_1$ = 701.25'
Dc = 01°03'30"	Lc$_1$ = 532.69'
Rc$_1$ = 5413.77'	E = 45.23'
	emax = 0.058
	Ec$_1$ = 6.56'

RAMP E5 CURVE DATA (E5-2)

P.I. STA. 792+31.66
P.I.c$_2$ STA. 793+42.14

Δ = 26°20'15" RT.	Tc$_2$ = 279.04'
Δc$_2$ = 20°41'59"	T$_2$ = 399.85'
Dc = 03°45'00"	Lc$_2$ = 551.99'
Rc$_2$ = 1527.89'	E = 45.23'
	emax = 0.044
	Ec$_2$ = 25.27'

EXISTING STRUCTURE

TYPE: FOUR SPAN CONTINUOUS ROLLED BEAM BRIDGE WITH REINFORCED CONCRETE DECK AND SUBSTRUCTURE

SPAN: 60'-9½"±, 63'-8"±, 58'-8½"±, 45'-4¼"± C-C BEARINGS, MEASURED PARALLEL TO TANGENT TO BASELINE

ROADWAY: 42'-6"± TOE-TOE OF PARAPETS

LOADING: HS20, CASE I, AND ALTERNATE MILITARY LOADING

ALIGNMENT: CURVE

SKEW: 39° TO 47°±

WEARING SURFACE: 2" MICROSILICA MODIFIED CONCRETE OVERLAY

APPROACH SLABS: AS-1-81 (25'-0"± LONG)

DATE REHABILITATED: 1999

STRUCTURAL FILE NUMBER: 5708435 (MOT-75-1392R)

LJB Inc. • 3100 Research Blvd. • P.O. Box 20246
Dayton, OH 45420-0246
(937) 259-5000 tel • (937) 259-5100 fax • ljbinc.com

DESIGNED DWW | DRAWN JAL | CHECKED DWS | REVISED | REVIEWED MPH | DATE 5-07

STRUCTURE FILE NUMBER 5708451

GENERAL PLAN

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1636
1811

GENERAL NOTES

REFER TO THE FOLLOWING STANDARD BRIDGE DRAWINGS: A-1-69, REVISED 7-19-02
AS-1-81, REVISED 7-19-02
EXJ-4-87, REVISED 7-19-02
GSD-1-96, REVISED 7-19-02
SBR-1-99, REVISED 7-19-02

AND TO THE FOLLOWING SUPPLEMENTAL SPECIFICATIONS: 898, DATED 7-16-04
885, DATED 11-04-05

DESIGN SPECIFICATIONS: THIS STRUCTURE CONFORMS TO "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES" ADOPTED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS 2002. "GUIDE SPECIFICATIONS FOR HORIZONTALLY CURVED STEEL GIRDER HIGHWAY BRIDGES" ADOPTED BY AASHTO, 2003, AND THE ODOT BRIDGE DESIGN MANUAL. EXCEPT AS NOTED ELSEWHERE IN THE PLANS.

SPECIAL DESIGN SPECIFICATIONS: THIS BRIDGE REQUIRED THE USE OF A TWO DIMENSIONAL MODEL USING THE STIFFNESS DESIGN METHOD TO ANALYZE THE STRUCTURE. THE COMPUTER PROGRAM USED FOR STRUCTURAL ANALYSIS WAS DESCUS I.

DEAD LOAD DISTRIBUTION: THE SLAB DEAD LOAD AND GIRDER SELF-WEIGHT ARE DISTRIBUTED TO THE GIRDERS BASED ON THEIR TRIBUTARY WIDTH. THE WEIGHT OF ADDITIONAL STEEL DETAILS SUCH AS STIFFENERS AND CROSSFRAMES ARE ACCOUNTED FOR BY INCREASING THE GIRDER SELF-WEIGHT BY A DETAIL FACTOR (1.10). THESE LOADS ARE APPLIED CONSIDERING NON-COMPOSITE SECTION PROPERTIES. THE PARAPET AND FUTURE WEARING SURFACE LOADS ARE DISTRIBUTED EVENLY TO ALL GIRDERS. THESE LOADS ARE APPLIED CONSIDERING THE COMPOSITE SECTION PROPERTIES (N = 24) IN THE POSITIVE MOMENT REGION.

LIVE LOAD DISTRIBUTION: THE STANDARD AASHTO LIVE LOAD DISTRIBUTION FACTORS WERE NOT USED.
THE DISTRIBUTION FACTORS WERE CALCULATED BY THE DESCUS ALTERNATIVE TO STANDARD AASHTO DISTRIBUTION FACTOR METHOD.

DESIGN LOADING: HS25 CASE 1, THE ALTERNATE MILITARY LOADING AND FUTURE WEARING SURFACE (FWS) OF 60 PSF.

DESIGN DATA:
CONCRETE CLASS OSC2 - COMPRESSIVE STRENGTH 4500 P.S.I.(SUPERSTRUCTURE)
CONCRETE CLASS OSC1 - COMPRESSIVE STRENGTH 4000 P.S.I.(SUBSTRUCTURE)
REINFORCING STEEL - ASTM A615 OR A996
GRADE 60 MINIMUM YIELD STRENGTH 60,000 P.S.I.

STRUCTURAL STEEL
ASTM A709 GRADE 50W - YIELD STRENGTH 50,000 P.S.I.
ASTM A709 GRADE HPS-70W - YIELD STRENGTH 70,000 P.S.I. (SEE SHEET 16/36 FOR DETAILS)

DECK PROTECTION METHOD:
EPOXY COATED REINFORCING STEEL
2½" CONCRETE COVER
SEALING OF CONCRETE SURFACES

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

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

PILE DESIGN LOADS (ULTIMATE BEARING VALUE): THE ULTIMATE BEARING VALUE IS 140 TONS PER PILE FOR THE HP12x53 ABUTMENT PILES.

REAR ABUTMENT PILES:
59 PILES 65 FEET LONG, ORDER LENGTH
1 DYNAMIC LOAD TESTING ITEMS

FORWARD ABUTMENT PILES:
67 PILES 65 FEET LONG, ORDER LENGTH
0 DYNAMIC LOAD TESTING ITEMS

ITEM 512, SEALING OF CONCRETE SURFACES (EPOXY-URETHANE): THE FINISH COAT COLOR FOR THE ABUTMENTS AND EXTERIOR PARAPETS SHALL BE TAN, MEETING NO. FS-595B-33690. THE FINISH COAT COLOR FOR THE MEDIAN PARAPET SHALL BE LIGHT NEUTRAL, MEETING NO. FS-595B-17778.

ITEM 885, FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, WITH WARRANTY: THE FINISH COAT COLOR FOR THE EXTERIOR WEB FACES AND BOTTOM FLANGES OF THE FASCIA GIRDERS SHALL BE BROWNISH RED, MEETING NO. FS-595B-12160. THE FINISH COAT COLOR FOR THE INTERIOR WEB FACES OF THE FASCIA GIRDERS AND ALL INTERIOR FRAMING SHALL BE TAN, MEETING NO. FS-595B-13690.

ITEM 898 - OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), T-17", AS PER PLAN: FURNISH APPROACH SLABS CONFORMING TO CMS 526 EXCEPT CONCRETE SHALL BE IN ACCORDANCE WITH SUPPLEMENTAL SPECIFICATION 898, OC/OA CONCRETE, CLASS OSC2. ACCEPTED QUANTITIES SHALL INCLUDE: CONCRETE, CURBS, REINFORCING STEEL, JOINT FILLERS, JOINT SEALERS, JOINT SEALS, WATERPROOFING, AND SEALING OF APPROACH SLAB PARAPET AND MEDIAN BARRIER CONCRETE SURFACES. THE DEPARTMENT WILL MEASURE APPROACH SLABS BY THE NUMBER SQUARE YARDS. THE DEPARTMENT WILL INITIALLY PAY THE FULL BID PRICE TO THE CONTRACTOR UPON COMPLETION OF THE WORK. THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB CONCRETE AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS. PARAPETS ON THE APPROACH SLABS SHALL BE CONSTRUCTED IN ACCORDANCE WITH THE DETAILS SHOWN ON SHEETS 30/36 THRU 34/36, AND INCLUDED WITH THIS ITEM FOR PAYMENT.

ITEM 898 - OC/OA CONCRETE, CLASS OSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN: THE UNREINFORCED CONCRETE SLAB BETWEEN THE ABUTMENT FOOTING AND MSE RETAINING WALL, INCLUDING THE 705.04 JOINT SEALER AND PEJF, SHALL BE INCLUDED IN ITEM 898, OC/OA CONCRETE, CLASS OSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN FOR PAYMENT. JOINTS IN THE UNREINFORCED CONCRETE SLAB SHALL BE IN ACCORDANCE WITH CMS SECTION 601.11.

ITEM 898 - OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (DECK), AS PER PLAN: THE DEPARTMENT WILL CALCULATE THE FINAL ADJUSTED PAYMENT ACCORDING TO 898.17 AND INCLUDE APPROACH SLAB AND DECK CONCRETE IN THE SAME LOT TO DETERMINE FINAL PAY FACTORS.

PLACEMENT OF DECK CONCRETE: DECK CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE. EACH DECK SHALL BE FINISHED USING A SINGLE FINISHING MACHINE.

ENSURE THAT THE INITIAL CONCRETE SET FOR EACH DECK DOES NOT OCCUR UNTIL THE CONCRETE PLACEMENT IN THAT SPAN HAS BEEN COMPLETED. PROVIDE SET RETARDING ADMIXTURE ACCORDING TO CMS 705.12 AS NECESSARY.

ITEM 202, STRUCTURE REMOVED, OVER 20 FOOT SPAN: WHEN NO LONGER REQUIRED TO MAINTAIN TRAFFIC, THE EXISTING NORTHBOUND I-75 BRIDGE OVER EXISTING RAMPS E4 & E5 (MOT-75-1392R) SHALL BE REMOVED.

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DESIGNED DWS | DRAWN MHD | REVIEWED MPH | DATE 5-07
CHECKED DWW | REVISED | STRUCTURE FILE NUMBER 5708451

GENERAL NOTES
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1637
1811

CONTINUED GENERAL NOTES

ITEM 507, STEEL PILES, HP12x53, 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 OF 1811, RESTRIKE ALL PILES WITH 20 BLOWS OF THE HAMMER OR UNTIL THE PILE IS DRIVEN TWO INCHES, WHICHEVER OCCURS FIRST. USE THE SAME PILE HAMMER AND FUEL SETTING (IF APPLICABLE) AS UTILIZED FOR INITIAL DRIVING. RESTRIKES REQUIRED BY THIS NOTE SHALL BE CONSIDERED INCIDENTAL TO AND INCLUDED FOR PAYMENT WITH ITEM 507, STEEL PILES, HP12x53, 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 OF 1811 PRIOR TO DRIVING PILES.

PROPRIETARY RETAINING WALL DATA: THE PROPRIETARY WALL SUPPLIER SHALL DESIGN THE INTERNAL STABILITY OF A MECHANICALLY STABILIZED EARTH (MSE) WALL IN ACCORDANCE WITH THE SPECIAL PROVISIONS TO SUPPORT THE ABUTMENT. THE DESIGN FOR INTERNAL STABILITY SHALL INCLUDE AN UNFACTORED HORIZONTAL STRIP LOAD FROM THE SUPERSTRUCTURE OF 4.16 K/FT APPLIED PERPENDICULAR TO THE FACE OF WALL AT THE BASE OF THE CONCRETE FOOTING.

BACKWALL CONCRETE: IN ADDITION TO 511.10, DO NOT PLACE BACKWALL CONCRETE ABOVE THE OPTIONAL CONSTRUCTION JOINT AT THE APPROACH SLAB SEAT UNTIL AFTER THE DECK CONCRETE IN THE SPAN ADJACENT TO THE ABUTMENT HAS BEEN PLACED.

INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, OBSERVE THE SEATING OF BEAMS ON BEARINGS TO ASSURE THAT POSITIVE BEARING IS MAINTAINED.

ITEM 513, STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL SIX FABRICATION, AS PER PLAN:

1. DESCRIPTION:

1.01 THIS WORK CONSISTS OF FURNISHING ALL NECESSARY LABOR, MATERIALS AND EQUIPMENT TO FURNISH AND ERECT STRUCTURAL STEEL MEMBERS, DESIGNED AS A HYBRID/ MIX OF STEEL MATERIALS CONSISTING OF: ASTM A709, HIGH PERFORMANCE GRADE HPS70W IN COMBINATION WITH GRADE 50W STEEL.

1.02 THIS WORK SHALL BE PERFORMED PER ITEM 513 STRUCTURAL STEEL MEMBER, LEVEL SIX(6) EXCEPT AS MODIFIED BY THE JUNE, 2003 2nd EDITION OF THE "GUIDE FOR HIGHWAY BRIDGE FABRICATION WITH HPS70W STEEL (HPS 485W), A SUPPLEMENT TO ANSI/AASHTO AWS D1.5" AND AS MODIFIED BY THESE PLAN NOTES.

2. MATERIALS:

2.01 STEEL FOR GIRDER WEBS AND FLANGES SHALL BE A COMBINATION OF ASTM A709 GRADE HPS70W MANUFACTURED BY THE THERMO-MECHANICAL CONTROLLED PROCESSING (TMCP) OR QUENCHED AND TEMPERED HEAT TREATMENT PROCESSING ALONG WITH ASTM A588/709 GRADE 50W. ALL OTHER STEEL SHALL BE ASTM A709 GRADE 50W.

2.02 STEEL DESIGNATED CVN SHALL BE IMPACT TESTED TO EXCEED THE TEST VALUES OF ASTM A709 TABLE S1.2 "NON-FRACTURE CRITICAL IMPACT TEST REQUIREMENTS" FOR ZONE 2, TEMPERATURE RANGE.

3. ADDITIONAL FABRICATION RESTRICTIONS / WARNINGS:

3.01 APPLICATION OF HEAT FOR CURVING AND STRAIGHTENING APPLICATIONS, CAMBER AND SWEEP ADJUSTMENT, OR OTHER REASON HEATING IS LIMITED TO 1100°F/590°C MAXIMUM, AND MUST BE DONE BY PROCEDURES APPROVED BY THE DIRECTOR OR HIS AUTHORIZED REPRESENTATIVE.

3.02 ONLY WELD PROCESSES AND CONSUMABLES RECOMMENDED BY THE "GUIDE SPECIFICATION FOR HIGHWAY BRIDGE FABRICATION WITH HPS70W STEEL" WILL BE PERMITTED WHEN WELDING HIGH PERFORMANCE STEEL. CONSUMABLE HANDLING REQUIREMENTS SHALL BE IN ACCORDANCE WITH AWS D1.5, SECTIONS 12.6.5, 12.6.6 AND 12.6.7 AND THE "HPS FAB GUIDE".

3.03 THE CONTRACTOR MAY REQUEST APPROVAL OF ALTERNATE CONSUMABLES FOR MATCHING STRENGTH WELDS. THE REQUEST FOR APPROVAL MUST INCLUDE DOCUMENTATION OF SUCCESSFUL WELDING IN ACCORDANCE WITH AWS D1.5, AND INCLUDE DIFFUSIBLE HYDROGEN TESTS AS DESCRIBED IN AWS D1.5, ARTICLE 12.6.2 INDICATING THE DEPOSITED WELD METAL HAS A DIFFUSIBLE HYDROGEN LEVEL EQUIVALENT TO H8 OR LESS.

3.04 IN ADDITION TO THE REQUIREMENTS OF ANSI/AASHTO/AWS D1.5 SECTION 5.17, ALL PROCEDURE QUALIFICATION TESTS MUST BE ULTRASONICALLY TESTED IN CONFORMANCE WITH THE REQUIREMENTS OF AWS D1.5, SECTION 6, PART C. EVALUATION MUST BE IN ACCORDANCE WITH AWS D1.5, TABLE 6.3, ULTRASONIC ACCEPTANCE - REJECTION CRITERIA - TENSILE STRESS. INDICATIONS FOUND AT THE INTERFACE OF THE BACKING BAR MAY BE DISREGARDED, REGARDLESS OF THE DEFECT RATING.

3.05 WHENEVER MAGNETIC PARTICLE TESTING IS DONE, ONLY THE YOKE TECHNIQUE WILL BE ALLOWED, AS DESCRIBED IN SECTION 6.7.6.2 OF THE ANSI/AASHTO/AWS D1.5 BRIDGE WELDING CODE, MODIFIED TO TEST USING ALTERNATING CURRENT ONLY. THE PROD TECHNIQUE WILL NOT BE ALLOWED.

3.06 BASIS OF PAYMENT. PAYMENT FOR THE ABOVE COMPLETED AND ACCEPTED QUANTITIES WILL BE MADE AT THE CONTRACT BID PRICE FOR:

ITEM	EXT	UNITS	DESCRIPTION
513	10151	LUMP	STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL SIX FABRICATION, AS PER PLAN:

ITEM 516, ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN: FOR BEARING REQUIREMENTS, SEE SHEETS 20/36 THRU 22/36.

ITEM 507, PILING, MISC.: PILE SPLICES FOR HP12x53 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 SPLICE ACCORDING TO CMS 507.09. THE DEPARTMENT WILL PAY FOR ACCEPTED QUANTITIES AT THE CONTRACT PRICE PER EACH PILE SPLICE. THE DEPARTMENT WILL NOT PAY FOR PILES SPLICES MADE WITHIN THE PILE ORDER LENGTHS SHOWN ON THE PLANS.

ITEM 513, STRUCTURAL STEEL, MISC.: TEMPORARY BRACING, AS PER PLAN: ALL LABOR AND MATERIAL REQUIRED TO CONSTRUCT THE TEMPORARY BRACING, AS SHOWN ON SHEET 13C/36, SHALL BE INCLUDED IN THIS ITEM FOR PAYMENT.

THE CONTRACTOR SHALL HAVE THE OPTION OF USING OTHER TEMPORARY BRACING. ALTERNATIVE BRACING SHALL BE SUBMITTED TO THE ENGINEER FOR REVIEW AND APPROVAL.

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CHECKED DWW | REVISED | STRUCTURE FILE NUMBER 5708451

GENERAL NOTES (CONTINUED)
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

ESTIMATED QUANTITIES

ITEM	ITEM EXTENSION	TOTAL	UNIT	DESCRIPTION	ABUTMENTS	SUPERSTRUCTURE	GENERAL	AS PER PLAN SHEET NUMBER
202	11002	LUMP		STRUCTURE REMOVED, OVER 20 FOOT SPAN			LUMP	
202	22900	315	SQ.YD.	APPROACH SLAB REMOVED			315	
505	11100	LUMP		PILE DRIVING EQUIPMENT MOBILIZATION			LUMP	
507	00200	8190	FT.	STEEL PILES HP12x53, FURNISHED	8190			
507	00251	7560	FT.	STEEL PILES HP12x53, DRIVEN, AS PER PLAN	7560			4 / 36
507	98010	13	EACH	PILING MISC.: PILE SPLICES FOR HP12x53 STEEL PILES	13			
509	10000	279139	POUND	EPOXY COATED REINFORCING STEEL	69279	209860		
512	10100	1589	SQ.YD.	SEALING OF CONCRETE SURFACES (EPOXY-URETHANE)	1001	588		
512	33000	7	SQ.YD.	TYPE 2 WATERPROOFING	7			
513	10151	LUMP		STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL 6, AS PER PLAN			LUMP	4 / 36
513	20000	7893	EACH	WELDED STUD SHEAR CONNECTORS		7893		
513	95020	LUMP		STRUCTURAL STEEL, MISC.: TEMPORARY BRACING, AS PER PLAN			LUMP	4 / 36
516	11210	429	FT.	STRUCTURAL EXPANSION JOINT INCLUDING ELASTOMERIC STRIP SEAL		429		
516	13600	44	SQ.FT.	1" PREFORMED EXPANSION JOINT FILLER	44			
516	13900	209	SQ.FT.	2" PREFORMED EXPANSION JOINT FILLER	209			
516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x15"x15") (REAR ABUTMENT)		5		4 / 36
516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x15"x15") (FORWARD ABUTMENT)		5		4 / 36
516	44301	5	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x15"x15") (REAR ABUTMENT)		5		4 / 36
516	44301	1	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x15"x15") (FORWARD ABUTMENT)		1		4 / 36
516	44301	1	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x16"x16") (REAR ABUTMENT)		1		4 / 36
516	44301	1	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x16"x16") (FORWARD ABUTMENT)		1		4 / 36
516	44301	1	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x17"x17") (REAR ABUTMENT)		1		4 / 36
516	44301	1	EACH	ELASTOMERIC BEARING WITH INTERNAL LAMINATES AND LOAD PLATE (NEOPRENE), AS PER PLAN (4 11/16"x17"x17") (FORWARD ABUTMENT)		1		4 / 36
518	21200	393	CU.YD.	POROUS BACKFILL WITH FILTER FABRIC	393			
518	40000	454	FT.	6" PERFORATED CORRUGATED PLASTIC PIPE	454			
523	20000	1	EACH	DYNAMIC LOAD TESTING	1			
885	00060	33300	SQ.FT.	FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, WITH WARRANTY		33300		
885	00066	33300	SQ.FT.	FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, WITH WARRANTY		33300		
898	10201	630	CU.YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (DECK), AS PER PLAN		630		3 / 36
898	10709	871	SQ.YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), T=17", AS PER PLAN		871		3 / 36
898	11000	101	CU.YD.	QC/QA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (PARAPET)		101		
898	20161	858	CU.YD.	QC/QA CONCRETE, CLASS QSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN	858			3 / 36

QUANTITIES COMPUTED BY: AMT, 4-06
QUANTITIES CHECKED BY: DWS, 6-06

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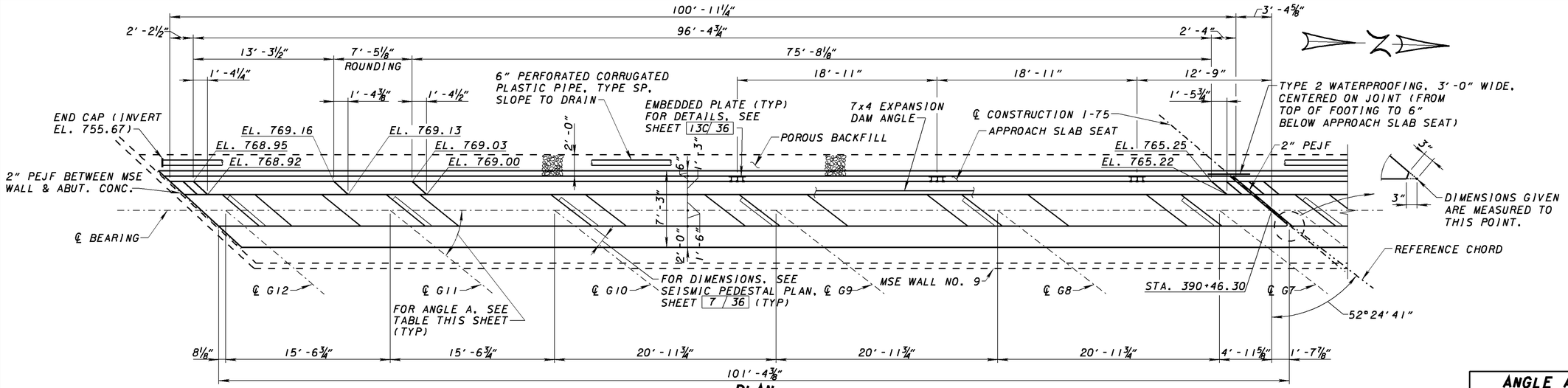
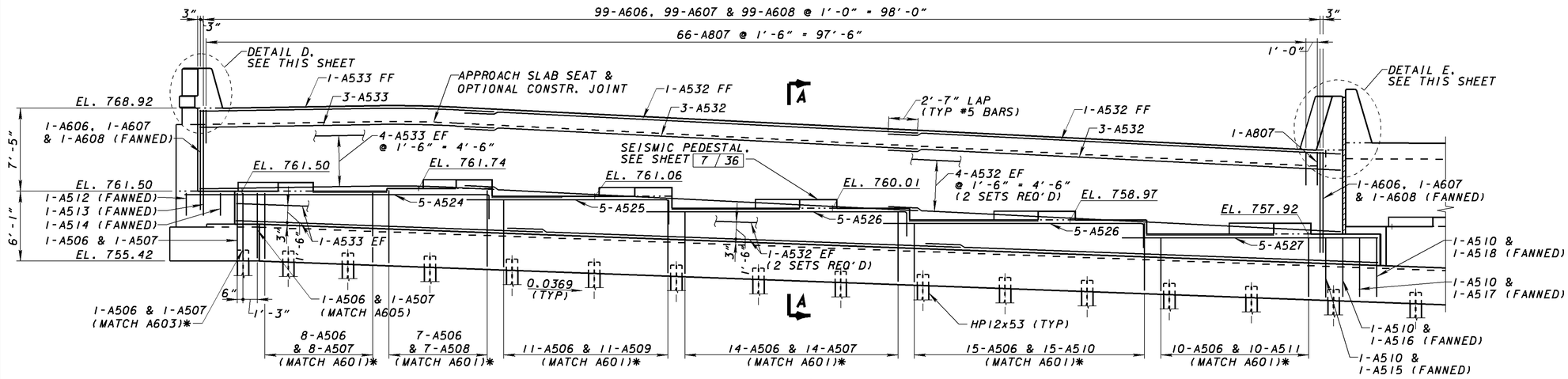
ESTIMATED QUANTITIES
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1639
1811



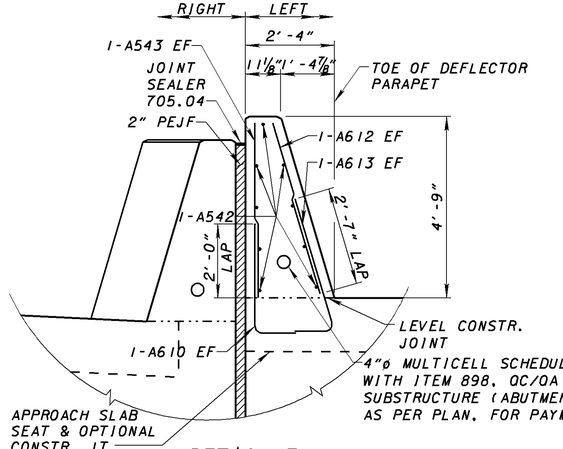
PLAN



ELEVATION

(MSE WALL NOT SHOWN FOR CLARITY)
*SEE SHEET 8/36 FOR SPACING BETWEEN PILES

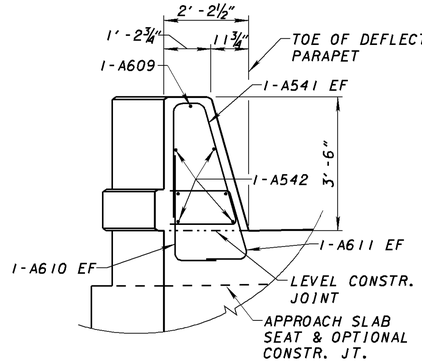
ANGLE A	
GIRDER	ANGLE
G1-G4	34°27'12"
G5	35°57'43"
G6-G10	37°35'19"
G11	38°58'09"
G12	40°26'12"



DETAIL E

(RIGHT BARS SAME AS LEFT)
(SEE STD DWG EXJ-4-87 & SECTION B-B ON SHEET 18/36 FOR EXPANSION JOINT DETAILS AT PARAPET)

NOTE:
SEAL ALL EXPOSED SURFACES OF PARAPETS WITH EPOXY-URETHANE SEALER.



DETAIL D

(DETAIL D, SIM.)
(SEE STD DWG EXJ-4-87 & SECTION B-B ON SHEET 18/36 FOR EXPANSION JOINT DETAILS AT PARAPET)

LEGEND

EF - EACH FACE
NF - NEAR FACE
FF - FAR FACE
PEJF - PREFORMED EXPANSION JOINT FILLER
MSE - MECHANICALLY STABILIZED EARTH

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3/36 AND 4/36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35/36.
3. FOR FOOTING PLAN, SEE SHEET 8/36.
4. FOR SECTION A-A, SEE SHEET 8/36.
5. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. CHAMFER ALL ACUTE CORNERS 3".
8. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A/36 THRU 13C/36.

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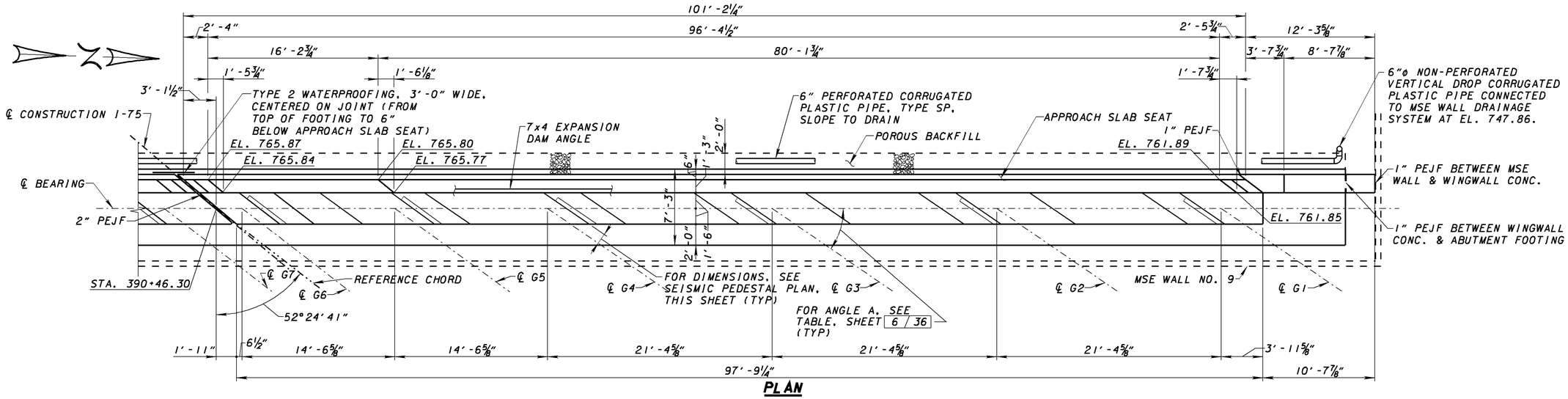
REAR ABUTMENT - RIGHT STRUCTURE

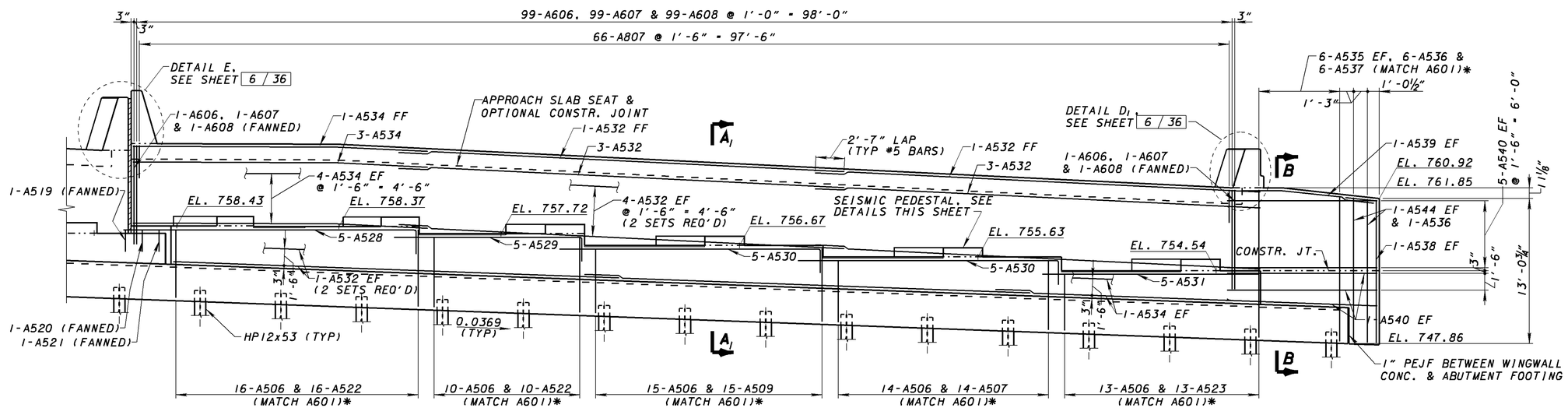
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1640
1811



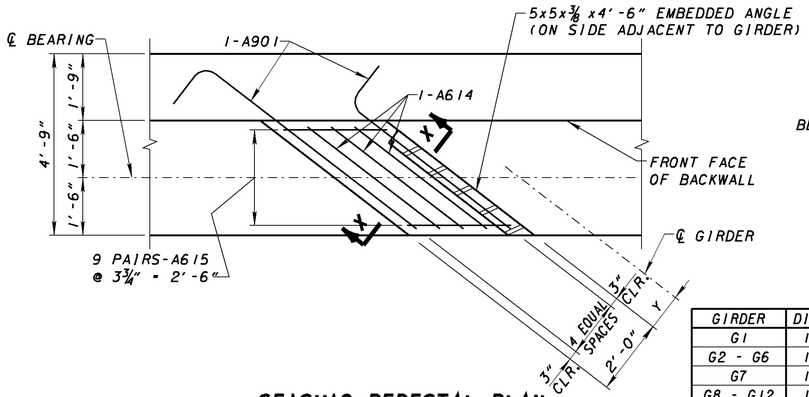
PLAN



ELEVATION

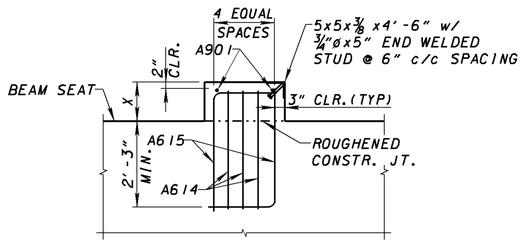
(MSE WALL NOT SHOWN FOR CLARITY)

*SEE SHEET 9 / 36 FOR SPACING BETWEEN PILES



SEISMIC PEDESTAL PLAN

(TYP. 12 PLACES)



GIRDER	DIM. X	DIM. Y
G1	10⅞"	12"
G2 - G6	10⅛"	12"
G7	10¾"	11"
G8 - G12	10⅜"	11"

SECTION X-X

NOTE:
EMBEDDED ANGLE SHALL CONFORM TO ASTM A36. END WELDED STUDS SHALL CONFORM TO 513.22. ANGLE AND STUD ASSEMBLEY SHALL BE GALVANIZED ACCORDING TO 711.02. EMBEDDED ANGLE AND WELDED STUDS SHALL BE INCLUDED IN ITEM 898-OC/OA CONCRETE, CLASS OSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN, FOR PAYMENT.

LEGEND

EF - EACH FACE
NF - NEAR FACE
FF - FAR FACE
PEJF - PREFORMED EXPANSION JOINT FILLER
MSE - MECHANICALLY STABILIZED EARTH

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35 / 36.
3. FOR FOOTING PLAN, SEE SHEET 9 / 36.
4. FOR SECTION A_1-A_1, SEE SHEET 8 / 36.
5. FOR SECTION B-B, SEE SHEET 9 / 36.
6. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
7. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
8. CHAMFER ALL ACUTE CORNERS 3".
9. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A/ 36 THRU 13C/ 36.

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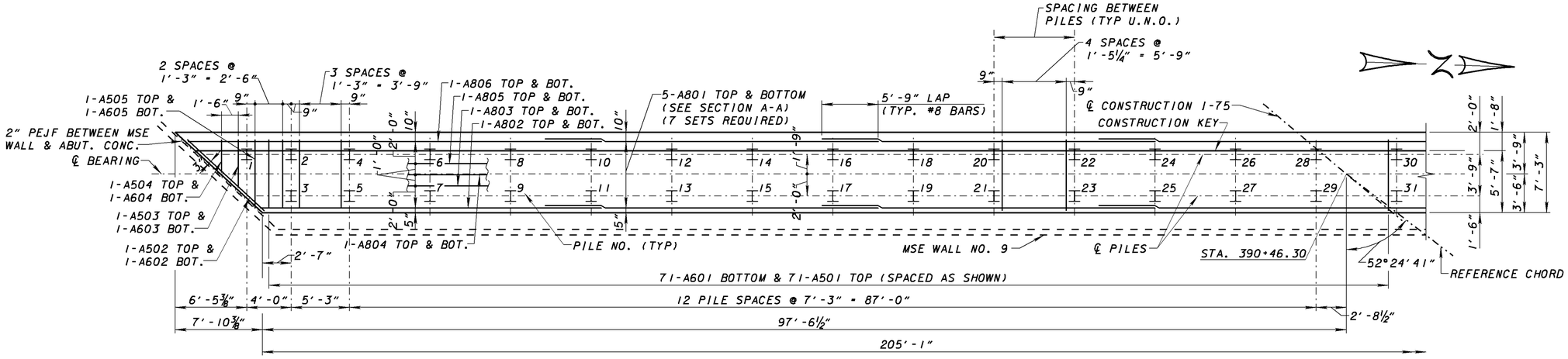
REAR ABUTMENT - LEFT STRUCTURE

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

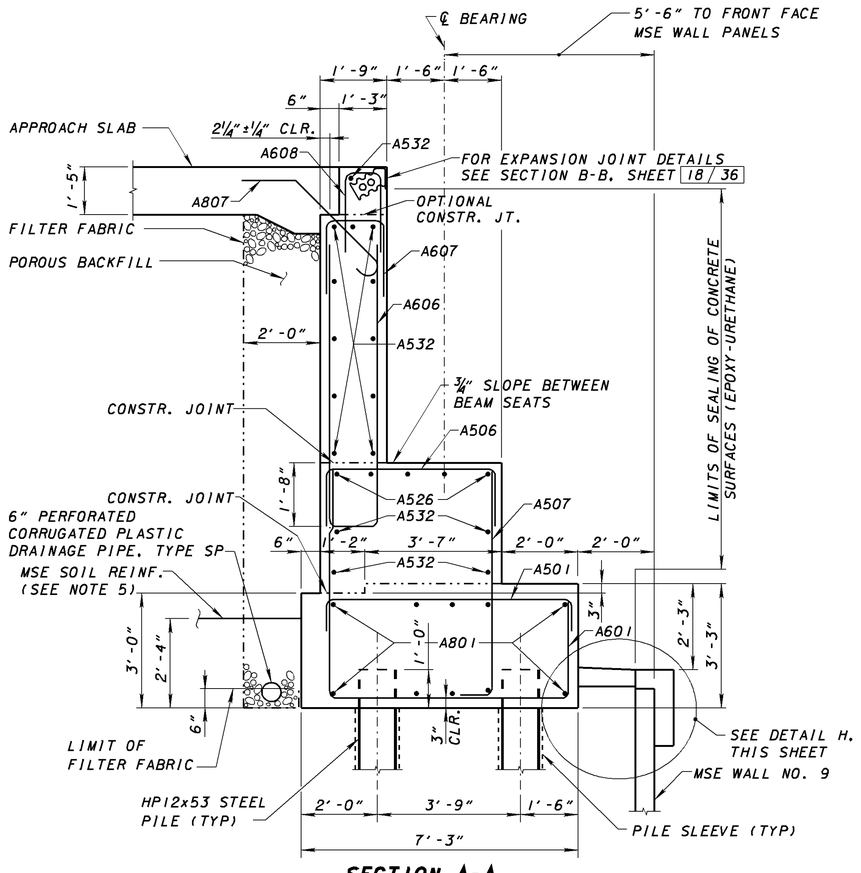
MOT-75-13.11
PID NO. 75927

7 / 36

1641
1811

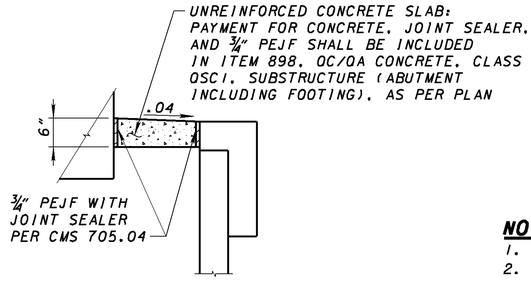


FOOTING PLAN



SECTION A-A

(SECTION A_1-A_1 SIM.)



DETAIL H

LEGEND

I - PROPOSED HP12x53, VERTICAL (SEE NOTE 7)
PEJF - PREFORMED EXPANSION JOINT FILLER
MSE - MECHANICALLY STABILIZED EARTH
U.N.O. - UNLESS NOTED OTHERWISE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35 / 36.
3. FOR ABUTMENT PLAN, SEE SHEET 6 / 36.
4. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. TOTAL HORIZONTAL FORCE TO MSE SOIL REINFORCEMENT ALONG ABUTMENT IS 4.16 k/ft (NOT INCLUDING SAFETY FACTOR). MSE SOIL REINFORCEMENT SHALL BE INCLUDED WITH MSE WALL FOR PAYMENT.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. DENOTES VERTICAL HP 12x53 PILE INSIDE PILE SLEEVE. 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.

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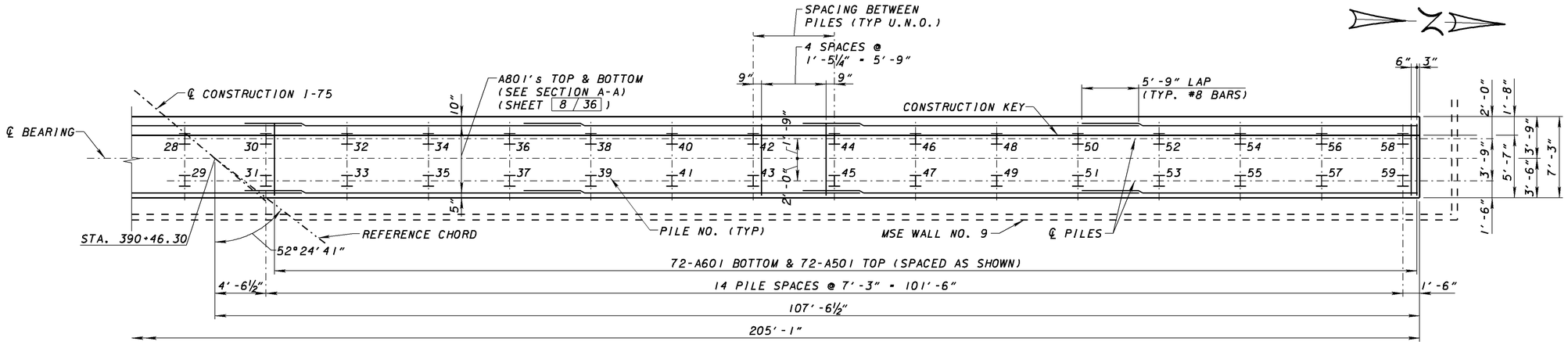
FOOTING PLAN - REAR ABUTMENT - RIGHT STRUCTURE
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

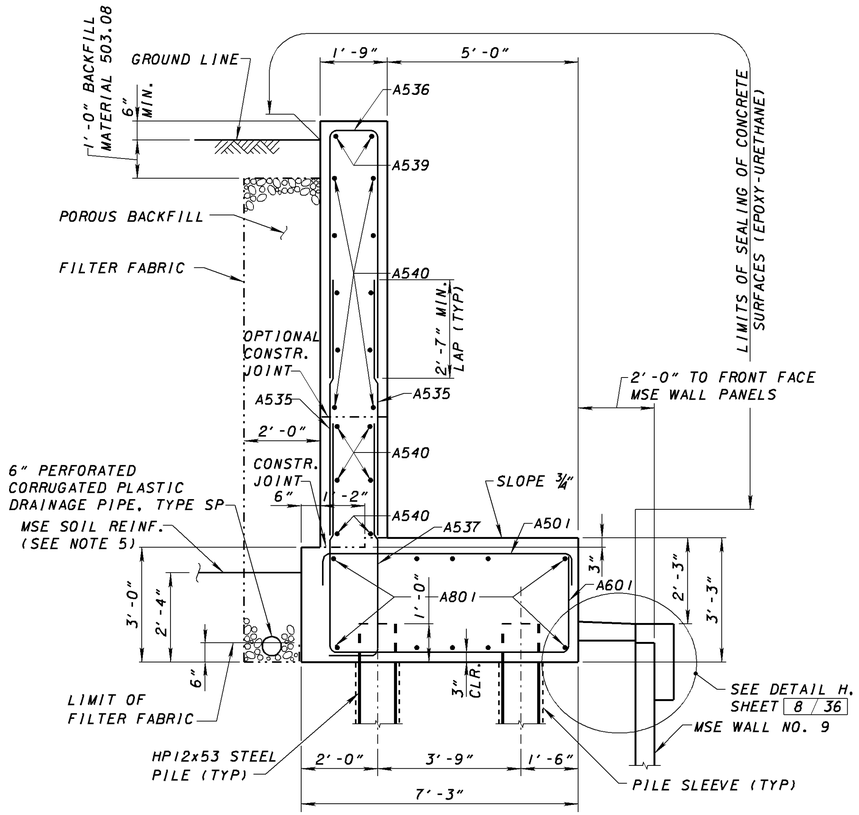
MOT-75-13.11
PID NO. 75927

8 / 36

1642
1811



FOOTING PLAN



SECTION B-B

LEGEND

I - PROPOSED HP12x53. VERTICAL (SEE NOTE 7)
MSE - MECHANICALLY STABILIZED EARTH
U.N.O. - UNLESS NOTED OTHERWISE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35 / 36.
3. FOR ABUTMENT PLAN, SEE SHEET 7 / 36.
4. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. TOTAL HORIZONTAL FORCE TO MSE SOIL REINFORCEMENT ALONG ABUTMENT IS 4.16 k/ft (NOT INCLUDING SAFETY FACTOR). MSE SOIL REINFORCEMENT SHALL BE INCLUDED WITH MSE WALL FOR PAYMENT.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. DENOTES VERTICAL HP 12x53 PILE INSIDE PILE SLEEVE. 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.

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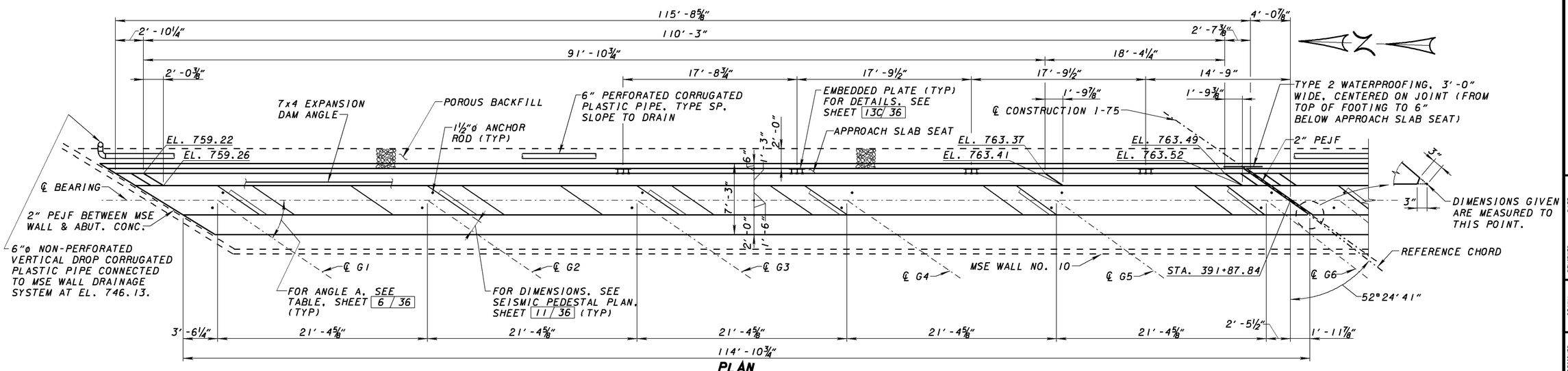
FOOTING PLAN - REAR ABUTMENT - LEFT STRUCTUTE

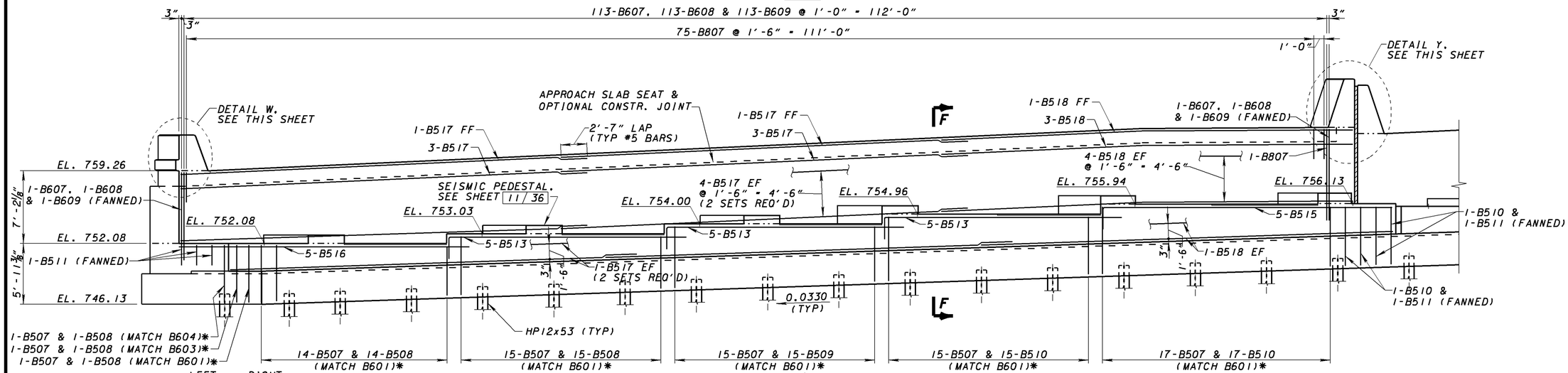
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1643
1811

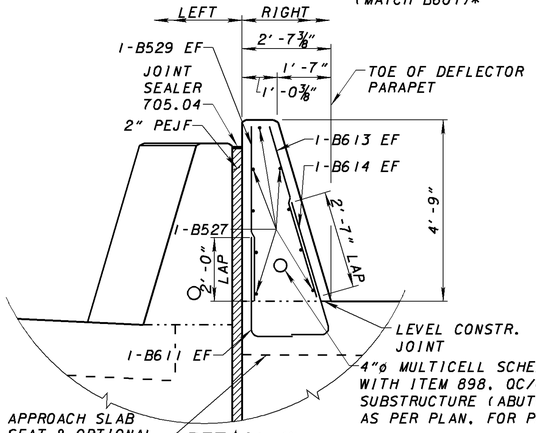


PLAN



ELEVATION

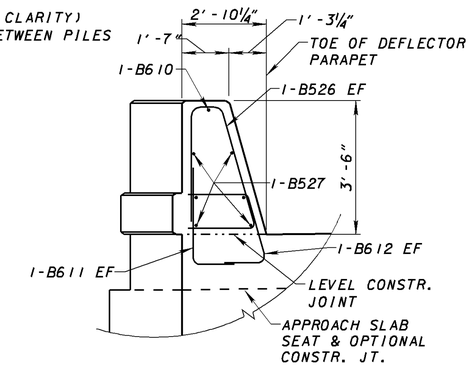
(MSE WALL NOT SHOWN FOR CLARITY)
*SEE SHEET 12/36 FOR SPACING BETWEEN PILES



DETAIL Y

(LEFT BARS SAME AS RIGHT)
(SEE STD DWG EXJ-4-87 & SECTION B-B ON SHEET 18/36 FOR EXPANSION JOINT DETAILS AT PARAPET)

NOTE:
SEAL ALL EXPOSED SURFACES OF PARAPETS WITH EPOXY-URETHANE SEALER.



DETAIL W

(DETAIL W, SIM.)
(SEE STD DWG EXJ-4-87 & SECTION B-B ON SHEET 18/36 FOR EXPANSION JOINT DETAILS AT PARAPET)

LEGEND

EF = EACH FACE
NF = NEAR FACE
FF = FAR FACE
PEJF = PREFORMED EXPANSION JOINT FILLER
MSE = MECHANICALLY STABILIZED EARTH

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3/36 AND 4/36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35/36.
3. FOR FOOTING PLAN, SEE SHEET 12/36.
4. FOR SECTION F-F, SEE SHEET 12/36.
5. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. CHAMFER ALL ACUTE CORNERS 3".
8. FOR ANCHOR ROD LAYOUT, SEE SHEET 12/36.
9. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A/36 THRU 13C/36.

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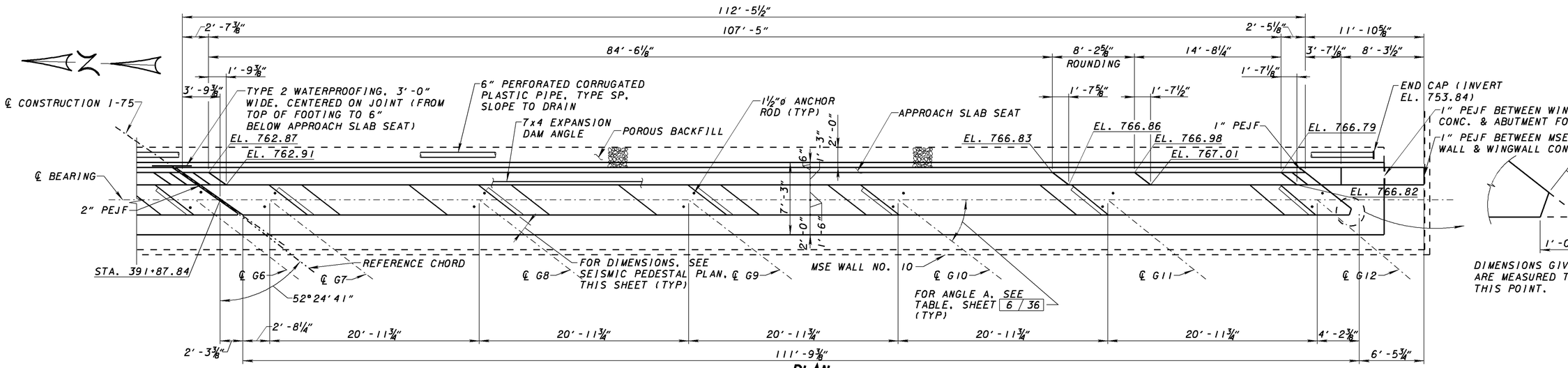
FORWARD ABUTMENT - LEFT STRUCTURE

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

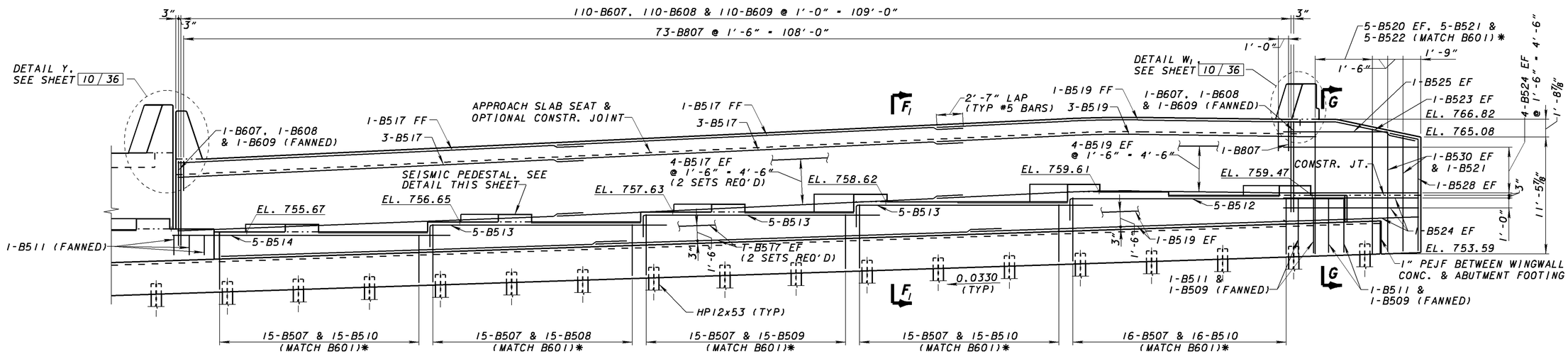
MOT-75-13.11
PID NO. 75927

10/36

1644
1811

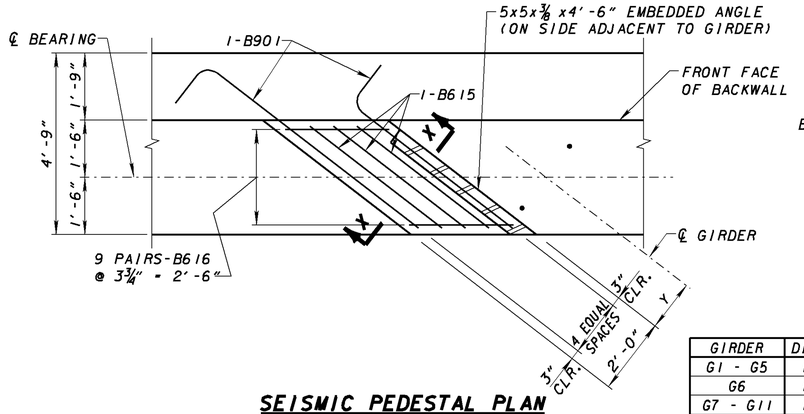


PLAN



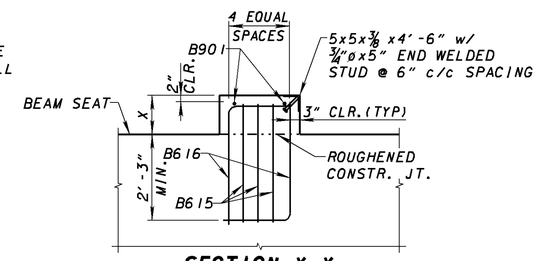
ELEVATION

(MSE WALL NOT SHOWN FOR CLARITY)
*SEE SHEET 13 / 36 FOR SPACING BETWEEN PILES



SEISMIC PEDESTAL PLAN

(TYP. 12 PLACES)



SECTION X-X

GIRDER	DIM. X	DIM. Y
G1 - G5	10⅛"	14½"
G6	10⅜"	14½"
G7 - G11	10⅜"	13½"
G12	10⅜"	13½"

NOTE:
EMBEDDED ANGLE SHALL CONFORM TO ASTM A36. END WELDED STUDS SHALL CONFORM TO 513.22. ANGLE AND STUD ASSEMBLEY SHALL BE GALVANIZED ACCORDING TO 711.02. EMBEDDED ANGLE AND WELDED STUDS SHALL BE INCLUDED IN ITEM 898-OC/OA CONCRETE, CLASS OSC1, SUBSTRUCTURE (ABUTMENT INCLUDING FOOTING), AS PER PLAN, FOR PAYMENT.

LEGEND

EF = EACH FACE
NF = NEAR FACE
FF = FAR FACE
PEJF = PREFORMED EXPANSION JOINT FILLER
MSE = MECHANICALLY STABILIZED EARTH

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35 / 36.
3. FOR FOOTING PLAN, SEE SHEET 13 / 36.
4. FOR SECTION F_1-F_1, SEE SHEET 12 / 36.
5. FOR SECTION G-G, SEE SHEET 13 / 36.
6. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
7. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
8. CHAMFER ALL ACUTE CORNERS 3".
9. FOR ANCHOR ROD LAYOUT, SEE SHEET 12 / 36.
10. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A / 36 THRU 13C / 36.

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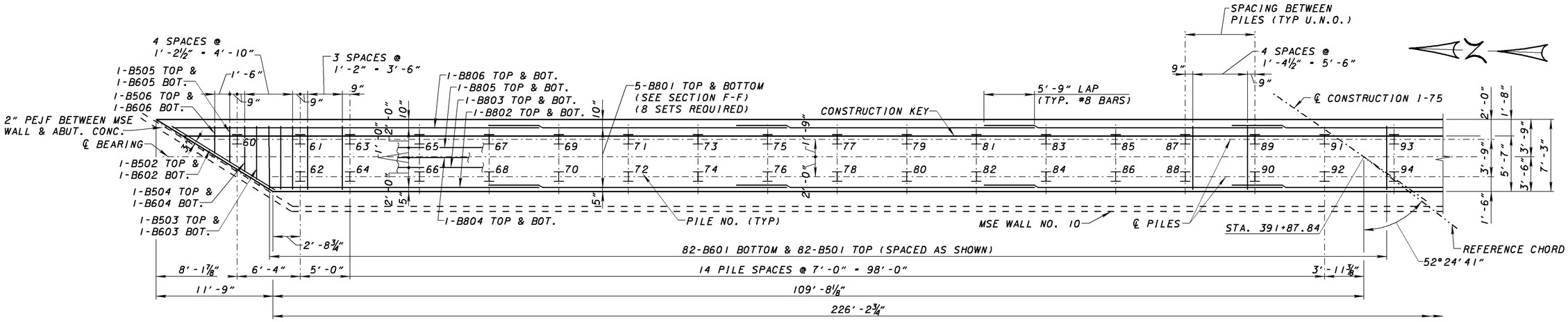
FORWARD ABUTMENT - RIGHT STRUCTURE

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

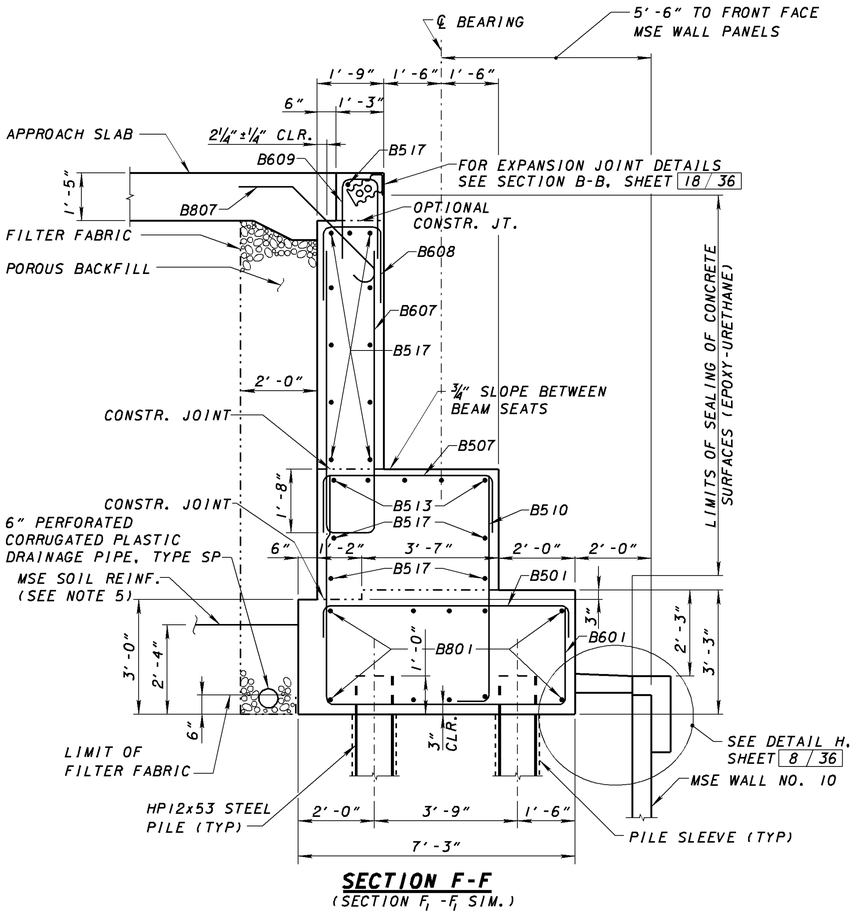
MOT-75-13.11
PID NO. 75927

11 / 36

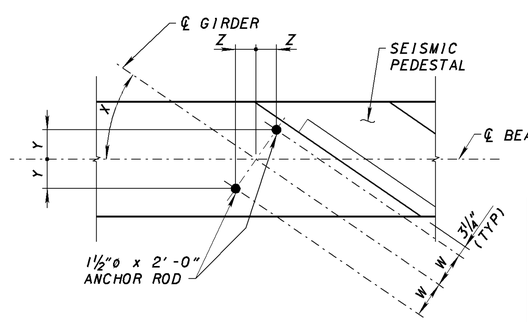
1645
1811



FOOTING PLAN



SECTION F-F
(SECTION F_1 - F_1 SIM.)



ANCHOR ROD LAYOUT

ANCHOR ROD LAYOUT TABLE				
GIRDER	W	X	Y	Z
G1-G4	11¼"	34°27'12"	9¼"	6⅜"
G5	11¼"	35°57'43"	9⅛"	6⅝"
G6	11¼"	37°35'19"	8¹⁵⁄₁₆"	6⅞"
G7-G10	10¼"	37°35'19"	8⅛"	6¼"
G11	10¼"	38°58'09"	8"	6⁷⁄₁₆"
G12	10¼"	40°26'12"	7¹³⁄₁₆"	6⅝"

LEGEND

I - PROPOSED HP12x53, VERTICAL (SEE NOTE 7)

PEJF - PREFORMED EXPANSION JOINT FILLER

MSE - MECHANICALLY STABILIZED EARTH

U.N.O. - UNLESS NOTED OTHERWISE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35 / 36.
3. FOR ABUTMENT PLAN, SEE SHEET 10 / 36.
4. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. TOTAL HORIZONTAL FORCE TO MSE SOIL REINFORCEMENT ALONG ABUTMENT IS 4.16 k/ft (NOT INCLUDING SAFETY FACTOR). MSE SOIL REINFORCEMENT SHALL BE INCLUDED WITH MSE WALL FOR PAYMENT.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. DENOTES VERTICAL HP 12x53 PILE INSIDE PILE SLEEVE. 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.

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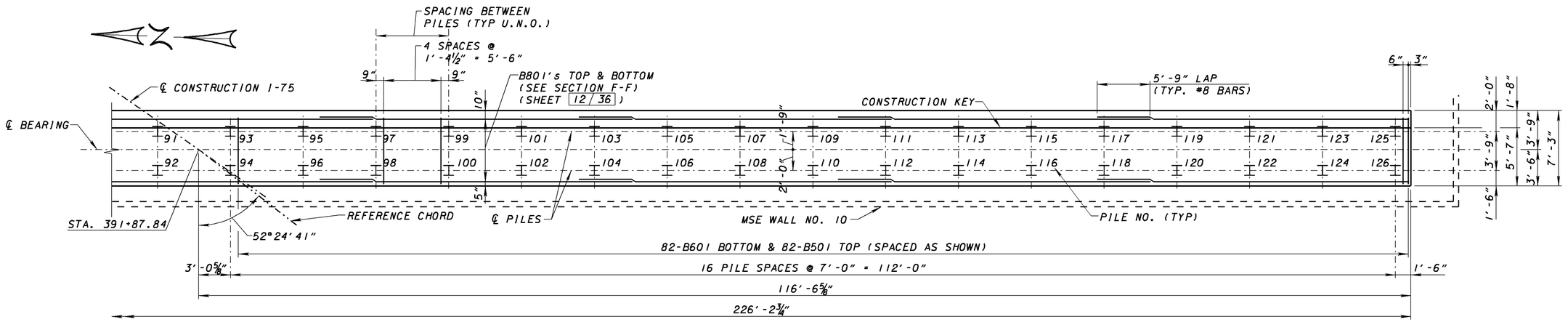
FOOTING PLAN - FORWARD ABUTMENT - LEFT STRUCTURE

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

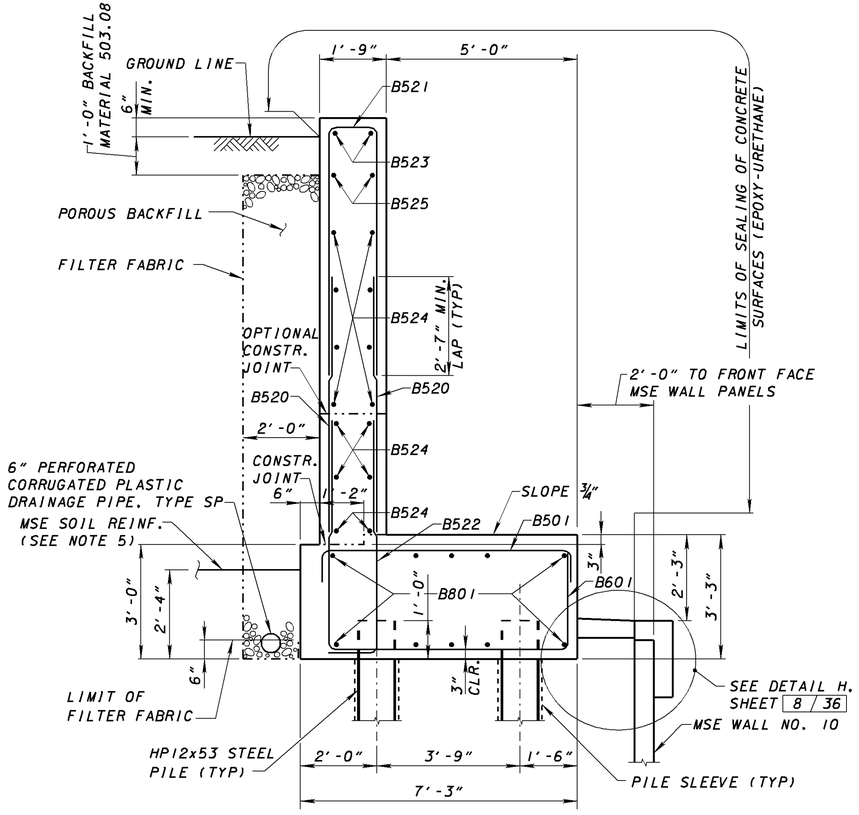
MOT-75-13.11
PID NO. 75927

12 / 36

1646
1811



FOOTING PLAN



SECTION G-G

LEGEND

I = PROPOSED HP12x53, VERTICAL (SEE NOTE 7)
MSE = MECHANICALLY STABILIZED EARTH
U.N.O. = UNLESS NOTED OTHERWISE

NOTES

1. FOR GENERAL NOTES, SEE SHEETS 3/36 AND 4/36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 35/36.
3. FOR ABUTMENT PLAN, SEE SHEET 11/36.
4. SEALING OF BEAM SEATS: IF THE BEAMS SEATS ARE SEALED WITH AN EPOXY OR NON-EPOXY SEALER PRIOR TO SETTING THE BEARINGS, DO NOT APPLY SEALER TO THE CONCRETE SURFACES UNDER THE PROPOSED BEARING LOCATIONS. IF THESE LOCATIONS ARE SEALED, REMOVE THE SEALER TO THE SATISFACTION OF THE ENGINEER PRIOR TO SETTING THE BEARINGS. THE DEPARTMENT WILL NOT PAY FOR THIS REMOVAL.
5. TOTAL HORIZONTAL FORCE TO MSE SOIL REINFORCEMENT ALONG ABUTMENT IS 4.16 k/ft (NOT INCLUDING SAFETY FACTOR). MSE SOIL REINFORCEMENT SHALL BE INCLUDED WITH MSE WALL FOR PAYMENT.
6. POROUS BACKFILL WITH FILTER FABRIC, 2 FEET THICK SHALL EXTEND UP TO THE PLANE OF THE SUBGRADE, TO 1 FOOT BELOW THE EMBANKMENT SURFACE, AND LATERALLY TO THE ENDS OF THE WINGWALLS.
7. DENOTES VERTICAL HP 12x53 PILE INSIDE PILE SLEEVE. 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.

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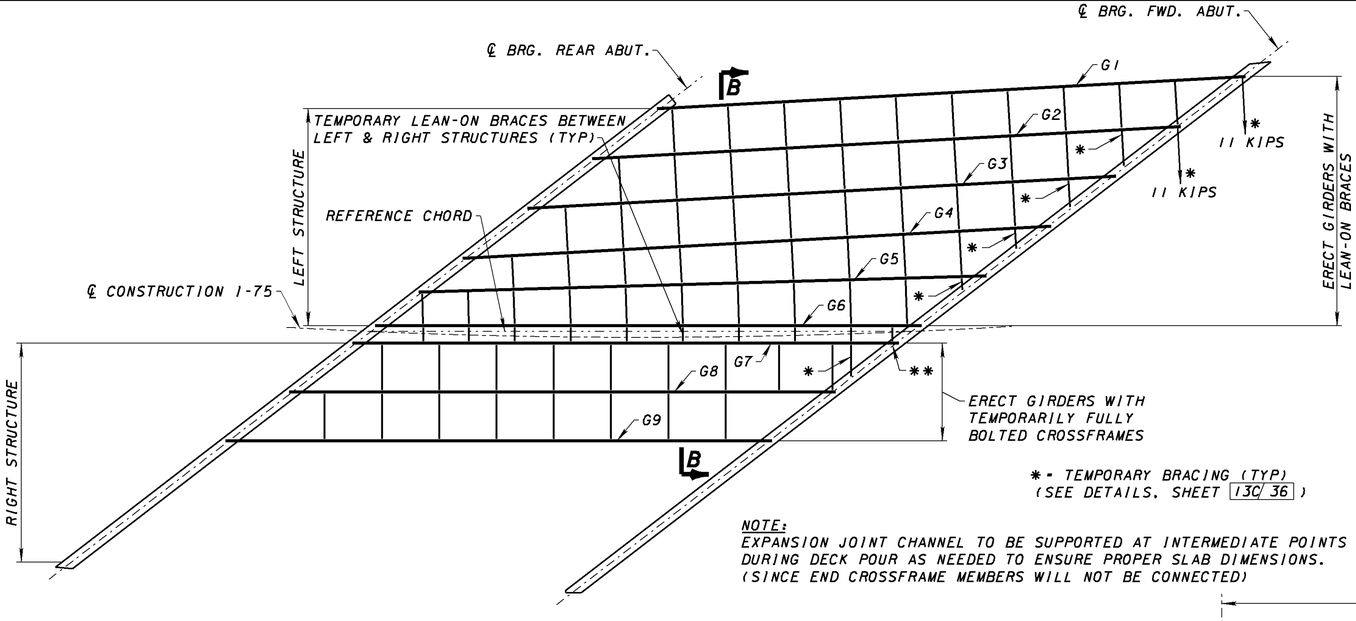
FOOTING PLAN - FORWARD ABUTMENT - RIGHT STRUCTRUE

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

13/36

1647
1811



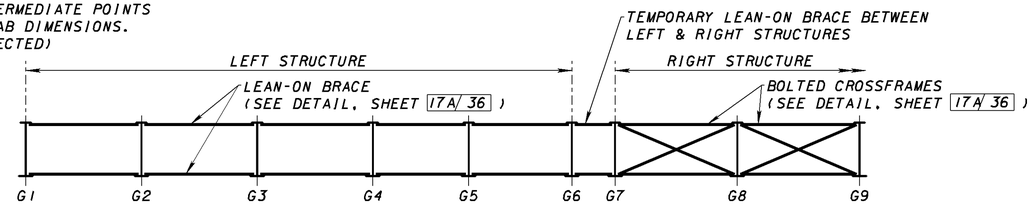
* - TEMPORARY BRACING (TYP) (SEE DETAILS, SHEET 13C/36)

** - THE BOTTOM OF GIRDER G7 SHALL BE BRACED AGAINST THE SEISMIC PEDESTAL USING TEMPORARY BLOCKING, AS SHOWN IN DETAIL ON SHEET 13C/36. CONTRACTOR TO PROVIDE TEMPORARY RESTRAINT AT TOP FLANGE OF GIRDER G7 TO PREVENT GIRDER ROTATION. CALCULATIONS PERFORMED BY A PROFESSIONAL ENGINEER SHALL BE SUBMITTED FOR APPROVAL PRIOR TO INSTALLATION. PAYMENT SHALL BE INCLUDED IN PAY ITEM 513, STRUCTURAL STEEL, MISC.: TEMPORARY BRACING, AS PER PLAN.

NOTES

1. FOR FRAMING PLANS, SEE SHEETS 14/36 AND 15/36.
2. FOR CROSSFRAME DETAILS, SEE SHEETS 17/36 AND 17A/36.
3. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
4. FOR GENERAL NOTES, SEE SHEETS 3/36 AND 4/36.
5. FOR FIELD MEASURED GIRDER TWIST, SEE SHEET 17A/36.

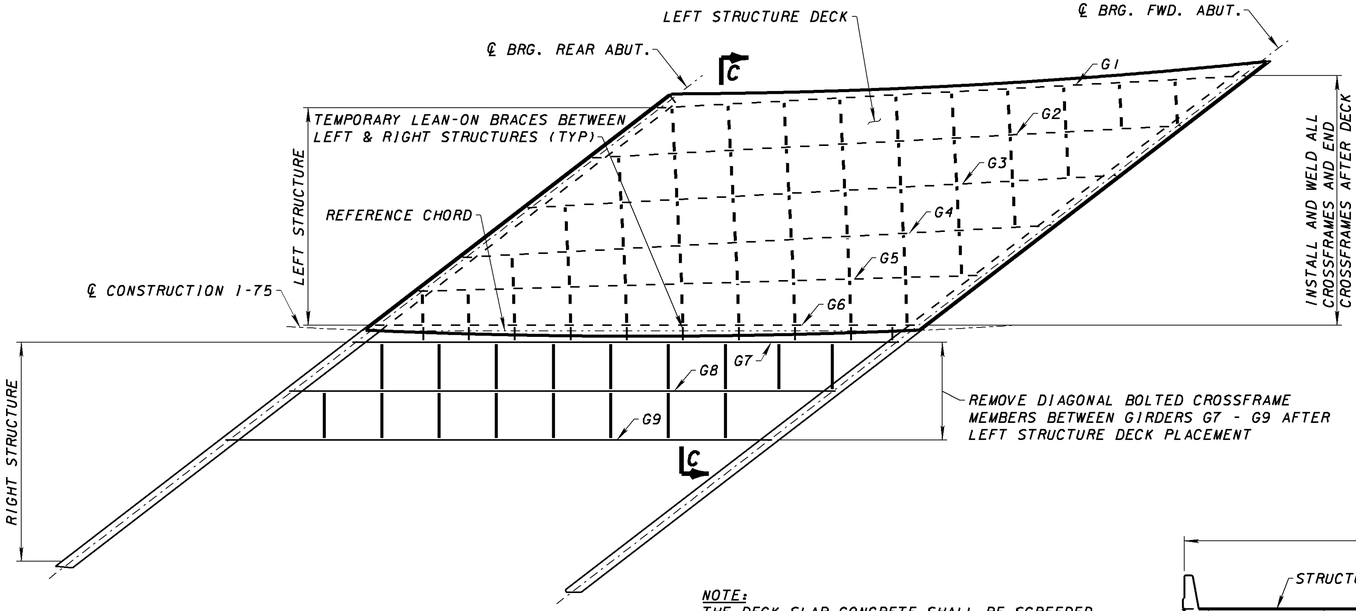
NOTE:
EXPANSION JOINT CHANNEL TO BE SUPPORTED AT INTERMEDIATE POINTS DURING DECK POUR AS NEEDED TO ENSURE PROPER SLAB DIMENSIONS. (SINCE END CROSSFRAME MEMBERS WILL NOT BE CONNECTED)



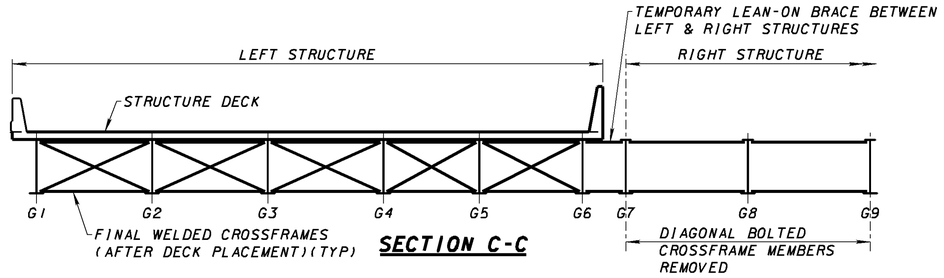
SECTION B-B

PHASE I

1. CONSTRUCT ABUTMENTS FULL WIDTH, WITHOUT BACKWALLS.
2. ERECT GIRDERS G7 - G9 WITH BOLTED CROSSFRAMES AS SHOWN.
3. ERECT GIRDERS G1 - G6 WITH LEAN-ON BRACES AS SHOWN.
4. INSTALL TEMPORARY BRACING (*) AT LEFT STRUCTURE FORWARD ABUTMENT.
5. INSTALL END DAM ON LEFT STRUCTURE, BUT DO NOT INSTALL END CROSSFRAMES.



NOTE:
THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.



SECTION C-C

PHASE II

1. PLACE LEFT STRUCTURE DECK.
2. INSTALL AND WELD ALL LEFT STRUCTURE CROSSFRAMES AFTER DECK PLACEMENT.
3. REMOVE TEMPORARY BRACES AT LEFT STRUCTURE FORWARD ABUTMENT.
4. INSTALL LEFT STRUCTURE END CROSSFRAMES.
5. REMOVE DIAGONAL BOLTED CROSSFRAME MEMBERS BETWEEN GIRDERS G7 - G9.
6. PLACE LEFT STRUCTURE PARAPETS.

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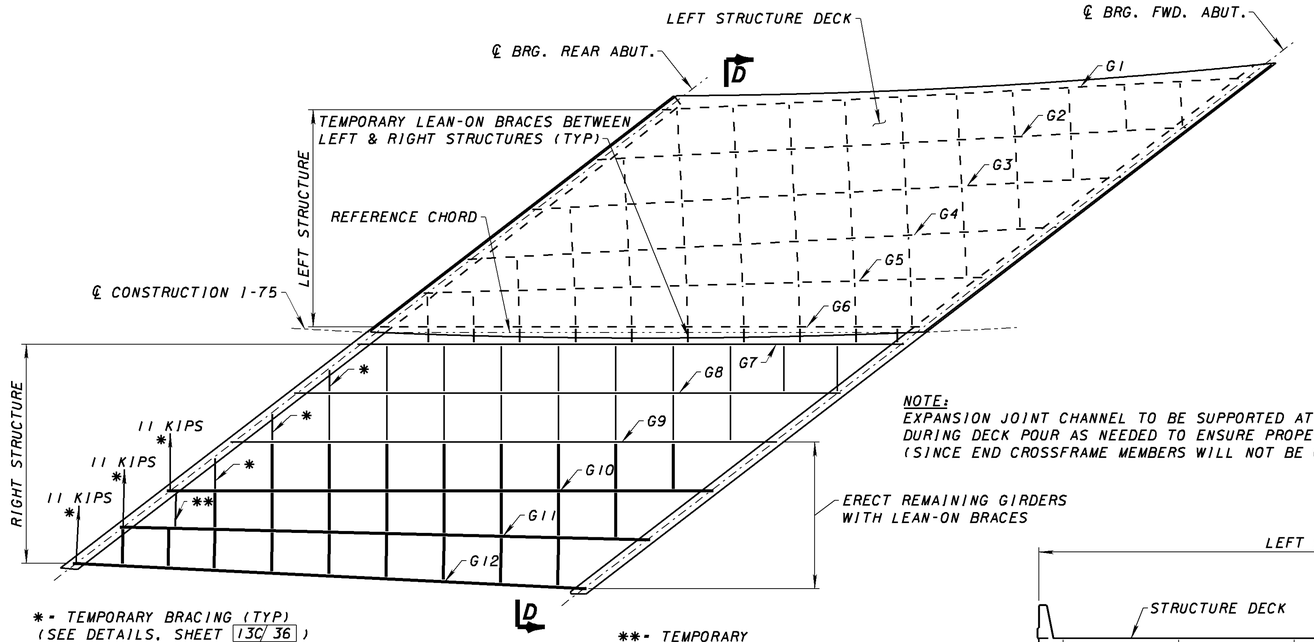
SUPERSTRUCTURE CONSTRUCTION SEQUENCE (1 OF 2)

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

13A/36

1647A
1811



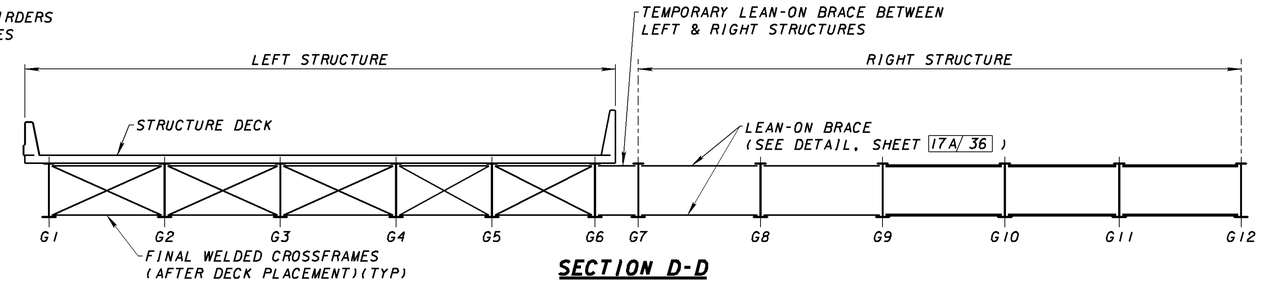
PHASE III

1. ERECT GIRDERS G10 - G12 WITH LEAN-ON BRACES AS SHOWN.
2. INSTALL TEMPORARY BRACING (*) AT RIGHT STRUCTURE REAR ABUTMENT.
3. INSTALL END DAM ON RIGHT STRUCTURE, BUT DO NOT INSTALL END CROSSFRAMES.

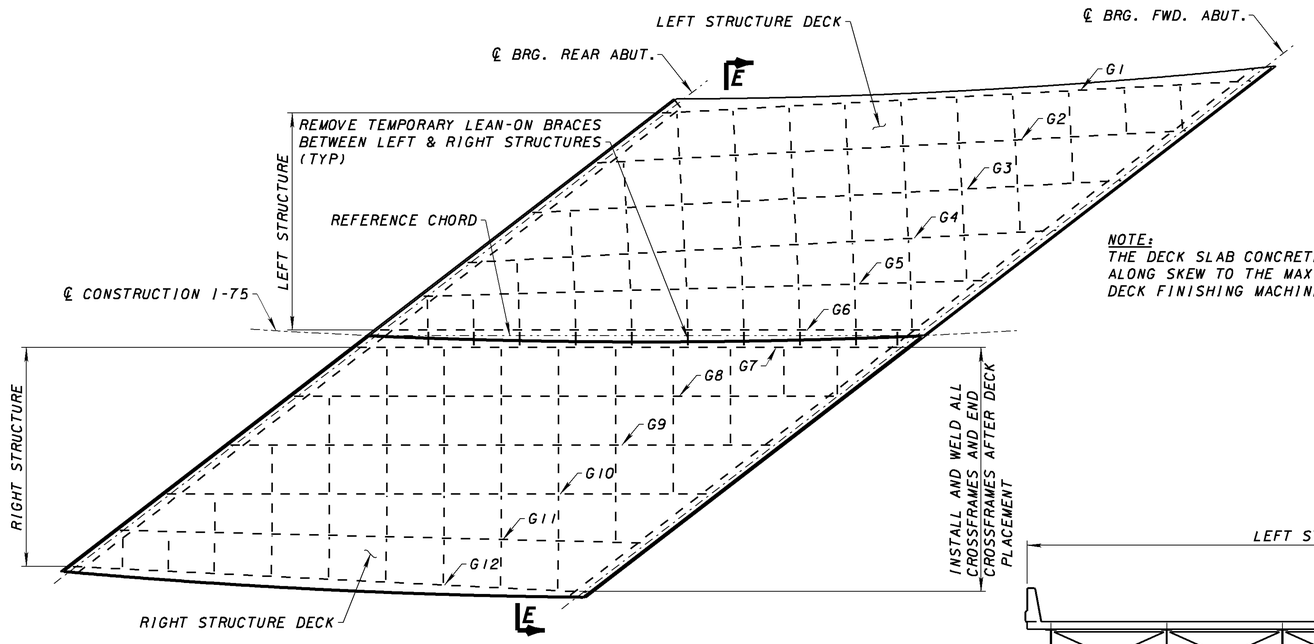
NOTES

1. FOR FRAMING PLANS, SEE SHEETS 14/36 AND 15/36.
2. FOR CROSSFRAME DETAILS, SEE SHEETS 17/36 AND 17A/36.
3. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
4. FOR GENERAL NOTES, SEE SHEETS 3/36 AND 4/36.
5. FOR FIELD MEASURED GIRDER TWIST, SEE SHEET 17A/36.

NOTE:
EXPANSION JOINT CHANNEL TO BE SUPPORTED AT INTERMEDIATE POINTS DURING DECK POUR AS NEEDED TO ENSURE PROPER SLAB DIMENSIONS. (SINCE END CROSSFRAME MEMBERS WILL NOT BE CONNECTED)



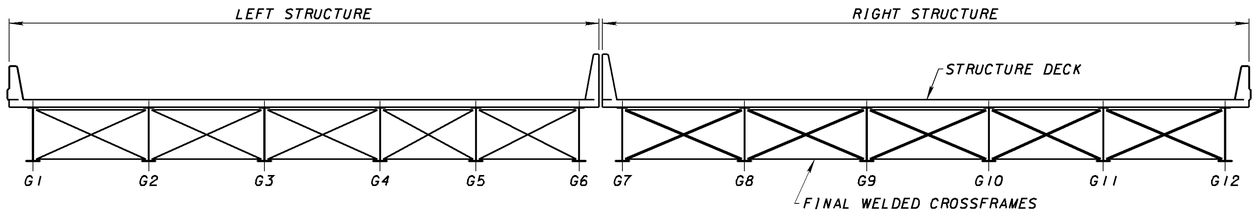
SECTION D-D



PHASE IV

1. PLACE RIGHT STRUCTURE DECK.
2. INSTALL & WELD RIGHT STRUCTURE CROSSFRAMES AFTER DECK PLACEMENT.
3. REMOVE TEMPORARY BRACING AT RIGHT STRUCTURE REAR ABUTMENT.
4. REMOVE TEMPORARY LEAN-ON BRACES BETWEEN LEFT & RIGHT STRUCTURES.
5. INSTALL RIGHT BRIDGE END CROSSFRAMES.
6. PLACE RIGHT STRUCTURE PARAPETS.

NOTE:
THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.



SECTION E-E

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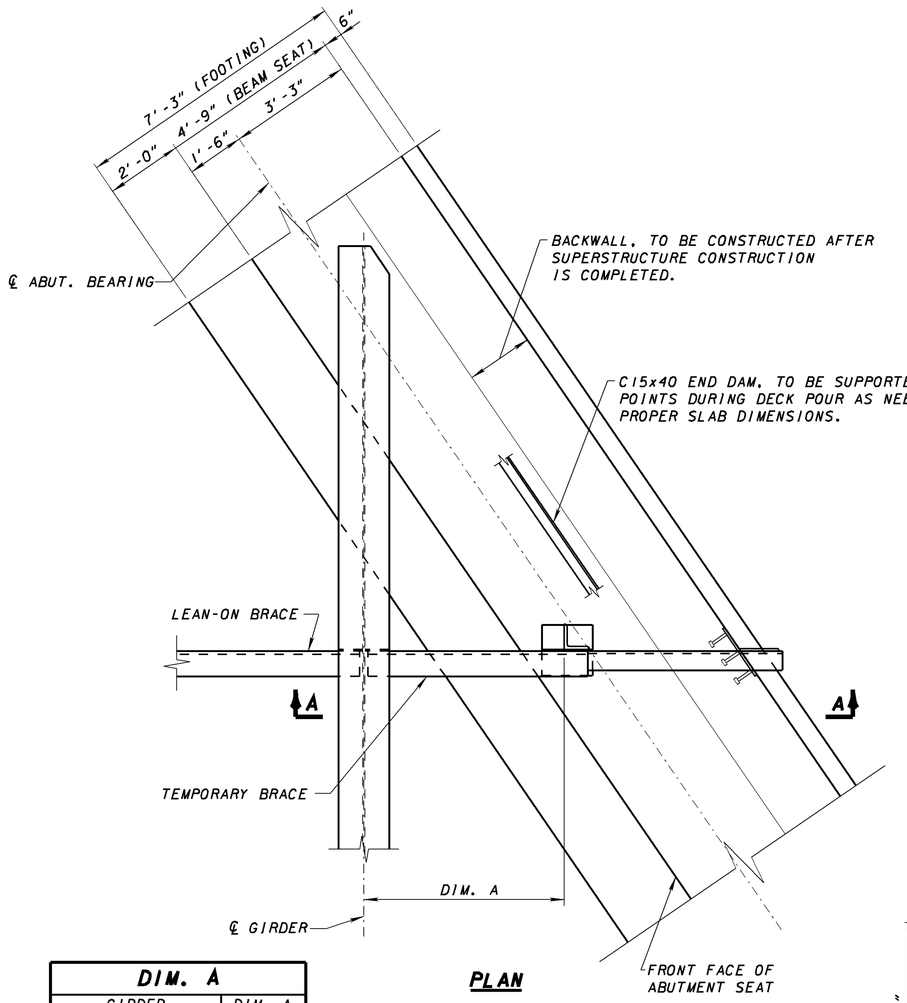
SUPERSTRUCTURE CONSTRUCTION SEQUENCE (2 OF 2)

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

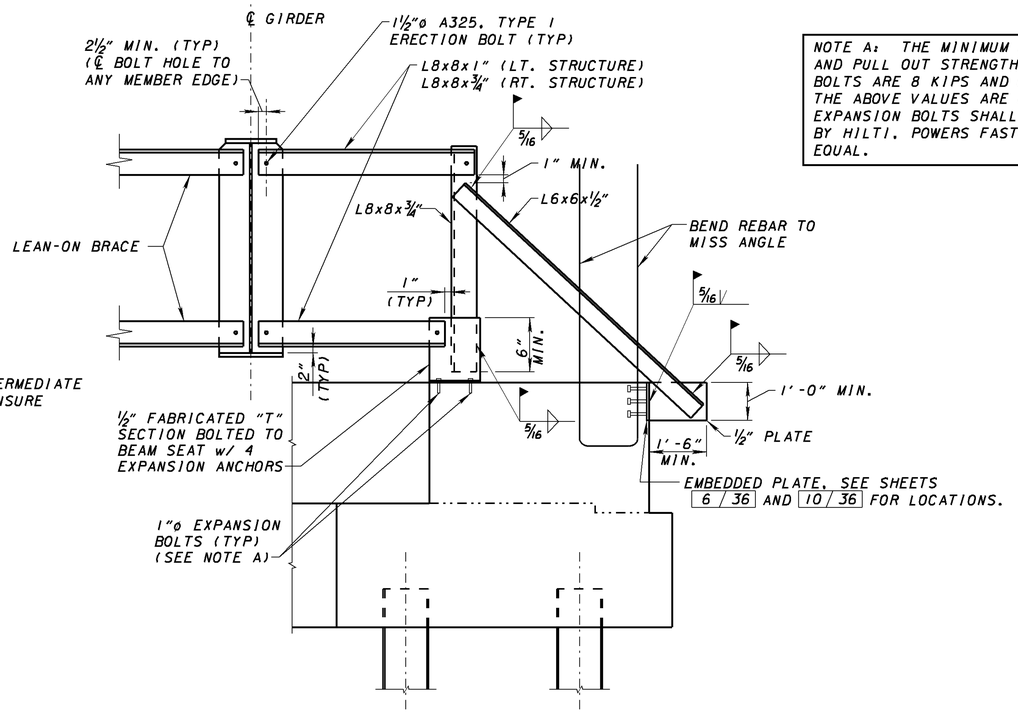
13B/36

1647B
1811



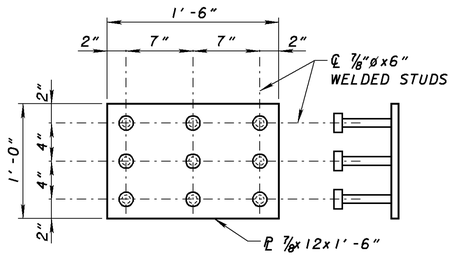
PLAN

DIM. A	
GIRDER	DIM. A
G2 - FWD. ABUT.	9'-6¾" ±
G3 - FWD. ABUT.	7'-5" ±
G4 - FWD. ABUT.	5'-4¾" ±
G5 - FWD. ABUT.	3'-7" ±
G7 - FWD. ABUT.	8'-6¾" ±
G8 - REAR ABUT.	5'-11¼" ±
G9 - REAR ABUT.	7'-2½" ±
G10 - REAR ABUT.	8'-5" ±

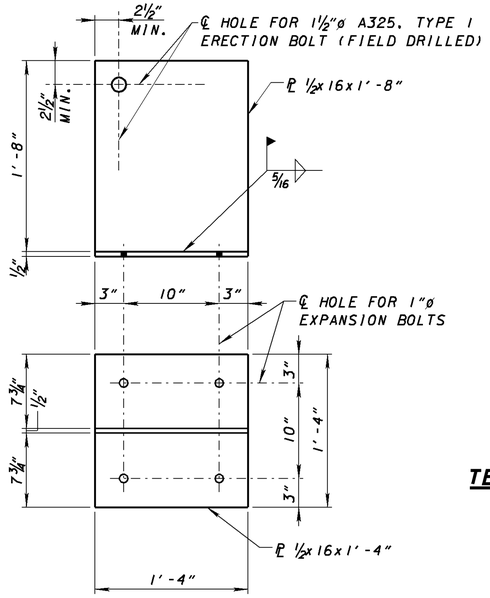


SECTION A-A

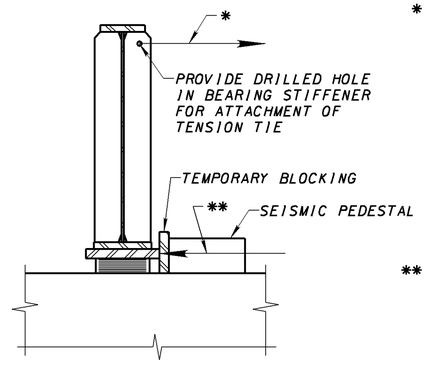
NOTE A: THE MINIMUM ALLOWABLE SHEAR AND PULL OUT STRENGTH FOR THE EXPANSION BOLTS ARE 8 KIPS AND 6 KIPS RESPECTFULLY. THE ABOVE VALUES ARE FOR SERVICE LOADS. EXPANSION BOLTS SHALL BE MANUFACTERED BY HILTI. POWERS FASTENINGS OR APPROVED EQUAL.



EMBEDDED PLATE



½" FABRICATED "T"



TEMPORARY GIRDER BRACE DETAIL

* - CONTRACTOR TO PROVIDE TENSION TIE OF FORCE INDICATED ON SHEETS 13A/36 AND 13B/36 AT LOCATIONS SHOWN. TIE SHALL BE INSTALLED PERPENDICULAR TO CENTERLINE OF GIRDER. FORCES GIVEN ARE HORIZONTAL (ADJUST AS NECESSARY IF TIE IS NOT HORIZONTAL). REMOVE TENSION TIE PRIOR TO INSTALLING END CROSSFRAMES. CONTRACTOR SHALL DESIGN TENSION TIE AND ANCHORAGE. CALCULATIONS PERFORMED BY A PROFESSIONAL ENGINEER SHALL BE SUBMITTED FOR APPROVAL PRIOR TO INSTALLATION. PAYMENT SHALL BE INCLUDED IN PAY ITEM 513, STRUCTURAL STEEL, MISC.: TEMPORARY BRACING, AS PER PLAN.

** - CONTRACTOR TO PROVIDE TEMPORARY BLOCKING TO PROVIDE RESISTANCE OF FORCE INDICATED ON SHEETS 13A/36 AND 13B/36 AT LOCATIONS SHOWN. REMOVE TENSION TIE PRIOR TO INSTALLING END CROSSFRAMES. SEE TENSION TIE NOTE (ABOVE) FOR SUBMITTAL, APPROVAL AND PAYMENT INFORMATION.

NOTES

1. FOR TEMPORARY BRACING LOCATIONS, SEE SHEETS 13A/36 AND 13B/36.
2. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.

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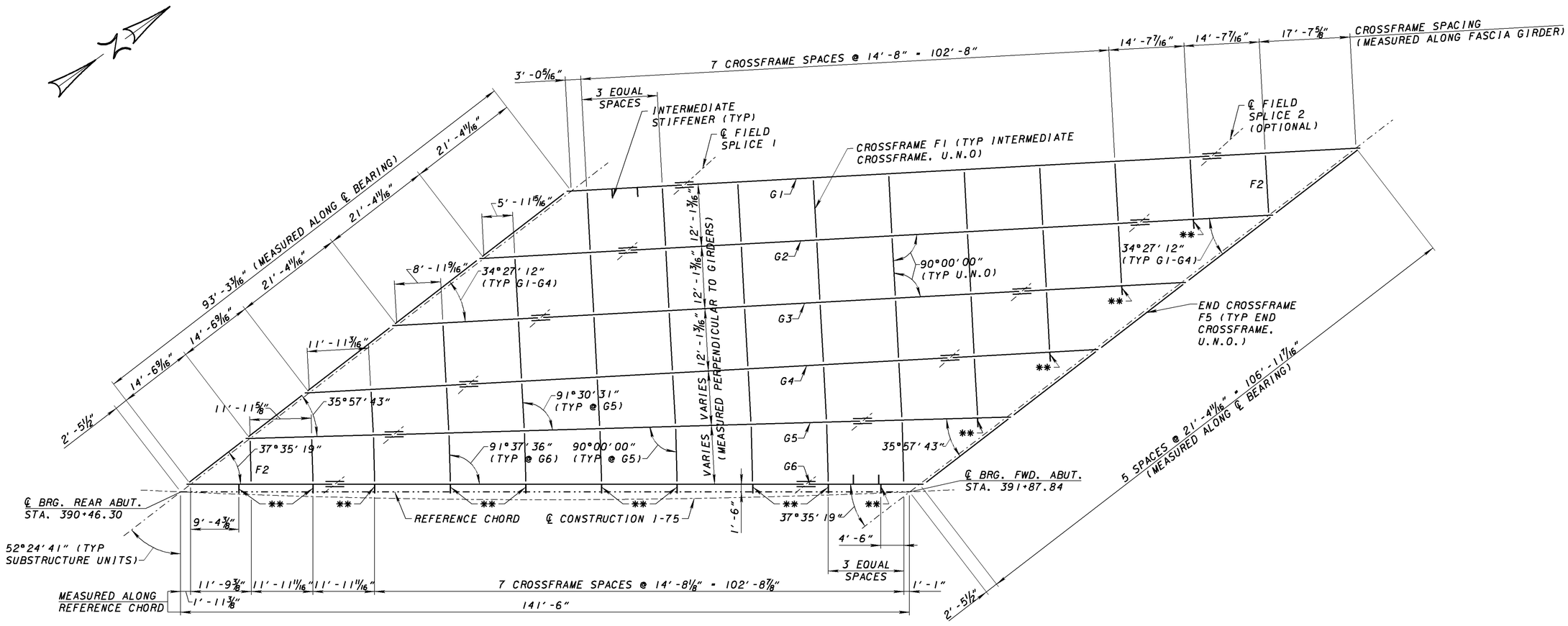
AMT		5708451	

TEMPORARY BRACING AT ABUTMENTS
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

13C / 36

16470
1811



FRAMING PLAN - LEFT STRUCTURE

LEGEND

U.N.O - UNLESS NOTED OTHERWISE
** - STIFFENER FOR TEMPORARY BRACING

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36 .
2. FOR GIRDER ELEVATIONS, SEE SHEET 16 / 36 .
3. FOR FIELD SPLICE DETAILS, SEE SHEET 19 / 36 .
4. FOR DEFLECTION AND CAMBER DIAGRAM, SEE SHEET 23 / 36 .
5. FOR BEARING DETAILS, SEE SHEETS 20 / 36 THRU 22 / 36 .
6. FOR CROSSFRAME DETAILS, SEE SHEETS 17 / 36 AND 17A / 36 .
7. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
8. THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.
9. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A / 36 THRU 13C / 36 .

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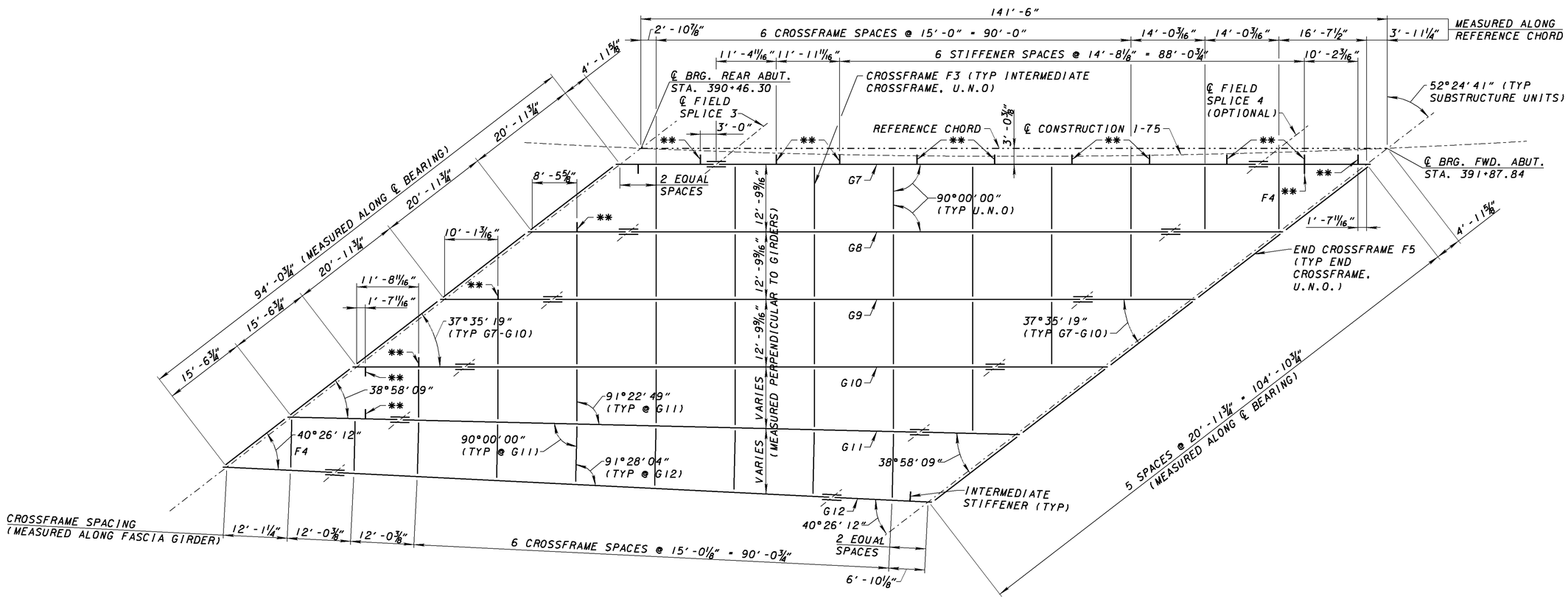
FRAMING PLAN - LEFT STRUCTURE
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

14 / 36

1648
1811



FRAMING PLAN - RIGHT STRUCTURE

LEGEND

U.N.O - UNLESS NOTED OTHERWISE
** - STIFFENER FOR TEMPORARY BRACING

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR GIRDER ELEVATIONS, SEE SHEET 16 / 36.
3. FOR FIELD SPLICE DETAILS, SEE SHEET 19 / 36.
4. FOR DEFLECTION AND CAMBER DIAGRAM, SEE SHEET 23 / 36.
5. FOR BEARING DETAILS, SEE SHEETS 20 / 36 THRU 22 / 36.
6. FOR CROSSFRAME DETAILS, SEE SHEETS 17 / 36 AND 17A / 36.
7. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
8. THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.
9. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A / 36 THRU 13C / 36.

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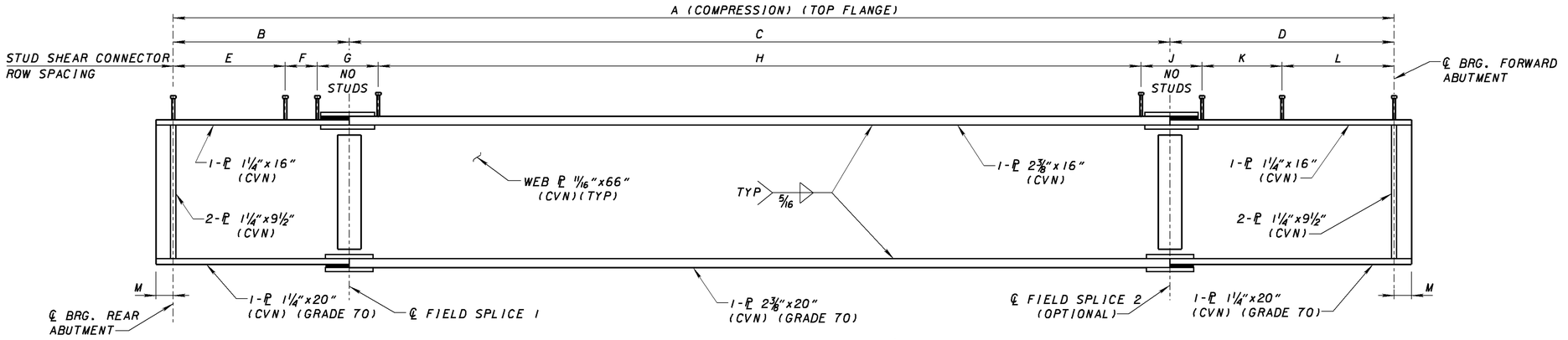
FRAMING PLAN - RIGHT STRUCTURE
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

15 / 36

1649
1811



GIRDERS G1 THRU G6 ELEVATION

GIRDERS G1 THRU G6 DIMENSION TABLE

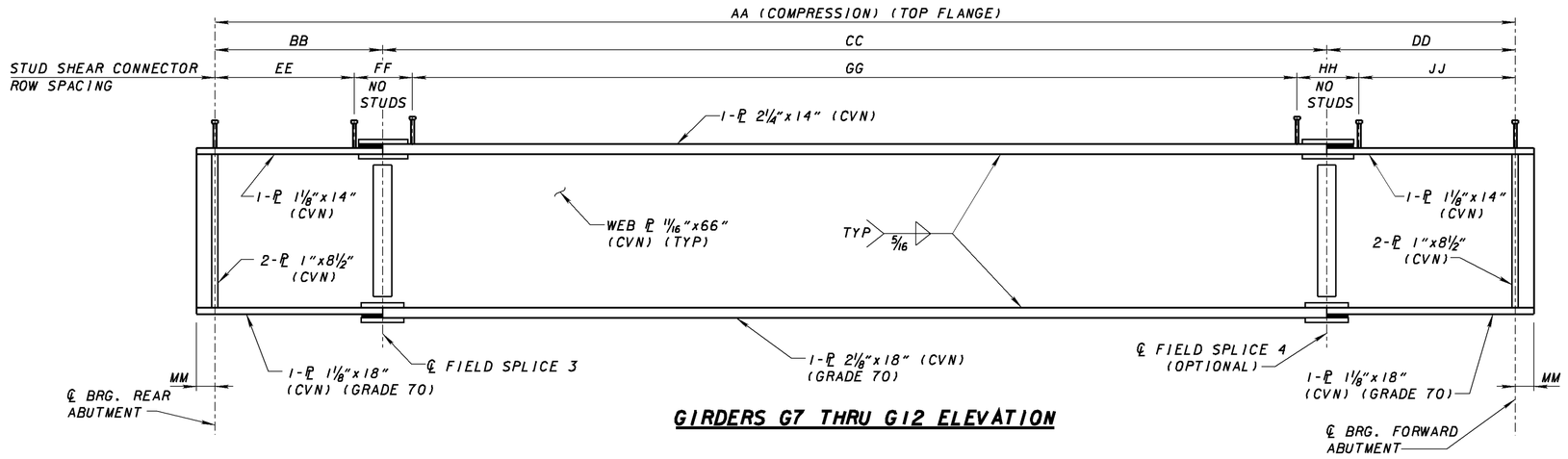
GIRDER	A	B	C	D	M
G1	152'-6⅞"	22'-0"	102'-6⅞"	28'-0"	2'-2"
G2	152'-6⅞"	28'-0"	99'-6⅞"	25'-0"	2'-2"
G3	152'-6⅞"	28'-0"	93'-6⅞"	31'-0"	2'-2"
G4	152'-6⅞"	31'-0"	93'-6⅞"	28'-0"	2'-2"
G5	146'-11¾"	28'-0"	90'-11¾"	28'-0"	2'-1⅛"
G6	141'-6"	28'-0"	91'-6"	22'-0"	2'-0⅛"

GIRDERS G1 THRU G6 STUD SHEAR CONNECTOR ROW SPACING

GIRDER	E	F	G	H	J	K	L
G1	24 SPA @ 7" = 14'-0"	6 SPA @ 8" = 4'-0"	7'-7⅞" NO STUDS	143 SPA @ 8" = 95'-4"	7'-7⅞" NO STUDS	15 SPA @ 8" = 10'-0"	28 SPA @ 6" = 14'-0"
G2	24 SPA @ 7" = 14'-0"	15 SPA @ 8" = 10'-0"	7'-9⅞" NO STUDS	138 SPA @ 8" = 92'-0"	7'-5⅞" NO STUDS	11 SPA @ 8" = 7'-4"	28 SPA @ 6" = 14'-0"
G3	24 SPA @ 7" = 14'-0"	15 SPA @ 8" = 10'-0"	7'-9⅞" NO STUDS	129 SPA @ 8" = 86'-0"	7'-5⅞" NO STUDS	20 SPA @ 8" = 13'-4"	28 SPA @ 6" = 14'-0"
G4	24 SPA @ 7" = 14'-0"	20 SPA @ 8" = 13'-4"	7'-5⅞" NO STUDS	129 SPA @ 8" = 86'-0"	7'-9⅞" NO STUDS	15 SPA @ 8" = 10'-0"	28 SPA @ 6" = 14'-0"
G5	24 SPA @ 7" = 14'-0"	15 SPA @ 8" = 10'-0"	7'-9⅞" NO STUDS	125 SPA @ 8" = 83'-4"	7'-9⅞" NO STUDS	15 SPA @ 8" = 10'-0"	28 SPA @ 6" = 14'-0"
G6	24 SPA @ 7" = 14'-0"	15 SPA @ 8" = 10'-0"	7'-9" NO STUDS	126 SPA @ 8" = 84'-0"	7'-9" NO STUDS	6 SPA @ 8" = 4'-0"	28 SPA @ 6" = 14'-0"

NOTES:

1. WHERE A SHAPE OR PLATE IS DESIGNATED (CVN), FURNISH MATERIAL THAT MEETS THE MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01.
2. WELD ATTACHMENT OF SUPPORTS FOR CONCRETE DECK FINISHING MACHINE TO AREAS OF THE FASCIA STRINGER FLANGES DESIGNATED "COMPRESSION". DO NOT WELD ATTACHMENTS TO AREAS DESIGNATED "TENSION". FILLET WELDS TO COMPRESSION FLANGES SHALL BE AT LEAST 1" FROM EDGE OF FLANGE, BE NO MORE THAN 2" LONG, AND BE AT LEAST ¼" FOR THICKNESSES UP TO ¾" OR 5/16" FOR GREATER THAN ¾" THICK.
3. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
4. ALL STRUCTURAL STEEL SHALL BE ASTM A709 GRADE 50W UNLESS NOTED AS (GRADE 70) WHICH INDICATES ASTM A709, GRADE HPS-70W STEEL.



GIRDERS G7 THRU G12 ELEVATION

GIRDERS G7 THRU G12 DIMENSION TABLE

GIRDER	AA	BB	CC	DD	MM
G7-G8	141'-6"	18'-3"	102'-9"	20'-6"	2'-0⅛"
G9-G10	141'-6"	20'-6"	100'-6"	20'-6"	2'-0⅛"
G11	137'-2¹⁵⁄₁₆"	20'-6"	98'-5¹⁵⁄₁₆"	18'-3"	1'-11⅞"
G12	133'-0⅞"	20'-6"	94'-3⅞"	18'-3"	1'-10¾"

GIRDERS G7 THRU G12 STUD SHEAR CONNECTOR ROW SPACING

GIRDER	EE	FF	GG	HH	JJ
G7-G8	26 SPA @ 7" = 15'-2"	6'-4" NO STUDS	165 SPA @ 7" = 96'-3"	6'-9" NO STUDS	34 SPA @ 6" = 17'-0"
G9-G10	29 SPA @ 7" = 16'-11"	6'-10" NO STUDS	161 SPA @ 7" = 93'-11"	6'-10" NO STUDS	34 SPA @ 6" = 17'-0"
G11	29 SPA @ 7" = 16'-11"	6'-8¹⁵⁄₁₆" NO STUDS	158 SPA @ 7" = 92'-2"	6'-5" NO STUDS	30 SPA @ 6" = 15'-0"
G12	29 SPA @ 7" = 16'-11"	6'-7⅞" NO STUDS	151 SPA @ 7" = 88'-1"	6'-5" NO STUDS	30 SPA @ 6" = 15'-0"

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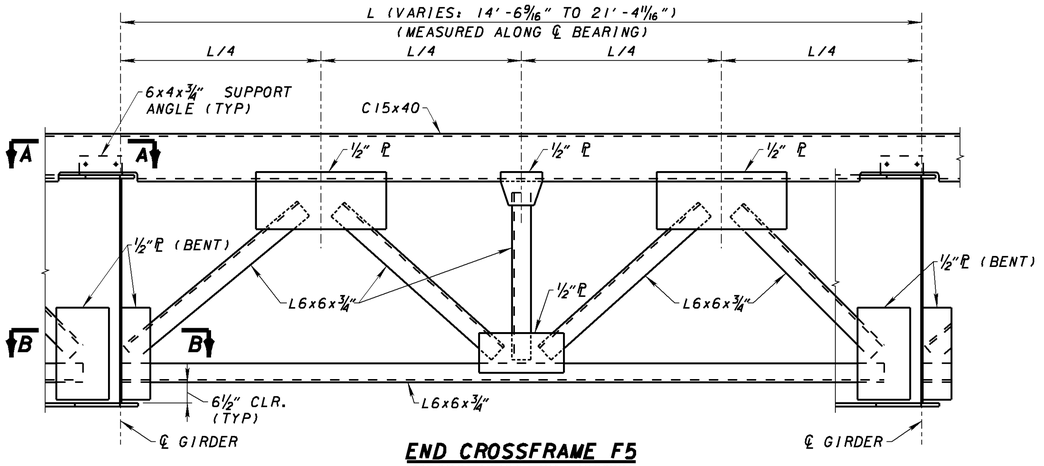
GIRDER ELEVATIONS
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

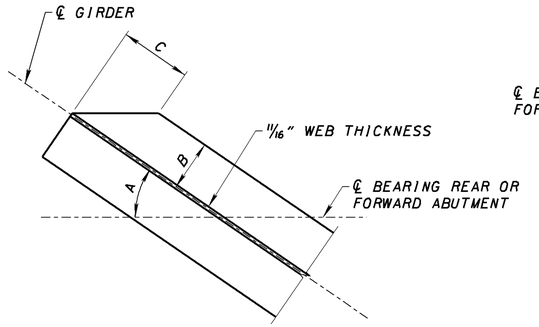
1650
1811



END CROSSFRAME F5

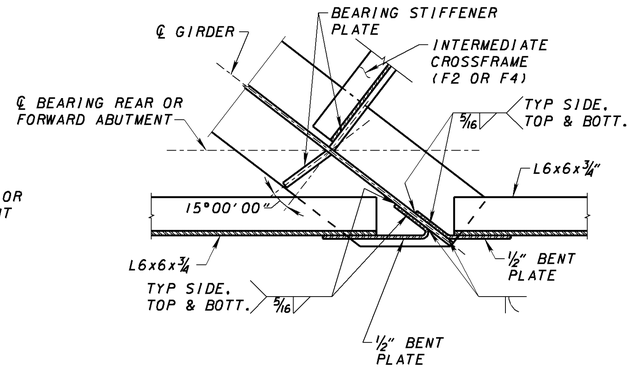
(CROSS SLOPE NOT SHOWN)
(FOR ADDITIONAL END CROSSFRAME WELD LOCATIONS AND INFORMATION, SEE STD. DWG. GSD-1-96)

NOTE: ALL CROSSFRAME MEMBERS (EXCEPT FILL PLATES) SHALL BE CVN MATERIAL MEETING SPECIFIED MINIMUM NOTCH THICKNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE CMS.



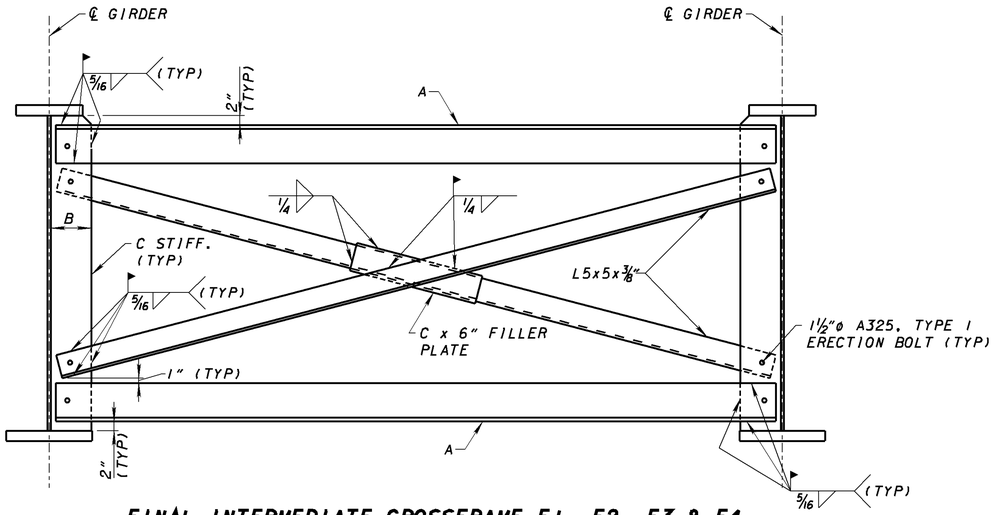
CLIPPED FLANGE DETAIL

CLIPPED FLANGE TABLE					
		TOP FLANGE		BOTTOM FLANGE	
GIRDER	A	B	C	B	C
G1-G4	34°27'12"	8"	11 3/16"	10"	14 1/16"
G5	35°57'43"	8"	10 9/16"	10"	13 5/16"
G6	37°35'19"	8"	9 15/16"	10"	12 9/16"
G7-G10	37°35'19"	7"	8 5/8"	9"	11 1/4"
G11	38°58'09"	7"	8 1/4"	9"	10 11/16"
G12	40°26'12"	7"	7 13/16"	9"	10 3/16"



SECTION B-B

(END CROSSFRAME F5)

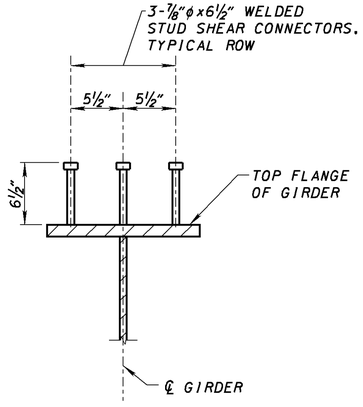


FINAL INTERMEDIATE CROSSFRAME F1, F2, F3 & F4

(CROSS SLOPE NOT SHOWN)

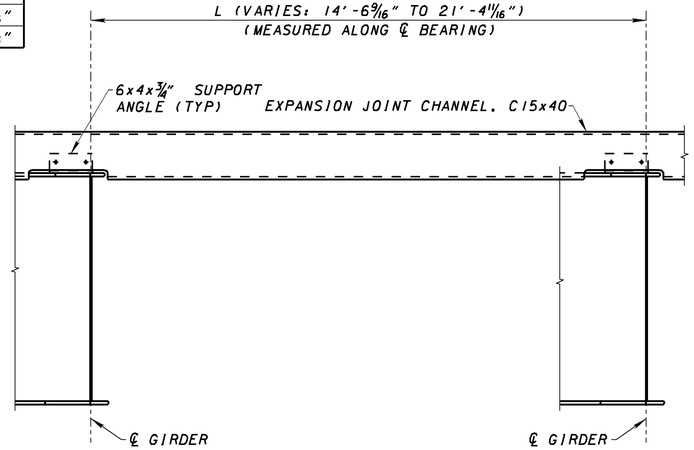
INTERMEDIATE CROSSFRAME TABLE			
	A	B	C
F1	L8x8x1	9 1/2"	1/2"
F2	L8x8x1	9 1/2"	1 1/4"
F3	L8x8x3/4	8 1/2"	1/2"
F4	L8x8x3/4	8 1/2"	1"

NOTE: ALL CROSSFRAME MEMBERS (EXCEPT FILL PLATES) SHALL BE CVN MATERIAL MEETING SPECIFIED MINIMUM NOTCH THICKNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF THE CMS.



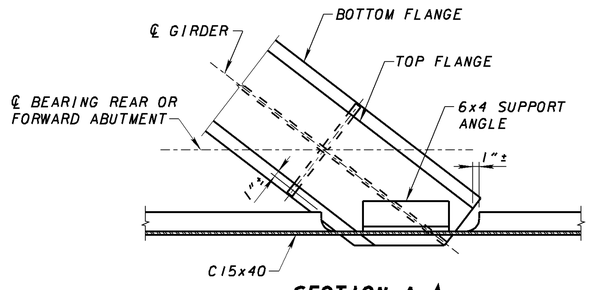
STUD SHEAR CONNECTOR LAYOUT

NOTES:
WELDING OF STUD SHEAR CONNECTORS TO BE IN ACCORDANCE WITH 513.22 OF CMS.



EXPANSION JOINT CHANNEL DURING DECK PLACEMENT

EXPANSION JOINT CHANNEL TO BE SUPPORTED AT INTERMEDIATE POINTS DURING DECK POUR AS NEEDED TO ENSURE PROPER SLAB DIMENSIONS. (SINCE END CROSSFRAME MEMBERS WILL NOT BE CONNECTED)



SECTION A-A

NOTES:

1. FOR FRAMING PLANS AND ADDITIONAL NOTES, SEE SHEETS 14/36 AND 15/36.
2. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A/36 THRU 13C/36.

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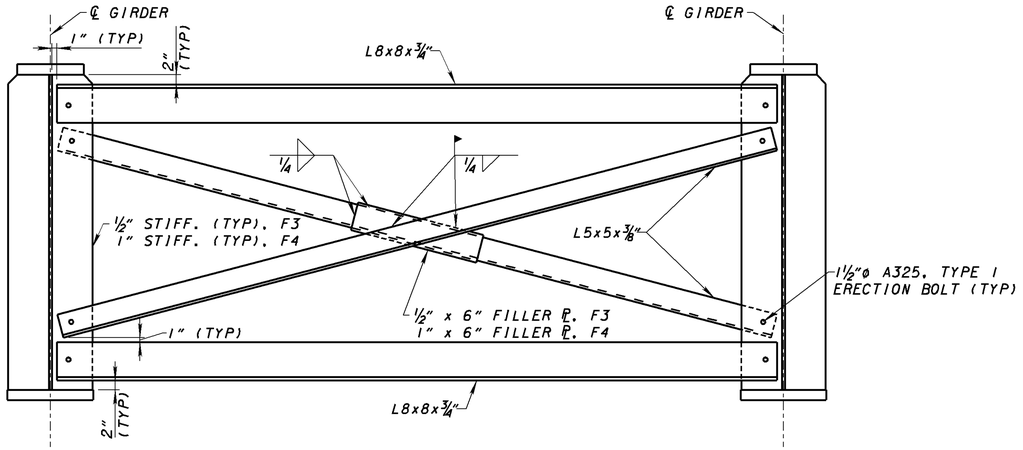
CROSSFRAME DETAILS (1 OF 2)
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

17/36

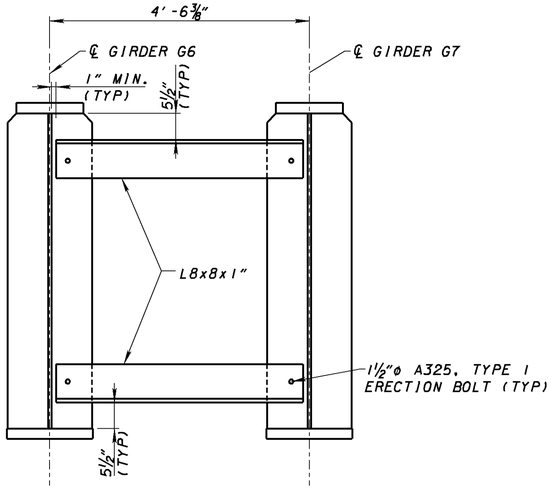
1651/1811



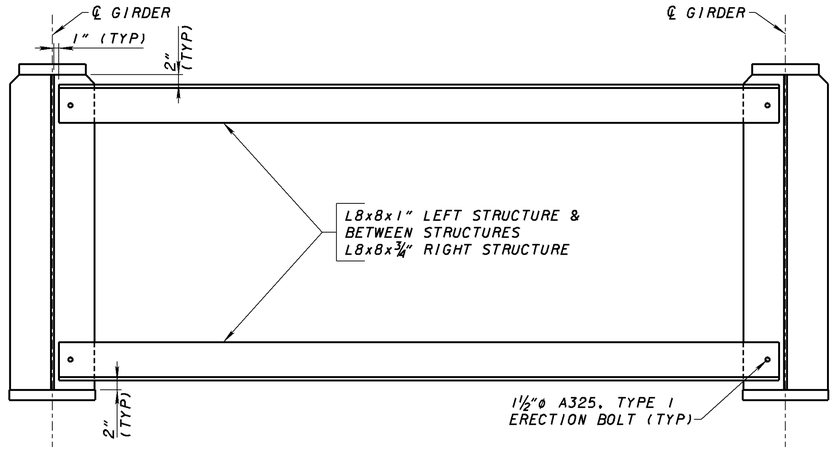
BOLTED CROSSFRAME ON RIGHT STRUCTURE

(PHASE 1)

NOTE: THE FINAL INTERMEDIATE CROSSFRAME CAN BE BOLTED INTO PLACE TO ACHIEVE THIS CONFIGURATION.



ERECTION "LEAN-ON" CROSSFRAME BETWEEN GIRDERS G6 AND G7



ERECTION "LEAN-ON" CROSSFRAME

NOTE: THE TOP & BOTTOM HORIZONTAL MEMBERS OF THE FINAL INTERMEDIATE CROSSFRAME CAN BE BOLTED INTO PLACE TO ACHIEVE THIS CONFIGURATION.

FIELD MEASURED GIRDER TWIST

GIRDER	LOCATION	MEASURED TWIST PRIOR TO DECK PLACEMENT	MEASURED TWIST AFTER DECK PLACEMENT
G1	REAR ABUTMENT		
	FORWARD ABUTMENT		
G2	REAR ABUTMENT		
	FORWARD ABUTMENT		
G3	REAR ABUTMENT		
	FORWARD ABUTMENT		
G4	REAR ABUTMENT		
	FORWARD ABUTMENT		
G5	REAR ABUTMENT		
	FORWARD ABUTMENT		
G6	REAR ABUTMENT		
	FORWARD ABUTMENT		
G7	REAR ABUTMENT		
	FORWARD ABUTMENT		
G8	REAR ABUTMENT		
	FORWARD ABUTMENT		
G9	REAR ABUTMENT		
	FORWARD ABUTMENT		
G10	REAR ABUTMENT		
	FORWARD ABUTMENT		
G11	REAR ABUTMENT		
	FORWARD ABUTMENT		
G12	REAR ABUTMENT		
	FORWARD ABUTMENT		

NOTES:

1. THE GIRDER TWIST TABLE SHALL BE COMPLETED BY THE ODOT INSPECTOR.
2. TWIST MEASUREMENTS SHALL BE TAKEN AT 8 FEET FROM THE CENTERLINE OF BEARINGS MEASURED ALONG THE CENTERLINE OF THE GIRDER.
3. THE CONTRACTOR SHALL PROVIDE ACCESS AS NEEDED FOR THE INSPECTOR TO REACH THE LOCATIONS TO BE MEASURED.
4. THE COST FOR SUPPLYING ACCESS FOR THE MEASUREMENTS SHALL BE INCLUDED IN ITEM 513, STRUCTURAL STEEL MEMBERS, HYBRID GIRDER, LEVEL 6, AS PER PLAN, FOR PAYMENT.

NOTES:

1. FOR FRAMING PLANS AND ADDITIONAL NOTES, SEE SHEETS 14 / 36 AND 15 / 36.
2. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A/ 36 THRU 13C/ 36.

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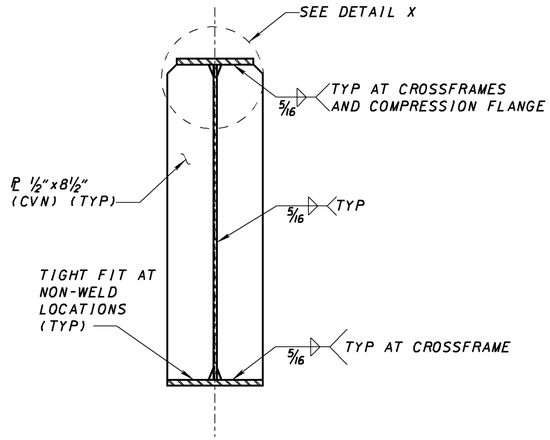
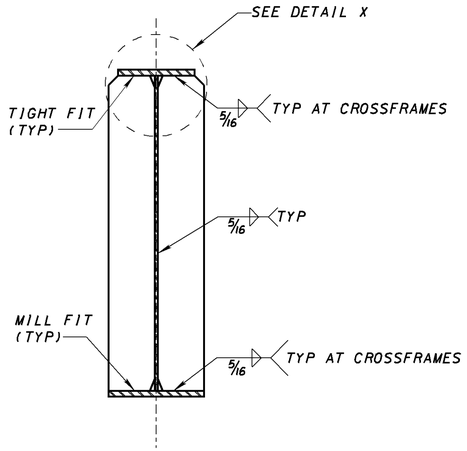
CROSSFRAME DETAILS (2 OF 2)

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

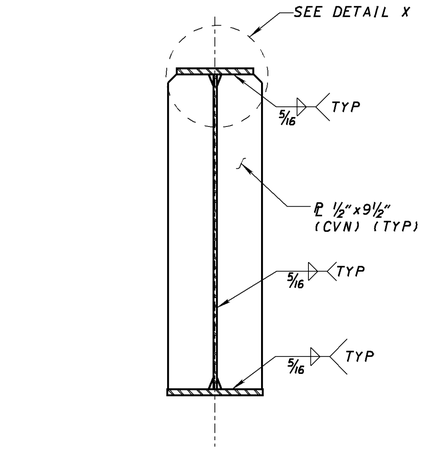
MOT-75-13.11
PID NO. 75927



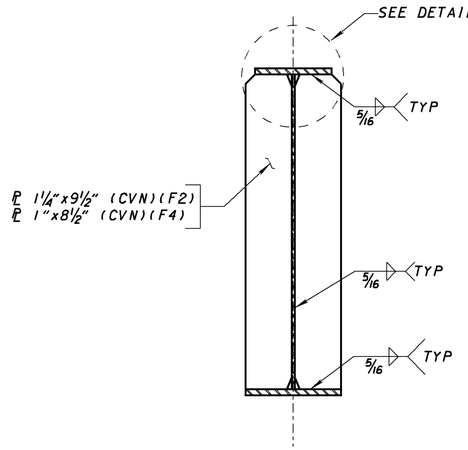
AT INTERMEDIATE STIFFENER
(CROSSFRAME F3)
(STIFFENER W/O CROSSFRAME)
(STIFFENER FOR TEMPORARY BRACING ON GIRDER G7)



BEARING STIFFENER



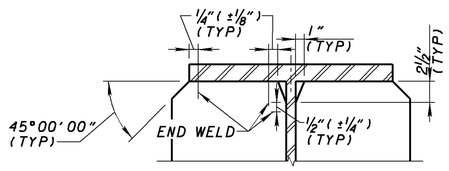
AT INTERMEDIATE STIFFENER
(CROSSFRAME F1)
(STIFFENER FOR TEMPORARY BRACING ON GIRDER G6)



AT INTERMEDIATE STIFFENER
(CROSSFRAME F2 AND F4)

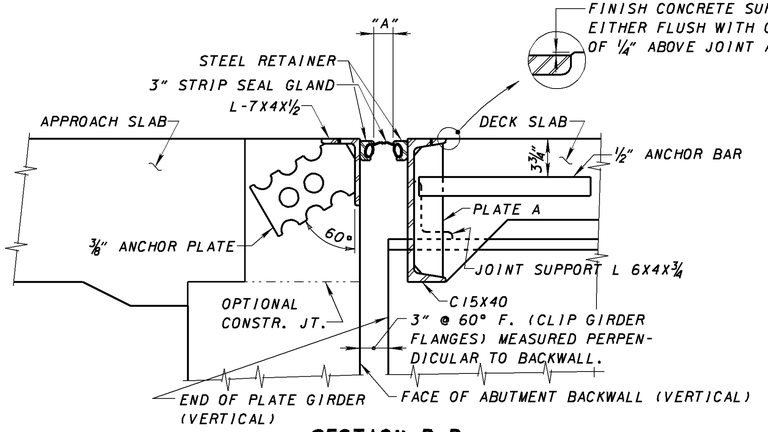
STIFFENER WELDING DETAILS

NOTE: NO INTERMEDIATE STIFFENERS REQUIRED ON EXTERIOR SIDE OF EXTERIOR GIRDERS. (G1 AND G12)



DETAIL X

DIMENSION "A"		
PEAK AMBIENT TEMP. °F	DIMENSION A (REAR ABUT.)	DIMENSION A (FWD. ABUT.)
90	1 3/8"	2"
80	1 1/2"	2"
70	1 9/16"	2"
60	1 11/16"	2"
50	1 3/4"	2"
40	1 13/16"	2"
30	1 7/8"	2"

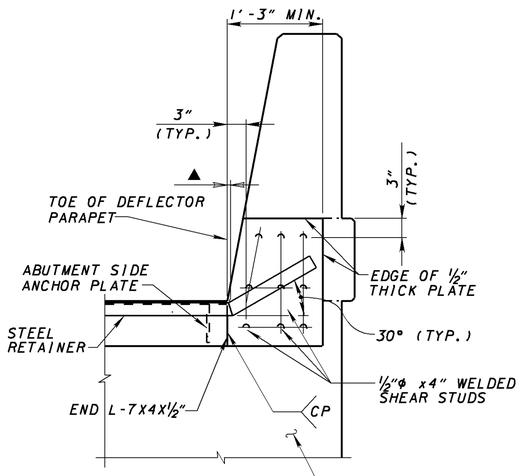


SECTION B-B

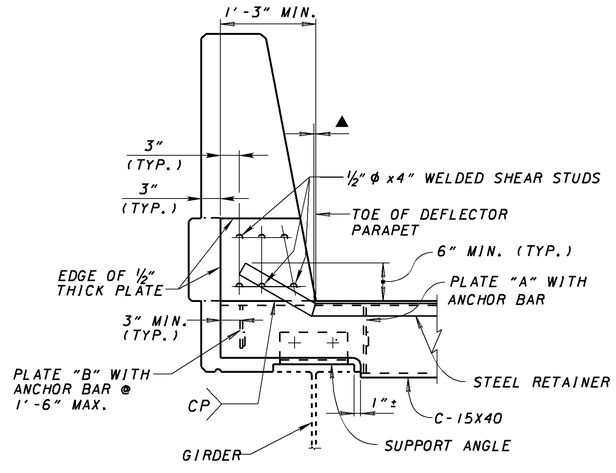
(END DAM DETAILS. FOR SECTION LOCATION. SEE SHEETS 25/36 & 26/36.)

END DAM NOTES

1. FOR ADDITIONAL END DAM DETAILS. SEE STD. DWG. EXJ-4-87.
2. INSTALLATION OF SEAL: DURING INSTALLATION OF THE SUPPORT/ARMOR FOR THE SUPERSTRUCTURE SIDE OF THE EXPANSION JOINT SEAL, THE SEATING OF BEAMS ON BEARINGS SHALL BE CAREFULLY OBSERVED TO ASSURE THAT POSITIVE BEARING IS MAINTAINED. PROPER ELEVATION OF THE SUPPORT/ARMOR SHALL BE ACHIEVED BY ADJUSTING THE CONNECTION ANGLES AND BOLTS BETWEEN BEAM AND EXPANSION JOINT.



SECTION A-A
FROM STANDARD DRAWING EXJ-4-87



SECTION B-B
FROM STANDARD DRAWING EXJ-4-87

STRIP SEAL EXPANSION JOINT DETAILS

(OUTSIDE PARAPET SHOWN, MEDIAN PARAPET SIMILAR)

▲ - 0" MIN. TO 1/2" MAX. AT BREAKPOINT IN RETAINER FOR SQUARE BRIDGES. ON SKEWED BRIDGES THIS DIMENSION WILL ONLY APPLY TO THE SIDE OF JOINT ASSEMBLY WHICH IS NEAREST TO THE CURB LINE (SEE SHEET 2/5 ON STD. DWG. EXJ-4-87).

NOTE:
FOR ADDITIONAL DETAILS SEE STD. DWG. EXJ-4-87.

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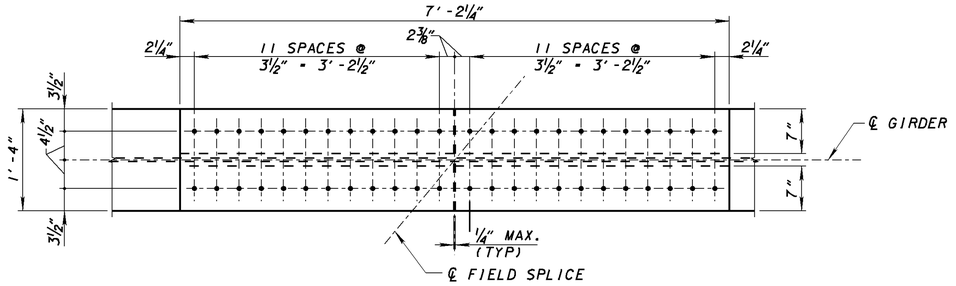
FRAMING DETAILS

BRIDGE NO. MOT-75-13.11
I-75 MAINLINE OVER RAMPS E4 AND E5

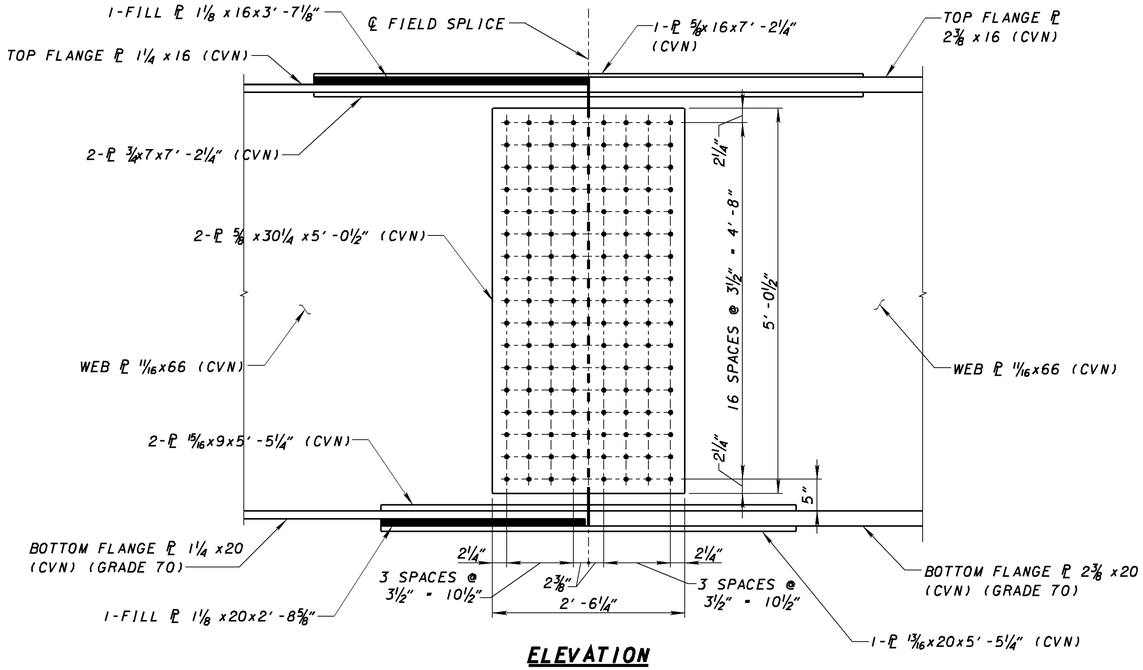
MOT-75-13.11
PID NO. 75927

18/36

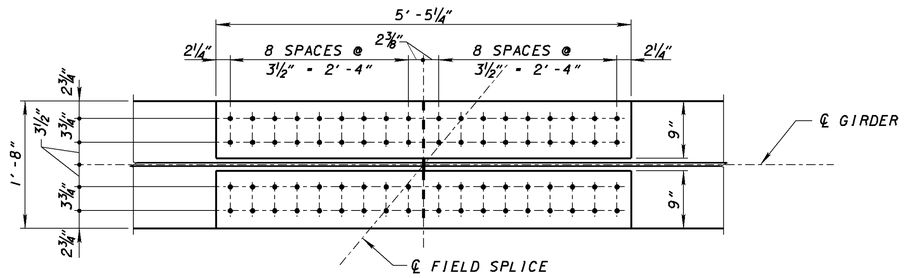
1652
1811



TOP FLANGE PLAN



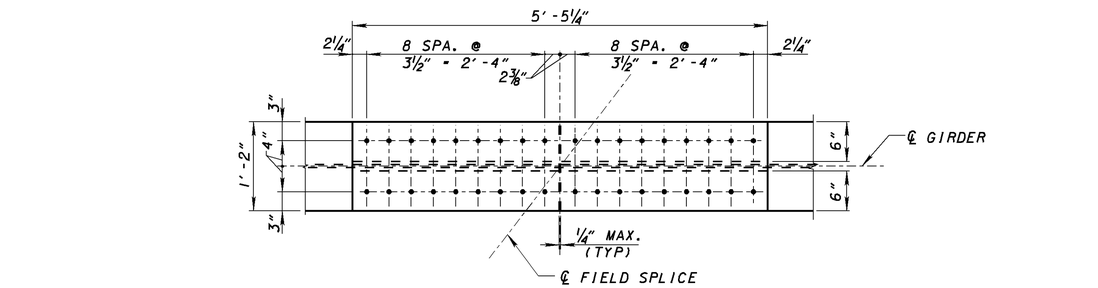
ELEVATION



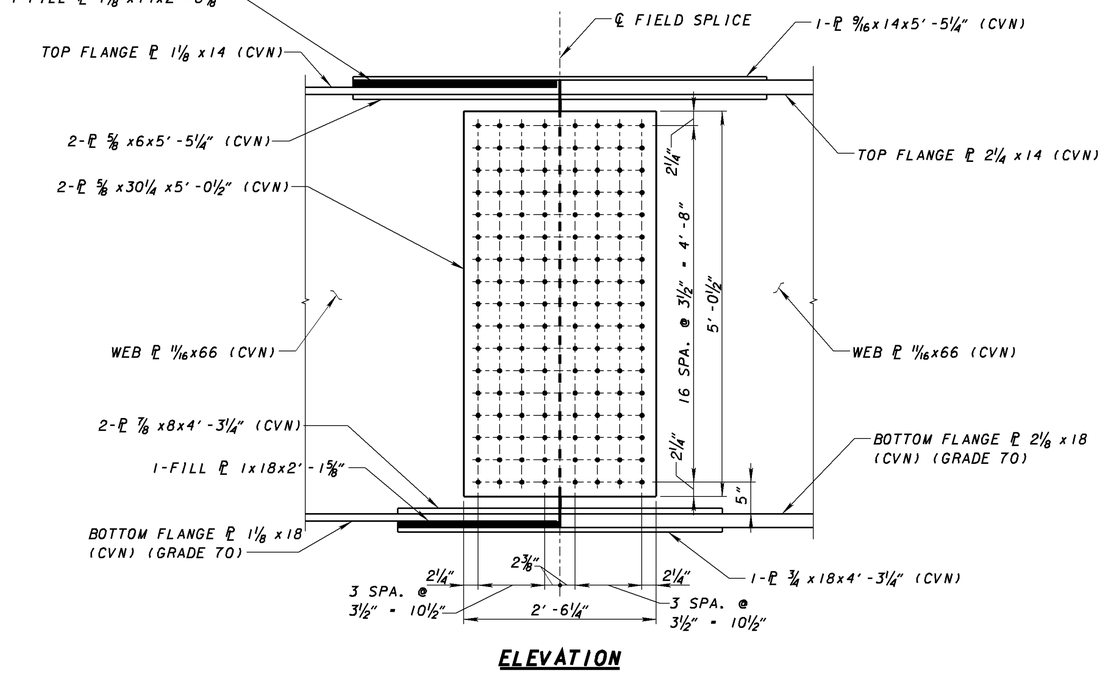
BOTTOM FLANGE PLAN

FIELD SPLICE DETAILS FOR GIRDERS G1 THRU G6

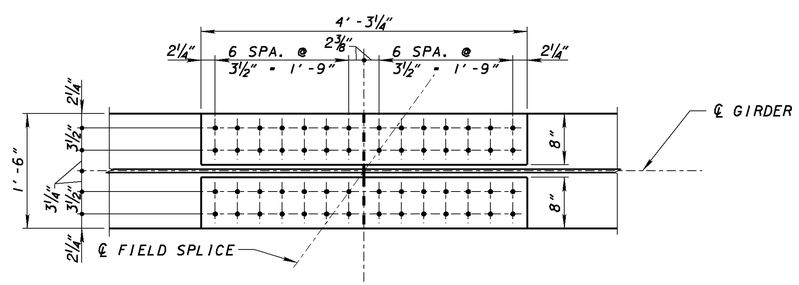
(FIELD SPLICE 1 AND 2)



TOP FLANGE PLAN



ELEVATION



BOTTOM FLANGE PLAN

FIELD SPLICE DETAILS FOR GIRDERS G7 THRU G12

(FIELD SPLICE 3 AND 4)

NOTES:

1. ALL BOLTS SHALL BE 1⅛"ø HIGH STRENGTH BOLTS CONFORMING TO ASTM A325, TYPE 1.
2. ALL PLATES ARE GRADE 50 STEEL UNLESS OTHERWISE NOTED.
3. WHERE A PLATE IS DESIGNATED (CVN) THE MATERIAL SHALL MEET SPECIFIED MINIMUM NOTCH TOUGHNESS REQUIREMENTS AS SPECIFIED IN 711.01 OF CMS.

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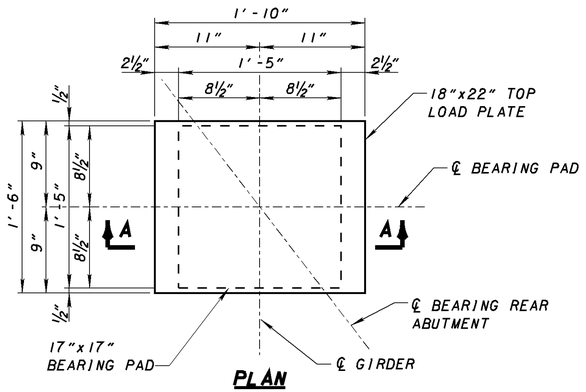
CHECKED DWS | REVISED | STRUCTURE FILE NUMBER 5708451

FIELD SPLICE DETAILS

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927



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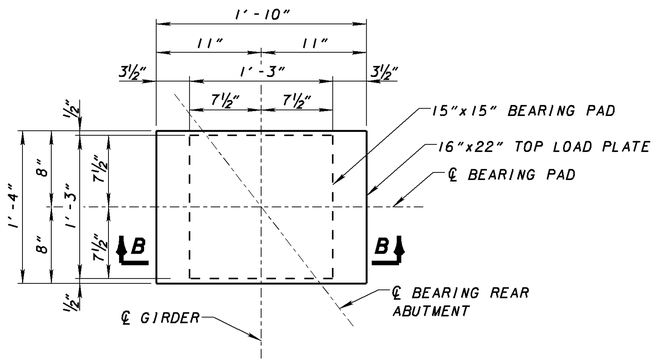

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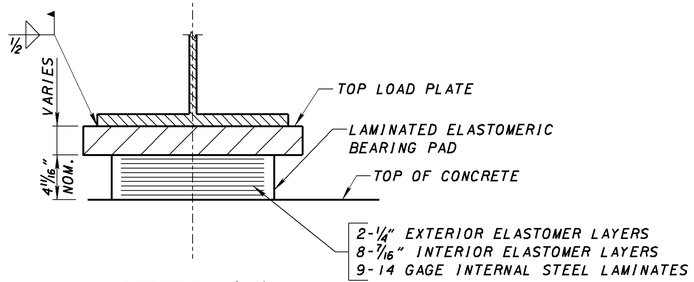
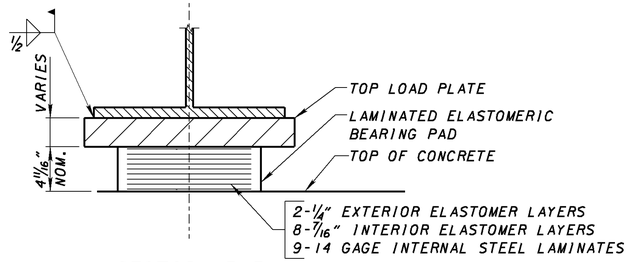
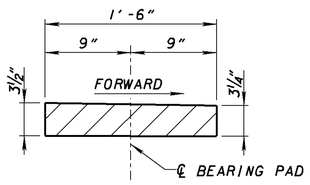


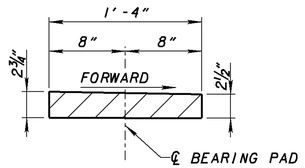
SECTION A-A



SECTION B-B



TOP LOAD PLATE DETAIL



TOP LOAD PLATE DETAIL

LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDER G1 AT REAR ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 135 KIPS
DEAD LOAD REACTION: 263 KIPS
MAXIMUM DESIGN LOAD: 398 KIPS

LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDER G2 THRU G6 AT REAR ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 91 KIPS
DEAD LOAD REACTION: 224 KIPS
MAXIMUM DESIGN LOAD: 315 KIPS

LAMINATED ELASTOMERIC BEARING NOTES

1. ELASTOMERIC BEARINGS: THE ELASTOMER SHALL HAVE A HARDNESS OF 60 DUROMETER. THE ABUTMENT BEARINGS WERE DESIGNED UNDER DIVISION I, SECTION 14.6.5 (METHOD B) OF THE AASHTO STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES.
2. WELDING: CONTROL WELDING SO THAT THE PLATE TEMPERATURE AT THE ELASTOMER BONDED SURFACE DOES NOT EXCEED 300°F AS DETERMINED BY USE OF PYROMETRIC STICKS OR OTHER TEMPERATURE MONITORING DEVICES.
3. BEARING REPOSITIONING: IF THE STEEL 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 BEARINGS HEIGHT AT 60°F(±)10°F, RAISE THE BEAMS OR GIRDERS TO ALLOW THE BEARINGS TO RETURN TO THEIR UNDEFORMED SHAPE AT 60°F(±)10°F.
4. THE STEEL LOAD PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A709 GRADE 50 AND SHALL BE BONDED TO THE ELASTOMER BY VULCANIZATION DURING THE MOLDING PROCESS. LOAD PLATES SHALL BE CLEANED AND SHOP PRIMED ACCORDING TO CMS 514.
5. BASIS OF PAYMENT: THE UNIT BID PRICE SHALL INCLUDE ALL MATERIALS, LABOR, ALL TESTING (METHOD B) AND INCIDENTALS NECESSARY TO FURNISH AND INSTALL ELASTOMERIC BEARINGS. PAYMENT WILL BE AT THE CONTRACT PRICE FOR ITEM 516, EACH, ELASTOMERIC BEARING WITH INTERAL LAMINATES AND LOAD PLATE AS LISTED UNDER THE ESTIMATED QUANTITIES. FIELD PAINTING OF THE LOAD PLATES PER CMS 514 SHALL BE INCLUDED IN ITEM 885, FIELD PAINTING STRUCTURAL STEEL, INTERMEDIATE COAT, WITH WARRANTY AND ITEM 885, FIELD PAINTING STRUCTURAL STEEL, FINISH COAT, WITH WARRANTY.
6. THE BEARING LOAD PLATES SHALL BE TACK WELDED TO THE FLANGES WITH 1 INCH WELDS AT THE CENTERLINE OF BEARING PRIOR TO DECK PLACEMENT. FINAL WELDING SHALL BE COMPLETED AFTER DECK PLACEMENT.

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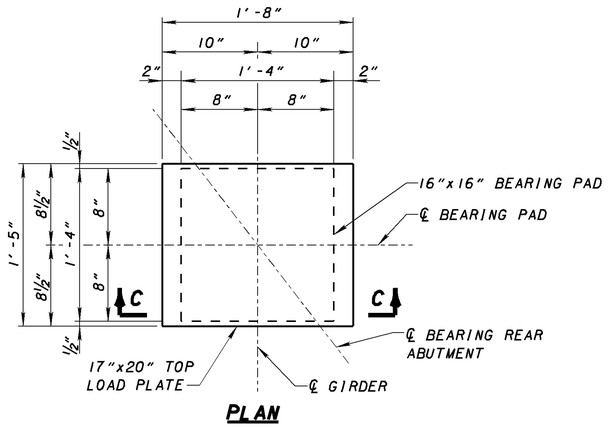
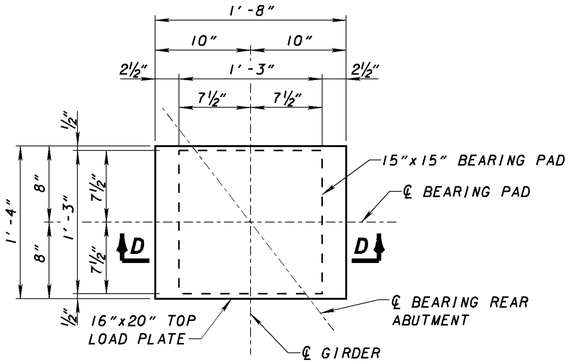
AMT	MHD	MPH	5-07
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWS		5708451	

LAMINATED ELASTOMERIC BEARING DETAILS (1 OF 3)
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

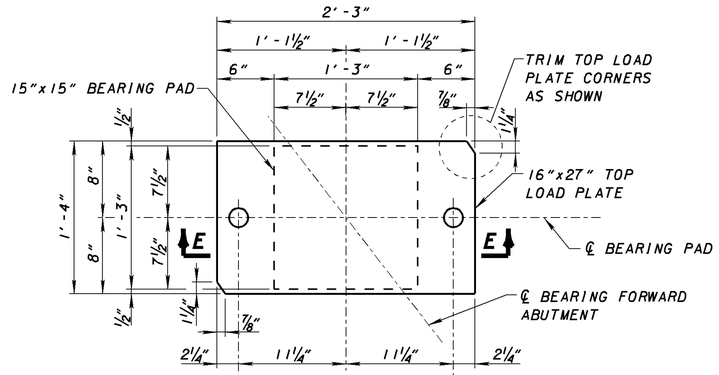
MOT-75-13.11
PID NO. 75927



PLAN



PLAN



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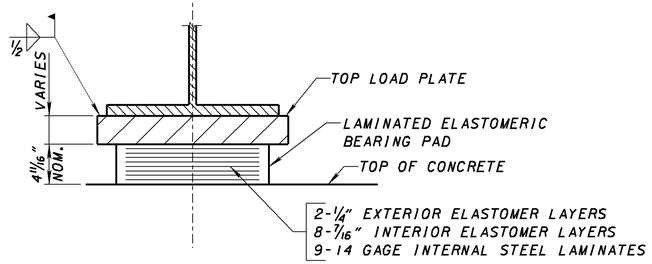
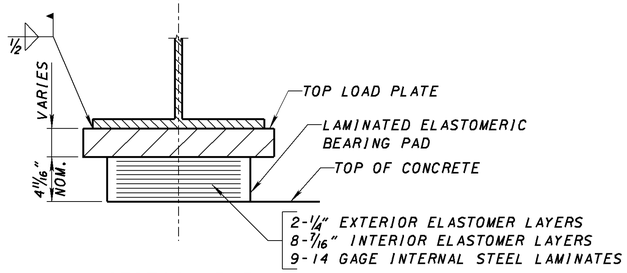
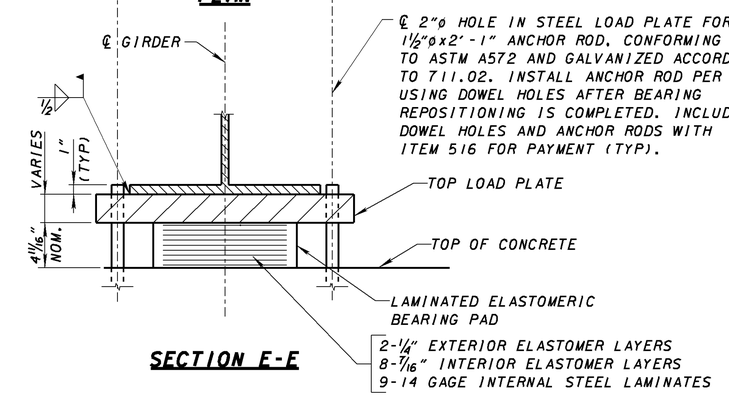


SECTION C-C



SECTION D-D



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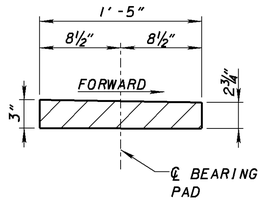
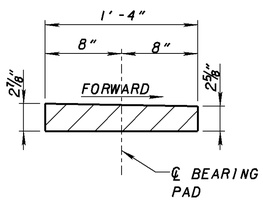
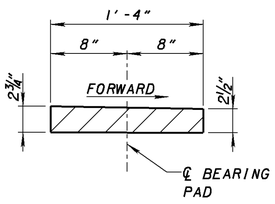


TOP LOAD PLATE DETAIL



TOP LOAD PLATE DETAIL



TOP LOAD PLATE DETAIL

LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDER G7 AT REAR ABUTMENT

LIVE LOAD REACTION (W/O IMPACT):	116 KIPS
DEAD LOAD REACTION:	230 KIPS
MAXIMUM DESIGN LOAD:	346 KIPS

LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDERS G8 THRU G12 AT REAR ABUTMENT

LIVE LOAD REACTION (W/O IMPACT):	94 KIPS
DEAD LOAD REACTION:	226 KIPS
MAXIMUM DESIGN LOAD:	320 KIPS

LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDERS G1 THRU G5 AT FORWARD ABUTMENT

LIVE LOAD REACTION (W/O IMPACT):	95 KIPS
DEAD LOAD REACTION:	244 KIPS
MAXIMUM DESIGN LOAD:	339 KIPS

NOTE:

1. FOR ADDITIONAL ELASTOMERIC BEARING NOTES, SEE SHEET 20/36.

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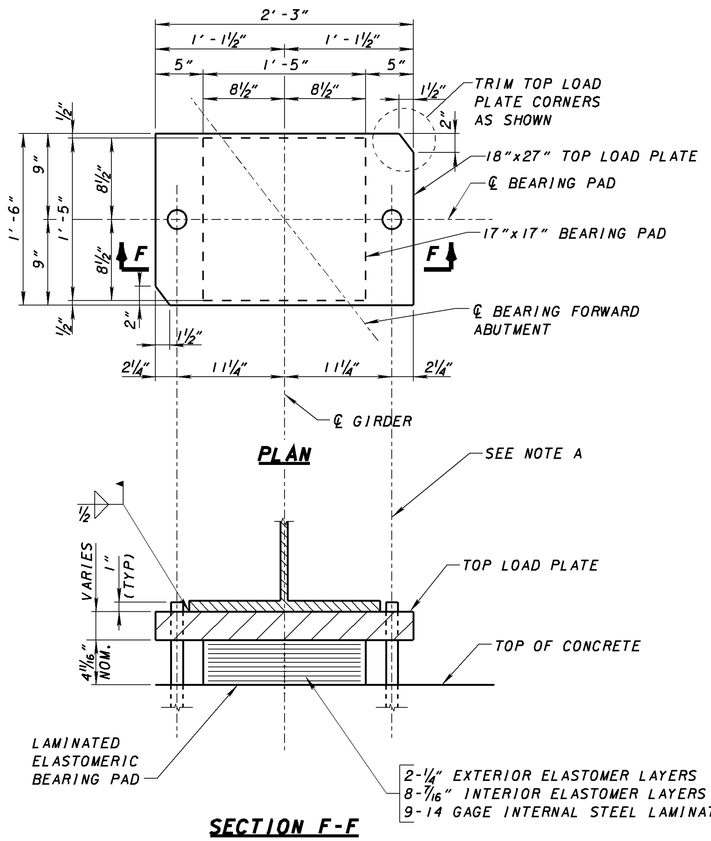
LAMINATED ELASTOMERIC BEARING DETAILS (2 OF 3)
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

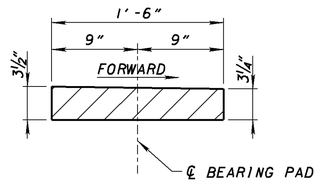
MOT-75-13.11
PID NO. 75927

1655/1811



PLAN

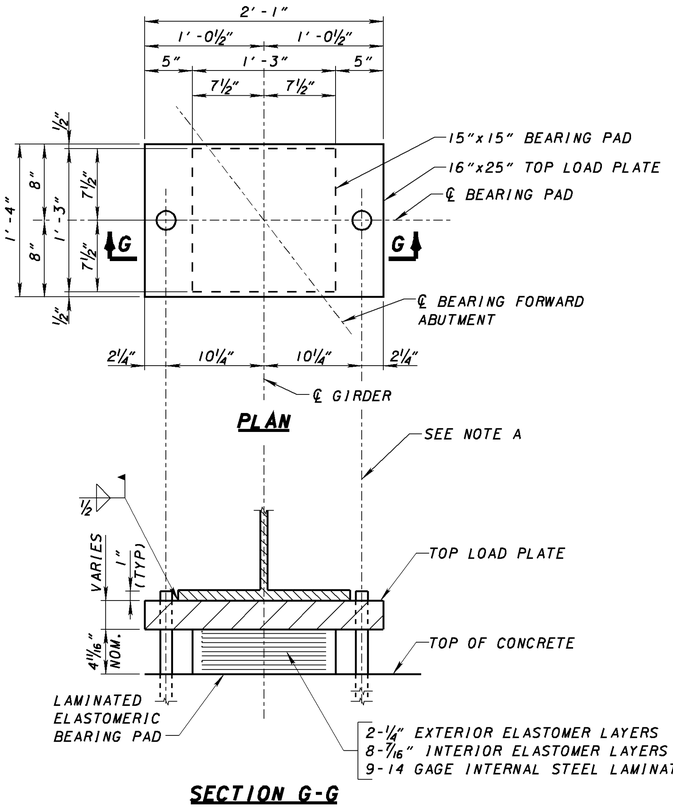
SECTION F-F



TOP LOAD PLATE DETAIL

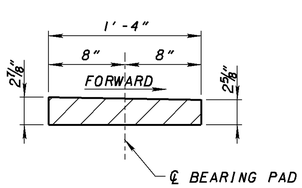
LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDER G6 AT FORWARD ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 125 KIPS
DEAD LOAD REACTION: 228 KIPS
MAXIMUM DESIGN LOAD: 353 KIPS



PLAN

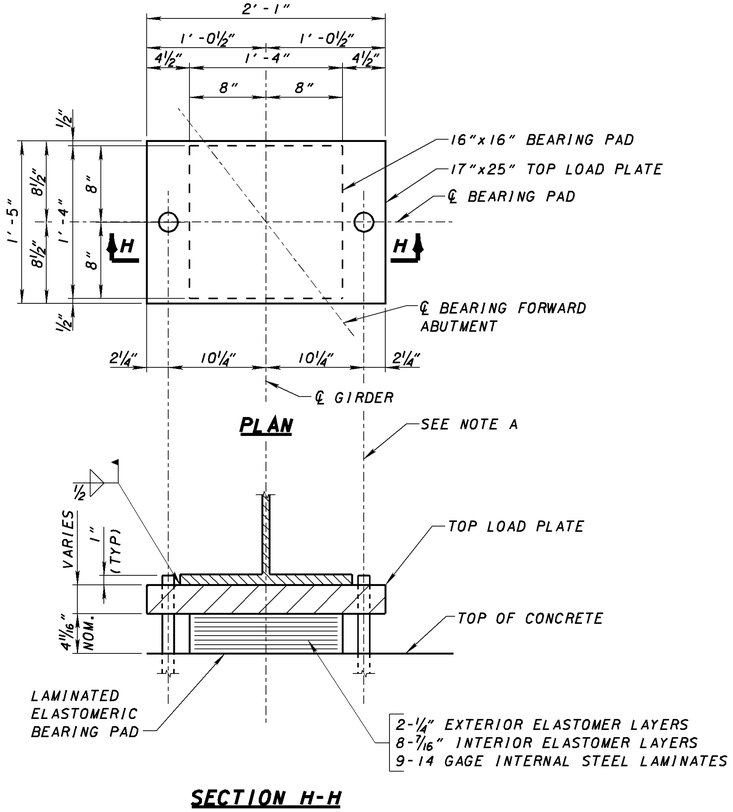
SECTION G-G



TOP LOAD PLATE DETAIL

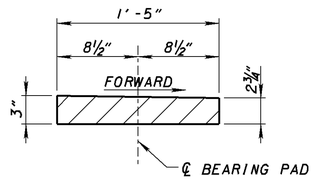
LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDERS G7 THRU G11 AT FORWARD ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 97 KIPS
DEAD LOAD REACTION: 236 KIPS
MAXIMUM DESIGN LOAD: 333 KIPS



PLAN

SECTION H-H



TOP LOAD PLATE DETAIL

LAMINATED ELASTOMERIC BEARING DETAILS FOR GIRDER G12 AT FORWARD ABUTMENT

LIVE LOAD REACTION (W/O IMPACT): 109 KIPS
DEAD LOAD REACTION: 209 KIPS
MAXIMUM DESIGN LOAD: 318 KIPS

NOTE A:

℄ 2"ø HOLE IN STEEL LOAD PLATE FOR 1½"ø x 2'-1" ANCHOR ROD. CONFORMING TO ASTM A572 AND GALVANIZED ACCORDING TO 711.02. INSTALL ANCHOR ROD PER 510, USING DOWEL HOLES AFTER BEARING REPOSITIONING IS COMPLETED. INCLUDE DOWEL HOLES AND ANCHOR RODS WITH ITEM 516 FOR PAYMENT (TYP).

NOTE:

1. FOR ADDITIONAL ELASTOMERIC BEARING NOTES, SEE SHEET 20/36.

LAMINATED ELASTOMERIC BEARING DETAILS (3 OF 3)

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

22/36

1656
1811

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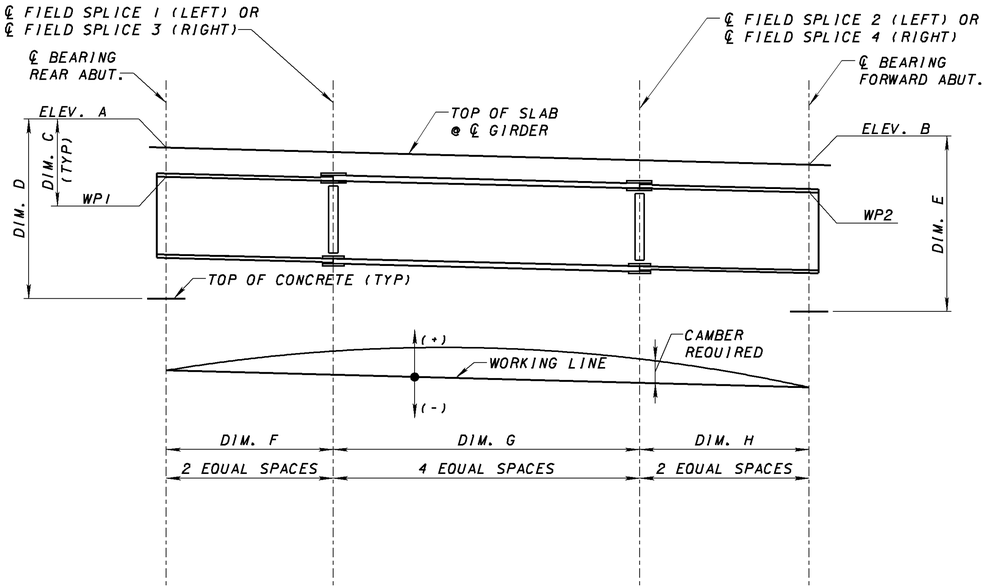

GIRDER	ELEV. A	ELEV. B	DIM. C	DIM. D	DIM. E	DIM. F	DIM. G	DIM. H
G1	761.98	759.45	1'-2 1/8"	7'-5 1/4"	7'-4 7/16"	22'-0"	102'-6 7/8"	28'-0"
G2	763.01	760.40	1'-2 1/8"	7'-4 9/16"	7'-4 7/16"	28'-0"	99'-6 7/8"	25'-0"
G3	764.05	761.37	1'-2 1/8"	7'-4 9/16"	7'-4 7/16"	28'-0"	93'-6 7/8"	31'-0"
G4	765.10	762.34	1'-2 1/8"	7'-4 9/16"	7'-4 9/16"	31'-0"	93'-6 7/8"	28'-0"
G5	765.74	763.32	1'-2 1/8"	7'-4 7/16"	7'-4 9/16"	28'-0"	90'-11 3/4"	28'-0"
G6	765.80	763.57	1'-2 1/8"	7'-4 7/16"	7'-5 1/4"	28'-0"	91'-6"	22'-0"
G7	765.31	763.05	1'-2 1/4"	7'-4 1/4"	7'-4 9/16"	18'-3"	102'-9"	20'-6"
G8	766.35	764.03	1'-2 1/4"	7'-4 9/16"	7'-4 9/16"	18'-3"	102'-9"	20'-6"
G9	767.39	765.01	1'-2 1/4"	7'-4 9/16"	7'-4 9/16"	20'-6"	100'-6"	20'-6"
G10	768.44	766.00	1'-2 1/4"	7'-4 9/16"	7'-4 9/16"	20'-6"	100'-6"	20'-6"
G11	769.13	766.99	1'-2 1/4"	7'-4 11/16"	7'-4 9/16"	20'-6"	98'-5 15/16"	18'-3"
G12	768.89	766.86	1'-2 1/4"	7'-4 11/16"	7'-4 1/4"	20'-6"	94'-3 7/8"	18'-3"

DEFLECTION & CAMBER (GIRDER G1)

	REAR ABUT.	1/2	FS1	1/4	1/2	3/4	FS2	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-3/8"	-3/4"	-1 3/8"	-1 5/8"	-1 1/2"	-15/16"	-1/2"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 5/16"	-2 9/16"	-4 5/8"	-5 9/16"	-5 1/16"	-3 3/16"	-1 1/4"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-5/16"	-1/2"	-5/8"	-9/16"	-3/8"	-3/16"	0
TOTAL DL DEFLECTION	0	-1 13/16"	-3 5/8"	-6 1/2"	-7 13/16"	-7 1/8"	-4 1/2"	-2 7/16"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 13/16"	3 5/8"	6 1/2"	7 13/16"	7 1/8"	4 1/2"	2 7/16"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-5/16"	-5/8"	-1 1/8"	-1 1/4"	-1 3/16"	-3/4"	-7/16"	0
TOTAL CAMBER REQUIRED	0	1 1/2"	3"	5 3/8"	6 9/16"	5 15/16"	3 3/4"	2"	0

DEFLECTION & CAMBER (GIRDER G2)

	REAR ABUT.	1/2	FS1	1/4	1/2	3/4	FS2	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-1/2"	-15/16"	-1 1/2"	-1 11/16"	-1 7/16"	-7/8"	-7/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-2 3/16"	-4"	-6 5/16"	-7"	-6 1/16"	-3 5/8"	-1 15/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-1/4"	-7/16"	-1/2"	-7/16"	-1/4"	-1/8"	0
TOTAL DL DEFLECTION	0	-2 13/16"	-5 3/16"	-8 1/4"	-9 3/16"	-7 15/16"	-4 3/4"	-2 1/2"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	2 13/16"	5 3/16"	8 1/4"	9 3/16"	7 15/16"	4 3/4"	2 1/2"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-7/16"	-3/4"	-1 1/8"	-1 1/4"	-1 1/8"	-1/16"	-3/8"	0
TOTAL CAMBER REQUIRED	0	2 3/8"	4 7/16"	7 1/8"	7 15/16"	6 13/16"	4 1/16"	2 1/8"	0

DEFLECTION & CAMBER (GIRDER G3)

	REAR ABUT.	1/2	FS1	1/4	1/2	3/4	FS2	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-1/2"	-15/16"	-1 7/16"	-1 11/16"	-1 1/2"	-1 1/16"	-9/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-2 3/16"	-4 1/16"	-6 1/4"	-7 1/8"	-6 1/2"	-4 1/2"	-2 7/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-1/4"	-3/8"	-7/16"	-7/16"	-5/16"	-3/16"	0
TOTAL DL DEFLECTION	0	-2 13/16"	-5 1/4"	-8 1/16"	-9 1/4"	-8 7/16"	-5 7/8"	-3 3/16"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	2 13/16"	5 1/4"	8 1/16"	9 1/4"	8 7/16"	5 7/8"	3 3/16"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-7/16"	-3/4"	-1 1/8"	-1 1/4"	-1 1/8"	-13/16"	-7/16"	0
TOTAL CAMBER REQUIRED	0	2 3/8"	4 1/2"	6 5/16"	8"	7 5/16"	5 1/16"	2 3/4"	0

DEFLECTION & CAMBER (GIRDER G4)

	REAR ABUT.	1/2	FS1	1/4	1/2	3/4	FS2	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-9/16"	-1 1/16"	-1 1/2"	-1 11/16"	-1 7/16"	-15/16"	-1/2"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-2 1/4"	-4 3/16"	-6"	-6 5/8"	-5 13/16"	-3 3/4"	-2"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-1/4"	-3/8"	-7/16"	-3/8"	-1/4"	-1/8"	0
TOTAL DL DEFLECTION	0	-2 15/16"	-5 1/2"	-7 7/8"	-8 3/4"	-7 5/8"	-4 15/16"	-2 5/8"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	2 15/16"	5 1/2"	7 7/8"	8 3/4"	7 5/8"	4 15/16"	2 5/8"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-7/16"	-13/16"	-1 1/8"	-1 1/4"	-1 1/8"	-3/4"	-7/16"	0
TOTAL CAMBER REQUIRED	0	2 1/2"	4 11/16"	6 3/4"	7 1/2"	6 1/2"	4 3/16"	2 3/16"	0

NOTES:

1. WORKING POINTS (WP) ARE AT BOTTOM OF TOP FLANGE AT ℄ BEARING.
2. THE WORKING LINE IS A STRAIGHT LINE BETWEEN WP1 AND WP2.
3. THE TABULATED DEFLECTION AND CAMBER DATA IS MEASURED FROM THE WORKING LINE.
4. FOR ELASTOMERIC BEARING DETAILS, SEE SHEETS 20/36 THRU 22/36.
5. THE FINISHING MACHINE WEIGHT HAS NOT BEEN INCLUDED IN ANY OF THE ABOVE DEFLECTION AND CAMBER INFORMATION.

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DESIGNED AMT | DRAWN MSD | REVIEWED MPH | DATE 5-07
CHECKED DWS | REVISED | STRUCTURE FILE NUMBER 5708451

DEFLECTION AND CAMBER

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

DEFLECTION & CAMBER (GIRDER G5)

	REAR ABUT.	1/2	FS1	1/4	1/2	3/4	FS2	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-7/16"	-7/8"	-1 1/4"	-1 7/16"	-1 1/4"	-7/8"	-7/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 11/16"	-3 3/16"	-4 3/4"	-5 3/8"	-4 3/4"	-3 3/16"	-1 11/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-1/4"	-7/16"	-1/2"	-3/8"	-1/4"	-1/8"	0
TOTAL DL DEFLECTION	0	-2 1/4"	-4 5/16"	-6 7/16"	-7 5/16"	-6 3/8"	-4 5/16"	-2 1/4"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	2 1/4"	4 5/16"	6 7/16"	7 5/16"	6 3/8"	4 5/16"	2 1/4"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	3/16"	1/16"	-7/16"	-1 1/16"	-1 1/16"	-9/16"	-5/16"	0
TOTAL CAMBER REQUIRED	0	2 7/16"	4 3/8"	6"	6 5/8"	5 1/16"	3 3/4"	1 15/16"	0

DEFLECTION & CAMBER (GIRDER G6)

	REAR ABUT.	1/2	FS1	1/4	1/2	3/4	FS2	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-7/16"	-3/4"	-1 1/8"	-1 1/4"	-1 1/16"	-5/8"	-5/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 1/4"	-2 1/4"	-3 1/8"	-3 5/8"	-3 1/8"	-1 13/16"	-15/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-3/16"	-5/16"	-7/16"	-1/2"	-7/16"	-1/4"	-1/8"	0
TOTAL DL DEFLECTION	0	-1 1/8"	-3 5/16"	-4 15/16"	-5 3/8"	-4 5/8"	-2 11/16"	-1 3/8"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 7/8"	3 5/16"	4 15/16"	5 3/8"	4 5/8"	2 11/16"	1 3/8"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	1/16"	1/8"	3/16"	3/16"	3/16"	1/16"	1/16"	0
TOTAL CAMBER REQUIRED	0	1 15/16"	3 7/16"	5 1/8"	5 9/16"	4 13/16"	2 3/4"	1 7/16"	0

DEFLECTION & CAMBER (GIRDER G7)

	REAR ABUT.	1/2	FS3	1/4	1/2	3/4	FS4	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-1/4"	-1/2"	-1 1/16"	-1 5/16"	-1 1/8"	-5/8"	-5/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 1/16"	-2"	-4 1/16"	-4 7/8"	-4 3/16"	-2 1/4"	-1 3/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-1/4"	-7/16"	-1/2"	-7/16"	-1/4"	-1/8"	0
TOTAL DL DEFLECTION	0	-1 7/16"	-2 3/4"	-5 9/16"	-6 11/16"	-5 3/4"	-3 1/8"	-1 5/8"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 7/16"	2 3/4"	5 9/16"	6 11/16"	5 3/4"	3 1/8"	1 5/8"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-1/4"	-1/2"	-15/16"	-1"	-15/16"	-1/2"	-5/16"	0
TOTAL CAMBER REQUIRED	0	1 3/16"	2 1/4"	4 5/8"	5 1/16"	4 13/16"	2 5/8"	1 5/16"	0

DEFLECTION & CAMBER (GIRDER G8)

	REAR ABUT.	1/2	FS3	1/4	1/2	3/4	FS4	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-1/4"	-1/2"	-1 1/16""	-1 5/16"	-1 1/8"	-5/8"	-5/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 3/8"	-2 11/16"	-5 1/2"	-6 9/16"	-5 5/8"	-3"	-1 9/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/16"	-3/16"	-3/8"	-7/16"	-3/8"	-3/16"	-1/8"	0
TOTAL DL DEFLECTION	0	-1 1/16"	-3 3/8"	-6 15/16"	-8 5/16"	-7 1/8"	-3 13/16"	-2"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 1/16"	3 3/8"	6 15/16"	8 5/16"	7 1/8"	3 13/16"	2"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-1/4"	-7/16"	-7/8"	-1 1/16"	-15/16"	-1/2"	-5/16"	0
TOTAL CAMBER REQUIRED	0	1 7/16"	2 15/16"	6 1/16"	7 1/4"	6 3/16"	3 5/16"	1 1/16"	0

DEFLECTION & CAMBER (GIRDER G9)

	REAR ABUT.	1/2	FS3	1/4	1/2	3/4	FS4	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-5/16"	-5/8"	-1 1/8"	-1 5/16"	-1 1/8"	-5/8"	-5/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 9/16"	-3"	-5 5/8"	-6 5/8"	-5 5/8"	-3"	-1 9/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/16"	-3/16"	-5/16"	-3/8"	-5/16"	-3/16"	-1/8"	0
TOTAL DL DEFLECTION	0	-1 15/16"	-3 13/16"	-7 1/16"	-8 5/16"	-7 1/16"	-3 13/16"	-2"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 15/16"	3 13/16"	7 1/16"	8 5/16"	7 1/16"	3 13/16"	2"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-1/4"	-1/2"	-7/8"	-1 1/16"	-7/8"	-1/2"	-1/4"	0
TOTAL CAMBER REQUIRED	0	1 11/16"	3 5/16"	6 3/16"	7 1/4"	6 3/16"	3 5/16"	1 3/4"	0

DEFLECTION & CAMBER (GIRDER G10)

	REAR ABUT.	1/2	FS3	1/4	1/2	3/4	FS4	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-5/16"	-5/8"	- 1 1/8"	-1 5/16"	-1 1/8"	-5/8"	-5/16"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 1/2"	-2 7/8"	-5 3/8"	-6 1/4"	-5 3/8"	-2 7/8"	-1 1/2"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/16"	-3/16"	-5/16"	-3/8"	-5/16"	-3/16"	-1/16"	0
TOTAL DL DEFLECTION	0	-1 7/8"	-3 11/16"	-6 13/16"	-7 15/16"	-6 13/16"	-3 11/16"	-1 7/8"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 7/8"	3 11/16"	6 13/16"	7 15/16"	6 13/16"	3 11/16"	1 7/8"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	-1/4"	-1/2"	-7/8"	-1"	-7/8"	-1/2"	-1/4"	0
TOTAL CAMBER REQUIRED	0	1 5/8"	3 3/16"	5 15/16"	6 15/16"	5 15/16"	3 3/16"	1 5/8"	0

DEFLECTION & CAMBER (GIRDER G11)

	REAR ABUT.	1/2	FS3	1/4	1/2	3/4	FS4	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-5/16"	-9/16"	-1"	-1 1/8"	-15/16"	-1/2"	-1/4"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-1 5/16"	-2 1/2"	-4 5/8"	-5 5/16"	-4 7/16"	-2 1/4"	-1 3/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-3/16"	-3/8"	-3/8"	-5/16"	-3/16"	-1/16"	0
TOTAL DL DEFLECTION	0	-1 3/4"	-3 1/4"	-6"	-6 13/16"	-5 11/16"	-2 15/16"	-1 1/2"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 3/4"	3 1/4"	6"	6 13/16"	5 11/16"	2 15/16"	1 1/2"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	5/16"	7/16"	-1/8"	-7/16"	-1/2"	-5/16"	-3/16"	0
TOTAL CAMBER REQUIRED	0	2 1/16"	3 11/16"	5 7/8"	6 3/4"	5 3/16"	2 5/8"	1 5/16"	0

DEFLECTION & CAMBER (GIRDER G12)

	REAR ABUT.	1/2	FS3	1/4	1/2	3/4	FS4	1/2	FWD. ABUT.
DEFLECTION DUE TO STEEL DL	0	-1/4"	-1/2"	-7/8"	-1"	-7/8"	-7/16"	-1/4"	0
DEFLECTION DUE TO THE PLACEMENT OF THE NON-COMPOSITE DECK DL	0	-15/16"	-1 13/16"	-3 3/16"	-3 11/16"	-3 1/16"	-1 5/8"	-1 3/16"	0
DEFLECTION DUE TO COMPOSITE DL	0	-1/8"	-3/16"	-3/8"	-7/16"	-3/8"	-3/16"	-1/8"	0
TOTAL DL DEFLECTION	0	-1 5/16"	-2 1/2"	-4 7/16"	-5 1/8"	-4 5/16"	-2 1/4"	-1 3/16"	0
CAMBER REQUIRED FOR DL DEFLECTION	0	1 5/16"	2 1/2"	4 7/16"	5 1/8"	4 5/16"	2 1/4"	1 3/16"	0
CORRECTION FOR VERTICAL CURVE	0	0	0	0	0	0	0	0	0
CORRECTION FOR HORIZONTAL CURVE	0	1/8"	5/16"	1/2"	9/16"	1/2"	1/4"	1/8"	0
TOTAL CAMBER REQUIRED	0	1 7/16"	2 13/16"	4 15/16"	5 11/16"	4 13/16"	2 1/2"	1 5/16"	0

NOTES:

1. WORKING POINTS (WP) ARE AT BOTTOM OF TOP FLANGE AT ℄ BEARING.
2. THE WORKING LINE IS A STRAIGHT LINE BETWEEN WP1 AND WP2.
3. THE TABULATED DEFLECTION AND CAMBER DATA IS MEASURED FROM THE WORKING LINE.
4. FOR ELASTOMERIC BEARING DETAILS, SEE SHEETS 20/36 THRU 22/36.
5. THE FINISHING MACHINE WEIGHT HAS NOT BEEN INCLUDED IN ANY OF THE ABOVE DEFLECTION AND CAMBER INFORMATION.

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DESIGNED AMT | DRAWN MSD | CHECKED DWS | REVISED | REVIEWED MPH | DATE 5-07 | STRUCTURE FILE NUMBER 5708451

DEFLECTION AND CAMBER (CONTINUED)

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1658
1811

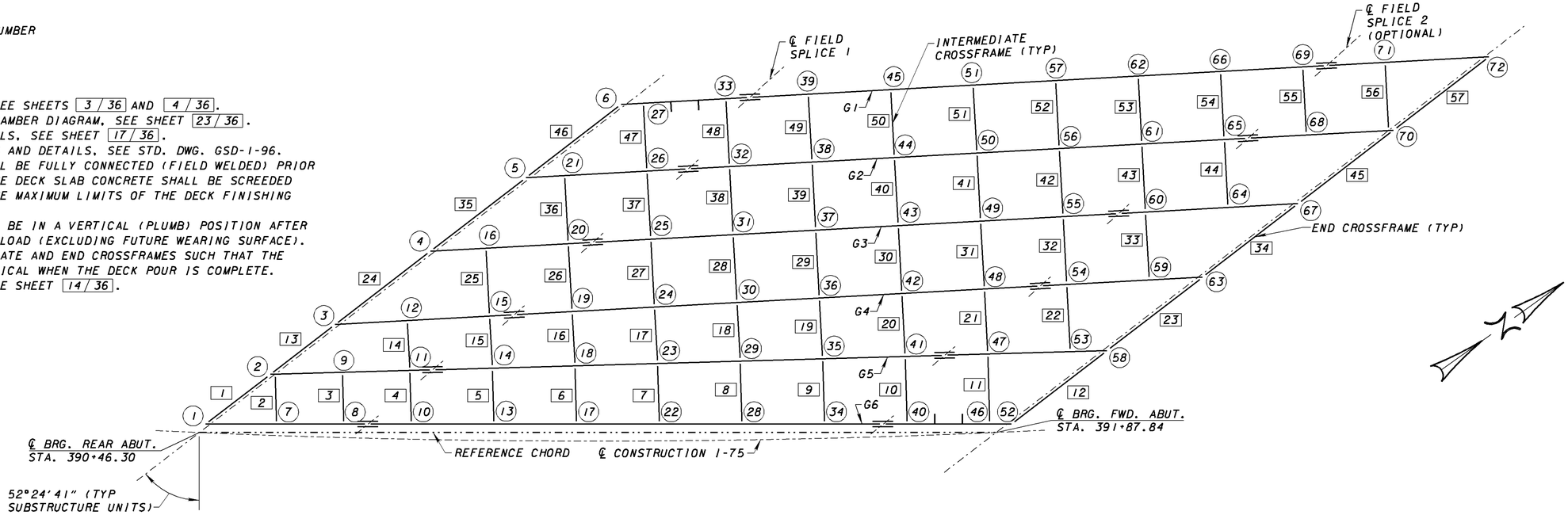
LEGEND

(#) - CROSSFRAME NODE NUMBER

[#] - CROSSFRAME NUMBER

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS [3/36] AND [4/36].
2. FOR DEFLECTION AND CAMBER DIAGRAM, SEE SHEET [23/36].
3. FOR CROSSFRAME DETAILS, SEE SHEET [17/36].
4. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
5. ALL CROSSFRAMES SHALL BE FULLY CONNECTED (FIELD WELDED) PRIOR TO THE DECK POUR. THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.
6. THE GIRDER WEB SHALL BE IN A VERTICAL (PLUMB) POSITION AFTER APPLICATION OF DEAD LOAD (EXCLUDING FUTURE WEARING SURFACE).
7. DETAIL ALL INTERMEDIATE AND END CROSSFRAMES SUCH THAT THE GIRDER WEBS ARE VERTICAL WHEN THE DECK POUR IS COMPLETE.
8. FOR FRAMING PLAN, SEE SHEET [14/36].



DIFFERENTIAL DEFLECTION DIAGRAM - LEFT STRUCTURE

DIFFERENTIAL DEFLECTION TABLE - LEFT STRUCTURE
(DEFLECTIONS DUE TO DECK PLACEMENT ONLY)

CROSSFRAME NUMBER	RIGHT NODE		LEFT NODE		DIFFERENTIAL DEFLECTION
	NUMBER	DEFLECTION	NUMBER	DEFLECTION	
2	7	-1 7/16"	2	0"	1 7/16"
3	8	-2 13/16"	9	-1 3/8"	1 7/16"
4	10	-3 15/16"	11	-2 9/16"	1 3/8"
5	13	-4 15/16"	14	-3 3/4"	1 3/16"
6	17	-5 7/16"	18	-4 9/16"	7/8"
7	22	-5 7/16"	23	-4 15/16"	1/2"
8	28	-4 15/16"	29	-4 13/16"	1/8"
9	34	-3 7/8"	35	-4 5/16"	7/16"
10	40	-2 5/16"	41	-3 3/8"	1 1/16"
11	46	-7/16"	47	-2 1/16"	1 5/8"
14	11	-2 9/16"	12	-1 1/4"	1 5/16"
15	14	-3 3/4"	15	-2 9/16"	1 3/16"
16	18	-4 9/16"	19	-3 5/8"	15/16"
17	23	-4 15/16"	24	-4 5/16"	5/8"
18	29	-4 13/16"	30	-4 11/16"	1/8"
19	35	-4 5/16"	36	-4 5/8"	5/16"
20	41	-3 3/8"	42	-4 3/16"	13/16"
21	47	-2 1/16"	48	-3 3/8"	1 5/16"
22	53	-5/8"	54	-2 5/16"	1 11/16"
25	15	-2 9/16"	16	-15/16"	1 5/8"
26	19	-3 5/8"	20	-2 5/16"	1 5/16"
27	24	-4 5/16"	25	-3 7/16"	7/8"
28	30	-4 11/16"	31	-4 1/4"	7/16"
29	36	-4 5/8"	37	-4 3/4"	1/8"

DIFFERENTIAL DEFLECTION TABLE - LEFT STRUCTURE
(DEFLECTIONS DUE TO DECK PLACEMENT ONLY)

CROSSFRAME NUMBER	RIGHT NODE		LEFT NODE		DIFFERENTIAL DEFLECTION
	NUMBER	DEFLECTION	NUMBER	DEFLECTION	
30	42	-4 3/16"	43	-4 7/8"	11/16"
31	48	-3 3/8"	49	-4 9/16"	1 3/16"
32	54	-2 5/16"	55	-3 7/8"	1 9/16"
33	59	-7/8"	60	-2 13/16"	1 15/16"
36	20	-2 5/16"	21	-1 1/16"	1 5/8"
37	25	-3 7/16"	26	-2 3/16"	1 1/4"
38	31	-4 1/4"	32	-3 9/16"	1 1/16"
39	37	-4 3/4"	38	-4 1/16"	1/16"
40	43	-4 7/8"	44	-5 3/8"	1/2"
41	49	-4 9/16"	50	-5 5/8"	1 1/16"
42	55	-3 7/8"	56	-5 3/8"	1 1/2"
43	60	-2 13/16"	61	-4 5/8"	1 13/16"
44	64	-1 5/16"	65	-3 1/2"	2 3/16"
47	26	-2 3/16"	27	-7/16"	1 3/4"
48	32	-3 9/16"	33	-2 5/8"	15/16"
49	38	-4 1/16"	39	-4 1/2"	3/16"
50	44	-5 3/8"	45	-5 3/4"	3/8"
51	50	-5 5/8"	51	-6 9/16"	15/16"
52	56	-5 3/8"	57	-6 13/16"	1 7/16"
53	61	-4 5/8"	62	-6 1/2"	1 1/8"
54	65	-3 1/2"	66	-5 5/8"	2 1/8"
55	68	-1 15/16"	69	-4 5/16"	2 3/8"
56	70	0"	71	-2 9/16"	2 9/16"

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DESIGNED	DRAWN	REVIEWED	DATE
DWS	MSD	MPH	6-06
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMT		5708451	

DIFFERENTIAL DEFLECTIONS - LEFT STRUCTURE

BRIDGE NO. MOT-75-13.11
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1658A
1811

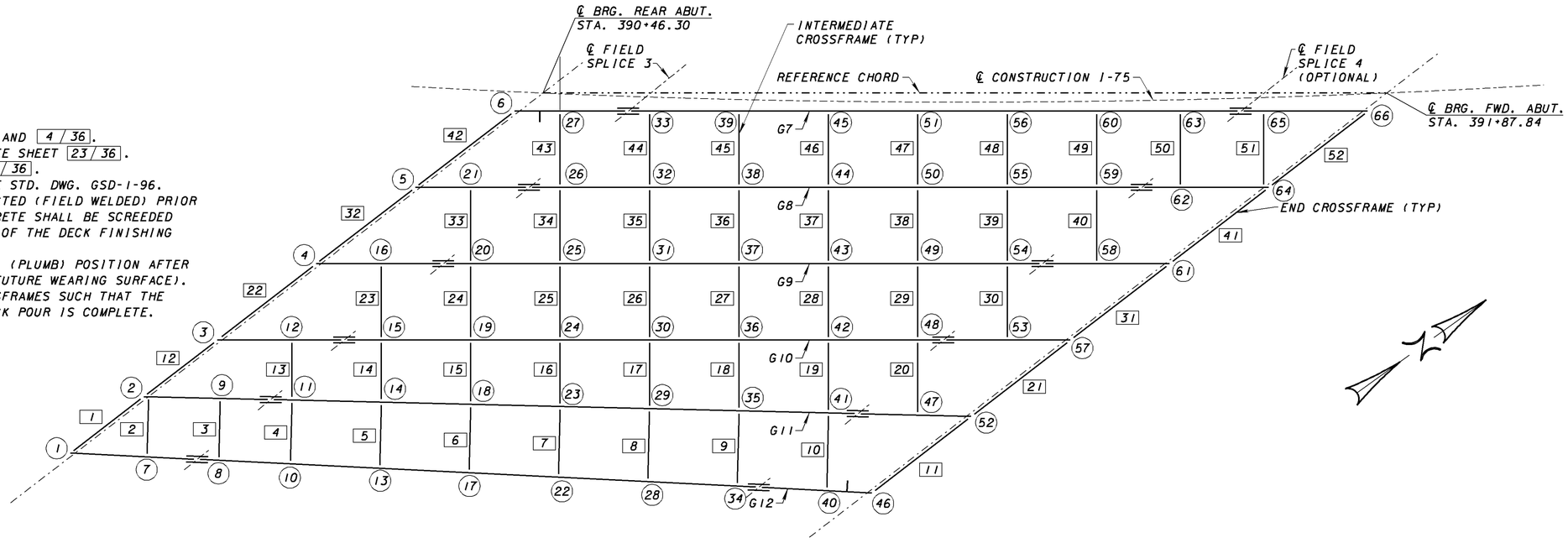
LEGEND

(#) - CROSSFRAME NODE NUMBER

[#] - CROSSFRAME NUMBER

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS [3 / 36] AND [4 / 36].
2. FOR DEFLECTION AND CAMBER DIAGRAM, SEE SHEET [23 / 36].
3. FOR CROSSFRAME DETAILS, SEE SHEET [17 / 36].
4. FOR ADDITIONAL NOTES AND DETAILS, SEE STD. DWG. GSD-1-96.
5. ALL CROSSFRAMES SHALL BE FULLY CONNECTED (FIELD WELDED) PRIOR TO THE DECK POUR. THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.
6. THE GIRDER WEB SHALL BE IN A VERTICAL (PLUMB) POSITION AFTER APPLICATION OF DEAD LOAD (EXCLUDING FUTURE WEARING SURFACE).
7. DETAIL ALL INTERMEDIATE AND END CROSSFRAMES SUCH THAT THE GIRDER WEBS ARE VERTICAL WHEN THE DECK POUR IS COMPLETE.
8. FOR FRAMING PLAN, SEE SHEET [15 / 36].



DIFFERENTIAL DEFLECTION DIAGRAM - RIGHT STRUCTURE

DIFFERENTIAL DEFLECTION TABLE - RIGHT STRUCTURE
(DEFLECTIONS DUE TO DECK PLACEMENT ONLY)

CROSSFRAME NUMBER	RIGHT NODE		LEFT NODE		DIFFERENTIAL DEFLECTION
	NUMBER	DEFLECTION	NUMBER	DEFLECTION	
2	7	-1 9/16"	2	0"	1 9/16"
3	8	-2 7/8"	9	-1 3/8"	1 1/2"
4	10	-4"	11	-2 5/8"	1 3/8"
5	13	-4 15/16"	14	-3 3/4"	1 3/16"
6	17	-5 5/16"	18	-4 1/2"	13/16"
7	22	-5 1/16"	23	-4 3/4"	5/16"
8	28	-4 3/16"	29	-4 7/16"	1/4"
9	34	-2 13/16"	35	-3 5/8"	13/16"
10	40	-15/16"	41	-2 7/16"	1 1/2"
13	11	-2 5/8"	12	-1 1/4"	1 3/8"
14	14	-3 3/4"	15	-2 5/8"	1 1/8"
15	18	-4 1/2"	19	-3 11/16"	13/16"
16	23	-4 3/4"	24	-4 5/16"	7/16"
17	29	-4 7/16"	30	-4 9/16"	1/8"
18	35	-3 5/8"	36	-4 1/4"	5/8"
19	41	-2 7/16"	42	-3 9/16"	1 1/8"
20	47	-15/16"	48	-2 1/2"	1 9/16"
23	15	-2 5/8"	16	-1 1/8"	1 1/2"
24	19	-3 11/16"	20	-2 1/2"	1 3/16"
25	24	-4 5/16"	25	-3 5/8"	11/16"
26	30	-4 9/16"	31	-4 3/8"	3/16"

DIFFERENTIAL DEFLECTION TABLE - RIGHT STRUCTURE
(DEFLECTIONS DUE TO DECK PLACEMENT ONLY)

CROSSFRAME NUMBER	RIGHT NODE		LEFT NODE		DIFFERENTIAL DEFLECTION
	NUMBER	DEFLECTION	NUMBER	DEFLECTION	
27	36	-4 1/4"	37	-4 3/4"	1/2"
28	42	-3 9/16"	43	-4 9/16"	1"
29	48	-2 1/2"	49	-3 15/16"	1 7/16"
30	53	-1 1/16"	54	-2 7/8"	1 13/16"
33	20	-2 1/2"	21	-1"	1 1/2"
34	25	-3 5/8"	26	-2 5/8"	1"
35	31	-4 3/8"	32	-3 15/16"	7/16"
36	37	-4 3/4"	38	-4 7/8"	1/8"
37	43	-4 9/16"	44	-5 3/8"	13/16"
38	49	-3 15/16"	50	-5 1/4"	1 5/16"
39	54	-2 7/8"	55	-4 9/16"	1 11/16"
40	58	-1 3/8"	59	-3 7/16"	2 1/16"
43	26	-2 5/8"	27	-1 1/8"	1 1/2"
44	32	-3 5/16"	33	-3 1/4"	11/16"
45	38	-4 7/8"	39	-4 15/16"	1/16"
46	44	-5 3/8"	45	-6 1/16"	11/16"
47	50	-5 1/4"	51	-6 1/2"	1 1/4"
48	55	-4 9/16"	56	-6 5/16"	1 3/4"
49	59	-3 7/16"	60	-5 7/16"	2"
50	62	-1 7/8"	63	-4 3/16"	2 5/16"
51	64	0"	65	-2 1/2"	2 1/2"

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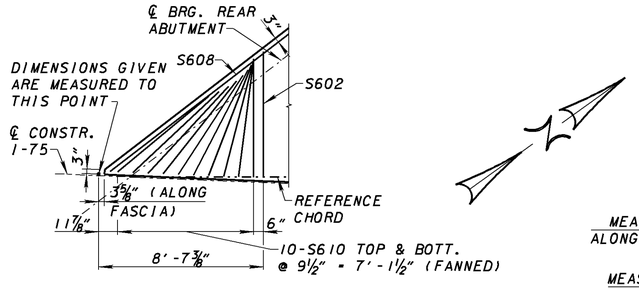
DIFFERENTIAL DEFLECTIONS - RIGHT STRUCTURE
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1658B
1811



DETAIL Y

DETAIL Z

SLAB PLAN - LEFT STRUCTURE

NOTE A:

CONTROL JOINTS ARE SPACED SUCH THAT PARAPET REINFORCEMENT MAINTAINS A CLEARANCE OF 6" (TYP).

LEGEND

NF = NEAR FACE
FF = FAR FACE
F = FAHRENHEIT

NOTES

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4⅜ INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE IS ±3". THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.
2. FOR GENERAL NOTES, SEE SHEETS 3 / 36 & 4 / 36.
3. FOR REINFORCING STEEL LIST, SEE SHEET 36 / 36.
4. FOR TABLE OF SCREED ELEVATIONS, SEE SHEET 28 / 36.
5. FOR SECTION A-A, SEE SHEET 27 / 36.
6. FOR SECTION B-B, SEE SHEET 18 / 36.
7. THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.
8. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A/ 36 THRU 13C/ 36.

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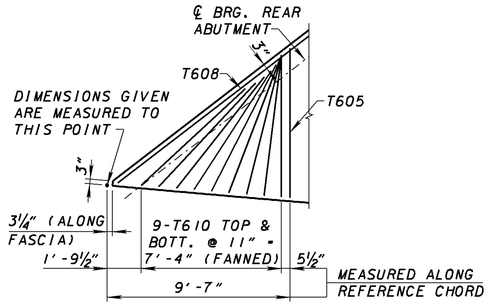
SLAB PLAN - LEFT STRUCTURE

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

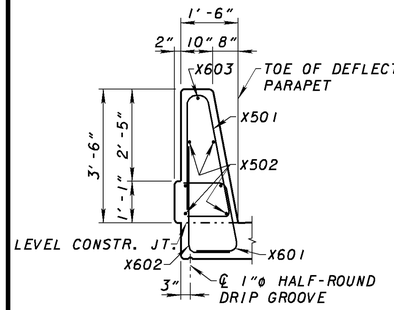
MOT-75-13.11
PID NO. 75927

1659
1811



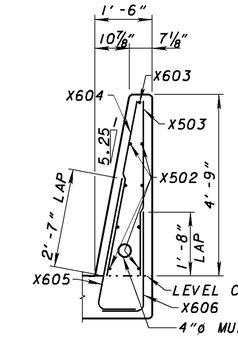
DETAIL W

DETAIL X



DETAIL V
FASCIA BARRIER
(LEFT STRUCTURE SHOWN, RIGHT STRUCTURE SIMILAR)

NOTE: SEE STANDARD DRAWING SBR-1-99 FOR ADDITIONAL NOTES AND DETAILS.



DETAIL T
MEDIAN BARRIER
(LEFT STRUCTURE SHOWN, RIGHT STRUCTURE SIMILAR)

SLAB PLAN - RIGHT STRUCTURE

NOTE A:
CONTROL JOINTS ARE SPACED SUCH THAT PARAPET REINFORCEMENT MAINTAINS A CLEARANCE OF 6" (TYP).

LEGEND
NF = NEAR FACE
FF = FAR FACE
F = FAHRENHEIT

NOTES

1. DECK SLAB CONCRETE QUANTITY: THE ESTIMATED QUANTITY OF DECK SLAB CONCRETE IS BASED ON THE CONSTANT DECK SLAB THICKNESS, AS SHOWN, PLUS THE QUANTITY OF CONCRETE THAT FORMS EACH BEAM HAUNCH. THE ESTIMATE ASSUMES A CONSTANT HAUNCH THICKNESS OF 4¼ INCHES AND A CONSTANT HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE OF 9 INCHES. DEVIATE FROM THIS HAUNCH THICKNESS AS NECESSARY TO PLACE THE DECK SURFACE AT THE FINISHED GRADE. THE ALLOWABLE TOLERANCE FOR THE HAUNCH WIDTH OUTSIDE THE EDGE OF EACH BEAM FLANGE IS ±3". THE HAUNCH THICKNESS WAS MEASURED AT THE CENTERLINE OF THE BEAM/GIRDER, FROM THE SURFACE OF THE DECK TO THE BOTTOM OF THE TOP FLANGE MINUS THE DECK SLAB THICKNESS. THE AREA OF ALL EMBEDDED STEEL PLATES HAS BEEN DEDUCTED FROM THE HAUNCH QUANTITY IN ACCORDANCE WITH 511.24.
2. FOR GENERAL NOTES, SEE SHEETS 3 / 36 & 4 / 36.
3. FOR REINFORCING STEEL LIST, SEE SHEET 36 / 36.
4. FOR TABLE OF SCREED ELEVATIONS, SEE SHEET 28 / 36.
5. FOR SECTION A-A, SEE SHEET 27 / 36.
6. FOR SECTION B-B, SEE SHEET 18 / 36.
7. THE DECK SLAB CONCRETE SHALL BE SCREEDED ALONG THE SKEW TO THE MAXIMUM LIMITS OF THE DECK FINISHING MACHINE.
8. FOR SUPERSTRUCTURE CONSTRUCTION SEQUENCE, SEE SHEETS 13A / 36 THRU 13C / 36.

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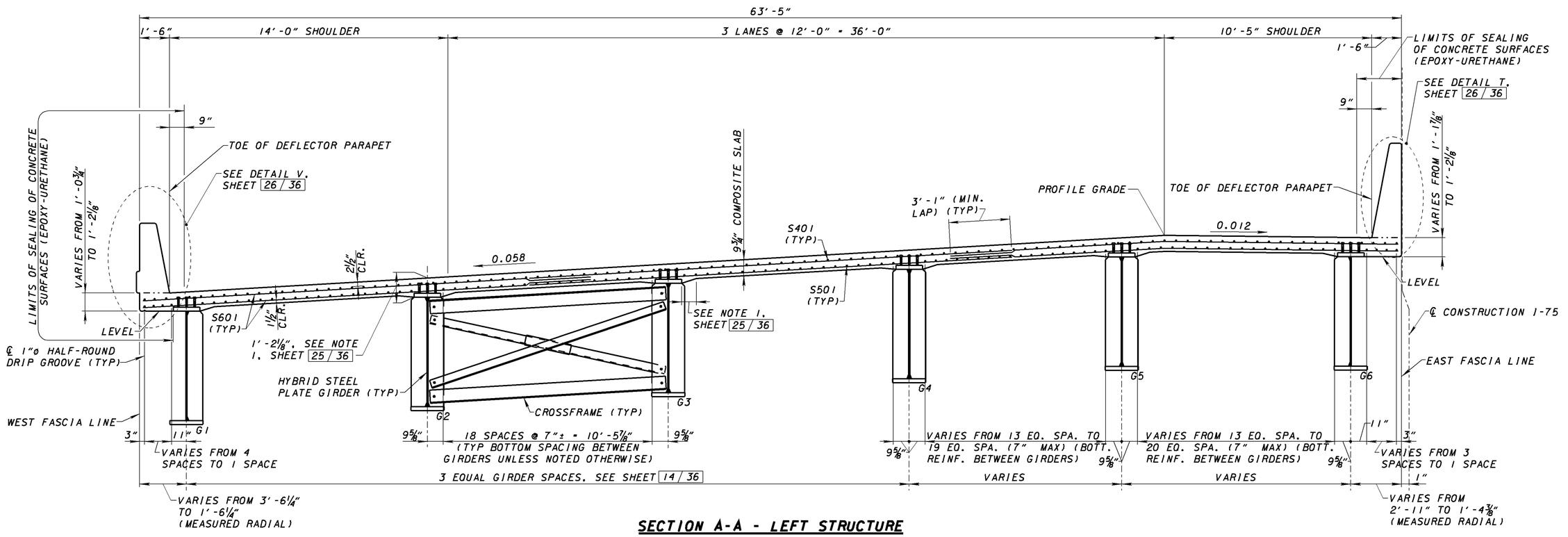
SLAB PLAN - RIGHT STRUCTURE
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

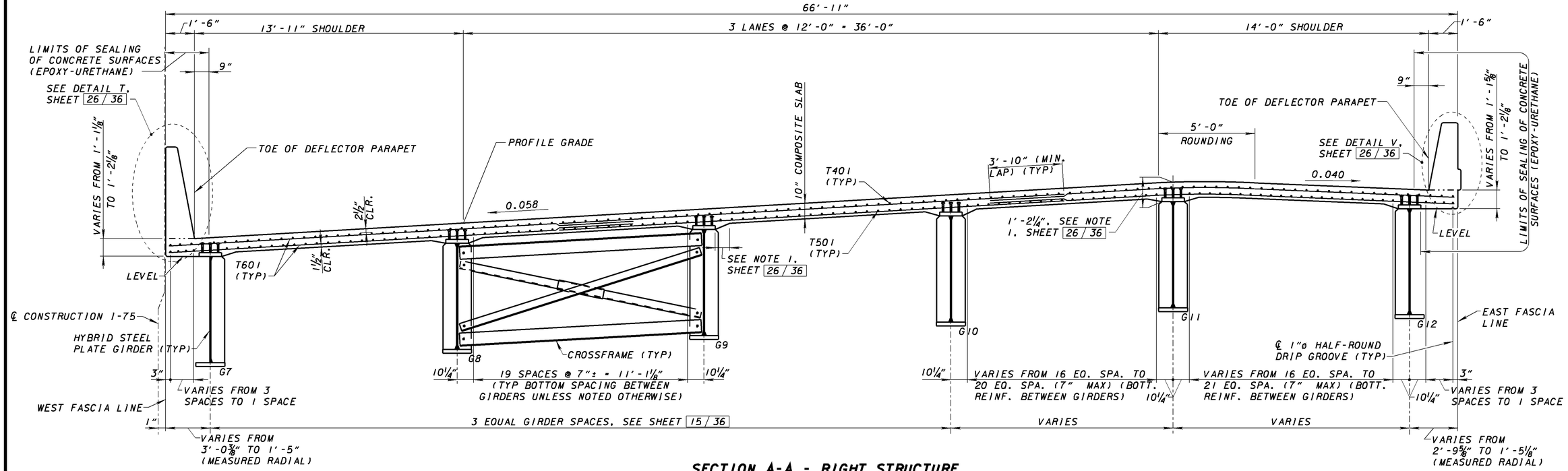
MOT-75-13.11
PID NO. 75927

26 / 36

1660 / 181



SECTION A-A - LEFT STRUCTURE



SECTION A-A - RIGHT STRUCTURE

NOTE:

1. FOR NOTES AND ADDITIONAL DETAILS, SEE SHEETS 25 / 36 & 26 / 36.

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SLAB SECTIONS
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

27 / 36

166 / 181

SCREED STATIONS & ELEVATIONS

LOCATION	SB TOE OF WEST PARAPET	GIRDER G1	GIRDER G2	GIRDER G3	GIRDER G4	SB PROFILE GRADE LINE	GIRDER G5	GIRDER G6	SB TOE OF EAST PARAPET	NB TOE OF WEST PARAPET	GIRDER G7	NB PROFILE GRADE LINE	GIRDER G8	GIRDER G9	GIRDER G10	BEGIN 5' ROUNDING	GIRDER G11	END 5' ROUNDING	GIRDER G12	NB TOE OF EAST PARAPET
℄ BRG. REAR ABUT.	391+25.21 761.84	391+22.37 761.98	391+04.88 763.01	390+87.67 764.05	390+70.75 765.10	390+60.75 765.75	390+59.40 765.74	390+48.18 765.80	390+48.19 765.80	390+44.42 765.20	390+42.51 765.31	390+28.16 766.27	390+26.64 766.35	390+11.04 767.39	389+95.69 768.44	389+88.15 769.01	389+84.48 769.13	389+82.81 769.09	389+73.40 768.89	389+73.33 768.89
1/4	391+30.59 761.82	391+28.07 761.93	391+12.07 762.97	390+94.80 764.01	390+78.57 765.04	390+67.31 765.71	390+66.44 765.71	390+55.19 765.76	390+54.90 765.75	390+48.76 765.18	390+47.06 765.27	390+32.42 766.26	390+31.15 766.32	390+16.06 767.36	390+00.67 768.41	389+92.84 768.99	389+89.43 769.12	389+87.47 769.07	389+78.32 768.86	389+78.08 768.85
1/2	391+35.98 761.79	391+33.77 761.89	391+19.27 762.93	391+01.94 763.97	390+86.40 764.98	390+73.88 765.68	390+73.48 765.68	390+62.19 765.71	390+61.62 765.70	390+53.10 765.15	390+51.61 765.23	390+36.67 766.25	390+35.66 766.30	390+21.08 767.33	390+05.65 768.37	389+97.53 768.94	389+94.38 769.11	389+92.13 769.05	389+83.25 768.83	389+82.83 768.82
3/4	391+41.36 761.75	391+39.48 761.84	391+26.47 762.88	391+09.07 763.91	390+94.24 764.92	390+80.45 765.64	390+80.52 765.64	390+69.20 765.65	390+68.33 765.65	390+57.44 765.13	390+56.16 765.20	390+40.92 766.24	390+40.18 766.27	390+26.11 767.30	390+10.63 768.34	390+02.22 768.92	389+99.34 769.10	389+96.79 769.03	389+88.17 768.80	389+87.58 768.78
℄ FIELD SPLICE 1	391+46.74 761.72	391+45.19 761.80	391+33.67 762.83	391+16.22 763.86	391+02.08 764.84	390+87.01 765.60	390+87.56 765.57	390+76.20 765.59	390+75.05 765.59	390+61.79 765.10	390+60.71 765.16	390+45.18 766.22	390+44.69 766.25	390+31.14 767.27	390+15.61 768.30	390+06.91 768.90	390+04.29 769.08	390+01.45 769.00	389+93.10 768.77	389+92.33 768.74
1/8	391+59.99 761.62	391+58.50 761.67	391+46.49 762.71	391+28.16 763.74	391+13.91 764.71	390+98.17 765.50	390+99.01 765.44	390+87.66 765.47	390+86.53 765.47	390+74.58 765.00	390+73.53 765.04	390+57.69 766.16	390+57.40 766.15	390+43.47 767.17	390+27.84 768.19	390+18.64 768.82	390+16.20 768.96	390+13.09 768.92	390+04.44 768.67	390+03.68 768.64
1/4	391+73.24 761.49	391+71.81 761.53	391+59.31 762.57	391+40.10 763.61	391+25.76 764.56	391+09.33 765.38	391+10.47 765.30	390+99.11 765.34	390+98.02 765.33	390+86.53 764.81	390+86.36 764.91	390+70.20 766.07	390+70.12 766.04	390+55.80 767.04	390+40.07 768.05	390+30.37 768.72	390+28.12 768.83	390+24.74 768.80	390+15.78 768.56	390+15.04 768.52
3/8	391+86.48 761.34	391+85.14 761.36	391+72.14 762.40	391+52.06 763.45	391+37.62 764.38	391+20.49 765.23	391+21.93 765.14	391+10.57 765.18	391+09.50 765.18	391+00.16 764.73	390+99.18 764.75	390+82.71 765.94	390+82.85 765.89	390+68.15 766.89	390+52.31 767.89	390+42.10 768.58	390+40.04 768.67	390+36.38 768.66	390+27.13 768.42	390+26.39 768.38
1/2	391+99.73 761.15	391+98.46 761.17	391+84.97 762.20	391+64.02 763.26	391+49.49 764.18	391+31.65 765.07	391+33.40 764.96	391+22.03 765.00	391+20.99 765.00	391+12.95 764.55	391+12.02 764.56	390+95.21 765.77	390+95.57 765.70	390+80.50 766.70	390+64.56 767.69	390+53.83 768.41	390+51.97 768.49	390+48.03 768.49	390+38.48 768.25	390+37.75 768.21
5/8	392+12.97 760.93	392+11.79 760.95	391+97.81 761.97	391+75.99 763.05	391+61.36 763.95	391+42.82 764.87	391+44.87 764.75	391+33.49 764.81	391+32.48 764.81	391+25.74 764.33	391+24.85 764.35	391+07.72 765.55	391+08.31 765.47	390+92.85 766.47	390+76.81 767.45	390+65.56 768.20	390+63.90 768.27	390+59.67 768.28	390+49.82 768.05	390+49.10 768.02
3/4	392+26.22 760.67	392+25.11 760.70	392+10.65 761.70	391+87.96 762.80	391+73.23 763.69	391+53.98 764.66	391+56.34 764.52	391+44.94 764.59	391+43.96 764.59	391+38.53 764.08	391+37.68 764.10	391+20.23 765.30	391+21.04 765.21	391+05.21 766.20	390+89.07 767.18	390+77.28 767.95	390+75.83 768.02	390+71.32 768.05	390+61.16 767.83	390+60.46 767.80
7/8	392+39.47 760.39	392+38.43 760.43	392+23.49 761.41	391+99.93 762.53	391+85.11 763.42	391+65.14 764.43	391+67.81 764.28	391+56.40 764.35	391+55.45 764.36	391+51.33 763.80	391+50.51 763.83	391+32.74 765.00	391+33.77 764.91	391+17.56 765.90	391+01.33 766.89	390+89.01 767.68	390+87.76 767.75	390+82.96 767.79	390+72.51 767.58	390+71.81 767.56
℄ FIELD SPLICE 2	392+52.71 760.08	392+51.75 760.14	392+36.32 761.10	392+11.90 762.24	391+96.99 763.12	391+76.30 764.18	391+79.28 764.02	391+67.85 764.09	391+66.93 764.10	391+64.12 763.49	391+63.33 763.54	391+45.25 764.68	391+46.50 764.59	391+29.92 765.58	391+13.59 766.56	391+00.74 767.39	390+99.69 767.45	390+94.60 767.52	390+83.84 767.31	390+83.17 767.30
1/4	392+60.42 759.89	392+59.02 759.97	392+42.76 760.93	392+19.84 762.04	392+04.11 762.93	391+83.52 764.01	391+86.34 763.85	391+73.35 763.96	391+72.73 763.97	391+69.49 763.35	391+68.45 763.42	391+50.49 764.53	391+51.58 764.45	391+34.96 765.44	391+18.60 766.43	391+05.27 767.27	391+04.11 767.34	390+99.10 767.40	390+88.23 767.20	390+87.74 767.20
1/2	392+68.12 759.69	392+66.29 759.80	392+49.21 760.76	392+27.77 761.82	392+11.22 762.74	391+90.73 763.86	391+93.40 763.68	391+78.86 763.83	391+78.52 763.84	391+74.86 763.21	391+73.56 763.30	391+55.73 764.38	391+56.66 764.31	391+40.00 765.30	391+23.60 766.29	391+09.81 767.15	391+08.53 767.23	391+03.60 767.30	390+92.62 767.09	390+92.32 767.08
3/4	392+75.82 759.49	392+73.55 759.63	392+55.65 760.58	392+35.70 761.59	392+18.33 762.54	391+97.95 763.67	392+00.46 763.50	391+84.36 763.70	391+84.31 763.70	391+80.23 763.07	391+78.68 763.18	391+60.97 764.23	391+61.73 764.17	391+45.04 765.16	391+28.60 766.14	391+14.34 767.03	391+12.95 767.11	391+08.10 767.20	390+97.00 766.97	390+96.90 766.97
℄ BRG. FWD. ABUT.	392+83.52 759.31	392+80.82 759.45	392+62.09 760.40	392+43.63 761.37	392+25.44 762.34	392+05.17 763.47	392+07.52 763.32	391+89.86 763.57	391+90.10 763.56	391+85.60 762.95	391+83.79 763.05	391+66.21 764.07	391+66.81 764.03	391+50.08 765.01	391+33.60 766.00	391+18.88 766.90	391+17.37 766.99	391+12.60 767.09	391+01.38 766.86	391+01.47 766.86

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. THE SCREED LOCATIONS LISTED IN THE TABLE ARE LOCATED BY MEASURING ALONG THE CENTERLINE OF EACH ELEMENT (IE. GIRDER, PROFILE GRADE LINE, ETC.). FOR ADDITIONAL INFORMATION, REFER TO THE FRAMING PLAN AND GIRDER ELEVATION DETAILS. SHEETS 14/36 THRU 16/36.

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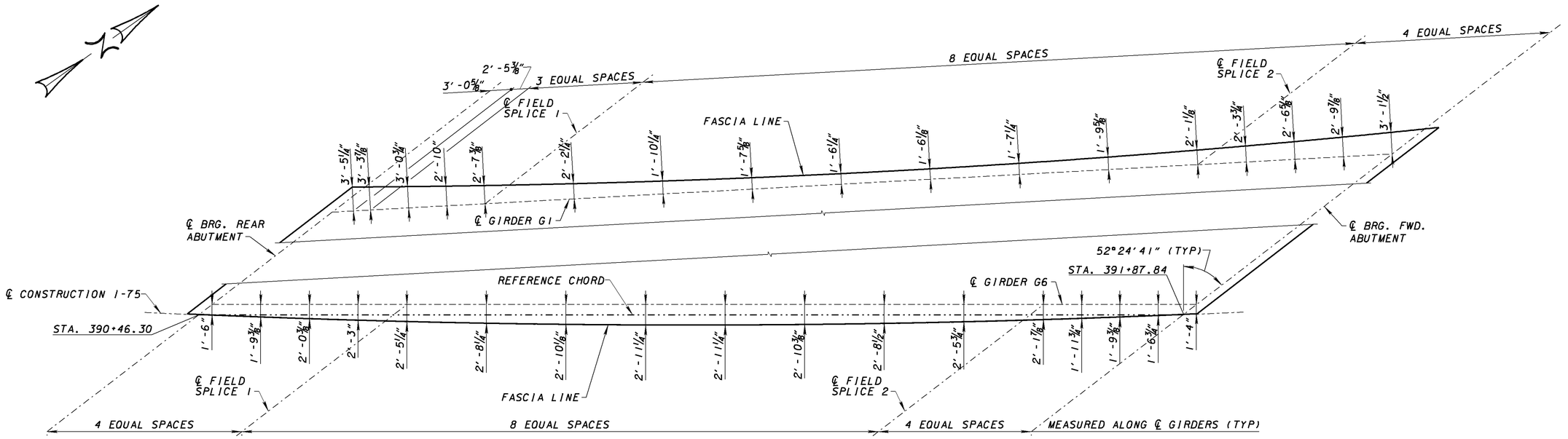
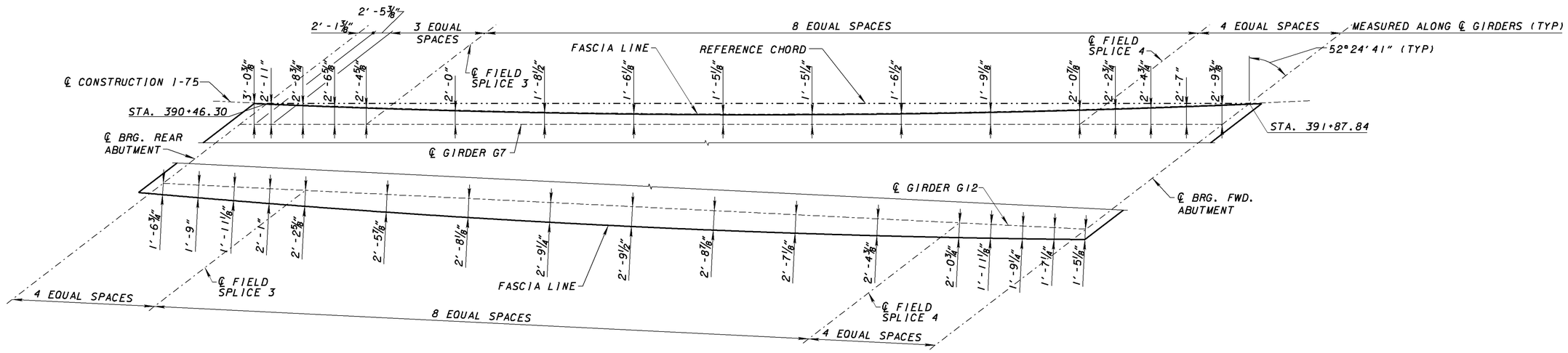
CHECKED AMT | REVISED | STRUCTURE FILE NUMBER 5708451

SCREED ELEVATIONS
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927



FASCIA OFFSET PLAN - LEFT STRUCTURE



NOTE:
FASCIA OFFSETS ARE MEASURED PERPENDICULAR TO ℄ OF GIRDERS

FASCIA OFFSET PLAN - RIGHT STRUCTURE

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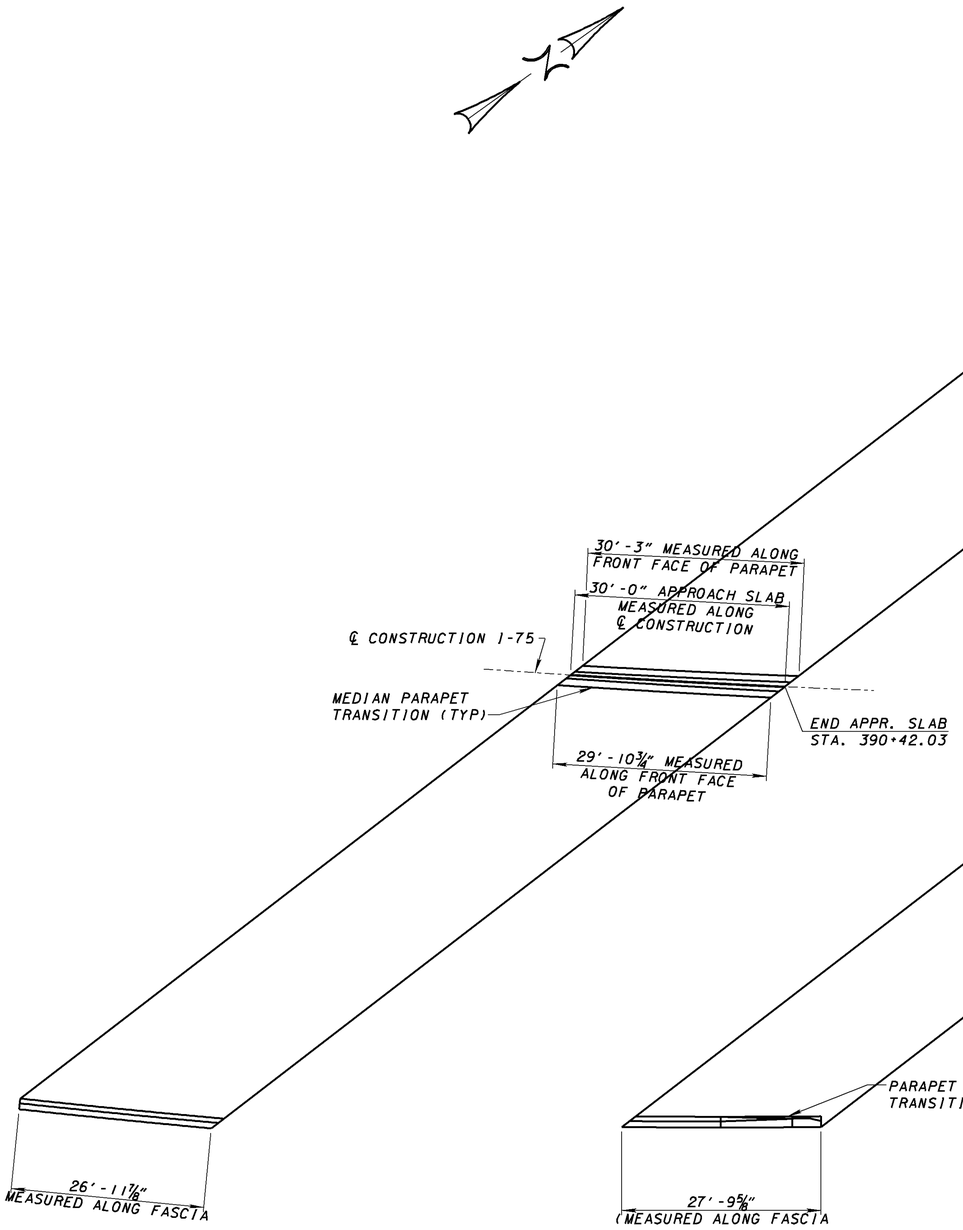
JJS	JAL	MPH	5-07
CHECKED	REVISED	STRUCTURE FILE NUMBER	
AMT		5708451	

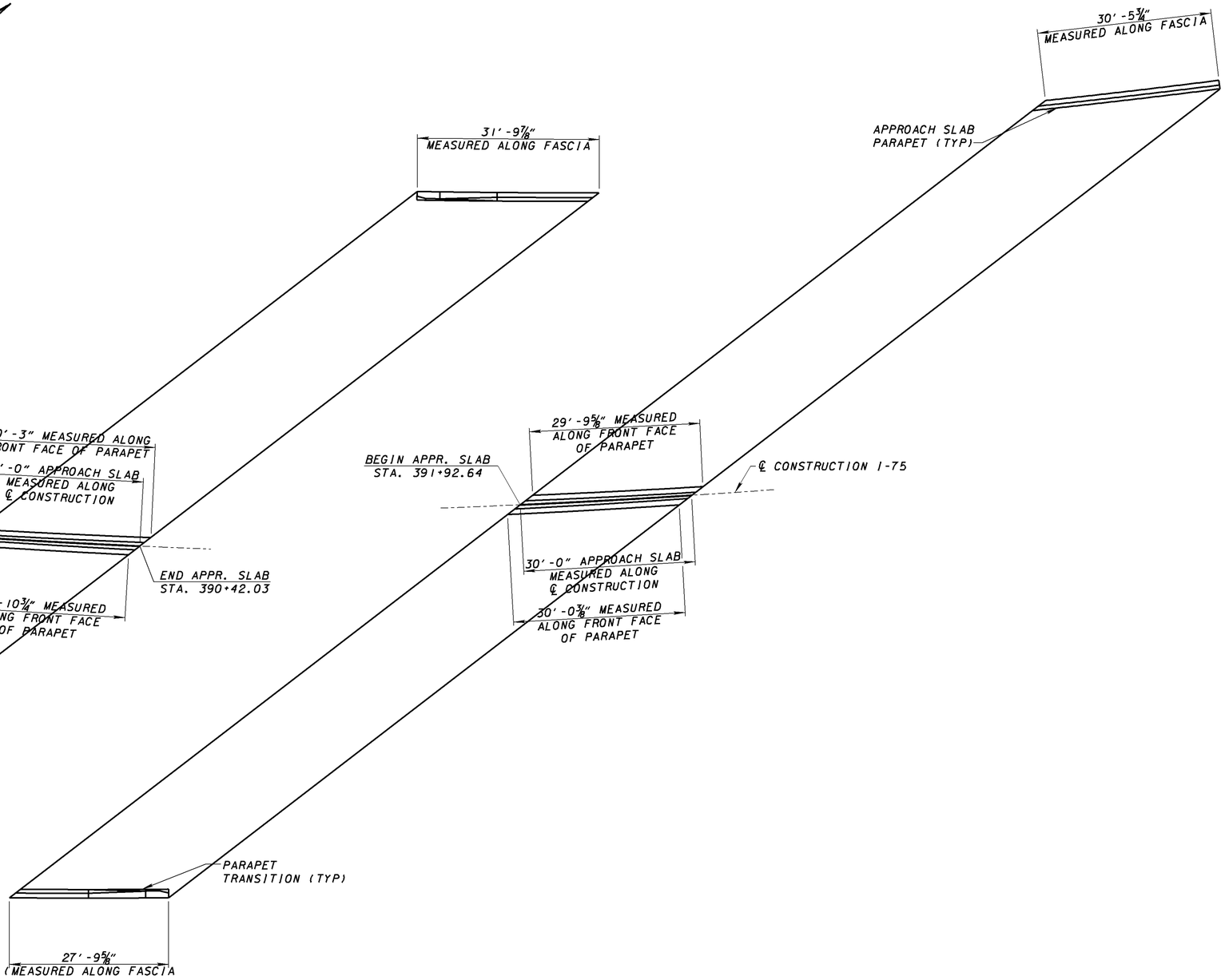
FASCIA OFFSET PLANS
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1663
1811



PLAN
REAR APPROACH SLAB



PLAN
FORWARD APPROACH SLAB

NOTES:

1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR PARAPET AND TRANSITION DETAILS, SEE SHEETS 31 / 36 THRU 34 / 36.
3. FOR ADDITIONAL NOTES AND DETAILS, SEE STANDARD DRAWING AS-1-81.

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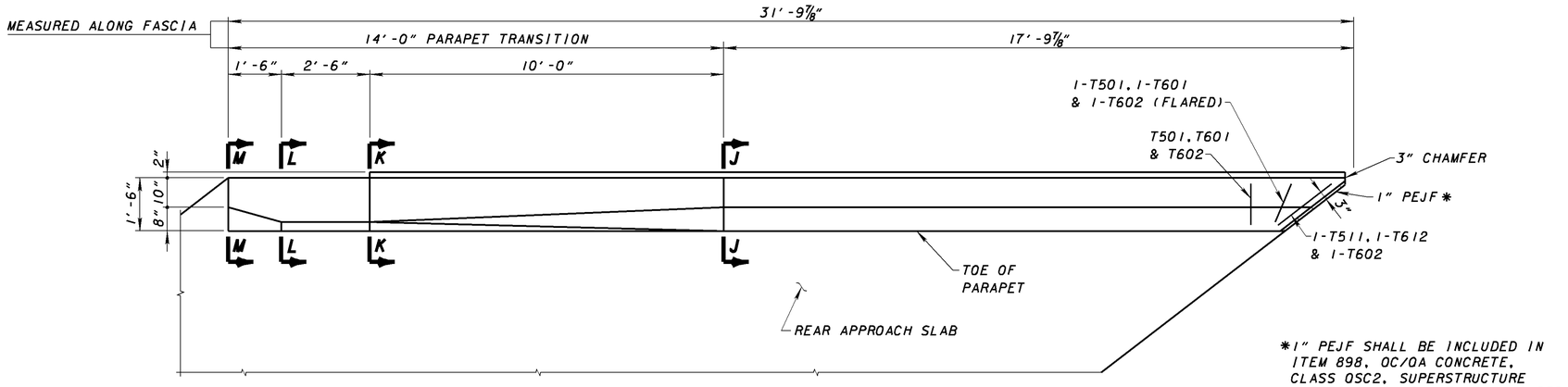
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWW		5708451	

APPROACH SLABS
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

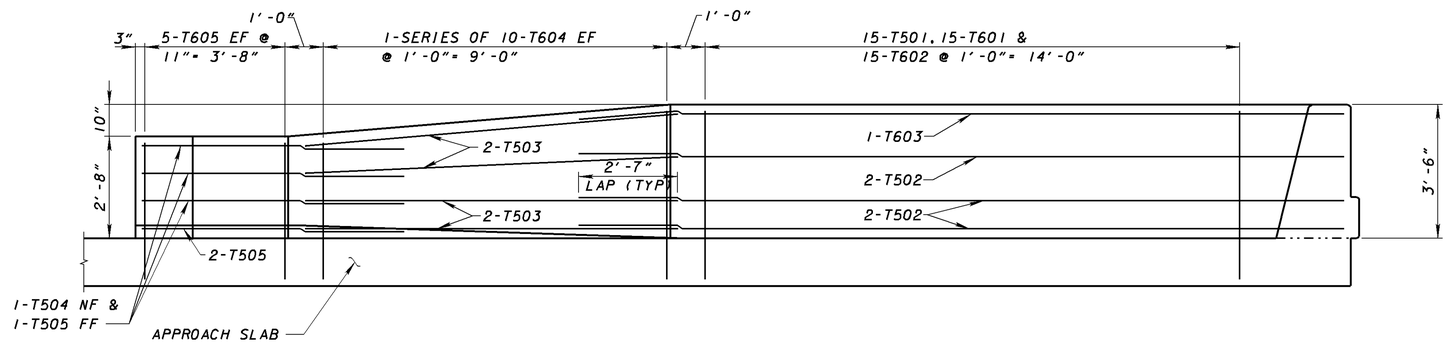
1664
1811



*1" PEJF SHALL BE INCLUDED IN ITEM 898, OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), T=17", AS PER PLAN FOR PAYMENT.

PLAN

NOTE: CURVATURE NOT SHOWN FOR CLARITY.



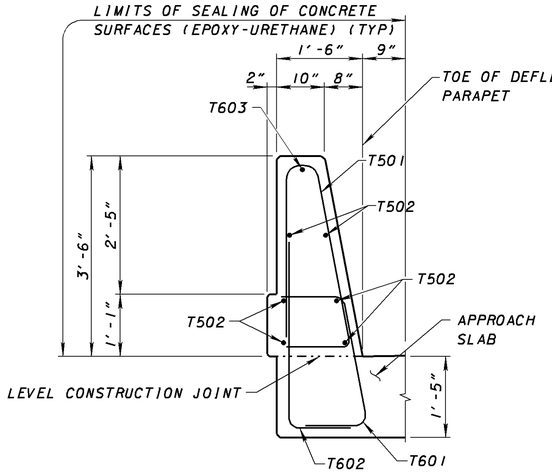
ELEVATION

NOTES:

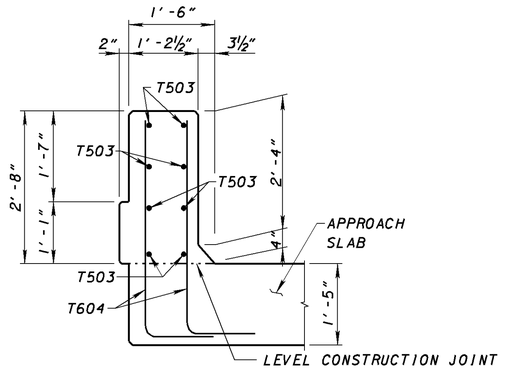
1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 36 / 36.
3. FOR ADDITIONAL DETAILS, SEE STANDARD DRAWING AS-1-81 AND SBR-1-99.

LEGEND:

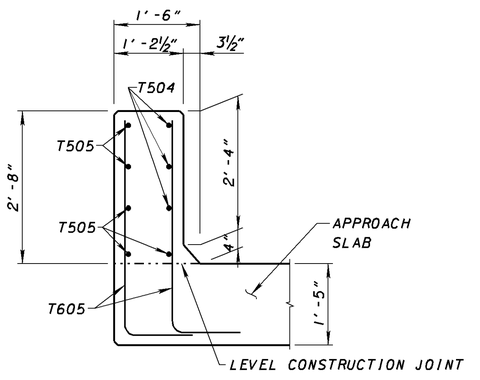
NF- NEAR FACE
FF- FAR FACE
EF- EACH FACE



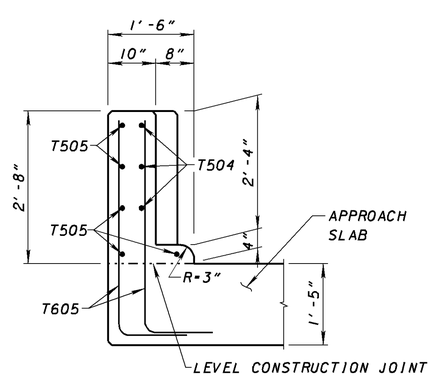
SECTION J-J



SECTION K-K



SECTION L-L



SECTION M-M

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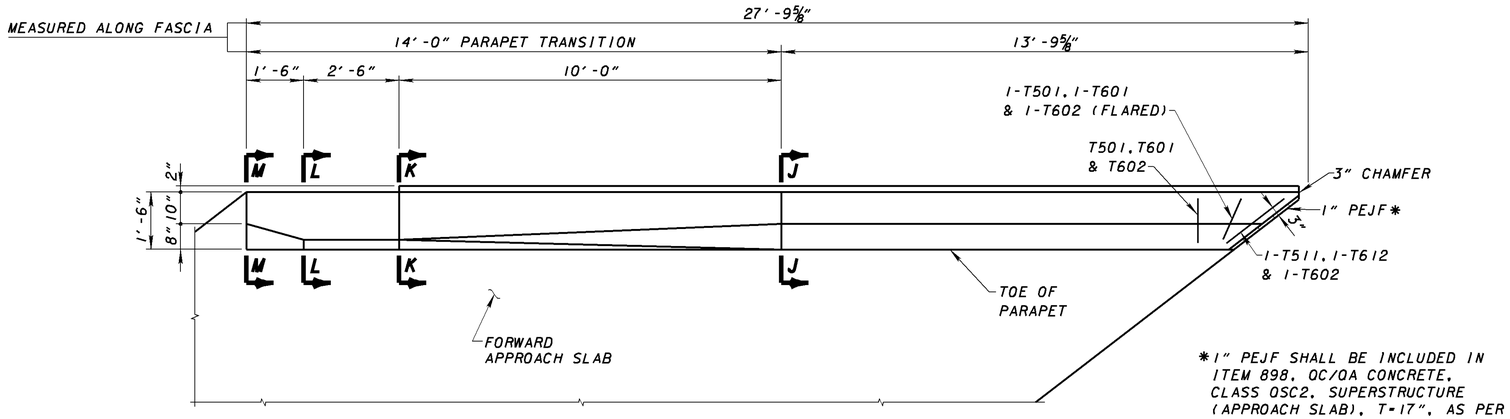
DESIGNED	DRAWN	REVIEWED	DATE
DWS	JAL	MPH	5-07
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWW		5708451	

SOUTHWEST PARAPET TRANSITION

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

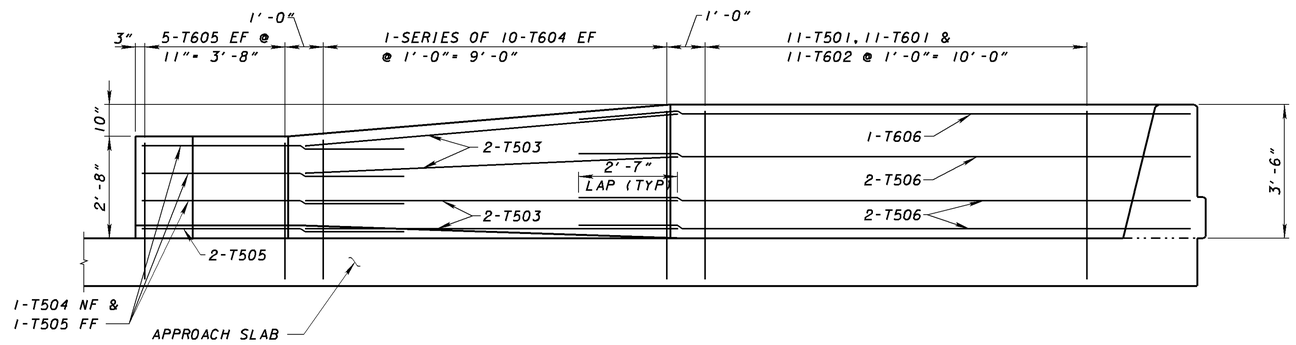
1665
1811



*1" PEJF SHALL BE INCLUDED IN ITEM 898, OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), T=17", AS PER PLAN FOR PAYMENT.

PLAN

NOTE: CURVATURE NOT SHOWN FOR CLARITY.



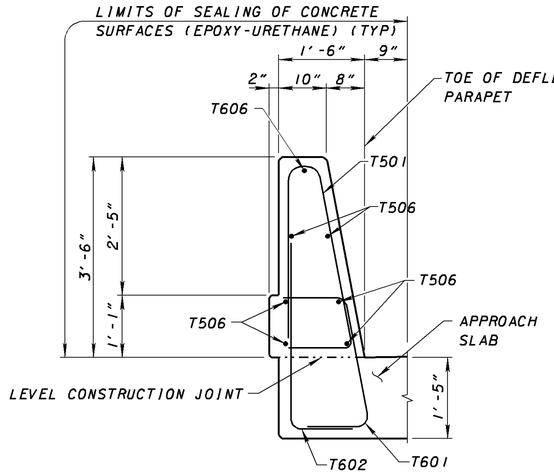
ELEVATION

NOTES:

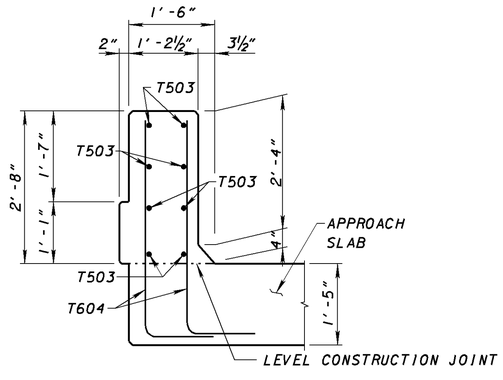
1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 36 / 36.
3. FOR ADDITIONAL DETAILS, SEE STANDARD DRAWING AS-1-81 AND SBR-1-99.

LEGEND:

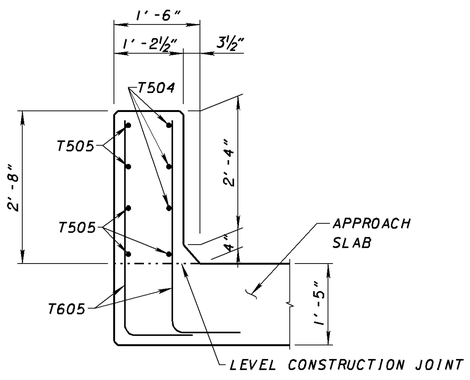
NF- NEAR FACE
FF- FAR FACE
EF- EACH FACE



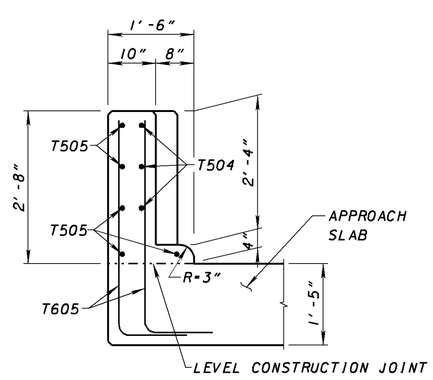
SECTION J-J



SECTION K-K



SECTION L-L



SECTION M-M

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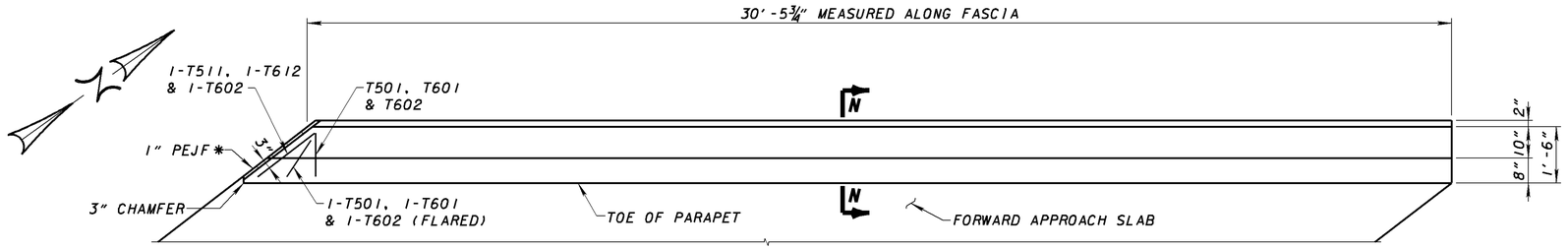
DESIGNED	DRAWN	REVIEWED	DATE
DWS	JAL	MPH	5-07
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWW		5708451	

NORTHEAST PARAPET TRANSITION
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

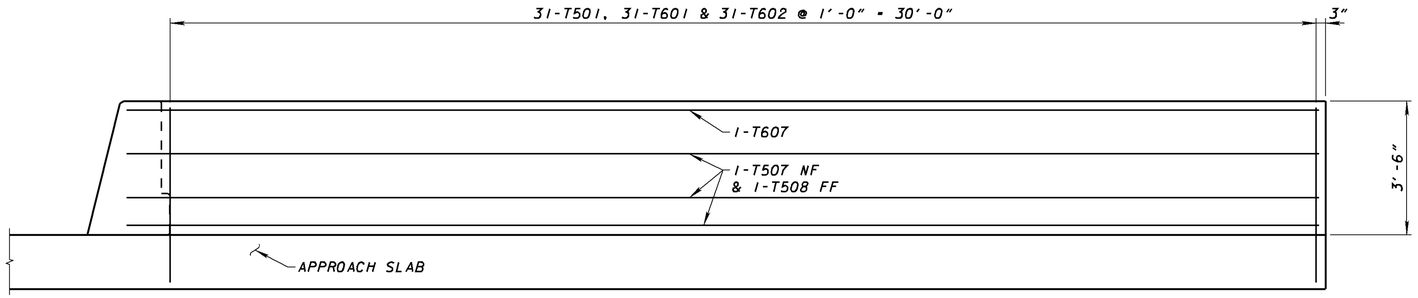
MOT-75-13.11
PID NO. 75927



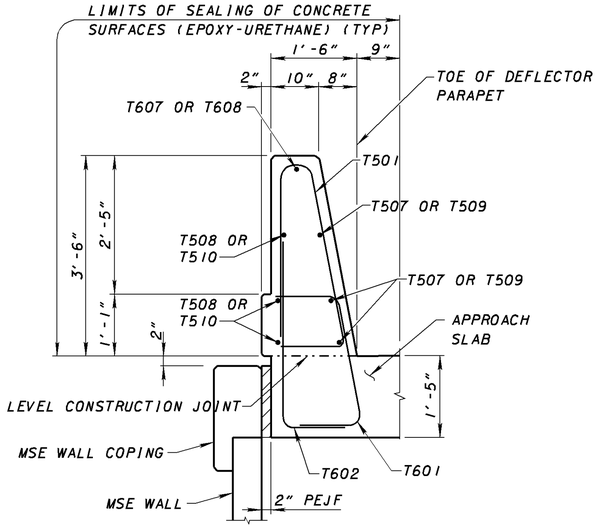
* 1" PEJF SHALL BE INCLUDED IN ITEM 898, OC/OA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), T-17", AS PER PLAN FOR PAYMENT.

PLAN - NORTHWEST APPROACH SLAB PARAPET

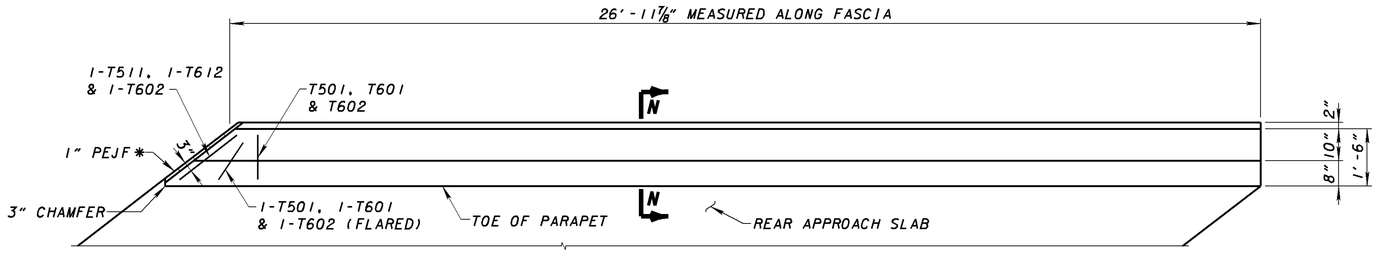
NOTE: CURVATURE NOT SHOWN FOR CLARITY.



ELEVATION - NORTHWEST APPROACH SLAB PARAPET



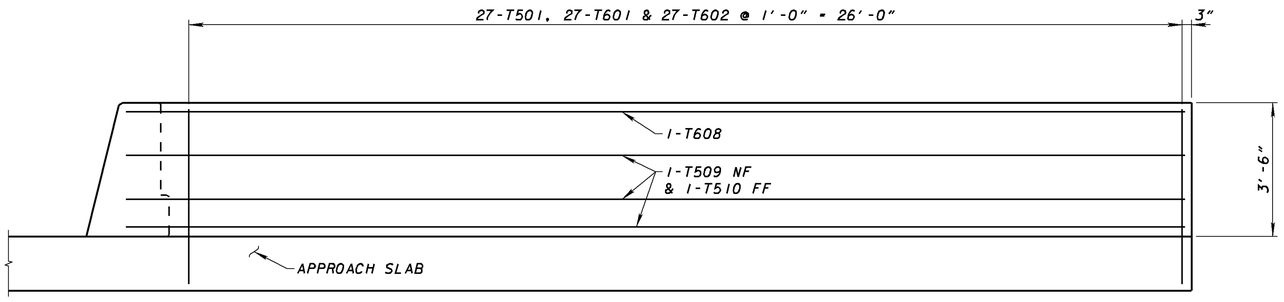
SECTION N-N



* 1" PEJF SHALL BE INCLUDED IN ITEM 898, OC/OA CONCRETE, CLASS QSC2, SUPERSTRUCTURE (APPROACH SLAB), T-17", AS PER PLAN FOR PAYMENT.

PLAN - SOUTHEAST APPROACH SLAB PARAPET

NOTE: CURVATURE NOT SHOWN FOR CLARITY.



ELEVATION - SOUTHEAST APPROACH SLAB PARAPET

LEGEND:
NF- NEAR FACE
FF- FAR FACE

NOTES:
1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 36 / 36.
3. FOR ADDITIONAL DETAILS, SEE STANDARD DRAWING AS-1-81 AND SBR-1-99.

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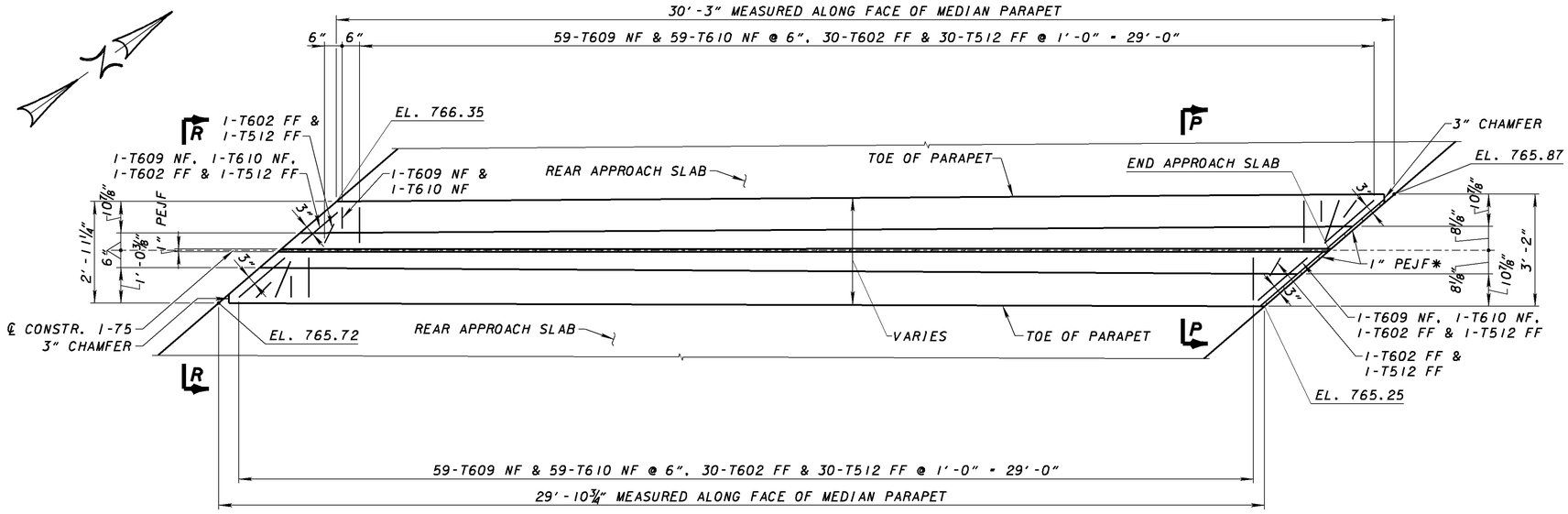
DWS	JAL	MPH	5-07
CHECKED	REVISED	STRUCTURE FILE NUMBER	
DWW		5708451	

NORTHWEST & SOUTHEAST APPROACH SLAB PARAPET
BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

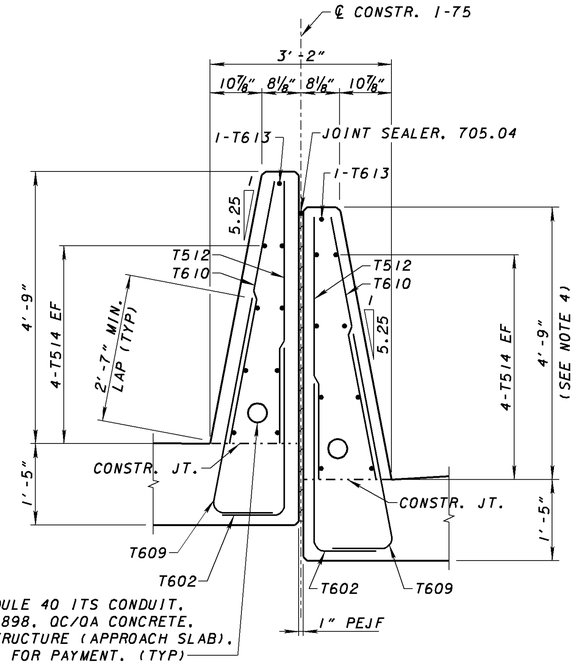
MOT-75-13.11
PID NO. 75927

33 / 36

1667
1811



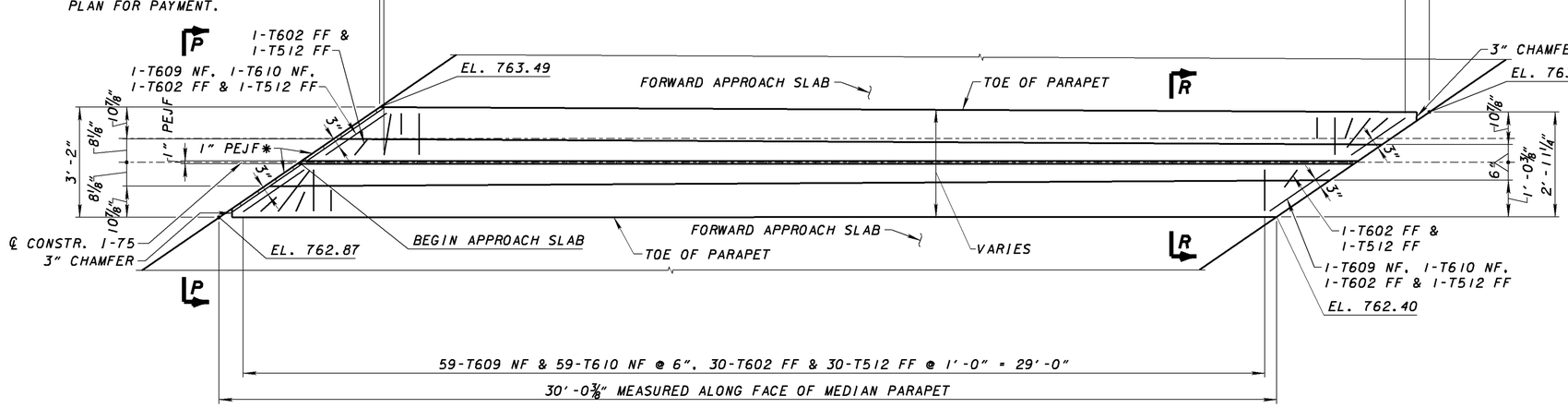
MEDIAN PARAPET TRANSITION REAR APPROACH SLAB



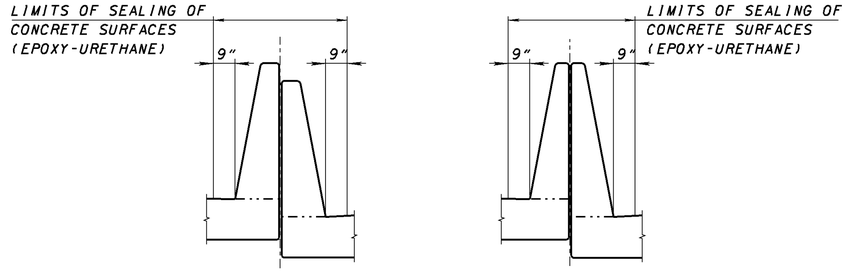
4"ø MULTICELL SCHEDULE 40 ITS CONDUIT. INCLUDED WITH ITEM 898, OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), T-17", AS PER PLAN, FOR PAYMENT. (TYP)

SECTION P-P
(BRIDGE END)

*1" PEJF SHALL BE INCLUDED IN ITEM 898, OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), T-17", AS PER PLAN FOR PAYMENT.

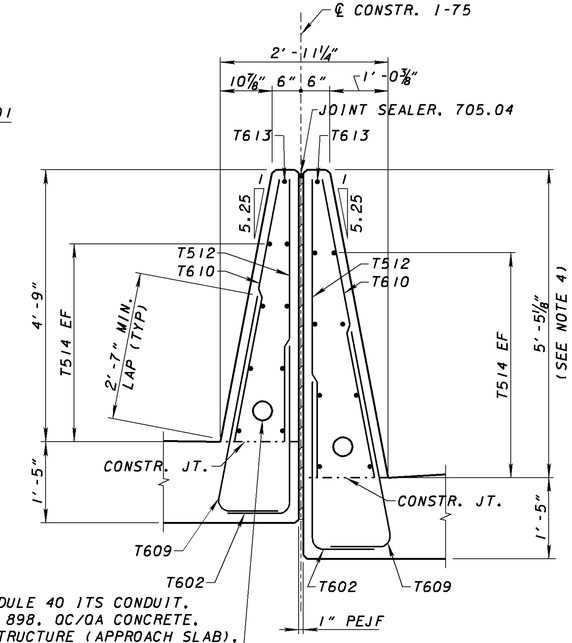


MEDIAN PARAPET TRANSITION FORWARD APPROACH SLAB



SEALING LIMITS

LEGEND:
NF- NEAR FACE
FF- FAR FACE



4"ø MULTICELL SCHEDULE 40 ITS CONDUIT. INCLUDED WITH ITEM 898, OC/OA CONCRETE, CLASS OSC2, SUPERSTRUCTURE (APPROACH SLAB), T-17", AS PER PLAN, FOR PAYMENT. (TYP)

SECTION R-R
(ROADWAY END)

NOTES:
1. FOR GENERAL NOTES, SEE SHEETS 3 / 36 AND 4 / 36.
2. FOR REINFORCING STEEL LIST, SEE SHEET 36 / 36.
3. FOR ADDITIONAL DETAILS, SEE STANDARD DRAWING AS-1-81 AND SBR-1-99.
4. VARIABLE MEDIAN BARRIER DIMENSIONS SHALL VARY LINEARLY BETWEEN THE BEGIN APPROACH SLAB AND END APPROACH SLAB LIMITS.

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DESIGNED DWS | DRAWN JAL | REVIEWED MPH | DATE 5-07
CHECKED DWW | REVISED | STRUCTURE FILE NUMBER 5708451

MEDIAN PARAPET TRANSITIONS ON APPROACH SLABS

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1668
1811

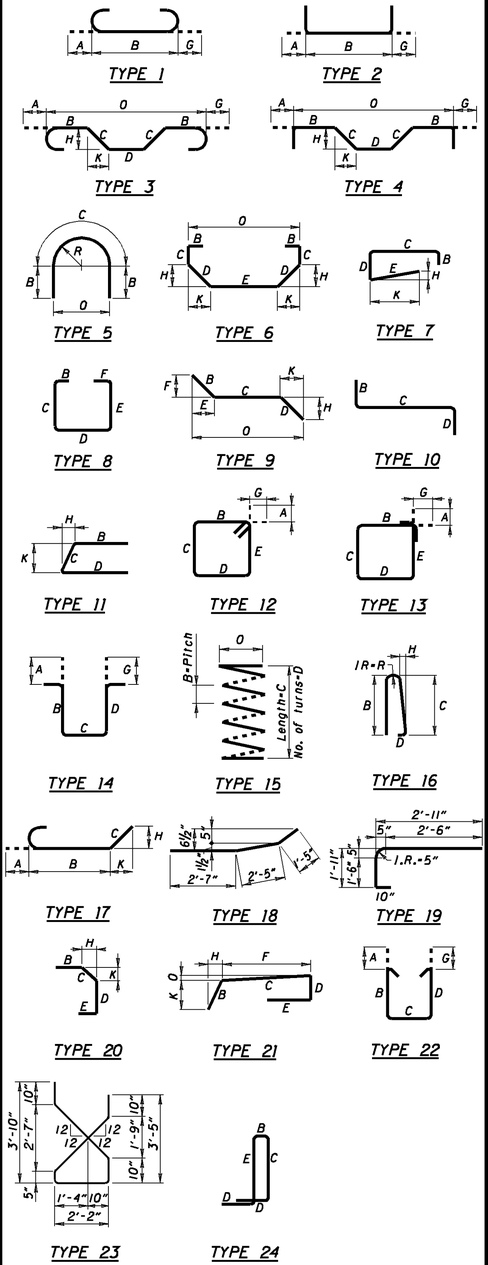
REAR ABUTMENT

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
A501	143	7'-9"	1156	2	8½"	6'-4"					8½"				
A502	1	10'-11"	11	2	8½"	9'-6"					8½"				
A503	1	5'-9"	6	2	8½"	4'-4"					8½"				
A504	1	4'-5"	5	2	8½"	3'-0"					8½"				
A505	1	7'-5"	8	2	8½"	6'-0"					8½"				
A506	136	7'-10"	1111	8			1'-10"	4'-5"	1'-10"						
A507	39	6'-3"	254	2	8½"	5'-7"									
A508	7	7'-0"	51	2	8½"	6'-6"									
A509	26	6'-7"	179	2	8½"	5'-11"									
A510	19	5'-10"	116	2	8½"	5'-2"									
A511	10	5'-9"	60	2	8½"	5'-1"									
A512	1	8'-5"	9	8			2'-0"	4'-8"	2'-0"						
A513	1	8'-1"	8	8			2'-0"	4'-4"	2'-0"						
A514	1	7'-11"	8	8			2'-0"	4'-2"	2'-0"						
A515	1	8'-4"	9	8			2'-0"	4'-7"	2'-0"						
A516	1	8'-5"	9	8			2'-0"	4'-8"	2'-0"						
A517	1	8'-9"	9	8			2'-0"	5'-0"	2'-0"						
A518	1	9'-3"	10	8			2'-0"	5'-6"	2'-0"						
A519	1	8'-8"	9	8			2'-0"	4'-11"	2'-0"						
A520	1	8'-3"	9	8			2'-0"	4'-6"	2'-0"						
A521	1	7'-10"	8	8			2'-0"	4'-1"	2'-0"						
A522	26	7'-0"	190	2	8½"	6'-4"									
A523	13	6'-0"	81	2	8½"	5'-4"									
A524	5	24'-1"	126	10			22'-2"	2'-0"							
A525	5	19'-9"	103	10			17'-10	2'-0"							
A526	10	24'-11"	260	10			23'-0"	2'-0"							
A527	5	22'-10"	119	STR.											
A528	5	23'-5"	122	10			21'-6"	2'-0"							
A529	5	18'-9"	98	10			16'-10	2'-0"							
A530	10	25'-3"	263	10			23'-4"	2'-0"							
A531	5	23'-6"	123	STR.											
A532	64	40'-0"	2670	STR.											
A533	16	26'-3"	438	STR.											
A534	16	26'-1"	435	STR.											
A535	12	7'-0"	88	STR.											
A536	8	13'-2"	110	8			6'-1"	1'-3"	6'-1"						
A537	6	6'-9"	42	2	8½"	6'-1"									
A538	2	15'-3"	32	9			12'-7"	2'-9"				2'-8¾"	3½"	12'-10⅝	
A539	2	12'-1"	25	9		3'-8"	8'-5"		3'-7¾"	4¾"				12'-2⅜	
A540	16	14'-7"	243	STR.											
A541	4	8'-2"	34	16		3'-0"	3'-2"	1'-6"				8¾"			5½"
A542	30	1'-6"	47	STR.											
A543	4	4'-7"	19	STR.											
A544	4	10'-0"	42	STR.											
A601	143	13'-7"	2918	8			4'-10"	6'-4"	2'-9"						
A602	1	17'-8"	27	8			5'-9"	9'-6"	2'-9"						
A603	1	12'-6"	19	8			5'-9"	4'-4"	2'-9"						
A604	1	11'-2"	17	8			5'-9"	3'-0"	2'-9"						
A605	1	14'-2"	21	8			5'-9"	6'-0"	2'-9"						
A606	202	14'-11"	4526	8			6'-11"	1'-5"	6'-11"						
A607	202	8'-5"	2554	8			3'-8"	1'-5"	3'-8"						
A608	202	6'-11"	2099	8			3'-2"	11"	3'-2"						
A609	2	1'-6"	5	STR.											
A610	8	4'-1"	49	10		1'-1"	3'-2"								
A611	4	4'-5"	27	11		1'-4"	2'-2¾"	1'-1"				6⅝"	2'-2"		
A612	4	4'-6"	27	STR.											
A613	4	4'-8"	28	11			3'-9¼"	1'-1"				8½"	3'-8½"		
A614	36	14'-6"	784	13	10"	3'-8"	3'-0"	3'-8"	3'-0"		10"				
A615	216	5'-1"	1649	10		2'-3"	3'-0"								
A801	70	30'-0"	5607	STR.											
A802	2	35'-2"	188	STR.											
A803	2	37'-2"	198	STR.											
A804	2	38'-5"	205	STR.											
A805	2	39'-7"	211	STR.											
A806	2	41'-8"	223	STR.											
A807	133	6'-6"	2308	17	11"	4'-2"	1'-5"					1'-0"	1'-0"		
A901	24	6'-6"	530	2	15½"	5'-3"									
		TOTAL	32975												

FORWARD ABUTMENT

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
B501	164	7'-9"	1325	2	8½"	6'-4"					8½"				
B502	1	13'-8"	14	2	8½"	12'-3"					8½"				
B503	1	6'-9"	7	2	8½"	5'-4"					8½"				
B504	1	6'-1"	7	2	8½"	4'-8"					8½"				
B505	1	5'-2"	6	2	8½"	3'-9"					8½"				
B506	1	4'-2"	5	2	8½"	2'-9"					8½"				
B507	155	7'-10"	1266	8			1'-10"	4'-5"	1'-10"						
B508	47	5'-5"	266	2	8½"	4'-9"									
B509	34	6'-0"	213	2	8½"	5'-4"									
B510	82	6'-3"	535	2	8½"	5'-7"									
B511	14	8'-5"	123	8			2'-0"	4'-8"	2'-0"						
B512	5	28'-9"	150	10			26'-10"	2'-0"							
B513	30	24'-8"	772	10			22'-9"	2'-0"							
B514	5	22'-0"	115	STR.											
B515	5	30'-3"	158	10			28'-4"	2'-0"							
B516	5	23'-2"	121	STR.											
B517	64	40'-0"	2670	STR.											
B518	16	40'-6"	676	STR.											
B519	16	37'-5"	624	STR.											
B520	10	7'-5"	77	STR.											
B521	7	12'-2"	89	8			5'-6"	1'-5"	5'-6"						
B522	5	6'-3"	33	2	8½"	5'-7"									
B523	2	11'-9"	25	9			8'-3⅞"	3'-4⅞"				8⅜"	3'-4"		
B524	14	13'-9"	201	STR.											
B525	2	10'-10"	23	STR.											
B526	4	8'-2"	34	16		3'-0"	3'-2"	1'-6"				8¼"			5½"
B527	30	1'-6"	47	STR.											
B528	2	13'-6"	28	9			10'-9"	2'-10"				2'-9"	7"	11'-4"	
B529	4	4'-7"	19	STR.											
B530	4	10'-5"	43	STR.											
B601	164	13'-7"	3346	8			4'-10"	6'-4"	2'-9"						
B602	1	20'-3"	30	8			5'-7"	12'-3"	2'-9"						
B603	1	13'-4"	21	8			5'-7"	5'-4"	2'-9"						
B604	1	12'-8"	19	8			5'-7"	4'-8"	2'-9"						
B605	1	11'-9"	18	8			5'-7"	3'-9"	2'-9"						
B606	1	10'-9"	17	8			5'-7"	2'-9"	2'-9"						
B607	227	15'-7"	5313	8			7'-3"	1'-5"	7'-3"						
B608	227	7'-1"	2415	8			3'-0"	1'-5"	3'-0"						
B609	227	6'-11"	2358	8			3'-2"	11"	3'-2"						
B610	2	1'-6"	5	STR.											
B611	8	4'-1"	49	10		1'-1"	3'-2"								
B612	4	4'-5"	27	11		1'-4"	2'-2¾"	1'-1"					6⅝"	2'-2"	
B613	4	4'-6"	27	STR.											
B614	4	4'-8"	28	11			3'-9¼"	1'-1"					8½"	3'-8½"	
B615	36	14'-6"	784	13	10"	3'-8"	3'-0"	3'-8"	3'-0"		10"				
B616	216	5'-1"	1649	10		2'-3"	3'-0"								
B801	80	30'-0"	6408	STR.											
B802	2	32'-1"	171	STR.											
B803	2	35'-1"	187	STR.											
B804	2	36'-11"	197	STR.											
B805	2	38'-9"	207	STR.											
B806	2	41'-10"	223	STR.											
B807	150	6'-6"	2603	17	11"	4'-2"	1'-5"						1'-0"	1'-0"	
B901	24	6'-6"	530	2	15½"	5'-3"									
		TOTAL	36304												

BENDING DIAGRAMS



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DESIGNED DWS | DRAWN MSD | REVIEWED MPH | DATE 5-07
CHECKED JJS | REVISED | STRUCTURE FILE NUMBER 5708451

REINFORCING STEEL LIST - ABUTMENTS

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

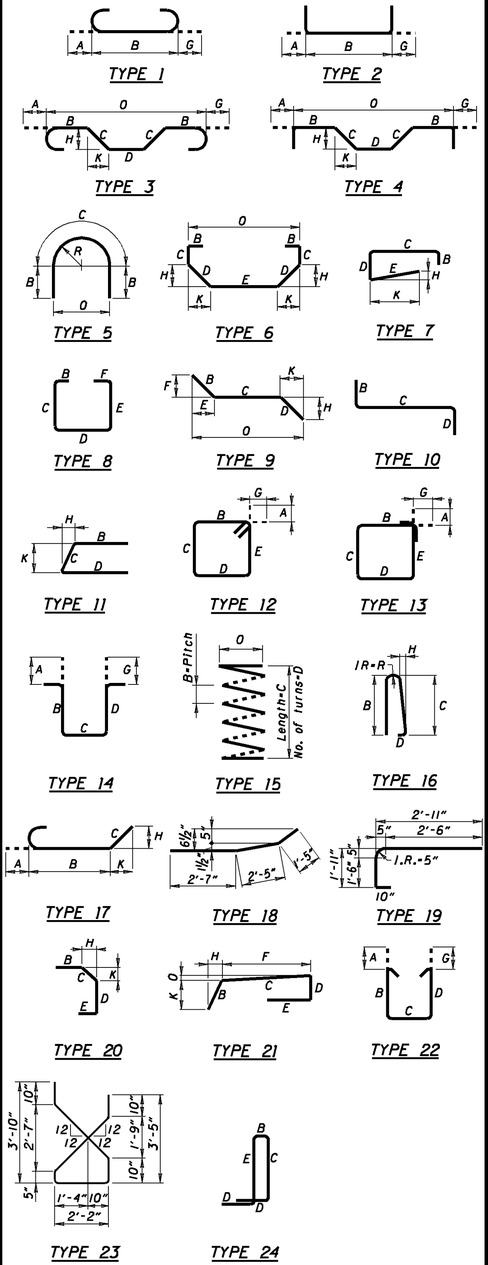
MOT-75-13.11
PID NO. 75927

SUPERSTRUCTURE - PARAPET TRANSITIONS

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
T501	88	7'-5"	680	16		3'-0"	3'-2"	1'-1"				7 1/4"			2 3/4"
T502	6	19'-11"	125	STR.											
T503	16	10'-0"	167	STR.											
T504	6	6'-5"	40	18		SEE BENDING DIAGRAM									
T505	10	6'-5"	67	STR.											
T506	6	15'-11"	100	STR.											
T507	3	31'-9"	99	STR.											
T508	3	30'-3"	95	STR.											
T509	3	28'-3"	88	STR.											
T510	3	26'-9"	84	STR.											
T511	4	7'-8"	32	16		3'-0"	3'-2"	1'-1"				11"			6"
T512	128	4'-7"	612	STR.											
T513		BAR MARK NOT USED													
T514	32	29'-2"	973	STR.											
T601	88	4'-2"	551	11		1'-1"	2'-2 1/2"	1'-1"				5"	2'-2"		
T602	220	4'-9"	1570	10		1'-1"	3'-10"								
T603	1	20'-1"	30	STR.											
T604	4 SER'S	VAR. 4'-8"	303	10		1'-1"									
	OF 10	TO 5'-5"					VAR. 3'-9" TO 4'-6"								
	• 40	INCR. 1"													
T605	20	4'-7"	138	10		1'-1"	3'-8"								
T606	1	16'-1"	24	STR.											
T607	1	30'-6"	46	STR.											
T608	1	27'-1"	41	STR.											
T609	241	5'-5"	1961	11			4'-5 1/2"	1'-1"				10"	4'-4 1/2"		
T610	241	4'-8"	1689	STR.											
T611		BAR MARK NOT USED													
T612	4	4'-3"	26	11		1'-1"	2'-3 1/4"	1'-1"				8 1/8"	2'-2"		
T613	4	29'-2"	175	STR.											
		TOTAL •	9716												

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R

BENDING DIAGRAMS



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6. APPROACH SLAB PARAPET REINFORCING STEEL LISTED FOR INFORMATION ONLY.

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DESIGNED DWS | DRAWN JAL | REVIEWED MPH | DATE 5-07
CHECKED JJS | REVISED | STRUCTURE FILE NUMBER 5708451

REINFORCING STEEL LIST - PARAPET TRANSITIONS

BRIDGE NO. MOT-75-1396
I-75 MAINLINE OVER RAMPS E4 AND E5

MOT-75-13.11
PID NO. 75927

1669A
1811

RIGHT STRUCTURE

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
T401	460	30'-0"	9218	STR.											
T402	58	32'-11"	1275	STR.											
T403	57	28'-3"	1076	STR.											
T501	413	30'-0"	12923	STR.											
T502	62	34'-11"	2258	STR.											
T503	1 SER'S	VAR. 30'-7"	581	STR.											
	OF 17	TO 34'-11"													
	• 17	INCR. 3¼"													
T504	1 SER'S	VAR. 26'-4"	505	STR.											
	OF 17	TO 30'-7"													
	• 17	INCR. 3¼"													
T505	2	26'-5"	55	STR.											
T506	2	23'-2"	48	STR.											
T507	1	21'-3"	22	STR.											
T508	5	27'-5"	143	STR.											
T509	2	22'-0"	46	STR.											
T510	1	17'-6"	18	STR.											
T511	4	24'-6"	102	STR.											
T601	1340	24'-10"	49982	STR.											
T602	2 SER'S	VAR. 7'-9"	3376	STR.											
	OF 62	TO 28'-6"													
	• 124	INCR. 4⅛"													
T603	2 SER'S	VAR. 7'-11"	3274	STR.											
	OF 60	TO 28'-5"													
	• 120	INCR. 4⅛"													
T604	2 SER'S	VAR. 7'-9"	2319	STR.											
	OF 48	TO 24'-5"													
	• 96	INCR. 4¼"													
T605	2 SER'S	VAR. 7'-10"	2933	STR.											
	OF 54	TO 28'-4"													
	• 108	INCR. 4⅜"													
T606	2 SER'S	VAR. 7'-10"	2995	STR.											
	OF 55	TO 28'-5"													
	• 110	INCR. 4⅜"													
T607	2 SER'S	VAR. 7'-10"	2174	STR.											
	OF 45	TO 24'-4"													
	• 90	INCR. 4½"													
T608	8	28'-1"	337	STR.											
T609	8	30'-10"	370	STR.											
T610	18	7'-5"	201	STR.											
T611	30	7'-5"	334	STR.											
		TOTAL •	96565												

LEFT STRUCTURE

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
S401	545	30'-0"	10922	STR.											
S402	55	16'-4"	600	STR.											
S403	54	10'-2"	367	STR.											
S501	479	30'-0"	14988	STR.											
S502	59	18'-11"	1164	STR.											
S503	2	30'-11"	64	STR.											
S504	1	17'-8"	18	STR.											
S505	1	33'-4"	35	STR.											
S506	1	8'-9"	9	STR.											
S507	1	25'-10"	27	STR.											
S508	2	27'-4"	57	STR.											
S509	1 SER'S	VAR. 7'-8"	153	STR.											
	OF 14	TO 13'-3"													
	• 14	INCR. 5⅛"													
S510	1 SER'S	VAR. 13'-3"	235	STR.											
	OF 14	TO 18'-11"													
	• 14	INCR. 5¼"													
S511	5	28'-0"	146	STR.											
S512	3	33'-7"	105	STR.											
S513	2	7'-9"	16	STR.											
S601	1358	23'-2"	47253	STR.											
S602	2 SER'S	VAR. 6'-7"	2386	STR.											
	OF 49	TO 25'-10"													
	• 98	INCR. 4⅞"													
S603	2 SER'S	VAR. 6'-2"	2451	STR.											
	OF 51	TO 25'-10"													
	• 102	INCR. 4¾"													
S604	2 SER'S	VAR. 6'-2"	1911	STR.											
	OF 44	TO 22'-9"													
	• 88	INCR. 4⅝"													
S605	2 SER'S	VAR. 6'-7"	2839	STR.											
	OF 58	TO 26'-0"													
	• 116	INCR. 4⅛"													
S606	2 SER'S	VAR. 6'-4"	2761	STR.											
	OF 57	TO 25'-11"													
	• 114	INCR. 4¼"													
S607	2 SER'S	VAR. 6'-2"	2103	STR.											
	OF 48	TO 23'-0"													
	• 96	INCR. 4¼"													
S608	8	27'-7"	331	STR.											
S609	8	31'-0"	372	STR.											
S610	20	6'-2"	185	STR.											
S611	24	6'-3"	225	STR.											
		TOTAL •	91723												

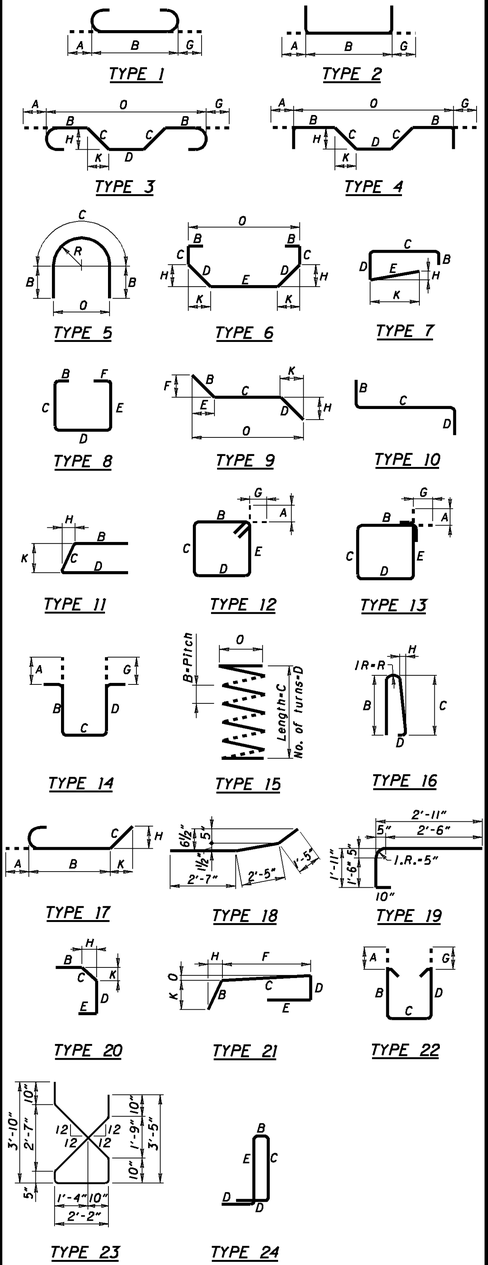
PARAPET ON RIGHT STRUCTURE

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
Y501	139	7'-5"	1075	16		3'-0"	3'-2"	1'-1"							
Y502	56	30'-0"	1752	STR.											
Y503	146	4'-7"	698	STR.											
Y504	8	34'-11"	291	STR.											
Y505	6	26'-6"	166	STR.											
Y601	139	3'-7"	748	11		1'-1"	1'-8⅜"	1'-1"				3¾"	1'-8"		
Y602	139	3'-7"	748	10		1'-1"	2'-8"								
Y603	8	30'-0"	360	STR.											
Y604	291	4'-8"	2040	STR.											
Y605	291	4'-2"	1821	11			3'-3⅛"	1'-1"				7⅜"	3'-2½"		
Y606	146	3'-3"	713	10		1'-1"	2'-4"								
Y607	1	36'-10"	55	STR.											
Y608	1	28'-5"	43	STR.											
		TOTAL •	10510												

PARAPET ON LEFT STRUCTURE

MARK	NO.	LENGTH	WEIGHT	TYPE	A	B	C	D	E	F	G	H	K	O	R
X501	158	7'-5"	1222	16		3'-0"	3'-2"	1'-1"							
X502	70	30'-0"	2190	STR.											
X503	147	4'-7"	703	STR.											
X504	8	7'-9"	65	STR.											
X505	6	18'-10"	118	STR.											
X601	158	3'-7"	850	11		1'-1"	1'-8⅜"	1'-1"				3¾"	1'-8"		
X602	158	3'-7"	850	10		1'-1"	2'-8"								
X603	10	30'-0"	451	STR.											
X604	290	4'-8"	2033	STR.											
X605	290	4'-2"	1815	11			3'-3⅛"	1'-1"				7⅜"	3'-2½"		
X606	147	3'-3"	718	10		1'-1"	2'-4"								
X607	1	10'-1"	15	STR.											
X608	1	21'-3"	32	STR.											
		TOTAL •	11062												

BENDING DIAGRAMS



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REINFORCING STEEL LIST - SUPERSTRUCTURE

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I-75 MAINLINE OVER RAMPS E4 AND E5

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